ATTACHMENT E

Transient Stability Analysis

(Alt 2)

Attachment E-1 Fault Location Diagrams

Attachment E-2 2012 Fault Descriptions and Summaries

Attachment E-3 2012 Transient Stability Plot – Winter Peak

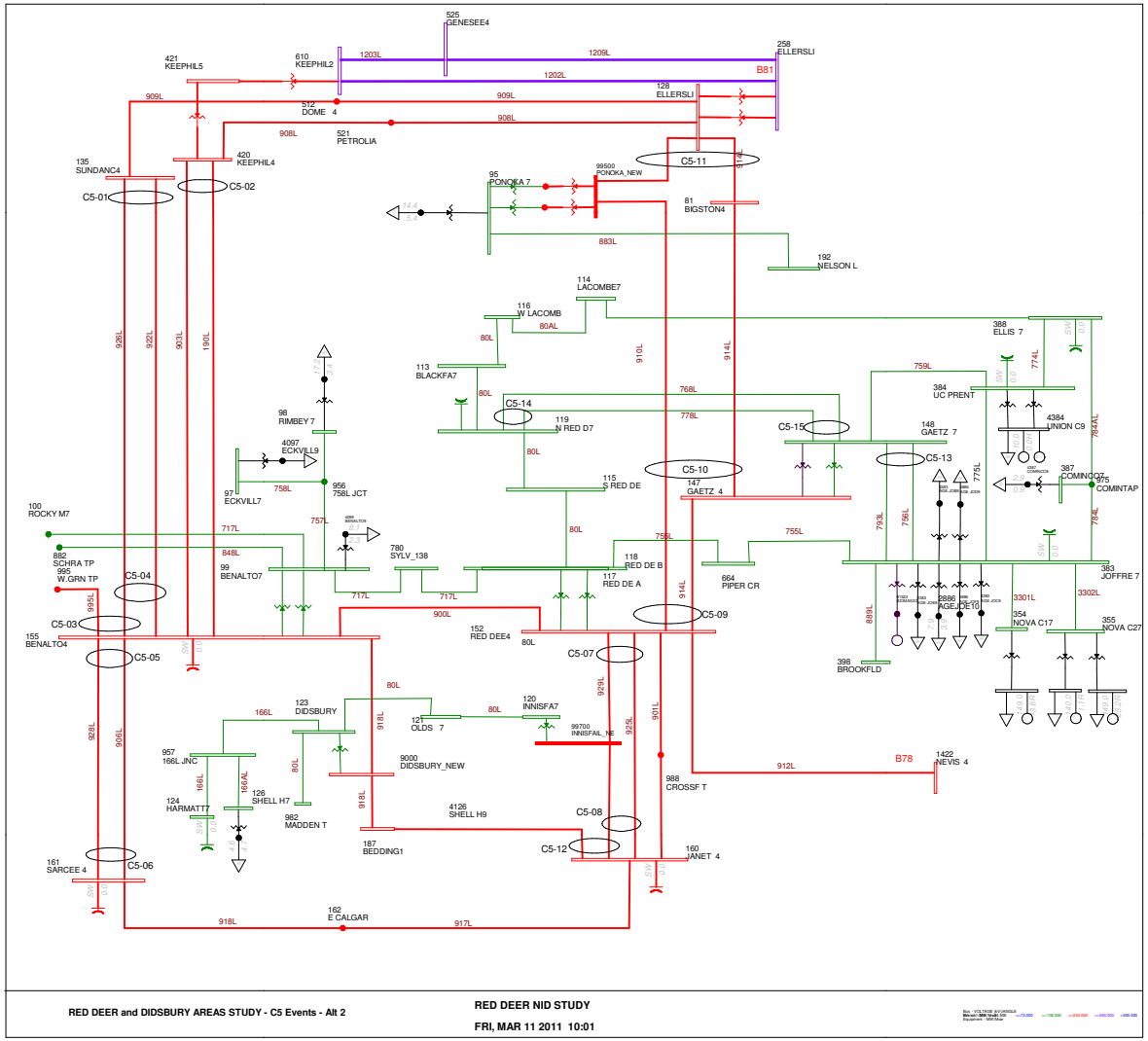
Attachment E-4 2012 Transient Stability Plot – Summer Light

Attachment E-5 2017 Fault Descriptions and Summaries

Attachment E-6 2017 Transient Stability Plot – Winter Peak

Attachment E-7 2017 Transient Stability Plot – Summer Light

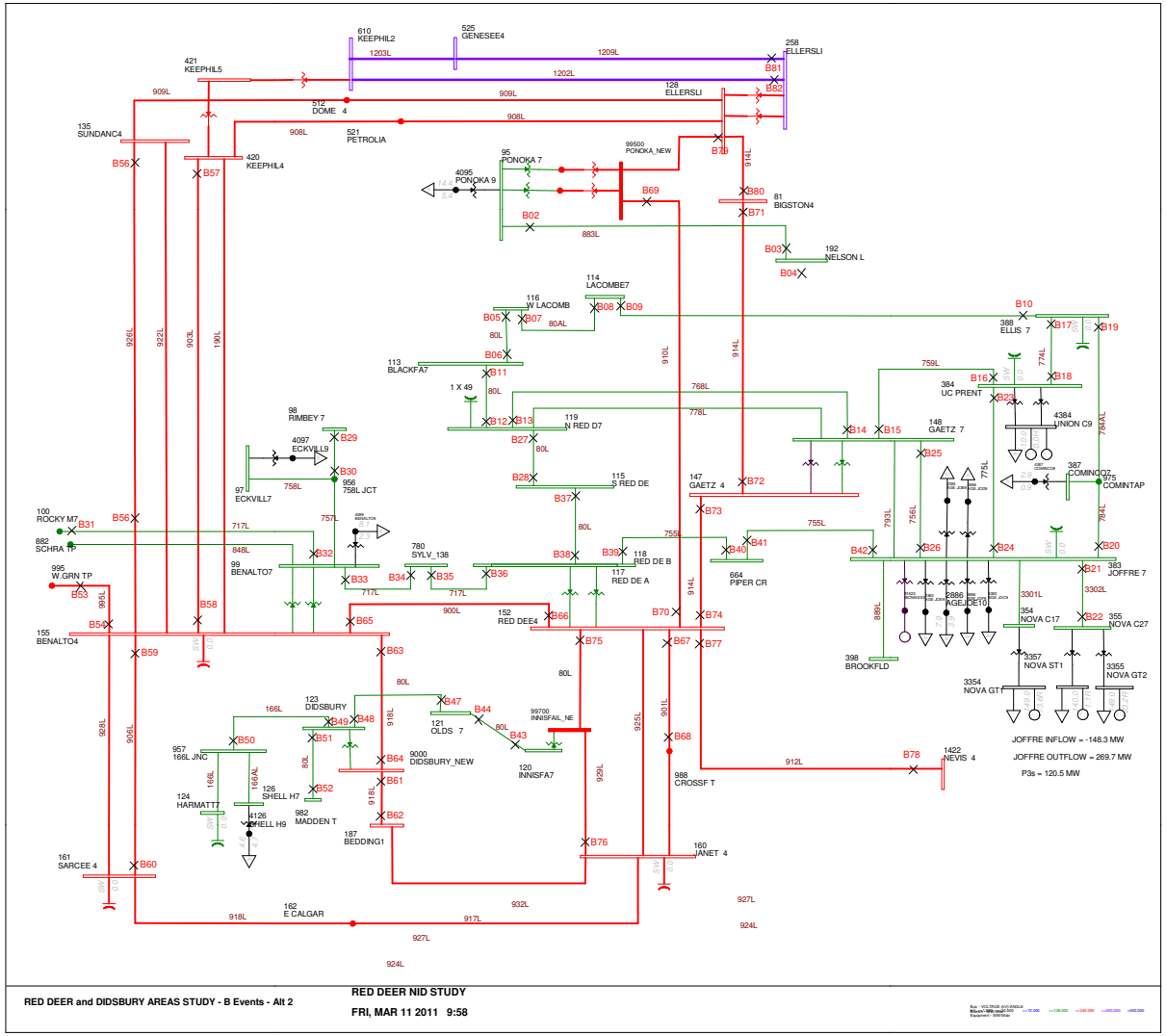
Attachment E-1 Fault Location Diagrams



RED DEER and DIDSBURY AREAS STUDY - C5 Events - Alt 2

RED DEER NID STUDY

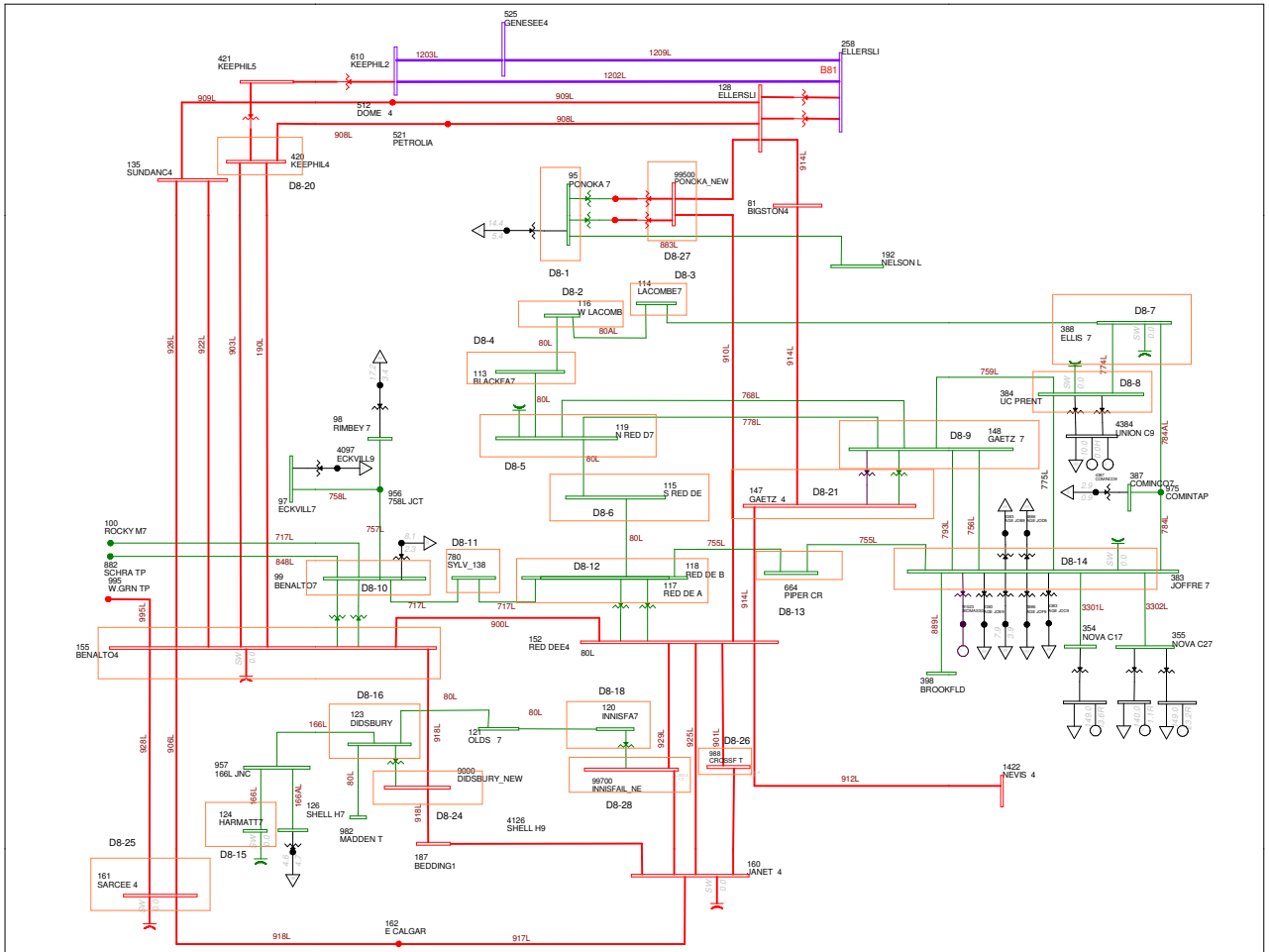
FRI, MAR 11 2011 10:01



RED DEER and DIDSBURY AREAS STUDY - B Events - Alt 2

RED DEER NID STUDY

FRI, MAR 11 2011 9:58



RED DEER and DIDSBURY AREAS STUDY - D8 Events - Alt 2

RED DEER NID STUDY

FRI, MAR 11 2011 10:02

Attachment E-2 2012 Fault Descriptions and Summaries

Category B Event Descriptions and Summaries

Case ID	Description	Observation
B01	3ph fault at Ponoka 138kV line to Wetaski 6 cycles: trip Ponoka CB on Ponoka - Wetaski line 7 cycles: trip Wetaski CB on on Ponoka - Wetaski line	System stable Good voltage recovery No load shedding
B02	3ph fault at Ponoka 138kV line to Nelson 6 cycles: trip Ponoka CB on Ponoka - Nelson line 7 cycles: trip Nelson CB on on Ponoka - Wetaski line	System stable Good voltage recovery No load shedding
B03	3ph fault at Ponoka 138kV line to W Lacombe 6 cycles: trip Ponoka CB on Ponoka -W Lacombe 7 cycles: trip W.Lacombe CB on Ponoka -W Lacombe	System stable Good voltage recovery No load shedding
B05*	3ph fault at W Lacombe 138kV line to Blackfalds 6 cycles: trip W.Lacombe CB on W. Lacombe - Blackfalds line 7 cycles: trip North Red Deer CB on N. Red Deer - Blackfalds line	System stable Good voltage recovery No load shedding
B06*	3ph fault at Blackfalds 138kV line to W Lacombe 6 cycles: trip W.Lacombe CB on W. Lacombe - Blackfalds line 7 cycles: trip North Red Deer CB on N. Red Deer - Blackfalds line	System stable Good voltage recovery No load shedding
B07	3ph fault at W Lacombe 138kV line to N.E.Lacombe 6 cycles: trip W.Lacombe CB on W. Lacombe - N.E.Lacombe line 7 cycles: trip N.E.Lacombe CB on W. Lacombe - N.E.Lacombe line	System stable Good voltage recovery No load shedding
B08	3ph fault at N.E.Lacombe 138kV line to W Lacombe 6 cycles: trip N.E.Lacombe CB on N.E.Lacombe - W.Lacombe line 7 cycles: trip W.Lacombe CB on N.E.Lacombe - W.Lacombe line	System stable Good voltage recovery No load shedding
B09	3ph fault at N.E.Lacombe 138kV line to Ellis 6 cycles: trip N.E.Lacombe CB on N.E.Lacombe - Ellis line 7 cycles: trip Ellis CB on N.E.Lacombe - Ellis line	System stable Good voltage recovery No load shedding
B10	3ph fault at Ellis 138kV line to N.E.Lacombe 6 cycles: trip Ellis CB on Ellis -N.E.Lacombe line 7 cycles: trip N.E.Lacombe CB on Ellis -N.E.Lacombe line	System stable Good voltage recovery No load shedding
B11*	3ph fault at Blackfalds 138kV line to N.Red Deer 6 cycles: trip W.Lacombe CB on Blackfalds - W.Lacombe line 7 cycles: trip N.Red Deer CB on Blackfalds - N.Red Deer line	System stable Good voltage recovery No load shedding
B12*	3ph fault at N.Red Deer 138kV line to Blackfalds 6 cycles: trip N.Red Deer CB on N.Red Deer - Blackfalds line 7 cycles: trip W.Lacombe CB on Blackfalds - W.Lacombe line	System stable Good voltage recovery No load shedding
B13	3ph fault at N.Red Deer 138kV line to Gaetz 6 cycles: trip N.Red Deer CB on N.Red Deer - Gaetz line 7 cycles: trip Gaetz CB on N.Red Deer - Gaetz line	System stable Good voltage recovery No load shedding
B14	3ph fault at Gaetz 138kV line to N.Red Deer 6 cycles: trip Gaetz CB on Gaetz - N.Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip N.Red Deer CB on Gaetz - N.Red Deer line	No load shedding
B15	3ph fault at Gaetz 138kV line to Prentiss 6 cycles: trip Gaetz CB on Gaetz - Prentiss line 7 cycles: trip Prentiss CB on Gaetz - Prentiss line	System stable Good voltage recovery No load shedding
B16	3ph fault at Prentiss 138kV line to Gaetz 6 cycles: trip Prentiss CB on Prentiss - Gaetz line 7 cycles: trip Gaetz CB on Prentiss - Gaetz line	System stable Good voltage recovery No load shedding
B17	3ph fault at Ellis 138kV line to Prentiss 6 cycles: trip Ellis CB on Ellis - Prentiss line 7 cycles: trip Prentiss CB on Ellis - Prentiss line	System stable Good voltage recovery No load shedding
B18	3ph fault at Prentiss 138kV line to Ellis 6 cycles: trip Prentiss CB on Prentiss - Ellis line 7 cycles: trip Ellis CB on Prentiss - Ellis line	System stable Good voltage recovery No load shedding
B19*	3ph fault at Ellis 138kV line to Joffre 6 cycles: trip Ellis CB on Ellis - Joffre line 7 cycles: trip Joffre CB on Ellis - Joffre line	System stable Good voltage recovery No load shedding
B20*	3ph fault at Joffre 138kV line to Ellis 6 cycles: trip Joffre CB on Joffre - Ellis line 7 cycles: trip Ellis CB on Joffre - Ellis line	System stable Good voltage recovery No load shedding
B21	3ph fault at Joffre 138kV line to Nova 6 cycles: trip Joffre CB on Joffre - Nova line 7 cycles: trip Nova CB on Joffre - Nova line	System stable Good voltage recovery No load shedding
B22	3ph fault at Joffre 138kV line to Brookfld 6 cycles: trip Joffre CB on Joffre - Brookfld line 7 cycles: trip Brookfld CB on Joffre - Brookfld line	System stable Good voltage recovery No load shedding
B23	3ph fault at Prentiss 138kV line to Joffre 6 cycles: trip Prentiss CB on Prentiss - Joffre line 7 cycles: trip Joffre CB on Prentiss - Joffre line	System stable Good voltage recovery No load shedding
B24	3ph fault at Joffre 138kV line to Prentiss 6 cycles: trip Joffre CB on Joffre - Prentiss line 7 cycles: trip Prentiss CB on Joffre - Prentiss line	System stable Good voltage recovery No load shedding
B25	3ph fault at Gaetz 138kV line to Joffre 6 cycles: trip Gaetz CB on Gaetz - Joffre line 7 cycles: trip Joffre CB on Gaetz - Joffre line	System stable Good voltage recovery No load shedding
B26	3ph fault at Joffre138kV line to Gaetz 6 cycles: trip Joffre CB on Joffre - Gaetz line 7 cycles: trip Gaetz CB on Joffre - Gaetz line	System stable Good voltage recovery No load shedding
B27	3ph fault at N.Red Deer 138kV line to S.Red Deer 6 cycles: trip N.Red Deer CB on N.Red Deer - S.Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip S.Red Deer CB on N.Red Deer - S.Red Deer line	No load shedding
B28	3ph fault at S.Red Deer 138kV line to N.Red Deer 6 cycles: trip S.Red Deer CB on S.Red Deer - N.Red Deer line 7 cycles: trip N.Red Deer CB on S.Red Deer - N.Red Deer line	System stable Good voltage recovery No load shedding
B29*	3ph fault at Rimbey 138kV line to Benalto 6 cycles: trip Rimbey CB on Rimbey - Benalto line 7 cycles: trip Benalto CB on on Rimbey - Benalto line	System stable Good voltage recovery No load shedding
B30*	3ph fault at Benalto138kV line to Rimbey 6 cycles: trip Benalto CB on Benalto- Rimbey line 7 cycles: trip Rimbey CB on on Benalto- Rimbey line	System stable Good voltage recovery No load shedding
B31	3ph fault at Rocky 138kV line to Benalto 6 cycles: trip Rocky CB on Rocky - Benalto line 7 cycles: trip Benalto CB on on Rocky - Benalto line	System stable Good voltage recovery No load shedding
B32	3ph fault at Benalto138kV line to Rocky 6 cycles: trip Benalto CB on Benalto- Rocky line 7 cycles: trip Rocky CB on on Benalto- Rocky line	System stable Good voltage recovery No load shedding
B33	3ph fault at Benalto138kV line to Sylvan 6 cycles: trip Benalto CB on Benalto- Sylvan line 7 cycles: trip Sylvan CB on on Benalto- Sylvan line	System stable Good voltage recovery No load shedding
B34	3ph fault at Sylvan 138kV line to Benalto 6 cycles: trip Sylvan CB on Sylvan - Benalto line 7 cycles: trip Benalto CB on on Sylvan - Benalto line	System stable Good voltage recovery No load shedding
B35	3ph fault at Sylvan 138kV line to Red Deer 6 cycles: trip Sylvan CB on Sylvan - Red Deer line 7 cycles: trip Red Deer CB on on Sylvan - Red Deer line	System stable Good voltage recovery No load shedding
B36	3ph fault at Red Deer 138kV line to Sylvan 6 cycles: trip Red Deer CB on Red Deer- Sylvan line 7 cycles: trip Sylvan CB on on Red Deer- Sylvan line	System stable Good voltage recovery No load shedding
B37	3ph fault at N.Red Deer 138kV line to Red Deer 6 cycles: trip N.Red Deer CB on N.Red Deer - Red Deer line 7 cycles: trip Red Deer CB on on N.Red Deer - Red Deer line	System stable Good voltage recovery No load shedding
B38	3ph fault at Red Deer 138kV line to N.Red Deer 6 cycles: trip Red Deer CB on Red Deer- N.Red Deer line 7 cycles: trip N.Red Deer CB on on Red Deer- N.Red Deer line	System stable Good voltage recovery No load shedding
B39	3ph fault at Red Deer 138kV line to Piper Creek 6 cycles: trip Red Deer CB on Red Deer- Piper Creek line 7 cycles: trip Piper Creek CB on on Red Deer- Piper Creek line	System stable Good voltage recovery No load shedding
B40	3ph fault at Piper Creek 138kV line to Red Deer 6 cycles: trip Piper Creek CB on Piper Creek - Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip Red Deer CB on on Piper Creek - Red Deer line	No load shedding
B41	3ph fault at Piper Creek 138kV line to Joffre 6 cycles: trip Piper Creek CB on Piper Creek - Joffre line 7 cycles: trip Joffre CB on Piper Creek - Joffre line	System stable Good voltage recovery No load shedding
B42	3ph fault at Joffre 138kV line to Piper Creek 6 cycles: trip Joffre CB on Joffre - Piper Creek line 7 cycles: trip Piper Creek CB on on Joffre- Piper Creek line 3ph fault at Red Deer 138kV line to Olds	System stable Good voltage recovery No load shedding System stable
B43*	6 cycles: trip Red Deer CB on Red Deer- Olds line 7 cycles: trip Olds CB on on Red Deer- Olds line	Good voltage recovery No load shedding
B44*	3ph fault at Olds 138kV line to Red Deer 6 cycles: trip Olds CB on Olds - Red Deer line 7 cycles: trip Red Deer CB on on Olds - Red Deer line	System stable Good voltage recovery No load shedding
B47	3ph fault at Olds 138kV line to Didsbury 6 cycles: trip Olds CB on Olds - Didsbury line 7 cycles: trip Didsbury CB on on Olds - Didsbury line	System stable Good voltage recovery No load shedding
B48	3ph fault at Didsbury 138kV line to Olds 6 cycles: trip Didsbury CB on Didsbury - Olds line 7 cycles: trip Olds CB on on Didsbury- Olds line	System stable Good voltage recovery No load shedding
B49*	3ph fault at Didsbury 138kV line to Harmattan 6 cycles: trip Didsbury CB on Didsbury - Harmattan line 7 cycles: trip Harmattan CB on on Didsbury- Harmattan line	System stable Good voltage recovery No load shedding
B50*	3ph fault at Harmattan 138kV line to Didsbury 6 cycles: trip Harmattan CB on Harmattan - Didsbury line 7 cycles: trip Didsbury CB on on Harmattan - Didsbury line	System stable Good voltage recovery No load shedding
B51	3ph fault at Didsbury 138kV line to Madden 6 cycles: trip Didsbury CB on Didsbury - Madden line 7 cycles: trip Madden CB on on Didsbury- Madden line	System stable Good voltage recovery No load shedding
B52	3ph fault at Madden 138kV line to Didsbury 6 cycles: trip Madden CB on Madden - Didsbury line 7 cycles: trip Didsbury CB on on Madden - Didsbury line	System stable Good voltage recovery No load shedding
B53	3ph fault at W.GRN TP 240kV line to Benalto 5 cycles: trip W.GRN TP CB on W.GRN TP - Benalto line 6 cycles: trip Benalto CB on on W.GRN TP - Benalto line	System stable Good voltage recovery No load shedding
B54	3ph fault at Benalto 240kV line to W.GRN 5 cycles: trip Benalto CB on Benalto- W.GRN line 6 cycles: trip W.GRN CB on on Benalto- W.GEN line	System stable Good voltage recovery No load shedding
B55	3ph fault at Sundance 240kV line to Benalto 4.5 cycles: trip Sundance CB on Sundance - Benalto line	System stable Good voltage recovery

Case ID	Description	Observation
	5.75 cycles: trip Benalto CB on on Sundance - Benalto line	No load shedding
B56	3ph fault at Benalto 240kV line to Sundance 4 cycles: trip Benalto CB on Benalto- Sundance line 5.25 cycles: trip Sundance CB on on Benalto- Sundance line	System stable Good voltage recovery No load shedding
B57	3ph fault at Keephills 240kV line to Benalto 4.5 cycles: trip Keephills CB on Keephills - Benalto line 5.75 cycles: trip Benalto CB on on Keephills - Benalto line	System stable Good voltage recovery No load shedding
B58	3ph fault at Benalto 240kV line to Keephills 4 cycles: trip Benalto CB on Benalto- Keephills line 5.75 cycles: trip Keephills CB on on Benalto- Keephills line	System stable Good voltage recovery No load shedding
B59	3ph fault at Benalto 240kV line to Sarcee 5 cycles: trip Benalto CB on Benalto- Sarcee line 6 cycles: trip Sarcee CB on on Benalto- Sarcee line	System stable Good voltage recovery No load shedding
B60	3ph fault at Sarcee 240kV line to Benalto 5 cycles: trip Sarcee CB on Sarcee - Benalto line 6 cycles: trip Benalto CB on on Sarcee - Benalto line	System stable Good voltage recovery No load shedding
B61	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury - Beddington line 6 cycles: trip Beddington CB on on Didsbury - Beddington line	System stable Good voltage recovery No load shedding
B62	3ph fault at Beddington 240kV line to Didsbury 5 cycles: trip Beddington CB on Beddington - Didsbury line 6 cycles: trip Didsbury CB on on Beddington - Didsbury line	System stable Good voltage recovery No load shedding
B63	3ph fault at Benalto 240kV line to Didsbury 5 cycles: trip Benalto CB on Benalto- Didsbury line 6 cycles: trip Didsbury CB on on Benalto- Didsbury line	System stable Good voltage recovery No load shedding
B64	3ph fault at Didsbury 240kV line to Benalto 5 cycles: trip Didsbury CB on Didsbury - Benalto line 6 cycles: trip Benalto CB on on Didsbury - Benalto line	System stable Good voltage recovery No load shedding
B65	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
B66	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer - Benalto line 6 cycles: trip Benalto CB on on Red Deer - Benalto line	System stable Good voltage recovery No load shedding
B67	3ph fault at Red Deer 240kV line to Crossft 5 cycles: trip Red Deer CB on Red Deer - Crossft line 6 cycles: trip Crossft CB on on Red Deer - Crossft line	System stable Good voltage recovery No load shedding
B68	3ph fault at Crossft 240kV line to Red Deer 5 cycles: trip Crossft CB on Crossft- Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	6 cycles: trip Red Deer CB on on Crossft- Red Deer line	No load shedding
B69	3ph fault at Ellersli 240kV line to Red Deer 4.5 cycles: trip Ellersli CB on Ellersli- Red Deer line 5.75 cycles: trip Red Deer CB on on Ellersli- Red Deer line	System stable Good voltage recovery No load shedding
B70	3ph fault at Red Deer 240kV line to Ellersli 4 cycles: trip Red Deer CB on Red Deer - Ellersli line 5.25 cycles: trip Ellersli CB on on Red Deer - Ellersli line	System stable Good voltage recovery No load shedding
B71	3ph fault at Bigston 240kV line to Gaetz 6 cycles: trip Bigston CB on Bigston - Gaetz line 7 cycles: trip Gaetz CB on Bigston -Gaetz line	System stable Good voltage recovery No load shedding
B72	3ph fault at Gaetz 240kV line to Bigston 5 cycles: trip Gaetz CB on Gaetz- Bigston line 6 cycles: trip Bigston CB on on Gaetz- Bigston line	System stable Good voltage recovery No load shedding
B73	3ph fault at Gaetz 240kV line to Red Deer 5 cycles: trip Gaetz CB on Gaetz- Red Deer line 6 cycles: trip Red Deer CB on on Gaetz- Red Deer line	System stable Good voltage recovery No load shedding
B74	3ph fault at Red Dear 240kV line to Gaetz 6 cycles: trip Red Deer CB on Red Deer - Gaetz line 7 cycles: trip Gaetz CB on Red Deer -Gaetz line	System stable Good voltage recovery No load shedding
B75	3ph fault at Red Deer 240kV line to Janet 5 cycles: trip Red Deer CB on Red Deer - Janet line 6 cycles: trip Janet CB on on Red Deer - Janet line	System stable Good voltage recovery No load shedding
B76	3ph fault at Janet 240kV line to Red Deer 5 cycles: trip Janet CB on Janet- Red Deer line 6 cycles: trip Red Deer CB on on Janet- Red Deer line	System stable Good voltage recovery No load shedding
B77	3ph fault at Red Deer 240kV line to Nevis 5 cycles: trip Red Deer CB on Red Deer - Nevis line 6 cycles: trip Nevis CB on on Red Deer - Nevis line	System stable Good voltage recovery No load shedding
B78	3ph fault at Nevis 240kV line to Red Deer 5 cycles: trip Nevis CB on Nevis- Red Deer line 6 cycles: trip Red Deer CB on on Nevis - Red Deer line	System stable Good voltage recovery No load shedding
B79	3ph fault at Ellersli 240kV line to Bigston 5 cycles: trip Ellersli CB on Ellersli- Bigston line 6 cycles: trip Bigston CB on on Ellersli- Bigston line	System stable Good voltage recovery No load shedding
B80	3ph fault at Bigston 240kV line to Ellersli 5 cycles: tripBigston CB on on Ellersli- Bigston line 6 cycles: trip Ellersli CB on Ellersli- Bigston line	System stable Good voltage recovery No load shedding
B81	3ph fault at Ellersli 500kV line to Genesee 5 cycles: trip Ellersli CB on Ellersli- Genesee line	System stable Good voltage recovery

Case ID	Description	Observation
	6 cycles: trip Gensee CB on on Ellersli- genesee line	No load shedding
B82	3ph fault at Ellersli 500kV line to Keephill 5 cycles: trip Ellersli CB on Ellersli- keephill line 6 cycles: trip keephill CB on on Ellersli- keephill line	System stable Good voltage recovery No load shedding

* Multiple-segment lines tripped due to the breaker arrangements

Category C3, C5 and C7 Event Description and Summaries

C3

Fault ID	Description	Results
C3-01	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
C3-02	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer – Benalto line 6 cycles: trip Benalto CB on on Red Deer – Benalto line	System stable Good voltage recovery No load shedding
C3-03	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury – Beddington line 6 cycles: trip Beddington CB on on Didsbury – Beddington line	System stable Good voltage recovery No load shedding
C3-04	3ph fault at Beddington 240kV line to Didsbury 5 cycles: trip Beddington CB on Beddington - Didsbury line 6 cycles: trip Didsbury CB on on Beddington – Didsbury line	System stable Good voltage recovery No load shedding
C3-05	3ph fault at Benalto 240kV line to Didsbury 5 cycles: trip Benalto CB on Benalto- Didsbury line 6 cycles: trip Didsbury CB on on Benalto- Didsbury line	System stable Good voltage recovery No load shedding
C3-06	3ph fault at Didsbury 240kV line to Benalto 5 cycles: trip Didsbury CB on Didsbury – Benalto line 6 cycles: trip Benalto CB on on Didsbury – Benalto line	System stable Good voltage recovery No load shedding

(2) After 9L18 (Benalt to Didsbury) outage, 3 phase-to-ground faults at following lines:

Fault ID	Description	Results
C3-07	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
C3-08	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer – Benalto line 6 cycles: trip Benalto CB on on Red Deer – Benalto line	System stable Good voltage recovery No load shedding
C3-09	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury – Beddington line	System stable Good voltage

		recovery
	6 cycles: trip Beddington CB on on Didsbury – Beddington line	No load shedding
C3-10	3ph fault at Beddington 240kV line to Didsbury	System stable
	5 cycles: trip Beddington CB on Beddington - Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Beddington – Didsbury line	No load shedding
C3-11	3ph fault at Red Deer 240kV line to Nevis	System stable
	5 cycles: trip Red Deer CB on Red Deer – Nevis line	Good voltage recovery
	6 cycles: trip Nevis CB on on Red Deer – Nevis line	No load shedding
C3-12	3ph fault at Nevis 240kV line to Red Deer	System stable
	5 cycles: trip Nevis CB on Nevis- Red Deer line	Good voltage recovery
	6 cycles: trip Red Deer CB on on Nevis – Red Deer line	No load shedding

(3) After 900L (Red Deer to Benalt) outage, 3 phase-to-ground faults at following lines:

Fault ID	Description	Results
C3-13	3ph fault at Didsbury 240kV line to Beddington	System stable
	5 cycles: trip Didsbury CB on Didsbury – Beddington line	Good voltage recovery
	6 cycles: trip Beddington CB on on Didsbury – Beddington line	No load shedding
C3-14	3ph fault at Beddington 240kV line to Didsbury	System stable
	5 cycles: trip Beddington CB on Beddington - Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Beddington – Didsbury line	No load shedding
C3-15	3ph fault at Benalto 240kV line to Didsbury	System stable
	5 cycles: trip Benalto CB on Benalto- Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Benalto- Didsbury line	No load shedding
C3-16	3ph fault at Didsbury 240kV line to Benalto	System stable
	5 cycles: trip Didsbury CB on Didsbury – Benalto line	Good voltage recovery
	6 cycles: trip Benalto CB on on Didsbury – Benalto line	No load shedding
C3-17	3ph fault at Red Deer 240kV line to Nevis	System stable
	5 cycles: trip Red Deer CB on Red Deer – Nevis line	Good voltage recovery
	6 cycles: trip Nevis CB on on Red Deer – Nevis line	No load shedding
C3-18	3ph fault at Nevis 240kV line to Red Deer	System stable
	5 cycles: trip Nevis CB on Nevis- Red Deer line	Good voltage recovery
	6 cycles: trip Red Deer CB on on Nevis – Red Deer line	No load shedding

C5

Case ID	Description	Dynamic Observations
C5-1	Double line-to-ground fault at Sundance on 922L & 926L 5.25 cycles: trip 922L from Sundance to Benalto trip 926L from Sundance to Benalto	System stable Good voltage recovery No load shedding
C5-2	Double line-to-ground fault at Keephills on 190L & 903L 5.75 cycles: trip 190L from Keephills to Benalto trip 903L from Keephills to Benalto	System stable Good voltage recovery No load shedding
C5-3	Double line-to-ground fault at Benalto on 995L & 926L 5.75 cycles: trip 995L from Benalto to W.GRN TP trip 926L from Benalto to Sundance	System stable Good voltage recovery No load shedding
C5-4	Double line-to-ground fault at Benalto on 922L & 926L 5.75 cycles: trip 922L from. Benalto to Sundance trip 926L from Benalto to Sundance	System stable Good voltage recovery No load shedding
C5-5	Double line-to-ground fault at Benalto on 928L & 906L 6 cycles: trip 928L from Benalto to Sarcee trip 906L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C5-6	Double line-to-ground fault at Sarcee on 928L & 906L 6 cycles: trip 928L from Sarcee to Benalto trip 906L from Sarcee to Benalto	System stable Good voltage recovery No load shedding
C5-7	Double line-to-ground fault at Red Deer on 929L & 925L 6 cycles: trip 925L from Red Deer to Janet trip 929L from Red Deer to Janet	System stable Good voltage recovery No load shedding
C5-8	Double line-to-ground fault at Janet on 929L & 925L 6 cycles: trip 925L from Janet to Red Deer trip 929L from Janet to Red Deer	System stable Good voltage recovery No load shedding
C5-9	Double line-to-ground fault at Red Deer on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli trip 914L from Red Deer to Gaetz	System stable Good voltage recovery No load shedding
C5-10	Double line-to-ground fault at Gaetz on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli trip 914L from Bigston to Gaetz	System stable Good voltage recovery No load shedding
C5-11	Double line-to-ground fault at Ellersli on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli	System stable Good voltage

Case ID	Description	Dynamic Observations
	trip 914L from Ellersli to Bigston	recovery No load shedding
C5-12	Double line-to-ground fault at Janet on 929L & 918L 6 cycles: trip 918L from Bedding to Janet trip 929L from Red Deer to Janet	System stable Good voltage recovery No load shedding
C5-13	Double line-to-ground fault at Gaetz on 756L &793L 7 cycles: trip 756L from Gaetz to Joffre trip 793L from Gaetz to Joffre	System stable Good voltage recovery No load shedding
C5-14	Double line-to-ground fault at N Red Deer on 768L & 778L 7 cycles: trip 768L N Red Deer to Gaetz trip 778L from N Red Deer to Gaetz	System stable Good voltage recovery No load shedding
C5-15	Double line-to-ground fault at Gaetz on 768L & 778L 7 cycles: trip 768L N Red Deer to Gaetz trip 778L from N Red Deer to Gaetz	System stable Good voltage recovery No load shedding

C7

C7		
(1) 87S Gaetz Substation		
Case ID	**Description**	**Observations**
C7-1	SLG fault at 778L from Gaetz to N. RedDeer. Stuck brk S1 6 cycles: trip bkr on 778L from Gaetz to N. Red Deer at N.Red Deer 18 cycles: trip 759L from Gaetz to Prentiss trip bkr on778L from Gaetz to N. RedDeer at Gaetz	System stable Good voltage recovery No load shedding
C7-2	SLG fault at 793L from Gaetz to Joffre. Stuck brk S2 6 cycles: trip bkr on 793L from Gaetz to Joffre at Joffre 18 cycles: trip 793L from Gaetz to Joffre at Gaetz trip 778L from Gaetz to N. RedDeer	System stable Good voltage recovery No load shedding
C7-3	SLG fault at 914L from Gaetz to Red Deer. Stuck brk S2 6 cycles: trip bkr on 914 from Gaetz to Red Deer at N.Red Deer 18 cycles: trip 914L from Gaetz to Bigstone trip bkr on 914L from Gaetz to Red Deer at Gaetz	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
C7		
(2) 194S South Red Deer Substation		

Case ID	Description	Observations
C7-4	SLG fault at 80L from S.Red Deer to N.Red Deer. Stuck brk S1 6 cycles: trip bkr on 80L from S.Red Deer to N.Red Deer at N.Red Deer 18 cycles: trip 80L from S.Red Deer to N.Red Deer at S.Red Deer trip 80L from S.Red Deer to Red Deer	System stable Good voltage recovery No load sheding

C7		
(3) 198S Blakfalds Substation		

Case ID	Description	Observations
C7-5	SLG fault at 80L from Blackfalds to N.Red Deer. No brk on 80L at Blakfalds 6 cycles: trip bkr on 80L from Blakfalds to N.Red Deer at N. Red Deer 18 cycles: trip bkr on 80L from N.Red Deer to W.Lacombe at W.Lacombe	System stable Good voltage recovery No load shedding

C7		
(4) 217S North Red Deer Substation		

Case ID	Description	Observations
C7-6	SLG fault at 80L from N.Red Deer to Blackfalds. Stuck brk S1 6 cycles: trip bkr on 80L from N.Red Deer to (Blakfalds) W.Lacombe at W.Lacombe 18 cycles: trip 80L from N.Red Deer to Blakfalds at N.Red Deer trip 778L from N.Red Deer to Gaetz	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
C7		
(5) 274S Piper Creek Substation		
Case ID	**Description**	
C7-7	SLG fault at 755L from Piper Creek to Red Deer. Stuck brk S1 6 cycles: trip bkr on 755L from Piper Creek to Red Deer at Red Deer 18 cycles: trip 755L from Piper Creek to Red Deer at Piper Creek trip bkr on 755L from Piper Creek to Joffre	System stable Good voltage recovery No load shedding
C7		
(6) 332S Ellis Substation		
Case ID	**Description**	
C7-8	SLG fault at 774L from Ellis to Prentiss. No brk on 774L at Ellis 6 cycles: trip bkr on 774L from Ellis to Prentiss at Prentiss 18 cycles: trip bkr on 774L from Ellis to Prentiss at Ellis	System stable Good voltage recovery No load shedding
C7-9	SLG fault at 7XXL from Ellis to N.W.Lacombe. Stuck brk S1 6 cycles: trip bkr on 7XXL from Ellis to N.W.Lacombe at N.W.Lacombe 18 cycles: trip bkr on 7XXL from Ellis to N.W.Lacombe at Ellis trip bkr on 784L from Ellis to Joffre at Ellis	System stable Good voltage recovery No load shedding
C7		
(7) 580S Sylvan Lake Substation		
Case ID	**Description**	
C7-10	SLG fault at 648L from Sylvan to Red Deer. Stuck brk S1 6 cycles: trip bkr on 648L from Sylvan to Red Deer at Red Deer 18 cycles: trip 637L from Sylvan to Benalta trip bkr on 648L from Sylvan to Red Deer at Sylvan	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations

C7		
(8) 63S Red Deer Substation		
Case ID	**Description**	
C7-11	SLG fault at 755L from Red Deer to Piper Creek. Stuck brk S1 6 cycles: trip bkr on 755L from Red Deer to Piper Creek at Piper Creek 18 cycles: trip brk on 755L from Red Deer to Piper Creek at Red Deer trip 80L from Red Deer to Olds trip 717L from Red Deer to Sylvan (Benalto) Trip Bus 118	System stable Good voltage recovery No load shedding
C7-12	SLG fault at 900L from Red Deer to Benalta. Stuck brk S2 6 cycles: trip bkr on 900L from Red Deer to Benalta at Benalta 18 cycles: trip 925L from Red Deer to Janet trip bkr on 900L from Red Deer to Benalta at Red Deer	System stable Good voltage recovery No load shedding
C7-13	SLG fault at 910L from Red Deer to Ellersl. Stuck brk S3 6 cycles: trip bkr on 910L from Red Deer to Ellersl at Ellersl 18 cycles: trip 901L from Red Deer to Crossft trip bkr on 910L from Red Deer to Ellersl at Red Deer	System stable Good voltage recovery No load shedding
C7-14	SLG fault at 914L from Red Deer to Gaetz. Stuck brk S4 6 cycles: trip bkr on 914L from Red Deer to Gaetz at Gaetz 18 cycles: trip 912L from Red Deer to Nevis trip bkr on 914L from Red Deer to Gaetz at Red Deer	System stable Good voltage recovery No load shedding

C7		
(9) 17S Benalto Substation		
Case ID	**Description**	
C7-15	SLG fault at 717L from Benalto to Sylvan. Stuck brk S1 6 cycles: trip bkr on 717L from Benalto to Sylvan at Sylvan 18 cycles: trip brk on 717L from Benalto to Sylvan at Benalto trip 717L from Benalto to Rocky trip 757L from Benalto to Rimbey	System stable Good voltage recovery No load shedding
C7-16	SLG fault at 926L from Benalto to Sundance. Stuck brk S2 5.75 cycles: trip bkr on 926L from Benalto to Sundance at	System stable Good voltage

Case ID	Description	Dynamic Observations
	Sundance 18 cycles: trip 926L from Benalto to Sundance at Benalto trip bkr on 995L from Benalto to Brazeau	recovery No load shedding
C7-17	SLG fault at 922L from Benalto to Sundance. Stuck brk S3 5.75 cycles: trip bkr on 922L from Benalto to Sundance at Sundance 18 cycles: trip 922L from Benalto to Sundance at Benalto trip bkr on 906L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C7-18	SLG fault at 903L from Benalto to Keephills. Stuck brk S4 5.75 cycles: trip bkr on 903L from Benalto to Keephills at Keephills 18 cycles: trip 903L from Benalto to Keephills at Benalto trip bkr on 928L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C7-19	SLG fault at 190L from Benalto to Keephills. Stuck brk S5 5.75 cycles: trip bkr on 190L from Benalto to Keephills at Keephills 18 cycles: trip 190L from Benalto to Keephills at Benalto trip bkr on 918L from Benalto to Didsbury	System stable Good voltage recovery No load shedding

C7

(10) 535S Joffre Substation

Case ID	Description	
C7-20	SLG fault at 775L from Joffre to Prentiss. Stuck brk S1 6 cycles: trip bkr on 775L from Joffre to Prentiss at Prentiss 18 cycles: trip brk on 775L from Joffre to Prentiss at Joffre trip 784L from Joffre to Ellis	System stable Good voltage recovery No load shedding
C7-21	SLG fault at 793L from Joffre to Gaetz. Stuck brk S2 6 cycles: trip bkr on 793L from Joffre to Gaetz at Gaetz 18 cycles: trip brk on 793L from Joffre to Gaetz at Joffree trip 756L from Joffre to Gaetz	System stable Good voltage recovery No load shedding
C7-22	SLG fault at 756L from Joffre to Gaetz. Stuck brk S3 6 cycles: trip bkr on 756L from Joffre to Gaetz at Gaetz 18 cycles: trip brk on 756L from Joffre to Gaetz at Joffree trip 330 Line2 from Joffre to Nova	System stable Good voltage recovery No load shedding
C7-23	SLG fault at 330L Line1 from Joffre to Nova. Stuck brk S3 6 cycles: trip bkr on 330L Line1 from Joffre to Nova at Nova 18 cycles: trip brk on 330L Line1 from Joffre to Nova at Joffree	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
	trip 755L from Joffre to Piper. Trip Bus 97525	

C7
(11) 212S N.E. Lacombe Substation

Case ID	Description	Observations
C7-24	SLG fault at 80L from N.E.Lacombe to W.Lacombe. Stuck brk S1 6 cycles: trip bkr on 80L from N.E.Lacombe to Eillis 18 cycles: trip 7XXL from N.E.Lacombe to W.Lacombe at W.lacombe 18 cycles: trip 7XXL from N.E.Lacombe to Nelson at Nelson	System stable Good voltage recovery No load sheding trip 138 Bus

Area Didsury

C7
(12) 55S Olds Substation

Case ID	Description	
C7-25	SLG fault at 80L from Olds to Didsbury. Stuck brk S1 6 cycles: trip bkr on 80L from Olds to Didsbury at Didsbury 18 cycles: trip 80Lfrom Olds to Didsbury at Olds trip 80L from Olds to Red Deer	System stable Good voltage recovery No load shedding

C7
(13) 152S Didsbury Substation

Case ID	Description	
C7-26	SLG fault at 80L from Didsbury to Olds. Stuck brk S1 6 cycles: trip bkr on 80L from Didsbury to Olds at Olds 18 cycles: trip 80L from Didsbury to Olds at Didsbury trip 80L from Didsbury to Maddent trip 166L from Didsbury to Harmattan	System stable Good voltage recovery No load shedding
C7-27	SLG fault at 918L from Didsbury to Benalto. Stuck brk S1 6 cycles: trip bkr on 918L from Didsbury to Benalto at Benalto	System stable Good voltage recovery

Case ID	Description	Dynamic Observations
	18 cycles: trip 918L from Didsbury to Benalto at Didsbury	No load shedding
	trip 918L from Didsbury to Beddington	

C7		
(14) 256S Harmattan Substation		
Case ID	**Description**	
C7-28	SLG fault at 166L from Harmattan to Didsbury. Stuck brk S1 6 cycles: trip bkr on 166L from Harmattan to Didsbury at Didsbury 18 cycles: trip 166L from Harmattan to Didsbury at Harmattan trip 719L from Harmattan to Sundre	System stable Good voltage recovery No load shedding

C9		
(15) 276S Prentiss Substation		
Case ID	**Description**	
C7-29	SLG fault on Bus Section 3 at Prentiss . Stuck brk S2 6 cycles: trip bkr on 775L from Prentiss to Joffre at Joffre 18 cycles: trip 775L from Prentiss to Joffre at Prentiss trip bkr on 759L from Prentiss to Gaetz	System stable Good voltage recovery No load shedding
C7-30	SLG fault on Bus Section 1 at Prentiss . Stuck brk S1 6 cycles: trip bkr on 774L from Prentiss to Ellis at Ellis 18 cycles: trip 774L from Ellis to Prentiss at Prentiss trip bkr on 759L from Prentiss to Gaetz	System stable Good voltage recovery No load shedding

D Event Descriptions and Summaries

Case ID	Description	Observations
D8-1	Trip 138kV lines and Transformer at Ponoka Substation	System stable Good voltage recovery Loads at substation tripped
D8-2	Trip 138kV lines and Transformer at W.Lacombe Substation	System stable Good voltage recovery Loads at substation tripped
D8-3	Trip 138kV lines and Transformer at N.E.Lacombe Substation	System stable Good voltage recovery Loads at substation tripped
D8-4	Trip 138kV lines and Transformer at Blackfalds Substation	System stable Good voltage recovery Loads at substation tripped
D8-5	Trip 138kV lines and Transformer at N.Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-6	Trip 138kV lines and Transformer at S.Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-7	Trip 138kV lines and Transformer at Ellis Substation	System stable Good voltage recovery Loads at substation tripped
D8-8	Trip 138kV lines and Transformer at Prentiss Substation	System stable Good voltage recovery Loads at substation tripped
D8-9	Trip 138kV lines and Transformer at Gaetz Substation	System stable Good voltage recovery Loads at substation tripped
D8-10	Trip 138kV lines and Transformer at Benalto Substation	System stable Good voltage recovery Loads at substation

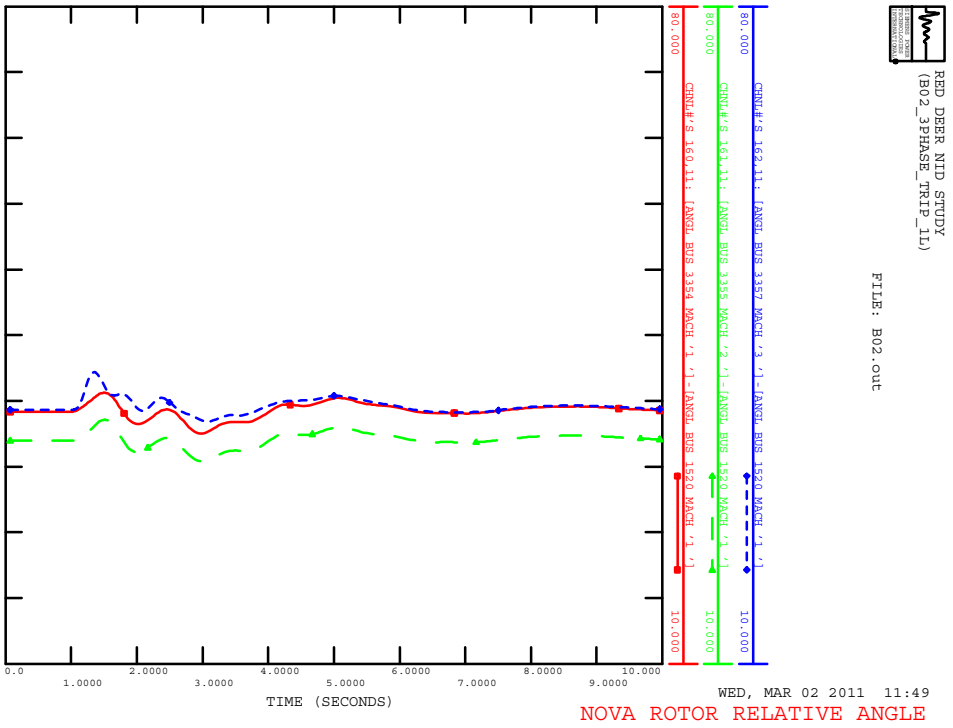
		tripped
D8-11	Trip 138kV lines and Transformer at Sylvan Substation	System stable Good voltage recovery Loads at substation tripped
D8-12	Trip 138kV lines and Transformer at Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-13	Trip 138kV lines and Transformer at Piper Creek Substation	System stable Good voltage recovery Loads at substation tripped
D8-14	Trip 138kV lines and Transformer at Joffre Substation Generations at Nova and motor loads at Joffre tripped due to network configuration	System stable Good voltage recovery Loads at substation tripped
D8-15	Trip 138kV lines and Transformer at Harmattan Substation	System stable Good voltage recovery Loads at substation tripped
D8-16	Trip 138kV lines and Transformer at Didsbury Substation	System stable Good voltage recovery Loads at substation tripped
D8-17	Trip 138kV lines and Transformer at Olds Substation	System stable Good voltage recovery Loads at substation tripped
D8-18	Trip 138kV lines and Transformer at Innisfail Substation	System stable Good voltage recovery Loads at substation tripped
D8-20	Trip 240kV lines and Transformer at Keephill Substation Generations at Keephill tripped due to network configuration	System unstable under Winter Peak Load Condition System frequency dropped to near 59.5 Hz. RAS required. Loads at substation tripped
D8-21	Trip 240kV lines and Transformer at	System stable

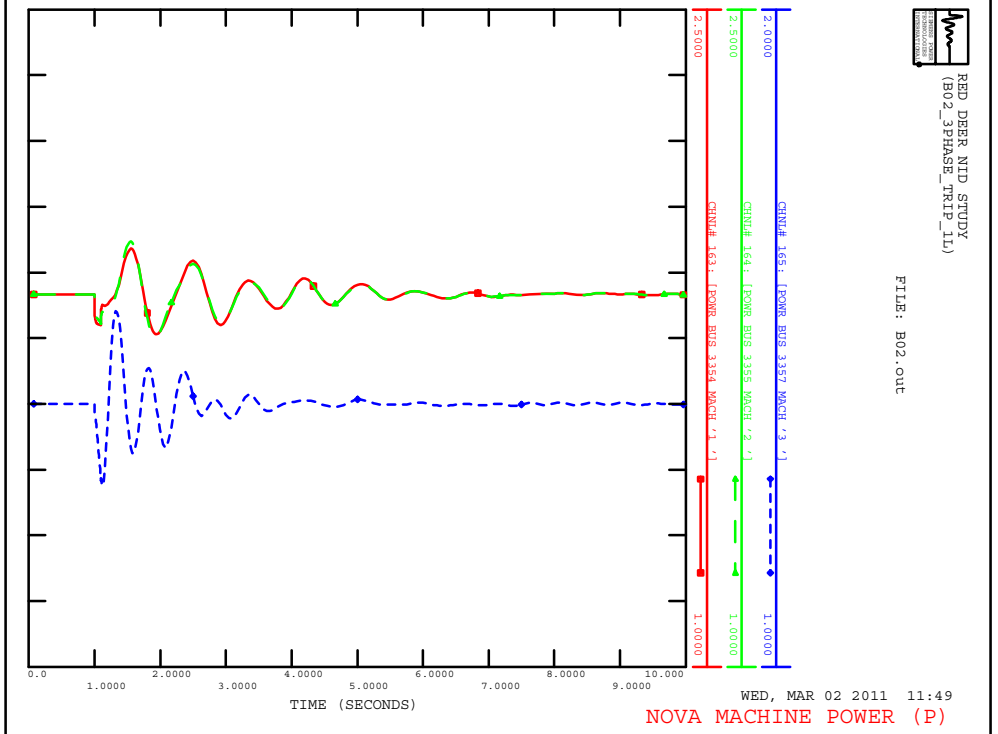
	Gaetz Substation	Good voltage recovery Loads at substation tripped
D8-22	Trip 240kV lines and Transformer at Benalto Substation	System unstable under Winter Peak Load Condition. RAS required Loads at substation tripped
D8-23	Trip 240kV lines and Transformer at Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-24	Trip 240kV lines and Transformer at Didsbury Substation	System stable Good voltage recovery Loads at substation tripped
D8-25	Trip 240kV lines and Transformer at Sarcee Substation	System stable Good voltage recovery Loads at substation tripped
D8-26	Trip 138kV lines and Transformer at Crossft Substation	System stable Good voltage recovery Loads at substation tripped
D8-27	Trip 240kV lines and Transformer at Ponoka Substation	System stable Good voltage recovery Loads at substation tripped
D8-28	Trip 240kV lines and Transformer at Innisfall Substation	System stable Good voltage recovery Loads at substation tripped

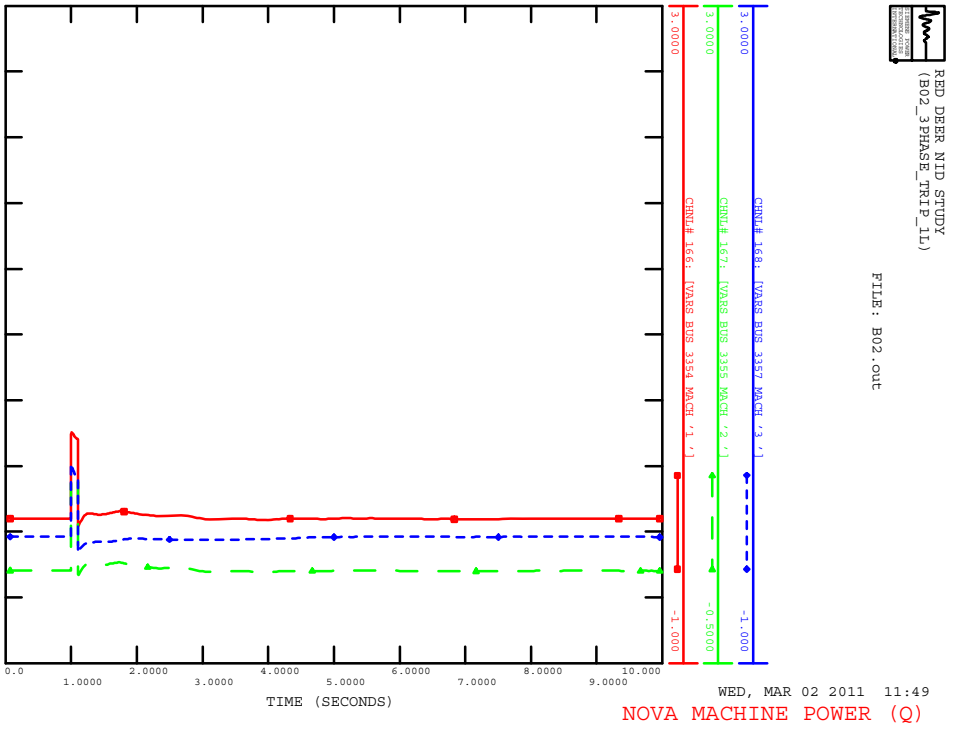
D10

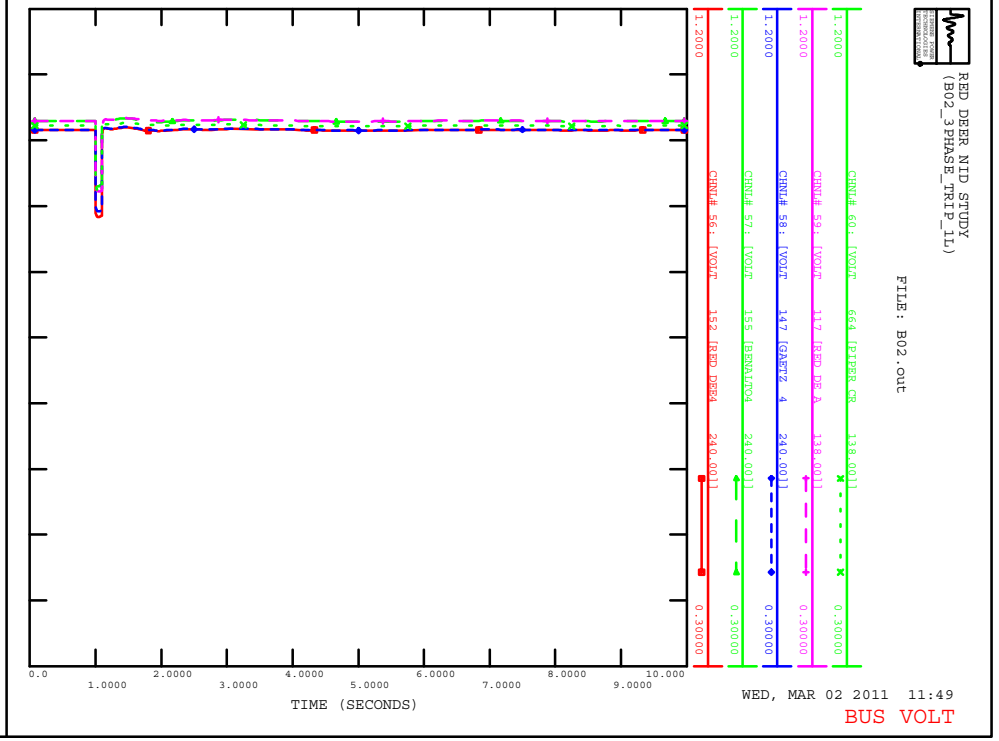
Case ID	Description	Observations
D10-1	Trip Nova Gnerator G3 Trip Nova Gnerator G4 Trip Nova Gnerator G5	System stable Good voltage recovery Loads at substation tripped.

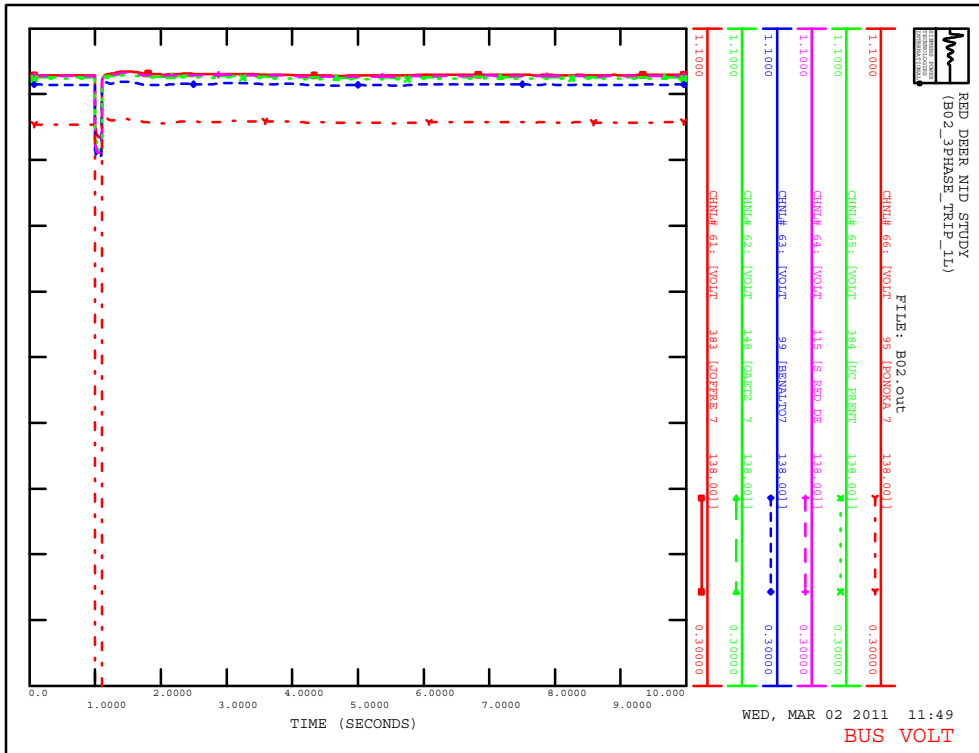
Attachment E-3 2012 Transient Stability Plot (Winter Peak)

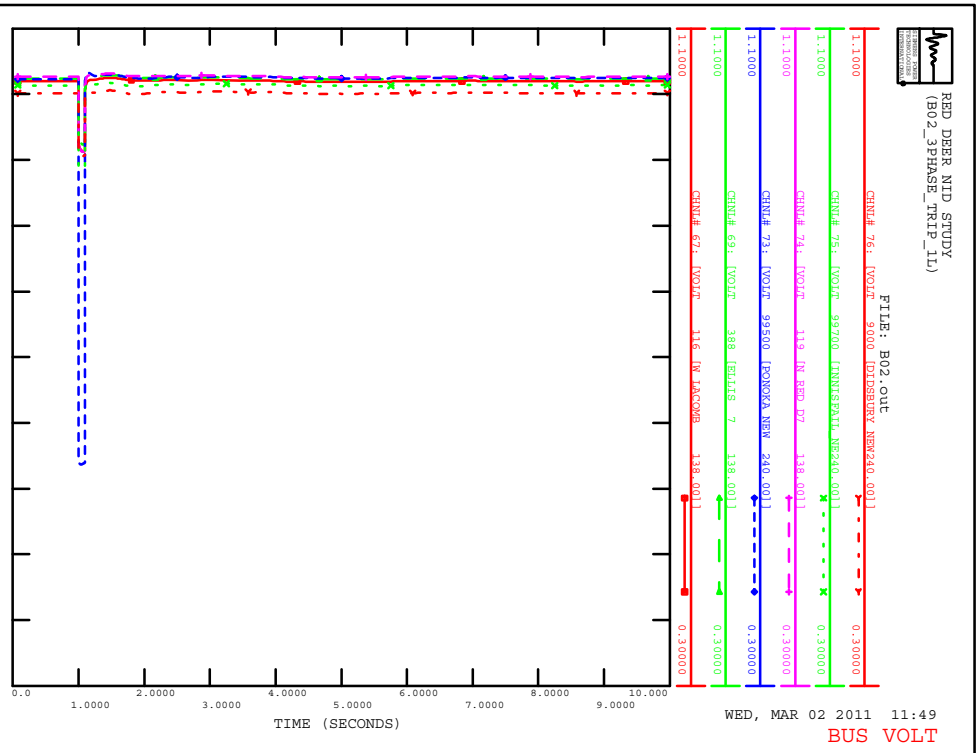

RED DEER NID STUDY
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CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
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3.0000
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WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

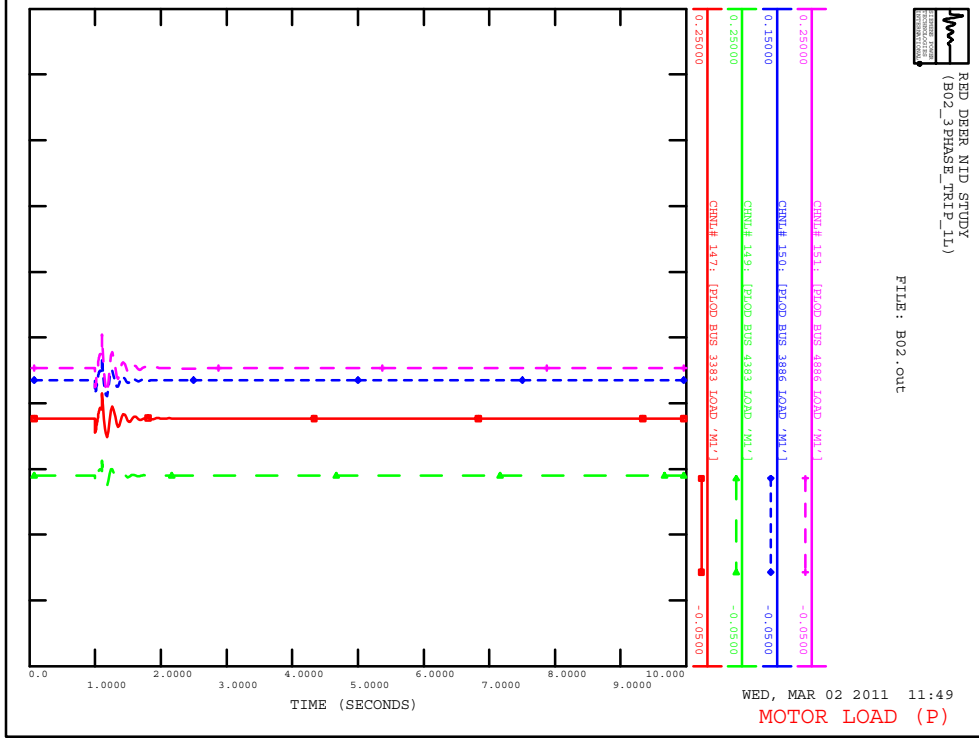

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NOVA MACHINE POWER (P)

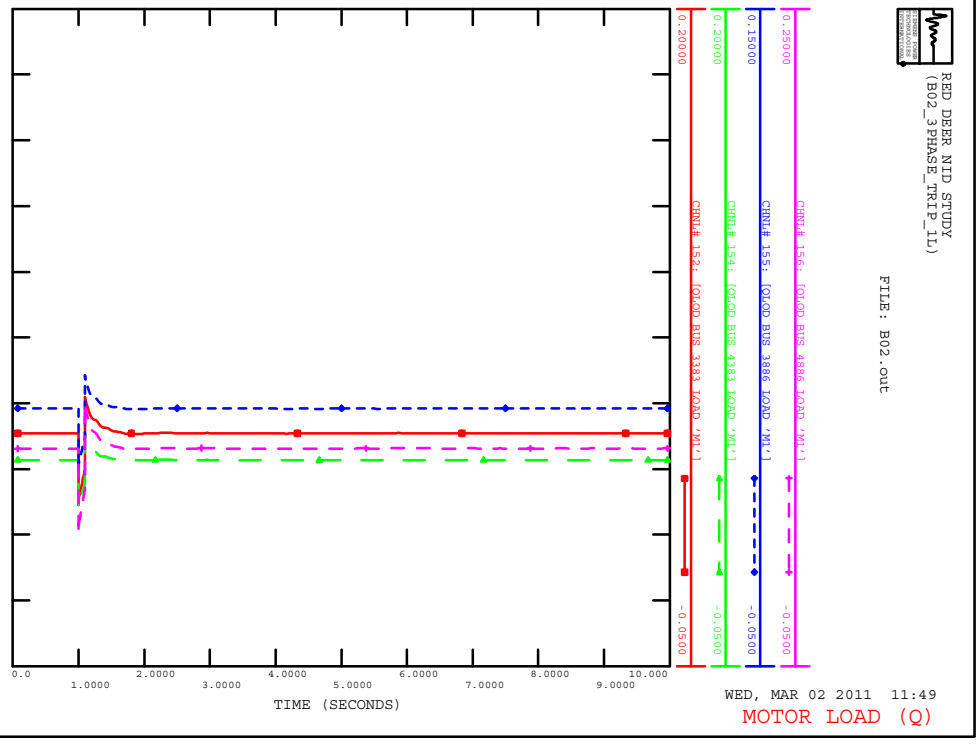

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TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

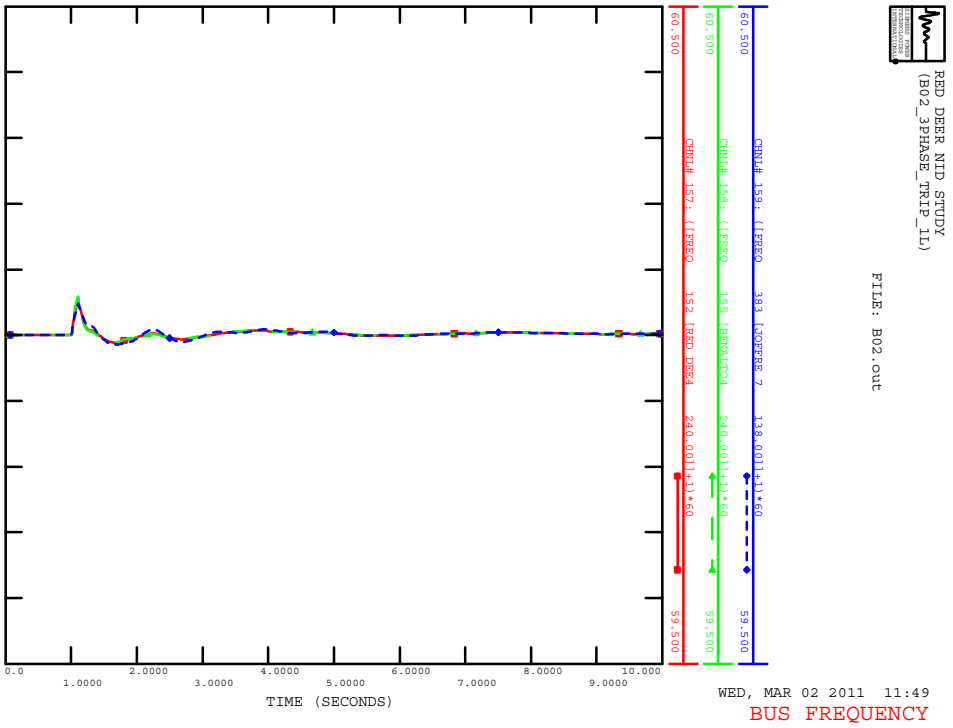

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CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
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WED, MAR 02 2011 11:49
BUS VOLT

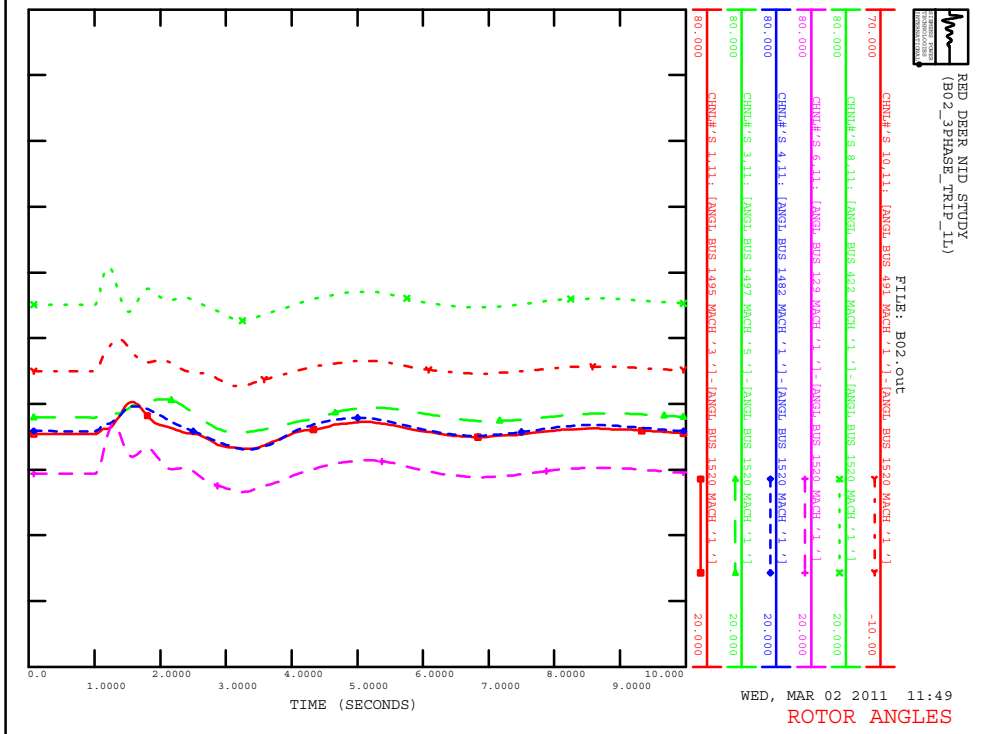

RED DEER NID STUDY
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CHNI# 62: [VOLT 148 [GA&TP2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
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BUS VOLT

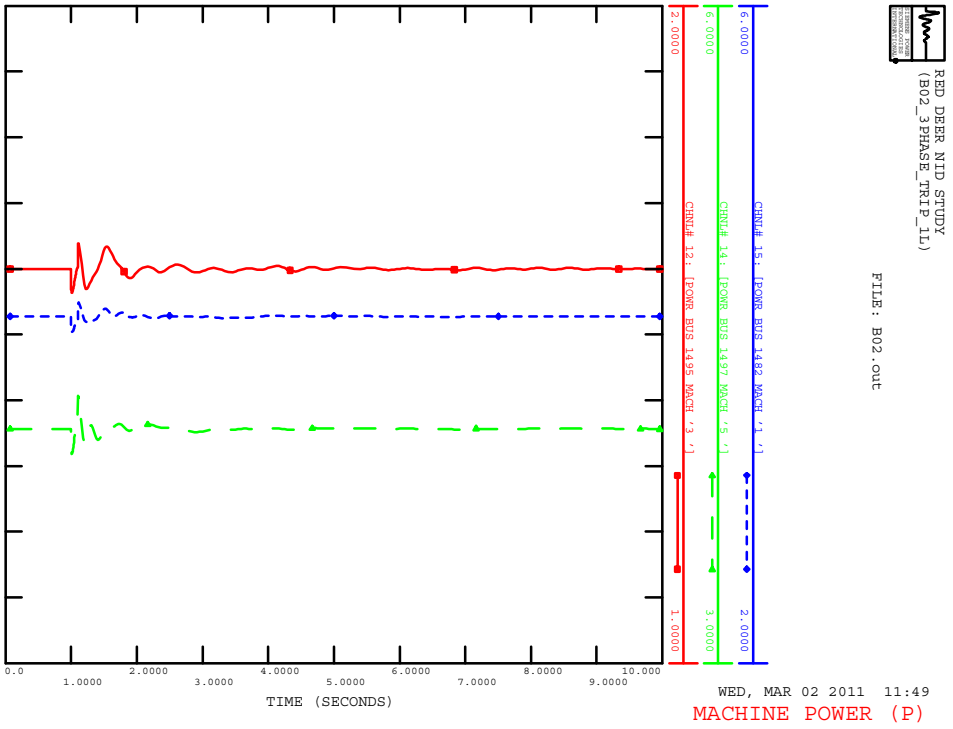

RED DEER NID STUDY
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CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
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BUS VOLT

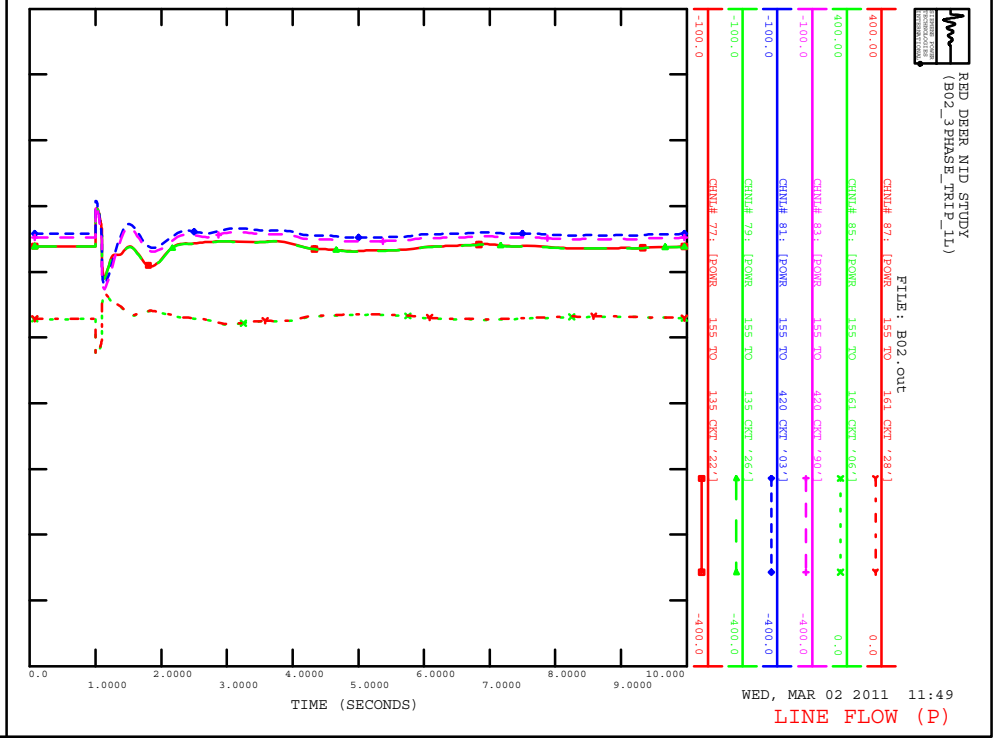

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CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
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WED, MAR 02 2011 11:49
MOTOR LOAD (P)

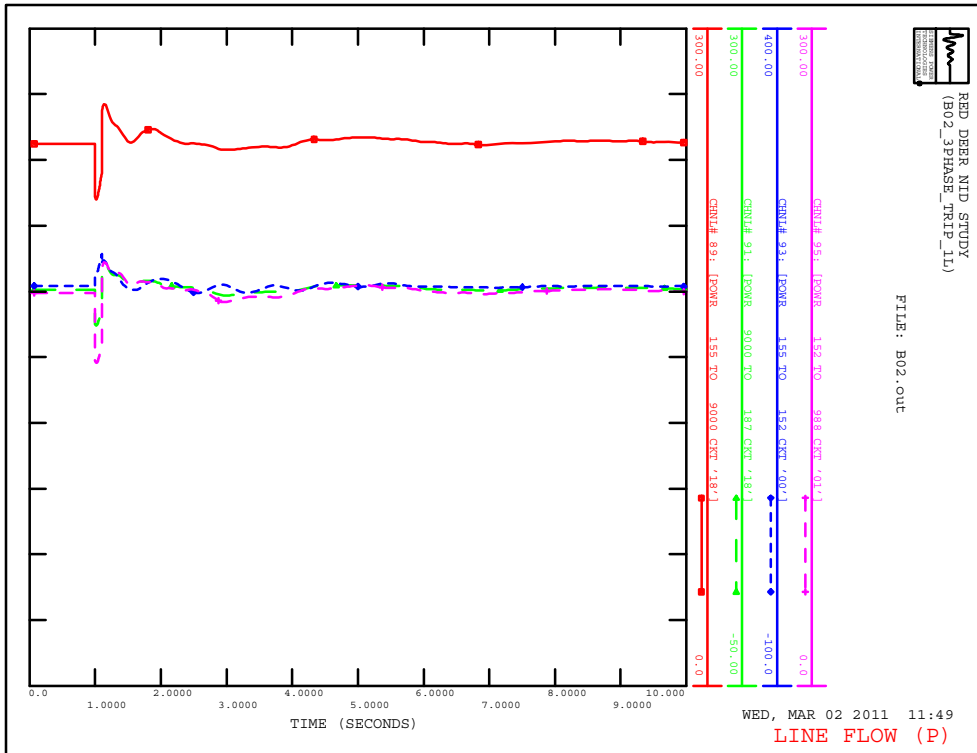

RED DEER NID STUDY
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WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

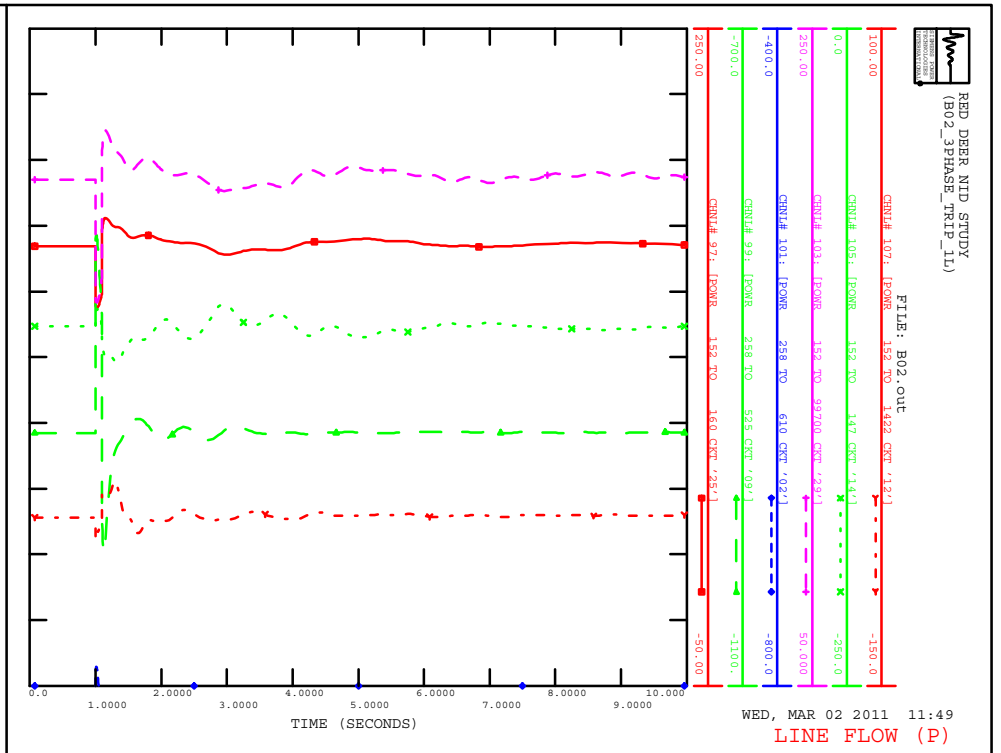

RED DEER NID STUDY
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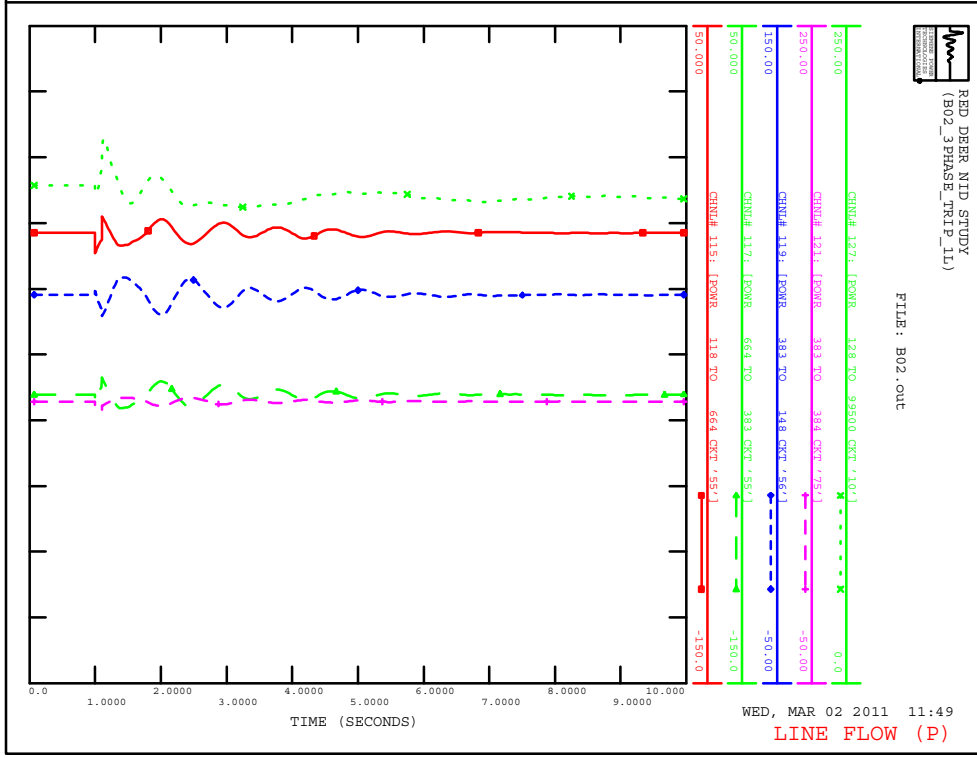

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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WED, MAR 02 2011 11:49
ROTOR ANGLES

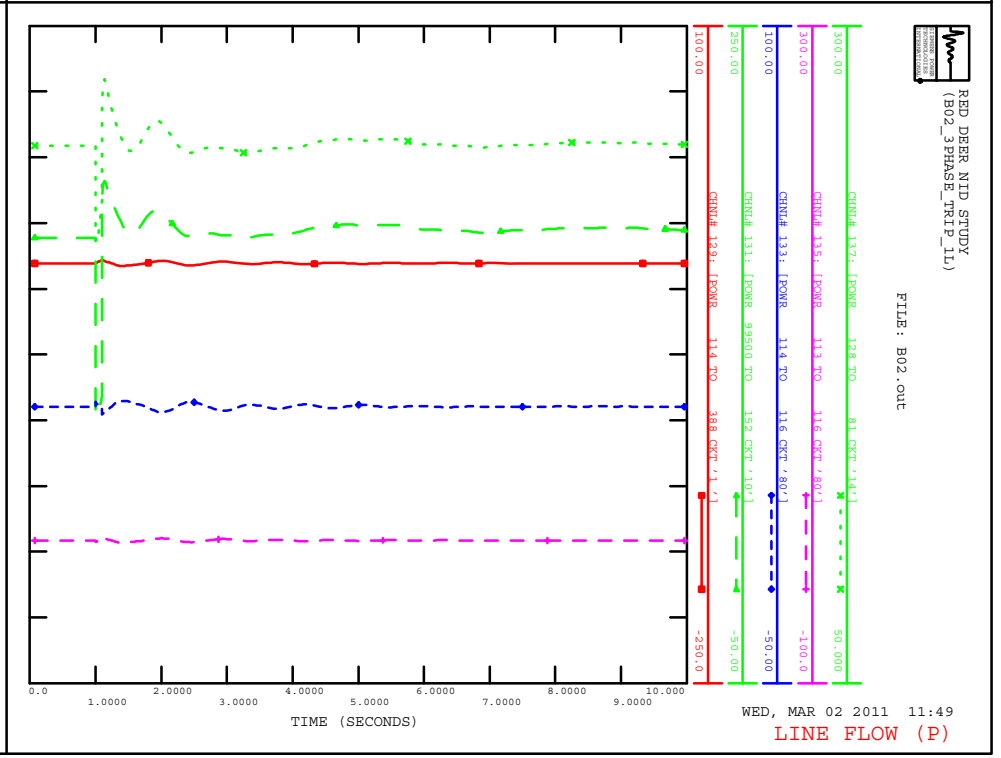

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

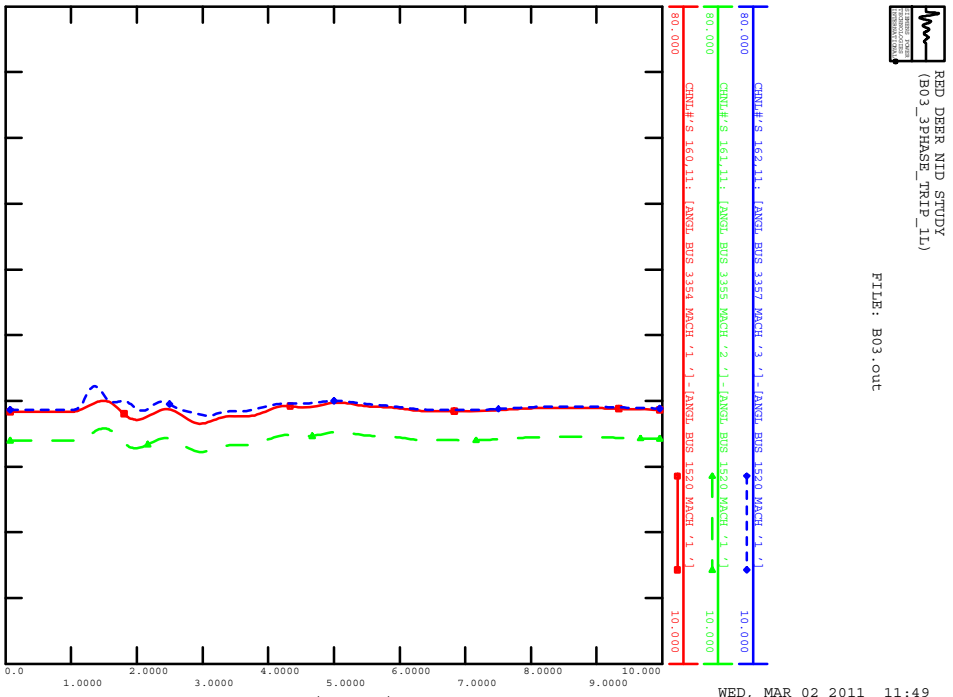

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

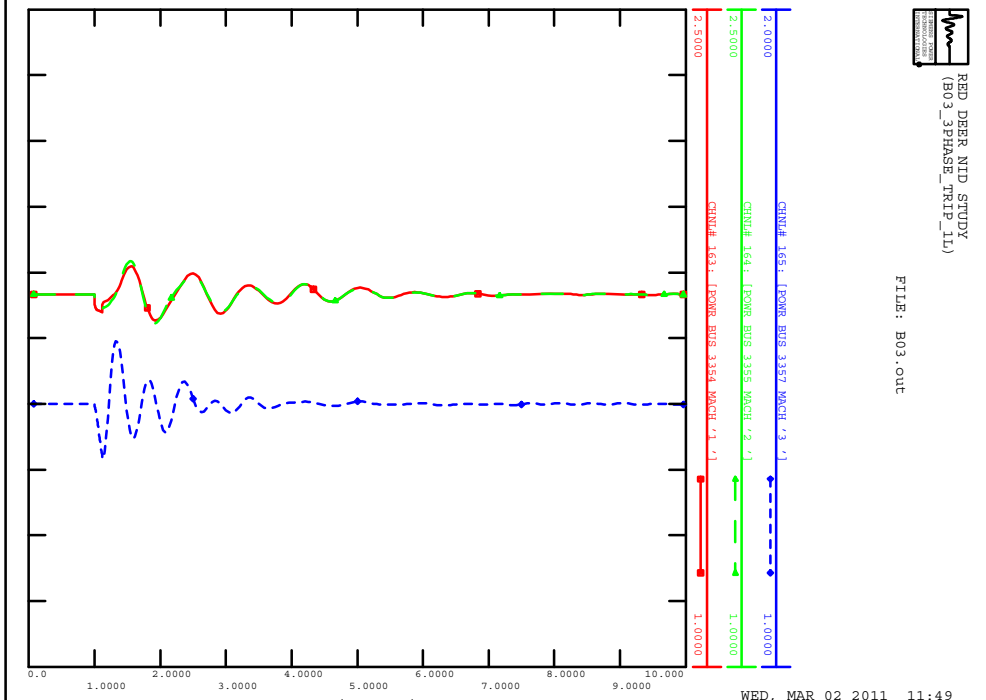

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

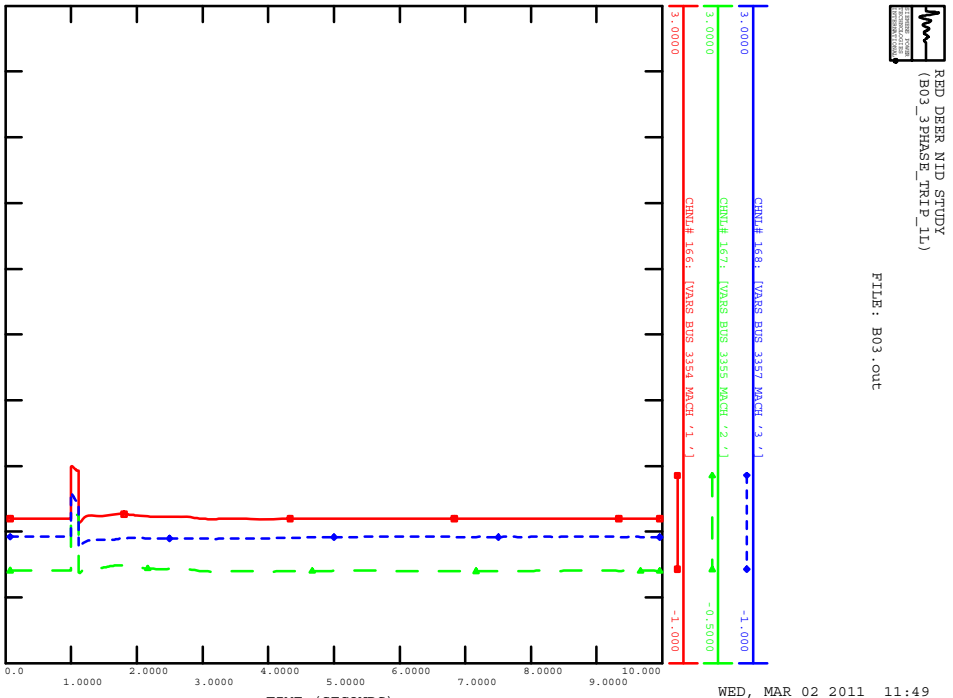

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

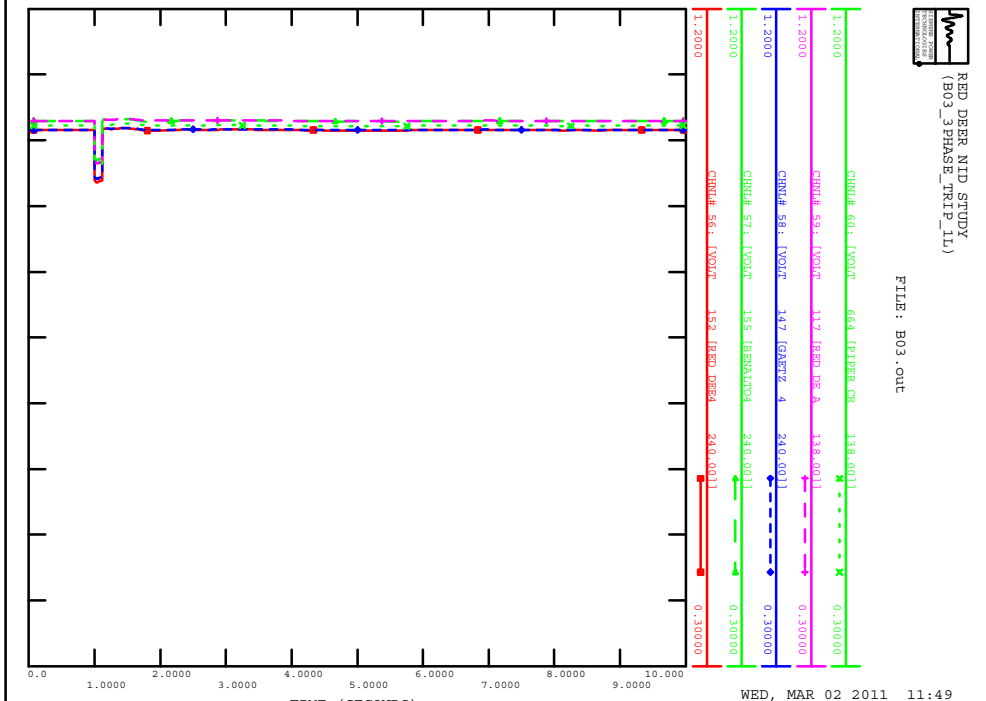

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

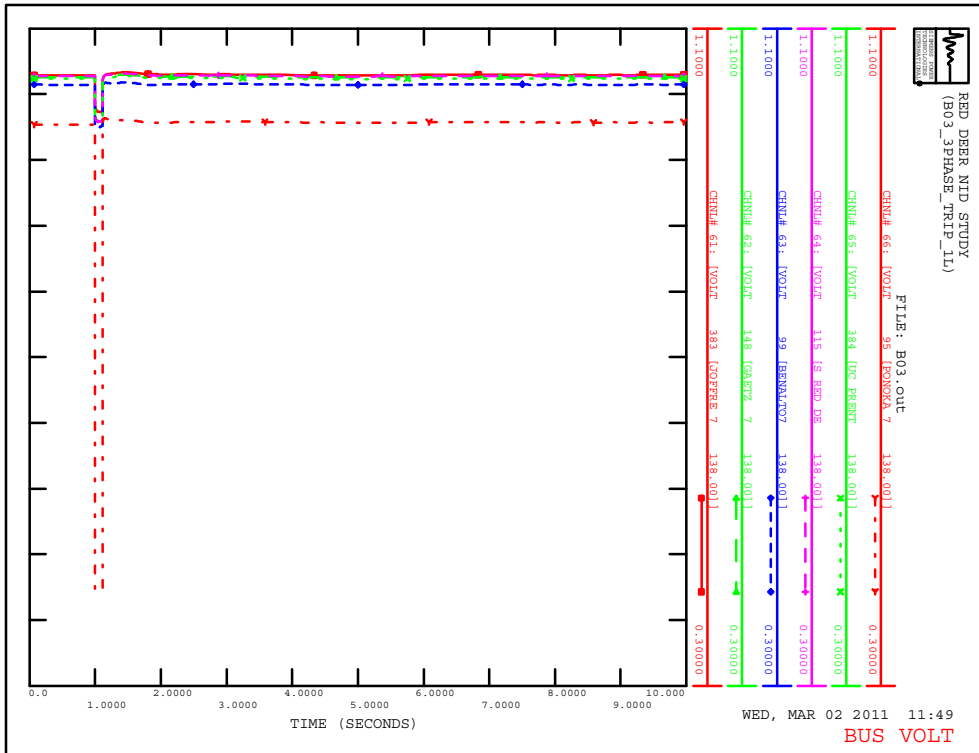

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

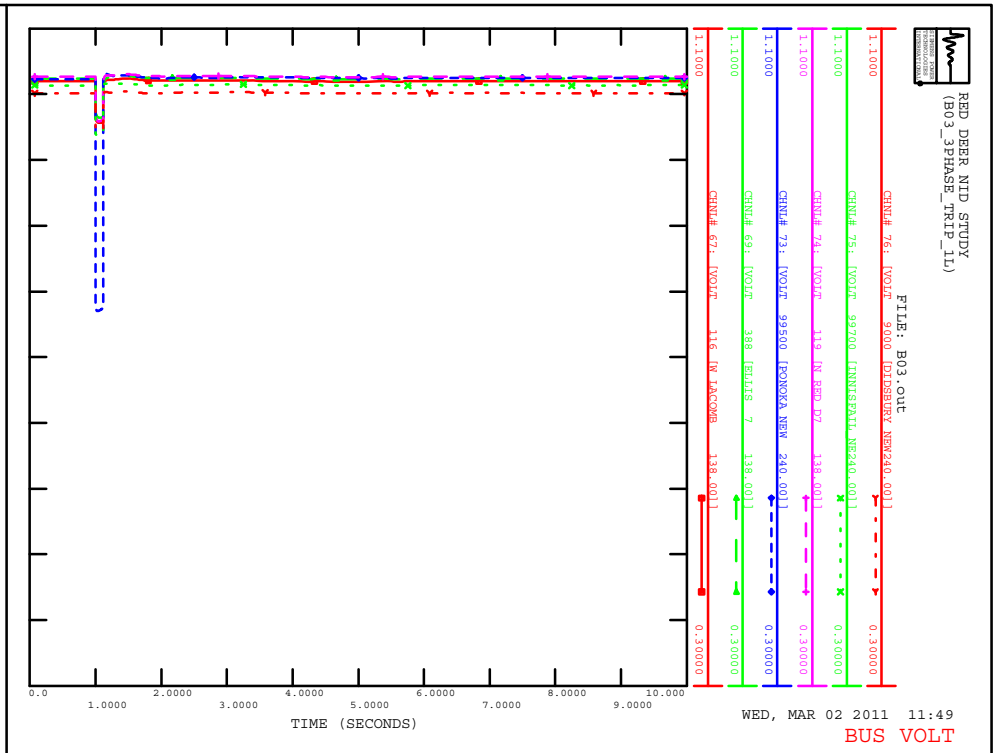

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

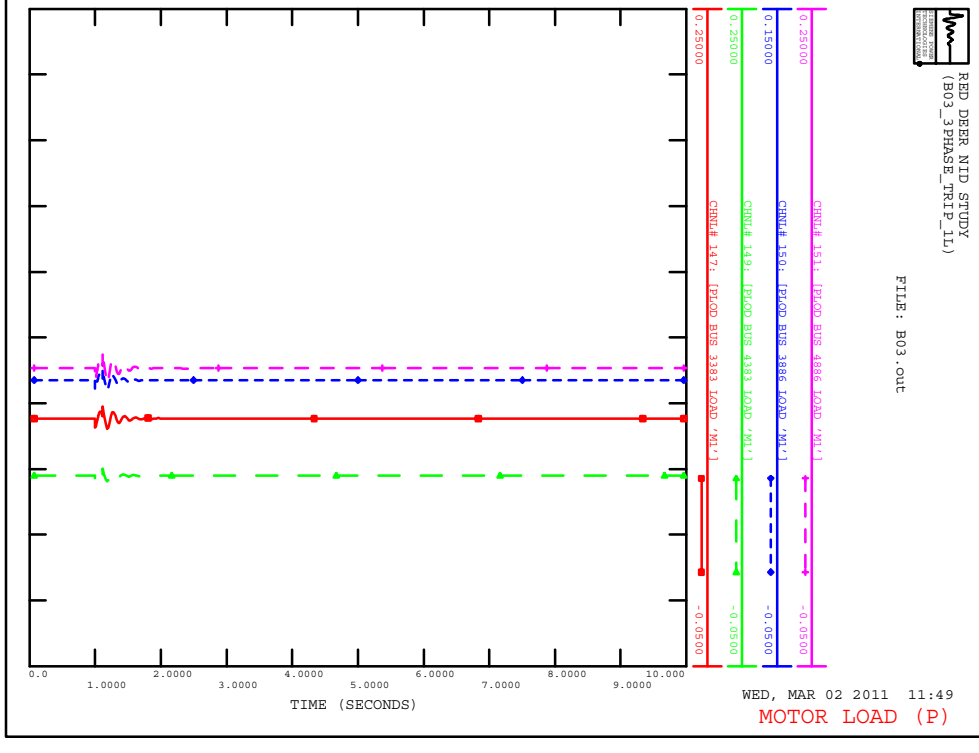

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

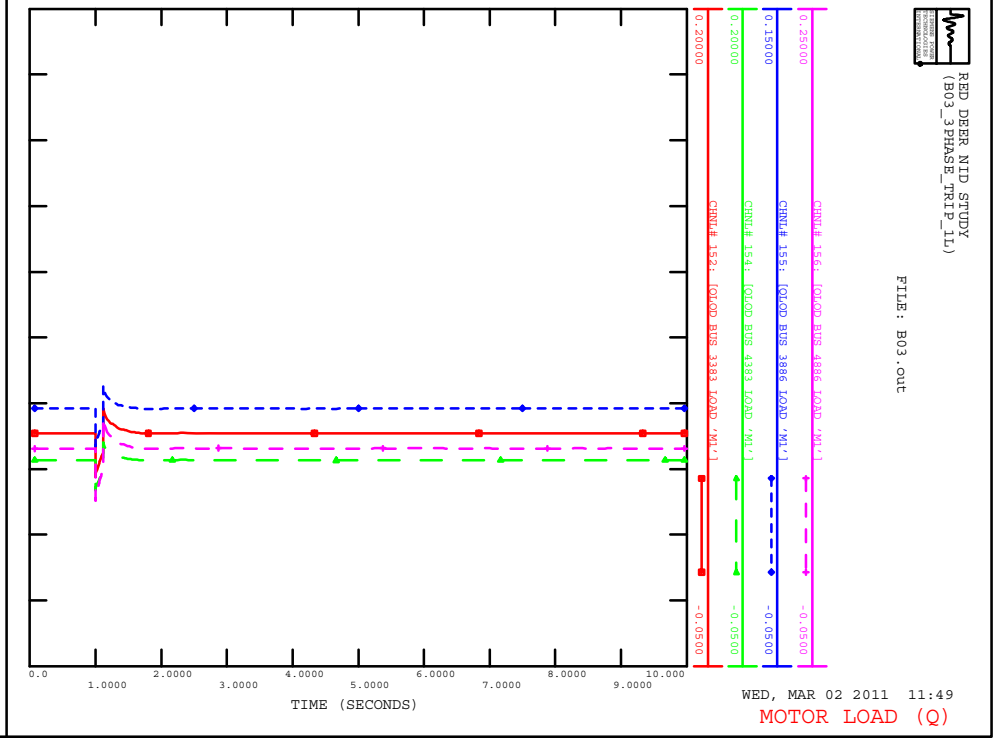

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

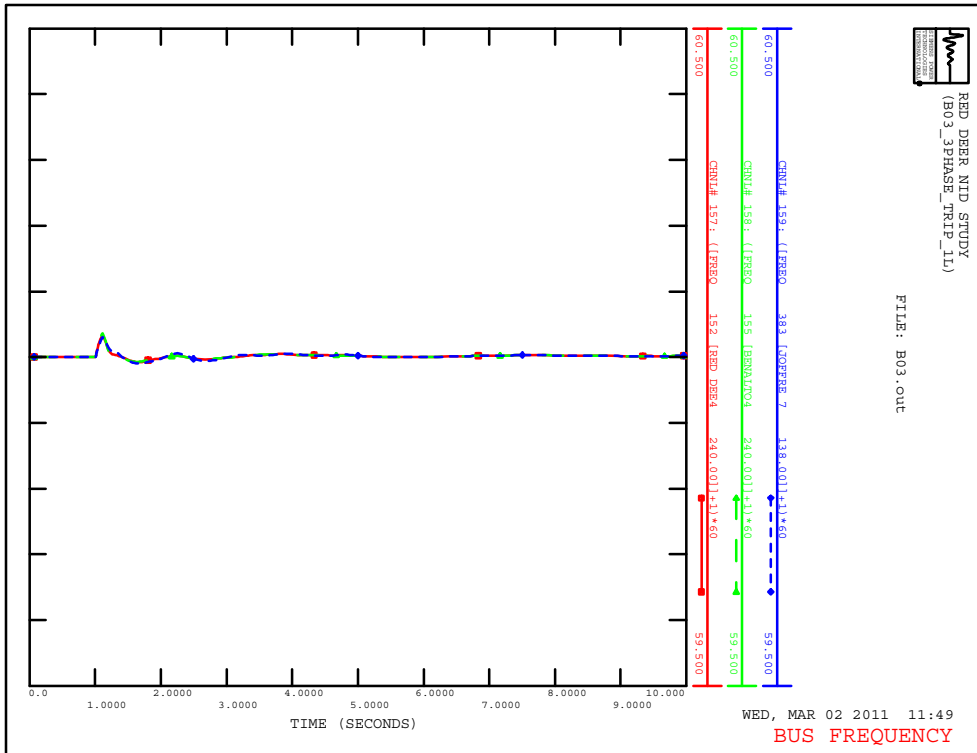

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

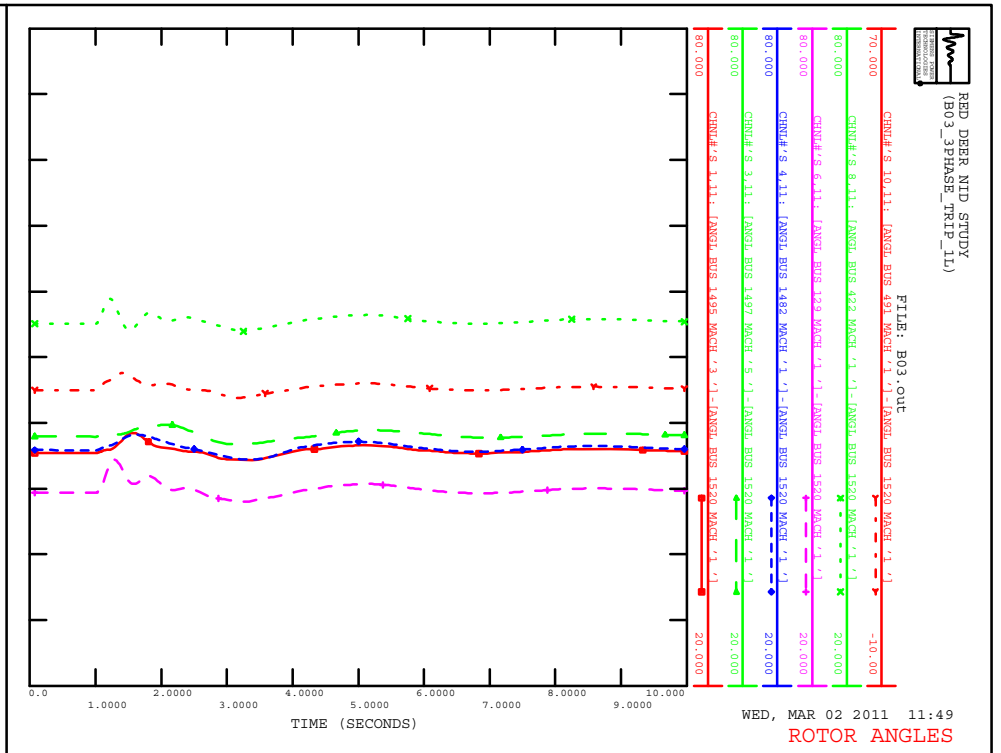

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

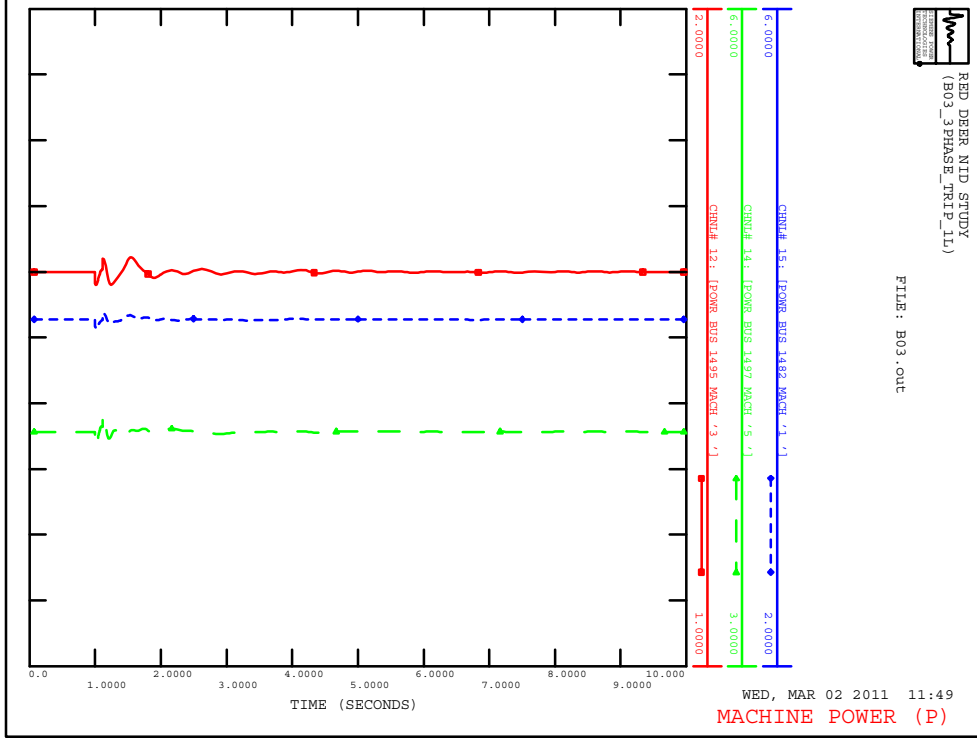

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

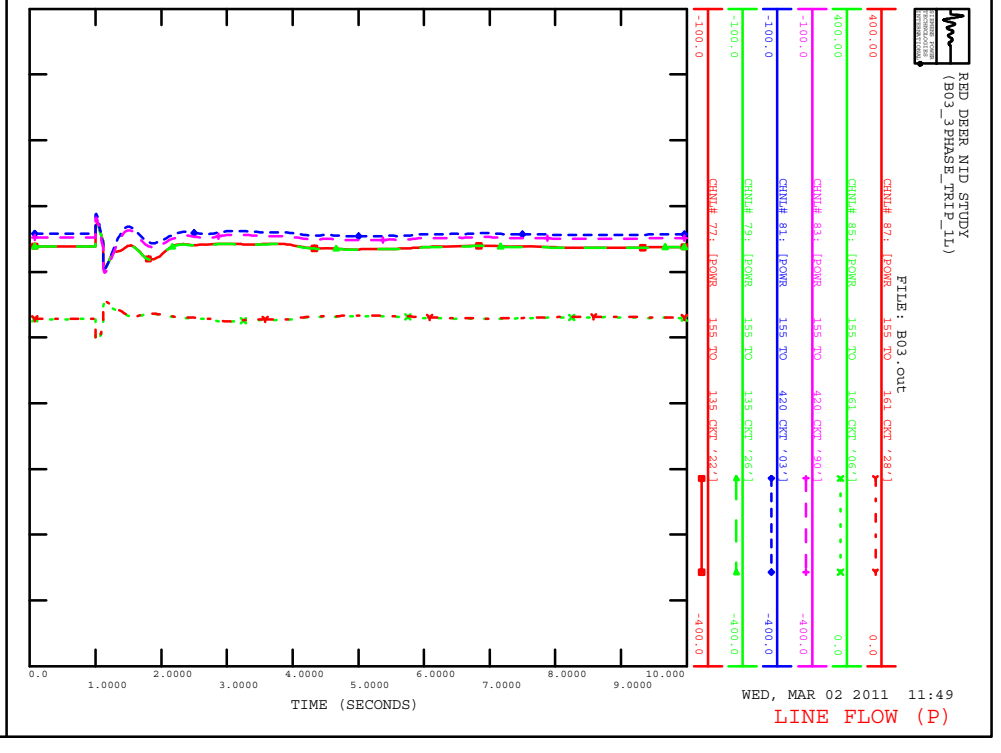

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

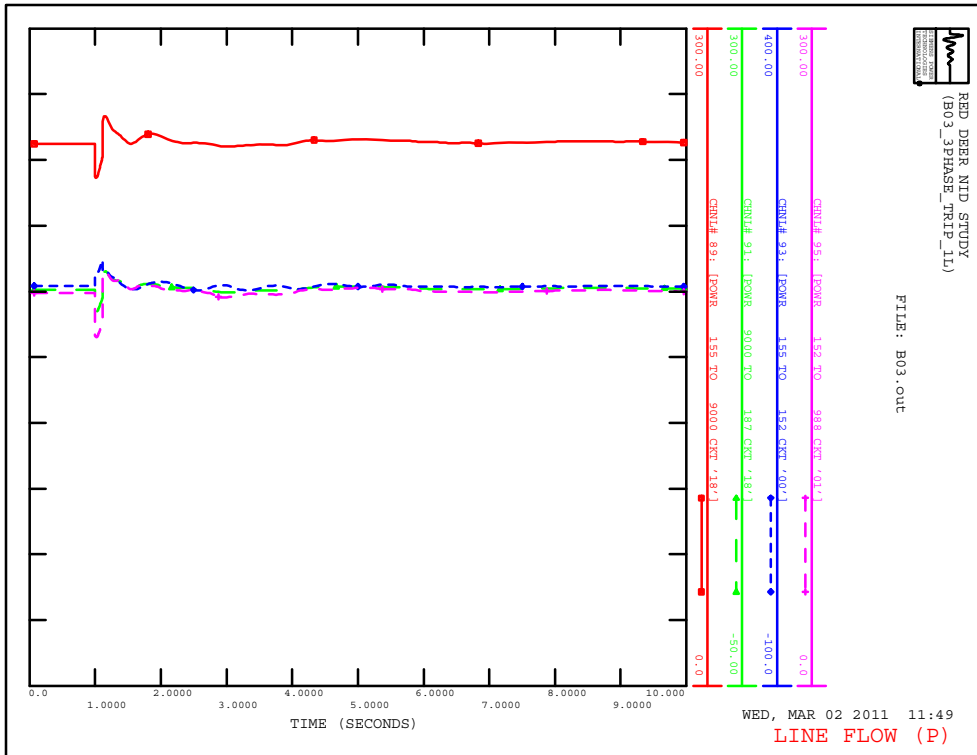

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

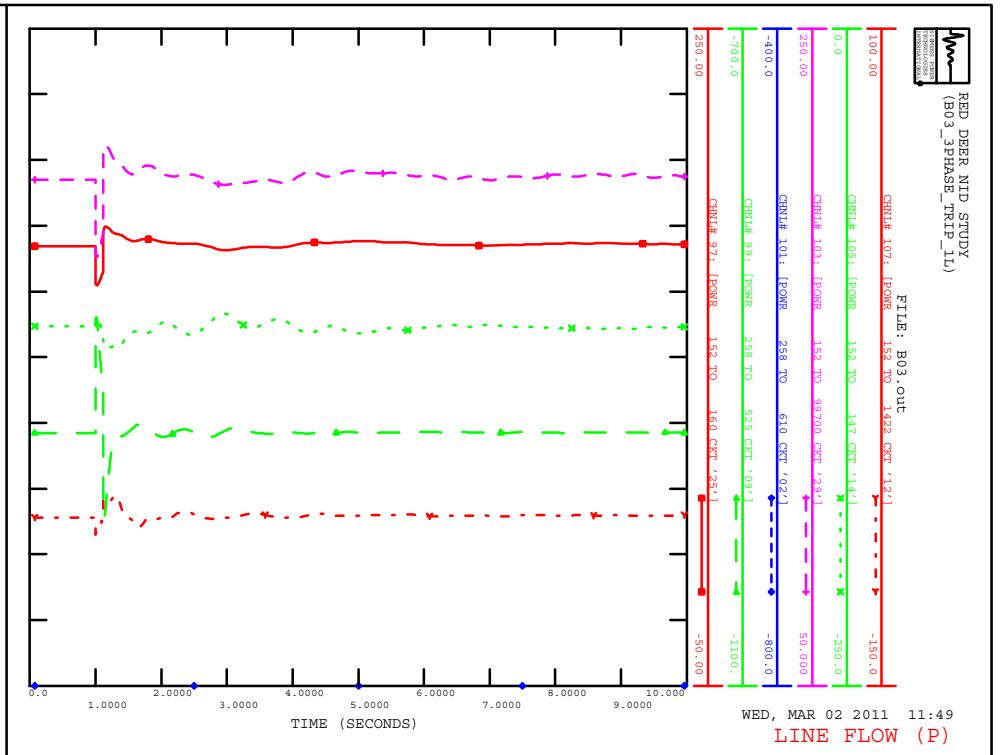

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

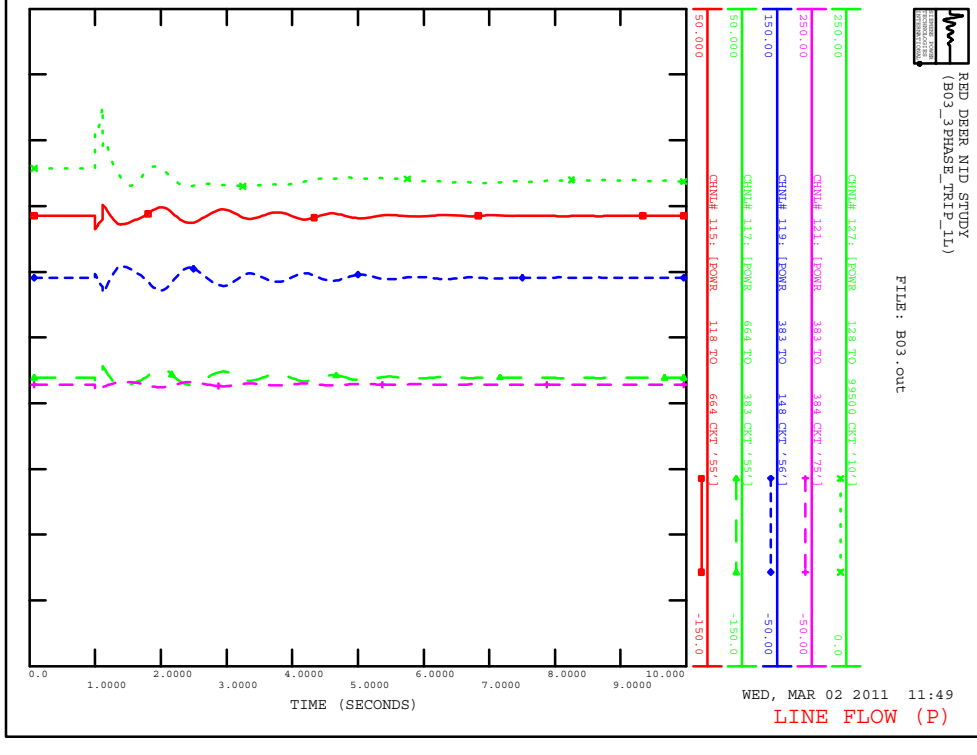

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

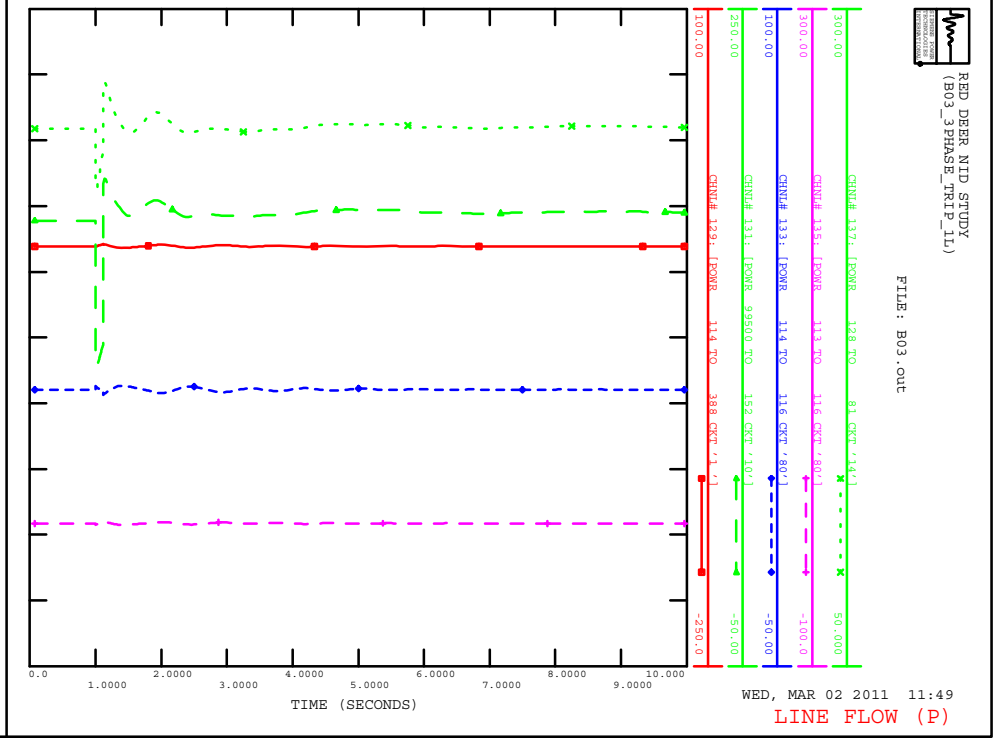

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

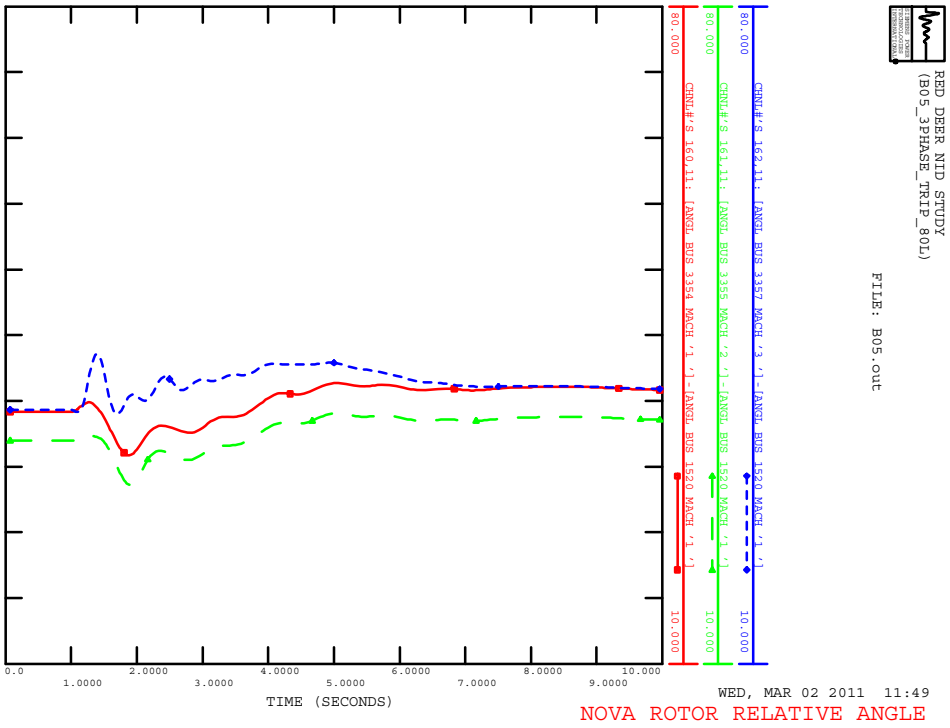

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

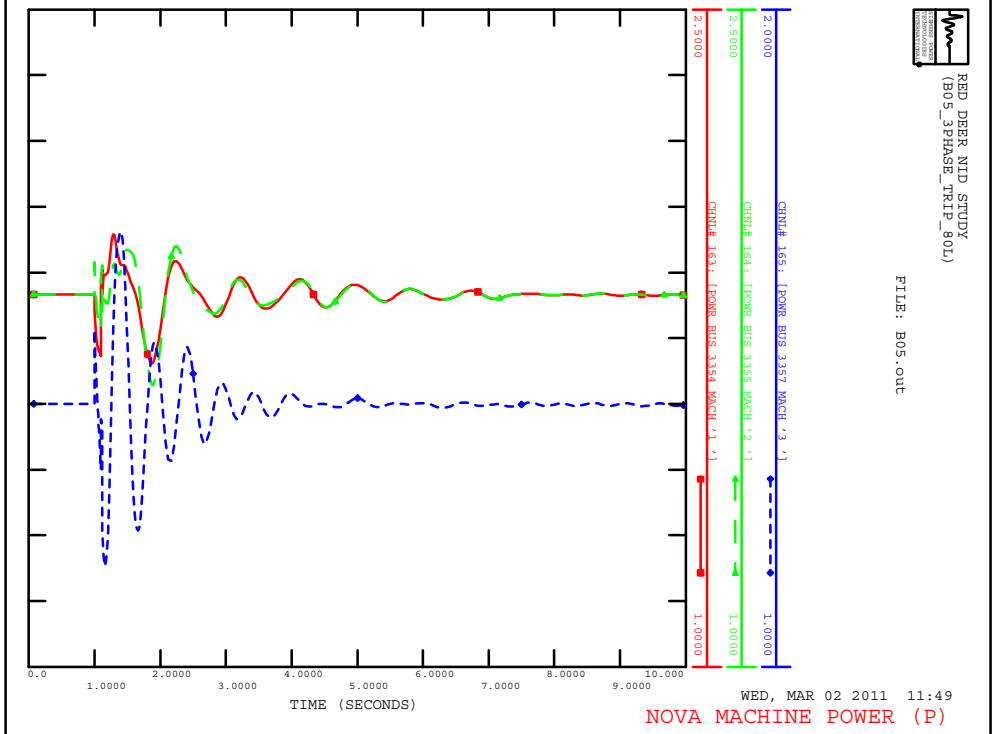

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

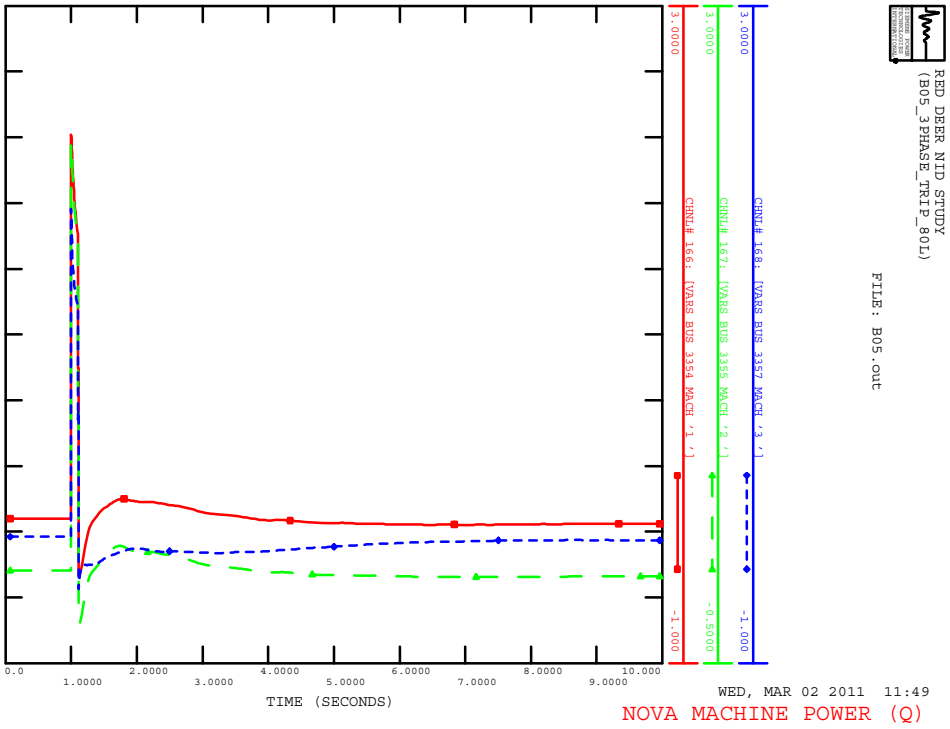

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

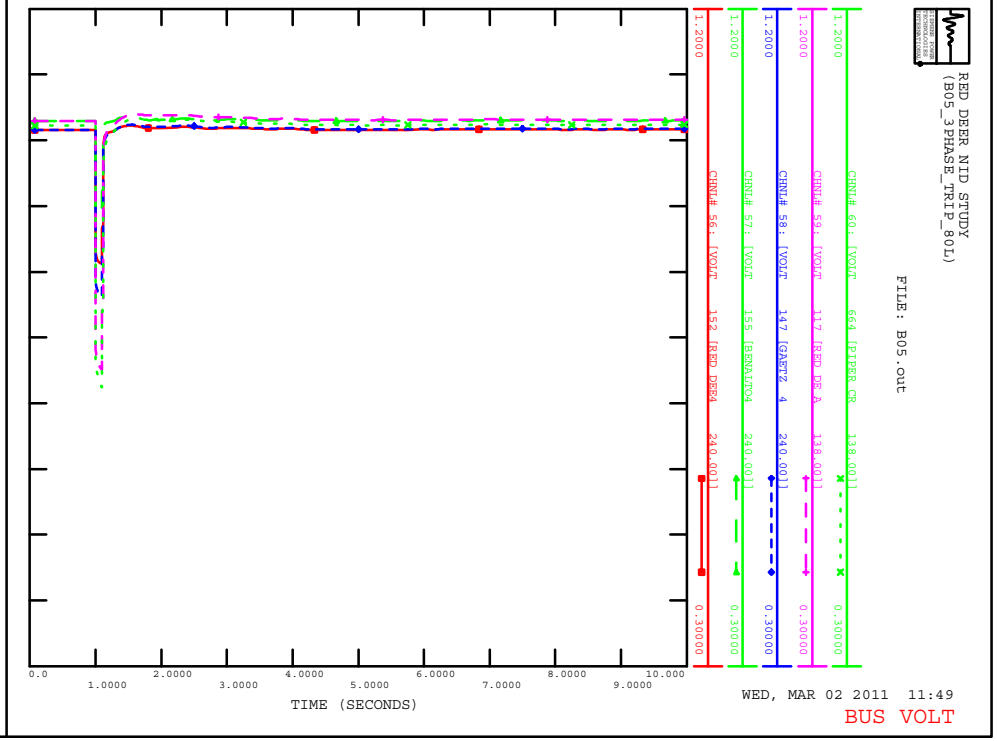

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

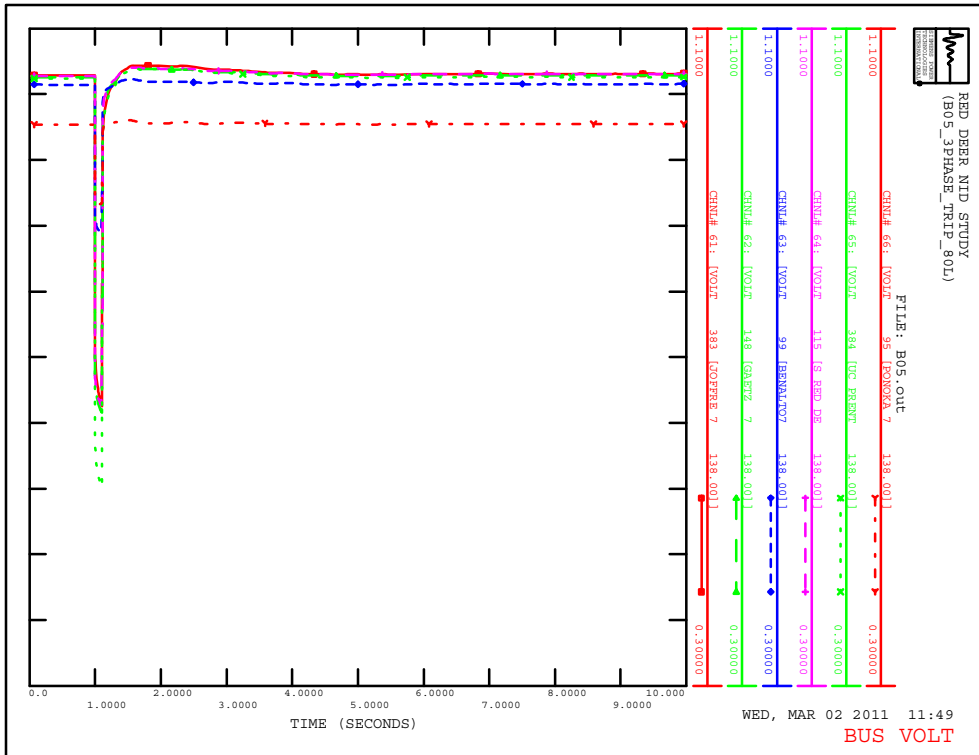

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

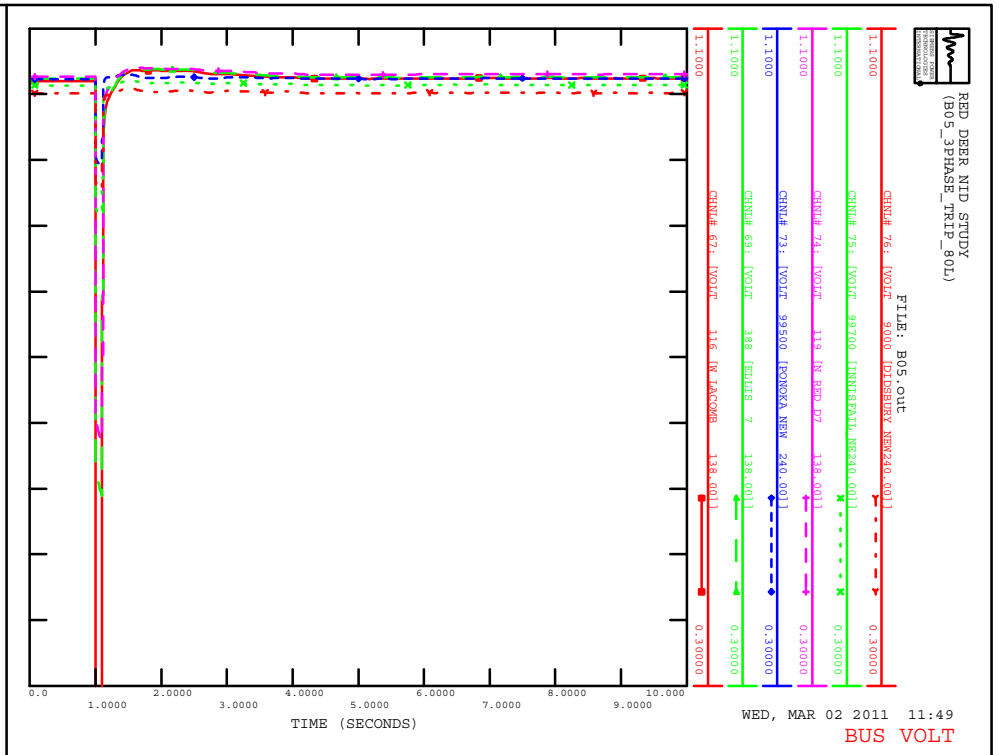

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

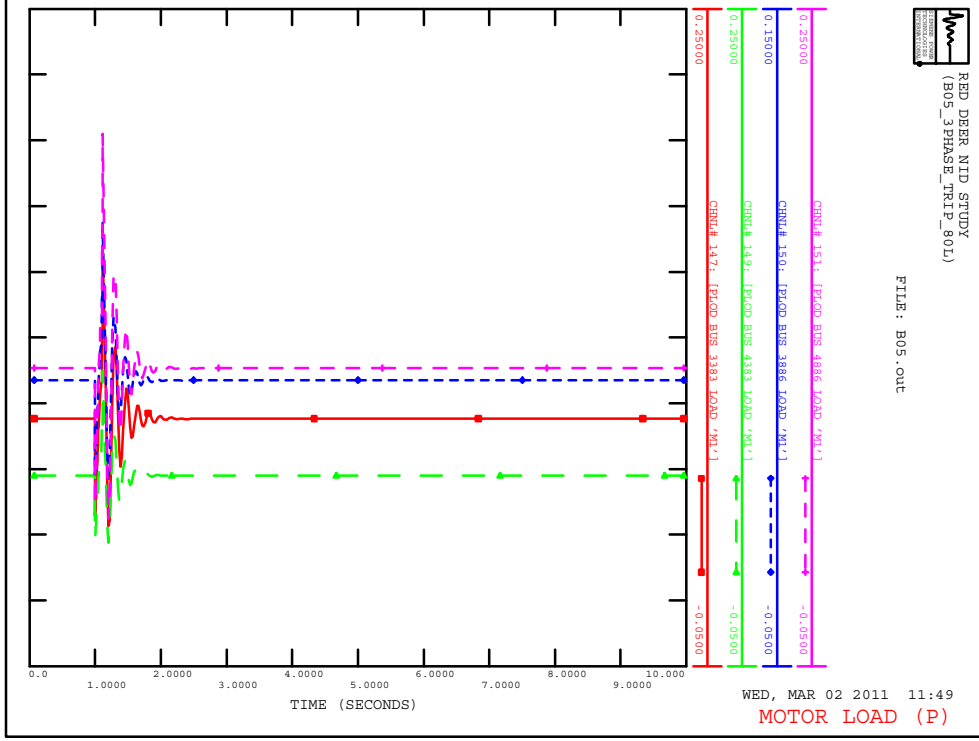

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

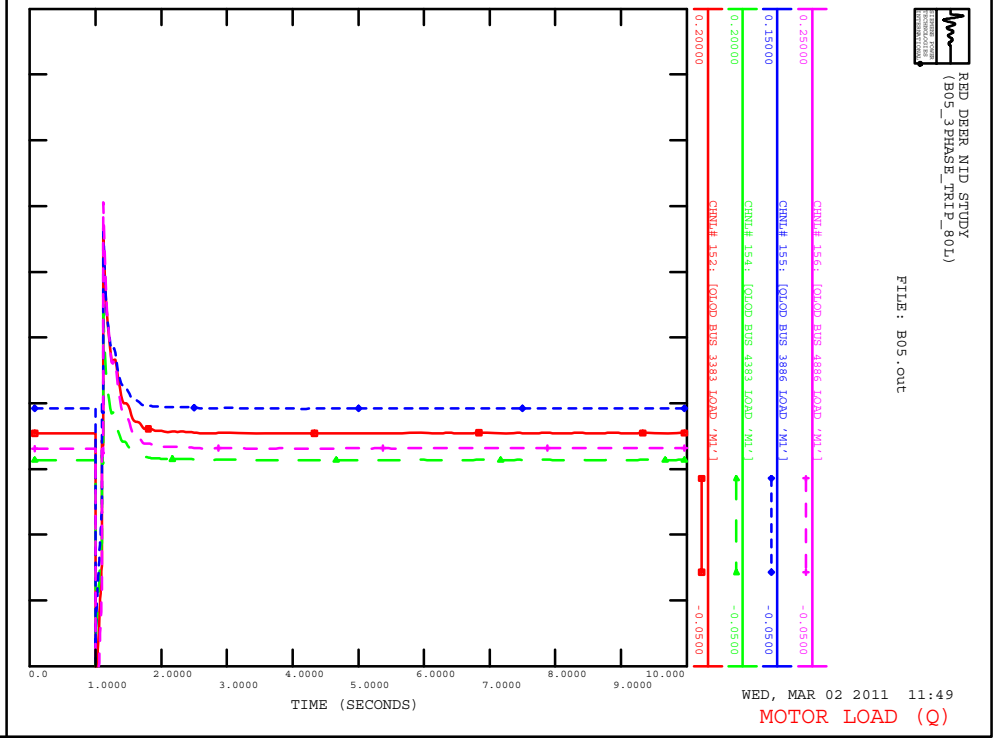

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

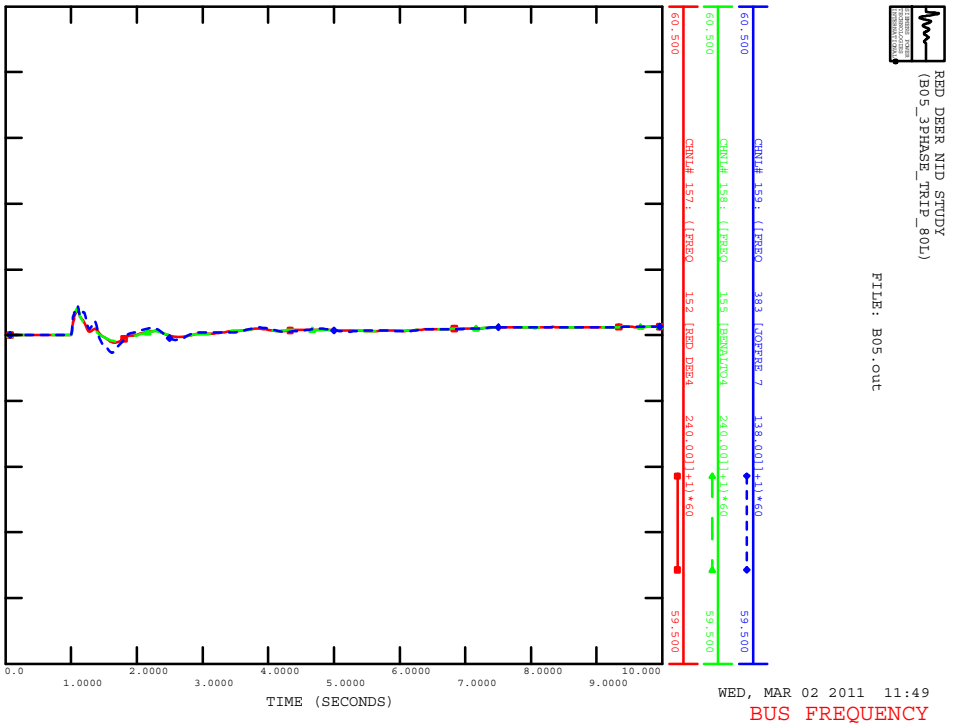

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

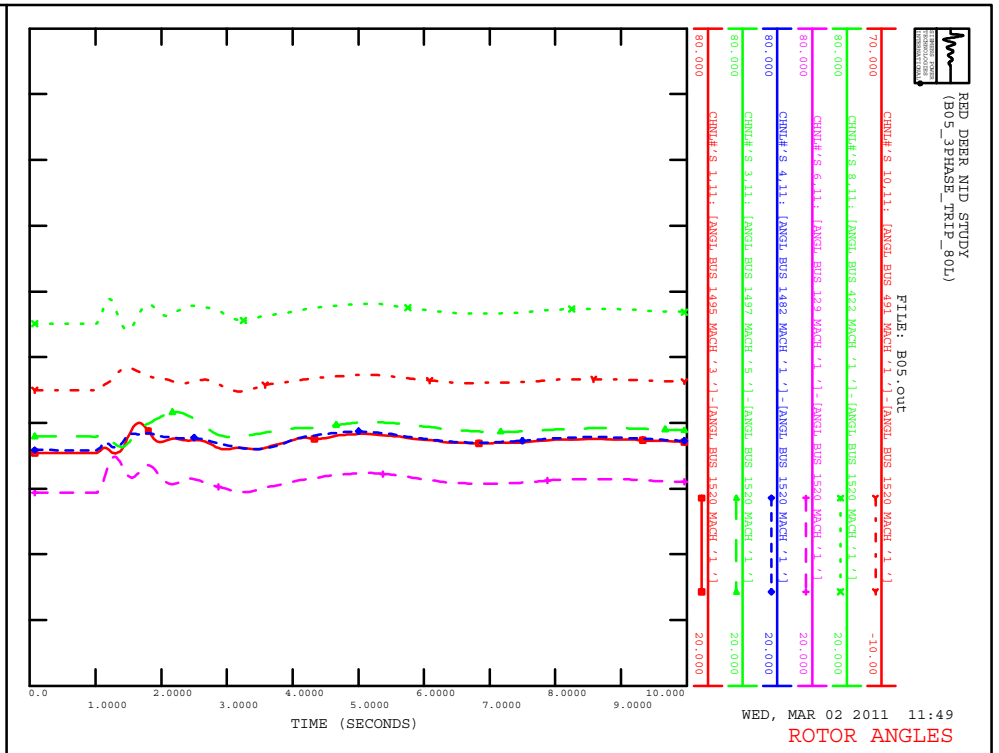

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALETW2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

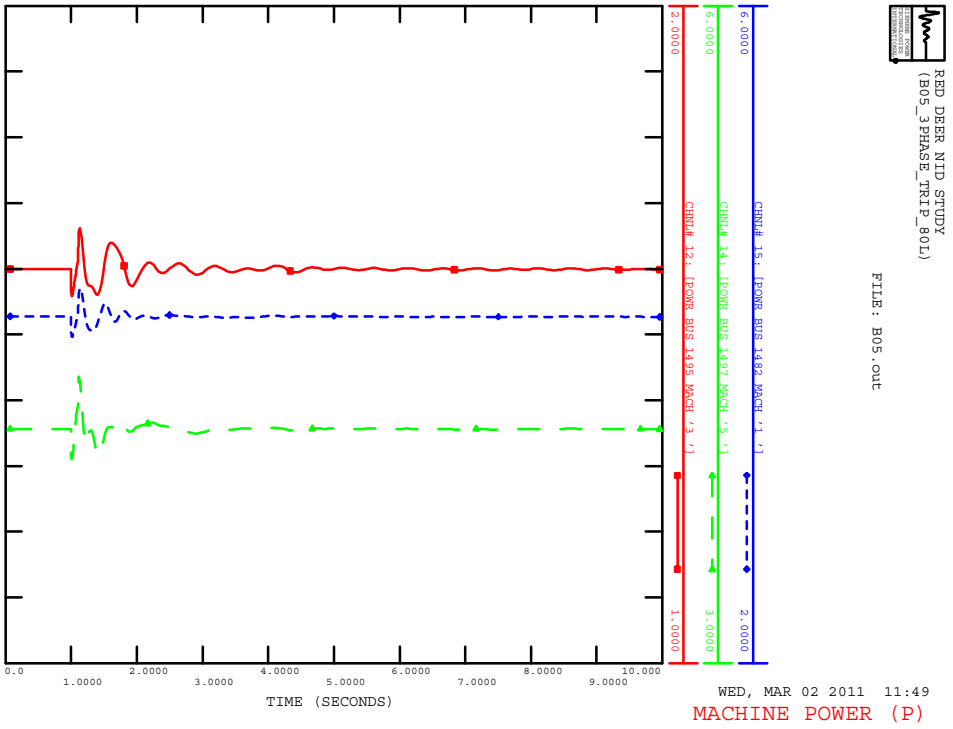

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

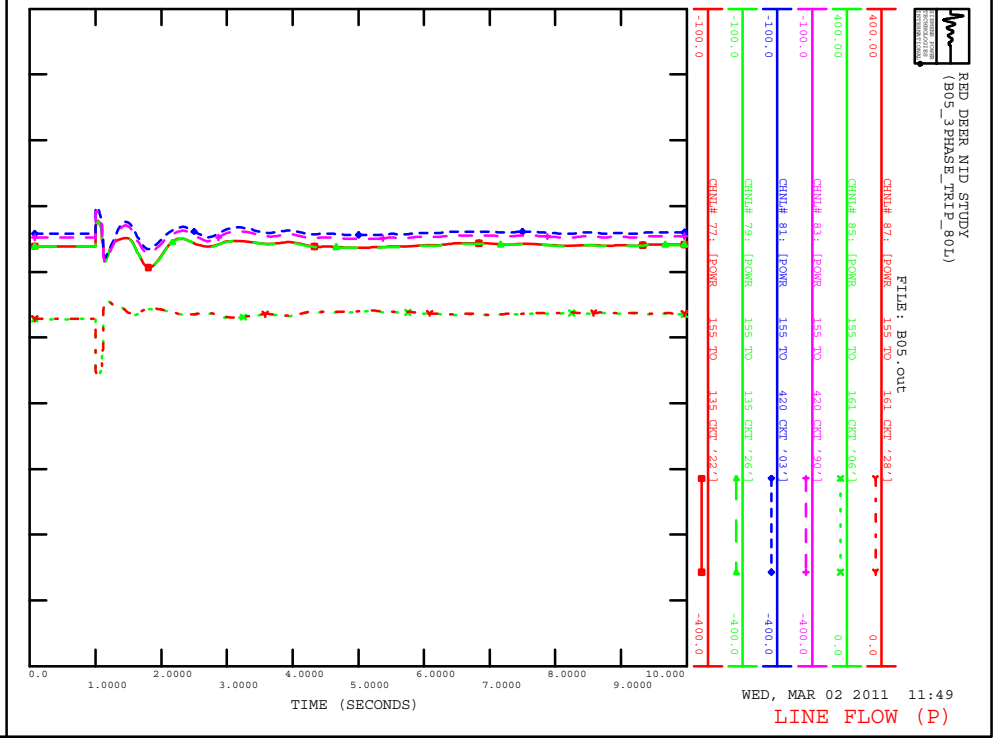

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

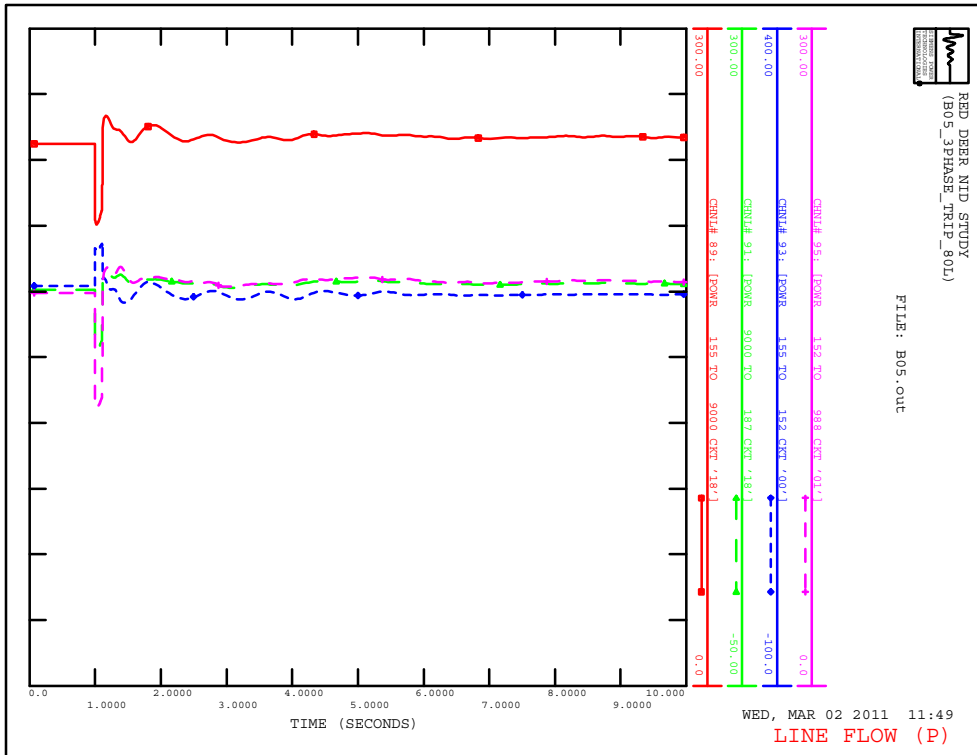

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.20000
0.15000
0.25000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

