

# Mystery of the Third trip or time pressure Levanevskogo

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## Part 1. Start

*"Flying high above,  
and the farthest the fastest! "*

Battle cry of the Soviet government.

### Shortcut

In autumn 1934 the Hero of the Soviet Union, the polar marine pilot Sigismund Alexandrovich Levanevskogo enticed by the idea Flight. He was the first in the Soviet Union, who suggested the idea of non-stop flight across the North Pole. The starting point of the route was Moscow; fit to accomplish the same in the U.S. The Soviet government in this project was received with great interest and supported the idea of non-stop transpolar flight. Of course! From Moscow to San Francisco can be reached in three ways - through the pole across the Atlantic or the Pacific Ocean. In this case, the distance will be 9,605 km, 14,000 km and 18,000 respectively.

### Sigismund Levanevsky

Zygmunt A. Levanevsky - a very controversial figure in the history of Soviet aviation. He was born in 1902 in St. Petersburg. Levanevskogo father, a Polish worker, died when he was only 8 years old. In 1916, after graduating from three classes of the district school, Sigismund gave up teaching and went to work in a factory the company "Spring" in order to feed his family. Revolution scattered Levanevskogo the world - Sigismund in 1919, joined the Red Army, and his family moved from Petrograd. During the Civil War Levanevsky managed to get a fighter requisition, party members, eliminate gangs in Dagestan, and assistant warden 4th aeronautic squad in Petrograd. Rose to the rank of company commander and later the battalion. After the war he was chief of staff and deputy commander of the regiment. In 1925, after graduating from school Sevastopol naval pilots, the instructor began working in various aviation schools. In 1933 he served in the NSRA. At this time, even before the epic to rescue people from the sunken ship "Cheliuskin" Levanevsky made several long-distance flights. In particular, even a novice Levanevsky with the permission of the Secretary General "Osoaviakhima" Malinowski

moved the flying boat Dornier Wal "Soviet H-8" from Sevastopol to Khabarovsk - no small achievement in those days. A little later, the young pilot brought to Alaska crashed American pilot Mattern(1) Chelyuskinites for salvation (2) in April 1934 Sigismund A. was awarded the title of Hero of the Soviet Union. However, he suffered painfully rewarding - if his colleague A. Liapidevskii taken out of the "camp Schmidt" 39 people, Levanevsky - not one, but still crashed due to bad weather and icing U.S. plane (3), bought specially for evacuation. Despite this, he was a Hero of the Soviet Union at No. 2 - it was the first Liapidevskii.

### **The first pancake**

By the time ... Levanevsky was considered one of the finest marine pilots and had quite a lot of experience in flying in the North. With a choice of aircraft problems also seemed not arise. In autumn 1934 the crew of MM Gromov at the ANT-25 Tupolev design set a world distance record by committing non-stop flight on the closed route length of 12,411 km in 75 hours. Levanevsky set about trying to make a flight over the North Pole on this plane. Having received carte blanche, he began organizing a trip. The morning of August 3, 1935 Levanevsky with his crew - G. Baidukov and Levchenko - Schelkovskogo took off from the airport and headed north.

However, the pilots had to return back to long before the arrival of the Kola Peninsula - began leaking oil. Despite the fact that a stockpile of oil, according to calculations Baydukova, could be enough to the coast of the Canadian tundra, headquarters ordered the flight to land at the airport Krechevitsy that Moscow and Leningrad. The flight almost ended with the death machine - after landing due to fire flares erupted oil impregnated perkalevaya paneling. Fortunately, the fire was put out - first Levanevsky with his crew knocked down the flames jackets, and then they could come to the aid of the Red Army with a more thorough means of fire.

Despite the failure, Levanevsky not lost interest in long-distance flights. Now, however, he believed that more suitable for this purpose are multi-engine machine. Opining that fly over the North Pole on a single-engine airplane is not possible, he had a row with the designer of the ANT-25 - AN Tupolev - in the presence of Stalin accusing him of sabotage: that the engine failure due to an oil leak was planned. The quarrel put an end to their collaboration.

Stalin himself suggested the crew Levanevskogo go to the U.S. and look after there something suitable for the intended flight. However Bajdukov asked to speak and said that nothing like ANT-25 Americans do not have, so visit will fail. However Levanevsky with Levchenko still went to the States and by purchasing it plain bomber "Vultee" on his amphibious version in August 1936 flew from Los Angeles to Moscow - in Alaska and Chukotka. Despite the fact that the flight took place on the familiar and to track them, with intermediate stops on equipped airfields, he was recognized as an outstanding achievement, and the pilots were awarded.

In the future, the way pilots dispersed. Bajdukov the crew did-made Chkalov flight on the modified ANT-25, but a different fate awaited Levanevskogo ...

### **Jump to the pole**

Flight experience Sigismund Alexandrovich was taken into account in the following year, when preparations for the flight to the North Pole.

reach the pole in the air, people have tried since the late XIX century. However, to conquer the Arctic was not easy - for negligent preparation of the expedition had to pay lives. For example, in 1897, killed the crew of the balloon "Eagle", on which the Swedish balloonists Andre Solomon, Nils Strindberg and Knut Fraenkel Halmer first attempt to reach the Pole by air. Their remains were found only in 1930 on the island of White that between Svalbard and Franz Josef Land. Failed, and a little later attempts to conquer the Pole in an airship - in fact, the balloon with the engine is much less dependent on the weather than hot air balloon - and on the plane. The technique was still too imperfect, and flying at high latitudes did not come easily. This idea just came back again in the early twenties.

first people who managed to reach the Pole, were crew members of Italian airship "Norge" - but they did not settle on the ice, but only flew over the "roof of the world". It happened in 1926. And now the Soviet scientists had to not only reach the Pole, but also found there the research station.

Five airplanes - 4 four-ANT-6 (TB-3) and one twin-engine ANT-7 (R- 6) - should have been delivered to the drifting ice floe members of the expedition, as well as the required load. Levanevskogo was suggested paratroopers, supported by Chkalov and M. Slepnyov. It was caused by the fact that the paratroopers, once on a suitable ice floe could prepare it to receive the aircraft - to measure the thickness of the ice, and after - clear the site. In the case of a landing without prior reconnaissance aircraft could be lost if it had not survived the ice floe.

Expedition was named "North Pole - 1" (SP-1). It included Papanin Shirshov (hydrobiologist and oceanographer), Fedorov (geophysicist) and Ernst (radio operator). Masterminding was placed on academic Schmidt and his deputy, the flight of the M.I.Sheveleva. Crew commanders (4) have been appointed MV Vodopianov (flagship), VS Milk, ADAlexeev. The fourth crew should head Levanevsky. However, he was soon replaced by the famous aviator Far IP Mazuruk. The reason for this decision was that Levanevsky received permission to re flight over the North Pole in the U.S..

Twenty-first in May 1936 the crew of MV Vodopiyanov (copilot VM Makhotkin, VI Akkuratov navigator, radio operator, SA Ivanov, flight engineers and V.L.Ivashina Pool FI) on the plane P -5-N-127 made a reconnaissance flight to the island of Rudolf Franz Josef Land. Their task was to find out whether it is possible to build a support base on the island expedition "North Pole - 1". After reviewing the results, it was decided to build a base there. The construction of the base began in the summer of that year, when the icebreaker "Rusanov," there came a group of builders and mechanics. More than 20 of them stayed for the winter.



Unfortunately, the main "workhorse" of the expedition did not have such a large range, which was required for the expedition, so they were built several intermediate airfields. Within two months of airplanes were finalized taking into account the specificity of work in Arctic conditions. Thus, the

usual TB-3, they differed glazed cockpit, glazed turret hatches, additional fuel tanks placed in the bomb bay, three-blade metal screws on the engines and one wheel on each landing gear. On airplanes, in addition, it has been upgraded radio equipment - in particular, radiopolukompas and receiver for navigation beacon - as well as some additional equipment. Undergone alteration and interior aircraft. The cars were repainted in orange color, highly visible from the air on a white background. The upgraded aircraft so called "Aviaarktika."

March 22, 1937 the expedition aircraft took off from Moscow's Central Airport. March 30, had to wait for suitable weather in Kholmogory. Next planes flew in Naryan-Mar, and then - on the island of Rudolph. The long-awaited landing at the northern base held on April 19.

Already held on May 5 reconnaissance flight to the North Pole. Crew Paul IG Golovin 5 on the plane P-6 only 5 hours reached the "roof of the world." Scout the weather over the pole, the plane went in the opposite direction, and the evening has already landed at the base.

May 21, 1937 flagship aircraft Vodopiyarov - ANT-6 with the number of H-170 - the first time in the history of landed near the North Pole. The landing site has an area of 4 square block of ice. km. and a thickness of 3 meters, is located at 89 degrees 26 minutes N, 78 degrees W Soon there came also the other planes of the expedition.

flown on a future space station drifting about 10 tons of cargo for the expedition. The next 274 days Papanin conducted various research, constantly risking their lives - floe could break up, so much so that the plane has to land on it would have failed. During these days of their ice floe broke more than 2,000 kilometers. Hundreds of measurements were carried out in areas such as oceanography, glaciology (physics and dynamics of the ice), meteorology, aerology, geophysics (monitoring features of the ionospheric and magnetic fields), water chemistry, hydrophysics, and marine biology.

papanintsev To operate on about. Rudolph was on duty crew ANT-6 (tail number N-169) under the command of IP Mazuruk. He returned to Moscow only 13 months later, when the first high-latitude research station ceased to exist, and Papanin February 19, 1938 were chosen icebreaker "Taimyr" and "Murman" a few dozen kilometers from the coast of Greenland. remaining vehicles flew to Moscow for June 15 . In the capital they landed June 25 at 17.00.

### **Higher, farther, faster ...**

Now in Moscow thought about the idea of international flights from the Soviet Union to the United States or Canada. For a start, it was decided to try to make a nonstop flight from Moscow to the United States at the ANT-25. It was planned that the crew commanders will Chkalov and Gromov and S. Levanevsky. Now, however, depended on the plane ... As we remember, even after the first attempt trip Levanevsky quarreled with Tupolev.

Paradox: inventor of trans-Arctic flight was without a suitable aircraft ...

### **notes:**

- 1) James Mattern had intended to make a flight around the globe. At the final stage of the flight it by unloading station to take more fuel, flew from Khabarovsk in the direction of Anadyr - and disappeared. Rescue planes found it on the banks of the Anadyr River, 80 kilometers from the district center. Mattern plane was broken, and therefore Levanevsky with his co-driver Levchenko were ordered to evacuate Americans to Alaska on his flying boat. July 20, 1933 Mattern was taken to the city of Nome.
- 2) Icebreaker "Cheliuskin" August 2, 1933 came from Murmansk to Vladivostok, carrying 112 crew members. The expedition led by Otto Schmidt, was the captain of the ship, Vladimir Voronin. According to the official version, to check if a single summer navigation deliver cargo along the Northern Sea Route. However, in the Chukchi Sea, the ship was icebound. It drifted along with the crew for 7 months and crushed ice, sank 13 February 1934 in just two hours. Fortunately, the crew managed to not only leave the ship, but also to transfer to the ice bricks and boards, of which built the barracks. In this case, tragically died Superintendent Mogilevich, pinned log and keen water under the ice. March 5 made his way to the camp pilot Anatoly Liapidevskii at the ANT-4, has managed to take the first flight out 10 women and 2 children. The next flight could be accomplished only on April 7. Over the next week pilots flew 24 flights, evacuating all the passengers who died and the ship taking them to Vladivostok (see list of pilots in the Appendices, item 1).
- 3) It was devyatimestny plane "Konsolideyted Fleyster."
- 4) A complete list of the crew, see Annex, paragraph 2.
- 5) At the end of April 1940 Hero of the Soviet Union Colonel PG Golovin will die during the test twin-engine aircraft "VIT" (air tank destroyer, also known as BIS - a passing dive bomber) Polikarpov. Due to errors in the design of the aircraft disintegrated in the air, buried under the rubble of their crew. Together with Golovin lost K.N.Aleksandrov lead engineer and mechanic N.G.Dobrov.

## Part 2. Aircraft DB-A (N-209)

*"The working people, build air fleet"  
The slogan of the first five.*

### Who and what to fly?

May 25, 1937 a meeting of the Politburo, which decided the fate of trans-Arctic flight. It was attended by Stalin, Molotov, Voroshilov, Kaganovich and Alksnis and (6) . More than one and a half hours they talked with Chkalov, Baidukov and Levanevskogo about the flight.

- Are you afraid to fly single-engine aircraft? - Asked someone at the Chkalov.
  - At one engine - a hundred percent risk on four - four - did not lose his pilot. - That is why I prefer a single-engine car.
- Its truth in his answer was - a resource engines of those years was only about a hundred hours, and the failure of one of the motors of the ocean did not promise anything good.
- And you, Comrade Levanevsky - finally asked Stalin - with Who, where and what will fly?
  - I do not know what to fly - honestly answered.
- Voroshilov jabbed in the ribs Baydukova:
- So you have a train plane on which you put the records ...
  - This plane cannot be fly - said Bajdukov - he had not yet been finalized. And then, it bomber ...
  - It's none of your business who and what! - Entered into conversation indignant refusal to Stalin. - You need to show someone Levanevskogo plane, and then we will see ... what and how.

### Child Bolkhovitinov (7)

This four-engine plane, which was being built at the factory in Fili N 22, was a promising machine. Initially it was a modernization project TB-3, but in the end came out a completely new aircraft, inherited from the general scheme of the prototype, but a thick **monocoque** wing.

First flight dB (A) was held May 2, 1935. Piloted the car factory test pilots NG Kastanaev and Y. Moses. Later sick co-pilot of Moses replaced the pilot AK Tumansky. The crew also included engineers NN Yearlings and Konkin.

Factory test car passed since the end of 1935 to 5 March 1936. Basically, they were led Kastanaev. After the end of production tests bomber passed state. Test 124th aircraft factory in Kazan. There he mastered the pilot, MA Nyuhtikov. The second pilot was Antihin, engineer for armaments - Tsvetkov, and a representative of the plant - the Wolves. In the fly-around machine participated IF Petrov, A. Kabanov and AM Khripkov. Commission concluded that the aircraft is controlled more easily than the ANT-42. Such a machine in the world he did not have - the closest to the DB-A on the characteristics of four-engine bomber was "Farman - 222", which is a number of parameters still inferior to the Soviet machine. "Flying Fortress" B-17 in the United States has yet created, so it did not take account yet. The basis of the same Soviet bombers - TB-3 - a new plane was significantly superior in all respects.

aircraft has not yet passed the state tests, and it has already supplied several records. For example, October 10, 1936 by test pilots Nyuhtikov M. and M. Lipkin raised it a weight of 10 tons to a height of 7032 meters, and 10 days later broke his own record - 13 tons for 4535 meters. Then May 14, 1937 the crew of Baydukova G., N. and A. Kerber Kastanaeva with weight of 5 tons delivered on that plane two speed records - 280 and 246 km / h at a distance of 1000 km, and 2000, respectively. Flying in a mashrutu Moscow - Melitopol - Moscow (2,002.6 km) was performed in 7 hours 8 minutes and 11.7 seconds.

When Levanevsky Bajdukov and arrived in Philly, they opened the hangar where the plane was. Zygmunt A. unwittingly admired machine. Bajdukov noticed that Levanevskogo DB-A made a favorable - if not - lasting - impression.

The plant was called and the machine constructor - Bolkhovitinov.

- What is it? - He asked immediately upon arrival.

matter-a trifle - Bajdukov tried to laugh it off. - Hero of the Soviet Union Levanevsky wants to fly on your machine through the pole. Well, in America at once, probably will not work, and in Alaska - exactly. And then across Canada you can already to the States.

Yeah, are you?

Designer sharply reacted negatively to the idea of flight on a single prototype airplane. DB-A was not meant to fly in the harsh conditions of the Arctic - it was a bomber plane and not for records. However, spacing, arranged Bolkhovitinov M. Kaganovich, decided the outcome of the case. The solution adopted for the design of the Central Committee.

Technical problems ... in DB-A enough - too much in it was still raw technical innovations. Shaking in the air all - wing center section, the feathers. A lot of trouble with Flettner - a plate on the back edge of the rudder, which helps reduce stress on the steering wheel. Because of the rigid motors always had problems with the engines - that kind of burst pipe, it will flow radiator. Not once, not twice mechanics repaired the motors directly in the flight. And because of overheating denied candles, and because the pilots had to perform downright circus: fly on three engines, while cooling off the fourth, and then cooled again to start the engine instead of some overheated ...

List of errors consisted of 38 points (8) , in which included the lack of stability and control (as a result - disruption in the corkscrew), low efficiency rudders and ailerons, poor visibility, pilots, lack of engine power, etc. In the turbulence control of the aircraft was complicated - the pilot could not drive the car for a long time, as much exhausting.

Not just once or twice in the course of testing an emergency situation. Thus, 11 March 1936 at the height of 2000 meters due to the termination of fuel supply disconnected all 4 motors. Only self-control and good response pilots immediately stopped the climb and passed into level flight, helped to avoid the loss of the aircraft.

May 21 of that year, at the 67th aircraft landing gear strut gave way - as it turned out, because of a manufacturing defect. The factory team quickly eliminated these faults. staff bureaus and factory pilots were aware of the preparation of Chkalov and Gromov flight over the North Pole to the U.S. for two Tupolev ANT-25. But they were flying on the gains of the absolute distance record. In KB Bolkhovitinov also had the idea to make a transcontinental flight to the DB-A, but with a commercial purpose, ie with the load.

This record put on a new bomber, attracted the attention of Levanevskogo. This aircraft could become a turning point - after the ANT-25.

### "Give me the car!"

Despite the obvious dampness car in early June 1937 Levanevskogo showed it in the air. Piloted aircraft leading factory test pilot Kastanaev. Levanevsky discreet and silent, watching the flight, as if transformed: beaming, he rushed to the Bolkhovitinov without waiting for the landing, and cried:

- Give, give me this car! This show Americans! They do not even dream!

And was wondering what ... Virage Kastanaev laid so steep that the wing of the plane fell to the ground almost at a right angle. Fuel in the tanks was nothing - only for a short demonstration flight - and because light aircraft aerobatics performed with unusual heavy bomber of grace.

The next day Levanevsky visited the Kremlin, and soon brought back and Bolkhovitinov. A day later, the designer has collected in the office of the aircraft factory - BN Tarasevich - designers who participated in the creation of the aircraft. They announced that the government gave the green light to commit Levanevskogo flights on the route Moscow - North Pole - Alaska by plane DB-A. The car was given the index of polar aviation N-209 and the call sign "RL" (Radio Levanevskogo).

Actually, the entire flight has been started to test the feasibility of international air messages on transpolar routes. The flight also pursued propaganda purposes - to prove that the Soviet pilots have mastered Transarctic airways in all types of aircraft.

Once the decision was made to non-stop transpolar flight of the USSR - the U.S., began training aircraft. Responsibility for organizing the trip was assigned to the People's Commissar for Defense Industry Rukhimovich, Commissar of Railways Kaganovich, the Soviet air force chief Alksnisa and one of the leaders of the NSRA - Janson.

During the first ten days of June Rukhimovich issued a judgment in which the flight crew advised to do some training missions within the Union. After the flights proposed to replace the engines and fly a further 20 hours. And only after that on the basis of the



training flights could be a decision on the admissibility of the flight.

Special attention was paid to the preparation of the machine working off takeoff. The fact is that for such a long flight required 16.4 tonnes of fuel (which is almost double the norm),

and the total weight of the aircraft passed for 34.7 tons with this stock N-209 could fly about 8440 km.



Forecasters warned: closer to the fall weather will worsen. If you fly - that as soon as possible. Weather forecast over the pole and give him no one could - it was still too little data for statistical purposes ... This recommendation has only accelerated the pace of work on the final design of the aircraft, which had an impact on quality. Now everything was in the hands of Levanevskogo and his crew.

**notes:**

6) Accordingly - General Secretary of the Central Committee of the Communist Party, head of the Soviet government, the People's Commissar for Military and Naval Affairs and the People's Commissar of Defense of the USSR People's Commissar of Railways, Head of the Soviet Air Force.

7) Technical description of the aircraft, see Annex, paragraph 4.

8) **On the** IST major issues, see Annex, paragraph 3.

### **Part 3. The crew of the aircraft N-209**

*"In the far edge of the companion flies ..."*  
from the song "Favorite City."

#### **The commander**

The crew of the N-209 was approved by the Politburo of June 10, 1937. In the formation of the crew involved himself Levanevsky, and specially designed headquarters flight. The venture caused confusion among those who knew about the past Levanevskogo people - Polish Russian origin, in 1935, failed an important mission - and now gets a second chance, and even the newest aircraft for the job ...

There were even rumors that Levanevsky - GB officer, and that the the upper echelons of power it has a strong promoter. Even called the name of the head - GG Berry, People's Commissar of Internal Affairs in 1934 - 1936 years.

However, rumors are rumors - and that Levanevsky was a remarkable man, recognized by many. One of the leaders of the NSRA, NM Janson, before the third flight (9) wrote a letter to Stalin, in which he asked to take a flyer for a thorough (!) talk about the future of flight. Interestingly, in this letter, was the characteristic of Levanevskogo: Janson noted the positive and negative qualities of the pilot. Among the advantages were named high professional culture, prudence, diligence, courage, strength of will. Among the shortcomings noted Janson excessive stubbornness, impulsiveness, a huge (!) Pride - a trait dangerous for the pilot, especially polar. Levanevsky was an outstanding, active, determined, and not prone to sentimentality pilot, always finds a way out of any situation. Note - while ignoring the losses.

Flown it correctly and beautifully, flights loved to distraction. Also fond of riding a motorcycle, hunting, fishing and music. Technique knew the ropes. He had to fly and land in uninhabited areas of the northern edges of the USSR. For four years - from 1933 to 1937 - is Zygmunt A. committed the most intercontinental flights. Four times he was flying

between Chukotka and Alaska over the Bering Sea, but once - through the pole. Only pole and missed it, got to go back ...

Levanevsky upset by the failure of 1935, reproaching himself for being too soon came back, tried to make their way to American shores ... Stalin knew that the people's heroes are blooming, feeding oxygen popularity and people's love. Failure and disgrace they suffer extremely painful. Perhaps even more so, and he gave a second chance to win Levanevskogo polar skies - although, at first, and objected to the new flight, because, according to the leader, the Americans should not have to show the new Soviet bomber.

### **The co-pilot**

When it was formed crew Levanevsky offered to fly with him co-pilot hero of the Soviet Union AV Lyapidevskaya. He regretfully had to give up because it just started to study in the Air Force Engineering Academy named after NE Zhukovsky was afraid of falling behind on the course. Studying at the Academy was his old dream, and now he will not take a chance like.

then to the position of co-pilot Levanevsky invited Major NG Kastanaeva, which, as we know, had his plane in a "children's time". He wanted to commit to the DB-A long-range non-stop flight Moscow - Khabarovsk, but Levanevsky ahead of him, suggesting that route. Kastanaev immediately agreed, and for the sake of it even put up with the available aircraft design defects DB-A. Apparently, this was the reason that Kastanaev in a report on factory testing of the main disadvantage identified poor visibility from the cockpit pilots. Nicholas Kastanaev was incredibly strong; any sculptor gladly undertake to sculpt a Hercules him: he would not have to use the power of imagination, and had just copied. Meanwhile, in the words of Nicholas, he never engaged in physical culture and sports. When used to pilots and Yungmeister Moses, together weighing at least 180 pounds, jokingly attacked the Kastanaeva it without any difficulty and stress threw them as small kittens.

the porch of his house was a huge stone, which was to raise a force, perhaps, except four - five people. This stone is not allowed to customize the car to the porch itself. One pilot said Nicholas Tumansky:

- Take you did! Call the workers and get rid! He's stopping you!
- Why would I work? I'll clean myself.
- One? Well, brother, it's too much.
- And here's a look ...

Grasping the stone and gently pull their socks up, he picked it up and took it on his chest, took the corner of the house. Tumansky dumbfounded.

- It is a pity that we have not had an argument with you, - said Nikolai. His face is no sign of the recent tension.

By nature he was a good man. The plant will soon come to love it and the pilots and mechanics, and all those with whom he had to deal. But he had one negative feature - overconfidence. This is their quality, he carefully concealed - either because he did not like it, or trying to re-educate themselves. But, as indicated, some pilot actions, this victory, it's still not won.

### **The navigator**

They became famous polar explorer, a faithful friend and constant companion Levanevskogo in its Arctic coast - VI Levchenko. By the time he was the flag-navigator Air Baltic Fleet. Strongly built, sociable and cheerful, Levchenko had a wife and daughter knew radiodelo and piloting. He knew countless Russian and Ukrainian songs and knew how to do them with a guitar. It was he who gave the designers dB (A) is the greatest help in the installation of navigation equipment, in particular - in settling for a celestial dome.

## **Mechanic**

N.N.Godovikova candidature for the position offered Kastanaev.

Bolkhovitinov It was he who said that Godovikov - the only one feeling fine motors and thoroughly versed in the whimsical oil system. However, the engineer resisted - fame, it did not attract the Order, because he already received. And in the U.S., he has managed to get - together with the designer Gorbunov in 1934 became acquainted with the American aircraft industry. And he had a large family - seven children (according to other sources - 10). Unusually energetic, restless, not knowing weariness, Godovikov could surprisingly lively and interesting talk about his rich life adventures. For many years he worked as a guide a blind psaltery player and sang along with him. Then, when the old man died guslar, Nicholas fell in the poor and dobre-dya with him to Kiev, began working at the Kiev-Pechora monastery, first at the beck and call, and then a guide for pilgrims. And how many interesting things he told me about the monastery and, most importantly, of the scam and the antics of the monks! And what happened, tells how, as a mechanic at the BI Rossinsky, flew with him in the fight against cavalry Mamontov and what came of it ...

In the monastery Godovikov met with older workers, a mechanic, a clever boy who fell in love . Since then, the life of Nicholas abruptly changed: he loved the work and began to work on the repair of the Kiev air base. The rest of his life was spent in aviation. By nature he was a very kind person. And could well make fun of anyone, but almost always - the case.

