"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAI, Tibor

Critical graphs. Pt. 2. Mat kut kozl MTA 8 series A no. 3: 373-395 '63('64).

1. Editorial board member,"A Magyar Tudomanyos Akademia Matematikai Kutato Intezetenek Kozlemenyei."

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAI, Tibor

Elamentary correlations relating to the members and dissociative points of graphs. Mat kut kozl MTA 9 Series A no.1/2:235-236 '64.

1. Editorial Board Member, "A Magyar Tudomanyos Akademia Matematikai Kutato Intezetenek Kozlemenyei."

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAI, Zoltan

HARASZTI, Istvan, dr.,; GALLAI, Zoltan, dr.

Role of penicillin in prevention of congenital syphilis. Borgyogy. vener. szemle 8 no.4:127-129 July 54

(SYPHILIS, prevention and control)
prev. of congen. syphilis by penicillin)
(PENICILLIN, ther. use
syphilis, congen., prev.)

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAI, Zoltan

RACZ, Istvan, dr.; GALLAI, Zoltan, dr.; FOLDES, Miklos, dr.

Data on action mechanism of unsaturated fatty acids in the therapy of childhood eczemas. Borgyogy. vener. szemle 9 no. 6:225-228 Nov 55.

(LINOLEIC ACID, therapeutic use
eczema with hypochromic anemia in child, with linolenic acid, eff. on hematopoesis.)
(FATTY ACIDS, therapeutic use
linolenic acid with linoleic acid, in eczema with hypochromic anemia in child, eff. on hematopoesis)
(ECZEMA, in infant and child
compl., hypochromic anemia, ther., linoleic & linolenic acid, eff. on hematopoesis)
(ANEMIA HYPOCHROMIC, in infant & child
compl., eczema, ther., linoleic & linolenic acid, eff. on hematopoesis)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAI, Zoltan

RACZ, Istvan, dr.; GALLAI, Zoltan, dr.

Chlorpromazine in the therapy of skin diseases. Orv. hetil. 97 no.15:398-399 8 Apr 56.

1. A Nephadsereg Egeszsegugyi Szolgalatnak kozlemenye.

(PSORIASIS, ther.
chlorpromazine, results. (Hun))
(ECZEMA, ther.
same)
(BLISTER
form., exper., induced by iodoacetic acid, eff. of chlorpromazine. (Hun))
(CHLORPROMAZINE, ther. use
eczema, psoriasis & exper. blister form., results. (Hun))

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

EXCERPTA MEDICA Sec. 13 Vol. 11/7 Dermatology Jul 57

1815. RÁCZ St. and GALLAI Z. Budapest. *Angaben zur Rolle des Largactils bei der Behandlung einiger Hautkrankheiten. The role played by largactil in the treatment of some skin diseases DERM. WSCHR. 1956, 134/28 (770-773) Tables 3

Largactil, 3-chloro-10-(3-dimethylaminopropyl) phenothiazine hydrochloride, inhibits the function of the parasympathetic, lowers the blood pressure, is antispasmodic, sedative, antipyretic and antihistaminic. Six patients with psoriasis vulgaris, and 16 with various types of eczemas were treated with largactil, 3 doses of 25 mg. There was no visible effect upon the cases of psoriasis but in the eczematous patients, a marked reduction or complete disappearance of itching and thus improvement of the pathological picture, was observed. Rust - Berlin

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

PA 190T26

USSR/Chemistry - Oxygen, Chlorine Production Aug 51

"Method for Separate Catalytic Production of Oxygen and Chlorine From $Ca(ClO)_2$," V. M. Gallak

"Zhur Prik Khim" Vol XXIV, No 8, pp 798-806

$Ca(ClO)_2$ with small amts of catalysts at low temps can activate oxidation processes, while O_2 may be prepd with larger amts of catalysts at higher temps. Catalysts are oxides of Ni, Co, Fe, Cu, Mn, most satisfactory for development of O_2 being Co+Fe in 3:2 ratio. Catalysts and $Ca(ClO)_2$ will not interact in absence of H_2O. Inexpensive, available $Ca(ClO)_2$

190T26

GALLAK, V. M.

USSR/Chemistry - Oxygen, Chlorine Production Aug 51 (Contd)

can be used to replace very scarce $KClO_3$ (for production of O_2) and compds of Mn and HCl (for production of Cl_2).

190T26

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAK, V.M.; BELINSKAYA, N.I.; PAVLOVA, T.A.

Chlorination of methane by chlorine oxide. Zhur.prikl.khim. 38 no.11:2599-2602 N '65.

(MIRA 18:12)

1. Submitted October 14, 1963.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAK V. M.

The chemical dyeing of wood with nitrogen oxides. V. M. Gallak. *Derevoperera-botyvayushchaya i Lesokhim. Prom.* 3, No. 4, 10–11(1954).—Wood from aspen, pine, birch, beech, and oak was dyed with N oxides; the insect and bacterial resistance of the wood was increased, and the surface given an orange to brown color. The wood may be dyed by subjecting it for 5 min. to an atm. of NO_2 (prepd. from NO and O_2), or by immersion of the wood for 10–15 min. in a 5% aq. soln. of $FeSO_4.7H_2O$ followed by treatment for 10 min. with NO. In the prepn. of NO, 0.8 g. $FeSO_4.7H_2O$ and 0.20 g. $NaNO_2$ are mixed and 1.3–1.4 cc. H_2O is added. The gases are highly toxic. John Lake Kelly

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAK, V.M.; BELINSKAYA, N.I.; PAVLOVA, T.G.

Method of preparing chlorine oxide. Zhur.prikl.khim. 38 no.6:1225-1229 Je '65. (MIRA 18:10)

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAN, A., inz.

Final reports on scientific research tasks assigned by the Czechoslovak Academy of Sciences, Building and Architecture Institute of the Slovak Academy of Sciences, Bratislava. Stav cas 11 no.8:532 '63.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

MEGHEA,C.; DACU, Gh.; CONSTANTINESCU,M.; GAILANI,S.; IVANESCU,V.; NEGOESCU,M.

Our experience with the one-stage complex surgical cure of complicated thoracic tuberculous spndylitis. Rumanian med. rev. 7 no.3: 70-73 Ja-Mr'64.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

CALUSINSKI, Bogdan, mgr.; GALLAR, Jan, mgr. inz.; SKORUPA, Andrzej, mgr. inz.

Testing pressure welds in steel constructions with the ZSK-2 magnetic flaw detector. Przegl. spaw 15 no.10:228-229 0'63

1. Akademia Gorniczo-Hutnicza, Krakow.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GOLECKI, Jozef; GALLAR, Jan

Design solutions and computing methods of blast furnace skip hoists. Problemy proj hut maszyn 12 no.8:229-236 Ag '64.

1. School of Mining and Metallurgy, Krakow.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

CALUSINSKI, Bogdan, mgr.; GALLAR, Jan, mgr. inz.; SKORUPA, Andrzej, mgr inz.

N netic method of testing butt welds. Przegl spaw 16 no.7/8: 189-190 Jl-Ag'64

1. Technical University, Czestochowa (for Calusinski). 2. School of Mining and Metallurgy, Krakow (for Gallar and Skorupa).

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

L 61967-65 EWP(c)/EWP(v)/T/EWP(k)/EWP(l)/ETC(m) Pf-4 WW

ACCESSION NR: AT5015383 PO/2531/64/000/005/0145/0150 19 18 B+1

AUTHOR: Calusinski, Bogdan; Gallar, Jan

TITLE: Investigations on a prototype of the ZSK-1 transistorized magnetic flaw detector 14

SOURCE: Czestochowa. Politechnika. Zeszyty naukowe, no. 24, 1964. Nauki podstawowe, no. 5, 145-150

TOPIC TAGS: magnetic defectoscope, flaw detection, transistorized flaw detector

ABSTRACT: In the introductory section, the paper briefly discusses the present-day achievements in the testing of magnetic materials using magnetic flaw detectors. The difference method and the bridge method of magnetic flaw detection are discussed. A new design for a magnetic flaw detector using the bridge method is proposed. Its schematic is shown in Fig. 1 of the Enclosure. A one-stage amplifier was found to provide sufficient gain on account of the high sensitivity of the detector (an earphone from a hearing-aid apparatus). The complete instrument was mounted on a 20x9 cm celluloid plate. A 3-point measurement procedure is given. Appearance of an acoustic signal in the earphone indicates the presence of a flaw, and the signal intensity provides some measure of the flaw extent. The method of measuring the instrument sensitivity is also given. The instrument can detect, with sufficient certainty, flaws 1 mm in diameter at a depth of 18 mm under the

Card 1/3

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

L 62367-65

ACCESSION NR: AT5015383

surface. Various possible applications of this instrument are given. Orig. art. has 3 figures.

ASSOCIATION: Katedra Fizyki, Katedra Mechaniki i Wytrzymalosci Materialow, Politechnika Czestochowska (Departments of Physics and of Mechanics and Strength of Materials, Czestochowa Polytechnic Institute)

SUBMITTED: 00 ENCL: 01 SUB CODE: EC, IE

NO REF SOV: 001 OTHER: 003

Card 2/3

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

L 61967-65

ACCESSION NR: AT5015383

ENCL: 01

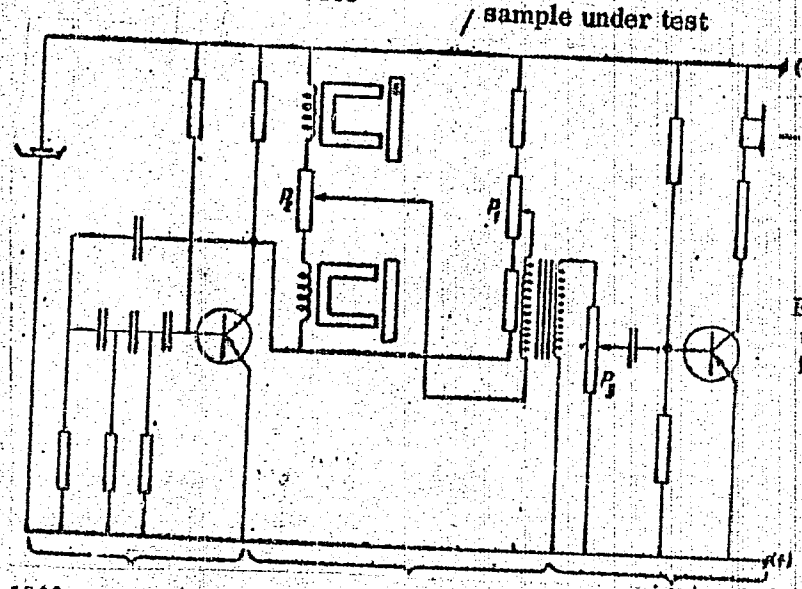

Fig. 1. Schematic of the transistorized magnetic flaw detector

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L 38141-65 EWT(d)/EWP(e)/T/EWP(v)/EWP(k)/EWP(l) Pf-4

ACCESSION NR: AP5006980 P/0034/65/000/002/0082/0083

AUTHOR: Calusinski, B. (Master); Golecki, J. (Docent, Doctor, Engineer); Gallar, J. (Master engineer)

TITLE: The transistorized magnetic flaw detector ZSK-2

SOURCE: Pomiary, automatyka, kontrola, no. 2, 1965, 82-83

TOPIC TAGS: Flaw detector, magnetic flaw detector, transistorized flaw detector, internal flaw / ZSK-2 flaw detector

ABSTRACT: The paper discusses the methods of magnetic flaw detection used so far from the standpoint of detecting flaws located far below the surface (internal flaws). It notes that there are no methods at present which can detect flaws lying deeper than 20 mm with the exception of the expensive x-ray methods. The paper describes in detail and discusses the principle of operation and the construction of an instrument for detecting deep lying flaws (Polish Patent No. 100609). Fig. 1 of the Enclosure shows the schematic of the measuring system of the instrument and Fig. 2 shows the block diagram of the flaw detector. The frequency of the generator of sinusoidal oscillations is 4 cps and the oscillation amplitude is about 3 volts. The voltage amplification factor of the selective amplifier is 1500. A procedure for using this instrument is given.

Card 1/2

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

L 2021-65
ACCESSION NR: AP5006980

Orig. art. has: 3 figures.

ASSOCIATION: Politechnika Czestochowska (Czestochowa Polytechnic Institute); (Golecki, Gallar) Akademia Gorniczo-Hutnicza, Krakow (Mining and Metallurgical Academy)

SUBMITTED: 00 ENCL: 02 SUB CODE: EC, IE

NO REF SOV: 003 OTHER: 005

Card 2/4

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

TOMANEK, A.; PULPYTEL, J.; GALLAS, J.

A new method of measurement of respiratory movements of the bronchi.
Cesk.otolar.9 no.5:271-273 O'60.

1. Vyzkumny ustav tuberkulozy v Praze 8, reditel doc.dr. R.Krivinka.
(BRONCHI physiol)
(RESPIRATION)

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

ACCESSION NR: AP4033066 P/0034/64/000/004/0168/0169

AUTHOR: Calusinski, Bogdan(Tsalusin'ski, B.)(Master in arts); Geller, Jan (Master engineer)

TITLE: The transistor magnetic ZSK-1 flaw detector

SOURCE: Pomiary, automatyka, kontrola, no. 4, 1964, 168-169

TOPIC TAGS: flaw detector, bridge detector, magnetic flaw detector, ZSK-1 flaw detector

ABSTRACT: The authors designed the ZSK-1 because of a lack of this type of flaw detector in Poland. The design is based on detection by the bridge method. The instrument (Fig. 1) consists of an RC transistor generator with acoustic frequency, a bridge measuring system, a transistor amplifier, and receivers. It has a frequency f = 1000 Hz, an amplitude of electric motor power output E_o = 2 V, and an output impedance R_{output} = 1 kΩ. It detects flaws that are 1 mm in diameter, located at depths of 18 mm. A slight change in the shape or dimensions of the core in the measuring system makes the instrument suitable for detecting flaws due to diminution, inclusion, and concentration of strain in ferromagnetic materials, for studying the thickness of ferromagnetic plates, and for studying

Card 1/3

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

ACCESSION NR: AP4033066

the thickness of foil or coatings made of nonmetallic materials. Work to improve the ZSK-1 flaw detector continues. Orig. art. has: 3 figures.

ASSOCIATION: Politechnika Czestochowska (Czestochowa Polytechnic); Akademia Gorniczo-Hutnicza, Krakow (Mining Academy)

SUBMITTED: 00 DATE ACQ: 15May64 ENCL: 01

SUB CODE: EC NO REF SOV: 002 OTHER: 000

Card 2/3

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

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ACCESSION NR: AP4033066

ENCLOSURE: 01

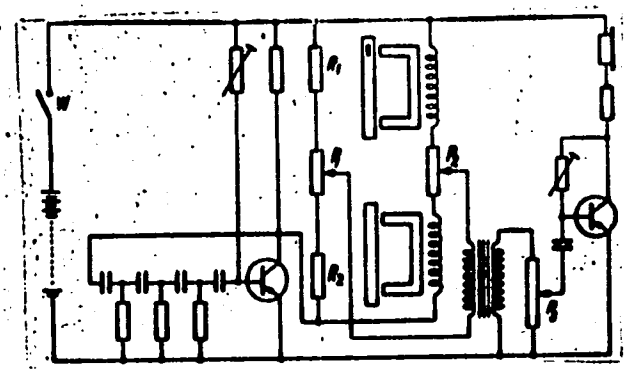

Fig. 1. Schematic diagram of the ZSK-1 flaw detector

1 - R_1 and R_2 - Rheostats; 2 - P_1, P_2, and P_3 - Potentiometers; 3 - W - Switch

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SABACKY, Vladimir, inz.; HOMOLA, Bedrich, inz.; VAVRA, Miroslav, inz.; GALLAS, Jan

Effectiveness of the construction of main lumberyards depends on the use of heavy duty machines. Les cas 11 no.3:249-272 Mr '65.

