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BULGARIA

LILOV DWELLS ON INTERNATIONAL DUTY OF COMMUNISTS

Sofia POLITICHESKA PROSVETA in Bulgarian No 1, 1977 pp 3-15

[Article by Aleksandur Lilov, member of the Politburo and secretary of the BCP Central Committee: "The International and National Duty of Communists"; the article of Comrade Al. Lilov is being published simultaneously in the journal POLITICHESKOYE SAMOOBRAZOVANIYE [Political Self-Education], the publication of the CPSU Central Committee, and in our journal by mutual agreement]

[Text] In our times, the role of proletarian and socialist internationalism is increasing strongly and constantly growing. The principle of internationalism in revolutionary theory and of internationalism in fact, in the revolutionary practices of the working class, is one of the greatest ideas and one of the greatest victories of the revolutionary forces in the era of proletarian revolutions and transition from capitalism to socialism. This is due to the key fact that the chief driving force of modern social progress is the world socialist system and the international working class. The responsibility of the communist and workers parties to their peoples and nations is inseparable from their responsibility to the world working class and all progressive mankind. No one can "free" them from this responsibility, because it is imposed by history itself, by the objective patterns of the world revolutionary process, by the working class and by the peoples who are struggling for the triumph of socialism and communism, for their national and social liberation.

The historical necessity of proletarian internationalism is objectively determined and proven by all the previous course of the world revolutionary process. From a basic theoretical principle, proletarian internationalism has been turned into a powerful material force. It is impossible to overtly deny this fact which is very tangible both for us and for our enemies. What the enemies of proletarian internationalism are counting on in their attempts to undermine it is either to slander it in practice, in representing the real international ties between the detachments of the revolutionary party in a distorted light, or to replace the Marxist-Leninist understanding of proletarian internationalism by its "leftist" or rightist

opportunistic variations. And in both instances, the chief weapon which is used is outright or concealed nationalism. And as for the confusion, we will inevitably find in it a misapprehension of the real dialectics, of the actual unity of classes, of the national and international interests, goals and tasks of the revolutionary struggle.

The objectively increased role of proletarian internationalism, the complex conditions of today's world in which its principles are being applied, and the requirements of the ideological struggle in our days have brought to the forefront the questions of the essence of proletarian internationalism and its specific content under modern conditions, and of a correct combination of the international and national duty of the communists.

One of the chief problems of the 25th CPSU Congress, the 11th BCP Congress and the congresses of the fraternal parties from the other socialist countries in 1976 and which permeated the discussion not only of the international but also all domestic questions was precisely the problem of proletarian internationalism.

This problem also held a central place in the work of the Berlin Conference of European Communist and Workers Parties. The Bulgarian communists share and have constantly adhered to the thesis given in the Concluding Document that "the struggle for socialism in one's own nation and the responsibility of each party to its working class and its people are linked with the mutual solidarity of the workers of all nations, of all progressive movements and peoples in the struggle for liberty and the strengthening of independence, for democracy, socialism and peace throughout the world."

A constant creative discussion and analysis of the problems of proletarian internationalism in the present life of the parties are due to the circumstance that the new scale and depth of the internationalization of social life and the class struggle are linked with the appearance of new, diverse forms of relationships and ties between the various detachments of the revolutionary struggle, with the rise of new areas of collaboration and interaction between them, and with changes in the specific content of the international and national tasks.

The main thing in the changes which have occurred is the broadening of the limits and scale of proletarian internationalism, the enriching of its specific content, and the increase in its role and significance in today's revolutionary struggle. This development reflects the specific and concrete action in our times of the objective patterns which were discovered by the founders of Marxism-Leninism and on the basis of which they established the principles of proletarian internationalism. This is a result of the consistent and creative application of these principles by the revolutionary detachments of the communist and workers movement. Consequently, the new element which has enriched the theory and practice of proletarian internationalism means not only the maintaining of its essence, but also the exceptionally broad spread and enormously strong practical

manifestation of this essence under the real conditions of the modern era and represents the most convincing proof of the invincible truthfulness and fruitfulness of the Marxist-Leninist theses of proletarian internationalism.

Marx and Engels established proletarian internationalism as the fundamental principle of our revolutionary teachings, as an essential part of the communist social ideal, and as a powerful strategic and practical weapon for the revolutionary actions of the working class and its communist vanguard.

Marx and Engels established the objective necessity of proletarian internationalism as a pattern of the class struggle under the conditions of the global internationalism which was occurring in the present age in world socioeconomic life and the international class struggle.

Even at the dawn of capitalism, the objective process of the internationalization of the economy began to develop, and hence the internationalization of social life as well. And just as the processes of internationalization are reflected on the content, scale, organization and forms of the class struggle, so the class struggle polarizes the processes of internationalization in opposite directions.

The involved dialectics of the national and international is a class dialectics, a dialectics in which both the national as well as the international interests and relationships between them cannot have a content which is independent of the class interests and the class struggle.

The international association of the capitalists cannot overcome the contradictions inherent to the capitalist method of production, contradictions between the different both national and international capitalist groupings. The capitalist system, in spite of the objective processes of internationalization in social life and in many instances, precisely as a result of these processes, has nurtured and extended bourgeois internationalism which is either an expression of the struggle to maintain its own national perimeter for exploiting the workers, or an expression of the imperialist drive to dominate other countries and peoples.

Both the international class alliance of capital and bourgeois nationalism are objective realities which the working class cannot help but consider. The alliance of international capitalism can be conquered only by an alliance of an international proletariat organized on a revolutionary basis. The working class resists bourgeois nationalism with an organic unity of its own class, national and international interests.

"...The proletariats in all nations have the same interests, the same enemy, and are confronted by the same battle; the proletariats in their enormous mass are already, by nature, freed from national prejudices and all their spiritual development and movement in essence is humanistic and antinationalist. Only the proletariats are free to eliminate national

separateness, and only the awakening proletariat can establish fraternity between the different nations."¹ In contrast to certain modern interpretations of proletarian internationalism, Marx and Engels did not restrict themselves merely to an interpretation of the uniformity of the revolutionary aims of the workers in the individual countries, but saw in this uniformity a prerequisite for an awareness of common interests and tasks and for organizing common, joint and unified actions by the proletariats of all countries.

Proletarian internationalism from Marx and Engels meant a conscious struggle by each detachment of the communist and workers movement for common aims and tasks of the movement, a joint struggle, all-round and complete solidarity, and true fraternal mutual aid. They saw in these principles both the inherent traits of the ultimate aim and ideal of the struggle, that is, a future communist fraternity among peoples, as well as the material strength of the movement, the only one capable of conquering international capital.

Of exceptional importance was the circumstance that when the most important political principles for the activities of the proletarian parties and the basic ideas for their strategy and tactics were being formulated, Marx and Engels put in first place precisely the provisions related to proletarian internationalism and its various aspects.

K. Marx and F. Engels scientifically foresaw that proletarian internationalism would rise to a stage when there would be the actual fact of an alliance "of unity and solidarity, for common actions and policy" of the working class of the various countries, and when the struggle of the international proletariat would develop according to a "common plan of action."²

The inspired Lenin developed and raised to new heights the basic provisions, principles and criteria of our revolutionary teachings concerning proletarian internationalism in accord with the conditions and tasks of the new historic age.

Of primary significance for modern analysis of problems related to proletarian internationalism is the fundamental Leninist methodological thesis concerning the dialectics of the general and the particular, the generally valid patterns and national uniqueness in the development of the revolutionary process in the socialist revolution and the building of a new society.

The course of the class struggle, the path to socialism and its construction cannot be absolutely uniform. The paths, means and methods, the specific forms of the movement to the final and common aim for all workers inevitably are influenced and will be influenced by the national traditions, culture, particular features, historical conditions and the time during which the revolutionary process occurs.

The underestimating of the specific national conditions is extremely harmful, and it leads to a dogmatic divorcing from real life, and at times to political adventurism. But even more inadmissible is an underestimation of the main and decisive thing, that is, the generally valid patterns of social development and the class struggle. And this means that in the main and essential thing the revolutionary process and the building of socialism and communism in each individual nation cannot help but repeat the main and essential thing in the revolutionary and socialist development of the remaining nations.

An overestimation of national uniqueness at the expense of the generally valid patterns inevitably leads to an underestimation and misapprehension of the common tasks, to difficulties in elaborating a common strategy, and ultimately to an encroachment on the unity of the movement and on proletarian internationalism.

The key thing in the Leninist concept of internationalism was the demand that each revolutionary be an internationalist in fact. The essence of the work, stressed Lenin, is "that we are able to be internationalists in fact even during the most difficult times."³ Proletarian internationalism, as the ideology and policy of the revolutionary Marxist-Leninist vanguard of the proletariat, can be manifested as an effective force only under the condition that the working class of all nations carry out the obligations stemming from its principles and essence.

Lenin viewed international duty as that aspect in proletarian internationalism which gives it life, strength and purpose, and turns it from a possibility into reality, into a real factor which provides for the victory of the working class over the forces of imperialist reaction. "Internationalism in deed," he wrote, "is one and only one thing: whole-hearted work for the development of the revolutionary movement and the revolutionary struggle in one's own nation, support (by propaganda, sympathy and materially) of the same such struggle, the same such line and only this line, in all countries, without exception."⁴ Under all conditions, Lenin taught, the ultimate national and international interests of the working class must be viewed as the higher tasks concerning the development of the world revolutionary process as a whole.

The Leninist understanding of the primacy of the international in the unity of the national and international, the basis of which is primarily concern for the common international interests of the struggle of the proletariat, excludes an opposition between the national and international interests of the individual detachments of the revolutionary movement.

The entire development of the international communist and workers movement and the entire course of history have substantiated the common pattern and obligatory validity of the principles of proletarian internationalism posed by Marx, Engels and Lenin. They have been substantiated primarily by the historic successes of the movement. And they have also been

substantiated in a lamentable fashion by the committed violations of these principles. For example, tragic in this regard was the position of the opportunistic parties of the Second International which showed that the violating of the principles of proletarian internationalism was nothing more than pure bourgeois nationalism and chauvinism, the price of which was paid for by the blood of millions of workers shed for the "national" interests of the capitalists. Experience has shown that the germs of nationalism are particularly viable and have always represented a danger which can be harmful in one or another area of relations and the struggle of the international communist and workers movement, or in one or another of its detachments.

But historical experience shows that the patterns discovered by Marxism-Leninism ultimately have always prevailed, and the necessary corrections have inevitably been made in the thinking or in the status of those theoreticians, leaders and figures who have deviated from our great teachings. At the same time, it must not be forgotten that these correcting processes, although objectively inevitable, do not occur spontaneously and for this reason our ideological work must provide a decisive theoretical and ideological-political rebuff to all sorts of revisionistic and dogmatic distortions of the Marxist-Leninist principles of proletarian internationalism, and disclose their true essence and consequences.

The Great October Socialist Revolution was of epoch-making significance for the historical development of proletarian internationalism. It was the first hole in the world imperialist system, marking an end to the unchallenged dominance of capitalism. The victory of the socialist revolution and the creation of the first state of the dictatorship of the proletariat opened a new era, an era of the sociohistorical advance and triumph of socialism and communism.

The experience of the USSR has not only affirmed the Marxist-Leninist soundness of the strategy and tactics of the Bolsheviks, but it has become the source of new enriching of Marxist-Leninist theory. This experience is of world historical significance. The proletarian revolution inevitably will be victorious throughout the world, socialism sooner or later will be built in all countries, but objectively this will be, as historical experience has shown, and cannot help but be a creative repetition of the main and determining element of the Great October Revolution and the experience of the CPSU and Soviet Union.

Another basic international measure of the October Revolution is the fact that the creation of the Soviet state marked the beginning to a fundamental turning point in the balance of forces between world imperialism and world socialism. The Soviet nation has become a factor of enormous significance in international life, and has a decisive influence on the creation of favorable international conditions for developing the revolutionary processes in other countries.

The world historical significance of the October Revolution and the world's first country which successfully built socialism have objectively put the party of Lenin and the USSR at the center of the modern age and in the vanguard of the world revolutionary process. This also determines the special role and place of this party and this nation in the system of proletarian internationalism. On the one hand, this means the assuming of enormous historical responsibility by the Bolshevik party and the Soviet people, on whose shoulders has fallen not only the responsibility of building socialism in their own country, but also the defense of the international interests of the communist and workers movement on a world-wide scale. On the other hand, this means all-possible support for the October Revolution and the Soviet Union by all the forces in the world which are struggling for liberty and socialism. This is support given not simply to an individual party and country, but to a party and country whose activities and development embody the general international interests of the revolutionary movement. This is the defense of the main fortress of socialism, of revolution and peace throughout the world, the defense of the foremost positions which real socialism has reached in its historic development.

Thus, the content of proletarian internationalism is enriched by two new aspects of essential significance: The international duty of the parties and countries where socialism has been victorious for the remaining detachments of the revolutionary struggle and the international duty of the entire international communist and workers movement to the countries of real socialism. After the victory of the October Revolution, the attitude toward the party of Lenin and toward the USSR has in essence been an attitude toward real socialism, and the attitude toward real socialism cannot help but be the touchstone not only of actual proletarian internationalism, but also actual communist conviction and an actual revolutionary desire for socialism and communism. This is the lasting sense of the notion of Georgi Dimitrov and widely recognized in the communist movement that the attitude toward the USSR and the CPSU is the touchstone for proletarian internationalism and for the true revolutionariness of political movements, parties and leaders.

