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3 August 1977

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TRANSLATIONS ON USSR MILITARY AFFAIRS

No. 1289

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ACTIONS TAKEN ON READERS' COMPLAINTS

Various Complaints Handled

Moscow KRASNAYA ZVEZDA in Russian 15 Apr 77 p 2

[Text] Petty Officer E. Demchuk, prior to his recall for active duty, worked in one of the factories, where he was put on the waiting list for housing. However, after his recall, the administration and the shop committee struck him off the housing lists. Comrade Demchuk wrote the publisher about this.

His letter was sent for verification to the procurator's office, which corroborated the facts. At the request of the procurator, Petty Officer Demchuk's name was reinstated on the list of those awaiting housing in 1977.

O. Medvedeva wrote to KRASNAYA ZVEZDA concerning the delay in obtaining pay and allowances for her husband, Senior Lieutenant M. Medvedev upon his transfer to the reserves. Deputy Chief of the USSR Ministry of Defense Directorate, General-Major of Technical Troops S. Veytsman announced that allowances and termination of service gratuities were sent to M. Medvedev. The officials responsible for the untimely submission of the application for payment to the officer for his authorized pay and allowances were punished.

Reader F. Simonenko wrote to KRASNAYA ZVEZDA that a package which he sent to his son was not delivered. As the military unit commander reported, the package was lost in delivery to the sub-unit. The guilty parties were fined an amount equivalent to the value of the package and the money was delivered to serviceman N. Simonenko.

In a letter, T. Tatarintsevaya, the wife of a conscript, complained that she had not been able to place her child in a nursery school for a long time. The letter was sent to the Belevskiy Rayispolkom, Tula Oblast. The deputy chairman of the rayispolkom, I. Skotnikov notified the publisher that the child of T. Tatarintsevaya had been placed in a nursery school.

A letter from readers Silinaya, Martynenko and others was received by the publisher. They reported that it was cold in the living quarters of the military post. The workers of the barrack services unit were not taking any action.

The publisher wrote to the Chief of the Barrack Services Administration of the USSR Ministry of Defense. Chief Engineer of the Administration, Yu. Volkov reported that the supply-line pump in the boiler house for the post had been repaired, as a result of which normal heating had been established in the living quarters, and in the children's and public establishments.

In return for successes in service, Sergeant Tel'nov was granted an incentive award by his commander - a short leave with a trip home. However, five months passed and the leave was not granted.

As Deputy Chief of Staff, Officer Borisov advised the publisher that Sergeant Tel'nov's leave was delayed by the subunit commander, Major R. Zhemetro without valid reasons. The unit commander reprimanded him. Sergeant Tel'nov went on leave.

Supply Shortages in Military Exchanges

Moscow KRASNAYA ZVEZDA in Russian 28 Apr 77 p 2

[Text] The correspondence published under that heading on 12 March of this year concerned stoppages in the sale of military goods at a number of stores in the Northern Group of Armed Forces [NGF].

The Chief of Staff for the Rear of the Group, Colonel Quartermaster Service B. Sulin, informed the editor that the paper's commentary was examined in a Group conference of the Party-administrative activists of military trade, and also in the administration of trade and in the collectives of the consumer services enterprises. The criticism was acknowledged to be correct. Instructions were issued by the Deputy Commander of the NGF for the Rear and Chief for the Rear of the Group of Forces about improving consumer services to the troops. Chief of the Trade Directorate, Colonel N. Travin spoke concerning measures taken in the political department of the headquarters and directorate of the NGF. The norms and requisitions for a number of military goods were revised; a list of goods which must be constantly available for sale was determined.

Major V. Kotlyarenko and Soviet Army employee T. Punina were deprived of their March bonuses for the interruptions in trade of goods in everyday demand which they allowed.

Action Taken On Officer's Complaint

Moscow KRASNAYA ZVEZDA in Russian 24 Apr 77 p 2

[Text] On 23 March of this year a letter was published which recounted serious negligence in the educational work of the officers of the N unit. As Lieutenant Colonel Ye. Bulygin informed the publisher, the shortcomings set forth in the correspondence had taken place.

The actions of Senior Lieutenant V. Skorikov were acknowledged to be wrong. A discussion with all political workers of the unit was held, with the aim of

warning them against similar errors. Captain V. Ul'chenko, in accordance with his request, was transferred to another subunit.

Unfortunately, in the answer written by Comrade Bulygin everything, in essence, boiled down to be the errors of Senior Lieutenant Skorikov. But, you know, he acted according to the instructions of his chief. Furthermore, Comrade Bulygin attempts to justify the most flagrant violations of established procedure for officer recommendations, which had taken place in the unit.

This bears witness to the fact that some responsible officials treated the critical commentary of the paper in a proforma manner. The publishes hope that the higher headquarters and the political organ will give special importance to these cases.

Action Taken on Serviceman Victimized by Administrative Inefficiency

Moscow KRASNAYA ZVEZDA in Russian 29 Apr 77 p 2

[Text] Correspondence published on 6 March of this year told of red tape which was the fault of Captain B. Shukayev, regarding the forwarding of the personal file of Reserve Sergeant V. Danilov.

As the political worker, Lieutenant Colonel V. Isayev announced, the facts brought forth in the correspondence had actually taken place. The paper's commentary was discussed with political workers, in the Party administrative organization, and at a meeting of unit officers. The criticism was acknowledged to be correct. For being negligent in fulfilling his duties and for poor execution of the decision of the Party bureau, communist B. Shukayev received a strong reprimand with annotations in his record card. A request to release him from his duties was instituted by the unit commander.

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CSO: 1801

FOLLOW-UP REPORTS ON PREVIOUSLY REPORTED DEFICIENCIES

Red Tape in Housing Repairs

Moscow KRASNAYA ZVEZDA in Russian 4 May 77 p 2

[Article: "Drive the Bilker Farther"]

[Text] The correspondence from Colonel Drovosekov which was published under the heading, "Drive the Bilker Farther..." on 29 March told of the bureaucratic attitude of the personnel in the housing operation organs toward the work order of chairman of the house committee, N. Kuznetsov, in which he requested the repair of the staircase leading to the bus stop. Comrade Kuznetsov turned to various housing departments but received the same answer everywhere: we have nothing to do with the staircase. Nor could the newspaper's correspondent find the one in charge of the staircase. It was necessary to turn to the KEU [housing operation administration] of Moscow for assistance.

The chief of the KECh [billeting operation unit], B. Berman, informed the editors that the old concrete staircase has been replaced. Those guilty of red tape, housing manager V. Rukodanova and chief of the KECh, Engineer-Major L. Kamenskiy, have been punished.

Officer Misassignment Rectified

Moscow KRASNAYA ZVEZDA in Russian 4 May 77 p 2

[Article: "Red Tape With Experience"]

[Text] A letter to the editors from Lieutenant I. Dimbrov and comments on this letter by our correspondent, Lieutenant Colonel L. Chuyko, were published under the heading, "Red Tape With Experience," in KRASNAYA ZVEZDA on 2 April. The material criticized chiefs through whose fault there was red tape in the assignment of the young officer to his duties.

As Major General of Aviation V. Kuzovov informed the editors, now Lieutenant Dimbrov has been assigned to duties in accordance with his military specialty. The question of making housing available for his family has been solved

favorably. Disciplinary measures and party influence have been adopted against those guilty of red tape.

Housing For Veterans

Moscow KRASNAYA ZVEZDA in Russian 5 May 77 p 2

[Article: "Indifference"]

[Text] A letter from Lieutenant Colonel V. Shevchenko was published on 3 April under the title, "Indifference." It told how, through the fault of a number of officials a disabled veteran of the Patriotic War, G. Simon, had difficulty in finding housing.

The newspaper article was answered by the first deputy chairman of the ispolkom of the Odessa City Council of Workers' Deputies, G. Yevrash. He reported that the correspondence, "Indifference," was discussed at a meeting of the ispolkom. It was recognized as necessary to improve work in providing housing for veterans of the war and labor. The persons guilty of red tape in solving the request of Comrade G. Simon have been dealt with strictly. By decision of the ispolkom, Comrade Simon has been offered a two-room apartment in house No 48 on General Petrov Street.

Comments on Tactical Articles

Moscow KRASNAYA ZVEZDA in Russian 7 May 77 p 2

[Article: "Tactical Problems in Military Journals"]

[Text] A survey of the press was published under the heading, "Tactical Problems in Military Journals," in KRASNAYA ZVEZDA on 20 March. It examined the working out and formulation of tactical problems on the pages of military journals and noted individual shortcomings in the illumination of this important subject.

The editor in chief of the journal VOYENNYY VESTNIK [Military Herald], Major General of Tank Troops I. Skorodumov, informs KRASNAYA ZVEZDA: At a conference of contributors to the journal where the press survey was discussed, recommendations were worked out for improving the planning of materials which disclose experience in troop tactical training. The tasks of the communists on the editorial staff in eliminating the shortcomings which were noted in the survey were discussed at an expanded session of the party bureau. Adjustments have been made in the annual long-range plan. In the second half-year, it is planned to publish a number of materials which are called upon to assist officers, the organizers of battle, in mastering the skills for the creative accomplishment of combat missions and the skillful use of the troops' capabilities for the defeat of a strong, technically equipped enemy. Using specific examples taken from the experience of the Great Patriotic War and tactical exercises, it is planned to disclose more clearly the question of the

interrelation of tactics and equipment. In order to attract the attention of the readers not only to the offensive but also to other types of combat operations, articles on the defense and the meeting engagement will be presented in the next editions.

KRASNAYA ZVEZDA received an answer from the editor in chief of the journal AVIATSIYA I KOSMONAVTIKA [Aviation and Cosmonautics], Engineer-Colonel P. Astashenkov, who reports that the press survey, "Tactical Problems in Military Journals," was discussed with great attention at sessions of the party bureau, the editorial board, and an editors' conference. Specific measures were planned to eliminate shortcomings and for a further improvement in the illumination of tactical problems in the journal.

Violations in Aviation School

Moscow KRASNAYA ZVEZDA in Russian 14 May 77 p 2

[Article: "Will You Spend the Night With Us..."]

[Text] "Will You Spend the Night With Us?..." This was the title of correspondence from Major K. Pashikin which was published in the newspaper on 14 April. It discussed violations of regulation requirements in the Chelyabinsk Higher Military Aviation Navigator School imeni 50th Anniversary of the Komsomol.

As reported to the editors by the First Deputy Chief of the Political Directorate of the Urals Military District, Major General A. Malunin, the appointment of "responsible personnel" for night duty in the cadet barracks actually occurred. The command and the political department of the district's aviation have been shown why it is not permissible to replace responsible officials with "responsible" duty officers.

The reply of the Chief of the Political Department for Aviation of the Urals Military District, Major General of Aviation V. Kolchanov, reports that the assignment of "responsible" duty officers has been rescinded by order of the district aviation commander. However, it is surprising that this answer does not contain a fundamental evaluation of the actions of those who issued such an instruction in the school and an unsubstantiated attempt is made to shift the blame for violation of the regulation's provisions to the head of the school who executed the instruction which was received.

Servicemen's Letters Ignored

Moscow KRASNAYA ZVEZDA in Russian 17 May 77 p 2

[Article: "And the Answers Gave Hope..."]

[Text] Correspondence from Captain 1st Rank A. Ivanov which was published on 14 March was entitled, "And the Answers Gave Hope...." It discussed the inattentive attitude of individual officials toward requests, applications, and letters of servicemen, members of their families, and employees of the Soviet Armed Forces.

Answers to the newspaper article have been received. The chief of tank troops of the Soviet Army, Chief Marshal of Armored Forces A. Babadzhanyan, reported that an expensive gift, a "Komandirskiye" wrist watch, has been awarded to Comrade V. Ruban. Persons who permitted red tape in awarding the gift were strictly dealt with.

"The facts set forth in the correspondence were discussed at a meeting of the officer personnel," writes the Deputy Commander of the Fleet for Rear Services, Vice Admiral S. Filimonov. "Officer V. Perepelkin was strictly shown why a formal attitude toward work with letters is impermissible. Now the Murmansk section of 'Severliftremont' [expansion unknown] SU [Construction Administration] has accomplished the major overhaul of an elevator in a house. The elevator is in working condition."

The Deputy Commander of the Volga Military District for Construction and Billeting of Troops, Engineer-Colonel Ye. Kulagin, reported: "Work on the installation will be resumed after the opening of the roads from 15 May and will be completed in 1977." Unfortunately, this answer contained not one word as to why the time for putting the sewer system's main objects into operation was moved from 1976 to the present and specifically who is guilty in the fact that the labor of the military builders was poorly organized. The editors are awaiting an answer to these questions.

Rail Travel for Servicemen

Moscow KRASNAYA ZVEZDA in Russian 19 May 77 p 2

[Article: "Service Interests Require This"]

[Text] Correspondence from Lieutenant Colonel I. Bashkevich was published on 26 March under the title, "Service Interests Require This." It posed the question of the necessity for clear regulation of military commandants' activity on railroad transportation to ensure that the servicemen are provided with tickets in good time.

As reported to the editors by the Chief of the Central Military Transportation Directorate [VOSO] of the Ministry of Defense USSR, Lieutenant General of Technical Troops A. Klemin, the article in the newspaper was discussed at conferences in all military transportation elements and with the leadership of the Ministry of Railways. It was suggested to the personnel of VOSO line elements that they study their rights and duties in organizing military passenger shipments which are set forth in the guidance documents, that they be strictly guided by them in their daily work, and that they display maximum concern for the timely dispatch of servicemen and their families.

The Deputy Minister of Railways and the Chief of the Central Military Transportation Directorate of the Ministry of Defense USSR worked out and sent out instructions on the procedure for the sale of tickets to servicemen. The instructions provide for setting aside railway cars or individual seats in trains

for the transportation of servicemen and which can be used only on requisition of military commandants (no later than six hours prior to the train's departure). In special cases, the right is extended to servicemen to acquire tickets with top priority as provided for by paragraph d, Section 11, of the Rules for the Transportation of Passengers and Baggage over Railroads of the Soviet Union. For the daily sale of tickets to servicemen places have been put into the automated system with the sign for their sale through military ticket offices alone.

The measures which have been adopted will contribute to the further improvement of military passenger transportation.

Problems With Alcohol

Moscow KRASNAYA ZVEZDA in Russian 20 May 77 p 2

[Article: "...And It Turns Out To be Trouble"]

[Text] The article by Colonel (Reserve) V. Arkhipov published on March 13 of this year was entitled, "...And It Turns Out To be Trouble." It told about shortcomings in propagandizing healthy living and about violations of the rules for the sale of alcoholic beverages in several garrisons of the Kiev Military District. The deputy chief of the district's political directorate, Colonel V. Tsvetkov, has informed the editors that the facts set forth in the article were the subject of a thorough discussion at a conference of the command and political personnel of the N-th garrison. The behavior of Captain Chistokletov was discussed at an officers' call.

Measures have been adopted to improve the work of the garrison's Officers' House and maintain order in the conduct of mass measures.

Shortcomings in the operation of the snack bar in the garrison's "Krasnaya Zvezda" guest house were discussed among other questions at a meeting of the party-administrative activists of the military trade personnel. Measures were planned to improve the style of trade and everyday services and educational work in the collectives of guest houses and the trade and everyday services of the garrison. Snack bar manager Zh. Basenko was relieved of her work.

Facts concerning violation of the rules for the sale of alcoholic beverages in a local store were reported to the chairman of the ispolkom of the rayon Council of Workers' Deputies. Trade has been put in order by measures which have been adopted.

Socialist Competition in Subunit

Moscow KRASNAYA ZVEZDA in Russian 25 May 77 p 2

[Article: "What They Forgot in the Squadron"]

[Text] An article by Major G. Ivanov was published in KRASNAYA ZVEZDA on 6 April under the heading, "What They Forgot in the Squadron." It criticized shortcomings in organizing socialist competition.

As reported to the editors by Colonel Yu. Sulimov, the article was discussed with the command personnel of the unit and subunit and with the party and Komsomol activists. The subunit commander, Major V. Turuta, and the deputy commander for political affairs, Major A. Naumenko, were shown that they underestimated the role of socialist competition in the accomplishment of tasks in combat and political training. Now the unit command and party committee have raised the level of work on mobilizing the personnel for the complete accomplishment of obligations in the competition for a worthy greeting for the 60th anniversary of the Great October.

Insufficient Heating for Housing

Moscow KRASNAYA ZVEZDA in Russian 26 May 77 p 2

[Article: "Insufficient Heat"]

[Text] "Insufficient Heat" was the title of correspondence from Major B. Karpov which was published in KRASNAYA ZVEZDA on 1 April. It criticized the shortage of heat in heating the apartments of one of the military posts which is under the jurisdiction of the Naval Engineering Service of the Baltic Fleet headed by Major V. Obornev.

As the editors were informed by Engineer-Colonel S. Petrov, the system for heating and the supply of hot water for the houses of the post has been repaired.

Poor Housing Construction Criticized

Moscow KRASNAYA ZVEZDA in Russian 26 May 77 p 2

[Article: "The Costs of Crash Work"]

[Text] An article by Lieutenant Colonel V. Bogdanovskiy was published in KRASNAYA ZVEZDA on 7 April under the title, "The Costs of Crash Work." It criticized the poor quality of construction at several objects of the Transcaucasus Military District.

As Engineer-Colonel Yu. Popov reported to the editors, necessary measures have been adopted to improve the quality control of the work. Shortcomings in the finishing of residential houses which were indicated in the article have been eliminated. The question of improving deliveries of construction materials has been raised.

Tactical Articles in Military Journals

Moscow KRASNAYA ZVEZDA in Russian 27 May 77 p 2

[Article: "Tactical Problems in Military Journals"]

[Text] A survey of the press was published in KRASNAYA ZVEZDA on 20 March of this year under the title, "Tactical Problems in Military Journals." It

considered the working out and formulation of tactical questions and tactical problems on the pages of military journals and noted individual shortcomings in illuminating this important subject.

The editor in chief of the journal MORSKOY SBORNIK [Naval Herald], Rear Admiral V. Dygalo, informs KRASNAYA ZVEZDA: the press survey was attentively studied and discussed in the editorial collective. The newspaper was absolutely correct in noting the favorable aspects and shortcomings in illuminating problems of naval tactics on the pages of the journal. The experience of other editorial collectives and the desires for MORSKOY SBORNIK were considered by the editorial staff and measures have been planned for their realization. The appropriate corrections have been introduced into the thematic plan and plans for the next issues.

KRASNAYA ZVEZDA has received a report from the editor in chief of VESTNIK PROTIVOVOZDUSHNOY OBORONY [Air Defense Herald], Colonel M. Bol'shakov, in which it states that the press survey has been studied with all contributors to the journal and discussed at a session of the editorial board, party bureau, and party meeting. All critical remarks were acknowledged to be correct.

To eliminate shortcomings in the illumination of tactical theory in air defense and for a creative discussion of various aspects of the tactical ability of the National Air Defense Forces' command personnel and other categories of specialists, a whole series of measures have been planned. Tactical problems were at the center of attention at a short thematic lesson, "The Model of a Commander in the Journal." Measures are being adopted to expand the tactical horizon of the editorial staff's associates.

