



А. МИСТРОН
А. МІСЛОН

СІМІОНОВ
КАСІЯНОВ

КОНТРОЛЬНИЙ ДОКУМЕНТ
ПО ПЛАНУ ПОЛІТА
14 лютого 2011

1
00:00:25,599 --> 00:00:35,030
contracts

2
00:00:38,549 --> 00:00:37,350
good afternoon i don't undress anyone in

3
00:00:48,389 --> 00:00:38,559
particular

4
00:00:59,029 --> 00:00:50,709
so the questions will be the emergency

5
00:01:05,149 --> 00:01:02,470
so you will uh go according uh

6
00:01:09,190 --> 00:01:05,159
the cyclogram the failures the

7
00:01:14,310 --> 00:01:09,200
documentation all the procedures

8
00:01:14,320 --> 00:01:18,310
choose your commission

9
00:01:24,830 --> 00:01:20,550
please proceed closer to the railing are

10
00:01:24,840 --> 00:01:31,109
yet please go ahead with your questions

11
00:01:38,630 --> 00:01:35,109
so you will have to fly not to two days

12
00:01:40,870 --> 00:01:38,640
but two of four just for a few hours is

13
00:01:43,670 --> 00:01:40,880

it a relief or is it a

14

00:01:46,149 --> 00:01:43,680

trial for you well it is trial and

15

00:01:47,990 --> 00:01:46,159

relief at the same time

16

00:01:51,030 --> 00:01:48,000

oh i think it's much more interesting

17

00:01:55,590 --> 00:01:51,040

when you fly faster it's just like in a

18

00:01:59,109 --> 00:01:55,600

train you know whether you uh take by

19

00:02:02,149 --> 00:01:59,119

fast rain sap sun four hours or

20

00:02:03,990 --> 00:02:02,159

uh much longer it's a big difference so

21

00:02:06,789 --> 00:02:04,000

in the system of the training has

22

00:02:09,510 --> 00:02:06,799

anything changed uh did you have to take

23

00:02:12,550 --> 00:02:09,520

some new exams actually we didn't have

24

00:02:14,710 --> 00:02:12,560

any new exams because all of the systems

25

00:02:17,510 --> 00:02:14,720

of the vehicle

26

00:02:20,309 --> 00:02:17,520

they are the same but

27

00:02:21,830 --> 00:02:20,319

the work is more intense

28

00:02:25,110 --> 00:02:21,840

we

29

00:02:28,470 --> 00:02:25,120

are no new systems or modes in the

30

00:02:30,790 --> 00:02:28,480

vehicle uh but the coordination work of

31

00:02:33,910 --> 00:02:30,800

the crew of course should be better

32

00:02:36,550 --> 00:02:33,920

that's all so apart from the

33

00:02:38,229 --> 00:02:36,560

experiments made especially for the 60th

34

00:02:40,790 --> 00:02:38,239

anniversary of this station will you

35

00:02:41,910 --> 00:02:40,800

have to perform any new experiments this

36

00:02:44,390 --> 00:02:41,920

time

37

00:02:46,710 --> 00:02:44,400

we have actually a big uh

38

00:02:49,990 --> 00:02:46,720

program of experiments

39

00:02:52,309 --> 00:02:50,000

60 years anniversary actually is more

40

00:02:54,949 --> 00:02:52,319

load than a celebration for me it would

41

00:02:57,350 --> 00:02:54,959

be better for me 30 or 40 year

42

00:03:00,790 --> 00:02:57,360

anniversary we have a very intense

43

00:03:03,670 --> 00:03:00,800

program of research june uh will be very

44

00:03:07,190 --> 00:03:03,680

intensive months there will be russian

45

00:03:10,149 --> 00:03:07,200

evas and american evas we will be ready

46

00:03:12,790 --> 00:03:10,159

to receive a few vehicles uh american

47

00:03:14,949 --> 00:03:12,800

european and our russian vehicles

48

00:03:16,470 --> 00:03:14,959

it's a very intense

49

00:03:18,630 --> 00:03:16,480

uh schedule

50

00:03:21,910 --> 00:03:18,640

so what research experiments will you

51
00:03:23,990 --> 00:03:21,920
perform on this station

52
00:03:26,949 --> 00:03:24,000
the research experiments are within the

53
00:03:29,190 --> 00:03:26,959
framework of the research program that a

54
00:03:30,229 --> 00:03:29,200
few increments have been doing on the

55
00:03:33,350 --> 00:03:30,239
station

56
00:03:35,910 --> 00:03:33,360
for example we will uh complete uh a

57
00:03:38,149 --> 00:03:35,920
whole series of experiments uh that are

58
00:03:40,309 --> 00:03:38,159