The creation of a world socialist community was the next historical stage in the development of proletarian internationalism. This brought into it new changes and a new concrete historical significance. Proletarian internationalism for the first time grew into socialist internationalism which is a qualitatively new stage both in the development of proletarian internationalism and in the development of the internationalization of social life generally. The socialist community became the leading force and factor in the development of world progress, while the interaction and solidarity between the socialist community headed by the USSR and the remaining revolutionary forces became the backbone of proletarian internationalism.

The vitality of proletarian internationalism gained its most vivid affirmation in the application of its principles in the relations between the

socialist countries. The formation and development of the socialist community meant not only a broadening of the sphere of proletarian internationalism and its extension into all areas of social life such as politics, economics, culture and so forth, but also the achieving of a qualitatively new stage in the development of international relations and the creation of international relations of a new historical type.

The socialist countries are extending their economic collaboration on all sides, and this collaboration is based upon a policy of socialist economic integration. The elaboration and successful implementation of the Comprehensive Program for Socialist Economic Integration are a major victory and an historic step in developing the world socialist community.

The socialist countries are constantly strengthening their political cooperation based upon the commonness of the social system, on a unity of aims and interests, on the equality of all countries, large and small, on profound respect for their sovereignty, and on fraternal solidarity and joint defense of the victories of socialism against imperialist encroachments.

The ideological and cultural collaboration of the fraternal parties and countries is growing stronger, as they make their collective contribution to building the spiritual culture of socialism, to the treasurehouse of Marxism-Leninism, to establishing its ideas in the awareness of the masses of people, and in the struggle against bourgeois ideology and revisionism.

With the transition of a number of socialist countries to the building of mature socialism, the processes of the all-round and ever closer integration of the countries of the socialist community are accelerating and growing deeper in all areas of life. All of this proves that world socialism cannot be built except as a social system which is unified in its essential traits and patterns and its aims.

The unified essence of the socioeconomic and political system, the uniformity of the fundamental aims and interests are the basis of fraternal cooperation between the socialist countries, while the development of cooperation gradually grows into all-round integration between them. Due to this pattern, both the acceleration and all-round development of each individual country as well as the development and strengthening of the socialist community as a single whole are guaranteed.

The enormous role of the socialist community in solving the cardinal questions of modern international life and its significance as the driving force in the gigantic class duel between socialism and capitalism are determined precisely by the fact that this community acts on the world scene as a unified and single force driven by common aims and a single will and conducting coordinated actions as well as a consistent and clear class line and policy.

The development and strengthening of the socialist community conform not only to the interests of the peoples of the fraternal socialist countries, but also the interests of the working class and peoples throughout the world.

The cause and limits of proletarian internationalism at present have broadened truly to a world scale. The picture of the world revolutionary process has become unusually enriched and complex. It encompasses the relationships and interactions between the socialist countries, the detachments of the communist and workers movement in the nonsocialist portion of the world, and all the remaining revolutionary and antiimperialist forces.

What is the main thing that this picture shows?

First of all, the fact that the balance of forces on the world scale is in favor of socialism, peace, democracy and social progress, and that the advance of these forces is victorious and this process is irreversible.

Secondly, the fact that the enormous reserves which the world revolutionary process now possesses are manifested with such force and to such a degree that the force and degree are their actually achieved unity based on the Marxist-Leninist principles of proletarian internationalism.

One of the most important factors for the development of proletarian internationalism under today's conditions is the development of the working class itself. Over the 100 years since the Paris Commune when the working class throughout the world did not exceed 15 million, its ranks have grown upwards to 540 million. At present, there is no state in which detachments of the world-wide proletarian army do not exist to one degree of development or another.

Many substantial changes have also occurred in the organization of the working class and in the level of its awareness. At present, the international workers movement has its own vanguard which is organized on a world scale and armed with a common proletarian, class strategy. This is the international communist movement. The modern communist movement is the broadest of the revolutionary movements which have ever existed, and this is a reflection also of the unprecedented breadth of the revolutionary processes on all continents and of the objective deepening of the internationalization of social life and the class struggle.

On the one hand, wherever a class struggle is waged, it is a component part of the world revolutionary process, and its successes reflect on it. On the other hand, under the conditions of the growing internationalization of the class struggle, each revolutionary detachment of this struggle and the continent on which this nation was located benefited from the new balance of forces on the world scene which had arisen as a result of the successes of world socialism and the international working class, and relied on the aid of these forces. The revolution and class struggle, regardless of the country, could not be an isolated phenomenon.

But all of this in no way means that the link between the struggle and the successes in the individual nations is an expression of their simple addition. Under modern conditions, this struggle in whatever country could not be waged with the successes of which we are the witness without the aid of the socialist countries and the entire international communist and workers movement. Cuba, Vietnam, Angola, the successes of the national liberation movement against imperialism are rather eloquent proof of the strength and significance of the properly fulfilled international duty and of "internationalism in fact."

Unfortunately, elements of an insufficiently mature understanding of the dialectics between the national and international factors in the class struggle are still encountered among certain leaders of the communist movement. The inability to penetrate into the complex dialectics of the national and international factors from consistent, class positions, or the temptations of competitive gains have become the reason in certain instances where elements of inconsistency with a rather tangible nationalistic tint have become involved in the policy of these leaders. The concessions to bourgeois awareness in these instances sooner or later but inevitably lead their authors into the danger of blunting their revolutionary authority among the masses, with a real impairment of their political strength and independence.

The entire experience of the communist and workers movement shows that loyalty to the principles of proletarian internationalism not only does not impair the independence of the parties, but quite the reverse, the development of the multilateral international ties between them is the chief guarantee for the actual independence of each of them. There are no "minors" and "majors," there are no privileged and neglected either within the international community or within the relationships where everyone is responsible to everyone else and everyone values and defends the interests of everyone. And conversely, a disregarding of international obligations and a divorcing from the common tasks and the common struggle have always led to a weakening of the corresponding party, and ultimately, to the loss of its independence and to its fall into the vortex of bourgeois anarchy.

"It is clear to everyone," stated Comrade Todor Zhivkov at the conference of European communist parties, "that proletarian internationalism does not mean the derogation of the principles of independence and equality of the individual socialist countries or of the individual national detachments of the communist and workers movement. However, the equality of the communist parties is expressed not only in their equal and sovereign rights, but also in an equality of their international duties."

To deny, in the name of the independence of the parties, their right to elaborate collectively the general problems of the communist and workers movement, to work out common positions, to establish real unity of action and to undertake coordinated and joint actions--this means to take away their strongest weapon.

For example, is it possible that such a global and fateful problem as the maintaining of world peace and the successful historical steps of the progressive forces in solving it have not necessitated and do not necessitate a coordinated strategy and coordinated actions? And what people has seen its independence or national interests suffer due to the successful elaboration and application of such a common strategy? What party has lost prestige or its sovereignty due to the fact that it has sided with the initiative of the CPSU and USSR for a peace offensive and has helped in working out a common line for the entire communist and workers movement in this direction?

The tendency for strengthening unity and common action is the main, determining tendency in the development of the world revolutionary process.

Our enemies are not blind. They clearly see this trend and this reality, and the attempts to shatter the unity of the communist and workers movement hold a central place in their strategy. In this strategy, of key significance are the attempts to isolate primarily the CPSU and USSR, and to defame its principled and consistent international policy. In contrast to certain pseudo-Marxist and pseudorevolutionaries and in contrast to certain unstable elements in the revolutionary forces, the strategists of imperialism are perfectly aware of what are the true role and significance of the CPSU and USSR in the system of proletarian internationalism, and understand that an eventual weakening of the international ties between the USSR and the remaining fraternal socialist countries and between the communist and worker parties and other progressive forces in the nonsocialist world would be a major strategic blow against the antiimperialist struggle and against the revolutionary movement in the world. This is why anti-Sovietism in our times is not a struggle just against the USSR, but rather the most dangerous and active form of struggle against proletarian internationalism, and against international unity of all progressive forces in the world.

For us, the Bulgarian communists, an uncompromising struggle against anti-Sovietism and the greatest possible strengthening of international fraternity with the USSR are the primary revolutionary duty of each Marxist-Leninist party and of the entire international communist and workers movement.

The relations of the USSR with the remaining fraternal socialist countries in our times are a higher model of proletarian internationalism in action, and the highest degree achieved up to now in the new, socialist type of relationship between peoples and countries. The experience of Bulgarian-Soviet relations and of Bulgarian-Soviet friendship totally affirm this historic truth.

The material and technical base of socialism in Bulgaria has been built with the inestimable economic and scientific-technical aid of the USSR. The enterprises built with Soviet aid at present produce about 80 percent

of the total industrial product of the country, including about 95 percent of the production of ferrous and nonferrous metals, over 70 percent of the electric power, 80 percent of the product of the oil refining and petrochemical industry, 55 percent of the chemical industry product, and so forth.

The technical reequipping of our agriculture which has been carried out chiefly due to the deliveries of Soviet agricultural equipment has put our nation among the leading positions in the world in terms of the degree of mechanizing agricultural production. The very number of tractors (in 15-hp units) exceeds 130,000, and for combines, the figure is over 20,000.

Soviet credit aid provided to us under exceptionally favorable conditions has been of great significance for our development. During the 1947-1971 period, the total volume of credit supplied to us by the USSR has amounted to around 2 billion rubles, and during the years of the Sixth Five-Year Plan (1971-1975), Bulgaria has used Soviet credits amounting to over 500 million rubles.

An important direction in the active reciprocal ties between our two countries is scientific and technical cooperation. This commenced during the first postwar years, and has played an enormous role in building the economic bases of our new social system, for industrializing the national economy, and for forming our scientific potential. Over the last 25 years, the USSR has turned over to our country over 7,000 sets of scientific and technical specifications, most of them on a gratis basis. Over 5,000 Bulgarian young men and women have received a higher education at the Soviet institutions of higher learning. More than 1,250 Bulgarians have defended candidate and doctoral dissertations or have received academic degrees in the USSR.

The effect of Soviet ideological life and Soviet culture on the creation of the socialist spiritual culture of Bulgaria has been beneficial. The ties with Soviet culture and art, the beacon and vanguard of the world artistic process and with the spiritual treasurehouse of the Soviet way of life are constantly growing stronger and broadening. Our creative workers are learning from the experience and example of the Soviet creative workers and from the cultural life in the USSR. At the same time, our culture and art are making their own constantly growing contribution to the strengthening of Bulgarian-Soviet friendship and to the spiritual drawing together of our fraternal countries and peoples.

Soviet-Bulgarian friendship, born far back in history, and tempered in the battles for the freedom and national independence of the Bulgarian people has become a decisive factor for the development of socialist Bulgaria. The relationships between Bulgaria and the USSR, as was correctly and precisely defined by the General Secretary of the CPSU Central Committee, Comrade L. I. Brezhnev, are "socialist internationalism in action."⁵

The July Plenum of the BCP Central Committee (1973) and the meetings and talks between L. I. Brezhnev and T. Zhivkov in September 1973 in Sofia marked the start to a new stage in the ascending development of friendship and cooperation between our parties, countries and peoples. The essence of this new stage consists in the "qualitatively higher content with which the processes of the all-round merging and integration between our countries and peoples are filled, and the raising of these processes to such a level that the development of socialist Bulgaria has the same rhythm as the USSR, the same criteria, the joint efforts and coordinated actions in the political, economic, scientific, cultural and military area. In a word, to so develop our all-round, fraternal collaboration that we act as a single organism which would have the same lungs and be fed by the same circulatory system."⁶

The BCP in its activities has always endeavored and is endeavoring to elaborate and conduct its policy, its strategy and tactics in accord with the principles of proletarian internationalism concerning a correct combination of national interests with the international obligations of the working class.

From its founding until the present, for more than 80 years, our party has indoctrinated and is indoctrinating the Bulgarian working class and the Bulgarian people in a spirit of fraternal solidarity and support for the fighters of the proletariat and the workers from other countries.

In the struggle to build a developed socialist society, our party gives exceptionally great significance to the problems of indoctrinating the people and particularly the younger generation in a spirit of consistent, socialist patriotism and internationalism. And this is not accidental. A highly developed patriotic and international awareness is one of the most characteristic traits of the new man, the builder of socialism, a distinguishing feature of his spiritual essence, and an exceptionally important factor in the struggle for building a developed socialist society.

The 11th BCP Congress with new strength emphasized the necessity of constant attention to this basic direction in the work on the ideological front.

First of all, we are aware of the circumstance that the indoctrination of the people in a spirit of proletarian internationalism and socialist patriotism can be carried out successfully only from consistent class-party positions.

Our patriotism, as was stressed in the accountability report at the 11th Party Congress, is not merely love for the motherland, but rather love for the socialist motherland, for socialist Bulgaria, that is, socialist patriotism. At the same time, true socialist patriotism is inseparable from internationalism, from loyalty to the interests of world socialism and the international communist and workers movement.

In the Accountability Report to the 11th Congress, Comrade Todor Zhivkov gave important theoretical generalizations and conclusions concerning the dialectics in the development of the patriotic and international awareness of the people under today's conditions. He emphasized the objectively caused tendency for the ever closer and more organic link of patriotic and international awareness. At the basis of this tendency lie the naturally deepening integration and interaction between the national and the international in the material and spiritual development of the fraternal socialist countries, as well as the widely developing integration processes in the economy, science, culture, ideology and politics.