1. Enterprise Management of State Forests, Brno (for Sabacky and Homola). 2. Forest Enterprise Telc (for Vavra). 3. Forest Enterprise Rajnochovice (for Gallas). Submitted November 3, 1964.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

CA

23

Flotation methods for purification of waste waters. Wo-
ciech Calka. *Przegląd Papier.* 6, 17-20(1950).—The problem of reuse of white water in paper mills is discussed from the view of industrial economy, stream pollution, and recovery of fiber and other raw materials. Various methods of white-water treatment prior to its release into streams, with particular emphasis on flotation-type save-alls, are described. T. R. Zegree

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS, W.

"The Massey Coating Equipment" p. 26. (Przeglad Papierniczy, Vol. 9, no. 1, Jan. 1953, Lodz)

SO: Monthly List of East European Accessions, Vol. 3, No. 2, Library of Congress, Feb. 1954

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS W.

GALLAS, W.; RZYSKI, J.

How operational difficulties of papermaking machine No. 5 were overcome in the Paper Factory of Myszkow. p. 237. (PRZEGLAD PAPIERNICZY, Vol. 10, No. 8, Aug. 1954, Lodz, Poland)

SO: Monthly List of East European Accessions, (EEAL), LC, Vol. 3, No. 12, Dec. 1954, Uncl.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS, W.

GALLAS, W. Modernization of the paper machine to improve production. p. 270

Vol. 12, no. 9, Sept 1956
PRZEGLAD PAPIERNICZY
TECHNOLOGY
Lodz, Poland

So: East European Accession Vol. 6, no. 2, 1957

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GAILIS, V.

Modernization of the cigarette-paper machine

P. 45 (PRZEGLAD PAPIERNICZY) (Lodz, Poland) Vol. 13, no. 2, Feb. 1957

SO: Monthly Index of East European Accession (EEAI) IC Vol. 7, No. 5, 1958

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS, Wojciech, inz.

Automatic paper sorting. Przegl papier 19 no.12: 383-386 D'63.

1. Biuro Projektow Przemyslu Papierniczego, Lodz.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS, Wojciech, inz.

Radiclon type hydrocyclone cleaner. Przegl papier 20 no. 1: 18-20 Ja '64.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

Gallas, Wojciech, inż.

Application of pneumati transportation in the pulp and paper industry. Pt. 1. Przegl papier 20 no.6:183-186 Je '64.

1. Design Office of the Paper Industry, Łódź.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAS, Wojciech, inz.

Use of pneumatic transportation in the pulp and paper industry.
Pt. 2. Przegl papier 20 no.7:218-222 Jl '64

1. Design Office of Paper Industry, Lodz.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

STASINSKI, Witold, mgr inz.; GALLAS, Wojciech, inz.

Paper machine No.4 in the Szczecin Pulp and Paper Mill in Skolwin. Przegl papier 20 no.10:323-329 O '64.

1. Szczecin Pulp and Paper Mill, Skolwin (for Stasinski).
2. Design Office of Paper Industry, Lodz (for Gallas).

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

BAILETZ, I.; [illegible], Z.; [illegible], IY.

Civil engineering experiences in the Soviet Union. p. 213.

[illegible]. (Epitoipari Tudomanyos Egyesulet) Budapest, Hungary. Vol. 5, no. 10, Oct, 1953.

Monthly List of East European Accessions (EEAL) LC, Vol. 9, no. 1, Jan. 1960

Uncl.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

5(2) PHASE I BOOK EXPLOITATION SOV/2252

Akademiya nauk SSSR. Institut obshchey i neorganicheskoy khimii

Khimiya redkikh elementov, vyp. 3 (Chemistry of Rare Elements, Nr 3) Moscow, Izd-vo AN SSSR, 1957. 335 p. 4,500 copies printed. Errata slip inserted.

Ed. of Publishing House: Ya. S. Shlyapnikov; Tech. Ed.: A. A. Pavlovskiy; Editorial Board: I. V. Tananayev (Resp. Ed.), S. A. Fogelin, Ye. Ya. Rode, V. G. Prozev, and O. P. Bogush (Secretary).

PURPOSE: The book is intended for scientists and engineers concerned with the study and utilization of rare elements.

COVERAGE: The book is a collection of papers on investigations in the chemistry of rare elements conducted at the Institut obshchey i neorganicheskoy khimii imeni N. S. Kurnakova (Institute of General and Inorganic Chemistry imeni N. S. Kurnakov). No personalities are mentioned. There are 143 references; 99 Soviet, 23 English, 11 German, 10 French, 1 Italian, and 1 Japanese.

Card 3/3

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

TRET'YAKOV, Andrey Vladimirovich; GALLAY, B.M., redaktor; VALOV, N.A., redaktor izdatel'stva; KARASEV, A.I., tekhnicheskiy redaktor

[Rolling thin strips] Prokatka tonchaishei lenty. Moskva, Gos. nauchno-tekhn.izd-vo lit-ry po chernoi i tsvetnoi metallurgii, 1957. 96 p. (MIRA 10:7)
(Rolling (Metalwork))

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, Michal, inz.

Waterwork of Velka Domasa. Vodni hosp 13 no.1:37-38 '63.

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

34289
S/004/62/000/003/001/001
D238/D301

17.4100

AUTHORS: Kibardin, Yu., Candidate of Technical Sciences, and Gallay, M., Honored Test-Pilot of the USSR, Hero of the Soviet Union

TITLE: Barrier of the unknown. Engineers look forward

PERIODICAL: Znaniye - sila, no. 3, 1962, 17 - 19

TEXT: The article is based on an incident in a Soviet feature film "Barrier of the Unknown", which is shortly to be released. A super-fast test plane (no undercarriage) is cruising at 5,200 km/hr at a height of 92,000 meters waiting to be picked up by the carrier plane. A blue glow suddenly develops outside the plane and envelops the whole fuselage. However, it is not sensed by the pilot and is not recorded on any of the instruments. This phenomenon is then left to the two authors mentioned above to explain. Kibardin gives two possible explanations of the phenomenon. 1) The temperature of the boundary layer rises sufficiently to cause molecular dissociation of the air and the formation of atomic oxygen and nitrogen.

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These then enter into chemical reaction to form nitrous oxide, a gas that can glow at high temperatures. Although the glow is of no danger, the active atomic oxygen may enter into reactions with the superheated metal fuselage of the plane, weaken its strength and lead to an explosion. 2) Through friction with the air the plane may become charged to a very high potential and become a source of electrical discharge in the form of a cold glow. Gallay gives no explanation of the glow phenomenon but describes the development up to the end of World War II of the launching and recovery of planes from a carrier plane in the Soviet Union. Persons mentioned as connected with this development are: Aviation Engineer V.S. Vakhmistrov, Test-Pilots Anisimov and V.P. Chkalov, Pilot A.I. Zalevskiy, Test-Pilot V.A. Stepachenok, Captain Arseniy Shubikov. The authors point out that nobody has yet seen such a glow as is described. There are 6 photos.

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L 10409-63 FA/EPA(b)/EWT(d)/EWT(l)/EWA(g)/EWT(m)/BDS/ES(v)--AEDC/AFFTC/ASD/APMDC/APGC/SSD--Pd-4/Py-4/Pe-4

PHASE I BOOK EXPLOITATION SOV/6364

77
73

Gallay, M. L.

Osobennosti pilotirovaniya reaktivnykh samoletov (Special Features in Piloting Jet Aircraft) Moscow, Izd-vo DOSAAF, 1962. 195 p. Errata slip inserted. 7600 copies printed.

Ed.: A. A. Vasil'yev; Tech. Ed.: L. T. Mikhlina.

PURPOSE: This manual is intended to familiarize pilots, instructors, and engineering personnel in the handling of jet aircraft. It can be used also by DOSAAF schools and the Civil Air Fleet.

COVERAGE: The book discusses the theory of high-speed aerodynamics, and the piloting of jet aircraft under various conditions.

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L 10109-63

Special Features in Piloting Jet Aircraft SOV/6364

Automatic electronic devices for simplifying controls, already in use, will be applied on a large scale, as will cybernetic piloting units. The automatic fuel devices used on all modern jet engines independently regulate the engine to the flight program designated by the pilot with a "single jerk" of the control levers.

AVAILABLE: Library of Congress

SUBJECT: Aerospace

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Card 3/3

AD/dk/jw
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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M. L.

Opredelenie profil'nogo soprotivleniia kryla samoleta v polete metodom impul'sov. Moskva, 1938. 36 p., illus., tables, diagrs. (TSAGI. Tekhnicheskie zametki, no. 161)

Bibliography: p. 36.

Title tr.: Determination of profile drag in flight by momentum measurements.

TL570.M6 no. 161

SO: Aeronautical Sciences and Aviation in the Soviet Union, Library of Congress, 1955.

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M.L.

Vliianie skorostnogo polia vokrug samoleta na pokazaniia al'timetrov i barografov. (TSAGI, Trudy, 1939, p. 3-9, illus., diagrs.)

Title tr.: Effect of velocity distribution of air around the aircraft upon indicators of altimeters and barometers.

QA911.M65 no. 427

SO: Aeronautical Sciences and Aviation in the Soviet Union, Library of Congress, 1955

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M.L.

GALLAY, M.L., and B.N. EGOROV.

Izmerenie temperatury narushnogo vozdukha v polete. (TSAGI. Trudy, 1939, no. 427 p. 6-8, diagrs.)

Title tr.: Measurements of outside air temperature in flight.

QA911.M65 no. 427

SO: Aeronautical Sciences and Aviation in the Soviet Union, Library of Congress, 1955

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

CALAI, M.L.

Ob uluchshenii prodol'noi ustoichivosti seriinykh samoletov. (Tekhnika vozdushnogo flota, 1945, no. 4, p. 1-7, 17, diagrs., bibliography)

Title tr.: Improvement of longitudinal stability of airplanes produced in series.

TL504.T4 1945

SO. Aeronautical Science and Aviation in the Soviet Union. Library of Congress, 1955.

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M. L.

86-5-5/24

AUTHOR: Gallay, M. L., Col, Test Pilot, First Class, Hero of the Soviet Union, Candidate of Technical Sciences

TITLE: Takeoff and Landing of an Aircraft with a Bicycle Landing Gear (Vzlet i posadka samoleta s velosipednym shassi)

PERIODICAL: Vestnik Vozdushnogo Flota, 1957, Nr 5, pp. 27-34 (USSR)

ABSTRACT: A bicycle landing gear (Figure 1) consists of the two main struts, which are located under the fuselage, in the plane of the aircraft symmetry, and of two wing struts. The weight of the aircraft is usually distributed almost equally between the main struts. The wing struts are used to prevent the aircraft from banking when it moves on the ground. They carry only a very small part of the aircraft's weight. A bicycle landing gear has no tendency toward directional instability and spontaneous turns while moving on the ground. It has perfect visibility while taxiing. Its piloting is somewhat different. The control and the braking actions in an aircraft equipped with a bicycle landing gear are independent of one another. It follows that the braking may be of any strength, that a nonsynchronous adjustment of brakes or getting a wheel onto a slippery or wet section of the landing strip affect the direction of motion or the braking regime of the aircraft. In addition, a rotating front strut permits

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Takeoff and Landing of an Aircraft with a Bicycle Landing Gear (Cont.)

settling and maintaining the required radius of turn more precisely and makes easy the directional control of the aircraft at a side wind during takeoff on a landing run. An automatic increase of the attack angle during the takeoff run by means of the "squat" of the rear strut or the straightening of the front strut shortens the takeoff run distance and makes the takeoff independent of the action of the pilot. There is a diagram (Figure 2) showing the variation of the attack angle during the takeoff run of aircraft with a bicycle landing gear and an automatic increase for the takeoff. Attention should be directed to the fact that the attack angle of an aircraft with a bicycle landing gear cannot be controlled during the takeoff run up to the moment of take-off and depends only on the design parameters of the aircraft. Aircraft of small and medium tonnage are sometimes equipped with a semi-bicycle landing gear. It is like a three-wheel landing gear whose nose wheel is left unchanged,

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Takeoff and Landing of an Aircraft with a Bicycle Landing Gear (Cont.)

while the main wheels are squeezed together and can be withdrawn into the fuselage as one carriage. The main wheels of these aircraft are displaced to the rear from the center-of-gravity farther than in the classic three-wheel landing system. The takeoff of an aircraft with a semi-bicycle landing gear differs from that of an aircraft with a bicycle landing gear. The former takes off in an ordinary way by lifting the nose wheel and creating a fore-and-aft angle during the takeoff run. There is a schematic drawing (Figure 3) showing the basic moments acting upon the aircraft in a longitudinal plane when the aircraft is moving on the ground with a lifted nose wheel. It is evident that the moments are created by a weight force, G, a lift force, Y, an aerodynamical resistance force, X, a lift force of the horizontal empennage, $Y_{h.e}$, and a thrust force of the power plant, P. When the aircraft moves on the ground in a side wind, there always appears the lateral aerodynamical force $Z = \frac{b}{h}(N_1 - N_2)$ (Figure 4) striving to overturn the

Card 3/4 aircraft to overside and [illegible]

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Takeoff and Landing of an Aircraft with a Bicycle Landing Gear (Cont.)

an-uneven distribution of the load on the left and right wheels of the landing gear (h is the distance between the point of application of the force and the ground, b is half of the track gauge of the landing gear, and N_1 and N_2 are the forces of the earth's reaction applied to the wheels). The reaction force of the earth appearing when the front landing strut touches the ground creates a moment about the center-of-gravity of the aircraft which favors the increase of the angle of attack. As a result, the lift force increases and the aircraft repeatedly leaves the ground. Such bouncing may become progressive. The pilot of an aircraft with a bicycle landing gear must pay special attention to make the landing on the rear strut or on both struts simultaneously. There is a schematic drawing (Figure 5) showing the position of the bicycle landing gear with respect to the earth's surface during the takeoff and landing. There are 5 figures.

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SOV/86-58-10-23/40

AUTHOR: Gallay, M.L., Col, Test Pilot First Class, Candidate of Technical Sciences, Hero of the Soviet Union

TITLE: Lateral and Directional Stability of Aircraft (Poperechnaya i putevaya ustoychivost' samoleta)

PERIODICAL: Vestnik vozdushnogo flota, 1958, Nr 10, pp 49-53 (USSR)

ABSTRACT: A discussion and explanation of some stability phenomena, especially of those which, the author states, are often misunderstood. As soon as the aircraft changes its direction of flight by the action of turbulent air, the aerodynamic banking and yawing moments develop immediately. The yaw is righted by the directional stability. When flying in bumpy air, the overwhelming majority of bank attitudes are not caused directly by the turbulent air but are reactions to divergent motions. The lateral static stability is manifested by

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the appearance of a lateral moment which banks the aircraft in the direction contrary to the divergent motion. The lateral and directional stabilities are the main factors which affect the character of the lateral movement of the aircraft; the designer can, by controlling these stabilities, control the lateral movement efficiently. However, by making the lateral stability too effective, the aircraft may lose its good flying qualities: it would tend to bank excessively; this phenomenon has been often mistakenly understood as the manifestation of poor lateral stability. In multi-engine aircraft, as soon as an engine located on the wing stops working, the aircraft starts yawing; it continues flying by inertia in the same direction. There have been aircraft with a much too excessive, lateral stability, and therefore they tended to be unsafe; they banked very heavily and even turned upside down. To prevent this, not the ailerons but the rudder was used; it then removed the initial cause of

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banking. In aircraft with a "neutral" lateral stability, which is the desirable property in all aircraft, there is practically no banking in such cases of engine failure; the pilot then eliminates the yawing by adjusting the rudder trim tab. Excessive lateral stability is especially dangerous with turboprop engine aircraft because the propeller of a stopped engine develops a heavy drag (before its blades are feathered); a sharp bank can develop even when, at a moment of a raised thrust during power approach, the thrust fails to rise synchronously in all the engines of the aircraft. An increased directional stability is quite useful; it lowers, in a degree, the destabilizing effect of excessive lateral stability in cases where the value of the lateral stability itself cannot be lowered and also in the moments when the thrust fails to be symmetric. A high directional stability simplifies substantially the task of the pilot when he executes a turn since deviation from the correct attitude of the

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aircraft develops immediately a strong righting yawing moment. A high directional stability of the aircraft makes piloting more effective and flying safer.

