

SL-II MC-64/2 - 79/3  
Time: 01:25 CDT 17:25 GET  
5/26/73

CC For your information, we got about  
6 minutes left on this pass.

CDR in to that day 2 activation  
tomorrow, as soon as we get up and eat.

CC Okay, no need to rush.

CC While I got you here, we talked about  
that reset routine. I don't know whether that bugged you at  
all. The motion, it could get up into as much as 3/10 of  
a degree per second if we - on some of them, we have seen  
those kind of things.

CDR Yeah. Is it maneuvering right now?

CC I don't believe so.

CDR Okay, well, we got the window shades up,  
so we don't know what you guys are doing.

CC Very good. And Pete, that potable tank  
and that valve is okay like you got it.

CDR Okay.

CC Skylab, Houston. If you need us for  
any reason tonight, if you'd give us a VERB 99, we'll  
have AOS.

CDR Okay.

CC Skylab, Houston. We're 1 minute til  
LOS and we'll see you manana. Nighty-Nite.

CDR Nighty-Nite honey.

CDR Hey Crip, you still with us.

CC Affirm.

CDR Hey, I just wanted to impress on every-  
body how - how black or burnt looking that gold foil was  
getting on the sunny side of the vehicle. I suspect that's  
the reason your temperature is going up. That mylar's *on this*  
just deteriorating or whatever that gold stuff is.

CC Roger. I think they got that impression  
today during the fire up.

CDR Okay.

CC Let's hope the parasol takes care of it.

CDR Yeah. Now that we're docked, I'm not  
sure how we get undocked.

CC We'll work on that.

PAO We have lost the signal at Guam and the  
crew should be going to sleep very shortly now. They will  
wake up at their will in the morning. Probably sometime  
after 9:00 a.m. central daylight time. During the evening  
a reset maneuver will be preformed to reset the control  
moment gyros, beside that it should be a rather quite *(how quiet the crew?)*  
evening. Systems are being monitored. Temperatures seem  
to be at very acceptable levels. The suit coolant loop,  
which has given some concern earlier in the last few days

*I thought just before sleep*

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has now risen to 36.8 degrees. Very mild temperature. Very well above freezing, and very well above the safe range that had been indicated earlier, and the temperatures seem to be about the same level that they were earlier in the workshop habitation area. So, we don't expect to hear anything more from the crew tonight. We will have a Skylab reports on the hour from now on, and in the event of any sort of status change, we will come on. This is Skylab Control at 6 hours 39 minutes Greenwich mean time.

END OF TAPE

SL-II MC-65/1  
Time: 03:00 CDT 19:00 GET  
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PAO This is Skylab Control at 8 hours and 2 seconds Greenwich mean time. At the present time, the Skylab space station is in its 168th revolution. The command module is completing its 12th revolution. They are properly docked. The period of revolution is 1 hour 33 minutes 13.5 seconds. The low point in the orbit 235.2 nautical miles. The high point 239.7 nautical miles. That's a variation from approximately 270 statute miles to 275 statute miles. Speed at this time 25,087.8 feet per second, approximately 17,100 miles per hour. Biomedical officer informs us that we will have no information on the time the crew went to sleep tonight because none of the crew members are wearing the operational biomedical system, the OBS which records heart rate and related data. It allows us to determine whether or not they have gone to sleep. At the present time the command module is a very comfortable 70.6 degrees. And it's pressurized to 4.9 pounds per square inch. This is Skylab Control at 8 hours 1 minute and 17 seconds Greenwich mean time.

END OF TAPE

SL-II MC-66/1  
Time: 04:00 a.m. CDT, 20:00 GET  
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PAO                      This is Skylab Control at 9 hours Greenwich mean time. At the present time the Flight Controller, Milt Windler, and his team of flight controllers are planning a slight attitude adjustment to take place approximately 9:58 Greenwich mean time, that's a little less than an hour from now at Honeysuckle tracking station. That will be later in rev 170. We are at this point - I take that back - that's on rev 169. We are at this point early in rev 169, just beginning our pass over the Equator and we're headed to the north-east - headed for the Canary Island tracking station. We'll have acquisition of signal there in a little over 4 minutes. There have been no new problems arising in the mission and everything looks successful. We expect the crew to be awakening at approximately 9 o'clock, but they will not be alerted. They will wake up on their own - at their own time and will announce their awakening to us and we'll be waiting for that sometime after 9:00 a.m. central daylight time. This is Skylab Control at 1 minute and 8 seconds after the hour.