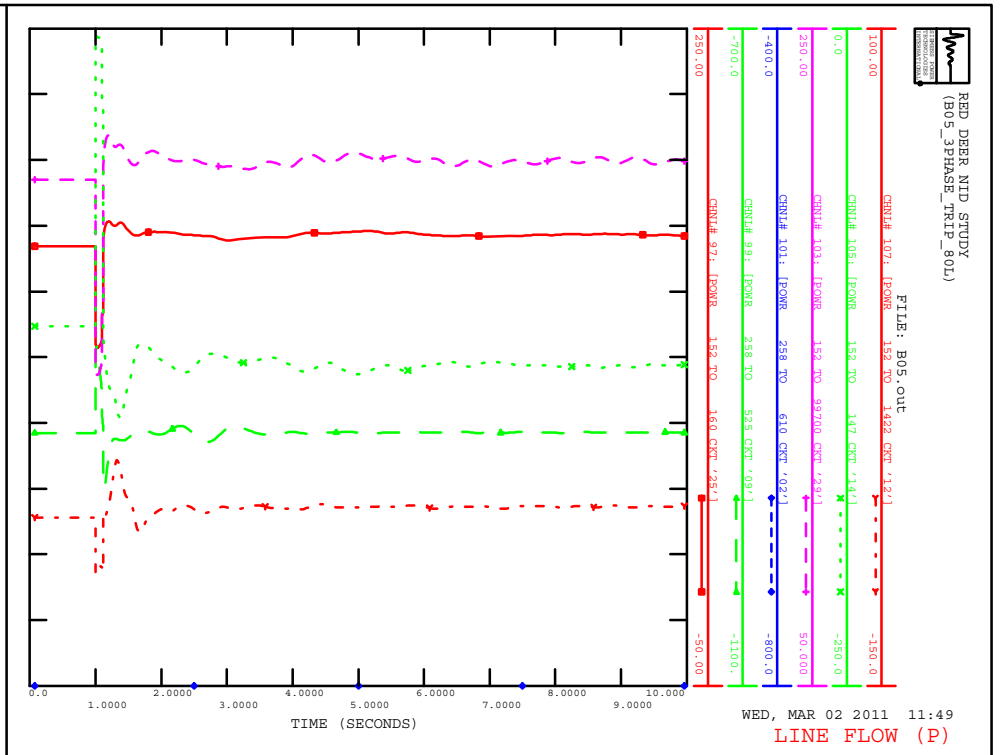

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

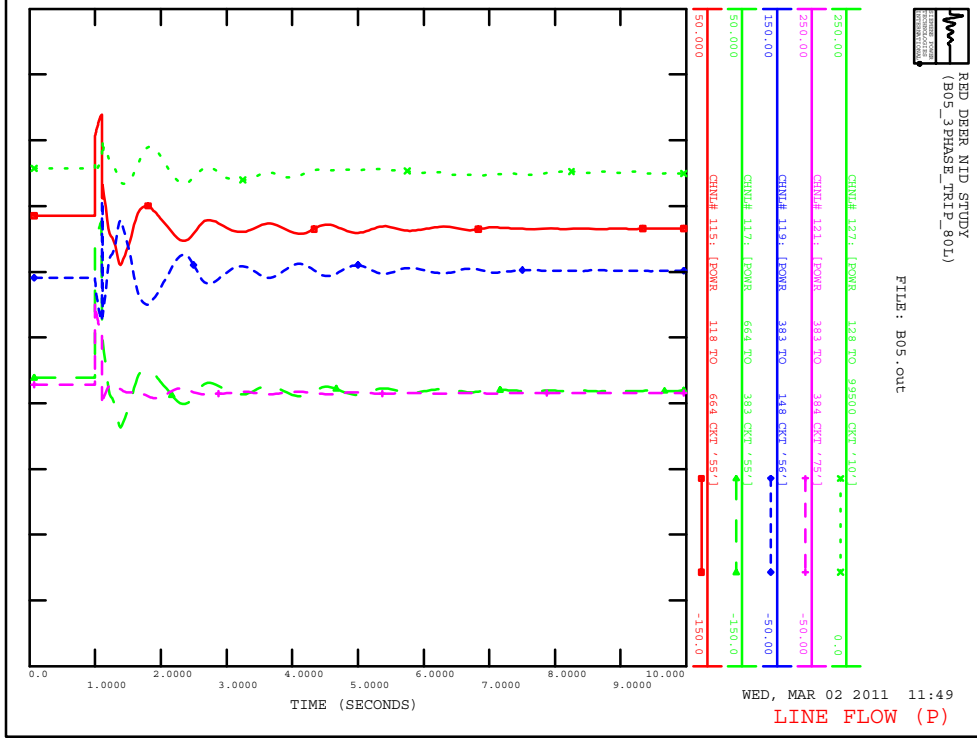

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

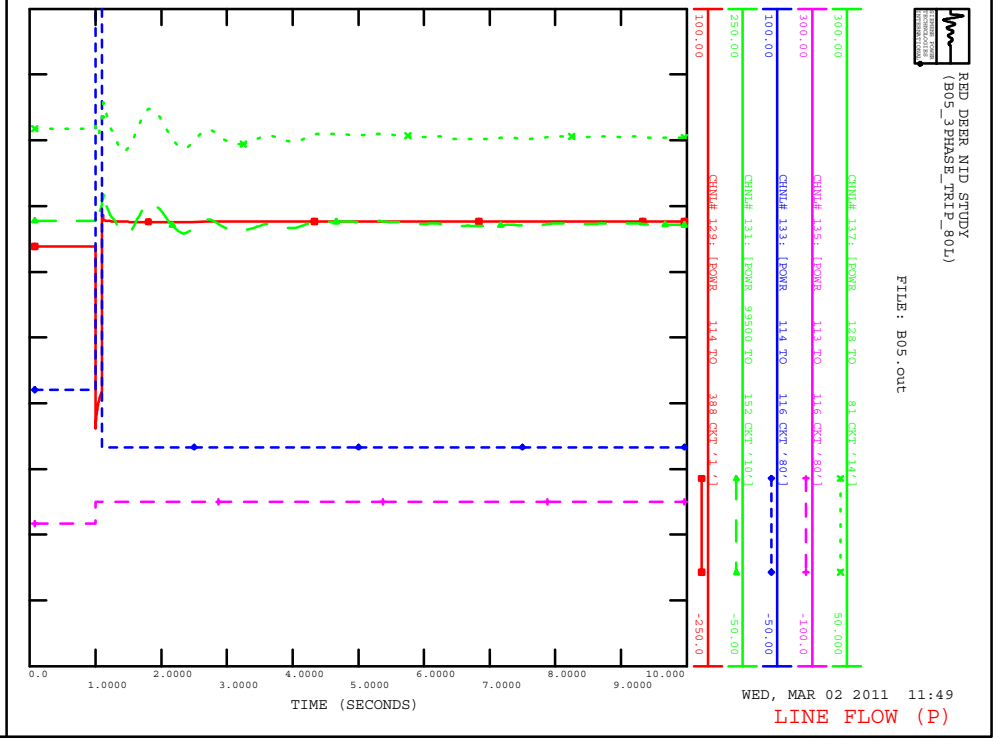

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

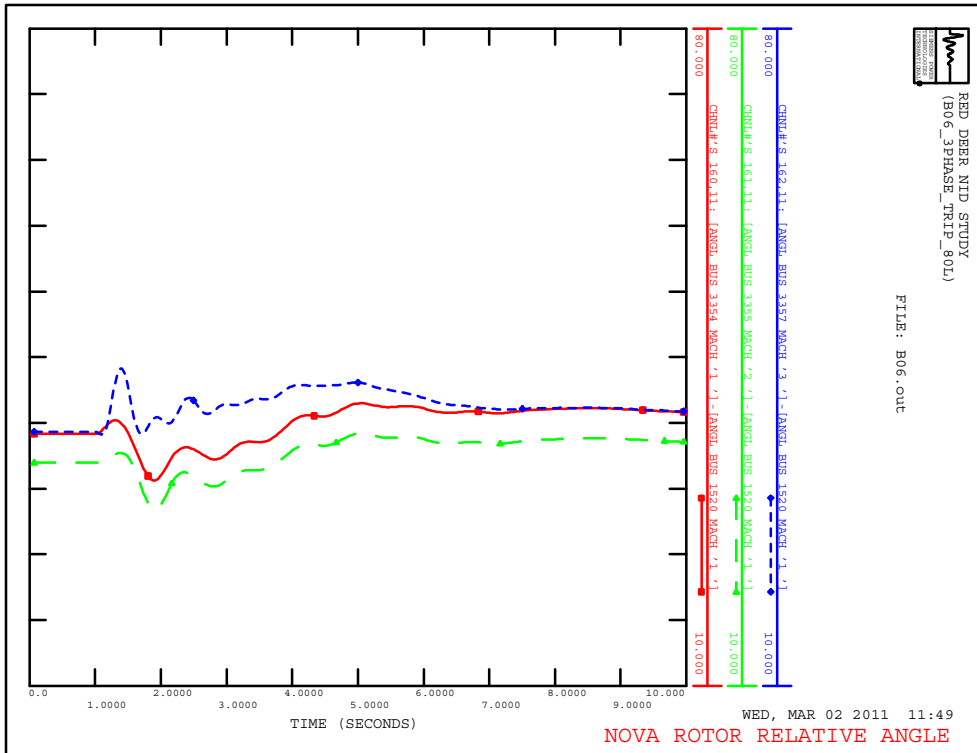

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

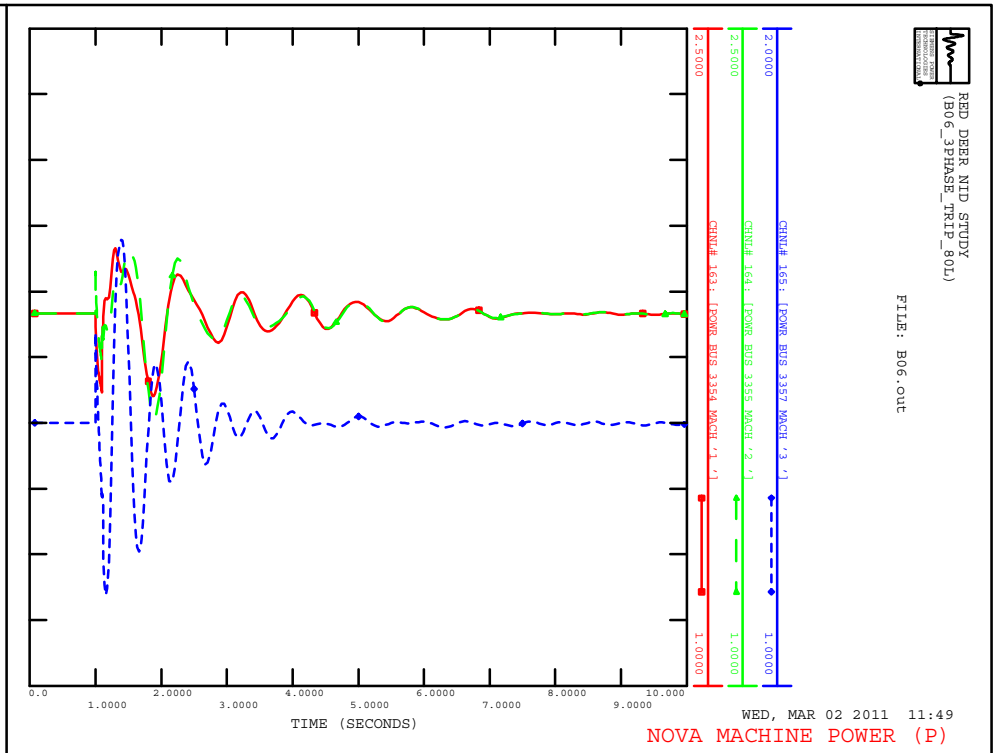

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

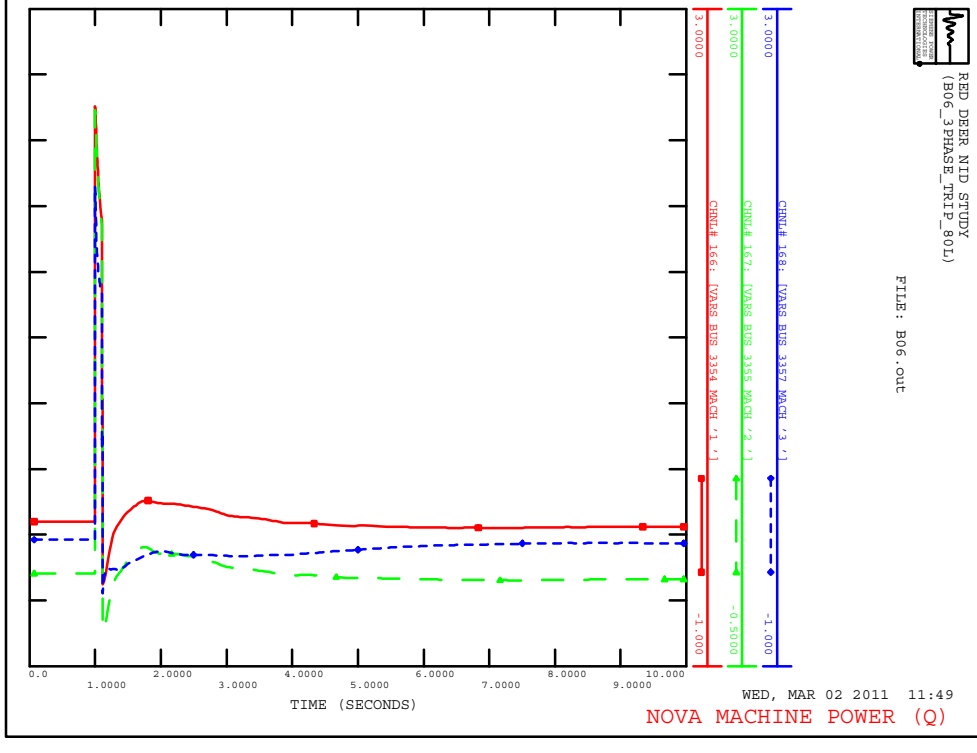

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

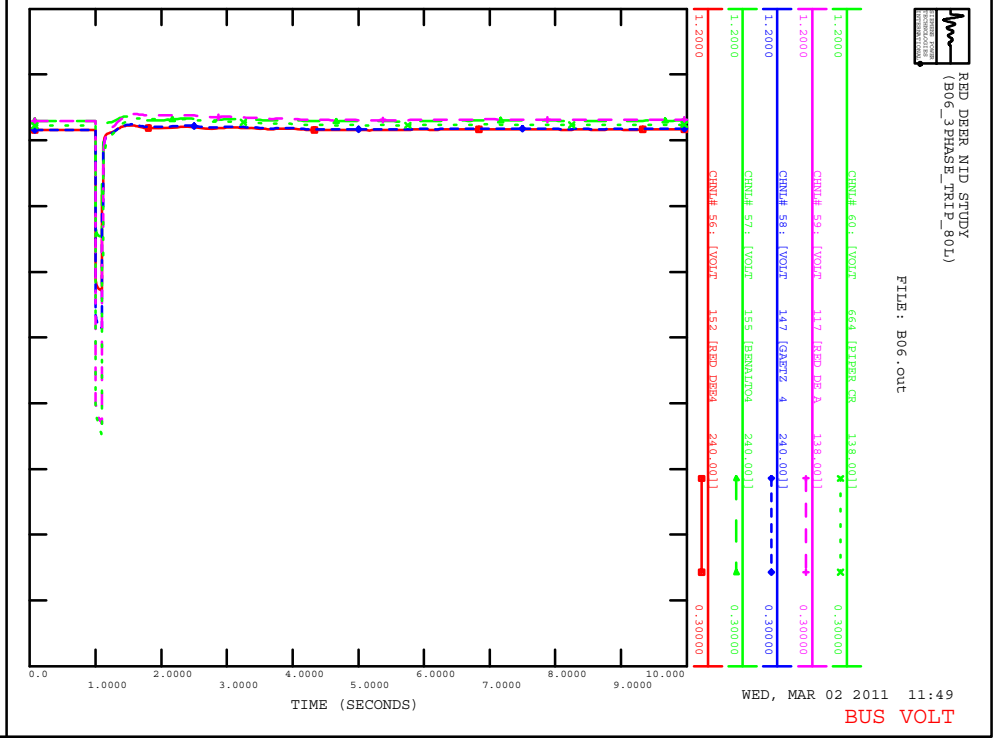

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

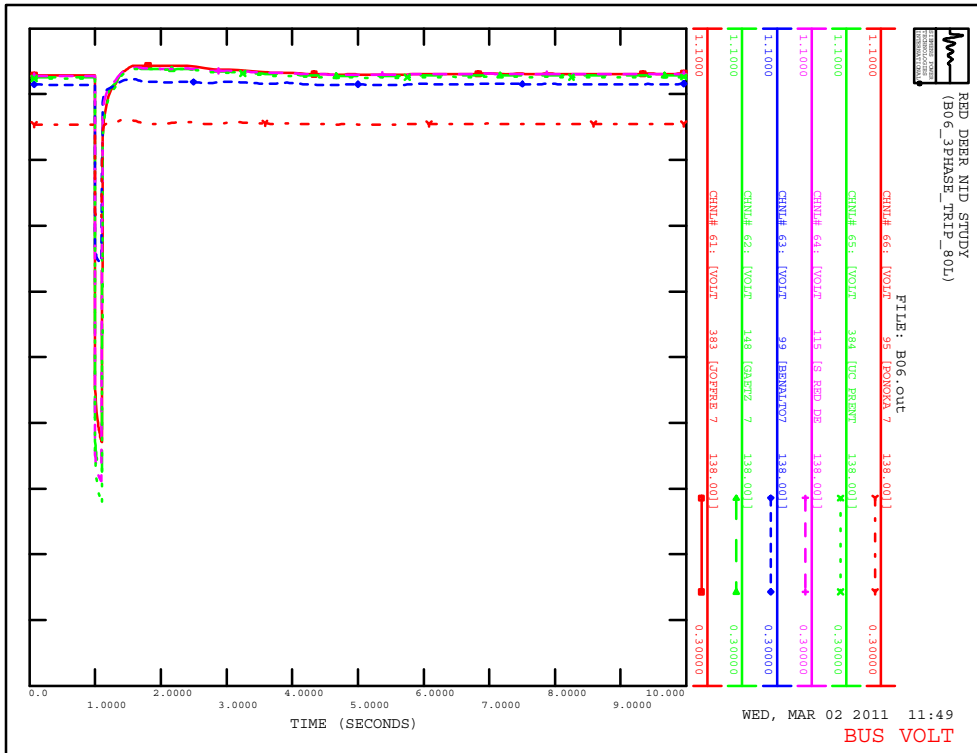

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

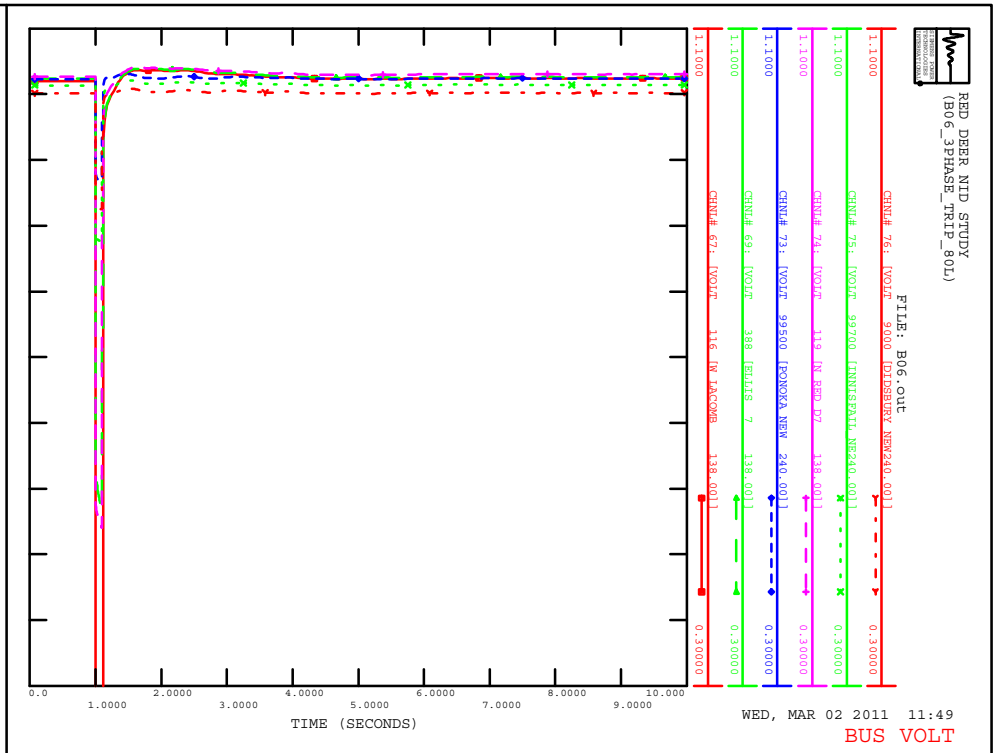

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

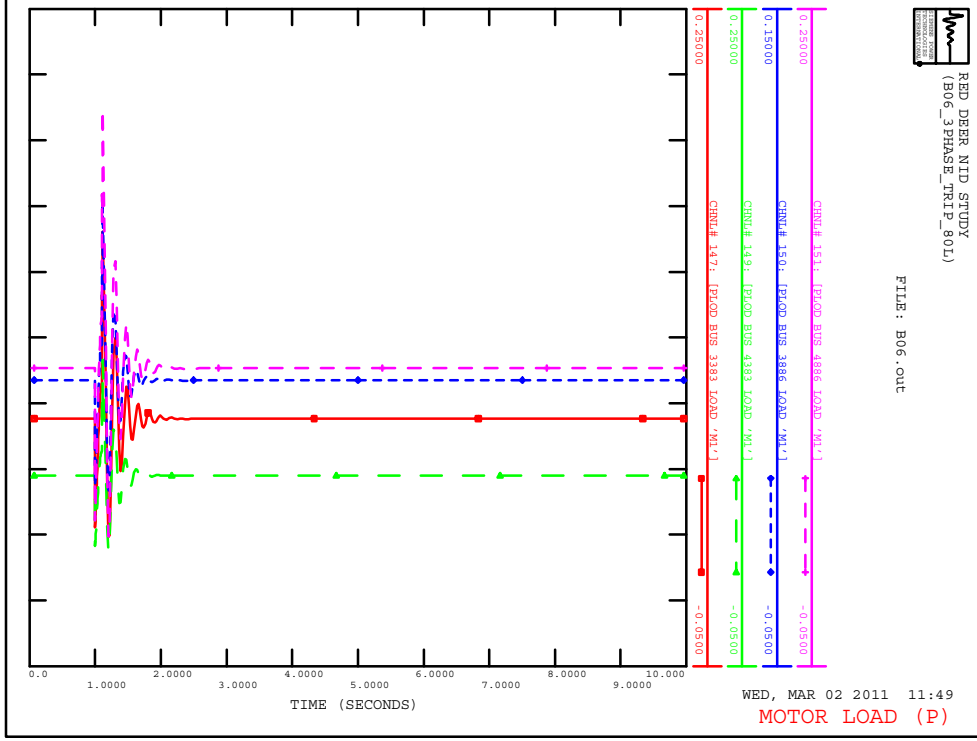

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

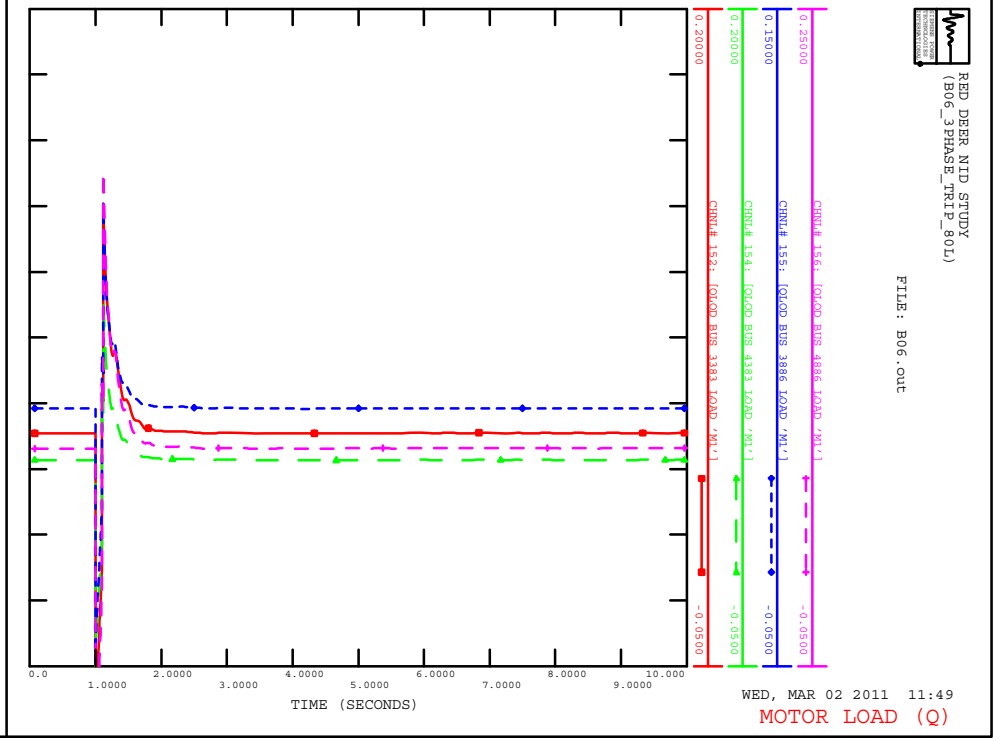

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

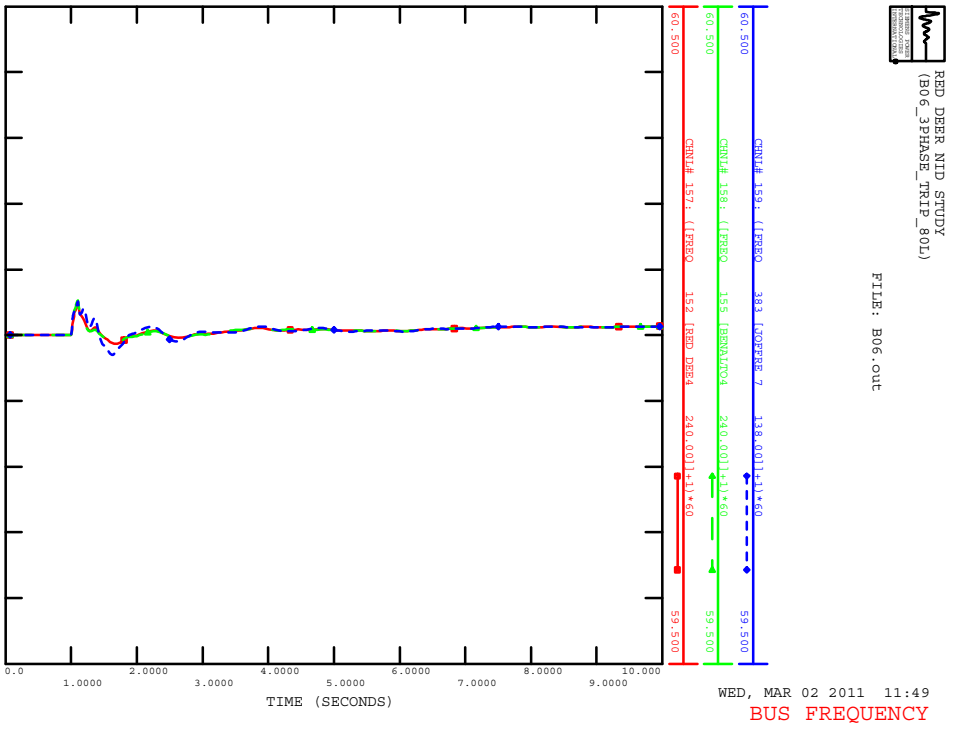

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

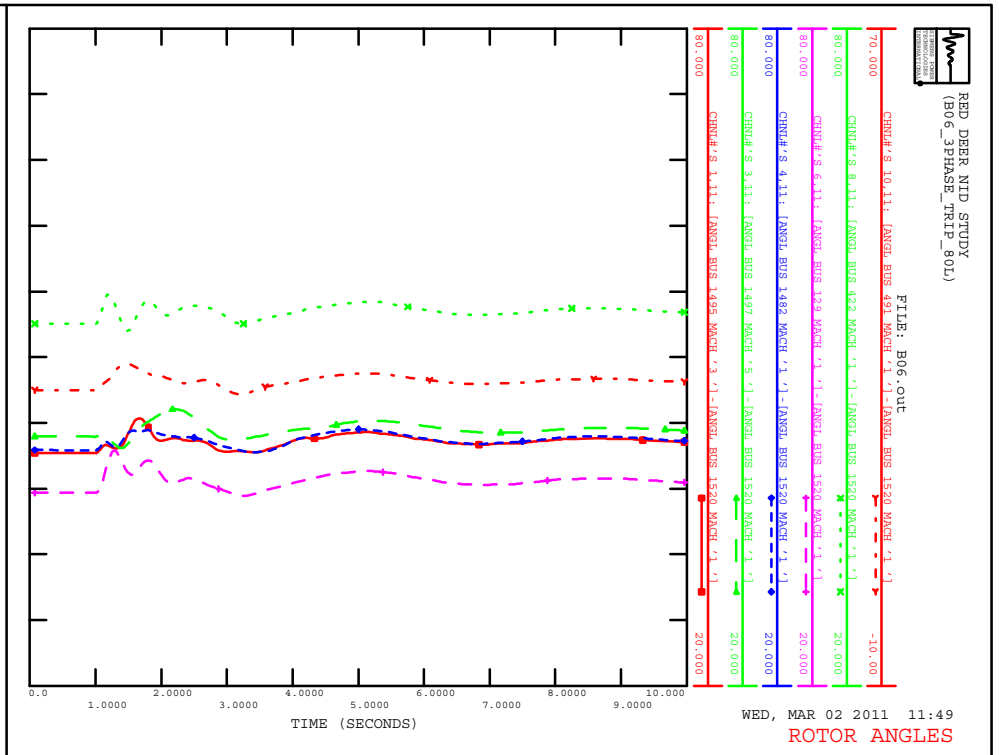

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

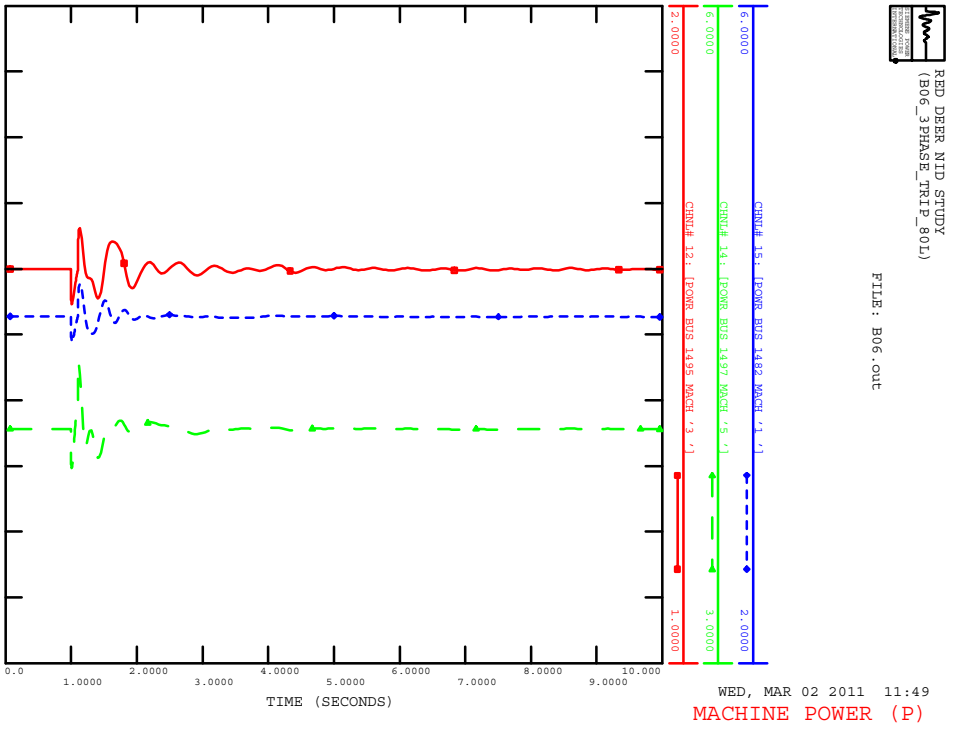

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

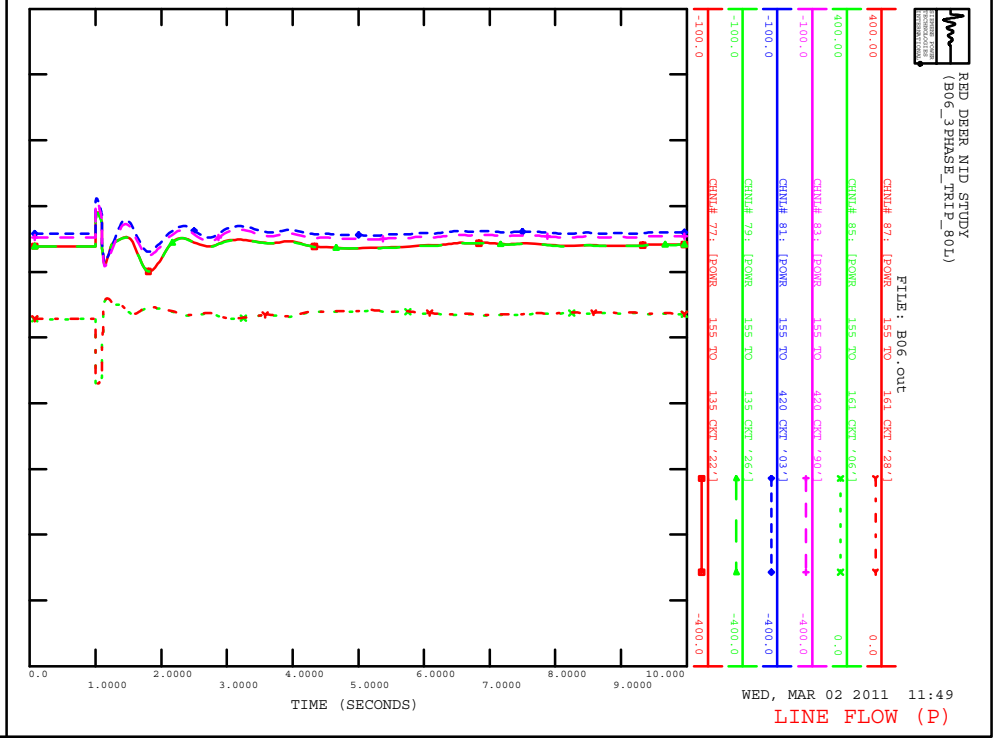

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

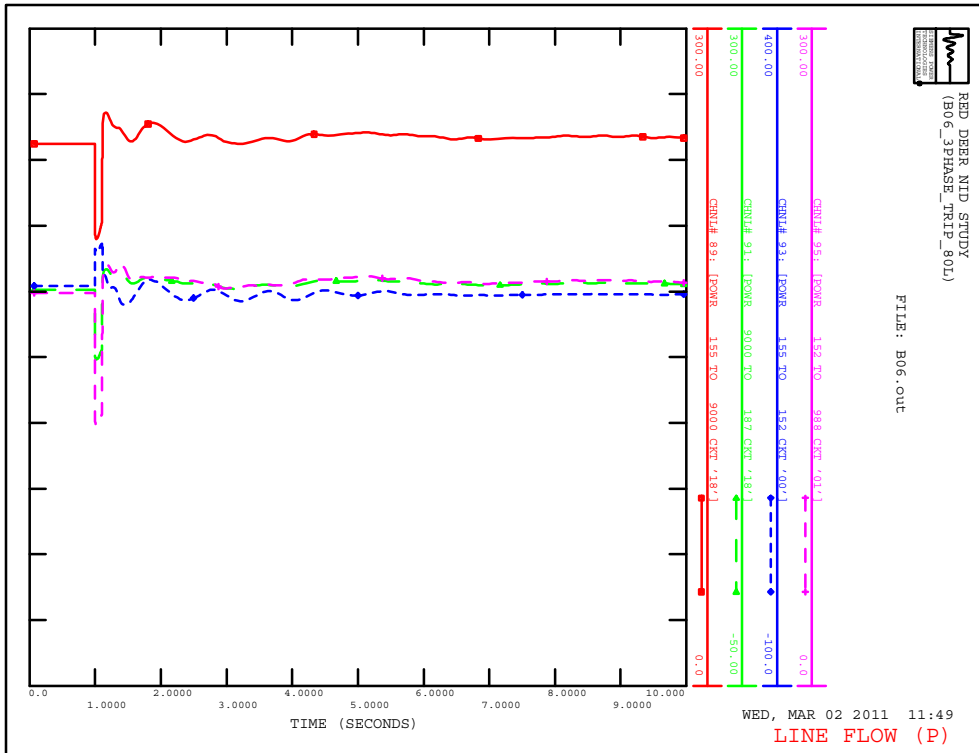

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

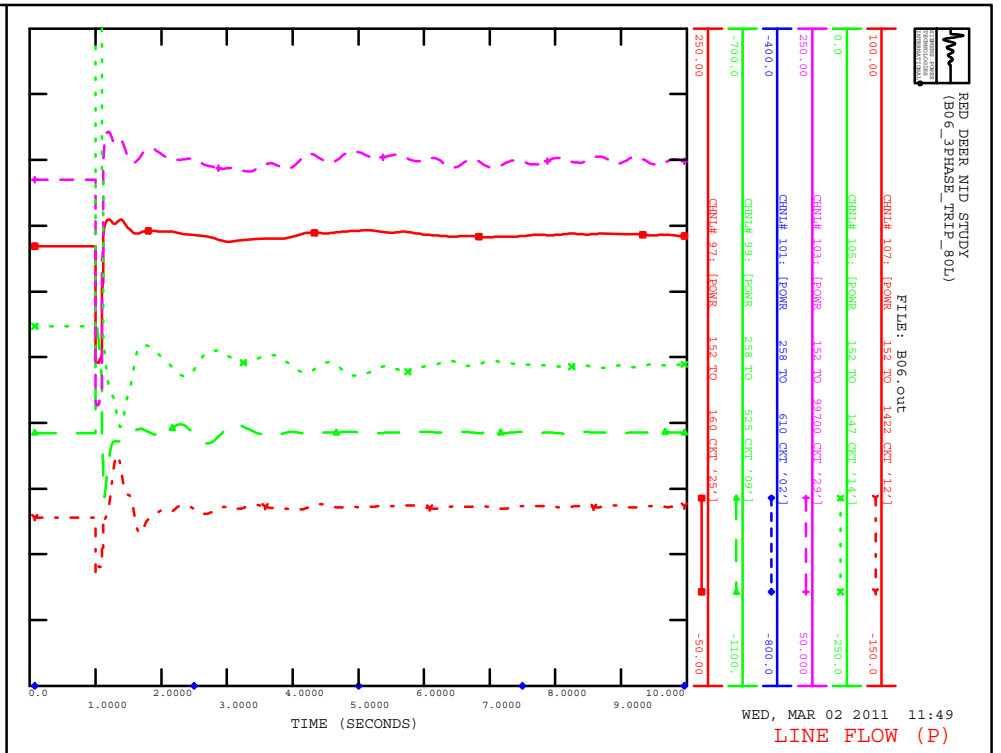

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

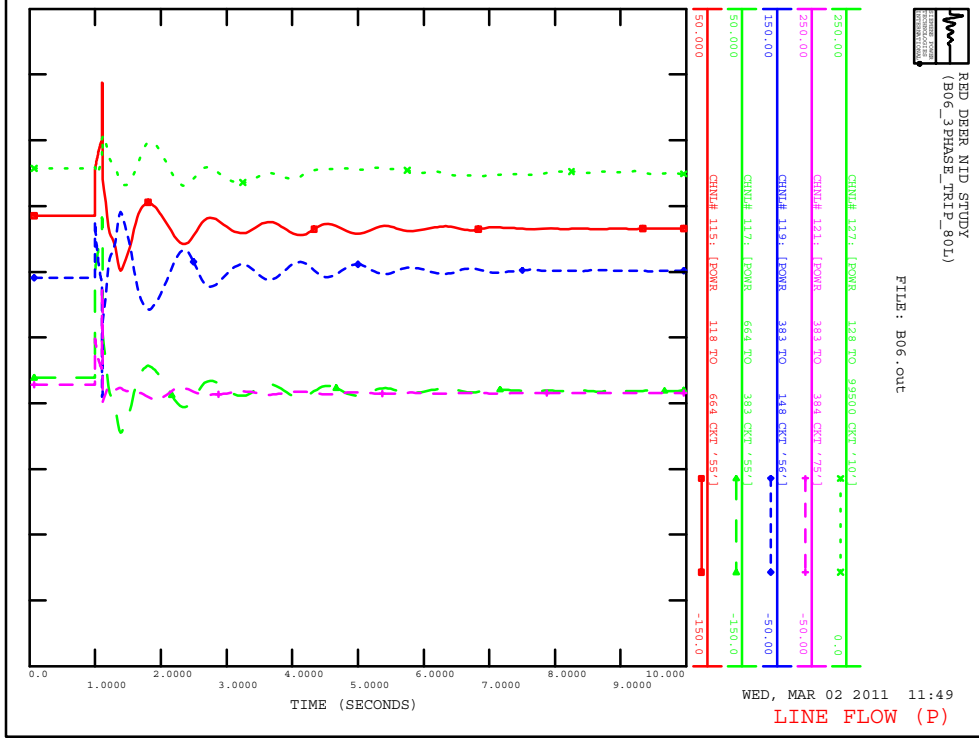

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

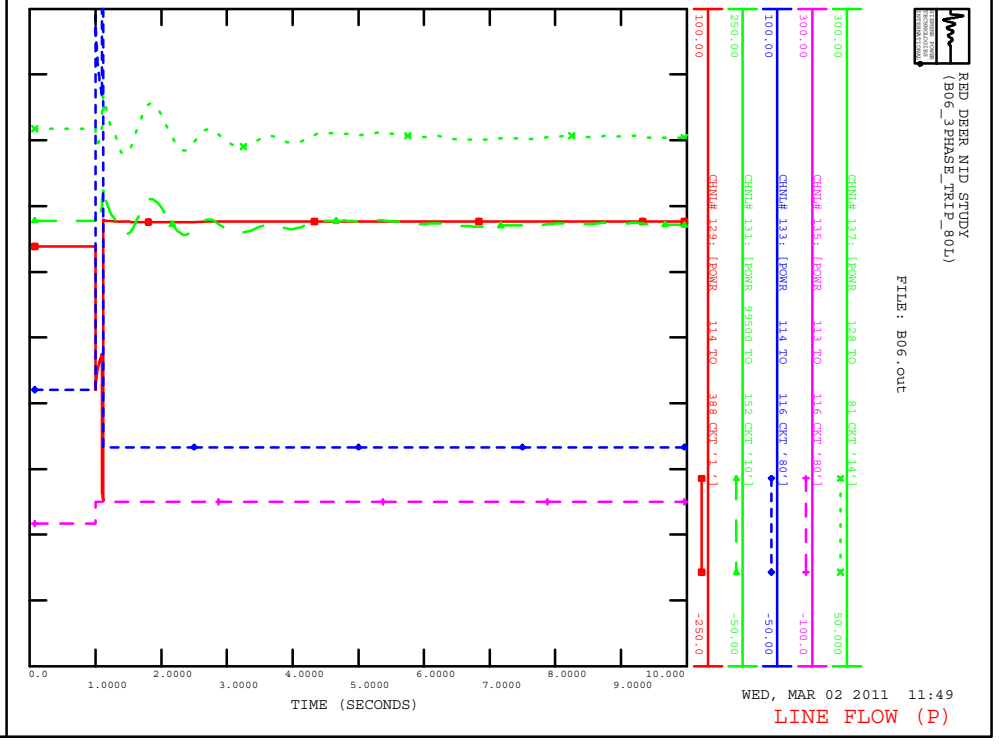

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

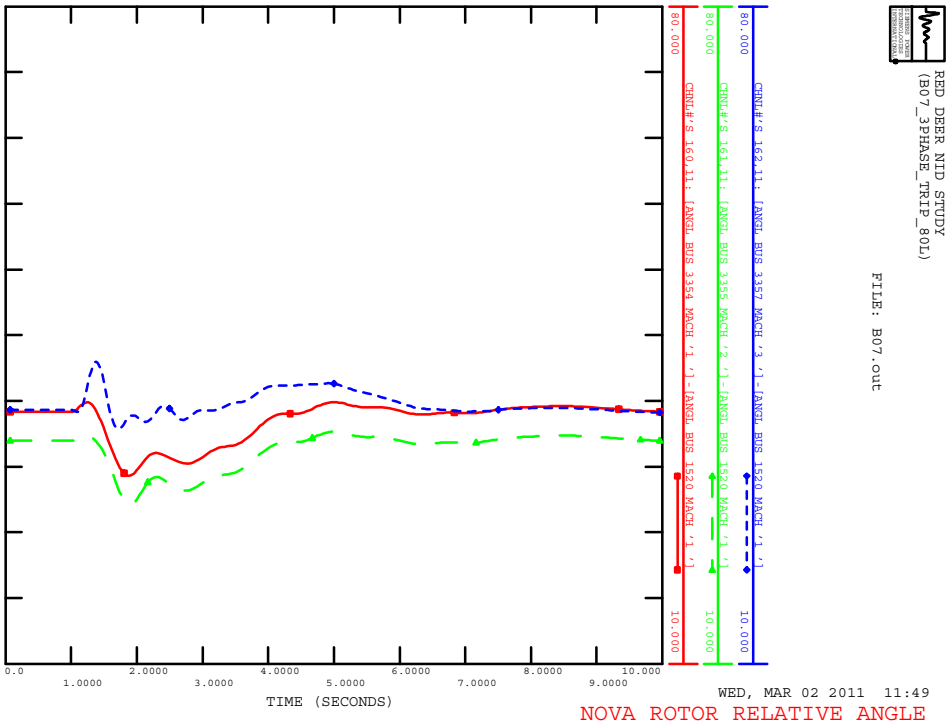

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

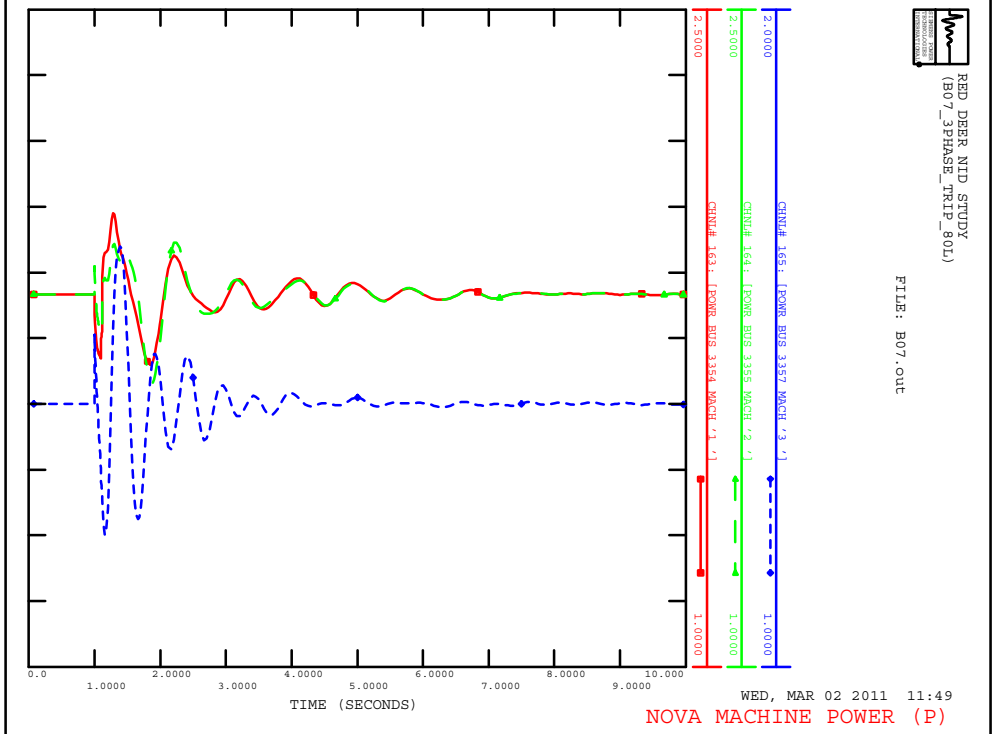

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

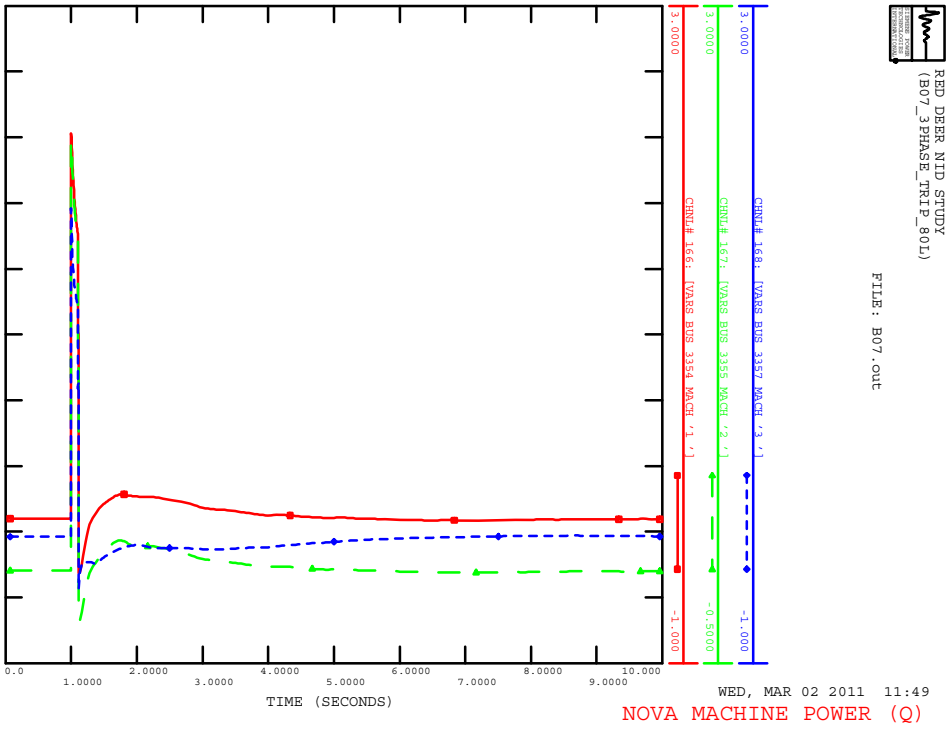

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

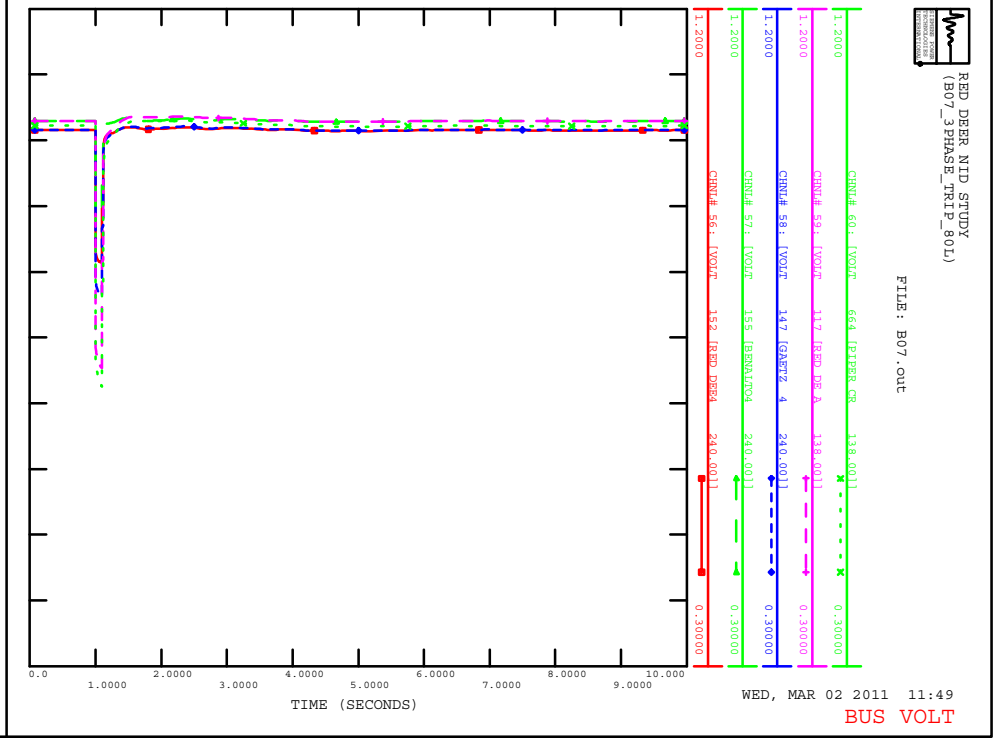

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

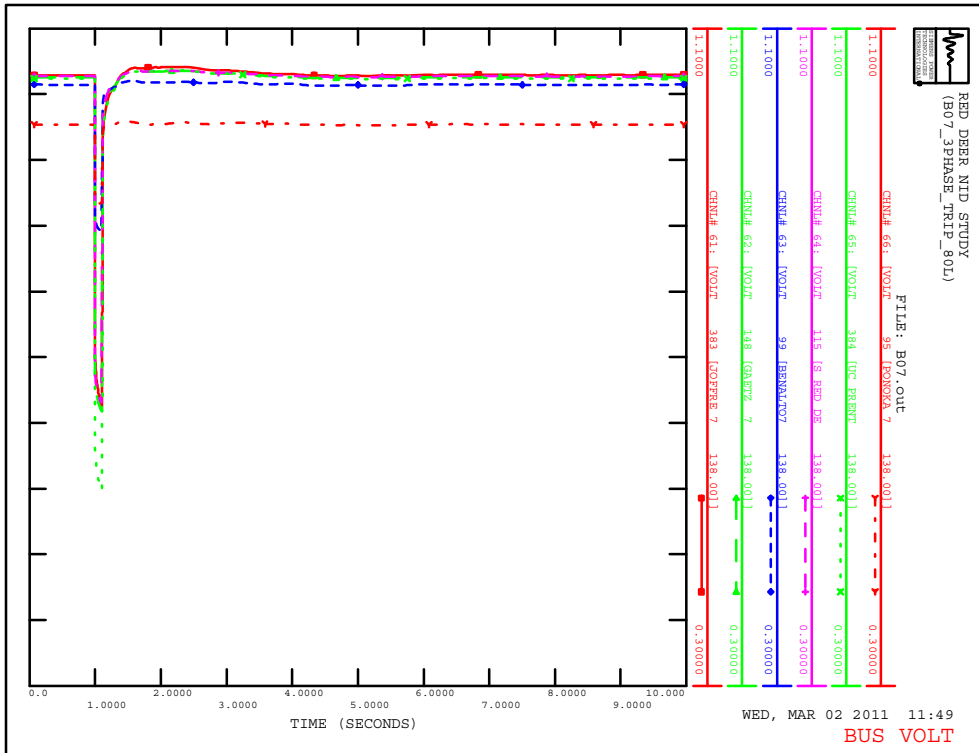

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

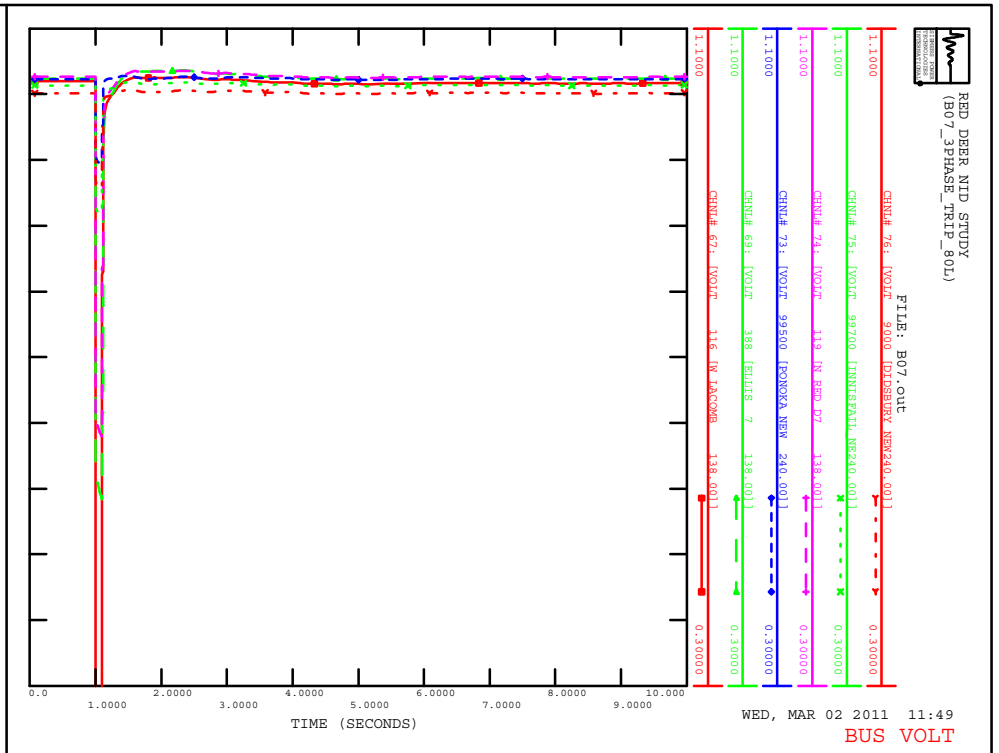

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

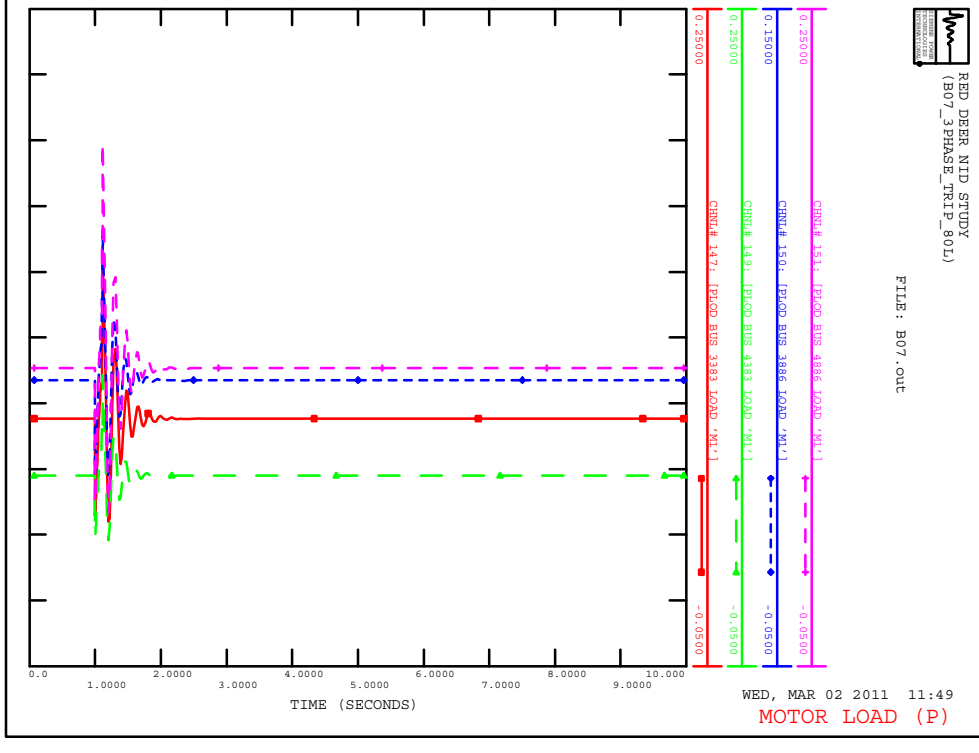

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

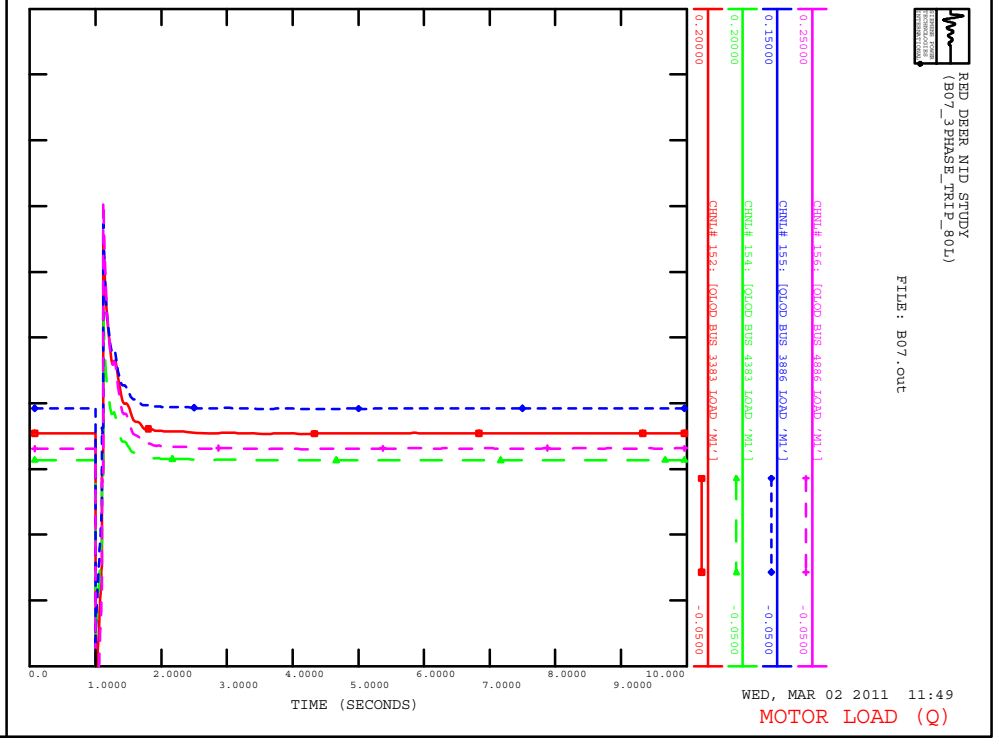

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

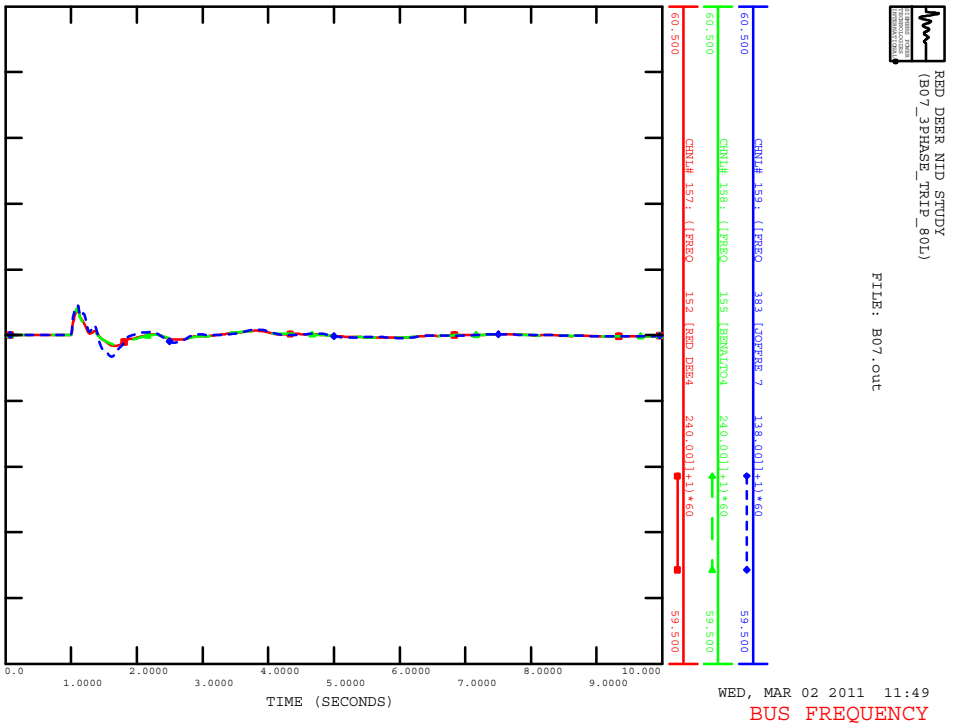

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

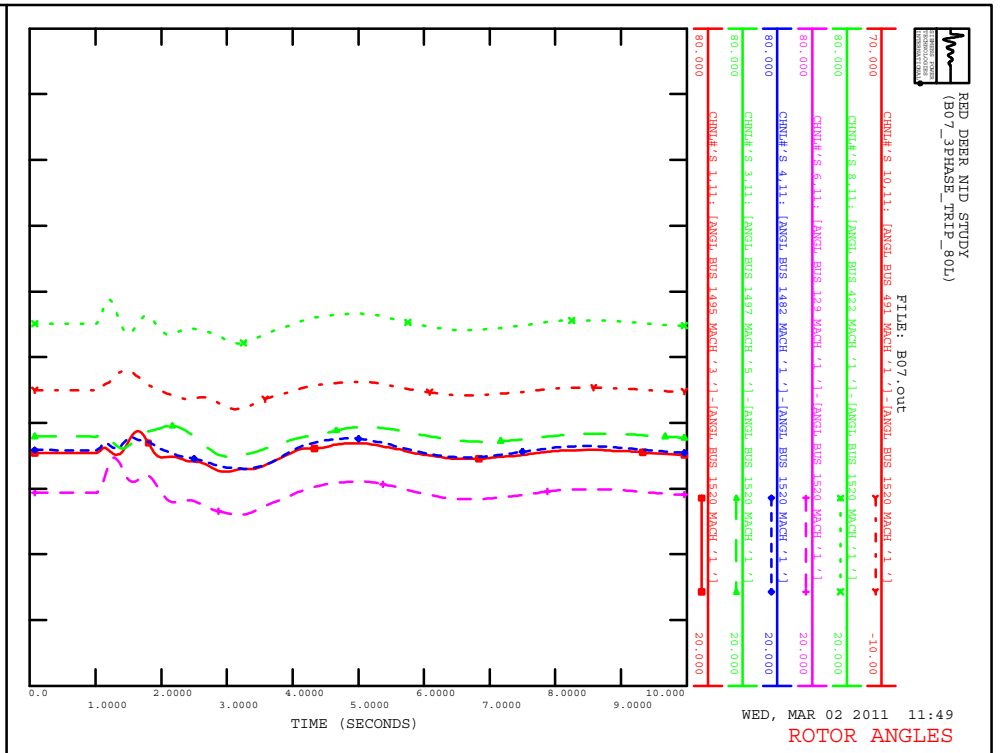

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

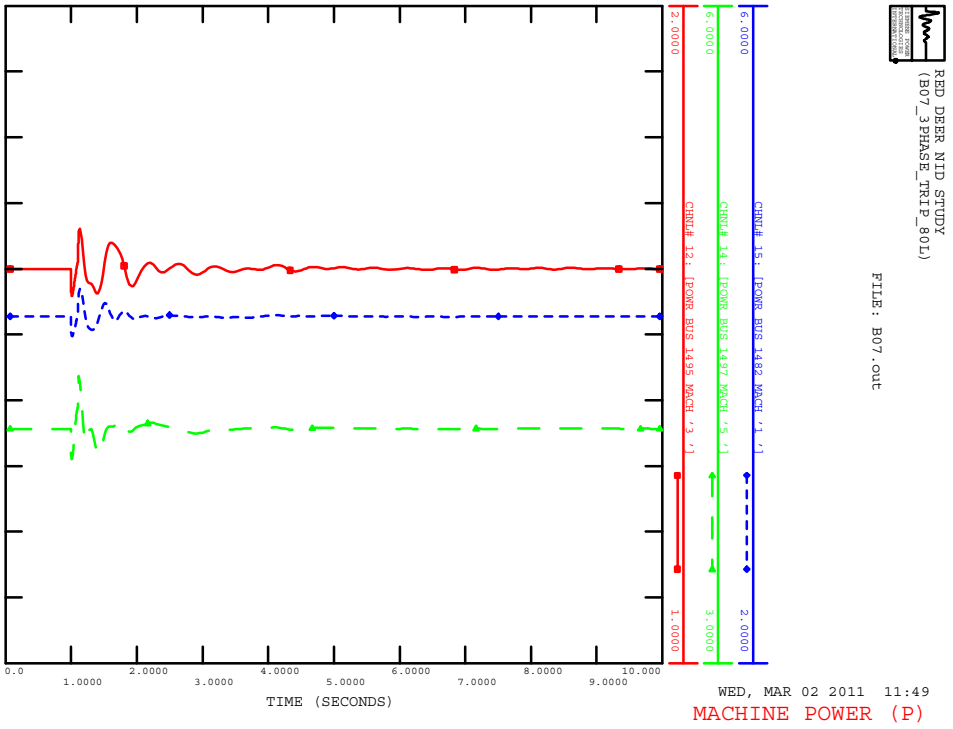

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

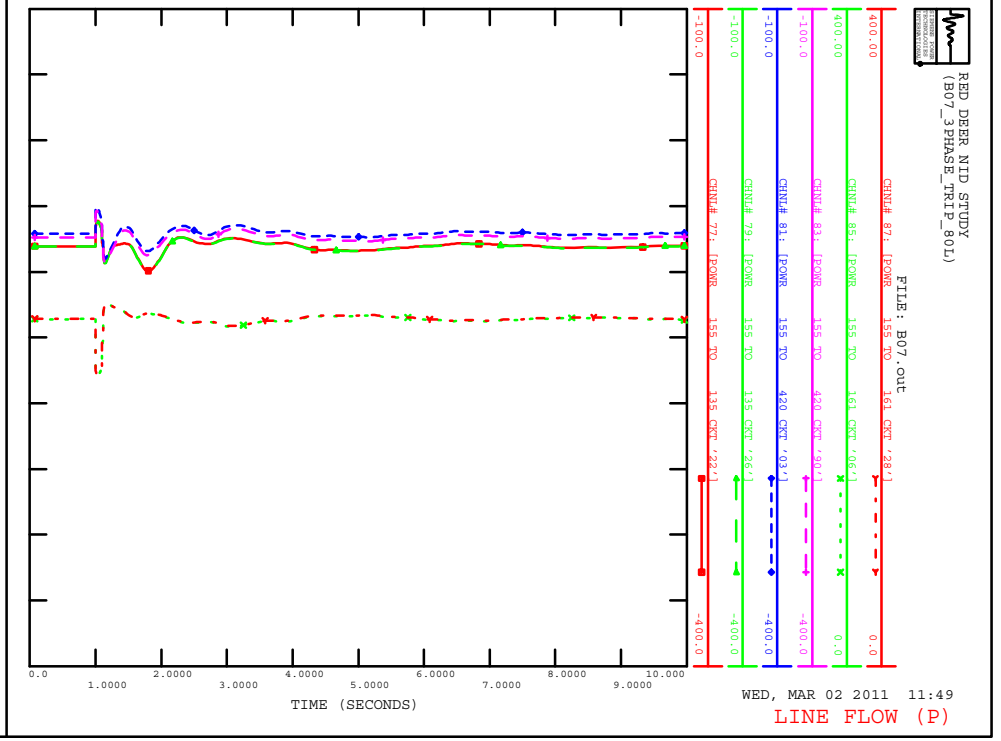

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

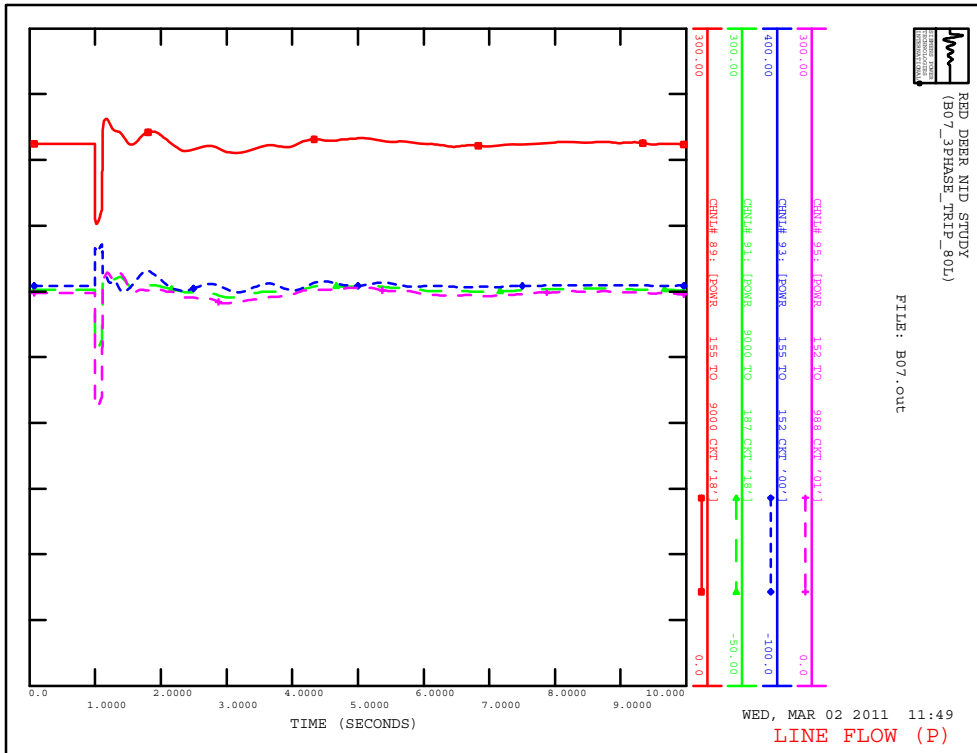

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

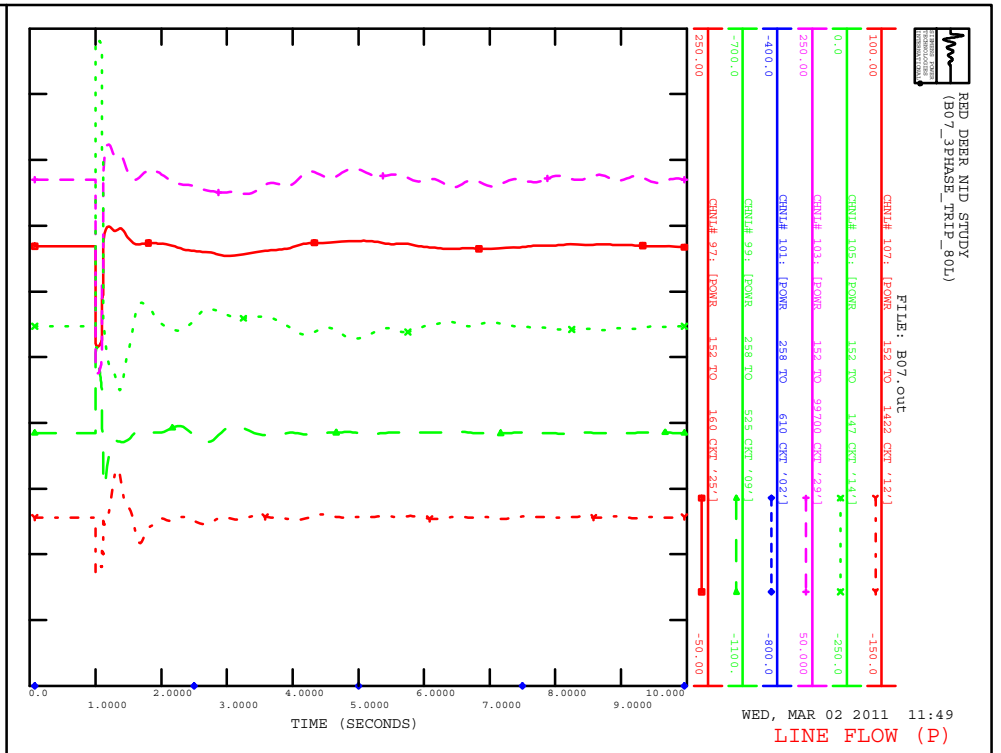

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

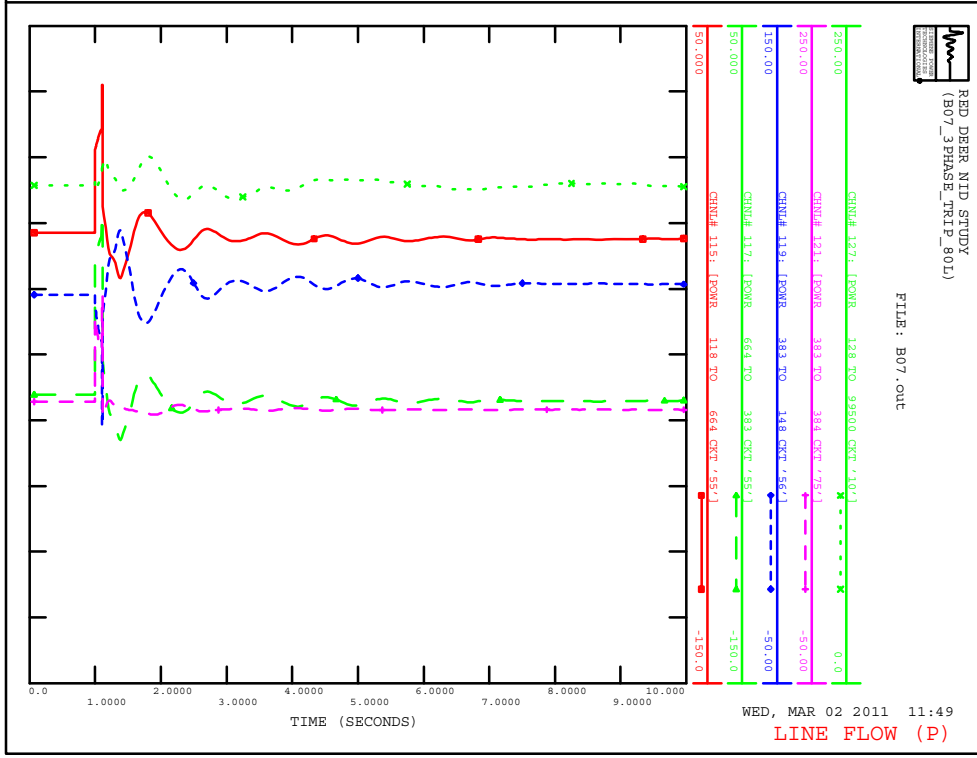

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

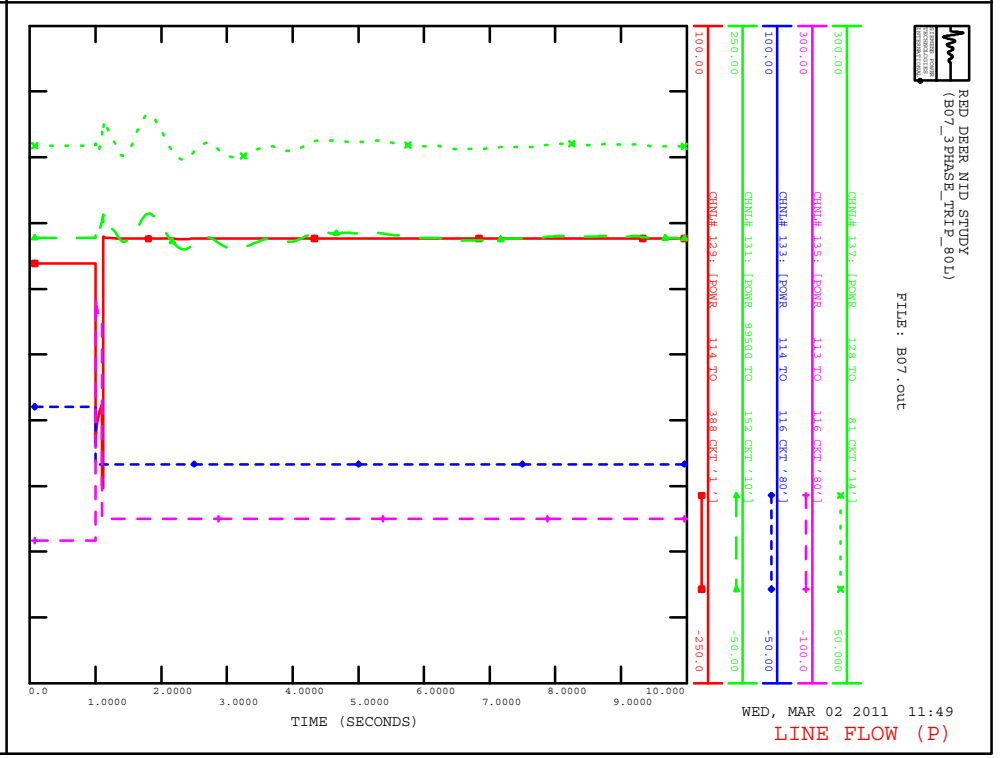

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

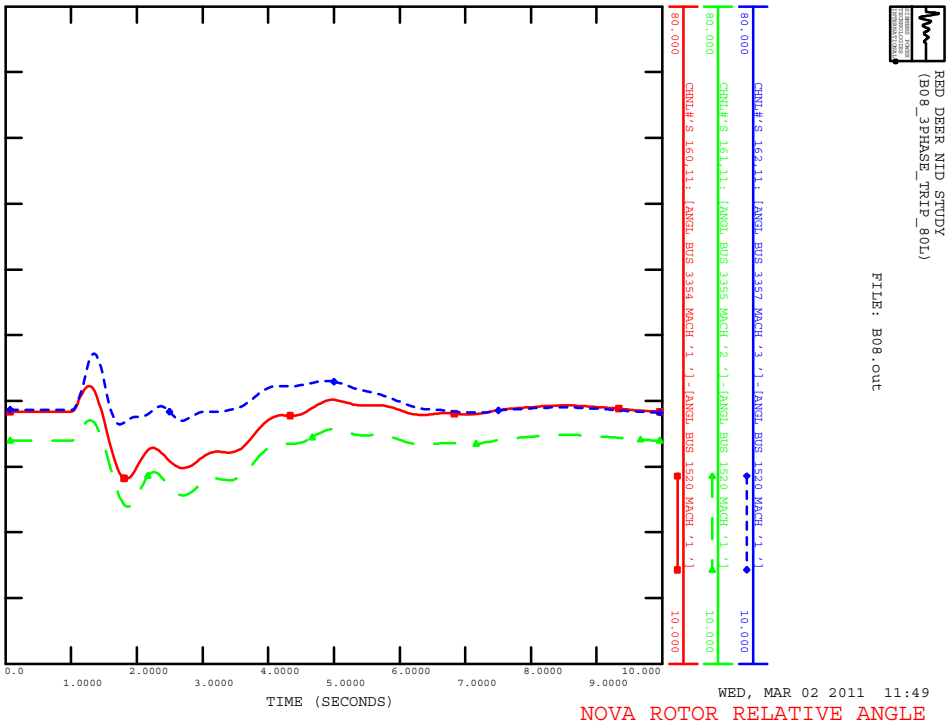

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

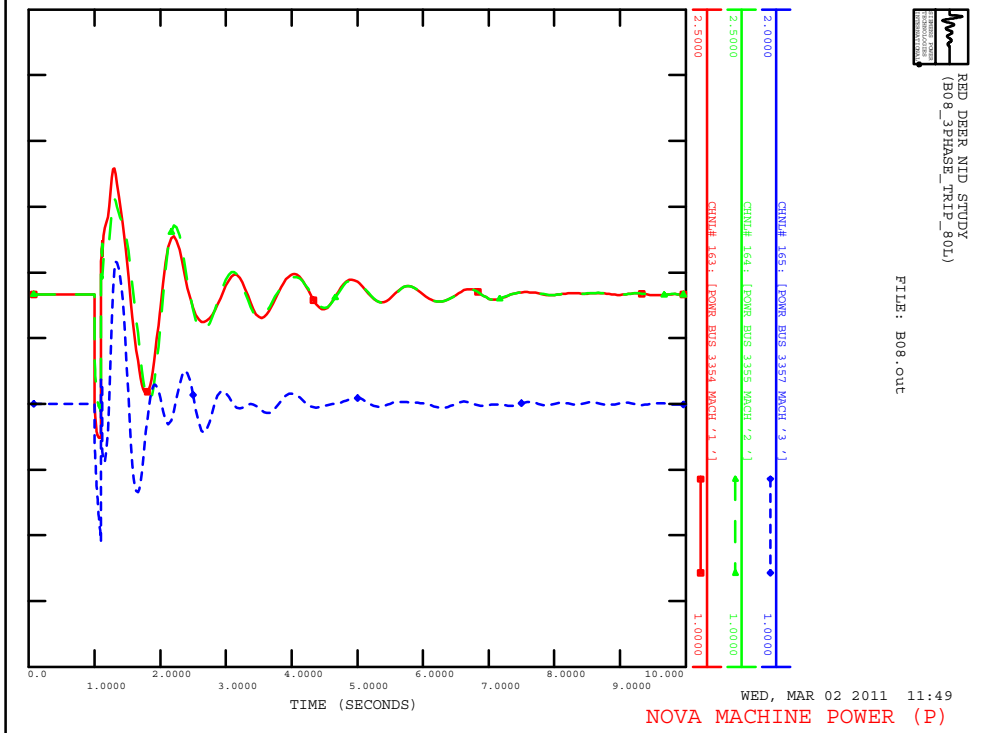

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

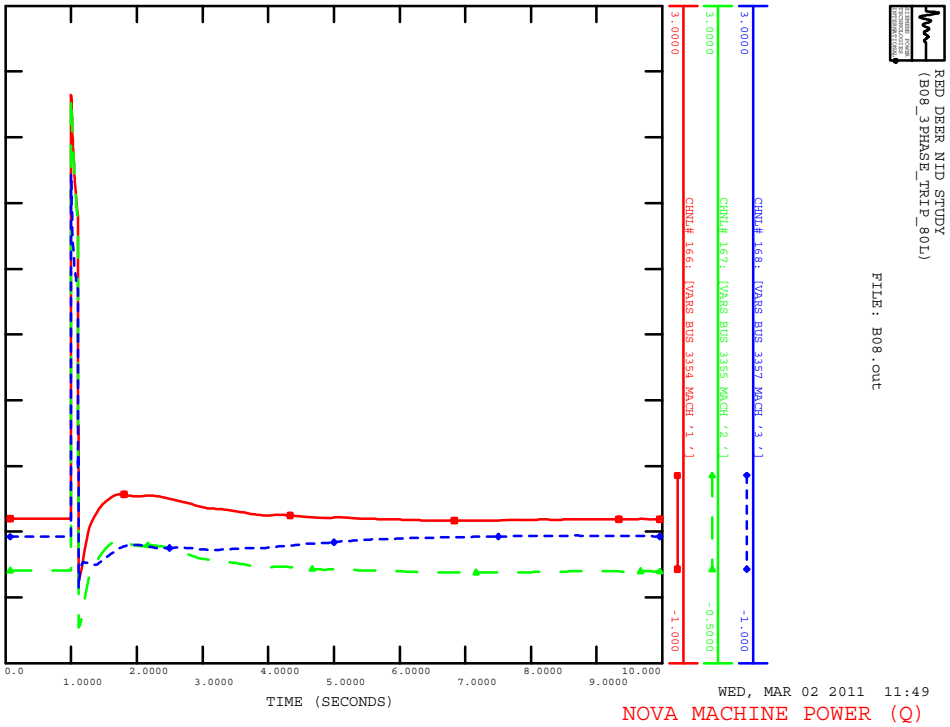

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

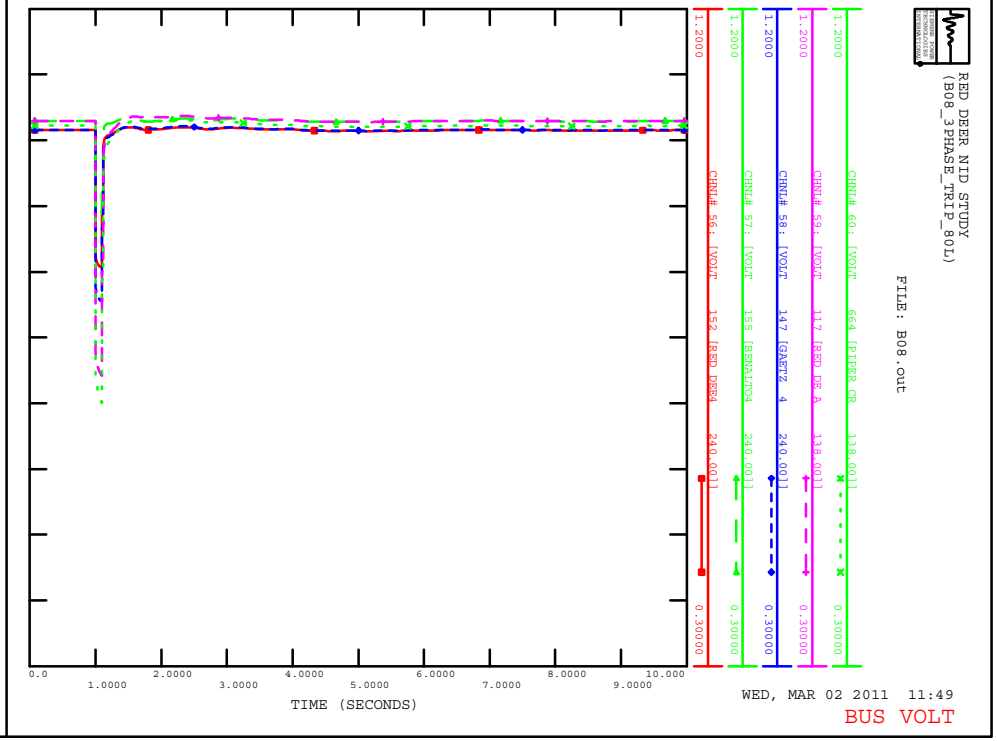

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

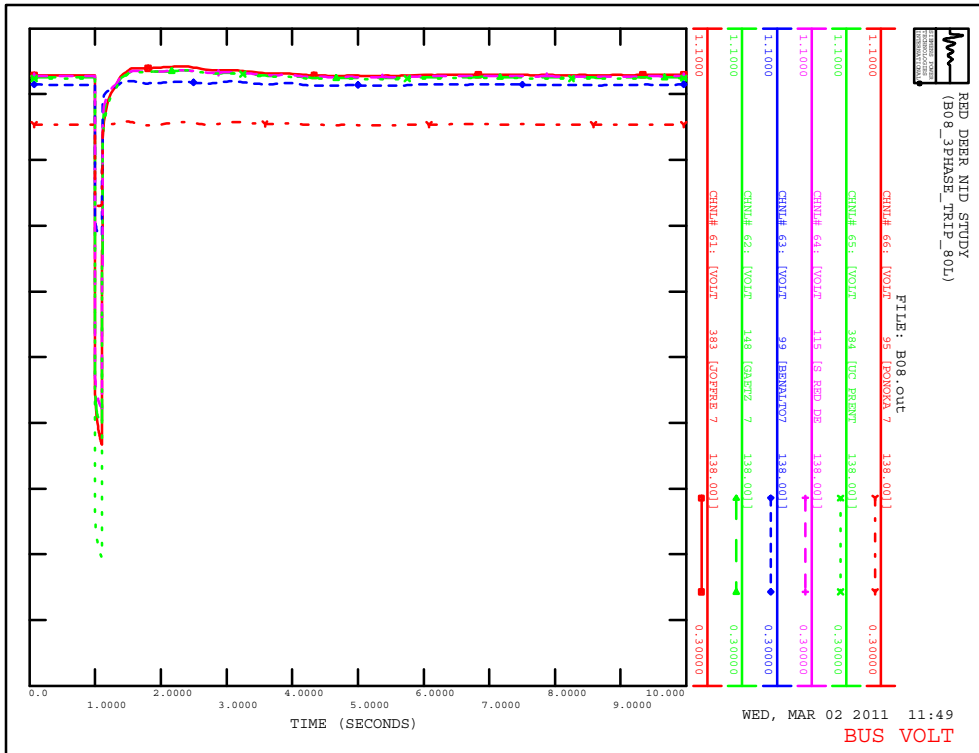

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

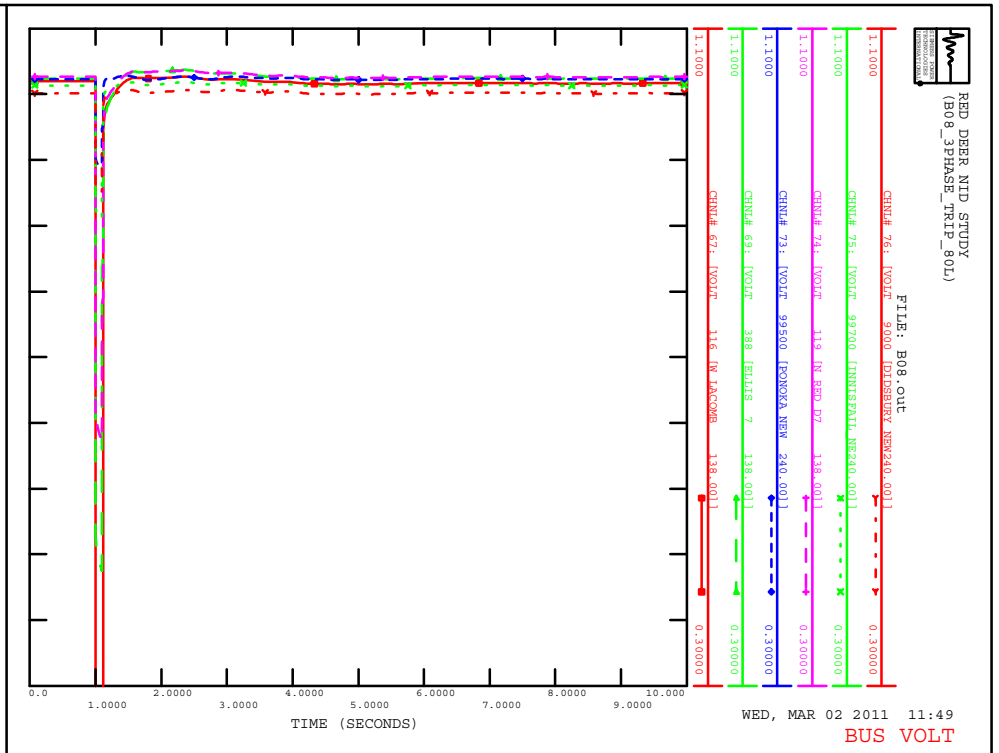

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

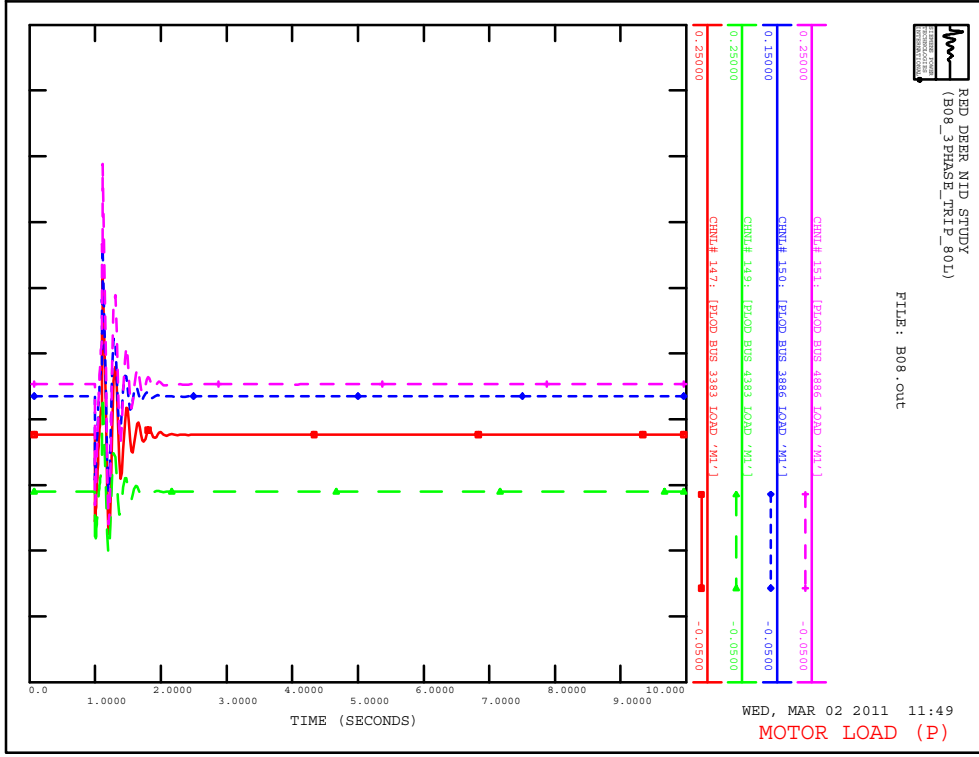

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

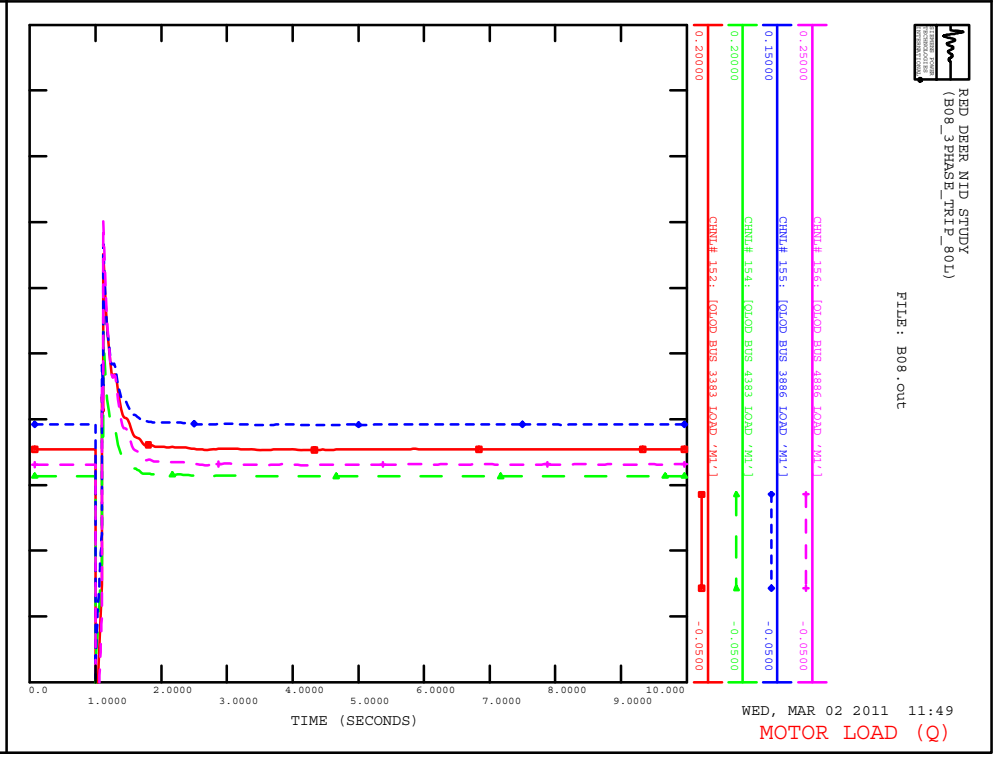

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

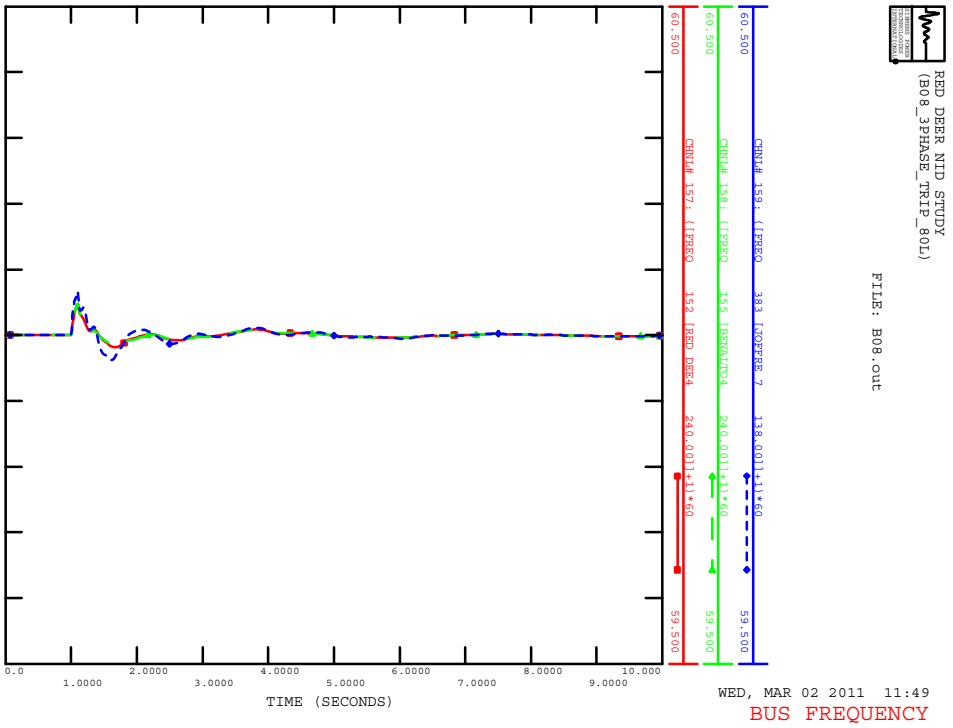

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

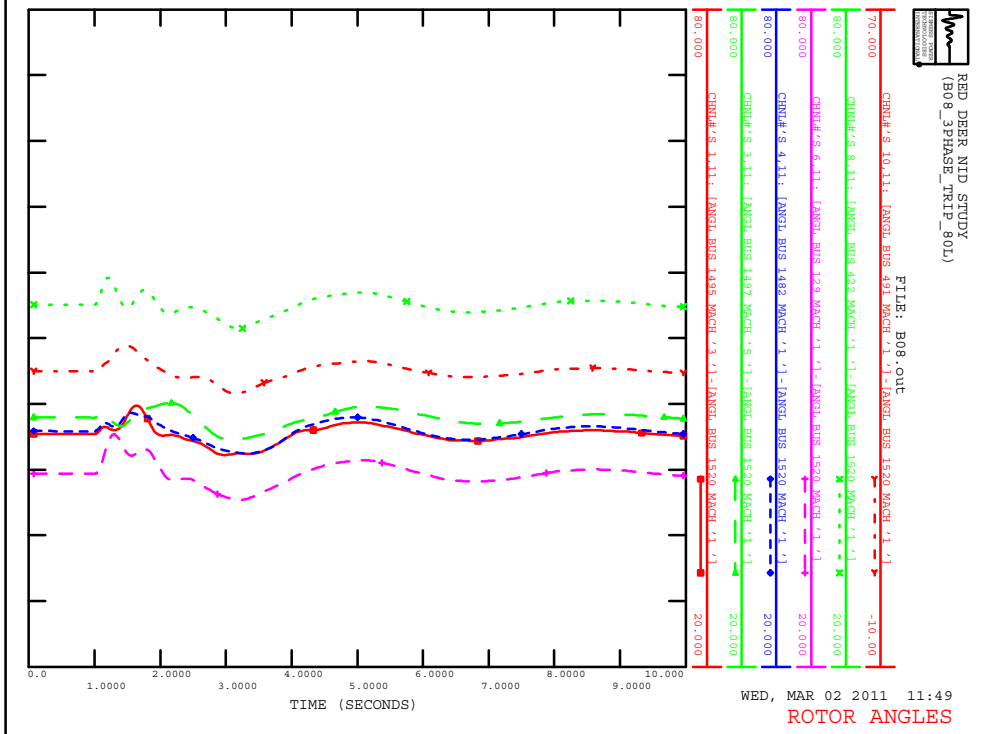

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

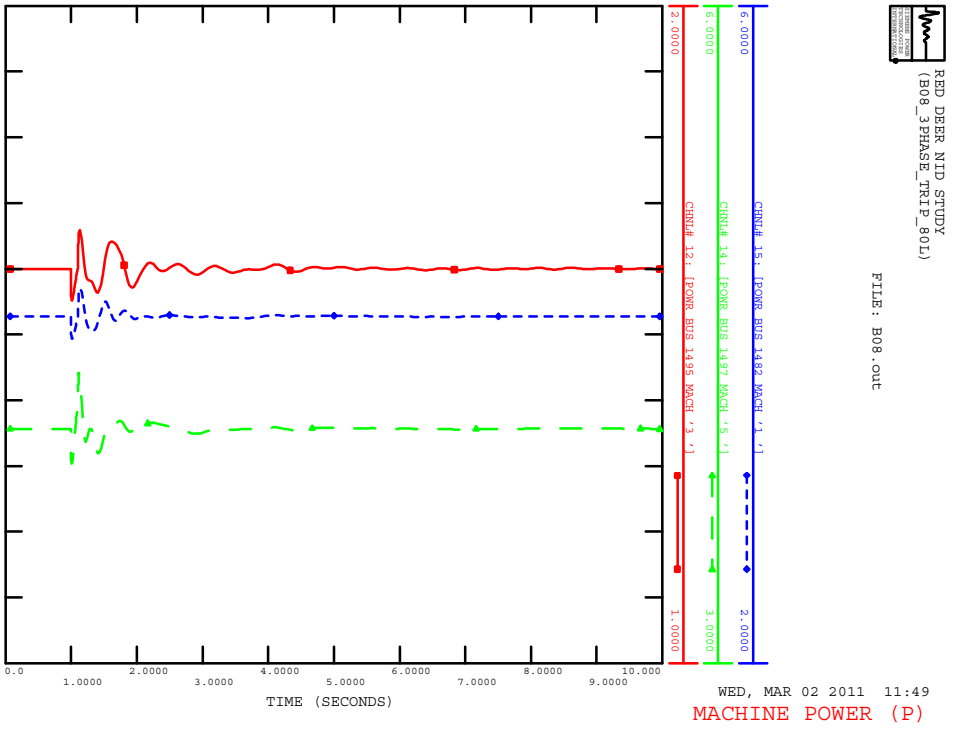

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

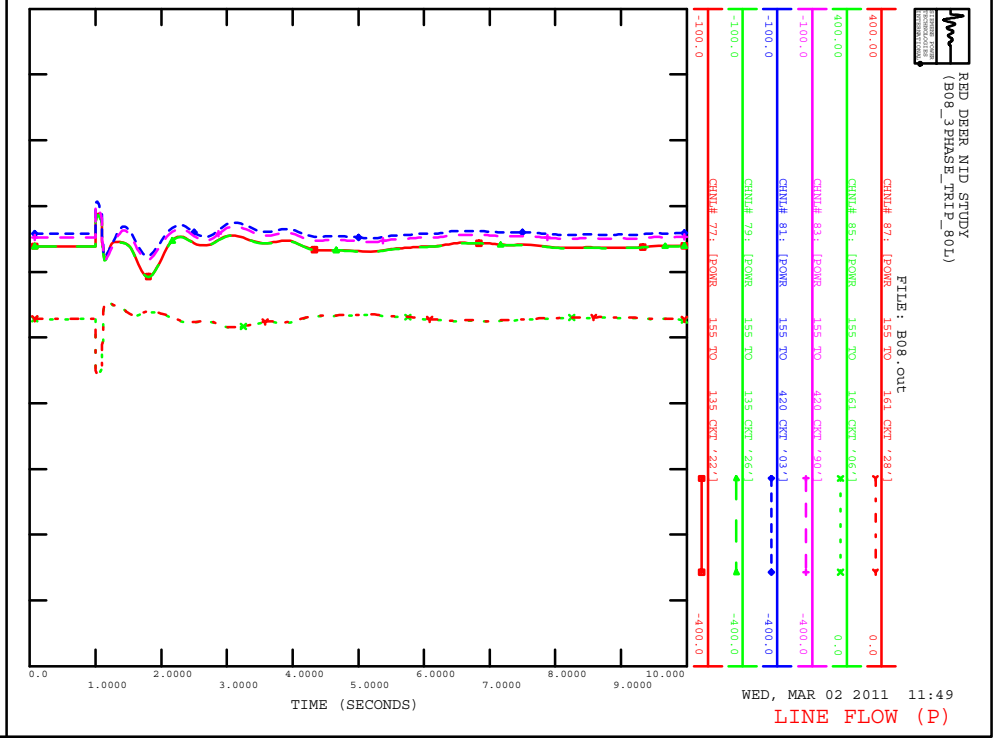

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

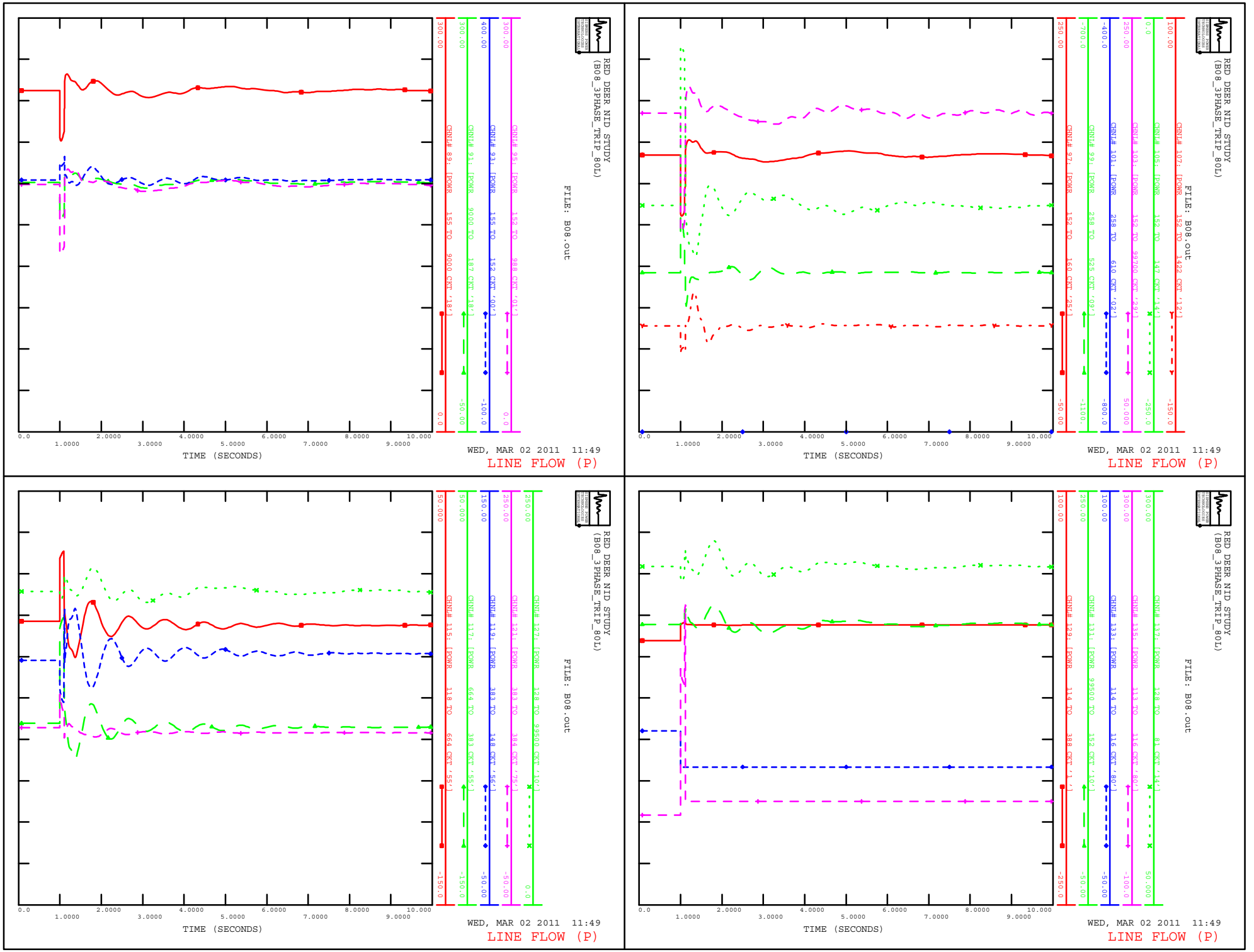

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

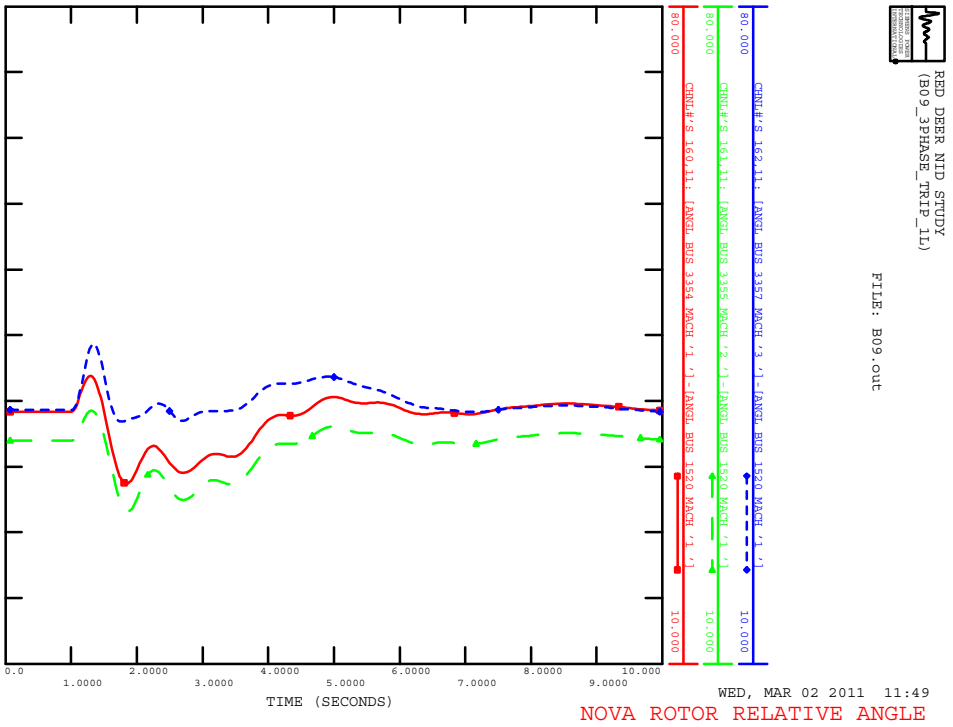

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

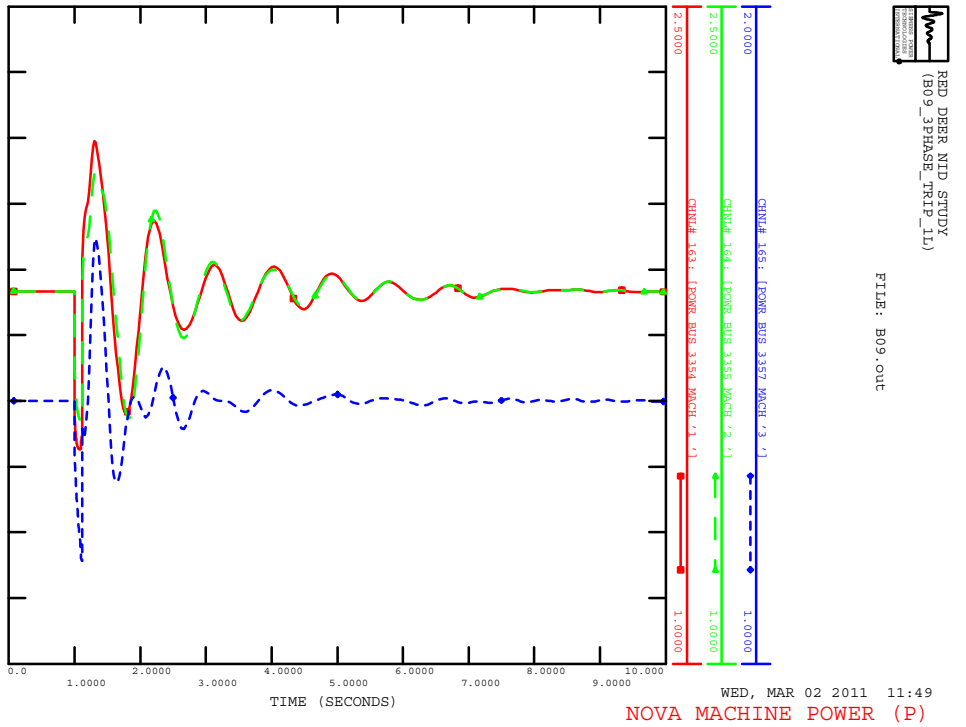

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

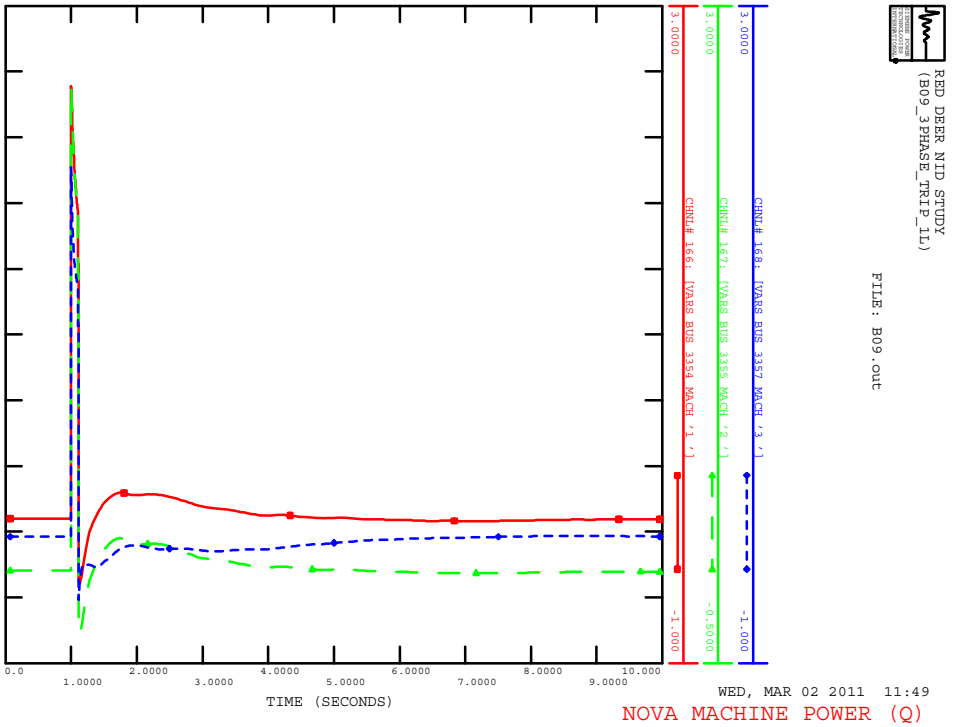

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

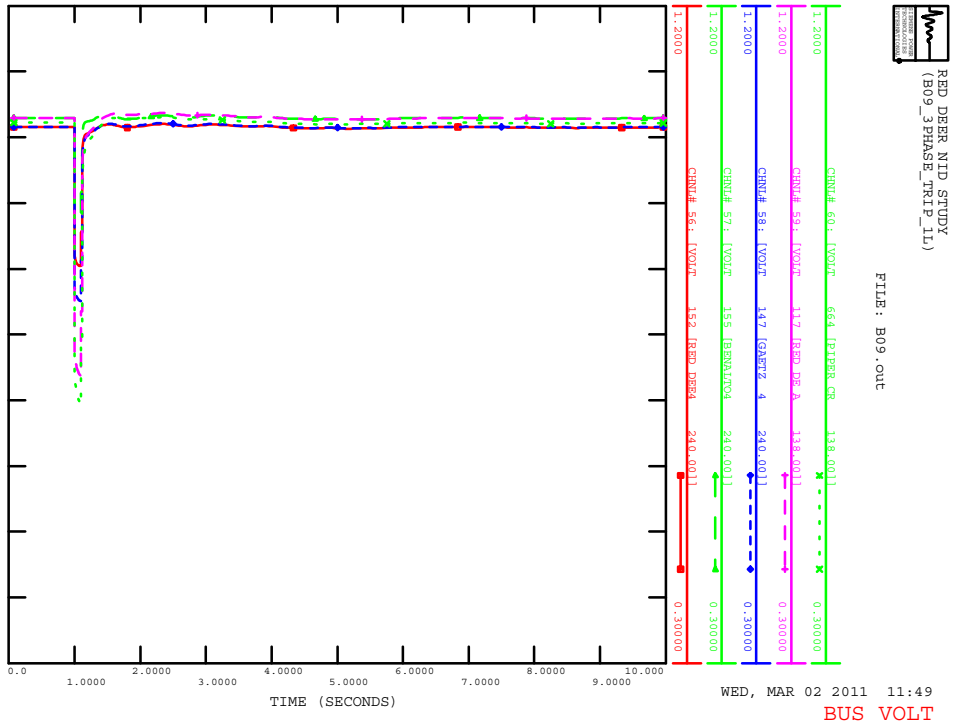

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

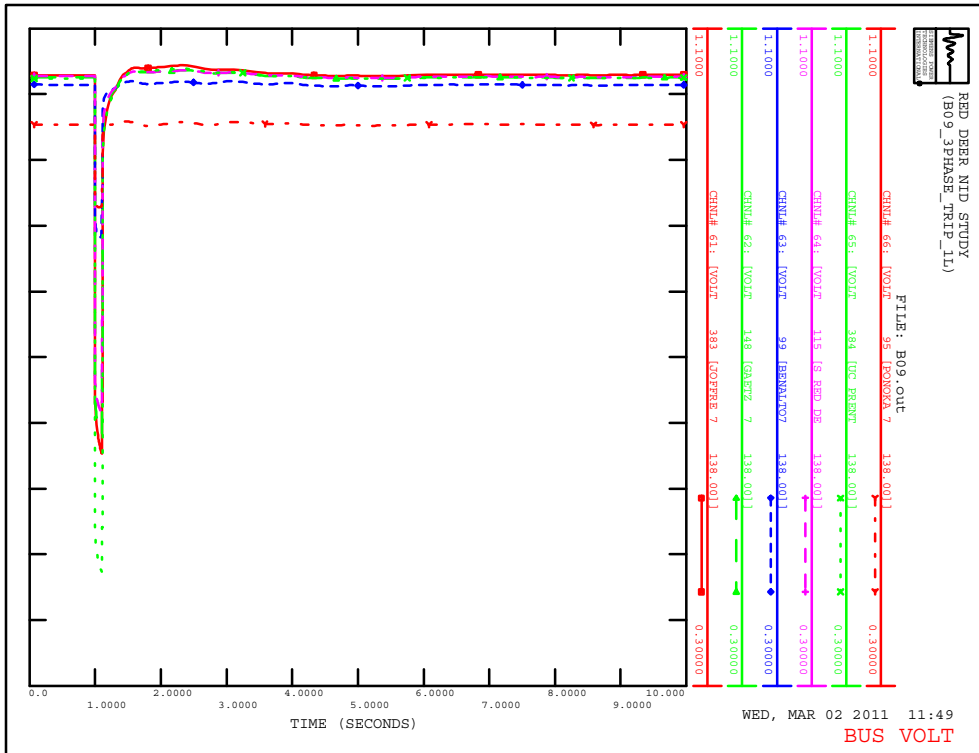

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

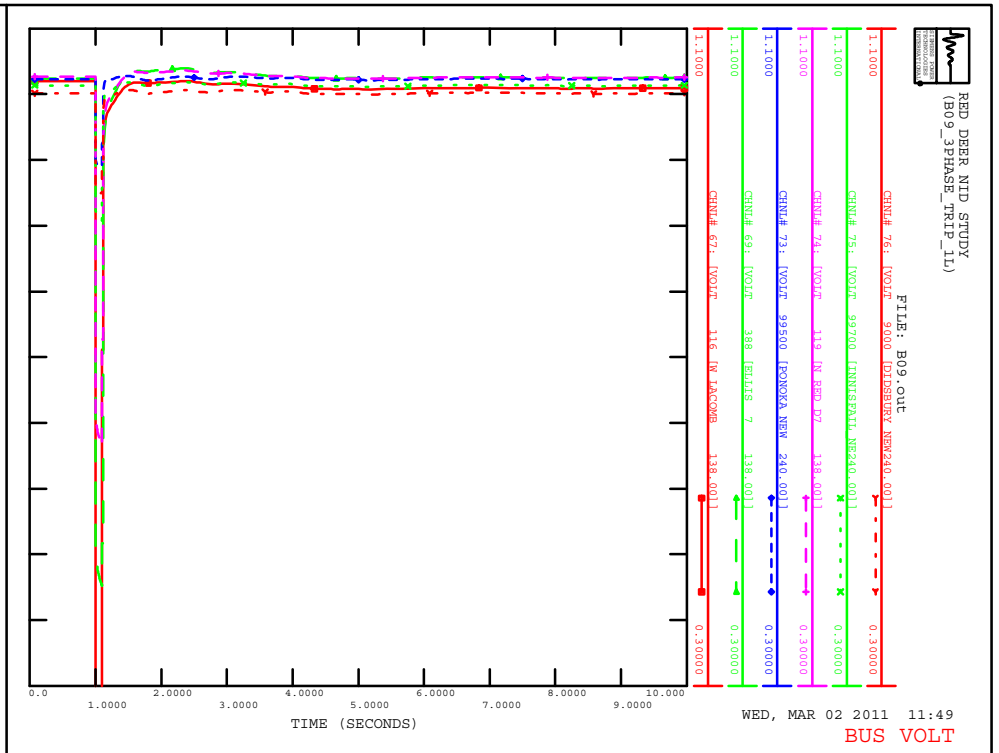

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

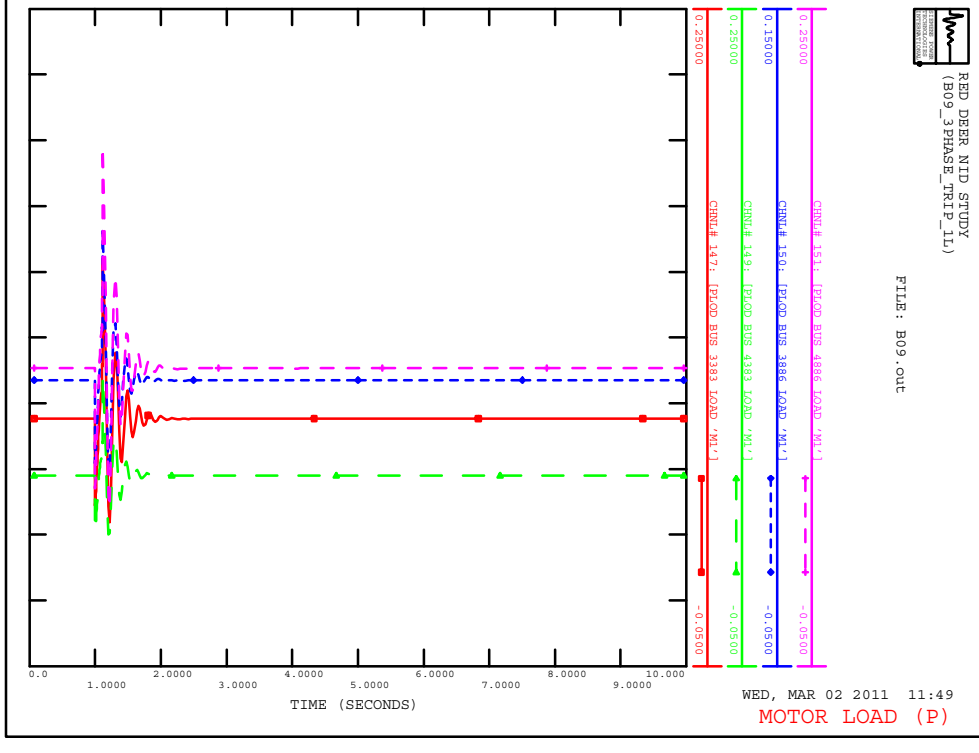

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

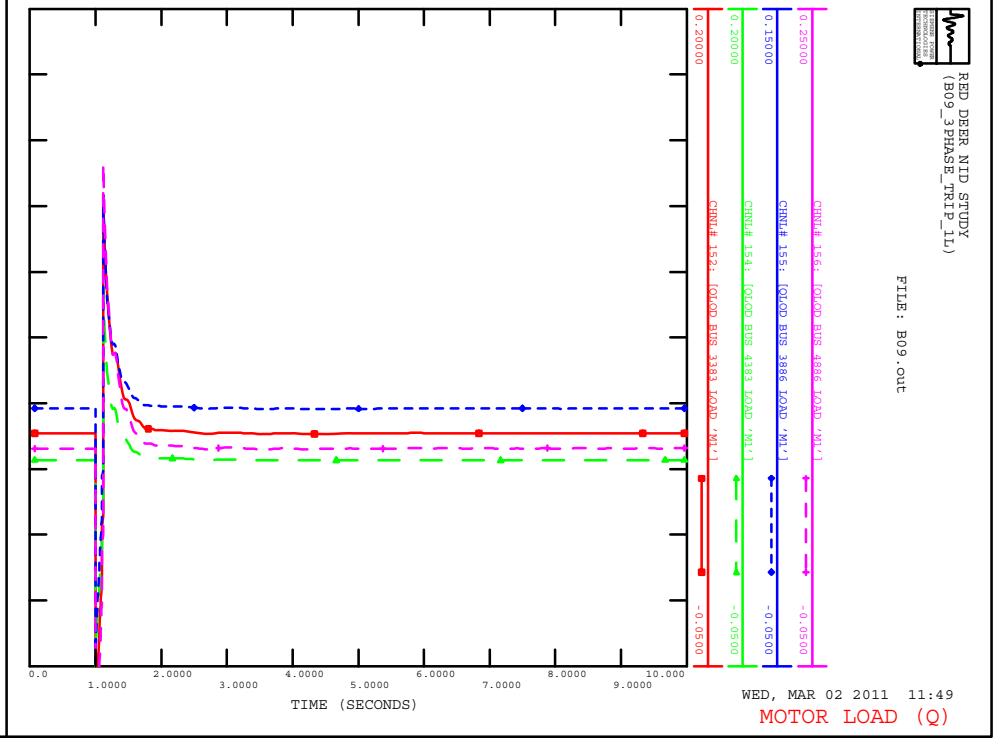

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

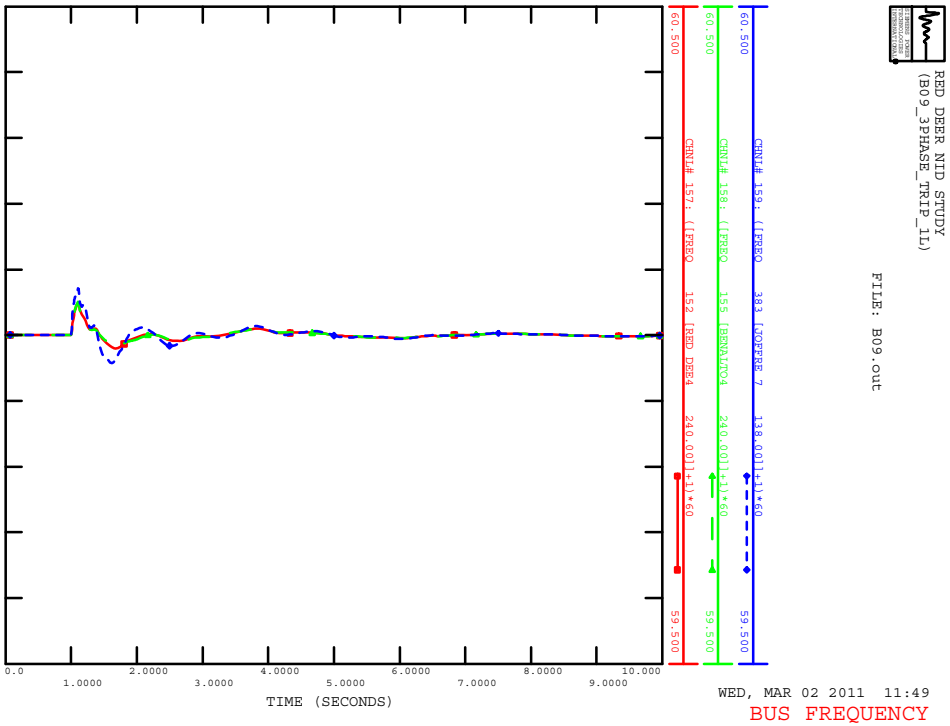

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

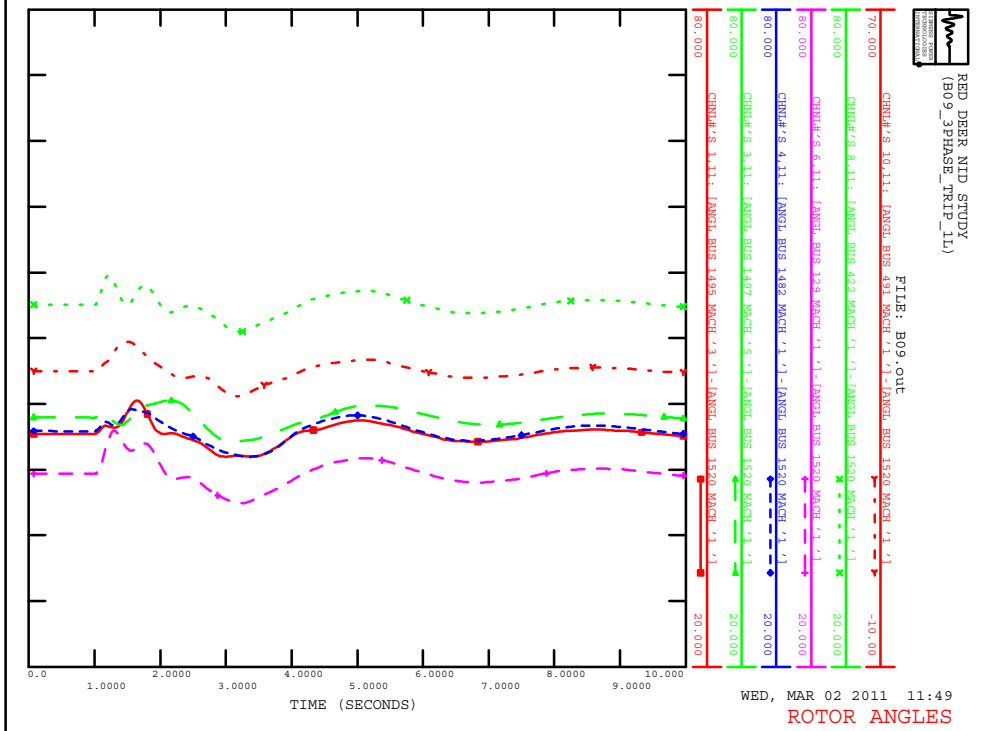

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

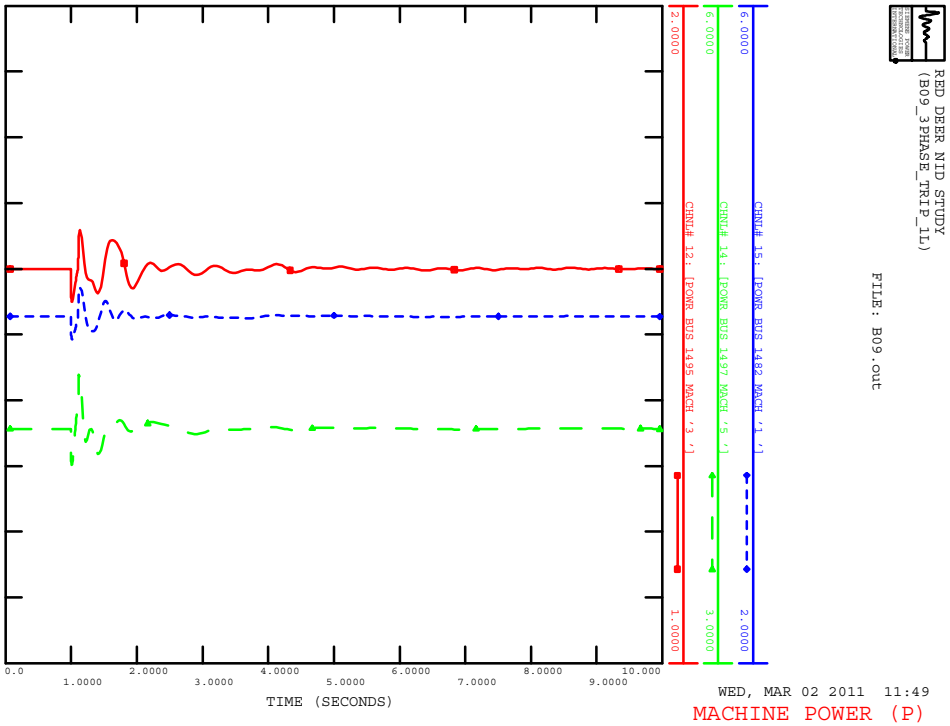

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

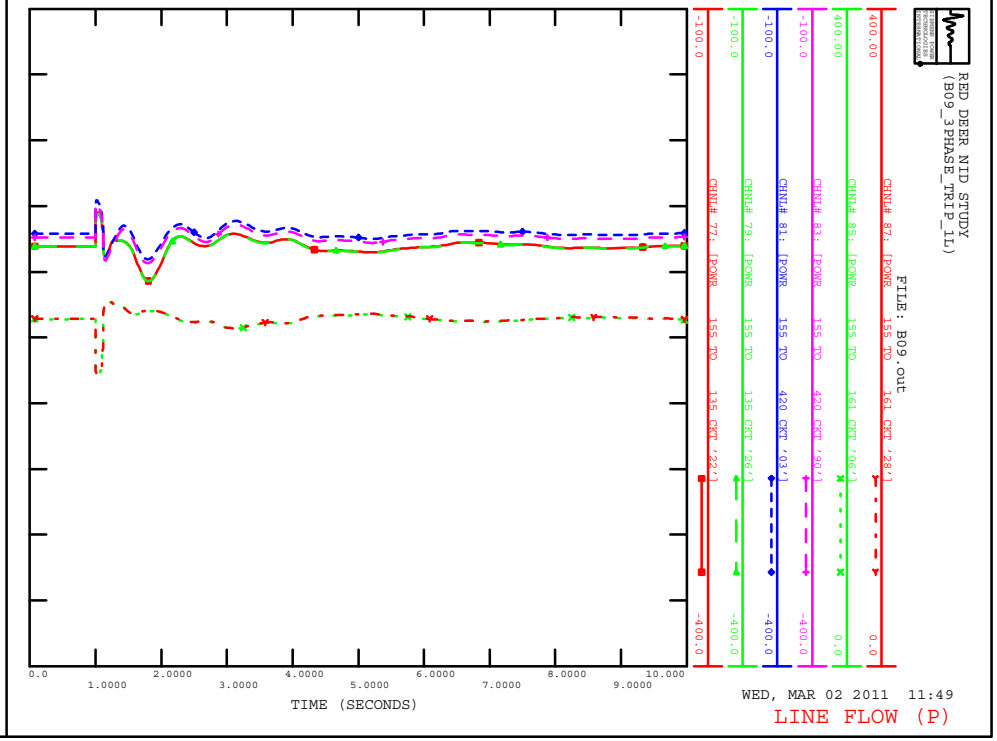

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

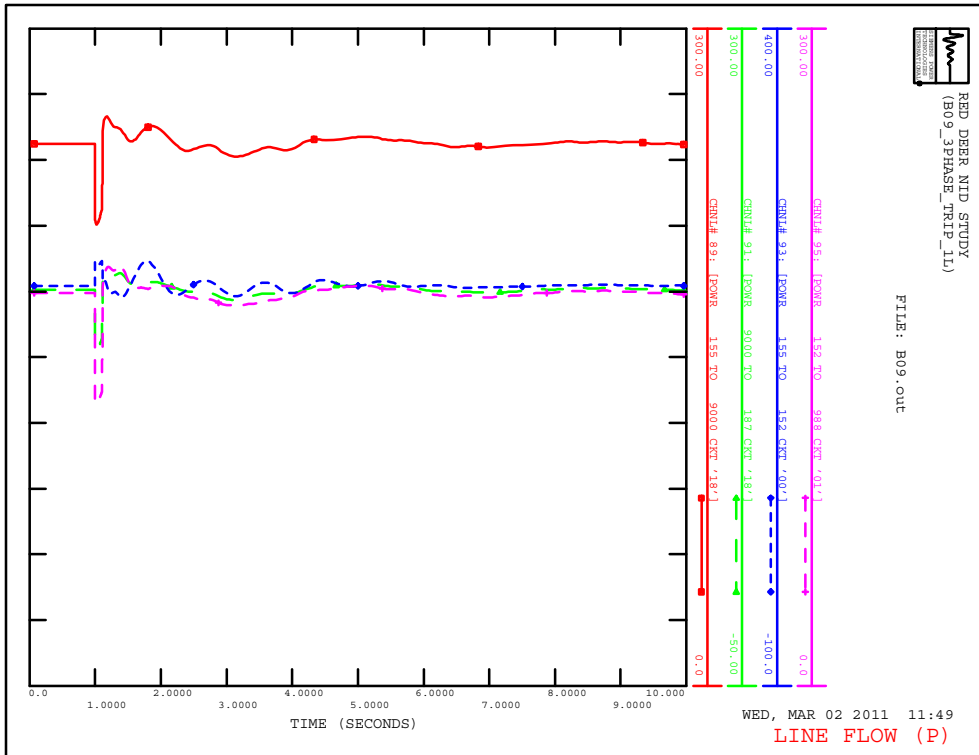

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

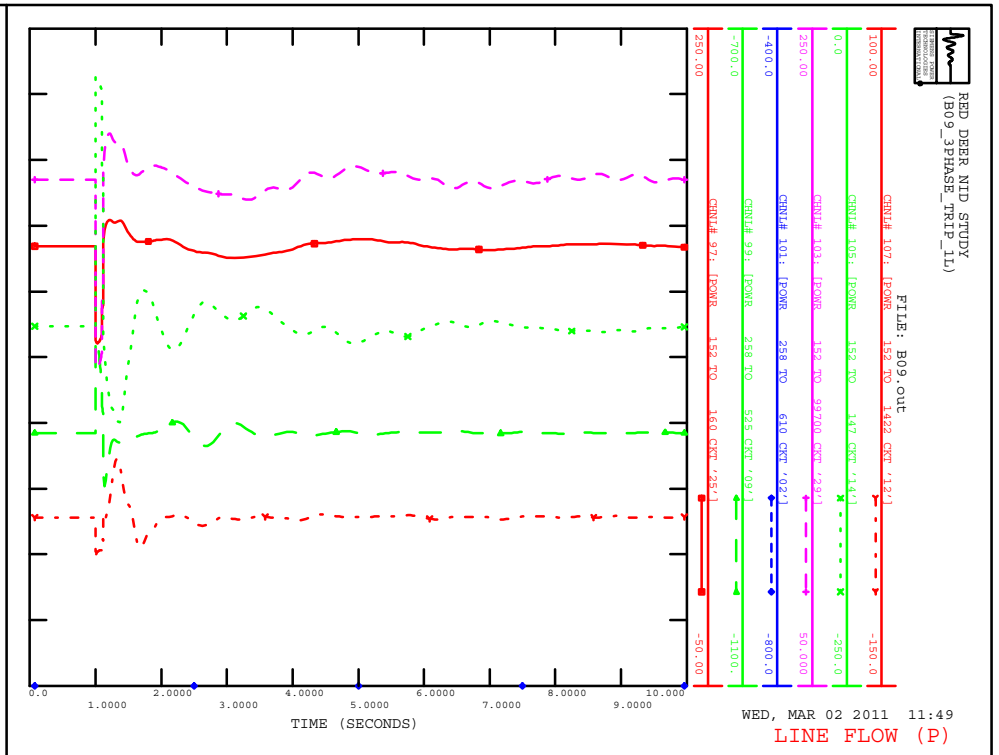

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

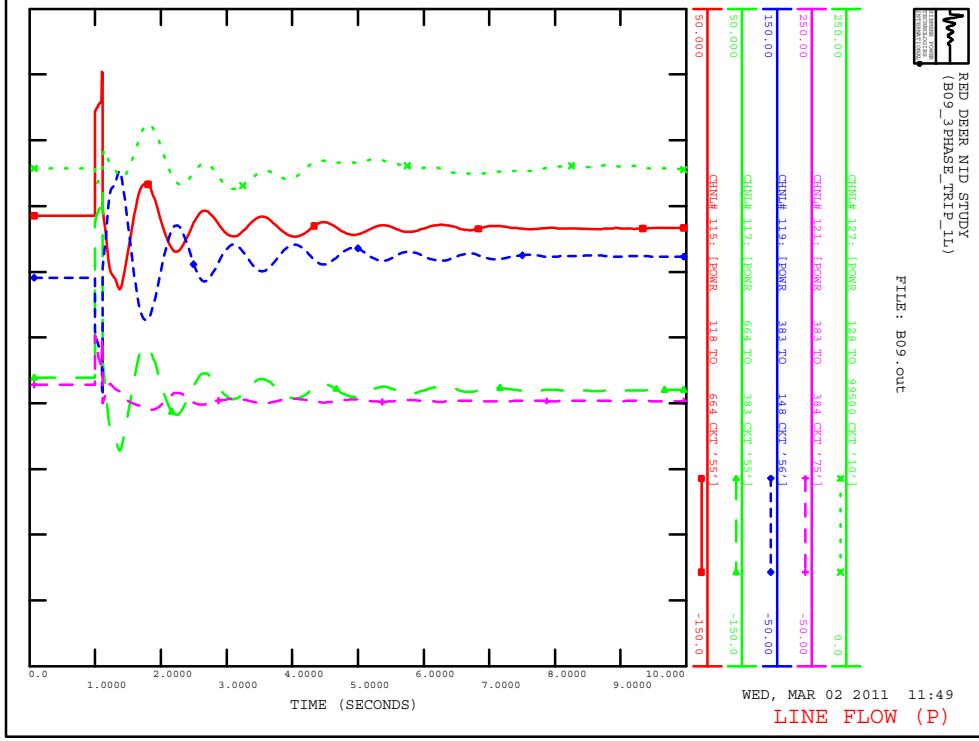

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

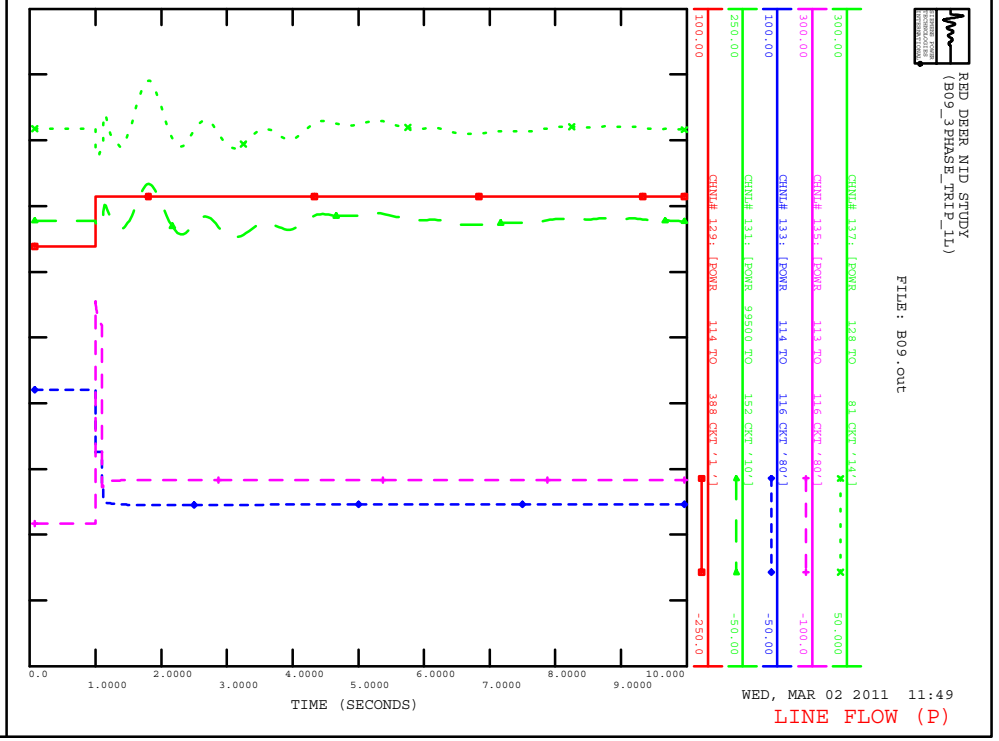

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

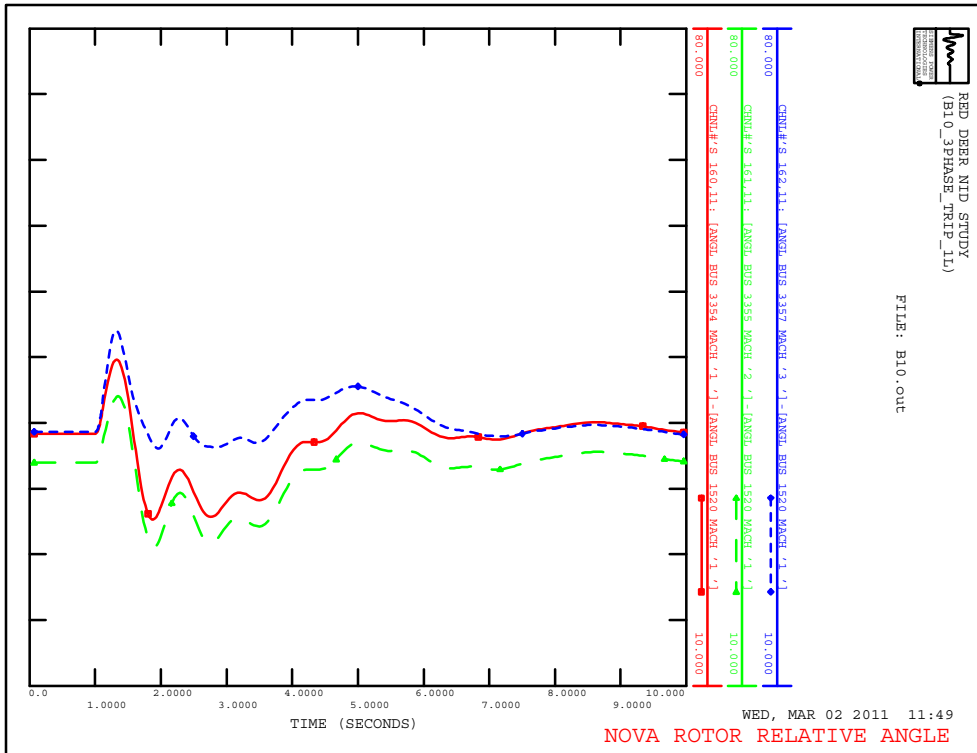

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

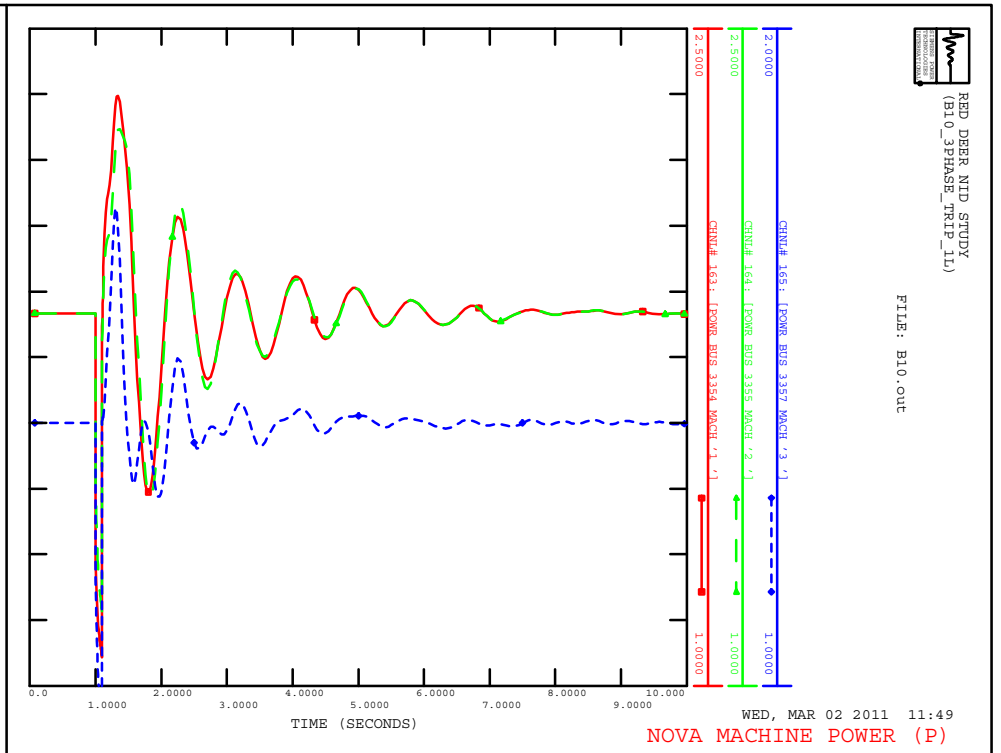

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

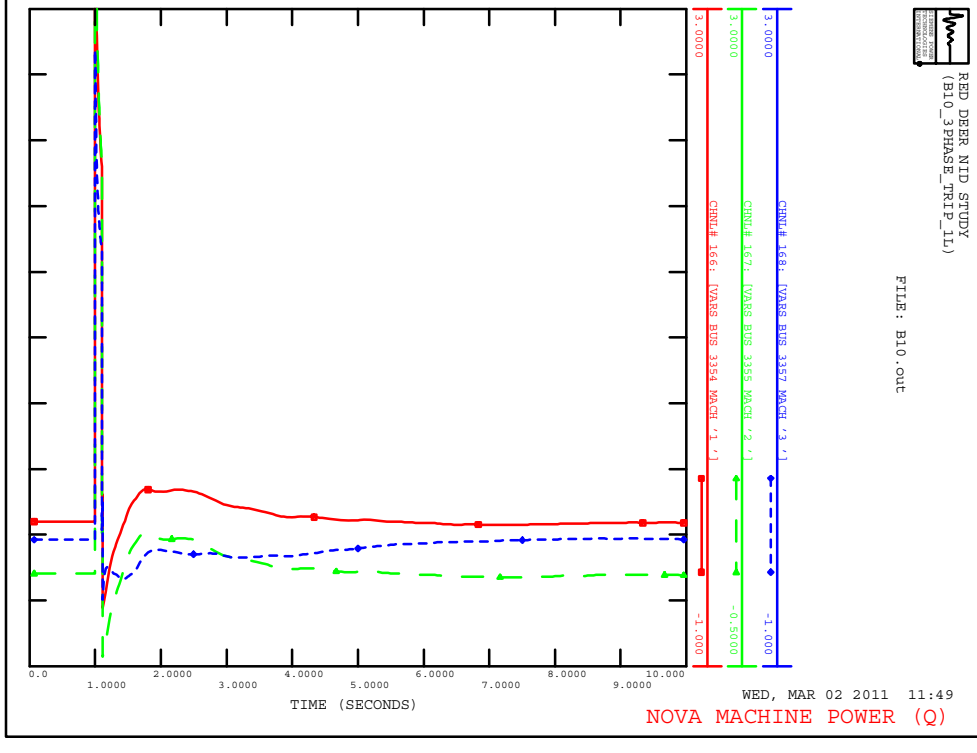

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

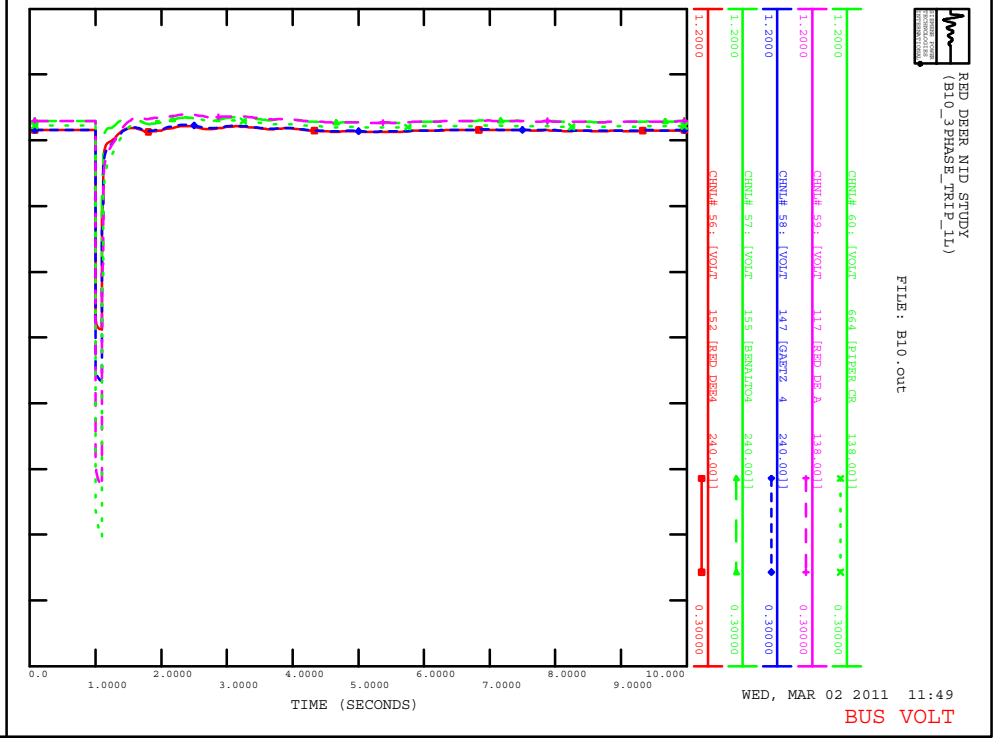

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

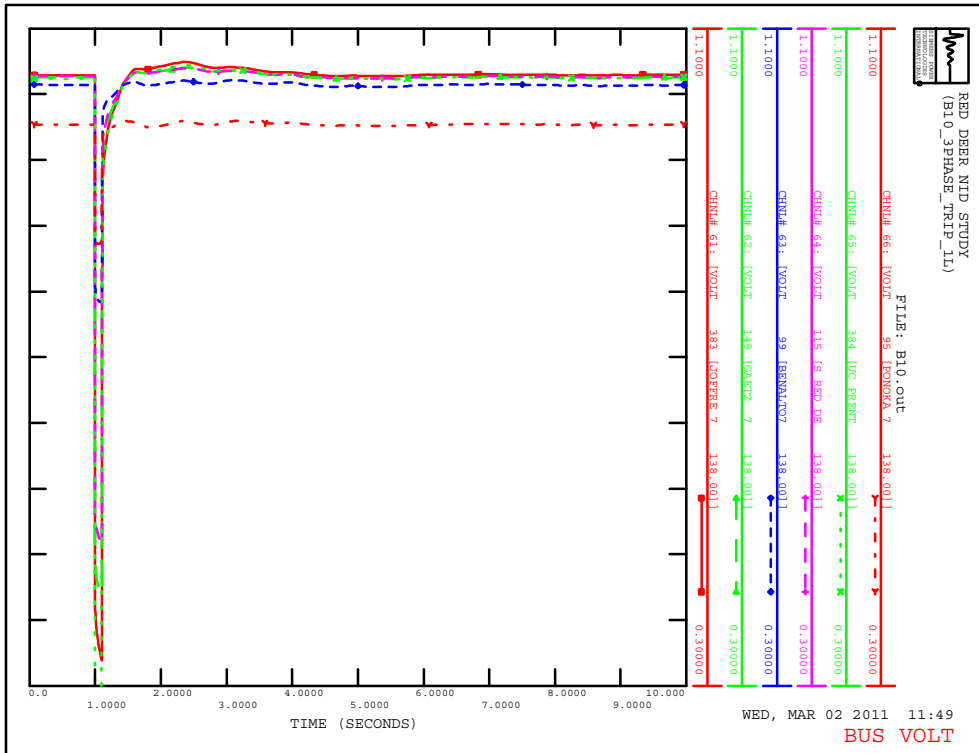

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

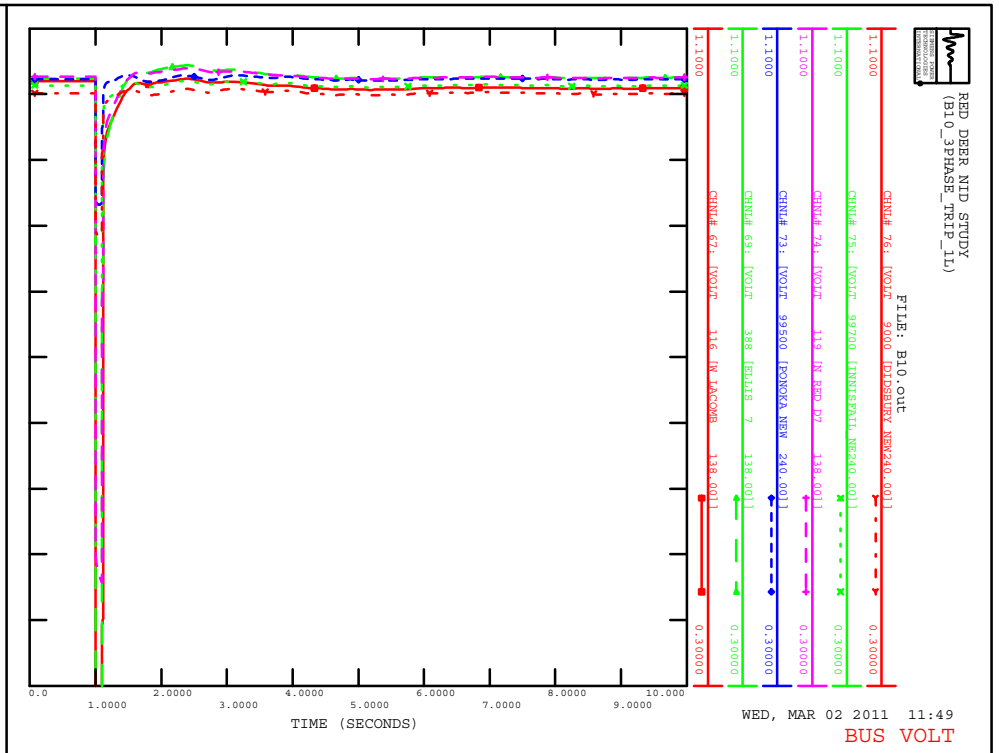

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

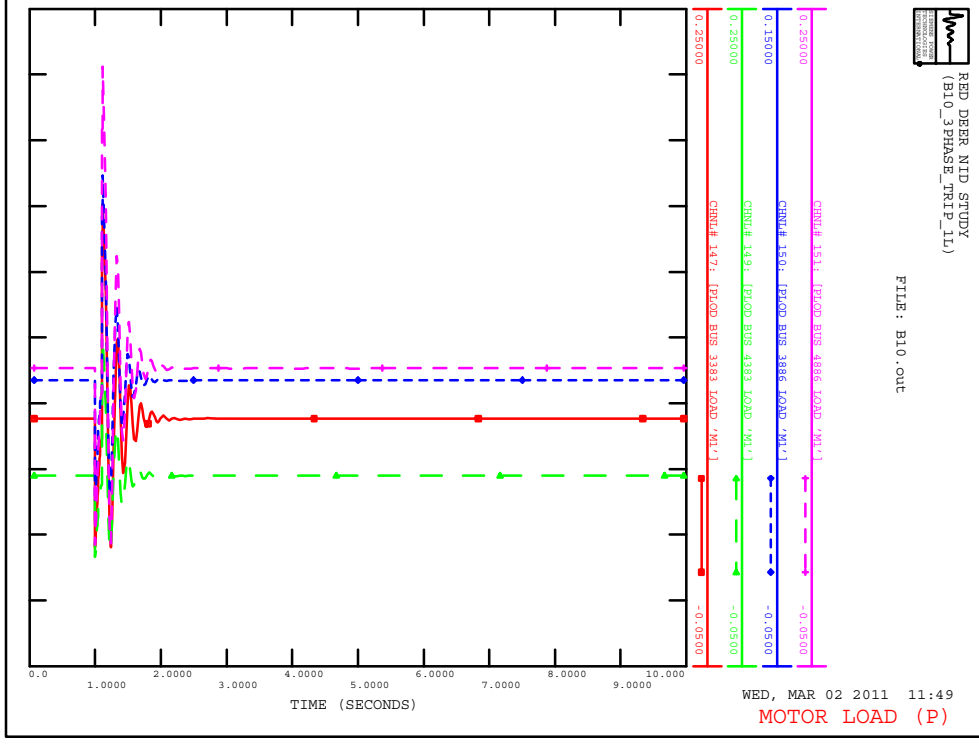

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

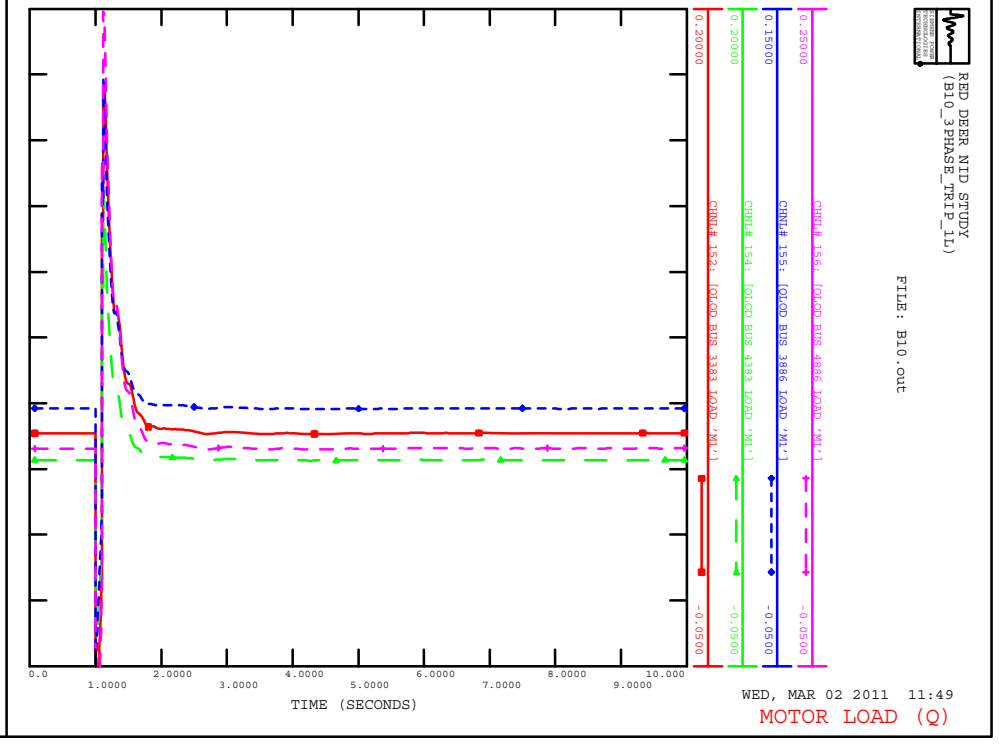

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

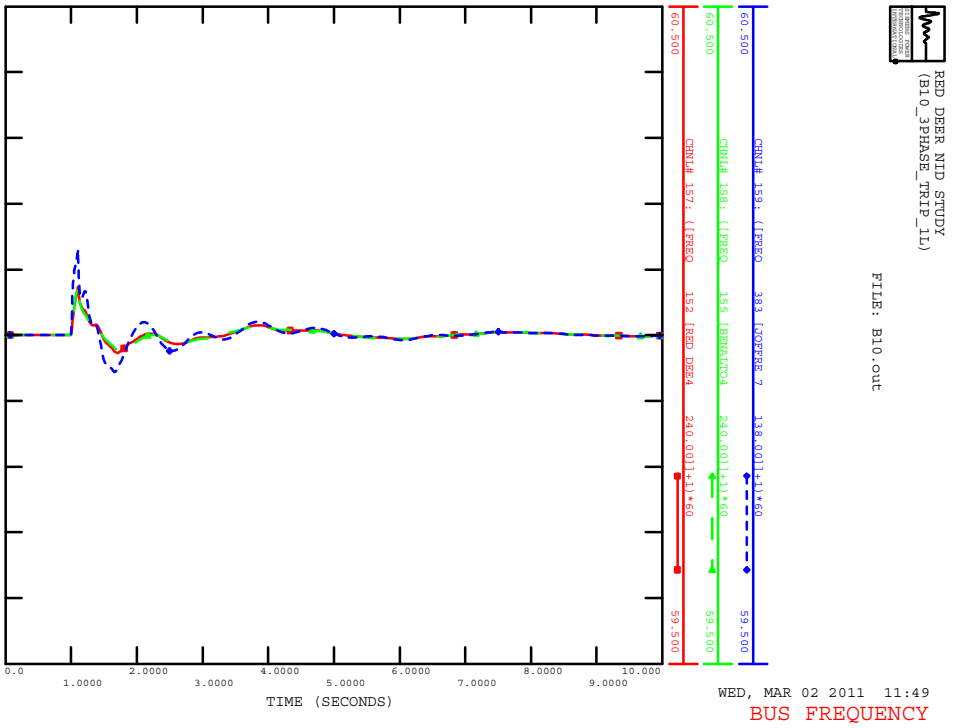

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

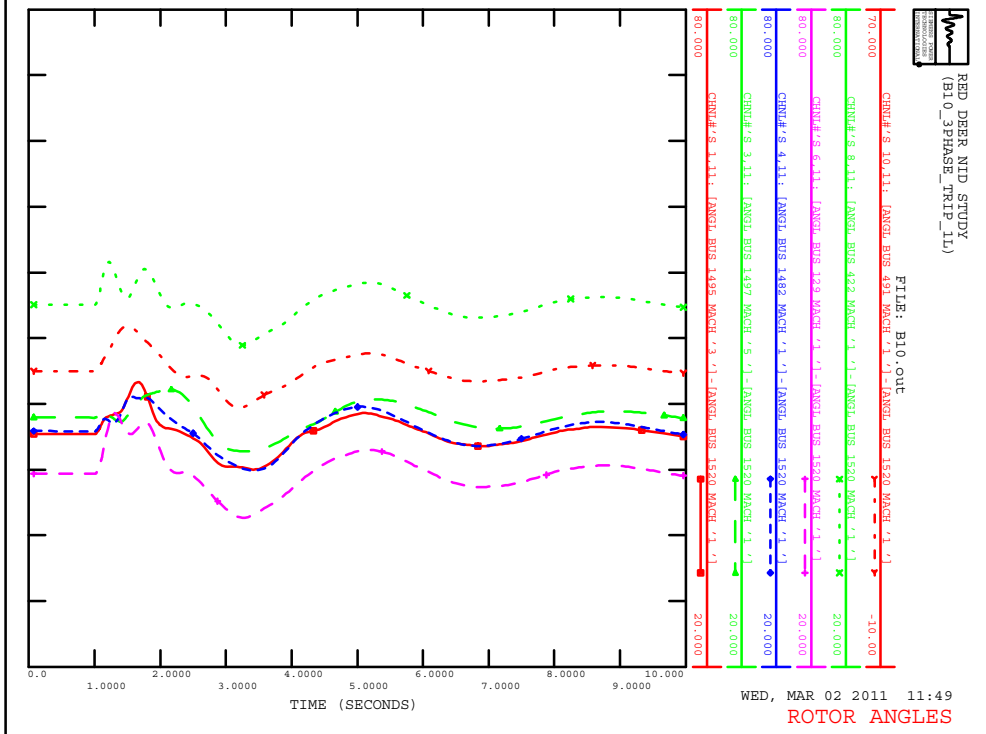

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

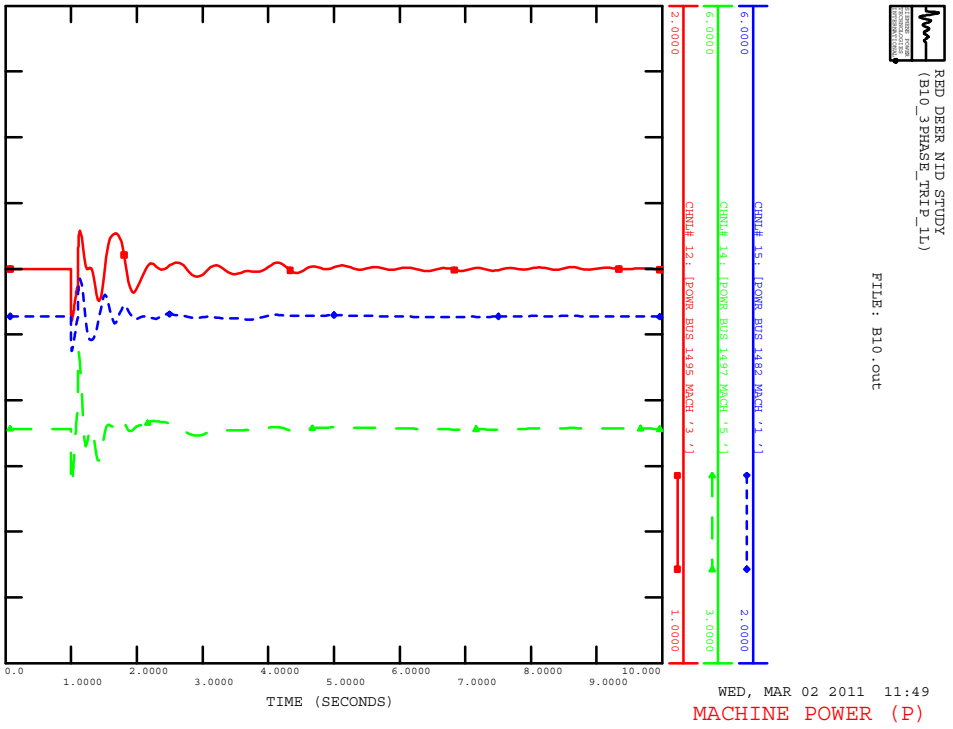

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

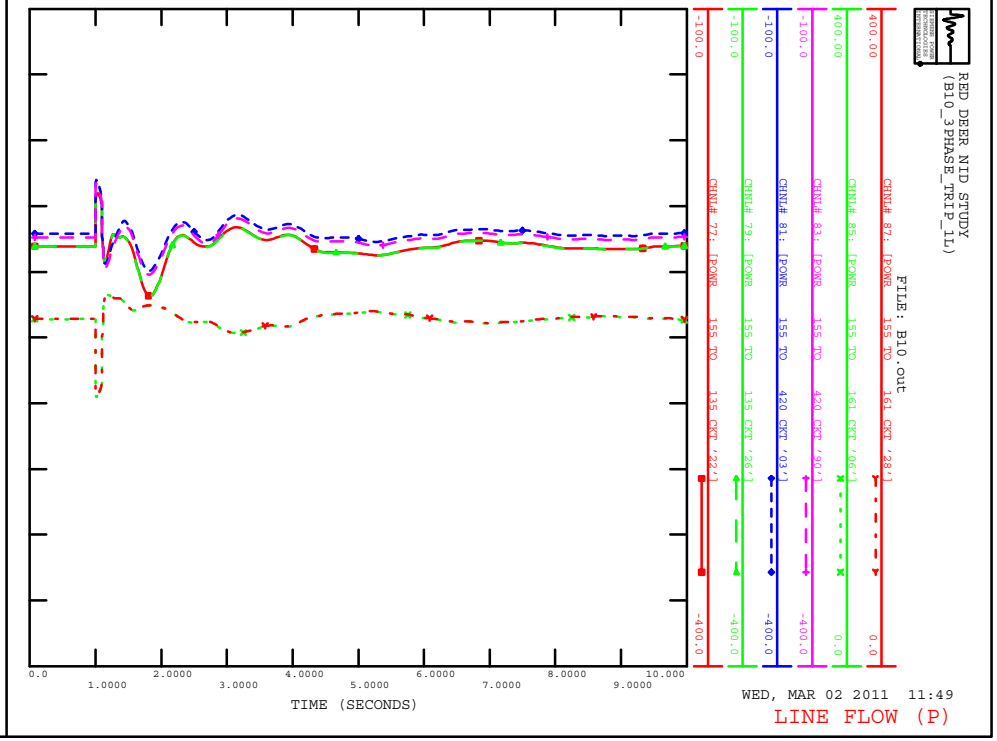

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

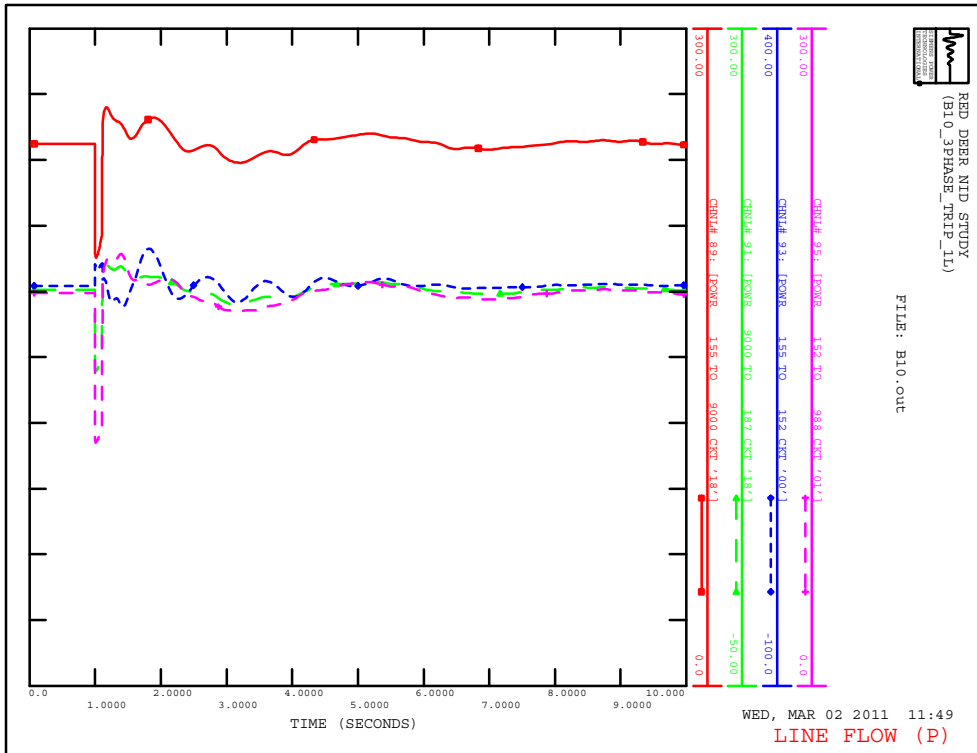

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

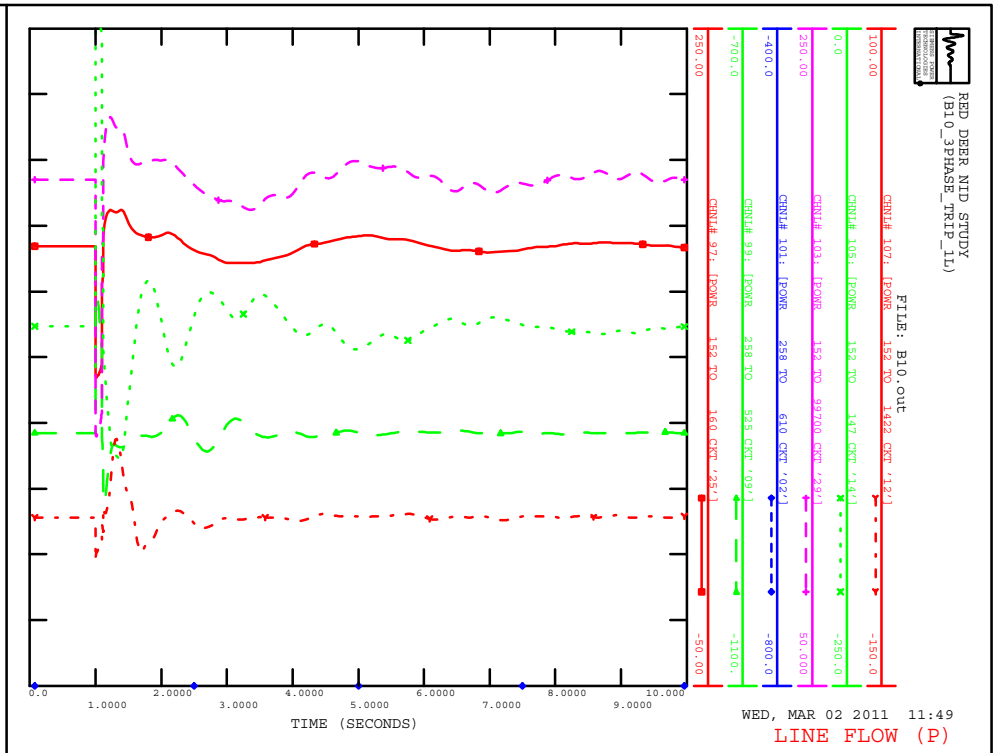

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

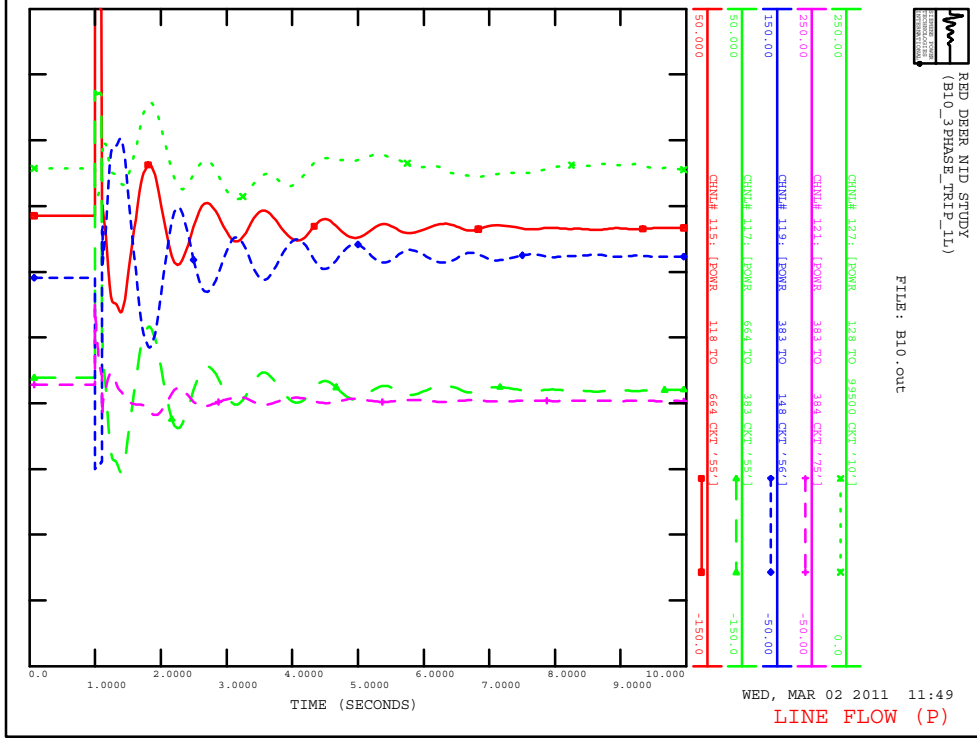

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

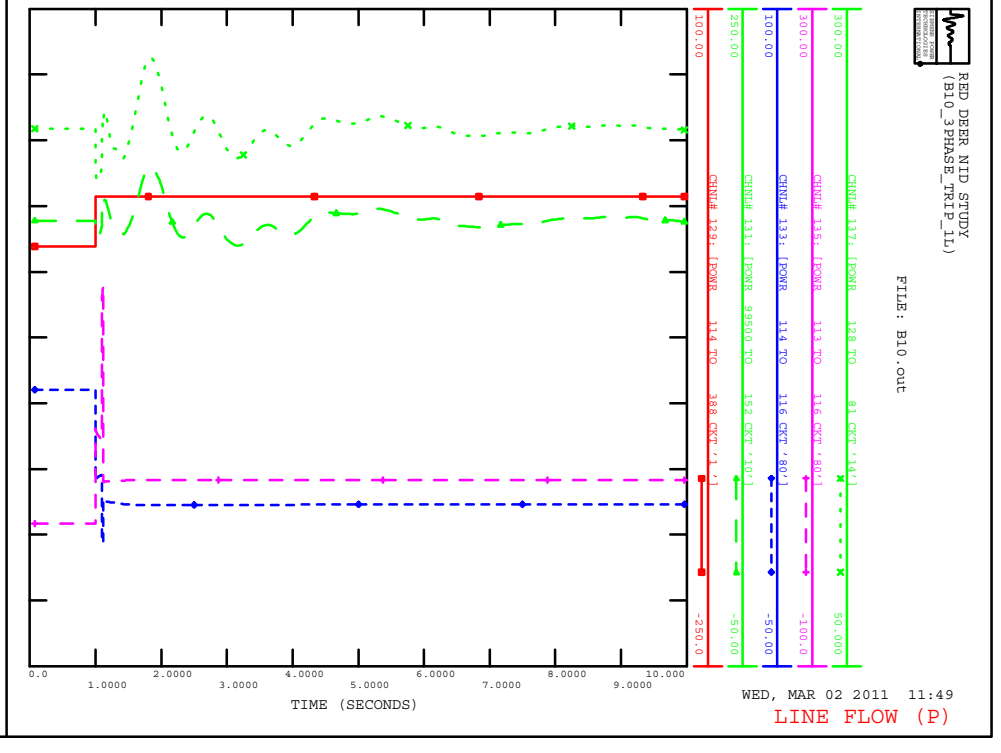

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

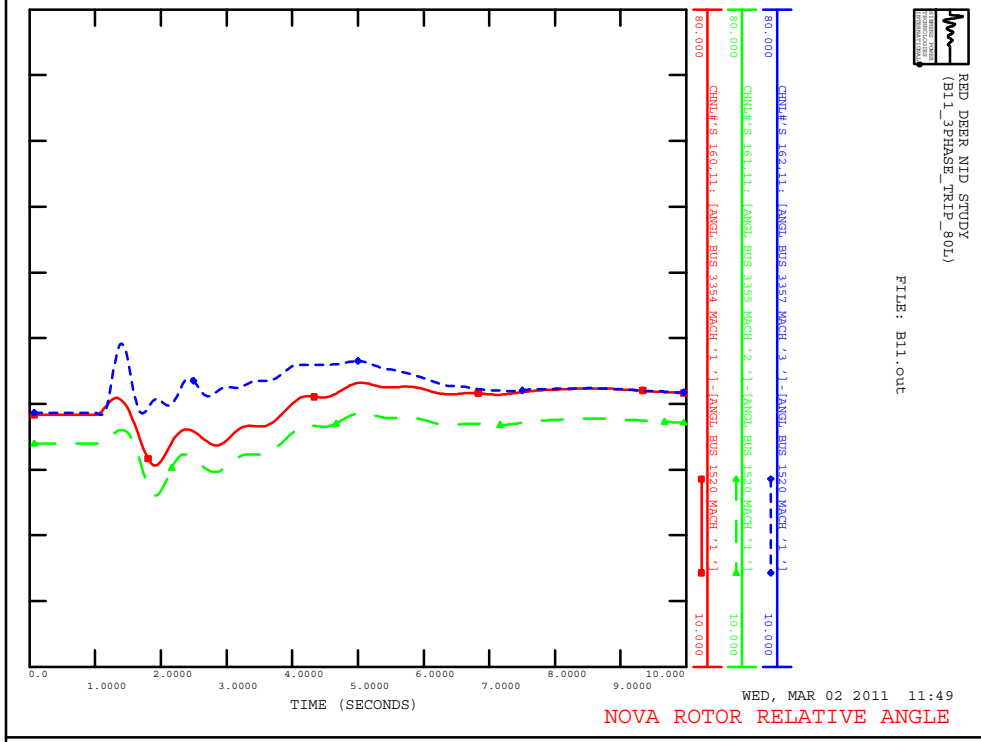

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

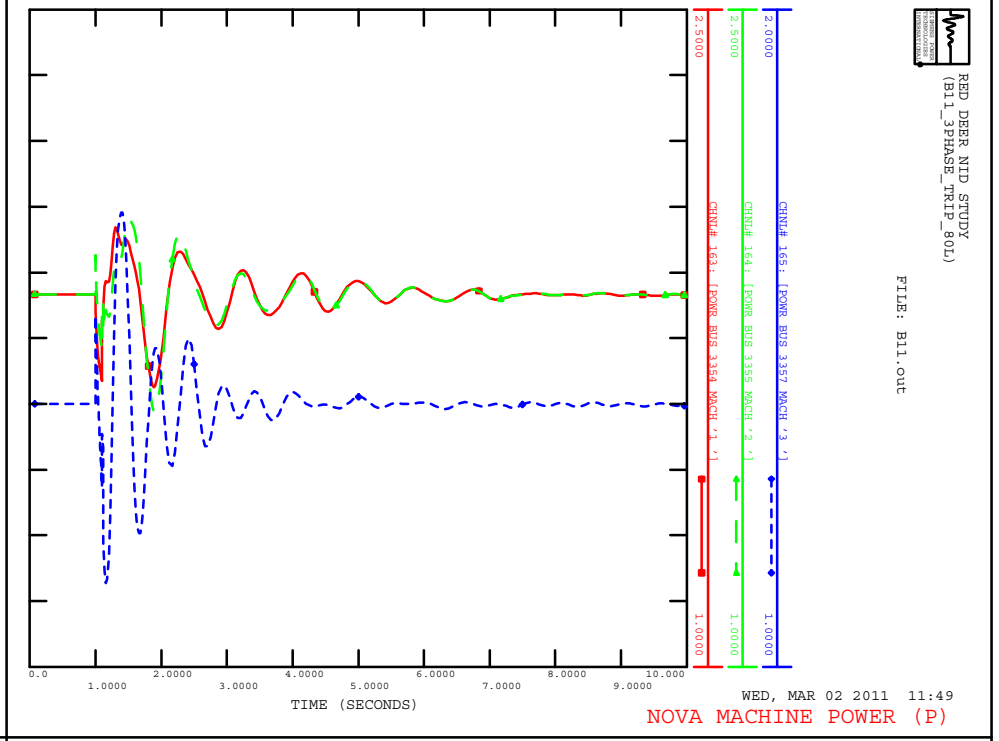

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

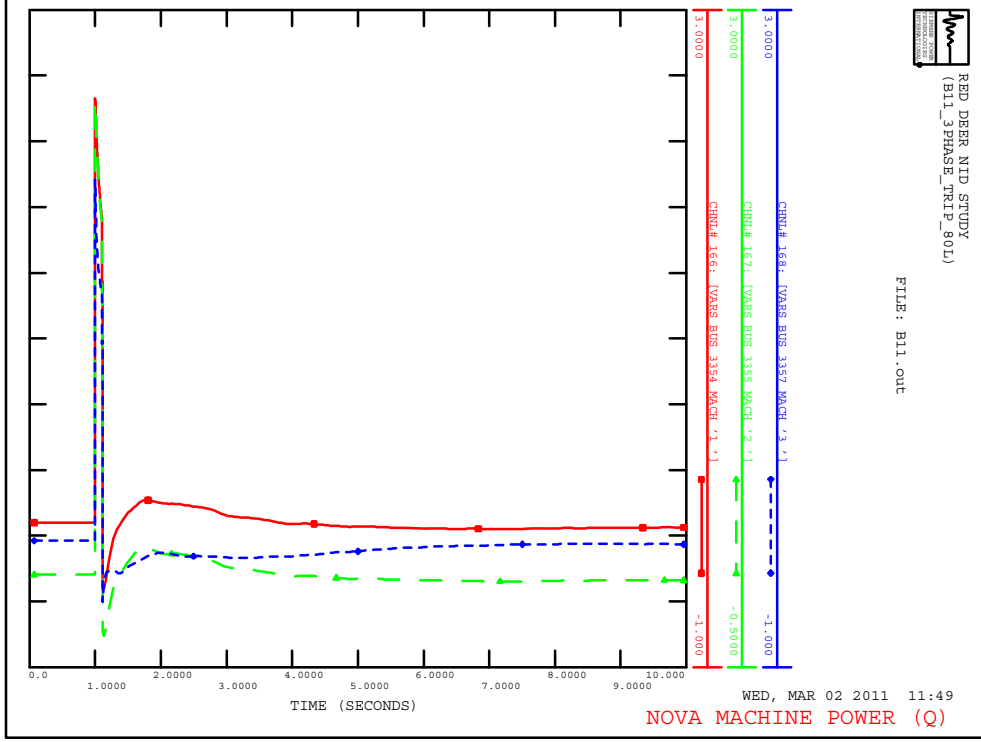

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

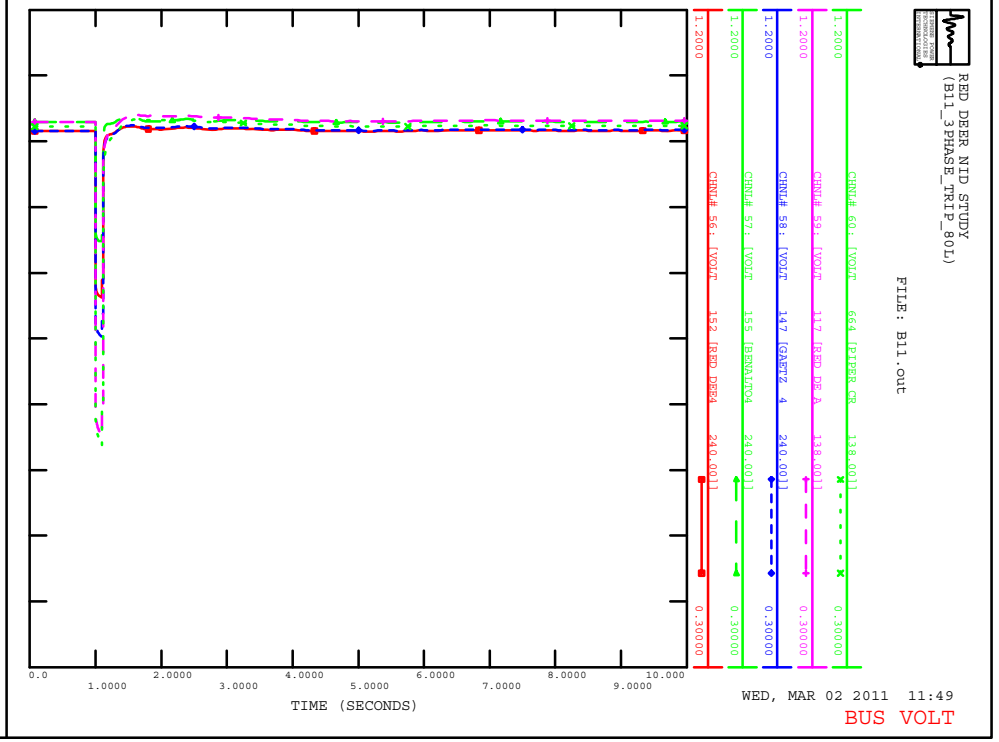

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

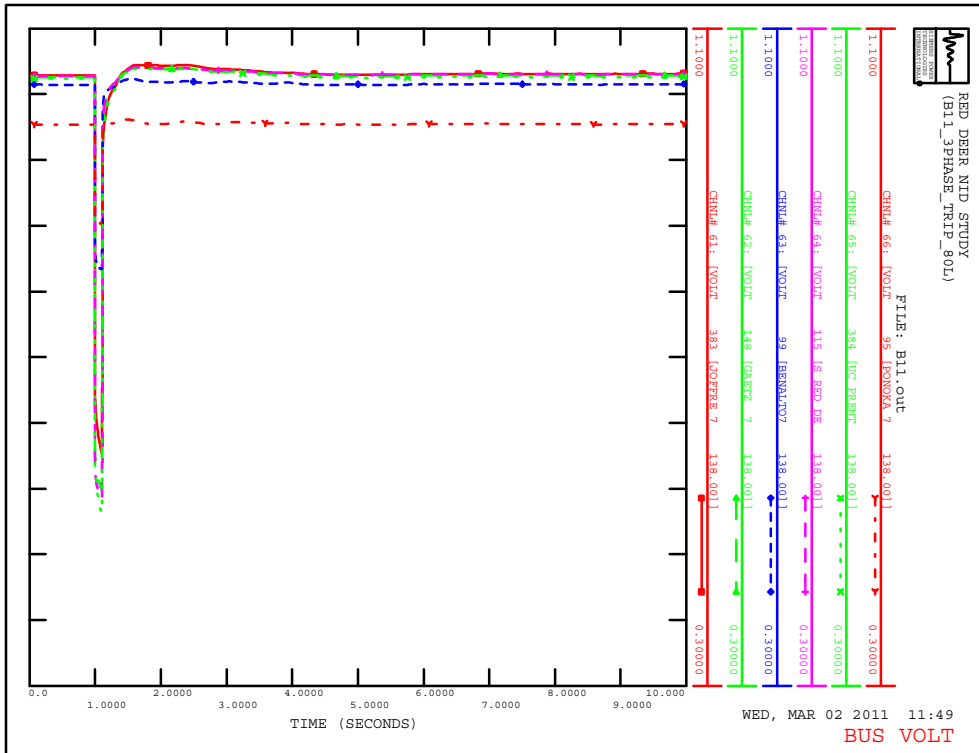

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

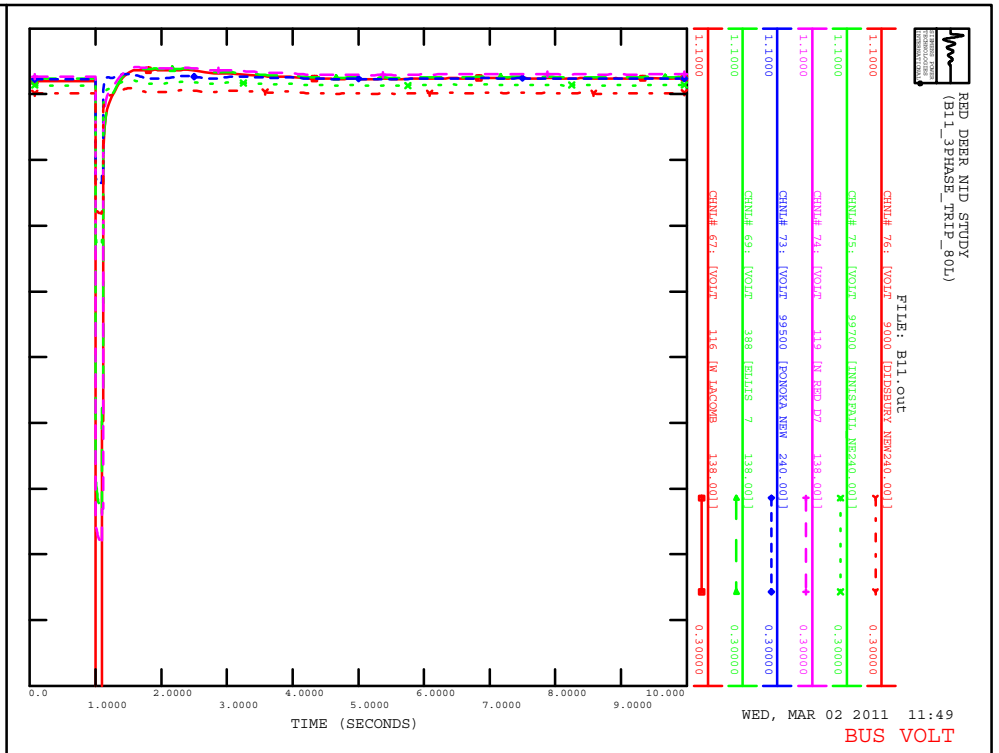

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

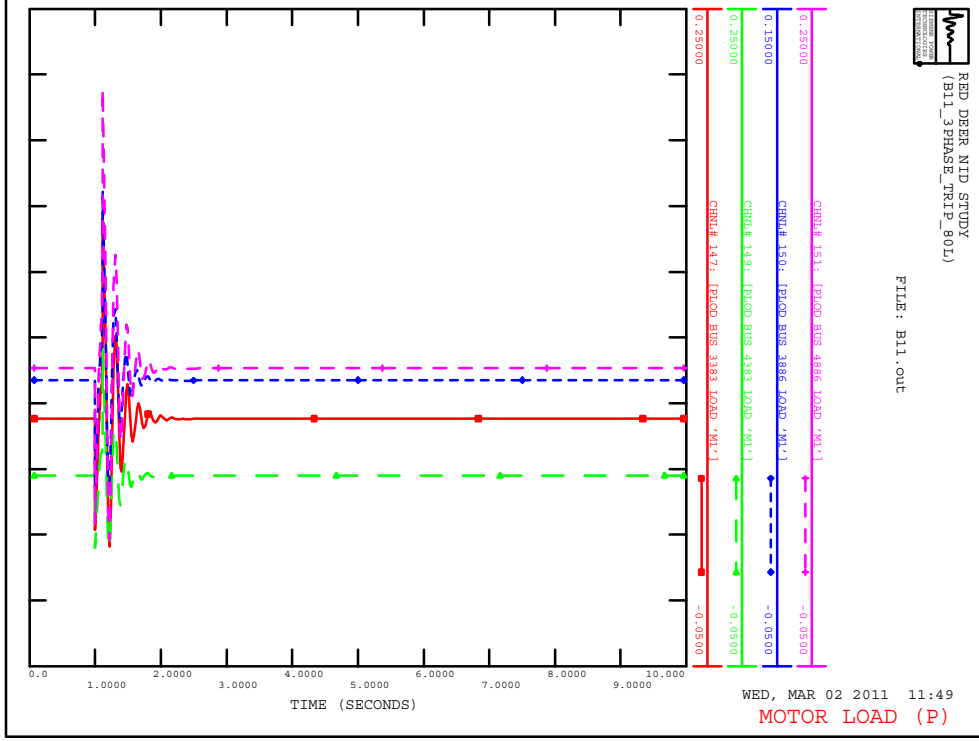

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

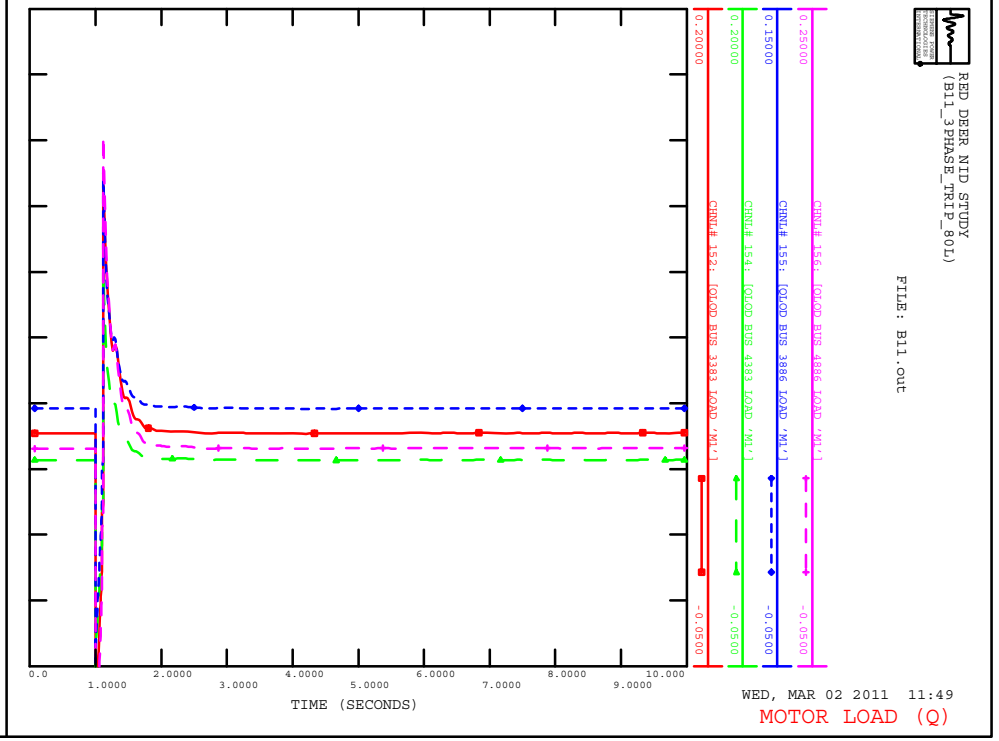

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

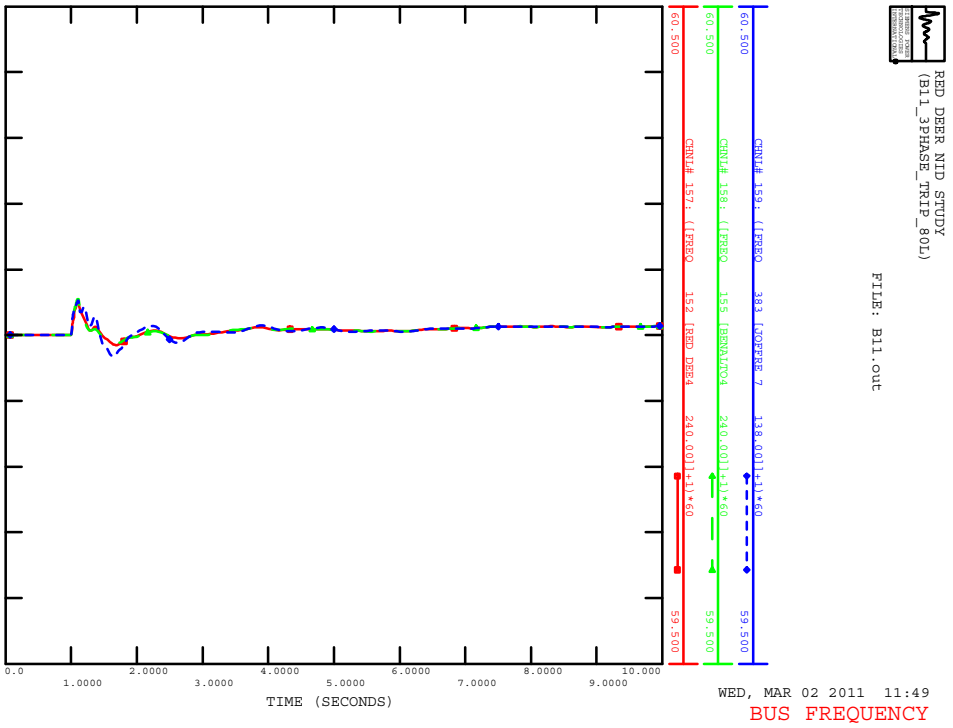

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

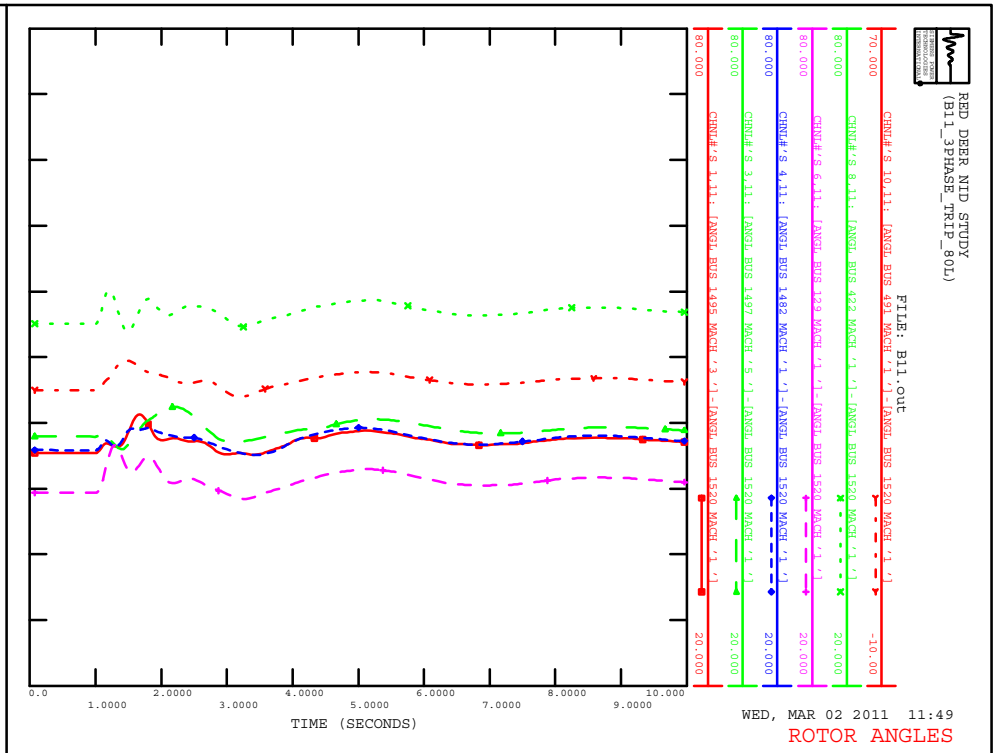

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

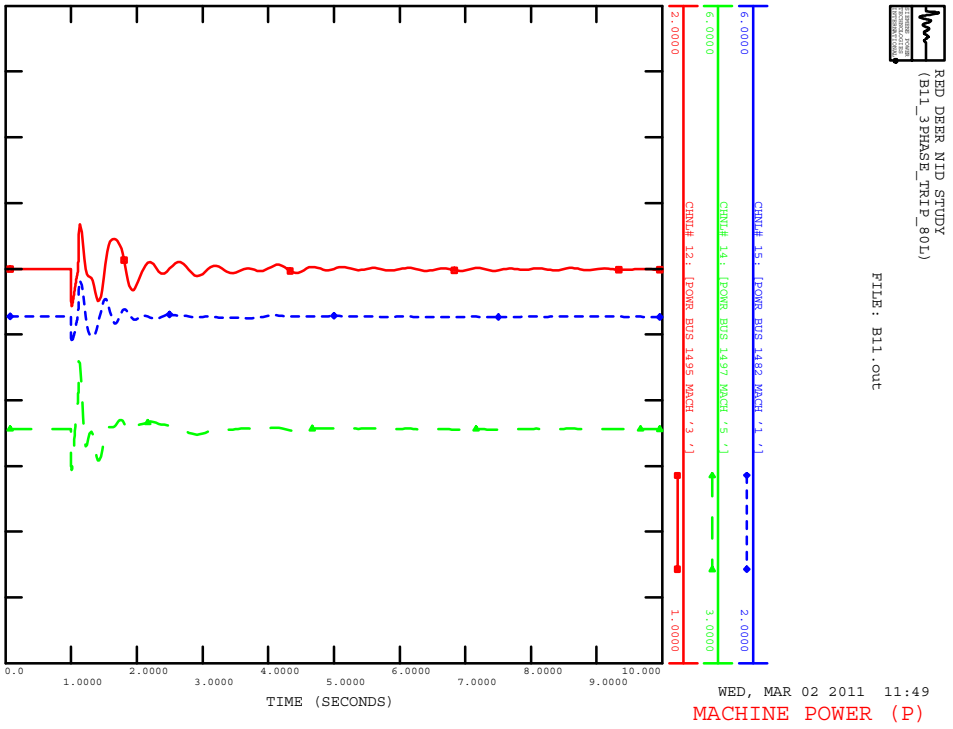

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

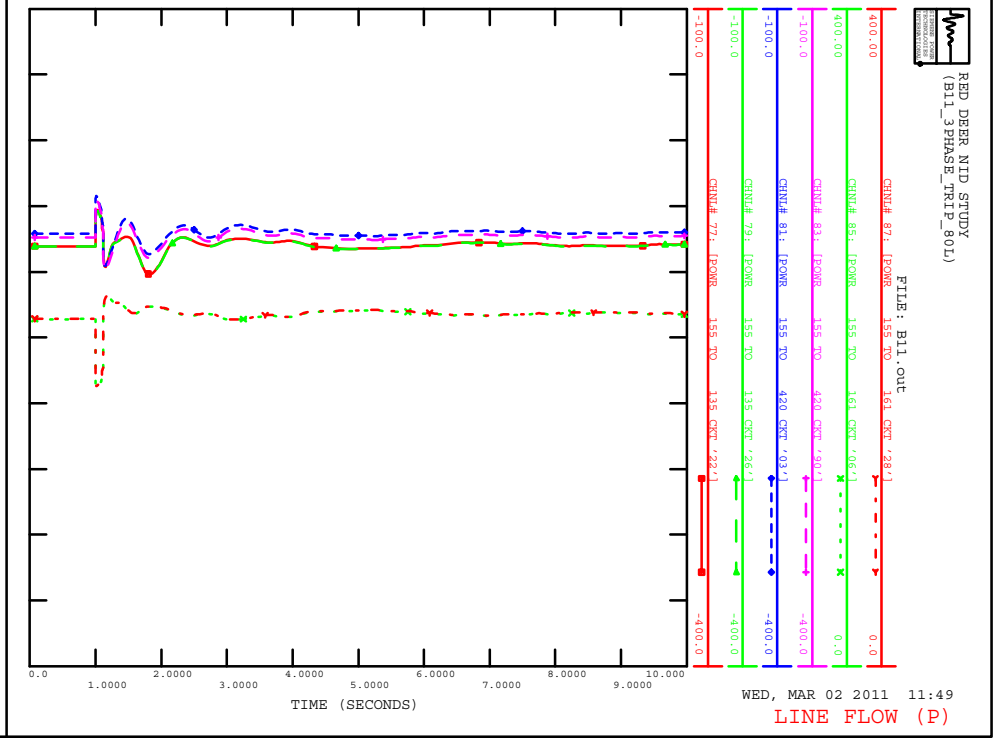

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (P)

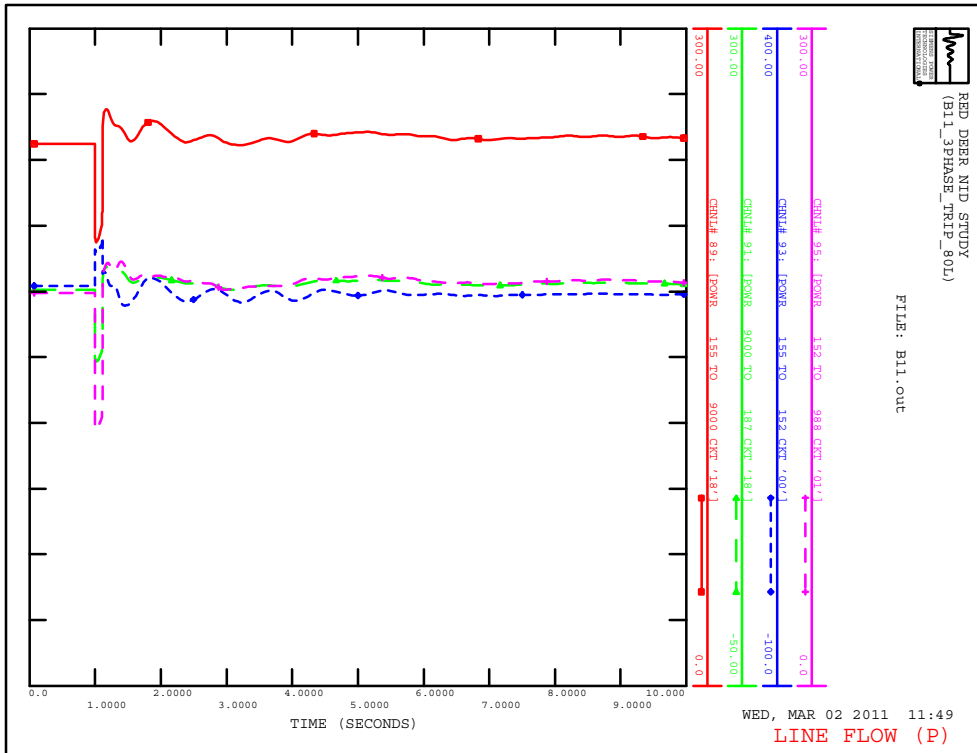

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MOTOR LOAD (Q)

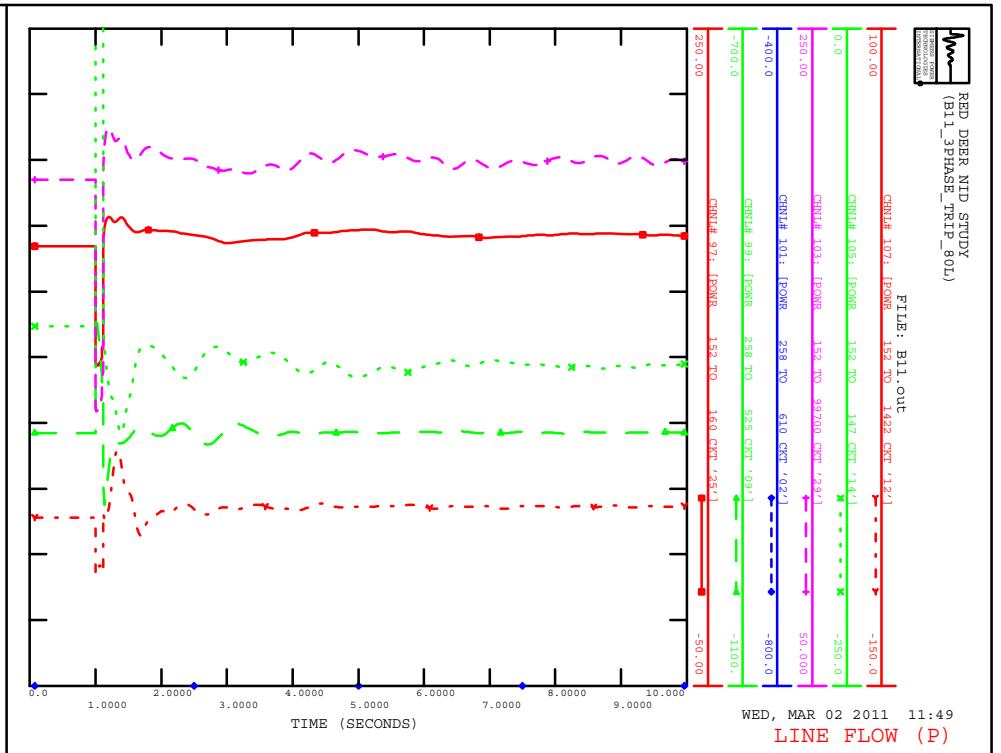

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS FREQUENCY

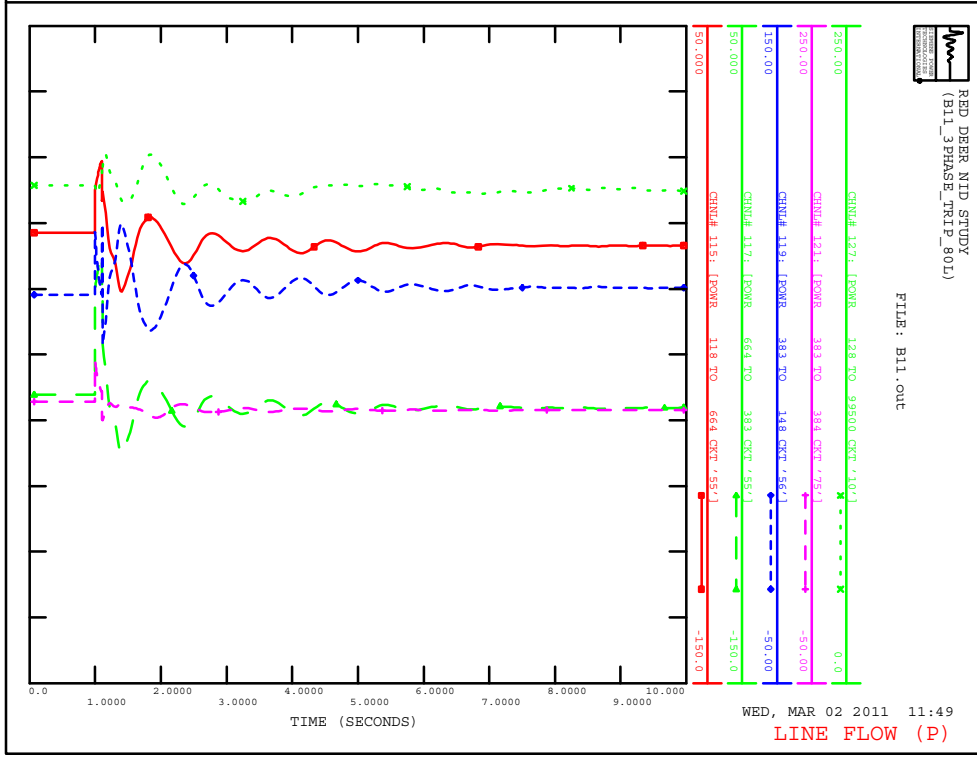

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
ROTOR ANGLES

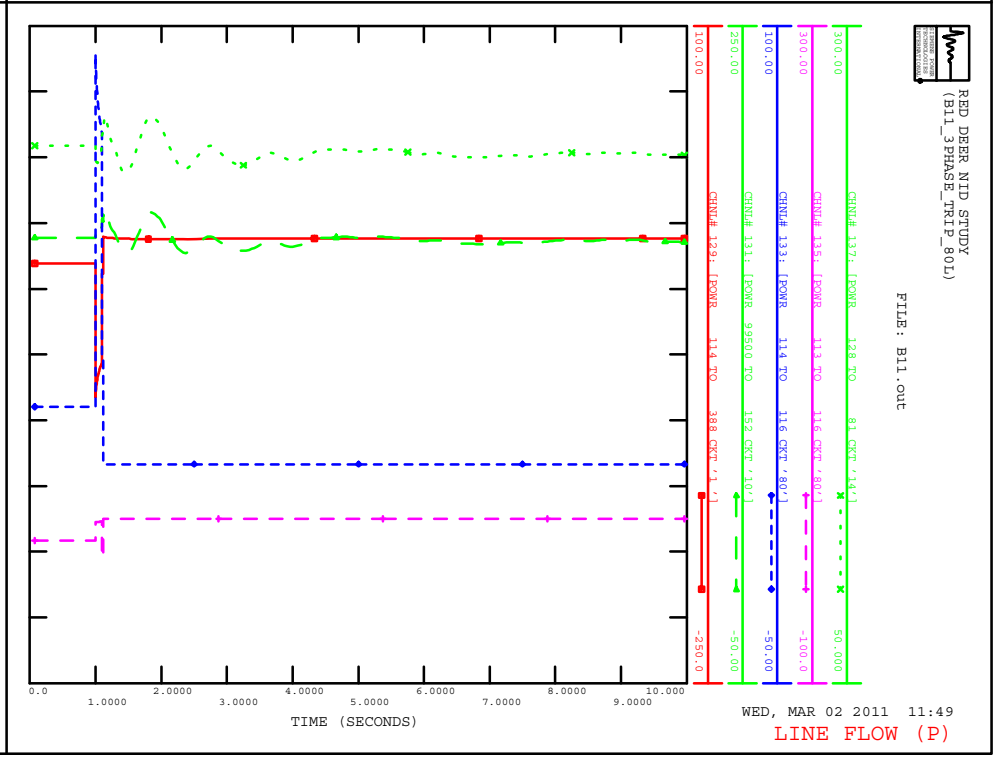

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
MACHINE POWER (P)

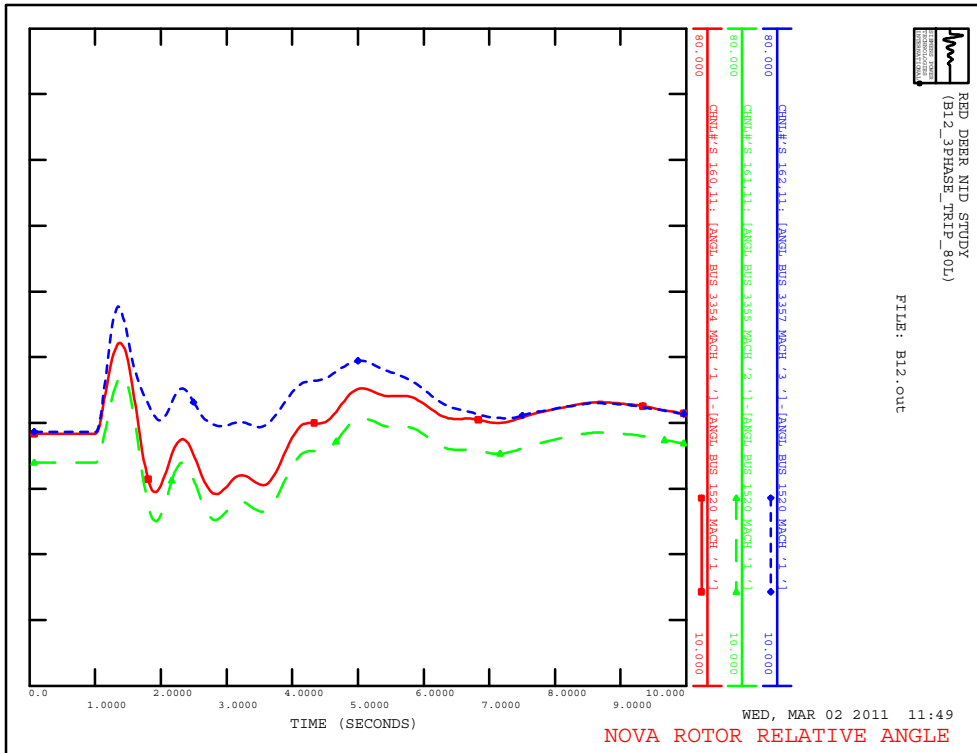

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

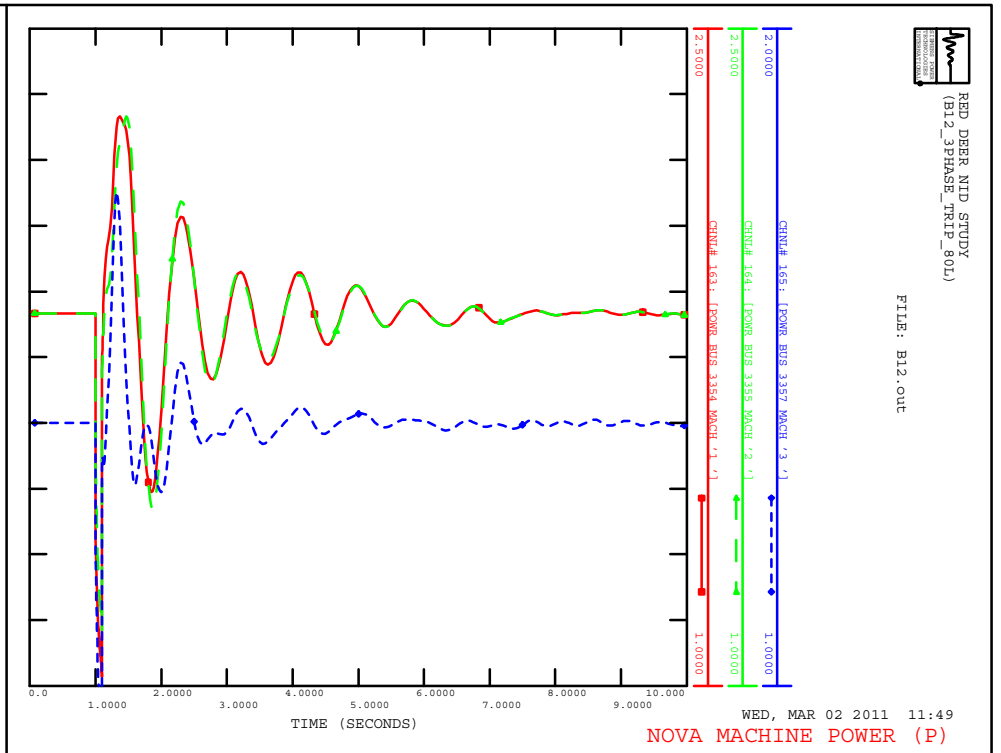

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

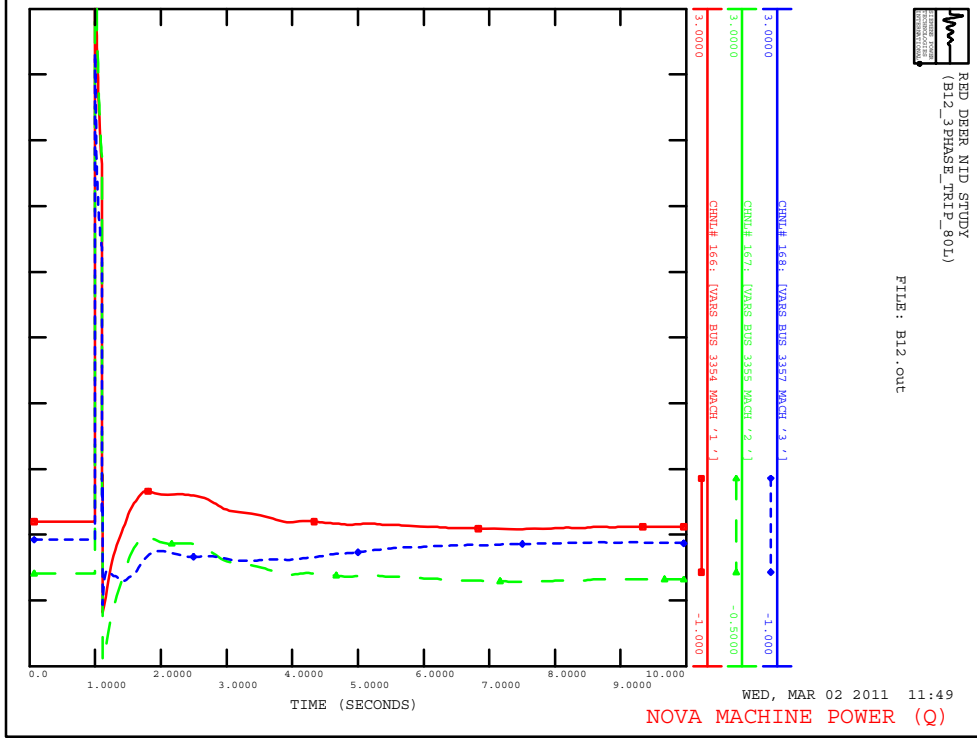

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

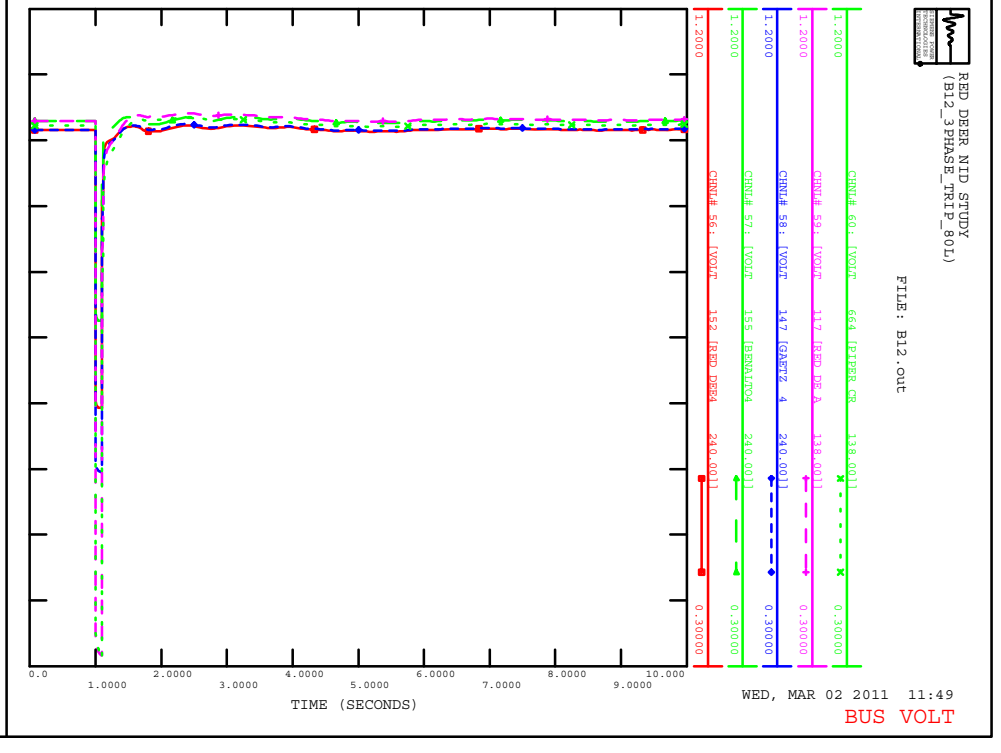

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

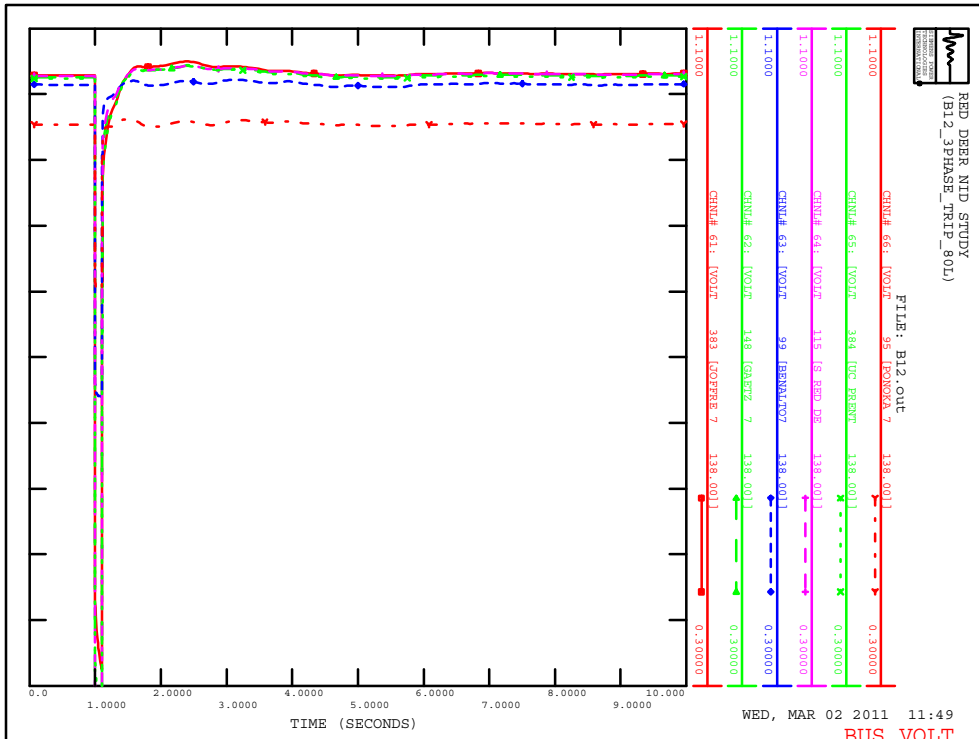

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
LINE FLOW (P)

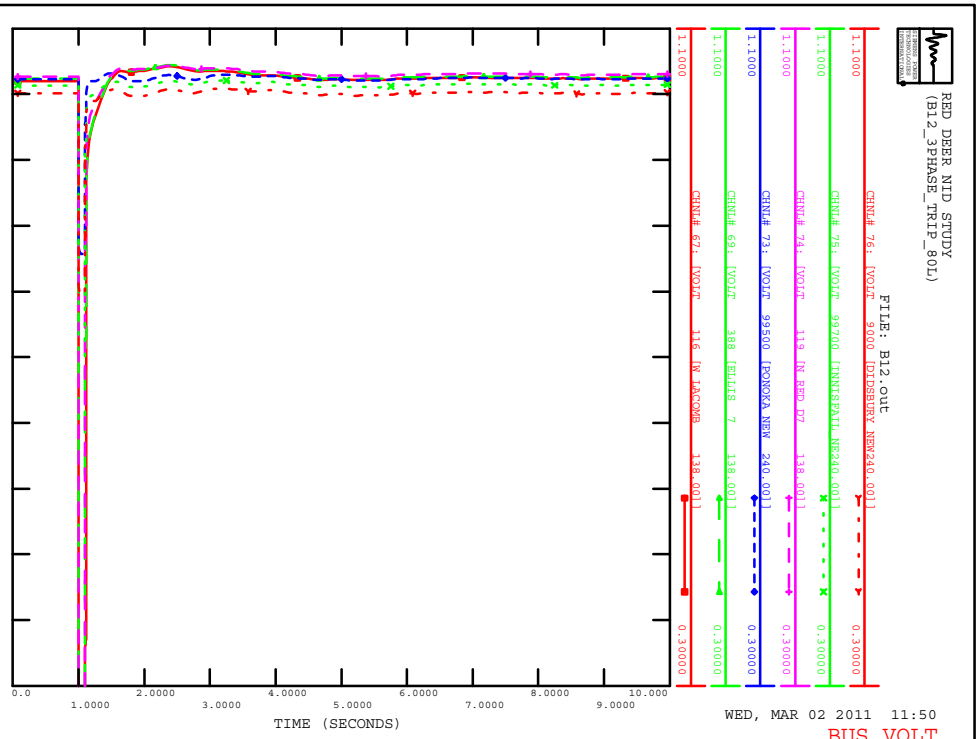

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA ROTOR RELATIVE ANGLE

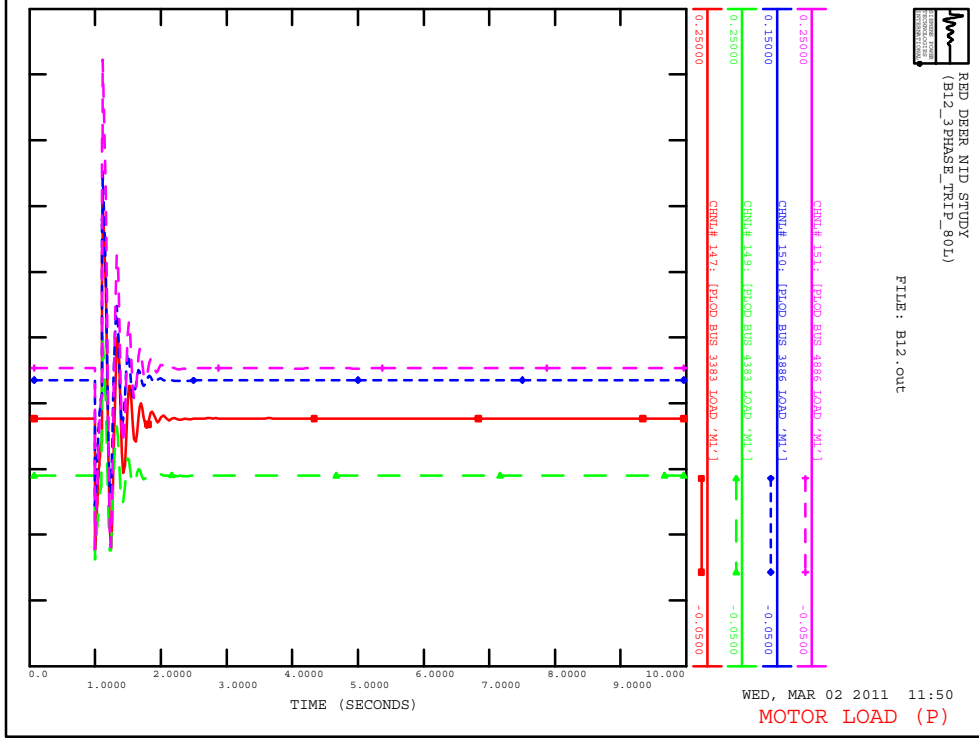

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (P)

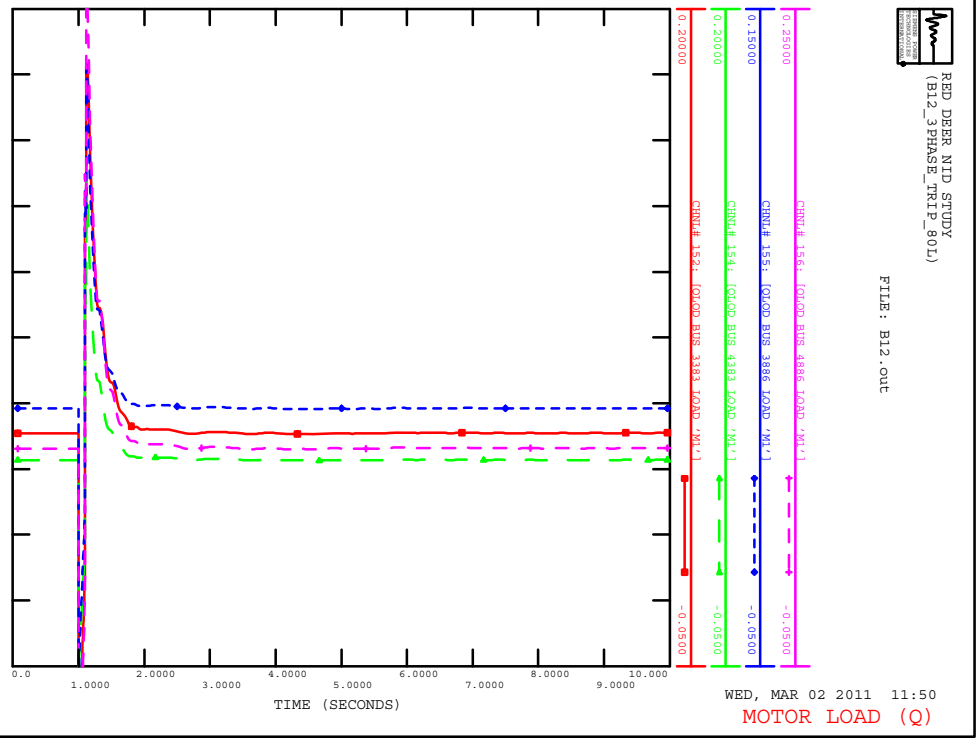

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
NOVA MACHINE POWER (Q)

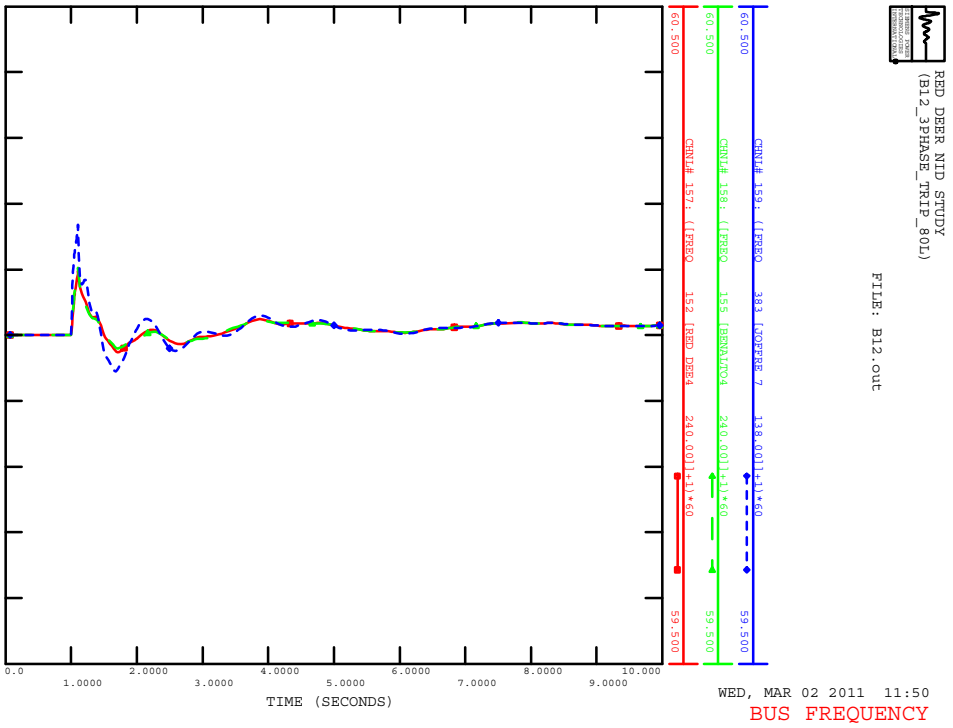

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

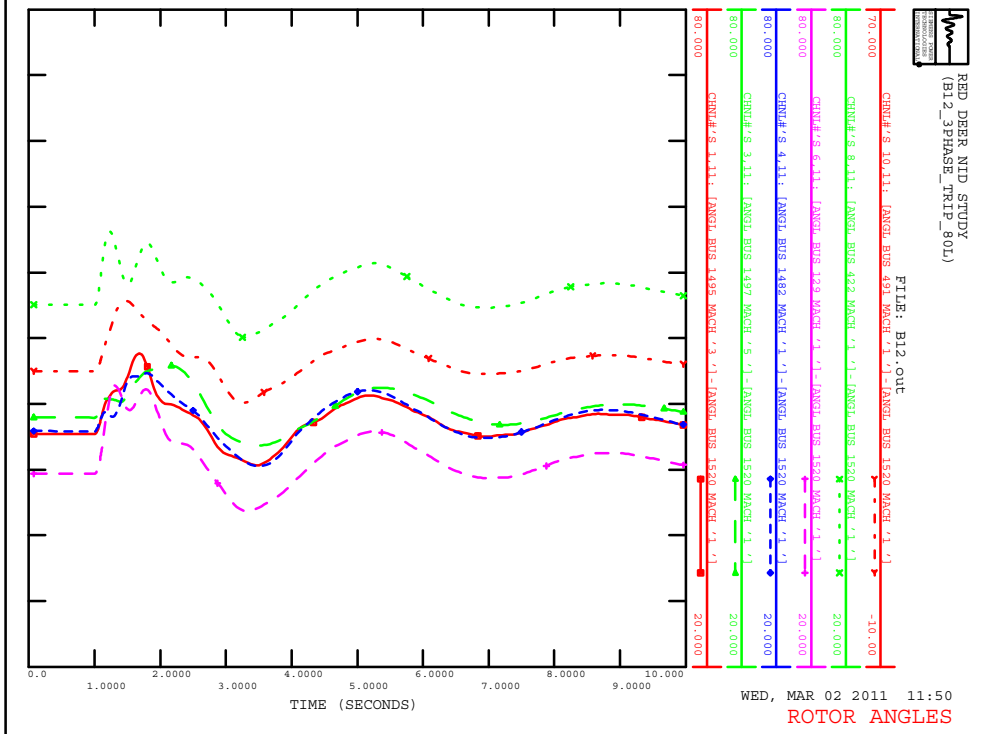

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:49
BUS VOLT

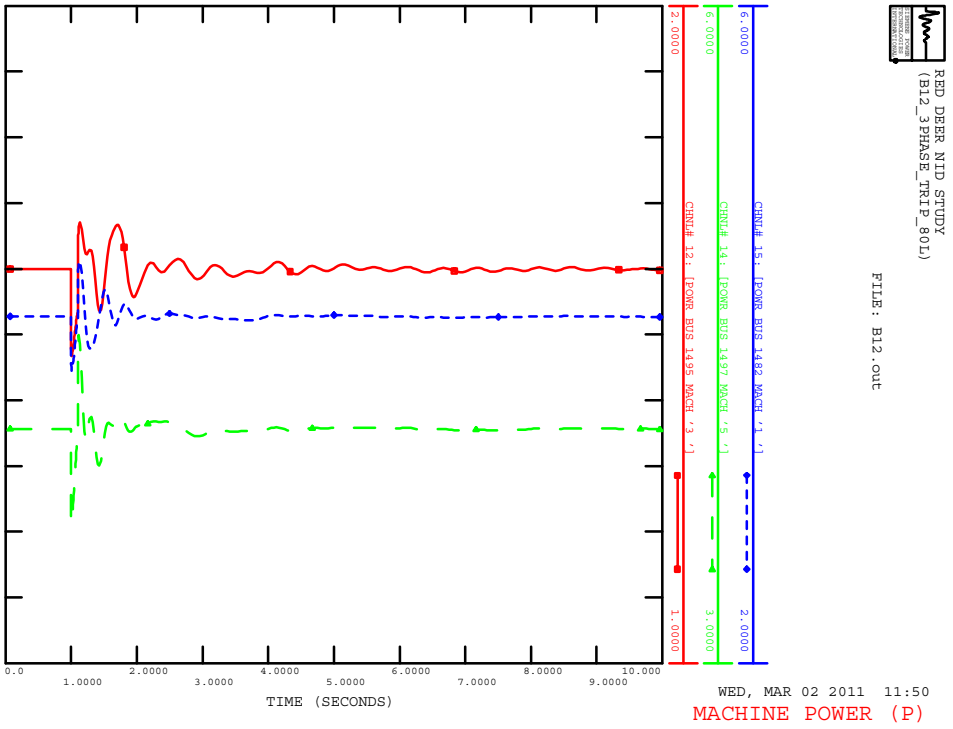

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

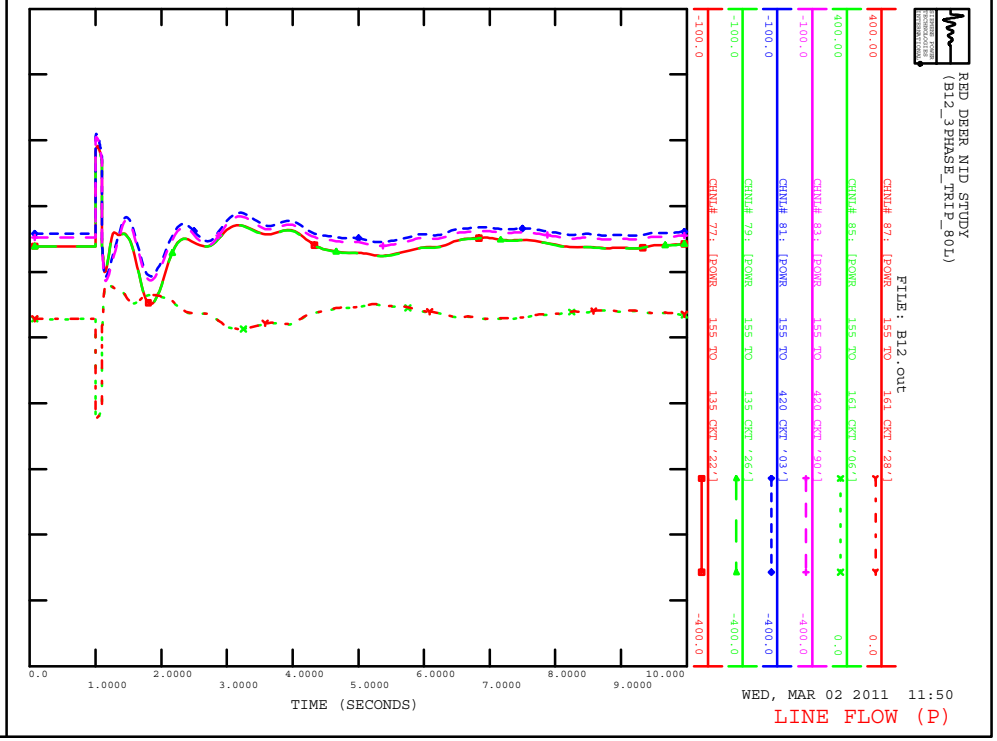

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

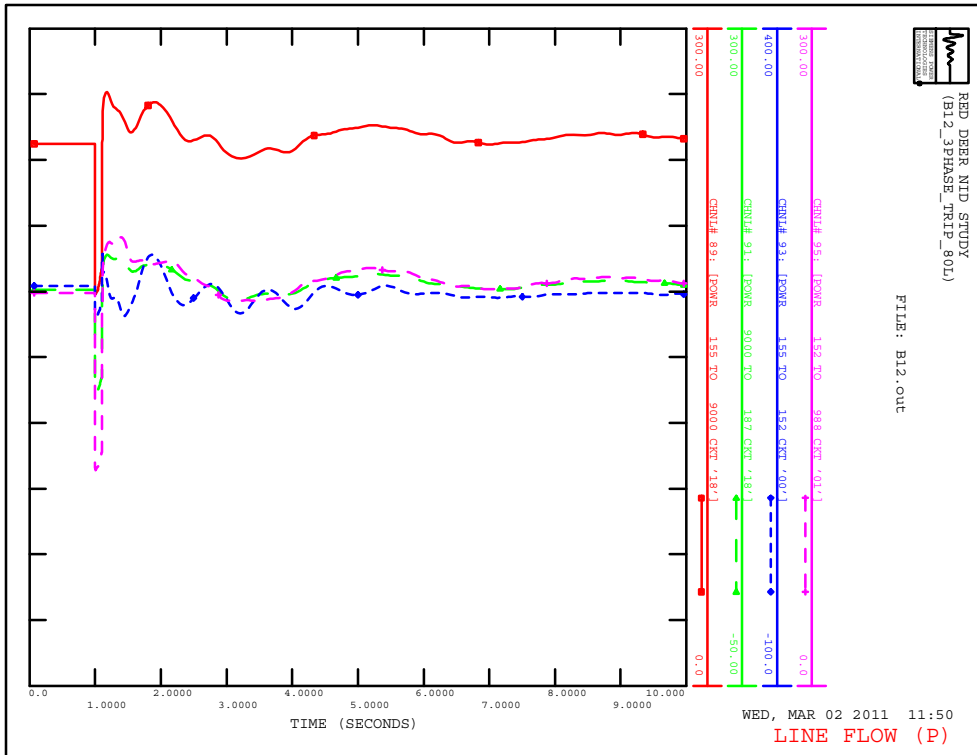

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

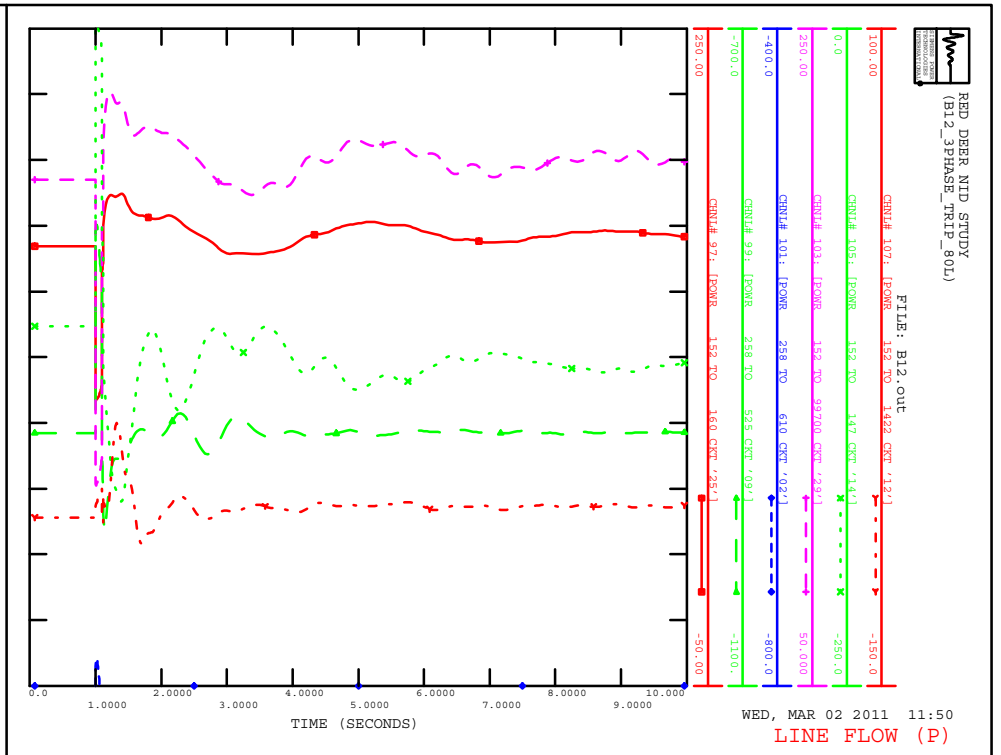

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

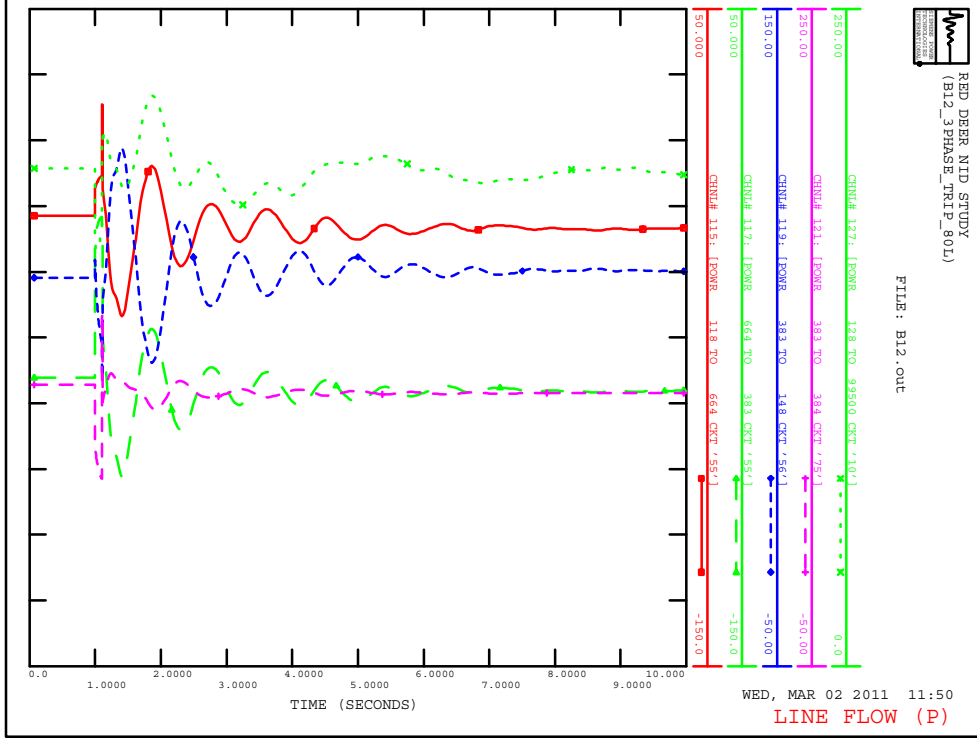

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

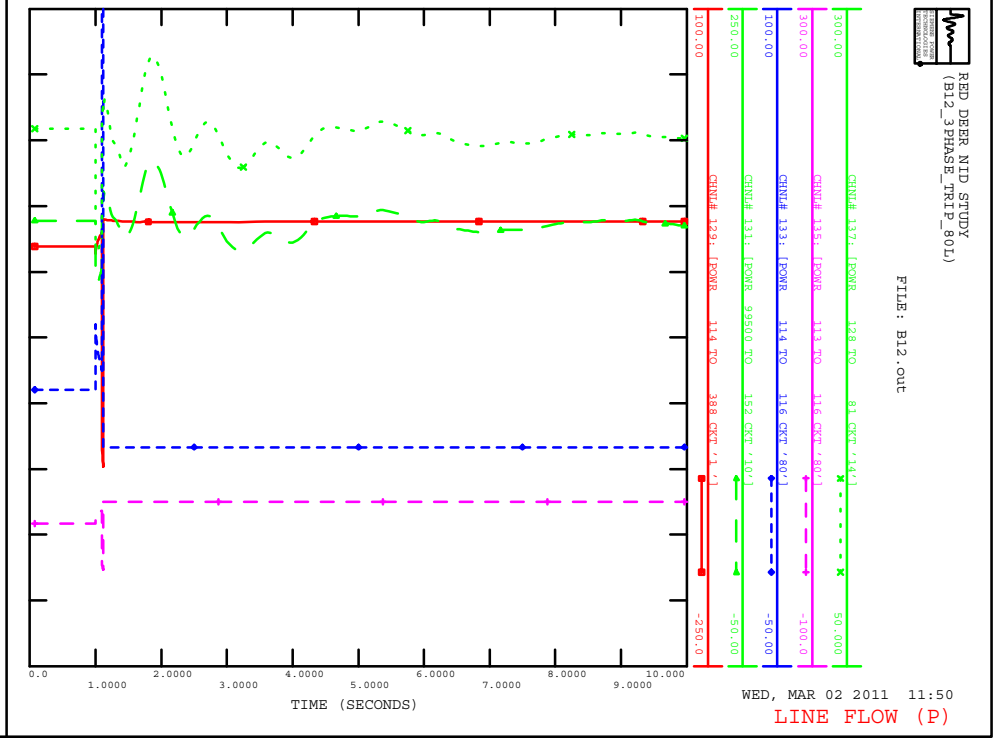

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

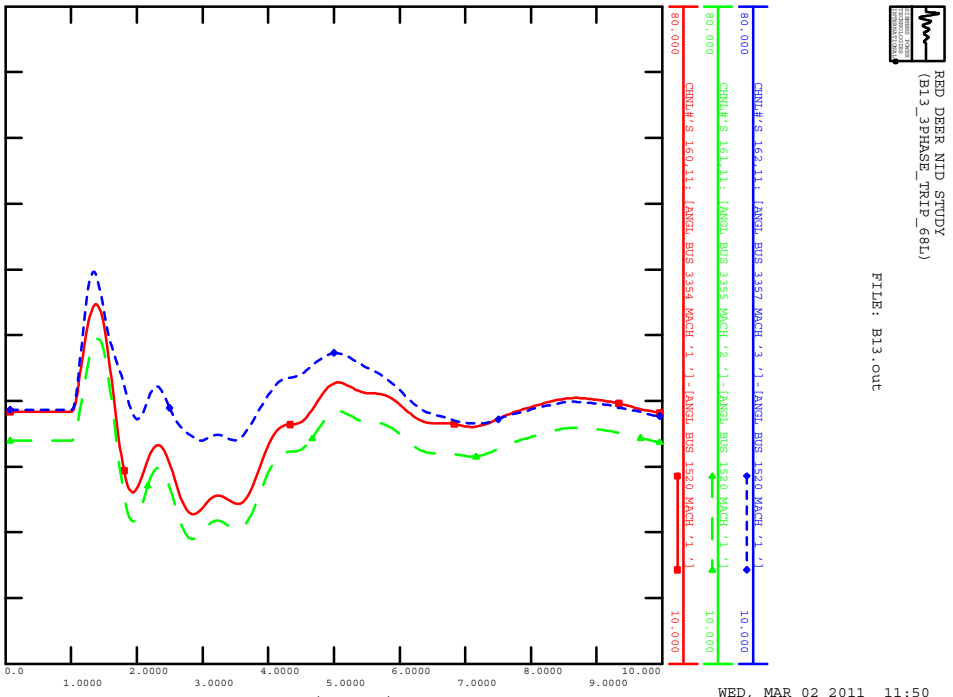

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

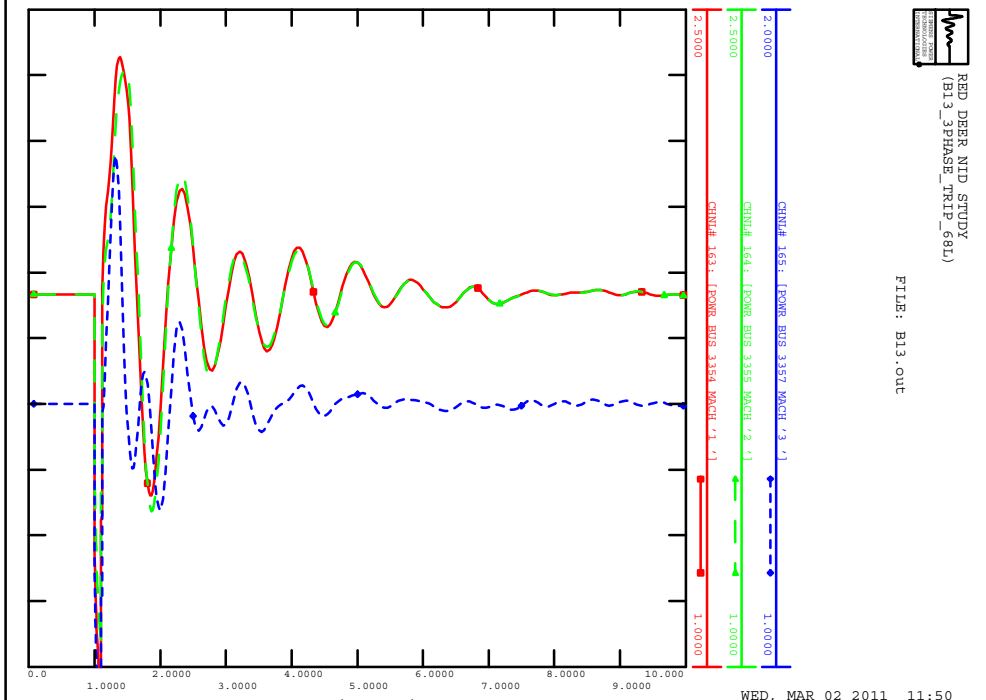

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

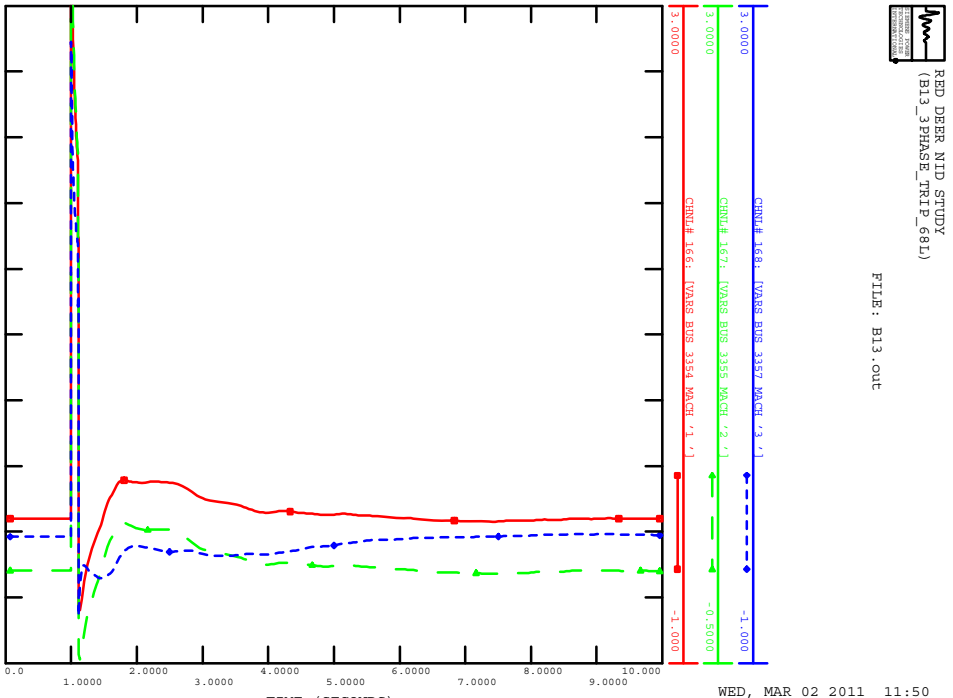

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

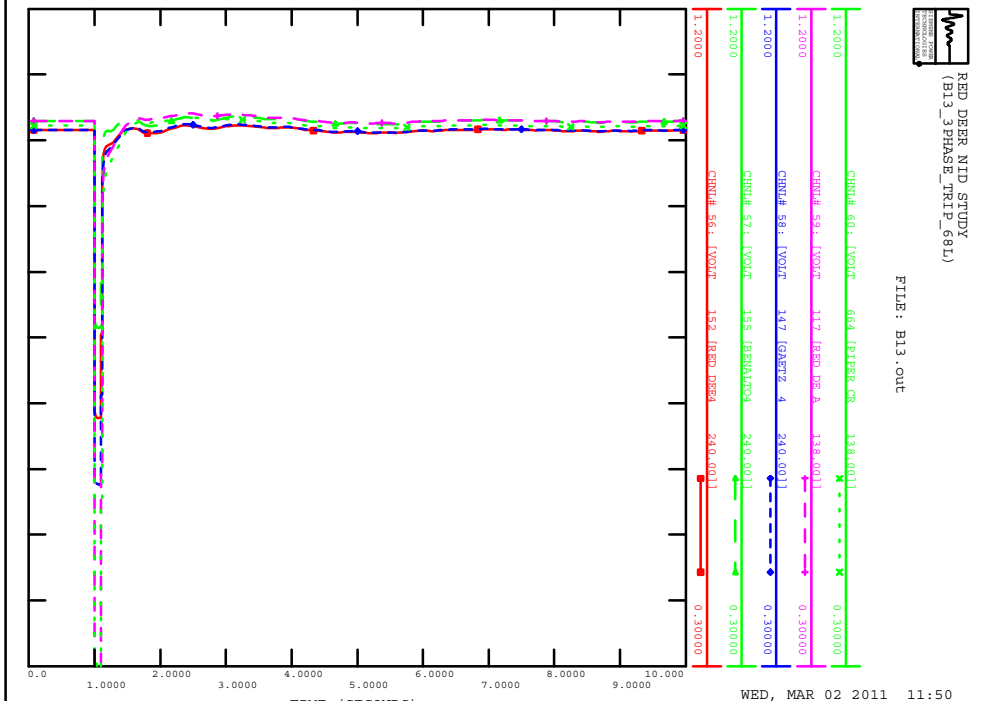

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

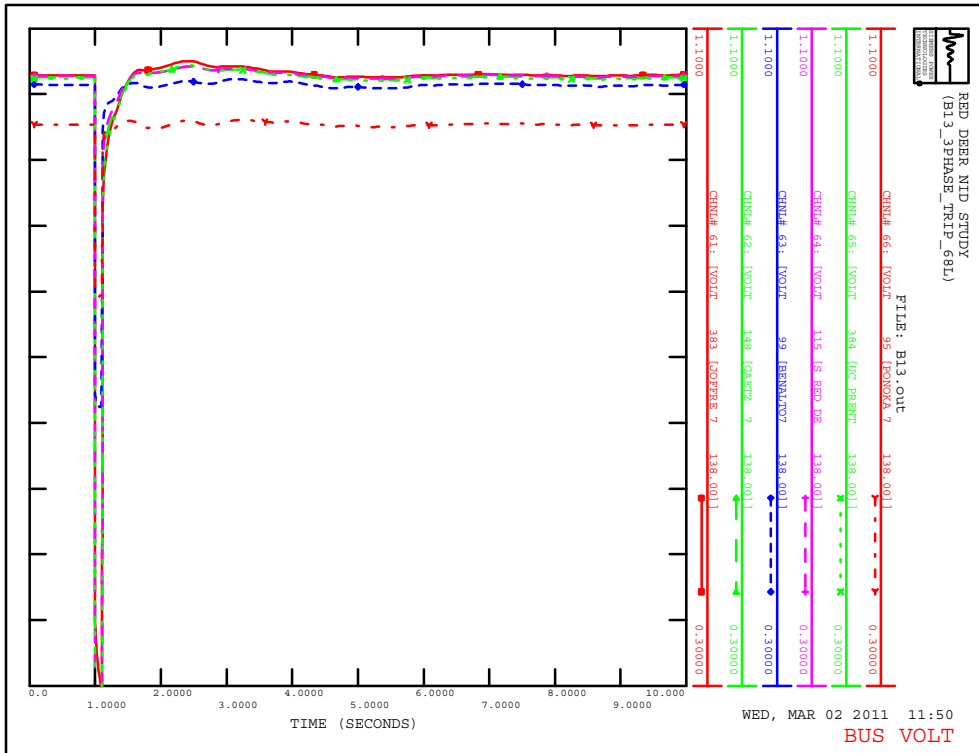

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

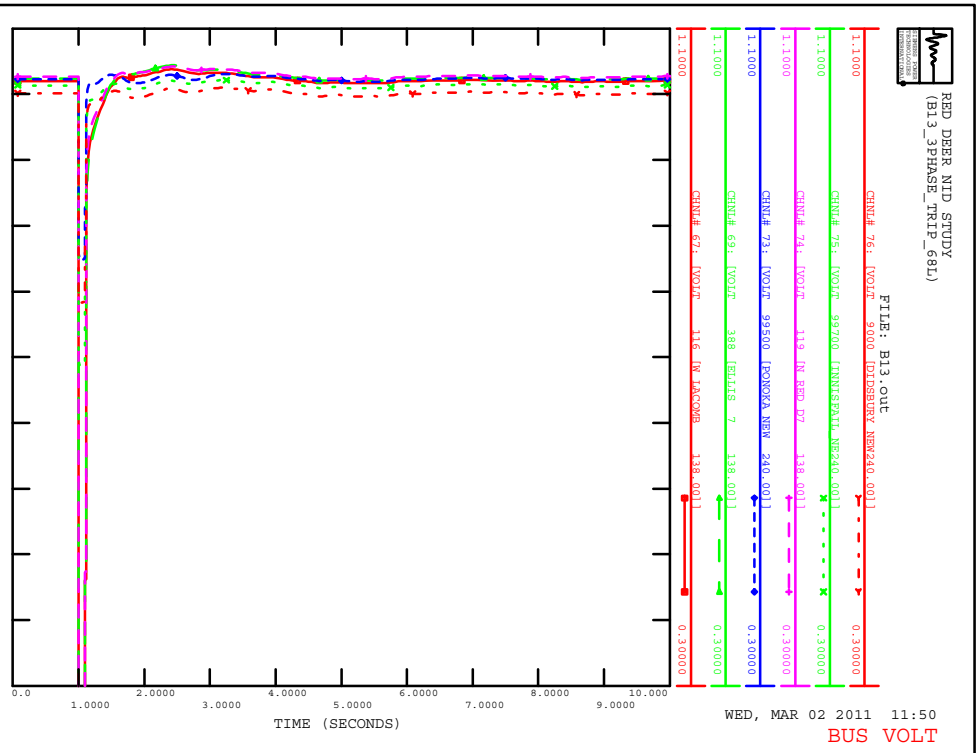

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

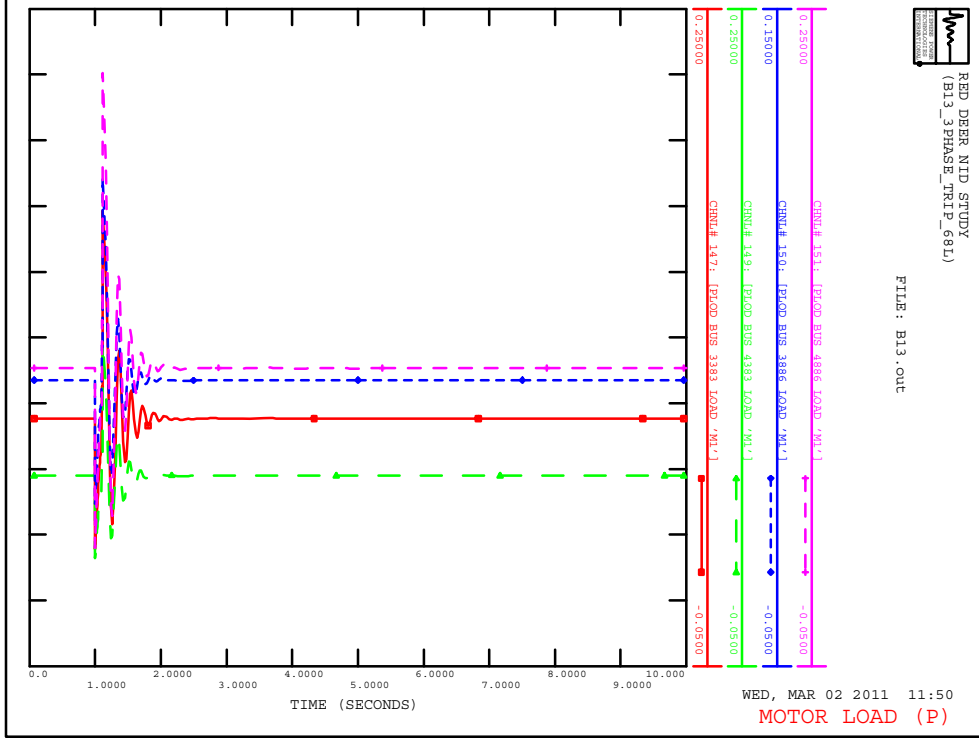

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

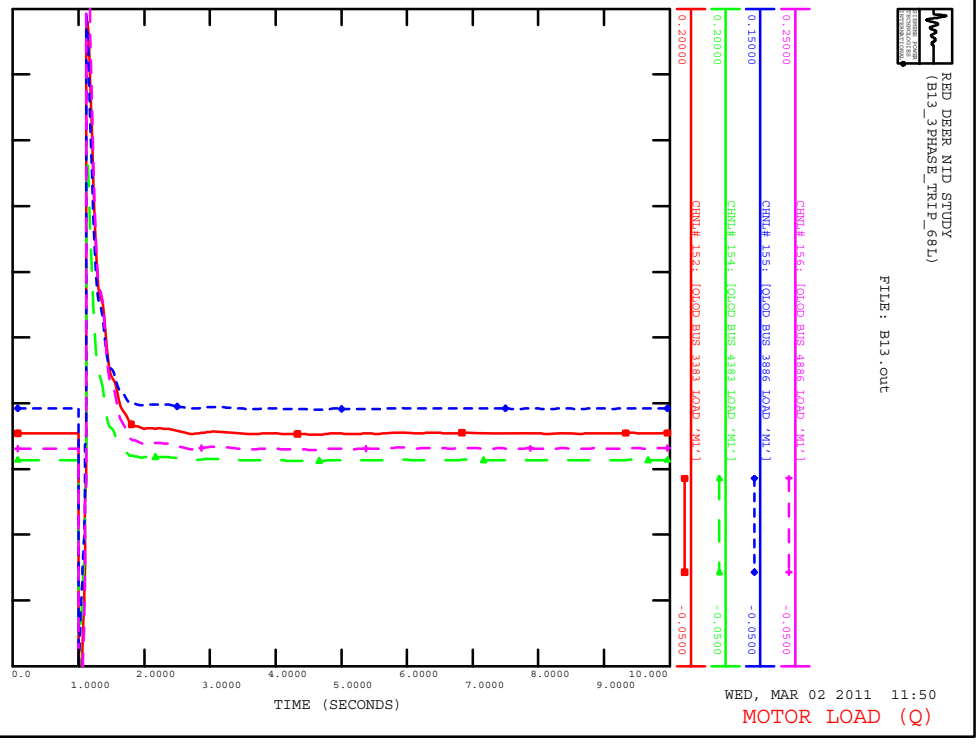

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

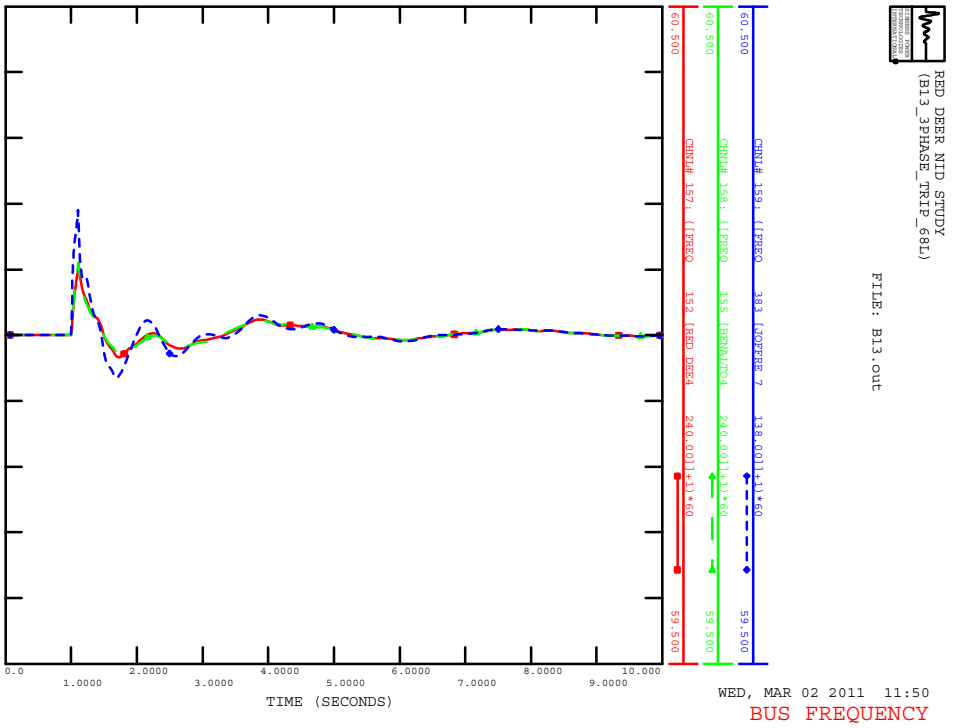

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

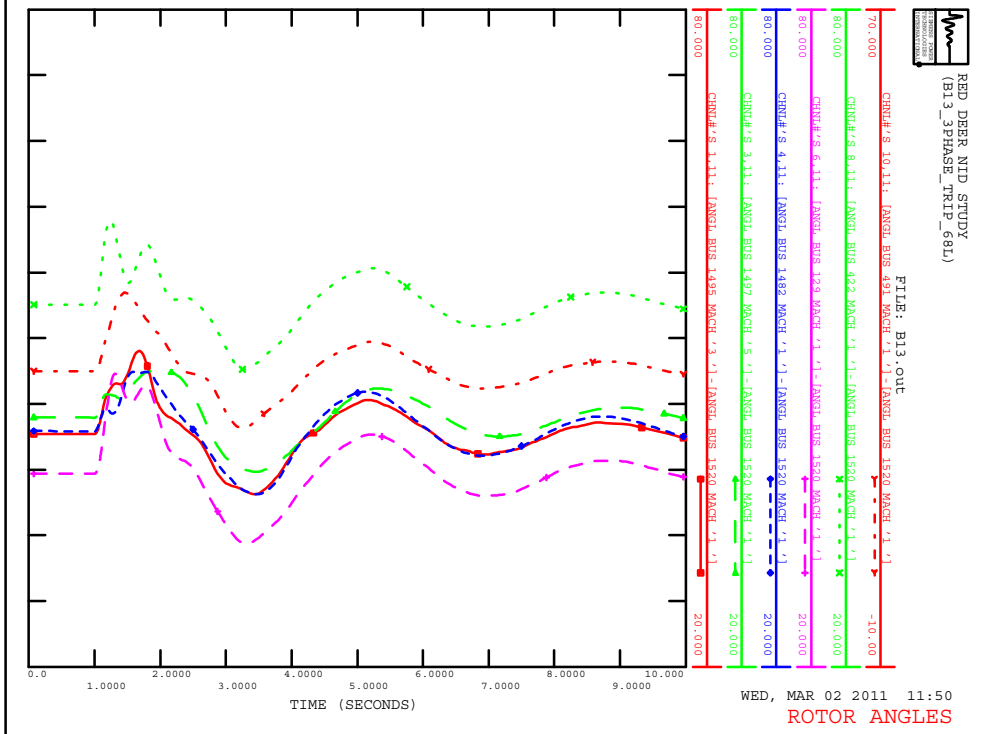

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

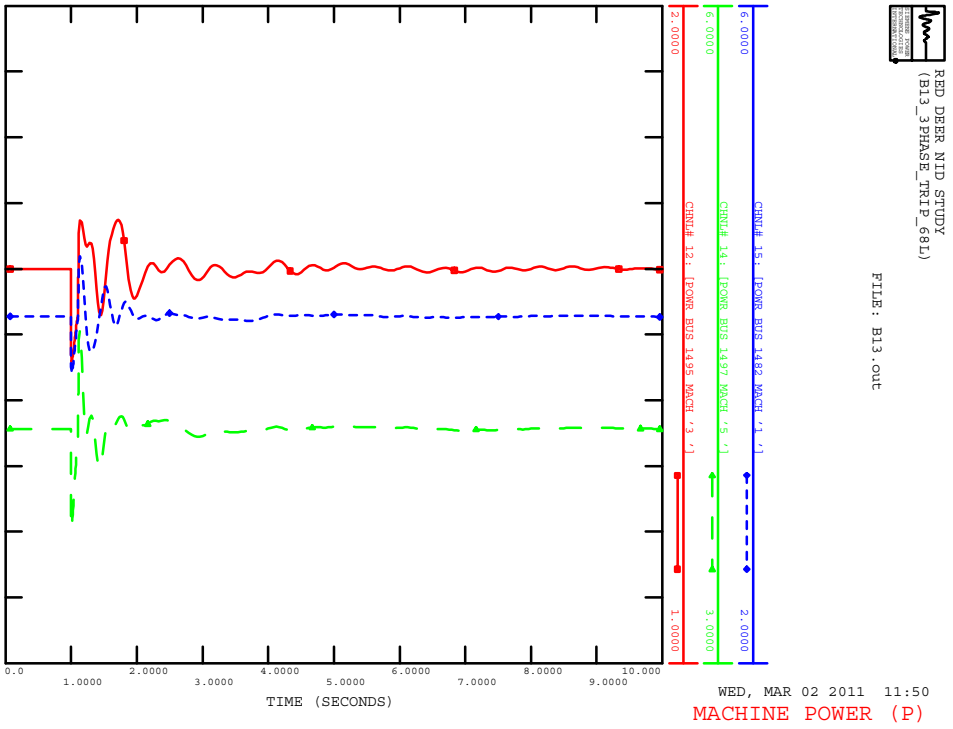

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

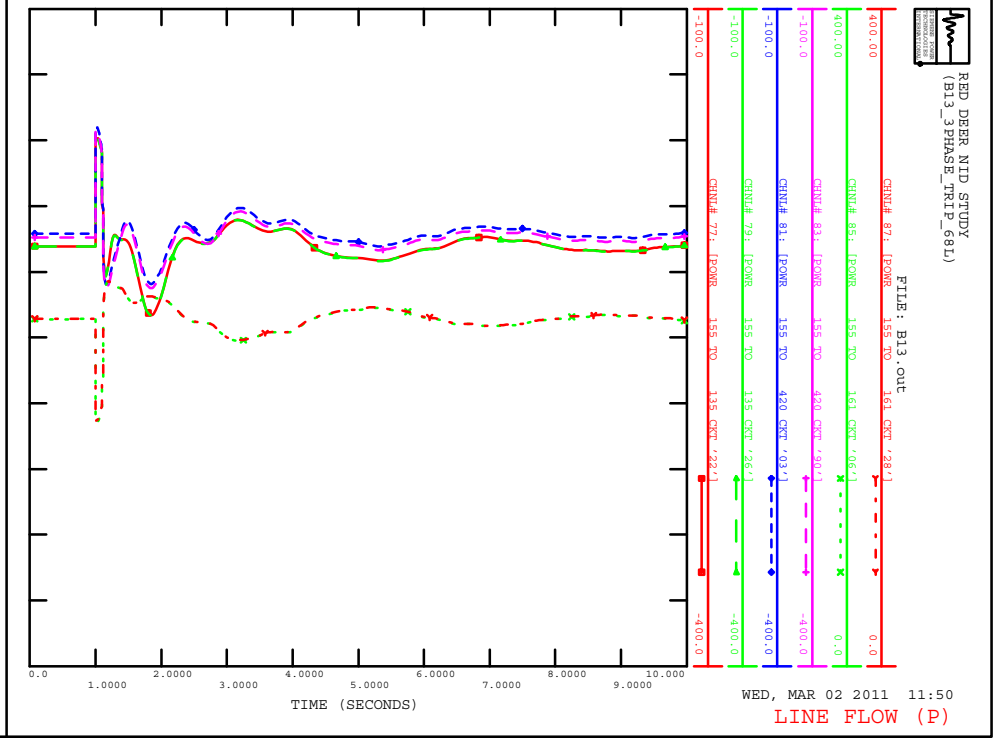

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

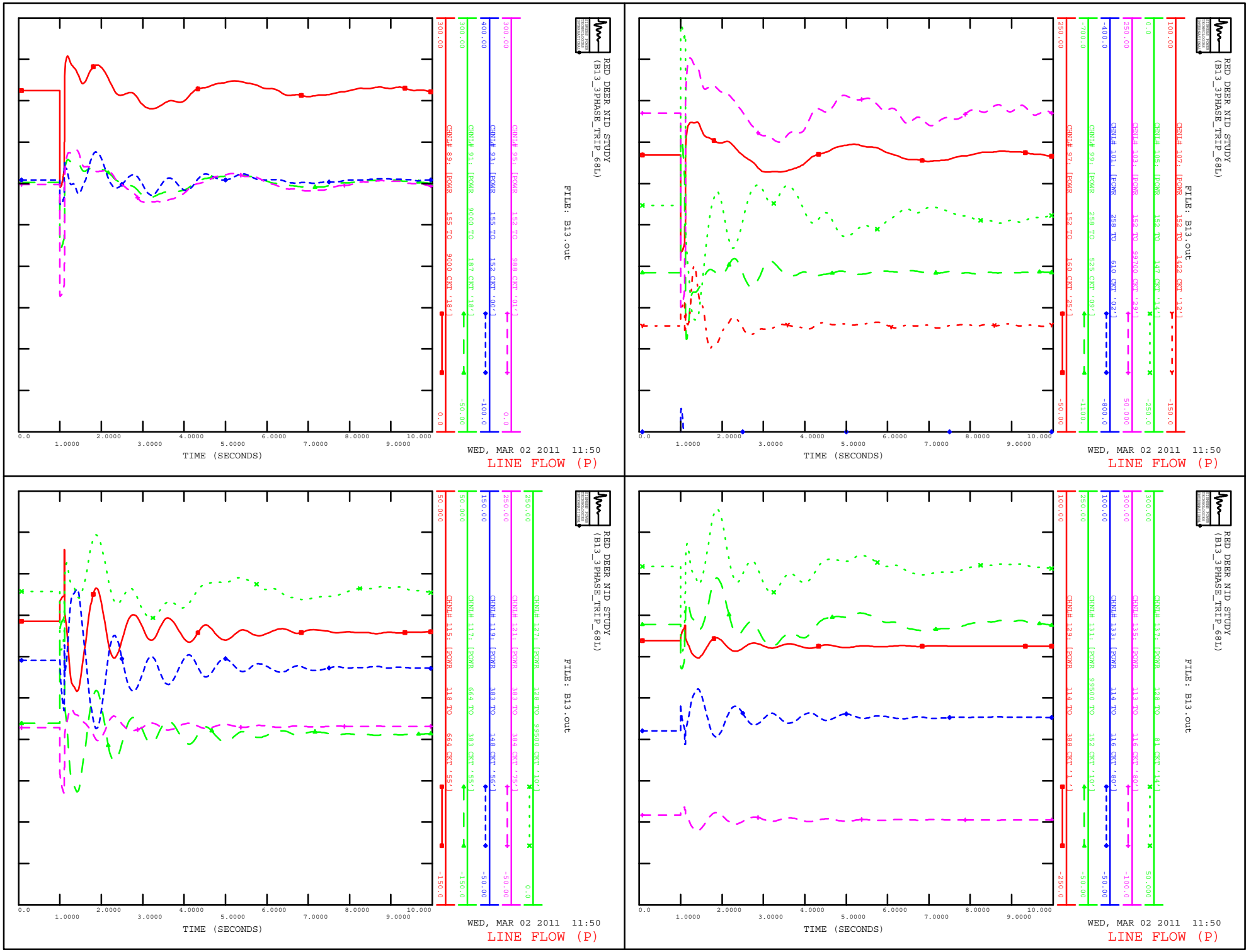

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

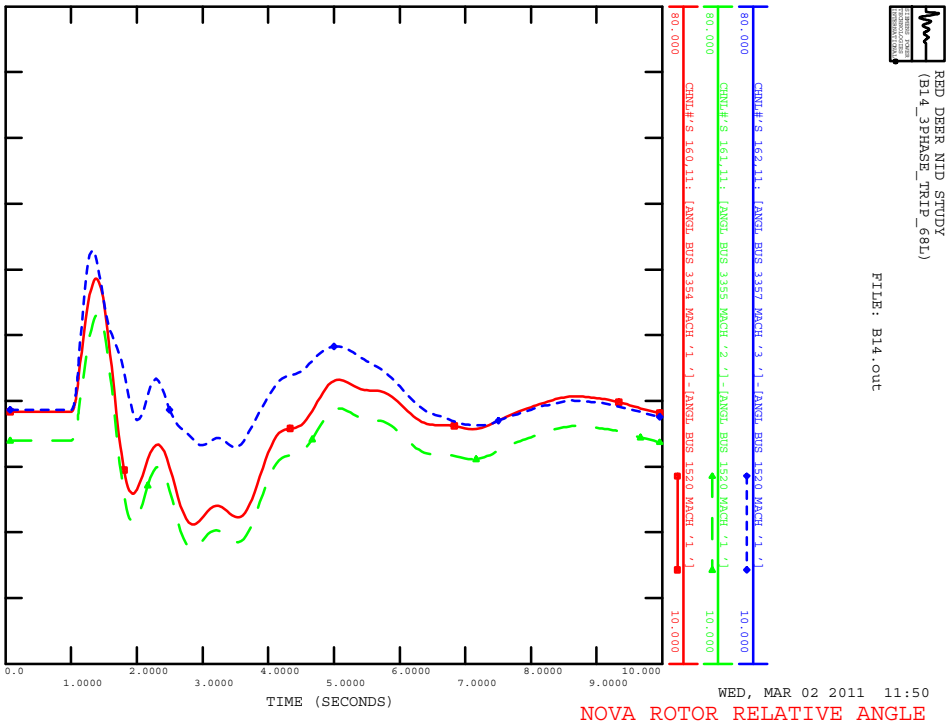

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

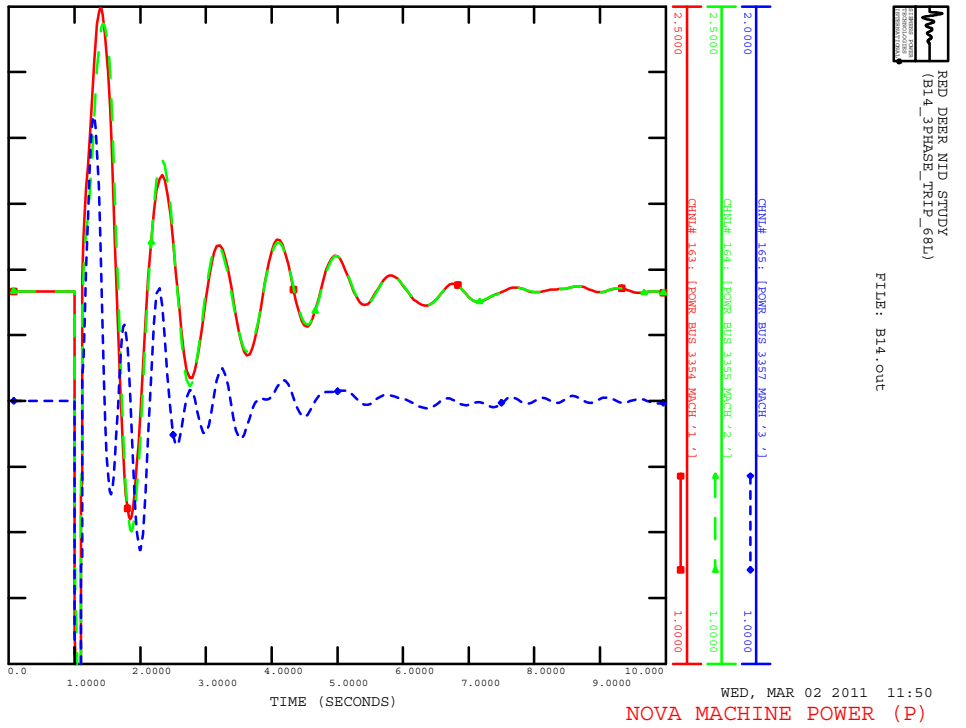

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

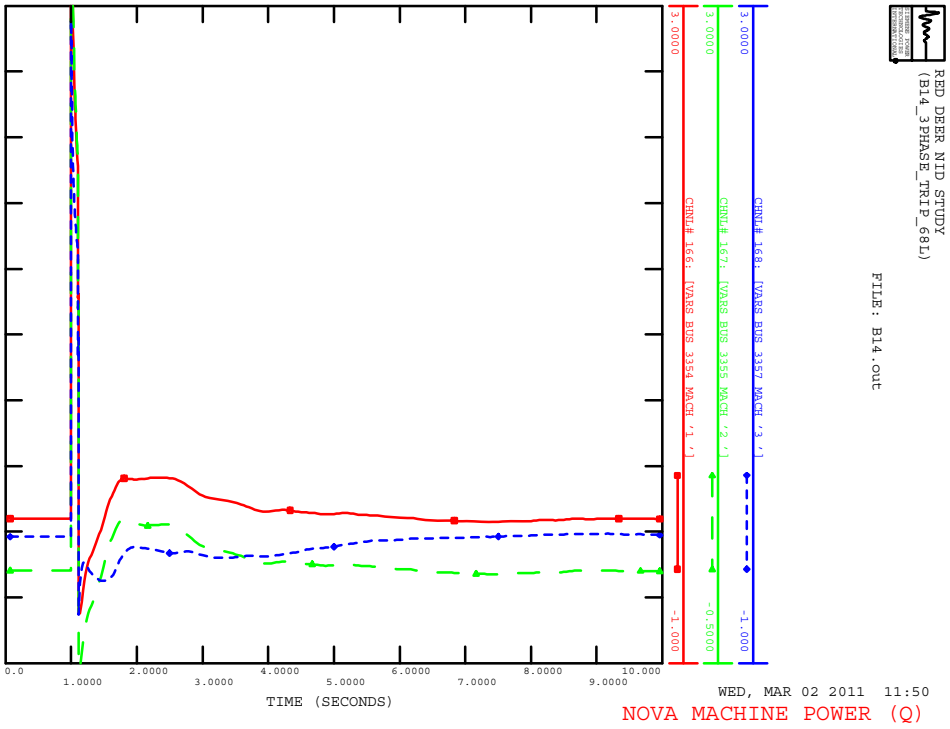

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

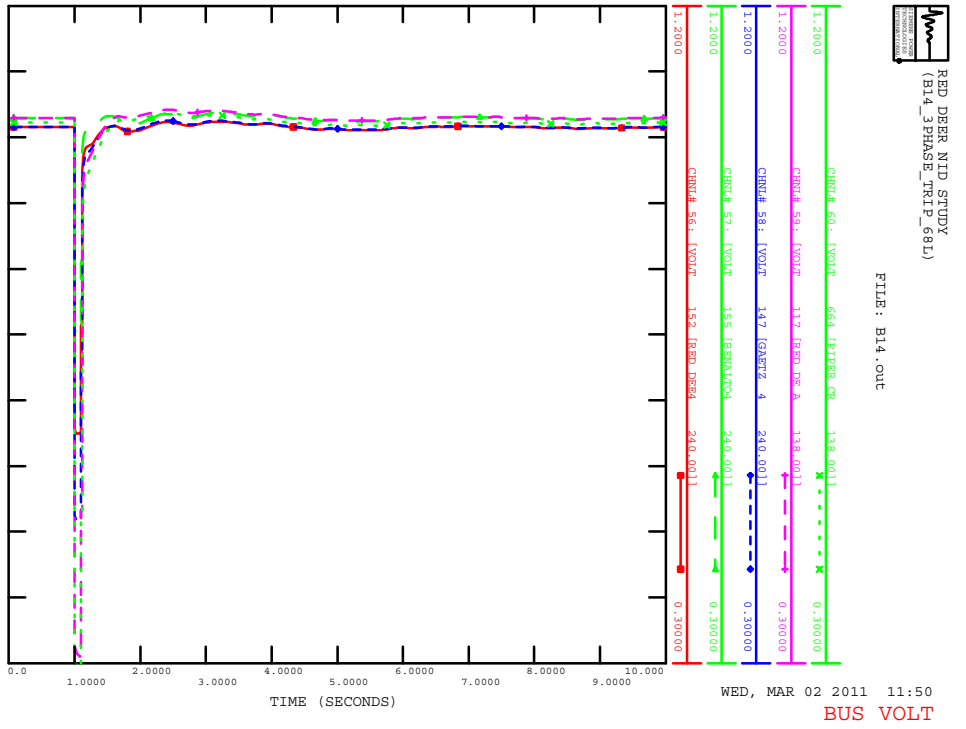

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

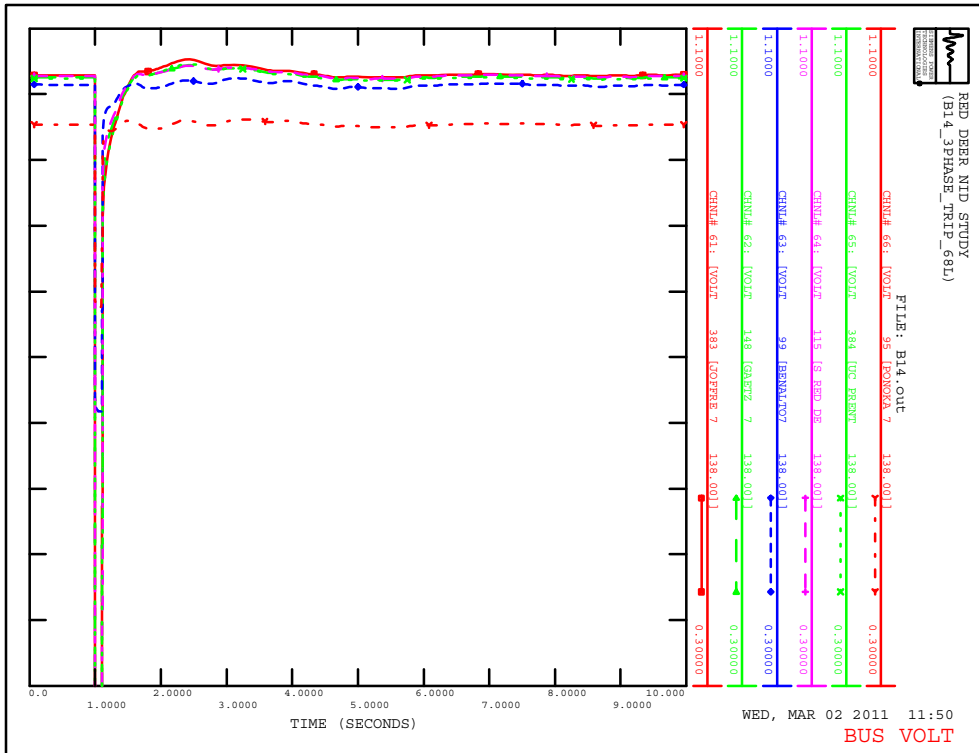

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

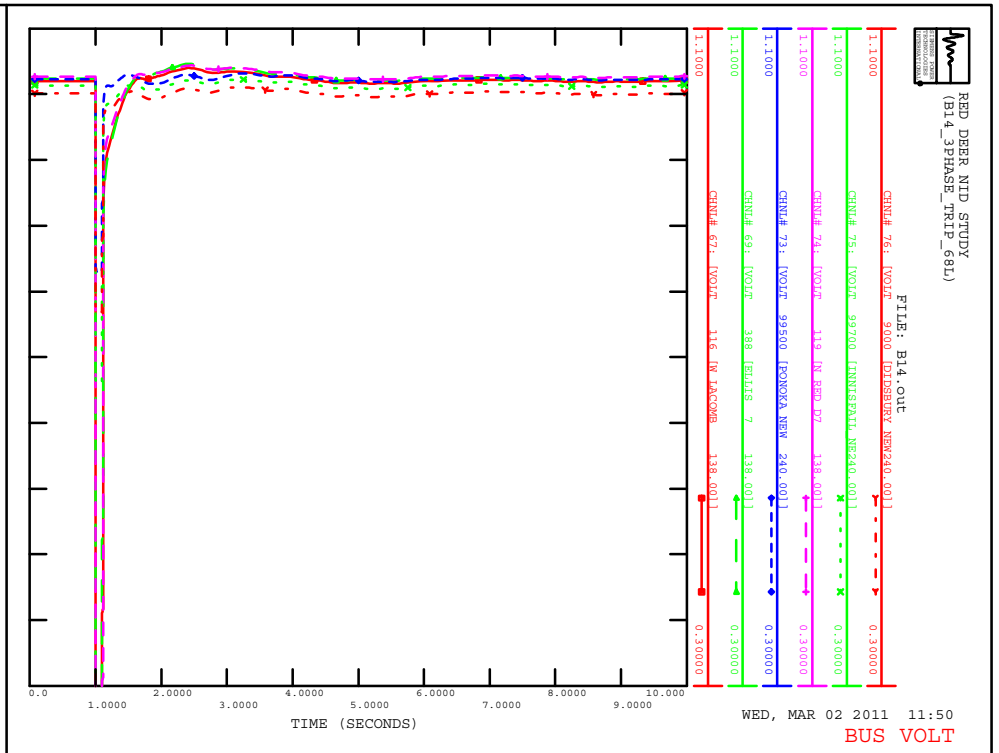

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',1]-[ANGL BUS 1520 MACH '1 ',1]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',1]-[ANGL BUS 1520 MACH '1 ',1]
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',1]-[ANGL BUS 1520 MACH '1 ',1]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

