

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Thursday, February 26, 2004 9:34 AM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: RE: Houston Livestock Show and Rodeo Autograph Sessions

I signed us up for that one! (What can I do to convince you to drive me there?)

-----Original Message-----

From: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Sent: Thursday, February 26, 2004 8:52 AM
To: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Subject: RE: Houston Livestock Show and Rodeo Autograph Sessions

I went by the Rodeo sign-up sheet and those two days are filled with at least one name. However, I did see two slots for the last Sunday of Spring break - 21 March, from 4-6pm. That would work for me - how 'bout you? Might be nice after a long week away. If it works, sign us both up and let me know.

PS-Tour lunch today is bldg 3 - 1225-1255.

124

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Friday, May 14, 2004 9:05 AM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: NEW RULES FOR NAVY ANDREWS

Attachments: Navy Andrews PPR.jpg

I found the e-mail, but it looks like it won't help you. I assumed the attachment was the form, but it's just an info letter.

-----Original Message-----

From: GORE, MICHELLE (JSC-CC4) (SAIC)
Sent: Wednesday, April 21, 2004 3:58 PM
To: DL FCOD Astronauts; ARNOLD, BRUCE; BAKER, KENNETH; BEALL, ARTHUR; CLARK, RICHARD; EHRENSTROM, WILLIAM; FEASTER, STEPHEN; FINNEY, DAVID; HAYES, CHARLES; HULL, RICHARD; JUSTIZ, CHARLES; MARLOW, FRANK; MUMME, DAVID; NAGEL, STEVEN; NAUGHTON, ROBERT; NICKEL, JACK; PAPPAS, TERRY; REAGAN, SCOTT; ROBERTS, ANDREW; SCHNEIDER, EDWARD; STENCIL, CRAIG; ZWIEG, ROGER
Cc: CHAUVIN, LINDA W. (JSC-AC) (NASA); OBER, CHARLOTTE M. (JSC-CC4) (NASA)
Subject: NEW RULES FOR NAVY ANDREWS

I HAVE ATTACHED A LETTER FROM NAVY ANDREWS ON THE NEW RULE FOR PPR'S. YOU NOW HAVE TO FILL OUT A FORM AND FAX IT TO THEM PRIOR TO YOUR DEPARTURE DATE FROM EFD.

THERE IS A RED FOLDER IN THE FLIGHT PLANNING ROOM THAT WILL HAVE THE INSTRUCTION ATTACHED TO IT AND BLANK FORMS. IF YOU HAVE ANY QUESTIONS PLEASE LET ME KNOW.
THANK YOU

Michelle R. Gore
Flight Manager/SAIC
Ellington Field, Tx
Work: 281-244-7256
Cell: 281-642-6528
Fax: 281-244-9690



Navy Andrews
PPR.jpg (453 KB)

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Thursday, September 09, 2004 3:05 PM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: RE: systems question

It turns out to be M8 or later (with an early gear arm at .95). Mike and I were debating M8 vs M 0.8...he was sure about the lower number but I had the higher # in several places in my notes. I checked w/ our syst instr, who verified M8. In case you want to know WHY (I always have to ask those annoying questions I guess)...they don't want it sooner to minimize the possibility of affecting brake pressure after the valve is open (something called "silting"). They recommend this early because they suggest wings-level flight (to reduce vertigo to pilot, I guess 'cause you have to turn around?). So, that's my (re)learning point for today. And where the DC util pwr sw is (not that I couldn't find it during our 2 Freon loop fail/pwrn case today or anything....) I did however manage to make a good BFS engage call, stopped the wrong GPC from being moded to halt, remembered to pnl/cmd before taking main C down, and made sure the *pilot* engaged BFS after our cntr AB3 fail. So, it was mostly a good sim!

-----Original Message-----

From: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Sent: Thursday, September 09, 2004 2:55 PM
To: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Subject: RE: hello

This sounds like Shuttle training. Not sure what that is anymore. I'd be guessing .95M to give enough time to see if it worked. MMACS would know for sure if you know any of those folks. Kevin McClunney is a good one.

However, if you want to know what the T-38 flying budget is for the rest of the year, I may be able to help you out with that.

-----Original Message-----

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Thursday, September 09, 2004 2:10 PM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: RE: hello

No problem! It's always nice to give tours to people that are really interested. Systems question for you: when do you open Brake Isol 2 for nose gear deploy redundancy if no Hyd 1 and < 2 prox boxes/pyros?

