

MIRNEWS.075

14 NOVEMBER 1990

MIR:

MIR's passes begin in the evening hours and so we can hear radiotraffic on 2 or 3 passes again. The crew unloaded the Progress-M5 and they had to struggle with the lack of room for the extra cargo to be stored on board the MIR complex. Especially Module-D is full of cargo and the cosmonauts complain about the fact that they have to wait until the MIR station of the 2d generation with enough room for extra cargo.

PROGRESS-M5:

Until today I do not know what they are going to do with Progress-M5. If the Russians intend to launch Progress-M6 in this period something has to be done to get rid of Progress-M5. Nobody thusfar spoke about the experiment with the return capsule of Pr-M5.

RELIEF CREW WITH SOYUZ-TM11:

The first crew: Captain (rooky) V.M. Afanasyev, the experienced engineer M.G. Manarov and the Japanese TV reporter Tuhiro Akiyama.
Stand-in crew: Cpt. (rooky) Artsebarskiy, experienced board-engineer S. Krikalyov and the Japanese lady-reporter Ryoko Kikuchi.

On 13 Nov. 1990 during a press-conference in the Ts.P.K. (training centre cosmonauts) Shatalov and the crews revealed that there will be an EVA to repair the hatch of Module-D's airlock.
The Japanese reporter will bring radio- and TV reports. The equipment for that purpose already is on board MIR and has been tested by Manakov and Strekalov. The crews will fly to Baykonur on 19 Nov. 1990.

RADIO-AMATEURISM:

On 13 Nov. 1990 Strekalov tried to make a QSO with Musa Manarov using the amateur transceiver. This was impossible for Manarov had to be on the press-conference. Strekalov and TsUP spoke about the frequencies to be used for that traffic. TsUP said that up- and downlink will be on 145.500 mc. Strekalov said the Board Documentation speaks about 144.500 mc. So may for radio-amateurs worthwhile ot monitor 145.500 mc during passes.

LAUNCHTIME SOYUZ-TM11 ON 2 DECEMBER 1990:

With a possible deviation of 1 or 2 min. this will be 0813UTC.

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