



14:24:01

06/18/11

ROC

Full

PIEWN

66.9

CONTR

21x

BRIGHT

52.2x

PRC

2

ITT

Linear

LIT

800

VIDEO

Live



1  
00:00:05,030 --> 00:00:04,070  
t minus 10

2  
00:00:05,910 --> 00:00:05,040  
9

3  
00:00:06,950 --> 00:00:05,920  
8

4  
00:00:07,909 --> 00:00:06,960  
7

5  
00:00:08,950 --> 00:00:07,919  
6

6  
00:00:09,990 --> 00:00:08,960  
5

7  
00:00:11,030 --> 00:00:10,000  
4

8  
00:00:12,070 --> 00:00:11,040  
3

9  
00:00:12,950 --> 00:00:12,080  
2

10  
00:00:15,669 --> 00:00:12,960  
1.

11  
00:00:18,310 --> 00:00:15,679  
we have ignition

12  
00:00:21,109 --> 00:00:18,320  
and liftoff of aquarius and the sac d

13  
00:00:40,869 --> 00:00:21,119

observatory on an international mission

14

00:00:47,670 --> 00:00:42,790

main engine control is good vernier

15

00:00:55,110 --> 00:00:50,869

fun 36 seconds mark 36 seconds mach 1

16

00:01:01,830 --> 00:00:57,350

42 seconds still looking good

17

00:01:06,550 --> 00:01:04,310

49 seconds in max q maximum dynamic

18

00:01:08,469 --> 00:01:06,560

pressure in the vehicle

19

00:01:10,469 --> 00:01:08,479

coming up on the one minute mark as

20

00:01:11,590 --> 00:01:10,479

we're standing by for solid

21

00:01:12,870 --> 00:01:11,600

burnout

22

00:01:17,350 --> 00:01:12,880

chamber pressure beginning to drop in

23

00:01:20,870 --> 00:01:18,870

we have burnout

24

00:01:22,710 --> 00:01:20,880

we'll be holding on to those solids for

25

00:01:25,030 --> 00:01:22,720

about another 30 seconds

26  
00:01:27,270 --> 00:01:25,040  
to assure we have a safe water impact

27  
00:01:35,830 --> 00:01:27,280  
point one minute 13 seconds into the

28  
00:01:40,469 --> 00:01:37,830  
i think one minute 25 seconds mark

29  
00:01:48,149 --> 00:01:40,479  
standing by for our separation

30  
00:01:48,159 --> 00:01:52,950  
be happening any second now

31  
00:01:58,149 --> 00:01:55,510  
and we have separation command

32  
00:02:00,149 --> 00:01:58,159  
separation one minute 45 seconds in the

33  
00:02:01,830 --> 00:02:00,159  
delta ii vehicle now only weighs about

34  
00:02:03,350 --> 00:02:01,840  
half of what it did at launch expelling

35  
00:02:06,789 --> 00:02:03,360  
propellant at the rate of about 800

36  
00:02:11,430 --> 00:02:08,949  
one minute 55 seconds in altitude now

37  
00:02:13,830 --> 00:02:11,440  
17.6 nautical miles downrange distance

38  
00:02:15,550 --> 00:02:13,840

6.2 nautical miles

39

00:02:24,229 --> 00:02:15,560

capacity

40

00:02:24,239 --> 00:02:37,190

10 seconds

41

00:02:42,070 --> 00:02:39,750

it's 25 seconds into the flight

42

00:02:43,430 --> 00:02:42,080

main chamber pressure continuing to hold

43

00:02:45,190 --> 00:02:43,440

very good

44

00:02:47,110 --> 00:02:45,200

vernier chamber pressure also good at

45

00:02:49,030 --> 00:02:47,120

this time

46

00:02:57,509 --> 00:02:49,040

steering is very good in the main engine

47

00:03:01,990 --> 00:02:59,509

passing two minutes 45 seconds altitude

48

00:03:05,630 --> 00:03:02,000

now 26.7 nautical miles downrange