-----Original Message-----

From: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Sent: Thursday, September 09, 2004 1:43 PM
To: NOWAK, LISA M., CDR. (JSC-CB) (NASA); MASSIMINO, MICHAEL J., PHD (MIKE) (JSC-CB) (NASA); RILEY, STEVEN J. (JSC-DX2) (NASA)
Subject: FW: hello

Lisa, Mass, and Steve-

A quick note from that young lady from Alaska (Challenger Learning Center of AK Lead Flight Director) I was giving a tour to a couple of weeks ago: She had a great time, and was very happy to meet all of you. I think your taking the time to kindly visit with her will help in her job immensely. Anyhow, she said to say hi to each of you.

Thanks for your hospitality.
-Billy O

-----Original Message-----

From: Tamra Wear [mailto:tamra.wear@akchallenger.org]
Sent: Thursday, September 09, 2004 1:27 PM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: RE: hello

Thanks Bill,

I was just talking to Gina and we were planning your time here. Allan Miller is going to bring his class over to Nikiski to see you. It will be a great day. Hopefully it will be a nice crisp Alaskan fall day.

Take care. Please say hi to Lisa, Mas, and the MC robotics guy (what was his name?). That was such a great day.

Tamra Wear
Lead Flight Director
Challenger Learning Center of Alaska
phone: (907) 283-2000
fax: (907) 283-2279

-----Original Message-----

From: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
[mailto:william.a.oefelein@nasa.gov]
Sent: Thursday, September 09, 2004 10:05 AM
To: 'Tamra Wear'
Subject: RE: hello

I'm glad you had a good time. I wish I was tip-top when you were here, but at least I'm all better now. I enjoyed showing you and your Aunt around.

I am not familiar with the temporary tattoos that you are referring to. Sounds like you are on the right track, though, in starting with the instructional materials folks. If they can't help you, let me know and I will see if I can track something like that down.

See you next month.
-Bill

-----Original Message-----

From: Tamra Wear [mailto:tamra.wear@akchallenger.org]
Sent: Thursday, September 09, 2004 12:57 PM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: hello

Hello Bill,

How are you? Are you feeling tip top again? I can't thank you enough for the tour at JSC. That was one of those trips you hate to go home afterwards because it was so much fun. I had a great time. I really appreciate you taking us around and introducing us to people. It was great. I look forward to seeing you here on 10/6 as well. That will be a good day.

I had a question for you. NASA at your library is coming to the Loussac Library in Anchorage later this month. They want CLCA to come up and run a little booth for kids. I was thinking that those NASA temporary tattoos would be a fun thing to have for the kids. If I email the instructional materials address do you think they would send me something like that?

I'll talk to you soon. Thanks again,

Tamra Wear
Lead Flight Director
Challenger Learning Center of Alaska
phone: (907) 283-2000
fax: (907) 283-2279

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Thursday, September 09, 2004 4:08 PM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: brake silting

to add to previous info

-----Original Message-----

From: BIGONESSE, LINDA G. (JSC-DT3) (USA)
Sent: Thursday, September 09, 2004 4:05 PM
To: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Subject: brake silting

Since I didn't give a very good definition of brake silting to you on the phone, I thought I'd ask around for a better definition. Brake silting is debris in the hydraulic brake lines and can block the return line from the brake pucks. If the line gets blocked, pressure can build up and cause uncommanded brake pressure.

Let me know if you have any additional questions.

Linda Bigonessa

DT36/Shuttle Systems Instructor
(281) 244-9009

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Thursday, January 13, 2005 10:45 AM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: RGA power question

e;s

-----Original Message-----

From: ATHON, VALARIE A. (JSC-DT3) (USA)
Sent: Wednesday, January 12, 2005 4:32 PM
To: NOWAK, LISA M., CDR. (JSC-CB) (NASA); BIGONESSE, LINDA G. (JSC-DT3) (USA)
Subject: RE: RGA power question

Hi Lisa,

You won't find RGAs 1 or 4 in the REF DATA because they are redundantly powered. RGAs 2 and 3 are in REF DATA because they do not have a redundant power source (so you can lose them with one power failure).

