



1
00:00:06,950 --> 00:00:04,470
welcome to this pre-countdown status

2
00:00:09,110 --> 00:00:06,960
briefing for sts-133 discovery's mission

3
00:00:10,310 --> 00:00:09,120
to the international space station uh we

4
00:00:12,310 --> 00:00:10,320
have two briefers here today to give us

5
00:00:14,789 --> 00:00:12,320
the latest on discovery's preps for its

6
00:00:17,109 --> 00:00:14,799
upcoming launch first off we have

7
00:00:19,750 --> 00:00:17,119
jeff spalding nasa test director good

8
00:00:23,670 --> 00:00:21,349
and kathy winters the shuttle weather

9
00:00:25,109 --> 00:00:23,680
officer good morning

10
00:00:26,470 --> 00:00:25,119
we'll start off with the latest and

11
00:00:28,470 --> 00:00:26,480
let's make a little bit of news here and

12
00:00:29,990 --> 00:00:28,480
then open it up to questions

13
00:00:32,069 --> 00:00:30,000

all right and thank you allard and good

14

00:00:33,270 --> 00:00:32,079

morning to everyone and uh

15

00:00:34,950 --> 00:00:33,280

normally i'll be here just providing our

16

00:00:37,270 --> 00:00:34,960

normal launch countdown status to you

17

00:00:38,310 --> 00:00:37,280

and updating you on the events leading

18

00:00:40,470 --> 00:00:38,320

up to the countdown and some of the

19

00:00:42,310 --> 00:00:40,480

major milestones but uh last night when

20

00:00:44,630 --> 00:00:42,320

we were doing uh our

21

00:00:46,549 --> 00:00:44,640

flight tank our tank press to flight

22

00:00:48,950 --> 00:00:46,559

mode uh we did have a couple of leaks

23

00:00:51,110 --> 00:00:48,960

that occurred and uh and we tried to

24

00:00:52,790 --> 00:00:51,120

repair those overnight and uh we weren't

25

00:00:53,990 --> 00:00:52,800

completely successful in doing so which

26
00:00:55,990 --> 00:00:54,000
is going to cause a little bit more work

27
00:00:56,950 --> 00:00:56,000
today as a result of that we're going to

28
00:00:58,549 --> 00:00:56,960
need to

29
00:01:00,630 --> 00:00:58,559
delay the start of our launch countdown

30
00:01:02,630 --> 00:01:00,640
a day to in order to accomplish the

31
00:01:03,670 --> 00:01:02,640
repairs required for those leaks that we

32
00:01:05,509 --> 00:01:03,680
had

33
00:01:07,590 --> 00:01:05,519
and that would also move our launch date

34
00:01:09,590 --> 00:01:07,600
out one additional day to the the second

35
00:01:10,789 --> 00:01:09,600
of november from the first so i'll talk

36
00:01:13,270 --> 00:01:10,799
a little bit about

37
00:01:15,350 --> 00:01:13,280
the issues that we have right now

38
00:01:18,149 --> 00:01:15,360

as i mentioned while we were doing our

39

00:01:20,390 --> 00:01:18,159

pressurization last night our right-hand

40

00:01:22,310 --> 00:01:20,400

orbit maneuvering system helium tank it

41

00:01:23,990 --> 00:01:22,320

vented down unexpectedly when we were

42

00:01:25,510 --> 00:01:24,000

venting the ground side

43

00:01:27,670 --> 00:01:25,520

normally that doesn't happen those are

44

00:01:29,590 --> 00:01:27,680

generally isolated from each other which

45

00:01:32,469 --> 00:01:29,600

indicated we had an issue with our air

46

00:01:35,190 --> 00:01:32,479

half or flight side coupling on the

47

00:01:36,870 --> 00:01:35,200

between those two um

48

00:01:38,870 --> 00:01:36,880

quick disconnects that fit together that

49

00:01:40,630 --> 00:01:38,880

allow the the

50

00:01:44,389 --> 00:01:40,640

gases to flow back and forth

51
00:01:46,149 --> 00:01:44,399
um so we did attempt as i mentioned to

52
00:01:48,230 --> 00:01:46,159
do some troubleshooting and repairs on

53
00:01:50,710 --> 00:01:48,240
that that were unsuccessful

54
00:01:52,149 --> 00:01:50,720
um we did that when we took the air half

55
00:01:54,469 --> 00:01:52,159
coupling or the flight side off we did

56
00:01:56,789 --> 00:01:54,479
notice there was part of a seal or a

57
00:01:58,709 --> 00:01:56,799
o-ring in there that looked like it came

58
00:02:00,789 --> 00:01:58,719
from the ground half side we did remove

59
00:02:03,109 --> 00:02:00,799
that attempt to remake the the

60
00:02:05,109 --> 00:02:03,119
disconnects and the couplings and

61
00:02:06,709 --> 00:02:05,119
we still were unsuccessful with the

62
00:02:08,389 --> 00:02:06,719
repairs

63
00:02:09,910 --> 00:02:08,399

so our forward plan at this point is to

64

00:02:11,830 --> 00:02:09,920

change out both the flight side and the

65

00:02:13,030 --> 00:02:11,840

ground side of those couplings and we're

66

00:02:14,470 --> 00:02:13,040

going to work on that throughout the day

67

00:02:17,589 --> 00:02:14,480

we've already been putting plans in

68

00:02:19,750 --> 00:02:17,599

place this morning to do that

69

00:02:21,350 --> 00:02:19,760

we do as a result of that when we did

70

00:02:22,869 --> 00:02:21,360

our pressurization last night to the

71

00:02:24,150 --> 00:02:22,879

flight mass on the uh the orbiter

72

00:02:25,750 --> 00:02:24,160

maneuvering system we're gonna have to

73

00:02:27,510 --> 00:02:25,760

vent those tanks back down again in

74

00:02:29,270 --> 00:02:27,520

order to do the those repairs and the

75

00:02:31,750 --> 00:02:29,280

removal and replacement of those

76

00:02:33,670 --> 00:02:31,760

couplings and then as we go back in

77

00:02:35,910 --> 00:02:33,680

throughout the day then we'll uh we'll

78

00:02:37,750 --> 00:02:35,920

have to do some additional leak checks

79

00:02:39,830 --> 00:02:37,760

and and make sure those things are ready

80

00:02:41,910 --> 00:02:39,840

to fly again before we hook them back up

81

00:02:43,509 --> 00:02:41,920

together and pressurize to our flight

82

00:02:45,430 --> 00:02:43,519

mass again

83

00:02:47,110 --> 00:02:45,440

the big part of that whole process is

84

00:02:48,869 --> 00:02:47,120

the actual the repressurization of those

85

00:02:51,270 --> 00:02:48,879

tanks which is about two shifts or

86

00:02:53,270 --> 00:02:51,280

nearly 16 hours of work

87

00:02:55,589 --> 00:02:53,280

the actual repairs and removal and

88

00:02:57,430 --> 00:02:55,599

replacement of those parts isn't very

89

00:02:58,869 --> 00:02:57,440

complicated and we've done it in the

90

00:03:01,270 --> 00:02:58,879

past

91

00:03:02,790 --> 00:03:01,280

these types of couplings

92

00:03:04,550 --> 00:03:02,800

are

93

00:03:06,470 --> 00:03:04,560

we have had issues with different ones

