



1
00:00:07,030 --> 00:00:03,950
good morning and welcome to today's

2
00:00:08,629 --> 00:00:07,040
sts-134 mission status briefing

3
00:00:11,350 --> 00:00:08,639
the work on board the shuttle endeavor

4
00:00:12,870 --> 00:00:11,360
has turned toward re-entry and landing

5
00:00:15,270 --> 00:00:12,880
we have with us entry flight director

6
00:00:17,430 --> 00:00:15,280
tony soccer this morning we'll start out

7
00:00:19,429 --> 00:00:17,440
with some opening remarks from tony and

8
00:00:21,349 --> 00:00:19,439
then we'll move on to our

9
00:00:23,189 --> 00:00:21,359
questions from our reporters tony all

10
00:00:24,070 --> 00:00:23,199
right well thanks kelly uh good morning

11
00:00:26,870 --> 00:00:24,080
to all

12
00:00:29,109 --> 00:00:26,880
we had a very busy and successful flight

13
00:00:31,189 --> 00:00:29,119

day 16 morning

14

00:00:32,709 --> 00:00:31,199

on board endeavor as the crew readied

15

00:00:34,310 --> 00:00:32,719

both the vehicle and themselves for the

16

00:00:36,470 --> 00:00:34,320

return home

17

00:00:39,670 --> 00:00:36,480

see today's activities uh the crew woke

18

00:00:41,510 --> 00:00:39,680

up about six o'clock p.m central time

19

00:00:44,709 --> 00:00:41,520

and hit the ground running as they do

20

00:00:47,430 --> 00:00:44,719

typically on the intermission minus one

21

00:00:49,350 --> 00:00:47,440

day and getting the activities ready

22

00:00:51,670 --> 00:00:49,360

today we did a checkout of the flight

23

00:00:54,389 --> 00:00:51,680

control systems and that was completed

24

00:00:57,110 --> 00:00:54,399

with no anomalies we also did a

25

00:00:59,590 --> 00:00:57,120

check out of all the critical rcs jets

26
00:01:02,630 --> 00:00:59,600
that we used for entry and that all went

27
00:01:04,710 --> 00:01:02,640
we all also went really well we did a uh

28
00:01:07,270 --> 00:01:04,720
I minus one comm checkout of the milo

29
00:01:08,550 --> 00:01:07,280
ground station at ksc and again uh

30
00:01:10,469 --> 00:01:08,560
usually we

31
00:01:12,870 --> 00:01:10,479
that went well we basically go down to

32
00:01:14,789 --> 00:01:12,880
that as the last part of entry

33
00:01:16,310 --> 00:01:14,799
the commander and pilot they did the

34
00:01:18,230 --> 00:01:16,320
standard

35
00:01:20,630 --> 00:01:18,240
pilot

36
00:01:23,350 --> 00:01:20,640
training which they use a laptop

37
00:01:25,030 --> 00:01:23,360
application and practice landings

38
00:01:27,670 --> 00:01:25,040

throughout the day the crew did the

39

00:01:30,390 --> 00:01:27,680

standard cabin stow activities we also

40

00:01:32,390 --> 00:01:30,400

had the opportunity today to do a

41

00:01:35,670 --> 00:01:32,400

secondary payload of opportunity we call

42

00:01:38,149 --> 00:01:35,680

it the rambo ram burn observation it's a

43

00:01:39,670 --> 00:01:38,159

series of plus x jets that

44

00:01:40,630 --> 00:01:39,680

had some satellites taking a look at

45

00:01:42,310 --> 00:01:40,640

that

46

00:01:44,149 --> 00:01:42,320

later on today as the last part of

47

00:01:46,310 --> 00:01:44,159

getting the vehicle itself ready we're

48

00:01:48,310 --> 00:01:46,320

doing ku antenna stow

49

00:01:50,310 --> 00:01:48,320

and crew will go to bed about nine

50

00:01:52,149 --> 00:01:50,320

o'clock this morning

51

00:01:53,670 --> 00:01:52,159

see as far as

52

00:01:54,789 --> 00:01:53,680