Because of these processes, objective conditions have arisen whereby socialist patriotism has begun gradually to go beyond the national confines, and a constant reciprocal penetration and enriching are carried out between the patriotic and international awareness of the socialist workers. This is a new, higher stage of patriotism. This cannot be measured solely in relation to one's own country. In our times, a true Bulgarian patriot is one who is a patriot not only of Bulgaria, but also of the USSR and the entire socialist community, one who is full of love and loyalty to the cause of world socialism.

This new stage in the development of the patriotic and international awareness of the workers in our country is most clearly expressed in the attitude of the Bulgarian people toward the USSR and the Soviet people. This attitude has been caused both by the profound traditions of Bulgarian-Soviet friendship as well as by the entry into a qualitatively new stage of the all-round merging of Bulgaria with the USSR. "In the sphere of Bulgarian-Soviet relations," stressed Comrade Todor Zhivkov, "we can already with certainty speak about a qualitatively new patriotic and international awareness of the Bulgarian people, and of the rise and establishing of a new type of patriotism, whereby love for Bulgaria and love for the USSR reciprocally complement and enrich one another, and more and more fuse into a single feeling, into a single awareness."⁷

A constant source of international indoctrination of the Bulgarian people in a consistently class spirit is the heroic struggle of the working class in the capitalist countries, the newly liberated countries and the countries fighting for their national liberation against the system of state monopolistic capitalism and imperialist reaction, a struggle in which the working class is winning more and more social battles, in strengthening the general antiimperialist front with the remaining revolutionary and democratic forces.

The international awareness of the people has been profoundly influenced by the successful struggle to strengthen the unity of the international communist and workers movement, on a basis of Marxism-Leninism and proletarian internationalism. Proletarian internationalism, as was stressed by Comrade L. I. Brezhnev at the 25th CPSU Congress, "This is one of the main principles of Marxism-Leninism. Unfortunately, some persons have

begun to interpret it in a manner where in fact almost nothing remains of internationalism. Leaders are also encountered who even overtly propose that internationalism be abandoned. In their opinion, the internationalism established and defended by Marx and Lenin has become obsolete. But from our standpoint, the abandoning of proletarian internationalism would mean to deprive the communist parties and the workers movement generally of a powerful and tested weapon. This would serve well the class enemy which, it must be said, actively coordinates its anticommunist actions on an international scale. We, the Soviet communists, feel it the sacred duty of every Marxist-Leninist to defend proletarian internationalism."

The BCP feels the same way.

Socialism and internationalism, communism and internationalism are inseparable. In order to split them, one of them must be destroyed or distorted.

FOOTNOTES

1. K. Marx and F. Engels, "Such." [Works], Vol 2, p 578.
2. Ibid., Vol 19, p 136.
3. V. I. Lenin, "Soch." [Works], Vol 31, p 177.
4. Ibid., Vol 24, p 60.
5. L. I. Brezhnev, "Bulgarskiyat Narod--Nash Brat, Priyatel i Suyuznik" [The Bulgarian People--Our Brother, Friend and Ally], Partizdat, 1973, p 52.
6. T. Zhivkov, "Izbr. Such." [Selected Works], Vol 21, p 222.
7. T. Zhivkov, "Otchet na TsK na BKP za Perioda Mezhdurazhdu X i XI Kongres i Predstoyashtite Zadachi" [Report of the BCP Central Committee on the Period Between the 10th and 11th Congresses and the Forthcoming Tasks], Partizdat, 1976, p 112.

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CZECHOSLOVAKIA

AMENDED CIVIL AVIATION LAW ISSUED

Prague SBIRKA ZAKONU in Czech Part 26, 4 Nov 76 pp 661-672

[Full text of the 1956 law on civil aviation as amended in 1964 and 1976]

[Text]

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The Presidium of the Federal Assembly promulgates the full text of the law of 24 September 1956 on civil aviation (the aviation law), No 47 SBIRKA ZAKONU, in consequence of amendments and addenda effected by the civil code on 5 March 1964, No 40/1964 SBIRKA ZAKONU, and by the law of 28 April 1976, No 43 SBIRKA ZAKONU.

Law on Civil Aviation (the Aviation Law)

Chapter I. Introductory Provisions

Section 1. Mission of Civil Aviation

- 1) It is the mission of Czechoslovak civil aviation to provide air transportation services, to insure the safety of civil air traffic over the territory of the Czechoslovak Socialist Republic, and to meet other major social needs.
- 2) In particular, Czechoslovak civil aviation serves the following purposes:
 - a) domestic and international, regularly scheduled and non-scheduled air transportation of passengers, baggage, cargo and mail;
 - b) services for agriculture and forestry;
 - c) scientific research work;
 - d) cultural and educational tasks;
 - e) public health;
 - f) aviation sports.

Section 2. Administration of Civil Aviation

Responsibility for the development of Czechoslovak civil aviation rests with the Federal Ministry of Transportation, which administers and regulates civil aviation activities and takes care that these activities develop in a manner consistent with the provisions of this law and regulations issued pursuant thereto and in accordance with the state plan for the development of the national economy.

Section 3. Sovereignty Over Air Space

The Czechoslovak state possesses complete and exclusive sovereignty over the air space above its national territory.

Chapter II. Aircraft

Section 4. Definition of Aircraft

Devices which are capable of flying in the atmosphere independently of the earth's surface, carrying passengers or cargo on board, which are able to take off and land safely, and which are at least partially maneuverable are considered to be aircraft; tethered balloons are also considered to be aircraft.

Section 5. National Identification and Registration of Civil Aircraft

- 1) Pursuant to this law, Czechoslovak civil aircraft are civil aircraft bearing Czechoslovak national identification. Civil aircraft listed in the Czechoslovak Aviation Registry possess Czechoslovak national identification (Section 62).
- 2) Civil aircraft which are in the administrative jurisdiction of, owned, or used by Czechoslovak organizations in the socialist sector or by Czechoslovak citizens must be recorded in the Czechoslovak Aviation Registry.
- 3) When a civil aircraft is listed in the Czechoslovak Aviation Registry, its former listing in the aviation registry of a foreign state is rendered null and void in the Czechoslovak Socialist Republic. This listing of a Czechoslovak civil aircraft in the aviation registry of a foreign state is likewise null and void insofar as the listing of said aircraft has not been duly deleted from the Czechoslovak Aviation Registry. The transfer of a listing of a civil aircraft from the Czechoslovak Aviation Registry to the aviation registry of a foreign state can be effected only with the consent of the Federal Ministry of Transportation.
- 4) The Federal Ministry of Transportation will issue a certificate in verification of the listing of a civil aircraft in the Czechoslovak Aviation Registry.

Section 6. Management, Ownership or Use and Operation of Civil Aircraft

1) Civil aircraft which are publicly owned in the socialist sector may be managed, owned, or used and may be operated by:

a) organizations providing air transportation services and organizations performing airborne labor services, as well as by organizations engaged in the administration and maintenance of public airports and in the performance of special government inspection work under the direction of the Federal Ministry of Transportation;

b) the Federal Ministry of the Interior, voluntary social organizations engaged in defense training and air sports, and state organizations engaged in the production and repair of aircraft and aircraft testing and research.

2) The organizations identified in paragraph 1 may also use and operate civil aircraft that belong to foreign owners.

3) Socialist organizations other than those identified in paragraph 1, subsections a) and b) may only manage, own or use and operate civil aircraft in the performance of their tasks subject to the approval of the Federal Ministry of Transportation, granted in agreement with the Federal Ministry of the Interior.

4) Czechoslovak citizens may hold civil aircraft in personal ownership. They may only fly such aircraft subject to the approval of the Federal Ministry of Transportation, granted in agreement with the Federal Ministry of the Interior.

Section 7. Identification Markings

An identification (registration) marking will be assigned to all civil aircraft listed in the Czechoslovak Aviation Registry; aircraft owners are obliged to display this marking on their aircraft behind the national identification marking.

Section 8 - Repealed

Section 9. Design and Manufacture of Civil Aircraft

1) The types of aircraft intended for civil aviation purposes must, by their design and by the materials used in their manufacture, comply with technical standards that insure in-flight operational safety.

2) The conditions that must be met in order for new types of aircraft intended for civil aviation purposes to go into series production are determined by special regulations; the approval that is required pursuant to these regulations before production can begin can only be granted subsequent to the prior declaration of the Federal Ministry of Transportation as to technical and industrial-economic considerations.

Section 10. Telecommunications Devices and Their Operation

- 1) The installation and operation of radio transmitter and other telecommunications and radio-location devices on board civil aircraft and for all flight support services are governed by special regulations and agreements.
- 2) Radio transmitter on board Czechoslovak civil aircraft may only be operated by persons who have obtained a required radiotelegraph or radiotelephone operator's license.

Section 11. Aircraft Airworthiness

- 1) A civil aircraft with Czechoslovak identification markings may be flown provided that it has a certificate of airworthiness issued by the State Air Inspection Office, or provided that it has a certificate of airworthiness issued by another country and acknowledged as valid by the State Air Inspection Office.
- 2) A civil aircraft with identification markings of another country may be flown in Czechoslovak air space provided that it has a certificate of airworthiness which has been issued or recognized as being valid by another country under terms established by international agreements to which the Czechoslovak Socialist Republic is a party.
- 3) The State Air Inspection Office will issue a certificate of airworthiness only after having verified that a civil aircraft complies with operational safety requirements and after having conducted an airworthiness test or after having examined documentary evidence of operational safety and of the fact that an airworthiness test has been conducted abroad.
- 4) A civil aircraft which has already passed an airworthiness test must be retested following every major change in the design of its airframe or equipment that might cause a modification of the aircraft's flight characteristics or stability.

Section 12. Flight Documents

A civil aircraft must carry the following documents on board when in flight:

- a) a certificate of the aircraft's listing in the aviation registry;
- b) an airworthiness certificate;
- c) a flight log or other documentation in place thereof;
- d) a permit to install and operate a radio transmitter if there is one on board.

Section 12. Ban on Taking Certain Objects Aboard an Aircraft

For reasons of public safety, the Federal Ministry of Transportation may, in agreement with the Federal Ministry of the Interior, determine

which objects may not be taken aboard civil aircraft or the conditions under which such objects may be taken aboard.

Chapter III. Flight Personnel

Section 14. Staffing Structure and Qualifications of Flight Personnel

1) Civil aircraft crews and ground flight-support personnel constitute flight personnel.

2) In order to perform their duties, flight personnel must be in good health and professionally qualified. They perform their duties on the basis of a certificate of competence which is issued by the State Air Inspection Office. When performing their duties, flight personnel are obliged to produce this certificate when requested to do so by organs of the Federal Ministry of Transportation and the State Air Inspection Office.

3) Flight personnel are listed in the Czechoslovak Aviation Registry.

Section 15. Civil Aircraft Crews

1) The crew of a civil aircraft is composed of professional airmen (pilot, assistant pilot, navigator, flight radiotelegrapher, flight technician-engineer) and support personnel.

2) Only Czechoslovak citizens may serve as crew members aboard Czechoslovak civil aircraft; exceptions may be permitted by the Federal Ministry of Transportation in agreement with the Federal Ministry of the Interior.

3) The minimum number of crew members for a civil aircraft is stated in the airworthiness certificate permitting flight operations by the appropriate class of aircraft and in the aircraft's flight documents.

4) Only professional aviators with official pilot ratings may serve as captains aboard Czechoslovak civil aircraft, insofar as the Federal Ministry of Transportation does not grant exemptions from this regulation in especially warranted cases; during the course of pilot training exercises, student pilots may also serve as aircraft pilots.

Section 16. Professional Aviators' Certificates of Competence for International Flights

1) Professional aviators serving aboard civil aircraft used for international flights must be in possession of certificates of competence (diplomas and flight service authorization papers) which were issued or declared valid by the country in which the aircraft is listed in an aviation registry.

2) The Federal Ministry of Transportation will recognize the validity of certificates of competence issued or recognized as valid by a country where

an aircraft is listed in an aviation registry provided that reciprocity is assured or if the conditions under which said certificates were issued or recognized as valid are equivalent to or stricter than the minimal conditions provided for under the terms of international accords.

3) The Federal Ministry of Transportation may, for purposes involving flight operations over Czechoslovak national territory, refuse to recognize the certificates of competence issued to Czechoslovak citizens by another country.

4) If a certain country introduces a consolidated certificate in place of a diploma and flight service authorization papers, the provisions of paragraphs 1 through 3 are applicable to such a certificate.

Section 17. Responsibility of Aircraft Captains

The captain of a civil aircraft bears full responsibility for the condition of his aircraft and his crew, for all pre-flight preparations, and for the conduct of in-flight operations.

Section 18. Legal Authority of Aircraft Captains

1) The orders of a civil aircraft captain issued within the bounds of his legal authority must be obeyed unconditionally by crew and passengers.

2) The captain of a civil aircraft in flight has the right to take whatever actions are necessary against persons who, by their actions, jeopardize the safety of the flight and refuse to obey his orders.

3) If a crime has been committed aboard a Czechoslovak civil aircraft, the aircraft captain is obliged to make whatever inquiries are necessary.

