
-02:35:51

1
00:00:06,260 --> 00:00:03,500
this is Ares 1x launch control t-minus

2
00:00:10,580 --> 00:00:06,270
two hours 38 minutes 12 seconds and

3
00:00:13,339 --> 00:00:10,590
counting we are progressing toward a

4
00:00:16,570 --> 00:00:13,349
targeted liftoff of the Ares 1x this

5
00:00:20,810 --> 00:00:16,580
morning slightly behind schedule but

6
00:00:23,120 --> 00:00:20,820
close to that approximately 8 15 or 8 30

7
00:00:26,900 --> 00:00:23,130
is our expected liftoff time at this

8
00:00:30,019 --> 00:00:26,910
time our countdown did begin on time at

9
00:00:32,959 --> 00:00:30,029
one o'clock this morning and since that

10
00:00:36,380 --> 00:00:32,969
time the work to power up the launch

11
00:00:38,450 --> 00:00:36,390
vehicle has been incremental there has

12
00:00:41,690 --> 00:00:38,460
been a thunderstorm at the launch pad

13
00:00:43,970 --> 00:00:41,700

overnight and the effects of that are

14
00:00:46,100 --> 00:00:43,980
that we have had some strikes close

15
00:00:48,560 --> 00:00:46,110
enough to the launch pad that require

16
00:00:51,410 --> 00:00:48,570
that we take a more deliberate approach

17
00:00:54,619 --> 00:00:51,420
to powering up the vehicle and also to

18
00:00:56,569 --> 00:00:54,629
doing some retesting that will be

19
00:01:00,080 --> 00:00:56,579
required to certify that the launch

20
00:01:01,930 --> 00:01:00,090
vehicle is all right and can be

21
00:01:05,509 --> 00:01:01,940
certified for our launch this morning

22
00:01:07,910 --> 00:01:05,519
there is a standard procedure required

23
00:01:09,380 --> 00:01:07,920
when we get lightning within a certain

24
00:01:10,850 --> 00:01:09,390
range of the launch pad that we go

25
00:01:12,890 --> 00:01:10,860
through and look at all of the systems

26
00:01:16,609 --> 00:01:12,900
on the launch vehicle to be sure that

27
00:01:18,830 --> 00:01:16,619
they're okay and as well the rain

28
00:01:21,679 --> 00:01:18,840
systems on the vehicle also have to be

29
00:01:24,200 --> 00:01:21,689
tested and verified so all of that work

30
00:01:26,359 --> 00:01:24,210
is going to be going on in parallel with

31
00:01:28,340 --> 00:01:26,369
our other launch countdown procedures

32
00:01:31,399 --> 00:01:28,350
and we'll be trying to keep things

33
00:01:33,649 --> 00:01:31,409
reasonably close to a liftoff this

34
00:01:38,210 --> 00:01:33,659
morning right now as we said between

35
00:01:40,780 --> 00:01:38,220
about 8 15 and 8 30 however the weather

36
00:01:45,080 --> 00:01:40,790
forecast has not changed since yesterday

37
00:01:47,510 --> 00:01:45,090
unfortunately that the original forecast

38
00:01:50,170 --> 00:01:47,520

after we scrub yesterday anticipated

39
00:01:52,789 --> 00:01:50,180
some improvement particularly in the

40
00:01:57,020 --> 00:01:52,799
upper level clouds and that has not

41
00:01:59,179 --> 00:01:57,030
happened so we are expecting to have to

42
00:02:04,350 --> 00:01:59,189
a deal with the triboelectric concern

43
00:02:06,480 --> 00:02:04,360
with clouds up around 26,000 feet

44
00:02:07,980 --> 00:02:06,490
and we'll be watching that just as we

45
00:02:10,620 --> 00:02:07,990
did yesterday with a weather

46
00:02:12,510 --> 00:02:10,630
reconnaissance aircraft and looking for

47
00:02:15,780 --> 00:02:12,520
an opportunity within our for for our

48
00:02:19,170 --> 00:02:15,790
launch window to go otherwise the

49
00:02:21,420 --> 00:02:19,180
weather is not not too bad the winds

50
00:02:26,400 --> 00:02:21,430
have died down and the rest of our

51
00:02:29,310 --> 00:02:26,410
launch weather criteria are expected to

52
00:02:32,910 --> 00:02:29,320
be a reasonably in line with what we

53
00:02:36,360 --> 00:02:32,920
need for a launch attempt right now we

54
00:02:39,480 --> 00:02:36,370
expect that the rotating service

55
00:02:42,150 --> 00:02:39,490
structure the gantry like system around

56
00:02:45,060 --> 00:02:42,160
the vehicle that provides access to the

57
00:02:48,240 --> 00:02:45,070
vehicle will be retracted at about six

58
00:02:50,699 --> 00:02:48,250
o'clock this morning also we expect the

59
00:02:55,680 --> 00:02:50,709
upper stage access arm to be retracted

60
00:02:58,920 --> 00:02:55,690
between about 25 30 and 545 but all of

61
00:03:01,560 --> 00:02:58,930
this of course is predicated on getting

62
00:03:05,250 --> 00:03:01,570
all of the work done we need to do just

63
00:03:09,539 --> 00:03:05,260

as yesterday we have a target for

64
00:03:11,310 --> 00:03:09,549
retracting these arms and the rotating

65
00:03:13,410 --> 00:03:11,320
service structure but we do it when

66
00:03:15,420 --> 00:03:13,420
we're ready they're getting ready to

67
00:03:17,270 --> 00:03:15,430
launch another weather balloon over at

68
00:03:21,750 --> 00:03:17,280
Cape Canaveral Air Force Station and

69
00:03:25,199 --> 00:03:21,760
this again will be something that gives

70
00:03:29,340 --> 00:03:25,209
us a clue as to what the upper altitude

71
00:03:31,259 --> 00:03:29,350
conditions are doing and that will also

72
00:03:33,060 --> 00:03:31,269
be of assistance to determining the

73
00:03:36,030 --> 00:03:33,070
loads on the vehicle as far as up at our

74
00:03:37,530 --> 00:03:36,040
altitude winds and help us give some

75
00:03:39,600 --> 00:03:37,540
guidance to the weather reconnaissance

76
00:03:41,039 --> 00:03:39,610
aircraft on the kind of things that we

77
00:03:45,330 --> 00:03:41,049
want them to look for when they are

78
00:03:48,090 --> 00:03:45,340
airborne later this morning at t-minus