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Gone into the Arctic Sky: In memory of Sigismund and his crew Levanevskogo

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August 12, 1937 - the day went down in history of domestic aviation as the beginning of the third flight from Moscow Soviet aircraft over the North Pole in the United States. And for many years subsequent day, August 13, celebrated among aviators and explorers as the day of death of the crew, who had gone into the flight - DB-A aircraft, better known under the number "N-209", with a crew of six people: commander - Hero of the Soviet Union Levanevsky Sigismund, the second pilot - test pilot Nikolai Kastanaev, navigator Viktor Levchenko, factory technician Nicholas Godovikov, polar aviation mechanic Gregory Pobezhimov, radio operator Nikolai Galkovsky.

In 1939, after two years since the tragedy of the aircraft "N-209" and its crew, published a book by Max Singer "Sigismund Levanevsky" [1], which is a detailed biography of the famous polar pilot. This book still has continuing relevance for anyone interested in the history of domestic aviation. Of particular value to this edition gives SA Levanevskogo letters to his wife and children, written in the mid and late 1936 during his trips to the United States, as well as all (or almost all) known at the time radiographs taken from an airplane " N-209 "from the start time to the North Pole. The second edition of this book, published under a different name for almost twenty years later [2], in contrast, is devoid of scientific value - were seized from him not only dispatches from the plane "N-209", but all pages dealing stays SA Levanevskogo VI Levchenko and GT Pobezhimova in America have been cut and other sections of the book.

After long neglect ended in tragedy last trans-Arctic flight, which was interrupted only fragments of memories pilots polar aviation representatives of the older generation and individual newspaper articles [3], since the late 70s has been growing interest in the fate of the crew "N-209". One of the first publications, which ushered in a long story about the pilot and his crew Levanevskogo, preparation and during the flight over the North Pole, was the paper P. Sal'nikova "Sigismund Levanevsky" in the journal "Ural Ranger" [4]. Somewhat later, a whole series of articles in the journals "Around the World" and "Tech-youth", as well as many interesting news stories that are important for the history of the search aircraft "N-209" and the fate of its crew.

15 Lake Shore Drive Toronto, Ontario M8V 1Y9 Canada
Telephone +1 (416) 255-7414 Mobile +1 (416) 801-7055 e-mail: geotec@plus-ultra.com
Skype: w.r.thuma

The encyclopedia "Aviation" [5] has an article about Sigismund Levanevskogo cavalier Gold Star of the Hero of the Soviet Union at No. 2. In the same edition of the article about aircraft designer VF Bolkhovitinov mentioned heavy bomber DB-A, but nowhere does it say that the plane DB-A and the plane "N-209", which was lost with the crew Levanevsky - are one and the same machine. Also Levanevskogo more none of the members of the crew "N-209" has not received a separate article in this encyclopedia - however, it inexplicably missed a lot of names of our outstanding polar pilots.

The crew Levanevskogo during flight and its details, we know the adopted radiograms, books tell our famous explorers Papanin [6] ET Krenkel [7] EK Fedorov [8], memories pilot AN Gratsianskaya who participated in the search of the American Arctic Levanevskogo [9] P. Sal'nikova book "Life Devoted to the Arctic" - the most detailed to date biography Sigismund Levanevskogo [10], two books ZM Kanev [11] J. Kaminski bulk article "Flight to Nowhere" [12] V. Zaluzhny book "Skipper ice trip" [13] - a documentary story about Victor Levchenko.

Background to the third and final trans-Arctic voyage, became the last flight for the heroic crew - it's not just the way the pioneers of the sky at high latitudes, it is an integral part of personal biography and flight crew commander "N-209" Levanevskogo Sigismund and his navigator Victor Levchenko. The beginning of their joint operations in the North back to the events of 1933, when Sigismund Levanevsky was appointed to conduct ice reconnaissance in the eastern sector of the Arctic on a plane "H-8" - flying boat "Dornier-Val." Victor Levchenko took place in the crew navigator Levanevskogo. However, before the ice reconnaissance crew in the year had to do a very different job.

At this time, an American pilot James Mattern intended to carry out a flight around the globe. At the final stage Mattern flew round the world flight from Khabarovsk to Anadyr direction and disappeared. Began the search - it soon became clear that George Mattern landed on the shores of the Anadyr River approximately 80 kilometers from the district center, and his plane was damaged. Levanevskogo crew was given an urgent task to take on board the aircraft Mattern Anadyr and deliver it to Alaska.

Already this flight was one notable event in flight biography Levanevskogo S. and V. Levchenko. The flight from Khabarovsk to Anadyr with landing in a stormy sea of Okhotsk near the flight over the mountains of northern Kamchatka and Chukotka southern seaplane on which it is impossible to make a landing on land (later on the same route, but on land vehicles other crews will fly to the rescue Chelyuskinites) , fly on an overloaded car from Anadyr and landing in fog near St. Lawrence Island, start at Nome with minimum reserve fuel on the way back - landing on a shallow lake on the American coast and the rise in the toughest conditions. Victor Levchenko had this flight other navigational duties, had to perform the role of an interpreter - he knew English.

Newspapers at the time wrote: "Flight crew Levanevskogo from Khabarovsk to Anadyr to help accident victim Mattern American pilots go down in history as a heroic northern aviation flight, perfect in unusually difficult conditions." Sam SA Levanevsky, gave details about the flight to Alaska in a small book "My element" [14], it seems, did not find in his work is nothing heroic, noting personal qualities and merits of all the members of his crew and paying for each justice.

At the end of the next, in 1934 Levanevsky decides to implement a bold idea - a flight from Moscow to the United States over the Arctic Ocean - the North Pole. For this purpose, at the time best suited ANT-25 Tupolev design. Was formed crew - commander SA Levanevsky, copilot GF Bajdukov, navigator VI Levchenko. August 3, 1935 ANT-25 flew from Moscow, heading for the North Pole. Details of the flight stated in the memoirs of one of its members - GFBajdukov [15].

When the aircraft was over the Barents Sea, a malfunction is detected - oil leaks, represents a serious threat to the single-engine aircraft. It was difficult for the crew made a decision - to turn back. Skipper Victor Levchenko performing duties radio operator associated with airfields, landing crew requests, but no one takes the risk to take the defective machine overloaded fuel for long-distance flight. In the end, it was decided to land at the aerodrome Krechevitsy near Novgorod, before boarding crew merges part of the fuel - and yet almost the accident happened: while landing ignited flares.

Later it was found that an oil leak occurred in flight due to deficiencies in the device and assembly oil line, revealed other shortcomings. ANT-25 almost two years "adjusted." This aircraft was later VP Chkalov, GF Bajdukov and AV Belyakov made a nonstop flight from Moscow - Udd Island. Thereafter, the same crew first paved route over the North Pole from Moscow to the United States. On the second, modified ANT-25-1 crew Gromov flew the same route almost to the Mexican border. In fairness it should be noted that in preparation for trans-Arctic flight of Chkalov and during the flight on Chkalauski ANT-25 took place more than one emergency situation.

In 1936 SA Levanevsky and VI Levchenko got government job to see samples of seaplanes, manufactured in the U.S., to express their views on their purchases for the USSR and overtake one of the aircraft acquired in Moscow. Pilots chose seaplane "Walt-1-A." August 5, 1936 was the start of flights Los Angeles-Moscow route which passed through Alaska and Chukotka gidroaerodromy Arctic, from which then took off and was setting a plurality of polar aviation aircraft. During the flight crew commander SA Levanevsky, had already awarded the Gold Star of Hero of the Soviet Union, received the Order of Red Banner of Labor, and the navigator VI Levchenko was awarded another high award - the Order of Lenin. [16]

In the summer 1937 a new flight was scheduled crew Levanevskogo over the North Pole to America. This time the flight was carried out on a heavy four-engine plane DB-A (Far Bomber Academy), better known in the history of our aircraft under the designation of his latest - a room that was in the plane of polar aviation: N-209. The new machine - the pride of the then aviation, her records were set, it is demonstrated at the parade on Red Square. The crew of the second pilot - factory test pilot NG Kastanaev, factory technician NN Godovikov, polar aviation mechanic GT Pobezhimov and radioman NY Galkovsky - a longtime friend and Levanevskogo Levchenko Sebastopol school marine pilots . These aircraft DB-A: Speed - 280 km / h, load capacity 12 tons, altitude 6000 m, range 7000 km. [17]

August 12, 1937 plane "N-209" flew from Moscow. In Fairbanks, Alaska, where he waited for the plane arrived. According to most sources, the communication with the crew was lost soon after had passed the North Pole. Radio operators of airports, polar stations and hams listen attentively broadcast hoping to hear RL - Crew call "N-209". Link heavy aircraft sent to Franz Josef Land, the

two planes are sent to Alaska with one purpose - to seek plane "N-209". In this work, participate and American pilots. The search for the aircraft and crew, which lasted almost a year, to no avail.

The fate of the aircraft "N-209" and its crew has become one of the most dramatic chapters in the history of Russian polar aviation and simultaneously one of the most intriguing stories in the history of Arctic travel. And nowadays we study different versions of the alleged flight paths of aircraft Levanevskogo and the fate of its crew. Because until now about the last hours of flight, "N-209" in the American sector of the Arctic from the North Pole to the South, we know little more than we did contemporaries - those who waited and caught in the air call sign "N-209", those who waited return to search aircraft of Franz Josef Land and from Alaska. Until now, the reasons for failure are discussed flight - aircraft technical flaws, bad timing to start to complicate research in the polar night, casting a shadow on the personality of the crew commander, as if to seek his own glory.