What caused the engineer to accept the offer Kastanaeva? Everyone who knew Nicholas Roerich believed that the reason was his shyness and modesty. He did not have the courage to refuse. Prevailed false fears: how would not have counted for a coward. And yet - the awareness of moral duty to teammates: only he knew perfectly all the mechanisms of the aircraft, and only he could fulfill the duties of a flight engineer. Among his colleagues he had jokingly nicknamed "Dr. motors" - because it was the most important and best mechanic aircraft factory. When he was able to understand the working mechanism, to repair the device - it literally glowed with happiness. A master and expert in their field do not meet often.

His team Bolkhovitinov is redesigned instrument panels mechanics installed remote benzomery and power analyzers (10) . The exhaust manifold of the engine M-34 RNB often out of order, and as directed by Godovikova they were replaced by similar units ANT-25.

## **The second mechanic**

In this plane, as dB (A), it was necessary to have two flight mechanics to service all 4 engines. To the position of the second was appointed an experienced polar explorer GT Pobezhimov. Simple and open person. Surprisingly devoted to his work, never losing

heart. In the 30-xx, he flew to the Arctic with such pilots as VS Milk, MI Kozlov, AD Alexeev. In July 1936, VS Milk and GT Pobezhimov Dornier Wal seaplane with an index of polar aviation H-2 made a historic flight from Krasnoyarsk - Yakutsk - Okhotsk - Fr. Wrangell - Moscow - Krasnoyarsk. The length of the route was 26,000 kilometers. For participation in the Arctic flight, he was awarded the Order of Lenin and the Red Banner. In the same year, together with Pobezhimov Levanevskogo visited the United States for the purchase of seaplanes. After that, Gregory Trafimavic included in N-209 crew. Alas, in spite of his experience, he has hitherto not dealt with motors AM 34FRN.

### **Radio operator**

Originally a radio operator was supposed to be a test of radio equipment for aircraft ANT-25 and N-209 - a talented self-taught LL Kerber. However, during the preparation instead of Cerberus crew was included in one of the best radio operators Air Force military technician 1st rank N. Galkovsky. He was familiar with Levanevskogo Levchenko and more on the Sevastopol naval pilots school.

reason for this change is called what Kerber and Levanevsky could not work together as a team (11) . Kerber was known as a great joker, and Levanevsky, hot and proud man, jokes not tolerated. Obsessed with the idea to make a flight as soon as possible, he said, regardless of the consequences of such a decision, demanded to replace a radio operator. Despite the fact that Kerber a perfect knowledge of all the frequencies and call signs of foreign radio stations all along the flight route, he was removed from his post as a radio operator - and very soon sent to the logging ...

Galkovsky was a radio operator - professional (12) , is not the first time participating in the long-distance flights. In 1934, he and Baidukov Belyakov and participated in the flight Moscow - Vienna - Paris. During the flight the aircraft hit the heavy rain, and the pilots were driving blindly. Correctness of controlled only by means of radio communication. Should urgently to find out what the weather in Paris - and decide on the landing. Or Paris, or the alternate airport in Strasbourg. Nicholas contacted with Moscow and Paris, after which the commander said the weather report: "Over the Paris high overcast with tears." This meant - you can.

Passing through the storm front, the aircraft landed safely in Paris.

flight crew in N-209 for the first time in the history of transpolar expeditions set off with a professional radio operator - before duty radio operator and navigator combined one person. But for all that Galkovsky not have sufficient training on the new equipment for him, did not know the plane - a time of preparation melted away with each passing day

### **The picture on the memory**

The oldest - NN Godovikova was - 44 years old, SA Levanevskogo - 35 years, NG Kastanaevu - 33, the youngest - VI Levchenko - '31. Levanevsky, Levchenko and Pobezhimov has arisen many times in the Arctic and Kastanaevu, Godovikova and Galkovskaya upcoming first meeting. In the U.S., had already had occasion to visit Levanevskogo Levchenko, Godovikova and Pobezhimovu, so they knew a little English. Three of the six crew members were able to work with the radio, and the navigator, in addition to its direct duties, had known and piloting.



**Notes:**

9) A third - after the triumph of Chkalov and Gromov.

10) These devices are allowed to control the composition of the exhaust gases for the selection of a more economical mode of engines.

11) Levanevsky tried seduced radioman ET Krenkel, his great friend. More

information can be found in Appendix, paragraph 5.

12) By the time he served as a test engineer on spec. Equipment Research Institute of the Air Force.

## Part 4. Pre-flight preparation

*"... The Arctic - a harsh arena battle with the elements of a person that knows no mercy, and the crew Levanevskogo - its next victim: to engage in such a struggle requires a perfect moral and material preparation. "*

Hubert Wilkins

outstanding American polar explorer and Aeronavigator, party search aircraft N-209 in 1937-1938.

### Plane

Prepare the aircraft was in full swing. The design team for 15 days produced all the drawings, and then immediately began production. In just 5 days, all items were ready, he immediately received by the plant. The group were attached Bolkhovitinov authorized Glavaviaproma and the Air Force, see to it that the preparation of the aircraft is not interrupted due to the lack of any materials or components. The main developers of all plants were instructed to assume the job of Bolkhovitinov most priority. The preparation of

the aircraft was given only 2 months, so the observed during the flight defects eliminated at night.

The car had to convert to fly in the harsh conditions of the Arctic. On the N-209 took off unnecessary shooting settings, mounted in the bomb bay additional fuel tank with a capacity of 2 tons of fuel, and left no space for commercial cargo. Above the cockpit installed astrolyuk as a glass half-sphere that housed the solar pathfinder. The changes were made and radio equipment, which involved engineers Chertok, Chizhov and Troskin (13) .

released from the navigator sights, machine gun and bomb dropper forward arrow. It was decided that the d space will be placed not only a navigator, but also radio operator. Engineers assembled there the second radio stations operating in the range of short wavelengths (17-20 meters) and is equipped with a place for a radio operator. Glazed bow cockpit, of course, had to redo it.

More powerful radio station "Onega" (14) was placed in a specially insulated cabin noise immunity and radio operator in the tail of the aircraft. It can operate at wavelengths ranging in length from 25 to 1200 meters. If denied to the main antenna could use emergency manufactured by the winch.

transmitters can operate in wireless telegraphy (on long, medium and short wave) and radiotelephone modes. The emergency crew could get electricity from the emergency unit, consisting of a gasoline engine and dynamo ("soldier-motor"). The transmitters and receivers were saturated with dozens of vacuum tubes, are very sensitive to the landing shock and vibration arising from the operation of aircraft engines. To protect against these overloads lamposoderzhaschii all devices are suspended on spring shock absorbers. However, a rough landing heavy transmitter hits the frame. In such cases, the radio operator should replace the power tubes.

Probably radio system for this trip was similar to that used for Mikhail Gromov flight over Soviet territory in July 1937. More accurate to say it is impossible - archive Staff trip disappeared during the war.

During the flight navigator messages conveyed its position and, if that was a need, doing its interesting requests - such as weather ahead. This was done in ten to twenty minutes every hour. From the beginning to the twelfth minute certain hours of the aircraft radio reception led, they were 0, 3, 6, 9, 12, 15, 18 and 21 hours of flight. Was defined as the length of the waves, which were carried out transmission and reception. The first 8 hours of flight transfer should lead to a wave of 54.9 meters further to the end of the flight - in the wake of 26.35 meters, the reception - on the waves of 32.8 and 18.36 meters respectively. Transmission of Moscow radio station dubbed Dixon in the wake of 34.4 meters. In the case of inability to receive signals on shortwave radio operators Moscow passed to the transfer of long-wave transmitter "Comintern" in the wake of 1724 meters, and Dixon - in the wake of 1450 meters.

During the flight over America for the crew Gromov were involved radio stations in Anchorage, Fairbanks, Fort Norman, Seattle and San Francisco. The crew knew their call

signs, wavelengths and time. Provided for the transfer to take them at the same hours: 0,3,6,9, etc., etc. from the beginning to the twelfth hour, and minute. Chief among them was appointed station in Seattle. Actually, only the Seattle and Anchorage stations were allowed to work with the crew. The other stations could lead receiving radio messages from the aircraft, but they had to transfer the data to Seattle and Nome. These two radio stations, in turn, passed the information to be Khabarovsk and Anadyr, where she reached the chain of Moscow.

For radio-navigation service trip to the Soviet Union were involved in the long-wave radio station, located in Leningrad, Arkhangelsk, Murmansk, and in Dixon, Fr. Rudolph and Cape Desire. In America, for the purpose intended radios cities, plus a number of en-route beacons. Some of them worked on call, and the rest - around the clock. in case of an emergency landing was also set a specific time for the transmissions from the aircraft, as well as the work of Soviet and American ground stations that transmit information to the crew.



Levanevskogo apart from the rest of the crew had to interact Yakutsk station and Cape Schmidt.

N-209 was equipped with a new updated engines AM-34FRN with turbochargers, provide boost. These motors spend more fuel than the M-34 RNB, but allows the machine to increase the ceiling of 6000 meters. To preparing for long-haul flights the plane flew 115

hours. In the run-up to the incident-it was another 47 hours, of which 19.5 - that with the new engines.

Propeller pitch changed depending on your flight mode. On takeoff, he was alone on the route - the other. Was installed as de-icing system, through which the propeller blades were washed with alcohol.

Levanevsky in 1936 brought from the USA drawings de-icing device, but to apply this innovation on the dB (A) would not let him. Probably because that time was extremely small.

Role of de-icing system was playing and painting the fuselage. It was painted in dark blue color, which brings to the absorption of heat rays of the sun. Simply put - there is heating

of the heavenly body. Wings also painted in red, highly visible against the background of snow and ice (15) .

### **Crew**

While the plane was ready to hop on Monino airfield near Moscow, Kastanaev, yearlings and Galkovsky Pobezhimov lived in a nearby house under the supervision of doctors. Levanevsky Levchenko and spent the night in Moscow, but the days spent at the airport, along with fellow practicing to work with oxygen devices. The flight was to perform at a high altitude, where to survive without this equipment was unthinkable.

VF Bolkhovitinov spent day and night at the plane. Even the haircut he had no time, and once the pilots shaved and shorn of his own.

evenings Pobezhimov told his friends about his adventures in the Arctic. Of all the crew, he was the most experienced polar explorer, and because he had something to share. Kastanaev A Levchenko and after flights amused that staged a "race to measure the length of the concrete path" - riding on a car on the runway of the airfield. Speeding, Levchenko Kastanaevu cried: - hang on! Who will come off! Indeed, by the thought that the car is about to get off the ground and fly into the empty sky in the evening ...

Together with Kastanaevym Levchenko made several long flights, for 8-10 hours each. During the preparation of the aircraft performed its Kastanaev 100 sorties, flying about 50,000 miles. Well aware of the car, he tried to find its limit opportunities to understand how it behaves under different conditions. However, a significant disadvantage Kastanaeva as the pilot, was that he was piloting in the clouds, to put it mildly, does not matter. But somewhere along the route will almost certainly N-209 is not waiting for clear skies and overcast ...

Levanevsky also engaged in the development of flying route. After much thought, he stopped on the following version: Schyolkovo - Arkhangelsk - Barents Sea - Fr. Rudolf (Franz Josef Land) - the geographical pole - along the 148 meridian fly over the area Pole of Inaccessibility - Fairbanks (Alaska, USA). In Fairbanks car had to refuel and to follow later in Edmonoton (Canada) - Chicago - New York City with stops in Edmonton, Chicago, and New York. The decision to continue the flight will be made after the flight to Fairbanks. Tolerated and landing in Toronto.

"the most favorable altitude N-209 mode, the most economical use of fuel - from three to four thousand meters - thought Sigismund Alexandrovich. - In order to avoid icing and stay on course - have to go above the clouds. Chkalov was going on five thousand - and then got into the clouds, but iced ... So, we must above ... Six thousand. Yes, six thousand ... ".

He made a note, and again plunged into deep meditation. Now he had to operate on many different numbers and facts to choose the most cost-effective solution.

"First you need to take off - was thinking Levanevsky. Thirty-five tons of concrete strip tear - not a sack of grain to raise ... Then ... Then the second is a dangerous place, from the Pole of Inaccessibility (16) to the coast of Alaska ... Here compasses useless, have to navigate by the sun but on the radio (17) ... Large stocks of fuel not go astray - perish. "



Similarly, assessed the situation and co-driver: "If I have to fly on three engines, then we will be in big trouble. Sit down in the sea on the land can not be car - drowned. Continue to fly - you can not, the weight is too large, the motors are not extended. We'll have to drain the fuel ...".

Victor Levchenko, who had no understudy in the crew, was to be a 30-hour vigil. He was to be the entire flight cabin in the bow, with the help a few aids to air navigation to the plane right on the intended track.

During the preparation of ... Sigismund Alexandrovich for a while had to get away for the sake of another case. He was unexpectedly sent to Sevastopol, where the boat came from the United States three seaplanes ordered them to polar aviation. It was necessary to prepare them and fly around. One of the vehicles, S-43 Baby Clipper was to try to complete the program, as it was supposed to produce the aircraft under license in one of the Soviet factories. Because he Levanevsky choose this plane in the States, he and charged fully explore the features and capabilities of this machine, and then - to give an opinion on the feasibility of aircraft manufacturers to mass production in the USSR. Levanevskogo friend, Alex Gratsianskii, who also worked in the polar aviation, agreed with pleasure help him in this work. The work continued until July. During this time, S-43 was tested for seaworthiness, - the pilots land on the waves of varying heights, measuring the take-off distance and mileage on landing in different conditions. Testers also checked the seaplane in flight, trying to find its maximum potential. To a range of Baby Clipper experienced, having flown peninsula.

At the same time Gratsianskii played a wedding at which Levanevsky was master of ceremonies and godfather. Tests S-43 came to an end when a telegram arrived, instructing Sigismund Alexandrovich return immediately to Moscow. goodbye to friends and Levanevsky left.

### **The dress rehearsal**

By that time, were successfully completed Transarctic flights of Chkalov and Gromov (18) (both - on the ANT-25.)

On July 28 he was appointed last Control Test - a training flight N-209 on the route Moscow - Melitopol - Moscow. The length of the non-stop flight was to be more than 2000 kilometers.

Just three days before the crew Levanevskogo replaced the radio operator. Galkovsky although he was a test engineer, yet could not master the new equipment on such short notice, so I asked Boris Chertok participate in this mission to test all radio equipment. Chertok agreed.

During the flight, the plane almost led Kastanaev. Only occasionally took control Levanevsky, who sat on the site of the co-pilot, or who walked on the aircraft and observed the actions of other members of the crew. Yearlings and Pobezhimov got over the whole flight from the motor to the motor, checking whether the oil is flowing, and carefully controlling the flow of fuel. Chertok, most of the time spent in the rear cockpit

radio operator, checking all modes of operation of the station, and Galkovsky all ten and a half hours of flight navigator worked in the bow cabin with Levchenko.

Prior Melitopol were at an altitude of 3000 meters in good weather. On the way back the same counter storm front caused strong turbulence and forced Kastanaeva rise to a height of over 5,000 meters.

Chertok was not myself. In obedience to the commander, he put on his oxygen mask and continued to work. Finally, he finished checking the transmitter radiation at all wavelengths operating range and offered Galkovskaya go to the tail. But that was not enough time: Levchenko coached him in locating the aircraft by radio bearing resection, and something they did not work out ... Skipper again asked Galkovskii detect bearing. He gave the signal, and headed for the direction finder, but along the way accidentally



touched the antenna, which at that moment was struck by lightning. Risking his life, a radio operator rushed off the antenna to thunderous charge did not burn all the coils and condenser struck. The equipment was saved. Levanevsky ... was unhappy with his pilot.

- You know, he's afraid to fly in the clouds - he complained, special correspondent LK Brontmanu (19) . - Carefully avoiding every cloud! I made

it by force to enter into the clouds. No ... it's not that!

- Why did you take it then? - Asked the reporter.

- Yes, I did not know. I was told that he was born with this car better than anyone familiar with it. I still had someone to take, and I agreed.

On the other side, and Kastanaev was delighted with the commander and said Brontmanu:

- He cit. The car does not drive, but only commands. Part even without flying. Where it suits. I do not trust him off - he'll tear.

... For two - three days before the flight to America Godovikov with which pilots Tumansky and Moses were on friendly terms, told them that for the technical side of preparation for the flight, he completely calm:

- on the plane there is not a single bolt unchecked, a single unreliable Gadget. But here I am unhappy with the crew - bitterly said Nicholas. - The commander hopes Kastanaeva, he does not even own flew once. With a crew keeps ... aloof and down. We do not have spikes, and without it in such a case anywhere ...

Sure, Sigismund Levanevsky was a great pilot and an experienced polar explorer, but ... in the opinion of many of the "old men", pedantry and intuition Gromov he really lacked. Levanevsky knew it, though because of the pride did not want to admit that he is in some ways worse than the other hero. Always discreet and silent, Levanevsky somehow not afraid to say

- Thunders of that breed of people who are always lucky. At Chkalov and Gromov pilots knew each other from the very semihard. At the same Levanevskogo "monolith" emerge did not, despite the fact that three of the six crew members have worked with him for the first time. "Grind" to each other coming in the last days - and during the flight. Crew cohesion largely prevented the arrogance of the commander:



Levanevskogo between the crew and there was always a certain distance. It might seem a small thing that shakes hands only with the navigator, but the co-pilot - but eloquently speaks of the man ...

### **The day before**

The most suitable for operations in the Arctic in June and July passed. Approaching August, abundant in the Arctic fog, rain and snow. In the second half starts with a short fall is rapidly turning into winter. And then - the long polar night in six months ...

Forecasters are not recommended to make such a flight in adverse weather conditions. Professor BL Dzerdzeevsky Levanevskogo warned of a strong cyclone, high clouds and gale-force wind. Levanevsky darkened - should fly as

fast as possible, or to opt out of the flight.

Weather forecasters generally confirmed by the Soviet Ambassador to the United States Konstantin Umansky, who reported on August 11 in Moscow: "In the next day in Alaska expected good weather, high broken cloud. High latitude crosses a powerful cyclone, many kilometers can be cloudy. "

Levanevsky called for pushing the completion of training in the next few days and the early departure. At the headquarters of flight work started. A clear timetable and specified departure date - August 12. Like many pilots, Levanevsky was superstitious, and therefore decided not to fly out on the 13th (20) .

July 31, 1937 was made another decision of the Politburo of the flight crew Levanevskogo. The decision stated the receipt of the People's Commissariat of Foreign Affairs permission to fly over Canada and the United States in accordance with the planned route, as well as the allotment of funds for the flight - in the amount of 2.5 million Russian rubles and 75 million dollars in foreign currency.

9-11 August readiness of aircraft and the crew confirmed a report in the headquarters of the trip all the leading specialist responsible for preparing the flight. One day before the start of Bolkhovitinov wrote in a memo: "... N-209 plane from the point of view of design and interior equipment and work-rotor is quite reliable and ready for flight."

Settlement Group Leader Max Abramovich Tails, a developer of TsAGI who was involved in the preparation of flights of Chkalov and Gromov, has announced the results of its calculations to the headquarters of the flight: "Based on the flight test aircraft N-209 and

check calculations ... when flying with a weight of 34.5 tons to 16,400 pounds of fuel expected range aircraft - 8840 kilometers, with distance from Moscow to Fairbanks in 6650 kilometers gives a margin equal to 26.5 percent ... ". Range aircraft increased by an additional supply of fuel on board, for it had to reduce the payload. Therefore, as a commercial cargo was used fur, which is lightweight.

Before flying Levanevsky, Kastanaev and Levchenko was in the Central Committee, where they were asked if there are any doubts about the success, everything was ready for the flight? The commander reported that the aircraft and crew are fully prepared for the assignment. The crew wanted to make a successful flight.

Last night before the flight crew decided to spend with their families. Levanevsky Levchenko and at the same time visited Leonid Utesova. They were lucky - he was at home. Upon learning of the impending departure flight, he picked up his guitar and started singing everything - from the song "Jolly Fellows" from their concert programs, then romances ... Victor Levchenko boldly sang Utesovu. Levanevsky is only softly whistling, which meant one thing - a good mood.

's time, however, was to leave. In parting Cliffs friends sang a very popular song from the new movie "Seven Brave," which all explorers considered the unofficial anthem.



**Notes:**

13) The first two were members of Gorky, and the third - the Moscow radio plant.

14) According to others - "Omega".

15) Evil tongues have

argued that this aircraft was not painted, for safety reasons, but because it was the color of the family crest Levanevskogo.

16) So called the most remote places, insufficiently explored the area in the Arctic and Antarctic. P. Fr. n. are located in the Arctic approx. (Center coordinates - 83 ° c. W., 160 's. Etc.)

17) Read more about the features of piloting in the Arctic, see Annex, paragraph 6.

18) 18.6.37g. and 12.7.37g respectively.

19) Brontman Lazarus, whom contemporaries sometimes called "king of Moscow journalists," a quarter century, wrote under the pseudonym of "The Lion Ogniov." Extremely curious, he covered the construction of the first subway lines and the famous rally Moscow - Kum - Moscow, took part in the expedition of Ushakov, who was looking for in the Arctic lands Gillis and Sannikov, drifting on an ice floe with a Papanin, close friends with the test pilots TsAGI, lit Transarctic flights and epic of the conquest of the North Pole. Before the war, he was appointed chief information officer, "Truth." In his diaries were descriptions of meetings with famous people, including - Stalin, Chkalov, Gromov Papanin and others.

20) At this time, about. Rudolph was on duty crew H-169, whose task was to provide drifting station "SP-1" and "passing" - Levanevskogo trip. Upon learning of the decision to start Levanevskogo August 12, the crew commander and navigator I.Mazuruk V.Akkuratov gave a telegram to Moscow, warning that the start time is badly chosen. However, they did not listen.

## Part 5. Flying into immortality.

*"Do you know what is the Arctic?  
Oh, terrible country!  
There broken ice, mountains of ice! ...  
Flying in the Arctic on a conventional  
land vehicle - it's  
suicide! "*

Jimmy Mattern, an American pilot, a member of the search aircraft N-209 in 1937.

### Finishing touches

Thursday ... He was a warm and serene. Departure was scheduled for 18.15 - to fly to Fairbanks exactly to the time in cloud cover over there the airfield «Pacific Alaska Airways» appear breaks (21) . In Fairbanks N-209 had to be on August 13 at 23.15 Moscow time (22) . In case of bad weather could land in Anchorage or Dawson. At Fairbanks specifically to meet the N-209 is a small Soviet delegation arrived - meteorologist MV Belyakov, special correspondent of "Pravda" LB Grip, radio engineer and a translator of the Soviet Embassy SA Smirnov and AMTORG representative, and in the future - GRU officer AA Vartanian. We are looking forward to the arrival of aircraft and Russian Americans - the entire population of the town was going to come to the airport by noon on August 13. Alaska Governor ordered to prepare N-209 10 tons of gasoline. According to his orders were prepared and a celebration of the successful completion of the flight.

### Beginning of the flight

In the morning the red-blue car was parked on a concrete hill 12 meters high near the airport commandant. This slide has played the role of a booster device - the plane, sliding

down it at the beginning of the run, quickly gained speed and lifted off the ground sooner than if he were dispersed by a conventional runway.

aircraft has been refueled and oil (23) , but the commercial cargo and equipment placed on board and on the day of departure. This work was followed aircraft designer who took part in his trials, as well as yearlings and Pobezhimov Galkovsky.

Apart packed in rubber bags in the cargo of furs also included a large number of Russian souvenirs that Levanevsky intended to simply give the Americans a souvenir - a wooden lacquer ware, kits Moscow newspapers, postage stamps. It is also assumed that an aircraft had gold (and probably diamonds), intended for sale in the United States, and in the personal belongings of the commander - postage stamps with the image of the first Heroes of the Soviet Union. Including - and himself.

Emergency landing the plane was loaded various equipment: food rations, six-seater tent, warm clothes, guns and pistols, ammunition, flares, sledges, skis and inflatable boat. Provided and the possibility of ditching - placed in the fuselage fabric inflatable air bags that were to keep the plane on the surface of the ocean. crew was at the airport in formal attire. Fur was also immersed in store - it could change clothes already in flight (24) .

By mid-afternoon at the airfield came correspondents: B. Galin, L. Shore, O. Barrows (Esterkin), L. Brontman and cameramen Moscow factory "Union - newsreels" (25) : IM Shahin, II Whites and his assistant, SS Schoolchildren. Their task was to remove the departure of the N-209. The camera shutter clicked, buzzed movie camera - correspondents began their work, although there were still decent departure time. staff member flight PS Anishchenkov and special correspondent of "Pravda" Brontman Levanevskogo invited to dine in the dining room. He did not want to, but Anishchenkov managed to persuade him. However, Levanevsky still ate almost nothing. hovered near correspondent Oscar Esterkin, plead Levanevskogo take it with you. Sigismund Brontmanu complained to him:

- I do not understand why he needs to go. What will he do? Furthermore, we have to all be prepared. Imagine will have to sit in the hundreds of kilometers away from human habitation. After all, it is then an extra mouth, though quite useless, not able to do anything. And a whiner like me.

Esterkina About commander, after all, has spoken with evident exasperation  
- his mother so ... he thinks it is - a walk?

Brontmanu Levanevsky somehow hinted that more readily take him than Esterkina. annoying reporter from the conversation turned to aviation. Discussed flights Chkalov and Gromov. Levanevsky reacted with disbelief in their reports that the 6-7 thousand meters they met the clouds:

- In the Arctic, no high clouds. I flew a lot there, he studied the various sources - and therefore do not believe that. When you fly to the North Pole - because you were above the clouds?

- Yes, more than once.

- And what was their height?

- No more than two - two and a half thousand meters.

- You see ... there's something wrong.