4) Until such time as an appropriate official organ is able to intervene, the captain of a Czechoslovak civil aircraft will undertake to perform all actions that do not admit of delay. If required, he will temporarily detain suspects, conduct personal searches of passengers and crew, and seize objects that may serve as evidence.

Section 19. Actions To Be Taken in the Event of Danger or Accidents

1) If a civil aircraft is threatened with a specific danger, the captain and crew of the aircraft are obliged to take all actions required to protect the passengers and crew; the captain is the last to leave the aircraft.

2) If an accident or forced landing occurs, the captain of a civil aircraft is obliged to protect the interests of whoever is responsible for the management, ownership or use or operation of the aircraft under his command, as well as the interests of the owners of cargo carried on board; he is

authorized to act on their behalf and to assume their rights and obligations insofar as may be necessary in order to protect their interests.

Section 20. Rendering Assistance in Distress Situations

The captain of a civil aircraft who has intercepted a distress call from another aircraft or seagoing vessel, or who has encountered the same in a distress situation, is obliged to render assistance if he can do so without endangering the aircraft under his command and the persons aboard the aircraft.

Section 21. Duties in the Event of Military Hostilities

In the event of military hostilities directed against the Czechoslovak Socialist Republic, the captain of a Czechoslovak civil aircraft is obliged to take whatever steps are necessary in order to prevent the enemy from taking over the aircraft, its documents and its cargo.

Chapter IV. Ground Flight-Support Facilities

Section 22. Permit Procedures

1) In order to install or substantially modify ground flight-support facilities (all types of airports, buildings and related technical facilities, runway lights, and so on) it is necessary to obtain the prior permission of the Federal Ministry of Transportation, which makes decisions in this regard in agreement with other interested central offices. The Federal Ministry of Transportation will at the same time see to it that, where possible, permit procedures are coordinated with actions required pursuant to other regulations. Conditions and restrictions may be stipulated in permits.

2) All approved ground flight-support facilities are listed in the Czechoslovak Aviation Registry.

Section 23 - Repealed

Section 24. Perimeter Safety Zones

1) The safety of flight operations at civil airports and the reliable operation of other ground flight-support facilities, as well as the prospective growth of such facilities through new construction, are provided for by the establishment of perimeter safety zones.

2) A perimeter safety zone is established by a decision of the State Air Inspection Office in response to a recommendation from the operator of a ground flight-support facility in agreement with the construction office with local decision-making jurisdiction and with other appropriate organs. Such a decision will contain provisions that ban or impose restrictions on

the erection of certain kinds of buildings or facilities, the installation of lights, the planting of growing things or allowing such things to grow beyond a prescribed limit, and the taking of any action that threatens the safety of flight operations.

Section 24a. Buildings and Facilities Outside the Perimeter Safety Zone

1) Before buildings and facilities of a nonstructural nature can be erected outside a perimeter safety zone, it is necessary to seek a determination from or the approval of the State Air Inspection Office in consideration of the interests of civil aviation with regard to:

- a) buildings or facilities 100 meters or higher above the ground;
- b) buildings or facilities 30 meters or higher above natural or artificial elevations which rise 100 meters or more above the surrounding terrain;
- c) such facilities as may interfere with the functioning of on-board aircraft instruments and ground flight-support systems, including in particular such facilities as industrial plants, high-tension power lines carrying 100 kilowatts or more, power generating equipment and transmitters.

2) In order to erect buildings, a determination of the State Air Inspection Office must be applied for at the time of site selection negotiations or site surveying work by the builder and during the architectural design stage by the investor. In order to erect facilities of a nonstructural nature the appropriate agency, owner or user will submit an application for the approval of the State Air Inspection Office, which will grant such approval in the form of a decision.

3) The provisions of the preceding paragraphs do not apply to military buildings or to facilities to be used for military purposes.

Section 25. Public Airports

1) A public airport is understood to mean a civil airport which, within the limits imposed by its technical and operational capacities, is accessible to all civil aircraft that are authorized to make flights in the Czechoslovak Socialist Republic. Public airports which are primarily intended to serve the needs of regularly scheduled air transportation are, as a rule, established by the Federal Ministry of Transportation and operated by its organs.

2) The use of a public airport, which is operated by the Federal Ministry of Transportation through its organs, for flight training purposes, for test and experimental flights, and for other special purposes is permissible only with the consent of the Federal Ministry of Transportation.

Section 26. Airport Administration and Airport Rules

1) The operations of a civil airport are managed by, its maintenance is provided for, and required measures stemming from its normal use are taken by

an airport administration headed by an airport director (manager). The airport administration is established by the airport operator.

2) Airport operations and discipline at civil airports are regulated in detail by airport rules. In the case of a public airport, which is operated by the Federal Ministry of Transportation through its organs, the airport rules are issued by this ministry. The airport rules for other civil airports are issued by their operator after having received the approval of the Federal Ministry of Transportation; if an airport is also used on a regular basis by military aircraft, the airport rules also have to be sanctioned by the Federal Ministry of National Defense before they can be approved.

Section 27. Installation of Daylight Signals, Runway Lights and Marker Beacons

1) The managers, owners or users of land areas and facilities on which daylight signals, runway lights or marker beacons are to be installed in order to insure the safety of flight operations are obliged to comply with the installation, placement and servicing of these devices in exchange for suitable compensation; however, organizations in the socialist sector are not entitled to compensation if such compensation is precluded by reason of special regulations.

2) On the basis of a decision made by the State Air Inspection Office, the managers, owners, or users of facilities that jeopardize the safety of flight operations are obliged at their own expense to identify such facilities with aircraft obstacle-warning beacons and to maintain and operate said warning beacons.

Section 28. Disposal of Ground Flight-Support Facilities

Ground flight-support facilities which are not administered by the Federal Ministry of Transportation can only be disposed of subject to prior approval which will be granted by the Federal Ministry of Transportation in agreement with the Federal Ministry of National Defense. This applies in particular to changes in the mission of a facility and to the demolition of facilities.

Section 29. Airport and Other Fees

1) Fees, set in accordance with regulations governing price planning and price formation, are collected for the use of public airports and flight auxiliary facilities.

2) In agreement with the Federal Ministry of Finance, the Federal Ministry of Transportation may grant exemptions from the payment of fees or reduce the amount of fees.

3) The obligation to pay fees does not apply to aircraft of the armed forces.

Chapter IVa. Protection of Ground Flight-Support Facilities

Section 29a. Airport Armed Security Corps

1) An Airport Armed Security Corps (hereafter "the Corps") is established which will operate at public airports and on the premises of other ground flight-support facilities. The basic mission of the Corps is to guarantee order and safety within the perimeters of the facilities which it protects.

2) In agreement with the Federal Ministry of the Interior and the Federal Ministry of National Defense, the Federal Ministry of Transportation establishes the individual components (formations) of the Corps, sets its numerical complements, assigns arms and equipment, and defines the rules governing the organization, training and performance of duties by Corps officers.

Section 29b. Rights and Duties of Corps Officers

1) In carrying out official acts, measures and other official activities, Corps officers are obliged to be mindful of the honor, respect and dignity of other citizens as well as their own, and to endeavor to see to it that, in connection with the performance of those duties, no citizens suffer undue harm and that any eventual infringement of their rights and liberties does not exceed the limits of action that is absolutely essential in order to achieve the goal that prompted the measure undertaken.

2) Corps members are authorized:

a) to demand an immediate statement in evidence from any person who might be expected to be in a position to contribute to the clarification of important facts relating to the actual compromise or the threatened compromise of flight operations safety, public order, the safety of personal life and health, as well as property, insofar as the person being questioned is not suspected of having committed a crime or misdemeanor. No one may be compelled to give a statement in evidence who, by so doing, would violate a lawfully sworn duty to abide by an oath of secrecy, unless that duty has been waived. Anyone may refuse to give a statement in evidence who, by so doing, would expose himself or persons close to him to the threat of criminal prosecution.

b) to ascertain the identity of persons found to be in areas closed to the public and the authority by which they claim the right to remain in such areas;

c) to ascertain the identity of any person who compromises or threatens to compromise the safety of flight operations, public order, or the safety of personal life and health, as well as property and, where applicable, the identity of any person who was witness to such an incident;

- d) to detain any person discovered in areas closed to the public who refuses or is unable to produce authentic proof of his identity or who compromises or threatens to compromise the safety of flight operations, the public order, the safety of personal life and health, as well as property and immediately remand said person into the custody of members of the National Security Corps, or to release said person as soon as the reasons for detention have passed;
 - e) to determine whether a person who is being detained is armed and, depending on the nature of the incident, to confiscate any weapons until such time as further action can be taken by appropriate organs;
 - f) following prior vain appeals for its surrender, to undertake the preventive confiscation of any object which is declared to be proscribed or prohibited and to immediately hand over said object to the appropriate organs;
 - g) to issue tickets by way of assessing and collecting fines for misdemeanors.
- 3) When a Corps officer intervenes in a situation in an official capacity, insofar as the nature of the intervention so requires and insofar as the circumstances so allow, he will use the words "in the name of the law."
 - 4) All persons are obliged to heed the appeals of a responding Corp officer.
 - 5) An act of detention as described in paragraph 2, subsection d) will be entered in the official records of the appropriate Corps formation.
 - 6) In the case of the preventive confiscation of an object, the appropriate Corps formation will issue a receipt in confirmation thereof to the person from whom the object was confiscated.

Section 29c. Rights and Duties of Corps Officers in Conduct of Official Interventions

- 1) At public airports and on the premises of other ground flight-support facilities, in the interest of their protection and of maintaining the public order, and especially in order to avert an assault on themselves or on another person, Corps officers are authorized when intervening in an official capacity against offenders and other dangerous persons or in order to overcome acts of resistance aimed at the obstruction of their official intervention, action, or appeal, as well as in order to prevent the escape of a detained person, to use manual methods of self-defense, pocket tear-gas devices, truncheons, handcuffs, service dogs, weapon blows, verbal warnings, and warning shots fired into the air.
- 2) A Corps officer is authorized to use firearms only in the following cases:
 - a) where self-defense is necessary in order to avert an actual or imminent assault directed against himself or on the life of another person;

b) in order to avert a dangerous attack which threatens a facility or station that is being guarded, after all appeals to desist from such an attack have failed;

c) in order to prevent the escape of a dangerous offender who cannot be detained by any other method;

d) if it is necessary to render harmless any animal which threatens the lives or health of other persons.

Corps officers are obliged to show due care in the use of firearms, especially so as not to endanger the lives of other persons and to refrain as much as possible from endangering the life of a person against whom an official intervention is directed. Insofar as the circumstances of an official intervention permit, a Corps officer is obliged to use the methods cited in paragraph 1 before resorting to the use of firearms.

3) If, in view of the circumstances of a given situation, it proves to be possible, Corp officers are obliged to use methods involving persuasion, warnings, and appeals before resorting to the methods described in paragraphs 1 and 2.

4) Corps officers are obliged to use those methods cited in paragraphs 1 and 2 which enable them to properly perform their official duties and at the same time inflict the least amount of harm on the person against whom they are intervening. At the same time they will take care to see to it that any such method is employed in a reasonable manner and that any eventual harm that is inflicted is not patently disproportionate to the significance of the interest that is being protected.

5) When conducting an official intervention directed against an individual person it is prohibited to use a weapon, a tear-gas device, truncheon, handcuffs, or a service dog against a pregnant woman, a person of advanced age, a person with an obvious physical handicap or disease, and children--with the exception of cases where this is absolutely required owing to the nature of the attack that is being mounted by these persons against protected interests or the extraordinary circumstances of the situation that obtains.

6) Official interventions initiated pursuant to paragraphs 1 and 2 are to be entered in the official records of the appropriate Corps formation.

Chapter V. Flights

Section 30. Insuring the Safety of Civil Air Traffic

1) Civil air traffic within the territorial jurisdiction of the Czechoslovak Socialist Republic is organized, controlled and safeguarded by the

Air Traffic Controllers Service of the Federal Ministry of Transportation; it may put an organ of one of its subordinate air transportation organizations in charge of the fulfillment of tasks arising out of this sphere of activity.

2) Regulations governing the conduct of flights (flight regulations) that are valid for civil aircraft are also mandatory for other aircraft passing through flight corridors, in the vicinity of airports, or in air space adjacent to airports (Section 31, paragraphs 1 and 2).

Section 30a. In-Flight Control

The Federal Ministry of Transportation and the State Air Inspection Office are authorized to conduct in-flight control inspections of flight crew activities and the operation of technical equipment aboard Czechoslovak civil aircraft, their emergency back-up systems, and also air traffic safety procedures.

Section 31. Types of Flights, Airways and Flight Corridors

1) In the airspace of the Czechoslovak Socialist Republic civil aircraft may make:

a) flights in airport airspace, i.e., in the space lying above an aircraft and above designated adjacent areas;

b) regularly scheduled transportation flights;

c) non-scheduled flights.

2) Regularly scheduled transportation flights are made along air lanes which are designated by the Federal Ministry of Transportation in agreement with the Federal Ministry of National Defense. An air lane is an approved fixed route for regularly scheduled flights by transport aircraft between two or more points. Flight safety is normally secured by assigning a flight corridor, consisting of the ground path along and below an air lane and the airspace above it within whose limits a flight must be conducted.

