

Women in Aerospace (WIA) Commercial Space Panel: Washington, DC, Tuesday, 16 September 2008

Here are a set of tweets that were twittered by me for this meeting. Although some editing has been done to correct errors that could lead to confusion, these tweets are shown here in their original, raw tweet form. You should actually read this set of tweets from the bottom up.

- Run-on question on education... Mtg over!
- Modularity used in the right way can provide economies of scale (Wegner)
- Is it better to have a big vehicle to handle many customers? Or vice versa? smaller niche-market vehicles to start is better. (Nield)
- Big revenues, not Bis revenues... D'oh!
- Bis revenues for space will be sat TV & GPS integrated into terrestrial systems. Space will lose identity. (christensen)
- Lon Rains asks re timelines to close the gap. B. Richards says "crawl-walk-run"... Orbital's vehicle isn't designed for manned so who cares?
- ORS is trying to avoid simplistic defensive solution like ICBMs sitting around waiting to go... Very expensive. Flexible reconfig arch...
- @mmealling Carrisa Christensen (i might have spelling wrong) of Tauri Group who did the econ study for PSF.
- mmealling @kavidian which Christensen?
- China is not a major commercial player now, but it may be in 5-10 yrs. also, DoD looking at protecting cmmrcl space systems (from China?)
- How does competition w/China impact commercial space? also, what is economic pull for technologies?
- Richards: govt indemnification above a certain amt is a big help to the industry.
- Insurance question to Nield. Financial responsibility review focuses on that wrt 3rd parties. Ins for passengers is not covered by AST.
- Impact of an accident will depend on the expectations of the consumer (Christensen says).
- Since these are not gov't vehicles, the gov't has only ltd ability to control activities. AST must ensure safety of 3rd parties only.
- What happens if there is a fatality? Early on a fatality could cause things to come to a screeching halt. Other xport systems have them.
- How to compare ORS to Surrey's similar activities? ORS is a machine2machine process. Surrey has max reuse of s/c architecture.
- ORS has a goal of 72-hr deployment capability instead of 6-days as shown in last Falcon launch. Predeployment of assets is under study.
- Wegner showed a video of a modular satellite assembled in under 4 hours.

- Peter Wegner (Director of ORS at AFRL). Aiming for the "6 day satellite" from identifying a need to in-space operation.
- Bob Richards of Orbital's COTS Taurus II rocket, gives corp overview. "Company still has entrepreneurial spirit." Launch business is hard.
- George Nield is addressing public attitudes toward commercial space. paraphrasing Helen Keller: Pessimists didn't make great discoveries.
- Carissa Christensen of Tauri Grp presented Personal Spaceflight Industry profile based on the study they did for PSF..
- At WIA mtg on Commercial Space ... Panel moderated by Lon Rains..