

PAO This is Apollo Control at 12 hours 47 minutes. We've just put in a call to the crew. Flight Director, Gene Kranz, verified with the surgeon that they had not gone to sleep at this point and Capsule Communicator, Charlie Duke, has put in the call. We'll pick up the tape of the conversation and then stand by for any following live communication with the crew.

CAPCOM Hello, Apollo 11; Houston. Hope we aren't disturbing you. We'd like you to terminate the noun 65 now. Over.

SC Alright.

CAPCOM Apollo 11; Houston. Over.

SC Houston; Apollo 11.

CAPCOM Roger. When you stopped, or correction, when you terminated the noun 65, it appears to us, you get a verb 46 which collapsed the deadband back to 0.5. We're okay as long as you do not turn on any auto RCS select switches. Over.

SC Okay. I've got that one, Jack. We're ready to ... Roger.

CAPCOM Roger, verb 34 would have been a better procedure.

SC Yeah.

PAO This is Apollo Control. We don't anticipate a great deal of further conversation with the crew. We expect they will attempt to get some sleep shortly. The conversation that just ended, we advised that through one of the computer programs, the deadband for that area of excursions which the guidance system will allow before firing the RCS thrusters to correct it. It had been narrowed from 30 degrees to 1/2 a degree. What this would mean, if the RCS jets were enabled, is that unless the crew reselected the 30 degree deadband, the jets would be firing more frequently to keep the spacecraft within the narrower limits. Since the spacecraft is very stable at this point, very few wobbling motions, it was felt that the narrower deadband was acceptable; the jets are not enabled, and the crew would not be disturbed by firing of the Reaction Control System jets even if the spacecraft moved out of the 1/2-degree deadband. In the event of any large excursions, which we would not expect, based on the passive thermal control mode, used in Apollo 10. It would be possible to awaken the crew from the ground and have the situation corrected. We would not expect, however, for the spacecraft attitude to change significantly during the night, and we do intend to continue in the passive thermal control mode as it is presently set up. At this time, Apollo 11 is 61,509 nautical miles from earth, traveling at a speed of 7,449 feet per second, which would translate to about 5,000 miles an hour. At 12 hours 54 minutes, this is Apollo Control, Houston.

END OF TAPE

APOLLO 11 MISSION COMMENTARY 7/16/69 CDT 21:58 GET 13:27 72/1

PAO This is Apollo Control at 13 hours, 27 minutes into the flight of Apollo 11. The spacecraft now traveling at a speed of 7279 feet per second, which would be about 4963 miles an hour, and it's at a distance of 63 880 nautical miles from Earth. Our Flight Surgeon reported a short while ago that command module pilot, Mike Collins, appeared to be sleeping soundly at this time. Biomedical data on the other two crewmen indicates that they are still awake. We've had no further conversation with the spacecraft since our last report, and it appears that the crew will be getting some good rest either as scheduled or perhaps a little earlier than scheduled in the flight plan. At 13 hours, 28 minutes, this is Mission Control, Houston.

END OF TAPE

APOLLO 11 MISSION COMMENTARY, 7/16/69, GET 14:06, CDT 22:37 73/1

PAO This is Apollo Control at 14 hours 6 minutes into the flight of Apollo 11. The mission is progressing very smoothly. All spacecraft systems are functioning normally at this time, and the flight surgeon reports all three crewmen appear to be sleeping. For commander Neil Armstrong, and lunar module pilot Buzz Aldrin, they appear to have begun sleeping about 5 minutes ago. Command module pilot Mike Collins has been asleep for about an additional 30 minutes to an hour. At the present time Apollo 11 is 66 thousand 5 hundred 54 nautical miles from earth and traveling at a speed of about 70 thousand, or rather 7 thousand 95 feet per second, which would be about 48 hundred miles an hour. We've had no further conversation with the crew since our last report and as I said all 3 crewmen appear to be sleeping at this time. At 14 hours 7 minutes this is Apollo Control, Houston.

END OF TAPE

PAO This is Apollo Control 14 hours, 25 minutes into the flight of Apollo 11. The spacecraft, presently 67,819 nautical miles from earth traveling at a speed of 7012 feet per second. Here in Mission Control, the shift change is in progress. Flight Director Glenn Lunney and his team of flight controllers coming on to replace Gene Krantz and his white team. The Capsule Communicator on the upcoming shift will be Ron Evans. And we anticipate that the change of shift briefing for this shift will begin in about 10 or 15 minutes. At 14 hours, 26 minutes this is Apollo Control Houston.

END OF TAPE

COLUMBIA (garbled), over.
CAPCOM Columbia, Houston, did you call?
COLUMBIA That's affirmative. I'm calling you
to inquire about the (garbled) range, it's not working.
(garbled)
EAGLE Houston, Eagle, did you copy our stars
angle difference and (garbled) angle.
CAPCOM Eagle, Houston, we didn't have them on
the downlink, but we copied them on the VOX.
EAGLE Okay, it was 0 for star angle distance
minus 06 plus 64 and plus 1.37, over.
CAPCOM Eagle, Houston, roger, we have that.
EAGLE Look good. I've got a good lock on it,
Houston. Ya'll take this. How about that?
EAGLE (garbled) think Earth's apogee is
125 21, over. (garbled) That circuit breaker ends. Engine
arm circuit breaker.
EAGLE Computers they mark. Read that.
CAPCOM Eagle, Houston. TBS time, pitch 162,
yaw minus 16.
EAGLE (garbled)
CAPCOM Okay.
COLUMBIA Eagle, Columbia, your Y-DOCK is
minus 1.0, over.
EAGLE Mike, thank you.
COLUMBIA Eagle, do you read Columbia, over.
Eagle, this is Columbia, over.
COLUMBIA Houston, Columbia, over.
CAPCOM Roger, Columbia, loud and clear now.
This is Houston.
COLUMBIA Roger, would you tell Eagle his Y-DOCK
is minus 1.0, over.
CAPCOM Roger, Eagle, Columbia says your Y-DOCK
is minus 1.0, over.
EAGLE Roger, Houston, we got that, thank you.
CAPCOM Roger, and you can go high bit-rate,
now. Eagle can. (Garble)
COLUMBIA Eagle, Columbia, how do you read?
EAGLE AGS degrees very closely, and
pointing (garbled).
COLUMBIA Houston, Columbia hasn't been able to
read Eagle on either antenna or VHF duplex Bravo, you got
any suggestions.
CAPCOM Roger, Columbia, we understand you
are unable to read Eagle. Stand by.
EAGLE Houston, tell Columbia that we read
him about strength 2.
EAGLE Okay, wide dead-band on.
COLUMBIA Houston, Columbia. Also my VHF ranging
is not working now, and I'd like to know whether you'd like