94

00:03:07,830 --> 00:03:06,480

in the past and and so it's fairly

95

00:03:09,270 --> 00:03:07,840

common when we have to go off and do

96

00:03:10,550 --> 00:03:09,280

these and it's a well-known process and

97

00:03:11,270 --> 00:03:10,560

and the folks do a really good job at

98

00:03:14,149 --> 00:03:11,280

that

99

00:03:16,070 --> 00:03:14,159

driving us is the the need to

100

00:03:18,229 --> 00:03:16,080

depressurize our our tanks and then

101
00:03:20,470 --> 00:03:18,239
repressurize those that repressurization

102
00:03:22,149 --> 00:03:20,480
of the tanks requires a pad clear which

103
00:03:23,509 --> 00:03:22,159
precludes us from doing the normal

104
00:03:25,430 --> 00:03:23,519
things that we would do during a launch

105
00:03:26,789 --> 00:03:25,440
countdown so as that goes throughout the

106
00:03:28,789 --> 00:03:26,799
day we would not be able to pick up the

107
00:03:30,470 --> 00:03:28,799
launch countdown this afternoon if we

108
00:03:31,910 --> 00:03:30,480
had our pad clear of doing the rest of

109
00:03:33,750 --> 00:03:31,920
those operations during the

110
00:03:35,350 --> 00:03:33,760
repressurization of those tanks so

111
00:03:36,229 --> 00:03:35,360
that's why we made the decision to push

112
00:03:38,070 --> 00:03:36,239
off

113
00:03:39,750 --> 00:03:38,080

24 hours for the start of the countdown

114

00:03:41,110 --> 00:03:39,760

and subsequently the the launch date as

115

00:03:43,190 --> 00:03:41,120

well

116

00:03:45,030 --> 00:03:43,200

um we do have a couple of those smaller

117

00:03:46,789 --> 00:03:45,040

items where there was one another

118

00:03:49,110 --> 00:03:46,799

issue with uh on our

119

00:03:50,949 --> 00:03:49,120

nitrogen side it was a ground side tank

120

00:03:52,149 --> 00:03:50,959

fill another one of those couplings that

121

00:03:53,910 --> 00:03:52,159

we're going to take the opportunity to

122

00:03:55,509 --> 00:03:53,920

fix when we get into the the countdown

123

00:03:57,030 --> 00:03:55,519

as well but that does not require any of

124

00:03:58,550 --> 00:03:57,040

the clears or the different things it's

125

00:03:59,990 --> 00:03:58,560

a it's a minor

126

00:04:01,350 --> 00:04:00,000

issue and we can do that in parallel

127

00:04:03,270 --> 00:04:01,360

with the rest of our work

128

00:04:05,350 --> 00:04:03,280

so as a result of those changes that

129

00:04:07,509 --> 00:04:05,360

moves our launch countdown called

130

00:04:10,630 --> 00:04:07,519

stations

131

00:04:14,149 --> 00:04:10,640

over a day and will begin now at

132

00:04:17,349 --> 00:04:14,159

1 30 on saturday and then that'll move

133

00:04:19,749 --> 00:04:17,359

our launch time out until uh tuesday the

134

00:04:21,349 --> 00:04:19,759

second at 4 12 for the beginning of the

135

00:04:23,990 --> 00:04:21,359

window on 417 for the middle of the

136

00:04:25,030 --> 00:04:24,000

window which we normally shoot for

137

00:04:26,550 --> 00:04:25,040

um

138

00:04:29,189 --> 00:04:26,560

some of the major events our earliest

139

00:04:31,030 --> 00:04:29,199

tanking then would be at 6 52

140

00:04:32,950 --> 00:04:31,040

on tuesday morning

141

00:04:34,710 --> 00:04:32,960

as we work towards getting into that

142

00:04:37,189 --> 00:04:34,720

operation

143

00:04:38,950 --> 00:04:37,199

um we do have our flight day 3 envelope

144

00:04:40,469 --> 00:04:38,960

3 and 4 capabilities throughout our

145

00:04:42,150 --> 00:04:40,479

launch window i think we maybe have

146

00:04:44,070 --> 00:04:42,160

talked that in the past

147

00:04:45,590 --> 00:04:44,080

as it turns out tuesday is simply a

148

00:04:47,350 --> 00:04:45,600

flight day through rendezvous only which

149

00:04:49,350 --> 00:04:47,360

makes our window about 10 minutes or so

150

00:04:51,030 --> 00:04:49,360

so it'll be kind of a normal opportunity

151
00:04:52,629 --> 00:04:51,040
every other day after that we have some

152
00:04:53,990 --> 00:04:52,639
flight day 4 capability which

153
00:04:56,070 --> 00:04:54,000
essentially just adds a couple minutes

154
00:04:58,629 --> 00:04:56,080
to the window and changes when we

155
00:05:00,150 --> 00:04:58,639
rendezvous with the station

156
00:05:01,029 --> 00:05:00,160
we have plenty of pad hold time this

157
00:05:02,870 --> 00:05:01,039
time

158
00:05:04,950 --> 00:05:02,880
we have eight days of liquid hydrogen

159
00:05:07,350 --> 00:05:04,960
seven of liquid oxygen which is good

160
00:05:08,629 --> 00:05:07,360
because our window of opportunity to get

161
00:05:10,230 --> 00:05:08,639
off the ground

162
00:05:12,550 --> 00:05:10,240
is up through and including the 7th of

163
00:05:14,469 --> 00:05:12,560

november so that would give us six days

164

00:05:17,830 --> 00:05:14,479

of attempts uh to get off the ground

165

00:05:19,430 --> 00:05:17,840

between the second and the seventh

166

00:05:21,189 --> 00:05:19,440

so

167

00:05:23,189 --> 00:05:21,199

we will not be required to do any top

168

00:05:24,710 --> 00:05:23,199

offs during that time frame if in fact

169

00:05:25,990 --> 00:05:24,720

we needed to use more days and going

170

00:05:27,990 --> 00:05:26,000

downstream

171

00:05:30,230 --> 00:05:28,000

uh the mission's 11 days as i think you

172

00:05:31,990 --> 00:05:30,240

all are aware of with one contingency

173

00:05:34,310 --> 00:05:32,000

and two weather days and the mission

174

00:05:36,710 --> 00:05:34,320

would would bump a day over to saturday

175

00:05:38,710 --> 00:05:36,720

the 13th um at about 11 00 o'clock in

176

00:05:40,870 --> 00:05:38,720

the morning just after that

177

00:05:42,310 --> 00:05:40,880

we do expect lots of lots of crowds and

178

00:05:44,230 --> 00:05:42,320

lots of interest in this launch we had a

179

00:05:45,670 --> 00:05:44,240

lot of visitors coming to ksc a lot of

180

00:05:46,950 --> 00:05:45,680

visitors coming to the local area we

181

00:05:48,790 --> 00:05:46,960

have an air show over the weekend as

182

00:05:50,950 --> 00:05:48,800

well we expect some folks to stay over

183

00:05:52,870 --> 00:05:50,960

from that to watch the launch so we do

184

00:05:53,749 --> 00:05:52,880

expect a lot of folks in the county and

185

00:05:55,510 --> 00:05:53,759

as

186

00:05:57,830 --> 00:05:55,520

many of you are aware that's also