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GALLAY, M., Geroy Sovetskogo Soyuza, zasluzhennyy letchik-ispytatel' SSSR

Test pilots. IUn. tekh. 4 no.9:24-29 S '59. (MIRA 12:12)

(Airplanes--Flight testing)

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GALLAY, M.L., Geroy Soverskogo Soyuza, zasluzhennyy letchikispytatel' SSSR, kand.tekhn.nauk

Flying with uncomplete and uneven thrust. Vest.Vozd.Fl. no.3:53-60 Mr '60. (MIRA 13:9)

(Airplanes--Aerodynamics)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M.

Beyond the sound barrier ("The lonely sky" by William Bridgeman and Jacqueline Hazard. Reviewed by M.Gallai). IUn. tekh. 4 no.1:42-44 Ja '60. (MIRA 13:5)
(Jet planes--Flight testing) (Bridgeman, William) (Hazard, Jacqueline)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M. Geroy Sovetskogo Soyuza, zasluzhennyy letchik-ispytatel' SSSR.

American pilot Everest's book ("The fastest man alive" by Frank K. Everest). Reviewed by M. Gallai. Grazhd.av. 18 no.1:31 Ja '61. (MIRA 14:3)

(Airplanes—Flight testing)
(Everest, Frank K.)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, M.L.; VASIL'YEV, A.A., red.; MIKHLINA, L.T., tekhn. red.

[Piloting jet airplanes]Osobennosti pilotirovaniia reaktivnykh samoletov. Moskva, Izd-vo DOSAAF, 1962. 195 p. (MIRA 16:2)
(Jet planes--Piloting)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, Mark Lazarevich, Geroy Sovetskogo Soyuza, zasl. letchik-ispytatel' SSSR; FEDCHENKO, V., red.; GRIGOR'YEVA, Ye., tekhn. red.

[Through invisible barriers; from the notes of a test pilot] Cherez nevidimye bar'ery; iz zapisok letchika-ispytatelia. 2. izd. Moskva, Molodaia gvardiia, 1962. 124 p. (MIRA 15:8)

(Airplanes--Flight testing)

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ACCESSION NR: AM3001368 S/0000/62/000/000/0001/0196

86

AUTHOR: Gallay, M. L.

TITLE: Osobennosti pilotirovaniya reaktivny*kh samoletov (Special features in piloting jet aircraft)

SOURCE: Osobennosti pilotirovaniya reaktivny*kh samoletov, Moskva, Izd-vo DOSAAF, 1962, 11, 12, 15, 92, 185, 190

TOPIC TAGS: aircraft control system, boundary-layer control, oscillation damper, cybernetic piloting unit

ABSTRACT: The following points of special interest are mentioned: 1) A number of designs for the control of a wing's boundary layer have been drawn up, and the first wind-tunnel and flight tests have given positive results. 2) The spontaneous oscillation of an aircraft at high altitudes is eliminated by an oscillation damper, which is part of the control system. The damper automatically compensates for aircraft oscillation, and pilot control is achieved with one motion of the controls. 3) The automatic electronic devices for simplifying controls already in use will be applied on a large scale, as will cybernetic piloting units. 4) The automatic devices are used on all modern jet engines to

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regulate the flow of fuel to the engines in response to speed changes initiated by the pilot with a "single jerk" of the throttles. 5) Experimental aircraft have attained speeds exceeding Mach 5. 6) Special equipment for rapid pressurized fueling of aircraft has been developed and is being introduced. Orig. art. has: 62 figures and 1 table.

ASSOCIATION: none

SUBMITTED: 00 DATE ACQ: 05Apr63 ENCL: 00

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GALLAY, Mark Lazarevich, Geroy Sovetskogo Soyuza, Zasluzhennyy letchik-ispytatel' SSSR; FEDCHENKO, V., red.; SAVEL'YEVA, V., tekhn. red.

[Tested in the sky; continuation of the memoirs of a test pilot, "Over invisible barriers."] Ispytano v nebe; prodolzhenie zapisok letchika-ispytatelia "Cherez nevidimye bar'ery." Moskva, Molodaia gvardiia, 1963. 267 p. (MIRA 16:10)

(Airplanes--Flight testing)

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

KOTIK, Mikhail Grigor'yevich, kand. tekhn. nauk; PAVLOV, Aleksey Vasil'yevich, inzh.; PASHKOVSKIY, Igor' Mikhaylovich, kand. tekhn. nauk; SARDANOVSKIY, Yuriy Sergeyevich, inzh.; SHCHITAYEV, Nikolay Grigor'yevich, inzh.; GALLAY, M.L., kand. tekhn. nauk, zasl.letchik-ispytatel' SSSR, retsenzent; KIRILLOV, Ye.A., inzh., retsenzent

[Flight testing of airplanes] Letnye ispytaniia samoletov. Moskva, Mashinostroenie, 1965. 379 p. (MIRA 18:11)

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GALLAY, Mark Lazarevich, Geroy Sovetskogo Soyuza, zasl. letchik-ispytatel' SSSR; FEDCHENKO, V., red.

[Through invisible barriers. Tested in the sky; from the notes of a test pilot] Cherez nevidimye bar'ery. Ispytano v nebe; iz zapisok letchika-ispytatelia. Moskva, Molodaia gvardiia, 1965. 445 p. (MIRA 19:1)

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Gallay, Mark Lazarevich

Through invisible barriers. Tested in the sky; from the notes of a test pilot (Cherez nevidimyye bar'yery. Ispytano v nebe; iz zapisok letchika-ispytatelya) Moscow, Izd-vo TSK VLSKM "Molodaya gvardiya", 65. 044 p. 100,000 copies printed.

TOPIC TAGS: pilot training, jet aircraft

PURPOSE AND COVERAGE: This book is an account on test pilots whose work is very important for the perfection of aircraft. While writing about these men, the author tries to limit the subject of aviation technology to a minimum necessary for the understanding of the work of a test pilot. Unfortunately, the author never kept a diary on his flights and was forced to rely on his memory. His reports contain some factual inaccuracies.

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From the author -3

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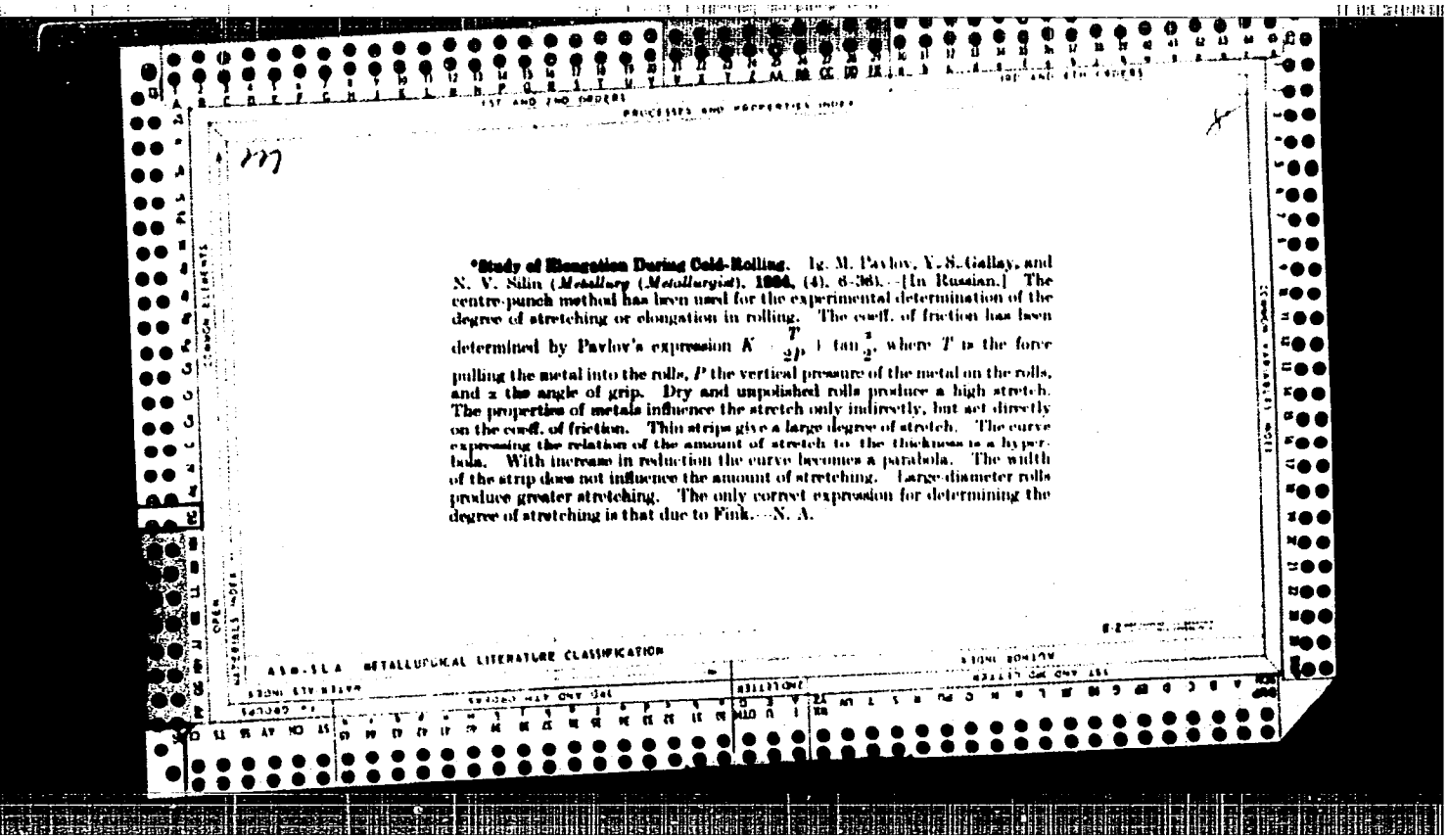

***Study of Elongation During Cold-Rolling.** Ig. M. Pavlov, Y. S. Gallay, and N. V. Silin (*Metallurg* (*Metallurgist*), **1934**, (4), 8–36).—[In Russian.] The centre-punch method has been used for the experimental determination of the degree of stretching or elongation in rolling. The coeff. of friction has been determined by Pavlov's expression $K = \frac{T}{2P} + \tan\frac{z}{2}$, where T is the force pulling the metal into the rolls, P the vertical pressure of the metal on the rolls, and z the angle of grip. Dry and unpolished rolls produce a high stretch. The properties of metals influence the stretch only indirectly, but act directly on the coeff. of friction. Thin strips give a large degree of stretch. The curve expressing the relation of the amount of stretch to the thickness is a hyperbola. With increase in reduction the curve becomes a parabola. The width of the strip does not influence the amount of stretching. Large-diameter rolls produce greater stretching. The only correct expression for determining the degree of stretching is that due to Fink.—N. A.

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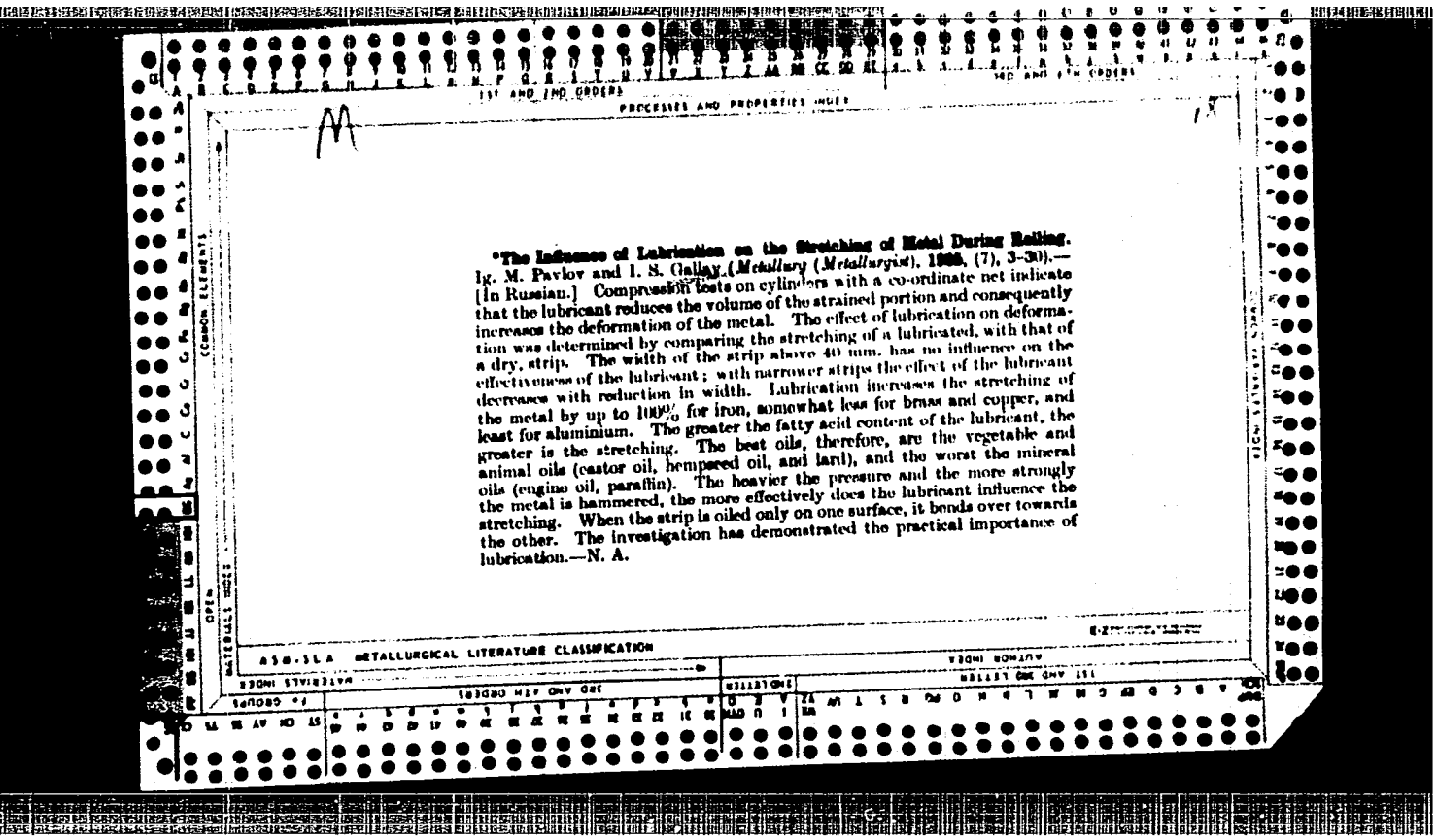

***The Influence of Lubrication on the Stretching of Metal During Rolling.** Ig. M. Pavlov and I. S. Gallay. (*Metallurg* (*Metallurgist*), 1933, (7), 3–30).—[In Russian.] Compression tests on cylinders with a co-ordinate net indicate that the lubricant reduces the volume of the strained portion and consequently increases the deformation of the metal. The effect of lubrication on deformation was determined by comparing the stretching of a lubricated, with that of a dry, strip. The width of the strip above 40 mm. has no influence on the effectiveness of the lubricant; with narrower strips the effect of the lubricant decreases with reduction in width. Lubrication increases the stretching of the metal by up to 100% for iron, somewhat less for brass and copper, and least for aluminium. The greater the fatty acid content of the lubricant, the greater is the stretching. The best oils, therefore, are the vegetable and animal oils (castor oil, hempseed oil, and lard), and the worst the mineral oils (engine oil, paraffin). The heavier the pressure and the more strongly the metal is hammered, the more effectively does the lubricant influence the stretching. When the strip is oiled only on one surface, it bends over towards the other. The investigation has demonstrated the practical importance of lubrication.—N. A.

