24 28 26	P	Ha, ha !, I'm up to 5,244 now. Ha, ha !
24 28 43	P	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, release. 1, 2, 3, 4, 5, 6, 7, 8, 9.
24 29 10	CC	. . . Minus . . . pitch attitude and about a —14 on your horizon scanner pitch output. Would you check this?
24 29 19	P	Roger. I am on gyros free ; auto control ; gyros free ; pitch plane torquing on.
24 29 27	CC	Roger.
24 29 28	P	I am pitching around the plane of the ecliptic to take these pictures.
24 29 31	CC	Understand.
24 29 43	P	12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, release. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Identifier pictures, two of them. Oops, tripped two accidently. I'm on slave.
24 30 46	P	Faith Seven is now gone to slave and will let the scanners process the spacecraft back around slowly.
24 30 51	CC	Roger. We concur here.
24 31 07	P	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78.
24 31 59	CC	Pitch attitude and horizon scanners.
24 32 01	P	80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, just a minute 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.
24 32 33	P	Roger. My gyros—it looks like I'm fairly closely on. I can see the actual horizon, and of course, my gyros are being precessed by the scanners back slowly because they were off quite a bit being gyros free and pitch plane precession on.
24 32 50	CC	Roger. . . . You are coming in here now, too.
24 32 54	P	Roger. I wasn't sure the spacecraft would fly this way, but it seems to be doing all right.
24 33 01	CC	Roger.
24 33 07	P	Now for the 30-second exposures. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Roger. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. [223-second break here]
24 37 44	P	13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20. 30-second one coming. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. 10-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, off.
24 40 54	P	Okay. Third series. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.
24 42 29	P	30-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. 10-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. 10-second exposure over. I don't believe the camera tripped right. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
24 44 56	P	Okay, starting the next series. MARK [24 45 01]^{T_1} 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74. Go ahead, Canton.

CANTON (SIXTEENTH PASS)

24 45 59	CC	Roger. Your [recovery] Area 17–1 [retrosequence] time is 25 04 12. Over.
24 46 08	P	25 04 02?
24 46 12	CC	Negative. 25 04 12.
24 46 16	P	Roger. 25 04 12.
24 46 20	CC	Affirmative.
24 46 28	P	That just about gets it. 30-second one. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. 10-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.
24 48 51	P	Radiation experiment went on 1 minute ago.

24 49 38	P	Okay, one more series here for you. Starting NOW. (24 49 45)[T] 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, exposure off. 30-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. 10-second exposure. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, off.
24 56 06	P	The last series. 1 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, ... 30, 31, (etc.) 40, (etc.) 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, . . . 2, 3, . . . 14, 15, 16, . . . 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60. There is the 2-minute one off. 30-second one started. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. 10-second one on. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and a big fat hen and that one's off.
24 58 24	P	And my fuel quantity light came on at 61 percent at 24 58 25.
25 00 25	P	Here comes the sunrise pictures. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. The 1-second one taken and off.
25 01 50	P	The second set of 30 and 1. 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, the 1-second one, and off. And that winds up the zodiacal lights [photography]. May they rest in peace.

*[Unconfirmed transmission omitted.]

GUAYMAS (SIXTEENTH PASS)

25 03 22	CC	Faith Seven, Guaymas Cap Com.
25 03 25	P	Roger, Guaymas go ahead.
25 03 26	CC	Have you started your photos yet?
25 03 29	P	Man, that's all I have been doing all night long.
25 03 32	CC	Roger, Hasselblad?
25 03 34	P	Roger, I'm just getting them out right now.
25 03 37	CC	Okay, you going to power down first or after?
25 03 40	P	No, I'll power down after I take the first two shots on it. Actually, I'm not going to power down until I finish those shots. I'm going to leave the gyros up to do the shots with.
25 03 49	CC	Okay. Do you want to give me a mark when you take them so I can get your times?
25 03 53	P	Roger.
25 04 18	P	I'm having a little trouble getting things out of Pandora's locker here.
25 04 22	CC	Roger.
25 04 38	P	Oh yeah, you might pass on to the Cape too, my fuel quantity warning light came on at 24 58, 24 hours and 58 minutes.
25 04 50	CC	Roger.
25 04 58	P	At 61 percent.
25 05 04	CC	Roger, Gordo.
25 05 49	P	Okay. I'm getting the first two shots right now.
25 05 53	CC	Roger.
25 06 31	P	Okay, that's the first two shots.
25 06 36	CC	Okay, Gordo.
25 06 52	P	Now, I'm going to fly-by-wire.
25 07 11	P	Yawing around to the 90 degree point on the gyro.
25 07 17	CC	Roger, we read you.
25 08 54	P	Okay, snapping two more pics.
25 09 20	P	Caging the gyros.
25 09 27	P	Get down in proper attitude first here.
25 09 31	CC	Okay.
25 10 19	P	Now it's back to free.
25 11 49	P	Two more pics.

CAPE CANAVERAL (SEVENTEENTH PASS)

25 12 15	CC	Helloooo up there.
25 12 18	P	Hello down dere.
25 12 22	P	Man, all I do is take pictures, pictures, pictures.
25 12 26	CC	All I do is clean, clean, clean.
25 12 30	P	Ha, ha. Roger.
25 12 38	P	I got all the zodiacal light pics and now I am busily engaged yawing around on the MIT jobbies.
25 12 46	CC	Roger. You have my sympathy.
25 12 51	P	I'm not complaining, ha, ha.
25 12 57	P	I'm at the 270 point now getting the last two pictures in the 30 seconds.
25 13 02	CC	I have 17-Bravo [contingency recovery area retrosequence time] correction, if you can take it.
25 13 07	P	Roger, better hang on just a minute, I'm right—snapping pictures—right at the second.
25 13 13	CC	Okay, standing by.
25 14 12	P	Okay. I can take it now.
25 14 16	CC	Roger. 17-Bravo, 26 14 48.
25 14 25	P	26 14 48.
25 14 28	CC	That is affirmative. We'd like a little Sun gun time if you want to flip it on.
25 14 37	P	Say again.
25 14 39	CC	TV on for a couple of minutes please?
25 14 44	P	Roger, TV coming on.
25 14 56	CC	Gordo, for information only, if you care to use the 6-inch outside, recommending a minimum f stop 16 or 22 with the filter. It's not necessary to do this if you do use it outside; we recommend going this way.
25 15 15	P	At 22 with the filter, is that affirm?
25 15 18	CC	Say again, please.
25 15 21	P	22 with filter.
25 15 24	CC	16, f/16 with filter.
25 15 28	P	Roger.
25 16 05	P	Okay, I'm caging my gyros.
25 16 10	CC	Roger.
25 16 13	P	And they caged correctly.
25 16 17	CC	Good show; it works.
25 16 18	P	Yeah, just like advertised.
25 16 22	CC	How about that.
25 16 28	P	Powering down my ASCS bus.
25 16 37	CC	Roger. Understand ASCS bus is off. Your sure are a miser on the control fuel.
25 16 47	P	You say I'm noisy on the controls.
25 16 51	CC	I say you're miser on the controls.
25 16 57	P	Roger.
25 17 51	CC	. . . 1, 2, 3, 4, 5, do you read?
25 17 54	P	Roger, you are coming in very broken. Over.
25 17 56	CC	. . .

CANARY ISLANDS (SEVENTEENTH PASS)

25 26 01	CC	Faith Seven, this is Canary Cap Com. All systems are green. Do you confirm TV is on? Over.
25 26 11	P	Negative. TV is not on, Canary. I'm busy snapping some pictures.
25 26 24	P	TV coming on now.
25 26 26	CC	Roger.
25 28 46	SY	Faith Seven, Canary systems.
25 28 48	P	Go ahead Canary, Faith Seven.
25 28 51	SY	You're looking real good here, systems-wise. This is our last pass at you. We'll see you back in—back in Houston. Keep up the good work.
25 28 59	P	Roger, will do. Thanks a lot.
25 29 35	CC	This is Canary Cap Com, could you give us a cabin O_2 partial pressure readout, please.
25 29 42	P	Roger. Cabin O_2 partial pressure is about 3.9 [psi].
25 29 47	CC	Roger.
25 29 58	CC	Was that 3.9 or 3.5? Over.
25 30 02	P	About 3.9.

25 30 05	P	Just a tad under 4. I'm going back on my suit. I've had my visor open for a while here.
25 30 11	CC	Roger.
25 30 21	CC	We're having T/M LOS here. Suggest you turn off your TV camera. Over.
25 30 26	P	Roger.

KANO (SEVENTEENTH PASS)

25 32 00	CC	Faith Seven, this is Kano Cap Com. We have T/M solid, and all systems are go.
25 32 06	P	Roger Kano. Thank you.
25 35 28	CC	Faith Seven, this is Kano Cap Com. Your systems are still all green. Goodbye and good luck. Out.
25 35 34	P	Roger. Thank you Kano.

ZANZIBAR (SEVENTEENTH PASS)

25 41 50	CC	Faith Seven, Zanzibar Cap Com.
25 41 56	P	Go ahead, Zanzibar. Faith Seven.
25 41 58	CC	Faith Seven, Zanzibar Cap Com. Your systems look good on the ground.
25 42 05	P	Roger, Zanzibar. They look good up here, too.
25 42 08	CC	Okay. Could I have consumable readouts, please?
25 42 12	P	Roger. Auto. fuel, 60 percent; manual fuel, 91 percent. Oxygen primary, 145 percent; secondary, 100 percent.
25 42 28	CC	Faith Seven, I read you. You are fading.
25 42 34	P	Roger.
25 42 56	CC	Faith Seven, Zanzibar Cap Com. Good luck on your pass.
25 43 01	P	Roger. Thank you.
25 49 33	P	Okay. Short status report: Nitrogen low pressure: auto., 470 [psi]; manual, 490 [psi]. B-nut temperatures: Pitch down, 75 [degrees]; pitch up, 58 [degrees]; yaw left, 70 [degrees]; yaw right, 70 [degrees]; roll counterclockwise, 96 [degrees]; roll clockwise, 95 [degrees]. Peroxide auto tank: . . . 2 [degrees]; peroxide manual tank, 70 [degrees], peroxide reserve tank, 76 [degrees]. 250 inverter, 116 [degrees]; 150 inverter, 128 [degrees]; standby inverter, 108 [degrees].

