Loginov, V.P.

USSR/ Geology

Card 1/1 Pub. 22 - 31/49

Authors : Loginov, V. P., and Lomeyke, E. I.

Title : New data about the geological age of the western plutonic complex of central Ural

Periodical : Dok. AN SSSR 100/5, 957-960, Feb 11, 1955

Abstract : New geological data are presented showing the parallelism between the formation of the western complex of deep rocks of the Ural mountains and the stages of the Upper Silurian volcanism. Twelve USSR references (1937-1953). Diagram.

Institution : Academy of Sciences USSR, Institute of Geological Sciences

Presented by : Academician A. G. Betekhtin, November 30, 1954

LOGINOV, V.P.

Metamorphized pyritic pebbles in upper Silurian conglomerates of Levikha in the central Urals. Izv. AN SSSR. Ser.geol. 21 no.6:92-100 Je'56. (MLRA 9:10)

1. Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii Akademii nauk SSSR, Moskva.
(Ural Mountains--Conglomerate) (Ural Mountains--Pyrites)

LOGINOV, V.P.

3(5) PHASE I BOOK EXPLOITATION SOV/1913

Akademiya nauk SSSR. Otdeleniye geologo-geograficheskikh nauk. Komissiya po probleme "Zakonomernosti razmeshcheniya poleznykh iskopayemykh."

Zakonomernosti razmeshcheniya poleznykh iskopayemykh (Regularities in the Distribution of Mineral Deposits Vol 1. Moscow, Izd-vo AN SSSR, 1958. 532 p. Errata slip inserted. 2,500 copies printed.

Resp. Ed.: N.S. Shatskiy, Academician; Editorial Board: N.S. Shatskiy, Academician, D.I. Shcherbakov, Academician, M.A. Zelyayevskiy, N.M. Dolgopolov, O.D. Levitskiy, Yu.M. Pushcharovskiy, G.A. Sokolov; Ed. of Publishing House: G.I. Nosov; Tech. Ed.: I.N. Guseva

PURPOSE: This book is intended for geologists and petrographers, particularly those interested in the worldwide distribution of minerals and the reasons underlying their occurrence.

COVERAGE: On the basis of particular regional studies this book attempts to establish the rules governing the distribution of metallic and non-metallic ore deposits. The work includes articles on the metallogeny of individual minerals, on broad methodological problems, and on the possibility of predicting the occurrence of a mineral in the USSR on the basis of its occurrence throughout the world. Six maps depicting the distribution of a particular mineral throughout the world are included with the work. References accompany each article.

TABLE OF CONTENTS

LOGINOV, V.P.

Occurrence and genesis of pyrite deposits in the central part of the Urals. Zakonom. razm. polezn. iskop. 1:339-362 '58.
(MIRA 12:3)

1.Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii AN SSSR.
(Ural Mountains--Pyrites)

LOGINOV, V.P.

Metamorphism of pyrite ores in the Levikha deposit (central Urals) at contacts with an augitic porphyrite dike. Geol. rud. mestorozh. no.3:49-62 My-Je '60. (MIRA 13:7)

1. Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii AN SSSR, Moskva.
(Levikha region--Pyrites)

SOKOLOV, G.A., doktor geol.-min. nauk, otv. red. Prinimali uchastiye: VLASOVA, D.K.; GLAGOLEV, A.A.; ZHARIKOV, V.A.; LOGINOV, V.P.; LUKIN, L.I.; MYAKELYA, R.O.; OMEL'YANENKO, B.I.; OSTROVSKIY, I.A.; PERTSEV, N.N.; PODDLESSKIY, K.V.; RUSINOV, L.V.; SOFIANO, T.A.; TIMOFEYEVA, L.K.; SHABYNIN, L.I.; SHADLUN, T.N.; LAPIN, V.V., red. izd-va; MAKUNI, Ye.V., tekhn. red.

[Physicochemical problems in connection with the formation of rocks and ores] Fiziko-khimicheskie problemy formirovaniia gornykh porod i rud. Moskva, Vol.1. 1961. 658 p. (MIRA 14:10)

1. Akademiya nauk SSSR. Institut geologii rudnykh mestorozhdenii, petrografii, mineralogii i geokhimii. 2. Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii AN SSSR, Moskva (for Vlasova, Glagolev, Zharikov, Omel'yanenko, Ostrovskiy, Pertsov, Shabynin). 3. Moskovskiy geologo-razvedochnyy institut im.S.Ordzhonikidze (for Shabynin, Pertsev.)

(Petrology)

SLAVIN, S.V., doktor ekon. nauk; GRANIK, G.I., kand. ekon. nauk; LOGINOV, V.P.; MIKHAYLOV, S.V.; SHAPALIN, B.F., kand. geogr. nauk; AVAKYAN, M.I., nauchnyy sotr.; ZAKHAROV, G.A., nauchnyy sotr.; KAMENITSER, L.S., nauchnyy sotr.; TITOVA, N.I., nauchnyy sotr.; TYURDENEV, A.P., nauchnyy sotr.; CHUGUNOV, B.I., starshiy nauchnyy sotr.; KOGAN, I.L.; MESHKOVSKAYA, L.V., starshiy inzh.; LUKIN, I.I.; FAYERSHTEYN, R.I.; Prinimali uchastiye: Agranat, G.A., kand. geogr. nauk, red.; FUZANOVA, V.F., kand. geogr. nauk, red.; KUPRIYANOV, A.B., nauchnyy sotr., red.; SOBOLEV, Yu.A., red. izd-va; TIKHOMIROVA, S.G., tekhn. red.

[Problems in developing the productive forces of Magadan Province] Problemy razvitiia proizvoditel'nykh sil Magadanskoi oblasti. Moskva, Izd-vo Akad. nauk SSSR, 1961. 301 p. (MIRA 15:1)

1. Akademiya nauk SSSR. Sovet po izucheniyu proizvoditel'nykh sil. 2. Glavnyye inzhenera proyekta "Dal'stroyproyekt" (for Kogan, Fayershteyn). 3. Institut ekonomiki Akademii nauk SSSR (for Chugunov). 4. Energoupravleniye Magadanskogo Soveta narodnogo khozyaystva (for Meshkovskaya). 5. Nachal'nik Oblastnogo otdela po delam stroitel'stva i arkhitektury Magadanskoy oblasti (for Lukin).
(Magadan Province--Industries) (Magadan Province--Economic policy)

LOGINOV, V.P.; RUSINOV, V.L.

Iron pyrite deposit in Quaternary volcanic formations at the Mendeleyev Volcano in Kunashir Island. Dokl. AN SSSR 162 no.1; 186-188 My '65. (MIRA 18:5)

1. Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii AN SSSR. Submitted December 19, 1964.

GENKIN, A.D.; LOGINOV, V.P.; ORGANOVA, N.I.

Relations and characteristics of the distribution of hexagonal and monoclinal pyrrhotites in ores. Geol. rud. mestorozh. 7 no.3:3-24 My-Je '65. (MIRA 18:7)

1. Institut geologii rudnykh mestorozhdeniy, petrografii, mineralogii i geokhimii AN SSSR.

LOGINOV, Viktor Petrovich; SLAVIN, S.V., doktor ekonom. nauk, otv. red.; PALTEROVICH, D.M., red. izd-va; ZUZINA, V.I., tekhn. red.

[Ways of increasing efficiency in developing the mining industry of the northeastern U.S.S.R.]Puti povysheniia effektivnosti razvitiia gornoi promyshlennosti Severo-Vostoka SSSR. Moskva, Izd-vo Akad. nauk SSSR, 1962. 179 p. (MIRA 15:11)

(Siberia, Eastern--Mining engineering)

LOGINOV, V.P.; SHADLUN, T.N.

Determining the age of the pyrite deposits in the Urals. Geol.rud. mestorozh. no.3:110-119 My-Je '61. (MIRA 14:6)
(Ural Mountains—Pyrites)

LUGINOV, V. S.

