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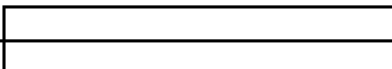
19 May 1955

MEMORANDUM FOR: Deputy Director (Intelligence)

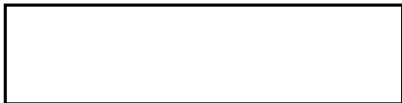
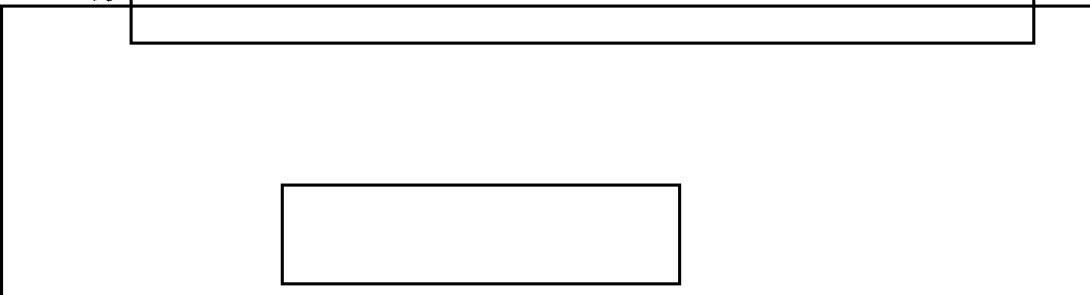
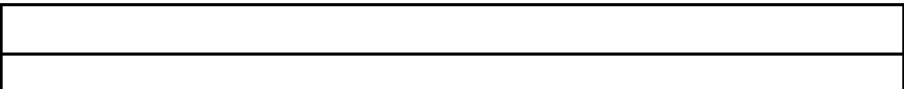
SUBJECT : Aircraft Crew Availability as a Factor in Assimilation of Jet and Turboprop Heavy Bombers by Soviet Long Range Aviation

1. There is no reason to believe that crew availability will impose any limitation on the assimilation of the numbers of jet and turboprop heavy bombers estimated to be available to Soviet Long Range Aviation during the next three years, i.e., 20 by mid-1955, 60 by mid-1956, and 200 by mid-1957.

2. The training system of the Soviet air forces begins with pre-military training, pre-operational and operational, and includes staff and technical training together with a concurrent reserve program. Operational air training is based on a centrally prepared syllabus essentially similar to that of the USAF for individual air crews except that a number of flying hours is somewhat less. As a general rule the Soviet system lacks some of the refinements found in contemporary USAF training programs and utilizes fewer advanced training aids and other devices.



Most flying candidates are probably products of the pre-military system and the basic training schools of the Soviet air forces. The general stand of training and output of Long Range Aviation flying schools has not been firmly determined. Pilots may receive between 200 and 250 hours flying time during the three year pre-operational training phase. Considerable emphasis is placed on the training of the combined navigator-bombardier (system now followed by SAC). The annual output of Long Range Aviation flying schools cannot be documented, and is estimated to supply the equivalent of about 150 crews a year to operational units.



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