CYGNSS

Cyclone Global Navigation Satellite System

A hydraulic pump issue developed late in the countdown

Teams will assess the issue after the aircraft lands

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00:00:01,290 --> 00:00:03,550
GEORGE DILLER, NASA COMMENTATOR: This is Pegasus
Launch Control.

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00:00:03,550 --> 00:00:05,610
We're being joined now here in

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00:00:05,610 --> 00:00:11,509
the Mission Director's Center by Tim Dunn,
who is our NASA launch director from Launch

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00:00:11,509 --> 00:00:12,509
Services

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00:00:12,509 --> 00:00:17,540
Program, who has been involved in the countdown
today and following the troubleshooting of

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00:00:17,540 --> 00:00:18,540
the issue

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00:00:18,540 --> 00:00:22,710
that developed that brought about having to
scrub today's launch attempt.

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00:00:22,710 --> 00:00:24,220
Tim, first of all I wonder if

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00:00:24,220 --> 00:00:29,930
you can tell us exactly what the problem is
that we saw, which I gather developed en route.

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00:00:29,930 --> 00:00:33,890
TIM DUNN, NASA LAUNCH MANAGER: Yes, George,
thank you for having me.

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00:00:33,890 --> 00:00:34,890
What happened was, I

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00:00:34,890 --> 00:00:40,371
guess when we were in that last, oh, I guess
about 25 minutes prior to initial drop, we

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00:00:40,371 --> 00:00:41,371
had a problem

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00:00:41,371 --> 00:00:46,820
with the hydraulic system on board the L-1011,
and it's the hydraulic system not for the

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00:00:46,820 --> 00:00:47,820
aircraft

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00:00:47,820 --> 00:00:53,970
operation of the plane, but the hydraulic
system that enables the release of the Pegasus

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00:00:53,970 --> 00:00:54,970
from the belly

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00:00:54,970 --> 00:00:56,280
of the plane.

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00:00:56,280 --> 00:01:01,530
So it's a part of the launch release system,
it's the hydraulics that control that.

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00:01:01,530 --> 00:01:02,530
So it was not

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00:01:02,530 --> 00:01:11,430
meeting the prescribed launch release pressures,
indicating a problem with the hydraulic pump.

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00:01:11,430 --> 00:01:17,790
Fortunately we had a little bit of launch
window to work with, so we did a lot of valiant

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00:01:17,790 --> 00:01:18,790
troubleshooting

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00:01:18,790 --> 00:01:19,790
in the air.

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00:01:19,790 --> 00:01:25,690
As you can imagine, everyone really wanted
to preserve every opportunity to have another

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00:01:25,690 --> 00:01:27,340
launch attempt today.

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00:01:27,340 --> 00:01:33,860
We did circle around the aircraft once, resetting
breakers on board the aircraft,

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00:01:33,860 --> 00:01:38,290
doing what we could in flight to try to get
that system back and functional again, and

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00:01:38,290 --> 00:01:39,909
as you saw, we

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00:01:39,909 --> 00:01:45,030
continued that troubleshooting right up until
about the L-4 minute period where we did not

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00:01:45,030 --> 00:01:46,030
want to get

32
00:01:46,030 --> 00:01:50,850
into all of those critical switch actions
that enable Pegasus for flight if we knew

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00:01:50,850 --> 00:01:52,080
we had this remaining

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00:01:52,080 --> 00:01:54,729
red condition.

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00:01:54,729 --> 00:01:55,980
That's why we didn't launch today.

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00:01:55,980 --> 00:01:58,450
A little bit disappointing for the team.

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00:01:58,450 --> 00:01:59,450
Obviously you

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00:01:59,450 --> 00:02:00,790
love to go on the first attempt.

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00:02:00,790 --> 00:02:05,420
We did battle a lot of weather today, and
we were able to fly around,

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00:02:05,420 --> 00:02:12,629
over and under a lot of precipitation and
bad clouds on the way out to the drop point.