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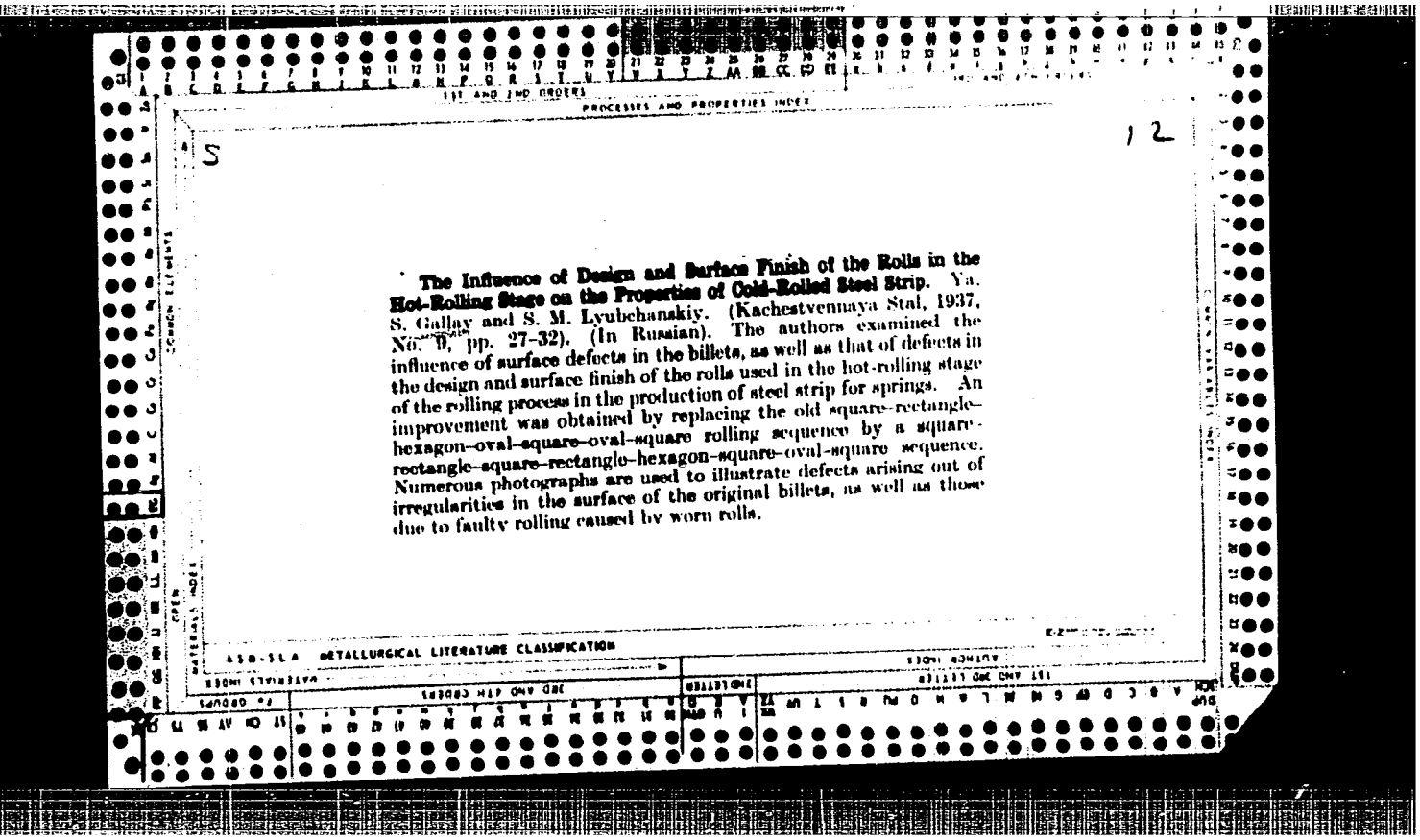

The Influence of Design and Surface Finish of the Rolls in the Hot-Rolling Stage on the Properties of Cold-Rolled Steel Strip. Ya. S. Gallay and S. M. Lyubchanskiy. (Kachestvennaya Stal, 1937, No. 9, pp. 27–32). (In Russian). The authors examined the influence of surface defects in the billets, as well as that of defects in the design and surface finish of the rolls used in the hot-rolling stage of the rolling process in the production of steel strip for springs. An improvement was obtained by replacing the old square–rectangle–hexagon–oval–square–oval–square rolling sequence by a square–rectangle–square–rectangle–hexagon–square–oval–square sequence. Numerous photographs are used to illustrate defects arising out of irregularities in the surface of the original billets, as well as those due to faulty rolling caused by worn rolls.

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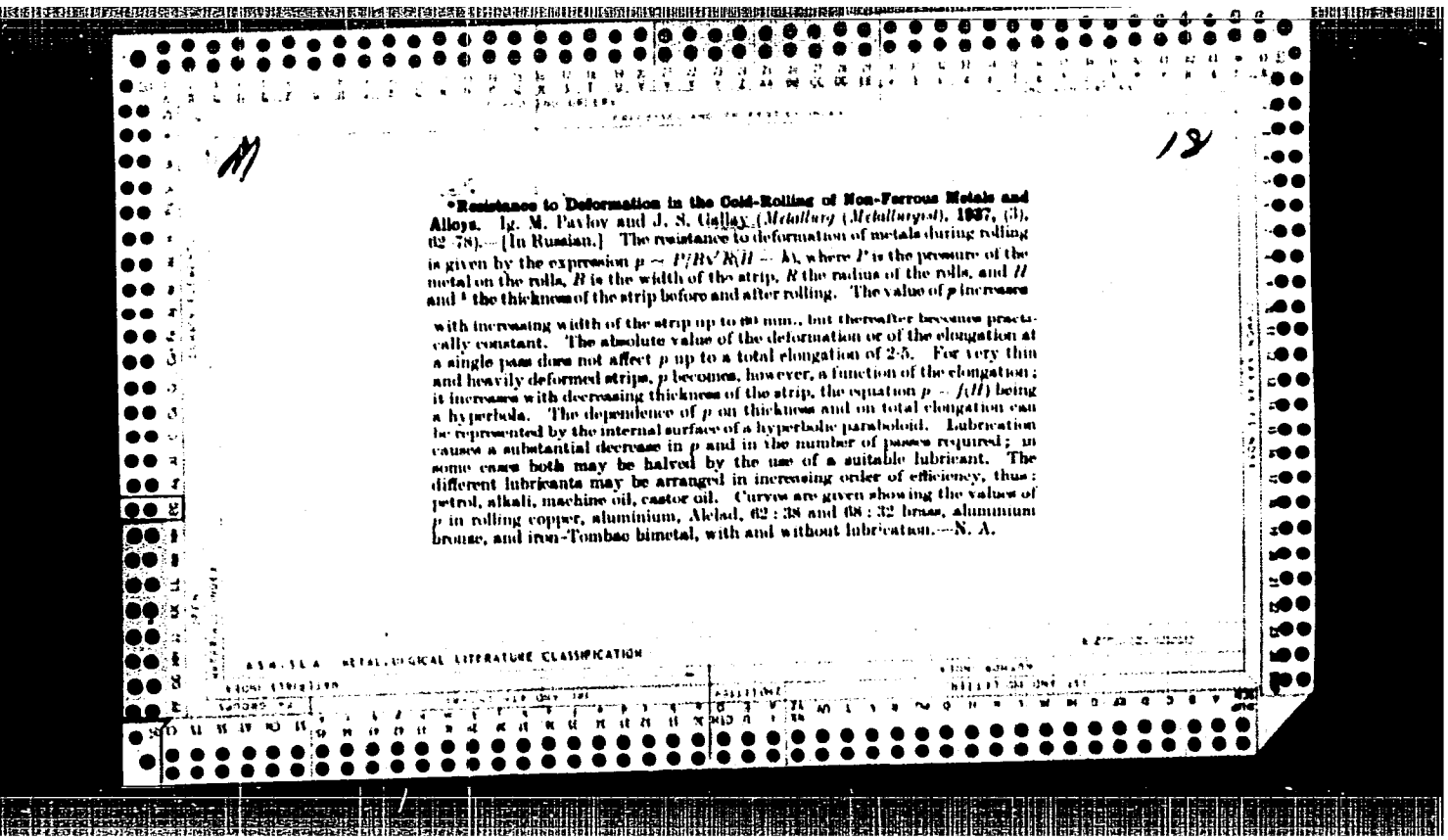

***Resistance to Deformation in the Cold-Rolling of Non-Ferrous Metals and Alloys.** Ig. M. Pavlov and J. S. Galkin. (*Metallurg* (*Metallurgist*), **1937**, (3), 62–78).—[In Russian.] The resistance to deformation of metals during rolling is given by the expression $p = P/Bv'R/H - h$, where P is the pressure of the metal on the rolls, B is the width of the strip, R the radius of the rolls, and H and h the thickness of the strip before and after rolling. The value of p increases with increasing width of the strip up to 60 mm., but thereafter becomes practically constant. The absolute value of the deformation or of the elongation at a single pass does not affect p up to a total elongation of 2·5. For very thin and heavily deformed strips, p becomes, however, a function of the elongation; it increases with decreasing thickness of the strip, the equation $p = f(H)$ being a hyperbola. The dependence of p on thickness and on total elongation can be represented by the internal surface of a hyperbolic paraboloid. Lubrication causes a substantial decrease in p and in the number of passes required; in some cases both may be halved by the use of a suitable lubricant. The different lubricants may be arranged in increasing order of efficiency, thus: petrol, alkali, machine oil, castor oil. Curves are given showing the values of p in rolling copper, aluminium, Alclad, 62 : 38 and 68 : 32 brass, aluminium bronze, and iron-Tombac bimetal, with and without lubrication.—N. A.

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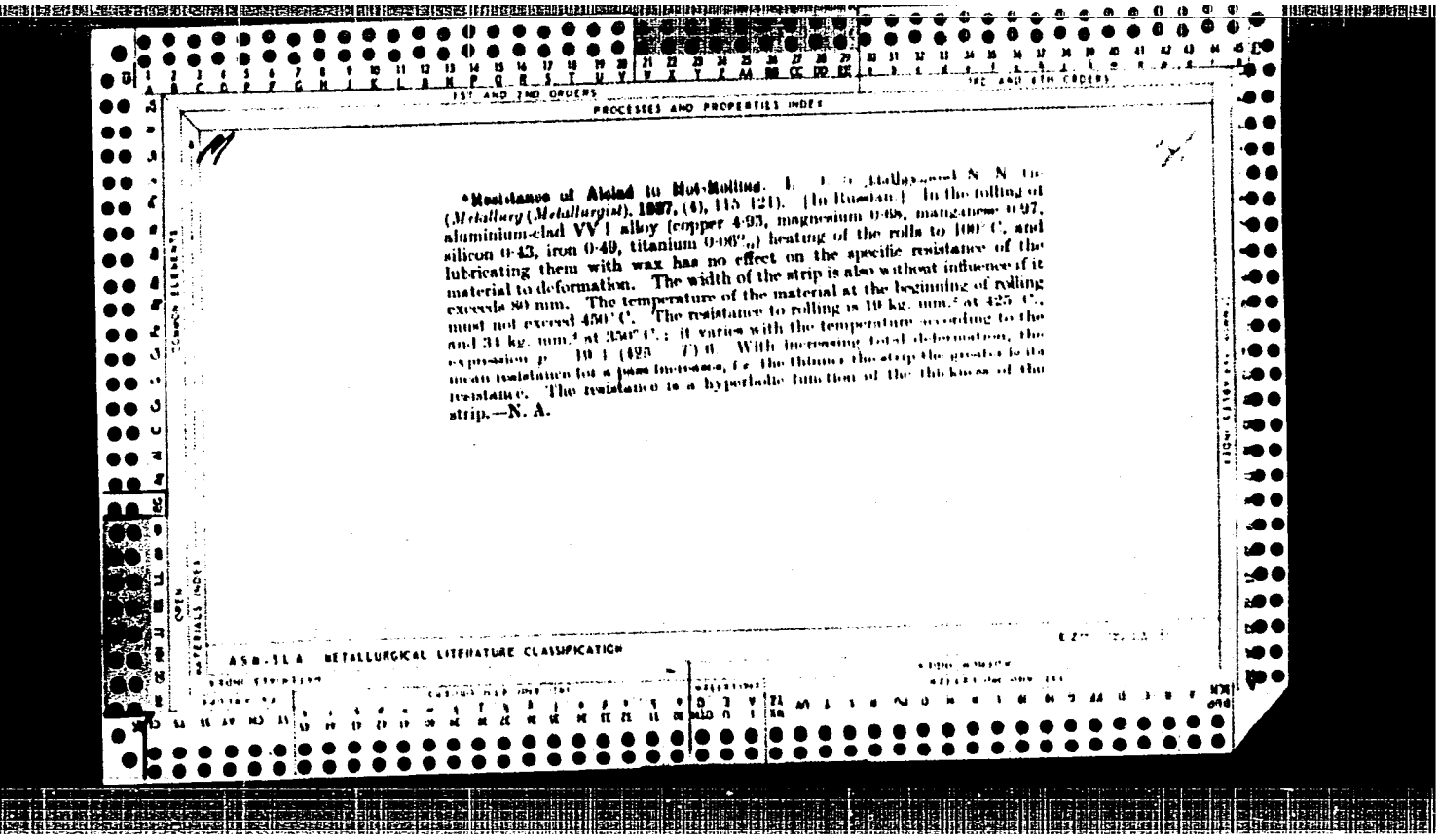

PROCESSES AND PROPERTIES INDEX

Resistance of Alclad to Hot-Rolling. I. [illegible] (*Metallurg* (*Metallurgist*), **1937**, (6), 115–121). [In Russian.] In the rolling of aluminium-clad VV 1 alloy (copper 4·93, magnesium 0·68, manganese 0·97, silicon 0·43, iron 0·49, titanium 0·06%) heating of the rolls to 100° C. and lubricating them with wax has no effect on the specific resistance of the material to deformation. The width of the strip is also without influence if it exceeds 80 mm. The temperature of the material at the beginning of rolling must not exceed 450° C. The resistance to rolling is 10 kg. mm.^{2} at 425° C. and 34 kg. mm.^{2} at 350° C.; it varies with the temperature according to the expression $p = 10 \cdot 1 (425 - T)/6$. With increasing total deformation, the mean resistance for a pass increases, *i.e.* the thinner the strip the greater is its resistance. The resistance is a hyperbolic function of the thickness of the strip.—N. A.