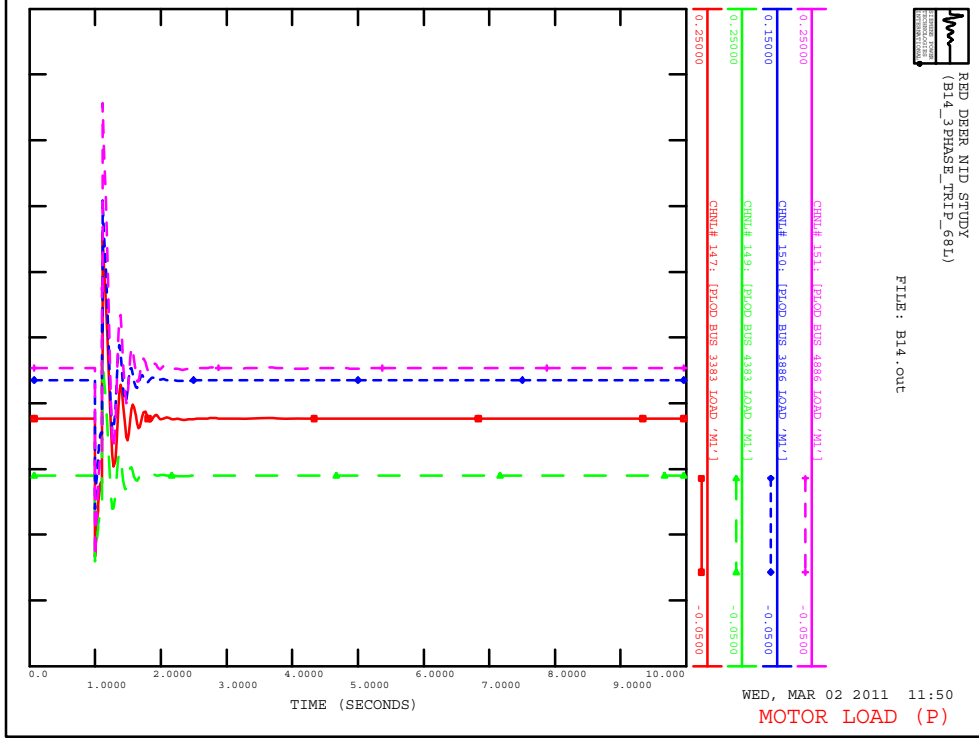

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 165: [POWR BUS 3357 MACH '3 ',1]
CHNL# 164: [POWR BUS 3355 MACH '2 ',1]
CHNL# 163: [POWR BUS 3354 MACH '1 ',1]
2.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

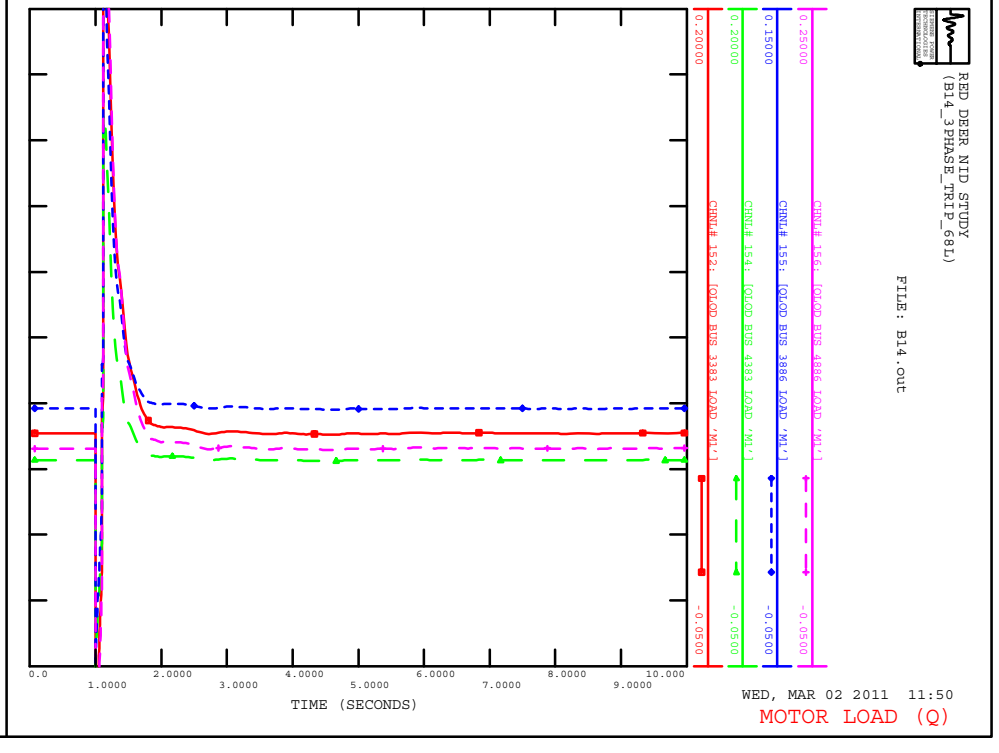

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 168: [VARS BUS 3357 MACH '3 ',1]
CHNL# 167: [VARS BUS 3355 MACH '2 ',1]
CHNL# 166: [VARS BUS 3354 MACH '1 ',1]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

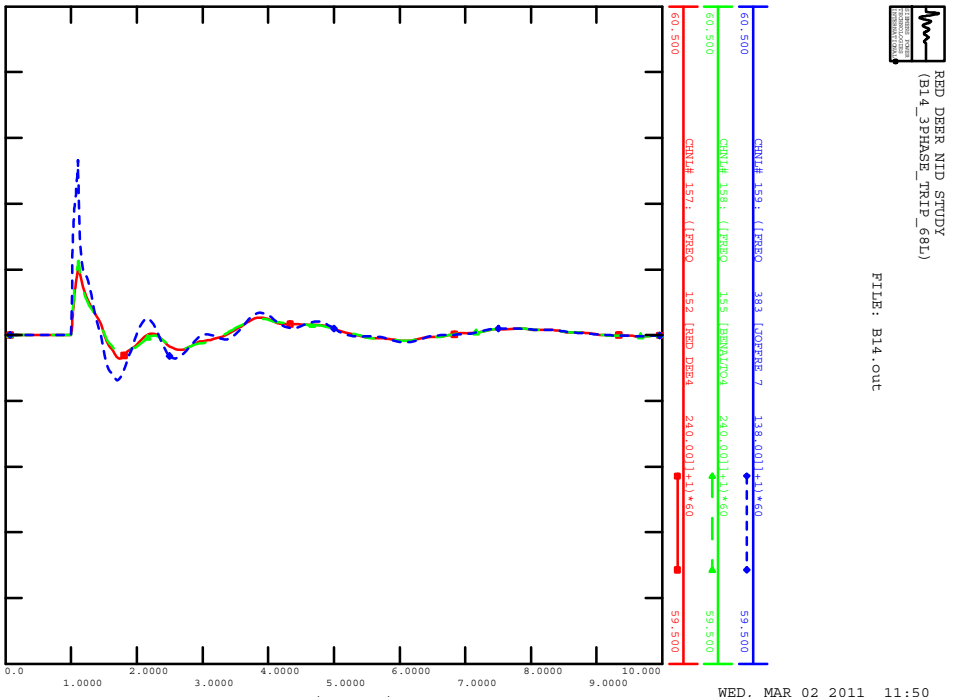

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

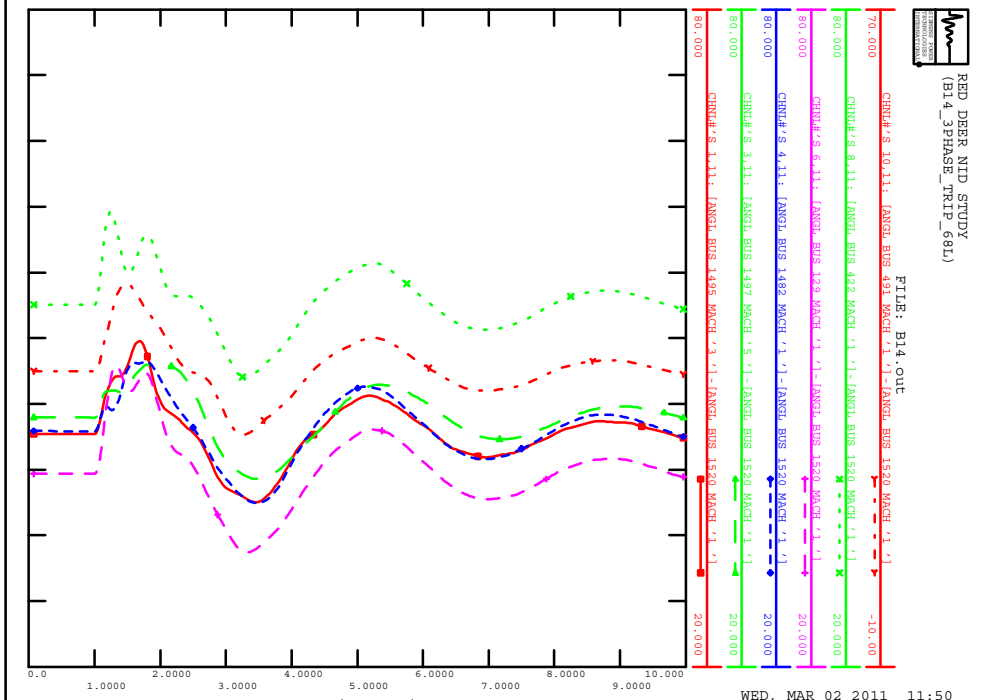

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

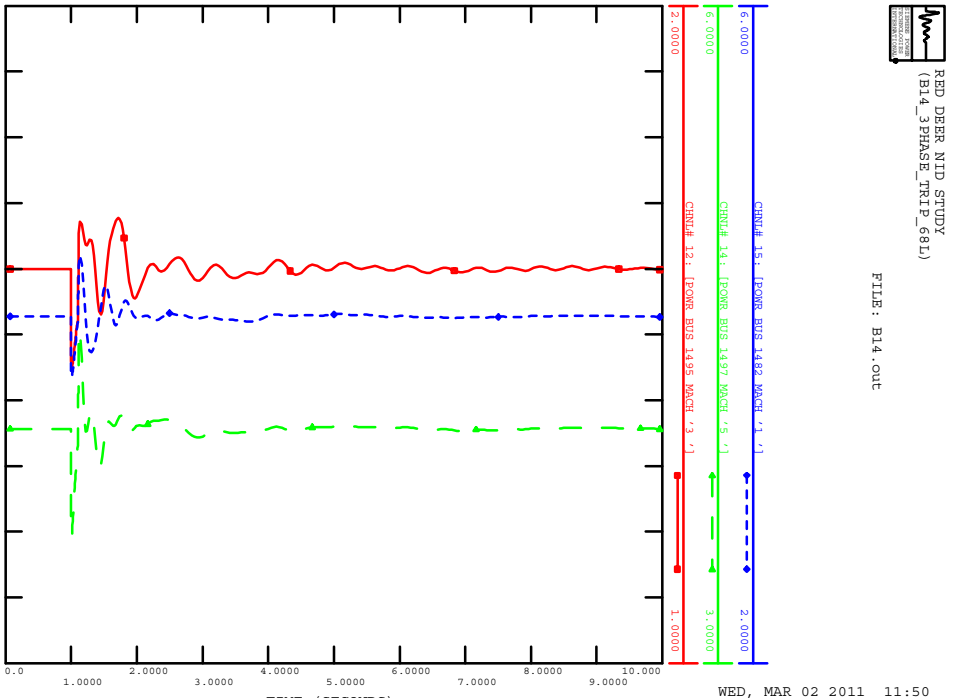

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

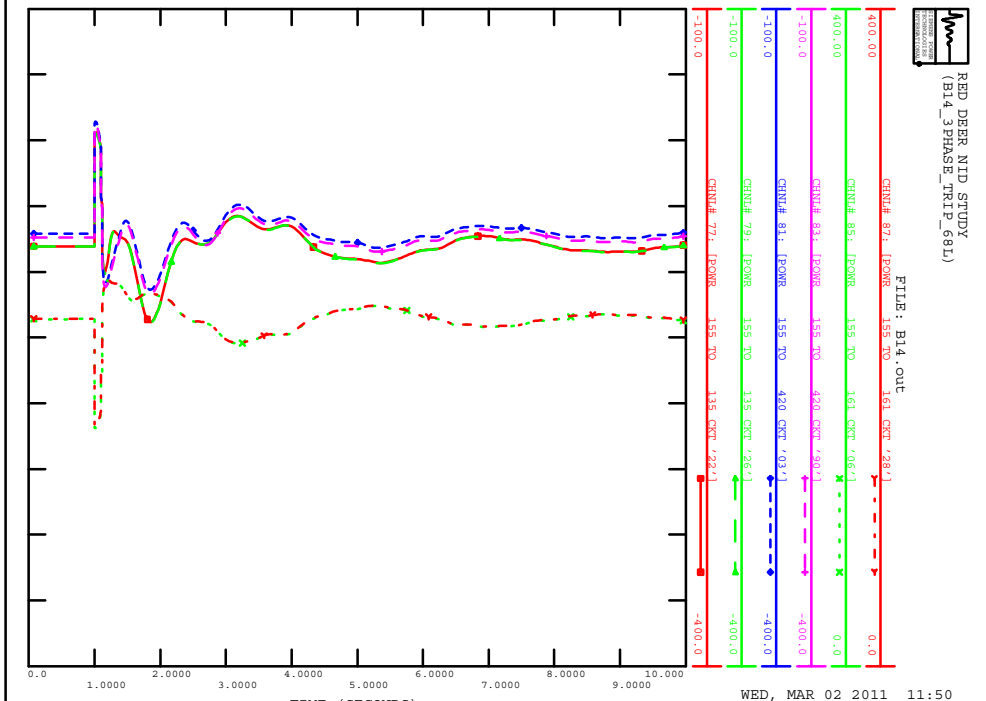

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

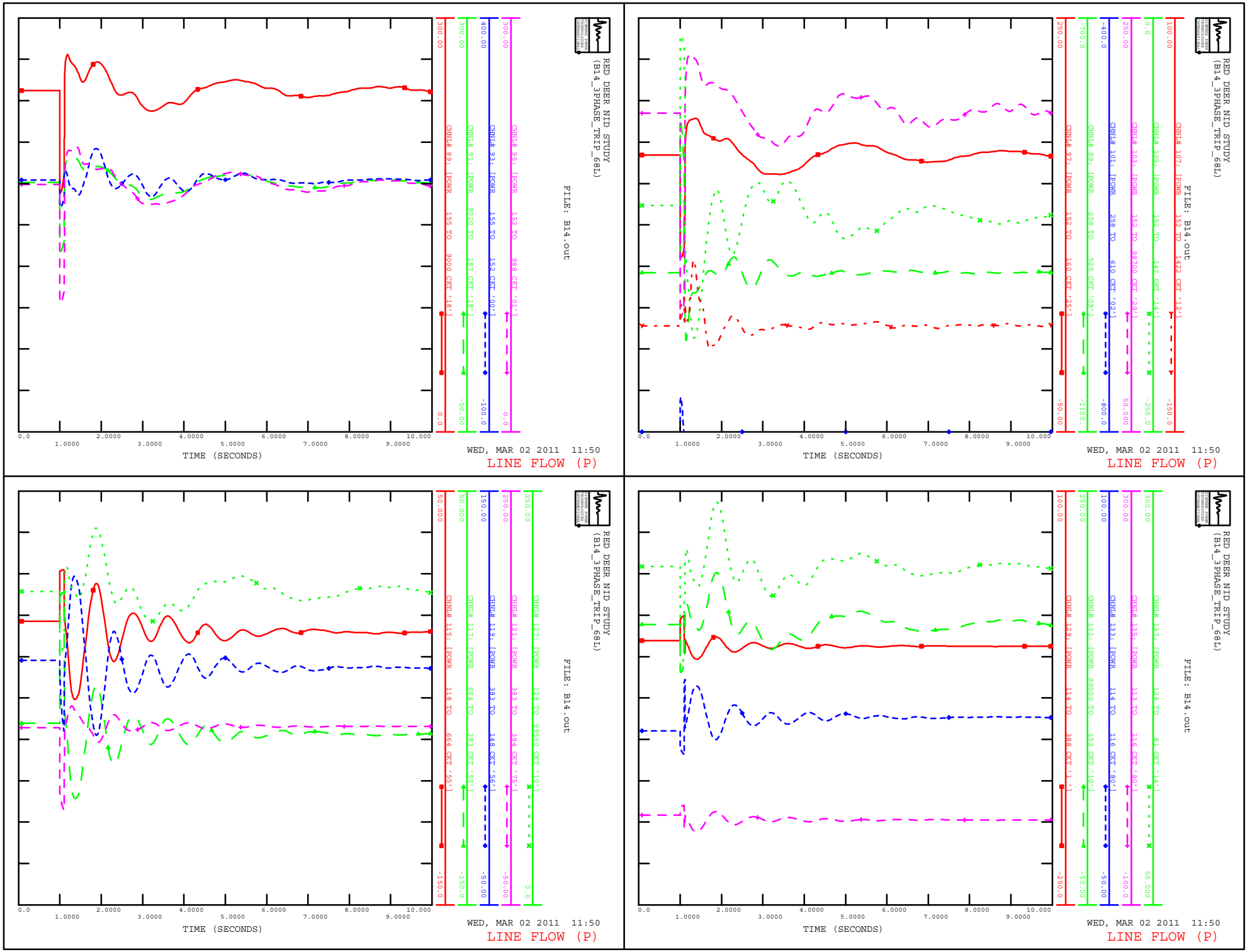

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

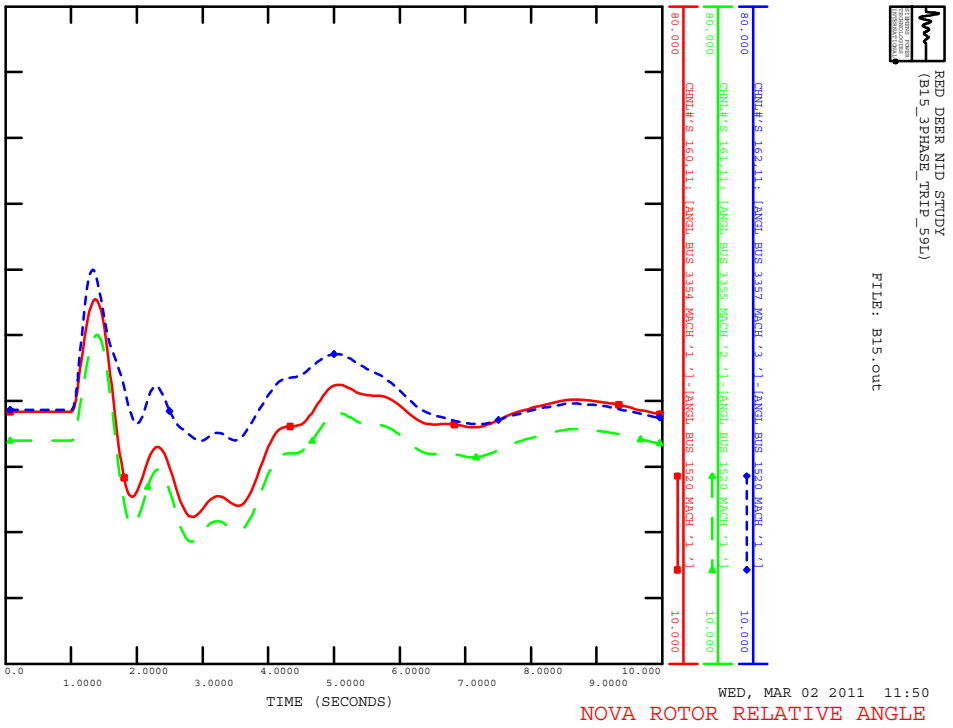

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

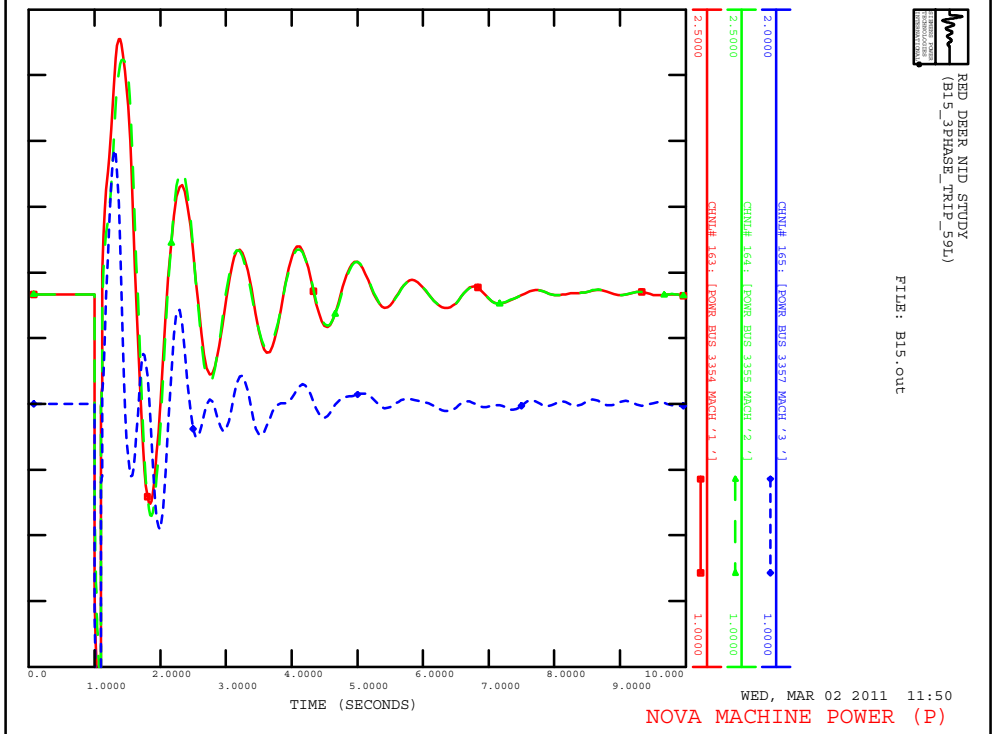

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

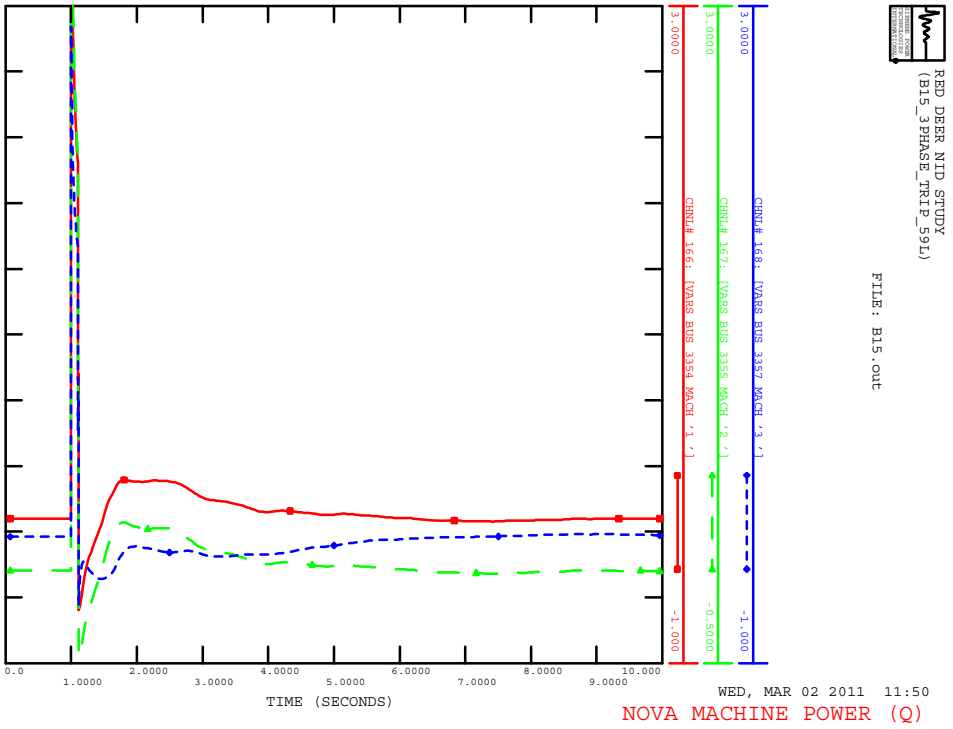

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

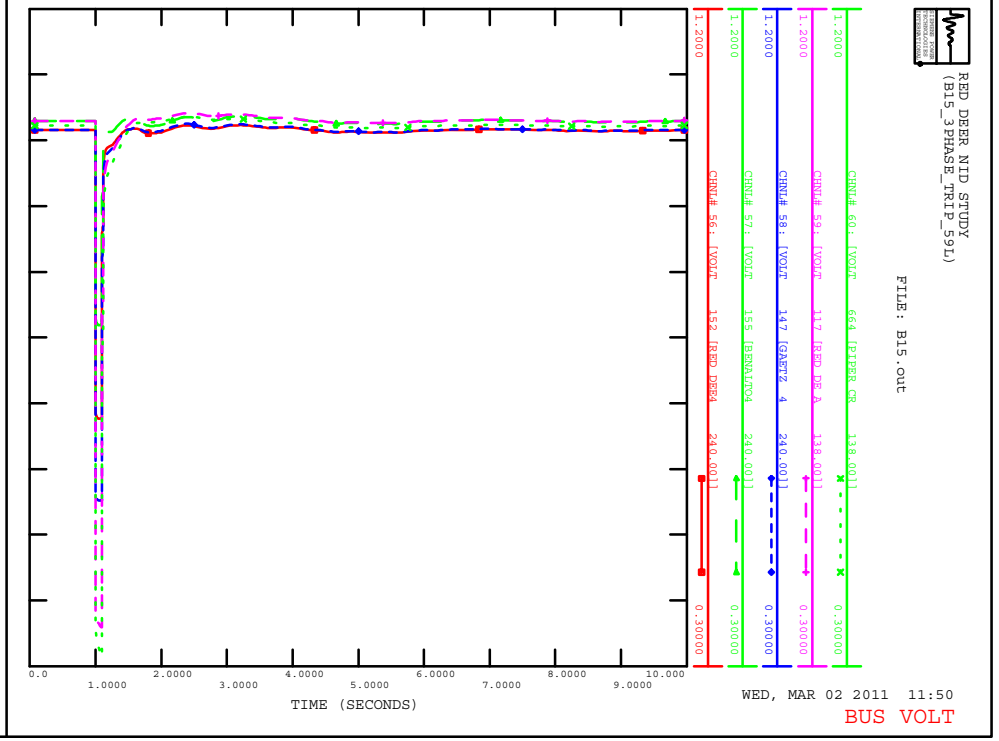

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

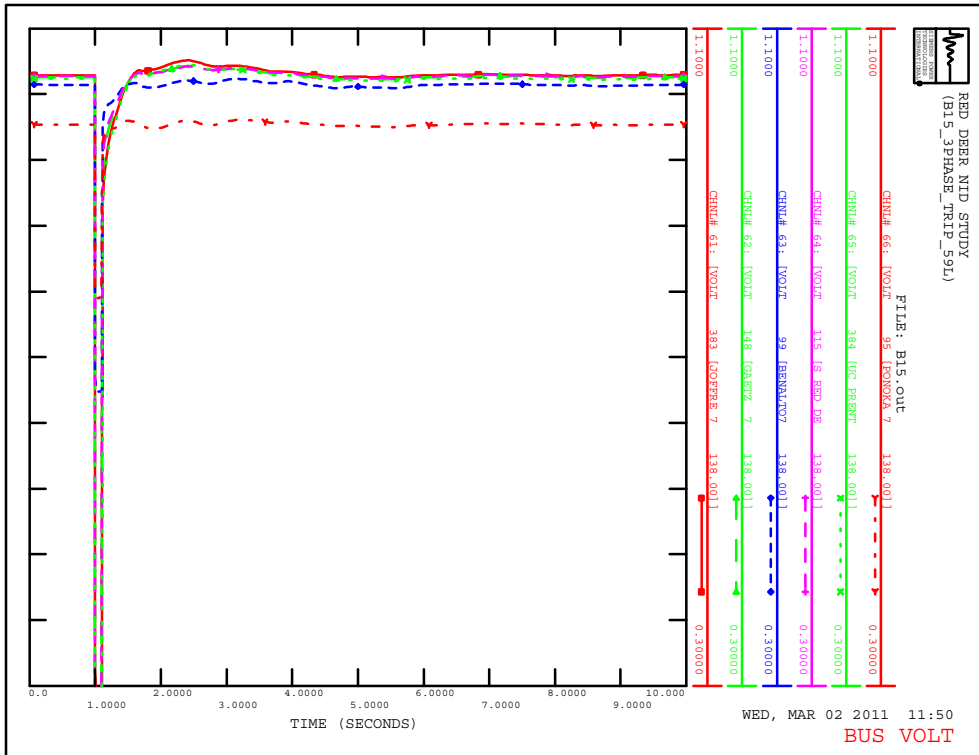

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

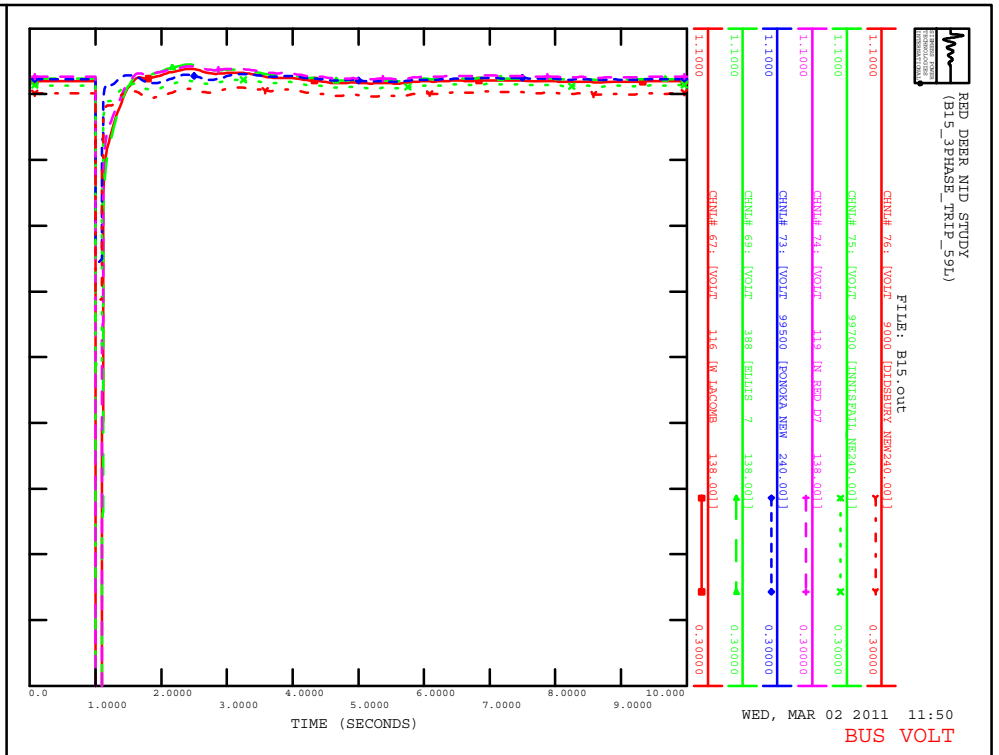

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

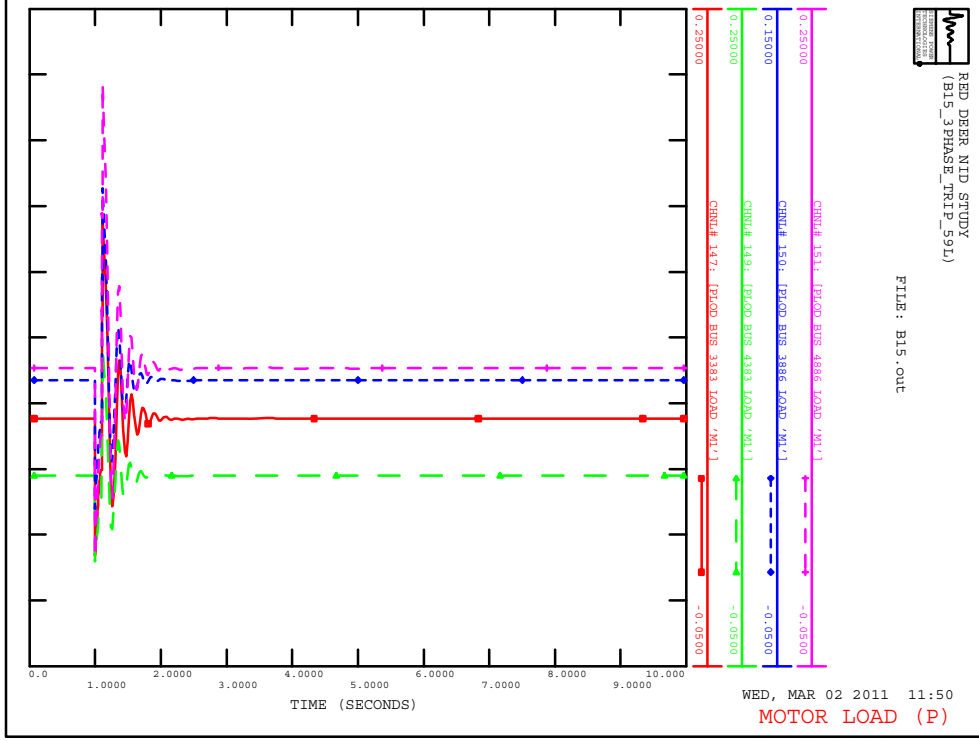

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

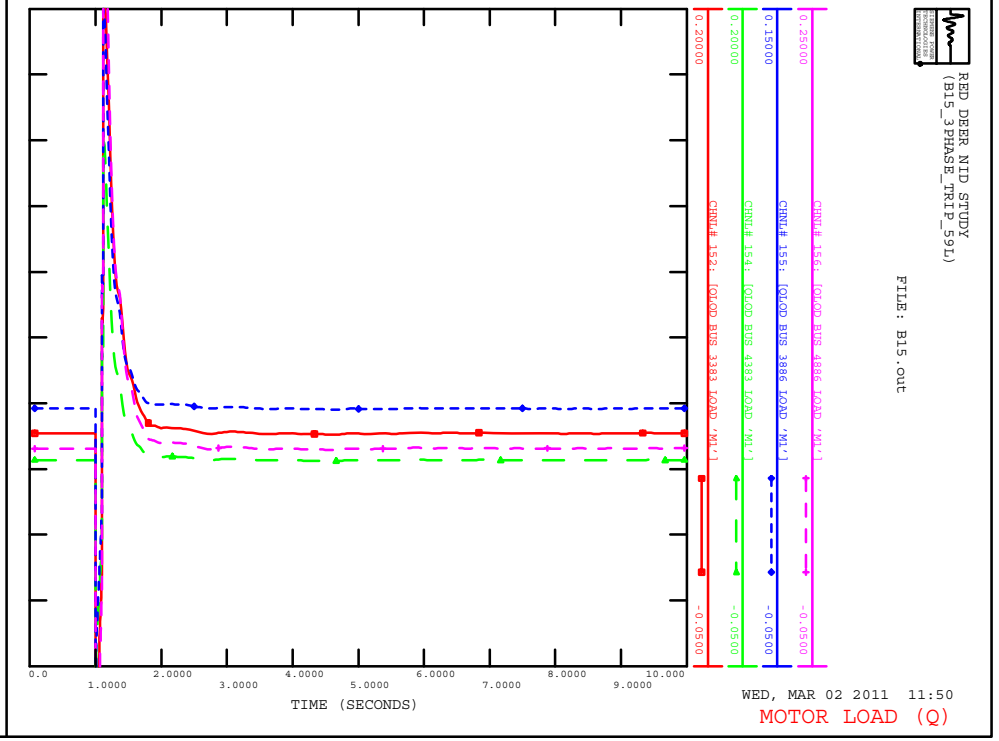

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

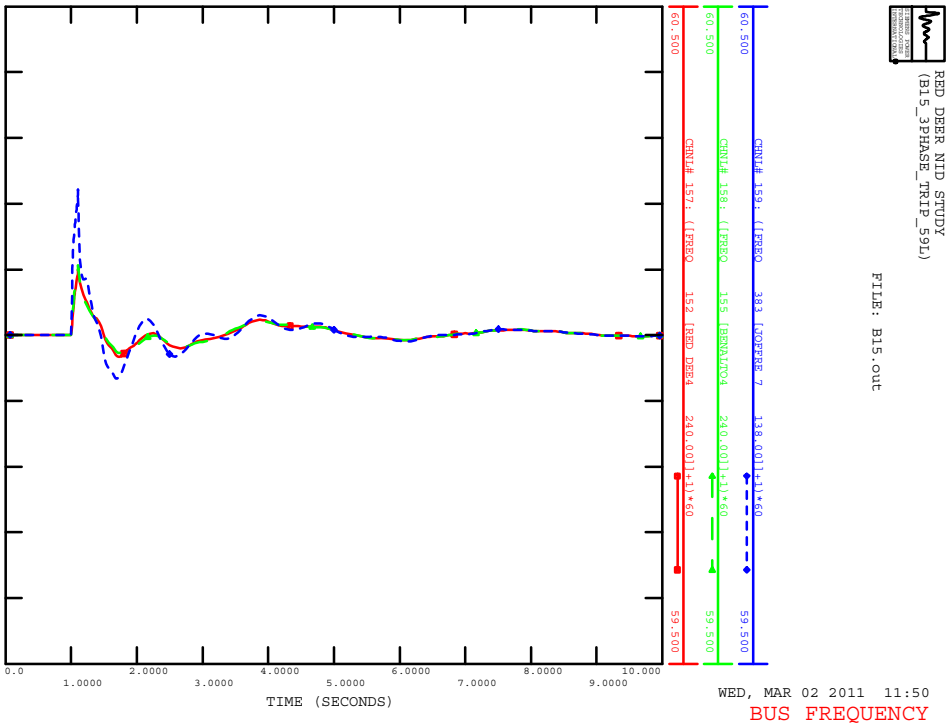

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

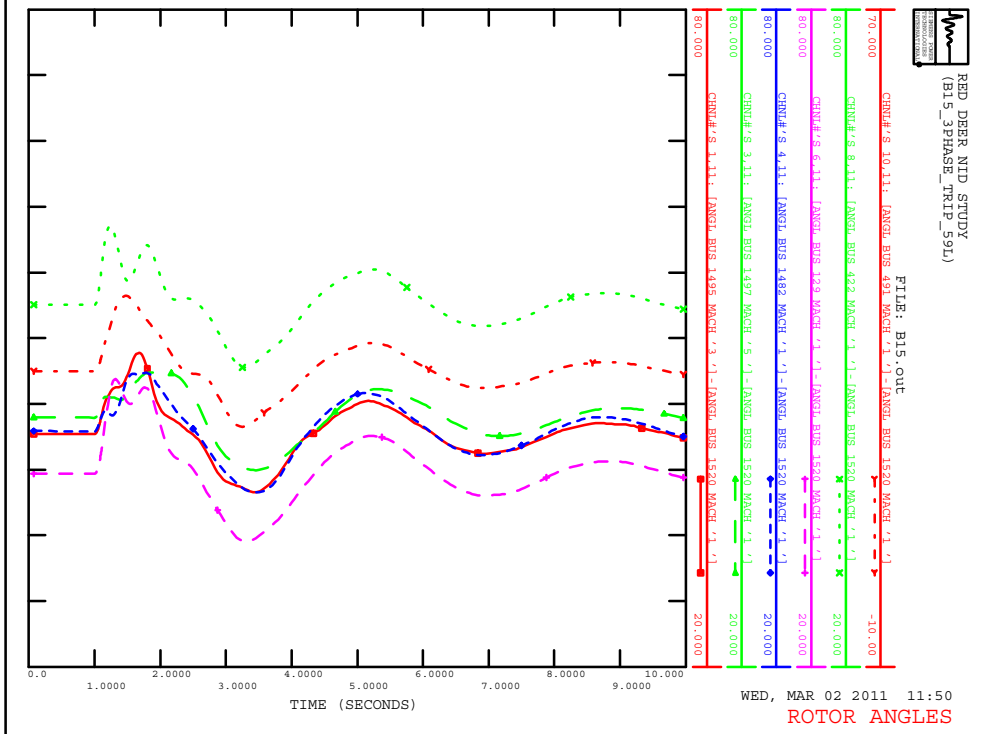

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

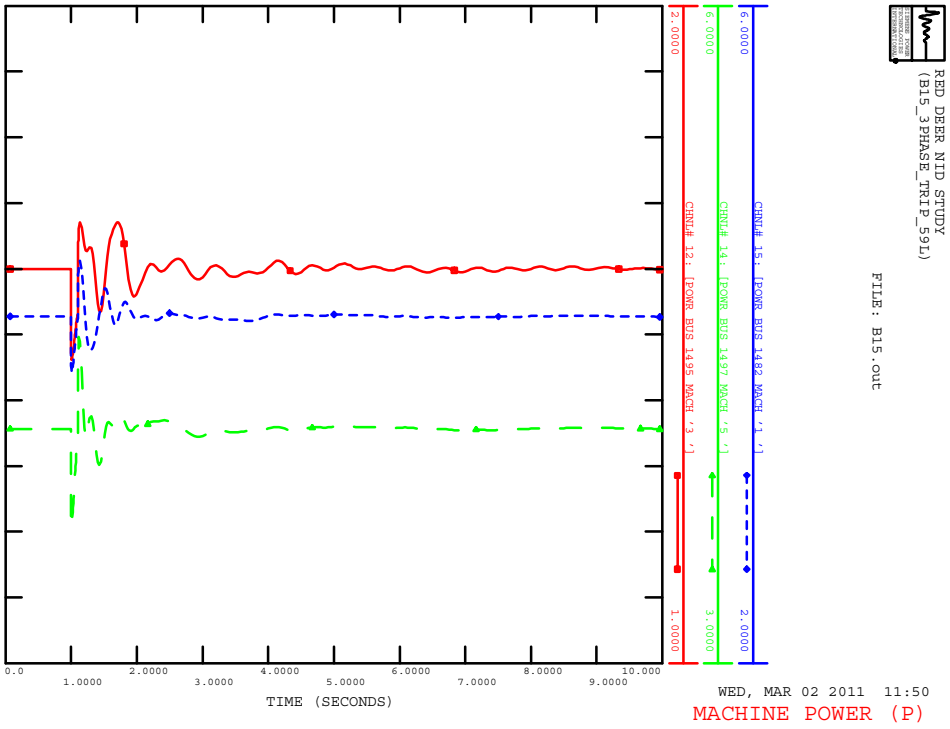

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

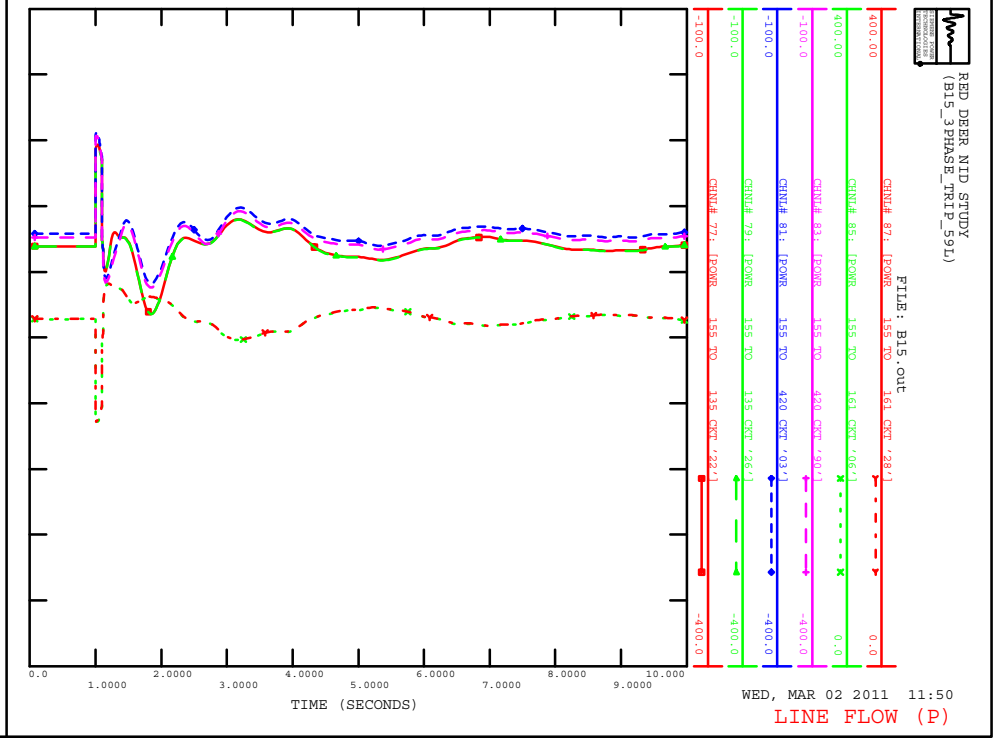

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

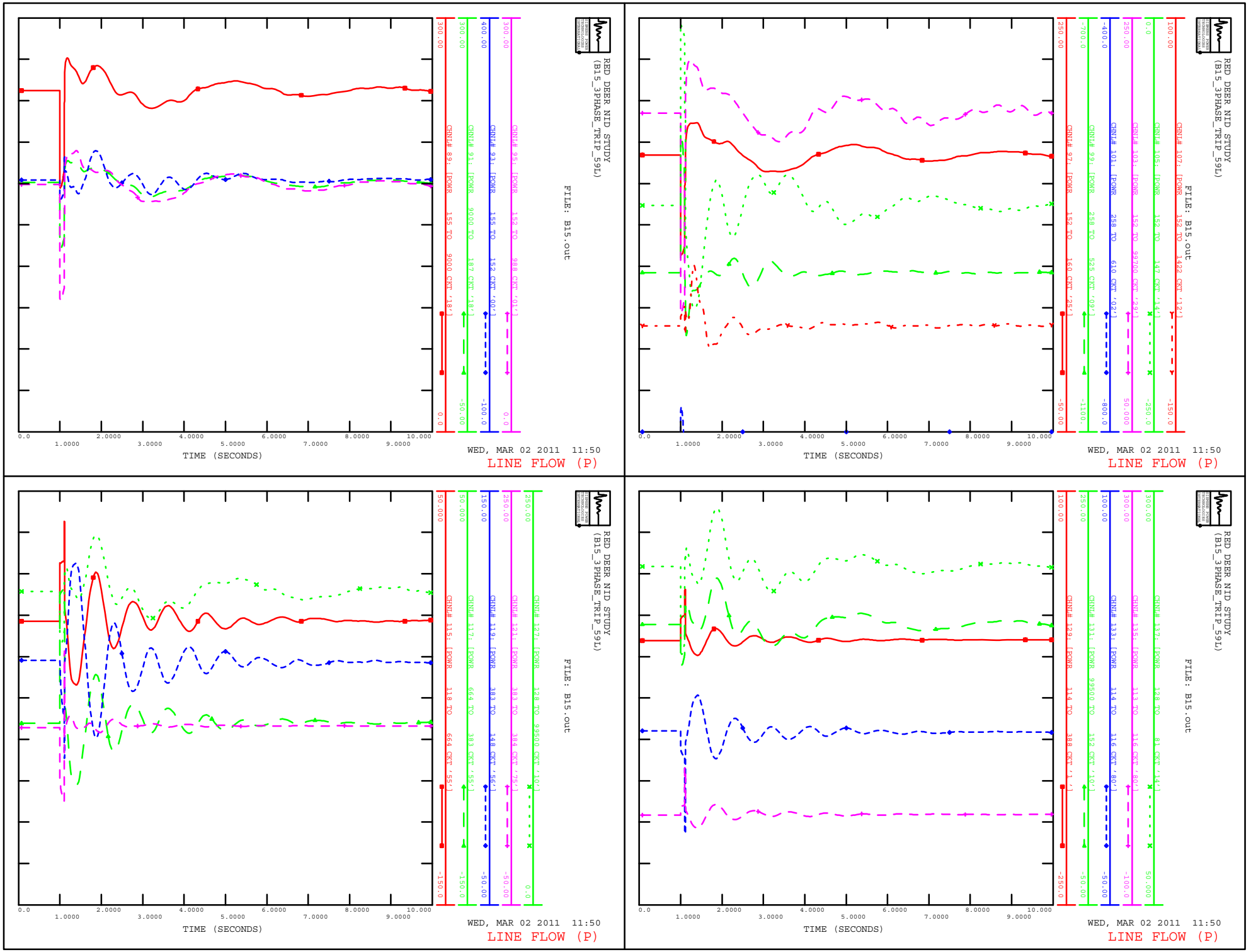

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

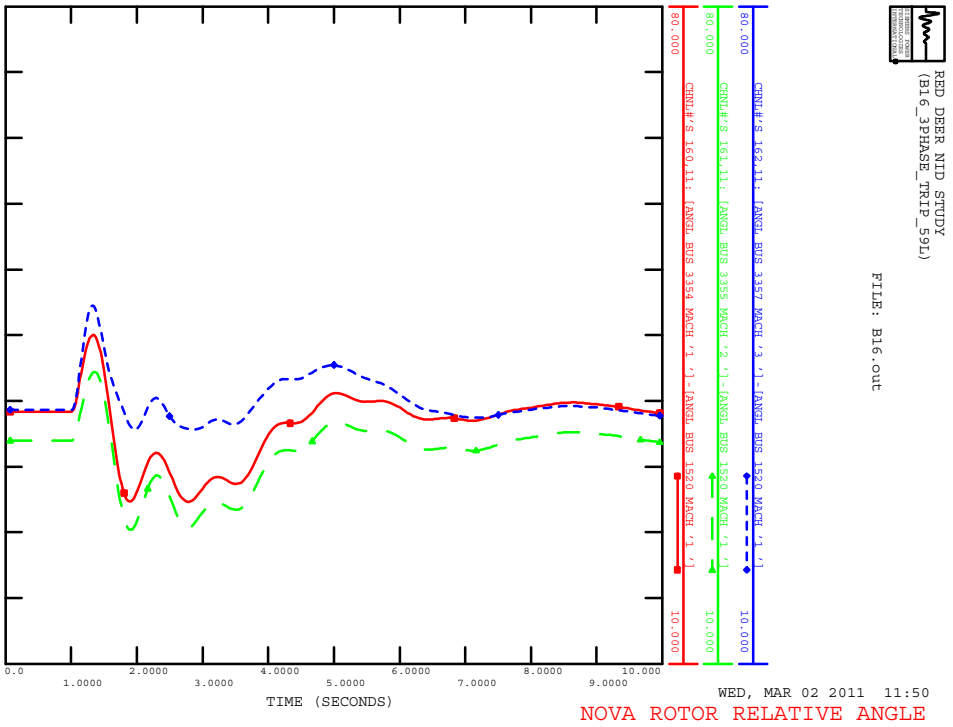

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

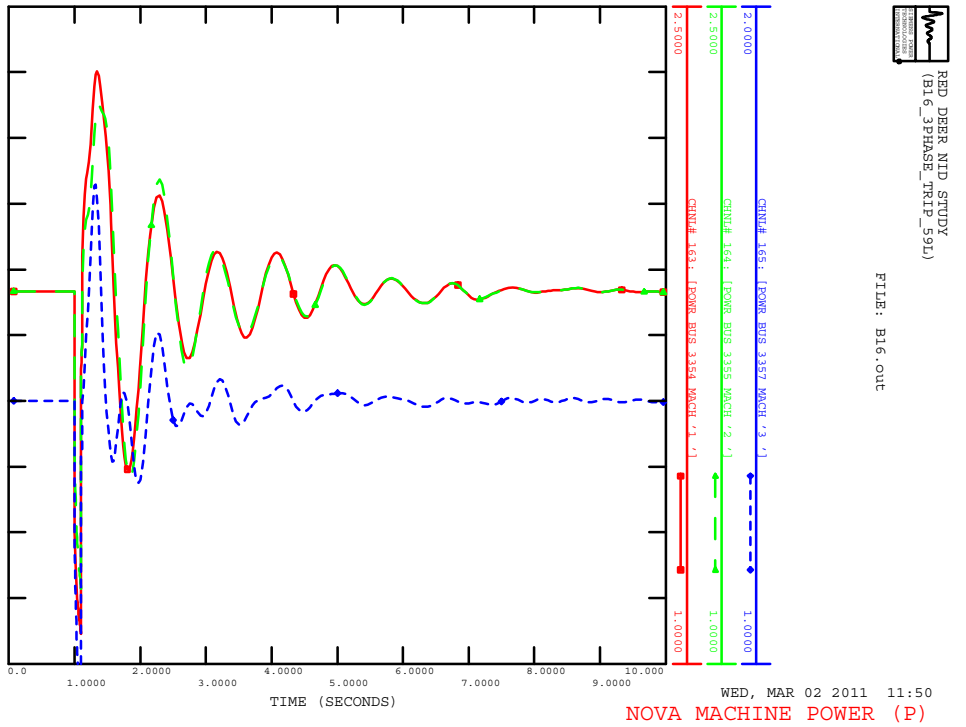

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

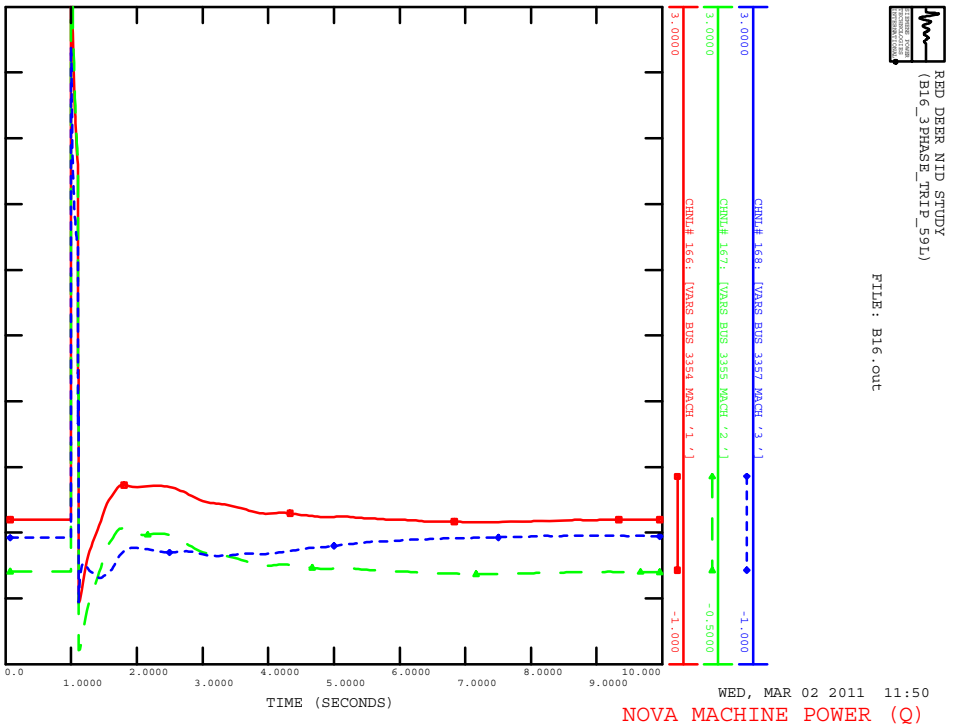

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

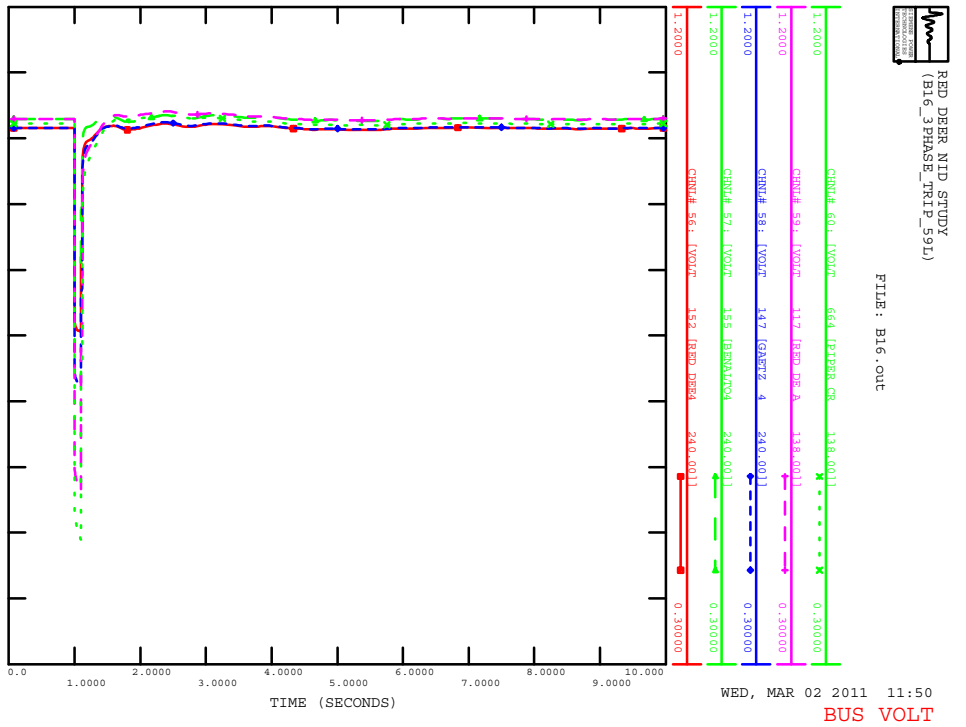

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

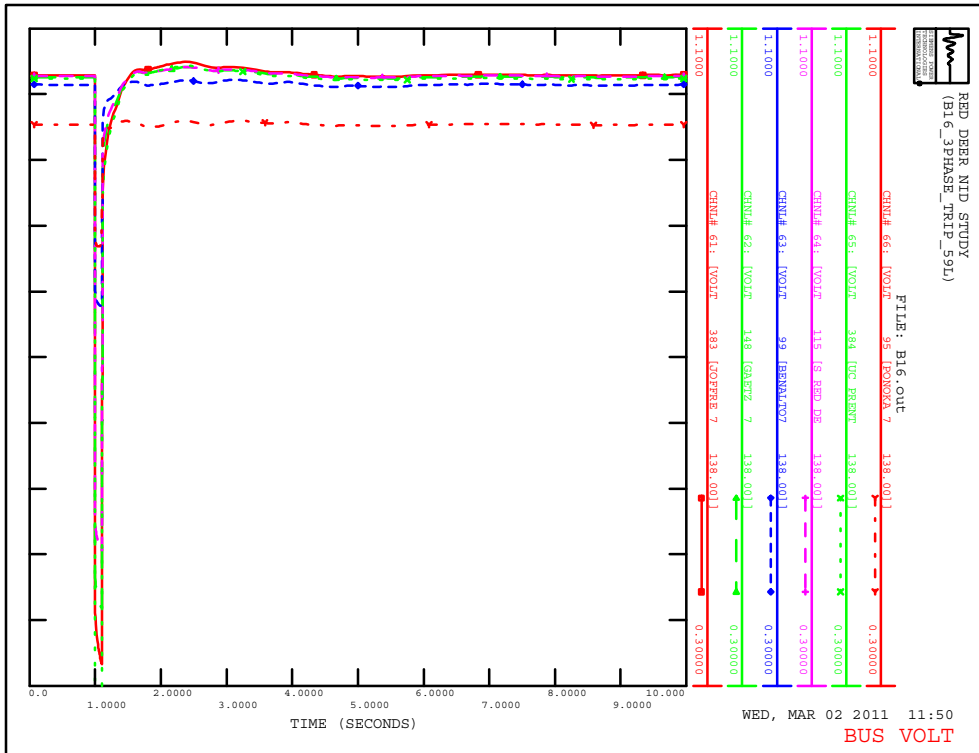

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

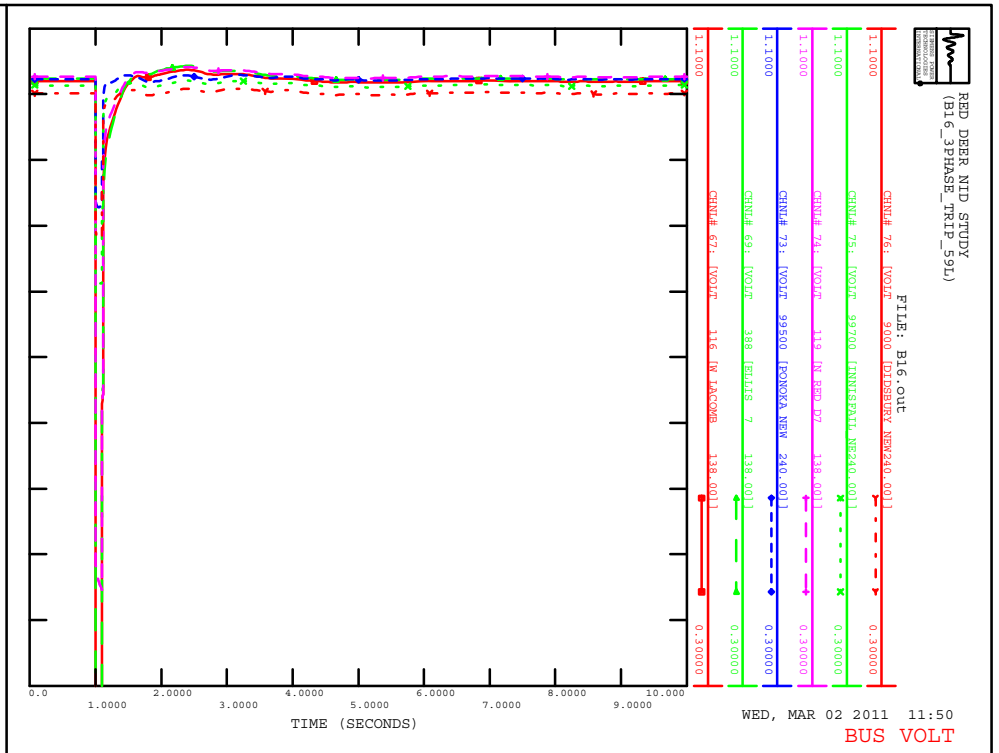

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

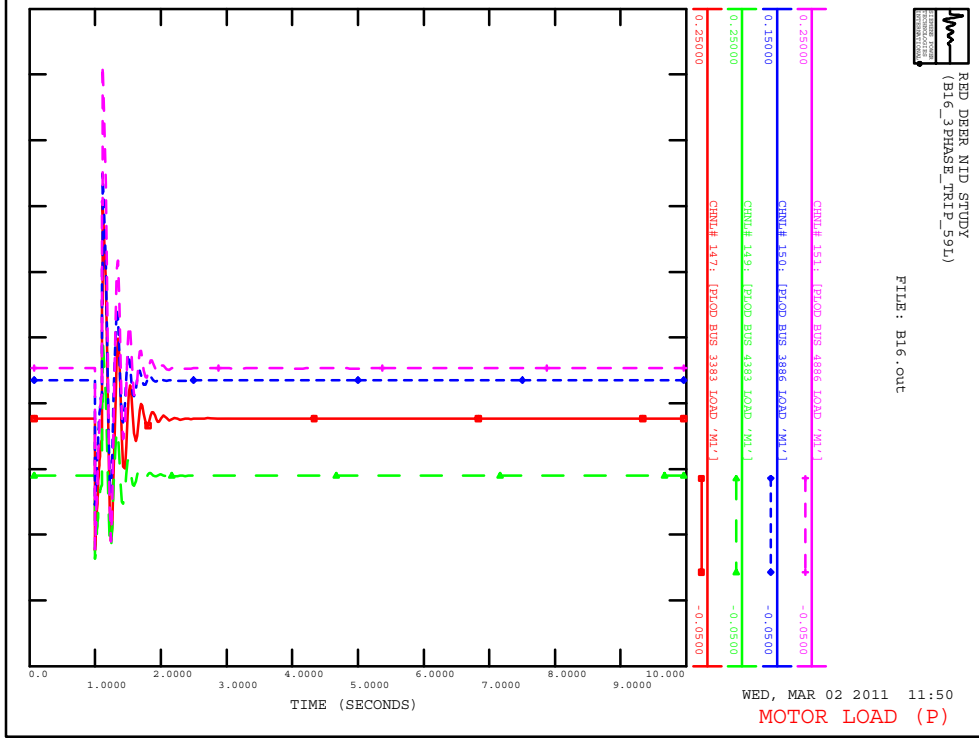

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNL# 163: [POWR BUS 3354 MACH '1 ',]
CHNL# 164: [POWR BUS 3355 MACH '2 ',]
CHNL# 165: [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

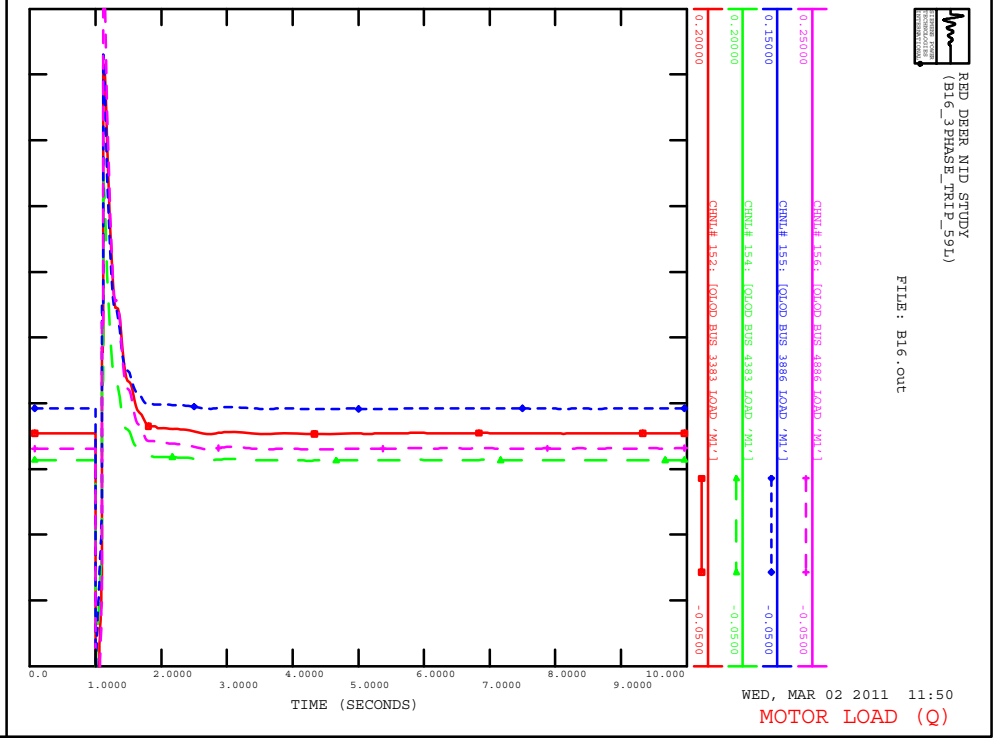

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNL# 166: [VARS BUS 3354 MACH '1 ',]
CHNL# 167: [VARS BUS 3355 MACH '2 ',]
CHNL# 168: [VARS BUS 3357 MACH '3 ',]
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

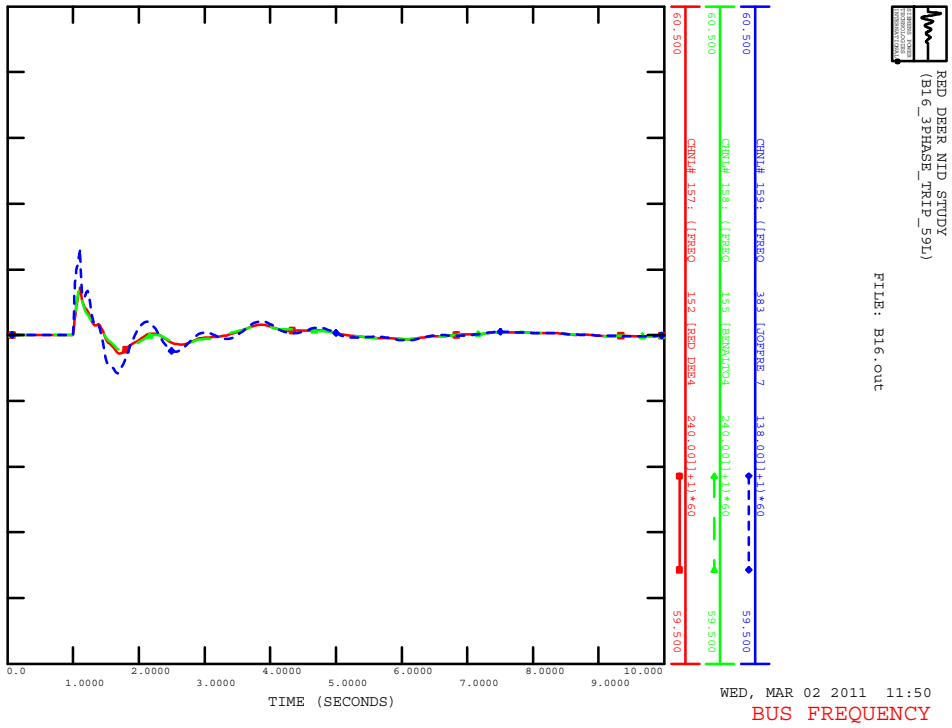

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

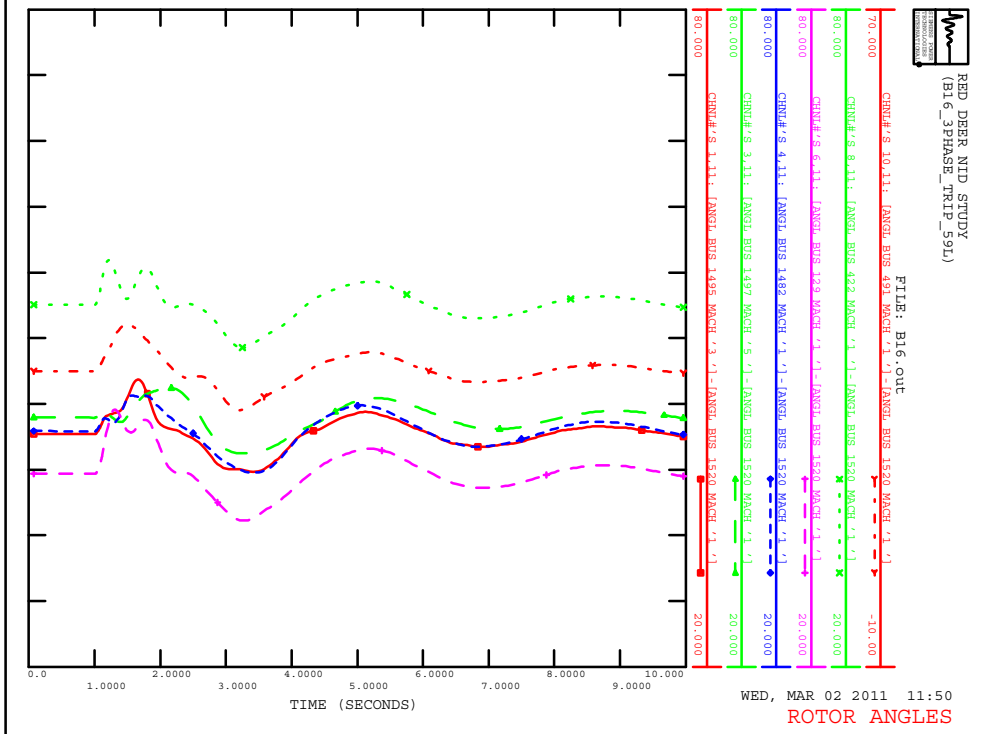

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

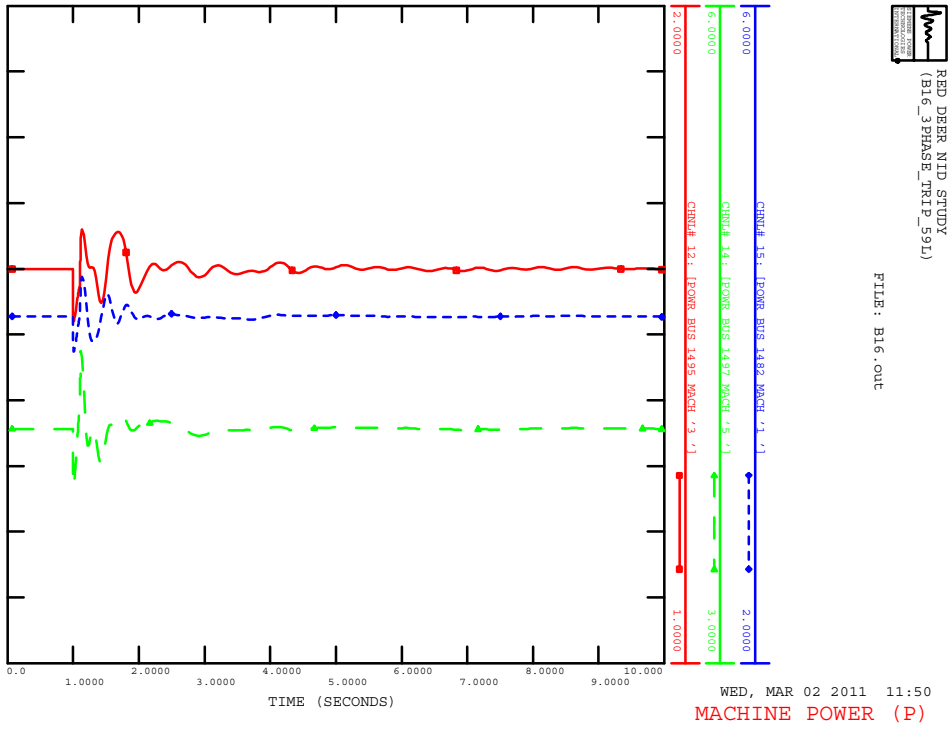

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

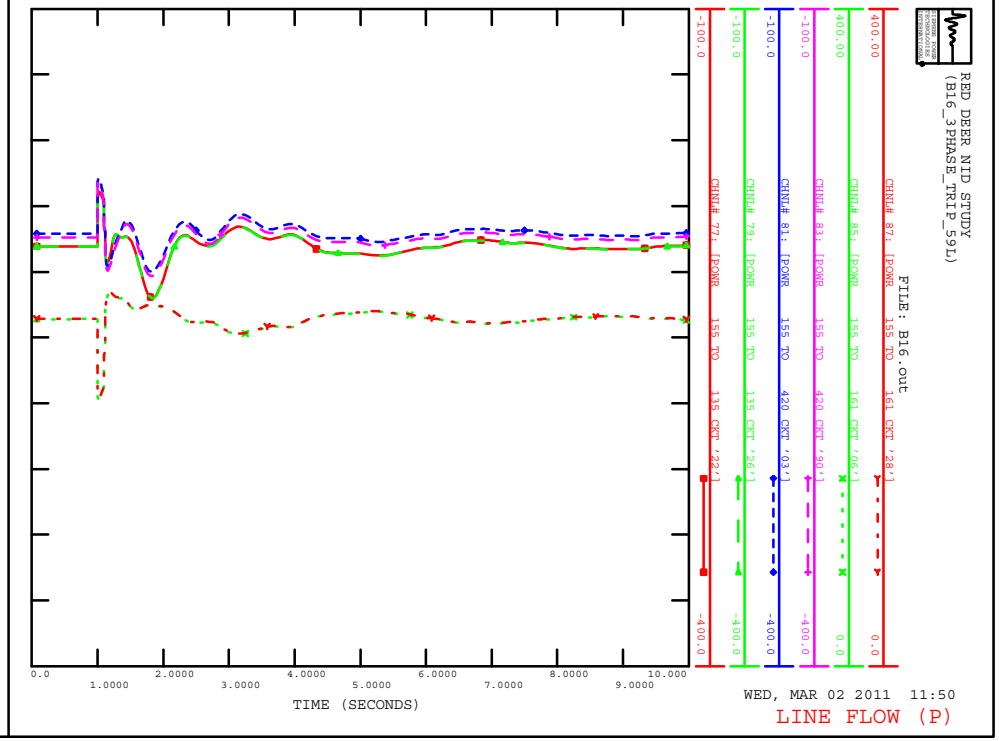

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

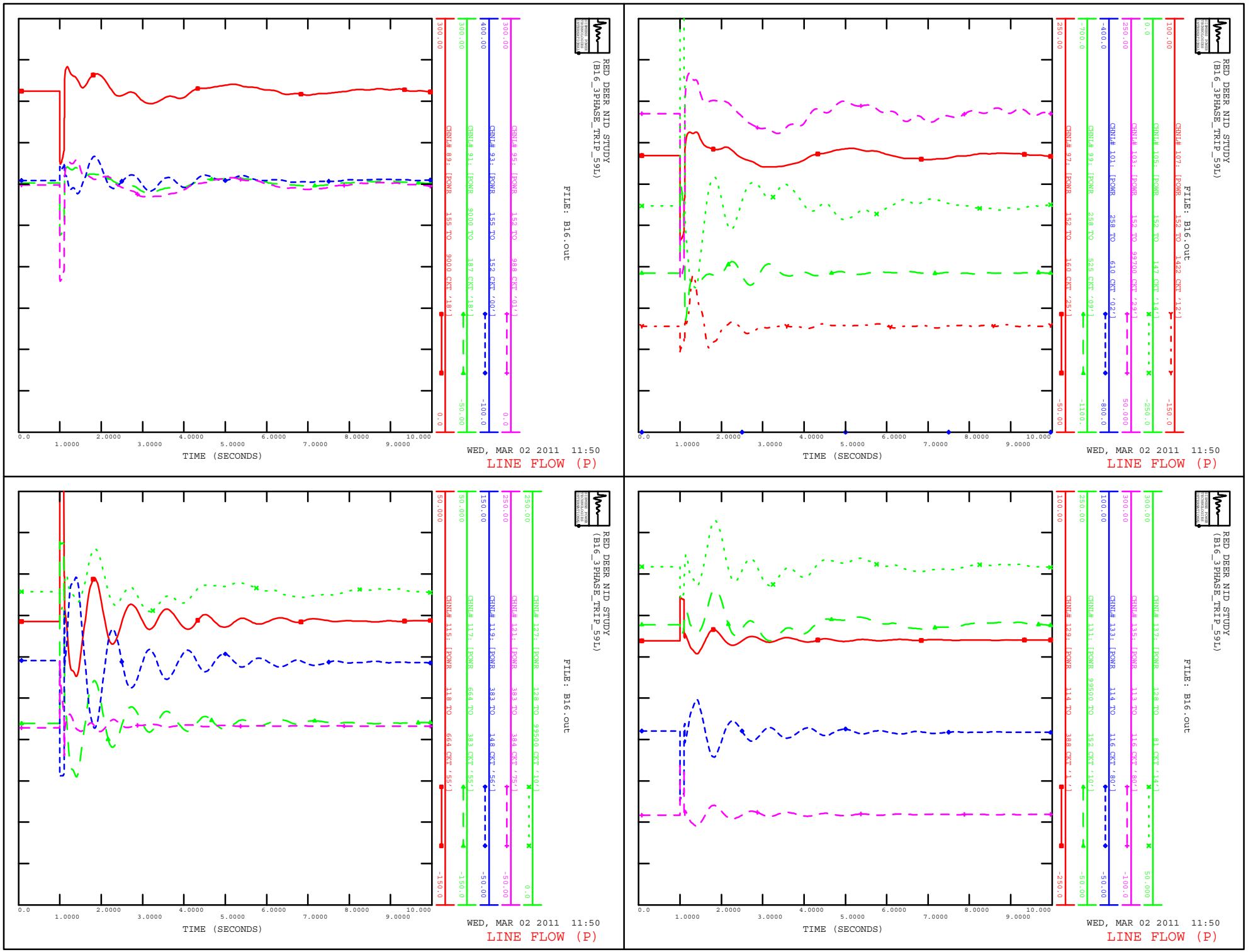

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

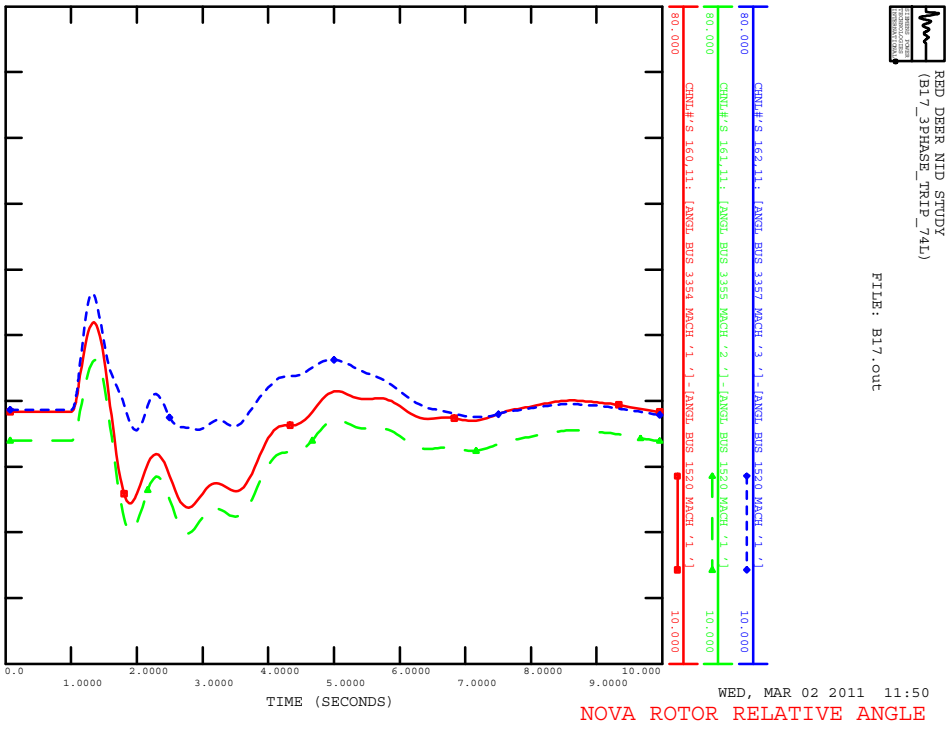

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

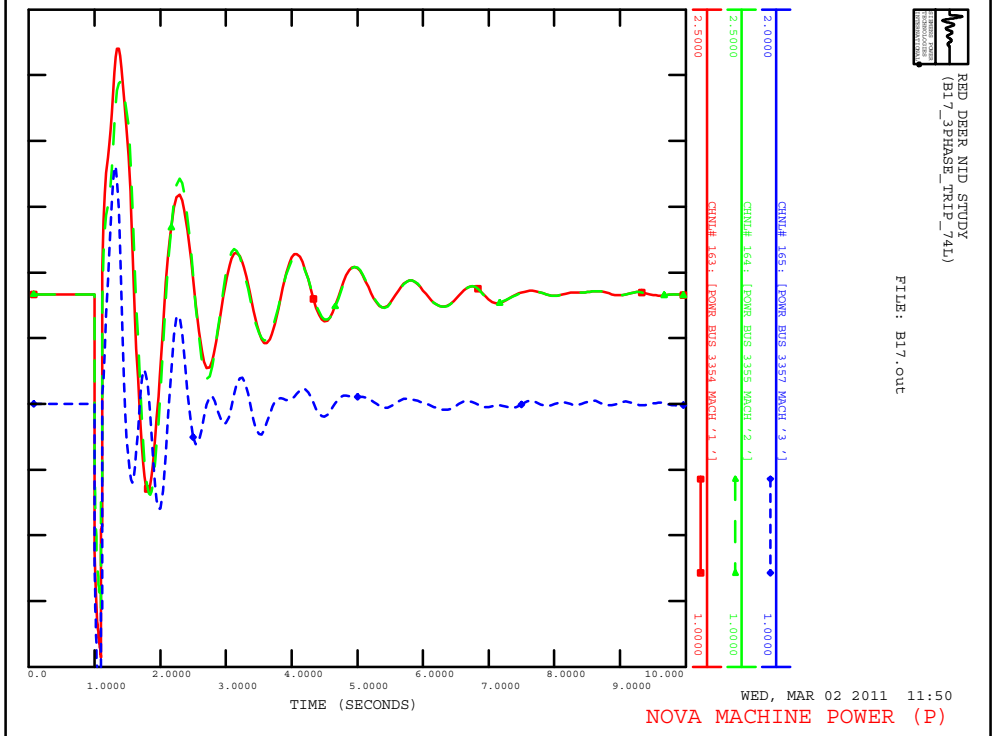

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

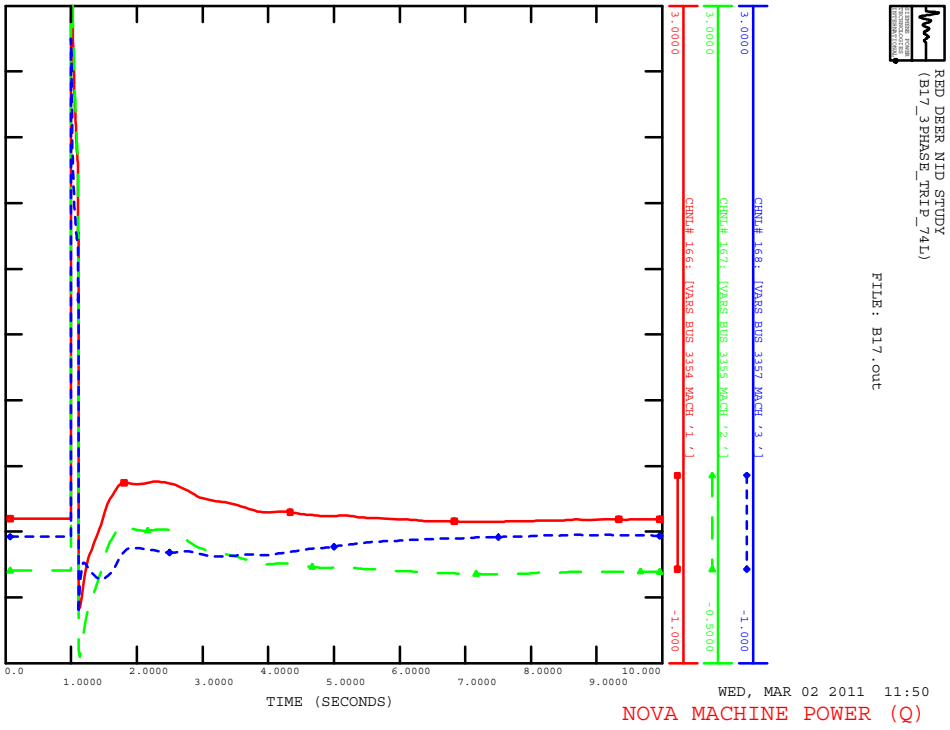

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

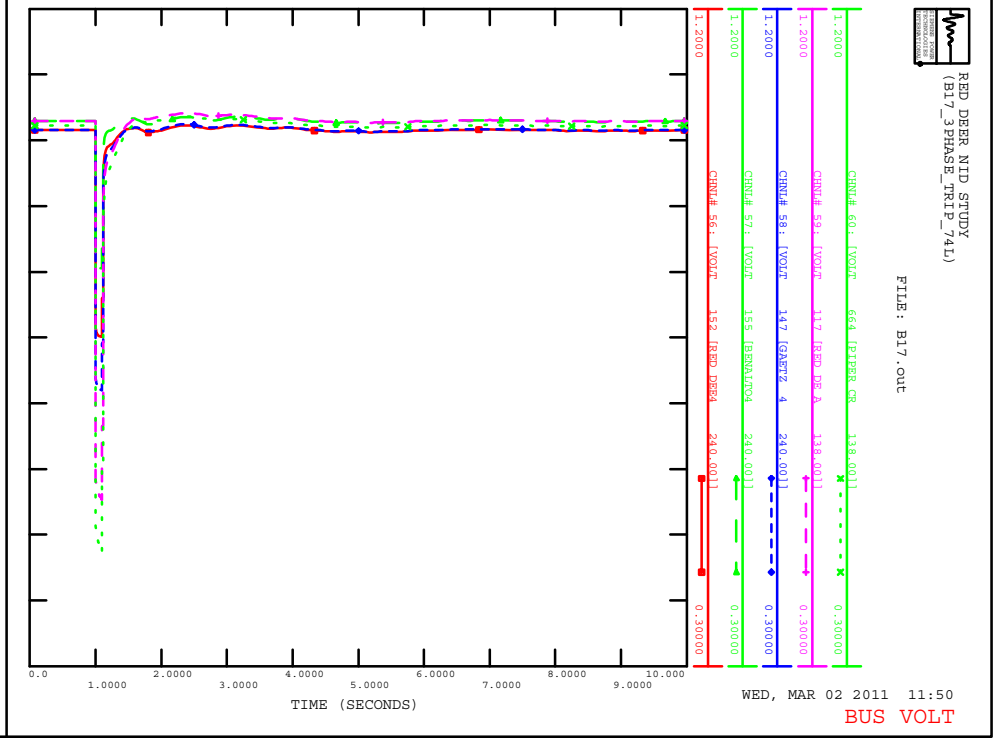

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

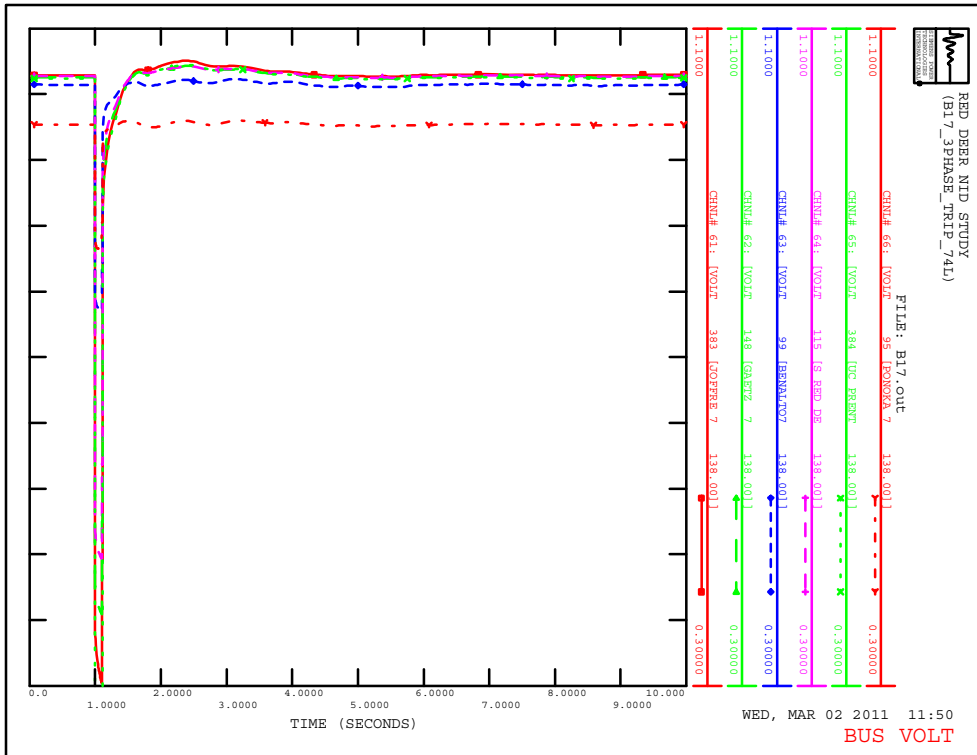

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

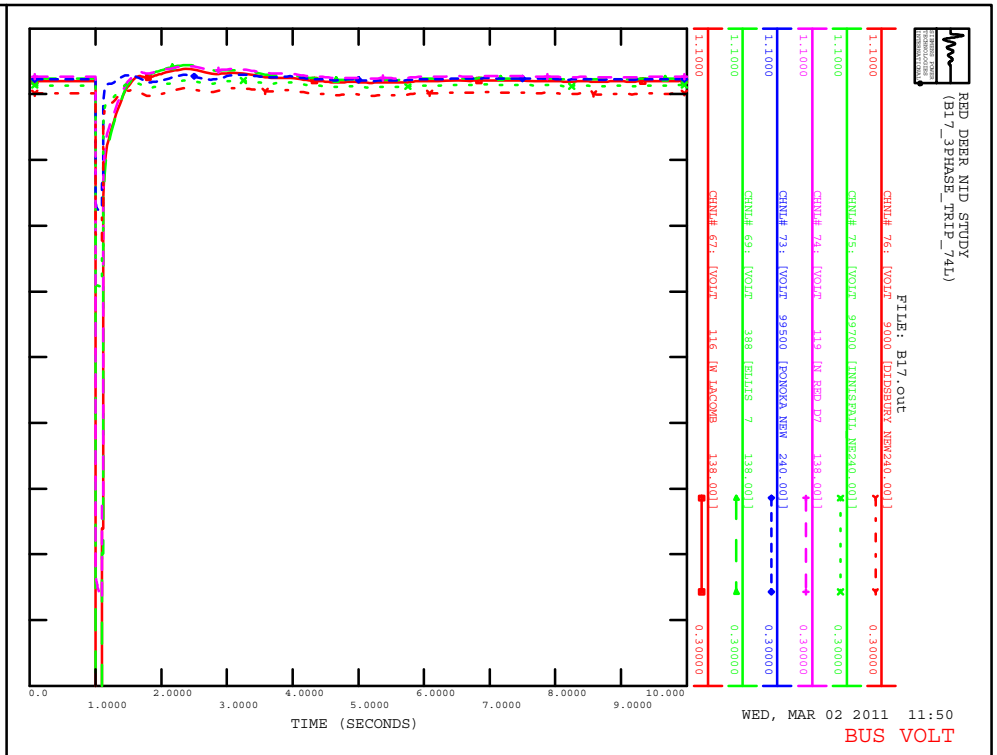

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

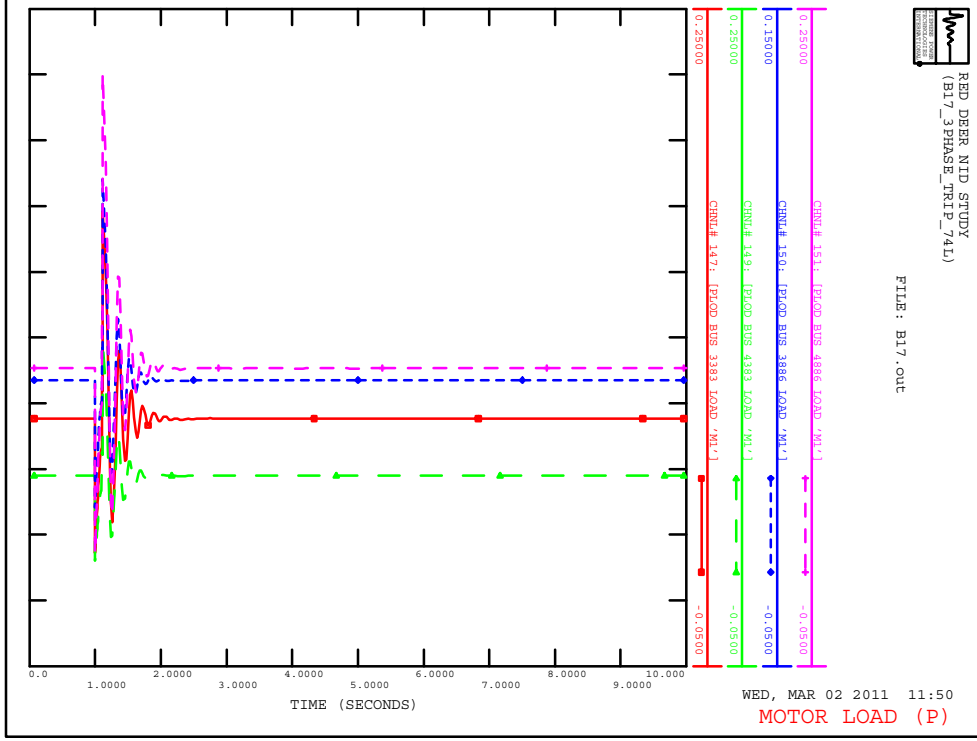

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

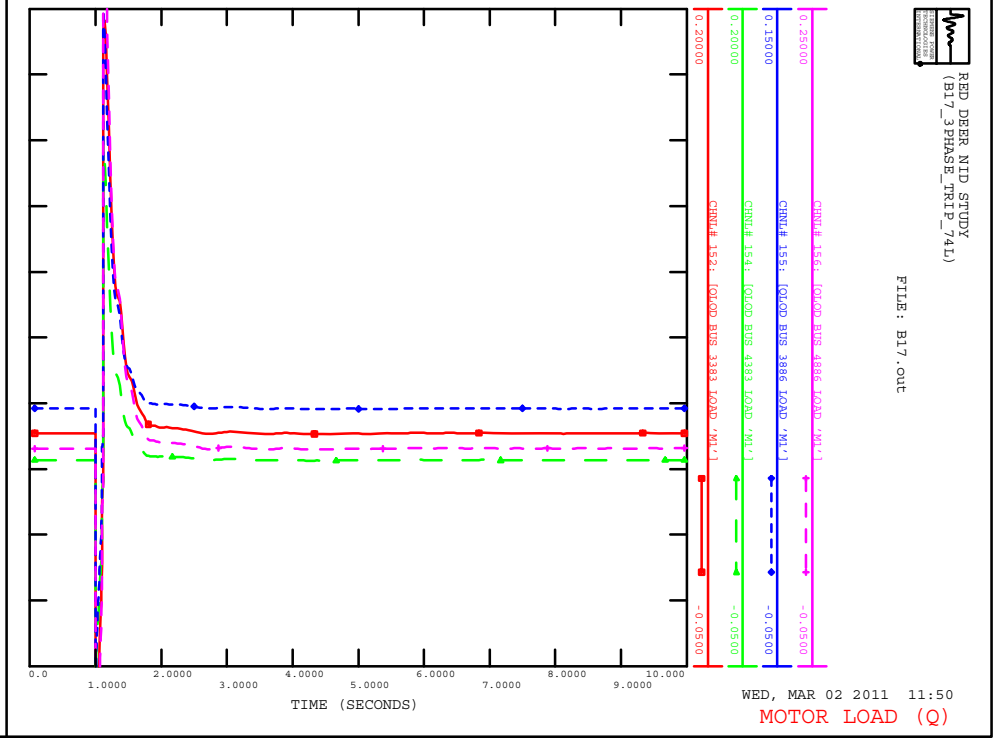

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

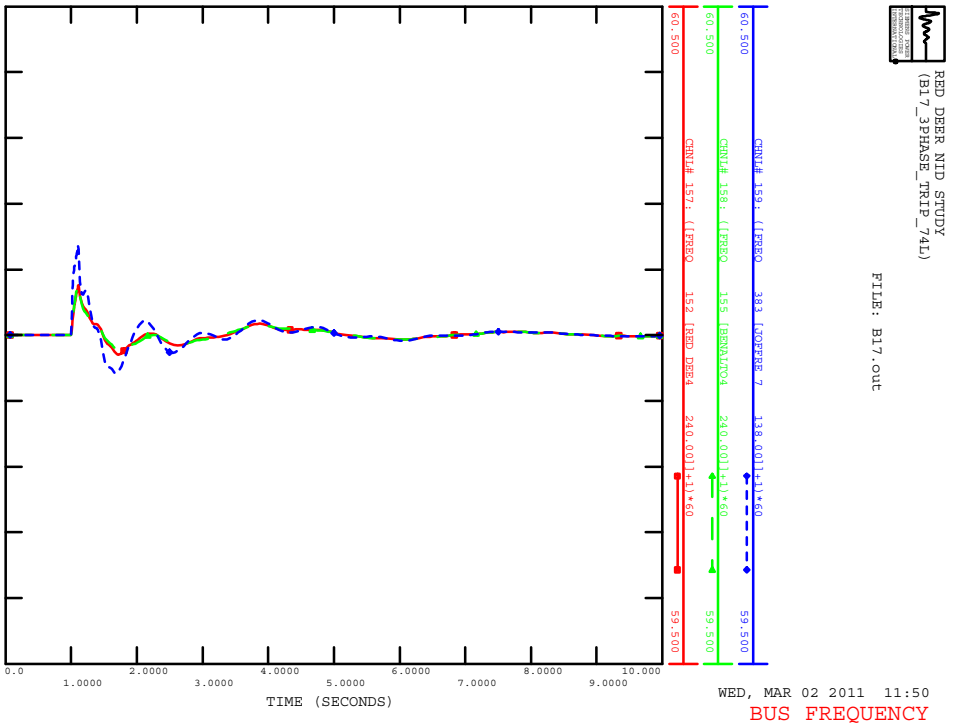

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

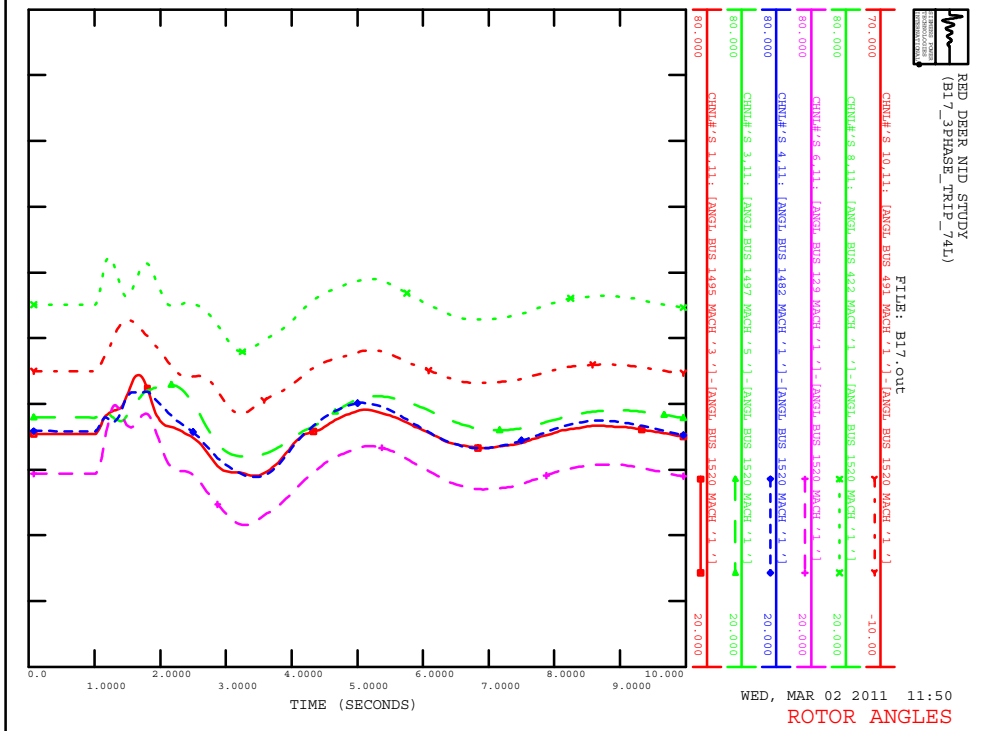

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

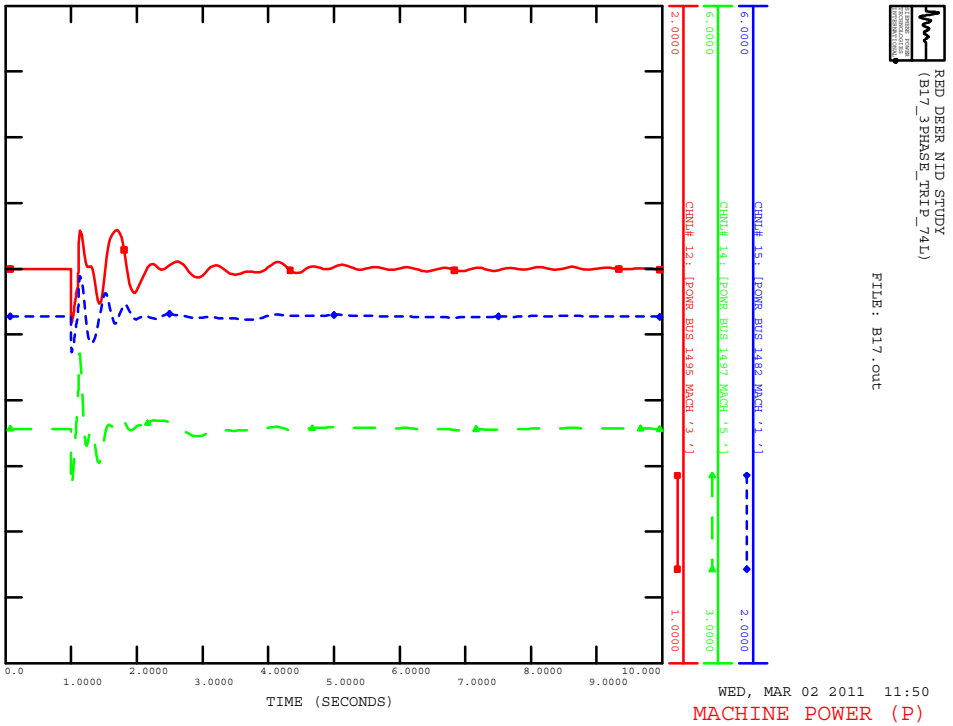

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

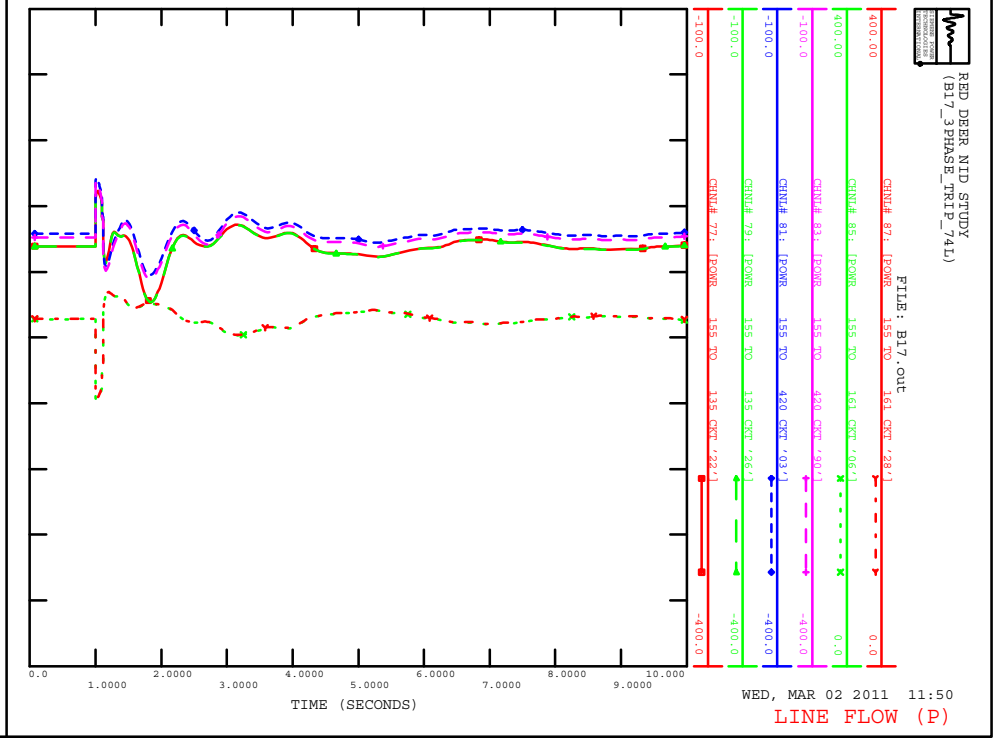

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

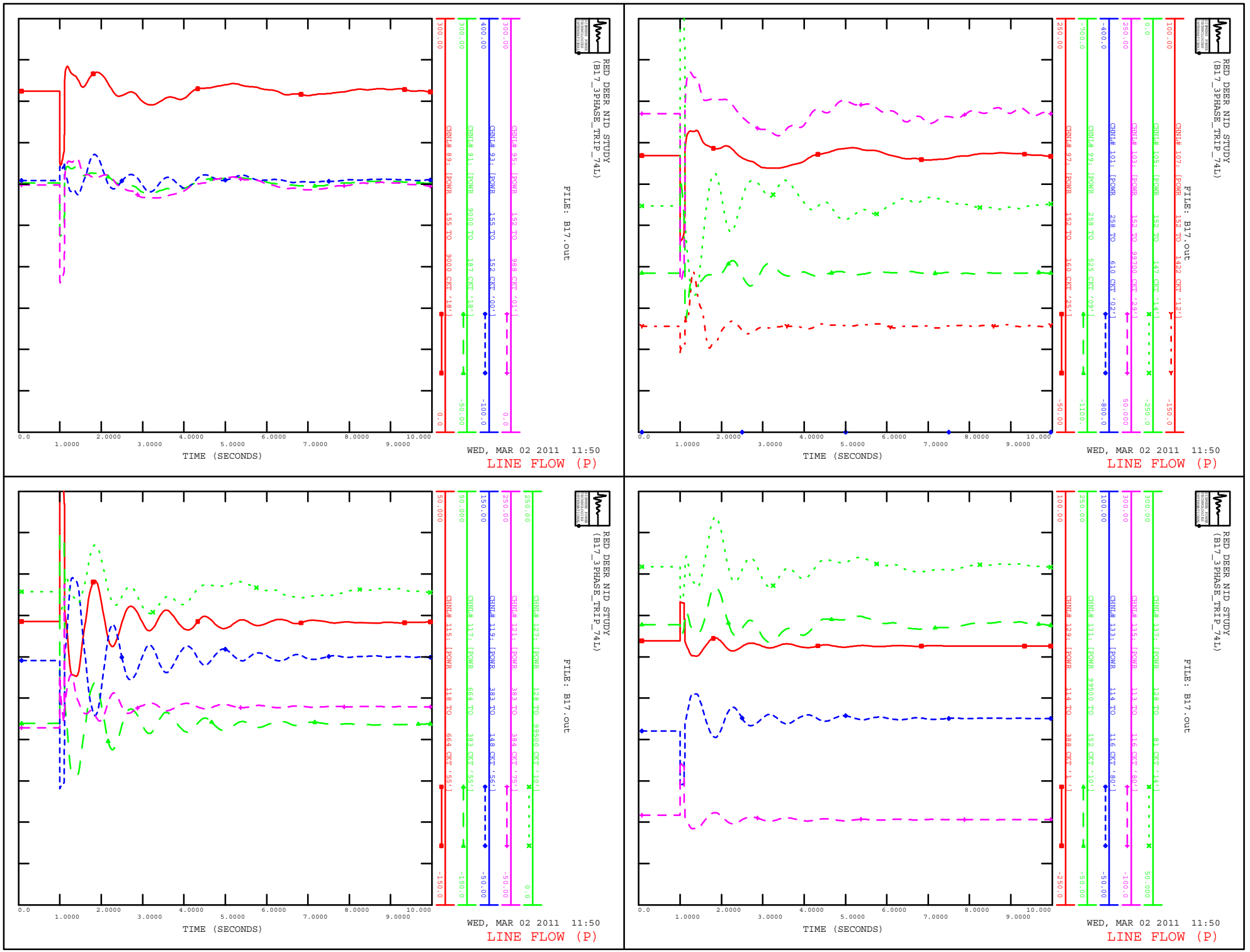

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

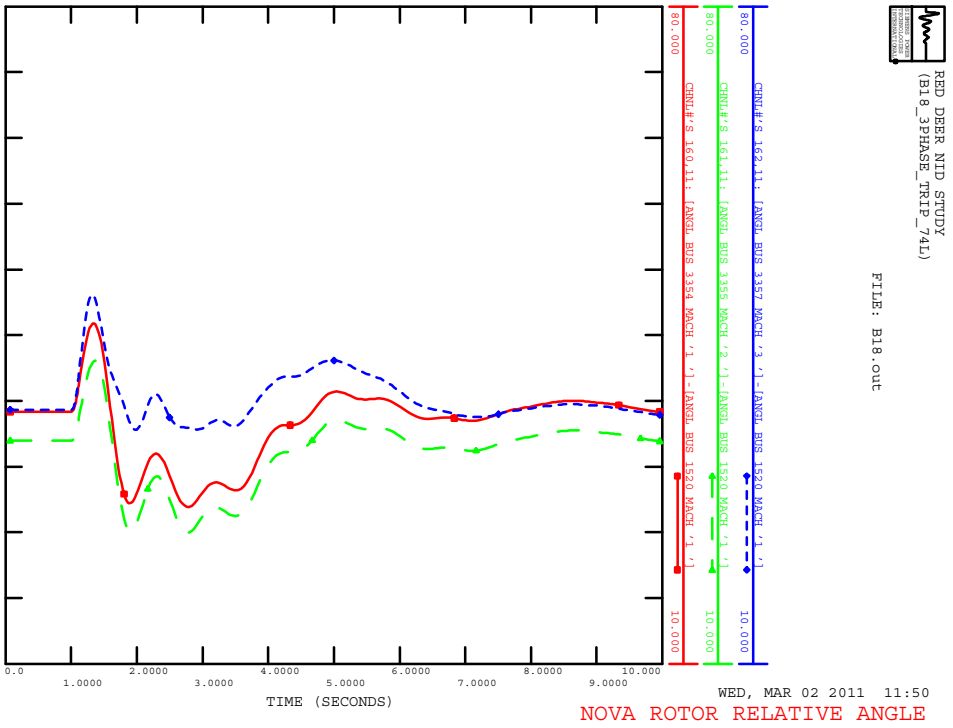

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

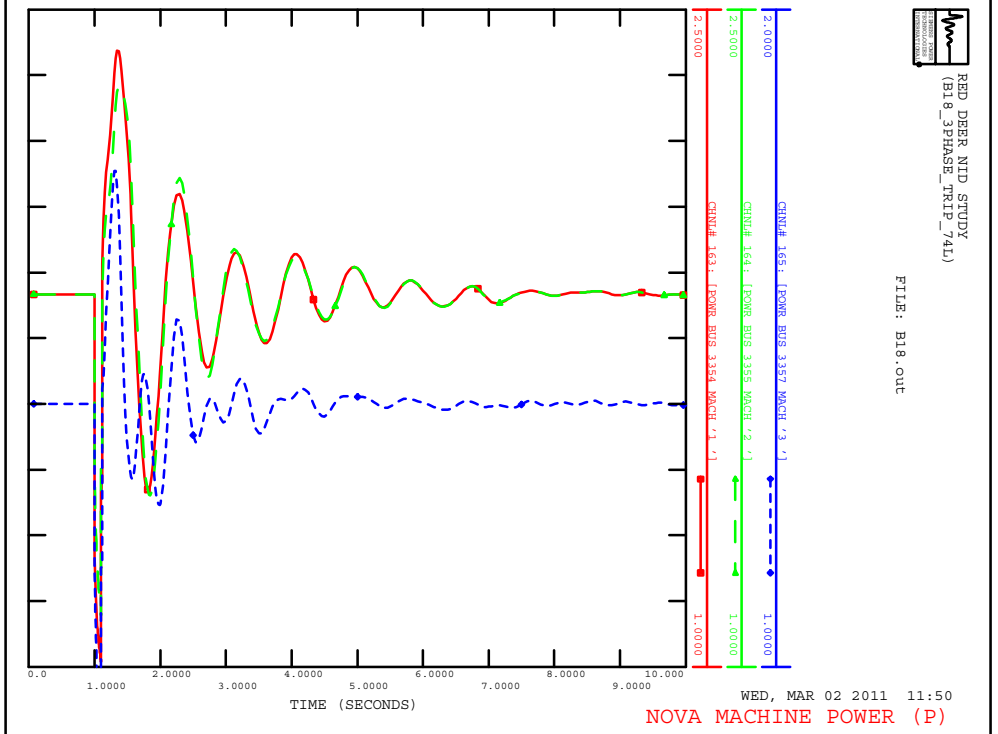

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

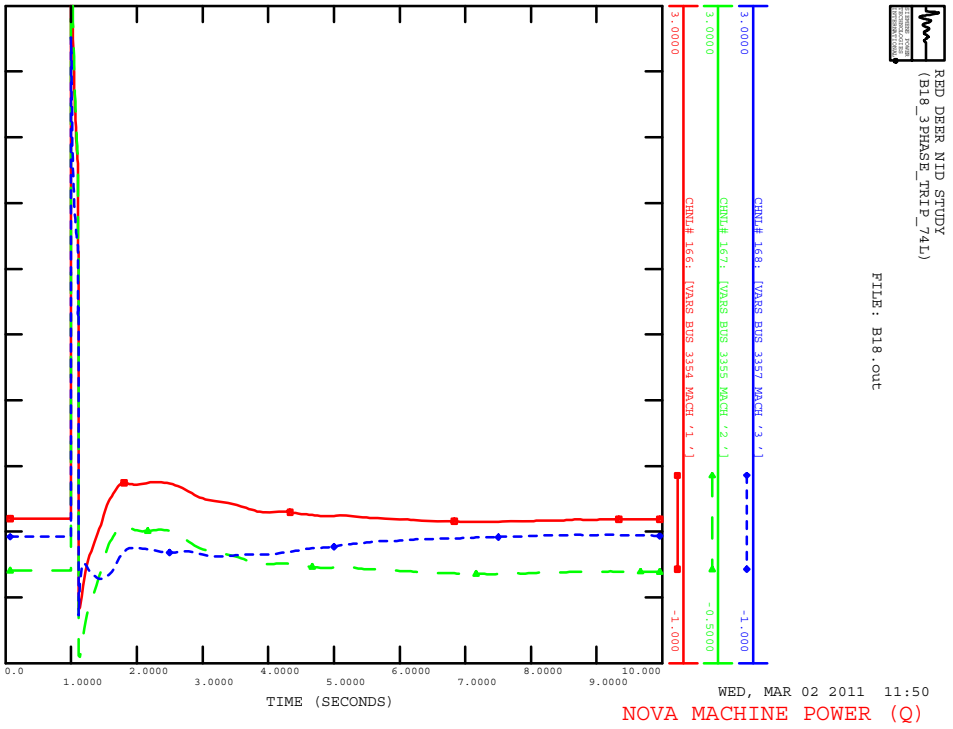

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

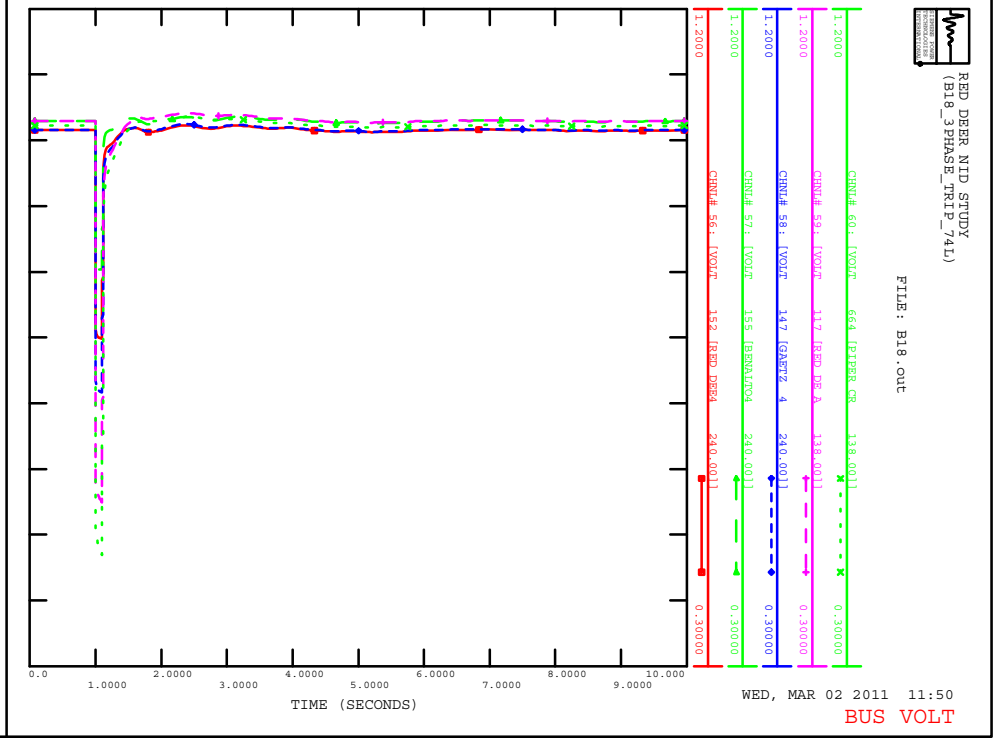

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

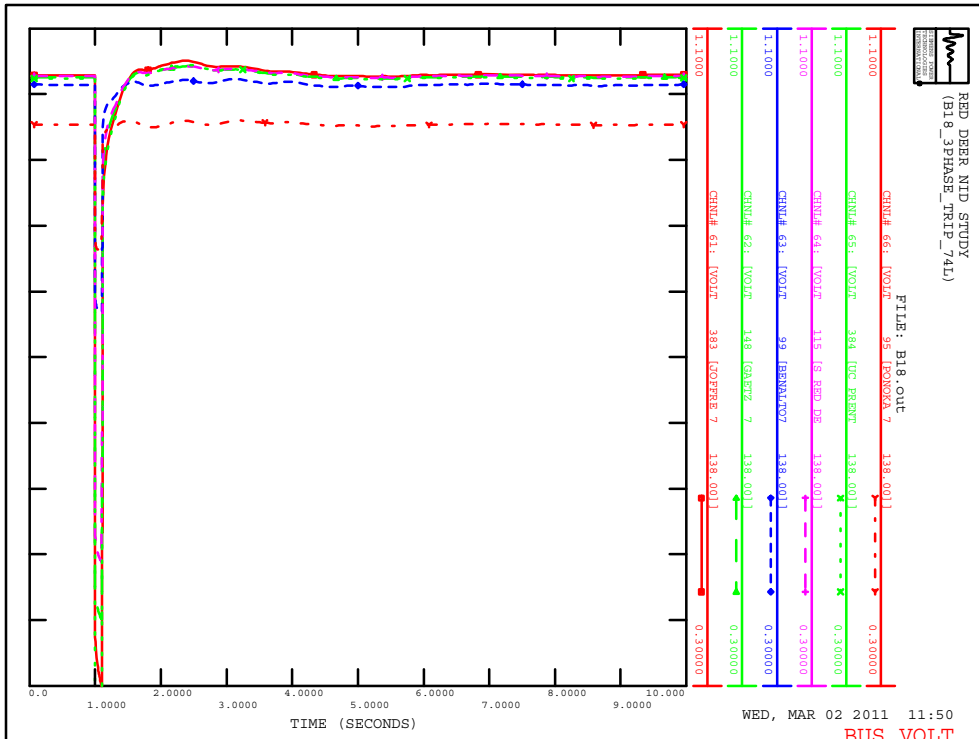

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

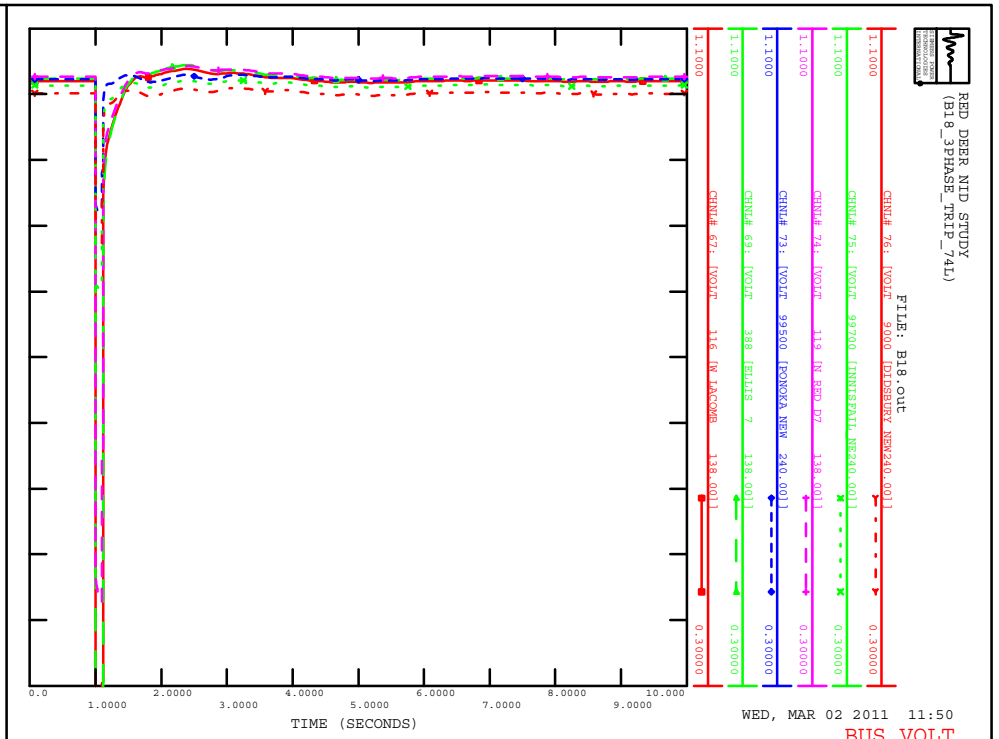

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

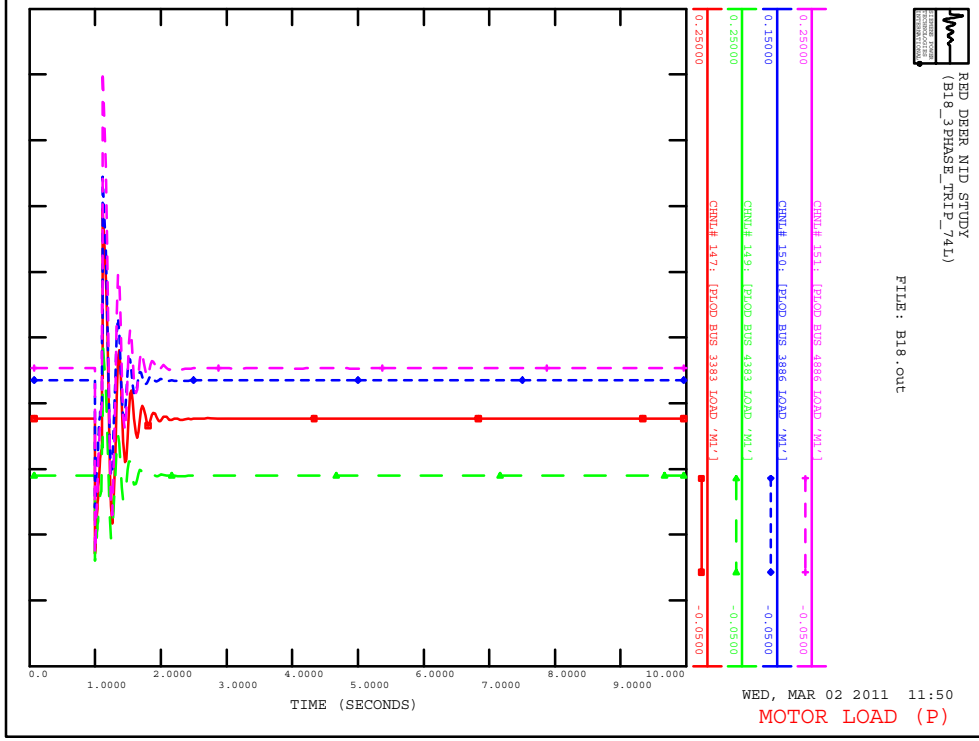

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

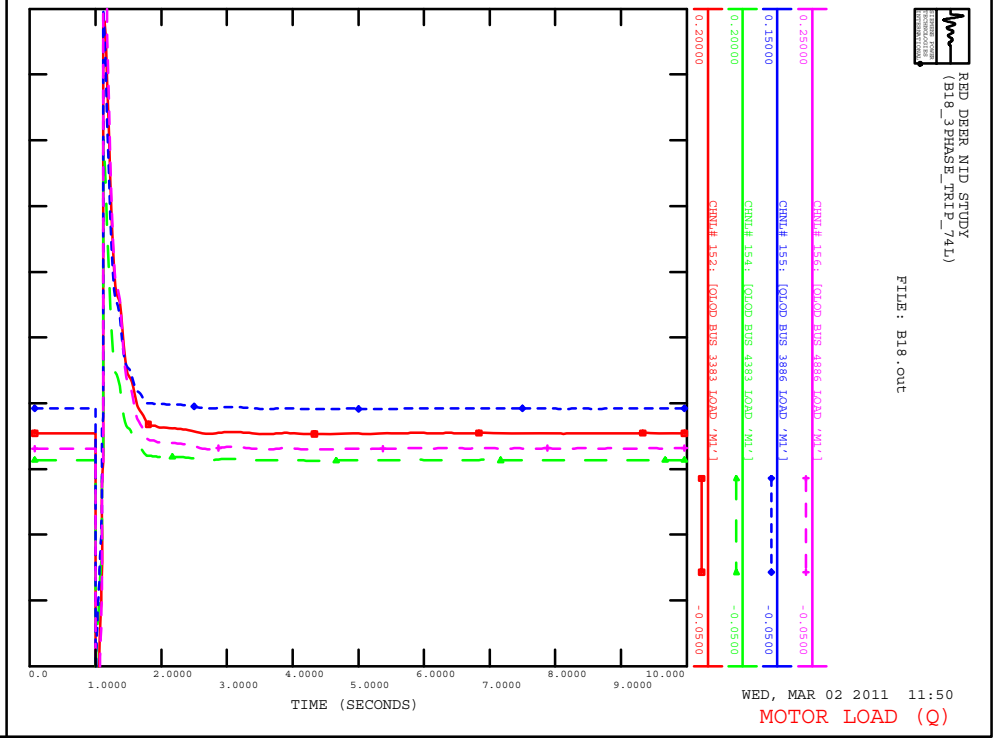

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

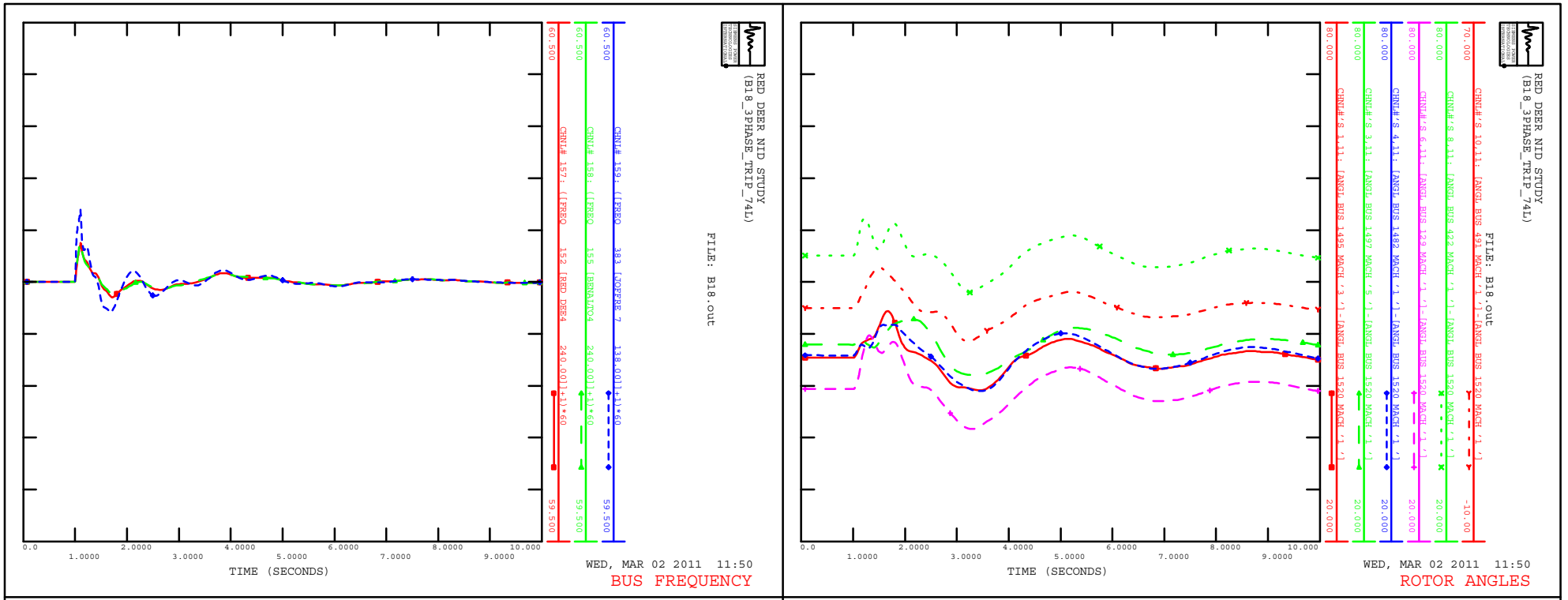

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT


RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

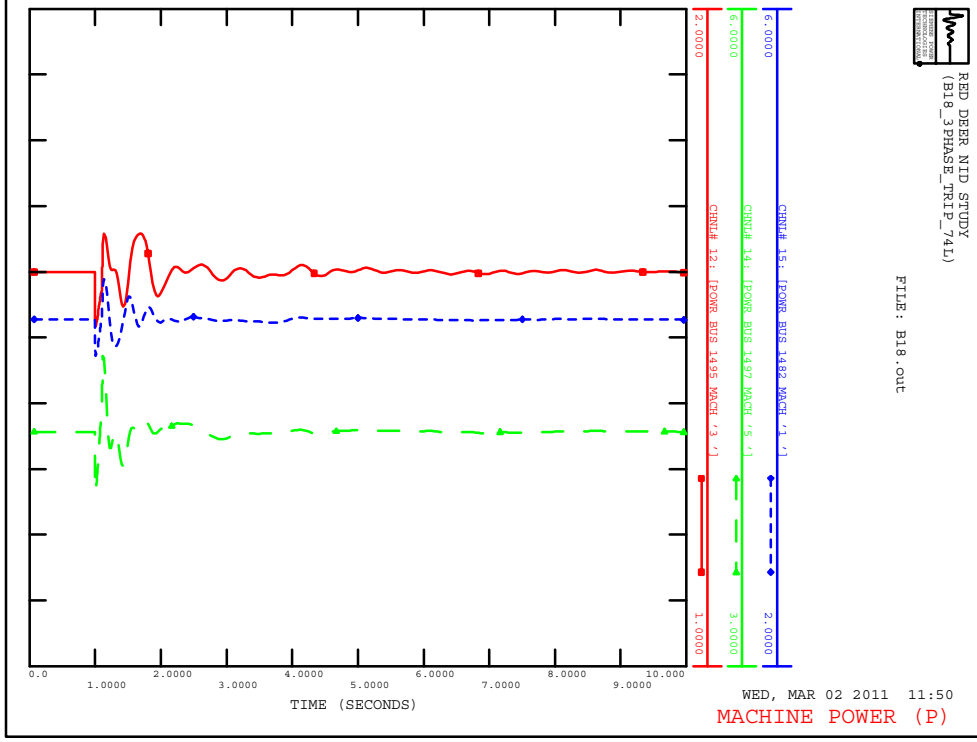

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

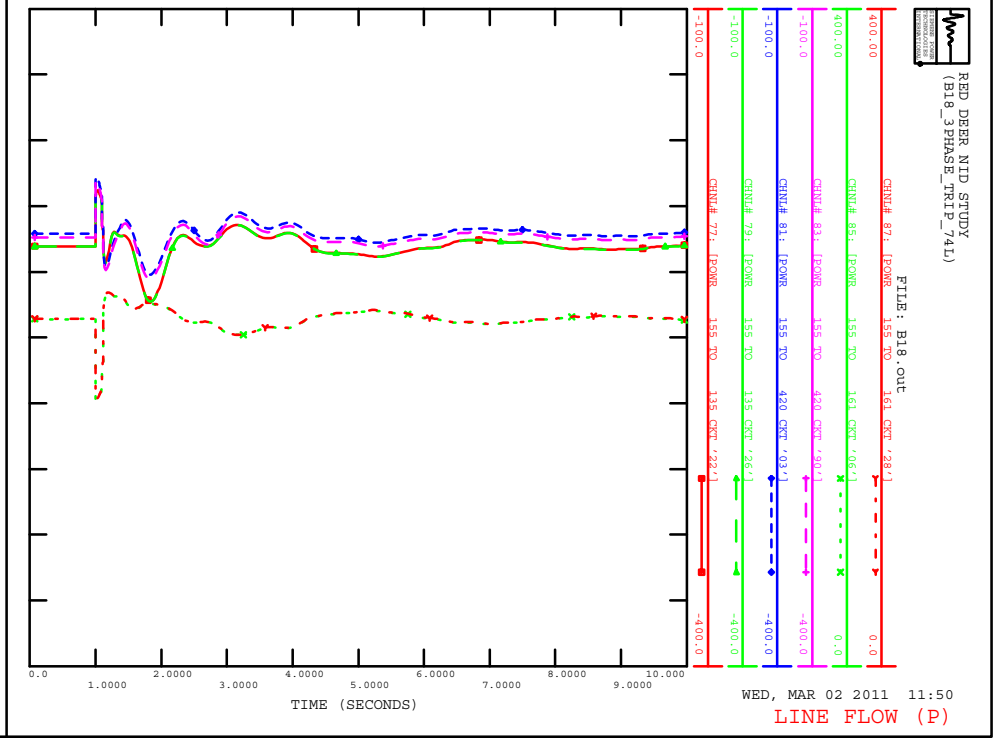

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

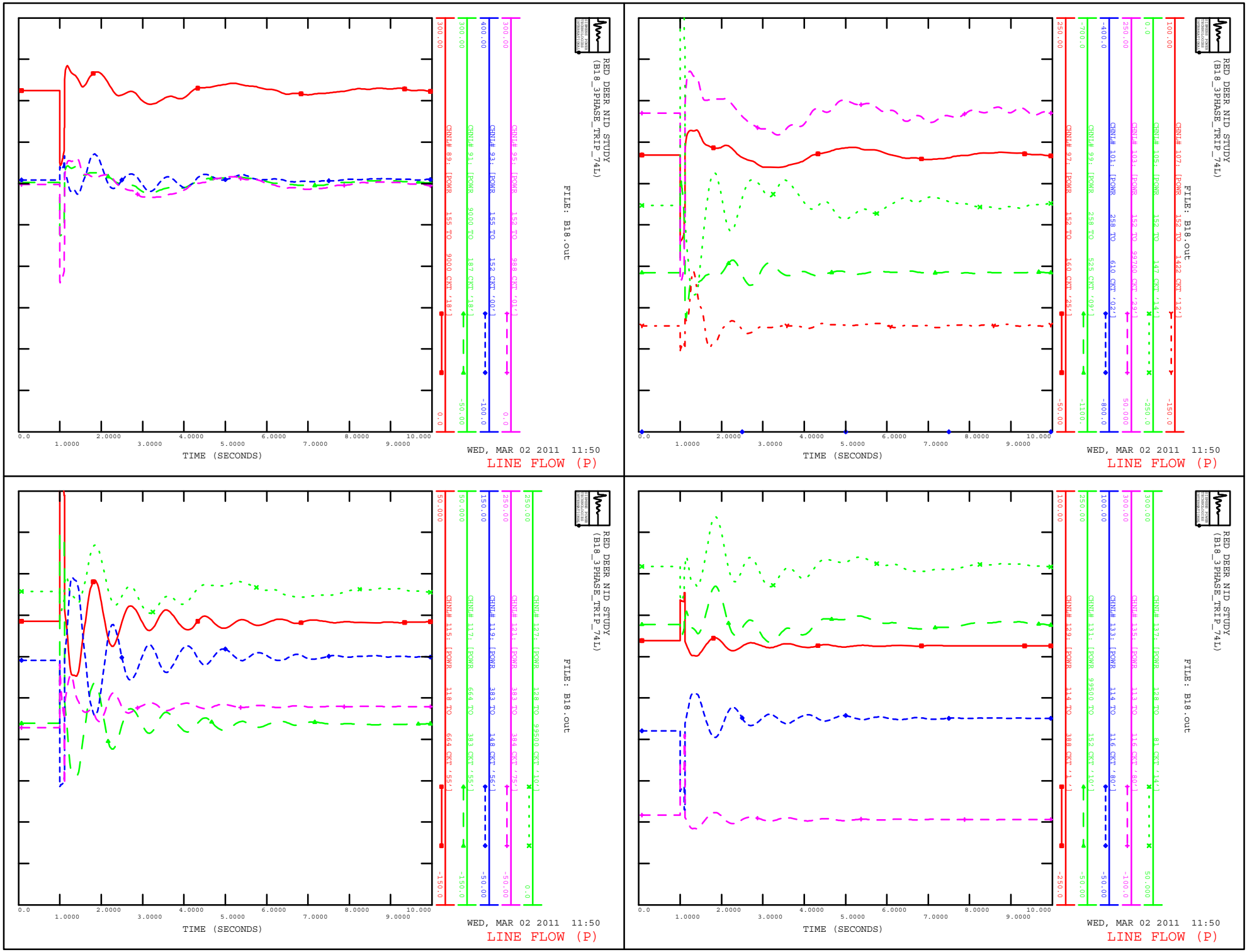

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

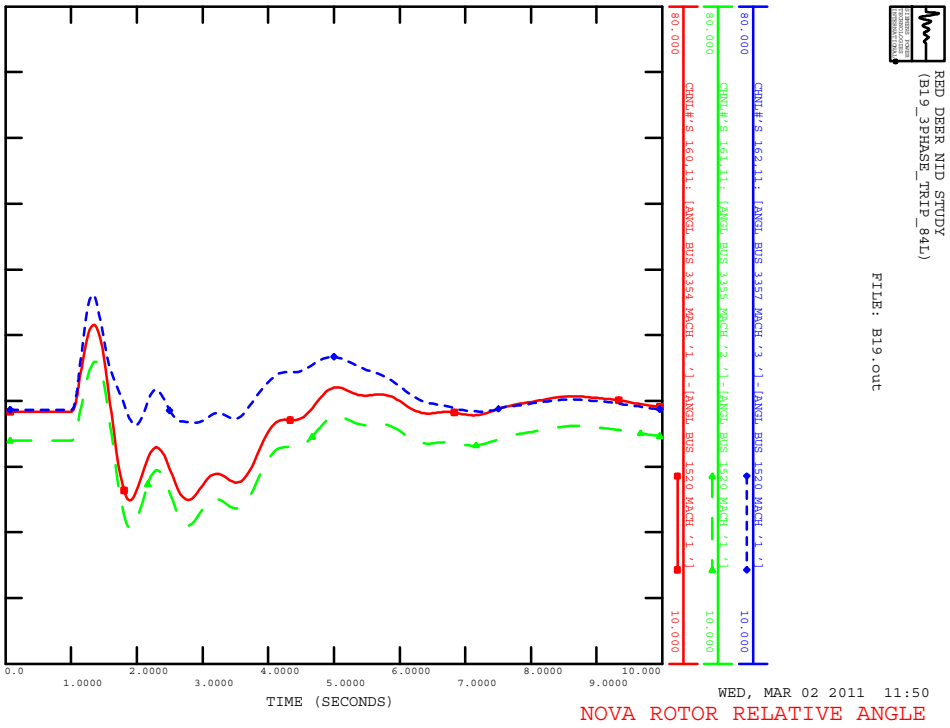

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

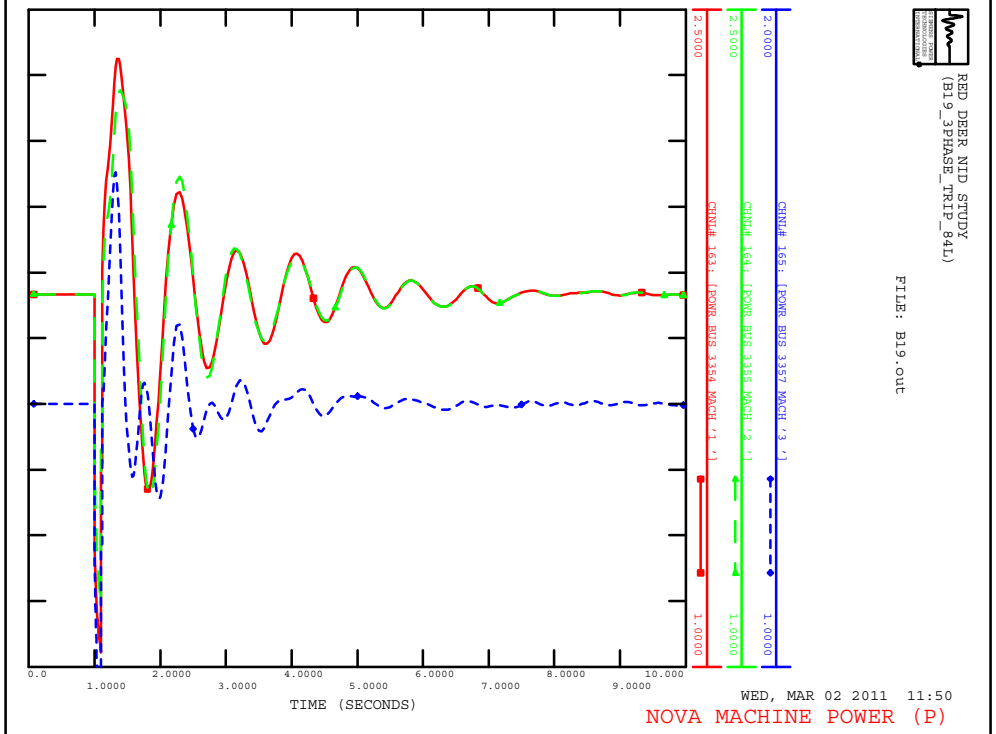
RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