187

00:05:59,270 --> 00:05:57,840

election day on the second so there will

188

00:06:00,469 --> 00:05:59,280

be a lot of people out and about on that

189

00:06:02,390 --> 00:06:00,479

day we've

190

00:06:04,070 --> 00:06:02,400

i think we've done a lot to encourage

191

00:06:05,590 --> 00:06:04,080

the folks that work at the space center

192

00:06:07,670 --> 00:06:05,600

to take the opportunity to do early

193

00:06:09,510 --> 00:06:07,680

voting and those types of things and and

194

00:06:11,830 --> 00:06:09,520

make people aware of all those things to

195

00:06:13,510 --> 00:06:11,840

encourage them uh because it would be a

196

00:06:15,830 --> 00:06:13,520

challenge with all the uh the folks

197

00:06:17,430 --> 00:06:15,840

around the uh the area to be able to get

198

00:06:18,870 --> 00:06:17,440

out on a launch day and get out and get

199

00:06:20,070 --> 00:06:18,880

that voting done so i think folks have

200

00:06:22,150 --> 00:06:20,080

done a pretty good job taking advantage

201

00:06:23,510 --> 00:06:22,160

of as much as possible so

202

00:06:25,189 --> 00:06:23,520

um

203

00:06:27,110 --> 00:06:25,199

i think we're really happy that we have

204

00:06:29,510 --> 00:06:27,120

the folks and the teams that are here to

205

00:06:30,790 --> 00:06:29,520

be able to handle these types of things

206

00:06:32,550 --> 00:06:30,800

these types of challenges are not

207

00:06:33,749 --> 00:06:32,560

uncommon for the team to step up and do

208

00:06:35,909 --> 00:06:33,759

what needs to be done we're going to fly

209

00:06:38,230 --> 00:06:35,919

this vehicle when it's ready to go

210

00:06:40,070 --> 00:06:38,240

and uh and we'll take a look at it later

211

00:06:42,390 --> 00:06:40,080

today and make adjustments as required

212

00:06:43,590 --> 00:06:42,400

as far as the the work we got to do but

213

00:06:44,870 --> 00:06:43,600

i think we'll be able to get that done

214

00:06:46,870 --> 00:06:44,880

and we're looking at

215

00:06:49,350 --> 00:06:46,880

getting a call stations tomorrow that's

216

00:06:51,270 --> 00:06:49,360

it thanks kathy

217

00:06:53,510 --> 00:06:51,280

well the weather is looking uh very

218

00:06:56,230 --> 00:06:53,520

windy today and then it improves for the

219

00:06:57,990 --> 00:06:56,240

the weekend for the air show and also as

220

00:06:59,270 --> 00:06:58,000

we get into monday and then as we get to

221

00:07:00,469 --> 00:06:59,280

tuesday we start getting concerned about

222

00:07:02,629 --> 00:07:00,479

some moisture that's going to be coming

223

00:07:05,270 --> 00:07:02,639

back up from the south as a as a strong

224

00:07:07,189 --> 00:07:05,280

trough dips into the texas area and in

225

00:07:09,510 --> 00:07:07,199

the upper levels we think that trough's

226

00:07:11,430 --> 00:07:09,520

going to get cut off in that area so the

227

00:07:13,110 --> 00:07:11,440

moisture will feed up from the south but

228

00:07:15,029 --> 00:07:13,120

we're not expecting that front to come

229

00:07:16,390 --> 00:07:15,039

into the area mid next week now some of

230

00:07:18,629 --> 00:07:16,400

the models the last few days were

231

00:07:20,390 --> 00:07:18,639

actually toggling back and forth on that

232

00:07:22,469 --> 00:07:20,400

but typically they do that with cutoff

233

00:07:24,070 --> 00:07:22,479

lows and we typically see that a lot of

234

00:07:25,990 --> 00:07:24,080

times the lows just end up

235

00:07:27,510 --> 00:07:26,000

sitting in place

236

00:07:28,710 --> 00:07:27,520

over the area so what we're expecting is

237

00:07:30,950 --> 00:07:28,720

that they'll sit in place that low will

238

00:07:32,309 --> 00:07:30,960

sit in place over the texas area so with

239

00:07:34,230 --> 00:07:32,319

the moisture we mainly are concerned

240

00:07:36,230 --> 00:07:34,240

about low cloud ceilings and a chance

241

00:07:38,309 --> 00:07:36,240

for some isolated showers in the area of

242

00:07:40,550 --> 00:07:38,319

the shuttle landing facility for for the

243

00:07:41,990 --> 00:07:40,560

return to launch site abort

244

00:07:43,670 --> 00:07:42,000

constraints and so with that we have a

245

00:07:46,070 --> 00:07:43,680

30 percent chance of ksc weather

246

00:07:47,270 --> 00:07:46,080

prohibiting launch on tuesday

247

00:07:49,510 --> 00:07:47,280

we'll go ahead and get into our

248

00:07:51,110 --> 00:07:49,520

satellite picture um one thing to note

249

00:07:52,869 --> 00:07:51,120

is we do have a tropical storm sherry

250

00:07:54,790 --> 00:07:52,879

that's out in the atlantic pretty much

251

00:07:55,990 --> 00:07:54,800

straight off to our east that's not

252

00:07:57,589 --> 00:07:56,000

going to be an issue for us as the

253

00:07:59,909 --> 00:07:57,599

trough comes down and pushes that off to

254

00:08:03,350 --> 00:07:59,919

the northeast one area we are watching

255

00:08:05,430 --> 00:08:03,360

is a wave that is down off of the off of

256

00:08:08,230 --> 00:08:05,440

southeast of the lesser antilles that

257

00:08:09,830 --> 00:08:08,240

tropical wave is has a 60 percent chance

258

00:08:11,670 --> 00:08:09,840

of becoming a tropical cyclone according

259

00:08:13,990 --> 00:08:11,680

to the hurricane center right now within

260

00:08:15,830 --> 00:08:14,000

the next 48 hours so with that we'll be

261

00:08:17,589 --> 00:08:15,840

watching that it should track northwest

262

00:08:19,430 --> 00:08:17,599

into the caribbean over the next four to

263

00:08:21,189 --> 00:08:19,440

five days and that's something we'll

264

00:08:23,189 --> 00:08:21,199

just keep watching as we get towards

265

00:08:25,189 --> 00:08:23,199

launch day it's likely not going to be

266

00:08:26,469 --> 00:08:25,199

an issue for launch day in this area but

267

00:08:28,309 --> 00:08:26,479

one thing i always like to keep an eye

268

00:08:30,230 --> 00:08:28,319

on is for the srb recovery ships as

269

00:08:31,749 --> 00:08:30,240

they're recovering the following two

270

00:08:32,949 --> 00:08:31,759

days after launch

271

00:08:34,469 --> 00:08:32,959

again though right now a lot of

272

00:08:36,070 --> 00:08:34,479

uncertainty with that and a lot will

273

00:08:37,990 --> 00:08:36,080

depend on what happens with that on on

274

00:08:38,949 --> 00:08:38,000

