



1
00:00:07,110 --> 00:00:04,030
good morning and welcome to today's

2
00:00:08,710 --> 00:00:07,120
sts-134 mission status briefing

3
00:00:11,430 --> 00:00:08,720
the work on board the shuttle endeavor

4
00:00:12,950 --> 00:00:11,440
has turned toward re-entry and landing

5
00:00:15,350 --> 00:00:12,960
we have with us entry flight director

6
00:00:17,510 --> 00:00:15,360
tony soccer this morning we'll start out

7
00:00:19,510 --> 00:00:17,520
with some opening remarks from tony and

8
00:00:21,429 --> 00:00:19,520
then we'll move on to our

9
00:00:23,269 --> 00:00:21,439
questions from our reporters tony all

10
00:00:24,150 --> 00:00:23,279
right well thanks kelly uh good morning

11
00:00:26,950 --> 00:00:24,160
to all

12
00:00:29,189 --> 00:00:26,960
we had a very busy and successful flight

13
00:00:31,509 --> 00:00:29,199

day 16 morning

14

00:00:32,790 --> 00:00:31,519

on board endeavor as the crew ready both

15

00:00:34,389 --> 00:00:32,800

the vehicle and themselves for the

16

00:00:36,549 --> 00:00:34,399

return home

17

00:00:39,750 --> 00:00:36,559

see today's activities uh the crew woke

18

00:00:41,590 --> 00:00:39,760

up about six o'clock p.m central time

19

00:00:44,790 --> 00:00:41,600

and hit the ground running as they do

20

00:00:47,510 --> 00:00:44,800

typically on the intermission minus one

21

00:00:49,430 --> 00:00:47,520

day and getting the activities ready

22

00:00:51,750 --> 00:00:49,440

today we did a checkout of the flight

23

00:00:54,470 --> 00:00:51,760

control systems and that was completed

24

00:00:57,189 --> 00:00:54,480

with no anomalies we also did a

25

00:00:59,670 --> 00:00:57,199

check out of all the critical rcs jets

26
00:01:02,709 --> 00:00:59,680
that we used for entry and that all went

27
00:01:04,789 --> 00:01:02,719
we all also went really well we did a uh

28
00:01:07,350 --> 00:01:04,799
I minus one comm checkout of the milo

29
00:01:08,630 --> 00:01:07,360
ground station at ksc and again uh

30
00:01:10,550 --> 00:01:08,640
usually we

31
00:01:12,950 --> 00:01:10,560
that went well we basically go down to

32
00:01:14,870 --> 00:01:12,960
that as the last part of entry

33
00:01:16,390 --> 00:01:14,880
the commander and pilot they did the

34
00:01:18,310 --> 00:01:16,400
standard

35
00:01:20,710 --> 00:01:18,320
pilot

36
00:01:23,429 --> 00:01:20,720
training which they use a laptop

37
00:01:25,109 --> 00:01:23,439
application and practice landings

38
00:01:27,749 --> 00:01:25,119

throughout the day the crew did the

39

00:01:30,469 --> 00:01:27,759

standard cabin stow activities we also

40

00:01:32,469 --> 00:01:30,479

had the opportunity today to do a

41

00:01:35,749 --> 00:01:32,479

secondary payload of opportunity we call

42

00:01:38,230 --> 00:01:35,759

it the rambo ram burn observation it's a

43

00:01:39,670 --> 00:01:38,240

series of plus x jets that

44

00:01:40,789 --> 00:01:39,680

had some satellites taking a look at

45

00:01:42,389 --> 00:01:40,799

that

46

00:01:44,230 --> 00:01:42,399

later on today as the last part of

47

00:01:46,389 --> 00:01:44,240

getting the vehicle itself ready we're

48

00:01:48,389 --> 00:01:46,399

doing ku antenna stow

49

00:01:50,389 --> 00:01:48,399

and crew will go to bed about nine

50

00:01:52,230 --> 00:01:50,399

o'clock this morning

51
00:01:53,749 --> 00:01:52,240
see as far as

52