*[Non-flight-related transmission omitted.]

MUCHEA (SEVENTEENTH PASS)

26 00 54	CC	Faith Seven, Muchea Cap Com.
26 00 57	P	Howdy, Muchea Cap Com. Faith Seven.
26 01 00	CC	We have a systems go and aeromed go.
26 01 49	P	Very good.
26 01 09	CC	Aeromeds are standing by for blood pressure.
26 01 12	P	Roger, coming now. Does he know how to read it?
26 01 20	CC	Roger. They got it now.
26 01 33	CC	I have [recovery] Area 18–1 retrosequence time. Prepared to copy?
26 01 40	P	Roger. Stand by just a second.
26 01 41	CC	Roger.
26 01 47	P	Roger. Go.
26 01 48	CC	Area 18–1 [retrosequence time], 26 34 48.
26 01 56	P	Roger. 26 34 48.
26 01 59	CC	That's affirmative; [contingency recovery area] 18–A [retrosequence time] is 26 58 50.
26 02 10	P	That was [contingency recovery area] 18–A.
26 02 12	CC	Affirmative.
26 02 16	P	*I didn't get the rest of that, 26 what?
26 02 24	CC	26 58 50.
26 02 28	P	Roger. 26 58 50. Roger.
26 02 31	CC	And I have [recovery area] 18–2 [retrosequence time]. 27 43 48.
26 02 38	P	Roger. 27 43 48.
26 02 42	CC	Roger. And these times does—do not include the clock error.
26 02 47	P	Roger. Understand.
26 02 49	CC	That first blood pressure was no good. Would you send another one? It was cut off early.
26 03 03	CC	Roger. We are getting your second blood pressure.
26 03 29	CC	That was a good blood pressure.
26 03 32	P	Roger.

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26 03 35	CC	Systems report that your suit dome temp is decreasing slowly.
26 03 41	P	Roger. I'm running it down fairly low. I got it a little bit high.
26 03 45	CC	Roger.
26 03 48	P	It's been running consistently fairly low.
26 03 51	CC	Understand.
26 04 57	CC	Faith Seven. We have a message for you.
26 04 59	P	Roger.
26 05 02	CC	From the Australian Minister of Supply, the Honorable Alan Fairhall: "All Australia following your progress with lively interest. Muchea and Red Lake tracking station staffs and Department of Supply are proud to be associated with this great NASA effort. Happy landings." End message.
26 05 20	P	Roger. Thank you very much.
26 06 55	CC	We have approximately 1 minute to LOS.
26 06 58	P	Roger.
26 07 21	CC	Could you give me a read on your partial O_2?
26 07 26	P	Roger. Cabin partial O_2 is about 3.9 [psi].
26 07 30	CC	3.9 [psi].
26 07 32	P	Roger.

CANTON (SEVENTEENTH PASS)

26 20 17	CC	Faith Seven, this is Canton Cap Com. Standing by.
26 20 22	P	Roger, Canton. I'm all green here.

HAWAII (SEVENTEENTH PASS)

26 27 00	CC	Faith Seven, Hawaii. Do you read?
26 27 04	P	Roger, Hawaii. Faith Seven.
26 27 06	CC	Faith Seven. All systems are green. We are standing by.
26 27 11	P	Roger. Thank you.
26 31 35	P	* And, we are approaching 26 31. We are between Hawaii and California. Very, very low rates. Turning on my manual proportional control. Low rates.
26 32 33	P	I believe it's better to leave it as it is.
26 32 43	P	Now to get the camera out.
26 34 06	P	* And I made the first picture just then between—just off the west coast of the United States. Almost on the west coast.
26 34 49	P	Second one is coming in on the coastline. There are quite a bit of clouds, all different types and patterns. I took one getting in part of the coastline in under the clouds. That's number 2.
26 35 12	P	Snapping all these pics at f/5.6 and 1/125th.

CALIFORNIA (SEVENTEENTH PASS)

26 36 29	CC	Faith Seven, this is California Cap.
26 36 32	P	Roger, California. Faith Seven.
26 36 45	CC	Faith Seven, this is California. We have you all green here on the ground.
26 36 51	P	Roger. Thank you. I'm all green here.
26 36 54	CC	Roger. When you take your photographs, will you turn your tape recorder to continuous?
26 37 00	P	Roger. I have the tape recorder on continuous.
26 37 48	P	Both of those pictures were made looking to—slightly to the south.
26 39 55	P	Looking back to the due west, inland on the desert area. In fact, there's the Salton Sea.
26 40 16	P	*There's the Gulf and Baja California. Next one. There's El Centro area. I can make out individual fields. Smoke from the smokestack down there. There's some roads, houses, a little airstrip. There's a dry lake.

CAPE CANAVERAL (EIGHTEENTH PASS)

26 43 28	P	Faith Seven passing over Dallas.
26 45 56	CC	Faith Seven, this is Cape. Everything is go here. We are standing by.
26 46 01	P	Roger, Cape. Everything go here.
26 46 15	CC	Faith Seven. Would you like a G.m.t. hack? Over.
26 46 21	P	Roger. I would.

26 46 23	CC	All right. On my mark, G.m.t. will be 15 50 30. Stand by, MARK. 15 50 30. (26 46 35)[T]
26 46 40	P	Roger. My G.m.t. clock is 10 seconds fast.
26 46 47	CC	Understand the capsule clock.
26 46 53	P	That's the capsule clock.
26 46 55	CC	Roger.
26 46 59	CC	I have a correction to Diamond Head, retrosequence time. Delta T, 4 minutes 08 seconds for Diamond Head. Over.
26 47 11	P	10 minutes 08 seconds.
26 47 15	CC	. . . 08.
26 47 16	P	4 minutes 08 seconds.
26 47 21	CC	That is correct.
26 47 23	P	Roger.
26 47 28	CC	And if you should be inclined to, use the extra black and white 16-millimeter magazine outside for general photography. Recommending f/16.0 since you have no filter.
Unreadable	P	Roger.
26 47 51	CC	We have no specific requirements for it, however.
26 47 56	P	Roger.
26 53 13	P	Radiation experiment coming on, NOW. [26 53 17][T]. I'm at about, —10 degrees on pitch, roll right about 10 degrees, facing back to the west. Slowly oscillating in a left yaw rate.
26 56 08	P	I'm opening the KK clamp and we'll see what happens here now .
26 57 51	P	*And it appears to be flowing—water out of the tin can.
26 59 00	P	Radiation experiment off.
27 02 26	P	The heat exchange dome temp immediately went down to the freezing point. Closing off KK clamp. I'll have to continue on the original suit circuit.
27 09 15	P	Starting on the second series of the MIT film, just short of Africa. Coastline should be coming in momentarily. Took a shot out over the water of unusual—of good sized cloud buildups.
27 11 25	P	*Now the suit heat exchanger dome temp's starting back up. About thawed out.
27 16 38	P	Okay, short status: Roll clockwise, 85 (degrees), roll counterclockwise, 90 (degrees) ; Yaw right, 68 (degrees) ; yaw left, 75 (degrees) ; Pitch up, 62 (degrees) ; pitch down, 74 (degrees). Retro temp., 75 (degrees). 250 inverter 108 (degrees) ; 150 inverter 124 (degrees) ; standby inverter 108 (degrees). Cabin outlet, 72 (degrees). Auto peroxide tank, 72 (degrees) ; manual peroxide tank, 72 (degrees) ; reserve peroxide tank, 75 (degrees). Correction on that—that auto peroxide tank is 82 (degrees). Isolated bus voltage, 28 volts. Camera going up in the glove box.
27 26 08	P	[Yawn] Man, I dropped off to sleep again for a few minutes there.
27 29 50	P	Now, looks like the 1.5 [comfort-control-valve] setting is holding the suit heat exchange dome temp for the moment. Almost down to the bottom, about 42 degrees.
27 30 47	P	Yo ho ho ho ho ho. [He is singing.]
27 31 51	P	Boy, what a beautiful view from up here. Surprises you every orbit.

MUCHEA (EIGHTEENTH PASS)

27 33 39	CC	Faith Seven, Muchea Cap Com. Over.
27 33 42	P	Roger, Muchea. Faith Seven reading you loud and clear.
27 33 46	CC	Roger. Same. Would you place your telemetry switch in the continuous position please?
27 33 50	P	Roger. Coming continuous NOW.
27 34 15	CC	Roger. We have T/M.
27 34 19	P	Roger.
27 35 11	CC	I have some retrosequence times when you're ready to copy.
27 35 18	P	Roger. Go.
27 35 21	CC	Area 19–A [contingency recovery area] nominal.
27 35 28	P	Roger.
27 35 29	CC	19–B, 28 31 24. Area 19–C, nominal.
27 35 45	P	Roger.
27 35 51	CC	Would you read back area 19–B time?
27 35 53	P	Roger. 28 31 24.
27 35 57	CC	Roger.
27 36 34	CC	Systems here are go and aeromed is go.
27 36 40	P	Roger. Thank you, I'm go from here.

