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~~SECRET PIVOT~~

100 052

Russian

P/L

WS 88982-01

2/O [] T81-58

P

[RADIOTELEPHONE TRANSMISSIONS AMONG:]

FR [M]
TO [M]

Intcpt
2 Sep 58 1150Z^a

FR TO TEXT

[Note: Time at this point approximately 1150Z.]

[M] [M] I am at maximum speed. [1-2 wd G] (8% the entire group) climbing [XM].

[M] [M] [XM] Roger.

[M] [M] What is yours? [altitude].

[M] [M] 3000.

[M] [M] I read you excellently.

583^b [M] I read [you] excellently.

[583] [218]^c I read [2]18 excellently.

[583] [M] Roger, altitude 100[00 meters] . . . understood.

(Pause)

[582]^d [M] In the northwest, (8% approximately) seven [tenths cloud coverage] here.

[582] [M] Very poor, almost none . . . 130? . . . Roger, 330.

MS --
GR --
FQ []
SS --

FR [See heading of text]
TO --
OR --
AD --

[]
TI 2 Sep 58 1150Z^a
IS 3 Oct 58
882749/17/52/43:58

Russian

2/O [] T81-58

Russian

2/O [] T01-58

[Note: Following transmission approximately 1154Z]

582 [M] I have taken course 330 [degrees], altitude 80[00 meters].

[Note: Intercept possibly missing at this point]

[582] [M] Roger, I am taking [it].

[582] [M] [XM] you are understood, altitude 90[00 meters].

[M] [M] Roger, 40 kilometers.

[M] [M] [XG] poor, (B% I cannot see the orientation point yet).

[M] [M] No, not visible, it doesn't matter.

[M] [M] [1 wd G]

[M] [M] (B% 4)5 [XM].

[M] [M] [i have] taken [course] 180 [degrees].

201^e [M] Passed the second [one].

2(B% 01) [M] I can see the fence^f well! . . . Roger.

[M] [M] Roger, proceed (B% in a slight climb) toward your point.

[M] [M] My altitude is 100[00] meters.

[M] [M] My course is 200 [degrees] . . . Roger.

[M] [M] Roger . . . Roger.

[M] [M] (B% Now, for directing, 200 degrees).

[M] [M] (B% Roger, over [point] 136).

[M] [M] [1-2 wd G].

[201] [M] Roger, I have already turned toward the point, over [point] 136.
Now I am turning to 180 [degrees].

(b) (1)
(b) (3) - 50 USC 402
(b) (3) - 18 USC 793
(b) (3) - P.L. 86-36

Z/O, [] TØ1-58

Russian

- [2Ø1] [M] I am turning toward [point] 135.
- [2Ø1] [M] Yes, I am over [point] 136 now.
- [M] [M] (B% Roger).
- [M] [M] Roger, I am approaching your point.
- [M] [M] I am turning to 12Ø [degrees], I am taking [my course] toward [point] 135. (B% I do not see) [it].
- [M] [M] Roger, [XG/M].
- [M] [M] Roger, I am approaching your point. My altitude is 11Ø[ØØ meters] . . . Roger, I am looking.
- 2Ø1 [M] I am climbing, I am climbing . . . Roger.
- [2Ø1] [M] No [XM].
- [M] [M] [2-3 wd G].
- 582 [M] Roger, [1 wd G].
- [582] [M] I am looking.
- [2Ø1] [M] To the south there is . . . two to three [tenths cloud coverage].
- 582 [M] I see the target, to the right . . . I see the target, a large one . . . its altitude is 1ØØ[ØØ meters], as you said.
- 2Ø1 [M] I see the target, attack!
- 2Ø1 [M] I am attacking the target!
- [582] [M] You are understood . . . I am attacking the target.
- [a 3rd speaker] [M] Stand by.

~~SECRET PIVOT~~

Russian

2/O/ TØ1-58

[582] [M] The target is a large one . . . Roger.

[2Ø1] [218] Attack! Attack! 218, attack!

[a 3rd
Speaker] [M] Stand by.

582 [M] [XG/M]

582 [M] Roger.

[M] [M] [XM] . . . (B% Roger).

[M] [M] [2-3 wd G] . . . Roger.

[2Ø1] [M] Attack at [target angle] 4/4^g.

2Ø1 [M] (B% Shoot now?) [XM].