The power sources are as follows for the RGAs:

RGA 1 switch: CNTL AB1 and CNTL AB2
RGA 1 power: MN A APC 1 and MN B APC 2

RGA 2 switch: CNTL BC1
RGA 2 power: MN B APC 5

RGA 3 switch: CNTL CA1
RGA 3 power: MN C MPC3

RGA 4 switch: CNTL CA1 and CNTL CA3
RGA 4 power: MN A MPC1 and MN C MPC1

You can see all of this on SSSH Drawing 9.8 'Rate Gyros/Body Mounted Accelerometers' If you have any further questions, feel free to let me know. Hope this answers your question!

~Valarie

-----Original Message-----

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Wednesday, January 12, 2005 4:00 PM
To: BIGONESSE, LINDA G. (JSC-DT3) (USA); ATHON, VALARIE A. (JSC-DT3) (USA)
Subject: RGA power question

Linda and/or Val-
What powers RGA 1 and 4? Is it in Ref data? I could only find 2 and 3.

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Wednesday, January 26, 2005 10:48 AM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: Astronaut All-Hands -- assignment changes

Importance: High

-----Original Message-----

From: FOSSUM, MICHAEL E. (JSC-CB) (NASA)
Sent: Tuesday, January 25, 2005 6:07 PM
To: LINDSEY, STEVEN W. (JSC-CB) (NASA); KELLY, MARK E., CDR. (JSC-CB) (NASA); SELLERS, PIERS J. (JSC-CB) (NASA); NOWAK, LISA M., CDR. (JSC-CB) (NASA); WILSON, STEPHANIE D. (JSC-CB) (NASA)
Subject: FW: Astronaut All-Hands -- assignment changes
Importance: High

I was in OBSS DTO meeting, but got the following info:

116 -- Wilcutt off. Roman moving from 117 to become 116 CDR.
Joan H moving from 117 to 116.
Nick P added to 116.

117 -- Bru moving in as PLT to replace Roman.
Swanson moving in to replace Joan.

Apparently there was a lot of discussion about Terry coming off, how many flights constitutes a full/completed career, the value-added for NASA when fly rookie vs re-fly experience, etc. I wasn't there - that's about all I can tell you.

-mike

-----Original Message-----

From: HAJEK, BERNADETTE M. (JSC-CB) (NASA)
Sent: Tuesday, January 25, 2005 2:56 PM
To: DL FCOD Astronauts
Subject: Astronaut All-Hands
Importance: High

There will be an astronaut all-hands meeting today, Tues., Jan. 25, at 4:30 in Rm. 6600

Bernadette Hajek,
Technical Assistant
to the Chief, Astronaut Office

☎ 281-244-8993

📠 pager: 281-439-4381

📞 cell: 281-787-6985

📠 fax: 281-244-8287

📧 bernadette.m.hajek@nasa.gov

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Tuesday, February 08, 2005 11:37 AM
To: OEFELEIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: Life Ins for Military

Attachments: Military Astronaut Life Insurance.ppt

in case you're interested...the NEBA is apparently a good deal

-----Original Message-----

From: WALHEIM, REX J., LTCOL. (JSC-CB) (NASA)
Sent: Monday, February 07, 2005 4:42 PM
To: KELLY, SCOTT J., CDR. (JSC-CB) (NASA); NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Subject: Life Ins for Military

here is the pitch I gave shortly after Columbia. Most of the info should still be good.

- Rex



Military Astronaut
Life Insura...

Military Astronaut Life Insurance

Rex Walheim

15 May 03

Rex Walheim, 4-8935, May 15, 2003

Military Astronaut Life Insurance

- Several military related organizations cover military astronauts without “surcharge”
 - One covers civil servants too
- Buy it now (not close to launch date)
 - Need to allow enough time before flight to get all approvals
 - Sometimes can use NASA physical for approval
- Clearly state job title as astronaut (and T-38 duties)
- Level term vs. increasing cost with age?