"Investigation of Precast Concrete Overlap Elements in the Repair, Reconstruction, and Building of Dwellings." Cand Tech Sci, Acad of Communal Economy imeni K. D. Pamfilov, Moscow, 1955. (KL, No 8, Feb 55)

SO: Sum. No. 631, 26 Aug 55-Survey of Scientific and Technical Dissertations Defended at USSR Higher Educational Institutions (14)

LOGINOV, V.S., kand.tekhn.nauk; PUTYAKOV, K.P., kand.tekhn.nauk

Composite precast reinforced concrete three-hinged arch trusses.
Bet. i zhel.-bet. no.6:223-225 Je '58. (MIRA 11:6)
(Roofing, Concrete)

LOGINOV, V.S., kand.tekhn.nauk (Saratov)

Urban gas distribution centers. Stroi. truboprov. 5 no.12:19-20 D '60. (MIRA 13:12)
(Saratov--Gas distribution)

LOGINOV, V.S.

State Institute for Design and Planning and Scientific Research in Gas Distribution and Supply. Gaz. prom. 5 no. 12:30-33 D '60. (Gas distribution)

LOGINOV, V.S., kand.tekhn.nauk; YAKOVLEV, G.A., inzh.

Planning and laying urban asbestos-cement gas lines. Stroi. truboprov. 6 no.4:25-27 Ap '61. (MIRA 14:6)

1. Giproniigaz, g. Saratov.
(Gas pipes) (Pipe, Asbestos-cement)

LOGINOV, V.S., kand. tekhn. nauk, otv. red.; NIKITENKO, P.A., inzh., zam. otv. red.; LEVIN, A.M., kand. tekhn. nauk, red.; NIKITIN, N.I., inzh., red.; SHIKHOV, V.A., kand. tekhn. nauk, red.; YAKOVLEV, G.A., inzh., red.

[Construction and development of the production of household gas appliances] Konstruirovanie i razvitie proizvodstva bytovoi gazovoi apparatury. Saratov, Saratovskii in-t "GIPRONIIGAZ," 1960. 177 p. (MIRA 15:7)

1. Nauchno-tekhnicheskoye soveshchaniye po voprosu "Puti konstruirovaniya i razvitiya proizvodstva bytovoy gazovoy apparatury," Saratov, 1958. 2. Saratovskiy gosudarstvennyy nauchno-issledovatel'skiy i proyektnyy institut po ispol'zovaniyu gaza v narodnom khozyaystve (for Nikitin).
(Gas appliances)

LOGINOV, V.S., kand.tekhn.nauk; KASHKOVSKAYA, Ye.A., kand.khimich.nauk; TARKHANOV, V.V., inzh.

Sealing the walls of asbestos-cement pipes with high-polymer compounds. Stroi.truboprov. 7 no.2:9-10 F '62. (MIRA 15:3)

1. Giproniigaz, g. Saratov.
(Pipe, Asbestos-cement) (Macromolecular compounds)

LOGINOV, V.S., kand.tekhn.nauk; TARKHANOV, V.V., inzh.; KASHKOVSKAYA, Ye.A., kand.khim.nauk

Experimental shop for treating asbestos-cement pipes with thermosetting resins. Stroi.truboprov. 7 no.9:24-25 S '62. (MIRA 15:11)

1. Saratovskiy gosudarstvennyy nauchno-issledovatel'skiy i proyektnyy institut po ispol'zovaniyu gaza v narodnom khozyaystve.
(Pipe, Asbestos-cement) (Resins, Synthetic)

LOGINOV, Vasiliy Sergeyevich; YEKHLAKOV, S.V., red.

[Gas pipelines made of vinyl plastics; installation and operation] Viniplastovye gazoprovody; opyt montazha i ekspluatatsii. Moskva, Izd-vo M-va kommun.khoz.RSFSR, 1963. 50 p. (MIRA 17:6)

LOGINOV, V.S.

In the (Saratov) Scientific Research Institute for the Utilization of Gas in the National Economy. Gaz. prom. 8 no.9:29-32 S '63. (MIRA 17:8)

LOGINOV, V.S.; KASHKOVSKAYA, Ye.A.; TARKHANOV, V.V.; ASTAF'YEV, N.A.

Quick-hardening polymer mortar based on phenol-formaldehyde resins. Stroi.mat. 9 no.3:33-34 Mr '63. (MIRA 16:4)
(Phenol condensation products) (Mortar)

LOGINOV, Vasiliy Sergeyevich; BYKOVA, L.B., ved. red.; POLOSINA, A.S., tekhn. red.

[Nonmetal gas pipelines] Nemetallicheskie gazoprovody. Moskva, Gostoptekhizdat, 1963. 238 p. (MIRA 16:11)
(Gas, Natural--Pipelines)

LOGINOV, V.S., kand. tekhn. nauk; [illegible] KAZANSKOVSKAYA, Ye.A., kand. khim. nauk; TARKHOV, V.V., inzh.; MERKNOV, A.A., inzh.; FEDYUKINA, Ye.P., inzh.

Investigating experimental asbestos-cement gas mains. Ispol'. gaza v nar. khoz. no.2:3-22 '60. (MIRA 18:9)

1. Laboratoriya nemetallicheskikh materialov Saratovskogo gosudarstvennogo nauchno-issledovatel'skogo i proyektnogo inst'ituta po ispol'zovaniyu gaza v narodnom khozyaystve.

L 22904-65 EWG(e)-2/EWP(j)/EWT(m) Pc-4/Pr-4 RM
ACCESSION NR: AP5001774 S/0097/64/000/005/0199/0203

AUTHORS: Loginov, V. S. (Candidate of technical sciences); Kashkovskaya, Ye. A. (Candidate of technical sciences); Mironov, A. A. (Engineer); Kochnev, Yu. I. (Engineer)

TITLE: Some properties of plastoconcrete of polyester resins

SOURCE: Beton i zhelezobeton, no. 5, 1964, 199-203

TOPIC TAGS: construction material, polymer / PN 1 resin

ABSTRACT: The authors present a description of some physical-mechanical properties of plastoconcrete based upon polyester resins. The outstanding strength qualities of plastoconcrete are believed to be due to the lower viscosity of the polymer as compared with ordinary cement in the mix. The effect of lower viscosity is manifested in thinner layers of adhesive between aggregate particles, resulting in a stronger bond. The ingredients in one cubic meter of plastoconcrete of this type are (in kg): ordinary sand - 1530; finely ground sand - 437; resin PN-1 180-200; cobalt petrolate 14.4-16.0; isopropylbenzol hydroperoxide 3.6-4.0. At a temperature of +18C the mix reaches maximal strength in 12-14

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L 22904-65
ACCESSION NR: AP5001774

days, and in 7 days reaches 80% of its 28-day strength. Higher temperatures result in quicker bonding of aggregates; the authors indicate that temperature heavily influences strength versus cure time characteristics (see Fig. 1 on the Enclosures). Compressive, axial-tensile, and flexure strengths were measured and tabulated for 1, 3, 7, 14, and 28 day cures. The same cure times were used in measuring compressive strength for three cases of ambient humidity and temperature. Specimen prisms of dimensions 40 x 40 x 220 mm were prepared to measure the modulus of deformation. Loading was performed in steps over a period of 150 days, each step increment equal to 0.1 times the compressive strength. Figure 2 on the Enclosures gives the variation of relative deformation with the stress to strength ratio. Figures 3 and 4 on the Enclosures show respectively the results of settlement and creep measurements. Additional tests showed greater wearability of the plastoconcrete than of ordinary mixes; data are given on results of strength tests after immersion in water. The material's modulus of elasticity was found to be 300 000 kg/cm^2 on the average. Orig. art. has: 6 tables and 5 figures.