called plasma crystal

59
00:03:42,550 --> 00:03:40,319
uh it uh has been performed on the

60
00:03:45,270 --> 00:03:42,560
station for over 10 years

61
00:03:48,390 --> 00:03:45,280
so this will be completed and also will

62
00:03:51,110 --> 00:03:48,400
be new experiments on biotechnology

63
00:03:54,229 --> 00:03:51,120

uh that are traditional uh of course

64

00:03:55,110 --> 00:03:54,239

trend uh but it is a continuation of the

65

00:03:57,509 --> 00:03:55,120

bio

66

00:04:00,309 --> 00:03:57,519

technology experiment there will be many

67

00:04:02,630 --> 00:04:00,319

technical experiments and stuff well i

68

00:04:04,070 --> 00:04:02,640

can go on and on about a research

69

00:04:05,750 --> 00:04:04,080

program

70

00:04:09,429 --> 00:04:05,760

so how was

71

00:04:11,670 --> 00:04:09,439

your training complicated well i am in

72

00:04:12,949 --> 00:04:11,680

the group of the very experienced

73

00:04:14,949 --> 00:04:12,959

colleagues

74

00:04:16,949 --> 00:04:14,959

i think probably it could have been more

75

00:04:19,749 --> 00:04:16,959

complicated if my colleagues have not

76

00:04:22,550 --> 00:04:19,759

been so experienced in this case i'm

77

00:04:24,550 --> 00:04:22,560

just trying to be

78

00:04:27,350 --> 00:04:24,560

as good as them

79

00:04:29,510 --> 00:04:27,360

what i am expecting i think any person

80

00:04:32,629 --> 00:04:29,520

expects uh from

81

00:04:34,550 --> 00:04:32,639

uh an adventure that i am going to have

82

00:04:37,189 --> 00:04:34,560

i think it's a big adventure it's a

83

00:04:39,030 --> 00:04:37,199

great event for me

84

00:04:40,870 --> 00:04:39,040

you know are you scared of anything i

85

00:04:43,189 --> 00:04:40,880

think uh you know the questions of

86

00:04:45,830 --> 00:04:43,199

whether we you are scared or not and

87

00:04:48,950 --> 00:04:45,840

what you're scared of should be asked at

88

00:04:50,790 --> 00:04:48,960

the very beginning stage of the training

89

00:04:55,270 --> 00:04:50,800

i think it is too late to ask this

90

00:05:05,990 --> 00:04:58,550

please wave to us

91

00:05:06,000 --> 00:05:26,390

thank you

92

00:05:26,400 --> 00:05:51,749

foreign

93

00:05:58,230 --> 00:05:54,550

chairman of the examination board

94

00:06:00,629 --> 00:05:58,240

the prime crew of seiu's tema 8 is ready

95

00:06:02,230 --> 00:06:00,639

for the qualification exams expedition

96

00:06:11,990 --> 00:06:02,240

35 36

97

00:06:44,390 --> 00:06:14,870

so the documents are here

98

00:06:44,400 --> 00:06:47,430

happy birthday

99

00:06:51,589 --> 00:06:48,469

great

100

00:06:54,070 --> 00:06:51,599

well done bye guys

101

00:06:55,990 --> 00:06:54,080

yes you've done everything

102

00:06:58,710 --> 00:06:56,000

you know you will have to talk about

103

00:07:04,870 --> 00:06:58,720

communication

104

00:07:04,880 --> 00:07:18,550

mind the steps please

105

00:07:24,230 --> 00:07:21,990

we will have to perform uh the program

106

00:07:28,710 --> 00:07:24,240

as it should be without any failures

107

00:07:30,790 --> 00:07:28,720

that will be the main task of our crew

108

00:07:32,790 --> 00:07:30,800

for me it's just the uh uh the

109

00:07:35,589 --> 00:07:32,800

camaraderie of the international crew

110

00:07:39,029 --> 00:07:35,599

that we have with uh canadian

111

00:07:40,550 --> 00:07:39,039

american russian and then italian uh

112

00:07:42,230 --> 00:07:40,560

luke when luca arrives later in the

113

00:07:43,670 --> 00:07:42,240

increment so that that camaraderie of

114

00:07:45,110 --> 00:07:43,680

all of us together working together on

115

00:07:47,670 --> 00:07:45,120

the international space station very

116

00:07:52,710 --> 00:07:51,350

i have nothing to add to pio vadinger

117

00:07:54,550 --> 00:07:52,720

words

118

00:07:55,909 --> 00:07:54,560

i also think that

119

