

Month	Day	Year 2002	Day of Year	Flight Day	Time (UT)	Event
JAN	15	2002	15	2237	16:30	SK-32: jets 1,2,4,6; dV: 0.048m/s; fuel 0.053 kg Mom.Mgmt: 3 segm.; speeds: -322/328/1824
FEB	5	2002	36	2258	2:39	ESR-18: main bus voltage drop. Probable cause: "Tin Wiskers"
FEB	8	2002	39	2261	14:00	SK-33: jets 1,2,4,6; dV: 0.26m/s; Mom.Mgmt: 3 segm.; speeds: -1006/629/898; done 17:05
MAR	13	2002	72	2294	23:06	Both battery1 BDRs configured OFF, since battery 1 lost
MAR	24	2002	83	2305		MDI 60-Day Continuous until 05:00 UT, June 3
APR	21	2002	111	2333	1:30	Proton event - X1 flare
JUN	3	2002	154	2376	13:30	SK-34: jets 2,3,4,5; dV: 0.87m/s; Mom.Mgmt: 3 segm.; speeds: --404/483/1639 rpm; done 17:01
JUN	19	2002	170	2392		MDI 5-Day Continuous until 4:20 June 23
JUN	20	2002	171	2393	10:07	Kevlar Cutter electronics switched ON (to STBY) to reduce batt2 charge current by 20/40 mA
JUL	17	2002	198	2420		MDI 5-Day Continuous until 7:00 July 22
AUG	20	2002	232	2454	11:00	EIT Off-pointing (in NM&HR): 19 steps; max absolute off-pntg (arcsec): yaw: 720; pitch: 798
AUG	28	2002	240	2462		MDI Continuous until 8:30 on September 2
SEP	4	2002	247	2469	17:00	Tank heating limits changed to 25.5/26.5 °C
SEP	26	2002	269	2491		MDI 5-Day Continuous until 17:10 on September 30
OCT	7	2002	280	2502	20:18	Pros ring heater ON with duty cycle 100%
OCT	10	2002	283	2505	15:10	SK-35: jets 2,3,4,5; dV: 0.245m/s; Mom.Mgmt: 3 segm.; speeds: --318/386/1168 rpm; done 17:50
OCT	16	2002	289	2511	13:12	CAE B switched ON to monitor branch B pressure
OCT	21	2002	294	2516	0:00	Medoc Campaign # 10, until Nov.3
NOV	19	2002	323	2545		CAE telemetry swap between CAE A and CAE B once a week for branch press.survey