

MEMORANDUM

Lyndon B. Johnson Space Center

NASA

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Gary E. Coen



SUBJ: Ascent/Entry Flight Techniques Panel Meeting #18 Action Items

The enclosed actions are a result of the 18th Ascent/Entry Flight Techniques Panel meeting held on October 16, 18, and 23, 1985. The minutes to the meeting will follow of which this action list will become a part.

Any questions or comments should be directed to DA8/C. L. Gruby at JSC, FTS 525-3051.

FLIGHT DIRECTOR ACTION LIST

DATE: 10/29/85

FLIGHT: Ascent/Entry

NUMBER	RESULTING FROM	ASSIGNED BY	ASSIGNED TO	DUE DATE
10/16-001	A/E Flt Tech #18	DA8/Coen	DM3/Presley DF6/Jackson DM5/Henderson	11/01/85
	Action: Define ARCS propellant loading and usage computation groundrules for premission and real time use for determining landing weight, ballast and CG management considering the ARCS redline.			
10/16-002	A/E Flt Tech #18	DA8/Coen	DM3/Patterson	11/01/85
	Action: Submit flight rule update which states the management of consumables for balasting along with weight/cg constraints.			
10/16-003	A/E Flt Tech #18	DA8/Coen	DF6/Jackson	11/01/85
	Action: Determine if the gaging error is included in the OI-7 software for the FRCS propellant dump. Consider flight rule impacts.			
10/16-004	A/E Flt Tech #18	DA8/Coen	DM3/Presley DF6/Jackson	11/01/85
	Action: Determine the condition under which we would dump ARCS propellant to lower landing weight. Total up all of the uncertainties and required reserves to determine the minimum level we would dump to.			
10/16-005	A/E Flt Tech #18	DA8/Coen	DM6/Oliver DM3/Presley DF6/Jackson	11/01/85
	Action: How and when is the best time to do an ARCS dump to reduce landing weight, i.e., dump the day before entry, or dump the day of entry, in the morning, and in-plane?			
10/16-006	A/E Flt Tech #18	DA8/Coen	DF4/Wood	11/01/85
	Action: Write a 482 to add to the checklist the words "fake an OMS burn" to execute an alternate MPS dump start.			
10/16-007	A/E Flt Tech #18	DA8/Coen	DF6/Yackovetsky	11/01/85
	Action: Write a flight rule to state the cases when the BFS is GO for Ny feedback failures. Work with the crew on procedures and method of implementation.			

FLIGHT DIRECTOR ACTION LIST

DATE: 10/29/85

FLIGHT: Ascent/Entry

NUMBER	RESULTING FROM	ASSIGNED BY	ASSIGNED TO	DUE DATE
10/16-008	A/E Flt Tech #18	DA8/Coen	DF4/Schmitt	11/01/85
	Action: Expedite processing for a change to the LCC for the requirement of 2 of 2 brake pressure measurements for launch. Investigate adding measurements on low data rate for cases when TDRS is not available.			
10/16-009	A/E Flt Tech #18	DA8/Coen	DF4/Schmitt	11/01/85
	Action: Coordinate with Rockwell/R. Young to expedite SODB change J-1040 relative to criticality of uncommanded brake pressures. Report SODB process to E&D.			
10/16-010 CLOSED	A/E Flt Tech #18	DA8/Coen	DF4/Schmitt	11/01/85
	Action: Rewrite flight rules 10-3,E.12 and 10-3,C.11 to preclude shutting down a second APU for uncommanded brake pressure in one brake module.			
	Response: Flight Rule submitted 10/23/85, Approved 10/25/85.			
10/16-011	A/E Flt Tech #18	DA8/Coen	DF4/Ferring	11/01/85
	Action: Provide markups and 482's to the post insertion checklist to roll out the MPM's after GO for orbit. Add caution note relative to elbow camera clearance during PAM operations.			
10/16-012	A/E Flt Tech #18	DA8/Coen	CB/Gregory	11/01/85
	Action: Determine CB position on landing with antiskid on or off.			
10/16-013 CLOSED	A/E Flt Tech #18	DA8/Coen	ET5/Campbell	11/01/85
	Action: Establish flight techniques splinter meeting with antiskid engineering to establish their position on antiskid operations.			
	Response: Engineering position is to continue to land with antiskid enabled to preclude potential failures if we land with brakes applied via transducers.			
10/16-014	A/E Flt Tech #18	DA8/Coen	CB/Coats DF4/Schmitt	11/01/85
	Action: Investigate the desirability and possibility of moving the antiskid on-off switch to the RHC and/or relocating the "slap" switch handle, presently being used on the NWS switch, to the antiskid on-off switch. The latter to be considered subsequent to successful completion of the NWS DTO.			