



*STS-134/AMS*

1

00:00:06,626 --> 00:00:13,336

MARK - As the pilot of the space shuttle doing a rendezvous, approach and a docking like the ISS,

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00:00:13,336 --> 00:00:15,476

you're actually not doing the piloting.

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00:00:15,476 --> 00:00:16,286

The Commander is.

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00:00:16,286 --> 00:00:20,316

He's doing the flying and the final phases of the rendezvous and the approach

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00:00:20,316 --> 00:00:24,596

so as we first approach the space station, I'm sitting in the left seat

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00:00:24,596 --> 00:00:31,416

so I can't really see anything so I didn't have you know, my first look at the space station was

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00:00:31,416 --> 00:00:37,536

after we docked and, you know, having that big picture view of station

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00:00:37,536 --> 00:00:39,826

as a shuttle pilot you don't get until you undock

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00:00:40,166 --> 00:00:42,966

and you're leaving space station and it's impressive.

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00:00:42,966 --> 00:00:45,496

I've seen the thing grow over the years.

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00:00:45,496 --> 00:00:52,406

I've visited ISS in 2001, 2006 and 2008 so

I've seen through, from the beginning here

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00:00:52,796 --> 00:00:54,376  
through a lot of different stages.

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00:00:56,206 --> 00:01:02,896  
Scott, as Commander of STS-118 and, Mark,  
as Commander of STS-124, I have to ask who,

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00:01:03,376 --> 00:01:05,326  
who threaded the needle the best for docking?

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00:01:07,116 --> 00:01:07,776  
SCOTT - I don't know.

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00:01:08,596 --> 00:01:13,046  
MARK - I watched his approach  
which looked really, really good.

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00:01:13,046 --> 00:01:14,786  
I think it was almost as good as mine.

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00:01:18,136 --> 00:01:23,216  
Scott, what led you down a different road  
after STS-118 to begin training for a ride

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00:01:23,216 --> 00:01:28,376  
to the space station in a Soyuz vehicle and  
training to become a space station Commander,

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00:01:29,086 --> 00:01:35,456  
and for Mark, why did you remain on a shuttle  
rather than follow in your brother's footsteps

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00:01:35,456 --> 00:01:37,236  
to go for Soyuz and Russian training?

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00:01:37,796 --> 00:01:43,906  
SCOTT - My, you know, after STS-103 who, one

of the crew members on 103 was Mike Foale

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00:01:43,906 --> 00:01:50,816

who was also at the time doing double duties as an Associate Center Director,

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00:01:50,816 --> 00:01:56,816

I think was his title, and, you know, he thought I would be a good person to be the,

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00:01:56,816 --> 00:01:59,186

what's called the Director of Operations in Star City.

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00:01:59,816 --> 00:02:05,006

So, we talked about that and I decided

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00:02:05,006 --> 00:02:09,666

that maybe that'd be a good experience never intending to get

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00:02:09,666 --> 00:02:14,136

on this space station track as soon as I did.

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00:02:14,666 --> 00:02:18,176

You know, I thought my career would be flying a couple shuttle flights as a pilot

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00:02:18,176 --> 00:02:22,276

and then a couple as the shuttle Commander and then later flying,

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00:02:22,276 --> 00:02:24,036

maybe flying a long duration flight.

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00:02:24,066 --> 00:02:29,056

But then, you know, after I was the DOR, Director of Operations in Star City for,

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00:02:29,056 --> 00:02:34,926

I don't know, about nine months, soon after I got back I thought I was going to get assigned

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00:02:34,926 --> 00:02:41,166

as a pilot again but for whatever reason the Chief of the Astronaut Office decided to ask me

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00:02:41,166 --> 00:02:49,286

to be a backup for Expedition 5 and the plan was for me not to fly as a prime

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00:02:49,286 --> 00:02:55,986

but just be the backup and he said he would then assign me as the Commander of a shuttle flight

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00:02:55,986 --> 00:02:57,676

and then the Commander of the space station.

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00:02:58,276 --> 00:03:07,036

Actually wound up, you know, being true what he said was the plan for me but it just,

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00:03:07,036 --> 00:03:09,786

because of the Columbia accident obviously took much longer,

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00:03:10,246 --> 00:03:15,036

but it wasn't really something I was particularly interested in at the time.