[M] [M] *(C% The Target is a transport, four engine)*
~~[XG/M]~~ . . . Roger.

[M] [M] Roger, [2-3 wd G].

[M] [M] [XG/M]

[M] [M] [1-2 wd G]

2Ø1 [M] I am attacking the target!

[M] [M] [1 wd G]

218 [M] [XG/M]

[Note: Intercept possibly missing at this point]

[2Ø1] [M] [XM] [1-2 wd G]

[2Ø1] [M] Target speed is 3ØØ, I am flying along with it. It is turning toward the fence!

[2Ø1] [M] [XM] the target is burning.

~~SECRET PIVOT~~

2/O, [] TØ1-58

Russian

[582] [M] There's a hit!!!
[M] [M] [XG]
582 [M] (B% The target) is burning.
[2Ø1] [M] The target is banking . . . it is going toward the fence.
[M] [M] [1-2 wd G] I am opening fire. [XM]
[M] [M] [XG]
[2Ø1] 218 Attack!
[218] [M] Yes, yes, I [am attacking].
[M] [M] The target is burning [XG].
[M] [M] The tail assembly (B% is falling off) the target.
[M] [5]82 Do you see me? I am in front of the target.
[M] [M] [XG]
[M] [M] [2-4 wd G] look!
[M] [M] Oh?
[M] [M] Look at him, he will not get away, he is already falling.
[M] [M] Yes, he is falling. (B% I will finish him off), (B% I will finish [him] off) on the run.
[M] [M] The target has lost control, it is going down.
[M] [M] Now the target (B% will fall) [XG].
[5]82 [M] A little to the right.
[M] [M] The target has turned over [XM].
[M] [M] [XG]

~~SECRET PHOT~~

Russian

2/O, [] TØ1-58

[M] [M] The target is falling.
[M] 218 [1-2 wd G], no?
[M] [M] [XM] you see me? [XM]
[M] [M] [1 wd G] (B% form up) [XM].
[5]82 [M] (B% I see), I am watching the target, I see [it].
[M] [M] Aha, you see [it], it is falling [XG/M].

[Note: Break in intercept at this point. Following transmission occurred at 1225Z.]

[M] [M] Yes [1 wd G] form up, leave for the base.
[2Ø1] [M] After my (B% third) pass^h the target started burning.
[M] [M] (B% Then) [2-3 wd G] in succession.
[M] [M] [2-3 wd G]
[M] [M] Roger, (B% I am turning) . . . Roger.
577ⁱ 16ⁱ Give the altitude, mission.
[16] [M] Who asked? I did not understand.
[577] [M] 577.
[16] [577] Altitude 1ØØ[ØØ meters], toward [point] 135.
[577] [16] Roger.
[M] [M] [XM] repeat, where are you?
[M] [M] On the left, on the left, below.
[M] [M] Well, let's form up, follow. Let's go.

~~SECRET PHOT~~

~~SECRET PIVOT~~

(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

Russian

2/O 101-58

[M] [M] (B% I) have [my fuel] tanks, (B% not those from) the group.

[M] [M] Oh?

[M] [M] I have [my fuel] tanks.

[M] [M] Yes.

[16] [577] You passed [point] 134?

[577] [M] Yes, yes, I am going toward [point] 135.

[M] [577] I see you, proceed, contact the [1 wd G].

201 [M] [XG]

[577] [M] [My] altitude is still only 3000, but I will climb a little higher (B% to there) from below.

[M] [577] Roger, [1 wd G] (B% hold back more).

[577] [M] Roger.

[M] [M] Over [point] 130, I am climbing . . . Roger.

[M] [M] [XG/M]

[M] [M] [XG/M]

[M] [M] Yes, let's.

[M] [M] That's right, go off to the left.

[M] [M] [2-3 wd G]

[M] [M] (B% We are beginning).

16 577 How do you read me?

[577] [16] Excellently, I read you excellently.

-7-

~~SECRET PIVOT~~

Russian

2/O [] T01-58

[16] [577] You should be at altitude 120[00 meters], in the area of [point] 134, 135, watch out for the fence^f.

[577] [16] Roger.

16 582 How do you read me?

[577] 582 16 is asking you.

16 582 How do you read me?

[577] 582 Why don't you answer 16?

[577] [582] Roger, this is 577 talking to you.

[M] [M] Switch off [1 wd G], (B% and you)?

[M] [M] I did not understand you, repeat . . . not (B% received) yet?

