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Subslug: [Message to the readers by Col V. Anuchin, editor in chief
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FULL TEXT OF ARTICLE:

1. [Message to the readers by Col V. Anuchin, editor in chief of AVIATSIYA I KOSMONAVTIKA: ``Editor's Column``]

2. [Text] Dear Readers! AVIATSIYA I KOSMONAVTIKA is presently experiencing a turning point. The editorial staff is faced with an important, difficult task: how to restructure our work in such a manner that the magazine becomes a friend, adviser and defender for those who serve in the Air Force and for those with an interest in aviation.

3. We are fully aware of the fact that AVIATSIYA I KOSMONAVTIKA as it was in 1988 and 1989 was far from fully satisfying the interests of the aviation professionals among its subscribers. The time has come to make a change in direction. What the magazine is to become depends in large measure on you, valued readers, on your suggestions and recommendations. We therefore urge you to take a few minutes and present your view: what would you like to see this magazine become?

4. We feel that in the present situation we must conduct a detailed discussion of radical restructuring of the system of training used by Air Force units and subunits, since in our opinion the old approaches to its organization have not only totally outlived their usefulness but have even become an impediment on the road toward the heights of military expertise. The staff awaits constructive suggestions from pilots and navigators, engineers and technicians, scientists and teachers, rear services and communications specialist personnel.

5. A no less critical item on the agenda is problems pertaining to ensuring flight safety. The existing principle of finding the guilty parties rather than the causes of air mishaps not only fails to help reduce the accident rate but, on the contrary, further aggravates the

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situation with falsifications, lies, and insincerity, which attend accident investigation. In connection with this, this magazine intends to wage a determined campaign to gain legal recognition of a pilot's right to make a mistake, and to scrap the archaic stereotype used in evaluating the quality of flying performance. As things stand at present, however, a pilot is already culpable by virtue of the fact that he has taken the controls of a fixed-wing or rotary-wing aircraft!

6. As we see it, this magazine should carry an extensive discussion and debate on how the work of political agencies and party organizations can be restructured in a beneficial manner. What functions should they perform? What structure should they have? Many questions have accumulated, but at present few sensible answers are being received from the political workers.

7. We feel that one of our principal obligations is to wage an uncompromising campaign to increase the social and legal protection of aviation personnel against despotism by their superiors, against disorganization, unwarranted restrictions and unnecessary simplifications in combat training, etc.

8. In responding to reader requests, AVIATSIYA I KOSMONAVTIKA will discuss on a regular basis little-known pages from the history of Soviet and foreign aviation: combat operations on the Khalkhin-Gol River, in the Soviet-Finnish War, in Korea, etc. Materials being readied for publication deal with various types of aircraft, including those which for various reasons never entered regular production. Information on modern foreign aircraft. This magazine will be a one-of-a-kind source of information on the space program, on unidentified flying objects, and on puzzling phenomena.

9. We need your support today, esteemed readers, more than ever before: your advice, active cooperation, constructive criticism and, particularly, your subscription, for this magazine has practically no newsstand distribution. While counting on your understanding, we in turn pledge to help you in every way possible and to live up to your expectations. Our strength lies in solidarity and mutual assistance.

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