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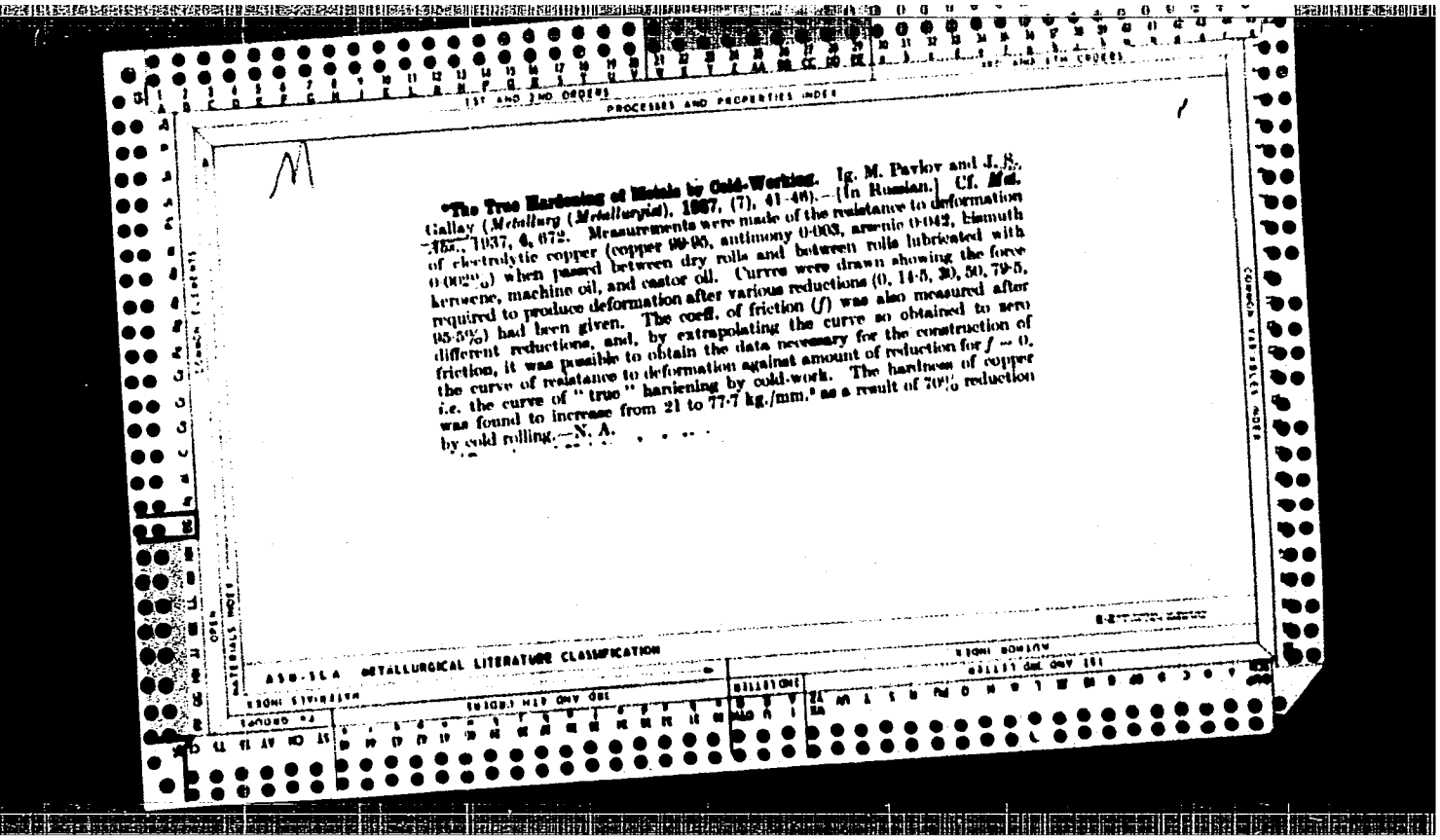

PROCESSES AND PROPERTIES INDEX

"The True Hardening of Metals by Cold-Working." Ig. M. Pavlov and J. S. Galley (*Metallurg* (*Metallurgist*), 1937, (7), 41–46).—[In Russian.] Cf. *Met.* –155., 1937, 4, 672. Measurements were made of the resistance to deformation of electrolytic copper (copper 99·95, antimony 0·003, arsenic 0·042, bismuth 0·002%) when passed between dry rolls and between rolls lubricated with kerosene, machine oil, and castor oil. Curves were drawn showing the force required to produce deformation after various reductions (0, 14·5, 30, 50, 79·5, 85·5%) had been given. The coeff. of friction (f) was also measured after different reductions, and, by extrapolating the curve so obtained to zero friction, it was possible to obtain the data necessary for the construction of the curve of resistance to deformation against amount of reduction for $f = 0$, i.e. the curve of "true" hardening by cold-work. The hardness of copper was found to increase from 21 to 77·7 kg./mm.² as a result of 70% reduction by cold rolling.—N. A.

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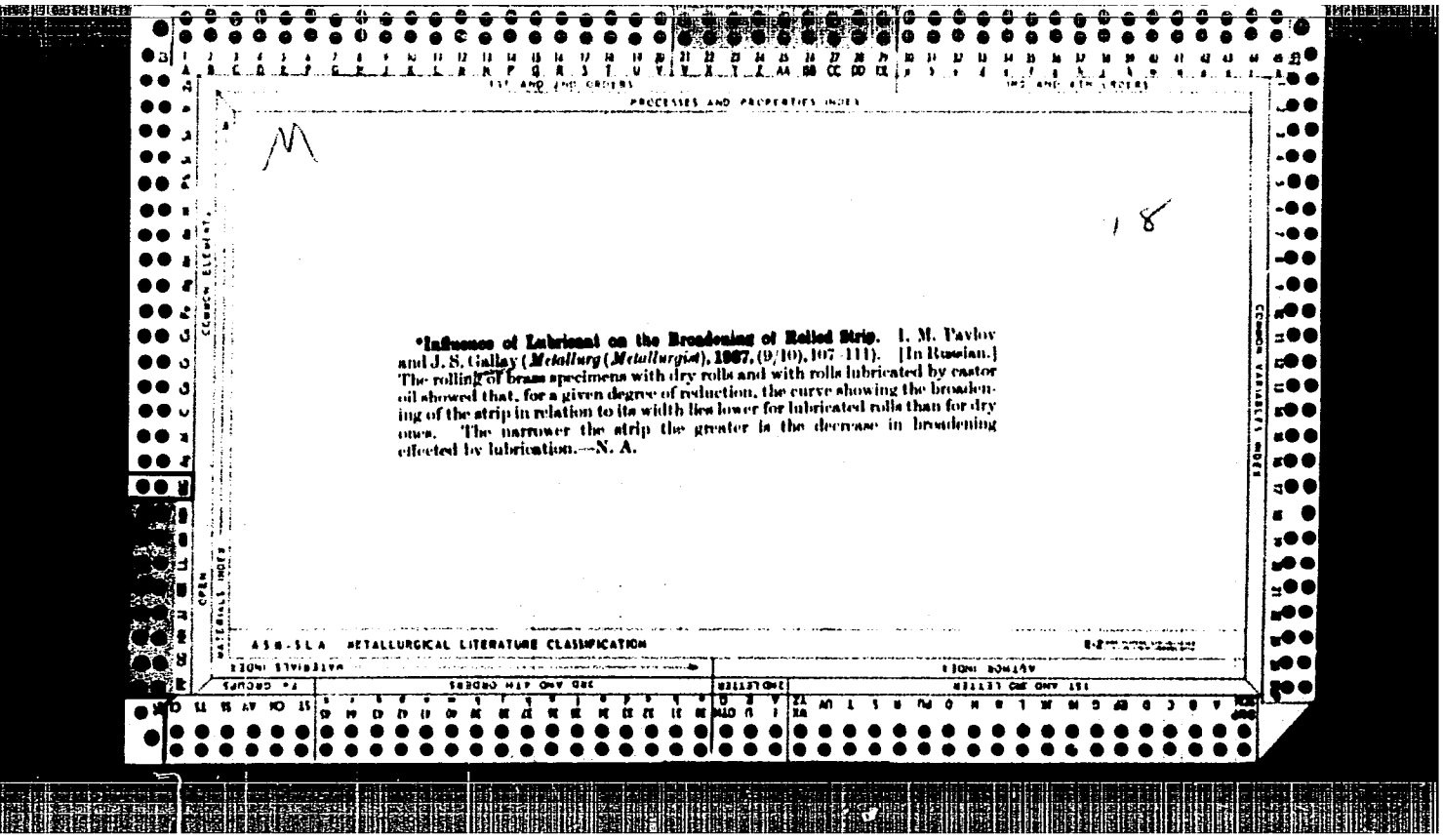

***Influence of Lubricant on the Broadening of Rolled Strip.** I. M. Pavlov and J. S. Galkin (*Metallurg* (*Metallurgist*), **1957**, (9/10), 107–111). [In Russian.] The rolling of brass specimens with dry rolls and with rolls lubricated by castor oil showed that, for a given degree of reduction, the curve showing the broadening of the strip in relation to its width lies lower for lubricated rolls than for dry ones. The narrower the strip the greater is the decrease in broadening effected by lubrication.—N. A.

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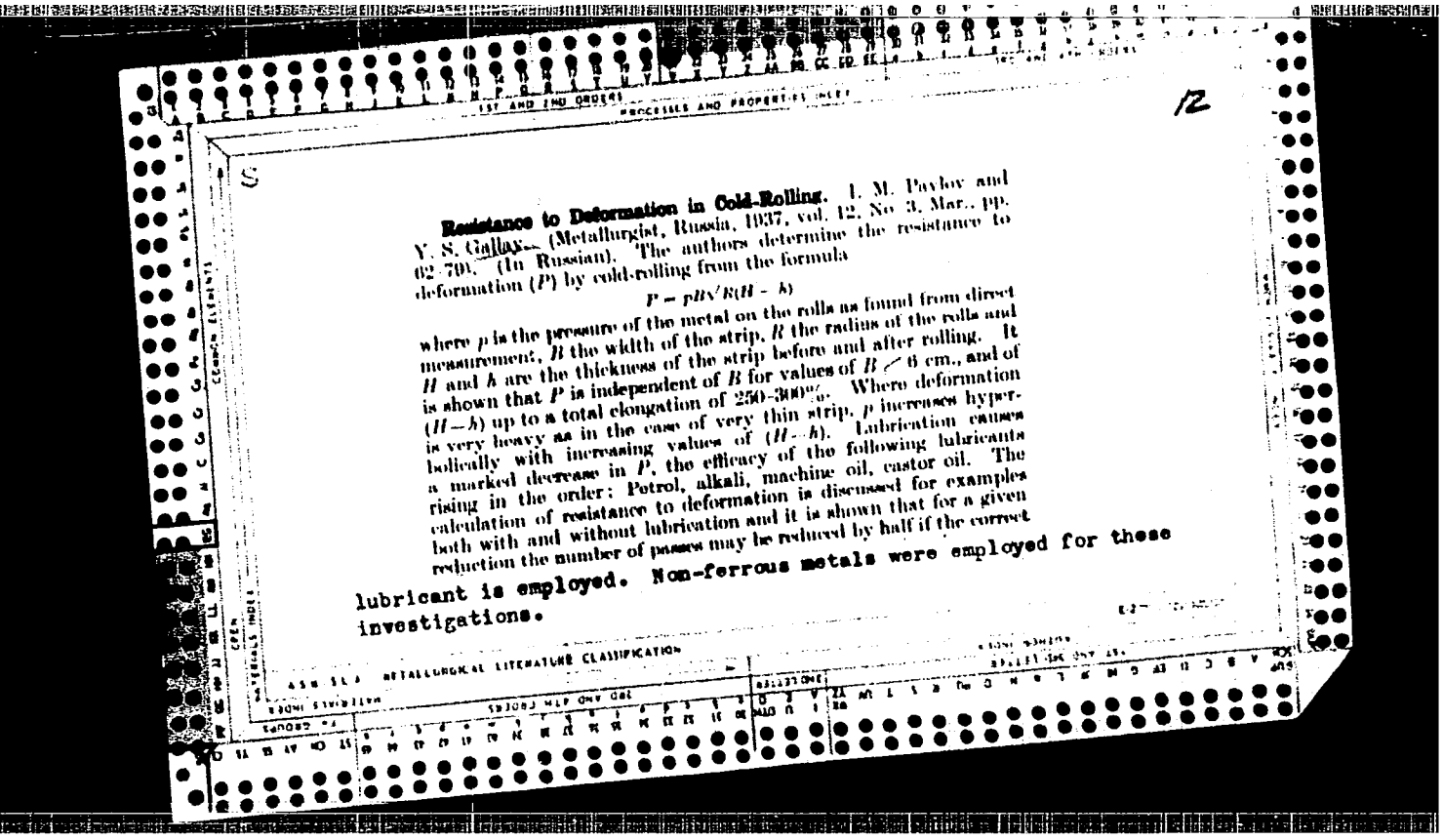

Resistance to Deformation in Cold-Rolling. I. M. Paylov and Y. S. Gallay. (Metallurgist, Russia, 1937, vol. 12, No. 3, Mar., pp. 62-70). (In Russian). The authors determine the resistance to deformation (P) by cold-rolling from the formula

$$P = pBV R(H - h)$$

where p is the pressure of the metal on the rolls as found from direct measurement, B the width of the strip, R the radius of the rolls and H and h are the thickness of the strip before and after rolling. It is shown that P is independent of B for values of B > 6 cm., and of $(H-h)$ up to a total elongation of 250-300%. Where deformation is very heavy as in the case of very thin strip, P increases hyperbolically with increasing values of $(H-h)$. Lubrication causes a marked decrease in P, the efficacy of the following lubricants rising in the order: Petrol, alkali, machine oil, castor oil. The calculation of resistance to deformation is discussed for examples both with and without lubrication and it is shown that for a given reduction the number of passes may be reduced by half if the correct lubricant is employed. Non-ferrous metals were employed for these investigations.

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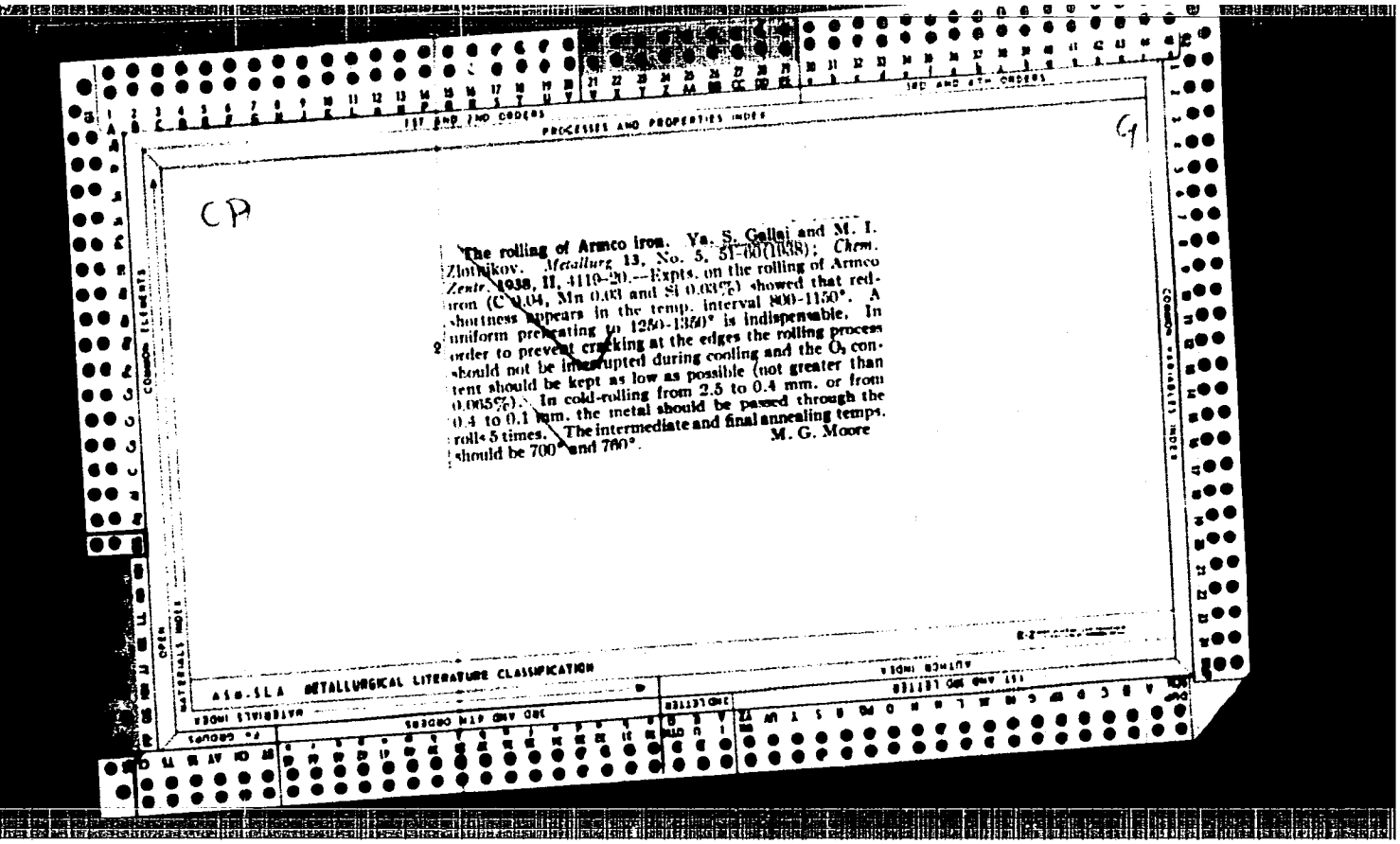

CP

G

The rolling of Armco iron. Ya. S. Gallai and M. I. Zlotnikov. *Metallurg* 13, No. 5, 51-60(1938); *Chem. Zentr.* 1938, II, 4119-20.—Expts. on the rolling of Armco iron (C 0.04, Mn 0.03 and Si 0.03%) showed that red-shortness appears in the temp. interval 800-1150°. A uniform preheating to 1250-1350° is indispensable. In order to prevent cracking at the edges the rolling process should not be interrupted during cooling and the O_2 content should be kept as low as possible (not greater than 0.005%). In cold-rolling from 2.5 to 0.4 mm. or from 0.4 to 0.1 mm. the metal should be passed through the rolls 5 times. The intermediate and final annealing temps. should be 700° and 780°.