27 37 03	P	Tell Warren to be careful and not get stuck.
27 37 06	CC	Ha, ha. He knows about that.
27 37 12	P	Roger.
27 37 23	CC	Stuck on what?
27 37 26	P	On the outback.
27 37 28	CC	Roger. Acknowledge.
27 37 31	P	Roger.
27 37 57	CC	By the way, we have all joined tennis clubs.
27 38 02	P	Excellent. That's the best thing to do.
27 38 05	CC	Roger.
27 39 57	CC	Faith Seven, Muchea Cap Com. We read a very low suit dome temp.
27 40 02	P	Roger. I'm running it very low. I'm working it back up now.
27 40 17	CC	Say again, Faith Seven.
27 40 19	P	*Roger. I've already made a decrease in setting. It should be coming back up shortly.
27 41 51	P	*The suit dome temp is still acting up. Suit inlet temp is back up to about 68 degrees. The suit dome temp has gone down to about 38 degrees. Have suit coolant almost off now.
27 43 52	P	All right, suit coolant is shut completely off. Now it should come up.
27 50 10	?	. . . read you loud and clear.
27 50 45	P	Some of this fine plumbing they put in this thing. This sad thing on the needle—on the diaphragm fitting has come out so I can't change the needle to any other fitting. I'll have to leave the Kenny Kleinknecht clamp closed. Meantime, I can't pump any more. That container is full and so is the other one.
27 52 24	P	I wish some of you guys who tried to stick in some of this plumbing and—connected here and there, and use it here and there would sit in here awhile and try and use the stuff.
27 55 33	P	Wow! Look at that bright sunshine. Oooo, weee!

HAWAII (EIGHTEENTH PASS)

28 00 28	CC	Faith Seven, Hawaii. Do you read? Over.
28 00 32	P	Roger, Hawaii. Faith Seven reading you aloud and clear.
28 00 35	CC	Read you loud and clear. All systems are green. Standing by for fuel and O_2 readout.
28 00 40	P	Roger. Fuel, 60/90 [percent]. Oxygen, 140/100 [percent].
28 00 55	CC	Say again, O_2 primary, please.
28 00 57	P	140 [percent], one four zero.
28 01 01	CC	Roger. Understand everything is green.
28 01 04	P	Roger. Thank you.
28 01 56	CC	Faith Seven, Hawaii.
28 02 00	P	Go ahead, Hawaii. Faith Seven.
28 02 02	CC	C-band in the continuous position?
28 02 05	P	Roger. It is.
28 02 06	CC	All right.

CALIFORNIA (EIGHTEENTH PASS)

28 08 07	CC	Faith Seven, this is California Cap Com.
28 08 11	P	Roger, California. Faith Seven.
28 08 13	CC	Roger. We have you green clear across the board here.
28 08 18	P	Roger. Good.
28 08 19	CC	California standing by.
28 08 23	P	Roger.
28 13 10	P	Faith Seven passing over Baja California now. See entire Baja California.
28 13 25	CC	Faith Seven. Were you calling California?
28 13 27	P	Negative. I was just commenting that I could see all of Baja California. It's all clear, all up and down.
28 13 38	P	Disregard.
28 13 40	CC	Roger, Faith Seven.
28 16 39	P	Faith Seven passing over Houston, Texas. Have it in sight loud and clear.

CAPE CANAVERAL (NINETEENTH PASS)

28 16 46	CC	Roger, Seven. We read that at the Cape.
28 16 50	P	Roger.
28 17 07	CC	Faith Seven, this is Cape. We would like to see your TV returns, over.
28 17 12	P	Roger. I've got her on.
28 17 40	CC	Faith Seven, this is Cape.
28 17 43	P	Go ahead, Cape.
28 17 45	CC	I have you ATC [Air Traffic Control] clearance. Are you ready to copy?
28 17 49	P	Roger.
28 17 51	CC	"Please pass to Major Cooper, in flight, from Air Force Secretary Zuckert and Chief of Staff General LeMay: 'It is with great pride and enthusiasm that the entire United States Air Force is following the progress of your historic flight—a dramatic contribution to aerospace exploration. God luck, and God speed.'" Over.
28 18 21	P	Roger. Thank you.
28 18 24	CC	That's all right, Colonel.
28 18 37	CC	Faith Seven from Cape. Could you give me a comment on your general comfort, please?
28 18 44	P	* Roger. My general comfort is good, now. I've had a continuing battle with the plumbing in here. I was not able to open the KK clamp due to the fact that—that system is full of water. One of the needles broke off—or the little insert into it broke—and I am unable to transfer any more water out of the condensate tank.
28 19 09	CC	Roger. I gather you are not bothered by it.
28 19 13	P	Negative. I am plenty comfortable. I've had trouble with the suit heat exchanger; keep having to run it up and down and chase it, but it's doing fine.
28 19 23	CC	Looks like you are doing a real good job on that. Apparently you are keeping yourself very comfortable.
28 19 28	P	Roger.
28 19 30	CC	I assume since you've had trouble with this clamp, that it is now in the—rather, since you've had trouble with the condensate transfer, that the clamp is now in the closed position.
28 19 41	P	That's affirmative.
28 19 44	CC	Roger. Good show.
28 19 53	P	Are you getting any TV yet?
28 19 57	CC	I think the light is low inside there, Gordo.
28 20 01	P	I'm outside.
28 20 09	CC	Are you in the Sun?
28 20 10	P	Negative.
28 20 12	CC	I recommend you turn it off.
28 20 14	P	Roger.
28 20 18	CC	Also, how about the little squeezers, have they been beating their hearts out every 10 minutes?
28 20 24	P	Roger. Faithfully, every 10 minutes throughout the whole day and night, every time.
28 20 31	CC	A couple of beady yellow eyes, huh?
28 20 42	P	Ha, ha, Roger. I'm directly over Miami. I'm looking right down on Miami Beach.
28 20 48	CC	. . .
28 21 39	CC	Faith Seven, this is Cape. Would you give us a blood pressure now, please?
28 21 43	P	Roger.
28 31 44	P	Okay, you guys will have had it now . . . another measure . . . .
28 41 31	P	Drink some water.
28 55 34	P	Okay. Radiation experiment coming on now.
28 55 48	P	I'm in full drifting flight, so I'll have random attitudes for it.
28 59 51	P	At 28 59, my 0.05g telelight came on after I turned my warning lights off and back on to dim. Have turned my 0.05g and emergency 0.05g switch fuse off.
29 02 38	P	Radiation measurement is off.
29 24 19	P	For my short status report: Peroxide regulated pressure: auto, 470 [psi]; manual, 490 [psi]. 75 [degrees] pitch down; 60 [degrees] pitch up. Yaw left is 80 [degrees]; yaw right is 65 [degrees]. Roll counterclockwise is 78 [degrees]; roll clockwise is 75 [degrees]. Auto peroxide outlet, 72 [degrees]; manual is 72 [degrees]; reserve, 75 [degrees].

HAWAII (NINETEENTH PASS)

29 28 15	CC	Faith Seven, Hawaii on air-to-ground relay, do you read? Over.
29 28 19	P	Roger, Hawaii. Faith Seven reading you loud and clear.
29 28 29	P	Roger. Faith—Faith Seven is reading you loud and clear, Hawaii.

29 34 07	P	Hawaii Cap Com, Faith Seven.
29 34 09	CC	Go ahead, Seven, this is Hawaii. Read you loud and clear.
29 34 13	P	Roger. Wonder if you would relay to the Cape a little situation I had happen and see what they think on it. While turning my warning lights off and back on to dim, my 0.05g telelight came on in my telelight panel. Now the action that I have taken is, to turn off my 0.05g switch fuse and my emergency 0.05g switch fuse. Would you relay to them, and get their idea on it? Over.
29 34 44	CC	Understand your 0.05g light came on and your turned your 0.05g fuse switch and emergency 0.05g fuse switch off.
29 34 56	P	That's affirmative.
29 34 59	CC	Is that affirmative?
29 35 01	P	Affirmative.
29 35 02	CC	Can we have T/M on?
29 35 06	P	Roger. T/M is on now, have it on ground command.
29 35 10	CC	I have retrosequence time for [contingency recovery] area 20–Alpha, is nominal.
29 35 18	P	Roger. 20–Alpha is nominal. Thank you.
29 35 22	CC	We also pass on to you—turn C-band beacon on, a g.e.t. of 30 58 00.
29 35 33	P	30 58 00.
29 35 37	CC	Roger. Turn off at 31 08 00.
29 35 56	CC	Did you copy, Seven?
29 35 57	P	Negative. I got 30 58 00 on.
29 36 02	CC	Roger. Turn it off 10 minutes later.
29 36 05	P	Roger. Will do.
29 36 19	CC	Seven, this is Hawaii. Was that a red or a green telelight?
29 36 38	CC	Faith Seven, Hawaii. Do you read? Over.
29 36 40	P	Roger. Go ahead, Hawaii. Faith Seven.
29 36 42	CC	Roger. Was your 0.05g light red or green?
29 36 46	P	It was green. Over.
29 36 50	CC	Consumable readout please.
29 36 52	P	Roger. Fuel: 58 [percent] auto.; 90 [percent] manual. Oxygen: 140 [percent] primary; 100 [percent] secondary.
29 37 02	CC	Roger. Understand.
29 37 28	CC	Seven, this is Hawaii Cap Com.
29 37 31	P	Go ahead, Hawaii. Seven.
29 37 37	CC	Faith Seven, Hawaii. Over.
29 37 39	P	Go ahead, Hawaii. Faith Seven.

CALIFORNIA (NINETEENTH PASS)

29 41 32	CC	Faith Seven, Faith Seven. This is California Cap Com.
29 41 35	P	Roger, California Cap Com. Faith Seven here.
29 41 39	CC	Roger, Faith Seven. Our panel looks good. Telemetry does not indicate 0.05g.
29 41 52	P	Roger. It must be a . . . . I just threw a glitch into the light when I was turning my warning lights off and on, then, probably.
29 42 02	CC	There is a little diode in your light test, that failed could cause that light to come on.
29 42 08	P	Roger. Does MCC recommend that I go ahead and put my 0.05 and emergency 0.05g switch fuses back on?
29 42 21	CC	Faith Seven. Leave them off.
29 42 25	P	Roger.

GUAYMAS (NINETEENTH PASS)

29 44 07	P	Go ahead, Guaymas. Faith Seven.
29 44 09	CC	I have some retrosequence times for you, for [recovery area] area 20–1.
29 44 16	P	Roger.
29 44 17	CC	30 53 01.
29 44 22	P	Well, just a minute. Which one is that?
29 44 25	CC	Area 20–1.
29 44 28	P	Roger. 30.
29 44 30	CC	53 01.
29 44 33	P	53 01. Roger.
29 44 34	CC	Roger. And [contingency recovery] areas 20–B, C, and D are nominal.