3) The routes and/or air space for non-scheduled flights are approved in each individual case by organs of the Federal Ministry of Transportation.

Section 32. Permission To Take Off

A civil aircraft may be granted permission to take off when it has been determined that the crew meets all standards in terms of professional competence ratings required to fly the type of civil aircraft in question and in terms of the conditions of the flight to be undertaken by it, and only if the following materials are carried on board the aircraft:

- a) flight documents (Section 12);
- b) confirmation that the aircraft has gone through a pre-flight inspection (Section 33);
- c) flight maps and other navigational documents required by the Federal Ministry of Transportation;
- d) necessary instruments and other equipment.

Section 33. Preflight Preparations

Any flight by a civil aircraft can only be made after having completed pre-flight procedures and a technical inspection of the aircraft, a status check of the crew and ground flight-support facilities at the point of departure, at and along the route to the destination point, and after having checked the weather conditions that will affect the flight.

Section 34. Flights

- 1) A flight can only be made on the basis of a flight mission or flight plan and in accordance with a previously issued flight permit.
- 2) The departure of a civil aircraft from a point other than an airport will take place in compliance with flight regulations and at the discretion of the aircraft captain; in this case the aircraft captain bears full responsibility for such a departure.

Section 35. Flights With Passengers

Flights with passengers are allowed to take off only from approved airports and in aircraft that are approved for this purpose and controlled by pilots whose qualifications meet the requirements prescribed for the operation of such aircraft.

Section 36. Flights Over Inhabited Areas, Test Flights and Acrobatic Flights

- 1) When flying over densely inhabited areas or large congregations of persons in an open area, a civil aircraft must, except during take-offs and landings, maintain an altitude which will make it possible to land safely at any time either at an airport or at a point distant from a densely inhabited or populated area even in cases of engine failure.
- 2) Test flights and acrobatic flights, as well as parachute jumps, over densely inhabited areas or over sections of airport premises that are accessible to the public are forbidden; exemptions from this ban may be granted by the Federal Ministry of Transportation.

3) Test flights and acrobatic flights, as well as parachute jumps, over sections of airport grounds that are closed to the public and in air corridor space are permitted only in cases of extreme emergency and only with the consent of appropriate organs of the Federal Ministry of Transportation, and in other air space only with the consent of the Federal Ministry of National Defense.

4) Aviation days and air competitions open to the public may be organized with the prior approval of the Federal Ministry of the Interior in agreement with the Federal Ministry of Transportation.

Section 37. Bans on In-Flight Activities

During flights being made by civil aircraft it is generally forbidden:

a) to throw any objects out of an aircraft except in case of an emergency or during approved materials-discharge activities; exemptions from this ban may be granted by the Federal Ministry of Transportation in agreement with other interested ministries;

b) to take photographs or make films; exemptions from this ban may be granted by the Federal Ministry of National Defense in agreement with the federal ministries of the Interior and Transportation;

c) to operate telecommunications devices, especially radio transmitters, for purposes not related to flight requirements; exemptions from this ban may be granted by the Federal Ministry of Communications in agreement with the federal ministries of the Interior and Transportation.

Section 38. Participation in Test Flights

Flights of civil aircraft for which an airworthiness certificate (Section 11) has not previously been issued may only be participated in by persons who have been officially directed to conduct in-flight tests of the aircraft, engines, instruments, or other aircraft equipment.

Section 39. Flights of Pilotless Aircraft

Aircraft with a pilotless flight capability may not fly above the territory of the Czechoslovak Socialist Republic without the permission of the Federal Ministry of Transportation, which may prescribe special conditions applicable to such flights, especially with a view to insuring air traffic safety.

Section 40. Aviation Weather Service

The aviation weather service for civil aviation is provided by organs of the State Meteorological Service subject to the requirements of the Federal Ministry of Transportation.

Section 41. Telephone and Telegraph Communications

Inter-airport telephone conversations and telegrams concerning flight safety and flight control, within the scope prescribed by regulations governing telecommunications traffic, take precedence over other telephone conversations and telegrams.

Section 42. Closed Zones

For national defense or security reasons or for some other reason dictated by the general public interest, flights over certain geographical areas may be temporarily or permanently forbidden or restricted (closed zones). Necessary measures in enforcement of this provision will be taken by the Federal Ministry of Transportation in agreement with other interested central offices.

2) In an emergency, the government may issue an immediately effective ban on flights by all civil aircraft over all national territory.

Section 43. Compulsory Flight Course Changes, Compulsory Landings

1) A civil aircraft which has strayed outside a designated flight corridor or an approved flight route (Section 31) or into a closed zone (Section 42) is obliged, as soon as this fact is ascertained, to change course without delay so as to as quickly as possible regain its designated flight corridor or approved route or leave a closed zone.

2) If a civil aircraft receives a communication ordering it to land, it is obliged to land at whatever site has been indicated to it; if no landing site is indicated, it must land at the nearest site suitable for a safe landing. On landing the aircraft must immediately notify the nearest security organ of this fact. If an aircraft does not comply with a communication ordering it to land, it can, after receiving a second communication to this effect, be forced to land.

3) If a civil aircraft receives a communication advising that it will not be permitted to land, it is obliged to change course and proceed along its designated flight corridor or approved route to the nearest suitable airport and land there.

Section 44. Local Assistance in Case of an Accident Involving a Civil Aircraft

If a civil aircraft is involved in an accident or forced landing or if the aircraft is unable to continue its flight due to the death, injury, or incapacity of its crew members, the executive organs of the nearest national committee, in cooperation with security organs, are obliged to render all necessary aid, to secure the aircraft, its crew, passengers and cargo, and to immediately notify the Federal Ministry of Transportation by the most expeditious means possible.

Section 45. Official Investigation of Causes of Air Accidents

- 1) Official investigations of the causes of air accidents are conducted by the Federal Ministry of Transportation in cooperation with appropriate offices (organs).
- 2) Organs of the Federal Ministry of Transportation conducting such investigations are authorized to take all necessary action which can help to determine the causes of air accidents; in particular they may also subpoena the testimony of persons involved in such an accident and of other persons who might be expected to be in a position to elucidate major facts related to such an accident. If organs of the Federal Ministry of Transportation determine that there are grounds for suspicion that a crime or misdemeanor has been committed, it will notify the appropriate investigative organs of this fact.

Chapter VI. International Flights

Section 46. International Flights

- 1) Any flight of a civil aircraft whose designated flight corridor or approved route passes across the national frontiers of the Czechoslovak Socialist Republic is considered to be an international flight.
- 2) In addition to the general provisions governing aircraft flights (Chapter 5), the provisions contained in sections 47 through 52 also apply to international flights.

Section 47. Regularly Scheduled International Transportation by Foreign Civil Aircraft

- 1) Foreign aircraft which are not listed in the Czechoslovak Aviation Registry (hereafter "foreign aircraft") and which are used for regularly scheduled international air transportation may make flights across the national frontiers of the Czechoslovak Socialist Republic only on the condition that the operation of a regularly scheduled foreign international air transportation service, under whose auspices said foreign aircraft are being flown, is specifically sanctioned to do so according to the terms of an appropriate inter-governmental air transport agreement.
- 2) Pursuant to paragraph 1, said sanction is accorded by the Federal Ministry of Transportation in agreement with the Federal Ministry of Foreign Affairs.
- 3) The terms of said sanction should also stipulate as follows:
 - a) the overflight sector, i.e., the sector within which foreign aircraft must remain when flying over the national frontiers of the Czechoslovak Socialist

Republic during flight approaches and departures, and also the altitude that must be maintained during flights over the national frontiers;

b) the flight corridor (Section 31, paragraph 2) and the mandatory and authorized landing sites;

c) the term of the sanction's validity.

4) In the event that an intergovernmental air transport agreement has not yet been concluded, the operation of a regularly scheduled foreign international air transportation service may be provisionally sanctioned by the Federal Ministry of Transportation in agreement with the Federal Ministry of Foreign Affairs.

5) An accorded sanction is listed in the Czechoslovak Aviation Registry.

Section 48. International Flights of Czechoslovak Civil Aircraft

Civil aircraft listed in the Czechoslovak Aviation Registry may make flights beyond the national frontiers of the Czechoslovak Socialist Republic only when they have been previously sanctioned to do so by the Federal Ministry of Transportation. This provision does not apply to flights made by organizations engaged in air transportation along regularly scheduled international transportation routes.

Section 49. Mandatory Emergency Landings of Civil Aircraft

1) If a civil aircraft in distress, or for any other reason, flies across the national frontiers of the Czechoslovak Socialist Republic outside of its assigned overflight sector or if it strays from its designated flight corridor or approved route, it is obliged, as soon as this fact is determined or as soon as it receives a communication ordering it to land, to land without delay at a site that has been indicated to it or, if no such site has been indicated, at the nearest airport on the territory of the Czechoslovak Socialist Republic. The nearest security organ must be immediately notified of the aircraft's landing.

2) If an aircraft does not comply with a communication ordering it to land, it can, after receiving a second communication to this effect, be forced to land.

3) A civil aircraft which has landed under the circumstances cited in the preceding paragraphs may continue its flight only when it has received official approval to do so from the Federal Ministry of Transportation acting in agreement with the Federal Ministry of the Interior.

Section 50. Border Control Regulations, Customs and Foreign Exchange Regulations

Border control regulations and customs and foreign exchange regulations must also be observed in the course of international flights by civil aircraft.

Section 51. Testing Foreign Aircraft for Airworthiness

Foreign aircraft may be tested in order to ascertain their airworthiness if:

- a) they do not meet the prerequisites stipulated in Section 11, paragraph 2;
- b) they are involved in an accident;
- c) technical defects are detected in the aircraft.

Section 52. Non-Scheduled International Flights of Foreign Aircraft

Non-scheduled international flights of foreign aircraft across the national frontiers of the Czechoslovak Socialist Republic may be made only if they have been previously sanctioned by the Federal Ministry of Transportation acting in agreement with the Federal Ministry of Foreign Affairs. At the same time, the Federal Ministry of Transportation may also order foreign aircraft to land on the territory of the Czechoslovak Socialist Republic; and, if necessary, it may subject foreign aircraft to further restrictions.

Chapter VII. Air Transportation

Section 53. Domestic Air Transportation

Air transportation of passengers, baggage, parcels and mail and airborne labor services performed in exchange for fees may be engaged in only by air transportation organizations and air service organizations regulated by the Federal Ministry of Transportation (Section 6, paragraph 1, subsection a).

Section 54. International Air Transportation

Insofar as it is not otherwise provided for by an international agreement, the provisions of this chapter also apply to the international air transportation of passengers, baggage, and goods.

Section 55. Air Transport Rules

- 1) The general terms under which an air transport organization may engage in the transportation of passengers, baggage and goods are stipulated by the air transport rules which are issued by the Federal Ministry of Transportation.
- 2) The air transport rules may:
 - a) --repealed;

b) prohibit certain objects from being transported by air or stipulate special conditions under which they may be transported by air,

c) order that a party which, by reason of having violated one of the provisions of these rules, caused an air transport organization to suffer damages is obliged to pay compensation for such damages in an amount determined by the rates and fares schedule (Section 56).

3) Subject to the approval of the Federal Ministry of Transportation, air transport organizations may establish more specific transportation terms and conditions.

Section 56. Rates and Fares

Air transport organizations, guided by the state plan for the development of the national economy, planning and price formation regulations, and the principles of *khozraschot*, will compile schedules of rates and fares. Schedules of rates and fares must clearly indicate the conditions relevant to the setting of fare and freight charge amounts or of ticket prices and freight charges on specific transportation routes.

Section 57. Air Transportation of Postal Articles

The air transportation of postal articles by organizations engaged in air transportation is regulated by agreement between the federal ministries of Communications and Transportation.

Chapter 8. Liability for Damages Caused by Operation of a Civil Aircraft and Liability of the Air Carrier

Section 58 --repealed

Section 59. Liability Owed for Transportation of Goods and Postal Articles by Air

Air transport organizations are liable to the communications administration for the transportation of postal articles by air to the same extent that the communications administration is liable to users of postal services and foreign postal administrations.

Section 60 -- repealed

Section 61. Liability Insurance

1) In order to be secure against claims for compensation for damages for which it is liable pursuant to common law regulations and pursuant to international agreements (Section 65, paragraph 1), the operator of a Czechoslovak civil aircraft is obliged to conclude a liability insurance contract

with the Czech State Insurance Office or the Slovak State Insurance Office and, before operations begin, to provide the Federal Ministry of Transportation with documentary evidence of said contract.

2) The insured is obliged to provide the Federal Ministry of Transportation with documentary evidence that insurance premiums are paid on time.

Chapter 9. Czechoslovak Aviation Registry

Section 62.

1) The Czechoslovak Aviation Registry is kept by the Federal Ministry of Transportation. The following data are listed in the registry:

- a) Czechoslovak civil aircraft (Section 5);
- b) flight personnel staff (Section 14, paragraph 3);
- c) ground flight-support facilities (Section 22); and
- d) Sanctions permitting the operation of regularly scheduled foreign international air transport services (Section 47).

2) The collection of papers comprising the original or verified copies of papers, official letters and other documents on which basis entries were made in the registry is an integral part of the registry.

3) The Czechoslovak Aviation Registry is not available for public inspection. Persons who prove they have a legal responsibility to do so are permitted to examine a relevant registry entry or document in the collection of papers and to request that a complete or partial copy be made of the information contained therein.

