



1
00:00:08,549 --> 00:00:06,309
good afternoon from nasa's johnson space

2
00:00:10,470 --> 00:00:08,559
center welcome to the sts-133 mission

3
00:00:12,709 --> 00:00:10,480
status briefing i am joined today by

4
00:00:14,150 --> 00:00:12,719
tony cicacci he is the entry flight

5
00:00:15,509 --> 00:00:14,160
director for discovery's reentry

6
00:00:17,430 --> 00:00:15,519
tomorrow he's going to be giving us an

7
00:00:19,269 --> 00:00:17,440
update on what's in store and how the

8
00:00:21,510 --> 00:00:19,279
conditions look down in florida in terms

9
00:00:23,910 --> 00:00:21,520
of weather so go ahead tony okay thanks

10
00:00:26,310 --> 00:00:23,920
josh and good afternoon everybody

11
00:00:28,150 --> 00:00:26,320
it's great to be here and before you ask

12
00:00:30,630 --> 00:00:28,160
tim copper and i weren't riding bikes

13
00:00:32,549 --> 00:00:30,640

together just another

14

00:00:35,030 --> 00:00:32,559

little rotator cuff problem i had there

15

00:00:37,270 --> 00:00:35,040

but uh everything's doing fine thank you

16

00:00:39,350 --> 00:00:37,280

uh you probably heard this be from leroy

17

00:00:41,830 --> 00:00:39,360

uh in his uh

18

00:00:43,350 --> 00:00:41,840

uh briefing this morning so uh bear with

19

00:00:47,029 --> 00:00:43,360

me as i go through all this but we had a

20

00:00:48,069 --> 00:00:47,039

very uh successful flight day 13 morning

21

00:00:50,310 --> 00:00:48,079

as the crew

22

00:00:52,150 --> 00:00:50,320

got their self and discovery ready for

23

00:00:54,790 --> 00:00:52,160

uh entry tomorrow

24

00:00:56,389 --> 00:00:54,800

the crew woke up about 2 30 this morning

25

00:00:59,349 --> 00:00:56,399

hit the ground running as they usually

26
00:01:02,389 --> 00:00:59,359
do and put our typical uh intermission

27
00:01:03,990 --> 00:01:02,399
minus one activity activities uh we can

28
00:01:06,789 --> 00:01:04,000
completed the flight control systems

29
00:01:09,109 --> 00:01:06,799
checkout uh with no anomalies systems

30
00:01:11,910 --> 00:01:09,119
are ready for entry we did the standard

31
00:01:14,070 --> 00:01:11,920
rcs hot fire with no anomalies and all

32
00:01:17,030 --> 00:01:14,080
the primary jets are ready to support

33
00:01:19,109 --> 00:01:17,040
entry uh as the crew typically does both

34
00:01:20,789 --> 00:01:19,119
the commander and pilot performed

35
00:01:23,749 --> 00:01:20,799
landing simulations

36
00:01:26,710 --> 00:01:23,759
on utilizing the pilot laptop

37
00:01:29,350 --> 00:01:26,720
simulator and we got to see some video

38
00:01:31,030 --> 00:01:29,360

from that as both steve and eric were

39

00:01:32,950 --> 00:01:31,040

running through that and of course

40

00:01:36,630 --> 00:01:32,960

throughout the day crew is getting the

41

00:01:38,230 --> 00:01:36,640

uh vehicle itself ready for uh

42

00:01:39,590 --> 00:01:38,240

entry tomorrow as far as the mid deck

43

00:01:41,749 --> 00:01:39,600

flight deck and of course the air lock

44

00:01:43,590 --> 00:01:41,759

making sure it's all configured properly

45

00:01:44,789 --> 00:01:43,600

to support entry

46

00:01:46,710 --> 00:01:44,799

see

47

00:01:48,550 --> 00:01:46,720

what we did after the hot fire you

48

00:01:51,270 --> 00:01:48,560

probably heard we did a

49

00:01:54,149 --> 00:01:51,280

secondary payload activity called

50

00:01:55,190 --> 00:01:54,159

rambo 2 which is a ram burn observation

51

00:01:58,069 --> 00:01:55,200

2.