the weather i know everybody keeps

53

00:01:56,550 --> 00:01:54,799

asking that

54

00:01:57,590 --> 00:01:56,560

weather is looking very promising for

55

00:01:59,670 --> 00:01:57,600

tomorrow

56

00:02:01,749 --> 00:01:59,680

the last the past few days the forecasts

57

00:02:04,389 --> 00:02:01,759

have been showing

58

00:02:06,310 --> 00:02:04,399

crosswinds above our flight rule limits

59

00:02:09,430 --> 00:02:06,320

for nighttime landing

60

00:02:10,949 --> 00:02:09,440

and uh what has happened is uh

61

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

uh i guess you say it looks very

62

00:02:14,790 --> 00:02:13,120

promising and uh we've been looking at

63

00:02:16,630 --> 00:02:14,800

it the last few days this high that

64

00:02:18,790 --> 00:02:16,640

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

65

00:02:20,150 --> 00:02:18,800

able to get a good trend uh last night

66

00:02:21,670 --> 00:02:20,160

and this evening

67

00:02:23,750 --> 00:02:21,680

and uh it's looking really well and

68

00:02:25,190 --> 00:02:23,760

hopefully that and we're very confident

69

00:02:27,990 --> 00:02:25,200

that trends going to stay the same for

70

00:02:31,190 --> 00:02:28,000

tomorrow uh right now the forecasts are

71

00:02:34,070 --> 00:02:31,200

uh scattered at 2500 we have winds

72

00:02:36,390 --> 00:02:34,080

coming out of zero eight zero at six

73

00:02:38,790 --> 00:02:36,400

peaking at ten giving us a crosswind of

74

00:02:40,949 --> 00:02:38,800

10 knots which is far below what we were

75

00:02:42,390 --> 00:02:40,959

predicting a couple days ago

76

00:02:43,990 --> 00:02:42,400

and uh

77

00:02:45,270 --> 00:02:44,000

feeling pretty good about

78

00:02:46,949 --> 00:02:45,280

getting a better handle on the winds and

79

00:02:48,470 --> 00:02:46,959

feeling pretty good about where we're

80

00:02:50,470 --> 00:02:48,480

going tomorrow we did take an

81

00:02:52,470 --> 00:02:50,480

observation today

82

00:02:53,830 --> 00:02:52,480

at landing time and we would go with

83

00:02:54,630 --> 00:02:53,840

that

84

00:02:56,229 --> 00:02:54,640

see

85

00:02:58,630 --> 00:02:56,239

one thing that we are looking at there's

86

00:02:59,750 --> 00:02:58,640

a pocket of cold air being steered by

87

00:03:01,190 --> 00:02:59,760

this

88

00:03:02,229 --> 00:03:01,200

upper level high

89

00:03:04,550 --> 00:03:02,239

and

90

00:03:05,509 --> 00:03:04,560

possibly it'll uh give us some showers

91

00:03:08,550 --> 00:03:05,519

uh

92

00:03:10,390 --> 00:03:08,560

northeast of ksc but well outside our 30

93

00:03:11,430 --> 00:03:10,400

nautical mile circle that we're worried

94

00:03:14,869 --> 00:03:11,440

about

95

00:03:17,750 --> 00:03:14,879

uh quickly the end of mission plus one

96

00:03:19,270 --> 00:03:17,760

forecast scattered at uh 2000 broken at

97

00:03:21,270 --> 00:03:19,280

25 000

98

00:03:23,430 --> 00:03:21,280

we got a winds coming out of zero nine

99

00:03:25,350 --> 00:03:23,440

zero eight peak to 12 and again the

100

00:03:27,270 --> 00:03:25,360

crosswind is at 11 knots uh below our

101
00:03:30,229 --> 00:03:27,280
flight rule limits

102
00:03:32,309 --> 00:03:30,239
as far as orbiter consumables we have

103
00:03:35,270 --> 00:03:32,319
enough on board to support out to end

104
00:03:38,550 --> 00:03:35,280
the mission plus three with both Iyo and