On this flight, and the people who had gone to the Arctic sky from Moscow already distant August 1937, written a lot. In a fascinating memoir VI Akkuratova "Ice and ashes" [18] placed diary that by the summer of 1937 at the Franz Josef Land. In Egvekinotskaya regional museum in Chukotka (Anadyr Branch District Local History Museum) kept typing memories polar pilot MN Kaminsky, author of two books about the development of the Arctic sky [19], in the same museum of his personal archive of documents are available in the typescript he expressed concerns concerning the place of searching aircraft "N-209" and its crew.

In our time, a new generation of people looking for material on the history of aviation, which almost accidentally discover some of the sources that record in the history of our pilots fly but triumphant high-profile successes, there were tragedies, which then chose not to And somehow I remember even now are writers who see the main culprit in the incident commander crew.

It is difficult to understand why now, in our days, suddenly the pages of periodicals misses so much bad about the pilot and the person Sigismund Levanevskogo [20]. One of the publications, the story is not directly connected with any biography polar pilot, nor Transarctic flights, though purposely begins with the words "Levanevsky - inflated value ..." [21]. The heroes of this publication in their conversations commemorated Levanevskogo Aircraft accident "Fleyster" at Cape ONMA haul aircraft in Alaska to Chukotka to participate in the rescue Chelyuskinites winter 1934. Asked why he was not taking part in the rescue Chelyuskinites, after all, was awarded the newly established Hero of the Soviet Union and was listed at No. 2 on the list of those who receive this title (Gold Star award as a mark was established later, after Levanevskogo death). In scraps of phrases taken out of someone's memories recall his aristocratic origins, reinterpreted in his own words Levanevskogo from his book "My element" - the content of the book, but, unfortunately, very ill-prepared for publication by someone from contemporary journalists. Are the words that lower professional level commander "N-209" refers to the fact that even on the rise in Moscow plane took Kastanaev - co-pilot, and he attributed words to the commander, "I'll give him the freight to America ..." [22]. The only noteworthy fact of this publication - is a personal negative attitude towards Levanevskogo by polar pilot VM Mahotkina. However, it is easily explained by reference to historical documents: VM Makhotkin seaplane had to insure SA Levanevskogo and his crew failed transpolar flights in 1935 [23].

However, the author of this material A. Anfinogenov substantially exposed itself: on one of the final pages he genuinely puzzled as to why the plane DB-A had the name "N-209" [24], although there was a built in just one instance. A. Anfinogenov says of himself that he had a lot of flying in the Arctic polar pilots with known 40-50s - yet at the same time he has no idea that the numbers in polar aviation aircraft assigned to them in order of receipt in the agency and did not depend on the type of machine. But strange is the fact that even the magazine "Technology towards the youth," published many articles about the search for the aircraft "N-209", recently published a series of articles, the tone of which in relation to SA Levanevskogo looks very negative [25].

Admittedly frankly Levanevsky does not deserve it. First, he was, and long remained one of the most experienced polar pilots, the incident several hundred hours in the polar latitudes as to fly to save Chelyuskinites and after Chelyuskin epic. Secondly, the chief pilot plant Kastanaev knew better all the advantages and disadvantages of the aircraft "N-209". Third - worth reading the same Akkuratova: in polar aviation those romantic times not that fly the plane, and even able to take off and land almost everything - and navigators, flight engineers, and, as a cause of accidents was only part of the material failure or severe weather conditions. Rating Levanevskogo as polar pilot was given to those who were indebted to him for life: "People were alive with exceptional composure Levanevskogo Pilot" - wrote polar explorer GA Ushakov in his telegram addressed to Moscow Kuibyshev and Glavsevmorput [26]. Perhaps he was in the wrecked plane "Fleyster" had reason to assess airmanship pilot. In the end, and the flight over the North Pole to America - is also the idea Levanevskogo, and no one's fault that he himself in the incarnation of his dreams was not lucky twice - the first time in August 1935, when the ANT-25 with crew Levanevsky - Bajdukov - Levchenko turned back due to faulty lubrication system, the second time - in the fatal August 1937 ...

What really happened with the "N-209"? On this occasion, there are various versions that contain a more or less plausible assumptions.

Perhaps flying airplane stopped due to icing or lack of fuel flow is increased due to the headwind, somewhere in the high latitudes between the pole and the coast of Alaska. This assumption is considered to be accepted as the official version of the death of the crew Levanevskogo. It was supported by authoritative experts and polar aviation pilots during flights on ice reconnaissance in the high Arctic are not lost hope of finding the plane "N-209" on drifting ice floes at least until the early 50s.

According to another version, the plane "N-209" followed on track and crashed into the sea between the islands and Tethys Spy a few miles from the coast of Alaska - the possibility of such events tell stories Eskimos living on the coast of Alaska near these locations [27]. This version is supported by enthusiasts and those who are interested in the history of flight, "N-209" in the U.S., quite actively developed in the 80s early 90s, and the progress of the search aircraft Levanevskogo offshore near Alaska lit in a series P. Sal'nikova in the journal "Around the World" [28]. However, while this version is not confirmed: the search operations on the shelf using magnetometers to detect traces of the aircraft failed.

It has been suggested that the commander of the crew due to a malfunction of one of the engines and a strong head wind changed the course of the aircraft "N-209" towards the nearest land to the

North Pole - the Canadian Arctic Islands and the northern tip of Greenland. This version is not new - it is expressed in the late 30s [29], but in the search Levanevskogo it does not detect. The same view was described as a version of YP Salnikov [30] and recently supported Magadan journalist M. Ilves [31]. The basis for this hypothesis in our days was the radio message containing the number "34.00", presumably indicating a 34 square map meteokodov that had the crew - this box falls on the eastern region of the islands of the Canadian Arctic Archipelago. In one of the publications had even been suggested that the crew Levanevskogo could reach the coast of Greenland, to repair the engine stopped right wing and fly to the coast of Alaska. [32] However, such developments, it is permissible on the pages of a popular magazine, should still be regarded as almost incredible.

In the late 70s worked over version that plane flight "N-209" was completed in the Lake itself-Kyuel in Yakutia. On the lake itself-Kyuel for several years visited several research expeditions, whose activities are covered by newspapers "Soviet Bashkiria", "Socialist Yakutia" and "Soviet Russia" [33]. First results of these searches were presented in one of the articles M.Chvanova [34]. Any significant results on the lake itself-Kyuel, conducted over several years, to no avail. In one of the news stories have been reported about the discovery of a heavy aircraft on the lake [35], but further studies did not confirm the results of the first magnetic survey of the lake bottom itself-Kyuel [36], and then even the most ardent supporters of the Yakut version final flight "H -209 "were forced to admit that the plane Levanevskogo be found in the high Arctic. [37]

Yakut version Levanevskogo death of the crew from the outset undertook many questioned: the crew could not allow such a navigational error, which would lead to such a significant deviation from the course - although such developments did not exclude even the flag-navigator polar aviation Akkuratov Valentin, who knew and Levanevskogo Levchenko. The main argument for Akkuratova VI in favor of this version was that the distance from the North Pole to Fairbanks, Alaska (flight destination) and to the lake itself-Kyuel was about the same, and therefore, if the "N-209" deviated of course, he could land on the same latitude, which is the end point of the route. If we talk about the positive outcome of the search for the next "N-209" in Yakutia, then they put it in that we learned another radiogram with "N-209" adopted radioman FS Pilyasovym August 13, 1937 in the evening local time "I am going on two, had come down, see icebergs ahead" and reported that the radar radio (call sign of the aircraft "N-209") heard on 13-14 August 26 meters Srednekolymsk and 34-35 meters in Bulun (Tiksi) [38].

The most intriguing fact that, in fact, brought to life the story of the aircraft landing in Yakutia Levanevskogo - this board named Levanevskogo bad readable names of other crew members, which was discovered helicopter pilots E. Popov in 1965 on the shore of the lake itself-Kyuel. On this board told and Evens-local villagers themselves-Kyuel. At the beginning of large-scale search for the aircraft "N-209" in Yakutia, this board has been lost (there is speculation that it took a helicopter crew, based in Zhigansky and disaster victim later). E. Popov himself and members of his crew categorically deny that they could be confused with a plaque inscribed, which was discussed with other commemorative plaque - that which is installed at the site of the crash, "H-263" on the shores of Lake Seren-Kyuel (perhaps Seguin-Kyuel).

Message itself E. Popova on board with the names of the pilots found them on the lake itself-Kyuel be considered completely reliable. However, the most important thing - namely, the relation of this finding to the intended route of flight of the aircraft "N-209" can be brought into question. Begs the

assumption that the board named Levanevskogo really existed and was on the lake itself-Kyuel. But such a board could be placed there by the crew Levanevskogo year earlier - in August 1936, during the flight of the aircraft, "Walt 1-A" from Los Angeles to Moscow if the plane landed on the lake. That SA Levanevsky leave any marks or notes in the field landings, known from his own story: in his book "My element" refers to the fact that during the flight with J. Mattern to Alaska in the first landing "H-8" in the United States, on St. Lawrence Island aircrew left a bottle with a note.

