

COMMUNICATIONS:

- a. During the last weeks the cosmonauts and TsUP often 'scramble' the radiotelephony. This possibility exists already for years and has also been used by the crews of Kizim, Romanenko and Titov, however less than the present crew. Before that scrambling they say: 'we go over to the 2d regime' or simply 'we go over'. This scrambling is also possible on board Soyuz-TM s/c; there they use the code '42d regime'. Obviously the Russians do not like the monitoring of outsiders.
- b. The cosmonauts were also very busy improving their radiosystems. With Progress-40 they received the necessary equipment and units and they spoke about their work in this field, for instance to have the Stroka (RTTY) working via the 'Strela'.
- c. They also still use the Saphir system. Communication via Laser beams to trackingships. The Kosmonavt Yuriy Gagarin has this facility.
- d. The cosmonauts complain a lot about the interference they receive on their Uplink frequency, especially when they fly over Western Europe. They receive signals from: radio amateurs, police, firebrigades, aircraft, ships and even broadcast stations. Undoubtedly they receive a lot of -on their altitude rather strong- harmonics of transmitters working on other frequencies.

CHANGED PLANS:

Already reported in previous NEWSMIR-s. They now concentrate on astrophysical-, medical- and technical experiments. Daily they make pictures of the earth's surface.

NEXT BURAN FLIGHT (FLIGHT V.K.K.):

Krikalyov heard from TsUP details about that flight. They want to do something in relation with the MIR flight. They spoke about 'an integrated, circular orbit'. The decision about the number of orbits will be made later. Krikalyov asked whether the flight will 'processor controlled'. Answer seemed to be positive without clarifying whether there will be a crew on board then or not.

ANALYSIS FLIGHT SOYUZ-TM6 ON 21 DEC. 1988:

Krikalyov asked for details of the investigation of that flight. TsUP spoke about 'a misinterpretation due to a misprint'. They also mentioned the future return flights, especially what to do with the 'infrared sensor'. Possibly they will deactivate that sensor as long as the engine is working. So the I.K.V. in this period is unable to urge the computer to switch off the engine as happened during the returnflight of Soyuz-TM5.

MIR IN HIGHER ORBIT:

In the night from 24 to 25 Feb. '89 with the help of the Progress-40 the MIR complex got a push to reach a higher orbit. Predictions with old Keplersets have to be corrected by adding 3 minutes.

Greetings,
Chris van den Berg, NL-9165/A-UK3202