

the spot, on SP-30 itself, and only a specialist could do it. A decision was reached: allow one parachutist to make a jump from an IL-76 onto the drifting station. The jump into the polar night would be the first in the history of the opening up of the Arctic.

"I got in touch with Vladislav Piguzov, Chief of the SP-30", said Artur Nikolaevich {Chilingarov}, "and asked them to turn on any lights or lanterns they had - anything that could give light".

Again the IL aircraft appeared over the ice floe. Parachutist Aleksandr Romanov jumped into the Arctic darkness. He managed to land on the ice successfully and quickly found the cause of the parachutes' failure. Immediately, he radioed his conclusions to the IL-76. Specialists got the malfunctions out of the systems directly in mid-flight. The aircraft made a fresh approach. Eleven pallets with food descended. How did things go this time? Within a few minutes, a message came from SP-30: "Thanks to the adjustments made in the rigging, we received the whole cargo without loss. All are well. Thank you. Piguzov".

Vasilii Semenovich Sidorov, Chief of SP-31 and a Hero of Socialist Labour, knew about the mishap, and, deciding not to take a risk, declined to receive cargo. "Considering the heavy losses on SP-30, please drop only mail", he radioed. But the aircraft delivered freight intact to him too, after having adjusted the rigging of the parachute systems.

Such losses in the Arctic are rare. It is naturally annoying that some valuable cargo should be lost, but all the same this freight delivery system has proven itself.