

SL-II MC-88/2

Time: 1:34 p.m. CDT, 01:05:34 GET
5/26/73

SC And by the way, Houston, this is SPT. I
take it you didn't have any changes for me on page 2-38 for
addition.

CC That's affirmative; no changes there. And
if you want to clear that BATT VOLTS light, I guess you can
turn the charger and reg off - -

SC Okay.

CC - - and number 15 there.

SC Okay, (garble).

CC And, Joe, while you're there, do you have
any other talkbacks on the fire system that look like they
might be out of kilter?

SC CDR says the fire detection system checked
out 40.

CC Roger; copy.

CC Skylab, Houston. We're about 10 seconds
from LOS; we'll pick you up again over Bermuda at 45.

END OF TAPE

SL-II MC-89/1

Time: 13:45 p.m. CDT, 1:05:45 GET

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CC Skylab, Houston, through Mila for
10-1/2 minutes.
SC Gosh Houston, we're just (garble)
your checklist here.
CC I didn't copy that last. Would you
say again?
SC By gosh, we're just logging along
on the checklist here and we're gonna (garble) TDI sampling
in the OWS area after awhile.
CC Roger, copy and for - Joe if you
are still at the ATM console, we would like for you to stay
off the DAS. We're gonna - we think the reason that our
momentum is building up is we're a little bit out of plane
so we're gonna command a Z rotation.
SC Okay, you got it.
PAO This would be a pitch down of some
6 degrees; this maneuver coming up. ASCO will be the flight
controller putting in the command.
PAO Skylab Control, Houston, at 18 hours
and 48 minutes Greenwich mean time. We heard from commander
Pete Conrad reporting that they're moving well along on the
time line. Paul Weitz has been inside the workshop. He
gave a very good description of the temperature inside.
CC Skylab to the CDR.
SC Houston, SPT.
CC Go SPT.
SPT Roger, I'm not sure if it's okay for
me to go ahead with pages 2-42 and 2-43 or not with what
you guys are doing.
CC Stand by.
CC Okay Joe, the DAS is yours and also
we got a little message for the CDR.
SC Go ahead and I'll relay.
CC Okay, we goofed up a while ago and
didn't beat the quiscient checklist against our power
down on the panel 226, so next time Pete goes up there we'd
like for him to go to 226 and turn O2 heater number 2, 100
watt, close the main B circuit breaker.
SC Okay.
PAO That last comment refers to the heater
configuration aboard the command and service module.
SC Okay, Houston that was 100 watt O2 heater
2 MAIN B. Right?
CC That is affirmative.
SC It's on.
CC Thank you sir.
CC Skylab, Houston, we're about 1 minute
from LOS. We'll be picking up Ascension at 02.

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PAO Skylab Control Houston, we've had
loss of signal with Bermuda. Ascension will be acquired
by Skylab in approximately 6 minutes. We're now at 18 hours
56 minutes Greenwich mean time, this is Skylab Control Houston.

SL-II MC90/1

Time: 1:58 p.m. CDT, 1:05:58 GET
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PAO Skylab Control, Houston, at 19 hours and
1 minute Greenwich mean time, less than a minute away now
from acquisition through Ascension. This should be a long
pass over the Ascension station, somewhere in excess of
10 minutes.

CC Skylab, Houston through Ascension for
11 minutes.

SC Roger, Houston; SPT. Over.

CC Roger. Go ahead.

SC Okay. In rolling the canister to unlock
the GSE nitrogen purge fitting, the initial roll position was
minus 1440 instead of 1350 per the checklist. I thought about
it and went ahead and did the procedure and it appeared to
work very well. I then deployed the scan spec mirror to the
unlock position per the red line checklist. And looked at
the DAS counter 2 scan spec mirror position; it read 6901,
which is garbage. I just thought I'd pass that along for
evaluation and reassurance.

CC Roger. Copy.

SC I think it's because I don't have the
experiment powered up yet.

CC That is affirmative. That's the reason,
Joe.

SC Okay, and I'm about to sample TDI through
the aft hatch.

CC Roger. Copy.

PAO Joe Kerwin reporting he's getting ready
to sample the TDI through the aft airlock module hatch.

CC Skylab, Houston. We're going to be starting
a pitch maneuver here shortly to get you 6 degrees more
into the Sun for power, and we'd like you to stay clear of
the DAS.

CC Skylab, Houston. Did you copy, reference
the DAS?

SC No. Say again.

CC Roger. We're going to be commanding a
maneuver in pitch, and we'd like to keep the DAS free.

SC Okay, it is. Joe is in sampling the
workshop air right now.

CC Roger. Copy.

SC CDR is taking out the launch pins for
the film vault, and the PLT is in the midst of his - getting
ready for water separator (garble) wetting.

CC Roger. Copy.

CC Skylab, Houston. The DAS is yours.

SC GARBLE.

PAO Skylab Control, Houston; 19 hours 7 minutes
Greenwich mean time. Science Pilot Joe Kerwin has been into

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the workshop taking samples. The crew moving well along in compliance with their time lines at this point.