105
00:03:40,550 --> 00:03:38,560
the cryo being the limiting consumables

106
00:03:43,830 --> 00:03:40,560
uh

107
00:03:46,869 --> 00:03:43,840
it to you real quickly is the entry

108
00:03:49,589 --> 00:03:46,879
strategy of course for Wednesday morning

109
00:03:52,229 --> 00:03:49,599
we're gonna be calling up KSC only

110
00:03:54,309 --> 00:03:52,239
try those two opportunities and if we

111
00:03:55,910 --> 00:03:54,319
did have to wave off

112
00:03:57,830 --> 00:03:55,920
the end of mission one plus one day

113
00:03:59,110 --> 00:03:57,840

would be pick em day and even though we

114

00:04:01,429 --> 00:03:59,120

have the end of mission plus three

115

00:04:03,350 --> 00:04:01,439

capability we decided just be due to the

116

00:04:05,190 --> 00:04:03,360

duration of the mission probably be

117

00:04:07,190 --> 00:04:05,200

smart to get the crew

118

00:04:08,869 --> 00:04:07,200

uh down uh at the end of mission plus

119

00:04:10,070 --> 00:04:08,879

one and of course uh we're gonna make

120

00:04:12,949 --> 00:04:10,080

sure it's safe make sure we have good

121

00:04:15,110 --> 00:04:12,959

weather set up and such

122

00:04:17,990 --> 00:04:15,120

get my notes here real quick

123

00:04:19,990 --> 00:04:18,000

uh as far as tomorrow's activities

124

00:04:21,509 --> 00:04:20,000

or the today's activities later on this

125

00:04:24,870 --> 00:04:21,519

evening the crew will get up about five

126

00:04:26,390 --> 00:04:24,880

o'clock uh today tuesday do overprep is

127

00:04:28,390 --> 00:04:26,400

going to begin about uh and these are

128

00:04:31,510 --> 00:04:28,400

all central times georgia prep is going

129

00:04:34,469 --> 00:04:31,520

to be again about 10 30 this evening

130

00:04:36,710 --> 00:04:34,479

close the payload doors at around uh

131

00:04:38,870 --> 00:04:36,720

midnight and

132

00:04:41,749 --> 00:04:38,880

let's see our i should say 11 49 our

133

00:04:46,790 --> 00:04:41,759

first tig is around

134

00:04:50,469 --> 00:04:46,800

our first tig ksc 248 is around

135

00:04:53,430 --> 00:04:50,479

midnight 29 so 0029 central with the

136

00:04:55,590 --> 00:04:53,440

landing at 135 central

137

00:04:56,950 --> 00:04:55,600

in florida second opportunity if we

138

00:04:58,710 --> 00:04:56,960

needed it

139

00:05:01,270 --> 00:04:58,720

the tigs around

140

00:05:04,469 --> 00:05:01,280

206

141

00:05:06,870 --> 00:05:04,479

central time with the landing at 311

142

00:05:08,469 --> 00:05:06,880

in florida at central time in florida

143

00:05:09,909 --> 00:05:08,479

so i did have some ground tracks but i

144

00:05:12,070 --> 00:05:09,919

wasn't going to put them up unless folks

145

00:05:13,590 --> 00:05:12,080

wanted to look at them but basically uh

146

00:05:14,790 --> 00:05:13,600

that's all i have for you kellen thanks

147

00:05:16,230 --> 00:05:14,800

tony we've been airing those ground

148

00:05:17,830 --> 00:05:16,240

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

149

00:05:19,510 --> 00:05:17,840

them again so we'll go right to

150

00:05:22,150 --> 00:05:19,520

questions thanks very much for that

151

00:05:24,629 --> 00:05:22,160

opening uh robert

152

00:05:27,110 --> 00:05:24,639

hi robert perlman with collectspace.com

153

00:05:28,550 --> 00:05:27,120

um i realized that the the crosswinds

154

00:05:30,310 --> 00:05:28,560