If we turn to a detailed analysis of events and trip Levanevskogo S. Levchenko route "Los Angeles-Moscow", done by them in August and September 1936, when it opened the interesting details that were not taken into account by search engines 70-80 -ies. First, the plane "Walt-1-A" in domestic polar aviation got a room "N-208". [39] - That is, its number differed by only one unit from the number "N-209", which had the plane DB-A after was designed for transpolar flight. Secondly, the lake itself-Kyuel lies only about 200 kilometers from the highway Zhigansk-Yakutsk on which Levanevsky and Levchenko flew twice: in August 1936, and even earlier - in the autumn of 1933 on a plane "H-8" after returning from Alaska . Thirdly, August 30, 1936 after departure from Yakutsk to Zhigansk Levanevsky Levchenko and were forced to go back, because the path was blocked by squally showers aircraft and restart at Yakutsk have been taken by them only 1 September 1936 respectively [40]. Thus, the only day when the crew of the aircraft "N-208" (not to be confused with the "N-209") Could install a sign at the landing on the lake itself-Kyuel - is August 30, 1936, the same day when Levanevsky and Levchenko could not continue the flight to Yakutsk, and probably landed on the lake itself-Kyuel, using the lake as a spare seadrome and explore the possibility of landing on it for other aircraft. [41] Perhaps helicopter crew E. Popova, who found the sign incorrectly read a few numbers: the number of aircraft "N-209" (instead of "N-208"), and the date of August 13, 1937 (instead of August 30, 1936) due to poor preservation board. But there is another possible: sign Levanevskogo delivered on the lake itself-Kyuel in his landing the plane "N-208" ("Walt-1-A") subsequently could be mistaken for grave pilots and replaced by someone on the makeshift grave monument to the crew of the "N-209". Search Engines 80s, searched in Yakutia witnesses the crash, did not try to find those who could take the sign at the landing of the aircraft, manned and Levchenko Levanevskogo in 1936, in the tomb of the crew of another aircraft with the same commander and navigator, flying on a completely different route.

Wide scale search for the aircraft "N-209" in the 70-80-ies of XX century. allowed the participants to make a number of interesting findings related to the development of the airspace of the Russian North, including the name of SA Levanevskogo. In the early 80s in the valley of the Kava (headwater Tauy) in the south of the Magadan region was discovered four-engine plane, similar to the "N-209", but a detailed survey findings revealed that this "TB-3", released in 1938 -39 years [42]. This aircraft belonged Dalstroy and crashed during the flight Khabarovsk, Magadan, caught on the slope of a hill in poor weather conditions, with the crew and passengers survived. There are also bits of information that, in August 1937 a large plane crashed into the Chukchi Sea near Kolyuchinskoy lips. Research on the ground in the area led to the discovery of the note houri "Upali sea go [in] Vankarem. SL "43, but it was later found that this cairn was folded in 1934 after the accident" Fleystera "during the rescue operation Chelyuskinites [44].

Contribute to the understanding of the fate of the crew "N-209" made and writer VS Pikul. In his article "How Levanevskogo expedition disappeared", he suggested that, after landing on the ice crew Levanevskogo built on the ice like the polar station "North Pole-1" and conducted scientific observations, according to the author, for several years. Writing imagination prompted VS Pikul that

materials of this polar station could find ... in the far right engine of the aircraft, which was bound to go down, but since the "Big Land" were aware of this engine failure, the detection of the aircraft on the ocean bottom certainly would take care to raise the surface of this particular engine to ascertain the cause of the problem [45]. Of course, what a respected writer wrote - only literary fiction, which was based on the best intentions to draw attention to the fate of the heroic crew. But this article is valuable one - the fact that it once again draws attention to the radiogram, adopted September 13, 1937 the ship "Batum" in the Sea of Okhotsk, "Latitude 83 north, longitude 179 West RL ..." [46]. It is considered that this is the last radio message from those that were adopted by the radio waves of the crew "N-209" and contained his call RL.

In many publications devoted Transarctic hop crew "N-209" are radiographs obtained from the aircraft. Articles 70s, when there seemingly was impossible to wait for new information, new posts. Among them, in addition to previously unknown radiograms, which was adopted by FS Pilyasovym in Yakutia - that Alaska was fully adopted one of the last dispatches, whose end could not make out the other stations, "Planting will do in 34.00." These figures, many commentators believe the intention of the crew to turn towards the nearest land to the North Pole. Later, there were reports that the headquarters trip to Moscow was adopted for at least one radiogram signed navigator and radio operator Galkovskii Levchenko.

Many contemporaries flight Levanevskogo reported that even almost a month after the disappearance of the "N-209" in the air on its waves sounded some signals that it was impossible to make out. For those who wrote about the fate of the aircraft and crew, these signals were evidence that the crew could land on ice or at one of the huge icebergs drifting in the high latitudes of the Arctic Ocean. One piece of evidence, and not based on newspaper reports, and documents, generally non-polar aviation (the greater the value of such a message, it comes from disinterested persons), promulgated in MV Vyahirev book, which tells about the polar station Cape Schmidt. This book provides wireless message with "N-209" August 13 at 17:58 and adopted at Cape Schmidt: "How do you hear? RL. Wait. "And that's what it says further:" In the future, communication with the aircraft Levanevskogo bugged so weak that they could not be disassembled. And from August 23 pozvynoy aircraft in the air is not listening ". [47] Thus, we have further evidence that the same radio station - Ice Station Cape Schmidt - heard radio signals Levanevskogo aircraft within ten days after his disappearance.

Look at the map of the Arctic. Her sinuous lines marked routes and ice drift voyages of ships which are associated with the page history of polar research. Line from the pole toward Greenland shows the route drift station "North Pole-1", the same lines that are almost closed in the area of the U.S. Arctic drift other stations marked "North Pole." Almost a straight line through the pole shows the path of flight Chkalov "ANT-25." On other cards have another route trip "ANT-25" - Gromov Danilina and Yumasheva. Route of flight crew "N-209" under the command Levanevskogo here is not defined.

Point of the North Pole. Radiograms of the plane "N-209" is known that it was passed. Next flight route "N-209" was held along the 148 meridian in the direction of Alaska, then almost directly above the present village of Prudhoe Bay on the coast in the direction of the destination of the flight - Fairbanks. From Pole to coast nearly 2,100 kilometers. Under favorable conditions, the plane "N-209" would overcome the distance in about 8 hours. But a strong headwind, significantly reduce the

speed of the aircraft, which inevitably would reduce the distance covered during the same time. By reducing the speed of flight of about 100 kilometers, is supposed to be "N-209" flew to the area would be about 83 degrees north latitude. At this point, the depth of the ocean is almost four kilometers. Modern equipment allows to achieve it, we have already shown on television shooting the interior of the legendary "Titanic" 0, which lies at an even greater depth. But even the big four-engine aircraft in its size is much smaller than the huge transoceanic liner, and the North Atlantic - yet not the Arctic Ocean in the high latitudes, where most of the time the water surface is covered with many years of heavy ice.

From the North Pole to Alaska coast more than two thousand kilometers. Up to Ellesmere Island in the Canadian Archipelago - about 760 kilometers and the nearest land to the northernmost point of Greenland, Cape Morris Dzhesev even less - a little over 720 kilometers. And this cape is exactly 34 degrees west longitude - maybe, just here and there is a mystery digits radiograms heard in Alaska. But first, this assumption is assessed as almost incredible even then, in the late 30s. Secondly, in the area for many years that the NATO airbase Alert. Presumably, if "N-209" made an emergency landing in the specified area, several generations of pilots who flew over the islands of the Canadian Arctic Archipelago, in the summer might have noticed from the air unknown heavy aircraft resembling a "flying fortress" B-29 the Second World War, and as noted in one of his articles VI Akkuratov, certainly would have recorded their priority in finding the missing aircraft Levanevskogo [48].

Version, according to which the plane "N-209" not reached the coast of Alaska a few miles and fell into the sea near the islands and Tethys Spy looks very plausible - because locals Eskimos, talked about it as witnesses. But it is not consistent with the fact that after the disappearance of the aircraft "N-209" on its airwaves tapped unintelligible signals. We know that the same signals filed and crashed in the Norwegian Sea in 1928 seaplane "Latham" Roald Amundsen, they too were barely audible, and the crew of "Latham" no one was able to help. [49] Many believe that the signals are hard of hearing or faulty radios work in the wake of the "N-209" - is evidence of a forced landing on the ice.

However, the materials devoted to the search for the aircraft "N-209" and his crew, there is a mass of information, mutually exclusive in reliability and conflicting - it could mark each. The historian's task - to explain the facts that do not fit in the most plausible version, and combine the most reliable or possible events in their daisy chain, which helped to recreate real events and direct the search to the most reliable direction.

Confidence that the crew commander Levanevsky flew the plane after passing through the North Pole strictly on track, the word Eskimo, who saw a plane over the sea off the coast of Alaska and the mysterious radio signals after the disappearance of the plane ... It seems there is an opportunity to bring it all together under another version. Maybe someone, it will seem unprofessional. But maybe this version will ever be in demand - if you do not confirm the other, seemingly more plausible assumptions.

If you draw a straight line from the North Pole along the meridian of 148 aircraft on track Levanevskogo, this line will be released on the coast of Alaska near the present village of Prudhoe Bay, a small island near Barter which became known through articles about the search for the "N-

209" in the area. And if it is to continue - here I recall the words of memories polar pilot IP Mazuruk that the aircraft disappeared not always found where they wanted to. Recall that the plane "N-209" searched the coast of Alaska, searched the area of intended landing on the drifting ice in high latitudes, searched in Yakutia.