6367
CSO: 1801

TRAINING RESULTS OF AIR DEFENSE SIGNAL TROOPS

Moscow KRASNAYA ZVEZDA in Russian 12 May 77 p 2

[Article by Maj Gen Sig Trps V. Balkovoy, Chief of the Signal Troops of the Order of Lenin Moscow Air Defense District: "Leading Know-how -- Our Property"]

[Text] Poring over the results of the winter training period, you clearly see what appreciable gains in the struggle for further improvement in combat readiness result from the innovative endeavor of commanders, political workers, and staffs in training methodology. The high requirements for professional training of PVO [Air Defense] communicators who perform combat duty are well known. No less intense is the problem of time spent on their training. How do you solve the dual problem of raising the quality of training of young specialists while at the same time reducing the time required to bring them into full service?

The decision was made in one of the subunits [podrazdeleniye] of unit [chast'] "X" to introduce an accelerated training methodology for telegraph operators. Who is to be tasked with this important matter? The command chose Captain N. Roshchin. He is one of the unit's best educational specialists and has the high qualification of master. His aptitude for creative endeavor was also taken into consideration.

Roshchin familiarized himself with the new methodology and soon thereafter expressed his doubts to the unit commander. "Before, the students performed certain operations on the keyboard," the captain said. "Now they are required from the outset to think through their actions. Such a cognitive analysis of each movement retards the development of practical skills."

Did his conclusions have any basis in fact? Practice will have to provide the answer to that question. The unit commander believed in the new methodology and underscored this in his talk with Roshchin.

The experiment began. The new method greatly increased the load on the instructor as he prepared for and conducted the lessons. Delays and lapses occurred at first since it takes time to adjust to something new. But Captain

Roshchin to his credit was steadfast and resolute. In just a week he noticed that the novices mastered the telegraph keyboard faster than the time usually required.

A control group consisting of young specialists was set up and trained using the traditional methods. These lessons were given by Captain A. Korotkov, a superior educational specialist who did not have to take a back seat to Roshchin in any way. So, who would achieve the best results? Competition unfolded between the two most experienced educational specialists. But, a difficult championship battle ensued. The main question as to which approach is more effective was solved.

The unit commander and staff officers were especially diligent in their supervision of the training process in both groups. A month later, the specialists in Roshchin's group moved noticeably ahead of their contemporaries from the other group. The more time that passed, the greater the gap between them. That was how the new methodology was accepted. Everything vividly pointed to the fact that it permitted a reduction in time and improvement in the quality of the communicators' combat training. The new approach began to be introduced in the other subunits of the unit as well.

This example shows how important it is to take a serious, business-like approach to checking out innovations, to preparation for and conduct of an experiment. "Good beginnings and initiatives need not only praise but continual support in the form of deeds as well," emphasized comrade L. I. Brezhnev at the 16th USSR Trade Union Congress. "Not a single useful beginning should be stifled." It is just that type of deeply party and state approach that is characteristic of the activities of the commanders and political workers in our leading units and subunits.

The problem of effective utilization of equipment when training radio telegraphers was vigorously discussed at one of the meetings of the methodological council at the unit headed by Major A. Soroka. Council members concluded that the level of technical equipment for the training process is high but extant equipment is not being fully used. How can this be corrected? What would be the result if all the equipment is concentrated in one place and is centrally controlled according to a set program? That is how the idea of a sound center came about. And, Captain R. Chupayla, Senior Lieutenant V. Zhurilov, Junior Sergeant B. Stukovenko, and others brought it into being.

The sound center is a furnished hall in the training wing. Installed there, in particular, are a frequency-distribution stand, commutator, and four tape recorders. Each plays five programs of letter and number texts with smooth transmission speed control. They can be remotely cut in both from the lesson director's desk and from any trainee's desk. Thus, the training can be conducted using varied aural reception speeds depending upon the acquired skill of each soldier.

The next question then arose. How can these capabilities best be used? The command tasked highly qualified specialists Captain V. Kuts and Warrant

Officer [praporshchik] V. Kovsh, both masters in communications, to run an experiment. A control training platoon was formed which was divided into five groups according to the practical skills of the soldiers. Subsequently, through necessity, trainees were shifted from one group to another. Their success in assimilating the speciality was taken into account. This was done so that the specialists in each group would have approximately equal levels of training. Thus, some moved up, others dropped back, others caught up with and even passed their comrades. The competition brought about amazing results. There was a second advantage as well. The instructor has a simpler task when there are no sharp differences in skill level among trainees.

The creative endeavor covered a broad front in the unit. They developed a methodology and program for stage-by-stage accelerated training for radio telegraphers. It was not easy at first. Several officers and warrant officers initially preferred the older habitual work methods. True, they trained excellent specialists but spent an inordinate amount of time and effort in doing so. For example, master of communications Warrant Officer A. Kushakov underestimated the equipment used to monitor the work quality on the part of radio telegraphers who were exchanging messages. He did this the old way, aurally.

Private A. Medvednikov was the leader among the fall draftees taught by Kushakov. He could receive aurally at the second-class operator level. However, he made numerous errors when trying also to continually increase his transmission speed using the key. But the soldier was convinced that his transmission was excellent and the warrant officer's complaints were unfounded. Then, the soldier's transmissions were taped. Only then did Medvednikov see his errors.

That was vivid evidence of the operability of technical monitoring, for Warrant Officer Kushakov most of all. He had to realign his work and avoid obsolete procedures. And, on the whole, the stage-by-stage accelerated specialist training found more and more adherents in the unit.

During the winter training period, a significant reduction was made in the time required to train radio operators to receive aurally, thanks to use of the sound center. The number of specialists working at high speeds increased and the number of laggers was reduced. At the same time, the psychological nonsusceptibility to varied types of external irritants also improved. This is because the radio telegraphy training was conducted under conditions of light and sound effects.

A communications training center was set up in the unit based on a suggestion by district staff officers and with the direct participation of Lieutenant Colonel-Engineer Yu. Osipov. The center reproduces all extant communications models of the various control links. All elements of combat duty performance can be worked out in the center, and skills in accomplishing operational-technical documentation and doing maintenance work can be developed. Shift work 24 hours per day at the communications training center is one of the new forms of the training process which reduces the periods required to train young soldiers to work on their own.

As experience shows, large reserves for increasing the intensification of the training process are to be found in combat training planning. Linear network schedules are widely used now in the leading units. They make it possible to concentrate attention on the main thrust, fill training time to the maximum, avoid parallelism in studying individual problems, and more effectively use the time saved for special training.

Leading know-how accumulated in the best military collectives is our invaluable property. Study and creative use of this property will permit more successful solution of tasks in the summer training period and complete fulfillment of pledges in the competition for a worthy reception for the 60th anniversary of Great October.

7869
CSO: 1801

FOLLOW-UP REPORT ON COMPLAINT ON APARTMENT REPAIRS

Moscow KRASNAYA ZVEZDA in Russian 12 May 77 p 2

[Article by KRASNAYA ZVEZDA correspondent A. Tertychnyy: "At the Identical Place..."]

[Text] The post office rarely brings the editorial board such large packages as on this occasion. The package contained a thick notebook entitled "Journal of Notes on Heating Requests" belonging to the billeting operation unit [KECh] of the Kiev Military District headed by Lieutenant Colonel-Engineer V. Gorbunov. It was accompanied by an eloquent note by the sender, Warrant Officer [praporshchik] A. Kopylenko: "How much can you write in it?!"

Actually, a lot had been written in it. The tenants filled out the "Discrepancy" column. The "Action Taken" column was filled out by the workers in the housing directorate. The entries in the first column repeat one after the other: "the radiators do not give off heat." Opposite each complaint in the second column is the entry: "Discrepancy corrected, the radiators give off heat." This situation continues into the fourth year. As they say, every year at the identical place.

The question involuntarily arises. How are the discrepancies in the heating system fixed so that they reappear time and time again?

"In a very original way," the inhabitants observe. "The fitter comes often with a hammer. He arrives and bangs for about 10 minutes on the radiators in such a way that the ringing goes through the entire place."

As it turned out from a talk with officer V. Gorbunov, the tenants began to suffer from the cold when their homes were tied into the new gas boiler. People now sleep in their clothes during the frigid winter days, turn on electric heaters, or leave their gas stoves on during the night.

KECh specialists began to search for the reason behind the lack of heat. It was found relatively quickly -- a thick layer of scale in the heating system which had served a number of buildings for more than 30 years without capital repair. Homes far from the boiler suffered especially. Two pumps to force

the water to move through the system were added in order to accelerate the water circulation in the radiators and thereby improve the heat exchange. It got warmer in the homes far from the boiler but got colder in those nearer the boiler. It is impossible to heat the water to the temperature required to make it warm in all the apartments. Governors which regulate the gas usage strictly in accordance with the norms have been installed on the boilers as required by workers from the city gas administration.

There is one solution to the present situation -- capital repair of the heating system.

"But, we cannot even discuss that," says Major-Engineer Yu. Vetrov, KECh chief engineer. "There is a whole series of obstacles."

What are the obstacles? First, a lack of radiators, pipe, and valves. When the KECh workers asked the district KECh for them, their answer was: "Find them yourselves!" But, where to find them? Therefore, the most widespread repair method used by the fitters of the housing directorate here is to bang on the radiators. All that is needed to accomplish this, as we all know, is a hammer.

However, even if the KECh suddenly received everything they are authorized, there still would be no repairs. There is no one to do the repair work. The KECh does have a UNR [work supervisor's section]. But it is completely tied down with barracks renovation. The entire assets the unit has for housing maintenance is only capable of completing in 1 year the capital repair of the heating system of the apartments located in one stairwell. KECh estimates that it would take several decades to do all the buildings.

Capital repair is postponed for yet another reason. The tenants would have to move while the work was underway. Where would they go? Even if the entire insufficient assets available now within the KECh housing directorates did the repairs, there still would be a requirement for many square meters of living space, the so-called "mobile reserve." But, that does not exist.

Does it turn out that objective difficulties hinder the repair work? Yes, they do exist. But, all the same, several of them can be overcome. Thus, for example, the district KECh could assist the local KECh with both materials and the "mobile reserve." Also, transfer of living space controlled by the local soviets and occupied by people who no longer are connected with the military will help to solve this problem. This was envisioned during the extant situation by billeting operation organs. What is the snag here? It turns out that the KECh workers cannot seem to come to an agreement with representatives of the gorispolkom about how to transfer the buildings. KECh thinks that the homes must be received in their present condition, while the gorispolkom proposes to repair them. More than a year has passed while the search for a compromise continues.

We think that the present situation should be seriously looked into by higher-level authorities and appropriate measures taken so that the KECh workers' concern about housing is not responded to only by banging on the radiators, but by heat in all homes.

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DEVELOPMENT OF SEAPLANES DISCUSSED

Moscow KRASNAYA ZVEZDA in Russian 12 May 77 p 4

[Article by Maj Gen (Ret) G. M. Beriyev: "Flying Boats"]

[Text] There are among the combat aircraft in Soviet aviation those whose designation begins with the letters "BE." These are the antisubmarine warfare aircraft of the Navy and are built under the tutelage of designer G. M. Beriyev.

Our free-lance correspondent A. Grigor'yev visited Doctor of Technical Sciences, USSR State Prize Laureate, Major General-Engineer (Ret) Georgiy Mikhaylovich Beriyev and requested that he respond to questions.

/"What are the bases for the beginnings of the hydroplanes of the Soviet Period?"/ [questions in bold face in original]

"Based on the naval reconnaissance aircraft designed under the direction of D. P. Grigorovich and built by a special experimental naval aircraft construction section (OMOS). As early as 1922, Grigorovich was building experimental naval reconnaissance aircraft under tasking from the Soviet state. The M-24 was accepted for series production. Prior to that, the M-9 flying boats were the backbone of our naval aviation aircraft inventory. In 1932-34, the MK-1 (ANT-22) naval cruiser was built by a TsAGI [Central Institute of Aerohydrodynamics imeni N. Ye. Zhukovskiy] collective headed by A. N. Tupolev.

"My design activities began with creation of the MBR-2 short-range naval reconnaissance aircraft (see photo). [photo not reproduced]. This was in 1932. The aircraft turned out to be a success and went into series production. More than 1,400 were built."

/"How did these aircraft perform during the Great Patriotic War?"/

"The MBR-2 made its contribution to the defeat of fascism. In spite of their 'narrow' speciality of naval reconnaissance, they were successfully used as ground attack aircraft, night bombers, and were even employed against enemy fighters.

"By the way, it was this same MBR-2 that was the first aircraft to enter the air war. At 0330 hours on 22 June 1941, the crews of Senior Lieutenant Trunov and Lieutenant Puchkov from the 44th Squadron discovered unidentified ships. Along with holes in the fuselage and other surfaces, the flying boats brought the news that the war had begun.

"Admiral F. S. Oktyabr'skiy, a direct witness to the combat work done by the MBR during the defense of Sevastopol', wrote: 'Yes!.. the MBR-2! It is impossible to talk about it without a feeling of pride about our aviators who flew these "naval fortresses" and attacked any enemy, even fighters... They were true heroes!'

"Once, an MBR-2 flown by Senior Lieutenant Gerasin was attacked by a German ME-110. The naval reconnaissance aircraft battled the fighter for 2 hours. The pilot, navigator Byalikov, and gunner-radioman Esaulenko operated diligently and in a coordinated manner. And, in spite of its superior speed and firepower, the vulture was shot down."

/"During the war, several ships were equipped with aircraft. What type was that?"/

"The BE-4 (also known as the KOR-2) shipboard and land-based reconnaissance aircraft modified for take-off from a ship's catapult. The aircraft had a maximum speed of 356 km/hr, a crew of two, and could carry up to 300 kg of bombs."

/"What did the KB [design bureau] work on after the war?"/

"We improved the aircraft which had stood the test of war and simultaneously worked on future hydroplanes for the Navy. As a result, the multiple-ton BE-6 flying boat appeared. It served for two decades until replaced by third-generation aircraft.

"Sometime in the late 1940's, the KB was tasked to design a jet hydroplane. In 2 years, the aircraft was incarnated in metal. A jet flying boat rose into the air on 30 May 1952. In its first flight, it reached a speed of 800 km/hr, an unofficial speed record for all classes of hydroplanes. The R-1 (jet-first) was the designation used and it was the prototype for the M-10."

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OVER-INFLATED EFFICIENCY REPORTS CRITICIZED

Moscow KRASNAYA ZVEZDA in Russian 13 May 77 p 2

[Article by Col N. Bezdenezhnykh: "Certified For Promotion"]

[Text] I would like to discuss problems which bother us, the workers in the cadres section. In recent years, many young, capable, excellently trained officers have been promoted to new, higher positions in the units [chasti]. Senior chiefs, political organs, and party organizations provide them with a great deal of assistance in molding them as commanders. And the youngest officers set to work with hope and aspirations and successfully train and indoctrinate subordinates. In a word, they strive to fulfill with honor the trust given them.

However, mistakes are made all the same in officer promotions. We as workers in the cadres section do not wish to shirk our own responsibility in this area and are forming practical conclusions. But I must say that some commanders and chiefs somehow do not objectively certify their subordinates, striving to continually promote them into more responsible positions.

For example, we recently encountered the following fact. The commander of unit "X" wrote a report containing a request that Senior Lieutenant V. Gordeychuk be transferred back to his previous place of duty. What is the story here? After all, the officer had only a few months before been promoted to a new, more responsible position.

We study Senior Lieutenant Gordeychuk's efficiency reports. One was written by the commander of the surface-to-air missile unit in which the officer had previously served. There is a predominence of such words as "well trained," "disciplined," "active," and "prospective" in the efficiency report. The conclusion that he is worthy of promotion is well founded...

The evaluations in the second report written by another unit commander are directly contradictory: "undisciplined," "responsibility towards his duties is weak," etc. Written about an entirely different person. What happened to this officer in the space of only several months?

Lieutenant Colonel V. Bezzubenko, the senior officer in the cadres section, visited both units. What did he find out? Senior Lieutenant Gordeychuk served in the first unit for several years. There were no special complaints made about him but neither did he excel in combat training or socialist competition. As his direct supervisor explained, he served "normally."

It turned out that the young officer's efficiency report was, to say the least, inflated. The battalion chief of staff was frank. They were sorry for the guy -- how long did he have to stay a senior lieutenant?

But what did this lead to? Gordeychuk looked upon the high evaluation as his just due, as being fully warranted. And, he worked at his new job just as he had at the old job, fair to middling as they say. In addition, he violated regulations. Meanwhile, those in the new unit awaited zeal and inspired service after the promotion.

Speaking openly, the senior chief, political workers, and officers from the cadres section spent more than one day on this matter before they made a decision. They left Gordeychuk in the new job but required him to change his attitude towards his service duty. You see, relieving a man of duty is an extreme measure and you don't rush into it. Also, Gordeychuk requires assistance in assimilating more complex responsibilities.

It would seem that the curtain could now fall on this matter. But, we need to discuss this case and draw some conclusions. One truth remains: if a person speaks or writes an obvious untruth, he is called to task because he has violated generally-accepted moral norms. Why then are people who write non-objective efficiency reports or character references allowed to get away with this? After all, this greatly harms the moral indoctrination of servicemen. At best, the guilty will be chided in private.

Recently Lieutenant Colonel V. Budik certified the promotion of Major A. Viktorov. But it soon came to light that his professional training was weak. Also, he had been called to party account more than once. How do you explain Lieutenant Colonel Budik's approach? In one way only. The aversion to doing careful indoctrinational work with a subordinate. Budik saw as his salvation transferring his problem to his neighbor by promoting Viktorov.

Thus, the fact that principles are lacking is evident to us. But did this receive a worthy evaluation? No, the unit limited itself to giving comrade Budik a simple reprimand.

Of course, there are few such negative examples. But that doesn't give us any cause for relaxation and joy. It was stressed at the 25th CPSU Congress that all aspects of the activities of any worker must receive a comprehensive and objective evaluation. This is in the interests of the correct indoctrination of cadres and continued improvement in their work style. We as commanders, political workers, and officers in the cadres section must always remember this.

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INCREASED USE OF TRAINING FILMS RECOMMENDED

Moscow KRASNAYA ZVEZDA in Russian 13 May 77 p 2

[Article by Maj V. Berets: "The Screen Can Provide a Lot"]

[Text] I once observed the making of a training film. I was impressed by how scrupulously the workers at the Ministry of Defense film studio did each sequence. The most experienced officers were invited to serve as consultants. The director and cameramen consulted with the best educational specialists and reshot several times portions of lessons about which even the slightest doubt existed.

Later I was satisfied that the film turned out to be laconic and detailed at the same time. Watching it can replace many hours of explanation. And, commanders long ago evaluated the broad capabilities of training films.

The communicators from unit [chast'] "X" were scheduled to depart for a tactical exercise. The personnel watched military training films as part of the preparations for going into the field: "Radio Wave Propagation. Selection of Antennas and Frequencies," "Organization and Conducting Drills at Communications Centers," "Safety Measures When Working With Communications Equipment," "Actions of Signal Troops When Weapons of Mass Destruction Are Employed." The unit's best educational specialists -- officers R. Odintsov, V. Shevyakov, and L. Patkovskiy -- spoke prior to showing the films.

The communicators operated skillfully during the exercise and received a high evaluation. In my view, the skillful use of military training films was reflected, along with other things, in this evaluation.

