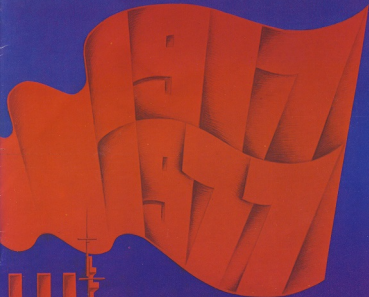
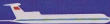


1977



Soviet airlines



АЭРОФЛОТ
Soviet airlines





The Great October Socialist Revolution, accomplished by the workers and peasants of Russia under the leadership of the Communist Party headed by Vladimir Ilyich Lenin, overthrew the power of the capitalists and landowners, broke the fetters of oppression and created a new type of state, the basic instrument of the defence of revolutionary achievements and the building of socialism and communism.

(From the project of the new Constitution of the Union of Soviet Socialist Republics)



WE OFFER YOU:

An article by K. K. GULAKOV, First Deputy Minister of Civil Aviation of the USSR

A story by V. KADZHAYA about Leonid BARULIN, Pilot First Class

A story by A. CHEREPANOV about the Ulyanovsk Centre for the Joint Training of Pilots from CMEA Member-Countries

Report by I. VASILKOVA about the first flight along Aeroflot's new regular Moscow - Mexico route



"Joint labour and struggle have forged the Soviet people's common traditions, which are a source of pride and are cherished by every Soviet citizen."

L. I. BREZHNEV



The Wings of the Soviet Union

By K. K. GULAKOV,
FIRST DEPUTY MINISTER
OF THE CIVIL AVIATION OF THE USSR

The Soviet people and progressives around the world are getting ready to celebrate a great date — the 60th anniversary of the Great October Socialist Revolution. It is a date which is a landmark in the history of our country, in the growth of the entire world liberation movement, in the revolutionary struggle and in building communism.

Like everybody else in the USSR, our pilots are contributing their own professional triumphs to the Revolution's jubilee celebration.

Ask anybody in the know, and he will tell you that aviation in the USSR is on a very high level. The tremendous development and use of aviation in the country for defence, communications, transport and auxiliary services for the economy are tied closely to the name of Vladimir Ilyich Lenin, founder of the Communist Party and the world's first socialist state.

Lenin proposed that a Civil Aviation Council be formed under the Government of the USSR, and this was done on February 9, 1923. It centralized state coordination of civil aviation and pioneered its planned use in many areas of the economy, primarily in transport and communications.

So that day — February 9, 1923 — is the official "birthday" of Soviet civil aviation.

The achievements of the Great October Revolution helped make the wings of our civil aviation really powerful.

On July 15, 1923, the Soviet Union's first regular passenger air route, Moscow — Nizhny Novgorod (now Gorky), was opened. In its initial season, only 229 passengers flew along the route.

As the years went by, the Soviet Union made rapid economic and technological progress. New factories were built, and the country began making its own planes.

In civil aviation, only aircraft made in the USSR have been used since 1935. It

was a tremendous achievement for the Soviet people, for Soviet design bureaus and aircraft plants. By that year we already had our own flying, engineering and technical personnel.

Praises for the heroism of the Soviet pilots who rescued passengers and crew of the icebreaker *Chelyuskin*, made the historic flights to the United States and flew a research expedition to the North Pole ring around the world. On top of the tremendous political impact, these flights showed the technical excellence of Soviet aircraft, the courage and skill of Soviet pilots and helped establish air service between the Soviet Union and other countries.

The solid foundations of Soviet civil aviation were laid during the pre-war five-year plan periods. The growing prestige of Soviet aviation paralleled the country's growing strength.

The USSR's international air service also grew rather quickly in that pre-war decade. In 1935, we signed an agreement with Czechoslovakia. In 1943, Moscow had direct air service with Sofia, Berlin and Stockholm. There were also the Tashkent — Kabul, Ulan-Ude — Ulan-Bator and Alma-Ata — Urumchi routes.

In June 1941, the Great Patriotic War shattered the peace in which the Soviet people were working. Soviet pilots rose to defend their country with the entire land. Aeroflot pilots flew to the front, behind enemy lines, to besieged cities, supported partisan actions, delivered supplies to the fighting troops in the field, transported the wounded and assisted the defence industry. Many civil aviation units took part in combat operations.

