Apollo 11 Highlights
Day 8

ARMSTRONG Good evening. This is the Commander of Apollo 11. A hundred years ago, Jules Verne wrote a book about a voyage to the moon. His spaceship, Columbia, took off from Florida and landed in the Pacific Ocean after completing a trip to the moon. It seems appropriate to us to share with you some of the reflections of the crew as the modern day Columbia completes its rendezvous with the planet Earth in the same Pacific Ocean tomorrow. First, Mike Collins.

COLLINS Roger. This trip of ours to the moon may have looked to you simple or easy. I'd like to say that that has not been a game. The Saturn V rocket which put us into orbit is an incredibly complicated piece of machinery, every piece of which worked flawlessly. This computer up above my head has a 38,000 word vocabulary, each word of which has been very carefully chosen to be of the utmost value to us, the crew. This switch which I have in my hand now has over 300 counterparts in the command module alone. There is one single switch designed. In addition to that, there are myriads of circuit breakers, levers, rods, and other associated controls. The SPS engine, our large rocket engine on the AFT end of our service module, must have performed flawlessly or we would have been stranded in lunar orbit. The parachutes up above my head must work perfectly tomorrow or we will plummet into the ocean. We have always had confidence that all this equipment will work and work properly, and we continue to have confidence that it will do so for the remainder of the flight. All this is possible only through the blood, sweat, and tears of a number of people. First the American workmen, who put these pieces of machinery together in the factory. Second, the painstaking work done by the various test teams during the assembly and retest after assembly. And finally, the people at the Manned Spacecraft Center, both in management, in mission planning, in flight control, and last, but not least in crew training. This operation is somewhat like the periscope of a submarine. Ail you see is the three of us, but beneath the surface are thousands and thousands of others. To all those, I would like to say thank you very much.

CAPCOM 11, this is Houston. We're getting a good picture of Buzz now, but no voice modulation. And would you open up the F-stop on the TV camera, try 22, please? That appears to be a lot better now. We're still not receiving Buzz's audio.

ALDRIN Good evening. I'd like to discuss with you a few of the more symbolic aspects of the flight of our mission, Apollo 11. As we've been discussing the events that have taken place in the past 2 or 3 days here on board our spacecraft, we've come to the conclusion that this has been far more than 3 men on a voyage to the moon, more still than the efforts of a government and industry team, more even than the efforts of one nation. We feel that this stands as a symbol of the insatiable curiosity of all mankind to explore the unknown. Neil's statement the other day upon first setting foot on the surface of the moon, "this is a small step for a man, but a great leap for mankind," I believe sums up these feelings very nicely. We accepted the challenge of going to the

moon. The acceptance of this challenge was inevitable. The relative ease with which we carried out our mission, I believe, is a tribute to the timeliness of that acceptance. Today, I feel we're fully capable of accepting expanded roles in the exploration of space. In retrospect, we have all been particularly pleased with the call signs that we very laboriously chose for our spacecraft, Columbia and Eagle. We've been particularly pleased with the emblem of our flight. Depicting the US eagle, bringing the universal symbol of peace from the Earth, from the planet Earth to the moon, that symbol being the olive branch. It was our overall crew choice to deposit a replica of this symbol on the moon. Personally, in reflecting the events of the past several days, a verse from Psalms comes to mind to me. "When I considered the heavens, the work of Thy fingers, the moon and the stars which Thou hast ordained, what is man that Thou art mindful of Him."

ARMSTRONG The responsibility for this flight lies first with, history and with the giants of science who have preceded this effort. Next to the American people, who have through their will, indicated their desire. Next to four administrations and their congresses, for implementing that will, and then to the agency and industry teams that built our spacecraft, the Saturn, the Columbia, the Eagle, and the little EMU, the spacesuit and back pack that was our small spacecraft out on the lunar surface. We would like to give a special thanks to all those Americans who built those spacecrafts, did the construction, the design, the tests, and put their, their hearts and all their abilities into those crafts. To those people, tonight we give a special thank you, and to all the other people that are listening and watching tonight, God Bless you. Good night from Apollo 11.