00:01:55,910 --> 00:01:53,759
the weather i know everybody keeps

53
00:01:57,670 --> 00:01:55,920
asking that weather is looking very

54
00:01:59,749 --> 00:01:57,680
promising for tomorrow

55
00:02:01,830 --> 00:01:59,759
the last the past few days the forecasts

56
00:02:04,469 --> 00:02:01,840
have been showing

57
00:02:06,389 --> 00:02:04,479
crosswinds above our flight rule limits

58
00:02:09,510 --> 00:02:06,399
for a nighttime landing

59
00:02:11,029 --> 00:02:09,520
and uh what has happened is uh

60
00:02:13,190 --> 00:02:11,039
uh i guess you say it looks very

61
00:02:14,869 --> 00:02:13,200
promising and uh we've been looking at

62
00:02:16,710 --> 00:02:14,879
it the last few days this high that

63
00:02:18,869 --> 00:02:16,720

we've had is set up and we've uh we're

64

00:02:20,309 --> 00:02:18,879

able to get a good trend uh last night

65

00:02:21,750 --> 00:02:20,319

and this evening

66

00:02:23,830 --> 00:02:21,760

and uh it's looking really well and

67

00:02:25,270 --> 00:02:23,840

hopefully that and we're very confident

68

00:02:28,070 --> 00:02:25,280

that trend is going to stay the same for

69

00:02:30,630 --> 00:02:28,080

tomorrow uh right now the forecasts are

70

00:02:32,710 --> 00:02:30,640

uh scattered at 2500

71

00:02:35,670 --> 00:02:32,720

we have winds coming out of zero eight

72

00:02:38,309 --> 00:02:35,680

zero at six peaking at ten giving us a

73

00:02:39,670 --> 00:02:38,319

crosswind of 10 knots which is uh far

74

00:02:41,030 --> 00:02:39,680

below what we were predicting a couple

75

00:02:42,470 --> 00:02:41,040

days ago

76

00:02:44,070 --> 00:02:42,480

and uh

77

00:02:45,350 --> 00:02:44,080

feeling pretty good about

78

00:02:47,030 --> 00:02:45,360

getting a better handle on the winds and

79

00:02:48,550 --> 00:02:47,040

feeling pretty good about where we're

80

00:02:50,550 --> 00:02:48,560

going tomorrow we did take an

81

00:02:52,550 --> 00:02:50,560

observation today

82

00:02:53,910 --> 00:02:52,560

at landing time and we would go with

83

00:02:54,710 --> 00:02:53,920

that

84

00:02:56,309 --> 00:02:54,720

see

85

00:02:58,710 --> 00:02:56,319

one thing that we are looking at there's

86

00:02:59,830 --> 00:02:58,720

a pocket of cold air being steered by

87

00:03:01,270 --> 00:02:59,840

this

88

00:03:02,309 --> 00:03:01,280

upper level high

89

00:03:05,589 --> 00:03:02,319

and

90

00:03:08,630 --> 00:03:05,599

possibly it'll give us some showers uh

91

00:03:10,470 --> 00:03:08,640

northeast of ksc but well outside our 30

92

00:03:11,509 --> 00:03:10,480

nautical mile circle that we're worried

93

00:03:14,949 --> 00:03:11,519

about

94

00:03:16,790 --> 00:03:14,959

uh quickly the end of mission plus one

95

00:03:19,350 --> 00:03:16,800

forecast scattered at

96

00:03:21,350 --> 00:03:19,360

2000 broken at 25 000

97

00:03:23,509 --> 00:03:21,360

we got a winds coming out of zero nine

98

00:03:25,430 --> 00:03:23,519

zero eight peak to 12 and again the

99

00:03:27,350 --> 00:03:25,440

crosswind is at 11 knots below our

100

00:03:30,309 --> 00:03:27,360

flight rule limits

101
00:03:32,550 --> 00:03:30,319
as far as orbiter consumables we have

102
00:03:35,350 --> 00:03:32,560
enough on board to support out to end

103
00:03:37,190 --> 00:03:35,360
mission plus three with both the lyo and

104
00:03:38,630 --> 00:03:37,200
