



1
00:00:10,230 --> 00:00:08,310
seeing guidance we're going to look at

2
00:00:11,990 --> 00:00:10,240
uh updating the state vector when we get

3
00:00:13,749 --> 00:00:12,000
into the entry checklist are we happy

4
00:00:29,589 --> 00:00:13,759
with what we've got no we will uplink a

5
00:00:35,030 --> 00:00:31,589
stand gnc i'm sure you toured richard

6
00:00:36,470 --> 00:00:35,040
this already but no delta's to 22.

7
00:00:39,030 --> 00:00:36,480
that's correct flight no deltas and

8
00:00:41,670 --> 00:00:39,040
we'll take it on time

9
00:00:44,389 --> 00:00:41,680
weather flight on the flight loop

10
00:00:46,790 --> 00:00:44,399
flight weather all right tim uh looking

11
00:00:48,950 --> 00:00:46,800
for a current observation

12
00:00:50,389 --> 00:00:48,960
any forecast updates and then we'll talk

13
00:00:52,630 --> 00:00:50,399

a little bit about the

14

00:00:54,150 --> 00:00:52,640

anvil and the clouds

15

00:00:56,549 --> 00:00:54,160

okay fight

16

00:00:58,630 --> 00:00:56,559

we are observe go i have a slight update

17

00:01:00,790 --> 00:00:58,640

to the forecast but we remain forecast

18

00:01:02,950 --> 00:01:00,800

go okay and we'll start with the

19

00:01:05,750 --> 00:01:02,960

observation very good winds are zero

20

00:01:07,830 --> 00:01:05,760

nine zero three peak to four

21

00:01:10,950 --> 00:01:07,840

crosswind of three peaking to four

22

00:01:12,710 --> 00:01:10,960

headwind of one peak to one

23

00:01:15,830 --> 00:01:12,720

10 miles visibility

24

00:01:17,670 --> 00:01:15,840

just a few clouds at 2 800.

