I don't really know what to say today except I really want to thank the discovery team for doing just an amazing job with this flight in this vehicle when I think of the discovery team I think not only of the folks that did all the processing that made this last flight just as perfect as it could be but all the folks that throughout the history of the vehicle have participated and made this vehicle what it is when I think back to the Downey and Palmdale guys and the folks we've worked out with throughout the
years they're all part of the big discovery team that pulled all this off and again gave us just a phenomenal flight a phenomenal way to to see the end of the discovery vehicle but again I think its legacy will be the future if you take a look at what this crew did the extra two days on orbit they really got space station in a great configuration they did a ton of extra work on board space station and that was really only possible because the vehicle did such a great job on orbit there was really no anomalies on the vehicle it
came down to the ground exactly the same

way looked extremely clean underneath

but but that extra work in to get

station really prepared is really going
to cite us well up for this next

you know that would have been a lot of work being left for the

station crew to go work through with the

HTV arriving and the ATV arriving and

then also discovery leaving the pmm so

they just did a phenomenal job you know

we were going to see here in a couple
days to roll back out to the pad and

we've got two more flights we need to
keep the focus on those flights and stay
diligent and keep working those flights

it just as hard as we did this flight

spaceflight doesn't come easy as we all

know I think last week we we got a

chance to see that with the taurus XL

and the glory mission the things that

are even fairly simple to us and we

think we fully understood we obviously

didn't understand and we lost a glory

spacecraft last week so that reemphasize

'as to me we follow the same processes

the systems are different but the same

process as the same thought process is

used in all our shuttle flights as well
so we just need to stay focused keep our head down recognize that this is not easy keep the teams moving forward and i can tell you i'm sure that the folks here at Kennedy that work on the vehicles know that and they will do a great job of getting these vehicles ready to go fly and we'll close out the shuttle program the way it deserves to be closed out on an extremely high note but again i can't thank the discovery team enough for what they've done they just did a phenomenal job today the vehicle was just awesome
so Mike thanks Bill yeah I'll echo that

and say that it was really a triumph

today for the whole entire discovery

the vehicle was in fantastic shape

that flew the whole mission in in really

great condition the thermal protection

system looks fantastic and and you know

it was beautiful we talked a little bit

about the weather you know the winds

were blowing crosswind for a little bit

and they turned around as expected and

pretty much headed straight down the

runway I think we ended up with like a

one not crosswind actual touchdown a
nice little stiff headwind but nothing
outside of limits at all and it made for
a little nice cooling breeze out there
on the runway after the crew got out but
again no no issues at all we got to see
that on the thermal protection system
one of the things that was interesting
to see is the little perturbed style
that we fly a little bump that we put
out on the edge of the wing to
intentionally trip the boundary layer
and learn about this hypersonic high
speed reentry zone that really the
shuttle is one of the few vehicles that
flies in a way that we can truly gather

00:03:27,000 --> 00:03:30,419
data on it so in addition to all the

00:03:28,319 --> 00:03:32,069
great science and research going on in

00:03:30,419 --> 00:03:34,229
station the vehicle itself is a science

00:03:32,069 --> 00:03:36,030
platform and even here at the end of the

00:03:34,229 --> 00:03:38,518
program we're still progressing this was

00:03:36,030 --> 00:03:41,250
the first flight of the half-inch /

00:03:38,519 --> 00:03:42,870
truants the team's got really good data

00:03:41,250 --> 00:03:44,819
we think the thermocouple day it'll be

00:03:42,870 --> 00:03:46,140
great and then we also have a team of

00:03:44,819 --> 00:03:48,060
folks both on the ground and in the air

00:03:46,139 --> 00:03:51,539
doing what we call our high thermal

00:03:48,060 --> 00:03:53,330
imagery the cast glance p3 aircraft was

00:03:51,539 --> 00:03:56,039
down near Guatemala Honduras and

00:03:53,330 --> 00:03:58,350
captured Maquis teen photos and they
believe they can see the cone where the
this boundary layer was a symmetric and
trip early at Mach 18 and then we had
ground-based units over near st.
Petersburg in Florida and they captured
lower speed data around Mach 6 and again
really good imagery and that's going to
really advance our knowledge of
high-speed entry aerodynamics we're
going to continue that with endeavour
it's also flying a half-inch
protuberance although we were joking
that this data looked good maybe we'll
go and run out there and make it even
bigger what's up

