Olivia Palmer

SSUNS

Apollo 13

10 November 2016

Journal Entry 04.13.68 – Day 2

Earlier today my crewmates and I were experiencing nothing out of the ordinary aboard the Saturn V. John, Fred and I have been happily reporting to mission control that the rocket is holding up magnificently; Joe Kerwin on the ground even joked that the ground team was bored to tears.

On April 11th 1970 we made history as Apollo 13th launched into space. My crewmates and I, were aboard the third lunar landing mission. Lunar missions Apollo 11 and Apollo 12 both experienced successful moon landings and earth re-entries while accomplishing their mission objectives. The overall goal of the Apollo missions is to establish the technology to secure any interests the United States may have in space, possess the capability to preform scientific experiments in a lunar setting, and carry out an exploration of the moon. We plan to further that goal through the endeavors of Apollo 13. Although we experienced a last minute alternation in command module pilot from Kenneth to Swigert, we are still functioning as a strong team.

For the Apollo 13 flight, my crewmates and I are scheduled to land in the Fra Mauro crater. Here we are to conduct field research on the moon to advance the Apollo mission objectives. After two days of a relatively smooth flight, we were wishing everyone a good evening through our TV broadcast when there was an explosion of oxygen tank no. 2 within the Service Module. After the explosion we experienced the loss of our normal supply of electricity, water and light. I messaged Houston at 9:08 pm on April 13th letting them know that the crew had just encountered a major problem. Subsequently, the warning lights began flashing, indicating that two of the three fuel cells had been exhausted with the loss of oxygen tank one. When I turned my head to look out the window of the Command Module, I noticed that we were expelling some sort of gas.

My first thought was to address the cabin pressure because if the pressure dropped life would become unsustainable immediately. I worked with John Swigert the Command Module Pilot, to close the hatch between the Lunar Module and the Command module. Once we closed the hatch we realized that this did not alleviate the escaping gas. Currently we are running system checks of the onboard systems, and noticed the alarming oxygen tank psi levels. Oxygen tank no. 1 dropped to 200psi.

As the most experienced astronaut on the team, with three previous missions and over 572 logged spaceflight hours I feel that it is my duty to ensure my crewmates survival and aim to complete our mission’s objective. When I was the backup commander to Neil Armstrong on Apollo 11 I learned much about how the Apollo missions were operating. I felt prepared by NASA to solve any problems we may encounter and maneuver my way through space to make my way home safe and sound. Together, the Apollo 13 crew and everyone working with us on the ground is going to find a way to complete our mission and return home.

Works Cited

"Apollo 13 Mission." Lunar and Planetary Institute. Lunar and Planetary Institute, n.d. Web. 03 Nov. 2016.

"Astronaut Bio: James A. Lovell." NASA. NASA, n.d. Web. 03 Nov. 2016.

Dumoulin, Jim. "Apollo 13." NASA. NASA, n.d. Web. 03 Nov. 2016.

Karl Tate. "How NASA's Dangerous Apollo 13 Survival Mission Worked." Space.com. N.p., n.d. Web. 03 Nov. 2016

"Jim Lovell Fast Facts." CNN. Cable News Network, n.d. Web. 03 Nov. 2016.