But, are training films treated so respectfully everywhere? Unfortunately, not everywhere. Sometimes military training films do not reach the viewer or they are presented prior to feature films.

I recently visited the motorized rifle regiment where Senior Lieutenant N. Fomenko is chief of the club. Military training films are put to use in the commander's training process: during meetings of the sergeants' corps and when conducting technical conferences with drivers. Preparing for a long road march, the young drivers watched the military training film "Preventing Vehicle Accidents."

However, the regiment does not put training films to full use. One senses an element of chance in planning film shows, narrowness of themes, a neglect of the interests of soldiers possessing a number of combat specialties.

Many soldiers, sergeants, and officers with whom I spoke could not remember the last time they saw a training film. The feature, documentary, and military training film logbook kept at the club, for example, contains the notation that the film "Tank Gunnery Drills in the Company" was shown to all personnel in the regiment. However, the film title was reflected as a short subject prior to a feature film and an overwhelming majority of the officers and warrant officers [praporshchiki] did not see it.

A company in this regiment commanded by Lieutenant V. Skobelev did not employ its equipment in a model manner during a training battle. Meanwhile, showing the film "A Motorized Rifle BMP Company in an Offensive From the March" prior to an exercise can be a great help. The company's club has this film, by the way. But the officers were not informed of this. As regards special requests to see certain films, the lagging subunits [podrazdeleniya] do not come to see them at all.

A conversation with Senior Lieutenant Konovalov and other armor officers showed that they had never seen the film "Tank Gunnery Drills in the Company." Can it be that tankers don't need to see this film? Certainly not. As a recent check showed, tank gunnery drills here are not distinguished by their high quality. The film would undoubtedly enrich the methodological arsenal of commanders and be useful to sergeants and soldiers. But, the film has been stored at the unit's club for more than a month and not used for its intended purpose.

Several comrades with whom I talked stated:

"When do you watch military training films? There is no time for that."

I cannot agree with that. Training films can be shown during independent study hours, for example. There is also enough time for a commander to discuss film content with his subordinates, focus their attention on the main thrust, and emphasize the tie-in between what is seen and the essential missions of the subunit.

A lot has been done lately to improve the effectiveness and quality of the training process. The question about fuller use of the capabilities of the movie screen in training has also matured. Movies which synthesize the key elements of leading know-how, propagandize effective drills in conducting battle, and describe organization of lessons must reach the addressee, facilitate the expansion of the tactical and military-technical outlook of the soldiers, and assist them in achieving the goals noted in the competition for a worthy reception for the 60th anniversary of Great October.

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ACTIONS TAKEN ON COMPLAINTS IN LETTERS TO EDITOR

Moscow KRASNAYA ZVEZDA in Russian 13 May 77 p 2

[Article: "Measures Are Taken Based Upon Readers' Signals"]

[Text] Specific deficiencies in the organization of guard duty, medical care of personnel, and violation of the daily routine were described in a letter from military unit "X."

The editorial board requested that workers in the higher headquarters check the facts contained in the letter. They were confirmed. Colonel L. Somov reported to us that measures have been taken. Guard duty is organized in strict accordance with regulations, the duty day has been put in order, and medical care is provided in a timely manner to those who require it.

Senior Lieutenant A. Shashkov in his letter described illegal use of military travel documents by Captain V. Sheptitskiy assigned to the military railroad section of the Red Banner Transcaucasus Military District. The editorial board requested that the Central Railroad Directorate investigate. As they informed us, the facts were absolutely correct. Captain V. Sheptitskiy was severely disciplined. Major V. Sergeyev was called to party account for attempting to cover up Captain V. Sheptitskiy's crime.

The home of V. Kuz'menko, disabled during the Great Patriotic War, burned down. Help was needed to build a new home. No one came to provide help. Comrade Kuz'menko wrote about this to KRASNAYA ZVEZDA, which sent the letter on to the Ivankov rayispolkom, Kiyevskaya Oblast'. The latter reported that measures had been taken. A one-time grant was given to the Great Patriotic War invalid, cost-free materials for a new home were allocated, and transport to haul them will be made available.

Warrant Officer [praporshchik] A. Poplavskiy reported to the editorial board that violations were taking place in trade practices at garrison "X." The garrison chief answered that the facts have been confirmed. The subunit [podrazdeleniye] commander has been disciplined for poor leadership of the public control commission.

The wife of Private L. Sarbayev complained to the editorial board that she cannot receive her allowance for her child since the military unit won't send the required paperwork.

In answer to our query, the commander reported that the paperwork has been sent. Officer N. Sizonenko, who was guilty of hiding behind red tape, has been disciplined.

Private A. Zayarin wrote about deficiencies in organizing labor and services on the part of military builders. As the unit [chast'] commander reported, the facts outlined in the letter were confirmed. Measures have been taken to improve the production process. Mass cultural work has been assigned: an amateur artistic work and a stage orchestra have been set up and television sets acquired for the personnel.

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REPLIES TO READERS REQUESTING INFORMATION

Warrant Officer Eligibility Requirements

Moscow KRASNAYA ZVEZDA in Russian 17 May 77 p 4

/Article in the column "Answers to Readers' Questions": "We Want To Become Warrant Officers"/

> /Text/ Our readers, Sergeants Yu. Sharygin and A. Sorokin, Privates First Class V. Markin, I. Kuznetsov, V. Anisimov and others, request a clarification on whether they can be accepted for active duty as warrant officers (praporshchiki) after completing their initial terms of service.

According to the "Regulation on Military Service for Warrant Officers (praporshchiki i michmany) of the USSR Armed Forces," personnel are selected for warrant officer positions on a voluntary basis for a period not less than five years; the best soldiers, sailors, sergeants and petty officers are selected from those subject to transfer to the reserve upon completion of their active duty service commitments. Unit commanders interview each of them five or six months before their transfer. After familiarizing themselves with the regulation, these servicemen submit written contracts. The authority to accept personnel for military service and to assign them to warrant officer positions is vested in regimental commanders and those of equal or higher position.

Candidates selected for service as warrant officers are sent to the warrant officer school for their chosen specialty. They assume the military rank of warrant officer upon completion of the school. Personnel who have a higher or secondary specialized education which is in an area related to military specialty training can be given the warrant officer rank without being sent to the warrant officer school.

Upon completion of the school, the warrant officers can be given ordinary leave for the first year of service by the commander of the military unit to which they are assigned for further service.

Investigation School Admission Requirements

Moscow KRASNAYA ZVEZDA in Russian 17 May 77 p 4

/Article by Militia Col D. Kutsenko, deputy chief of personnel for the Directorate of Internal Affairs, Volgogradskaya Oblast, in the column "Answers to Readers' Questions": "Investigators Are Trained Here"/

/Text/ Dear Editors:
I would like to know what the entrance regulations are for the USSR MVD Volgogradskaya Higher Investigative School and what are the conditions of study there.

Private First Class
A. Saynullayev

At the request of the editors, Militia Colonel D. Kutsenko, deputy chief of personnel for the Volgogradskaya Oblast Directorate of Internal Affairs (UVD), is answering the author of this letter and also Sergeant V. Grebnev, Private First Class Yu. Tuposhe and other soldiers.

Reserve servicemen with a secondary education are accepted at the USSR MVD Volgogradskaya Higher Investigative School if nominated by the MVD of union and autonomous republics or kray and oblast UVD's at their place of residence.

A party or Komsomol reference, work reference and educational certificate must be presented during official academic registration. The remaining documents are filled out at the personnel departments of internal affairs agencies. Documents are accepted from 1 February to 15 June.

Entrants to the USSR MVD Higher Investigative School take four examinations: on Russian language and literature (written and oral), USSR history and a foreign language (oral).

The school trains investigators and criminal investigative specialists for work in internal affairs agencies. The term of study is four years. Dormitories are provided for single personnel. The school's students are paid a stipend of 40

rubles a month; they receive meals and uniforms free of charge.

In conclusion, it must be stressed: army and navy servicemen who are transferred to the reserve must address all questions concerning school entry to the personnel departments of the MVD in union and autonomous republics or the UVD of krays and oblasts.

Public Control Commission

Moscow KRASNAYA ZVEZDA in Russian 17 May 77 p 4

/Article by S. Skryabin, Col (Ret), chief inspector of the Main Trade Directorate of the USSR Ministry of Defense, in the column "Answers to Readers' Questions": "Who Can Be Elected to the Commission?"/

> /Text/ A difference of opinion among our post customers arose on the subject: who can elect and be elected to the post store's public control commission. Some people think, for example, that this right is not extended to Soviet Army employees. Is this correct?
>
> Z. Evsyutina

No, that is not correct. According to existing regulations, customers who are officers, warrant officers, extended duty servicemen and members of their families as well as workers and employees of the Soviet Army and Navy can elect and be elected to the public control commissions for military trade enterprises. Elections are conducted by a show of hands at customer conferences. From 7 to 15 people are elected to the commission depending on the size of the controlled enterprise (store, dining hall, shop, etc.). Those elected at the commission meeting to the posts of chairman, vice chairman and secretary are confirmed by the commander and the chief of the political agency. The commission term is one year.

Public controllers check enterprise compliance with trade regulations, check the quality of goods, equipment and services and familiarize themselves with the paperwork. They have the right to hear enterprise managers at commission meetings. Commanders, political agencies, enterprise managers and military trade organizations are required to render all possible assistance to the public control commissions in the interest of further improvement of trade, repair and other services to buyers, customers and clients.

Leave Regulations Clarified

Moscow KRASNAYA ZVEZDA in Russian 25 May 77 p 4

/Article in the column "Information Service": "Ordinary Leave"/

> /Text/ Captain G. Myagotin, Lieutenant P. Mirolyubov and others request an explanation of the procedure for granting ordinary leave to officer personnel.

According to current legislation ordinary leave must be granted to each officer during the calendar year, except for those cases where accumulation of ordinary leave for a two-year period is permitted. Leaves are granted according to the annual schedule approved by the superior who exercises leave granting authority for the appropriate officer categories.

Officer personnel with less than 25 years service in the USSR Armed Forces are granted 30 days annual leave and those with 25 or more years of service (calculated on a calendar basis) receive up to 45 days. Forty-five days annual leave is also granted to officers serving in the Far North, in areas comparable to the Far North and in Soviet forces abroad and also to officers requiring protracted rest for service connected reasons.

Travel time to and from the place of leave is granted over and above the established length of leave. This time is calculated according to the timetable for the type of transportation (less transfer time) for which the officer is issued military travel documents. If the officer flew to and from leave and his travel time was granted, let's assume, based on calculations for rail travel, he is required to return from leave within the time period actually expended on air transportation.

Travel time to and from the place of leave in a private vehicle is calculated according to the timetable for that type of state transportation for which the serviceman has the right to receive military travel documents. When taking ordinary leave to several points, the serviceman is granted round trip travel time between his duty station and one of the points.

> "What are the procedures for granting ordinary leave to warrant officers?"--ask Warrant Officers N. Dolotin, S. Belikov, V. Milovanov and others.

Ordinary leave is granted to warrant officers during each year of service: 30 days for those who have been on active duty less than 25 years (calculated on a calendar basis) and up to 45 days for those who have served 25 years or more (calculated on a calendar basis).

Leave up to 45 days is also granted to warrant officers on flight duty, serving in the Far North, in areas comparable to the Far North, in Soviet forces abroad and in other instances stipulated in the "Regulation on Military Service for Warrant Officers of the USSR Armed Forces."

Ordinary leave for warrant officers, including those accepted for service from the reserve, can be granted throughout the year--with consideration given to duty requirements and the warrant officer's desires--irrespective of the time of assignment to the position. Servicemen, accepted for assignment to warrant officer positions upon completion of their initial terms of service and sent to warrant officer schools, can be granted leave by the commander of the unit to which the warrant officer is assigned after school.

When ordinary leave is granted, the necessary travel time to and from the place of leave is calculated in the same manner as for officers.

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OPERATIONS IN DOSAAF TRAINING CENTERS DISCUSSED

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77 p 16

[Article by A. Kunilov, chief of the Military Technical Training Directorate of the USSR DOSAAF Central Committee: "The Committee and the Training Center"]

[Text] The defense Society's main task, a resolution adopted at the 13th Congress of the USSR DOSAAF, is one of actively helping to strengthen the nation's defense capability and training the workers, especially the youth, to defend the socialist homeland. One area of this work is the provision of supervision and assistance by DOSAAF committees at all levels in the organization and conduct of initial military training for the youth at training centers.

Experience has shown that the training and indoctrination of future fighting men produce greater results where DOSAAF committees take a serious attitude toward the selection of personnel for training centers, improve their methodological skills, summarize and disseminate progressive experience promptly. This work is being successfully carried out in the Ukraine, Belorussia, Estonia and Moldavia, in Volgogradskaya, Omskaya, Kuybyshevskaya, Penzenskaya and other oblasts. Consultations are regularly conducted there and lectures given on problems pertaining to training methods for instructors and chiefs of training centers. DOSAAF activists involve themselves deeply in the work of the training center and give the instructors on-the-spot assistance.

Concerning themselves with the quality of classes at training centers some committees issue bulletins on methods. They contain recommendations on compiling class schedules and the planning of military-patriotic, methodological and mass sports work.

The DOSAAF central committees of the Ukraine, Moldavia and Azerbaydzhan have compiled and issued "Model Plan Outlines" on all of the initial military training subjects. The Rostovskaya, Kiev, L'vovskaya, Minskaya, Khar'kovskaya and Omskaya oblast and the Moscow and Tbilissi city DOSAAF committees have issued large numbers of posters for military offices and military technical training classrooms. The Krymskaya, Penzenskaya, Lipetskaya, Gor'kovskaya and a number

of other oblast DOSAAF committees have set up the production of mockups of weapons, firing devices and parts and mechanisms for motorcycles, automobiles and other equipment.

The practice whereby DOSAAF committees total up the results of the past training year is in our opinion very important. The forms may vary. In the Ukraine and Belorussia, for example, they are discussed in the presidium of the DOSAAF Central Committee. Decisions are adopted which formulate the tasks for the new training year. As a rule, the Omskaya and Rostovskaya oblast DOSAAF committees discuss the year's results at their plenums. We emphasize the fact that totalling up the results of NVP [initial military training] is a very important kind of work carried out by DOSAAF committees in their supervision of training centers. It makes it possible to publicize positive experience in the training and indoctrination of future fighters.

The comprehensive resolution of the ideological and indoctrinational tasks of training the youth to serve in the army is an extremely important requirement today. The work of the Tatar ASSR DOSAAF organization is a good example of this. Guided by the requirements set by the 13th congress of the defense Society the Tatarskaya Oblast DOSAAF Committee, together with the oblast council of trade unions and the oblast Komsomol committee, worked out the rules for a competitive review of the autonomous republic's training centers, devoted to the 60th anniversary of the Great October Socialist Revolution. The rules define concrete tasks aimed at further improving the preparation of draftees for service in the army: a campaign to raise the success rate and to improve the training materials base, the conducting of tours to sites of the Soviet people's revolutionary, combat and labor glory, competitions in the military technical types of sports and the GTO ["ready for work and defense"] group and meetings with veterans of the revolution, the Great Patriotic War and labor. The totalling of the results of the competitive review and the presentation of awards to the best training centers, heads of enterprises and DOSAAF committee chairmen are timed to coincide with the celebration of the important anniversary.

The defense Society's oblast committee constantly concerns itself with the methodological training of instructors and teachers. At the training centers DOSAAF committees conduct meetings on specific subjects, show training and documentary films for draftees twice a month, followed by discussion, and conduct regular meetings with veterans of the war and with fighting men of the Soviet Army.

Each class is designed to instill in the youth a feeling of pride for our socialist homeland and a feeling of personal responsibility for strengthening the nation's defense capability and improving the combat readiness of the forces.

Unfortunately, this work is not conducted on the proper level throughout. This is especially obvious in the examples of training centers in Turkmenia and Tadzhikistan. When they conduct the class on the subject, "The USSR Armed Forces at the Contemporary Level," some instructors limit their talk to a description of the technical specifications of the armament and combat equipment of the different arms of troops. They make absolutely no reference to practical examples of training and indoctrinating the troops. Such classes are conducted at training

centers of the Leninabad Furniture Factory, the Krasnovodsk Oil Refinery, the Turkmentsentrostroy Construction Administration in Ashkhabad and a number of other enterprises.

A question arises as to why the instructors at some training centers successfully implement the principle of unity of training and indoctrination, while the instructors at other training centers do not. We feel that everything depends on how much attention DOSAAF committees give to the organization of methods classes for the chiefs and instructors of training centers, since the depth of the young people's knowledge and the soundness of their skills is essentially a matter of training methods.

Concerning themselves for improving the methodological skills of instructors and chiefs of training centers some DOSAAF committees have created unofficial, initial military training sections. Such a section has functioned within the Dyborgskiy Rayon DOSAAF Committee in the city of Leningrad for several years now, for example. It has many useful initiatives to its credit. The staff includes reserve officers with extensive experience in working with the youth. And it should be stated that the section has become an active assistant to the DOSAAF rayon committee in matters of working with the personnel on methods and improving the effectiveness and quality of classes at the training centers.

Socialist competition is an important part of the life of training centers. Its efficiency and effectiveness depend greatly on the organizational work carried out by DOSAAF committees. As a rule, there is better attendance and discipline and a higher success rate where the committee not only organizes the competition but also regularly totals up the results and constantly monitors fulfillments of the commitments accepted, while striving to publicize the competition extensively. This is precisely the situation at training centers of the Krasnyy Oktyabr' Machine-Building Plant in Moscow, the Omsk Engine Plant imeni Baranov, the Tyazhpromarmatura Association in Penza and unified training centers in the city of Ussuriysk, Tsentral'nyy Rayon in the city of Chita and many others.

The 13th Congress of USSR DOSAAF assigned defense Society committees the task of "insuring continued improvement of the quality with which the youth are trained for military service... improving the training and methodological supervision of initial military training for draftees at training centers... improving the substance and forms of political-indoctrinational work...". The training of worthy replacements for the Armed Forces requires persistence and purposefulness, a constant quest for new and improved training methods and techniques, great effort and certain material expenditures. All of this will be repaid a hundredfold, however, because the DOSAAF committees have no more important task, no more noble and honorable a job than that of helping to strengthen the defense capability of our great homeland.

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MILITARY-PATRIOTIC INDOCTRINATION OF NEW DRAFTEES

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77
pp 30-31

[Article by Maj Gen A. Barabanshchikov, Doctor of Pedagogical Sciences, Professor: "Before He Became a Soldier"]

[Text] Following V.I. Lenin's biddings the Communist Party is devoting great attention to strengthening the nation's defenses and preparing the Soviet people to protect socialism's accomplishments against imperialist aggression. Military-patriotic indoctrination of the youth has an important place in this. The Accountability Report of the CPSU Central Committee to the 25th Party Congress states: "Establishing in the minds of the workers, primarily the young generation, the ideals of Soviet patriotism and socialist internationalism, pride in the Soviet Nation, in our homeland, and a readiness to come to the defense of socialism's achievements has been and remains one of the party's most important tasks."