Military Astronaut Life Insurance

- **SGLI** (Servicemen's Group Life Insurance)
 - Up to \$250 K for \$20/month
- **NEBA** (NASA Employee Benefits Association)
 - Basic coverage covers shuttle flights (\$100K x 3)
- **AFBA** (Armed Forces Benefit Association)
(800) 776-2322 www.afba.com
 - Up to \$400 K
 - Extra \$4 per \$50K coverage for flyers under 40
 - **Also open to Civil Servants (up to \$250K)**

Military Astronaut Life Insurance

- **ASMBA** (Armed Services Mutual Benefit Association) (800) 251-8434 www.asmba.com
 - Up to \$250K
 - Extra \$4 per 50K coverage for flyers under 40
 - May open to civil servants in future
- **MOAA** (Military Officers Association) (800) 234-6622 www.moaa.org
 - Up to \$250K (more if younger than 40)
 - No flyer premium. Must Join MOAA

Military Astronaut Life Insurance

- AAFMIA (Army and Air Force Mutual Aid Association) 866-422-3622 www.aafmaa.com
 - Up to \$600K. No flyer surcharge
 - Army or Air Force active or retired
- USAA (800) 365-8722 www.usaa.com
 - Very expensive for more than \$50 K

Military Astronaut Life Insurance

- Ballpark monthly cost estimates for \$250K coverage for 40 year old **
 - SGLI: \$20 (price doesn't increase with age)
 - NEBA: \$8 (100K coverage – x3 for accident)
 - AFBA: \$18 (increases at 50 years old)
 - ASMBA: \$33 (locked rate till 60 years old)
 - MOAA: \$22 (increases at 45 years old to \$35)
 - AAFMAA: \$13 (must renew at 50 years old)
- **Terms and price increases vary. Look at details
- **Definitely reassess plans before you turn 50**

Smith, Martha L. (JSC-CA)

From: NOWAK, LISA M., CDR. (JSC-CB) (NASA)
Sent: Monday, February 14, 2005 11:09 AM
To: OEFELIN, WILLIAM A. (JSC-CB) (NASA)
Subject: FW: skills development

I got 85!

-----Original Message-----

From: LINDSEY, STEVEN W. (JSC-CB) (NASA)
Sent: Friday, February 11, 2005 2:25 PM
To: CALDWELL, TRACY E., PHD (JSC-CB) (NASA); FOSSUM, MICHAEL E. (JSC-CB) (NASA); KELLY, MARK E., CDR. (JSC-CB) (NASA); NOWAK, LISA M., CDR. (JSC-CB) (NASA); SELLERS, PIERS J. (JSC-CB) (NASA); WILSON, STEPHANIE D. (JSC-CB) (NASA)
Cc: YOUNG, JENNIFER L. (JSC-DX2) (USA); OWEN, BRETT C. (JSC-DX2) (USA); HARP, QUINCY S. (JSC-DX2) (NASA); WILLIAMSON, PAUL (JSC-DX2) (NASA)
Subject: FW: this was hilarious

Since we have so many challenging robotics tasks on this flight, I thought that a "desktop DST" would be a good investment. Please provide me your scores on a weekly basis; I'll collect the data, plot the trends, and ensure that everyone is progressing satisfactorily in their skills development.

Steve

This should keep you entertained for awhile. Hope you can read German.

You just move you mouse left to right (no clicking) to keep him walking in a straight line. The object of the game is to keep him walking, without falling over, by using your mouse from left to right - you can't see your mouse which makes it more difficult. Apparently the record is 82 meters!

<http://www.wagenschenke.ch/>

Smith, Martha L. (JSC-CA)

From: Oefelein, William A. (JSC-CB)
Sent: Wednesday, January 31, 2007 7:43 PM
To: Colleen
Subject: FW: STS-116 Crew Visit to Alaska and Oefelein Trip on Feb. 19th
Attachments: March 2007 STS116 Alaska draft outline.doc

Further detailed info on the Alaska trip - see the forwarded note and the attachment.

They want your size for the arctic gear for the snowmachine outing. I think I can figure that out - sized sexy and athletic. I may even be able to get you a holster if we are allowed to carry firearms! There is also info for general attire. Alaskan casual for the most part.

Call me after you look through this and tell me what you think.

ps-Due to noise requirements, I have asked Gina to get us a room at the Captain Cook hotel also. Usually, I stay with my parents on these trips, but we need some "privacy"!!!!

