

at Perm, Sverdlovsk, and Tyumen, and be maintained in a first degree of readiness on railway flatcars. They could be formed by utilising the tanks, military tractors and powerful marsh vehicles currently in the process of being reequipped.

The latest innovation in the system of aerial protection of the forests - the IL-76 flying tanker - gives cause for doubt on account of the heavy cost of it and the lack of a network of airfields in the forested zone capable of accepting such aircraft. The mania for doing things on a very large scale is once again leading us to the situation where we must fight fires manually, since the local air bases are shying away from using such tankers. Aviation science must move in the direction of inexpensive firefighting aircraft, capable of being deployed anywhere in the country and at least as good as the Canadian amphibious plane produced by "Canadair". But the most powerful weapon for control of forest fires ought to be the building of dirigibles, capable of transporting water and machinery to the fires.

With regard to the economic aspects of forest fire protection, I support the view that there is a need for the "Avialesookhrana" Association to have its own insurance indemnity fund, which would be used to assist air bases and air detachments in financial difficulties. Even though it is the central agency for air traffic control, flight coordination and scientific support, "Avialesookhrana" is still making almost no use of data derived from aerial and space observation and is hardly involved at all in monitoring activity. In the air detachments we are getting no help at all from space. There are no scientific forecasts etc. In short, without scientific support, disasters will always take us unawares, just as they did last year in Sakhalin, the Tomsk and Tyumen oblasts, the Khabarovsk Krai and other regions.