An integral part of communist indoctrination military-patriotic indoctrination is a system of ideological and practical influence on the consciousness and conduct of people for purposes of developing in them a feeling of love for the Soviet homeland, devotion to the cause of communism and other moral-political and combat qualities essential to defenders of the socialist homeland.

Indoctrinational work with pre-conscription and draft-age youth constitutes an important and responsible element in the overall system of military-patriotic indoctrination. From the moment they sign up young people begin to feel like servicemen, and service in the army is no longer a thing of the remote future but something immediate. They become more and more actively interested in our nation's foreign and domestic policy, the life of the army and navy, the specific nature of interrelations in the military collectives and possibilities for spiritual and physical development during their service years. All of this is taken into account in military-patriotic indoctrination, and its organization and methods assume features which are characteristic of indoctrinational work in the labor collectives, on the one hand, and characteristic of such work under army circumstances, on the other.

It should be taken into account when organizing military-patriotic indoctrination for draftees that upon entering the army or navy there is a change in the life-style of a young man. They enter into another system of daily relationships and work. The young people have already formed their initial impressions of military service before they are drafted: based on literature, the movies, television and talks with older people and people their own age. These impressions are not always accurate. Due to the specific characteristic of the child's, later the youth's perception mainly the romantic aspect of the service is imprinted in the minds of the young people, while day-to-day military life and the difficulties involved with intensive training and the observance of disciplinary requirements usually remain hazy images. There is no question that the youth's impression of the service becomes more concrete during the course of initial military training, approaching an understanding of the true state of affairs. A great deal still remains unclear to them, however.

It is precisely the difficulties of day-to-day service that the serviceman encounters during his very first days in the service, while seeing nothing especially romantic. The soldier burns with a desire to look good and perform efficiently, but he is clumsy and awkward. He wants to comprehend what is occurring, to relax, but he finds himself in a fast-moving life filled with events: physical training, political information, classroom studies, a field exercise, training at the athletic ground and then into the field once again. And always - - formations, formations and more formations, to which one must not be even a second late. In addition, he frequently hears criticism: you went the wrong way! you did that wrong! you did not handle that properly... puzzling questions therefore arise for many young servicemen at first, and some regulations seem unnecessary and formal. This frequently gives rise to misunderstanding: a sergeant may criticize a subordinate and the latter will attempt to object, feeling that he is being "picked on," and so forth.

Individuals with the best moral and psychological conditioning for the service adjust to the new conditions more rapidly. This is why each draftee should prepare for the service thoroughly and extensively no matter where he is studying, be it in a regular school, a vocational and technical school, a tekhnikum or a DOSAAF training organization.

The moral-political and psychological conditioning of draftees for the service requires that they be shown not only the romantic side but also the difficulties of service life, stressing the fact that the heroic is always the result of persistent military work, repeated training sessions, good efficiency and self-discipline.

Legal propaganda, explaining to the draftees the meaning of articles 132 and 133 of the USSR Constitution, the Law on Compulsory Military Service, the benefits extended to their families and laws on liability for war crimes and criminal offenses. A knowledge of the laws helps the draftees to develop a feeling of civil responsibility, an aware attitude towards their conduct.

Taking an active part in military-patriotic indoctrination are the party, trade-union, Komsomol, DOSAAF and other organizations, the administration of enterprises and establishments, departments of the "Znaniye" society, schools, vocational and technical schools, tekhnikums, public education sections, vocational and technical education administrations and military commissariats, which rely on assistance through patronage by military units (chast) and establishments. It is important that this work be well coordinated and based on a comprehensive plan of military-patriotic and mass-defense work and physical conditioning.

The experience acquired in Chernigovskaya Oblast in planning military-political indoctrination of the youth in this manner, for example, is instructive. It is therefore no surprise that the youth from there are better prepared for the service each year. In the spring of 1976 the draftees from that oblast were primarily communists or Komsomol members with a higher or secondary education. They all entered the service holding GTO ["ready for work and defense"] badges and many had acquired various military technical specialties in DOSAAF training organizations. It is noteworthy that the number of young people expressing a desire to enter military schools has increased in the oblast in recent years.

Registering for the draft is not just a formal act. It is an event of great indoctrinational importance. Officers of the military commissariat in the city of Kopeysk, Chelyabinskaya Oblast, for example, conduct the registration in a festive and formal atmosphere, in the presence of community officials, war veterans and parents of the youth. The military commissar heartily congratulates the youth and presents each of them with a memento.

A great deal of indoctrinational work with draft-age youth is conducted in the labor collectives. The most important aspect of this work is to organize the work of the draftees precisely and help them to fulfill their socialist commitments, in combination with purposeful ideological influence. Competition among draft-age youth for the right to remain on the roster of the brigade, the members of which assume the responsibility of fulfilling their production norms throughout their period of service in the Armed Forces, has enormous mobilizing force. Good labor tempering and the development of a responsible attitude toward the performance of assignments and socialist commitments form the basis for successful development of fighting efficiency and morale in the future fighting men.

The experience of many of the nation's enterprises has shown that it is important to create an atmosphere of all round assistance to the draft-age youth in the production collectives. Such conditions develop in them confidence in their capabilities and responsibility for their conduct.

The military-patriotic indoctrination of draft-age youth is organically combined with their training in military affairs. And once again a large role is played by military instructors of schools, vocational and technical schools and tekhnikums, instructors and teachers at training centers and DOSAAF training organizations.

Party, Komsomol, DOSAAF and sports organizations together with the military commissariats strive to see that the draft-age youth engage actively in sports and fulfill the "Ready for Work and Defense" group, which also includes applied military standards: overcoming an obstacle course, firing a battle weapon, a short forced march and a knowledge of the basic civil defense rules.

The military and physical conditioning of the youth, applied military and military technical types of sports develop the overall physical conditioning and technical preparedness of the future fighting men. Furthermore, systematic engagement in sports not only conditions the draftees physically but also contributes to the development of their emotional and volitional stamina and a feeling of personal usefulness and prepares them psychologically to serve in the army or navy.

The concluding stage in the preparation of draft-age youth for the service is their induction and assignment to a unit. It is very important psychologically. A thoughtful approach by the draft board to the assignment of draftees, taking into account their training, the state of their health, their family situation and aptitude for service in a certain arm of service, and attention to their needs and requests usually creates an optimistic mood in the draftees and develops a feeling of personal importance.

It is gratifying to note that a remarkable tradition has become established in the nation: the formal send-off of the youth into the army and navy. In Toguchinskiy Rayon, Novosibirskaya Oblast, for example, young men are sent into the service with a ceremony beginning with a meeting at a memorial to fighting men from the area who died in the Great Patriotic War. Local inhabitants, veterans of the Great Patriotic War and the mothers of the draftees bid the future soldiers farewell.

The send-off procedure differs somewhat in other cities and rayons. It has the same purpose, however: to help the future servicemen realize the importance of their impending service.

Military units and subunits (podrazdeleniye) have a large role in the military-patriotic indoctrination of draftees. Commanders and political workers, party and Komsomol activists explain to the draftees the meaning of Leninist biddings with respect to protecting the socialist homeland and the policy of the CPSU and the Soviet Government, acquaint them with the combat traditions and the state of the Armed Forces, the specific features of military service and activities and the nature of interrelations in the military collectives, and help them to master military skills and to develop spiritually and physically.

The multifaceted work carried out by party, trade union, Komsomol and sports organizations, schools, the heads of labor collectives, the defense Society, military commissariats, military units and establishments in the military-patriotic indoctrination of the youth are bearing fruit. The replacements entering our Armed Forces are better prepared each year.

PAY PROVISIONS FOR MILITARY INSTRUCTORS CLARIFIED

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77 pp 30-31

[Replies to inquiries from readers: "We Answer the Readers' Questions"]

[Text] M. Krasuly (Moscow Oblast) has inquired about wages for the military instructor in the secondary school.

The answer to his inquiry is provided by Yu. Sheremet, senior staff legal advisor for the Presidium of the USSR Academy of Pedagogical Sciences:

In accordance with circulars No. 84M issued by the USSR Ministry of Education on 5 September 1968 and No. 4M issued on 18 January 1971 the following wage system for military instructors was introduced in the schools:

1. The regular salaries for military instructors include payments for 12 hours of teaching per week. It includes initial military training classes (elective as well as mandatory), civil defense classes in the 9th and 10th grades, classes held during production practice (30 hours) in the 9th grades, arranging for the showing of training films and group work on the fundamentals of military affairs and instruction on the equipment and weapons. Military instructors do not receive additional payment for fulfilling the duties involved in looking after the military rooms.

2. Additional payment is made for the above described pedagogical work performed by the military instructor above and beyond the 12 hours a week (except for group work and the showing of training films) on the same basis as payment to teachers and instructors for the actual number of hours worked. In this case pedagogical work for which additional payment is made must not exceed 12 hours in a week.

3. Current legislation does not provide for the position of demonstrator for military rooms.

4. When military technical classes and the teaching of individual civil defense subjects are conducted by specialists and the military instructor's teaching load is less than 12 hours per week he receives the full salary for the position, the required hours being made up with group and other pedagogical work in initial military training and civil defense.

> V. Il'in of Grodnenskaya Oblast asks: "How is a military instructor paid for the time spent in 5-day field exercises, and how is the military instructor's teaching load determined"?

In answer to these questions V. Leshko, chief of the Planning and Finance Administration of the Belorussian SSR Ministry of Education writes: "Military instructors receive the wages established by the rate schedule for the time spent with youth from the 9th grades on 5-day field exercises. Field exercises conducted with the students are included in the weekly teaching load for military instructors in the amount of 0.85 hour for all 9th grades.

"The teaching load of military instructors assigned to schools is determined by the number of hours specified in the teaching plan for classes in initial military training and civil defense in the 9th and 10th grades (including classes for the faculty) and the number of hours of practical training in production (30 hours for all 9th grades).

"When field exercises are conducted in areas containing military units and outside the community in which the school is located military instructors are paid detached duty allowances for that time in accordance with Decree No. 1047 passed by the USSR Council of People's Commissars on 19 June 1940."

> A. Shish of Poltavskaya Oblast asks: "How is the positional salary established for a military instructor at a secondary specialized educational institution"?

V. Skvortsov, deputy chief of the Planning and Finance Administration of the USSR Ministry of Higher and Secondary Specialized Education, has informed the editors that the positional salary for a military instructor in a secondary specialized education institution is established in accordance with the number of students in the groups in which initial military training is conducted.

Additional payment is not made for the military instructor's organizational and military-patriotic work, the performance of duties involved in supervising groups studying the fundamentals of military affairs or supervision of a military room.

> "What does the teaching load and the service duties of a military instructor at a vocational and technical school involve"? The editor's mail contains many such questions.
>
> Below is the answer which we received from I. Myshlyayev, deputy chief of the labor and wage section of the State Committee on Vocational and Technical Education under the RSFSR Council of Minister.

Salary scales for military instructors of vocational and technical training institutions include payment for 480 hours of teaching a year. This teaching load should include the conduct of initial military training and civil defense classes (including classes for the faculty) and school-wide classes conducted for 5 days (30 hours) during the summer vacation on-location for students with a training period of 3 years or more, regardless of the number of groups with which the classes are conducted.

The above teaching load should include classes on all-arms training for students with a training period of 1 to 2 years inclusive on the Regulations of the USSR Armed Forces and tactical training, which are recommended for days off and in addition to the training plan.

In addition, the duties of military instructors at vocational and technical schools include extra curricular classes in initial military training and civil defense, military-patriotic work with the students, the showing of military training and military-patriotic films and testing for fulfillment of the GTO ["ready for work and defense"] group, as well as the supervision of groups studying the fundamentals of military affairs and supervision of military rooms (with no additional pay).

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NAVAL SERVICE DESCRIBED FOR NEW DRAFTEES

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77 p 35

[Article by Capt 1st Rank V. Kravchenko: "About Service in the Navy"]

[Text] The Navy is one of the branches of our Armed Forces. It consists of the Red Banner Baltic, Red Banner Northern, Pacific and Black Sea fleets and the Red Banner Caspian Flotilla. The Navy presently includes submarines equipped with missiles and torpedoes, including nuclear weapons, the naval aviation, various classes of surface ships, auxiliary vessels for various purposes, coastal rocket and artillery forces and the naval infantry.

Atomic powered, missile-carrying submarines and the missile-carrying naval aviation make up the Navy's main striking force.

A call-up to active military service is carried out twice a year (in May-June and November-December). A 3-year term of active military duty has been established for sailors and petty officers of the Navy's ships, vessels and coastal combat support units (chast).

The regular call-up of the youth to active military service is presently being conducted. The ships and units are receiving new replacements. The young people are joining the glorious family of sailors and becoming armed defenders of their homeland, the Union of Soviet Socialist Republics.

After being drafted many young sailors undergo training in the Navy's training detachments and schools, where for a certain period they acquire the initial knowledge and skills essential to their future service on ships. They master complex naval specialties there. These include such specialties as damage control mechanic, engine-room specialist, electrician, radio telegraphist, specialist in servicing electronic computers, rocket launcher, gunner and coxswain-signalman. On the ships the personnel continue to improve the knowledge they have acquired. The initial training of many of the Navy's future specialists, I would point out, begins in DOSAAF naval schools.

The modern fighting ship is a world of extremely complex equipment. It contains hundreds of instruments, mechanisms, devices and awesome weapons. No matter how perfected this equipment is, however, it only represents a formidable force in the hands of people able to use it expertly.

The USSR Navy Regulations for Ships states: "The main combat purpose of a ship is that of destroying or weakening enemy men and equipment through combat action." This is what the sailors, petty officers and officers prepare themselves for with daily training in the control of the complex equipment and weapons on long ocean cruises and in exercises and while standing in tense watch at sea.

The combat instructions tell in detail what the sailor is to do in battle. Other duties are defined by ship schedules, which include the following: the combat alert routine, the order for preparing the ship for a battle and a cruise, the damage control procedure, the procedure for anchoring and weighing anchor (berthing hawsers, mooring buoys), the procedure for receiving and issuing ammunition, and others.

According to the maintenance routine all of the ship's weapons, engines, instruments, systems, compartments and so forth are placed in the charge of certain servicemen, who are required to maintain them in good order, to give them thorough care and see that they are ready for immediate use.

The sailor's duties are set forth in the Navy Regulations for Ships. One of the main duties is that of carrying out orders from officers in charge precisely and rapidly. This requirement is also of great importance due to the fact that it is reflected in such documents as the military oath, the Internal Service Regulations and the Disciplinary Regulations of the USSR Armed Forces.

The sailor is required to perform his duties in combat and in his daily service irreproachably and precisely. He must have a thorough knowledge of that which is assigned to him and possess solid skills in its use. This knowledge and these skills are acquired in classes in the specialty, training sessions and exercises, which constitute the main combat training of sailors and petty officers. The sailor requires more than special training, however. He must also be politically knowledgeable and ideologically tempered and must study naval affairs and the equipment and arrangement of the ship, since he is a sailor above all and his life and work take place on a ship. This is naval service.

When they have mastered their specialty sailors are promoted to senior sailor, petty officer 2d class, petty officer 1st class and chief petty officer. Petty officers are appointed to the posts of divisional chief petty officers and petty officers in charge of crews.

There must be strict order throughout the ship and each sailor must know what is allowed and what is forbidden. For this purpose the Regulations on Ships explain regulations in effect on a ship, consisting of two sections: rules of conduct for shipboard personnel and rules for the use of a ship's launches and sloops.

An important type of work for every serviceman is that of performing executive duties. A sailor is appointed to executive duty only after he has acquired a thorough knowledge of the ship and the duties which he will perform on watch, at a duty or guard station. The regulations require that a sailor have a solid knowledge of his executive duties, precisely adhere to the instructions and carry them out skillfully.

The ship's routine covers everything: the work and rest, training and service, political and cultural education of the sailors, care of the weapons and equipment, physical training and sports. Everything is scheduled by the hour and a certain time is allocated for every item on the schedule.

Although reveille is usually sounded on a ship at 0600 hours the day really begins with the hoisting of the Navy flag. This is a formal daily ritual. The cleaning of the mess decks and quarters is completed by the time the flag is hoisted and the sailors, frozen in even formation on the deck, are filled with vigor and ready for their work.

At the appointed hour classes and training sessions begin at the battle stations. Any sort of deviations from the established procedure are out of the question.

Sailors and petty officers performing their military duty in an exemplary manner are rewarded. Twice during their term of service they may be given brief leaves of up to 10 days, not including travel time; they may receive shore leave out of turn, and so forth.

Those who wish to link their fates with lengthy service in the Navy may study in technical schools when they are drafted or may voluntarily continue active military service as warrant officers or extended duty petty officers upon completing their regular service period.

Personnel are accepted for military service as warrant officers for a period of 5 or more years. Upon completing this term their service may be voluntarily extended for periods of at least 3 years.

Warrant officers serve to the age of 45, after which they are subject to transfer to the reserve.

Young men desiring to devote their life to service in the Navy may enter a naval school. The conditions for admission are explained in detail in issue number 4 of the magazine VOYENNYYE ZNANIYA for 1977.

Soviet sailors carry the Navy flag with pride and honor on ocean cruises far from the homeland, making official stops and friendly visits to the ports of many nations. Furrowing the expanses of the World Ocean they vigilantly stand watch in the name of peace and security, carrying out the great international mission of our nation.

CAPABILITIES OF FOREIGN TANKS DISCUSSED

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77
pp 38-39

[Article* by Engr-Col K. Dolgov, Candidate of Technical Sciences, Docent: "Tanks in the Armies of the Capitalist Nations"]

> [Text] Dear Editors: I am very interested in various types of weapons. I would particularly like to read an article in the magazine about the modern tanks in the armies of capitalist nations. -- Yu. Yarunin, student, Angarsk, Irkutskaya Oblast
>
> Many other readers have submitted the same request. Following is an article on this subject.

Based on the experience of recent years foreign specialists stress the fact that tanks constitute the main striking force of the land forces in modern warfare.

Just what are their combat missions?

First of all, to destroy enemy tanks, penetrate the enemy's defense and develop the success in an offensive, to combat infantry combat vehicles (BMP), armored personnel carriers (BPR) and self-propelled artillery mounts (FAU). In addition, tanks are used against the infantry, repel air attacks, overcome sections of the terrain following the employment of mass destruction weapons and perform a number of other missions.

On this basis armies of the capitalist nations have developed practical and technical specifications for various types of tanks. To be specific, the following requirements are made of the basic combat tank in the U.S.A. and the FRG: increased armament efficiency for accurate destruction of targets with the first shot, great maneuverability, cross-country performance and tactical mobility.

*Based on materials contained in the foreign press.

In the mid 60's armies of the leading capitalist nations acquired the following tanks: the M60A1 (U.S.A.), the "Chieftain" (England), the "Leopard 1" (FRG), the AMX-30 (France). Armies of the NATO nations have 15 types of tanks in all.

Some of them are already considered obsolete, however, and from this point on we will only discuss those vehicles which in the opinion of foreign specialists meet modern demands.

Reconnaissance subunits (podrazdeleniye) are equipped with the "Sheridan" light tank. Its hull armor of aluminum alloys is 32 mm thick. Its dimensions and weight (16.8 tons) permit the tank to be hauled by air. A specific feature of the "Sheridan" is a gun of relatively large caliber (152 mm) installed in a rotating turret, which can be used to fire conventional artillery ammunition as well as the "Shillelagh" PTURS [antitank guided missile] with a hollow-charge warhead. In the latter case the gun barrel is used as the guide rail. In addition, 7.62 mm conventional and 12.7 mm antiaircraft machine guns are mounted on the tank.