From: Luckey, Gina [mailto:Gina.Luckey@conocophillips.com]
Sent: Mon 1/29/2007 11:56 PM
To: Oefelein, William A. (JSC-CB); Walker, Jacqueline R. (JSC-CB)[USA]
Subject: STS-116 Crew Visit to Alaska and Oefelein Trip on Feb. 19th

Bill and Renee,

Attached is updated draft of the March agenda for continuing the conversation; it's still not in final form but as we do more fine tuning the focus is becoming more clear. There is still some flexibility so if there's anything you're not comfortable with, please let me know. Because we are using most of Sunday and a good portion of Monday for the Iditarod event, I plugged in an employee event and dinner on Saturday, which I think I mentioned in a previous phone call after the original draft was emailed to you, so I hope it's not too much of a surprise. I can be flexible on this and rearrange other things occurring later. I've noted potential days where it would be possible for you to present items flown in Space (for the MOA, CLC and State of AK). West High School is a priority among schools but I'm not sure on which of the Anchorage days it will take place.

With the exception of the North Slope component (due to age limitations [no one under 15 years], available space, safety and operational concerns) Significant Others and children are welcome to attend any event in any location, however there are some events where it may be more difficult to accommodate kids for logistical and other reasons, such as the hospitality dinner on Saturday, March 3. I'll leave it to you to decide how to handle the lodge and snowmachine trip. In Juneau we will not stay overnight but I will retain a hospitality suite where parents/kids can take a load off and have a pleasant place to wait as needed.

With the exception of the North Slope and the CPAI employee events, the media will be notified and welcome to attend most public and school events so participants should expect to interact with them at all public venues. We have plenty of events to accommodate media so if there are any you would prefer to have media-free, let me know. After we've finalized the agenda, I'll notify Dana to confirm the venues that should be included in the NASA press release.

Travel Info - thank you for the headcount Renee!

4/3/2007

Air travel

I believe I've heard that crewmembers may arrive and depart Anchorage on different days. I'll need to know their plans once decided, for my agenda purposes and to provide to our travel agent; crewmembers may wish to just tell us what their preferred flights are and we'll purchase. We will make arrangements for all in-state travel.

Ground transportation - Anchorage

Currently I have two vehicles reserved in Anchorage. I plan to accompany at all times so will drive one (or use my own Suburban); I assume that Bill may want to drive the other? do we need additional vehicles?

Accommodations - Anchorage

I have junior suites reserved at Hotel Captain Cook (downtown). I expect this will work for a family but I don't know for certain, I'll inquire about that.

Arctic Gear

For the snowmachine and north slope trips ConocoPhillips will provide Arctic Gear such as down-filled parkas and pants (or bib overalls), arctic mitts (if desired) and boots (Sorel-type, arctic pac). Please advise sizes of all parties going on these trips. Sizes for all items are stated in men's, there are a few parkas in women's.

Attire - I would assume that you would wear flight suits for public and school presentations; for most everything else business casual (polo shirt and slacks), no suits or ties required (or expected) in Alaska.

Audio/visual equipment - I'll arrange for the usual laptop computer or DVD players (will there be a need for PowerPoint slides on computer?), LCD projector, screen, microphones, speakers/PA system. Anything else?

Regarding February 19 - Bill, I emailed the travel itinerary to you after we spoke today. Please advise if you didn't get it or can't open the link. I hope to have more information from CLC by tomorrow. I spoke with the CLC organizer of the event to let her know that you are available to do two presentations in the afternoon. They don't quite have an agenda that I would like to forward to you but the open house takes place from 1 to 6, so the morning is currently open. Public school is not in session that day so doing other school presentations are out. I've had a thought about a group of at-risk youth (in a residential treatment center) who do not attend regular school and do not have the means to attend the open house either. Would you consider doing a presentation with them that morning? If that didn't work, then I'd like to round out the day with maybe a different third thing - a dinner (no formal presentation), so let me know your thoughts about those.

Hopefully this will help answer some questions on your side and I'm happy to talk with you about anything that I haven't addressed here. I'm sure I'll have more questions too....