The entire civil aviation personnel made a splendid showing during the difficult war years. More than 15,000 pilots, navigators, flight mechanics, engineers, technicians, workers and office employees were awarded orders and medals. Fifteen civil aviation pilots were

honoured with the distinguished title of Hero of the Soviet Union, six frontline Aeroflot units were made Guards, ten were awarded government distinctions, and 12 were given honorary titles.

The Great Patriotic War ended in a great victory for the Soviet people. On May 9, 1945, Aeroflot was honoured with delivering the documents containing Nazi Germany's unconditional surrender to Moscow.

Once the war was over, civil airports were rebuilt, new ones put up and modern equipment installed.

Moscow's air service with other Soviet industrial centres, with cities in the North, Siberia, and the Far East spread. Aeroflot planes began flying to Berlin, Warsaw, Prague, Budapest, Belgrade, Bucharest, Kabul and other cities in Europe and Asia.

The appearance of the Tu-104, Aeroflot's first passenger jet, on international air routes in September 1956, made civil aviation history. The Tu-104 was ten times as efficient as anything that had come before it.

This ushered in the jet age in civil aviation, and it was pioneered by the USSR. The Tu-104 was followed by new IL-18, AN-24 and Tu-124 turbojets and the 290-seat Tu-114 air clipper.

We owe a great deal to our knowledgeable and highly experienced pilots, technicians and other aircraft specialists who did so much to put the new aircraft into regular service. Among the first to fly the passenger jets were pilots B. P. Bugayev (now Minister of Civil Aviation of the USSR, Marshal of the Air Force), Ye. P. Barabash, G. I. Bykov, I. V. Orlovets, K. P. Sapelkin, N. A. Usenkov and A. K. Vitkovsky.

The IL-62 intercontinental, the Tu-134 medium-distance plane and the Yak-40 for local flights provided added momentum to the progress of Soviet aviation.

The Soviet Union's first civil aviation air terminal at Moscow's Central Airport.



Our pilots have blazed hundreds of new trails to the four corners of our land. And in 1957 - 58, the Soviet Union signed air communication agreements with Britain, Belgium, the Netherlands, France, India, the United Arab Republic. The TU-114 began flying non-stop to Cuba and India. The skies saw the rapid growth of Aeroflot's intercontinental air service with Asia, Africa and the Americas.

In 1966 we signed air service agreements with three important capitalist countries - the USA, Japan, Canada - and Lebanon. The following year Switzerland, Turkey, Nigeria and the Yemen Arab Republic were added to the list. There is a regular air service between Moscow and Tokyo, and the trans-Siberian flights from Europe to Japan via the USSR show just how important mutually beneficial cooperation between the world's airlines is.

As you know, Aeroflot cooperates and does a tremendous amount of business with other intercontinental airlines.

Its contacts with the airlines of France, the FRG and other West European countries, with Scandinavia and the South-East Asian countries are growing, the result being that everybody benefits.

The 24th CPSU Congress looked carefully at how civil aviation would grow in the future. Our pilots met all their 9th Five-Year Plan assignments. Passenger traffic went up 66 per cent in those five years. New air routes brought the total length to over 866,000 km. More than 70 new airports and air terminals were built. It was a period when the scale on which Aeroflot planes and helicopters were used in the economy grew to unprecedented heights. They carried 11 million tons of cargo and mail and sprayed and disinfected more than 430 million hectares of arable land. Civil aviation is be-

coming a greater and greater factor in forest protection, geological prospecting, research, especially in the Arctic and Antarctic. Ambulance planes and helicopters make thousands of flights a year rushing emergency medical aid to remote parts of the country.

The 9th Five-Year Plan was equally fruitful for international air service. This was possible because of the active peace policy which the Communist Party of the Soviet Union pursued. Aeroflot is one of the leaders among the world's giant airlines. During that period 18 intergovernmental agreements were signed, 33 international regular air routes were opened, and Aeroflot began flying to 10 countries which it didn't fly to before.

The USSR's cooperation with the other socialist countries in civil aviation has produced especially good results. Cooperation here does not only mean joint service on air routes connecting the CMEA countries, but also design, building and introduction of aircraft, pilot and technical personnel training, and aircraft repair. The CMEA Blending Commission for Civil Aviation has helped make CMEA cooperation in the field even better.

The 25th Congress of the Communist Party of the Soviet Union outlined new and responsible objectives for Soviet civil aviation. Congress Guidelines provide for 30 per cent more passenger traffic in the tenth five-year period, which means more than 100 million people a year will be flying Aeroflot. This figure was reached in the very first year, 1976, of the plan. About 900,000,000 hectares of cropland will be sprayed and disinfected, and the cargo traffic volume will go up 30 per cent.

