1
00:00:06,150 --> 00:00:04,470
good afternoon and welcome to today's

2
00:00:08,390 --> 00:00:06,160
sts-132

3
00:00:10,709 --> 00:00:08,400
mission status briefing with us today is

4
00:00:12,390 --> 00:00:10,719
leroy kane deputy manager of the space

5
00:00:14,310 --> 00:00:12,400
shuttle program and the chair of the

6
00:00:15,910 --> 00:00:14,320
mission management team we'll start off

7
00:00:17,510 --> 00:00:15,920
with them opening remarks from leroy and

8
00:00:18,550 --> 00:00:17,520
then we'll move on to your questions

9
00:00:20,310 --> 00:00:18,560
leroy

10
00:00:22,230 --> 00:00:20,320
thank you kelly

11
00:00:23,349 --> 00:00:22,240
well good afternoon it's good to be here

12
00:00:25,509 --> 00:00:23,359
we

13
00:00:26,950 --> 00:00:25,519

earlier today had

14
00:00:28,150 --> 00:00:26,960
a flawless

15
00:00:30,230 --> 00:00:28,160
rendezvous and docking with the

16
00:00:32,150 --> 00:00:30,240
international space station so the

17
00:00:34,150 --> 00:00:32,160
atlantis and crew are

18
00:00:36,790 --> 00:00:34,160
are joined with the space station

19
00:00:39,750 --> 00:00:36,800
crew on orbit and uh and they're getting

20
00:00:43,350 --> 00:00:39,760
busy with the the tasks at hand for this

21
00:00:44,869 --> 00:00:43,360
on orbit part of the dock mission

22
00:00:46,630 --> 00:00:44,879
the mission management team today we

23
00:00:49,270 --> 00:00:46,640
didn't have uh too many items to talk

24
00:00:51,270 --> 00:00:49,280
about we reviewed the status of uh of

25
00:00:52,630 --> 00:00:51,280
the data that's coming down uh on a

26
00:00:54,389 --> 00:00:52,640
regular basis

27
00:00:56,549 --> 00:00:54,399
uh all of the inspection data for the

28
00:00:58,869 --> 00:00:56,559
thermal protection system as well as

29
00:01:01,349 --> 00:00:58,879
um the other sensor data that we

30
00:01:03,189 --> 00:01:01,359
normally downlink to the ground

31
00:01:04,869 --> 00:01:03,199
and so we've got a status of of the

32
00:01:06,630 --> 00:01:04,879
collection and assessment of all of that

33
00:01:08,870 --> 00:01:06,640
data

34
00:01:11,190 --> 00:01:08,880
you'll recall the process here is

35
00:01:12,550 --> 00:01:11,200
that the the assessment team will review

36
00:01:14,870 --> 00:01:12,560
all of the data

37
00:01:17,030 --> 00:01:14,880
to determine if there's any areas that

38
00:01:19,749 --> 00:01:17,040

we should need to do any kind of focused

39
00:01:21,429 --> 00:01:19,759
inspection on or or to get a closer look

40
00:01:22,950 --> 00:01:21,439
at and so they're in that part of the

41
00:01:24,630 --> 00:01:22,960
process right now once we get through

42
00:01:26,950 --> 00:01:24,640
that part of the process

43
00:01:29,030 --> 00:01:26,960
then they'll go on to to complete their

44
00:01:30,630 --> 00:01:29,040
review of all of the data all of the

45
00:01:31,590 --> 00:01:30,640
areas in all the thermal protection

46
00:01:33,429 --> 00:01:31,600
system

47
00:01:35,590 --> 00:01:33,439
uh around the vehicle

48
00:01:37,510 --> 00:01:35,600
and so we're very much in the throes of

49
00:01:39,510 --> 00:01:37,520
that process and pretty much on the

50
00:01:41,830 --> 00:01:39,520
timeline that we normally are every

51
00:01:43,749 --> 00:01:41,840
mission about this point in the mission

52
00:01:45,590 --> 00:01:43,759
there were a couple of

53
00:01:47,510 --> 00:01:45,600
systems items that we talked about one

54
00:01:49,350 --> 00:01:47,520
of them you may have heard about

55
00:01:52,230 --> 00:01:49,360
yesterday

56
00:01:54,789 --> 00:01:52,240
one of the thrusters in the aft

57
00:01:56,469 --> 00:01:54,799
left ohms pod

58
00:01:58,630 --> 00:01:56,479
the left

59
00:01:59,670 --> 00:01:58,640
down firing number three thruster what

60
00:02:01,670 --> 00:01:59,680
we call

61
00:02:03,270 --> 00:02:01,680
l3d

62
00:02:04,950 --> 00:02:03,280
it appears that the heater has failed

63
00:02:07,030 --> 00:02:04,960

off on that thruster

64
00:02:08,630 --> 00:02:07,040
and so

65
00:02:10,790 --> 00:02:08,640
if it gets too cold then the concern

66
00:02:12,869 --> 00:02:10,800
will be that it could fail leak and then

67
00:02:14,229 --> 00:02:12,879
we could potentially lose that thruster

68
00:02:16,150 --> 00:02:14,239
um

69
00:02:17,670 --> 00:02:16,160
it's a it would be a loss of redundancy

70
00:02:20,070 --> 00:02:17,680
only in that case so it's really not a

71
00:02:23,030 --> 00:02:20,080
significant issue however

72
00:02:25,910 --> 00:02:23,040
before it was able to uh to drop in

73
00:02:27,910 --> 00:02:25,920
temperature uh too low uh it ended up

74
00:02:30,550 --> 00:02:27,920
firing several times yesterday as part

75
00:02:32,229 --> 00:02:30,560
of the rendezvous sequence and warmed up

76
00:02:33,990 --> 00:02:32,239
that thruster and the area around it

77
00:02:37,110 --> 00:02:34,000
pretty significantly so

78
00:02:38,869 --> 00:02:37,120
the the current thermal assessment um

79
00:02:40,550 --> 00:02:38,879
the passive thermal assessment which is

80
00:02:43,750 --> 00:02:40,560
to say that assuming the jet doesn't

81
00:02:45,830 --> 00:02:43,760
fire anymore during the dock phase

82
00:02:47,670 --> 00:02:45,840
is that it will not get to a low enough

83
00:02:49,589 --> 00:02:47,680
temperature to cause us any concern so

84
00:02:51,830 --> 00:02:49,599
we'll continue to watch that

85
00:02:54,229 --> 00:02:51,840
of course we have a backup plan

86
00:02:56,630 --> 00:02:54,239
to uh to try and keep that thruster warm

87
00:02:57,910 --> 00:02:56,640
if if the thermal assessment turns out

88
00:02:59,509 --> 00:02:57,920

to be wrong

89
00:03:01,190 --> 00:02:59,519
but so far we've we feel pretty good

90
00:03:03,110 --> 00:03:01,200
about that and it's not going to be any

91
00:03:04,949 --> 00:03:03,120
issue for the doc mission

92
00:03:06,869 --> 00:03:04,959
or even for the undock mission once we

93
00:03:08,710 --> 00:03:06,879
fly away so it will be a loss of

94
00:03:10,390 --> 00:03:08,720
redundancy at the very most

95
00:03:11,910 --> 00:03:10,400
and so we're currently in good shape

96
00:03:13,990 --> 00:03:11,920
there

97
00:03:16,630 --> 00:03:14,000