END OF TAPE

SL-II MC-67/1  
Time: 05:00 CDT 21:00 GET  
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PAO This is Skylab Control at 10 hours Greenwich mean time. At the present time repressurization of the orbital workshop area is preceeding on schedule towards a completion about 12:49 Greenwich mean time. 2 hours and 50 minutes from now. Making the station ready for habitation before the crew wakes up sometime after 1400 Greenwich mean time. At this time the pressure indicator in that area are reading about 3.9 pounds per square inch. There are expected - The crew's expected to enter the workshop about 1600 Greenwich mean time, depending on crew wakeup. That's assuming they wake up after about 8 hours of sleep. Power usage during the final depressurization cycle in the orbital workshop has been relatively high and Flight Director Milton Windler has reduced the pitch of the space station to bring more direct sunlight on the ATM solar panels, thus increasing the charge levels of the seventeen batteries still operating aboard Skylab. Charger battery regulator module number 15, which ceased operations earlier in the mission continues to show no amperage and is apparently has a stuck relay that cannot be repaired by the crew. This inactive CBRM will cost an estimated 150 to 200 watts in power generation. Battery charge is relatively low, as electronic equipment is being operated to provide heat needed to warm oxygen as it is released into the workshop to prevent coolant temperatures from dropping. The reduction of pitchup to 45 degrees, which began about 5 minutes ago, will charge batteries, which should be at high levels before the crew begins activation later today. Temperatures in the water coolant loop that connects the suit umbilical system have been rising steadily after a very low pitch angle of about 25 degrees up was used during the preceeding night. At the present time the SUS coolant inlet temperature reads 37.3 degrees Fahrenheit, far above the freezing that caused concern for several days this past week. Estimated temperature in the food storage area is now at about 127 degrees and may be expected to rise 1 to 2 degrees before the crew enters. As a result of the lower pitch angle now being used to charge the ATM batteries. At the present time there have been no additional problems arising at the Skylab Mission Control Center. And we expect a change of shift at 7:00 this morning as Flight Director Milton Windler goes off and Flight Director Neil Hutchinson comes on. This is Skylab Mission Control Houston at 10 hours 2 minutes and 40 seconds, Greenwich mean time.

END OF TAPE

SL-II MC-68/1

Time: 06:00 a.m. CDT, 22:00 GET

5/26/73

PAO This is Skylab Control at 11 hours Greenwich mean time. At the present time all systems are still operating properly on the Skylab workshop and in the command module. The temperature right now in the cabin of the command module is 69.3 degrees and the pressure level in there is 4.95. We have continued to pressurize the orbital workshop. It is now past the 4 pound per square inch level, and will rise to 5 pounds per square inch in plenty of time for a crew wakeup and they're having no problems with any of those systems so far. The TACS consumable status right now is that we have 54.5 percent of the total amount of TACS gas originally carried still in the tank. Considerable amount of TACS gas was used last night but there still remains approximately 30 percent more than is required for all experiments and maneuvers throughout an eight month period. This is about 8 percent at this time - about 8 percent more than was expected in the flight plan so that there's a - there's fortunately a very large pad in this area so that we have plenty of TACS gas remaining. But there was quite a lot used last night during the maneuver. This is Skylab Control at 11 hours 1 minute and 16 seconds Greenwich mean time.

SL-II MC-69/1

Time: 07:00 a.m. CDT, 00:23:00 GET

5/26/73

PAO Skylab Control, Houston, at 1200 hours Greenwich mean time. The Skylab orbital assembly now traveling in an orbit of 239 nautical miles by 235 nautical miles, presently passing over the southeast portion of the Pacific Ocean. The next tracking station to acquire will be Texas, some 7 minutes from this time. The Skylab crew aboard the command module are still in their rest period. Wake-up time is presently somewhat open-handed; however, it should be around 9 o'clock central daylight time, or 1400 hours G.m.t. Also, the assignment of the Mission Control Center is being handled in much the same way. Flight Director Milt Windler's team is still on duty. However, it is expected that they will be replaced by the Neil Hutchinson team shortly. At 1200 hours G.m.t., this is Skylab Control, Houston.

END OF TAPE

SL-II MC70/1

Time: 08:00 a.m. CDT, 1:00:00:00 GET  
5/26/73

PAO Skylab Control, Houston, at 1300 hours Greenwich mean time. The Skylab orbital assembly presently in an orbit of 239 nautical miles by 235 nautical miles. Presently passing over the Indian Ocean on the 171st revolution for the Saturn workshop. Meanwhile, in Mission Control, the Neil Hutchinson team is beginning to arrive on the scene. Their team color is silver. Presently, discussions are centering on the activation checklist, which represents the procedures that the crew aboard Skylab will follow for entry into the workshop today. We're at 1300 hours 1 minute Greenwich mean time. This is Skylab Control, Houston.