Like in every other industry in the USSR, what distinguishes civil aviation today is that the emphasis is on quality as well as quantity. New air traffic control systems are being introduced, the standards of training pilots and technical personnel are being raised, and new aircraft are going into service. In this five-year period there will be more airports; new runways, air terminals and hotels will be built and existing ones remodelled.

The 350-seat IL-86 Airbus and the 125-seat Yak-42 short-distance plane will start flying Aeroflot routes. Another new face will be the IL-76 cargo plane with a carrying capacity of about 40 tons.

The foreign policy of the Soviet

A model of the new air terminal at Sharmatovo which will open in 1980.



Union, formalized in the country's project of the new Constitution and aimed at promoting peace and freedom, at extending and expanding every sphere of interstate cooperation in the Helsinki spirit, ensures that our country's prestige in the eyes of the world will grow, and opens up new horizons for the progress of Soviet international air service.

Over the past year and a half, Aeroflot began regular flights to the capitals of Angola, Mozambique, Guinea-Bissau, Ghana, Benin, to Madagascar, Ethiopia, Zambia and Mexico. As part of its growing air service with Europe, Aeroflot introduced two new routes - Moscow - Madrid and Moscow - Munich.

During the current five-year period there will be considerably more flights on routes connecting us with the other socialist countries, with the developing countries in Asia, Africa and Latin America, and with Western Europe. Agreements are expected and service will be established with countries which don't yet have direct flights to the USSR. Many more Soviet cities will have international airports.

The Party and the Government highly appreciate everything our civil aviation has done. Aeroflot has been awarded the Order of Lenin and the Order of the October Revolution for its achievements in flying new planes and for its contribution to the economy. More than 200 civil aviation pilots are Heroes of the Soviet Union and Heroes of Socialist Labour. Hundreds of pilots have the honorary titles of Honoured Pilots and Honoured Navigators of the USSR.

Throughout Aeroflot's 60th anniversary of the Great October Revolution is being celebrated with a burst of enthusiastic work. This is how Soviet civil aviation pilots are contributing to making the 10th Five-Year Plan successful, and to building communism.

Yesterday



November 1917. A Bureau of Commissioners for Aviation and Aeronautics was formed under the Military-Revolutionary Committee on Lenin's instructions. The Bureau began selecting flying personnel, and organized the collection, registration and protection of aviation equipment. In December, the All-Russia Aviation Board was formed.

January 1918. Lenin received members of the All-Russia Aviation Board in Smolny. One was the leading aircraft specialist M. P. Stroyev. Stroyev writes in his memoirs that Lenin said at the time that socialist Russia should have its own aircraft and aviation should be used in the economy.

January 1921. Lenin signed a Decree of the Council of People's Commissars on air traffic in the air space over the territory of the RSFSR and its territorial waters.

February 9, 1923. The Council for Labour and Defence adopted a resolution establishing a Standing Council for Civil Aviation. This is the "birthday" of Soviet Civil Aviation.

February 1926. The trials of the AK-1, the first Soviet five-seater passenger plane, end. Later, in 1925, this plane made the famous Moscow-Peking flight.

May. The ANT-2, the first Soviet whole-metal passenger plane designed at the Central Aerohydrodynamic Institute headed by A. N. Tupolev, passed its first flying test.

August. Well-known pilot B. G. Chukronsky made the first over-glacial reconnaissance flight to determine ship routes through the polar basin.

September 1925. A special unit for aerial photography was established. The ANT-3 and ANT-4 designed by A. N. Tupolev began tests.

March 1926. Aircraft used for the first time for sea animal detection.

July 20. The Ulan-Ude - Ulan-Bator international air route began regular service.

September 14. Under the USSR-Afghanistan agreement, Soviet planes started flying Tashkent - Kabul.

1927. Government agreements signed on air service with Iran, Germany and Afghanistan.

May 1929. The long-distance Moscow - Irkutsk mail route opened, the Soviet Union's first overnight air service.

June 1931. Private stereotype moulds began to be flown to all parts of the country.

July. Aero-Flot's first school, the Leningrad Institute of Civil Aviation, was founded.

November. The Soviet Union's first air terminal opened at Moscow's M. V. Frunze Central Airport.

March 1932. The Main Civil Aviation Administration was rechristened Aero-Flot - the name by which Soviet civil aviation is now known around the world.