PAO This is Apollo Control, 179 hours 9 minutes Ground Elapsed Time. During the past half hour there have been some exchanges between the spacecraft communicator Bruce McCandless here in Mission Control and the crew of Apollo 11. One item they're trying to sort out and troubleshoot some difficulties with the biomedical sensors attached to the chest of Command Module Pilot Mike Collins. Let's play back the accumulated tape and hopefully by the time it's ended, we will have picked up communications again and we'll rejoin the conversation live. Roll tape please.

SC Houston, Apollo 11.

CAPCOM Apollo 11, this is Houston. Over.

SC Roger, I was in a thruster firing activity. We're about ready to crank up PTC if you are.

CAPCOM Roger, go ahead.

SC Okay, thank you.

COMMTECH Go ahead.

CAPCOM Apollo 11, this is Houston. Over.

SC Go ahead, Houston.

CAPCOM 11, we'd like you to shift to an OMNI antenna configuration at the present time. We're requesting the S-band antenna OMNI switch to Bravo and S-band antenna OMNI switch to OMNI. The high gain antenna track in MANUAL, pitch minus 50, yaw 270. Over.

SC Roger. I'll do that right now.

CAPCOM Roger, and if Mike has a minute, we'd like to do a little bit of troubleshooting. It seems that he's either flat-chested or something because we've lost respiration rate on the biomed telemetry. That is, the ZPN trace down here is flat.

SC He was shaving a little bit ago. He might not be finished. Hold on one.

SC The whole blasted wires are connected is all I know.

CAPCOM Okay, Mike. We had a request that you disconnect the yellow connector from the signal conditioner and verify that it looks okay, reconnect it and then if you would check the two electrodes that is placed one on each side of your lower ribcage. Over.

SC Okay, there's a smile on Charles Worth's face now.

CAPCOM Cliff is not on right now. Gene Kranz just relieved him a few minutes ago.

SC Roger that.

SC All those wires and things look all right here.

CAPCOM Roger, Mike. We could see variations on our traces. You've connected and disconnected, but the medics still don't have a signal. Looks like you're sending us a message of some sort.

SC Well, I promise to let you know if I stop breathing.

CAPCOM Apollo 11, Apollo 11, this is Houston broadcasting in the blind. Request OMNI BRAVO. Request OMNI BRAVO. Over.

CAPCOM Apollo 11, this is Houston. Communication reestablished.

SC (Garbled)

CAPCOM Apollo 11, this is Houston. Will you confirm you're in OMNI BRAVO? Over.

SC Okay, that ought to give it to you.

CAPCOM Roger. Out.

CAPCOM Apollo 11, this is Houston. Mike, we're still getting a flat trace on you for the impedance anemograph. Before you turn in this evening you might try putting some fresh paste in the sensors and if that doesn't work the medics have agreed to forget about it. Over.

SC Mike is out of the loop right now. I'll convey him the message.

CAPCOM Okay, thank you.

SC Houston, Apollo 11. Say again.

CAPCOM Roger, Mike. The trace on your respiration rate is still flat. If you have time this evening before turning in, we would suggest that you try putting some fresh paste in the two electrodes that go on the side of your lower rib cage, and if that doesn't work just give up on it.

SC Out.

PAO This is Apollo Control. Columbia now 85,198 nautical miles out from earth, approaching earth at a velocity of 6443 feet per second. Still standing by for resumption of air to ground communications which may be difficult in as much as CAPCOM is leaving the room. We'll continue to monitor air to ground as the crew prepares for their pre-sleep checklists, sets up the passive thermal control mode and sacks out for about a 10-hour rest period in preparation for tomorrow's entry and subsequent recovery in the mid-Pacific aboard the carrier Hornet now hove-to on the aiming point or near the aiming point. Standing by at 179 hours, 27 minutes Ground Elapsed Time, this is Apollo Control.

PAO This is Apollo Control. 180 hours 25 minutes ground elapsed time. We have some 4 minutes accumulated tape in recent transmission between Columbia and the ground. We'll roll these tapes at this time.

SC (sound of train)

CAPCOM Hey 11, this is Houston. You might tell Buzz not to exercise quite so strenuously. Over.

SC What's the problem?

CAPCOM Say again.

SC What's the problem?

CAPCOM Okay, that's one on us. 11, Houston. Seriously, that comment was just aimed at your musical selection.

SC Okay. (sound of train) Come on, Neil, not so fast. (sound of train) You have an ergometer up here.

CAPCOM What was that? Realtime exercise?

SC Just trying to be your ergometer.

