

TRANSPORT AIR

For the Sake of .03%
Problem between Aldan and Neryungri Air Detachments

N. Parschikov, a pilot based in Aldan and an amateur poet, has not been writing poems for a year. He wrote in a letter to the editors that he is occupied with working out a budget for the economic activity of his division, in which he flies an L-410. His poetry will have to wait until his calculations are complete: he has demonstrated to himself and, with the help of local economists, has indicated clearly how his small flying group could become profitable.

Why does a 'poet' have to perform an economic analysis for his group? To understand the situation, we have to look at the background, at what occurred in this region 7 years ago. At that time the entire command structure of the Aldan joint division moved 200 kilometres to the south - to Chulman, - now Neryungri auxiliary airfield. Naturally, there was more to this than just a wish to relocate southward. The reason was to hasten construction of an airstrip for modern planes. Neryungri, a town near Chulman, turned into a city with a large population.

However, the airfield was ordered to be built by one ministry, yet constructed by another, and the Aldan officers, who had neither money nor resources, but only the wish to build an airfield as quickly as possible, were unable to deliver it on schedule. True, the first group from Aldan was lucky: they were assigned housing in the city. People had been waiting for housing in Chulman for a long time. Some of them have still not improved