25

00:01:18,789 --> 00:01:17,680

nothing on the radar within 30 nautical

26

00:01:20,070 --> 00:01:18,799

miles

27

00:01:21,749 --> 00:01:20,080

and nothing on the satellite that would

28

00:01:24,310 --> 00:01:21,759

give us any concern within 30 nautical

29

00:01:26,789 --> 00:01:24,320

miles and good reports from the sta

30

00:01:29,109 --> 00:01:26,799

so we are observe go okay

31

00:01:31,030 --> 00:01:29,119

forecast go we're gonna bring the winds

32

00:01:33,429 --> 00:01:31,040

down slightly to zero eight zero at

33

00:01:36,710 --> 00:01:33,439

three peak to five that's a crosswind of

34

00:01:38,870 --> 00:01:36,720

three peak to five headwind one peak one

35

00:01:40,230 --> 00:01:38,880

seven miles visibility

36

00:01:42,789 --> 00:01:40,240

and we're going to amend the clouds to

37

00:01:44,630 --> 00:01:42,799

just few at two thousand five hundred

38

00:01:47,030 --> 00:01:44,640

two thousand five hundred

39

00:01:49,190 --> 00:01:47,040

so uh we gotta current offices go on a

40

00:01:50,710 --> 00:01:49,200

forecast go very good thanks tim for

41

00:01:53,109 --> 00:01:50,720

your hard work

42

00:01:55,590 --> 00:01:53,119

let's see uh weather capcom flight uh

43

00:01:57,190 --> 00:01:55,600

terry can you give us a quick summary of

44

00:01:59,109 --> 00:01:57,200

the dives uh

45

00:02:00,950 --> 00:01:59,119

cj winter

46

00:02:03,670 --> 00:02:00,960

sure flight um both dives were very

47

00:02:05,749 --> 00:02:03,680

similar in fact he reported that either

48

00:02:08,710 --> 00:02:05,759

end of the runway would be great

49

00:02:10,949 --> 00:02:08,720

the winds were light he said

50

00:02:13,110 --> 00:02:10,959

anybody would be happy with with both

51
00:02:14,630 --> 00:02:13,120
ends so there were no issues on either

52
00:02:17,430 --> 00:02:14,640
one of the dives and

53
00:02:19,430 --> 00:02:17,440
like weather was saying the clouds

54
00:02:21,670 --> 00:02:19,440
whatever few clouds there were before

55
00:02:23,589 --> 00:02:21,680
have really thinned out

56
00:02:25,190 --> 00:02:23,599
and he hasn't mentioned the being able

57
00:02:26,710 --> 00:02:25,200
to see the storm off to the northeast so

58
00:02:28,070 --> 00:02:26,720
i'm not sure if there's even any

59
00:02:30,309 --> 00:02:28,080
lighting that you could even see if it

60
00:02:33,509 --> 00:02:30,319
was if it was there

61
00:02:35,670 --> 00:02:33,519
all right thank you sir

62
00:02:37,830 --> 00:02:35,680
all right folks looks like a it's a good

63
00:02:40,470 --> 00:02:37,840

morning atlanta ksc let me go around the

64

00:02:42,070 --> 00:02:40,480

room here get a go no go for the the

65

00:02:44,390 --> 00:02:42,080

orbit burn

66

00:02:45,110 --> 00:02:44,400

see fido go

67

00:02:57,589 --> 00:02:45,120

go

68

00:03:02,830 --> 00:02:59,270

and let's see capcom

69

00:03:07,030 --> 00:03:05,350

right so capcom what we can do for the

70

00:03:08,949 --> 00:03:07,040

crew is tell them that the

71

00:03:10,710 --> 00:03:08,959

weather

72

00:03:12,710 --> 00:03:10,720

is looking good for today and now we can

73

00:03:15,430 --> 00:03:12,720

give them an early go for the dura

74

00:03:18,149 --> 00:03:15,440

endeavor houston a quick update to the

75

00:03:19,990 --> 00:03:18,159

weather at your proposed landing time

76

00:03:22,550 --> 00:03:20,000

the winds are actually forecast to be a

77

00:03:24,309 --> 00:03:22,560

little bit lighter three peak five from

78

00:03:26,309 --> 00:03:24,319

zero eight zero so that's a crosswind of

79

00:03:28,789 --> 00:03:26,319

three peak five at a head peak of our

80

00:03:30,550 --> 00:03:28,799

headwind of one peak one and the clouds

81

00:03:33,190 --> 00:03:30,560

also are thinning out from scattered at

82

00:03:35,270 --> 00:03:33,200

25 to few at 25.

83

00:03:37,190 --> 00:03:35,280

cg reports a slightly noticeable

84

00:03:39,750 --> 00:03:37,200

crosswind from the left for our dive

85

00:03:42,869 --> 00:03:39,760

into one five and then either runway

86

00:03:43,910 --> 00:03:42,879

would be acceptable and preferred so

87

00:03:45,990 --> 00:03:43,920

we're going to go ahead and stick with

88

00:03:47,589 --> 00:03:46,000

one five and since the weather's shaping

89

00:03:54,869 --> 00:03:47,599

up nicely we'll go ahead now and give

90

00:04:01,670 --> 00:03:57,110

go to the deorbit bird and copy all the

91

00:04:07,190 --> 00:04:03,589

we have a good filter on energy on

92

00:04:09,270 --> 00:04:07,200

ground track that is go take gps okay

93

00:04:27,749 --> 00:04:09,280

endeavor you can take gps we show you

94

00:04:37,510 --> 00:04:29,590

out of the way early uh approaching the

95

00:04:40,629 --> 00:04:39,909

i'll try it again okay um

96

00:04:43,909 --> 00:04:40,639

the

97

00:04:46,710 --> 00:04:43,919

surface wind is now 300 2.3

98

00:04:49,670 --> 00:04:46,720

that's all on the tail

99

00:04:52,870 --> 00:04:49,680

uh on energy as we approach

100

00:04:55,350 --> 00:04:52,880

okay gnc and advisories

101
00:04:58,550 --> 00:04:55,360
got a good repo sir no advisories

102
00:05:01,189 --> 00:04:58,560
and max domino shoot

103
00:05:02,870 --> 00:05:01,199
cops 305 okay 305

104
00:05:04,710 --> 00:05:02,880
endeavor we show you on energy

105
00:05:07,110 --> 00:05:04,720
approaching the hack

106
00:05:08,710 --> 00:05:07,120
your winds are now a slight tailwind

107
00:05:18,230 --> 00:05:08,720
about three knots

108
00:05:31,029 --> 00:05:20,150
yeah there's no crosswind at this time

109
00:05:31,039 --> 00:05:42,870
processing mls cappy mls

110
00:05:57,510 --> 00:05:44,310
guess the gears down a lot clear down

111
00:05:57,520 --> 00:06:06,309
bring your touchdown

112
00:06:10,390 --> 00:06:07,909
those are touched down ground speed

113
00:06:13,909 --> 00:06:10,400

enabled all right folks uh media post

114

00:06:15,990 --> 00:06:13,919

landing deltas max none eagle none ecom

115

00:06:22,070 --> 00:06:16,000

none tnc none

116

00:06:28,150 --> 00:06:24,710

all right uh let me run five dash three

117

00:06:32,550 --> 00:06:30,469

see an ankle flight uh give me a heads

118

00:06:34,790 --> 00:06:32,560

up uh when you get uh that's banana

119

00:06:40,950 --> 00:06:34,800

upper antenna and pointing inhibited and

120

00:06:45,909 --> 00:06:44,070

122 million miles flown during 25

121

00:06:48,070 --> 00:06:45,919

challenging space flights

122

00:06:50,469 --> 00:06:48,080

your landing ends a vibrant legacy for

123

00:06:51,510 --> 00:06:50,479

this amazing vehicle that will long be

124

00:06:54,790 --> 00:06:51,520

remembered

125

00:06:58,870 --> 00:06:56,870

yeah thank you houston you know the

126
00:07:00,710 --> 00:06:58,880
space shuttle is an amazing vehicle the

127
00:07:02,950 --> 00:07:00,720
flying through the atmosphere

128
00:07:03,830 --> 00:07:02,960
hit it at mach 25

129
00:07:05,749 --> 00:07:03,840
uh

130
00:07:07,830 --> 00:07:05,759
i mean steer through the atmosphere like

131
00:07:10,150 --> 00:07:07,840
an airplane landing on a runway it is

132
00:07:12,790 --> 00:07:10,160
really really an incredible ship on

133
00:07:15,270 --> 00:07:12,800
behalf of my entire crew i want to thank

134
00:07:16,870 --> 00:07:15,280
every person that's worked for

135
00:07:19,270 --> 00:07:16,880
to get this mission going and every

136
00:07:21,589 --> 00:07:19,280
person that worked on endeavor

137
00:07:22,790 --> 00:07:21,599
it's sad to see her land for the last

138
00:07:27,189 --> 00:07:22,800

time

139

00:07:35,350 --> 00:07:29,029

great words thank you mark and we will

140

00:07:39,189 --> 00:07:36,710

all right

141

00:07:41,510 --> 00:07:39,199

okay econ 60 minutes initially

142

00:07:44,869 --> 00:07:42,830

ankle how are you coming