16 582 How do you read me?

[M] [M] What area? Speak more clearly.

201 [M] Repeat what you said.

[M] [M] I am located (B% here) to the north of [point] 130.

577 [M] I read you excellently.

[577] [M] Well, I am between [points] 134 and (B% 1)35.

[577] [M] Roger, I am climbing.

[M] [M] Roger.

16 582 How do you read me?

[M] [M] [XG]

16 583 How do you read me?

[16] 577 Do you have communication with [5]82?

Russian

2/O, T01-58

[577] [16] I will ask now.

577 582 How do you read me?

[577] [M] Go to the base, why are you fooling around there some place?

[577] [M] Say that he has gone to the base.

577 [5]82 Did you understand me?

[577] [16] Roger, 582 [has left] for point 107. [He] will land.

16 [577] Roger, you should be at [altitude] 12[000] meters, in that area.

[577] [16] Roger, Roger . . . I am climbing.

[577] [M] Roger, I will take [course] 350 [degrees].

[M] [M] Brakes.

[M] [M] [XM] approach [1 wd G].

[M] [M] [2-4 wd G]

577 [M] I have taken [course] 350 [degrees].

[M] [M] [XG]

(Pause)

[1 wd G]
-16 [M] On communication.

[577] [16] I read you excellently. My course is 350 [degrees]. I am proceeding to the far [beacon].

[16] [577] Roger, where are you?

577 [16] Approximately on the TRAVERZ^k of point 107.

[16] [577] Roger.

~~SECRET PIVOT~~

Russian

2/O [] T01-58

[577] [16] My altitude is 10[000 meters] (B% absolute), I am climbing farther.

16 [577] Roger.

[577] [16] Roger.

[16] [577] Your course is 100 degrees?

[577] [16] Yes, I am turning toward you. [1 wd G] ordered [it].

[16] [577] Roger, I see you.

(Pause)

[577] [M] Roger.

16 [129]¹ I read 129 excellently.

[16] [B% 129] I do not authorize [it].

16 577 For communications [check].

[577] [16] I read you well.

[16] [577] I see you, approach the point from the north.

[577] [16] Roger, Roger, I am turning toward [point] 130.

[16] [577] Send.

[577] [M] [XM] I am proceeding toward [point] 130 from (B% point) 108.

[577] [M] I did not understand you.

[577] [M] Roger, I am going on [altitude] 10[000 meters]. I am climbing farther.

[M] [M] Excellent, 11^m.

[M] [M] Roger.

~~SECRET PIVOT~~

Russian

2/O, TØ1-58

[M] [M] I read you excellently, 11.
[M] [M] 159 12^m.
16 577 (B% Approach) the point for a landing.
[577] [16] Roger, (B% I am descending).
[M] [M] Excellent, 11.
[M] [M] 129 12^m.
(Pause)
[M] [M] Excellent, 11.
[M] [M] I read you excellently.
[M] [M] 129 12, 199 11^m.
[M] [M] 199 12.
[M] 577 Where are you?
[577] [M] I am approaching the old point.
[M] [577] How is your fuel?
[577] [M] Well, only the wing tank has run out.
[M] [577] I did not understand.
[577] [M] Only the wing tanks, only [1 wd G].
[M] [577] What is your altitude?
[577] [M] Well, [my] altitude is ~~5000~~, I am descending.
[M] [577] You should be at [altitude] ~~5000~~, over the point now.
[577] [M] Roger.

~~SECRET PIVOT~~

~~SECRET PIVOT~~

(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

Russian

2/O/ TØ1-58

[M] [M] Excellent, 11.

[M] [M] Roger, you have [1 wd G]. Roger.

[M] [M] 129 12.

[M] [M] Roger.

[M] 577 You are descending. Where are you?

[577] [16] I am approaching (8% the small one), altitude 5[000 meters].

[16] [577] Left turn, with an (8% approach) for landing.

577 [16] Roger.

[M] [M] Excellent, 11.

[M] [M] I cannot.

[5]77 [M] [I am] over you.

[M] [M] Excellent, 11.

[M] [M] 159 12.

577 [M] Landing gear is down, landing.

[16] [577] Did not understand you.

[577] [16] Landing gear is down, landing.

[16] [577] I authorize landing.

[577] [16] Full flaps.

[16] [577] Roger, the wind is from the right, at [a angle of] 9Ø [degrees], two to three meters [per second].

