Transcript
U02 – Former astronaut
Phone interview from the lab on 2/15/13 @ 2:00PM

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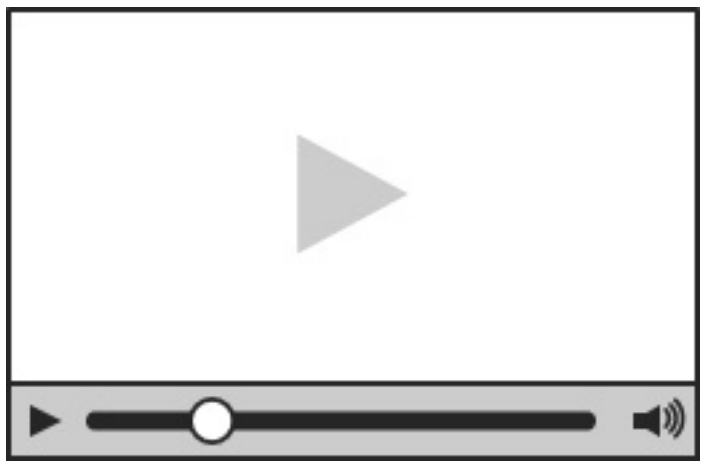

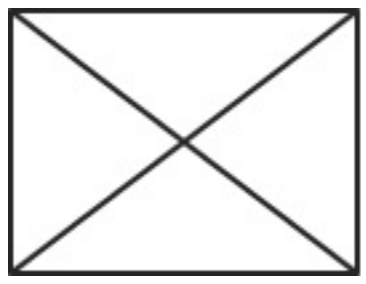
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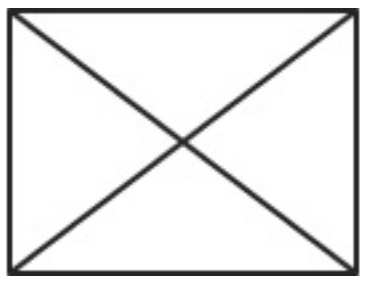
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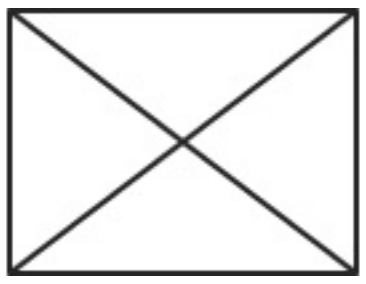
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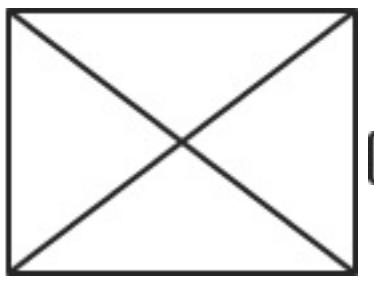
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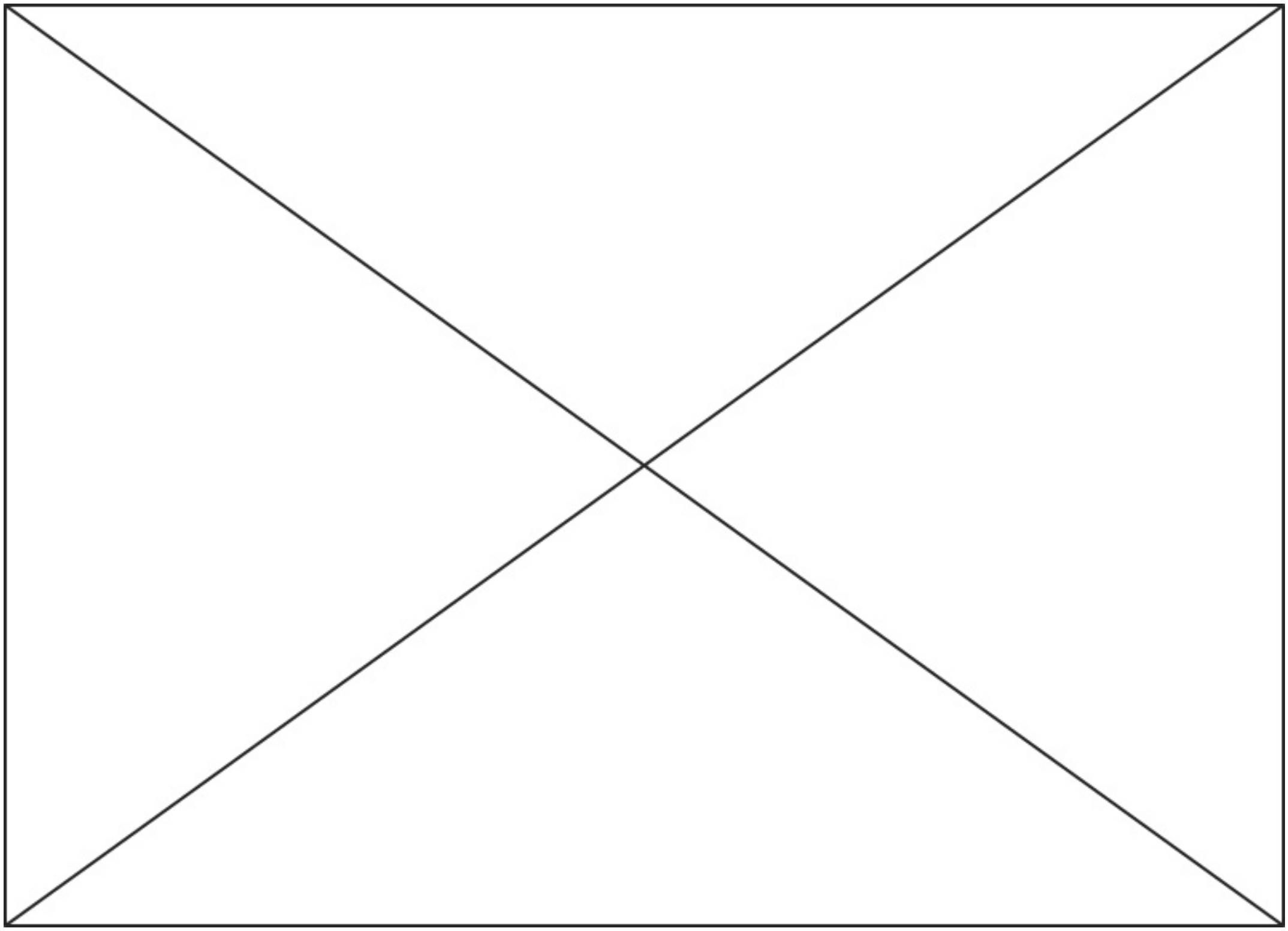

