

30 DECEMBER 1990

MIR: Station passing during nighthours these days. As no important operations have to take place no radiotraffic during 5 of 6 passes here. Only still traffic during last pass early in the morning. So only radio-amateurs living in the Western Hemisphere can enjoy hamwork with Musa Manarov, U2MIR. Before MIR's passes shifted to the nighthours he was active with amateurs in UK, France and Germany. He used 145.550 mc, but has been heard on 145.500 mc also. Afanasyev (U9MIR), probably too busy with the MIR station did not do hamwork.

As far as could be derived from traffic a lot of work has been done with minor repairs and maintenance, for instance on the life-supporting systems. (water regeneration, air-filtering etc.)

EXTRA-VEHICULAR ACTIVITY: Manarov said that they will start preparations for their first EVA after 1 Jan. 1991. This EVA will be for the repair of the hinge of the Module-D airlock hatch and can be expected on 7 Jan. 1991.

T.D.R.S.: During the last weeks they often worked via such a geostationary satellite. They speak about S.R. (Sputnik Retranslyator). During those communications they often switch off the VHF transmitter.

SALYUT-7/KOSMOS-1686: This enormous complex still loses altitude and today the perigee is abt. 290 KM. Calculations based on Kepler elements for day 357 give a decay towards the end of jan, beginning of febr. 1991. Comparison of predictions and calculations made by the Keps of Sal-7 and Cosmos-1686 shows differences. That is why some of our friends in UK are inclined to believe that C-1686 has been separated or undocked from Salyut-7. This is unlikely for there have always been such differences, also between predictions of the modules docked to MIR. Within a day or 10 Sal-7-Cosmos-1686 can be observed visually in the eveninghours (clouds and visibility permitting). So it might be useful to try to observe the complex as much as possible. Monitoring possible Sal-7 and C-1686 beacon and TLM frequencies were unsuccessful. So in electronic respect the complex is as dead as a doornail.

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