Brontman Then spoke with Levchenko - the journalist had to write an article about the navigator and flight. Victor told his biography, has led the most interesting facts for the article gave a navigation plan ... Very interested in how to look on the island of Franz Josef Land, where the airfield on Rudolph because Brontman been there during the landing papanintsev.

- A fog there often?

- Yes. Then there's the need to sit around hibernation.

- A sit there like? The ship is big!

- Golovin sat on Rudolph. I think sit down.

- Come on, draw a plan.

Brontman painted.

- Location visit easier and more convenient?

Revealed.

- And as the ice at the poles?

They came ... other pilots - Vodop'yanov, Bajdukov, Belyakov - accompanied by officers of the Air Force Institute Nyuhtikova and Nikishin. Schmidt also attended and Bolkhovitinov. There was only Chkalov - he was at the time in Gorky. Near the aircraft was walking another tall soldier with a boy 8-9 years old - it was the chief of Air Force, commander of the 2nd rank Yakov Alksnis. The officers were in uniform and forage caps, only Vodopianov Belyakov and allowed themselves to civilian clothes. Among the escort was the son Godovikova - Alex. Levanevskogo children at the airport was not - at that moment they were vacationing in "Artek".

Before departure ... was still a decent time. Levchenko, Bajdukov Brontman and settled in the grass near the aircraft. Bajdukov fun talking about impressions of Paris and the American amateur sensation:

- You take the silver hand out money - they just start fighting.

Viktor liked the idea. He made friends turn out his pockets and collected six rubles stuff.

Brought cigarettes "Custom." Levchenko gave them one by one, the others carried on the plane, cutting off their appetites:

- Do not fool around!

approached Ushakov and Levanevsky.

- Let's go have a smoke? - Proposed Levanevsky Brontmanu.

- I just smoked.

- Well, this one last.

- Come on, - Brontman to his feet, and the three of them moved away from the others.

Ushakov said thoughtfully:

- I envy you, Zygmunt A. ...

- Nothing, George A., we are still some flying - Levanevsky grinned and stuck a cigarette in the corner of the mouth. - I wish you the weather gave me a good ...

- never mind ...

- Nothing slipped. Can not wait any longer. It will be even worse. Dosidimsya to the point that will have to wait until next year ...

They went up the hill. Levanevskogo surrounded by foreign correspondents. Zygmunt A. answered their questions, said he would fly from Fairbanks on, in New York.

At this time at the airport appeared Chief Political Administration of the Red Army Mehlis. After greeting the Levanevskogo, he asked him to take on board in Fairbanks enough. Levanevsky tried to refuse, but insisted Mehlis. I had to agree ...

And finally, two hours before the flight to Levanevskogo approached by a young security officer with a written order of the People's Commissar of Internal Affairs NI Yezhov - U.S. President to convey his wife, Eleanor Roosevelt, a gift from Stalin. Two coats and a bank of black caviar. All of it was packed in a large cardboard box sealed and shipped to the cabin, under the supervision of the navigator.

precisely because of the extra cargo had not been taken on board Bolkhovitinov, Samoylovich (26) and Esterkin.

Before departure remained a matter of minutes. At this time, Galkovskaya approached by one of the officers of the Air Staff:

- Lieutenant Shelimov (27) - he introduced himself. - I - Assistant Chief of Air Force communications. So we know where you are, every half hour, press the key of the transmitter. Then our finders zasekut signal and will determine your location.

- Well, - nodded Galkovsky.

Darkened from lack of sleep Bolkhovitinov was talking with Levanevskogo and Kastanaevym, concerned Godovikov argued with minders and designers.

hands are already showing the beginning of the seventh.

Brontman handed Levchenko Email will suffice. They hugged goodbye.

- I hop back in the back will not, - said suddenly Levanevsky friends. - Go to the end ...

Outwardly, he looked completely calm. Laughing, smiling, joking, firmly shook hands all around and heartily embraced. Only good people who knew him saw what he should stay that way at that moment.

Despite the solemnity of the funeral, the crew lowered their eyes, saying goodbye to friends and family as if they never were destined to witness. Their mood felt some anxiety and hopelessness (28) . Almost all had sad faces.

Kastanaev, who knew all the flaws of the aircraft structure, trying on new shoes, saying:

- Will be on the ice than to run from bears!

Levchenko reached Bajdukova:

- Good-bye, Yegor. Goodbye forever. Now, if you were with us, then it would be more ... - he did not finish.

Kastanaev supported him

- you know, to be honest - there is no certainty. Few trained.

- you practiced all the options in the event of engine failure? - Asked Bajdukov.

- No.

- And Levanevsky?

- Yes, we almost did not see - waved Kastanaev. - He appeared at the last moment (30) .

I will give him a freight flight to America ...

He came to say goodbye Godovikov. They Bajdukov embraced.

- Goodbye, Yegor ... Probably never see you again ... - He said quietly.

- What do you mean? - Tried to cheer him Bajdukov. - So many children had done, and now decided to do stuff ...

It did not work. From the words of Yegor in the eyes of pilots still does not light a spark of confidence ...



All six crew members took pictures of the plane (31) , and then began to put on the leather flight jacket. At this time, one of the reporters tried to interview Pobezhimova. - once - protested mechanic with an embarrassed smile - now will run motors! Levanevsky impatiently smoking, looking at the sky. Kastanaev perusing the latest weather map. Last handshakes and kisses - and the crew went to the plane.

The first came up to the car Godovikov. He looked rather confused. Caught up with him Chertok, who decided to transfer spare flashlights, which were hastily thrown together with the alleged unnecessary baggage. Mechanic took the package, but it seemed to Chertok, did not understand what was there. - Sharik is, no ball! - He said his favorite saying and shook hands Chertok, went up on the plane. - Goodbye, Nicholas! Good luck! - Shouted Chertok. But Godovikov waved, turned and disappeared into the fuselage. Then suddenly leaned out the door and shouted: - Farewell, Boris, no ball!



And finally disappeared.

Levanevsky slightly excited and happy, and said goodbye to Baidukov Samoylovych. Then on addl stairs climbed into the plane. All the others were already in place. first hours of the plane was supposed to lead Kastanaev - so asked Bolkhovitinov. It was he who sat on the left, the commander's chair. Mrachneyuschy same Levanevsky sat down on the right. A good start - half the battle. It is not enough to lose

the car on the threshold of a world record. It is better to raise Kastanaev N-209 in the sky

...

and Baydukova Nyuhtikova who did not know about the request Bolkhovitinov, unpleasantly surprised that the commander sat down on the right. However, they did not betray his surprise.

Levchenko Galkovskaya included with the radio direction finder and then making sure proper operation, verify, and podzavili onboard clock, and then - solar pathfinder. In board documents were first record.

banged rocket launcher - and into the sky, leaving a trail of smoke snake, blue rocket soared. Red Army soldiers ran up to the wheels, pulled out from under them shoes and removed the mini fence that separates the plane of the strip.



droning engines, began to run.

sun was still high, when one after the other engines roared. After the runway fled fermenting onlookers who failed to join up with the others. Finally, the strip before the aircraft cleared.

Kastanaev smoothly moved forward all four sectors of gas, released the brakes - and the plane strained

Two-kilometer concrete path was creeping under the wheels. Faster ... faster ... the speedometer creeping up 110 ... 120 ... 135 ... 150 ... The drone of engines went into the ditch.



Kastanaev moved the steering wheel away from you - and tail of the aircraft off the ground (32) . The rate continued to grow - but slow, too slow!

Managed to break away only at the very end of the strip. Leaving behind a trail of dust lifted from concrete runway, the plane soared heavily in the evening sky. Slowly gaining altitude, an overloaded vehicle headed north and soon disappeared over the horizon. The roar of engines faded away.

All breathed a sigh of relief and applauded - the plane took off with a stunningly large overload, and that alone was a feat. Alksnis glanced at his watch - Thirty-five tons of weight, and thirty-five seconds, the run ... Brilliant! Noticing nearby Alexis Godovikova Marshal jokingly remarked:

- My father - a pilot, and his son - tanker? Not good enough! Alexei only smiled shyly in response (33) .

Shagin, known at the time the cameraman turned his camera - he was shooting off N-209. Moscow correspondent of the "New York Times" correspondent Danny and "Herald Tribune" Barney noted a brilliant start aircraft.

Only vehicles Torubanov and Chertok saw how the plane suddenly began to smoke after lift right outside the engine ...

### **And at this time on earth ...**

The strains from the mourners was so high that no one from the airport after flying away even the N-209 . On behalf of the Central Airport MV Frunze that the Ice Palace, headquarters began work trip, which had radio call sign "Equator". This also moved the main part of KB Bolkhovitinov.

At about. Rudolph and the station "SP-1" polar received the following telegram:  
"Levanevsky started. Over you (34) will be held on August 13 at about 08.00 Moscow time, provide a dacha weather. Equator ".  
meteorologists have begun the hard work - the weather report had to pass 6 times a day.  
Radioman "SP-1" Ernst did not stray far from the receiver.

### **Flight**

Reassuring dispatches from the board of N-209 came to headquarters regularly. The texts were calm and unhurried.

### **August 12, Thursday**

*"18.25. Listen to me on a wave of 55 meters. How can you hear me? Galkovsky. "*

*"18.45. You can hear the wave 32.8. I hear you well. Gone traverse Zahorska. It's all right. Levchenko, Galkovsky. "*

*"18.49. Begin work on a schedule. It's all right. Galkovsky. "*

*"I - RL. 19 hours and 40 minutes. " Crossed the Volga-mother, a ground speed of 205 km / h Flight altitude 820 meters. I hear well in the wake of Moscow 32.8. It's all right. She feels good crew. Levchenko, Galkovsky. "*

This telegram immediately transferred Alksnis. He read it aloud and then said: "A good radio message!". After that, the People's Commissar left the airport with his son, leaving no indication (35) .

*"20.55. At 20.37 Vozha passed traverse the lake. Arkhangelsk, pass on a wave of 512 meters. Moscow to hear well. Galkovsky, Levchenko. "*

*"21.29. Dixon accepted. I hear you well. "*

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

*"23:50. Went to the island Morzhovets 23.09. Height of 2600 meters. Forced to break the schedule due to the continuous cumulus clouds. Three hour walk at night. Levanevsky, Kastanaev lead plane on instruments. Airplane Cabin lights are lit.'s All right. Feels well . Galkovsky, Levchenko. "*

This radio message to the N-209 , adopted by the headquarters in 23.53, was the tenth. The crew had to for the next three hours to fly on instruments in the dark - the rest of the plane was ever "catch up" polar day.

Navigator continuously led the reckoning when the visibility is enabled, marks the location of the aircraft and the deviation from the assigned route.

The following radio message came on Friday, August 13:

*"00:35.'s All right. Material part works well. Feels good. Now pass to the wave of 26.54 meters Galkovsky."*

*"00:55. Listen to me on a wave of 26.54 meters How do you copy? 0 hours 39 minutes left Barents Sea. Latitude 68 degrees 31 minutes, longitude 44 degrees 10 minutes. Behind the rest of the night. Expect sun. altitude of 2500 meters.'s all right. feels good. Levchenko, Galkovsky. "*

*"1:53.'s okay. Wait."*

The Central airport, at the headquarters of the flight, took a breath of relief. The flight was like clockwork. Soon the sun will rise - and the crew of the N-209 will be easier to navigate.

Head of Staff, VI Chekalov (36) , respond to phone calls correspondents reported last radio message from the board of N-209 , and his assistant, PS Anishchenkov transmitted texts to the families of the crew. No one went home, although many have ended up duty. - Just think, thirty hours no sleep! - Strongly urged Chekalova radio operators and weather forecasters. - It's not three days, as in the Chkalov and Gromov flight! ... AN-209 was flying over the icy expanses of the Arctic. From the Barents Sea came another radio message:

*"2:20. 1 hour 40 minutes latitude 70 degrees 20 minutes, longitude 45 degrees 15 minutes. Height of 2500 meters. The sun rose. At the bottom of the solid cloud. Temperature - 25 degrees. Wait Galkovsky. "*

In the fixed time the crew made contact again, cheerfully raportuya:

*"2:54. 2:00 am 25 minutes of latitude 72 degrees 15 minutes, longitude 45 degrees 47 minutes. Altitude of 2300 meters. Go over solid clouds.'s All right. Crew feels good. Levchenko, Galkovsky."*

### **Deteriorating weather**

On Thursday evening, when the N-209 has just started its mission on the island of Rudolf strongly zapurznilo. "Flows prickly snow fell on the island with a wild, exhausting soul howling - recalled VI Akkuratov. - All drowned in the whiteout, furious din of whistles and breaking the ice floes. The walls of a dilapidated shack where we were, twitching and moaning. They were afraid that they will not withstand the relentless pressure of the wind and is about to collapse. It became clear that the commander Mazuruk arrive to us will not be able ... "

This is the most powerful cyclone bearing down that originated over Greenland. The height of its cloud to limit saturated flow hurricane wind, snow crystals and electricity charges, exceed the ceiling of N-209 - as many as seven thousand meters. As luck would have it, reports from Greenland Soviet polar explorers did not receive, so the cyclone was a surprise ...

### **Radiodnevnik**

The best thing you can do - is to bypass the cyclone party. However, due to the nature of the navigation equipment in these latitudes, the only right course would be standing up by the sun. Which, unfortunately, disappeared into the clouds.

- Climb above the clouds! - Decided Levanevsky. Withdrawing engines at full power, he turned the car into the climb.

3000 ... 3500 ... colder and colder ... 4500 ...

- Dress up the oxygen masks!

crew carried out the order. Heavy equipment hampered the movement, people started to get tired. Once again the move and did not want to talk.

Flexible rubber tube connecting the mask to the container (37) , can be bent or folded in half - and people could go without oxygen, and after 15-20 minutes, dozing - die. So every fifteen minutes commander held constant interrogation about the health of the crew.

Mean lines extant radio messages ... Behind them - a desperate struggle against the raging elements, with endless space ... "3:16. *Meteo accepted. Wait for 40 minutes.'s all right.*" "3:42.'s okay. 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 to the east of the meridian of 50. go to the land of Alexandra.'s all right. feels good. Levchenko , Galkovsky. " "04:58. 4 hours 43 minutes, the latitude 76 degrees 52 minutes, longitude 44 degrees 50 minutes.'s all right. Levchenko, Galkovsky." "I-RL. 5 hours 43 minutes. height of 6000 meters. Temperature Air -27 degrees (38) .'s all right. Levchenko. "

Finally N-209 out of the clouds. Once again the sun shone. True, it's great cold prevented, and the engines at maximum height were loaded more than usual ...

"6:44. 6 hours 20 minutes, latitude 79 degrees 13 minutes, longitude 51 degrees 42 minutes. Passes of the front. Rudolf go to the beacons. How do you hear?'s All right. Feels good. Levchenko, Galkovsky."

It was assumed ... that about. Rudolf N-209 will be at about 08:00 Moscow time, but he was late. On the island worked continuously reliable beacon by which it was possible to navigate in any weather.

"8:30. Rudolf, I - RL. Allow the area to the North of the beacon."

"9:15. Go on the lighthouse.'s All right. Crew feels good. Galkovsky."

These two radiographs were taken on about. Rudolph (39) radio operators Stromilova Nikolai and Boris Anufriev. Request from the sky explorers met. Flying over the lighthouse crew determined the N-209 to change the hearing radio signals. However, due to the howling wind on the island explorers did not hear the noise of motors and did not see the plane. It looks like the N-209 was not on the island, but somewhere in the side.

After passing ... 82 degrees north latitude magnetic steel malfunctions and gyromagnetic compasses. At the first opportunity pilots began to decline, to offload engines.

'11 hours and 50 minutes. Along the way to the pole in the area of the lighthouse. Altitude 5400 meters. Material part works fine. Temperature -28 degrees.'s All right. Crew feels good. How do you hear? Galkovsky. "

Radiograms crew now caught not only the Soviet station in the Arctic, but also American, Alaska. Clouds began to rise, and after 42 minutes after falling airplane pilots again gone for the maximum height.

*"12:32. I - RL. Latitude 87 degrees 55 minutes, longitude 58 degrees 00 minutes. Go behind the clouds, cross fronts. Height of 6000 meters, we have headwinds.'s All right. Material part works fine. Feels good. 12hours 32 minutes. Levchenko, Galkovsky. "*

Six thousand meters - it is minus 40 behind. Hands on the wheel stiffen even in fur gloves. On the windows - a layer of frost thick as a finger. All the attention - appliances: only they are able to help pinpoint their location. received a telegram, Bolkhovitinov wake dozing by the Thais, and together they began to consider how much fuel is consumed if the rest of the way the plane will fly at an altitude of 6000 meters with a head wind.

Meanwhile headwinds intensified and moved to the hurricane (40) . Ground speed decreased with each passing hour flight - a flight over and over again, like waves lapping atmospheric fronts. As the N-pole 209 to its speed has fallen to 220 to 175 km/h.

When Rudolf Island is left behind, the compass needle "gone on a spree" on the scales, deviating at times up to 60 or even 90 degrees. Levchenko now flew the plane on the solar index rate.

On approaching the North Pole has become much more difficult to receive the signals of Moscow radio station. The reason for that was also engulfed the central part of the Arctic cyclone center was located 300 kilometers from the North Pole. Godovikov Pobezhimov and watched the mode of operation of motors, removing fuel level indicators. They needed to get as much power with minimum fuel consumption. Not an easy task ... to the North Pole was still 223 kilometers. Headwind all snuffed out and extinguished speed, but the plane was flying stubbornly to the north, leaving a stubborn kilometers polar sky.

Finally, in the headquarters of the trip was the eighteenth radiogram (41) :

*"13 hours and 40 minutes. Overflown pole. Colin and it is difficult for us. Starting from the middle of the Barents Sea all the time solid powerful cloudy. Height of 6000 meters, the temperature is -35 degrees. Glass cockpit covered with frost. Strong headwind. Notify weather on the other side of the pole, in the United States all right." (Signed by the entire crew.)*

Ernst recorded flight of the N-209 over the pole. Papanin heard the sound of the engines, but the machine itself is not seen.

- Go! Well done, go ahead! - Happily talked explorers.

A trip to the headquarters, received this telegram, warmly applauded.

Chertok, hearing, at which temperature the crew worked involuntarily shivered and spoke to his teammates about the possible failure of the device, as well as the cooling of the batteries. Engineers and Chizhikov Alshvang confirmed his fears: in their view, the oil dipstick tubes, altimeters, speed indicators and fuel gauge may have formed ice jams.

N-209 in the meantime continued flying. For 19 hours and 25 minutes, he overcame 4,000 kilometers, while its engines burned 10 tons of gasoline, 25% higher than the calculated rate. Average fuel consumption was 2 kg / km.

Ahead lay still nearly 2,100 miles to the coast of Alaska. Whether favorable conditions - would have had a total of 8 hours of flight. But the wind was still a counter ...

After passing the North Pole, Levanevsky sent a car along the 148 parallel to the direction of Fairbanks. Prior to this decline was - 25-30 degrees, but now it was equal to 150 degrees.

Forecasters predicted improvement in the weather as we approach Alaska. But so far, heavy aircraft fought through a powerful cyclone in the most difficult weather conditions - on top of the overcast, almost at the limit of the ceiling. The mood in the headquarters of the trip, however, was upbeat - radio contact with the N-209 was stable, and the flight is generally held on a pre-planned. Soviet finders stopped receiving a signal from the aircraft when he overcame a pole and left him in the direction of Alaska.

And suddenly, like a bolt from the blue, sounded nineteenth radiogram Galkovskii:

*"Emergency. Altitude 6200, rejected the extreme right engine, come down, we enter into the clouds, obledenevaem" ...*

This radiogram, adopted only in the USSR, was transferred to the microphone, in Russian, after 52 minutes after passing pole - about 120 - 200 kilometers away. In the U.S. and Canada, it could simply not understand.

At the headquarters of the flight looked at each other uneasily. Shocked Shelimov who was on duty at the station, did not stop to listen, but most did not take anything for certain.

At 14.32 the plane adopted another radio message - this time the Morse code:

*"Refused right wing because of the oil system. Altitude of 4600 meters. Go in continuous clouds. Very hard. Radar. Wait."*

At the headquarters in Moscow trip disturbing radio message was received as follows:

*"RL. 14 hours 32 minutes. Refused right wing engine failure due to oil system. Go on three engines. Altitude of 4600 meters in the overcast. Galkovsky."*

In Tiksi (Yakutia) emergency radio message was different:

*"Refused right wing engine failure due to oil system. Go on three engines. Very hard. Go into the overcast sky. Height of 4600 meters."*

In Alaska (head of the radio station at Point Barrow was then Mr. Morgan) emergency radio message from the board of N-209 was adopted as follows:

*"... Denied right wing engine, going on three, very hard, solid cloud. Altitude 4600. Was reduced to 3400. Levanevsky."*

And on. Rudolph radio operators and Nicholas Borys Anoufrieu Stromilov took it differently (41) : *"I - RL, 14 hours 32 minutes. rightmost motor out of action due to damage an oil line. Altitude 4600. go to overcast. How do you hear? Wait. Levanevsky."*

Not being sure that it heard Galkovsky sent a telegram several times. Though he has not received confirmation of receipt, radiogram did take a few radio stations.

### **Distress**

The oiling system again summed Levanevskogo - like two years ago. What could be the reason?

Engines AM 34FRN perfectly revealed himself as an ANT-6, and the ANT-25. Hardly smoke is the fourth engine on takeoff was caused by the failure of piston - all 4 engines were tested before the start thoroughly. The results of compression measurements have shown that with the rings and valves group, they were fine. Most likely, the smoke was the result of another problem. Probably - a crack in the oil line.

All sorts of leaks caused by vibration pursued DB-A, as bad luck. Oil from the crack could get on the exhaust pipes - that's you and smoke on take-off (42) . And if the oil level is decreasing - sooner or later it will be an engine failure. What happened - when the oil in the crankcase 4-th engine over, he jammed.

significant net N-209 was the inability to replenish oil tanks in flight. Furthermore, if the extreme fuel oil remained 60 kg or less - it in motors have been reported.

engine failure, as might be expected, there was between 14.20 and 14.25. Having lost 25 percent immediately thrust, the plane began to decline.

Levanevsky pondering what to do next. The island with the lighthouse Rudolph and good airfield was to fly a thousand miles to Alaska - nearly two thousand, and to Fairbanks - more than two thousand (43) ... But to go to the airfield Rudolph - is back, stop flight. A commander of the N-209 recalled that according to the calculations the plane is completely capable of reaching Alaska or Siberia on three engines ... subject to accident-flight.

At 14h. 49 minutes on the air goes next emergency radio message, adopted by American stations in Seattle and Anchorage and Fairbanks: *"Refused right wing because of the oil system. go on three. hard. progress in continuous clouds. Altitude 4600. Planting is going to do in 3400. Levanevsky. "* This was the last well-accepted on board the N-209 radiogram. Bilateral contact with the plane after it was lost - all subsequent messages RL were fragmentary and unclear.

### **Where are you, N-209?**

Simple calculations show - the fourth plane's engine refused to somewhere in the region of 88-89 degrees north latitude and 148 degrees west longitude. Papanina radio operator



station, which was at 87 degrees 20 minutes N and 0 degrees 00 minutes W, was ordered to go to the emergency radio wave - it has been suggested that the plane landed on the ice, and now only emergency radio. However, the forty-hour watch Krenkel did not bring anything new.

One of the advantages of the N-209 had the opportunity to continue the flight to the two motors - with a weight of 25 tons and favorable conditions. It noted Levanevsky himself in an interview he gave to the correspondent of "Pravda" on the eve of the flight. However, the flight crew encountered icing - and at the same time try to keep the heavy aircraft at high altitude is very dangerous. Such was the opinion of all the polar pilots.

Usually the zone icing - and it began with the entry into cloud - by maneuvering went on the course and altitude. However, up Levanevsky could not leave - not enough power motors. There was another option - to decrease. With this solution has been agreed and Bolkhovitinov: at that height you can calmly look around and if necessary, to find a place to land.

Pursuit N-209 went radiogram prescribing down to 2000 meters, but it took a Galkovsky, remains unknown: radio operator has not confirmed its receipt .

We can only guess what happened on board the N-209 after engine failure right fielder. According to many pilots, the situation has evolved so.

After an engine failure Levanevsky turned off the ignition to turn off the right engine fuel valve. Feathering propellers at the time was not yet provided their design, and because of the -stream rotary screw began to create a strong inhibition - and, therefore, there was unfolding right moment. The plane starts to pull to the right of the planned route with a list of at least 15 degrees. Perhaps the left wing engine pilots were transferred to a small operation - but the car still kept going to slide. Levanevskogo Kastanaevu cost and small effort to attempt to keep the plane in a straight line: the pressure on the left pedal is more than 50 kg, even when the deflected rudder trimmer (44) .

The left leg went numb and tired pilots, so they left pedal periodically pressed right feet. The plane, however, it is still pulling to one side - and from time to time and Levanevsky Kastanaev dovorachivat on course.

Came here and icing. The plane, cooled to -35 degrees, the clouds came in, the warmer the air - and water droplets deposited on the casing, immediately began to ze. Machine weight began to increase. Ice also worsened the aerodynamics of the plane - and on the bearing surfaces began to appear the additional forces that complicate management. Began vibration is amplified with deviations rudder. N-209, and so suffered a lack of longitudinal stability, and now the icing ...

Sometimes shaking so that it was impossible to make out the readings. And they themselves sometimes lied - a compass rose spinning like mad, arrow speed indicator jumped on a scale going up and down ... Average ground speed on three engines did not exceed 100 - 110 km / h. And at the same motors consume more fuel than usual - almost 4 kg / km ...

Cox could not get the direction to Fairbanks. The wireless operator also could not work. After the second alarm dispatches clear message from the board of N-209 was not adopted (45) .

When the plane was down to 4,500 meters, flight engineers were able to do repair faulty engine, made their way to him on a wing "sinuses." It used to get close to it, they could not because of the lack of portable oxygen equipment (46) .

At 15.58 Yakut station has received a message from the plane:

*"It's all right. Audibility of P-1."*

That is bad.