The American M60A1 tank is the U.S. Army's main fighting tank. Its characteristics are given in the table [not reproduced]. It is armed with a 105 mm cannon coupled with a 7.62 mm machine gun and a 12.7 mm antiaircraft machine gun mounted in the commander's cupola.

The cannon is stabilized on two planes. The tank has an air filtration plant creating above-atmospheric pressure inside the vehicle to protect the crew against radioactive substances, bacteriological and chemical weapons. Submersion equipment permits the tank to overcome barriers up to 5 m deep.

The modernized tank (M60A1E2) has a 152 mm/gun launcher capable of firing artillery shells and the "Shillelagh" PTURS.

The main battle tank of the West German army is the "Leopard 1" (Series A1, A2, A3, A4), which is presently considered one of the best in the NATO bloc.

The armies of Italy, Belgium, Holland, Denmark, Norway and a number of other nations are equipped with it. In the Bundeswehr the "Leopard" replaced American tanks, which in the opinion of West German specialists are too heavy and have too little mobility.

The "Leopard 1A1" is armed with a British 105 mm gun, which has been adapted for firing the standard NATO ammunition, paired with a 7.62 mm machine gun and a 12.7 mm antiaircraft machine gun. The tank has a low silhouette: later models are almost 1 m lower than the American M60. The turret and hull of the "Leopard" are airtight: an air filtration unit designed to protect the crew against biological and toxic substances has been installed on the tank.

The "Leopard 1A1" is equipped with control devices, including an infrared device for night operation. The gun's unit of fire consists of 63 rounds, including fixed, sub-caliber shot with a separating base disc and an initial speed of up to 1,475 m/sec.

The tank is capable of overcoming a ditch up to 3 m wide with a slope of up to 31° or a vertical wall up to 0.95 m tall.

The British army is equipped with "Scorpion" light tanks and the main "Chieftain" tanks. The latter replace the obsolete "Centurion" and "Conqueror" tanks.

The laden weight of the "Scorpion" is 8 tons. It is armed with a 76 mm cannon paired with a 7.62 mm machine gun. It has a maximum speed of 80 km per hr on a highway and a range of 640 km. It carries a crew of three.

Foreign specialists call the "Chieftain," which is armed with a 120 mm gun, the most powerful tank in NATO. Its maximum speed of less than 41 km per hr, however, is considerably less than that of the "Leopard 1A1."

The main battle tank of the French, the AMX-30, is the lightest model of this type. It is armed with a 105 mm gun and two standard caliber machine guns.

The French AMX-13 light tank has come into widespread use. In addition to the French army it is in the armed forces of Austria, the Netherlands, Switzerland, Jordan and other nations. It is distinguished by great maneuverability. The latest model of the AMX-13 has a laden weight of 8.5 tons, a maximum speed of up to 65 km per hr and a 105 mm gun.

It should be borne in mind, however, that antitank weapons (PTURS's and conventional systems) are being developed along with the creation of new tanks, and their effectiveness is constantly improving. This factor, the foreign press points out, is forcing the designers to work continuously on the problem of reducing tank vulnerability.

One of the solutions to this complex task is to reduce tank dimensions, particularly the height.

In this respect the design of the modern Swedish "103" series of tanks is attracting the attention of foreign specialists. One of the modifications in this series is the STRV-103B. Weighing 39 tons this tank is only 1.9 m tall. Furthermore, the special design of the hydropneumatic type suspension makes it possible to adjust the degree of clearance and the position of the tank hull.

What are the prospects for tank development in the main capitalist nations? What should the tank of the 80's be like?

The foreign press reports that intensive work is underway abroad on prospective models, which could meet the increased demands of the next decade. At the present time foreign specialists feel that the American XM-1 battle tank and the West German "Leopard 2" have the "best chance."

It is pointed out first of all that the XM-1 is considerably lower than the M60A1 (2.3 m instead of 3.25) and is therefore less vulnerable. The power-to-weight ratio of the prospective tank is twice as large, while the area of forward hull armor is 10 percent less. Steps have been taken to protect the crew with plates of armor and better distribution of ammunition and fuel tanks.

The tank's battle scale of ammunition includes various artillery rounds: hollow-charge, subcaliber armor-piercing shells with a separating base disc, HE fragmentation and smoke shells. Arrow-shaped, thinned missiles with a core of tungsten carbide are being developed to increase its armor penetration.

According to the designers' plan the XM-1 tank will have a maximum speed of 70 km per hr on the highway and will carry a crew of four.

The proposed cost of a single tank will be 600,000 dollars (an increase of 100 percent).

The "Leopard 2" has a powerful 1500 hp. engine. The power-to-weight ratio of the new tank is 50 percent greater than that of the prototype (the "Leopard 1A1") and the average cruising speed is being doubled. It should be pointed out that it is planned to use a large number of assemblies and parts in the "Leopard 2" which are interchangeable with those of the "Leopard 1A1" tank, which will reduce its cost considerably.

It is reported that the main tank armament will be a 105 mm or 120 mm smoothbore gun: the final decision will be based on an analysis of comparative tests.

The "Leopard 2" tank will have an armament stabilization system and a range finding and guidance system, which, according to the press, is considerably more accurate than similar series-produced systems and increases the probability of destroying a target with the first round.

The press points out an important shortcoming of the new model: it will weigh almost 10 tons more.

It is apparent therefore that in the process of continuing the arms race in the leading capitalist nations considerable importance is attached to the creation and improvement of tanks. As they conceive their aggressive plans the NATO bosses are staking a great deal on the ever increasing arsenal of offensive weapons.

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COMMENTARY ON U.S. B-1 BOMBER

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77 pp 40-41

[Article* by Engr-Col (Res) S. Petrov: "Yet Another Carrion-Crow for the Pentagon"]

[Text] Readers V. Sergeyev of Krasnodar, L. Voronov of Yaroslavl', P. Shpak of Kiev and others have asked us to tell about the B-1 strategic bomber which is being readied for series production in the U.S.A.

The following article is in response to this request.

The successes achieved by the policy of peace firmly and consistently conducted by our party and the Soviet Union's ever increasing international prestige has clearly not been to the liking of influential reactionary groups and the military in the U.S.A. and other NATO nations. This is exactly why they launched a frenzied anti-Soviet campaign at the end of last year and during the first half of this year, attempting to turn the world back to the times of "cold war" and to force the bankrupt course based on the arms race on the new administration of U.S. President Jimmy Carter.

In order to conceal the true purpose of this foul campaign they lie and slander the Soviet Union and other socialist nations, maintaining that the acceptance of peaceful proposals advanced by the Soviet Government is paralyzing the defense capability of the West and is profitable only for the USSR.

It is not difficult to figure out that the purpose of this campaign is to mislead public opinion and achieve a further increase in allocations for armament, which already exceed 150 billion dollars a year in nations of the NATO bloc, with the U.S.A. spending 100 times as much for military purposes as it spent during the prewar years.

*Based on materials published in the American press.

"It is not we but certain forces in the West," said General Secretary of the CPSU Central Committee, Comrade L.I. Brezhnev at a meeting in the city of Tula, "who are weaving more and more new threads into the pattern of the arms race, primarily nuclear arms. It is not we but those forces who are dumping hundreds of millions into the bottomless pit of military preparations who are initiating the inflation of military budgets. It is precisely these forces, operating under the false pretext of a 'Soviet threat,' who represent the aggressive line in the international policy of the times."

Recent confirmation of this has been the blustering campaign launched by the Pentagon to implement the program for building the new B-1 strategic bomber.

What is the new bomber like? Why is the Pentagon urging its construction so strongly?

It is a supersonic, heavy strategic bomber designed to penetrate air defense systems and to carry out nuclear strikes at the most important targets in the enemy's rear area.

The B-1 is a 4-engine, low-wing monoplane with variable sweep. The wing has a powerful lift-increasing device. The angle of sweep can be altered within a range of 15 to 67.5 degrees. It has a wing span of 41.67 m. at maximum sweep angle and 23.84 m. at the minimum. The aircraft is 45.78 m. long. The fuselage is of semimonocoque design with great power unit density and a titanium alloy skin. The tail assembly is of conventional design with a titanium skin.

Airborne equipment includes a number of automatic systems for navigating at high and extremely low altitudes, flight control, armament, engines and radioelectronic interference equipment, as well as communication, identification, reconnaissance and other equipment. The operation of all systems is coordinated by three computers. The navigation equipment insures essential navigation accuracy.

The automatic flight control system can be set to stabilize the flight path, the roll angle, altitude, engine operation and flight speed and to follow the terrain relief. The system insures a stabilized pattern and automatic landing approach.

Equipment for the performance of combat missions includes a multipurpose radar unit (RLS) with phased array, a forward coverage unit for sighting and bombing, a television system which functions in dim light, an infrared (IK) system and other equipment.

The radioelectronic counteraction system has been given prominence in the development of the aircraft. Providing it with the possibility of flying long distances at extremely low altitudes was another important element for making the aircraft less vulnerable. In addition to this a radio-wave absorbing covering is used on the aircraft and steps have been taken to reduce infrared radiation around the engine exhaust nozzles.

According to the 1977 issue of "Jane's" the characteristics of the aircraft are the following: take-off weight - - 179 ton-force, operational load - - 52 ton-force, flight speed at 15,000 m. - - 2300 km per hr (M = 2.2), flight speed near the earth - - 1200 km per hr (M = 0.95), flying range without refueling - - 10,000 km.

The magazine AIR FORCE states that when the aircraft is used as a missile carrier 24 modernized Sram AGM-69B guided missiles or 24 AGM-86A strategic winged missiles are placed in the internal launchers, with a total nuclear charge the equivalent of more than 8 million tons of TNT. It can carry up to 34,000 kg of conventional bombs or up to 10 nuclear bombs in the internal compartments.

According to the American press the Pentagon plans for this aircraft to be used for conducting nuclear warfare as well as for local wars of the type occurring during the period 1965-1972 in Southeast Asia. It is assigned a special place as the most mobile strategic weapons system capable of carrying out strikes against moving and newly revealed stationary targets and to counteract civil defense actions in the evacuation of cities and large communities.

This disgraceful role was acknowledged with great frankness by General W. Evans, who occupied a high post in the U.S. Department of Defense. In the November 1976 issue of the magazine DEFENSE SPACE DAILY he actually stated: "If the USSR were able to successfully evacuate the cities the B-1 bombers would be the main means of preventing the redeployment of Soviet forces and the removal of industrial enterprises." In the words of that same general, "...except for the B-1 bomber not a single weapons system created in the U.S.A. is capable of penetrating enemy territory, striking at targets and returning, in order to repeat the performance." Everything fell into place.

American companies and scientific research institutions have been working for practically 15 years now to create this bomber. During those years they have developed a number of designs for piloted air systems as a strategic means of attack. And although these air attack systems were not actually adopted by the military the design and experimental work permitted American firms to acquire a solid body of theoretical and experimental material and to use it for developing the B-1 bomber.

The magazine AIR FORCE notes that as early as the middle of September of 1976 a series of tests were conducted at Edwards Air Force Base in the use of conventional, guided and unguided aerial bombs dropped from the B-1. With respect to this, according to AVIATION WEEK AND SPACE TECHNOLOGY, Sram missiles designed as armament for this bomber will be modernized considerably and given the designation AGM-86B.

The aircraft was flight tested from the beginning of 1975 to the end of 1976. During that time 75 flights for a combined total of 397 hours were carried out on 3 experimental models. According to AEROSPACE DAILY the maximum flying speed achieved during those tests was 2,170 km per hr (M = 2.1) at an altitude of 15,240 m., and the maximum duration of a flight was 9 hrs. 53 min. In

addition to establishing performance ratings and testing the various systems a large number of tests were conducted with the airborne equipment. According to data published in this magazine the first phase of tests of the airborne equipment was completed by the end of 1976. This included flying on automatic pilot set to follow the terrain relief at an altitude of 60 m. and a speed of M = 0.85.

The president of Rockwell International announced that the flight testing program for the B-1 was successfully conducted and that by December 1976 aircraft No. 1 had flown more than 200 hours; aircraft No. 2, 40 hours; and aircraft No. 3, 140 hours. Aircraft No. 1 was returned to Rockwell International for final work and for its 200-hr servicing. It was planned to renew the flights in March of 1977. It was expected that flights with experimental model No. 4, which was under construction, would begin in February 1977.

The first series-produced aircraft was to be completed in August 1979, with subsequent aircraft being completed every 3 months. The cost of a single B-1 was set at 93.8 million dollars, with the plans calling for 244 aircraft, including 4 experimental models. The cost of the entire B-1 program would reach the colossal sum of 22.9 billion dollars according to the U.S. Department of Defense.

Despite the protests of progressive individuals and organizations in the U.S.A. the question of producing the B-1 bomber had already been practically resolved and Congress, under pressure from the bosses of the military-industrial complex and the Pentagon "hawks" approved the spending of 87 million dollars a month for series-production of the aircraft up to June of 1977 and allocated 480 million dollars for scientific research and design work on this aircraft.

It is now clear to everyone that the propagandistic prattle was the usual device for deluding the world, including the American public. While in his pre-election speeches the new President called the B-1 "a waste of money" and "extravagant spending," in February Jimmy Carter had already essentially disavowed his statements, making an announcement at a press conference, which destroyed the film of hypocrisy of the reactionary press. "I have serious doubts and questions," he said, "about whether or not the B-1 bomber should in the future become the nucleus of our defense capability. I need a few more months before making a decision on this matter."

Everything would appear to be clear. Further comment would be redundant, as they say.

11499
CSO: 1801

OPERATIONS OF U.S. FROGMEN DESCRIBED

Moscow VOYENNYYE ZNANIYA in Russian No 6, Jun 77 signed to press 12 May 77 p 42

[Article* by Capt 2nd V. Zhuravlev: "Underwater Saboteurs"]

[Text] The U.S. Navy command attaches great importance to the use of frogmen, underwater saboteurs and scouts, and is continuously improving their training.

Reconnaissance and sabotage detachments of U.S. frogmen are among the special mission formations created after World War II. Organizationally, frogmen of the U.S. Navy are included in the ranks of demolition divers, scouts and saboteurs and groups for conducting underwater combat operations. They take part in all maneuvers involving the setting ashore of landing forces of the American Navy and the NATO fleet and are always on board the ships of landing forces, which are attached to the task forces of individual U.S. fleets, especially the second (Eastern Atlantic), sixth (Mediterranean) and seventh (Southeast Asia).

The use of frogmen abroad for gathering reconnaissance information and for acts of sabotage is nothing new. As early as World War II subunits (podrazdeleniye) of frogmen existed in the naval forces of Germany, Japan, Italy and other capitalist nations. Based on data published in the foreign press they sank four cruisers and transports with a total displacement of around 500,000 tons during the period 1941 through 1945.

After World War II teams of frogmen using aqualungs began to be revived in the navies of the capitalist nations. In the U.S.A., for example, the naval command organized 3 large detachments of frogmen as early as 1962.

What are the contemporary tasks assigned to frogmen, at whose disposal scientific and technical progress is placing such a vast arsenal of weapons? In the opinion of U.S. naval specialists these unique underwater "commandos," in addition to acting against enemy ships, can be used in the coastal zone, including rivers, canals and lakes, for disrupting navigation and blowing up hydroengineering and mooring facilities. In addition, they can be assigned the mission of attacking

*Based on materials contained in the foreign press.

various operational and strategic land objectives: plants, electric power plants, nuclear industry centers, airfields, radar centers, large bridges and so forth. The purpose of psychological warfare detachments is to demoralize the enemy population and troops.

Another function of frogmen is that of supporting landing operations. During World War II and in postwar landing operations underwater "commandos" carried out reconnaissance and selected appropriate landing sites (by determining depths, current speeds and directions, the nature of the coast and so forth). They supported the combat operations of assault landing forces, made openings through anti-landing barriers and natural obstacles, marked the lanes and accompanied landing craft.

Underwater saboteurs (frogmen) were extensively used by the American military in the bloody operations in Vietnam. In the beginning they reconnoitered approaches to the coast and removed mines from anchoring areas for ships of the seventh Fleet. Later, following the creation of special detachments of saboteurs operating in the rivers, they were assigned the mission of conducting reconnaissance and performing various acts of sabotage in areas where armed forces for the liberation of South Vietnam were located.

All of the frogmen teams operating in Vietnam were part of the Navy's 116th Task Force, which was assigned the code name of "Game Warden" and carried out missions in the battle against detachments of Vietnam's liberation forces in river areas. This group included frogmen from the U.S. Atlantic and Pacific Fleets. In 1969 the army received "frogmen support boats." These aluminum boats were around 7.5 m. long and developed a speed of up to 30 knots by using a hydro-jet propulsion unit. The boats delivered the frogmen to areas of operation of the Vietnam troops without approaching the immediate bank. They dived from the boats and swam to their target underwater. Upon completing the mission they returned in concealment to the boat, which awaited them at a pre-arranged site.

According to the foreign press frogmen are trained in the U.S.A. at special schools. The training is highly intensive and is planned to prepare the frogmen to carry out "any operation at any time, at any place and by any means." A great deal of attention is devoted to physical conditioning, the ability to swim well underwater, to drop by parachute, to engage in hand-to-hand fighting and to use all types of fire-arms and all types of silent weapons. The frogmen learn to operate in various types of diving equipment. They master demolition techniques and minelaying. They develop independence and speed of action, initiative and the ability to adapt to their surroundings. A feeling of violent hatred for the communists, the Soviet Union and the socialist nations is instilled in the frogmen.

Technical equipment is being developed abroad to support the actions of frogmen, especially means of delivery and movement. Frogmen are delivered to the destination by planes, helicopters, high-speed boats and midget-type submarines. The "APSS315SEALION" transport submarine, for example, with a displacement of 1500/2000 tons, a speed of 15 knots, a length of 95 m. and a range of 1400 miles,

can take on 185 frogmen and 10 inflatable boats. Midget-type submarines of the "X-1" type, weighing 36 tons, with a speed of up to 15 knots and a range of 500 miles, are designed for conducting sabotage operations in shallow or narrow bodies of water.

Towed devices are also used to deliver scouts to an area of operation. They haul 1 or 2 frogmen along with their equipment at a speed of up to 4 knots. An underwater self-propelled device and the towed SDV device with a 60-mile radius of action have been developed: the latter carries 4 frogmen and their equipment.

All sorts of transport devices are extensively used for moving frogmen underwater. Specifically, a torpedo-shaped device has been developed in the U.S.A. and placed into use. It is 7 m. long. Its speed is determined by the crew's ability to withstand oncoming flows of water. It reaches speeds of 3 to 4 knots and has a range of around 30 miles.

The "Gudgeon," "Perch" and "Sealion," designed to provide immediate support for frogmen operations, were reclassified as transporting landing submarines. Various types of carriers and towing vehicles have been created or are being developed.

In the opinion of American specialists the modern frogman should be able to operate in tropical latitudes as well as in arctic seas. Several types of diving suits have been created and are being modernized for swimming in cold waters, including electrically heated diving suits.