ASSOCIATION: none

SUBMITTED: 00 ENCL: 04 SUB CODE: MT

NO REF SOV: 000 OTHER: 000

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L 22904-65

ACCESSION NR: AP5001774

ENCLOSURE: 01

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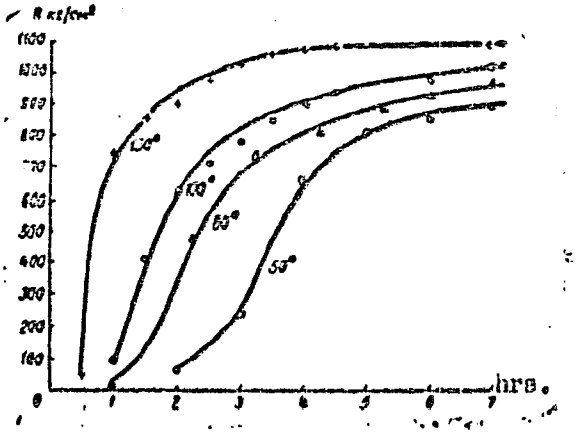

Fig. 1. Hardness of plastoconcrete at various temperatures

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L 22904-65
ACCESSION NR: AP5001774

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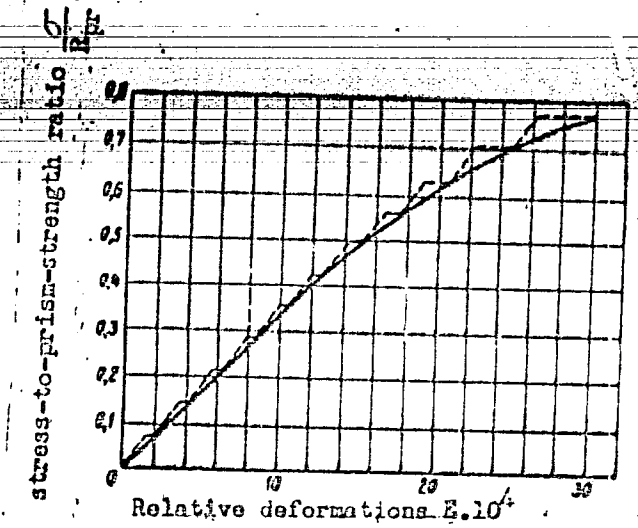

Fig. 2. Modulus of deformation of plastoconcrete

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L 22904-65
ACCESSION NR: AP5001774

ENCLOSURE: 03

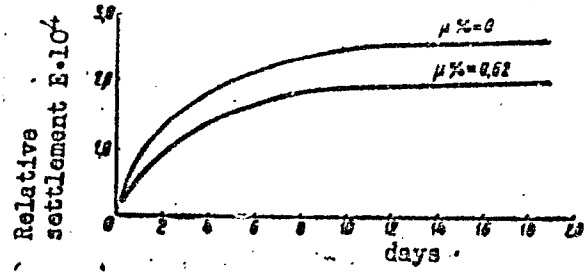

Fig. 3. Graph of plastoconcrete settlement

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L 22904-65
ACCESSION NR: AP5001774

ENCLOSURE: 04

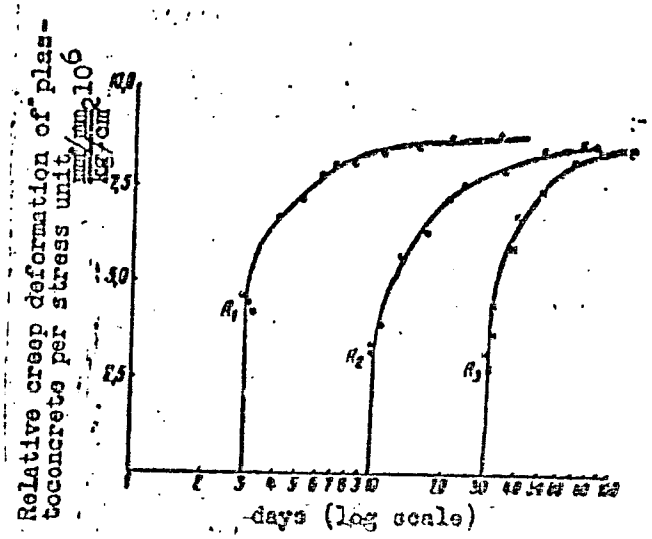

Fig. 4. Development of creep deformation with time

Card 6/6

LOGINOV, V.S.; KOCHNEV, Yu.I.

Container made from prestressed reinforced concrete for storing liquefied hydrocarbon gases in group units. Gaz. delo no.10:28-31 '64. (MIRA 18:1)

1. Giproniigaz.

KOCHNEV, Yu.I.; [illegible], B.L.; LOBANOV, V.S. (Saratov)

Examining the stressed state of a cylindrical container on a model. Stroi.mekh. i raschet.sooor 7 no.5:49-52, 3 of cover '65.

(MIRA 18:10)

LOGINOV, V.S.; KHITROVA, M.I.

Polyethylene medium-pressure gas pipeline. Gaz. prom. 10 no.9:15-19 '65. (MIRA 18:11)

LOGINOV, V.S.; FEDYUKINA, Ye.P.

Laying high-pressure asbestos-cement gas lines. Stroi. truboprov. 10 no.10:18 O '65.

(MIRA 18:10)

1. Saratovskiy gosudarstvennyy nauchno-issledovatel'skiy i proyektnyy institut po ispol'zovaniyu gaza v narodnom khozyaystve.

LOGINOV, V. V.,

"Orbital speeds in the shallow sea swell"

Report to be submitted for the 13th General Assembly, Intl. Union of Geodesy and Geophysics (IUGG), Berkeley Calif., 19-31 Aug 63

LOGINOV, Vladimir Vital'yevich; AKSENOV, A.A., red.; ZUDINA, V.I., tekhn. red.

[Dynamics of the shore area of tideless seas] Dinamika beregovoi zony besprilivnykh morei. Moskva, Izd-vo Akad. nauk SSSR, 1963. 378 p. (MIRA 16:6)
(Coast changes)

LOGINOV, V.Ya. (Gorno-Altaysk)

Mountainous Altai. Priroda 49 no.10:68 O '60. (MIRA 13:10)
(Altai Territory—Geography)

Loginov, V. Ye.

AID P - 5191

Subject : USSR/Engineering

Card 1/1 Pub. 103 - 13/24

Authors : Loginov, V. Ye., and A. V.Podzey

Title : Adjustment of the amplifier for measuring deformation of loaded mechanisms.

Periodical : Stan. i instr., 7, 36-37, Jl 1956

Abstract : The method of adjustment is described and illustrated. Two drawings and 1 graph.

Institution : None

Submitted : No date

98

AUTHOR: Podzey, A.G., Loginov, V.E., and Novikov, N.N.

TITLE: Attaching Thermocouple Electrodes in the Investigating Temperature Fields in Solids. (Krepleniye elektrodov termopar pri issledovanii temperaturnogo polya.)

PERIODICAL: Stanki i Instrument, 1957, No. 1. pp.33-34 (U.S.S.R.).

ABSTRACT: The attachment of fine electrodes to bulky components is best accomplished by welding. A butt welding process using a condenser discharge is described. A set of electrolytic condensers of 30 mcf each are charged with a 6.3 kw and 120 V d.c. generator. The total capacity is 3000 mcf. After adjusting the required capacity the electrodes are brought together by hand. Grinding the electrode faces improves the connection joint. A numerical table summarizes the recommended capacity and voltage for each combination of electrode and specimen material.

ASSOCIATION:

Card 1/2

TITLE: Attaching Thermocouple Electrodes in the Investigating Temperature Fields in Solids. (Krepleniye elektrodov termopar pri issledovanii temperaturnogo polya).

PRESENTED BY:

SUBMITTED:

AVAILABLE: Library of Congress

Card 2/2

AUTHOR: PODZEY,A.V., NOVIKOV,N.N., LOGINOV,V.Ye. 121-8-11/22

TITLE: The Determination of Heat Emitted to the Work Piece During Surface Grinding. (Opredeleniye tepla, vydelyayemogo v detal' pri ploskom shlifovanii.)

PERIODICAL: Stanki i Instrument, 1957, Vol. 28, Nr 8, pp.33-34 (USSR)

ABSTRACT: The emission of heat from the grinding zone to the work piece depends on the thermo-physical parameters of the material: it is more intense in the case of high heat conductivity than in the case of low heat conductivity. In the first case this gives rise to inaccurate measuring and the shape of the worked surface, and in the second case it causes considerable temperature stress and structural changes of the surface layer. For the purpose of the exploration of internal stress and internal heat deformations the determination of the thermal field in the work piece is necessary which, at present, can only be brought about by means of the calorimetric method. Illustrations show such a calorimetric apparatus, which is described in detail and explained; formulae for the calculation of the work-piece are also given. The results of calorimetric experiments are given in a table, and another table shows the quantity of heat emitted to the work piece on the occasion of the grinding-off of 1 mm^3 of metal and for various grinding depths.