29 44 42	P	Roger. Understand. Thank you.
29 44 45	CC	Roger. And 20–1 doesn't take in your clock error.
29 44 49	P	Roger. Understand.
29 48 38	CC	Faith Seven. Guaymas Cap Com.
29 48 40	P	Go ahead, Guaymas. Faith Seven.
29 48 42	CC	*Would you go ahead and power up your ASCS bus? We would like to know if you have your amp cal programer.
29 48 50	CC	. . . gyros caged now?
29 48 51	P	Gyros are caged. Fly-by-wire; ASCS coming on normal now.
29 49 25	P	Guaymas, are you still reading me?
29 49 29	CC	Go ahead, Faith Seven.
29 49 32	P	Roger. You still have me on telemetry?
29 49 35	CC	Roger. You look good.
29 49 37	P	Roger. I am supposed to do this HF antenna test, now.
29 49 43	CC	Roger.
29 49 49	P	I will be on HF for a couple of minutes and then back on UHF.
29 50 13	P	This is Faith Seven on high frequency. Capsule elapsed time, 29 50 20. Now for HF antenna test. My attitudes are zero [degrees] in roll; am rolling 90 degrees and repeating.
29 51 37	P	This is Faith Seven on the second portion of the HF antenna test. C.e.t. 29 51 45. Now I am rolled 90 degrees. HF out.
Unreadable	P	Faith Seven is back on UHF.

CAPE CANAVERAL (TWENTIETH PASS)

29 52 26	CC	Faith Seven. This is Cape. How do you read? Over.
29 52 29	P	Roger, Cape. Faith Seven reading you loud and clear.
29 52 32	CC	Roger, Gordo. On this 0.05g business, we are interested in whether or not the amp cal has switched to 0.05g logic. Do you follow?
29 52 43	P	Roger.
29 52 44	CC	* We figured the best way to do it—after gyros have warmed up—is to uncage, initiate a slow rate in any axis, and see if you have attitudes. If you do have attitudes, we feel that the amp cal has not latched at 0.05g. Over.
29 53 01	P	Roger. Assume a slow rate in any axis and see if the attitudes follow. Right?
29 53 09	CC	Right. When you uncage the gyros, you'll have to set up a very slow rate and see if you have attitude indications.
29 53 16	P	Roger.
29 54 04	CC	Seven, from Cape. We may have LOS before you are able to do this. Once you have done it, report to us through some other station, and then power down the ASCS after your test is complete.
29 54 18	P	Roger.
29 55 07	CC	Seven from Cape. Have you uncaged gyros yet?
29 55 10	P	Negative. Not yet.
29 55 14	CC	All right. We may lose you. Advise the next station.
29 55 19	P	Roger.
29 55 21	CC	Try to advise us even if we've had LOS.
29 55 29	P	Roger.
29 57 41	P	Cape. Faith Seven here.
29 58 13	P	Cape Cap Com. This is Faith Seven on high frequency. How do you read on this? Over.
Unreadable	CC	. . .
29 58 28	P	Cape Cap Com. Faith Seven, on high frequency.
Unreadable	CC	. . .
29 59 09	P	Hello, Cape. Faith Seven on high frequency. Over.
Unreadable	CC	. . .

COASTAL SENTRY QUEBEC (TWENTIETH PASS)

30 48 03	CC	Hello, Faith Seven . . .
30 48 13	P	Roger, Faith Seven here. Go ahead.
30 48 16	CC	. . .
30 48 48	P	Faith Seven, here. Go ahead, John, just barely read you.
30 49 02	?	. . .

30 50 36	CC	Hello, Faith Seven. Hello, Faith Seven, this is CSQ Cap Com calling early. If you read me, Gordo, answer on HF. Over.
30 50 58	P	Roger, John. This is Faith Seven. Reading you about 4 by 4. How me?
30 51 05	CC	Hello, Faith Seven. CSQ Cap Com reads you very weak and unreadable. If you can read, give me status of your ASCS check, please. Over.
30 51 17	P	Roger. My amp cal is latched up 0.05g. I do not have ASCS. Over.
30 51 25	CC	Understand you do not have ASCS. Is that affirmed?
30 51 29	P	That is affirm.
30 51 37	CC	Faith Seven, this is CSQ. Can you say again, trouble with your amp cal? I did not receive that part of your transmission. Over.
30 51 45	P	Roger. My 0.05g portion of the logic is latched in on the amp cal, so I do not have attitude indications through the auto pilot any more.
30 52 01	CC	Roger . . . amp cal . . . Gordo, understand the amp cal is not working and the ASCS is inoperative. Was your gyro in the slaved position when you overturned? Over.
30 52 11	P	Say again.
30 52 58	P	This is Faith Seven on UHF. How do you read, CSQ?
30 53 33	CC	Faith Seven, CSQ Cap Com. Do you still receive me? Over.
30 53 37	P	Roger, CSQ. Faith Seven on UHF. How do you read? Over.
30 53 41	CC	Roger. Still reading you, Gordo. Did you have any of your gyros switched to slave during the ASCS check? Over.
30 53 47	P	*Roger. I had them caged, and then I went to slave; and in moving my rates, I did not get any attitudes. Over.
30 53 59	CC	Roger. Understand. No attitudes. Did you go into roll at all? Over.
30 54 03	P	Roger. I tried roll, pitch, and yaw. Over.
30 54 07	CC	Roger. You did not go into automatic roll. Is that affirmative?
30 54 11	P	*I did not power up the ASCS. All I did was turn my ASCS on, powered up my ASCS a-c bus. And when it was warmed up, then uncaged my gyros to the slave position, which should give me attitude.
30 54 30	P	And if . . . .
30 54 32	CC	Repeat that please. We don't have much time. Over.
30 54 34	P	Roger. I do not have attitudes when I go to slave on my gyros. When I uncage my gyros, I do not have attitude indications with the ASCS a-c powered up.
30 54 48	CC	Understand you did not go into actual ASCS. Is that affirmative?
30 54 51	P	Negative. I did not.
30 55 39	CC	Faith Seven, ...
30 55 41	P	Roger. Reading you loud and clear.
30 55 44	CC	Roger. I am reading you rather weak. You did not go on ASCS. You powered up, and went to the slave position; got no gyro indication. Is that affirmative?
30 55 58	P	That is affirm, affirm.
30 56 05	CC	Hello, Faith Seven. Be sure your T/M transmitter is on, and C-band beacon is on, for Range Tracker pass. I repeat, make sure C-band beacon is on the T/M is on for the Range Tracker pass.
30 56 21	P	Roger. It's on.
30 56 32	CC	Hello, Faith Seven. This is CSQ Cap Com. . . . on. Acknowledge please. Over.
30 56 44	P	Roger. They are on. Affirm, John.

HAWAII (TWENTIETH PASS)

31 00 30	CC (CNV)	Faith Seven, this is Cape Cap Com. Over. [Loud squeal.]
31 00 33	P	Roger. Go ahead, Cape Cap Com. Faith Seven.
31 00 49	CC (CNV)	Faith Seven. this is Cape Cap Com. Over. [Loud squeal.]
31 00 53	P	Roger. Cape Cap Com, Faith Seven here. Go ahead.
31 00 57	CC (CNV)	Roger Gordo. . . . your amp cal is probably locked up on 0.05g. We are interested in just how much of your amp cal is working.
31 01 08	P	You're not coming through at all, Al.
31 01 11	CC (CNV)	. . .
31 01 14	P	Negative, I'm not reading you.
31 01 17	CC (CNV)	. . .

31 01 23	P	Al, I can't read you. My amp cal is locked up on 0.05g. I do not have attitude indicators. Over.
31 01 33	CC (CNV)	Roger. Roger. Can you read me now?
31 01 37	P	Just barely.
31 01 39	CC (CNV)	Roger. Stand by a few minutes.
31 02 00	CC (CNV)	Hello, Faith Seven. How do you read me now?
31 02 06	P	A little bit better.
31 02 09	CC (CNV)	Faith Seven, I do understand that you do not have attitude indications? . . . do you read?
31 02 20	P	Negative. I'm not able to understand you yet. Over.
31 02 29	CC (CNV)	Okay. Stand by.
31 02 50	CC (CNV)	Seven, from Cape. How do you read?
31 02 51	P	Roger. Reading you better now.
31 03 14	CC (CNV)	Seven, from Cape. How do you read now?
31 03 17	P	Roger. Reading you loud and clear now.
31 03 25	P	Roger, Cape. Reading you loud and clear now.
31 03 28	CC (CNV)	Roger. We're interesting in how much of your amp cal is still available to you.
31 03 42	CC (CNV)	Seven, we would like you to do a how-de-doody test over Hawaii, to find out how much of your amp cal is still available.
31 03 52	P	Roger. Do you say you want me to power up my ASCS?
31 04 12	P	Cape Cap Com, say again. You were cut out on that. Over.
31 04 30	CC	Faith Seven, Hawaii Cap Com. Do you read?
31 04 33	P	A little bit, Scott.
31 05 01	CC	Seven, Faith Seven, Hawaii Cap Com.
31 05 04	P	Roger, Hawaii. Faith Seven.
Unreadable	CC	Go ahead Cape.
31 05 06	F	*We want to use the transfer to your circuit and let Cape Cap Com talk with him this pass.
31 05 14	CC	Roger. You are relaying at this time.
31 05 17	F	Roger. Would you also make sure that your people are prepared to watch for the T/M signal also. After this pass, we would appreciate if you'd play your last pass over again to make sure that you understand what we want in regards to what happened to the 0.05 g light between the time you got acquisition of the . . .
31 05 47	CC	Roger, I copied.
Unreadable	SY	Hawaii command carrier on.
31 07 01	P	Hello, Hawaii. Are you reading Faith Seven now? Over.
31 07 24	CC (CNV)	Faith Seven, this is Cape. Over.
31 07 27	P	Roger, Cape. Faith Seven here.
31 07 37	P	Roger, Cape. Faith Seven here.
31 07 40	P	Roger, Cape. Faith Seven here. Go ahead.
31 07 43	CC (CNV)	. . .
31 07 53	P	You're cutting in and out, I understand you want to find out how much of my amp cal is gone.
31 08 00	CC (CNV)	Affirmative. We would like to have you first switch your ASCS 0.05g fuse switch on and check the 0.05g light.
31 08 11	P	Roger. I'll do that now.
31 08 20	P	Roger. When I have put my ASCS 0.05g switch fuse on, my light comes green. Over.
31 08 28	CC (CNV)	Roger. Turn that fuse switch off and put your emergency 0.05g fuse switch on and check the light, please.
31 08 35	P	Roger.
31 08 40	P	With the ASCS 0.05g switch fuse off and emergency 0.05g switch fuse on, the light is not green. Over.

