
TIME OF LAUNCH
14:32:00.0 P
L-TIME
00 10 14
T-TIME
00 04 00
NASA
UTC / GMT
029 14:21:46
TIME UNTIL RESTART
00 06 14
WINDOW REMAINING
00 00 00

1
00:00:01,160 --> 00:00:03,179
George Diller/NASA Launch Commentator: This
is Delta Launch Control.

2
00:00:03,179 --> 00:00:10,210
At this time we■re preparing to de-tank
the Delta II rocket based on our decision

3
00:00:20,970 --> 00:00:11,410
to

4
00:00:20,970 --> 00:00:22,930
countdown for the Launch Services Program.

5
00:00:22,930 --> 00:00:29,130
So, Tim, tell us how we began to gradually
lead up to what ultimately came to pass.

6
00:00:29,130 --> 00:00:34,050
Tim Dunn/NASA Launch Manager: OK, I■ll be
glad to do that George. So obviously

7
00:00:34,050 --> 00:00:37,719
it■s a slight disappointment to the team
that we weren■t able to launch today, but

8
00:00:37,719 --> 00:00:38,719
we

9
00:00:38,719 --> 00:00:41,460
understand the factors involved in upper level
winds.

10
00:00:41,460 --> 00:00:47,149
If I could take a moment, we had a beautiful
countdown. Everything on the Delta II

11
00:00:47,149 --> 00:00:52,300
rocket was rock solid. And the spacecraft

had absolutely no issues.

12
00:00:52,300 --> 00:00:58,020
I■d like to thank our 30th Space Wing Air Force partners. They had a clean and green

13
00:00:58,020 --> 00:01:02,039
range. All range instrumentation was terrific.

14
00:01:02,039 --> 00:01:10,290
So we had a very nominal countdown as we loaded liquid oxygen on the vehicle.

15
00:01:10,290 --> 00:01:16,540
The one thing that was kind of dogging us through the countdown was those upper-

16
00:01:16,540 --> 00:01:22,690
level winds. All of our surface-level winds on the ground were green. However we

17
00:01:22,690 --> 00:01:29,470
released weather balloons to track the upper-level atmospheric conditions for wind

18
00:01:29,470 --> 00:01:34,720
speed, wind direction, so we know how to fly through those regions of maximum

19
00:01:34,720 --> 00:01:36,720
dynamic pressure.

20
00:01:36,720 --> 00:01:42,470
Unfortunately today, both from a loading on the rocket and a controllability of the

21
00:01:42,470 --> 00:01:47,860
rocket, we were in a condition with upper-level winds that we just did not have the

22
00:01:47,860 --> 00:01:53,390
capability to fly the Delta II safely through
the maximum dynamic pressure region of

23
00:01:53,390 --> 00:01:58,170
flight.
That■s disappointing but those are our launch

24
00:01:58,170 --> 00:01:59,840
rules and we understand how to

25
00:01:59,840 --> 00:02:07,480
handle those. And we did everything we could
at the last portion of the countdown to

26
00:02:07,480 --> 00:02:13,670
try to manipulate that upper-level wind data
against a number of different curve-fits

27
00:02:13,670 --> 00:02:19,560
that we can fly differently through those
regimes. Just none of those would

28
00:02:19,560 --> 00:02:23,780
accommodate our flight path and trajectory
today.

29
00:02:23,780 --> 00:02:29,010
So what we■ve done, we■ve executed a scrub
for today■s countdown, we■ll de-tank

30
00:02:29,010 --> 00:02:34,530
the rocket and we■re setting up for a 24-hour
turnaround. So we■ll be at it again

31
00:02:34,530 --> 00:02:35,530
tomorrow.

32
00:02:35,530 --> 00:02:37,190

George Diller/NASA Launch Commentator: So
it the launch window exactly the

33
00:02:37,190 --> 00:02:38,230
same as it was today?

34
00:02:38,230 --> 00:02:41,010
Tim Dunn/NASA Launch Manager: The launch window
remains exactly the same.

35
00:02:41,010 --> 00:02:43,610
The same T-0 and the same three-minute launch
window.

36
00:02:43,610 --> 00:02:49,880
George Diller/NASA Launch Commentator: So
at this point there is really no

37
00:02:49,880 --> 00:02:54,780
trouble shooting for the team to do. It■s
pretty much just be a standard 24-hour scrub

38
00:02:54,780 --> 00:02:56,390
due to upper-level winds.

39
00:02:56,390 --> 00:03:00,040
Tim Dunn/NASA Launch Manager: That■s absolutely
the case. So we have a very

40
00:03:00,040 --> 00:03:04,781
professional team both on the range side,
on the spacecraft side, and on the launch-

41
00:03:04,781 --> 00:03:06,340
vehicle side.

42
00:03:06,340 --> 00:03:10,710
Everyone is executing their procedures right
now to safe their systems. And to set us

43
00:03:10,710 --> 00:03:16,710
up for an opportunity. We■ll go ahead and
roll the mobile service tower back around

44
00:03:16,710 --> 00:03:21,480
the rocket. That■ll occur sometime around
noon local here on the California coast at

45
00:03:21,480 --> 00:03:22,900
Vandenberg.

46
00:03:22,900 --> 00:03:30,730
And then we will go into our return to operations
where tomorrow evening, or

47
00:03:30,730 --> 00:03:38,080
actually, later this evening we■ll begin
to retract the MST about in the 8:30 to 9

48
00:03:38,080 --> 00:03:39,319
o■clock timeframe.

49
00:03:39,319 --> 00:03:43,430
And then be back on console about 1 a.m. tomorrow
morning

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00:03:43,430 --> 00:03:46,540
George Diller/NASA Launch Commentator: Well
Tim, thank you very much and I

51
00:03:46,540 --> 00:03:49,900
guess we■ll be back again tomorrow and take
it again from the top.

52
00:03:49,900 --> 00:03:51,100
Tim Dunn/NASA Launch Manager: Sounds good.

53
00:03:51,100 --> 00:03:53,760
George Diller/NASA Launch Commentator: Thanks

so much. Tim Dunn, our

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00:03:53,760 --> 00:03:58,950
launch manager. So at this point this is going
to conclude our launch coverage for

55
00:03:58,950 --> 00:04:06,130
tonight and we will be back at 4 a.m. on Friday
morning Pacific time, tomorrow, to

56
00:04:06,130 --> 00:04:11,209
resume our launch coverage and hopefully to
a toward a successful liftoff of the