Obviously, the engineers managed to fix the damage, and the pilots - to keep the car in the air and continue flying. However, the radio message, according to experts, is questionable: Run the engine at -35 degrees almost impossible, for oil tanks in N-209 were located in the toe of the wing - the zone of maximum airflow. And, then, for a half hour oil would simply froze ...

But even if it does not cool down tanks - almost certainly would have cooled radiator.

At 17.26 the radio communications of the U.S. Army Corps in Anchorage took unintelligible signals from the aircraft. At 17.44 (14.44 GMT) (47) , the same station has received another message of the same aircraft in the wake of 33 meters:

*"... We have no orientation. Difficulties with the radio."*

It was also caught a few words with a request to take over the radio coordinates of the plane.

Then, in the 17.53 radio on Cape Schmidt adopted the following telegram:

*"Do you hear me? RL. Wait ..."*

Modern scholars believe that these telegrams were sent out of the district Pole of Inaccessibility - ie west (right) from the planned route N-209. Since overcoming pole plane could overcome about 400 - 700 miles, and, therefore, was somewhere between 89 and 83 parallels.

On the same day a radio station in Yakutia was unintelligible signals from the L-209. One of the stations was in Srednekolymsk, took the radio signals Levanevskogo on a wave of 26 meters, the second-in the wake of 34 - 35 meters, worked in Bulun (about Tiksi).

Then, at 22 pm Moscow time (48) head of the Yakut receiving station FM Pilyasov for the hard of hearing and severe interference received a message N-209, which immediately telephoned to Moscow:

*"I'm going on two .... I had to go down .... I see icebergs ahead."*

The same evening of August 13 telegram received and ham Shepherds of Irkutsk. Shepherds then immediately sent a telegram to Moscow, the headquarters of the trip. A few days later he received a polite reply that his message noted. before the estimated time of arrival in Fairbanks - 23.12 Moscow time - had very little ...

### **Clue**

Perhaps the message of the mountains can help you understand what happened to the N-209.

Engine refused to 14.32 - and within a radius of 700 kilometers from the aircraft did not have any mountains. However, by 22 o'clock MSK. after the failure of the motor N-209 yet moved to another area, where there were mountains. The fact that the crew saw it the mountains, no doubt. Ice bar, even the highest, with the mountains can not be confused.

But exactly where the pilots could meet on the way of the mountain?

If you look at the map, you can see that the Brooks Range in Alaska, and Endicott extend to 70 degrees N There are also mountains in the islands of the Canadian Archipelago: Ellesmere Island (located at 83 deg. And 07 min. N, has a large array of glacier-covered mountains with a height of up to 2.5 km) and Axel Hager (81grad. 23 minutes N , the mountains above 1800m). Verkhojansk and Cherskii ranges in northern Yakutia have a height of over 2,000 meters.

Ellesmere Island and Greenland This is at the time of the engine failure was the nearest place where there were mountains.

Apparently, the crew was unable to repair or start the engine, such as being out of order again. Whatever it was - but Levanevsky decided by all means make it to shore, even on the two motors and without communication. Yes, it is possible that he and Kastanaevu managed to plant N-209 on the ice, but ... it was fraught with serious accident, and even loss of the crew. And Stalin would not have forgiven second return without an end ...

Perhaps this is the reason for this was the fact that Levanevsky decided to fly through the strongest cyclone.

August thirteenth Moscow took another strange radio message from the aircraft N-209:

*"It is impossible to work in the front cabin. Backward. Levchenko. Galkovsky."*

What could make a radio operator and navigator to leave your booth? Most likely a technical problem with the release of a spare antenna. Or failure of the radio - due to icing front cabin could begin to break down, resulting in a failure of radio equipment.

It is also possible that on board an aircraft in distress has occurred .... conflict between members of the crew. Heavy nature Levanevskogo inability to reach Fairbanks because of weather and technical conditions - all of this could lead to the fact that the commander lost his nerve, and he was rude to the crew (49) . And those could be broken in response - after a moment of departure was more than twenty hours, and no one is tired Levanevsky.

## **Flight to Nowhere**

Radio stations of the USSR, the USA and Canada have continued to listen to the broadcast on the waves of the N-209, but more than anything to take failed. Now, had only one thing - to organize the search for the aircraft and crew.

These concerns formed the government Commission and the headquarters of the flight. Around the same Bolkhovitinov and his team formed an emptiness. They were no longer needed. The morning of August 14 engineers went home. Fairbanks N-209 and did not come ...

### **Notes:**

21) After analyzing the meteorological conditions in Fairbanks for the previous ten years, it has been observed that in August, 18 days characterized by a strong cloud cover, 10 - rainy weather, and only 3 of the day - clear. Up to 16 hours of the day airfield was usually obscured by clouds, and only at that time there were breaks in the clouds.

22) Accordingly - 12.15 local time.

23) On the eve of departure Levanevsky Frolov told the engineer responsible for the preparation of aircraft, throw away all the excess to fill the additional gasoline. The order was made - so that food supply was reduced from 60 days to 45 days, the number of sleeping bags - from 6 to 4. This allowed pour 100 liters of extra fuel.

24) In 1935 several versions of a warm summer outfit. It had to meet several requirements - to be warm enough to work in the Arctic, it is easy to remove and put not hamper the movements to be elegant. In the end, was selected this option: leather pants and jacket of a thin brown leather with silk lining, for insulation between the lining and the skin there was a strip of eiderdown. The kit also includes a leather hat with silk balaclavas and two pairs of gloves - the usual wool and fur with leather leggings. Under the leather suit could easily wear ordinary civilian clothes, not just military uniforms. Of the shoes were chosen in black or brown shoes, over which it was possible to wear padded leather boots with fur. If the pilot was getting hot, you can easily remove a piece of clothing.

25) Now the Central Documentary Film Studio - Black and white.

26) At the time - the director of the Arctic Institute. He was invited to the U.S. president of the American Geographical Society. A year after the loss Levanevskogo Samoylovich was arrested and sentenced to 58 article ("enemy of the people"). He died in prison in 1940, rehabilitated in 1957.

27) rose to the rank of lieutenant general. Died in December 1986

28) Over time, many will remember it. Before flying Levanevsky said quietly Esterkina that instead flies "mysterious box" - a reference to the parcel security officer. Galkovsky shortly before the flight in a conversation with an acquaintance uttered the phrase, "We're going to die." Chkalov learns about the mood of the crew N-209 after take-off - and rassvirepeat. "Why did not you call Stalin and did not insist on the abolition of the flight?" - He asks Baydukova. He only shrug his shoulders - say, how to undo what Stalin decided?

29) Training flight on the N-209 Levanevsky did make only once - the Sea of Azov. Experience of piloting such a large aircraft it was not.

30) Photographed crew N-209 renowned photojournalist Arkady Karasev.

31) In this position, the air resistance is considerably reduced, which allows to achieve faster speed required for takeoff.

32) After the death of Nicholas Roerich Godovikova his son was determined to go to the Air Force, he graduated from college and became a fighter pilot. He fought in the Great Patriotic War. February 7, 1942 in the skies over the city of Cherepovets rammed Nazi plane and killed himself, because after ramming supposedly fellow soldiers, lost consciousness and was unable to leave the damaged aircraft. For this feat he was posthumously awarded the title Hero of the Soviet Union. A.N.Godovikova solemnly buried in the city center, an area of Victims of the revolution. His son then turned Leonid year. In the 80s. his widow, Nina came back to the Victory Day.

33) It was intended - on Rudolf Island.

34) A year later, the People's Commissar will be arrested, and in the same 1938 will die in prison. His name will always be associated with Kaczynski flight school, where he studied and taught others to fly. Name Alksnisa was of Riga in the Soviet era military aircraft Aviation School.

35) In a year it will also be repressed by unfounded accusations and die in prison.

36) of portable oxygen equipment on board the N-209 was not - it just did not take.

37) The cold bursts celluloid.

38) On a. Rudolph is the most northern polar station in the world of land-based, founded in 1936. The mountainous island Rudolf - the most northerly island of the archipelago of Franz Josef Land and the northernmost point of land of the USSR (now Russia). To the North Pole from Fr. Rudolph - 900 kilometers. From February to April and from August to October, alternating day and night as well as everywhere else. Polar day lasts from May to July and from October to February is ruled by impenetrable darkness of the polar night. At this time there are storms, sometimes lasting for week.

Workers o.Rudolfa base in 1937.: Head of the polar station - Ya.S.Libin (in the 40s years., knowing he would be arrested on a slanderous libel, committed suicide), and party organizer mechanic - S.I.Voynov, radio operators - V.F.Bogdanov B.Anufriev and then - N.N.Stromilov on 26.10.37g., with 19.11.37g -. O.A.Kuksin, cook - V.V.Kurbatov, YCL - V.Storozhko, technology beacon - V.Bobkov, V.Latygin, aerologist - V.Kanaki i.d.r.

39) At an altitude of 4 - 6 km wind speed was about 90 km / h (about 25 meters per second).

40) The eighteenth in a row from the moment of departure. In this book are not all radio messages, but only those that were recovered. The rest were lost in the war together in the archive staff travel.

41) The obvious question is - why is the same radio message was different. The answer is simple: in the Arctic, radio waves are different than in the middle latitudes, in addition, radio operators taking a radiogram by ear, write it from memory. Something could be heard something distorted in the recording.

42) And it means - a fatal fault was still on the ground.

43) to be exact - that in 1080, 1950 and 2250 km respectively.

44) In order to fend off the unfolding moment, the pilots had to keep the rudder is deflected to the left - that is, press the left pedal. Booster system did not exist, so the management of N-209 was really hard work.

45) The reasons could be several. Could be the antenna pipe could be broken because of the shaking and ice calibration transmitter may have failed umformer station. It is also likely that the missing current in the antenna, or the operator made a mistake in the installation wave transmitter - that in these circumstances it was not surprising even for an experienced Galkovskii. Do not forget also that the plane was at the end of the flight at low altitude - and this has reduced the radius of the radio wave propagation.

46) If at this time the main antenna is broken, then there was no one to produce a new - flight engineers were busy. Of course, it could do and Galkovsky - leaving their equipment. What was ruled out.

47) Some sources claim that it was not 13, and August 14. If so, then the plane did land somewhere, because so much time in the air, he could not.

48) According to the Yakut time was about 4:00 in the morning.

49) Well-known fact that when in 1935, on a flight to the ANT-25 was found leaking oil Levanevsky reinforced his order to turn that took out his pistol and pointed it in the side Baydukova, who was sitting at the controls.

## Part 6. The loss of orientation.

*"It takes a lot of art,  
to fly to the right place,  
but even more - to fly  
there when sobesh the way. "*

Aviation aphorism.

**"... We land."**

Experienced polar pilots believed that the commander of the N-209 tried to make it to the ground. This is indicated by the word "we land" in the last telegram: under the plane was clearly dry land, or at least a solid ice surface. Let us also remember the phrase, "... I see the ice in front of the mountain." That's just exactly what the pilots saw the mountain - remains a mystery, although a variety of assumptions built.

### **Instrument flying**

In the Arctic flight is possible only on instruments. No reference points at the bottom - only the white silence from horizon to horizon. Compass, to put the flight, do not show the true course and the price of firewood in Ecuador. Levchenko, plotting, did not know the wind drift, had no bearing and radio, did not see the stars and the sun, and could not even see the bottom of landmarks. And the charts accuracy did not suffer. Let us also remember that Kastanaev could not fly in the clouds, and Levanevsky inferior to his co-pilot in terms of management DB-A (50) .

Prior to engine failure navigator at least had before solar pathfinder - but when he had to enter into the clouds has been lost and this opportunity. Determine the course of Fairbanks, going to the cloud, it has become impossible.

Even beacon on the island Rudolph could not help the crew - work radiocompass depended on the conditions of radio-wave propagation and power stations. The receiver beacon in the clouds worked poorly (51) - finder frame covered with ice and lost mobility. Powerful stations in the Arctic was not there - and therefore on the finder is also not much hope left. At least until August 16 aircraft assigned to the conditions of passing waves were not allowed to keep a steady radio.

Compass in the high latitudes of the working poor. Affected by the particular terrestrial magnetism - his strength is not the compass holds the coil in the plane of a meridian. For normal operation of this force is not less than 0.06 Oe, and in the region of the pole is equal to 0.03 Oe.

The only workable instrument the navigator remained gyroscopic polukompas. This device is connected to the gyro (52) and shows the direction of the geographic meridian. However, he had a significant negative - because of the proximity of the magnetic pole every hour of flight led to the departure of the course towards the east, and the compass hourly deflected by 15 degrees to the right.

Apart unknown Levchenko wind drift - which, we note, could be as oriental, and Western, depending on the chosen Levanevskogo course - on a flight affected asymmetric thrust three motors. The plane gradually deviated off course to the right, writing in the polar sky giant arc ...

In such circumstances, it is not surprising that Levchenko could not tell where he was the N-209 . When the pilots saw the coastline, no one knew whether Alaska at the bottom - or Soviet Arctic ... (53)

### **Where to look?**

Still no plane could not fly into the sky and do not come back sooner or later to the ground. If the N-209 took off - sooner or later he will land, if only because that the fuel on board is limited ...

The only question is where to look for traces of the missing aircraft?  
simplest to assume that the machine fell somewhere in Alaska when the fuel in the tanks ran out. Could be wrong. But not all so simple ...

If you consider that at the time when magnetic compasses again began to operate, their deviation is equal to 25 degrees plus 21 degrees aerodynamic deflection by rotating propellers, plus side-stepping roll not less than 15 degrees, but only in total - the right of 79-83 degrees of the 148 meridian. But if you look at the map and mentally calculate the rate of N-209, it turns out that traces of the aircraft to be found somewhere in Yakutia ...  
And here's why.

throw the north wind constantly plane diverted its course to the right. Levanevsky apparently had in mind in the nineteenth radiogram difficulty piloting - the load on the handlebars has increased dramatically.

Pilots have two options to correct the asymmetric engine thrust. The first was to throttle back (remove the small gas) opposite the failed engine and go to the other two. The second was more risky - to reduce the craving left engines and increase it on the remaining right that has been fraught with failure and this remaining. Perhaps the phrase "Let's go to the two" meant that work only two engines - perhaps just left. If you do the calculations for the high-speed characteristics of the N-209 in flight on two engines, the optimum speed will be 140 km / h at a height of 2 - 2.5 thousand meters.

Then the plane was bound to follow the arc closer to the Siberian coast ...



#### Notes:

50) Later in the Soviet Union carried out experiments on piloting in the clouds heavy aircraft with one engine shut off. Despite the fact that these experiments were conducted at a light and stable than the DB-A, a car, even the acknowledged masters of the Blind Flight lost orientation in space and ceased to control the plane in 15-20 minutes.

51) In this period was recorded in the Arctic 3 magnetic storms caused by a solar flare. Efficiency stations has fallen to a minimum. 18 and 19 August 1937 ties with Moscow did not even have the SP-1.

52) gyroscope - a device that can measure the change in the orientation angles of the associated body relative to the inertial coordinate system, which is understood as a



system of reference in which the law of inertia is valid (any body which is not affected by external forces, is in a state of rest or of uniform motion ).

53) thinks so famous pilots VI Akkuratov, EK Pusep, LT Vyatkin, MA Nyuhtikov and others thought so, and my father (alas, now deceased) - Kostarev Yuri Philippovich, navigator 1st class of long-range naval missile-carrying aircraft, having served in it for 25 years (author's note.)

Note that the aircraft navigation in the Arctic today is not a simple matter. So in September 1976 fell into the White Sea long-range bomber, bomber Tu-16K, who was commander Maj. A.Uspensky. On entry to the group airstrip at night because of the complexity of the situation and error flight director plane became disoriented and after running out of fuel crashed into the sea. On board was a crew of six people, two of them co-driver ... But in their possession were much more precise instruments, rather than at Levchenko.

## Part 7. Do not say, nor stone, nor cross, which went ...

*"All kinds of disasters over the years has not brought you to people about the endless white space. Which only hardship and what you're not only disaster vidalo.No you also will meet with those who set foot on your neck and force you to quit on his knees. But what you did with many proud ships that kept the way right into your heart to never to return home? Where are you going to do with them? - I ask. - No sign, no signs - one just endless white desert! "*

Roald Amundsen, the Norwegian polar explorer and researcher.

### Find all cost ...

Dates of arrival N-209 passed in Alaska - and began his search. It was clear that, most likely, the plane made an emergency landing. Go Live crew did not come out - and doubt that happened to him trouble, there was no longer anybody.

By order of Stalin was a commission, are searching for the plane. All polar station listens to radio frequencies, N-209 - suddenly has come to communicate some of the missing crew? Telegraph offices were instructed USSR - only accept telegrams relating to the flight. Search N-209 controlled Stalin personally.

August 14, 1937 the newspaper many countries have reported the disappearance of the aircraft Levanevskogo. Tass reported from Paris:

*"... This morning at dawn the U.S. Air Corps aircraft take off from bases in Alaska in search Levanevskogo and his comrades ...".*

However, the "reach" from Alaska to the alleged crash site was not possible - the plane did not have enough range. Weather same as if prevented searches - Cyclone did not abate.

Fairbanks suggested that "... the storm ... Levanevsky sat on the ice, preferring to save fuel than to fight with the wind ...". Search area identified quickly: if we assume for the time of the crash time to act - it is about 88-89 degrees north along the 148 meridian.

To search for the crew of N-209 were involved in the best polar pilots, including Chelyuskin epic heroes and recent conquerors of the pole. Rushed to the aid of friends and pilots from Chkalov's crew had just returned from the U.S. after a triumphant trip through the pole. Floe on which the SP-1, planned to use as an intermediate airport and the base for refueling. Have been many projects, but they were all based on the same assumption: Levanevsky and his crew alive, they wait until they find the plane made an emergency landing ...

Not all the lifeguards were adjusted so optimistic. So, openly expressed their concerns for the failure of the mission mechanic NL loyal to a meeting at the Central Committee - but to find it still flew (54) .

### **Chronology searches N-209**

Due to the established in the Arctic weather rescuers for two months could begin looking for the crew. And the flights, which were attended by 24 Soviet and 7 bought or leased by foreign aircraft (55) , can be counted on the fingers of one hand. Impending polar night (56) , and the conditions in which pilots were working lifeguards were very, very difficult.

Searches were suspended only in April and May 1938. During this time the rescue mission pilots flying over the Arctic ice for about 63 thousand kilometers, surveying an area of over 68,000 square kilometers (57) . In addition to a vast sector of the Arctic - between 120 and 150 west longitude meridians - the pilots flew over the coast of Alaska, the Canadian Arctic Archipelago. Also, not once, not twice rescuers were studied from the air that sector of the Arctic Ocean, over which N-209 engine failure. The pilots were doing everything they could ... but in vain.

Could not find a single trace. N-209 as if the air dissolved in the north, along with his crew ...

During the search for the N-209 was lost 2 aircraft, killing 5 people. Thus, the twin-engine "Dornier Val" B. Zadkova pilot was crushed by the ice on landing, but the crew managed to rescue the sailors approached with the icebreaker "Krasin". And then, in May 1938, through the fault of the crew crashed on takeoff number ANT-6 H-212 taking off from Holmogor (commander - JD Moszkowski). Of the 16 people on board, killing four of the squadron chief of Hero of the Soviet Union pilot M.S.Babushkin, E. Rossels physician, technician I.Rudny autopilots, flight engineer V.Gutovsky (or Zhutkovsky) ...

And that's not counting various accidents that result in planes also dropped out of the action for different times (58) .

... Finally, the day came when it became clear - the crew will never return home. Food supply, according to all accounts, has dried up. Go Live Galkovsky not come out - and he, according to the radio operator NN Stromilova, who was on duty at the time of. Rudolph, it could muster station from debris, whether it has been damaged during landing. Time has not been received clear signals (59) from it - so the situation was really serious ...

The party leadership inquired polar pilots and researchers: whether to continue the search?

Opinion was unanimous - no chance of success. The crew must be presumed dead. Stalin listened to the answer in silence, his whole appearance indicating that he wanted to hear a different answer. More optimistic.

Newest stopped searching N-209 commander flying boat S-43 H-207 Alex Gratsianskii ...

*"... But time passes, on which the crew could be enough food at very economical spending it, and we understand that the brave airmen are no longer with us, and with a heavy heart bow to their memory ..."* (NN Stromilov).

I cannot exactly say ...

#### **Quest .... stop (60)**

*"... The Government of the Soviet Union shared with all Soviet people mourning the loss of dear comrades, brave Soviet pilots, fellow SA Levanevskogo NG Kastanaeva, V.I.Levchenko, G.T.Pobezhimova, N. Godovikova and N. Galkovskii their families and expresses its deepest condolences. The Government has decided:*

*To perpetuate the memory of comrades SA Levanevskogo NG Kastanaeva, V.I.Levchenko, G.T.Pobezhimova, N. Godovikova and N. Galkovskii erect a monument in Moscow.*

*appoint the members of the bereaved families of the crew of N-209 retirement at a higher rate and give a lump sum to the bereaved families ... "*

This ruling SNK and was the only monument of the crew who disappeared ... About the failed flight tried to forget. Although to perpetuate the memory and were busy - particularly Esterkin. However, in his letter was received short and emphatic answer:

*"You're fussing about someone? About Levanevskogo? There are more important things."*

The criminal case about the disappearance of the N-209 was closed after a few years. The dead do not judge.

#### **So go idols**

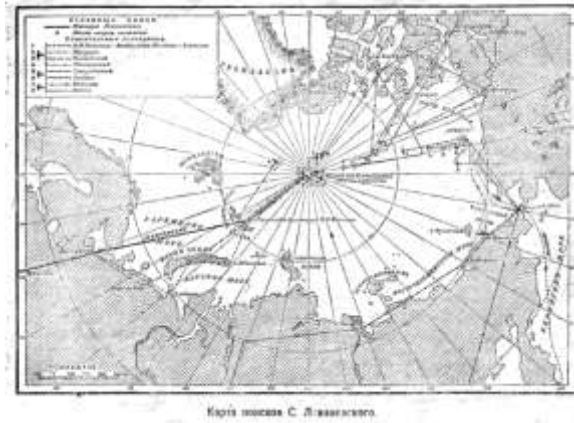
Levanevskogo death shocked the whole country ... This hero of the Soviet people loved and respected him. He was a living legend, whose portraits are not descended from the pages of newspapers and magazines. So he went missing in the Arctic wilderness ... People do not believe that's so easy to lose large aircraft, which he led. They tried to search, but to no avail - the North is able to keep their secrets.

Then came the Great Patriotic War. It was not until searches. Although the missing plane did not forget - but not large-scale expeditions arranged.

At 40-50-xx's Americans, making a base in Thule, Greenland, have been flying over the Arctic seas and land, but no trace of the N-209 was found. The bottom of the sea near Point Barrow was thoroughly investigated by U.S. experts at the end of the 80-xx of the twentieth century, when there looking for oil and gas - also nothing. Not successful and the search for Soviet pilots, though ice scouts visited many of the islands from the air in the Arctic. Little help and inquiries Eskimo hunters living in the tundra of Alaska - none of them could say anything to fall somewhere big plane ...

The search carried out in the Arctic Ocean, and in Taimyr and Chukotka ... It was a lot of anecdotal evidence for the detection of the remains of the aircraft, its cargo or crew traces of movement, but they remained unconfirmed ...

However, the N-209 crew was not forgotten. Soviet polar pilots, having appeared in the alleged death of N-209, has always made a wide circle or shook their wings in honor of the fallen heroes ...



**Notes:**

54) Later, the pilot Moszkowski written report back to the NKVD, and loyal to be arrested.

55) According to others - 15 Soviet Foreign and 7.

56) To make it clearer, we present the following fact. At Point Barrow (Alaska) the sun was last seen on November 21, after which it will not rise above the horizon for several months.

57) According to others - a little less than 58 000 square kilometers.

58) on the way to the bay Silent caught in a storm and damaged the plane H-36 aviator Mazuruk. When landing on the island. Rudolph Chukhnovsky crashed the car.

59) Signals with N-209, adopted by the various stations after the disaster, will be discussed later.

60) Aircraft searched long and hard, even decades after the disaster. More information can be found in the Appendices, in paragraph 7.

## Part 8. A mysterious radio message.

*"The truth is often  
so simple  
that it does not believe. "*

F.Levald.

### "We sat down in 3400 ..."

It was such a strange phrase contained in the telegram Galkovskii, which took in Anchorage and Seattle. Some sources insist that the phrase was different: "Descend to 3400 ', but the first option is considered more accurate.

necessary to say that in order to reduce the time, all radio messages from the board of N-209 passed numeric code. Radiogram, adopted in Anchorage, contained the following line:

"48340092."

Here's how it stands:

48 - "suppose to land at ...".

92 - "Levanevsky."

3400 - unknown.

### What does "3400"??

On this question, there are three possible answers:

- Note the square of the intended landing
- Warning of a change of course
- Notice of landing due to engine failure

Let us examine them in detail.

### Square planting

We can assume that Levanevsky decided to land after engine failure at the nearest land to the North Pole. That's only sushi "3400" in the list of codes did not appear ...

It must be added that the navigator N-209 has been in possession of maps of the Arctic, broken into numbered squares. When you send weather reports to board it helps reduce the communication time - it was enough to give the number of the square and the expected weather. So, the square with coordinates 34 70-750 N and 85-1150 W, falls on the Canadian Arctic Archipelago region. In particular, Victoria Island and Prince of Wales. There are small Eskimo villages.

not be ruled out that in this square Levanevsky decided to make an emergency landing. The number 00 could mean the time of the alleged landing - midnight.

However, a search in the 34th square of the Soviet pilots in 1937-38. were not conducted.

N-209 could also land on Ellesmere Island (61) . It is quite possible that its mountains covered with glaciers, and saw Levanevsky with Kastanaevym. But then we need to assume the existence of a radiogram errors - for Ellesmere is not included in the 34 square ...