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00:03:15,036 --> 00:03:18,556

I would have rather flown the two pilot flights and two commander flights

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00:03:18,556 --> 00:03:25,436

but being just the military type of guy I am I couldn't say no and I said, "Well, you know,

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00:03:25,436 --> 00:03:29,516

if that's what you want me  
to do, that's what I'll do."

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00:03:30,146 --> 00:03:32,946  
MARK - So, Rob, you ask that  
question like we have a lot of control

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00:03:32,946 --> 00:03:34,776  
over this and we actually really don't.

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00:03:34,776 --> 00:03:38,656  
I mean, it's not you go into the office  
and you say, "Hey, I want to this flight

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00:03:38,656 --> 00:03:39,676  
and then I want to be on this one."

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00:03:39,676 --> 00:03:45,056  
It's really, you know, the Chief of the  
Astronaut Office, Peggy Whitson now, I mean,

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00:03:45,056 --> 00:03:49,646  
she makes the decisions of who  
is on which flight and it's

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00:03:50,166 --> 00:03:54,396  
to a large extent it's really  
out of your control.

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00:03:54,466 --> 00:03:58,696  
You know, my case, I've been fortunate enough  
to fly, you know, three shuttle flights so far

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00:03:59,406 --> 00:04:03,426  
and this flight which I think'll wind up being  
the last flight of space shuttle Endeavor

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00:04:03,426 --> 00:04:08,826  
and it's been certainly a great opportunity  
and a privilege to get to do that.

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00:04:10,126 --> 00:04:13,296

Scott, how different is it  
going to be when you strap

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00:04:13,296 --> 00:04:19,946

into a Soyuz vehicle knowing you're basically  
a passenger in the right seat heading uphill

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00:04:20,616 --> 00:04:23,596

with your knees up in your  
throat, very tight capsule,

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00:04:23,596 --> 00:04:26,676

Mercury-style maybe, Gemini maybe at the most?

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00:04:27,106 --> 00:04:29,116

What do you think that's  
going to be like in contrast?

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00:04:29,306 --> 00:04:35,346

SCOTT - Well, I'll certainly have a lot less to  
do than you know, during that time in the Soyuz

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00:04:35,466 --> 00:04:39,726

than on a shuttle ascent  
or entry for that matter.

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00:04:39,896 --> 00:04:46,066

As the Flight Engineer Number  
2 you're sort of a passenger.

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00:04:46,066 --> 00:04:50,686

You do have some responsibilities but  
you're, it's kind of like being somewhere

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00:04:50,686 --> 00:04:56,666

between Mission Specialist Number 1 on the  
shuttle and sitting on the mid-deck, your role.

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00:04:56,666 --> 00:05:02,176

In that regard it will be different.

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00:05:02,176 --> 00:05:07,966

It's kind of neat that it's you know,  
a rocket, like a traditional rocket,

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00:05:08,596 --> 00:05:13,506

so it'll be good to have that  
experience especially as we move

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00:05:13,506 --> 00:05:17,476

on to a new vehicle after,  
after the space shuttle program.

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00:05:19,056 --> 00:05:21,256

Mark, you're going to be traveling  
to the Baikonur Cosmodrome

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00:05:21,256 --> 00:05:23,176

in Kazakhstan to watch your brother's launch.

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00:05:23,386 --> 00:05:26,926

What do you think that's going to be like  
for you, knowing ultimately that you're going

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00:05:26,926 --> 00:05:28,256

to be meeting up with him in space?

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00:05:28,496 --> 00:05:32,866

MARK - Well, I've been to Russia once and it  
was a long time so I'm lookin' forward to that.

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00:05:32,866 --> 00:05:37,076

I'm actually taking Russian classes right now  
to see if I can get a little bit of Russian...

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00:05:37,076 --> 00:05:37,766

SCOTT - I thought you quit?

75  
00:05:37,766 --> 00:05:38,226  
MARK - ability.

76  
00:05:38,346 --> 00:05:39,776  
I kind of quit.

77  
00:05:40,036 --> 00:05:45,466  
I quit last week but, you know,  
I was, I did a couple months.

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00:05:46,016 --> 00:05:53,916  
For me it's really a great opportunity to  
not only see, you know, another space launch

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00:05:53,916 --> 00:05:58,946  
with people on board but to see my  
brother climbing into the Soyuz and,

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00:05:58,946 --> 00:06:00,686  
you know, launching from another country.

