

one although we were supposed to have two already by the end of last year.

There are no skids or floats for the An-28. And why is it so needed in the North? In any case, since the beginning of 1990 the Poles have been trying to sell it to us at 1.5 - 2 million rubles per airplane. Meanwhile Aeroflot and the entire light aviation system is operating at a loss. At the Krasnoyarsk Administration every hour of flight of the Yak-40 generates a loss of 121 rubles (its total annual flight time is 54,000 hours). The losses for the L-410 are 105 rubles (yearly flight time 53,650 hours), 144 rubles for the An-26 (yearly flight time 32,400 hours). I could continue the list. Let me pose a rhetorical question. How is our nearly 20,000-strong collective to live, how is it to develop and solve social problems? Are we supposed to wait for the prices of aircraft, fuel and spare parts to come down or for passenger fares and freight charges to go up?

There is only one possible conclusion: there has been a major blunder in supplying aviation equipment to Aeroflot, especially in the North and Arctic. What is needed is for the Ministry of Civil Aviation and Ministry of the Aircraft Industry and the government as well, to change their policy and turn their attention to the North. It would be simpler to put our house in order and to supply northern air enterprises with modern polar aviation equipment than to resurrect the Administration of Polar Aviation. At least, we would have something to fly in... Our administration, for example, has qualified polar pilots who possess great experience and skill. And the ground facilities are being successfully developed.

What did we inherit from Polar Aviation? Dirt landing strips, converted buildings, crack-filled houses... What have we accomplished in 18 years?

At Srednii airport (Severnaya Zemlya) we built a new hotel, a large-panel housing plant, a garage, and an instrument landing system.