where that upper level low

275

00:08:41,509 --> 00:08:38,959

ends up

276
00:08:43,909 --> 00:08:41,519
being in about five to six days from now

277
00:08:45,910 --> 00:08:43,919
so really won't be in our area around

278
00:08:47,590 --> 00:08:45,920
launch time but we're looking for it on

279
00:08:49,750 --> 00:08:47,600
launch they'd be somewhere south of

280
00:08:52,230 --> 00:08:49,760
maybe eastern cuba or in the hispaniola

281
00:08:54,070 --> 00:08:52,240
area on launch day

282
00:08:56,389 --> 00:08:54,080
going into our let's go ahead and get to

283
00:08:58,310 --> 00:08:56,399
some of our forecasts for our tanking

284
00:09:00,470 --> 00:08:58,320
forecast we're expecting good weather

285
00:09:01,670 --> 00:09:00,480
overall just some scattered skies and

286
00:09:03,190 --> 00:09:01,680
there's a slight chance for a shower

287
00:09:05,269 --> 00:09:03,200
whenever we get those

288
00:09:06,470 --> 00:09:05,279

onshore gradient winds but done this

289

00:09:08,470 --> 00:09:06,480

morning we're expecting just light and

290

00:09:10,150 --> 00:09:08,480

variable winds

291

00:09:11,990 --> 00:09:10,160

and it's mainly going to be on the

292

00:09:13,990 --> 00:09:12,000

southeast once we start getting into the

293

00:09:16,790 --> 00:09:14,000

afternoon hours but for this time period

294

00:09:18,230 --> 00:09:16,800

light winds and no concerns for tanking

295

00:09:19,509 --> 00:09:18,240

as we get into our launch forecast we

296

00:09:22,550 --> 00:09:19,519

expect the winds to pick up from the

297

00:09:24,630 --> 00:09:22,560

southeast 10 peaking to 15 knots we do

298

00:09:26,870 --> 00:09:24,640

have a chance for a ceiling to occur we

299

00:09:28,550 --> 00:09:26,880

have a scattered deck there 3000 feet

300

00:09:30,389 --> 00:09:28,560

there is a chance it could become broken

301
00:09:32,470 --> 00:09:30,399
that's just one of our concerns and also

302
00:09:34,790 --> 00:09:32,480
a chance for a shower in the area so

303
00:09:37,110 --> 00:09:34,800
with that we have a 30 chance of ksc

304
00:09:39,430 --> 00:09:37,120
weather prohibiting launch

305
00:09:41,509 --> 00:09:39,440
if we do uh oh excuse me for the srb

306
00:09:43,110 --> 00:09:41,519
recovery weather it looks really pretty

307
00:09:44,710 --> 00:09:43,120
good out there just these three to four

308
00:09:47,670 --> 00:09:44,720
feet winds from the southeast again 10

309
00:09:49,430 --> 00:09:47,680
to 15 knots no concerns for srb recovery

310
00:09:51,590 --> 00:09:49,440
during the launch day

311
00:09:53,030 --> 00:09:51,600
if we do happen to uh oh i keep wanting

312
00:09:54,870 --> 00:09:53,040
to go into delay but we also want to

313
00:09:56,389 --> 00:09:54,880

talk about our kona support sites we

314

00:09:57,750 --> 00:09:56,399

have good weather expected there and for

315

00:10:01,910 --> 00:09:57,760

our tile sites

316

00:10:03,350 --> 00:10:01,920

going into the talcite weather on the

317

00:10:05,110 --> 00:10:03,360

next slide

318

00:10:07,509 --> 00:10:05,120

two of our tile sites are good zergosa

319

00:10:08,870 --> 00:10:07,519

marone there is a concern for a headwind

320

00:10:12,230 --> 00:10:08,880

at istres

321

00:10:14,790 --> 00:10:12,240

peaking up to 30 knots there

322

00:10:16,310 --> 00:10:14,800

if we do happen to delay 24 hours we do

323

00:10:18,069 --> 00:10:16,320

expect more moisture in the area a

324

00:10:20,550 --> 00:10:18,079

mid-level ceiling to come in and also

325

00:10:21,670 --> 00:10:20,560

some high clouds as well again we are

326

00:10:23,430 --> 00:10:21,680

concerned there is a chance that

327

00:10:25,350 --> 00:10:23,440

scattered deck at 3000 feet could go

328

00:10:26,389 --> 00:10:25,360

broken and become a ceiling if that

329

00:10:29,190 --> 00:10:26,399

happens to occur that would be a

330

00:10:30,389 --> 00:10:29,200

violation also we do expect that there

331

00:10:32,470 --> 00:10:30,399

could be a chance for some isolated

332

00:10:33,829 --> 00:10:32,480

showers in the area but we didn't want

333

00:10:36,150 --> 00:10:33,839

to overstate this too much because that

334

00:10:38,230 --> 00:10:36,160

low is so far off to the west

335

00:10:41,750 --> 00:10:38,240

and so with that we have a 30 percent

336

00:10:43,829 --> 00:10:41,760

chance of ksc weather prohibiting launch

337

00:10:45,670 --> 00:10:43,839

for the kona sites on day two everything

338

00:10:47,430 --> 00:10:45,680

looks good

339

00:10:48,870 --> 00:10:47,440

and for our towel size the weather

340

00:10:50,630 --> 00:10:48,880

actually improves the distress so we

341

00:10:53,430 --> 00:10:50,640

have three good tile sites if we happen

342

00:10:55,670 --> 00:10:53,440

to delay 24 hours

343

00:10:57,350 --> 00:10:55,680

and if we happen to delay 48 hours again

344

00:11:00,069 --> 00:10:57,360

we have similar weather conditions for

345

00:11:01,509 --> 00:11:00,079

those three days with again a ceiling at

346

00:11:03,030 --> 00:11:01,519

twenty five thousand feet there is a

347

00:11:04,550 --> 00:11:03,040

chance that that scatter deck again at

348

00:11:06,710 --> 00:11:04,560

three thousand feet could go broken so

349

00:11:08,230 --> 00:11:06,720

we'll be watching that each day winds do

350

00:11:10,870 --> 00:11:08,240

shift around more from the north on this

351
00:11:12,790 --> 00:11:10,880
day uh 12 peaking 18 knots a little bit

352
00:11:14,630 --> 00:11:12,800
stronger but no violations there with

353
00:11:16,470 --> 00:11:14,640
the wind and again there could be an

354
00:11:18,230 --> 00:11:16,480
isolated shower in the area we just have

355
00:11:19,910 --> 00:11:18,240
a chance for that but overall still just

356
00:11:22,150 --> 00:11:19,920
a thirty percent chance of ksc weather

357
00:11:24,230 --> 00:11:22,160
prohibiting launch

358
00:11:25,910 --> 00:11:24,240
the abort landing sites in the u.s look

359
00:11:28,630 --> 00:11:25,920
good on day three

360
00:11:32,230 --> 00:11:28,640
and the towel sites also look good with

361
00:11:34,150 --> 00:11:32,240
a good weather overall out in that area

362
00:11:36,069 --> 00:11:34,160
so overall we're mainly just going to be

363
00:11:38,150 --> 00:11:36,079

watching for that moisture coming up

364

00:11:39,670 --> 00:11:38,160

from the south looking for just a chance