looked less of an issue than they were

155

00:05:32,150 --> 00:05:30,320

before but can you just review what the

156

00:05:34,230 --> 00:05:32,160

crosswind limits are

157

00:05:37,670 --> 00:05:34,240

at the shuttle landing facility

158

00:05:38,390 --> 00:05:37,680

for night time there are 12 knots

159

00:05:41,029 --> 00:05:38,400

and

160

00:05:42,550 --> 00:05:41,039

this may sound trivial but given the

161

00:05:44,950 --> 00:05:42,560

the coincidence of

162

00:05:47,110 --> 00:05:44,960

of it happening

163

00:05:48,629 --> 00:05:47,120

given visibility as they come in is

164

00:05:50,550 --> 00:05:48,639

there any chance the shuttle crew might

165

00:05:53,189 --> 00:05:50,560

see atlantis

166

00:05:55,430 --> 00:05:53,199

rolling out to the pad uh during their

167

00:05:57,909 --> 00:05:55,440

final approach

168

00:06:00,070 --> 00:05:57,919

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

169

00:06:02,230 --> 00:06:00,080

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

170

00:06:03,350 --> 00:06:02,240

is to basically have it at the pad

171

00:06:05,110 --> 00:06:03,360

before they're

172

00:06:06,710 --> 00:06:05,120

they land but if they are looking out

173

00:06:07,990 --> 00:06:06,720

the window at the pad i'd kind of be

174

00:06:09,909 --> 00:06:08,000

disappointed because they're supposed to

175

00:06:12,070 --> 00:06:09,919

be focusing but i really don't know

176

00:06:12,870 --> 00:06:12,080

robert if how it all timed out i know

177

00:06:14,390 --> 00:06:12,880

it's

178

00:06:16,710 --> 00:06:14,400

that the rollout's going to happen

179

00:06:19,430 --> 00:06:16,720

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

180

00:06:21,909 --> 00:06:19,440

starts so most likely they'll be by the

181

00:06:24,150 --> 00:06:21,919

time they'll be at the pad before uh and

182

00:06:25,510 --> 00:06:24,160

that's eight o'clock uh ksc time they

183

00:06:29,749 --> 00:06:25,520

should be at the pad

184

00:06:31,270 --> 00:06:29,759

and uh before the landing of endeavor

185

00:06:32,469 --> 00:06:31,280

all right we'll go now to questions on

186

00:06:35,590 --> 00:06:32,479

the phone bridge and we'll start with

187

00:06:37,749 --> 00:06:35,600

denise ciao

188

00:06:40,070 --> 00:06:37,759

hi um

189

00:06:43,189 --> 00:06:40,080

with the nighttime launch um

190

00:06:44,710 --> 00:06:43,199

are the limitations for safety um much

191

00:06:46,469 --> 00:06:44,720

more conservative than if it were a

192

00:06:48,629 --> 00:06:46,479

daytime launch

193

00:06:50,070 --> 00:06:48,639

i noticed you said the crosswinds are um

194

00:06:52,150 --> 00:06:50,080

different for daytime but are there

195

00:06:54,070 --> 00:06:52,160

other considerations that would be uh

196

00:06:56,230 --> 00:06:54,080

different for nighttime launches or

197

00:06:57,990 --> 00:06:56,240

nation mining sorry uh

198

00:06:59,589 --> 00:06:58,000

there are a few things as far as landing

199

00:07:00,790 --> 00:06:59,599

gains and such of course we want to make

200

00:07:02,550 --> 00:07:00,800

sure we have

201

00:07:04,710 --> 00:07:02,560

xenon lights up and

202

00:07:06,790 --> 00:07:04,720

have enough of those to give the crew

203

00:07:10,230 --> 00:07:06,800

good visibility for landing and of

204

00:07:12,790 --> 00:07:10,240

course at the slf we do have uh

205

