

an AN-2 that has a cargo capacity of give tonnes and will be running some experiments. Numerous design bureaus and factories are offering to help us just now. As for the expenditures, they should not be so heavy as it is mainly a question of making improvements to existing designs. The design bureaus are also offering to create a special 15-seat light aircraft, for which there is a pressing need. The AN-2 has now been in service for more than 40 years. It is time to send this lumbering old crate to a well deserved rest, the more so since there are aircraft with speeds ranging from 150 to 450 kilometres per hour. There is also a need for a staff version of the aircraft, since the helicopters currently employed are expensive to operate. The staff aircraft should be equipped with both radio communications and video. All in all, much is needed and as soon as possible. What in fact is happening? We are installing five of those television towers in one year and seven in another. The requirement for them is in the hundreds".

Q. "Much is being printed in the press about the need to use dirigibles...."

Andreev. "Much is being printed but little is being done. The apparatus being suggested to us has a cargo capacity of 600 kilogrammes and is economically unsuitable."

Spiridonov. "Aircraft, helicopters and dirigibles all have an important role to play. But consider how the smoke-jumper is equipped at the moment. Here there has been no progress at all. While it is true that we do have some portable sprinklers, the high-pressure motor pumps that were tested and found highly satisfactory three years ago are nowhere to be seen. We don't even know where