52

00:02:00,870 --> 00:01:58,079

basically we did three sets of plus x

53

00:02:01,910 --> 00:02:00,880

firings uh to help the dod folks get

54

00:02:03,030 --> 00:02:01,920

some

55

00:02:04,630 --> 00:02:03,040

data

56

00:02:05,910 --> 00:02:04,640

on that and i didn't have any more

57

00:02:07,749 --> 00:02:05,920

detail than that

58

00:02:09,749 --> 00:02:07,759

if you have any questions let's see uh

59

00:02:12,070 --> 00:02:09,759

as far as later

60

00:02:13,670 --> 00:02:12,080

the activities later in the day we will

61

00:02:14,710 --> 00:02:13,680

be doing an orbit adjust about an hour

62

00:02:16,630 --> 00:02:14,720

from now

63

00:02:18,869 --> 00:02:16,640

uh to lower the perigee in it we're

64

00:02:21,510 --> 00:02:18,879

doing that to uh provide us a second

65

00:02:23,990 --> 00:02:21,520

opportunity at ksc tomorrow our plan is

66

00:02:26,710 --> 00:02:24,000

not to use it but it just gives us that

67

00:02:29,270 --> 00:02:26,720

capability and option up front

68

00:02:32,229 --> 00:02:29,280

if a fact we did have to wave off a rev

69

00:02:35,190 --> 00:02:32,239

before we came in we did standard

70

00:02:37,670 --> 00:02:35,200

I minus one contacts with myla

71

00:02:39,990 --> 00:02:37,680

basically checking out the uh

72

00:02:42,229 --> 00:02:40,000

hud video that we get from the crew also

73

00:02:44,150 --> 00:02:42,239

make sure we had good uhf with them and

74

00:02:46,309 --> 00:02:44,160

and good calm through the milo station

75

00:02:48,309 --> 00:02:46,319

support entry and later on

76

00:02:49,430 --> 00:02:48,319

i think in next about next hour so

77

00:02:52,309 --> 00:02:49,440

they'll be doing the same check with

78

00:02:53,990 --> 00:02:52,319

edwards just to check that link out

79

00:02:55,670 --> 00:02:54,000

later on in the day one of the last

80

00:02:57,990 --> 00:02:55,680

major activities the crew will have is

81

00:02:59,430 --> 00:02:58,000

uh to stow the ku

82

00:03:02,070 --> 00:02:59,440

band antenna

83

00:03:03,670 --> 00:03:02,080

uh get the payload bay ready for

84

00:03:06,149 --> 00:03:03,680

the ride home

85

00:03:08,710 --> 00:03:06,159

let's see uh as far as the tps i think

86

00:03:10,790 --> 00:03:08,720

leroy already told you this but uh

87

00:03:13,670 --> 00:03:10,800

the discovery is cleared for entry uh

88

00:03:15,670 --> 00:03:13,680

the engineering folks did a great job

89

00:03:17,430 --> 00:03:15,680

uh reviewing the data and they got the

90

00:03:19,190 --> 00:03:17,440

got that complete a little ahead of the

91

00:03:21,270 --> 00:03:19,200

timeline

92

00:03:24,390 --> 00:03:21,280

i'll see i'll give you a quick story on

93

00:03:25,830 --> 00:03:24,400

the consumables and weather story

94

00:03:27,670 --> 00:03:25,840

right now we have the consumables to

95

00:03:30,550 --> 00:03:27,680

support out to end emission plus two

96

00:03:35,350 --> 00:03:33,589

as far as the forecast for ksc wednesday

97

00:03:37,350 --> 00:03:35,360

uh they're trending very well and uh

98

00:03:39,509 --> 00:03:37,360

looking very promising

99

00:03:42,390 --> 00:03:39,519

uh and with that and with the next day's

100

00:03:45,509 --> 00:03:42,400

uh forecast my plan tomorrow or the plan

101
00:03:46,869 --> 00:03:45,519
tomorrow is just only call up ksc

102
00:03:48,390 --> 00:03:46,879
and let's see if we needed an end to

103
00:03:50,309 --> 00:03:48,400
mission plus one for whatever reason we

104
00:03:52,070 --> 00:03:50,319
had to wave off tomorrow

105
00:03:53,990 --> 00:03:52,080
we'll you know mission one one will

106
00:03:55,990 --> 00:03:54,000
become pick em day basically uh we will

107
00:03:57,910 --> 00:03:56,000
come home and you know we have that

108
00:03:59,270 --> 00:03:57,920
opportunity to go to edwards ksc or

109
00:04:00,949 --> 00:03:59,280
northrop and we'll look at the weather

110
00:04:03,190 --> 00:04:00,959
and see what the best

111
00:04:05,670 --> 00:04:03,200
options are to do that

112
00:04:07,270 --> 00:04:05,680
see tomorrow's activities crew awakes

113
00:04:09,270 --> 00:04:07,280

about

114

00:04:10,869 --> 00:04:09,280

2 30 in the morning

115

00:04:13,110 --> 00:04:10,879

deorbit prep starts and these are

116

00:04:14,390 --> 00:04:13,120

central times georgia prep starts about

117