M. G. Moore

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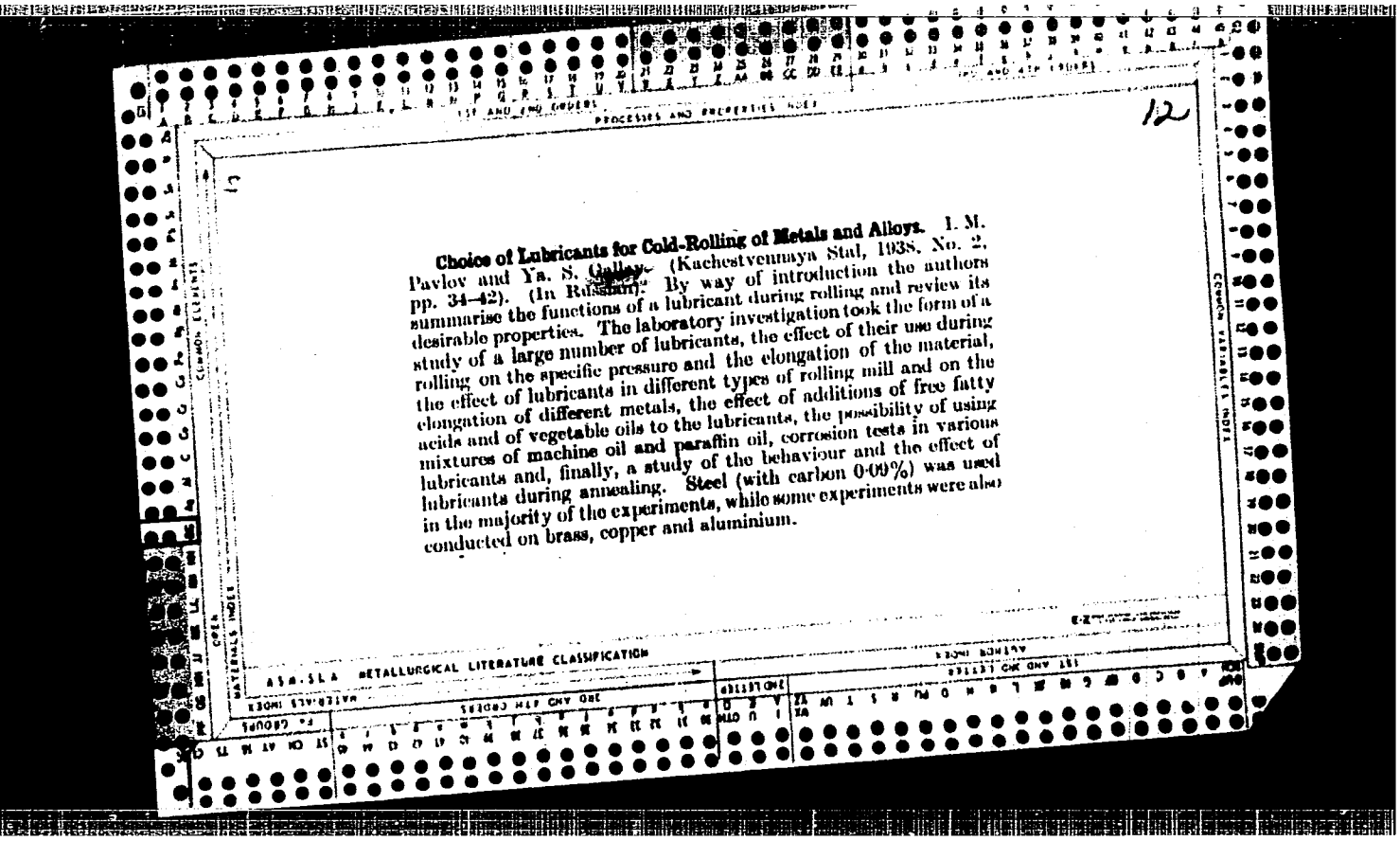

Choice of Lubricants for Cold-Rolling of Metals and Alloys. I. M. Pavlov and Ya. S. Galkin. (Kachestvennaya Stal, 1938, No. 2, pp. 34–42). (In Russian). By way of introduction the authors summarise the functions of a lubricant during rolling and review its desirable properties. The laboratory investigation took the form of a study of a large number of lubricants, the effect of their use during rolling on the specific pressure and the elongation of the material, the effect of lubricants in different types of rolling mill and on the elongation of different metals, the effect of additions of free fatty acids and of vegetable oils to the lubricants, the possibility of using mixtures of machine oil and paraffin oil, corrosion tests in various lubricants and, finally, a study of the behaviour and the effect of lubricants during annealing. Steel (with carbon 0·09%) was used in the majority of the experiments, while some experiments were also conducted on brass, copper and aluminium.

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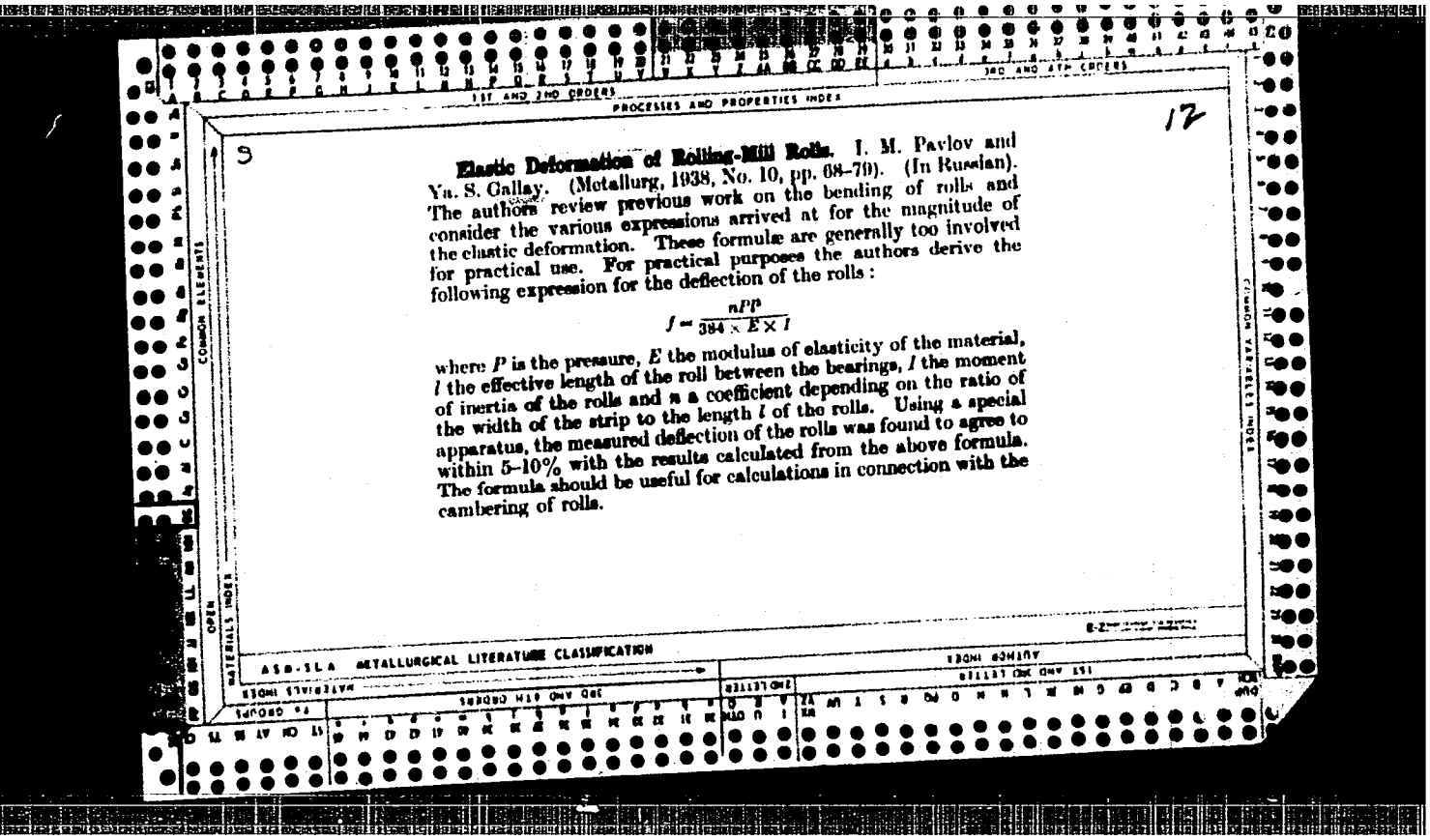

9

Elastic Deformation of Rolling-Mill Rolls. I. M. Pavlov and Ya. S. Gallay. (Metallurg, 1938, No. 10, pp. 68–79). (In Russian). The authors review previous work on the bending of rolls and consider the various expressions arrived at for the magnitude of the elastic deformation. These formulæ are generally too involved for practical use. For practical purposes the authors derive the following expression for the deflection of the rolls:

$$f = \frac{nPl^3}{384 \times E \times I}$$

where P is the pressure, E the modulus of elasticity of the material, l the effective length of the roll between the bearings, I the moment of inertia of the rolls and n a coefficient depending on the ratio of the width of the strip to the length l of the rolls. Using a special apparatus, the measured deflection of the rolls was found to agree to within 5–10% with the results calculated from the above formula. The formula should be useful for calculations in connection with the cambering of rolls.

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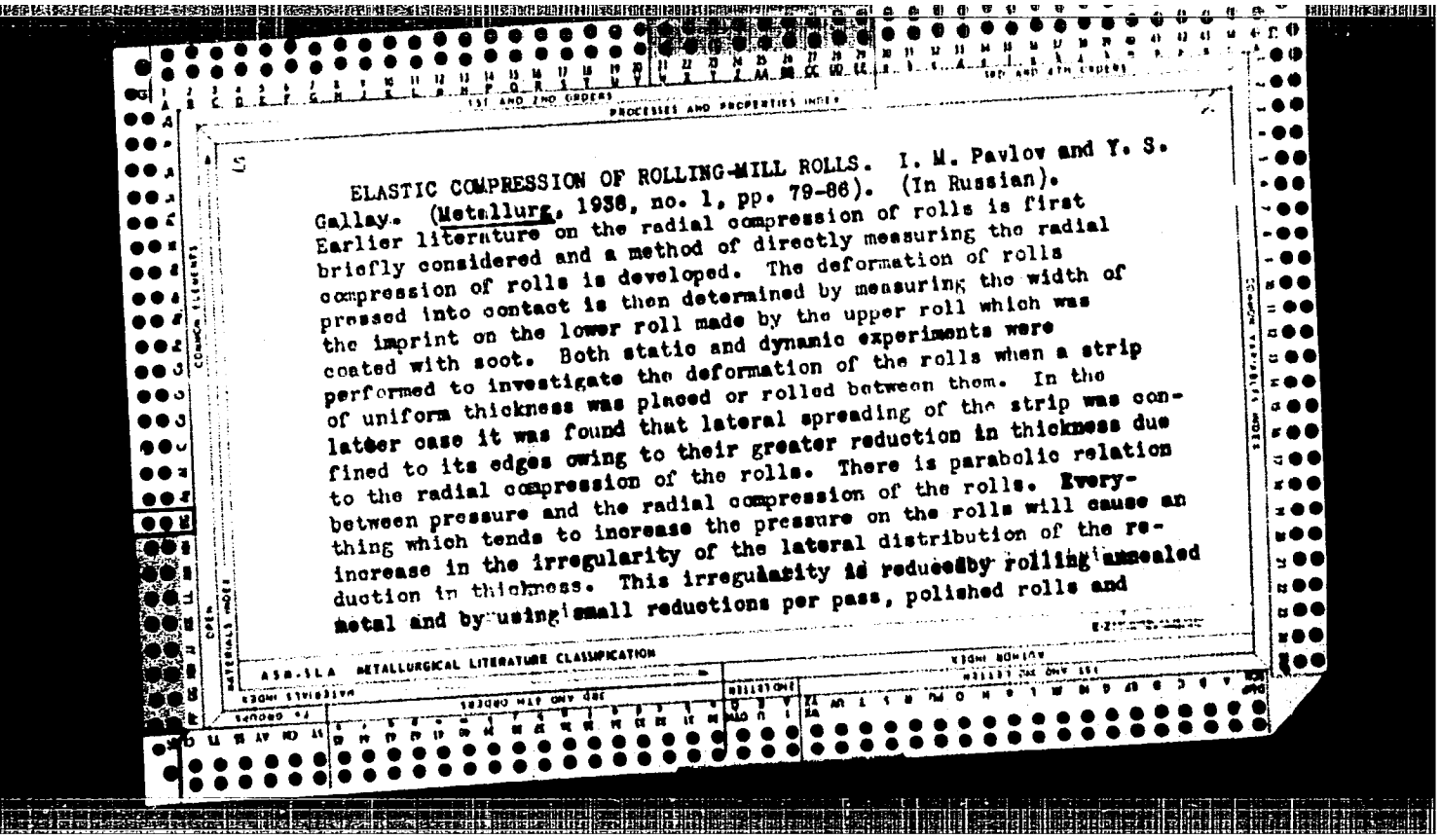

