EXIDE UPS CLOCK CORRECTION FACTOR

System clock is 58 minutes and 18 seconds slow due to daylight savings time change and normal annual error.

22:54:04 CST power failure actually occurred at 23:52:22 CST.

22:54:04
+ 58:18
23:52:22   (correct to WWV)

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              U P S    A L A R M S    D I S P L A Y
MMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMM
  /01/99  22:57:22  UPA      UPS Not OK - UPS Problem Detected            :
  /01/99  22:57:22  SYN      Not Sync to Util. - Invrtr Not in Sync with Byp  :
  /01/99  22:57:22  IOV      Input OV/UV - UPS Input Src Voltage out of Limit :
  /01/99  22:57:22  SYN      Not Sync to Util. - Invrtr Not in Sync with Byp  :
  /01/99  22:57:22  BNA      Bypass Not Avail. - Bypass Source Not Avail.     :
  /01/99  22:56:57  BBA      Bypass Breaker Alarm - Bypass Breaker Closed     :
  /01/99  22:56:57  NTB      Not OK to Trans. to Bypass - Transfer Inhibited. :
  /01/99  22:56:56  IOV      Input OV/UV - UPS Input Src Voltage out of Limit
  /01/99  22:56:56  SYN      Not Sync to Util. - Invrtr Not in Sync with Byp  :
  /01/99  22:56:56  BNA      Bypass Not Avail. - Bypass Source Not Avail.     :
  /01/99  22:55:28  BBA      Bypass Breaker Alarm - Bypass Breaker Closed     :
  /01/99  22:55:28  NTB      Not OK to Trans. to Bypass - Transfer Inhibited. :
  /01/99  22:55:27  SYN      Not Sync to Util. - Invrtr Not in Sync with Byp  :
  /01/99  22:55:27  BNA      Bypass Not Avail. - Bypass Source Not Avail.     : .
  /01/99  22:55:27  IOV      Input OV/UV - UPS Input Src Voltage out of Limit :
  /01/99  22:54:04  IOV      Input OV/UV - UPS Input Src Voltage out of Limit :
  /01/99  18:18:31  BBA      Bypass Breaker Alarm - Bypass Breaker Closed     :
  /01/99  18:18:31  NTB      Not OK to Trans. to Bypass - Transfer Inhibited. :
  /01/99  18:18:30  CIN      Charger Inoperative - UPS on Battery             :
  /01/99  18:18:30  UPA      UPS Not OK - UPS Problem Detected                :
  /01/99  18:18:30  CIN      Charger Inoperative - UPS on Battery             :
MMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMM
          Press PgUp/PgDn to scroll or ESC to exit to Main Menu
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RMCF PRINTOUT
from LIT RMCF, LITTLE Rock, AR
post aircraft accident evaluation
for LIT VOR/TACR/DME
AA 1420

← Power Outage @ VOR site

Entry	Date	Time	Label
FLIT EVENT]	99/06/02	04:57:05	
FLIT EV DM]	99/06/02	04:57:06	
FLIT EV DM]	99/06/02	04:57:07	*BATT
FLIT EV DM]	99/06/02	04:57:13	BATT
FLIT EV DM]	99/06/02	04:57:19	
FLIT EVTDM]	99/06/02	04:57:22	
KMON EV DM]	99/06/02	06:16:03	*BATT
KMON EV **]	99/06/02	06:16:06	
KMON EV DM]	99/06/02	06:16:14	
KMON EV DM]	99/06/02	06:16:20	BATT
KMON EV *M]	99/06/02	06:16:21	
KMON EV DM]	99/06/02	06:16:29	
KMON EV D*]	99/06/02	06:17:19	*BATT
KMON EV **]	99/06/02	06:17:22	
KMON EV D*]	99/06/02	06:17:29	
FLIT EVTD*]	99/06/02	06:39:44	*STAC
FLIT EVTDM]	99/06/02	06:39:58	STAC
KMON EV DM]	99/06/02	07:27:36	BATT
KMON EV *M]	99/06/02	07:27:37	
KMON EV DM]	99/06/02	07:27:45	

Little Rock Air Traffic Control Tower

Koehler 125 kw Diesel Engine Generator
1000 gallon underground fuel tank

Excide 50 KW Uninterruptable Power Supply