1941 - 1945. During the Great Patriotic War civil aviation pilots flew more than 2,300,000 people, 300,000 tons of munitions and building materials, made about 1,600,000 flights and logged 4.5 million flying hours.

1955. The total length of air routes grew to 175,000 km. Air service restored and expanded on the main routes between Moscow and the centres of the Union Republics, the North, Siberia and the Far East.
The AN-2 multi-purpose plane goes into Aero-Flot service.

and Today

October 1952. The 19th CPSU Congress adopted the decision: "To considerably increase the fleet of Civil Aviation transport planes, as well as the network of air routes and airports equipped for round-the-clock operation".

September 1955. The first Moscow - Irkutsk flight by the TU-104 initiates regular turbojet passenger service.

October 12, Aeroflot pioneers the TU-104 on international air routes.

May 1959. The giant TU-114 airliner makes the first non-stop flight between Moscow and Khabarovsk, about 7,000 km.

June, Aeroflot's TU-114 makes the first non-stop flight from Moscow to New York.

September 24, 1962. The leaders of the Communist Party and Soviet Government inspect the IL-62, a new high-speed passenger plane, and new helicopters.

February 8, 1963. Aeroflot is awarded the Order of Lenin on its 40th anniversary for great achievements in flying new aircraft and for services to the economy.

July 1964. The all-Union Ministry of Civil Aviation of the USSR is formed on the basis of the Main Civil Aviation Administration under the USSR Council of Ministers.

September 1965. The modern comfortable IL-62 airliner makes its first air trials.

October. A new passenger jet, the Yak-40, makes its first flight.

March 1970. The IL-62 airliner makes Aeroflot's first trans-Siberian Paris - Tokyo flight, stopping over in Moscow.

November. The Soviet Union joins the International Civil Aviation Organization (ICAO).

May 17, 1971. At Ymukovo Airport leaders of the Communist Party and Soviet Government inspect the new Soviet TU-154, IL-62M, TU-134A, Yak-40 airliners, now operating on Aeroflot's regular domestic and international flights.

1974. Aeroflot's longest route, Moscow - Lima, a distance of more than 18,000 km, opens.

1976. The IL-76 transport plane with a carrying capacity of about 40 tons passes tests in Tyumen.

December. The 350-seat IL-86 airbus is test-flown. Aeroflot is the world's only airline to carry more than 100 million passengers a year.

1977. More than 3,800 cities and other urban centres in the Soviet Union are connected by air. The length of Aeroflot's routes totals 900,000 km.

An average of 50 million hectares of fields, orchards and vineyards are sprayed with chemicals annually. Aeroflot's planes are used on fire-patrols over more than 700 million hectares of forests. More than 250 various research organizations use Aeroflot services.

Aeroflot flies the stereotype moulds of the leading Soviet papers to all corners of the Soviet Union and abroad.

Ambulance planes make up to 100,000 flights a year.

Today Aeroflot's planes and helicopters do dozens of jobs in the economy.

Aeroflot has 24 higher and secondary educational establishments including the Leningrad Order of Lenin Civil Aviation Academy, the only one of its kind in the world.





He commands a cargo plane

About

Leonid BARULIN, Pilot First Class

The AN-12 cargo plane landed in Sheremetyevo Airport. This turboprop designed by Antonov had done most of Aeroflot's cargo flying for years, but is now yielding to the IL-76 turbojet that can carry 40 tons. The hero of our story, Leonid Barulin, Pilot First Class, is one of the people who have been re-trained to fly the new plane.

Barulin, 40, has been 20 years with Aeroflot. His flying background is excellent; as a young man, he flew in the Arctic. Pilots with Arctic experience are very highly respected by their Aeroflot colleagues. The north is demanding on pilots, and only the best can cope. Barulin knows the Arctic Ocean coasts better than Moscow where he was born and grew up. For more than 10 years he flew cargo to the most remote islands. When he was on assignment for the "North Pole" drifting stations, he used to land right on the ice floes. Barulin was one of the few pilots who had the right to choose a landing site from the air as they saw fit.

Just imagine a vast and ice-bound ocean. The ice is quite thin in spots, and it is dotted with unfrozen patches of snow-powdered water. You need reams of experience, great knowledge of icefields and intuition if you are going to choose the right place for landing and not make a mistake. Barulin never made a mistake.

Six years ago the young man, who had made quite a name for himself in the North and bore the title of "Crack Aeroflot Pilot", was transferred to Aeroflot's Central Department of International Air Services.

