



1  
00:00:02,960 --> 00:00:18,790  
oh

2  
00:00:25,029 --> 00:00:22,390  
i think i'm happy with uh taking

3  
00:00:42,229 --> 00:00:25,039  
figuring the right screen

4  
00:00:47,029 --> 00:00:44,549  
and we have pulled the room and you will

5  
00:00:49,190 --> 00:00:47,039  
be go for the deorbit burn i hate to

6  
00:00:50,549 --> 00:00:49,200  
bring you back down so early after

7  
00:00:52,549 --> 00:00:50,559  
extending two days i know you're trying

8  
00:01:11,590 --> 00:00:52,559  
to beat jerry ross's time on orbit but

9  
00:01:11,600 --> 00:01:38,550  
we're right thanks

10  
00:01:38,560 --> 00:01:46,950  
about 20 seconds from a tdrs handover

11  
00:01:51,069 --> 00:01:48,870  
by proper burning both engines are

12  
00:02:20,550 --> 00:01:51,079  
performing

13  
00:02:20,560 --> 00:02:28,070

four kids

14

00:02:32,790 --> 00:02:30,390

no secondary actuator check today high

15

00:02:34,229 --> 00:02:32,800

fluid thermal conditioning will not be

16

00:02:36,390 --> 00:02:34,239

required

17

00:02:39,670 --> 00:02:36,400

and the poor jet dump for the ford will

18

00:02:46,949 --> 00:02:39,680

be 1 8 18 seconds everything else is as

19

00:02:46,959 --> 00:02:54,710

secondary check required factory

20

00:02:57,990 --> 00:02:56,390

secondary actuator check high fluid

21

00:03:00,710 --> 00:02:58,000

thermal conditioning not required we

22

00:03:11,910 --> 00:03:00,720

will take the power down

23

00:03:11,920 --> 00:03:36,869

that's right

24

00:03:40,229 --> 00:03:38,229

all right folks go ahead and put away

25

00:03:57,910 --> 00:03:40,239

the entry pocket got your

26

00:04:03,110 --> 00:04:00,550

according to the one-hour balloon with

27

00:04:08,149 --> 00:04:03,120

uh close in aimpoint we're now touching

28

00:04:09,750 --> 00:04:08,159

down 2100 at 195 ground speed is 182

29

00:04:24,150 --> 00:04:09,760

and gorgeous still

30

00:04:24,160 --> 00:04:37,350

15 percent

31

00:04:37,360 --> 00:05:07,430

174

32

00:05:15,430 --> 00:05:10,710

29 is complete

33

00:05:15,440 --> 00:05:35,110

all right

34

00:05:35,120 --> 00:05:45,189

is

35

00:05:45,199 --> 00:06:18,629

could

36

00:06:22,469 --> 00:06:20,629

speed break fifteen percent with a nine

37

00:06:25,189 --> 00:06:22,479

percent adjust

38

00:06:27,029 --> 00:06:25,199

winds are currently eighteen peak twenty

39

00:06:30,710 --> 00:06:27,039

eight on the head

40

00:06:30,720 --> 00:06:57,029

you can take ten cans and gps

41

00:07:09,350 --> 00:06:58,629

we haven't gotten that far yet but we

42

00:07:09,360 --> 00:07:17,749

yes

43

00:07:17,759 --> 00:07:30,710

all right

44

00:07:30,720 --> 00:07:35,110

ncc houston flight on command net

45

00:07:35,120 --> 00:07:50,150

economy 12k steps

46

00:07:50,160 --> 00:07:58,869

okay

47

00:08:03,589 --> 00:08:00,309

weather hasn't officially amended a

48

00:08:05,909 --> 00:08:03,599

forecast but with the uh 18 to 28 wins

49

00:08:24,830 --> 00:08:05,919

we'd be touching down 2200

50

00:08:24,840 --> 00:08:47,190

okay good touchdown conditions

51  
00:08:50,070 --> 00:08:48,230  
all right guys let's go ahead and get

52  
00:08:52,230 --> 00:08:50,080  
this out early uh you know

53  
00:08:54,150 --> 00:08:52,240  
we've messed us up asking about the drag

54  
00:08:56,389 --> 00:08:54,160  
q but we'll still do our standard things

55  
00:08:57,750 --> 00:08:56,399  
we practice let's see fido's

56  
00:08:59,590 --> 00:08:57,760  
uh

57  
00:09:01,190 --> 00:08:59,600  
any updates for the windsor weathers

58  
00:09:03,990 --> 00:09:01,200  
from what we just had uh give me one

59  
00:09:06,230 --> 00:09:04,000  
second okay ctnc any advisories

60  
00:09:17,509 --> 00:09:06,240  
advisory's got a good recall

61  
00:09:17,519 --> 00:10:02,630  
all right

62  
00:10:07,269 --> 00:10:04,550  
discover you are on energy approach in

63  
00:10:10,470 --> 00:10:07,279

the hack uh latest winds

64

00:10:12,550 --> 00:10:10,480

now one seven peak two five

65

00:10:13,910 --> 00:10:12,560

out of one five zero so it's straight

66

00:10:16,710 --> 00:10:13,920

down the runway

67

00:10:18,150 --> 00:10:16,720

we ran the energy numbers uh with the

68

00:10:20,310 --> 00:10:18,160

higher peak wind that we gave you

69

00:10:22,470 --> 00:10:20,320

earlier which was the 18 peak 28 still

70

00:10:27,990 --> 00:10:22,480

getting you 2200 feet down

71

00:10:32,150 --> 00:10:30,310

okay copy that

72

00:10:53,430 --> 00:10:32,160

and if i didn't mention it's still

73

00:10:53,440 --> 00:11:04,310

css these commanders

74

00:11:04,320 --> 00:11:41,509

oh

75

00:11:41,519 --> 00:12:01,590

discovery we see you on at the 180.

76

00:12:01,600 --> 00:12:15,509

discover you are on at the 90.

77

00:12:15,519 --> 00:12:27,430

is

78

00:12:50,470 --> 00:12:29,750

we agree you are on and on and we have

79

00:13:27,990 --> 00:12:52,150

it's gotta go right through that glossy

80

00:13:28,000 --> 00:13:38,150

gear

81

00:13:38,160 --> 00:14:00,870

need your touchdown

82

00:14:00,880 --> 00:14:25,750

yes

83

00:14:25,760 --> 00:14:41,829

okay

84

00:14:45,110 --> 00:14:43,430

you and your crew that was a great

85

00:14:47,350 --> 00:14:45,120

landing in tough conditions and it was

86

00:14:48,230 --> 00:14:47,360

an awesome docked mission that you all

87

00:14:49,990 --> 00:14:48,240

had

88

00:14:53,910 --> 00:14:50,000

you were able to take discovery up to a

89

00:14:55,430 --> 00:14:53,920

full 365 degree or 365 days of actual

90

00:14:57,670 --> 00:14:55,440

time on orbit i think that you'd call

91

00:15:00,629 --> 00:14:57,680

that a fleet leader and a leader of any

92

00:15:02,710 --> 00:15:00,639

man vehicle for time in orbit so job

93

00:15:05,189 --> 00:15:02,720

well done we'll meet you in the post

94

00:15:20,230 --> 00:15:05,199

landing tab for post landing currently

95

00:15:38,870 --> 00:15:22,550

who has given us a perfect vehicle from