If you can believe the words of the witnesses to come to us in the translation from the Eskimo language to English and from English into Russian, then we are entitled to assume that the local residents of neighborhoods Barter Island on the coast saw a plane flying over the sea or, as the party searches Levanevskogo Canadian pilot R. Randall heard the noise of the engine [50] - of the fallen in the sea plane Eskimos began to speak when it became clear that it was looking for him in the area. And now look again at the map of Alaska - there across the course "N-209" is Brooks Mountain Range, in some places reaching heights of nearly 2,700 meters. Note - track Chkalov aircraft ran away to the east of these mountains, over the Canadian tundra. And just for the meridian 148, that is known to us rate Levanevskogo aircraft in the direction from south to north stretched valley formed by the spurs of the mountain range. These valleys, which stem from the ridge, in difficult weather conditions, with fog and low clouds were to form a real trap for the aircraft - especially for aircraft with a faulty engine, with fuel at the limit, with a tired crew. Especially since we know that the weather in Alaska on the day August 13, 1937 was exceptionally bad. Without a doubt, to restore the full picture may refer to these U.S. forecasters, but without them it is clear that bad weather in the area of the Arctic - is the fog and low clouds. Might well happen that the plane "N-209", following strictly on a pre-planned course, could make a landing in the mountainous region of Alaska - where it nobody ever think to look. Note that a similar assumption is immediately after the disappearance of the aircraft "N-209" expressed Canadian polar explorer V. Stefansson, but his opinion was not taken into account in formulating a search strategy by crew Levanevskogo Alaska. In the future, this assumption has become known thanks to the book P. Sal'nikova "Life Devoted to the Arctic", and was repeated as quite possible in some recent publications [51].

And, if this assumption is true, it had to be just landing, and not an accident. It could be a deliberate and controlled emergency landing due to lack of fuel due to a fall or motor power - recall that in the radiogram adopted FS Pilyasovym in Yakutia, were the words "I'm going on two, had come down, see icebergs ahead." If we pay attention to the difference in time between the radiogram, in which the crew reported flying over the pole, and radiogram adopted FS Pilyasovym, the probability that the plane "N-209" at the time of the last transmission radiograms was close to land, it becomes very real. But it could have been an unplanned landing in the mountains in bad weather and poor visibility - that such thinking leads case so dalstroevskim "TB-3", which was found in the late 70s - early 80s between the Sea of Okhotsk and Magadan . If the flight is "N-209" ended up in the mountains of Alaska, the crew, of course, trying to make itself felt on the radio - but then again, will understand why these signals were not heard. The surrounding mountains, a kind of screen employees for radio waves, inevitably not allowed to take signals "N-209" from the land primarily nearest stations Alaska in Fairbanks, Nome, Anchorage and other locations in the U.S. and Canada - which is probably why unintelligible signals in the wake of the "N-209" were made only at a great distance from the intended landing site. Heard them, in particular, in Yakutsk and the Cape Schmidt. District of Alaska, in question, was deserted and rarely visited by people even today. Maybe that is where lies the answer to the mystery "N-209" [52] ...

Until now, the mountainous regions of Alaska did not attract the attention of those who are engaged in the search for the aircraft "N-209". It is not known whether any were searching aircraft "N-209" in

the area of the Brooks Range in the autumn of 1937. We know that the area has been surveyed pilot G. Wilkins. However, first, Wilkins was the only driver of those who flew in search Levanevskogo over the mountains of Alaska. Crews Zadkova VN and AN Gratsianskaya, based in Alaska, were oriented to the search for "N-209" in the other direction - in the ice of the Arctic Basin. Second, in mid-August in the Arctic mountaintops already covered with snow, and in some places on the mountain slopes and in the valleys of the snow never melts - and if the plane made an unplanned landing in one of those snow-covered valleys, he very soon would have be covered with snow, coming down from the slopes or accumulates as falling on the ground. Later the same accumulated snow on the slopes could not even move the plane to the bottom of the valley. In this case, find the plane from the air would be virtually impossible, and the ground is not the area was surveyed.

A careful reading of books and articles devoted to the search for the aircraft "N-209" can also be seen and quite a few raznorechy, nedogovorok, omissions and repetitions obviously questionable information, the correlative accuracy of all versions, hypotheses, copyright ratings and reports available in the literature to still has not been addressed. To take one example - is still in the 70s in our literature even the radiogram from the plane Levanevskogo that we know well and which reported: "Right extreme motor is out of order due to a malfunction of the oil system," in one of the books ended abruptly in mid-sentence: "Right extreme ..." [53]. In this book, penned by one of the experts in the field of polar air, the text of the telegrams from the plane "N-209" clearly intentionally reduced, although this radiogram was adopted in full, and even later repeatedly reproduced in the form of pictures. What is most interesting - Occupied content of this radiogram has another book in the same VI Akkuratova "In high latitudes," published in 1947: "An hour later, it became known that spoilage oil line broke down right wing engine "[54]. It turns unexpected fact: that concerns flight Levanevskogo clearly visible censorship interest if more recently even books VI Akkuratova subjected to the editing - sorry, we can not know how he reacted to this: VI Akkuratov died in 1992.

Raznorechiya, contradictions, repetitions and genuine glamor in the literature on the fate of the aircraft "N-209" and his crew do not end there. Here are some more details.

In his memoirs, geologist G. Oglezneva published in one issue of the almanac, published in Khabarovsk "Far Eastern travel and adventure," mentioned Yakut Levanevskogo version of the crash. However, they place the landing and death of the crew called Lake *Seguin-Kel* (Segyan-Kyuel), located more than 200 kilometers to the south of the lake itself-Kyuel [55]. The most interesting thing is that in a series of publications of the magazine "Technology-Youth" is talking about the lake named *Soren-Kyuel*, which stands on the banks of a commemorative plaque marking the place of death of a passenger plane H-263 in 1939. Since all of this lake are the words of the pilots, it is possible that Seren-Kyuel - this distorted spelling of the lake-Seguin Kyuel (Segyan-Kyuel) on the flight maps used by helicopter today.

Many publications insistently repeated that at the start of the aircraft "N-209" car to take off led not Levanevsky crew commander and copilot Kastanaev. This article is reproduced in P. Kolesnikov "Far academic" with the words M. Nyuhtikova pilot who flew on a plane "N-209" before it was handed over to the crew Levanevskogo [56]. However, the same article states that he was not present M. Nyuhtikov at the airport during the launch and saw the plane taking off from a distance - it makes no sense to point out that little is plausible the possibility to see who among the crew

carries a heavy aircraft taxiing and even more takeoff. In this case, we repeat, even if it is so, then the co-pilot flew the Kastanaev "N-209" more than Levanevsky crew commander, and it is better to know this plane.

In the journal "Technology-Youth" in the compilation of articles on search Levanevskogo reprinted in three rooms in a row during 1982-1983., An article VI Akkuratova "We must look!" There are excerpts from the diaries of the author, which he conducted in the summer and autumn of 1937 at the Franz Josef Land, where he was with a group of aircraft and flight crews. In these excerpts from the diaries have only one report of radiograms with "N-209", "Yakutsk reports that received a telegram with the" N-209 ", " It's okay, the audibility of the R-1 (low). " But this radiogram questionable "[57]. In this publication, there are no other reports of received signals and radio reports from the plane "N-209", which are contained in the publication of a volume of excerpts from diaries VI Akkuratova in his book "Ice and ashes", not here and messages callsigns crew Levanevskogo accepted September 22, 1937 on the waves 48 and 55 meters [58]. Discrepancies in the materials of the same website, and in those materials, which is certainly not based on newspaper accounts of the time, and have as their source of the current radio communication between polar stations, poorly understood and almost defy explanation.

Article Yu Kaminsky "Flight to Nowhere" published in "Change" in January 1992, provides another radio message from the plane "N-209", adopted in the evening August 13, 1937: "It is impossible to work in the front cabin. Turn back. Levchenko, Galkovsky "[59]. According to the author, this radiogram seen GF Bajdukov headquarters trip "N-209", but then she never reproduced. What made the navigator and radio operator to leave the cockpit - remains a mystery: is believed one of the reasons there could be technically impossible to release a spare antenna. However, the radiogram in the literature about the crew of the "N-209" has already become a good example of playing "roasted" second-hand material.

Among the reports of fragmentary signals on waves "N-209" is often cited radiogram with the text "Do not have orientation. Trouble with the transmitter ", adopted by several radio stations in the United States. She repeated twice in the book of DA and PA Alekseev Novokshonova and sometimes given without specifying a time of its reception. Meanwhile, in this book, DA and PA Alekseev Novokshonova given the exact time of reception of radio messages - 14 hours 44 minutes Greenwich Mean Time, which corresponds to the time specified in one of the early articles DA Alekseeva - 17 hours 44 Moscow time [60]. This means that the radio message is not the last one, but at least of the penultimate location transmitted during aircraft in the air. However, in a book called DA and PA Alekseev Novokshonova not radiograms are those that are in the book P. Sal'nikova (15:58. Yakutsk), "All right. Audibility of R-1 (bad) ", (17:53. Cape Schmidt)" How can you hear me? RL. Wait ... "and it refers to the same fragmentary signals received at 17:26 in Anchorage [61]. Please note that both cited herein radiograms have confirmation diaries VI Akkuratova and the above-mentioned book MV Vyahirev.

In one of the articles P. Sal'nikova written at the beginning of the 80s, is an excerpt from one of the dispatches received at the waves "N-209" 24 hours 12 minutes after the last radio message (17:44 or 17:58 13 August), after the disappearance of the aircraft. This passage is as follows: "19 P34 its range" [62]. This passage - only decrypted text from all the radio signals "N-209", adopted after August 13, except for information about receiving radiotelephony. The meaning of this passage as a

whole is clear: radio operators crew "N-209" (N. Galkovsky and Levchenko) heard the work station with the call "19 P34" or "P34" and obviously hoped that by this station with them can be set two-way radio. However, the fate of this passage was very difficult: for many years it remained unknown until 1981, he was not included in his article P. Sal'nikov, but in subsequent publications, including the book of the YP Sal'nikova " Life Devoted to the Arctic "(Wiley, 1984), this passage is not mentioned. It would be very important to determine what kind of radio station owned by the specified call in the passage.