the the left ohms the orbital

98
00:03:18,550 --> 00:03:16,640
maneuvering system left side

99
00:03:19,990 --> 00:03:18,560
the helium

100
00:03:22,630 --> 00:03:20,000
regulator

101
00:03:24,390 --> 00:03:22,640
the way the system is set up there's a a

102
00:03:26,869 --> 00:03:24,400
helium tank that keeps the propellant

103
00:03:29,270 --> 00:03:26,879
tanks pressurized

104
00:03:31,190 --> 00:03:29,280
there are two plumbing lines between

105
00:03:35,350 --> 00:03:31,200
that helium tank and the propellant

106
00:03:38,630 --> 00:03:35,360
tanks and in each one of those lines

107
00:03:40,390 --> 00:03:38,640
there are two regulators in series

108
00:03:43,430 --> 00:03:40,400
so we have

109
00:03:45,190 --> 00:03:43,440
parallel redundancy and within each

110
00:03:47,190 --> 00:03:45,200
line of the plumbing there's a

111
00:03:50,470 --> 00:03:47,200
redundancy of two regulators in series

112
00:03:51,670 --> 00:03:50,480
so there's a total of four regulators

113
00:03:56,149 --> 00:03:51,680

in the

114
00:03:58,309 --> 00:03:56,159
plumbing

115
00:04:00,229 --> 00:03:58,319
the primary regulator or the first

116
00:04:01,190 --> 00:04:00,239
regulator that the helium sees on its

117
00:04:02,949 --> 00:04:01,200
way

118
00:04:05,190 --> 00:04:02,959
to pressurizing the propellant tank

119
00:04:07,190 --> 00:04:05,200
looks that it might be failed

120
00:04:10,309 --> 00:04:07,200
it was acting a little bit erratic

121
00:04:11,990 --> 00:04:10,319
during some of the

122
00:04:13,190 --> 00:04:12,000
activities yesterday as we were doing

123
00:04:14,869 --> 00:04:13,200
the rendezvous

124
00:04:17,349 --> 00:04:14,879
and so

125
00:04:18,949 --> 00:04:17,359
the secondary regulator on that

126
00:04:20,150 --> 00:04:18,959
plumbing line looks to be working just

127
00:04:22,310 --> 00:04:20,160
fine so

128
00:04:24,469 --> 00:04:22,320
this also would be at most a loss of

129
00:04:25,590 --> 00:04:24,479
redundancy

130
00:04:31,749 --> 00:04:25,600
in

131
00:04:33,749 --> 00:04:31,759
currently on the b leg and both

132
00:04:35,749 --> 00:04:33,759
regulators both redundant regulators on

133
00:04:37,990 --> 00:04:35,759
the b side are working just fine

134
00:04:39,909 --> 00:04:38,000
and and we still have the

135
00:04:41,909 --> 00:04:39,919
the the secondary regulator on the a

136
00:04:43,590 --> 00:04:41,919
side if this one is in fact failed so

137
00:04:44,629 --> 00:04:43,600
we're in very good shape there in terms

138
00:04:47,350 --> 00:04:44,639

of

139
00:04:51,030 --> 00:04:47,360
being able to operate that system safely

140
00:04:52,870 --> 00:04:51,040
for for a couple more failures at least

141
00:04:55,590 --> 00:04:52,880
we we talked about a couple of flight

142
00:04:57,590 --> 00:04:55,600
rules having to do with the

143
00:04:59,270 --> 00:04:57,600
really some tweaks to the to the rules

144
00:05:00,230 --> 00:04:59,280
based on some latest assessment for the

145
00:05:02,629 --> 00:05:00,240
loads

146
00:05:04,070 --> 00:05:02,639
uh of the docked uh shuttle station dock

147
00:05:07,749 --> 00:05:04,080
configuration

148
00:05:09,670 --> 00:05:07,759
um and then finally we took a look at

149
00:05:12,070 --> 00:05:09,680
the you'll recall the problem we had

150
00:05:15,029 --> 00:05:12,080
with the the itvc or

151
00:05:16,469 --> 00:05:15,039
the the laser imaging system that we use

152
00:05:18,070 --> 00:05:16,479
on flight day 2

153
00:05:19,830 --> 00:05:18,080
to do part of the reinforced carbon

154
00:05:21,510 --> 00:05:19,840
carbon inspections

155
00:05:24,230 --> 00:05:21,520
that laser system that's on the end of

156
00:05:26,710 --> 00:05:24,240
the robotic boom

157
00:05:29,189 --> 00:05:26,720
we the crew was able to get some some

158
00:05:30,950 --> 00:05:29,199
closer up pictures of that system so we

159
00:05:32,550 --> 00:05:30,960
could see where this cable interference

160
00:05:36,230 --> 00:05:32,560
might be and we have a couple of photos

161
00:05:40,790 --> 00:05:38,230
in this picture here and of course i

162
00:05:43,029 --> 00:05:40,800
can't quite read it from here

163
00:05:43,909 --> 00:05:43,039

um

164
00:05:50,230 --> 00:05:43,919
the

165
00:05:51,270 --> 00:05:50,240
um you can see that it is it is caught

166
00:05:54,230 --> 00:05:51,280
on

167
00:05:56,230 --> 00:05:54,240
in in this slide what's coined uh a reed

168
00:05:58,710 --> 00:05:56,240
sensor that's part of the

169
00:05:59,749 --> 00:05:58,720
of the of the system of the pan tilt

170
00:06:01,830 --> 00:05:59,759
system

171
00:06:02,790 --> 00:06:01,840
that cable is supposed to be

172
00:06:04,710 --> 00:06:02,800
um

173
00:06:05,430 --> 00:06:04,720
out of the plane of the picture toward

174
00:06:08,870 --> 00:06:05,440
you

175
00:06:16,550 --> 00:06:10,070
the

176
00:06:19,590 --> 00:06:16,560
see

177
00:06:22,309 --> 00:06:19,600
this is a a closeout photo

178
00:06:23,830 --> 00:06:22,319
of what the system looked like before we

179
00:06:25,510 --> 00:06:23,840
closed the payload bay doors for the

180
00:06:27,590 --> 00:06:25,520
final time before launch a few days

181
00:06:30,150 --> 00:06:27,600
before launch

182
00:06:30,870 --> 00:06:30,160
you can see the other cable is

183
00:06:36,550 --> 00:06:30,880
is

184
00:06:38,309 --> 00:06:36,560
you and when we go back in a minute to

185
00:06:40,629 --> 00:06:38,319
to the current configuration you'll see

186
00:06:42,309 --> 00:06:40,639
it's much more taut

187
00:06:44,309 --> 00:06:42,319
we're thinking perhaps that

188
00:06:47,350 --> 00:06:44,319

that cable may have drawn

189
00:06:48,950 --> 00:06:47,360
the looped cable uh in closer

190
00:06:51,189 --> 00:06:48,960
and allowed it to get snagged on that

191
00:06:53,670 --> 00:06:51,199
reed sensor

192
00:06:56,309 --> 00:06:53,680
where it is here in this configuration

193
00:06:58,070 --> 00:06:56,319
we're not sure how that happened um

194
00:07:00,230 --> 00:06:58,080
but that is in fact the configuration

195
00:07:02,710 --> 00:07:00,240
that we're in now and that is

196
00:07:04,629 --> 00:07:02,720
the interference that's that's causing

197