the cryo being the limiting uh

105
00:03:40,630 --> 00:03:38,640
consumables

106
00:03:43,910 --> 00:03:40,640
uh

107
00:03:46,949 --> 00:03:43,920
it to you real quickly is the entry

108
00:03:49,670 --> 00:03:46,959
strategy of course for wednesday morning

109
00:03:52,309 --> 00:03:49,680
we'll be calling up ksc only

110
00:03:54,390 --> 00:03:52,319
try those two opportunities and if we

111
00:03:55,990 --> 00:03:54,400
did have to wave off

112
00:03:57,910 --> 00:03:56,000
the end of mission one plus one day

113
00:03:59,190 --> 00:03:57,920

would be pick em day and even though we

114

00:04:01,589 --> 00:03:59,200

have the end of mission plus three

115

00:04:03,429 --> 00:04:01,599

capability we decided just due to the

116

00:04:05,670 --> 00:04:03,439

duration of the mission probably be

117

00:04:07,509 --> 00:04:05,680

smart to get the crew uh

118

00:04:09,110 --> 00:04:07,519

down uh at the end of mission plus one

119

00:04:10,470 --> 00:04:09,120

and of course uh we're gonna make sure

120

00:04:13,110 --> 00:04:10,480

it's safe make sure we have good weather

121

00:04:15,190 --> 00:04:13,120

set up and such

122

00:04:18,069 --> 00:04:15,200

get my knives here real quick

123

00:04:20,069 --> 00:04:18,079

uh as far as tomorrow's activities

124

00:04:21,590 --> 00:04:20,079

or the today's activities later on this

125

00:04:24,950 --> 00:04:21,600

evening the crew will get up about five

126

00:04:26,629 --> 00:04:24,960

o'clock uh today tuesday do overprep is

127

00:04:28,950 --> 00:04:26,639

going to begin about and these are all

128

00:04:31,590 --> 00:04:28,960

central times georgia prep's going to be

129

00:04:34,550 --> 00:04:31,600

again about 10 30 this evening

130

00:04:36,790 --> 00:04:34,560

close the payload bay doors at around

131

00:04:38,950 --> 00:04:36,800

midnight and

132

00:04:41,830 --> 00:04:38,960

let's see our i should say 11 49 our

133

00:04:46,870 --> 00:04:41,840

first tig is around

134

00:04:50,550 --> 00:04:46,880

our first tig ksc 248 is around

135

00:04:53,510 --> 00:04:50,560

midnight 29 so 0029 central with the

136

00:04:55,670 --> 00:04:53,520

landing at 135 central

137

00:04:57,030 --> 00:04:55,680

in florida second opportunity if we

138

00:04:58,790 --> 00:04:57,040

needed it

139

00:05:01,350 --> 00:04:58,800

the tigs around

140

00:05:04,550 --> 00:05:01,360

206

141

00:05:06,950 --> 00:05:04,560

central time with the landing at 311

142

00:05:08,550 --> 00:05:06,960

in florida at central time in florida

143

00:05:09,990 --> 00:05:08,560

so i did have some ground tracks but i

144

00:05:12,150 --> 00:05:10,000

wasn't going to put them up unless folks

145

00:05:13,670 --> 00:05:12,160

wanted to look at them but basically uh

146

00:05:14,870 --> 00:05:13,680

that's all i have for you kellen thanks

147

00:05:16,310 --> 00:05:14,880

tony we've been airing those ground

148

00:05:17,909 --> 00:05:16,320

tracks all night and i'm sure you'll see

149

00:05:19,590 --> 00:05:17,919

them again so we'll go right to

150

00:05:22,230 --> 00:05:19,600

questions thanks very much for that

151
00:05:24,710 --> 00:05:22,240
opening uh robert

152
00:05:27,189 --> 00:05:24,720
hi robert perlman with collectspace.com

153
00:05:28,629 --> 00:05:27,199
um i realized that the the crosswinds

154
00:05:30,390 --> 00:05:28,639