00:07:57,029 --> 00:07:55,919

it should be

120

00:07:58,390 --> 00:07:57,039

the most

121

00:08:04,550 --> 00:07:58,400

exciting

122

00:08:09,430 --> 00:08:06,150

yesterday you were

123

00:08:12,390 --> 00:08:09,440

taking exams on the russian segment

124

00:08:15,670 --> 00:08:12,400

how were the results of the exams

125

00:08:18,150 --> 00:08:15,680

we are satisfied we you know received a

126

00:08:22,710 --> 00:08:20,550

a very good grade so everything was

127

00:08:24,309 --> 00:08:22,720

nominal yeah it we could have been

128

00:08:27,990 --> 00:08:24,319

better but unfortunately they didn't

129

00:08:30,309 --> 00:08:29,029

okay so

130

00:08:33,029 --> 00:08:30,319

good luck

131

00:08:40,870 --> 00:08:33,039

to you and shake your hand so who should

132

00:08:59,269 --> 00:08:43,509

please look here look at us

133

00:08:59,279 --> 00:09:12,230

so you are ready to go

134

00:09:12,240 --> 00:09:24,389

please

135

00:10:08,550 --> 00:09:59,190

uh

136

00:10:08,560 --> 00:10:31,350

yes

137

00:10:36,389 --> 00:10:34,230

well they are smiling

138

00:10:38,310 --> 00:10:36,399

so the backup crew is ready for the

139

00:10:39,829 --> 00:10:38,320

training

140

00:10:41,190 --> 00:10:39,839

how are you feeling

141

00:10:48,470 --> 00:10:41,200

great

142

00:10:52,069 --> 00:10:50,790

so you have analyzed everything you are

143

00:10:54,230 --> 00:10:52,079

prepared

144

00:11:09,190 --> 00:10:54,240

yes i had breakfast

145

00:11:09,200 --> 00:11:24,790

any questions

146

00:11:30,550 --> 00:11:26,790

so what was the specifics of the

147

00:11:31,910 --> 00:11:30,560

training of the backup crew any uh

148

00:11:34,630 --> 00:11:31,920

difficulties

149

00:11:37,030 --> 00:11:34,640

so you had an exam on friday

150

00:11:38,790 --> 00:11:37,040

what is the difference

151

00:11:41,509 --> 00:11:38,800

i think the big difference

152

00:11:44,870 --> 00:11:41,519

of our training is that all operations

153

00:11:48,630 --> 00:11:44,880

that usually were done over two days

154

00:11:49,590 --> 00:11:48,640

time were compressed to just six hours

155

00:11:51,910 --> 00:11:49,600

so

156

00:11:54,389 --> 00:11:51,920

but actually all the operations were the

157

00:11:55,990 --> 00:11:54,399

same but we had to be more

158

00:11:59,670 --> 00:11:56,000

uh

159

00:12:02,150 --> 00:11:59,680

intense

160

00:12:03,990 --> 00:12:02,160

in english i know you know english um

161

00:12:05,829 --> 00:12:04,000

you're about to make a historical flight

162

00:12:08,150 --> 00:12:05,839

a six-hour flight instead of the regular

163

00:12:09,590 --> 00:12:08,160

20 the regular 48 hours

164

00:12:10,949 --> 00:12:09,600

um what type of preparation would you

165

00:12:13,190 --> 00:12:10,959

have to do that

166

00:12:15,269 --> 00:12:13,200

in um comparison with your predecessors

167

00:12:17,030 --> 00:12:15,279

who flew before you

168

00:12:19,590 --> 00:12:17,040

yeah the preparation for the six-hour

169

00:12:21,670 --> 00:12:19,600

flight uh has for the most part been

170

00:12:23,269 --> 00:12:21,680

very similar to what we've uh what we

171

00:12:24,790 --> 00:12:23,279

trained with before

172

00:12:25,990 --> 00:12:24,800

there's just been some adjustments to

173

00:12:27,990 --> 00:12:26,000

the program

174

00:12:30,310 --> 00:12:28,000

and the flight program and so we just

175

00:12:39,590 --> 00:12:30,320

had to go through that several times but

176
00:12:56,230 --> 00:12:41,670
thanks a lot

177
00:12:56,240 --> 00:13:00,790
what is your opinion

178
00:13:00,800 --> 00:13:04,790
what the most difficult

179
00:13:10,150 --> 00:13:07,269
stages will the crew face

180
00:13:12,550 --> 00:13:10,160
well there might be many difficulties uh

181
00:13:14,949 --> 00:13:12,560
that's why the training of the crew

182
00:13:18,069 --> 00:13:14,959