00:07:07,589 --> 00:07:04,639
us to not be able to

198
00:07:09,110 --> 00:07:07,599
to tilt the the system up in the up

199
00:07:10,870 --> 00:07:09,120
direction um

200
00:07:12,710 --> 00:07:10,880
like we like we need to be able to to

201
00:07:14,870 --> 00:07:12,720
use that system in the nominal in the

202
00:07:16,230 --> 00:07:14,880
nominal way so

203
00:07:18,070 --> 00:07:16,240
we've got some more work to do on that

204
00:07:19,589 --> 00:07:18,080
but we had a couple pictures i wanted to

205
00:07:21,670 --> 00:07:19,599
bring a picture is usually worth a

206
00:07:23,749 --> 00:07:21,680
thousand words uh i wanted to be able to

207
00:07:25,749 --> 00:07:23,759
bring them in and show you what the

208
00:07:27,589 --> 00:07:25,759
actual interference looks like and then

209
00:07:30,309 --> 00:07:27,599
what it's supposed to look like in in

210
00:07:31,990 --> 00:07:30,319
terms of when we left it

211
00:07:34,390 --> 00:07:32,000
at least as far as we know how we left

212
00:07:35,749 --> 00:07:34,400
it before we closed the payload doors so

213
00:07:37,510 --> 00:07:35,759

we've got some more work to do to

214
00:07:39,270 --> 00:07:37,520
ascertain exactly how we got into the

215
00:07:41,270 --> 00:07:39,280
configuration we're in now

216
00:07:42,870 --> 00:07:41,280
suffice it to say the system doesn't

217
00:07:44,950 --> 00:07:42,880
work in the config we're in now for the

218
00:07:47,990 --> 00:07:44,960
reasons we explained when i was here

219
00:07:49,589 --> 00:07:48,000
yesterday and so

220
00:07:50,869 --> 00:07:49,599
one of the things the team is off doing

221
00:07:53,350 --> 00:07:50,879
is evaluating

222
00:07:55,830 --> 00:07:53,360
an eva task

223
00:07:57,670 --> 00:07:55,840
that we would incorporate into

224
00:08:00,150 --> 00:07:57,680
in all likelihood either

225
00:08:01,589 --> 00:08:00,160
eva2 or eva3

226
00:08:04,070 --> 00:08:01,599
as you know our first spacewalk is

227
00:08:06,469 --> 00:08:04,080
tomorrow um eva one

228
00:08:08,390 --> 00:08:06,479
and so we will not uh in all likelihood

229
00:08:09,909 --> 00:08:08,400
be able to do anything with this cable

230
00:08:11,510 --> 00:08:09,919
um on the end of the boom in that

231
00:08:13,029 --> 00:08:11,520
spacewalk

232
00:08:16,550 --> 00:08:13,039
but the team is off assessing and

233
00:08:19,990 --> 00:08:16,560
evaluating a couple of different options

234
00:08:22,950 --> 00:08:20,000
during either eva two or three where as

235
00:08:24,950 --> 00:08:22,960
part of the other eva tasks that we

236
00:08:26,790 --> 00:08:24,960
already have planned

237
00:08:28,790 --> 00:08:26,800
because they are pretty busy and and

238
00:08:31,029 --> 00:08:28,800

pretty packed evas

239
00:08:33,110 --> 00:08:31,039
at some point we would present the end

240
00:08:34,870 --> 00:08:33,120
of the boom to the crew member as

241
00:08:36,310 --> 00:08:34,880
they're perhaps translating from one

242
00:08:38,790 --> 00:08:36,320
area to another

243
00:08:40,550 --> 00:08:38,800
um we try to do this on on as much of a

244
00:08:43,190 --> 00:08:40,560
non-interference basis as we can with

245
00:08:47,509 --> 00:08:43,200
the rest of the eva task

246
00:08:50,790 --> 00:08:49,350
remove the cable from the current

247
00:08:53,590 --> 00:08:50,800
position that it's in

248
00:08:56,150 --> 00:08:53,600
and thereby eliminate that interference

249
00:08:57,829 --> 00:08:56,160
and possibly just wire tie it

250
00:08:59,829 --> 00:08:57,839
somewhere away from

251
00:09:01,670 --> 00:08:59,839
the side of the unit

252
00:09:02,949 --> 00:09:01,680
where it is now

253
00:09:04,630 --> 00:09:02,959
and that way we could prevent this

254
00:09:06,710 --> 00:09:04,640
interference so there's a few different

255
00:09:08,870 --> 00:09:06,720
ways to do that

256
00:09:09,829 --> 00:09:08,880
we uh we want to keep it extremely

257
00:09:12,790 --> 00:09:09,839
simple

258
00:09:14,790 --> 00:09:12,800
in terms of from a tax standpoint and

259
00:09:16,870 --> 00:09:14,800
from a impact to the eva timeline

260
00:09:18,470 --> 00:09:16,880
standpoint so team is off looking at

261
00:09:20,389 --> 00:09:18,480
that we have a couple of days yet before

262
00:09:21,110 --> 00:09:20,399
we would have to implement anything

263
00:09:24,710 --> 00:09:21,120

so

264
00:09:26,630 --> 00:09:24,720
we did talk a little bit about that in

265
00:09:29,990 --> 00:09:26,640
the mission management team today

266
00:09:32,870 --> 00:09:30,000
um finally we we also talked about

267
00:09:34,630 --> 00:09:32,880
the uh the the work that's ongoing with

268
00:09:36,550 --> 00:09:34,640
respect to

269
00:09:39,030 --> 00:09:36,560
any more scans that may or may not be

270
00:09:40,470 --> 00:09:39,040
necessary of the port wing

271
00:09:42,070 --> 00:09:40,480
and we've talked about doing those with

272
00:09:44,070 --> 00:09:42,080
the uh the

273
00:09:45,030 --> 00:09:44,080
the shuttle arm with the end effector

274
00:09:47,750 --> 00:09:45,040
camera

275
00:09:49,350 --> 00:09:47,760
which we know will give us

276
00:09:51,350 --> 00:09:49,360
will give us the views and the scans

277
00:09:52,630 --> 00:09:51,360
with the fidelity that we need

278
00:09:54,790 --> 00:09:52,640
however

279
00:09:57,190 --> 00:09:54,800
we have been able to get a good bit more

280
00:09:59,750 --> 00:09:57,200
imagery than what we normally do

281
00:10:01,430 --> 00:09:59,760
with the station growing

282
00:10:03,269 --> 00:10:01,440
the way it is and with some other

283
00:10:04,949 --> 00:10:03,279
vantage points being available and with

284
00:10:05,910 --> 00:10:04,959
all the capability we have on board the

285
00:10:09,509 --> 00:10:05,920
station

286
00:10:12,069 --> 00:10:09,519
members available

287
00:10:13,430 --> 00:10:12,079
the station crew was was able to get a

288
00:10:15,509 --> 00:10:13,440

good bit more

289
00:10:17,990 --> 00:10:15,519
uh imagery for us of some areas that we

290
00:10:21,590 --> 00:10:18,000
don't normally get during the approach

291
00:10:24,389 --> 00:10:21,600
and so the team is off evaluating

292
00:10:26,230 --> 00:10:24,399