CAPCOM Roger.

CAPCOM Apollo 11, this is Houston. Over.

SC Go ahead, Houston.

CAPCOM We'd like to know what your plans are as far as turning in this evening. In our flight plan we show you coming up to a rest period at about 182 hours and what are you planning to do on that? We're going to be watching the weather here and we expect to have an update on the weather, I guess, in about half hour or 45 minutes to pass to you. Over.

SC We're going to probably stick with the flight plan pretty much. We are going to check the flights in the northwest corner of the US and southwest corner of Canada, if we can see up that high in the northern hemisphere. Other than that, we'll be on the flight plan.

CAPCOM Roger. For your information, the laser from McDonald Observatory in West Texas will be up from about 181 hours and 30 minutes, on for 1 hour. You should be able to spot the Earth out of the number 1 window every time you pass roll 357 degrees and I add, of course, you're in West Texas. Over.

SC Okay, thank you. How about the number 5 window?

CAPCOM Stand by a minute.

CAPCOM Roger. For the number 5 window. That'll be every time you pass 2230 degrees in roll. Over.

SC Beautiful. Thank you. You guys are on your toes down there.

CAPCOM Roger.

SC You have a new, new star chart. You must have a new, new star chart, huh?

CAPCOM Oh, we got a fresh, fresh FAO, here.

CAPCOM Honeysuckle, Houston. Contact net 1 voice check.

HSK Honeysuckle, read you loud and clear.

CAPCOM Roger. Read you the same.

SC Houston, Apollo 11. How much longer do you want to keep charging battery B?

CAPCOM 11, this is Houston. Nominally we're looking for about another hour and a half, but what we'd like to do is continue charging until shortly before you turn in for the night. Over.

SC That'll be fine. Are you going to want to charge A again at all?

CAPCOM Negative, 11.

SC Okay.

CAPCOM Eleven, this is Houston. About 180:45, we'll be handing over from Goldstone to Honeysuckle and I'm handing over to Charlie. See you when you get back, over.

SC Okay, Bruce, good night, thank you.

SC Thank you very much, Bruce, it's been a pleasure working with you.

CAPCOM Have a nice trip down.

PAO This is Apollo Control. The weird noise has been reported by network controllers as not being on the downlink from the spacecraft. Now it's stopped. Let's leave the circuit open here in the period prior to the time the crew goes to sleep and monitor the air ground circuit.

PAO This is Apollo Control. We've been standing by now for quite some time for resumption of communications but apparently no one is saying anything tonight. Apollo 11 now 78,134 nautical miles out from Earth approaching at 6785 feet per second. And at 181 hours 17 minutes Ground Elapsed Time. This is Apollo Control.

FAO This is Apollo Control. We've had one brief communication from Apollo 11. Spacecraft Communicator Bruce McCandless is out of the room. The Assistant Flight Director Chuck Lewis went down to the console to talk. Let's play that tape back and rejoin live when the conversation picks up again.

SC Houston, Apollo 11. Over.

CAPCOM Apollo 11, go ahead.

SC Roger, Houston. For retro I have the anticipated location of all the entries stowage and I suggest you pull out the entry checklist and we'll go through *t*hose maps in the front of it.

CAPCOM Apollo 11, Houston. Could you stand by just a few minutes? Charlie and flight are out getting a weather briefing. They're be back shortly.

SC Say again?

CAPCOM Say again?

SC Is this Owen?

CAPCOM No, It's Chuck Lewis. Charlie Duke is out with flight getting a weather briefing right now.

SC Okay. They're out drinking coffee, I know.

CAPCOM They'll be back momentarily.

PAO I stand corrected. That's Charlie Duke on the CAPCOM slot. Bruce McCandless in the last half hour has been relieved. Charlie is likely to respond. Now he's putting on his headset. We'll listen in.

CAPCOM Hello Apollo 11, Houston. Over.

SC Roger, Houston, Apollo 11. Did you get the word on the entry checklist?

CAPCOM Roger, Mike. We sure did. We're ready to talk about it, if you are. Over.

SC I think the quickest thing is go through page by page, the first part of the entry checklist where it has a map. Starting on the page with compartment L2 and L3. Are you with me?

CAPCOM Roger. With you.

SC Okay. L2 is as shown. L3 is as shown, there is about half the food remaining in L3.

CAPCOM Roger.