00:04:16,069 --> 00:04:14,400

ten to six

118

00:04:17,349 --> 00:04:16,079

we'll close the payload bay doors around

119

00:04:19,189 --> 00:04:17,359

seven o'clock

120

00:04:22,069 --> 00:04:19,199

and then uh the gonna go for the orbit

121

00:04:25,909 --> 00:04:22,079

burn will be around 9 30 central time

122

00:04:28,550 --> 00:04:25,919

see uh deorbit burn to ksc orbit uh 202

123

00:04:31,830 --> 00:04:28,560

is going to be around 9 30. let's see if

124

00:04:37,749 --> 00:04:31,840

we have the ground track for a kfc 202

125

00:04:40,310 --> 00:04:38,550

okay

126

00:04:43,670 --> 00:04:40,320

oh there we go

127

00:04:46,469 --> 00:04:43,680

let's see that one is for 202 right okay

128

00:04:47,830 --> 00:04:46,479

let's see basically uh i'll do a my

129

00:04:50,550 --> 00:04:47,840

quick summary here we're going to cross

130

00:04:53,749 --> 00:04:50,560

the western edge of central america of

131

00:04:57,430 --> 00:04:53,759

course near guatemala and el salvador

132

00:04:59,189 --> 00:04:57,440

uh towards the yukon and then uh

133

00:05:02,230 --> 00:04:59,199

west of cuba and we're heading on to

134

00:05:04,390 --> 00:05:02,240

florida crossing over sarasota lakeland

135

00:05:07,430 --> 00:05:04,400

and then uh saint cloud and then we'll

136

00:05:09,270 --> 00:05:07,440

head on our way to ksc

137

00:05:11,430 --> 00:05:09,280

let's see uh

138

00:05:13,909 --> 00:05:11,440

as far as like i talked about if for

139

00:05:17,350 --> 00:05:13,919

some reason we uh are unable to get to

140

00:05:20,310 --> 00:05:17,360

ksc 202 we have a backup opportunity

141

00:05:24,710 --> 00:05:20,320

uh kc orbit 203 and that tig is around

142

00:05:26,150 --> 00:05:24,720

uh 11 30 central time

143

00:05:29,510 --> 00:05:26,160

see

144

00:05:31,110 --> 00:05:29,520

the crew is doing really great probably

145

00:05:31,990 --> 00:05:31,120

saw from a lot of the downlink that they

146

00:05:33,830 --> 00:05:32,000

had

147

00:05:35,189 --> 00:05:33,840

and uh they're having a good time and

148

00:05:37,830 --> 00:05:35,199

they're getting ready to to come home

149

00:05:39,029 --> 00:05:37,840

and that's all i have for you

150

00:05:41,990 --> 00:05:39,039

let's start off with questions here at

151
00:05:45,189 --> 00:05:42,000

jsc mark

152
00:05:47,110 --> 00:05:45,199

thanks mark caro for aviation week as uh

153
00:05:49,029 --> 00:05:47,120

is the forecast for the two landing

154
00:05:51,350 --> 00:05:49,039

opportunities in florida tomorrow the

155
00:05:53,909 --> 00:05:51,360

same basically throughout or is there

156
00:05:55,749 --> 00:05:53,919

any sort of change and uh what what does

157
00:05:58,469 --> 00:05:55,759

it look like for thursday if you had to

158
00:05:59,830 --> 00:05:58,479

wave off for some reason let's see your

159
00:06:01,749 --> 00:05:59,840

first party question what we've been

160
00:06:03,909 --> 00:06:01,759

forecasting mark

161
00:06:05,189 --> 00:06:03,919

for the last week or so uh

162
00:06:07,590 --> 00:06:05,199

yeah things are i mean things are

163
00:06:08,870 --> 00:06:07,600

tracking pretty well for the models uh

164

00:06:10,230 --> 00:06:08,880

one of the things we checked today is

165

00:06:11,830 --> 00:06:10,240

what the of course the current weather

166

00:06:13,590 --> 00:06:11,840

was around landing time today and that

167

00:06:15,430 --> 00:06:13,600

them it tracked what we were expecting

168

00:06:17,430 --> 00:06:15,440

and forecasting so we feel pretty

169

00:06:19,590 --> 00:06:17,440

comfortable with that and again you know

170

00:06:21,510 --> 00:06:19,600

it's florida and it's always 50 50 there

171

00:06:23,590 --> 00:06:21,520

but uh just based on what the weather

172

00:06:25,909 --> 00:06:23,600

guys are forecasting we feel pretty

173

00:06:27,749 --> 00:06:25,919

comfortable uh thursday

174

00:06:29,270 --> 00:06:27,759

uh you probably saw during some of the

175

00:06:32,629 --> 00:06:29,280

weather there's a front that's going to

176

00:06:34,469 --> 00:06:32,639

be around the florida panhandle and uh

177

00:06:36,870 --> 00:06:34,479

for the first opportunity we're

178

00:06:39,510 --> 00:06:36,880

concerned about uh possibly uh some

179

00:06:40,710 --> 00:06:39,520

anvils coming off that thunderstorm and

180