His first international flight was to Bulgaria. Since then, he has flown to India, Pakistan, Japan, Thailand, Egypt, Libya, Sudan, Uganda, France, Britain, the Netherlands... But his most vivid memories are of Chad - at the UN's request, Aeroflot helped deliver food to that country's drought-stricken areas.

"We lived in N'Djamena, but flew all over the country," Barulin says. "It was rather tough, of course. The local airports aren't really made for landing the

AN-12, so each landing needed a lot of concentration. My northern experience sure came in handy. Up North, I also used to land on tiny spots, some people called 'airfields'."

Leonid is the strong, silent type. "We're air cabbies", he smiles. "But somebody has to fly the cargoes. I've got used to this job."

I dropped in on him one evening at his cosy apartment in LeFortovo, an old Moscow district founded by Peter the First. I took out a package of cigarettes and offered one to Leonid. He shook his head. "I quit two years ago." He grabbed a package of Stolichniye from a cupboard and showed it to me. On it was written, in neat handwriting: "August 19, 1975. Altitude: 10,000 metres".

"When we had our daughter," Barulin said, "my wife told me that I'd better stop smoking. An order is an order, I'm a pilot and discipline comes first. One day my co-pilot Vladimir Pletnyov and I were flying to Khabarovsk on an IL-62. An AN-12 loaded with cargo for Niigata was waiting there for us.

"It's always great to fly as a passenger. The comfortable seats and excellent service are relaxing. I took out this same pack, looked at it and told Pletnyov: 'You know, Volodya? I've decided to quit.' "Not too hard," he grinned, "people do it hundreds of times." I wrote these words, put the pack back into my pocket and haven't smoked a single cigarette since..."

Although, hardly earthshaking in itself it does show that Barulin has a lot of willpower. Some people find it easier to learn how to fly a plane than to quit smoking.

"And where is your daughter now?" I asked.

"At a day-care centre," Barulin said. "My wife is an economist. I earn enough so that both of us don't have to work, but she hates the idea of being cooped up in the house all day."

The Barulins come from average families. Leonid's father was one of a family of workers; he was an electrician all his life. Even though, Leonid and his two sisters have a higher education, which in the Soviet Union is free. Barulin's sisters are engineers at research institutes.

Leonid finished a flying school and the correspondence department of the Kiev Institute of Civil Aviation Engineers. He is a pilot with an engineer's diploma.

"I'm flying to Tyumen in a week," Barulin said. "Haven't been there for almost eight years."

In Tyumen, a group of AN-12 pilots will be re-trained to fly the IL-76.

In the last 20 years this city has become world famous. Oil and gas deposits have been discovered. Barulin worked in those parts when the big push to develop the Arctic part of the Tyumen Region was just getting underway. He was awarded the Badge of Honour for his work. And now Leonid is going there again. But not for long this time.

"I'll soon be in the cabin of an IL-76 and see India, Africa and other far-off lands again," he said with a smile.

We hope you have a lot more great flights, Leonid Barulin, Pilot First Class!

V. KADZHAYA,

*member of the USSR
Journalists' Union*

Specialty for Soviet airlines







V. A. SEROV (1910–1968)

This painting, "Lenin Speaks at the Second Congress of Soviets" is by V. A. Serov, graduate of the All-Russian Academy of Arts and member of the USSR Academy of Arts.

This painter and graphic artist is one of the leading representatives of the historical style. Among his best works are "Lenin Arrives in Petrograd in 1917", "The Winter Palace Has Been Taken", "Lenin Proclaiming Soviet Power".

Most impressive in Serov's works are the clearest message, well-balanced composition and excellent technique.

1977

October

Mo.	3	10	17	24	31
Tu.	4	11	18	25	
We.	5	12	19	26	
Th.	6	13	20	27	
Fr.	7	14	21	28	
Sa.	1	8	15	22	29
Su.	2	9	16	23	30

November

Mo.	7	14	21	28	
Tu.	1	8	15	22	29
We.	2	9	16	23	30
Th.	3	10	17	24	
Fr.	4	11	18	25	
Sa.	5	12	19	26	
Su.	6	13	20	27	

December

Mo.	5	12	19	26	
Tu.	6	13	20	27	
We.	7	14	21	28	
Th.	1	8	15	22	29
Fr.	2	9	16	23	30
Sa.	3	10	17	24	31
Su.	4	11	18	25	

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- an itinerary through the places where Lenin lived and worked will bring Lenin, founder of the world's first socialist state, into true perspective;
- the travel package "In the Closely-Knit Family of the Peoples of the USSR" will open up another page in the life of the multinational Soviet people, will give you an idea of the economic, scientific and cultural progress and national traditions in the Soviet Republics, and a chance to see unique monuments of history and architecture.