how much of the port wing we can clear

293
00:10:28,790 --> 00:10:26,240
without doing anything additional in

294
00:10:30,870 --> 00:10:28,800
terms of using the shuttle arm and the

295
00:10:32,630 --> 00:10:30,880
end effector camera and so that's an

296
00:10:34,630 --> 00:10:32,640
ongoing effort and

297
00:10:35,910 --> 00:10:34,640
and we just got a status of that today

298
00:10:38,550 --> 00:10:35,920
in the mission management team as well

299
00:10:41,030 --> 00:10:38,560
so a couple efforts uh that'll continue

300
00:10:43,350 --> 00:10:41,040
in terms of forward work um overall the

301
00:10:45,110 --> 00:10:43,360
vehicle performance has been outstanding

302
00:10:46,949 --> 00:10:45,120
um as i said the the rendezvous and

303
00:10:49,350 --> 00:10:46,959
docking was flawless today the crews are

304
00:10:51,190 --> 00:10:49,360
joined up together in very good spirits

305
00:10:53,269 --> 00:10:51,200
and and ready to get on with the with

306
00:10:54,470 --> 00:10:53,279
the mission in earnest here uh the

307
00:10:55,350 --> 00:10:54,480
docked mission

308
00:10:57,590 --> 00:10:55,360
um

309
00:10:59,750 --> 00:10:57,600
to begin with uh the work on the icc

310
00:11:01,350 --> 00:10:59,760
that they already started to get it

311
00:11:02,470 --> 00:11:01,360
out of the payload bay and moved over to

312
00:11:04,790 --> 00:11:02,480
the station

313
00:11:05,670 --> 00:11:04,800

mobile transporter

314
00:11:07,670 --> 00:11:05,680
and then

315
00:11:09,509 --> 00:11:07,680
of course preparing for the space walk

316
00:11:10,389 --> 00:11:09,519
tomorrow

317
00:11:12,310 --> 00:11:10,399
and

318
00:11:13,990 --> 00:11:12,320
so the team is in the throes of that

319
00:11:15,670 --> 00:11:14,000
work right now and and we'll be getting

320
00:11:17,430 --> 00:11:15,680
into crew sleep in just a few hours here

321
00:11:19,430 --> 00:11:17,440
and and looking forward to doing our

322
00:11:21,590 --> 00:11:19,440
first spacewalk tomorrow so

323
00:11:22,870 --> 00:11:21,600
with that i would be happy to answer any

324
00:11:25,110 --> 00:11:22,880
questions

325
00:11:26,870 --> 00:11:25,120
okay thanks a lot leroy please remember

326
00:11:29,590 --> 00:11:26,880
to state your name and affiliation and

327
00:11:31,430 --> 00:11:29,600
we'll go to mark first

328
00:11:33,829 --> 00:11:31,440
uh thanks very much mark caro

329
00:11:35,430 --> 00:11:33,839
representing aviation week and i i had a

330
00:11:37,829 --> 00:11:35,440
question

331
00:11:41,430 --> 00:11:37,839
regarding

332
00:11:43,350 --> 00:11:41,440
a spacewalk task involving the cable if

333
00:11:45,509 --> 00:11:43,360
if they remove that and wire tie it

334
00:11:47,990 --> 00:11:45,519
which of the sensors

335
00:11:50,629 --> 00:11:48,000
is is left inoperable or is your goal to

336
00:11:53,110 --> 00:11:50,639
see if you can just unsnag the cable and

337
00:11:55,030 --> 00:11:53,120
connect everything back up

338
00:11:56,870 --> 00:11:55,040

yeah it'll be it'll be about as simple

339
00:11:59,030 --> 00:11:56,880
as you can possibly imagine which is to

340
00:12:01,590 --> 00:11:59,040
say that all we want to do is

341
00:12:02,629 --> 00:12:01,600
is move that one cable

342
00:12:05,269 --> 00:12:02,639
from the

343
00:12:06,870 --> 00:12:05,279
the i'll call it snagged configuration

344
00:12:08,870 --> 00:12:06,880
that it's in now

345
00:12:10,790 --> 00:12:08,880
physically move it away from the body of

346
00:12:13,590 --> 00:12:10,800
the unit

347
00:12:15,590 --> 00:12:13,600
and wire tie it or or fix it in some way

348
00:12:17,509 --> 00:12:15,600
so that it can't physically

349
00:12:19,670 --> 00:12:17,519
move back in that position

350
00:12:21,750 --> 00:12:19,680
there will be no disconnecting of cables

351
00:12:23,030 --> 00:12:21,760
on either end anything the two cables

352
00:12:24,629 --> 00:12:23,040
that you saw there in the pictures we're

353
00:12:26,470 --> 00:12:24,639
not going to do anything like that we

354
00:12:29,430 --> 00:12:26,480
don't need to do anything like that this

355
00:12:31,110 --> 00:12:29,440
will be as as literally as simple as as

356
00:12:32,230 --> 00:12:31,120
we envision it now

357
00:12:36,150 --> 00:12:32,240
as a

358
00:12:37,590 --> 00:12:36,160
as just plucking that cable moving it to

359
00:12:40,230 --> 00:12:37,600
a place where it's not going to

360
00:12:41,030 --> 00:12:40,240
interfere with the tilt function of the

361
00:12:43,030 --> 00:12:41,040
unit

362
00:12:44,710 --> 00:12:43,040
and then perhaps using a wire tie or

363
00:12:49,110 --> 00:12:44,720

some kind of

364
00:12:50,629 --> 00:12:49,120
position

365
00:12:52,230 --> 00:12:50,639
that will preclude it from being able to

366
00:12:56,069 --> 00:12:52,240
get back in the position it's currently

367
00:13:00,310 --> 00:12:58,710
bill bill harvey cbs just a real quick

368
00:13:01,670 --> 00:13:00,320
follow on

369
00:13:03,430 --> 00:13:01,680
on your inspection date i know that

370
00:13:04,710 --> 00:13:03,440
right now you don't know what

371
00:13:06,790 --> 00:13:04,720
you have in hand yet because they

372
00:13:09,269 --> 00:13:06,800
haven't gone through it all if you had

373
00:13:12,069 --> 00:13:09,279
to do something with the srms can you

374
00:13:14,629 --> 00:13:12,079
give us a sense of when that might be

375
00:13:16,629 --> 00:13:14,639
sure the it won't be before flight day

376
00:13:17,910 --> 00:13:16,639
five obviously we have the spacewalk

377
00:13:20,310 --> 00:13:17,920
tomorrow we're not going to do anything

378
00:13:21,829 --> 00:13:20,320
in terms of the rms and effector

379
00:13:23,750 --> 00:13:21,839
inspection tomorrow

380
00:13:25,509 --> 00:13:23,760
it's possible we could incorporate it

381
00:13:27,190 --> 00:13:25,519
into flight day five

382
00:13:29,269 --> 00:13:27,200
as early as flight day five i should say

383
00:13:31,829 --> 00:13:29,279
it that way

384
00:13:32,870 --> 00:13:31,839
part of the challenge is

385
00:13:36,069 --> 00:13:32,880
the

386
00:13:37,509 --> 00:13:36,079
already have in hand

387
00:13:39,110 --> 00:13:37,519
is probably going to take us right up to

