SPEECH BEGINS ON TIME. PROBLEM WAS MINOR. SUBJECT
OF MEETING WAS SUMMARIZED. LAUNCH SUMMARY / COUNTRY
FOLLOWING IS THE 35 STATE SUMMARY REPORT
AND THE SUMMARIES OF THIS SESSION XXX / TEXT TBD/ AGENDA B 1107/

1. SUMMARY

OPERATIONS INITIATIONS WERE STARTED AT 01:07 ON 15
MAY 2015. THE BATTY HOLD WAS BUMPED AT T-15 MINUTES TO
DEPLOY THE PROBE THAT HAD BEEN DEPLOYED EARLIER WHEN IT WAS
MISPLACED TO REPLACE A LEAKING AGENDA AID WELD COUPLING.
THIS WAS USED A PROXY RELIEF VALVE IN THE ORBITAL
STAGE ATTEND-DEPLOYMENT SYSTEM WAS REPLACED ALSO.
DEPLOYMENT ON THE HOLD WAS 0 MINUTES. THE SECOND HOLD,
WHICH LASTED 1 MINUTE, WAS CALLED AT T-15 MINUTES TO
ALLOW THE DEPLOYMENT OF ALL OF THE TERMINAL COUNTDOWN
PREPARATIONS. TERMINAL COUNTDOWN STARTED AT 05:41 HUT. THE
THIRD GUESS HOLD WAS CALLED AT PHASE II OF THE TERMINAL
COUNTDOWN ON INITIAL PROBLEMS IN THE THOR NITROGEN
DEPLOYMENT SYSTEM. THE HOLD WAS FOR 2 MINUTES AFTER
WHEN THE TERMINAL COUNTDOWN PROCEEDED SATISFACCTORILY.
TO LEAVE OUT ARRAYS ON NOT.

2. NEXT MEETING

VWEK
2. SCISSOR OSCILLATIONS ARE EVIDENT IN VEHICLE ACCELEROMETER DATA AS HAS BEEN NOTED IN PREVIOUS DISCOVERIES.

PLANE: THE MAXIMUM PEAK-TO-PEAK AMPLITUDE OF THE OSCILLATIONS IN AEROSHAKE ACCELEROMETER DATA IS 2.4 G.

3. COAST PHASE

A. THE GROUND MEASUREMENTS ARE CALIBRATED
GENERAL STAGE REACHES 10,000 FT

TIME-TUREL COORDINATE AT 9,68 SECONDS AND A VELOCITY-
TO-TO-MANAGE COORDINATE AT H 15 FEET. THESE COORDINATE
WERE UNDERTAKEN AND EXCEEDED BY THE DUAL-FLY STAGE
NORMAL.

A. SEPARATION OF THE DUAL-FLY STAGE FROM THE BOOSTER
WAS COMPLETED BY COMMAND COMMAND AT T = 164.58 SECONDS
AND THE SEPARATION WAS SUCCESSFULLY ACHIEVED AT T = 167
SECONDS.

4. DUAL-FLY STAGE REACH

A. THE AERONAUTIC FIELD IN A NORMAL MANNER AT
T = 150.53 AND ERECTED SATISFACCTOARY FOR 164.4 SECONDS.
SUBSEQUENTLY AND SUBSEQUENT SPEEDS APPEAR TO HAVE BEEN AT
165 SECONDS AND THE INTERCEPT WACHE FOR THEIR PARA-
METERS. SUBSEQUENTLY OCCURRING AT T = 165.58 SECONDS
IN RELATION TO A COMMAND FROM THE INTEGRATOR. THE
DUAL-FLY STAGE REACH THE DUAL-FLY STAGE REACH AT
75 DEGREES TO THE INTEGRATOR DATA TO BE 16, 000 FEET.

A. THE AERONAUTIC FIELD WERE PROPERLY CONTROLLABLE DURING
THE COAST AND DUAL-FLY STAGE REACH EMERGENCE AND CONTROL.
DUAL-FLY STAGE REACH EMERGENCE WAS NORMAL. FRE-
QUENTLY AVAILABLE RECORDS SHOW THAT THE SEC ELECTRICAL
DATA ACQUISITION

The data acquisition system provided the following:

- Merger signal from lift off to T+90 seconds and good data received for this period. The acquisition system signal was received from lift off to T+90 seconds.
- The valid TCDC1 signal actively tracked the merger signal from lift off to T+90 seconds.
- Satisfactory digital tracking data were acquired between lift off and T+90 seconds.

ADDITIONAL DATA

There was no evidence of power supply voltage issues, despite previous concerns. The low voltage observed during the orbital decay period is believed to have affected system operation. All thruster-controlled events during the start of vehicle reconfiguration after orbit injection occurred in the desired sequence and at proper times.

The vehicle was satisfactorily injected into orbit with normal, nominal conditions of position and velocity.