### Changing course

It is also possible that the "3400" is not a square landing, as an indication of the new year - 34 degrees north latitude and 00 degrees west longitude. Then the landing N-209 will be located on the north coast of Greenland - Cape Morris Dzhesev, where there are also mountains. Before him, the pole is even less - just over 700 km against 760 to Ellesmere. Then the landing is exactly 34 degrees west longitude. However, in the headquarters of the trip is understood differently, and look for N-209 in the area did not.

This hypothesis has only one weak point in the region for many years operating airbase Alert, which the pilots would probably have recorded from the air heavy aircraft. But this has not yet occurred.



**Engine failure** Another version of the decryption radiographs (62) - is an indication of an engine failure. In its favor is the fact that the table was a radio operator radio code "3400". As suggested navigators Akkuratov and Koptelov, radioed in this case should read: "Planting is going to do at the coordinates 0 g. sowing. width., 0 degrees. h. etc. due to engine failure. " That is, take N-209 had on the pole. There is another option to read. In those years it was popular expression "the zeros", meaning a landing. Then a radio message reads quite simply: "We will sit down due to a failed engine" ...

### Back impossible-fly ...

Why Levanevsky after engine failure did not return to the island of Rudolph, and continued to fly to

Fairbanks? What drove him? After all, the island Rudolph was only in 1080 km, while up to Alaska - 1950 ... The radio beacon on the island was land, focusing on its signals, it is possible. Oh that broke the plane, but would still be alive ...

In fact, all is not as easy as it seems. Yes, the technical ability to go back in Levanevskogo was. But only technical. Stalin was unlikely to forgive second return of the future champion. And even if Levanevskogo managed to return to the island of Rudolph and land there, and then repair the ill-fated motor - is not yet known, he would be allowed to continue to fly ... This retreat might be seen as cowardice, and in the worst case - as the failure of an important government job. And then the ending is predictable - a bullet in the dungeons of the NKVD or the felling of the Gulag.

Perhaps this is why Levanevsky decided to make its way to Alaska - at any cost to comply with the order, "leader of the people."

### **Notes:**

61) An interesting detail: the search for the aircraft involved Levanevskogo even the experts - psychics. Among them were dowzers and clairvoyants, who tried to remotely determine the course of the aircraft and its landing place. All of them pointed to Ellesmere Island, claiming that the plane is there, on the ridge United - Stakes, at the surface of the glacier.

62) Part number code for radio messages:

02 - I hear good 19 - bearing no, 24 - am 28 - altitude ... meters, 30 - air temperature ... 32 - materiel works ... 34 - refused ... (Device, the unit ...), 36 - spent fuel ... 38 - OK, 40 - being the crew ... 42 - roll up and go to the ... 44 -'m going to land at ... , 48 - expect to land in ... 92 - Levanevsky, etc.

## **Part 9. Versions of professionals .**

*"There is nothing hidden  
that shall not  
be revealed ... "*

*The Gospel of Mark and Luke.*

### **When there are no facts - there are hypotheses**

It has been almost 70 years since the disappearance of the Arctic Soviet aircraft N-209, and we do not know where and why it was lost with all hands. But the Arctic quickly hides the traces of such tragedies ... and the more time passed, the more difficult to understand what and how.

version of that car vanished in Yakutia, I have already stated. Based on data from the intercepted radio messages and calculations. I think readers will be interested to know the views of people who have had to do with this flight. Among them - the pilots, explorers, aviation experts, scientists, writers, participants search for N-209, politicians ...

Flying in the Arctic continues - and, hence, there is a potential danger of the repetition of new disasters. So lesson N-209 could be beneficial to the current aviators - in fact happen that will need to not only put the car in the hundreds or thousands of miles away from human habitation, but to survive ...

### **The word - the professionals**

*Honored navigator of the USSR, the party seeking the N-209 , polar aviator (26,000 total flight hours) **Valentin Akkuratov** :*

"... Let's say, finally, that kept the plane in the clouds horizontal position and came in to land ... The ice pole for very hummocky, their height reaches 10-12 meters. When overcast, when there are no shadows, all the bumps completely invisible, even for the most experienced eye. In the carriage C. Levanevskogo experienced ice reconnaissance was not, he never sat on a drifting ice. And if the car crashes into a window, it lights up even when the engine is idling: gasoline splashed on inertia ahead of the destroyed tanks, flash or explode. Survive in such a situation is practically impossible ... The surface of the smoothest ice floes dotted with standing flow, podsovami and caked with snow boost, able to carry the strongest chassis. Perhaps, with incredible luck Levanevskogo and managed to sit up, but never take off ... In short, we have to make a disappointing conclusion. The most likely thing: shortly after the radio operator Galkovsky passed last (№ 19) radiogram, icy, poorly managed N-209 plane crashed somewhere over the pole ... Although today has pushed many versions of the death of the crew Levanevskogo and even attempts to search aircraft, is confident that this tragic flight will forever remain a mystery ... "

*Hero of the Soviet Union, the navigator of Chkalov's crew **Alexander Belyakov** (September 1937, "The Truth"):*

"... It is necessary to reject the assumption that the plane hit the ice at high speed. Levanevsky and Kastanaev-great pilots, and they are even in these difficult circumstances could not allow the aircraft to fall ... It is most likely that the plane had an emergency landing on the ice, where the radio station was damaged. The crew is safe and lives in an airplane without being able to communicate their location. Landing could occur at 89 north latitude and 148 west longitude ... "

This view has not changed Belyakov and all subsequent years, until his death in 1982.

*Hero of the Soviet Union, the test pilot **M. A. Nyuhtikov** (with Nikolai Kastanaevym experienced DB-A-N-209 in 1936):*

"... If they were in the clouds directional gyro, it could deviate to the right: this device has such a property - take away this way. When denied the rightmost engine, the deviation increased to the same propeller stopped working as a sort of air brake, as flyugirovat it, put the blade in the flow, then do not know how. How's crew went on - after the last radio message, do not know and do not want to speculate ... "

*Former Deputy A. Tupolev aircraft, Lenin Prize winner, Doctor of Technical Sciences **Leonid L. Kerber** (summer 1937 test aircraft radio equipment N-209 ):*

"If you rely only on the officially registered radiograms, excluding certain " mystical ", someone somewhere heard anecdotal signals and call letters, you can draw some conclusions. By plane had two antennas. One - stretched on the keel, the second - exhaust - under the fuselage. Both of them started obledenevat. This is reflected in the quality of communication. Ate radio equipment during the flight from generators installed



on the engines. Forced landing in the Arctic will inevitably attracted a lot of damage to the car, including the engine. Run them has been impossible. There was another battery. But he immediately discharged to a low-temperature conditions. What is left? "Soldier-engine" - a device for hand or foot speed of the generator emergency radio. But was he? - The question is not idle. While I was a member of the crew, all radiohozyaystvo aircraft is in place, it was debugged and tested more than once in the flights. After my "retirement" I did not approach the aircraft. This is natural. If all of a sudden something happened with the connection, anyone could say, "This is it especially hurt." With all the ensuing consequences. Later I heard that Levanevsky to facilitate machine ordered - to throw an emergency station with "Soldier - motor" ...

assume the opposite. Both pilots until the last moment sitting at the controls and died. Left four people. Assume that remained alive and Galkovsky Levchenko, and they are from broken equipment managed to collect (which I highly doubt) what - the transmitter. Levchenko on "Soldier - motor" started to turn the generator and Galkovsky - to work on the key. Immediately the question arises as to what kind of wave it work? After all, they did not have anything that would measure and tune the transmitter to the wave of that was allocated crew. They could work, but they had not heard before. Once again I want to say about replacing the radio operator. The aircraft was equipped with a fairly complex power grid. To be able to properly dispose of all these economies, bring their actions to automaticity in a difficult situation, it was necessary to have a thorough knowledge of the machine, its design features. Galkovsky, even being very skilled, knowledge of a few days could not get ... If I flew this would not have happened ... "

*Employee Hydrometeocentre, candidate of geographical sciences* **M. A. Workshops** :

"In those early days of August the high latitudes surly met Levanevskogo. I have before me the synoptic maps of the period. August 12-13, the entire central part of the Arctic was covered by a very powerful cyclone center was located about 300 kilometers south-east of the North Pole. And that is such a cyclone? First, the powerful clouds many kilometers. Secondly, the cyclone - it's very strong winds which become high. This Levanevsky did not know. Do not know about it at the time and weather forecasters. According to my estimates, the wind speed at a height of 6000 meters is 25 meters per second - an amount commensurate with the rate of N - 209. But most importantly, the wind along the entire planned route on both sides of the airplane was the pole counter. Levanevskogo hopes that the wind changes its direction, not justified - ground speed it continuously decreased. "

*Hero of the Soviet Union, pilot test - Mikhail Gromov* : "... Obviously, the motor stops after they lost altitude and went into the clouds. Once there were no more radio messages, so it was the icing. If they sat down safely, then all would be well informed about myself ... When severe icing machine could fall apart in the air or break from hitting the ice from uncontrolled fall. "

*Hero of the Soviet Union, commander of the crew on the plane H - 172 (ANT-6 "Aviaarktika")* **A. D. Alexeev** from the order of MI Sheveleva:

"... If there has been destruction of the aircraft in the air, then hit the ice decided the fate of the crew."

*Hero of the Soviet Union pilot* **G. F. Bajdukov** :

"... Because of the longitudinal instability of the airplane and icing in the cockpit could begin shaking, and the plane broke into pieces ...".

*Member of the search, State Prize winner in radio, radio engineer* **Sawa A. Smirnov** :

"In 1937 I was in Fairbanks, where organized radio communication with the aircraft Levanevskogo. We carried a continuous watch on there the powerful radio station. First eight o'clock flight N-209, we could not detect it. Only when the plane began to move toward the pole, the first and, unfortunately, unclear radiographs. Soon came the nineteenth and last, but most of us take any messages failed ... Recorded catastrophe in the air was not. Plane could ice up and make an emergency landing on the ice or leave the ice through sagebrush. "

**VF Bolkhovitinov** , *aircraft designer DB-A (N-209 )*:

"... Damage cooks fuselage in one piece does not cause the accident aircraft. fuselage is much stiffer and therefore less susceptible to deformation. "

*Hero of the Soviet Union, the head of the drifting station "North Pole-1 "(SP-1)* **Ivan Papanin** :

"... Then, the aircraft could not yet how to deal with icing. It is their undoing ... Levanevskogo had to climb up. But the icing started. For a short time, it creates more weight than the weight of the aircraft. Huge layering. And the plane apparently crashed, even may be struck ice and left at the bottom. "

*Polar pilot* **Boris Chukhnovsky** , the party quest, wrote in the days of the disappearance of the N-209 :

"First of all, I am convinced that the entire crew alive. Of that I have no doubt. During a forced landing, punching clouds, the car has undergone Levanevskogo icing. But Levanevskogo during Chelyuskin epic already had to experience this phenomenon. And it seems to me that he was taught by experience, could not allow more icing and came in to land at the first sign of icing. How then do we explain the lack of after the last alarm telegrams any other news? I think that the reason you need to look in the same aircraft icing. Icing could begin at a height of about 3-3.5 thousand meters, when the plane was still flying on three engines. Ice crust was growing very rapidly, and apparently covered the antenna tube. After this radio stopped working, and communication with the ground crew stopped. Shortly after that, the plane made a landing. I am often asked why the crew was unable to regain radio contact after landing? The reason is very simple. It is only necessary to understand that the summer ice to landing without landing gear failures can not ... To safely land, as I have said, without breaking the landing gear and the nose, for the ice is impossible. Unfortunately, in the nose of the aircraft 209 H were both stations, one of which - the main one. And if at the time of planting them out of order powertrains, which served as a source of power for the radio, neither of which radio is inconceivable. With some tubes and coils transfer not establish ... "

*Leningrad radiophysicist* **LP Cooper** :

"Analysis of the radio conditions shows that, first, the radio reception of signals on-board radio stations in Yakutsk (15:58, author's note.) And Cape Schmidt (17:53, author's note). Untrue. The most likely area of an emergency landing after the last radio at Cape Schmidt

was near the Pole of Inaccessibility, ie west of the search area, on the meridian of 180 degrees for about 5 degrees 81 minutes north latitude. Approximate time of the emergency landing - 20 pm on August 13. "

This version is shared by *an engineer from Samara* **V.Pikul** . *Charge d'Affaires in Washington* in August 1937 **K.A.Umansky** wrote:

"... I think that the plane may have made an emergency landing in an area between the North Pole and Alaska."

*American Arctic explorer, an experienced polar explorer and member searches*  
N-209 **V. Stefansson** :

"If Levanevsky sank north of 75 degrees, he could not find enough solid ice to calculate the area for take-off. But when he got to the south of 75 degrees, then it is unlikely that he took no damage when landing ... If floe drifting in the Atlantic, it melted. If floe drifting in the other direction, to determine this direction we have no practical ability. "

*The famous Arctic explorer, Professor, Doctor of Geographical Sciences, Admiral* **Nikolai Zubov** :

"We must assume that Levanevsky noticing signs of icing, deliberately went to the landing. From my own experience Levanevsky knew how dangerous icing ... "

**Dmitri Alexeev** , *researcher VVIA Zhukovsky, member of the Geographical Society of the USSR* :

"... Communication stopped does not mean that the disaster: the chaotic fall of icy machine. Equally likely cause loss of communication - loss of the antenna."

**Yu.A.Besfamilny** , *aircraft mechanic H-128, a member of the search aircraft Levanevskogo* :

"In tough antenna icing, usually very quickly dropped. In such cases, producing a "soft" dish: a rope with a metal ball on the end. However, the deployment of such an antenna is not easy. At sub-zero temperatures ball often zes to firmly ebony conduit. To get to the tube, we are on our TB-3 "Aviaarktika" made special hatches. They then-N-209 and there was no ... "

*American priest* **Homer Kellems** , *a lover of Arctic travel, the party seeking Levanevskogo* at the mouth of the Colville River and between the islands and Fitisov Spy at capes and Oliktok Barrow, Alaska in the summer of 1938:

"The plane Levanevskogo spoilage engines sat around on the ice between the pole and Canada. The crew of the aircraft after a while corrected motors or motor parts, rose into the air and almost flew to Alaska. Due to malfunction or due to lack of motor gasoline jet, being already in Alaska, was trying to land on one of the islands Jones, flying to leeward. However, the landing failed, and the plane was lost somewhere between these islands ... "

**Ron Shirdaun** , *Honorary Consul of Canada, Alaska, polar pilot and prospector from Anchorage, a member of the "Explorers Club" (USA), member of the search aircraft N-209 in the 2000s-90s* .:

"The plane Levanevskogo be found in the North Canada. If he held on to the mainland, then, most likely, lies on Baffin Island. Two districts that deserve more attention - it Pises Island and McClintock on Ellesmere Island."

With Shirdaunom agrees *aircraft engineer from Zaporozhye Victor Eletsii* , also member of the search aircraft Levanevskogo .

*Essayist newspaper "Pravda" in 1934 1949gg ., screenwriter, novelist, journalist Oscar Barrows* (Esterkin)

"... Even then, in August 1937, there were a variety of assumptions. The collision caused a stroke? With hummock? Impossible, the aircraft was at a relatively high altitude. Stop all engines and a sudden drop in the water? But on board were two outstanding pilot - Levanevsky and Kastanaev, they can plan. And the radio station to operate until the last minute: Galkovsky was a great master of his craft. Of course, there is a talk of sabotage - a very widespread at that time explaining all ills. But before the start aboard the plane were allowed only members of the flight. Round the clock security did not let even close to the spot at the airport, where four-car preparing for a long haul flight ...

... Great radio operator Ernst himself time and again, fall into tragic situations, weighed, learned the meaning of the last radio message Galkovskii, the last words - "Wait." So, thinking Ernst, Galkovsky was sure that something else will be able to convey to announce something important. It was then that the first assumption was made that only the sudden explosion or fire, instantly engulfed the plane could prevent Galkovskaya, Moscow still pass even a word. This version has been discussed ... but a serious analysis and was not: government report, dated to the first anniversary of the start of the aircraft, draws a line under all the search operations. A mystery remains a mystery. A year later, Ivan Papanin appealed to the proposal - to create a new commission to investigate the circumstances of the crash Levanevskogo. Response received from one of the assistants Wyszynski, who by then had risen to the Deputy Molotov: "It's closed, and come back to it will not be." And if after six decades on the same days of August, I still refer to it the "case," as it was called at that time, it was only because the "mystery of the century" can be disclosed. (Totally agree with Kurganov, author's note.) I am convinced that the decisive role in this story played Stalin. Levanevsky told me with a wry smile that the American friends call him "Gladiator Stalin." And who knows, maybe the threads of a new investigation will lead to the "Caesar or his centurions", to use the terminology of Roman ... "

**Ernst Ernst** , a Soviet polar explorer, Doctor of Geographical Sciences, Hero of the Soviet Union in 1937 1938gg. radioman "SP-1", each S. Levanevskogo:

"... About what happened with Sigismund Alexandrovich and his crew could only guess. By plane had six people. Three of them were able to cope with radio equipment. And the equipment was a triple thrust: a working radio, a spare radio and a small hand-operated. The pilots believed that the cloud cover was probably so low that it reached the ice itself, moving into the fog. Levanevsky, not seeing the ice, could not let him do the hard, let the accident landing. Most likely, the plane "like walking, falling and hit the ice ..."

**Boris Chertok** , chief engineer for the special equipment of aircraft DB-A (N-209 ):

"... If we assume that the flight proceeded with small deviations from the shortest path to ground to complete consumption of fuel, the plane sank in the waters ... Losing altitude, the plane quickly iced. Ice cover could amount to several tons. Aerodynamics are

changed, the ice could jam the rudder and the plane could lose control. Instead of gradual decline began a rapid decline. It is possible that incredible effort at the surface managed to straighten the plane. When you try to put the plane on wheeled ice pack machine was damaged, and Galkovsky injured or killed. To reconnect with the tail broadcasts even if any of the crew survived without a radio operator could not. The consequence of severe icing aircraft could even be the destruction of the aircraft in the air.

I subscribe to the version that the crash occurred after one or two hours from the last radio message. According to the calculation of time this has happened at a distance of 500-1000 kilometers south from the pole in the American sector of the Arctic. By the spring of 1938 the sea currents and ice drift direction are known. In all likelihood it could be argued that if the plane in the fall did not go into the water, then together with the ice it has made in the direction of Greenland and from there into the Atlantic Ocean. Unexpectedly fast drift ice, which was a station "North Pole-1", confirmed this hypothesis. In February 1938, four papantsev facing imminent death off the coast of Greenland, had not arrived in time to help rescue ships ... ".

**Tumansky Alexey** , *the oldest Soviet pilot, along with the plane experienced Kastanaevym DB-A:*

"What could have happened to the crew Levanevskogo? The aircraft was initially above the clouds. Due to the malfunctioning motor, which had to shut down, the car began to lose altitude, became overcast. If we consider started icing, further complicating the conditions of blind flight, and it is probable fatigue Kastanaeva, then all of the following is very clear. Control of the aircraft was probably lost, and he was going into a spin or a disorderly fall, hit the ice field and went to the bottom of the ocean. ... Almost a quarter of a century later, I recall these events, and the bitterness and pain subsided. And I'm talking about them solely from a desire to contribute to the strengthening of our lives such rules of conduct, under which the fame and glory crown the efforts of people who are really loyal to their duty, and inspired by the idea, not the messenger for luck, not those who want to achieve success, not thinking about vehicles. The ancients were wise, saying that ambition - the eternal enemy of justice. "

*Polar pilot* **Arsenevich Alexander Lebedev** :

"We are always mindful of Levanevskogo when made ice reconnaissance in the high latitudes. If the N-209 has long been on the island of ice, it would nayden.V 1954, performing with Maslennikov pilot flying near the Pole of Inaccessibility, we noticed a plane on the ice. "Levanevsky"-was our first thought. But it was Lee-2, which crashed on the drifting station NP-2.Neozhidannaya meeting! In fact, many believed that the ice floe with the aircraft passed a long time ago in the Greenland Sea. After two weeks I have visited in the same area. Suddenly I saw the bottom of almost the whole plane. Levanevsky? Another aircraft, it seems, can not be. But upon closer inspection, the plane was "Douglas." He, as it turned out, was thrown by the Americans on the drifting ice in 1952. "

*Well-known American scholar, a member of searches N-209* **Hubert Wilkins** :

"Maybe we were flying over the aircraft Levanevskogo, but could not see it because of the disgusting sight."

*Sister SA Levanevskogo* **Levanevskogo Sophia** (by her husband Karnatskaya)

"You know ... no wonder interpret that the heart-diviners, and I foresaw the inevitable outcome. He loved to visit when occasionally visited us after their travel, lay out your favorite solitaire. And always remember, he dropped the ace of spades, portends tragedy. I comforted him as best she could, but he waved resignedly, arguing that its stake as she sadly did not work, will not go away. We then, in the 1937m, with bated breath, listen to your radio bulletins about the beginning of the flight to America, where he had been waiting for. And when the post was made about the problem with the motor, I realized that this is the end ... ".

**LS Levanevskogo** ( *daughter of SA Levanevskogo* )

"... For a long time did not believe that they all died in the Arctic ... The light will be shed on the reality that we do have to be indifferent t.e.pokinem the world."

**L.B.Hvat** , *correspondent of "Truth," was in August 1937 in Fairbanks, the party seeking N-209 in Alaska :*

"What may seem incredible hearing, each message about the plane thoroughly checked ... ".

**Fedor Matveevich Pilyasov** , *radio operator receiving station in Yakutsk, provides a link to the N-209 in August 1937 .:*

"I keep wondering why ... the last radio message they were not informed of their origin. It is unlikely that simply no one heard. Most do not know. And what of the many radio operators last dispatches radio operators were caught mainly in northern Yakutia and in the Yakutsk, speaks in favor of the hypothesis that Levanevsky at this time would be somewhere over Yakutia. "

*One of the leaders of the search expedition in Yakutia in the 80 years of the twentieth ., three-time champion of the USSR in sport tourism, Ph.D., now - assistant professor of PE AIM* **Yury Lobanov** :

"... Our expedition failed to solve the mystery of the crash N-209 .No talk about that," Yakut hypothesis "has run its course, you can not ...".

*Letter of September 21, 1937 Head of the department of science, research and technological inventions and discoveries of the Central Committee of the CPSU (b) t.Baumana* Chairman of the Government Commission on the organization of the flight of the USSR-USA **comrade. Rukhimovich:**

"As he entered the Department of Science of the CPSU (b) the party organization TSAGI materials revealed that the flight training in the technique so Levanevskogo N-209 was allowed a number of serious mistakes that could in one way or another as to determine the failure of the flight.

Repeated experience ... preparation of long-distance flights, is available at TsAGI, has been brought to the preparation of N-209 flight, although in this case was given a very short period of 2 months. It is noted in the preparation of randomness: weighing aircraft technicians to delegate, and only on the airfield Schelkovskoy detected increased take-off

weight of 2 tons: the aircraft while working in it remained without adequate supervision by the technically responsible person itp

Only during training revealed a wrong selection wheels as were calculated on the load of 18 tons in weight of the machine 35 tons. Preparing the propeller group was charged with first-class employees, and was not considered an application engineer. Pogoskogo (participant training flight ANT-25) on the need to change propeller group. Moreover, it is indicated that the crew did not fully learned the operation of instruments and apparatus were also provided to change the navigator and radio operator.

Preliminary long flights in the clouds were not provedeny. Po experts, for such a heavy trip to the Arctic, which was coming aircraft N-209, it was necessary to conduct a training flight at least 30 hours, was held as a flight lasting only 10.5 hours .. .".

*Help Chief GUGB 11th Division of the NKVD and a letter to the Central Committee of the CPSU (b) of the Inspector Home Inspection ICPC :*

"According to the available data, the failure of the flight Levanevskogo is the result of inadequate technical preparation of the material of the aircraft" N-209 "and to a certain extent, an abnormal relationship of the crew before the flight.

... During the training flight several times due to vibrations occurred Cut-off valve and cracks in the exhaust system. Inadequate cooling of a heating radiator exhaust pipes, carburetor engines, threatened to burn through the walls of the pipes and ignition of gasoline. Pobezhimov seen these shortcomings and said that employees of the factory number 22, where the training took place the aircraft did not listen to his advice, based almost eliminated the flight crew to take part in the training, and the Office of Polar aircraft primarily engaged in the purchase of consumer goods items for the crew.

... According to the agents , the probable cause of failure is the breakthrough flight tubes from clogging oil lines on atmospheric conditions and the recurrence of the defects that have been observed during training flights.

According to the same data, the lack of communication with the aircraft apparently due to breakage of the radio during a forced landing, as the radio set in a cabin in the bow of the navigator parts, not in the tail as usual and in this case more vulnerable ... ".

*The second letter of 21 August 1937 regarding the plane crash Levanevskogo:*

"The organization was very bad, Frolov - Senior Engineer N-209 and the designer engineer Bolkhovitinov had no experience in the preparation of such a flight of machines, they worked day and night do more than directed ...

T.LEVANEVSKY - the captain himself visited the little the airport, the car itself N-209 and did not know her with a big load did not take off.

... The crew at high altitudes with oxygen almost did not fly, so he was not ottrenirovan, as well as the blind and at night a little prepared. Charts Levanevsky the machine did not and refused to hand over, tene came for inspection.

... The wheels on the N-209 delivered without state tests to 35 tons ... We decided to improve the alloy wheels, but they have not passed the test, which could impact during a

forced landing aircraft.

... all defects 22 or July 23, 1937 I reported to organs of the NKVD. "

Of all these messages can be concluded that the vehicle crew and were almost ready for flight.

*The official report of 13 August 1938:*

"... The whole situation points to the fact that there was an accident in the air and the plane probably crashed, and not landed ..."