365

00:11:42,150 --> 00:11:39,680

for a ceiling or shower in the area but

366

00:11:45,350 --> 00:11:42,160

overall a 30 chance of ksc weather

367

00:11:49,190 --> 00:11:47,110

okay we'll open it up to questions now

368

00:11:50,629 --> 00:11:49,200

please state your name news affiliation

369

00:11:53,990 --> 00:11:50,639

and uh please wait for the microphone to

370

00:11:58,790 --> 00:11:56,150

good press with two questions for jeff

371

00:12:00,389 --> 00:11:58,800

um any relation whatsoever with the

372

00:12:02,550 --> 00:12:00,399

previous um

373

00:12:03,590 --> 00:12:02,560

fuel leak or any of the repairs that may

374

00:12:05,670 --> 00:12:03,600

have been

375

00:12:07,829 --> 00:12:05,680

going on attached to that

376

00:12:09,269 --> 00:12:07,839

and secondly um

377

00:12:11,110 --> 00:12:09,279

well you can answer that first then i'll

378

00:12:12,870 --> 00:12:11,120

take it um no this is completely

379

00:12:15,269 --> 00:12:12,880

different um than any of the other stuff

380

00:12:17,670 --> 00:12:15,279

that we've had to um work on this

381

00:12:19,269 --> 00:12:17,680

particular ohms pod uh the the fuel leak

382

00:12:21,190 --> 00:12:19,279

that you would refer to earlier was a

383

00:12:22,790 --> 00:12:21,200

seal on a cross feed flange which is in

384

00:12:24,550 --> 00:12:22,800

a completely different location than

385

00:12:26,710 --> 00:12:24,560

this these are

386

00:12:28,550 --> 00:12:26,720

fairly common as as far as

387

00:12:29,910 --> 00:12:28,560

when we have issues with these cuties

388

00:12:31,509 --> 00:12:29,920

and they're not significant as far as

389

00:12:33,269 --> 00:12:31,519

the ability to repair them and so we've

390

00:12:34,790 --> 00:12:33,279

done that in the past plenty of times

391

00:12:36,629 --> 00:12:34,800

and how sure are you that it is the

392

00:12:38,550 --> 00:12:36,639

couplings i mean

393

00:12:40,389 --> 00:12:38,560

could it be um something else that might

394

00:12:42,470 --> 00:12:40,399

even take longer to repair

395

00:12:45,350 --> 00:12:42,480

well we believe just based on

396

00:12:46,949 --> 00:12:45,360

what we saw um on it the coupling itself

397

00:12:48,389 --> 00:12:46,959

with the seal actually some sealed

398

00:12:51,269 --> 00:12:48,399

material that shouldn't have been there

399

00:12:53,190 --> 00:12:51,279

we believe that um because of that um

400

00:12:56,310 --> 00:12:53,200

and the the leak that it had all of the

401
00:12:57,430 --> 00:12:56,320
other areas on the the pod itself um did

402
00:12:59,110 --> 00:12:57,440
not have any leaks we were able to

403
00:13:00,949 --> 00:12:59,120
isolate the areas and those types of

404
00:13:02,550 --> 00:13:00,959
things so we feel pretty confident from

405
00:13:04,230 --> 00:13:02,560
the from that perspective that the rest

406
00:13:05,590 --> 00:13:04,240
of the the vehicle is in very good shape

407
00:13:14,470 --> 00:13:05,600
and these are some isolated things that

408
00:13:18,230 --> 00:13:16,629
james in florida today forgive me i just

409
00:13:19,910 --> 00:13:18,240
want to make sure i'm understanding kind

410
00:13:23,190 --> 00:13:19,920
of where the where the leak issues are

411
00:13:25,030 --> 00:13:23,200
is is it at the attachment between uh

412
00:13:27,670 --> 00:13:25,040
the lines you're using to

413
00:13:28,870 --> 00:13:27,680

load the the gas and and the vehicle is

414

00:13:30,550 --> 00:13:28,880

that

415

00:13:32,550 --> 00:13:30,560

on the pot itself there's there's an

416

00:13:33,670 --> 00:13:32,560

area in which there are

417

00:13:35,430 --> 00:13:33,680

different

418

00:13:37,990 --> 00:13:35,440

couplings where we can hook up

419

00:13:40,150 --> 00:13:38,000

lines to them that have either

420

00:13:41,910 --> 00:13:40,160

gas lines or fluid lines that connect to

421

00:13:44,230 --> 00:13:41,920

those areas and this is under a normal

422

00:13:46,710 --> 00:13:44,240

servicing panel that's there

423

00:13:48,310 --> 00:13:46,720

one of those lines that is a helium line

424

00:13:50,069 --> 00:13:48,320

that we use to pressurize these tanks to

425

00:13:51,670 --> 00:13:50,079

flight mass is in between that

426

00:13:53,030 --> 00:13:51,680

connection and the vehicle is where we

427

00:13:55,030 --> 00:13:53,040

had to leak and we said we found some

428

00:13:57,030 --> 00:13:55,040

material there that says

429

00:13:59,189 --> 00:13:57,040

that there may be some contamination in

430

00:14:00,470 --> 00:13:59,199

that poppet on the flight side even

431

00:14:02,150 --> 00:14:00,480

though we were able to get it to seat to

432

00:14:03,509 --> 00:14:02,160

some extent we're still concerned that

433

00:14:04,629 --> 00:14:03,519

it may not seat

434

00:14:05,829 --> 00:14:04,639

you know throughout the flight so we

435

00:14:07,350 --> 00:14:05,839

want to make sure that we have a good

436

00:14:08,710 --> 00:14:07,360

understanding of that and change it out

437

00:14:10,310 --> 00:14:08,720

as well as the ground side when we

438

00:14:12,389 --> 00:14:10,320

reconnect and go ahead and pressurize

439

00:14:14,069 --> 00:14:12,399

those tanks

440

00:14:16,389 --> 00:14:14,079

and you're talking about the fuel leak

441

00:14:18,069 --> 00:14:16,399

also this this pod was removed

442

00:14:21,189 --> 00:14:18,079

during the flow to replace a helium

443

00:14:22,389 --> 00:14:21,199

valve that's also unrelated just

444

00:14:24,790 --> 00:14:22,399

kind of coincidence that all these

445

00:14:27,030 --> 00:14:24,800

things are happening in or around the uh

446

00:14:29,910 --> 00:14:27,040

the area of this particular pod yeah the

447

00:14:33,030 --> 00:14:29,920

uh and again i get i

448

00:14:34,870 --> 00:14:33,040

the the fact that we have um the

449

00:14:37,110 --> 00:14:34,880

ground half couplings or even flight

450

00:14:39,430 --> 00:14:37,120

half couplings that leak is

451
00:14:41,590 --> 00:14:39,440
i is fairly common in as much as that we

452
00:14:42,870 --> 00:14:41,600
do see those during servicing operations

453
00:14:45,110 --> 00:14:42,880
and those types of things and we often

454
00:14:47,030 --> 00:14:45,120
repair those either during those

455
00:14:49,670 --> 00:14:47,040
operations or in between missions and