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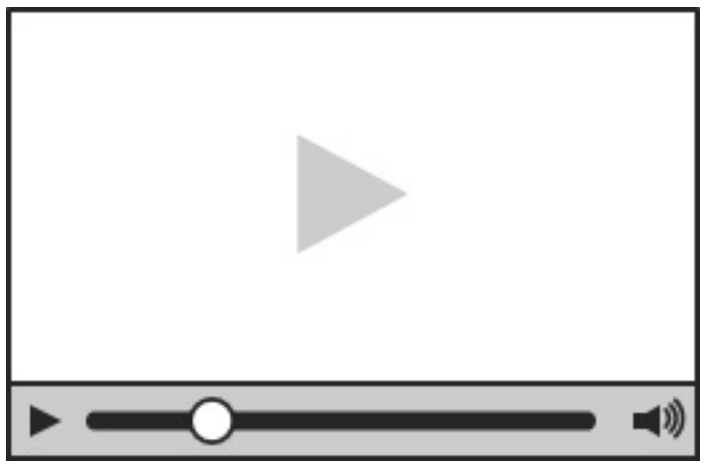

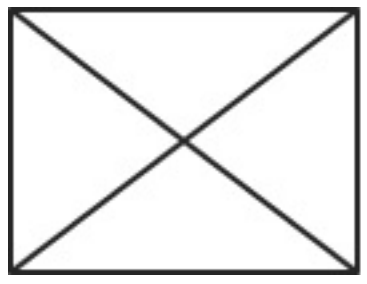

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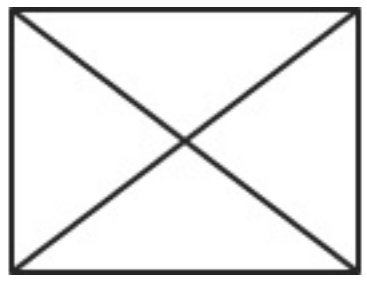

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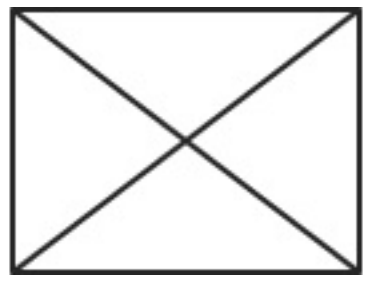

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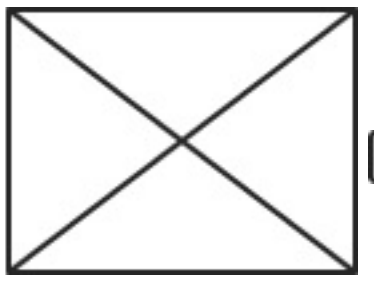

