

As far as housing is concerned, it is a fact that over 4000 aviation workers in the Krasnoyarsk Administration are in need of improved housing. We are building a substantial number of houses but more are needed. And how is it that aviators in Igarka - a city with a large sawmill and trans-shipping combine - are unable to build houses out of wooden beams using their own financial resources? They could, if there was the will to do so. The money is there. What is needed is initiative and firmness in handling the housing problem. Last year alone collectives engaged in self-financed construction projects were allocated an additional 6 million rubles from the material incentive fund!

... I have been flying in the North all my life. Polar experience is never wasted. It is as essential to pilots of the Il-86 as to pilots of the Mi-26. The North and Arctic are excellent schools for developing skills, courage and innovativeness. You can always recognize a polar pilot by his distinctive manner, no matter what kind of aircraft he has flown.

In concluding my response to Kukhareenko's article I'd like to say that, clearly, it would be worthwhile to think about a more rational structure for the administration of air transport in the Far North. And if something like a new Polar Aviation is to be created, it would be altogether possible to use our administration as the basis for this.

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