### **Gone to the north**

The Arctic is able to keep their secrets. A lot of researchers forever lost in the snowy expanses of e. The fact that the search for the crew of General Nobile Amundsen died, it was revealed only 70 days after his disappearance - on the coast of Norway was found on his seaplane float "Latham" ... The remains of the Swedish aeronauts Andre, Strindberg and Fraenkel, who tried to reach the North Pole in 1897, as we recall, was accidentally found only 33 years later ... D. Franklin expedition, went to the Arctic on board "Terror" and "Erebus" generally found the only 80 years later ... And that's where the crew is resting N-209 - unknown until now ...

We can only speculate where to find a place to crash the plane. The options are not many, as it seems - if the N-209 was on the drifting ice in the vast Arctic region bounded by 130 to 150 ° east longitude and 85 ° north latitude, then it (or its remnants) is likely to have endured, or to the east coast of Greenland or - through the Danish Straits - in the Atlantic, where the block of ice melted. Then wreckage buried under water. In favor of this hypothesis is the unexpectedly fast drift station "SP-1", the crew of which, fortunately, managed to evacuate in time.

If the car is restrained in the air, despite the failure of the engine and the icing, and continued to fly, gradually veering to the right, then the next planting seems to be found on the mainland (in particular - in Yakutia), on the coast of Severnaya Zemlya, New Siberian Islands, Chukotka, Alaska, Canada and Greenland. Hopefully, someday, and this mystery will be solved ...

## **Part 10. The mystery of the mountain lake.**

*"Disappeared planes always  
found not there,  
where they sought. "*

IP Mazuruk, polar and  
military pilot,  
the search party N-209  
in 1937-1938.

### **Taiga find**

In the summer of 1965 the crew of the Soviet helicopter (63) was accidentally discovered on the shore of a mountain lake Kyuel-yourself (64) , 400 km from Yakutsk, the hill is



clearly artificial. On it lay a rough-hewn old board with burnt or cut with a knife the inscription:

*"There 1937 goda Aug. 13 in the crash of an aircraft N-209 crew was killed ... Levanevsky ... "*

These words had 3 or 4 names, one of which ended with "... sky." The majority of the reading was not possible - the rotten boards. It was nailed to the plaque on the tin, which was scrawled the same.

Earlier, probably, the board was nailed to the posts with two meter high and turned the words in the lake, but eventually rotted columns and the board fell off. Popov informed the their discovery of the director of the Arctic and Antarctic Research Institute - USSR Academy of Sciences, AF Treshnikov - as well as a number of interested people (65) . Plaque with the inscription Popov took and passed the crew of another helicopter, based at Zhigansky to those passed on the baton valuable find in Moscow. seemed to doom continued to pursue all those associated with the N-209 ... The helicopter crashed and burned board with the car.

Despair, however, it was early. And other finds were made in the area of herself-Kyuel. Thus, the Evenki found near the mound memorial in the form of a cross (66) and riveted aircraft tank of duralumin. Expedition from Ufa, held in 1982 (67) , also spent time without reason: the participants were able to establish that for a few years before the war in the Lake District is really unknown aircraft crashed. And in August 1937 ...

### **Yakutia version**

Since the beginning of this hypothesis of the crash site N-209 has been in doubt. It seemed impossible that the crew made such a monstrously huge navigational error - 83 degrees!

However Akkuratov proved otherwise. Latitude Fairbanks and herself-Kyuel about the same (the difference - a total of 40 km). From the place of an engine failure the aircraft can fly 2,200 km further to the remaining three - and land in the latitude of Fairbanks. With such a deviation from the course of a hurricane is a counter for the aircraft side - and therefore not so much affect its speed and fuel consumption.

And lose bearing due to faulty radio equipment, even in adverse weather conditions was easy ...

If we accept the hypothesis that the N-209 yet reached the Yakutia, the "icebergs", seen by pilots - it might snow-covered foothills of Verkhoyansk (Cherskogo) range. Their height difference between herself and Tixi-Kyuel reach 2000 meters. Fly them was entirely possible for the N-209 .

A further events could unfold as follows.

### **The end of the flight**

Finally ... lost faith in their instruments, the crew continued to fly in the clouds. I had to consult the very least working giropolukompas to at least have some idea where they

were going. Fairbanks that they now do not shine - it has long been clear. It remained to find at least some solid ground - water overland N-209 could not sit down.

- Let's go down to the clouds! - Decided Levanevsky. - You'll see, ice disappears. Losing altitude was dangerous, but nothing else to do. We descended into the clouds. To reduce the asymmetric drift, throttle back the first engine, opposite the failed fourth. Running second and third, thus pulling on his entire edifice aircraft. Finally, the bottom seemed to land. What was the terrain - Alaska or Siberia - no one could not tell. The plane was down and pick up, fuel was running out. Just a few minutes - and the motors will stand. And then followed by a fall and a terrible blow on the earth ...

landing pad for looking out for the whole crew. However, under the wings were only mountains and the forest, shrouded in the night dark. Not a single more or less equal place, where you could grind the heavy car to the ground ...  
- Look! - Suddenly someone shouted. - Lake!

lake, but still not overcast with thick ice, it was a poor substitute for solid ground. However, no choice - other place to land was not and was not expected.  
- Cox and radio operator - to leave the bow cockpit! - Ordered Levanevsky (68) , directing the plane of the lake.  
- Yes, - echoed those moving into the tail cab radio operator.  
hum of engines broke off abruptly, and the ears of pilots struck an ominous silence. Screws are rolling out of inertia, but the use of them was not there - the fuel over. Another second ... other ... red-and-blue car with the noise through the air over the lake and planned, vzmetyaya waves touched the surface poluubrannymi wheels. And after that the plane skapotiroval and rolled over on his back (69) ...

The surviving members of the crew managed to get out of the crippled car before it sank, and swam to shore. However, an emergency supply remained on board the machine, and therefore surviving pilots waited for a slow death from the cold (70) .  
One of the pilots (71) not only managed to swim to shore, but the pull on the radio itself. Then he was able to make a fire and warm up, and in the morning went out with my friends. Alas, he found only their body numb ...

On the eastern shore of the lake, in the ducts, the pilot buried friends, and then put on the grave monument - a board that burned:

*"There 1937goda Aug. 13 in the crash of an aircraft N-209 crew was killed ... Levanevsky ... "*

Erecting a tent near the grave, while the pilot was trying to get in touch with the mainland. Arctic station caught his fragmentary, distorted transmission in the range of (72) , but no one could figure out who is trying to reach them from the depths of the Siberian taiga ...

### **Checking the Yakut hypothesis**

It is known that over the years this board saw 16 witnesses. There remains, however, the question is whether they are able to read in Russian. Even today, in the far north, not all indigenous people are able to speak the Russian ...

But at the same time there is another question - why all the sixteen witnesses to lie? Yes, over the years ...

It is also unclear why the pilots tomb is almost a kilometer from the lake, near the ducts?

In favor of the Yakut version is the set of facts. First, it is the only flat area in the whole district. Therefore, we can assume that in the event of an emergency landing, when the choice was no longer of which, the pilots could try to put the car on its surface. Secondly, on the surface of the lake sometimes visible oil stains. Where are they then could come from, if no one in the lake merges oil and other lubricants? Perhaps their appearance is associated with a certain object, lying on the bottom of the lake - with an engine, for example. Or engines.

survey of the lake bottom sonar yielded interesting results. At a depth of 70 - 100 meters, near the area where the memorial plaque seen something resembling the outline plane. Although this "something" and gave an electromagnetic burst which was observed in other parts of the lake, but the options it suggests that it is - N-209. The diameter of the hill from alluvial silt covering this object is 50 meters and height - 1.5. Lock the object with television equipment in the 80-xx's not - visibility at depths greater than 60 meters is very limited, and the film remains only a murky shapeless blur.

Results of geomagnetic survey (73) showed that the object under a layer of silt has the outlines of a large aircraft (74) . Because of the depth of the lake and a thick layer of sediment to raise to the surface failed, failed without the proper equipment to get through to him, and divers. Deliver a special technique to the lake was impossible - too dull it was a place ...

In August 1986, the search engines could scan the entire area rock bottom in an area of 0.2 km<sup>2</sup> with a camera with a powerful headlight. The result was amazingly - the aircraft is not found in the lake!

According to the head of the St. Petersburg Museum of the Academy of Civil Aviation, NM Solovevoj, during the search at the bottom of the lake was discovered by plane from the Second World War. Perhaps this is one of the "lend-lease" aircraft, is distilled from Alaska to the Soviet Union. However, confirmation of this information is missing, and it is unknown whether sitting down during the war, the lake is distilled from a "Douglas" or "Cobra" ...

However, this does not mean that yourself-Kyuel is not related to the death of the crew of N-209 . Perhaps lying on the bottom of the car over the years has brought even more mud. Or the car crashed on approach - that is, in the mountains ....

### **Unknown radio**

August 14 1937goda from Yakutsk to Moscow reported the following:

*"14.08. 12hours 25minutes captured by the end of the unknown radio station in the wake of 26.54 meters, similar in tone to the radar and precisely on point in setting it up. Conservative figure of 83, repeated three times to sign AC (official statement: "temporarily*

*interrupt transfer" or "wait.>"). During the tone of the station abruptly changed. Nightingale, a radio operator from Yakutsk. "*

Assuming that 83 - is the angle at which the N-209 strayed off course, you get just the value of the meridian, which is a lake-Kyuel yourself! Number 83 passed slowly - perhaps worked deliberately trying to stretch the time of transmission, allowing zapelengovat it.

Yet ten days after the disappearance of the N-209 Arctic stations continued to receive signals of unknown station.

*"August 15. All polar stations continue to continuously listen to the wave of aircraft. Several times heard the radio work in the wake of the aircraft Levanevskogo, but due to poor hearing nothing definite could not accept. "*

Three days after the disappearance of the aircraft on August 16 received an interesting message from Irkutsk:

*"At 11 o'clock 23 minutes to 11 hours and 30 minutes on a wave of 26.54 meters hear the signals wrong with the transmitter. Starting and ending in accordance with the emergency schedule. Disassemble something impossible, but the nature and duration similar to the RL signal. "*

On the same day, but at 21 hours 45 minutes, ham Victor A. Nesterov of Pereslavl Yaroslavl region., The receiver IRS-1 at a wavelength of 55 meters took the radio call sign. He repeated this:

*"Radar with the aircraft Levanevskogo"*

- and repeated 2 times, audibility was good. Nesterov those words made out well, then hearing deteriorated. After 10 seconds, the transfer was repeated, but the hearing was already illegible.

At 22 hours and 15 minutes on the same day, on the same wavelength, the transmission was in a foreign language. But he could hear that the person who sends, does not speak the language.

The same evening, a telegram arrived from Archangel:

*"The radio station radar was heard when listening to 55 meters. Adopted sketchy microphone transfer in 22 hours and 30 minutes - RL is Moscow. "*

The individual stations Alaska (USA) on 16 August in the same places vaguely heard of work in the wake of the plane, but there is no certainty that the work is his portable radio.

August 22, ie, 10 days since the disappearance of N-209, a radio station Dalstroi NKVD took an obscure signal urging «RL».

On the same day twice Yakutsk heard "RL" on 48 and 55 meters. You could just make out the individual characters, so the battery can still provide energy.

August 26 1937 goda radioekspert U.S. Army Lieutenant Frank Johnson, listening to weak signals in the wake of "radar", came to the conclusion that the Soviet aircraft, it seems, made a forced landing in a canyon of the Arctic coast of the U.S. or Canada (75) .

September 24, a month later with a little since the disappearance of the N-209 , Commissar connection Berman said in Communications Dalstroi that Moscow also heard the call sign "RL".

Radioman Glavdalstroya NKVD in the Bay Nagaev Alexey Vinogradov looking for the "radar" in the wake of 42 meters and during the evening and night still caught 7 times call similar to radar. Moreover, these radar called an unknown radio call sign and DH WEBB. Lovers of short wave-were usually numerals. What does it mean, and it was unclear ...

September 30 (according to other sources September 13), 1937 in the Sea of Okhotsk near Magadan, steamer "Batum" took on a wave of 54 meters and a strange mysterious radio message:

*"83o north latitude, longitude 179o west. X-ray laser. "*

This message is quite interesting. If you look at the map and find a place corresponding to the coordinates - we will see that it is located in the open sea. More precisely, in the region of the Pole of Inaccessibility, west of the search area N-209 , on the drifting ice.

And in the Kuibyshev region has a ham radio message:

*"Send help, we are at 96 degrees ...".*

Perhaps it was the last call for help ... Within a half months after the disappearance of the aircraft radio operators from different countries took radiographs that could well be shipped on board the N-209 (76) . And then stopped transmitting (77) ... Food for the crew was flat on the month and a half ...

So, what conclusions can we draw, knowing that one and a half months after the disappearance of the N-209 unknown station to give signals on its frequencies? As we remember, the radio station "Onega" installed on the N-209 can operate at wavelengths from 26 to 1200 meters, and its transmitter is allowed to send telegrams on the waves of a range of 17-20 meters. Call sign "RL", adopted after the disappearance of the aircraft by different radio operators passed on the waves of 26 - 55 meters. In the same range were almost all programs in flight.

bulky vacuum tube radio equipment removed was not easy, especially if the plane was sinking. We can assume that all transmissions over the month and a half were conducted with the aircraft, committed same-emergency landing on a hard surface. The choice is limited - land or ice on the water machine would not last long.

At the same time, reputable scientists and radio operators, among which may be called A. Berg and E. Krenkel, believed that these reports are not credible. Perhaps people are wishful thinking, though sincerely wanted to help those in need pilots.

Radiograms taken 14, 15 and 16 August, however, yet been published in the Government's report, which included only carefully verified facts.

On the board found at the lake, it was written that Levanevsky died. Another inscription, partially destroyed by time, came to an end with "... sky" - most likely, it was a radio operator Galkovsky. The only one whose name does not appear on the board, and who in addition to these two radiodelo knew, was the navigator Levchenko. Most likely, if the signal from the radio station really fed N-209 - it was his job.

### **The last one**

He was desperate ... establish communication. Time after time, it signals went on the air - and it looks like nothing. No one spoke ... or a station is not the answer ... took stock of products coming to an end, made itself felt injuries received during landing. He knew a little more - and end.

- We have to go - finally decided navigator. - People look for ... And then the rotten here ... nobody knows ...

He walked around the lake, then along the river flowing out of it. He was looking for any settlement. There must be people here!  
navigator remembered in these parts roam the Evenki. So, you can stumble on them - and then he is saved!

thought this gave him confidence - and he stubbornly went on, without the product on a desire to survive (78) ...

### **Witnesses**

- When I was little, - tells the search engine in the summer of 1982 one of the witnesses, Zakharova Barbara Afanasyevna - Lake Kyuel drowned herself-plane. This is my mother and father told.

looked at each other Search Engines.

- Why no one knows about it?

- And no one here but us and do not roam.

Afanasyevna Barbara paused, then continued:

- To the right of the lake there is a mountain Doudar, and more to the right - Pointed Mountain. When we wandered shortly before the war by her father shouted: "Go here, here is a bear!". When we arrived, we saw that it was dead Russian. He was wearing a fur clothes, lying face down. Near the head was stuck in the ground a knife lying beside the plate. Was standing near the fire bowl, in which he was cooking the skin from fur boots, so he was in the same leg wrappings.

- When it happened about?

- At the end of August or beginning of September.

- Does anyone else been near the deceased?

- Yeah, been there. The first, as my father said, his side have visited our namesakes - brothers Zakharovs ...

Another local resident, 104-year-old Tatiana Zakharova Stepanivna, a former hunter and the first secretary of the village council in these places, recalled: "it's a bad thing. On this and then very few people knew. The first was about a dead Russian bad Evens brothers Zakharovs. One of them has killed about 10 people. One just for the fact that according to rumors, he has been associated with the Reds. Prior to 1938, in our part of the gang hid white, and this Russian who died were all silent, afraid of Ivan Zakharov, who could kill for that! ".

searching group was able to talk with other Evenki. 80-year-EN Stepanova remembered that at 30 km from the lake, in his cassock, an old man who died before the war saw Russian. It was wearing a fur flying suit. "The old man then got scared and did not come" - recalls Stepanova.

Who knows, maybe they all saw the same man? Which, by the way, could not die a natural death, and to be killed ... And the knife in his hand ... it is possible that he defended them.

The crew ... Levanevskogo before flying shot on film. On the anniversary of the flight sometimes replaying the footage on television - and one day Mary Innokentievna Krivoshapkina saw them, exclaimed:

- This is the man whom I had seen in the taiga dead!

Then she told the astonished people who were watching TV together with her that when she was 10 years, they came across in the forest near the lake to yourself-Kyuel man in overalls.

- He was lying face down with fireplaces, - said Maria Innokentievna. - In his hand was a knife stuck in the ground. A few days before my heard a roar, went the wrong way and stumbled upon this dead. Old people banned from children to go to the other side. Interestingly, searchers found not only witnesses took place on Lake disaster, but it is quite tangible evidence. So, somebody VP Keymentinov, according to witnesses, dragged somewhere by the lake wreckage. Search expedition is already in the 80-xx managed to find his relatives of the fuel tank and the skin of unknown aircraft. Examination proved that the wreckage of the plane can only belong to Soviet aircraft type TB-1 (ANT-4), TB-3 (ANT-6, G-2), or DB-A (N-209 ).

Rumble just heard that the Yakuts in 1937 in the Lake District, it may mean the noise of aircraft engines, sadivshegosya the lake or somewhere near it.

But, as it turned out (and it was confirmed by six witnesses), on the shores of Lake-yourself Kyuel early fall of 1937, was found by another the corpse of the pilot. Evenk Maria Khristoforovna Krivoshapkina said that this pilot saw lying on his back.

- It was not the Evenk - she said - and healthy-nosed Russian. His face was white (79) , the eyes are the crows pecked out ...

Then she remembered such details that make believe that it was Levanevsky (80) .

- The pilot was wearing strange to local edges - the way the witness said. - Black suit, white shirt, and shoes on his feet chrome ...

About the dead Russian on the far shore of the lake the first reindeer herder told AP Sleptsova his late grandmother, and A.A.Alekseevu - his late parents.

should be noted that both pilots were dead plates. According to the rules adopted in the aviation industry, the plates were laid only pilots and navigators. Hence, pilots who have seen Evenki, could be Levchenko, Levanevsky or Kastanaev. It must be emphasized that the nomadic Evens always say only what they saw. They do not know how to lie. Another thing is that they can not all talk to a stranger. And the pillars with a commemorative plaque, they do not put any on its own, or others' graves ...

On the board, we recall, were written the names of the dead 4 or 5 members of the crew, and the crew of the aircraft N-209 consisted of 6 people. Naturally, the person who wrote the inscription on the board (Levchenko) does not have his last name. And after leaving Levchenko from Lake Evens show on the banks of the corpse of a pilot in a suit by signs like the Levanevskogo. But the name Levanevskogo on the board is. So, Levchenko was sure that the commander was killed. Who, then, was found on the shore?

There is likely to happen next. As I wrote above, probably after splashdown Levanevsky drowned. His body could not find Levchenko, but being confident in the death of the commander, had his name on the sad list. And when he was gone from the lake, Levanevskogo corpse washed ashore by the surf. Another explanation, I do not find here ...

### **Totals**

All the above facts indicate that the lake-Kyuel themselves could well be the final landing site for the N-209 and its crew. Too much of a coincidence - and the board with the inscription of the crash, and the stories of local residents about the two dead and an unknown radio signals after the disappearance of the N-209 and its possible deviation from the course due to failure of the right engine ...

This area is generally referred to as "Yakut triangle" - a reference to Bermuda. Poorly studied, almost uninhabited ... According to the memoirs Y. Lobanov, who led one of the expeditions, trails in Yakutia is almost there. "Huge expanses monstrous windbreak, impassable swamp fog - walking ten meters away and miss each other. Especially dangerous encounter with a bear. A huge number of mosquitoes taiga fires! Once fallen snow piled on August 2 tent. One day in the spring to work when temperature was 40! Moved by horses, deers and on foot. With him taking the salt, sugar, matches, biscuits. Ate "pasture" food, not frightened at the edge of the beasts, fowl and fish, mushrooms and berries, it's not hard. Permafrost is served to us a natural refrigerator. To dig it difficult and time: soil melts at a rate of several centimeters a day, a fire can not be applied. "

And it is in this country for half a century, there were several crashes. Thus, in February 1939 at Lake Seren-Kyuel crashed H-263 (crew commander - Lutz), a year earlier to yourself-Kyuel - H-240 (crew commander - Samohin). And this is not the full list ... Search for N-209 in Yakutia became only the 70-80-xx - and it is not on the basis of government, and by volunteers. But just something and have to start that perform inspection of the bottom divers. Plane for so many years, probably brought silt, and find it without divers will be oh, how easy!



A true professionals-divers we have. Just think of the operation to raise the sunken nuclear submarine "Kursk" - after Russian divers have played in it a role.

Yes, of course, in the Yakut version of the catastrophe there is a lot of white spots ... and yet, even the most fantastic version of it may be real. How Akkuratov said - "In the Arctic, anything can happen!" ...

63) The pilots EV Popov, AA Kirsanov and Anokhin. In 1982 E.V.Popov lived in Lensk (Yakutia), the flight mechanic A.A.Kirsanov in Yakutsk, the pilot Anokhin - in Khandyga (Yakutia)

64) The coordinates 65 degrees 17.303 minutes. N, 130 degrees 09.244 minutes. E

65) among others, were Academician EK Fedorov, VI Akkuratov, as well as officers of state security bodies.

66) By the way, according to the international code of visual signals "Earth - Air" cross means "not able to move."

67) Composition: Head - ophthalmologist, PhD Ernst Muldashev, members of the expedition - the head of the CB Ufa aviainstituta them. S.Orzhonikidze, Ph.D. Yuri Lobanov and writer Michael Chvanov

68) In his nose and cockpit Levchenko Galkovsky were most at risk in the event of an accident.

69) The aircraft initially was not suited for planting in the water, though because of the volume could not immediately sink.

70) Being in cold water, the person loses consciousness and dies after 10-30 minutes (depending on weather conditions). In water at 40 ° C unseasoned people without protective clothing in most cases die from hypothermia after only 30-40 minutes.

71) Perhaps it was Kastanaev or Levchenko.

72) If this were indeed the radio transmission Levanevskogo, they argue - the plane was killed in the explosion or ditching in the sea. Some people have been able to save himself and pull out with a walkie-talkie.

73) Now that picture kept a-kyuelskogo geophysics Sergei Cabinets.

74) and a remarkable fact. In the summer of 1986. exploration trip to the lake delivered AN-2, then the commander of the aircraft - the Hero of the Soviet Union, a test pilot KB Antonov - Yuri Curlin said, "If the pilot of this class, as Levanevsky had here a landing, then tried to throw plane out to the Cape "- and pointed to the area where the search expedition was precisely detect the specified magnetic anomaly.

75) If N-209 makes emergency landing in the mountains of Yakutia, Alaska, Greenland and the Canadian Arctic Archipelago, the mountain became a kind of screen for the radio and did not allow the aircraft to receive signals from the ground.

76) If they actually went on board the N-209, the car was supposed to be a whole. This condition could be met only by landing on flat ground. That is, as an alternative - to ice.

77) List of recorded cases of receiving radio messages from a radio operator with the call sign "RL", see Annex, paragraph 8.

78) Before the death of the body come from hunger, he may spend 40-50% of the reserves of fat. Tissue stores should last for 37-42 days of total fasting at rest. When walking and work, tissue stores is enough for 13-20 days. The most painful hunger is felt only the first 3-5 days.

79) Signs of a strong frostbite.

80) In the N-209 crew were all before the start wearing suits, and only after takeoff replaced them on the overalls. Which of the pilots decided to continue to fly "in the parade," we hardly ever know.

## Part 11. After all ...

*"Our homeland mighty and  
invincible, so  
that her children give  
her not only the energy  
and power, but when it is necessary,  
and the life ...".*

Levanevsky S., Levchenko,  
September 1936 g, after a flight  
Los Angeles - Moscow,  
length of 19200km.

### **Choice**

They say the dead are not under the jurisdiction. Probably. But it important task of the government was voted down - hence, someone had to answer for it ...

The results of search for missing aircraft reported to Stalin's Commissar Air Force Alksnis. The news that the crew and the car were missing, Stalin decided grimly. And then there were the repression ... as if that would help ...

Many military has been accused of sabotage actions that led to the disruption of the flight. Which is odd, of KB Bolkhovitinov nobody touched.

But the main answer - the question of "why" - no one could give. To find out the cause of the disaster, it is necessary to study each cog in the machine crashed, find out what

happened to her before the fall, and what they talked about the crew ... And what if you have no car and no crew?

can not get used to death. You can not get used to disasters. Each of them - is broken destiny and ragged life.

flights Chkalov and Gromov lulled many ... Alas, accustomed to - that without a hitch, without a hitch. And this is the result ...

But Levanevskogo and had a chance for a successful completion of the flight. I think he was just unlucky. Fatally unlucky ... as if his whole family lay a curse (81) . Yeah, it seems a simple matter to cross the pole through the air. Let delayed until next summer, bring to mind - and fly in peace. And it was at that time such a thing as "the job of party and government" ... Not fulfilled in time - answer head. And so were flying at the dawn of the polar night, on wet airplane without a parachute, with the sun heading indicator instead of e-navigation system - and not always fall somewhere behind the pole ...

And the choice from Sigismund was not. Or fly now - or ... you would have chosen that, dear reader?

### **What did the others?**

- He had to cover up the left engine and go for two to Papanintsev ... - Said in an interview with reporters, "Pravda" Chkalov. - It was a great pilot ... Him, not me belonged to the idea flight over the North Pole ... Levanevsky died before reaching the goal. They called him a loser in our midst, and he knew it. Sigismund really was "unlucky." Here you will often write that the sky submits bold. I would have said - persistent and stubborn. This was Sigismund. Note that only death could block his path to the goal. The sky will still be with us to take a high price ... "

Chkalov slightly survive Levanevskogo - December 15, 1938 he will die when testing a new fighter-180. He at that time will be only 34 years old ...