SC Where it says "and note" the CMP PGA is located in the L-shaped bag with the other 2 PGAs. The LM shield was jettisoned with the, correction, the CMP's helmet shield was jettisoned with the LM and his helm*et* and gloves instead of being in the sleep restraint are in the hatch bags.

CAPCOM Okay. Let's see now. Your PGA is in the L-shape bag with the other two PGAs and your helmet and gloves are in the L-shape bag instead of the sleep restraint.

SC The helmet and gloves are in the hatch bag, the great big bag that's underneath the left hand couch that you put the hatch in.

CAPCOM Rog. I thought I, that's what I copied. Okay. Go ahead.

SC Okay, the next page is identical except nitpicking point. At R 1 we got the entry check list. Other than that it is identical and the third page has got some changes.

CAPCOM Go ahead.

SC In A 1, are you with me? I'm over there in compartment A 1.

CAPCOM Go ahead, Mike, over.

SC In compartment A 1, the 16 millimeter magazine will be located in window number 04 instead of 05. Tissue dispensers, there's only one of them left. In compartment U 3 the 16 millimeter bracket is on window 04 and the PGA bag add the CMPs PGA plus add 2 LPGs. In compartment A 8, delete 2 LPGs, add 1 TPK making a total of 4 and add 10 pounds of LM miscellaneous equipment. We told you 5 the other day. We think 10 is probably closer. Over.

CAPCOM Copy.

SC That's all the changes on that page. Ready for the next page?

CAPCOM Rog, go ahead, Mike.

SC On your next page in compartment B 1, we estimate about 15 percent of that food is remaining. In B 2 we took PPK and put trash in it. In B 3 the 16 millimeter cable, the 18 millimeter lens and the right angle mirror are on window number 04 and that's, that brings you all up-to-date.

CAPCOM Roger, how about the levers, Mike? Where did you put those, over?

SC They're in the hatch bag.

CAPCOM Roger. Standby, our only concern, 11, is with the stuff you got in the hatch bag. That's pretty big bulk between you and AA and we'd like to talk about moving that over to the sleep restraint. If you will standby I'll verify that, over.

SC Okay.

CAPCOM 11, Houston. Our recommendation on the gear you got in the helmet bag, correction the hatch kit bag, would be to remove that stuff and put it in the sleep restraint on the right couch. The reason is that the hatch bag traps are only configured for zero *g* and it is a pretty difficult job getting it latched down. With the gear in the sleep restraint, it's a pretty standard latch down procedure and you could also use the beta cord that you have onboard. You concur? Over.

SC Yah, we'll look at it Charlie, and let you know.

CAPCOM Roger, and I got a couple of other things, Mike. We need to terminate battery B charge at this time and also the weather is clobbering in at our targeted landing point due to scattered thunderstorms. We don't want to tangle with one of those so we are going to move the - your aim point up-range, correction, it will be downrange, to target for 1500 nautical mile entry so we can guarantee uplift control. The new coordinates are 13 degrees, 19 minutes north, 169 10 minutes west. The weather in that area is super. We got 2,000 scattered, 8,000 scattered with 10 miles visibility and 6 foot seas and the Hornet is sitting in great position to get to that targeted position, over.

PAO This is Apollo Control. To recap briefly the conversation a few moments ago between Charlie Duke and the crew of Columbia. Because of forecast thunderstorms in the prime recovery area in the mid-pacific for tomorrow the Apollo Spacecraft's lifting capabilities will be used to stretch the entry path some 215 nautical miles farther down range toward Hawaii to a new landing point or aiming point with the very rough preliminary coordinates of 13 degrees 19 minutes north by 169 degrees 10 minutes west. These numbers will be refined through the night as the retrofire officer exercises the computer and comes up with more definitive numbers. These will be passed on as they are available. Apollo 11 now 75,951 nautical miles out from Earth approaching at 6999 feet per second. At 181 hours 50 minutes and standing by on the air ground circuit this is Apollo Control.

CAPCOM Apollo 11, Houston, some of the general last minute updates here. On the entry, we had told you on the camera to set it at 50 feet. It turns out the biggest number on the camera is 25 feet so just set it at infinity, over.

CAPCOM Hello, Apollo 11, Houston. We're ready to put you to bed and say good night if you give us your crew status report and verify that you chased out the $C0_2$ canister a moment ago. Over.

