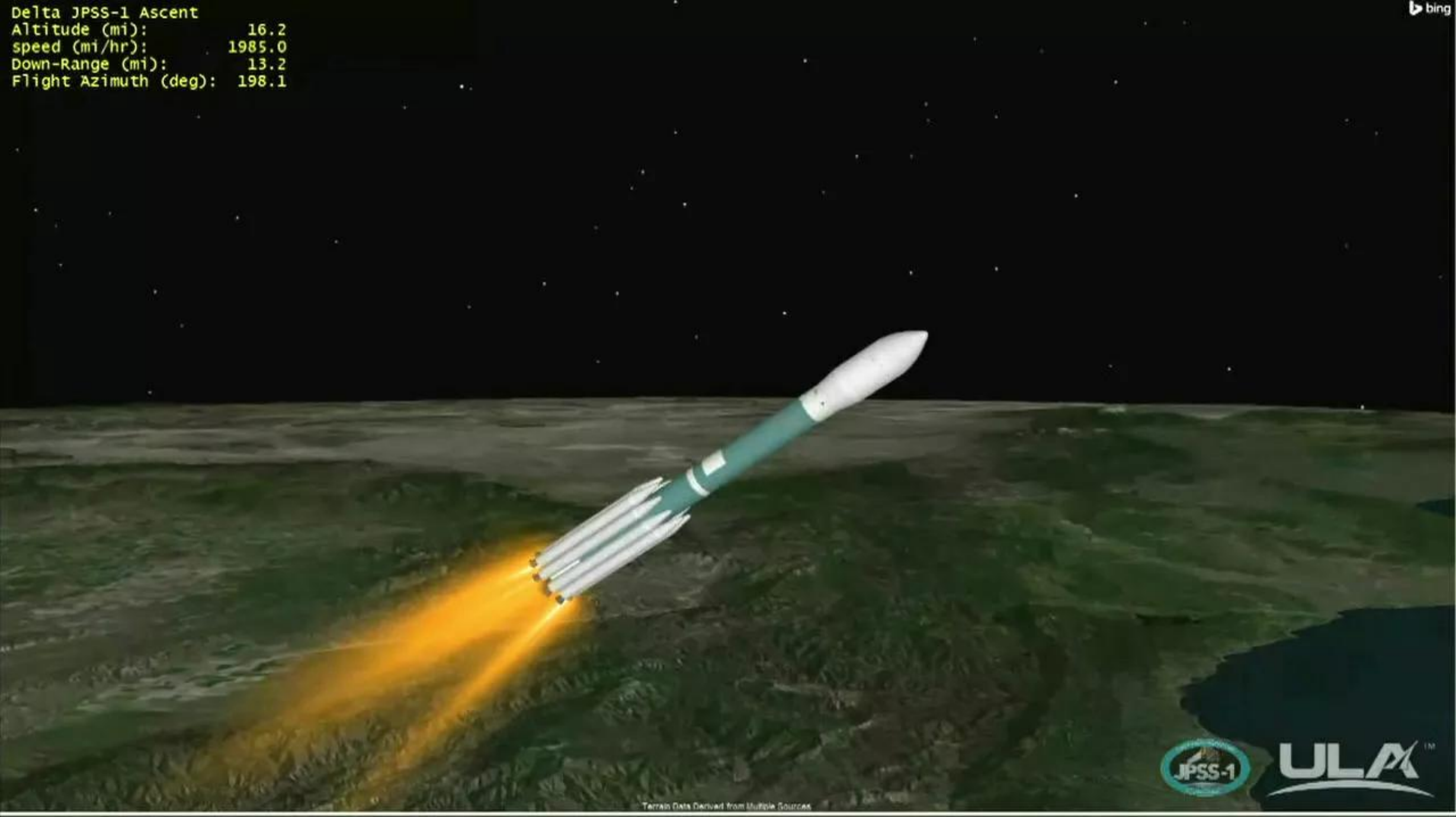
Delta JPSS-1 Ascent
Altitude (mi): 16.2
speed (mi/hr): 1985.0
Down-Range (mi): 13.2
Flight Azimuth (deg): 198.1
bing
JPSS-1
ULA
Terrain Data Derived from Multiple Sources

