
081
VOICE OF
Jeff Moultrie
Shuttle Carrier Aircraft Pilot

1
00:00:01,536 --> 00:00:04,476
[Josh Byerly] While the crew
has been working this morning,

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00:00:04,476 --> 00:00:07,716
activities have also been taking place
down at the Kennedy Space Center.

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00:00:07,716 --> 00:00:13,236
The Shuttle Carrier Aircraft, which
is NASA's very large 747 jumbo jet

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00:00:13,236 --> 00:00:16,106
that carries the space shuttle
on its back, arrived down there

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00:00:16,106 --> 00:00:21,196
at the Shuttle Landing Facility on the very
same runway that Discovery landed on more

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00:00:21,196 --> 00:00:25,796
than a year ago after it wrapped
up its final mission STS-133.

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00:00:26,216 --> 00:00:29,236
There is a live view of the Kennedy Space
Center there at the Shuttle Landing Facility.

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00:00:29,236 --> 00:00:36,246
The 747 will spend the next several days getting
Discovery secured to it and ready for the flight

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00:00:36,246 --> 00:00:41,876
up to Washington D.C. Discovery heading up to
the Smithsonian's National Air and Space Museum.

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00:00:41,876 --> 00:00:46,136
It will take off on April 17
and should arrive up in D.C.

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00:00:47,046 --> 00:00:50,436
and be unveiled to the public there on the 19th.

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00:00:50,436 --> 00:00:55,156
We have a chance now to talk to two of the
crew members who will be flying that mission.

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00:00:55,156 --> 00:00:57,246
This will be technically
Discovery's last flight.

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00:00:57,986 --> 00:01:01,376
We have Jeff Moultrie on the phone who
is the Shuttle Carrier Aircraft pilot

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00:01:01,376 --> 00:01:04,526
who will be flying that particular
leg of the flight.

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00:01:05,026 --> 00:01:09,616
We also have Henry Taylor who is a flight
engineer for that particular aircraft.

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00:01:09,616 --> 00:01:11,946
So good morning to both of you Jeff and Henry.

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00:01:11,946 --> 00:01:13,426
How are you guys doing down there in Florida?

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00:01:13,816 --> 00:01:15,206
[Jeff Moultrie] Hey good
morning Josh how are you?

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00:01:15,656 --> 00:01:16,596
[Henry Taylor] Good morning doing fine.

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00:01:16,856 --> 00:01:17,426
[Josh] Doing well.

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00:01:17,426 --> 00:01:21,666
So you guys flew in yesterday straight
from Edwards Air Force Base in Dryden.

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00:01:21,666 --> 00:01:23,176
How was the flight over to Florida?

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00:01:24,496 --> 00:01:25,566
[Jeff] It was a good flight.

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00:01:25,566 --> 00:01:30,846
It was a long flight for us about, I don't
know, a little over about 5-and-a-half hours.

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00:01:31,316 --> 00:01:34,756
So it was a nice flight, nice
weather pretty much the whole way.

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00:01:35,726 --> 00:01:37,906
[Josh] Could you actually
make that flight in one hop?

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00:01:37,906 --> 00:01:40,016
'Cause typically, you know, if you've
got the shuttle in the back you guys have

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00:01:40,016 --> 00:01:43,546
to stop a couple times because
it's not exactly fuel-efficient.

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00:01:43,546 --> 00:01:46,616
Could you actually make it in one pass
or did you have to stop somewhere?

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00:01:47,806 --> 00:01:50,366
[Henry] No we made it in one complete flight.

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00:01:50,366 --> 00:01:59,166
We took off at 9:10 in the morning and

landed here at 14:35 California time.

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00:02:00,676 --> 00:02:02,166
[Josh] So talk about what's next for the plane.

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00:02:02,166 --> 00:02:04,956
So talk about what you guys have to do over
the next couple of days to get it ready

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00:02:04,956 --> 00:02:08,216
and to get Discovery put up on the back of it.

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00:02:08,476 --> 00:02:12,596
[Henry] Well today and the
next day or so technicians

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00:02:12,596 --> 00:02:16,586
at the Kennedy Space Center will be
installing the balls and pedestals which is

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00:02:17,586 --> 00:02:20,316
where the Discovery aft mounts will be.

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00:02:20,656 --> 00:02:26,876
We'll also be putting fuel on the airplane,
doing any other preparations that need

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00:02:26,876 --> 00:02:29,036
to be done, inspections and things like that.