Many thanks to both of you. - Gina

*Gina Luckey
External Affairs Specialist
Philanthropy & Community Services
ConocoPhillips Alaska, Inc.
P.O. Box 100360, ATO-1936
Anchorage, AK 99501
Phone: 907.265.6132
Fax: 907.265.6122*

Cell: 907.250.3763

E-mail: Gina.Luckey@conocophillips.com

**ConocoPhillips Alaska
STS-116 Crew
Alaska Community Outreach
March 2-9**

(Note: content and sequence may change subject to crew arrival/departure dates to/from Alaska and other local scheduling factors)

Friday, March 2

Arrive Anchorage, accommodations at Hotel Captain Cook
Hospitality or casual dinner, as desired

Saturday, March 3

10:00 am Observe ceremonial start of Iditarod Sled Dog Race (Downtown Anchorage - 4th and D St.) (no official crew duties)
12:30 pm Lunch break - Sack's Café
3:00 pm Crew presentation to ConocoPhillips Alaska employees (venue TBD)
 Crew spouses to discuss benefits/challenges of living in NASA household
6:00 pm Hospitality dinner (venue TBD)

Sunday, March 4

A.m. (time TBD) departure for drive to Lodge (on Deshka River) and Iditarod Hospitality Event (overnight)

Monday, March 5 – Anchorage (potential for Municipality of Anchorage item presentation)

Noon Return drive to Anchorage
7:00 pm Crew and spouses presentation to public and students of University of Alaska Anchorage at UAA Wendy Williamson Auditorium

Tuesday, March 6 - Juneau (potential for AK Flag presentation)

8 am Alaska Airlines flight to Juneau (01:40 flight time)
11:00 am Introduction to Alaska State Legislature
12:30 pm Lunch break
 Hospitality suite available at Baranof Hotel
2:00 pm Crew presentation at school assembly
4:30 pm Reception at Governor's Mansion
7:45 pm Alaska Airlines return flight to Anchorage

Wednesday, March 7 – Anchorage/Kenai Peninsula (potential for CLC item presentation)

9:30 am Crew presentation at school assembly (Anchorage)
12:00 pm ERA Aviation flight to Kenai (30 minute flight time)
12:30 pm Lunch break
2:30 pm Crew presentation at school assembly (Kenai Peninsula)
4:30 pm Challenger Learning Center public presentation, followed by private reception
8 pm ERA Aviation return flight to Anchorage

Thursday, March 8 – Anchorage/North Slope (Kuparuk Oil Field)

- 9:30 am Crew presentation at West High School assembly (Anchorage) (potential for WHS item presentation)
- 2:35 pm CPAI Shared Services Aviation flight to Deadhorse on; ground transportation to Kuparuk Operations Center (KOC) (overnite trip) (01:40 flight time + ~ 1-hour drive)
- 5:30 pm Dinner break
- 7:30 pm Crew presentation to North Slope employees
Accommodations at KOC

Friday, March 9 - Kuparuk (continued)

- 6:30 am Breakfast in KOC dining room
- 7:30 am Crew presentation to North Slope Employees
- 9 am Kuparuk Oil Field Operations tour for STS116 crew (production facility tour, driving tour includes stop at Arctic Ocean)
- 2:45 pm CPAI Shared Services Aviation return flight to Anchorage
- 4:25 pm Arrive Anchorage, ground transportation to hotel, etc.

End

Smith, Martha L. (JSC-CA)

From: Oefelein, William A. (JSC-CB)
Sent: Tuesday, January 02, 2007 11:43 PM
To: Colleen
Subject: FW: More Alaska PR

First potential trip to consider - read on. Please keep private (OK to talk to family/friends, but please do not forward).

Keep in mind that this is very preliminary as I haven't even talked to anyone about our schedule yet. I've been happily busy doing "other things" these past few days.

From: Luckey, Gina [mailto:Gina.Luckey@conocophillips.com]
Sent: Tue 1/2/2007 2:43 PM
To: Oefelein, William A. (JSC-CB)
Subject: More Alaska PR

Hi Bill,

I'm pleased to tell you that my company is all in and would be honored to host the entire STS-116 crew in Alaska (that's 7 including Thomas Reiter), or however many would like to participate. As we discussed, we'll shoot for timing around the Iditarod, though we can be somewhat flexible on either side. The ceremonial start in Anchorage is on Saturday, March 3, with the restart in Wasilla the next day. Incidentally, the Tour of Anchorage xc ski race also takes place on Sunday, March 4. Spring break for most Alaska schools is the week of March 19 so we need to be done by then, or delay until after. I will send a follow up to my original request to the NASA Appearances office with a more definite outline of our plans regarding timing and the crew. I'm pretty comfortable with the list of potential appearances, with Anchorage and Kenai as the two priorities. If more time is available, we can add more appearances in another region (for group or you alone). Will the first/second weeks of March work in your crew appearances schedule? Are you in a position to name specific dates?