00:06:42,629 --> 00:06:40,720

we have some rules that we can't of

181

00:06:44,550 --> 00:06:42,639

course fly through any of the anvils and

182

00:06:46,870 --> 00:06:44,560

then the rev later the thunderstorms get

183

00:06:48,629 --> 00:06:46,880

closer so we may have uh

184

00:06:52,790 --> 00:06:48,639

possibly have thunderstorms within the

185

00:06:58,870 --> 00:06:55,909

okay okay gina

186

00:07:00,629 --> 00:06:58,880

uh gina cincer abc news for those of us

187

00:07:03,029 --> 00:07:00,639

who are watching your decision making

188

00:07:04,790 --> 00:07:03,039

tomorrow during entry tell me what

189

00:07:06,070 --> 00:07:04,800

systems you're monitoring and what input

190

00:07:07,909 --> 00:07:06,080

you're getting as you're making the

191

00:07:09,510 --> 00:07:07,919

decision whether or not to let

192

00:07:10,629 --> 00:07:09,520

discovery de-orbit

193

00:07:12,309 --> 00:07:10,639

well

194

00:07:13,589 --> 00:07:12,319

okay

195

00:07:15,270 --> 00:07:13,599

let's see you know one of the big key

196

00:07:17,830 --> 00:07:15,280

things is what we did today the fcs

197

00:07:20,870 --> 00:07:17,840

checkout and hot fire so we we verified

198

00:07:22,790 --> 00:07:20,880

all the systems we require for entry are

199

00:07:25,350 --> 00:07:22,800

functional and available to us a couple

200

00:07:28,230 --> 00:07:25,360

of the milestones of course tomorrow is

201
00:07:30,150 --> 00:07:28,240
make sure we have a good rad

202
00:07:33,110 --> 00:07:30,160
radiator fest bypass checkout so

203
00:07:35,110 --> 00:07:33,120
basically utilizing the um

204
00:07:36,629 --> 00:07:35,120
cooling and the radiators and such to

205
00:07:38,230 --> 00:07:36,639
make sure we have a good cooling with

206
00:07:39,350 --> 00:07:38,240
that so that's one of our decision

207
00:07:41,510 --> 00:07:39,360
points and

208
00:07:42,870 --> 00:07:41,520
once everything works well with that of

209
00:07:44,390 --> 00:07:42,880
course we close the payload doors and

210
00:07:46,150 --> 00:07:44,400
that has to go successful

211
00:07:49,270 --> 00:07:46,160
successfully and then basically from

212
00:07:51,270 --> 00:07:49,280
then on there on out uh we just continue

213
00:07:52,629 --> 00:07:51,280

to watch the weather and then at that

214

00:07:55,110 --> 00:07:52,639

point you know make the decision if we

215

00:07:56,070 --> 00:07:55,120

want to come home or not

216

00:07:57,670 --> 00:07:56,080

okay

217

00:07:59,670 --> 00:07:57,680

question all right let's go down to the

218

00:08:03,110 --> 00:07:59,680

kennedy space center for some questions

219

00:08:07,749 --> 00:08:06,309

bill harwood with cbs news tony uh

220

00:08:08,869 --> 00:08:07,759

if if for some reason you couldn't make

221

00:08:10,390 --> 00:08:08,879

it in on

222

00:08:11,830 --> 00:08:10,400

on wednesday

223

00:08:13,029 --> 00:08:11,840

you would land even on the west coast on

224

00:08:14,309 --> 00:08:13,039

thursday i guess the reason i'm asking

225

00:08:15,589 --> 00:08:14,319

that question is sometimes in the past

226

00:08:16,790 --> 00:08:15,599

you'd be willing to

227

00:08:18,230 --> 00:08:16,800

you know try to get it back to the cape

228

00:08:19,749 --> 00:08:18,240

but i guess in this case since it's not

229

00:08:21,270 --> 00:08:19,759

flying again there's no pressing need

230

00:08:23,189 --> 00:08:21,280

for that can you just talk about that a

231

00:08:24,710 --> 00:08:23,199

little bit that you would come down on

232

00:08:27,270 --> 00:08:24,720

thursday in california if it comes to

233

00:08:29,110 --> 00:08:27,280

that yeah yes sir of course uh like i

234

00:08:31,749 --> 00:08:29,120

talked about uh since we only have

235

00:08:33,670 --> 00:08:31,759

animation plus two consumables uh and

236

00:08:35,750 --> 00:08:33,680

emission plus one becomes uh basically

237

00:08:38,550 --> 00:08:35,760

call it a pick em day so we we are

238

00:08:39,829 --> 00:08:38,560

coming home somewhere uh unless we have

239

00:08:41,589 --> 00:08:39,839

a systems problem where we'd have to

240

00:08:43,029 --> 00:08:41,599

stay up another day but what we'll look

241

00:08:45,269 --> 00:08:43,039

at bill probably one of the key things

242

00:08:47,430 --> 00:08:45,279

is just to see how the weather forecast

243