END OF TAPE

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Time: 2:00 p.m. CDT, 01:06:10 GET
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CC Skylab, Houston.

CC Skylab, Houston.

CC Skylab, Houston. (static) and set it at
19:21. It's just past 19:21 and it looks like you're GO for
(static).

CC Skylab, Houston.

PAO Skylab Control, Houston. We've just gone
out of acquisition range with Ascension. The next station to
acquire will be Carnarvon, some 22 minutes from this time.
The last message passed by Henry Hartsfield, which may or
may not have been heard by the crew, was a request to command
reset for a roll maneuver. Since we have been experiencing
some drift in attitudes, and to do this via the control
moment gyros versus the attitude thrusters would be highly
desirable from the mission point-of-view. We're at 19 hours
14 minutes Greenwich mean time, this is Skylab Control,
Houston.

END OF TAPE

SL-II MC-92/1

Time: 2:26 p.m. CDT, 01:06:26 GET
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PAO Skylab Control, Houston, at 19 hours 26 min-
utes Greenwich mean time, and 2:25 p.m. central daylight time.
One point of clarification, when Paul Weitz first entered the
orbital workshop, he was wearing a mask and was observed by
Science Pilot, Joe Kerwin, during this time, through the hatch
while he, too, was wearing a mask. The TDI CO sampling, which
was done following this, took place through the aft airlock
module hatch with no crewmember inside the orbital workshop.
This is Skylab Control, Houston.

END OF TAPE

SL-II MC-93/1

Time: 2:34 p.m. CDT, 01:06:34 GET
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PAO This is Skylab Control at 19:34 Greenwich mean time, 30 seconds out from the Carnarvon, Australia, Tracking Station. A pass that will last about 10 minutes and 40 seconds. A short hop across West Irian and to the Guam tracking coverage. We should have acquisition at this time; we'll stand by for CAP COM's call.

SC Skylab, Houston through Carnarvon for 10 minutes.

CC Skylab, Houston. Do you have anything to report on the TDI sniff?

SC It's cooking. It's time (garble), Houston, and so far it doesn't look like anything, but we'll let it run its full (garble).

CC Roger; copy. And for the SPT, we just dug out some info and learned that the canister was launched with a roll of 14 30. So the reading he got was right on the money.

SC Okay. He's nodding his head, and if you're looking at the data, you may have just seen a note to (garble) the command module. We activated the water system again so that we could get some chow.

CC Roger; copy. And to help our pyro situation, I guess we'd like to get the OWS entry lights turned off there in the aft lock here while we're eating lunch - after you complete the sniff.

SC Okay, we'll get that as soon as we're done testing for TDI. I though I turned them off when I came out, Hank.

CC Okay, you may have. Yeah, he did.

SC If you think I'm not power conscious here, I thought I'd thought about it, and you guys caught me. And I have something else for you on the corner space tank dump system. (Garble) heaters when you're ready to listen.

CC Okay, go ahead.

SC Turn to procedure on page - wait until I find the page.

CC And we'd like for you to keep clear of the DAS for the next few minutes.

SC I'm within 3 feet of it. That won't hurt it, will it?

CC That'll be safe enough.

SC On page 119, Henry, he's preping for this - You ready to listen to me? You were talking about something else to somebody else.

CC Go ahead.

SC Okay. Anyway, apparently, on our corner space tank, it appears that the secondary vent heater did not work. I turned it on, and the light came on, and I came back

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and checked it about 20 minutes later. The temperature was reading zero. I cycled the circuit breaker. The light went out and came back on. I went to primary, and afterwhile its temperature came right on up. So I went ahead and did that dump, using the primary system. You might think about it and see what other readings you have on the ground, if any, and let us know.

CC

Roger; we copy.

SC

Also, I don't know, but I turned that heater off about 10 minutes ago, after having dumped through it, and the temperature is still pegged high, in excess of 150.

CC

Roger; we copy.

CC

Skylab, the DAS is yours.

CC

Skylab, Houston. For info, we're going to

be sending up via teleprint, hopefully prior to the stateside pass, some mod's to the parasol deployment checklist; so you'll have time to browse them over before you have to do it.

SC

Okay.

CC

Skylab, Houston. One minute to LOS; Guam

at 49.

SC

Okay. Stand by for the TDI results.

CC

Okay.

SC

TDI level's okay. There's no discernable

change in color.

CC

Roger; copy. That's good news.

SC

Smells kind of funny in there, though.

Smells like hot metal for some reason.

CC

Roger.

SC

Or it's from this vent on.

CC

Smell anything like butterscotch pudding?

PAO

This is Skylab Control. We've had loss

of signal through the Carnarvon, Australia, Tracking Station. About 2-1/2 minutes to Guam. We'll leave this circuit up for that small jump across to the Guam station. At 19:46 Zulu and standing by, this is Skylab Control.