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00:02:30,296 --> 00:02:35,226
[Josh] And then once Discovery gets put
on there you guys will be good to go.

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00:02:35,226 --> 00:02:39,426
Is there a, you know, talk a little bit
about, you know, you guys have flown these,

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00:02:39,646 --> 00:02:42,036

flown these types of jets for a while.

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00:02:42,516 --> 00:02:46,526
Kind of talk to the layman about what is
it like to actually have a shuttle that big

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00:02:46,526 --> 00:02:49,616
and something on the back of that airplane
and how different is it to take off and land

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00:02:49,616 --> 00:02:52,226
with something that heavy on that 747.

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00:02:53,396 --> 00:02:54,066
[Jeff] This is Jeff.

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00:02:54,066 --> 00:02:59,776
I think the really, the parts of the flight
that's quite a bit different is the take

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00:02:59,776 --> 00:03:01,746
off portion.

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00:03:01,746 --> 00:03:06,686
We use quite a bit of runway
length with the mated SCA.

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00:03:06,756 --> 00:03:13,676
The en route and descent landing portions
are not so different than flying a,

52
00:03:13,676 --> 00:03:16,526
for example, a commercial airliner.

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00:03:16,926 --> 00:03:25,096
But the take off due to the drag factor of
the shuttle the performance is degraded.

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00:03:25,096 --> 00:03:34,116

And so we have to be quite careful
with our speeds and in the climb.

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00:03:34,646 --> 00:03:39,186
But once we get to the in en route structure
it's pretty much business as normal.

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00:03:39,186 --> 00:03:40,436
It's like a normal jet.

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00:03:40,436 --> 00:03:45,316
[Josh] So you guys are going to be doing
a flyover of D.C. We've seen the news,

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00:03:45,316 --> 00:03:48,816
that weather permitting you'll have the
chance to flyover some of the landmarks,

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00:03:48,816 --> 00:03:51,426
the National Mall and then
head out to the airport.

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00:03:51,796 --> 00:03:53,746
Have you guys ever done anything
like that before?

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00:03:53,746 --> 00:03:56,176
Is this sort of the first time
you're going to be able to see some

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00:03:56,176 --> 00:03:59,366
of these things from that vantage point?

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00:03:59,366 --> 00:04:00,416
[Jeff] For me yes.

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00:04:00,826 --> 00:04:04,536
We're doing the flyover first of the
Kennedy Space Center and then we're going

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00:04:04,876 --> 00:04:09,386
up the east coast to do the D.C. area flyover.

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00:04:09,386 --> 00:04:15,166
Certainly it's going to be a
first for me with a mated SCA.

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00:04:15,166 --> 00:04:17,356
But I have of course flown in

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00:04:17,356 --> 00:04:21,666
and out of Washington National
before but never with the shuttle.

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00:04:22,236 --> 00:04:27,496
But it's going to be a pretty historic
flight I think and with our proximity to some

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00:04:27,496 --> 00:04:30,666
of the monuments and the Capitol
building and the White House.

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00:04:30,666 --> 00:04:32,226
So it's going to be a pretty neat day.

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00:04:32,226 --> 00:04:36,126
[Josh] And Henry you're the flight engineer
and I think, correct me if I'm wrong,

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00:04:36,126 --> 00:04:38,236
you're going to be flying
a couple of different legs.

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00:04:38,236 --> 00:04:41,006
Up to D.C. and then on to New York correct?

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00:04:41,056 --> 00:04:43,756
Talk about, about what you're going
to be doing during those legs.

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00:04:44,526 --> 00:04:51,526
[Henry] We're going to have just one leg from
KSC to D.C. And then when Discovery's off-loaded

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00:04:51,526 --> 00:04:55,856
and Enterprise is loaded it will be
a different from Dulles to New York.

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00:04:55,856 --> 00:05:02,356
We're going to be pretty heavy taking
off from KSC so climb out would be slower

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00:05:02,356 --> 00:05:05,356
than we would if we didn't have it.

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00:05:05,576 --> 00:05:08,546
But the weight going from
New York to, I'm sorry,

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00:05:08,546 --> 00:05:11,786
from Dulles to New York is much
lighter but it's still heavy.

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00:05:12,206 --> 00:05:16,186
[Josh] How long have the both of you
guys been flying this type of aircraft?

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00:05:16,186 --> 00:05:17,326
How long have you been with NASA?

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00:05:18,606 --> 00:05:19,206
[Henry] This is Henry.

