SC Houston, Aquarius, how do you read?
CAPCOM Aquarius, Houston. Go ahead.
SC Okay, how did our (garbled) configurations appear to be working down there?
CAPCOM I'm sorry, Fred, but we got noisey again.
SC Okay, let me know when you want me to try.
CAPCOM Okay, that sounded better already. Go ahead.
SC Okay, I'd just like to know how our little (garbled) set up (garbled) appears to be working down there.
CAPCOM We are reading 0.2 on our CO2 sets here and we're all delighted, it seems to be working fine.
SC Boy, that is great.
CAPCOM And Fred, Houston. In a little while here I'm going to have a procedure that I want to read up to you and have you copy down for future use. It's a procedure for powering the command module main bus off the LM and it's something that we feel that's going to come in real handy later on for such things as topping off the command module entry batteries and also possibly for doing some preheating and preliminary powering up of the command module before we get rid of the LM. We'll have that for you in probably 10 or 15 minutes. Over.
SC Okay, okay, Joe. That's good. (garbled)
CAPCOM Aquarius, Houston.
SC Go ahead.
CAPCOM Okay, Fred, our procedure generating mill has generated another very short one for you here. It's a procedure for getting an onboard readout -
SC Stand by one, Joe.
CAPCOM Okay.
SC Okay, Joe, go ahead.
CAPCOM Okay, Fred, this is a procedure for getting the readout of the descent propellant tank temps. It's no big problem, but our LM people say that the bottom of the descent stage is probably cooling off and we just want to verify that the descent water tank will be okay. Right now it looks as though it won't freeze until several hours after it's empty, but we want to have you read these temperatures out to us so we can see how good our predictions are. The procedure is on panel 16, close the propellant display/engine override logic circuit breaker. Over.
SC Okay, the propellant displays override circuit breakers are closed. (garbled) the propellant.
CAPCOM Right, Fred, the next step is simply to turn the propellant temp press monitor switch to descent 1, read the fuel and ox temps, turn it to descent 2, read the fuel and ox temps and tell us what they are.