
THIS IS
BOB BEHNKEN
NASA
BOB BEHNKEN
HURLEY
BEHNKEN
F9
DM-2
FIRST CREWED FLIGHT
NASA SPACEX

1
00:00:04,789 --> 00:00:02,790
hi i'm bob bankin i am the joint

2
00:00:18,310 --> 00:00:04,799
operations mission commander for nasa's

3
00:00:23,349 --> 00:00:20,950
so doug hurley and i are about to take

4
00:00:25,189 --> 00:00:23,359
nasa's spacex demo 2 mission to the

5
00:00:27,429 --> 00:00:25,199
international space station during that

6
00:00:29,589 --> 00:00:27,439
mission we'll uh perform some checkouts

7
00:00:31,750 --> 00:00:29,599
everything from a response to a fire on

8
00:00:33,350 --> 00:00:31,760
board to flying close to the

9
00:00:34,630 --> 00:00:33,360
international space station manually

10
00:00:36,709 --> 00:00:34,640
we'll make sure all those systems are

11
00:00:38,229 --> 00:00:36,719
working during the test flight so that

12
00:00:39,670 --> 00:00:38,239
the future missions

13
00:00:41,750 --> 00:00:39,680

will have them available even if they

14
00:00:43,750 --> 00:00:41,760
don't plan to utilize them we're hopeful

15
00:00:45,670 --> 00:00:43,760
that future crews on you know dragon

16
00:00:48,389 --> 00:00:45,680
vehicles headed to you know nasa space

17
00:00:50,389 --> 00:00:48,399
station aren't cursing our names because

18
00:00:52,229 --> 00:00:50,399
we accepted some feature that was

19
00:00:56,549 --> 00:00:52,239
complicated and hard to train and in the

20
00:01:01,510 --> 00:00:59,029
you know in the air force environment

21
00:01:03,590 --> 00:01:01,520
flight test environment there's always a

22
00:01:05,270 --> 00:01:03,600
balance of managing risk as you go

23
00:01:07,030 --> 00:01:05,280
forward to execute a test point and

24
00:01:08,070 --> 00:01:07,040
figuring out a way to you know collect

25
00:01:09,910 --> 00:01:08,080
the data

26
00:01:12,149 --> 00:01:09,920
and do that in the in the calm cool

27
00:01:14,789 --> 00:01:12,159
collected kind of test environment with

28
00:01:17,350 --> 00:01:14,799
experienced folks before you know a

29
00:01:19,670 --> 00:01:17,360
pilot ends up someplace a little bit

30
00:01:22,230 --> 00:01:19,680
more complicated with a lot less

31
00:01:24,310 --> 00:01:22,240
resources my role

32
00:01:28,950 --> 00:01:24,320
for a space mission is very much the

33
00:01:33,109 --> 00:01:31,190
you know my career at nasa has kind of

34
00:01:35,830 --> 00:01:33,119
spanned a couple of decades at this

35
00:01:37,190 --> 00:01:35,840
point i arrived with the class of 2000 i

36
00:01:39,030 --> 00:01:37,200
went through the training program

37
00:01:40,550 --> 00:01:39,040
primarily focused on the space shuttle

38
00:01:42,310 --> 00:01:40,560

and the international space station

39
00:01:44,389 --> 00:01:42,320
learning those systems through the

40
00:01:46,230 --> 00:01:44,399
assembly process which was

41
00:01:47,830 --> 00:01:46,240
a little bit like where we were with a

42
00:01:49,270 --> 00:01:47,840
dragon in the early days because space

43
00:01:51,109 --> 00:01:49,280
station kept changing and you had to

44
00:01:53,670 --> 00:01:51,119
stay up with it after that i was

45
00:01:55,510 --> 00:01:53,680
eventually assigned to a series of uh

46
00:01:57,510 --> 00:01:55,520
kind of training activities both as a

47
00:01:59,270 --> 00:01:57,520
long duration crew member and then flip

48
00:02:01,830 --> 00:01:59,280
flopped over and and flew a couple of

49
00:02:03,670 --> 00:02:01,840
shuttle missions both on endeavor after

50
00:02:06,310 --> 00:02:03,680
that i came back and

51
00:02:08,630 --> 00:02:06,320
kind of worked up the leadership chain

52
00:02:10,790 --> 00:02:08,640
through station operations deputy chief

53
00:02:12,630 --> 00:02:10,800
and then chief of the astronaut office

54
00:02:14,390 --> 00:02:12,640
one of my goals was to try to get as

55
00:02:16,150 --> 00:02:14,400
many astronauts

56
00:02:18,229 --> 00:02:16,160
off to kazakhstan so they would

57
00:02:24,070 --> 00:02:18,239
appreciate the day when we got to launch

58
00:02:28,390 --> 00:02:26,150
probably two things that jump out to me

59
00:02:29,990 --> 00:02:28,400
as a as kind of big wins one is

60
00:02:31,910 --> 00:02:30,000
associated with having a high enough

61
00:02:33,910 --> 00:02:31,920
fidelity from a training perspective

62
00:02:36,470 --> 00:02:33,920
both doug and i can sit in a capsule we

63
00:02:38,630 --> 00:02:36,480

can put on suits and we can go through a

64
00:02:40,150 --> 00:02:38,640
situation or a scenario where the suits

65
00:02:42,229 --> 00:02:40,160
are going to inflate to try to protect

66
00:02:43,910 --> 00:02:42,239
us from the whatever situation is

67
00:02:45,830 --> 00:02:43,920
developing on board the vehicle and i

68