Card 1/2

121-8-11/22

The Determination of Heat Emitted to the Work Piece During Surface Grinding.

ASSOCIATION: Not given
PRESENTED BY:
SUBMITTED:
AVAILABLE: Library of Congress

Card 2/2

PODZEY, A.V.; NOVIKOV, N.N.; LOGINOV, V.Y.

Temperature field in metals subjected to surface grinding. Stan. i instr. 28 no.10:16-17 O '57. (MLRA 10:11)
(Grinding and polishing) (Heat transmission)

PODZEY, A.V.; LOGINOV, V.Ye.; NOVIKOV, N.N.

Measuring residual stresses by strain gauges. Stan.i instr. 29 no.6:25-27 Je '58. (MIRA 11:7)
(Strain gauges) (Strains and stresses--Measurement)

PODZEY, A.V.; LOGINOV, V.Ye.; NOVIKOV, N.N.

Measuring cutting forces with strain gauges. Stan.i instr. 30 no.3: 24-25 Mr '59. (MIRA 12:3)
(Strain gauges) (Metal cutting)

PODZEY, A.V.; LOGINOV, V.Ye.; NOVIKOV, N.N.

Calibration device for strain gauges. Stan.i instr. 30 no.4:24 Ap '59. (MIRA 12:6)
(Strain gauges) (Calibration)

KISHKIN, S.T., doktor tekhn.nauk; PODZEY, A.V., kand.tekhn.nauk; KARYAKINA, M.V., kand.tekhn.nauk, NIKOLENKO, V.V., kand.tekhn. nauk, LOGINOV, V.Ye., inzh., GRIBOVSKI, L., inzh.

Investigating the quality of the surface layer on ramjet, gas-turbine blades. Trudy MAI no.123:76-89 '60. (MIRA 13:8)
(Airplanes--Ramjet engines)
(Gas turbines--Blades)
(Surface hardening)

23966
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E193/E580

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1100

AUTHOR: Loginov, V. Ye., Engineer

TITLE: Investigation of residual stresses in the surface layers of ground titanium alloy components

PERIODICAL: Moscow. Aviatsionnyy institut. Trudy. No.129, 1960. Issledovaniye fizikomekhanicheskikh i ekspluatatsionnykh svoystv detaley posle obrabotki, pp.72-91

TEXT: It has been shown by other workers (Ref.1: Makkvillen, A.D. and Makkvillen, M.K., Titanium, Metallurgizdat, 1958; Ref.2: Colwell, L.V. and Truckenmiller, W.C., Cutting Characteristics of Titanium and its Alloys, Mechanical Engineering, June 1953, p.461; Ref.3: Merchant, M.E., Fundamental Facts in Machining Titanium, Proc. Titanium Symposium, Watertown arsenal, Oct.8, 1952, p.33; Ref.4: Coughlin, V.H., How, G.E., Works Titanium, American Machinist, Feb.No.16, 1953, p.176) that, as a result of plastic deformation during machining (grinding), residual stresses of considerable magnitude can be set up in the surface layers of titanium alloys. These residual stresses, when combined with the superimposed service loads, may cause overloading of a component

and its premature failure. In spite of the importance of this problem, no attempt has been made quantitatively to study the effect of various factors on the degree and extent of plastic deformation of the surface layers during machining and on the magnitude of the resultant residual stresses; hence the present investigation, which is concerned with a titanium alloy BT5(VT5) (4.7% Al, remainder Ti) shows that, owing to its high thermal stability, its ability to remain ductile in the 400-500°C range, and its good resistance to oxidation, this alloy is often used as the material of discs and blades in axial compressors. Preliminary experiments showed that the relevant properties of the surface layer of a ground component are affected mostly by the depth of cut and the nature of the coolant employed. Consequently, the object of the experiments, described in the present paper, was to study the effect of only these two factors on (a) the degree of plastic deformation and the depth of the plastically deformed layer, (b) the magnitude of the residual stresses and forces exerted on the work-piece, and (c) the temperature in the zone of contact between the abrasive wheel and the work-piece. The

experiments were carried out on a face-grinding machine, on flat test pieces measuring 60 x 10 x 5 mm. When applicable, emulsion (100 g of emulsol in 1000 c.c. of water) or carbon dioxide were used as coolants, fed with the aid of a specially designed jet under a pressure of 13 atm in the former, and 2.5 atm in the latter case. The depth of the plastically deformed layer and the degree of deformation were determined by microhardness measurements, taken on oblique sections. Residual stresses were determined by a new method, described in detail. Electrical resistance strain-gauges, attached directly to the specimen studied were used for a continuous measurement of strain due to change of shape of the specimen, caused by gradual removal of the plastically deformed layer by electrolytic dissolution. A specially designed dynamometer (also described in detail) was used to measure the forces, acting on the test piece during grinding. The temperature in the zone of contact was measured with the aid of a chromel/copel thermocouple, mounted in the grinding wheel. This method was proposed and worked out by the author and Engineer N. N. Novikov. The following experimental conditions were used:

grinding wheel 3646CM$_2$K (EB46SM$_2$K); peripheral speed - 30 m/sec; feed (horizontal) - 7.2 m/min; depth of cut - 0.01 mm (test pieces Nos. 1,4,7), 0.03 mm (Nos. 2,5,8) and 0.05 mm (Nos.3,6,9); coolant - none (test pieces Nos.1-3), emulsion (Nos.4-6), or carbon dioxide (Nos.6-9). Some of the results are given in Table 3. Other results are reproduced graphically. In Fig.9 the micro-hardness H_m (kg/mm^2) is plotted against the distance from the surface h (microns), graphs a, δ and β relating to test pieces ground with a depth of cut of 0.01, 0.03 and 0.05 mm, respectively, without cooling (curves 1) or cooled with carbon dioxide (curves 2). In Fig.10, the tensile residual stress σ_o (kg/mm^2) is plotted against the distance h (microns) from the surface of specimens, ground with a depth of cut indicated on each curve. In Fig.11, σ_o is also plotted against h, the graph relating to test pieces ground to a depth of 0.05 mm without cooling (curve 1), and cooled with emulsion (curve 2) or carbon dioxide (curve 3). Finally, Fig.12a shows how the contact zone temperature (T, °C) varied with the depth of cut (t,mm) during grinding without cooling (curve 1) and when cooling with the emulsion (curve 2) or carbon dioxide (curve 3) was employed; in Fig.12b

the horizonal P_z and vertical P_y components of the force (measured in kg) exerted on the test piece during grinding are plotted against the depth of cut. The results of the present investigation showed that tensile residual stresses, whose magnitude approaches the yield point of the material, are present in the surface layers of ground titanium alloy components. The distribution of these stresses indicates that their formation is mainly associated with the increase in the temperature of the surface layer during grinding. With increasing depth of cut, the temperature in the contact zone increases, as a result of which the surface of a titanium alloy becomes chemically more active and more readily absorbs atmospheric oxygen and nitrogen which increase the hardness of the α-phase. Introduction of jet cooling (particularly with carbon dioxide) considerably lowers the temperature of the surface layer during grinding and, consequently, reduces the thickness of the work-hardened layer and the magnitude of residual stresses, the beneficial effect of cooling being particularly pronounced when deep cuts are taken. For best results it is recommended to use carbon dioxide as a coolant in

grinding Ti-base alloys, and then electrolytically to remove the surface layer to a depth of 25-30 microns. Academician N. N. Davidenkov is mentioned for his contribution in this field. There are 12 figures, 3 tables and 15 references: 12 Soviet, 3 English. The English-language references read as follows:
Colwell, L.V. and Truckenmiller, W.C., Cutting Characteristics of Titanium and its alloys, Mechanical Engineering, June, 1953, p.461;
Merchant, M.E., Fundamental Facts in Machining Titanium, Proc. Titanium Symposium, Watertown arsenal, Oct. 8, 1952, p.33;
Coughlin, V.H., How, G.E. Works Titanium, American Machinist, Feb., No.16, 1953, p.176.