31 08 50	CC (CNV)	Roger. In the meantime, Hawaii will check T/M. Do not forget that we would like . . . fly-by-wire. . . .
31 09 27	P	You were cutting in and out. I didn't get any of that, over.
31 09 31	CC (CNV)	Okay. We will try it one more time. . . . Over.
31 09 57	P	Roger. To go into auto and check for what?
31 10 00	CC (CNV)	. . . 0.05g.
31 10 08	P	You were cut out.
31 10 11	CC (CNV)	Roger. We would like to have you check for the roll rate which occurs after 0.05g.
31 10 18	P	Roger. Understand.
31 10 21	CC (CNV)	If you get this rate . . . .
31 15 22	P	Retro temp is 80 [degrees]. Pitch down is 70 [degrees]; pitch up is 65 [degrees]. Yaw left, 80 [degrees]; yaw right, 62 [degrees]. Roll counterclockwise, 72 [degrees]; roll clockwise, 68 [degrees]. Auto peroxide tank, 80 [degrees]; manual, 70 [degrees]; reserve, 72 [degrees]. 250 inverter, 101 [degrees]; 150 inverter, 121 [degrees]; standby inverter, 98 [degrees].

CALIFORNIA (TWENTIETH PASS)

31 16 44	CC	Faith Seven, Faith Seven, California Cap Com.
31 16 47	P	Roger, California, Faith Seven. Loud and clear.
31 16 51	CC	Be sure when you check for roll rate that the ASCS 0.05g fuse switch is in the on position.
31 16 59	P	Roger.
31 17 03	CC	. . .
31 17 08	P	*I have both fuse switches in the on position. My ASCS a-c bus is powered. I'm going to gyros slave. Now I understand I'm to go on to auto. Is that affirm?
31 17 26	CC	Say again, Faith Seven.
31 17 28	P	Roger. I have ASCS bus powered. Gyros are slaved, and now I understand that they want me to go into auto and see if I get the roll rate. Over.
31 17 39	CC	This is affirmative, Faith Seven.
31 17 42	P	Roger. Then do I come right back off with it if I get the roll rate? Over.
31 17 46	CC	*This is true. You can stop the capsule with the fly-by-wire.
31 17 50	P	Roger. Going into auto, NOW. [31 17 52] T
31 17 58	P	Roger. I do have the roll rate.

GUAYMAS (TWENTIETH PASS)

31 18 25	CC	Guaymas, Cap Com.
31 18 26	P	Go ahead, Guaymas. Faith Seven.
31 18 29	CC (CAL)	You can turn off the ASCS now.
Unreadable	CC	And turn the 0.05g ASCS fuse switch off and the . . . .
31 18 39	P	Roger. I have my ASCS 0.05g switch fuse off, and I'm powering down the ASCS. Is that affirmative?
31 18 49	CC	Power down your ASCS.
31 18 53	P	Roger. Powering down ASCS.
31 18 56	CC	Cage your gyros.
31 18 57	P	Roger. They are already caged.
31 19 01	CC	Gyros caged. ASCS bus turned off.
31 19 04	P	Roger.
31 19 13	P	*Would you ask the Cape what do I have left now. I have aux damp, fly-by-wire, and manual proportional; is that affirm, for retrofire?
31 19 46	CC (CAL)	. . . Com.
31 19 51	P	Go ahead, Guaymas.
31 19 53	CC (CAL)	. . .

31 20 05	P	Roger. What are they recommending? Do you know?
31 20 11	P	Roger.
31 20 17	CC (CAL)	. . .
31 20 21	P	Roger.
31 20 27	CC (CAL)	. . .
31 20 31	P	Roger. No problem.
31 21 10	CC (CAL)	Gordo. This is your last pass over us.
31 21 15	P	Roger. I'll see you in a couple of days.
31 21 18	CC (CAL)	Roger. You're doing an outstanding job. I'm proud of you.
31 21 19	P	Roger. Thank you, Gus.
31 21 23	CC (CAL)	Your friends in Mexico say adios.
31 21 25	P	Roger. Muchas gracias. Muchas gracias. That's French for thank you.
31 21 37	CC (CAL)	The same.
31 54 25	P	*Okay. Here I am at 31 54 28, now. Slow drift again in the nighttime. Still having trouble with the cabin—with the suit heat-exchanger dome temp; got control of it here, pretty close. Will fool around with it for about another 2 hours and some odd minutes.
31 55 18	P	Everything looks good. I have 53 percent auto [fuel] and about 79 percent manual [fuel].
31 58 20	P	Okay.
32 20 55	P	I'm observing some cities through the clouds at 32 20, 32 21.
32 21 17	P	Seeing out over Laos.

COASTAL SENTRY QUEBEC (TWENTY-FIRST PASS)

32 22 02	P	Roger, CSQ Cap Com. Faith Seven here.
Unreadable	CC	. . .
32 22 18	P	Roger, CSQ Cap Com. Faith Seven reading you.
32 22 23	P	Roger. I read you, John.
32 22 38	CC	Faith Seven, this is CSQ Cap Com. Answer if you read me on HF. Over.
32 23 01	P	Roger, CSQ Cap Com. Faith Seven reading you.
32 23 07	CC	CSQ Cap Com, Roger. We're going to change your clock, Gordo, to keep you from doing it. We have a list to copy here on this retro procedure. Are you ready for clock command? Over.
32 23 16	P	Roger. Go ahead.
32 23 19	CC	Command, on. What we're doing is backing your clock off 1 hour. You'll still be able to use minutes and seconds okay for retro. Over.
32 23 27	P	Okay.
32 23 29	CC	Okay. Here is the list to copy. Over.
32 23 37	P	Roger. Go ahead.
32 23 39	CC	Roger. Also, before we start this, make sure C-band is on for Range Tracker and also T/M. Over.
32 23 46	P	Roger. C-band and T/M are on.
32 23 55	CC	Roger. Okay, are you ready to copy?
32 23 58	P	Roger. Go.
32 24 00	CC	Roger, number 1 is attitude permission bypass.
32 24 09	P	Go.
32 24 11	CC	Attitude permission bypass is number 1. Do you acknowledge?
32 24 14	P	Roger. I got that. Go ahead.
32 24 16	CC	Roger. Retrorocket arm switch, manual.
32 24 21	P	Roger. Got that.
32 24 24	CC	Roger. Fly-by-wire thrust select switch, high and low.
32 24 32	P	Roger. Got it.
32 24 33	CC	Roger. Retrosequence fuse switch, number 2.
32 24 40	P	Roger. Got it.

32 24 43	CC	Roger. Retromanual fuse switch, number 2.
32 24 49	P	Roger.
32 24 51	CC	Roger. ASCS a-c bus switch, on.
32 24 54	P	Roger.
32 24 56	CC	ASCS 0.05g fuse switch, number 1.
32 25 04	P	Roger.
32 25 06	CC	ASCS control switch, select.
32 25 16	P	Roger.
32 25 18	CC	Mode select switch, off.
32 25 25	P	Roger.
32 25 27	CC	Manual handle, push on.
32 25 34	P	Roger.
32 25 37	CC	Roger. That will put you on manual. If you want to go fly-by-wire all you'd have to do is pull the manual handle off and your mode select to fly-by-wire. Roger.
32 25 45	P	That's affirm.
32 25 46	CC	Roger, okay. Squib arm will come on at retrofire minus 5 seconds.
32 25 57	P	Roger.
32 25 59	CC	Roger. And I will count down to retrofire with the Cape so you can hear. Over.
32 26 04	P	Roger, and I'll manually use fire retro then. Is that affirmed?
32 26 09	CC	Roger. The next step is to depress fire retro override; in other words, push the fire button. Over.
32 26 14	P	Roger. Understand.
32 26 16	CC	Roger. Now, if you have no retros, you can use as a backup, the following. If there are no retros, the next procedure would be used as a backup.
32 26 26	P	Okay.
32 26 29	CC	Hold just a second. What does your clock read now? Over.
32 26 34	P	Time to retrograde 01 31 50 now.
32 26 40	CC	Say, your clock setting should read 34 59 52. Over.
32 26 47	P	Negative. It does not.
32 26 50	CC	Roger. Did you copy 34 59 52? Over.
32 26 58	P	Roger. 34 59 52.
32 27 01	CC	Roger. You can set it yourself after leaving station here. I think we should get the rest of this procedure now. Over.
32 27 06	P	Roger.
32 27 09	CC	Roger. If you have no retros, use—if you get no retros—use as backup the following: number 1, retro delay to instant.
32 27 21	P	Roger.
32 27 22	CC	Press retrosequence button.
32 27 24	P	Roger.
32 27 26	CC	Okay. Some additional precautions. The retrojettison will have to be done manually.
32 27 31	P	Roger.
32 27 32	CC	Be sure that you do not arm the retrojettison switch until after the rockets have fired. Over.
32 27 38	P	Roger. Don't worry.
32 27 39	CC	Yeah, I'm with you. You'll probably not get a fire retro telelight, but we should get them okay here on the ground. Over.
32 27 47	P	Roger.
32 27 48	CC	Okay. Hold your retroattitude until jettison retro. Keep rates as low as possible, maintaining visual reference as aid for low rates; and at your nominal 0.05g time, select reentry mode.
32 28 03	P	Roger.
32 28 04	CC	That reentry mode of selection should be at about 34 09 19.
32 28 11	P	Roger.
32 28 14	CC	Okay. You'll come up on ASCS, go on auto with ASCS continuous, switch for your 0.05g, and then your reentry. Over.
32 28 26	P	Roger.
32 28 27	CC	Okay. That's the whole works now. Also go cabin fan normal now and your cabin control valve to 3.0. Over.
32 28 35	P	Roger. I already have it on.
32 28 40	P	What's wrong with reentering on aux damp on the reentry portion.