388
00:13:41,590 --> 00:13:39,120

flight day five

389
00:13:43,110 --> 00:13:41,600
and so the the ops team will do some

390
00:13:44,790 --> 00:13:43,120
parallel work here

391
00:13:45,750 --> 00:13:44,800
in terms of planning

392
00:13:48,230 --> 00:13:45,760
um

393
00:13:50,870 --> 00:13:48,240
the uh the most

394
00:13:52,230 --> 00:13:50,880
benign place that they can put the

395
00:13:59,750 --> 00:13:52,240
the

396
00:14:01,189 --> 00:13:59,760
engineering and assessment team will be

397
00:14:03,910 --> 00:14:01,199
looking at the data we already have and

398
00:14:05,509 --> 00:14:03,920
and my what i envision is that we'll

399
00:14:07,350 --> 00:14:05,519
come together

400
00:14:10,069 --> 00:14:07,360
around the middle of flight day five or

401
00:14:11,430 --> 00:14:10,079
in a couple of days if you will

402
00:14:12,550 --> 00:14:11,440
and determine whether or not we need to

403
00:14:14,470 --> 00:14:12,560
do

404
00:14:16,389 --> 00:14:14,480
uh the ineffector

405
00:14:20,069 --> 00:14:16,399
work and if we do

406
00:14:24,150 --> 00:14:22,310
as i see it right now

407
00:14:25,910 --> 00:14:24,160
absolutely not before flight day five

408
00:14:27,110 --> 00:14:25,920
doing it on flight day five is probably

409
00:14:29,829 --> 00:14:27,120
unlikely

410
00:14:32,550 --> 00:14:29,839
um but but still not out of the realm of

411
00:14:34,710 --> 00:14:33,430
okay

412
00:14:36,629 --> 00:14:34,720
i guess all the questions we have right

413
00:14:39,430 --> 00:14:36,639

now here from johnson space and we do

414
00:14:41,110 --> 00:14:39,440
have some folks on board from the

415
00:14:44,790 --> 00:14:41,120
phone bridge let's take a listen first

416
00:14:46,550 --> 00:14:44,800
to the question from mark kirkman

417
00:14:48,069 --> 00:14:46,560
thanks kelly can you hear me yeah we can

418
00:14:50,949 --> 00:14:48,079
hear you fine

419
00:14:53,590 --> 00:14:50,959
uh yeah leroy um i'm really surprised

420
00:14:55,110 --> 00:14:53,600
yesterday that you guys opted to uh or

421
00:14:57,590 --> 00:14:55,120
let me i don't know how to wear this

422
00:14:59,670 --> 00:14:57,600
exactly that you considered sensor

423
00:15:00,949 --> 00:14:59,680
package one important enough to go down

424
00:15:03,030 --> 00:15:00,959
the path that you're currently going

425
00:15:05,509 --> 00:15:03,040
down i was wondering if you can kind of

426
00:15:08,150 --> 00:15:05,519
take me through what you and the uh that

427
00:15:10,550 --> 00:15:08,160
team gain by having sensor package one

428
00:15:13,509 --> 00:15:10,560
functional versus sensor package two

429
00:15:17,030 --> 00:15:13,519
thanks

430
00:15:19,269 --> 00:15:17,040
well we we get a little bit more uh we

431
00:15:21,110 --> 00:15:19,279
get more coverage overall

432
00:15:23,910 --> 00:15:21,120
the way we normally do the flight day

433
00:15:26,069 --> 00:15:23,920
two inspections is with both uh sensors

434
00:15:27,189 --> 00:15:26,079
the digital camera and the laser imaging

435
00:15:29,590 --> 00:15:27,199
system

436
00:15:31,509 --> 00:15:29,600
and so we get

437
00:15:34,069 --> 00:15:31,519
some redundancy we get

438
00:15:35,030 --> 00:15:34,079

certainly more than what we normally

439
00:15:37,829 --> 00:15:35,040
need

440
00:15:39,590 --> 00:15:37,839
but overall we get more coverage

441
00:15:41,749 --> 00:15:39,600
of all the areas that we're looking at

442
00:15:43,350 --> 00:15:41,759
and then more is better when we can get

443
00:15:50,150 --> 00:15:43,360
it

444
00:15:51,670 --> 00:15:50,160
we would like to have the the laser

445
00:15:53,350 --> 00:15:51,680
imager back

446
00:15:55,110 --> 00:15:53,360
in the event that there's some area that

447
00:15:57,829 --> 00:15:55,120
we need to get a more detailed

448
00:15:59,910 --> 00:15:57,839
inspection of for example or

449
00:16:01,509 --> 00:15:59,920
if there's some area that we would have

450
00:16:03,430 --> 00:16:01,519
concerned with

451
00:16:05,030 --> 00:16:03,440
for example after we undock and we get

452
00:16:07,030 --> 00:16:05,040
in the late inspection time frame where

453
00:16:09,670 --> 00:16:07,040
we're we're flying alone away from

454
00:16:12,069 --> 00:16:09,680
station and our options are are a little

455
00:16:14,870 --> 00:16:12,079
bit more limited in terms of time

456
00:16:17,670 --> 00:16:14,880
um and and capability before we have to

457
00:16:19,509 --> 00:16:17,680
to bring the vehicle back for landing so

458
00:16:20,550 --> 00:16:19,519
um the more capability we have the

459
00:16:22,550 --> 00:16:20,560
better

460
00:16:24,150 --> 00:16:22,560
and uh that that's really how we're

461
00:16:25,189 --> 00:16:24,160
looking at it right now we don't think

462
00:16:28,310 --> 00:16:25,199
it's uh

463
00:16:29,990 --> 00:16:28,320

it's mandatory for us to recover it

464
00:16:31,910 --> 00:16:30,000
certainly um

465
00:16:35,269 --> 00:16:31,920
but it's capability we'd like to have

466
00:16:36,230 --> 00:16:35,279
for those kinds of scenarios

467
00:16:38,389 --> 00:16:36,240
all right that's all i have thank you

468
00:16:40,310 --> 00:16:38,399
very much okay thanks mark and we also

469
00:16:41,670 --> 00:16:40,320
have marshall done with associated press

470
00:16:42,870 --> 00:16:41,680
online

471
00:16:45,030 --> 00:16:42,880
yes hi

472
00:16:47,350 --> 00:16:45,040
um in the picture you showed of the snag

473
00:16:48,310 --> 00:16:47,360
it made mention of a reed sensor i'm

474
00:16:50,230 --> 00:16:48,320
wondering

475
00:16:51,670 --> 00:16:50,240
what that is and if you could just sort

476
00:16:55,350 --> 00:16:51,680
of describe

477
00:16:57,509 --> 00:16:55,360
you know where it's actually snagged

478
00:16:59,110 --> 00:16:57,519
yeah the read sensor that that part of

479
00:17:01,590 --> 00:16:59,120
the system that you're looking at in

480
00:17:03,990 --> 00:17:01,600
those photos is is actually the itvc

481
00:17:06,470 --> 00:17:04,000
that's where all the the brains of the

482
00:17:08,789 --> 00:17:06,480
of the sensor packages come together

483
00:17:11,350 --> 00:17:08,799
separate from that is the digital camera

484
