

have insisted that the public be drawn into resolving these problems.

Unfortunately, relations between the leaders in Aldan and the public are very simple and very negative. For instance, M. Nemytkin, a former pilot, requested a reference from the council of airplane captains in order to return to flying. The captains forbade the council to consider the request. At the council meeting applications were considered from reserve candidates for various ranks of command posts, but this particular request was not reviewed. Pilots insist on references from senior officers and selections made by commanders. The reply was: "No recommendation forthcoming".

That may be the reason why pilots blame all their difficulties on the divisional commander, Yury Krivoshapov. The opinion prevails that he does not make decisions about practical problems and lets things go.

The danger in lengthy service by such senior officers is that all the complexity of their organizational and leadership responsibilities is effaced, creating the illusion that a commanding officer's work is easy. As a result, some people say, "Make me a commanding officer. I can do just as well."

With the transition to a two-section organizational system, suggestions have been made at the Yakutsk civil aviation administrative headquarters to join the divisions together into large units with designated 'leading' and 'auxiliary' groups. The future of the unwieldy Neryungri joint division is also under discussion. It is envisaged to join the Aldan pilots together with the pilots in