I can well understand the sadness of northern residents. These simple planes have rendered excellent service in the skies of the Arctic. It was precisely their reliable wings which in the spring and autumn delivered new teams to arctic stations and high-latitude expeditions, simultaneously delivering cargo as well.

"We frequently visit Franz Joseph Land, Severnaya Zemlya and other distant islands and drifting ice islands - right up to the Pole, "relates V. Tsoun, commander of the flight detachment. "Acting on requests of the Arctic and Antarctic Institute we conduct oceanographic aerial surveys and take water samples."

More and more often helicopters from Zhokhova Island have been bringing in freight and people to the planet's northern summit.

"AN-26 are delivering cargo to the island from Cherskii and Chokurdakh," continues Vladimir Ivanovich, who has spent more than thirty years in the North.

His uncle Arkadii Petrovich, by the way, also worked in the arctic skies. Mr. Tsoun is a first-class pilot and an acknowledged ace in Yakutiya. I have visited with him and other pilots of Cherskii - the centre of the Nizhnekolyma Raion - in distant corners of the tundra and of the Arctic Ocean, or the "northern 'akiyan'" as they used to call it. For example, at the polar stations "Bukhta Ambarchik" and "Ostrov Chetyrekhstolbovoi".

I had occasion to fly with Vladimir Ivanovich in fierce cold on an ancient AN-2. The mission was to drop off cargo for hunters and Arctic workers of Logashkino, which is at the mouth of the Alazeya, the icy waters of which flow into the East Siberia Sea. The homemade electric heater in the cabin was balky: it only came on when this seasoned airplane was descending. Neither fur coats nor heavy fur boots could guard against the cold. And Northerners put up with this for years.