In 1984 the newspaper "Soviet Russia" was placed a note with the title "The Mystery of black notebook" [63]. It told about the strange discovery of one of the aircraft mechanics made on some of the polar station - black notebook, records of which were found materials, the content related to training trip "N-209" radio messages from the aircraft and some flight details, absent in printed sources. On view was expressed that a notebook could belong to one of the mechanic "N-209" - GT Pobezhimovu or NN Godovikova. Graphic examination rejected the possibility that the records were made in the notebook G. Pobezhimovu; remained the possibility that the notebook belonged N. Godovikova, but the results of further examinations of this mysterious findings remain unknown. There is a high probability that this is a fake.

Most recently, Valentina V. Levchenko, daughter of navigator "N-209" Victor Levchenko, the author showed the photo crew "N-209" in front of the plane - a picture that is well known and published in several books. Photo was obtained by Levchenko Museum of Civil Aviation Academy in St. Petersburg (museum rooms O-290554, R-348/5 RP). On the back of the photo has the inscription: "In 1937, the crew of the aircraft N-209 successfully completed a flight from Moscow to the North Pole - North America" (the names of the crew members are shown in the picture). According to V. Levchenko, the museum staff believe that the inscription admitted bug. Of course, this error can be tolerated in the 50s-60s or early 70s, even workers aviation museum. But the history of the appearance of this image in the museum is not yet clear. It is also noteworthy that the publication of the famous picture of his only play a central part - the one which shows the members of the crew, cutting two groups of people right off the plane and underneath. What is it - a misunderstanding or a reason for the new version of the fate of the crew "N-209"? For unknown reasons, domestic materials devoted to the search for S. Levanevskogo and his crew almost no reports of American media 1937-38: All Posts covering U.S. participation in the organization of search aircraft "N-209", based on the information of employees of the Soviet institutions in the U.S., but not for press materials or works of foreign historians. Newspapers published in Alaska in the 30s, in American libraries is not available. Why these materials have not yet become known at home Video - inexplicably. The book is well-known Canadian polar explorer V. Stefansson "Unsolved Mysteries of the Arctic", which also describes the search for the aircraft Levanevskogo still not translated into Russian.

That the circumstances of the disappearance of the aircraft and the crew of "N-209" are not only mysterious, but as if someone confused an evil mind, and family members are aware of the missing pilots. In early 1985 LS Levanevskogo (daughter of SA Levanevskogo) wrote Valentina V. Levchenko, "shed light on the reality that it will be our care, ie leave this world "[64].

In recent years, the media have new ideas about the fate of the aircraft "N-209" and its crew. This time, in addition to themes, another idea combines materials of different authors, placed in various

periodicals - the idea of the involvement of the NKVD to the problems of flight, flight training and is believed to be the disappearance of the aircraft, together with the crew.

First author of the new versions - the journalist Oscar Kurganov, who personally knew Levanevskogo and Levchenko, was in flight Los Angeles-Moscow route segment from Bulun to Moscow and made pilots heroes of his novel about the campaign ship "Chelyuskin" - a novel titled "Towards death" [65]. He outlined his views on the reasons for the disappearance of the aircraft "N-209" in his article "Please Wait ..." [66] ("Izvestia", August 24, 1996). O. Barrows was among the mourners plane and saw at the last moment by the NKVD delivered to the airfield and loaded into the plane box in which, according to them, was a gift for the wife of U.S. President Franklin D. Roosevelt. In the opinion of the author, in a box instead of a gift could be laid mine ticking, tripped shortly after the aircraft flew over the pole. That, in the opinion of A. Kurganov, explains the absence of radiographs have an accident and emergency landing. However, we are fragmentary and unintelligible radio dispatches in the range more than a month since the disappearance of the "N-209" - which means that this version or wrong, or explosive device is not destroyed, but only damaged the plane or reports radio signals received in different places from Arkhangelsk to the Okhotsk Sea - continuous disinformation. Well, obviously, and this version has a right to exist, although they are very difficult to justify.

The second version is presented to us by the magazine "Miracles and Adventures", where an article N. Yakubovich and two articles K. Smirnov [67] devoted to the Soviet long-haul flights to the U.S.. Last author expounds before anybody and never expressed the idea that they themselves Transarctic flights of Soviet aircraft were not more than the exploration of approaches for strategic bombers over the Arctic to different regions of the United States. Aircraft "ANT-25" Chkalov and Gromov paved path to the Pacific coast cities, and the crew had to go Levanevskogo heading Midwest storogu in Chicago.

Say at once - this version maloprado podobna to say - absolutely fantastic. For this aircraft DB-A, known as the "N-209" clearly lacked maximum range. Indeed, for this reason, the final destination of the flight Levanevskogo was named the city of Fairbanks, Alaska. Fly further without refueling was impossible. But to make such a "test" flight refueling with the territory likely opponent would be absolutely absurd occupation. With regard to the assumption K. Smirnov that tracks flights Chkalov, Gromov Levanevskogo not pass through the North Pole [68], they are also questionable - at least once the noise of engines of aircraft flying over the pole, was heard was at the time in the area of the drifting station "North Pole-1" [69]. Generally, it should be noted that such considerations hardly could be published in the magazine "Miracles and Adventures." when life VI Akkuratova which consisted in 1991-92 on the editorial board of this publication.

Another version of the route of flight crew "N-209" presented to in Article V. Voronov and A. Krushelnytsky "Third flight", published in the journal "New time" [70]. This material carries the fate of the crew members Levanevskogo a completely different plane. The authors suggested a hunch that Levanevsky plane turned back, and then both he and his crew were repressed (shot). The basis for this assumption is the absence of archival materials and documents about the flight of the aircraft "N-209" and the personal affairs of the crew. However, after reading this article raises questions for which the authors and their possible supporters clearly not find the answer.

The first question is: Where, in what place could make a landing four-DB-A plane piloted by Levanevskogo if this landing was not known to anyone and do not know so far? We know that in the days of August 1937 all radio operators polar stations and airports have heard the radio broadcast signals "N-209". Return the aircraft would have remained unnoticed - certainly knew about it would anyone in polar aviation, on the ground and in the factory, where the aircraft was manufactured. Oh it was bound to know the designer of the plane DB-A VF Bolkhovitinov. Hiding this information looks simply incredible.

The second question is: if the search for the crew Levanevskogo - it's just a large-scale re-enactment to cover the trip to the North, "the most powerful strike group while bombers" and the purchase of new aircraft, the need was there such a re-enactment? A few months earlier, the same group of the same ANT-6, which were flown on Franz Josef Land for searches Levanevskogo flew to the North Pole and even flying a little further, landed on the ice and landed drifting station "North Pole-1" without any information or event cover. Recall that a year before the SA Levanevsky VI Levchenko and were sent to the United States, it is legal to have bought the latest model plane there "Walt 1-A" and ferried to the Soviet Union, for which he was awarded government awards, and in December 1936 Levanevsky was sent to the U.S. for the second time, this time with the GT Pobezhimovu. As legally as "Walt 1-A", can be purchased and airplanes "Consolidated" which appeared in our country at the same time and operated in polar aviation, at least until the end of the 40s. By the way, this type includes our planes numbered H-206 and H-207, which means that they were purchased before the flight Levanevskogo 1936 and 1937. So, firstly, this dramatization autumn of 1937 did not make sense, and the arguments contradict historical facts.

Main, on which to build their assumptions the authors of this article - the lack of archival materials. But if you follow the logic of things, personal things crew members were in different organizations: N. and N. Kastanaev Godovikov - representatives of the manufacturer, Levchenko - flag-navigator aviation of the Baltic Fleet, G. Pobezhimov - polar aviation mechanic, Office O. Schmidt and M. Sheveleva, N. Galkovsky served until appointment crew Levanevskogo in Kachin Pilot School. Incidentally, Galkovsky was included in the last crew instead Leonid Kerber, who was at that time arrested by the NKVD. The fact that the personal card Galkovskii record was "Killed in 1937" - not surprising, since after the cessation of searching aircraft "N-209" in 1938, his crew was officially declared dead. Moreover, such records were never made in the documents of those who really was repressed.

Pretty annoying that searches and aircraft Levanevskogo in the late 70s and early 80s - in Yakutia, Alaska, and in some other places - these authors also believe misinformation special services. If we look at history, the fate Levanevskogo not leave indifferent and explorers, and the more pilots working in the Arctic in the 40s and 50s. No wonder that it was perceived and subsequent generations of pilots and Arctic explorers as tribute to the victims, as the memory of places rarely visited by people for a long time storing traces pioneers.

It seems the authors of a number of new materials for SA Lekvanevskom overly enthusiastic fashionable topic exposing acts of the NKVD. As a result, in our opinion, it turned out that they did not succeed, and not getting to the alleged "closed" archival materials, and at the same time far better illuminate the entire history of the third trans-Arctic flight. We know those who sought Levanevskogo and his crew in 1937-38, failed. The same failure waylaid nowadays some of the

journalists writing about the last flight of the aircraft "N-209". But we know that many - and the family members of the crew of "N-209", and the designer of the plane VF Bolkhovitinov, and many others - had hoped and still hope that the mystery of the disappearance of the aircraft with crew Levanevskogo ever be disclosed - disclosed as disclosed eventually mysterious flight accidents early decades of aviation. Judging by the newspaper reports, a few years ago in the Khabarovsk Krai in the taiga were found wreckage, disappeared in the early 30s during the flight from Khabarovsk to Sakhalin. Most recently, the news spread around the world that Mediterranean people returned and medallion of the plane of Antoine de Saint-Exupery, and the mystery of the death of the pilot, more than half a century constitutes one of the romantic mysteries, became one of the everyday events of the Second World War. [71]

Of the many magazine articles and even larger set of newspaper articles about the possible fate of the participants in the third trans-Arctic flight, attracted the attention of three articles VI Akkuratova printed in the magazine "Technology-Youth" and commenting on the search for the next move of the aircraft and crew. [72] VI Akkuratov very sympathetic and aircraft to search for the "N-209" in Yakutia, and did not rule out his off-course in adverse weather conditions. Also noteworthy is his argument that the figure "34" adopted in Alaska - is repeated reports of engine failure (code table number 34 was just such a difference) [73].