Chapter X. Special Provisions on the Aviation Activities of Voluntary Social Organizations Concerned With Defense Training and Aviation Sports

Section 63. Exceptions to the Provisions of this Law

1) The aviation activities pursued by voluntary social organizations designated by the Government of the Czechoslovak Socialist Republic for purposes of defense training and aviation sports are subject to the provisions of this law with the following exceptions:

- a) professional aviators who fly aircraft operated by an organization during flights across the national frontiers of the Czechoslovak Socialist Republic as well as professional aviators who fly aircraft with multiple engines and aircraft that weigh in excess of 4,000 kilograms must possess a professional aviator's certificate of competence (Section 14, paragraph 2). Other

professional aviators must possess a certificate of competence issued by the organization in accordance with the regulations of said organization;

b) in individual cases, exemption from the provisions of Section 15, paragraph 2 may be granted by the organization in agreement with the Federal Ministry of the Interior;

c) with the exception of certain flight safety systems, an organization may dispose of its own ground flight-support facilities at its own discretion without the approval of the Federal Ministry of Transportation (Section 28), but it is obliged to give sufficient prior notice to the Federal Ministry of Transportation regarding the relocation, reassignment, or dismantling of such facilities so that the Federal Ministry of Transportation will be able to take all necessary action aimed at safeguarding the interests of civil aviation;

d) an official investigation of air accidents involving aircraft operated by an organization is conducted by the organization in question. However, such an organization is obliged to report air accidents to the appropriate organs of the Federal Ministry of Transportation. The Federal Ministry of Transportation may participate in such an investigation. If the organs of the organization determine that there are grounds for the suspicion that a crime or misdemeanor has been committed, it will report this finding to organs responsible for the investigation of such crimes or misdemeanors.

2) The Federal Ministry of Transportation may exempt an organization from the provisions of Chapter 5 of this law, insofar as such exemption is warranted by the special nature of the organization's aviation activities and insofar as it may be so granted without jeopardizing the safety of flight operations.

3) The Government of the Czechoslovak Socialist Republic may regulate the aviation activities of an organization in a manner that departs from the provisions of this law, and if required in the interest of defense training, it may altogether exclude the aviation activities of an organization from the application of this law.

Section 64. Organizational Aviation Activities

1) An organization engages in air defense training in accordance with special regulations. To this end, it is authorized to control and regulate its aviation activities under the terms of its own more specific rules and guidelines.

2) In order to issue rules and guidelines of a more specific nature pursuant to paragraph 1, it is necessary to obtain the prior consent of the federal ministries of Transportation and National Defense, to the extent that these rules and guidelines;

a) regulate conditions governing the acquisition of a professional aviator's certificate of competence and the management of flight operations;

b) depart from the regulations of the federal ministries of Transportation and National Defense governing aviation activities on the territory of the Czechoslovak Socialist Republic.

3) The provisions of Section 2 concerning the regulatory responsibilities of the Federal Ministry of Transportation do not apply to matters related to national-defense training.

Chapter XI. Concluding Provisions

Section 65. International Agreements

1) This law does not impinge upon international agreements, especially agreements on telecommunications systems and their operation, on the investigation of aircraft accidents, on international flights, and on liability arising out of international air transportation.

2) The international transportation of postal articles, if such transportation is not effected by air transport organizations, is regulated by international postal agreements.

Section 66. Revocation of Flight Licenses

The Federal Ministry of Transportation may temporarily or permanently revoke licenses, certificates of competence or permits and sanctions issued in accordance with this law or in accordance with regulations enacted pursuant thereto if the continued effect of said licenses, certificates or permits traffic safety or some other general interest.

Section 67. Powers Granted to Federal Ministry of Transportation

1) In order to enforce this law, the Federal Ministry of Transportation, acting in agreement with other interested central offices (organs), will enact regulations which specifically govern:

1. [sic] the division of air space over the Czechoslovak Socialist Republic for purposes of air traffic control (Section 3);

2. the division of aircraft into categories (Section 4);

3. the conditions applicable to the accordance and withdrawal of approval for the management, ownership or use, and for the operation of a civil aircraft (Section 6, paragraphs 2 and 3);

4. identification markings and other data on civil aircraft and the manner in which they are to be indicated (Section 7);

5. technical specifications applicable to the engineering design and manufacture of civil aircraft (Section 9),
6. the method for demonstrating operational safety and testing civil aircraft, their engines, substantive factors pertaining to certification of airworthiness and the term of this certification's validity, as well as the obligation of a civil aircraft operator to keep special records on the condition of aircraft and their engines (aircraft and aircraft engineer log books) (Sections 11 and 51);
7. standard forms for flight documents and other required flight documents and the making of notations on these documents (Section 12);
8. other duties performed by persons identified as flight personnel (Section 14) and also the conditions under which a student pilot may fly an aircraft (Section 15, paragraph 4);
9. conditions applicable to the hiring of persons for jobs in civil aviation, the conduct of professional examinations (examination rules) and the conditions governing the acquisition of a professional aviator's certificate of competence, the different types of these certificates, their contents, their term of validity, and other requirements (Section 15);
10. the contents and documentary format of applications for permits to install or substantially modify ground flight-support facilities, permit and decision-making procedures (Section 22), whereby it is also to be specified in detail exactly which kinds of facilities are subject to permit procedures;
11. the establishment of perimeter safety zones (Section 24) and the exercise of close control over buildings and facilities erected outside of perimeter safety zones (Section 24a, paragraph 1);
12. the method of and the conditions applicable to the construction and outfitting of civil airports and the establishment of flight corridors, as well as the administration of public airports (Sections 25 and 26);
13. the installation of signal and beacon systems and compensation for the use of land and facilities designated as installation sites for these devices (Section 27);
14. detailed matters concerning the means, conditions, and procedures involved in making flights in the air space lying above the territory of the Czechoslovak Socialist Republic, as well as concerning the operation of the air traffic control, communications, radio-navigation, and radio-location, and signal illumination services (Section 30);
15. detailed matters concerning types of flights, air lanes, flight corridors, overflight sectors, and airport vicinity air spaces (Section 31 and Section 47, paragraph 3, subsection a);

16. aircraft equipment, especially in terms of what kinds of on-board instruments and other systems are necessary for certain kinds of flights (Section 32);

16a. the duties of a civil aircraft captain, public airport director, civil aircraft operator, as well as other organs responsible for pre-flight preparations (Section 33);

17. cooperation between organs of the Air Traffic Controllers Service and organs of the State Meteorological Service in matters related to the performance of the aviation weather service (Section 40);

18. the official investigation of the causes of air accidents (Section 45);

19. detailed matters concerning liability insurance (Section 61);

20. procedures to be followed in making entries in the Czechoslovak Aviation Registry, the substance of such entries, procedures to be followed in altering or erasing such entries, in arranging for the transfer of aircraft registration to the aviation registry of another country, as well as the conditions affecting the issuance or revocation of certifications of aircraft registration in the Czechoslovak Aviation Registry (Section 62).

2) The Federal Ministry of Transportation may enact separate regulations for civil aircraft which are strictly intended to be used for test, training, or sport flights. The Federal Ministry of Transportation may also regulate the issuance of permits for the establishment and disposal of temporary take-off and landing sites in departure from the provisions of Sections 22 and 28 and in agreement with the Federal Ministry of National Defense and the approval of flight routes or air space for non-scheduled flights in departure from the provisions of Section 31, paragraph 3.

Section 68. Enforcement of This Law

This law is to be enforced by the Federal Ministry of Transportation and by other interested ministries and central offices either directly or through subordinate organizational components.

Section 69. Repeal Provisions

All regulations concerning matters regulated by this law are repealed; in particular, the following acts are repealed:

1. Law No 172/1925, SBIRKA ZAKONU, on aviation, as construed by Law No 48/1930, SBIRKA ZAKONU;

2. Government Ordinance No 148/1934, SBIRKA ZAKONU, whereby certain regulations are enacted concerning foreign aircraft;

3. Government ordinance No 202/1937, SBIRKA ZAKONU, whereby overflight sectors are established for aircraft flying across the national-customs frontiers with Germany and Austria, in addition to certain other rules affecting such flights;

4. Government Ordinance No 197/1938, SBIRKA ZAKONU, whereby flights over specified territorial sectors are banned or restricted (closed zones);

5. Decree No 144/1957, UREDNI LIST, on granting approval for the management (ownership) of civil aircraft and their operation.

Section 70. Implementation

This law goes into effect on 1 October 1956; it will be executed by the minister of transportation in agreement with other interested members of the government.

Civil Code No 40/1964, SBIRKA ZAKONU, went into effect on 1 April 1964 and Law No 43/1976, SBIRKA ZAKONU, which amends and supplements Law No 47/1956, SBIRKA ZAKONU, on civil aviation (the aviation law), goes into effect on 1 January 1977.

Indra (signed)

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CSO: 2400

CZECHOSLOVAKIA

MLYNAR WRITES OPEN LETTER ON TREATMENT OF MUSICIANS

Rome LISTY in Czech No 6, Dec 76 pp 5-7

[Letter by Zdenek Mlynar: "Against Falsehoods and Lies"]

[Text] An Open Letter to Political Agents Responsible for Legality in the CSSR

Ten young people whose offense was that they composed, sang and played music and texts which ran counter to the taste of various official organs and administrators in culture and politics have been in prison in Czechoslovakia since last spring. I have in mind Ivan Jirous and his friends, primarily from the groups of musicians Plastic People of the Universe and DG 307.

Young people professing adherence in our country to the musical and ideological current called "underground culture" which can be observed in various industrially developed countries of today's world are to be prosecuted as criminals. I am a Marxist and I do not see in the ideas of this current a way out of the crisis situations with which modern industrial civilization confronts man and particularly youth. Both as a Marxist and a lawyer, however, I must protest that a state which calls itself socialist should react to such movements of young people by abusing penal law and by throwing the authors of uncomfortable texts and music into prison as criminals.

That abuse of penal law was involved was clearly demonstrated at the proceedings of the okres court for Plzen-South on 3-6 July 1976. This court sentenced K. Havelka, M. Skalicky, F. Starek (all of them 24-26 years old, working in manual jobs) to unconditional imprisonment of 8 months to 2 and one-half years because they had allegedly committed a criminal act of breaching public peace (Section 202 of Penal Code) by making possible, in the SSM [Union of Socialist Youth] club at Prestice near Plzen, a public performance of Ivan Jirous and singers K. Soukup and S. Karasek which contained "grossly indecent and vulgar expressions." Three young people are thus to be imprisoned for many months simply because they helped organize a meeting of other young people at which "vulgar expressions" were used. All this happened not in notorious Clochemerle or Calvin's Geneva at the end of the Middle Ages, but in the Czechoslovak Socialist Republic in 1976.

The Plzen court proceeded from the premise that the "criminal act of breaching public peace" was fully proved by the fact that several current Czech colloquial vulgar words such as shit, ass, to shit and the like, were used in the texts of the songs performed there. It must have been obvious to the court that these words were never uttered as terms of abuse, but that these words were part of texts expressing certain feelings or view of life. One witness for example said that he had heard the following statement: "Man, what do you resemble in your greatness? ...A shit."

The representatives of power usually never and nowhere want to admit that they in their greatness resemble anything else but the incarnation of the most sacred ideals of mankind. A normal person, however, does not experience such permanent feelings of self-complacency; normal people succumb also to the feeling of helplessness and skepticism. Even sharp self-irony expressed in shocking words is therefore human for normal people because they feel that behind the aforementioned comparison is the Biblical "Thou art dust and will turn into dust" rather than the intention to commit the "criminal act of disturbing public peace."

Vulgar but commonly used words in the Czech language do not represent a novelty or peculiarity of the text accompanied by "underground" music. Even by glancing quickly through the "Slovník spisovného jazyka českého" [The Dictionary of the Czech Literary Language] (Academia, Vol 1-4, Prague 1960-1971) we can find without difficulties that the "disturbance" in the form of publication of such words had been committed by many Czech artists long before it was done by the above-mentioned authors and performers now imprisoned.

Vol 3 p 499: "fuck the law" (Karel Capek);

Ibid.: "what will they achieve against us? Bull-shit" (Pavel Bojar);

Vol 2 p 879: "Well, I will not talk into your ass" (Ivan Olbracht);

Ibid.: "Kiss my ass with your America" (K. F. Sedlacek);

Vol 4 p 344: "You know that we shall shit on it anyway" (Miroslav Hanus) and so on and on.

According to the criteria applied in the criminal prosecution of I. Jirous' friends, the public reading of many texts not only of Jaroslav Hasek, but also of Vitezslav Nezval and many other literati of ours would also have to be criminally prosecuted. Yet, we have not seen anything similar so far even in today's Czechoslovakia and probably we shall not see it in the future either. To be sure, the court proceeding against Ivan Jirous and his friends was not in fact instituted because of the use of "vulgar expressions." It was instituted to scare and to silence those young people who refuse to submit to the official criteria established by the state, according to which they should live and enjoy themselves, feel and judge the values in the society and their life. It was to frighten and stifle those who oppose—even

by such an innocent action as sung words--to recognize at least outwardly, at least hypocritically that everything that is officially enforced is the only correct and good.