32 28 46	CC	Say again, Gordo.
32 28 48	P	Never mind, I'm losing you. Let's go UHF.
32 28 51	CC	Roger. Okay, see if you can get that 34 59 52 set up before you leave our telemetry. Over.
32 28 59	P	Roger, will do.
32 29 31	P	Roger. 34 59 52.
32 29 40	CC	Roger, Faith Seven. I have you at 34+59+52. Over.
32 29 45	P	That's affirmative.
32 30 09	CC	Faith Seven, CSQ. If you receive, switch to HF. Over.
32 30 20	P	Roger. Reading you loud and clear now, John.
32 30 23	CC	You came back in loud and clear then. We have your clock setting 34 59 52. That's correct.
32 30 29	P	That is affirmative.
32 30 32	P	That's 1 hour off, right?
32 30 34	CC	Say again, Faith Seven.
32 30 36	P	That's 1 hour beyond, right?
32 30 37	CC	That's correct. When we count down, we'll use minutes and seconds only. Over.
32 30 42	P	Okay.
32 30 45	CC	They'll check you on this—on later in this pass. Over. We should be ready next time around.
32 30 50	P	Roger.
32 31 04	P	Is that next time around or the time after that?
32 31 09	CC	Say again.
32 31 10	P	Roger. That is the next time around, is it not?
32 31 13	CC	That is correct; next time around when we see you, I will be firing.
32 31 17	P	Roger.
32 31 23	CC	What is your attitude? Are you in drift now, Gordo?
32 31 26	P	That's affirmative.

HAWAII (TWENTY-FIRST PASS)

32 40 42	CC	Hello Faith Seven, Faith Seven, Hawaii Cap Com. Do you read?
32 40 46	P	Roger, Hawaii Cap Com, Faith Seven. Loud and clear.
32 40 49	CC	Roger, Faith Seven, Hawaii Cap Com recommend take a green as for go now and go over your stowage checklist now . . . did you copy?
32 41 03	P	Roger. I'm practically all stowed right now.
32 41 09	CC	Say again, Faith Seven.
32 41 11	P	I'm practically completed with my stowage checklist now.
32 41 15	CC	Roger. You understand to take green for go, at this time?
32 41 19	P	To take what?
32 41 21	CC	Green for go. Take green for go at this time.
32 41 25	P	Roger, I understand. A green for go, will do.
32 41 31	CC	Roger. Zanzibar will go over this checklist that you copied from John, and John will help you with the retrofire time. Also do you understand that the time in your clock now is retrofire time +1 hour? You should read at retrofire 01 00 00.
32 41 55	P	Roger. Understand.
32 41 58	CC	Roger. What's your PCO_2 reading please?
32 42 02	P	* Roger, PCO_2 is about 2½ [mm Hg] now.
32 42 19	CC	PCO_2 is 2.5. Is that right?
32 42 21	P	That's affirmative.
32 42 48	CC	Faith Seven, Hawaii Cap Com.
32 42 52	P	Go ahead, Hawaii.
32 42 56	CC	We want the retrofire checklist completed over the Atlantic with the exception of your squib switch which you can get at retrofire—5 sec.
32 43 07	P	Roger. I intend to have it completed before then.
32 43 23	CC	Seven, Hawaii Cap Com. I'm sure you're familiar with the star pattern you'll be using during the retrofire.
32 43 32	P	Roger.
32 44 21	CC	Faith Seven. Hawaii Cap Com. Everything looks good on the ground. You might keep your eye on the PCO_2. What is your visor position?

32 44 29	P	Roger. My visor is open and I'm breathing off the cabin.
32 44 32	CC	Roger.
32 44 34	P	I'm going to emergency rate on my oxygen for a moment just to see if it's the gage, or if it actually is building up a little.
32 44 42	CC	Roger. Understand emergency flow rate at this time? [Tone noted.]
32 45 03	P	Roger. It does not seem to be decreasnig on the gage, so it must be the gage error.
32 45 10	CC	Roger. We're reading an increase on the ground as well.
32 45 23	P	I'm back on normal oxygen rate.
32 45 27	CC	Understand, back on normal.
32 45 30	P	Roger, fans are running.
		[Standby a-c auto warning tone occurs at 33 03 09][T]
33 05 43	P	Well, things are beginning to stack up a little. ASCS inverter is acting up, and my CO_2 is building up in the suit. Partial pressure of O_2 is decreasing in the cabin. Standby inverter won't come on the line. Other than that, things are fine.
	P	All right, I've checked that.

ZANZIBAR (TWENTY-SECOND PASS)

33 33 14	CC	Faith Seven, this is Zanzibar Cap Com. How do you read?
33 33 18	P	Roger, Zanzibar. Faith Seven reading you loud and clear.
33 33 21	CC	Faith Seven, Zanzibar Cap Com. Let's start your checklist here.
33 33 28	P	Roger, go ahead.
33 33 29	CC	One item has been added. Verify visor is closed.
33 33 36	P	*Negative, visor is not closed at the moment; I have a high CO_2 rate in suit.
33 33 47	CC	Item number 1 on the checklist now reads: cage gyro and remain caged throughout reentry.
33 33 58	P	Roger. I have an item for you. My ASCS a-c inverter has failed; so I will be making a manual reentry.
33 34 09	CC	ASCS inverter has failed?
33 34 12	P	That is affirmative.
33 34 14	CC	Roger. Let's continue this checklist now. Attitude permission bypass, bypass position.
33 34 21	P	*Roger. Bypass.
33 34 23	CC	Retrorocket arm switch manual?
33 34 26	P	Roger, on manual.
33 34 28	CC	*Fly-by-wire thrust selector switch, high-low.
33 34 34	P	Roger on high and low.
33 34 36	CC	Retrosequence fuse switch number 2.
33 34 39	P	Number 2.
33 34 42	CC	Retromanual fuse switch number 2.
33 34 46	P	Number 2.
33 34 47	CC	ASCS bus switch on.
33 34 51	P	ASCS a-c bus is off.
33 34 53	CC	Roger. ASCS 0.05g fuse switch to number 1 position.
33 34 59	P	On number 1.
33 35 01	CC	ASCS control switch select.
33 35 04	P	On Select.
33 35 07	CC	Mode select switch off.
33 35 08	P	Mode select off.
33 35 11	CC	Manual handle push on.
33 35 14	P	Manual handle is on.
33 35 16	CC	*Right. Squib arm at retro minus 5 seconds.
33 35 27	P	Roger.
33 35 28	CC	And that will occur in approximately 25 minutes.
33 35 31	P	Roger, I understand.
33 35 35	CC	Have you tried the standby inverter on ASCS bus?
33 35 38	P	Roger, the standby inverter will not start.
33 35 41	CC	The standby inverter will not start.
33 35 43	P	That is affirmative.
33 35 45	CC	Roger. Cape Flight advises you believe your CO_2 partial gauge in the capsule, as this was confirmed over Hawaii.
33 36 05	P	Cape advises what?

33 36 09	CC	We will advise you at this time. You have sufficient oxygen in to continue on emergency rate from now through reentry if required.
33 36 17	P	Ah, Roger. I understand.
33 36 22	CC	Shall we go over the retro backup?
33 36 26	P	Negative. I have that straight. I'll just go to retrofire to instantaneous and punch retrosequence.
33 36 35	CC	That is correct. You have the other additional precautions.
33 36 47	P	Negative. What's that?
33 36 48	CC	Retrojettison must be done manually.
33 36 52	P	Oh, roger, roger. I have those.
33 36 53	CC	Retrojettison switch to arm, after rockets fired.
33 36 58	P	Roger. I have that.
33 37 03	CC	You will probably not get a fire retro telelight.
33 37 06	P	Roger.
33 37 08	CC	Ground should be able to confirm, though.
33 37 11	P	Roger.
33 37 31	CC	Faith Seven, Zanzibar Cap Com.
33 37 34	P	Go ahead Zanzibar, Faith Seven.
33 37 36	CC	*We've had about 3-percent rise on the CO_2 partial. Do you think it is advisable to purge again at this time?
33 37 47	P	Negative. It seems to be holding pretty steady over what it has been.
33 37 51	CC	Roger. We're getting very poor air-ground communications at this time.
33 37 56	P	Roger.
33 38 09	CC	. . . Faith Seven. Zanzibar Cap Com.
33 38 12	P	Go ahead, Zanzibar. Faith Seven.
33 38 14	CC	We would advise the visor be closed prior to retrofire.
33 38 20	P	Roger, it will be.
33 38 35	CC	Faith Seven, Zanzibar Cap Com.
33 38 38	P	Go ahead.
33 38 39	CC	Cape advises closing visor.
33 38 42	P	Roger.
33 38 44	CC	Do you confirm.
33 38 46	P	Roger. Will close visor. Visor is closed and locked.
33 39 02	CC	Roger, visor is closed and locked. Continue to watch that PCO_2 meter and if it rises, go on emergency rate.
33 39 10	P	Roger.