takes so long the peculiarities of this

183
00:13:21,670 --> 00:13:18,079
flight uh are the following uh the first

184
00:13:25,030 --> 00:13:21,680
time we will try the the shot

185
00:13:30,150 --> 00:13:25,040
approach to the station uh we tried as a

186
00:13:37,110 --> 00:13:33,430
cargo vehicle so we had some experience

187
00:13:38,949 --> 00:13:37,120
of this short approach

188
00:13:41,110 --> 00:13:38,959

but we're trying it for the first time

189

00:13:43,110 --> 00:13:41,120

for demand flight uh

190

00:13:45,509 --> 00:13:43,120

that was the reason for the changes in

191

00:13:48,389 --> 00:13:45,519

our examination

192

00:13:51,350 --> 00:13:48,399

uh scheduled

193

00:13:54,629 --> 00:13:51,360

so the mode uh for the approach actually

194

00:13:56,790 --> 00:13:54,639

is continuous uh it's not intermittent

195

00:13:59,750 --> 00:13:56,800

that's why we had to change uh

196

00:14:01,990 --> 00:13:59,760

examination program a bit too

197

00:14:03,910 --> 00:14:02,000

we hope everything will be nominal and

198

00:14:06,230 --> 00:14:03,920

the crew knows what to do in case of

199

00:14:10,389 --> 00:14:06,240

failures

200

00:14:13,030 --> 00:14:10,399

and we always have a backup um

201
00:14:16,150 --> 00:14:13,040
in case of any failures of the

202
00:14:18,710 --> 00:14:16,160
navigation and in the approach system

203
00:14:21,750 --> 00:14:18,720
and we will just go to the long

204
00:14:28,550 --> 00:14:21,760
uh way of approach that we had before in

205
00:14:33,829 --> 00:14:30,949
so uh a few colleagues a lot of

206
00:14:37,030 --> 00:14:33,839
colleagues of yours uh had

207
00:14:40,069 --> 00:14:37,040
the long day flights uh before

208
00:14:42,629 --> 00:14:40,079
so why uh it was for so long if it is

209
00:14:43,670 --> 00:14:42,639
possible to have a short actually orbit

210
00:14:44,470 --> 00:14:43,680
approach

211
00:14:46,230 --> 00:14:44,480
well

212
00:14:48,389 --> 00:14:46,240
it's a long story

213
00:14:51,670 --> 00:14:48,399

before you know actually at the very

214

00:14:53,910 --> 00:14:51,680

first stage uh we had this short orbit

215

00:14:59,829 --> 00:14:53,920

approach

216

00:15:03,110 --> 00:14:59,839

station it is very important to have

217

00:15:06,550 --> 00:15:03,120

burns on time

218

00:15:08,310 --> 00:15:06,560

so we started with one day approach and

219

00:15:11,110 --> 00:15:08,320

it was very complicated for the ground

220

00:15:13,910 --> 00:15:11,120

systems on the one hand and on the other

221

00:15:16,230 --> 00:15:13,920

hand uh the backup also was in the way

222

00:15:19,829 --> 00:15:16,240

so 20 years ago the decision was taken

223

00:15:22,629 --> 00:15:19,839

that two-day uh approach actually is

224

00:15:25,910 --> 00:15:22,639

more effective uh it is more a

225

00:15:29,990 --> 00:15:25,920

propellant effective and efficient and

226

00:15:32,310 --> 00:15:30,000

so when i flew uh i took this approach

227

00:15:36,069 --> 00:15:32,320

uh in seiu's vehicle

228

00:15:38,629 --> 00:15:36,079

and of course we had some backup uh

229

00:15:42,870 --> 00:15:38,639

versions as well what has changed now

230

00:15:45,910 --> 00:15:42,880

now we have on board a new um

231

00:15:49,030 --> 00:15:45,920

machinery and new software so the

232

00:15:51,990 --> 00:15:49,040

vehicle is more autonomous right now

233

00:15:53,990 --> 00:15:52,000

so it is a possibility um

234

00:15:56,470 --> 00:15:54,000

you know to do a lot on board the

235

00:15:57,670 --> 00:15:56,480

vehicle and to calculate the burns so

236

00:15:58,550 --> 00:15:57,680

that uh

237

00:16:01,269 --> 00:15:58,560

not

238

00:16:03,910 --> 00:16:01,279

consuming a lot of fuel to be able to

239

00:16:06,629 --> 00:16:03,920

approach the vehicle in efficient way so

240

00:16:09,030 --> 00:16:06,639

we tried uh this approach on the cargo