ELASTIC COMPRESSION OF ROLLING-MILL ROLLS. I. M. Pavlov and Y. S. Gallay. (Metallurg, 1938, no. 1, pp. 79-86). (In Russian).
Earlier literature on the radial compression of rolls is first briefly considered and a method of directly measuring the radial compression of rolls is developed. The deformation of rolls pressed into contact is then determined by measuring the width of the imprint on the lower roll made by the upper roll which was coated with soot. Both static and dynamic experiments were performed to investigate the deformation of the rolls when a strip of uniform thickness was placed or rolled between them. In the latter case it was found that lateral spreading of the strip was confined to its edges owing to their greater reduction in thickness due to the radial compression of the rolls. There is parabolic relation between pressure and the radial compression of the rolls. Everything which tends to increase the pressure on the rolls will cause an increase in the irregularity of the lateral distribution of the reduction in thickness. This irregularity is reduced by rolling annealed metal and by using small reductions per pass, polished rolls and

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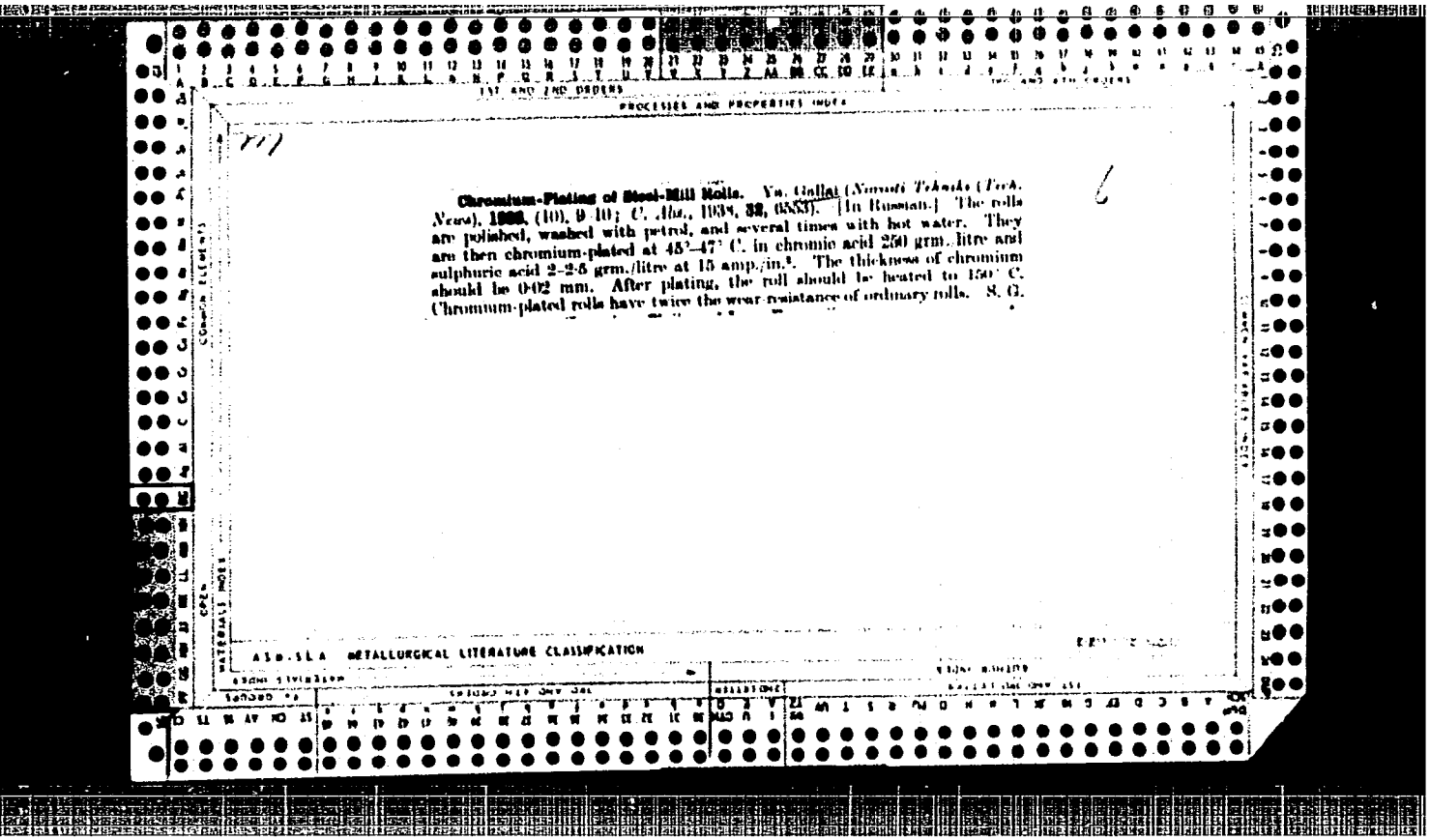

Chromium-Plating of Steel-Mill Rolls. Yu. Gallai (*Novosti Tekniki* (*Tech. News*), **1933**, (10), 9–10; *C. Abs.*, 1934, **28**, 6383). [In Russian.] The rolls are polished, washed with petrol, and several times with hot water. They are then chromium-plated at 45°–47° C. in chromic acid 250 grm./litre and sulphuric acid 2–2·5 grm./litre at 15 amp./in.². The thickness of chromium should be 0·02 mm. After plating, the roll should be heated to 150° C. Chromium-plated rolls have twice the wear-resistance of ordinary rolls. S. G.

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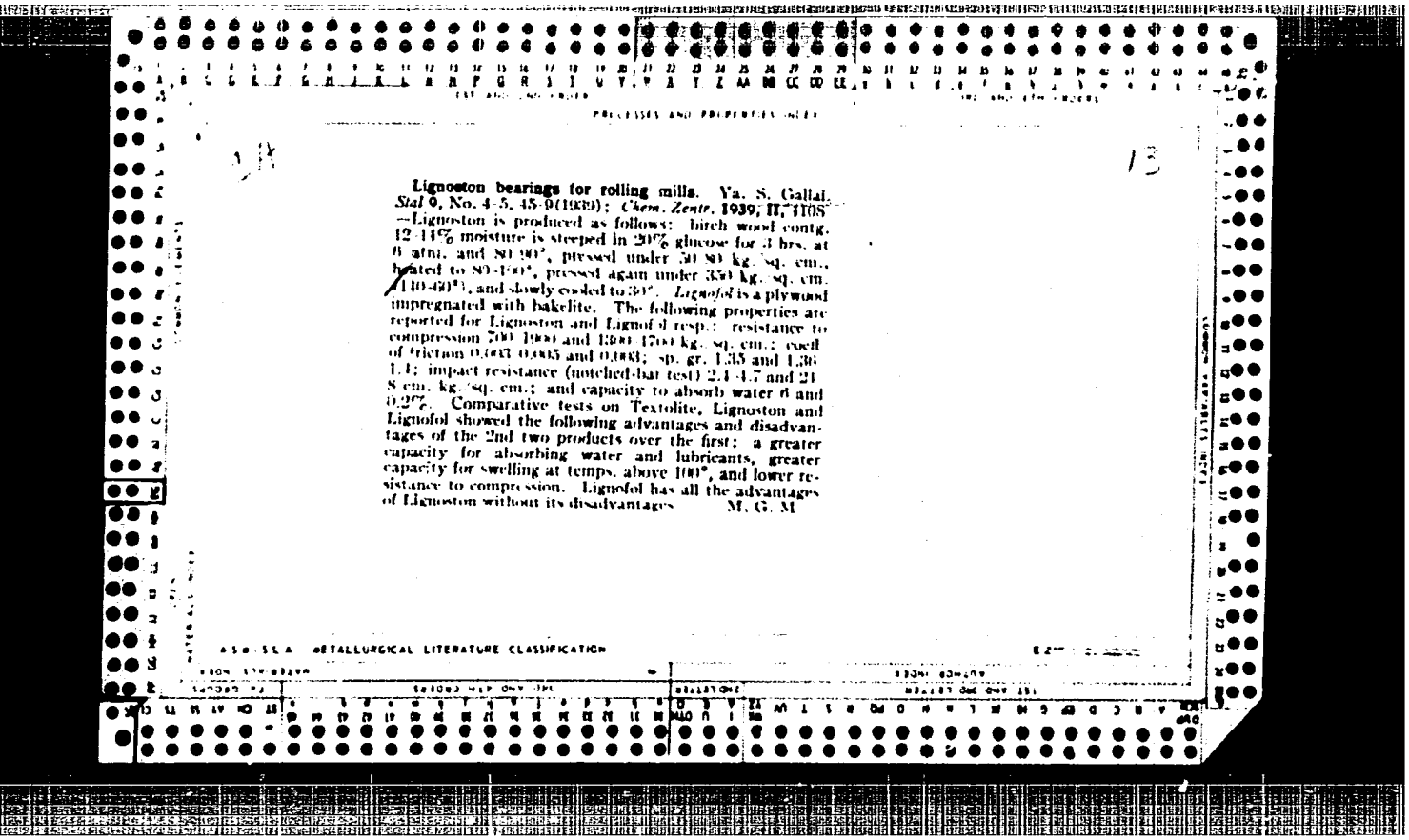

Lignoston bearings for rolling mills. Ya. S. Gallai. *Stal* 9, No. 4-5, 45-9(1939); *Chem. Zentr.* 1939, II, 1108.—Lignoston is produced as follows: birch wood contg. 12-14% moisture is steeped in 20% glucose for 3 hrs. at 6 atm. and 80-90°, pressed under 50-80 kg./sq. cm., heated to 80-100°, pressed again under 350 kg./sq. cm. 110-120°, and slowly cooled to 30°. *Lignofol* is a plywood impregnated with bakelite. The following properties are reported for Lignoston and Lignofol resp.: resistance to compression 700-1000 and 1300-1700 kg./sq. cm.; coeff. of friction 0.063-0.085 and 0.083; sp. gr. 1.35 and 1.36-1.4; impact resistance (notched-bar test) 2.4-4.7 and 2.1-8 cm. kg./sq. cm.; and capacity to absorb water 6 and 0.2%. Comparative tests on Textolite, Lignoston and Lignofol showed the following advantages and disadvantages of the 2nd two products over the first: a greater capacity for absorbing water and lubricants, greater capacity for swelling at temps. above 100°, and lower resistance to compression. Lignofol has all the advantages of Lignoston without its disadvantages. M. G. M.

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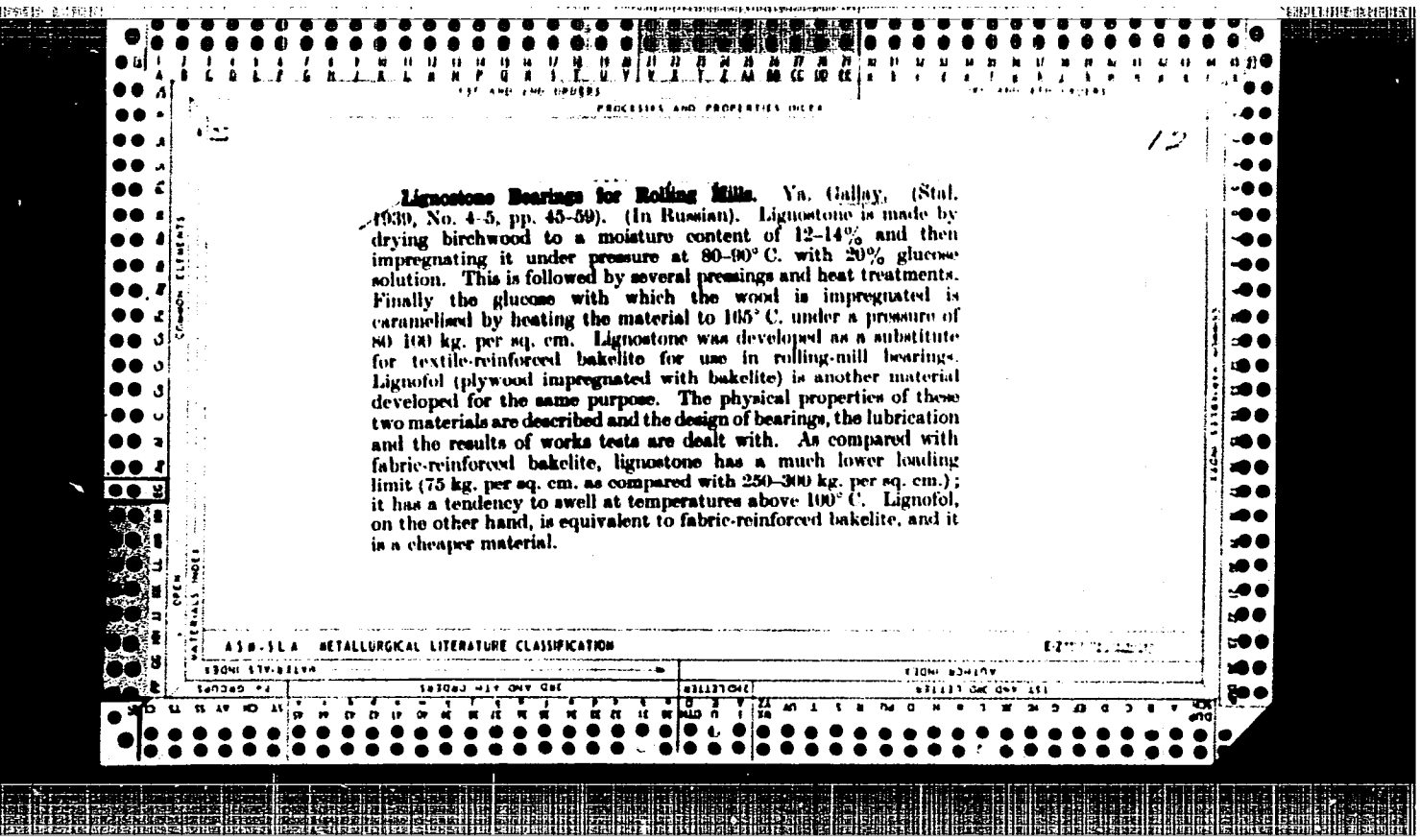

Lignostone Bearings for Rolling Mills. Ya. Gallay. (Stal, 1939, No. 4-5, pp. 45-59). (In Russian). Lignostone is made by drying birchwood to a moisture content of 12–14% and then impregnating it under pressure at 80–90° C. with 20% glucose solution. This is followed by several pressings and heat treatments. Finally the glucose with which the wood is impregnated is caramelised by heating the material to 105° C. under a pressure of 80–100 kg. per sq. cm. Lignostone was developed as a substitute for textile-reinforced bakelite for use in rolling-mill bearings. Lignofol (plywood impregnated with bakelite) is another material developed for the same purpose. The physical properties of these two materials are described and the design of bearings, the lubrication and the results of works tests are dealt with. As compared with fabric-reinforced bakelite, lignostone has a much lower loading limit (75 kg. per sq. cm. as compared with 250–300 kg. per sq. cm.); it has a tendency to swell at temperatures above 100° C. Lignofol, on the other hand, is equivalent to fabric-reinforced bakelite, and it is a cheaper material.

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GALLAI, IAKOV SAMUILOVICH

Author: Gallai, Iakov Samuilovich

Title: The lignitiferrous bearings. The Principles of Construction and exploritation. (Lignofolevye i lignostonovye podshipniki) 48 p.

City: Sverdlovsk

Publisher: State Scientific and Technical Publication.

Date: 1946

Available: Library of Congress

Source: Monthly List of Russian Accessions, Vol. 3, No. 12, p. 838

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GALLAY, Ya. S.

PA 18734

USSR/Wire - Drawing
Metallurgy

May 1947

"The Theory of Multiple-drawn Wire by Sliding," Ya. S. Gallay, 6 pp

"Stal'" Vol VII, No 5

The theory of multiple-drawing of wire has noticeably supplemented and improved the accepted formula for designing draw plates. Also permitted the establishment of a standard process and the greatest expansion of diapason of the gage of the wire-drawing machinery. Diagrams and formulae.

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[illegible]LC: [illegible]3[illegible]

S[illegible]: Manufacturing and Mechanical Engineering in the Soviet Union,
Library of Congress, 1953.