- No matter how painful, it is necessary to look at things through the eyes of history - said after the disappearance of the N-209 "papaninets" Ernst. - Is faded feat Amundsen what a daring explorer lost in the Arctic wilderness? .. Conquest of the Arctic - it's the front, while the losses are inevitable at the front. They will, of course, decrease with increasing our knowledge, our experience. But there will be, as being "Cheliuskin ...".

### **Legends and speculation**

After the plane Levanevskogo with all crew disappeared in the vast icy wastes of the North, a lot of articles and studies on its fate. At times, the authors were given out to the surface a perfect absurdity, "elopement crew to the West", "alien ship hijacking", "siding with Germany" (82) , an "explosion inherent in the fuselage time bomb", "failed intelligence distant approaches to the States in case of war "...

All of these versions, I repeat - is absurd. Whether a bomb on board - it would explode, destroying the entire machine - the NKVD was able to organize sabotage (remember eliminating Trotsky). However, messages that occurred during the flight **explosion** - no.

And there are no "secret memoirs" of former scouts (83) , will tell us about the elimination of the crew Levanevskogo so that's a non-trivial way, something to be seen - although the memoir is full of this kind.

"Exploration distant approaches" - probably meant that in case of war examined the possibility of the bombing of the United States from the pole. The authors of this hypothesis boil down to the fact that, say, an ulterior motive in the crew had a lot of war, and during take-off N-209 was attended by high-ranking military officers (84) ... Stupidity! N-209 - it is a military aircraft, bomber, albeit adapted for long-distance flight. The development of bombers at the time was engaged in one CB - clear military interest in flight. And what is the strike at the territory of the state - from landing to refuel? And the threat from the U.S. at that time was not, per se - much more than the Soviet leadership bothered Germany and Japan.

Moreover, random people in these crews did not take. All crew members were checked by officers of the NKVD. However, from the point of view of the Western reader, all order-bearers, the Communists, the enthusiasts of the business, and the Patriots just family people may have only dreamed that flop in the world of capitalism ...

NKVD thoroughly studied case of the missing N-209 - and if confirmed information that the pilots really were traitors, their families would be punished, and the streets in their honor would not call ...

With the start of the Second World War, the name Levanevskogo again appeared at the hearing. So, in 1941, according to Moscow's longtime residents, along with the bombs fell on the city of leaflets with a portrait of the pilot and the inscription states that the bombing was he (85) . A little later, a bomber was shot down by "Heinkel He-111", whose pilot was captured. Not immediately figured out that it - not Levanevsky ... so much like a fascist was Sigismund. And the name of it, by the way, wore the same. Only his name was Hans.

however, be thus Levanevskogo he could not. Relatives of the dead heroes appealed to the Supreme Soviet of the USSR. They said they are sure that if the pilots were alive, they would fly to bomb Berlin ...

### **Destiny and the names**

After the death of Levanevskogo representative of the Soviet Embassy in Poland came to visit his mother and gave her the decision of the government of the USSR that it would receive quarterly pension of 900 zlotys. And indeed, she received her regularly. When the war began, it was decided to provide a one-time SA Levanevskogo mother. An employee of the Embassy of the USSR brought 200,000 zlotys and advised to buy some real estate. Sister S. Levanevskogo Kornatsky Sophia (86) , bought a house in Constantine near Warsaw. During the occupation, they lived there. They are wanted by the Gestapo, but the mayor's office employee said that "Levanevskogo not in the list of inhabitants of Constantine, and because Levanevskogo managed to avoid the attention of Hitler's secret service.

in the house during the occupation housed a cafe, where they met members of the Polish underground organization. After the liberation of Warsaw in the house there was a Soviet

officer and told him that "when Stalin reported the liberation of Warsaw, he asked, what do you hear about SA Levanevskogo mother, told her to find and surround with care."

My mother died in early April 1945. She was buried in Skolimove. The monument at the grave of the Soviet Embassy has set.

In honor Levanevskogo and his comrades was named a few points in the Arctic. So, to the south of the island. Harley on Franz Joseph was given the name "Levanevsky", the name of the pilot in the Antarctic has been named the Mountain. Peak around herself-Kyuel was also named in honor of the crew commander. Name navigator Levchenko is now Cape on the western tip of the island Salm (archipelago of Franz Josef Land). Headland to the north of the island of the archipelago of the same Ziegler was named Pobezhimova and cape in the south-east of. Becker - Galkovskii.

Names of the crew members were named streets in Moscow, Yekaterinburg, Kolomna, Elista, Voronezh, Yaroslavl, Dzerzhinsk, Kazan, Tula, Lipetsk, Buynaksk, Krasnodar, Arkhangelsk, Yakutsk, Makhachkala, Kiev, Vinnitsa, Mariupol, Poltava, Brest, Kudymkar, Dnepropetrovsk, White Church, Zhitomir, Sevastopol, etc. In Mariupol Levchenko is a street in Moscow - street Kastanaeva. In a village near Samara Usmanke a room - a museum where photographs and documents reflected G.T.Pobezhimova life. Pobezhimova name was given Krasnoyarsk (Siberia) AIRCRAFT (now Shipyard) plant. N. Godovikova name was given in the 1938 Moscow aviatehnikuma. One time Nikolaev Military Aviation School for marine pilots bore the name Levanevskogo. Now it is a combat training center BBC Ukraine. In 1937. was built 300-seat airliner "C. Levanevsky. " There have also been built icebreaker "Levanevsky 'ships and boats of the" Levanevsky.



"In Ukraine, in the city of White Church Museum opened S.Levanevskogo created when GPTU-9, located on the same street. In its creation took part A.Gratsiansky and V.Loginov. The museum has managed to gather a lot of valuable items of historical materials, including even a personal polar fur suit, boots of the legendary pilot S. Levanevskogo. And on the outskirts of Sverdlovsk (now Yekaterinburg) for some time even acted powerhouse named Levanevskogo.

## Afterword

Search for the N-209 has always been the lot of enthusiasts for some reason. Neither Glavsevmorput engaged in development of the Arctic, no air force, no navy, no State Duma took our time and, it seems, is not going to help them at least the equipment and specialists - and already it might affect the success of the expedition ...

But it is our common duty to past! NN-polar radio operator Stromilov rightly said, "A man can not and should not live without a past. And rightly we do, from time to time to the affairs of addressing memory of bygone days. Sometimes it helps, comparing yesterday with today, to better understand what a huge success in a relatively short time reached our homeland, sometimes - not to repeat the mistakes of the past. Often turn to the past,

makes us tend to the memory of our compatriots who lost their lives in the struggle for a better future generations, in war or in peace time care ... ".

thousand times right Bernard Shaw: "The greatest sin towards our fellow citizens is not hate, but indifference to them. "

Would not it be N-209 and its crew, take a step into the unknown - there would have experience in construction and operation of heavy aircraft in the Arctic ... Discoverers of people is always, just sometimes forget them. means we need to look for.

A Levanevsky not left us. He stayed in our minds the image of Sanya Grigoriev Kaverina novel "Two Captains". And let his feat not sink into oblivion - not to forget their homeland heroes ...

### **Notes:**

81) In the summer of 1933. sibling Levanevskogo-34-year-old captain of the Polish Army, aircraft engineer Josef died in a plane crash on a flight from Warsaw to Beijing.

82) argued that the N-209 made an emergency landing on an ice floe, and his crew was picked up by a German submarine, which brought all six of them in Germany. According to the same legend, they all fought in the Luftwaffe against the USSR, Moscow bombing, but were shot down. However, the thickness of ice in the poles several meters ... The first recorded case of ice-swimming refers to February 1938 (Soviet submarine L-3). And then - then-submarine to surface in such a place was unreal. A German submarine in the Arctic began to act much later.

83) The list of Soviet spies can be seen in paragraph 9 of the Annexes.

84) From the military, seeing off N-209, you can call the head of BBC Ya.Alksnisa, assistant chief of communications BBC N. Shelimova and crew from the N-209 - N. Galkovskii radio operator, navigator V.Levchenko, copilot N. Kastanaeva - and most Levanevskogo. His way, according to another officer and security.

85) History, in general, is dark. They say her brother was involved Levanevskogo - Vladislav - who was at that time in German-occupied Poland.

86) Her husband, Captain Polish BBC Vaclav Kornatsky, during the Second World War, died in a Nazi concentration camp.

## **Applications / Notes.**

1) The evacuation was carried out Chelyuskinites pilots Anatoly Liapidevskii, Basil milk, Sigismund Levanevsky, Nicholas Kamanin, Mauritius Slepnyov, Michael Vodopianov and Ivan Doronin. All of them are the first Heroes of the Soviet Union and was awarded the Order of Lenin.

## **2) The personnel of the high-latitude secret expedition "North-1" in the spring of 1937., 43 people:**

Papanin. Head of the drifting station "SP-1".

Otto Schmidt. The commander, the chief of the Northern Sea Route, the academician.

P.P.Shirshov, hydrologist-hydrobiologist

E.K.Fedorov, astronomer - magnetologist

E.T.Krenkel, a radio operator.

M.I.Shevelev. Aircraft division commander, deputy commander of the expedition for flight operations, the head of polar air NSRA.

A.A.Dogmarov. Party organizer, a representative of the NSRA.

### **Plane H-170 (flagship)**

crew commander M.V.Vodopyanov Hero of the Soviet Union,

the co-pilot M.S.Babushkin,

flagshturman BBC kombirg I.T.Spirin,

S.I.Ivanov radio operator,

engineer-operational maintenance department (PSD ) aircraft plant them. Frunze

K.N.Morozov.

### **Plane H-171:**

Hero of the Soviet Union commander V.S.Molokov,

G.K.Orlov copilot,

navigator A.A.Ristlyand,

N.N.Stromilov radio operator,

flight engineers V.L.Ivashina, S.K.Furtetsky ( or Frutetsky).

### **Plane H-172:**

Commander ADAlexeev,

Ya.D.Moshkovsky copilot,

navigator, radio operator N.M.Zhukov,

botmehaniki I.D.Shmandin, V.G.Zinkin (or Ginkin), KN snowdrifts.

### **Plane H-166:**

P.G.Golovin commander,

navigator A.S.Volkov,

N.N.Stromilov radio operator,

flight engineers N.L.Kekushev, V.D.Terentev.

### **The aircraft N-169:**

Commander I.P.Mazuruk,

M.I.Kozlov copilot,

navigator, radio operator V.I.Akkuratov,

flight engineers P.D.Shekurov, D.A.Timofeev (aka - the representative of the aircraft factory).

### **Plane H-128:**

L.G.Kruze commander,

navigator, radio operator L.M.Rubinshteyn,  
mechanic Yu.A.Besfamilny.

Forecaster flight squad Professor BL Dzerdzeevski.

Cameraman M.Ya.Troyanovsky.

Correspondents - L.K.Brontman (the newspaper "Pravda") E.S.Vilensky ("News").

3) During the test DB-A has compiled a list of 38 problems. The main points were as follows:

1. Lack of stability and control. In normal mode, the plane suddenly spontaneously began to climb, then losing speed, nose down and starts to accelerate, falling into a tailspin, and the output it is not so easy;
2. Ineffective ailerons aircraft and high pressure from them on the steering wheel;
3. Ineffective steering wheels turning and the depth and high pressure on the steering wheel and pedals;
4. In the turbulence efficiency plumage is sharply reduced and the plane lost control, the long flight in turbulence is not possible, because the rapidly exhausting the pilot;
5. Burn through pipes exhaust manifolds;
6. Inaccurate give analyzers;
7. A bad review of smallish cockpit prevent the landing;
8. Engines do not differ much power;

9. Improvements were needed in the propeller and the tail group.



#### 4) **Technical description of the aircraft, the DB-A (N-209 ).**

Long-range bomber dB (A) was designed by the design team at the Air Force Academy named after NE Zhukovsky, led by VF Bolkhovitinov. He was helped, his deputy for the design of Saburov, MM Shishmaref (design and strength calculations), JM Karitskes (aerodynamics), Chertok and Buzukov (radio equipment), a military engineer, IF Frolov (flight test), VP Mishin (mechanics), engineer-mechanic Rodzevich (from the Tupolev Design Bureau), AA

Yengibaryan of Glavaviaproma and etc. Soon the crew Bolkhovitinov transferred from Kazan aircraft plant in Philly on number 22, where he organized a KB-22.

According to the designers, the serial bomber TB-3 could be improved. This group was interested and plants that produce four-engine giants. Technical requirements for the aircraft have been under strict: the speed should be at least 310 km / h, the ceiling of 6-7 thousand meters, load capacity up to 5 tons. DB (A) is almost blocked, these figures - it was equal to the speed of 330 km / h, load capacity - up to 12 tons, the ceiling with a gross weight of 21.5 tons was 5100 meters. Power-machines allowed ly to exercise flight and at one engine off at speeds up to 292 km / h



in the structure of the aircraft was a lot of new technical solutions. So, turn the bow machine gun was provided servomotor release wheels and landing flaps, opening and closing of the bomb bays were made with the help of compressed air. In the event of an emergency air system for the possibility of landing gear with a hand winch - though to do so could only physically strong person.

were also smoothed contour of the airplane. "Lick" all of which had at least one acute angle - nacelles are more sharp-nosed, has got the chassis fairings, "crystal coffin," the navigator cabin in the bow turned into a semi-spherical.

The aircraft was an all-metal monoplane with a semi-monocoque fuselage, power element which had a smooth lining thickness of 0.6 - 0.8 mm, supported by stringers and frames. Precursor dB (A) - TB-3 - had corrugated aluminum siding, strength and rigidity of which is significantly higher smooth sheets. This lining, however, at times increased resistance due to the greater area of the so-called "wet" the surface. A N-209 casing is made of durable and hard duralumin, to get rid of the corrugation. In addition paneling was covered with a special varnish to reduce the aerodynamic drag created by the roughness. Aerodynamic efficiency of the aircraft was 15 units (ie, with a height of 1000 meters, he could plan 15 km.).

bombolyuk located under the center of size 6 \* 2 m, but which could hold 3,000 kg of bombs. In the bow of the turret located shielded installation ShKAS with a machine gun 7.62 mm. In the central part of the fuselage was located with a gun turret ShVAK caliber 20 mm, and in the wake of knife-and aft machine gun machine guns ShKAS. Full ammunition at 3000 rounds of machine guns, 250 rounds in the gun. Technical requirements for the plane Air Force DB-A provide for the possibility of his conversion to airborne option forces combat units.

All cabin crew, except compartment aft hand, closed. Glazing booths celluloid. The cockpit is not heated, but the crew could at any moment to change into warm clothing. The fuselage was divided into compartments. The navigator of the bow cabin could pass for pilots, cabin in the middle of the tail led corridor. Communication between crew members carried by pneumatic tube and the aircraft intercom as in ANT-6. The project involves the installation of autopilot AVP-10.

aircraft had a good directional stability, firmly lay on the course at any speed and had no tendency to yaw. DB-A had a normal longitudinal resistance with fixed handlebars (in modern terminology - with a fixed control) and good lateral stability. Controllability of the airplane was assessed as satisfactory. However, the plane turned out quite "tight" in management, in order to move the rudder was required to make a truly Herculean effort. Enclosed cab pilots improved their working conditions, but the forward visibility was reduced, on the plane of the wings and back. Lack of visibility ends of the wings made it almost impossible to driving the aircraft in formation, in this regard, the production aircraft DB-A jobs pilots had decided to raise to 400 mm.

Trehlonzheronnoe wing center section and consisted of consoles. Airfoil 20% of the thickness in the root section is similar to the profile of an airplane wing TB-3. The angle of

the cross-axis V-wing front spar 6 ° 10 '. In the wing fuel tanks are located, which can accommodate 14,500 liters of gasoline. Schrenk landing flaps with a deflection angle of 60 ° it possible to reduce the landing speed of 80 km / h Under the wing bomb racks were installed, designed to harness 2000 kg bombs. With the load of 2 tons DB-A could fly thousands of 7.5-8 km.

ailerons, elevator and rudder fitted with Flettner. To compensate for the weight of the elevators are installed on the weight balancers.

horizontal and vertical tail-metal. The stabilizer cables stretched twin-braces. Main landing gear wheels the size of 2030 \* 450 mm were cleaned by a special flight fairings. The chassis was attached at three points: Front unit located on the second side member, and two others, including a brace in the third.

telescopic shock absorbers main wheels, oleo-pneumatic. The tail wheel was cleaned thoroughly. Production of wheels and landing flaps, turn the bow machine gun, the opening and closing of the bomb bays were made with the help of compressed air. flights for the winter has provided opportunity for securing ski gear. Depreciation mixed: Corded and oil.

Initially, the DB-A installed engines M-34RN with two-bladed wooden and metal screws. Later, they were replaced by engines AM-34RNB with three-blade screws, step which was regulated on the ground. Each engine weighs 700 kg. and equipped with its oil system. If one goes down, the aircraft can fly normally on three, with gross weight of 21,500 kg at a speed of 292 km / h at an altitude of 5100 meters, and at flight weight of 19,500 kg. was possible level flight on two engines at an altitude of 2,500 meters but the throttling of the two engines on one side of the plane there is a strong unfolding moment, and he moved in shallow planning.

On the N-209 aircraft are often out of order engine exhaust manifolds M-34RNB. Designers had to replace them with the appropriate nodes with ANT-25.

Wing between the three truss spar located nine fuel tanks, which can accommodate 14,600 liters. and a fuel passage through which the flight could easily reach any engine and make minor repairs if needed. Ground handling motors planned to perform with ladders, walkways to the right and to the left of each engine. As such, recline used outside of the sock wing like manhole covers, which provided a way out of the wing corridors to the engines.

DB-A was equipped with a set of devices, allowing confident pilot the car in bad weather. The instrument panel in the cockpit consisted of three parts. It has: turn and slip indicator, attitude indicator, Gyromagnetic polukompas for nondestructive testing of the engines, airspeed indicator, altimeter (altimeter), on-board clock, radio direction finder APR-3. On the N-209 aircraft instead of the APR-3 was an American-radiopolukompas "Fairchild". Radiocompass indicators were put into three business areas: the navigator, the first and second pilots.

The machine has the following performance characteristics:

- The maximum speed at sea level of 280-300 km / h;
- cruising speed - 260 km / h
- at an altitude of 4000 meters - 316-330 km / h
- landing speed - 80-85 km / h
- the maximum rate of climb - 135 m / min
- rate of climb (average) -2.45 ms;
- Climb / min (km) -5 (1), 56 (7);
- empty weight (without weapons) - 15.4 m;
- weight of a full load - 6500 kg
- normal take-off weight - 21900 kg
- maximum take-off weight of 35 tons,
- the length of the aircraft - 24.4 m
- Wingspan - 39.5 m
- the height of the aircraft-8, 5 m ;
- Wing area - 230 m<sup>2</sup>;
- specific wing loading-95-105 kg / sq m;
- unit load moschnost-kg/l<sup>s</sup>-5, 7;
- Takeoff - 400 m
- mileage - 300 m
- mass-efficiency 30%
- practical range - 4500 km., with extra fuel tanks, 8,840 km;
- a practical ceiling - 7220-7730 m
- the engines - in the wing;
- type of engine - the piston;
- power plant - 4 uprated engine AM-34RNB capacity of 850 l / s, or AM-4 engine 34FRN to 900 l / s (600 kw) with turbochargers;
- the diameter of the metal-bladed propellers - 4.1 m (from ANT-25)
- the crew - 6-8 people, the military option - 11-13 people;
- the type of CPG - three-point land (tail)
- the design of the wings - monoplane;
- the type of feathers - normal single-fin;
- weapons: 1x20 mm cannon ShVAK, 6x7, 62 mm. ShKAS gun (or 1 gun UBT) bomb load - 5000-6500 kg;



##### 5) **Memories EN Krenkel on Levanevskogo:**

"... In February 1937, when the preparations for the pole was in full swing, two in the morning the phone rang. Some underpants I ran to the door. call at this time did not promise anything good.

- Who's there?

- Open up, it's me, Sigismund!

- What do you shlyaeshsya at night?

Scarecrow good people!

- I'm from the Kremlin. Personally reported to Stalin plan the flight to America through the pole. received permission. means that going? I said something unintelligible. Whether from

the call, whether from conversations woke up my wife, and put his head in the door, anxiously asked:

- What happened, who came from?
- Do not worry, Natasha, that Sigismund, and with interesting news.

Interesting news demanded discussion. Between the windows, to chill, was found unfinished half-liter bottle, lay the tail stub herring and cucumber. Banquet started immediately. drank a liqueur glass on the success of the upcoming flight, switched to tea. Levanevsky laid out all the details of the conversation with Stalin and ended with the words:

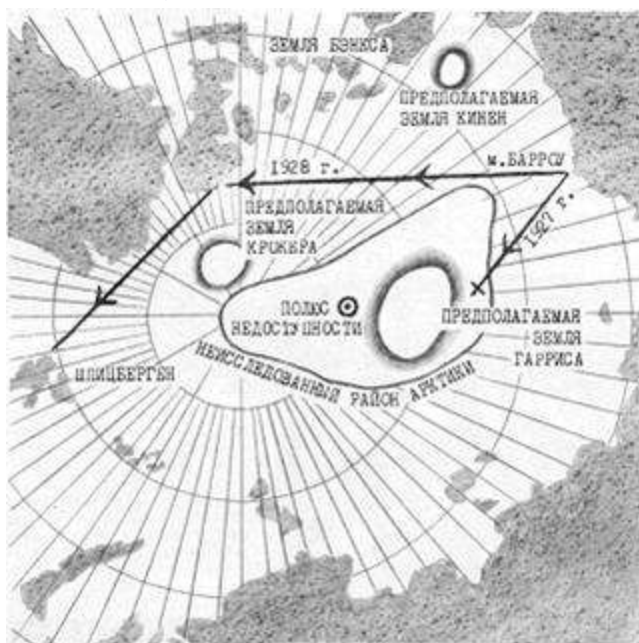
- Well, Ernest, get ready. We fly !
- Dear Sigismund, I'm sorry, but I'm not going with you!
- But we had a deal!
- Yes, but I was already approved in the top four at the pole. To change this decision is not in my power.

Levanevsky Then he decided to act by the woman.

- Listen, Natasha, explain its bad that he fly with me easier and faster. Expedition can break when landing on the ice. Which direction will pull their drift is unknown. They are there to blows, will kill each other, go crazy. doctor they do not. simple appendicitis or volvulus - and done with romance! Then, they simply can not find in the Arctic Ocean. short, one and a half years of continuous unrest. A day here, a maximum of two - and drilled a hole in his jacket for the Golden Star.
- You know, Sigismund I Your business men do not want to get involved. Ernst Let decide.

Had I put forward the most convincing argument:

- Here, Sigismund, you're a smart man. Imagine that in high institution Ernst comes to say
  - I do not want to fly with Papanin on the pole, I want to with Levanevskogo in America. Well, what would you say?
  - I have chased you filthy broom, and you have not got neither there nor here!
  - Right. Golden words! And to talk about it no longer stands.



Levanevsky silent. We sat some more. conversation he went for about another. Around four o'clock in the morning Sigismund went home. Accompanying him, I went out into the stairwell. Going down one flight of stairs, Levanevsky stopped on the landing, turned around and asked:

- Well, as you fly with me or not
- Come on, come on, go to sleep. not fly.

On that night I saw him last time ... "

## 6) Features aircraft navigation in Arctic conditions.

flying high-altitude expedition to the North Pole in the spring of 1937. revealed the following features:

1. magnetic compass was working up to the pole, but required careful adherence to flight. At the slightest rough air, he hesitated, and at times completely left aside;
2. Giropolukompas worked sluggishly;
3. Gyro magnetic compass worked well up to 87 degrees north latitude, then fluctuated considerably;
4. Radio Beacon oriented to the pole right (but then only radio navigation was developed, and radio compasses on airplanes in 1937 were a novelty);
5. Flying along the chosen meridian at high latitudes could perform only with the help of "solar compass" (females). This instrument was developed in the Air Force Institute L.P.Sergeevym. With the help of the crew to accurately maintain the desired course in those areas of the Arctic, where the magnetic pole, or who refused to large errors. The only thing that was needed - it's not a hidden clouds sun. In order for the plane was given a course, it was necessary to periodically monitor the eyepiece of the sun. The pilot team-mate slowly turned the plane, and the navigator, catching the sun in the eyepiece, and immediately gave the signal to the pilot, who noticed the directional gyro readings and for the next 8-10 minutes flew the plane for this course. Then again, the pilot checked the correct position of the sun in the eyepiece and noticed a new course on directional gyro.

## Timeline of search aircraft N-209

**14.8.37g.** - Canadian polar pilot Robert Randall on a plane rented by the Soviet embassy at the company "Mackenzie Air Service", flew over the mouth of the Mackenzie River (north of Canada) along the northern coast and landed in areas including Barter Island. Then flew to Cape Barrow. A few days later he came back, flying a little inland and leading the search along the foothills of the territory adjacent to Barter Island and the west.

**14.8.37g.** - Flew from Fairbanks meteorologist M.Belyakovym three chartered aircraft. The pilot D. Crosson led his "Lockheed Electra" to the north (with him and flew M.Belyakov correspondent of "Pravda" L.Hvat). Robins and Clyde Armistead to "Feyrchalde" went to the north-west.

At the other "Feyrchalde" took off in search of Murray Stewart (he was accompanied by an employee of the Soviet Embassy S. Smirnov.). Having surveyed the vast expanse of Fairbanks to the island Flaksmen, the valley of the Yukon River and the foothills of Endicott, these three aircraft returned to Fairbanks.