00:08:48,949 --> 00:08:47,440

is at ksc and and

244

00:08:51,190 --> 00:08:48,959

determine if we want to go ahead and try

245

00:08:54,230 --> 00:08:51,200

to close the payload doors and get the

246

00:08:55,509 --> 00:08:54,240

crew in the suits early if we think ksc

247

00:08:57,509 --> 00:08:55,519

is going to be no go for the first

248

00:08:59,990 --> 00:08:57,519

opportunity or even the second will

249

00:09:01,430 --> 00:09:00,000

delay those decisions on just so the

250

00:09:03,990 --> 00:09:01,440

crew doesn't have to be

251
00:09:05,670 --> 00:09:04,000
in their suits uh for more than you know

252
00:09:07,269 --> 00:09:05,680
two or three revs

253
00:09:09,670 --> 00:09:07,279
so we'll look at the weather pretty uh

254
00:09:11,430 --> 00:09:09,680
pretty hard thanks and uh leroy was

255
00:09:13,030 --> 00:09:11,440
telling us give us a little review of

256
00:09:15,190 --> 00:09:13,040
fcs checkout this morning he mentioned

257
00:09:16,389 --> 00:09:15,200
you had a little avionics transit and i

258
00:09:17,829 --> 00:09:16,399
may have missed this if you mentioned it

259
00:09:19,750 --> 00:09:17,839
earlier but uh just give us a little

260
00:09:21,269 --> 00:09:19,760
update everything the condition of all

261
00:09:22,710 --> 00:09:21,279
the systems that you need for reentry uh

262
00:09:23,590 --> 00:09:22,720
yeah it was a

263
00:09:41,350 --> 00:09:23,600

a

264

00:09:43,430 --> 00:09:41,360

cycling the fcs

265

00:09:47,829 --> 00:09:43,440

switches or the control power to those

266

00:09:49,030 --> 00:09:47,839

when we cycled it the first time on atvc

267

00:09:50,310 --> 00:09:49,040

1

268

00:09:53,110 --> 00:09:50,320

the power didn't come back the first

269

00:09:55,750 --> 00:09:53,120

time we cycled it so we cycled the fcs

270

00:09:57,190 --> 00:09:55,760

channel again and we recovered it you

271

00:09:59,670 --> 00:09:57,200

know and we took a look at it we didn't

272

00:10:01,190 --> 00:09:59,680

see any shorts or any transient on the

273

00:10:03,430 --> 00:10:01,200

power

274

00:10:05,670 --> 00:10:03,440

the engineering folks said that they did

275

00:10:07,190 --> 00:10:05,680

see this one time and i can't remember

276

00:10:08,389 --> 00:10:07,200

the flight because i was paying

277

00:10:09,750 --> 00:10:08,399

attention to the

278

00:10:12,550 --> 00:10:09,760

flight loop when they were talking on

279

00:10:14,550 --> 00:10:12,560

the opo but they have seen this uh at

280

00:10:17,030 --> 00:10:14,560

one flight prior but the thing is you

281

00:10:18,389 --> 00:10:17,040

know we have four fcs channels even if

282

00:10:19,829 --> 00:10:18,399

we had that problem

283

00:10:22,069 --> 00:10:19,839

with that single

284

00:10:23,509 --> 00:10:22,079

atvc channel one

285

00:10:25,590 --> 00:10:23,519

we still have three others so we'll be

286

00:10:28,069 --> 00:10:25,600

able to do the

287

00:10:30,150 --> 00:10:28,079

main engine repositioning for that mach

288

00:10:31,910 --> 00:10:30,160

8 that we do to make sure we have a good

289

00:10:34,870 --> 00:10:31,920

clearance for the drag chutes and then

290

00:10:36,630 --> 00:10:34,880

be able to do uh post landing uh uh

291

00:10:38,630 --> 00:10:36,640

putting repositioning the main engines

292

00:10:40,550 --> 00:10:38,640

to raindrain

293

00:10:42,150 --> 00:10:40,560

so we're uh no problems right now thanks

294

00:10:44,389 --> 00:10:42,160

and the last question from here i'm

295

00:10:47,269 --> 00:10:44,399

sorry go ahead no no that was fine uh

296

00:10:49,030 --> 00:10:47,279

the last question from here uh you know

297

00:10:50,550 --> 00:10:49,040

today the theme seems to be talking

298

00:10:52,069 --> 00:10:50,560

about discovery's legacy and all that

299

00:10:53,269 --> 00:10:52,079

and everybody else in the world has been

300

00:10:55,190 --> 00:10:53,279

asked that question so i'm going to ask

301
00:10:56,710 --> 00:10:55,200
you uh you're the guy that launches it

302
00:10:58,150 --> 00:10:56,720
and lands it uh what are your thoughts

303
00:11:00,710 --> 00:10:58,160
about discovery bringing her down for

304
00:11:02,790 --> 00:11:00,720
the last time i'll give you the standard

305
00:11:05,110 --> 00:11:02,800
answer that all my buddies have been

306
00:11:07,670 --> 00:11:05,120