I also need to ask you about Monday, February 19 - The Challenger Learning Center is having a special event that day in Anchorage with the Starlab, to continuing enhancing awareness about their programs. I was asked about sponsoring your appearance at this; I gathered from our conversation that you and crew would probably be in Europe at that time, however I said I would ask if you were available for a solo appearance. Are you?

Back to March - I've been thinking about what we could do relative to the Iditarod that would involve the crew in an interesting way - either officially or unofficially. I don't want the race-related activities to detract from a competing crew appearances nor do I want to steal the thunder from the race, but I would like your comrades to have fun by experiencing this famous race and an Alaska winter event. As I was standing by a raging bonfire on New Year's watching 30 minutes of fireworks being lit off in our host's yard near Willow, I thought that something like that could be a fun thing for your group (it was slightly reminiscent of the bonfire in Valdez at the summer solstice during the theater conference, when some of us were inducted into the JW family). The fireworks were competing with the moonlight, there was lots of snow everywhere and the temperature was about 10 below, all this with copious amounts of food and beverage - it was the quintessential Alaska winter experience.

I was thinking out loud about it at dinner last night with one of our guests, Brian, who works with my husband at Baker Oil Tools (part of the worldwide BakerHughes family of companies headquartered in Houston). Brian said his company would love to host an Iditarod party for you guys that would involve riding snowmachines to the river to see the racers as they pass by after the official restart in Wasilla.

We'd ride to a lodge the night before, have dinner, bonfire and fireworks, and then watch the race the next day. Participants in the group would be your crew, some of the Baker guys and spouses, a few of their VIP clients, your brother and parents. The Baker boys are a nice bunch; they like to work hard, play hard, and they all love to hunt and fish. I don't think I would consider this to be an "official" event but NASA might think differently so I'm not sure how to include this any future correspondence with them; it's rendered moot if you're not interested. Let me know if this appeals to you, or if you think your crew would like to do it, or would prefer another adventure.

The agenda would look something like:

Thursday/Friday, March 1/2 - Arrive Alaska
Saturday, March 3, a.m. - Watch ceremonial race start, downtown Anchorage
Saturday, March 3, p.m. - Drive to Big Lake area, snowmachines to lodge
Sunday, March 4, a.m. - Ride to race observation location
Sunday, March 4, p.m. - Return to Anchorage
Monday/Tuesday, March 5/6 - Anchorage appearances (various audiences - students, general public, etc)
Wednesday/Thursday, March 7/8 - Kenai Peninsula appearances (ditto)
Friday - program over; depart Alaska

I don't know if we could pull off everything as described, but that's the vision and I think we could get pretty close to implementing it.

Moving along - if this Iditarod plan isn't something you want to do or the timing doesn't work out, you could use the weekend to check out Mt. Alyeska; I think there is a dogsled ride vendor in the area, among other things. Baker would probably pick up the tab for some entertaining in Girdwood there instead. Most of the PR's you and I have done together have had pretty heavy work obligations in a short amount of time so I hope you'll be able to take advantage of this offer to some extent, but please don't feel any pressure to do so.

Other stuff - I think you can squeeze in some xc skiing time on the trails around Anchorage during the week; if you can provide me with shoe sizes of crew interested in trying it, I will round up equipment. I'd also like to offer a tour of Kuparuk Oil field facilities to the crew, if they're interested. I know that employees up there (lots of engineers) would be very interested to see your presentation, but I wouldn't make it a requirement to receive the tour.

For any of the winter activities, we have arctic gear available for people to check out. From parkas to down bibs, pac boots, balaclavas, etc. I'd arrange for this stuff ahead of time, so would need sizes. You folks have been to Antarctica so maybe you already have this stuff, but if you didn't want to pack it up here....

Lots of things to think about. I expect you have your own ideas about how you'd like to entertain your crewmates. I'd just like to show some Alaskan hospitality to your friends and have them leave here with great memories of their time spent in Alaska, so please let me know whatever I can do to help you achieve this.