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АЭРОФЛОТ
Soviet airlines



MOSCOW PREPARES FOR OLYMPICS-80

The Soviet Union is buzzing with activities for the 1980 Olympic Games, and all the preparations are being done in strict accordance with the rules and provisions of the International Olympic Committee.

Preliminary estimates have 12,000 athletes coming to Moscow for the Games. Modern sports facilities stocked with the latest equipment and communication systems to rapidly transmit information about the Olympic competitions are needed. Present sports facilities are being remodelled, and new ones are being built. Modern hotels are going up, thousands of restaurants and cafes will be opened, and comfortable meals and comforts will be ready for the guests. More and more factories have begun making souvenirs and other items with the Olympics-80 emblem.

Innsbruck has special programmes so that the 500,000 Olympics visitors will get a better idea of what life is like in our country. Everyone can expect a warm welcome in the capitals and major centres of the Union Republics, the ancient Russian cities of

"The USSR has and will continue to support the modern Olympic movement. The Soviet people are now preparing for the 1980 Olympics in Moscow and will do everything so that they are held at the highest level and that should give a new impetus to the noble ideas of friendship and peace."

(From a message by Leonid Ilyich Brezhnev to the members of the International Olympic Committee and participants in the 21st Summer Olympic Games in Montreal)

Pskov, Novgorod, Vladimir, Saratov, Rostov Veliky and elsewhere.

A FEW WORDS ABOUT THE OLYMPIC VILLAGE

The Soviet cities that are going to host the Olympics are already busy getting ready. Flags signboards bearing the five rings that are known around the world have been put up at many Olympic construction sites. The 120-hectare Olympic Village is being built in the South-West of Moscow, in one of the Soviet capital's most picturesque spots. The residential area will have 18 sixteen-story three-section blocks that will accommodate 14,000 people. Gardens and flower beds will be seen everywhere. The attractive Olympic Village with its river and lakes will be the perfect place for the athletes to take it easy for a while.

The furnishing of the living quarters has been planned down to the last detail. Basketball players and weightlifters will get custom-built furniture in their rooms.

There will also be an administrative block, an Interclub cultural centre and sports grounds.

The administrative block is where the mayor of the Olympic Village will meet leaders of the national sports delegations. Athletes and officials will be accredited there. The Interclub will have a cinema and concert hall seating 1,200, two cinemas, a theater area, a recordings library, TV monitors for viewing 20 television programmes and video tapes, a book library and a restaurant.

Gym, indoor tennis courts, indoor swimming pool, a football field, tracks, kanoes, throwing and archery ranges and other facilities will be included in the sports area.

The dining centre will have four halls, a milk bar and two cafes. All this and more will





make the Olympic Village a small modern city in itself providing every modern comfort to its residents.

PRESS SERVICES FOR THE 1980 OLYMPICS

The 1980 Olympic Games Organizing Committee will make sure that everything is available so that the press, radio, television and cinema can give the Olympics full coverage. About 6,000 journalists are expected for the Games, and the Organizing Committee has used some of the ideas from the Tokyo, Mexico, Munich, Innsbruck and Montreal Olympics in setting up the press centre.

There will be a main press centre, plus 30 local ones at all the major sports grounds in Moscow, Tallinn, Leningrad, Kiev and Minsk. They will all have nothing but the latest equipment. There will be press boxes and booths for TV and radio commentators at all Olympic sports grounds. The press centres will have long-distance telephones, teletypes, wirephoto facilities and access to the Olympics' central reference and information service. Following recommendations

from the International Sports Press Association's photography commission, there will be areas especially for press photographers near the arenas and in the press boxes. The main press centre will have a large darkroom.

At a most conservative estimate more than two thousand million sports fans will be following the 1980 Olympics. A new building for the Central TV Network is going up in Moscow to make viewing easier. It will be equipped for colour TV broadcasts to all continents. The television and radio companies that are going to cover the Olympics will have studios and recording rooms. A comfortable hotel is being built next to the new television centre for commentators and technical personnel.

AEROFLOT AND THE OLYMPICS

Aeroflot is the general transport agent of the 1980 Olympic Games Organizing Committee.

