1
00:00:02,260 --> 00:00:06,649
I'll try to give you my impressions, from
all of us, we're...as we were coming back

2
00:00:06,649 --> 00:00:10,400
on the flight deck we first did the
de-orbit burn and you're basically on the

3
00:00:10,400 --> 00:00:13,190
other side of the world when you do the
de-orbit burn. And one of the first

4
00:00:13,190 --> 00:00:16,460
impressions and a lot of this kind of
snapshots because it happens kind of

5
00:00:16,460 --> 00:00:19,099
quickly, see...there's just things that you
remember along the way one of the first

6
00:00:19,099 --> 00:00:25,759
memories that I had was as we're coming
in at around Mach 22 were a lot lower in

7
00:00:25,759 --> 00:00:28,400
the atmosphere than we were on orbit now
as you get close to the ground kind of

8
00:00:28,400 --> 00:00:31,880
like the difference when you're in an
airplane flying high.  A lot of people

9
00:00:31,880 --> 00:00:34,970
always ask, "How fast you going?" Well up
high, you really can't see it as much as

10
00:00:34,970 --> 00:00:38,600
you get close to the ground obviously
speed starts picking up and one of the

11
00:00:38,600 --> 00:00:41,960
big impressions of watching the clouds
moving a lot faster.  I know we were talking

12
00:00:41,960 --> 00:00:45,560
to Fergie and we were saying "Wow,
it's a lot closer and a lot more

13
00:00:45,560 --> 00:00:50,690
personal now as you're getting closer to
the ground."  And as we got closer, Ron... uh..

14
00:00:50,690 --> 00:00:54,050
Fergie pointed out...through
his window looking at the Catalina

15
00:00:54,050 --> 00:00:58,130
Island as we came across. I remember
looking down and seeing it was around Mach 7 or

16
00:00:58,130 --> 00:01:03,170
so and just the sense of speed and
thinking about, you know obviously with

17
00:01:03,170 --> 00:01:06,320
Edwards the X-15 was a big part, and it's
actually a big part of what made the

18
00:01:06,320 --> 00:01:09,650
Shuttle fly.  And it's very cool to be
sitting there looking at it going this is

19
00:01:09,650 --> 00:01:13,909
kind of like one of those runs that they
made back in the 60s and the X-15...Making

20
00:01:13,909 --> 00:01:19,790
it happen. It was very cool to see that
part coming across into the...we had a big

21
00:01:19,790 --> 00:01:23,090
what we call heading alignment cone where there's
a big circle where we kind of come in

22
00:01:23,090 --> 00:01:27,320
and spin around that we did for an
energy. We actually did this thing called

23
00:01:27,320 --> 00:01:32,990
an energy maneuver away...to kinda dump some
altitude and it was very impressive to

24
00:01:32,990 --> 00:01:36,170
watch that as they come around and then
we got onto this heading alignment cone.

25
00:01:36,170 --> 00:01:40,820
Normally it's around 180 to 270 but
yesterday was around 340 degrees and

26
00:01:40,820 --> 00:01:44,090
obviously we had weather like we have
today which is truly beautiful and we

27
00:01:44,090 --> 00:01:47,600
could see from the Catalina Islands.
We could see Edwards.  You know we're

28
00:01:47,600 --> 00:01:51,290
"field in sight" from all the way from
that distance so, it's really impressive,

29
00:01:51,290 --> 00:01:54,350
you're going Mach 7, looking out the
window and you can see your landing site

30
00:01:54,350 --> 00:01:57,860
a long ways away.  So, a beautiful
beautiful day, another beautiful day out

31
00:01:57,860 --> 00:02:04,040
here and then the landing itself.  Just coming down unto 0-4, you know, a lot of

32
00:02:04,040 --> 00:02:07,430
Shuttles end up landing on TC so, it's kind
of a neat experience and also landing on

33
00:02:07,430 --> 00:02:13,490
the inside runway but the temporary runway is a truly exciting thing.  Anyway, we really

34
00:02:13,490 --> 00:02:18,260
appreciate you all coming out today.  It's
uh...We're really honored to get the chance to land

35
00:02:18,260 --> 00:02:21,470
here at Edwards and for me as Air
Force, I went through test pilot

36
00:02:21,470 --> 00:02:25,310
school here at Edwards Air Force Base it's
good good to kind of come back home and