

Magadan, while the airport in Neryungri would be subordinated to the Yakutsk joint group. Neither in Neryungri nor in Aldan has this plan elicited a joyful response.

The Aldan group has already experienced one 'emergency' reorganization. There is another, unofficial version of why the Aldan command structure moved south, in addition to the official version: the officers were in a hurry to receive new, fully-equipped housing and a salary increment. In Neryungri the northern supplement is .03% higher than in Aldan. What a tiny difference, yet what a lot of trouble it has caused! Those who have suffered because of it have every right to be upset.

How can economic losses be cut? This raises a variety of questions. Is the bureaucratic structure too large? Might it be better to create an administrative unit in accordance with the nature and volume of work to be done, rather than in conformity with the bureaucratic structure established for each group? The Aldan group might be just as well off with a skillful manager and administration, rather than the entire administrative hierarchy set out for a joint division. An aviation specialist/administrator could fill the post of chief pilot or any other post specified by the group. Yet, one obligatory, unified structure exists at present for all regions, a faithful copy of the top-level administrative structure: central administrations and ministries with all their departments and divisions. The latter issue orders and requests, while their subordinates write reports.

N. Parschikov, the Aldan poet/pilot, focused his attention on this point. His calculations for an economically-sound, independent aviation division are