SC Stand by.

SC Okay, Charlie. Crew status report follows. CDR 11023, CMP 10025, LMP 09027. Canister change complete.

CAPCOM Roger. Thank you very much there.

SC No medication.

CAPCOM Roger. Thank you. Could you give us the onboard readout, please, sir?

SC Stand by. Okay, Bat C 37, Pyro Bat A 37, Bat B 37, RCS A 51, D 63, C 62, D 58.

CAPCOM Roger. Copy. Thank you much.

CAPCOM Apollo 11, Houston. It's good night from the white team for the last time. We'll be off when you wake up in the morning. It's been a pleasure working with you guys. It was a beautiful show from all three of you. We appreciate it very much and we'll see you when you get out of the LRL. Over.

SC Okay, Charlie, thanks to you and all the white team for a great job done there all the way through. Thank you.

SC Outstanding.

SC Thank you very much, Charlie. Thanks.

CAPCOM Thanks to you guys, too.

CAPCOM 11, Houston. Mike, you get your chance at landing tomorrow. No go around.

SC Roger. You're going to let me land closer to Hawaii, too, aren't you?

CAPCOM That's right, sir.

PAO This is Apollo Control. All good nights having been said, the crew of Apollo 11 is now preparing to get their 10 hours rest and their last night in space. Here in the Control Center one of the 10 by 10 Eidophor television projectors, a drawing has been projected on the screen ribbing Capcom Charlie Duke for his slight error yesterday on the television pass where he mistook the moon for Earth. It has the spacecraft midway

between the moon and Earth and it says, "Neil, I just spotted a continent on the moon. Charlie, the camera's on the Earth now." Apollo 11 now 74,906 nautical miles out from Earth approaching at 6954 feet per second. And at 182 hours, 6 minutes Ground Elapsed Time, this is Apollo Control.

PAO This is Apollo Control. 182 hours 10 minutes ground elapsed time. We thought that was all the air-to-ground for tonight prior to the crew going to sleep, but just a few moments ago, there was a brief exchange reporting to Apollo 11 crew that the McDonald Observation in far West Texas had the spacecraft in their telescope field of view. Let's roll that tape now and then shut it down again.

CAPCOM 11, Houston. We got some word just a moment ago that the McDonald Observatory is, said they had picked up the spacecraft in their telescope. Over.

SC Outstanding. We have been looking for their laser for - but haven't had much luck yet.

CAPCOM Roger. We'll pass it on to them, Neil. Thank you.

PAO This is Apollo Control. That completes the very brief exchange of a few moments ago. At 182 hours 11 minutes Ground Elapsed Time, this is Apollo Control.

PAO This is Apollo Control, 183 hours, 25 minutes Ground Elapsed Time. Columbia spacecraft, now 69,520 nautical miles out from earth approaching 6-, as you were, 7,262 feet per second. Crew now in their rest period, started their sleep period a little over an hour ago. To reiterate the change in landing point, this is a weather avoidance situation where thunderstorms are forecast for the aiming point, the original aiming point in the mid-Pacific**.** Therefore, after the normal entry interface the lifting characteristics of the Apollo Command Module will be used to extend the entry range some 250 nautical miles farther down range toward Hawaii to a preliminary aiming point, that is the aiming point may shift around between now and entry which is some 11 hours, 36 minutes from now. But at any rate the aiming point as calculated now is some 13 degrees 19 minutes north latitude by 169 degrees 10 minutes west longitude. The preliminary time of drogue decline is 195 hours, 12 minutes. As you were, yes, 195 hours, I2 minutes, 4 seconds and the net extension over the earlier splash time is something like 40 seconds. At 183 hours, 27 minutes Ground Elapsed Time. This is Apollo Control.

PAO This is Apollo Control at 185 hours 29 minutes Ground Elapsed Time. 9 hours 33 minutes until entry. Crew is still asleep at this time, scheduled to wake up at 189 hours Ground Elapsed Time, some 3½ hours from now. We've had no word from the crew since the scheduled sleep period began. Apollo 11 now 61,034 nautical miles out from the Earth and velocity of 7815 feet per second. At 185 hours 30 minutes Ground Elapsed Time. This fs Apollo Control.