[577] [16] Roger.

~~SECRET PIVOT~~

~~SECRET PIVOT~~

Russian

2/O TØ1-58

[577] [16] After a run [PROBEG] toward METALLⁿ.

[M] [M] Excellent, 11.

[M] [M] 159 12.

[M] [M] Excellent, 11.

[M] [M] 199 12.

(Pause)

[M] [M] Excellent, 11.

[M] [M] 199 12.

(Pause)

[M] [M] Excellent, 11.

[M] [M] 199 12.

[M] [M] Excellent, 11.

[M] [M] 229 I cannot.

[M] [M] (B% I read you) excellently.

[M] [M] [1 wd G]

[M] [M] 199 12.

[M] [M] Excellent, 11.

573 16 How do you read me?

(Repeats above transmission twice.)

[M] [M] 199 12.

573 68^o How do you read me?

~~SECRET PIVOT~~

~~SECRET PIVOT~~

Russian

2/O [] TØ1-58

[68] 573 I read you excellently.

[573] [68] Why is 16 silent there?

[68] [573] Just a minute.

573 81P I have communication with my [people], I am ending communication with you.

[M] 573 [XG/M]

[573] [M] I read you well.

[M] [573] (B% You also)?

[573] [M] Now I am approaching the place where our [people] were working.

[M] [573] Rager, approach [1 wd G].

[573] [M] [XM] I am going closer to our side⁹.

573 8I How do you read me?

573 [1 wd G] How do you read me?

573 [M] It is necessary [B% to go past]^r orientation point 135, [1 wd G] orientation point 132 to the north and far [1-2 wd G].

[End of intercept]

~~SECRET PIVOT~~

~~SECRET PIVOT~~

(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

Russian

2/O [] TØ1-58

- a. Approximate time intercept started. Time intercept terminated is unknown.
 - b. 583 [B% Pilot suffixes subordinate to Fighter Division [] Regiment "C"].
 - c. 218 [B% Pilot suffix subordinate to Fighter Division [], Regiment "A" or "B"].
 - d. 582 [B% Pilot suffixes subordinate to Fighter Division [], Regiment "C"].
 - e. 2Ø1 [B% Pilot suffix subordinate to Fighter Division [], Regiment "A" or "B", both based at Leninakan. This suffix possibly designates regimental commander].
 - f. ZABOR. Probably refers to the state border.
 - g. CHETYRE CHETVERKI. Designates broadside approach.
 - h. Or "burst" [OCHERED].
 - i. 577 [B% Pilot suffixes subordinate to Fighter Division [], Regiment "C"].
 - j. 16 [B% Regimental controller of Fighter Division [], Regiment "C", based at Erevan].
 - k. Literally "beam" (nautical). Possible translation: "Approximately opposite point 1Ø7."
 - l. 129 [Not identified].
 - m. Significance unknown.
 - n. Significance unknown. []
 - o. (B% 6)8. [Not identified].
 - p. 81 [Not identified].
 - q. Possibly refers to USSR side of the border.
 - r. The verb used here is normally associated with motor vehicles, etc., and not aircraft.
- []

(b) (1)
(b) (3)-50 USC 403
(b) (3)-18 USC 798
(b) (3)-P.L. 86-36

~~SECRET PIVOT~~

COPY

COPY

COPY

From Sovetskaya Aviatsiya, 19 September 1958

GREAT SKILL

(Installation) #1. The Target is Detected.

The vigilant fighting men at one of the PVO posts detected the serial target. They did not know what it was or where it would go. however, they immediately assigned a number to the target and it was sent out for (air) warning at once. The specialists at the radar set, who are always watchful and know their job well, immediately prepared for work and intensified observation of the air situation.

Now the target appeared on the command point plotting board. It was plotted by the senior plotter, Private First Class BORShchENKO who has a rating of excellent in combat and political training. This diligent and disciplined fighting man recorded the course of the 'enemy' with short precise chalk marks.

Duty Officer KULIKOV observed the work of the plotter. This officer has years of experience in flying operations, in the air battles of the concluding phase of the Second World War in which he shot down two enemy aircraft, and much experience carrying out missions for protection of the air borders of our native land.