1
00:00:00,979 --> 00:00:03,450
T minus 6
...5

2
00:00:03,450 --> 00:00:05,470
....4
....3

3
00:00:05,470 --> 00:00:06,480
....2

4
00:00:06,480 --> 00:00:08,500
engine start

5
00:00:08,500 --> 00:00:11,730
1 and liftoff of Delta II and NOAA's Joint
Polar Satellite System-1,

6
00:00:11,730 --> 00:00:17,930
making the U.S. a more weather-ready nation.

7
00:00:17,930 --> 00:00:25,609
The Delta II is proceeding on a flight path
of 196 degrees, just to the west of 180 degrees

8
00:00:25,609 --> 00:00:26,609
south.

9
00:00:26,609 --> 00:00:27,609
Looking good.

10
00:00:27,609 --> 00:00:30,140
Also seeing a good symmetric burn across all
six ground-lit solids.

11
00:00:30,140 --> 00:00:34,899
We're listening to the voice of Patrick Moore,
ULA flight commentator.

12
00:00:34,899 --> 00:00:40,899
33 seconds into flight, the Delta II will
reach Mach 1, breaking the speed of sound.

13
00:00:40,899 --> 00:00:44,579
Chamber pressure on main engine and rear engines
continue to look good.

14
00:00:44,579 --> 00:00:47,710
Now passing Mach 1, Delta II is now supersonic.

15
00:00:47,710 --> 00:00:48,920
At 49 seconds, Delta II

16
00:00:48,920 --> 00:00:52,050
And continue to see a very symmetric burn
across all six ground-lit solids.

17
00:00:52,050 --> 00:00:55,379
Maximum dynamic pressure or Max Q.

18
00:00:55,379 --> 00:00:59,000
This is the point where the mechanical stress
of the rocket

19
00:00:59,000 --> 00:01:03,550
Max Q, maximum dynamic pressure.

20
00:01:03,550 --> 00:01:08,720
The six ground lit solid rocket motors will
burn out about 64 seconds into flight.

21
00:01:08,720 --> 00:01:11,590
Tail off.

22
00:01:11,590 --> 00:01:14,970
The three air-lit motors will ignite a second-and-a-half
later.

23
00:01:14,970 --> 00:01:17,480
And we have burnout.

24
00:01:17,480 --> 00:01:22,020
And ignition of the three air-lit solids.

25
00:01:22,020 --> 00:01:27,640
Approaching the jettison of the Delta II graphite
epoxy solid rocket motors in three sequences

26
00:01:27,640 --> 00:01:28,940
of three.

27
00:01:28,940 --> 00:01:32,640
The first three will fall away one minute,
26 seconds into flight, following a second

28
00:01:32,640 --> 00:01:34,400
later by the next three.

29
00:01:34,400 --> 00:01:38,240
Now one minute, 25 seconds into flight.

30
00:01:38,240 --> 00:01:44,080
And we have good jettison of all six ground-lit
solids.

31
00:01:44,080 --> 00:01:48,460
The final three air-lit motors will continue
to burn until they are jettisoned two minutes,

32
00:01:48,460 --> 00:01:52,310
11 seconds into flight.

33
00:01:52,310 --> 00:01:57,810
Chamber pressure on the main engine, both
the rear engines continue to remain very stable.

34

00:01:57,810 --> 00:02:08,179
Gas generator fuel and LOX injector pressure
also looking very good.

35
00:02:08,179 --> 00:02:12,040
And we're standing by for the jettison of
the final three solid rocket motors.

36
00:02:12,040 --> 00:02:16,890
Chamber pressures on the air-lit solids going
off in preparation for burnout.