The Pentagon bosses and their assistants are using the achievements of science and technology to equip the frogmen. The American military is spending considerable amounts of money to train frogmen using aqualungs, to convert large submarines for their needs and to develop special technical equipment, armament and personal equipment. All of this attests to their far-reaching, insidious plans.

11499
CSO: 1801

AIRCRAFT INSPECTION PROCEDURES DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 77 signed to press 29 Apr 77 pp 30-31

[Article by Engr-Lt Col O. Savrasenko: "Object Lessons"]

[Text] How can time be used more effectively in inspecting an airplane? How can the quality of readying aviation equipment for flights be raised? These, like many other, urgent questions are presently attracting the attention of engineers. The high operating reliability of the systems and units of modern airplanes on the ground and in the air depends largely upon preventive repairs and the prompt and complete execution of all work on aviation equipment as envisaged by the corresponding instructions and regulations. There is no need, obviously, to take them up in detail, since they are sufficiently well known to the personnel of the IAS [aviation and engineering service]. I would like basically to focus attention on such an important matter as the inspections of an airplane by an engineer. What is his role and place as the most experienced specialist in detecting various shortcomings which occur in the process of servicing the equipment, as well as in eliminating and preventing shortcomings in readying it for flights?

Experience shows that the more effectively an engineer conducts an inspection the more dependably the equipment will operate and the more successfully the pilot will carry out the mission. But how can the work be organized so that the deputy commander for IAS and his assistants have enough time for everything? Certainly their work is always truly a terra incognita. The main work area of an engineer is the airfield and the parking areas of the aircraft. There he basically spends his working time. And it is essential that this time be used rationally, in the interests of maintaining the equipment in constant combat readiness.

For this the unit deputy commander for IAS draws up a schedule plan of control aircraft inspections for the entire training year in such a manner that each airplane approximately twice a year at equal intervals is inspected without fail by one of the leaders of the unit IAS.

In accord with the annual schedule plan, in the squadron for each month the control aircraft inspections are set by the commission of the unit deputy commander for IAS. The monthly plan indicates specifically the date of executing its work on aircraft servicing days and the time of preliminary preparation of the aviation equipment for the flights.

However, planning is just the start. It is also essential to prepare thoroughly for such a crucial job. Certainly an inspection is not merely a check on the condition of the assemblies, systems and units of the aircraft, its engine and the piloting and navigation equipment, but also training for the IAS specialists and a broadening of their technical viewpoint. The engineer obtains a good opportunity to personally inspect the knowledge and skills of subordinates directly on the aircraft, and in detecting any failings, to show how they should be eliminated, that is, provide an object lesson for the specialists. Here is when the engineer needs educational skills, pedagogical mastery, and an ability to observe, analyze and generalize phenomena, and to take decisions for servicing the aviation equipment.

Our IAS officers on the eve of an inspection work out their own individual lists, and they analyze the condition of the aviation equipment over the last 6 months, using the entries made in the aircraft flight preparation log as well as data of the monitoring equipment. They become acquainted with the conclusions of the last inspection, and ascertain what the specialists have undertaken to eliminate the failings detected by the engineers.

It must be noted that in compiling the plans of the aircraft control inspections, usually they indicate malfunctions if they were detected during the last 6 months. I recall how instances of the abnormal operation of the brake parachute release system were noted. This had occurred during intensive flights. Naturally in the control inspection the engineers devoted particular attention to precisely this system. But this in no way meant that the other assemblies and units were examined less carefully. The purpose of an analytical approach to the question is precisely in the fact that the specialist establishes the main thing under the specific conditions in order to achieve maximum efficient work in all the elements.

In understanding this, our engineers show a very strict attitude toward inspecting the aircraft, as one of the effective means for organizing preventive repairs and promptly detecting and eliminating various failings. They carry out this work after the airplanes have been inspected by the technical personnel of the squadrons and eliminate all the shortcomings found. Such a procedure provides an opportunity to assess how the servicing of the missile-carrying aircraft has been organized in the subunits. The engineers are helped in inspecting the aviation equipment by first-class specialists such as Sr Lts Tech Serv V. Naumenko, A. Sevast'yanov and others.

Let us follow how a control inspection on an airplane is carried out by Lt Tech Serv V. Zarutskiy in the squadron where Maj Tech Serv S. Bulatov is the deputy commander for IAS. Officer Zarutskiy recently arrived in our unit after completing school. Along with the other aviators he was retrained

for a new, more complicated aircraft. In the exams he demonstrated good knowledge, and during training acquired the necessary skills in servicing the missile-carrying aircraft. And now he would be able to demonstrate his professional maturity.

When we arrived in the subunit, the specialists, having completed all the work on the airplane, filled out the required documents. And as was required, the chiefs of the maintenance groups and the technicians of the flights reported to Officer Bulatov that the fighters were ready for inspection by the commission of the deputy unit commander for IAS. The required instruments, equipment, tools and monitoring equipment were at hand.

The aircraft was towed out to the fueling area. Using the airfield mobile servicing station, the engine and systems were to be tested out. While the squadron specialists carried out these checks in the presence of the commission members, we looked at the aircraft preparation log. For an engineer it is a reliable source for obtaining dependable information on the condition of the aviation equipment. At the same time we would see how it was kept and we would establish the quality and times of the aircraft inspections by the appropriate officials of the squadron IAS. Also of importance were what comments had been made by the flight personnel on the work of the system and units of the aircraft in the air. In possessing all this information, it is possible to carry out rather serious research on the overall state of the aviation equipment in the subunit, to utilize individual facts in the exercises and analyses, and point out to what various phenomena could lead if the necessary measures had not been taken on time.

Soon thereafter the chief of the inspection station group, Sr Lt Tech Serv Yu. Korzhov, reported on the results of the testing of the systems. The aircraft was returned to the parking area. Before commencing the inspection, we inspected the monitoring methods of Lt Tech Serv Zarutskiy and examined whether or not the additions had been made to it according to the current instructions and technical regulations. Then we began the inspection. First we inspected the nose cone. And we immediately noted that the screw on the cover of the hatch for getting at the clamp bolt of the nose cone was loose, while the marking for its closed position was scarsely noticeable and needed replacing. We drew the attention of the aircraft technician to his oversight. And someone replied: "That is a minor matter."

No, not a minor matter at all. An incomplete inspection can cost a great deal. We explained to the technician and the other specialists that in breaking the lid of the hatch during a flight could fall into the air intake and the engine. And this would be dangerous.

Zarutskiy was disappointed. Of course, it was unpleasant but he himself was to blame as he had not checked thoroughly. Certainly it has long been known that in aviation mistakes are not forgiven. Later on this was brought up at the analysis and exercises for technical preparation. A conversation about raising the feeling of responsibility among the specialists and their professional honor and pride were held at a session of the squadron Komsomol bureau.

And then using lighting we inspected the condition of the movable and fixed closing wing flaps and the proper working order of the fluoroplastic gaskets. From an analysis of the objective monitoring materials it was known that during the last flight shift this aircraft had been used for performing several flights in an aerobatics area. Hence it was necessary to carefully inspect whether or not the flaps had been warped, whether cracks had appeared in them, and whether the fluoroplastic gaskets had been sheared off. After the inspection, all doubts dropped away.

And thus we inspected everything, system by system, unit by unit. Nothing could be overlooked. The complex aviation equipment, the automation, the radio electronics and the piloting and navigation instruments require a considerate and careful attitude, strict observance of all the maintenance rules, high efficiency and exceptional discipline by the IAS specialists.

We carefully detemined the condition of the controllable leading edges, the flaps and the spoilers. We looked whether there were traces of cracking in the paint on the loops of the ramrod connection of the leading edges with the wing. This could serve as an indication of their warping.

At the same time we inspected how Lt Tech Serv Zarutskiy knew the equipment, the aircraft systems and the engine. We ascertained how the officer directly responsible for the condition of the missile-carrying aircraft observed all the rules of its operation, and whether he had a good knowledge of the basic documents. It is no sin to admit that there still are instances when individual technicians have not sufficiently thoroughly mastered their requirements. Then the question arises of how they can service a missile-carrying aircraft confidently and, most importantly, reliably?

A unique, timely individual talk with a young specialist makes it possible not only to monitor his training but also to determine the effectiveness and quality of the technical training for the squadron personnel.

Now the inspection of the aircraft is over. All that was brought out I had noted in my workbook. These data are needed by me for analyzing the work of the IAS specialists and for analysis with the leadership of the subunit IAS. Now it was merely a matter of summing up the results with the aircraft technician and pointing out all the positive features and, of course, indicating the shortcomings and suggesting how to eliminate them. Attention had to be drawn to the careless washing out of the fastening assembly for the bracket of the cylinder rod on the turning part of the boundary layer fence. This was all the more unforgivable as on the day before the squadron specialists had made a special inspection of the assembly. The conclusion is clear that the special inspection had been carried out with poor quality.

I talked until I was certain that the officer had understood everything correctly. During this time the deputy subunit commander for IAS had assembled the flight technicians and the chiefs of the service groups. I informed them of the results of the inspection and noted the weak points in servicing the aviation equipment. I recalled the necessity of a thorough analysis

of all documents relating to its operation and strict observance of their requirements. I pointed out specific instances of negligence committed by the IAS specialists.

Then the unit engineers in the various specialities stated their conclusions on the results of the inspection. After this specific recommendations were given to eliminate the noted shortcomings. All the conclusions and proposals were reported to the squadron commander and then the unit commander. As a whole an inspection has become a school both for the subunit IAS specialists as well as for us, the engineers. It is merely a matter of using its results in the interests of further improving the procedures and methods of aviation servicing, the professional training of the specialists and providing high quality preparation of the missile-carrying aircraft for each sortie.

10272
CSO: 1801

METHODS TO IMPROVE AIRCRAFT MAINTENANCE CAPABILITIES DESCRIBED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 77 signed to press 29 Apr 77 pp 32-33

[Article by Capt Tech Serv P. Selivanov, deputy squadron commander for IAS: "The Number of Outstanding Men Has Declined, But..."]

[Text] During the good summer days, it is almost never quiet at our airfield. From here supersonic missile-carrying aircraft take to the skies. Their takeoff is rapid and powerful. In observing the winged machines, one thinks with a feeling of pride of our pilots, the masters of flying.

The IAS [aviation engineering service] specialists do a great deal for their success in the air. In our squadron the technical personnel confidently and with great responsibility readies the airplanes for the flights and struggles for a high quality in mastering the new aviation equipment.

During the present, jubilee year of the 60th anniversary of Great October, the officers, warrant officers ["praporshchik"], sergeants and soldiers of our squadron are working under the motto: "Excellent Results for Each Day of Military Training!" They rationally utilize the opportunities for improving their professional skills.

Several times a day I meet at the aircraft parking areas, for example, Lt Tech Serv N. Lyubchenko. And each time I am struck by his purposefulness and exceptional dedication. No matter what assignment the young officer is performing, he always puts his heart into it. Constant concern for the quality of his labor has made it possible for communist Lyubchenko to become a right-flanker in the socialist competition. On the fuselage of his airplane is the insignia "Outstanding Aircraft of the Unit."

After the flights or when preparations for them are over, Lyubchenko hurries to a recently built small one-story building located not far from the parking area. In this cozy house they decided to make a technical classroom and equip it with training aids, working stands, charts and tables. Lyubchenko enthusiastically set to work. He was aided by WO V. Yurinov and other men.

At one time we basically used the training facilities of the unit. But now everything has changed. Practice has shown that each squadron should have its own classrooms, particularly if its personnel is mastering new equipment. At present, in conducting exercises, visual aids are indispensable, while in forecasting the state of complex aircraft systems there must be instrument control. Without having training facilities it is difficult to count upon a high quality of the technical training exercises, and hence the skillful operation of the airplane both on the ground and in the air.

And due to the active vital position of Lyubchenko, the subunit now has all of the required technical charts for carrying out preliminary, preflight and postflight preparation of the aircraft, working models, stands and diverse diagrams. Moreover, for each specialist we have worked out a flow chart. All of this is aimed at improving the quality of aircraft servicing.

The fact that the squadron at present is successfully carrying out the combat training missions is in part due also to the work of our rationalizers. And we have a number of them. Thus, Capt Tech Serv V. Voytovskiy and Lt Tech Serv A. Semochkin have developed an original movable cart. All of the metering and check-out equipment needed by the specialists for servicing the aircraft is mounted conveniently on it. As a result it has been possible to reduce the time for readying the aircraft for a second sortie.

Once I visited M. Dolbin at home on business. I saw that the officer was bending over some blueprints and calculations. To the question "what are you inventing?" Dolbin said in jest that it would be hard to say what would turn out, possibly a wheel or maybe a bicycle. But sometime later he came to see me and submitted for signature a request to the commission on rationalization and invention in which he requested a review of the device manufactured for testing the pilot-static head. And this first-rate specialist has shown such inventiveness in reequipping the command post of the IAS. And he shows a demanding, concerned and creative attitude toward any assignment, in setting the example for the other soldiers.

At present the personnel of the squadron is preparing to celebrate a major event in the life of our country, the 60th anniversary of Great October, by worthy military feats. Each person is endeavoring to set new limits in military training and receive the title of outstanding man. For this reason, no one has remained indifferent to the evaluation given him by the commander or his deputy for IAS in analyzing the flights or in summing up the regular results of the socialist competition. Each person endeavors to receive a high grade. And it is not easy to achieve this as we have a very strict approach in evaluating the technical knowledge of the personnel. While in the past some persons could count on a certain assist, an end has been made to this phenomenon.

The following fact comes to mind. At the end of last year, the number of outstanding men declined somewhat in the squadron, but this did not cause any alarm. The question was that this was the result of raising the demands

upon the level of the professional skill of the aviators and their knowledge of the aviation equipment. On the other hand the authority of the outstanding man, his role and example as a leader rose sharply. At present a competition has developed for leadership in the socialist competition.

At present we are doing a great deal to further raise the significance of a class rating as an objective indicator of mastery and to strengthen its influence on the process of improving the technical knowledge of the IAS personnel.

The squadron has begun to show a significantly more responsible approach to organizing training for the IAS specialists. This is conducted effectively and beneficially by Sr Lt Tech Serv M. Tarasov. He skillfully uses the required textbooks for instilling in his subordinates firm habits in loading all types of ammunition, rapidly changing the weapons systems on the airplane and carrying out installation and disassembly work on it.

In addition, each officer and warrant officer has been issued specific quarterly plans for studying the design of the aviation equipment and its operation. The most involved subjects, as a rule, are discussed in seminars. This makes it possible not only to bring out the knowledge of the officers, but also to develop a uniform view on various questions related to servicing the new equipment. Strict control has been established over independent studies. The officers give abstracts at the exercises with the warrant officers, sergeants and soldiers, and this obliges the engineers and technicians to show a serious attitude toward independent study and to constantly improve their technical knowledge.

We have set for ourselves the aim of creating a library at the house at the airfield and providing it with the necessary literature. We have already determined the time for working with the specifications and information has been organized on new technical books being received.

The party organization devotes a great deal of attention to popularizing the experience of the best technicians, the training officers, the masters of training and indoctrination and the leaders of the socialist competition. Upon the initiative and with the participation of the party activists, in the Lenin room a stand has been made up on "The Socialist Obligations of the Personnel in Honor of the 60th Anniversary of October." It clearly shows who is ahead and for what indicators. Here also are photographs of the outstanding men. Boards for the service flights and groups which have won first places for the monthly training results have been made up separately. As of now first place in the socialist competition is held by the flight of Maj V. Yevseyev and the group of IAS specialists headed by Sr Lt Tech Serv V. Karpo.

But the persons ahead in our squadron never forget those behind them. Mutual aid and a helping hand are very important in mastering the complex equipment. For example, if a failure has been detected on an aircraft and a good deal of time is required to eliminate it, technicians from other airplanes help

the crew. When once the necessity arose of help from specialists of the maintenance unit, the officers decided not to ask them but to ready the aircraft themselves. Lts Tech Serv S. Bulatov, S. Zorin and N. Gavrilov worked up to 2 hours at night. Due to their good knowledge and technical skills, they carried out the work with high quality.

The first training period is over. From the results of it our squadron has set new targets in training. However, the personnel have critically assessed what has been achieved and is aware that the most intense summer training is at hand when not only the day but also the hour is precious. For this reason in order to maintain the lead in the socialist competition and properly celebrate the glorious jubilee of the 60th anniversary of Great October, our men are working with redoubled energy.

10272
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FLIGHT INTERCEPT FAILURE ANALYZED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 77 signed to press 29 Apr 77 p 43

[Article by Lt Col D. Baynetov, military instructor pilot first class: "It Was Counted as a Mistake"]

[Text] Splitting the darkness of night, the afterburner of the supersonic fighter sent out a tail of fire. Military pilot first class, Maj A. Sokolov was about to intercept the "enemy." Now his flight was being carefully followed by the radar operator.

The officer of the command post, Capt B. Gryaznov, focused his attention on the screen. His mission was by the shortest straight line to bring Sokolov to the point where the air fighter would make the interception and could hit the "enemy" at the given line. The pilot precisely executed the orders from the ground. After a certain time, Sokolov radioed:

"Target spotted on screen, to the left, higher up...."

"The target is yours, attack!" commanded Gryaznov.

"Roger."

On the screen it could be clearly seen how the fighter closed in with the "enemy." Gryaznov immediately realized that at its given pace the interception would not occur on the set line. He radioed to Sokolov:

"104, afterburner!"

"Roger," came back the reply.

Seconds passed. But the fighter's speed did not increase. "The 'enemy' is escaping from the interception zone," said the guidance officer with concern.

"Turn on the afterburner," reminded Gryaznov to Sokolov.

"It does not work," radioed the pilot.

"Check again."

"I have checked but it doesn't work."

The target passed the given interception line. It must be said that this was a rare case. Why did such a situation develop?

This question became the subject of careful analysis. Again and again the pilot was questioned of his actions and the speed at which the aircraft was flying, and they checked the readings of the high velocity recorder. From the answers of Sokolov and the data of the high velocity recorder, it could be concluded that Sokolov had done everything correctly.

"There are not problems with the engine," the aviation specialists assured. In actuality, at the fueling area the afterburner operated normally. The commander ordered that the aircraft be reinspected on the ground and could not be used in flight.

And again the engine was back in the shop. But, as before, the equipment operated flawlessly. And how shameful it was for Sokolov when in the corresponding entry of the log there appeared the notation: "Pilot error in operating aviation equipment assumed, incorrectly activated the 'maximum booster' system."

Sometime later the fighter was returned to service as the cause had seemingly been established.

The pilot, Sr Lt A. Ustinov, having taxied to the runway, requested permission to take off.

"Cleared," replied the flight operation officer.

The aircraft, as if getting ready to jump, dropped its nose slightly; the pilot put the engine to full power. Another instant and the afterburner would go on. But the flight operation officer saw that instead of the ordinary tongue of flame behind the fighter's tail, there appeared clouds of smoke. The officer immediately realized that the afterburner had not fired, and ordered that power be reduced and the aircraft returned to the parking area.

It turned out that this was the very airplane which Maj Sokolov had flown. Now there were no doubts that there was some flaw in the control system of the afterburner. The fighter was returned to the maintenance unit. A careful inspection and the defect was found. But the fact remained a fact and the malfunction was in the afterburner firing system. And it had first appeared precisely during the night flight of Maj A. Sokolov.

