

SOCIAL-PEDAGOGICAL PREVENTION AND CORRECTION OF SUICIDAL BEHAVIOUR IN YOUTH

The Ukrainian state recognizes the man, his life and health, honour and dignity, inviolability and security as its main priority, the highest social value. However, now the country is undergoing a difficult transition period, in connection with intensified social problems in society and – as their result – increased level of mortality due to suicide (almost in 50% in the last ten years).

Recently the number of suicide attempts among young people (namely teenagers) is highly increased. During the last decades the rate of suicide among adolescents is nearly tripled and they took the second place in frequency among the causes of death at a young age.

These facts lend special urgency to questions of diagnostics, prevention and organizations of the help to relevant categories of the population, especially adolescents. In such a way, it is one the main task of social policy of the state.

What do we mean by suicide? Actual suicidal behaviour refers to any internal and external forms of mental acts, directed by the ideas about depriving yourself of life.

Therefore, Edwin Shneidman, one of the most competent specialists, who researches the problem of suicide, specifies suicide as a deliberate death (it is an act of deprivation of life in which a person makes a deliberate and conscious attempt to cease existence.

It is very important to understand the terms “reason”, “condition”, and “motive” and their meanings. Abramova A.G. considered the main reason of suicidal action the socio-psychological disadaptation of personality. In addition to the main reasons it can be minor (sickness, family difficulties, etc.). The reasons should be distinguished from the conditions and the occasion. The conditions are a complex phenomenon, which, although do not generate particular consequences but they are a prerequisite for their formation and development. There is no cause and effect without conditions.

Unlike reasons motive is an event that becomes the impetus for the action of reasons. The motive is external, accidental, and does not serve as link in the chain of cause-and-effect relations.

According to Lichko A. the most frequent causes of suicide are: the loss of a loved one, fatigue, wounded self-esteem, destruction of the protective mechanisms of the person resulting from the consumption of alcohol, gynogenic psychotropic substances and drugs, identification with a person who has committed suicide, various forms of fear, anger and sorrow on different occasions.

The contents of preventive and corrective actions is to prevent suicides. Therefore, for this it is necessary to carry out primary prevention, main task of which is the dissemination information about the typical signs of suicidal behaviour in adolescents. The efforts of the social educator should be primarily aimed at improving relationships in families. Adolescents need individual psychotherapy, i.e. change of relations in the social microenvironment; group aimed at the acquisition of knowledge and skills of behaviour in crises; family psychotherapy, i.e. clarifying the characteristics of the relationship of adolescents and parents; social assistance.

Therefore, the problem of social-pedagogical prevention and correction of suicidal behaviour among adolescents is becoming more acute and requires urgent attention.

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AIR CONDITIONING SYSTEMS

The **Dornier 328** air-conditioning system supplies the flight compartment and the passenger compartment with a sufficient quantity of air for fresh air ventilation, temperature control and pressure control. Bleed air shall be supplied by the engines or by the optional APU. A portion of the cabin exhaust air is directed through the air conditioning system for recirculation. The system comprises two ECS (environmental control system) packs with identical functions which operate using the “air cycle” principle. Each pack mainly consists of a cooling turbine (air bearing type), a dual heat exchanger, a condenser/water extractor (high pressure water separation system) and various control and regulating subsystems. The ECS packs shall be installed in the unpressurized area on top of the fuselage centre section. Windshield demisting outlets are installed in the flight compartment together with air outlets at floor and ceiling level. The passenger compartment is supplied with a continuous flow of conditioned air through ceiling and floor level outlets. Each seat is supplied with conditioned air by an adjustable air outlet. Exhaust air will be extracted through floor level openings, fitted at each side of the passenger cabin. Pressurization shall be automatically controlled by a digital electro-pneumatic cabin pressure control system (CPCS), with a manually operated pneumatic system as a back-up. The system includes two independent outflow / safety valves, a control unit, digital controller, selector for landing altitude, the manual controller, an ejector pump as a vacuum source and a manual back-up indication.