32402

1.1900

S/535/61/000/140/002/006
D240/D304

AUTHOR: Loginov, V. Ye., Engineer

TITLE: On the problem of control of residual stresses in the surface layer of titanium alloys

SOURCE: Moscow. Aviatsionnyy institut. Trudy, no. 140. Tekhnologicheskiye metody povysheniya kachestva i uzlov aviadvigateley, 1961, 16-28

TEXT: Provisional results of an investigation of work hardening and residual stresses after treatment by different methods. Experiments were carried out on plane specimens free from residual stresses, also on specimens cut by electric erosion from blades already manufactured. The materials were titanium alloys ВТ5, ВТ3-1, ВТ6, ВТ8 (VT5, VT3-1, VT6 and VT8). Specimens were milled or ground. Graphs of the variation of hardness with depth are given. Work hardening is found to increase with the increase of depth and speed of cutting. The microstructure of the surface layer after milling represents grains of solid

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On the problem of ...

solution stretched in the direction of motion of the tooth of the cutter. After grinding no stretching of grains was observed in the direction of motion of the abrasive disc, but grinding of a milled surface caused changes in the microstructure. Photographs illustrating the three cases are given. Numerous experiments have shown that plane grinding leads to the formation of residual tensile stresses in the surface layer of titanium alloys; if the finishing factor is equal to 1, these stresses have maximum values at the surface and decrease rapidly with depth. If the finishing factor increases, the magnitude of maximum stresses decreases and their penetration depth increases; maximum stresses are then situated under the surface layer (at a depth of 30-80 microns) which in operating conditions can cause failure of the material under the surface. Milling leads to compressive stresses, whose magnitude depends on the methods of milling and which increase with the increase of cutting depth. In the case of milling with subsequent grinding there is a redistribution of stresses. Graphs of the dependence of residual stresses on depth are given. The penetration depth of the residual stresses is most strongly affected by cross-feed. Jet cooling with

32402
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D240/D304

On the problem of ...

CO_2 considerably decreased the penetration depth. Additional investigation of stresses in blades of axial compressors showed that the finishing operations are decisive. The author recommends the use of additional electric polishing of the surface up to 30-60 microns. There are 9 figures, 1 table and 4 Soviet-bloc references.

Card 3/3

1 1110 3008
1 1100

26533

S/147/61/000/002/012/015
E081/E135

AUTHORS: Aleksandrov, V.P., Loginov, V.Ye., and Nikitin, A.N.

TITLE: Investigation of the residual stresses in the surface layer on machining heat resistant and titanium alloys

PERIODICAL: Izvestiya vysshikh uchebnykh zavedeniy, Aviatsionnaya tekhnika, 1961, No.2, pp. 125-135

TEXT: The paper is a continuation of previous work (Ref.3: A.V. Podzey, V.Ye. Loginov, N.N. Novikov, Stanki i instrument, No.6, 1958 and Ref.5: V.P. Aleksandrov, B.N. Zolotykh, Izvestiya AN SSSR, OTN No.6, 1958). Experiments are described on specimens of the nickel based alloy EI-437 (EI-437) and the titanium alloy VT3-1 (VTZ-1) to determine the stresses in the surface layer resulting from working the material. Electric strain gauges were used to measure the stresses and the alloy specimens were subjected to different amounts of grinding using an abrasive wheel with and without cooling by flow of emulsion or carbon dioxide. Another set of specimens was subjected to electro-erosion grinding using three different types of pulse generators with pulse durations of 1.5, 100 and 1000 μsec. The following conclusions are drawn from the

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Investigation of the residual stresses...

experimental results Plane grinding of both alloys by an abrasive wheel and by electro-erosion produces residual tensile stresses. The nature of the distribution of these stresses shows that their formation is connected basically with the high temperature gradient. The results of the tests of grinding by an abrasive wheel can be summarized thus: 1) with increasing depth of cutting, the magnitude of the residual stresses and the depth of their penetration both increase. 2) with increasing "coefficient of lapping" K_g, the magnitude of the surface stresses rapidly diminishes and the maximum stress occurs under the surface layer. 3) the introduction of flow cooling, especially by carbon dioxide (in the grinding of the alloy VT7-1) appreciably influences the lowering of temperature under the surface layer, resulting in a twofold increase in the depth of penetration of the maximum residual stresses. The results of the electro-erosion grinding tests led to the following conclusions: 1) increase in the duration of the electrical pulse leads to a rapid growth in the magnitude of the axial residual stresses, and also in the depth of their penetration. 2) regardless of the state of the spark gap and the frequency of the pulses (tens and even hundreds of megacycles/sec), RC type

pulse generators or other generators producing short pulses (1-5 usecs) are recommended for feeding the electro-erosion equipment in the finishing operations.
There are 8 figures, 3 tables and 5 Soviet references.

ASSOCIATION: Kafedra proizvodstva aviadvigateley, Kuybyshevskiy i Moskovskiy aviatsionnyye instituty (Department of Aircraft Engine Production, Kuybyshev and Moscow Aviation Institutes)

SUBMITTED: August 12, 1960

Card 2/3

S/276/63/000/003/004/006
A004/A127

AUTHOR: Loginov, V. Ye.

TITLE: Investigating residual stresses of heat-resistant and titanium alloys during machining

PERIODICAL: Referativnyy zhurnal, Tekhnologiya mashinostroyeniya, no. 3, 1963, 114, abstract 3B629 (In collection: Obrabatyvayemost' zharoprochn. i titanovykh splavov, Kuybyshev, 1962, 375 - 384)

TEXT: The author presents the results of investigating the causes producing defects in the surface layers of components of the heat-resistant and titanium alloys BT3 -1 (VT3-1), BT6 (VT6), BT 8 (VT8), ЭИ 437А (EI437A), ЭИ 437Б (EI437B), and ЖС 6К (ZhS6K). The investigations were carried out on flat specimens, free from residual stresses, and on specimens cut out by the electrospark method. Milling was performed on a horizontal milling machine in parallel and counter-direction by cylindrical cutters fitted with ВК 8 (VK8) sintered carbide and Р 18 (R18) high-

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Investigating residual stresses .....

-speed steel bits at varying cutting speeds and depths of cut and a feed per tooth of S_z = 0.05. Grinding was carried out on a surface grinder with longitudinal table displacement, with a 3Б 60 СМ 2К 5 (EB60 SM2K5) grinding wheel 200 mm in diameter and 32 mm in width at a speed of 30 m/sec; longitudinal table displacement was 7.2 m/min, cross feed and depth of cut were varied. Cooling was effected by air, carbonic acid and emulsion. The deformation was measured by continuous strain measurements. It was found that in machining alloys, the structure and properties of the surface layer are changed due to plastic deformations of the material and high temperatures in the cutting zone. In grinding, residual tensile stresses are originating in the surface layer of titanium alloys which, at a finishing coefficient of K_f = 1 (single cutting) have their maximum magnitude right on the surface; their magnitude sharply decreases at depths of 10 - 15μ. With an increase of K_f (multiple cutting), the magnitude of maximum stresses decreases, while their depth of permeation grows. Magnitude and depth of permeation of maximum stresses increase with increased depth of cut and constant K_f; the stresses on the surface change only insignificantly. Reducing the feed depth and jet cooling make

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Investigating residual stresses .....

the distribution depth of maximum stresses decrease. In milling, compressive stresses are originating as a result of plastic deformation of the surface layers, the magnitude of these compressive stresses depending on the milling methods and conditions. Increasing the depth of cut and using the method of milling in counter-direction leads to an increase in compressive stresses. In grinding after milling, a redistribution of stresses is taking place in the surface layers, and residual tensile stresses are originating. In the case of grinding being the final operation, it determines the nature of the residual stresses. For reducing workhardening, residual tensile stresses and, consequently, the origination of microcracks in the surface layers of components made of heat-resistant and titanium alloys, it is expedient to finish-grind on belt grinding machines. Belt grinding produces compressive residual stresses in the surface layer which serve as a protection barrier preventing the component from being destroyed under service conditions. There are 6 figures and 4 references.

E. Dymova

[Abstracter's note: Complete translation]

Card 3/3

BAKHTIAROV, N.I.; LOGINOV, V.Ye.; POPOV, V.Ya., kand. tekhn. nauk, dots., retsenzent; UVAROVA, A.F., tekhn. red.