Lovers of "underground" music are not punished for the vulgar expressions--this is only the pretext for the abuse of penal law. They should be punished because they want, despite official bans and commands, to play music, sing and live in the way they like. It is not important now whether or not their particular form of revolt is the socially possible way out for the solution of crisis situations in human life. The point at issue is whether or not they have the right to search in their own life for such solutions which they themselves regard as right and valuable. Naturally, laws and the legal system applies to them in the same way as to all other citizens, but these laws cannot be abused and applied with bias against them for reasons of political expediency.

The tendency to escape from society, to build outside the official society their own community in which there will be no room for what they regard as falsehoods and lies of the official social structures--this is a frequent tendency among young people in modern industrial civilization. The Marxists in my opinion must look for both the general social causes which give rise to this tendency in modern civilization in general and for the concrete historical causes which give rise to this tendency in various [social] systems, countries and states. If the Marxists want to influence these tendencies in our country today, if they want to reduce to a minimum the number of young people seeking a solution in escape from society into the isolated world of their own sect, then they must reflect upon the causes which give rise to such tendencies in our country today and must try to eliminate these causes. They cannot hope, however, that by imprisonment and other forms of violence they will make less attractive for the young people those tendencies which offer the solution in escape from society and in the establishment of other substitute communities.

There are, I think, a number of specific factors in our country today which make the tendencies to escape from society more attractive for everybody who wants to defend himself against falsehoods and lies.

Regardless of assurances to the contrary, hypocrisy and lying are in fact recognized as the civic virtue by our present regime. A falsified untruthful interpretation of our social development in 1968 is the very basis of the entire officially enforced ideology. He who accepts these untruths at least outwardly, who does not protest against them is left in peace or even preferred. On the other hand, he who speaks against such untruths and protests is persecuted and destroyed. He who dissimulates and outwardly professes what he does not believe and what he denies in private is looked upon as a decent citizen. He who openly states what he really thinks even though it is in conflict with the official opinion is persecuted and harassed. Faith and conviction are increasingly becoming a ridiculous anachronism in everyday life, while cynicism and the ability to deny everything that official

authorities do not like open the way to official success. General corruption has spread and one can buy almost anything in this country today. Although official propaganda attacks it from time to time, the regime in fact cannot effectively combat corruption, because it is based on it. Insofar it serves the political intentions of the regime, informing [upon other citizens] is openly praised as a virtue. Work and qualification very frequently are not the criterion for advancement, which primarily depends upon the degree of servility toward official power. Blind, absolute obedience to this power in fact is the fundamental recognized virtue. On the other hand, any disobedience, critical unyieldingness and use of one's own brains are prejudicial to the citizen and may easily become a crime in the eyes of the regime.

Only a regime which will provide the people of our country with the opportunity of fighting against all this and which will give them the freedom of expression for effective criticism of our present sick social reality will have a certain chance of seeing young people more frequently think of searching for a humane solution not in escape from society, but in socially integrated activity. Naturally, tendencies such as the "underground culture" will not disappear even in a regime different from the present one. Young people, however, would have the free possibility of verifying for themselves and choosing between the values offered by such currents and the values which can be freely looked for and defended in a socialist society freed, to a maximum possible degree, from cynical hypocrisy and the barracklike regimentation of human life. Society should not then be afraid of the extremism of "underground culture." Every artistic avant garde, even if it was recognized by the official society later on, always shocked, at the time of its birth, with its extremist elements. In a democratic community, however, the real values which it produced were eventually integrated in the national culture, while its extremist features were always simply rejected and overcome, if the society truly had a free choice of its own value orientations.

It is officially asserted in our country today that the overwhelming majority of young people supports the present regime; that it does not wish anything else but to climb up the ladder of official structures and get a good job, and to perform the officially assigned tasks. I think, however, that even the representatives of power in our country do not really believe these assertions. If they did, they would not be so afraid of the influence of such young people as Ivan Jirous and his friends. The official circles, however, probably know the strength of the effect of nonconformist attitudes and currents among our youth. They know that even under the straight jacket of officially recognized monopoly organizations our youth faces other problems and respects other values than those served to it in the editorials of our daily press. This was the reason for the specific impertinent attempt to declare the adherents of "underground" music rioters, hooligans and criminals, and to imprison them because of the use of "vulgar words."

The attempt to present the politically expedient penal repression of Ivan Jirous' friends as an apolitical criminal affair failed before public opinion

both in Czechoslovakia and abroad. Precisely because it was a political affair and the problems of rights and freedoms of citizens in the socialist society were involved, a number of progressive leftwing forces abroad also criticized the attempt to abuse penal law in this instance. I appreciate the fact that Italian communists were among them. The brutal attack of RUDE PRAVO (2 September 1976) against the central press organ of the IKS [Italian Communist Party] UNITA contributed, I think, to the fact that the attitude of Italian communists was appreciated by the largest possible number of our citizens. If RUDE PRAVO continues to keep silent in the future about what happens in Plzen and Prague, and attacks the Italian communists at the same time that "they take into their protection antisocial elements, hooligans who pretend to be artists," it will only stimulate the interest of Czechoslovak citizens both in this specific instance of abuse of penal law and in the attitude of the Italian communists toward a whole series of problems of development of political democracy and human rights under socialism. And this, of course, should only be welcomed.

Everybody who is at least a little familiar with the mechanism of our political system surely knows that an action such as the imprisonment of 10 young people for activity similar to the activity of Ivan Jirous' friends is not undertaken independently by the police, office of the public prosecutor or court in our country. Such actions are always "politically discussed" at various appropriate political levels in the political, party and state organs. Security police and judicial organs are governed by their guidelines.

I therefore turn with this open letter primarily to these political agents and organs with the following appeal:

1. Halt the penal prosecution for breaching of the public peace against all accused members of the groups Plastic People of the Universe and DG 307 as well as against I. Jirousek and singers K. Soukup and S. Karasek. If these people are put on trial, this, like the legal proceedings at Plzen, will serve as proof of the illegal, politically motivated abuse of the legal system. Annul in the appellate proceedings the sentence of the okres court for Plzen-South by which K. Havelka, M. Skalicky and F. Starek were sentenced. Release all young people still in prison who were accused in connection with this case;

2. Repeal the administrative measures which do not officially permit the amateur artistic performances of certain musical and other artistic ensembles. These measures are the manifestation of the tendency to dictate to the people--and especially the young people--how they can or must not enjoy themselves, how they can or must not feel and think in their personal life and leisure time. They contradict both the elementary principles of the democratic political legal system and the real interests of the socialist society, which the barracklike regimentation of each step of its citizens harms, discredits and condemns to stagnation and failures.

Prague 8 September 1976

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Copies sent to:

The Presidium of the CSSR Federal Assembly;
The Presidium of the CSSR Government;
The General Public Prosecutor of the CSSR;
The President of the CSSR Supreme Court;
The CPCZ Central Committee;
press and mass communication media.

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HUNGARY

'VATICAN WEEKLY' REPORT ON TRIP TO HUNGARY REVIEWED

Budapest MAGYAR NEMZET in Hungarian 25 Jan 77 p 2

[Article by Peter Magyar: "Vatican Magazine on the Condition of the Hungarian Catholic Church" -- based on telephone report]

[Text] Rome, 24 Jan -- The OSSERVATORE DELLA DOMENICA (Sunday Observer) is an illustrated weekly, the Vatican's unofficial publication. This means: its articles are not official releases and positions, like the material of OSSERVATORE ROMANO or the Vatican radio, but the articles published -- without official character -- reflect faithfully the opinion of the Vatican's secretariat of state in the respective matter. The magazine often comments on international issues, defines positions in connection with them. Now, for the first time in a long, long time, this organ is dealing with the condition of the Hungarian Catholic Church and does so in an objective tone of voice.

The motto above the article's headline is: "Moments of Hope in a Community Living a Thousand-Year History." The title: "Travel in the Hungarian Church." Its author is a well-known Italian Catholic newspaper reporter, church expert, the ANSA Italian news agency's Vatican reporter and editor, who having recently traveled in Hungary summarizes his experiences. The article was published in the 23 January issue.

"On the evening of my arrival to Hungary I am received by a 'Negro mass' on the castle mountain in Buda, in the gothic Matyas church: a requiem in honor of Martin Luther King. Its composer is the recently departed composer Gyula Kiszely, the devout Catholic. A large crowd listens attentively to the modern music in which the sounds of the organ and the voices of the choir are interwoven with African instruments and melodies. The composition -- the composer's younger sister relates -- addresses the memory of Luther King and Pope Paul VI, at the same time, for they are both protectors of the peace and of human dignity. We were there at the Papal audience when upon receipt of the news of the murder committed that same day, Paul VI remembered with wonderful words about the Negro soldiers of peace and ministers. That is when the idea for the composition occurred...

From the Fishermen's Bastillon, which forms a natural terrace and lookout around the gothic church, the view opens up to the capital, to our historic

monuments. And a line of thought begins, remembrances of the fate of the Hungarian church. The distant past is brought back by the bronze statue of Saint Stephen, that historic personality who 1,000 years ago was the founder of the Hungarian state and at the same time of the Hungarian Catholic Church. The church recalls the memory of Matyas Corvin, the great Renaissance king in whose court the highest level culture of his age was received, who maintained contacts with the artists of Tuscany, Lombardy and the French land. The church later served as a Turkish mosque for 150 years. Catholic religious services were able to return here in the 17th century, after the Habsburgs recaptured Buda from the Turks... On the other side, Pest, the modern city. Theaters, stores, good restaurants and office buildings alternating. The two parts so different and united about a 100 years ago form today this metropolis of 2 million, the capital of a people of 10 million. The number of Catholics among them is perhaps 6 million. There are 2 and a half million Calvinists, one half million Lutherans and the presence of Jews is very widely spread, it goes back for a long time. These statistical data which were provided by the office of church relations are not recent but reflect today's picture quite accurately."

After this introduction the author introduces Pecs, the historical monument cathedral and the bishop's palace, where he was a guest. This is what he writes about his conversation with Bishop Cserhati: "Jozsef Cserhati, the bishop of Pecs, is 62 years of age, secretary of the Catholic College of Bishops. He speaks Italian well, since he studied here in Rome. He is jovial and hospitable. Our conversation was cheerful and lasted for a long time.

Today 22 appointed bishops are conducting activity in Hungary, and with this the church's hierarchy is practically complete. Since 24 May 1976 Laszlo Lekai, prime archbishop of Esztergom has worn the cardinal's miter; thus the leader of the Hungarian church has again received the rank of cardinal. "This is the kind of thing which generates hope and confidence," says Bishop Cserhati. "This may mean a bridge towards the still more successful future with regards to the fruitful interrelationship between the state and the church as well as in the respect that the faithful view today's historical realities of the country with a more open and more sincere disposition.

"In essence we speak of a mutual goal," he continues, "the man of the future must be formed. This is not possible without morality, particularly not in a society which is endeavoring to become human ever more deeply and completely, to serve man."

The bishop's words flash a beautiful and convincing picture. The church is striving for dialogue, for constructive cooperation in the interest of mutual human goals and makes the Bible available for this end, wants to open it for everyone. It makes available its values, which it saved and

accumulated during centuries. It asks no preferences for itself, but it is open for everything that is deeply human.

Following this, the author reports on his experiences in Veszprem, on the conversation conducted with Laszlo Kadar, bishop of Veszprem, in which the religious commitment of the younger and older generations was discussed. And during it the author also mentions that law and other measures which the Hungarian state has taken to assist birth control, to increase the number of births. Then he also reports on how the priesthood finds its place in today's Hungarian village, under the changed circumstances of the economies of the farmers' cooperatives. Writing about his visit to Esztergom, the introduction of the newer and older treasures of the Christian Museum receives the largest space.

After this he describes what experiences he gained while visiting the church buildings: surprisingly -- for the author -- many people participated in the religious ceremony conducted according to the liturgy of the Vatican II synod.

He speaks with appreciation of the spiritual and cultural level of the Hungarian religious publications -- UJ EMBER [New Man], VIGILIA [Vigil] -- about the effort to participate in spite of the linguistic limitations in the universal cultural trends. He also relates the reproach heard: the Italian Catholic publications, the writers of which do not know the realities, many times refer to the articles, studies of Hungarian authors with isolated quotations out of context, with distortions. "Many words were spoken about Helsinki, about the Helsinki document which was also signed by the Holy See and which urges greater cooperation in the spiritual, cultural areas also in the interest of peace and of human rights...", then he quotes the words of Imre Varkonyi parliament representative, known church personality, which he [Varkonyi] said about what hopes are attached in Hungary -- by Catholics and by non-Catholics -- to the Helsinki document.

In August of last year, for the first time after 40 years, the Hungarian prime-archbishop cardinal was also there in the Eucharistic congress in Philadelphia leading a 15-member delegation and he also met with the Hungarian emigrants living on the far side of the Atlantic Ocean, building a bridge between the Hungarians who live at home and abroad, states the author in conclusion.

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LEADERSHIP POSITIONS BELONG TO THE BEST QUALIFIED

Skopje NOVA MAKEDONIJA in Macedonian 16 Jan 77 p 2

[Article by F. Josifovski: "Leadership Positions for the Best Qualified"]

[Text] At its last session, the Socialist Republic of Macedonia Assembly discussed the proposal of a social contract for the implementation of cadre policy in Macedonia. Actually, that document regulates relations, rights, and ties among the participants in the contract for the implementation of the cadre policy on the republic level. It establishes the main criteria and steps leading to the choice of cadres for elective functions, basic criteria governing the choice of cadres engaged in specialized work, cadre planning and implementation, development of cadre services, and measures for their implementation.

