

For this purpose a temporary airstrip was set up 70 kilometres away from the station.

The day after the helicopter flew over North Pole-25, another flight was made by an Mi-3 helicopter based on the Vladimir Arsenev. Its crew was headed by Yury Kharitonov, Deputy Head of the Air Navigation Division of the Magadan Civil Aviation Administration. On board was a group of Arctic researchers headed by V. Kiselev, leader of the expedition and head of the Sever Aviation group operating in the northern latitudes from the Arctic and Antarctic Research Institute.

Almost everything left behind on North Pole-25 was well preserved. Much of the station's property was of interest to A. Kuddelev, the station's former mechanic, who was among the last to leave it in April, 1984, and who is now the head of the diesel-powered electrical station at North Pole-31. The most essential equipment was loaded onto the AN-2 at that time.

The Arctic complex, which includes a mess-room, a mechanical workshop, a diesel SKB* with a diesel engine still intact, and a galley, was elevated by nature onto a pedestal of sorts: over the past 4 1/2 years it has been raised to a height of almost 4 metres on a mushroom-shaped ice pedestal. A tractor was also to be found on an 'historical foundation' of this type. A piece of plywood in the

* Revisor's note: No expansion of the original Russian abbreviation SKS suitable for this context, is available.