**22.8.37g.** - Barter Island flew American polar explorer Hubert Wilkins (Wilkins) with a Canadian pilot, Mr. Hollick Kenyon, R. Busom radio operator, flight engineer on D.Braunom bought by the Soviet government (Glavsevmorput) twin-engine seaplane "Consolidated". With 22.8.37g. by 21.9.37g. G. Wilkins flew over the Arctic Ocean over 10,000 miles. They are five times flew toward the "Pole of Inaccessibility", reaching 86 ° 10 N

**25.08.37** - from Moscow in search flew four-engine ANT-6 "Aviaarktika" exploratory flight unit M.V.Vodopyanova-H-170, H-171, H-172.

squad was involved with 25.08.37g. by 26.10.37g. The commander - Hero of the Soviet Union - M.I.Shevelev. Party organizer - AA Miroshkin. Commander of the aircraft and the commander of the aircraft N-170 - Hero of the Soviet Union - M.V.Vodopyanov. The crew of the aircraft N-170: F.I.Basseyn flight engineers, K.I.Morozov, PP Petenin, a radio operator S.A.Ivanov, copilot senior lieutenant Tyagunin.

Aircrew H-171: Commander of Hero of the Soviet Union - VS Milk, G.K.Orlov copilot, navigator AA Ristlyand, mechanics V.L.Ivashina, V.D.Terentev and D.A.Timofeev, radio operator V.Hodov.

Aircrew H-172: Commander of Hero of the Soviet Union - ADAlexeev, co-pilot Capt. Eid, navigator H. M.Zhukov, mechanics K.N.Sugrobov, Chechin and VN Ginkin, radio operator OA Kuksin.

Forecaster - BL Dzerdzevsky. The representative plant of aircraft instruments - IG Kistanov. The representative of the factory radio - Troskin. Cinematographer - RL Carmen (participated in the expedition, fearing arrest by the NKVD - fellow writer M. Koltsov was arrested.). **26/08/37** - from Point Barrow, Alaska V.Zadkov begins to search for the pilot on the plane, "Dornier Val" - H-2 (base the icebreaker "Krasin" in the Beaufort Sea). It also makes search flights on August 28, the second and the third of September. During search operations pilot managed to survey the coast of Alaska and the mountain region Endikkot. 5 th or 8 th September ice crushed his plane at the side of the icebreaker "Krasin". The crew was rescued.

**12.9.37g** . - (According to other sources 13 or 14.9) on o.Rudolfa from Moscow fly four-engine aircraft "Aviaarktika" Vodopyanov ANT-6 (H-170), Molokov (H-171) and Alekseev (H-172). Commanded all the search expedition chief Polar Aviation NSR M.I.Shevelev. AN co-pilots Tyagunin, AA Kurban, MI Kozlov. The detachment was stuck because of bad weather and began to search, when the polar night.

**18.9.37g** . - (According to other sources 21.9.37g.) G.Vilkins interrupted their flights.

... **9.37g** . - Icebreaker "Krasin" took place on 148 th meridian to the north to 73 ° 13 N

**14.9. - 30.10.37g.** - pilot A.Gratsiansky A.Shtepenko a navigator, radio operator Kozin, mechanics Krasnov and Pisarev on twin-engine amphibious C-43 (H-207), based on m.Barrou made six flights. The farthest on the 148 th meridian he made up to 75 ° 30s.sh. The crew spent 42 hours in the air, covered 10000km.

... **9.37g.** - from m.Barrou to 74 ° N flew back and an American pilot James Mattern. Then he flew to find between Juneau and Uaythorst. On Uaythorst he landed, then returned to Juneau.

**20.9.37g.** - in 06.13 with Rudolph on the search for the N-209 flew ANT-6-H-169 (Mazuruk commander, navigator Akkuratov). After reaching 84 ° 35s.sh. plane turned back.

**22 - 09/23/37** - from Point Barrow in search of flies Gratsianskii with navigator Shtepenکو.

**02.10.37g.** - in Moscow formed a search party under the leadership of B.G.Chuhnovskogo (commander of the H-210).

**06.10.37g.** - Fr. Rudolph took off in search of four-N-170 (commander Vodop'yanov, Tyagunov copilot, navigator Spirin, mechanic Morozov ...).

**06.10.37g.** - at 09.00 am with the Moscow Central Airport and flew through 6:00 boarded the Arkhangelsk ANT-6 "Aviaarktika" B.G.Chuhnovskogo (H-210), M.S.Babushkina (H-211), Ya.D.Moshkovskogo (H-212) and F.B.Fariha (H-213). Route squad: Moscow - Vologda (along the rail) - Kuya village near Naryan-Mar (landing) - the shore of the bay Kankrin (not far from Matochkina Bowl on New Earth) landing - o.Rudolfa.

**07.10.37g.** - in 04.15 with o.Rudolfa flew to the search for the H-170, in 07.23 - N-169. H-170 was in the air 10:00 02 minutes (according to other sources 9:00 41 minutes), reaching for the pole to 88 ° 05 (according to other sources 88 ° 30 N) and returned back. It was only one serious exploratory mission and the world's first night flight over the North Pole. During this flight, was examined by a huge area of 1,000 km in length., A width of more than 80km.

**25.10.37g.** - Chukhnovsky squad aircraft took off from the shore of the bay Kankrin (not far from Matochkina Bowl) and headed for o.Rudolfa. **26.10.37g.** - Aircraft H-170, H-171, H-172, are not equipped to fly at night and searching, flew to Moscow.

**19.11.37g.** - replaced by Rudolph squad Vodop'yanov fly four-engine ANT-6 "Aviaarktika" BG Chukhnovsky (commander), M.S.Babushkina, Ya.D.Moshkovskogo and FB Farih - H-210, H-211, H-212 and H-213. This group, which had powerful searchlights, a month spent on forced and in 1937. did not fly. The detachment was involved with 02.10.37g. on May 1938 *Aircraft H-210*: Commander BG Chukhnovsky, military pilot, the pilot Lisitsyn, the pilot Pivenshteyn (Secretary of the Party Committee of the order), the flag-squad Shelyganov navigator, flight engineer Petruhin first, second, and flight engineers Gursky Kulikov, radio operator and Makarov forecaster Klemin. *Aircraft H-211*: Commander of Hero of the Soviet Union ms . Grandmother, military pilot, the pilot Ciganov, Glumenko navigator, flight engineer Bobchenko first, second and Proskurin Nelidov flight engineers, radio operator Razumov, a radio engineer and astronomer Belyakovich Shavrov. *Aircraft H-212*: Commander JD Moszkowski, a military pilot, the pilot Gluschenko Samoruppo navigator, flight engineer Krylov first, second, and flight engineers Korotaev Boyko Hapalaynen radio operator, chief engineer of the expedition, EK Stoman and engineer Kachkanyan. *Aircraft H-213*: Commander FB Farih (repressed in the 40s years. Slanderous libel on), a military pilot, the pilot EK Pusep, navigator Gordienko, A.Kovalevsky radio operator, mechanic N.L.Kekushev first, second, and flight engineers V.Terentev P.Ivanov Technician, autopilots, aircraft engineer I.Rudny (die in a plane crash in the spring of 1938.). Chiefs navigation service - military navigator IM Shelyganov

and astronomer Shavrov. Engineer Detachment V.Gutovsky (spring 1938 will die in a plane crash). Physician and forecaster squad I.A.Klemin (other sources Rossels). Chief entire search expedition - M.I.Shevelev, head of the Polar Aviation (formerly flew with a group M.Vodopyanova).

**Autumn 1937.** - to the Franz Josef brought on board two light aircraft P-5. Based on the bay Quiet, pilots Bitsky Kotov and made two flights - one on the meridian of Rudolf to 86 ° N, the other on the zero meridian.

**14 and 15.1.38g.** Wilkins with the pilot at the controls of Kenyon made the first flight in the moonlight. They flew to the north and back a distance of about 1,420 miles, making the turn at a point located at 76 ° N and 170 ° W.

274 days **with 21.5.37g. by 19.2.38g** . in the Arctic Ocean drifting on ice expedition "SP-1" ID Papanin, E.K.Fedorova, Shirshov, E.T.Krenkelya. During this time, the floe was more than 2500km. from the pole to the coast of Greenland. Winterers were removed icebreaker "Taimyr" and "Moorman."

**02 and 03.3.38g.** - Wilkins serves the area of high mountains and along the ridges Endicott Brooks and repeatedly crossed them with an interval of 10 minutes.

**10.3.38g** . (According to other sources 14.3.38g.) - Aircraft Wilkins and Kenyon made the last 8 minutes flight search and has reached a point 87 ° 50s.sh. (According to other sources 87 45 °) and 105 ° W, then turned back and landed in Aklavik after 19 hours of flight, covering a distance of about 3,300 miles.

**31.3.38g.** - Soviet expedition in search of Rudolph took flight in the direction of Greenland. It made for four-N-212 Ya.D.Moshkovsky. The plane circled the area between 82 ° and 84 ° to the east of Greenland.

**04.4.38g.** - Ya.D.Moshkovsky made a search mission in the area of intended landing N-209 (taking into account the drift of the ice). The plane took pole and continued flying at the zero meridian in the direction of North America, surveying the area to 88 ° 40s.sh., the pilots turned back and returned to base. Then the pilot I.Kotov on single-engine aircraft Polikarpov R-5, converted for long-distance flight of the Arctic, completed the second flight in a southern area where drift can move the block of ice, which may have sat Levanevsky.

**18.5.38g** . at 4.40 am (according to other sources, in April 1938.) during take-off from an airfield near Arkhangelsk Knyazhaya-island plane crashed Ya.D.Moshkovskogo ANT-6-H-212. Died: Hero of the Soviet Union pilot M.S.Babushkin, the doctor Yefim Rossels Technician, Ivan Ore autopilots, flight engineer V.Gutovsky ...

**April - May 1938.** - cessation of official searches Levanevskogo aircraft N-209. **Summer 1938.** - search expedition of Dr. Homer Kellems on the ship "Pandora" m.Barrou around and between the islands and Fitsov Spy in Alaska. The water depth in the area then reached 25 - 30 feet.



More than two years (26 months and 20 days) **with 23.10.37g. by 13.1.40g** . drifted in the high latitudes of the icebreaker "G. Sedov" (K.S.Badigin captain, first mate A.G.Efremov, starmeh D.G.Trofimov, head of the scientific part of V.H.Buynitsky, etc.).

**05.8-17.10.40g.** - North Sea submarine "u-423" (commander I.M.Zaydulin) for the first time in history has made the transition to the Far East along the Northern Sea Route on the surface. The campaign lasted 73 days, including 56 days' Sch-423 "was on the move". She walked 7227 miles, including 682 miles of ice. The boat was eight water seas: the Barents, Kara, Laptev, East Siberian, Chukchi, Bering, Okhotsk and Yaponskogo.Dlya that time it was an outstanding diving, combined with the incredible difficulties.

**By 1941.** At the NSRA had more than 200 planes were constantly running airlines: Yakutsk - Tiksi Tyumen - Salehard Arkhangelsk - Dixon, Tiksi - Anadyr. Airbase located in Krasnoyarsk, Tyumen, Igarka Indigirka etc.

In March, 1941. four-engine plane USSR N-169 took off from Moscow's district Pole of Inaccessibility. The aircraft was equipped as a "flying laboratory" to perform a set of strategic Ice Patrol.

Route N-169: Moscow - Anderma - m.Zhelaniya (New Earth) - o.Rudolfa (Franz Josef Land) - Severnaya Zemlya - m.Chelyuskin - Hatanga - o.Kotelny (New Siberian Islands) - Wrangel Island - the area of the Pole of Inaccessibility. From March 2 to April 23, H-169 flew three times on the Pole of Inaccessibility from Wrangel Island. The plane was landing on the ice between 78 ° 26 - 81 ° 27 N, 170-178 ° E In total, the expedition spent 15 days on the ice.

crew of the aircraft N-169:

Commander II Cherevichny.

Copilot MN Kaminsky.

Navigator VI Akkuratov.

senior mechanic DD Shekurov

second flight engineer VP Barukin.

third mechanic AJ Durmanenko.

radio operator AA Makarov.

Scientists Leningrad Arctic Institute - Head of the research group expedition YS Libin, an astronomer - magnetologist ME Ostrekin, a meteorologist NG Chernigov.

In October, 1945. held a non-stop flight from Cape Chelyuskina to the North Pole and from there - to the New Siberian Islands. His crew made MA Titlova, then - the Hero of the Soviet Union. Navigator of the aircraft was VI Akkuratov. On board there was also an ice reconnaissance, oceanographer M.M.Somov. In the fifteen and a half hours was covered a distance of almost 4500km., The flight took place under conditions of incipient polar night. The main objective of this expedition was to make further ice reconnaissance, navigation equipment to test aircraft during the transition of the polar day in the polar night.

The drift of the ship "G. Sedov" flying Cherevichny and Titlova, hike submarine "SCH423" did not have to search for the plane Levanevskogo. However, if they happened to notice something, it would be immediately known to all ...

In the postwar years, the Arctic was already well studied and mastered by Soviet sailors,

aviators, explorers, scientists, and the military.  
traces of the crash of the USSR N-209 detected was ...

**July 1979.** - for checking the hypothesis of the possibility of the crash Levanevskogo in Yakutia flew Hero of the Soviet Union, papainets, chairman of the Soviet Peace Committee, Academician E.K.Fedorov and corresponding member of the USSR Academy of Sciences, President of the Geographical Society, Director of the Arctic and Antarctic Research Institute A. F.Treshnikov, members of the Regional Committee of the Communist Party of Yakutsk, E.V.Popov helicopter pilot. They visited Hydrometeorostation, located on Lake Suresnes-Kyuel, and investigate the alleged dumping of the crew of N-209 .

**Summer 1982 .** - search expedition of the newspaper "Air Transport" (director - engineer Eugene hemp) are found in the valley of the Kava (headwater Tauy) in the south of the Magadan region crashed TB-3. He was released in 1938 - 39 years. This aircraft belonged Dalstroy and crashed on a flight Khabarovsk - Magadan, caught on the slope of a hill in bad weather, and the crew and passengers survived.

**July 1982.** - search expedition aviators of Egvekinot led V.Loginovym on the west bank Kolyuchinskaya lips in Chukotka. Expeditions assisted by representatives of the local authorities and Aeroflot.

**August 1982.** - search expedition (leader - a writer from Ufa Michael Chvanov) journal "Technology of Youth" and the newspaper "Soviet Bashkiria" in an alpine lake-yourself Kyuel of 300 - 400 km. north of Yakutsk. Members of the expedition: Deputy head of the expedition - PhD, an ophthalmologist E.R.Muldashev (later head of the Ufa Russian Eye and Plastic Surgery), Ph.D., Head of CB Ufa Aviation Institute im.Ordzhonikidze Yu.V.Lobanov, R.T.Bulatov physician, A.Yu.Salihov, N.P.Nikov, S.V.Vyrupaev etc.

**Leto1983g.** - a small search expedition, organized by the newspaper "Soviet Russia" in the area of lake-Kyuel themselves.

**August 1986 .** - Expedition to the area themselves, Kyuel. Heads: ER Muldashev, Yu.V.Lobanov. Members: pilot, Hero of the Soviet Union, Y. Curlin, writer M.Chvanov, physicians R.Bulatov and O. Rodionov, engineers G. Aibulatov (at the Department of PE AIM) and Yu.Vasilev, head of the department of the newspaper "Soviet Russia" A.A.Stepunina, oceanographers-wife Mouravievs, V. I.Eletsy (later chief engineer of Zaporozhye State Enterprise "Ivchenko-Progress") ...  
In the area of the river valley Bayandzhi, valleys Dulgalaha that about Lake-Kyuel Suresnes, on the hillside at the top of the gorge, almost at the saddle point in the lateral fissure The expedition discovered a huge plane crashed unknown. What kind of plane, then could not figure out, but it was not the N-209 ...

**Summer 1986 and from 6 to 20 August 1987** - Former American pilot Walter Kuril'chik held a number of searches (partly at his own expense, in part - with the assistance of ARCO) in the Spy and Thetis islands in the group of islands Jones in Alaska (where summer 1938. H.Kellemsa working group). Devices expedition V.Kurilchika recorded

about 30 anomalies from metal objects such high amplitudes as 15, 18 and 20 gamma. These data were obtained in a bundle, and show a large object in the search area. Divers are not able to raise any piece intended aircraft.

sand layer is 5 - 8 feet covering metal objects. The water depth in the area reached 12 - 18 feet. The ocean floor is basically flat, covered with gravel and silt. In the summer months, between the islands of Thetis and Spy are icebergs. In some places, they plowed the bottom. But if the plane N-209 is really there, then it most of the fuselage must be maintained.

Cold water, a small salinity and that the plane was covered with sand - all of this should serve as protection.

**April 1990 - US-Soviet search expedition in the Beaufort Sea (north of Alaska) at Cape Oliktok. Members: Walter Kuril'chik, pilot Roger Becker, a professor of geophysics David Stone, director of the Aviation Museum in Fairbanks Everett Long, Tim Maxwell, Dennis Long, Erjen Gudlayf, Bob Robert, an engineer from Kiev Eugene Konoplyev, Vaniz Younis.**

**September, 2000.** - US-Russian exploration work in the Gulf of Alaska Camden - Wei. Members of searches in August 1999.: Ron Shirdaun, Lee Uorhem, David Stone, Tim Zraggen, Lyudmila Petrash, Victor Eletsii. At a depth of 10m. object is detected, it is very similar to the fuselage of the aircraft, whose length is 22m. However, when searching for treasure on the shelf with magnetometers to detect traces of the plane failed, and the "fuselage" was a remnant of the whaling schooner.

**10.11.2006:** New version on the possible whereabouts of the legendary Soviet aircraft pilot Sigismund Levanevskogo that crashed in 1937 on the way to Alaska, appeared in Yakutia.

A local ranger, general director of the private airline "Duluur" Ignat Popov believes that the remains of the four-engine aircraft DB-A to be found in southern Yakutia. Ignat Popov sure: search aircraft should be in Yakutia, in the area of the river Olekma. As proof of his version of the tracker shows an aerial photograph of one of the mining districts of the country, which has the silhouette of the aircraft. This unique photo was discovered in the archives of a Siberian institutions. After studying the picture, experts identified: the four-engine plane with corrugated wing.

Currently there are exact coordinates of the place, the enthusiasm and interest of Ranger government of Yakutia. Deputy Prime Minister Arthur Alekseev republican government, after hearing Ranger, decided to organize an expedition in the summer of 2006. Most likely, this plane is TB-3 as N-209 all have a smooth casing, and not corrugated.

## Cases receiving radio messages from a radio operator with the call sign "RL" after the disappearance of the N-209

Air date "RL"	Scheduling of the "RL"	Point for "RL"	The wave transmission, "RL":

13-14 August 1937	Evening, night	Srednekolymsk (Yakutia)	26 meters
August 13-14	Evening, night	Bulun (Tixi Yakutia)	34-35 meters
August 14	12ch.25min	Yakutsk	26.54 meters
August 16	11h. 23min - 11ch.30min	Irkutsk	55 meters
August 16	21h. 45min	Pereslavl, Yaroslavl region.	55 meters
August 16	22h. 15 min - 22 h 30 min	Arkhangelsk	55 meters
August 22	-	Yakutsk	48 and 55 meters
August 26	-	USA	-
13 (or September 30)	-	The Sea of Okhotsk near Magadan	54 meters
September 24	Evening, night	Bay Nagaevo	42 meters
-	-	Kuibyshev region.	-

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## Filmography

**"A Century of Flight - and turns of fate"** (in 2 batches: "Race to the knock-out"), directed by M.Minkin, screenplay M.Minkin, A.Podosenov, 26 min.;

**"centrifugal force"**, written and directed by Slavin, 26 min., REN-TV, Culture, 18.06.02g.

**"Unknown square Levanevskogo"**, 1983., Black and white. Directed by: V.Skitovich, Yuri Salnikov.

**"Voyage through Memory"**, "1987., Black and white. Directed by Vladimir Konovalov, code 18701435, № 1435 5 parts.

**"Then all the fastest, above all"** (SP Kapitsa in the television show "The obvious - an incredible", early 80's.).

**"Chelyuskinites"** thumbnail , 2 Series, 1984. Screenwriter O.I.Kurganov. Directed M.Ershov.

**"Civilization. Sigismund Levanevsky"** ORT 18.08.2002g.

**"Papanin,"** 1938. Drawing. Directed I.Lazarchuk. Movie on the screen does not come out.

**"Valery Chkalov"**, 1941. Directed by the operator A. Ginzburg, music in the afternoon. Pushkov 1 series, "thumbnail", 82 min.

**"Heaven is far, near,"** directed by S.S.Shkolnikov, TALLINNFILM.

**"Wings"** ("Polar aviation," "Heavy Aircraft"), A. Rasbash, broadcaster "VIEW », CJSC« Wings - Media ", 2003.



**"Mystery of the crash" Maxim Gorky. "**, **"airplane" Maxim Gorky "**, Dmitry Demin, RTR, 07.11.2000g.

**"Leningrad Affair. NKVD against polar" (** RTR-Planeta, 16.10.2003.). Author Bella Kurkova project, directed by Dmitry Zhelkovsky, cameraman Igor Popov. Ltd. "DTV" commissioned by TV "Culture" 2002.

**"Order of the bygone country "**, **"Gold Star of the Hero,"** 2003. (RTR-Planeta, 24.11.2003.).

**"Searchers. Following the missing expedition,"** in 2004, TRC "Civilization" by the order of "First Channel", the idea of the program Isachenkov Yu, S. Ilyin-Kozlowski.

**"Handshake through the pole. "** Directed by Yuri Salnikov, 1975.

**"Fly, who became a legend."** Director I.Bessarabov, 1975.

**"Valery Chkalov" TVC.,** 2004g. Avtory movie: M.Degtyar, E.Dubrovsky.

**"Kremlin aces"**, 2004. Directed by Michael Minkin. Written by: J. Kaminski, Minkin. Lyricist - R. Gurevich. Studio LLC "Classic-Film" by the order of FSUE "TV Channel" Russia".

**"great circle."** Director S.Belyaninov, 1982.

**"In heaven and on earth."** Director S.Zelikin, 1983.

**"The river and the sky"** . Gorky TV, 1970.

**"Secrets of the century. Last flight of Valery. "** "Ostankino" by request of "Channel", 2002.

#### **Additional useful information:**

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Memorial VPChkalov: Address: 606540 Chkalovsk, Nizhniy Novgorod region. Tel. - 7 - 83160 – 22499 / 7 - 83160 - 22499 7 - 83160 – 21706, 7 - 83160 - 21706

Russian State Museum of Arctic and Antarctic: Address: St. Petersburg, ul.Marata 24A, Tel. - (812) 113 2549 / 812) 113 2549 / fax: (812) 164 6818 e-mail: vicaar @ mail wplus. net. director Victor Boyarsky Ilyich.

Russian State Archive of Film and Photo (RGAKFD) Address: 143400, Krasnogorsk, Moscow region., Rechnaya 1, p. - 562-14-64, fax. (095) 563-42-05, 563-08-45. Director Lyudmila Petrovna (tel. 563 0845). e-mail: filmarchives @ mtu - net. Ru

Central Documentary Film Studio Black and white: Address: Moscow, Likhov lane. 6, p. - (095) 209 4001, 299 1575; WWW. rusarchives. Ru / federal / rgakfd / index.

Shunlu Central House of Air and Space: Address: 125167, Moscow, Red Army Street. 4, p. - (095) 212 5461, 213 4333; WWW. museum. ru / M420 E-mail 420 m @ mail. museum. Vyalikov Director Peter F. (095) 212 7301

Aviation Museum: Address: 141170 Moscow reg., Monino, Tel. - (095) 526 3327, 584 2180, fax. (095) 526 3351. Website: [www . Monino . RU](http://www.Monino.RU)

Museum of Aviation and Cosmonautics. Tsiolkovsky: Address: Kirov, Engels St. 16, tel. 692,745.

Aviation Museum of the Northern Fleet. Address: 184602, Murmansk region., pos. Safonovo, Tel. 25 - 38; [www.museum.ru](http://www.museum.ru) Email 2050 m @ mail. museum. ru

Museum ID Papanin: Address: Scientist village Borok, Yaroslavl region., Nekouz area, the station Shestikhino, Tel. - (08547) 24395, Attention: only by appointment.

Central Museum of the Armed Forces of the Russian Federation: Address: Moscow, Novoslobodskaya / Color Boulevard Street. Soviet Army 2, Index 129018 or 125157. Tel.(095) 281 48 77

Russian State Military Archive (RSMA) Address: 125884, Moscow, Makarov ul.Admirala 29, p. - 7 (095) 159 8091, fax. 7 (095) 159 8091, 159 8523 reading room; e-mail: [rgvarchive @ mtu - net. ru](mailto:rgvarchive@mtu-net.ru) Kuzelenkov Director Vladimir, tel. 159 8091.

State Archive of the Russian Federation (SARF): Address: 119817, Moscow, ul. Much Pyrohivka 17, p. 7 (095) 245 8141, fax. 7 (095) 2451287.

Russian State Archive of the Navy (RGAVMF) Address: 191065, St. Petersburg, ul.Millionnaya 36, Tel.: (812) 312 1137 / (812) 312 1137; e-mail: [mail @ rgavmf. rcom. ru](mailto:mail@rgavmf.rcom.ru) Head Sobolev Vladimir Semenovich, tel. 312 1137.

Central Naval Archive of the Russian Federation Ministry of Defense (MoD TSVMA RF) Address: 188350, Gatchina, Leningrad Region., Red, etc. 2.

Russian State Military History Archive (RGVIA) Address: 107005, Moscow, 2 - I Bauman Street. 3, Tel.: 7 (095) 261 2070 e-mail: [rgviaarchives @ mtu - net. ru](mailto:rgviaarchives@mtu-net.ru) Garkusha Director Irina O., tel. 261 8696, 261 2070.

Central State Archive of Film and Photo Documents of St. Petersburg (St. Petersburg TSGAKFD) Address: 191023, St. Petersburg, Flour Lane. 2, p. 7 (812) 310 5248 / (812) 310 5248

Centre store historical document collections (TSHIDK) Address: 125212, Moscow, ul.Vyborgskaya 3, Tel. 7 (095) 159 7383,

Central Archive of the Border Guard (frontier troops) FPS at the FSB (KGB PV) Address: 143413, Pushkin, Moscow region.(812) 104 1519 / (812) 104 1519 / (812) 104 1519, 104 1520.

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