Commenting on other publications on the subject of searching aircraft "N-209", VI Akkuratov rightly notes that many things they do not hold water - so he writes that on board the aircraft "N-209" did not have the boxes and barrels, and therefore found in the coast of Greenland with scorched boards marked "August 1937" can not be part of the cargo aircraft, and he also provides convincing evidence that the version of the physics of failure to pass L.Kuperova radio waves in the vicinity of the airplane August 13, 1937 is not supported by [74]. Should deserve attention and considerations VI Akkuratova that reports of radio signals received after the disappearance of the aircraft Levanevskogo its waves are questionable (so, he said, was the opinion of experts in the field of radio communications already in 1937-38) and also what Levanevsky if he reached the coast of Alaska, is hardly venture to fly on three engines through the mountain chain [75]. VI Akkuratov himself, as is evident from all his writings, believed that the most likely final Levanevskogo flight - landing on the drifting ice in the high Arctic. However, here the author can not agree on one thing: SA Levanevsky was the only of our pilots who flew over the mountains of Alaska, where he flew in those places twice the autumn of 1933 after delivery to Nome J. Mattern and winter 1933 - 34 years, when he got to the U.S. its "Fleyster", intended to save Chelyuskinites. Therefore Levanevsky could well take a chance and try to get over the Brooks Range, when he reached the coast of Alaska.

Generalizing the content of publications and processing the collected information on the flight "N-209" over the Arctic Ocean, we must recognize that the totality of the facts known to us fully fit into the two possible versions of the fate of the aircraft and crew. Immediately stipulate that sketchy radiograms unintelligible signals received by different radio stations until mid-September 1937, exclude the possibility of sudden death of the aircraft and crew in an explosion or fall on the ice or in the sea.

The first version - this is a forced landing "N-209" in the area of 83 degrees north latitude and (presumably) 148 degrees west longitude. Confirmation of its coordinates are taken by ship "Batum"

September 13, 1937 and the number 83 in one of the last obscure radiograms. Coordinates "83 Nord West 179" could indicate the location of "camps Levanevskogo" after ice drift in a westerly direction. If this version is correct, the plane "N-209" is now resting on the bottom of the Arctic Ocean, and the probability of finding it there is very low.

The second version - is a necessary or an unplanned landing "N-209" after he flew over the island and passed Barter coast, in the mountains of Alaska somewhere on the northern slopes of the Brooks Range or Endicott, most likely in one of the narrow canyons . Indications of location coordinates crew in this case are not true, but in this case explains why the radio "N-209" was not heard in Alaska, but its radio signals were received from the Soviet Arctic Cape Schmidt to Arkhangelsk. In these places, Alaska searches plane "N-209" almost were not kept, but the chances to find the plane on the slopes of the mountain range is much more significant than the prospect of finding it on the ocean floor.

"Our homeland mighty and invincible because her sons gave her not only the energy and power, but when it is necessary, and the life" - said Sigidmund Levanevsky and Victor Levchenko reporters the autumn of 1936 after the completion of the flight Los Angeles, Moscow, less than year before their crew went to his last flight. We do not know where all the engines stopped aircraft "N-209" - over the Arctic Ocean, near the coast or in the mountains of Alaska, on the icy islands or in the tundra of the Canadian Arctic, but there is no doubt that the crew performed their duty to the end ...

First Soviet aircraft flights over the North Pole to America long ago became history. Transpolar route, contrary to the expectations of the romantic 30s, is not used for regular flights. Changing historical assessment of events. But the new generation is still living in the hope that the mystery of the "N-209" ever cease to be a mystery. History of the flight crew kept Levanevskogo living memory not only mystery and tragedy - although maybe that such dramatic events make better remember our past research related to high latitudes. Remains unchanged reverence feat. Admiration for the courage, heroism, loyalty professional duty polar pilots is not only in the history of aviation in the country's history - it continues to live on in subsequent generations. Descendants keep the memory of the crew of the "N-209" gone forever in the arctic sky sixty-two years ago.

Unfortunately, there is still the primary means of thanking feat heroes are articles in newspapers and popular magazines. Neither Moscow nor in other cities do not have a monument to heroes. Maybe such a monument in memory of Sigismund Levanevskogo and its crew just should install some of the northern airports. This would be a continuation of a tradition to honor the memory of the pioneers of the Arctic sky, which began with the memorial plaque at the airport at Cape Schmidt, erected in memory of aviators pioneers of the sky Chukotka. Perhaps the memory of the glorious Russian polar pilots could be perpetuated and names of minor planets that each year are discovering our astronomers, and which traditionally have names of prominent people of our time. It seems harsh northern sky conquerors deserved it in the first place.

APPENDIX. Dispatches from the aircraft "N-209" [76]

August 12

18:25. Listen to me on a wave of 55 meters. How can you hear me? Galkovsky.

18:45. You hear the wake of 32.8. Hear well. Gone Zahorska traverse. All right. Levchenko, Galkovsky.

18:49. Begin work on a schedule. All right. Galkovsky.

I RL. 19 hours and 40 minutes. Crossed the Volga-mother, ground speed 205 kilometers per hour. Flight altitude 820 meters. Hear well in the wake of Moscow 32.8. All right. Good state of health of the crew.

20:55. At 20:37 Vozha passed traverse the lake. Arkhangelsk, pass in the wake of 512 meters. Moscow hear well. Galkovsky Levchenko.

22:03. At 21:50. latitude 63, longitude 40 degrees 2 minutes. Galkovsky.

23:50. 23:09 passed Morzhovets island. Height of 2600 meters. Forced break due to a continuous schedule of cumulus clouds. Three hours go by night. Levanevsky and Kastanaev lead plane instrument. Feeling good.

August 13

0:35. All right. Material part works well. Feeling good. Turn on a wave of 26.54 meters Galkovsky.

0:55. Listen to me on a wave of 26.54 meters How do you hear? 0 hours 39 minutes left in the Barents Sea. Latitude 68 degrees 31 minutes, longitude 44 degrees 10 minutes. Behind the rest of the night. Expect sun. Flight altitude of 2500 meters. All right. Feeling good. Levchenko, Galkovsky.

1:53. All right. Wait.

2:20. 1 hour 40 minutes latitude 70 degrees 20 minutes and longitude of 45 degrees 15 minutes. Flight altitude of 2500 meters. The sun rose. Downstairs solid clouds. Air temperature -25 degrees. Wait.

2:54. 2 hours 25 minutes'm latitude 72 degrees 15 minutes, longitude 45 degrees 47 minutes. Flight altitude of 2300 meters. Come over solid clouds. All right. Good state of health of the crew. Levchenko, Galkovsky.

3:16. Meteo accepted. Wait 40 minutes. All right.

3:42. All right. Wait.

4:35. 3 hours 50 minutes longitude 44 degrees 20 minutes latitude 74 degrees 50 minutes. Hear both the lighthouse well. However, by Rudolph the lighthouse can not go. High clouds east of the meridian of 50. Come to the land of Alexandra. All right. Feeling good. Levchenko, Galkovsky.

4:58. 4:00 28 minutes latitude 76 degrees 52 minutes, longitude 44 degrees 50 minutes. All right. Levchenko, Galkovsky.

I RL. 5:00 43 minutes. Height of 6000 meters. Air temperature - 27 degrees. [From the cold bursts celluloid]. All right. Levchenko. (The phrase in brackets is absent in M. Singer: indication of time 5:45 mistaken.).

6:44. 6:00 20 minutes latitude 79 degrees 13 minutes, longitude 51 degrees 42 minutes. Crossed the front. Go to Rudolph beacons. How do you hear? All right. Feeling good. Levchenko, Galkovsky.

8.30am. Rudolph, I RL. Give zone beacon to the North.

9:15. Go to the lighthouse. All right. Good state of health of the crew. Galkovsky.

11:00 50 minutes. On the way to the pole in the area of the lighthouse. Flight altitude 5400. [Material part works fine]. Air temperature - 28 degrees. All right. Good state of health of the crew. How do you hear? Galkovsky. (The phrase in brackets M. Singer is absent).

12:32. Latitude 87.55. Longitude 58. We go behind the clouds, cross fronts. Flight altitude of 6000, we have headwinds. Material part works fine. Feeling good. Levchenko, Galkovsky.

13 hours and 40 minutes. We fly pole. He got us hard. Starting from the middle of the Barents Sea Total powerful cloudy. Height of 6000 meters, the temperature of -35 degrees. Glass cockpit covered with frost. Strong headwind. Notify weather on the other side of the pole. All right. (Signed by the entire crew).

Same text radiograms "flies pole. From the middle of the Barents Sea Total overcast. Height 6100 meters. Temperature -35 degrees. Glass cockpit covered with frost. Wind places 100 kilometers per hour. Notify weather in the United States. All right. "

14:32. Refused because of the extreme right engine oil system malfunction. Come on three engines. Very hard. Go to overcast. Height of 4600 meters ... Planting will be doing Levanevsky 34.00.

(Transmission time is not specified). Emergency. Height 6200 meters, refused right most motor decreases, enter the clouds, obledenevaem. (YP Sal'nikov Life Devoted to the Arctic. M., 1984. P.179).

15:58. Yakutsk. All right. Audibility of R-1 (bad).