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00:02:12,629 --> 00:02:13,849
Fortunately we

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00:02:13,849 --> 00:02:18,409
got a very dynamic system in Pegasus, it's
a beautiful launch system to allow you that

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00:02:18,409 --> 00:02:20,669
type of flexibility.

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00:02:20,669 --> 00:02:27,099
But however, just like any other launch vehicle
system that we use, you do have hardware issues

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00:02:27,099 --> 00:02:28,099
that

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00:02:28,099 --> 00:02:29,099
crop up.

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00:02:29,099 --> 00:02:31,790
DILLER: Something just chose this point in time not to be good to us.

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00:02:31,790 --> 00:02:36,100
DUNN: And while disappointing that we don't go today, it's part of our business, we're

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00:02:36,100 --> 00:02:37,319
used to it.

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00:02:37,319 --> 00:02:38,319
The

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00:02:38,319 --> 00:02:44,560
team behind me is putting into steps all of the actions to return us to base successfully.

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00:02:44,560 --> 00:02:45,560
We're going to

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00:02:45,560 --> 00:02:49,370
come back to the Cape Canaveral Air Force Station Skid Strip, we're going to safe all

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00:02:49,370 --> 00:02:50,690
the systems on both

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00:02:50,690 --> 00:02:54,790
the Pegasus and the L-1011, and then we'll really be able to dig in and find out why

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00:02:54,790 --> 00:02:56,650
this hydraulic system

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00:02:56,650 --> 00:02:59,959
did not function as designed today.

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00:02:59,959 --> 00:03:04,059
Ideally we're going to get that resolved today
and we've already

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00:03:04,059 --> 00:03:10,170
made arrangements so we're leaning forward
as if we can go tomorrow.

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00:03:10,170 --> 00:03:12,620
We have the range scheduled,

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00:03:12,620 --> 00:03:14,559
so that will not be an issue.

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00:03:14,559 --> 00:03:17,980
Weather looks slightly better for tomorrow,
so that looks like it won't be as

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00:03:17,980 --> 00:03:20,909
troubling of an issue as it was today.

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00:03:20,909 --> 00:03:24,129
But really the open item is will we be able
to resolve this hardware

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00:03:24,129 --> 00:03:29,549
anomaly and then get our folks the necessary
crew rest later this evening to get back on

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00:03:29,549 --> 00:03:30,569
console in the

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00:03:30,569 --> 00:03:31,980
early morning hours tomorrow.

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00:03:31,980 --> 00:03:34,680
DILLER: All right, Tim, that pretty much sums
it up, I think.

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

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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

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00:03:44,069 --> 00:03:45,069
hydraulic system

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00:03:45,069 --> 00:03:47,599
and if that can be fixed before tomorrow morning.

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00:03:47,599 --> 00:03:50,230
And meanwhile don't burn any bridges toward
a

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00:03:50,230 --> 00:03:51,730
tomorrow-morning launch attempt.

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00:03:51,730 --> 00:03:52,730
DUNN: That's affirmative.

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00:03:52,730 --> 00:03:56,370
Yeah, we're going to keep everybody leaning
forward to preserve every

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00:03:56,370 --> 00:03:58,099
opportunity to go tomorrow.

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00:03:58,099 --> 00:04:00,690
DILLER: And the launch time will be the same
time as today?

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00:04:00,690 --> 00:04:03,260

DUNN: It will be an identical time.

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00:04:03,260 --> 00:04:07,549
DILLER: All right, well thank you, Tim, that
kind of sums up where we are.

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

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00:04:08,659 --> 00:04:15,519
that the wheels are down so the runway must
be in sight and we'll just stay tuned for

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

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00:04:16,519 --> 00:04:22,570
throughout the day to see how they do on fixing
the problem and getting us back in the morning

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00:04:22,570 --> 00:04:23,570
for

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00:04:23,570 --> 00:04:25,540
another takeoff and launch.

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

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00:04:30,750 --> 00:04:34,590
This is Pegasus Launch Control.

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00:04:34,590 --> 00:04:39,060
We'll stand by now and hopefully get some
brief video of the landing of