00:07:16,230 --> 00:07:12,800

edge edge lighting on the runway which

206

00:07:17,670 --> 00:07:16,240

is required and we have some line

207

00:07:19,430 --> 00:07:17,680

lighting which is not required as long

208

00:07:20,870 --> 00:07:19,440

as we have the edge stuff but there are

209

00:07:22,150 --> 00:07:20,880

a few more constraints just because of

210

00:07:25,189 --> 00:07:22,160

night time just to provide more

211

00:07:27,589 --> 00:07:25,199

visibility to the crew

212

00:07:29,350 --> 00:07:27,599

thanks and also um with atlantis's

213

00:07:31,909 --> 00:07:29,360

rollout if that should get delayed

214

00:07:33,510 --> 00:07:31,919

somehow is there anything that

215

00:07:35,670 --> 00:07:33,520

the endeavor crew would need to do or

216

00:07:36,950 --> 00:07:35,680

you got the flight controllers

217

00:07:38,550 --> 00:07:36,960

in order to

218

00:07:40,870 --> 00:07:38,560

have more safety precautions or does

219

00:07:46,230 --> 00:07:40,880

that not really get affected at all

220

00:07:50,629 --> 00:07:48,230

okay if that's all from denise we'll

221

00:07:53,189 --> 00:07:50,639

move now to marcia dunn

222

00:07:54,869 --> 00:07:53,199

yes hi um tony i was just wondering if

223

00:07:55,990 --> 00:07:54,879

you could give your thoughts please on

224

00:07:57,909 --> 00:07:56,000

the fact that

225

00:07:59,990 --> 00:07:57,919

debra won't be coming back to earth for

226

00:08:01,830 --> 00:08:00,000

the very last time

227

00:08:03,990 --> 00:08:01,840

i know that you guys been asking folks a

228

00:08:05,670 --> 00:08:04,000

lot of those questions and

229

00:08:07,510 --> 00:08:05,680

basically

230

00:08:09,350 --> 00:08:07,520

like the last time when atlantis came

231

00:08:11,510 --> 00:08:09,360

home my focus right now is to make sure

232

00:08:13,830 --> 00:08:11,520

the crew gets home safely and i'm sure

233

00:08:15,830 --> 00:08:13,840

once we'll stop happens and we have a

234

00:08:17,990 --> 00:08:15,840

little bit time to think about it it'll

235

00:08:19,749 --> 00:08:18,000

all come to us how we feel but i really

236

00:08:21,830 --> 00:08:19,759

don't have any comments right now march

237

00:08:25,029 --> 00:08:21,840

on that just focused on what we're doing

238

00:08:26,390 --> 00:08:25,039

tomorrow morning all right thank you

239

00:08:28,150 --> 00:08:26,400

okay any further questions here in

240

00:08:30,390 --> 00:08:28,160

houston

241

00:08:32,469 --> 00:08:30,400

with not uh we'll wrap up our briefing a

242

00:08:35,430 --> 00:08:32,479

couple of programming notes uh starting

243

00:08:39,269 --> 00:08:35,440

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

244

00:08:41,829 --> 00:08:39,279

have some b-roll from expedition 27

245

00:08:43,670 --> 00:08:41,839

as exposition 26 27 flight engineer

246

00:08:45,430 --> 00:08:43,680

katie coleman gets ready for some

247

00:08:47,910 --> 00:08:45,440

interviews we'll have those live

248

00:08:48,710 --> 00:08:47,920

interviews beginning at 6 00 a.m central

249

00:08:50,630 --> 00:08:48,720

time

250

00:08:53,430 --> 00:08:50,640

and then endeavors crew sleep scheduled

251

00:08:56,230 --> 00:08:53,440

to begin at 8 56 a.m central time as

252

00:08:58,150 --> 00:08:56,240

they get one last term of rest before

253

00:09:00,070 --> 00:08:58,160

they get up and begin final preparations