COASTAL SENTRY QUEBEC (TWENTY-SECOND PASS)

33 56 25	P	CSQ Cap Com, Faith Seven. Over.
33 57 03	CC	Hello, Faith Seven, CSQ Cap Com. Over.
33 57 06	P	Roger, CSQ Cap Com. Faith Seven in retroattitude. Checklist complete.
33 57 16	P	Roger, CSQ Cap Com, Faith Seven.
33 57 19	CC	Faith Seven, CSQ Cap Com. Roger. You're sounding good. How's that check test? All complete?
33 57 24	P	Roger. All complete except for squib.
33 57 26	CC	Roger. How's the window attitude? Check okay?
33 57 30	P	Roger. Right on the old gazoo.
33 57 32	CC	That's the way, boy.
33 57 34	CC	*Okay. Our procedure, Gordo. I'll give you the 1-minute hack before retrofire and then I'll give you a 10-second countdown to what would normally be retrosequence. This time there will just be a countdown to a 30-second point and then a 10-second countdown to retrofire and at the 5 point tell you to arm squib.
33 57 53	P	Roger. That's fine.
33 57 54	CC	Roger.
33 57 59	CC	How's your PCO_2 doing?
33 58 02	P	Oh, its coming on up. And my ASCS inverter has failed, few other little odds and ends.
33 58 09	CC	Okay. Roger.
33 58 11	P	*I'll shoot the retros on manual, and I'll reenter on fly-by-wire.
33 58 18	CC	Roger. Okay.

33 58 20	P	I'm looking for a lot of experience on this flight.
33 58 23	CC	You're going to get it.
33 58 26	CC	Okay, we've got the beginning of the 1-minute period and about 25 seconds here.
33 58 31	P	Roger.
33 58 48	CC	Okay. One minute to go on my mark. Stand by.
33 58 54	CC	MARK. [33 58 54]^{T}
33 59 00	CC	Did you get that?
33 59 03	P	Roger. I got it.
33 59 04	CC	Roger. I'll give you a 10-second count here down to the 30-second point.
33 59 08	P	Roger.
33 59 14	CC	10, 9, 8, 7, 6, 5, 4, 3, 2, 1. Thirty [33 59 24]^{T} seconds.
33 59 30	CC	Okay. The next 10-second count will be a countdown to your manual retro. Over.
33 59 35	P	Roger.
33 59 44	CC	10, 9, 8, 7, 6, squib arm. 4, 3, 2, 1, fire [33 59 53]^{T}. Roger. A green one here.
34 00 13	P	Roger. I think I got all three.
34 00 16	CC	Roger. How did your attitude hold, Gordo?
34 00 18	P	Well, pretty fine.
34 00 20	CC	Good show, boy, real fine. Looks like they came off right on the money on time.
34 00 25	P	Roger, I think so.
34 00 28	CC	*Roger. Very good. On the next mark at 60 seconds from that retro, you should jettison retros; and you'll do that one manually, right?
34 00 37	P	Roger.
34 00 40	CC	Got any estimate on your attitude hold, in any axis how far you drifted off on retro? Over.
34 00 45	P	No, I sure don't. I held it relatively close, John, but I couldn't guess.
34 00 52	CC	That's the way to do it. Just too close to tell any error. Good head.
34 00 55	P	Ha, ha. No, I wouldn't say that.
34 00 59	CC	Roger. You can go ahead and jettison retros and time.
34 01 01	P	Roger. Jettisoning retros.
34 01 09	P	And off they came.
34 01 14	CC	We have your signal.
34 01 17	P	Roger.
34 01 18	CC	*Okay. Dealers choice on reentry here, fly-by-wire or manual. I think you said, you're coming back in fly-by-wire?
34 01 28	P	Roger. I think I'll come back in fly-by-wire.
34 01 31	CC	Roger, okay. You can hold retroattitude now for a while here. If you wanted to hold your attitude more close by holding retroattitude until you get a little closer to 0.05g.
34 01 43	CC	Your 0.05g is 34 09 19. Just before you get to that, you can come up to your zero reentry attitude. Over.
34 01 51	P	Roger.
34 01 53	CC	And you can establish roll at that time also.
34 01 56	P	Roger.
34 02 01	P	*What was the time on establishing that?
34 02 06	CC	*34 09 19. That is your 0.05g time.
34 02 11	P	Roger.
34 02 14	CC	Just a little bit before that you could come on up to zero zero.
34 02 20	P	Roger.
34 02 31	CC	Roger. Keep your rates down, keep your rates as near zero as you can.
34 02 36	P	Roger. Will do.
34 02 49	CC	*It's been a real fine flight, Gordo. Real beautiful all the way. Have a cool reentry, will you?
34 02 55	P	Roger, John. Thank you.
34 03 24	CC	Faith Seven, CSQ.
34 03 27	P	Roger, CSQ.
34 03 28	CC	ASCS 0.05g switch fuse to the off position. Over.
34 03 33	P	Roger. 0.05g switch fuse to the off position.
34 03 37	CC	Roger.
34 03 42	P	Roger.

RANGE TRACKING SHIP (TWENTY-SECOND PASS)

34 08 21	CC	Faith Seven, Faith Seven, Faith Seven, this is RTK M and O [Maintenance and Operations]. How copy?
34 08 27	P	Roger, Faith Seven. Reading you loud and clear.
34 08 30	CC	* Roger, RTK here. I have landing area weather for you. Ready to copy?
34 08 34	P	Roger.

HAWAII (TWENTY-SECOND PASS)

34 13 07	CC	Faith Seven, Faith Seven, Hawaii Cap Com. Do you read?
34 13 11	P	Roger.
34 13 13	CC	Faith Seven. What is your status?
34 13 16	P	Roger. Doing fine.
34 13 21	CC	Faith Seven, Hawaii Cap Com. Say your status. Over.
34 13 25	P	Roger. Faith Seven is doing fine. Reentering.
34 13 29	CC	Roger. Is your altimeter off the peg yet? Over.
34 13 33	P	Roger.
34 13 36	CC	Say your altitude; say your altitude.
34 13 38	P	Roger, 95,000 [feet].
34 13 43	CC	Roger. Understand 85. Are you standing by for the drogue at 40,000 [feet]?
34 13 49	P	Roger.
34 13 50	CC	We have tops of cloud in recovery area at about 36,000 feet.
34 13 58	CC	There is a 0.5 cloud coverage at 1,500 feet. 5 to 6 foot waves. Surface wind, 15 knots from 085 degrees. Stand by for your recovery time. Did you copy?
34 14 15	P	Roger, you'll have to wait a minute, I'm just hanging on here now.
34 14 21	CC	Roger, Faith Seven. Say again your last.
34 14 31	P	I got a drogue.
34 14 34	CC	Understand, drogue is out.
34 14 35	P	Roger.
34 14 42	CC	*Think I got a—an oral report of drogue out. Stand by.
34 14 52	CC	Faith Seven, Hawaii Cap Com. Is your drogue out at this time?
34 14 55	P	Roger, drogue is out.
34 14 59	CC	Checklist follows. Snorkel ring at 20,000 feet. Landing-bag switch to auto. Recovery arm switch, manual. Fuel jettison fuse switch, number 1. Fuel cross-feed handle, push on. Roll, yaw, pitch, T-handles push on. Position the T/M switch, your option. ASCS select switch should be off. And give me the status on your fuel dump. Over.
34 15 47	P	Fuel is dumped.[2]
34 15 50	CC	Understand fuel is dumped. Pressure regulator handle should be pulled.
34 16 03	P	Roger. I have a good main.
34 16 07	CC	Say again, Faith Seven.
34 16 09	P	Roger, I have a good main chute.
34 16 11	CC	Good main chute, good show.
34 16 14	P	Roger, landing bag is down and green.
34 16 15	CC	Repeat, please?
34 16 16	P	Landing bag is down and green.
34 16 17	CC	Understand the landing bag is green. What is your rate of descent?
34 16 28	P	About 34 feet per second.
34 16 31	CC	Everything looks good, preparation for impact. Urine transfer shutoff valve closed. Transfer hose, disconnect. Blood pressure hose, disconnect. Aeromed connector, disconnect. Helmet outlet hose, disconnect.
34 16 59	CC	Faith, are you staying with me, Gordo?
34 17 02	P	Roger, I've got my list right here, Scott.
34 17 06	CC	Say again, Gordo.
34 17 11	CC	Roger, helmet should be unlocked and opened.
34 17 19	CC	Temperature probe should be disconnected.
34 17 24	CC	Unfasten your helmet neck-ring seal.
34 17 31	CC	Tighten your straps.
34 17 36	CC	Lock the shoulder reel harness.
34 17 41	CC	Stand by for impact.
34 17 45	P	Roger.

[2] Pilot subsequently informed editor that he meant to say "fuel dump is armed." The rapidity of events at this moment precluded his rendition of a corrective statement to Cap Com.

34 17 47	CC	Are there any recovery aircraft on air-to-ground now?
34 17 52	P	Negative.
34 17 56	CC	This is Hawaii Cap Com. Understand you are in communication with recovery aircraft, is that correct?
34 18 02	P	Negative. Negative, I am not. Over.
34 18 09	CC	We'll stay with you then.
34 18 19	CC	Seven, Hawaii Cap Com. [*USS*] *Kearsarge* has visual contact with you at this time, over.
34 18 25	P	Roger, thank you. That sounds good.
34 18 29	CC	Good show, pal.
34 18 43	CC	Faith Seven, Hawaii Cap Com. Say your altitude.
34 18 47	P	Roger. 4,000 feet.
34 18 49	CC	4,000, your preimpact check is complete. Is that correct?
34 18 53	P	Roger.
34 18 55	CC	Understand preimpact checklist is complete.
34 19 00	P	Roger. Fuel is jettisoned and all T-handles are in.