Flights had been completed only 1-1 $\frac{1}{2}$ hours before this time. The fighting men at the command point had to work for a considerable time. They were checking the locations of aircraft in the air, vectoring fighter aircraft on targets, and doing everything possible to make flight control easy for the commander. The rest (period) did not last for long. The senior chief decided to check our vigilance," thought Major KULIKOV, and looked around by force of habit -- all the specialists were at their places and ready for work.

The first data which came in to the command point made Major KULIKOV

prick up his ears the target, gaining altitude, was approaching the area guarded by the fighter pilots of air formation "X".

"The aircraft must be intercepted at maximum distance ((i.e., as far away as possible)) decided the officer and informed the fighter aircraft to be ready.

The navigator, Captain ROMANYUTA, who had just come on duty, and the plotters were at the table working on the vector plotting board. The first cross bearings on the movement of the target were made by Private BUDARIN according to the data which he received from the operator, Junior Sergeant GVOZDEV.

The cross bearings appeared on the overlay at specific time intervals. Next to them were bare figures for altitude, speed and azimuth. After evaluating the air situation, Captain ROMANYUTA quickly made calculations for scrambling the fighter aircraft.

'201, take off as a pair,' ordered the officer. The reply: 'There is a dust storm at the airfield. Take-off is impossible.'

This unexpected complication did not dishearten the officer. He pressed the microphone button again and commanded, '582, take off as a pair.'

Other fighter aircraft receive this command. Instantly the engines roar and quickly the pair of jet fighter aircraft are off to meet the "enemy".

Seven minutes later when the dust storm subsided, two more interceptors took off. Immediately new cross bearings appeared on the overlay. The plotter, Private PANKEEV started to work. According to information which he received from the rated operator, BRATTSEV, the fighting man first drew a line for the flight course of the fighter aircraft which had taken off for interception, and then began to plot the target.

In the same room Senior Lieutenant Communist PAVLOV and Komsomol member KNOSTANTINOV are working bent over the brightly illuminated screens of the plan position indicators ((360° radar presentation, by range & azimuth)). Local objects hinder them in observing their fighter aircraft. However, they see the target well and inform the vectoring navigator, Captain ROMANYUTA, concerning the character of its flight.

At all posts the well-trained fighting men are working -- at the screens of the radar set, at the air situation plotting board and at the vectoring table. Now all their thoughts are directed at one thing -- reliable tracking of the target, ensuring successful vectoring of the fighter aircraft and interception of the enemy on the distant approaches ((i.e., as far away as possible)).

By their harmonious coordinated efforts they are accomplishing one great task. Every fighting man always remembers this and carries out his duties with great conscientiousness. Even here Captain ROMANYUTA, although he was very busy, commended the excellent work of the operators and plotters -- the tracking of the target was reliable and without gaps.

The navigator's calculations proved to be precise, and the commands fitted the situation. Steadily the fighter aircraft were approaching the indicated area. The tension in the work of the command point became still greater. It was necessary to direct the pilots into an initial position which was advantageous for attack and to ensure reliable control of the aerial 'combat'.

The busy season at the command point was in full swing.

Major A MESHKOV

- In the photographs:
1. Above -- operator Junior Sergeant A GVOZDEV, Komsomol member rated excellent in combat and political training, is tracking the target.
 2. Below -- Private First Class A. BORShchENKO works efficiently at the air situation plotting board.

From Sovetskaya Aviatsiya 20 September 1958

GREAT SKILL

(Installation) #2. A Swift Attack

'Combat readiness!' was transmitted to the airfield by radio.

Fighter pilots Officers LOPATKOV and GAVRILOV hurried to their aircraft around which technicians were working.

They did not have long to wait. The pilots had scarcely taken their places in the cockpits, looked around and determined that all was in order when the command came, '582, take off as a pair'. After take-off the fighter aircraft received instructions to proceed to square 'X'. A few minutes were needed to get to the assigned area. Immediately the leader of the pair, Senior Lieutenant LOPATKOV, reported this to the command point where Captain ROMANYUTA was carrying out his duties at the vectoring table.

'Course 360, altitude 11,' was transmitted from the command point.

Officers LOPATKOV and GAVRILOV are pilots in their third year of service. They have made only about ten flights apiece for interception of aerial targets. They have earned the praise of skilled fighter pilots by their persistence in acquiring techniques and skills and their fortitude in flights.