END OF TAPE

SL-II MC94/1

Time: 2:47 p.m. CDT, 1:06:47 GET
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CC Skylab, Houston through Guam for
9 minutes.
SC Roger, Houston.
SC Roger. We'll have some (garble) results
for you in a couple or 3 minutes.
CC Okay. Standing by.
SC Hello, Houston.
CC Roger. Go ahead.
SC Okay. No detectable CO, according to
our tester in the workshop.
CC Roger. Copy.
SC We're going to close the hatch again
and eagerly awaiting your GO for entry.
CC Roger.
SC You want me to turn on those other
three spare, other four fans, Hank, or just let her run on
eight.
CC Stand by 1.
CC Okay, Paul. We'd like to just leave
it like it is now, and you can turn out the lights and go
on about your business.
SC Okay. That's complete; the lights are
out, and Joe's securing the airlock aft hatch, right
now.
SC And we're going to leave the airlock
forward hatch open. Consider the airlock is - the walk
compartment of the airlock is usable and livable.
CC Roger. We concur.
SC Hey, Henry. I've got one more question
for the ECS guys.
CC Okay. Go ahead.
SC Okay. I don't want to waste going
through one of these water separator plate wetting deals. The
dewpoint right now is 36 degrees. Is it going to do me
any good to wet the plates now and put them in?
CC Stand by 1.
SC Okay.

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CC Standby one.

SC Okay.

CC Skylab, Houston. For Paul - well we'll go ahead and delay doing that right now. Looks like it's going to be quite awhile before we need the things. If it turns out that we do need them, it looks like the SPT may have some free time later to say it.

SC Yeah, okay. That's just a rather lengthy procedure and I didn't want to waste time doing it twice, that's all Hank.

CC Okay, and we got about 1 minute to LOS so we'll be coming up at Goldstone at 14.

SC Roger.

SC (garble) around here. Hey, something else for them to think about is since we got a late start we got about 2 hours and 45 minutes left to go in the bake out of bed 1. You ought to ask Vick what they want to do about bake out of bed 2.

CC Roger, copy.

SC Well, why don't we do it tonight or put it off until tomorrow morning on that one?

PAO This is Skylab Control. 19:59 Greenwich mean time. Loss of signal out of the Guam station. 14 minutes and a half until acquisition at Goldstone station in the Mojave Desert in California and a fairly lengthy stateside pass through most of the stations. During this just completed pass over Guam, Paul Weitz reported that there has been no change in the TDI level in the workshop. The sensor still came out white. He did comment that it smells like hot metal. OWS pressure holding now at 5.1 pounds. Weitz also reported that there's no detectable carbon monoxide in the workshop. And as they prepare for their lunch meal the crew will close off the workshop but consider the airlock module as a habitable area for the time being until activation of the workshop itself is complete. Currently the Skylab cluster is in an orbit measuring 235.1 nautical miles at Perigee, and 239.2 nautical miles at Apogee. Orbital period 1 hour 33 minutes and 22 seconds. At 20:01 Greenwich mean time, this is Skylab Control.

END OF TAPE

SL-II MC-96/1

Time: 15:13 p.m. CDT, 1:07:13 GET
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PAO This is Skylab Control; 20:13 Greenwich mean time, which translates out to 3:13 central daylight time; 44 seconds now from a good solid state-side pass. We've got a LOS, now.

CC That's affirmative. It looks like you ought to be coming right up, or near, Seattle.

SC Okay. Mr. Weitz just recognized the world?

SC Oh yeah. And we'd like you to pass along to the Principal Investigator of ah - -

SC Pardon me, (chuckle) to Don Lind, that his experiment is in super shape.

CC Roger; copy.

SC We can see it out the window.

CC Skylab, Houston (garble) you notice any lights changing down on your CBRMs. We're managing 5 and 6. Because of the attitude, we're having trouble getting the batteries charged. So, we're just kinda switching them around. So, that would explain any lights that you see on those 2.

SC Roger, Houston.

SC Say, Houston, you with us?

CC That's affirmative.

SC We're getting ready to eat lunch. Waiting for your GO to go on into the workshop and it's my - contamination goes on any one of these 4 STS windows. They are just as clean as a whistle. They're as clean windows as I've ever seen in a spacecraft.

CC Roger; copy.

CC CDR, Houston. You're GO for entering OWS and the modifications of procedure should be coming up shortly.

SC Okay. We're going to go eat. It's kinda hard to get away from the windows, especially for the new boys.

CC Roger.

SC The Pacific Northwest is really something. Right now, we're over what appears to be a fairly major weather system with pretty good overcast clouds in the Montana, Dakotas region.

CC Roger; copy.

CC And for info, we're also going to be doing another CMG reset at 2:08, a nominal (garble).

SC Roger. We'll wait for all the clang, bang and the bells to ring.

SC Also, Hank, not having spent any great time at 237 nautical miles, why we passed some familiar landmarks like NAS Whimpy and a couple of other airfields. And we can see those runways pretty good. So, hopefully we'll do pretty