saying uh you know we know that all this

307
00:11:09,670 --> 00:11:07,680
this uh hoopla and

308
00:11:11,590 --> 00:11:09,680
historical milestones are going on but

309
00:11:14,230 --> 00:11:11,600
our focus right now is to make sure we

310
00:11:16,310 --> 00:11:14,240
have a a clean vehicle and we and we uh

311
00:11:18,150 --> 00:11:16,320
get the crew safely to the ground

312
00:11:20,230 --> 00:11:18,160
tomorrow and then once we get him out of

313
00:11:22,230 --> 00:11:20,240

the vehicle we probably will sit back

314

00:11:23,110 --> 00:11:22,240

maybe at some establishment and talk

315

00:11:25,269 --> 00:11:23,120

about

316

00:11:28,310 --> 00:11:25,279

the legacy and

317

00:11:32,230 --> 00:11:28,320

how wonderful uh this uh machine has uh

318

00:11:34,710 --> 00:11:33,509

okay i think that's it from the kennedy

319

00:11:36,949 --> 00:11:34,720

space center let's go to the phone lines

320

00:11:38,949 --> 00:11:36,959

we have robert perlman

321

00:11:40,550 --> 00:11:38,959

hi robert perlin with collectspace.com

322

00:11:42,550 --> 00:11:40,560

can you hear me yes we can go ahead

323

00:11:44,949 --> 00:11:42,560

wrong great um you know you just

324

00:11:47,110 --> 00:11:44,959

mentioned uh saving the reflection for

325

00:11:47,990 --> 00:11:47,120

after uh wheel stop and

326

00:11:50,550 --> 00:11:48,000

um

327

00:11:52,230 --> 00:11:50,560

and the crew earlier today said that

328

00:11:53,750 --> 00:11:52,240

while it's bittersweet that the landing

329

00:11:55,030 --> 00:11:53,760

should be a moment of celebration as

330

00:11:56,710 --> 00:11:55,040

well

331

00:11:58,710 --> 00:11:56,720

i wondered if there were any plans

332

00:12:00,949 --> 00:11:58,720

within mission control for

333

00:12:03,590 --> 00:12:00,959

any type of uh of celebration of the

334

00:12:05,190 --> 00:12:03,600

landing after wheel stop you know cigars

335

00:12:07,350 --> 00:12:05,200

being handed out or a cake or anything

336

00:12:09,509 --> 00:12:07,360

like that

337

00:12:10,949 --> 00:12:09,519

i think all i have planned is a standard

338

00:12:11,670 --> 00:12:10,959

handshake

339

00:12:13,829 --> 00:12:11,680

and

340

00:12:15,990 --> 00:12:13,839

we know we still have even though

341

00:12:17,990 --> 00:12:16,000

discoveries end in its uh

342

00:12:20,150 --> 00:12:18,000

its trip but we still have uh two other

343

00:12:22,629 --> 00:12:20,160

missions that we have to focus on

344

00:12:23,990 --> 00:12:22,639

so uh maybe it'll all hit us then year

345

00:12:25,269 --> 00:12:24,000

here when we're complete with all that

346

00:12:27,030 --> 00:12:25,279

but tomorrow it's just going to be the

347

00:12:28,870 --> 00:12:27,040

standard thanks to all the folks that

348

00:12:29,990 --> 00:12:28,880

have supported this flight

349

00:12:31,509 --> 00:12:30,000

and then

350

00:12:36,069 --> 00:12:31,519

we'll get ready for the next one here in

351

00:12:39,430 --> 00:12:37,509

okay

352

00:12:41,670 --> 00:12:39,440

i think that's it from robert uh james

353

00:12:43,910 --> 00:12:41,680

dean

354

00:12:45,829 --> 00:12:43,920

uh thank you very much uh tony

355

00:12:48,310 --> 00:12:45,839

recognizing that the conditions

356

00:12:49,910 --> 00:12:48,320

certainly could change quite a bit um in

357

00:12:51,829 --> 00:12:49,920

the next day i would just wonder if you

358

00:12:53,190 --> 00:12:51,839

could describe uh in a little more

359

00:12:54,870 --> 00:12:53,200

detail

360

00:12:56,150 --> 00:12:54,880

what you're forecasting right now and

361

00:12:58,629 --> 00:12:56,160

you know things hold up you know how

362

00:13:00,550 --> 00:12:58,639

they look right now just in terms of you

363

00:13:03,829 --> 00:13:00,560

know the general picture for winds and

364

00:13:05,829 --> 00:13:03,839

uh clouds is just kind of the scene that

365

00:13:08,310 --> 00:13:05,839

you hope to see there okay i can give

366

00:13:09,990 --> 00:13:08,320

you the forecast that the weather guys

367

00:13:12,230 --> 00:13:10,000

gave me this morning

368

00:13:15,190 --> 00:13:12,240

uh it looks pretty good uh

369

00:13:16,470 --> 00:13:15,200

scattered at 3 000 and the scatter decks

370

00:13:18,550 --> 00:13:16,480

we're looking at two to three ace

371

00:13:20,710 --> 00:13:18,560

coverage so uh