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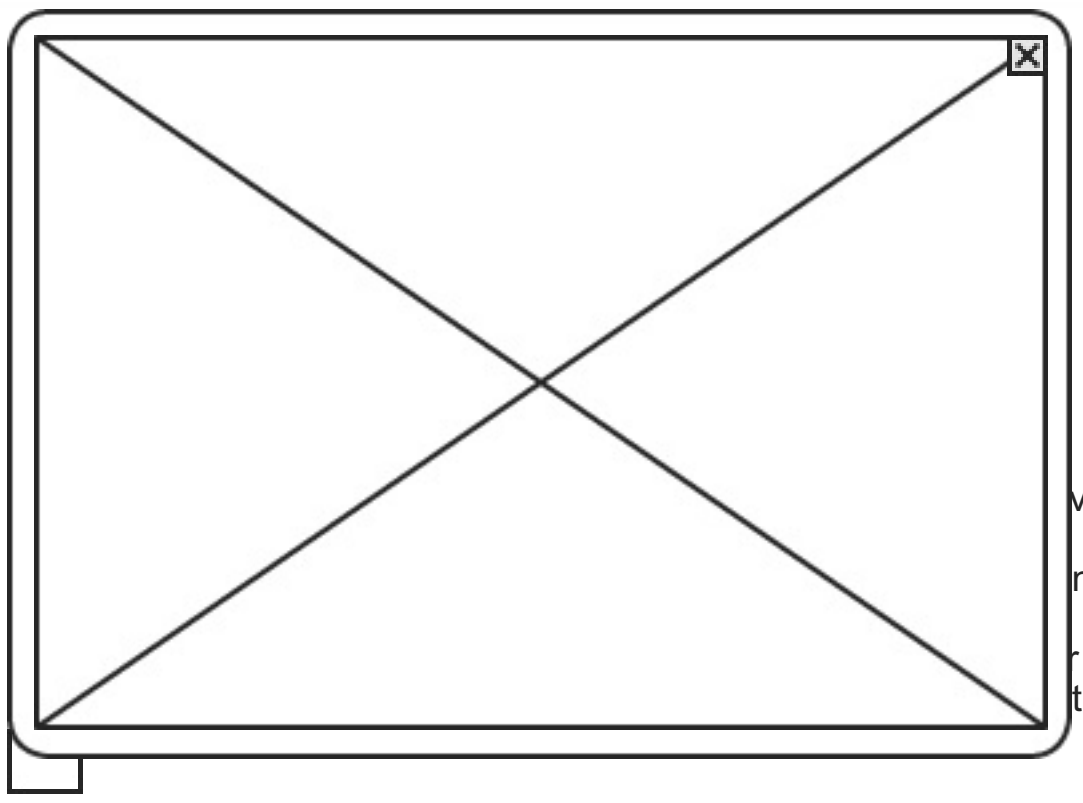

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[00:39] – S: Actually both, if you could.
[00:44] – U02: Well, it's like saying, what's it like to work on your car or your house? It's a lot of, well, the first thing to be said is that you will find most of the daily housekeeping tasks and food related tasks and waste related tasks, both human and natural, waste and sleeping are quite straightforward to accomplish. The system maintenance tasks are ones that crop up quite frequently; those can't usually be planned for, except for the scheduled maintenance. And they involve a good deal of just hands on work and it really is like working on your plane or working on your house. And you know, you just get 'em done the same way you get those mechanical tasks done here. With the exception that the Mission Control Center often gets involved in the details of the work. To the extent that I understand training after I left they had taken some recommendations we made to move from a task based training to skills based training, so that you would find people who know how to solder and know how to repair broken a connection rather than knowing how to do it for exactly this piece of gear.
[04:43] – S: One last question about the environment: I would assume, and tell me if this is incorrect, that there is probably very unique stress or balance between what you have to do and what you're able to do. Would you say that you worked in a high level of stress or was it fairly…(interrupted)
[04:59] – U02: Oh no, I think I would disagree with that. I think that the stress level is not that high. You've been in that business because you have been flying for a while and you're just used to the fact that you need to make sure that it's not going to fail because of you. And I don't think the stress level is particularly high one way or another, you just had a lot riding on your actions. That's just a fact and it didn't cause most of us who'd been in the aviation business for a while any particular level of stress. That's not to say that's there's a mismatch between the hours you have to do something and how long it takes to do it. On my fourth mission I was one of the two in-flight maintenance guys and I was responsible for a lot of the maintenance on brand new experiments that we were taking up to the Russian space station, and also one's that we were doing onboard the shuttle. And most the time those first-time experiences don't work very well. So I got about 3 hours sleep a night that whole mission. And that was kind of the first mission where I got less than 5 hours of sleep. That was probably because of the fairly tight timeline, and the ground was not at all aware of how hard we were working on that mission.
[06:39] – C: So you mentioned the switch between procedure based training and skills based training. So when you were up performing experiments, would Mission typically give you a procedure that you were supposed to follow?
[06:59] ¬– U02: Yes.
[07:00] – C: How would that be organized? Would it be a piece of paper with step-by-step?
[07:08] – U02: Yeah, you have checklists for all the experiments. And you have, in addition to those, a separate book which are malfunctions books so if it doesn't go according to planned, you look through that for any of the pre-planned procedures and for the spacecraft itself, the shuttle in my case, those are pretty well thought out because we had decades of experience with things going wrong and know what the right sequence of troubleshooting steps is. For one-time experiments, those were more uneven.

Transcript
U02 – Former astronaut
Phone interview from the lab on 2/15/13 @ 2:00PM

00:00 – 10:09 – STEPHEN
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