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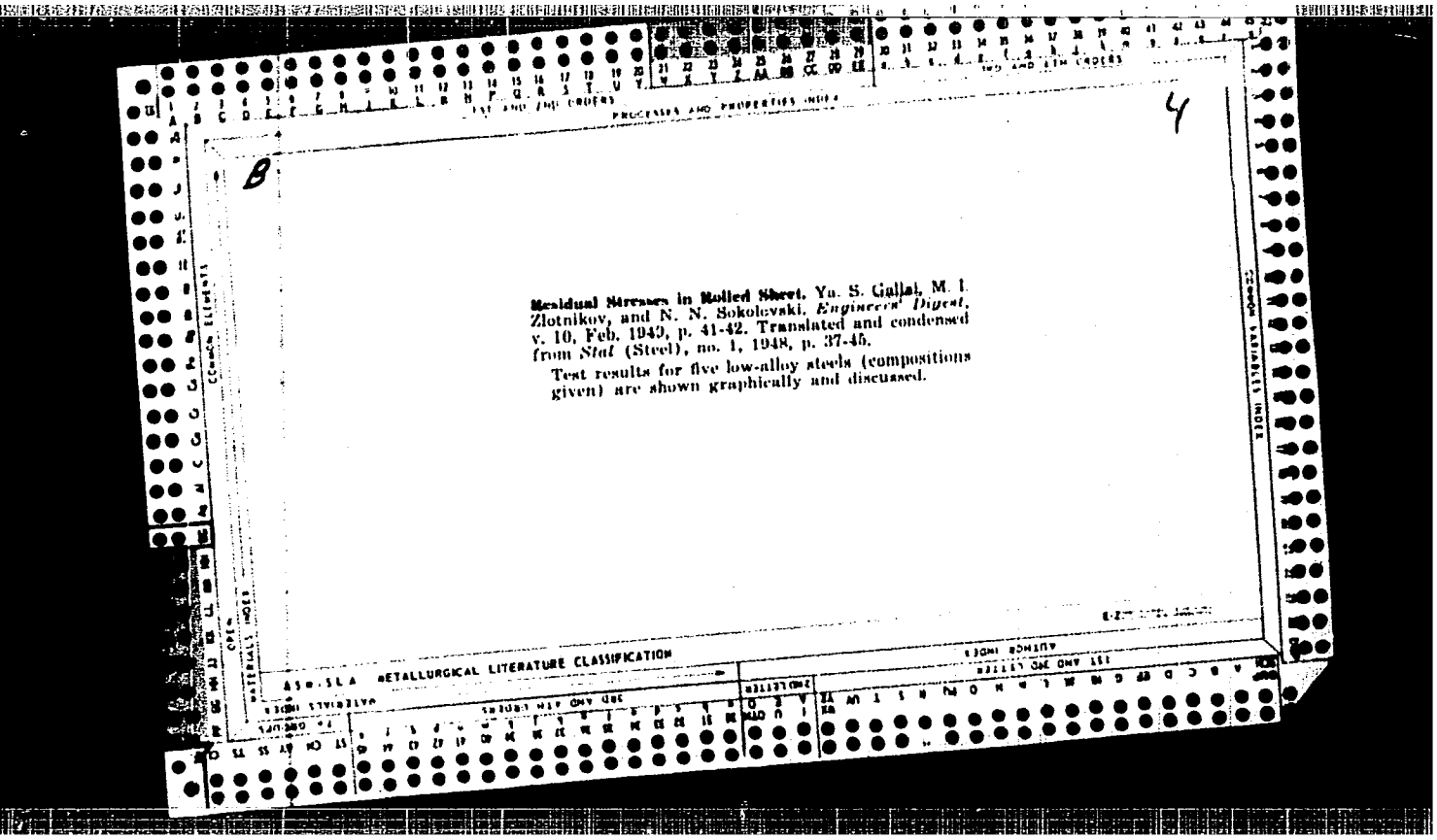

Residual Stresses in Rolled Sheet. Yu. S. Gallai, M. I. Zlotnikov, and N. N. Sokolovski. *Engineers' Digest*, v. 10, Feb. 1949, p. 41-42. Translated and condensed from *Stal* (Steel), no. 1, 1948, p. 37-45.

Test results for five low-alloy steels (compositions given) are shown graphically and discussed.

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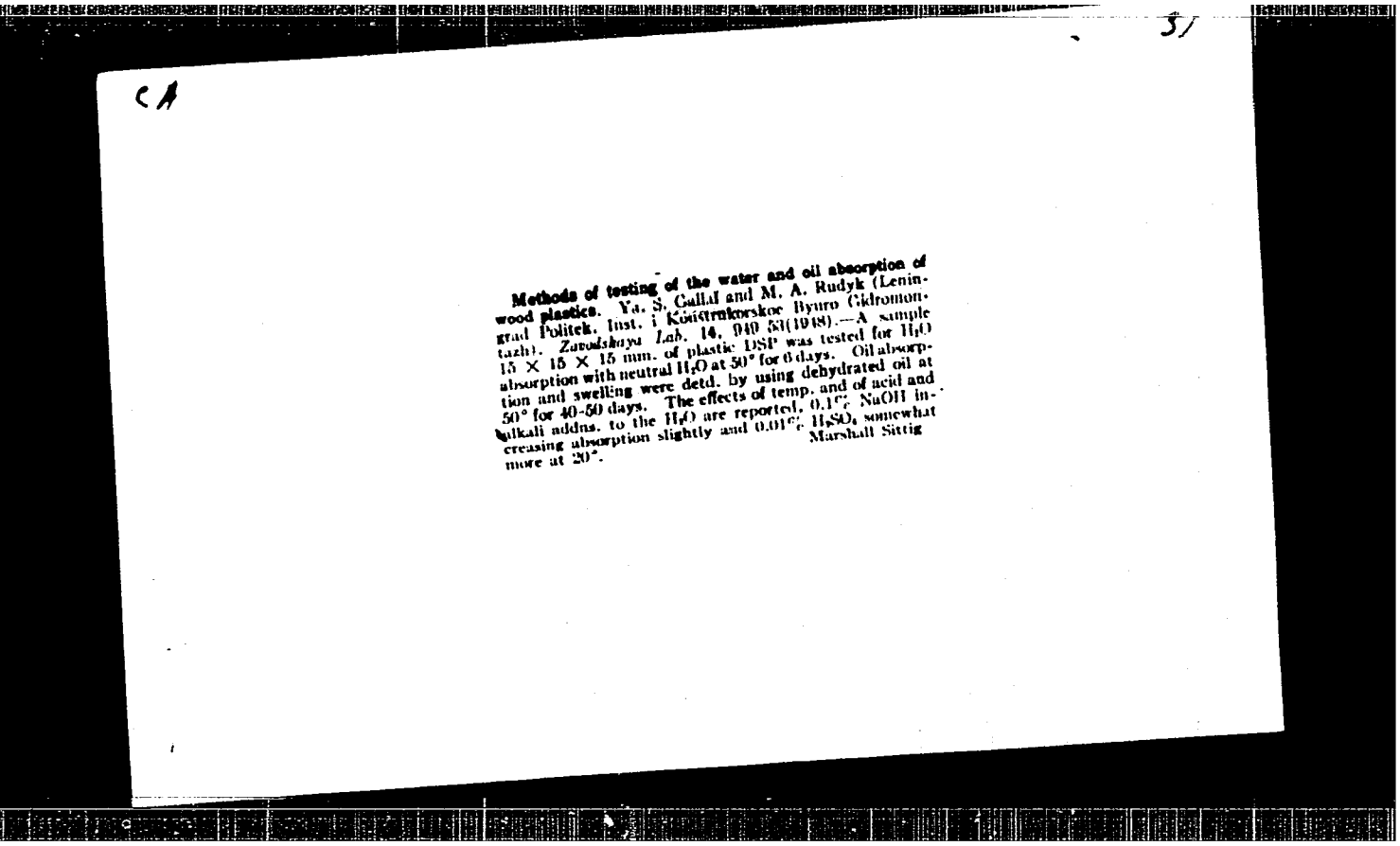

CA

51

Methods of testing of the water and oil absorption of wood plastics. Ya. S. Gullal and M. A. Rudyk (Leningrad Politek. Inst. i Konstruktorskoe Byuro Gidromontazh). *Zavodskaya Lab.* 14, 940-50(1948).—A sample 15 × 15 × 15 mm. of plastic DSP was tested for H_2O absorption with neutral H_2O at 50° for 6 days. Oil absorption and swelling were detd. by using dehydrated oil at 50° for 40-50 days. The effects of temp. and of acid and alkali addns. to the H_2O are reported. 0.1% NaOH increasing absorption slightly and 0.01% H_2SO_4 somewhat more at 20°.

Marshall Sittig

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GALLAY, Ya. S.

Gallay, Ya. S. - "The treatment of high carbon steels from rolling heat," Sbornik nauch.-tekhn. rabot (Vsesoyuz. nauch. inzh.-tekhn. o-vo metallurgov, Leningr. otdniye), Issue 1, 1949, p. 179-86

SO: U-5240, 17, Dec. 53, (Letopis 'Zhurnal 'nykh Statey, No. 25, 1949).

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"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GALLAY, Ya.S., dotsent.

The use of wood plastics in the textile industry. Tekst.prom. 16 no.2:55-59 F '56. (MLRA 9:5)
(Textile machinery) (Wood) (Metals, Substitutes for)

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GALLAY, YAKOV SAMUILOVICH.

PHASE I BOOK EXPLOITATION 601

Pavlov, Igor Mikhaylovich, Gallay, Yakov Samuilovich, and Astakhov, Ivan Gerasimovich

Rukovodstvo k uchebnomu laboratornomu praktikumu po prokatke (Manual for a Laboratory Course in Rolling-Mill Processes) 2d ed., rev. Moscow, Metallurgizdat, 1957. 5,000 copies printed.

Ed.: Golyatkina, A. G.; Tech. Ed.: Attopovich, M. K.

PURPOSE: The book is intended for students of metallurgical vuzes and for students in other fields taking a laboratory course in "Metal Working by Pressure".

COVERAGE: The book discusses the methods of conducting a laboratory course in metal rolling and roll-design (except pre-rolling). Basic theoretical information is given and necessary measuring devices and instruments are described. The work assignments in this manual are coordinated with the following text books:

Card 1/12

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Manual for a Laboratory (Cont.) 601

1. Pavlov, Ig. M. The Theory of Rolling and Fundamentals of Plastic Deformation, 2nd edition, Metallurgizdat, 1938.

2. Pavlov, Ig. M. - The Theory of Rolling (General Principles of Metal Morning by pressure). Metallurgizdat, 1950.

3. Bakhtinov, B. P. and Shternov, M. M., Pass Design on Mill Rolls. Metallurgizdat 1953. There are no references.

TABLE OF CONTENTS:

Card 2/12

APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5"

"APPROVED FOR RELEASE: 07/16/2001 CIA-RDP86-00513R000614120011-5

GEL'FAND, Feliks Vul'fovich; AL'SHITS, Isaak Yakovlevich, kandidat tekhnicheskikh nauk; GALLAY, Ya.S., redaktor; ARKHANGEL'SKAYA,M.S., redaktor izdatel'stva; [illegible], I.M., tekhnicheskiy redaktor.

[Plastic-coated bearing] Podshipniki, oblitsovannye plastmassoi. Moskva, Gos.nauchno-tekhn.izd-vo lit-ry po chernoi i tsvetnoi metallurgii, 1957. 94 p. (MIRA 10:11)

1.Zavod "Krasnyy Vyborzhets."
(Bearings (Machinery))

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BEL'SKIY, B.M. [deceased]; BUR'YANOV, V.F.; VASIL'YEV, Ye.P.; VITKINA, E.I.: GALLAY, Ya.S.; LEVIN, G.I.; MATVEYEV, Yu.M.; CHELYUSTKIN, A.B.; ROKOTYAN, Ye.S., red.; ISTOMIN, A.B., red.; GHUZIN, V.I., red.; NEPOMNYASHCHIY, N.I., red. izd-va; KARASEV, A.I., tekhn. red.

[Ferrous metallurgy in capitalistic countries] Chernaia metallurgiia kapitalisticheskikh stran. Pt.4. [Rolling mill production] Prokatnoe i trubnoe proizvodstvo. Bel'skii, B.M. and others. Moskva, Gos. nauchno-tekhn. izd-vo lit-ry po chernoi i tsvetnoi metallurgii. 1958. 627 p. (MIRA 11:7)

1. Moscow. TSentral'nyy nauchno-issledovatel'skiy institut chernoy metallurgii.
(Forging) (Rolling (Metalwork)) (Pipe, Steel)

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GALLAY, Ya.S., dots.

"Rolling mill practices" by IU.M.Chizhikov. Reviewed by Ia.S. Gallai. Izv.vys.uchab.zav.; chern.met. 2 no.6:163-166 Je '59. (MIRA 13:1)

1. Severo-Zapadnyy zaochnyy politekhnicheskiy institut.
(Rolling (Metalwork)) (Chizhikov, IU.M.)

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SOV/11-59-10-16/39

AUTHOR: Gallay, Ya. S. (Docent)

TITLE: Review of the book "Rolling Production" by Chizhikov, Yu. M., Second Revised and Amplified Edition, Metallurgizdat, 1958, 612 pp, 360 figures

PERIODICAL: Stal', 1959, Nr 10, pp 935-936 (USSR)

ABSTRACT: The reviewed book is recommended as a handbook for metallurgical schools but may also be of use to students of higher learning and to engineers.

ASSOCIATION: North Western Correspondence Polytechnic Institute (Sev.-Zap. zaochnyy politekhnicheskiy institut)

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S/137/60/000/011/016/043
A006/A001

Translation from: Referativnyy zhurnal, Metallurgiya, 1960, No.11, p.116, # 26131

AUTHOR: Gallay, Ya.S.

TITLE: On the Friction Coefficient in Rolling

PERIODICAL: Tr. Mezhvuz. nauchno-tekhn. konferentsii na temu: "Sovrem.dostizh. prokatn. proiz-va", Vol. 2, Leningrad, 1959, pp. 391 - 392

TEXT: Simultaneously with investigations of the magnitude of friction forces in rolling, the problem is set on the necessity of continuing the study of physical phenomena occurring at the contact surface (the process of destruction and impression of scale, etc). These phenomena affect considerably the nature of the distribution of friction forces, the quality of the rolled stock surface, and the wear of the rolls.

B.Sh.

Translator's note: This is the full translation of the original Russian abstract.

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PHASE I BOOK EXPLOITATION SOV/4420

Materialy po teorii prokatki, ch. VI (Materials on the Theory of Rolling, Pt. 6) Moscow, Metallurgizdat, 1960. 496 p. 3,250 copies printed.

Compiler: Yakov Samuilovich Gallay, Docent; Ed.: Ig. M. Pavlov, Corresponding Member, Academy of Sciences USSR; Ed. of Publishing House: L.M. Gordon; Tech. Ed.: M.K. Attopovich.

PURPOSE: This book is intended for scientific research workers, aspirants, and technical personnel of metallurgical and machine-building plants. It may also be of use to students of schools of higher technical education and tekhnikums.

COVERAGE: This is part six of a multivolume series covering materials published from 1933 through 1956 in the Soviet Union and other countries on the theory of rolling of metals and on the results of experimental investigations of certain problems connected with this process. Part six contains materials published in the period 1946 - 1956 on the kinetics of metals in cold and hot rolling, forces acting between the work and the rolls, distribution of pressure over the arc of contact, effect of the speed of rolling on deformation resistance, elastic deformation of a mill caused by pressure of rolling, consumption of

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energy, determination of torque, and on the influence of rolling speed and temperature on energy consumption. No personalities are mentioned. There are 362 Soviet and non-Soviet references listed by chapters.

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