PAO This is Apollo Control 186 hours 28 minutes Ground Elapsed Time. 8 hours 35 minutes to entry. Crew of Columbia still asleep at this time. Some 2½ hours away from wakeup time at 189 hours Ground Elapsed Time. Because of weather avoidance in the prime recovery zone in the mid-Pacific, southwest of Hawaii, it has been decided some time ago to shift the landing point or aiming point some 215 nautical miles downrange from the pre-mission aiming point. And all the numbers concerned with entry and post-entry events have been generated and we shall forward them at this time. Pencils ready? Command Module-Service Module separation, 94:48:07 Ground Elapsed Time, 11:20:08 Central Daylight Time; entry interphase, that's 400 000 feet above the Earth's surface, Ground Elapsed Time 195:03:07, 11:35:08 Central Daylight Time; begin blackout, 195:03:25 Ground Elapsed Time, 11:35:26 Central Daylight Time; 05G, 195:03:35 GET, 11:35:36 CDT; end of blackout, 195:06:56 GET, 11:38:57 CDT; drogue parachutes deploy, 195:12:04 GET, 11:44:05 CDT; main chutes deploy, 195:12:52, 11:44:53 CDT; touchdown, 195:17:49 GET, 11:49:50 CDT. Maximum G-loading to be pulled during the entry phase will be 6.12 Gs. Entry velocity, that's at entry interphase of 400,000 feet, will be 36,194 feet per second. Flight path angle, minus 6.5 degrees. Aiming point location, 13 degrees 19 minutes north latitude, 169 degrees 09 minutes west longitude. At 186 hours 32 minutes Ground Elapsed Time, this is Apollo Control.

PAO This is Apollo control 187 hours, 28 minutes ground elapsed time. 7 hours, 34 minutes to entry. Flight surgeon Ken Beers reports that all three crew members are sleeping soundly at this time. Their sleep period will and probably at 189 hours although they may sleep an additional hour to 190 hours. Spacecraft being tracked now through the Guam station. A line projected out from Earth to what is called a sub-satellite point or a point directly under the spacecraft would put it over dead center of Australia. At 187 hours, 29 minutes Ground Elapsed Time, this is Apollo control.

PAO This is Apollo Control 188 hours, 28 minutes Ground Elapse Time. Apollo 11 now 46,254 nautical miles out from Earth. Velocity continuing to increase, now 9081 feet per second. There will be a dramatic increase in velocity as the spacecraft gets closer in. Here in Mission Control Center the entry team headed up by Flight Director Milt Windler is beginning to come aboard. Hand over in progress from Gene Kranz white team. The crew is still asleep at this time. They're some 6 hours, 34 minutes from entry interface. And at 188 hours, 29 minutes Ground Elapse Time, this is Apollo Control.

PAO This is Apollo Control at 188 hours 43 minutes. Mid-course correction number 7 has been cancelled and we will add one hour of rest time to the flight plan. Crew will be awakened at 190 hours elapsed time. To repeat, we have cancelled midcourse correction number 7 and we will allow the crew to sleep until 190 hours elapsed time. This is Mission Control Houston.

PAO This is Apollo Control at 189 hours 28 minutes. Apollo 11 is 40,961 nautical miles from the Earth, approaching at a velocity of 9,671 feet per second.

Midcourse correction number 7 has been cancelled and as a result we will let the crew sleep until an elapsed time of 190 hours. Weather in the recovery area, well, we're getting a call from Apollo 11, now. Let's listen to that.

SC Roger. What's the status on midcourse 7?

CAPCOM Roger. We were going to let you sleep in until about 190 hours. Midcourse 7 is not required.

SC Okay. Thank you.

PAO The crew gave us a call at 189 hours, 29 minutes. We advised them of the cancellation of the midcourse correction. Weather in the recovery area, skies will be partly cloudy. Cloud base is at 2000 feet scattered. Wind, east northeast at 18 knots, 6 foot sea, temperature 80 degrees. This landing area is 215 miles to the northeast from the original landing area, moved because of thunder showers in the original area. This new location should allow the recovery ship USS Hornet to arrive in Hawaii 4 to 5 hours earlier than originally planned. We expect that it may be possible for the carrier to arrive at Pearl Harbor somewhere between 8 and 9 o'clock on July 26. That's Saturday.

PAO The crew is probably preparing breakfast now and it's not likely we'll hear a lot from them right away, but we'll continue to stay up alive for any conversation.