

Aeroflot is now gradually converting to a new wage payment scale, and both salaries and pensions for its employees are rising. This is both necessary and good. How is it being implemented among us in the Magadan Integrated Air Unit? In a manner very much its own. All the services have now converted to the new wage rate except.... the pilots. This is absurd. On the outside, mind you, everything looks good: our Unit regularly meets its plan and receives challenge banners for doing so. Flight safety is assured. All of this, however, is being achieved at the cost of aircrew nerves and health. Do we really need a breakdown, the next crash, so that this side of the picture will attract attention?

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O. Borodin, Izvestiya's own correspondent for the Yakutsk ASSR, adds a clarifying note:

"This letter's author exaggerated nothing. Nor is it by chance that Sotsialisticheskaya Yakutiya [Socialist Yakutiya newspaper], in holding a discussion on the subject "Accommodation 2000: a look at the Ministry", quoted a disturbing fact: the average length of time that it takes aviators on a waiting list to get an apartment is twenty years or more. In every Yakutsk airport you can find huts that have long ago been written off, yet pilots' families continue to huddle in them.

"We're trying to improve the situation", says F. Sergeev, Deputy Chief, Yakutsk Construction Directorate, Civil Aviation. "During the current