VOICE 1: And this is the LCDR on channel one. Checking all stations ???, and systems ready.

VOICE 1: ...The current status of the pad: preps are complete. For weather status, we're looking at a less than 10 percent chance of constraints.

VOICE 2: Launch day is a culmination of two or three years, four or five on some missions, of work that's gone into this final day of loading up this launch vehicle and putting the spacecraft up into, into orbit.

So, it's kind of like your wedding day. You build up to it, and here it is, and it's today.

And it's a very serious day and it'll impact that mission from here on out because you're sending it on its way.

VOICE 3: When I come in for, for launch day and launch night in the firing room. And I come in, I can see a frenzy of people going around,

and I know it's going to be one of those nights. That's one. And the other side is, if it's quiet and the weather's good,

and people just seem to be kind of, just now wrapping up, ready for a count,

it's nice to be able to ease into it and prepare for a somewhat relaxing countdown.

VOICE 4: We have up roughly seven or eight channels on at one time,
so the one thing that we launch managers are very good at is filtering out conversations.

We're able to sit there and absorb about seven or eight channels, and even be talking at the same time while we're listening to some of the stuff going on in the background.

VOICE 5: Can you imagine, if it's like seven or eight different conversations, all on a different topic possibly.

And you're trying to pull this all together and make sure that everybody's talking about the right things at the right time and make sure that we're able to grasp that right recipe to be able to launch that day.

VOICE 6: SMV, this is the MLM on the NLMN. VOICE 7: Go ahead, MLM

VOICE 6: Yes sir. On your problem with communicating with Astrotech, are you guys working black bones, or is that on-link back up?

VOICE 7: We're working black bones. We still don't have the ?? link up.

VOICE 7: We're working black bones. We still don't have the ?? link up.

VOICE 6: Copy that. Will that be a work-around into the launch op, or is that not acceptable?

VOICE 6: Copy that. Will that be a work-around into the launch op, or is that not acceptable?

VOICE 7: That is a mandatory, so it won't be acceptable.

VOICE 6: Copy that.

VOICE 8: NLM, MV on eight. VOICE 6: Go ahead, MV.

VOICE 8: Yeah, I just wanted to confirm. I thought I heard you talking to the spacecraft.
The comm problem between Astrotech and here is workable?

Currently, that's a mandatory for them. They're working it on black bones but...(INTERRUPTED)

Even though we practice, simulate ?? prior to launches and dress rehearsals,
you can't always predict what the problem's going to present of itself on launch day.

VOICE 10: NLM, this is SMD on NLM net. VOICE 11: Go ahead, SMD.

We do have a PCC issue on our power control console.

Is that going to be a problem?

VOICE 10: Still assessing. VOICE 11: Copy that.

We track along with it, and we make sure that the engineers are following their process.

And they report out on anomaly resolution, as we call it, and hopefully,

they give us a "ready to proceed" and then we poll the management team and get their permission.

VOICE 13: Go ahead, SMV. VOICE 14: Yeah, getting back to you, we have no further issues as a result of ?? issue.

VOICE 13: Copy that.

Music.
VOICE 15: The working relationship that Chuck and I have stems back roughly 13, 14 years. We're very comfortable with each other,

so it's wonderful that, that we have a great working relationship. We enjoy each other's professionalism,

and vice versa when I do the role as the ALM, the assistant launch manager, we're doing the same thing.

If we're getting too busy -- like I said, there's times when I have seven comm nets going at once --

I can't talk on all seven of them at once and keep the conversations going,

so I might be off working one issue on one net and he's off either telling me to stand by,

he's working an issue, or he's off working it himself for me.

VOICE 16: This is ALM, go ahead, sir.

VOICE 17: Yeah, I just wanted to let you know the range received record capability, ?? is back and the range is green at this point.

So we're, I know of two issues at this moment. That's the spacecraft communication with Astrotech and then the potential weather issue.

VOICE 16: Yeah, and we can confirm Astrotech voice is back up.

VOICE 17: Oh, Astrotech is back up? VOICE 16: Correct.

VOICE 17: Roger. Then we're only working the... (INTERRUPTED)
VOICE 18: I try to give Omar as much support as, as I would want myself. I want him to be as, as successful as he can be.

There's kind of a lot of unwritten things that you do for each other that you probably, it's just a reflex.

Music.

VOICE 19: T-4 minutes and counting.

VOICE 20: What can still go wrong after T minus? Well, everything.

??? to make sure that everybody's mind is set and we're ready to launch. But we could have hardware go bad,

we could have the weather go bad, we could have a lightning strike that catches us by surprise.

VOICE 21: T-3 minutes.

VOICE 22: T-3 minutes and counting is not the point of no return. It is the point where we're getting much closer,

and the blood pressure is rising and, and, but it's an exciting time because again,

we've gotten through a lot, a good part of the countdown and we're getting really close.

VOICE 23: This is the NLM on the NLM net for ready to proceed with terminal count and final launch poll.

Currently working no issues on the range, launch vehicle or spacecraft. At this point, I'd like to poll the team for preference to go or no go.
VOICE 24: The last 60 seconds, for me, are very exciting. A big part of my job has been completed. It's still quite nerve-wracking.

You know, the pressure is up, the stress level is up. But with the launches I've done, and with rehearsals and stuff, I feel confident that ???.

WORKING WITH THE LSB TEAM IS SOMETHING THAT'S PHENOMENAL.

It's a disciplined program, in the sense that there's a structure to everything we do. It is great work for engineers. It's satisfying.