85
00:05:19,206 --> 00:05:21,516
I've been with NASA since 1979.

86
00:05:21,646 --> 00:05:25,056
And I started flying on the

Shuttle Carrier Aircraft in 1989.

87
00:05:25,526 --> 00:05:32,516
I spent 30 years as a flight simulation engineer
on the Shuttle Training Aircraft doing training

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00:05:32,566 --> 00:05:35,146
of all the crews that have
ever flown the shuttle.

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00:05:35,146 --> 00:05:38,266
I also fly on the Super Guppy
as flight engineer.

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00:05:39,896 --> 00:05:41,096
[Josh] And Jeff.

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00:05:41,306 --> 00:05:42,146
[Jeff] This is Jeff.

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00:05:42,146 --> 00:05:46,576
That was, I was just a kid when Henry started.

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00:05:47,716 --> 00:05:51,466
But I've been with NASA for 11 years.

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00:05:51,536 --> 00:05:58,786
And I've been on the Shuttle Carrier since
I got to Johnson Space Center in 2004.

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00:05:59,246 --> 00:06:07,046
But prior to that I flew this airplane, type
of airplane, commercially and then before that,

96
00:06:07,046 --> 00:06:12,596
many years before that, in the military.

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00:06:12,596 --> 00:06:15,836
[Josh] So is this a bit of a

different flight for you guys?

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00:06:15,836 --> 00:06:19,526
Is there different emotions tied to this?

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00:06:19,526 --> 00:06:20,996
[Henry] Oh yes.

100
00:06:21,436 --> 00:06:24,366
It's unique and special to do it.

101
00:06:24,366 --> 00:06:29,186
It's sad that it's the end of the road for,
you know, the last flight of Discovery.

102
00:06:29,776 --> 00:06:34,816
What is going to be the most tough for me
will be in September with Endeavour 'cause

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00:06:34,816 --> 00:06:38,956
that will be the complete end of
the last flights for the airplane.

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00:06:40,436 --> 00:06:42,046
[Josh] So let's talk about the plane itself.

105
00:06:42,046 --> 00:06:43,806
This is a NASA 905.

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00:06:43,806 --> 00:06:45,286
This is the original one right?

107
00:06:45,286 --> 00:06:46,936
This is the oldest of the two.

108
00:06:46,936 --> 00:06:50,846
We have another one that was NASA 911
that's been decommissioned correct?

109
00:06:51,626 --> 00:06:52,296
[Henry] That's correct.

110
00:06:52,296 --> 00:06:54,656
905 was the original SCA.

111
00:06:54,656 --> 00:06:58,836
It was used for the Approach and Landing
Tests when Enterprise was flown off the back.

112
00:06:59,416 --> 00:07:04,756
It carried all the orbiters until the
first trip that 911 made, which I was on,

113
00:07:04,756 --> 00:07:08,896
was carrying Endeavour from Palmdale to KSC.

114
00:07:11,156 --> 00:07:11,826
[Josh] That's amazing.

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00:07:11,926 --> 00:07:12,896
That's amazing stuff.

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00:07:12,896 --> 00:07:15,296
So I appreciate you guys joining us today.

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00:07:15,296 --> 00:07:19,066
We'll definitely be watching you on
the 17th whenever you guys take off.

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00:07:19,066 --> 00:07:22,036
I think you're due to take off early,
early in the morning, aren't you, from KSC?

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00:07:22,976 --> 00:07:24,686
[Henry] 7 o'clock is our scheduled time.

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00:07:25,496 --> 00:07:27,466

[Josh] Alright, well listen, you
guys thanks again for joining us.

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00:07:27,466 --> 00:07:29,606
You guys have a safe trip
and again we'll be watching.

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00:07:30,166 --> 00:07:30,636
[Jeff] Thanks Josh.

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00:07:30,826 --> 00:07:31,326
[Henry] Thank you.

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00:07:31,756 --> 00:07:36,856
[Josh] Once again that was Jeff Moultrie the
Shuttle Carrier Aircraft pilot and Henry Taylor

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00:07:36,856 --> 00:07:41,416
who is the flight engineer onboard that NASA
aircraft that's going to be taking Discovery

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00:07:41,916 --> 00:07:45,796
on its final flight from the Kennedy
Space Center coming up on April 17

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00:07:45,796 --> 00:07:51,596
up to Washington D.C. where it will be put on
display for everybody to stop by and take a look