372

00:13:22,550 --> 00:13:20,720

that alleviates our concerns if that'll

373

00:13:24,710 --> 00:13:22,560

turn into broken we got scattered at

374

00:13:26,949 --> 00:13:24,720

twenty thousand feet good visibility and

375

00:13:30,470 --> 00:13:26,959

right now the winds are 120

376

00:13:34,389 --> 00:13:30,480

at 15 peaking at 21 which gives us

377

00:13:37,269 --> 00:13:34,399

a crosswind about peak of 12 and uh head

378

00:13:39,829 --> 00:13:37,279

and tail 12 peak and i'm sorry 12 peak

379

00:13:40,870 --> 00:13:39,839

17. with the current head and tail winds

380

00:13:42,710 --> 00:13:40,880

right now

381

00:13:45,189 --> 00:13:42,720

one five is the only

382

00:13:48,230 --> 00:13:45,199

available runway per the rules but we'll

383

00:13:50,389 --> 00:13:48,240

continue evaluate 3-3 and for some if it

384

00:13:52,389 --> 00:13:50,399

has good touchdown conditions and such

385

00:13:53,350 --> 00:13:52,399

and we need to go there we'll talk about

386

00:13:55,030 --> 00:13:53,360

that

387

00:13:56,710 --> 00:13:55,040

one of the good things i

388

00:13:59,350 --> 00:13:56,720

talked about i think mark asked that

389

00:14:00,949 --> 00:13:59,360

earlier that you know we kind of like

390

00:14:03,509 --> 00:14:00,959

looking at what our forecasts are and

391

00:14:05,269 --> 00:14:03,519

what the actual conditions are and today

392

00:14:07,590 --> 00:14:05,279

pretty much lined up with

393

00:14:09,350 --> 00:14:07,600

what the uh weather folks were

394

00:14:10,710 --> 00:14:09,360

forecasting so that gives us pretty good

395

00:14:12,629 --> 00:14:10,720

confidence that the models that they're

396

00:14:14,230 --> 00:14:12,639

looking at are going to

397

00:14:15,670 --> 00:14:14,240

continue to track with what they're

398

00:14:18,470 --> 00:14:15,680

predicting tomorrow

399

00:14:20,470 --> 00:14:18,480

but you know again it's it's florida and

400

00:14:22,389 --> 00:14:20,480

we'll when we come in tomorrow for our

401
00:14:24,790 --> 00:14:22,399
shift at 3 30 we'll see what we have and

402
00:14:26,550 --> 00:14:24,800
we'll work it accordingly

403
00:14:27,829 --> 00:14:26,560
so so um

404
00:14:29,990 --> 00:14:27,839
i didn't immediately catch all those

405
00:14:31,829 --> 00:14:30,000
wind wind numbers there is that is that

406
00:14:33,910 --> 00:14:31,839
kind of the thing to watch is that the

407
00:14:35,430 --> 00:14:33,920
concern oh no right now the winds are

408
00:14:36,790 --> 00:14:35,440
well below uh

409
00:14:38,069 --> 00:14:36,800
flight rules

410
00:14:40,230 --> 00:14:38,079
okay

411
00:14:43,590 --> 00:14:40,240
um we have someone flying a weather

412
00:14:45,829 --> 00:14:43,600
recon tomorrow uh yes cj sterco is uh

413
00:14:47,670 --> 00:14:45,839

the pilot out at ksc

414

00:14:49,110 --> 00:14:47,680

okay thank you

415

00:14:51,030 --> 00:14:49,120

okay let's go to andy cox with the

416

00:14:52,790 --> 00:14:51,040

weather channel

417

00:14:54,629 --> 00:14:52,800

hi thanks uh you can guess my questions

418

00:14:56,150 --> 00:14:54,639

about the weather um so a couple quick

419

00:14:58,310 --> 00:14:56,160

things um you know you said florida

420

00:14:59,829 --> 00:14:58,320

weather can change at the drop of a hat

421

00:15:00,949 --> 00:14:59,839

do you have the the general times or at

422

00:15:03,750 --> 00:15:00,959

least the number of opportunities that

423

00:15:05,269 --> 00:15:03,760

are be available on thursday

424

00:15:07,269 --> 00:15:05,279

uh yes uh

425

00:15:09,670 --> 00:15:07,279

thursday uh basically

426

00:15:12,389 --> 00:15:09,680

what we'll be looking at is uh all the

427

00:15:14,629 --> 00:15:12,399

three kona sites ksc edwards and

428

00:15:16,710 --> 00:15:14,639

northrup and we'll uh

429

00:15:19,670 --> 00:15:16,720

look at what the forecasts are for there

430

00:15:21,430 --> 00:15:19,680

again like i said if ksc it all depends

431

00:15:22,949 --> 00:15:21,440

on you know if cassie doesn't look good

432

00:15:24,949 --> 00:15:22,959

the first couple opportunities of course

433

00:15:27,269 --> 00:15:24,959

they're they're first in line then it's

434

00:15:29,189 --> 00:15:27,279

northrup and edwards are mixed in there

435

00:15:30,550 --> 00:15:29,199

but you know our number one goal is go

436