Returning to that instance, they recalled all Sokolov's reports. And he had said that having put the engine controls in the "afterburner" position, he felt unusual thrusts. But at that time they did not pay any particular attention to this. It was easiest to merely accuse the pilot.

Thus the hurry in determining the possible causes of an accident and a superficial study of the causes for the failure of the afterburner led to a repetition of the case. It was a good thing that this occurred on the ground before the flight. But the defect could have reappeared in the air at any altitude.

It is extremely rare but it does happen that an air fighter notices certain failings in the operation of equipment. If the aviation specialists analyze them thoroughly, they always find the correct answers to the "mysteries." This is one of the guarantees for improving flight safety.

Once the experienced pilot Officer V. Pristromko after landing noted that the stabilizer controls in leveling out had become somewhat hard to operate. The aircraft technician and the flight technician, having first removed the cowlings, examined the control rods and discovered scarcely noticeable worn areas on them in two places. It turned out that the rods in moving came into contact with the strands of the electrical system. This had caused the harder working of the controls in landing. The attentiveness of the experienced pilot and the serious attitude shown to his words by the specialists of the aviation engineering service helped disclose the malfunction and prevent a possible accident.

10272
CSO: 1801

FOREIGN DEVELOPMENTS IN RUNWAY CONSTRUCTION DISCUSSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 6, Jun 77 signed to press 29 Apr 77 pp 44-45

[Article written from materials of the foreign press by Engr Col A. Zhuravlev, candidate of technical sciences: "Runways Today and Tomorrow"]

[Text] In line with the rapid development of aviation and cosmonautics, recently abroad serious attention has been given to the construction of runways both for modern aircraft as well as future types. Foreign specialists assume that in the not distant future, aerospace systems will appear capable of independently entering into near-earth orbits, operating in the upper layers of the atmosphere and in space, and then landing like conventional airplanes.

For example, in the press it has been announced that the orbiting of a payload of 13-18 tons would require a launch weight of a winged craft within the limits of 450-500 tons. For handling its takeoff and landing at a given airfield, it would be necessary to have a runway surface capable of withstanding a load surpassing by 2.2-2.5-fold the takeoff weight of modern heavy aircraft which is around 200 tons. Thus, according to the data of the American magazine AIR FORCE MAGAZINE published by the Air Force Association, for the landing of an aerospace ship of the "shuttle" type, a runway would be required 4,500 meters long and 90 meters wide. Runways of analogous sizes are to be built in the future also for heavy aircraft. At the same time the specialists have asked themselves the question: Will it be possible for the existing airfield surfaces to handle the takeoff and landing of future aircraft?

The directions in developing airfield construction in the next 2 decades can be judged from the recently issued foreign patents. Analysis of the available data on the design of rigid surfaces and the methods of manufacturing them makes it possible to assume that the construction of airfield surfaces capable of withstanding great loads will develop in two directions. In the first place, they will continue to create single-layered prestressed reinforced concrete surfaces. Secondly, there will also be wide development of the so-called multilayered surfaces which can be created in varying combinations and from different materials.

The manufacturing of site-cast prestressed airfield surfacing is closely tied to the method of compressing it. Up to now, for example, the press has noted three basic methods of compression: The stressing of the framing rod on supports before concreting, the stressing of the framing on hardened concrete and the use of special power devices (the unreinforced method).

Surfaces with the stressing of the reinforcing (wire rod) before concreting is considered sufficiently resistant to cracking and provides a savings of materials. However these surfaces also have drawbacks which impede their wide use in building runways. For example, the impossibility of recovering the loss of tension from the shrinking and creep of the concrete, as well as losses from the relaxation of the stressed reinforcing.

The advantage of the reinforced concrete elements for runways using the stressing of the reinforcing on hardened concrete is considered to be the absence of special supports for receiving the reactive forces which arise with the stressing of the reinforcing. Thus, it is possible to gradually stress the concrete preventing the formation of cracking in it due to the varied stresses. Among the drawbacks of such surfaces are the significant labor intensiveness of the work, the large losses of preliminary stressing from the friction of the reinforcing on the wall of the channels, as well as the concentration of stresses in the concrete slab due to the sparse placement of the reinforcing elements. In addition, the channels in the slab reduce its strength and often lead to the formation of cracks.

The attention of foreign specialists has been drawn to surfaces which have been stressed by the unreinforced method. For stressing they use hydraulic winches or wedges placed in so-called active seams. In the aim of reducing the tension in the concrete appearing as a consequence of large temperature differences, a movable surface has been proposed with unreinforced compression obtained using elastic end supports or active seams. This makes it possible to maintain a proper level of concrete compression.

Of interest is the device which utilizes the chemical energy of the expansion of special grades of cement for creating the prestressing of the concrete. Such cements are termed straining, and the elements made from them are called self-stressed.

In these articles, in the process of stressing the reinforcing and compressing the concrete, the energy of hydration and expansion is converted into mechanical work. The mechanism of self-stressing is related to the formation of an increased hydrosulfoaluminate content in hydration, and this, having recrystalized, increases in volume, expands the structure of the cement stone and leads to its additional compression and stressing of the reinforcing. The shortcomings as well as the prospects for such surfaces are being studied.

Airfield surfaces from sectional reinforced concrete slab, as specialists have pointed out, have their positive points. However, the imperfection of

the designs for connecting the slabs together reduces the quality of the entire surface. It is assumed that this shortcoming will be eliminated in the near future, for there are already original technical solutions for the problem. Still the most promising is considered to be the use of combined surfaces for heavy loads and consisting of sectional slabs, including prestressed, in varying combinations with other types of surfaces. The combined elements, probably, will determine the second direction for the development of airfield surfaces.

From this viewpoint, of interest are the composite reinforced concrete surfaces which can be manufactured with a dividing elastic gasket or a rigid fastening for each layer. In the first instance, the seams of the upper layer in relation to the seams of the lower one are displaced by one-half the length of the slab, and as a result there is a rise in the strength of the edge and angle areas of the upper layer slabs.

As was noted in the press, at present they have already scientifically established the possibility and advisability of using a surface from rigid-held layers. Thin high-strength sectional reinforced concrete slabs are placed in the lower site-cast concrete layer manufactured using low-strength cement with the addition of local stone materials. The laying of rigid slabs in the plastic cement-concrete mix prior to its hardening without any additional operations makes it possible to more widely use automation in construction work, it reduces its dependency upon the season, and also provides an opportunity to make more effective use of the enterprises engaged in producing reinforced concrete articles.

A composite surface element can also be manufactured with an intermediate binding layer. For this, rock materials of rather large size are introduced into the lower site-cast layer. This reduces cement consumption, and in addition the structure itself becomes more economical to produce than the site-cast and prefabricated surfaces.

There are also surfaces in which various design changes have been incorporated in obtaining an upper layer with the necessary technical properties. Thus, in adding petroleum black in a quantity of 5-7 percent of the cement weight, one obtains a surface which provides more efficient aircraft braking. For example, in order to have a rough surface with high resistance to wear, French engineers have recommended covering the surface with small-diameter iron spheres with the subsequent imbedding with polyurethane resin or bitumen.

Other variations are also being developed for multilayered surfaces for runways designed for heavy aircraft. Thus, a surface consisting of elements formed by two metal perforated plates composed one on another and connected by a welded seam with a layer of T- and angle rods between them increases the strength of the structure. In placing one plate upon the other they are offset in a longitudinal direction for providing rigidity of the surface as a whole.

In the near future, according to information in the foreign press, evidently the problem will be solved of manufacturing combined (composite) surfaces with a light-emitting surface from a specially designated angle corresponding to the aircraft landing approach angle, as well as a color-changing surface depending upon the weather conditions and the time of day.

Other work is also being done to improve the future airstrip. Thus, in the aim of creating channeling with a given pattern on the surface of the runway, it has been proposed that the runway be treated with a paste made from a cement-colloid glue. It is applied to the surface in the form of separate jets. French specialists have made a surface with electric heating. It consists of a fabric surface capable of conducting an electric current. The top and bottom of the fabric are protected by a special film. And the upper film is covered with a layer of fabric and a layer of nylon saturated with polyvinyl chloride, while the lower level is saturated with layers of fiber and nylon which are also saturated with polyvinyl chloride.

Abroad serious attention is paid to developing materials for the overrun adjacent to the ends of the active runway. In order to increase braking efficiency with the overrunning of the runway by the aircraft, as foreign specialists have noted, special surfaces will be used. In this regard, a search is underway for manufacturing new building materials. It is assumed that along with the traditional high-strength concretes, various thermosetting polymer resins will be introduced into airfield construction.

In particular, a group of West German researchers has succeeded in obtaining so-called sitan or "synthetic rock," the use of which, as the specialists assert, makes fundamental changes in airfield construction. It is marked by high strength, resistance to the effect of moisture and lightness (it is 5-fold lighter than reinforced concrete). A special clay is the basic raw material for obtaining sitan. It can be replaced by other natural materials, for example sand or crystalline schist.

Abroad it has been pointed out that all the work to improve the rigid airfield surfaces and the runways is aimed at achieving one goal, namely the safe takeoff and landing of future aircraft.

10272
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DOSAAF MOTOR VEHICLE DRIVER TRAINING PROGRAM DESCRIBED

Moscow ZA RULEM in Russian No 7, Jul 77 signed to press 27 May 77 pp 4-5

/Article by Col Gen A. Odintsov, first deputy chairman of the Central Committee of DOSAAF USSR: "The Motor Vehicle -- In Skilled Hands"/

/Text/ The motor vehicle driver... Every so often there are discussions about this occupation which is one of our country's most common jobs, an honorable occupation which is essential and requires real work. These talks are carried on both in the press and at various business meetings. How many drivers does the country need? What kind of person should be behind the wheel? What qualities should one possess -- what level of technical knowhow and what psycho-physiological and physical traits? How long should driver training be and what should it consist of? Questions and more questions... They continue to be on the minds of our people. The individuals and organizations charged with the responsibility of preparing drivers are showing the most interest. All this also concerns motor transport enterprises where the new trainees go, as well as employees of the state motor vehicle inspectorate who oversee the rules of the road. And of course the beginner drivers themselves.

It is still the same. A plan, cargo, safe driving, and confidence in people are required. Confidence in the fact that he, the man behind the wheel, is capable and will not make a mistake. Much is entrusted to him: expensive equipment, state property -- the cargo, and people's lives. On long international hauls he is an ambassador of our country, a representative of the Soviet government abroad. Frequently the smooth operation of enterprises and groups in our multi-branch economy depends on him. In short, the driver is a very important person!

And each year the need for people to sit behind the wheel will continue to grow and their standards will keep rising. Such are the dictates of today, which primarily result from the constant growth in the national economy, and together with it, the needs of transportation and the capacity of motor vehicle plants. Let me cite some figures: in 1950 362,900 vehicles came down plant assembly lines, in 1960 the number was 523,600, in 1970 916,100, and last year the quantity jumped to 2,025,000! Of this total 716,000 were trucks and

1,239,000 were passenger cars. Subsequent years of the 10th Five-Year Plan will see an increase in these figures: a rise is expected, as we know, in the production of heavy-duty trucks. And this type of vehicle requires a person behind the wheel who is very well qualified.

How are matters involving the training and education of drivers, as well as their reliability, currently progressing? For us, the DOSAAF workers, this is a highly pertinent question. DOSAAF USSR is included in a trio of organizations charged by the government with training drivers for the national economy.

The "trio" takes in the networks of training organizations of republic ministries of motor transport, the Committee for Vocational and Technical Education under the Council of Ministers USSR, and DOSAAF. Incidentally, DOSAAF makes an extremely important contribution to this work: almost every third driver who operates a truck, bus or taxi is a graduate of our motor vehicle schools, clubs and courses. Either he is a graduate of cost accounting organizations or a young person returned from military service who had completed our school earlier. Last year alone DOSAAF trained 162,000 3rd-class drivers for the national economy, or 114 percent of the 1975 figure, and over 412,000 drivers raised their class rating. Moreover, in excess of 100,000 3rd-class drivers were trained for kolkhozes and sovkhozes. Many of them already have joined the ranks of field teams and were involved in field work this spring and now are participating in the harvest.

Responding to the request of the party to create a technically educated rural youth, DOSAAF organizations will further step up the tempo of training farm equipment operators, including drivers, especially for the non-chernozem zone of the RSFSR. This task is of great importance to the state and it is the duty of our training organizations to successfully carry it out.

While, as was already stated, certain departments and organizations are handling the training of 3rd-class drivers and the upgrading of their skills, the training of drivers of personal vehicles and motorcycles (categories "V" and "A") rests almost exclusively on the shoulders of DOSAAF. The society has been designated as the primary organization in this work. Last year 480,600 vehicle operators and 478,700 motorcyclists received driver's permits in DOSAAF courses, sports-technical clubs, and motor vehicle schools. These are not small numbers. However, we cannot be complacent with these figures. Our training network is still inadequate to meet the requests of Soviet citizens having personal vehicles.

Their influx into DOSAAF training organizations is growing and will continue to rise as the sale of vehicles to the people increases. There is also another important condition which requires the stepping up of instruction and the expanding of the course system. With the new "Statute on procedures for conferring skill levels, issuing driver's certificates, and admitting drivers for operating transportation equipment," which was introduced in the country on 1 June 1976, independent schooling for exams has been sharply reduced. In order to obtain a certificate for the right to operate any category of vehicle

(except mopeds), generally it is necessary to undergo course training. Thus, the person who in the past had relied upon the so-called independent method of study has now begun to knock on the doors of our training organizations. And these people number in the thousands. (For example, in 1975 alone 625,000 persons prepared for exams independently.)

The introduction of the above-mentioned Statute required a definite organizational and methodological change, the further strengthening of the material-technical base, and a more concrete approach toward the training of each driver category. And of course, necessitated a rise in the quality of the whole training process.

DOSAAF committees are making an all-out effort to see that the training of drivers for the national economy and drivers of personal vehicles will answer today's needs and be at a level commensurate with presentday jobs. This year, in carrying out the decisions of the Eighth All-Union DOSAAF Congress, we expanded the training network -- we initiated hundreds of courses at large industrial enterprises, kolkhozes and sovkhozes, set up new sports-technical clubs in cities and rayon centers, and increased the planned goals for the training of all categories of drivers for motor vehicle schools. Many training organizations have increased their mobility through the introduction of various technical training equipment. Series production of motor vehicle trainers has begun at DOSAAF enterprises. In this year alone 70 complete trainer classrooms (four vehicle cabs) and 400 classroom units for programmed instruction will be produced.

More effective use is being made of previously built motor vehicle tracks and areas for developing competence and confidence in driving, while the construction of new facilities of these types is continuing.

A recently introduced program (a detailed description of it is presented on page 20 of this issue) is helping to raise the quality of training of category "V" drivers. Based on an order from the Central Committee of DOSAAF the Film Distribution Administration is reproducing 1,000 copies of the films from the existing movie course "Avtomobil'," which is currently very popular at our training organizations.

On the whole we have available a well-qualified contingent of teachers, instructors, and experts in practical driving and production training, many of whom are working effectively and devotedly dispensing their knowledge and experience to those whose future lies behind the wheel of a vehicle or motorcycle.

Nevertheless, we are still not satisfied, no matter how obvious our successes. To be more precise: drivers prepared by our training organizations still are below the number needed for the national economy. And their level of training could be improved. But the matter of expanding the scale and increasing the quality of training of "A" and "V" category drivers -- the owners of personal motorcycles and passenger cars -- is especially serious.

Some DOSAAF committees, as inspections have shown, are simply underestimating this portion of their work. Hence many other shortcomings are arising. Common among them is a poor knowledge of the people's needs. As a result, there is unsatisfactory planning. Even the advanced DOSAAF organizations of the Ukraine and Belorussia recently planned for less than half the actual number of category "V" drivers needed. A similar situation was uncovered not long ago in the Latvian SSR, a number of rayons of Krasnoyarskiy and Stavropol'skiy krays, the Mordovian and Tuva ASSRs, and Astrakhanskaya and Volgogradskaya oblasts, and in Sverdlovsk, Gor'kiy and other industrial cities.

In striving to get ahead and appear in a good light, various DOSAAF committees are deliberately drawing up reduced plans. Then, of course, they easily overfulfill them, submit reports about their successes, and play it up big.

Of course the working out of training plans involving the training of drivers for the national economy and drivers of personal vehicles is not as easy as, say, planning in general. It requires analysis, scientific bases, a study of personnel needs, and an appraisal of existing strengths and potentials. Regarding the training of category "S" drivers, our committees must attempt to see, on a local basis, that this training is being planned for DOSAAF by republic councils of ministers and kray and oblast ispolkoms. It is necessary that our plans are coordinated with republic ministries of motor transport and committees of vocational and technical education. In addition, we must strive toward the mutual suppression of narrow departmental interests and local biases, which, unfortunately, still frequently occur and negatively affect the overall operation.

In order for the training of drivers for the national economy and drivers of personal vehicles to be of high quality and meet today's needs, it is necessary for DOSAAF organizations to further strengthen the material base and increase, as they say, the efficiency which has already been built up over a number of years through the efforts of our people. During last year alone we introduced over a thousand training and sports facilities costing 246 million rubles. This is a fantastic sum! Every year we have purchased and received more training equipment, and we are constantly improving the equipment in schools, sports-technical clubs and courses.

Just how is this complex and expensive property being utilized?

The inefficient use of passenger vehicles and trucks is cause for alarm. The established norms -- 74 drivers per year for each passenger vehicle and 20 drivers per year for each truck -- are frequently not being maintained. For example, last year there was a total of only 30-40 graduates per passenger vehicle in the training organizations of Mordovia, Chuvashia, North Ossetia, and Kirovskaya, Kostromskaya, Orlovskaya and Pskovskaya oblasts. In other words, training vehicles were used at half capacity. The story was the same for trucks in a number of localities.

Let me cite some specific examples. Half of the 36 passenger vehicles at the 2d Riga Motor Vehicle School remained idle many months due to the lack of

driving instructors (and this is in Riga!). While at the Tukums Sports-Technical Club they have been able to maintain a double-shift use of vehicles, for which they found the necessary driving instructors and mileage. The first case is an example of non-fulfillment of tasks, and the second is the state approach to the problem.

Through inspections it was established that training equipment often is not used for its intended purpose -- for delivering cargo to outside organizations. Passenger cars used in training are sometimes employed for the personal transportation of officials. Certain DOSAAF committees in Kazakhstan, Turkmenia, Krasnodarskiy and Stavropol'skiy krays, and Bryanskaya, Voronezhskaya and Yaroslavskaya oblasts committed these mistakes. Such practices must be halted once and for all. The Central Committee of DOSAAF USSR categorically forbids the use of training equipment for other than its intended purpose. At the same time we must come up with some measures for eliminating vehicle idleness and organizing practical driver training on a two-shift basis, and for category "V" drivers -- on their days off.

Also it should be noted that a number of DOSAAF training organizations in the Tadzhik and Kirghiz SSRs, plus several oblasts and krays of the RSFSR, are inefficiently using training classrooms, space and equipment for practical-laboratory work, and tracks and areas for category "A" and "V" driver training.