Hundreds of thousands of athletes, guests and tourists will be in Moscow for the Games, many of them flying over to save time. Moscow's Shcherbatskoye, Vnukovo and Domodovo

airports will have to cope with an extra 60,000 passengers a day.

Because it's a state-owned airline, Aeroflot will be able to handle everything in stride.

Aeroflot has already had a lot of experience in organising passenger transportation on a really mass scale, bringing students from different countries to Moscow at the beginning of the academic year, doing the travel arrangements for exhibitions, symposiums, conferences, missions and sports events.

Aeroflot did all the travel arrangements for big events like the World Congress of Peace Festivals in Moscow, the World Festival of Youth and Students in Berlin and Universiade-73 in Moscow. Universiade-73 is the closest to the Olympics in the number of passengers involved.

The length of Aeroflot's international air routes, its modern and comfortable planes, the convenient way which Aeroflot flight schedules connect with those of other airlines, and the growing cooperation between Aeroflot and the air companies of the other socialist countries all go to make it safe to predict that Aeroflot will make Olympic travelling trouble-free and convenient for the hundreds of thousands of passengers. The well-known TU-154, TU-134, IL-62, IL-62M and new aircraft — the IL-86 350-seat air bus and the 120-seat Yak-42 — will be flying to and from Moscow.

Our airports will have to bear an extra-heavy Olympic load. So Moscow's Shcherbatskoye, Vnukovo and Domodovo terminals are being remodelled and a new terminal is going up in Tallinn, where the sailing is scheduled. Kiev and Minsk airports will be modernised.

Aeroflot will make Olympic travelling as comfortable and satisfying as your own favourite airchar.





Pilots Come to Ulyanovsk

The TU-134A made a smooth landing and, minutes later, taxied up to the terminal. Its roaring engines came to a halt.

"That's it for today. Good work, mate," the instructor's approving voice crackled in the command pilot's interphone headset. The pilot took his hands off the joystick and looked at them. To his surprise, his palms were wet from the strain, even though it was only a simulated flight in a classroom of Ulyanovsk's Order of Lenin Advanced Flying School which had its 30th anniversary last year.

About three thousand Aeroflot pilots, flight engineers, mechanics and radio operators take re-training courses there every

year. And not just Aeroflot personnel alone. Since 1956, flight personnel from the airlines of the fraternal socialist countries have taken courses there. There are pilots from Bulgaria, the GDR, Poland and Hungary studying in Ulyanovsk now.

New airports are going up, old ones are being modernized, and the latest ground control equipment is being introduced in all these countries. MALEV, LOT, INTERFLUG and CSA now have modern aircraft fleets. Over the last five years they have acquired and are flying the new IL-62, TU-154, TU-134A and YaK-40 passenger jets made in the USSR.

Planes of the CMEA countries fly to almost 90 countries. Poland's LOT has a total of over 70,000 km of air routes, which is almost double the world's circumference at the equator. Between 1976 and 1980, Soviet Aeroflot will carry more than 500,000,000 people — the same as the population of India. Hungary's MALEV has over six times more passengers than it did 10-15 years ago.

The new planes that are being added to the CMEA countries' fleets and the boom in international air traffic mean that flight personnel have to be better qualified than ever.

A natural result was the 1974 CMEA General Agreement establishing, based on the Ulyanovsk Advanced Flying School, a joint training centre for flying, technical and ground control personnel. The Ulyanovsk training centre will have everything it needs from effective technical training aids to the latest terminals which the heavy-duty IL-76 type planes with a carrying capacity of about 40 tons can land at.

The future centre, spread over 10 hectares (completion date is 1981), was designed by the State School Design Institute. The Ulyanovsk centre will have two school blocks with excellent classrooms and auditoriums, eight modern flight simulators and a 12-storey hostel for 700 students.

But it's not all work and no play; a modern stadium and a swimming pool will also be built.

The Ulyanovsk airport's runway will be modernized, and new, updated electronic equipment will be added to the control tower's facilities.

Every year up to five thousand first class civil aviation specialists will be taking courses there.

We bow out with comments from two airmen who have already gone through a session at Ulyanovsk:

Emil Todorov Stoilov, flight engineer (Bulgaria): "The future joint flying training centre is certainly a result of our common efforts. It will help pilots and flight engineers of not only Balkan, but of Czechoslovakia, the GDR, Poland and other countries as well to keep upping their standards."