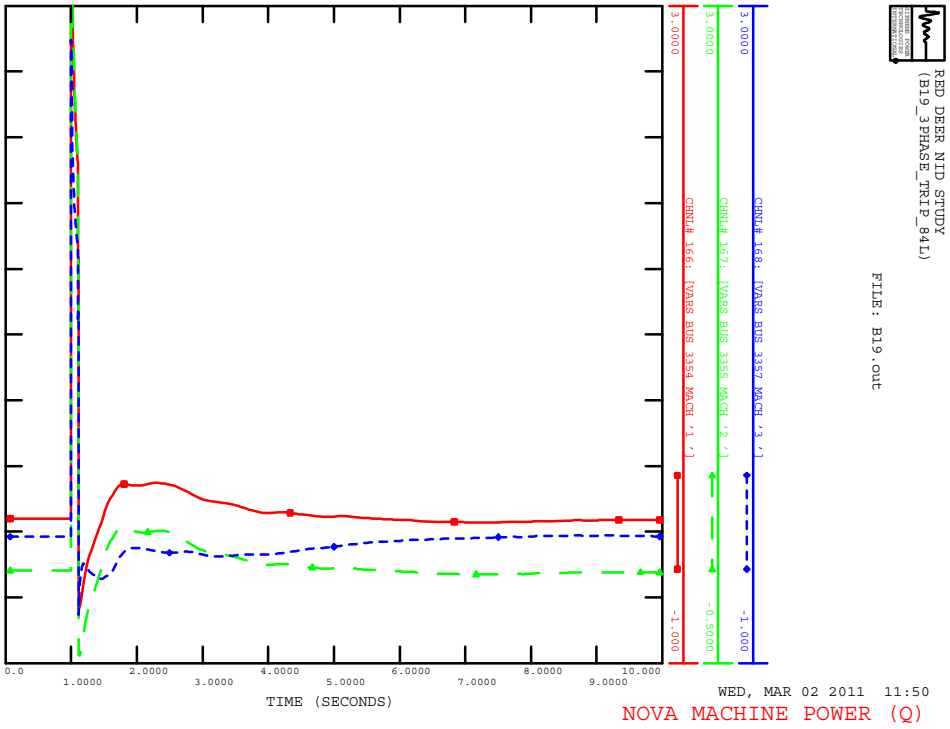

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

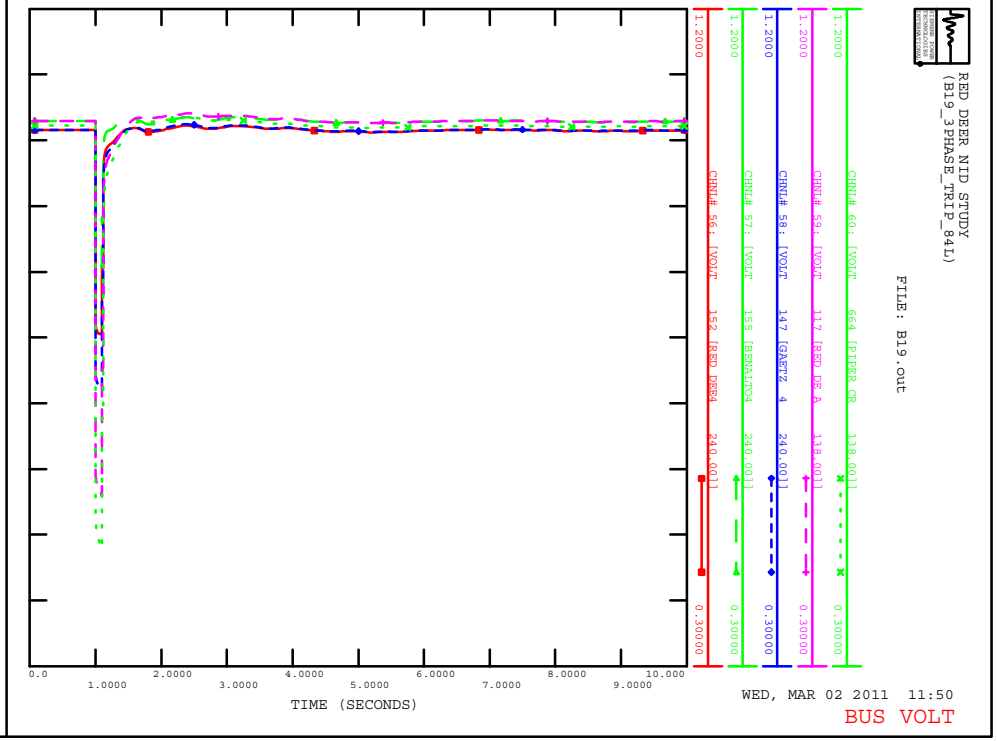

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

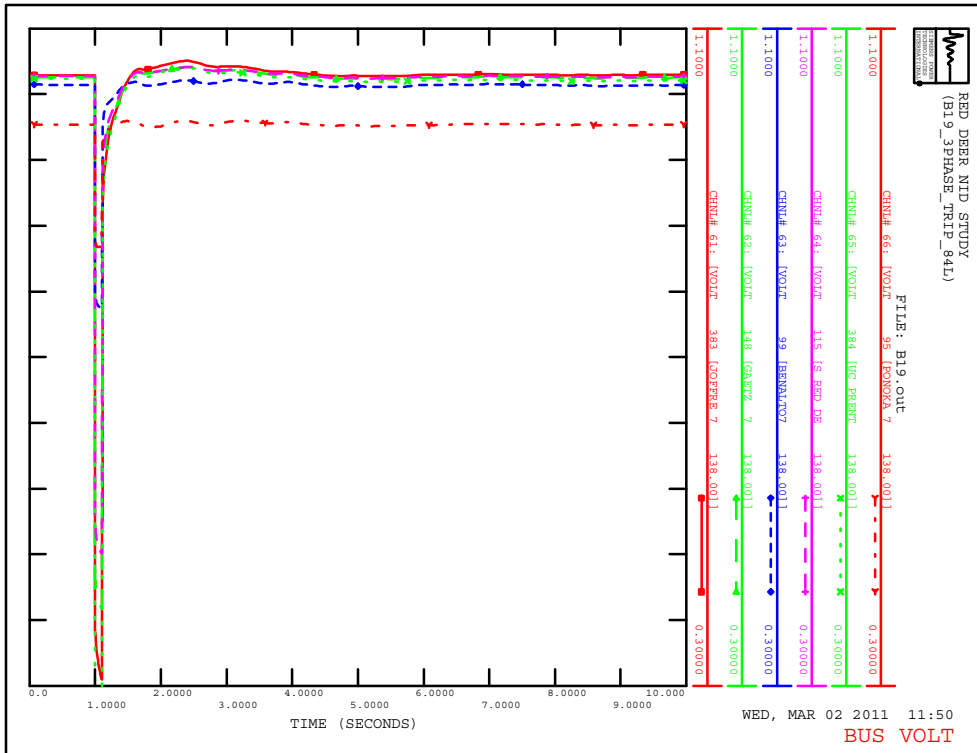

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

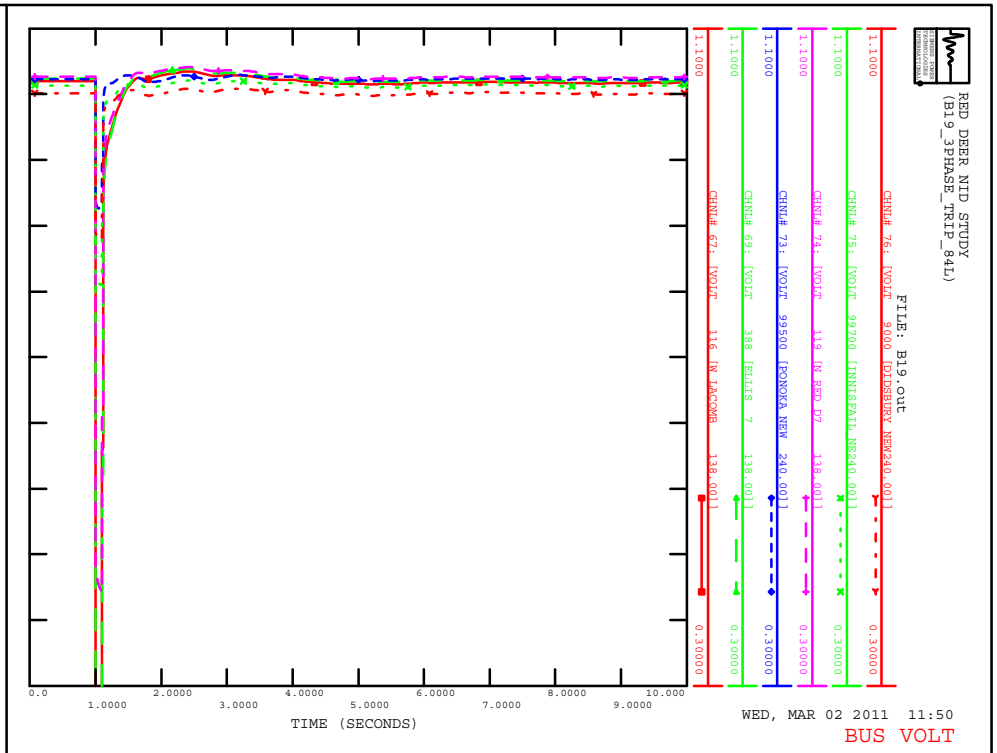

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

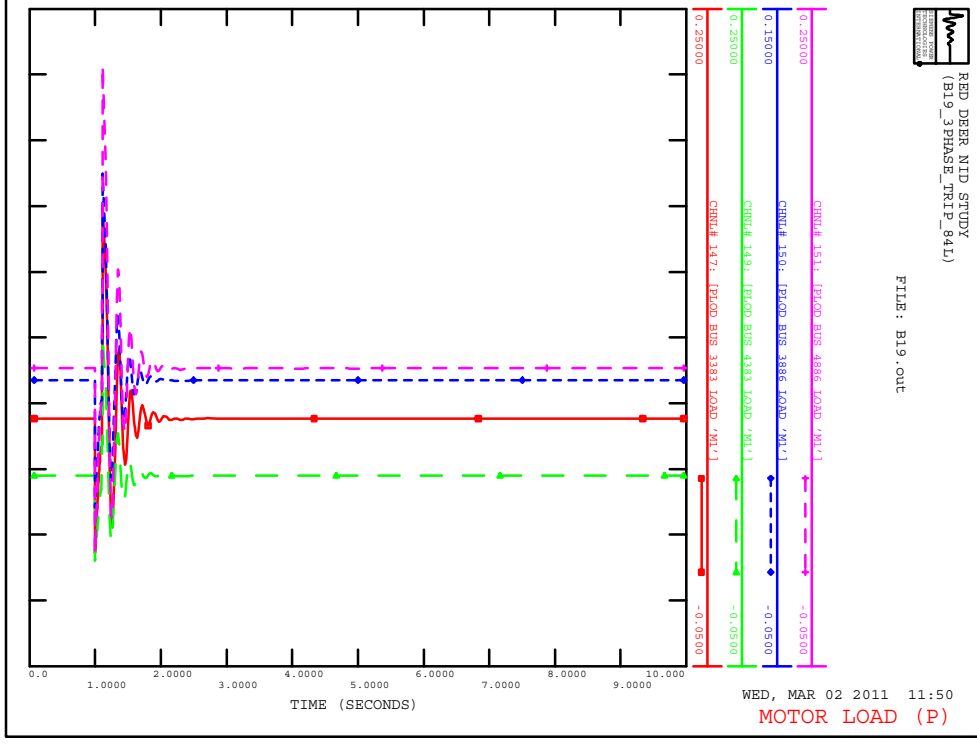

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

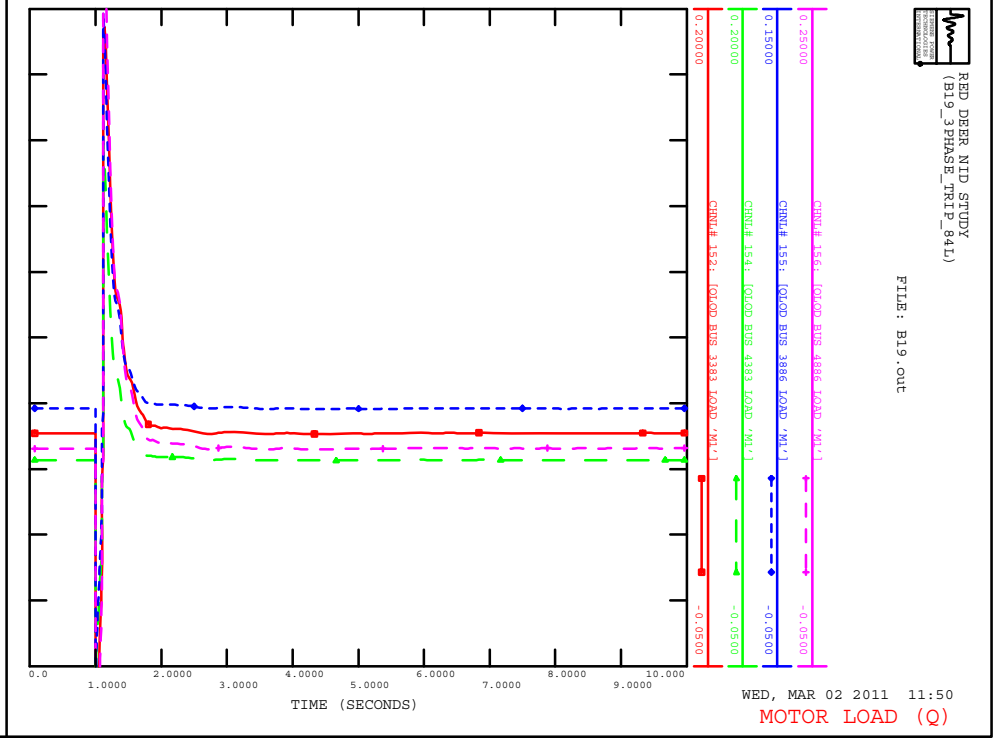

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

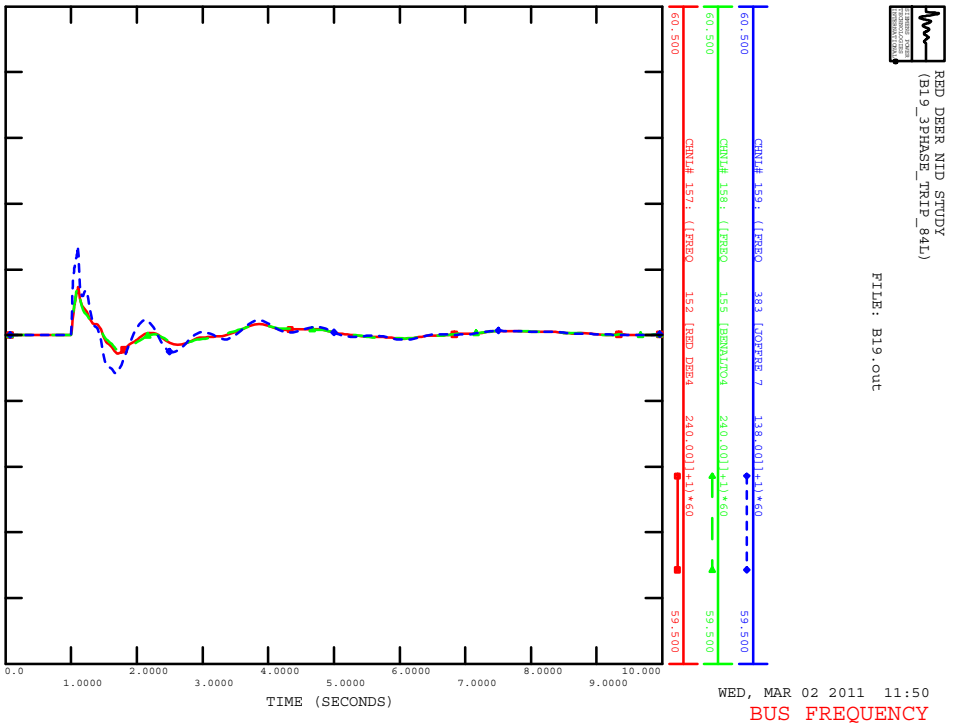

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

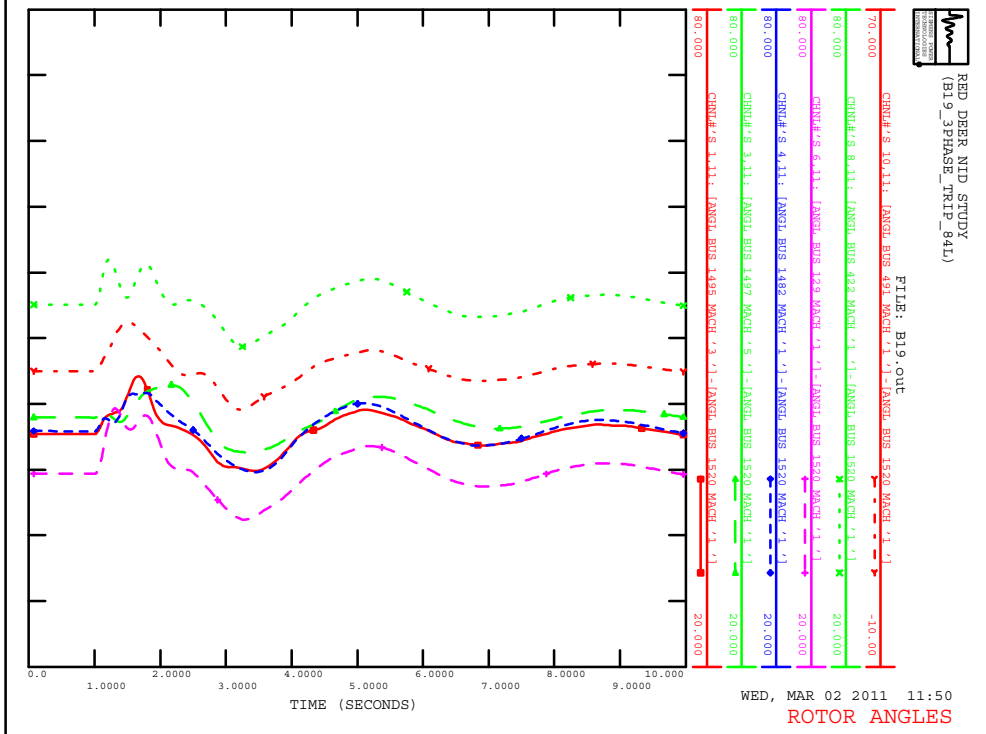

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

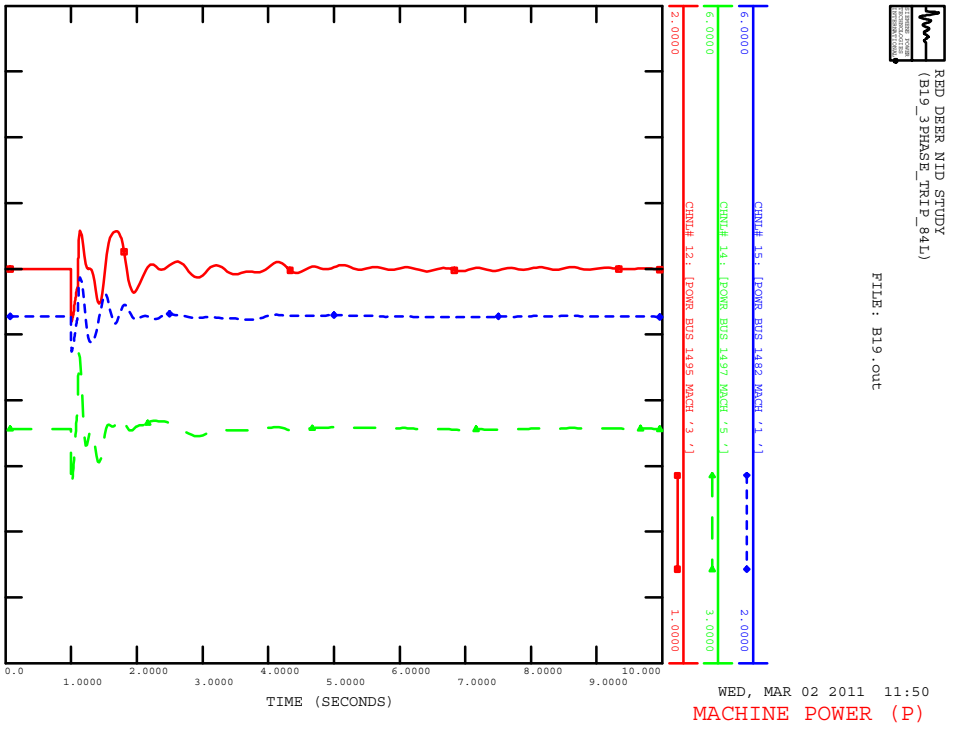

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

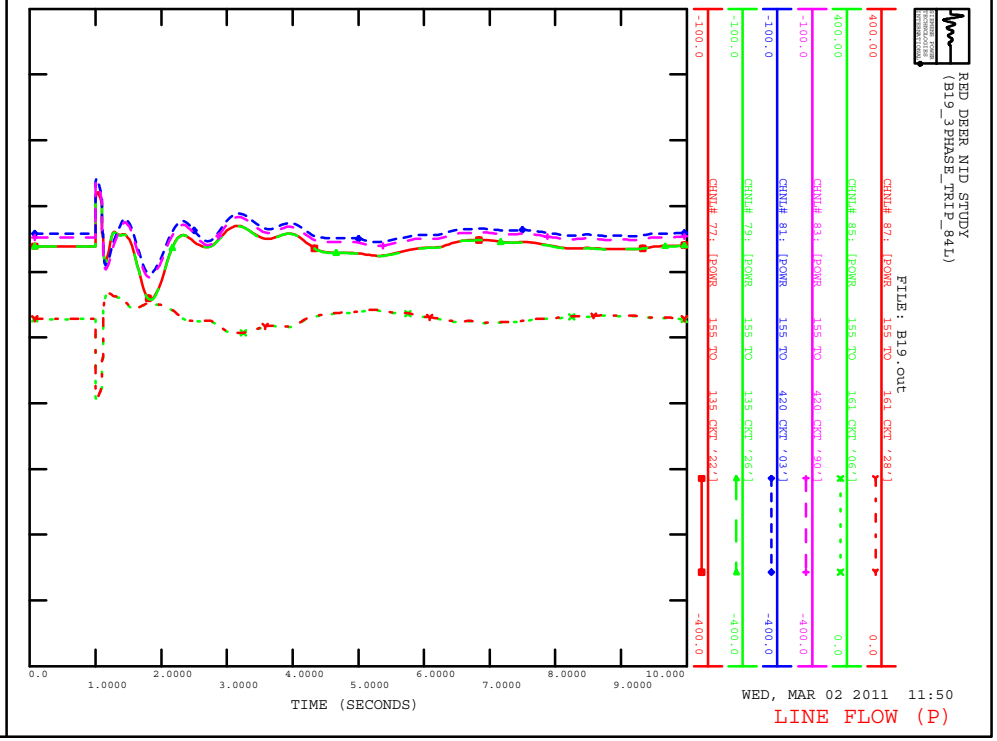

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

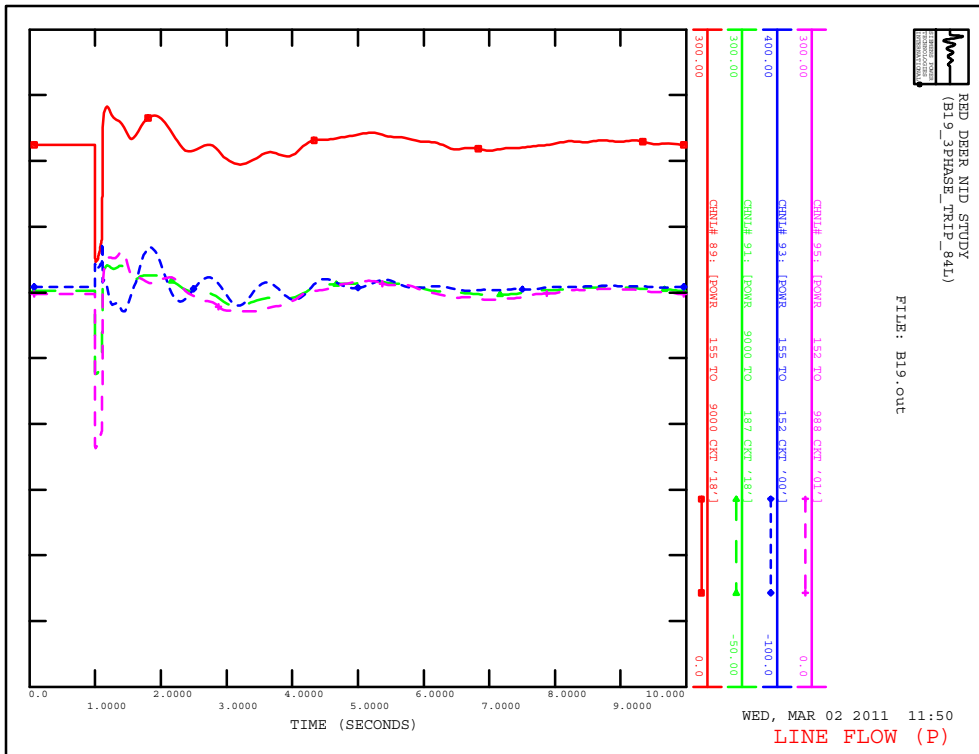

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

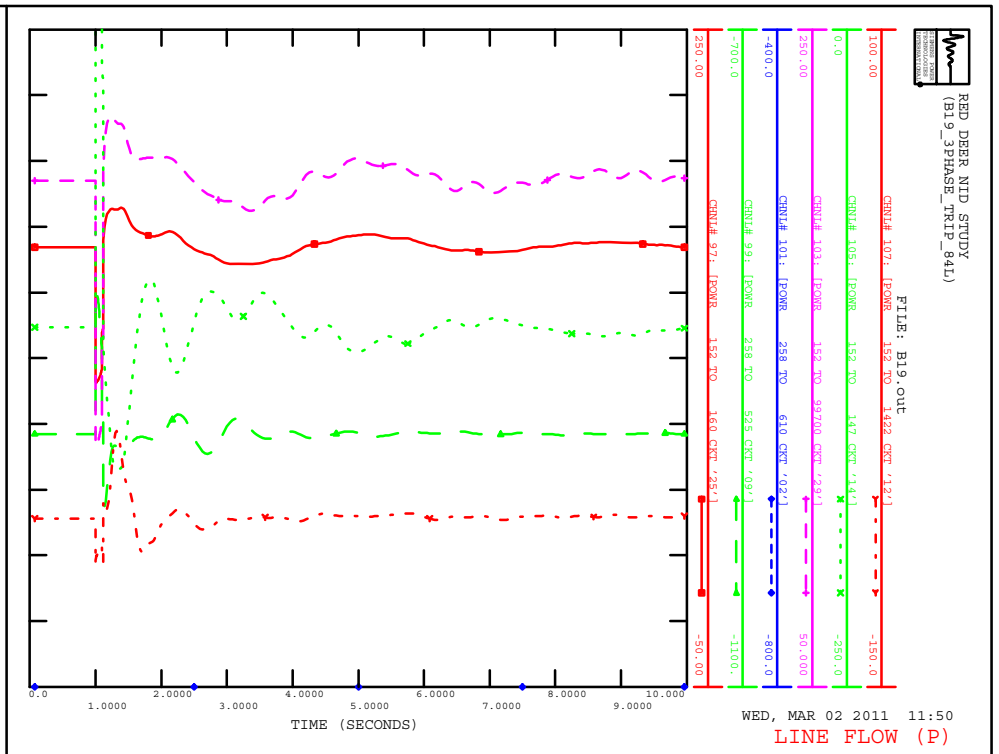

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

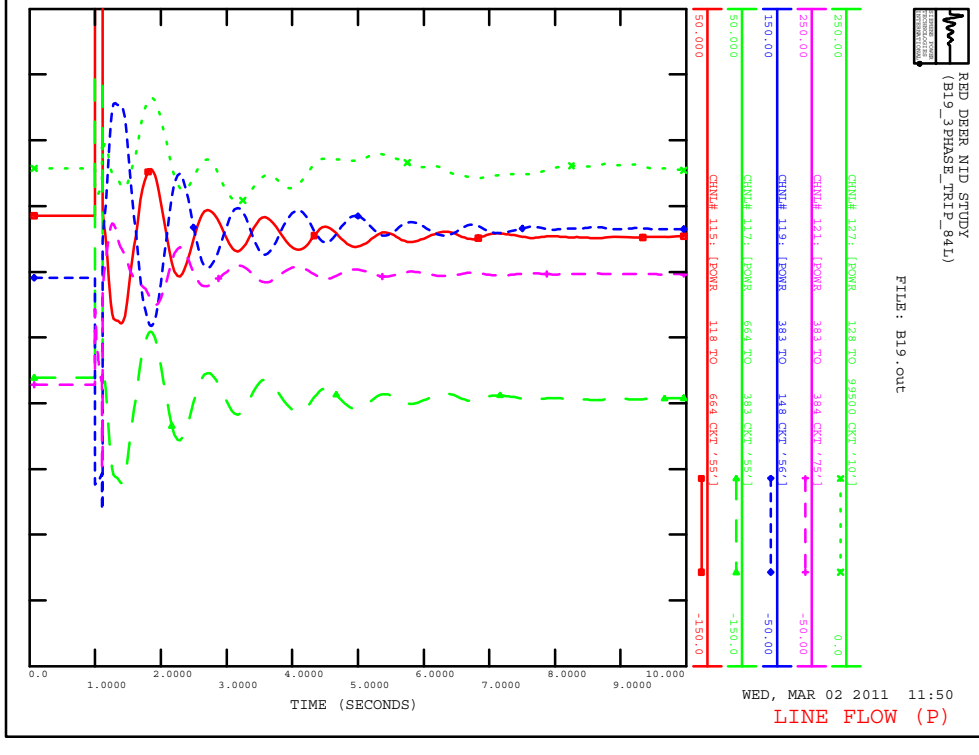

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

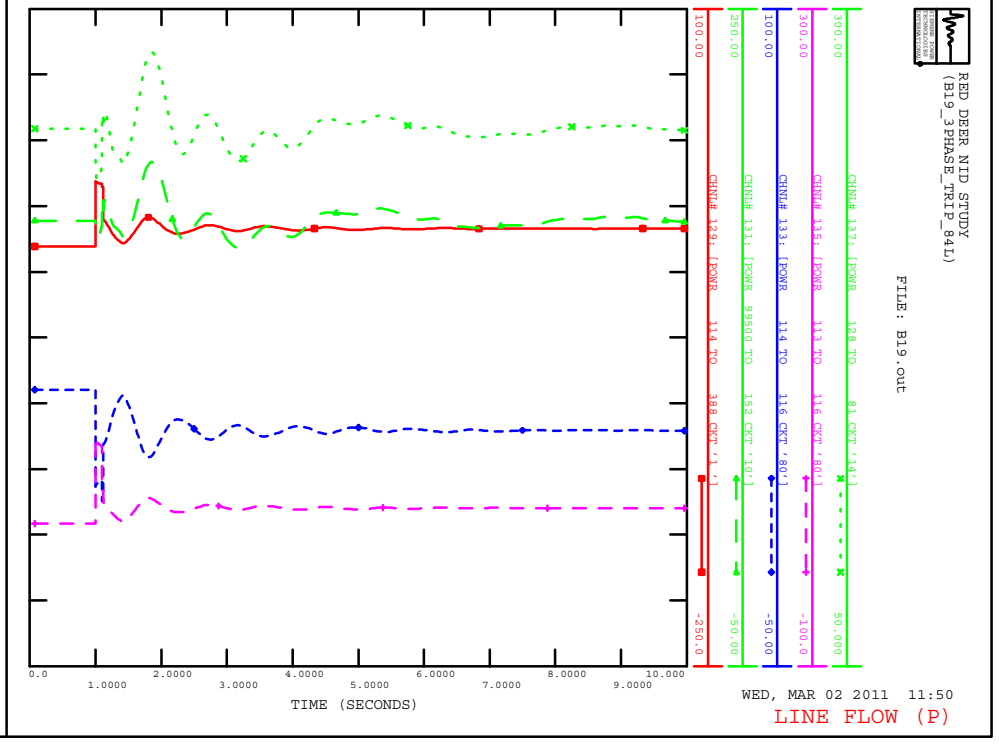

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

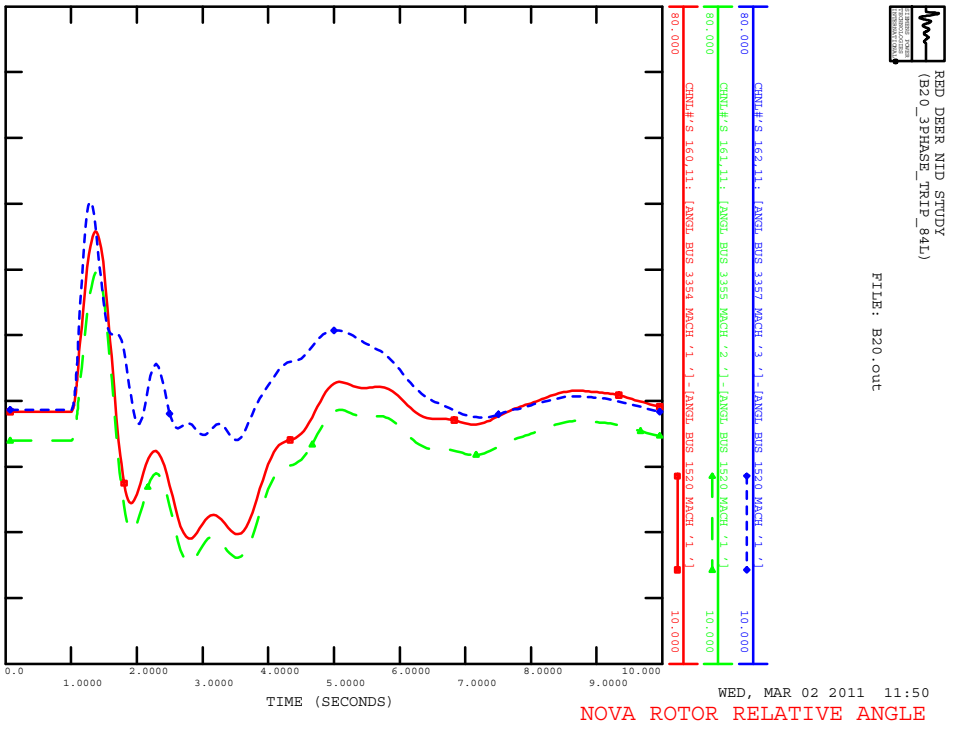

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

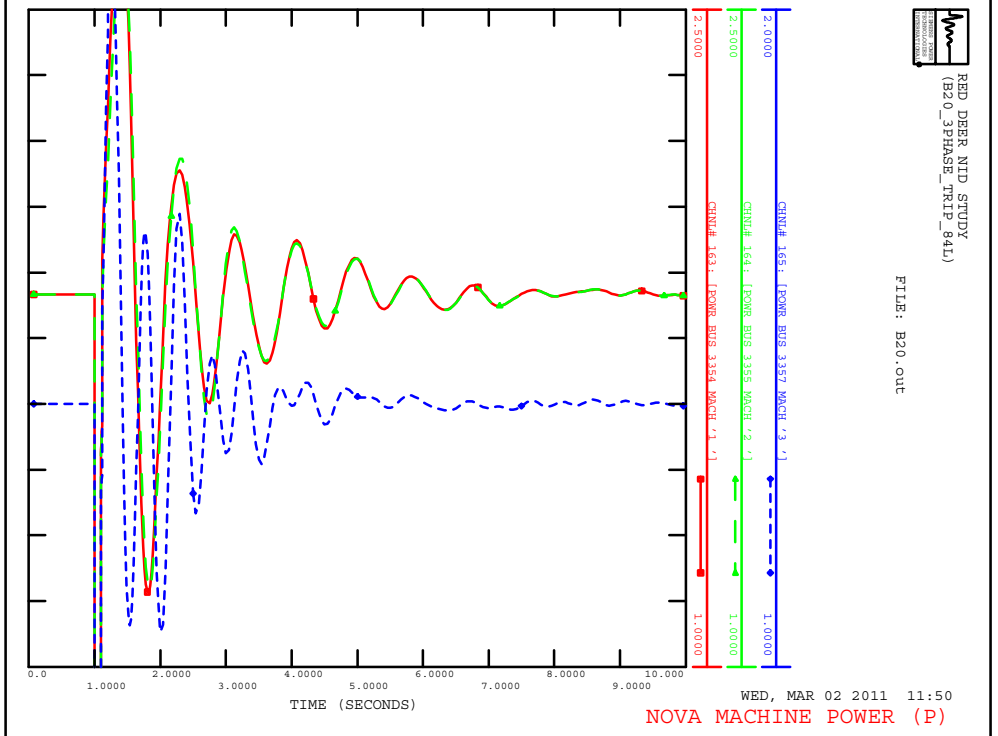

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

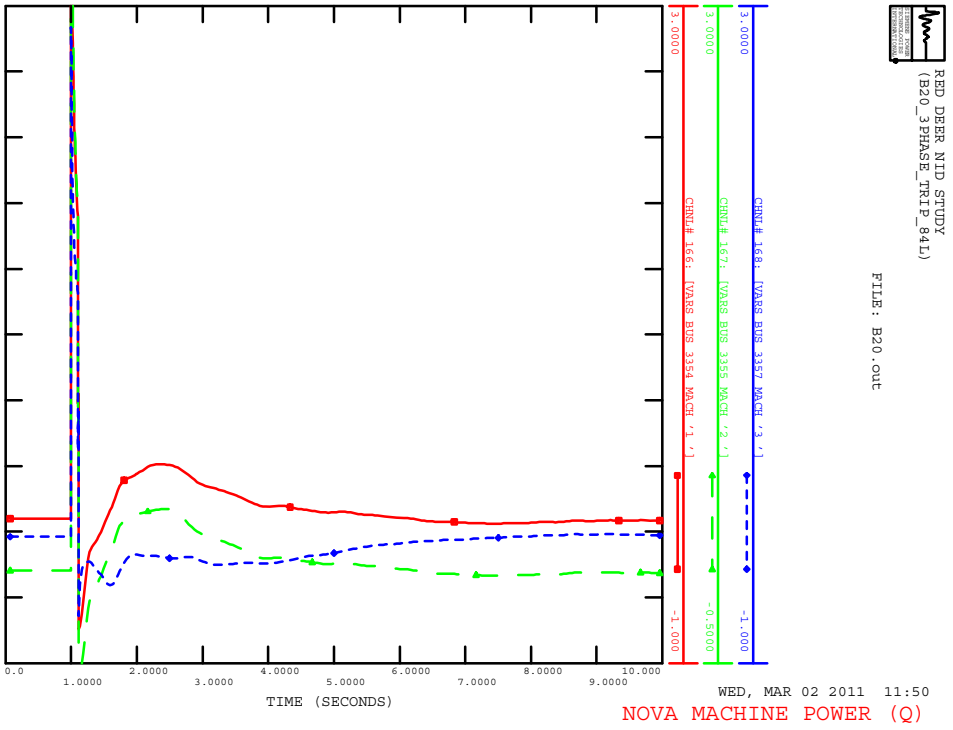

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

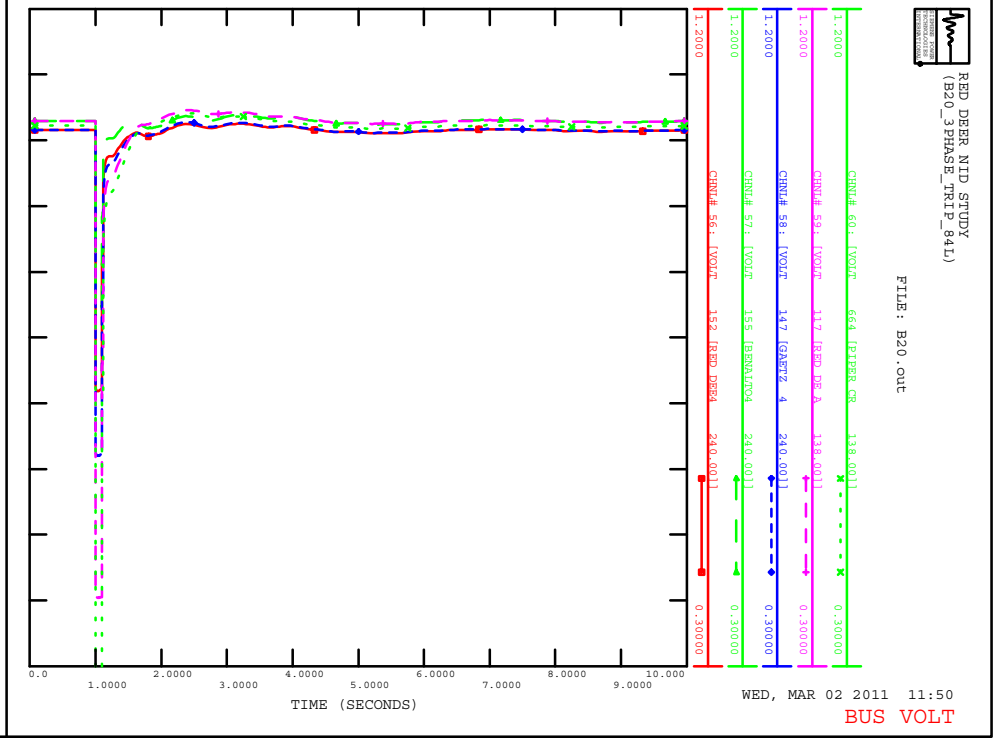

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

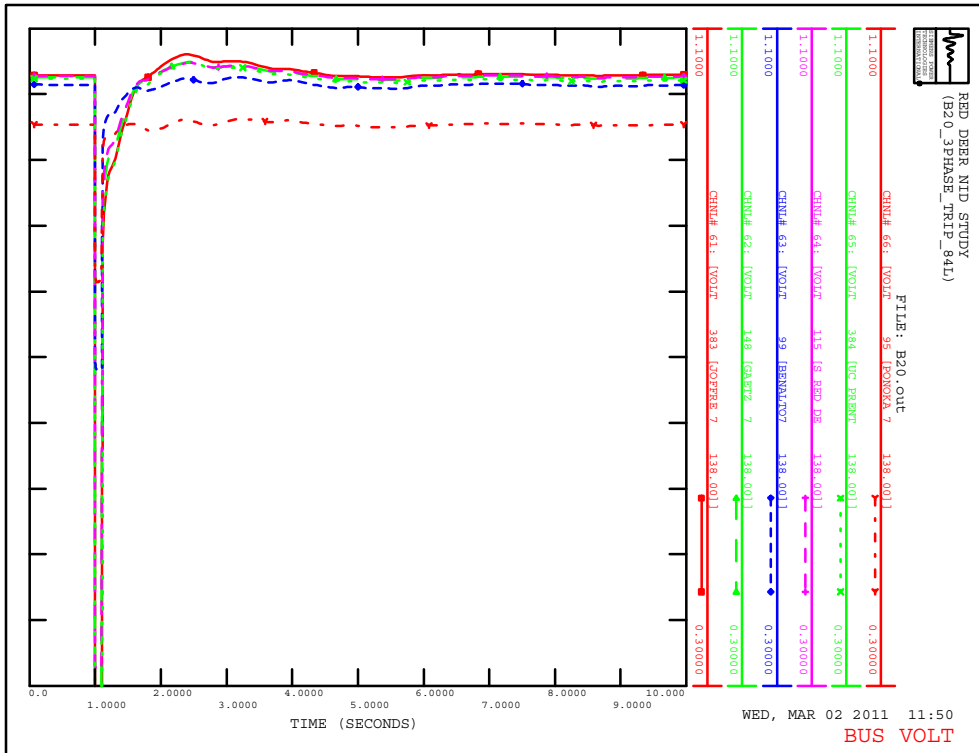

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

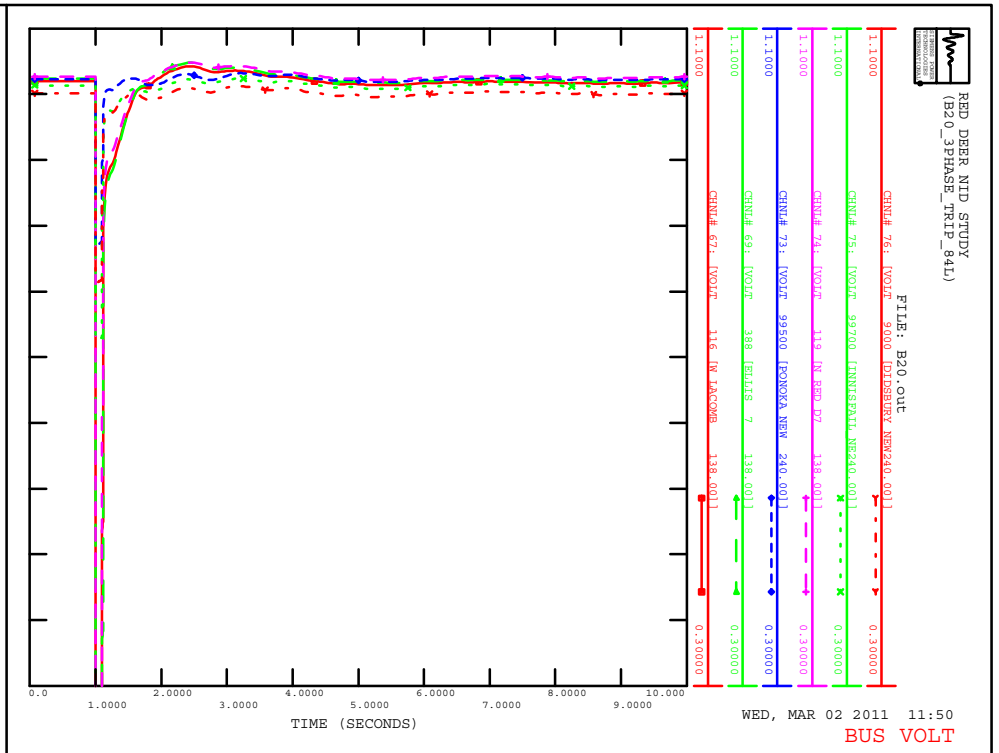

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

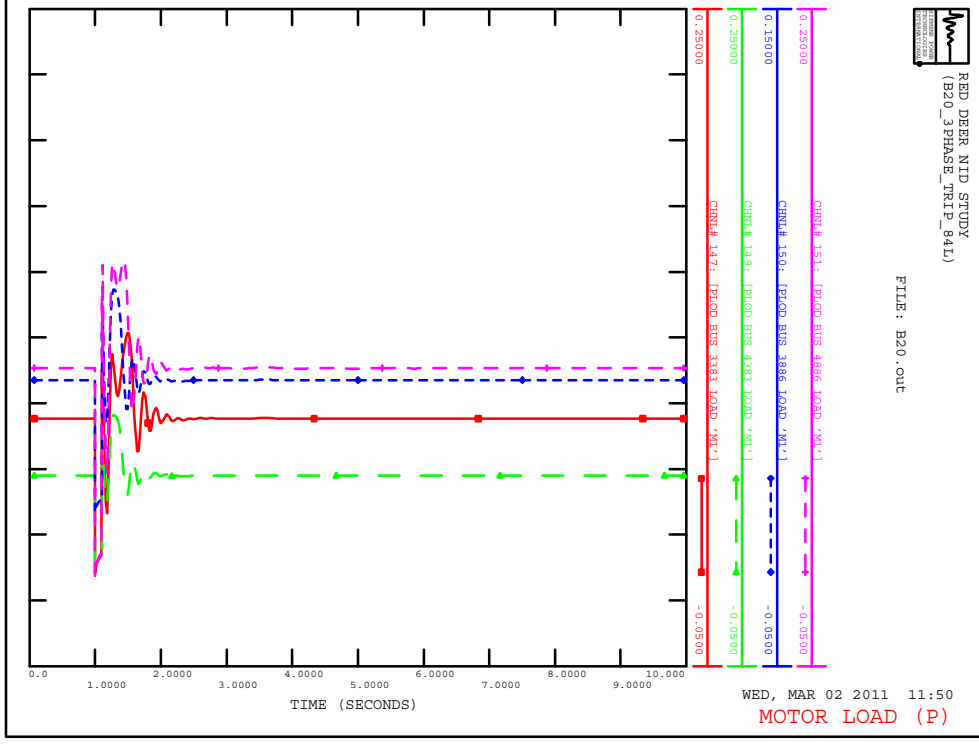

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

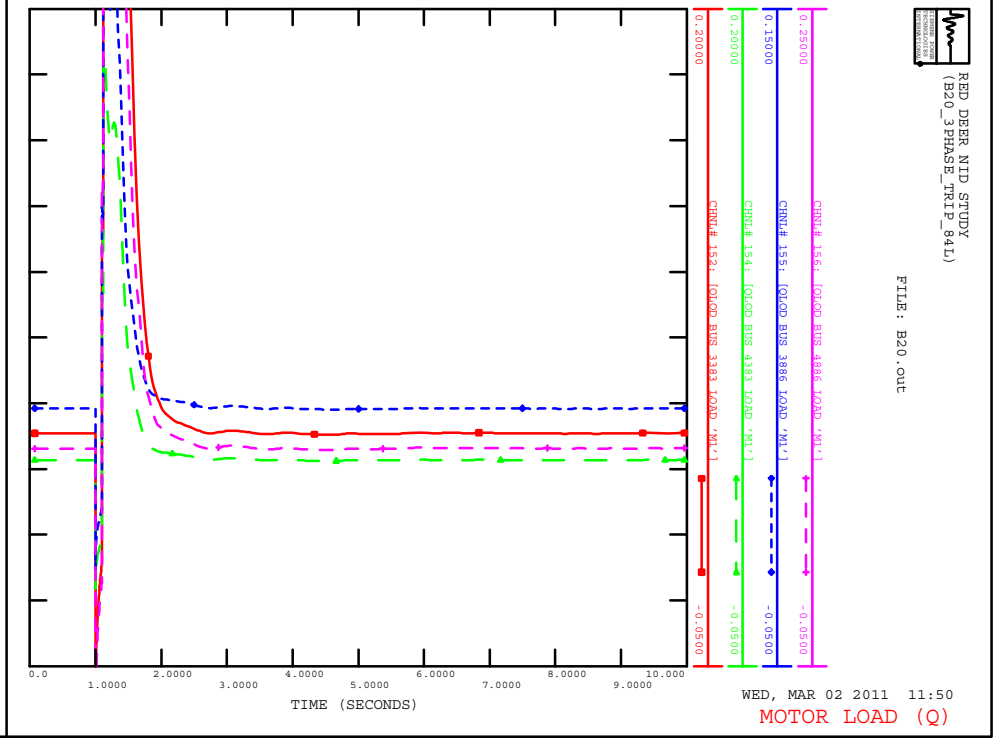

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

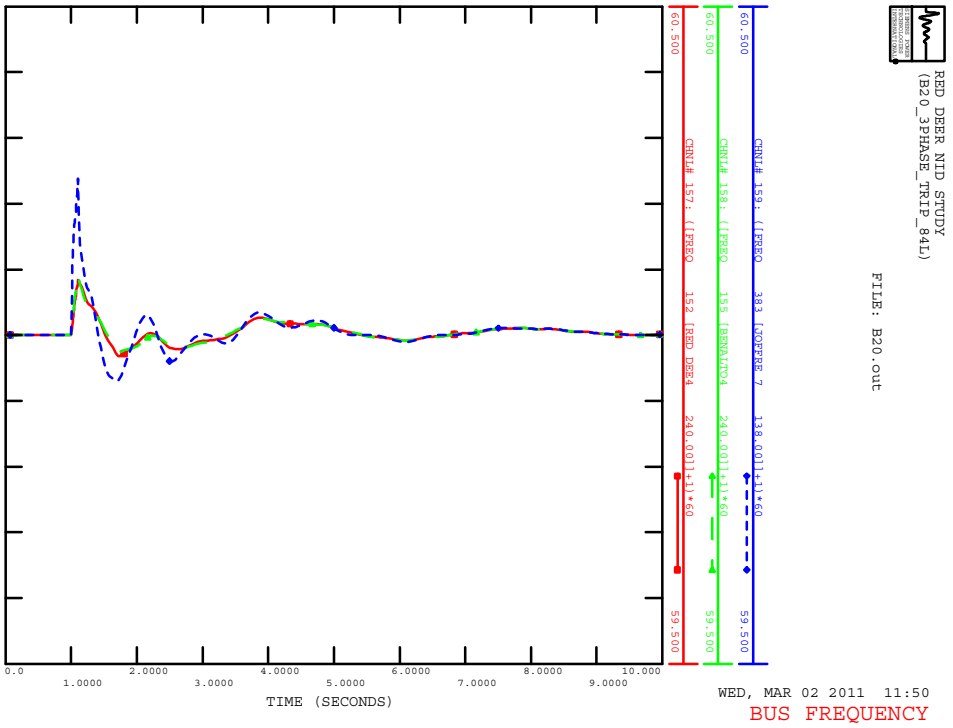

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

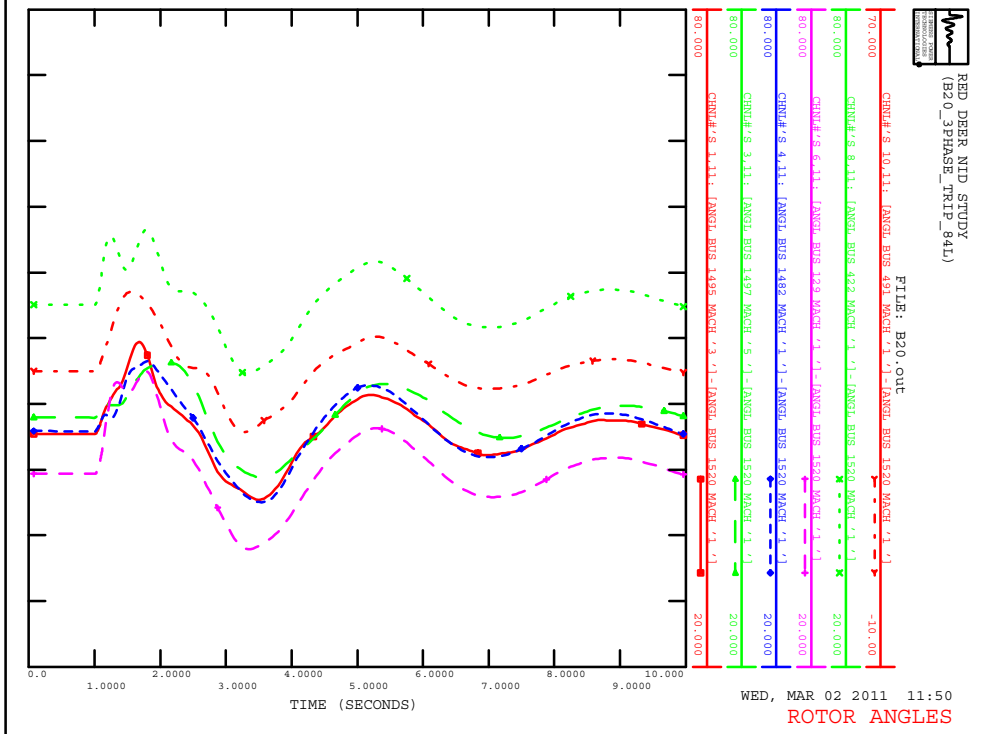

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

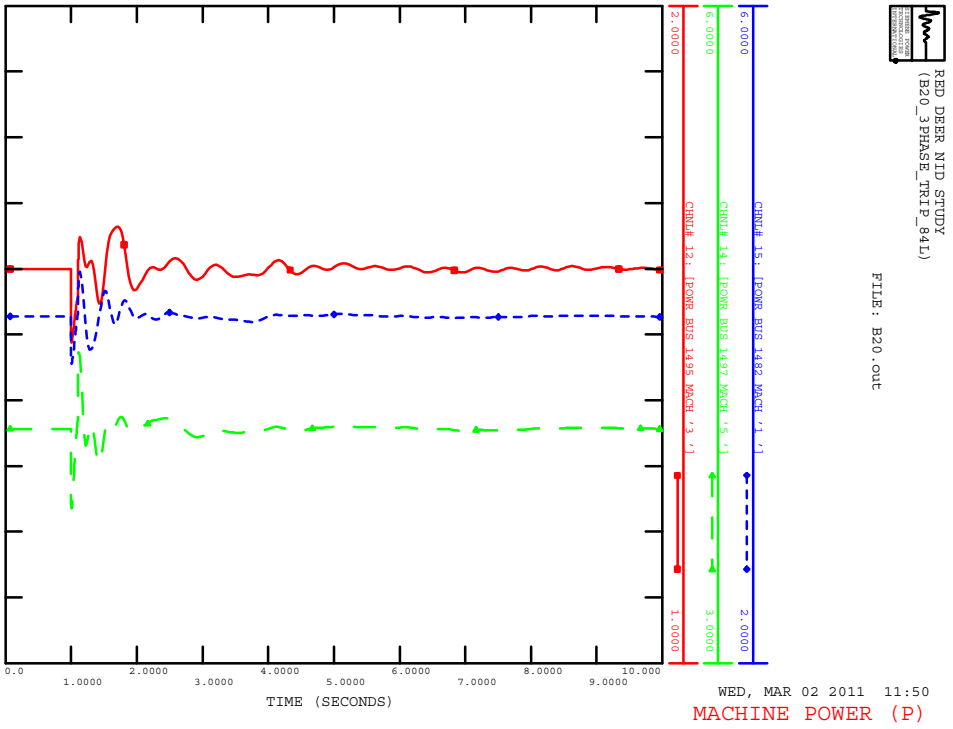

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

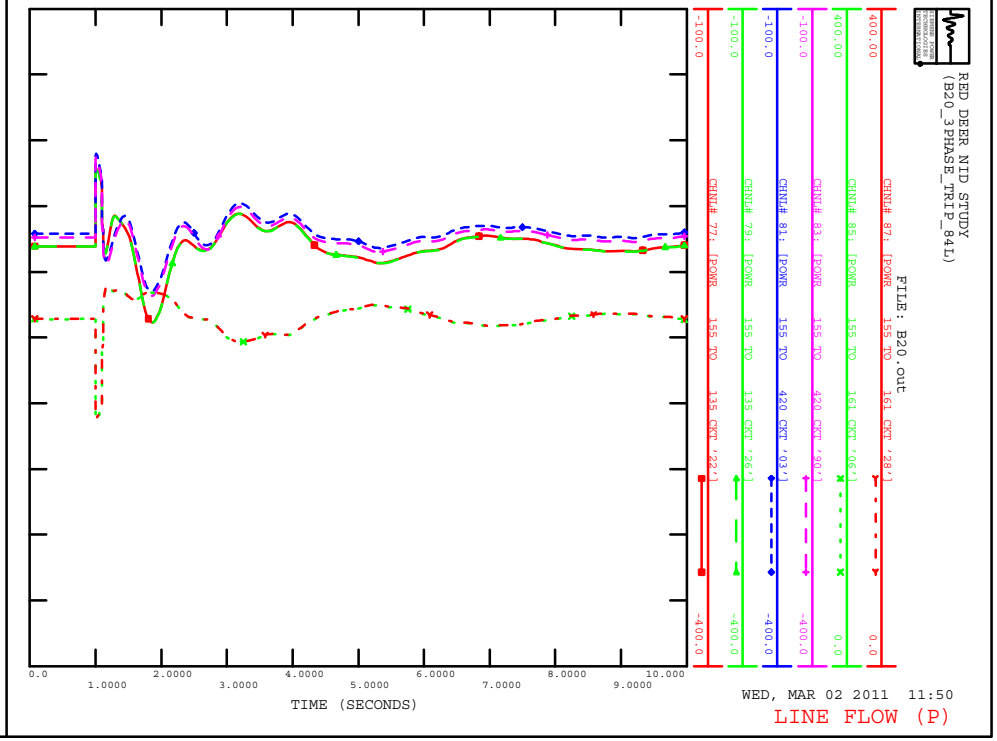

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

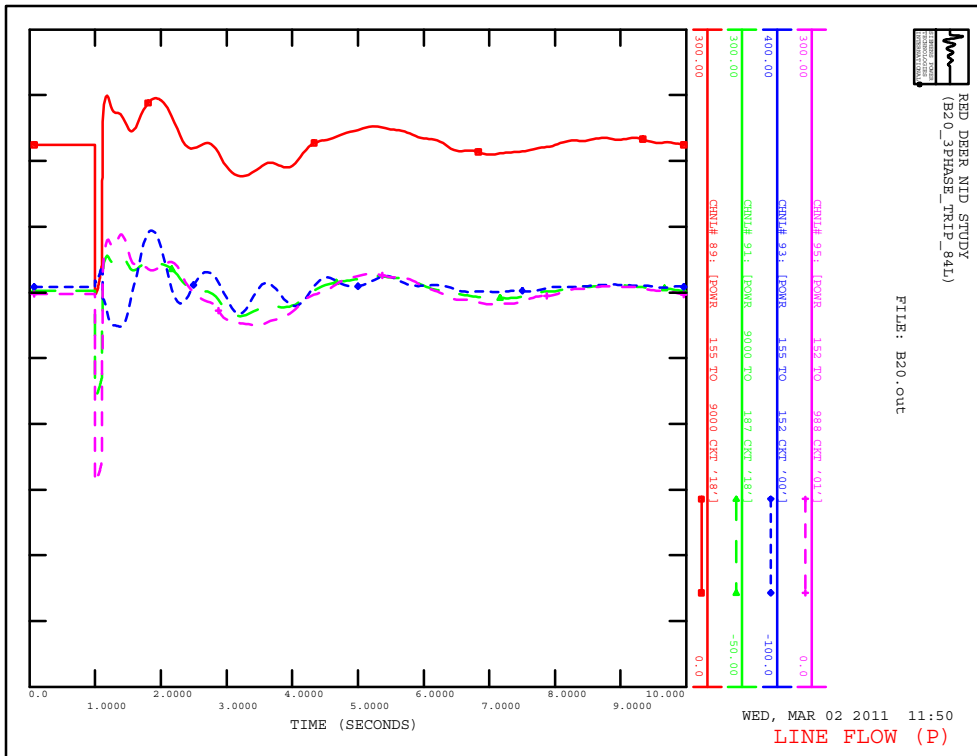

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

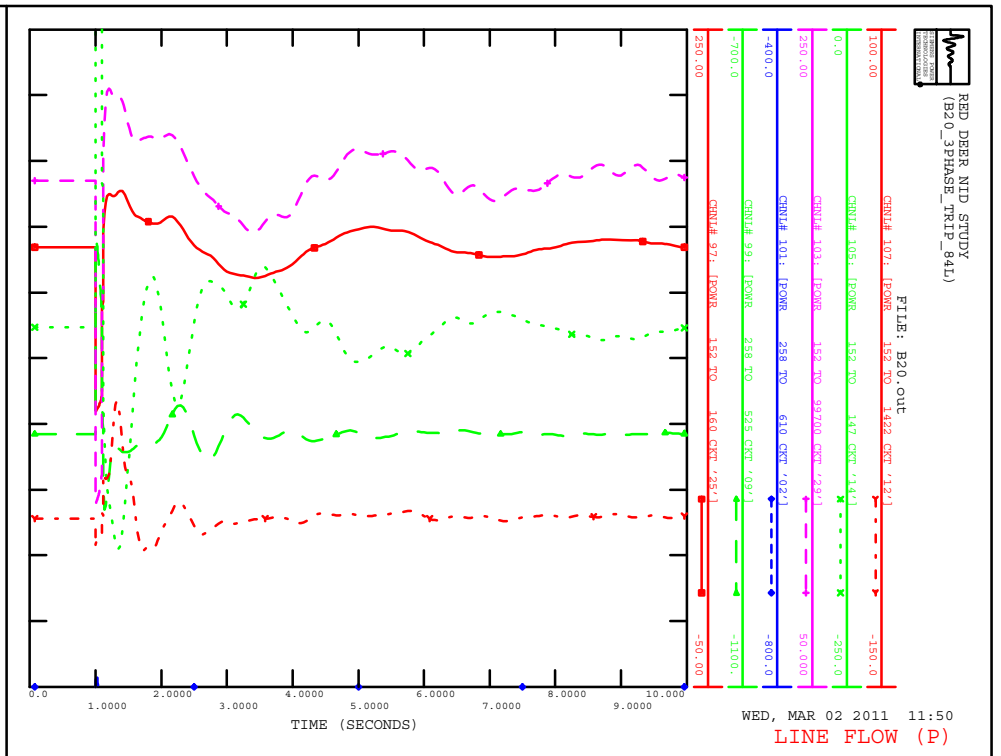

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

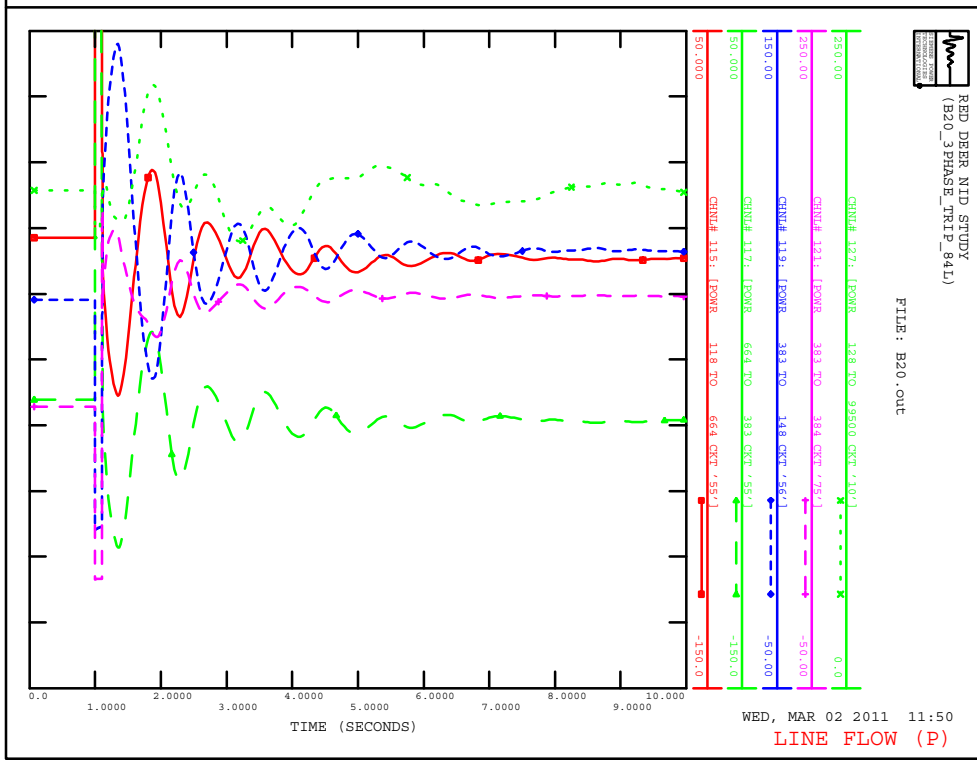

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

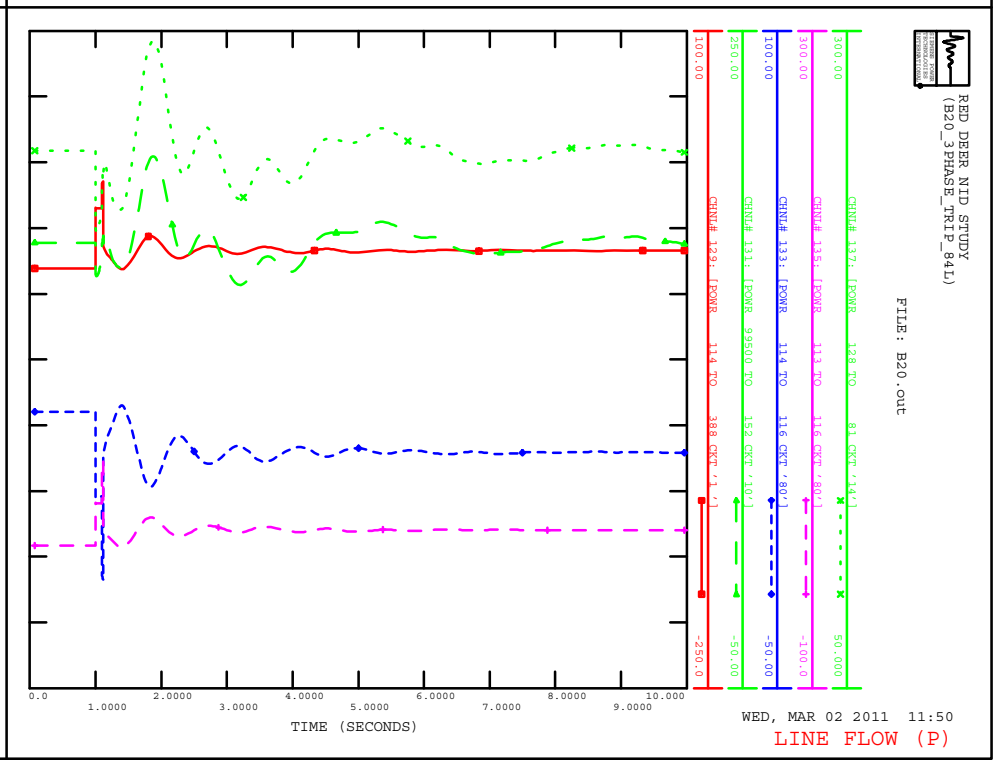

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

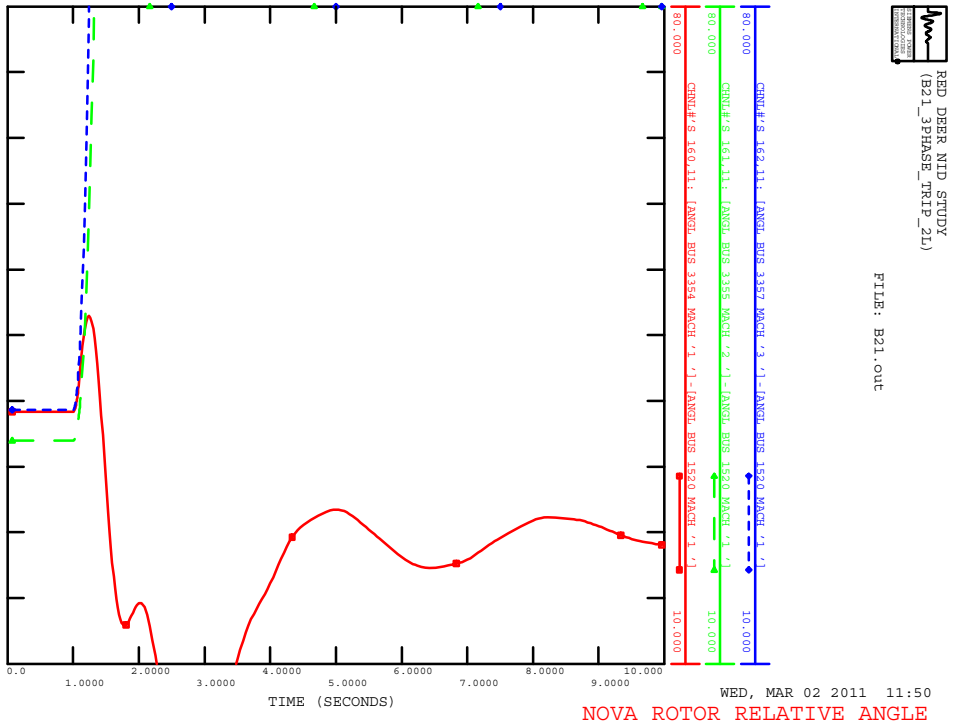

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

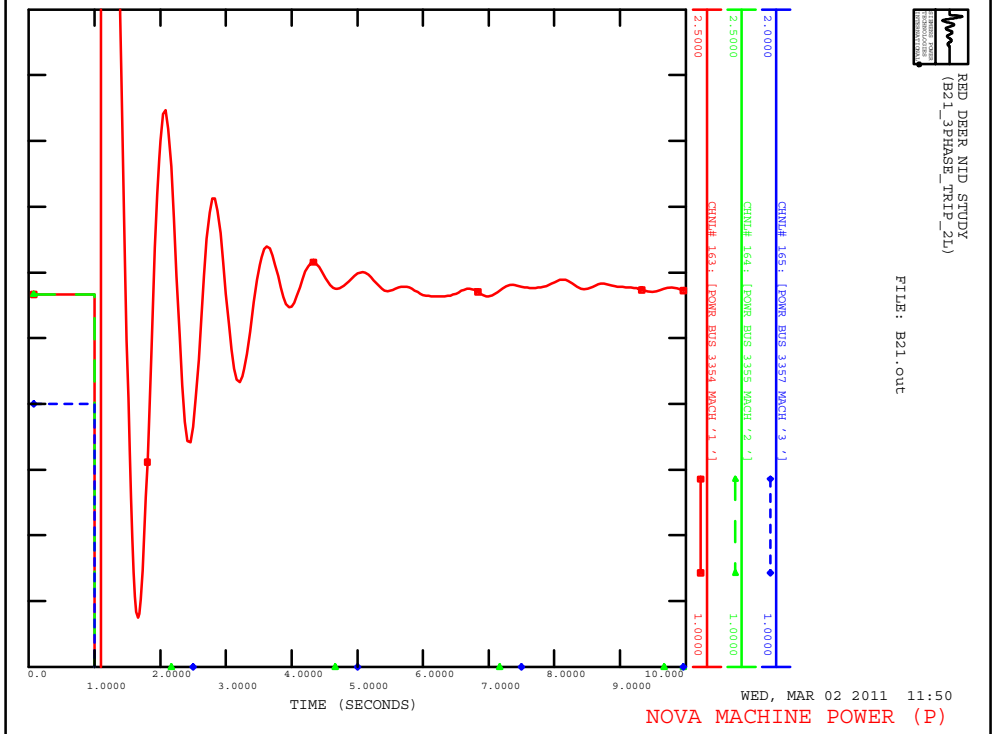

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

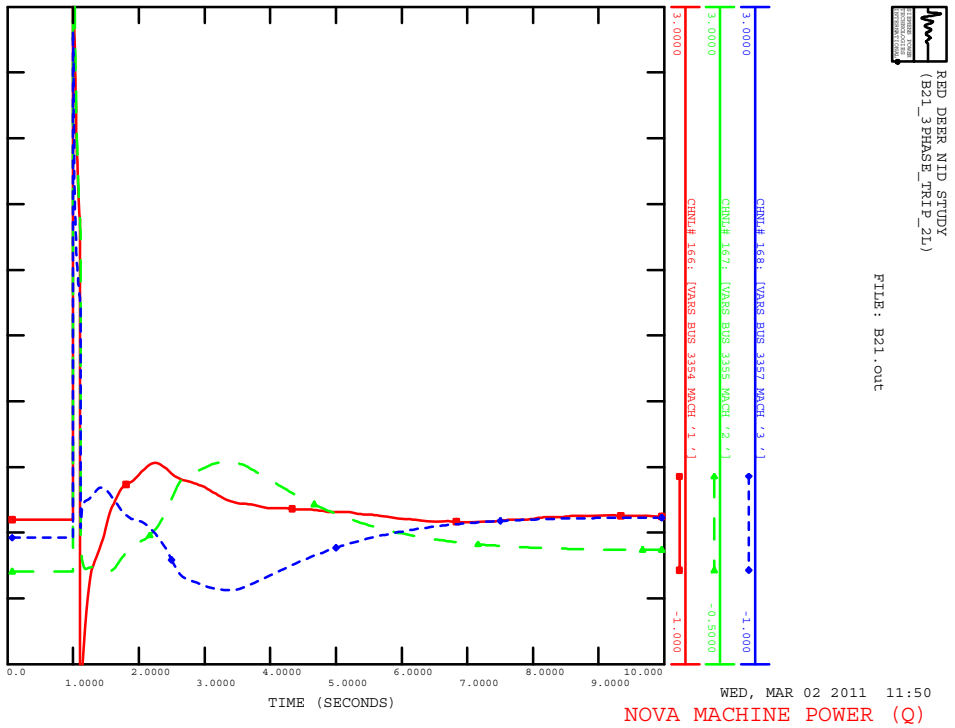

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

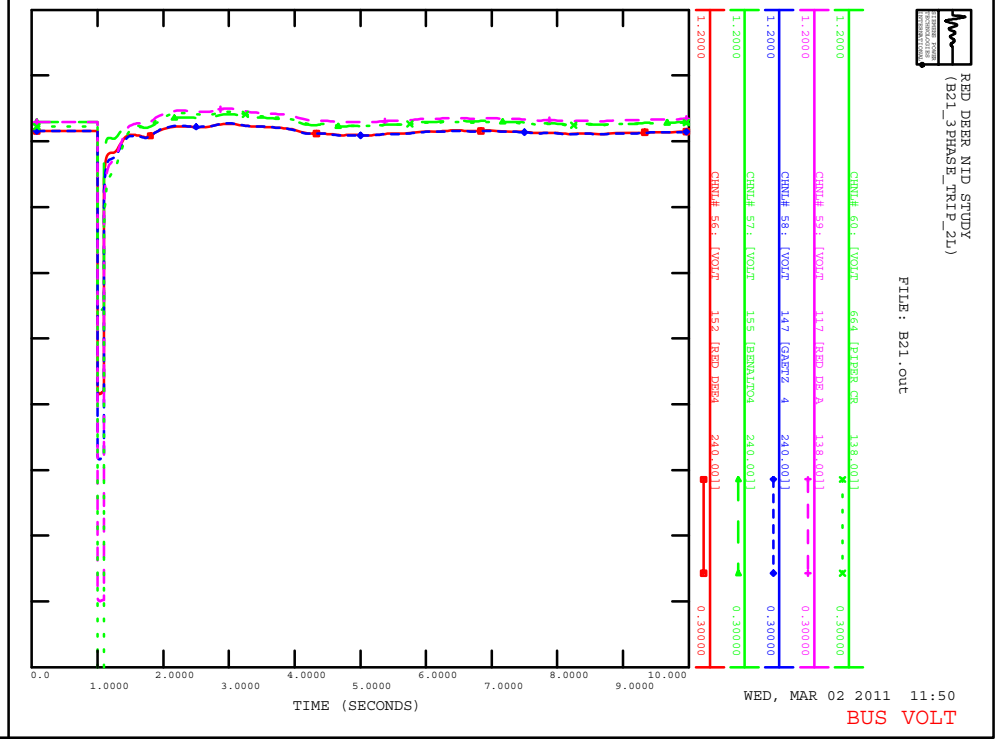

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

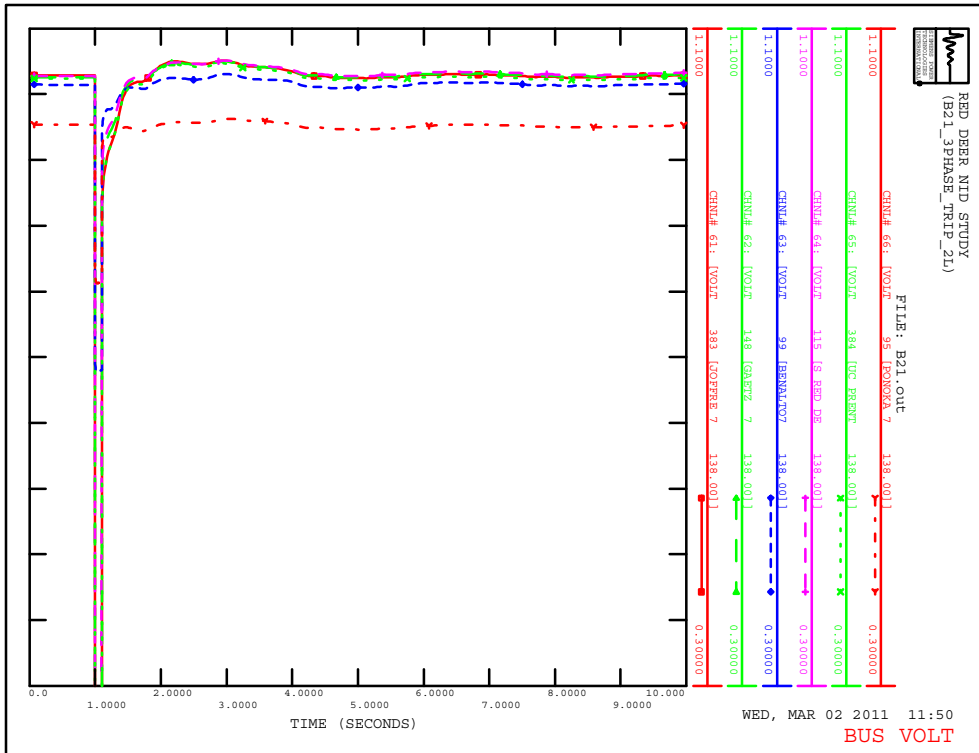

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

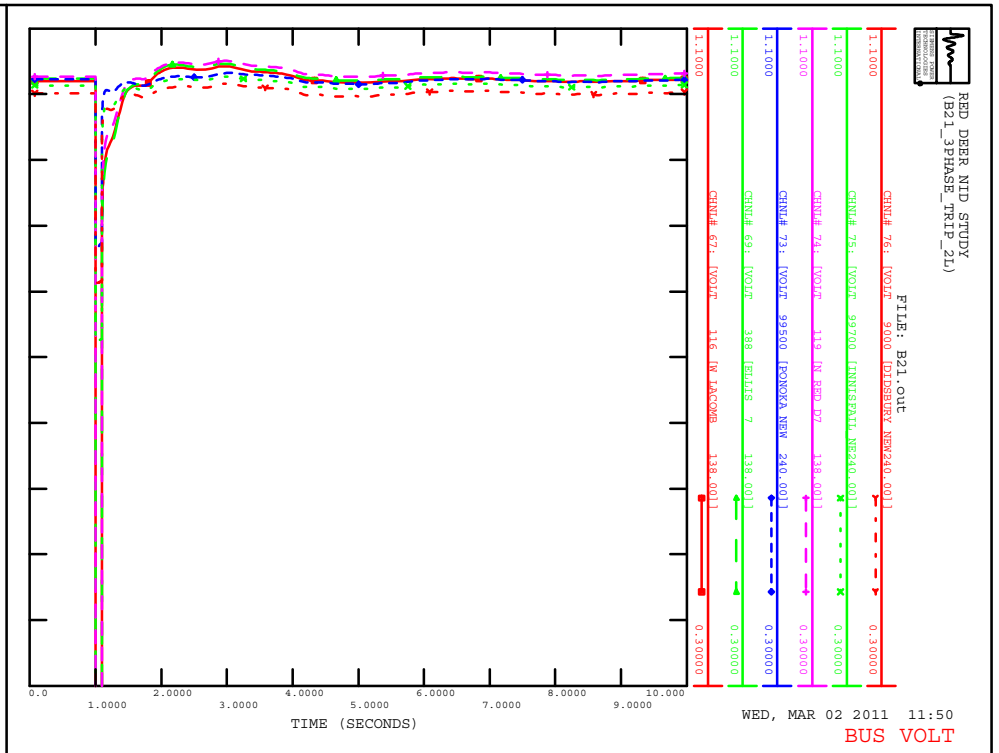

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

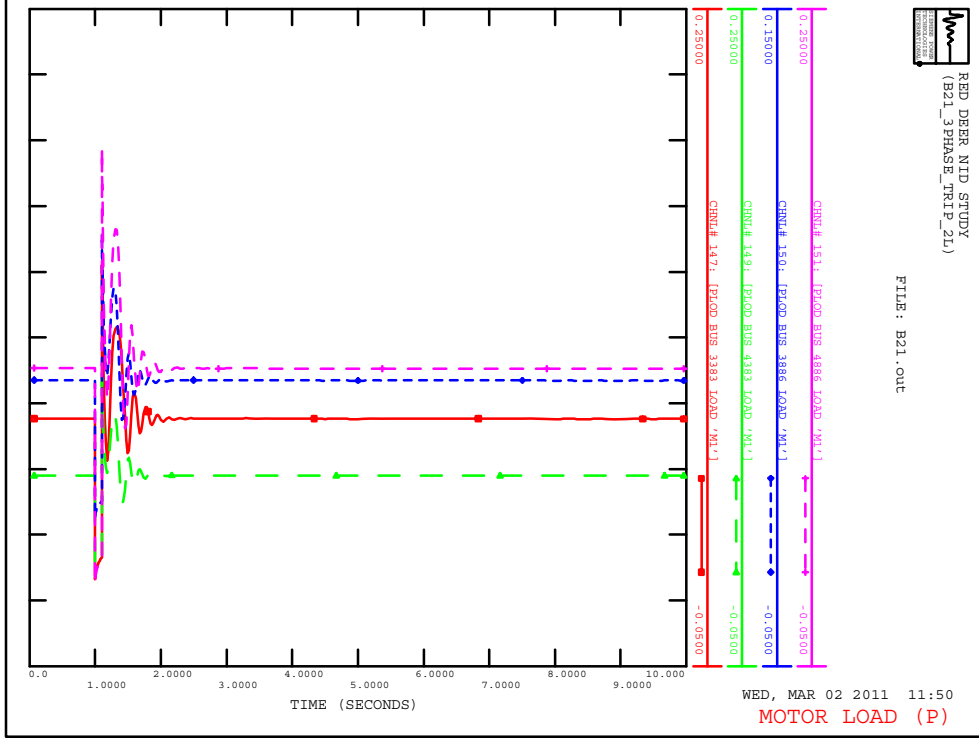

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

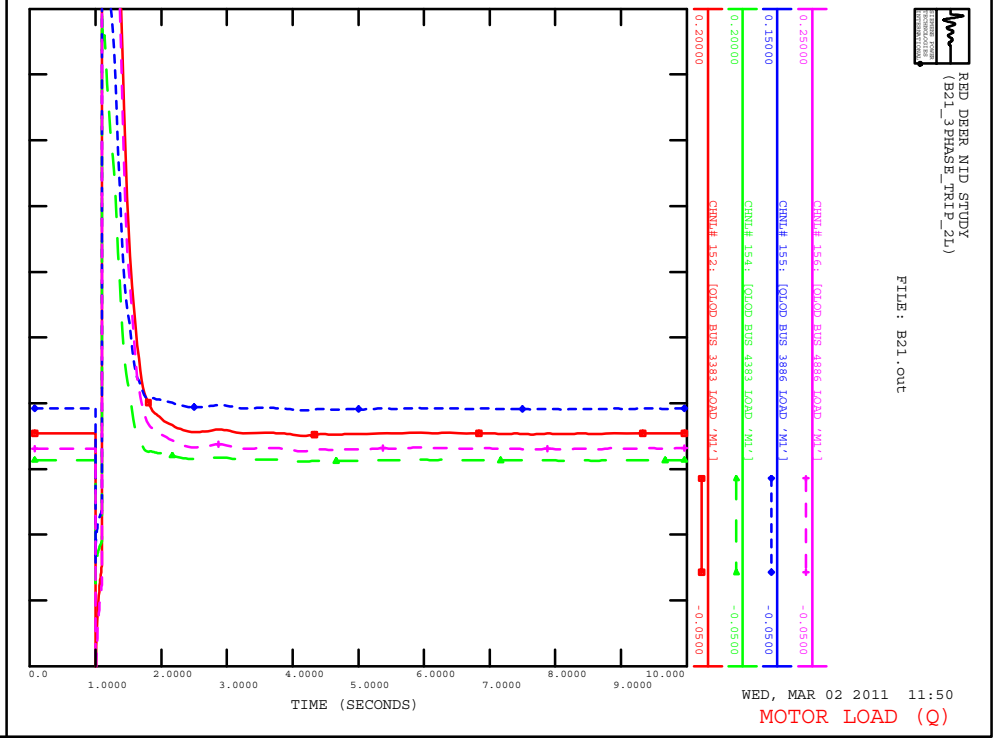

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

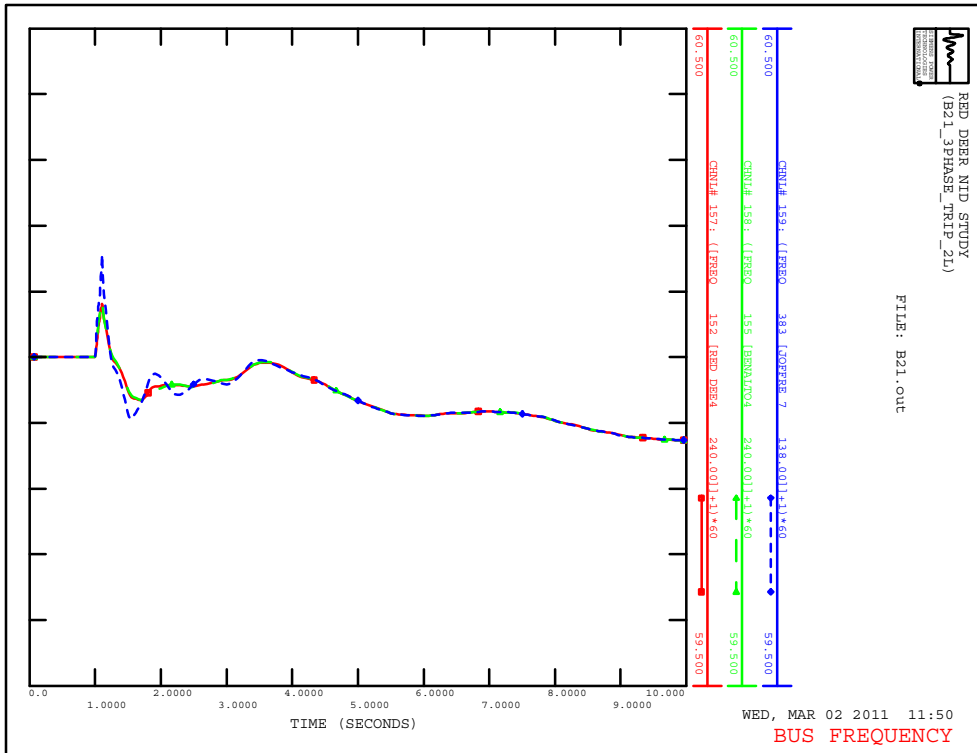

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

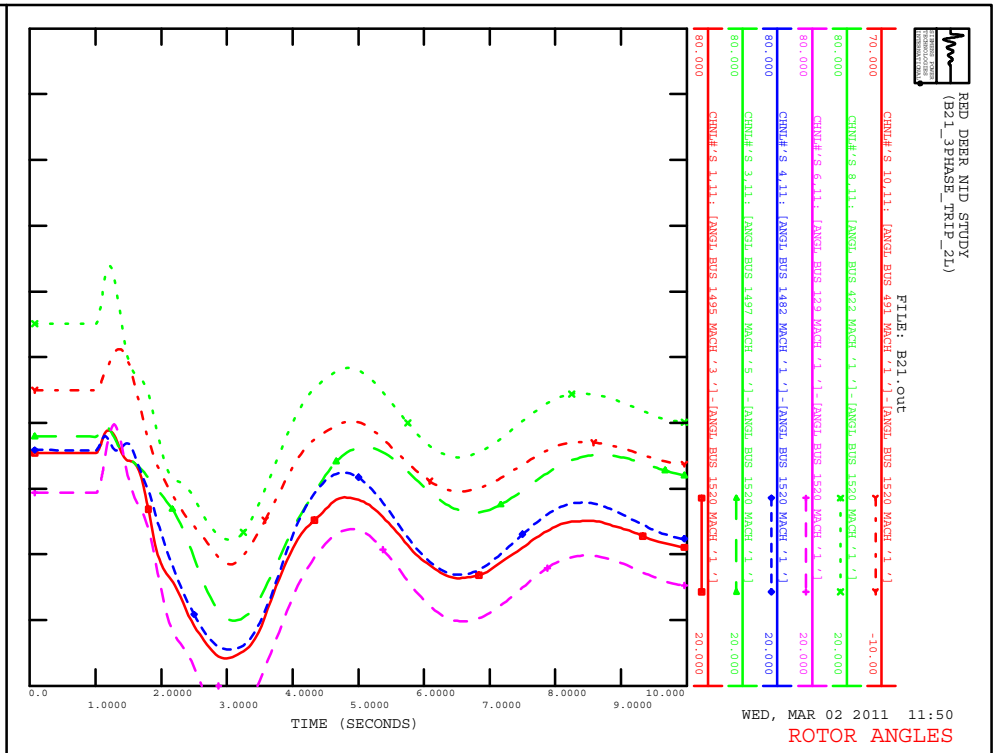

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

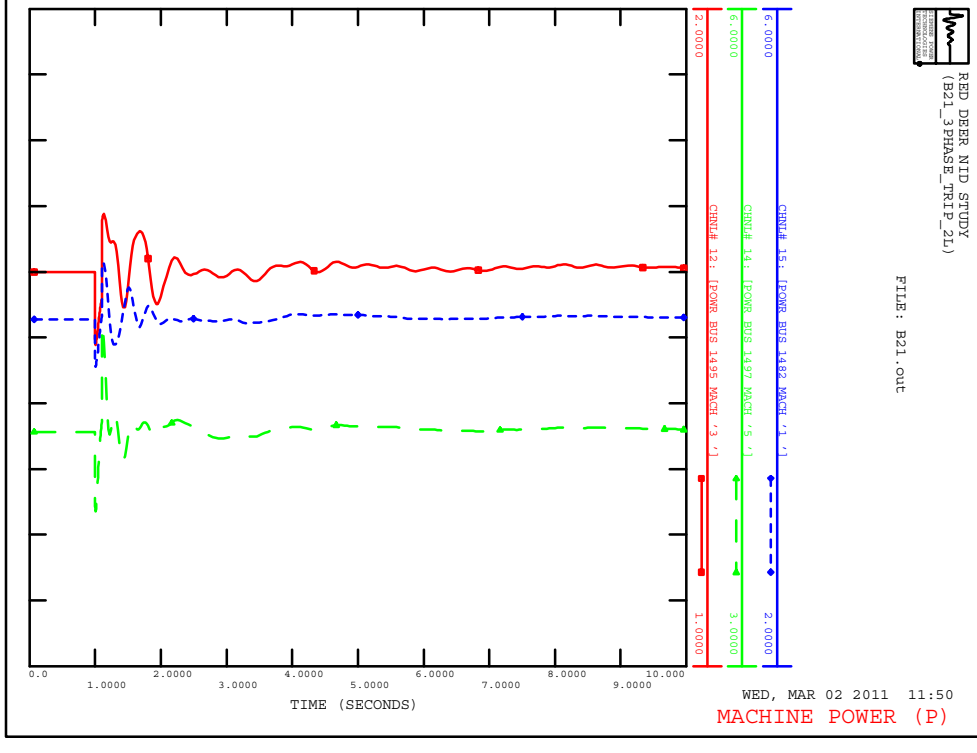

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

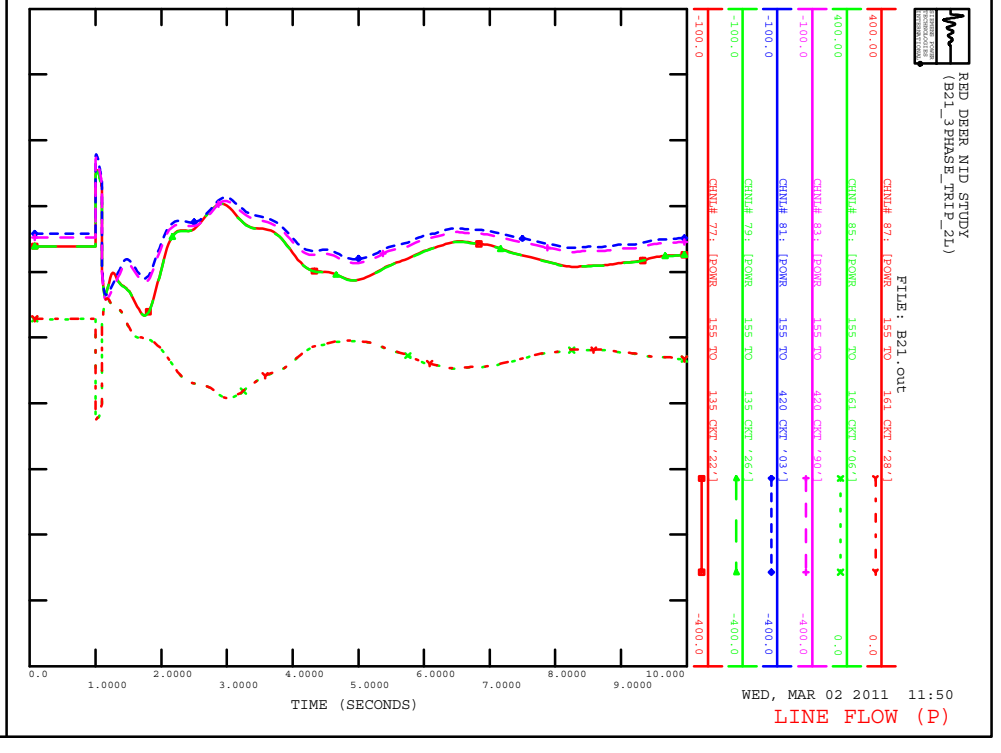

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

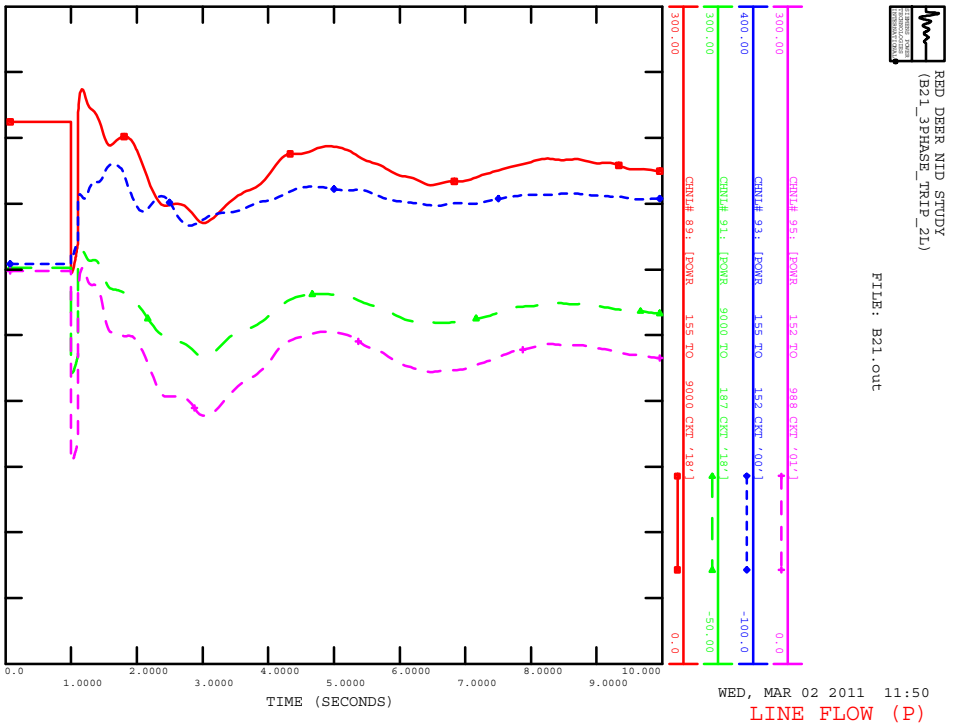

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

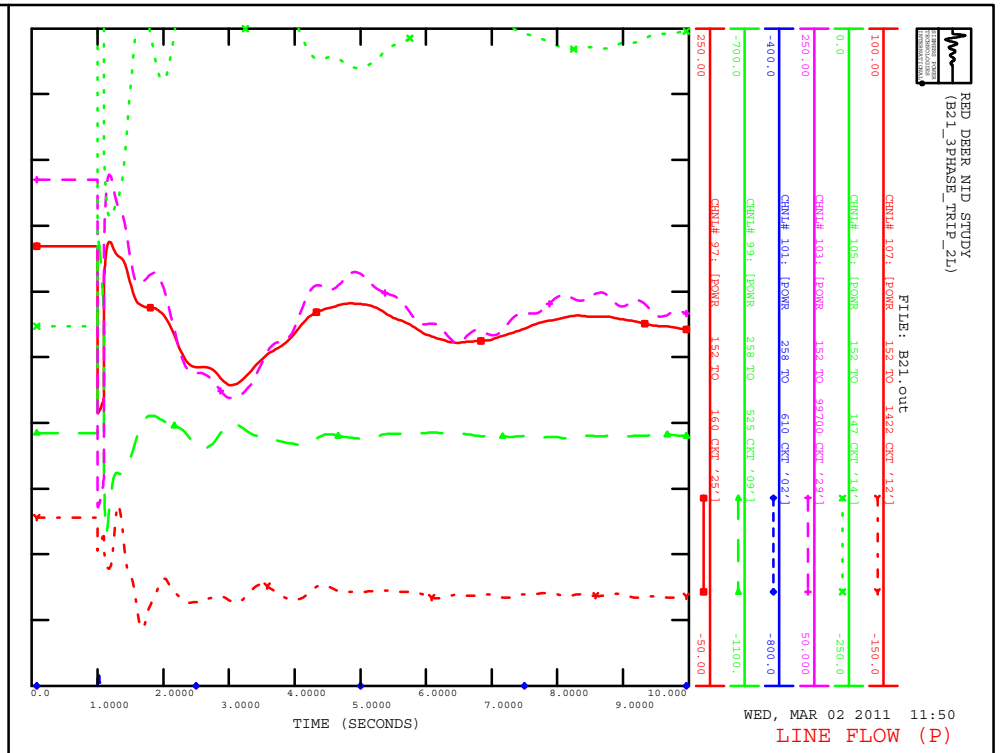

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

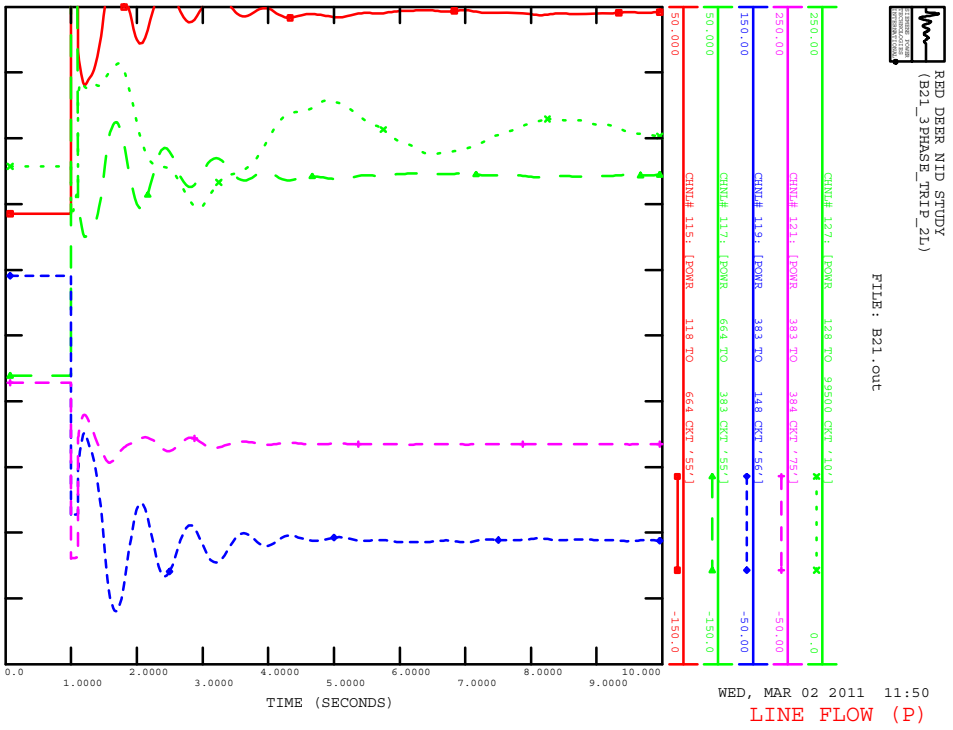

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

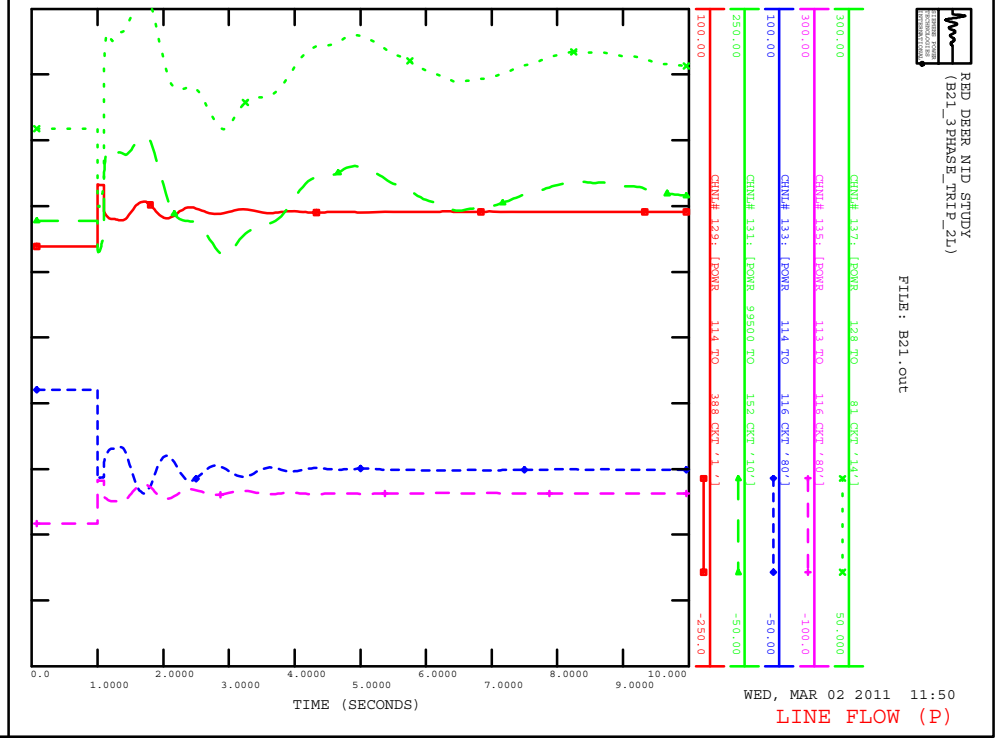

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)


RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)


RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

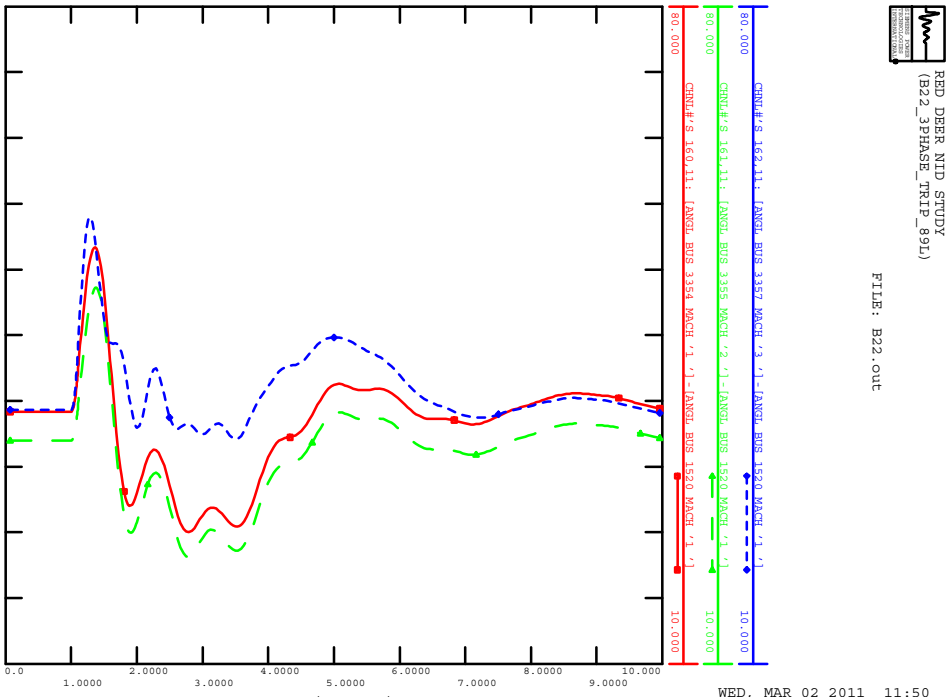

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)


RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)


RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)

FILE: B22.out

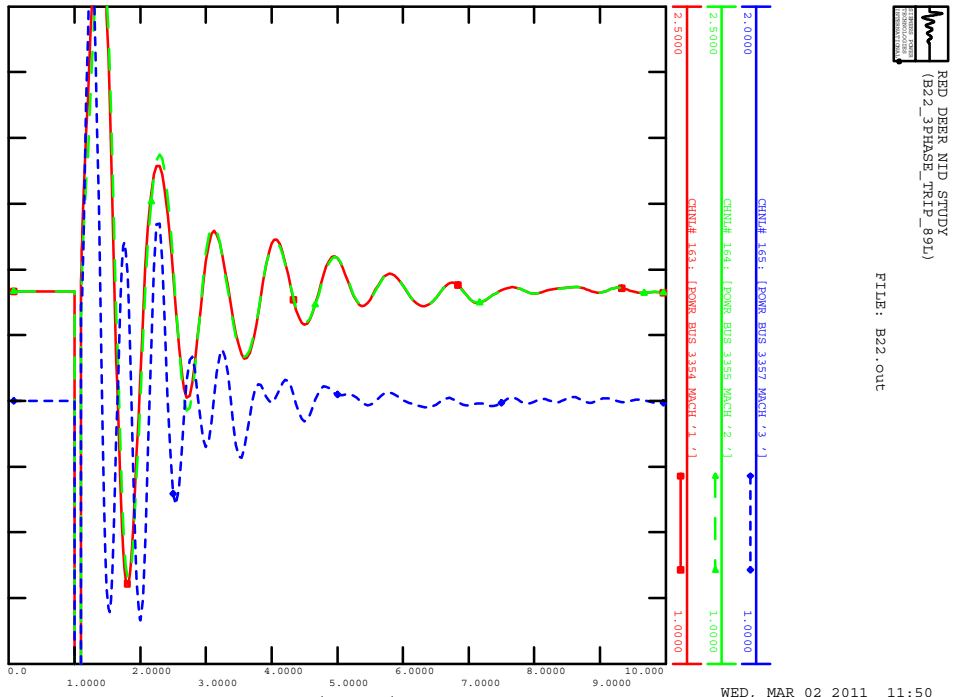


WED, MAR 02 2011 11:50

NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)

FILE: B22.out

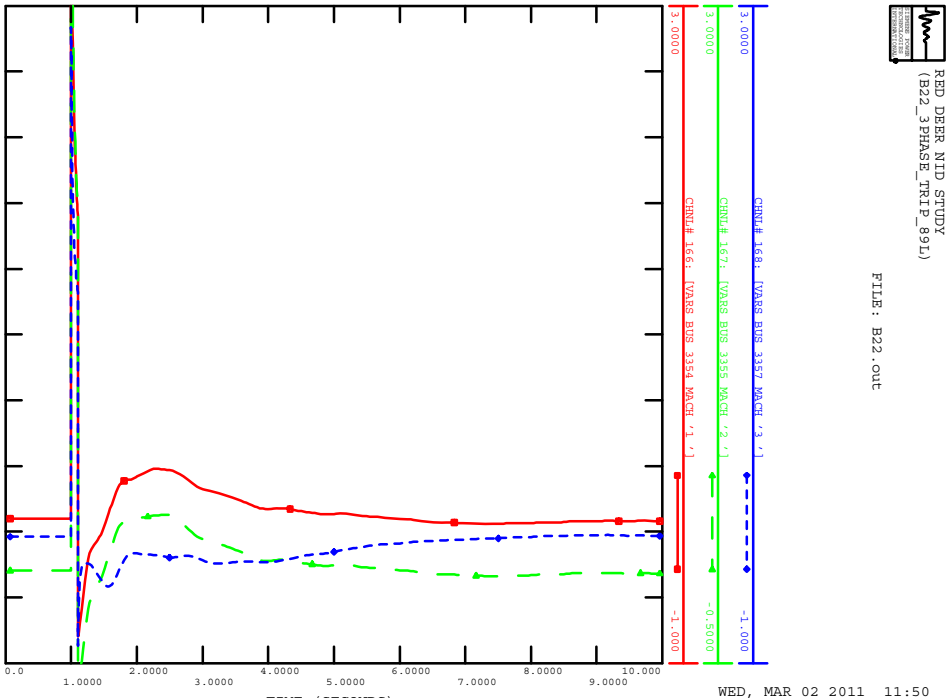


WED, MAR 02 2011 11:50

NOVA MACHINE POWER (P)

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)

FILE: B22.out

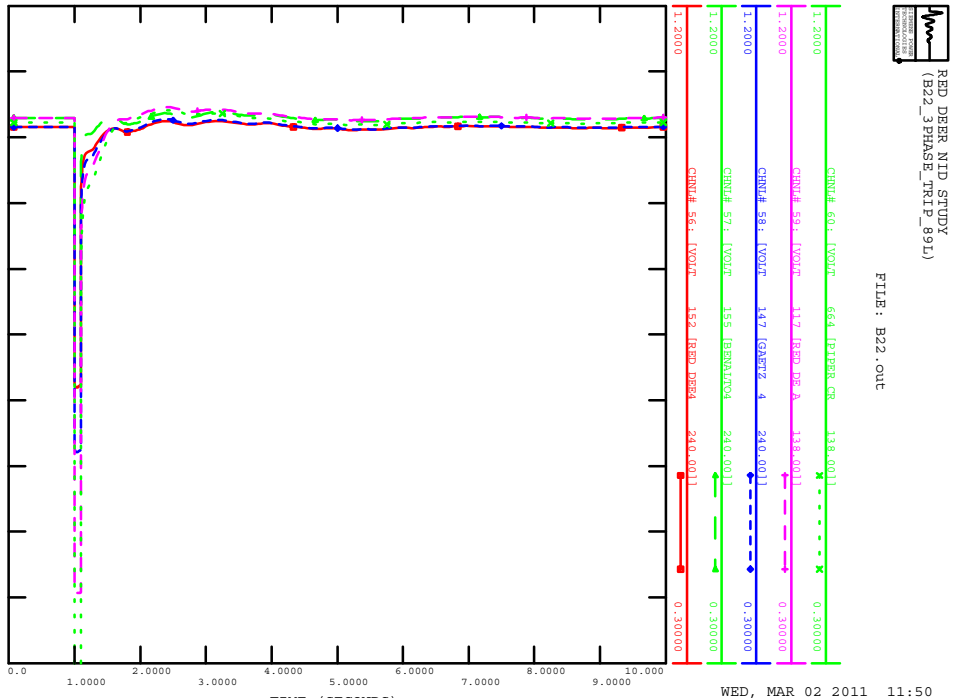


WED, MAR 02 2011 11:50

NOVA MACHINE POWER (Q)

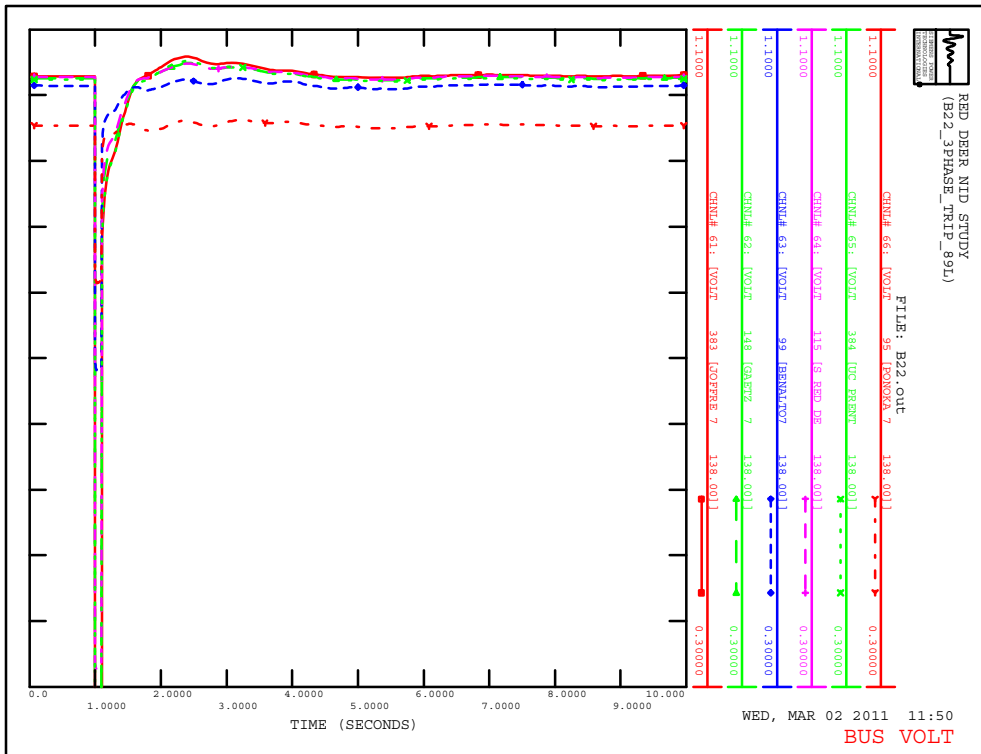
RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)

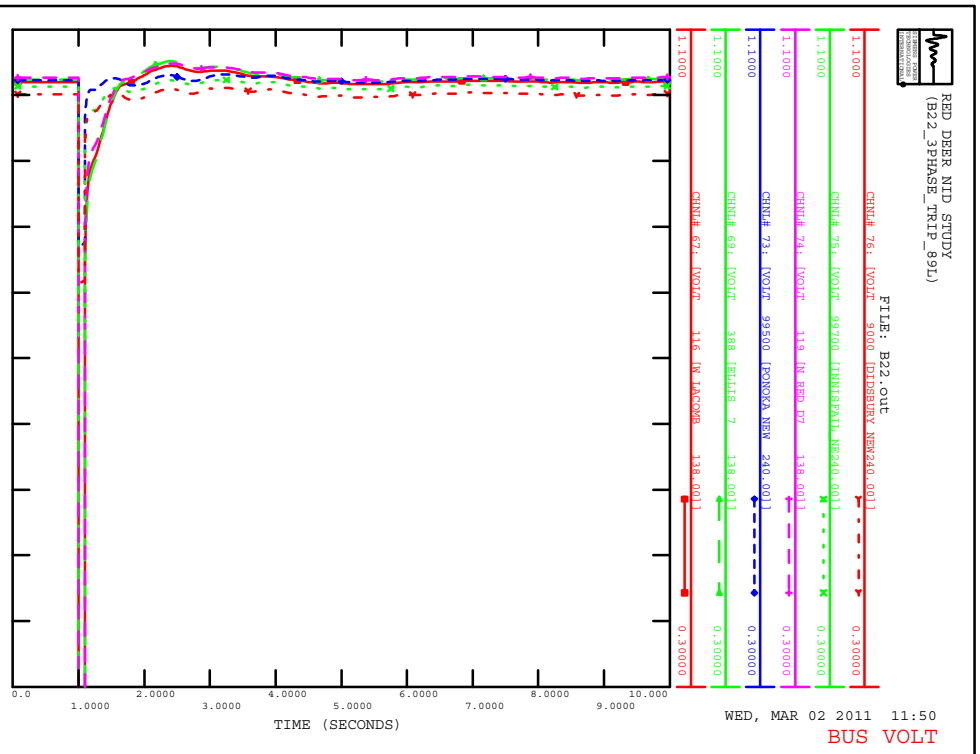
FILE: B22.out

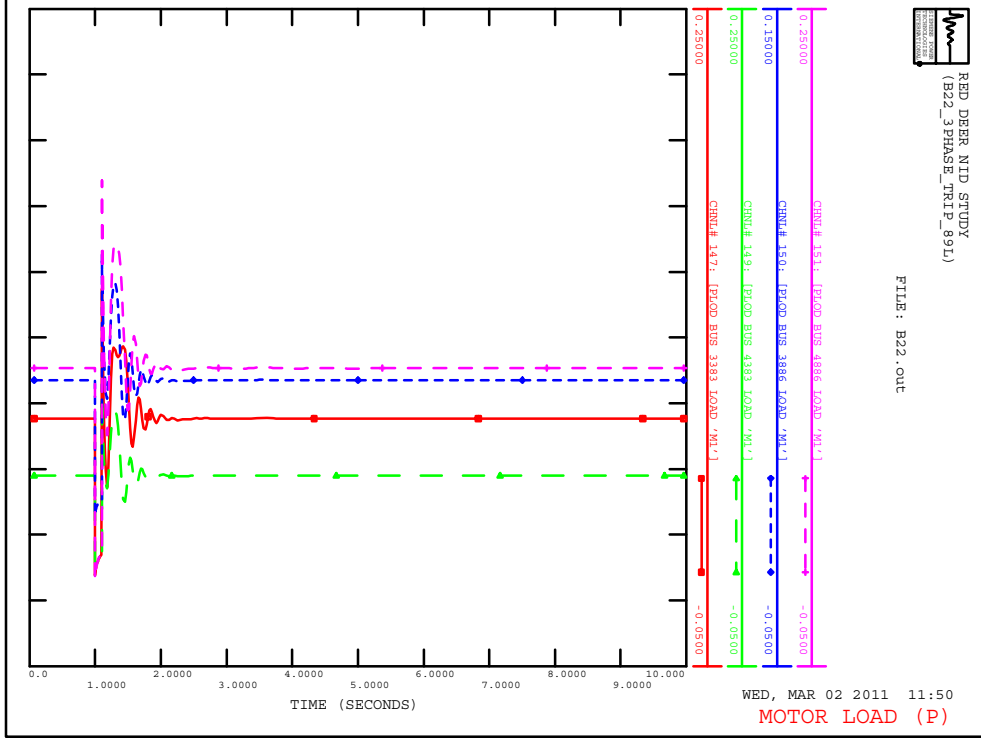


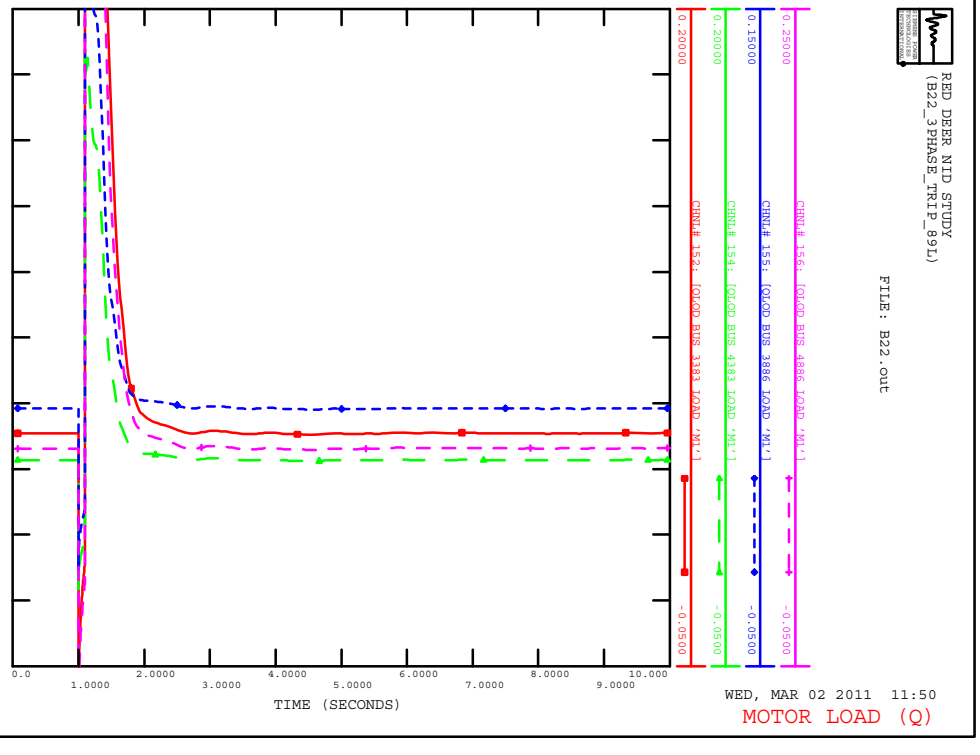
WED, MAR 02 2011 11:50

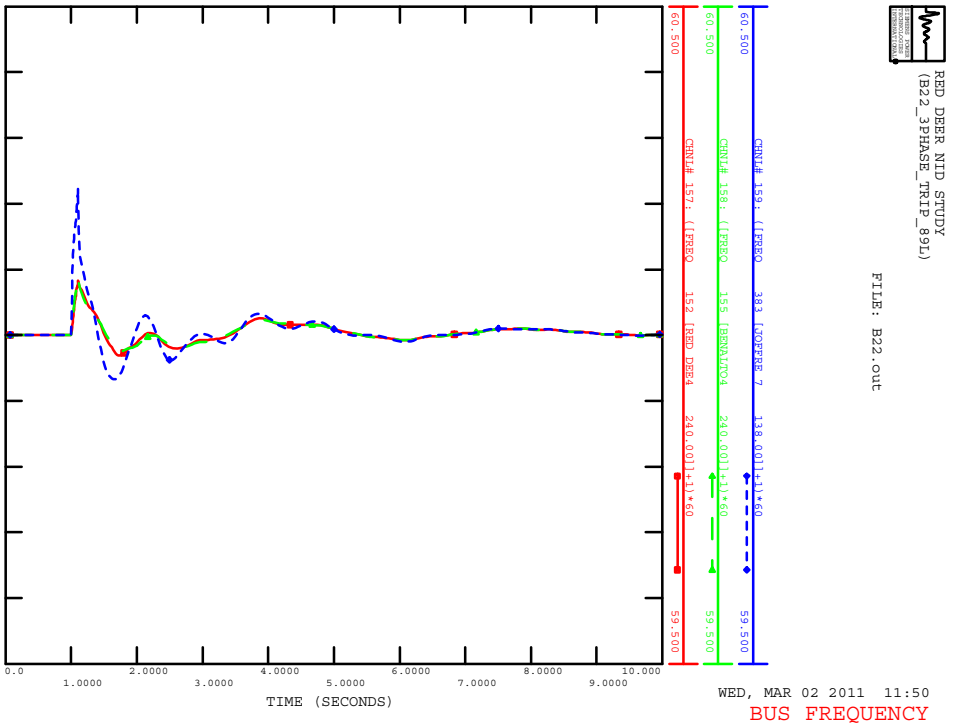
BUS VOLT

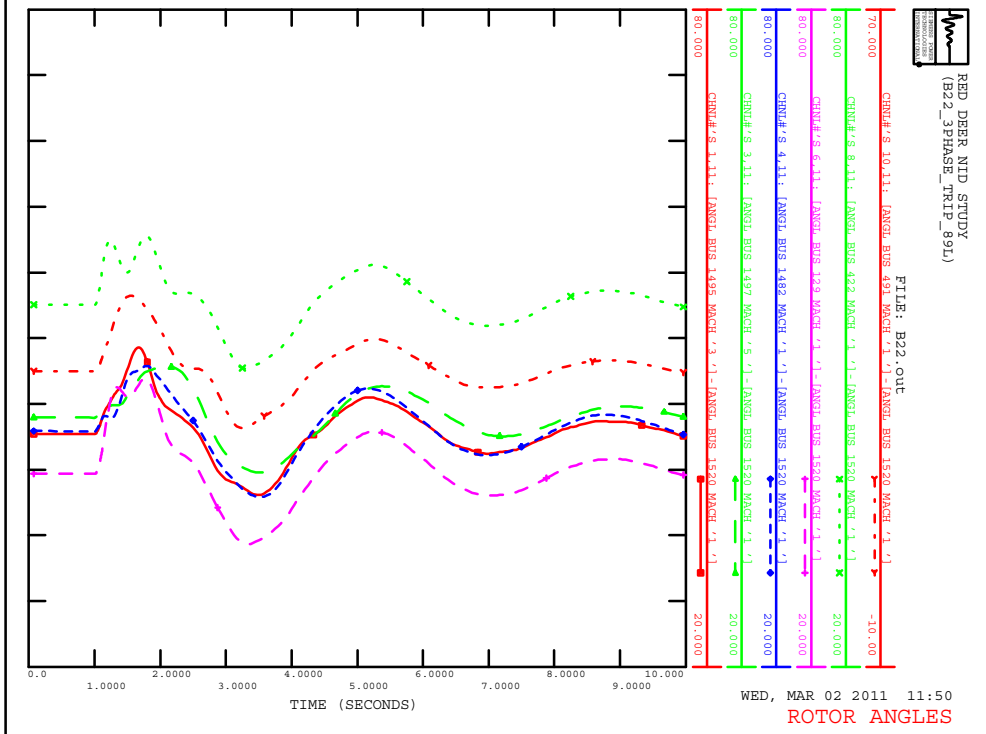

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

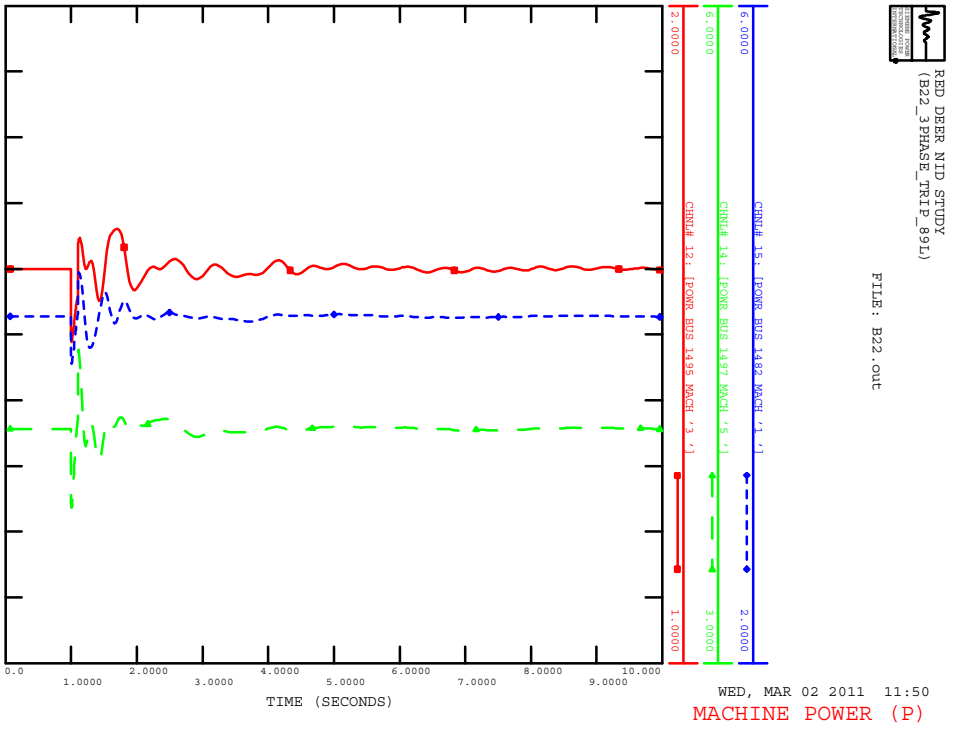

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

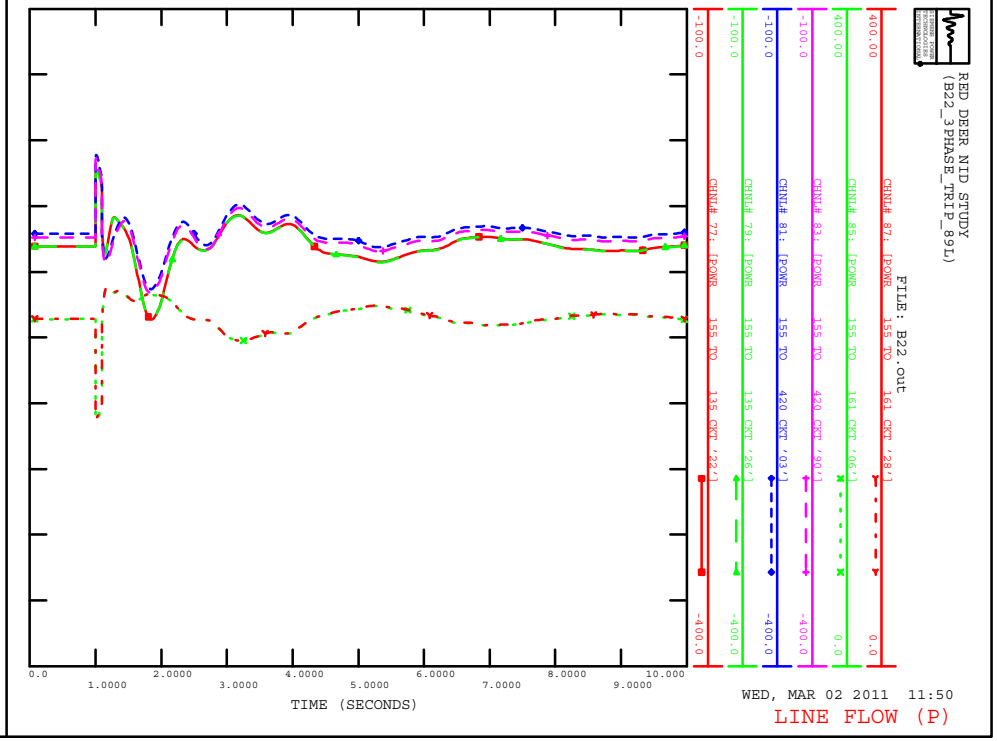

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

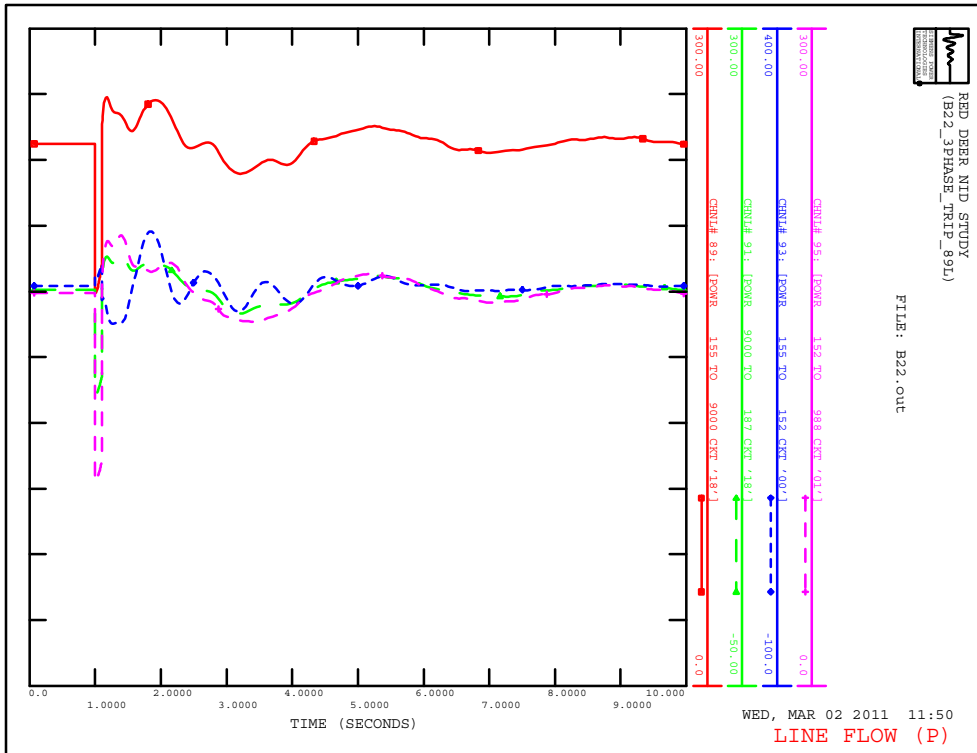

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

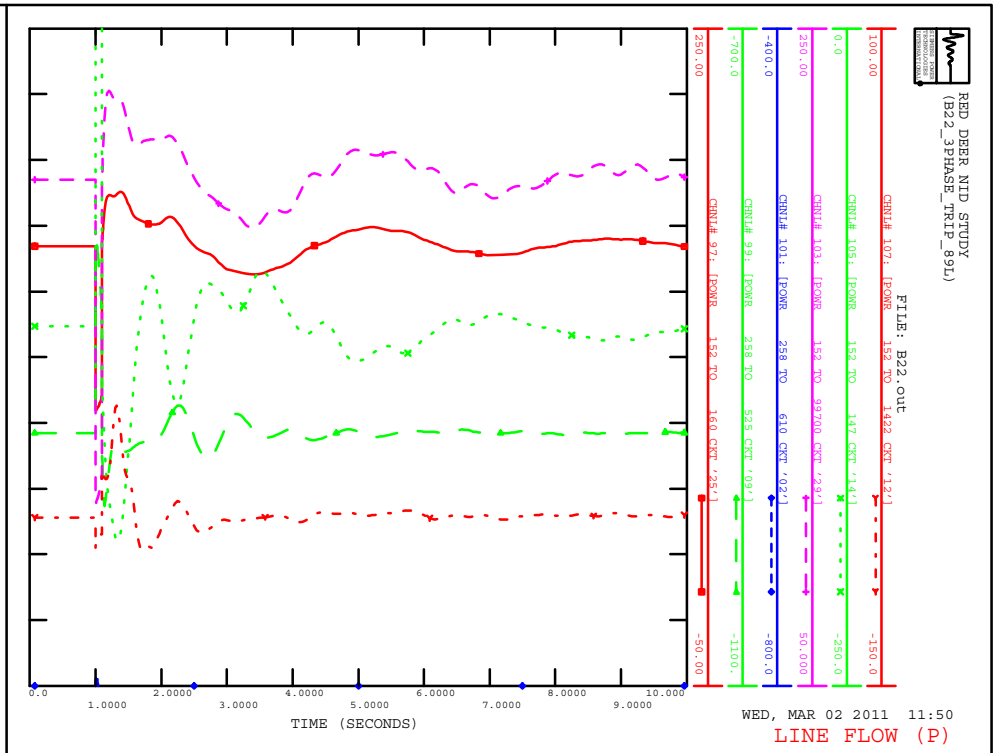

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

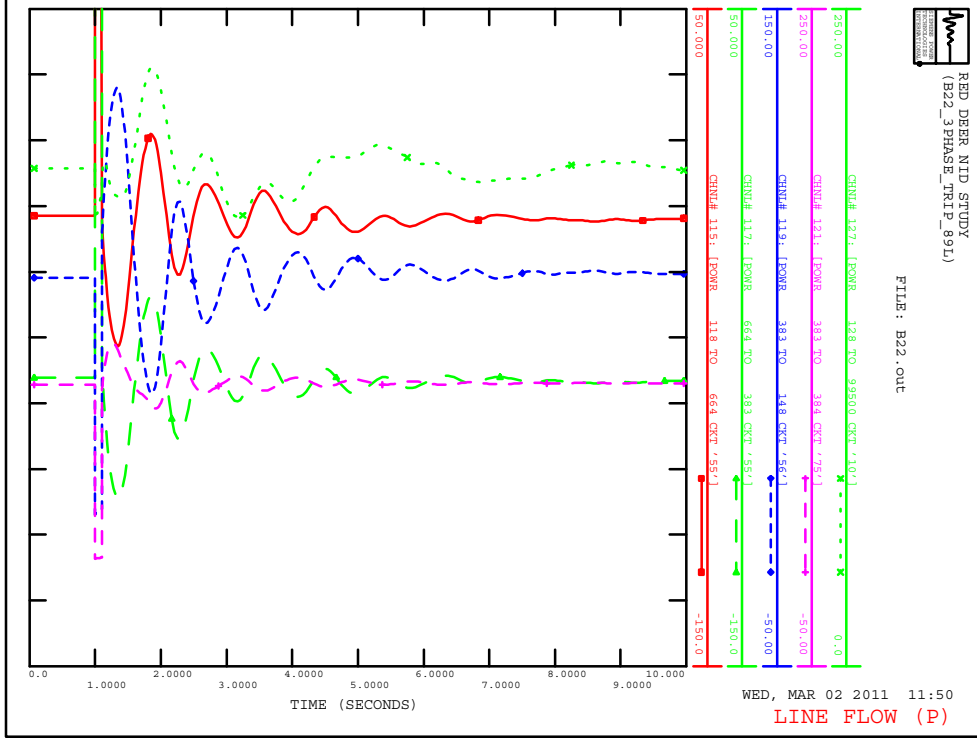

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

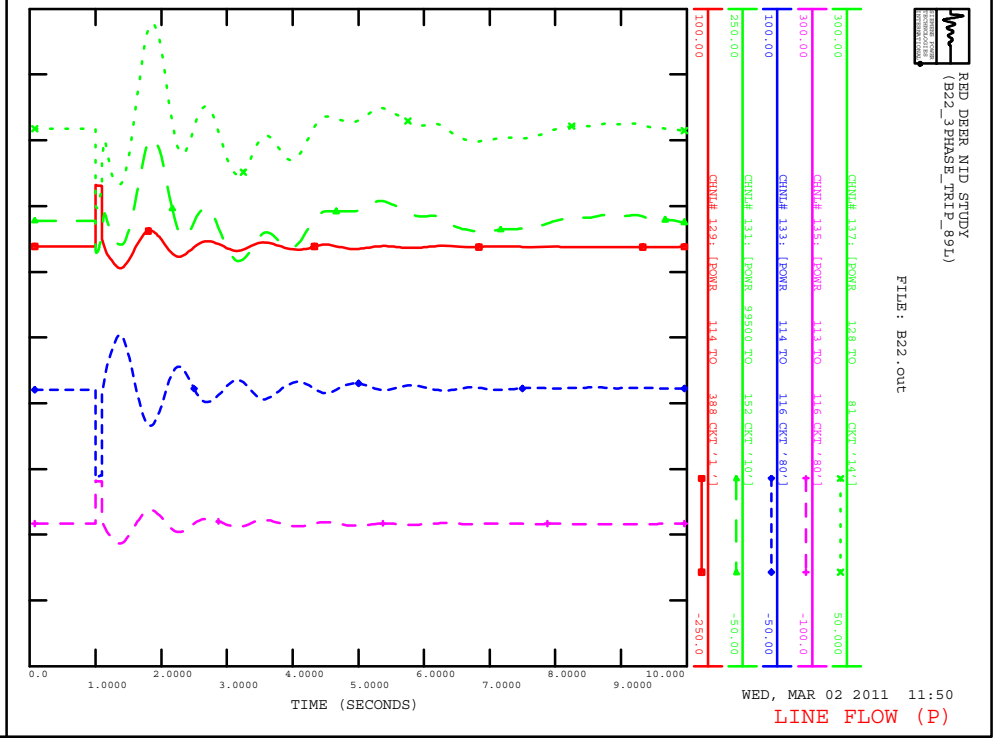

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

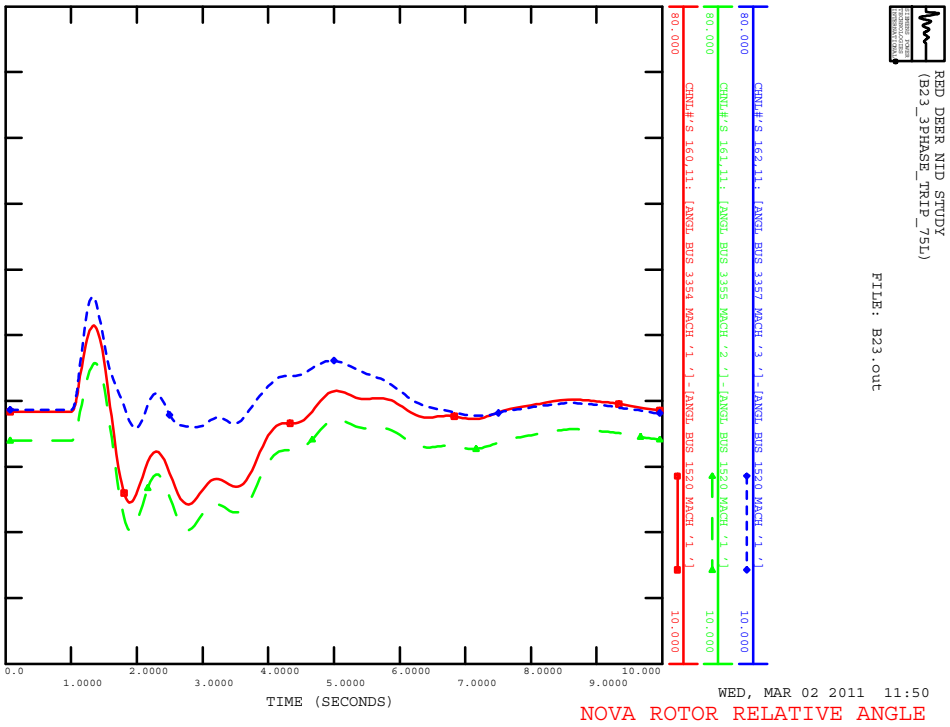

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

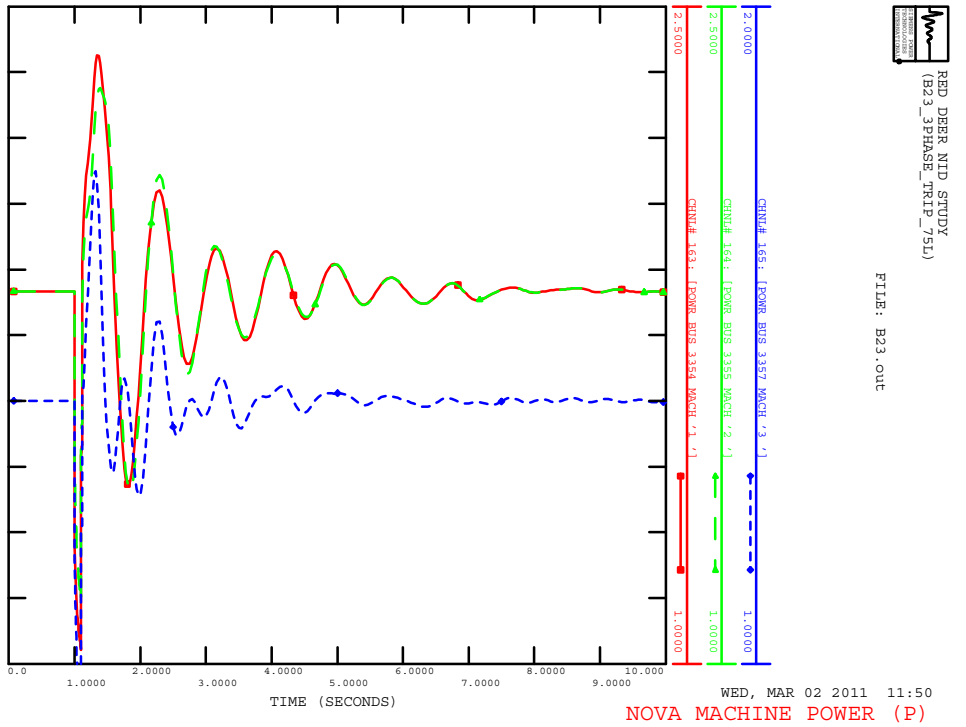

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

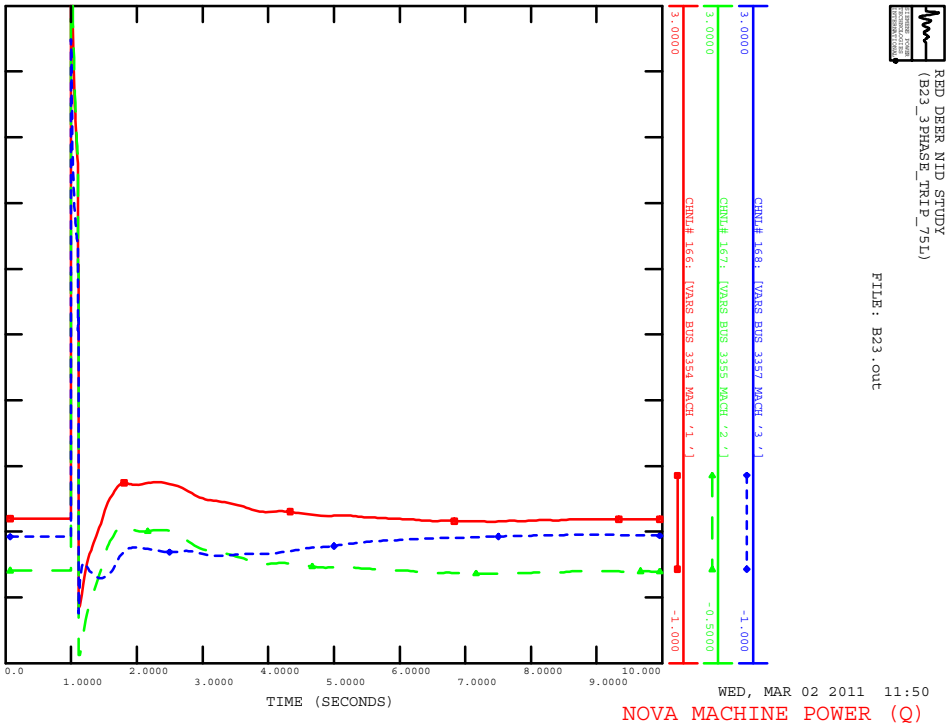

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

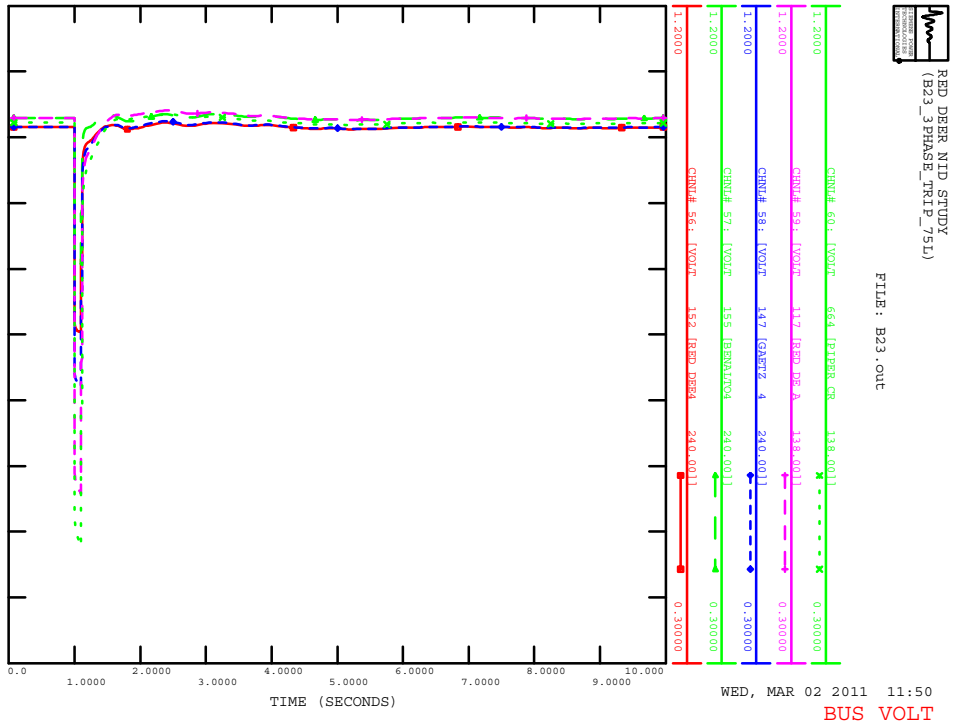

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

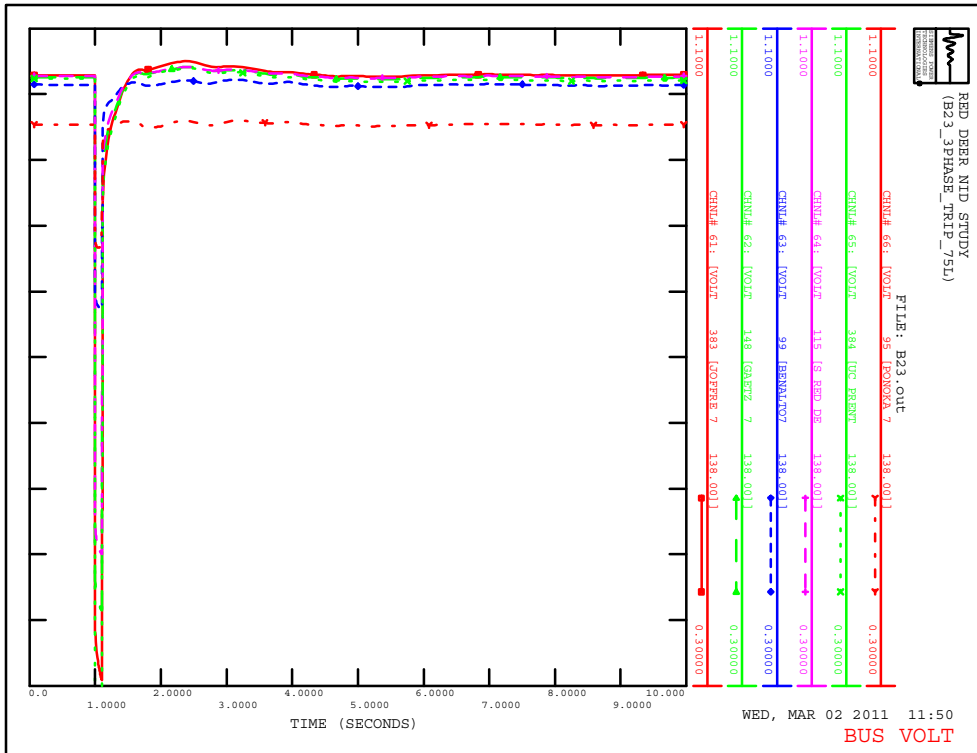

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

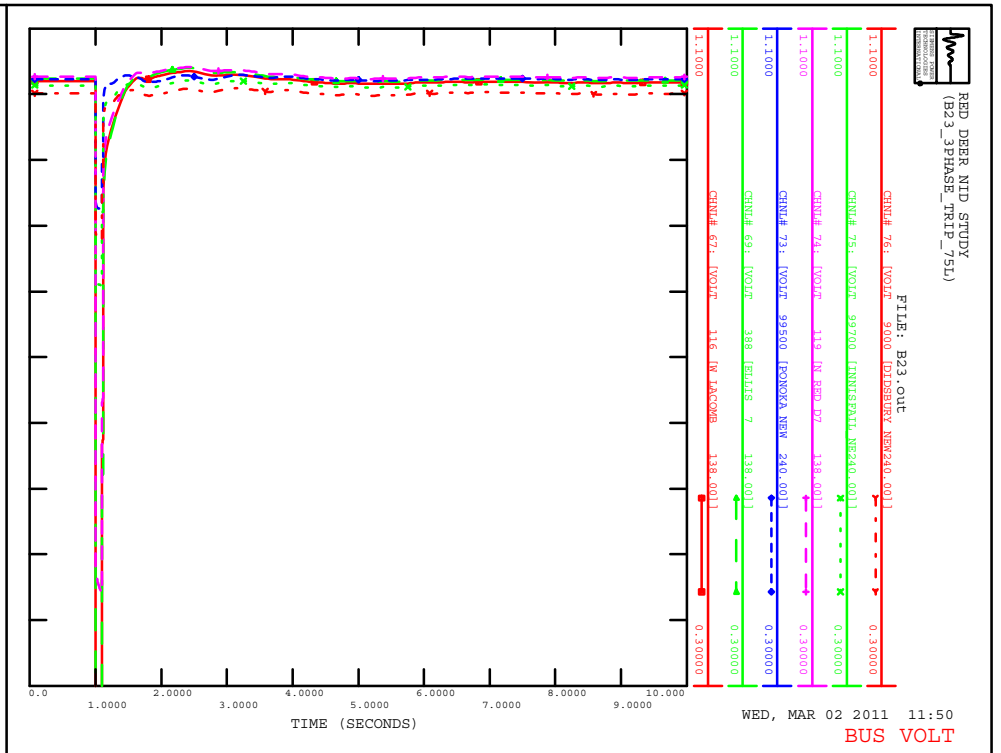

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

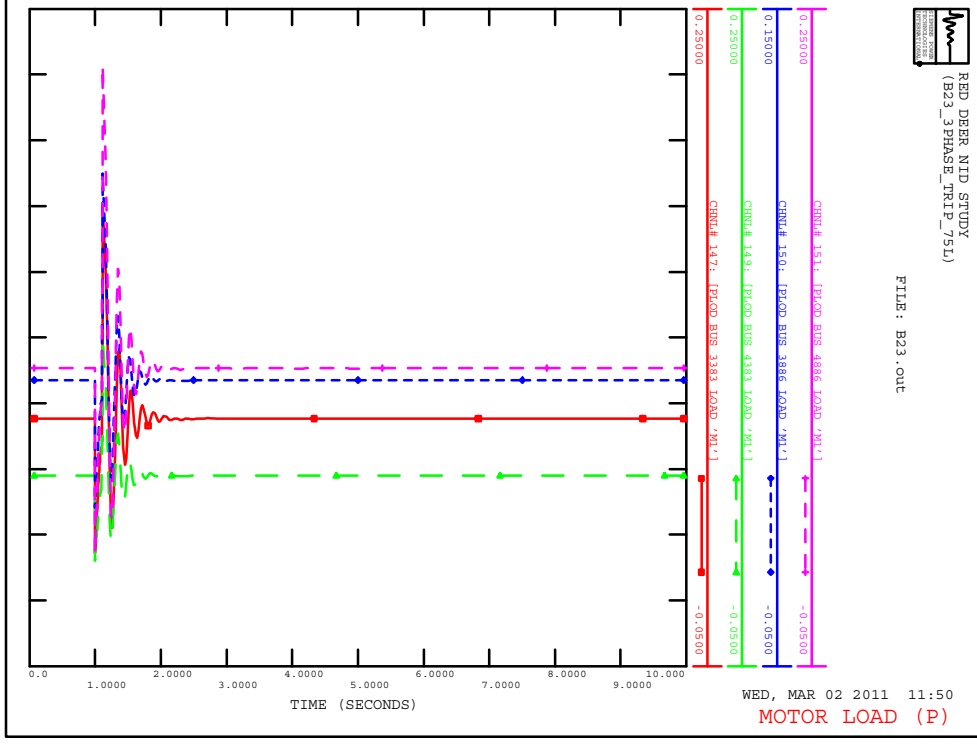

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 163: [POWR BUS 3354 MACH '1 ',]
CHNL# 164: [POWR BUS 3355 MACH '2 ',]
CHNL# 165: [POWR BUS 3357 MACH '3 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

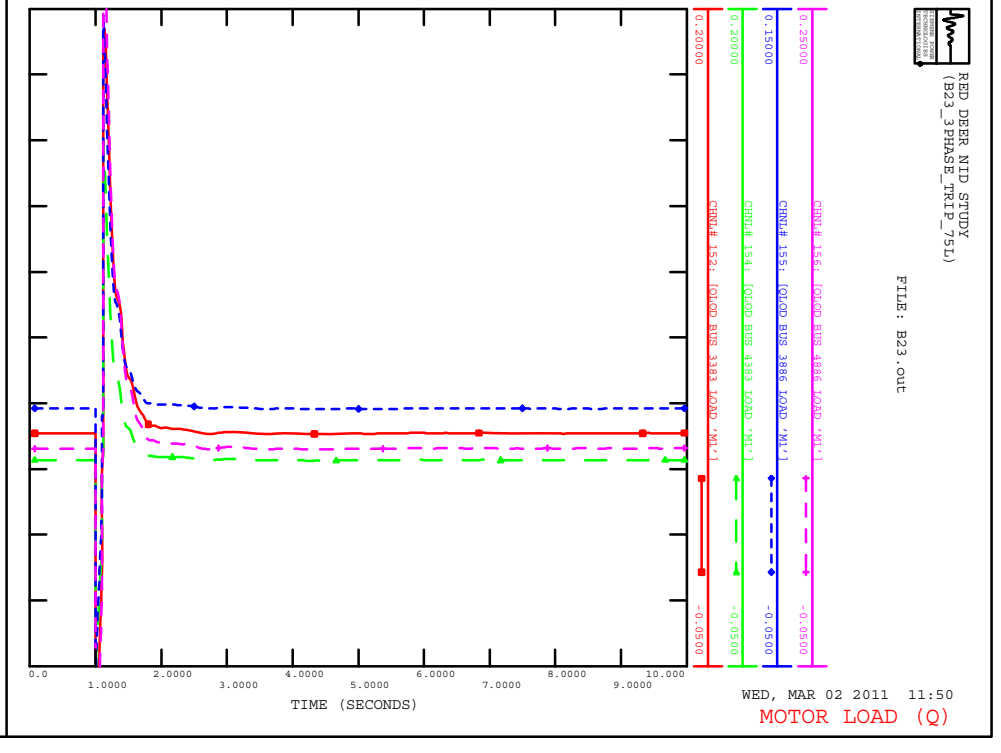

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 166: [VARS BUS 3354 MACH '1 ',]
CHNL# 167: [VARS BUS 3355 MACH '2 ',]
CHNL# 168: [VARS BUS 3357 MACH '3 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

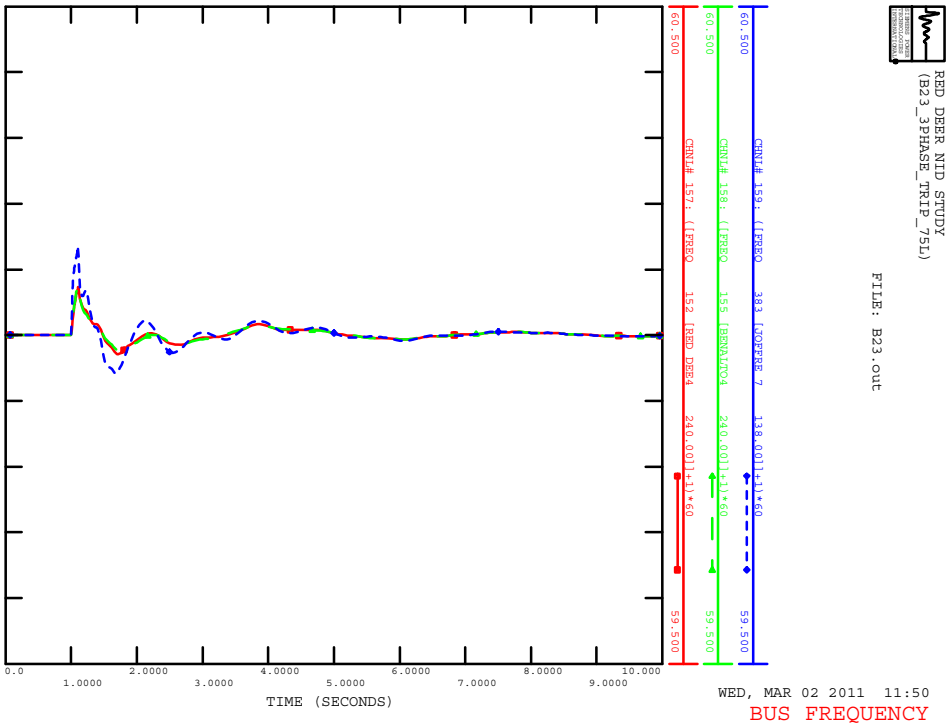

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

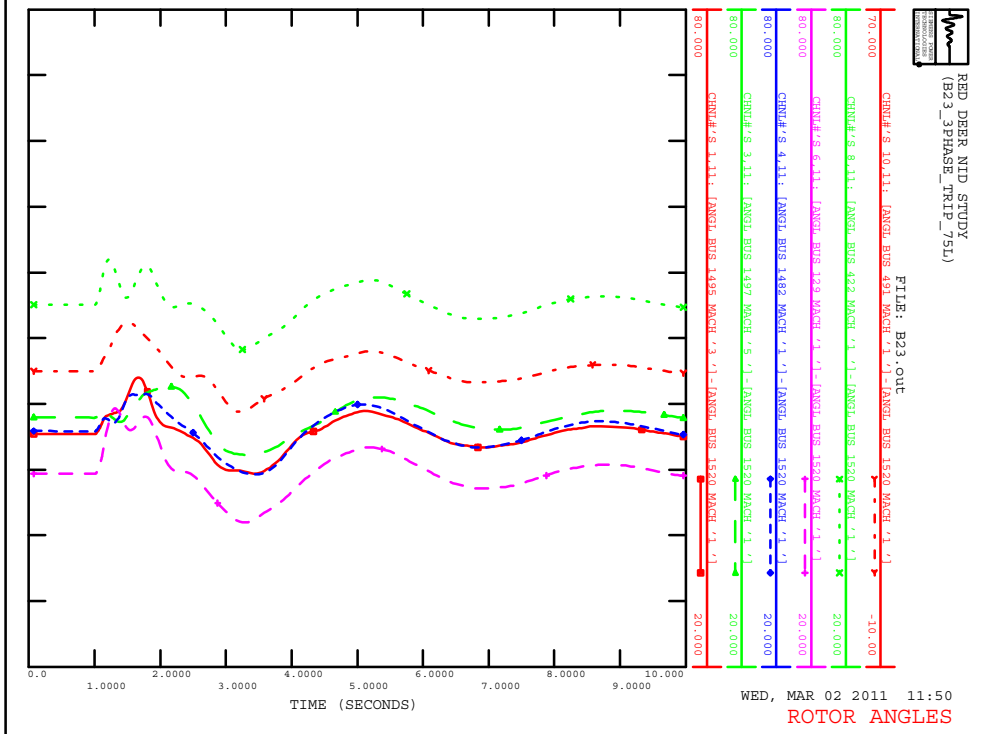

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

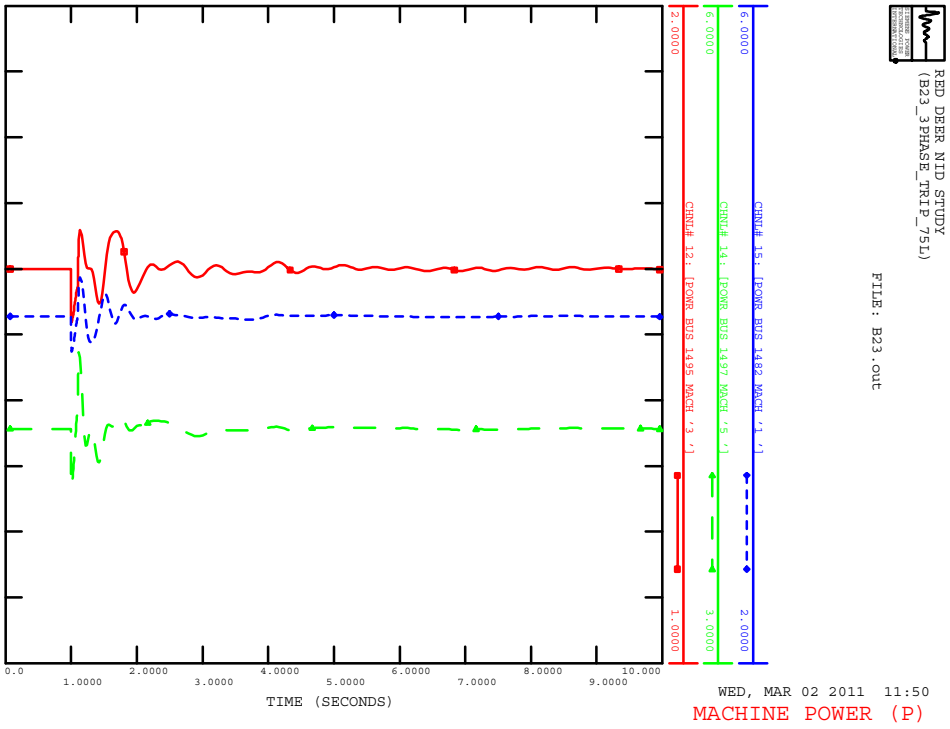

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

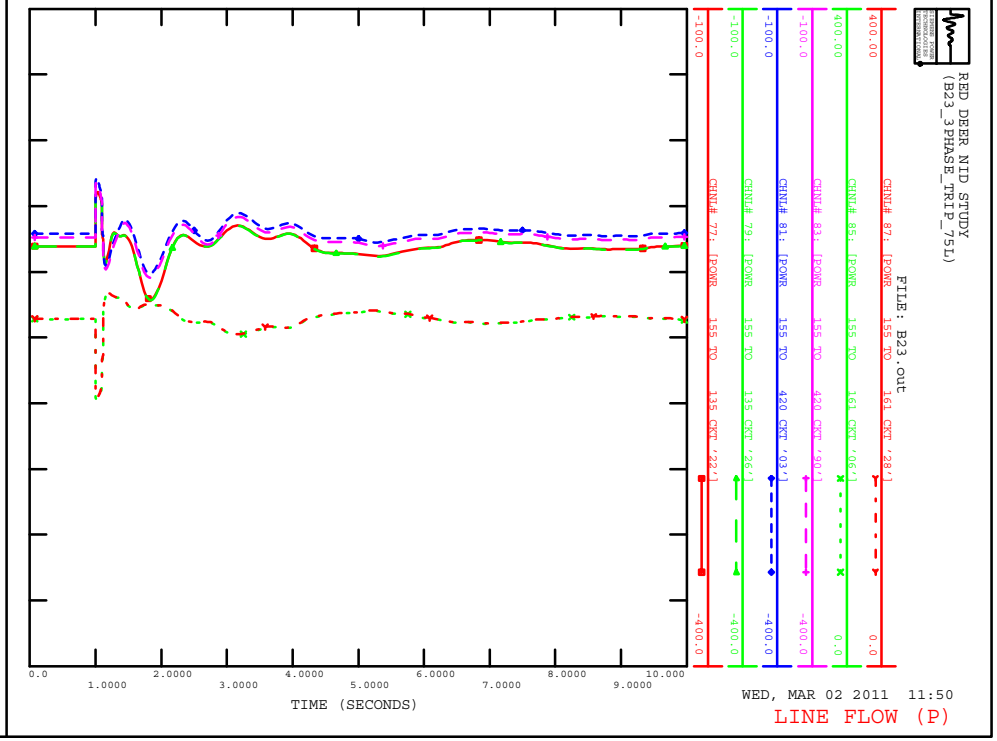

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

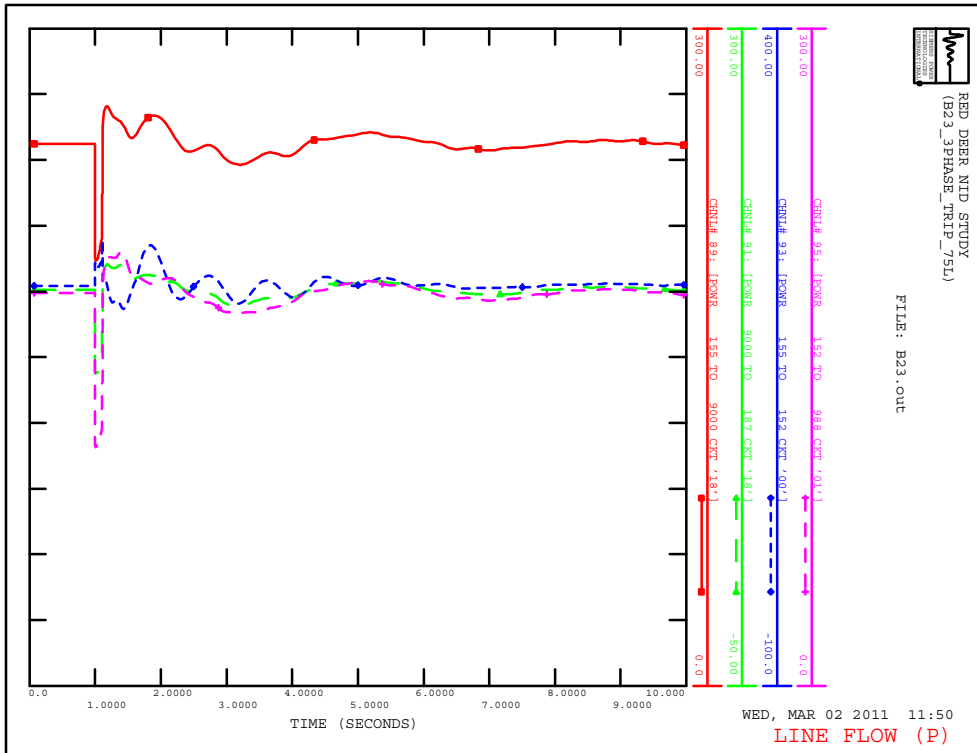

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

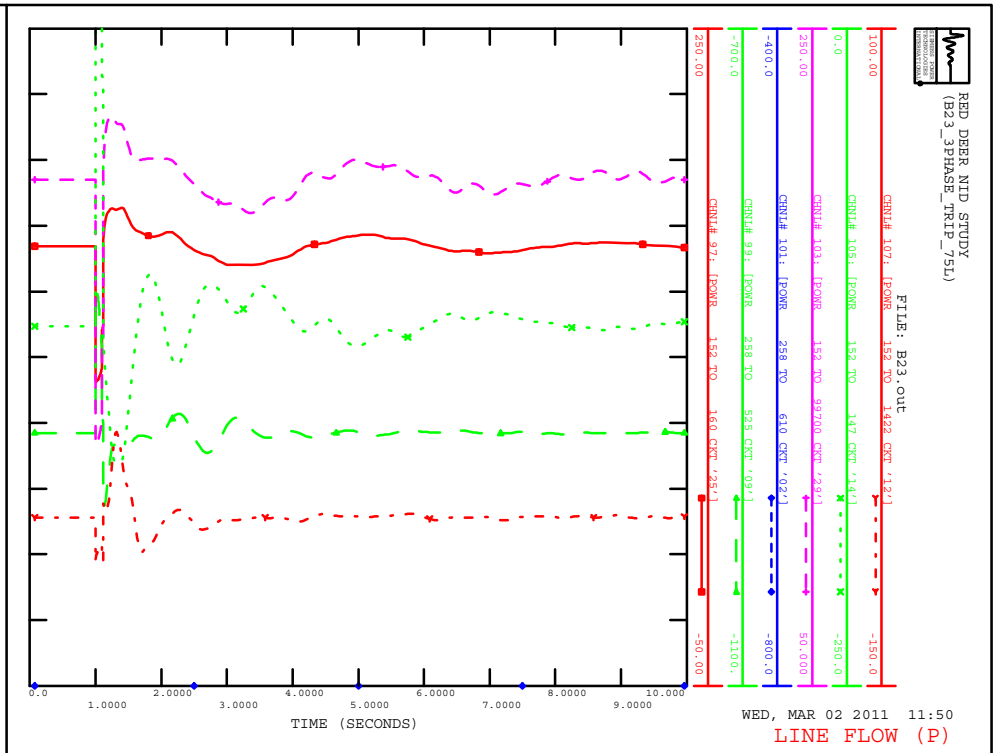

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

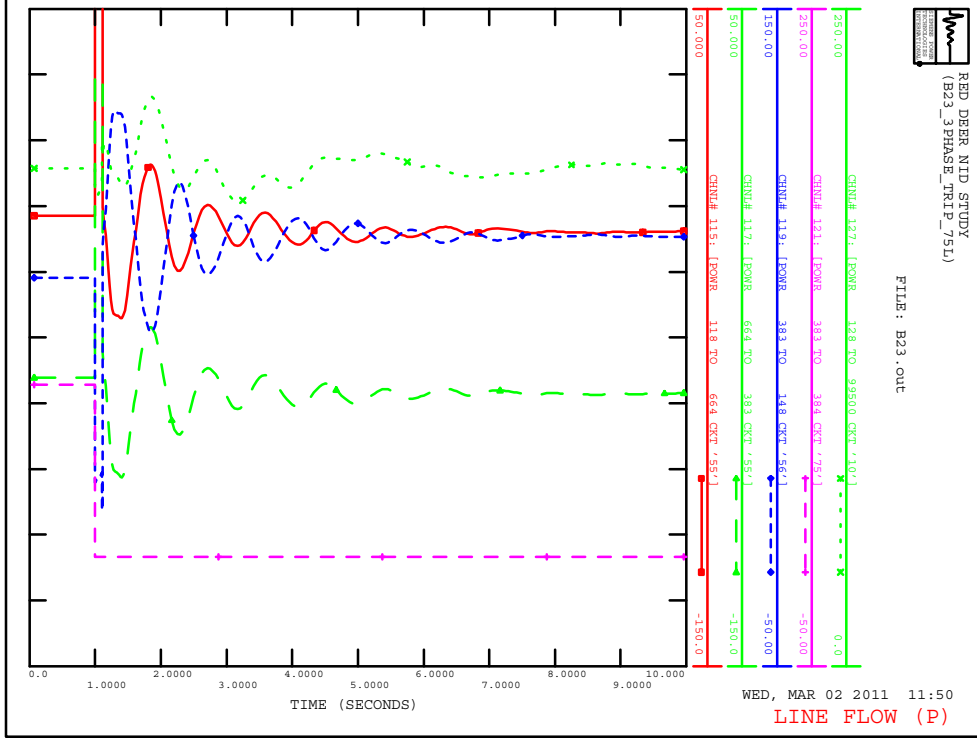

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

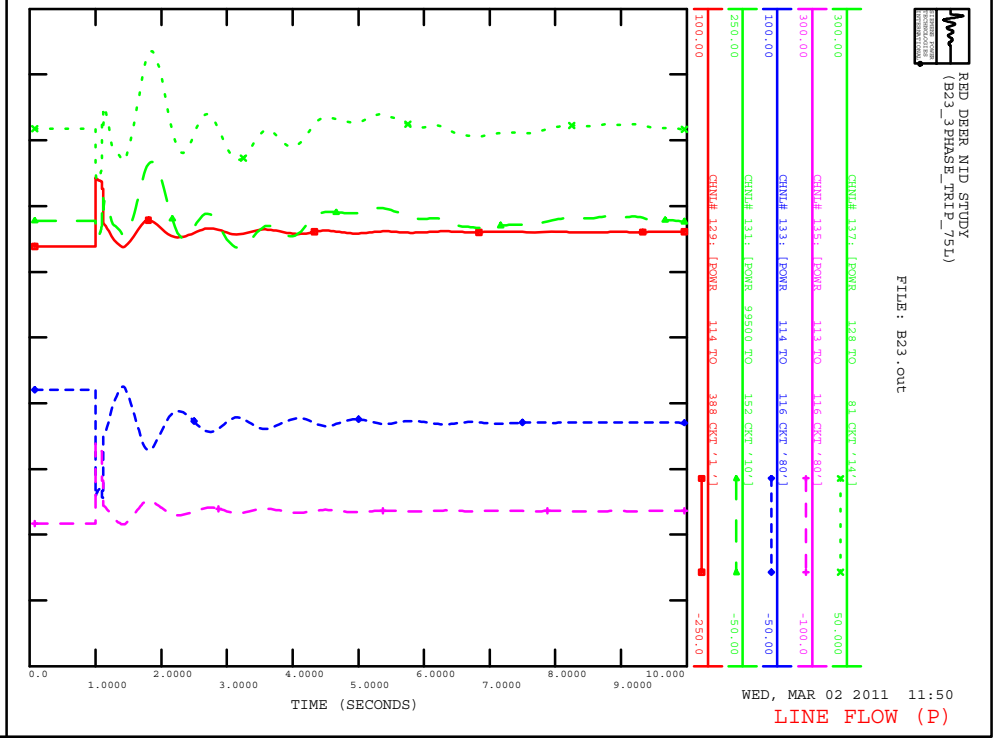

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

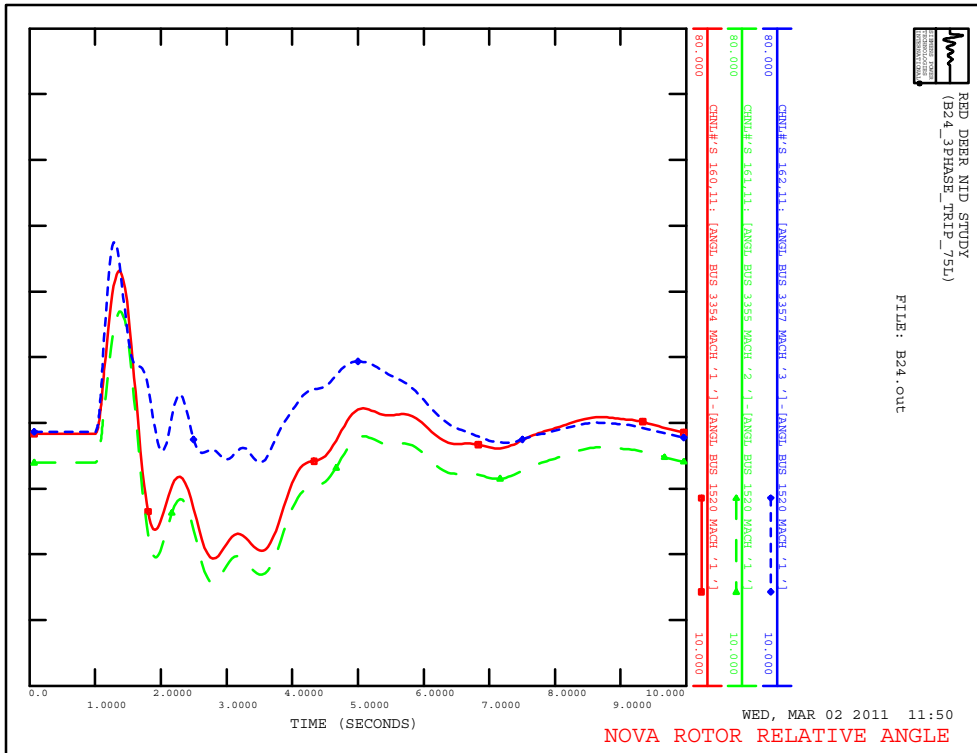

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

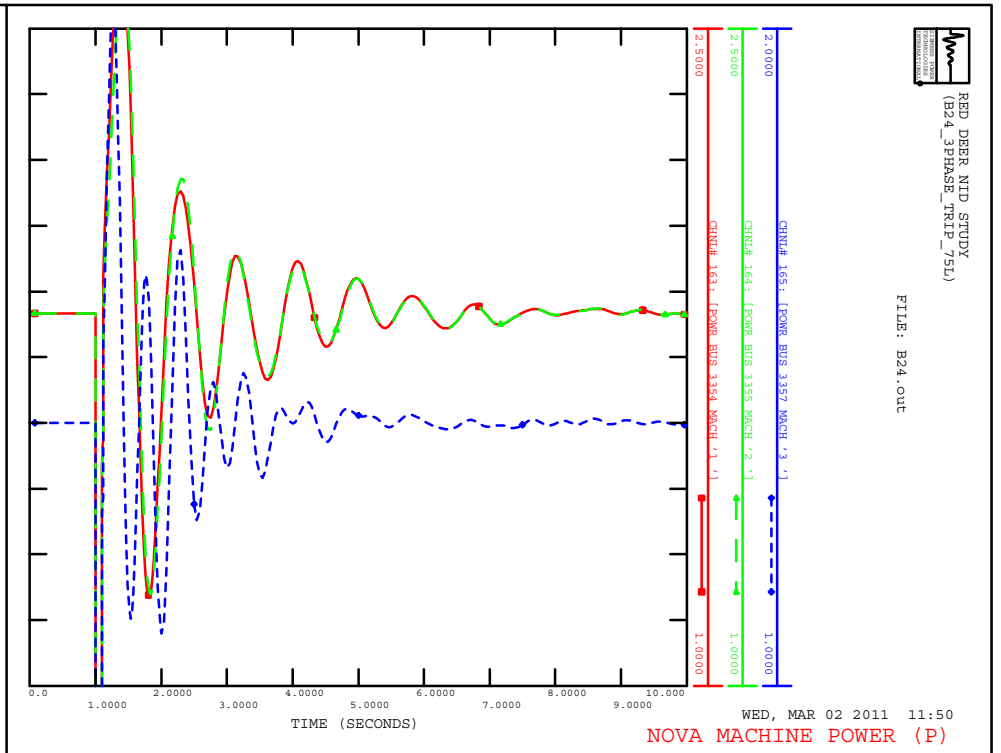

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

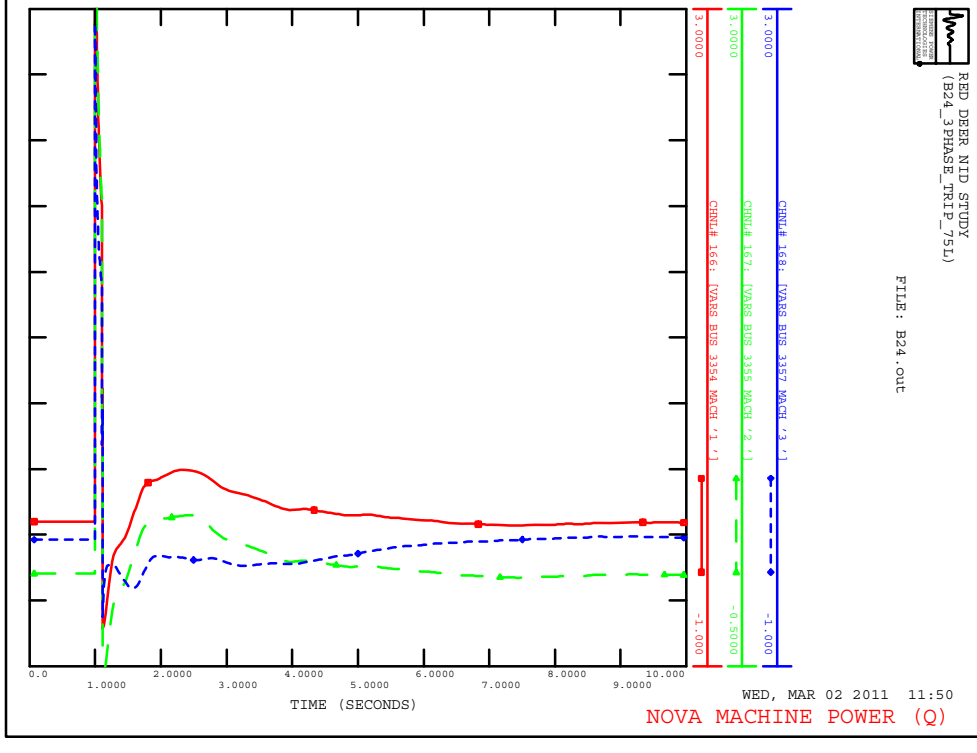

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

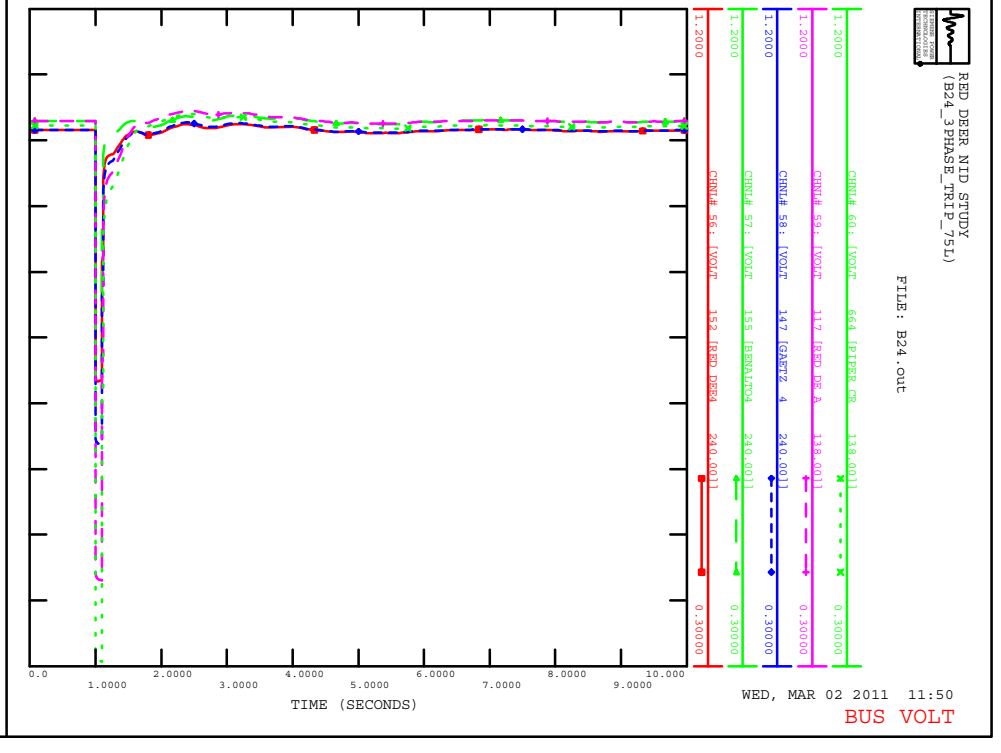

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

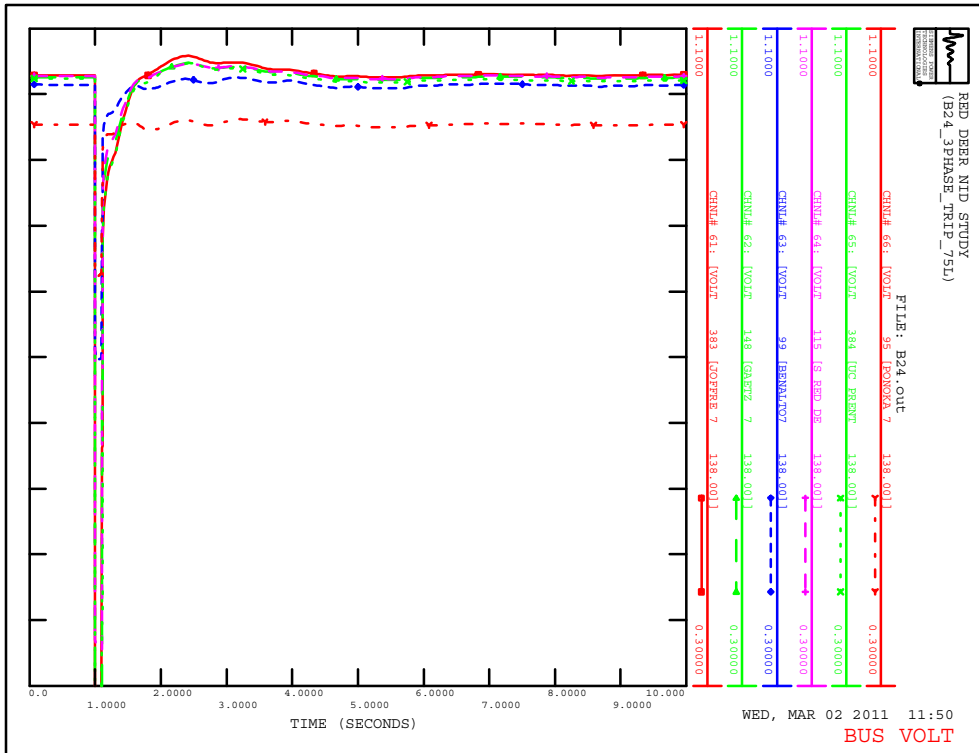

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

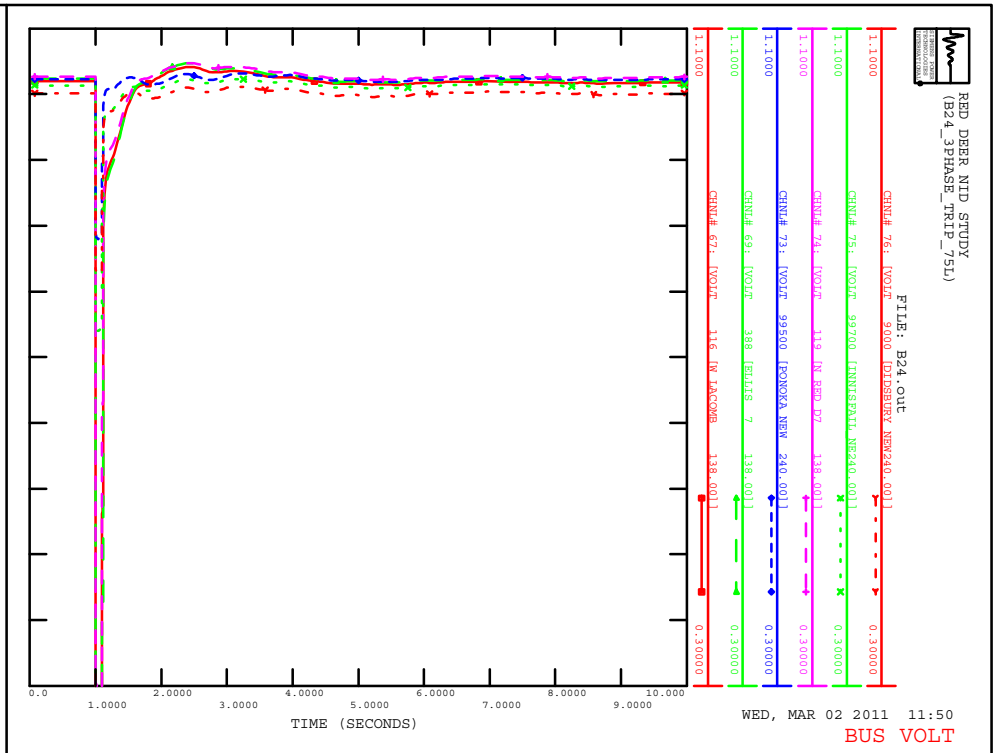

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

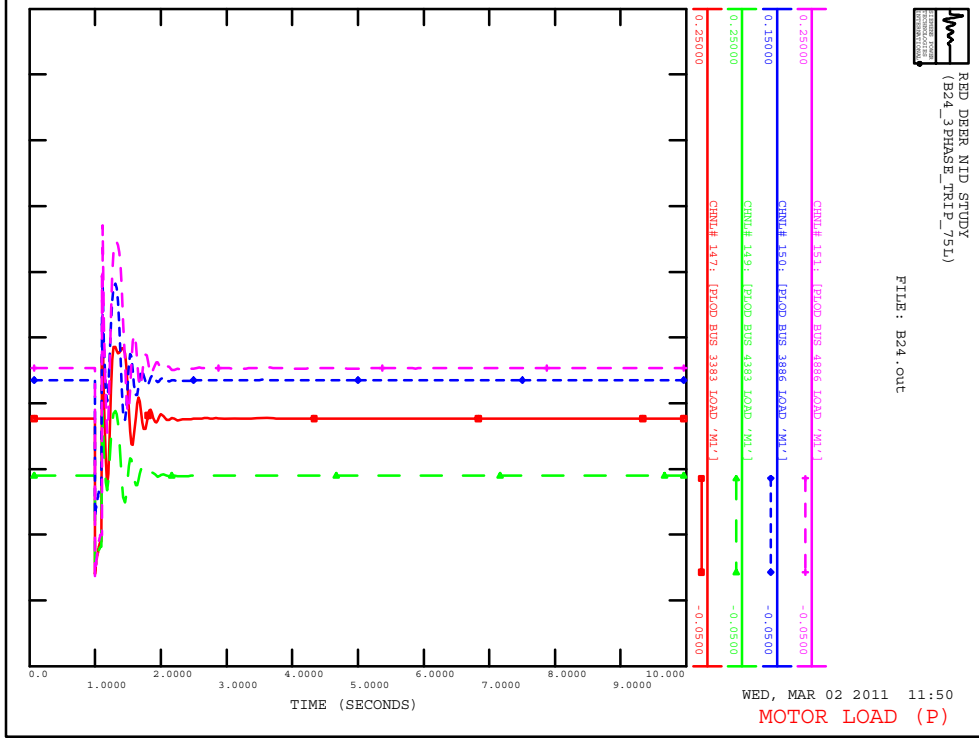

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

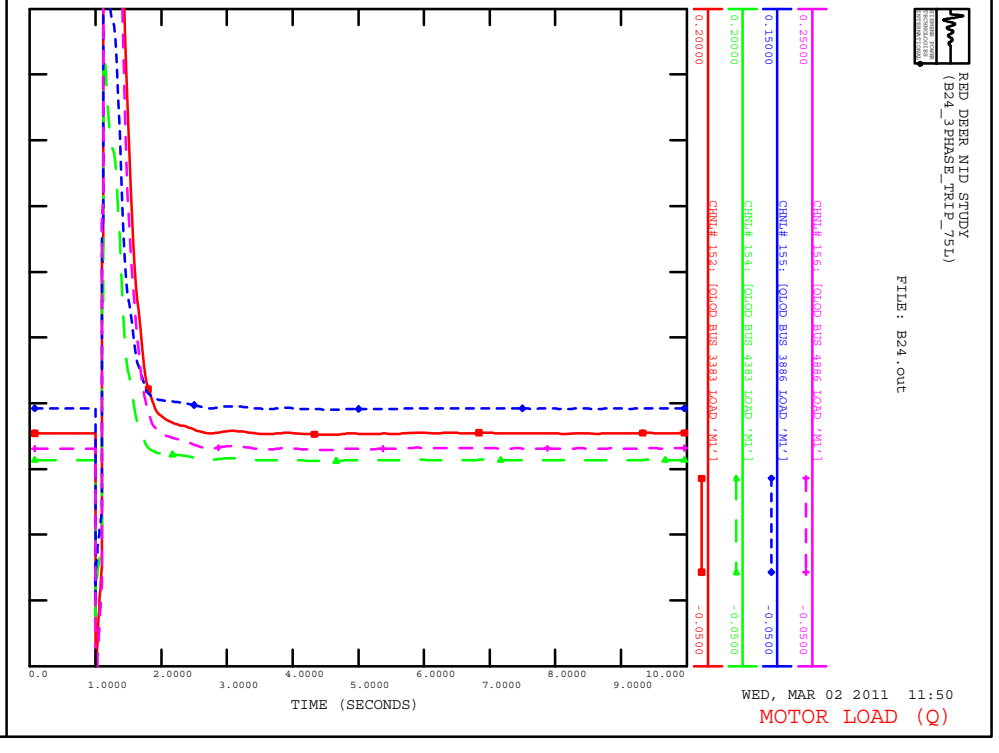

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

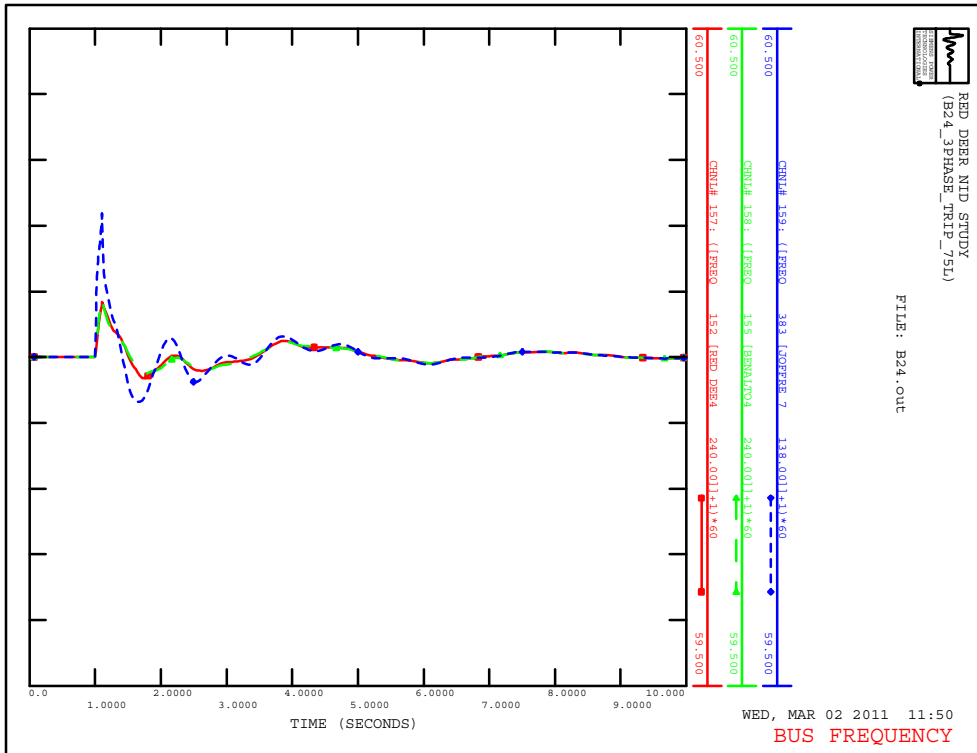

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 3 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

