

PLANS FOR NEAR FUTURE:

The most important operation for this 6th MIR expedition is the launch, reception and putting in operation of the Module-T (Kristall). The original and thusfar unchanged briefing gave for launch date 30 March 1990 and the docking date 4 April 1990. So this will be soon, but in contradiction to previous Modul launches, Moscow kept silent about the oncoming events. Thusfar there is no new about the actions to be taken to fix the thermal cover of the Landing Module of Soyuz-TM9, which came loose during the redocking of S-TM9 on 21 Febr. 1990. An EVA on the outside of the S-TM is a complex operation as there are no support rails for that purpose. Before the arrival of Module-T S-TM9 has to be redocked to the Kvant-1 aft docking port.

**RADIOTRAFFIC:** These days the MIR complex again passes in the early evening hours a so radiotraffic can be heard during 2 or 3 passes. The traffic of the last days referred to the attitude control systems (computer, girodynes, and TLM for the attitude control).

**VISUAL OBSERVATIONS:** The complex can be seen in Western Europe during some passes in the evening (clouds permitting).

AMATEUR RADIO MIR CREW:

On 19 March 1990 TsUP spoke with the cosmonauts about amateur radio. They got the request to make QSO-s with American radio amateurs. TsUP also gave some callsigns WA4XS (unclear) and WA4SIR, Ron Parise, payload specialist for Shuttle mission 35, Columbia, 2d half of April 1990. Among radio amateurs in Western Europe circulate the news that NASA will calculate windows for QSO-s between MI and Columbia HAMS during Columbia-s mission. Radio amateurs in UK, the Benelux etc. will not be able to receive those QSO-s as Columbia has an inclination of 28.5 degrees. During the mission of Atlantis a few weeks ago MIR and Atlantis several times had overlapping footprints, but the Atlantis mission was a secret one (DOD). Reports circulate that U6MIR (Solovyov) and U7MIR (Balandin) have been heard in the 145 mc band (report from G3XSD) Er zijn berichten, dat U6MIR (Solovyov) en U7MIR (Balandin) al op enkele frequenties in de 145 mc hebben gewerkt. Possible frequencies: 145.500 and 145.550 mc. Owing to TsUP MIR HAM traffic is possible after 1800UTC. Reports to: UW3MX, Postbox 679, 107207 Moscow, U.S.S.R. During several MIR passes I monitored 145.500 mc, but in vain.

SUMMERTIME:

Moscow also transferred to summer time: difference with UTC now 4 hours. So Moscow time is UTC + 4 hours. The time on board MIR did not change. So in the traffic between TsUP and MIR they continue to use Moscow Wintertime: MIR time is UTC + 3 hours. Central European time is UTC + 2 hours. Moscow time is C.E.T. + 2 hours. MIR time is C.E.T. + 1 hour.

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