

line-up. Everyone touts his rights. Then all hell breaks out. On top of everything we are criticized for not demanding that Cape Schmidt fill in advance on the return tickets the place, flight numbers and date to the final destination. How can we demand this when at the Cape Schmidt airport they reply that Pevek won't guarantee them the connecting flights? So we end up in a vicious circle.

Couldn't the two airports settle the problem of dispatching passengers?

Vozdushnyi Transport
14 February 1989
Page 2 (full text)

Mass Production Of The An-74 Aircraft Now Underway

At the Khar'kov-based "Lenin Komsomol" aircraft plant they have begun to mass-produce the light weight AN-74 cargo plane, which is specially designed to operate in the Arctic and Antarctic.

They have been waiting for a machine like this for a long time. It combines jet speeds with the reliability of the AN-2, the cargo-carrying capacity of the turbo prop AN-26 with the flight range of the piston-engine veteran IL-14. The men stationed in the polar regions over the winter, icebreaker captains and researchers employed in Antarctica, have all spoken of the need for a plane designed to operate in the northern and southern polar areas.