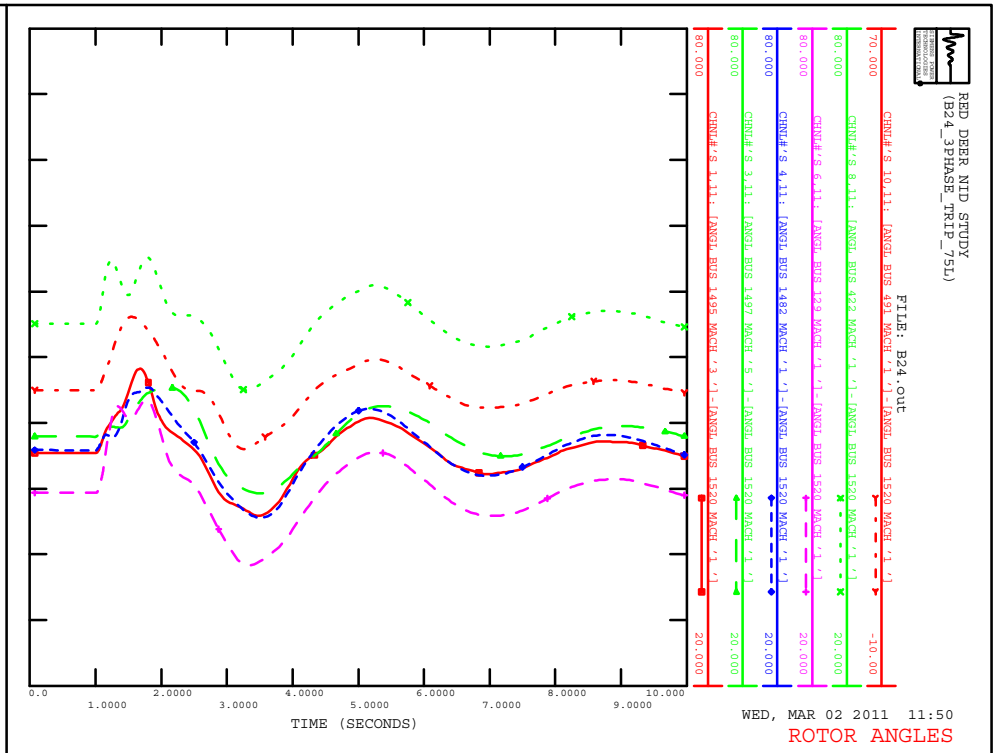

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

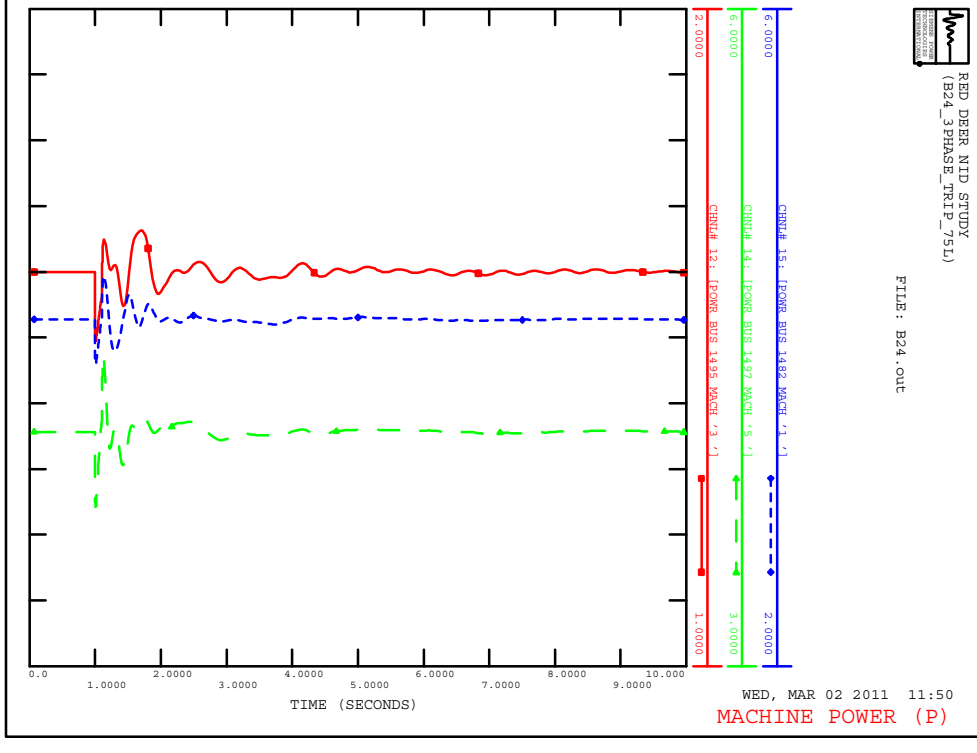

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

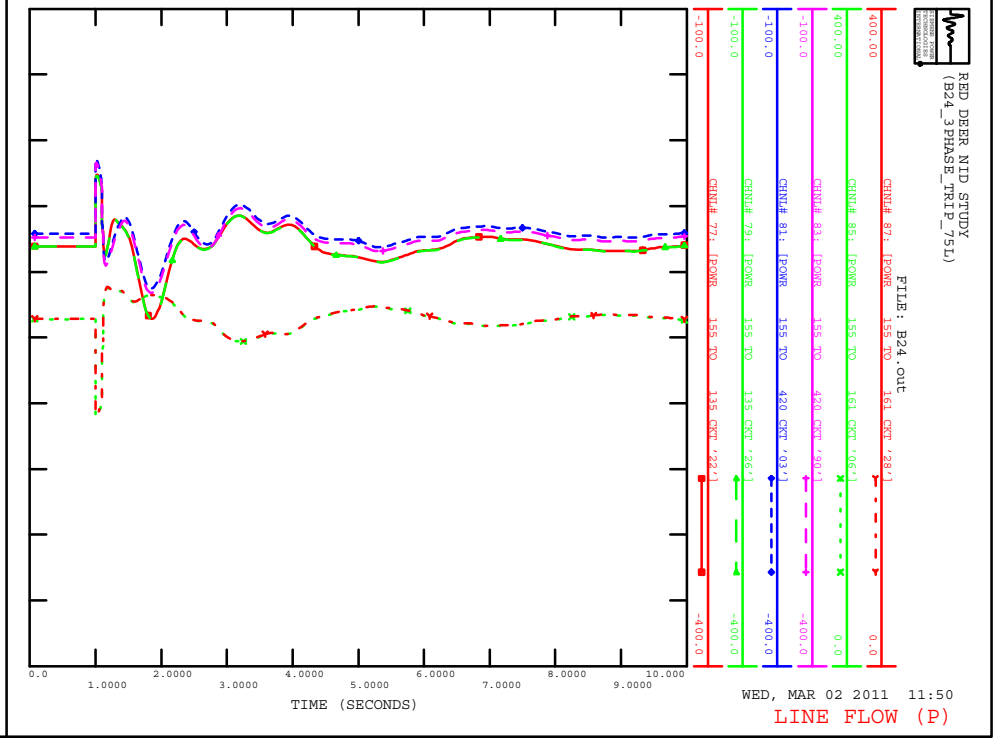

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

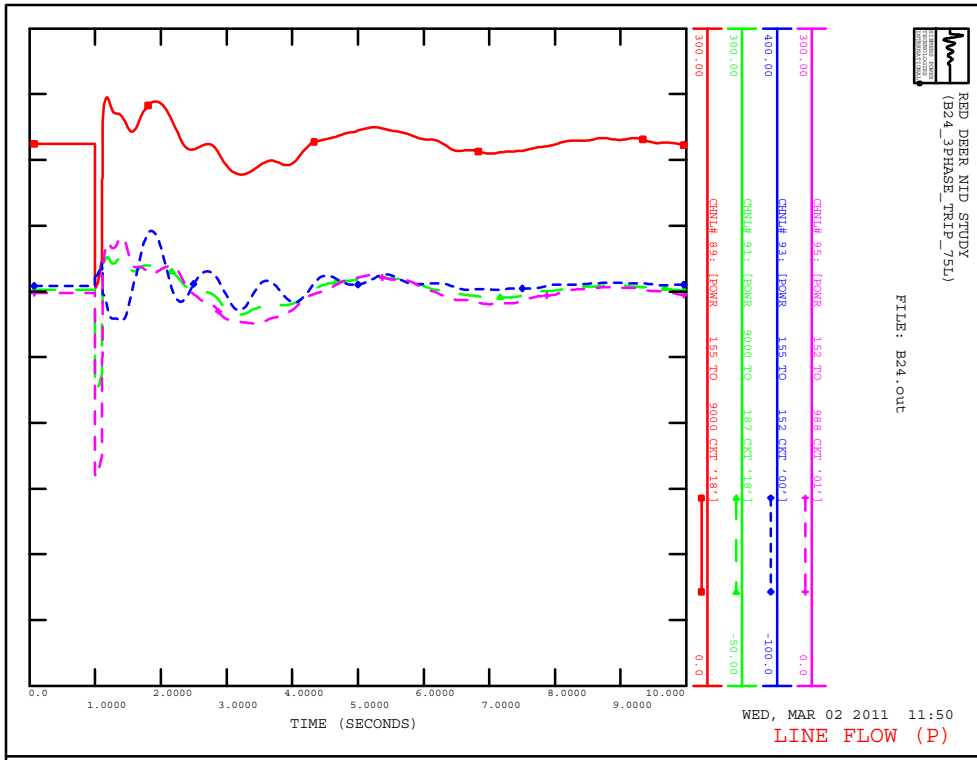

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

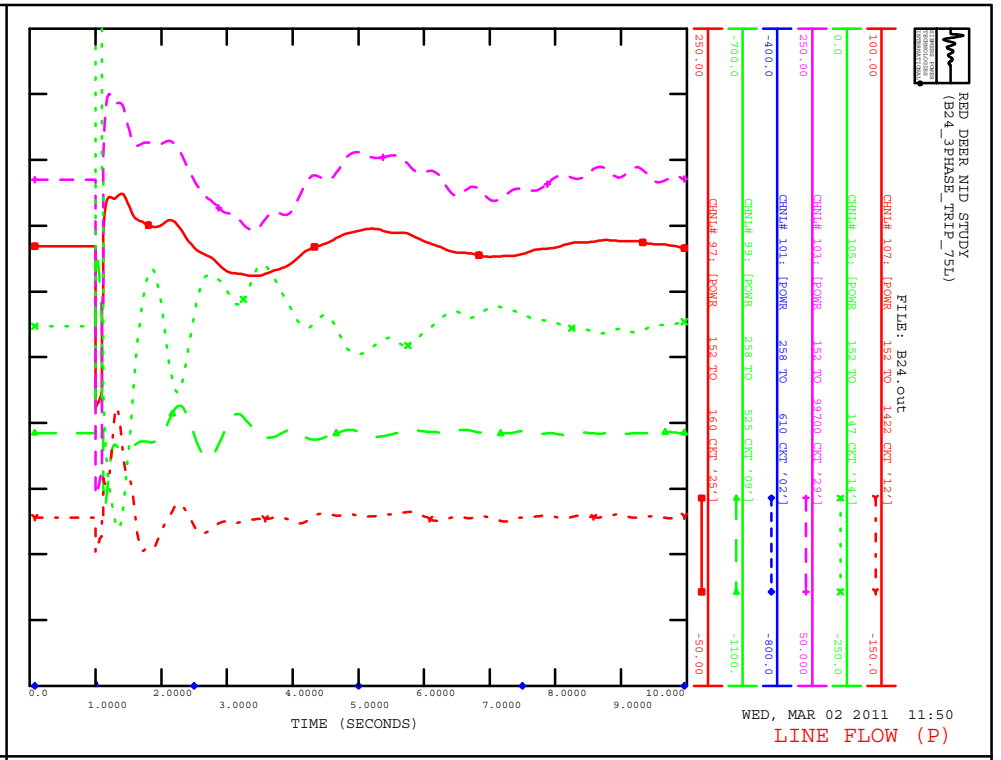

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

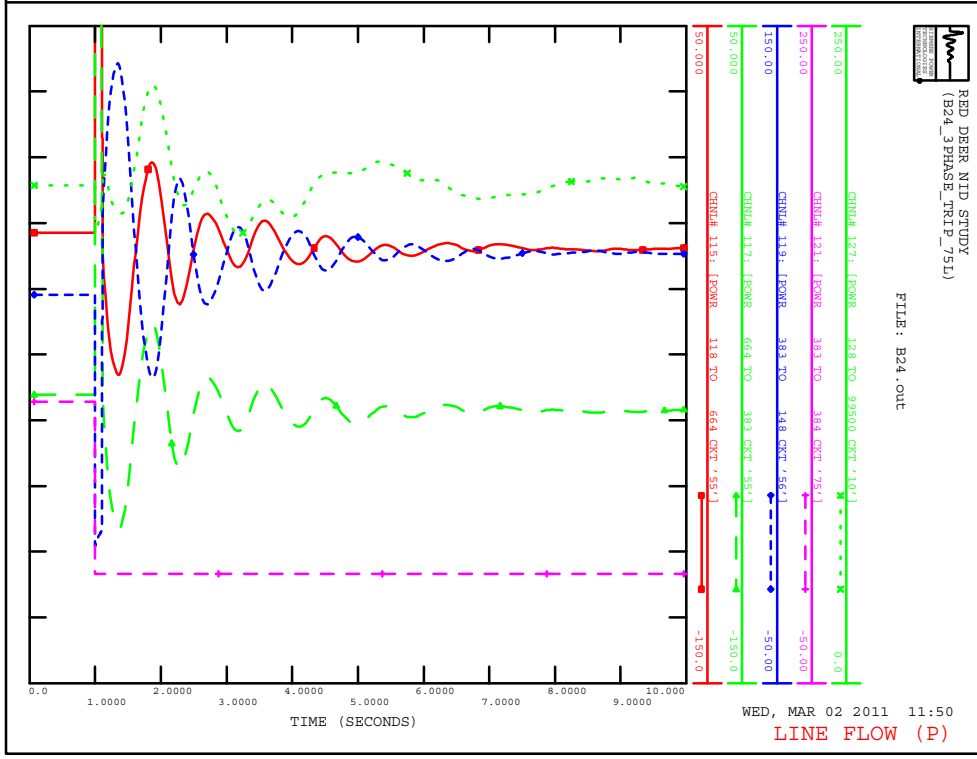

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

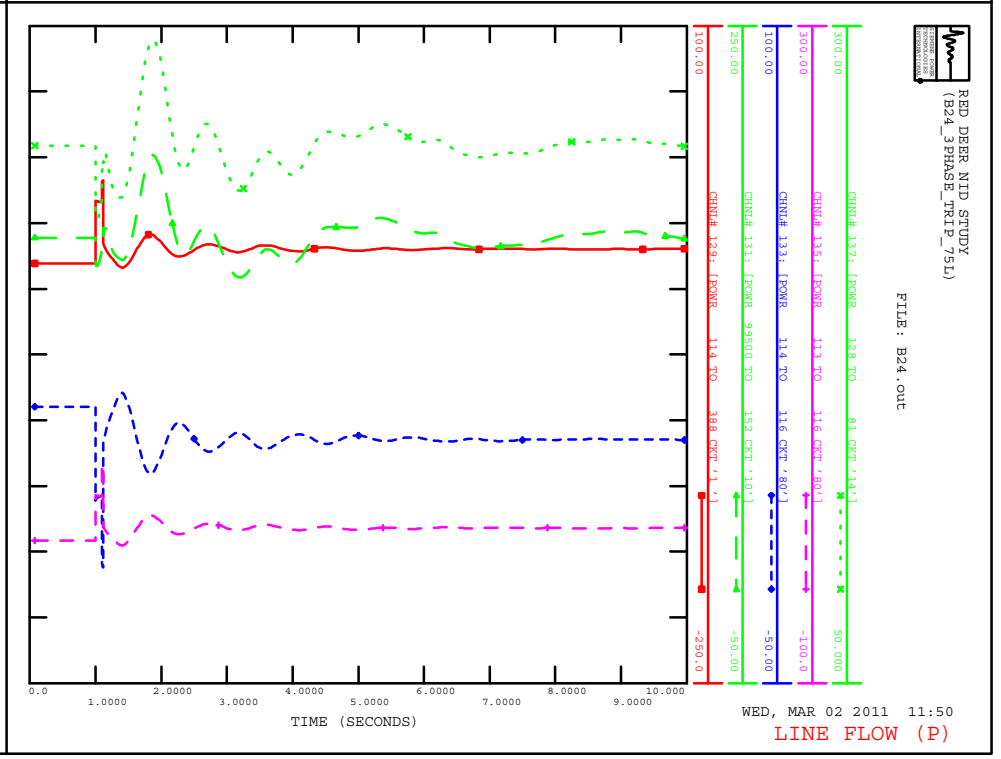

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

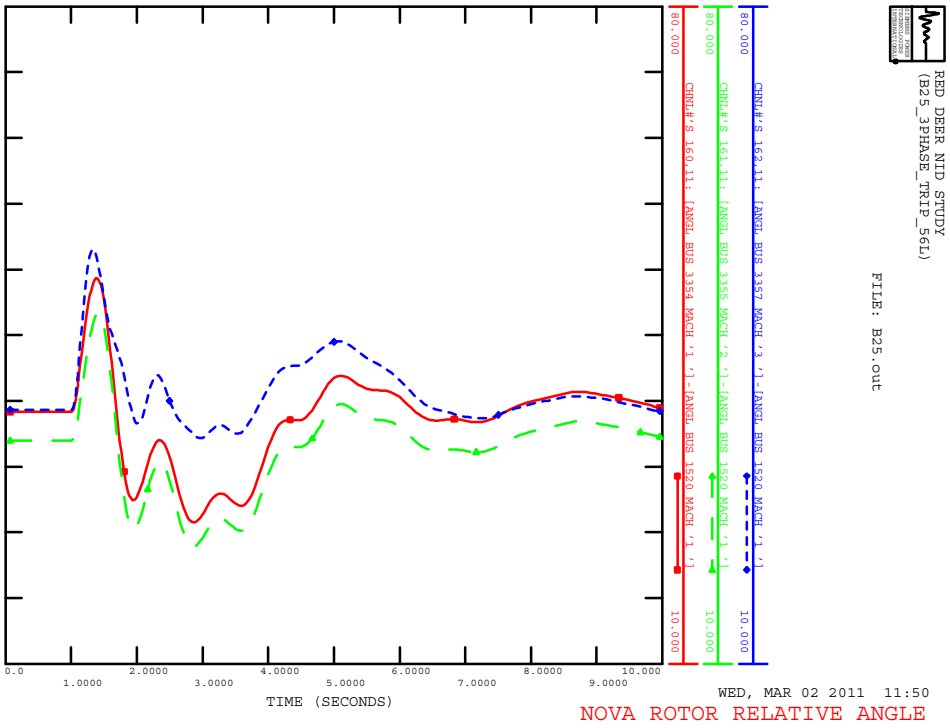

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

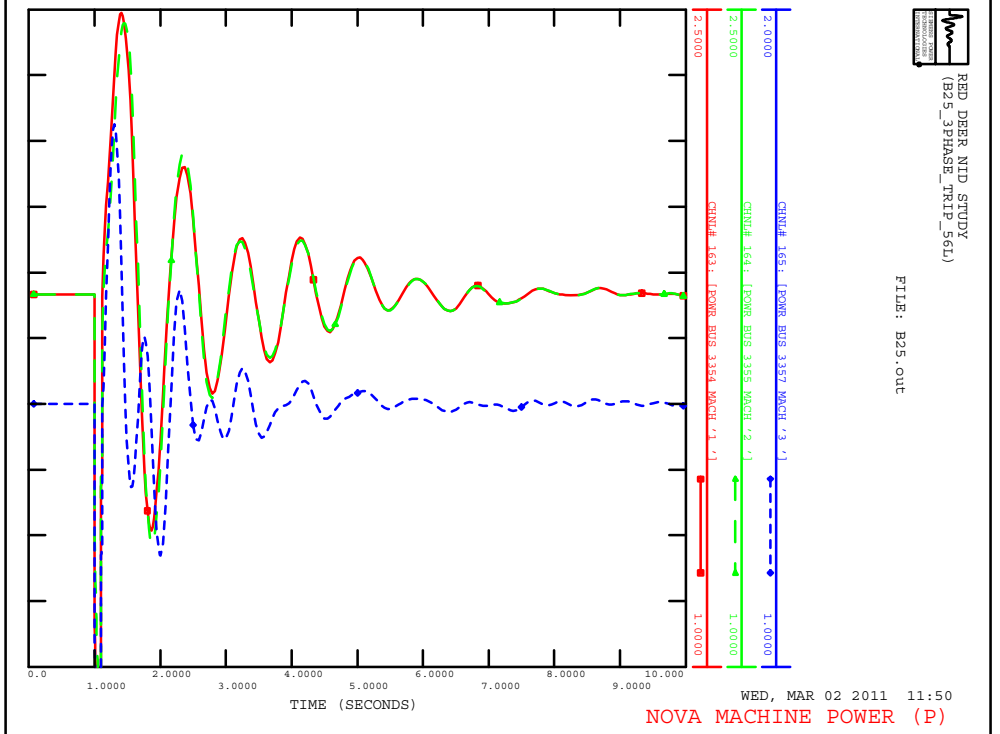

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

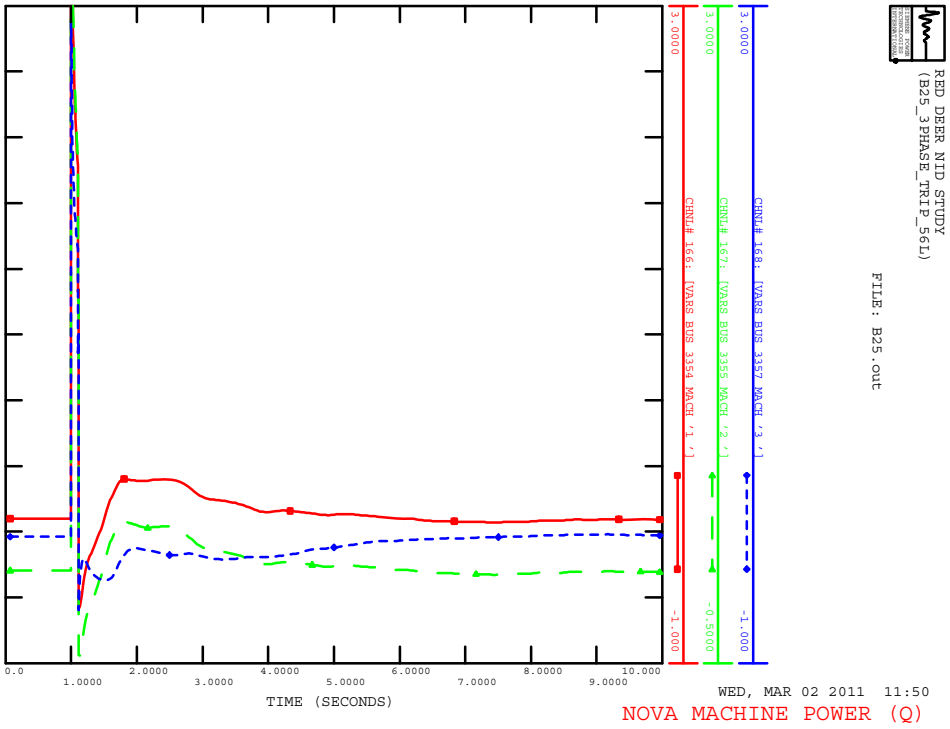

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

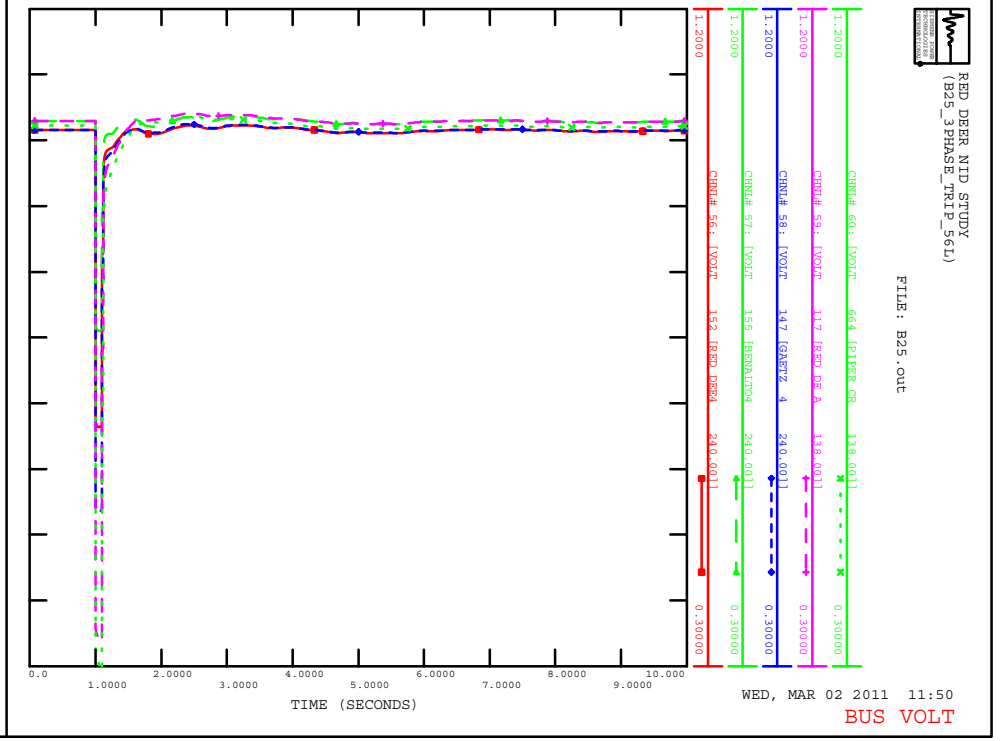

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

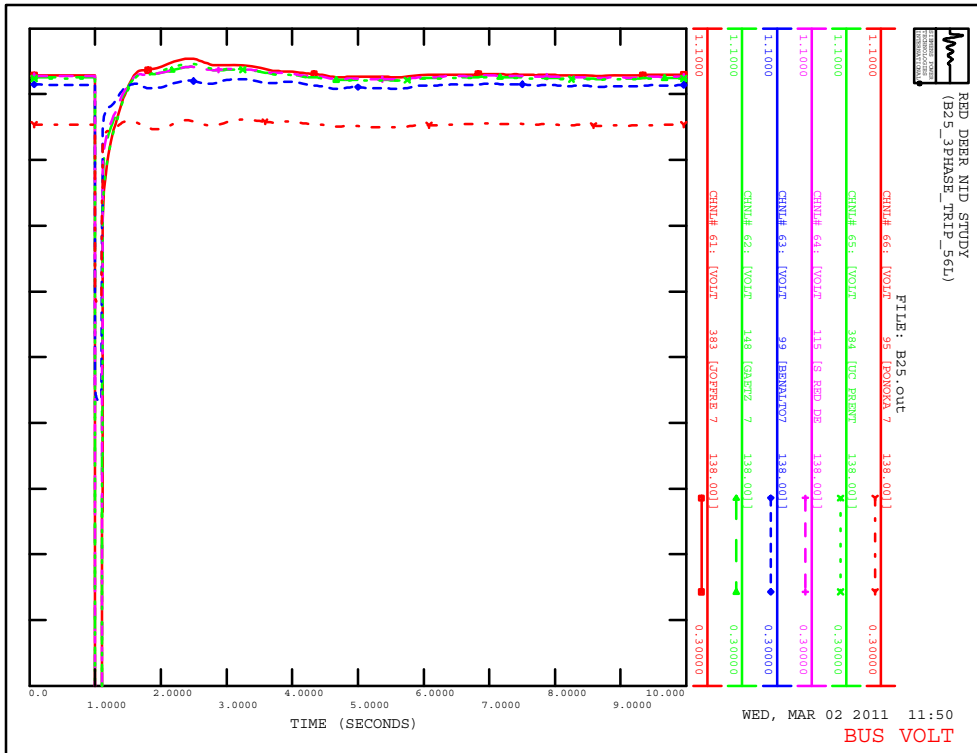

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

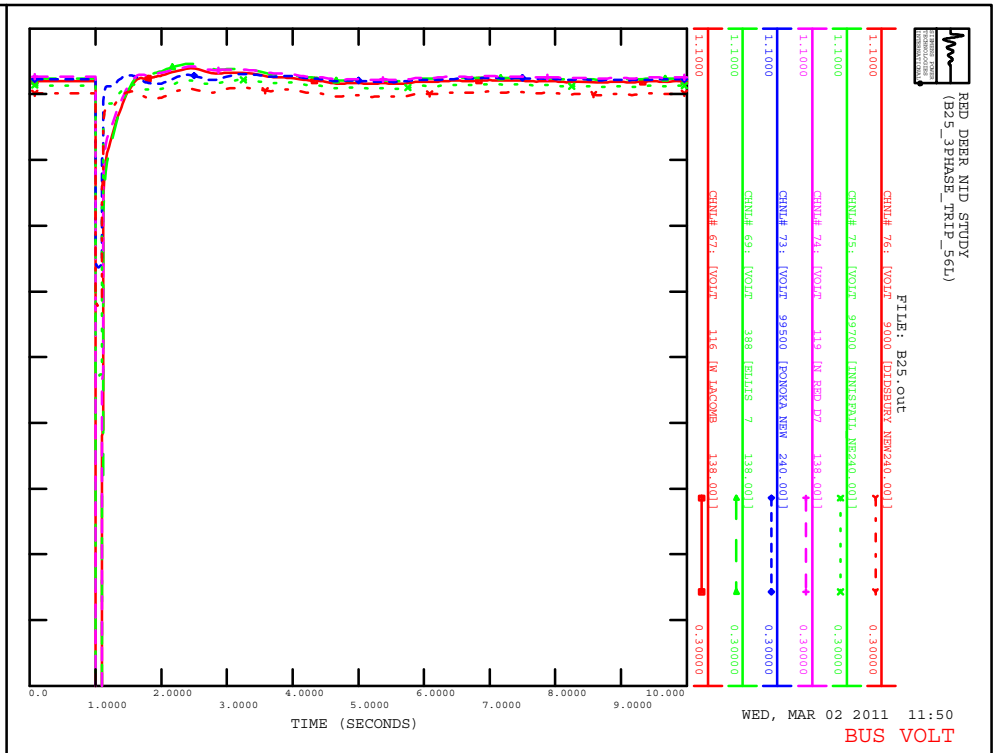

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

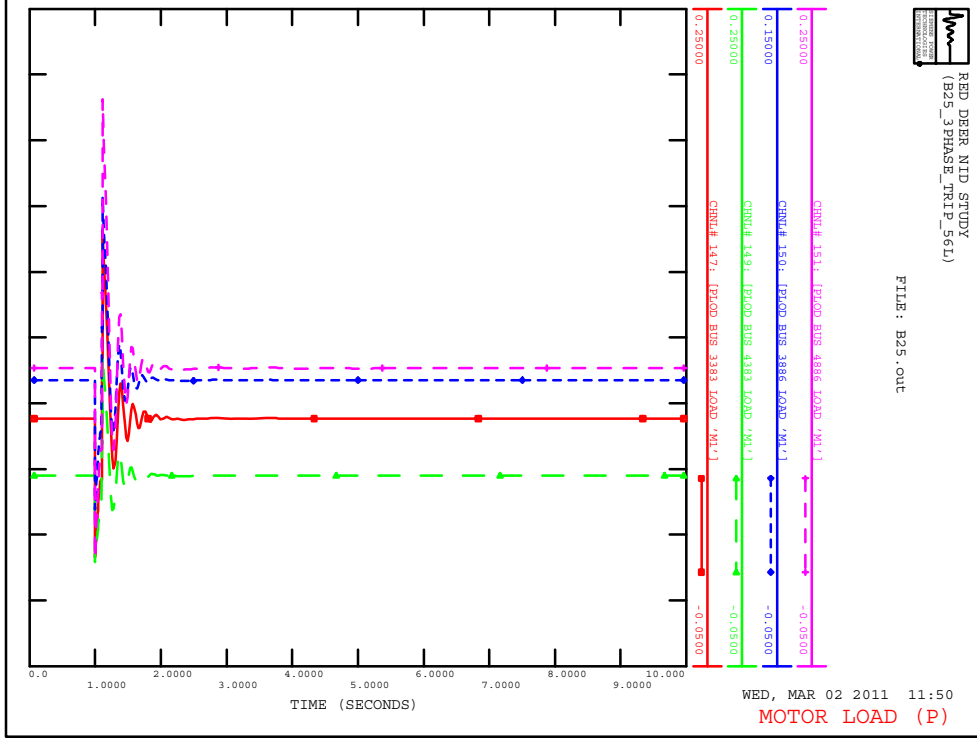

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

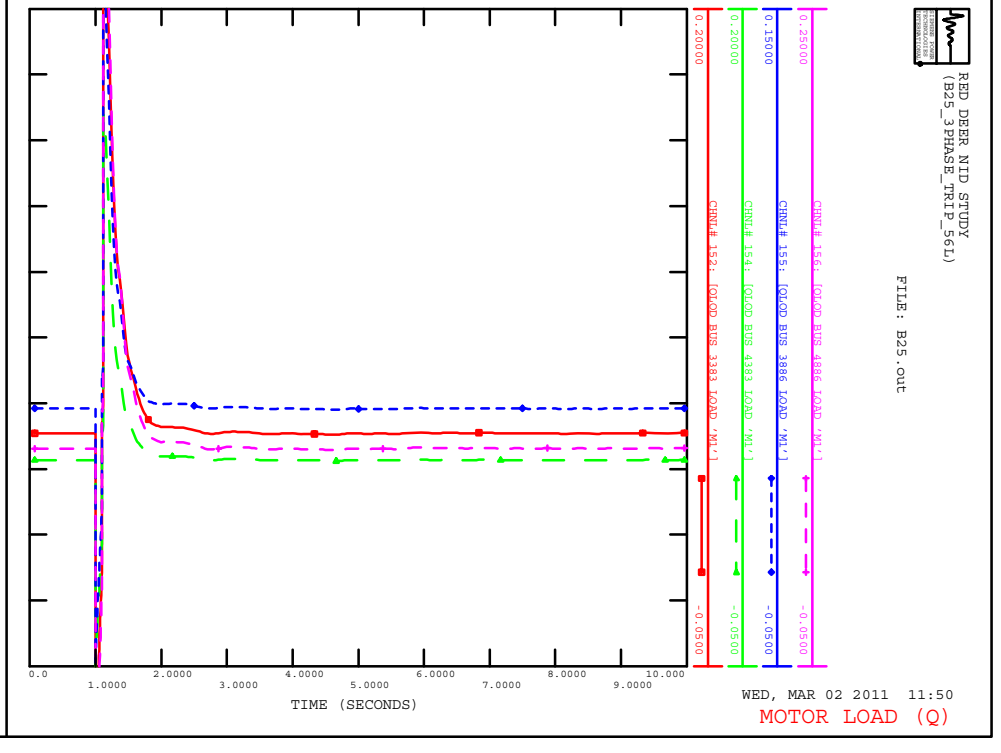

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

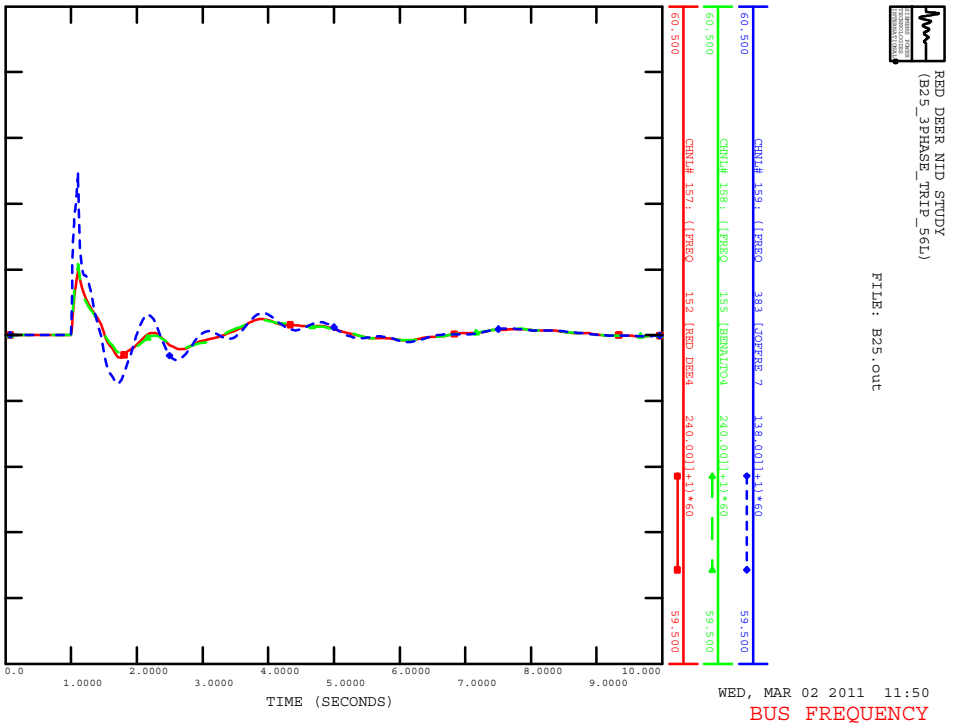

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

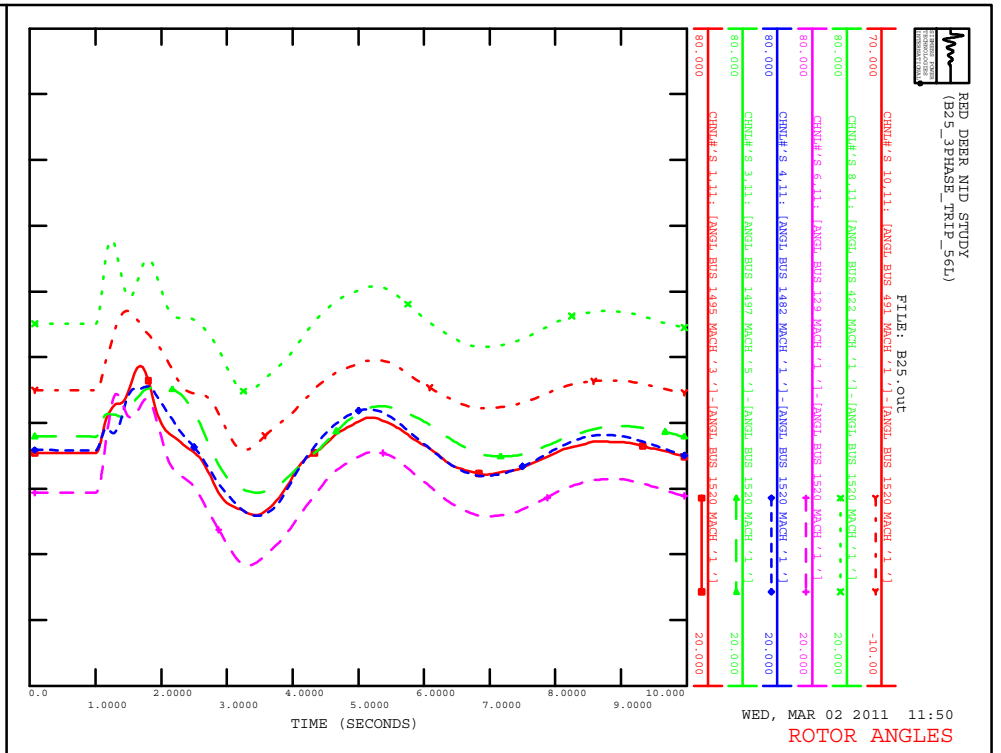

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

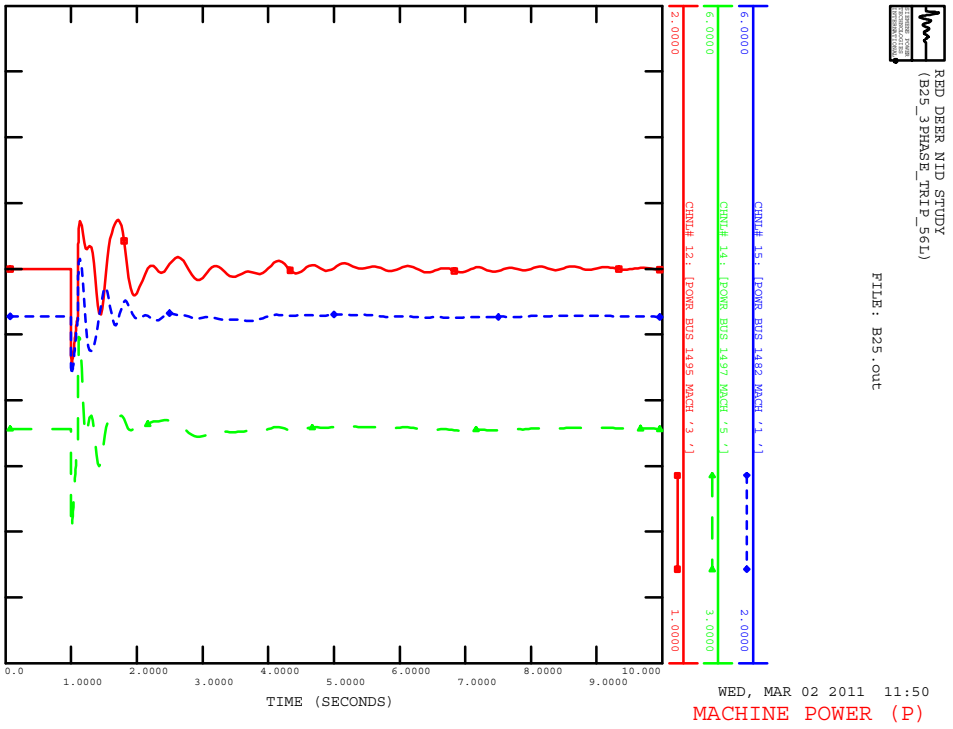

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

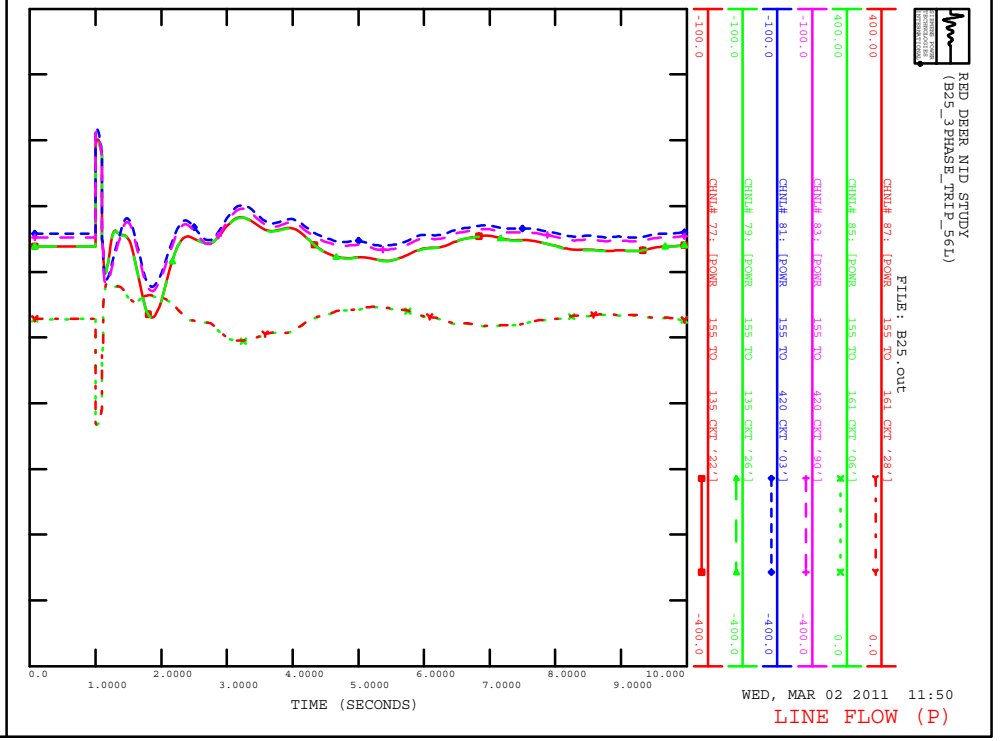

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

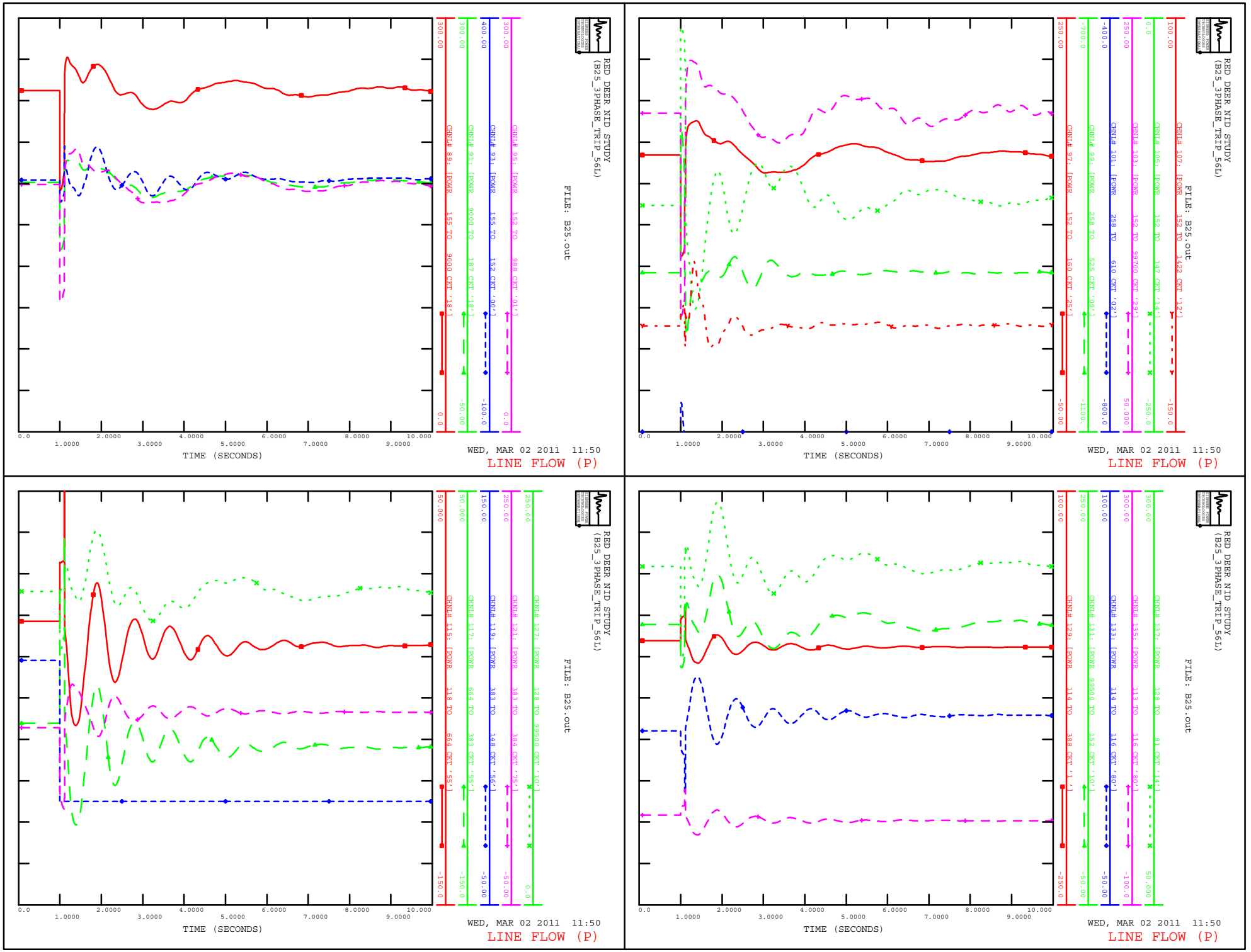

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

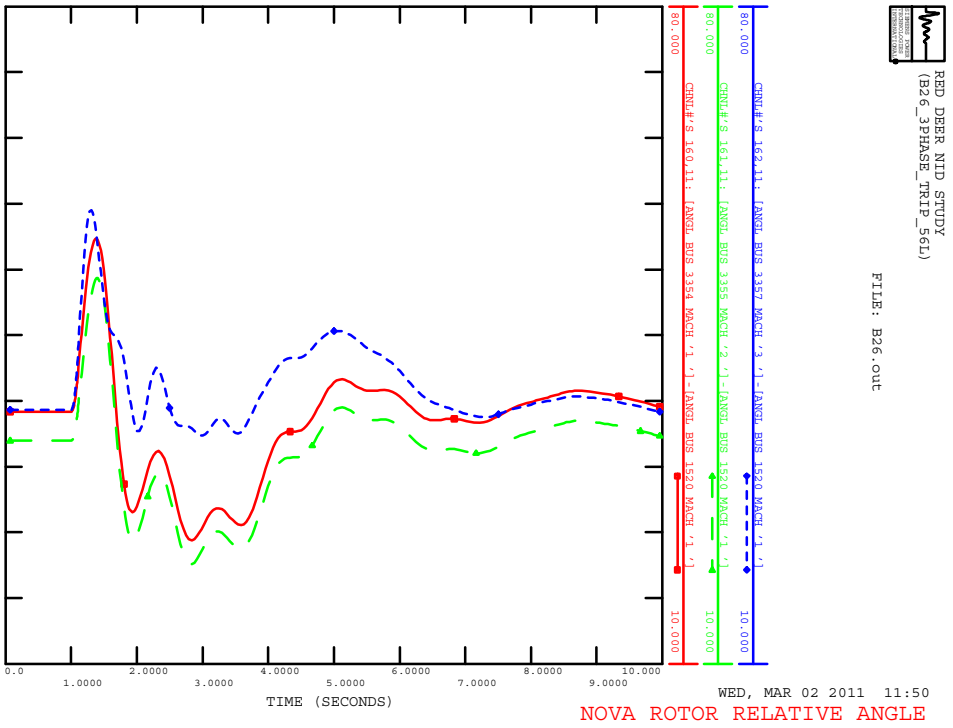

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

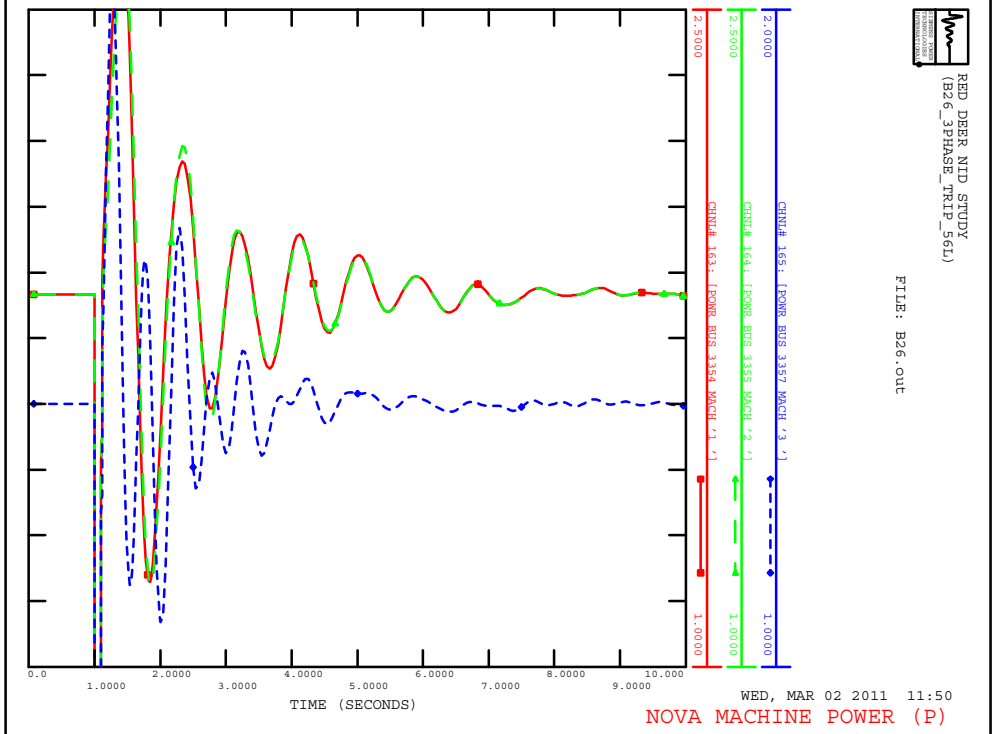

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

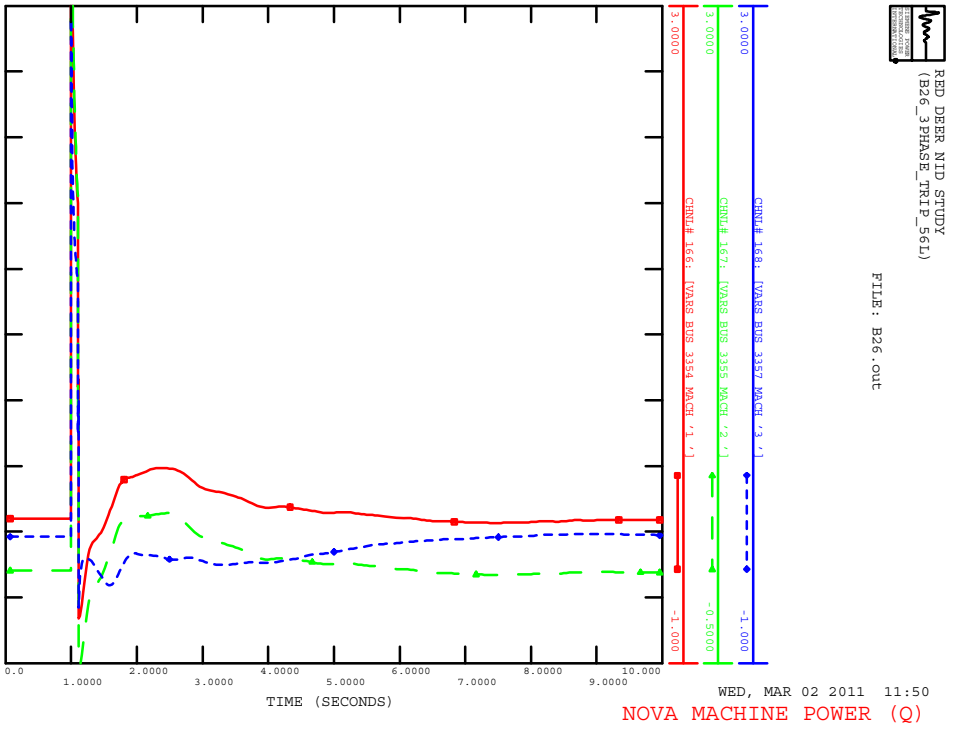

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

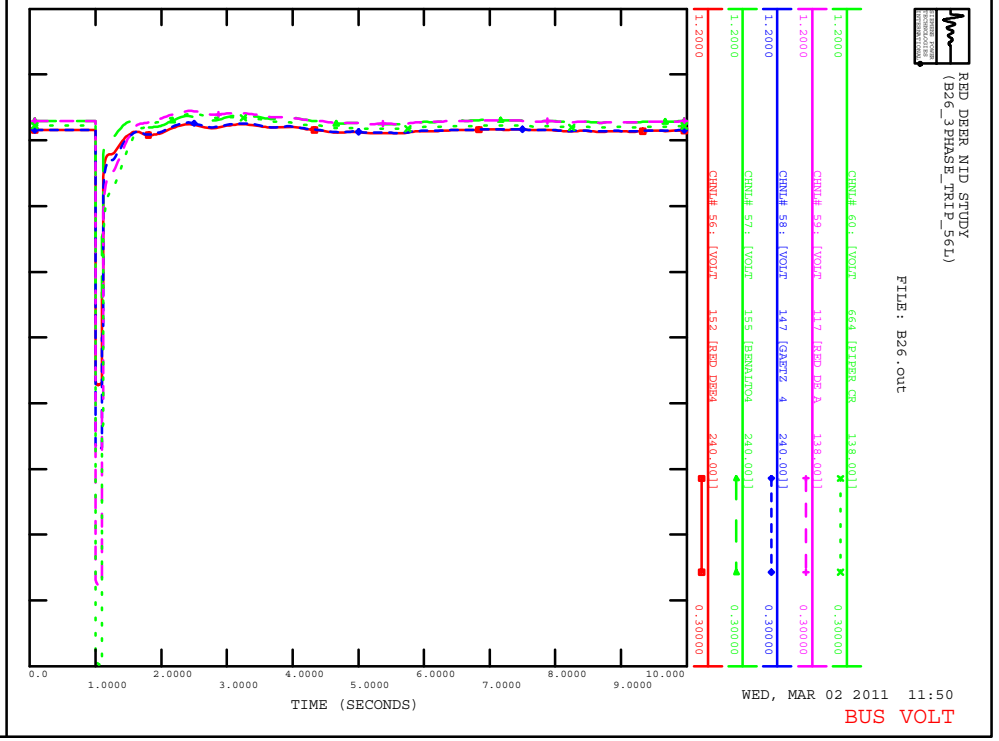

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

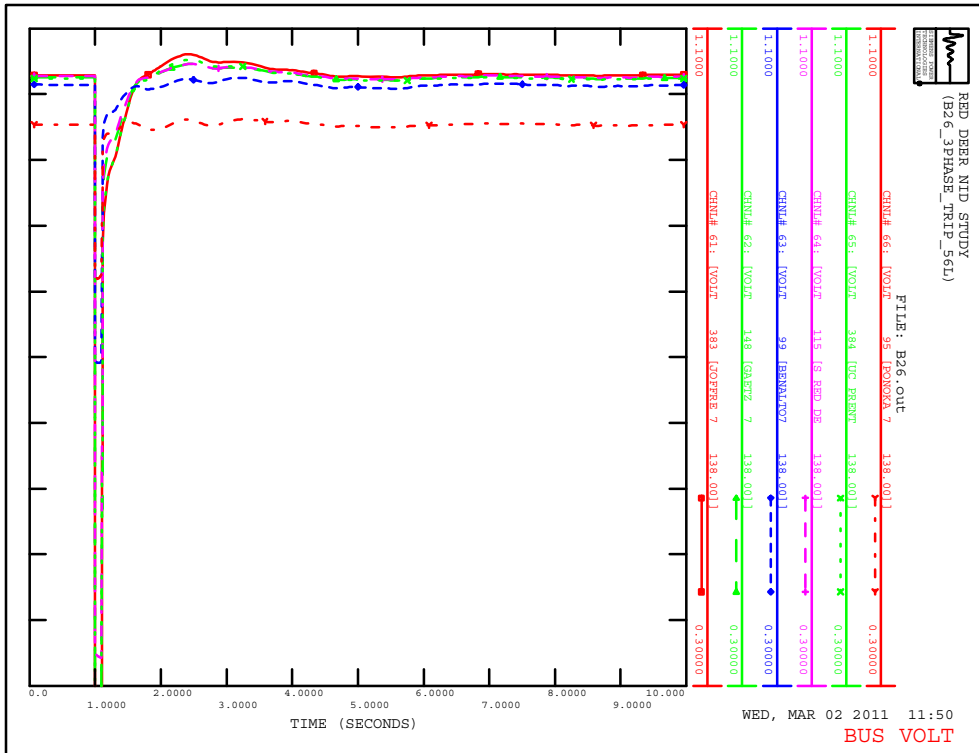

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

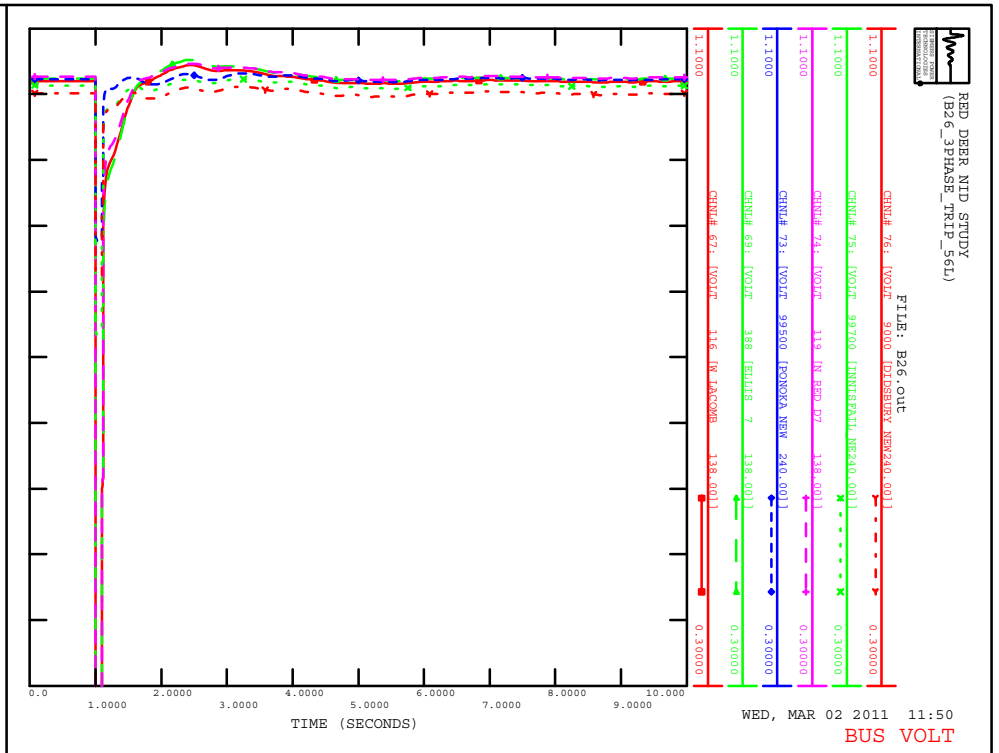

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

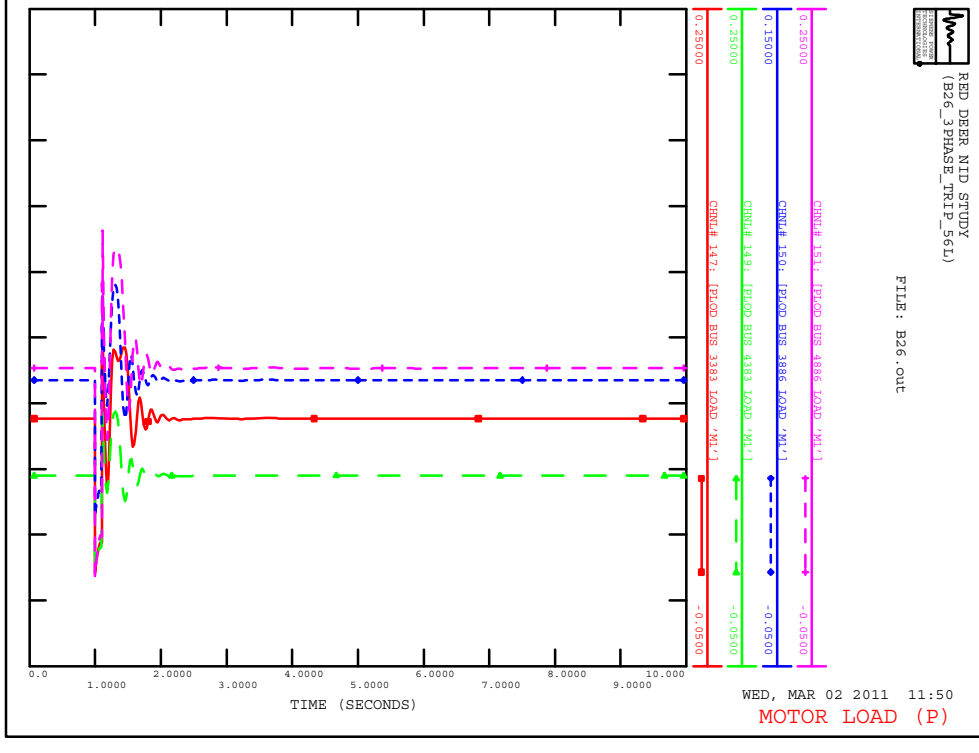

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

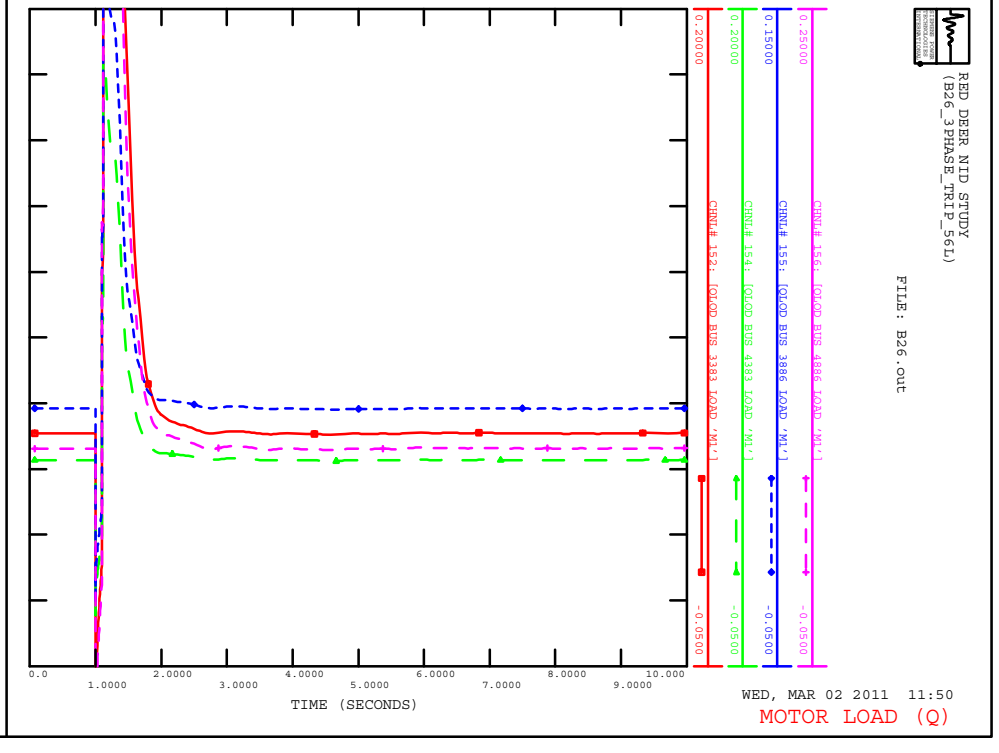

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

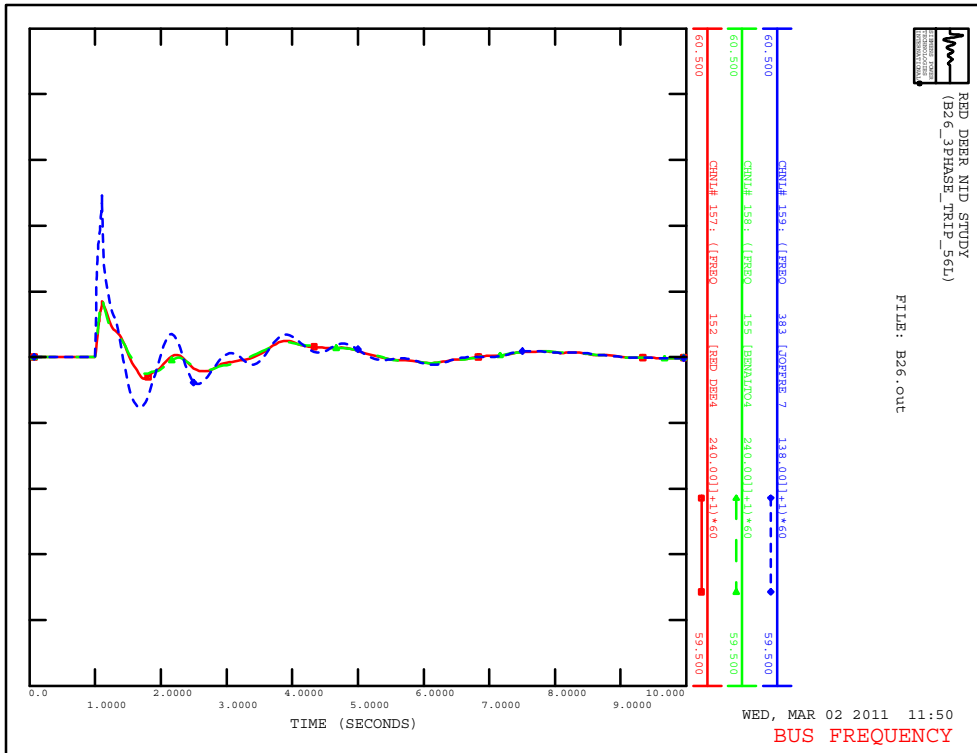

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

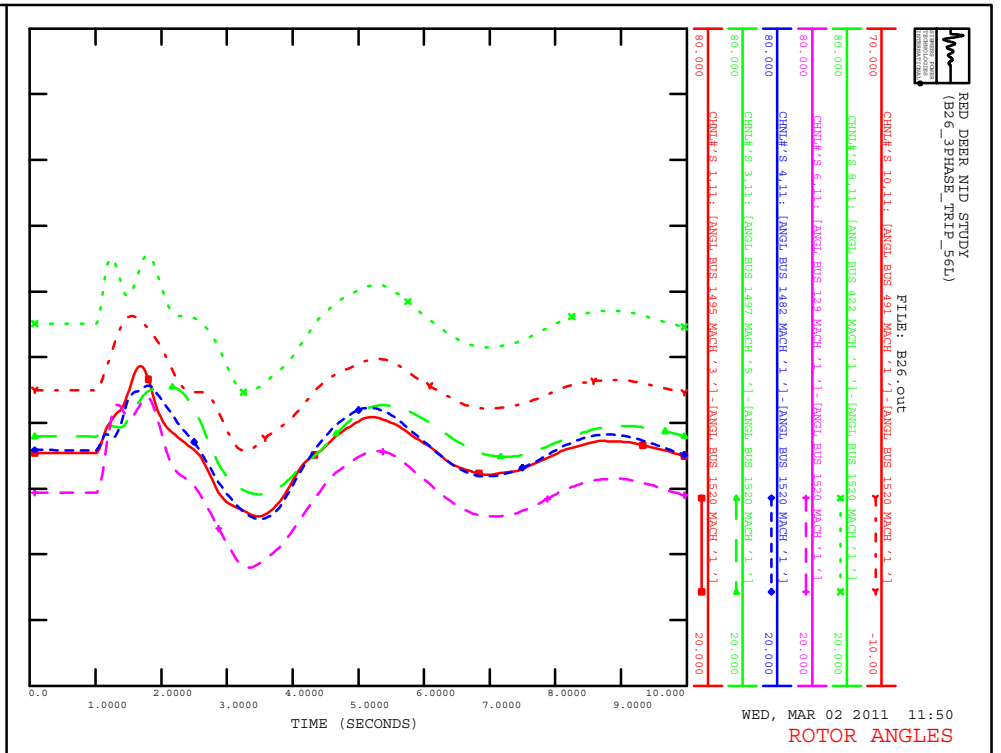

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

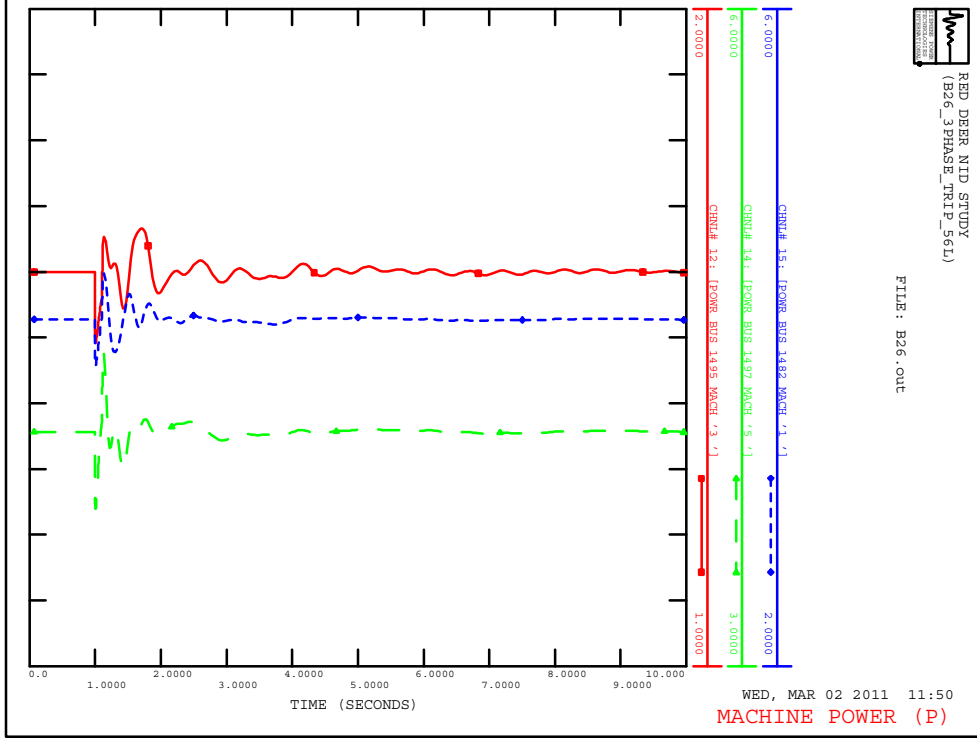

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

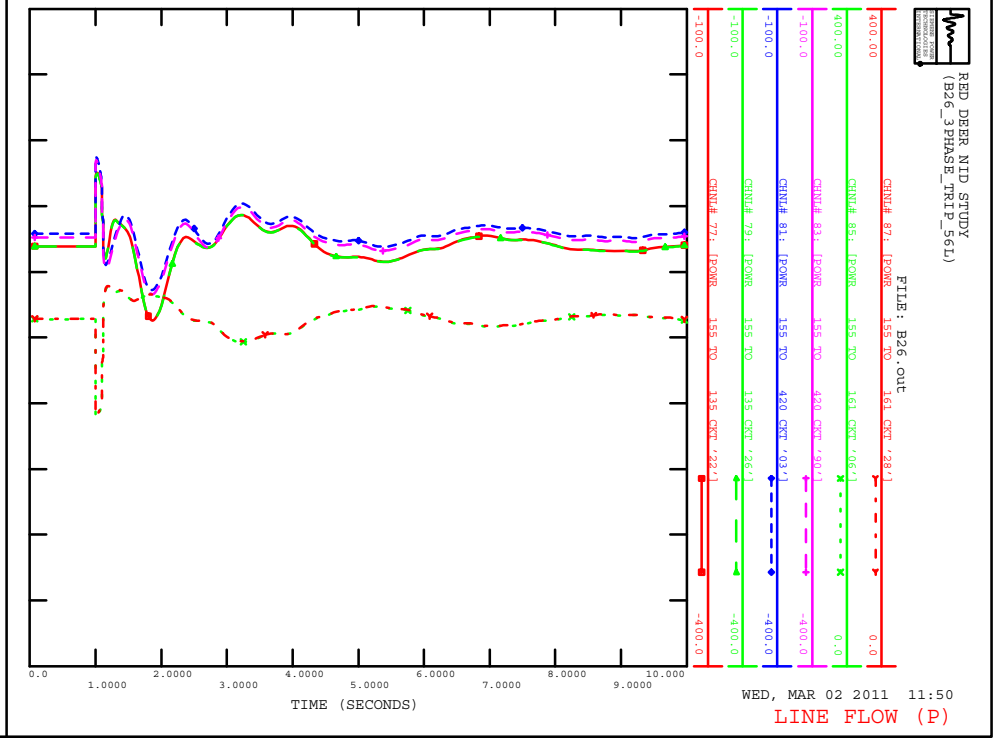

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

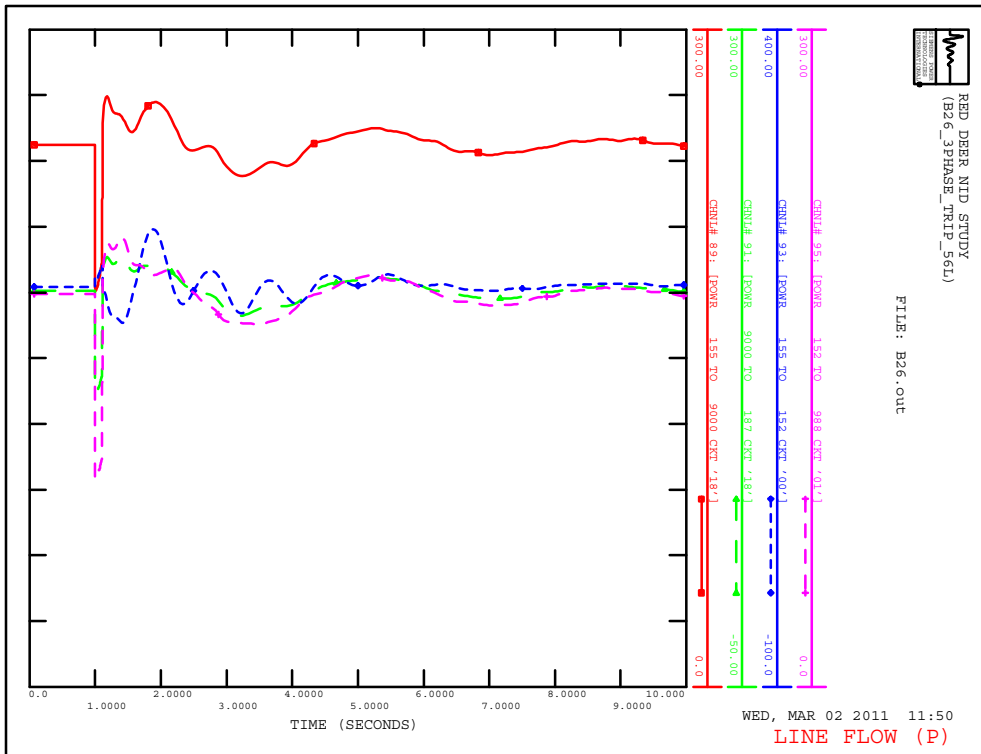

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

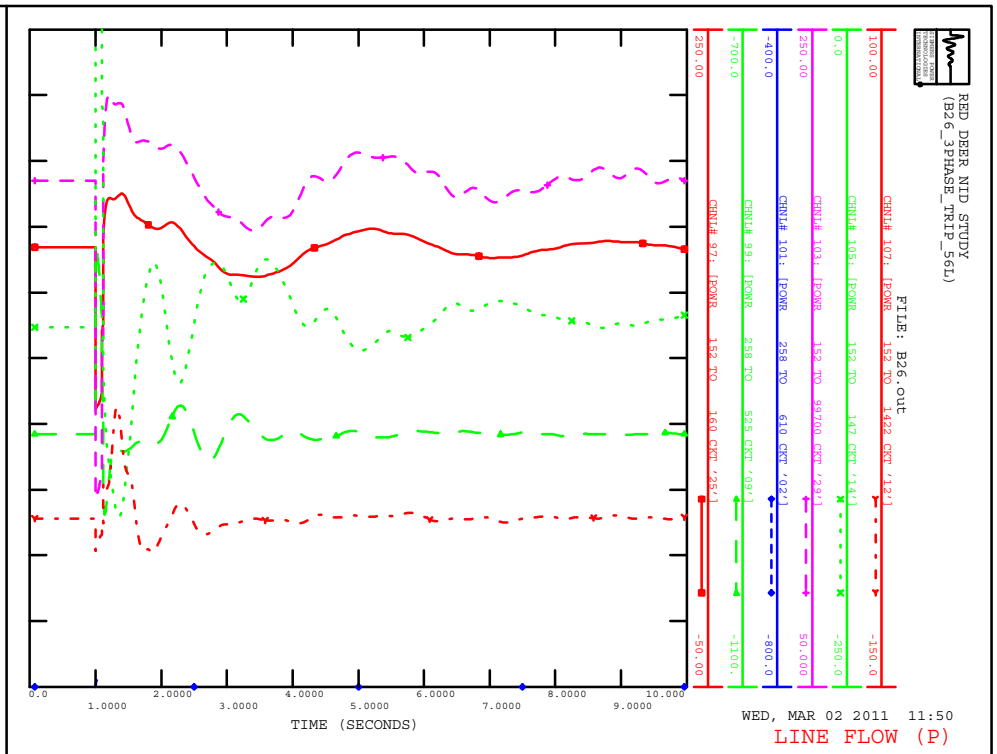

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

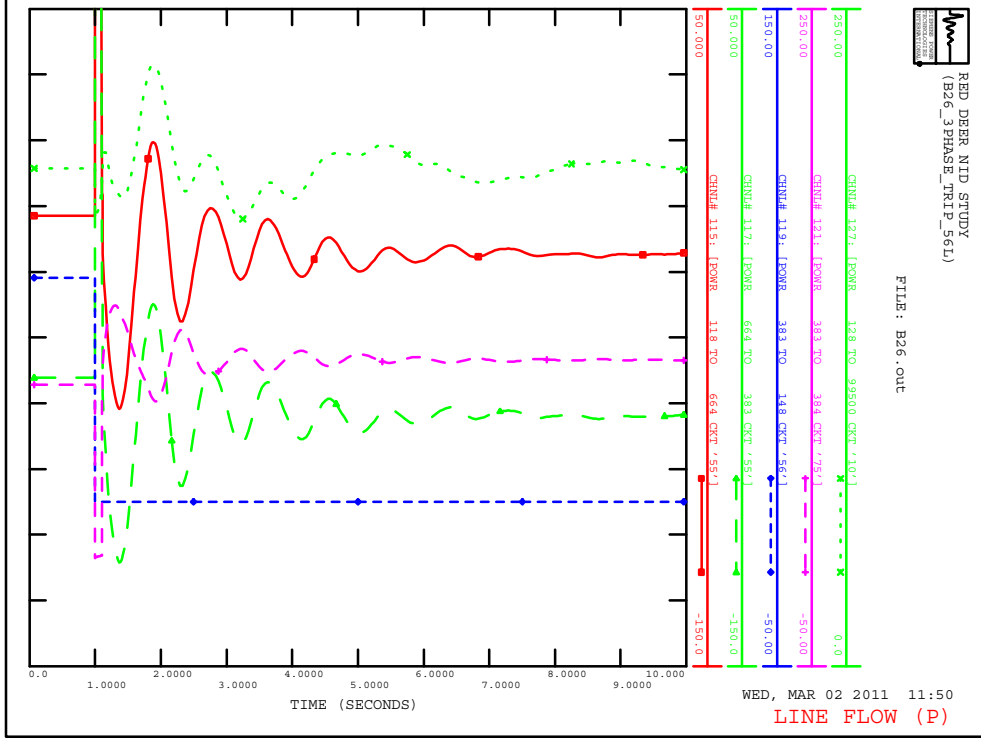

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

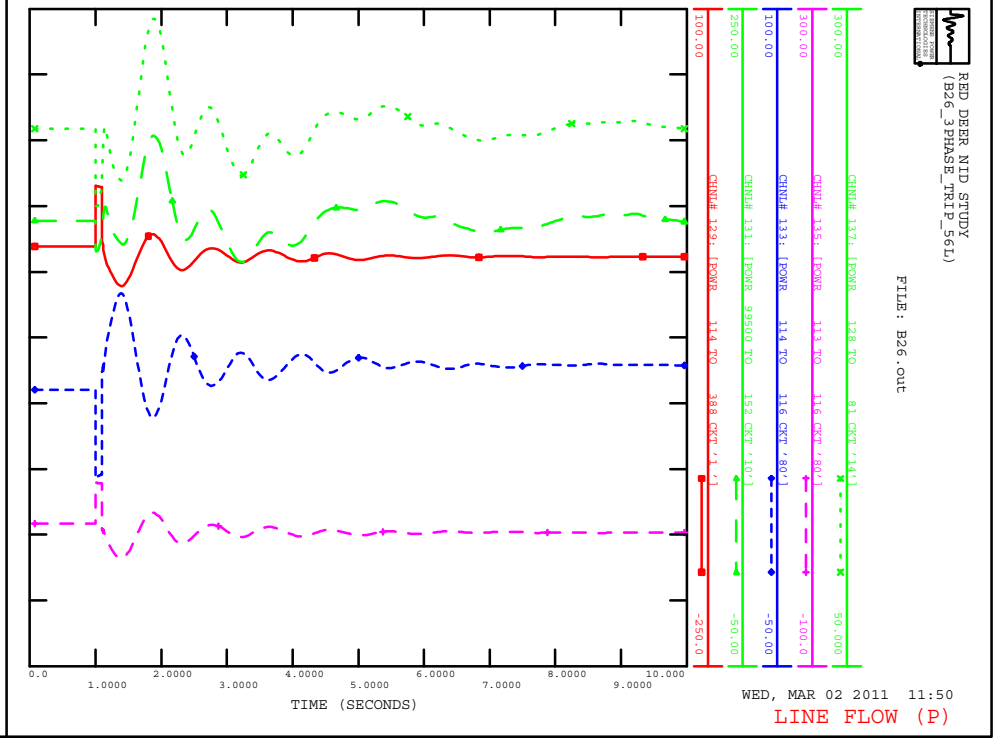

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

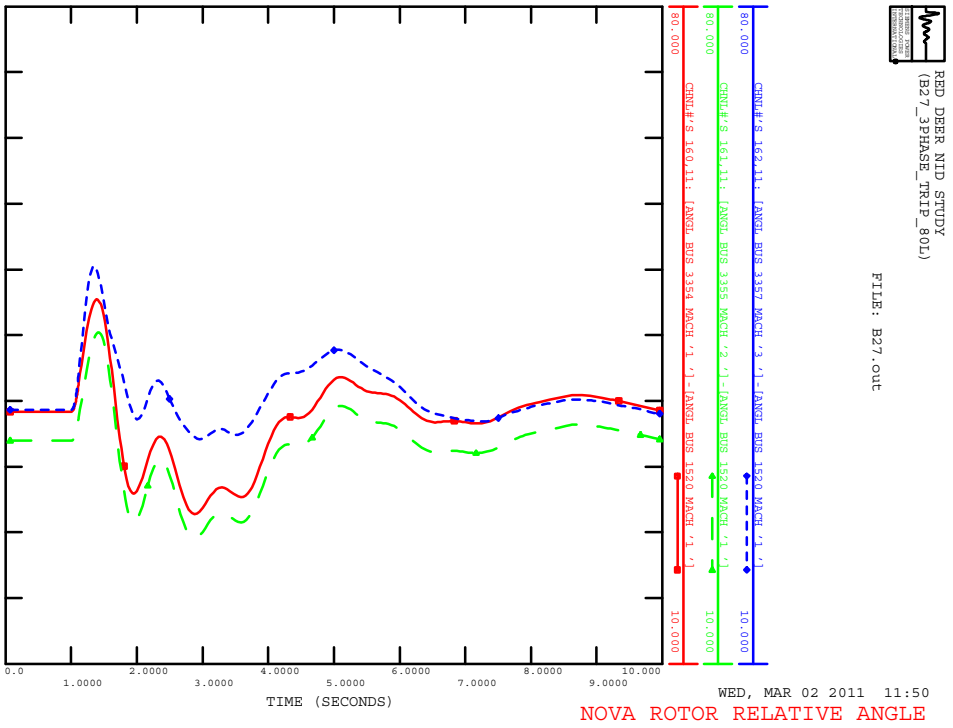

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

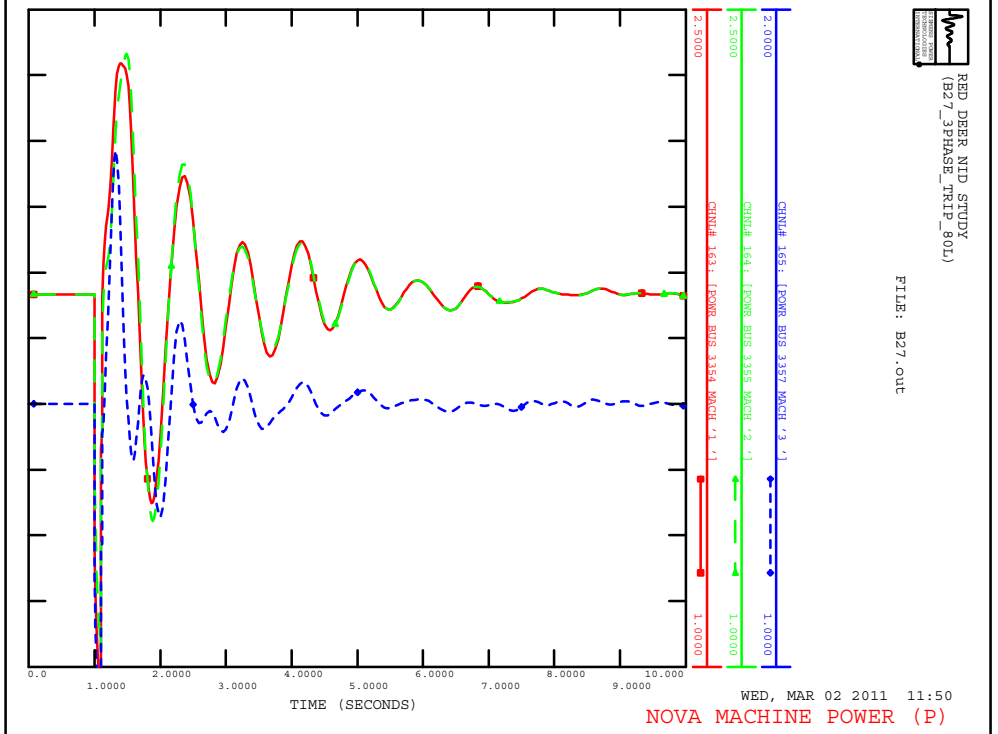

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

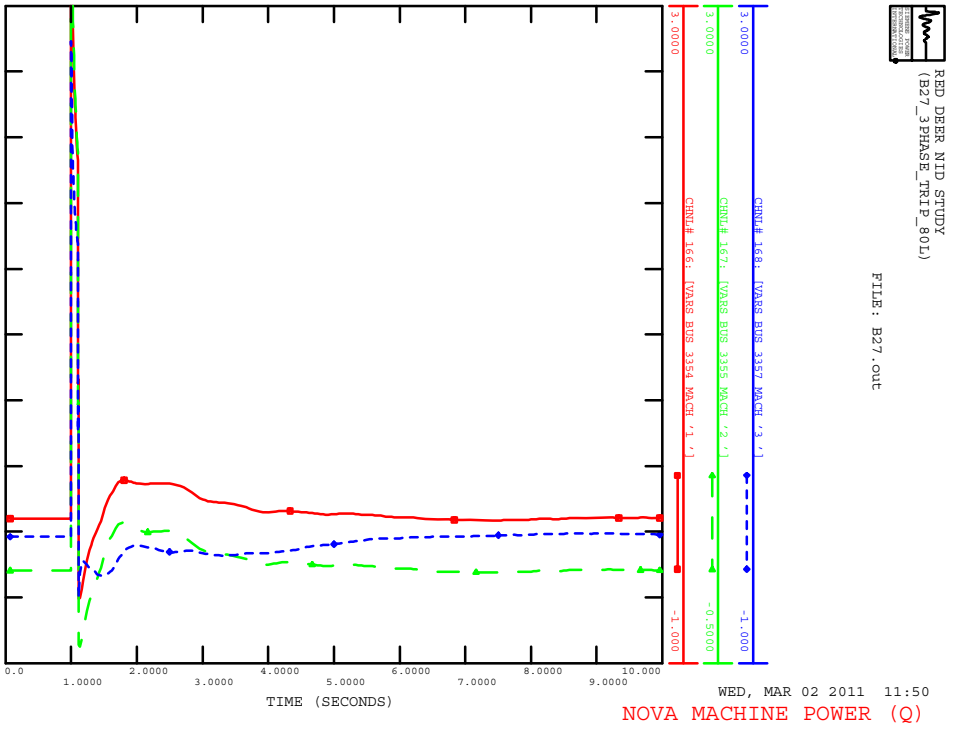

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

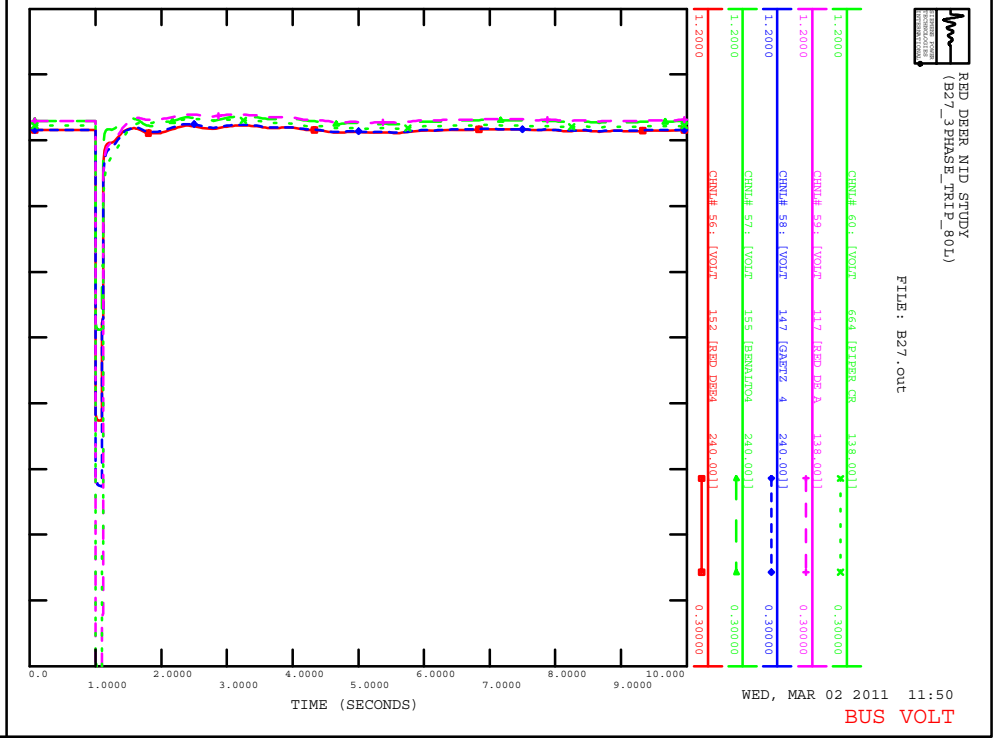

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

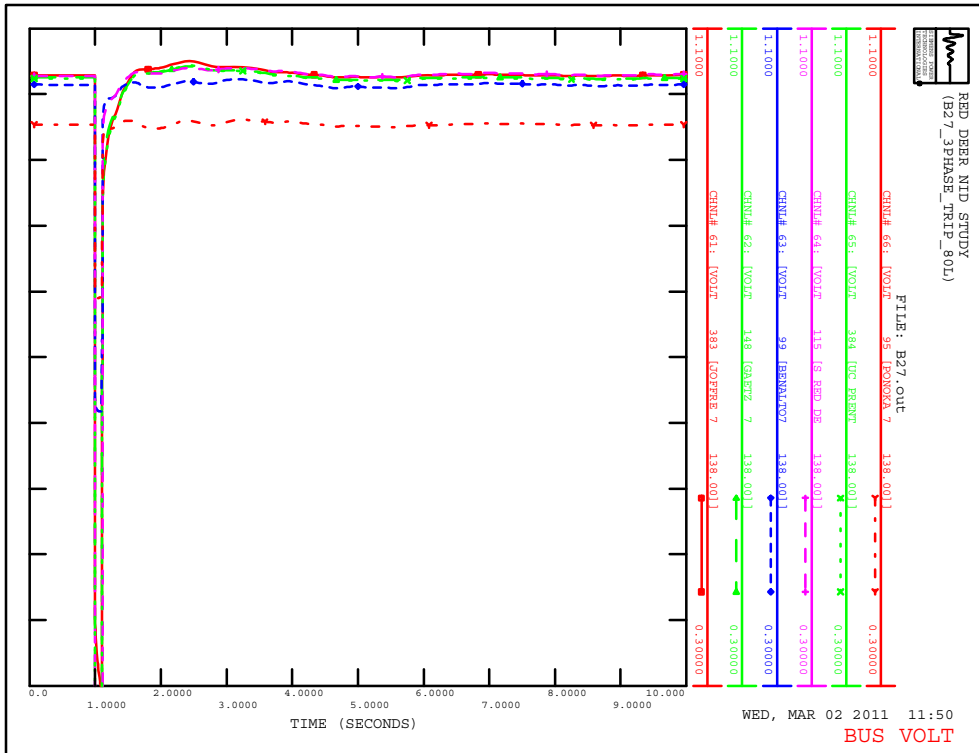

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

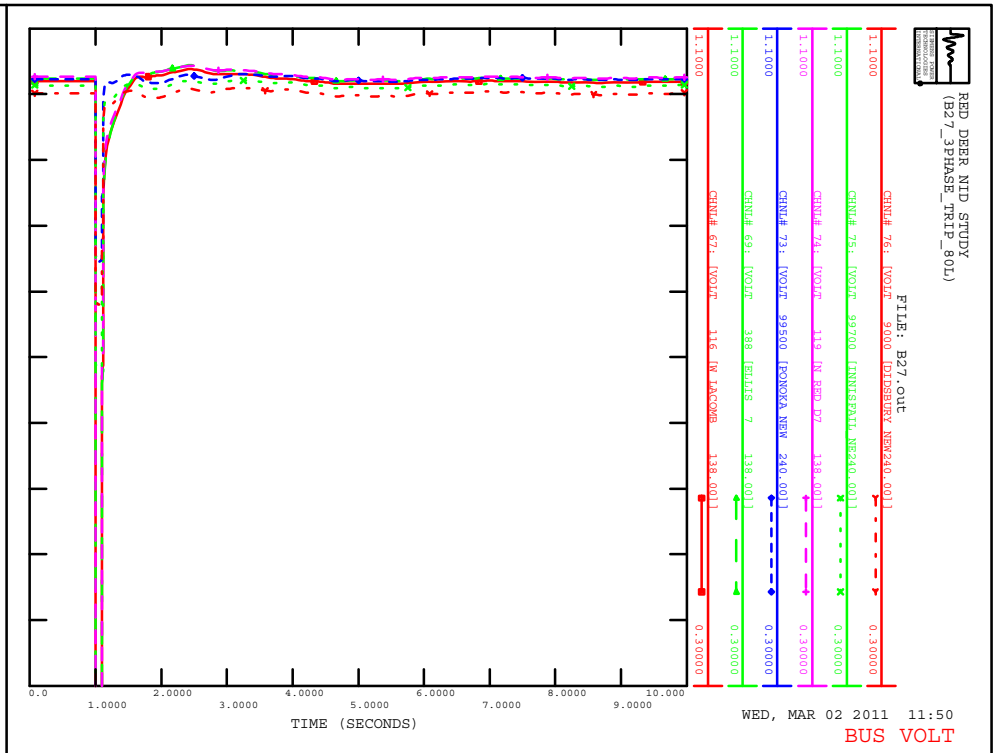

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

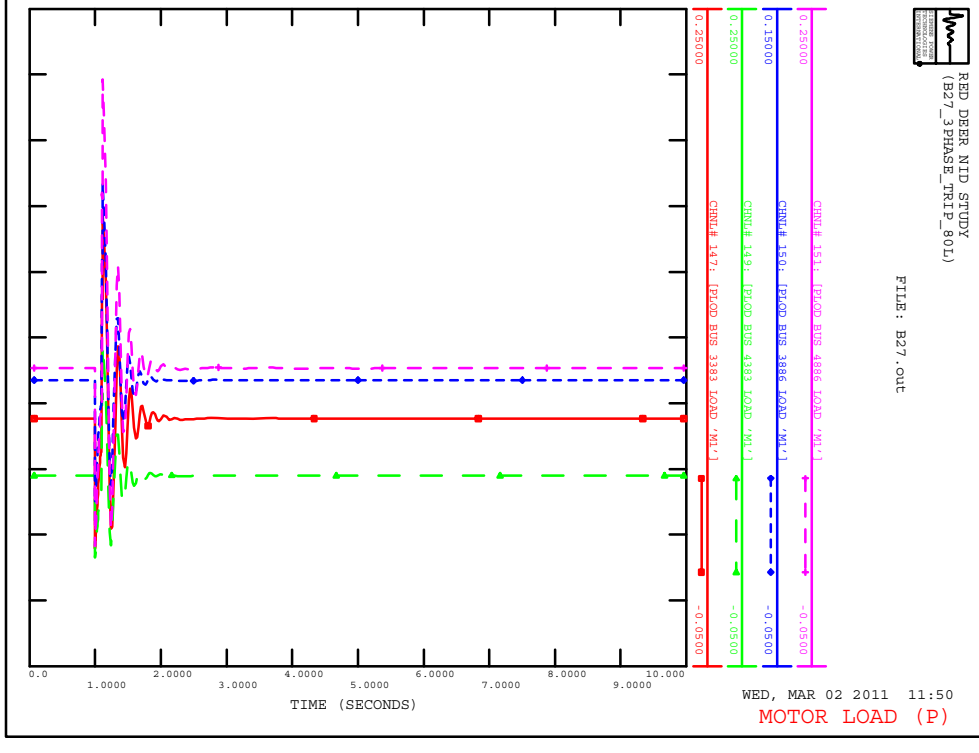

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

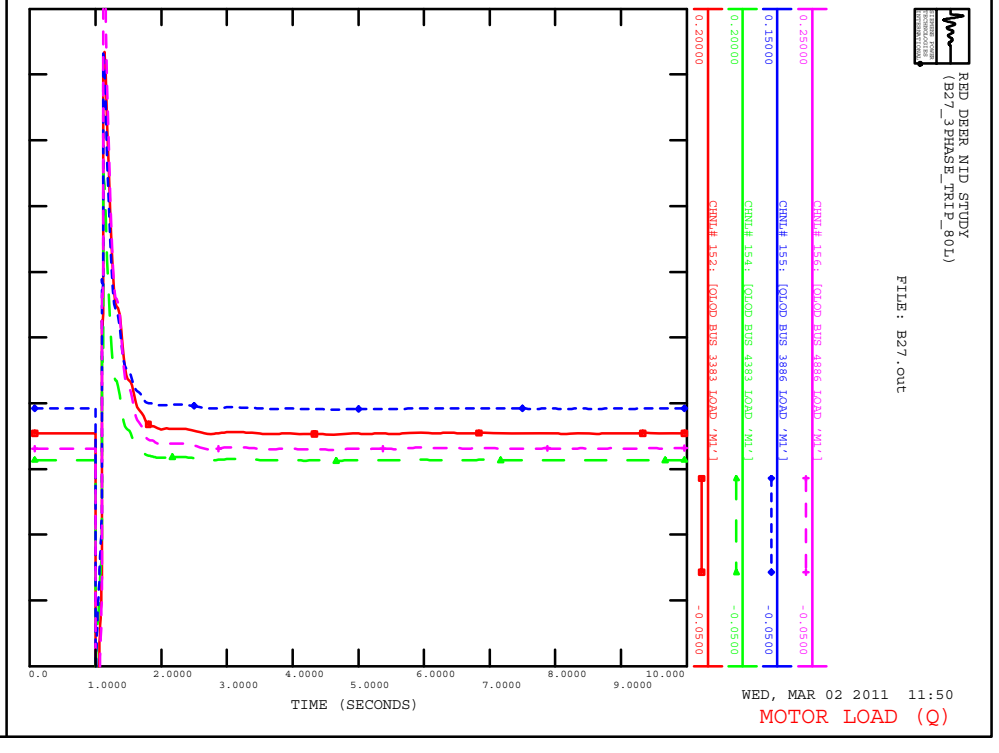

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

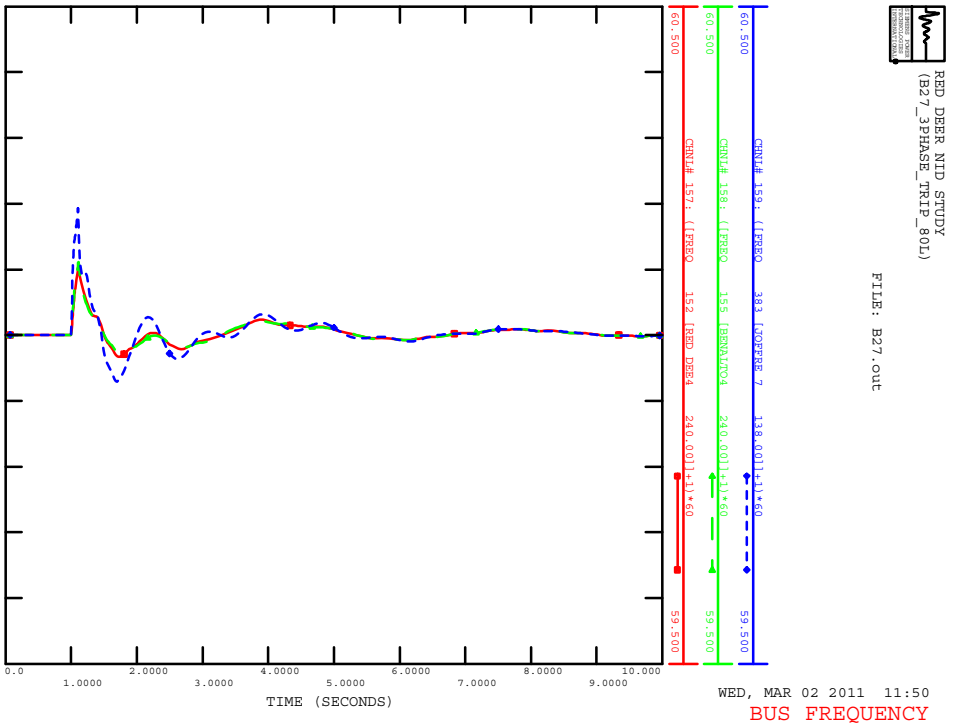

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

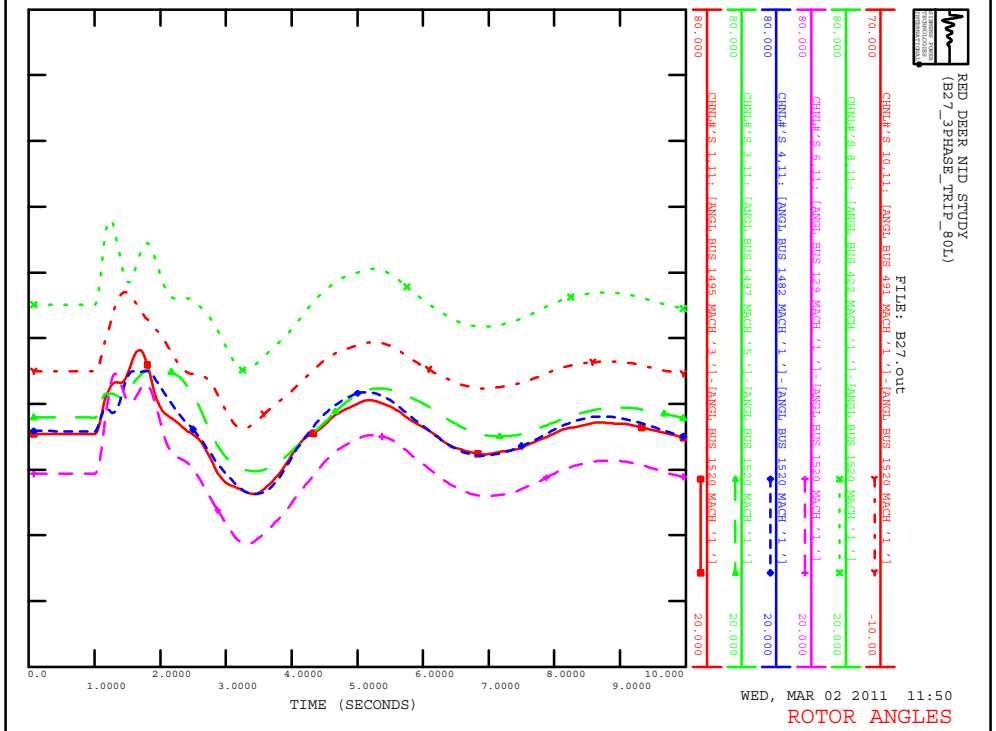

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

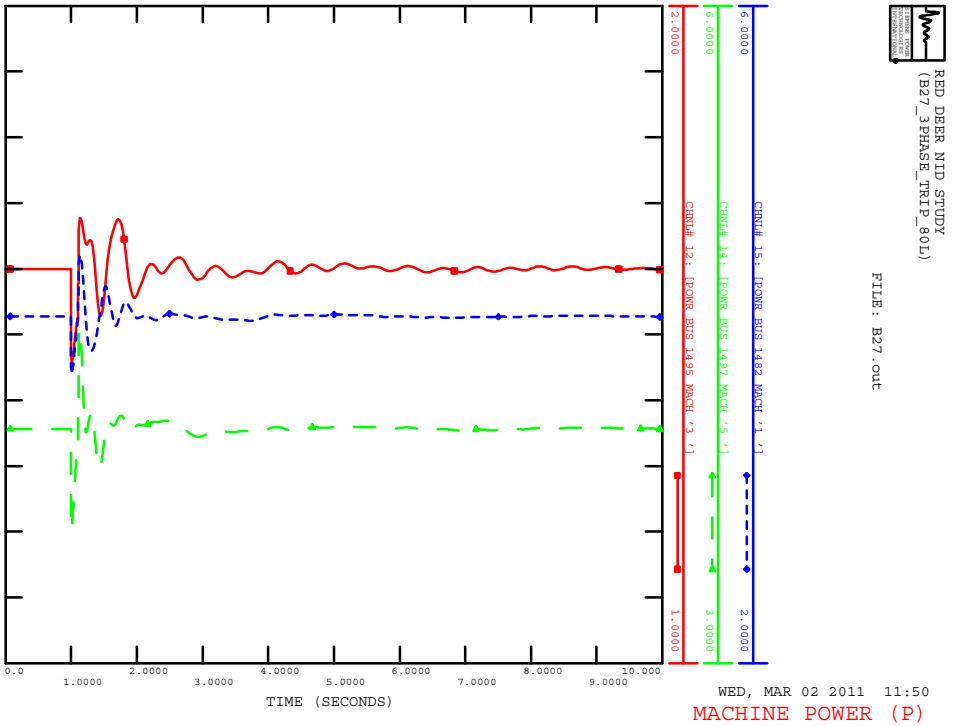

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

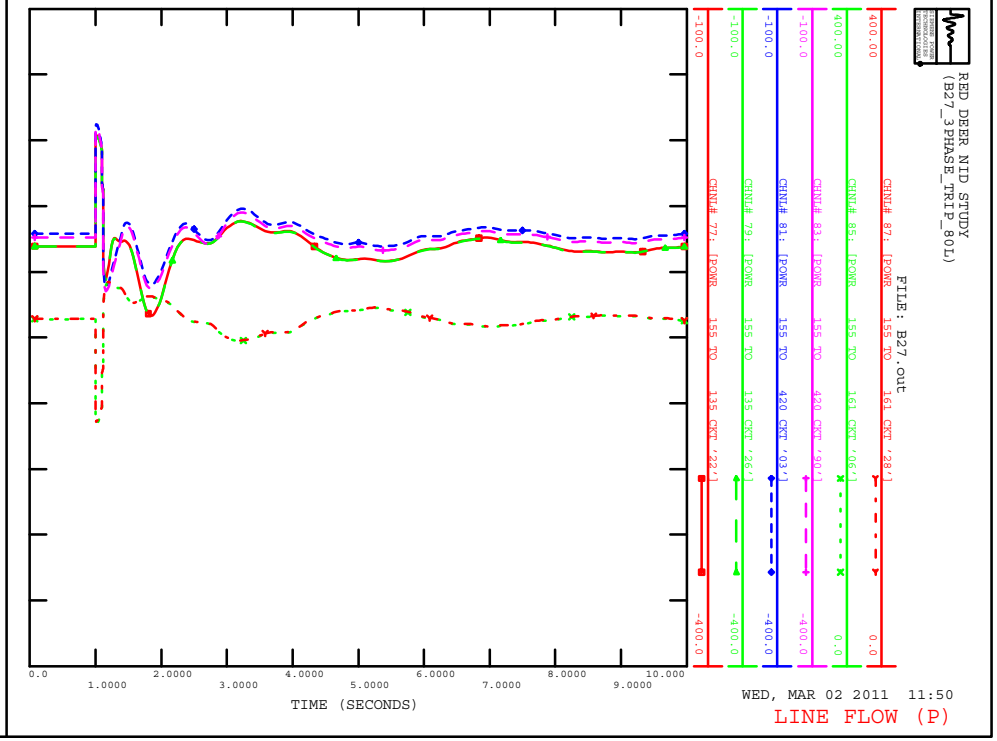

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

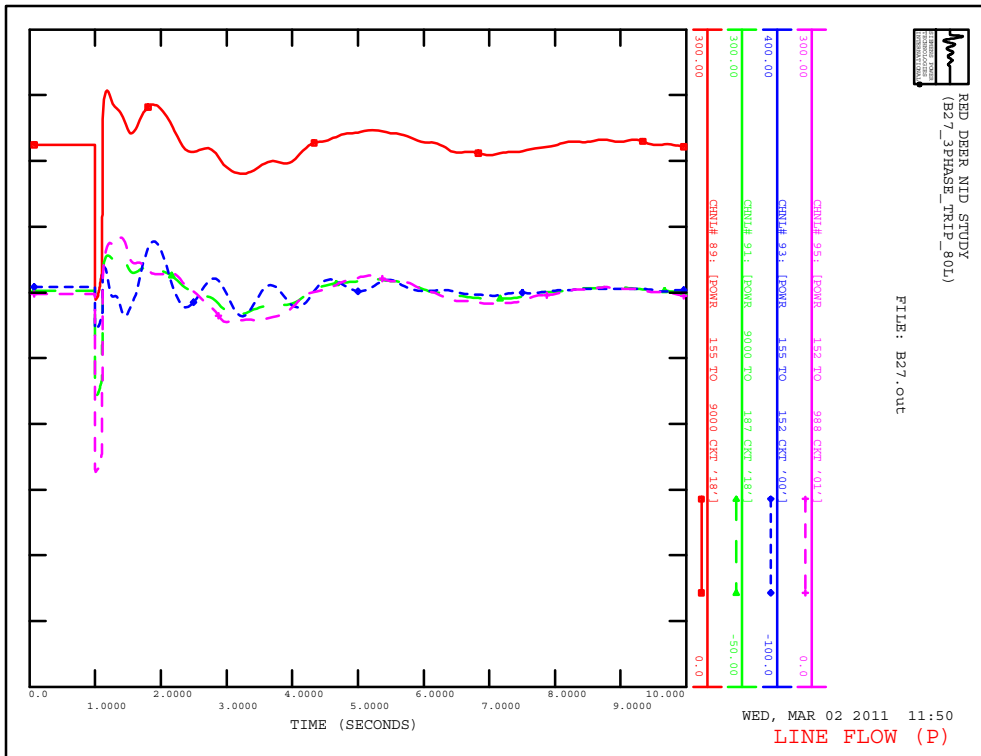

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

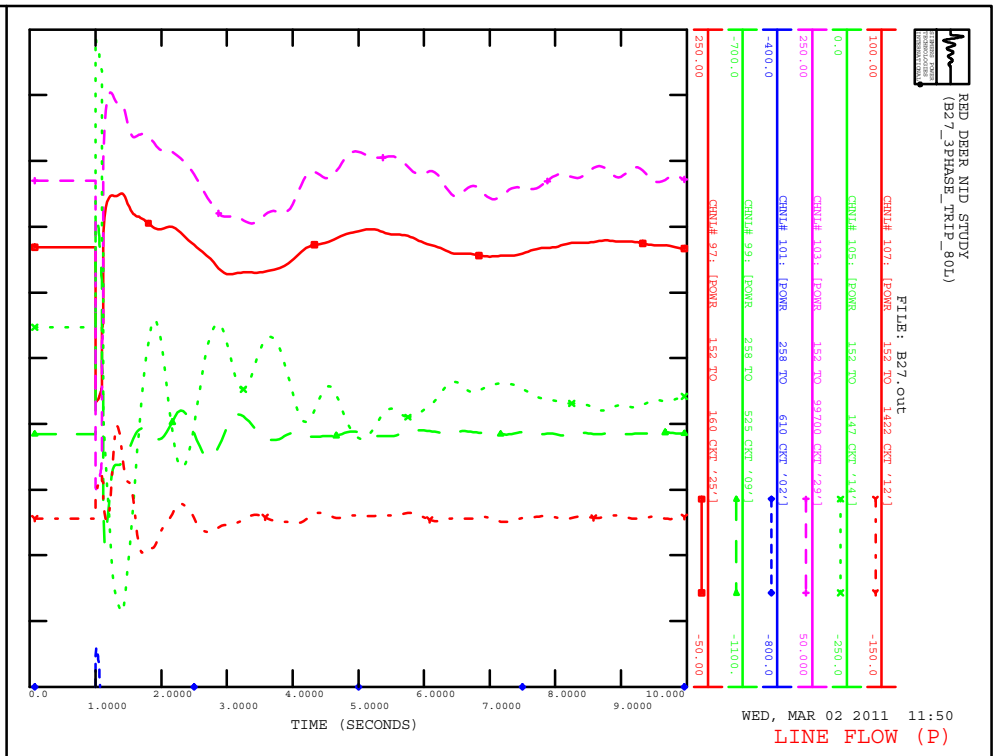

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

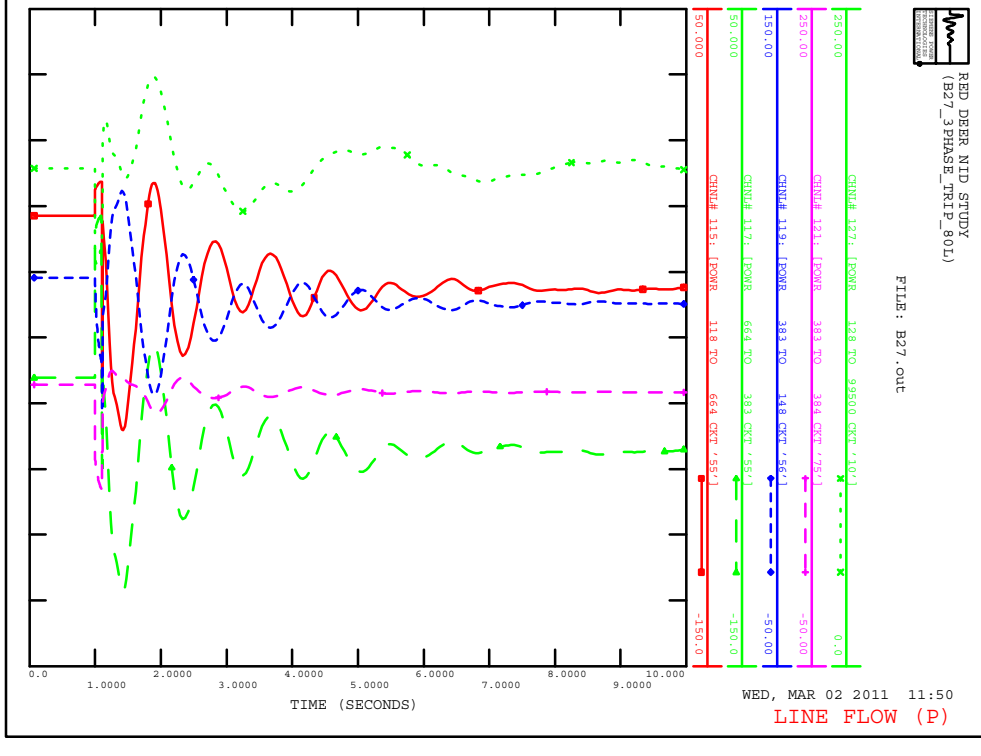

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

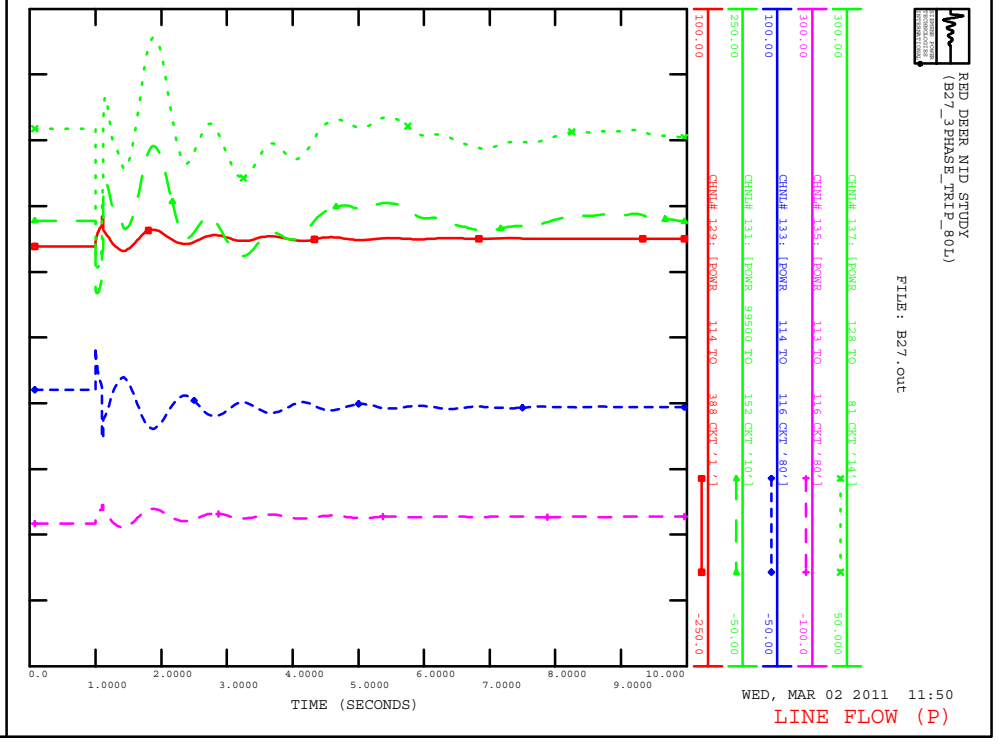

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

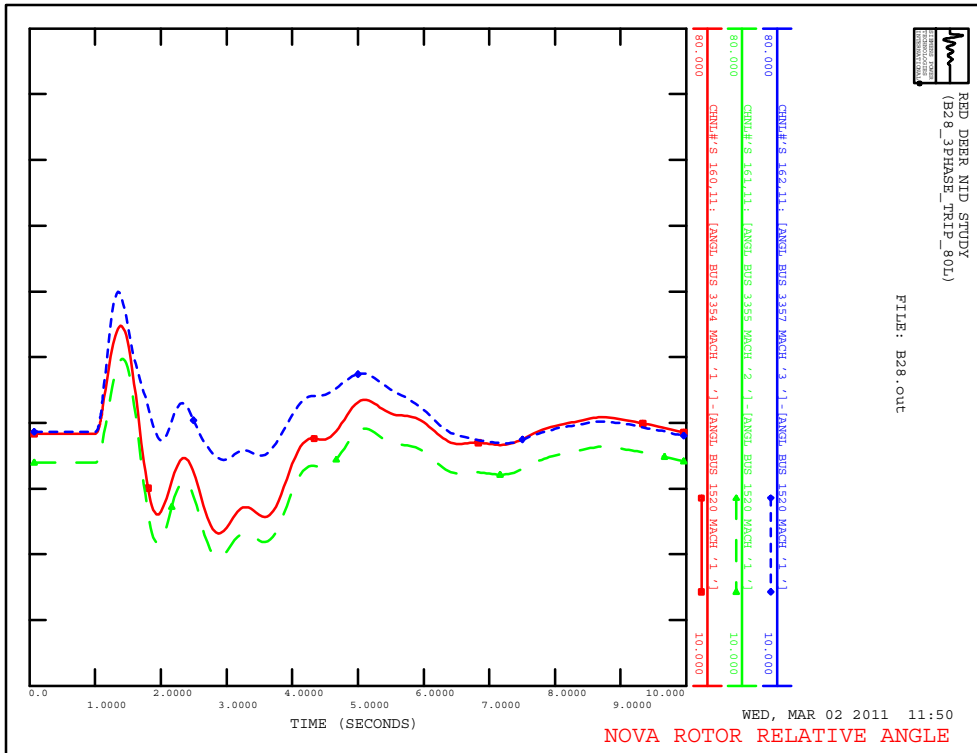

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

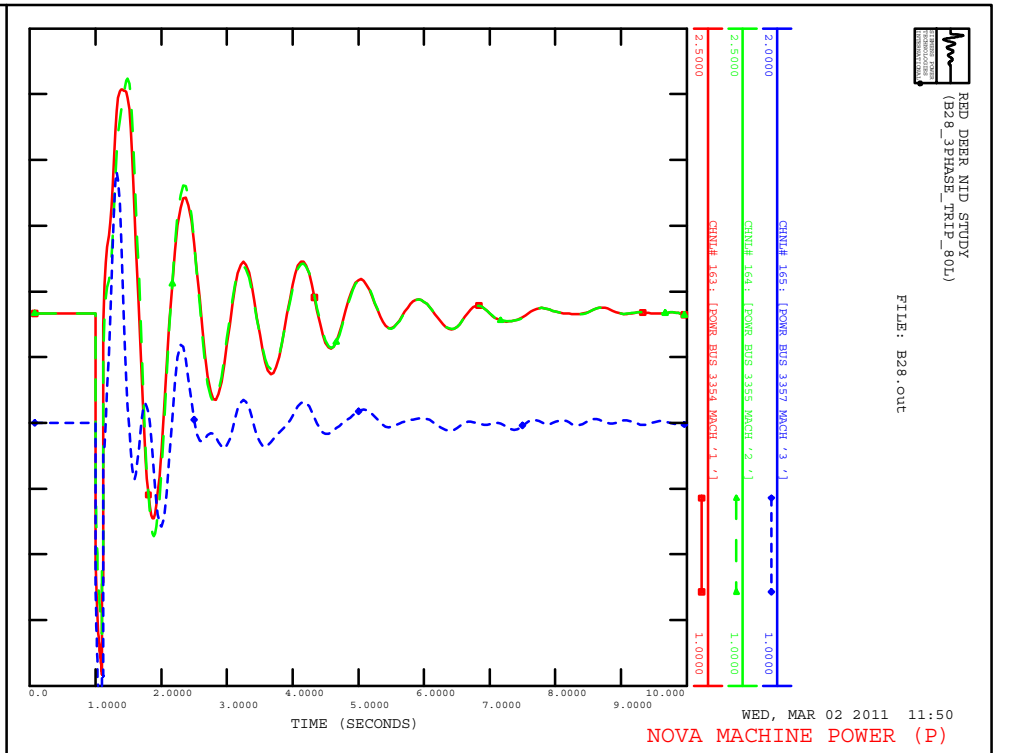

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

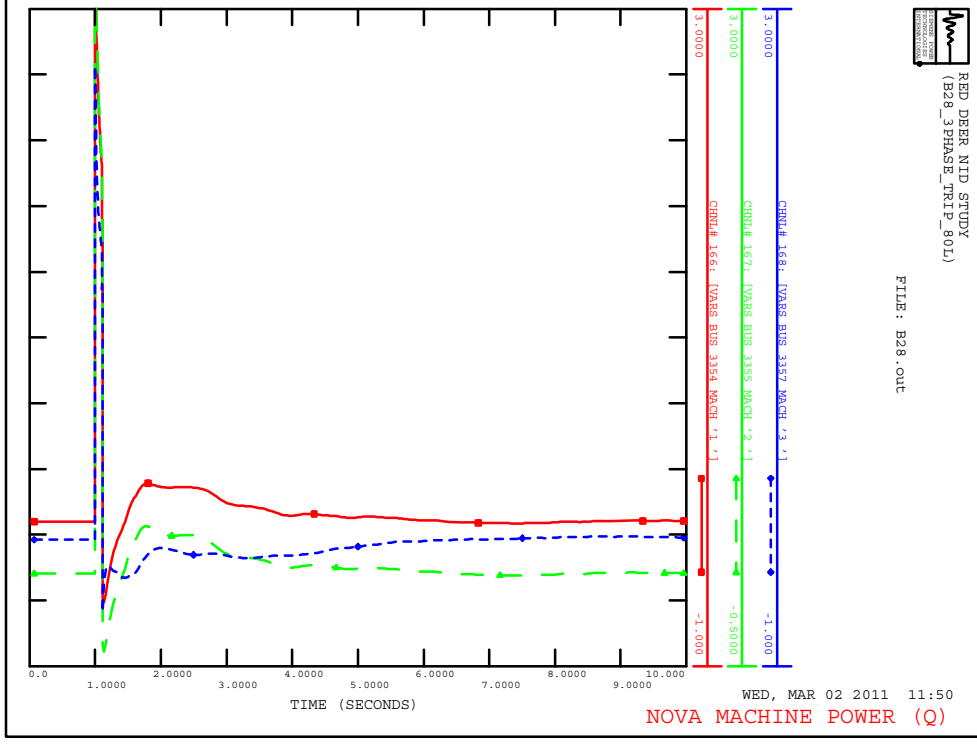

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

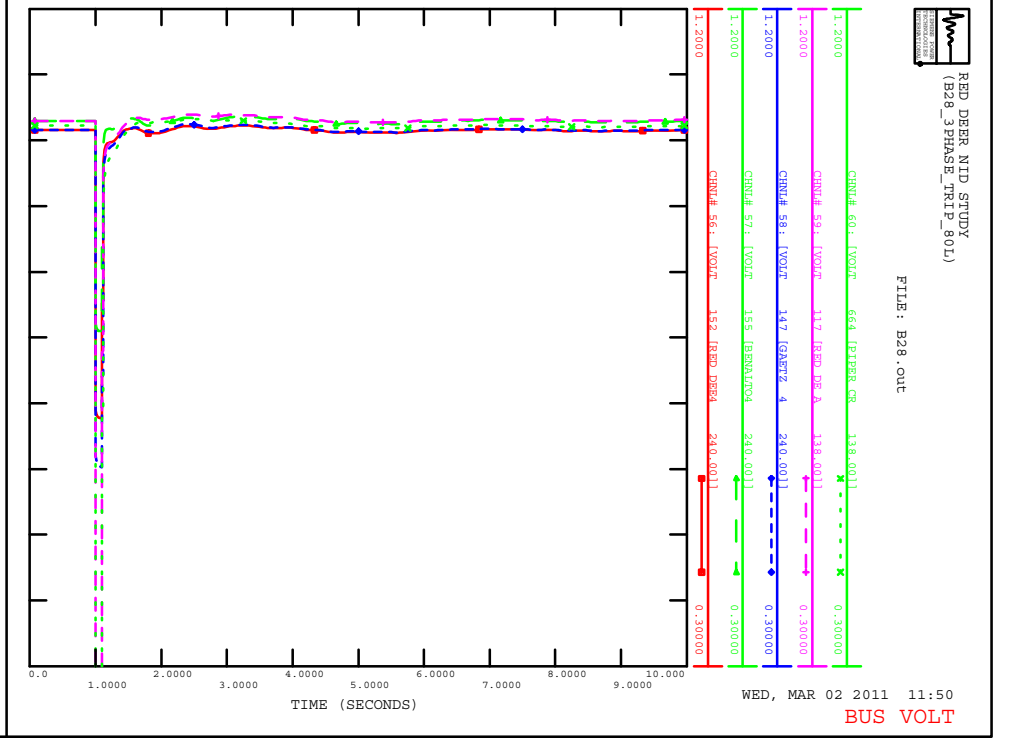

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

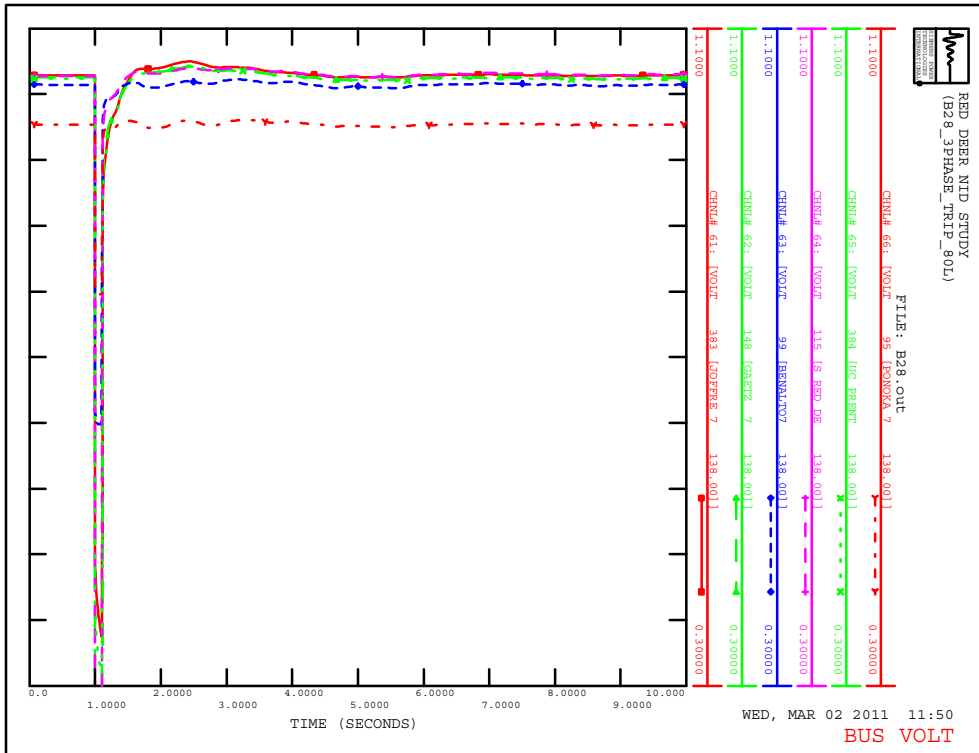

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

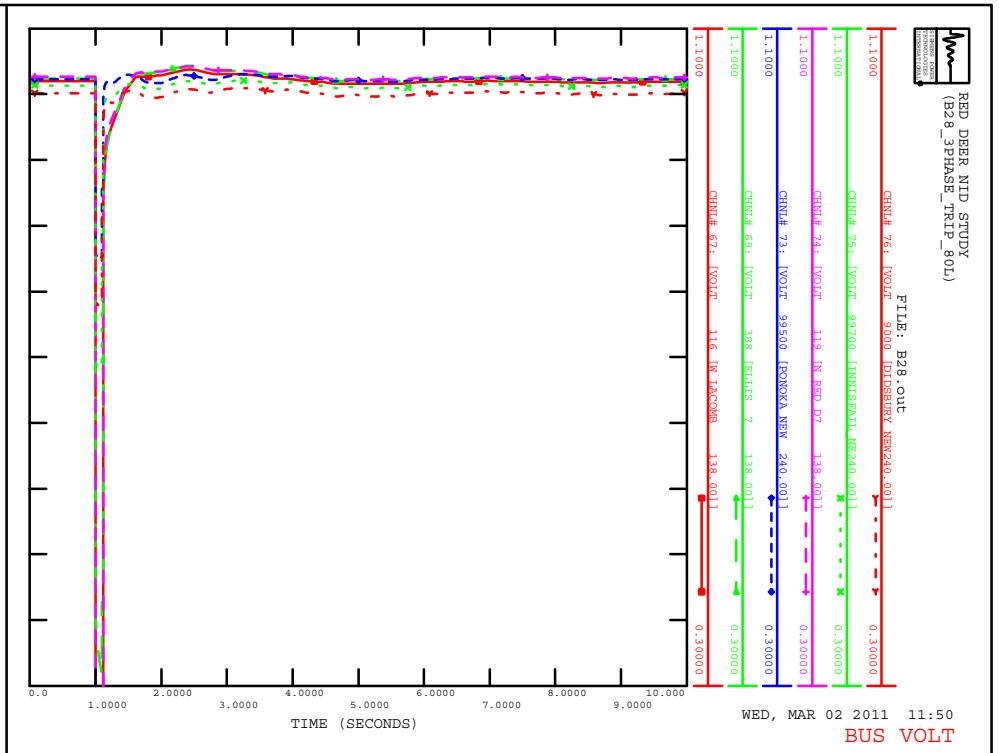

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

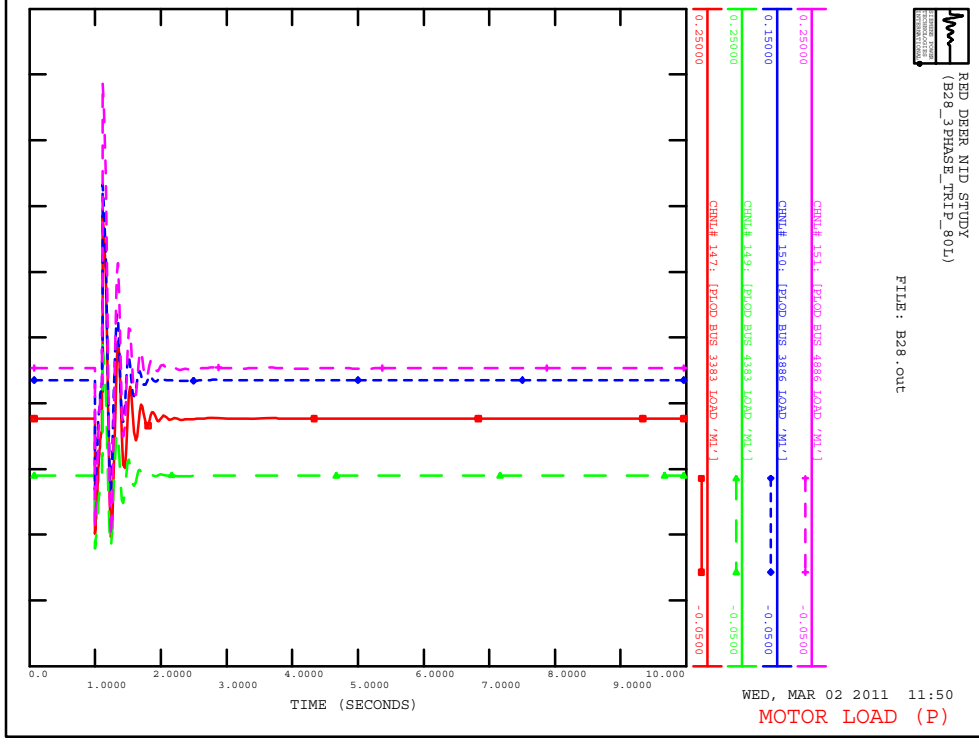

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

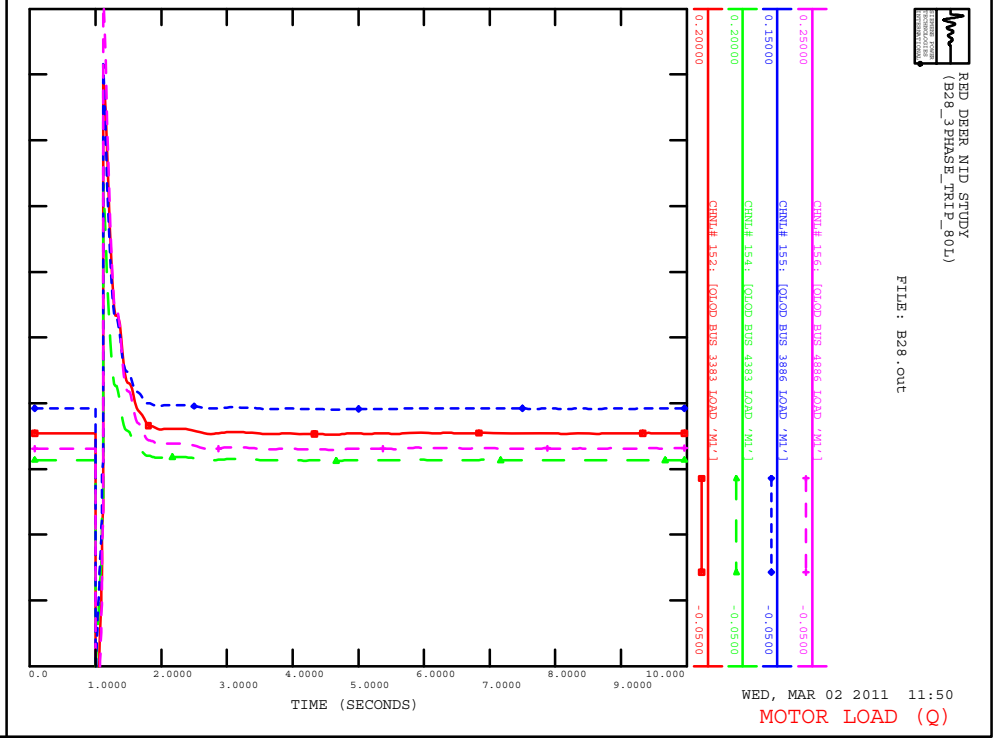

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

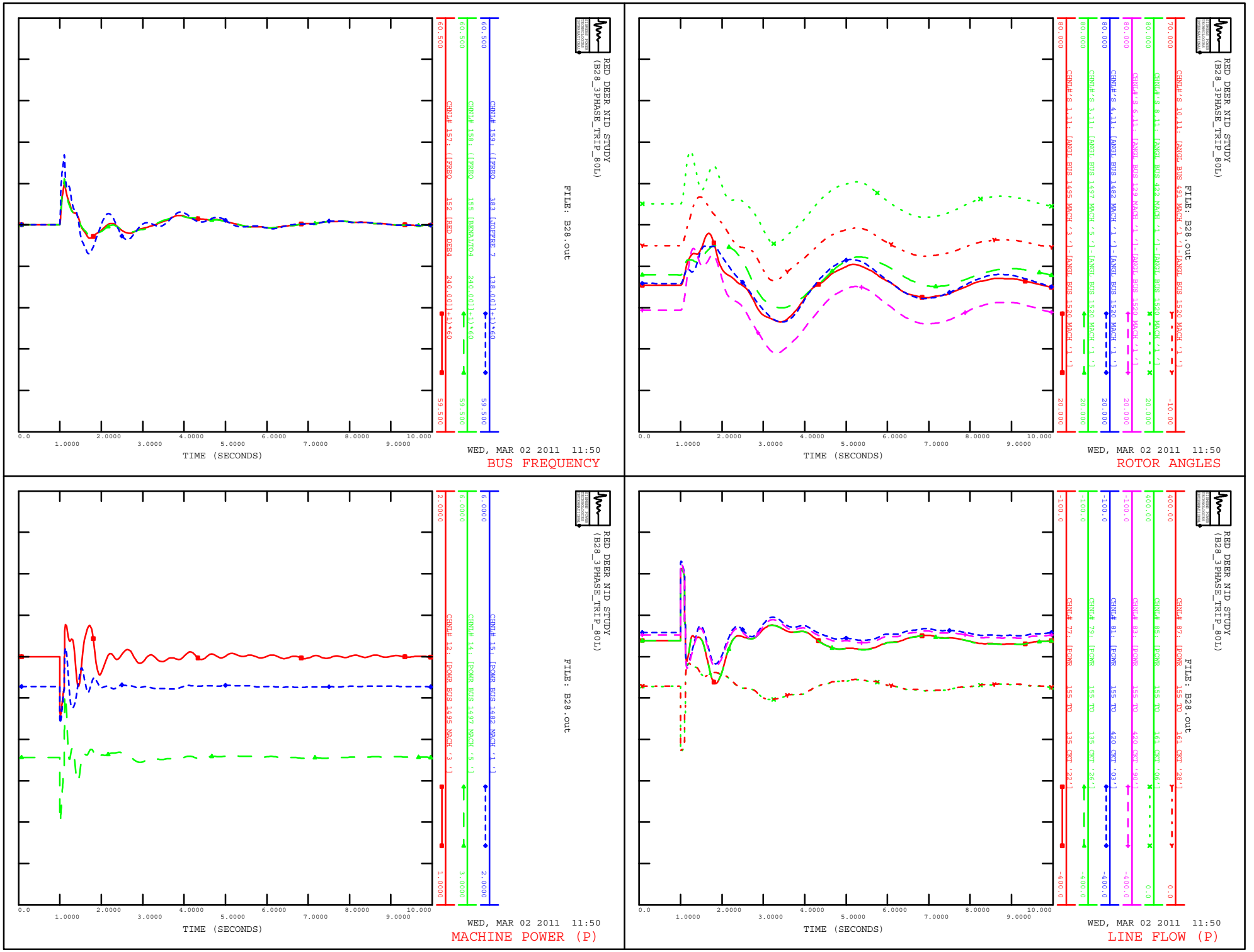

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

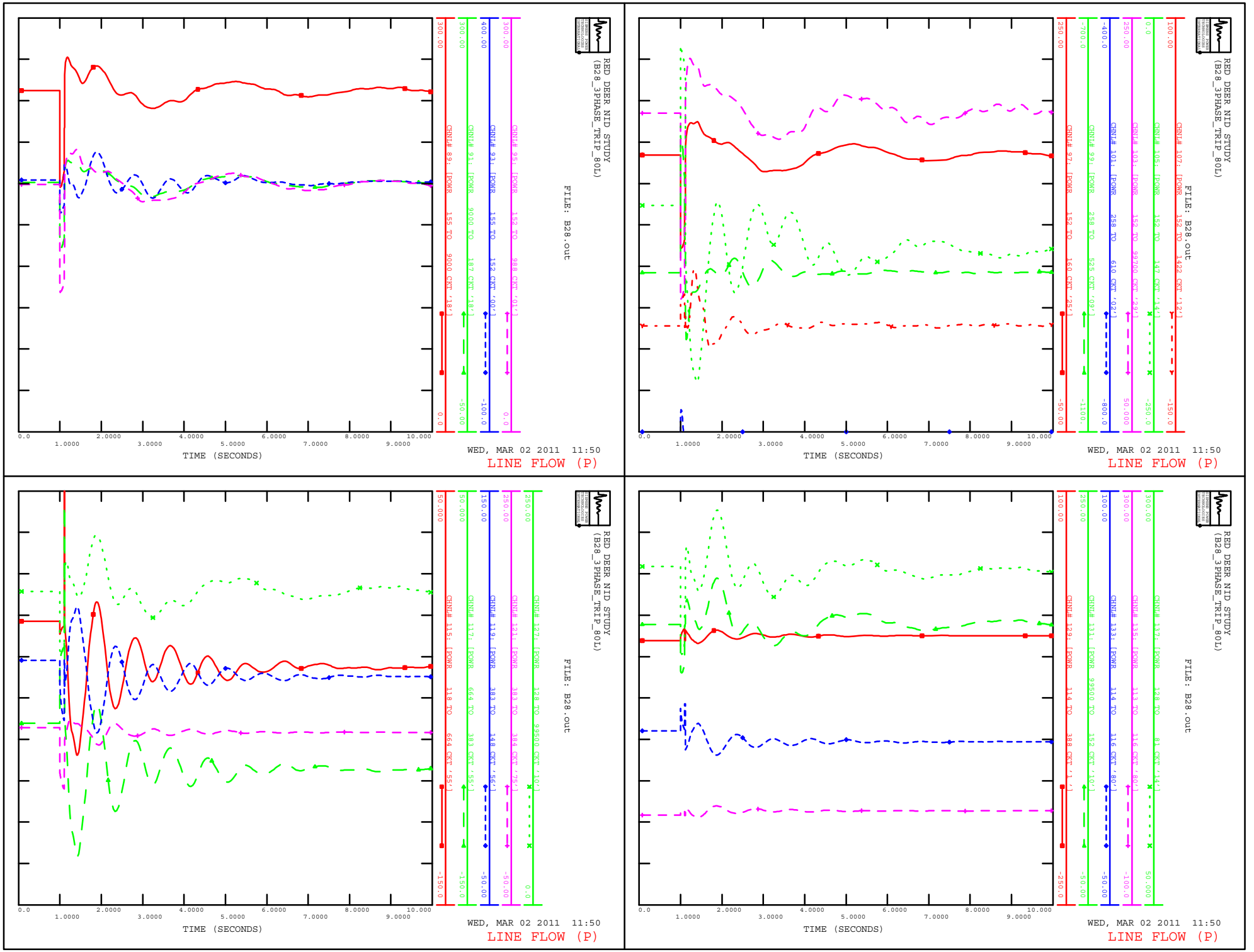

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

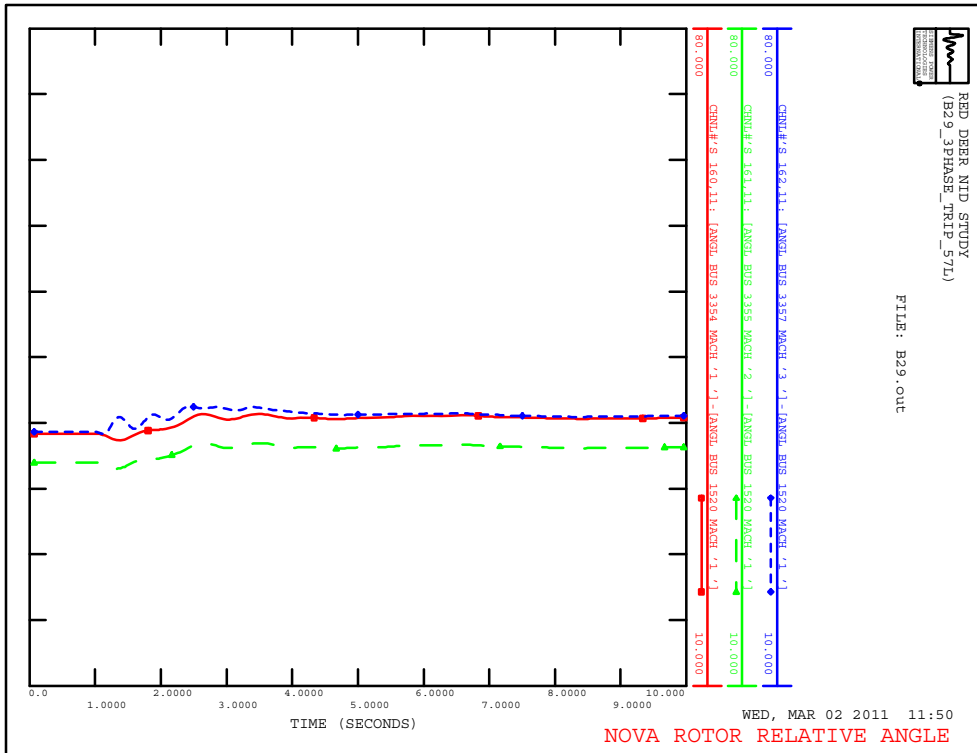

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

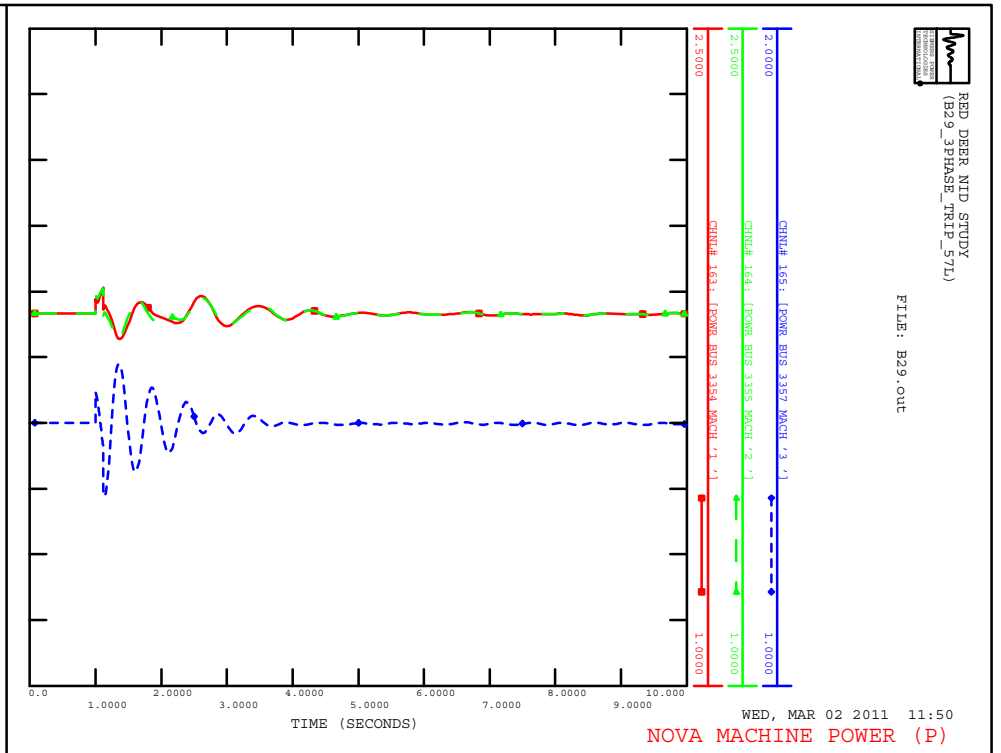

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

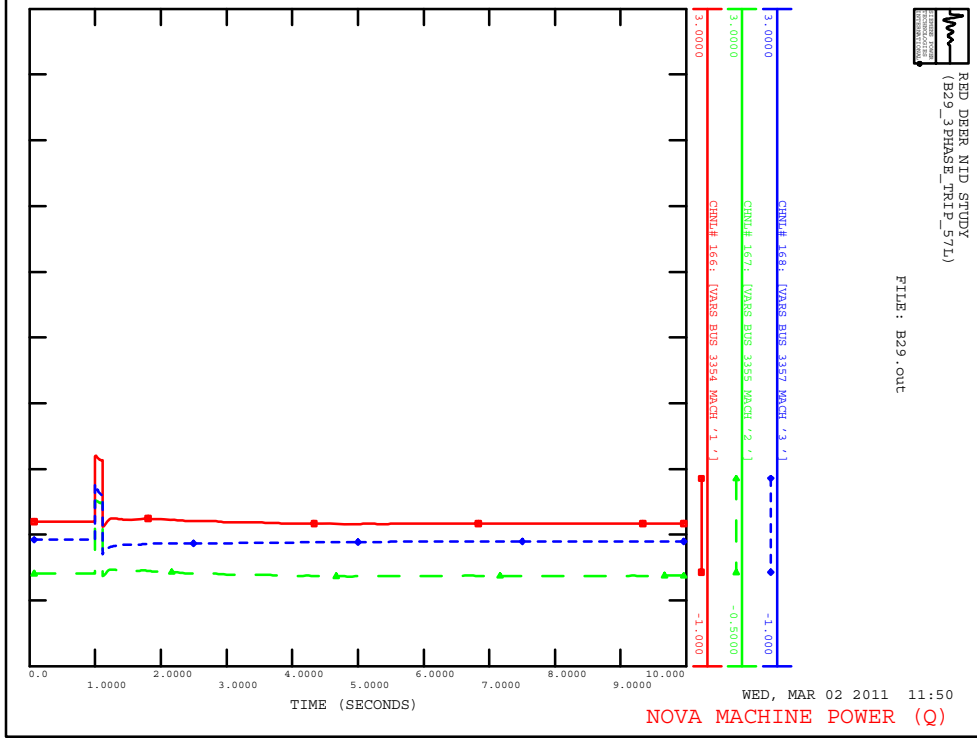

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

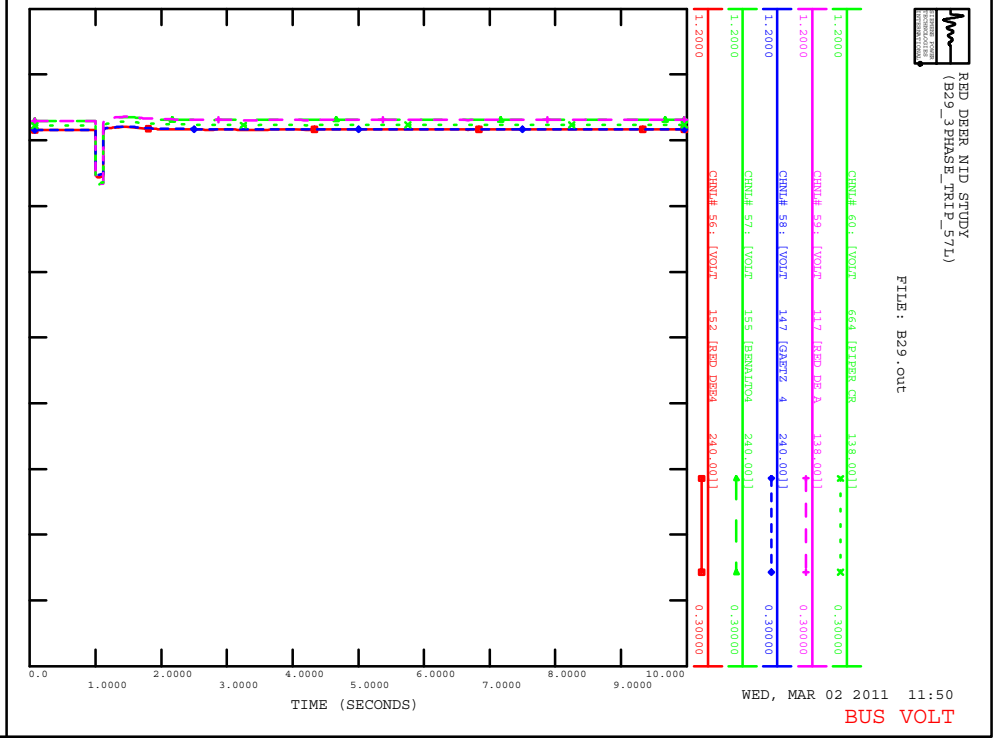

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY
ROTOR ANGLES
MACHINE POWER (P)
LINE FLOW (P)

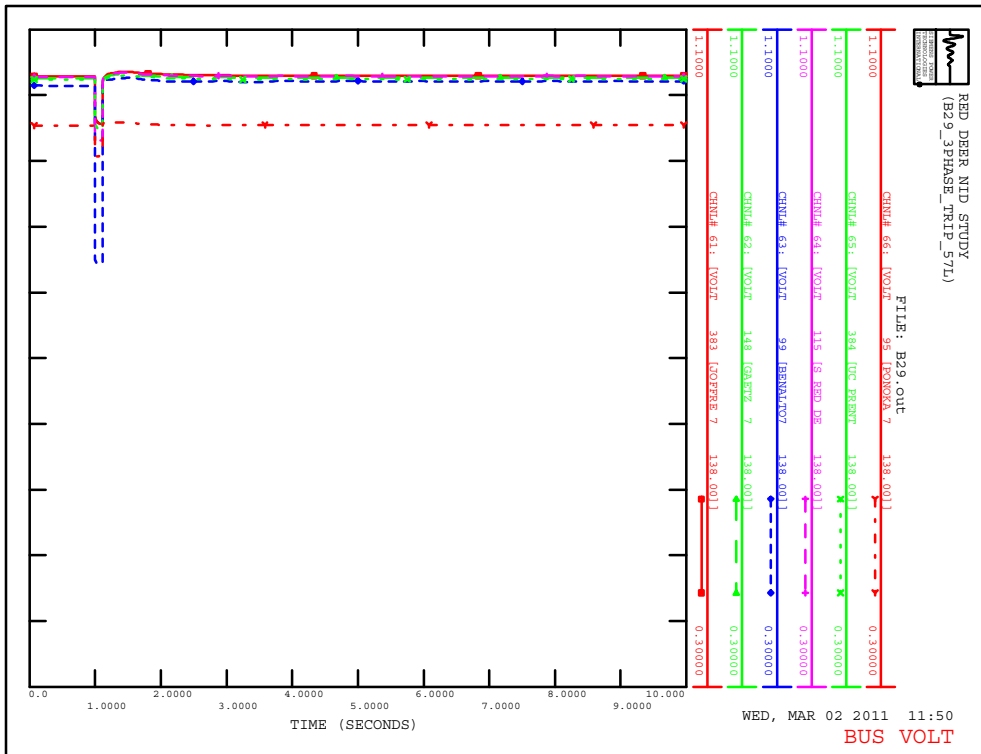

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

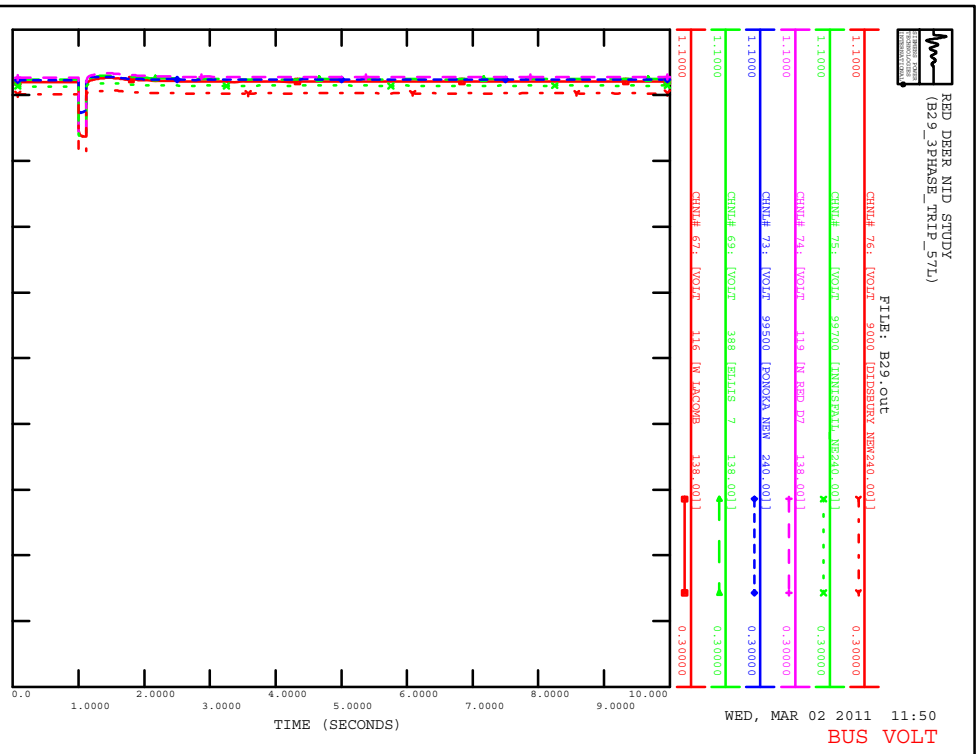

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

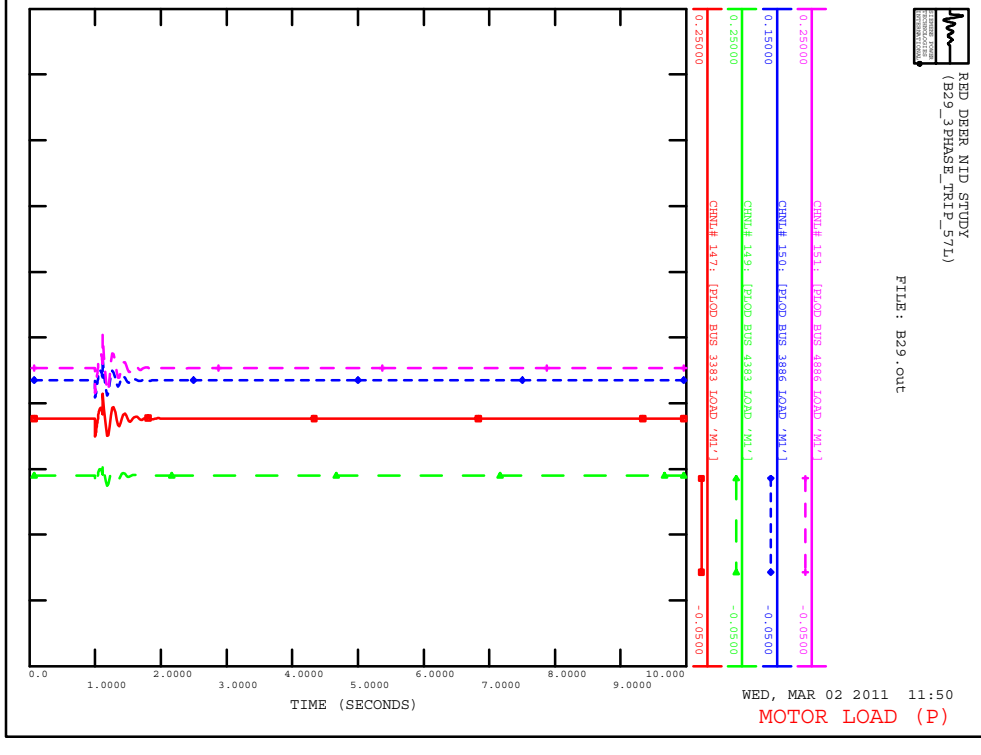

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 165: [POWR BUS 3357 MACH '3 ',]
CHNL# 164: [POWR BUS 3355 MACH '2 ',]
CHNL# 163: [POWR BUS 3354 MACH '1 ',]
23.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

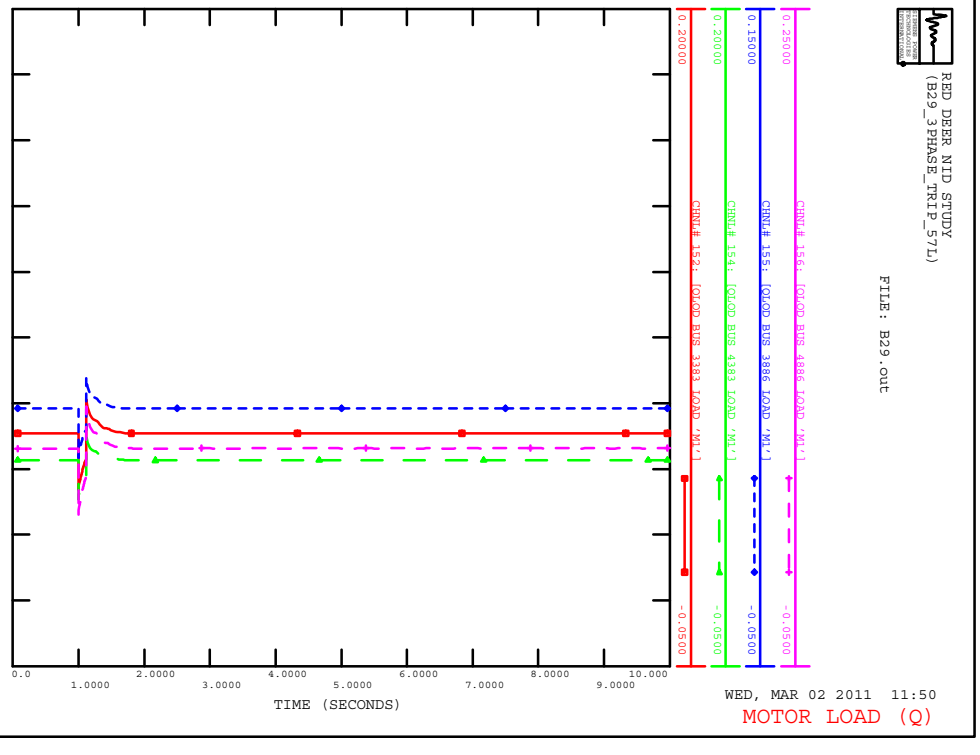

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 168: [VARS BUS 3357 MACH '3 ',]
CHNL# 167: [VARS BUS 3355 MACH '2 ',]
CHNL# 166: [VARS BUS 3354 MACH '1 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

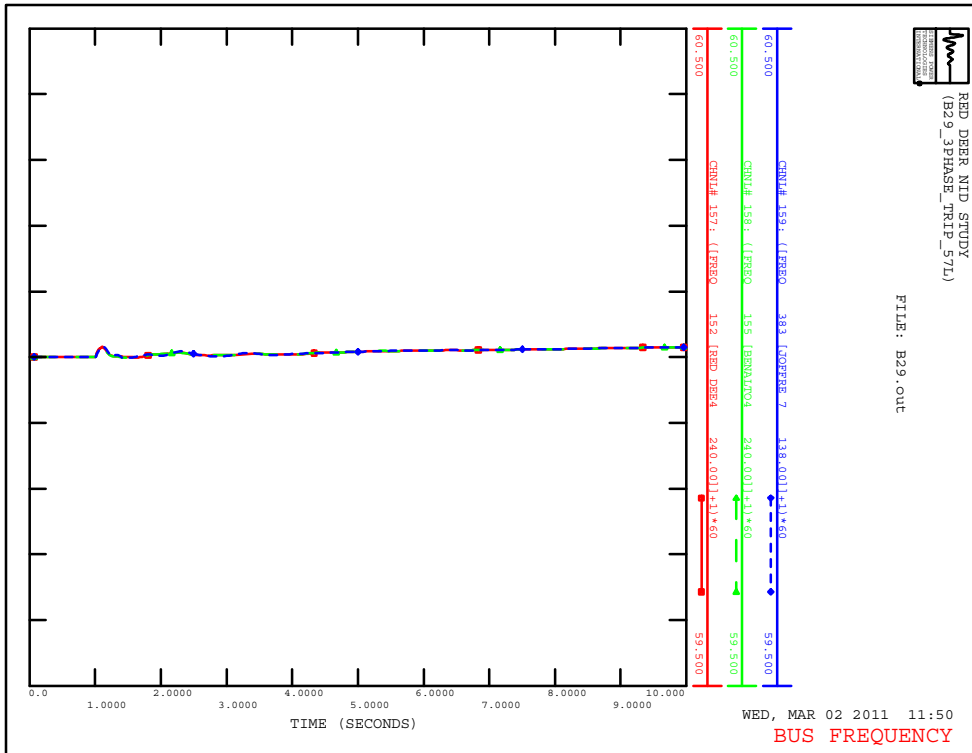

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

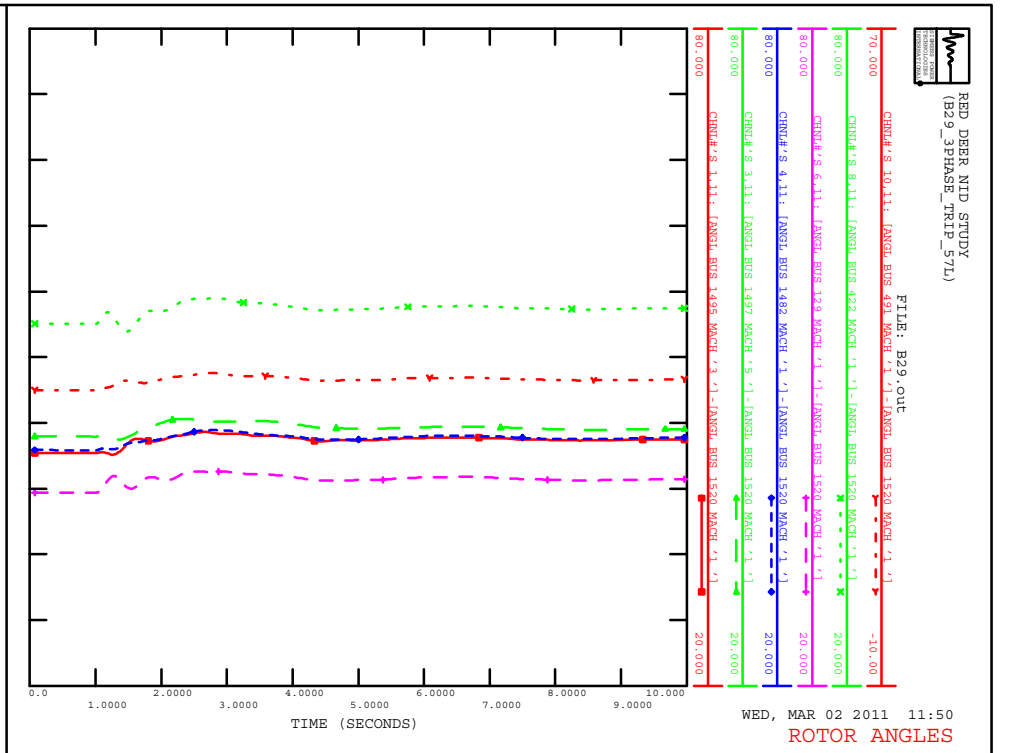

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.00]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

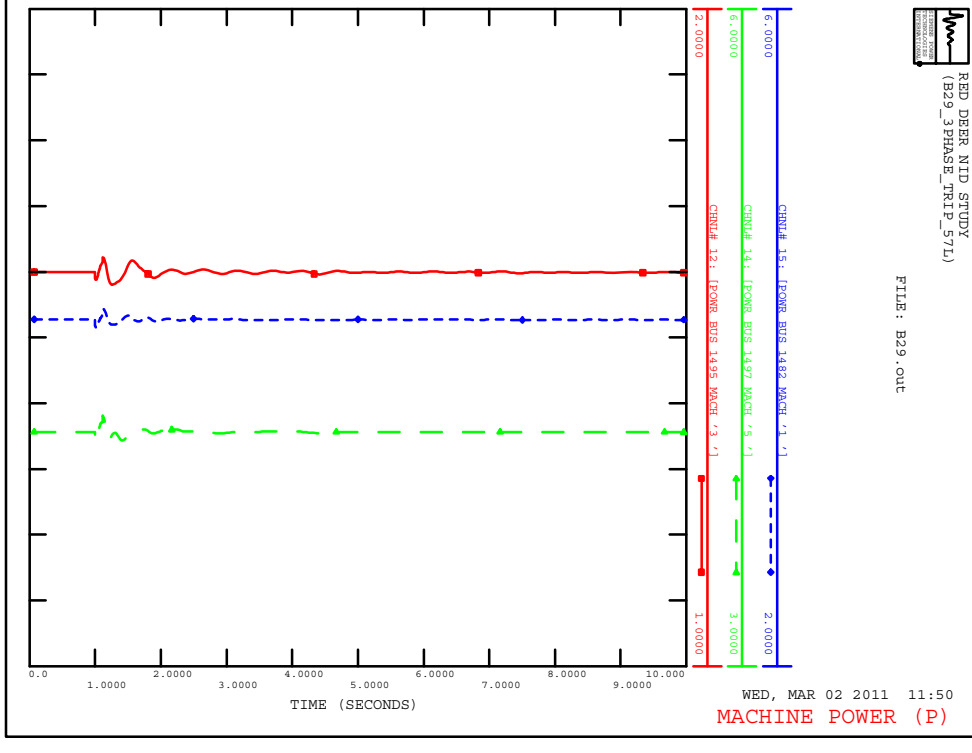

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

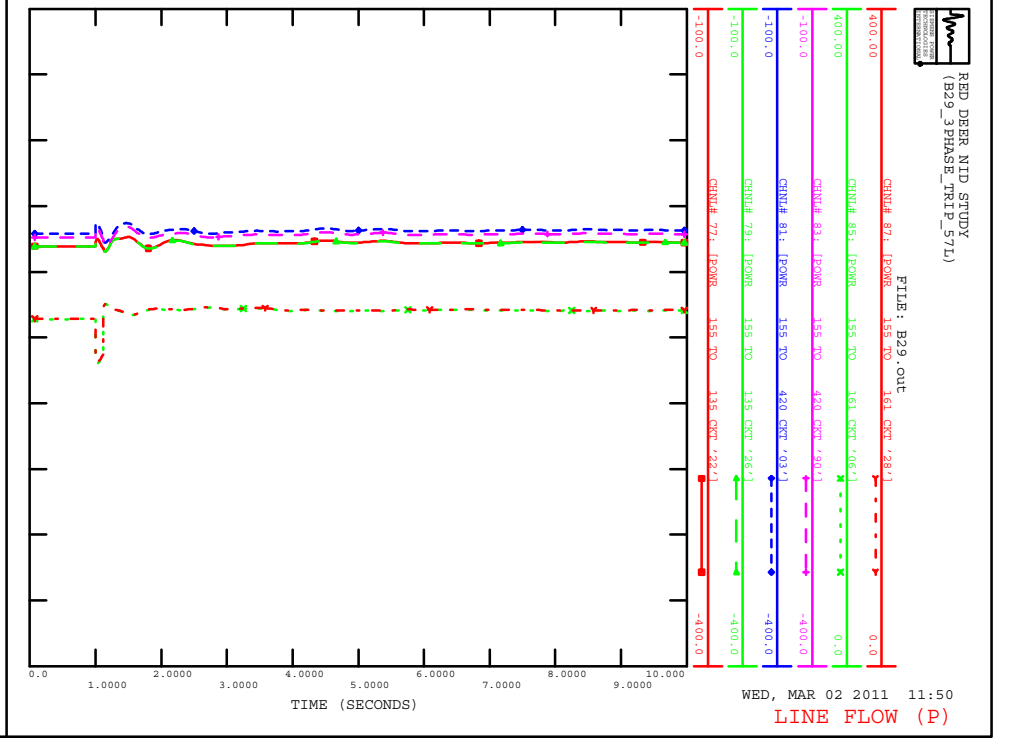

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

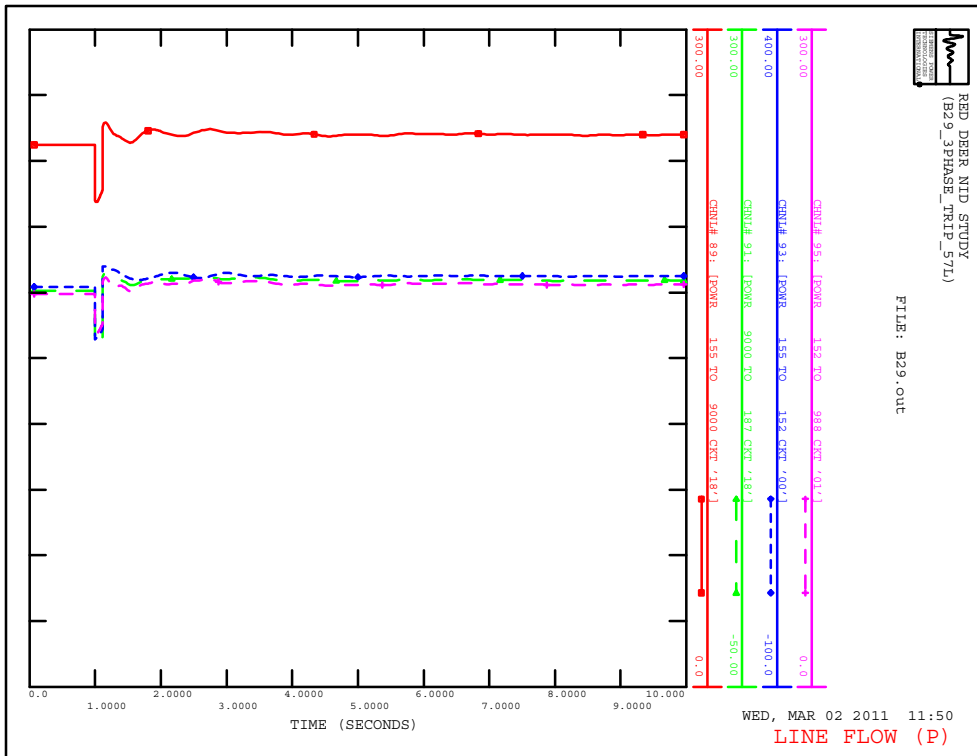

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

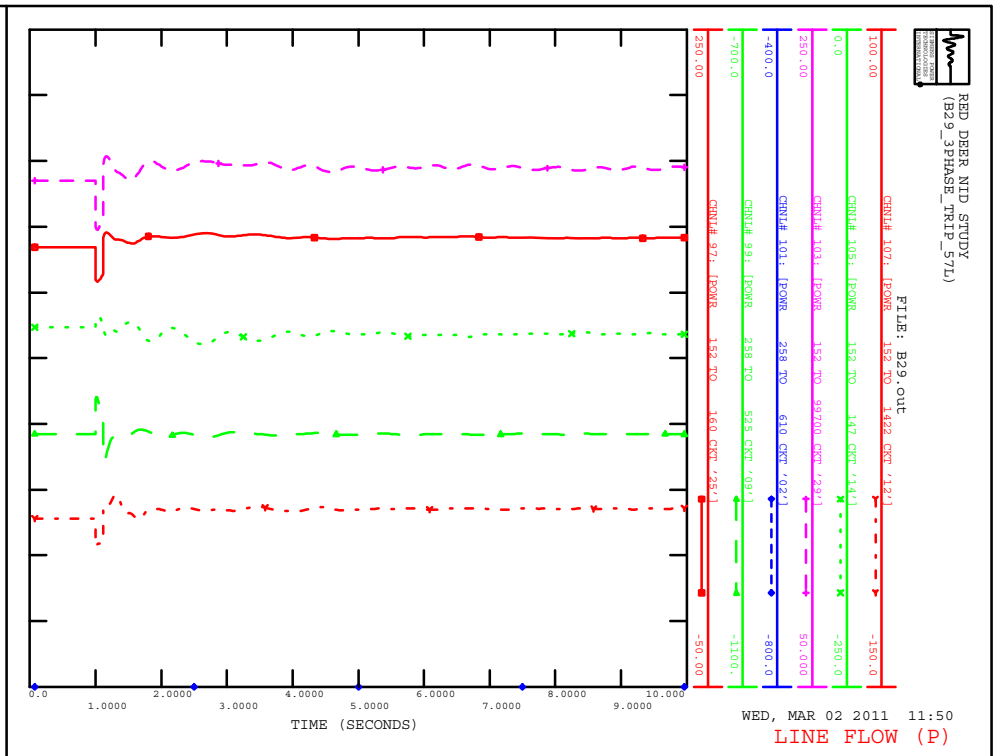

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

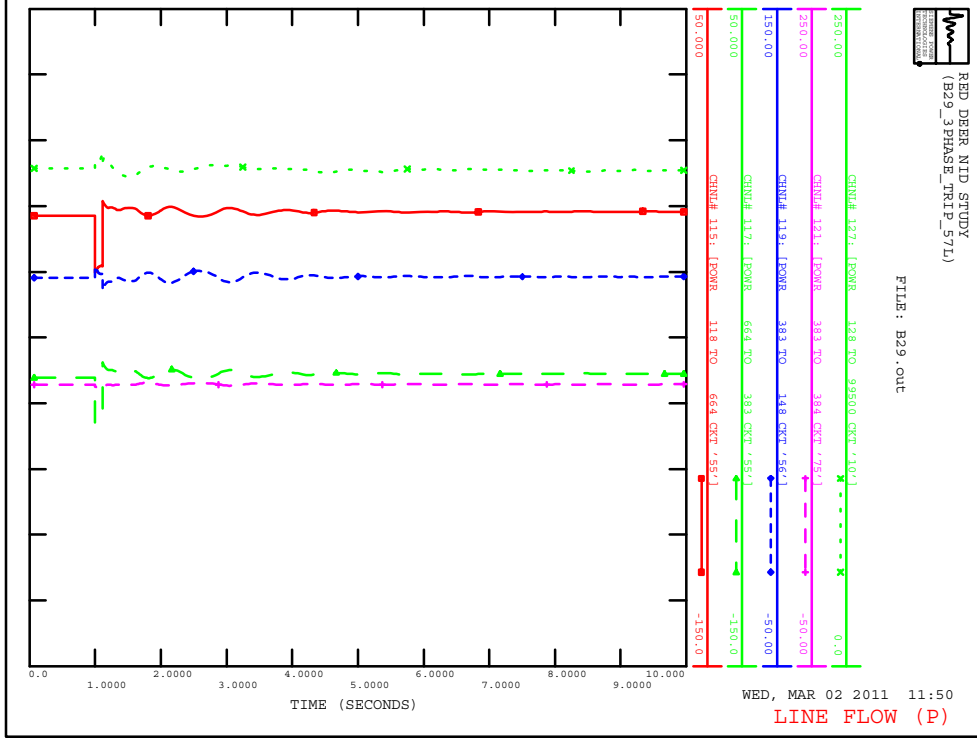

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

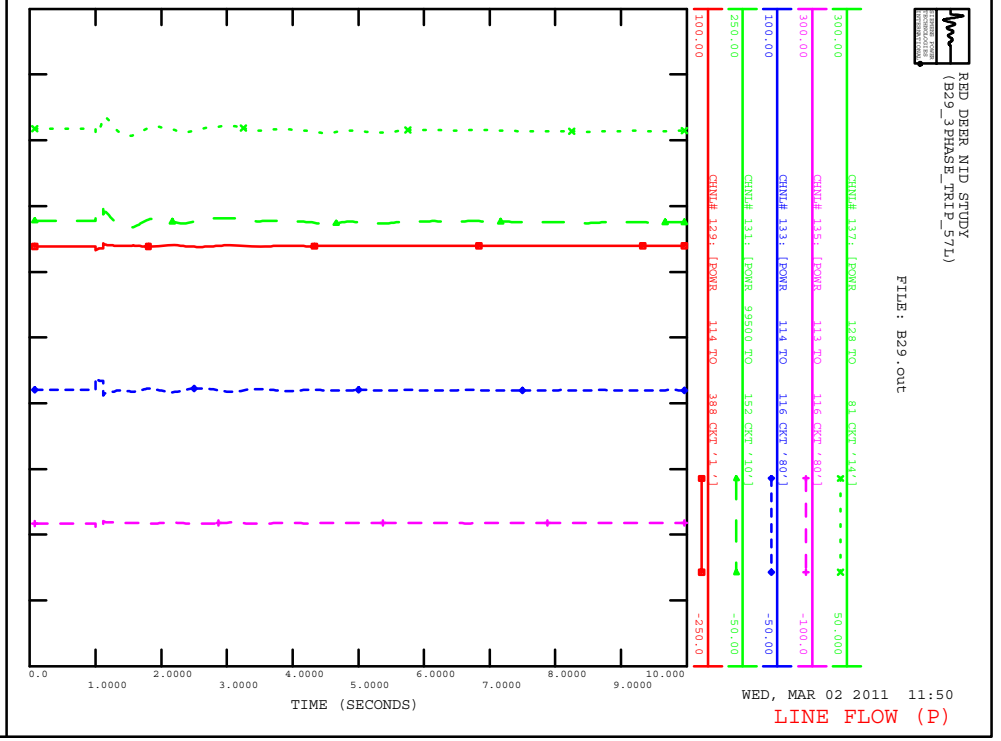

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

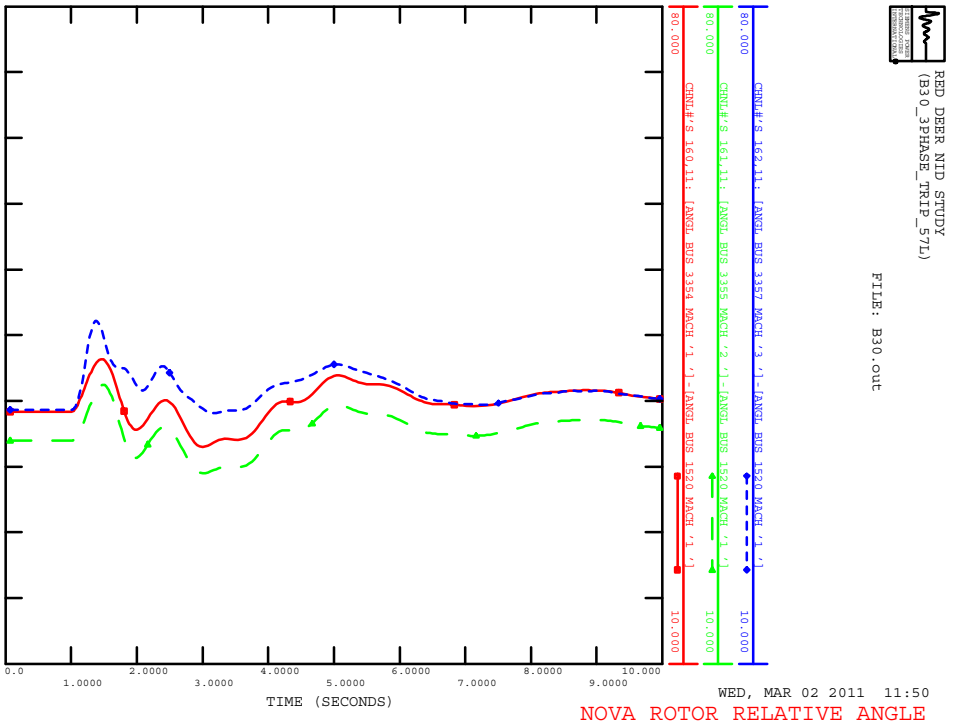

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

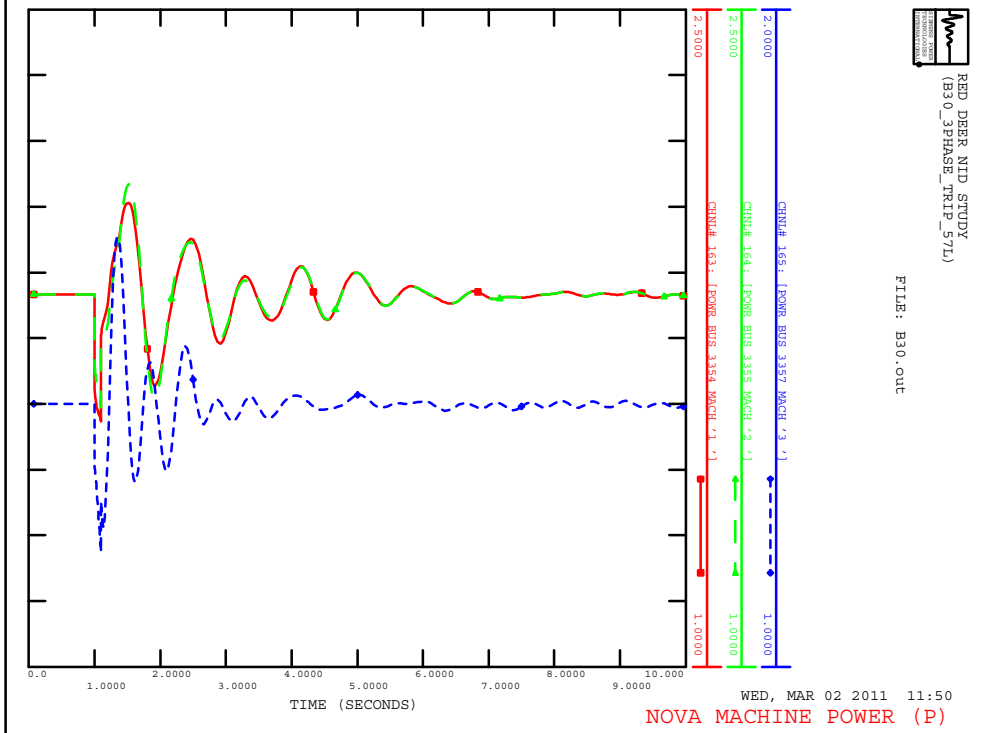

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
WED, MAR 02 2011 11:50
LINE FLOW (P)
TIME (SECONDS)

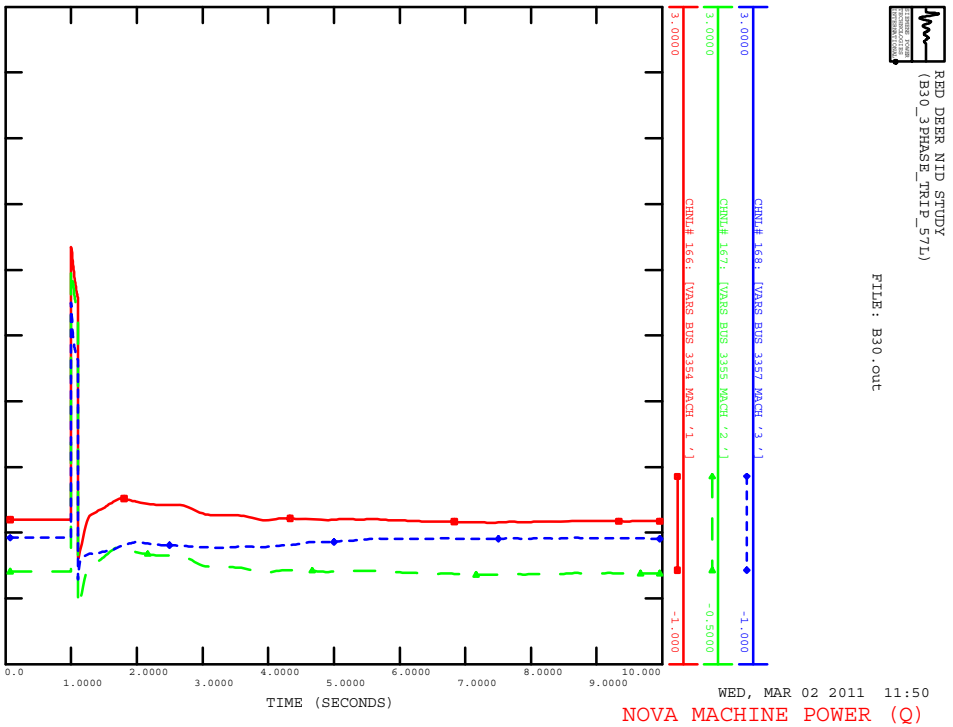

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
WED, MAR 02 2011 11:50
LINE FLOW (P)
TIME (SECONDS)

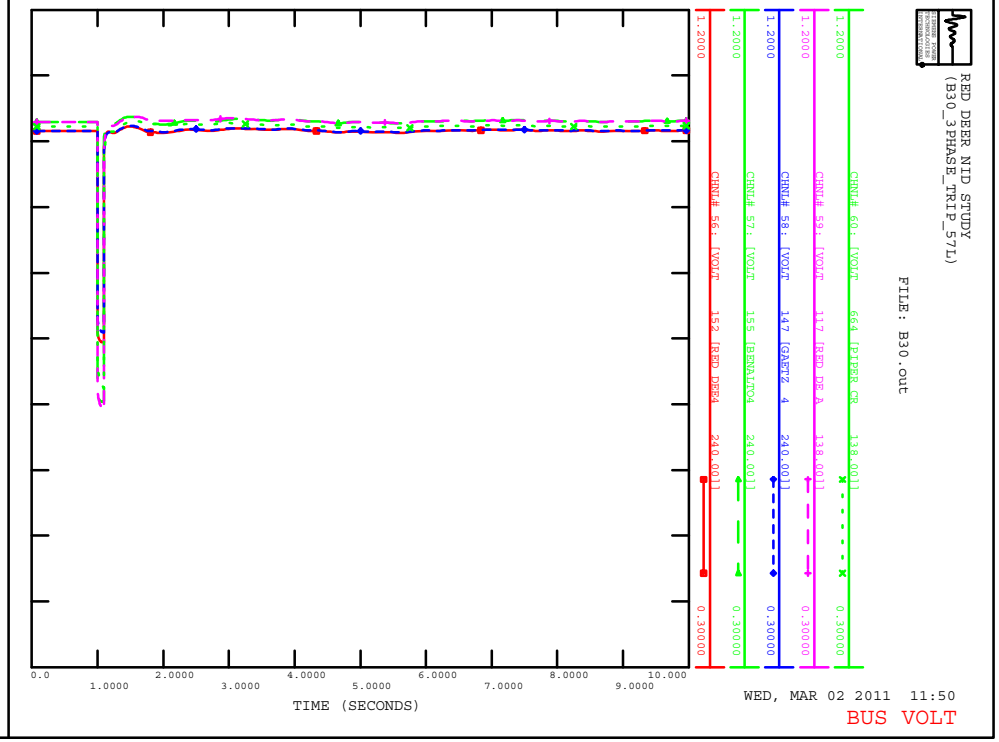

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
WED, MAR 02 2011 11:50
LINE FLOW (P)
TIME (SECONDS)

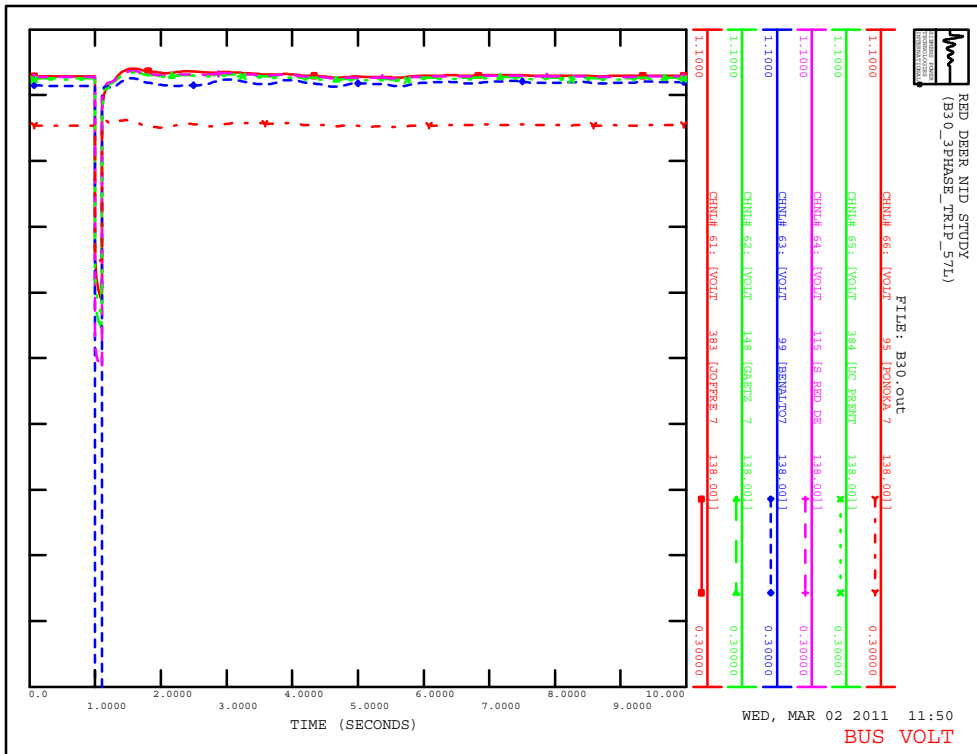

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
WED, MAR 02 2011 11:50
LINE FLOW (P)
TIME (SECONDS)

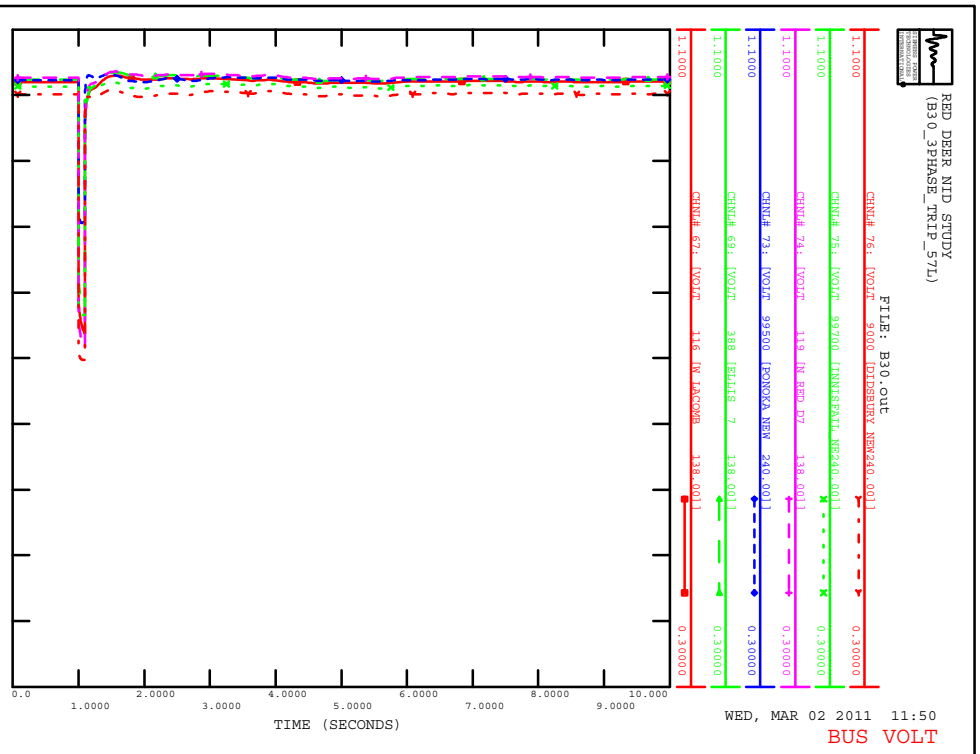

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

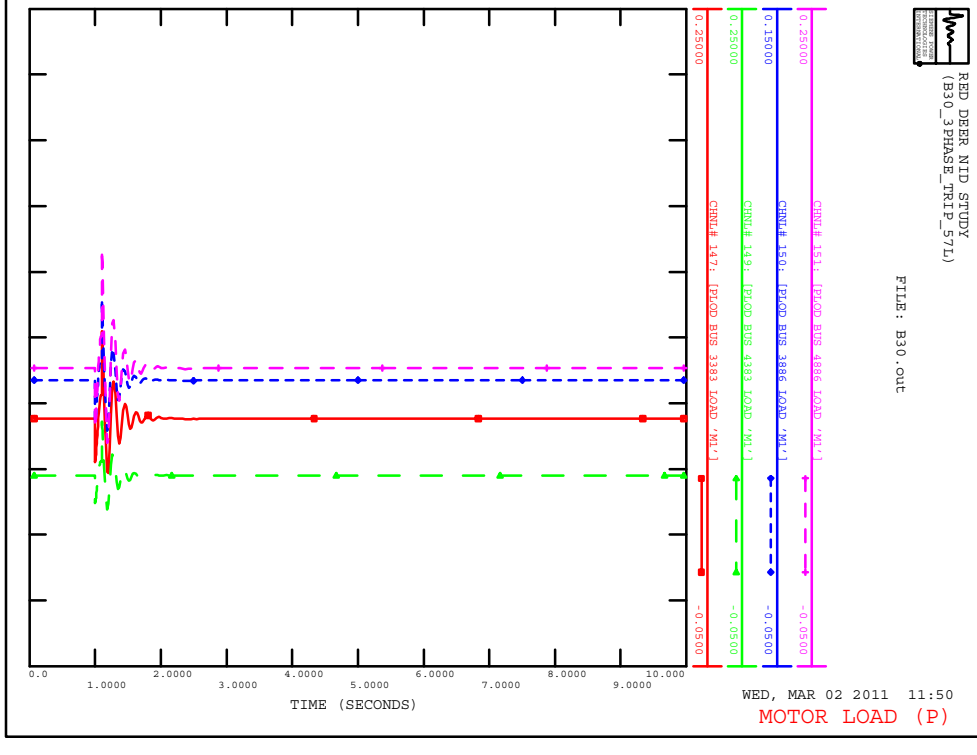

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

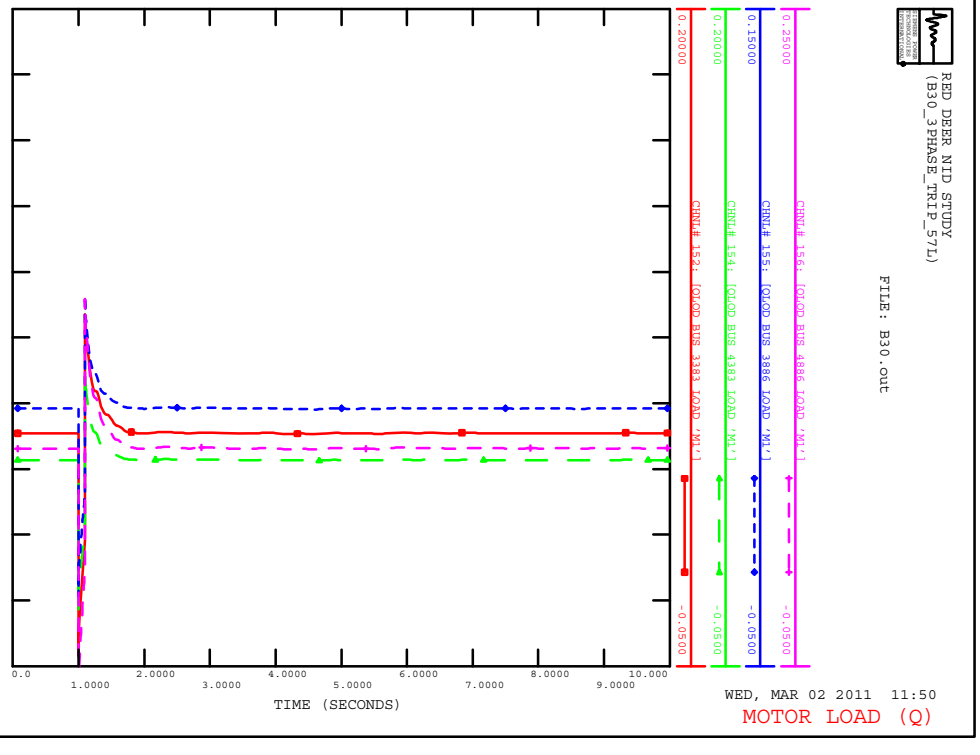

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

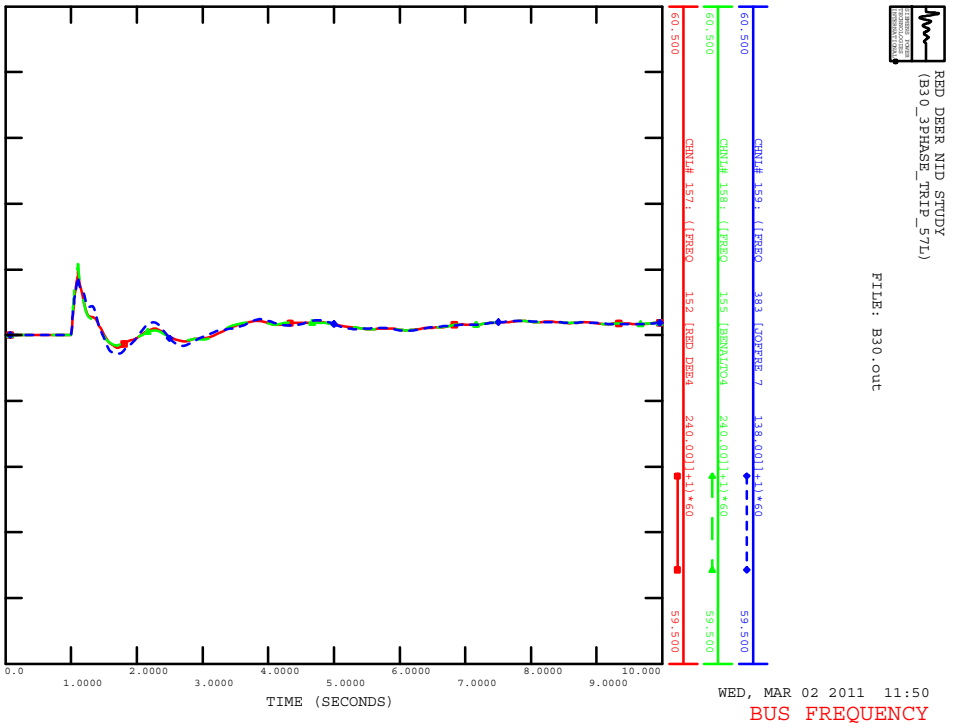

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

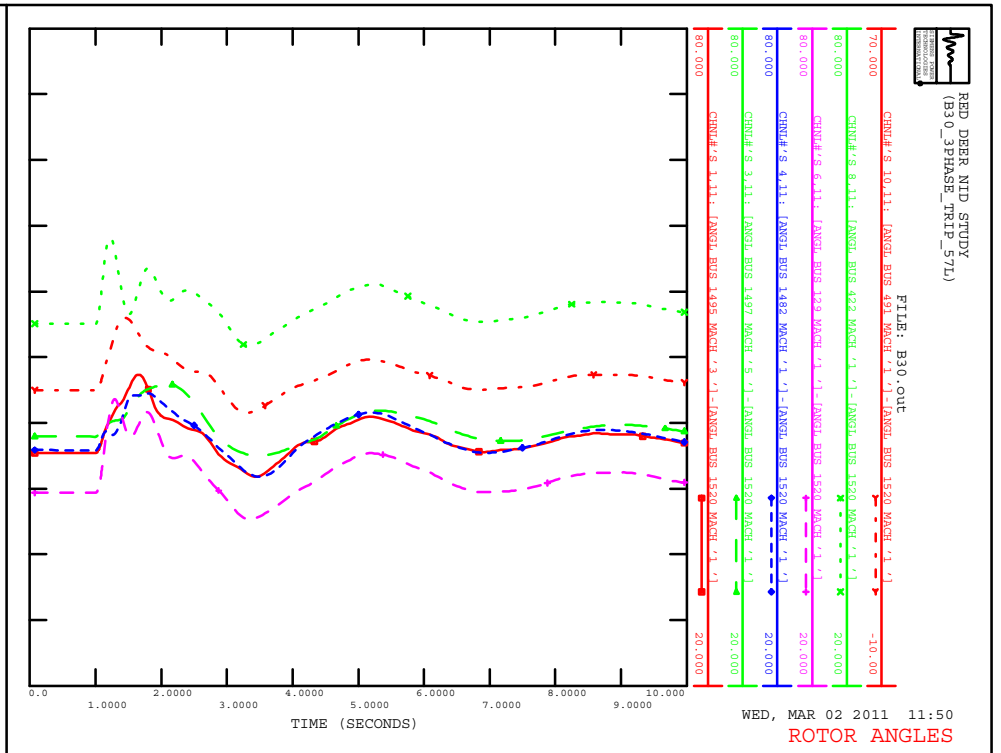

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

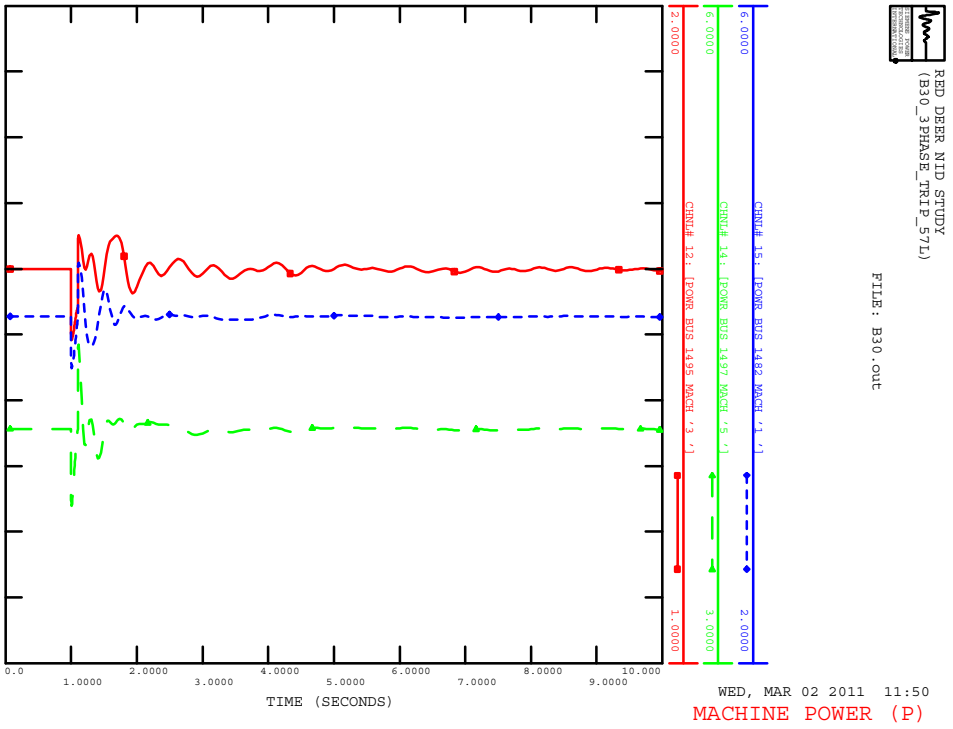

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW340.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

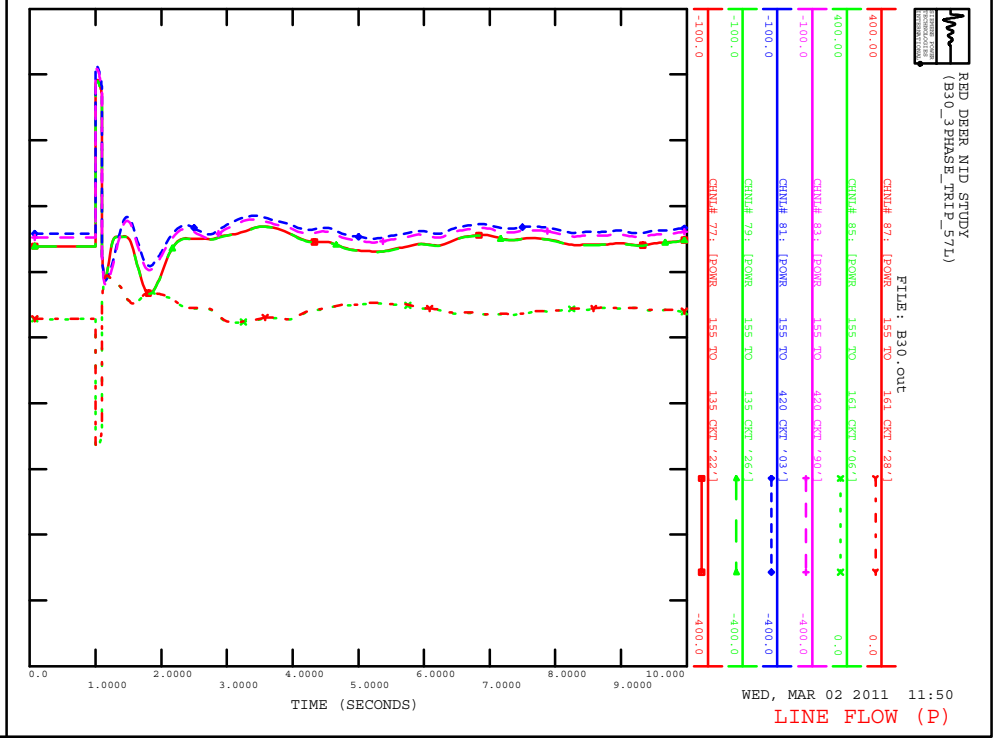

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

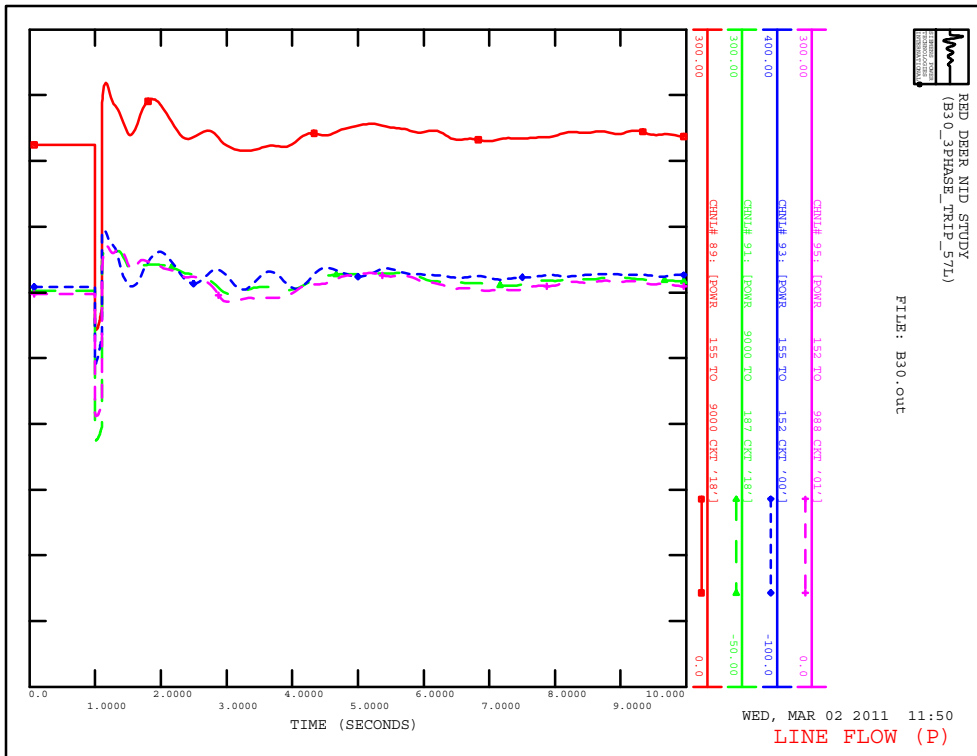

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

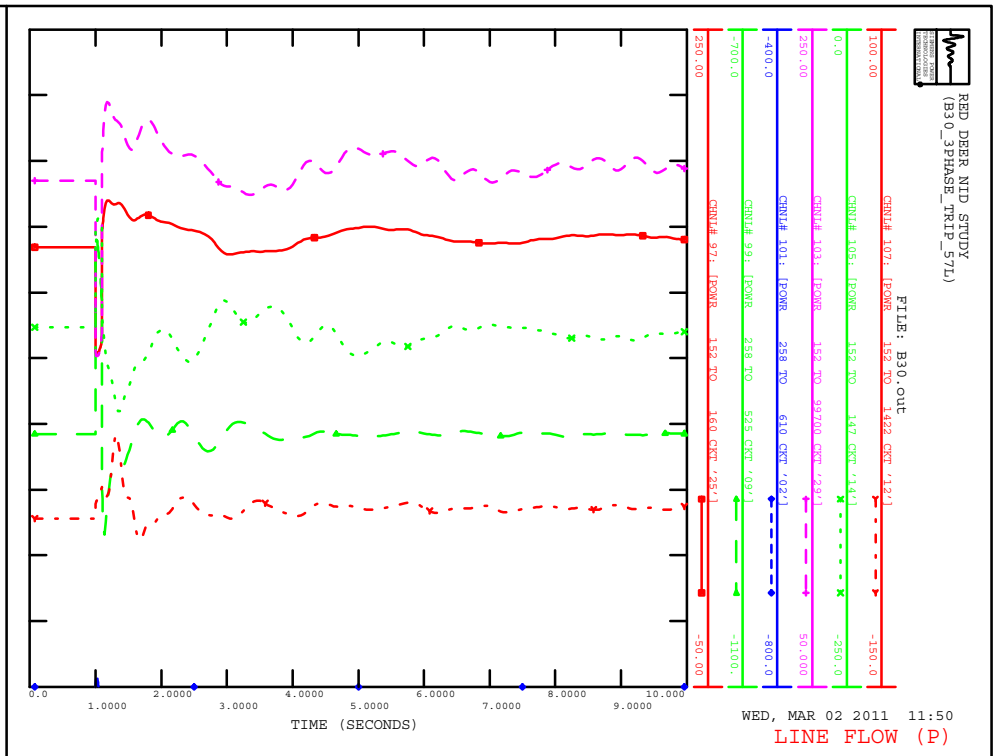

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

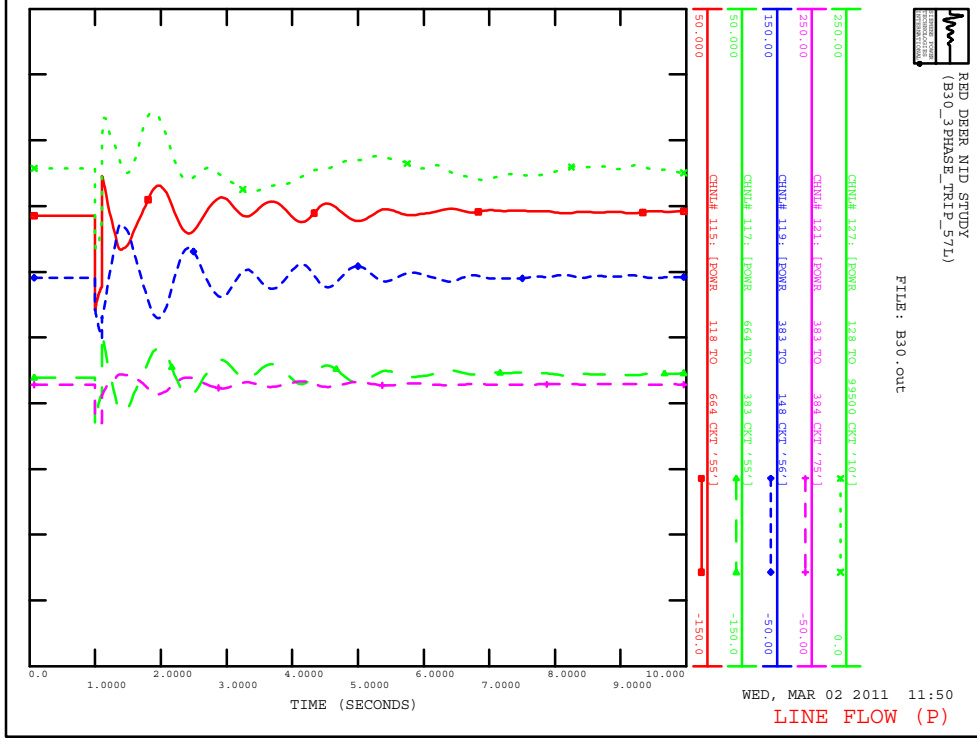

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

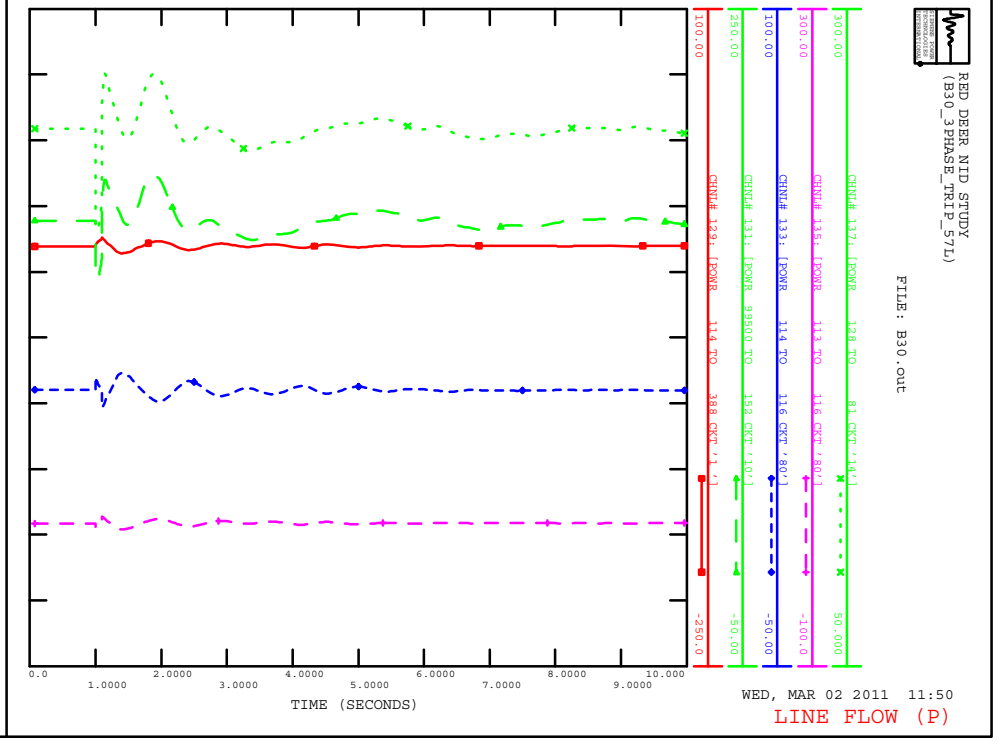

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

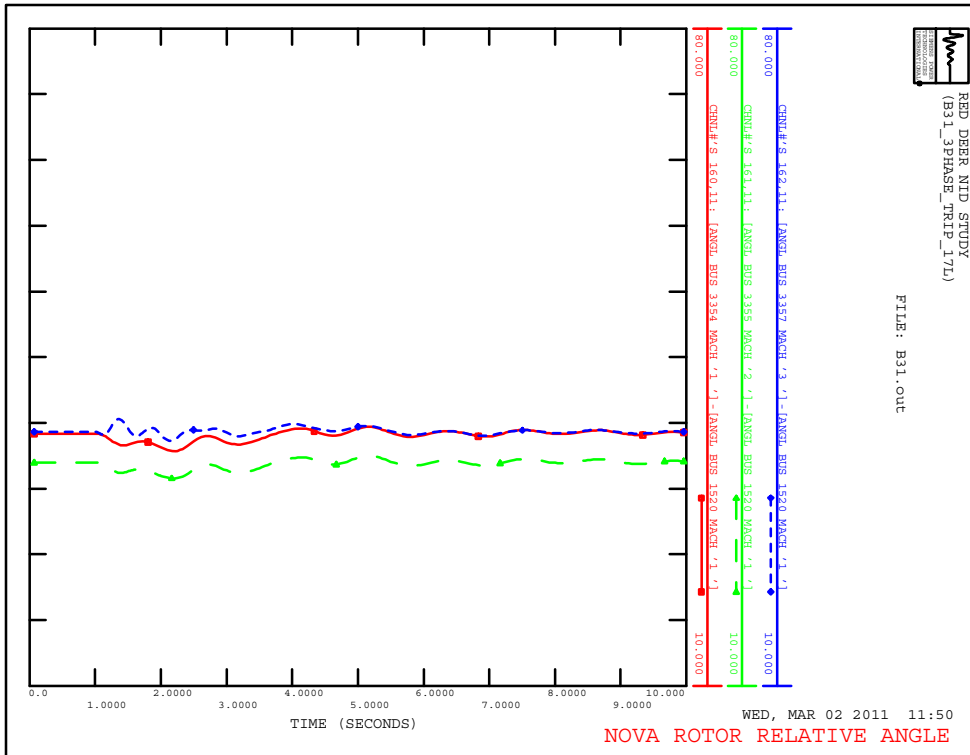

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

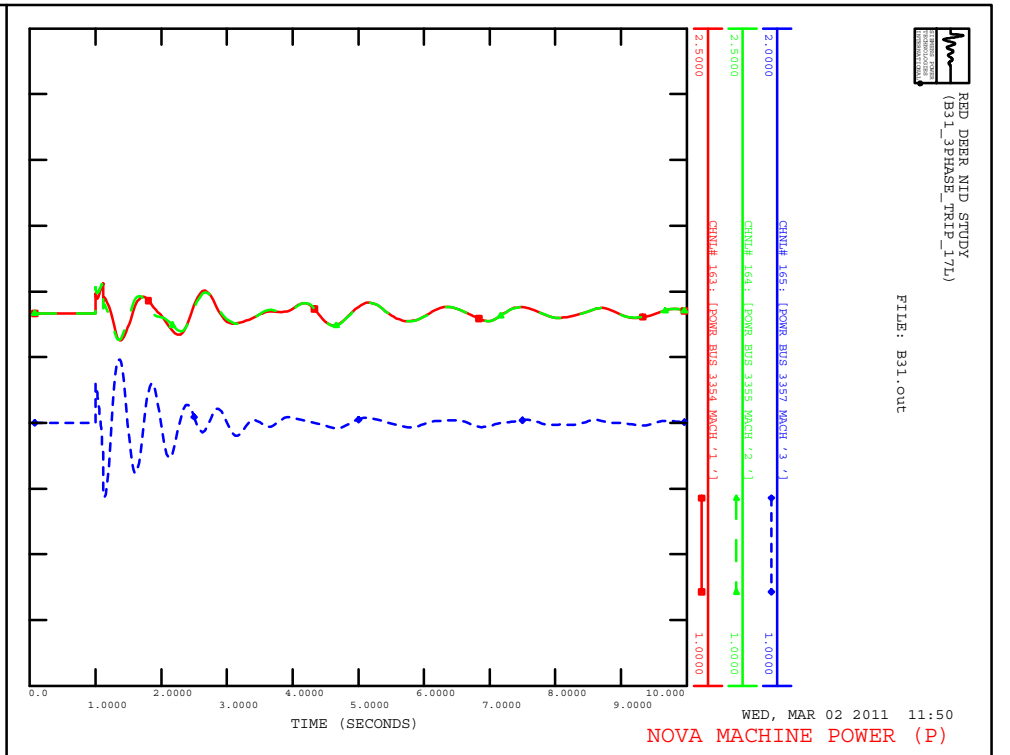

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

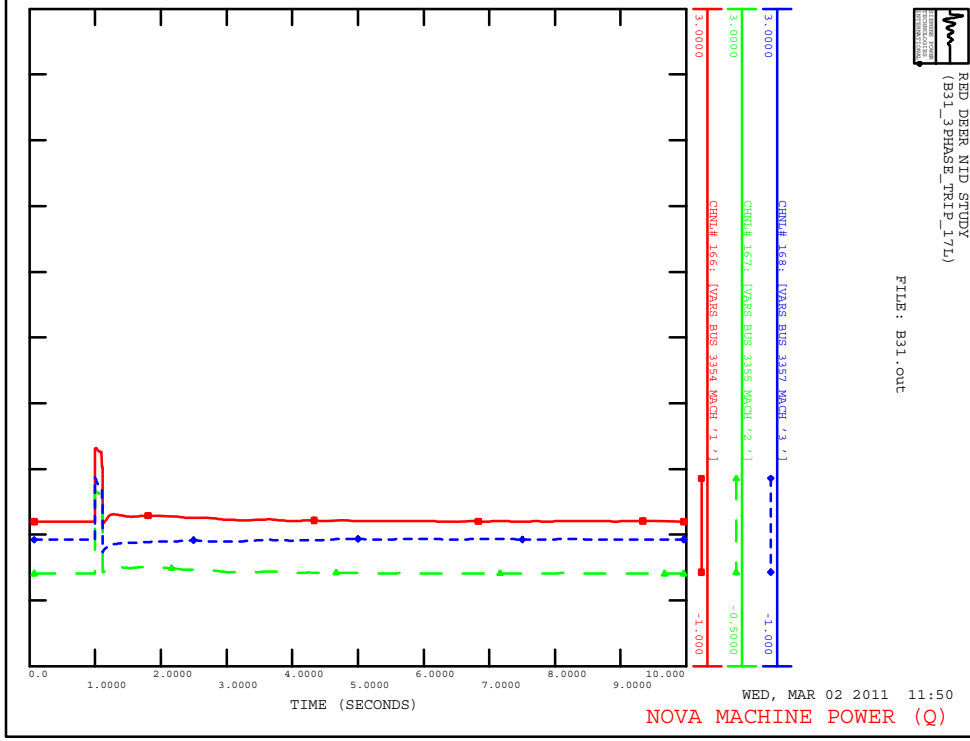

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

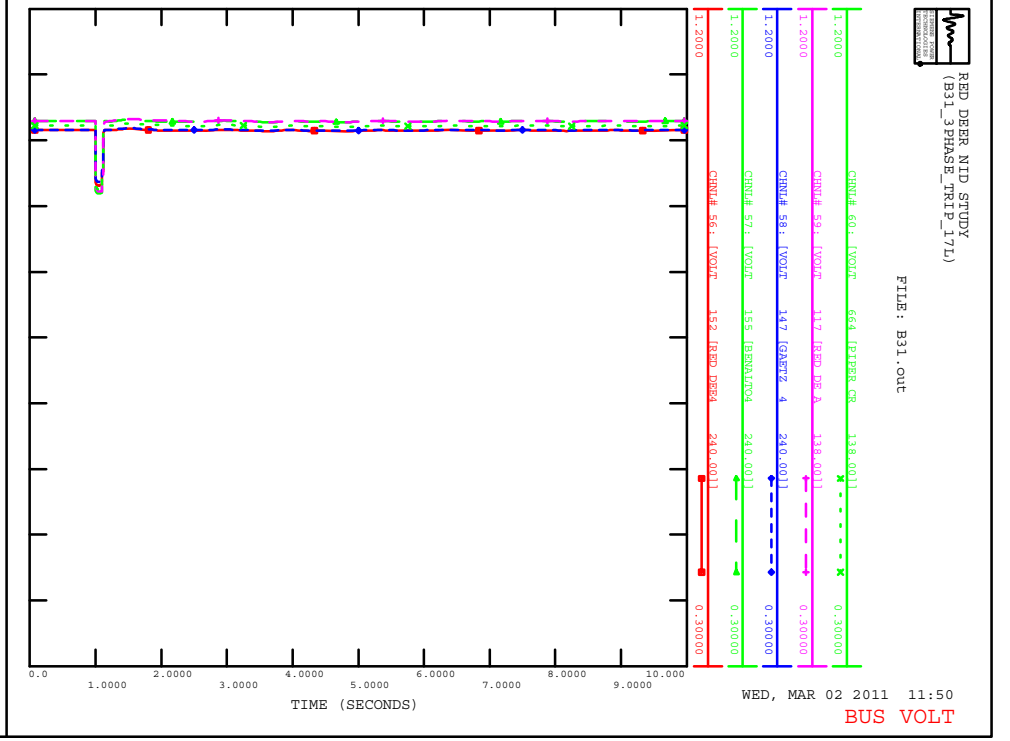

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

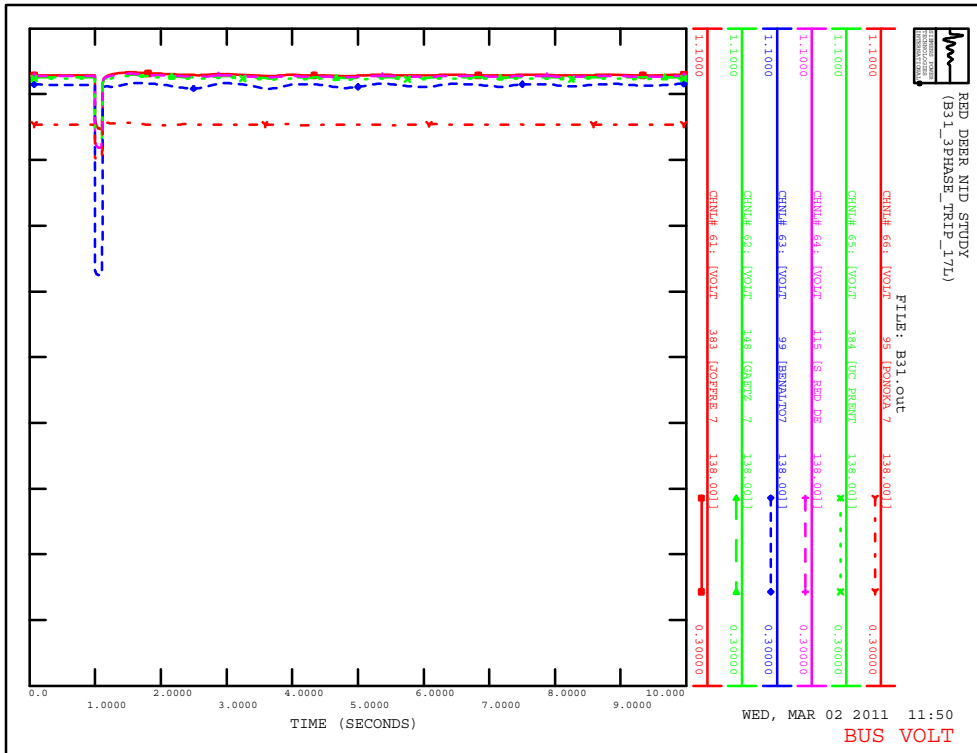

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

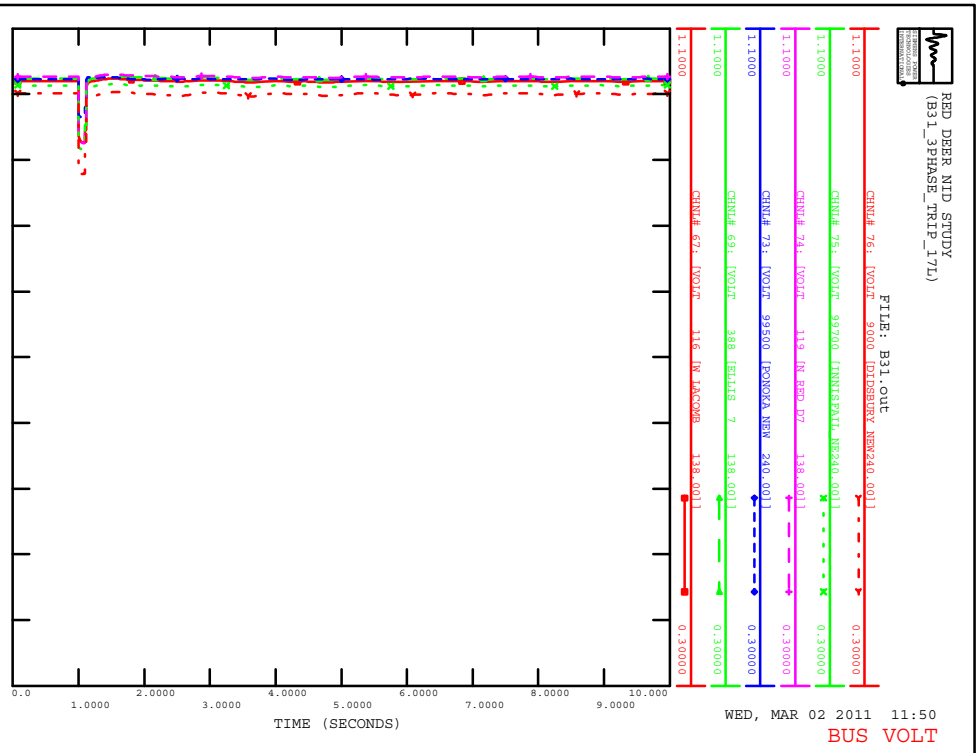

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

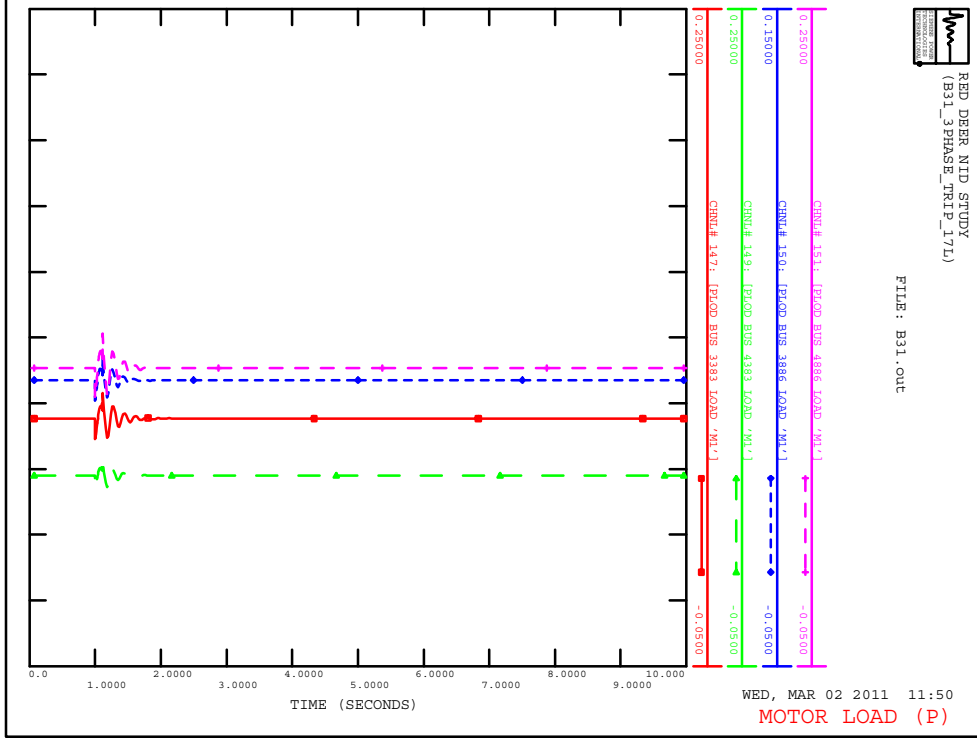

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (P)

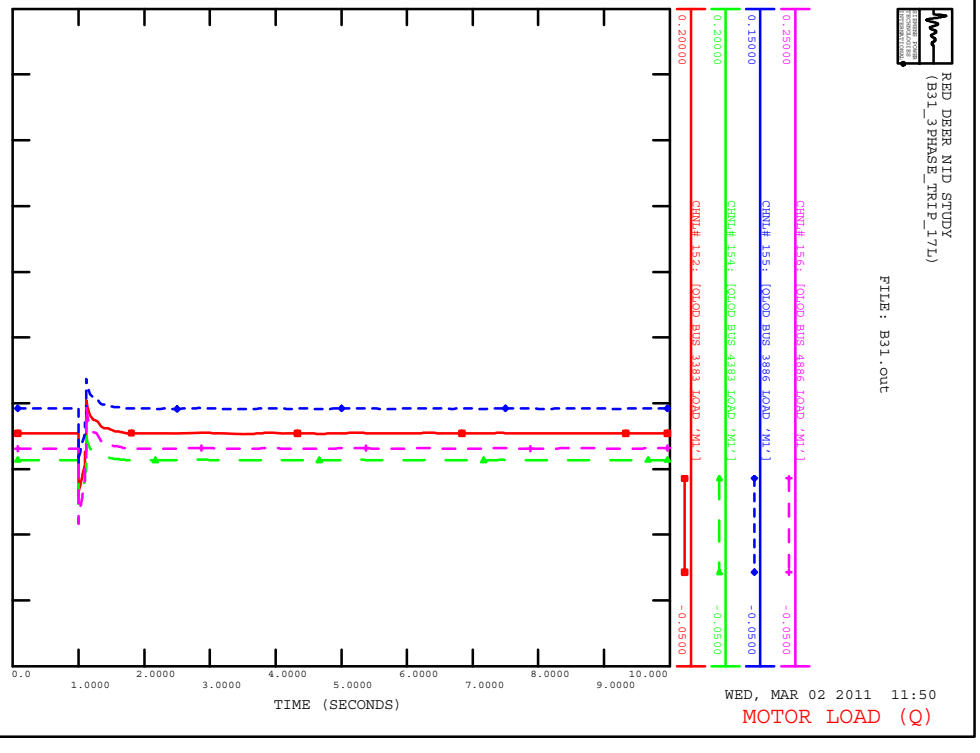

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (Q)

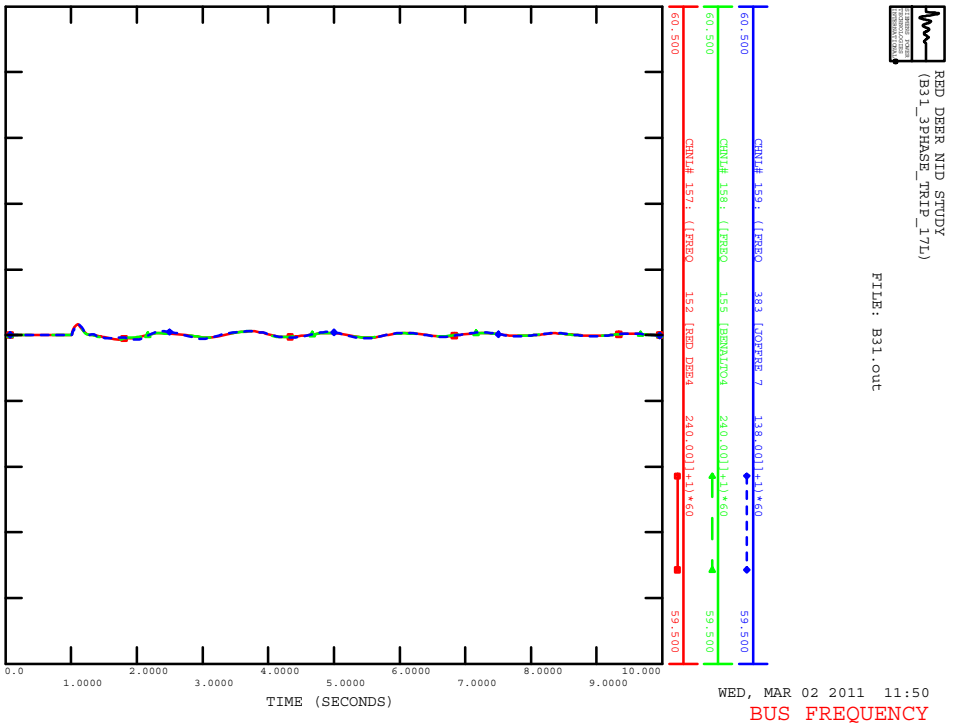

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
BUS VOLT

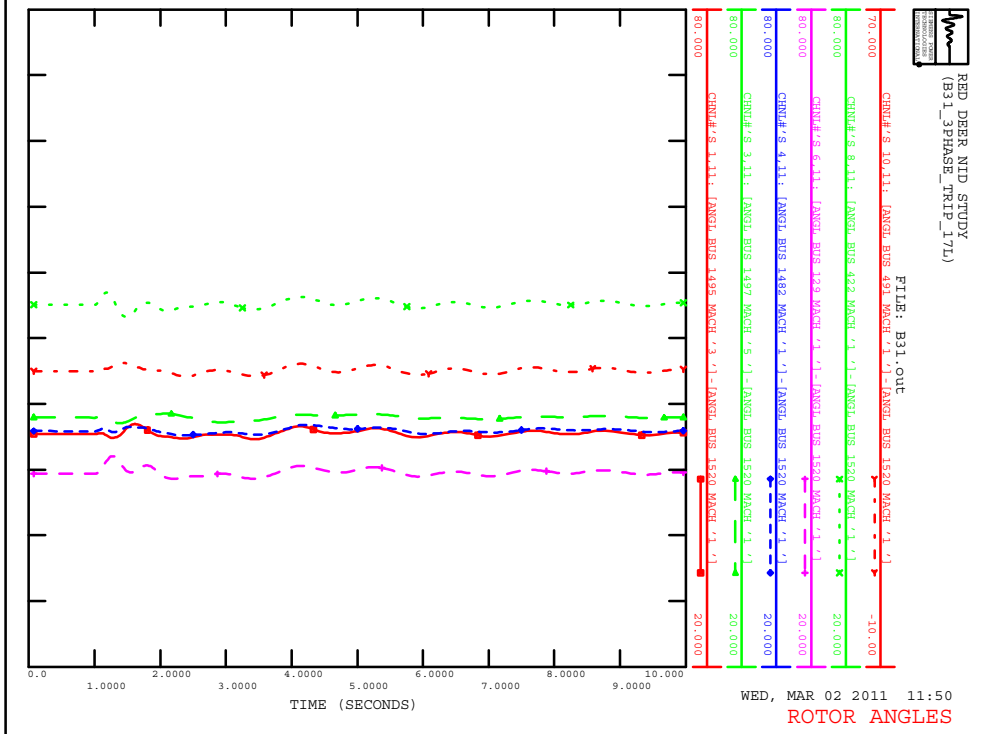

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALEY#2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