[Technological processes of the machining of precision pairs] Tekhnologiia obrabotki pretsizionnykh par. Moskva, Mashgiz, 1963. 286 p. (MIRA 16:8)

(Metal cutting)

RYKALIN, N.N.; PODZEY, A.V., doktor tekhn.nauk, prof.; NOVIKOV, N.N., kand.tekhn. nauk; LOGINOV, V.Ye., inzh.

Calculation and simulation of the temperature field in a part subjected to grinding and milling. Vest.mashinostr. 43 no.11:74-80 N '63. (MIRA 17:2)

1. Chlen-korrespondent AN SSSR (for Rykalin).

LOGINOV, V.Ye.; NOVIKOV, N.N.

Method for reducing the film feed speed in the MPO-2 and N-102 oscillographs. Priborostroenie no.3:25 Mr '64. (MIRA 17:6)

L 11210-66 EWT(d)/EWP(1) IJP(c) GG/BB

ACC NR: AP6002569 SOURCE CODE: UR/0286/65/000/023/0060/0061

INVENTOR: Gorshkov, B. M.; Loginov, Ya. V.; Revyakin, V. F.; Frynshteyn, T. I.

ORG: none

TITLE: Storage mechanism. Class 42, No. 176723

SOURCE: Byulleten' izobreteniy i tovarnykh znakov, no. 23, 1965, 60-61

TOPIC TAGS: computer component, computer memory, computer storage, potentiometer

ABSTRACT: An Author Certificate has been issued for a storage mechanism for the moving angular coordinate of a rotating shaft, which also supplies the signal for displacement between the fixed and moving coordinates. The mechanism includes two potentiometers, the drive of one of which is locked by a high-speed braking unit. To improve the high-speed action and to provide required displacements of the potentiometer drive under all operating conditions (synchronous motion, locked, and rotating), the potentiometer drives are kinematically interconnected by a flexible joint, and one of the potentiometer drives is mounted on the disk of the locking device (see Fig. 1).

UDC: 681.142

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L 11210-66
ACC NR: AP6002569

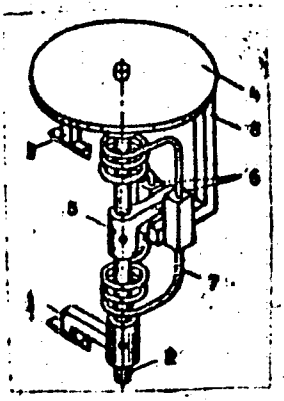


Fig. 1. Storage mechanism

1 - Lower potentiometer drive; 2 - potentiometer shaft; 3 - upper potentiometer drive; 4 - braking disk; 5 - lever; 6 - baffle plates; 7 - spring; 8 - stem.

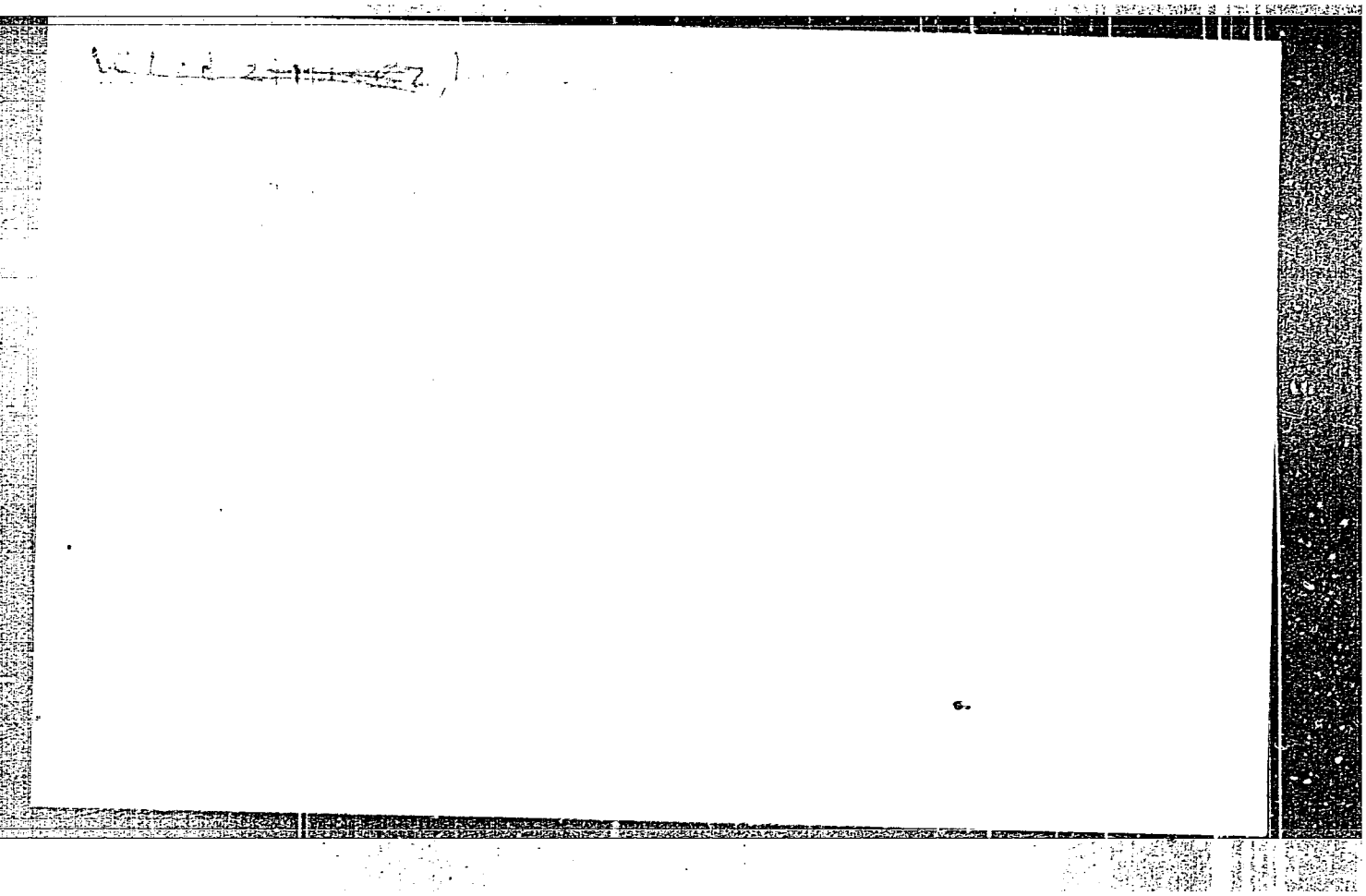
Orig. art. has: 1 figur. [L3]

SUB CODE: 09/ SUBM DATE: 11Jul64/ ATD PRESS: 4170

Card 2/2

7

✓ Application of conductometric analysis in paper chromatography. K. Bolewski and W. Łoginow (Zakład Chem. Ogólnej A. M., Poznań, Poland). *Przemysł Chem.* 11(34), 380–4(1955); cf. *C.A.* 52, 15322c.—Substances sepd. by paper chromatography can be quantitatively detd. by aid of a conductometric method, for which a special app., which is termed "chromatographic conductometer," has been designed. Measurements are presented for various concns. of Ni^{++}, Cu^{++}, and Fe^{+++}, which are satisfactory.
Werner Jacobson



Loginov, Ya. V.

AID P - 5183

Subject : USSR/Engineering

Card 1/2 Pub. 103 - 5/24

Authors : Levin, A. A., and Ya. V. Loginov

Title : Machine for making holes for piston wrist pins

Periodical : Stan. i instr., 7, 20-24, Jl 1956

Abstract : Description and operation of the A940 machine-tool for making holes in pistons to hold the wrist-pins is given by the authors, designers at the Experimental Scientific Research Institute for Metal-Cutting Machines (ENIMS). The machine was built by the "Stankokonstruktsiya" (Machine-tool Manufacturing Plant) for the factory for automatic production of pistons (Zavod Avtomat in Moscow) and is capable of handling four pistons simultaneously, finishing up to 400 pistons per hour. Three photos and 7 diagrams.

