

August 30, 1990
W2262-WE-90-046

**MINUTES OF TREADMILL MEETING HELD
AUGUST 28, 1990**

ATTENDEES:

CB/W. Thornton
DF42/K. Trujillo
HF50/E. Vincent
HF50/J. Fuentes
HF50/R. Baggett
HF60/P. McRae

HF60/S. Grick-Agrella
ND25/C. Ross
S1106/R. Ed
S1106/S. Gilbert
SP44/H. Tabibian
SP44/J. Thomas
VP4/R. Anderson

A meeting was held at FEPC on August 28, 1990, to discuss a variety of problems with the flight and training treadmills. Flight concerns became apparent after the STS-32 crew complained about soreness. Investigation revealed that SN 1005 Treadmill (used on STS-32) was indeed slower than other treadmills. Subsequent discussion lead to an agreement of several concerns on flight treadmills. These are:

1. Pass/Fail performance criteria for treadmills needs to be established and documented.
2. A maintenance procedure is needed for cleaning, inspection, and lubrication of treadmills.
3. A PIA procedure is needed for verifying treadmill performance prior to flight.
4. A change to flight bungees is needed to resolve potential jamming.

Several training treadmill concerns also exist. These are:

1. The trainer in 9A needs to be repaired for a broken tachometer and an inoperative speed control.
2. A second ground support test rig needs to be fabricated and dedicated to the training personnel.
3. Crew Training Procedures need to be reviewed.

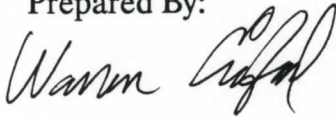
Discussion also included the need to use a flight set of bungees for a load measurement test. This will be accomplished as soon as flight bungees are available. Action items resulting from this meeting are:

1. J. B. Thomas and W. Thornton to review the FEPC procedure for comments and to establish performance criteria for treadmills.

2. FEPC will repair the training treadmill.
3. FEPC will build a second support rig after December 1, 1990.
4. FEPC will expedite spare flight bungee build-up.
5. FEPC will inspect flight harnesses for uniformity and send the shortest one (if applicable) to W. Thornton for temporary use.
6. W. Thornton to provide new bungee cord information now available.

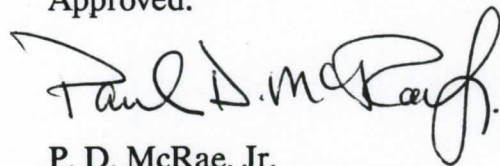
Concluding discussion indicated that once the performance criteria is established and is verified prior to each flight, then six flights per serial number certification limits would not be needed. A subsequent meeting will be held in a few months to discuss action items and status of all concerns.

Prepared By:



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FEPC Engineering

Approved:



P. D. McRae, Jr.
FEPC Engineering Manager