The Public

The social contract for the implementation of the republic's cadre policy is based on congress decisions and bylaws. A number of sociopolitical activities took place within all sociopolitical structures, the Macedonian Assembly, and Macedonian Chamber of Commerce while the proposal was being drafted. Let us immediately point out that it will insure organized and coordinated activities in the implementation of the cadre policy on the basis of uniform ideological-political and class foundations, and the indivisibility of moral, political, and special qualifications in the choice of self-administration cadres, and social and other public functions, and the direct participation of the working people in the formulation, implementation, and establishment of cadre policy in all areas of social life. The contract will contribute a great deal to the prompt realization of needs and the adoption of measures for the training of cadres needed by the republic's organs and organizations for the efficient implementation of functions and the strengthening of their responsibility and autonomy in their work.

It is important to stress that the social contract insures, among other things, the public and democratic nature of the nomination and selection of officials in the republic, and a proportional representation of national and ethnic groups, youth, and women, in accordance with their participation in social life.

The contract makes possible the planned and systematic implementation of the cadre policy in joint labor, and the efficient functioning of self-administrating delegate systems. Respective regional representation has been contemplated in the authorities and bodies of sociopolitical and other social and self-managing organizations in the republic and the Federation.

Responsibility

People who fight for the implementation of the ideology of our revolution, socialist self-administration, and the course charted by the League of Communists must be appointed to responsible positions and assigned functions of major social significance in sociopolitical organizations, the economy, education, science, culture, information, security, the courts, the prosecution, and other state authorities. The candidates must be noteworthy in terms of their efficiency and persistence. They must have the operational, specialized, and other abilities and skills to carry out their tasks and assignments, and they must be ready to coordinate special with common interests. It is particularly necessary that the candidates be distinguished by their resolve to combat anything bureaucratic -- parochial and liberal trends, as well as all types of nationalism. They must be adamant fighters against all types of illegality, waste, appropriation of public property, and other antisocialist and nonself-administration actions, tendencies, and views.

Individuals who have opposed the program and policy of the Yugoslav LC, who have not followed the revolutionary course and accepted the leading role of the LC, who have been sentenced for crimes against the people and the state or for economic crimes, or who have misused their official positions, may not be elected to public and other social functions or leading positions.

Resignation

Particular attention will be devoted, in the implementation of cadre policy, to insuring the proper representation of immediate producers and other working people engaged in joint labor. The social contract calls for the public assessment of the work of personnel performing public functions, as well as the recall and replacement of officials, if demanded by the delegations. It also grants officials the right to submit their resignations without prejudicing their social position, unless they have violated the law. Particular concern will be devoted to cadres with long revolutionary and practical experience, in insuring their pension rights in accordance with their interests and their abilities to continue their work actively in social and political organizations, authorities, and bodies.

Accounting

Bearing in mind the social importance of political, economic, and other relations with foreign countries, the parties to the contract will jointly

establish the ways, means, criteria, and actions required for the training and selection of specialized cadres for Yugoslav diplomatic and consular missions abroad, and agencies of the OZT and other organizations and associations.

Cadre planning and training is an essential prerequisite for the successful implementation of the principles and criteria governing cadre policy. In this connection, the social contract calls for the planned, programmed, and long term cadre training in accordance with the demands and requirements of social progress, as well as the need for the educational system to meet the requirements of collective labor.

The successful implementation of cadre policy will require the resumption of proper cadre accounting and the establishment of specialized services in opshtinas, OZT and other self-administering organizations and collectives. Unified cadre accounts shall be kept, to meet the needs of the republic, by the specialized cadre service of the Macedonian Assembly Executive Council.

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YUGOSLAVIA

INCREASED NUMBER OF WOMEN IN MACEDONIAN LC

Skopje NOVA MAKEDONIJA in Macedonian 16 Jan 77 p 3

[Article by F. T.: "Macedonian LC Numbers Almost 14,000 Women"]

[Text] In recent years, not only has the number of women in the League of Communists increased, but their participation in the managements, organs, and bodies of the Macedonian League of Communists has shown an upsurge. Without question, this is the result of the major campaign conducted for the implementation of policies, viewpoints, and tasks approved by the congresses, calling for major changes and improvements in the overall structure of the LC.

In any case, such was the statement made at yesterday's meeting of the Macedonian LC Central Committee Presidency Development Commission, chaired by Petar Karajanov, on the basis of a number of indicators, based, above all, on the study made in most republic opshtinas.

He stated, specifically, that ever more women are joining the party ranks, and that the number of dropouts has decreased. The best proof is the fact that whereas in 1974, 10,445 women were members of the Macedonian LC, the number increased to 12,280 in 1975, and to 13,909 in 1976. Particular interest has been shown in membership by women under 27 years of age. In the first half of 1976, 1,259 out of a total of 1,769 women were young. The membership of working women has shown a good increase. However, as was stressed at the session, further steady effort will be necessary in the future as well, along with a campaign to increase the membership of housewives and women members of ethnic groups. A trend toward increased party membership is being evidenced ever more clearly among the other social categories.

Yet, as was stressed at the meeting, it remains necessary that each primary LC organization analyze its situation critically, to assess current membership policy, and to intensify the practical-political efforts to rejuvenate the ranks of the LC with new women members even more intensively and in a more organized manner.

MANUFACTURE OF JET TURBINES FOR FIGHTER PLANE UNDER WAY

Belgrade FRONT in Serbo-Croatian 3 Dec 76 pp 12-13

[Article by Radovan Ivanovic: "The Jet Heart of the 'Orao' Is Ticking Away"]

[Text] Our newest fighter plane, the "Orao," is known to be the product of our working people. However, the fact that its jet engine is being manufactured in our factories is less known. What does it mean in a scientific, technical, and technological sense to manufacture gas turbines for a modern jet fighter aircraft? Our own reporter went looking for an answer to this question at the "Orao" factory, one of the factories in which the jet heart of our new aircraft begins to "tick."

This autumn day in the "Orao" workshops was unusually solemn. There were a lot of carnations around. Blue work clothes were impeccably clean, shirts glistening like snow. This was the birthday of a new jet turbine factory, the first in Yugoslavia and perhaps in the Balkans. Cameras were whirling. A ribbon was cut. A button, one of many, was pushed; everything here is buttons. Next, the guests approached the tables, but not to serve themselves, not to go through an ordinary celebration. Instead, they examined tens of thousands of the parts that go into a jet turbine. The men in the blue work clothes went to stand by their machines. They were resuming production! Really, something has been changing in our celebrations. Even, as in this instance, on the birthday of a factory, of a colossus. They say here that work is expensive. How could it be otherwise? Every other one of these self-managers is a skilled worker. One out of four is a technician, one out of eight an engineer.

Only one out of eight?

Still, that means almost 1,000 of them [reference unclear]. The nature of the job imposes its own requirements. These people have gathered together from all parts of our socialist community. Today, they are celebrating their first great achievement. They have accomplished it as a proper to

them. Comrade Tito has bestowed upon them the Order of Military Merit with large star as the best armaments factory of 1976.

Where to begin? Perhaps with the turbine.

Engr Stjepan Vretenov comes to our aid. "In school," he says, "I always liked to proceed from the general to the particular." "All right."

"Look here," Stjepan continues, "the fundamental design of a jet turbine can be described in brief roughly as follows: one part of the engine contains a large aperture, through which a certain amount of air can pass. Upon entering, this air reaches the blades of the condensor and compressor and is squeezed into several pear-shaped combustion chambers. Inside these chambers, the air is mixed with a fine spray of engine fuel and is thus enabled to burn. The hot combustion gases spread fast, activate the gas turbine built into the rear section of the engine, and then exit in a powerful jet through the engine's exhaust pipe. In turn, the gas turbine activates an axle, which turns the compressor blades via a transmission. This closes a circle that has nothing in common with the famous perpetuum mobile. In contrast to the latter, the turbojet engine constantly swallows fuel. In brief, that is our product, which you see before you in parts on the table." Stjepan seemed almost to be apologizing for his explanation by the time he finished.

Many parts were on the table in front of us. A turbine has more than 15,000 of them! The most striking were a combustion chamber, pressure cone, and various parts in the realm of combustion, circulation, and pressure for the aircraft. These are the main parts, if not the only parts, since many other parts are manufactured at other facilities. These are seemingly simple parts, but they require extremely costly materials. The aim of these people; as well as the aim of the materiel technologists, is to prolong the lifetime of these machines as much as possible.

"Every living creature has a lifetime," interjects Engr Luka Soljan. "Turtles live 300 years, yet horses rarely survive to 30. Metals also have a lifetime. Of course, the lifetime of a metal depends to a considerable extent on the conditions in which it 'lives.' A kitchen knife has much better prospects for longer life than the metal from which a jet turbine is made, since the load on the kitchen knife is usually not heavy, internal changes in its structure occur very slowly. Like the slow turtle, it can live 300 years. A jet turbine is another matter. Its life is much more tense. More so, for example, than the life of a race horse! In its combustion chamber, several hundred or even thousand terrible explosions occur on the rim of the blades every minute. There are constant bumps and vibrations. The fact that the average lifetime of our turbine is several hundred working hours is a great achievement of science and metallurgy."

Science's front line is really there, in the search for new materials. The people who are celebrating this great work triumph are part of that front.

New technical achievements today demand new properties in metals. One cannot do without the other, as can be seen directly at every step here. And not only in the case of turbines with blades where the temperature may rise to 700 to 800 degrees centigrade--in the aircraft skin, too. As the mathematicians and aerodynamicists would say, temperature rises with the square of the speed of flight. In some test flights, the aircraft skin has recorded temperatures equal to or exceeding those in the turbine. It is superfluous to explain what this means. Anyway, new metals must be sought if an aircraft catches up with its own sound. The people in this collective are already working on that. Today, a sonic fighter; tomorrow, supersonic.

The "Orao" workshops, of course, do not manufacture everything that goes into a finished jet turbine. Other manufacturers do their job. But what we see here is sufficient to impress a visitor so far as technology is concerned.

Highly skilled lathe operator Slavko Bosnjak works at the coordinate drilling and boring machine. He describes his machine as the last word in technology. The term is ascribed to means of production only if productivity surpasses that of similar equipment. Such is the case in this instance. For example, flanges on cones and other components must be drilled very precisely, or else there will be serious losses in speed. If the gap between the tips of the turbine blades and their housing is just 0.25 mm too wide, there will be a loss of 5 to 10 kilopounds of pressure. To prevent this from happening, the electronic equipment is connected with laser beams that measure not mm but thousandths of mm--microns.

Machinery helps people and has already surpassed them in some respects, yet machinery will surely never replace people completely. Franko Dobran and Vlada Kesko cannot be supplanted by any machine so far as welding is concerned, since only a human being can determine the most economical and best way to accomplish a task and give the machine a new, substantive program. Behind each of these modern machines stands a person who is using the product of his mind, which has revolutionized physical work. We are now witnesses to the fact that physical work is also revolutionizing mental work.

In the spacious next workshop, shaped unusually like an aerodynamic tunnel, a turbine with a gaping snout is "hungrily" waiting for start-up. Pressing a button, Engr Nikola Vlahov begins his daily infernal concert. Aziz Hodic calls us to the window. Thick opaque glass obscures for us the furious tongues of flame coming from the tubes of the turbojet engine. Nonetheless, there is little light. We are regretful that we cannot show others this sight. In the inferno of sound and flame, everything is subordinated to the laws of mechanics and aerodynamics. And electronic equipment has seen to it that numerous measurable magnitudes, more than 50, reach the control board and become accessible to the human eye. Truly fantastic.

So far as the unbearable noise is concerned, a pedantic statistician has reckoned it to be equal to the noise of half the world's population talking at once. The noise is caused primarily by the hot gases rushing through the mechanical tubes and by the vibrations of the air surrounding the flow of gas.

When the strange orchestra quiets down and the turbine reemerges, veteran Luka Racic and his assistant Stevo Vukic take over. Only their diagnosis can give the green light for the turbine to move forward to another factory to seek out a "steel bird" called "Orao," which will head for the stratosphere with the force produced by the turbine's pressure.

PHOTO CAPTIONS

1. p 12, Veteran Luka Bacic and his assistants have given the green light
upper. for the turbine to proceed, finding its place in the steel bird
 called "Orao."
2. p 12, Electronic equipment sees to it that 50 measurable magnitudes
lower. are verified on earth so that the pilot and the aircraft will
 be safe in the air.
3. p 13, Jet turbine parts to be manufactured in the "Orao" factory are
upper. viewed by Col Gen Milos Sumonja, deputy federal secretary for
 national defense; comrade Milanko Renovica, president of the
 executive council of Bosnia and Hercegovina; Col Gen Enver
 Cemalovic, commander of the air force and antiair defense forces;
 Col Gen Dusko Vujatovic; and other guests in the company of Col
 Alojz Vesic.
4. p 13, The last word in technology: highly skilled lathe operator
lower. Slavko Bosnjak precision tools the sensitive parts of the tur-
 bine by means of laser beams and electronic equipment.

CSO: 2800

END