Stan. i instr., 7, 20-24, Jl 1956 AID P - 5183

Card 2/2 Pub. 103 - 5/24

Institution : As above

Submitted : No date

32(1) SOV/84-59-10-11/53

AUTHOR: Loginov, Ye., Chief

TITLE: Organizational Work is the Main Thing

PERIODICAL: Grazhdanskaya aviatsiya, 1959, Nr 10, pp 7-9 (USSR)

ABSTRACT: In this article, the chief of Soviet civil aviation surveys the achievements of his personnel, criticizes some existing shortcomings and urges all concerned to work still better. The plan of operations for Aeroflot for 8 months of 1959 has been fulfilled by 106.9%. During the same period of time, chemical flights covered an area of 17 million hectares. The Kazakhskoye territorial'noye upravleniye (Kazakh Territorial Administration) has improved the regularity of flights and met the planned passenger turnover by 109.1%. A new Moscow airport was opened in August 1959 at Sheremet'yevo. Kiyev and Novosibirsk now have two airports each. Airports at Alma-Ata, Irkutsk and Khabarovsk are undergoing reconstruction. New passenger terminals have been constructed at the Tashkent, Omsk, Novosibirsk, Stalino, Riga, Kaunas

and Tallin airports, and are under construction at the Baku, Odessa, Vladivostok, Sukhumi and Krasnodar airports. The Moskovskoye upravleniye transportnoy aviatsii (Moscow Administration of Transport Aviation) is taking the passengers directly from the city to the planes. The same method is used in Kiyev and in Leningrad. There is a lack of proper training of pilots in landing under adverse meteorological conditions (pilots of the Ukrainian and East-Siberian Territorial Administrations have one day of flight training every 2 months). The Kiyev airport is making little use of the meteorological data coming in from aircraft in flight. A good many airport employees are slovenly and untidy. Late departure of planes and even cancellations of flights have not yet been eliminated. A sub-unit commander L. Goryaynov is mentioned as an exemplary leader, who spends almost 80% of his flight time on instructing and checking his pilots. Captain Shemyakin, from a sub-unit commanded by Serpitskiy, the pilot of the

Ukrainian Administration Ivanov (who tried to take off in an overloaded An-2 plane and caused an accident), and the second pilot Gulyamov (who failed to take a scheduled medical examination) are mentioned on the negative side.

ASSOCIATION: Glavnoye upravleniye Grazhdanskogo vozdushnogo flota pri Sovete Ministrov SSSR (Main Administration of the Civil Air Fleet at the Council of Ministers of the USSR)

LOGINOV, Ye.

Complete the seven year plan ahead of time! Grazhd.av. 17 no.7: 1-2 Jl '60. (MIRA 13:8)

1. Nachal'nik Glavnogo upravleniya Grazhdanskogo vozdushnogo flota. (Aeronautics, Commercial)

LOGINOV, Ye.

High-grade meteorological security for flights. Grazhd. av. 17 no. 11:10-11 N '60. (MIRA 13:12)

1. Nachal'nik Glavnogo upravleniya Grazhdanskogo vozdushnogo flota pri Sovete Ministrov SSSR.
(Meteorology in aeronautics)

LOGINOV, Ye.

All potentials should be used. Grazhd.av. 18 no.2:1-2,9 F '61.
(MIRA 14:3)

1. Nachal'nik Glavnogo upravleniya Grazhdanskogo vozdushnogo flota pri Sovete Ministrov SSSR.
(Aeronautics, Commercial)

S/084/62/000/001/001/003
D045/D114

AUTHOR: Loginov, Ye., Chief of the Main Board of the Civil Air Fleet at the Council of Ministers USSR, Delegate of the XXII Soviet Communist Party Congress.

TITLE: Wings of time

PERIODICAL: Grazhdanskaya aviatsiya, no. 1, 1962, 2-5

TEXT: Prospects for increasing the scope and efficiency of the Soviet civil air fleet are discussed. By increasing the airline network by approximately 150,000 km, it is hoped to link all areas of the USSR in 1980 by air and to cater for more than 200 million passengers. In the same year, approximately 120 million hectares of land should be treated by special aircraft on chemical-spraying missions, etc. In 1962, it is planned to carry 28 million passengers and to have more than 68% of them travelling on fast aircraft. For this purpose, all efforts should be concentrated on completing the construction of the airports now being

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Wings of time

built at Domodedovo (Moscow), Arkhangel'sk, Volgograd, Yakutsk, Chelyabinsk, Chita and Ufa. New aircraft soon to be added to the fleet now serving Aeroflot (Air Fleet) include the Ту -124 (Tu-124) and Ан -24 (An-24) passenger aircraft, the special-purpose Ан-2 (An-2) aircraft, and the Ми-4 (Mi-4), Ми-1 (Mi-1) and Ми-6 (Mi-6) helicopters. The Mi-6 is equipped with gas-turbine engines. In 1962, more Ту -114 (Tu-114), Ил -18 (Il-18) and Ан -10 (An-10) aircraft will be added to the fleet. At times it will be better to use the Il-18 and An-10 aircraft instead of the Tu-104 during especially difficult meteorological conditions. The aircraft control and meteorological services should definitely be improved to achieve greater flight safety and efficiency. The [illegible] and communications section of the North-Caucasian Board of IVF is mentioned, where good results were achieved by organizing a system of direct communication between regional control centers and aircraft crews without the use of radio-operators. The concluding part of the article is devoted to problems of improving the efficiency of passenger services in general. Greater regularity of flights and a reduction in the number of night flights is stressed. Gitchenko, Chief of the Seoul Municipal Agency of Aeroflot, is mentioned.

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LOGINOV, Ye.F.

Summer navigation during the third year of the seven-year plan. Grazhd.av. 18 no.7:2-4 Jl '61. (MIRA 14:8)

1. Nachal'nik glavnogo upravleniya Grazhdanskogo vozdushnogo flota pri Sovete Ministrov SSSR.
(Aeronautics, Commercial)

LOGINOV, Ye.

The fifth year of the seven-year plan. Grazhd. av. 20 no.1: 2-4 Ja '63. (MIRA 16:4)

1. Nachal'nik Glavnogo upravleniya Grazhdanskogo vozdushnogo flota pri Sovete Ministrov SSSR.

(Aeronautics, Commercial)

L 24655-66
ACC NR: AN6010738 (N) SOURCE CODE: UR/9008/66/000/087/0002/0002

AUTHOR: Loginov, Ye. F. (Minister of civil aviation) 20
B

ORG: none

TITLE: In the wide open spaces of the fifth ocean

SOURCE: Krasnaya zvezda, 14 Apr 66, p. 2, col. 2-7

TOPIC TAGS: civil aviation, civil aviation service, passenger aircraft, airport helicopter, pilot training

ABSTRACT: In an interview outlining the role of the Soviet civil aviation in passenger transportation, the author states that a modern airliner now is flying at a speed of 650-900 km/hr and that in the near future airliners will fly at speeds of 2500 km/hr and more. It is predicted that passenger travel and the number of new airports will increase. In 1965, 42 million persons used air transportation. Moscow airport, the largest in the USSR, is designed to handle 3000 passengers an hour. The work has been completed for landing the high-speed IL-62 airplane. The V-2, V-8, and V-10 helicopters will appear in airline service. Modern AN-2 aircraft will be used in agriculture. Great attention is paid to improving the radio engineering equipment of airfields. About 35--40 airports will be

2

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L 24655-66
ACC NR: AN6010738

built for main airlines. New pilots, navigators, and other aviation specialists are now being trained for civil aviation. [Summary]

[NT]

SUB CODE: 01/ SUBM DATE: none

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L 44209-66 EWT(d)/EWP(1)

ACC NR: AP6028565 SOURCE CODE: UR/0209/66/000/008/0011/0014

AUTHOR: Loginov, Ye. (Minister of Civil Aviation USSR) 34 B

ORG: none

TITLE: Airlines in the new five-year plan. 14

SOURCE: Aviatsiya i Kosmonavtika, no. 8, 1966, 11-14

TOPIC TAGS: civil air fleet, civil aviation service, transport aircraft, passenger aircraft