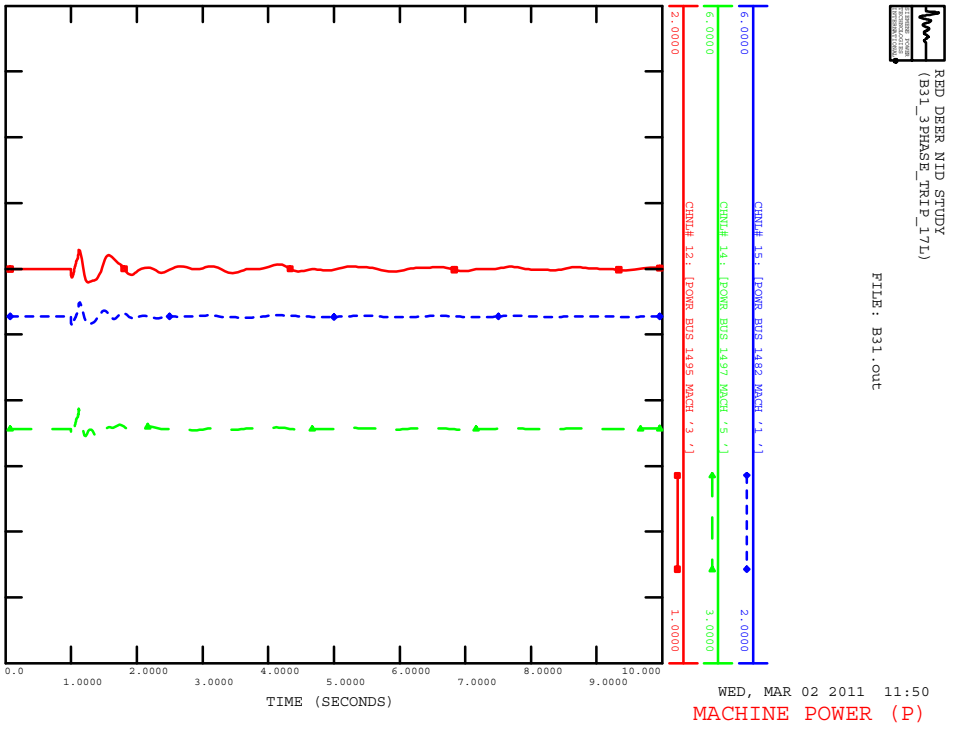

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

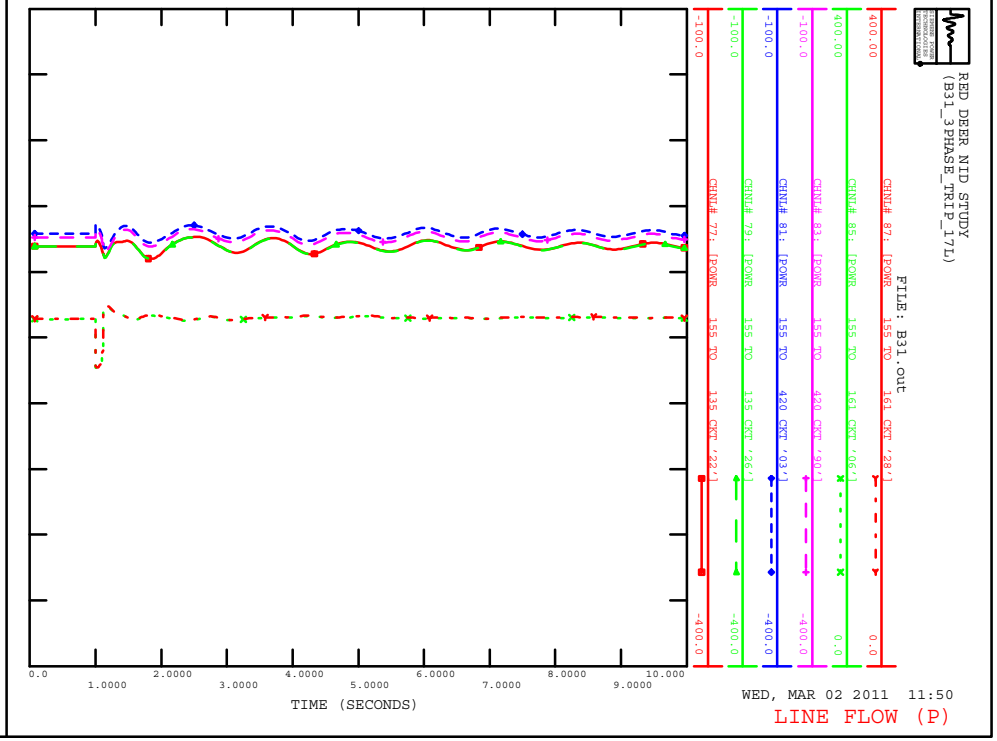

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

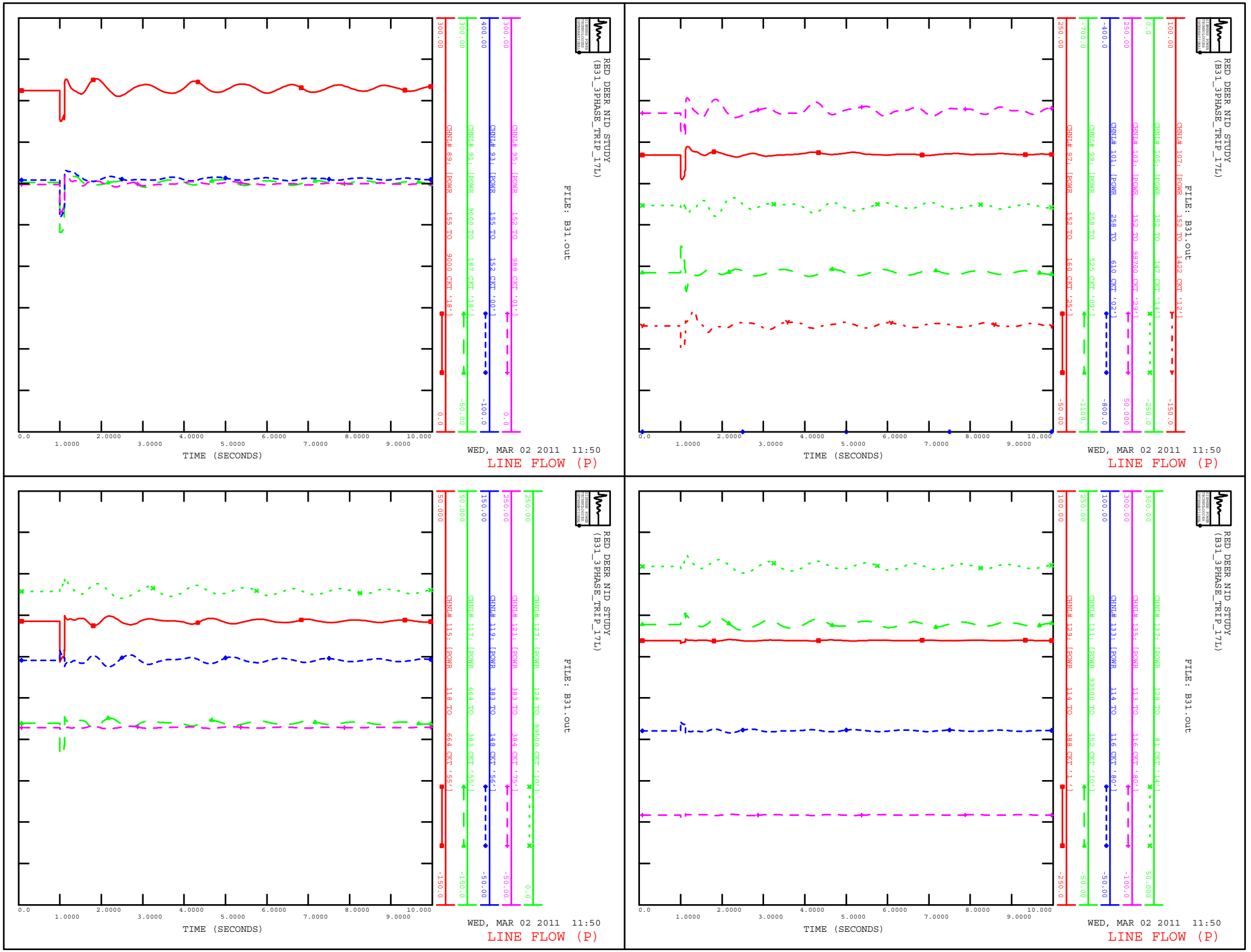

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

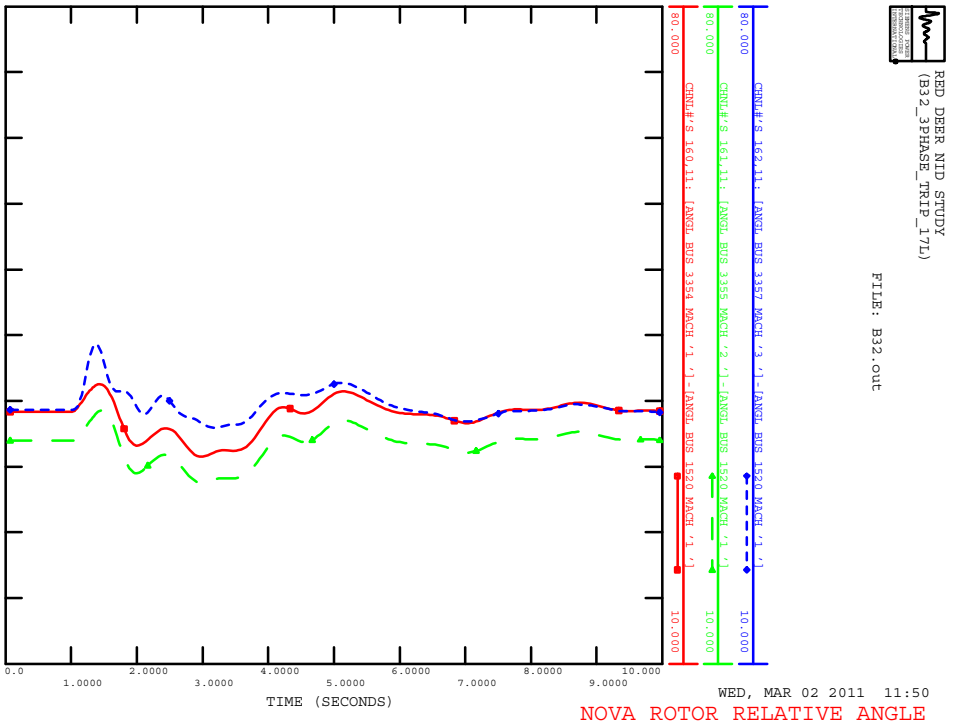

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

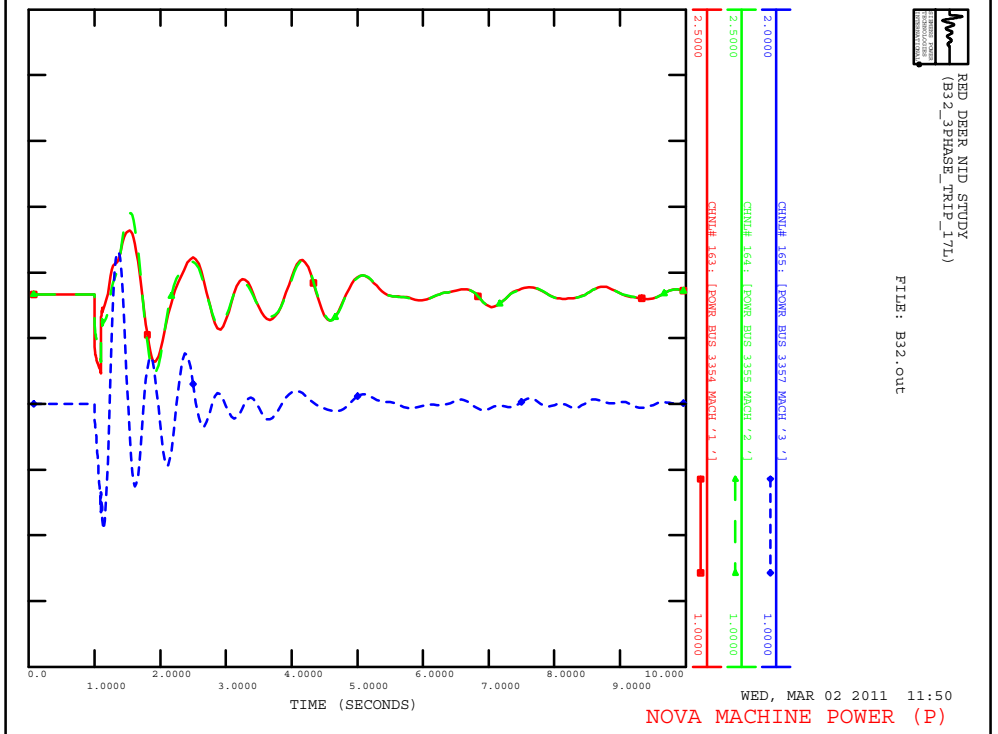

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

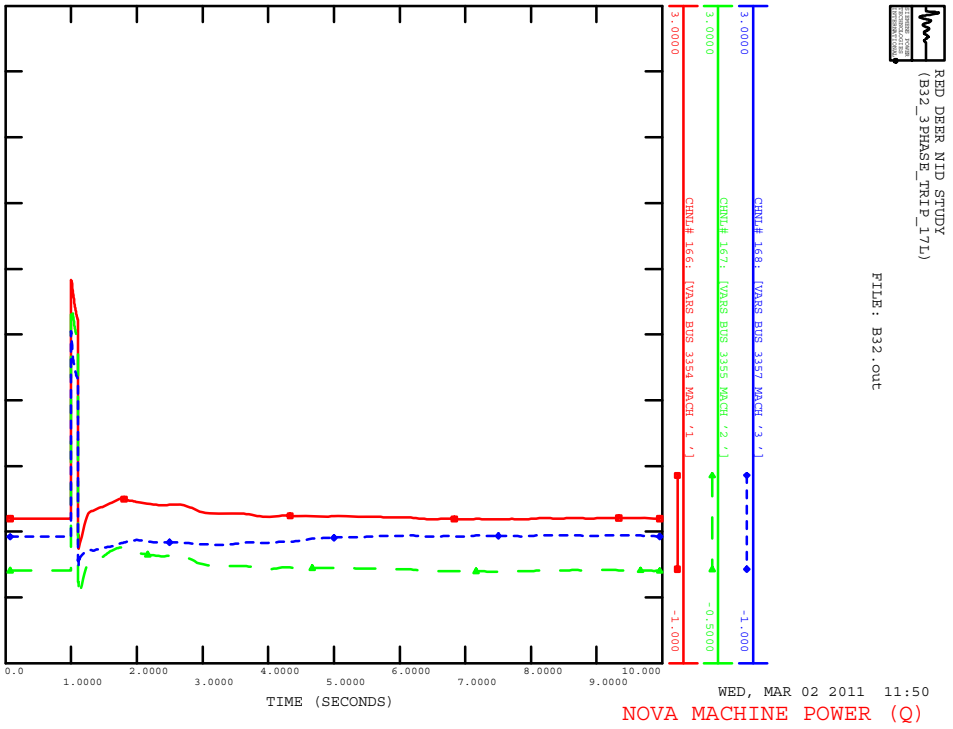

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

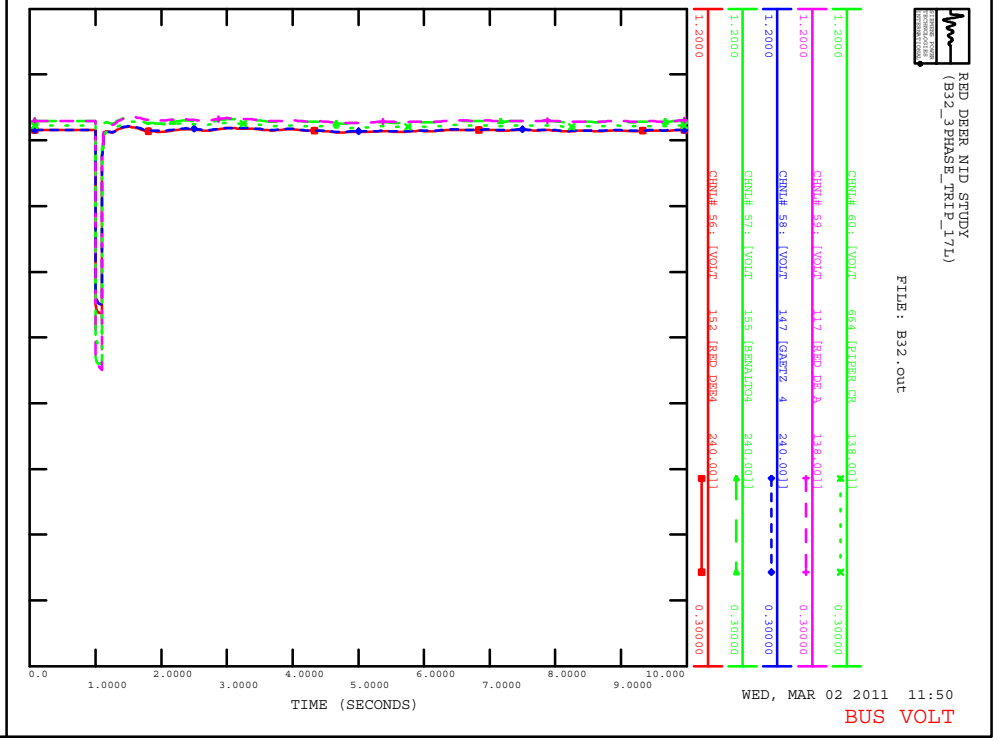

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

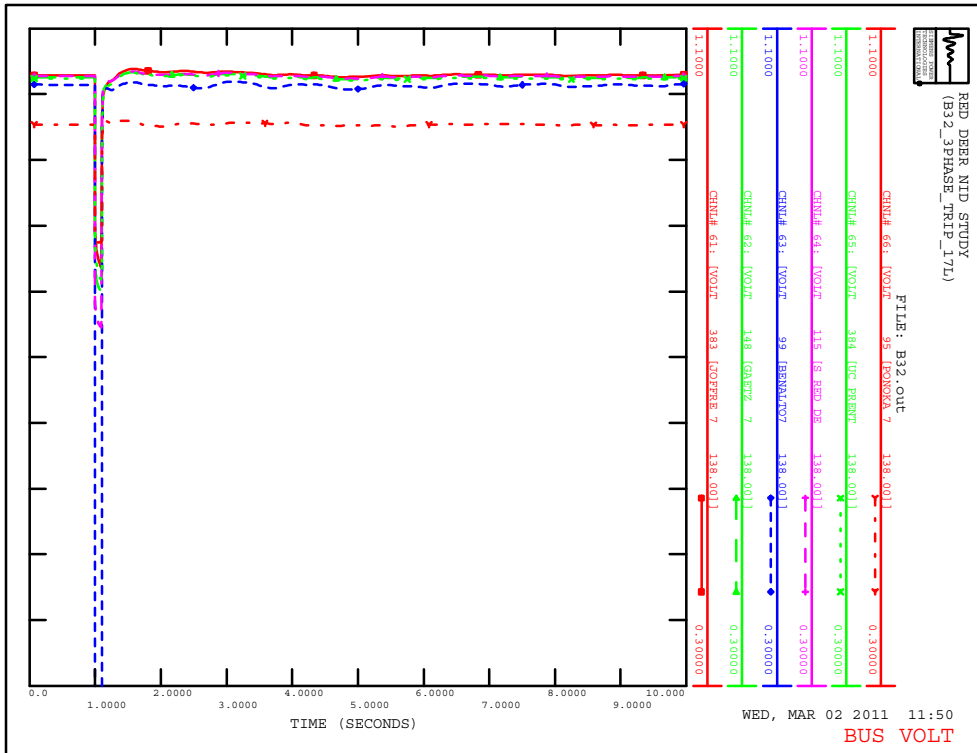

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

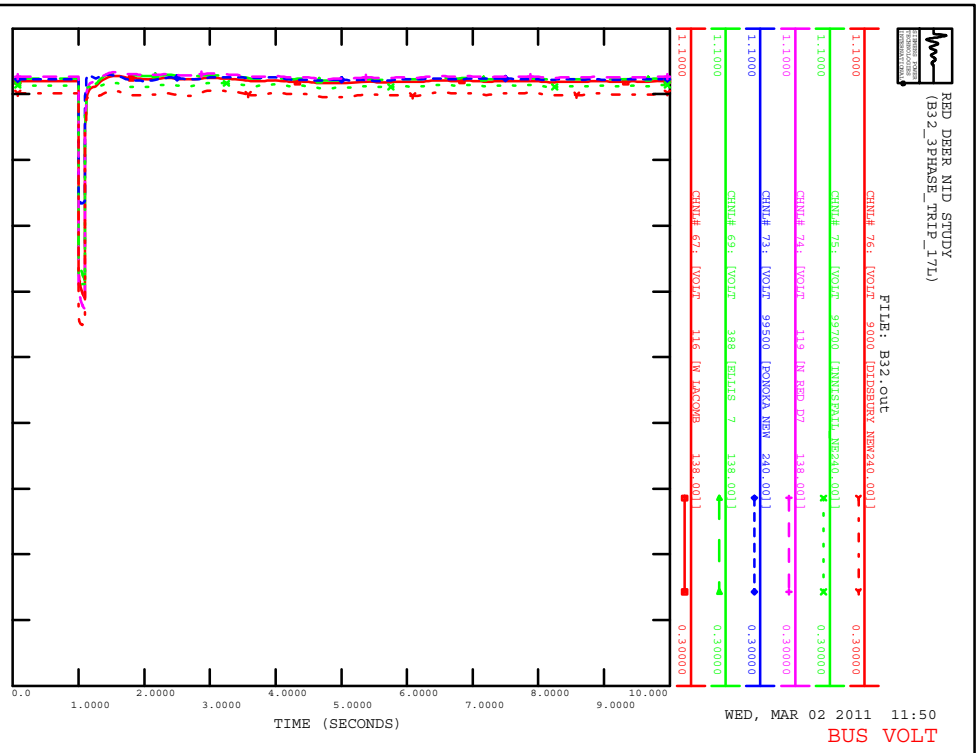

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

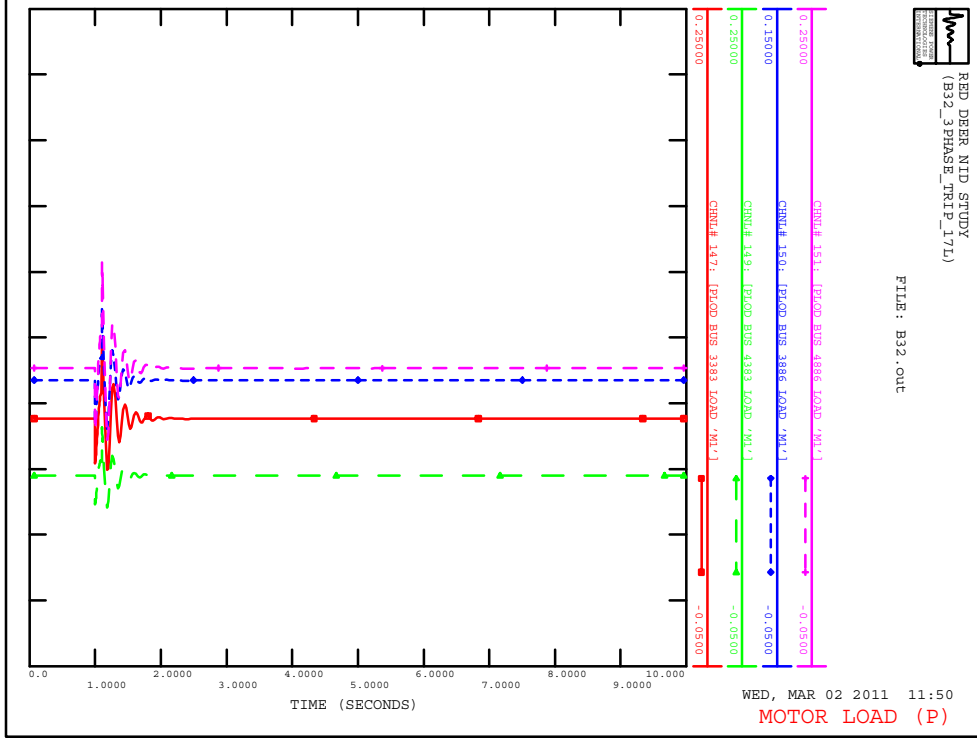

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

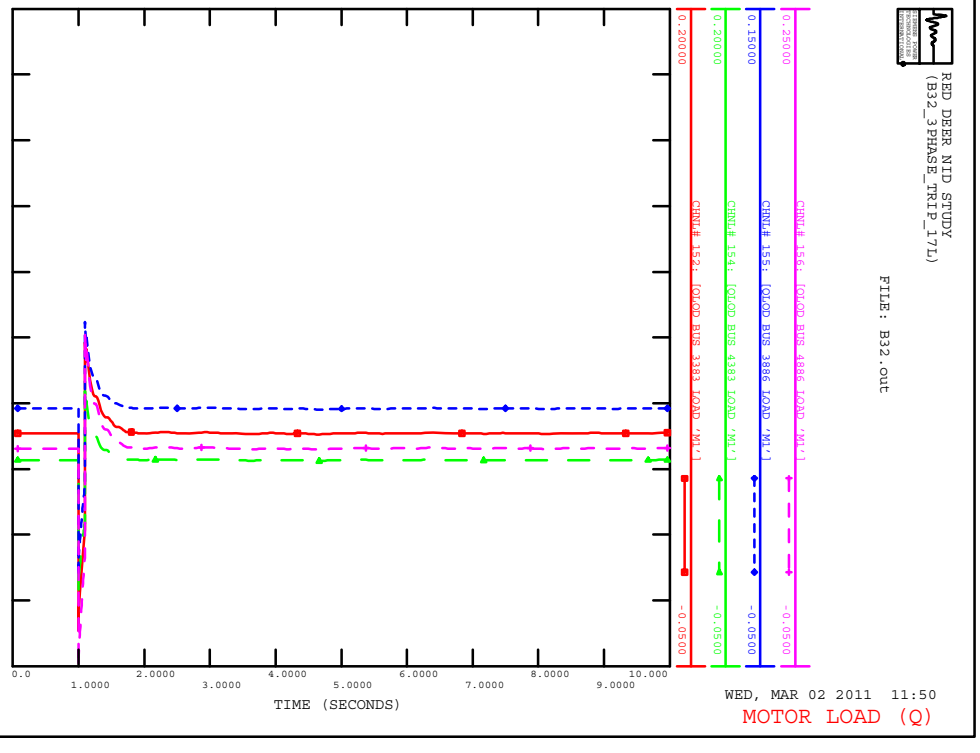

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

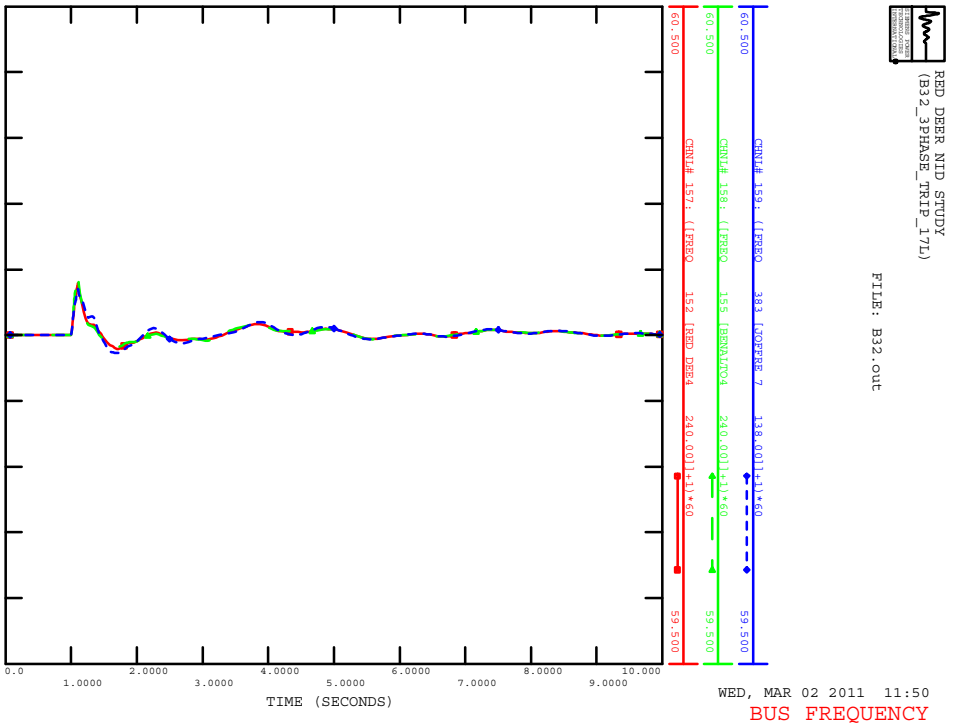

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

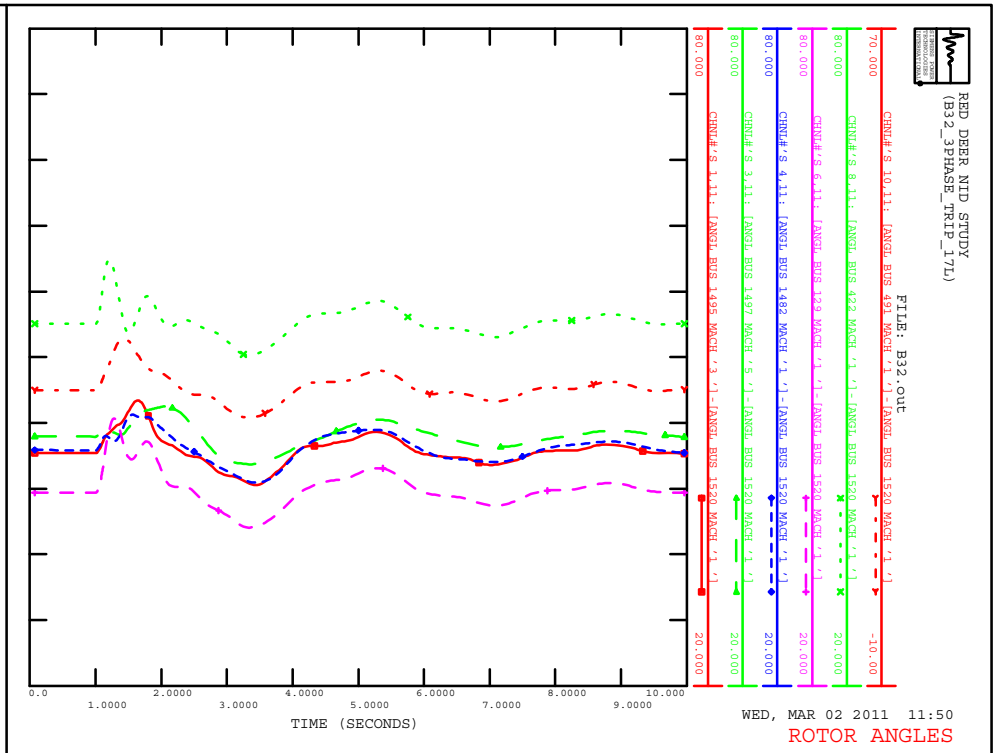

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

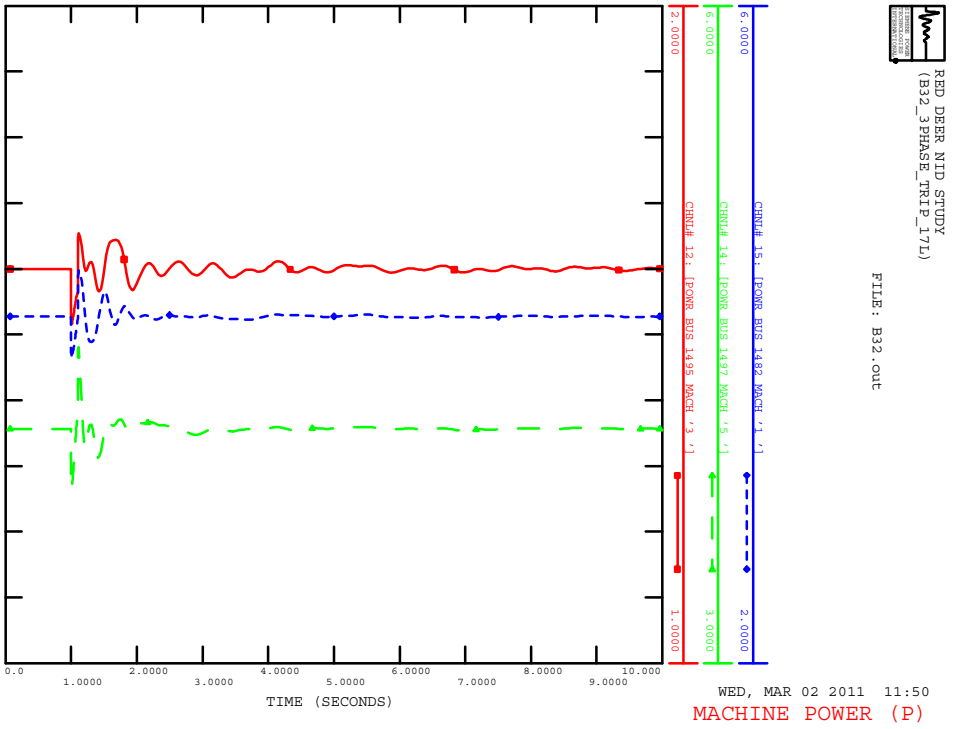

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

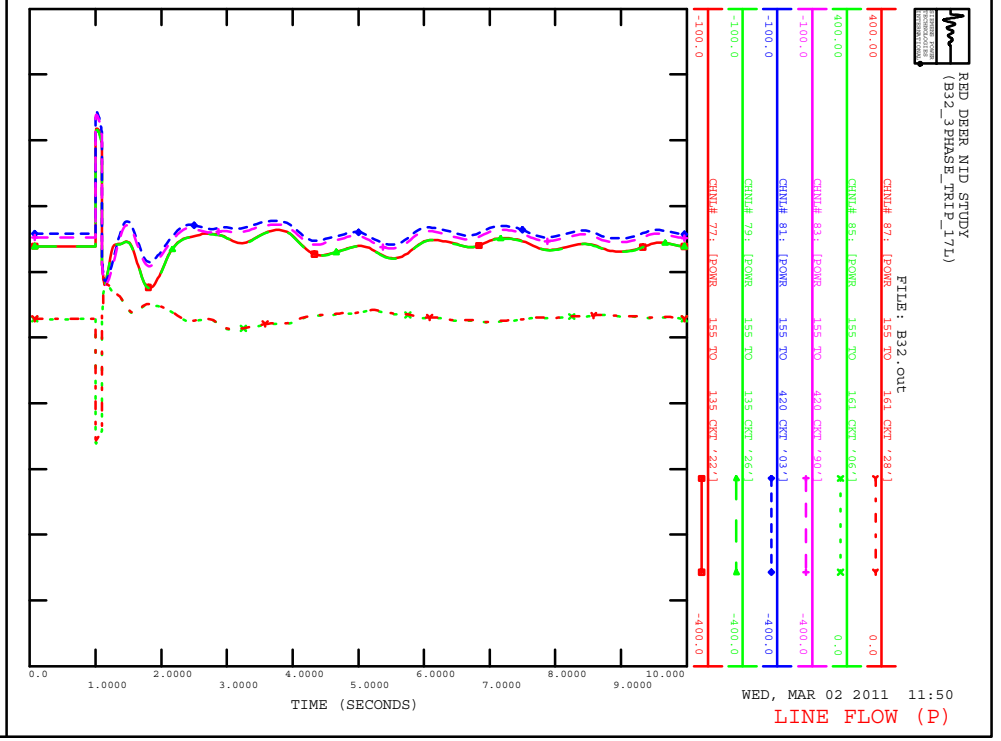

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

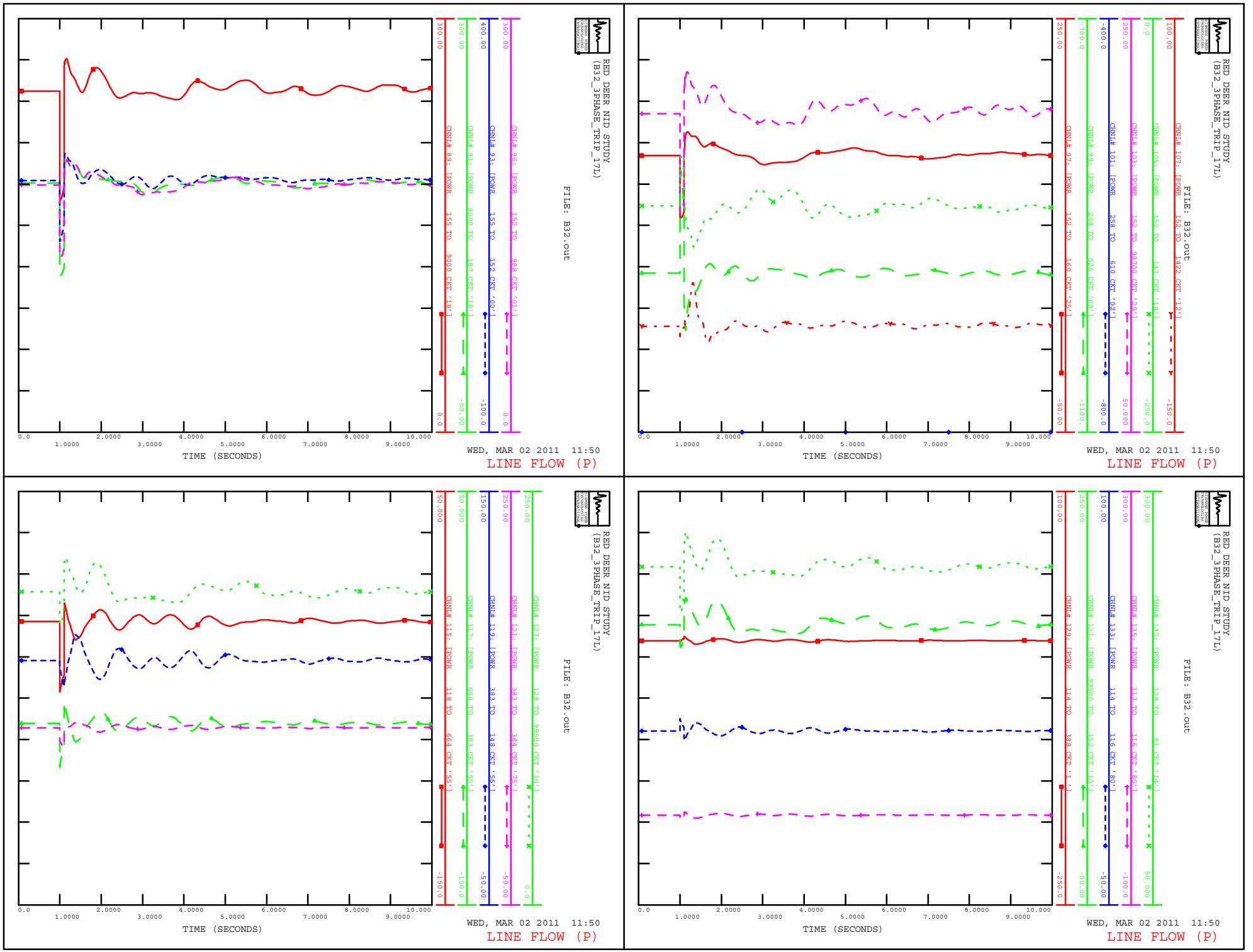

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

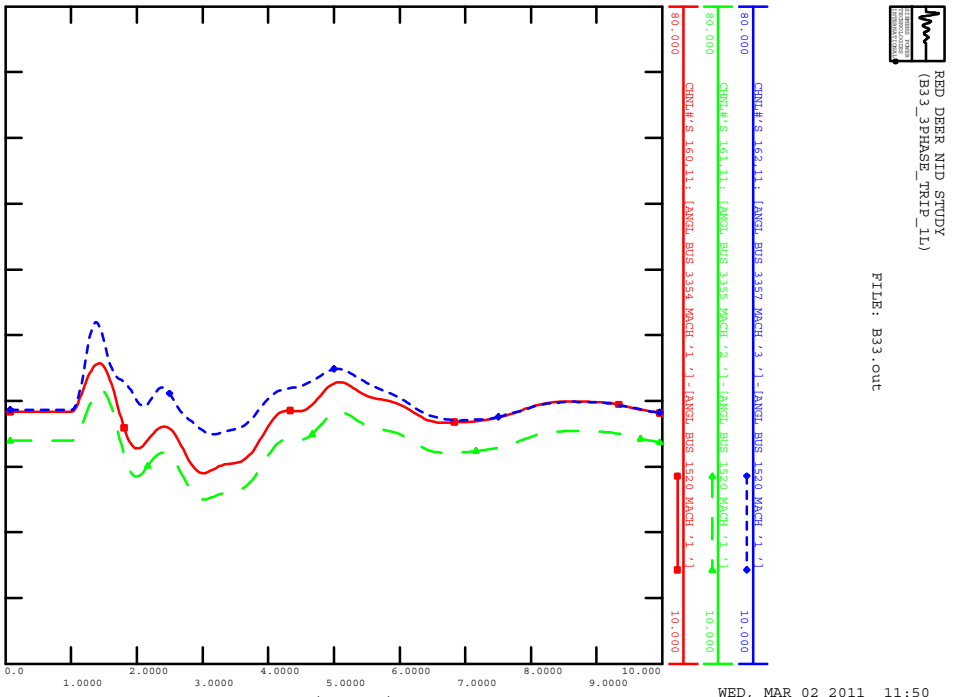

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

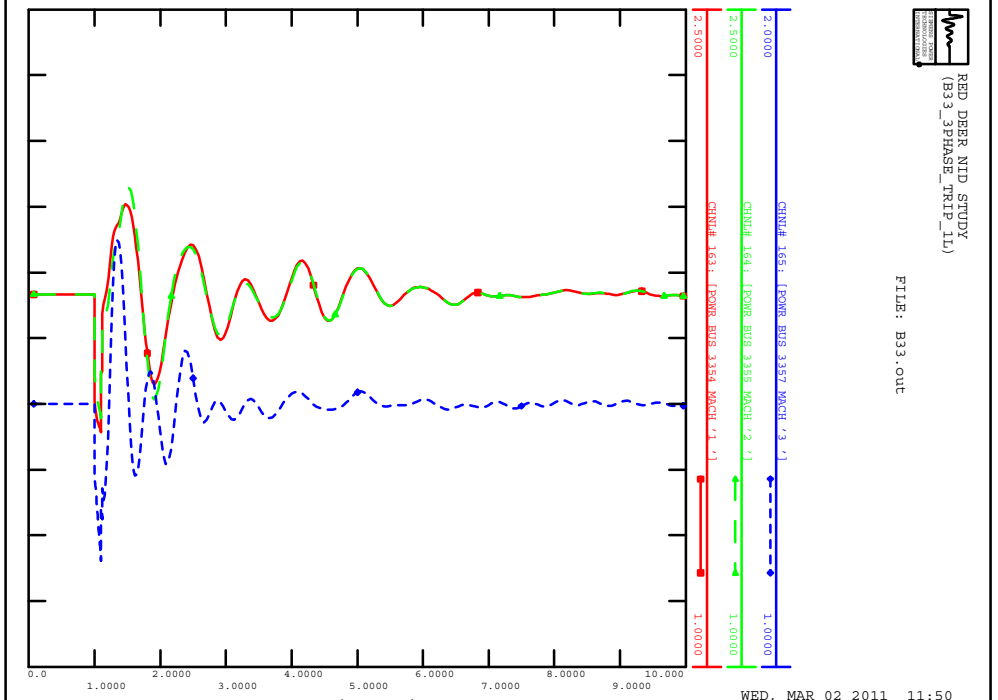

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

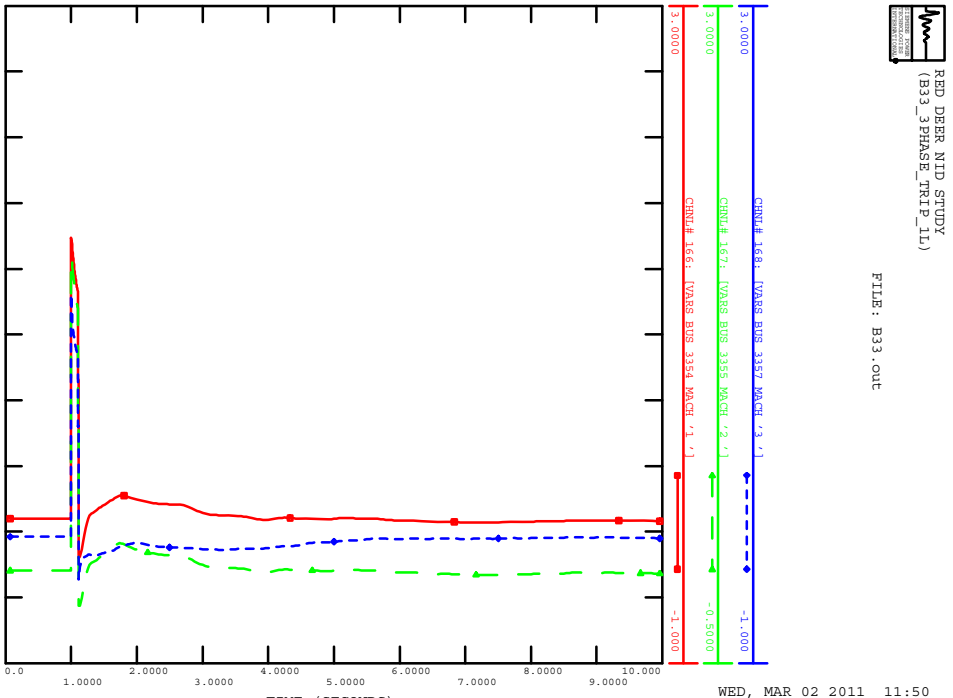

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

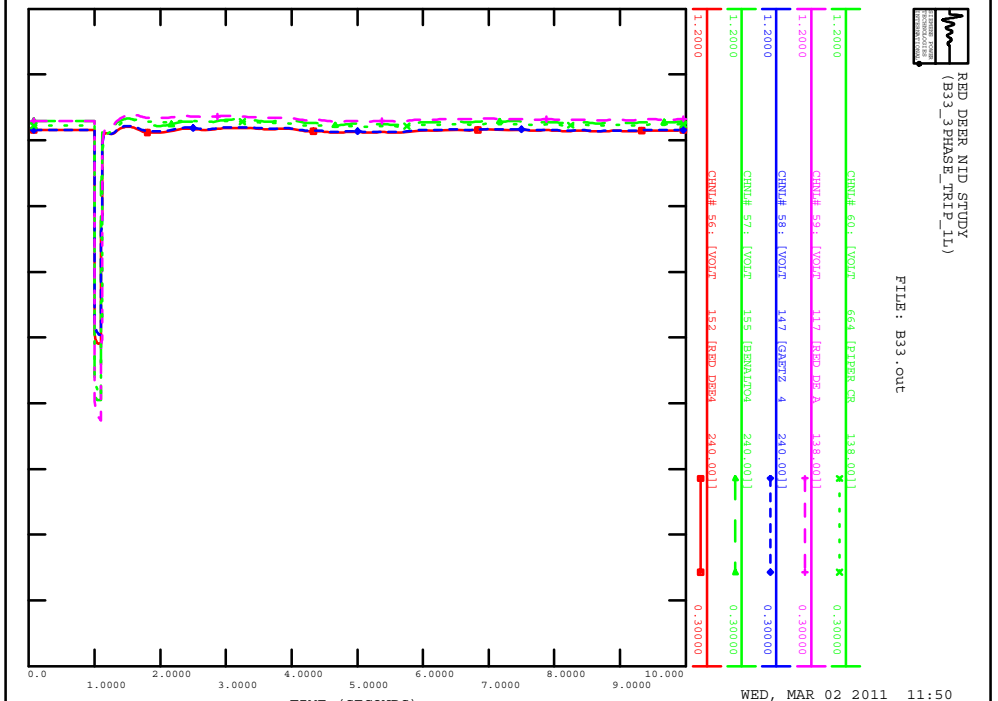

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

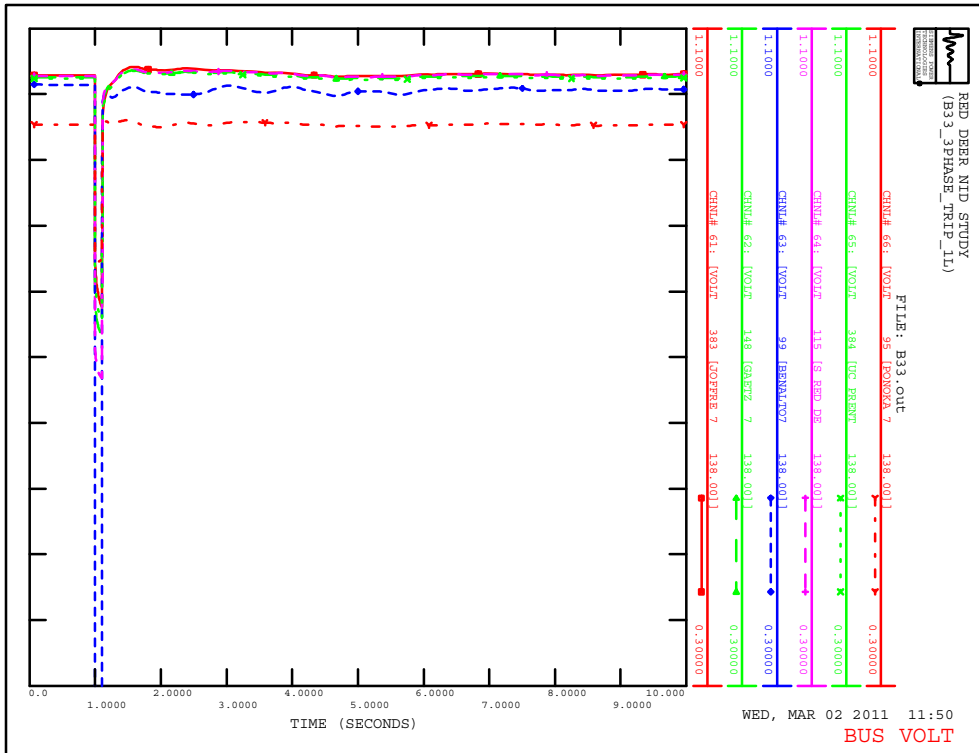

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

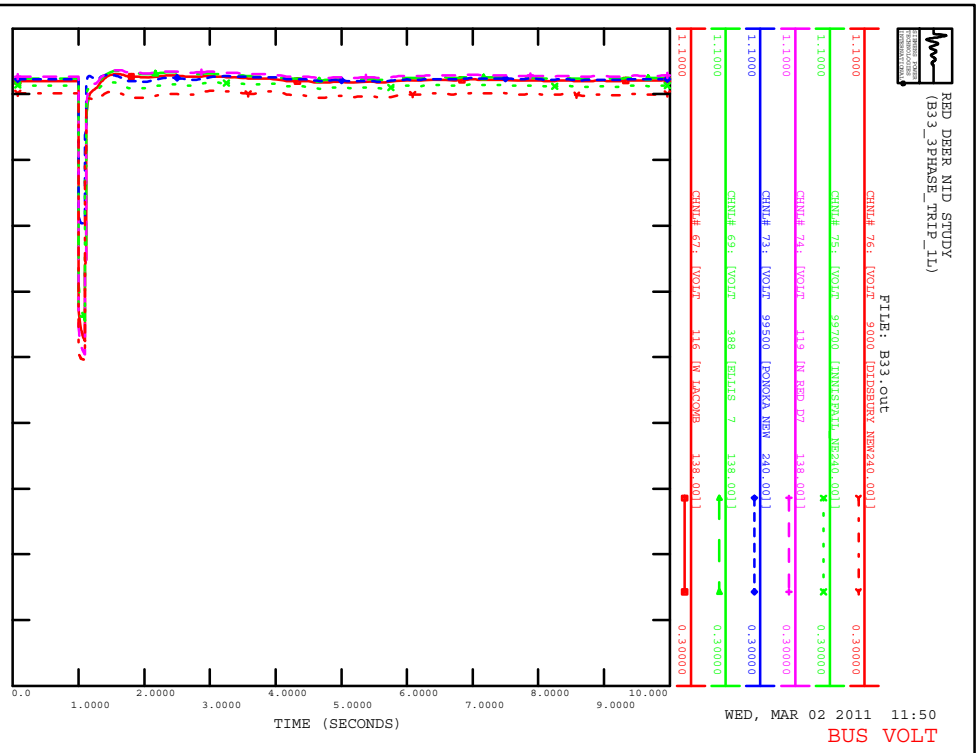

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

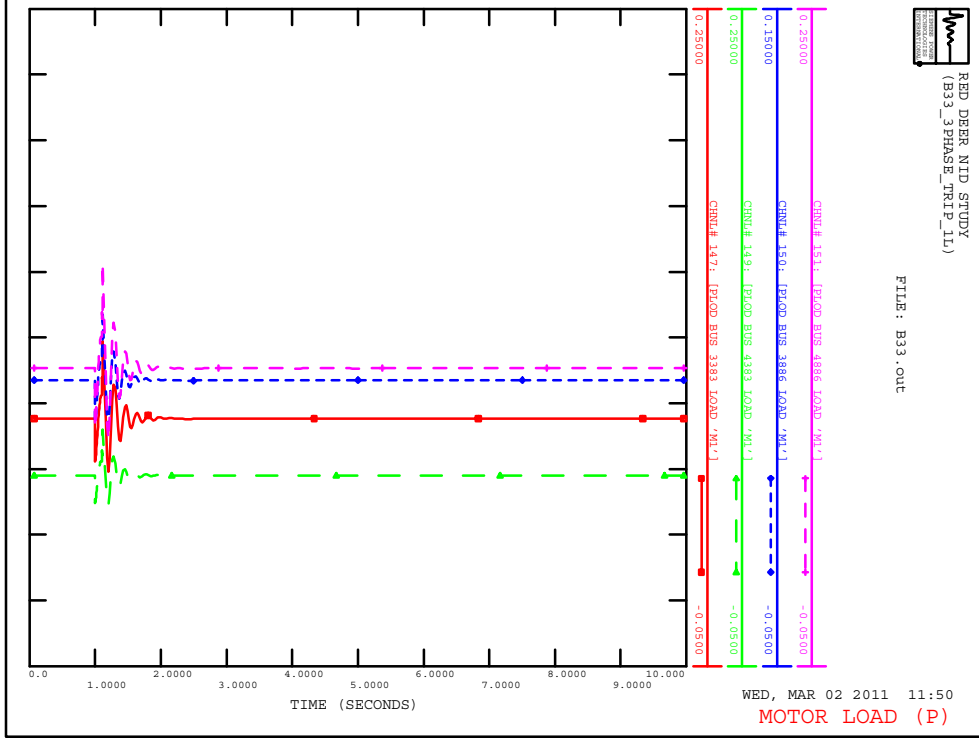

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

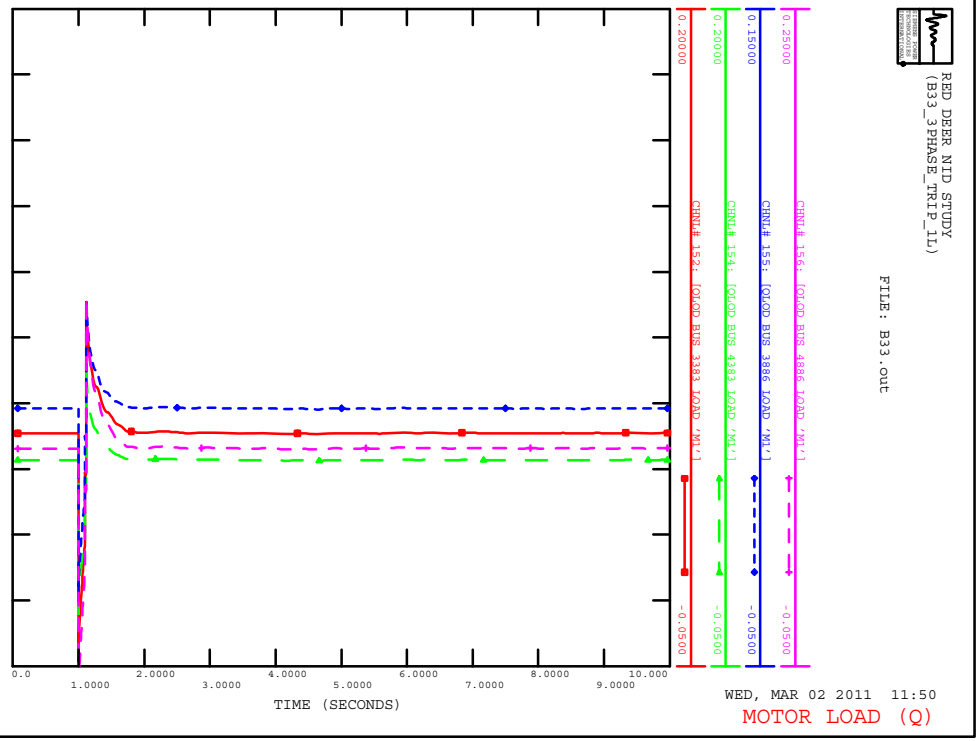

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

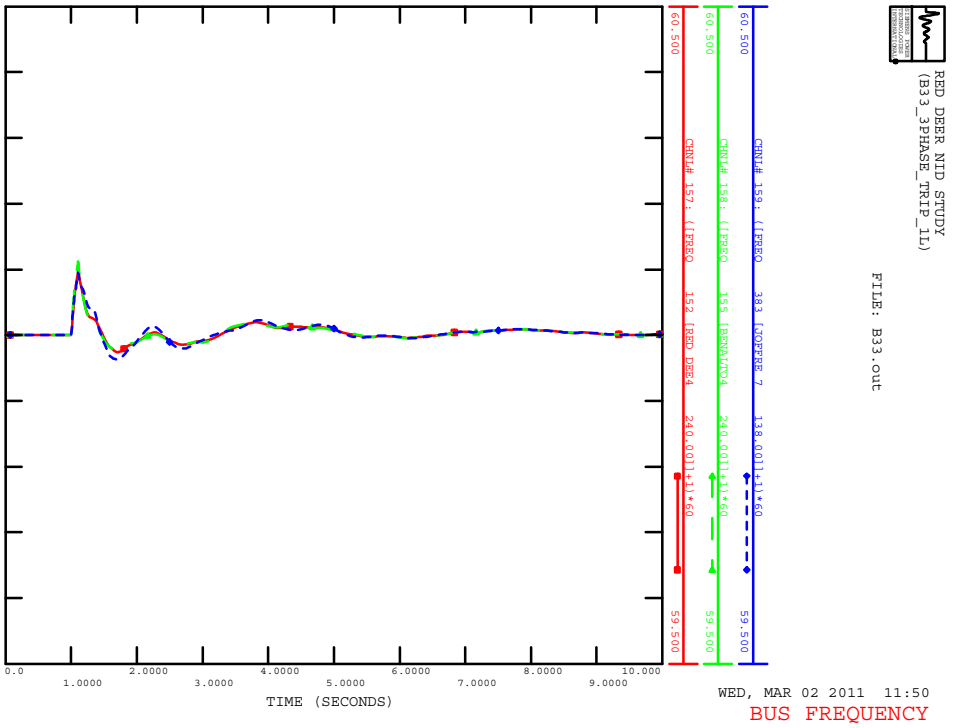

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

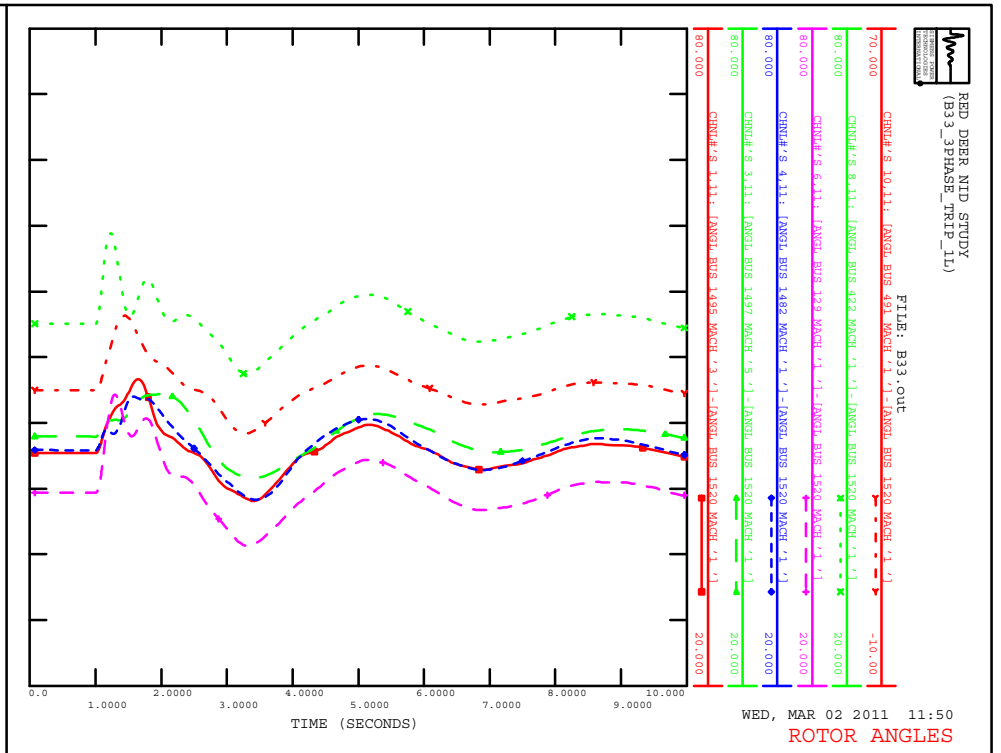

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALEY#2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

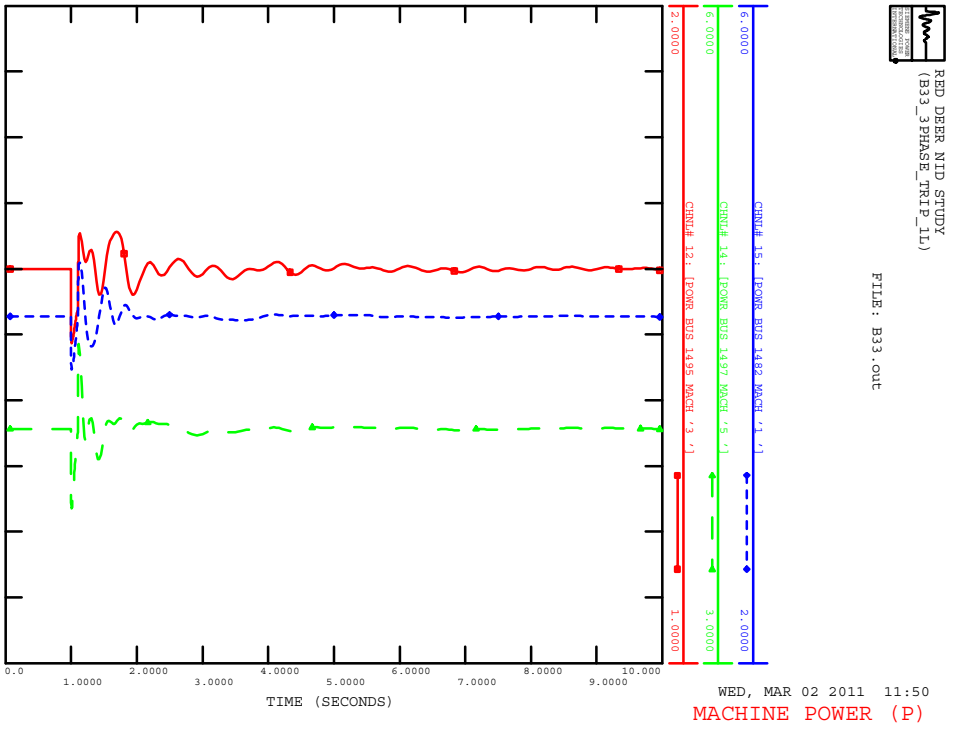

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

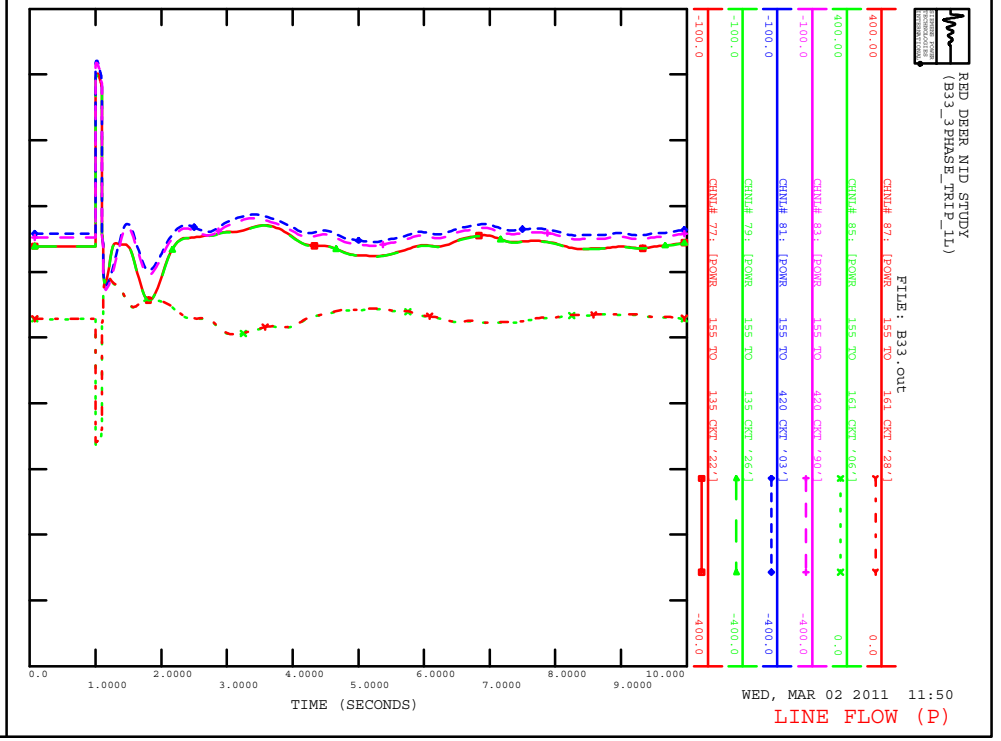

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

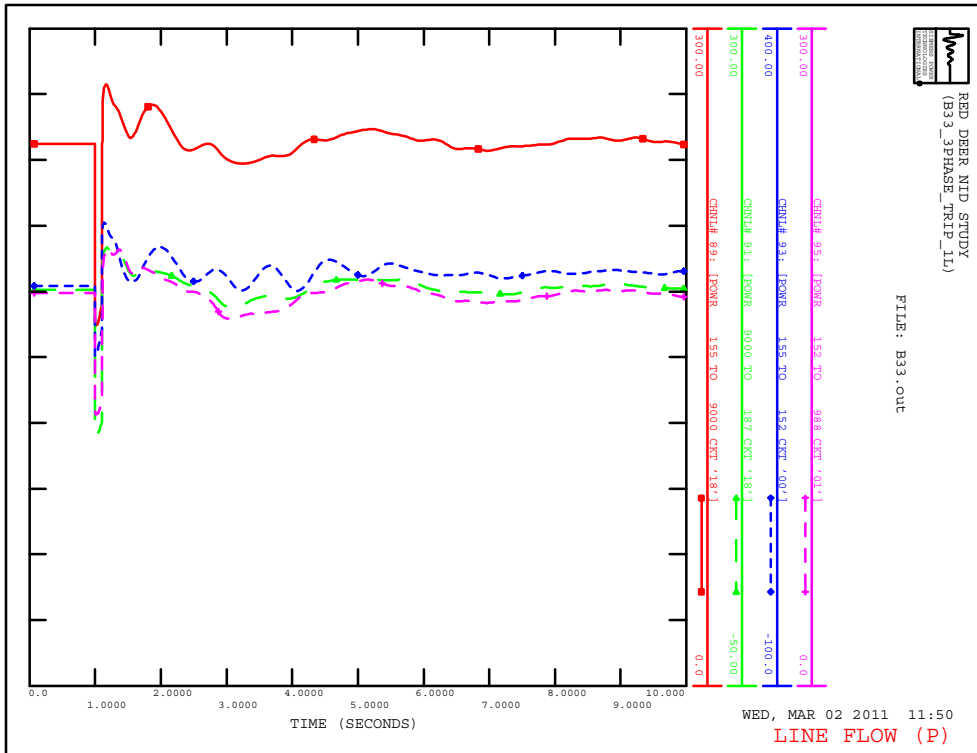

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

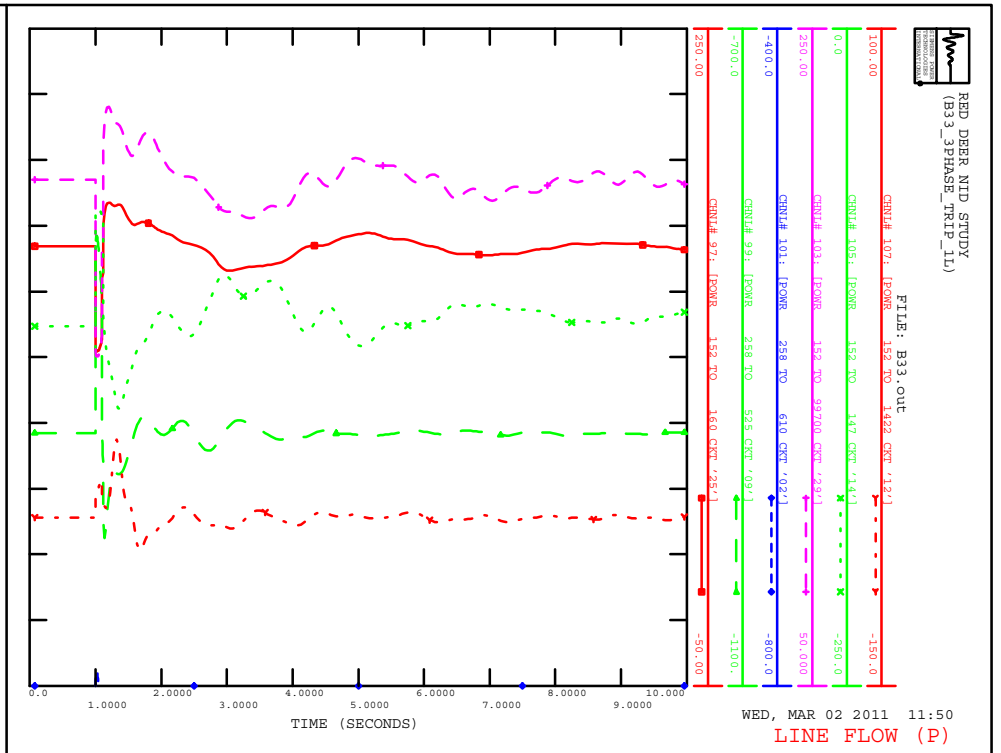

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

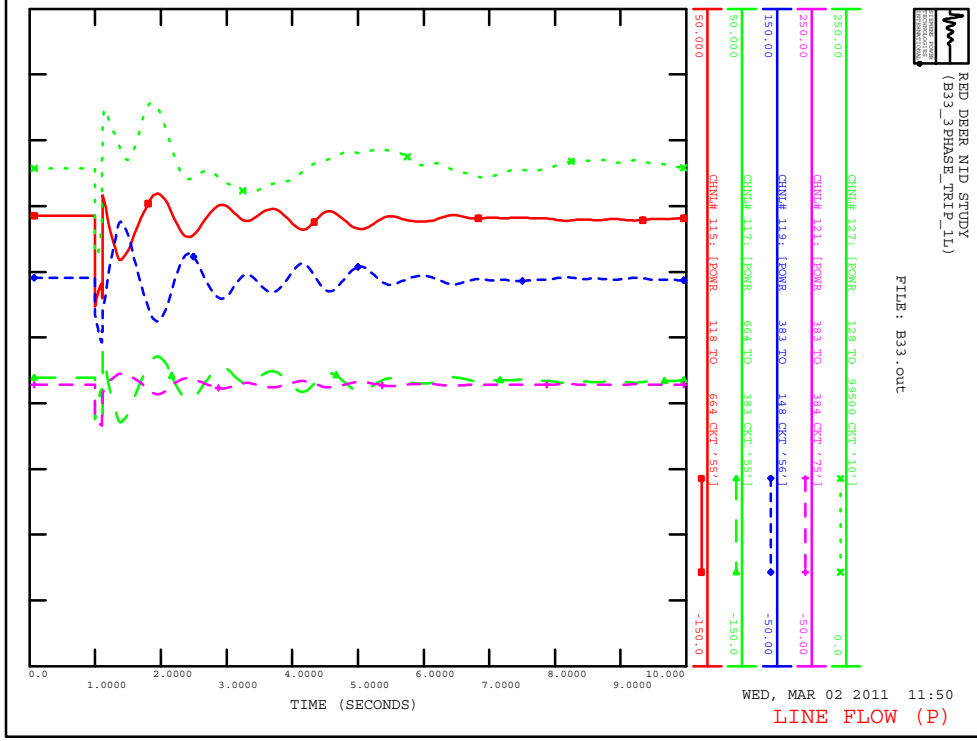

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

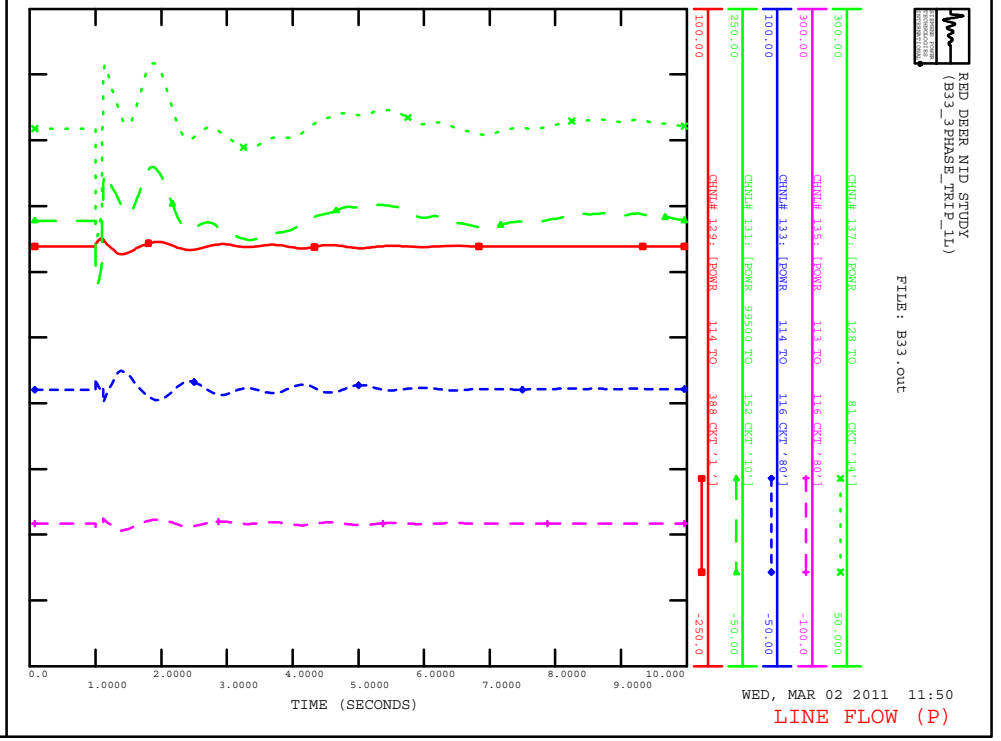

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

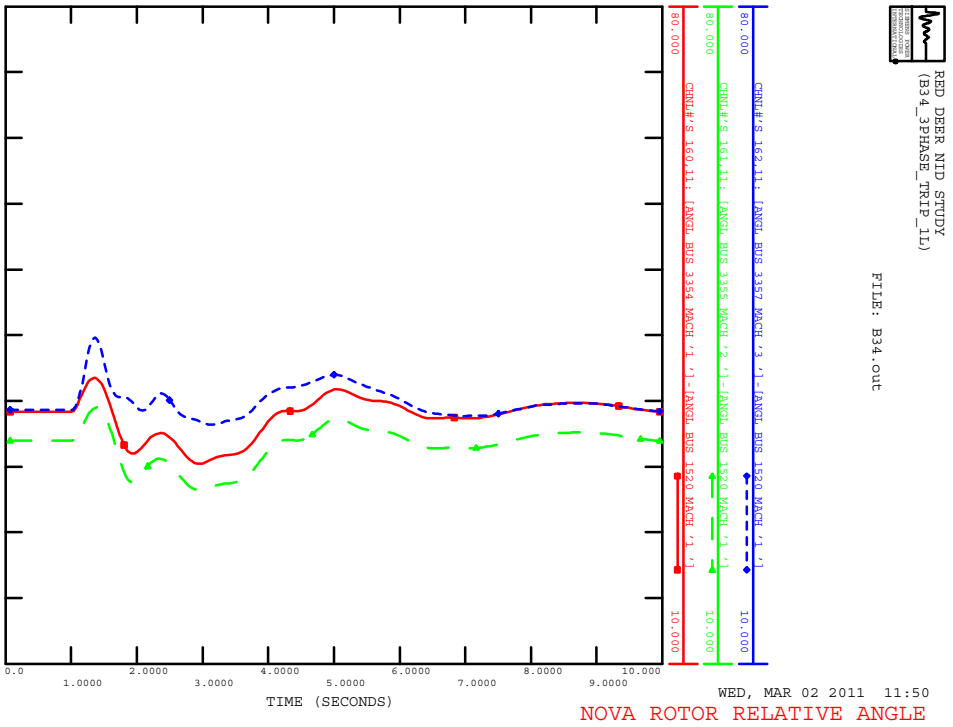

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

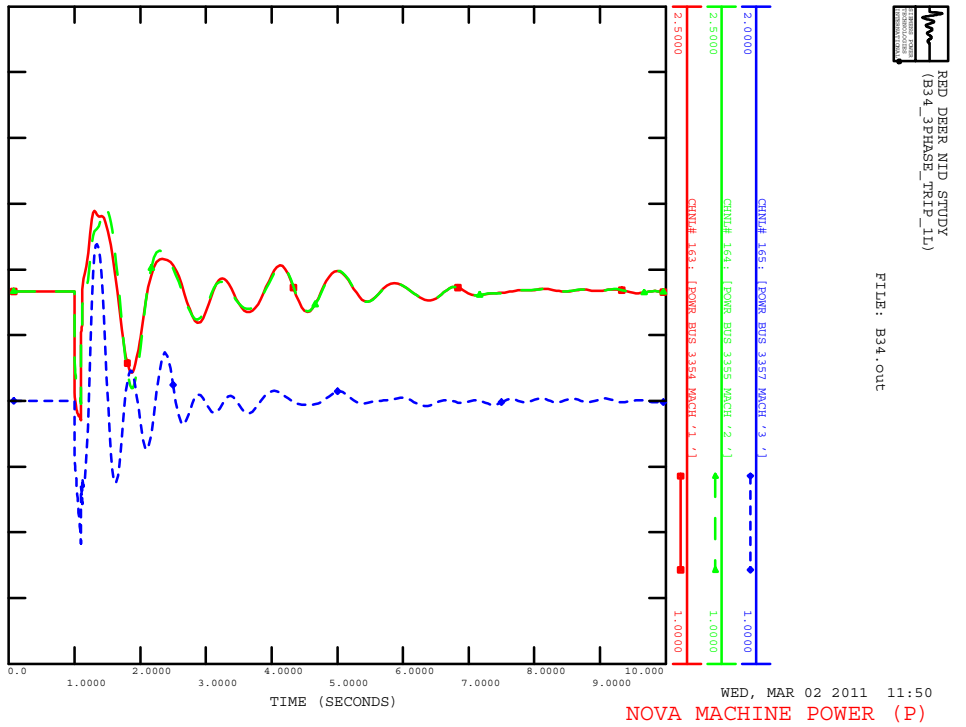

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

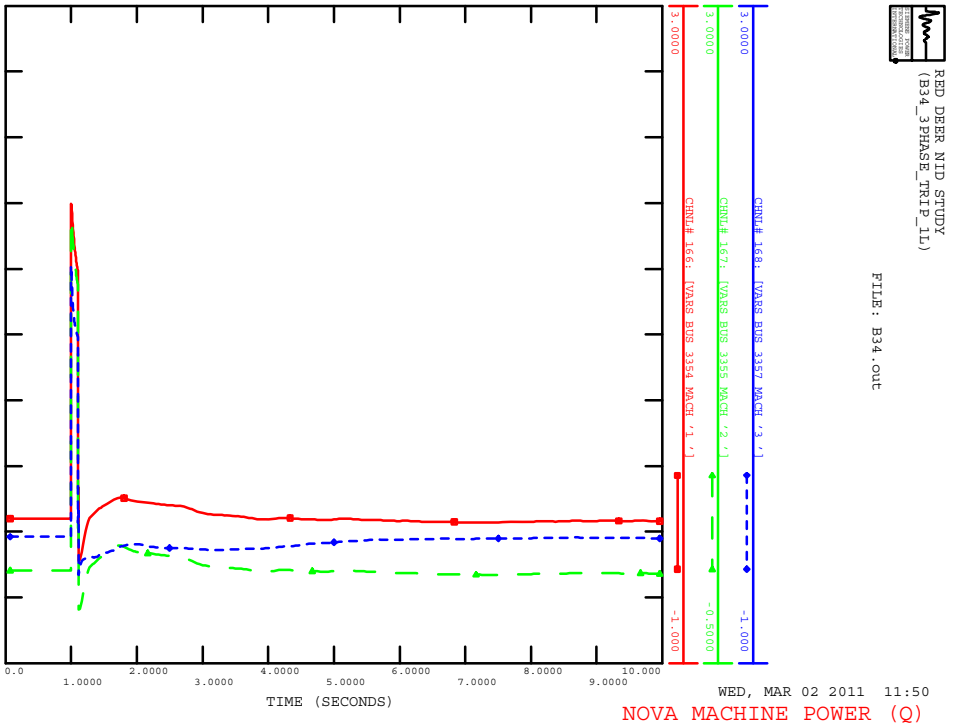

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

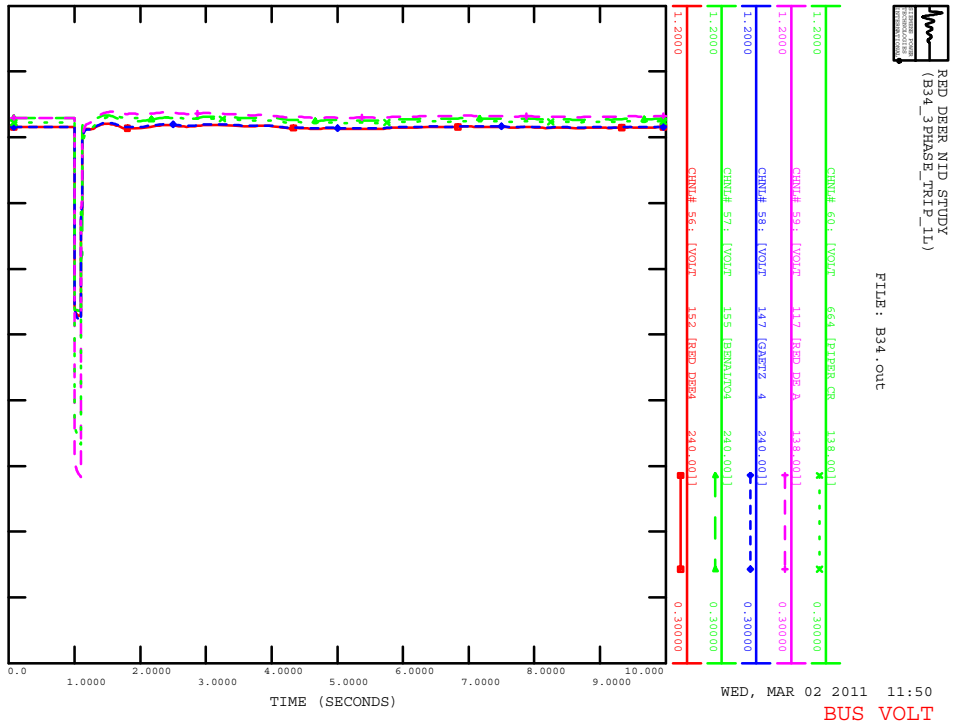

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

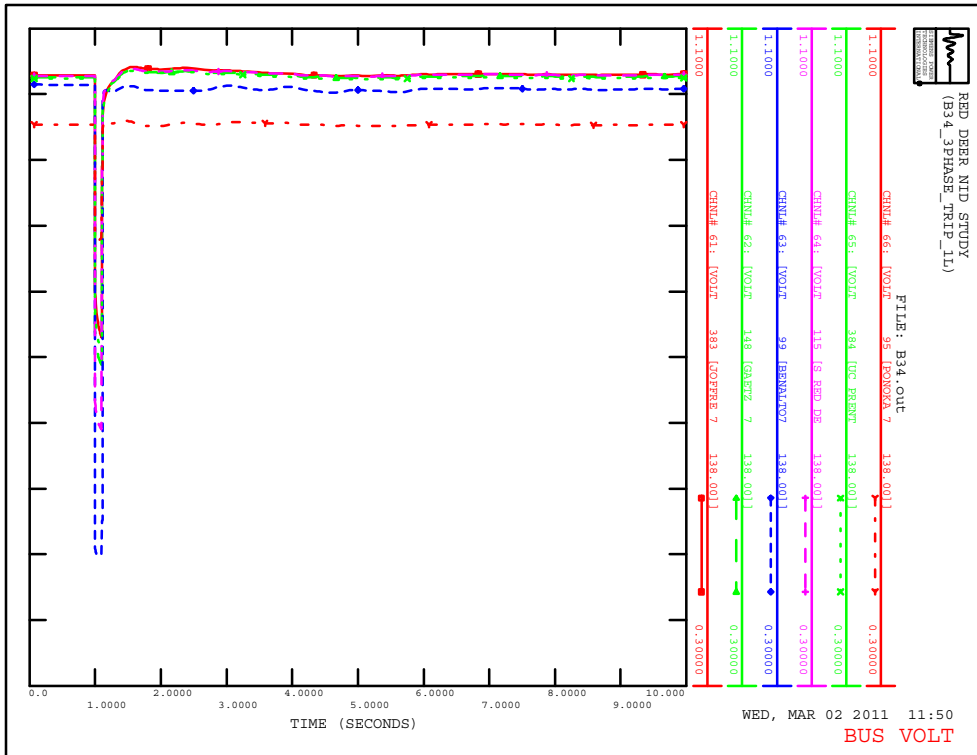

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

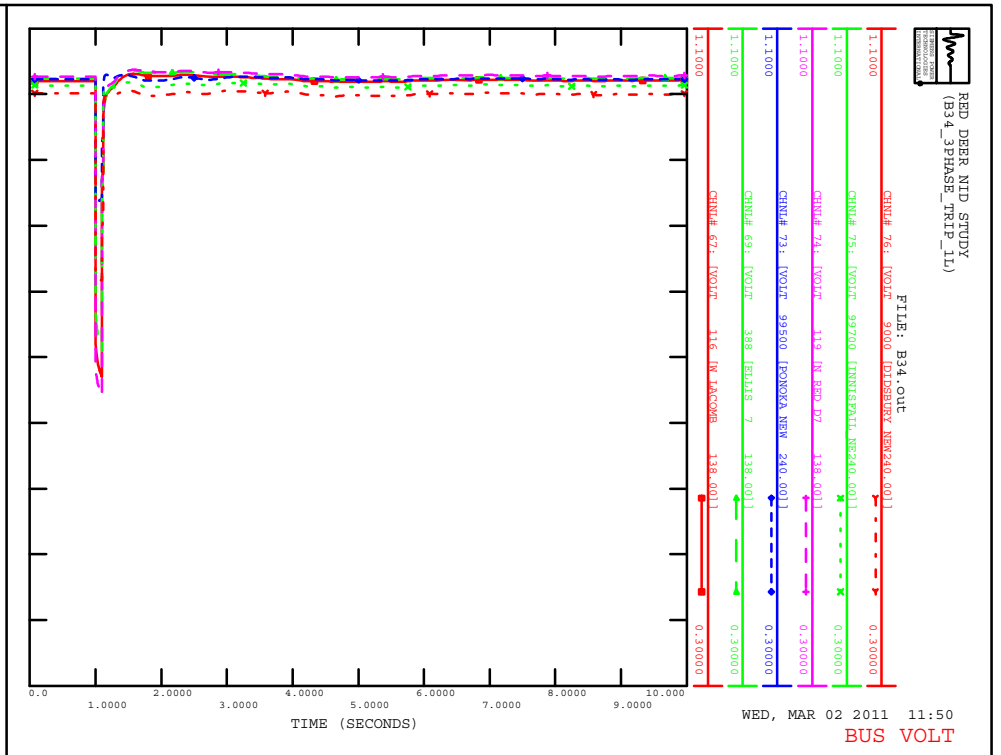

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
CHNL# 160, [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 161, [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 162, [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

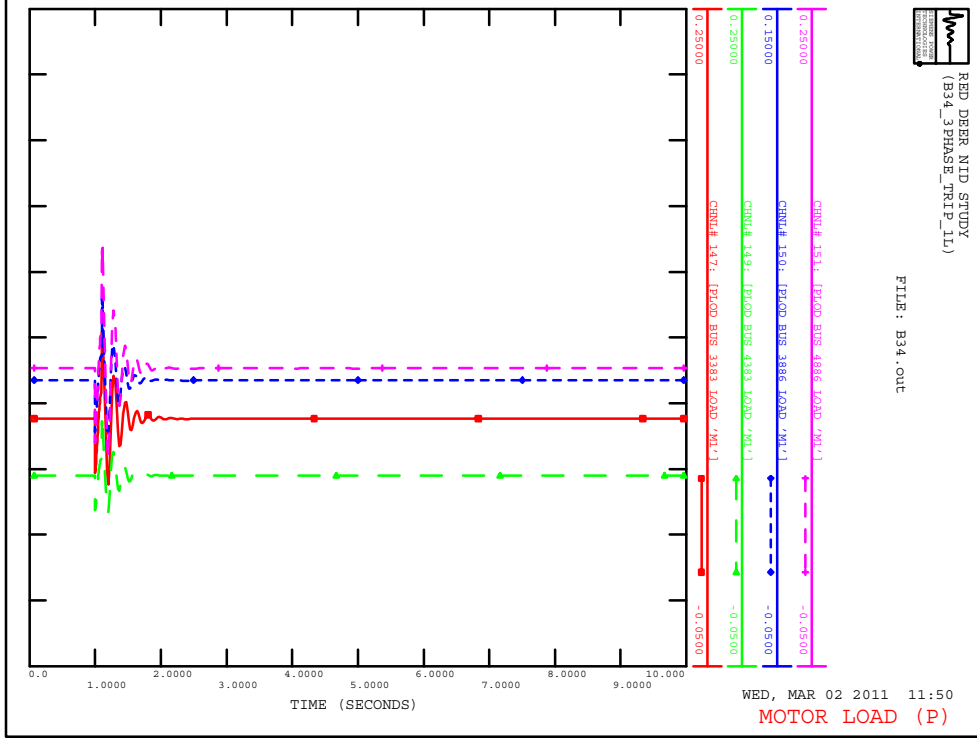

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

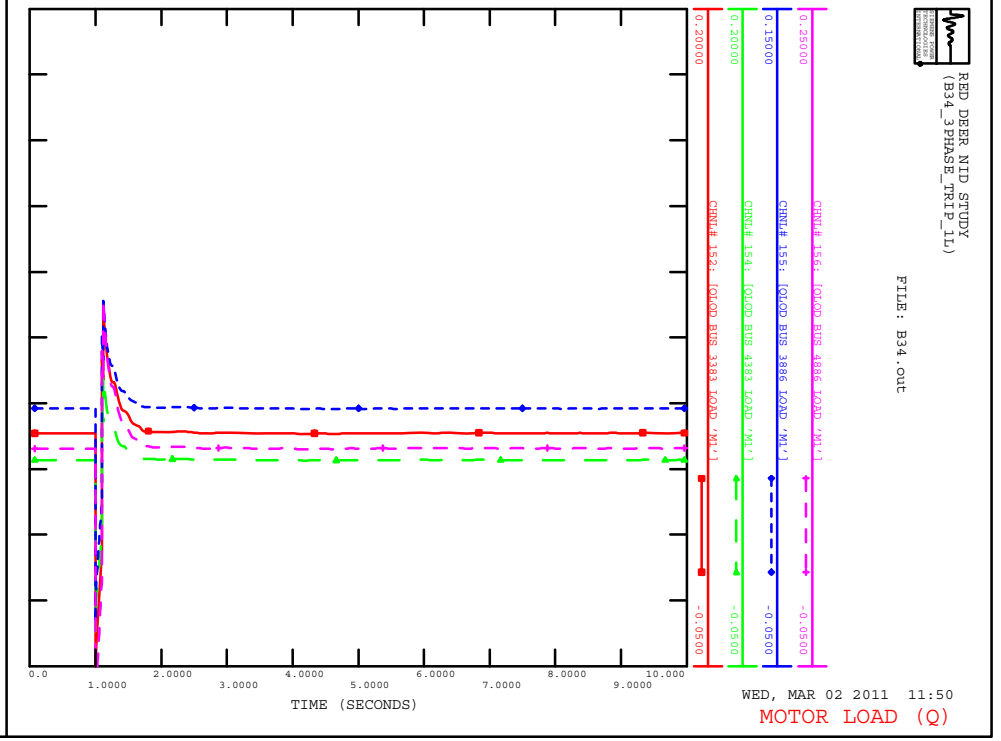

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

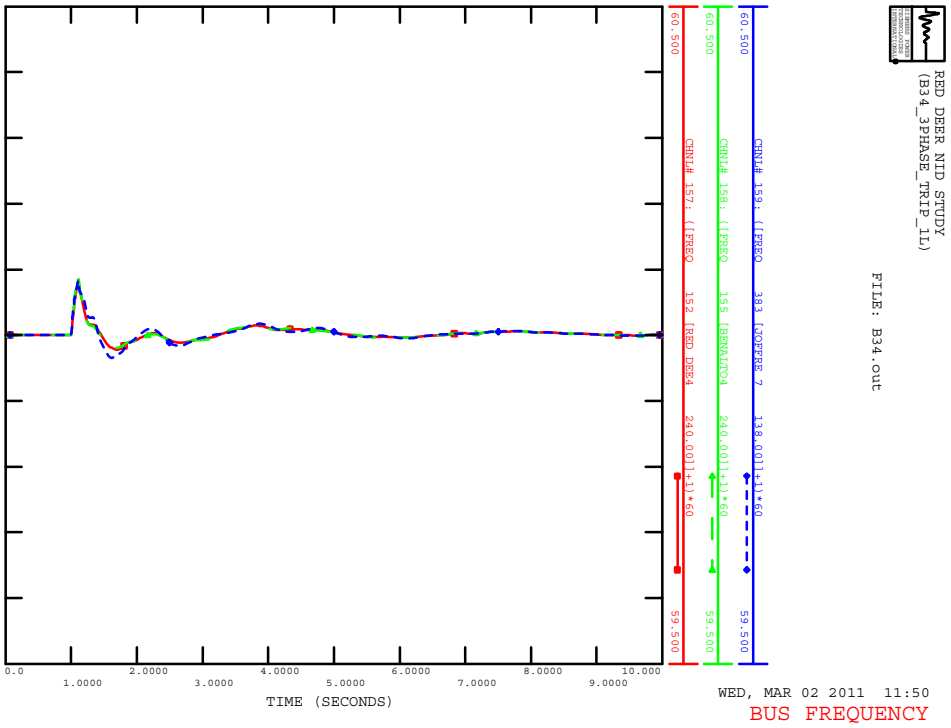

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

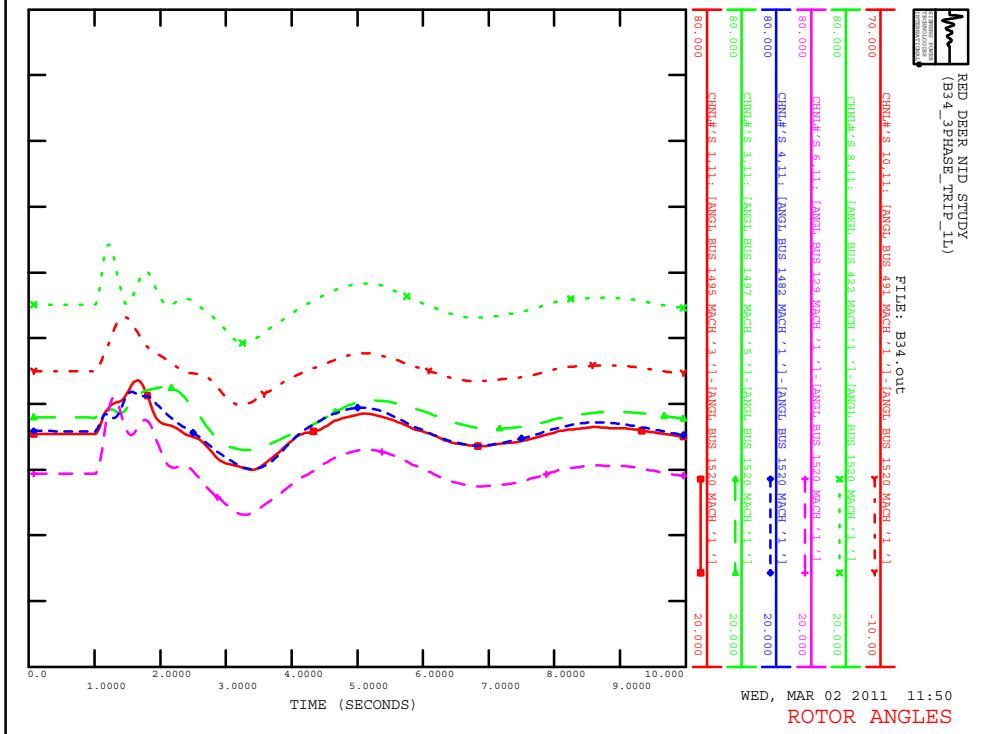

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

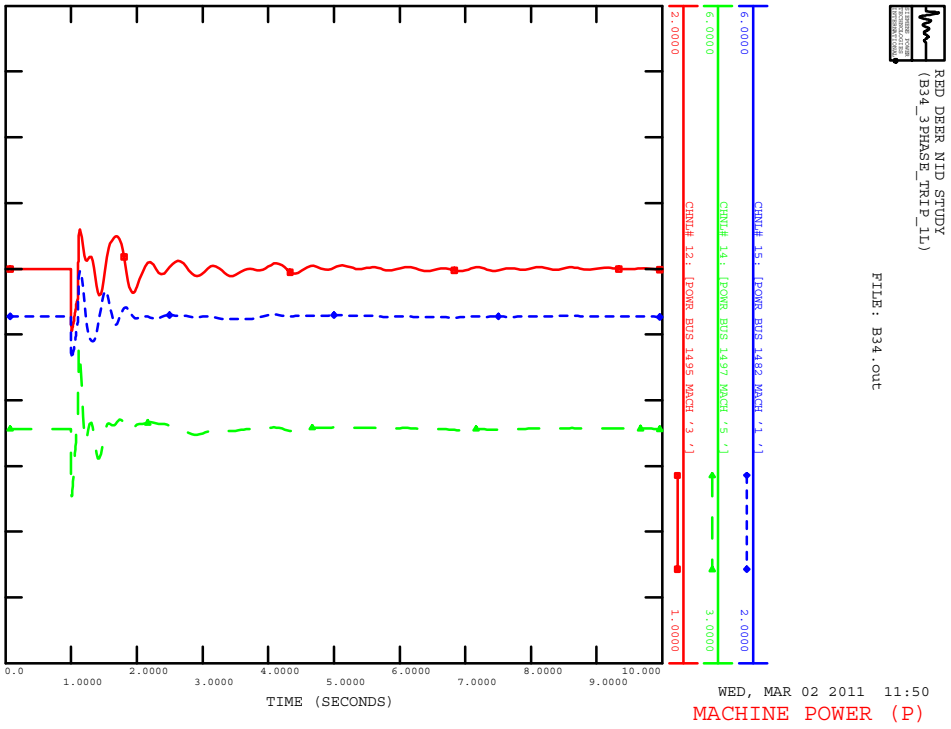

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

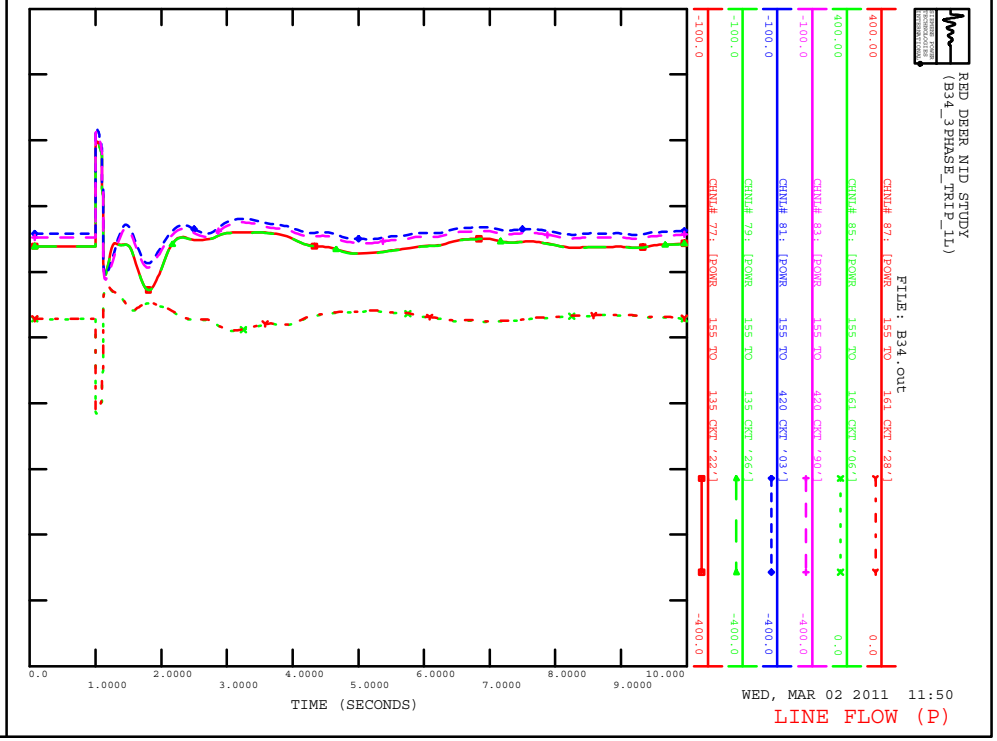

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

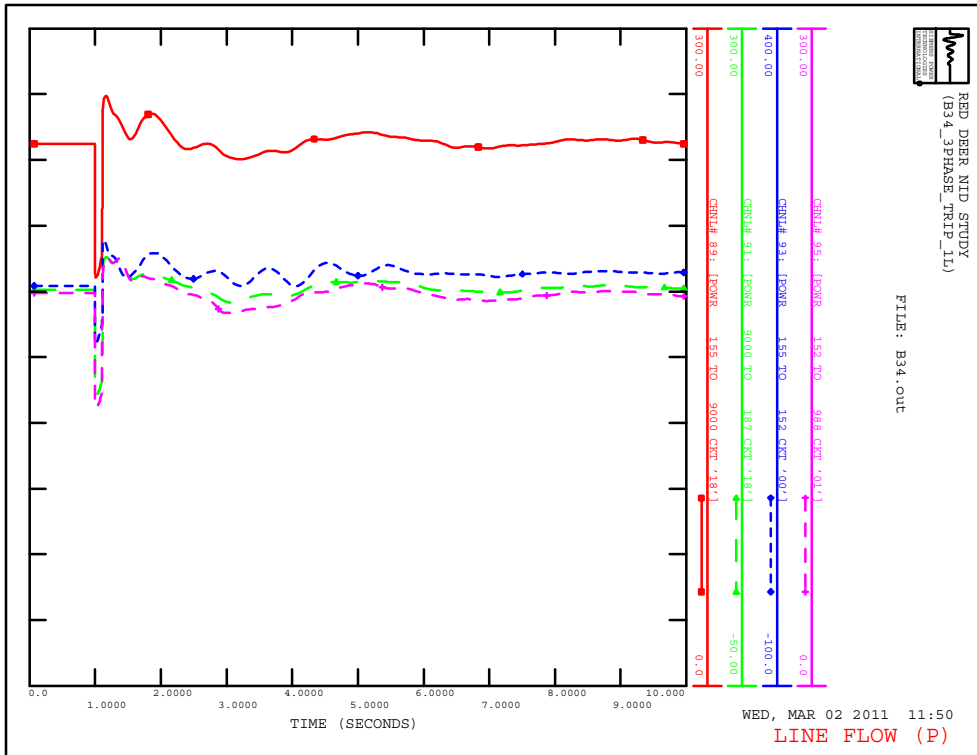

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

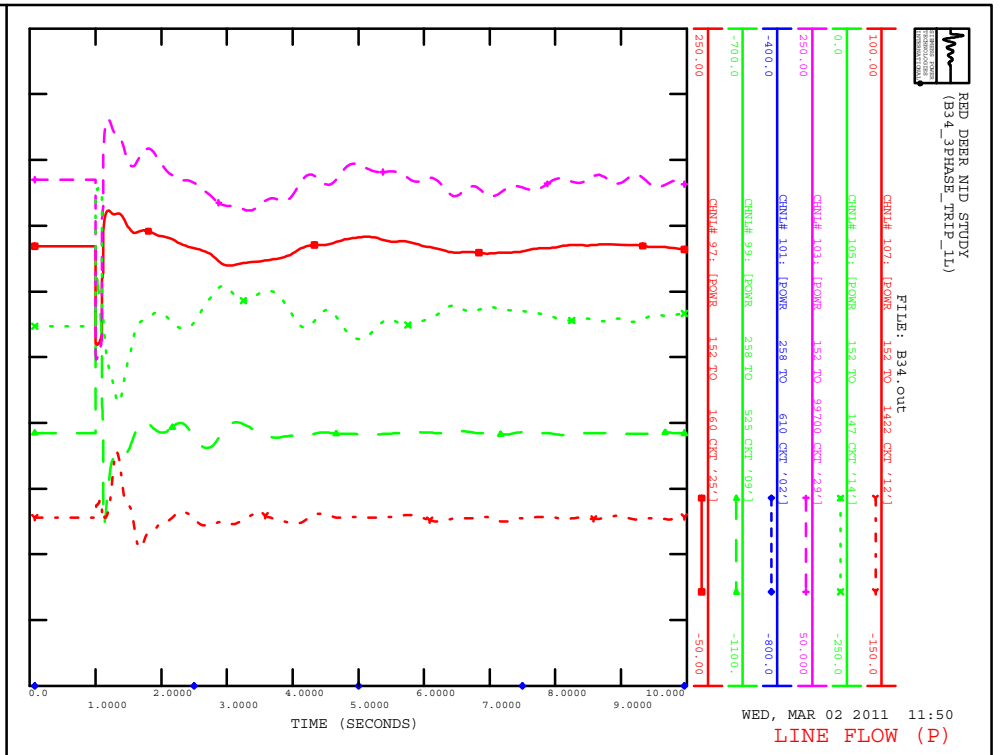

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

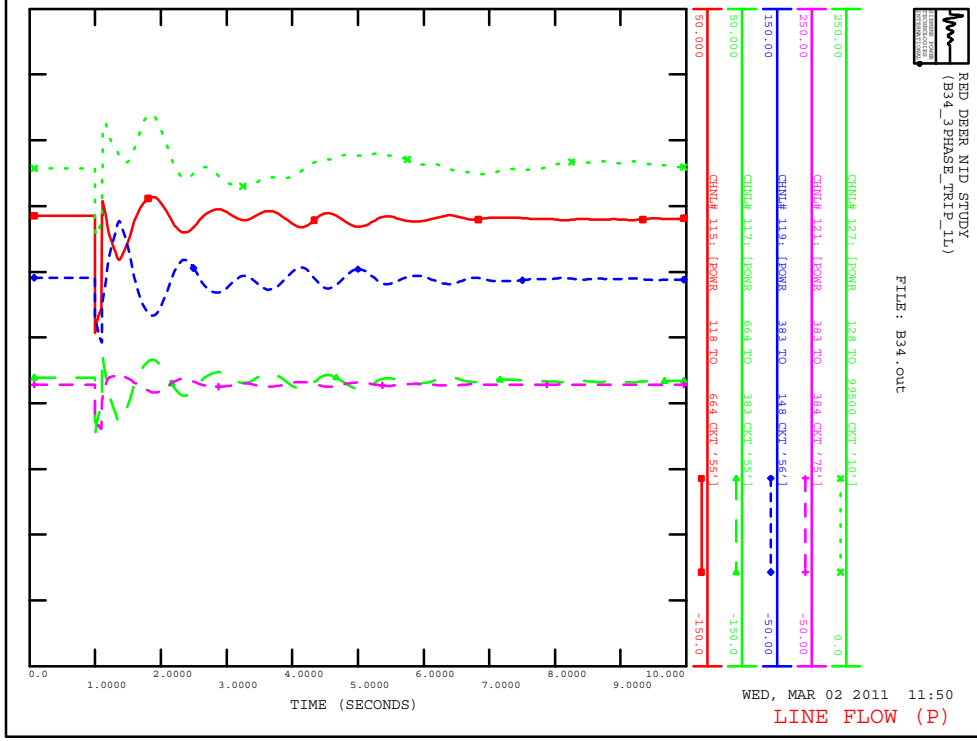

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

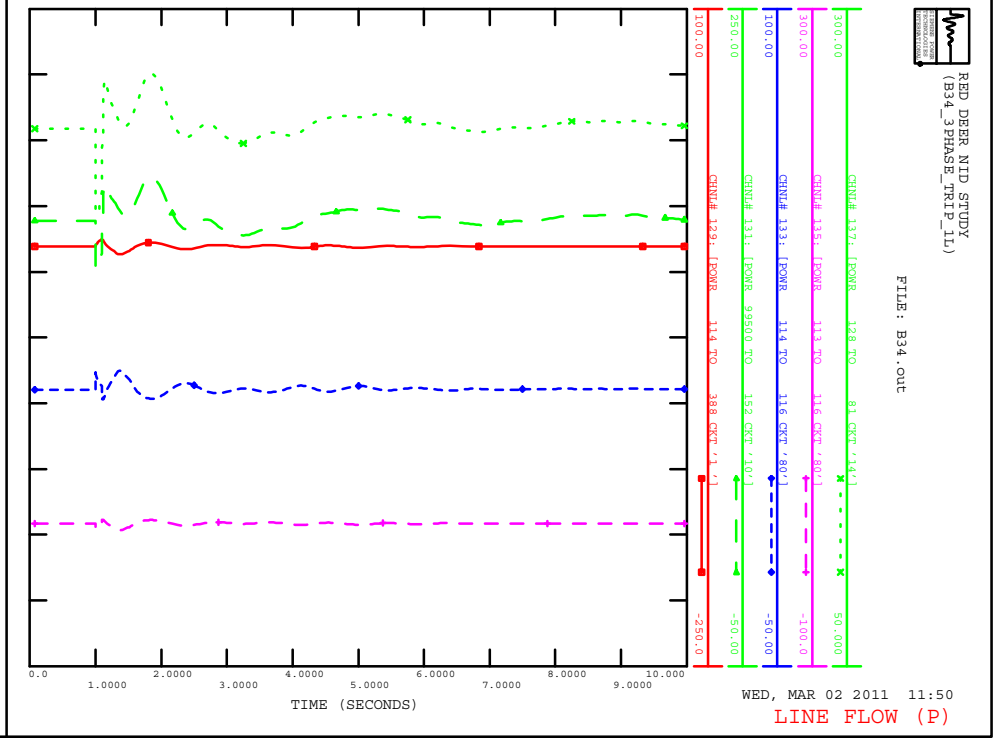

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

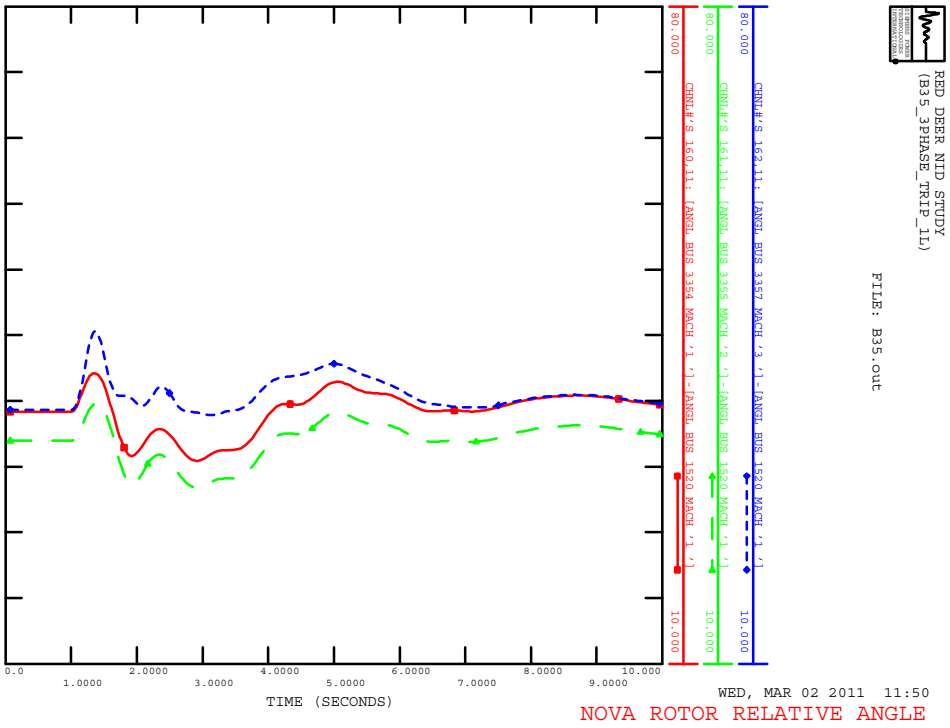

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

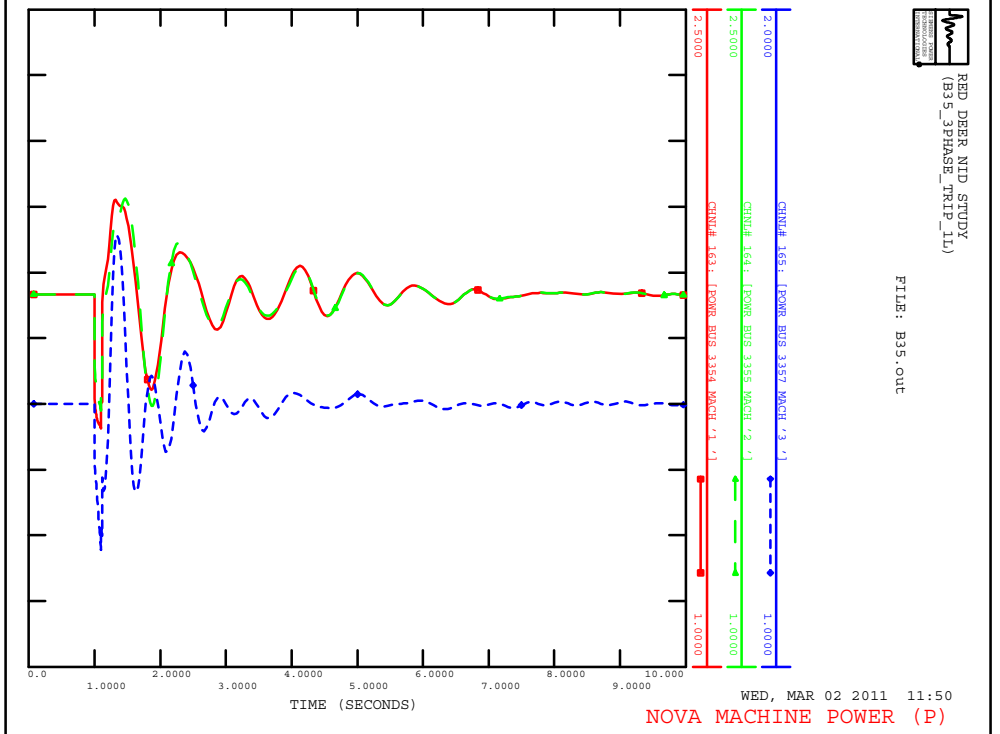

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

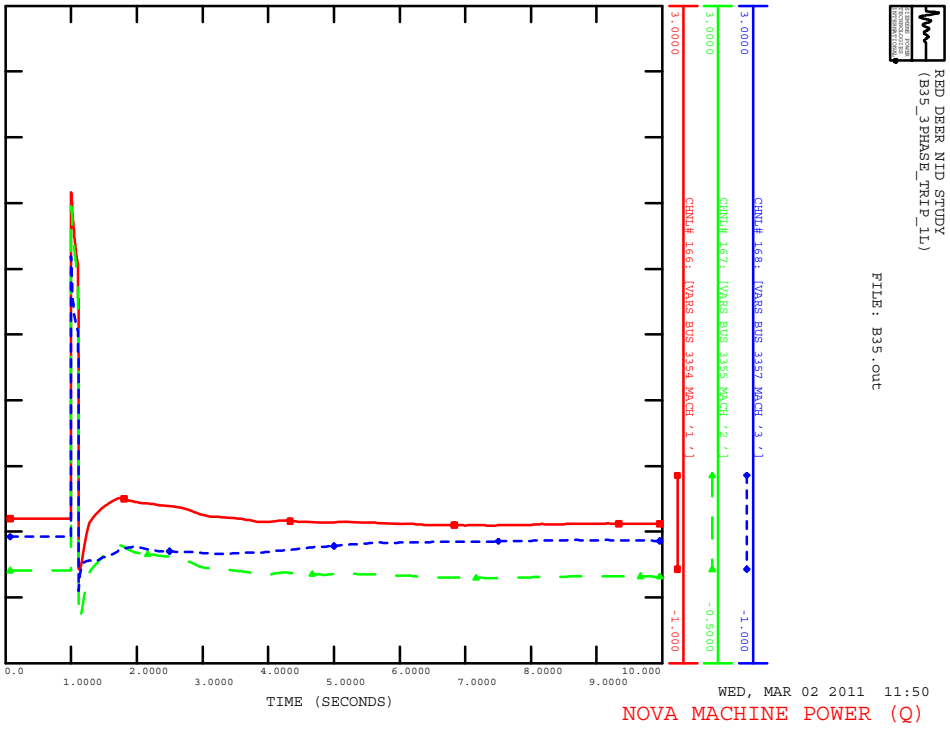

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

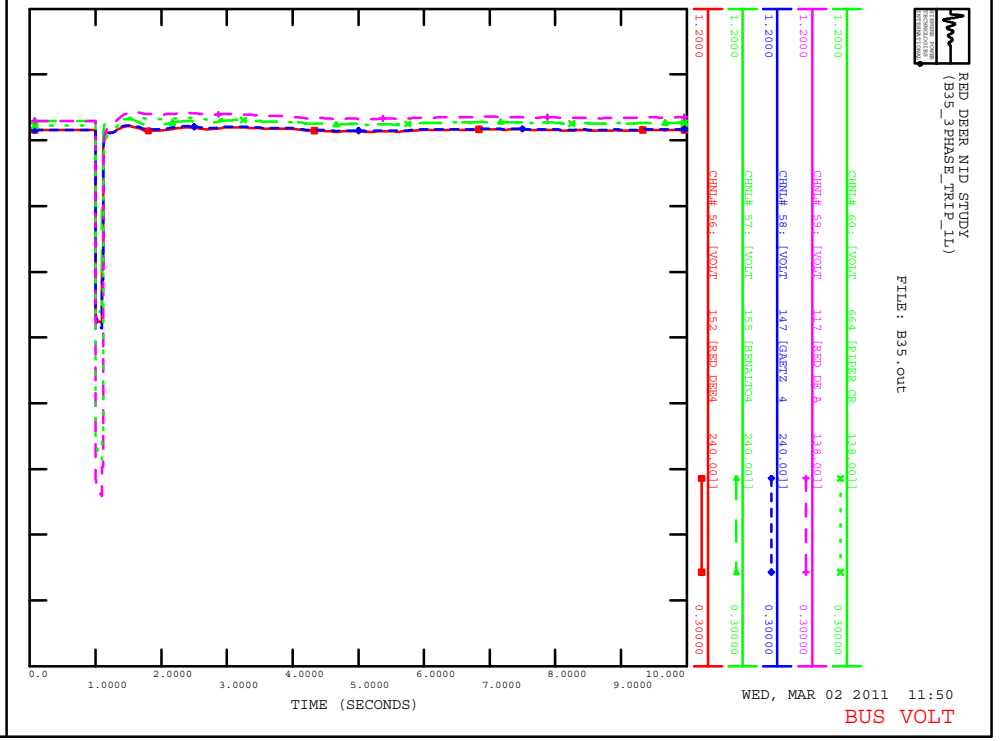

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

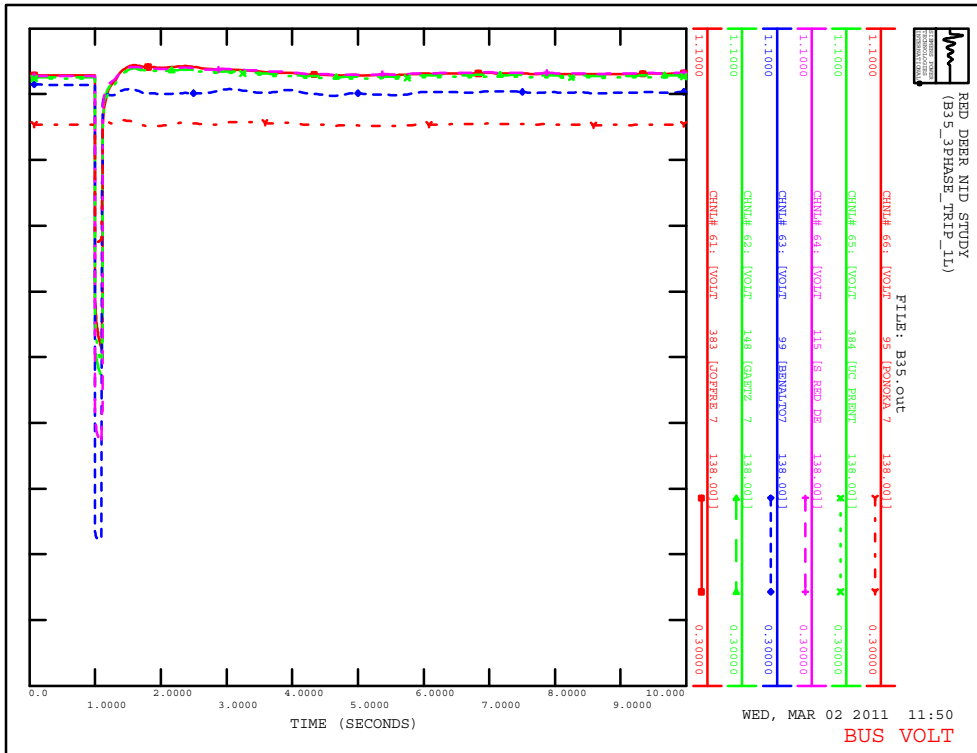

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

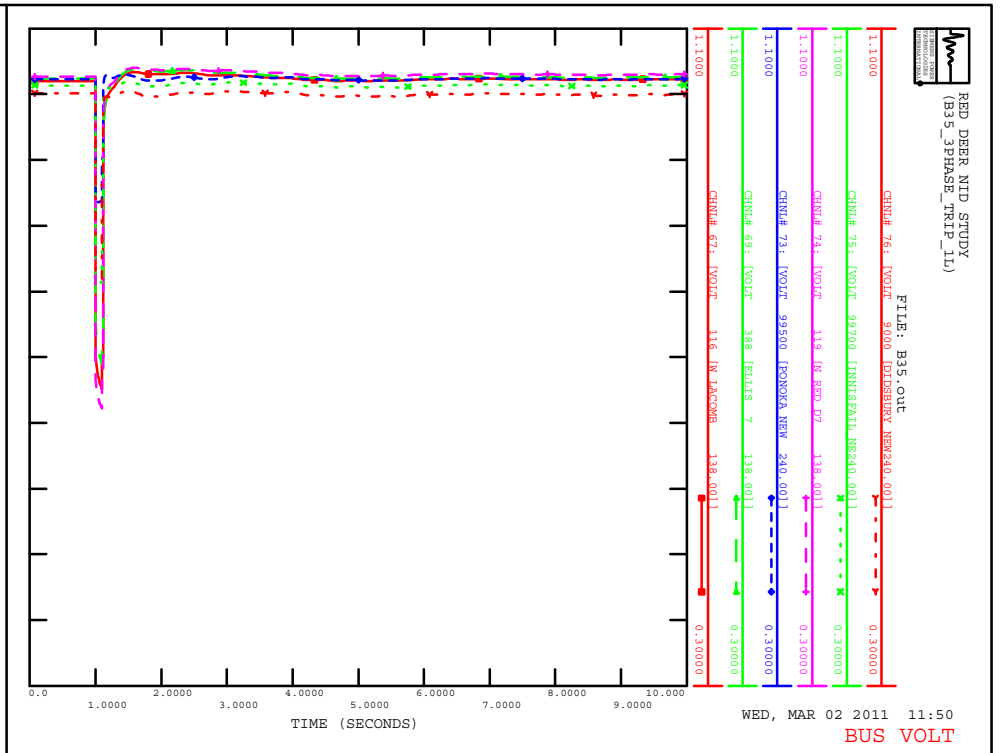

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

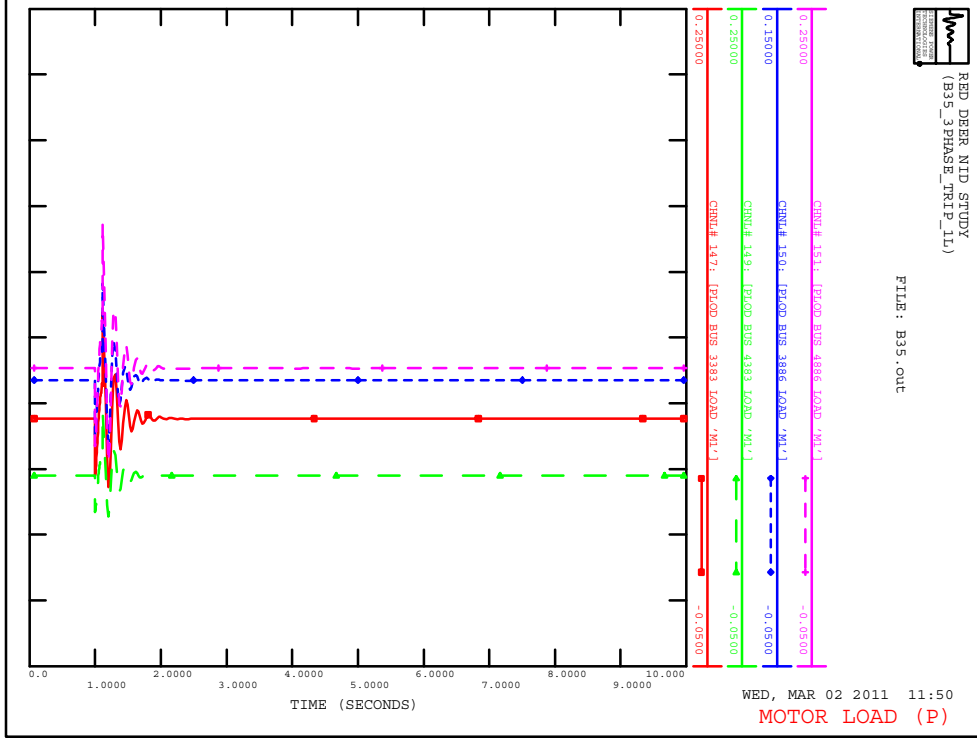

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

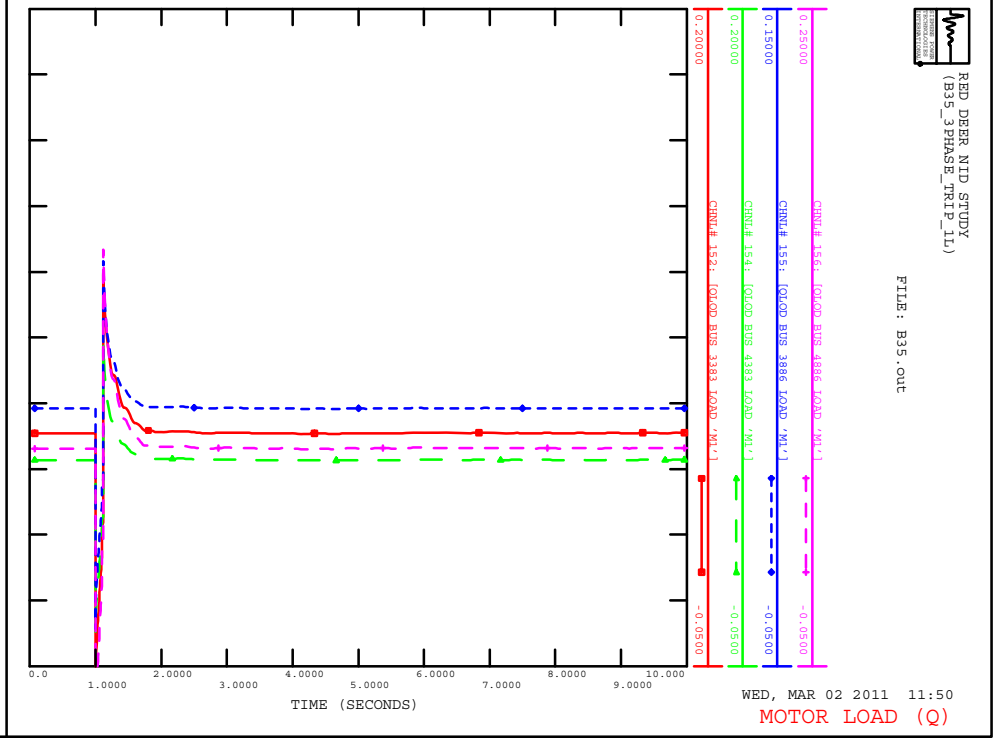

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

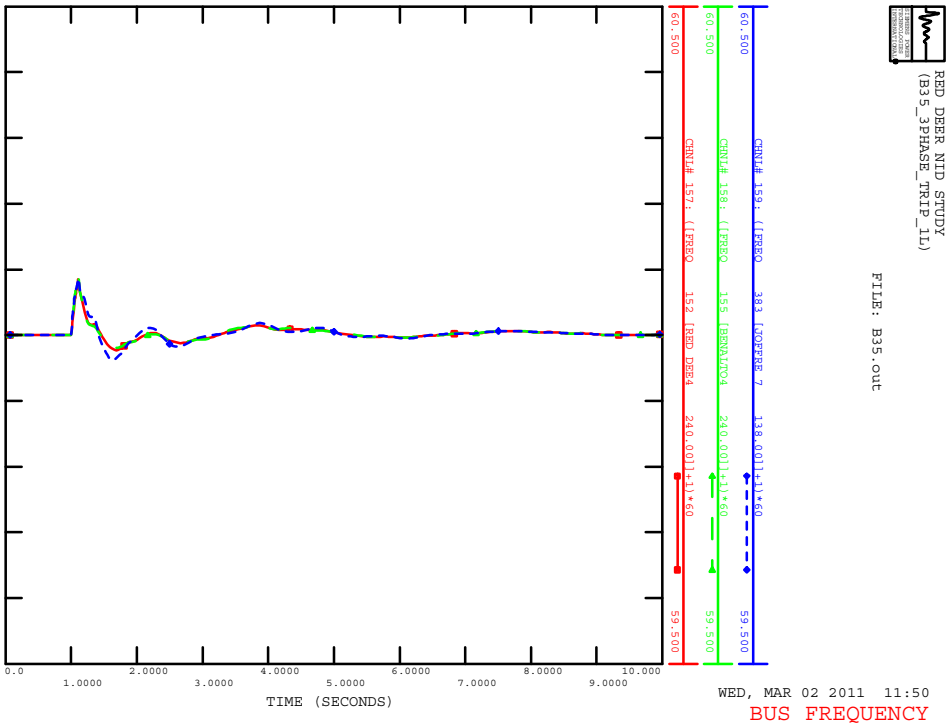

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

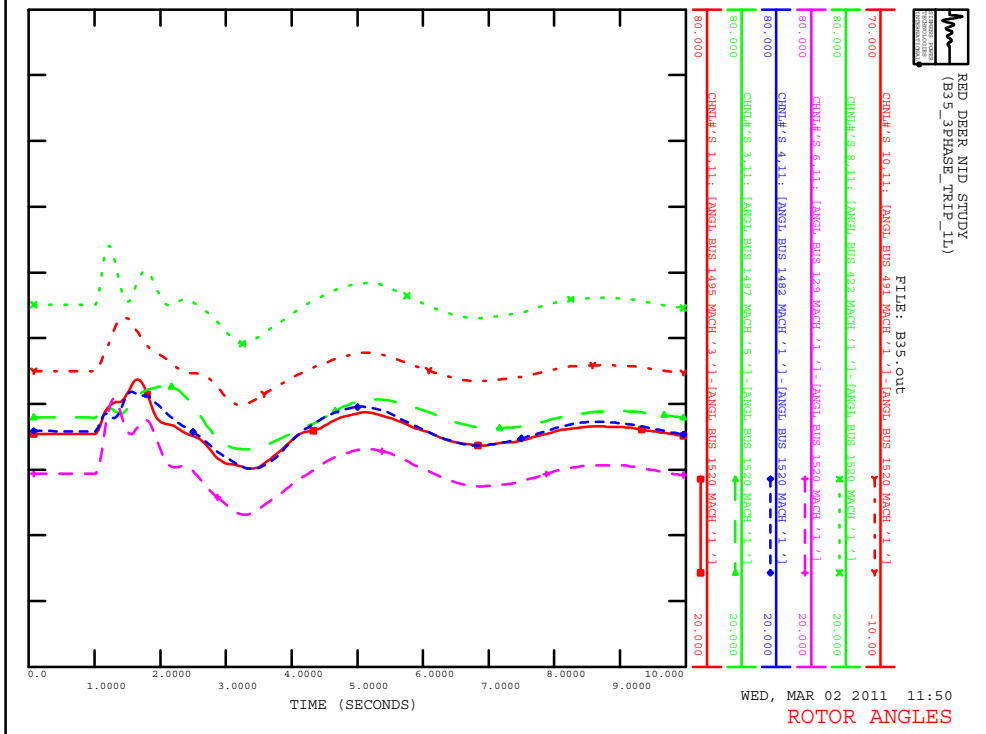

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

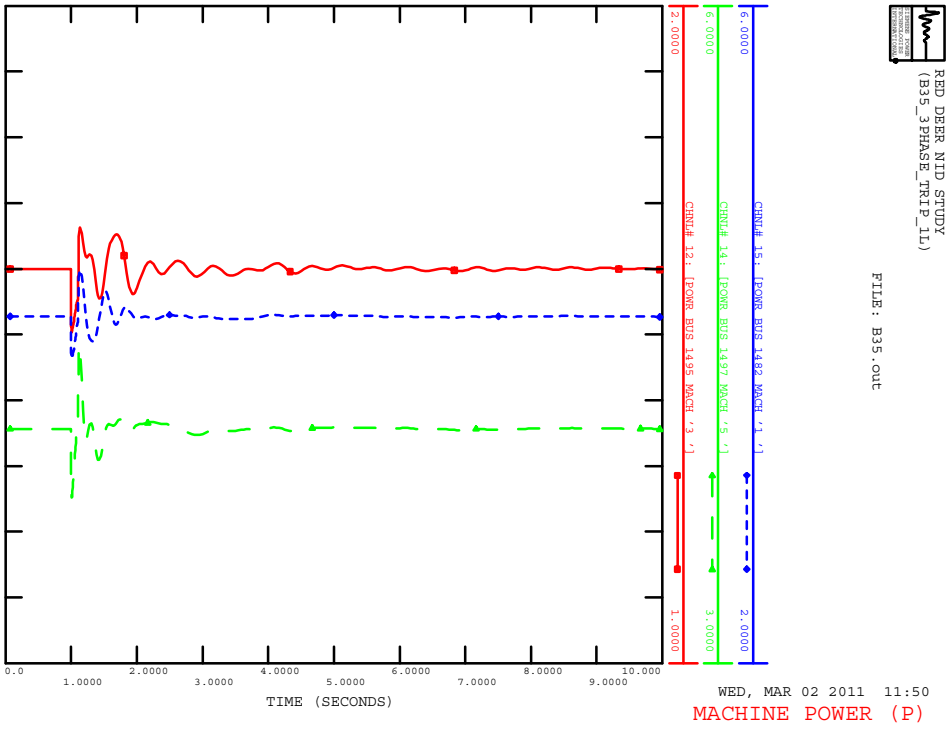

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

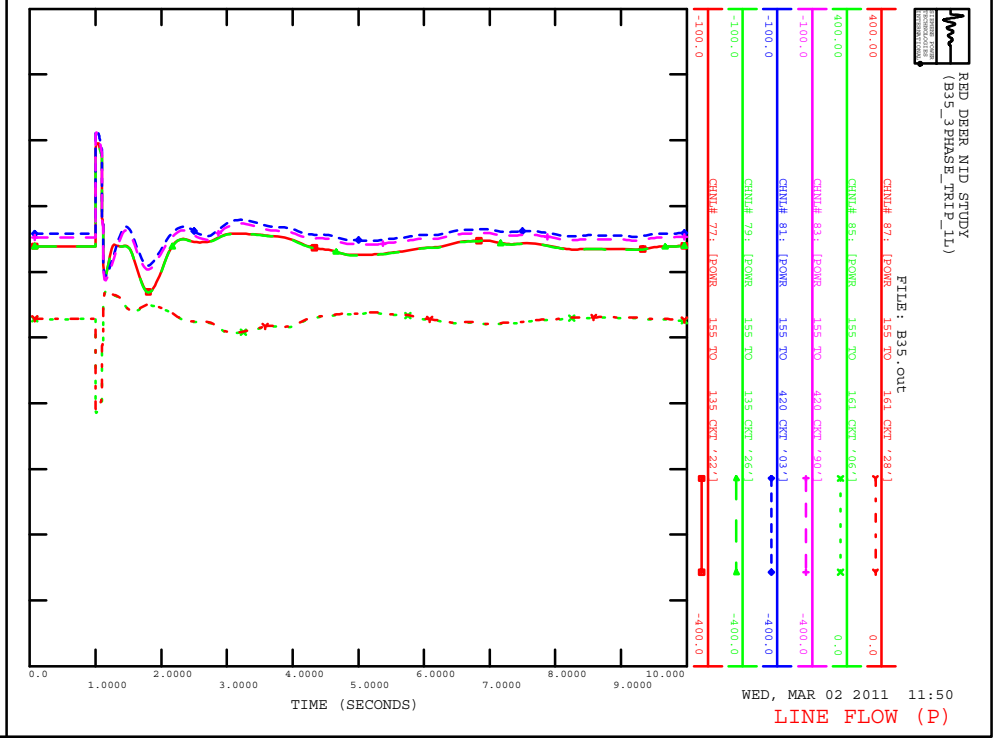

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

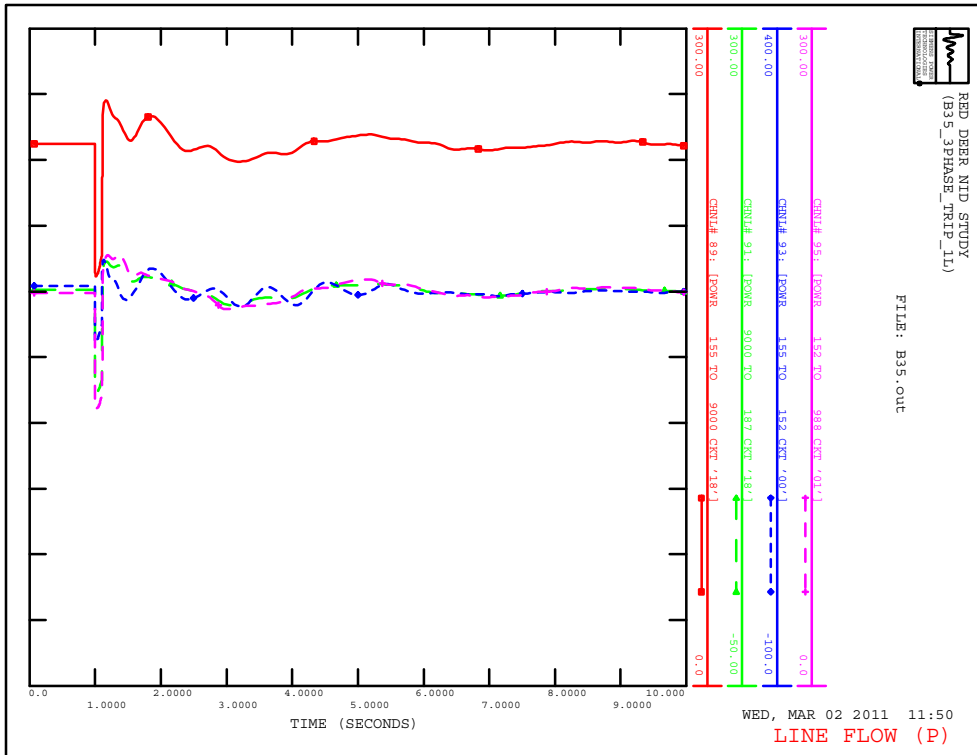

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

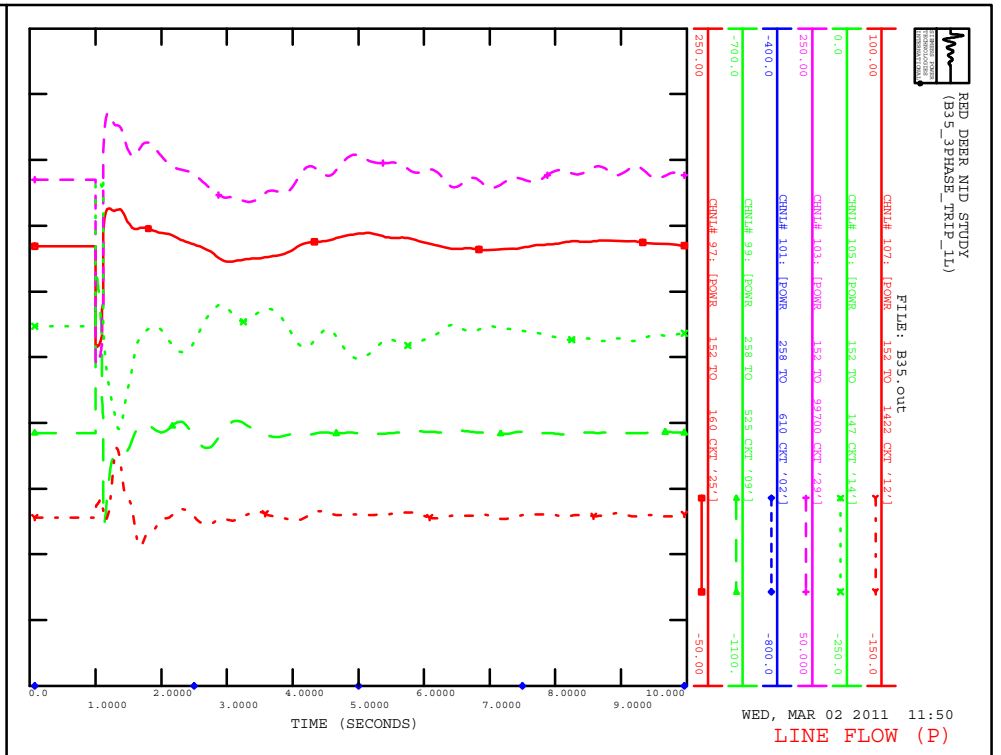

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

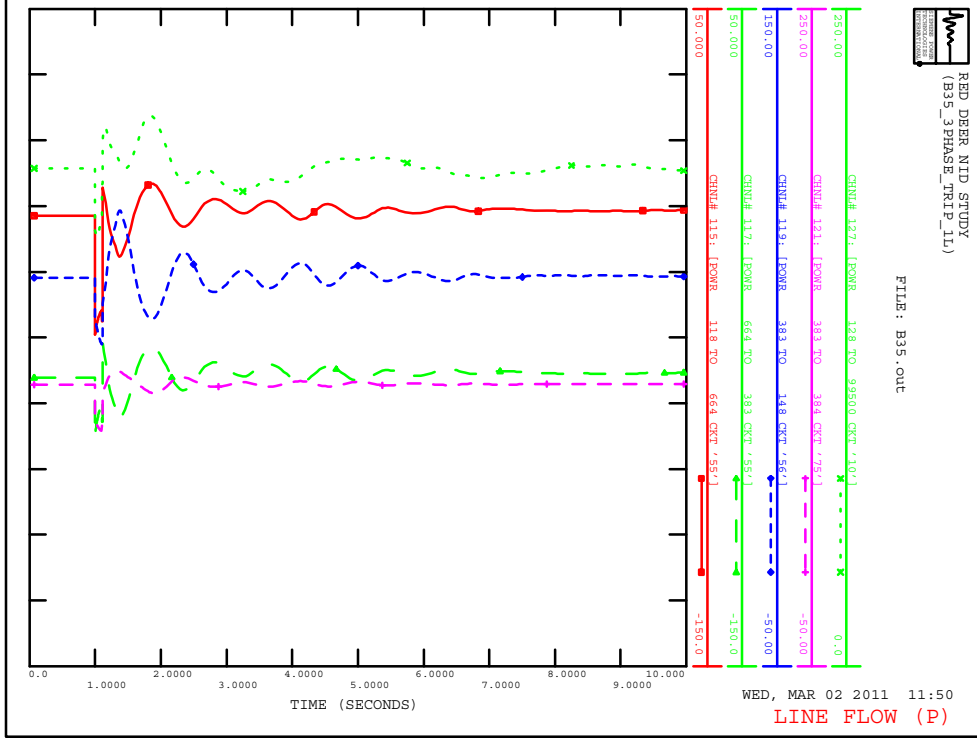

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

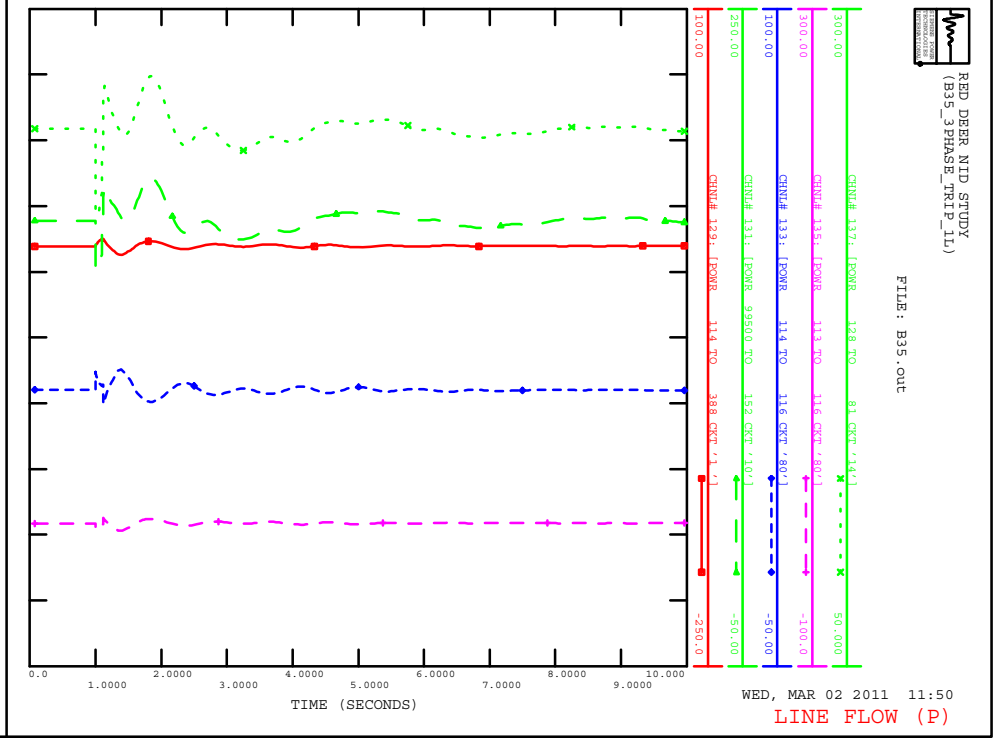

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

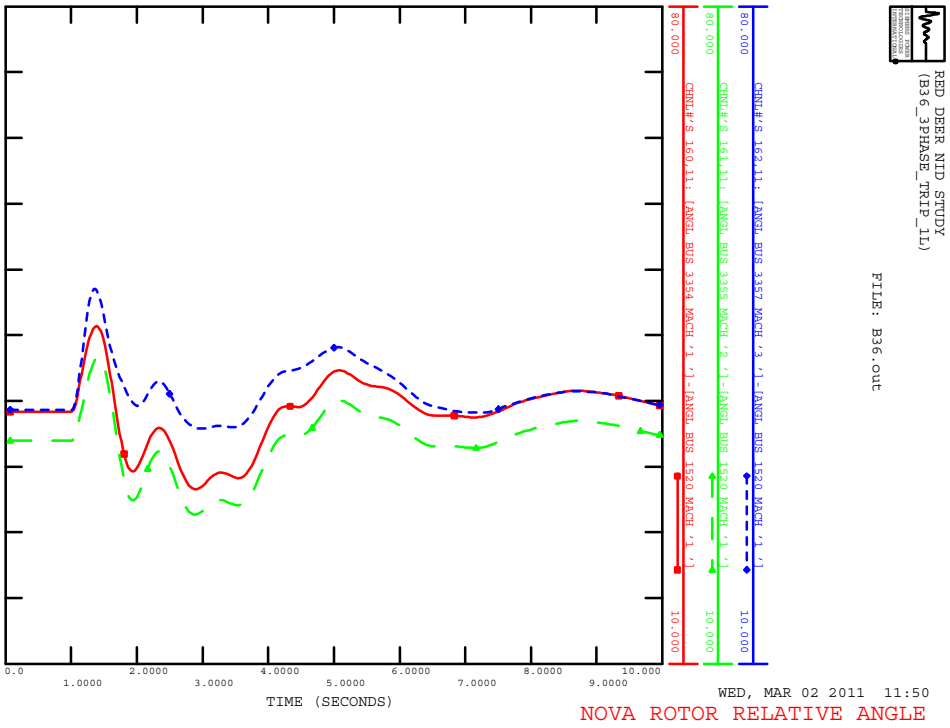

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

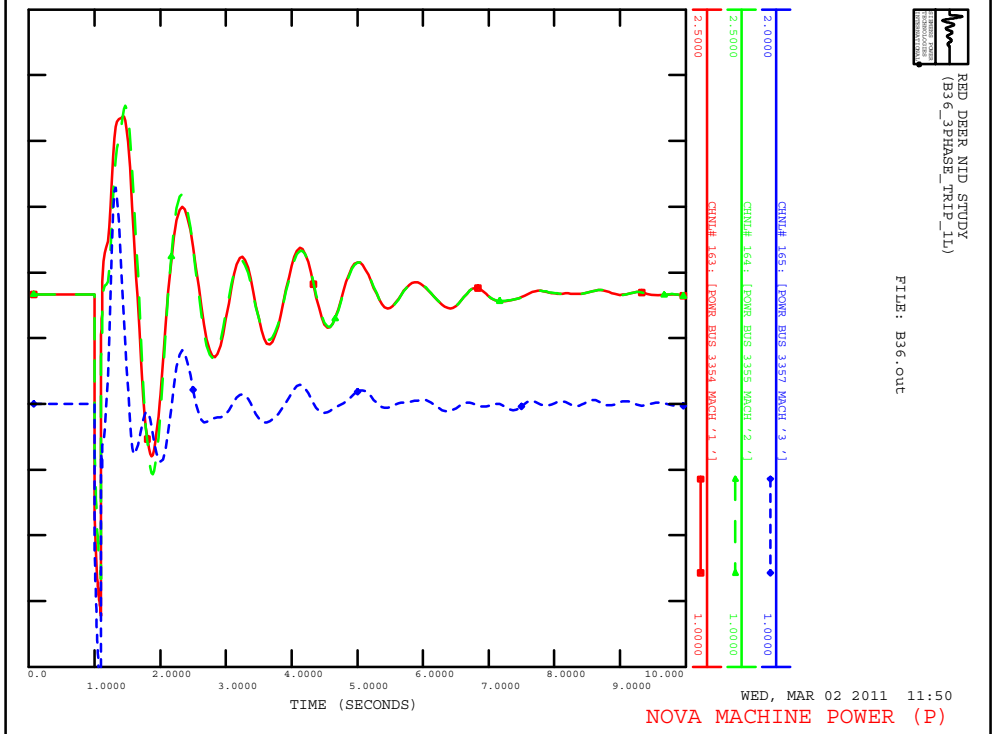

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

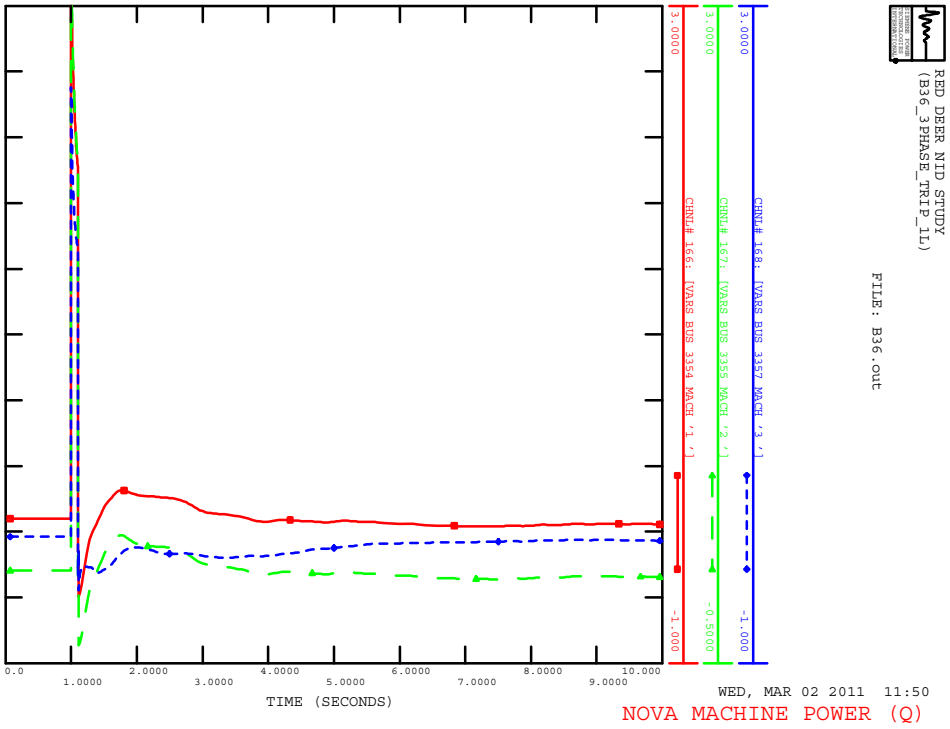

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

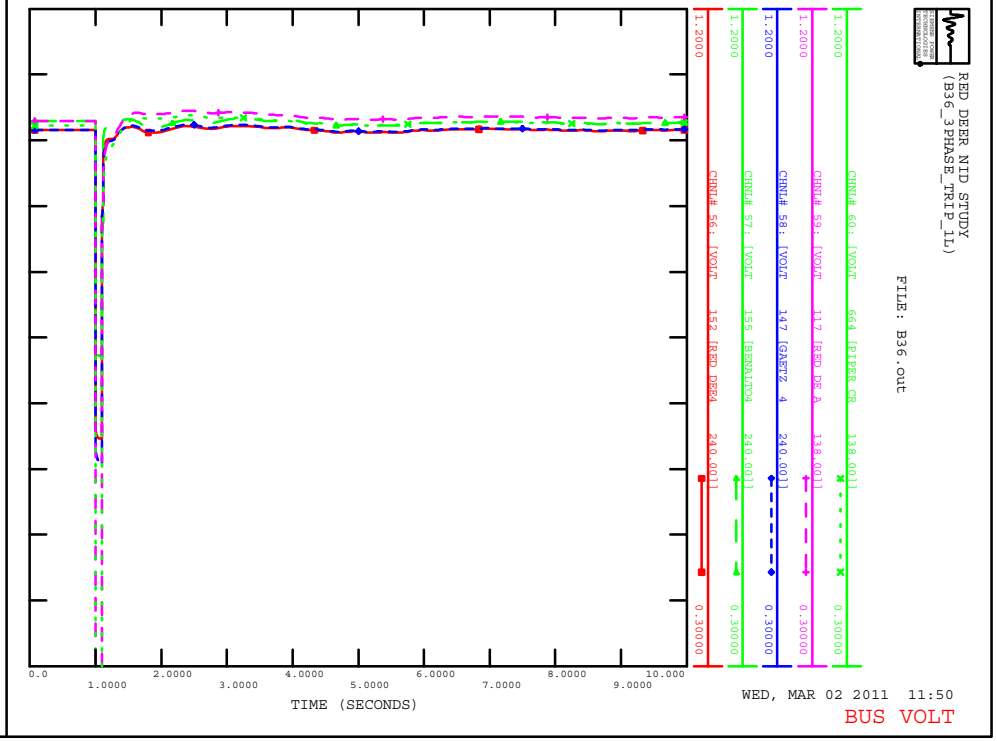

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

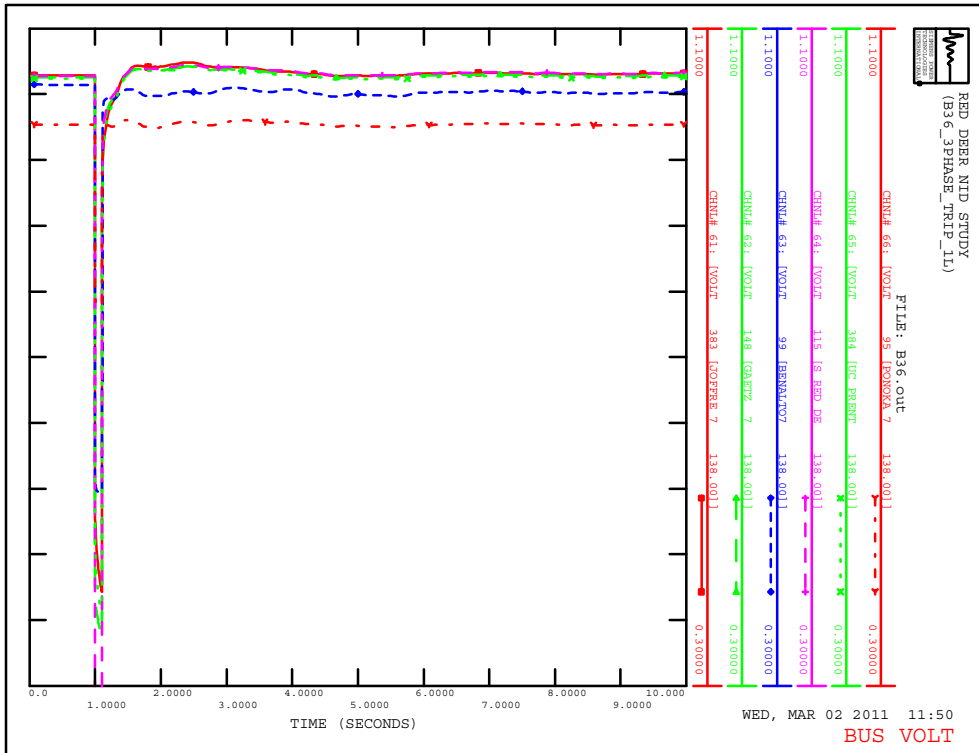

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

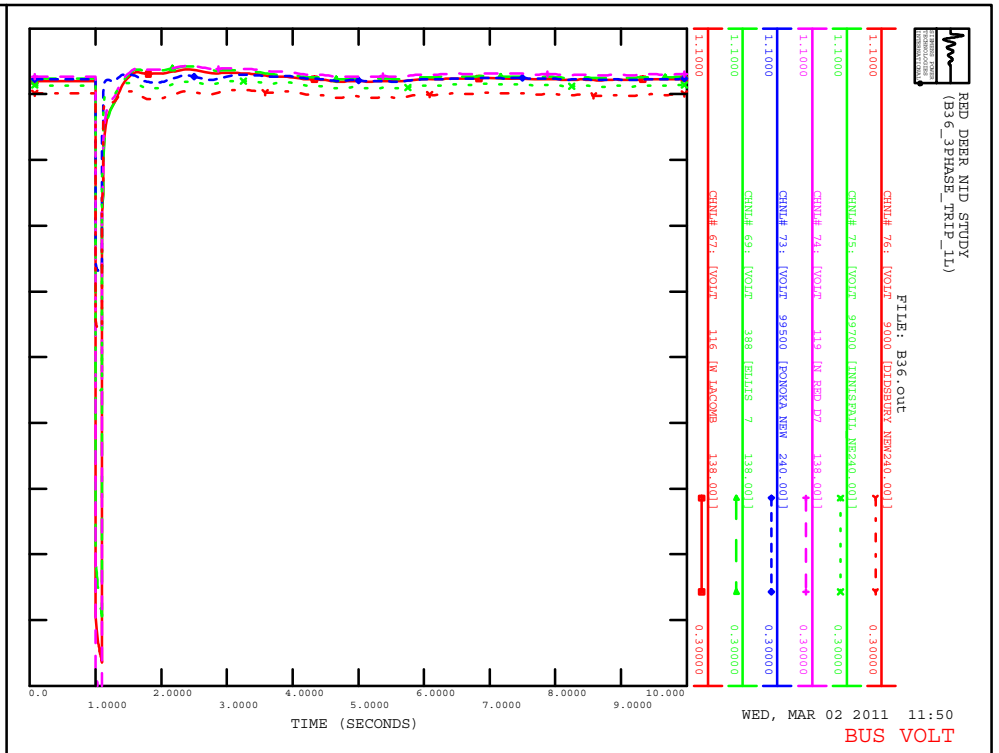

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

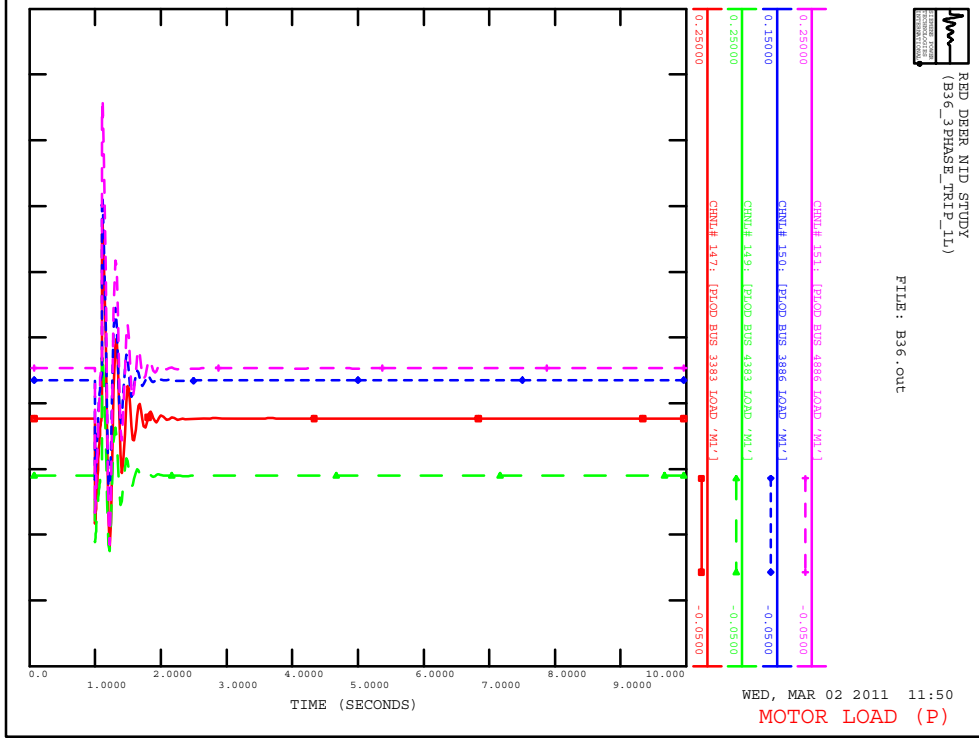

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

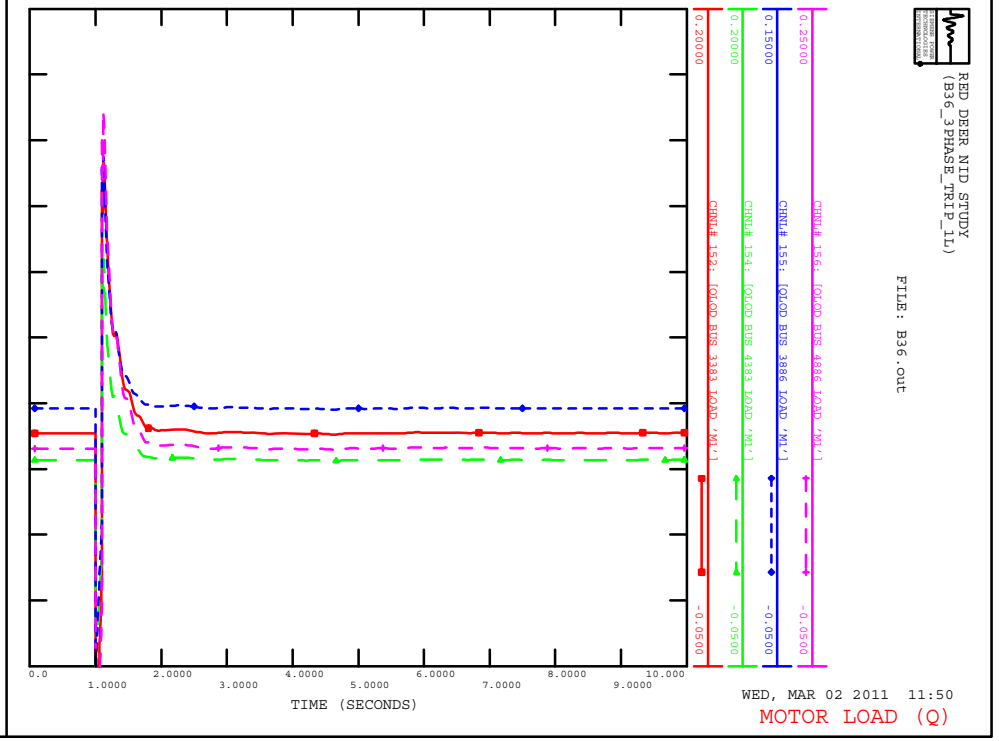

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

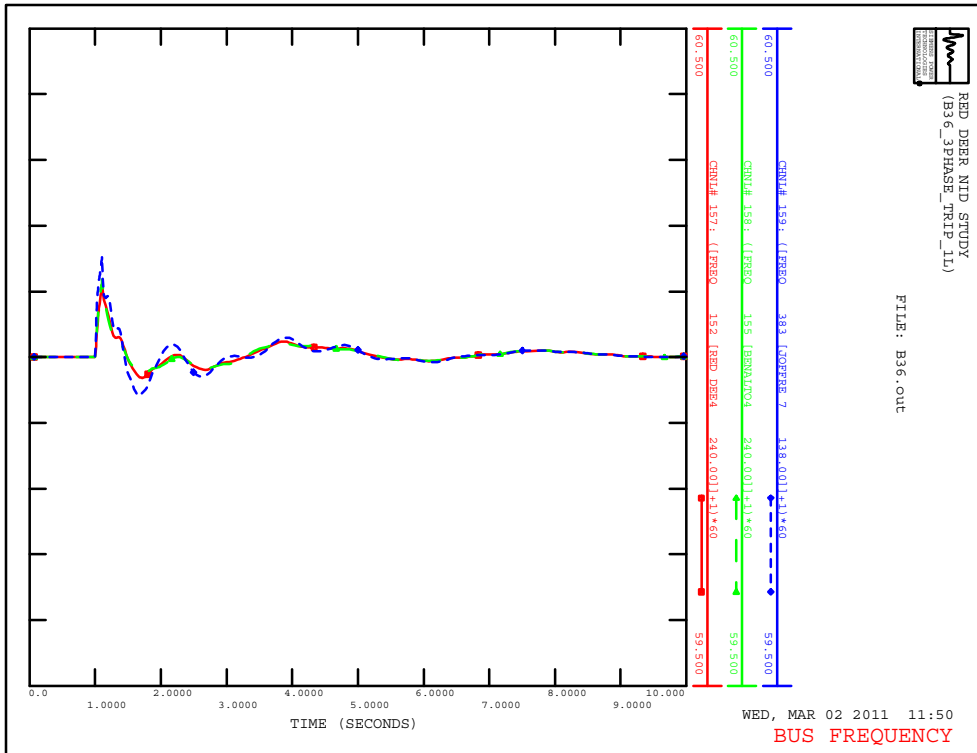

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

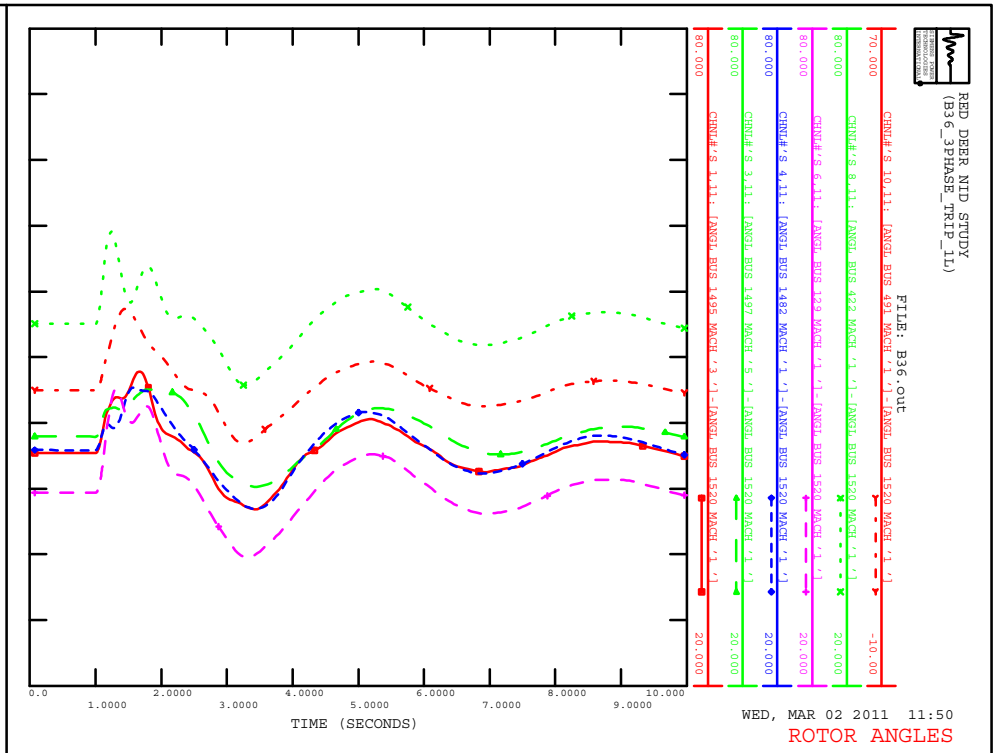

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

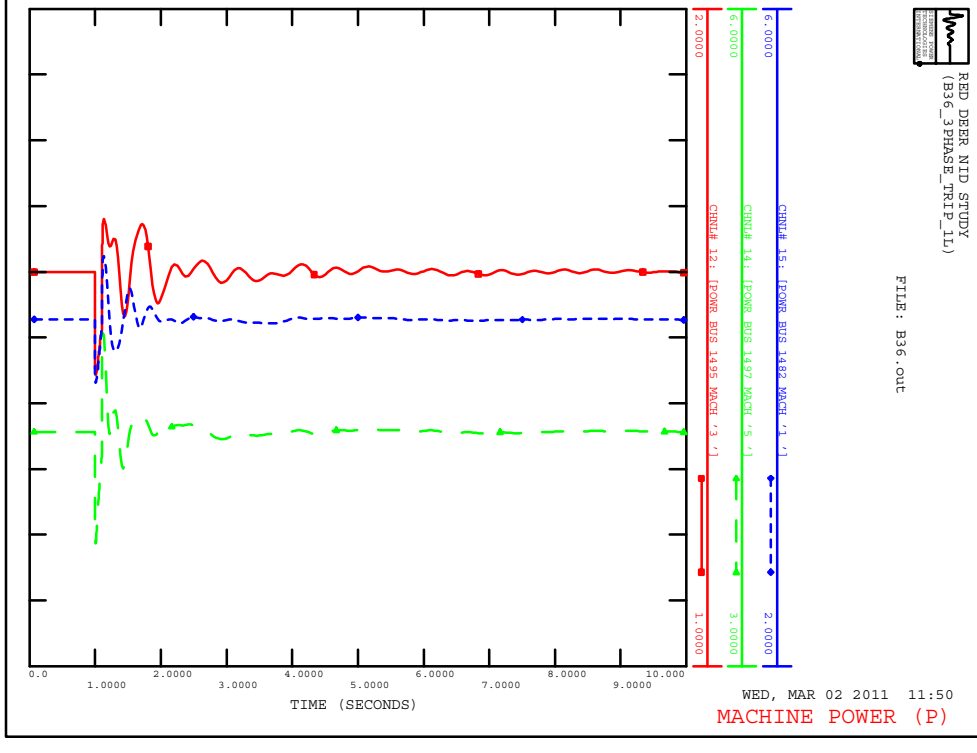

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

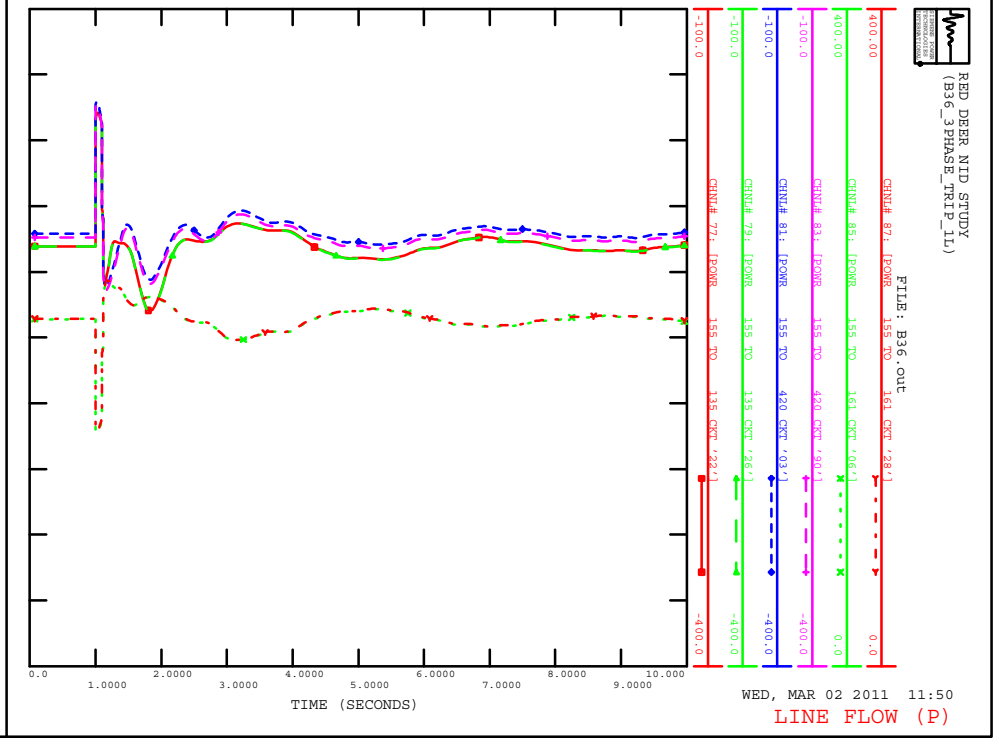

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

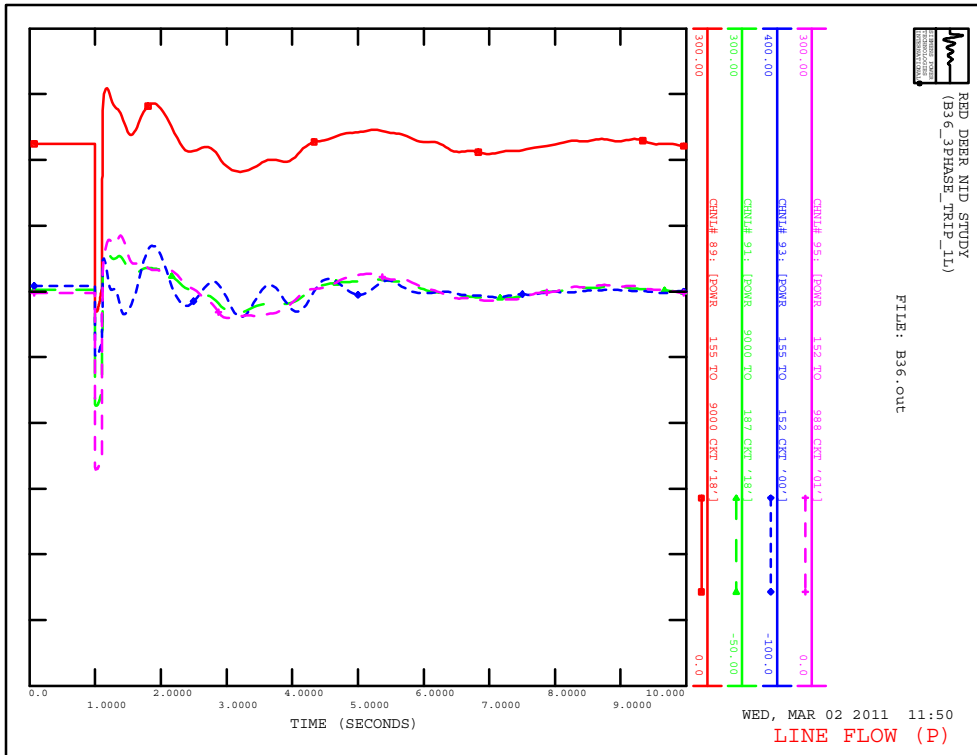

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

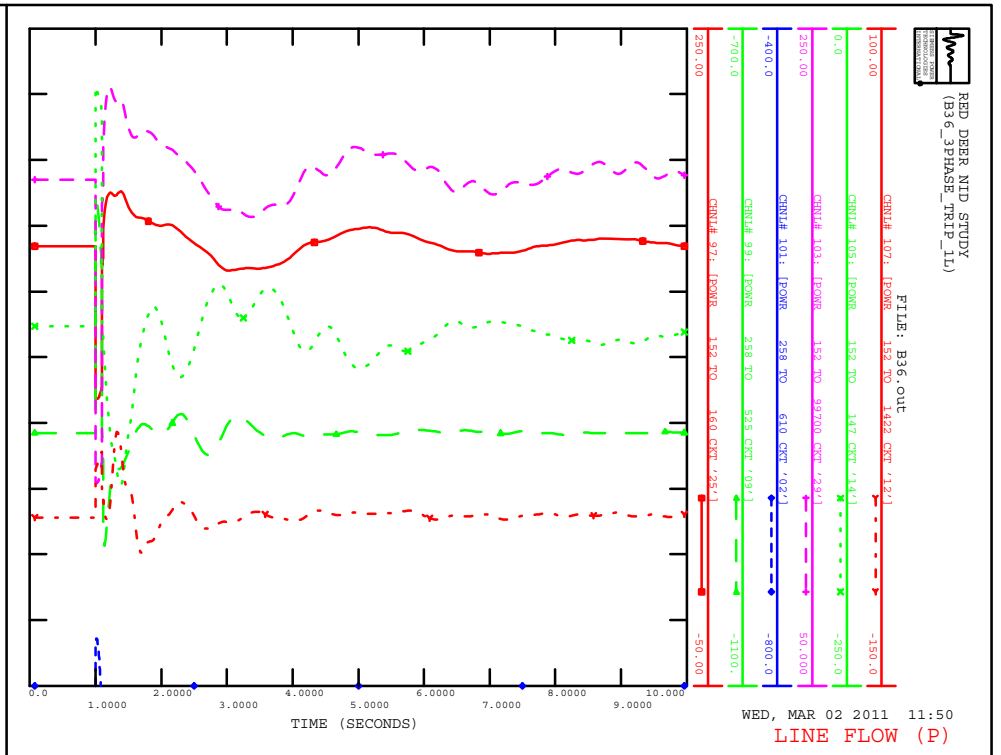

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

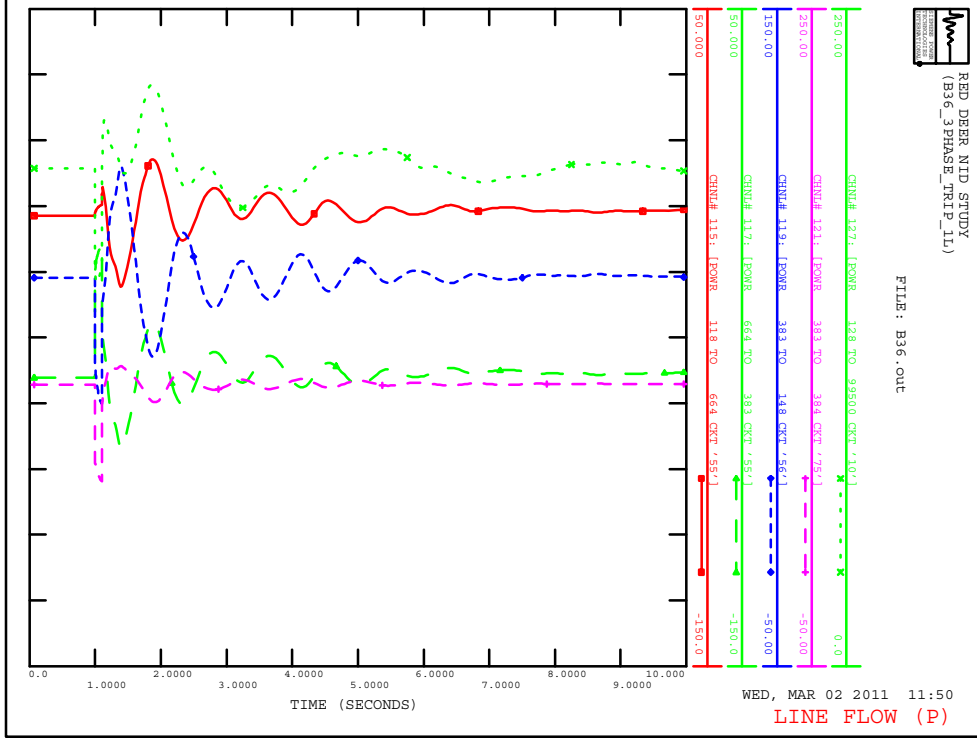

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

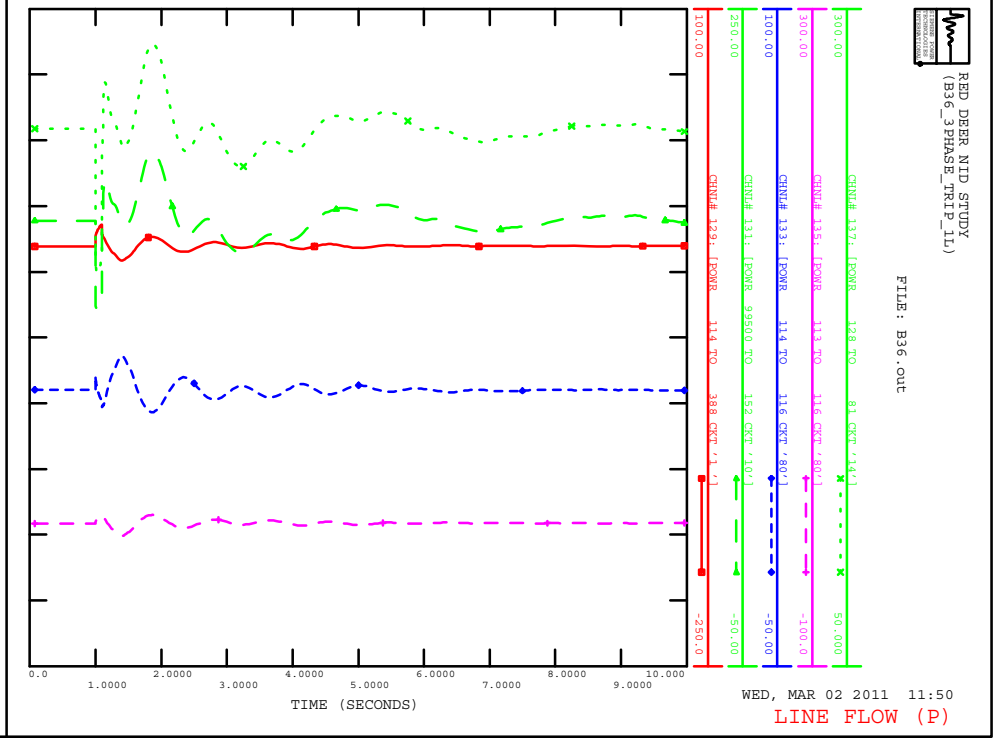

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

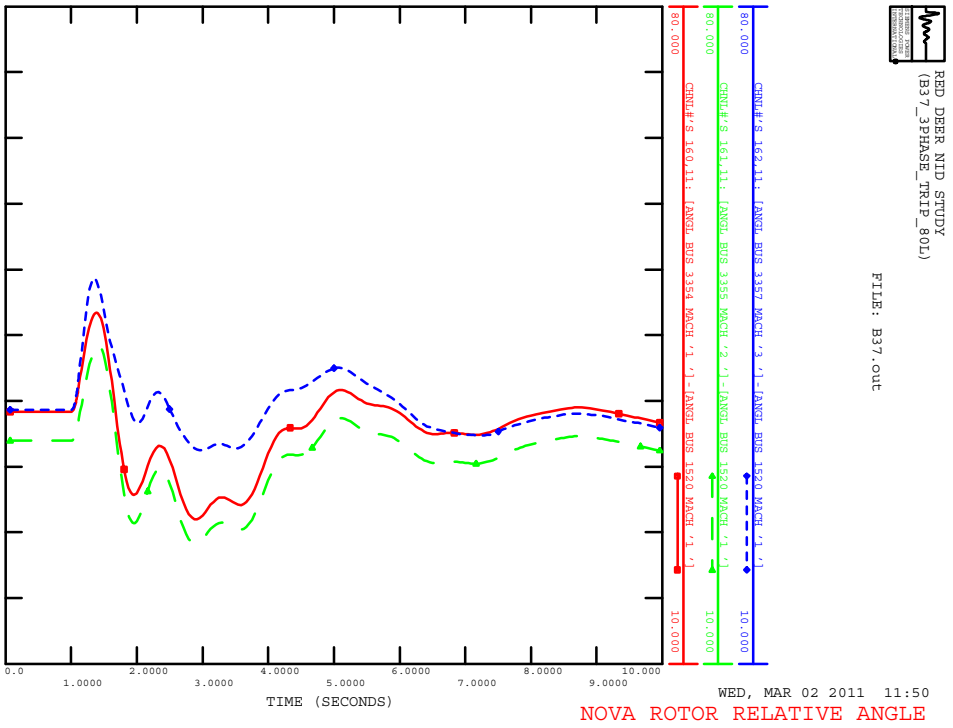

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

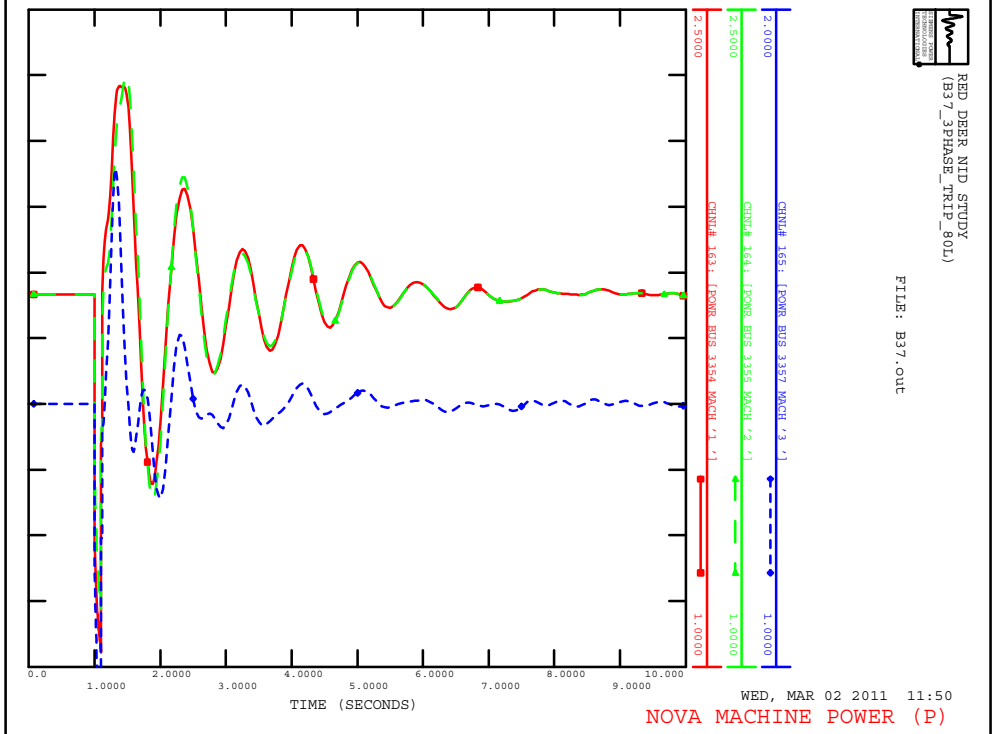

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

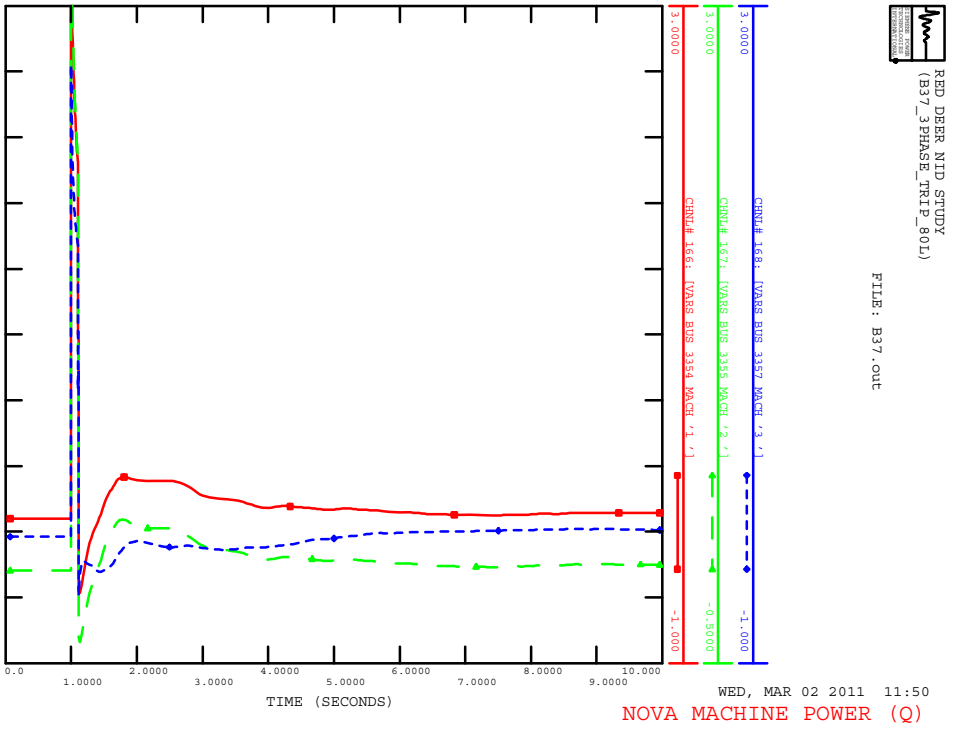

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

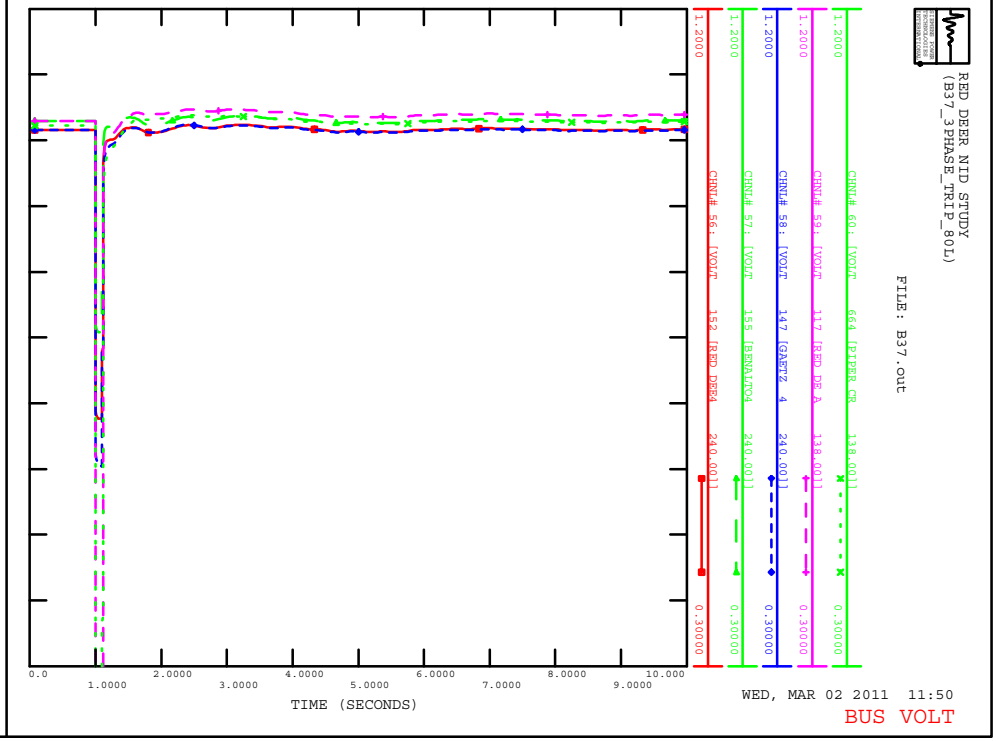

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

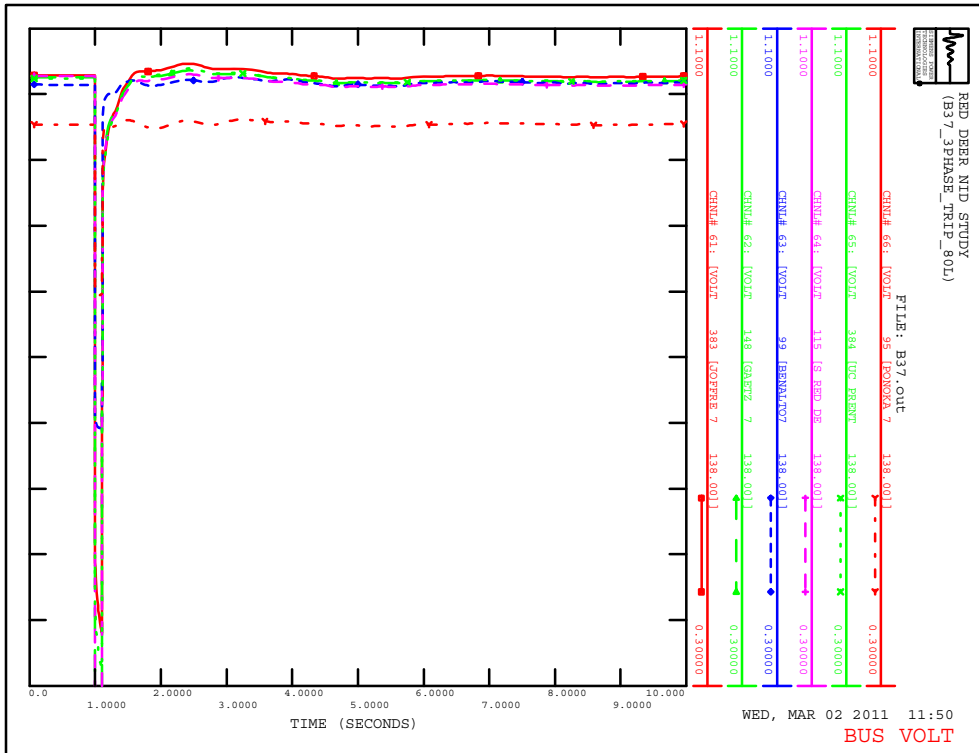

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

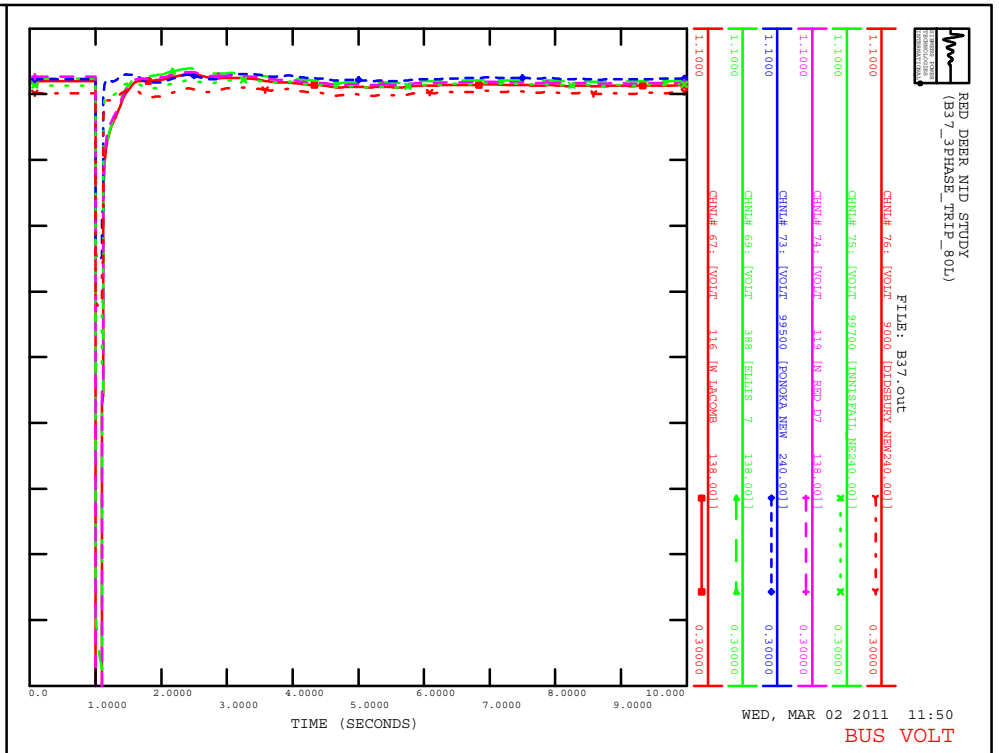

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

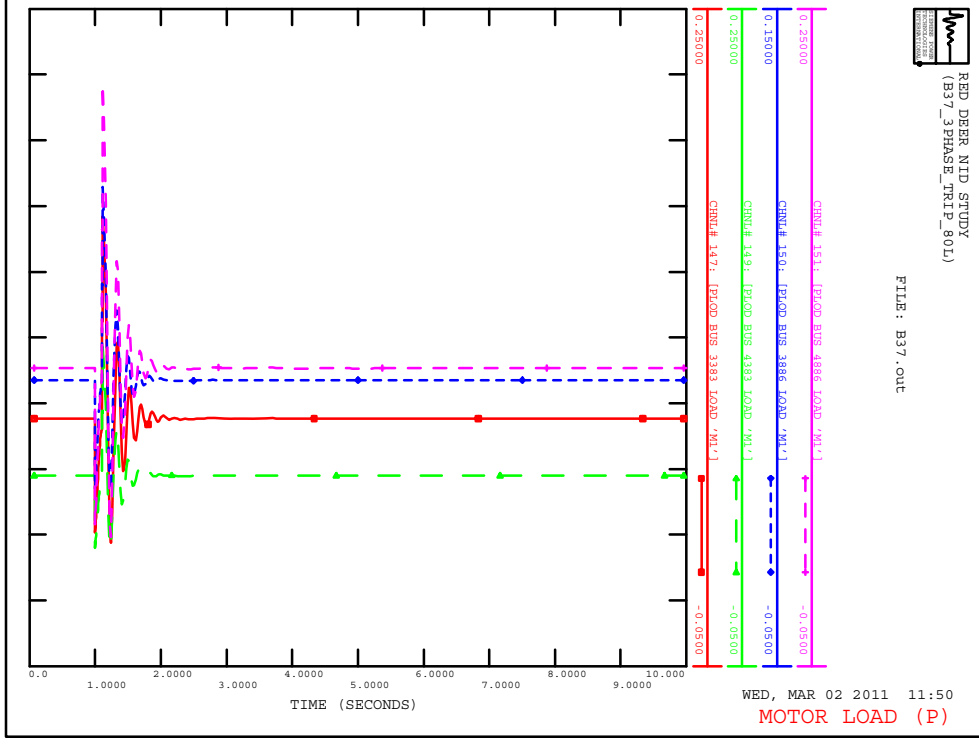

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

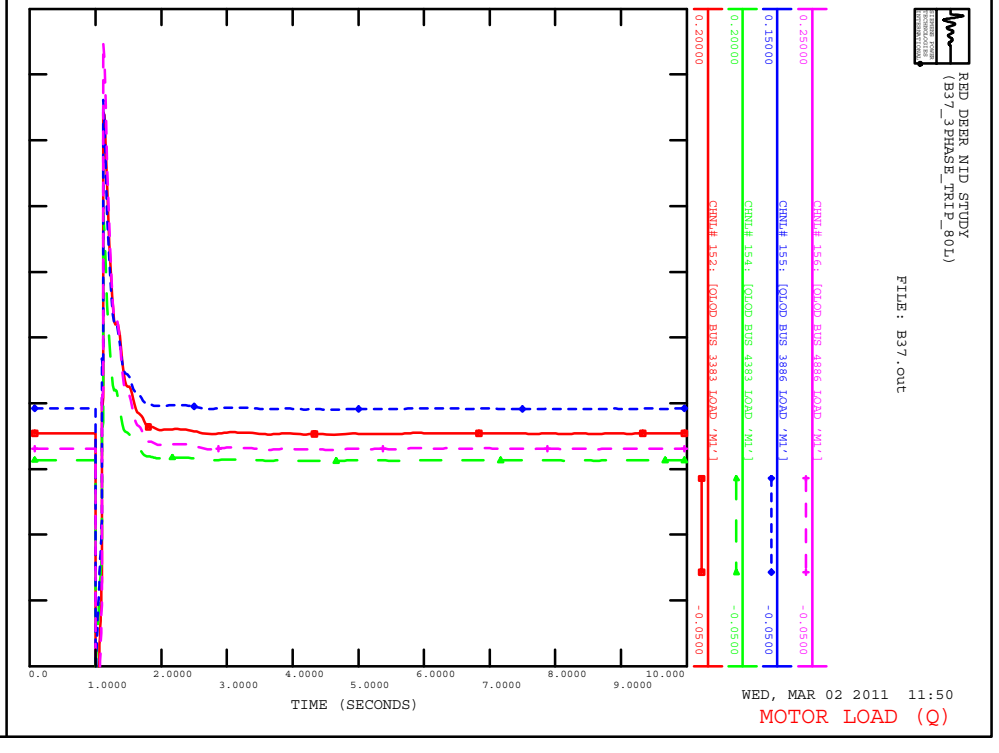

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

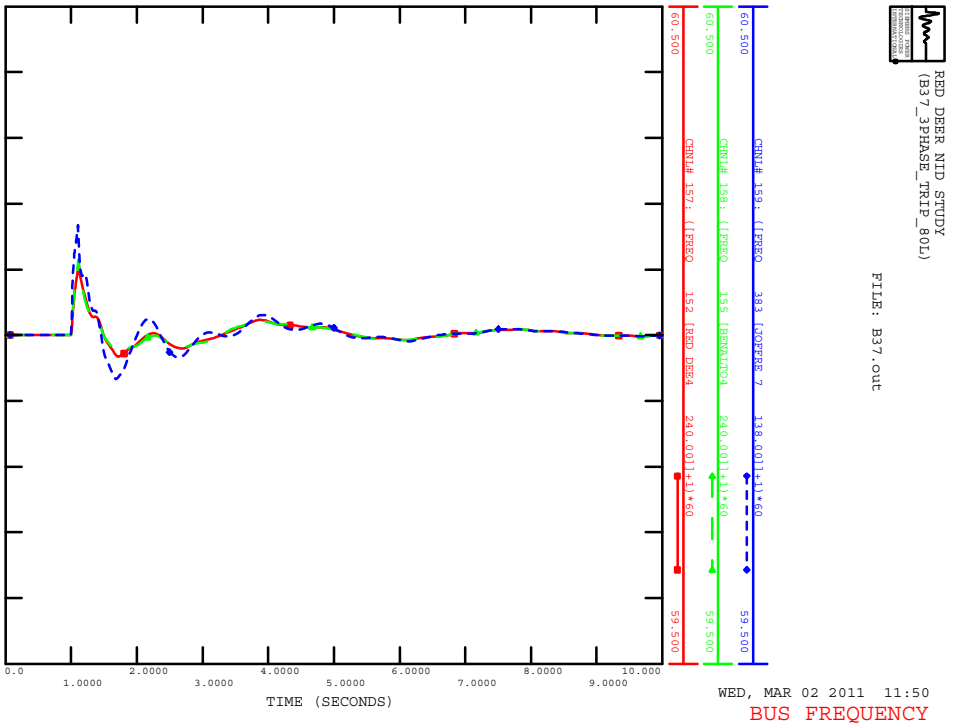

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

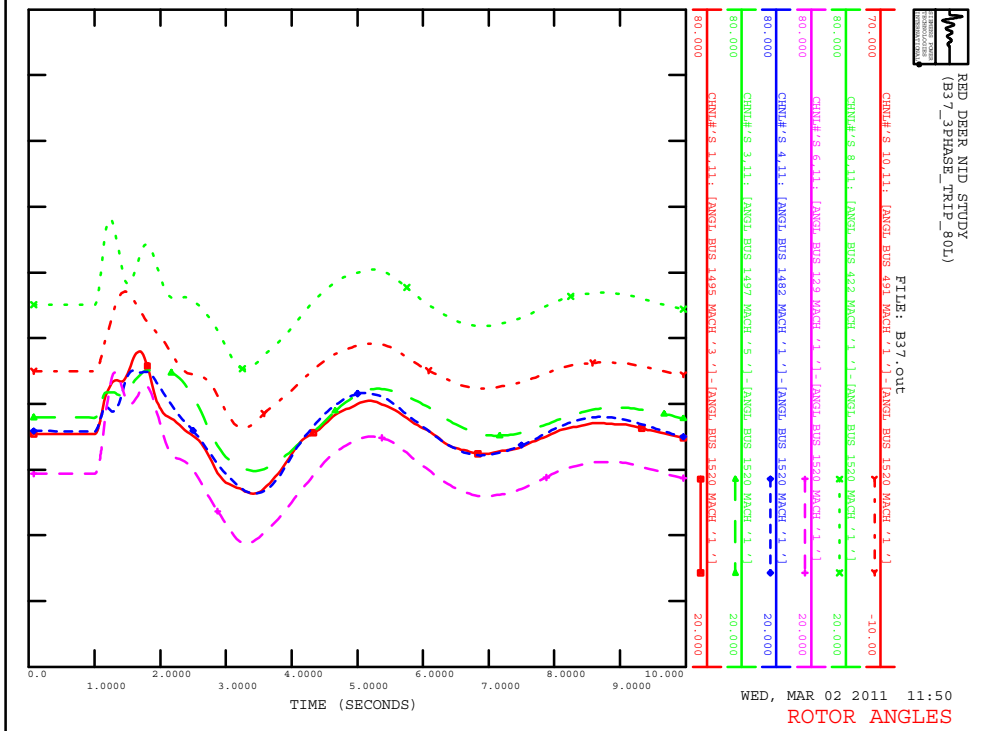

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

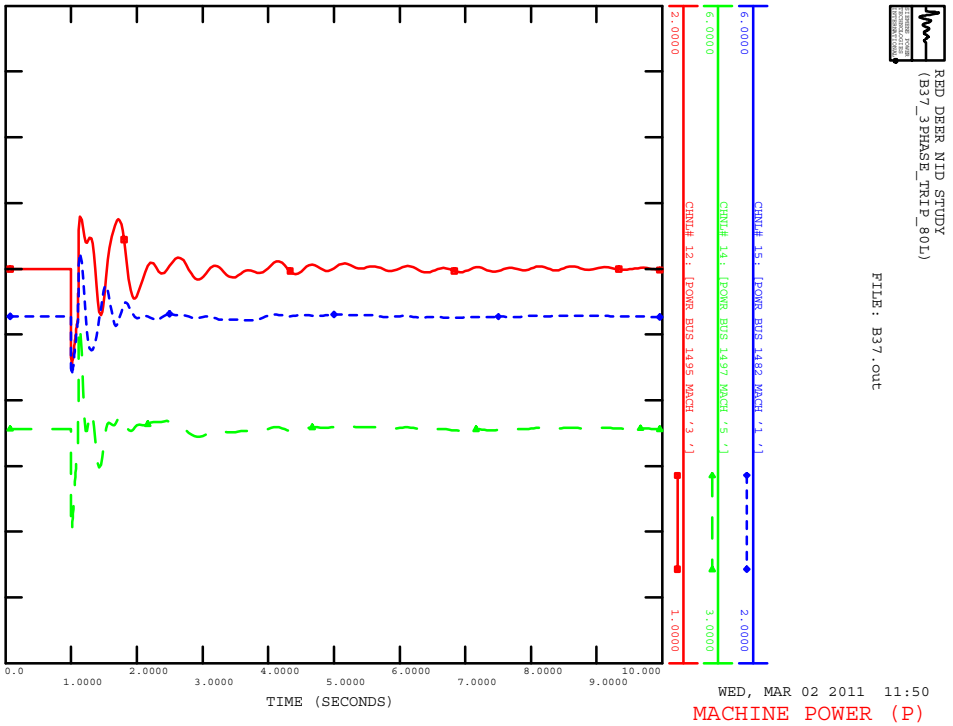

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

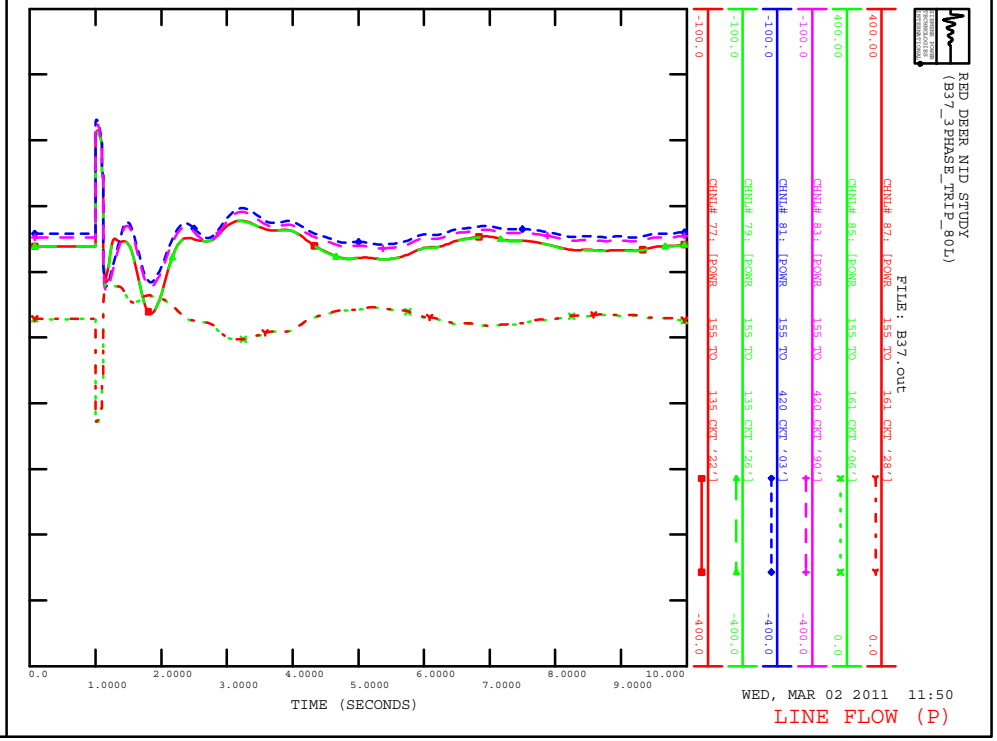

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

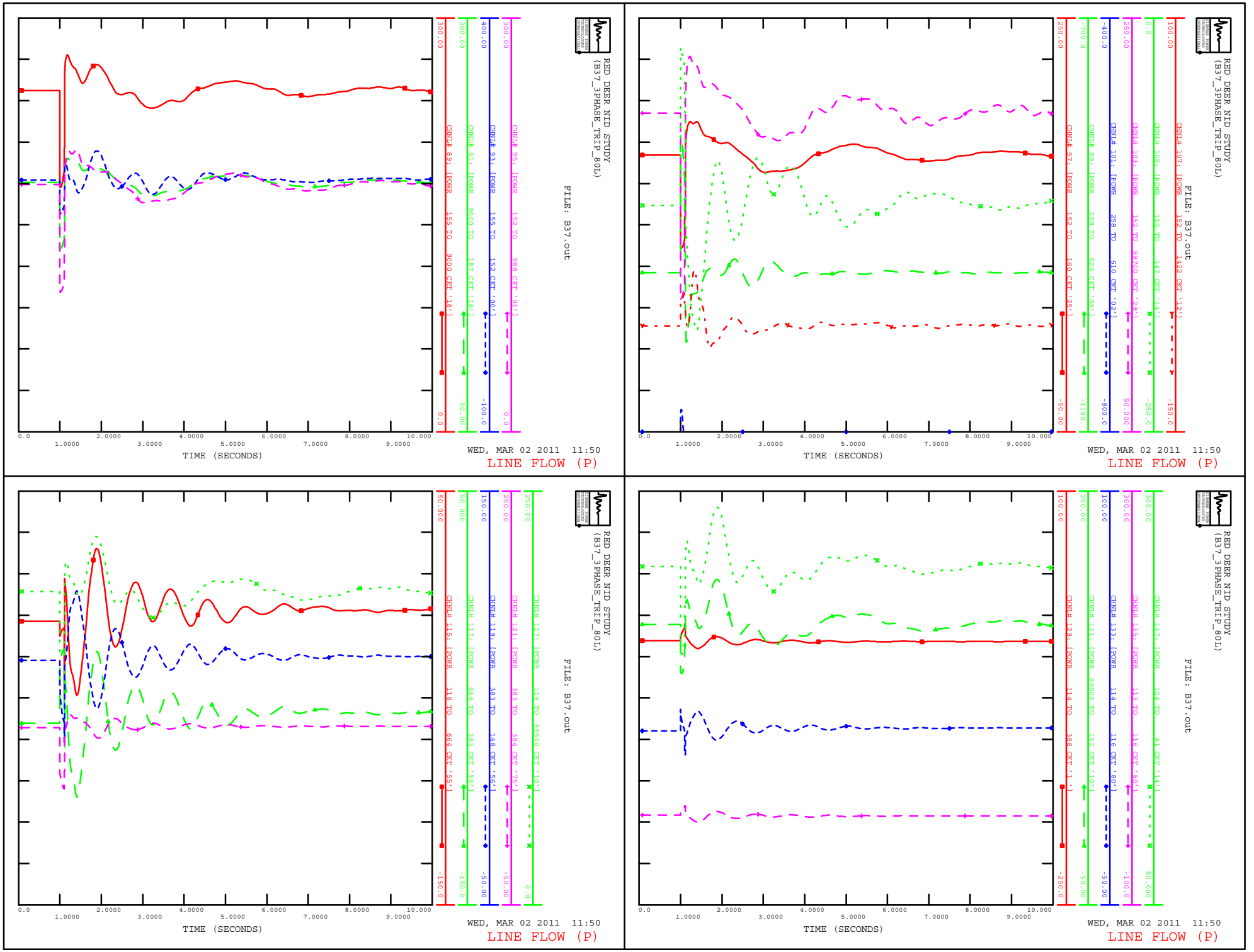

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

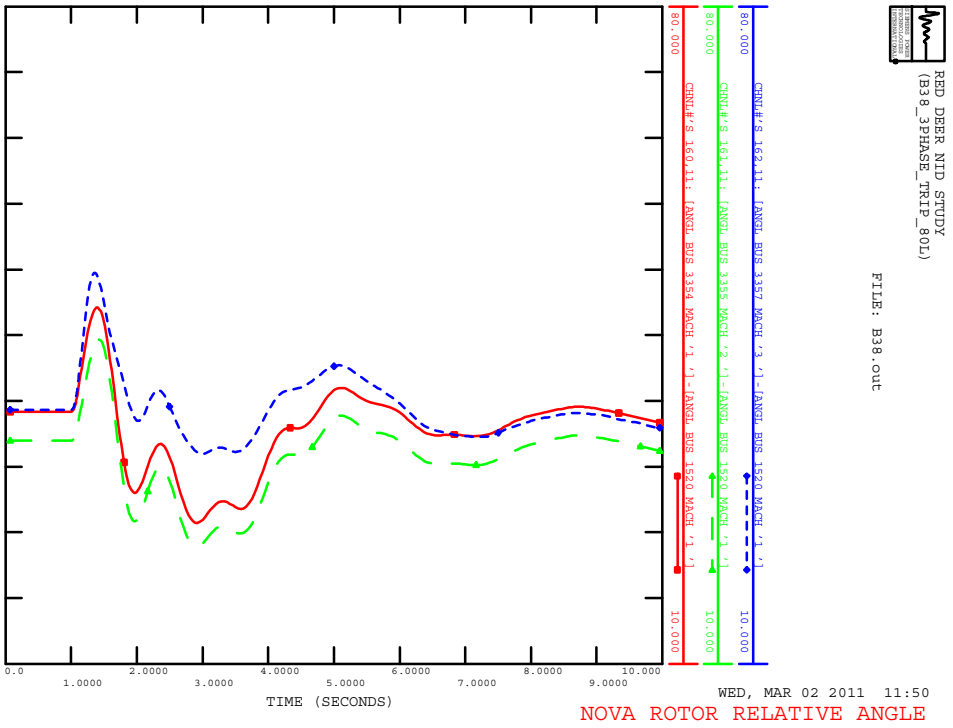

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

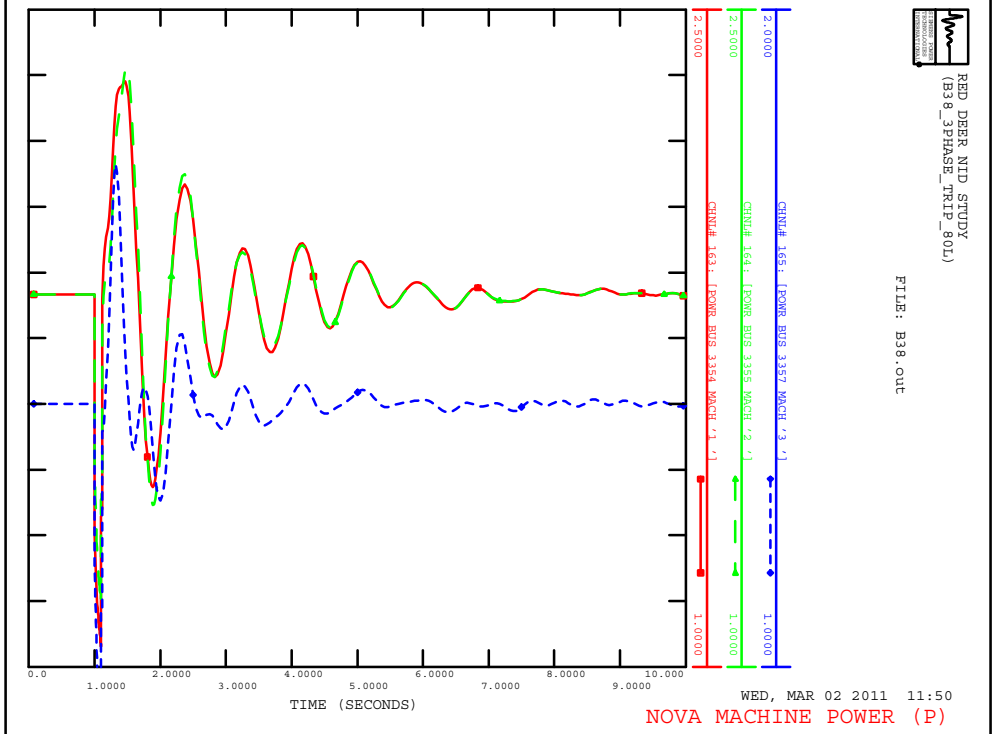

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

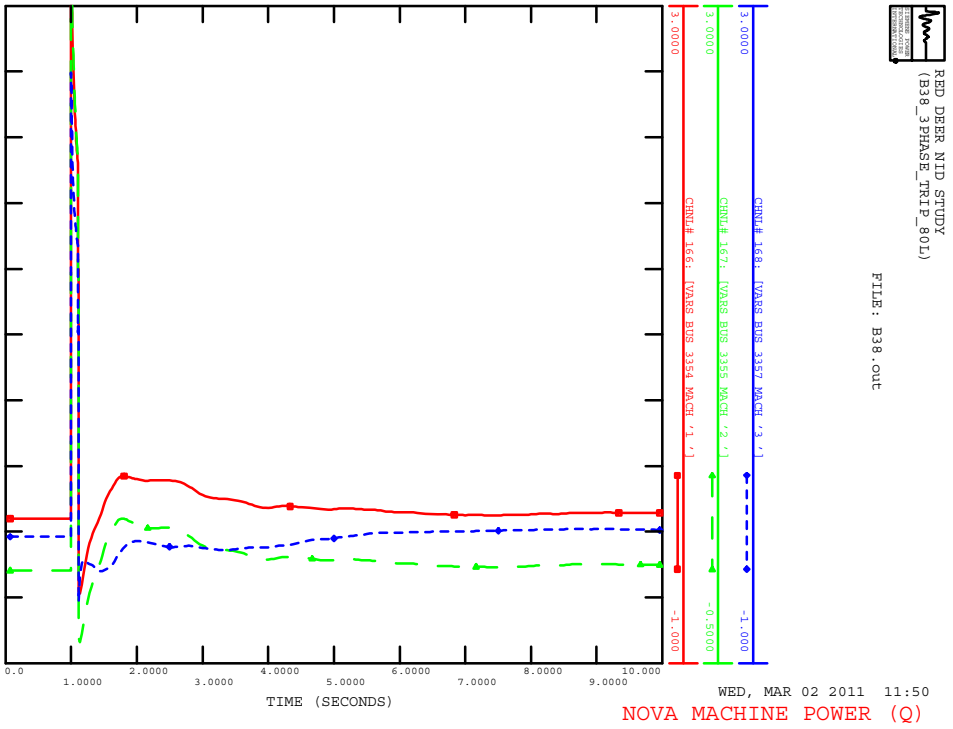

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

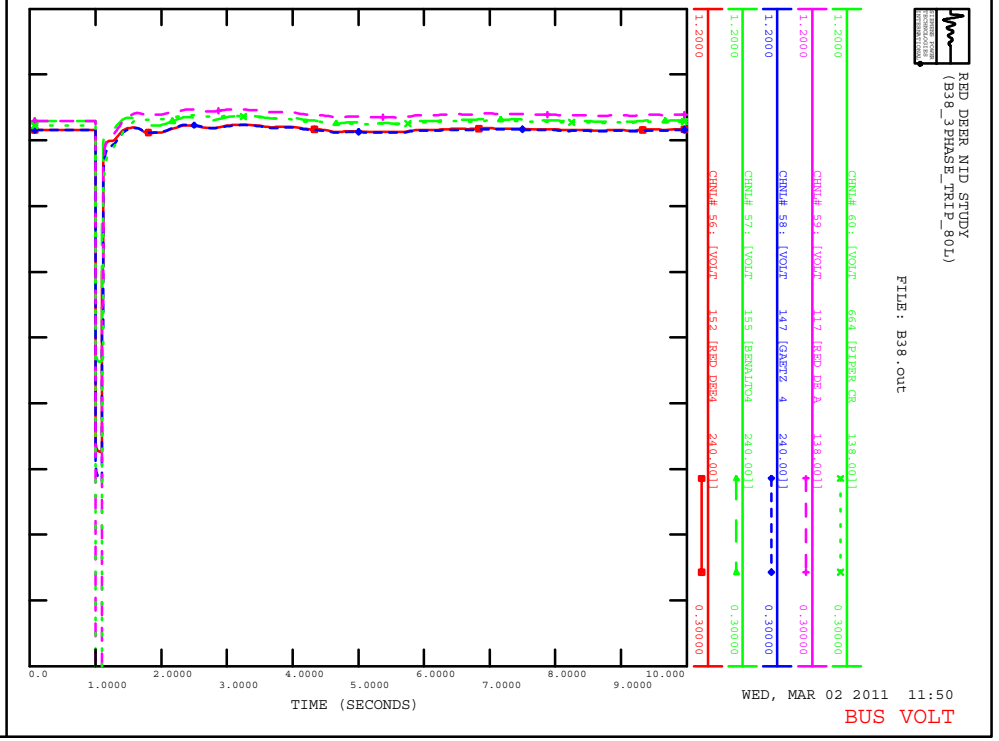

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

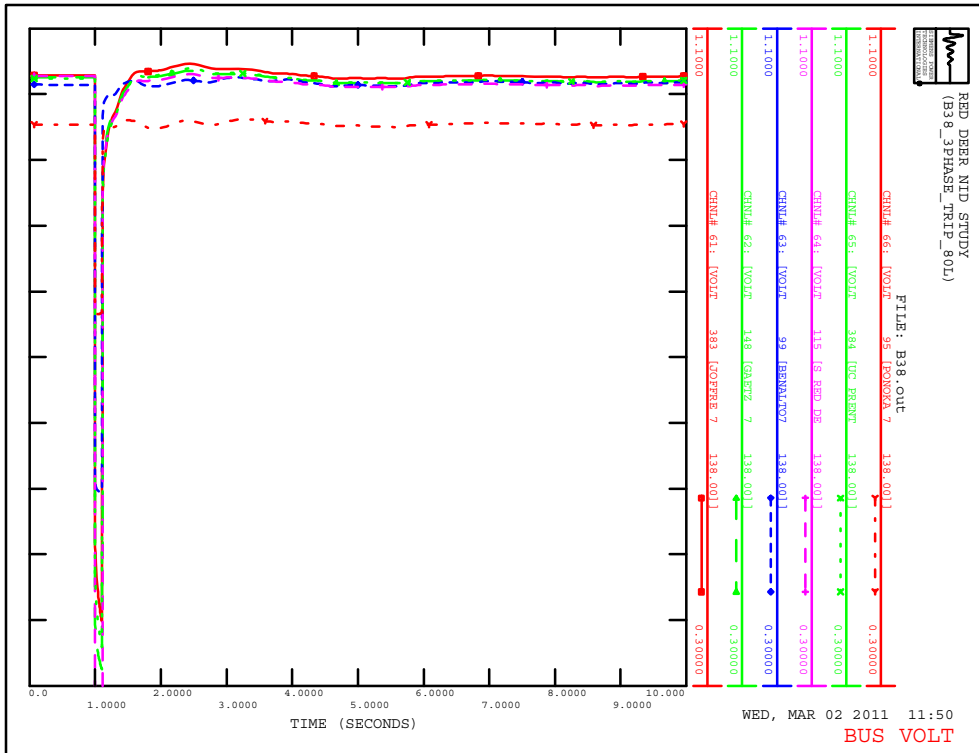

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

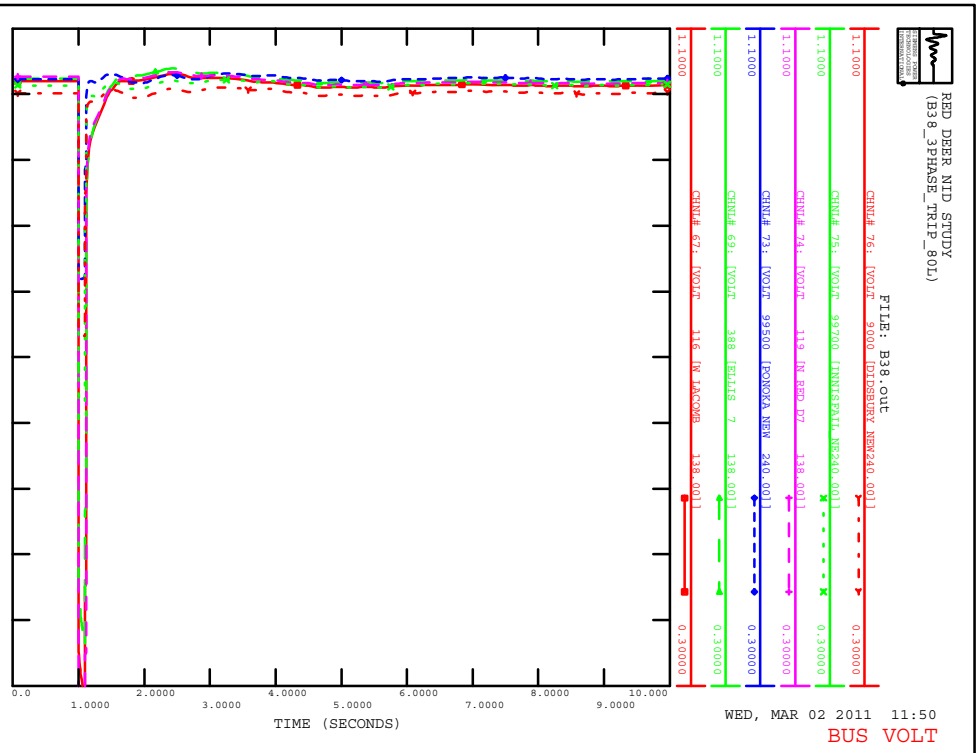

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

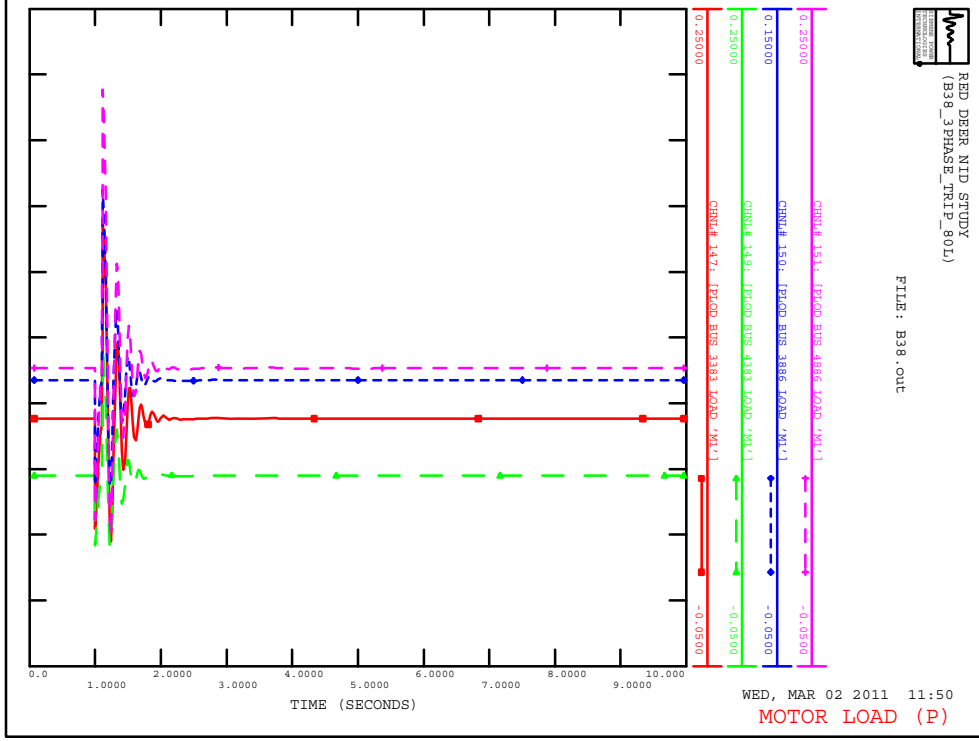

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

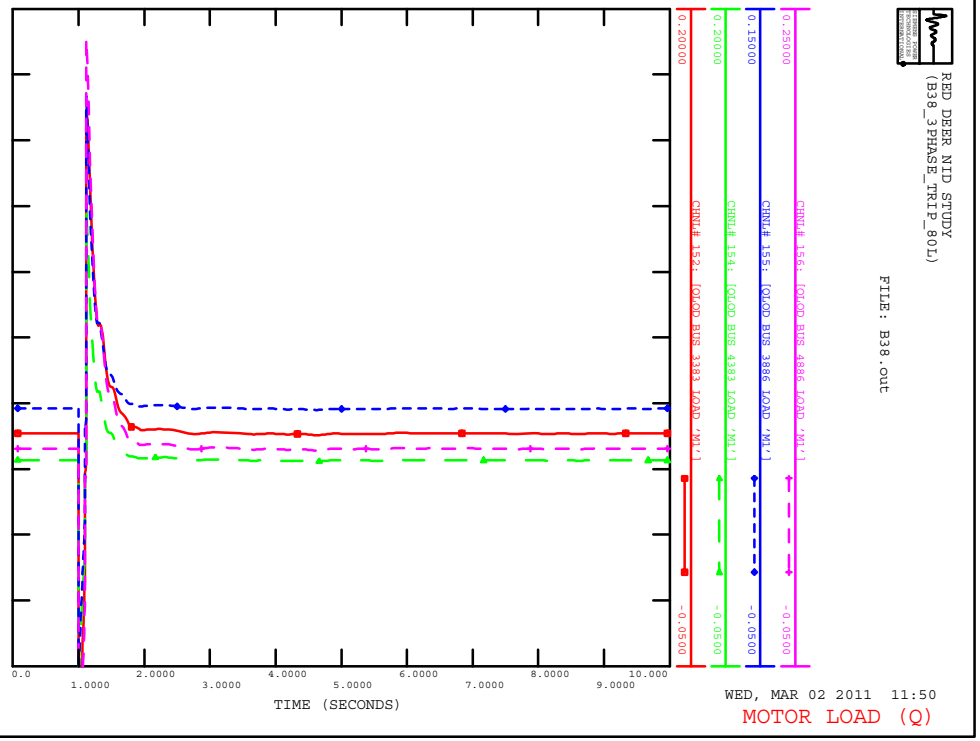

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

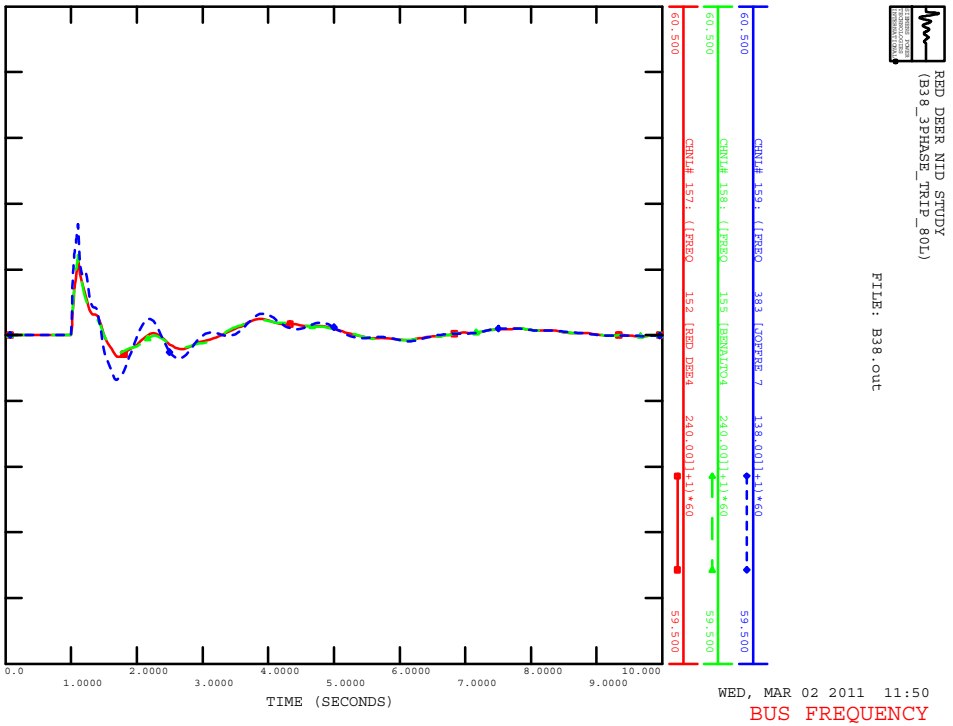

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

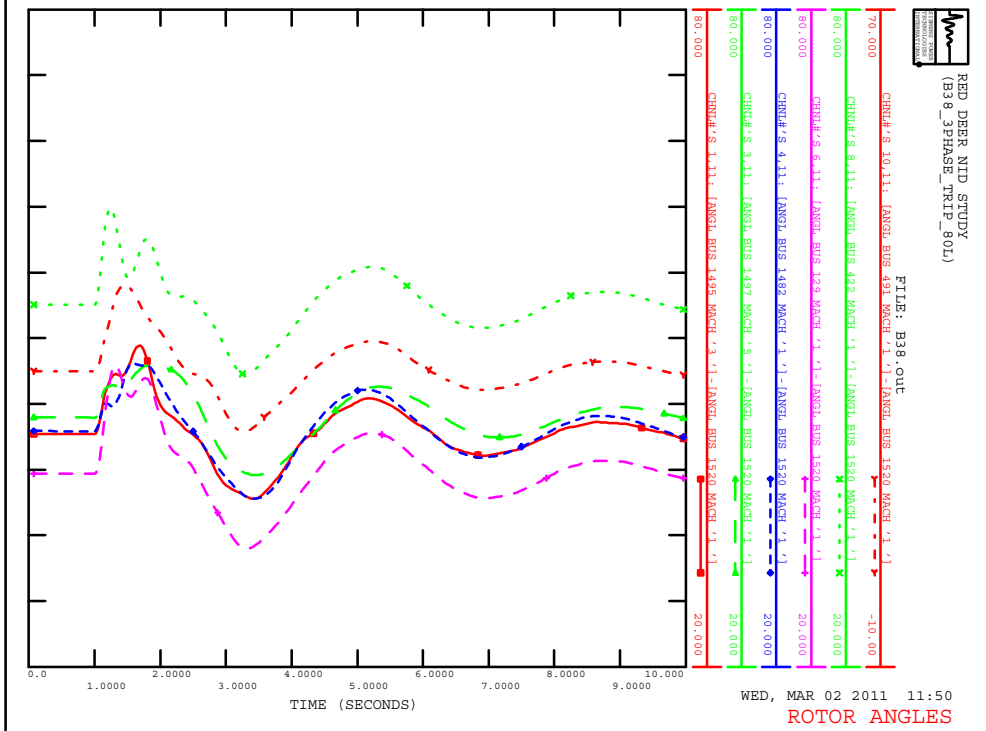

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNL# 61: [VOLT 383 [DOFFER 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