All the best. and thanks - Gina

*Gina Luckey
External Affairs Specialist
Philanthropy & Community Services
ConocoPhillips Alaska, Inc.*

4/3/2007

*P.O. Box 100360, ATO-1936
Anchorage, AK 99501
Phone: 907.265.6132
Fax: 907.265.6122
Cell: 907.250.3763
E-mail: Gina.Lucky@conocophillips.com*

Smith, Martha L. (JSC-CA)

From: Oefelein, William A. (JSC-CB)
Sent: Monday, January 29, 2007 1:28 PM
To: Shipman, Colleen M Capt 45 LCSS/LSGO (EXT-PAFB); Colleen
Subject: FW: ESA crew trip

Hey cutie-

Here are some more details on the other trip I am trying to have you accompany me on. It's the European tour. You'd leave on 8 April and come back on 18 April. However, Christer indicates you can come back earlier if need be. Think about it and let me know what you think you may be able to do. I know you have a lot going on this spring, but again, if you have a greater than 50% chance, I will say you are coming. He wants to know by mid week (ie-in the next couple of days.)

Love you.

From: Fuglesang, Christer (JSC-CB)[ESA]
Sent: Monday, January 29, 2007 12:27 PM
To: Polansky, Mark L. (JSC-CB); Oefelein, William A. (JSC-CB); Higginbotham, Joan E. (JSC-CB); Patrick, Nicholas J. (JSC-CB); Curbeam, Robert L. (JSC-CB)
Subject: ESA crew trip

Dear all,

Jean Coigne at EAC has asked me about final inputs and names. The sooner he can get it the better and preferrably within a few days (let's say Wednesday to give Mario an official deadline☺). I have Lisa Polansky already and Beamer is travel singly, but need details for the others.

The outbound flights are

04-8-2007 : HOUSTON-AMSTERDAM : KLM 662 - 3.35 PM - 7.55 AM+1
04-9-2007 : AMSTERDAM -STOCKHOLM : KLM 1109 : 9.20 AM - 11.20 AM.

The final homebound flight is on 18 April, from AMSTERDAM to HOUSTON by KLM 661 10.10 AM - 1.20 PM

Some FAQ ☺

- It is possible for a spouse to return earlier, but Jean needs to know this now. (We have managed to solve the Rutger-problem and Lisa does not need to return earlier).
- All travel and accomodation (also for spouses) in Europe are also covered by ESA.

If we get 10% of the attention Lisa and I had in Sweden these past days you'll have a lifetime experience!

Christer

Smith, Martha L. (JSC-CA)

From: Archambault, Lee J. (JSC-CB)
Sent: Thursday, November 16, 2006 1:08 PM
To: Nowak, Lisa M. (JSC-CB); Sturckow, Frederick W. (JSC-CB)
Subject: RE: MCC words: "failed for mission duration"

Thanks Lisa,

I fall into the category of people who would not have been able to spell out the legal difference. I appreciate the clarification.

Bru

From: Nowak, Lisa M. (JSC-CB)
Sent: Thursday, November 16, 2006 10:05 AM
To: Sturckow, Frederick W. (JSC-CB); Archambault, Lee J. (JSC-CB)
Subject: FW: MCC words: "failed for mission duration"

CJ and Bru...

Just a follow up from a call I made yesterday. I called the IMU up as "considered failed for the mission" the first time, because adding the word "duration" seemed redundant to me (i.e. it meant the same thing). Cathy told me I'd made the wrong call and should have said "failed for mission duration", as she explained the details below to me. I made the later call to clear it up, with an unambiguous explanation (not just the words "mission duration"). The FD insisted that the CDR and PLT would know this term, but since I'd never heard it before, I played it safe by spelling it out. I've since asked a variety of crewmembers, and nobody else knew it. If you guys did, sorry for the extra comm. I didn't want to bring it up during the debrief on the loops, just thought I'd ask you afterwards.

From: Nowak, Lisa M. (JSC-CB)
Sent: Wednesday, November 15, 2006 4:36 PM
To: JSC-DL-FCOD-CapComs
Subject: MCC words: "failed for mission duration"

I learned something new today about MCC terminology (a term that is used in Flight Rules). If a system (such as an IMU, as in our sim today) is "failed for mission duration", this does not mean "for the duration of the mission". It means that it is (or may be) still usable, but when calculating mission duration options per Flight Rules, it is not considered available for that purpose. (The IMU had a BITE that was verified as real - we still planned to use the IMU during the mission and for Entry). It is important to use the right words when you tell the crew, or they may think the system is completely down. I added this info to the "Things you might hear in MCC" document on our CAPCOM Library drive.

Lisa