looked less of an issue than they were

155
00:05:32,230 --> 00:05:30,400
before but can you just review what the

156
00:05:34,310 --> 00:05:32,240
crosswind limits are

157
00:05:36,830 --> 00:05:34,320
at the shuttle landing facility

158
00:05:40,150 --> 00:05:36,840
for night time there are 12

159
00:05:41,110 --> 00:05:40,160
knots and this may sound trivial but

160
00:05:42,629 --> 00:05:41,120
given the

161
00:05:45,029 --> 00:05:42,639
the coincidence of

162
00:05:47,189 --> 00:05:45,039
of it happening

163
00:05:48,710 --> 00:05:47,199

given visibility as they come in is

164

00:05:50,629 --> 00:05:48,720

there any chance the shuttle crew might

165

00:05:52,870 --> 00:05:50,639

see atlantis

166

00:05:55,510 --> 00:05:52,880

rolling out to the pad

167

00:05:57,990 --> 00:05:55,520

during their final approach

168

00:06:00,150 --> 00:05:58,000

you know i i really don't know i'm sure

169

00:06:01,029 --> 00:06:00,160

it'll be all lit up i think the the plan

170

00:06:02,629 --> 00:06:01,039

is to

171

00:06:03,430 --> 00:06:02,639

basically have it at the pad before

172

00:06:05,189 --> 00:06:03,440

their

173

00:06:06,790 --> 00:06:05,199

they land but if they are looking out

174

00:06:08,070 --> 00:06:06,800

the window at the pad i'd kind of be

175

00:06:09,990 --> 00:06:08,080

disappointed because they're supposed to

176

00:06:12,150 --> 00:06:10,000

be focusing but i really don't know

177

00:06:12,950 --> 00:06:12,160

robert if uh how it all timed out i know

178

00:06:14,469 --> 00:06:12,960

it's

179

00:06:15,350 --> 00:06:14,479

that the rollout's going to happen

180

00:06:18,070 --> 00:06:15,360

around

181

00:06:19,830 --> 00:06:18,080

8 o'clock or so it's where it starts so

182

00:06:21,990 --> 00:06:19,840

most likely they'll be by the time

183

00:06:24,230 --> 00:06:22,000

they'll be at the pad before uh and

184

00:06:25,590 --> 00:06:24,240

that's eight o'clock uh cassie time they

185

00:06:29,830 --> 00:06:25,600

should be at the pad

186

00:06:31,350 --> 00:06:29,840

and uh before the landing of endeavor

187

00:06:32,550 --> 00:06:31,360

all right we'll go now to questions on

188

00:06:35,670 --> 00:06:32,560

the phone bridge and we'll start with

189

00:06:37,830 --> 00:06:35,680

denise ciao

190

00:06:40,150 --> 00:06:37,840

hi um

191

00:06:43,350 --> 00:06:40,160

with the nighttime launch

192

00:06:44,790 --> 00:06:43,360

are the limitations for safety um much

193

00:06:46,550 --> 00:06:44,800

more conservative than if it were a

194

00:06:48,710 --> 00:06:46,560

daytime launch

195

00:06:50,150 --> 00:06:48,720

i noticed he said the crosswinds are um

196

00:06:52,230 --> 00:06:50,160

different for daytime but are there

197

00:06:54,150 --> 00:06:52,240

other considerations that would be uh

198

00:06:56,309 --> 00:06:54,160

different for nighttime launches or

199

00:06:58,070 --> 00:06:56,319

nitrogen mining sorry uh

200

00:06:59,670 --> 00:06:58,080

there are a few things as far as landing

201
00:07:00,870 --> 00:06:59,680
gains and such of course we want to make

202
00:07:02,629 --> 00:07:00,880
sure we have

203
00:07:04,790 --> 00:07:02,639
xenon lights up and

204
00:07:06,870 --> 00:07:04,800
have enough of those to give the crew a

205
00:07:10,309 --> 00:07:06,880
good visibility for landing and of

206
