

cabin is directed to battle the ice. This is a typical working situation, and the pilot knows perfectly well how to get out of it. Our Ilyushin begins to climb higher, and at an altitude of 1800, the ice formation ends.

Yes, an Il-14 is an Il-14. On the one hand, the yesterday of our aviation, but on the other ... why yesterday? Of course, it was not that long ago that we were certain it was gone forever. But here before me is a radiogram: "There is an opportunity to obtain Il-14 airplanes; please inform the Ministry of Government Aviation (MGA) sub-unit whose services you utilize. Aircraft orders are to be directed to the MGA. We ask that you examine the given proposal and advise us of your decision."

To whom and by whom is such a dispatch sent? It turns out that the weather bureau is informing its local division. Of what? Of the fact that due to reductions in the Armed Forces, the opportunity arose to obtain military transport "Ils". And not in small numbers. It turns out that they were there and are there! Is it possible that so many problems will be resolved in one stroke?

But do not be too quick to rejoice, in the past we have often done so too soon. The Commander of the Chaunskiy aviation firm, A. Ibragimov, quickly dropped this question on sober, northern soil:

"How will it be with the engines? Where will repairs be carried out? We cannot take any airplanes until we hear persuasive answers to these questions."

It is amusing that this information came to the northern aviation enterprise in a roundabout way