456
00:14:51,189 --> 00:14:49,680
stuff they have a propensity to to have

457
00:14:52,389 --> 00:14:51,199
some leaks and some issues especially

458
00:14:54,069 --> 00:14:52,399
during the mating process you can have

459
00:14:55,990 --> 00:14:54,079
some issues with those but these are

460
00:14:57,110 --> 00:14:56,000
completely separate locations completely

461
00:15:00,949 --> 00:14:57,120
separate

462
00:15:03,750 --> 00:15:00,959
okay

463
00:15:07,189 --> 00:15:06,150

uh bill harwood cbs just to follow that

464

00:15:08,790 --> 00:15:07,199

for a second

465

00:15:09,990 --> 00:15:08,800

where that access panel is if i'm

466

00:15:11,990 --> 00:15:10,000

looking at the back of the pod and

467

00:15:13,990 --> 00:15:12,000

there's an ohm's rocket nozzle is the

468

00:15:15,590 --> 00:15:14,000

panel somewhere on that surface or is it

469

00:15:17,990 --> 00:15:15,600

somewhere else that's where it is yes

470

00:15:19,829 --> 00:15:18,000

it's on the 5902 door which is on that

471

00:15:21,269 --> 00:15:19,839

the main servicing panel that's on that

472

00:15:22,629 --> 00:15:21,279

side and in the vertical that would be

473

00:15:23,990 --> 00:15:22,639

underneath and coming up that way and

474

00:15:25,590 --> 00:15:24,000

there's a rack that goes up there you

475

00:15:27,030 --> 00:15:25,600

mentioned traffic on election day if it

476

00:15:29,110 --> 00:15:27,040

comes down to that's when you guys

477

00:15:30,710 --> 00:15:29,120

decide to do your launch uh i realize

478

00:15:32,790 --> 00:15:30,720

this is not a question for you and it's

479

00:15:35,030 --> 00:15:32,800

for upper management but since you're

480

00:15:36,550 --> 00:15:35,040

here um can you imagine that they would

481

00:15:37,990 --> 00:15:36,560

give any consideration to go into

482

00:15:39,910 --> 00:15:38,000

wednesday since you'd still have five

483

00:15:41,590 --> 00:15:39,920

launch days in and

484

00:15:43,189 --> 00:15:41,600

avoid the traffic with schools letting

485

00:15:44,550 --> 00:15:43,199

out and people trying to vote and all of

486

00:15:46,150 --> 00:15:44,560

that going on at the same time you guys

487

00:15:49,990 --> 00:15:46,160

are trying to launch

488

00:15:51,430 --> 00:15:50,000

the ability for us to launch on tuesday

489

00:15:52,310 --> 00:15:51,440

actually becomes a little less complex

490

00:15:54,550 --> 00:15:52,320

than it would have been if we were

491

00:15:56,629 --> 00:15:54,560

launched on monday the issue becomes an

492

00:15:57,990 --> 00:15:56,639

issue for us during this if we had where

493

00:15:59,269 --> 00:15:58,000

to not be able to launch it had to do a

494

00:16:00,949 --> 00:15:59,279

scrub turnaround

495

00:16:02,230 --> 00:16:00,959

the ability to send people home through

496

00:16:04,230 --> 00:16:02,240

the traffic and the types of things that

497

00:16:06,470 --> 00:16:04,240

we're expecting combined with maybe some

498

00:16:07,509 --> 00:16:06,480

additional folks that are out for doing

499

00:16:08,790 --> 00:16:07,519

voting

500

00:16:10,150 --> 00:16:08,800

would be more of an issue for people to

501
00:16:12,230 --> 00:16:10,160
be able to leave the space center to go

502
00:16:14,389 --> 00:16:12,240
home get some rest and come back to work

503
00:16:15,749 --> 00:16:14,399
that won't happen until after that event

504
00:16:18,069 --> 00:16:15,759
so it wouldn't really affect our first

505
00:16:20,389 --> 00:16:18,079
day of launch on tuesday would be more a

506
00:16:22,710 --> 00:16:20,399
concern for wednesday we've set up

507
00:16:25,110 --> 00:16:22,720
a process in place to make sure that we

508
00:16:27,110 --> 00:16:25,120
understand through the supervisory chain

509
00:16:28,550 --> 00:16:27,120
um that folks are able to get home get

510
00:16:29,829 --> 00:16:28,560
appropriate rest and get back to work

511
00:16:31,990 --> 00:16:29,839
and if there are issues we've set up

512
00:16:33,110 --> 00:16:32,000
some hotlines and some other types of

513
00:16:34,069 --> 00:16:33,120

things that we can make sure that we

514

00:16:35,990 --> 00:16:34,079

have

515

00:16:37,990 --> 00:16:36,000

all the right folks here and the ability

516

00:16:39,430 --> 00:16:38,000

to do the right thing with the team and

517

00:16:41,189 --> 00:16:39,440

we'll make that evaluation prior to

518

00:16:42,710 --> 00:16:41,199

going into tanking if we need to

519

00:16:44,389 --> 00:16:42,720

just for the record you guys are

520

00:16:46,230 --> 00:16:44,399

pressing hard to make tuesday if you can

521

00:16:47,910 --> 00:16:46,240

make it and and those issues traffic

522

00:16:49,269 --> 00:16:47,920

collection whatever won't be a factor in

523

00:16:54,790 --> 00:16:49,279

the decision to press ahead right now

524

00:16:58,550 --> 00:16:56,949

how about ken in the front

525

00:17:00,710 --> 00:16:58,560

yeah sorry

526

00:17:02,470 --> 00:17:00,720

hi thank you ken kramer for space flight

527

00:17:04,390 --> 00:17:02,480

magazine and the planetary society can

528

00:17:06,789 --> 00:17:04,400

you talk a little bit on jeff

529

00:17:09,110 --> 00:17:06,799

about the history of this type of repair

530

00:17:11,029 --> 00:17:09,120

is there any issue with it being

531

00:17:12,630 --> 00:17:11,039

since you found it at the at the pad

532

00:17:15,270 --> 00:17:12,640

instead of in the uh

533

00:17:17,909 --> 00:17:15,280

in the vab or the opf any difficulty

534

00:17:19,669 --> 00:17:17,919

with access or change in access well

535

00:17:21,110 --> 00:17:19,679

normally we wouldn't find this type of

536

00:17:22,949 --> 00:17:21,120

event um

537

00:17:25,909 --> 00:17:22,959

in the vab because we don't have these

538

00:17:27,270 --> 00:17:25,919

systems connected in that facility

539

00:17:29,350 --> 00:17:27,280

occasionally you will see this type of

540

00:17:30,549 --> 00:17:29,360

thing in the opf but often it's during

541

00:17:32,310 --> 00:17:30,559

when we're actually doing the fluid

542

00:17:33,510 --> 00:17:32,320

transfers and some of the gas transfers

543

00:17:35,029 --> 00:17:33,520

that we would do at the pad and that

544

00:17:36,470 --> 00:17:35,039

servicing operation is normally

545

00:17:38,150 --> 00:17:36,480

performed at the pack because they're