00:17:14,150 --> 00:17:11,360
as well as the laser imager the read

485
00:17:15,110 --> 00:17:14,160
sensor is part of the the system that

486
00:17:18,470 --> 00:17:15,120
um

487
00:17:21,590 --> 00:17:18,480
that that helps determine uh the

488
00:17:22,549 --> 00:17:21,600

movements of the sensors

489
00:17:25,350 --> 00:17:22,559
and

490
00:17:28,630 --> 00:17:25,360
switches that help determine when we're

491
00:17:30,630 --> 00:17:28,640
at the limits of the of the the pan and

492
00:17:32,549 --> 00:17:30,640
tilt functions

493
00:17:35,350 --> 00:17:32,559
as far as being able to to scan the

494
00:17:40,950 --> 00:17:38,710
so the so it's actually snacked on

495
00:17:41,990 --> 00:17:40,960
what looks to be a raised portion of the

496
00:17:44,070 --> 00:17:42,000
uh

497
00:17:46,549 --> 00:17:44,080
laser package then would that be a way

498
00:17:49,830 --> 00:17:46,559
as opposed to the tv camera itself

499
00:17:52,789 --> 00:17:49,840
it's it's snagged on the actual uh that

500
00:17:54,310 --> 00:17:52,799
little rectangular looking sensor

501
00:17:55,909 --> 00:17:54,320
that we call read sensor in that

502
00:17:58,789 --> 00:17:55,919
photograph

503
00:18:00,150 --> 00:17:58,799
that that is

504
00:18:02,789 --> 00:18:00,160
you can't tell on the picture because

505
00:18:04,710 --> 00:18:02,799
it's not three-dimensional maybe but um

506
00:18:06,630 --> 00:18:04,720
that's physically

507
00:18:08,070 --> 00:18:06,640
an area that's raised above the rest of

508
00:18:10,950 --> 00:18:08,080
the body

509
00:18:14,390 --> 00:18:10,960
of the unit there and so it's it's a

510
00:18:15,110 --> 00:18:14,400
protrusion that the cable is is

511
00:18:16,950 --> 00:18:15,120
is

512
00:18:19,669 --> 00:18:16,960
snagged on or hooked on

513
00:18:21,190 --> 00:18:19,679

and not allowing the the uh the body to

514
00:18:23,270 --> 00:18:21,200
tilt anymore

515
00:18:25,190 --> 00:18:23,280
then it's a very limited amount in the

516
00:18:28,470 --> 00:18:25,200
up direction

517
00:18:31,350 --> 00:18:28,480
and i'm wondering what why not just

518
00:18:33,590 --> 00:18:31,360
try to tug it loose or free are there

519
00:18:35,510 --> 00:18:33,600
any cons to this having them do that

520
00:18:38,950 --> 00:18:35,520
besides taking away time from the rest

521
00:18:43,350 --> 00:18:41,510
well we think we've done

522
00:18:46,150 --> 00:18:43,360
what we can do without potentially

523
00:18:48,070 --> 00:18:46,160
damaging the system itself

524
00:18:50,150 --> 00:18:48,080
with the various

525
00:18:51,830 --> 00:18:50,160
manipulations that the crew has done

526
00:18:53,909 --> 00:18:51,840
that we did yesterday when we first

527
00:18:56,789 --> 00:18:53,919
encountered this problem so

528
00:18:59,270 --> 00:18:56,799
if you're thinking of of shaking the arm

529
00:19:01,669 --> 00:18:59,280
or or doing things like that shaking the

530
00:19:04,789 --> 00:19:01,679
the boom or the end of the boom uh we

531
00:19:06,070 --> 00:19:04,799
really don't want to do that um

532
00:19:07,350 --> 00:19:06,080
for reasons that you could probably

533
00:19:09,190 --> 00:19:07,360
imagine and

534
00:19:10,549 --> 00:19:09,200
and as i said with respect to an eva

535
00:19:14,230 --> 00:19:10,559
task

536
00:19:17,590 --> 00:19:14,240
would be

537
00:19:20,150 --> 00:19:17,600
imagine yourself

538
00:19:21,909 --> 00:19:20,160

doing this not in a spacesuit and not in

539
00:19:24,870 --> 00:19:21,919
the vacuum of space it would take you

540
00:19:28,150 --> 00:19:24,880
about 12 seconds to do it

541
00:19:29,669 --> 00:19:28,160
and in an eva suit as far as an eva task

542
00:19:31,590 --> 00:19:29,679
it'll probably take about 10 or 12

543
00:19:34,710 --> 00:19:31,600
minutes which is a pretty

544
00:19:37,750 --> 00:19:34,720
a pretty simple very straightforward

545
00:19:40,630 --> 00:19:37,760
very low risk kind of eva task so our

546
00:19:43,029 --> 00:19:40,640
goal is to keep it very simple

547
00:19:44,950 --> 00:19:43,039
and as i said we would

548
00:19:47,350 --> 00:19:44,960
what the team is doing is is trying to

549
00:19:48,870 --> 00:19:47,360
look at scenarios where

550
00:19:51,190 --> 00:19:48,880
we'll have the boom on the end of the

551
00:19:52,390 --> 00:19:51,200
robotic arm the shuttle robotic arm the

552
00:19:53,909 --> 00:19:52,400
small arm

553
00:19:56,630 --> 00:19:53,919
and then we would

554
00:19:58,150 --> 00:19:56,640
we would present it to the crew member

555
00:19:59,990 --> 00:19:58,160
as their

556
00:20:02,230 --> 00:20:00,000
either translating from one task to

557
00:20:05,510 --> 00:20:02,240
another as part of the already

558
00:20:07,990 --> 00:20:05,520
planned and choreographed eva task

559
00:20:08,950 --> 00:20:08,000
so that there would be very little eva

560
00:20:12,470 --> 00:20:08,960
task

561
00:20:14,390 --> 00:20:12,480
deviation other than to perhaps

562
00:20:15,990 --> 00:20:14,400
manipulate the crew member

563
00:20:17,110 --> 00:20:16,000

the spacewalker a little bit one way or

564
00:20:18,549 --> 00:20:17,120
the other

565
00:20:20,470 --> 00:20:18,559
and then whatever

566
00:20:22,230 --> 00:20:20,480
time it takes them to physically

567
00:20:24,310 --> 00:20:22,240
actually grab the cable and move it and

568
00:20:27,270 --> 00:20:24,320
and tie it down for example very very

569
00:20:29,510 --> 00:20:27,280
simple is our goal and we think it'd be

570
00:20:33,430 --> 00:20:29,520
we can probably do that without really

571
00:20:35,590 --> 00:20:33,440
disrupting the the planned space walks

572
00:20:37,990 --> 00:20:35,600
i guess i didn't make myself clear i'm

573
00:20:40,390 --> 00:20:38,000
just wondering why not just go ahead and

574
00:20:43,110 --> 00:20:40,400
say let's do it now i mean what is there

575
00:20:45,909 --> 00:20:43,120
any um reason why you wouldn't want to

576
00:20:48,470 --> 00:20:45,919
have them take 10 minutes out to give it

577
00:20:49,270 --> 00:20:48,480
a tug

578
00:20:51,430 --> 00:20:49,280
well

579
00:20:52,549 --> 00:20:51,440
um

580
00:20:54,310 --> 00:20:52,559
what you're talking about doing is

581
00:20:57,029 --> 00:20:54,320