SL-II MC-71/1

Time: 09:00 a.m. CDT, 1:00:60 GET  
5/26/73

PAO Skylab Control, Houston, at 1400 hours GMT. Skylab is presently in an orbit of 239 nautical miles by 235 nautical miles and under acquisition, at this time, by Newfoundland Tracking. The next station to acquire will be Madrid, in approximately 3 minutes. Meanwhile, in the Mission Control Center, Flight Director Neil Hutchinson continuing to go around the room consulting with his flight control team on the very detailed activation checklist, which the Skylab Crew will follow when they enter the workshop for parasol deployment later on today. Presently, no plans are laid on for a detailed analysis of the probe by the crew after it's removed for entry into the multiple docking adapter. And also, at this time, there is still no definite indication as to when Conrad, Weitz, and Kerwin will wake up to start their work day. We're at 14 hours 1 minute GMT; this is Skylab Control, Houston.

END OF TAPE

SL-II MC-72/1

Time: 09:05 a.m. CDT, 01:01:04 GET  
5/26/73

CC Skylab, Houston. Good morning.  
SC Hi there.  
CC How is it going this morning? You guys rest  
good?  
SC Yeah, we slept pretty good. We're just -  
we really just got up just a few seconds ago, and we'll try and put  
(cut out) and get with it.  
CC Okay.  
SC What friendly words did you all think  
about over the night?  
PAO Spacecraft Commander, Pete Conrad,  
talking with CAP COM, Henry Hartsfield, here in the Mission  
Control Center. Per an agreement, which was reached last night  
when the VERB 99 flashed up in the DSKY, the crew was saying  
they were ready to talk. We see VERB 99 now on the command  
module computer display.  
PAO Skylab Control, Houston. We have approxi-  
mately 5 minutes remaining on this Madrid pass; the next station  
to acquire will be Honeysuckle, and that's about 42 minutes from  
this time.  
SC Hey, Henry, where are we?  
CC You're over Madrid now.  
SC We thank you.  
PAO That was Paul Weitz chiming in to the  
conversation, asking for location - -  
CC Four more minutes on this pass.  
SC You got any big changes for us, or are  
we going to crap off on day 2 the way we got it figured?  
CC Yeah, Pete, we're working on it now.  
What we want to do is get together a package for you; try to  
have it either at Honeysuckle or stateside before we get going  
here. And we got a few changes for the activation checklist,  
and we're also going to have some questions for you on probe  
removal. We'd like to check a few things, before we pull that  
thing out, to help us in the troubleshooting. And the main thing  
is, we want to just kind of relax here a bit and get organized and  
start off on the right foot.  
SC Okay, very good. I was thinking about  
that probe, too. You know we did lose a little nut, but if  
you got another one of those around anywhere in the spacecraft,  
we could always rob it.  
CC Roger; copy.  
PAO About a minute away now from loss of -  
CC About 1 minute to LOS; we'll be picking  
you up at Honeysuckle at 00:50:00.  
SC Right. Honeysuckle at 00:50:00.  
PAO Skylab Control, Houston; 14 hours 12 min-  
utes G.m.t. We've had loss of signal with Madrid. Next sta-  
tion to acquire is Honeysuckle in approximately 37 minutes.

END OF TAPE

SL-II MC-73/1

Time: 09:48 a.m. CDT, 1:01:48 GET

5/26/73

PAO Skylab Control, Houston, at 14 hours 48 minutes Greenwich mean time. About a minute away now, from acquisition with Honeysuckle. This will be a very short pass, approximately 1 minute and 55 seconds in duration. We may or may not start passing to the crew the checklist change items for the activation. It will be a crew option. We'll stand by and monitor.

CC Skylab, Houston. ... Honeysuckle for a minute and a half.

SC We can't tell us much then, can you?

CC No, Pete, but I'll tell you what we've got here. We've got all the checklist changes put together in a little package. There's about 11 of them that should bring the activation checklist up to date. Rusty's working on the questions on the probe. And if you like, we'll hold that off to stateside. We're also planning a private conference before Madrid, which will be coming up at 00:40:00.

SC Okay. Whose the private with?

CC Okay. It'll be with the surgeon.

SC All righty.

SC If you could go ahead, maybe - -

Yeah, let me get an activation checklist of my dumps while I have just finished breakfast, and I'll copy some of this.

CC Okay. And the computer's yours, too.

SC Okay. How about battery A, has that got a good enough charge on it, yet?