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00:06:00,686 --> 00:06:02,336  
I mean, it's going to be amazing.

82  
00:06:02,456 --> 00:06:07,826  
I think at least one of my parents are going to  
be there, one of our parents, a lot of friends,

83  
00:06:08,186 --> 00:06:11,996  
some of the family members so it's really  
something I'm really looking forward to.

84  
00:06:14,386 --> 00:06:19,706  
And for you, Scott, knowing that your brother's  
there, not necessarily next to you but certainly

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00:06:20,386 --> 00:06:24,406  
in spirit, how's that going to be from

a support standpoint mentally for you?

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00:06:24,636 --> 00:06:28,936  
SCOTT - Oh, it'll be great and you know, I'll have friends and other family members there.

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00:06:28,936 --> 00:06:30,616  
He's going to be one of the family escorts.

88  
00:06:31,116 --> 00:06:35,146  
Hopefully at least one of my kids'll be there and so it'll be good

89  
00:06:35,146 --> 00:06:38,236  
that he's there, you know, with my daughter.

90  
00:06:38,376 --> 00:06:42,046  
MARK - And then if something happens to him, just like accidentally, you know,

91  
00:06:42,046 --> 00:06:44,606  
and he can't fly, he's got another backup.

92  
00:06:44,956 --> 00:06:48,936  
Who do you think's got the harder job?

93  
00:06:48,936 --> 00:06:52,546  
This is sort of a loaded question and you're going to be biased about this, of course,

94  
00:06:52,546 --> 00:06:57,836  
in your answer but who's got the harder job, a Shuttle Commander for a short sprint type

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00:06:57,836 --> 00:07:03,596  
of mission, if you will, or a Station Commander who has to oversee a giant complex

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00:07:03,936 --> 00:07:06,946

for a half year in a multi-national environment?

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00:07:07,616 --> 00:07:11,766

SCOTT - Well, I think I can probably better answer that question although, you know,

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00:07:11,766 --> 00:07:16,206

I haven't been the Station Commander but having had all the training

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00:07:17,556 --> 00:07:23,056

and having a fairly good understanding of what the job entails,

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00:07:23,956 --> 00:07:26,796

they're clearly different, you know.

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00:07:26,796 --> 00:07:30,566

The missions are different, you know.

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00:07:30,566 --> 00:07:35,426

The shuttle is very, a shuttle mission timeline is very scripted.

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00:07:35,426 --> 00:07:39,836

You train practically everything you're going to do multiple times.

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00:07:41,416 --> 00:07:46,776

You have a, you know, larger support structure,

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00:07:46,776 --> 00:07:51,086

I think here at the Johnson Space Center when you're training.

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00:07:52,986 --> 00:07:58,446

As a station crew member the, in some ways the training's somewhat more autonomous

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00:07:58,446 --> 00:08:00,526  
in that you do a lot of it by yourself.

108  
00:08:00,756 --> 00:08:08,096  
It's in, you know, various countries,  
different systems and different types

109  
00:08:08,096 --> 00:08:11,446  
of philosophies of design in the hardware.

110  
00:08:11,966 --> 00:08:15,156  
And then, you know, the other  
thing, too, is it's more of a,

111  
00:08:15,156 --> 00:08:16,886  
we call it an expedition for a reason.

112  
00:08:17,656 --> 00:08:27,566  
It's a long duration mission that involves  
being isolated from friends and family.

113  
00:08:27,606 --> 00:08:30,246  
The training also has somewhat of that aspect,

114  
00:08:30,246 --> 00:08:32,646  
that you travel around to  
these different countries

115  
00:08:32,646 --> 00:08:42,956  
so I think overall I think probably the station  
flight presents more difficulty but they're kind

116  
00:08:42,956 --> 00:08:45,336  
of really hard to compare 'cuz  
they are so much different.

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00:08:45,756 --> 00:08:49,956  
MARK - I think, Rob, I think you almost  
answered the question in your question.

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00:08:50,506 --> 00:08:58,236

You said the short sprint or the long duration, expedition and I think just like sprint, right?

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00:08:58,236 --> 00:08:59,786

What's harder, the sprint or the...

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00:08:59,786 --> 00:09:00,046

SCOTT - Um mm.

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00:09:00,046 --> 00:09:08,176

MARK - you know, the long run and they're just, they're hard for their own reasons and you know,