having the crew member go down into the

582
00:20:59,110 --> 00:20:57,039
shuttle payload bay

583
00:21:02,390 --> 00:20:59,120
and translate that

584
00:21:04,390 --> 00:21:02,400
all the way down there and do that task

585
00:21:06,789 --> 00:21:04,400
everything that we do

586
00:21:08,549 --> 00:21:06,799
takes some amount of time

587
00:21:11,029 --> 00:21:08,559
and the space walks that we already have

588
00:21:12,470 --> 00:21:11,039

planned are very full

589
00:21:15,430 --> 00:21:12,480
and so

590
00:21:19,510 --> 00:21:15,440
yes we want to do it but

591
00:21:21,350 --> 00:21:19,520
we are planning uh to include a task

592
00:21:23,190 --> 00:21:21,360
that would um

593
00:21:24,870 --> 00:21:23,200
allow us to present the boom to the crew

594
00:21:26,950 --> 00:21:24,880
member instead of having the crew member

595
00:21:28,830 --> 00:21:26,960
have to come to the boom

596
00:21:30,870 --> 00:21:28,840
that'll save a lot of time in the eva

597
00:21:32,950 --> 00:21:30,880
timeline and it will preclude us from

598
00:21:35,270 --> 00:21:32,960
having to to not do something else in

599
00:21:37,270 --> 00:21:35,280
the already planned evas

600
00:21:38,230 --> 00:21:37,280
all right thanks a lot

601
00:21:40,870 --> 00:21:38,240
okay

602
00:21:43,350 --> 00:21:40,880
thanks marcia we now have todd halverson

603
00:21:45,830 --> 00:21:43,360
from florida today

604
00:21:48,070 --> 00:21:45,840
uh thanks todd halverson florida today

605
00:21:52,230 --> 00:21:48,080
we were i might have just missed this

606
00:21:53,830 --> 00:21:52,240
but in the uh closeout photo um

607
00:21:58,230 --> 00:21:53,840
is that a

608
00:22:00,070 --> 00:21:58,240
normal configuration in that photo

609
00:22:03,350 --> 00:22:00,080
it is the closeout photo that we showed

610
00:22:05,510 --> 00:22:03,360
here is the con is the expected normal

611
00:22:08,789 --> 00:22:05,520
plan configuration uh that we want to

612
00:22:10,230 --> 00:22:08,799
leave the system in before we launch

613
00:22:12,390 --> 00:22:10,240

okay and and

614
00:22:14,870 --> 00:22:12,400
and how is it again that you think it

615
00:22:17,510 --> 00:22:14,880
might have got in the uh

616
00:22:20,390 --> 00:22:17,520
well just the wrong configuration that's

617
00:22:23,110 --> 00:22:20,400
a good question we don't know and so

618
00:22:25,110 --> 00:22:23,120
what we're off doing now is is assessing

619
00:22:28,470 --> 00:22:25,120
the current configuration

620
00:22:29,909 --> 00:22:28,480
um to determine whether or not

621
00:22:32,310 --> 00:22:29,919
the other cable the one that's not

622
00:22:34,310 --> 00:22:32,320
snagged the one that i showed you is is

623
00:22:35,990 --> 00:22:34,320
somewhat slack and much more taut

624
00:22:37,990 --> 00:22:36,000
appears to be much more taught in the

625
00:22:40,710 --> 00:22:38,000
current configuration

626
00:22:43,029 --> 00:22:40,720
if that is somehow contributing to this

627
00:22:44,310 --> 00:22:43,039
uh this looped cable getting snagged on

628
00:22:45,750 --> 00:22:44,320
the reed sensor

629
00:22:47,909 --> 00:22:45,760
uh or maybe that doesn't have anything

630
00:22:49,270 --> 00:22:47,919
to do with it at all um maybe there's

631
00:22:50,470 --> 00:22:49,280
something else

632
00:22:53,510 --> 00:22:50,480
um

633
00:22:56,710 --> 00:22:53,520
in the uh in the way that we that we

634
00:22:58,470 --> 00:22:56,720
unbirthed the boom or moved it around

635
00:22:59,590 --> 00:22:58,480
or something at the beginning of flight

636
00:23:01,510 --> 00:22:59,600
day two

637
00:23:04,390 --> 00:23:01,520
we don't know todd and to answer your

638
00:23:06,070 --> 00:23:04,400

question but we're off um collecting the

639
00:23:07,830 --> 00:23:06,080
data to try and ascertain if this is

640
00:23:09,510 --> 00:23:07,840
something that happened

641
00:23:11,750 --> 00:23:09,520
somehow before we closed the payload

642
00:23:14,230 --> 00:23:11,760
doors after that closeout picture was

643
00:23:15,590 --> 00:23:14,240
taken or if it happened

644
00:23:19,190 --> 00:23:15,600
during the

645
00:23:21,110 --> 00:23:19,200
ascent and launch where there's some

646
00:23:22,630 --> 00:23:21,120
vibration and it's a little bit more

647
00:23:24,390 --> 00:23:22,640
dynamic time frame

648
00:23:25,990 --> 00:23:24,400
or if it happened when we started taking

649
00:23:28,710 --> 00:23:26,000
the boom out for the first time and

650
00:23:30,070 --> 00:23:28,720
moving it around we don't know and uh

651
00:23:32,870 --> 00:23:30,080
and we're trying to collect all the data

652
00:23:35,029 --> 00:23:32,880
to be able to to determine that

653
00:23:37,270 --> 00:23:35,039
okay thanks that's all for me

654
00:23:42,230 --> 00:23:37,280
okay and we have one last phone bridge

655
00:23:46,470 --> 00:23:44,149
thank you very much at uh tarik alex

656
00:23:47,990 --> 00:23:46,480
from space.com and uh leroy my question

657
00:23:50,549 --> 00:23:48,000
you mentioned uh

658
00:23:53,430 --> 00:23:50,559
how before today's talking um the

659
00:23:54,789 --> 00:23:53,440
station crew was able to get

660
00:23:57,750 --> 00:23:54,799
some extra photos that you normally

661
00:23:58,710 --> 00:23:57,760
wouldn't get um of the the areas that

662
00:24:00,390 --> 00:23:58,720
you were

663
00:24:02,070 --> 00:24:00,400

hoping to look at again

664
00:24:02,950 --> 00:24:02,080
of the shuttle on this kind of curiosity

665
00:24:05,029 --> 00:24:02,960
if

666
00:24:07,669 --> 00:24:05,039
how those photos

667
00:24:09,590 --> 00:24:07,679
have turned out and maybe how

668
00:24:11,029 --> 00:24:09,600
how good they would have to be to give

669
00:24:13,029 --> 00:24:11,039
you confidence to not even have to look

670
00:24:15,350 --> 00:24:13,039
at the support side wing areas that you

671
00:24:16,390 --> 00:24:15,360
missed earlier thanks

672
00:24:17,909 --> 00:24:16,400
okay

673
00:24:20,149 --> 00:24:17,919
we don't know how they turned out yet i

674
00:24:22,390 --> 00:24:20,159
mean part of the team knows how some of

675
00:24:24,870 --> 00:24:22,400
them turned out but we are in fact in

676