17:26 Anchorage. (Inaudible signals).

17:44. (14:44 GMT) Anchorage. "We have no orientation. Trouble with the transmitter "

In 14 hours 44 minutes Greenwich time (17:44) radio communication of the U.S. Army Corps in Anchorage plane distinctly heard on one of his waves - 33 meters. Was intercepted a few words with a request to take over the radio coordinates of the aircraft. (Alekseev DA, Novokshonov PA In the wake of "mysterious journey." Moscow, 1988. Pp. 105)

17:53 or 17:57. Cape Schmidt. How do you hear? RL. Wait.

August 13 evening. Yakutsk

"I'm going to see the two had come down in front of icebergs." (*Chvanov M.* Riddle lake itself-Kyuel // Technology towards the youth. 1983. № 1. pp. 60).

August 13 evening

Moscow. Impossible to work in the front cabin. Turn back. Levchenko, Galkovsky. (*Kaminsky Yu* Flight to Nowhere // Change. 1992. № 1. S. 163).

August 13-14

Unintelligible signals received two stations in Yakutia: the wave of 26 meters in the wake of Srednekolymsk and 34-35 meters in Bulun (Tixi).

August 14

Radiogram, adopted at 24 hours 12 minutes after the last radio message (August 13, 14:44) "19 P34 its range." (Sal'nikov P. Unknown square Levanevskogo // Around the World. 1981. № 1. S. 40).

August 14. Yakutsk

"12 o'clock 25 minutes captured by the end of the transfer station unknown tone similar to radar and precisely configure it pt conservative figure of 83 was repeated three times and wait for the AU sign (temporarily interrupt transfer). During operation, the tone of this station changed abruptly. Nightingale, a radio operator from Yakutsk. "(Alekseev DA, Novokshonov PA In the footsteps of" mysterious journey. "Moscow, 1988).

August 16

21:45. "RL Levanevskogo the plane."

22:15 on the same for the same wavelength. Transfer of a foreign language. (*Sal'nikov P.* Life Devoted to the Arctic. M., 1984. S. 178).

August 16

Arkhangelsk. "RL radio was heard when listening to 55 meters. Adopted sketchy microphone transfer 22 hours and 30 minutes. RL caused Moscow. " (*Alekseev DA, Novokshonov PA* In the wake of "mysterious journey." Moscow, 1988).

September 13

Radiogram, adopted in the wake of 54-meter ship "Batum" in the Sea of Okhotsk, "Latitude 83 north, longitude 179 West RL ..." (*Alekseev DA, Novokshonov PA* In the footsteps of "mysterious journey." Moscow, 1988) .

September 22

Bugged callsigns RL on the waves 48 and 55 m (*Akkuratov VI* Ice and ash. M., 1984. S. 55).

NOTES

1. *Singer M. E.* Levanevsky Sigismund. Moscow, 1939.; Curious that if the trip SA Levanevskogo and VI Levchenko in the United States in the summer of 1936 subsequently became well-known due to their flight, "Los Angeles-Moscow", then on the last trip in Levanevskogo United States in December 1936, when he was accompanied by Mr. T. Pobezhimov, aircraft mechanic "N-209" is not mentioned almost never.
2. *Singer ME* path of the hero. M., 1958.
3. *Belov MI* secrets hidden in the Arctic // Evening Leningrad. 1967. presumably August 13 (tenderloin in a personal archive VV Levchenko).
4. *Balling P.* Zygmunt Levanevsky // Ural pathfinder. 1978. Number 4. Pp. 50-57.
5. Aviation. Encyclopedia. M., 1994.
6. *Papanin I. D.* Ice and Fire. Ed. 4th, M., 1988, *He.* Life on the ice. Ed. 2nd, M., 1972.
7. *Ernst E. T.* My callsign - RAEM // New World. 1970. Number 9; *He* My call sign - RAEM // New World. 1971. № 10-11.
8. *EK Fedorov* Polar diaries. 2nd ed. L., 1982.
9. *Gratsianskii AN* Lessons North. L., 1979.; See also: *Stromilov VN* First over the Pole. L., 1977.
10. *Balling P.* Life Devoted to the Arctic. M., 1984.
11. *Kanev ZM* It was in the polar latitudes. M., 1985, *He.* Riddles and tragedy of the Arctic. M., 1991.
12. *Kaminsky Yu* Flight to Nowhere // Change. 1992. Number 1. Pp. 150-163.

13. *Zaluzhny B.* Skipper ice trip. Rostov-on-Don, 1976.; See also: *Burykin A.* Above the Arctic ice // Fleet. Literary-historical issue. "Marine newspaper." 1997. July 24. № 82-83 (13570-13571). C. 5.
14. *Levanevsky SA* My element. Rostov-on-Don, 1935.; *He.* My element // How we saved Chelyuskinites. M., 1936.
15. *Bajdukov GF* First flights across the Arctic Ocean. Ed. 2nd Moscow, 1987.; See also: *AV Belyakov* Valery Chkalov. M., 1977. Pp. 80. and preface *GFBajdukov* to the same book (ibid. pp. 8).
16. See: *P. Sal'nikov* Life Devoted to the Arctic ...
17. History of the discovery and development of the Northern Sea Route. T. 4. L., 1969. S.387.
18. *Akkuratov VI* Ice and ash. M., 1984.
19. *Kaminsky MN* Chukotka in the sky. P.1. Magadan, 1967 *He* . In the sky Chukotki.Ch. 2. Magadan, 1969. Izd.2-e, M., 1973; *He.* His hands. M., 1977.
20. *Anfinogenov A.* "Ice hour" // Banner. 1994. Number 6. Pp. 97-131. All the factual material in this publication, the book repeats the contents of SA Levanevskogo "My element." Levanevskogo phrase "I changed my copilot" (referring to the fact that in 1933 the second pilot of "H-8" got drunk on the eve of departure from Anadyr to Nome) under the pen A. Anfinogenova turns into a generalization: "copilot [Levanevsky] changed ... like a glove. "
21. *Anfinogenov A.* "Ice hour ..." pp. 97.
22. Ibid. P.130.
23. History of the discovery and development of the Northern Sea Route. T.4. L., 1969. S. 384, approx. 2.
24. Ibid.
25. *Kaminsky Y.* In pursuit of fame // Tech-Youth, 1995. Number 7. Pp. 40-42.; *Boechin I.* Shadow brother? // Technology-Youth, 1995. Number 7. Pp. 42-43. In this block Levanevskogo publications among others are blamed that they selected and purchased for the production of aircraft in the USSR "Walt-1-A" yielded similar domestic aircraft in structural strength. However it is known that the main requirement to gaining aircraft were not flying range or strength, and the reliability and comfort of the passenger compartment. The same article notes that in the USSR plane "Walt-1-A" was built in 96 copies - hence the aircraft was purchased and produced exclusively as a limousine for decision-makers, and built in an amount corresponding to the needs of "people first" regions, and possibly higher command. Of course, in this case the pilot exhibited accusations turn into absurdity:

Levanevsky performed the job that was given to him during a business trip in the U.S.. In contrast, a small range of aircraft (1,600 km) is significantly complicated the pilots haul aircraft "Walt-1-A" from Los Angeles to Moscow, putting them at the mercy of the weather conditions and landing sites.

26. In the footsteps of Chelyuskin epic. Magadan, 1986.
27. *Alekseev DA, Novokshonov PA* In the footsteps of "mysterious journeys." M., 1988.
Publication by the same authors: *Alekseev D.* Mystery awaits disclosure // Air Transportation. 1979. January 27, *Alexeev, D., P. Novokshonov* Will found the key to the mystery of flight N-209? // Air Transportation. 1981. July 11.; *Novokshonov P.* Where missing N-209? // Tech-youth. 1982. Number 10. P.60-62.; *Alexeev D.* Planting will do in 34.00 // Technology towards the youth. 1982. Number 10. Pp. 58-60.
28. *Balling P.* "Relel" no answer // Around the World. 1979. Number 6. Pp. 23-26; *He.* "Relel" no answer // Around the World. 1979. Number 7. Pp. 36-39; *He.* Levanevskogo square Unknown // Around the World. 1981. Number 1. Pp. 38-41; *He.* Finding the "black square" / / Around the World. 1991. Number 12. Pp. 33-37; *He.* Where N-209? Alaskan version // Around the World. 1989. Number 4. Pp. 21-24; *He.* Square in the Beaufort Sea // Around the World. 1991. Number 4. Pp. 32-36.
29. *Singer M. E.* Sigismund Levanevsky ... S. 153.; *He.* path of the hero ... S. 50.
30. *Balling P.* Unknown square Levanevskogo // Around the World. 1981. Number 1. Pp. 38-41.
31. See: *M. Ilves* Could Levanevsky change the route? // Air Transportation. 1993. Number 2. Pp. 9, and materials by the same author in the newspaper "Magadan true." See also: *E. Kanaplyou* Alaskan version // Air Transport, 1990, March 31.; *He.* Wreckage found. "N-209" Is it? // Air Transportation. 1990. June 16.
32. *Marusyach E.* Where to look for N-209 // Technology towards the youth. 1988. Number 3. Pp. 41-42; *Boechin I.* Unsolved Mysteries of the Arctic // Technology towards the youth. 1988. Number 3. Pp. 40-41.
33. *Orlov* Mystery Kyuel-yourself // Socialist Yakutia. 1984. 23 and 24 August; *He.* secret attack on herself-Kyuel // Socialist Yakutia. 1985. June 7; *Pribytkin V.* Another step to solving the mystery itself-Kyuel // Socialist Yakutia. 1985. June 29.
34. See *Chvanov M.* Riddle lake itself-Kyuel // Technology towards the youth. 1983. Number 1. Pp. 58-60; *He.* Finding Levanevskogo // Soviet Bashkiria. 1982. October 20, and a number of his own articles in the newspaper "Soviet Russia".
35. *Orlov* Airplane found // Socialist Yakutia. 1985. August 20.