ABSTRACT: This is a broad survey of Civil Air Fleet activities during the last Seven-Year Plan (1958—1965) and of the program of activity for the current Five-Year Plan (1966—1970). The rapid increase in passenger air transportation is illustrated by the fact that in 1958 there were 8.2 million air passengers, in 1965 there were 42 million, and in 1970 there are expected to be 70 million air passengers. Regional passenger transportation accounts for 40% of all transport flights made by the Civil Air Fleet; therefore, greater emphasis is being placed on the improvement of local facilities: the plan calls for the construction of 200 new airports. During the past Seven-Year Plan the Civil Air Fleet received large-capacity TU-104, IL-18, AN-10, TU-114, and later TU-124 and AN-24 passenger airliners. Presently, it is

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L 44209-66
ACC NR: AP6028565

getting improved versions of the AN-24 and IL-18D transports, which have better flight instrumentation and offer greater comfort for long-distance flights. Among recent improvements and accomplishments are mentioned the erection of 47 new airport buildings, 39 airport hotels, a brand new airport with a giant passenger terminal at Domodedovo (near Moscow), and a new Moscow passenger airport building; the latter, which is one of the largest in Europe and the largest in the USSR, is capable of servicing 3000 passengers per hour. In December 1965 the Paris-Moscow international freight airroute was opened. It is serviced by AN-12 transports. Orig. art. has: 4 figures. [SA]

SUB CODE: 01/ SUBM DATE: none

Card 2/2 JS

L 08105-67 EWT(d)/EWT(m)/EWP(h)

ACC NR: AP6030101 SOURCE CODE: UR/0317/66/000/008/0070/0075

AUTHOR: Loginov, Ye. (Minister) 31 13

ORG: Ministry of Civil Aviation, SSR (Ministerstvo grazhdanskoy aviatsii SSSR)

TITLE: Civil aviation today and tomorrow

SOURCE: Tekhnika i vooruzheniye, no. 8, 1966, 70-75.

TOPIC TAGS: civil air fleet, civil aircraft, passenger aircraft, transport aircraft, civil aircraft data, transportation system

ABSTRACT: The civil air fleet is undergoing continuous modernization, its size increased, range of operation extended, and performance improved. Presently the following air transports are in wide use: Tupolev's TU-104, TU-114, and TU-124 turbojets, Il'yushin's IL-18 and IL-18D turboprops, and Antonov's AN-10, AN-12, and AN-24. During the coming years the AN-24 and TU-124 will be used to replace piston airplanes (Il-14 and Li-2) on local airlines. In the near future the civil air fleet will receive IL-62 intercontinental jet passenger transports. Meanwhile, such important design bureaus as those of Il'yushin, Tupolev, Yakovlev, Antonov, Mil', and Kamov are working on new airplane and helicopter designs for civil aviation use. The development of the TU-144 the first Soviet supersonic air transport, is proceeding satisfactorily. The TU-154 turbojet airliner is also being designed for civil aviation. Its projected specifications are: speed, a 900 km/hr; range, 3500 km; capacity, 160 seats. For local airlines the 24-passenger YaK-40 is under

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L 00105-67

ACC NR: AP6030101

construction. The TU-134 and AN-22 transports are undergoing operational testing. Helicopters of the V-2, V-8, and KA-26 series will be widely used on airlines and in the national economy. Orig. art. has: 5 figures. [SA]

SUB CODE: 01 / SUBM DATE: none/

Card 2/2 mla

LOGINOV, Ye.F., general-polkovnik aviatsii

The fortieth anniversary of Soviet peace wings. Grazhd.av. 20 no.2:2-3 F '63. (MIRA 16:3)

1. Nachal'nik Glavnogo upravleniya Grazhdanskogo vozdushnogo flota. (Aeronautics, Commercial)

LOGINOV, Ye.F.

Aeronautical strides of the seven-year plan. Grazhd. av. 22 no.1:2-3 Ja '65. (MIRA 18:11)

1. Ministr grazhdanskoy aviatsii SSSR.

ACC NR: AP7007303 SOURCE CODE: UR/0084/67/000/002/0001/0001

AUTHOR: none

ORG: none

TITLE: Civil Aviation Minister Ye. F. Loginov discusses Aeroflot problems

SOURCE: Grazhdanskaya aviatsiya, no. 2, 1967, 1

TOPIC TAGS: civil aviation, civil air fleet

ABSTRACT: After discussing the achievements of Aeroflot, Loginov stated that if the necessary problems are to be solved in time, Aeroflot must obtain the help of the Ministry of the Aviation Industry; first of all, however, it is necessary to produce the equipment required for civil aviation. The new Mi-2 and Mi-8 helicopters will provide more economical service, and the Mi-6 and Mi-10K heavy helicopters will make it possible to increase

Card 1/2 UDC: none

ACC NR: AP7007303

the transport of the heavy loads needed in the northern regions. In 1967 Aeroflot will accomplish 210 additional passenger flights. One of the important measures being taken by civil aviation is the switching of its concerns to a new system of planning and economic stimulation, which is already showing good results. While appropriations have also been made for the development of local airlines, the building of airports on those lines is slow and is insufficiently provided with credits and funds by the various concerns. The Minister called upon the various organizations of the republics to help in the establishment of facilities for local airlines. [NC]

SUB CODE: 01/ SUBM DATE: none/ ATD PRESS: 5116

Card 2/2

LOGINOV, Ye.N. (Magnitogorsk, Chelyabinskoy obl., ul. Mira, d.67, korp.1, kv.35)

Cancer of the lung in the wall of a tuberculous cavity; a case history. Vop. onk. 9 no.10:95-96 '63. (MIRA 17:12)

1. Iz Magnitogorskogo protivotuberkuleznogo dispansera (glavnyy vrach - A.I.Shirokova).

LOGINOV, Ye.N.

Cancer of the hypophysis and acromegaly. Probl.endok.i gorm. 7 no.2:99-101 '61. (MIRA 14:5)
(PITUITARY BODY—CANCER) (ACROMEGALY)

LOGINOV, Ye.N.

Comparative characteristics of tuberculosis; data from the Magnitogorsk prosector. Probl.tub. 37 no.7:69-73 '59. (MIRA 13:4)

1. Iz pervoy gorodskoy bol'nitsy Magnitogorska (glavnyy vrach - zasluzhennyy vrach RSFSR G.I. Drobyshev).
(TUBERCULOSIS pathol.)

LOGINOV, Ye.N.

Case of primary sarcoma of the heart. Arkh. pat. 23 no. 1:82-83 '61. (MIRA 14:1)

(HEART—TUMORS)

LOGINOV, Ye.N.

Clinical morphological characteristics of tuberculosis in adults in Magnitogorsk from 1957 to 1961 according to autopsy data. Probl.tub. no.1: 70-77 '63. (MIRA 16:5)

1. Iz mediko-sanitarnoy chasti (nachal'nik Ye.A. Buga) Magnitogorskogo metallurgicheskogo kombinata i Magnitogorskogo protivotuberkuleznogo dispansera (glavnyy vrach A.I.Shirokova).
(MAGNITOGORSK—TUBERCULOSIS)

LOGINOV, Ye.N.

Primary cancer of the choroid plexus in a child. Arkh. pat. 22 no. 12:63-65 '60. (MIRA 14:1)
(CHOROID PLEXUS—CANCER)

LOGINOV, Ye. N.

Tuberculosis of the breast. Probl. tub. no.2:97-98 '62.
(MIRA 15:2)

1. Iz 1-y gorodskoy bol'nitsy Magnitogorska (glavnyy vrach - zasluzhennyy vrach RSFSR G. I. Drobyshev)

(TUBERCULOSIS—BREAST)

LOGINOV, Ye.N.

Tuberculosis of the stomach. Probl. tub. 41 no.5:77-81 '63. (MIRA 17:1)

1. Iz 1-y Magnitogorskoy gorodskoy bol'nitsy (glavnyy vrach zasluzhennyy vrach RSFSR G.I. Drobyshev).

LOGINOV, Ye.N.

Rare forms of intestinal tuberculosis. Probl.tub. no.7:100-102 '62. (MIRA 15:12)

1. Iz gorodskoy bol'nitsy No. 1 Magnitogorska (glavnyy vrach - zasluzhennyy vrach RSFSR G.I.Drobyshev).
(INTESTINES—TUBERCULOSIS)