Not all DOSAAF committees are showing the proper concern for strengthening the material-technical base of such a common category of our training organizations as the sports-technical clubs. Actually, they are the basis of training technical specialists in rural areas, but in some places they are treated as stepchildren. Not long ago a group of workers from the Central Committee of DOSAAF USSR inspected the operation of a number of training organizations in Uzbekistan. Here much has been done in construction, the restoration of equipment, and the outfitting of classrooms, especially in Ferganskaya Oblast. But the contrasts are striking. While many motor vehicle schools flourish, as they say, in grand style, at some sports-technical clubs the necessities for conducting the high-quality training of passenger car and motorcycle drivers are not available.

Such a situation not only exists in Uzbekistan. The material-training base of sports-technical clubs and courses in a number of other organizations is still not meeting current needs.

Experience has shown that the quality of training, its effectiveness, and good results are better where a genuine concern is demonstrated in the selection, education, and improvement of teaching skills of instructors, where socialist competition is well organized, where the best techniques are made available to everyone, and where control and an insistence on high standards are the guiding principle of the committees and leaders of training organizations. DOSAAF committees of the Ukraine, Belorussia, Georgia, and Kuybyshevskaya, Rostovskaya and Tul'skaya oblasts are devoting a great deal of attention to working with instructor personnel. Methodological meetings, seminars, course analysis, and

familiarization with new equipment -- these and many other ways of training teachers, experts and instructors enhance their creative development and serve the purpose of raising the quality of training of technical specialists. Unfortunately, this situation does not exist everywhere.

A poor material-technical base and a low level of teaching are two interrelated reasons why many sports-technical clubs and courses cannot raise their quality of driver education.

Recently the Central Committee of DOSAAF USSR adopted a series of steps aimed at improving the training of drivers for the national economy and owners of personal vehicles. New programs for category "A" and "V" drivers have been approved, and committees are being given practical assistance in perfecting planning, the use of the material-training base, and instructional work with teachers. Monitoring of the fulfillment of planned goals and obligations has been intensified. Measures are being taken to provide a better supply of new motor vehicle and motorcycle equipment.

In areas where there are no motor vehicle schools and the network of sports-technical clubs is still below par, mobile and portable motor vehicle classrooms represent an important potential for expanding driver training. Their use was initiated by DOSAAF members in Tallin and Alma-Ata (see ZA RULEM, No 3, 1977, p 21 and supplement). Their efforts have already found reflection in DOSAAF organizations in Latvia, Bryanskaya Oblast, and other places. It is necessary to produce these classrooms everywhere through individual efforts and widely introduce them in localities where permanent courses and sports-technical clubs cannot be established, especially in rural areas.

Our country is moving toward the successful completion of the second year of the 10th Five-Year Plan. The work of the Soviet people has been guided by the light of the October revolution, the 60th anniversary of which will soon be observed by all progressive people. To greet this jubilee of the socialist revolution with a stepped-up rise in the training of people in the mass trades on a high-quality basis, and to set the pace in fulfilling plans and obligations -- these are the duties of every DOSAAF committee, every DOSAAF training organization.

6754
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VICE ADMIRAL SOROKIN ON VICTORY DAY

Moscow PARTIYNAYA ZHIZN' in Russian No 9, May 77 signed to press 26 Apr 77 pp 11-18

[Article by Vice Adm A. Sorokin, Deputy Chief of the Main Political Directorate of the Soviet Army and Navy: "The Outstanding Feat of the Soviet People in the Great Patriotic War"]

[Excerpts] The victory over German Fascism and Japanese militarism is a victory of all peaceloving forces. But the Soviet people and their Army played the decisive role in the victorious outcome of the world war. It was they who barred the path of German Fascism to world dominance, they took the basic weight of the war on their shoulders. The Soviet Armed Forces defended the freedom and independence not only of their own socialist Fatherland. True to their international duty, they saved the peoples of many of the countries of Europe and Asia from the yoke of fascism and militarism. More than 7 million Soviet soldiers participated in operations to liberate foreign countries. More than 1 million of them gave their lives for such liberation. As is stated in the CC CPSU decree on the 60th anniversary of Great October: "In the long, most difficult war in our Motherland's history, the Soviet people performed a feat the equal to which humanity has never known. They were able to not only defend their own freedom and independence but also made the decisive contribution to the cause of saving European and world civilization from destruction by fascist barbarians."

Bourgeois propaganda is devoting great effort to wrongly present the entire history of the Soviet state, including the period of the struggle against fascism, to sow doubts as to the might and invincibility of world socialism, to destroy its influence and magnetic force. Bourgeois falsifiers of history, coarsely twisting facts, continue making attempts to inflate the services of the USA and England in the war and denigrating in every way possible the greatness of the feat of the Soviet people. Bourgeois propagandists wrongfully overstate here the role of the second front, the Hitlerite losses on that front, spread fabrications about the supposed accidental nature of the military successes of our country, etc.

The facts clearly refute these evil lies. It is known that the ruling circles of the USA and England premeditatively delayed the opening of the

second front in spite of their obligations. They opened it 2 years late when they were sure that the Soviet Union was capable of routing the enemy with its own forces. The Soviet-German Front was the main front during the entire World War II. Almost three-quarters of the ground forces and most of the aviation of Fascist Germany and its allies were located on this front from June 1941 until mid-1944. Even after June 1944, the Soviet-German Front remained the decisive front, attracting to it two-thirds of the fascist troops. Here, 607 enemy divisions were destroyed, while 176 were destroyed where the Ango-American troops operated.

The victory of the Soviet Union in the Great Patriotic War does not have an accidental character but deeply conforms to objective laws and is historically founded. This is the glory of the socialist structure born by Great October. This was a victory that was military, political, economic, ideological, diplomatic. Socialism demonstrated in all spheres without exception its complete superiority over capitalism. The multinational Soviet people were the main creators of the victory.

The Soviet people indoctrinated by the Communist Party in the spirit of the ideas of Leninism, not sparing their lives, fought to defend the conquests of Great October, of their socialist Fatherland. Iron steadfastness, courage, and valor exhibited by the defenders of the hero cities of Moscow and Leningrad, Volgograd and Sevastopol', Odessa and Kiev, Minsk and Novorossiysk, Kerch' and Tula, the hero fortress of Brest were characteristic of all Soviet people, all courageous partisans, and the troops of the Armed Forces. Soviet patriotism, the unbreakable friendship of the peoples of the USSR, the unlimited devotion to the ideals of communism and cause of the party -- these are the source of their mass-scale heroism in the struggle against the enemy.

The majestic viability and superiority of the planned socialist economy of the Soviet state were demonstrated during the war. The Communist Party made the transfer of the economy to wartime rails under exceptionally complex and difficult conditions. During the entire war, the front and rear area of the country were a united military camp. The rear area supplied the front with combat equipment, ammunition, and foodstuffs on an evergrowing scale. The Soviet economy won the unprecedently sharp and intense competition with the capitalist economy of not only Fascist Germany but almost of all of Europe as well.

Possessing a lesser industrial base, the Soviet Union during the war produced 1.5-2 times more combat equipment and weapons than did Fascist Germany and its satellites. If at the beginning of the war the Hitlerite army had a superiority in the quantity of new combat equipment and weapons, by the end of the war the situation had fundamentally changed. The Soviet Armed Forces exceeded the enemy in tanks, self-propelled artillery mounts, guns, and mortars by a factor of more than three and enjoyed an advantage in combat aircraft by a factor of almost eight. Our troops routed the enemy by employing Soviet combat equipment and guns.

The working class, kolkhoz peasantry, intelligentsia, youth, women, and all the workers in the Soviet rear area, inspired and led by Lenin's party,

forged victory over the enemy through their indefatigable and selfless labor. This was the civilian patriotic feat of the people. This was the feat of people who saw labor in the name of victory as the reason for their being. And, they did everything so that the Motherland won.

As comrade L. I. Brezhnev said on 8 May 1975: "The outstanding feat of the Soviet people during the Great Patriotic War is inseparable from the numerous goal-oriented activities of the party of communists. Its Central Committee was the staff which accomplished the higher political and strategic leadership of military operations. It was this party that organized and rallied tens of millions of people and directed their energy, their will, and their actions towards one goal -- towards victory."

During the war years, the organizational genius of the party, its ability to initiate and realize the enormous capabilities and superiority of the socialist system were demonstrated in full force. The party directed its best forces to the most responsible and dangerous sectors. It concentrated its main efforts on leadership of the Armed Forces and the military economy. The State Defense Committee and the Stavka [Headquarters] of the Supreme High Command headed by I. V. Stalin played a large role in centralizing the control of the state and the Armed Forces and in providing unified political and military leadership.

The Communist Party was truly a fighting party. It was guided here by the Leninist dictum that "/a belligerent party/ [bold face in original] is the ideal of the party of the proletariat" during the period of the sharpest struggle with reactionary forces, when the fate of the country and the people is being decided. Almost one-half of the members of the Party Central Committee concentrated on military work. During the initial period of the war alone, 500 secretaries of the central committees of the union republic communist parties, the kray and oblast committees, gorkoms, and raykoms, 270 responsible workers from the CC apparatus, and 1,265 workers from local party organs were sent to the Armed Forces. This included Leonid Il'ich Brezhnev, during the war deputy chief of the Southern Front political directorate, then chief of the political section of the 18th Army and chief of the political directorate of the 4th Ukrainian Front.

The name of comrade L. I. Brezhnev is linked with many pages in the history of the Great Patriotic War, the development and improvement of the Soviet Armed Forces, and the strengthening of our country's defense. Leonid Il'ich Brezhnev was awarded the military rank of Marshal of the Soviet Union by a Decree of the Presidium of the USSR Supreme Soviet on the eve of the 31st anniversary of the victory over Fascist Germany. A bronze bust of Hero of the Soviet Union, Hero of Socialist Labor, comrade L. I. Brezhnev was unveiled at his birthplace in Dneprodzerzhinsk. He was awarded the Order of /Lenin/ and a second /"Gold Star"/ medal of a /Hero of the Soviet Union/ for outstanding service to the Communist Party and the Soviet state and in connection with his 70th birthday. This is high recognition of the services of General Secretary of the CC CPSU comrade L. I. Brezhnev as a talented strategist and organizer of the defense of the Soviet Union and a fighter for a stable, just peace on earth.

The outcome of the war convincingly demonstrated the invincibility of the system born by Great October, the inflexibility of people dedicated to the ideals of communism and the socialist Motherland and rallied around the Leninist party. This is history's unforgettable lesson and now serves as a forbidding warning to those who love military adventures.

The appearance of our Motherland has changed unrecognizably in the 32 years since the day the war ended. The attempts of the imperialists, who unleashed in recent years the "cold war" and the arms race, to undermine world socialism and stay the gradual development of the USSR have completely fallen through. Through the dedicated labor of the working class, kolkhoz peasantry, and people's intelligentsiya under the guidance of the Communist Party, a developed socialist society has been constructed in our country for the first time in the history of the world. Developed socialism is today the highest achievement in social progress. Its conquests are reliably protected by our Armed Forces.

The grand and bright holiday of the victory is being greeted by the Soviet people with great successes in bringing to fruition the decisions of the 25th CPSU Congress and in preparation for the 60th anniversary of Great October. Speaking recently at the 16th Congress of Soviet trade unions, General Secretary of the CC CPSU L. I. Brezhnev provided an in-depth Marxist-Leninist analysis of the revolutionary-reform activities of the party and the people, achievements in fulfilling the Tenth Five-Year Plan, and the large-scale transformations in the international arena.

The defeat of fascism and Japanese militarism during World War II, the victory of socialist revolutions in a number of countries of Europe and Asia, as stated in the CC CPSU decree on the 60th anniversary of October, accelerated world development. The revolutionary process begun by Great October reached a qualitatively new frontier: the world socialist system was formed. A fundamental change in the correlation of forces in the international arena took place. The power and example of world socialism multiplied the revolutionary capabilities of the international working class, facilitating the progress of the entire liberation movement.

A revamping of the entire system of international relations is underway based upon the fundamental changes in the correlation of forces in the world. Powerful positive shifts occurred and are occurring in the world arena as a result of the consistent fulfillment of the Peace Plan put forth by the CPSU and which is the coordinated foreign policy program of all the Warsaw Pact countries. In recent years, we have succeeded in achieving a change from the "cold war" to a relaxation of tensions, to confirmation in the practice of international life of the principles of peaceful coexistence of states with different social systems. We succeeded in forestalling the threat of world thermonuclear war. The Soviet Union is doing everything required of it to provide the process of detente a reciprocal nature.

At the same time, the lessons of the Great Patriotic War teach high vigilance in relation to imperialism. The war in all its force affirmed the great

vital force of the Leninist directions on the requirement to bolster the country's defensive might and maintain the Armed Forces in continual combat readiness. Speaking in Tula, L. I. Brezhnev said: "The lessons of the past war demand our vigilance. Yes, fascism was defeated. But fascists and pro-fascist regimes still exist. There are those who still dream about revenge. There exist aggressive forces which are by no means powerless. We must never forget this."

Numerous facts and the events of contemporary international life convincingly show that although the capabilities of imperialism's aggressive actions have been curtailed its nature remains the same; the direct threat of nuclear war has been forestalled but the military threat has not been eliminated. Suffice it to say that since 1945 wars and military conflicts have sprung up throughout the world more than 100 times. The guilty party in this regard invariably was and remains imperialism.

Recently, the most aggressive circles of the capitalist powers significantly increased their militaristic undermining activities, striving to weaken or even destroy detente and return the world to "cold war" days. Their own losses in the social sphere, loss of colonial possessions, the moving away from capitalism by more and more new countries, the successes of world socialism, and the growth in the influence of communist parties in capitalist states elicit malicious hate and mortal fear among imperialist reaction. Imperialism reacts to all of this with a feverish unleashing of military preparations, sharp attacks against detente, and organization of a new round of ideological diversions.

Naked propaganda of anticommunism and anti-Sovietism is now being unleashed in the leading capitalist states, especially in the USA and other NATO countries. All kinds of fabrications about the "Soviet threat" are being disseminated. Attempts are being made to interfere in the internal affairs of the USSR and other countries of socialism under the false proposition of "protecting human rights." Disguised by the anti-Soviet fuss, the military-industrial complex of a number of capitalist countries and NATO leaders are stepping up the arms race and inflating military budgets. For example, the Pentagon budget for this fiscal year reached an astronomical sum -- almost 113 billion dollars. It has been increased for the 1977-78 fiscal year. U.S. President Carter, instead of reducing the Pentagon budget by 5-7 billion dollars as he promised to do more than once, requested 120.3 billion dollars from Congress. These enormous resources are earmarked to expand primarily nuclear missiles. As the March 1977 Soviet-American negotiations held in Moscow showed, the USA is striving to revise the Vladivostok agreement on limiting strategic weapons, achieve for itself a unilateral military advantage, and undermine the security of the Soviet Union. And, this policy is disguised by several leaders with false assertions about the "Soviet threat," while the USA is painted as a champion of disarmament.

But the matter is not restricted to the arms race. NATO strategists openly develop plans for nuclear war against the USSR and other countries of socialism. Their plans are based upon "nuclear intimidation" in peacetime and the surprise

use of nuclear weapons in the event of a military conflict. This is what explains the fact that the December (1976) NATO session rejected the appeal by the Warsaw Pact states that the Helsinki participants take upon themselves the pledge not to be the first to employ nuclear weapons against each other. The aggressive circles of imperialism use broad-scale military demonstrations and strive to expand extant and set up new military blocs. Hotbeds of tension are preserved in the Near East, Africa, on Cyprus, and in a number of other areas of the world.

Under the conditions of a continuing arms race and existence of a military danger, the Communist Party and Soviet state are forced to strengthen their peace policy by bolstering the defensive might of the country and the combat readiness of the Armed Forces. This is an objective necessity. The party is concerned about the technical equipping of the Armed Forces, improvement in their organizational structure, and increasing the effectiveness of personnel training and indoctrination.

Soviet servicemen respond to the constant concern of the party and people with selfless comradely labor. They are greeting the Victory Celebration with new achievements in combat and political training. The tasks of the winter training period were solved successfully. Field, air, and naval training was raised to a new level. This was facilitated by socialist competition which is primarily directed towards further improvement in vigilance and combat readiness, masterful assimilation of modern equipment and weapons, and full employment of their combat capabilities.

Communists and Komsomol members are in the vanguard of the all-army socialist competition. Armed Forces party and Komsomol organizations widely disseminate the know-how of training otlichniks and find and implement unused reserves for further improving combat readiness. They are mobilizing all servicemen for a worthy reception for the October jubilee and successful fulfillment of the tasks levied on the Armed Forces by the 25th CPSU Congress and the October (1976) CC CPSU Plenum.

Commanders and political workers, party and Komsomol organizations are placing great attention on further improvement in party-political and ideological-indoctrinational work. This exerts a favorable influence on improving combat readiness and further bolsters military discipline and organization. The servicemen of the Armed Forces are forming a communist world outlook and are being indoctrinated to be ardent patriots and devoted internationalists, fearless and skilled defenders of their Fatherland. As Marshal of the Soviet Union D. F. Ustinov, member of the CC CPSU Politburo and USSR Minister of Defense, noted: "The problems solved by party organizations in the Armed Forces are unusually broad and varied. They encompass all aspects of the life and activities of the troops, all trends in ideological-indoctrinational work. Their main mission is to indoctrinate Soviet servicemen in a spirit of selfless service to the Motherland."

Propaganda of the domestic and foreign policy of the Communist Party and Soviet state is an integral component of party-political work in the Armed

Forces. In-depth explanation of the speeches of General Secretary of the CC CPSU comrade L. I. Brezhnev in Tula and at the 16th Trade Union Congress, which provide a comprehensive analysis of our successes and the prospect for further development and the present state of international relations, aids servicemen in realizing those enormous tasks which face the nation and excellently carry out their duty as armed defenders of the cause of peace and socialism.

Further bolstering the unity of the Armed Forces and the people, improving the military-patriotic indoctrination of the workers, and effectively training them to defend the socialist Motherland are of great significance for raising the country's defensive readiness. Party, Soviet, Komsomol, and other public organizations, the Voluntary Society for Promotion of the Army, Air Force, and Navy (DOSAAF), the All-union Znaniye [Knowledge] Society, war veterans, and leaders in literature and art conduct fruitful work in this regard.

Confirmation in the consciousness of the workers, the younger generation primarily as was pointed out at the 25th CPSU Congress, of the ideas of Soviet patriotism and socialist internationalism, pride in the Nation of Soviets, in our Motherland, and a readiness to go to the defense of the conquests of socialism was and remains one of the vital tasks of the party.

The Soviet people and their servicemen carefully preserve and multiply the fruits of the Victory achieved in the Great Patriotic War. Now as never before, the international authority of the Soviet Union is high and its position is firm as it moves along in the vanguard of all the progressive anti-imperialist forces of today. The Nation of Soviets was and remains an impregnable bastion of world socialism and international security.

The Soviet Armed Forces, true to their patriotic and international duty, are in constant readiness to guarantee the security of our Motherland and defend the conquests of October against any imperialistic aggression. Closely rallied around the Communist Party, in combat cooperation with the armed forces of the Warsaw Pact countries, they henceforth will vigilantly stand guard over communism.

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