00:24:26,870 --> 00:24:24,880
the process of evaluating all of that

677
00:24:28,390 --> 00:24:26,880
all of that imagery data the team the

678
00:24:30,070 --> 00:24:28,400
the the

679
00:24:31,669 --> 00:24:30,080
damage assessment team the dat team is

680
00:24:32,789 --> 00:24:31,679
in the process of evaluating all that

681
00:24:34,149 --> 00:24:32,799
data so

682
00:24:35,830 --> 00:24:34,159
to answer the first part of your

683
00:24:36,950 --> 00:24:35,840
question i really can't because i don't

684
00:24:39,269 --> 00:24:36,960
i don't know

685
00:24:40,950 --> 00:24:39,279
if they turn out like we typically see

686
00:24:43,110 --> 00:24:40,960
in these 400 millimeter and 800

687
00:24:45,830 --> 00:24:43,120
millimeter uh camera pictures they're

688
00:24:48,870 --> 00:24:45,840

pretty astounding

689
00:24:51,909 --> 00:24:48,880
eye watering detail

690
00:24:53,990 --> 00:24:51,919
images of these areas of concern

691
00:24:55,510 --> 00:24:54,000
and probably would surpass anything that

692
00:24:57,990 --> 00:24:55,520
we can get

693
00:25:00,310 --> 00:24:58,000
with the end effector camera

694
00:25:02,549 --> 00:25:00,320
albeit the ineffector camera images uh

695
00:25:04,950 --> 00:25:02,559
are are adequate for us to be able to to

696
00:25:07,110 --> 00:25:04,960
clear the vehicle with respect to our

697
00:25:08,710 --> 00:25:07,120
our safe criteria for entry

698
00:25:11,110 --> 00:25:08,720
um so

699
00:25:12,549 --> 00:25:11,120
i don't know uh we're in the we're in

700
00:25:14,390 --> 00:25:12,559
the throes of evaluating all of that

701
00:25:17,510 --> 00:25:14,400
data

702
00:25:19,350 --> 00:25:17,520
and but we're going to for sure

703
00:25:21,990 --> 00:25:19,360
where some of this additional imagery is

704
00:25:22,950 --> 00:25:22,000
concerned we're going to for sure

705
00:25:24,710 --> 00:25:22,960
have

706
00:25:27,029 --> 00:25:24,720
some more imagery of some of these areas

707
00:25:29,190 --> 00:25:27,039
than we normally have had before

708
00:25:30,789 --> 00:25:29,200
because as i said we have more station

709
00:25:31,830 --> 00:25:30,799
crew members looking and able to take

710
00:25:33,590 --> 00:25:31,840
pictures

711
00:25:35,909 --> 00:25:33,600
and we just have some more capability

712
00:25:37,750 --> 00:25:35,919
than we've had before plus we asked them

713
00:25:39,830 --> 00:25:37,760

if they wouldn't mind doing that given

714
00:25:41,430 --> 00:25:39,840
that we knew that

715
00:25:43,190 --> 00:25:41,440
we were lacking some of the imagery on

716
00:25:47,029 --> 00:25:43,200
the port wing and that we it would be

717
00:25:50,630 --> 00:25:48,710
thank you and just a quick follow-up you

718
00:25:52,549 --> 00:25:50,640
mentioned earlier that um a lot of the

719
00:25:54,870 --> 00:25:52,559
work that's ongoing now is kind of on

720
00:25:56,549 --> 00:25:54,880
the standard schedule for um

721
00:25:58,070 --> 00:25:56,559
for a shuttle flight and i'm just

722
00:25:59,830 --> 00:25:58,080
wondering how

723
00:26:02,310 --> 00:25:59,840
maybe some of the extra either image

724
00:26:04,230 --> 00:26:02,320
analysis or um

725
00:26:06,390 --> 00:26:04,240
or boom work

726
00:26:07,350 --> 00:26:06,400
has either explode or impacted the

727
00:26:08,789 --> 00:26:07,360
review

728
00:26:11,029 --> 00:26:08,799
process if you think you might need an

729
00:26:14,870 --> 00:26:11,039
extra day or two before bringing the

730
00:26:17,350 --> 00:26:14,880
shuttle to launch debris status thanks

731
00:26:20,630 --> 00:26:17,360
it's a it's too early to tell

732
00:26:22,789 --> 00:26:20,640
and and we'll know more in a day

733
00:26:24,470 --> 00:26:22,799
probably two days

734
00:26:27,350 --> 00:26:24,480
probably tomorrow this time i'll know if

735
00:26:29,510 --> 00:26:27,360
we've really impacted the the overall

736
00:26:32,310 --> 00:26:29,520
analysis timeline i doubt we have

737
00:26:34,549 --> 00:26:32,320
impacted it significantly

738
00:26:36,470 --> 00:26:34,559

because the team is able to do

739
00:26:38,310 --> 00:26:36,480
things in parallel

740
00:26:39,510 --> 00:26:38,320
with the ongoing mission activities now

741
00:26:41,029 --> 00:26:39,520
that we're docked

742
00:26:42,070 --> 00:26:41,039
uh we'll be out doing a spacewalk

743
00:26:44,310 --> 00:26:42,080
tomorrow

744
00:26:45,669 --> 00:26:44,320
and uh and before you know it the dat

745
00:26:47,269 --> 00:26:45,679
team will have most of this data

746
00:26:49,269 --> 00:26:47,279
analyzed and they'll be able to come

747
00:26:50,789 --> 00:26:49,279
back and tell us hey uh here's some

748
00:26:52,950 --> 00:26:50,799
areas where where we need to get a

749
00:26:54,630 --> 00:26:52,960
little bit more fidelity or there are no

750
00:26:57,029 --> 00:26:54,640
areas where we need more fidelity and

751
00:26:59,510 --> 00:26:57,039
everything is fine

752
00:27:02,310 --> 00:26:59,520
or somewhere in between there

753
00:27:04,310 --> 00:27:02,320
so it's a little early to tell

754
00:27:05,430 --> 00:27:04,320
we may be a little

755
00:27:07,190 --> 00:27:05,440
later

756
00:27:08,950 --> 00:27:07,200
ultimately in terms of when we're able

757
00:27:10,789 --> 00:27:08,960
to to

758
00:27:11,909 --> 00:27:10,799
clear the vehicle

759
00:27:13,190 --> 00:27:11,919
for entry

760
00:27:15,430 --> 00:27:13,200
but i don't think it's going to be

761
00:27:21,590 --> 00:27:15,440
significant if we even are later than

762
00:27:27,110 --> 00:27:22,870
okay did that get all your questions

763
00:27:31,510 --> 00:27:28,870

thank you okay thanks do we have

764
00:27:33,190 --> 00:27:31,520
anything else here in houston

765
00:27:35,909 --> 00:27:33,200
okay it looks like that's all the

766
00:27:37,830 --> 00:27:35,919
questions for today thanks lara kane for

767
00:27:39,990 --> 00:27:37,840
joining us for this briefing

768
00:27:42,549 --> 00:27:40,000
just a reminder that for all the latest

769
00:27:44,470 --> 00:27:42,559
information on the sts-132 mission of

770
00:27:49,029 --> 00:27:44,480
the shuttle of the space station you can

771
00:27:50,710 --> 00:27:49,039
look at the nasa website at www.nasa