36. According to the head. Museum of Aviation Academy (St. Petersburg) NM Solovevoj in the search for the aircraft "N-209" on the bottom of the lake itself-Kyuel plane was discovered during the Second World War. Perhaps this is one of those aircraft that were distilled from Alaska to the Soviet Union. However, confirmation of this message in the printed sources available. However, now when the search and discovery of American aircraft in the North-East of Russia, crashed while ferrying from Alaska, do not make any secret was, for search engines lacked any foundation to conceal this fact. Now we know that of the four air accidents on the track segment Seimchan-Yakutsk (near to places of interest to us) two aircraft were found before 1945, one aircraft was discovered by reindeer herders in 1983, and another (a twin-engine bomber with a crew of three people) has been found so far. (See: Up front is not flew ... // Civil aviation. 1995. № 5. Pp. 38-40). However, in this article says nothing about the two planes found near the village Arkagala Susumansk district of Magadan region, and aircraft (bomber), discovered near the village of Seimchan - Srednekansky center district of the Magadan region.
37. *Chvanov M.* "I'll plant the car on ice" // Soviet Russia. 1986. December 5.
38. *Chvanov M.* Riddle lake itself-Kyuel // Technology towards the youth. 1983. Number 1. C. 60.
39. *Singer M. E.* Sigismund Levanevsky ... S. 114, History of the discovery and development of the Northern Sea Route. T. 4. L., 1969. S. 381. Interestingly, in these publications is not called Brand aircraft of later works disappears named them the number of aircraft.
40. *M. Kozlov* Flight Los Angeles-Moscow // Bulletin of the Arctic Institute. 1936. № 8-9. S. 351.
41. Kozlov (apparently this is a well-known polar pilot Matthew Kozlov) wrote: "The purpose of the flight was a detailed study of the flight conditions on the future Highway weather conditions, landing sites, base fuel supply, communication, etc. This goal has been achieved" (Ibid. C . 350).
42. *Kanaplyou E.* Figures on the wings // Technology towards the youth. 1982. Number 12. Pp. 34-35, and an article by M. Chvanova in the newspaper "Soviet Russia" for 1982
43. Ibid. See *Akkuratov VI* Three versions - which one to choose? // Tech-youth. 1983. Number 1. Pp. 61-63.
44. Most likely, the message refers to the events of 1928 - namely, the plane crash "Soviet North" ("Dornier Val") during the trans-Arctic expedition Osoaviahima air. The crew of the aircraft commander AA Volynskii, copilot EM Koshelev, pilot observer NN Rodzevich, senior mechanic SI Borisenko. Plane "Soviet North" flying from Vladivostok to Whalen. August 25,

- 1928 the plane after landing in Kolyuchinskoy Bay during a storm was thrown ashore and died. Crew walk safely reached the village of Lawrence. (See: History of the discovery and development of the Northern Sea Route. T. 3. L., 1959. Pp. 300-301, 460).
45. *Pikul VS* How expedition disappeared Levanevskogo // *Inventor*. 1987. Number 11. Pp. 34-37, 48; *Rykov K*. Landing could be safe ... // *Inventor*. 1987. Number 11. C. 48.
46. *Alekseev DA, Novokshonov PA* In the footsteps of "mysterious journeys." M., 1988.
47. *Vyahirev MV* In the land of ice and snowstorms. L., 1985. S. 63; *Burykin A*. Mystery "N-209": Do all versions studied? // *East of Russia*. 1992. Number 31 (52). C. 17.
48. *Akkuratov VI* yet - only version // *Technology towards the youth*. 1988. Number 3. Pp. 43-44.
49. *Alekseev DA, Novokshonov PA* In the footsteps of "mysterious journeys." M., 1988, *Akkuratov VI* The unknown rate // *Around the World*. 1981. Number 5. Pp. 26-27.
50. *Akkuratov VI* Three versions - which one to choose? // *Tech-youth*. 1983. Number 1. C. 62.
51. *Kalashnikov B*. Brilliant loser. The Rise and Fall of Sigismund Levanevskogo // *Top Secret*. 1997. Number 9. C. 22-23.
52. In 1988, while returning from a scheduled passenger plane expedition about 40-50 kilometers to the south or southeast of the Magadan airport "Falcon" (56 km) is the author of this article has seen through the window of the aircraft tail (judging by the size, presumably IL-14 or AN-24), which lies in a small valley below the pass between two hills, towering over him. Over this pass runs track, leading to the airport "56 km" and the first Magadan airport "13 km". In all likelihood, in low cloud or fog (both for this area are not uncommon) that the plane was between the hills below their air corridor and crashed into a mountain pass. Any information about the time of the disaster from Magadan residents we could not be obtained.
53. *Akkuratov VI* Right to risk. M., 1974. Pp. 135.
54. *Akkuratov VI* in high latitudes. Moscow, 1947. C. 7.
55. *Burykin A*. Mystery "N-209": Do all versions studied? // *East of Russia*. 1992. Number 31 (52). C.17.
56. *Kolesnikov Far Academic* // *Technology towards the youth*. 1988. Number 3. 44-45.
57. *Akkuratov VI* We must look! // *Tech-youth*. 1982. Number 11. P. 51.
58. *Akkuratov VI* Ice and ash. M., 1984. Pp. 41, 55.
59. *Kaminsky Yu* Flight to Nowhere // *Change*. 1992. Number 1. S. 163; *Kalashnikov B*. Brilliant loser. The Rise and Fall of Sigismund Levanevskogo // *Top Secret*. 1997. Number 9. C. 23.

60. *Alekseev DA, Novokshonov PA* In the footsteps of "mysterious journeys." M., 1988. Pp. 105, 106, 111; *Alexeev D.* Planting will do in 34.00 // Technology towards the youth. 1982. Number 10. Pp. 58-60.
61. Cm.: *Sal'nikov P.* Life Devoted to the Arctic ...
62. *Balling P.* Unknown square Levanevskogo ... S. 40.
63. *Stepunina C.* Mystery black notebook // Soviet Russia. 1984. December 30.
64. Letter is stored in a personal archive VV Levchenko.
65. *OI mounds* in different years. M., 1981; *Barrows OI* Towards death // O. Barrows Case Khint. Night Stalin. Meet death. M., 1992.
66. *Mounds O.* "Please Wait ..." // "Izvestia". 1996. August 24.
67. *Yakubovich N.* Third transarctic // Miracles and Adventures. 1996. Number 9. Pp. 52-55; *K. Smirnov* Levanevsky and his crew were held hostage strategic program // Miracles and Adventures. 1996. Number 9. Pp. 56-59.
68. See: *K. Smirnov* Not through the pole, and in a straight line! // Miracles and Adventures. 1996. Number 3. Pp. 21-24. This version is refuted Memories Gromov, which describes the navigation flight conditions: overcast twice in the absence of visibility crew flew the plane on the solar course pointer, adjusting its readings every 15 minutes, and not deviated from the course (MM Gromov Through lifetime. M., 1986. S. 130-132). Weather conditions described flight characteristic mainly for high latitudes, and solar pathfinder was designed in the early 30s specifically to fly in the high Arctic. The same message makes highly unlikely the possibility that the crew of the aircraft "N-209" in the absence of visibility could prevent navigational error and evade route: on this plane also had a solar pathfinder.
69. The diary EK Fedorov, which he kept at the station "North Pole-1", states that the "SP-1" for three minutes was heard the sound of an airplane engine Chkalov. Papanin are facing plane Gromov, who was to fly over them. EK Fedorov wrote that they had not seen or heard it. However ID Papanin later recalled that "SP-1" was heard and the sound of the engine of the aircraft Gromov (*Sal'nikov P.* Life Devoted to the Arctic ... S. 176). The diary EK Fedorov no records for the time corresponding to the launch, flight and start the search aircraft SA Levanevskogo (*EK Fedorov* Polar diaries. L., 1982. pp. 207, 211, 216). However, from his own diary appears that August 18-19 drifting station "SP-1" had no ties with Moscow owing to failure of radio waves. Note that just as these days are not recorded on the radio and the radio waves plane "N-209". Analysis of the diary entries of all participants radio in the high

Arctic in August and September 1937 for extraction of materials for aircraft radio signals "N-209" certainly needs to continue.

70. V. Voronov, A. Krushelnitsky third flight // New time. 1998. Number 6. Pp. 36-38.
71. Publication of the discovery of the medallion and aircraft parts A. Saint-Exupery was announced to be released on the first issue of the "Caravan of stories" for 1999
72. Akkuratov VI We must look! // Tech-youth. 1982. Number 11. Pp. 50-55.
73. Akkuratov VI Three versions - which one to choose? // Tech-youth. 1983. Number 1. Pp. 61-63.
74. Akkuratov VI yet - only version // Technology towards the youth. 1988. Number 3. Pp. 43-44.
75. Akkuratov VI yet - only version. S. 43, He. Three versions - which to choose? C. 62.
76. Lyrics dispatches from the plane "N-209" and reports of radio signals with the call on his radar waves are books: *Singer M. E. Levanevsky Sigismund*. Moscow, 1939. Pp. 143-145.; *Sal'nikov P. Life Devoted to the Arctic*. M., 1984; *Alekseev DA, Novokshonov PA On the trail "mysterious journey."* M., 1988. Those radiograms, which are absent in these publications, but are considered by us in the literature, are reproduced from other sources referred to in the notes.