00:15:32,389 --> 00:15:30,560

to ksc

437

00:15:33,829 --> 00:15:32,399

just because they have all the support

438

00:15:35,110 --> 00:15:33,839

there and of course the families are

439

00:15:37,030 --> 00:15:35,120

going to be there too

440

00:15:38,389 --> 00:15:37,040

but uh if it doesn't meet our weather

441

00:15:39,350 --> 00:15:38,399

criteria

442

00:15:44,470 --> 00:15:39,360

and

443

00:15:46,230 --> 00:15:44,480

about if we wave off tomorrow if we want

444

00:15:48,069 --> 00:15:46,240

to bring northrop up if edwards is

445

00:15:49,670 --> 00:15:48,079

looking good for all the opportunities

446

00:15:51,350 --> 00:15:49,680

that might be the only uh site that we

447

00:15:52,790 --> 00:15:51,360

bring up

448

00:15:54,389 --> 00:15:52,800

and i should be asking you the questions

449

00:15:55,590 --> 00:15:54,399

about weather

450

00:15:58,150 --> 00:15:55,600

now you got you guys have a pretty good

451
00:16:00,389 --> 00:15:58,160
crew down there so yeah i sure do also

452
00:16:01,430 --> 00:16:00,399
you'd mention that uh 15 only 15 is

453
00:16:03,269 --> 00:16:01,440
going to be the only one available for

454
00:16:04,550 --> 00:16:03,279
tomorrow um what are the other general

455
00:16:06,629 --> 00:16:04,560
criteria that you guys use to select

456
00:16:08,870 --> 00:16:06,639
whether they go into 15 or 33 especially

457
00:16:10,870 --> 00:16:08,880
the weather side uh you know it's uh it

458
00:16:13,509 --> 00:16:10,880
all depends on what the uh

459
00:16:15,509 --> 00:16:13,519
the low-level winds are um as the crew

460
00:16:16,870 --> 00:16:15,519
is going around the hack and what kind

461
00:16:19,590 --> 00:16:16,880
of uh

462
00:16:22,470 --> 00:16:19,600
uh performance the orbiter itself has if

463
00:16:24,710 --> 00:16:22,480

it's you know low energy high energy uh

464

00:16:26,629 --> 00:16:24,720

you know when we when we we get the sva

465

00:16:28,470 --> 00:16:26,639

pilots to fly a couple dives and we ask

466

00:16:30,389 --> 00:16:28,480

them about what the you know what kind

467

00:16:32,470 --> 00:16:30,399

of turbulence it is uh what they think

468

00:16:33,990 --> 00:16:32,480

the best end of the runway is and the

469

00:16:35,670 --> 00:16:34,000

crews take their advice on which

470

00:16:37,509 --> 00:16:35,680

direction to go and when things are

471

00:16:40,310 --> 00:16:37,519

pretty even you know we will pick what

472

00:16:42,150 --> 00:16:40,320

the best uh with sta folks recommend but

473

00:16:44,710 --> 00:16:42,160

unlike in this case right now

474

00:16:47,350 --> 00:16:44,720

uh what we're predicting the

475

00:16:49,269 --> 00:16:47,360

133 is no go due to just the

476

00:16:50,710 --> 00:16:49,279

forecast winds but like i said we'll go

477

00:16:53,430 --> 00:16:50,720

through and run all the

478

00:16:55,430 --> 00:16:53,440

the uh predictions and such and if it if

479

00:16:57,430 --> 00:16:55,440

we have good touchdown predictions and

480

00:16:59,350 --> 00:16:57,440

and we ask the sta if it's a if it would

481

00:17:01,910 --> 00:16:59,360

be a good runway to go to we could also

482

00:17:04,789 --> 00:17:01,920

include that as part of our toolbox uh

483

00:17:06,390 --> 00:17:04,799

and possibly use that end if required

484

00:17:07,510 --> 00:17:06,400

all right thanks

485

00:17:09,270 --> 00:17:07,520

okay i think that's it on the phone

486

00:17:10,069 --> 00:17:09,280

lines anything back here in houston at

487

00:17:11,829 --> 00:17:10,079

all

488

00:17:14,069 --> 00:17:11,839

okay we'll wrap up today's briefing tony

489

00:17:16,069 --> 00:17:14,079

and his team will be on console uh for

490

00:17:17,750 --> 00:17:16,079

discoveries entry at 3 30 a.m central

491

00:17:19,829 --> 00:17:17,760

time a nice legion

492

00:17:21,029 --> 00:17:19,839

extra 30 minutes for us but we'll take a

493

00:17:22,549 --> 00:17:21,039

look at exactly what the weather's doing

494

00:17:24,390 --> 00:17:22,559

in the morning and of course we'll have

495

00:17:26,470 --> 00:17:24,400

all the latest information on nasa tv

496

00:17:29,029 --> 00:17:26,480

during our commentary and you can also

497

00:17:30,470 --> 00:17:29,039

follow along at nasa.gov we're going to

498

00:17:32,470 --> 00:17:30,480

send it back to mission control now for