Fighting men are always proud to have such faith placed in them. Upon command from the command point they carry out each flight departure with special care and skill, and put into it all their training, the remarkable powers of youth and the strong will of fighting men. On this day it was the same. The pilots carried out each command with the utmost precision. They understood well that timely detection and attacking of the target depended on their coordinated and precise actions. Course 330 ... 300. And almost immediately, a turn to 180 degrees. Having done this, LOPATKOV and his wing man

began to draw near the target. The 'enemy' maneuvered in altitude and changed speed. However, the fighting men at the radar set tracked the target steadily as before. From various places the vectoring table received precise data on the flight of the target and the interceptors. Now two pairs of fighter aircraft were overtaking the 'enemy'.

With sparse, laconic commands, Captain ROMANYUTA directed them closer and closer. Now he informs the pilot, 'The target is in front, to the right, below.'

Against the background of the variegated landscape, LOPATKOV's practiced eye noted the silhouette of the aircraft. 'I see the target!' said the pilot.

LOPATKOV and GAVRILOV, even though they were some distance apart, almost simultaneously thought that it would be necessary to 'shoot' at the most vulnerable spots at close range.

The leader, LOPATKOV, dashed in to attack first and switched on his gun camera. After him, Officer GAVRILOV attacked the 'enemy'. He succeeded in making 'three passes' ((or 'bursts')). When the wing man made a combat turn and broke off the attack, the second pair of fighter aircraft entered the 'battle'. These were Senior Lieutenants KUCHERYAEV and IVANOV. After them the first pair carried out another successful attack on the target.

'582, land at airfield 'X'. This order was not transmitted to the pair fortuitously. The fighter aircraft had little fuel and there might not be enough for the flight to their own airfield. Furthermore, the senior chief wanted to thank the pilots personally for exhibiting a high state of training and persistence in intercepting the target. Several minutes later the fighter aircraft landed at the airfield one after another. Excited and just a little tired after the interception just carried out, the pilots gathered together.

'That was fine,' said GAVRILOV quickly. 'Just as in actual combat....'

'To be sure the flight was instructive,' commented KUCHERYAEV.

The general drove up to the pilots. He shook their hands warmly and thanked them for their successful execution of the mission.

'We serve the Soviet Union,' the officers answered simultaneously.

Somewhat later the deciphered ((developed and analyzed?)) films were shown to the general. This first-class fighter pilot looked them through attentively and remarked with satisfaction, 'Good boys! The attacks were competent and rapid, and the firing was excellent.'

This high evaluation of the pilots' actions bears witness that their combat skill is increasing from flight to flight.

Major MESHKOV

In the photograph (left to right): Navigator Captain N. ROMANYUTA, plotters
Privates D. PANKEEV, N. BUDARIN, S. ICHIN.

За нашу Советскую Родину!



СОВЕТСКАЯ АВИАЦИЯ

ГАЗЕТА ВОЕННО-ВОЗДУШНЫХ СИЛ
(ОРГАН МИНИСТЕРСТВА ОБОРОНЫ СОЮЗА ССР)

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ПЕРЕДОВЫЕ ЛЮДИ
НАШЕЙ АВИАЦИИ

ВЫСОКОЕ МАСТЕРСТВО



2. Стремительная атака

— Боевая готовность! — переда-
ли на радиорубку по радио. Ка-
питан Романюта и три летчика-ис-
пытателя Лопатков, Гаврилов и Гаври-
лов поспешили к своим самолетам, около которых
хлопотали летчики-испытатели.
Летчики заняли места в кабинах.

Резкими, зако-
нивыми команда-
ми капитан Романюта вывел их все
ближе и ближе. Вот он информирует
летчика:
— Цель впереди справа, ниже.
На фоне тесной местности наме-
таемый таз. Лобаткова почти то-
гда замечает самолет.
— Цель впереди — передает лет-

стойчивость для переизъема цели.
Через несколько минут изстребили
один из других самолетов. На
аэродроме. Летчики, возбужденные
и чуть-чуть утомленные, после
только что проведенного перехвата
собрались вместе.
— Вот это здорово! — быстро
протопали Гаврилов. — Как в на-
стоящем бо-

This is part of the Sept. 28, 1958, issue of "Soviet Aviation," recounting the second installment of a story captioned, above the photo, "Great Skill." The photo is of a navigator captain and three privates, who acted as aircraft plotters. The State Department believes the article, purporting to describe a practice interception, actually tells how an unarmed American transport plane was plotted and shot down over Soviet Armenia last Sept. 2. Eleven of its crew are still missing.