49

00:03:08,390 --> 00:03:05,640

distance 17.9 nautical miles velocity

50

00:03:13,030 --> 00:03:08,400

2993 miles per hour

51  
00:03:16,869 --> 00:03:15,110  
mark three minutes into the flight

52  
00:03:18,869 --> 00:03:16,879  
management chamber pressure continues to

53  
00:03:20,710 --> 00:03:18,879  
hold vernier engine chamber pressure

54  
00:03:22,470 --> 00:03:20,720  
continues to hold right where we want

55  
00:03:24,149 --> 00:03:22,480  
them to be main engine pitching yaw

56  
00:03:26,550 --> 00:03:24,159  
steering is very good very little

57  
00:03:29,509 --> 00:03:26,560  
control is necessary as we're passing

58  
00:03:31,750 --> 00:03:29,519  
three minutes and 15 seconds in

59  
00:03:34,309 --> 00:03:31,760  
altitude now 32.8 nautical miles

60  
00:03:35,949 --> 00:03:34,319  
downrange distance 42.3 nautical miles

61  
00:03:40,710 --> 00:03:35,959  
velocity

62  
00:03:44,789 --> 00:03:42,630  
3 minutes 30 seconds

63  
00:03:46,630 --> 00:03:44,799

mark 3 30 into the flight

64

00:03:57,270 --> 00:03:46,640

that's in one minute remains until a

65

00:04:02,390 --> 00:04:00,149

upon 3 minutes 45 seconds altitude now

66

00:04:06,789 --> 00:04:02,400

40.2 nautical miles downrange distance

67

00:04:13,270 --> 00:04:06,799

78.3 nautical miles velocity 60 385

68

00:04:28,070 --> 00:04:15,270

guessing four minutes about 25 seconds

69

00:04:40,550 --> 00:04:30,070

minutes 15 seconds standby for main

70

00:04:43,350 --> 00:04:42,310

chamber pressure has decreased we have

71

00:04:49,030 --> 00:04:43,360

mikko

72

00:04:52,629 --> 00:04:51,110

we have vico standing by for one two

73

00:04:54,830 --> 00:04:52,639

step

74

00:04:58,629 --> 00:04:54,840

and we have

75

00:05:00,310 --> 00:04:58,639

ignition on the second stage second

76  
00:05:06,950 --> 00:05:00,320  
stage chamber pressure is a rising good

77  
00:05:15,189 --> 00:05:09,749  
by preferring jettison

78  
00:05:18,390 --> 00:05:17,029  
good fairing jettison now passing five

79  
00:05:20,710 --> 00:05:18,400  
minutes into the flight five minutes

80  
00:05:23,670 --> 00:05:20,720  
five seconds altitude 70.7 nautical

81  
00:05:26,189 --> 00:05:23,680  
miles downrange distance

82  
00:05:32,870 --> 00:05:26,199  
nautical miles velocity 10

83  
00:05:38,390 --> 00:05:35,189  
five minutes 20 seconds in still looking

84  
00:05:40,710 --> 00:05:38,400  
good this first burn of the second stage

85  
00:05:43,110 --> 00:05:40,720  
for today

86  
00:05:45,270 --> 00:05:43,120  
has a duration

87  
00:05:49,670 --> 00:05:45,280  
of approximately

88  
00:06:01,110 --> 00:05:51,270

about one minute into the burn right now

89

00:06:01,120 --> 00:06:06,230

hydraulics at a nominal level

90

00:06:06,240 --> 00:06:11,830

good engine control in the second stage

91

00:06:16,469 --> 00:06:13,830

jump on six minutes and mark six minutes

92

00:06:19,749 --> 00:06:16,479

into the flight altitude now 87.4

93

00:06:22,510 --> 00:06:19,759

nautical miles downrange distance