CC Okay. We want to let it continue to charge.

And ah - We've only got about 15 seconds left here (static) at Goldstone, which is coming up at 00:18:00.

CC I'll repeat. Goldstone at 00:18:00.

SC Okay. Roger.

PAO Skylab Control, Houston, at 14 hours 52 minutes GMT. We've just had loss of signal with Honeysuckle. The next station to acquire over the States will be Goldstone, approximately 26 minutes from this time.

SL-II MC74/1

Time: 10:02 a.m. CDT, 1:02:02 GET

5/26/73

PAO Skylab Control Houston, at 15 hours 2 minutes Greenwich mean time. The private conversation referred to by CAP COM Henry Hartsfield during the up coming Madrid pass is the routinely scheduled surgeon crew conversation set up on a daily basis. A medical bulletin will be released later. We're at 15 hours 3 minutes Gmt. This is Skylab Control, Houston.

END OF TAPE



SL-II MC75/1

Time: 10:17 a.m. CDT, 1:02:17 GET  
5/26/73

PAO Skylab Control, Houston at 15 hours 17 minutes Greenwich mean time, approximately one minute away now from acquisition through Goldstone. The Skylab workshop presently in a orbit of 238.9 nautical miles by 235.1. During the stateside pass we expect checklist changes.

PAO Standing by now for Henry Hartsfield's call up to the crew.

CC Skylab Houston stateside for about 11 1/2 minutes.

SC Okay we're ready to copy. We've got the activation checklist open. Be advised that we've pressurized the tunnel and we had very little leakage on it last night, maybe a tenth of a psi. So we got a good tunnel and we're standing by for your word.

CC Roger. Copy. The first item is on page A-3, that's a little time line we put in the front of the checklist.

SC Up there that's mission day 2. Go ahead.  
CC Okay there is just a typo there on the M168 relocation. It gives you page 2-12; that really should be page 2-121.

SC Okay, whose column is that in?

CC SPT column.

SC Yeah, and it should be 2 dash what?

CC 2-121.

SC Okay. We got it.

CC Okay the next one is on page A-5.

SC Go ahead.

CC And the CDR column all the way at the bottom of the page the quiescent configuration - we just want to write a little note there Pete to the effect that do not configure panel 275 until all battery charging is complete.

SC Understand.

CC Okay. The next one is on page A-10.

SC Go ahead.

CC Okay step 6. The TV input station 320 should be 133. The same thing applies to step 7 that should be panel 133. Okay after step 10 we want to add a step 10-A that says VTR power switch on.

SC Okay.

CC And step 12, second line, that panel 320 should be 133. And in addition after VTR standby we want to add VTR power switch OFF.

SC We've got it.

CC Okay next one is on A-13.

SC Go ahead.

CC Okay. The first two lines up there should be changed to read connect CWG electrical harness to CCA.

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SC Okay.  
CC Okay. A-15. On the stowage location  
for 16 millimeter cassette takeup it should be VOX 524 instead  
of 527.  
SC Okay. Got that one.  
CC Okay now if you'll jump over in activa-  
tion checklist to page 2-18 -  
SC All right go ahead, E MEMORY DUMP?  
CC Roger. After the E MEMORY DUMP there  
we want a note to the effect that after guidance has given a  
GO on the E MEMORY DUMP, perform P06, program 06, CMC POWER  
DOWN and that's on page 2-78.  
SC Okay.  
CC Okay the next one is on page 2-29.  
SC Go ahead.  
CC Okay we want to delete the last line of  
step 2 which reads panel 311 pressure equalization valve  
OPEN, we want to leave it CLOSED.  
SC Okay.  
CC Okay. The next one is on page 2-42;  
these are the changes to your ATM panel configuration, com-  
mand changes, -  
SC Okay, go ahead.  
CC Okay about halfway down the lefthand  
side where it says mode talkback solar inertial it should be  
CMG.  
SC Roger.  
CC Okay, righthand side status word 2, counter  
1 indicator should be 0353.  
SC Okay.  
CC Status word 4, counter 2 should read  
1000.  
SC You cut out Hank. What was the (garble)  
switch.  
CC Okay, 1000. Did you copy?  
SC No. Say the checks both once again, Hank.  
CC One thousand, 1000.  
SC Okay.  
CC Okay on the rate gyro monitor Y should be  
3/1.  
SC Okay.  
CC Okay the next one is on page 2-43, right  
under the last item that we've got pinned in there about the  
hold for 25 seconds, we want to add EVA AUTO DOOR SWITCH to  
STORAGE.  
SC Okay.  
CC Okay the next one is on page 2-50.