546

00:17:41,029 --> 00:17:38,160

hazardous operations and they're

547

00:17:43,750 --> 00:17:41,039

performed at that particular location

548

00:17:45,510 --> 00:17:43,760

we do also hook up these type of

549

00:17:47,190 --> 00:17:45,520

connections when the pod is removed from

550

00:17:49,909 --> 00:17:47,200

the vehicle down when it's doing its

551
00:17:51,350 --> 00:17:49,919
offline processing as well so we do see

552
00:17:52,630 --> 00:17:51,360
those types of things the repairs are

553
00:17:55,270 --> 00:17:52,640
generally the same in any of those

554
00:17:56,630 --> 00:17:55,280
locations um and and

555
00:17:58,549 --> 00:17:56,640
generally it's just to remove and

556
00:17:59,990 --> 00:17:58,559
replace the the components that they

557
00:18:01,270 --> 00:18:00,000
need to and there's some soft goods in

558
00:18:02,870 --> 00:18:01,280
there and things but they generally

559
00:18:05,750 --> 00:18:02,880
remove the whole pop it and replace it

560
00:18:08,070 --> 00:18:05,760
because it's easier easier to do so

561
00:18:09,909 --> 00:18:08,080
so has this particular repair ever been

562
00:18:15,270 --> 00:18:09,919
done at the pad before or is this the

563
00:18:19,110 --> 00:18:16,950

looking around for other hands anybody

564

00:18:21,190 --> 00:18:19,120

else hey marshall have a follow-up

565

00:18:23,270 --> 00:18:21,200

associated press for jeff what um as far

566

00:18:25,350 --> 00:18:23,280

as voting by the launch team

567

00:18:27,350 --> 00:18:25,360

um had you already taken that into

568

00:18:28,390 --> 00:18:27,360

account previously and instructed your

569

00:18:30,470 --> 00:18:28,400

teams to

570

00:18:32,230 --> 00:18:30,480

do early voting or how are they going to

571

00:18:33,830 --> 00:18:32,240

be able to vote if they want to and also

572

00:18:35,590 --> 00:18:33,840

support a launch

573

00:18:38,470 --> 00:18:35,600

and that was something that we

574

00:18:41,270 --> 00:18:38,480

recognized you know a long time ago that

575

00:18:44,310 --> 00:18:41,280

the possibility for the dates to line up

576

00:18:45,669 --> 00:18:44,320

could be a realistic event so we did

577

00:18:47,669 --> 00:18:45,679

encourage the team we have throughout

578

00:18:49,750 --> 00:18:47,679

the entire pad flow to take advantage of

579

00:18:51,029 --> 00:18:49,760

early voting absentee voting any other

580

00:18:52,630 --> 00:18:51,039

types of means because we certainly want

581

00:18:55,669 --> 00:18:52,640

to give everybody the opportunity to get

582

00:18:56,789 --> 00:18:55,679

out and and do that on election day if

583

00:18:57,590 --> 00:18:56,799

they were unable to do so on election

584

00:18:59,830 --> 00:18:57,600

day so we want to make sure that

585

00:19:01,510 --> 00:18:59,840

everybody has the ability to to vote and

586

00:19:02,630 --> 00:19:01,520

and to do those types of things so i

587

00:19:04,789 --> 00:19:02,640

think we've done a pretty good job

588

00:19:06,230 --> 00:19:04,799

overall of making people aware that

589

00:19:07,669 --> 00:19:06,240

there could be potentially those things

590

00:19:08,950 --> 00:19:07,679

line up and it would generally just be

591

00:19:10,390 --> 00:19:08,960

the folks that are there on launch day

592

00:19:11,990 --> 00:19:10,400

itself it's the launch team even though

593

00:19:13,110 --> 00:19:12,000

that's a lot of folks but

594

00:19:14,549 --> 00:19:13,120

a lot of other people are not

595

00:19:15,990 --> 00:19:14,559

necessarily there and the early voting

596

00:19:17,270 --> 00:19:16,000

process i think here at least in brevard

597

00:19:19,590 --> 00:19:17,280

goes all the way through including

598

00:19:21,430 --> 00:19:19,600

saturday and and we've like i said we've

599

00:19:23,510 --> 00:19:21,440

been encouraging folks right along

600

00:19:25,270 --> 00:19:23,520

providing information about uh you know

601
00:19:26,310 --> 00:19:25,280
where they can do uh voting and those

602
00:19:30,390 --> 00:19:26,320
types of things throughout the

603
00:19:33,990 --> 00:19:31,830
approximately

604
00:19:36,470 --> 00:19:34,000
inclusive of

605
00:19:38,870 --> 00:19:36,480
in the prime firing room there's

606
00:19:40,789 --> 00:19:38,880
probably about 125 folks in the private

607
00:19:42,150 --> 00:19:40,799
firing room

608
00:19:45,270 --> 00:19:42,160
there's a lot of other support functions

609
00:19:47,830 --> 00:19:46,390
okay

610
00:19:51,270 --> 00:19:47,840
james

611
00:19:53,909 --> 00:19:51,280
you just uh

612
00:19:55,990 --> 00:19:53,919
detail again exactly the timing of of

613
00:19:58,390 --> 00:19:56,000

the go forward plan um

614

00:19:59,830 --> 00:19:58,400

when when should these couplings be have

615

00:20:01,830 --> 00:19:59,840

been replaced when will the repress

616

00:20:04,149 --> 00:20:01,840

start and finish and therefore when i

617

00:20:06,230 --> 00:20:04,159

guess when we know for sure that um you

618

00:20:07,590 --> 00:20:06,240

are go to uh start you know gold

619

00:20:09,990 --> 00:20:07,600

stations pick up the countdown all that

620

00:20:11,750 --> 00:20:10,000

tomorrow the details of

621

00:20:13,190 --> 00:20:11,760

exactly how those are working out or in

622

00:20:14,710 --> 00:20:13,200

a meeting that's going on currently

623

00:20:17,590 --> 00:20:14,720

because this is really a late breaking

624

00:20:19,110 --> 00:20:17,600

item as you all are probably aware

625

00:20:20,789 --> 00:20:19,120

so we are working out the details of

626

00:20:22,149 --> 00:20:20,799

exactly how and we're sequencing

627

00:20:24,230 --> 00:20:22,159

sequencing the work we started with the

628

00:20:25,669 --> 00:20:24,240

tank vent which is already done at this

629

00:20:27,110 --> 00:20:25,679

point to get us into a configuration so

630

00:20:28,230 --> 00:20:27,120

we can begin

631

00:20:30,710 --> 00:20:28,240

doing that additional work we're

632

00:20:33,590 --> 00:20:30,720

prepping to do the coupling removal and

633

00:20:35,270 --> 00:20:33,600

replacements we also have to gain access

634

00:20:36,950 --> 00:20:35,280

and remove another door and

635

00:20:38,710 --> 00:20:36,960

and do some additional vent downs prior

636

00:20:41,110 --> 00:20:38,720

to getting into the final

637

