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00:00:01,570 --> 00:00:02,029

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00:00:02,030 --> 00:00:05,160

George Diller/NASA Launch Commentator: This is Taurus Launch Control. With us in the Mission Director

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00:00:05,700 --> 00:00:06,616

Center is Chuck Dovale. He is our assistant launch director tonight and also the deputy director of the

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00:00:11,650 --> 00:00:18,516

Launch Services Program for NASA. And Chuck, can you explain exactly what happened? What did the launch

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00:00:19,110 --> 00:00:19,503

team see that didn't give them confidence to proceed into that last five minutes.

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00:00:24,250 --> 00:00:27,206

Chuck Dovale/NASA Glory Assistant Launch Manager: OK, well, I'll give it a shot. The team is actually

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00:00:28,160 --> 00:00:35,226

still working out trying to understand what the issue was. There's a set of GSC ground support equipment

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00:00:39,320 --> 00:00:46,120

called the vehicle interface control console that basically controls and provides status on the launch

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00:00:48,530 --> 00:00:55,196

vehicle systems. What configuration they're in. Whether it's safe or not. It appears a hold-fire

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00:01:00,450 --> 00:01:07,250

condition was noticed which basically means a safe condition was sent. The curious part of that is the

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00:01:10,610 --> 00:01:17,143

vehicle was already safe. So something external, it was an external signal that indicated that the

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00:01:17,420 --> 00:01:24,286

vehicle should be safe. So we didn't quite understand why we were getting that indication. This VICC,

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00:01:26,120 --> 00:01:33,186

Vehicle Interface Control Console, there's a backup unit to it. The team quickly adjusted to the backup,

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00:01:36,640 --> 00:01:43,706

but were getting the same indication of the prime. So it clearly wasn't an indication of just a piece of

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00:01:44,390 --> 00:01:51,123

GSC that went bad. I think the biggest problem is the issue occurred at about L-12 minutes or so. And

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00:01:54,640 --> 00:02:01,640

with basically no room for any flexibility of a long window, we just ran out of time for troubleshooting.

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00:02:05,740 --> 00:02:12,540

Troubleshooting is continuing. We had to make sure we understood the vehicle configuration and that we

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00:02:14,080 --> 00:02:14,140

could get it safed. We're in the process of doing that. Troubleshooting in commencing. We don't

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00:02:20,620 --> 00:02:20,853

understand the problem at the moment. I can just tell you that we're going to troubleshoot it the next

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00:02:27,320 --> 00:02:31,586

few hours. We certainly won't continue until we understand it.

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00:02:33,890 --> 00:02:40,756

We are posturing for a 24-hour turnaround in the event we can find a root cause and hopefully try again

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00:02:40,970 --> 00:02:41,030

tomorrow.

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00:02:41,910 --> 00:02:45,090

George Diller/NASA Launch Commentator: Does this system, does it monitor only or does it actually affect

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00:02:45,730 --> 00:02:46,220

the ability to command the vehicle one way or another?

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00:02:48,840 --> 00:02:51,930

Chuck Dovale/NASA Glory Assistant Launch Manager: It provides control. So when a vehicle goes from a safe

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00:02:52,750 --> 00:02:59,616

to an arm condition, this is the equipment that's providing that, it's in the launch equipment van.

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00:03:00,440 --> 00:03:07,373

So like I said, we were in a safe mode and it externally received a signal to go in the safe mode and we

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00:03:09,050 --> 00:03:12,183

don't quite understand why that had occurred.

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00:03:12,510 --> 00:03:13,493

George Diller/NASA Launch Commentator: So it will affect our ability to properly command the vehicle in

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00:03:18,460 --> 00:03:19,519

those last few minutes or few seconds of the flight.

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00:03:19,520 --> 00:03:21,249

Chuck Dovale/NASA Glory Assistant Launch Manager: Right, absolutely.

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00:03:21,250 --> 00:03:24,559

George Diller/NASA Launch Commentator: And we weren't getting the proper indication that this was working

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00:03:24,560 --> 00:03:25,560

as it should.

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00:03:26,080 --> 00:03:28,216

Chuck Dovalle/NASA Glory Assitance Launch Manager: Yeah, there was no indication the count was smooth a

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00:03:31,410 --> 00:03:38,543

just cleared, the biggest problem was a boat in the dropbox. And this just kind of cropped up. The team out

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00:03:40,940 --> 00:03:47,206

near the site got and indication that a safe command was sent, a hold fire command was issued.

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00:03:49,000 --> 00:03:53,733

And timing wise, that was not a proper indication to get at that point.

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00:03:58,090 --> 00:04:01,266

George Diller/NASA Launch Commentator: So that just didn't give us confidence that we would have full

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00:04:01,780 --> 00:04:02,170

control of the vehicle in that last few minutes.

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00:04:04,590 --> 00:04:06,130

Chuck Dovale/NASA Glory Assistant Launch Manager: Right. If you don't understand what this VICC, the

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00:04:09,850 --> 00:04:16,583

ground support equipment is doing, then there's really no need to continue until you understand it.

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00:04:18,460 --> 00:04:21,123

George Diller/NASA Launch Commentator: It's called Vehicle Interface Control Console, is the unit that

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00:04:22,730 --> 00:04:23,696

they'll be trouble shooting over the next several hours.

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00:04:25,630 --> 00:04:26,709

Chuck Dovale/NASA Glory Assistant Launch Manager: Right.

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00:04:26,710 --> 00:04:29,616

George Diller/NASA Launch Commentator: Alright. Chuck, thank you for coming over and we'll just stand by

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00:04:30,870 --> 00:04:31,263

for further details as we get them.

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00:04:32,810 --> 00:04:33,379

Chuck Dovale/NASA Glory Assistant Launch Manager: OK.

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00:04:33,380 --> 00:04:34,460

George Diller/NASA Launch Commentator: But right now I guess we'll plan to proceed

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00:04:37,900 --> 00:04:38,680

toward a launch attempt again tomorrow night.

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00:04:40,120 --> 00:04:40,659

Chuck Dovale/NASA Glory Assistant Launch Manager: OK.

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00:04:40,660 --> 00:04:41,769

George Diller/NASA Launch Commentator: Thank you, very much.

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00:04:41,770 --> 00:04:42,209

Chuck Dovale/NASA Glory Assistant Launch Manager: Thanks.

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00:04:42,210 --> 00:04:43,396

George Diller/NASA Launch Commentator: Chuck Dovale, our assistant launch director on the status of the