Wieslaw Pawelkewicz, pilot (LOT, Poland):

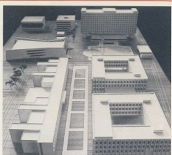
"The Ulyanovsk training centre will compensate us for a certain shortage of flying and technical personnel and expand our network."

Well, 1980 is practically around the corner. The faces of those now studying in Ulyanovsk may be seen there again learning to fly even more advanced aircraft.

A. CHEREPANOV

(APN)

Special for Soviet airlines



ANOTHER AEROFLOT PREMIERE

Can an airplane fly across the Atlantic? Marc Pourpe, the well-known pioneer French pilot, had the following (in 1914) to say on this score: "What sensible answer can be given to this question which, in itself, seems to be quite senseless? I see extremely little practical value in carrying out such a flight."

Today, not really that long after these prophetic words were said, one couldn't conceive of a trip from the Old World to the New without at least considering whether to go by air or not. Hundreds of thousands of people make a "leap" over the Atlantic every year.

Aeroflot began flying to the Western Hemisphere in January 1963, from Moscow to Havana. Today Aeroflot has daily flights to Cuba plus regular flights to the USA, Canada and Lima, capital of Peru.

In June, another trans-Atlantic route, Moscow-Mexico, was added.

After 16 hours of flying time with stopovers in Frankfurt on the Main, Liebon and Havana, our quick and comfortable IL-62M plane lands in Mexico City, an enormous city nestling in a valley. For the last leg of the route, Havana - Mexico, our plane was piloted by Alexander Vilkovsky, Hero of Socialist Labour, the famous Soviet ace, who in 1925 repeated the historic flight over the North Pole to the USA along the same route that Valery Chkalov had taken in 1937.

As soon as the IL-62M had taxied to the terminal, a crowd of people with bouquets of flowers broke through the police cordons and thronged the airfield. The members of the Soviet delegation were hugged by excited Mexicans who were at Benito Juárez Airport to welcome the Soviet plane which initiated regular air service with Mexico. They saw us as pioneers, as Columbuses of the 20th century.

"What do you feel, now that you are on Mexican soil?"

"Was ground control service efficient enough?"

Moscow- Mexico



A distance of 13,300 km

16 hours' flying time

The comfortable IL-62M in flight

АЭРОФЛОТ
Soviet airlines

Welcome to the USSR



AEROFLOT

Bios

to 82 countries

"How much will a plane ticket from Mexico to Moscow cost?"

A hastily improvised press conference was held right there on the field. This warm welcome and this friendliness shown the Soviet delegation during our short stay clearly brought the message home that Mexico is sincerely pleased that there is now direct air service with the Soviet Union and, in general, is eager for more contacts with us. Everybody we had a chance to talk to — the Chairman of the Senate or the ambassador, the civil aviation director or hotel owner — said that the new route's importance goes beyond transport. Consensus was that the Soviet plane, which had woven a direct "thread" between Mexico and Moscow, had brought something more on its wings, that it symbolized the growth of friendly relations and the expanding cooperation between our two countries. Businessmen said that the Moscow — Mexico air bridge would stimulate the development of Soviet-Mexican relations and open up new possibilities for wider exchanges in all spheres. Senator Augusto Gonzalez Villaseva said it was most symbolic that the air route was inaugurated in the year of the 60th anniversary of the October Revolution — "the most splendid accomplishment of the 20th century", were his words.

We in the USSR also feel that this direct air service with Mexico, the first country in the Western Hemisphere to establish diplomatic relations with the young Soviet Republic, is very important. According to Sergei Pavlov, Deputy Minister of Civil Aviation of the USSR, Aeroflot's new international route serves a big common cause — the extension of detente, the improvement of international understanding.

This is the real meaning when we say "Aeroflot's first flight to..."

Seen in this light, the words by that French pilot: "I see extremely little practical value in carrying out such a flight" echo like a hopeless anachronism.

Inna VASILKOVA,
SPECIAL correspondent of APW
Photos by Oleg IVANOV,
TASS correspondent

Mexico.

АЭРОФЛОТ
Soviet Airlines

In the year of the 60th anniversary
of the Great October Revolution,
guests will be warmly received
at international airports
in Moscow, Leningrad, Kiev, Yerevan, Minsk,
Vilnius, Tashkent, Irkutsk and Khabarovsk.
Passengers are sure to have a pleasant flight
on Aeroflot's modern comfortable planes.
Detailed information on all flights is available
from Aeroflot offices in your country.

WELCOME
TO THE SOVIET UNION
IN THIS JUBILEE YEAR!

