



009:18:08:14.235

1
00:00:00,320 --> 00:00:05,829
t-minus 30 seconds on my mark

2
00:00:05,839 --> 00:00:09,190
mark

3
00:00:14,070 --> 00:00:11,190
inside 30 seconds to launch again

4
00:00:17,349 --> 00:00:14,080
antares chief engineer mike dorsch will

5
00:00:20,870 --> 00:00:17,359
uh make most of the calls going uphill

6
00:00:23,349 --> 00:00:20,880
on the ascent profile of antares

7
00:00:24,470 --> 00:00:23,359
greatly anticipating the delivery of

8
00:00:26,070 --> 00:00:24,480
cygnus

9
00:00:30,710 --> 00:00:26,080
to orbit and on its way to the

10
00:00:32,630 --> 00:00:31,589
five

11
00:00:33,670 --> 00:00:32,640
four

12
00:00:34,630 --> 00:00:33,680
three

13
00:00:37,030 --> 00:00:34,640

two

14

00:00:37,040 --> 00:00:56,549

we have ignition

15

00:00:56,559 --> 00:01:40,230

is on its way delivering cygnus to orbit

16

00:01:44,630 --> 00:01:42,310

a little more than a minute after launch

17

00:01:52,950 --> 00:01:44,640

all uh continuing to go smoothly in the

18

00:01:52,960 --> 00:01:58,149

avionics power systems remain uh nominal

19

00:02:03,670 --> 00:02:00,389

uh pressurization valve vno3 has come on

20

00:02:07,749 --> 00:02:05,670

a modest amount of steering as the

21

00:02:11,029 --> 00:02:07,759

vehicle passes through max q and its

22

00:02:17,350 --> 00:02:14,390

altitude is 45 000 feet

23

00:02:19,990 --> 00:02:17,360

tvc steering remains good

24

00:02:22,869 --> 00:02:20,000

pressurization valve vng 3 is on four

25

00:02:25,589 --> 00:02:22,879

pressures remain nominal

26

00:02:29,830 --> 00:02:25,599

attitude is good

27

00:02:29,840 --> 00:02:33,910

avionics systems remain healthy

28

00:02:38,869 --> 00:02:36,390

engine performance remains nominal

29

00:02:41,110 --> 00:02:38,879

two minutes into flight

30

00:02:45,589 --> 00:02:41,120

tvc is still tracking commands well

31

00:02:45,599 --> 00:02:49,589

100 seconds to main engine cut off

32

00:02:49,599 --> 00:02:55,990

altitude 100 000 feet

33

00:03:01,830 --> 00:02:58,390

attitude remains nominal coming up on t

34

00:03:04,550 --> 00:03:01,840

plus 2 minutes and 30 seconds

35

00:03:06,630 --> 00:03:04,560

avionic systems remain good tvc is

36

00:03:08,630 --> 00:03:06,640

tracking commands well uh steering

37

00:03:10,710 --> 00:03:08,640

commands are very small at this point

38

00:03:12,790 --> 00:03:10,720

two and a half minutes into flight stage

39

00:03:18,470 --> 00:03:12,800

one throttle down will occur about three

40

00:03:18,480 --> 00:03:27,509

engine performance looks good

41

00:03:27,519 --> 00:03:32,070

coming up on t plus three minutes

42

00:03:35,270 --> 00:03:33,589

at

43

00:03:41,270 --> 00:03:35,280

avionics power systems still look

44

00:03:49,110 --> 00:03:43,190

three minutes into the flight thousand

45

00:03:53,350 --> 00:03:51,430

four pressurization valves vno four five

46

00:03:55,670 --> 00:03:53,360

and six are all on now core pressures

47

00:03:57,750 --> 00:03:55,680

remain nominal standing by for throttle

48

00:04:03,990 --> 00:03:57,760

down that will occur uh at an altitude

49

00:04:17,270 --> 00:04:07,270

traveling 7 200 miles per hour

50

00:04:23,189 --> 00:04:20,789

out to 300 000 feet

51
00:04:25,909 --> 00:04:23,199
attitude remains nominal we've skewed

52
00:04:27,830 --> 00:04:25,919
miko's q is complete

53
00:04:29,830 --> 00:04:27,840
standing by for main engine cutoff of

54
00:04:32,469 --> 00:04:29,840
stage one

55
00:04:34,950 --> 00:04:32,479
power nominal

56
00:04:37,030 --> 00:04:34,960
and we have miko

57
00:04:39,990 --> 00:04:37,040
attitude remains nominal