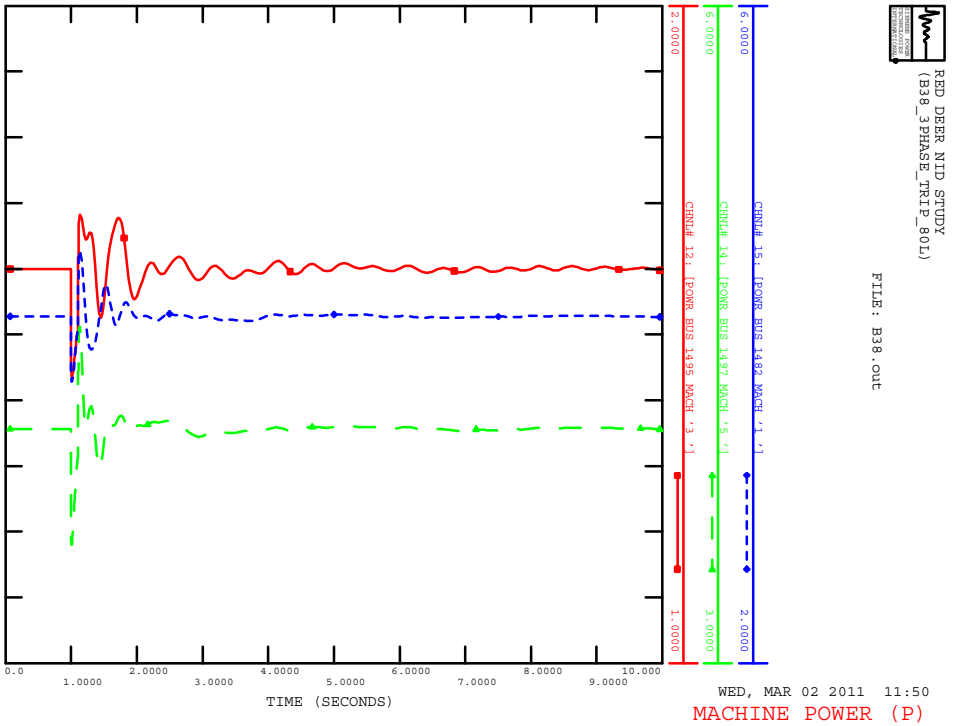

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

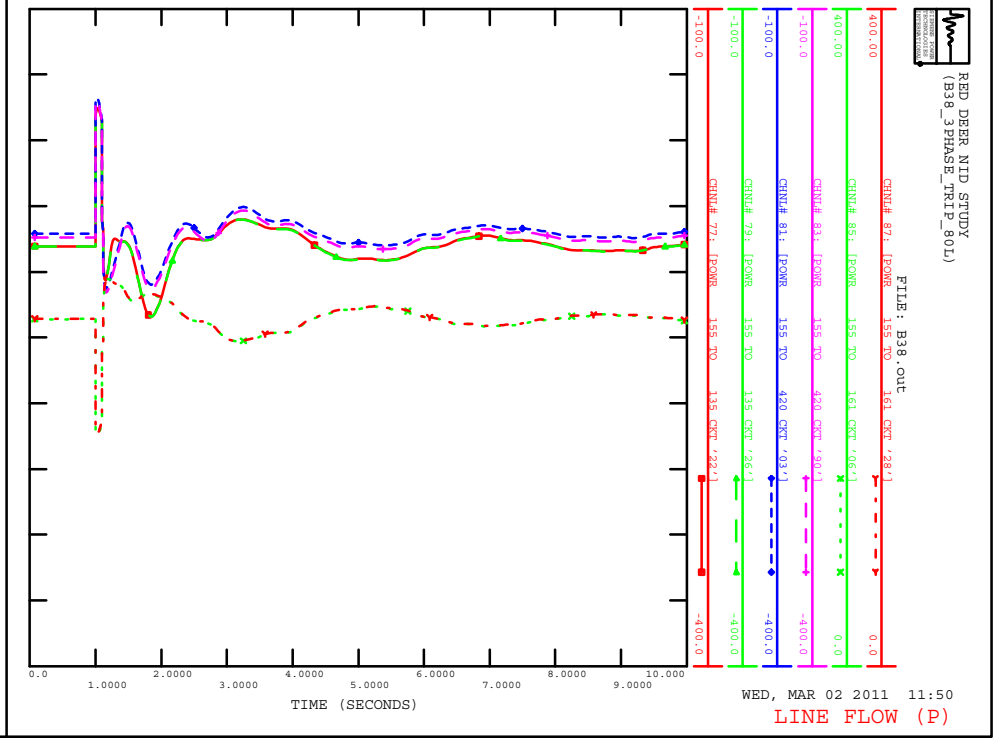

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

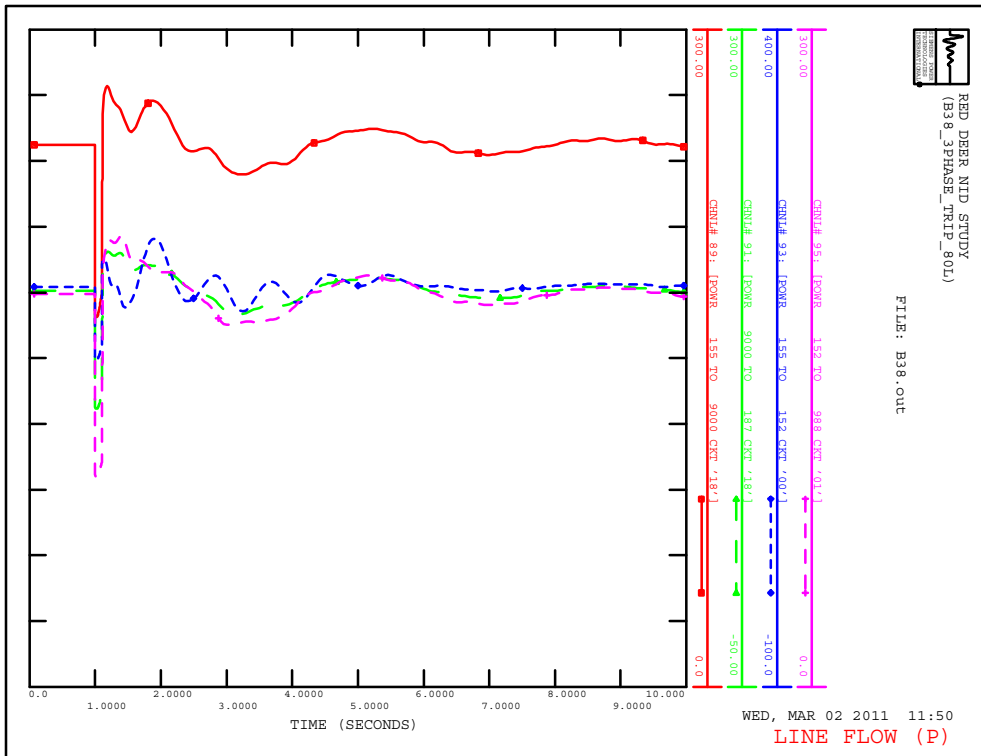

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

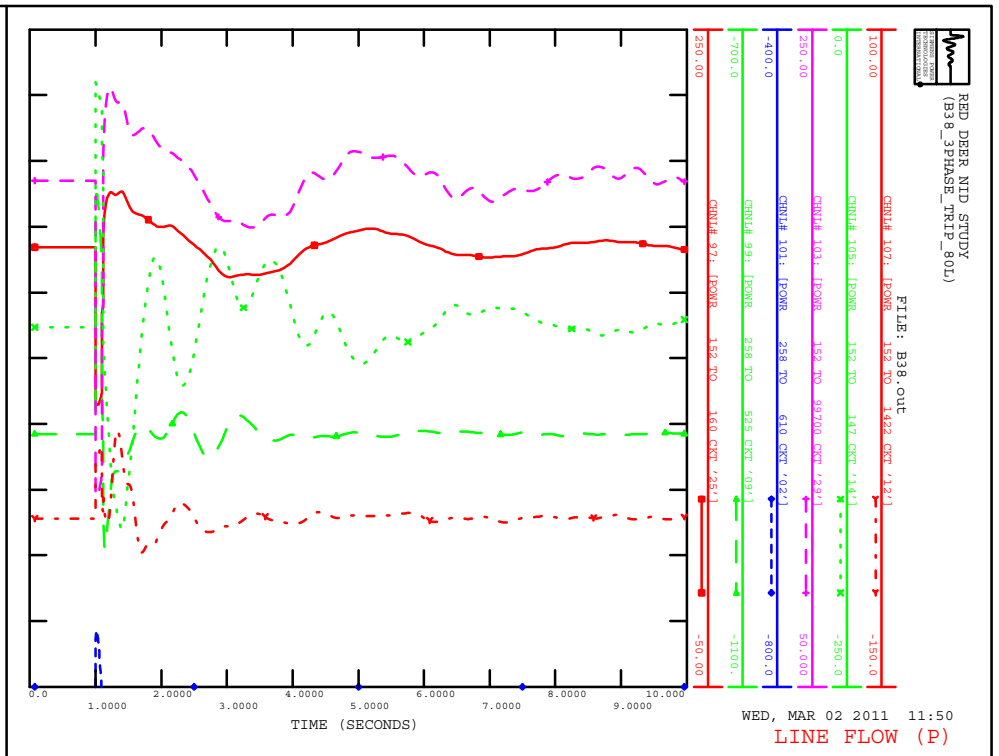

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

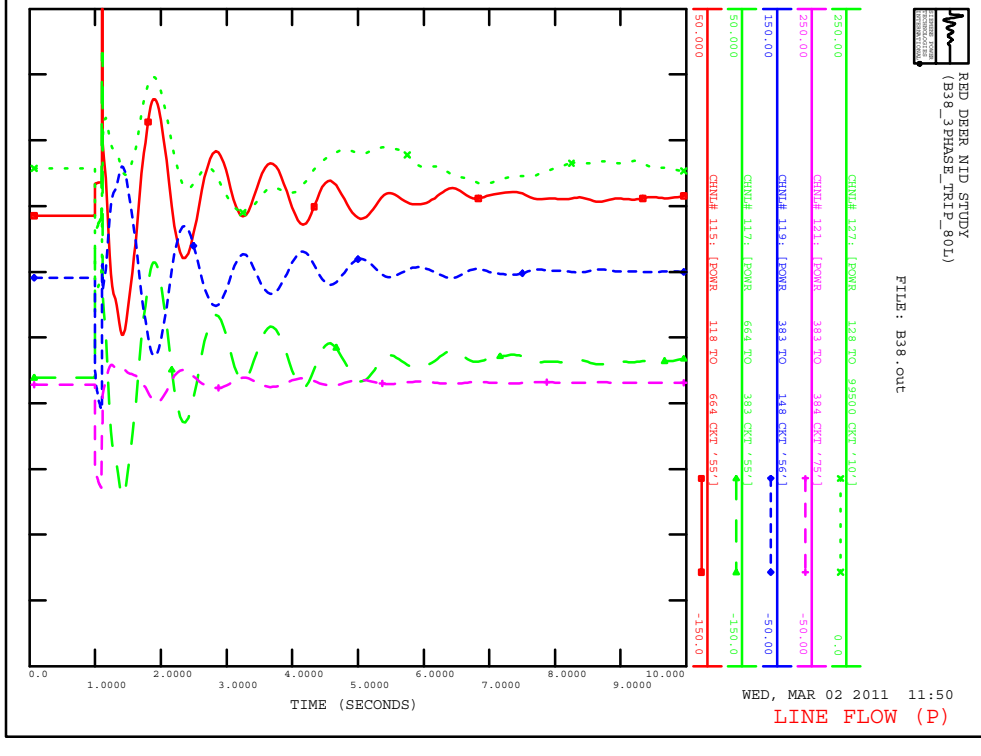

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

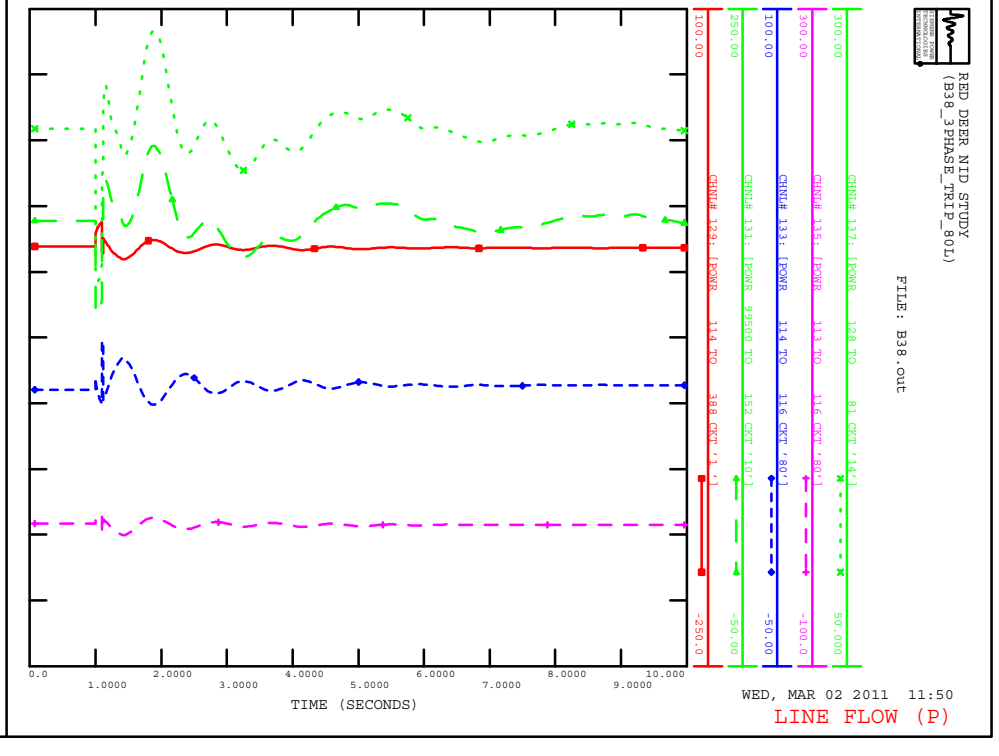

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

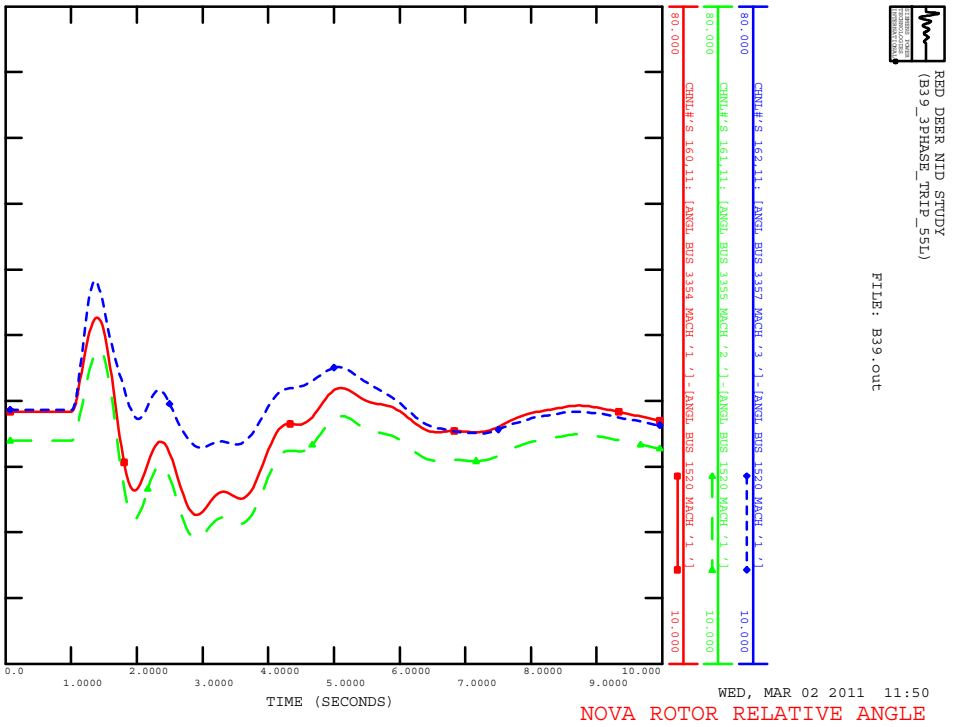

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

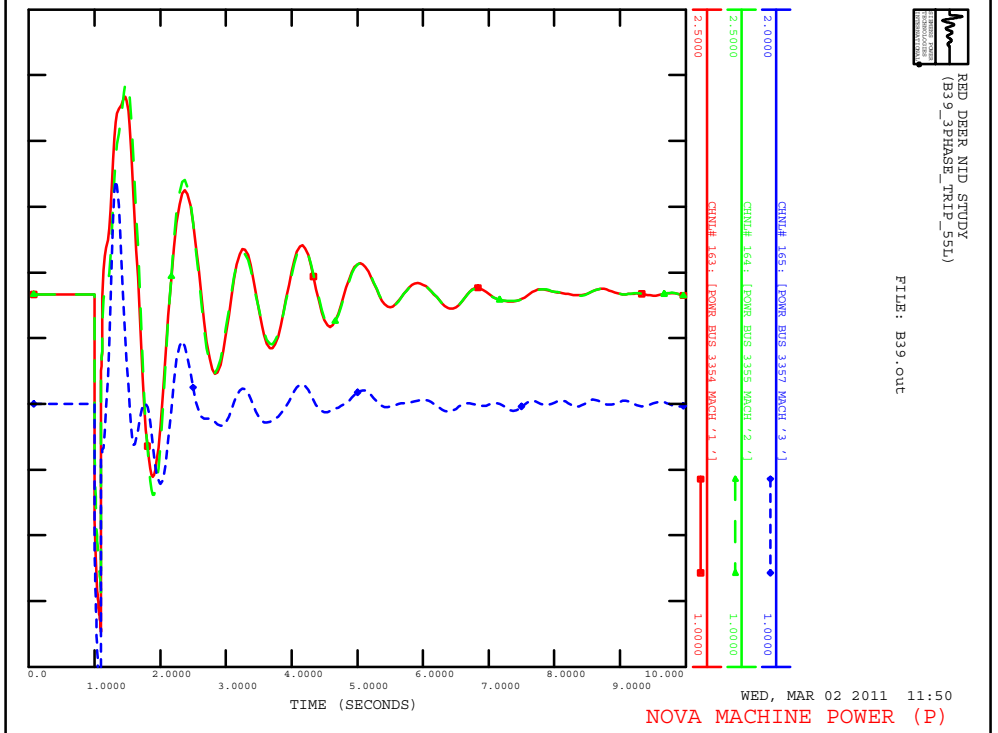

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

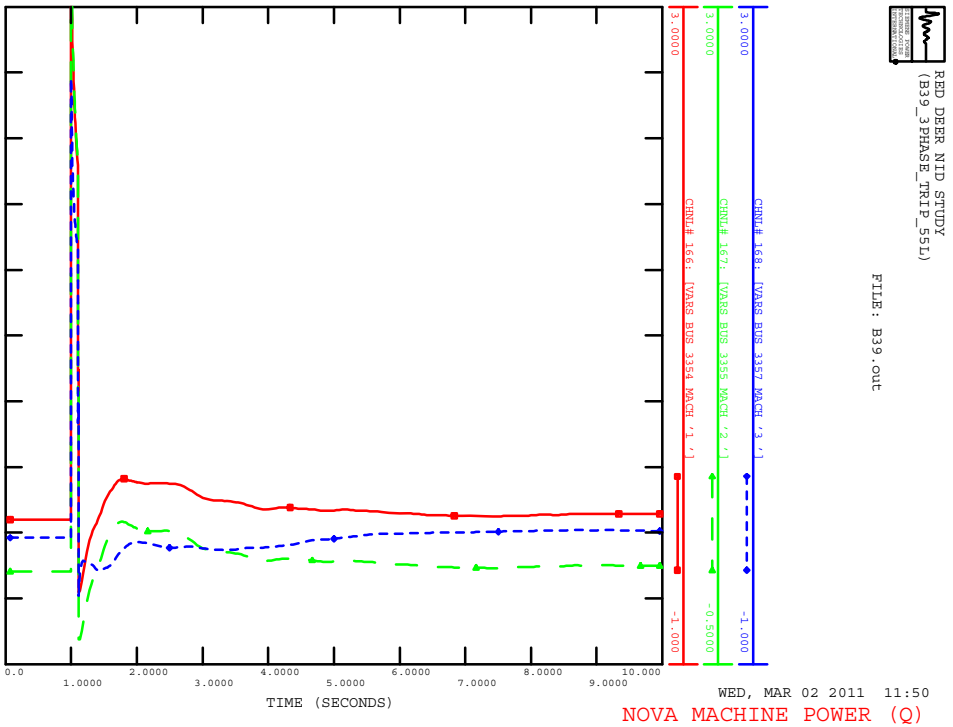

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

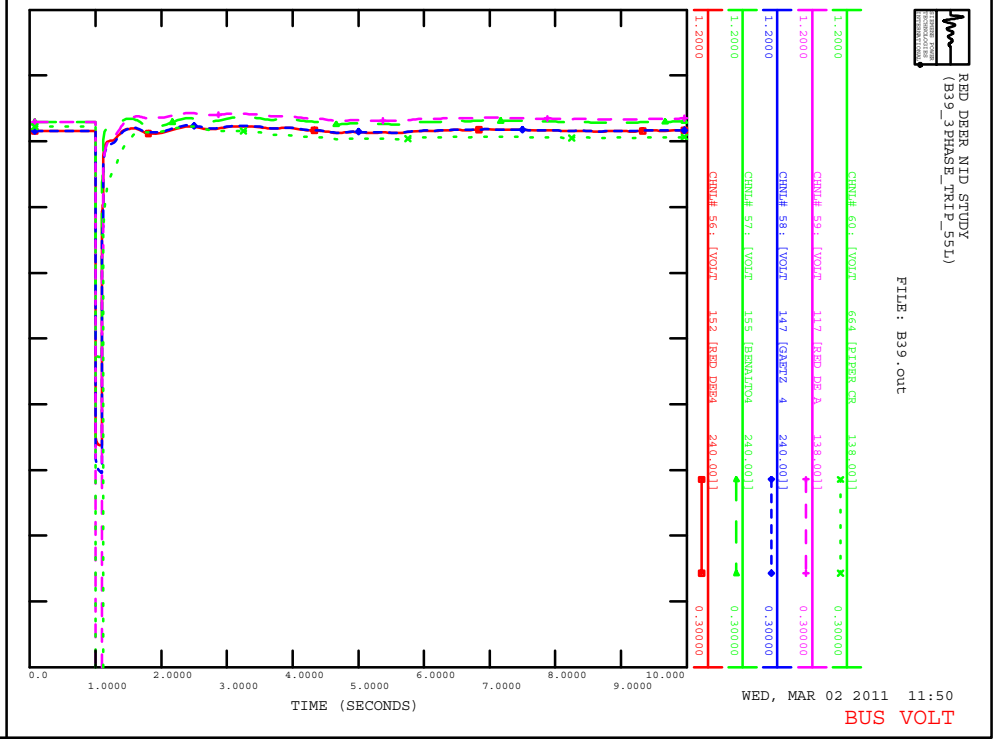

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

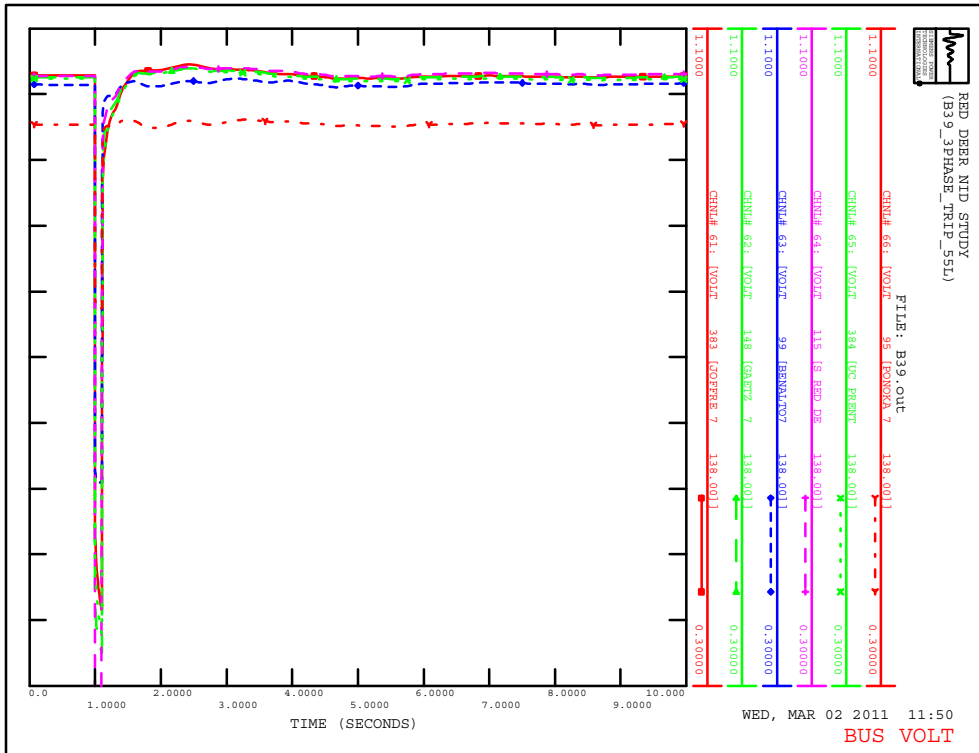

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

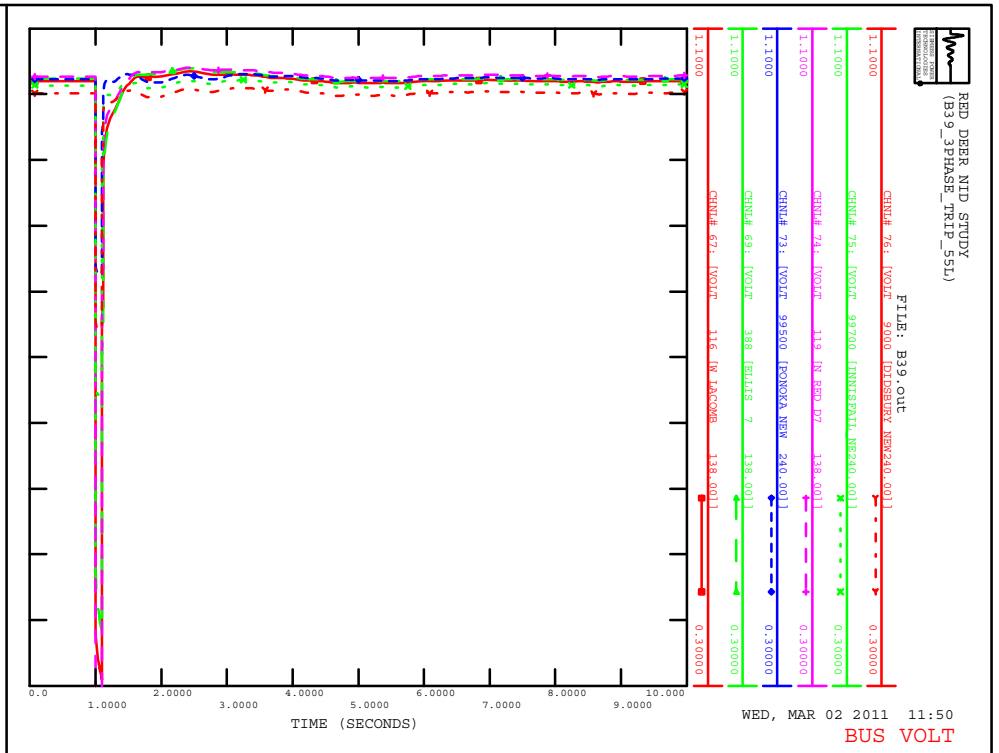

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

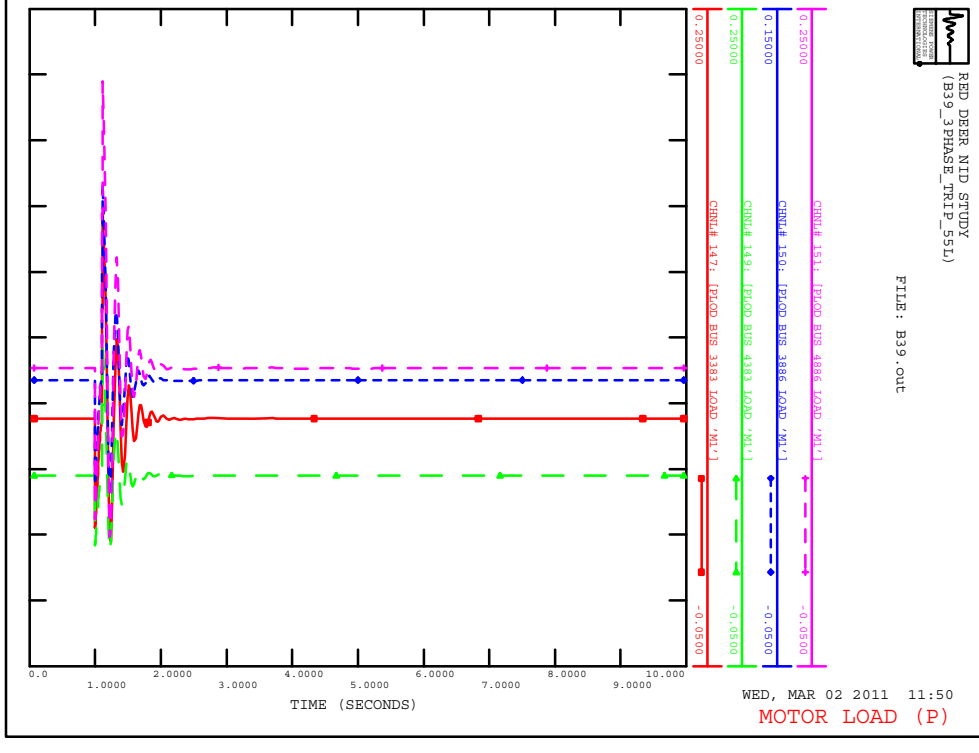

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

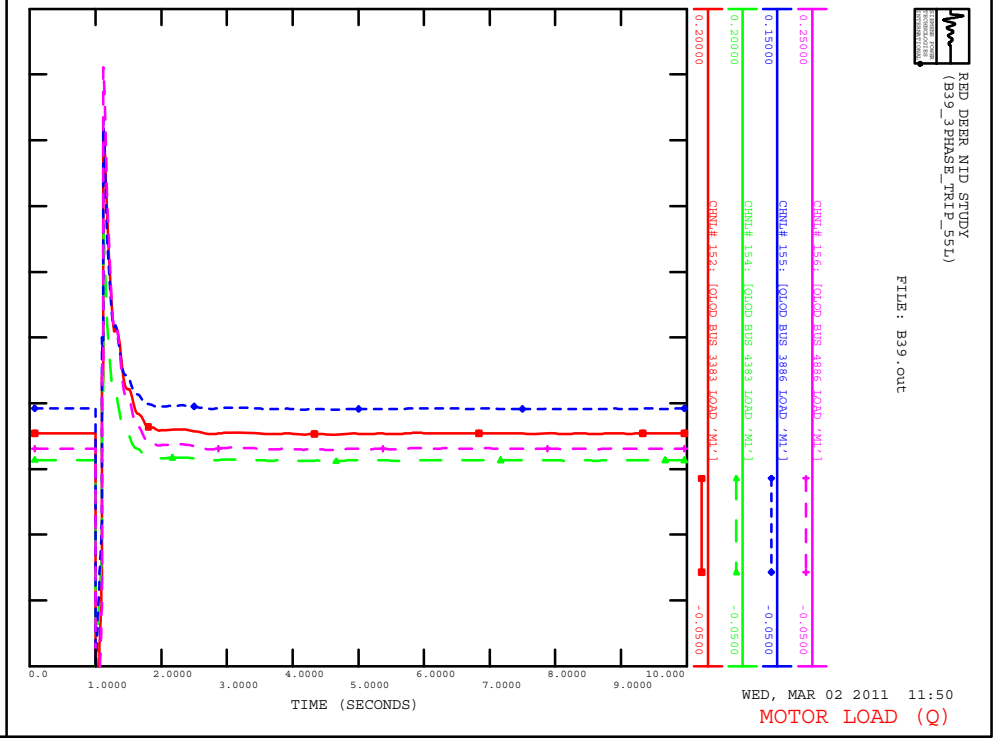

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

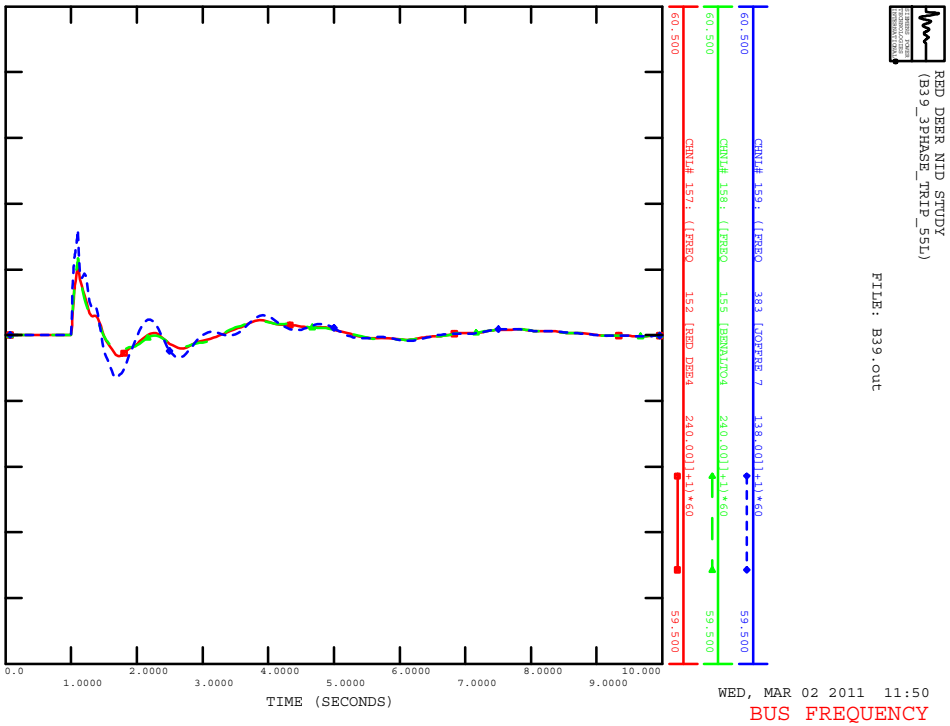

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

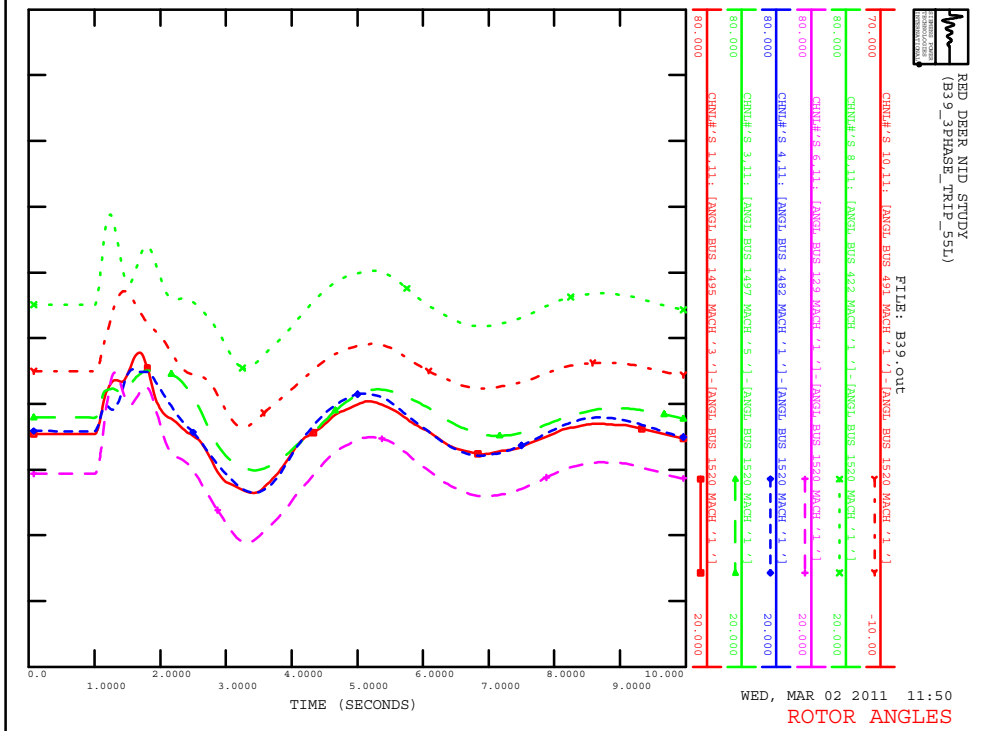

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

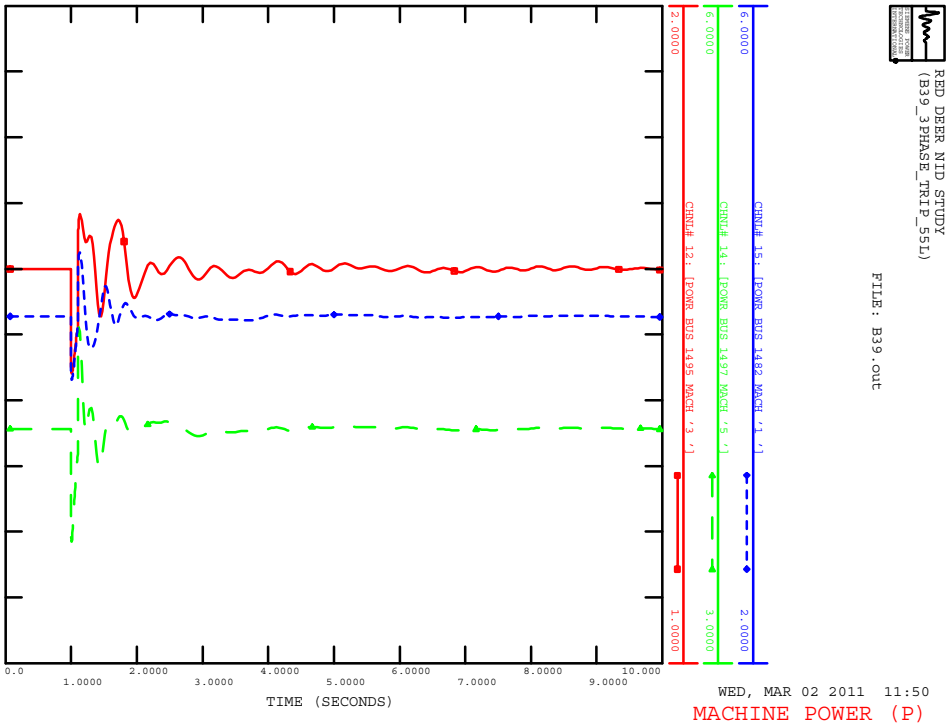

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

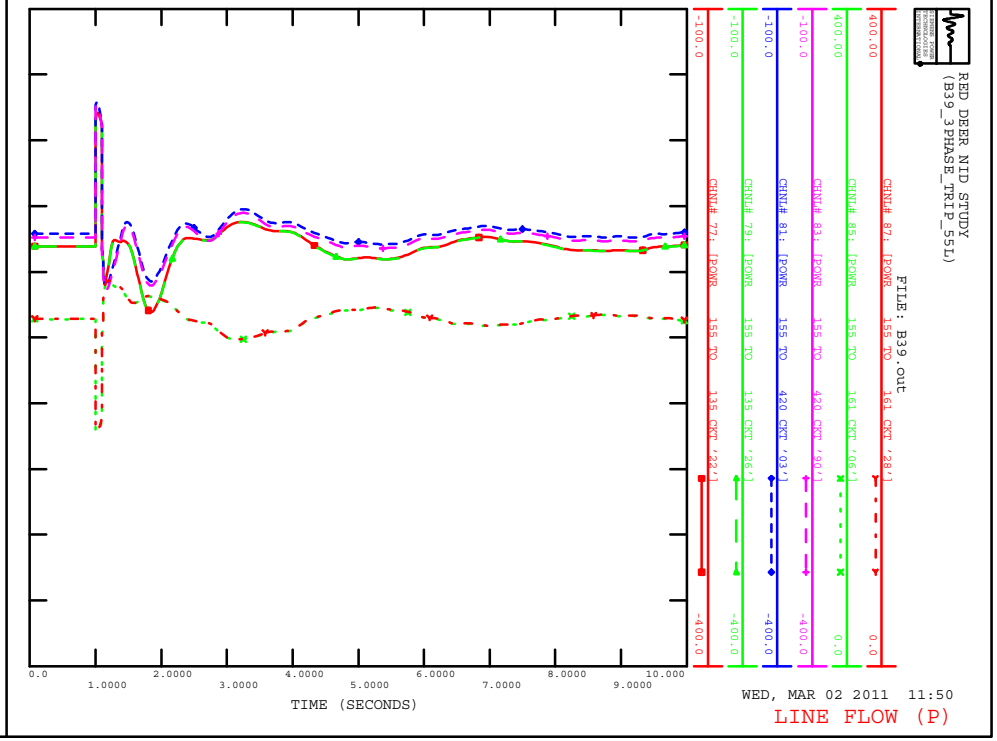

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

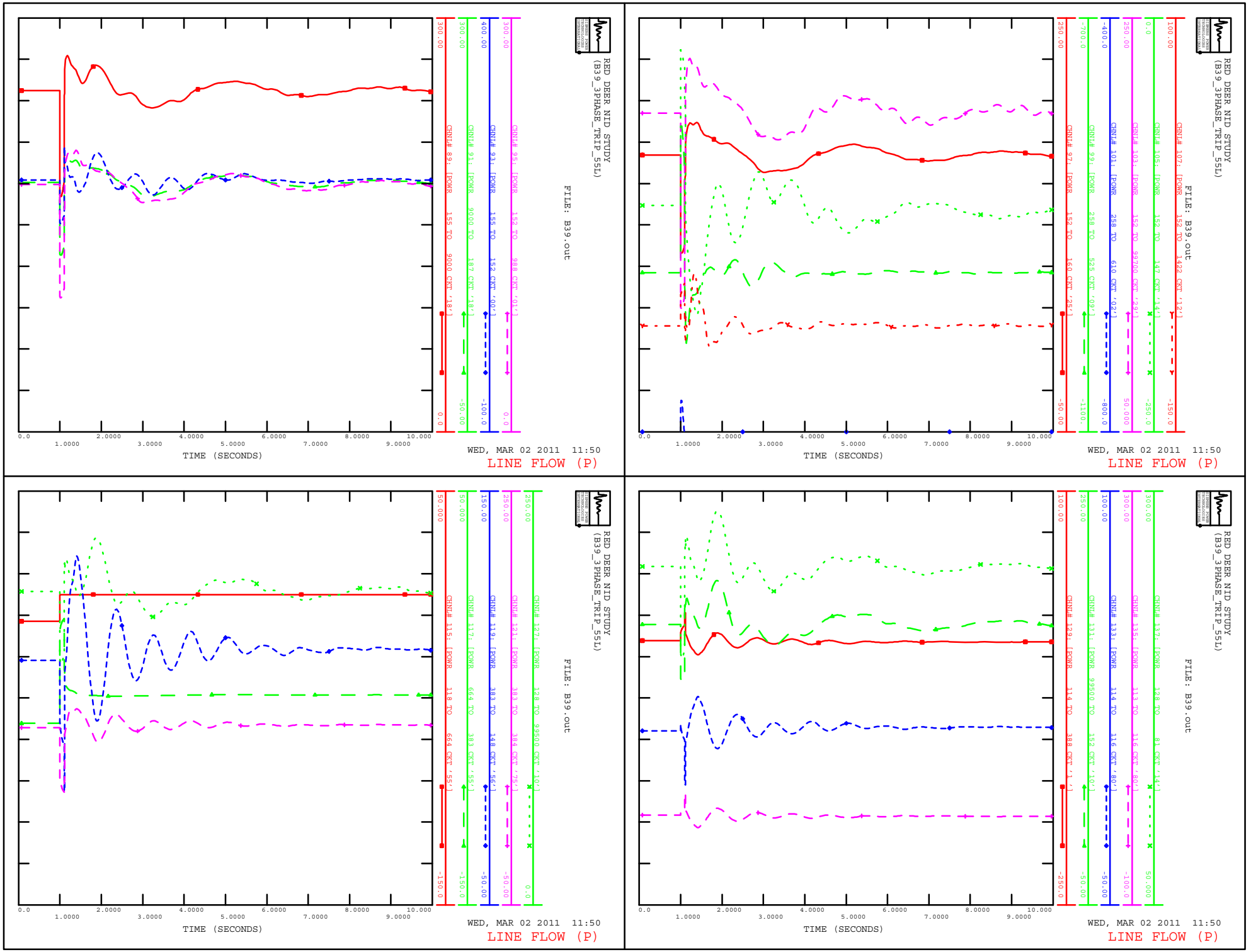

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

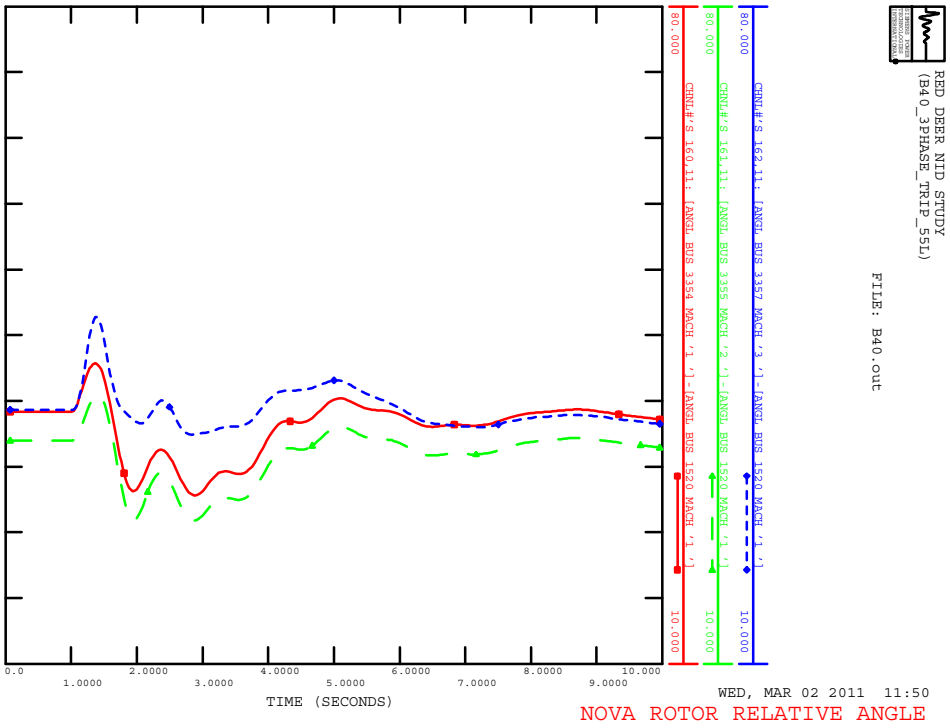

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

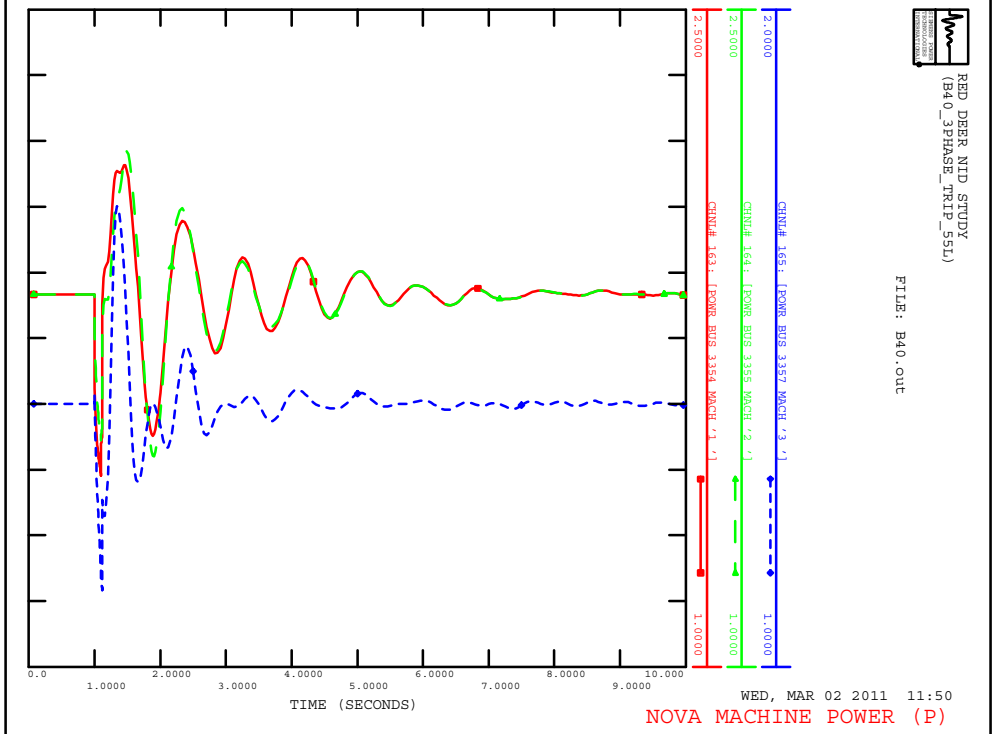

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

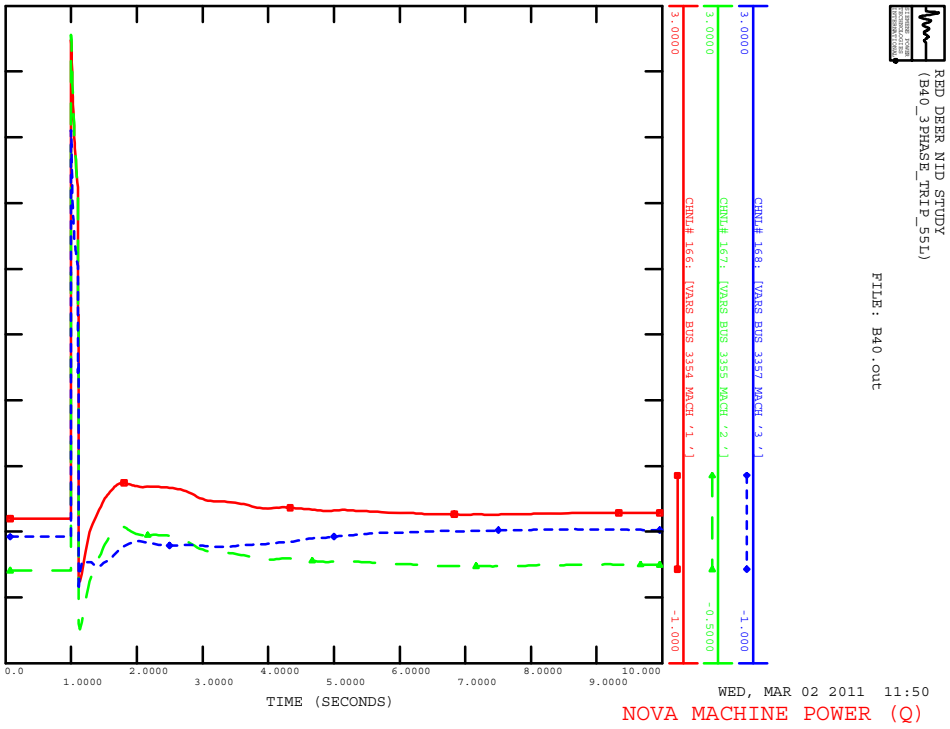

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

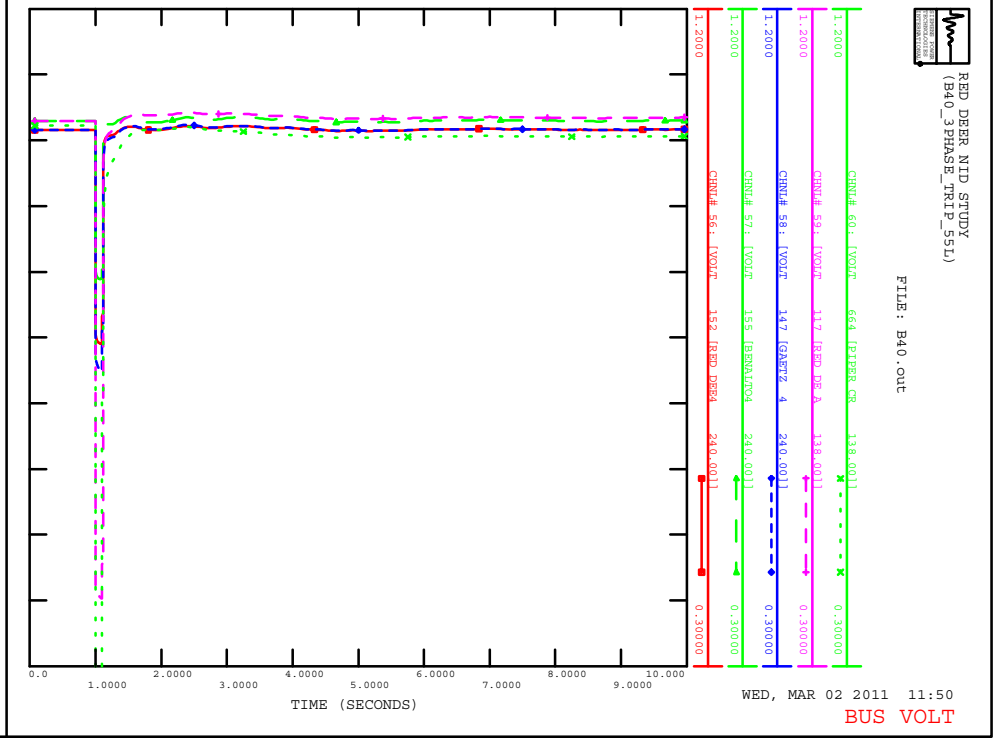

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

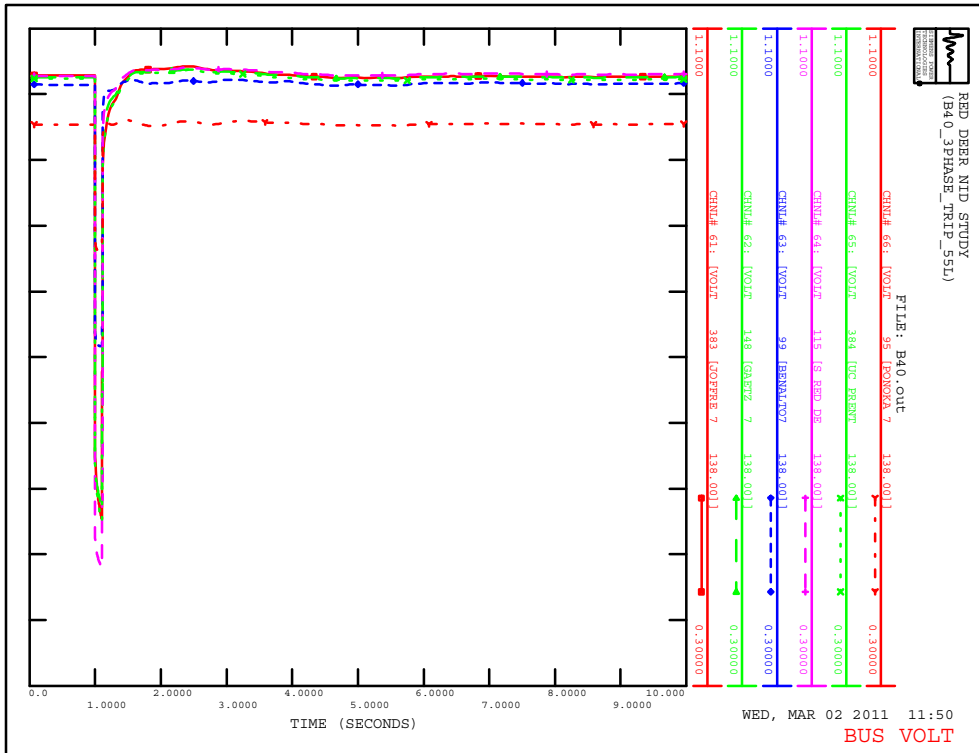

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

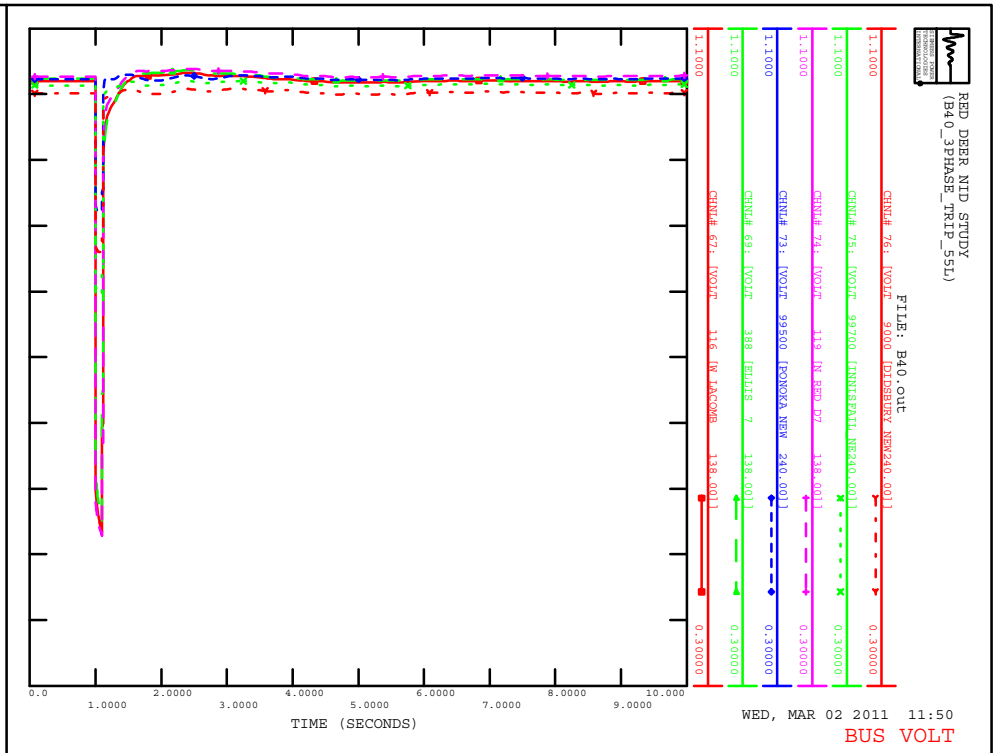

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

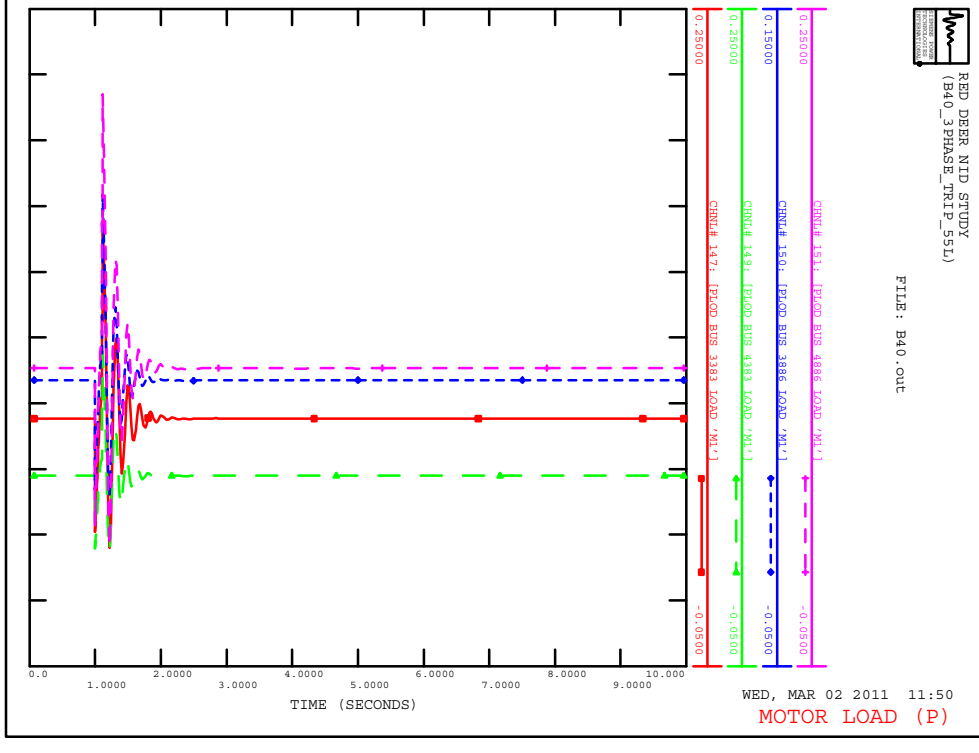

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

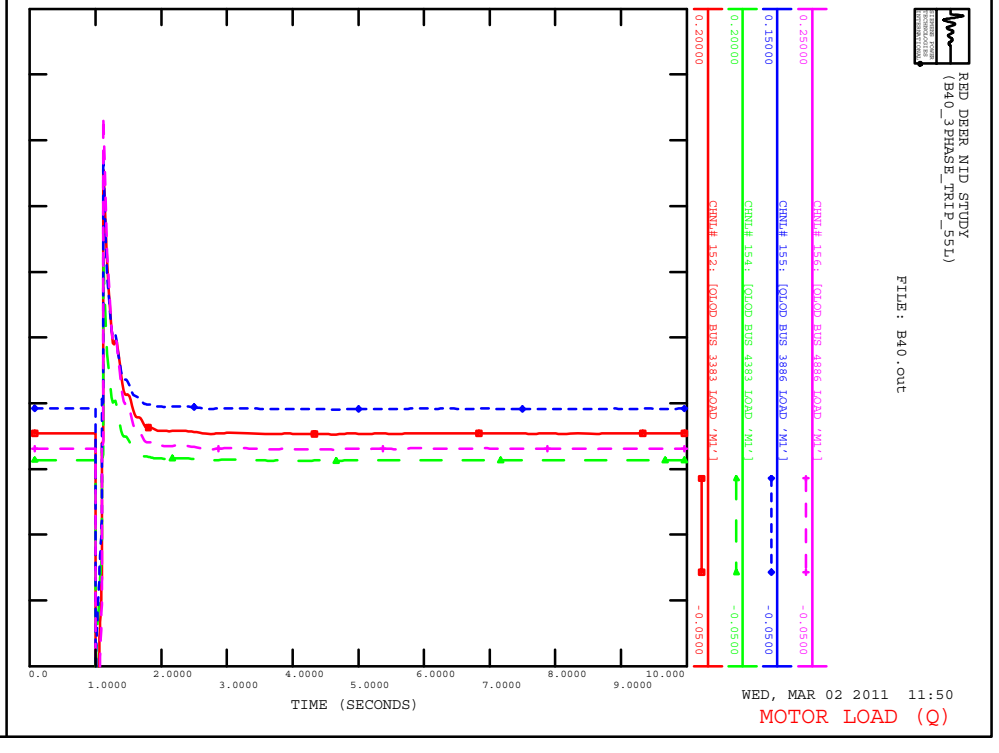

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

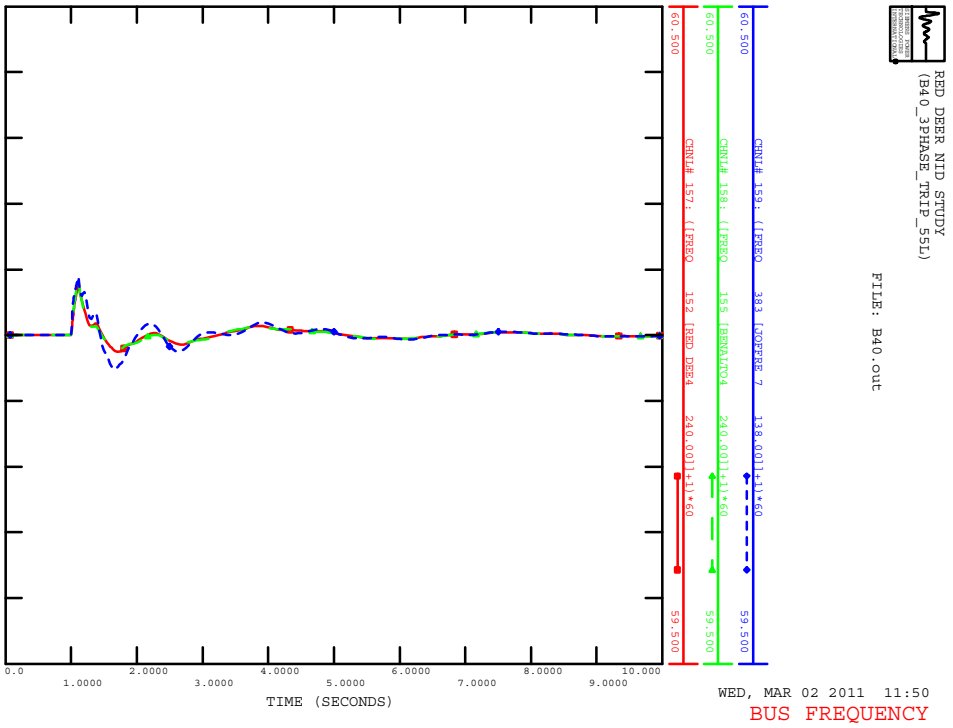

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

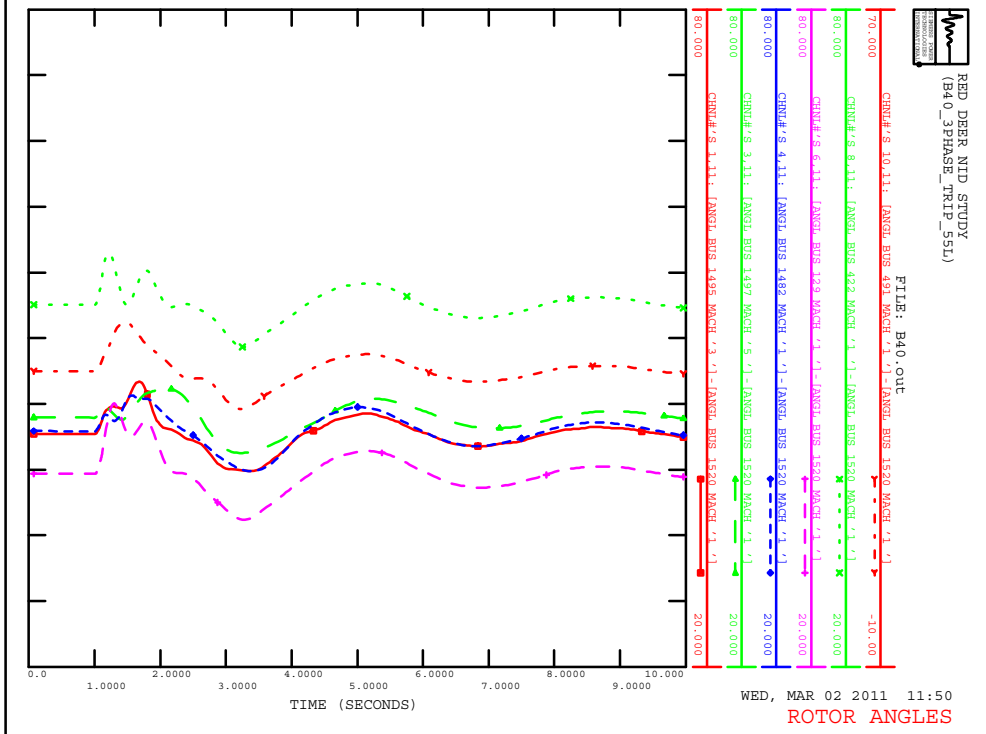

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

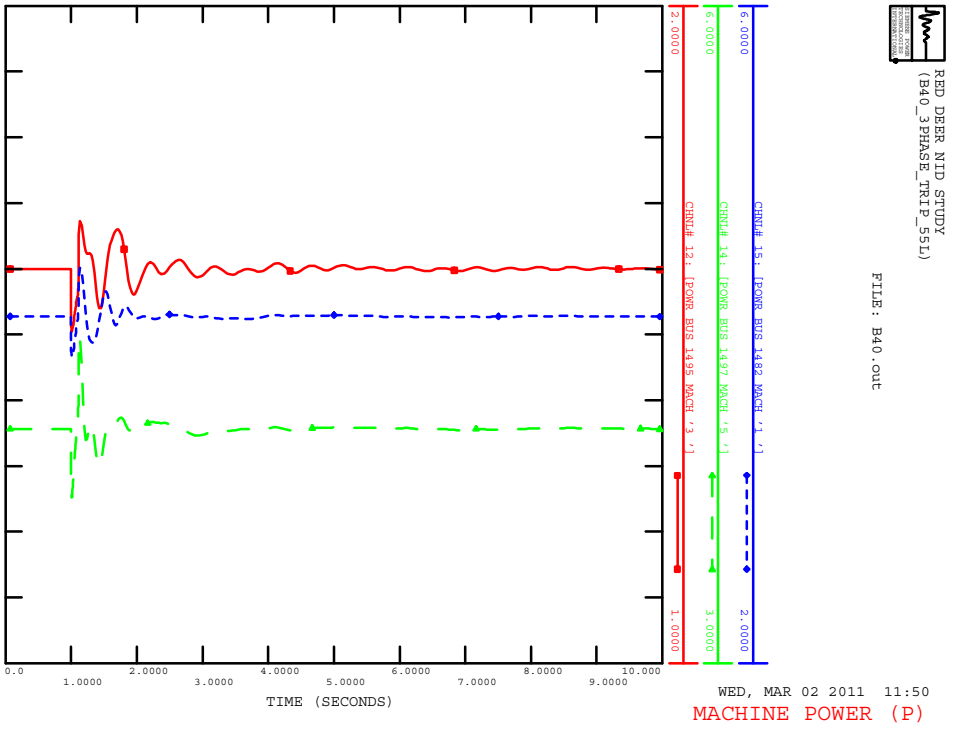

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

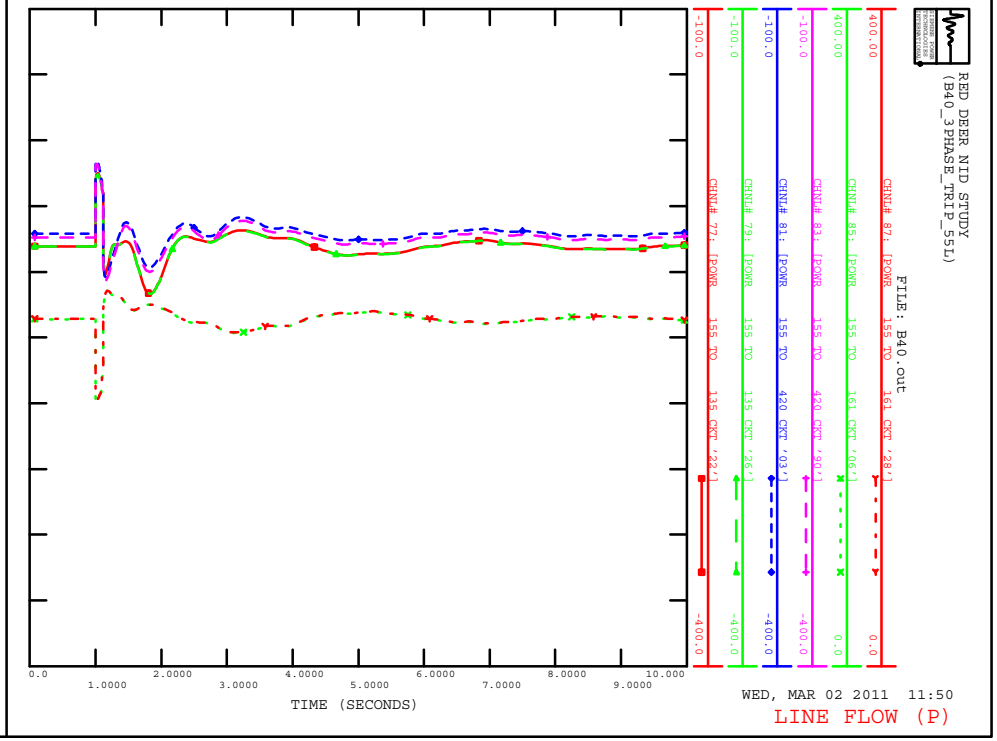

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

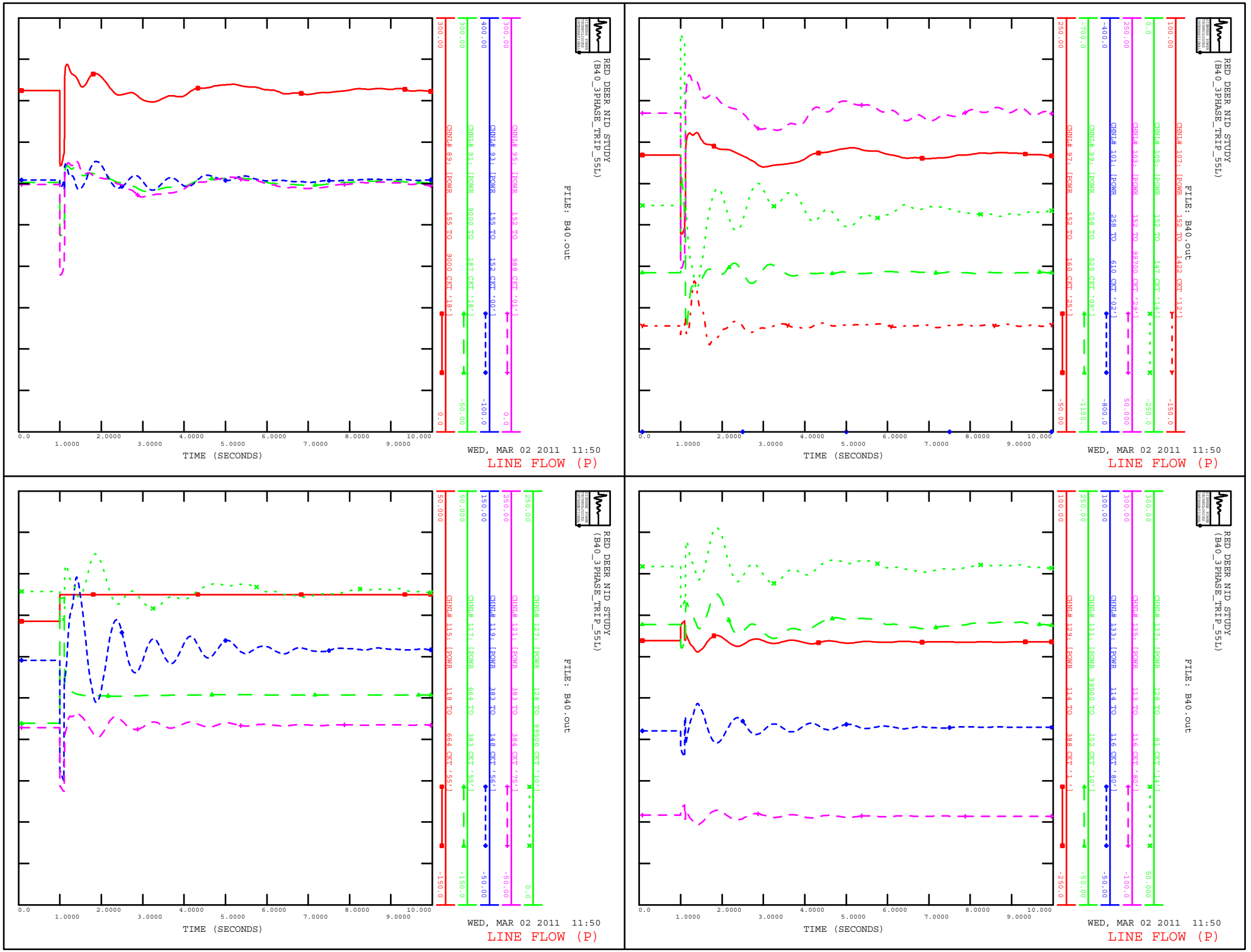

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)


RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY


RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES


RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)


RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

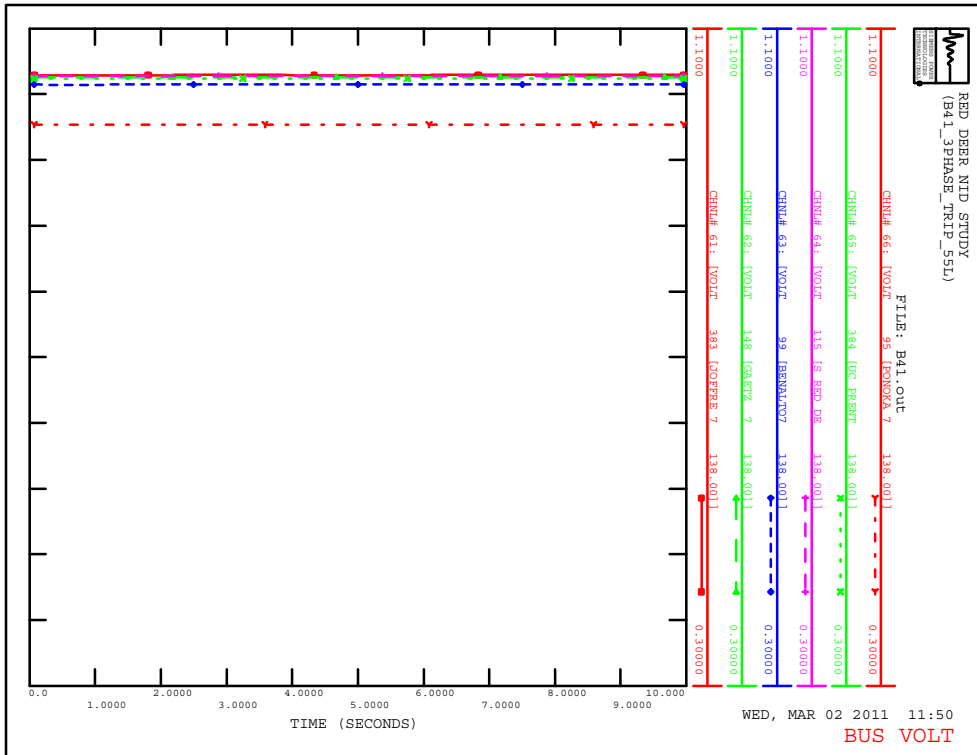

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

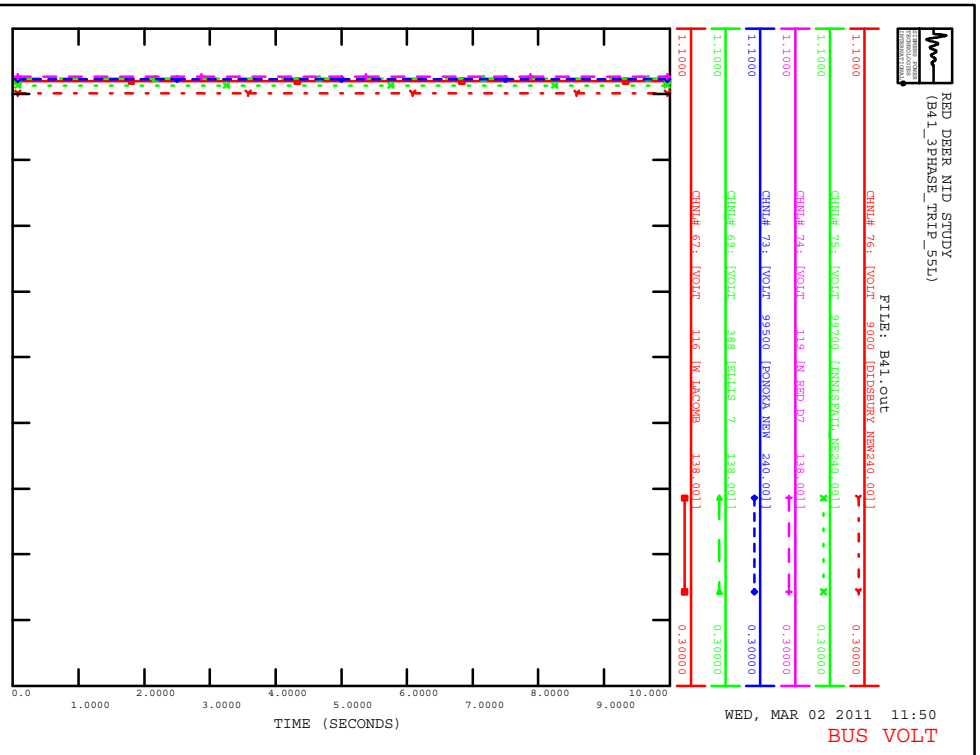
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

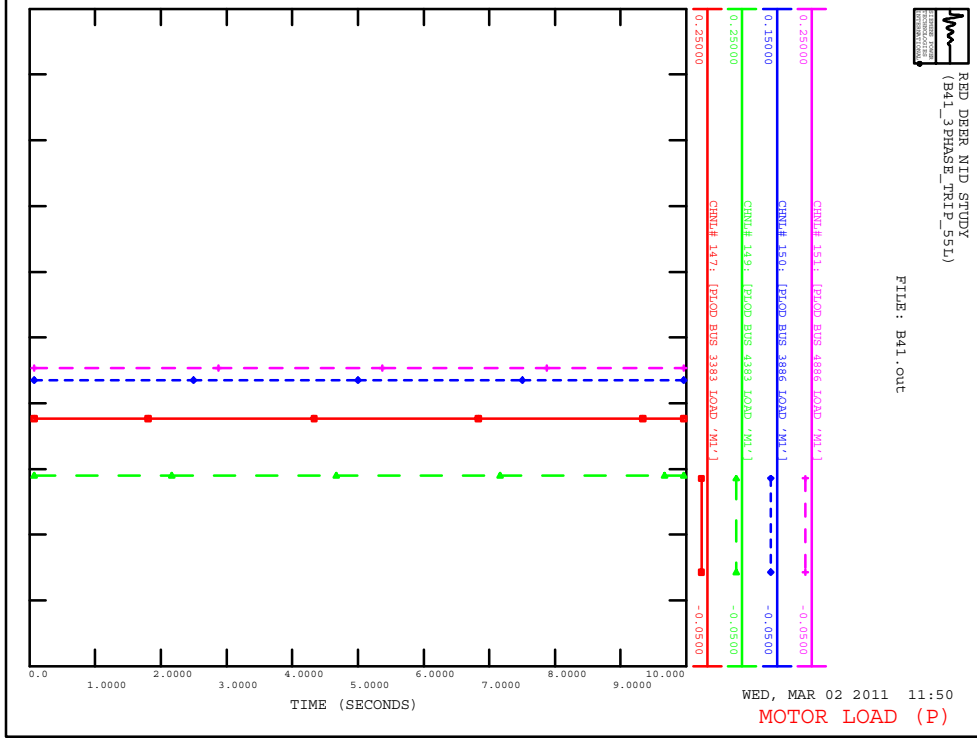
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 162, [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

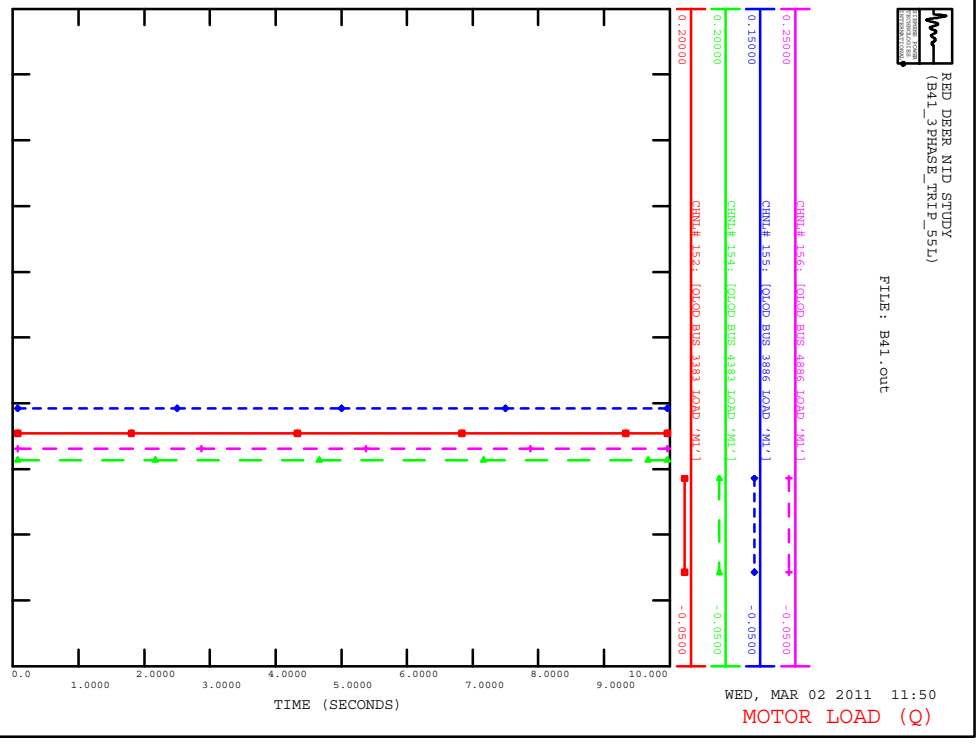
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

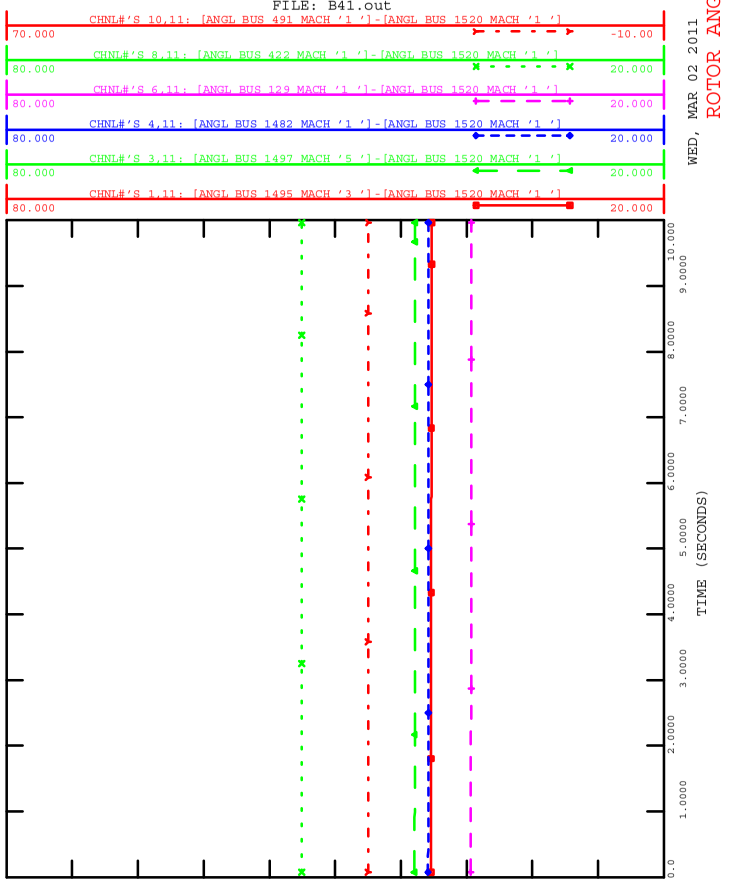

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

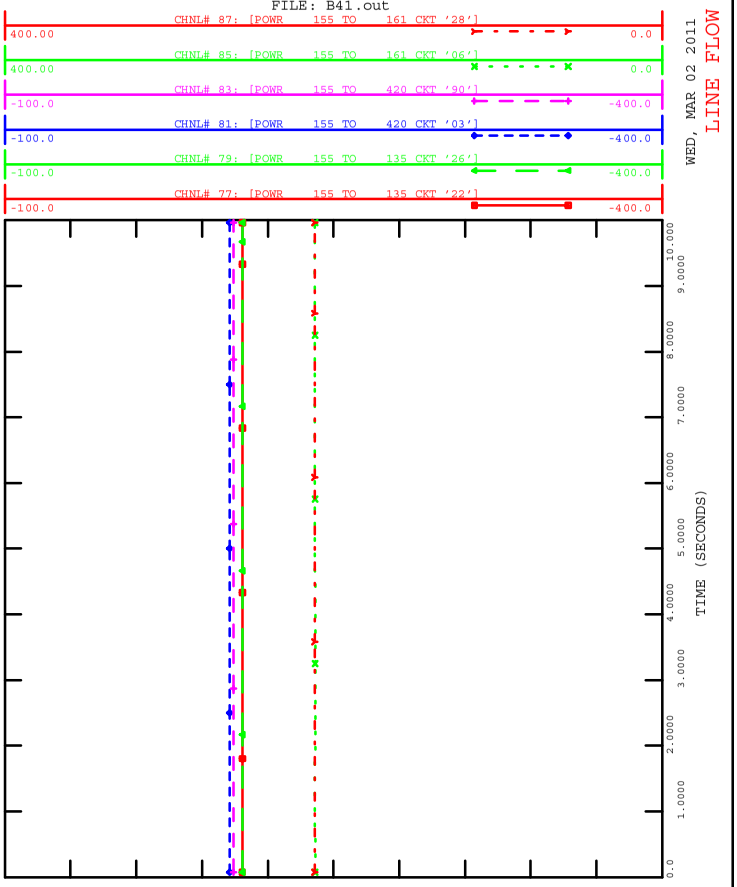


WED, MAR 02 2011 11:50

ROTOR ANGLES

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

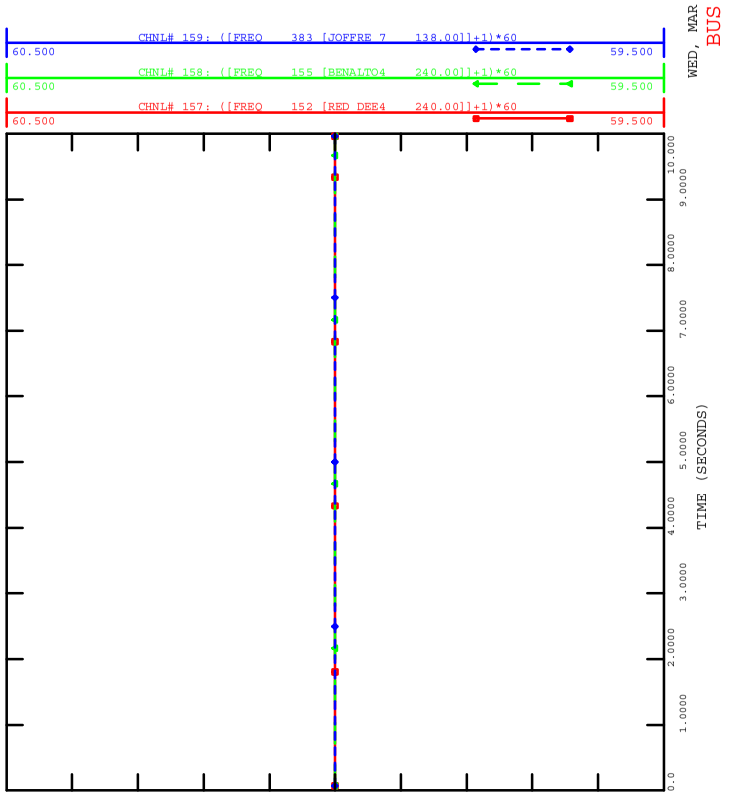


WED, MAR 02 2011 11:50

LINE FLOW (P)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

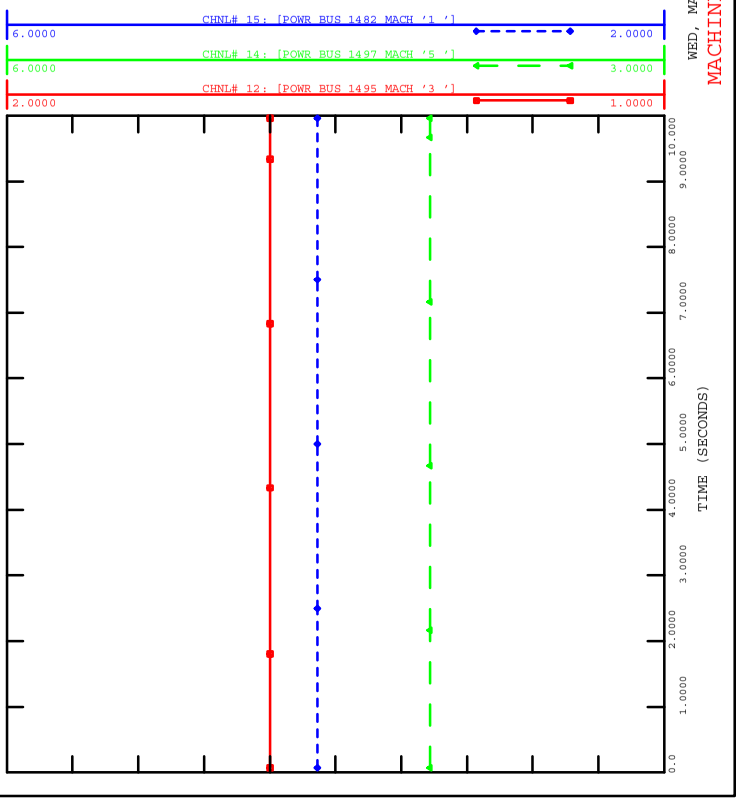


WED, MAR 02 2011 11:50

BUS FREQUENCY

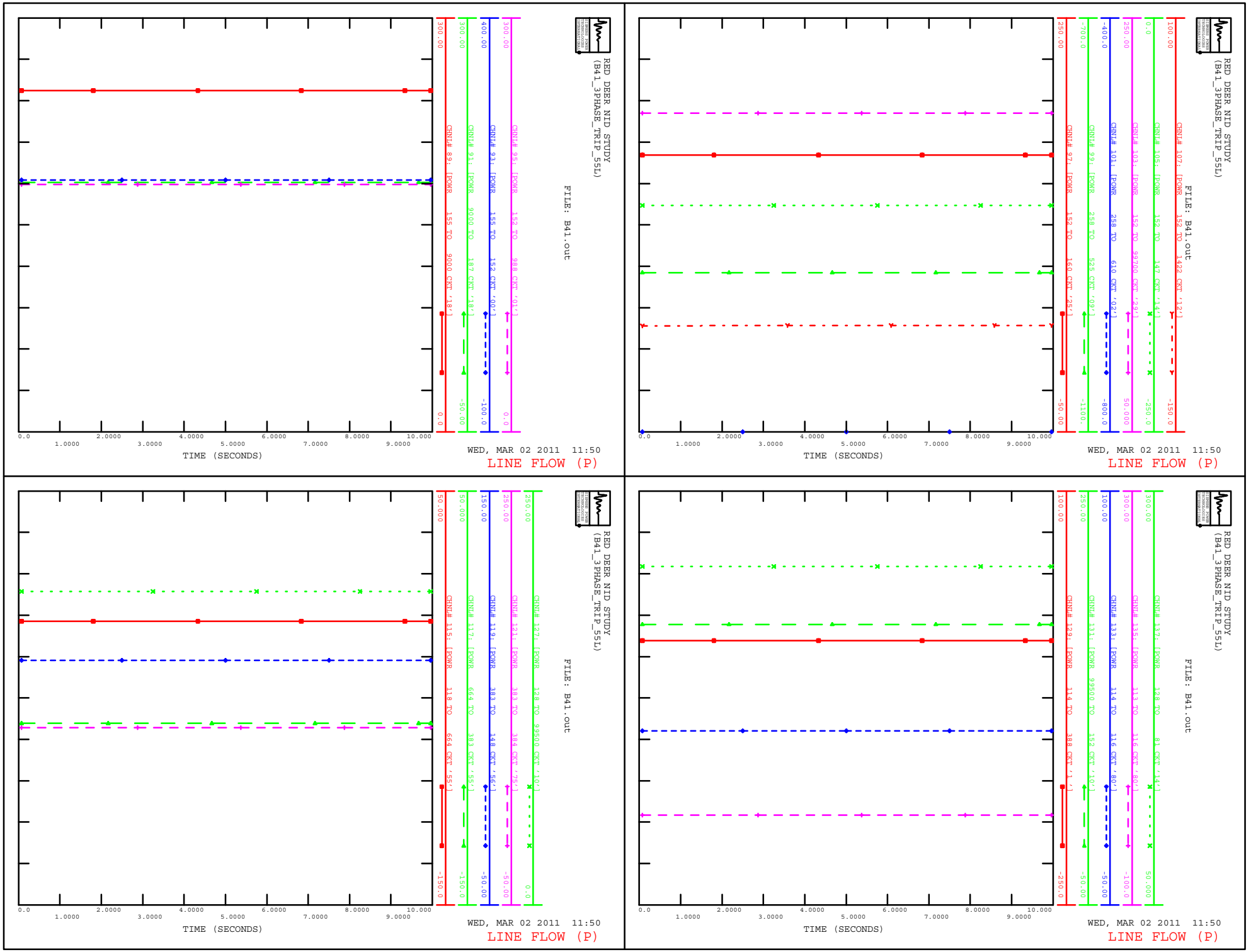
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out



WED, MAR 02 2011 11:50

MACHINE POWER (P)

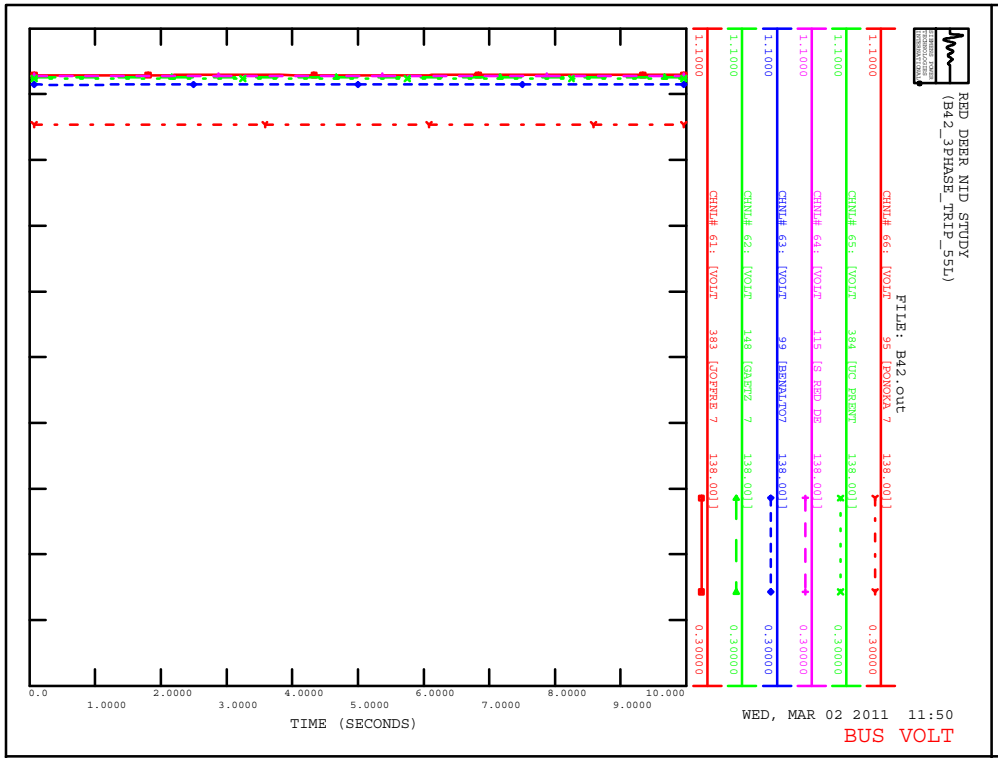

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
WED, MAR 02 2011 11:50
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
CHNL# 89: [POWR 155 TO 9000 CKT '18']
CHNL# 91: [POWR 9000 TO 187 CKT '18']
CHNL# 93: [POWR 155 TO 152 CKT '00']
CHNL# 95: [POWR 152 TO 988 CKT '01']
CHNL# 97: [POWR 152 TO 160 CKT '25']
CHNL# 99: [POWR 258 TO 525 CKT '09']
CHNL# 101: [POWR 258 TO 610 CKT '02']
CHNL# 103: [POWR 152 TO 99700 CKT '29']
CHNL# 105: [POWR 152 TO 147 CKT '14']
CHNL# 107: [POWR 152 TO 1422 CKT '12']
CHNL# 115: [POWR 118 TO 664 CKT '55']
CHNL# 117: [POWR 664 TO 383 CKT '55']
CHNL# 119: [POWR 383 TO 148 CKT '56']
CHNL# 121: [POWR 383 TO 384 CKT '75']
CHNL# 123: [POWR 128 TO 99500 CKT '10']
CHNL# 129: [POWR 114 TO 388 CKT '1']
CHNL# 131: [POWR 99500 TO 152 CKT '10']
CHNL# 133: [POWR 114 TO 116 CKT '80']
CHNL# 135: [POWR 113 TO 116 CKT '80']
CHNL# 137: [POWR 128 TO 81 CKT '14']

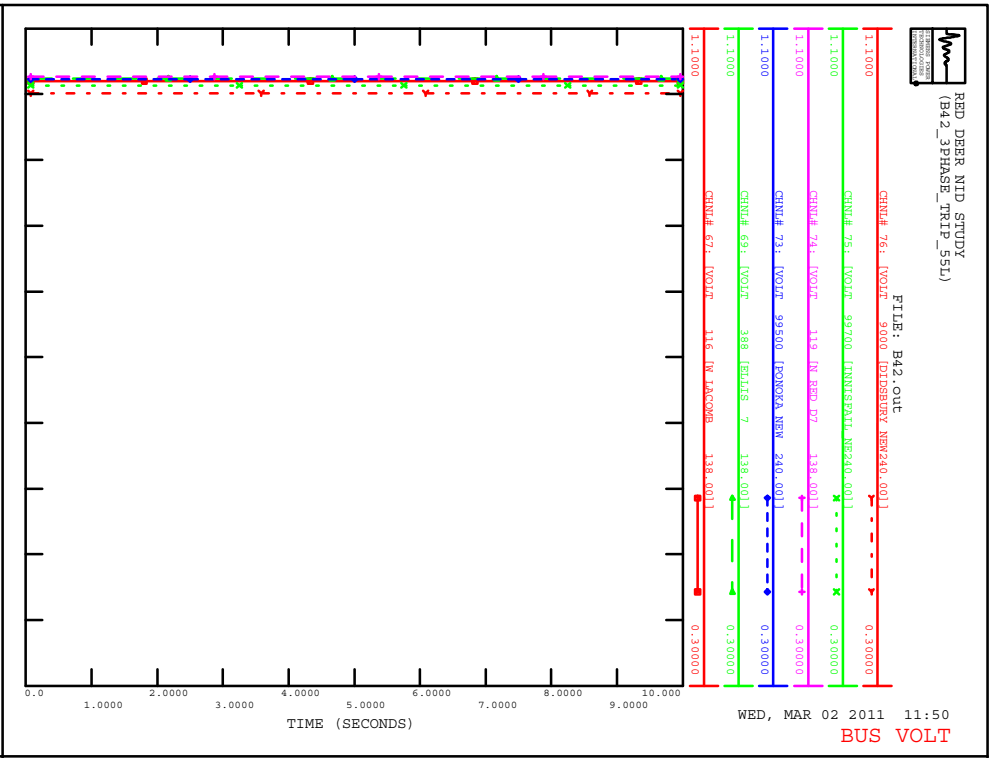
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

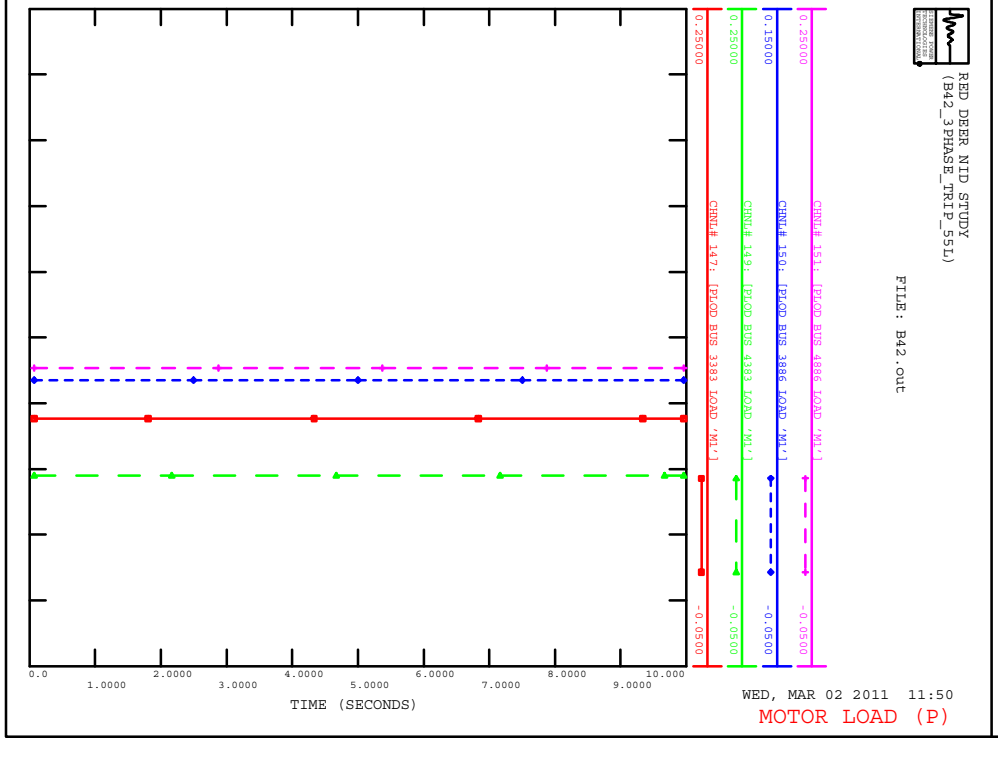
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

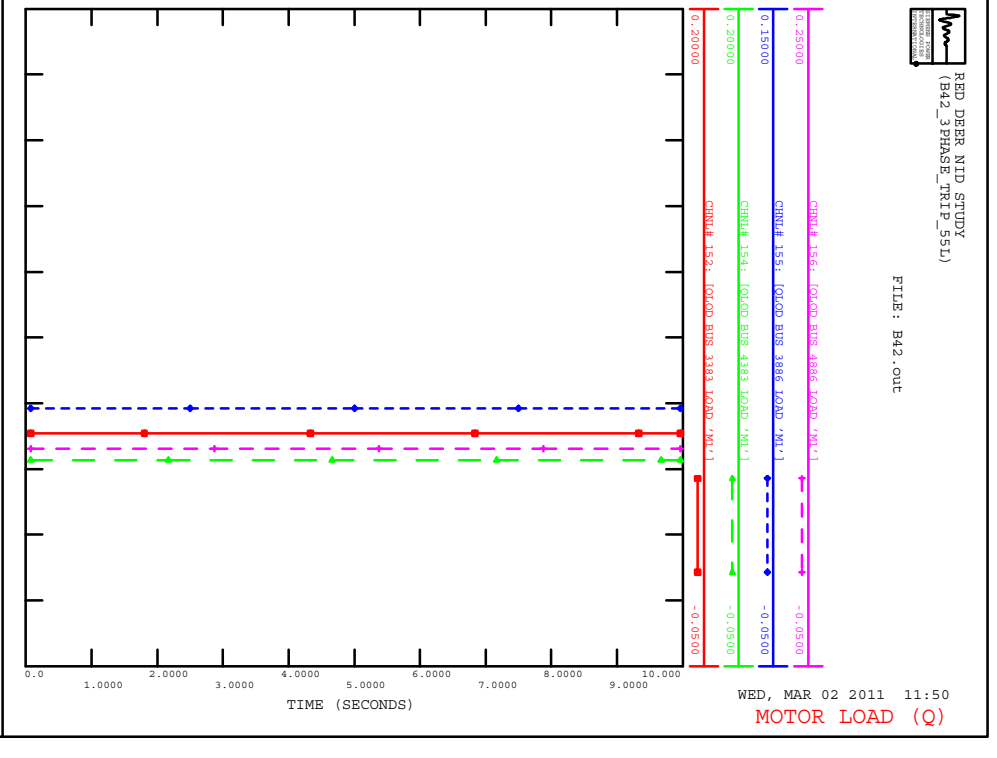
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

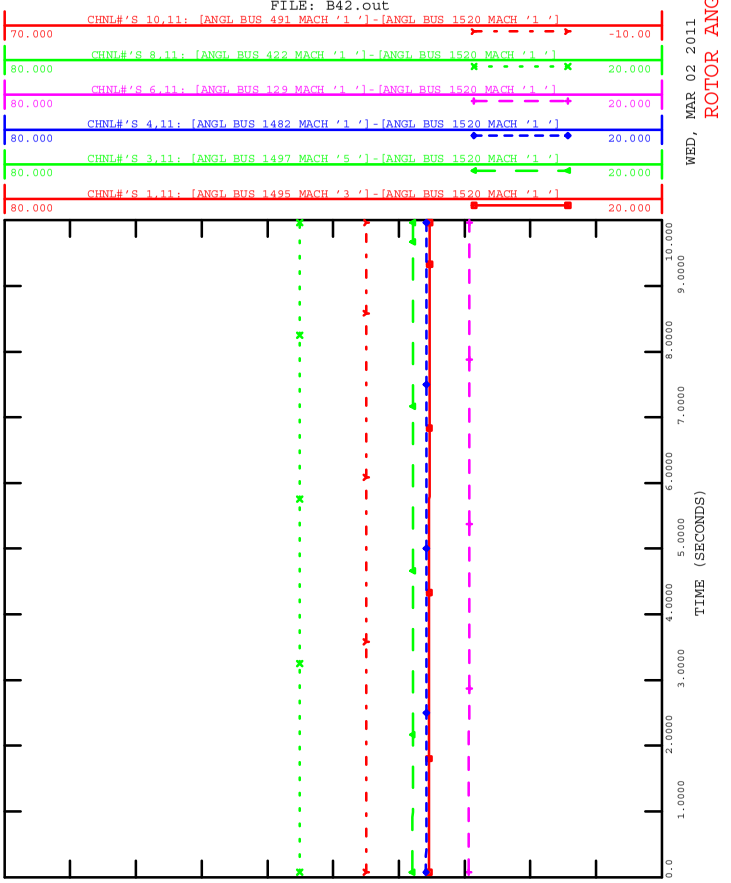

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

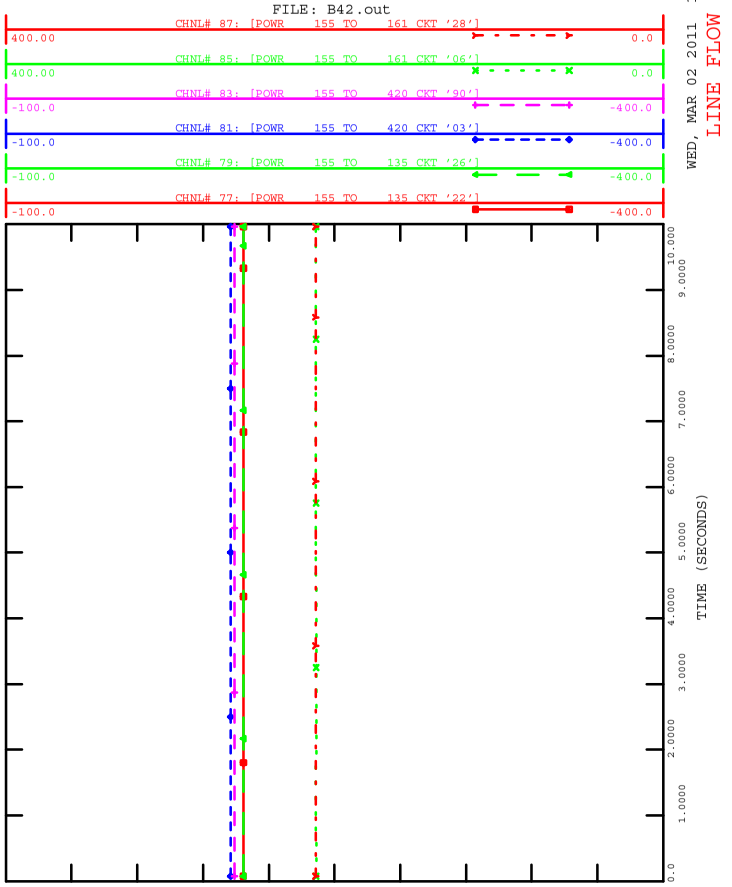


WED, MAR 02 2011 11:50

ROTOR ANGLES

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

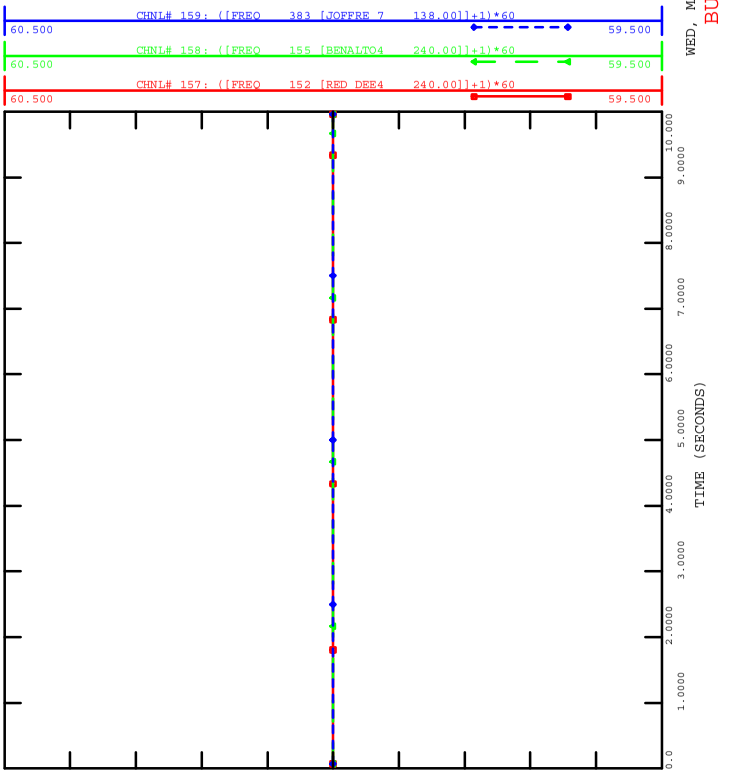


WED, MAR 02 2011 11:50

LINE FLOW (P)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

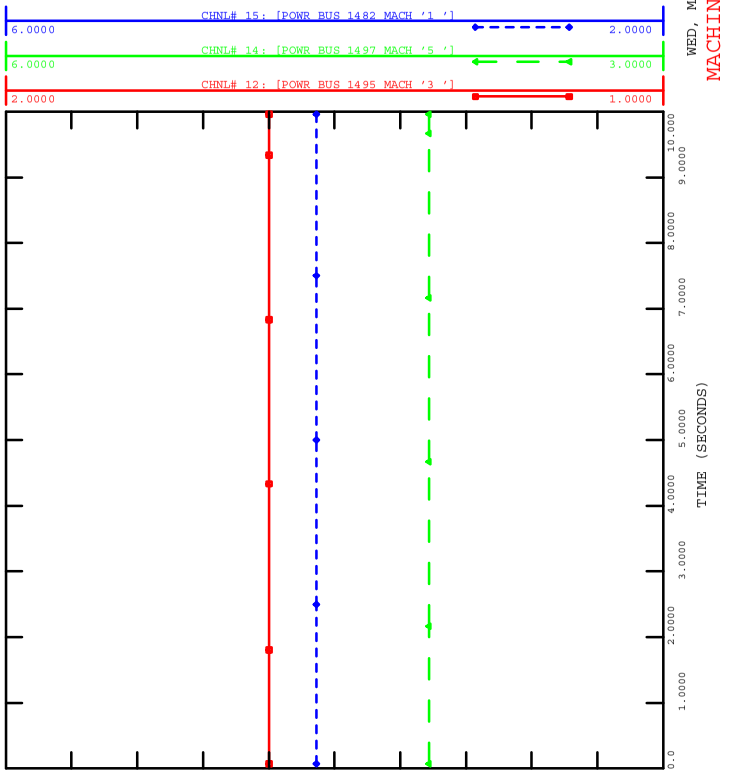


WED, MAR 02 2011 11:50

BUS FREQUENCY

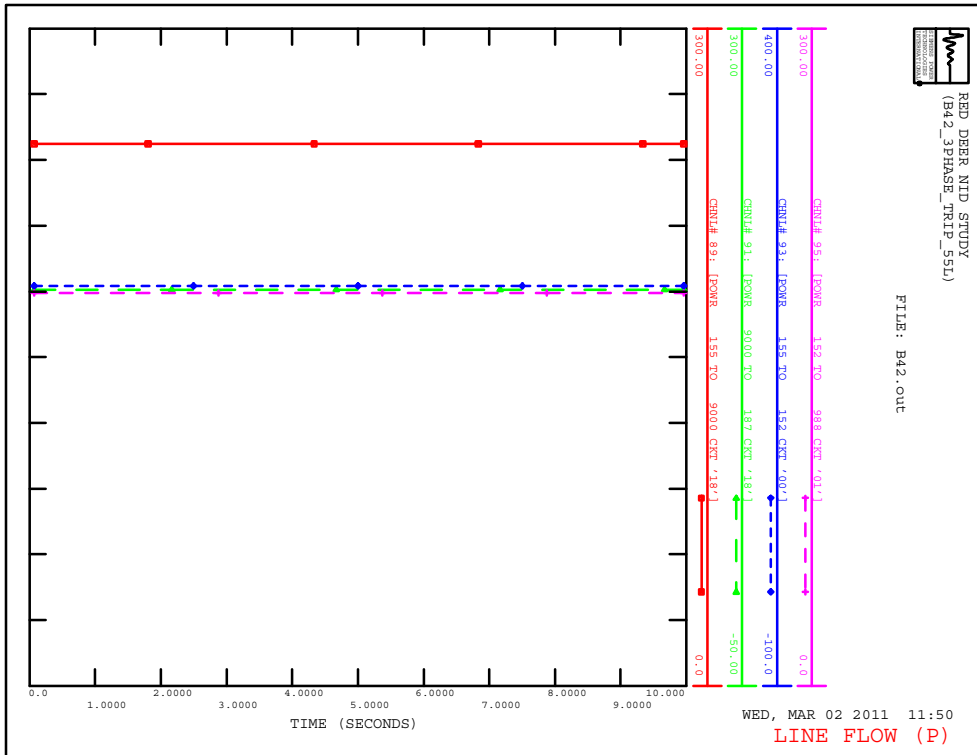
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

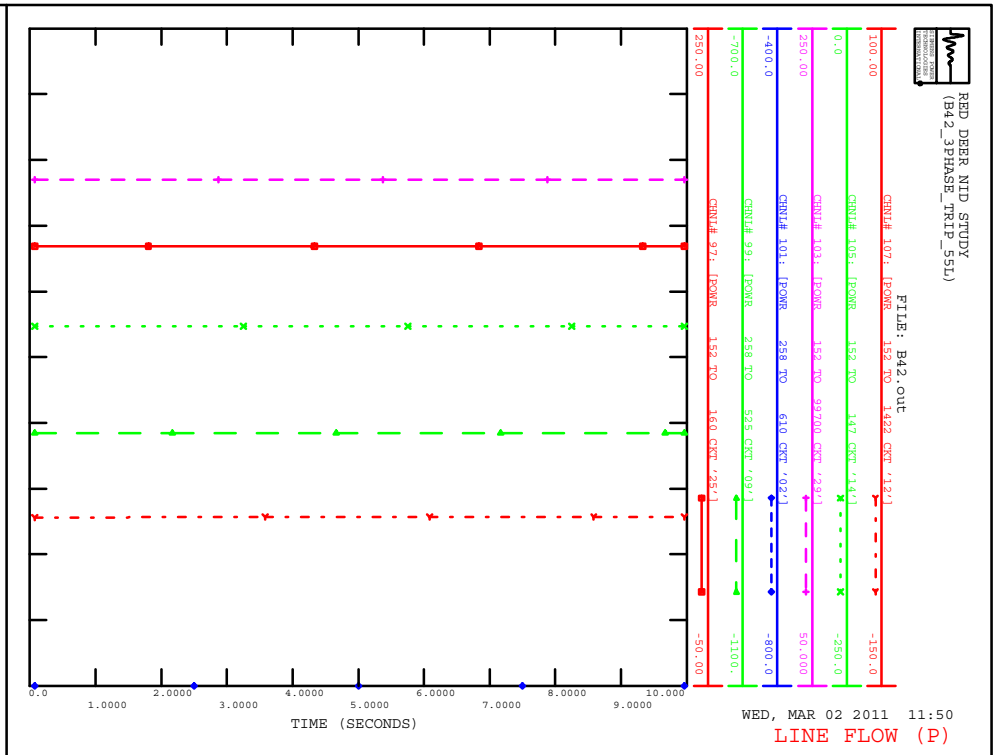
FILE: B42.out

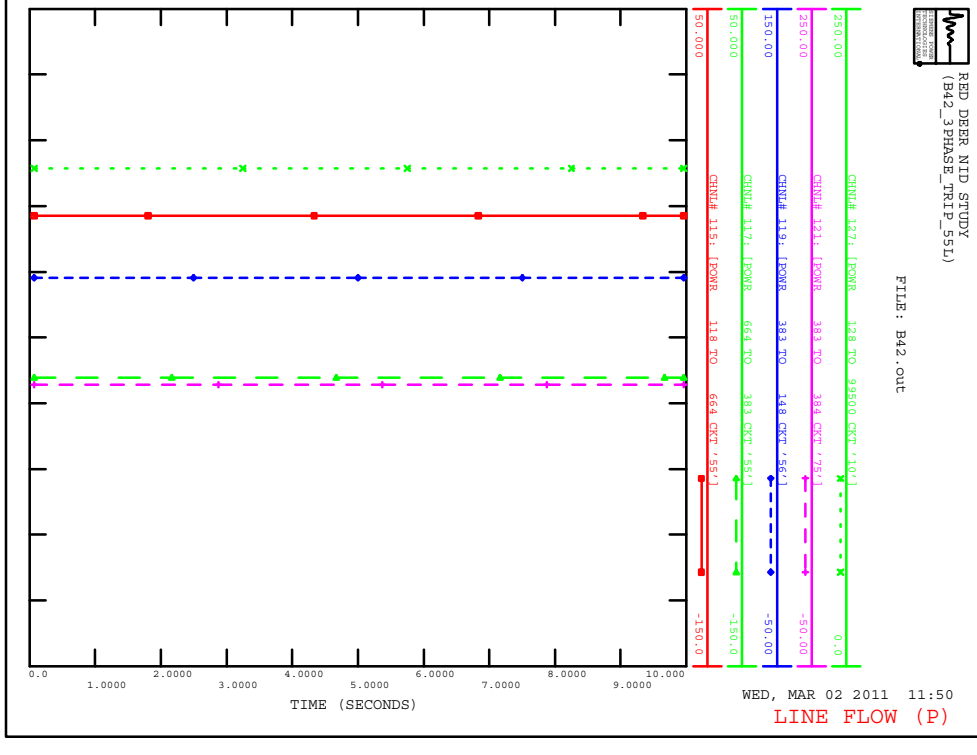


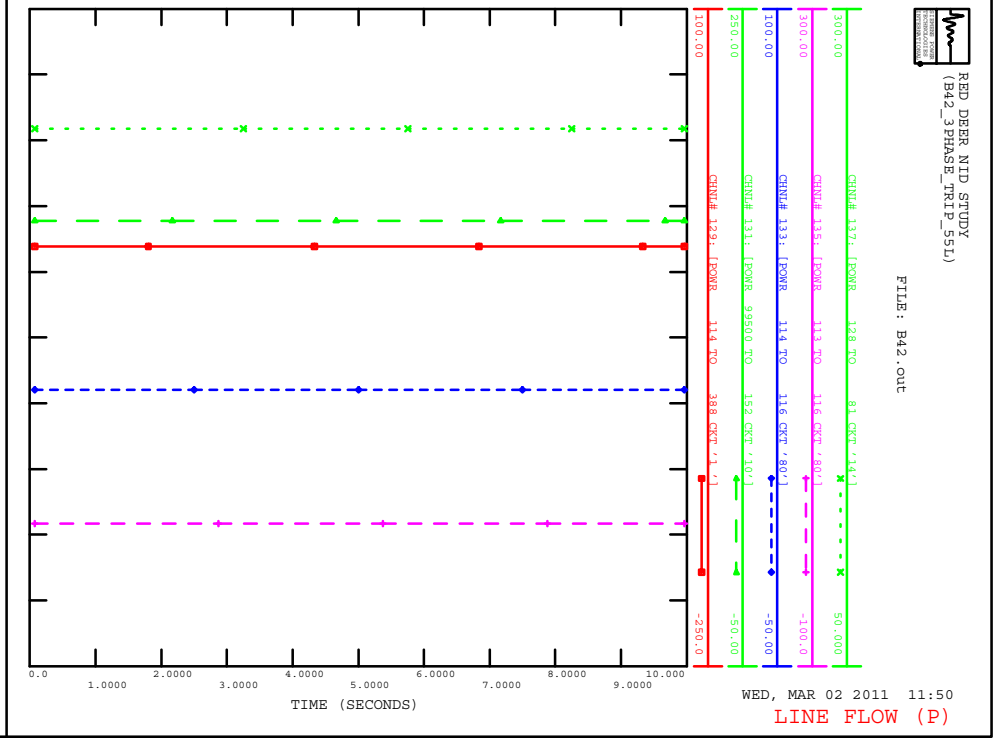
WED, MAR 02 2011 11:50

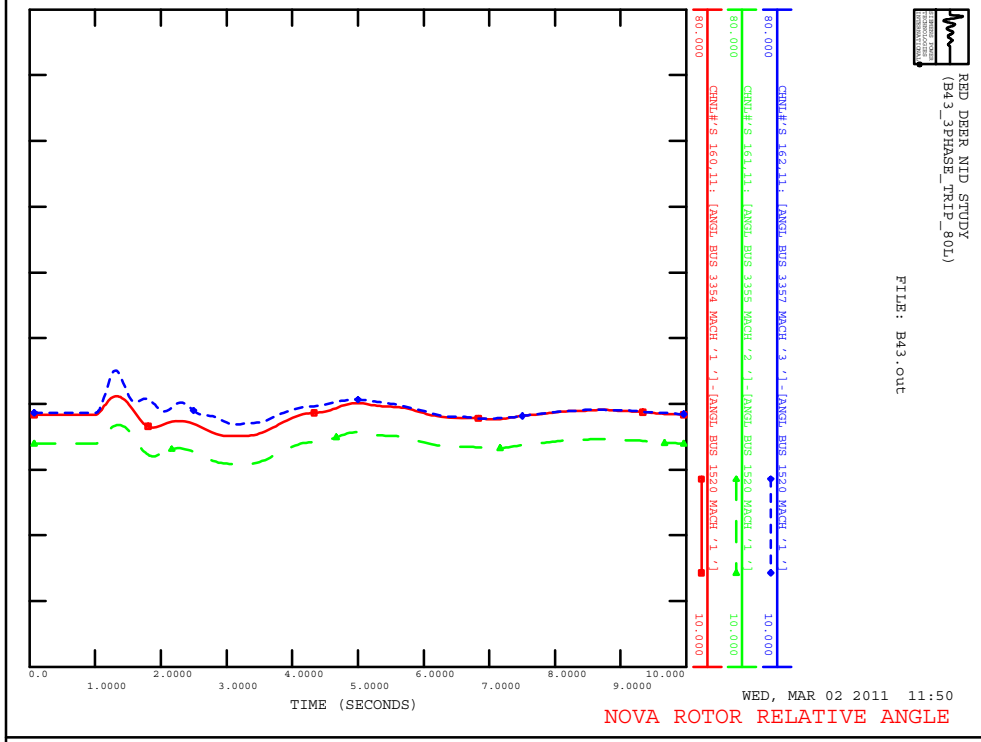
MACHINE POWER (P)

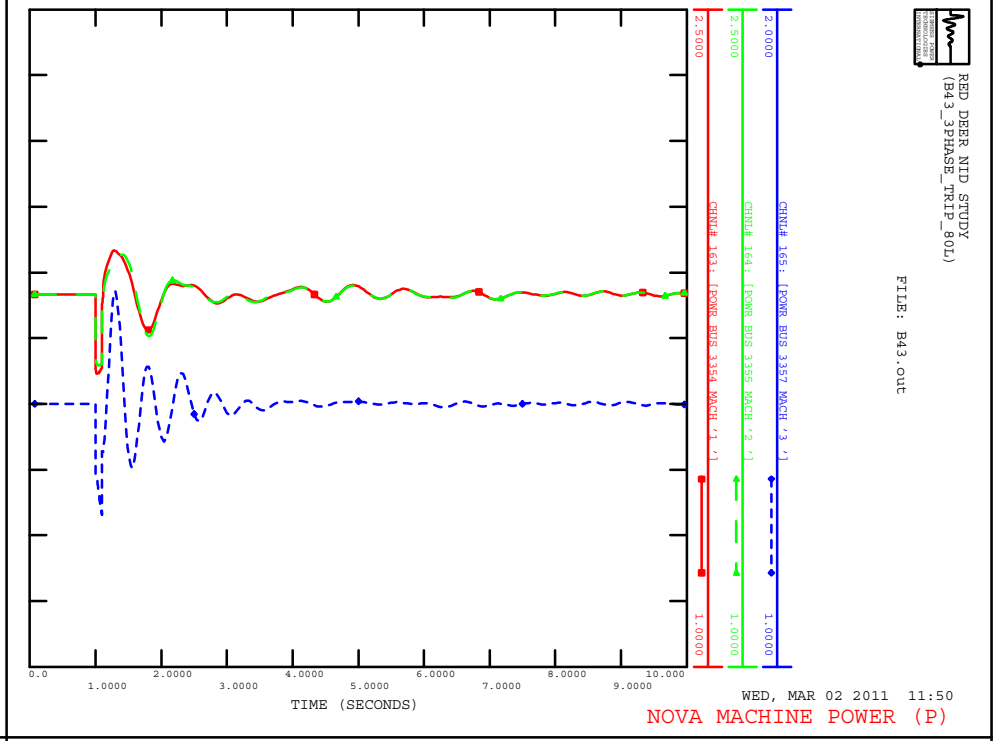

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

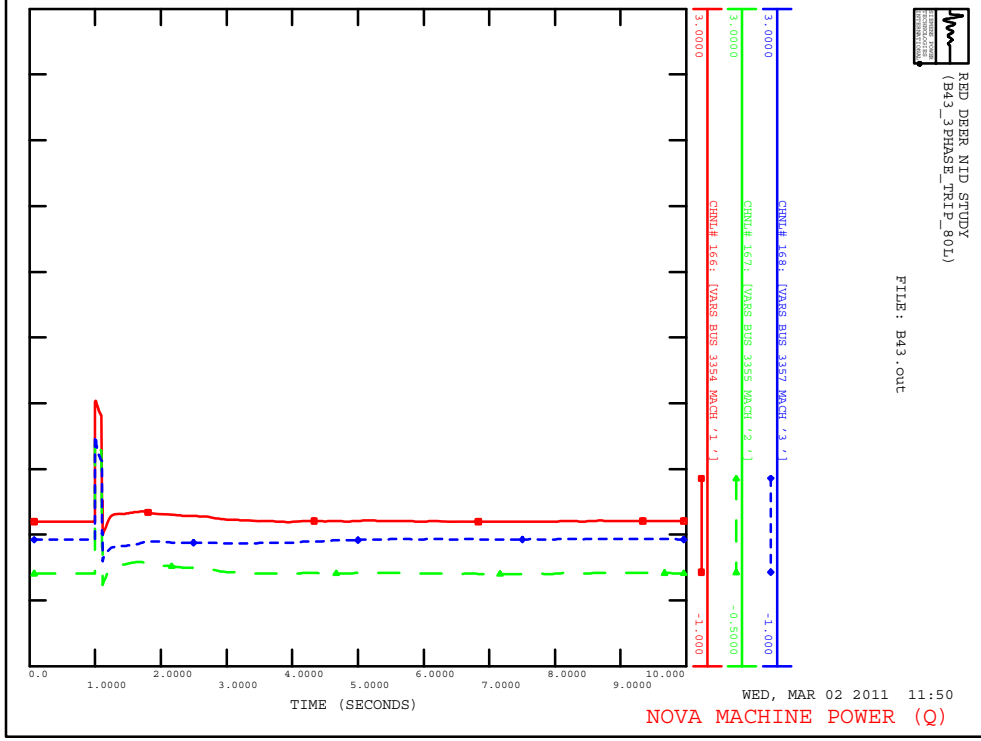

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

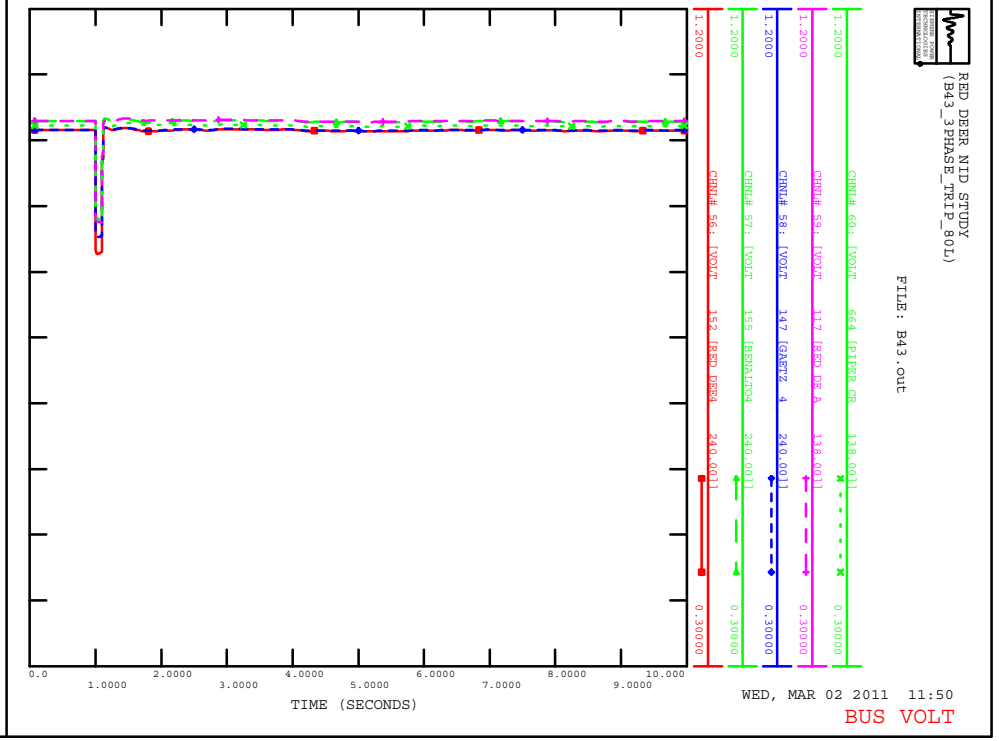

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

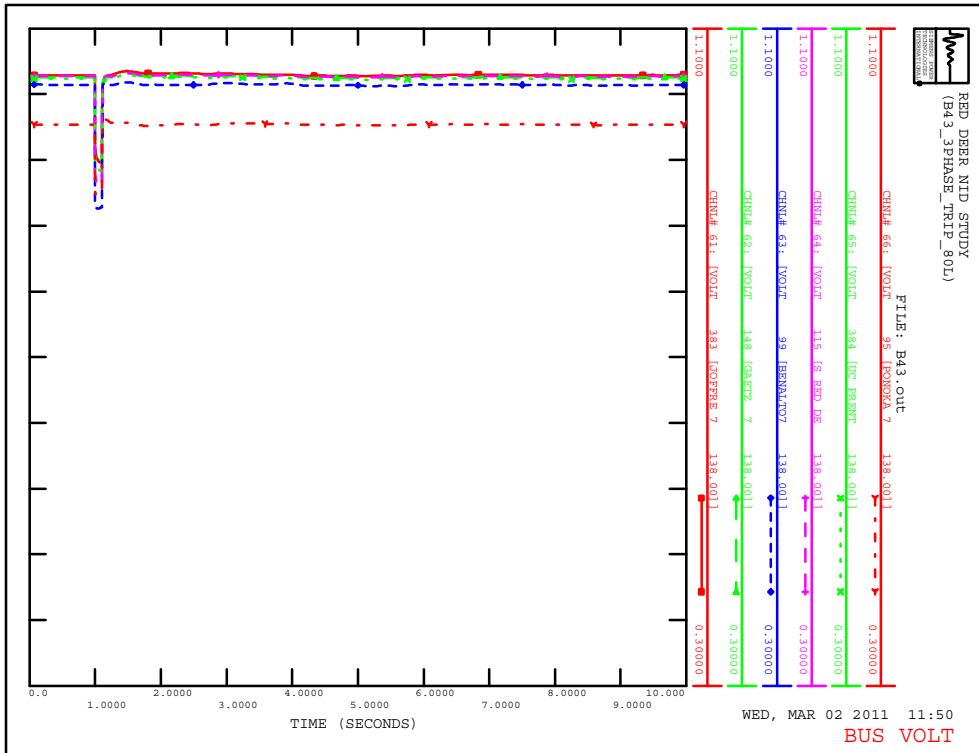

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

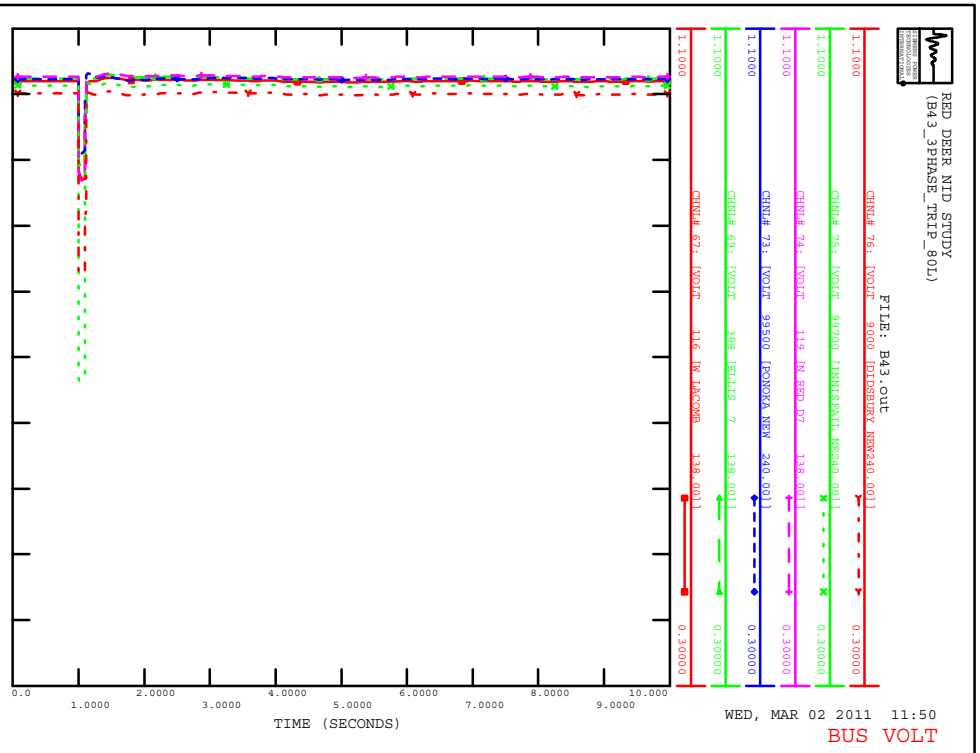

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 160, [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 161, [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 162, [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