RECOVERY (TWENTY-SECOND PASS)

34 19 04	R1	Hello Astro. This is 1 Indian Gal. Over.
34 19 07	P	Roger, this is Astro. Go ahead.
34 19 10	R1	Roger, 1 Indian Gal. We are circling you at about 500 feet; you're coming down very nicely. Sea state is about 5- to 8-foot waves, a few white caps. Wind is just perfect for a helo [helicopter] operation. The carrier [*USS Kearsarge*] is about 5 miles away.
34 19 31	P	Roger.
34 19 42	R1	Astro, you are swaying just a little bit, looks like about a 50 or rather, correction, a 30-foot sway. You're coming down very nicely. You are presently about 1,000 feet. The wind is from the southwest at about 12 knots, perhaps 15.
34 20 06	P	Roger, understand.
34 20 14	R1	Astro, 1 Indian Gal. How do you feel? Over.
34 20 17	P	Roger, I'm in fine shape. Excellent.
34 20 22	R1	Thank you Astro. This is Indian Gal. We still are circling you very nicely. You're now steadying up quite nicely, about 400 feet. You are passing my starboard side.
34 20 35	P	Roger.
34 20 36	R1	Have three helos right around you. Got the swimmers with me. They'll be out just about the time you're setting down on the water.
34 20 44	P	Roger.
34 20 47	R1	The carrier is only about 3 miles away. Couldn't be a nicer shot.
34 20 50	P	But I missed that third elevator.
34 20 53	R1	Now you are in the water in good shape.
34 20 57	R1	Your parachute is still with you. Chute has spilled and is in the water.
34 21 09	R1	Collar in the water.
34 21 15	P	Roger.
34 21 23	R1	Your dye markers out now, Astro. Looks nice. I'm coming in now for the swimmers.
34 21 39	R1	Astro, your capsule is on the side. The capsule parachute did not deploy.
34 21 46	P	Roger.
34 21 49	R1	Now your capsule is coming up nicely. It's sitting at about a 30-degree angle on the water.
34 21 55	P	Okay.
34 21 56	R1	You look pretty good.
34 22 02	R1	I'm on top over you, directly overhead. Your capsule is now erected nicely. You're bouncing on the sea. I notice now that the parachute has released. I'm now going to drop the swimmers.
34 22 14	P	Roger. Hold them clear a minute and I'll get the HF antenna up.
34 22 38	K	Astro, from Begonia on *Kearsarge*. How do you read me? Over.
34 22 43	P	Roger, Begonia, Faith Seven. Read you loud and clear. Over.
34 22 47	K	Roger, how you feeling? Over.
34 22 50	P	Fine, couldn't be better.
34 22 52	R1	Astro, all the swimmers are out. The first one is on your capsule now. He's pounding. Do you hear him? Over.
34 22 57	P	Roger, good shape. [Shouting to swimmers.]
34 23 13	P	Hello dahr, how are you? [Shouting to swimmers.]

34 23 17	K	Gordon, this is Begonia. We estimate approximately 45 minutes to have you on deck on *Kearsarge*. Please advise your wishes and any info this subject. Over.
34 23 33	P	I'm okay. I'll wait on the boat. [Shouting to swimmers.]
34 23 37	P	I'm in good shape.
		*[Nonflight-related transmission omitted.]
34 23 45	R1	Astro, this is 1 Indian Gal. Do you hear the swimmers? Over.
34 23 52	P	I just had my helmet off talking to the swimmers.
34 23 54	R1	Roger. I see you don't have smoke. Apparently, you are all right. What is—Begonia desires to know—what your desires about being picked up. Over.
34 24 02	P	Roger. I'd like to come aboard the carrier if they will grant me permission for an Air Force troop.
34 24 06	R1	*Roger. Begonia, this is 1 Indian Gal. Gordon Cooper desires to come on board the carrier if they will let an Air Force Officer aboard. Over.
34 24 18	K	Roger. Permission granted, of course, and I don't know whether he heard me before or not. Estimate about 45 minutes to have him on deck. Over.
34 24 30	R1	*Major, Begonia estimates 45 minutes for your on-deck time. What are your desires? Over.
34 24 37	P	Roger. I'll wait to go on board. Over.
34 24 40	R1	Roger, understand that you desire pickup by Wildcat . . . .
34 24 44	P	Thank you, sir. No, negative. I'll wait and go on board the carrier. Begonia did you read? Over.
34 24 47	R1	Roger. I understand you will be hoisted by the carrier. Begonia did you read? Over.
34 24 53	K	This is Begona. I copy. Out.
34 25 00	K	Indian Gal 1, Begonia. What status on collar? Over.
34 25 05	R1	Roger, collar is about half way around. The swimmers are in the water nicely. The capsule is working well.
34 25 12	K	Roger.
34 25 14	R1	The parachute was a little delayed in deploying. It it now riding very nicely in the water.
34 25 26	?	Roger, Wildcat, Tea Kettle 222. Go . . . .
34 25 31	R1	*They attached the collar just about all the way around. The sea state is the same as the ship.
34 25 39	R1	The collar—the capsule looks like it's riding at about a 20-degree angle. Quite steady in the water.
34 26 13	R2	One from two.
34 26 15	R1	One. Over.
34 26 16	R2	*Roger. Swimmers desire to save chute. Shall I deploy swimmers? Over.
34 26 20	R1	*This is one. Don't deploy swimmers at this time. The boat looks like it will pick up the chute. It is close enough.
34 26 29	R2	Roger.
34 26 30	R1	Wildcat, the collar now looks like it is all the way around the capsule. It's just about to be inflated.
34 26 37	R1	The swimmers are still with it. The chute is still floating next to the capsule. They don't look like they are having any difficulty. Looks like a normal operation.
34 26 49	K	This is Begonia. Roger, out.
34 26 52	R1	*The collar is now inflated fully.
34 26 56	R1	It has picked the capsule up nicely. It is now erect, and the swimmers are making final adjustments.
34 27 06	K	Begonia. Roger, out.
34 27 08	P	Sorry, I missed that third elevator, Begonia.
34 27 12	R1	Begonia, Gordon Cooper says he's sorry he missed the third elevator.
34 27 18	K	I think it's a quite acceptable shot, Major.
34 27 25	P	Thank you.
34 27 33	R1	Begonia, the swimmers are now hanging on to the collar. It is fully inflated; the capsule is upright. The capsule looks like it's riding very nicely in the water, just going up and down slightly on the 5- to 8-foot waves. There are a few white caps around, but they are not breaking over the tower.
34 27 57	R1	Looks like a normal operation, and they are just waiting for him.

34 28 07	K	* This is Begonia. Gordon, are you in communication with the swimmers at this time? Over.
34 28 14	P	I can yell to them through the hatch here.
34 28 18	K	I understand that you can hear them through the hatch. Is that correct?
34 28 21	P	Roger, we can communicate by yelling back and forth, I believe.
34 28 26	K	Roger. Out.
34 28 42	K	Major Cooper, from the USS *Kearsarge*, welcome to the Pacific. Good landing.
34 29 01	R1	*Major, the *Kearsarge* is now making a down base leg. They are going to make a normal 180 approach to you. They are about 2 miles away coming down wind. They will start their turn into your position in about 10 minutes.
34 29 17	P	Roger. Very fine.
34 29 19	P	Hello. How are you doing? I'm fine. Okay. How are you? [Shouting to swimmers.]
34 29 36	K	Major, they estimate your miss at 3,900 yards. Looks like a record.
34 29 43	P	Say again, sir. Say again, I was talking to the swimmers.
34 29 47	K	Roger. You missed by 3,900 yards, very acceptable.
34 29 51	P	Thank you.
34 29 54	P	What? I'll wait on the carrier. What? [To swimmers.]
34 30 05	R1	Two, this is One. Looks like the parachute is sunk now, I don't see it anymore. There is a small drogue chute still . . . upwind of the green dye.
34 30 15	K	Delighted to have you back in the Pacific and congratulations on a wonderful, wonderful ride.
34 30 23	P	What? Yeah, I'll wait on the carrier. [To swimmers.]
34 30 32	K	Gordon, this is Begonia. John Graham will be on this line and be stationed down near the hangar—near the elevator—about the time that we pick you up. Thought I would alert you that he will be on the line to talk to you just before you get out. Over.
34 30 52	P	Roger. Fine.
34 31 00	K	Is there anything we can do in preparation . . . .

ACKNOWLEDGEMENT

During the life of the Mercury Project, several million people have unselfishly contributed their knowledge, skill, and ingenuity to make this pioneering space project a successful national effort. The people came from all walks of life; they came from government agencies, from industrial organizations, and from many educational institutions. Also, valuable cooperation has been received from a number of people and governments of other nations to enable the accomplishment of the essential support activities around the earth. Each person is to be commended for his untiring efforts and his unfaltering faith in the ultimate successful fulfillment of the objectives of the project.

ROBERT R. GILRUTH
Director

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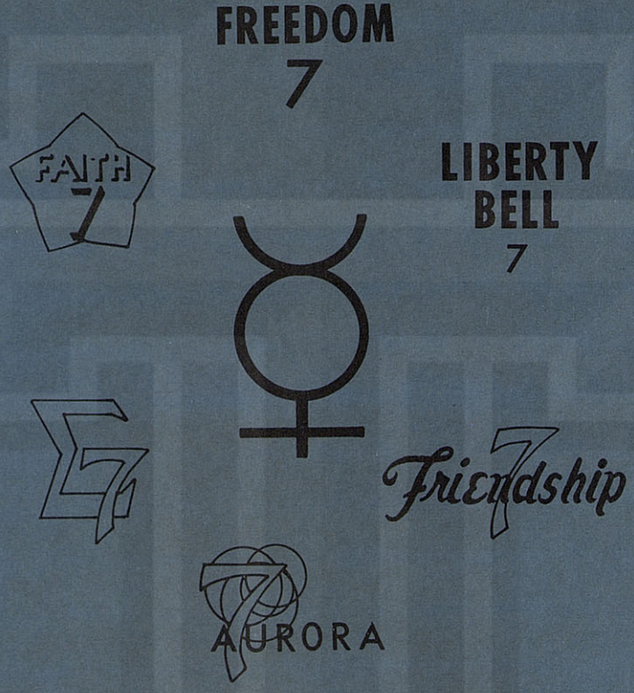
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