00:07:12,870 --> 00:07:10,319
course at the slf we do have

207
00:07:15,589 --> 00:07:12,880
edge edge lighting on the runways which

208
00:07:17,589 --> 00:07:15,599
is required and we have some center line

209
00:07:19,430 --> 00:07:17,599
uh lighting which is not required as

210
00:07:20,870 --> 00:07:19,440
long as we have the edge stuff but there

211
00:07:22,230 --> 00:07:20,880
are a few more constraints just because

212
00:07:25,270 --> 00:07:22,240
of night time just to provide more

213
00:07:27,670 --> 00:07:25,280

visibility to the crew

214

00:07:29,510 --> 00:07:27,680

thanks and also um with atlantis's

215

00:07:31,990 --> 00:07:29,520

rollout if that should get delayed

216

00:07:33,589 --> 00:07:32,000

somehow is there um anything that and

217

00:07:35,749 --> 00:07:33,599

the endeavor crew would need to do or

218

00:07:37,029 --> 00:07:35,759

you got the flight controllers

219

00:07:38,629 --> 00:07:37,039

in order to

220

00:07:40,950 --> 00:07:38,639

have more safety precautions or does

221

00:07:46,309 --> 00:07:40,960

that not really get affected at all

222

00:07:50,710 --> 00:07:48,309

okay if that's all from denise we'll

223

00:07:53,270 --> 00:07:50,720

move now to marcia dunn

224

00:07:54,950 --> 00:07:53,280

yes hi um tony i was just wondering if

225

00:07:57,270 --> 00:07:54,960

you could give your thoughts please on

226
00:08:00,070 --> 00:07:57,280
the fact that endeavor won't be coming

227
00:08:01,510 --> 00:08:00,080
back to earth for the very last time

228
00:08:04,070 --> 00:08:01,520
i know that you guys have been asking

229
00:08:05,749 --> 00:08:04,080
folks a lot of those questions and

230
00:08:07,589 --> 00:08:05,759
basically

231
00:08:09,430 --> 00:08:07,599
like the last time when atlantis came

232
00:08:11,589 --> 00:08:09,440
home my focus right now is to make sure

233
00:08:13,909 --> 00:08:11,599
the crew gets home safely and i'm sure

234
00:08:15,909 --> 00:08:13,919
once we'll stop happens and we have a

235
00:08:18,070 --> 00:08:15,919
little bit time to think about it it'll

236
00:08:19,830 --> 00:08:18,080
all come to us how we feel but i really

237
00:08:21,909 --> 00:08:19,840
don't have any comments right now march

238
00:08:25,110 --> 00:08:21,919

on that just focused on what we're doing

239

00:08:26,469 --> 00:08:25,120

tomorrow morning all right thank you

240

00:08:28,230 --> 00:08:26,479

okay any further questions here in

241

00:08:30,469 --> 00:08:28,240

houston

242

00:08:32,550 --> 00:08:30,479

with not uh we'll wrap up our briefing a

243

00:08:35,589 --> 00:08:32,560

couple of programming notes uh starting

244

00:08:39,430 --> 00:08:35,599

at 5 30 a.m central time today we'll

245

00:08:41,909 --> 00:08:39,440

have some b-roll from expedition 27

246

00:08:43,750 --> 00:08:41,919

as exposition 26 27 flight engineer

247

00:08:45,509 --> 00:08:43,760

katie coleman gets ready for some

248

00:08:47,990 --> 00:08:45,519

interviews we'll have those live

249

00:08:48,790 --> 00:08:48,000

interviews beginning at 6 00 a.m central

250

00:08:50,710 --> 00:08:48,800

time

251

00:08:53,509 --> 00:08:50,720

and then endeavors crew sleep scheduled

252

00:08:54,389 --> 00:08:53,519

to begin at 8 56 a.m central time as

253

00:08:59,190 --> 00:08:54,399

they get

254

00:09:00,710 --> 00:08:59,200

and begin final preparations for landing