GEORGE DILLER, NASA COMMENTATOR: This is Pegasus Launch Control.

We're being joined now here in the Mission Director's Center by Tim Dunn, who is our NASA launch director from Launch Services.

Program, who has been involved in the countdown today and following the troubleshooting of the issue that developed that brought about having to scrub today's launch attempt.

Tim, first of all I wonder if you can tell us exactly what the problem is that we saw, which I gather developed en route.

TIM DUNN, NASA LAUNCH MANAGER: Yes, George, thank you for having me.

What happened was, I guess when we were in that last, oh, I guess about 25 minutes prior to initial drop, we
had a problem

with the hydraulic system on board the L-1011, and it's the hydraulic system not for the aircraft

operation of the plane, but the hydraulic system that enables the release of the Pegasus from the belly

So it's a part of the launch release system, it's the hydraulics that control that. So it was not meeting the prescribed launch release pressures, indicating a problem with the hydraulic pump. Fortunately we had a little bit of launch window to work with, so we did a lot of valiant troubleshooting

As you can imagine, everyone really wanted to preserve every opportunity to have another
launch attempt today.

We did circle around the aircraft once, resetting breakers on board the aircraft,

doing what we could in flight to try to get that system back and functional again, and

as you saw, we

continued that troubleshooting right up until about the L-4 minute period where we did not want to get

into all of those critical switch actions that enable Pegasus for flight if we knew

we had this remaining

red condition.

That's why we didn't launch today.

A little bit disappointing for the team.

Obviously you

love to go on the first attempt.
We did battle a lot of weather today, and we were able to fly around, over and under a lot of precipitation and bad clouds on the way out to the drop point. Fortunately we got a very dynamic system in Pegasus, it's a beautiful launch system to allow you that type of flexibility. But however, just like any other launch vehicle system that we use, you do have hardware issues that crop up. DILLER: Something just chose this point in time not to be good to us. DUNN: And while disappointing that we don't go today, it's part of our business, we're used to it. The team behind me is putting into steps all of the actions to return us to base successfully.
We're going to come back to the Cape Canaveral Air Force Station Skid Strip, we're going to safe all the systems on both the Pegasus and the L-1011, and then we'll really be able to dig in and find out why this hydraulic system did not function as designed today.

Ideally we're going to get that resolved today and we've already made arrangements so we're leaning forward as if we can go tomorrow.

We have the range scheduled, so that will not be an issue.

Weather looks slightly better for tomorrow, so that looks like it won't be as troubling of an issue as it was today.
to resolve this hardware

00:03:24,128 --> 00:03:29,548
anomaly and then get our folks the necessary
crew rest later this evening to get back on

00:03:29,549 --> 00:03:31,979
code in the
calculations.

00:03:30,568 --> 00:03:31,979
early morning hours tomorrow.

00:03:31,979 --> 00:03:34,679
DILLER: All right, Tim, that pretty much sums
it up, I think.

00:03:34,680 --> 00:03:38,400
When we get back we'll hit the ground into

00:03:38,400 --> 00:03:44,069
troubleshooting and kind of see if we can
find out what it was that didn't work in that

00:03:44,068 --> 00:03:45,068
hydraulic system

00:03:45,068 --> 00:03:47,598
and if that can be fixed before tomorrow morning.

00:03:47,598 --> 00:03:50,229
And meanwhile don't burn any bridges toward a

00:03:50,229 --> 00:03:51,729
tomorrow-morning launch attempt.

00:03:51,729 --> 00:03:52,729
DUNN: That's affirmative.

00:03:52,729 --> 00:03:56,369
Yeah, we're going to keep everybody leaning
forward to preserve every
opportunity to go tomorrow.

00:03:58,098 --> 00:04:00,689
DILLER: And the launch time will be the same
time as today?

00:04:00,689 --> 00:04:03,259
DUNN: It will be an identical time.

00:04:03,259 --> 00:04:07,548
DILLER: All right, well thank you, Tim, that
kind of sums up where we are.

00:04:07,549 --> 00:04:08,659
We see now on the L-1011

00:04:08,658 --> 00:04:15,519
that the wheels are down so the runway must
be in sight and we'll just stay tuned for

00:04:15,519 --> 00:04:16,519
further status

00:04:16,519 --> 00:04:22,569
throughout the day to see how they do on fixing
the problem and getting us back in the morning

00:04:22,569 --> 00:04:23,569
for

00:04:23,569 --> 00:04:25,540
another takeoff and launch.

00:04:25,540 --> 00:04:30,750
Tim Dunn, our NASA launch director from the
Launch Services Program.

00:04:30,750 --> 00:04:34,589
This is Pegasus Launch Control.

00:04:34,589 --> 00:04:39,060
We'll stand by now and hopefully get some
brief video of the landing of
the airplane from the chase plane that continues to follow along.

This is Pegasus Launch Control.