00:02:49,110 --> 00:02:45,840
think one of our biggest accomplishments

69
00:02:51,670 --> 00:02:49,120
was a tool to be able to plan our own

70
00:02:53,190 --> 00:02:51,680
way out of orbit uh back to earth and we

71
00:02:56,070 --> 00:02:53,200
had to come up with a way that didn't

72
00:02:57,750 --> 00:02:56,080
break the um software allocation that

73
00:02:59,509 --> 00:02:57,760
was out there and we just had the big

74
00:03:01,030 --> 00:02:59,519
picture of okay how does the crew just

75
00:03:02,630 --> 00:03:01,040
get home if they end up in this

76
00:03:04,070 --> 00:03:02,640
situation how does the crew get home if

77
00:03:06,149 --> 00:03:04,080
they end up in this situation when they

78
00:03:07,830 --> 00:03:06,159
were able to flip that switch and not

79
00:03:10,229 --> 00:03:07,840
count how many failures it took to get

80
00:03:12,390 --> 00:03:10,239
there but except that let's figure out

81
00:03:14,550 --> 00:03:12,400
the easiest way to provide that

82
00:03:16,229 --> 00:03:14,560
capability and they got on board with it

83
00:03:17,750 --> 00:03:16,239
that was the aha moment you don't

84
00:03:19,750 --> 00:03:17,760
necessarily have to save the mission

85
00:03:21,350 --> 00:03:19,760
with the crew but you need to save the

86
00:03:27,350 --> 00:03:21,360
crew with the crew is kind of the the

87
00:03:32,390 --> 00:03:29,270
it's really kind of designed that launch

88
00:03:34,550 --> 00:03:32,400

day is kind of relaxed so we'll get up

89
00:03:36,710 --> 00:03:34,560
have a little bit of exercise probably

90
00:03:39,190 --> 00:03:36,720
or breakfast and then some exercise be

91
00:03:41,030 --> 00:03:39,200
able to do some last minute

92
00:03:42,789 --> 00:03:41,040
you know phone calls we'll probably have

93
00:03:44,550 --> 00:03:42,799
lunch review

94
00:03:46,149 --> 00:03:44,560
a weather briefing of some sort to

95
00:03:47,910 --> 00:03:46,159
understand what our our weather's going

96
00:03:49,430 --> 00:03:47,920
to look like we'll hear anything

97
00:03:51,030 --> 00:03:49,440
associated with the vehicle kind of

98
00:03:53,030 --> 00:03:51,040
technical detail-wise we'll get a little

99
00:03:55,270 --> 00:03:53,040
bit of an early read on that before the

100
00:03:56,949 --> 00:03:55,280
formal process of getting the suit on

101
00:03:58,949 --> 00:03:56,959
and then heading out to the launch pad

102
00:04:00,789 --> 00:03:58,959
for me you know having

103
00:04:03,190 --> 00:04:00,799
launched a couple times on vehicles you

104
00:04:04,869 --> 00:04:03,200
know the the second time was definitely

105
00:04:06,949 --> 00:04:04,879
different than the first time in terms

106
00:04:08,630 --> 00:04:06,959
of uh relaxation associated with the

107
00:04:10,710 --> 00:04:08,640
mission you're doing that for the first

108
00:04:12,309 --> 00:04:10,720
time you can feel a little bit guilty of

109
00:04:13,990 --> 00:04:12,319
hey should i study one more thing or is

110
00:04:14,949 --> 00:04:14,000
there one more piece of information i

111
00:04:16,949 --> 00:04:14,959
should get

112
00:04:18,550 --> 00:04:16,959
so that's definitely different between

113
00:04:23,830 --> 00:04:18,560

where i was on my first flight and where

114
00:04:28,469 --> 00:04:26,550
on a deeply personal level i'm really

115
00:04:30,790 --> 00:04:28,479
excited that my son is going to get a

116
00:04:33,189 --> 00:04:30,800
chance to see me launch into space being

117
00:04:34,710 --> 00:04:33,199
an astronaut has been a little bit of an

118
00:04:37,430 --> 00:04:34,720
abstraction thing for him because he's

119
00:04:39,590 --> 00:04:37,440
seen me do it in the in old videos but

120
00:04:41,350 --> 00:04:39,600
he hasn't seen me do it for real i think

121
00:04:42,550 --> 00:04:41,360
it's important for the u.s to continue

122
00:04:44,710 --> 00:04:42,560
to have

123
00:04:47,430 --> 00:04:44,720
these exciting things out there from a

124
00:04:49,430 --> 00:04:47,440
technical engineering science challenge

125
00:04:51,430 --> 00:04:49,440
perspective because it motivated me to

126
00:04:53,270 --> 00:04:51,440
go into this sort of a career and i know

127
00:04:55,670 --> 00:04:53,280
that it motivates other children in and

128
00:04:57,270 --> 00:04:55,680
so i'm excited to bring it back to the

129
00:04:59,430 --> 00:04:57,280
florida coast or be a part of bringing

130
00:05:01,909 --> 00:04:59,440
it back you know i'm just one piece of a

131
00:05:04,150 --> 00:05:01,919
you know multi-thousand member team

132
00:05:06,310 --> 00:05:04,160
that's going to hopefully pull this off

133
00:05:16,230 --> 00:05:06,320
in short order it's inspiring to me and

134
00:05:24,950 --> 00:05:18,780
subscribe for more space