but no I don't think we're gonna do that

but we'll talk about it but anyway it

shows some of the great stuff that we

can do with the with the shuttle the the

thing that leaves me the legacy

discoveries leaving behind is the

pictures from fly around and you look at

the size of the space station and you

look at the pictures when the crew was

inside and you look at the volume and

the amount of hardware that was carried

into space by the by the shuttle and and

the international partners and our
Russian colleagues but if you think about that all that hardware most of it on the US segment came through Florida was processed and carried up on a shuttle and put together and assembled and it without very many exceptions worked perfectly and it got assembled there were no big instances where we ran an umbilical cable and came up three feet short all that worked perfect and and it was it's a true testament not only to the the shuttle teams here in Florida but the station teams building their hardware the agency as a whole and
the country that's behind us in in

00:05:20,038 --> 00:05:24,750
manned spaceflight so I'll end with just

00:05:22,410 --> 00:05:27,330
a fantastic mission a really fantastic

00:05:24,750 --> 00:05:31,079
vehicle and a great way for discovery to

00:05:27,329 --> 00:05:33,779
to end its career okay let's say I don't

00:05:31,079 --> 00:05:35,310
have a lot to add vehicle looks really

00:05:33,779 --> 00:05:37,079
good as we as we typically have been

00:05:35,310 --> 00:05:40,110
saying the last several missions very

00:05:37,079 --> 00:05:41,848
few dings on the tile the thing I'm

00:05:40,110 --> 00:05:43,470
going to take away from today was the

00:05:41,848 --> 00:05:46,680
attitude of the of the ground processing

00:05:43,470 --> 00:05:48,630
team with the vehicle out there soon as

00:05:46,680 --> 00:05:50,220
will stop and the convoy made its way up

00:05:48,629 --> 00:05:52,259
to the vehicle and then the ground crews

00:05:50,220 --> 00:05:53,280
made the way up to do the initial safing
the purge and the cooling unit

attachment and the assessment of the

vehicle they did that today like they

did it the last mission of discovery 10

missions of discovery ago 20 missions of

discovery ago they did not skip a beat

today it's a true testament to the

people who work on the ship and that

love what they do again they treated

this one as if we're going to fly on

another dozen times with discovery so it

was just really really heartwarming to

me to see that in that amount of care

and professionalism with the ground team
today listening to the loops during entry was always fun but I'm going to my takeaway is going to be the ground crew and how they hit that machine today with all the vigor and dedication that they've had for many years so we'll get her back in the in the hope he F and a couple hours or so and begin the real safe thing of the vehicle in the OPF and then we'll get into the transition of retirement to phase of her life meanwhile endeavor we were going to try to take endeavour out tonight we
talked long and hard this morning about

the weather forecast for tonight and had

we had we made an attempt likely we

would have violated our late I lightning

criteria it's no but no more than ten

percent within 20 nautical miles during

the entire roll out and Kathy winters

launch weather officer gave us a

forecast would have violated that so

rather than rather than messing around

with that during the day to day and have

crews come in and wonder if we were

going to roll out we decided early this

morning to go ahead and knock that off
and we'll come in tomorrow morning take

215 00:07:18,480 --> 00:07:21,300
another look at the weather for tomorrow

216 00:07:19,560 --> 00:07:24,000
night's roll it would be the same time a

217 00:07:21,300 --> 00:07:26,160
four o'clock called stations in an 18

218 00:07:24,000 --> 00:07:28,350
and at 20 hundred eight o'clock p.m.

219 00:07:26,160 --> 00:07:29,670
local time first motion we'll take a

220 00:07:28,350 --> 00:07:31,020
look at that tomorrow morning and assess

221 00:07:29,670 --> 00:07:32,819
whether we think we have a shot at that

222 00:07:31,019 --> 00:07:34,469
or whether we may have to spot another

223 00:07:32,819 --> 00:07:36,420
day we'll cross that bridge tomorrow

224 00:07:34,470 --> 00:07:37,590
morning but we'll get endeavour out to

225 00:07:36,420 --> 00:07:40,740
the pad and get on with her pad

226 00:07:37,589 --> 00:07:42,659
processing for her final flight to sew a

227 00:07:40,740 --> 00:07:44,280
good day discoveries home safe the

228 00:07:42,660 --> 00:07:45,660
astronauts are down I was looking in
their eyes as they were looking back at
the ship and they had some special
feelings I'm sure as well so you'll get
a chance to talk to them later good day
here and discoveries home safe