	FLIGHT	ENGINEERING	FIDO
1	a) confirm stable 400.0 km alt b) circularize orbit.		c) confirm circular orbit at 400.0 km d) confirm Vtan=ref Vo Vcen =0
2	b) set NAV=retr Vtrg d) set target = OCESS f) confirm fuel load 2500-4000 kg i) record ***X*** = ref Vo - 225 k) confirm ΘHrt > 90	a) reduce fuel load to 4000 kg	c) confirm NAV=retr Vtrg e) confirm target = OCESS h) confirm fuel load 2500-4000 kg j) record ***X*** = ref Vo - 225 l) confirm ΘHrt > 90 m) load flight track "LEDO" n) monitor flight track o) report major deviations from track
3	b) confirm Vtan=ref Vo dist = 400.0 d) correct as needed using RCS	e) isolate RAD1,2,3 g) stow RAD1,2,3 *critical*	a) warn at ΘHrt = 100 c) confirm Vtan & dist are correct f) confirm NAV mode = retr Vtrg h) confirm target reset to OCESS
4	a) ME=80% @ ΘHrt = 89.9 *critcal* e) MECO @ Vtan = ***X*** *critical*		b) confirm ΘHrt = 89.9 c) confirm ME = 80.0% d) confirm engine accel. ~ 12.5
5	b) attempt to correct deviations from flight track using RCS	c) confirm reactor containment capacitors are fully charged. recharge as needed.	a) monitor flight track
6	a) monitor atmospheric drag - do not attempt corrections to flight track after drag > 5 - drag starts @ ΘHrt ~ 14.6 - peak drag (Qmax) ~ 122	d) antigrav = ON @ drag = 30 press y to show threshold = 5 e) confirm fuel flow ~ 420 bus 1 @ ~ 11000A	b) monitor atmospheric drag c) call out drag values every 10 m/s^2

7	a) after Qmax, call for parachute: - at ΘHrt ~ 0.02 (if Vtan < 250) - or - - when velocity vector departs significantly from horizontal	c) deploy parachute when called for.	b) state when parachute conditions are reached
8	a) req. chute release @ V h-r < 45 d) set engines to match Acc - drag f) set NAV = dept ref drift sideways to correct position wrt landing pad as needed as outlined in landing training document. k) continually adjust engine accel to match ACC - drag. m) increase engine accel slightly to ensure Vcen < 2.0 @ TD.	b) release parachute when called for. i) antigrav = OFF j) disconnect engines (ION & ACC) from both coolant loops when positive air intake is indicated l) monitor coolant and reactor temps. - RAD 3 can be extended to short periods to reduce coolant temps as needed once drag < 10 m/s^2.	c) confirm parachute released e) confirm engine accel = ACC-drag h) confirm NAV=dept ref
9	a) MECO @ TD	d) shut down engines, gas injectors e) connect buses 1, 2, 3 f) connect engine ACC & ION to coolant loops until temp < 10 g) extend RAD3 open switches “d,” “e,” & “z” shut down reactor fuel pumps h) retract RAD 3 & shut down all systems ending with FC when reactor & coolant temps < 10	b) confirm TD c) confirm MECO