00:20:42,789 --> 00:20:41,120

final repress later but um

638

00:20:44,710 --> 00:20:42,799

it'll be this afternoon sometime i don't

639

00:20:46,549 --> 00:20:44,720

have those specifics on the times

640

00:20:50,630 --> 00:20:46,559

because again that those meetings are

641

00:20:53,270 --> 00:20:51,909

for the removal and replacement of the

642

00:20:55,430 --> 00:20:53,280

parts okay before we'll be able to get

643

00:20:57,110 --> 00:20:55,440

into the remainder so your confidence

644

00:20:59,669 --> 00:20:57,120

level in

645

00:21:01,029 --> 00:20:59,679

turning around for the second is is very

646

00:21:03,510 --> 00:21:01,039

high then

647

00:21:05,669 --> 00:21:03,520

right now i think it is you know

648

00:21:07,350 --> 00:21:05,679

and again it'll it'll as always it's

649

00:21:08,950 --> 00:21:07,360

contingent upon the work but we're very

650

00:21:10,549 --> 00:21:08,960

confident in the workforce we trust our

651
00:21:12,470 --> 00:21:10,559
ability to do this job there's plenty of

652
00:21:16,710 --> 00:21:12,480
experience out there on this so right

653
00:21:20,549 --> 00:21:18,789
okay

654
00:21:22,310 --> 00:21:20,559
i was just asking about the likelihood

655
00:21:23,590 --> 00:21:22,320
on tuesday i know with the i understand

656
00:21:25,029 --> 00:21:23,600
the elections not having any

657
00:21:26,390 --> 00:21:25,039
consideration as to whether or not you

658
00:21:27,909 --> 00:21:26,400
guys are going to go up but the

659
00:21:29,190 --> 00:21:27,919
likelihood of it happening that day i

660
00:21:30,549 --> 00:21:29,200
know we have a lot of people wondering

661
00:21:32,149 --> 00:21:30,559
you know it's going to be an intense day

662
00:21:34,710 --> 00:21:32,159
but the likelihood of it happening on

663
00:21:36,149 --> 00:21:34,720

tuesday what do you see

664

00:21:37,990 --> 00:21:36,159

which was

665

00:21:39,510 --> 00:21:38,000

at this point well assuming we have the

666

00:21:41,350 --> 00:21:39,520

we get the repair done which you know at

667

00:21:42,310 --> 00:21:41,360

this point we're assuming that we are i

668

00:21:44,470 --> 00:21:42,320

you know

669

00:21:46,390 --> 00:21:44,480

that we would launch on that date as a

670

00:21:47,909 --> 00:21:46,400

as a launch date i think that

671

00:21:49,669 --> 00:21:47,919

um that was asked a little bit earlier

672

00:21:50,789 --> 00:21:49,679

but we would use that date if in fact we

673

00:21:53,909 --> 00:21:50,799

can get the work done to get to that

674

00:21:58,070 --> 00:21:55,190

just one more really quick one what is

675

00:21:59,590 --> 00:21:58,080

the nitrogen in this case used for the

676
00:22:01,750 --> 00:21:59,600
the issue with the nitrogen company what

677
00:22:03,990 --> 00:22:01,760
is that system used for um it's used for

678
00:22:05,190 --> 00:22:04,000
both for valving and also for um allerge

679
00:22:09,270 --> 00:22:05,200
pressure on some of the smaller tanks

680
00:22:14,549 --> 00:22:10,830
other

681
00:22:16,630 --> 00:22:14,559
questions ciao for space.com um question

682
00:22:18,310 --> 00:22:16,640
for jeff you mentioned that when the

683
00:22:19,990 --> 00:22:18,320
leaks were discovered you tried to do

684
00:22:21,669 --> 00:22:20,000
some overnight repairs i just wanted to

685
00:22:23,029 --> 00:22:21,679
go into a little bit more detail about

686
00:22:24,710 --> 00:22:23,039
what you attempted to do and why they

687
00:22:27,029 --> 00:22:24,720
were unsuccessful overnight well the

688
00:22:28,149 --> 00:22:27,039

standard process is to remove

689

00:22:29,990 --> 00:22:28,159

and and

690

00:22:32,230 --> 00:22:30,000

inspect both sides to see if there's any

691

00:22:34,230 --> 00:22:32,240

obvious either contamination

692

00:22:36,070 --> 00:22:34,240

scoring things that may have caused the

693

00:22:38,149 --> 00:22:36,080

the system to leak

694

00:22:39,750 --> 00:22:38,159

and then if they look

695

00:22:41,110 --> 00:22:39,760

good we'll go ahead and remate them and

696

00:22:43,190 --> 00:22:41,120

then try again sometimes they receive

697

00:22:45,110 --> 00:22:43,200

themselves these poppets do sometimes we

698

00:22:46,950 --> 00:22:45,120

can um bump up the pressure a little bit

699

00:22:48,230 --> 00:22:46,960

cause them to re-seat and we try all of

700

00:22:49,750 --> 00:22:48,240

those different things and in this case

701
00:22:51,669 --> 00:22:49,760
we did see some contamination there as i

702
00:22:53,190 --> 00:22:51,679
mentioned there was some seal portion of

703
00:22:54,710 --> 00:22:53,200
a seal there that should not been in

704
00:22:57,029 --> 00:22:54,720
that location

705
00:22:59,029 --> 00:22:57,039
we removed that remade it and attempted

706
00:23:00,470 --> 00:22:59,039
to try to get the uh the system to to

707
00:23:02,230 --> 00:23:00,480
lock up and we we did get it to

708
00:23:03,430 --> 00:23:02,240
eventually lock up but

709
00:23:04,870 --> 00:23:03,440
we weren't really comfortable with that

710
00:23:06,470 --> 00:23:04,880
configuration at this point knowing that

711
00:23:14,149 --> 00:23:06,480
there was possibly some contamination in

712
00:23:18,630 --> 00:23:16,149
mark boucher spacecraft how many times

713
00:23:20,950 --> 00:23:18,640

has this happened at the pad

714

00:23:23,110 --> 00:23:20,960

i don't have the exact number how many

715

00:23:26,390 --> 00:23:23,120

times we can probably get that at some

716

00:23:31,029 --> 00:23:28,710

okay anything else

717

00:23:32,390 --> 00:23:31,039

okay not see any other questions um i

718

00:23:34,549 --> 00:23:32,400

guess it's needless to say but as i'll

719

00:23:36,230 --> 00:23:34,559

say the tv schedule and the briefing

720

00:23:37,669 --> 00:23:36,240

schedules are in flux and we're in the

721

00:23:39,750 --> 00:23:37,679

process of reevaluating that right now

722

00:23:40,870 --> 00:23:39,760

to to get all that locked in so i can't

723

00:23:43,110 --> 00:23:40,880

exactly tell you when our next briefing

724

00:23:45,390 --> 00:23:43,120

will be but uh please stay tuned to uh

725

00:23:47,830 --> 00:23:45,400

to nasa.gov and to

726

00:23:48,870 --> 00:23:47,840

www.nasa.gov shuttle that'll have the

727

00:23:50,390 --> 00:23:48,880

updated

728

00:23:51,430 --> 00:23:50,400

shuttle schedule as well as the briefing