

perestroika have seemingly not had any impact here. The pilots and other specialists sense the exploitative attitude at the top level and have repeatedly approached their supervisors and senior officers with requests to openly discuss the division's situation with the present commander, V. Ostapenko. The situation has reached an absurdly trivial level: chairs cannot be brought for the pre-school centre. The main accounting office refuses to provide funds for this purpose, insisting that the shop provide an invoice and then wait for payment for the chairs.

There had never been any arrangements of this type in 7 years, yet the new authority exercised by Neryungri continues to the present day. There is still no dock in Aldan to perform adjustments and checks on the An-2 engine. Naturally, the work is supposed to be performed in Aldan, although there is a dock in Neryungri. Aldan possesses highly experienced technical personnel with expert knowledge of the Mi-8 helicopter - yet helicopters are serviced in Neryungri. It is well-paid work. Passenger flows have been redirected to Neryungri, which is profitable for this town. A passenger travelling to Aldan is obliged to buy a ticket from Irkutsk, for instance, to Neryungri, and then to buy another ticket from there to Aldan. Travellers prefer to take the bus.

The surprising thing is that the command structure of the Neryungri joint division and the Aldan flying division have not made the slightest attempt to correct this situation. Yury Krivoschapov, the commander of the Aldan division, can provide the facts when asked at what time these questions 'arose', 'became acute', and 'were raised'. However, nothing has changed. That is why activists in Aldan