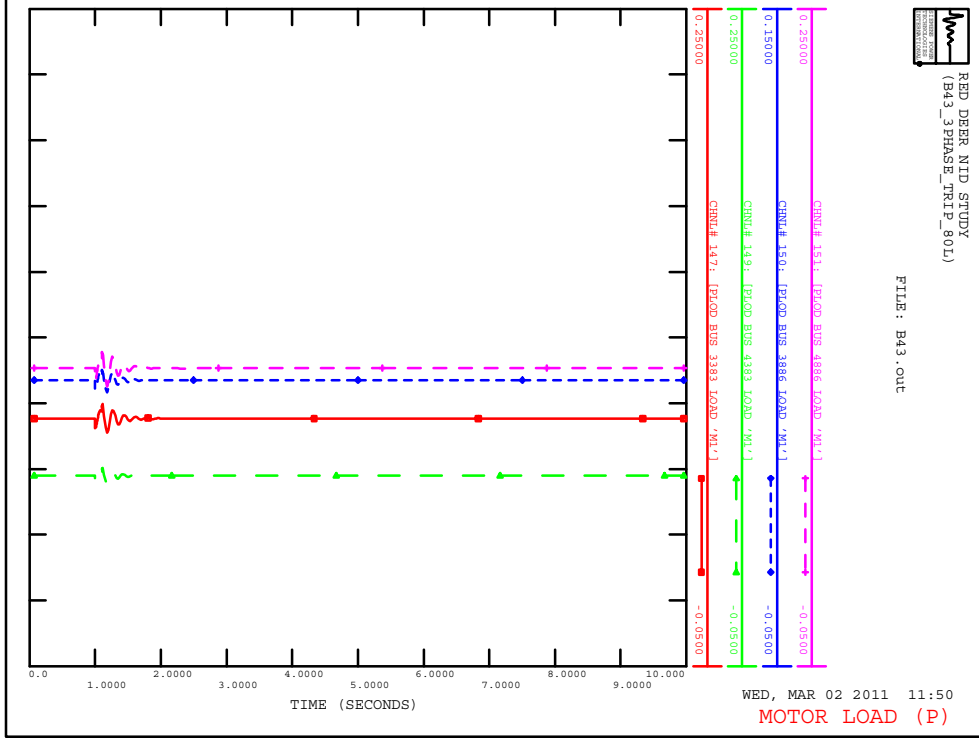

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

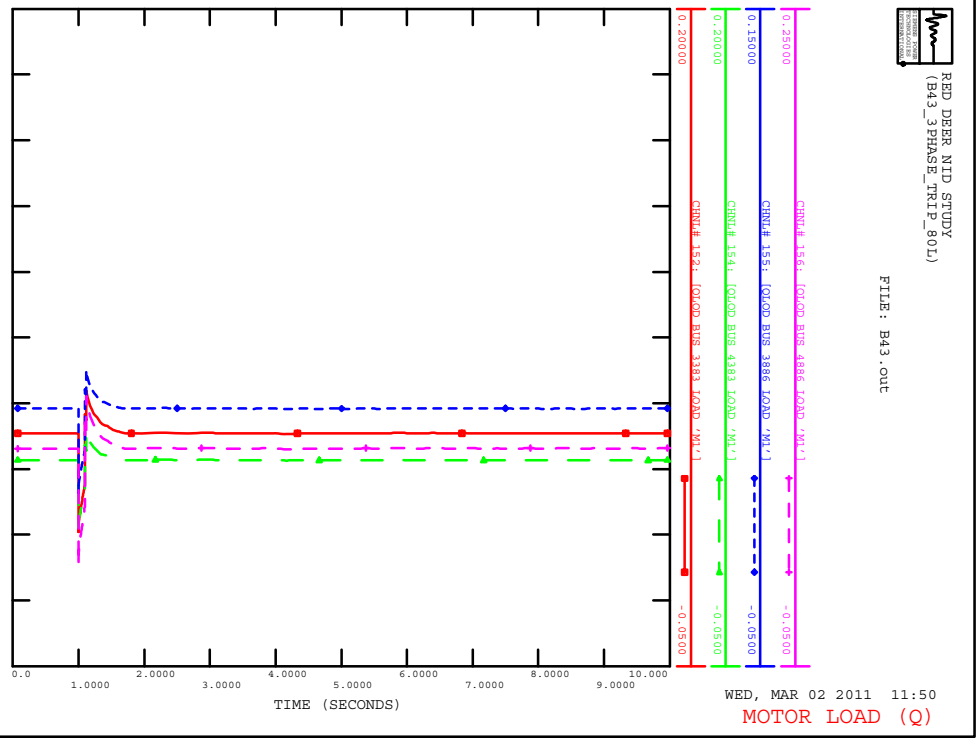

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

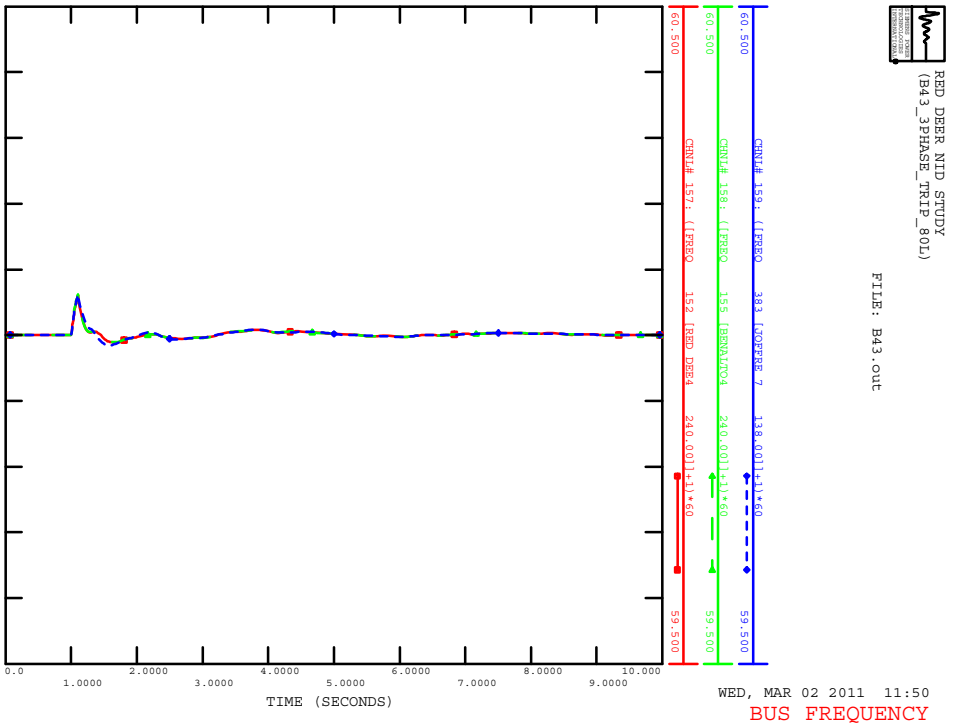

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

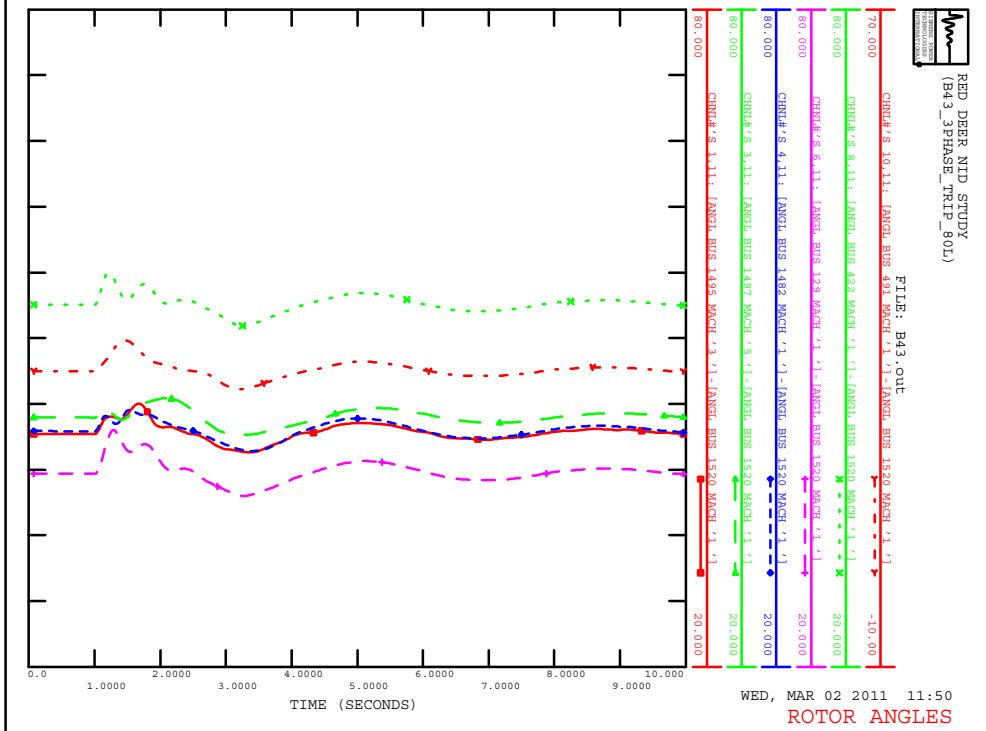

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

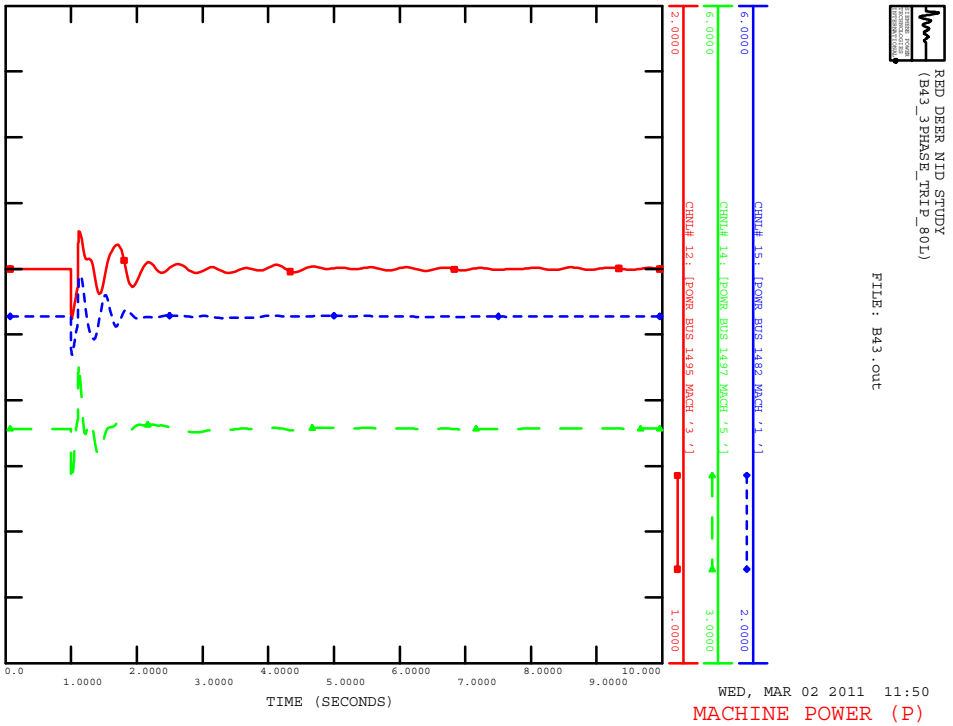

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

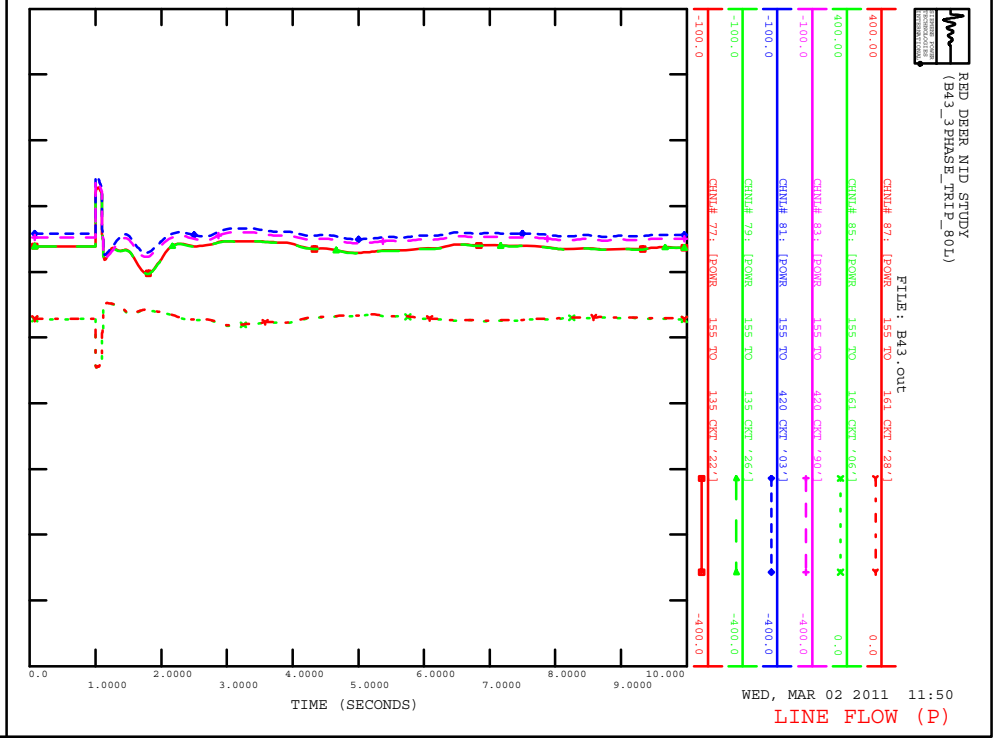

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

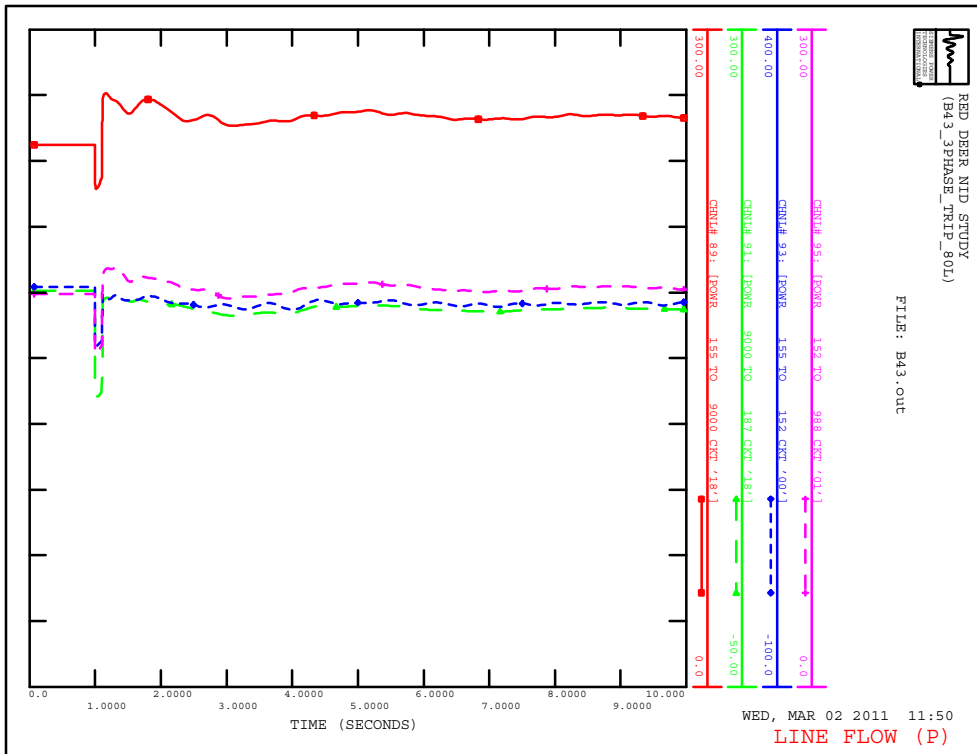

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

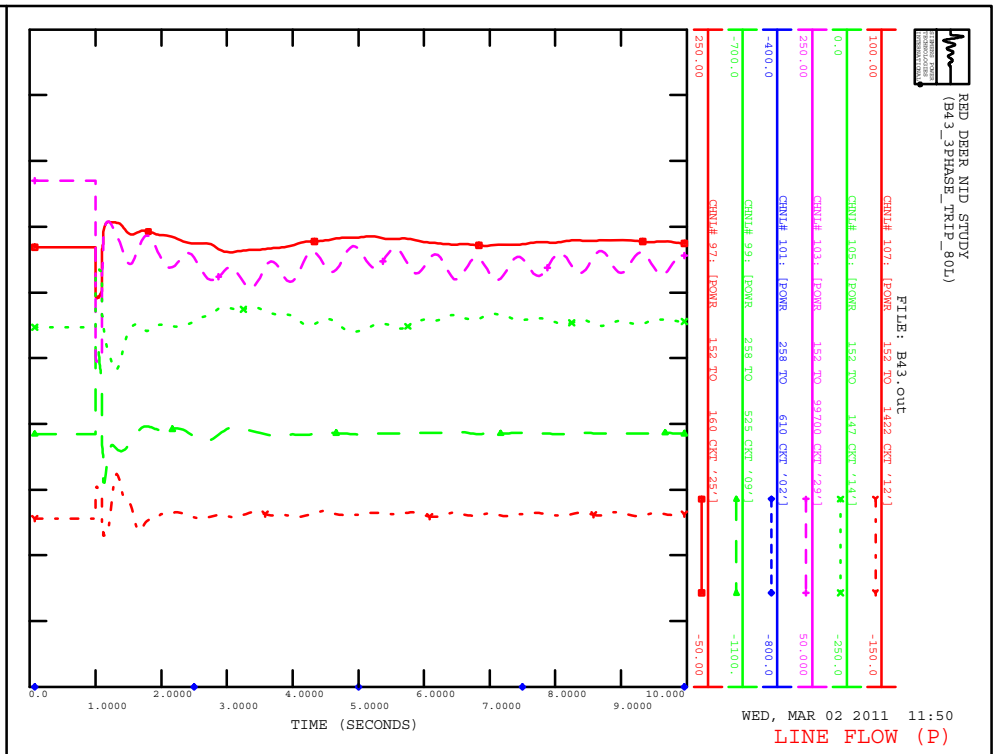

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

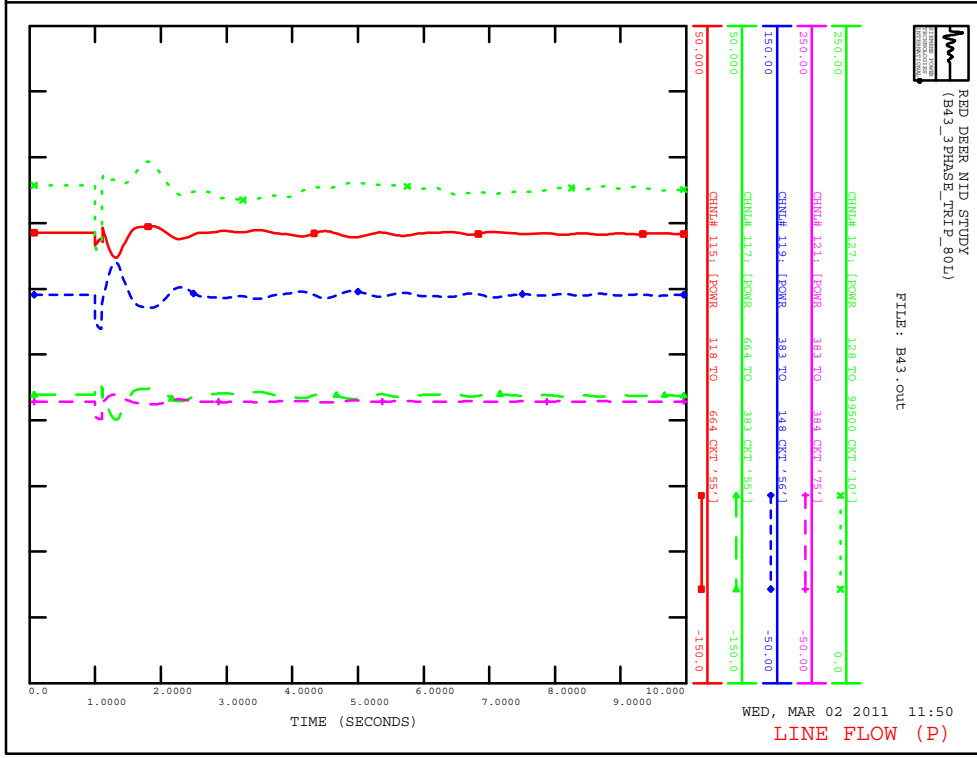

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

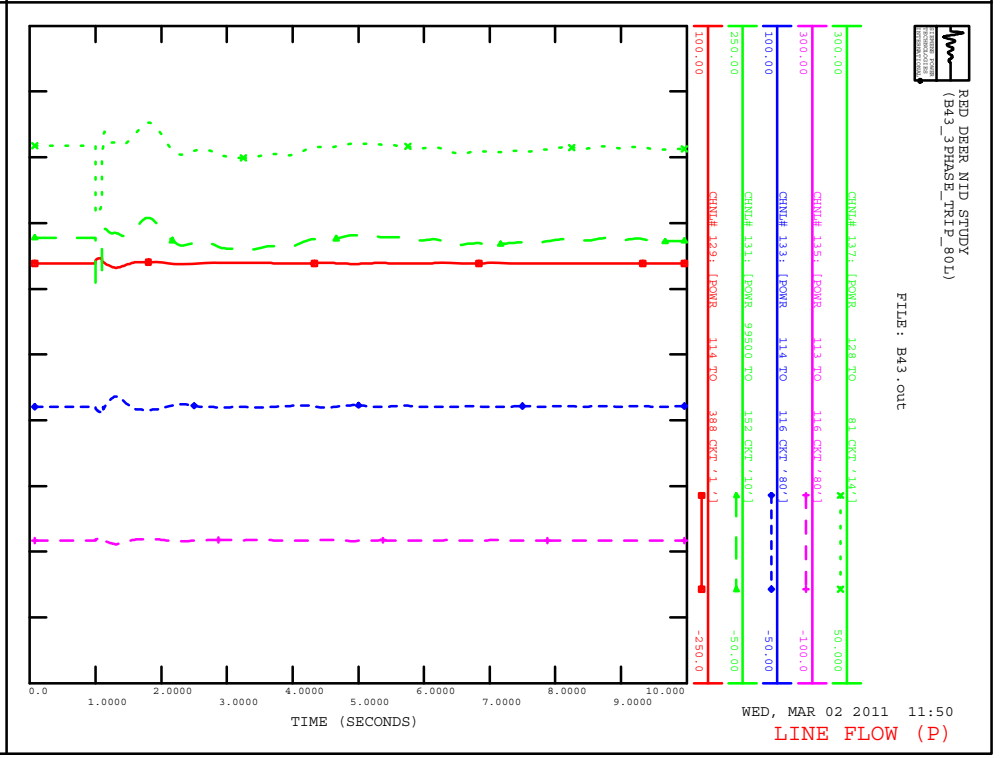

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

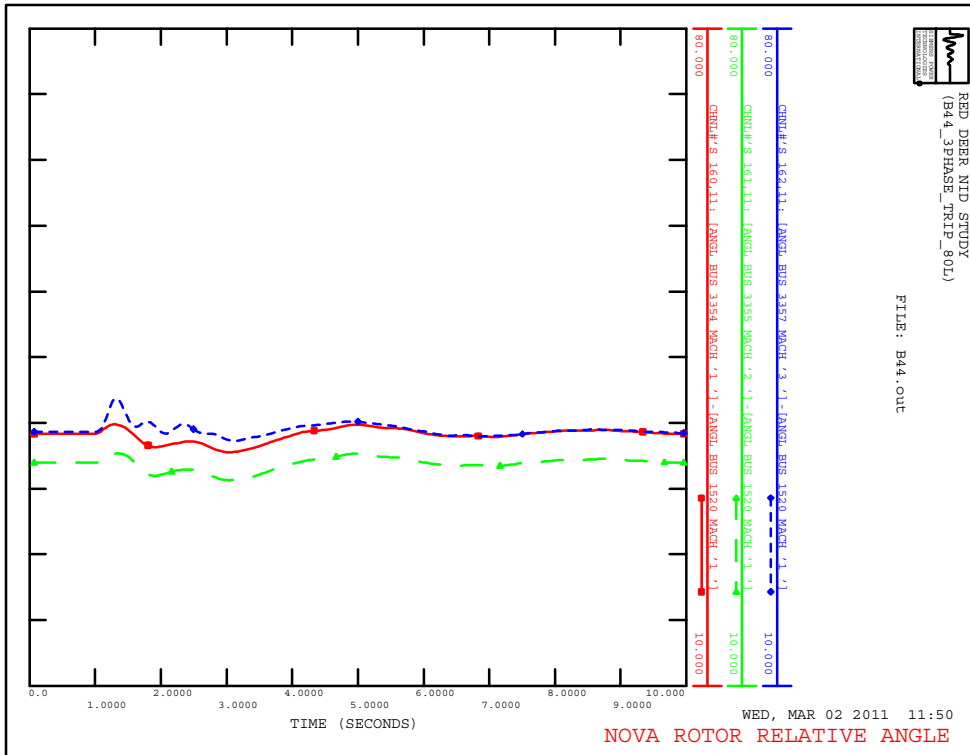

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

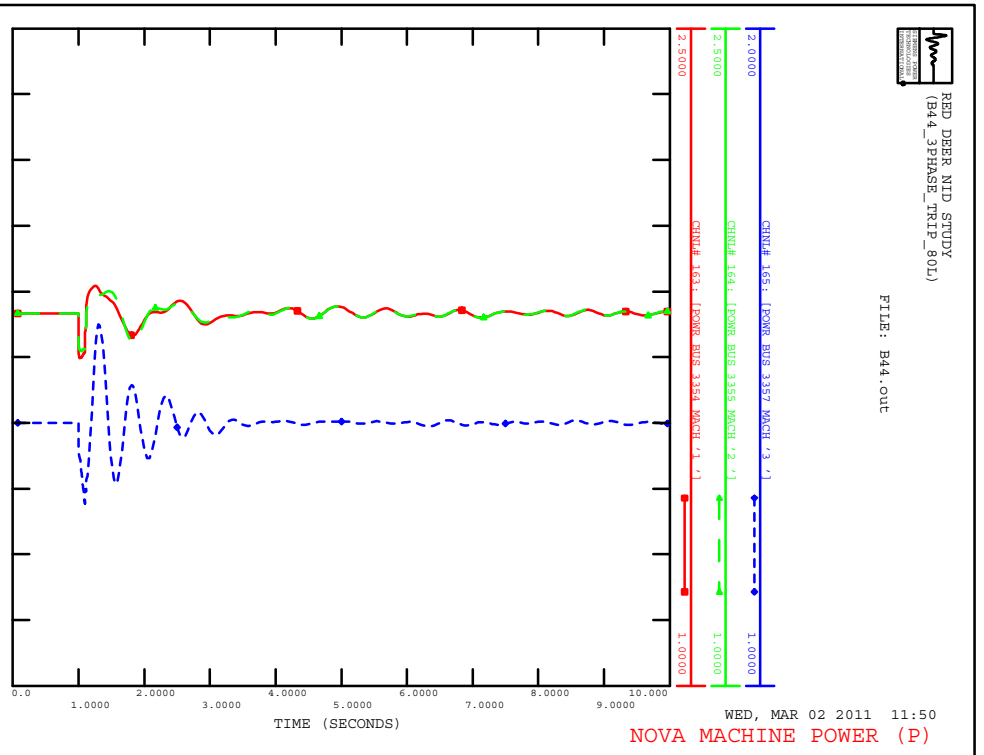

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

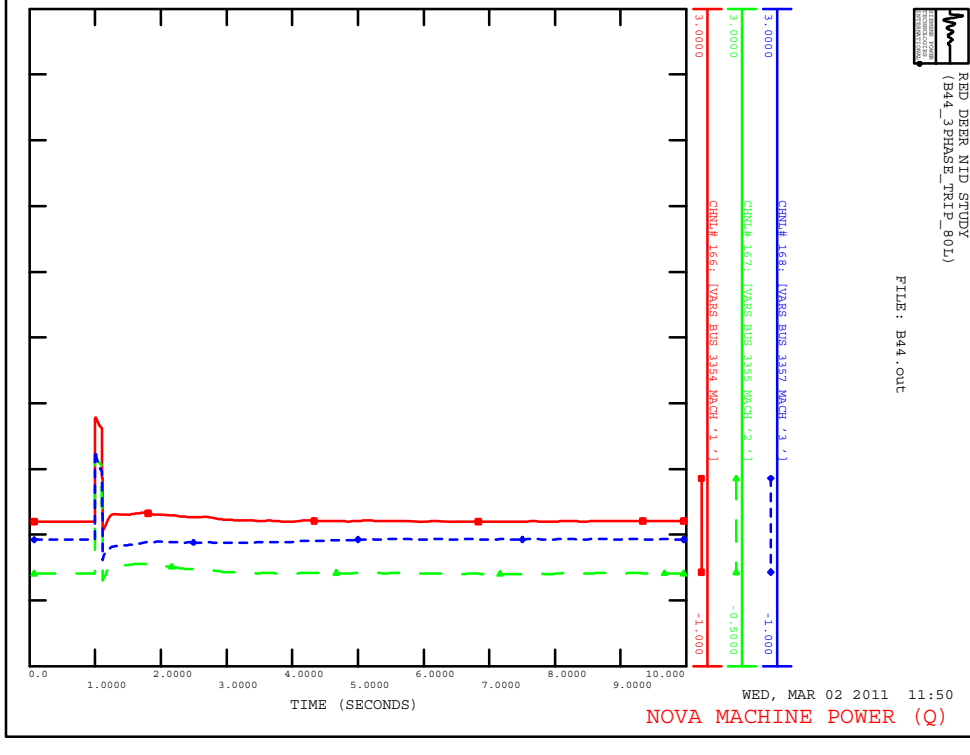

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

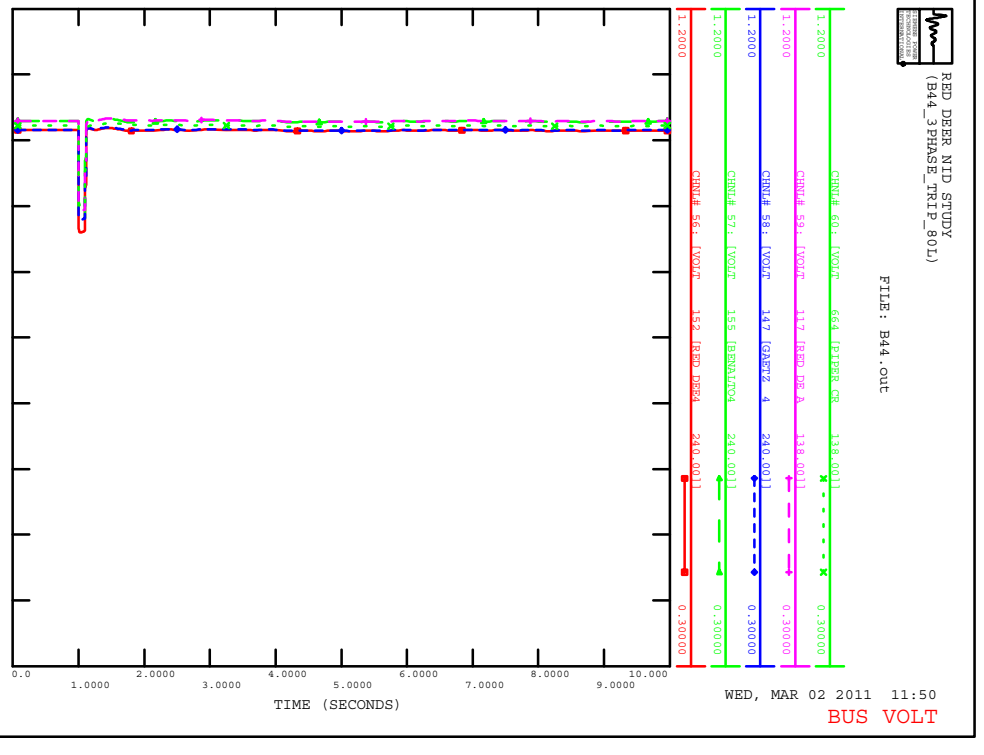

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

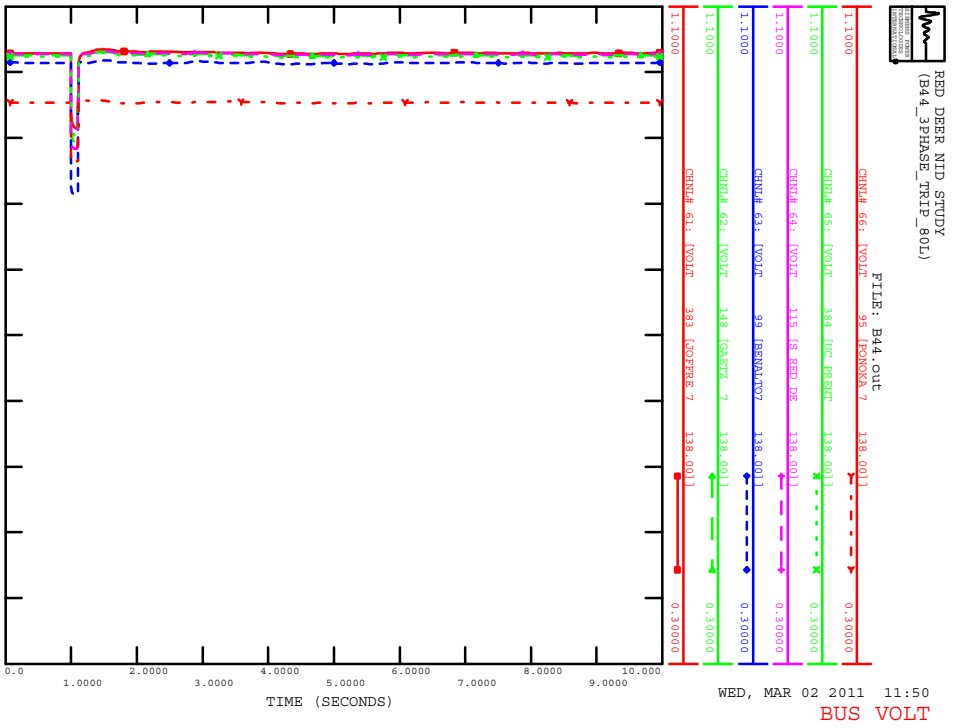

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

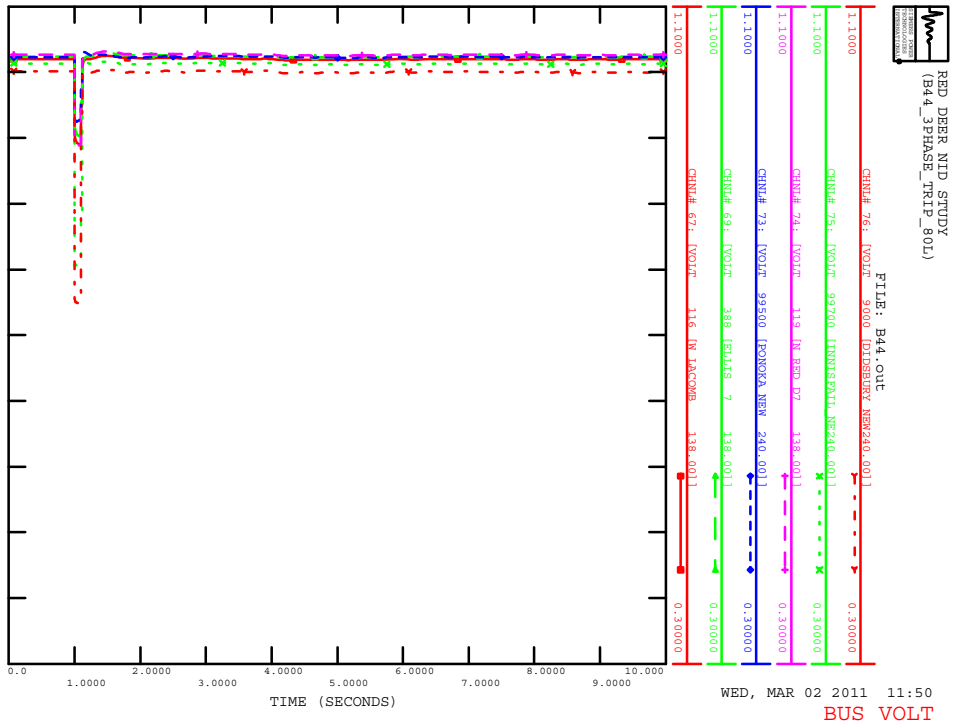

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

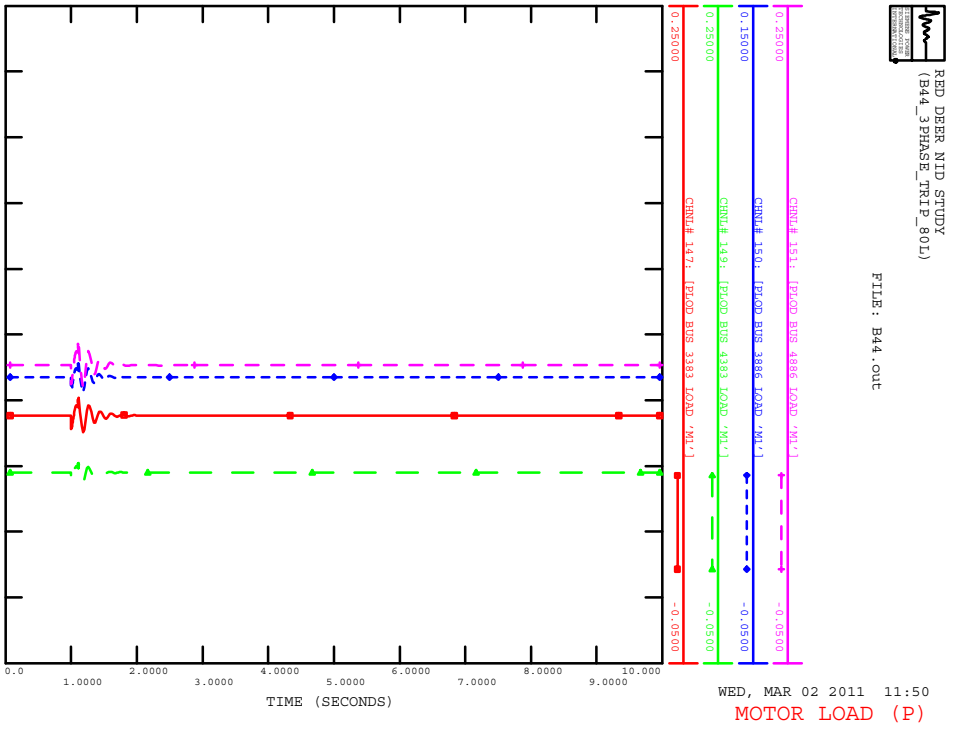

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

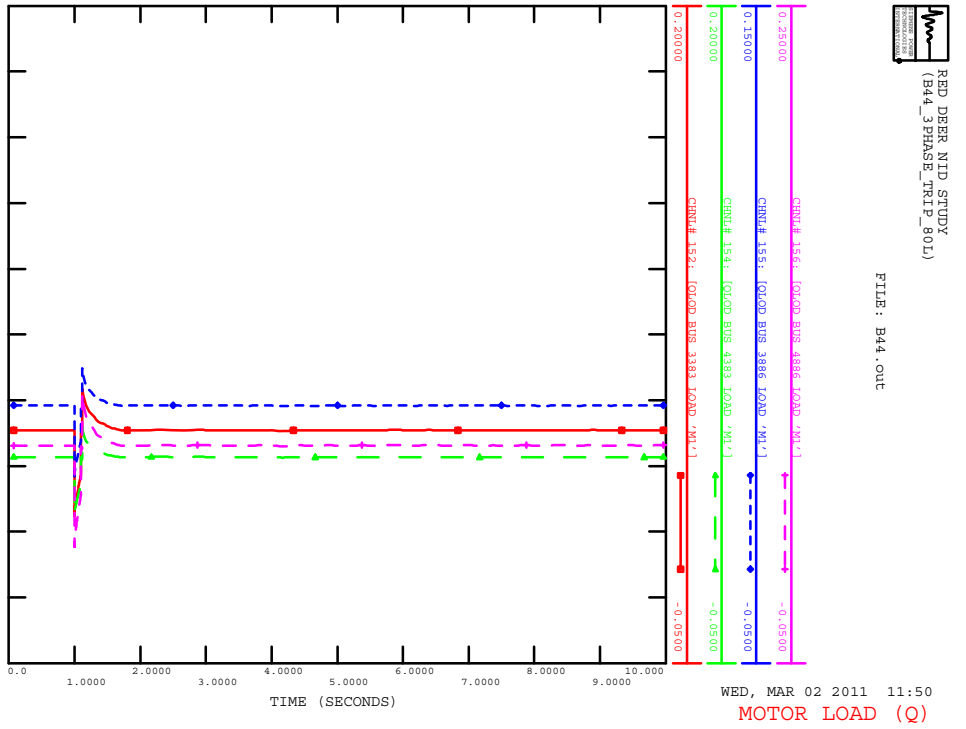

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

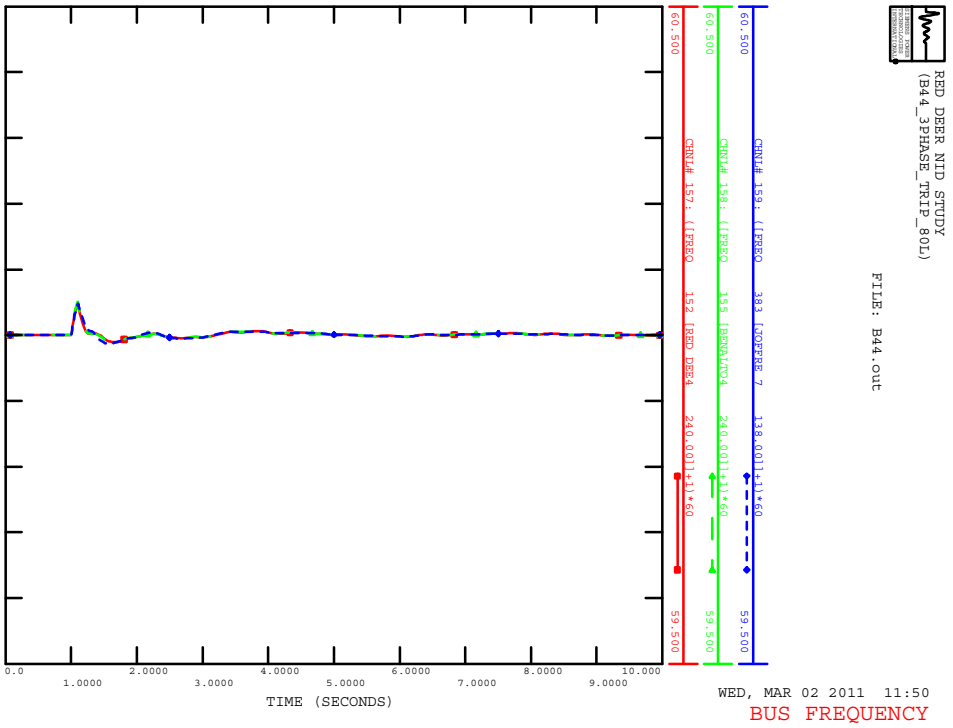

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

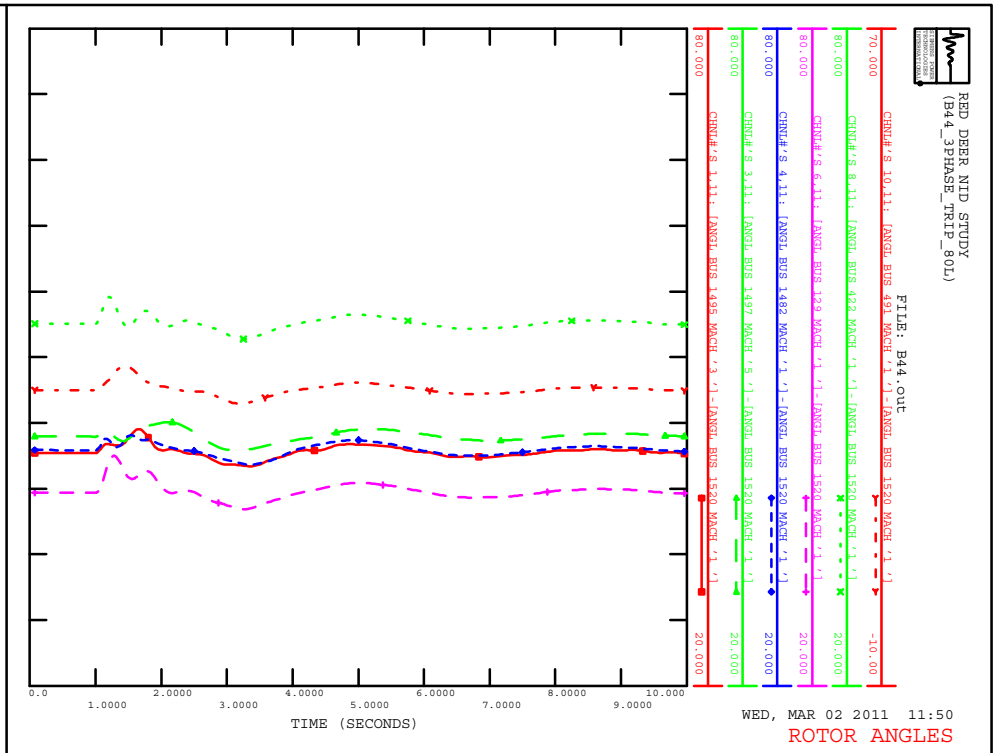

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

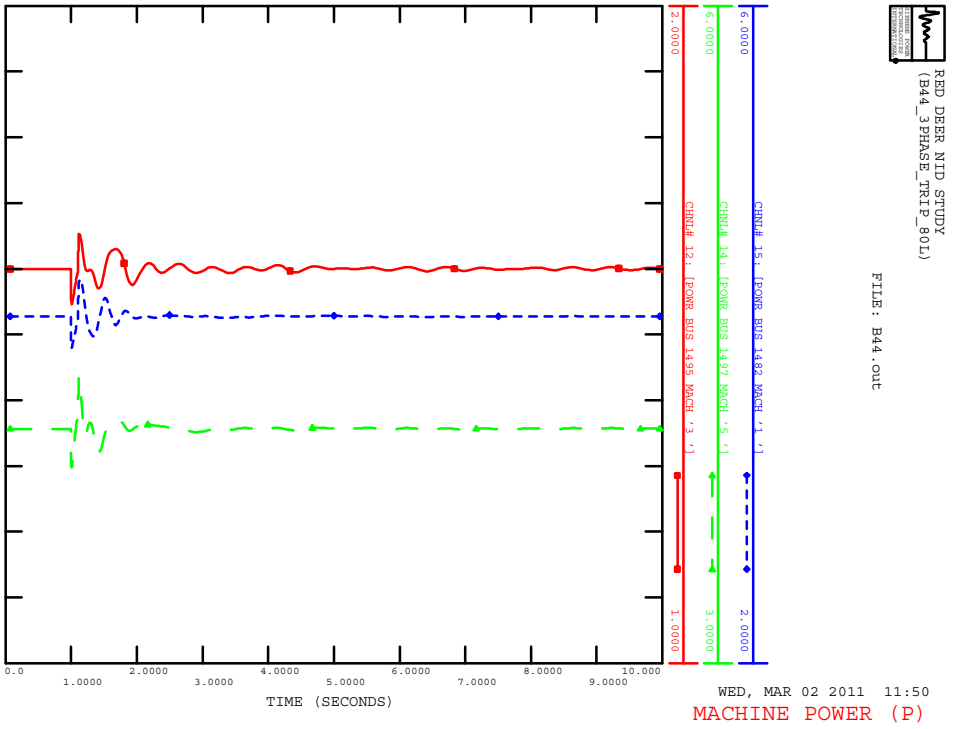

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

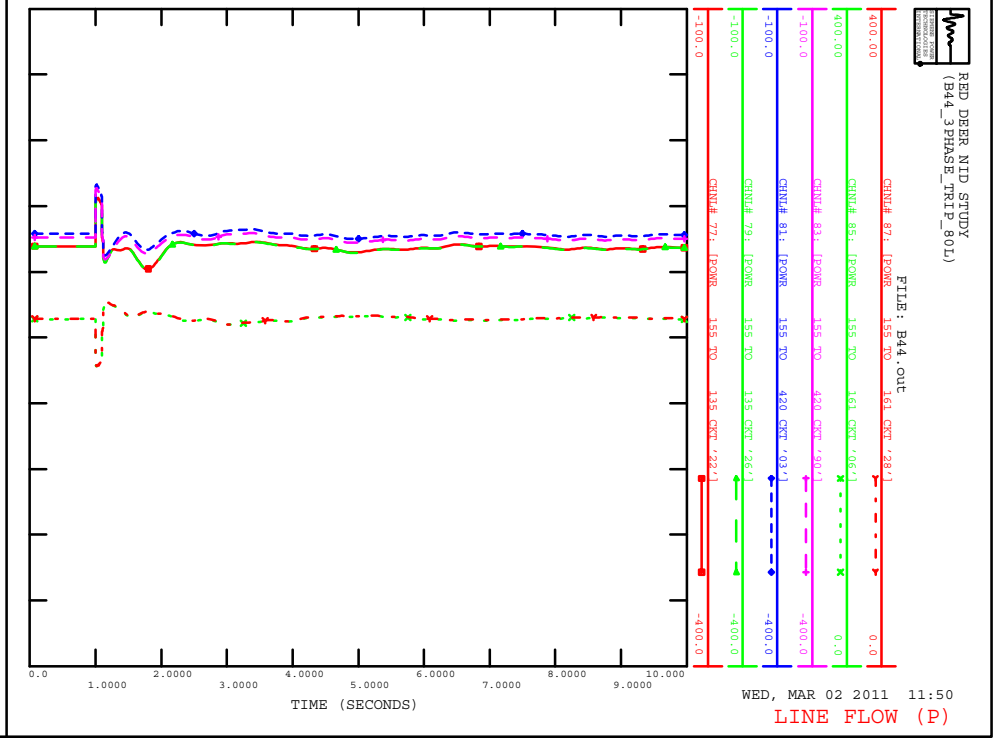

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

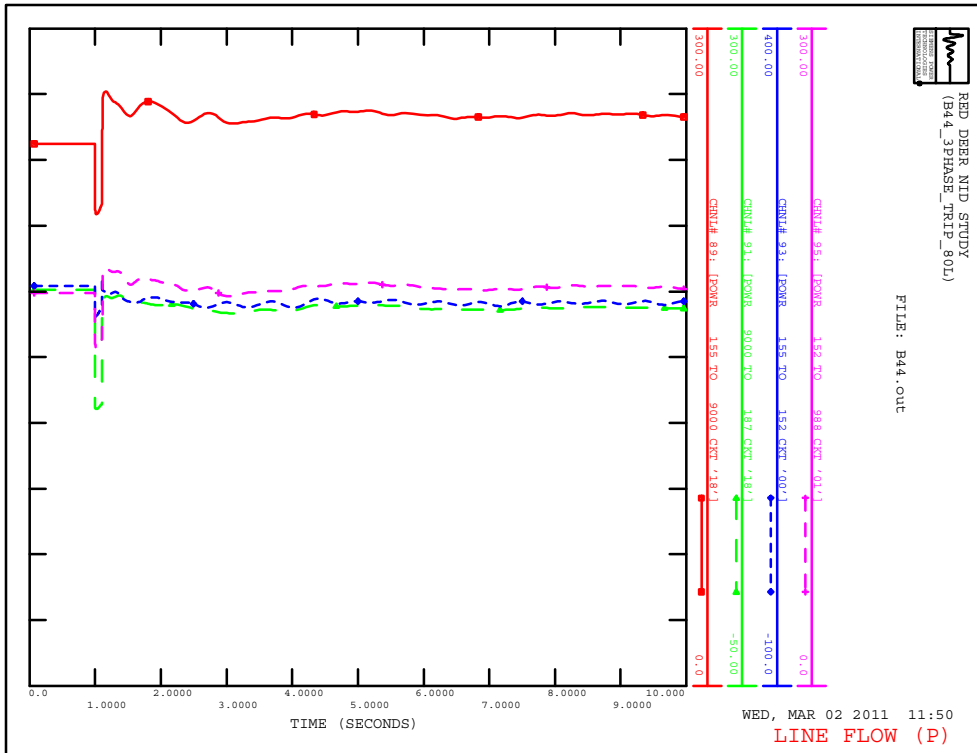

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

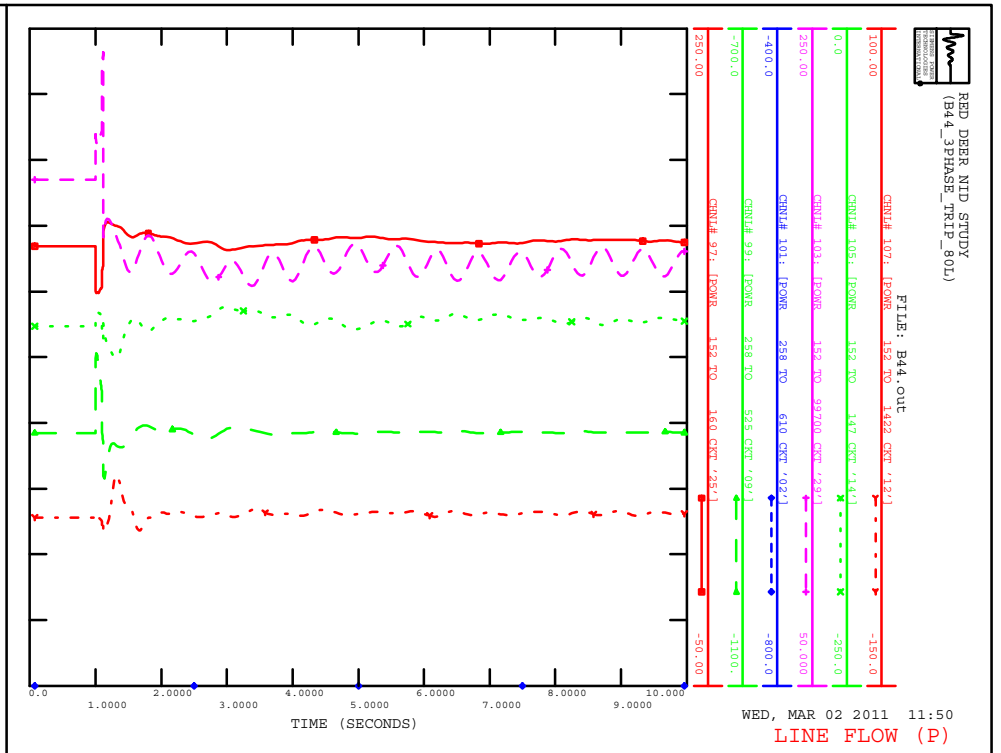

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

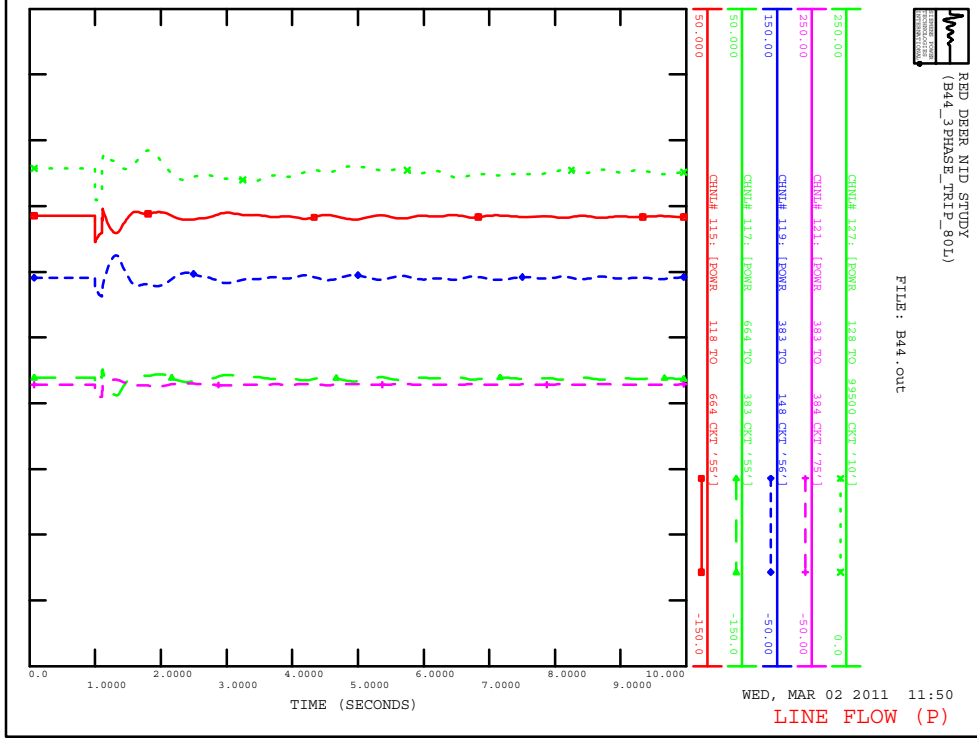

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

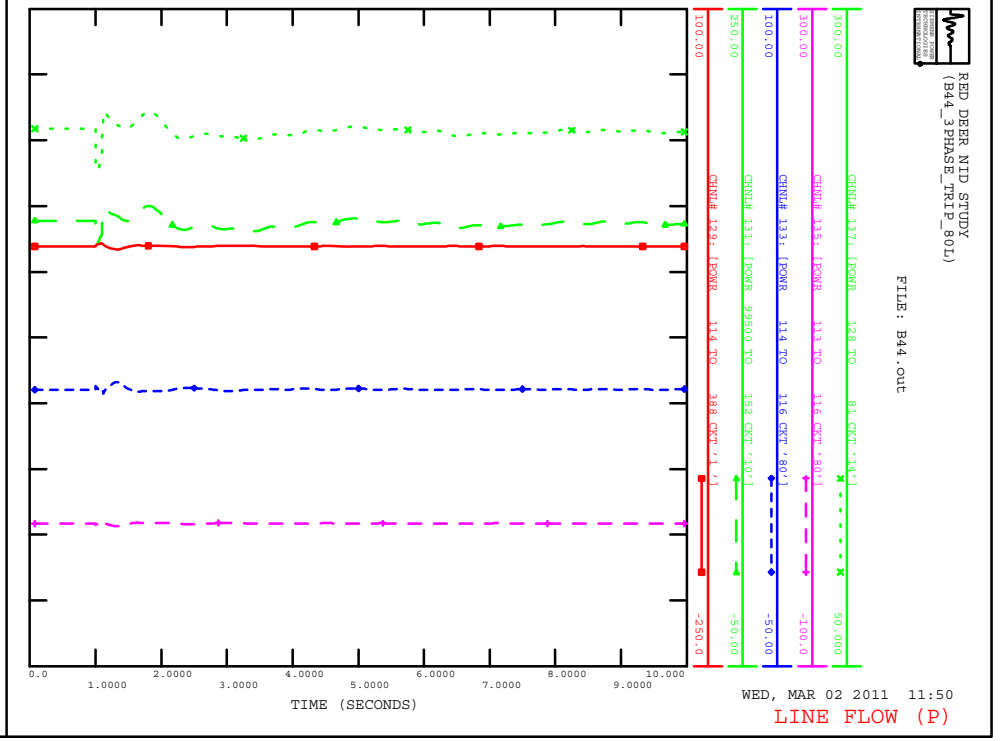

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

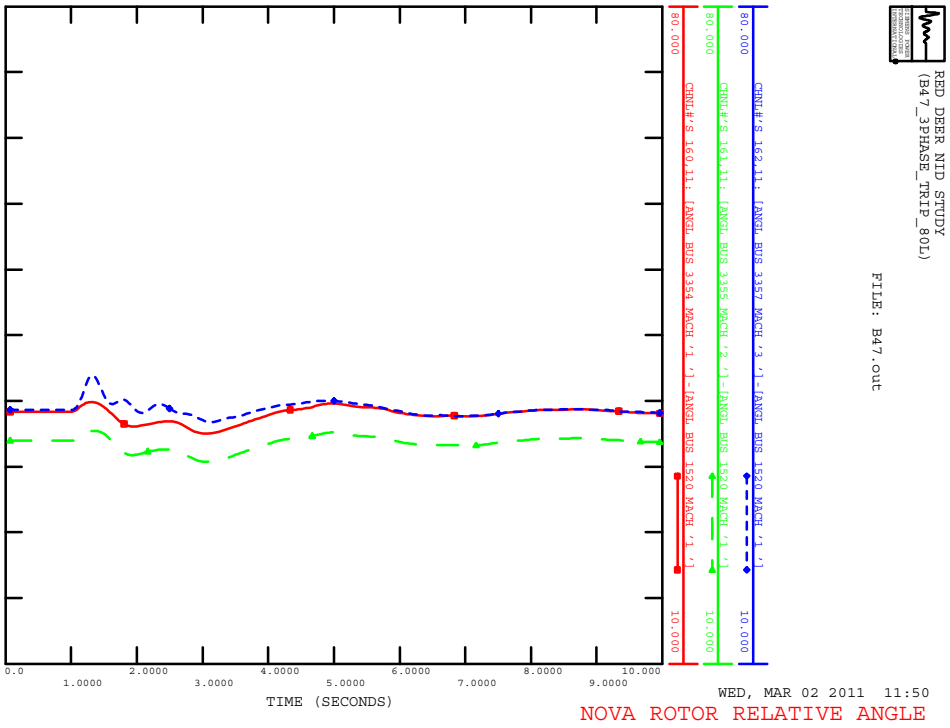

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

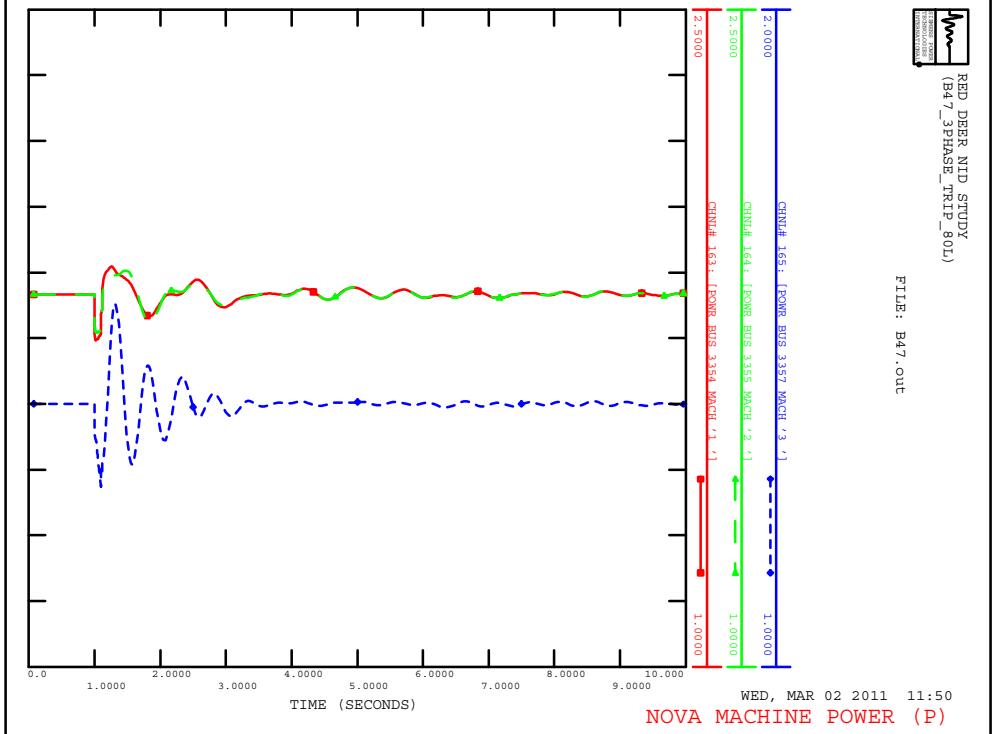

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

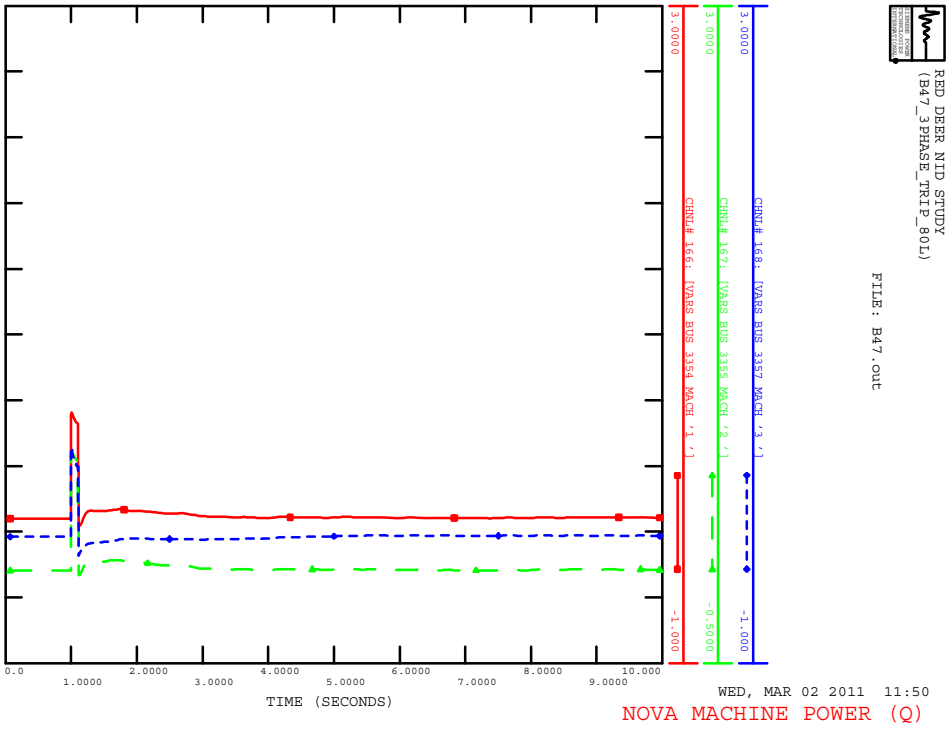

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

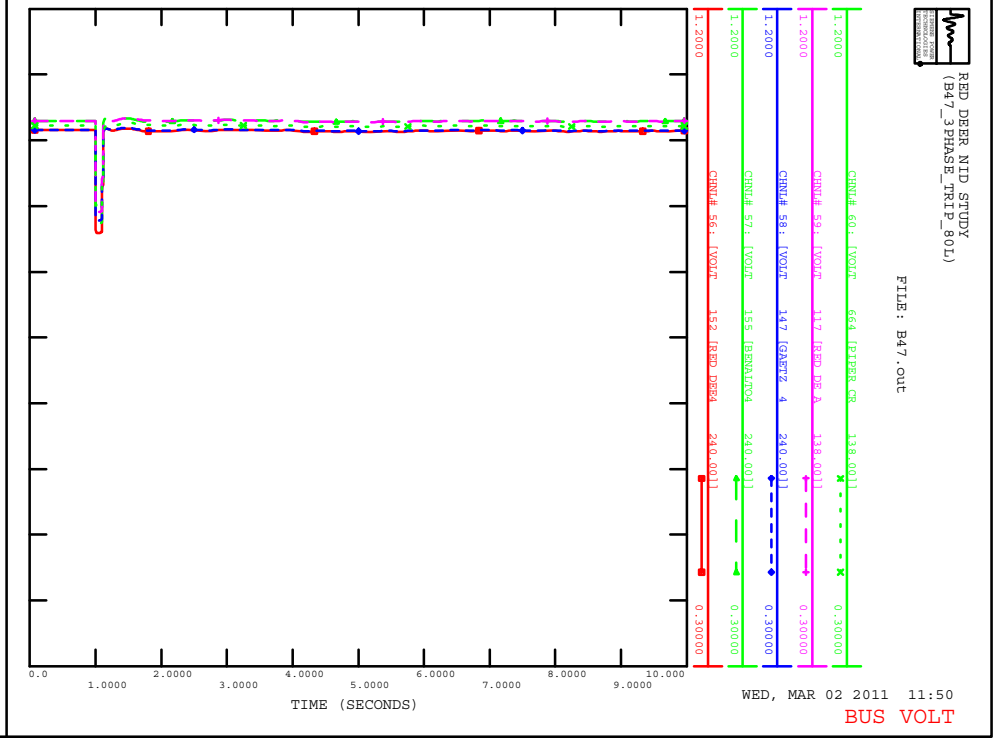

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

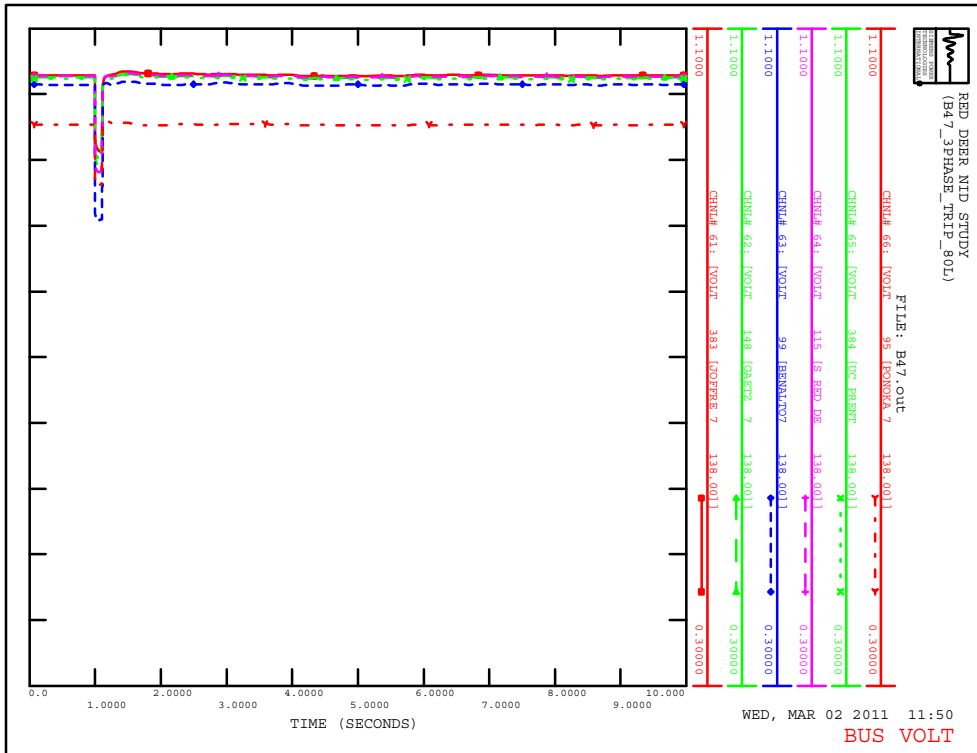

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

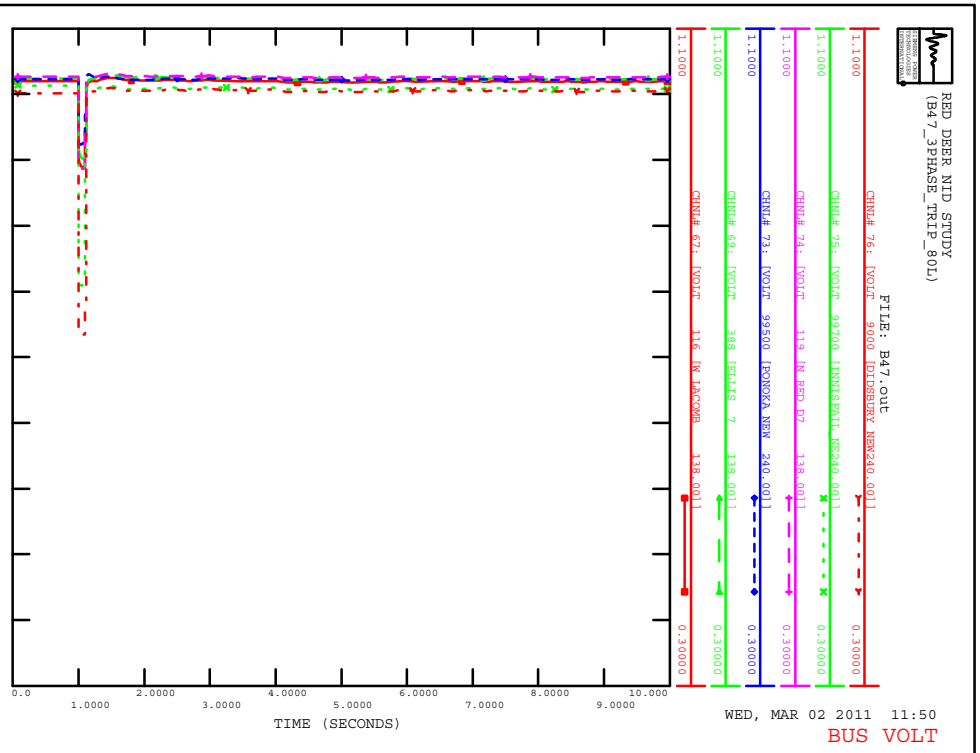

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

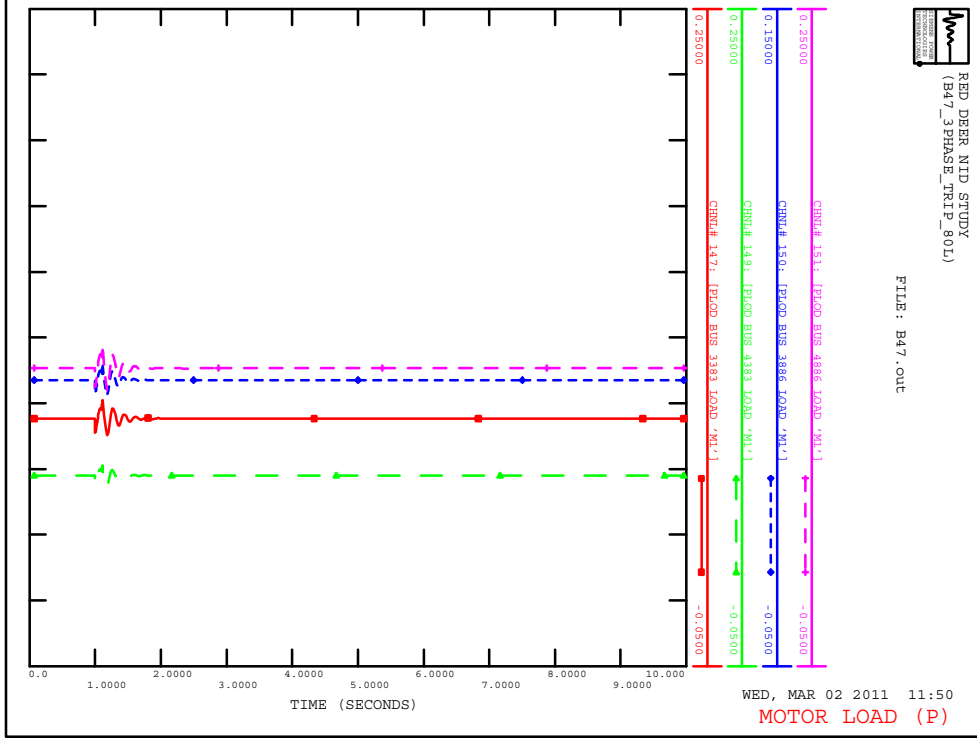

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

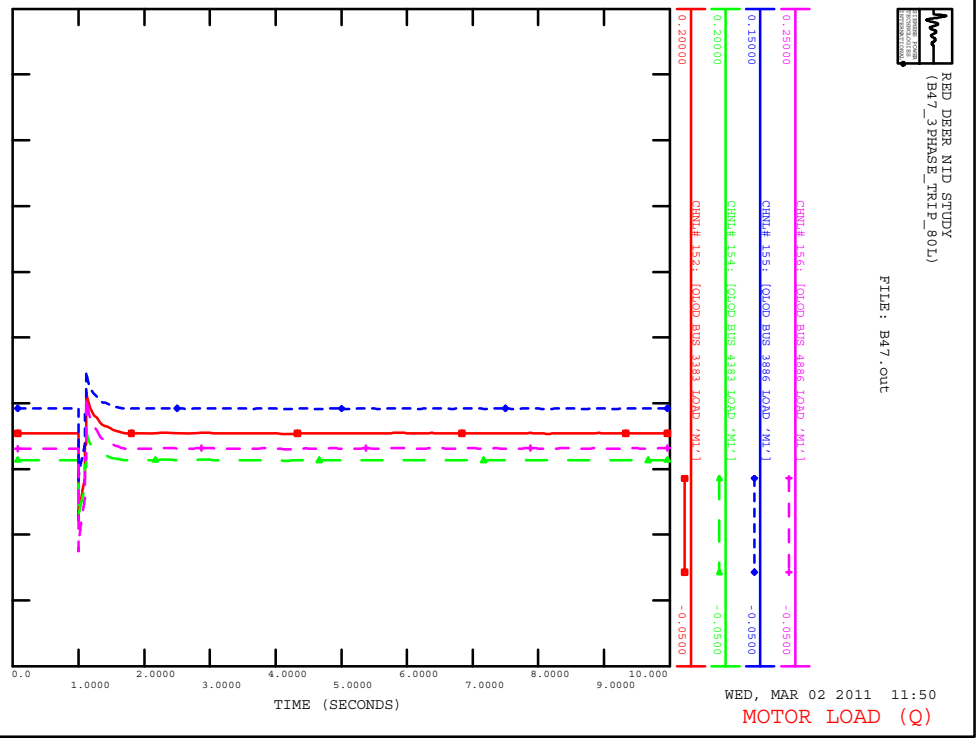

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

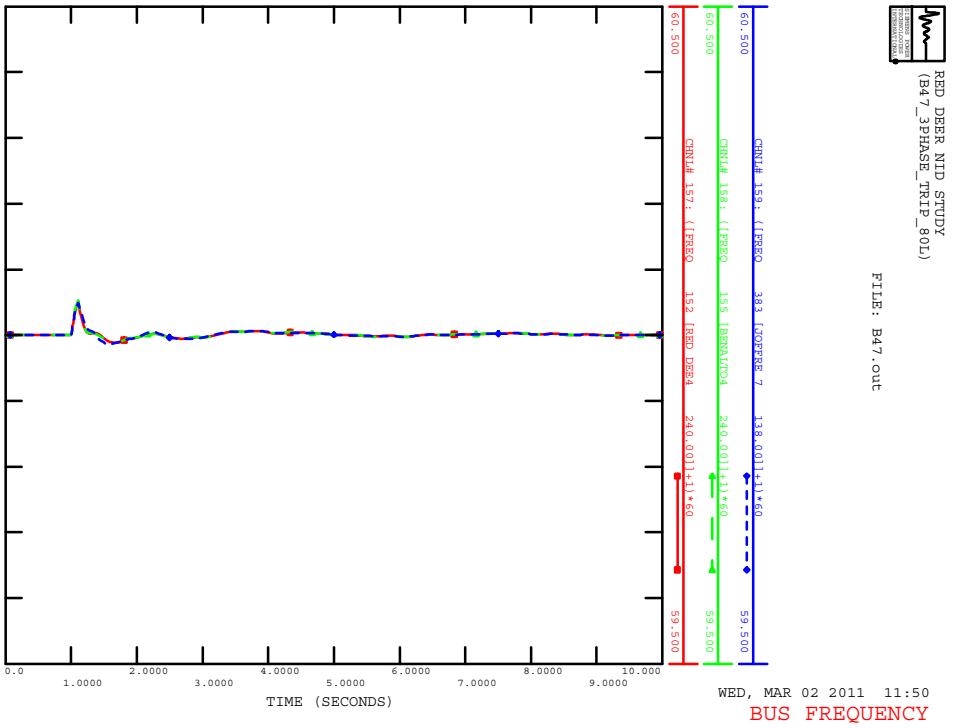

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

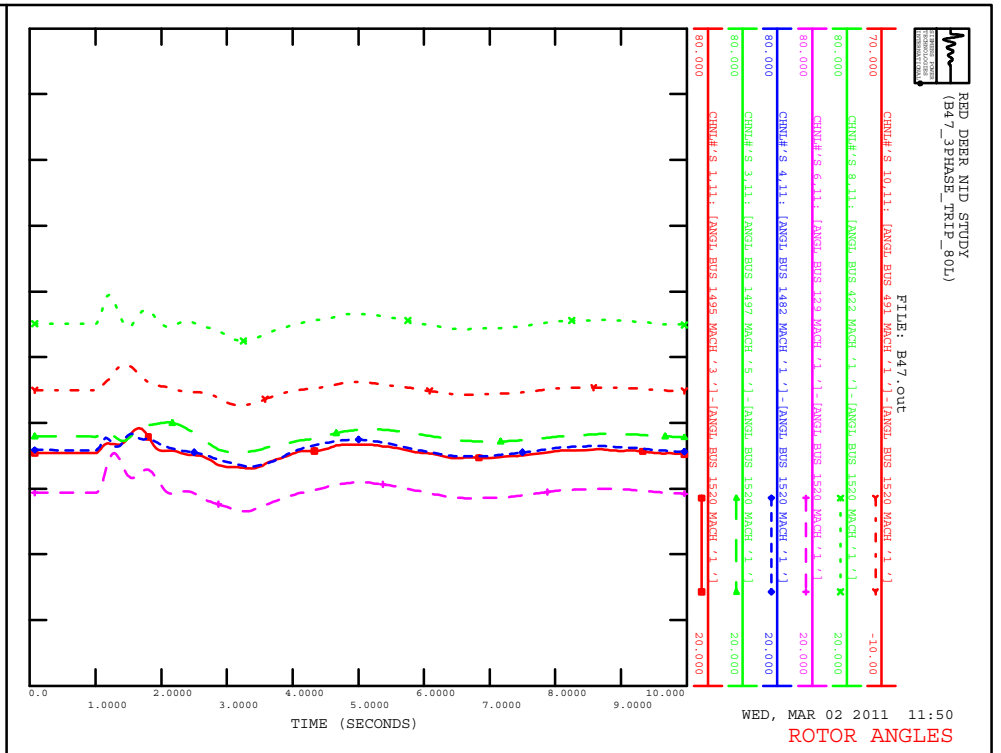

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

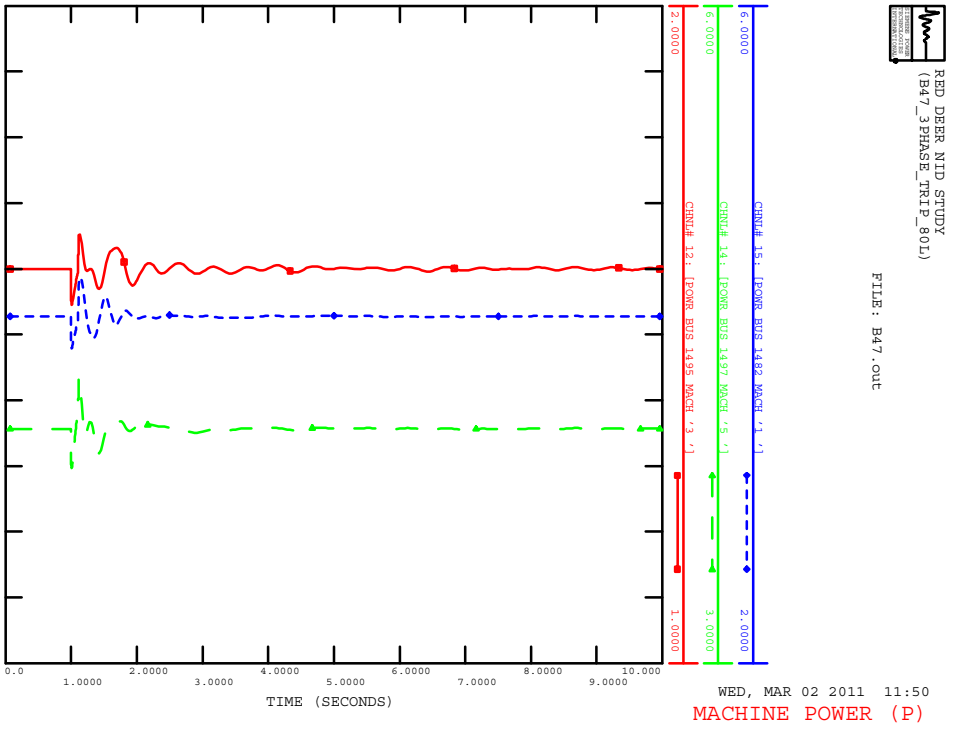

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

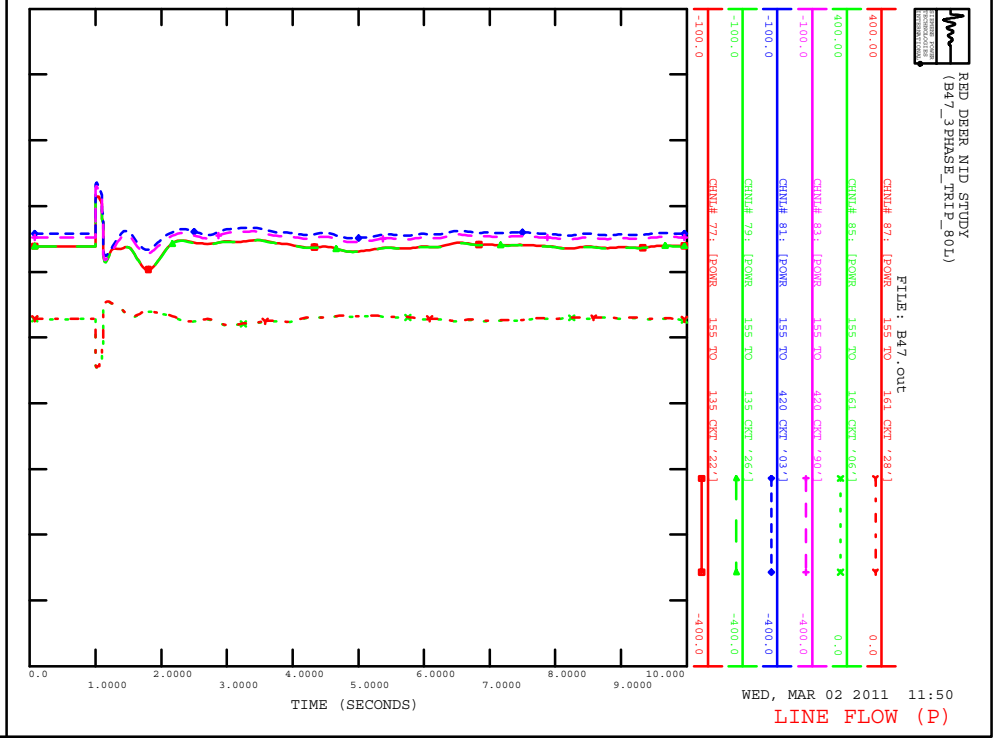

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

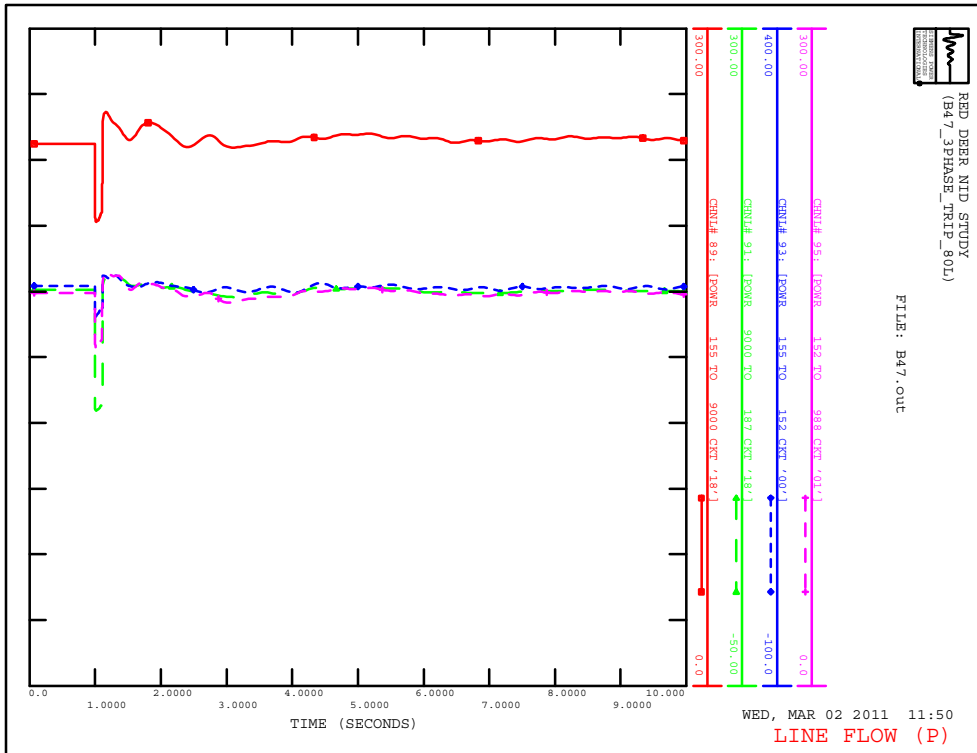

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

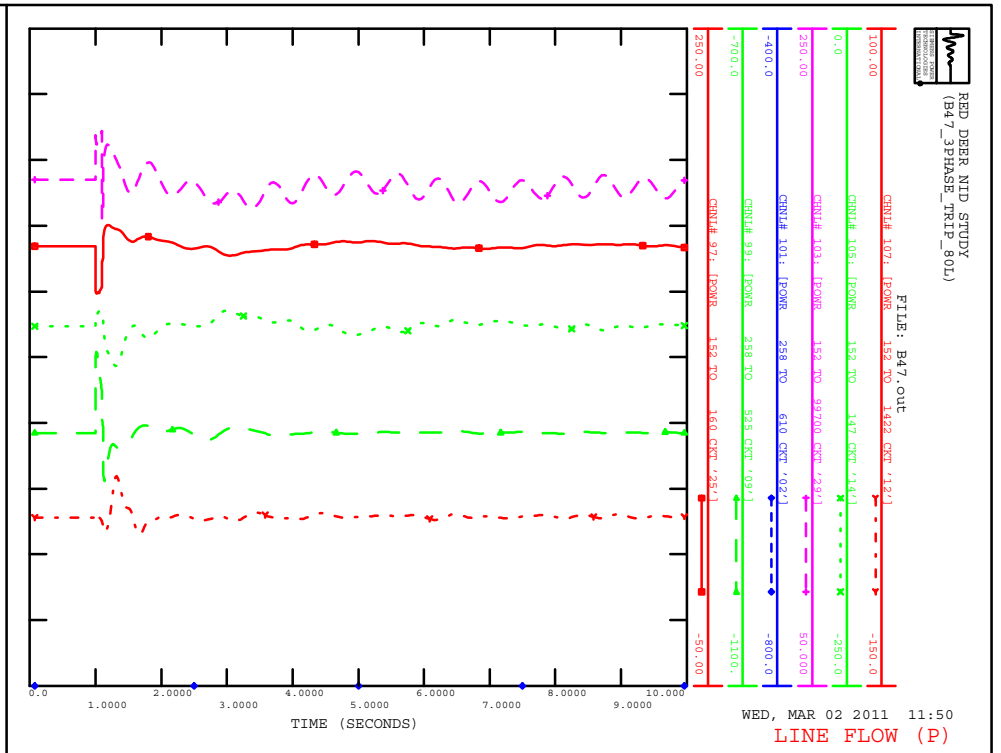

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

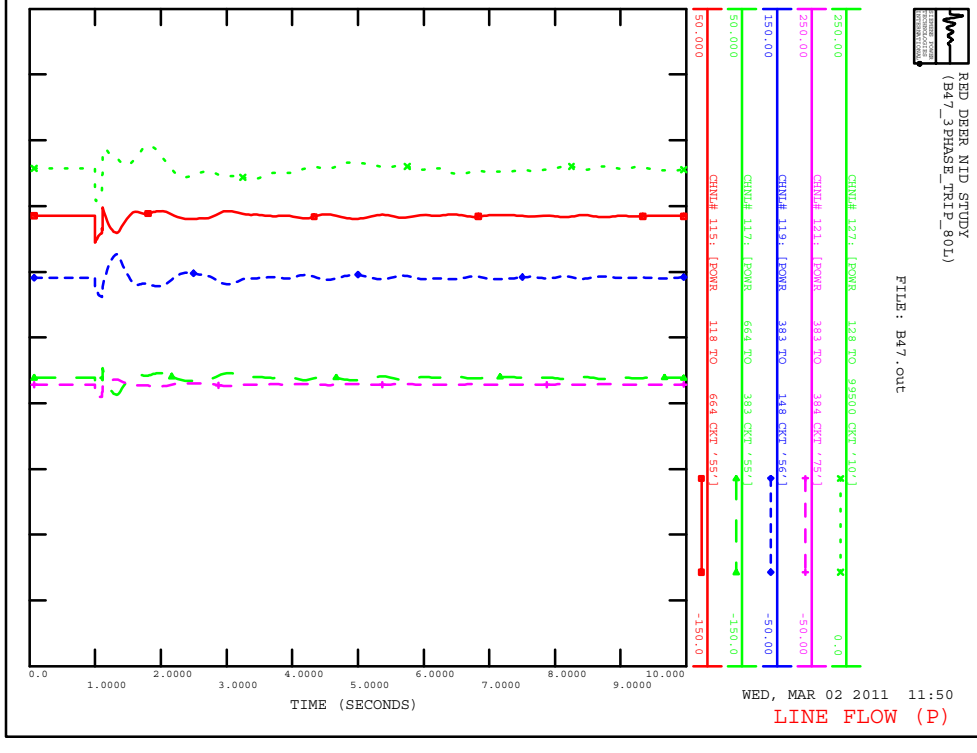

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

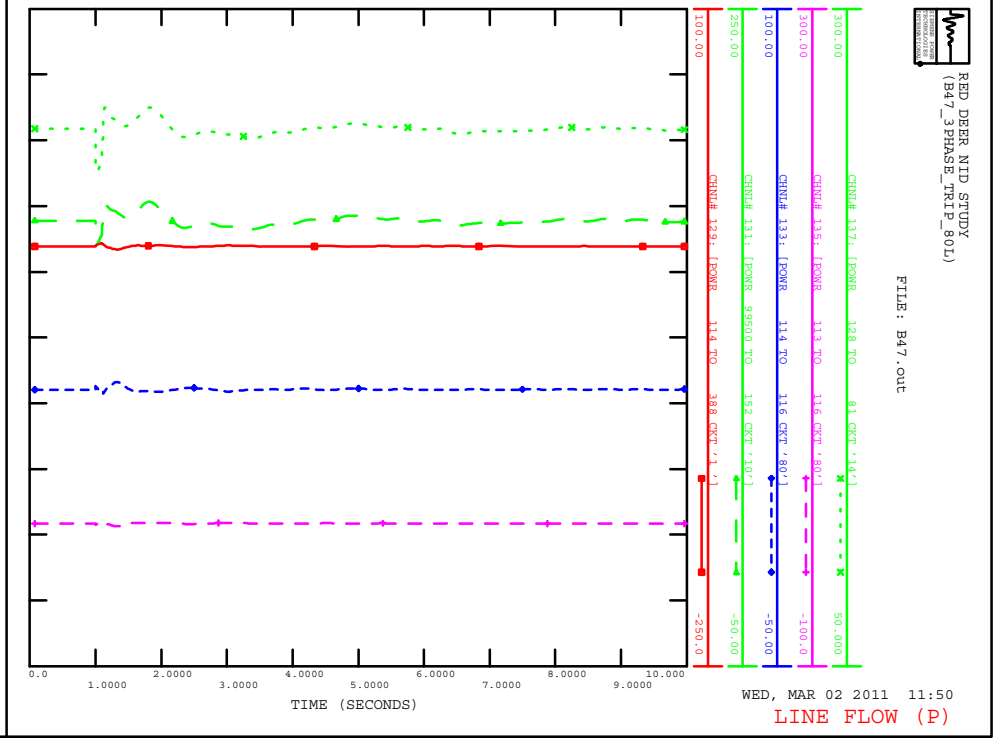

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

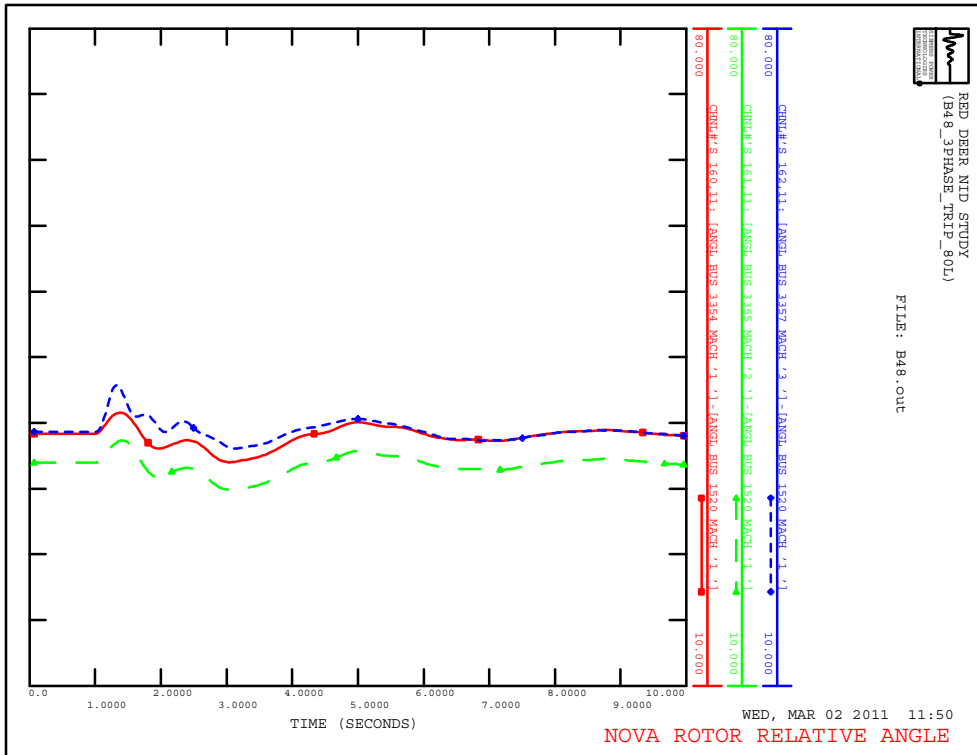

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

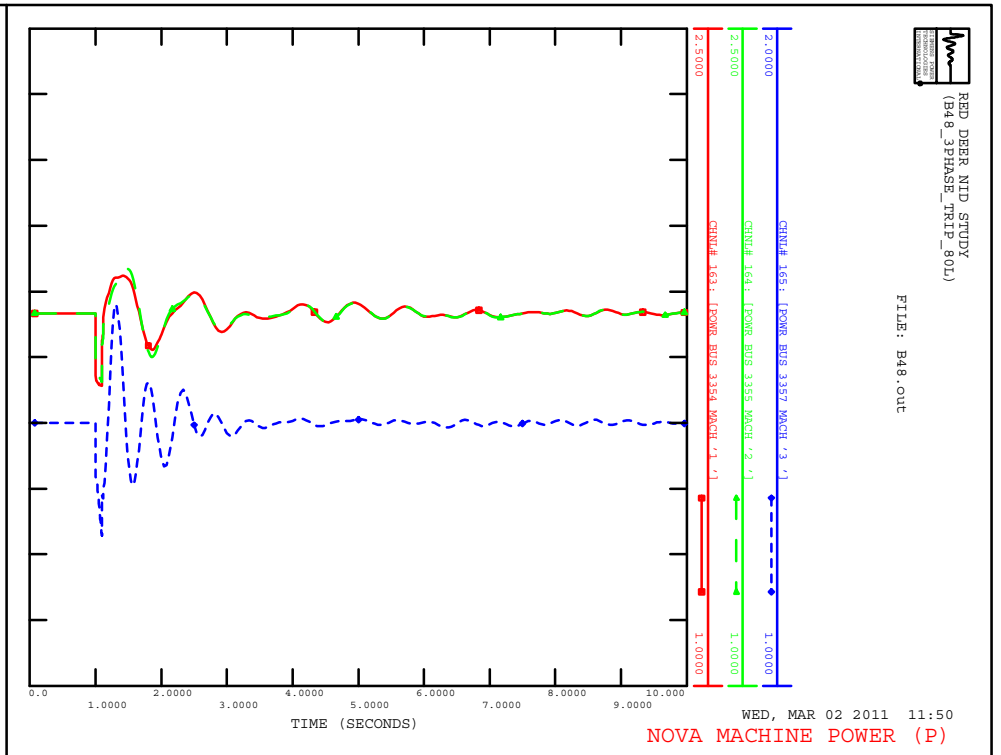

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

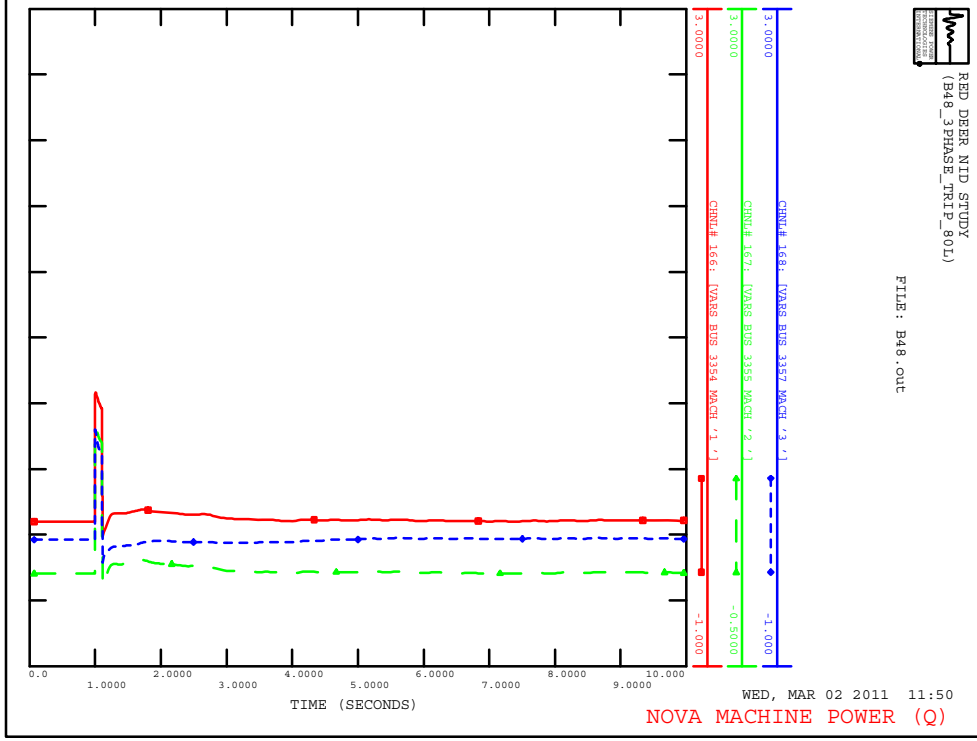

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

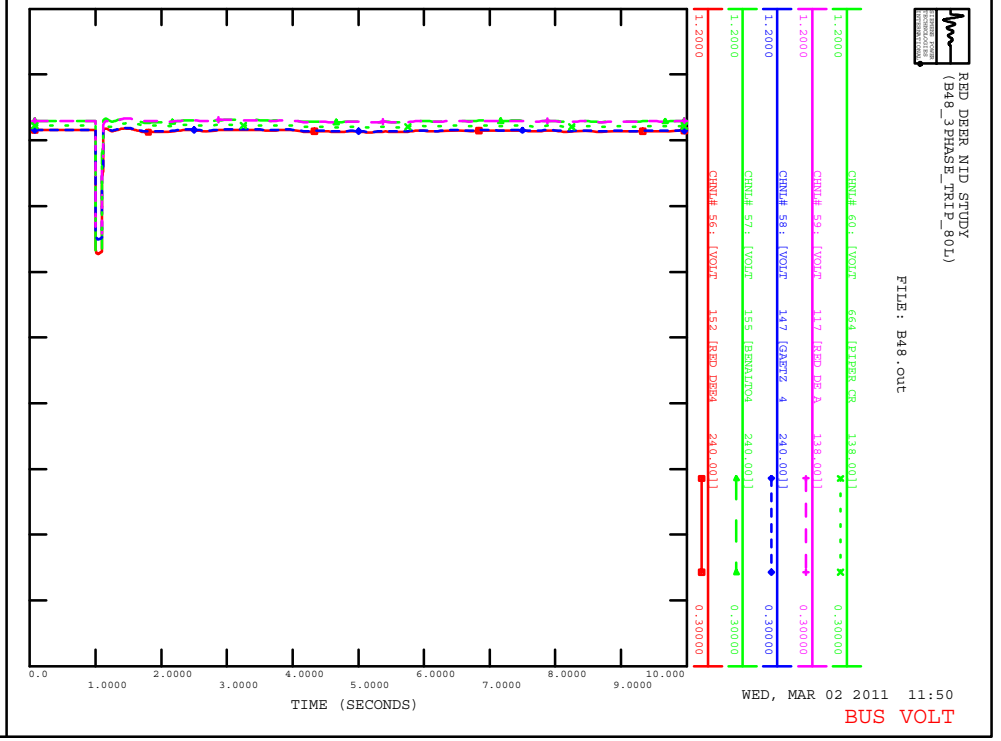

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

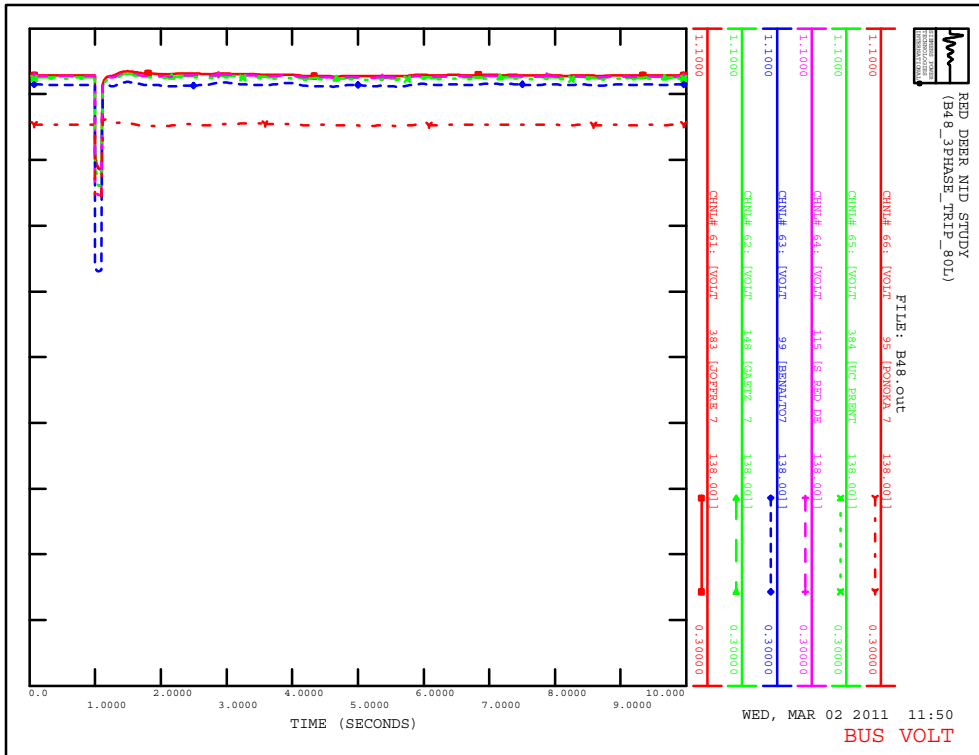

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

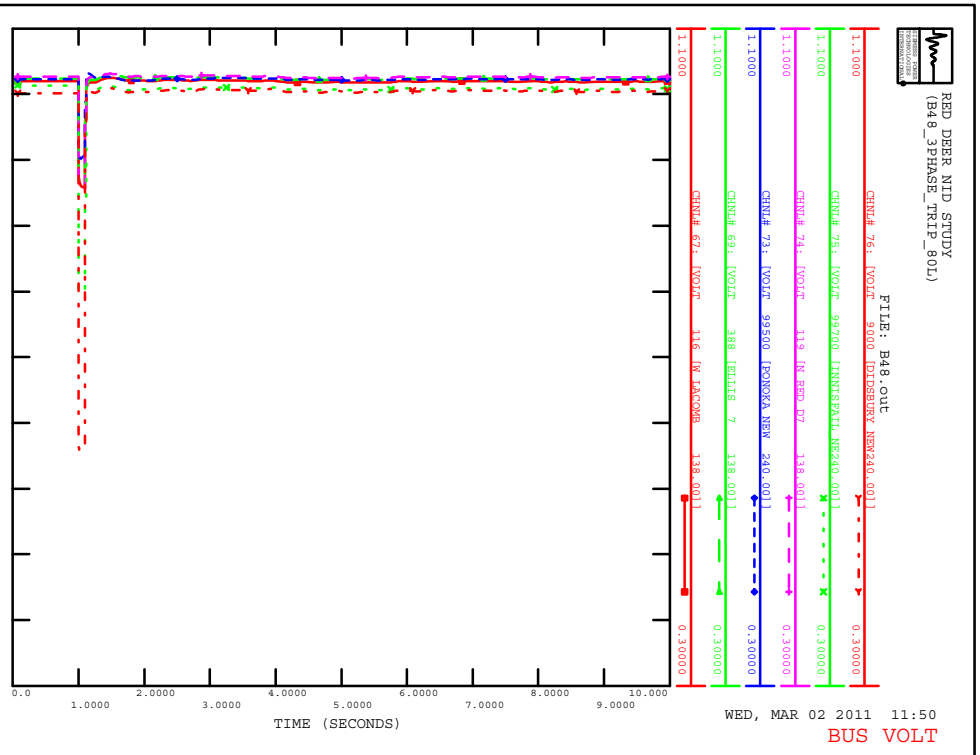

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

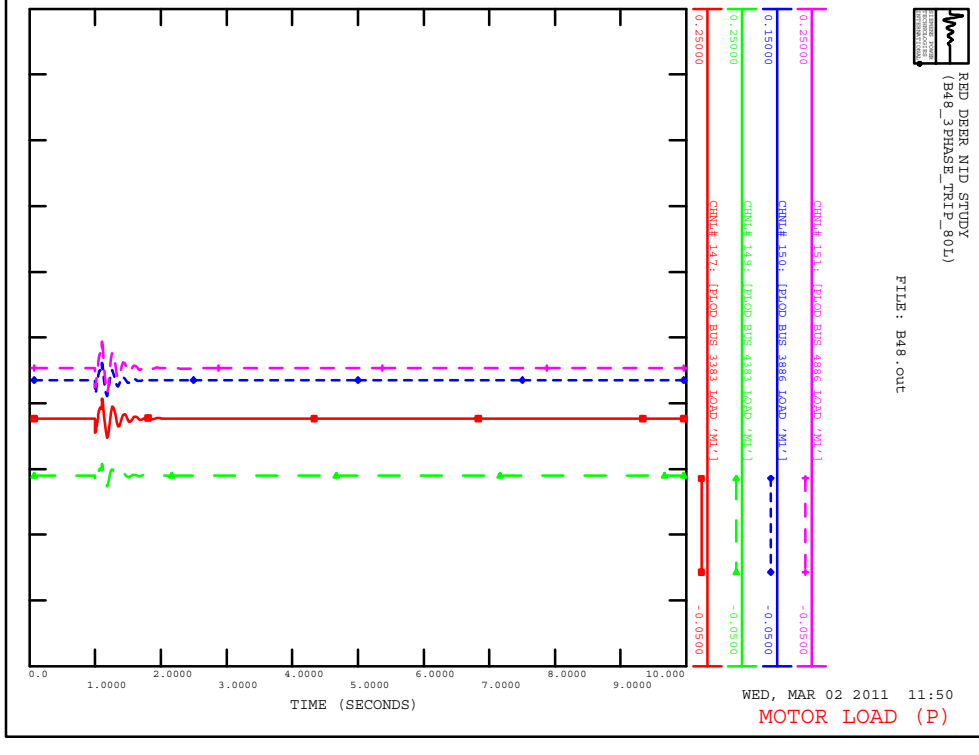

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

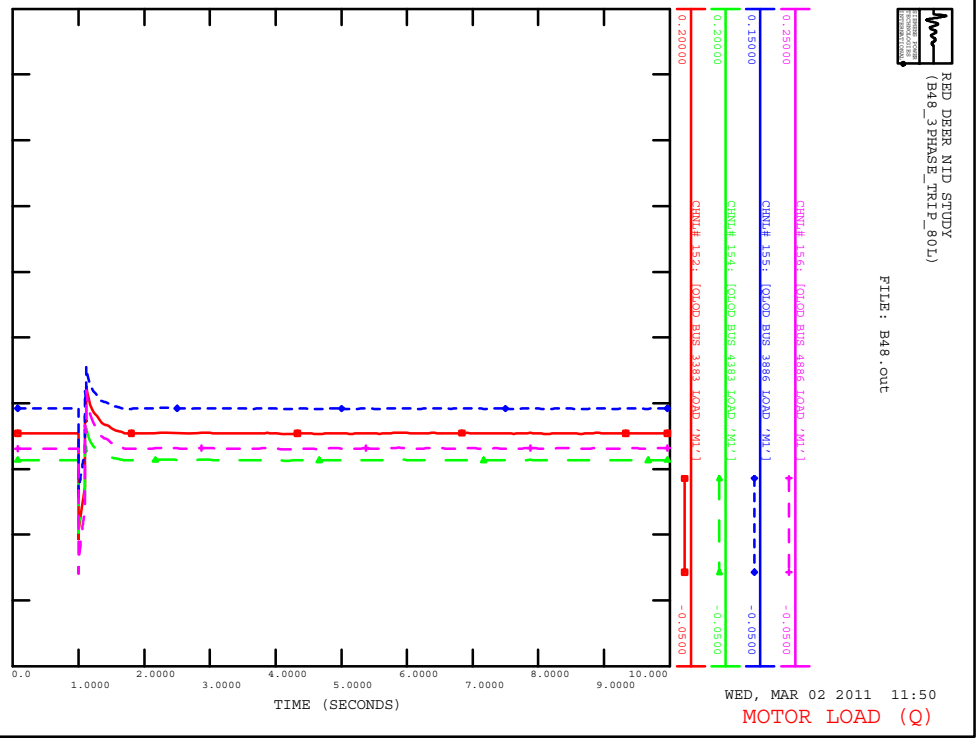

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

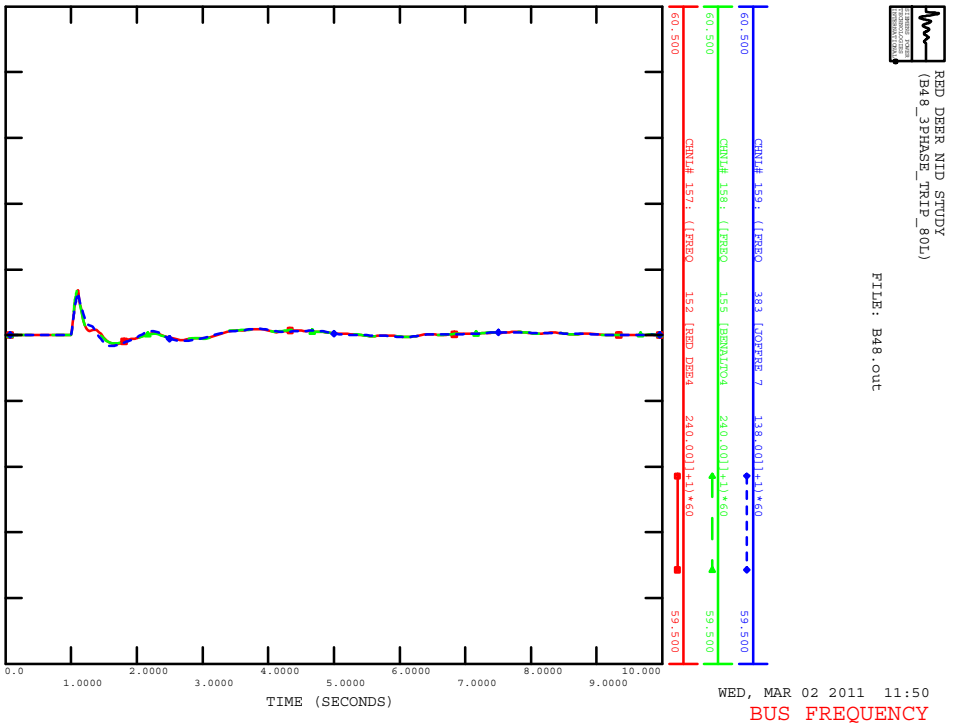

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

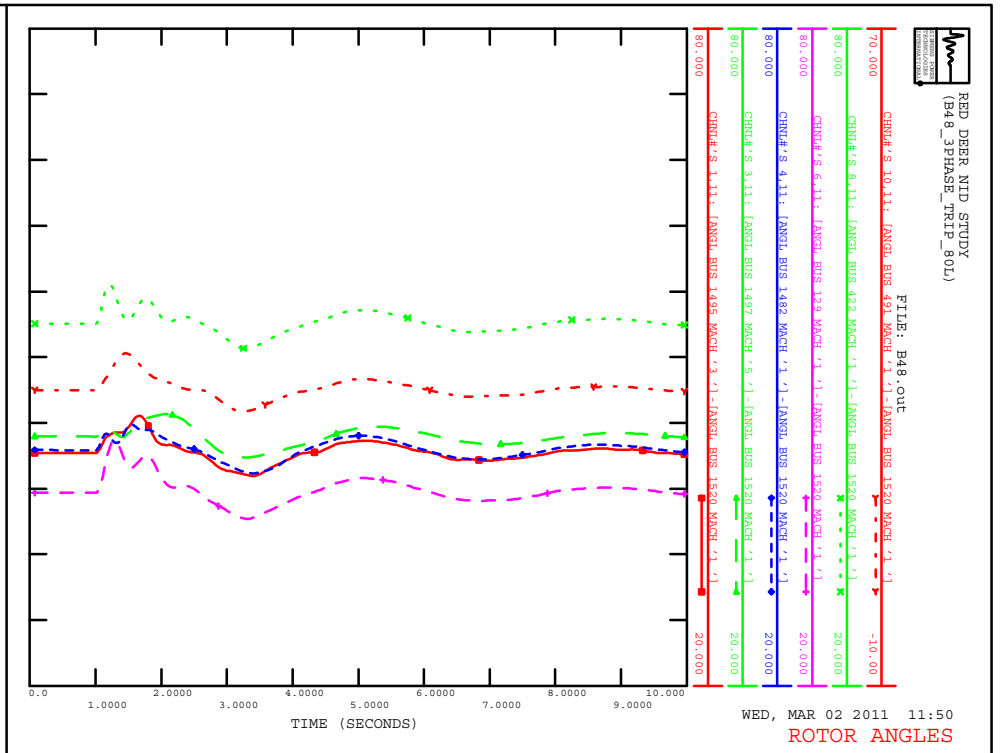

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

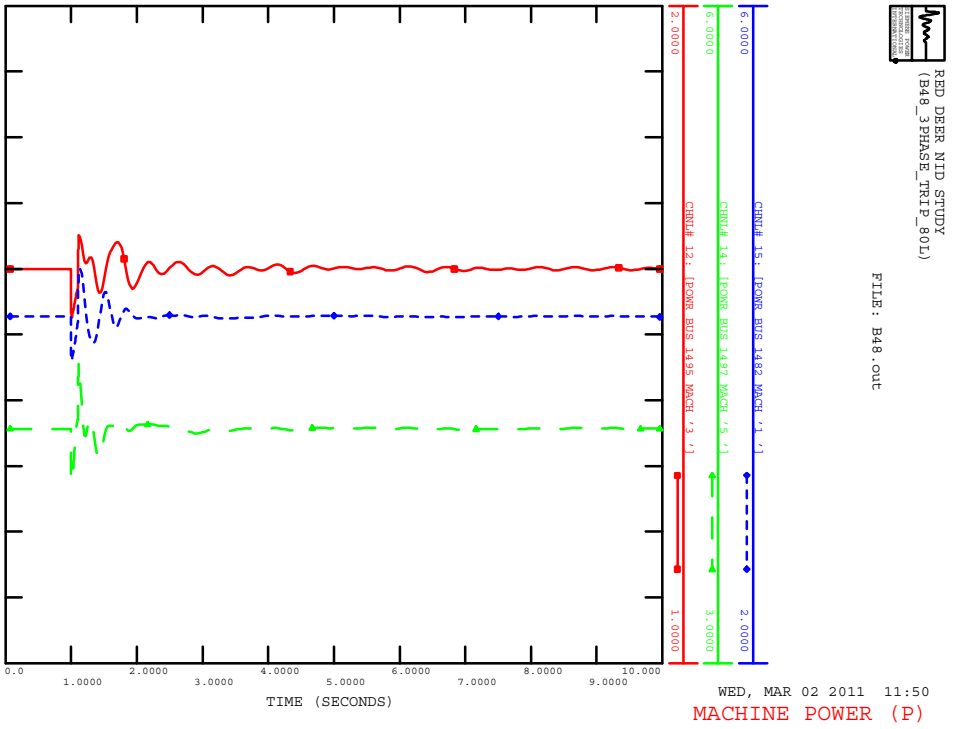

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

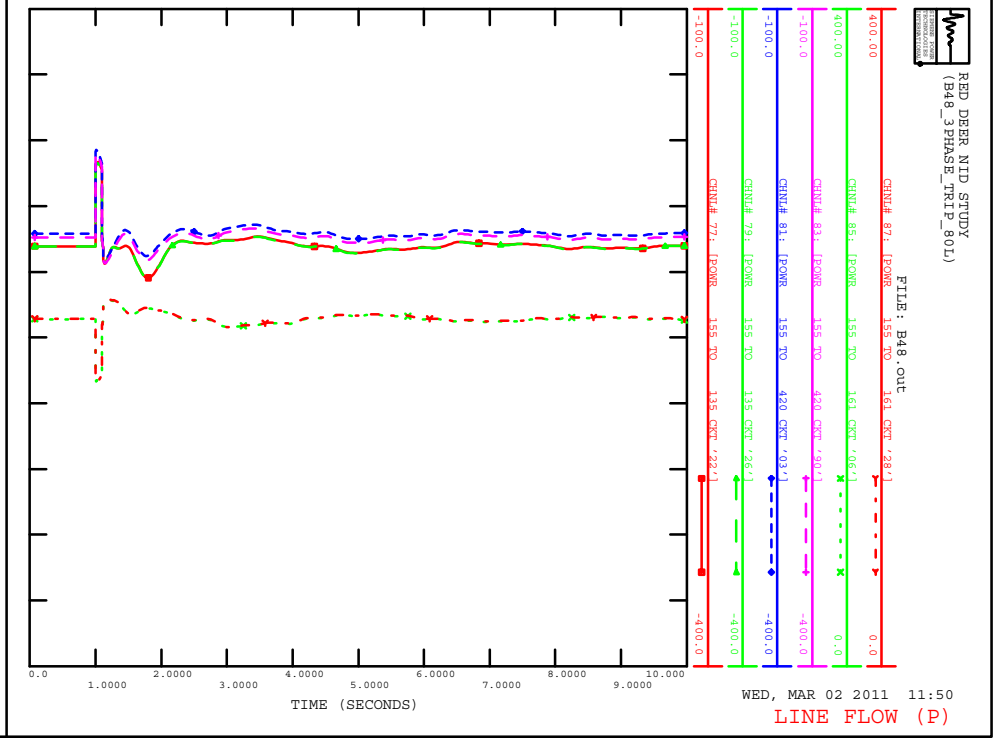

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

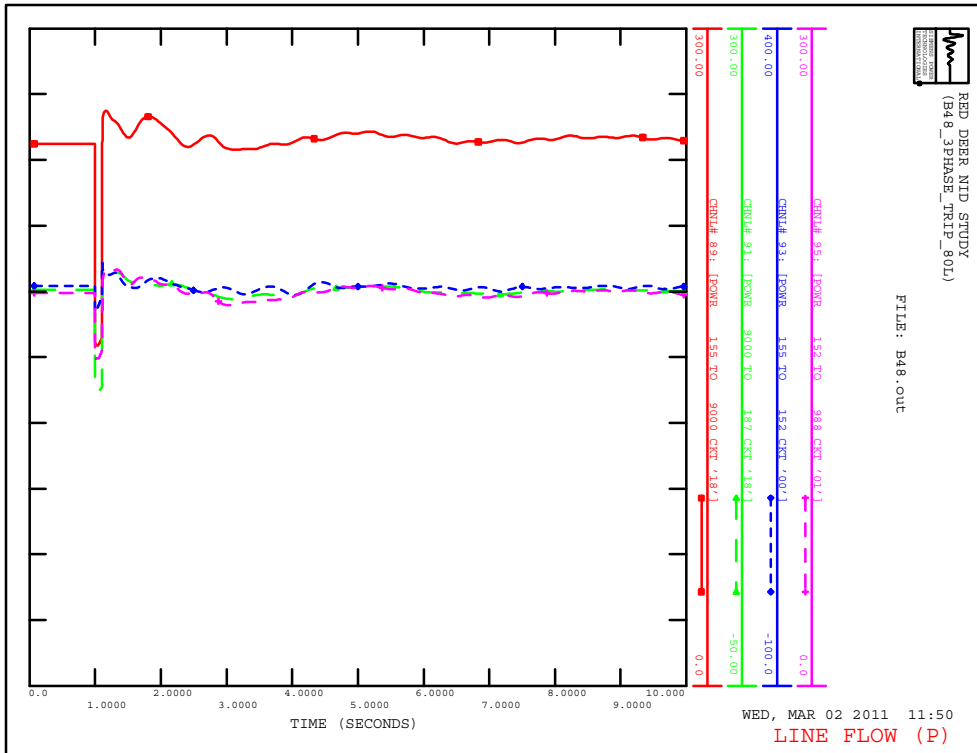

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

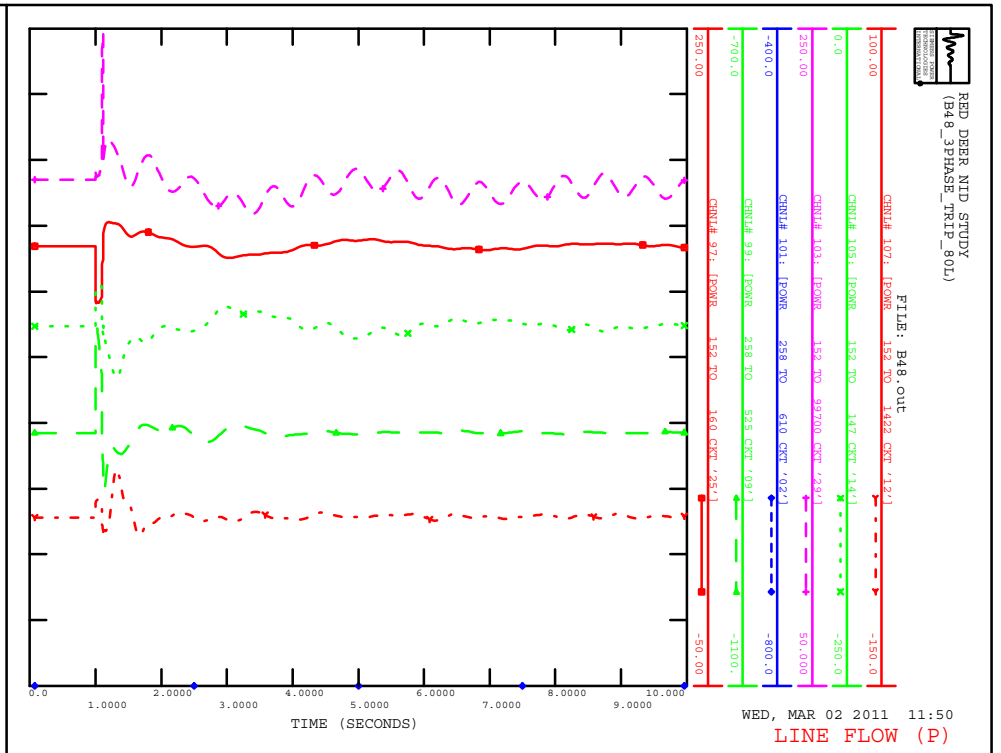

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

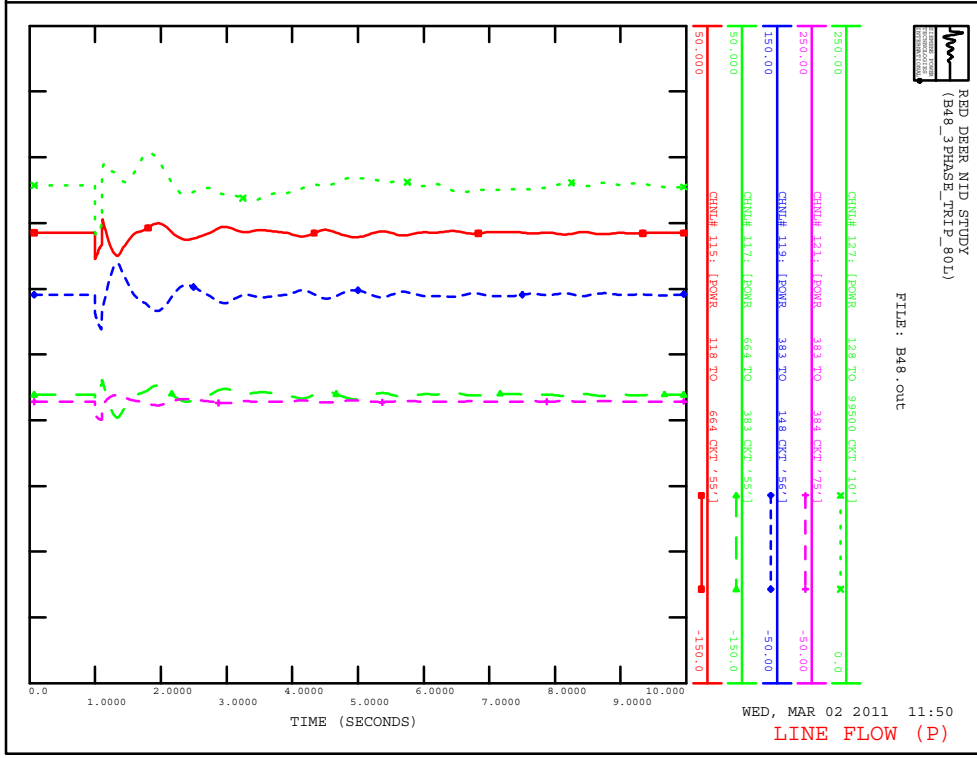

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

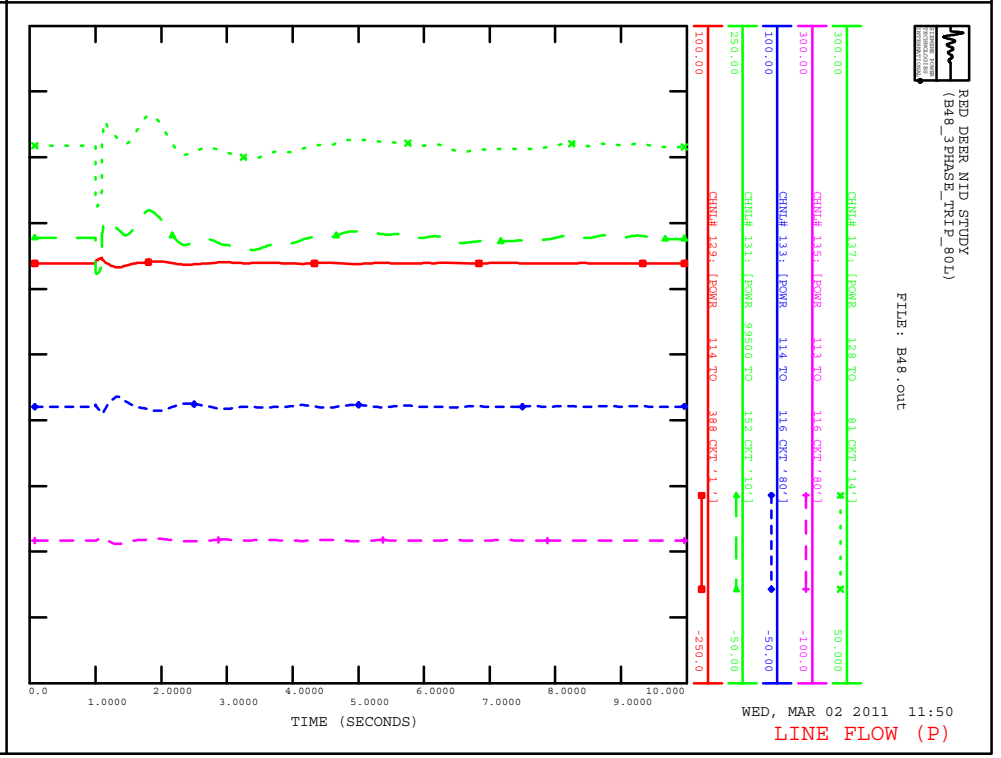

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

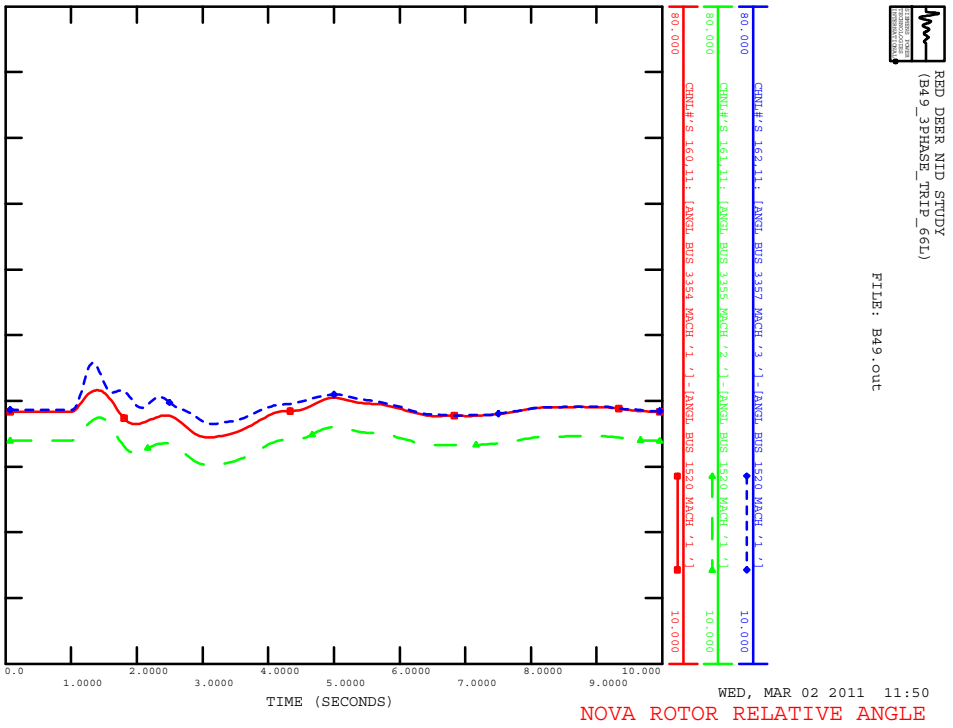

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

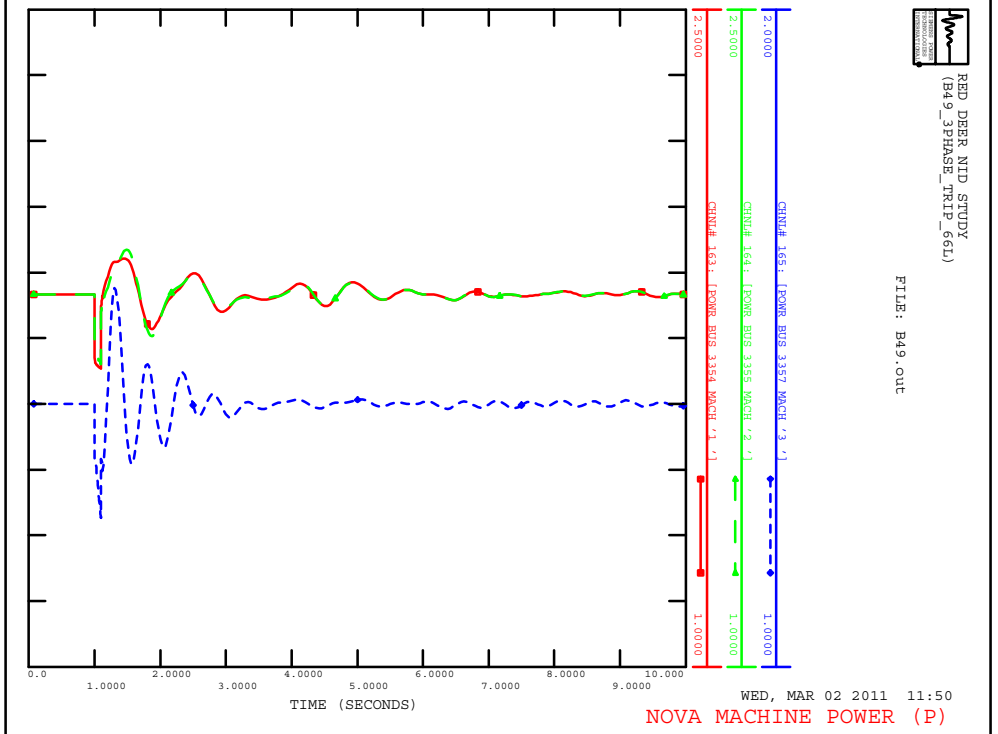

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

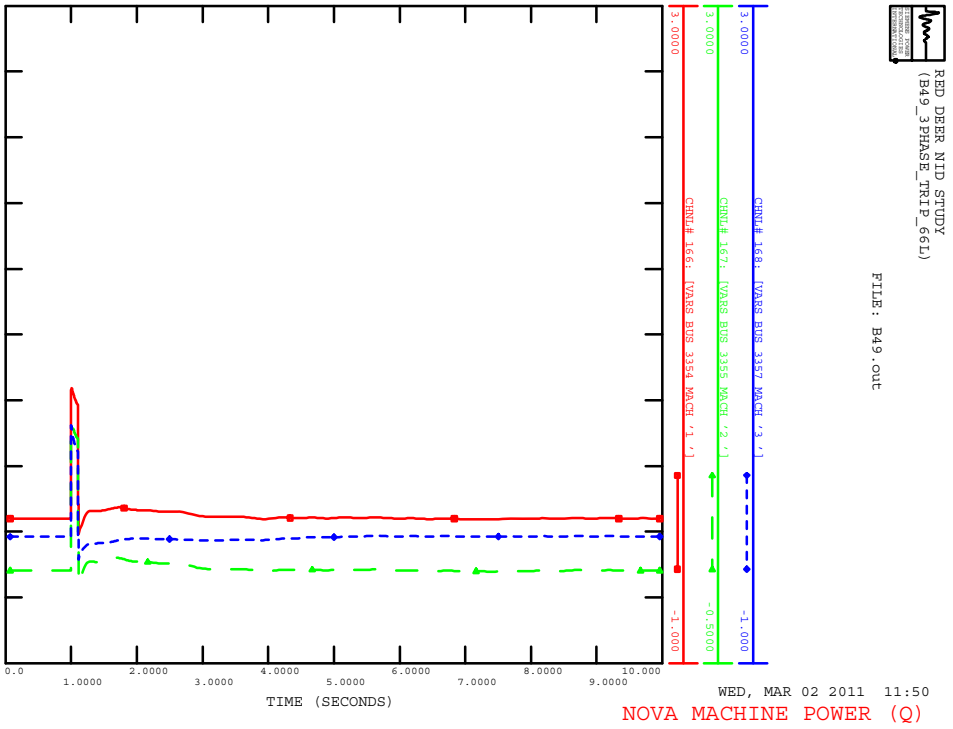

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

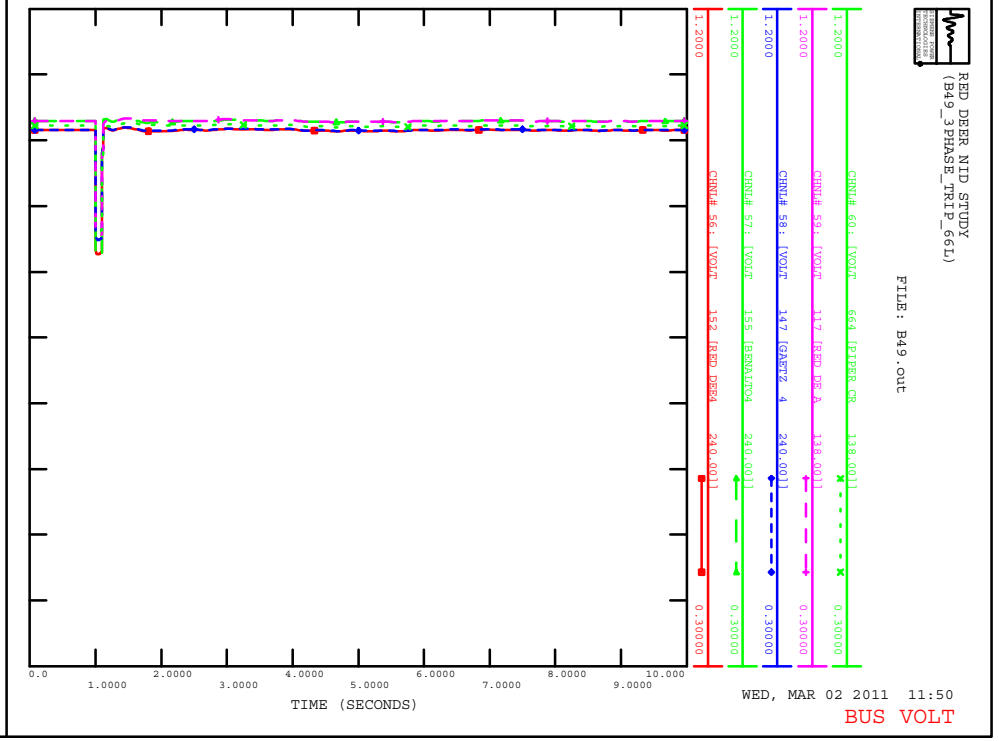

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

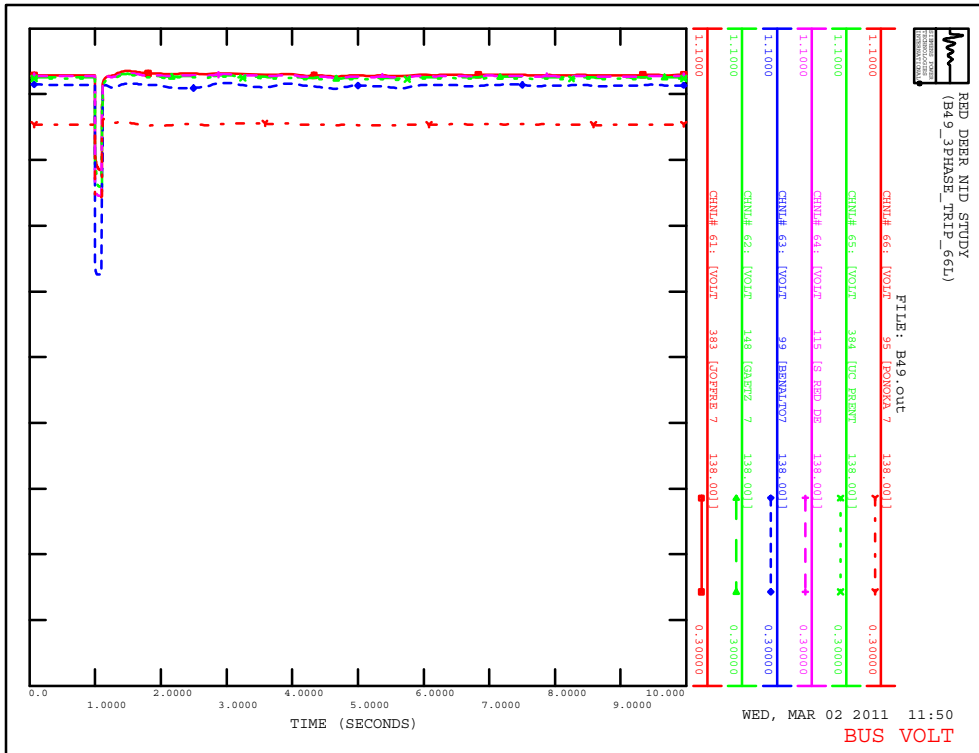

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

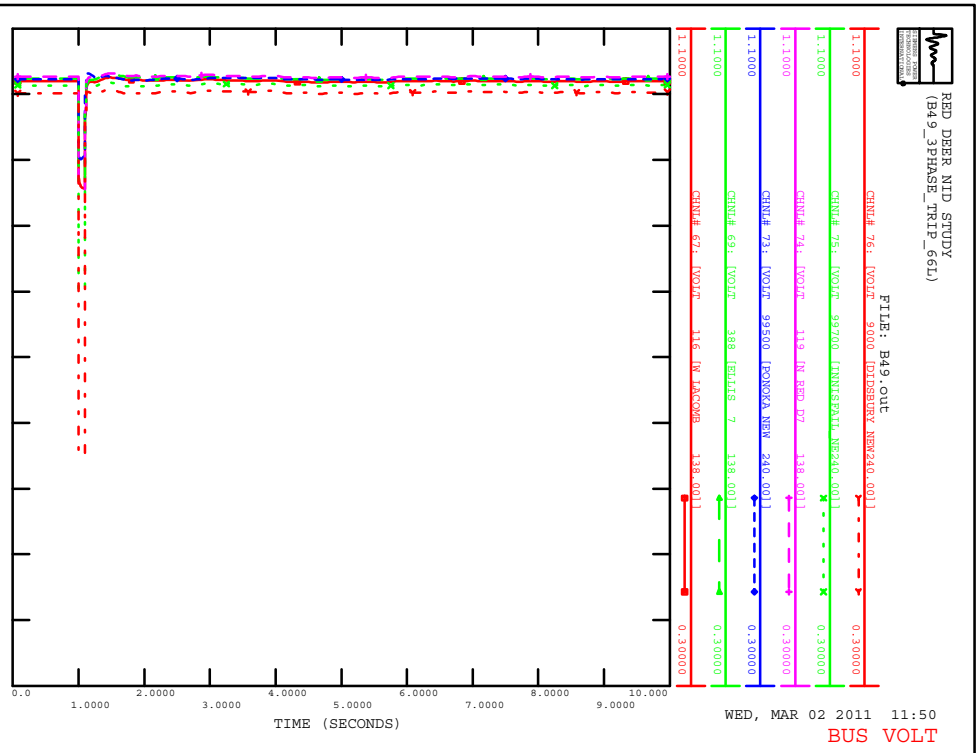

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

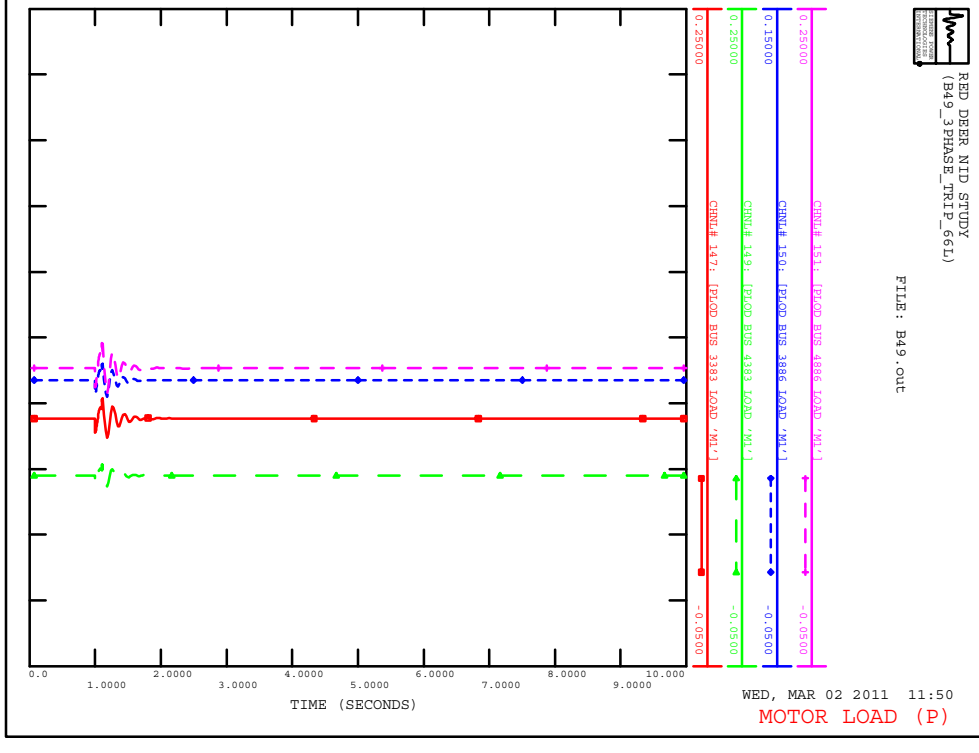

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

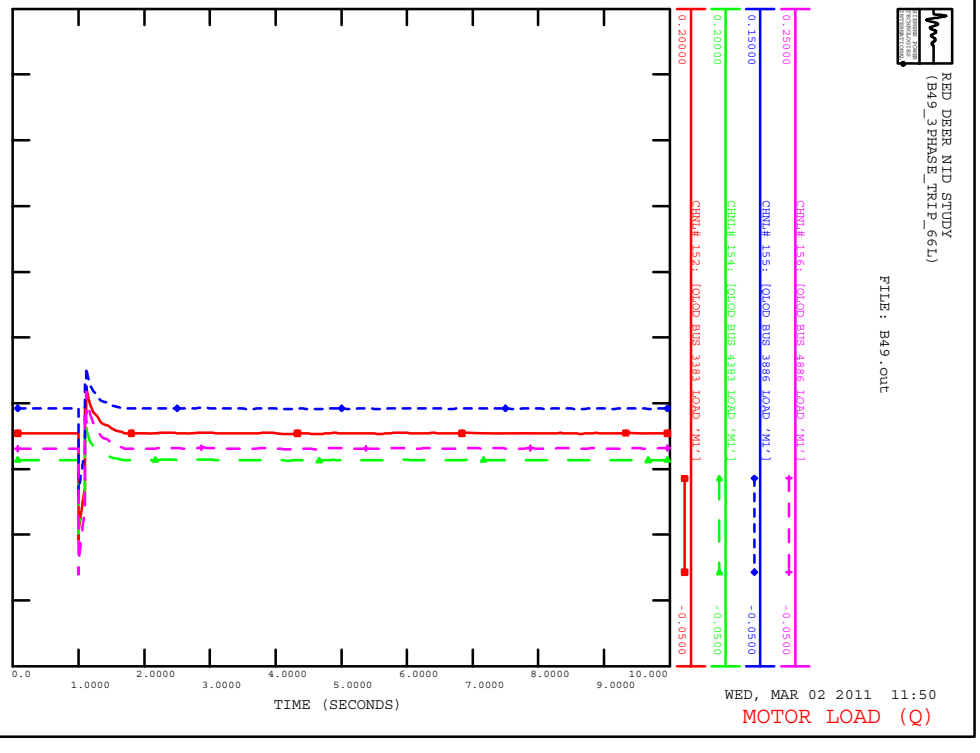

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

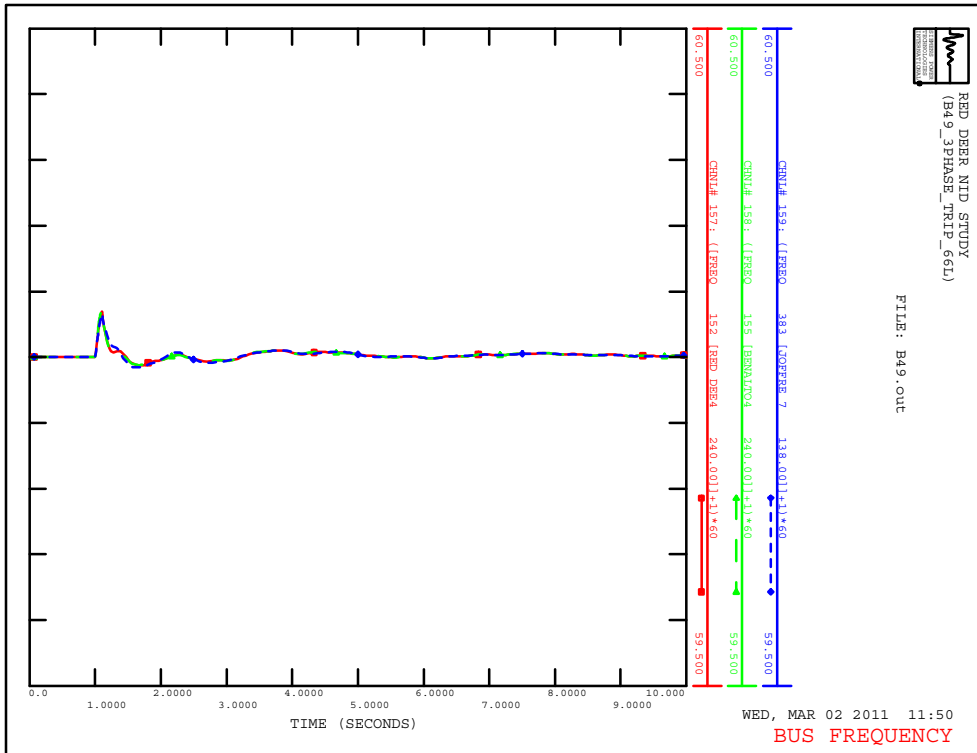

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

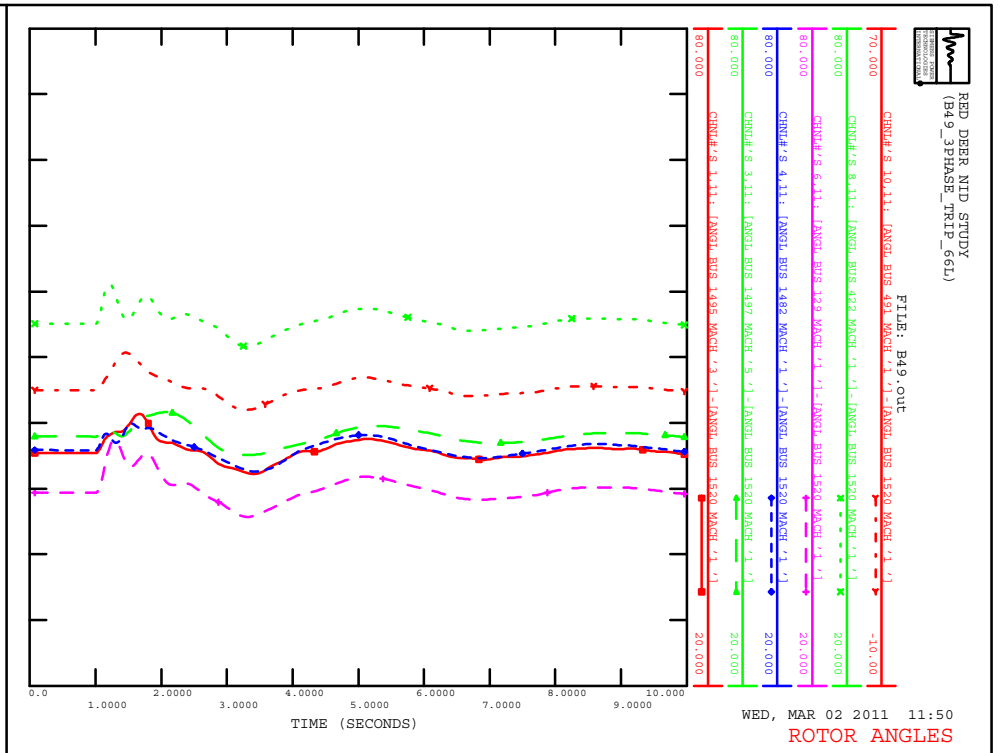

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

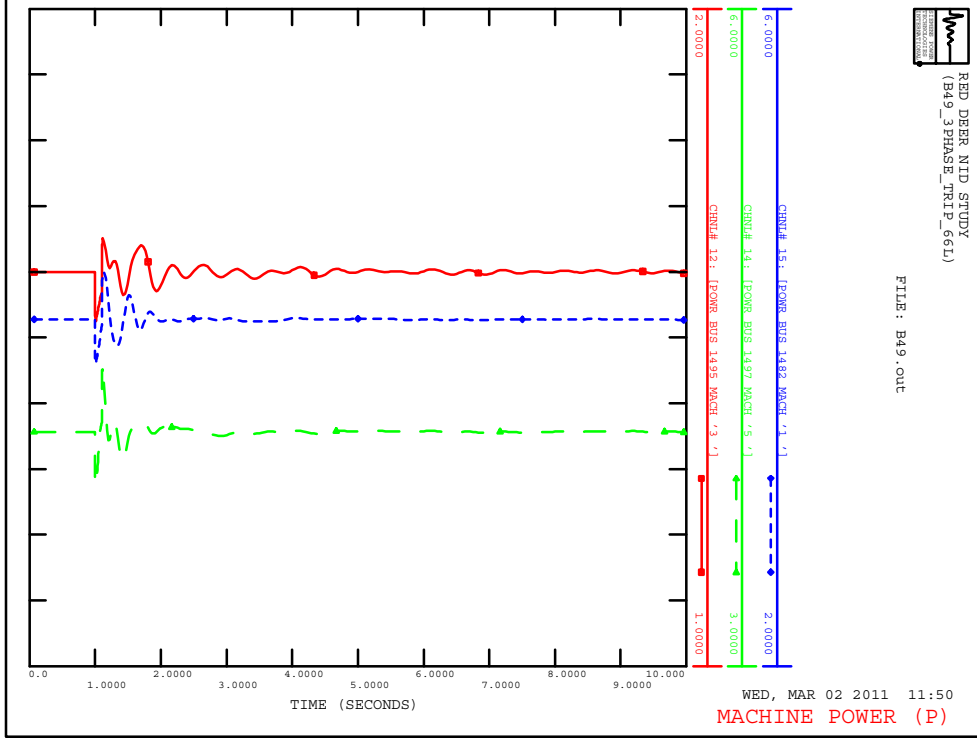

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

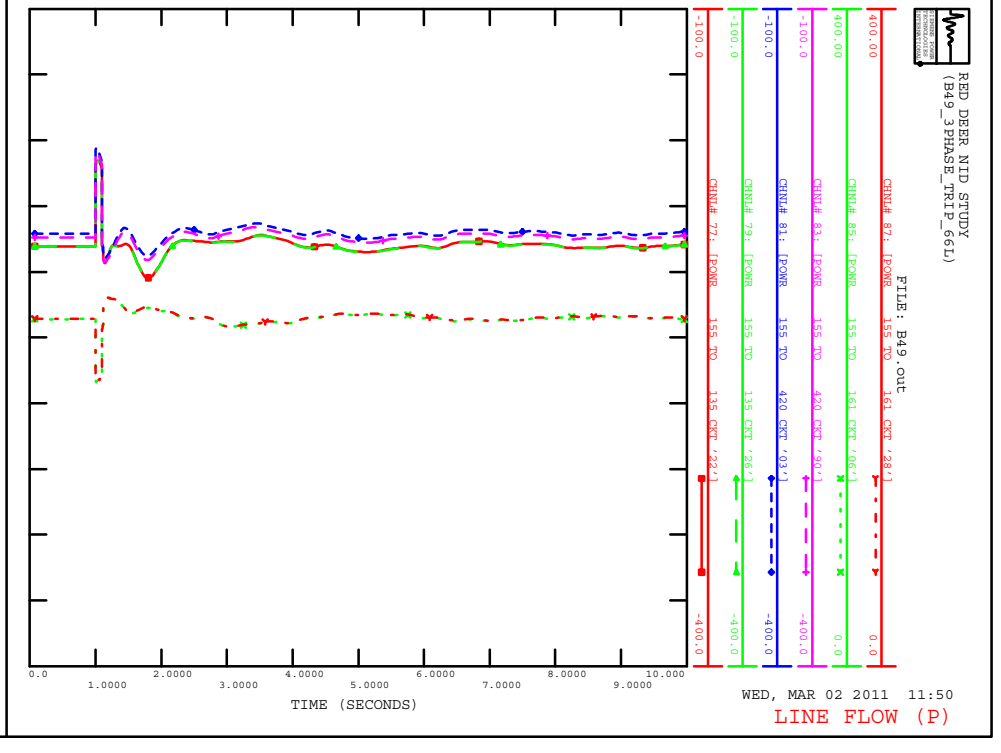

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

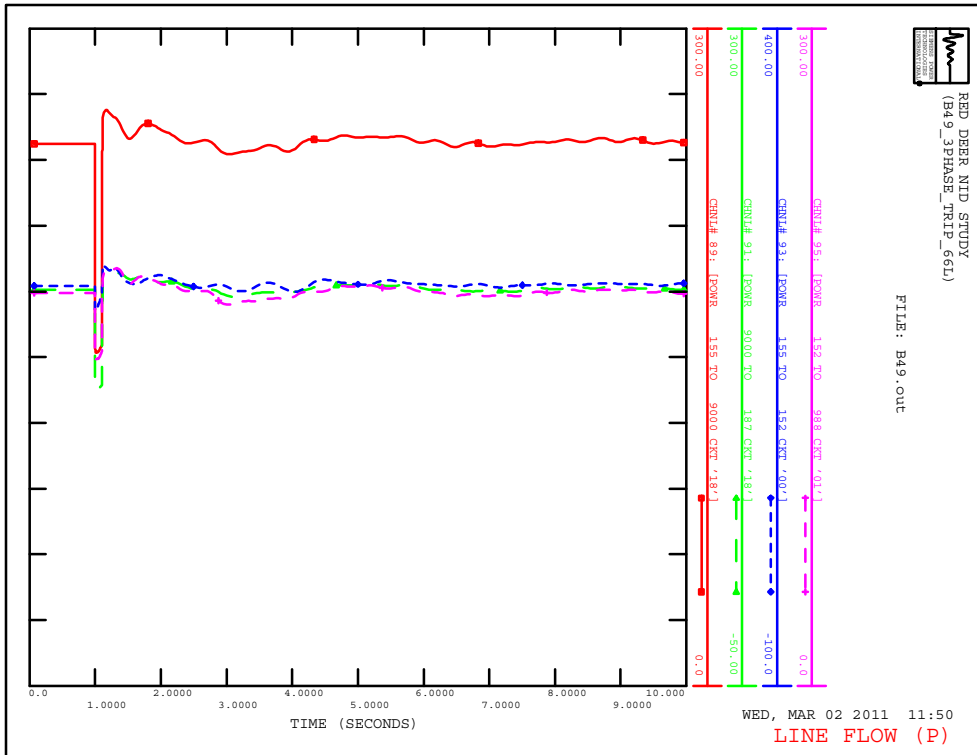

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

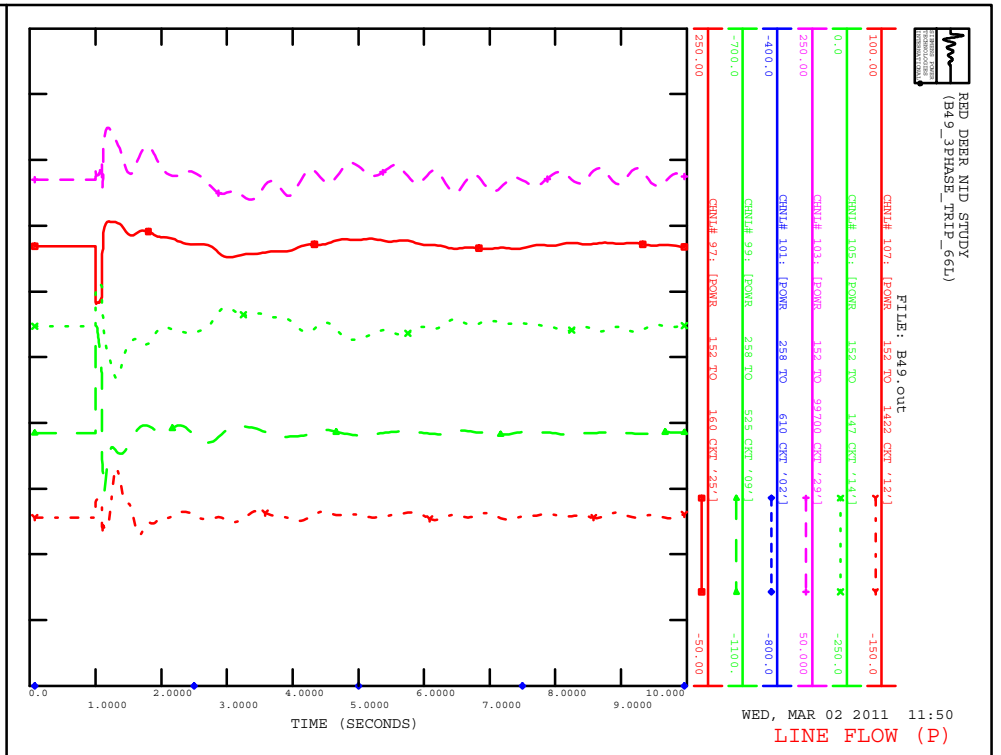

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

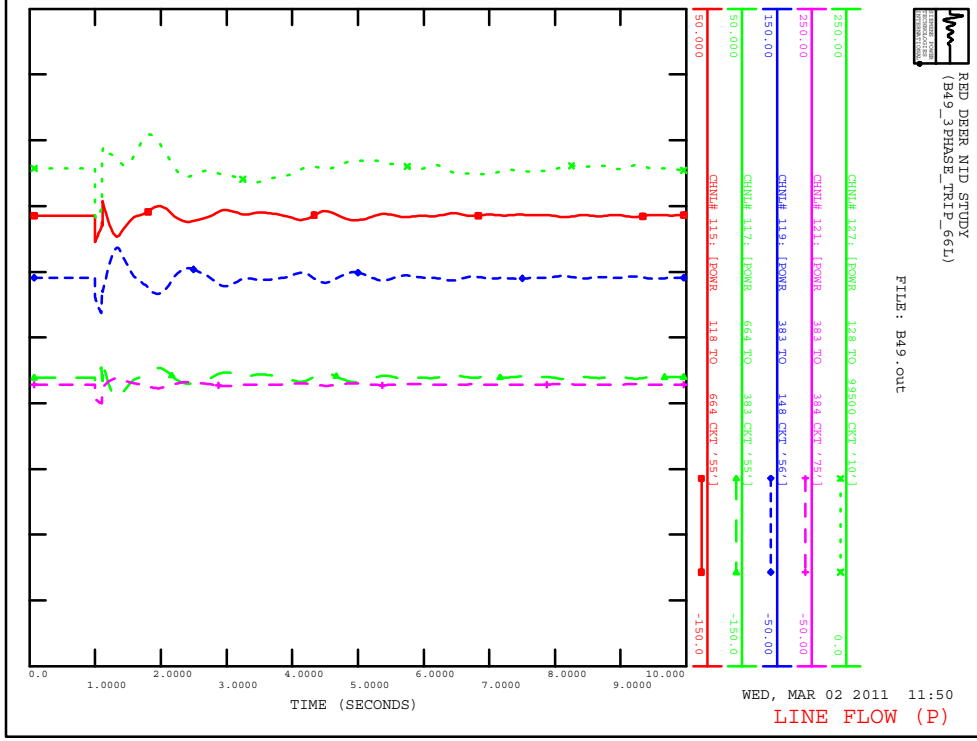

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

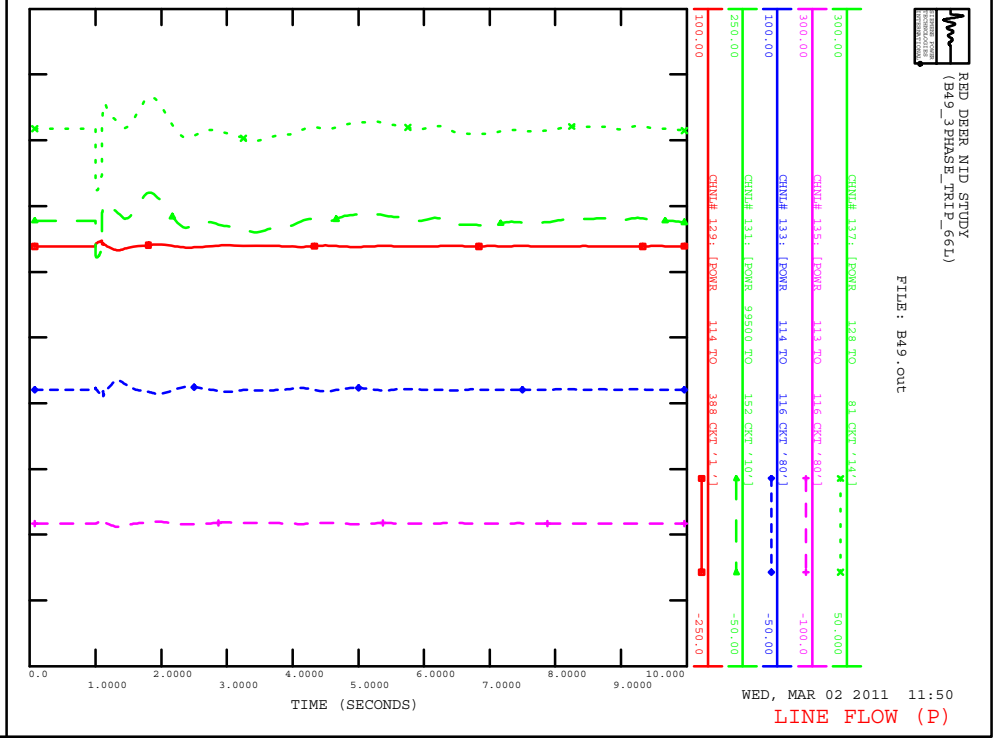

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

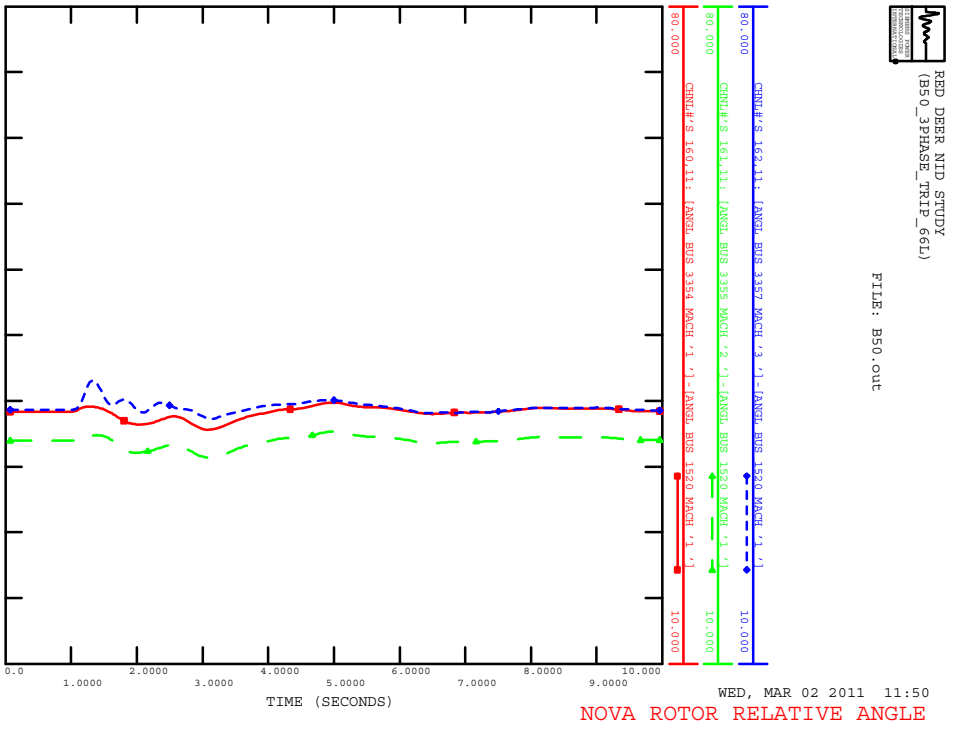

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

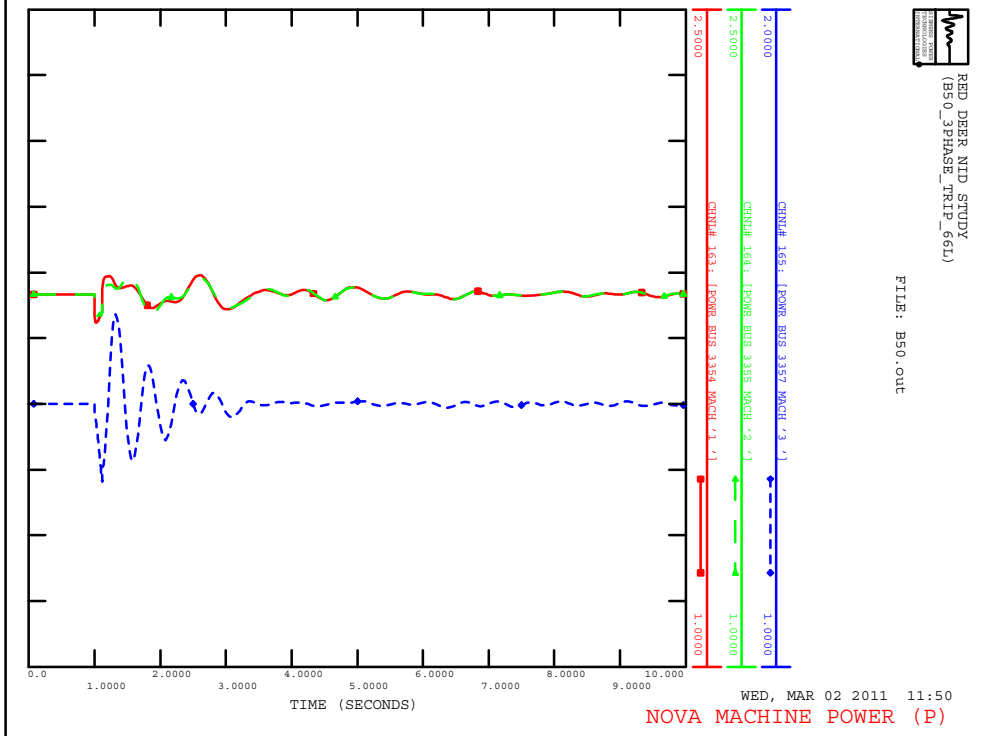

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

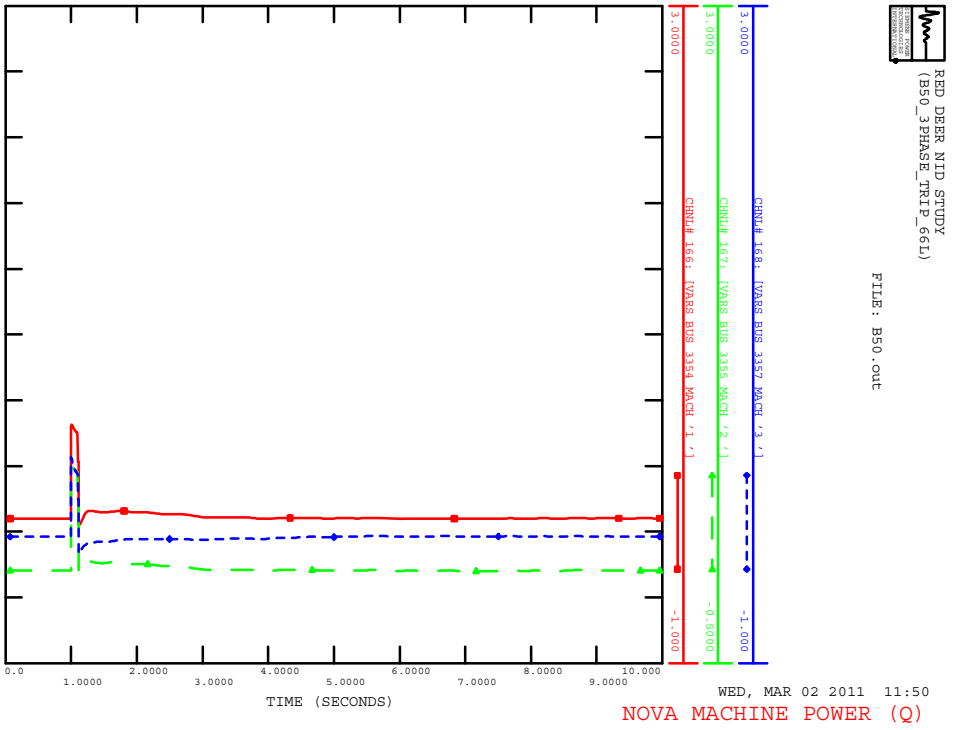

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

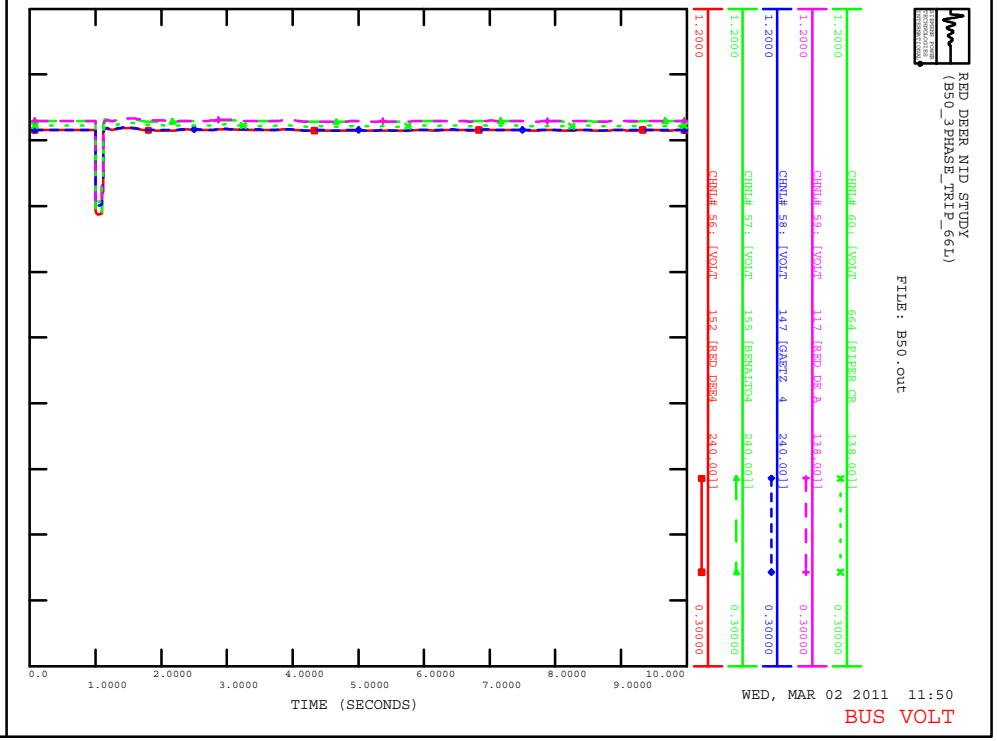

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

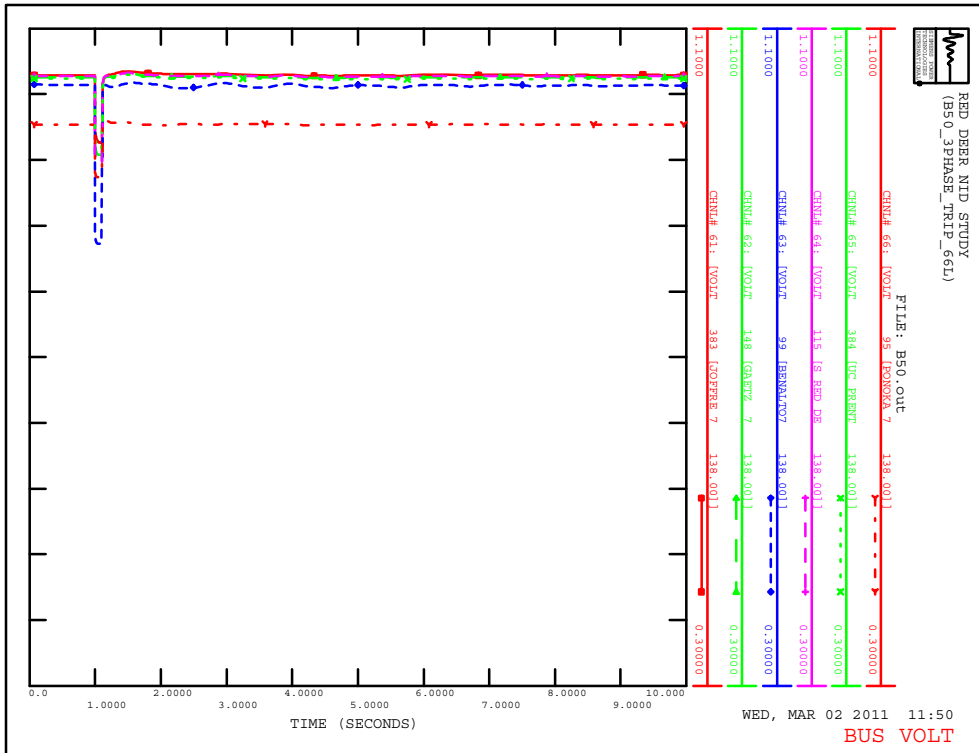

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

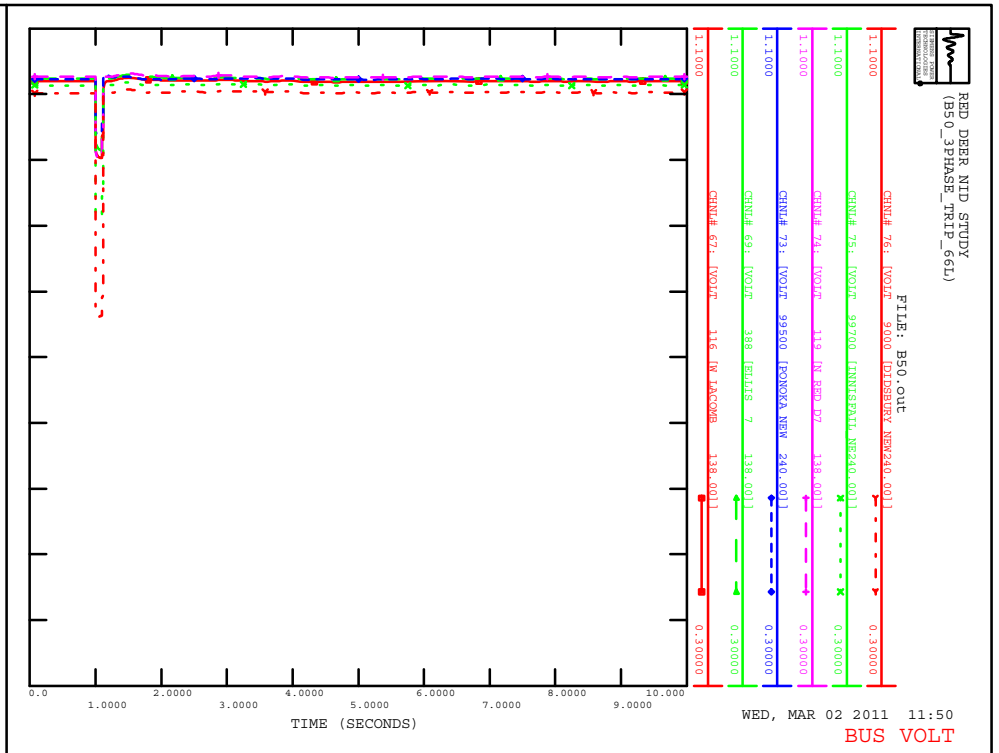

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

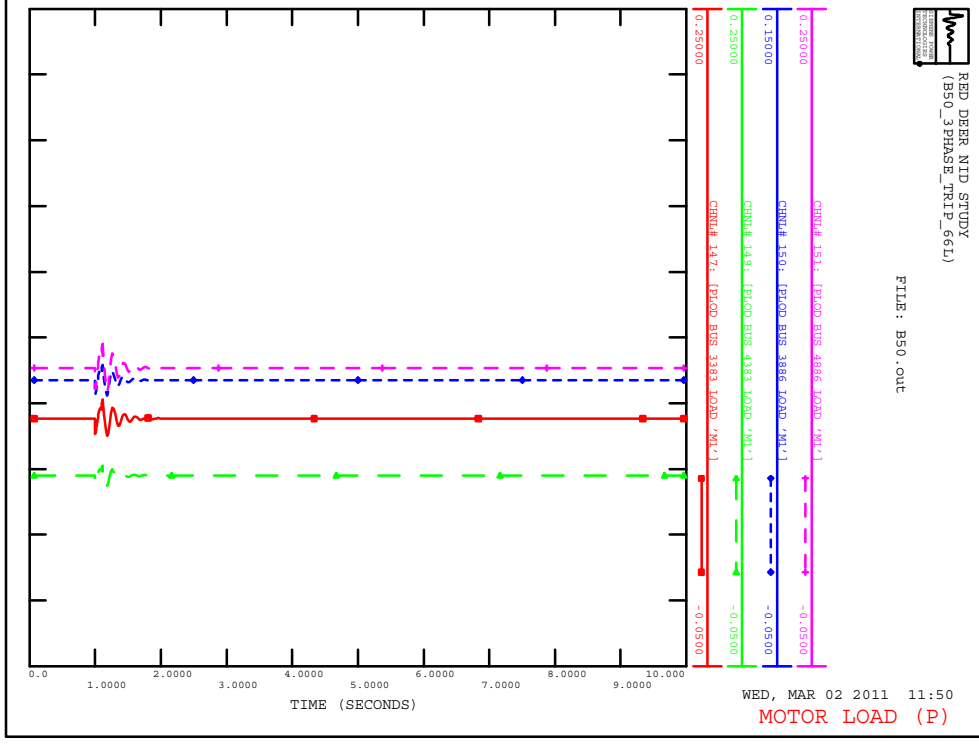

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (P)

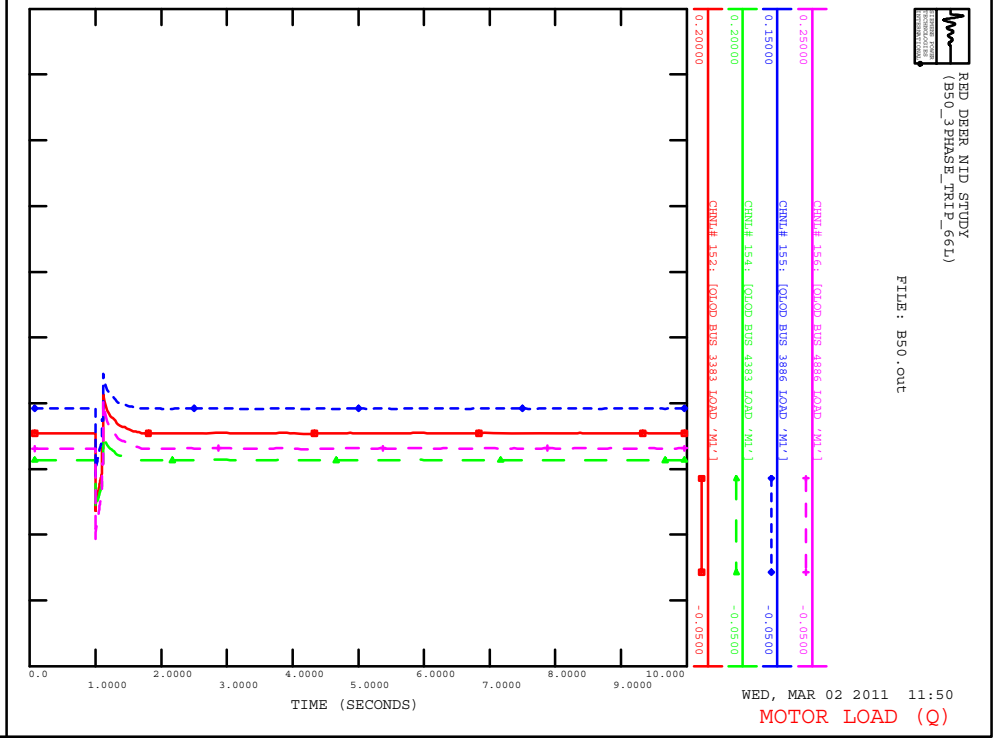

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (Q)

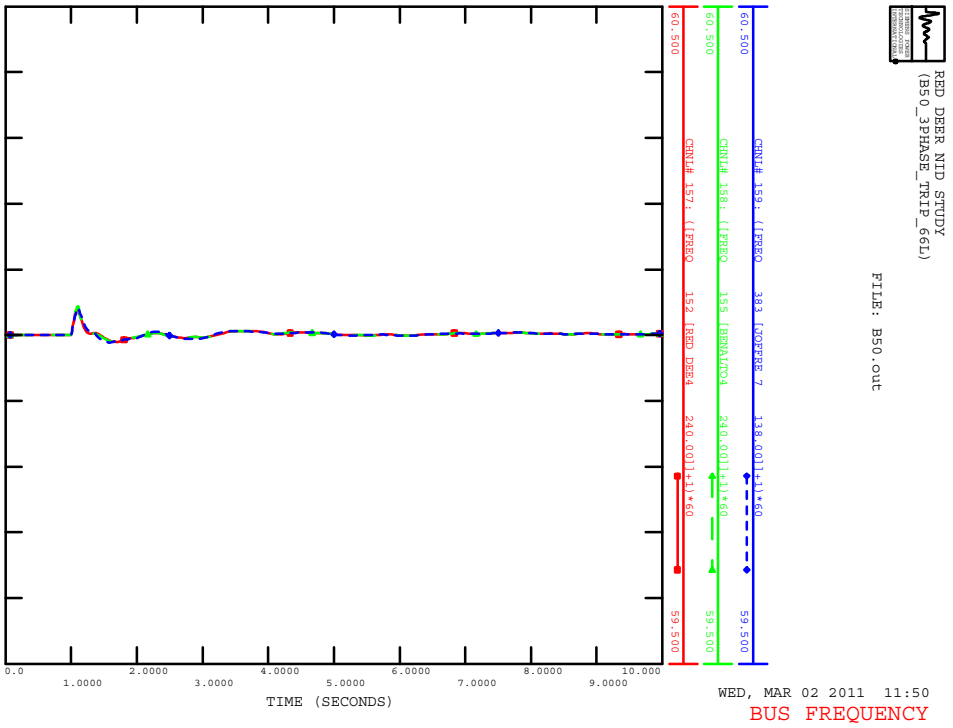

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
BUS VOLT

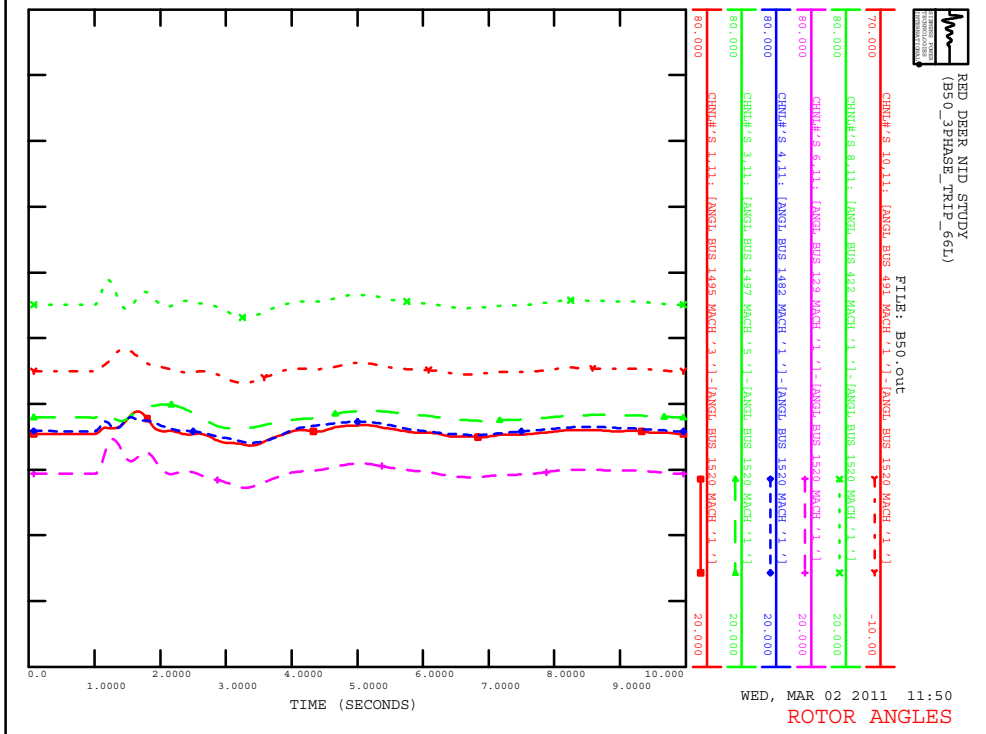

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

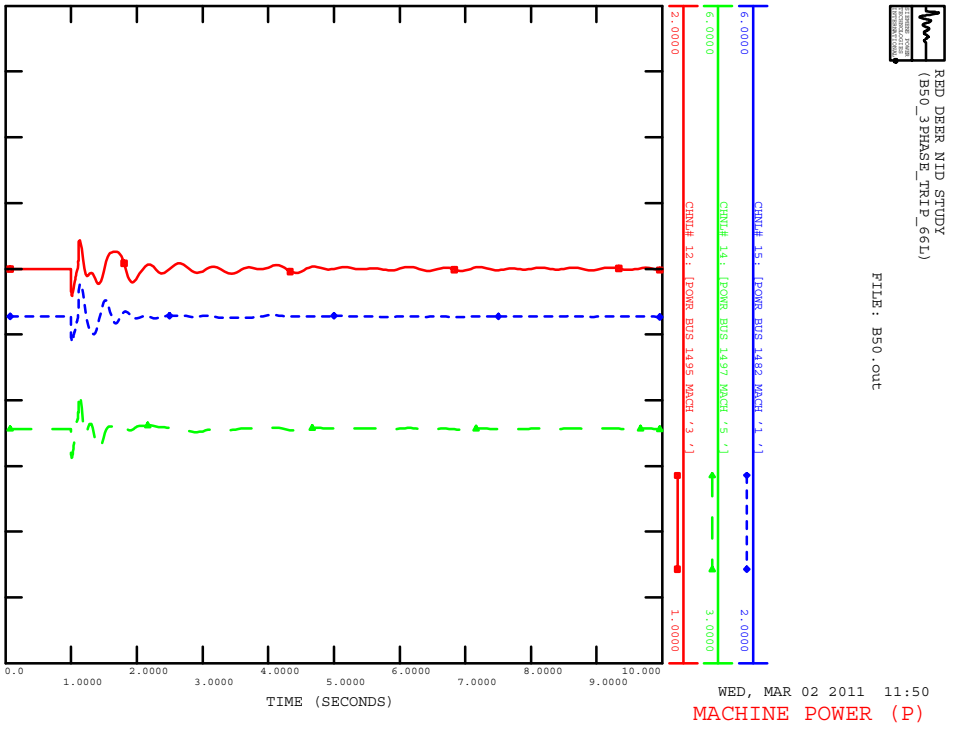

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

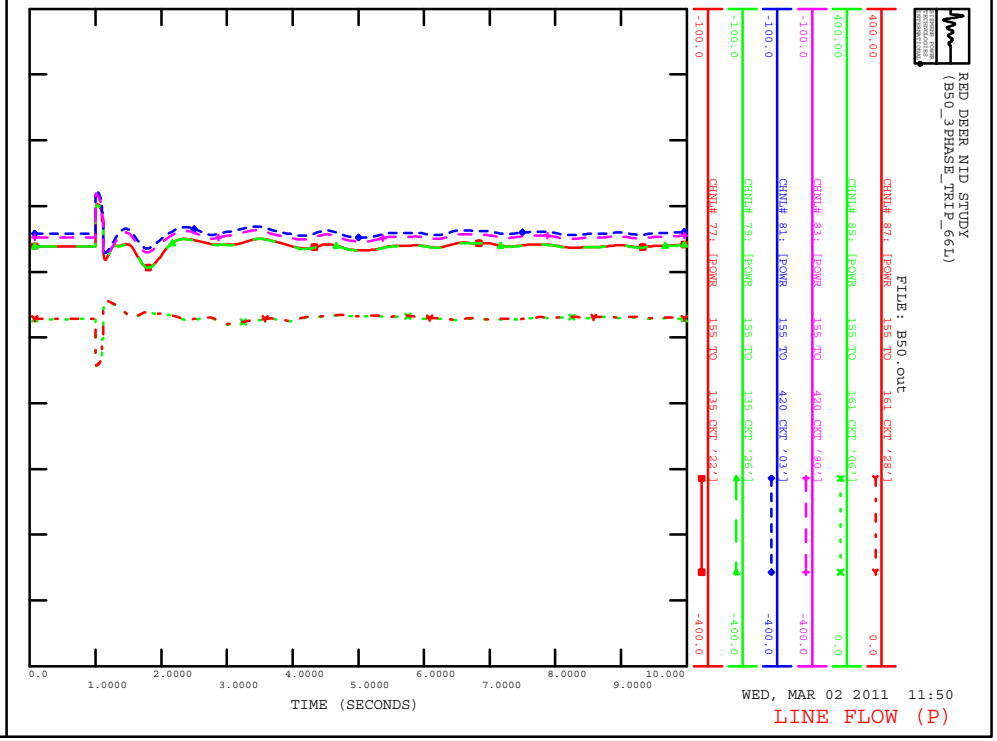

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

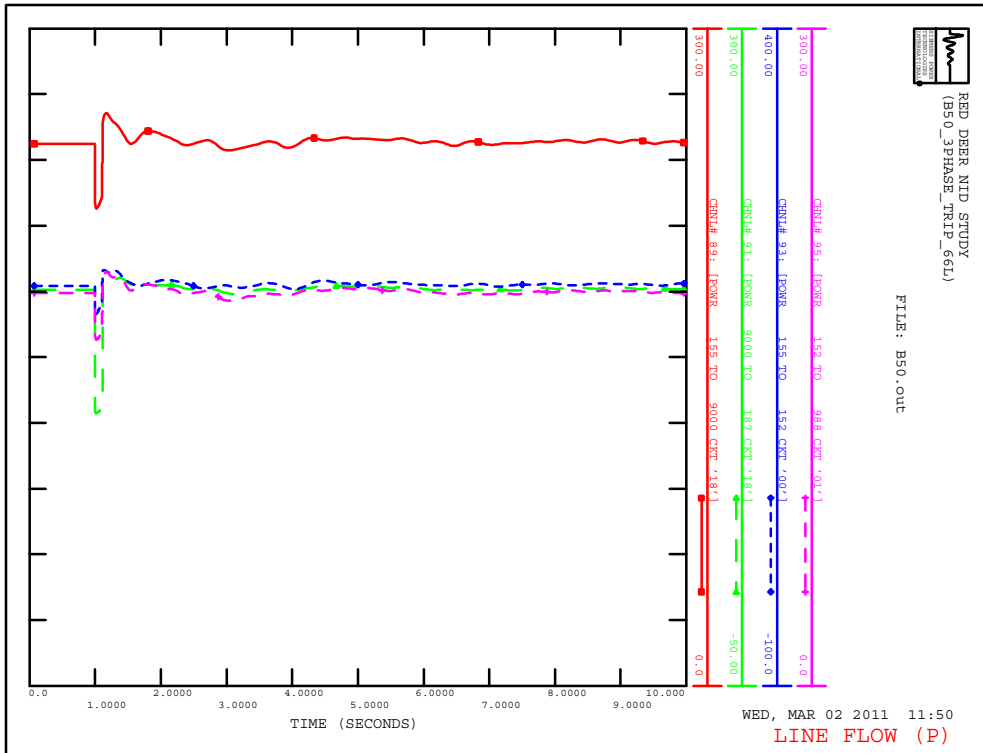

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

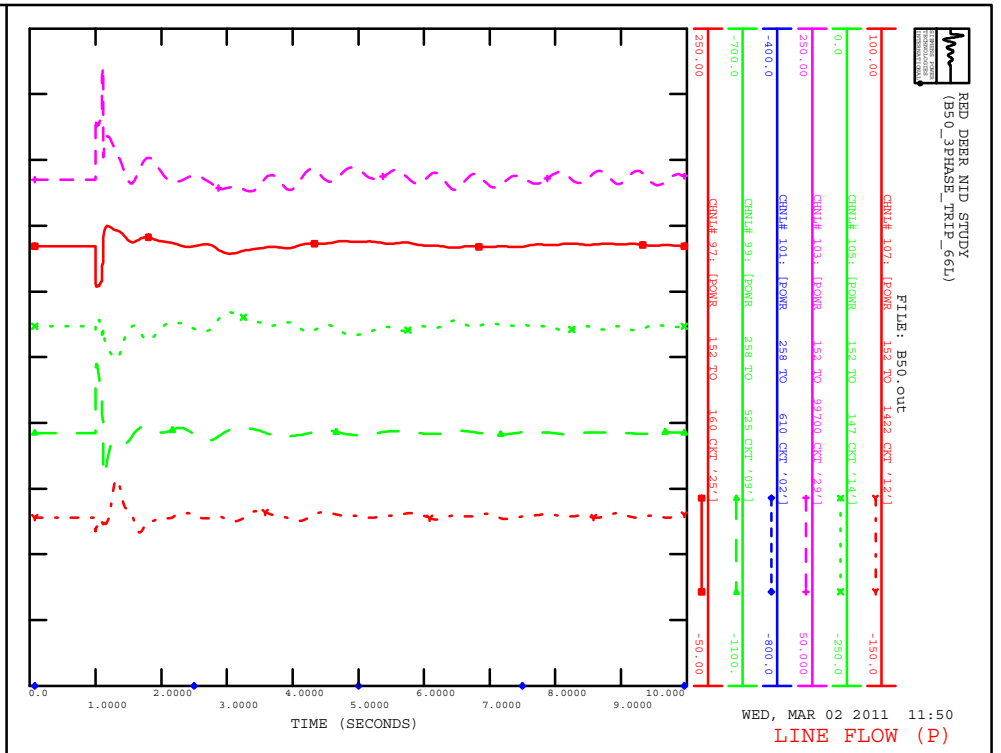

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

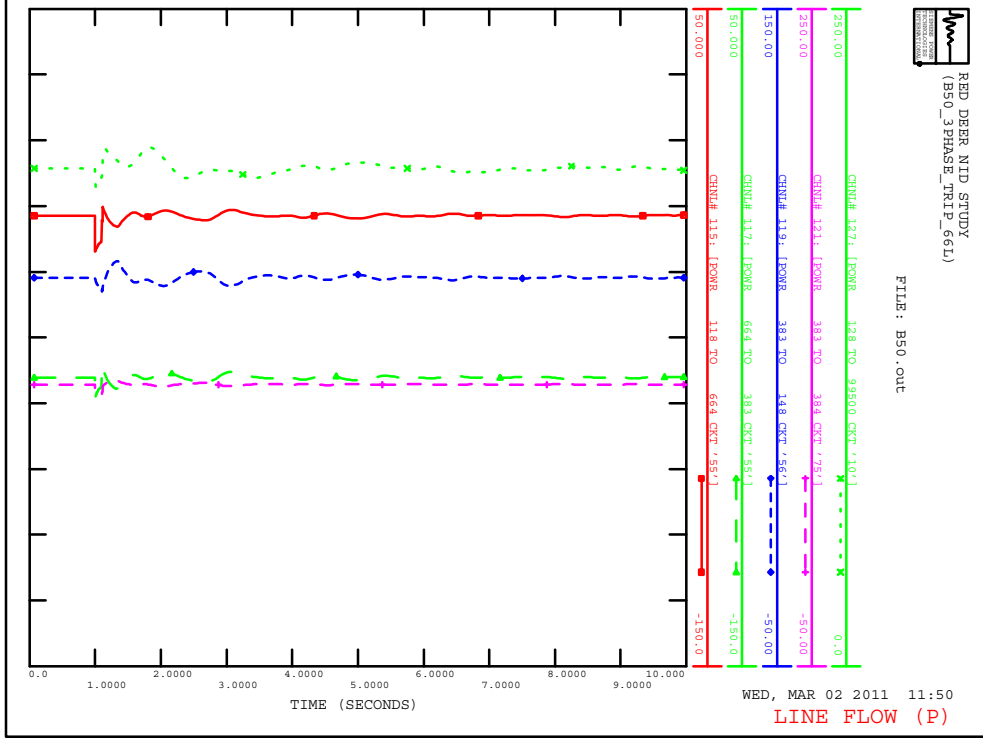

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

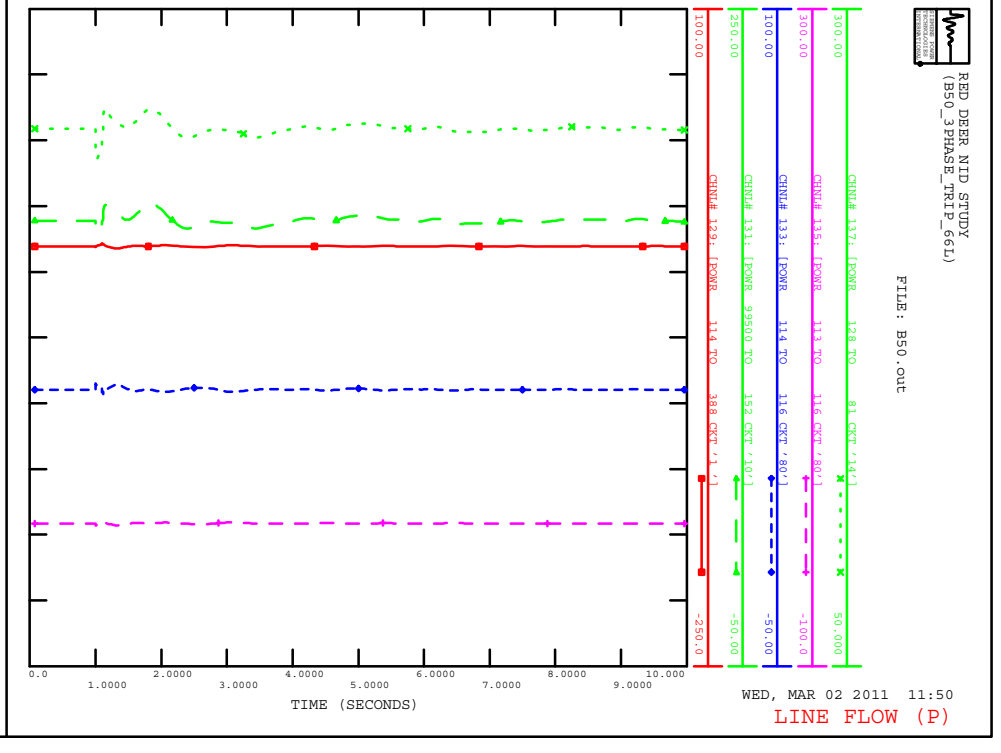

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

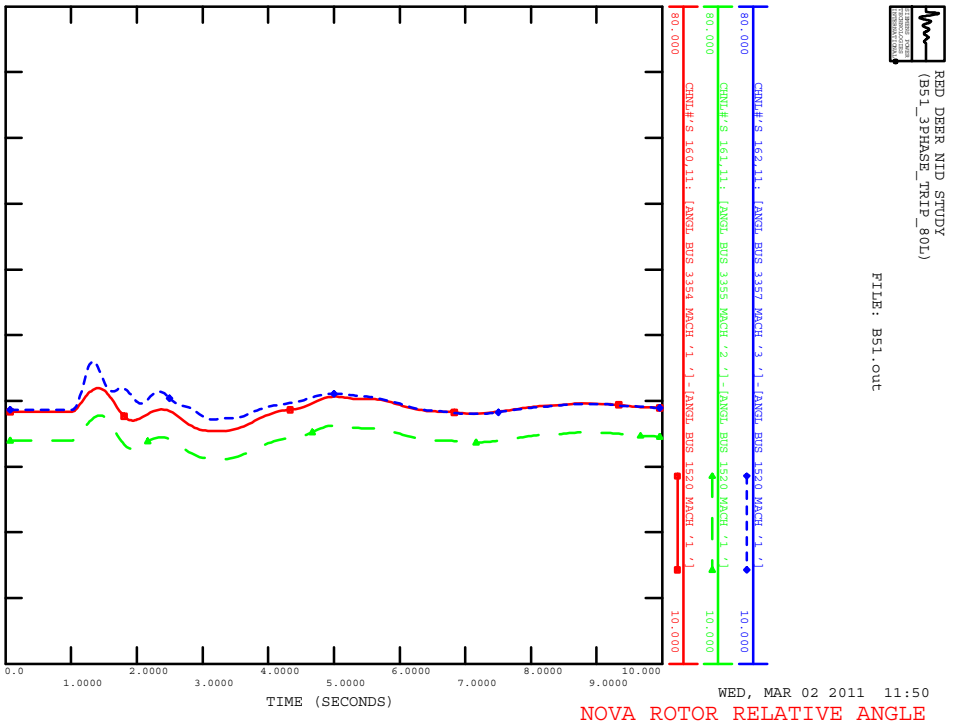

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

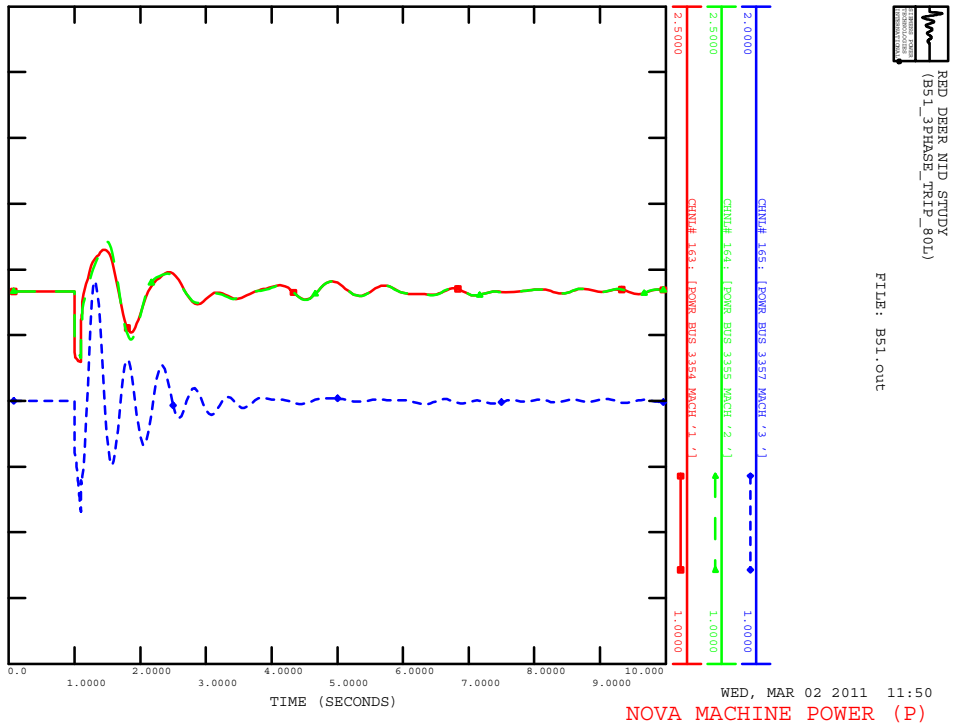

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

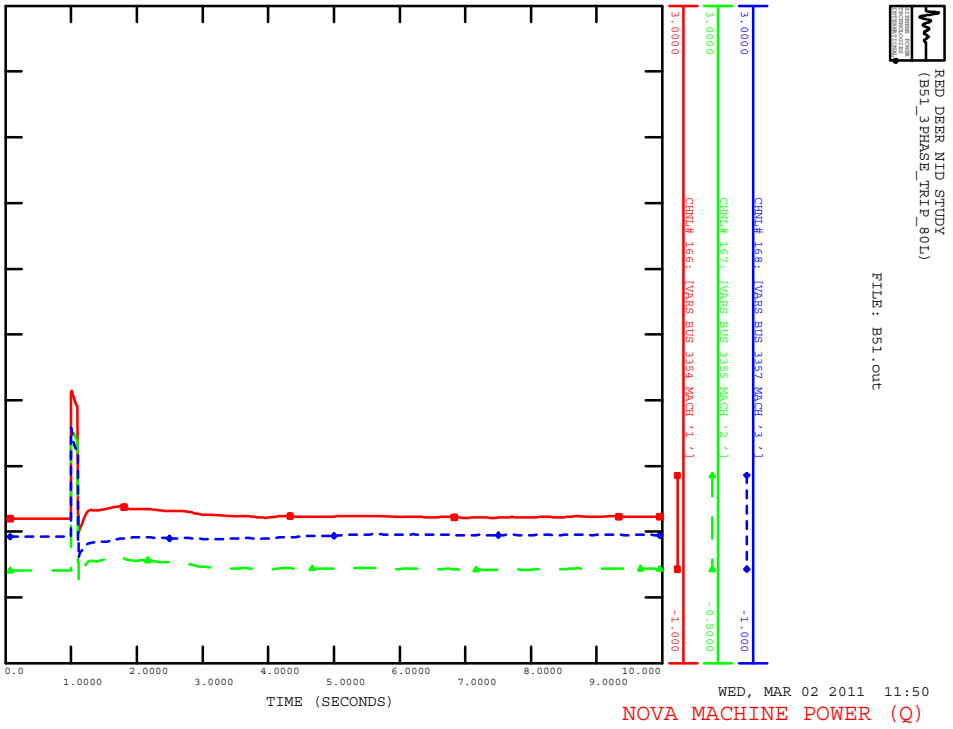

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

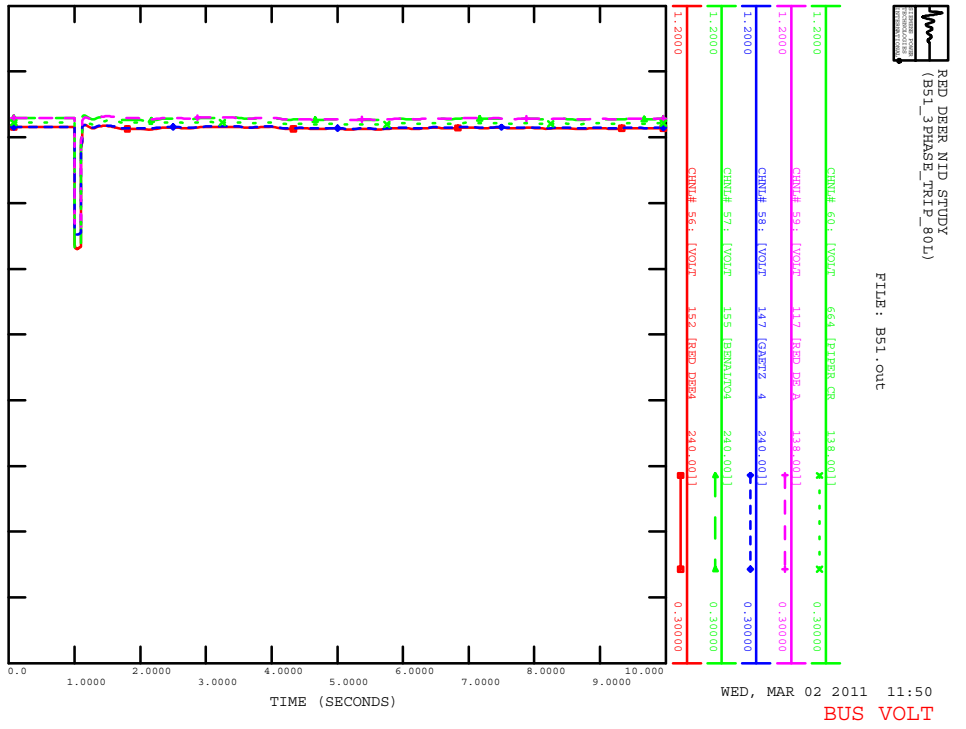

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

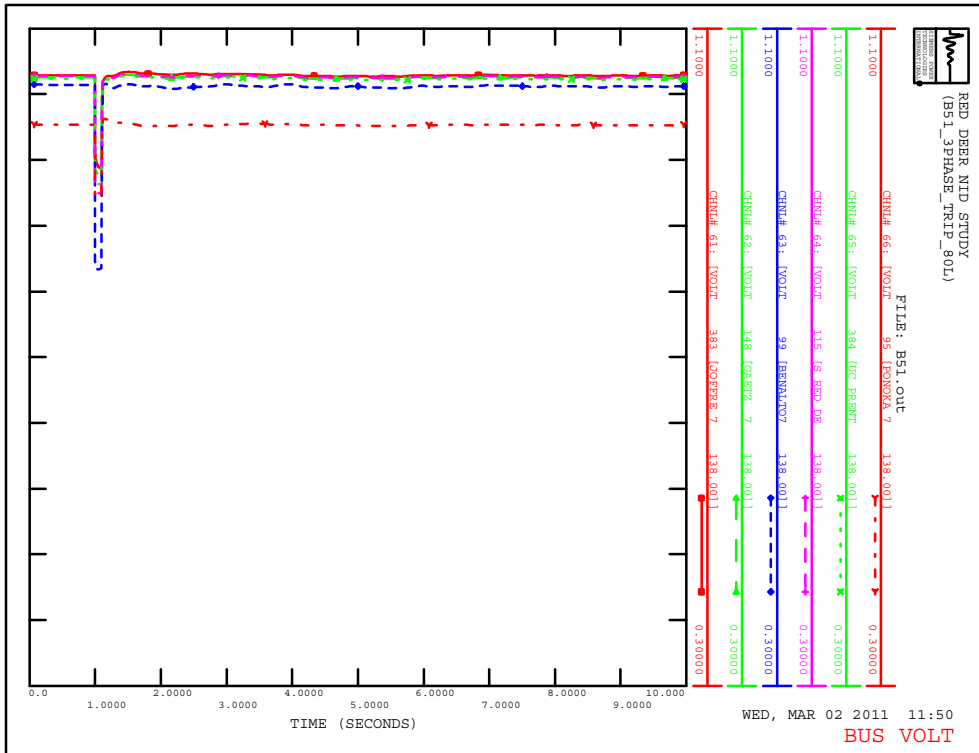

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

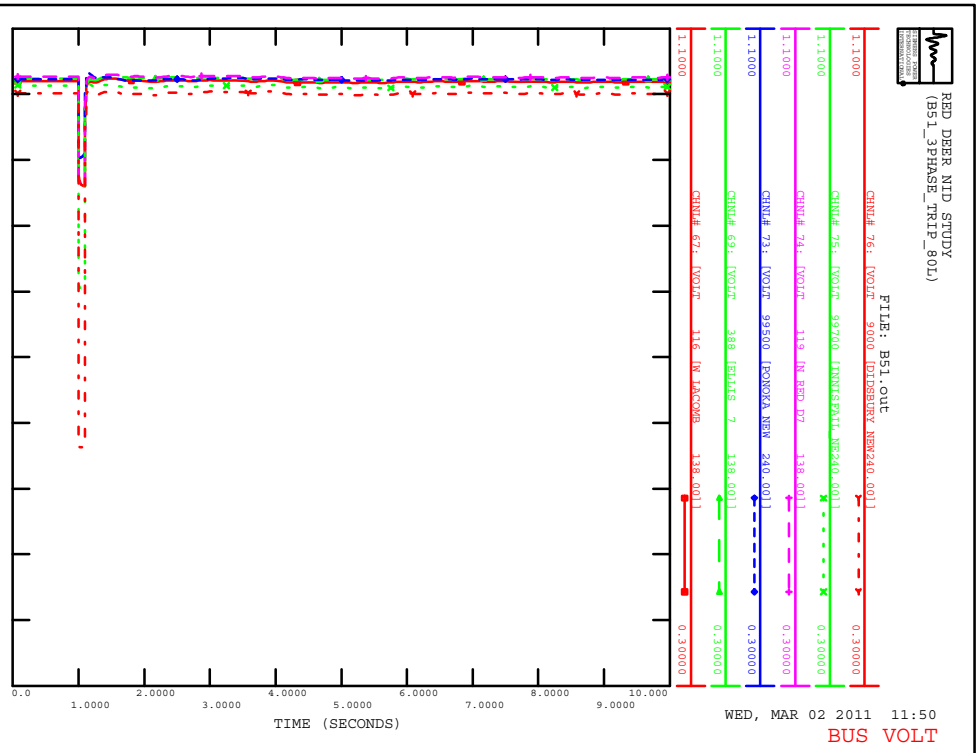

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

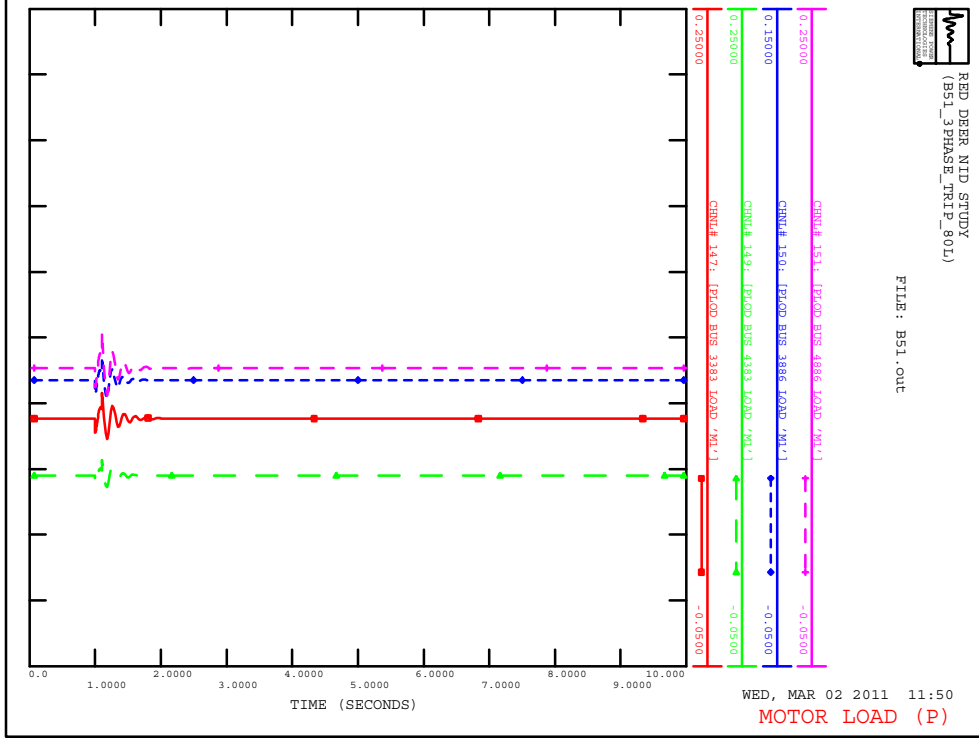

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
23.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

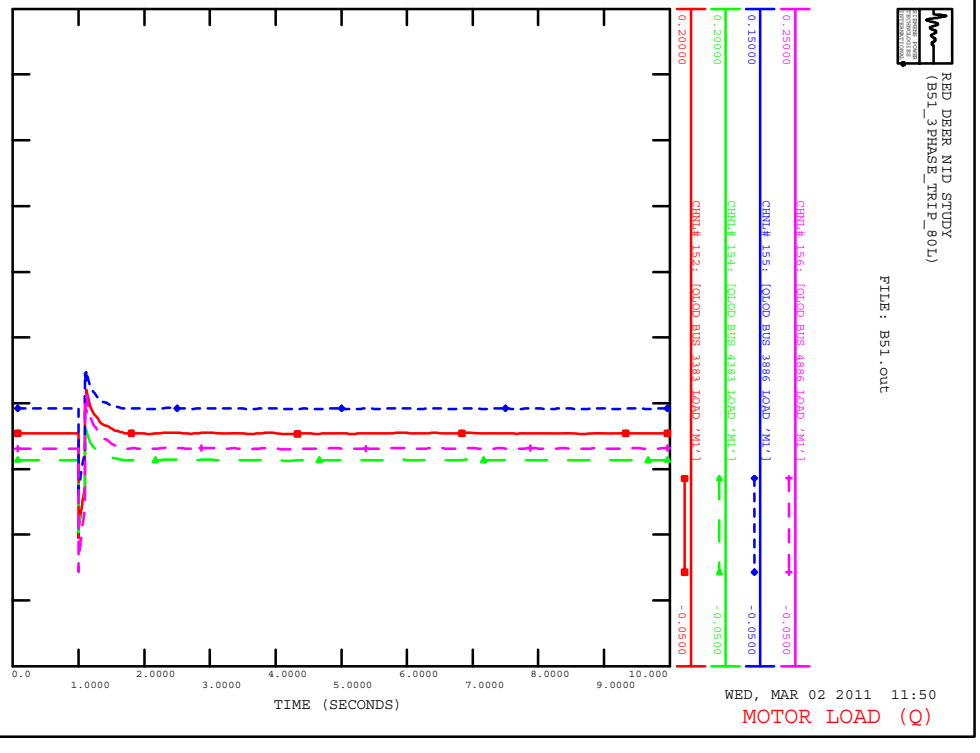

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

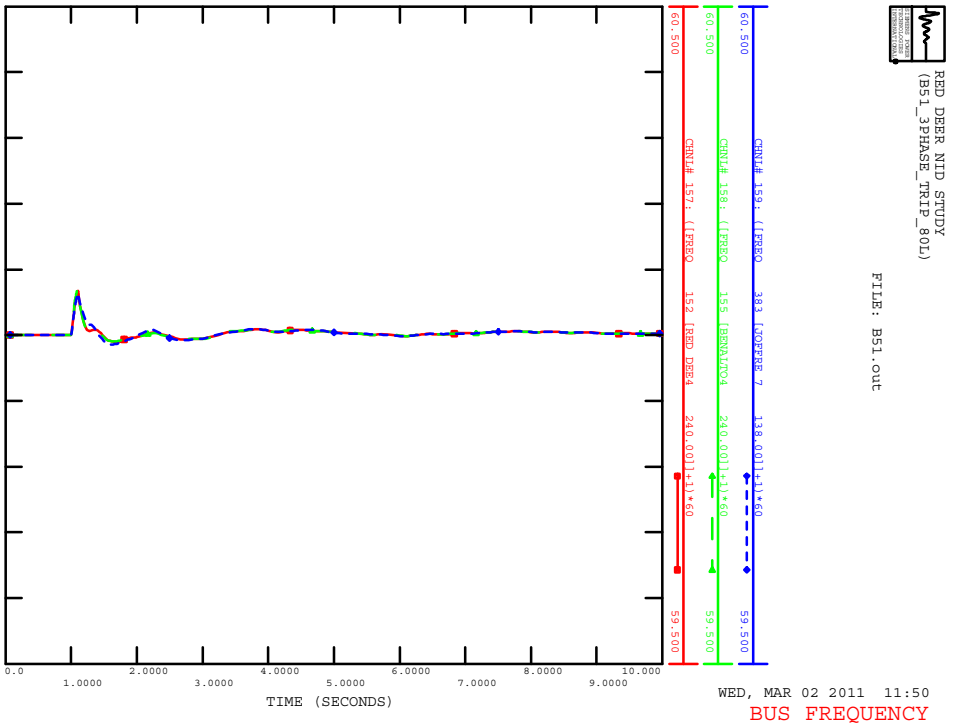

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

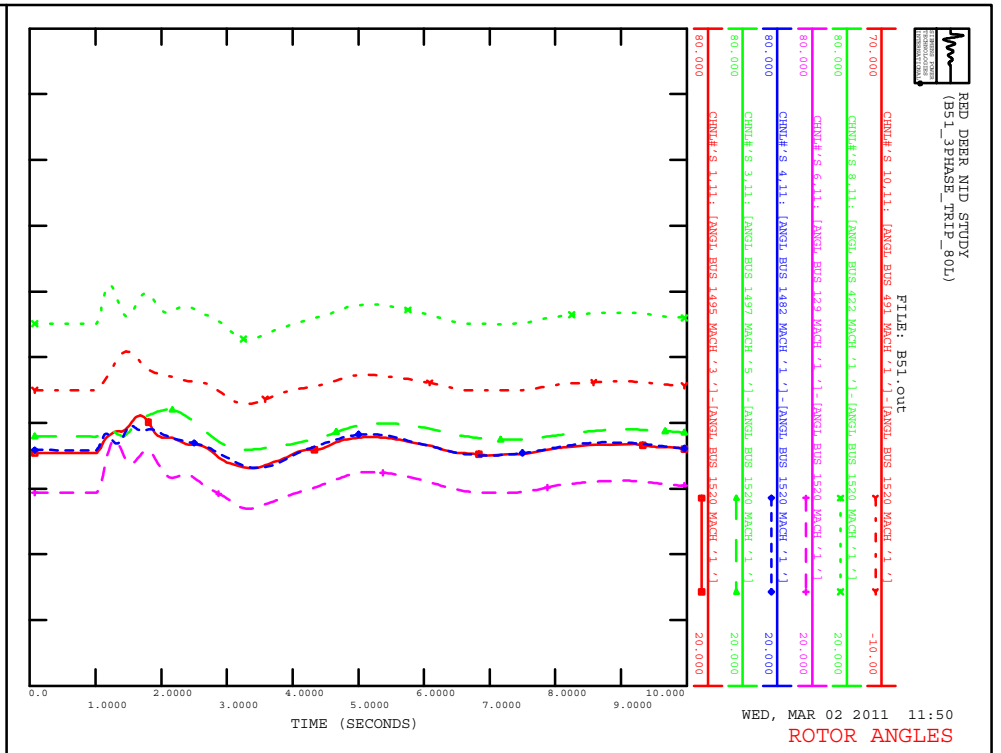

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

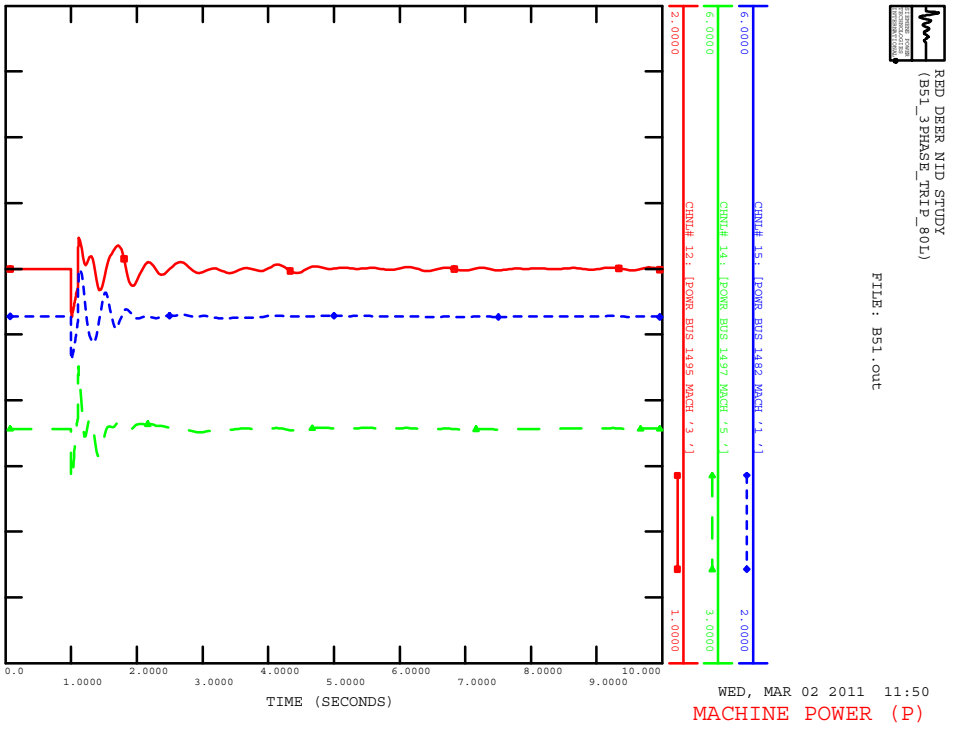

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDAIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

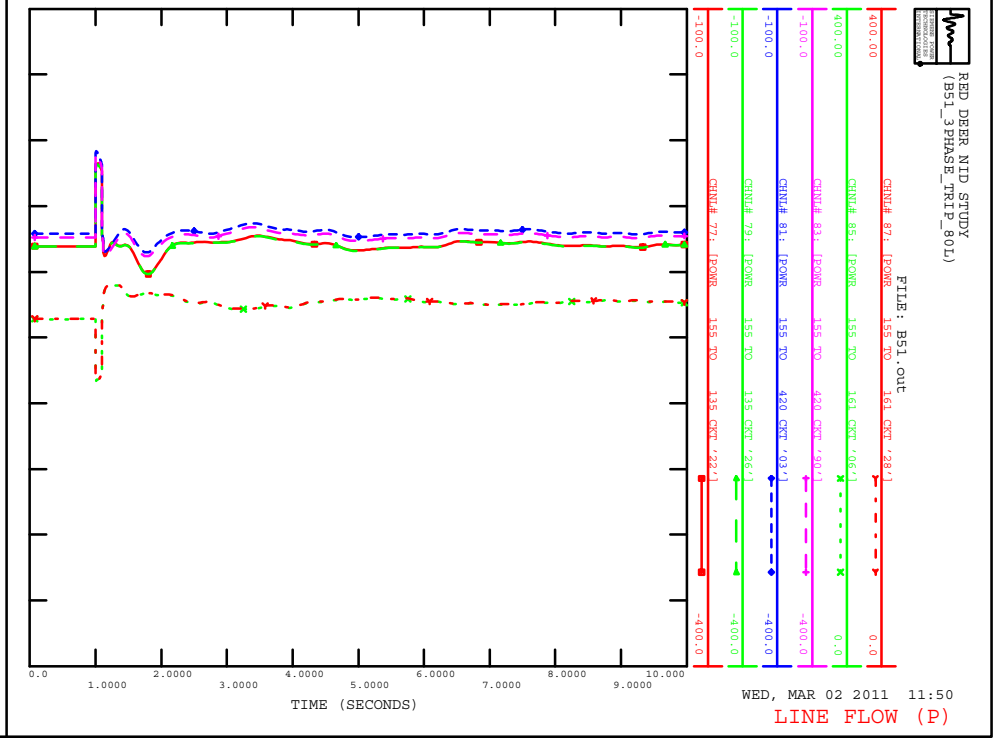

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

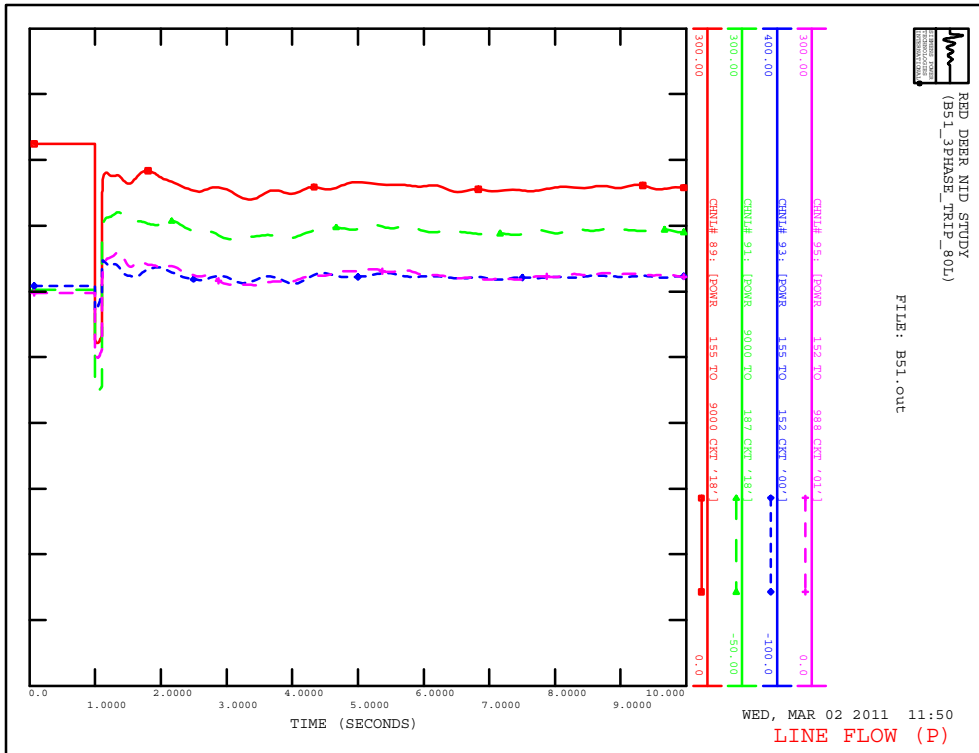

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

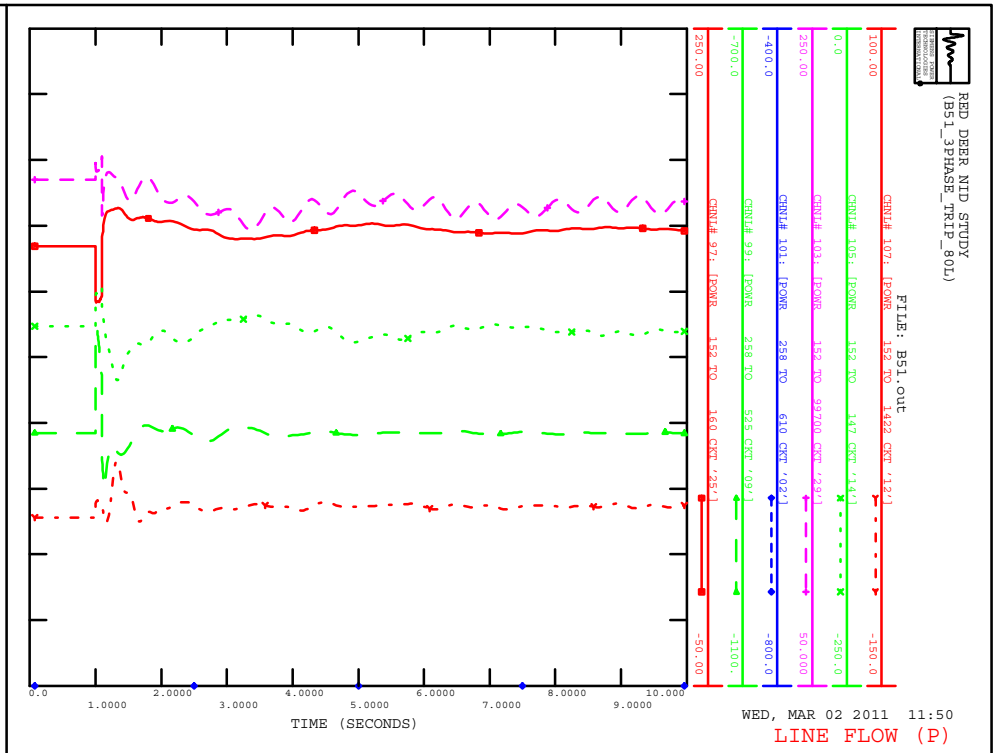

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
BUS FREQUENCY

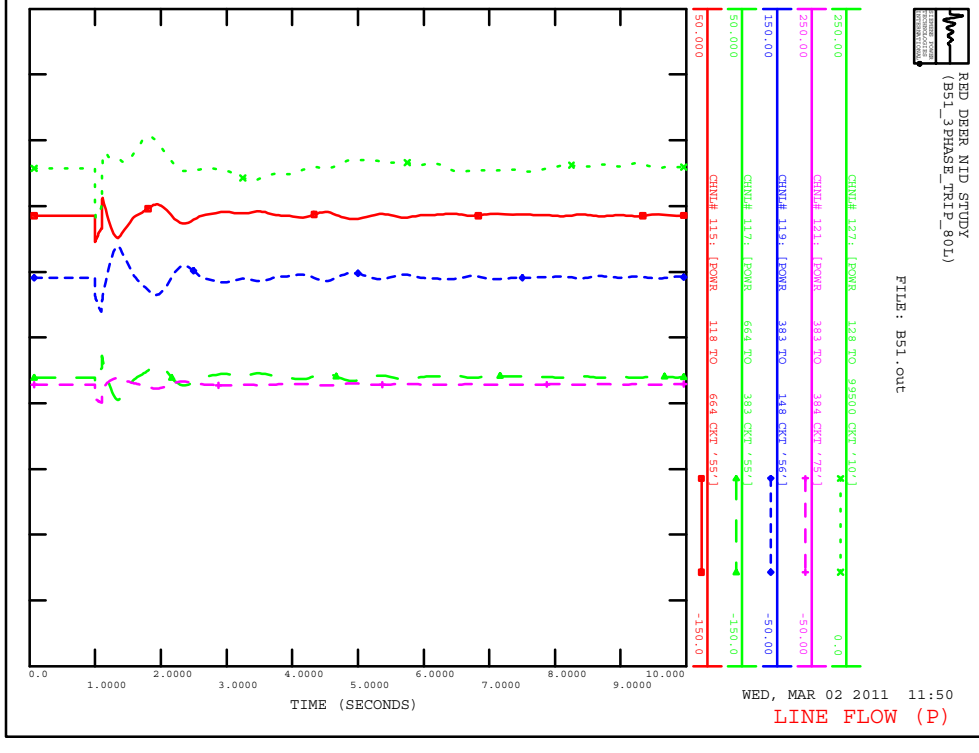

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
ROTOR ANGLES

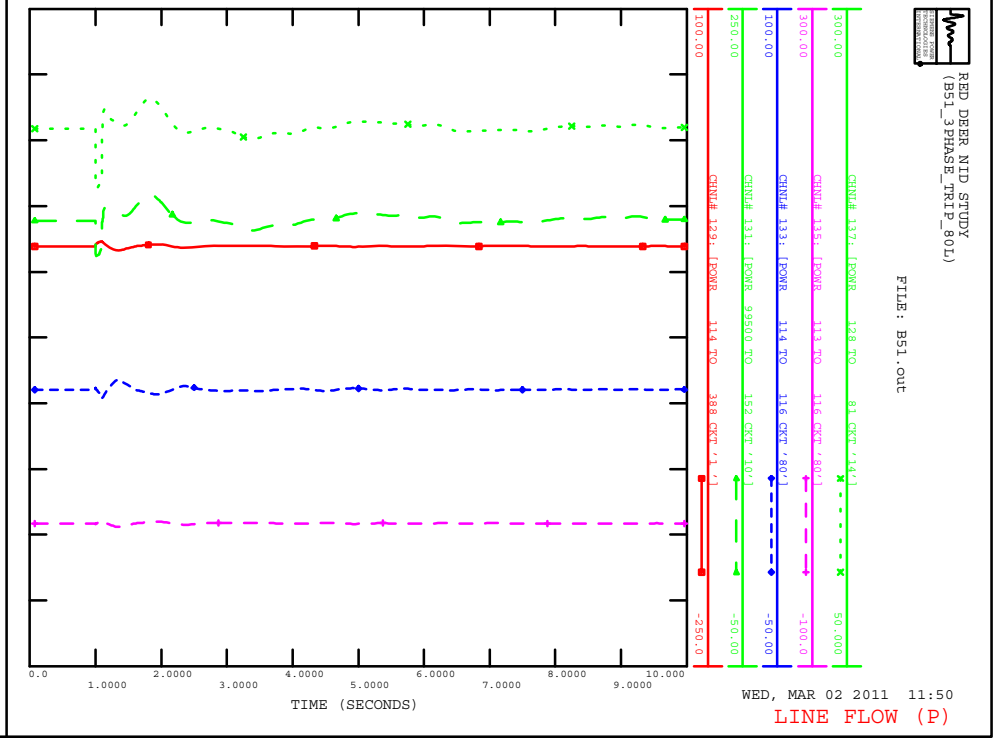

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
MACHINE POWER (P)

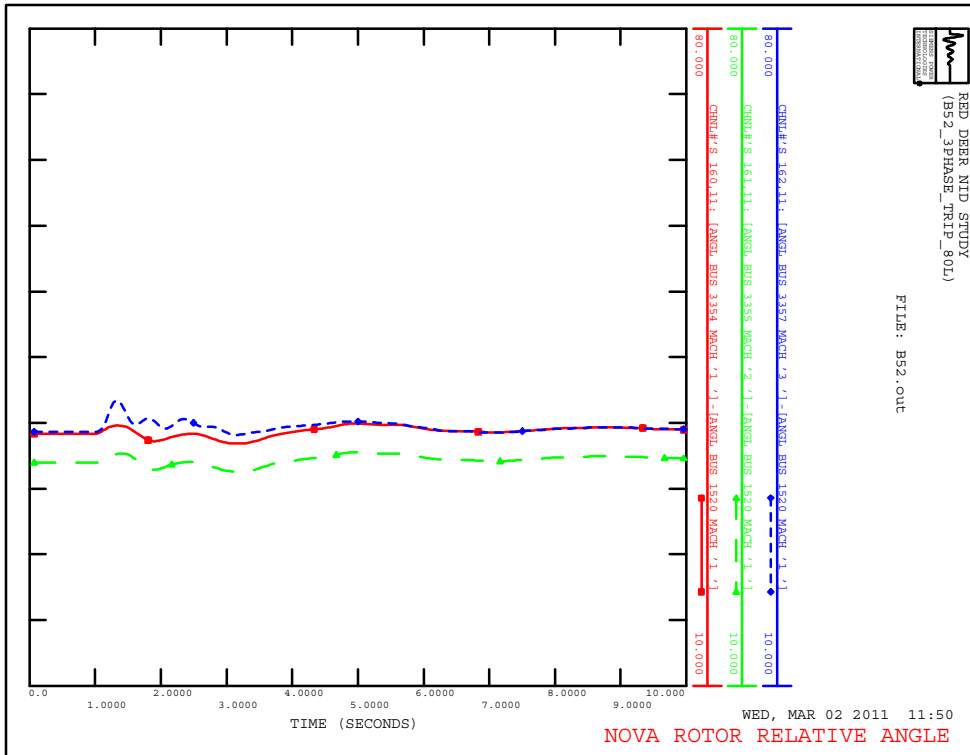

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
LINE FLOW (P)

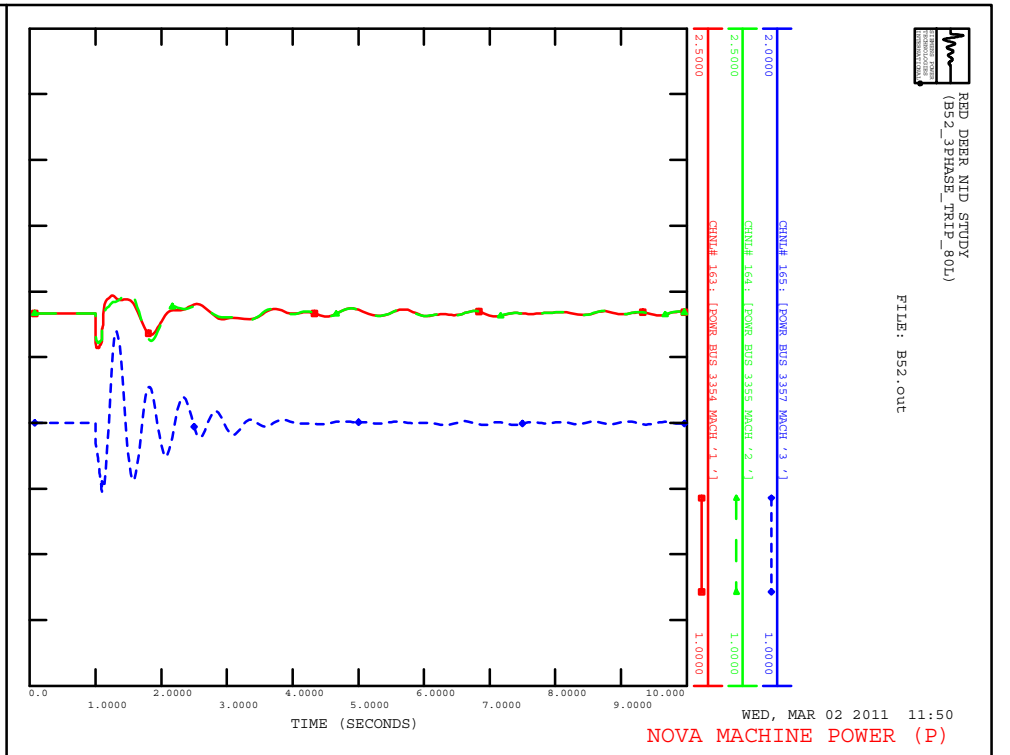

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

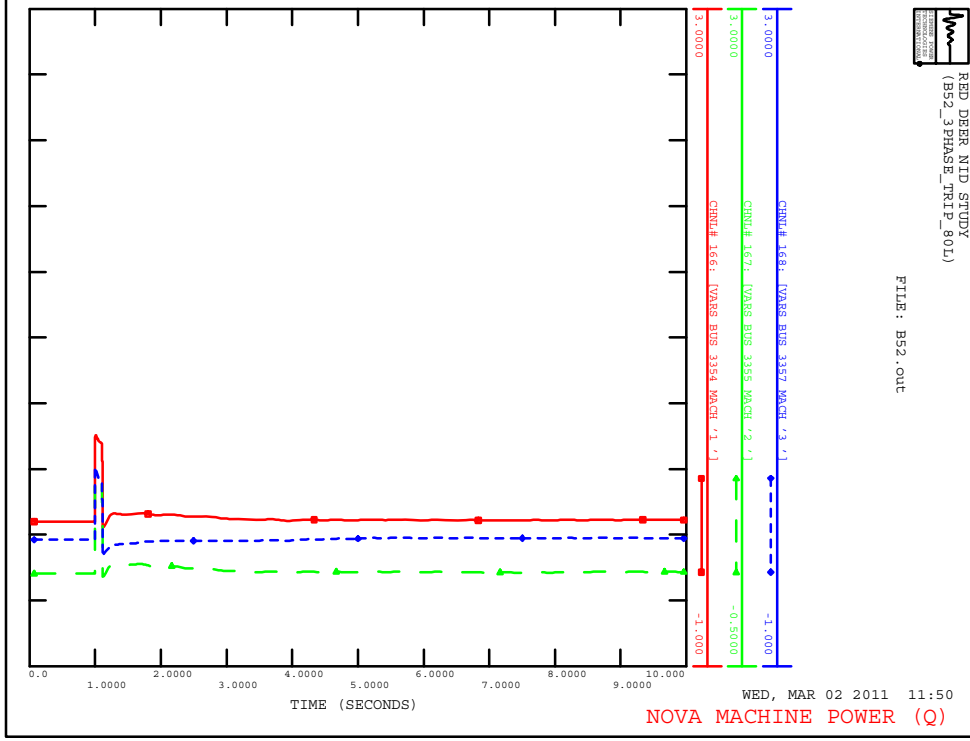

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

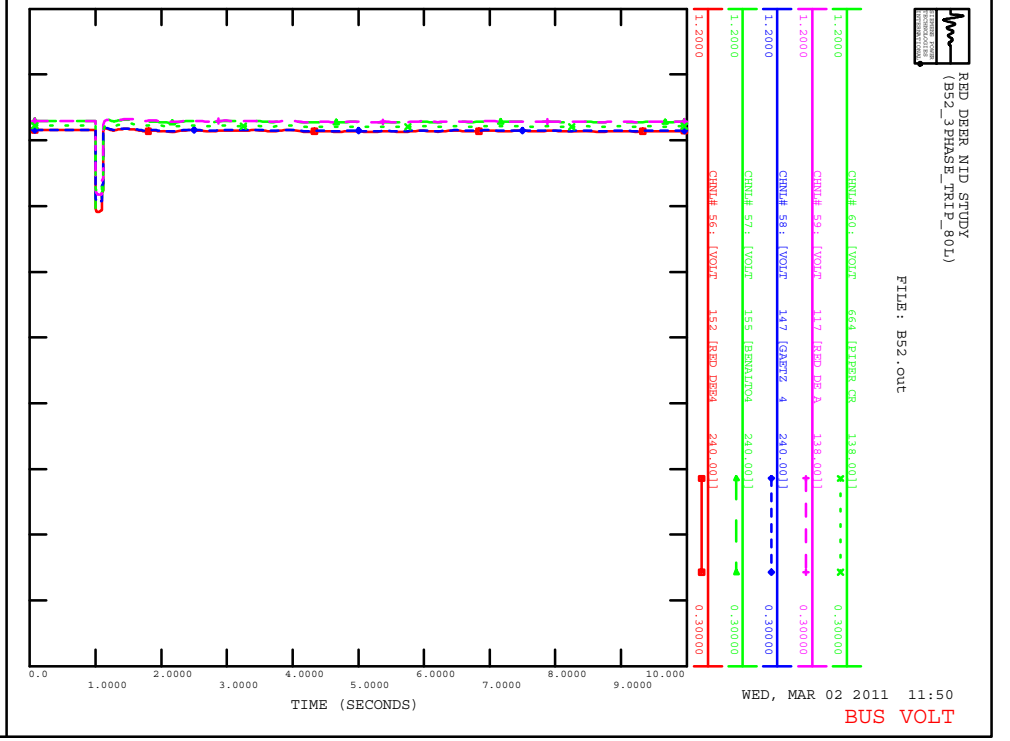

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

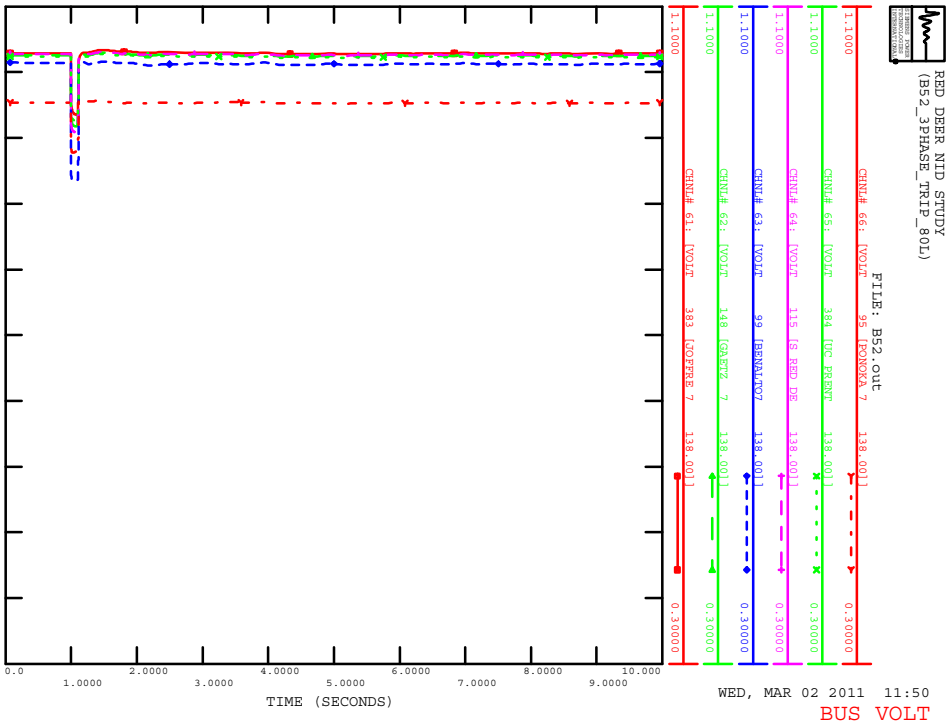

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

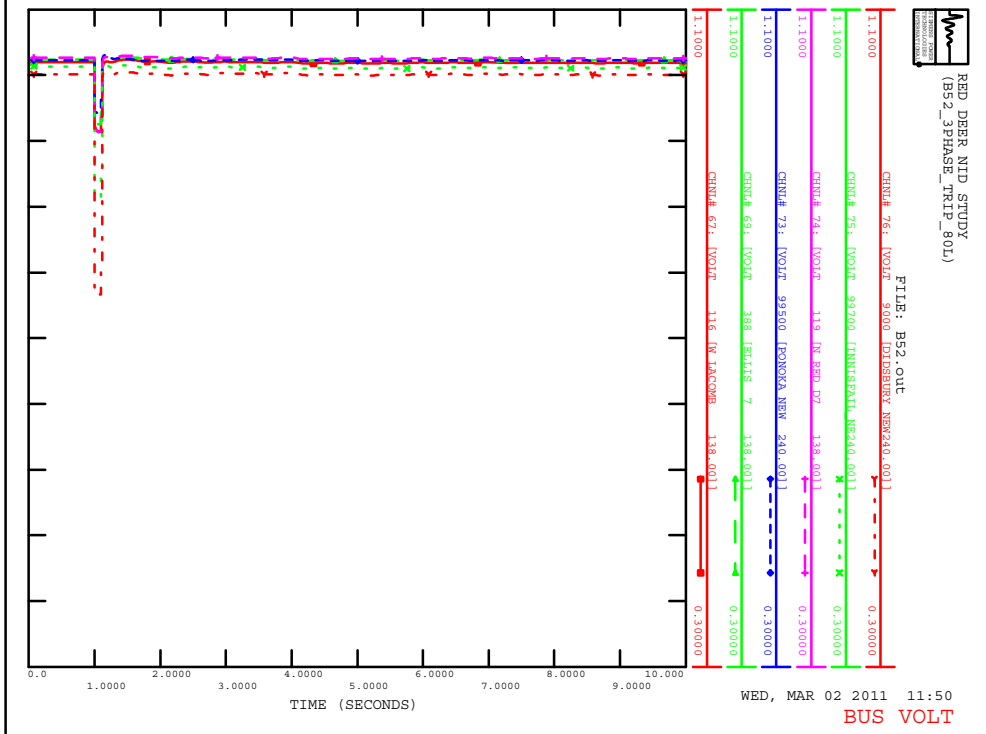

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

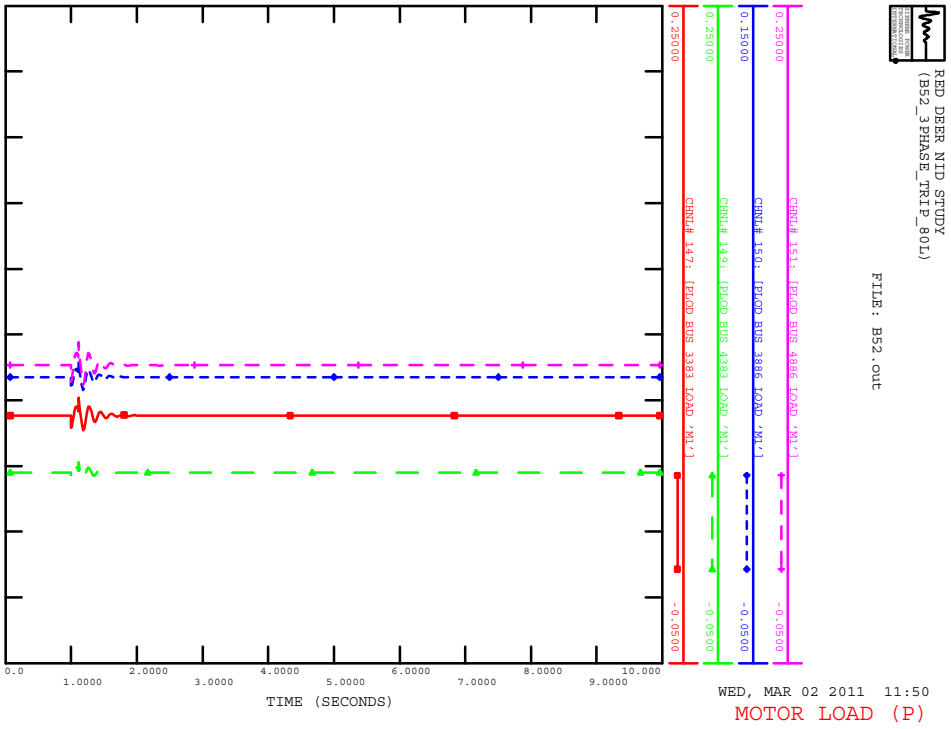

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (P)

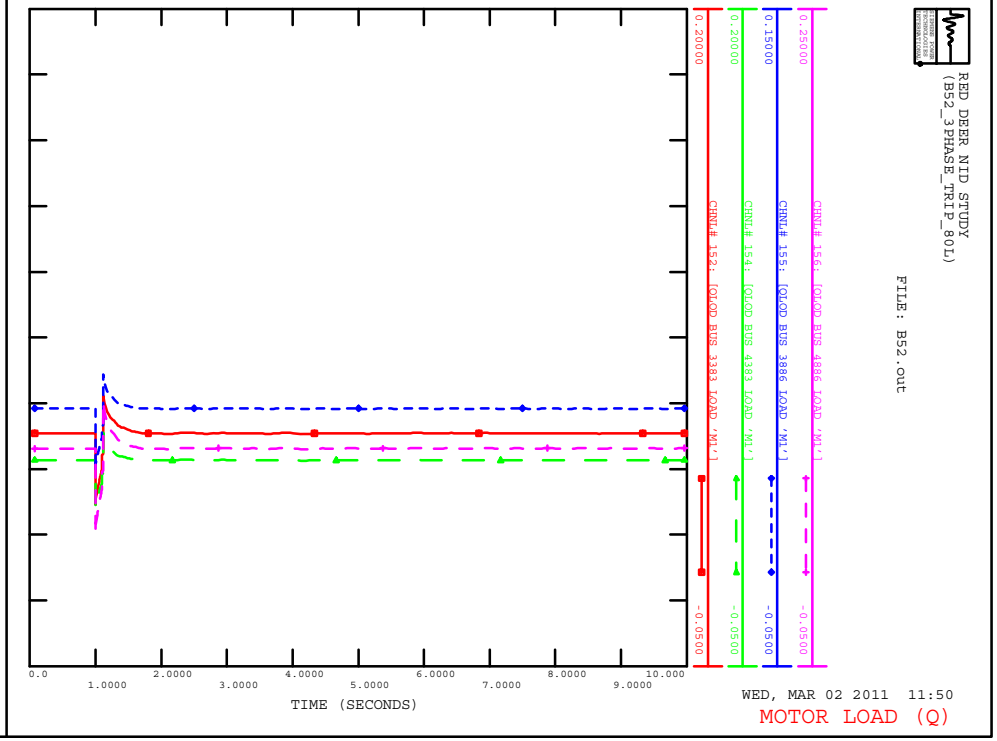

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (Q)

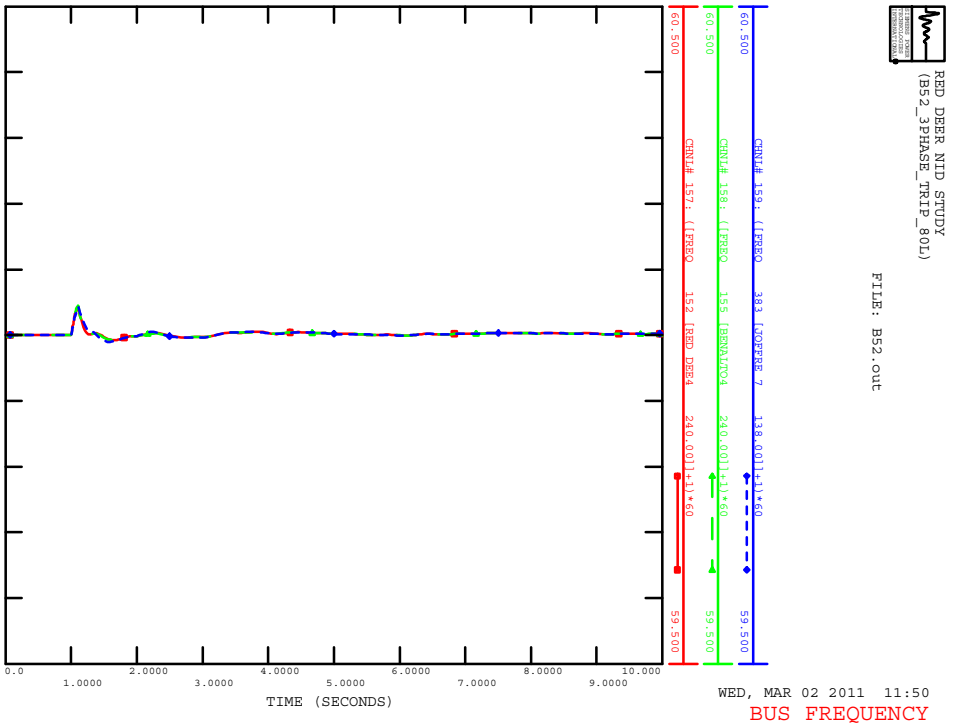

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
BUS VOLT

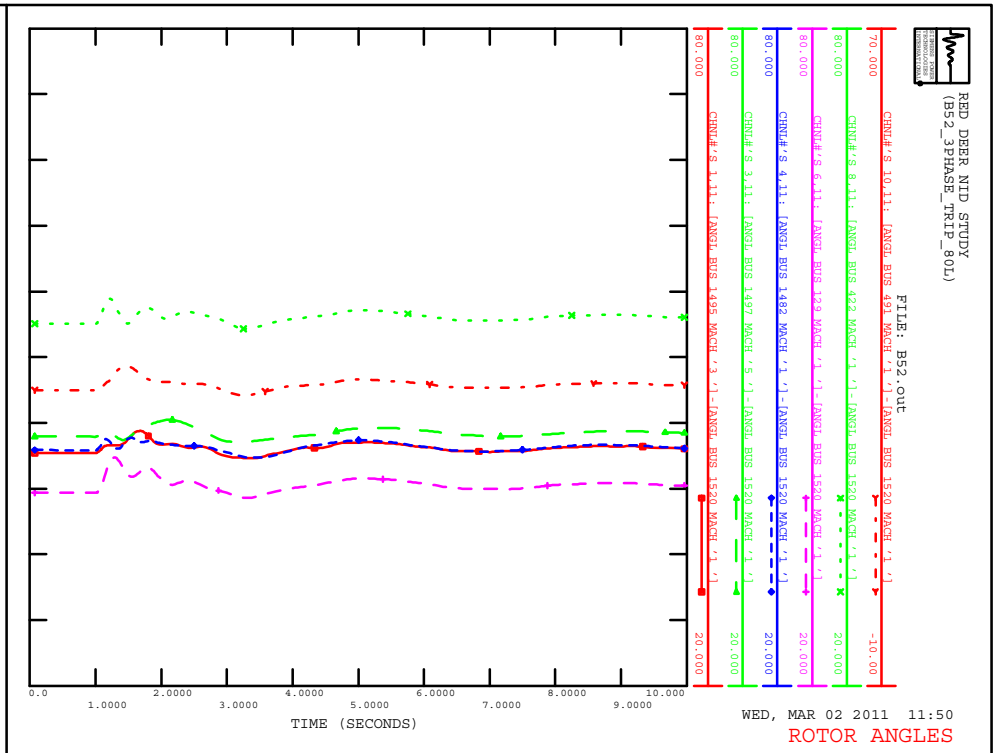

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

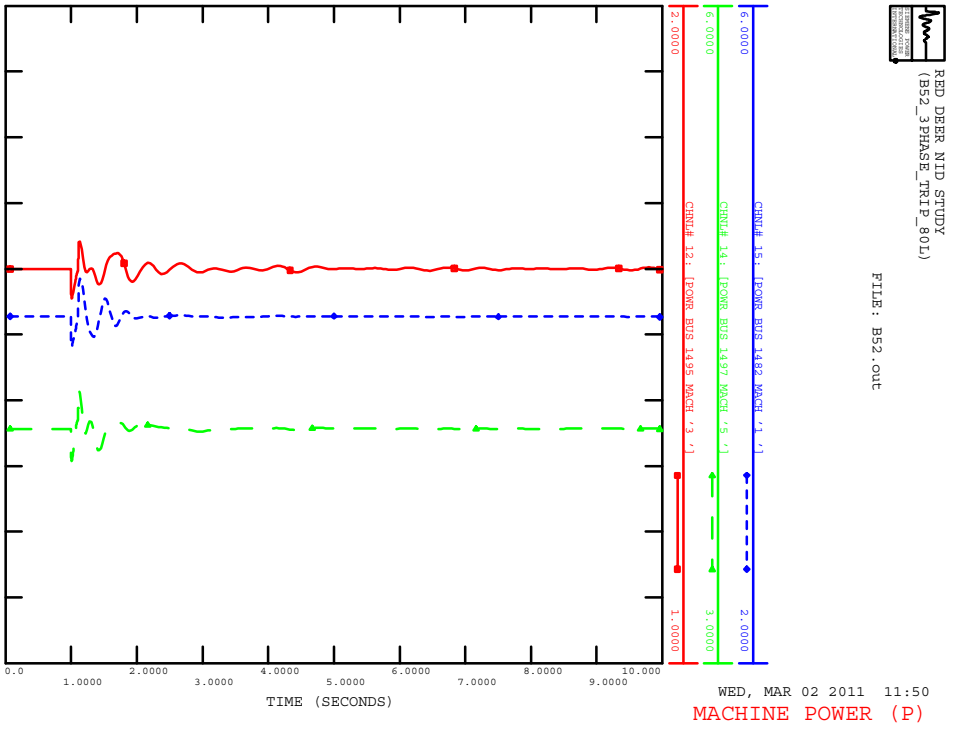

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

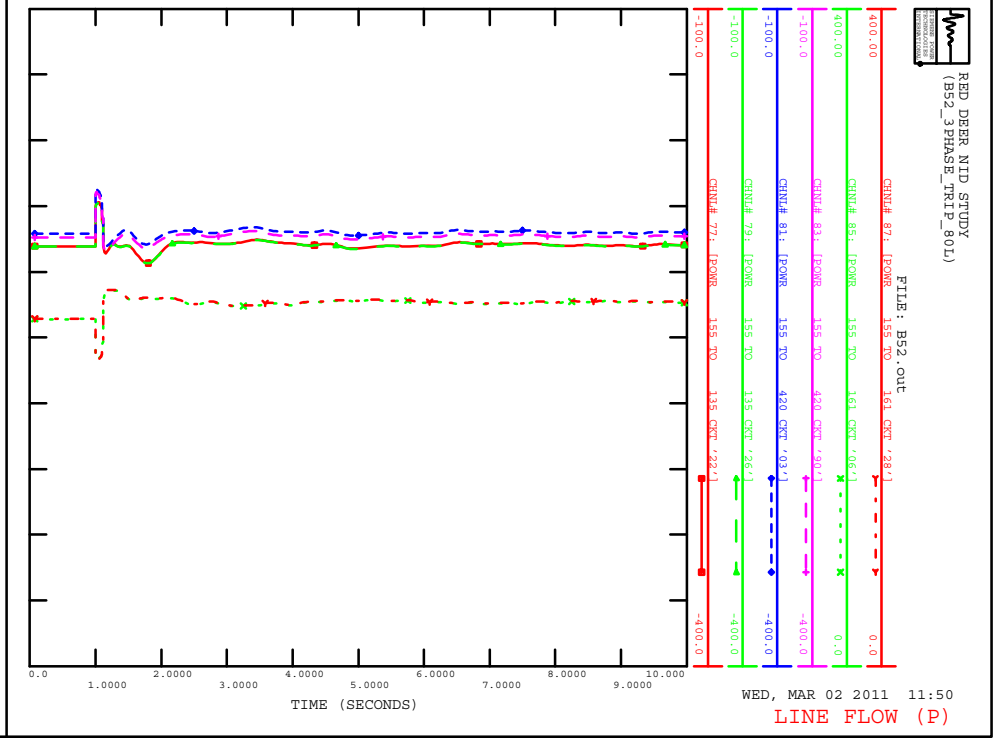

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

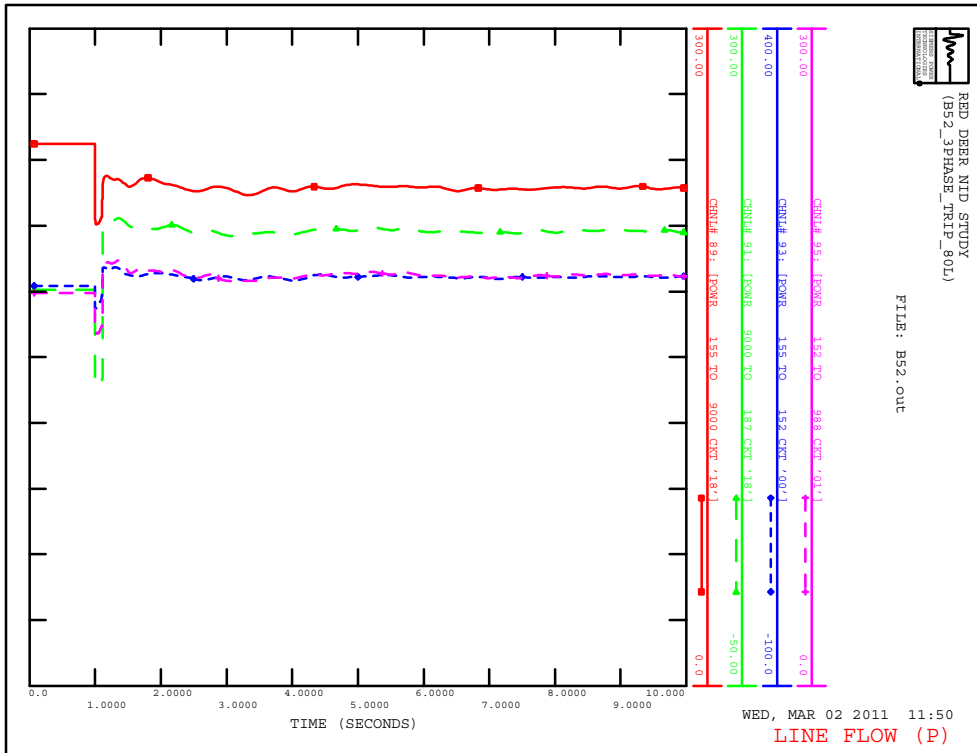

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

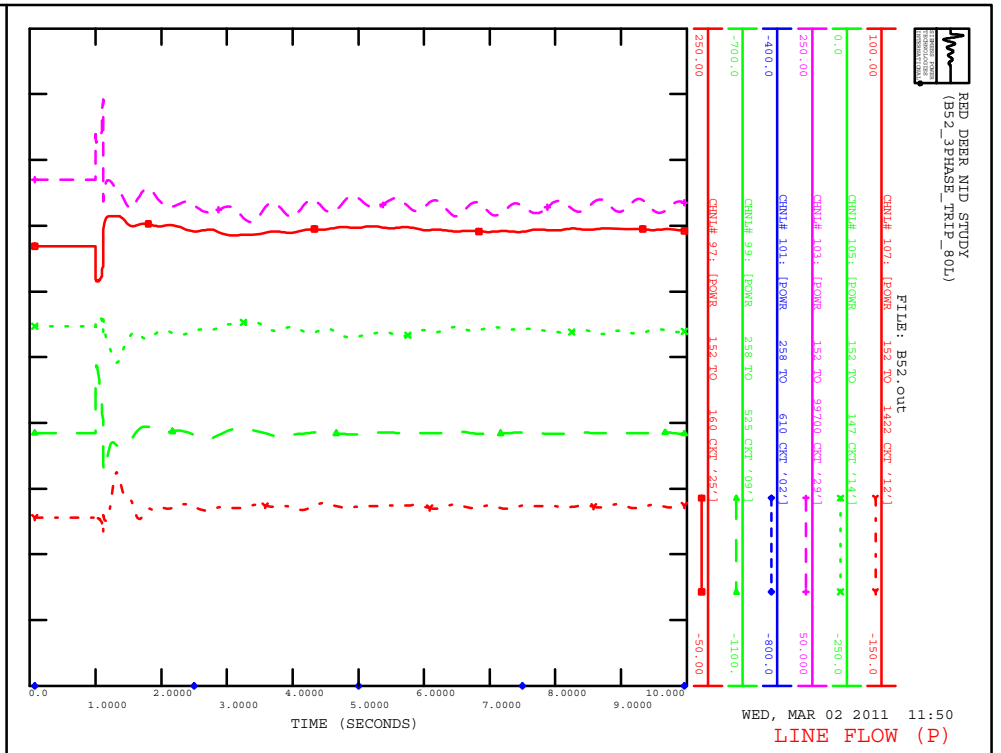

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

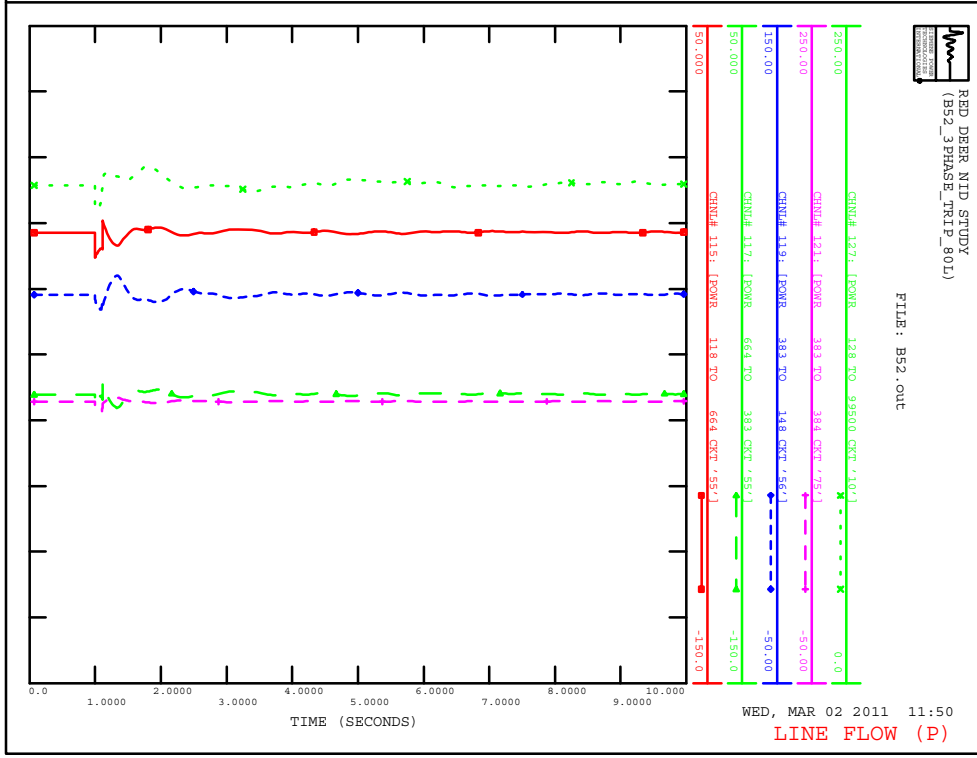

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

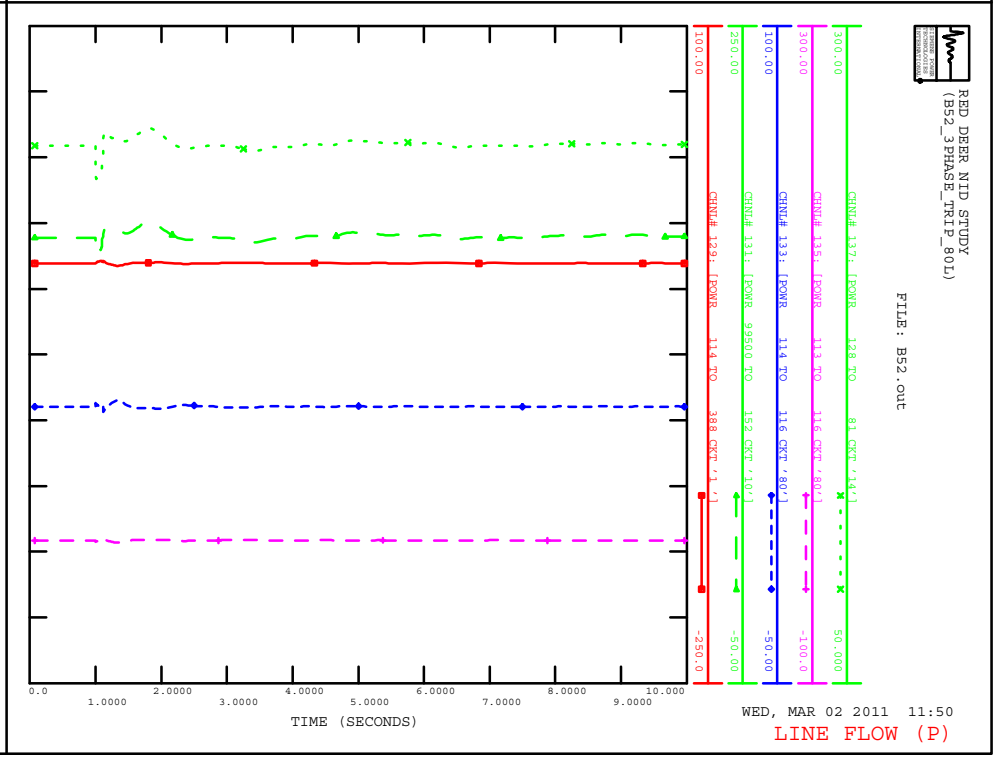

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

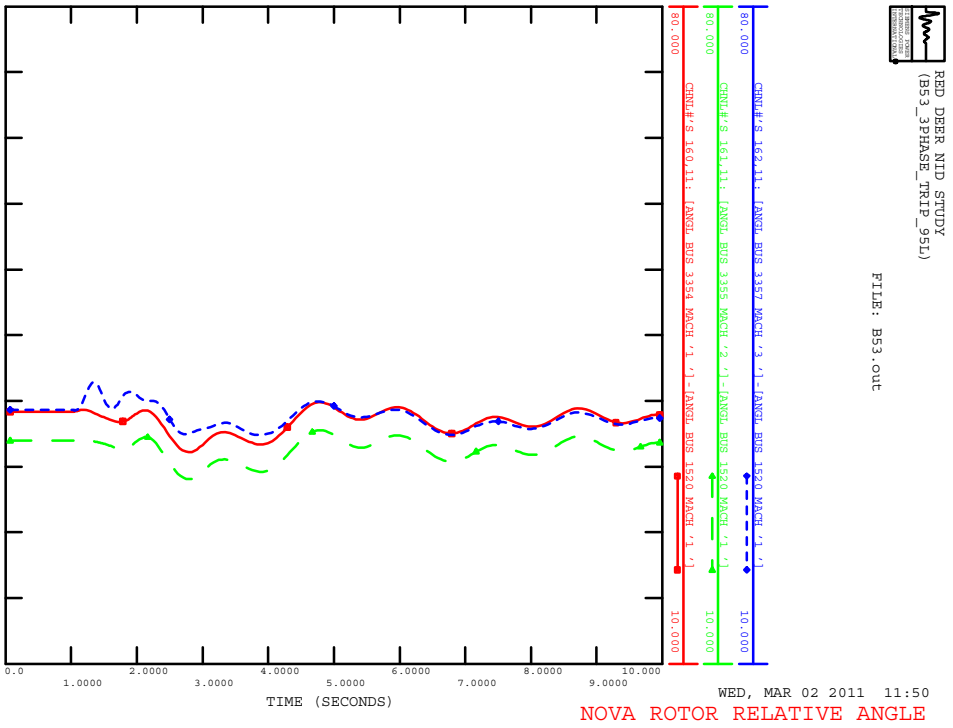

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

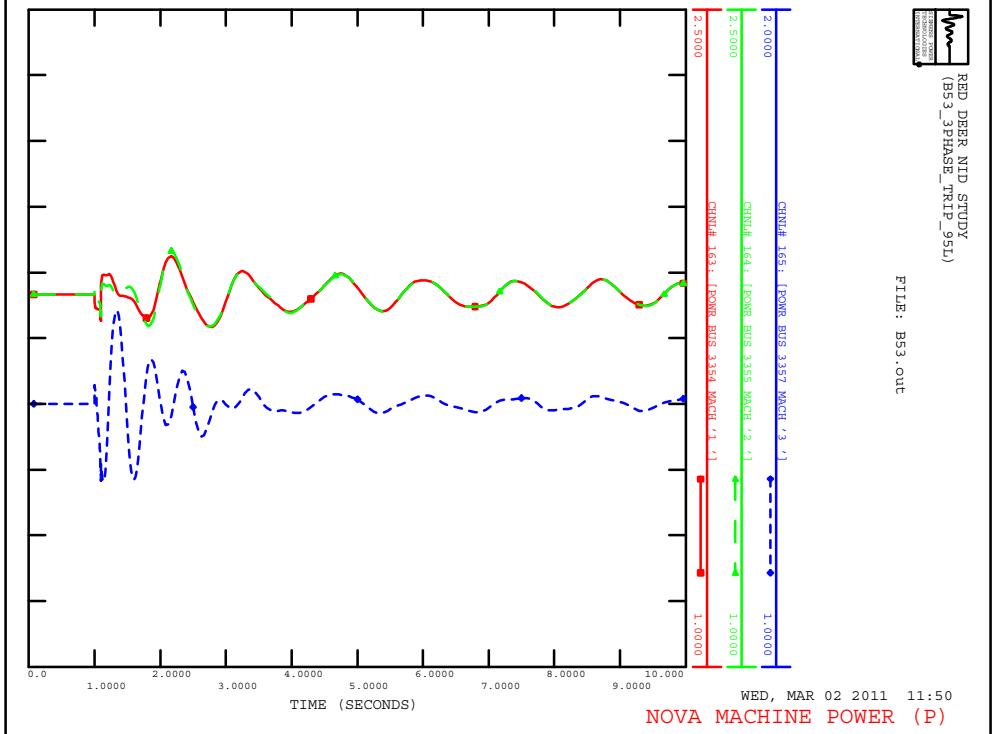

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

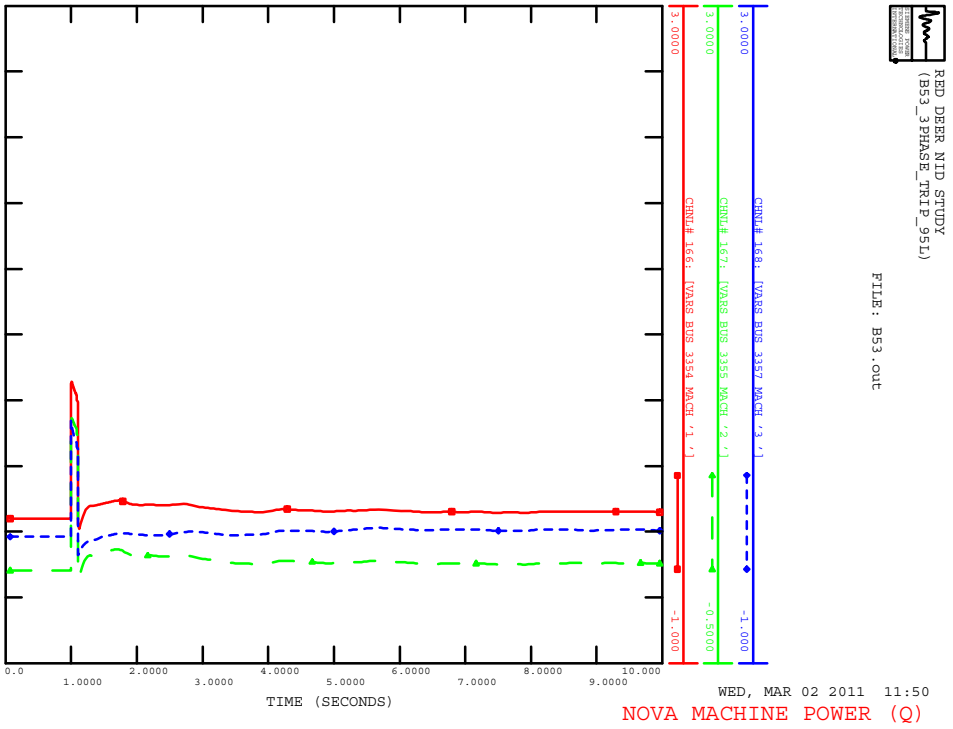

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

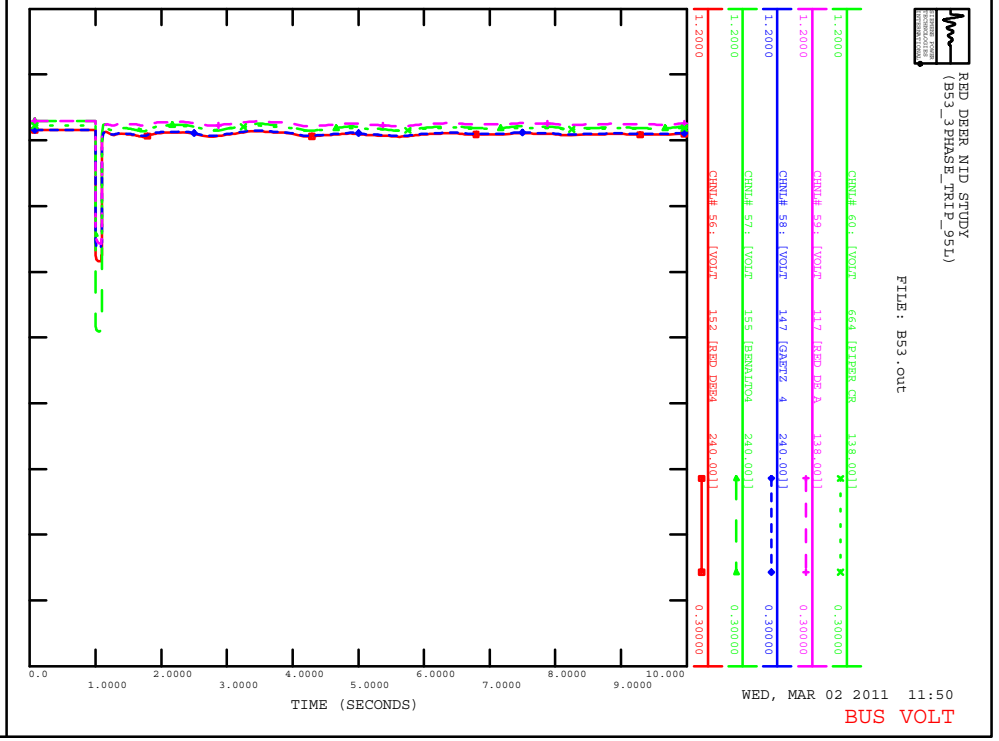

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

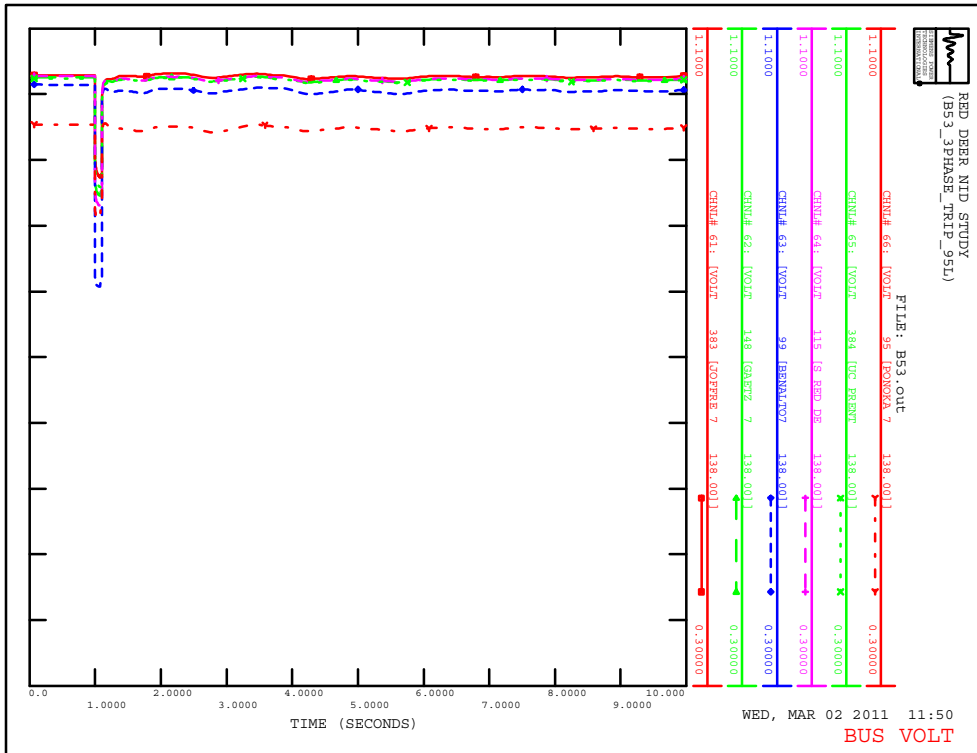

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

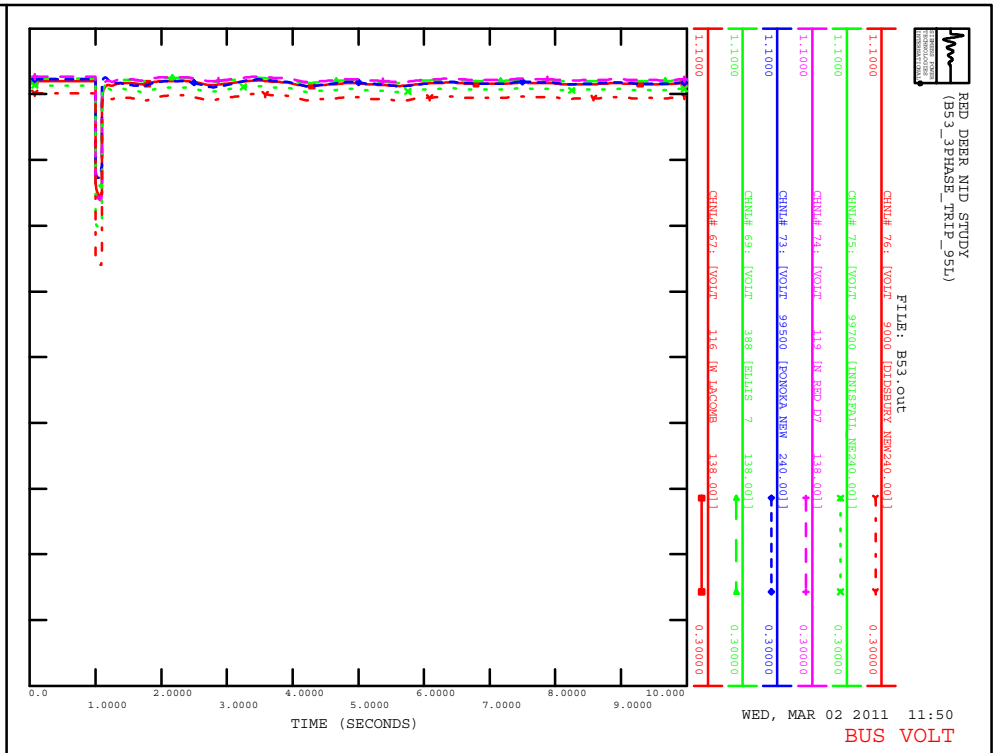

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

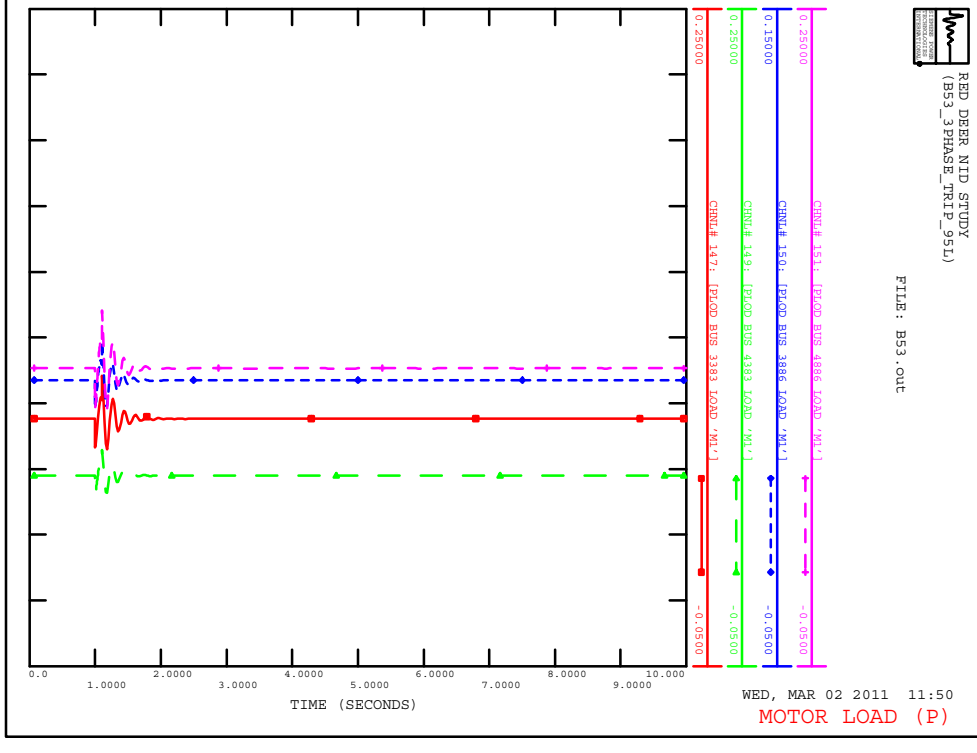

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

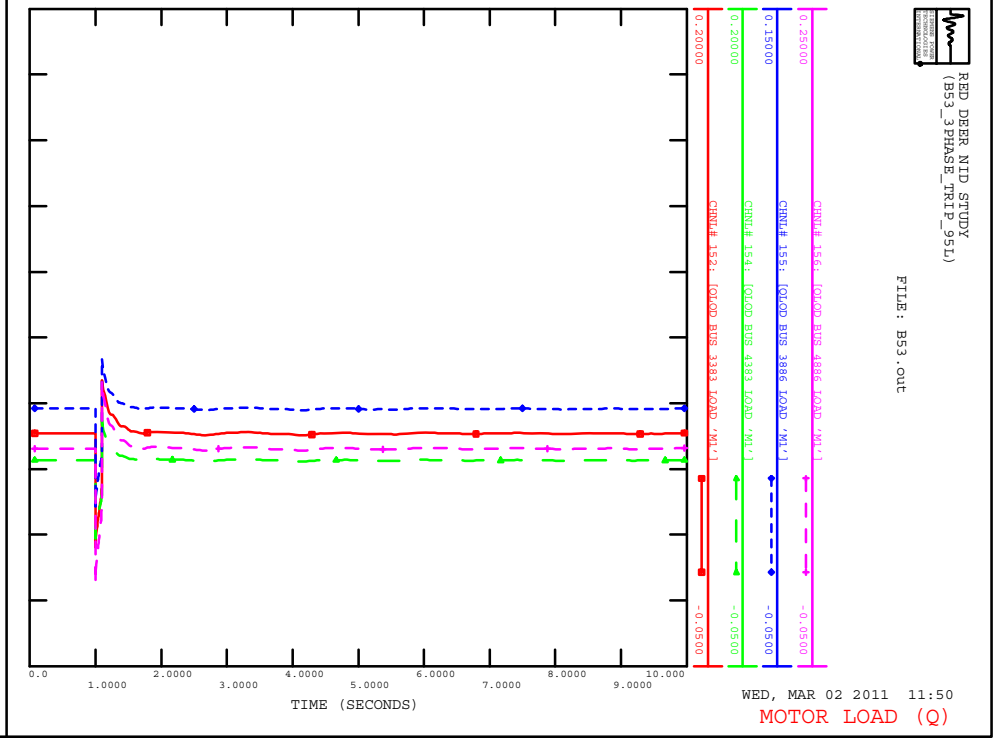

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

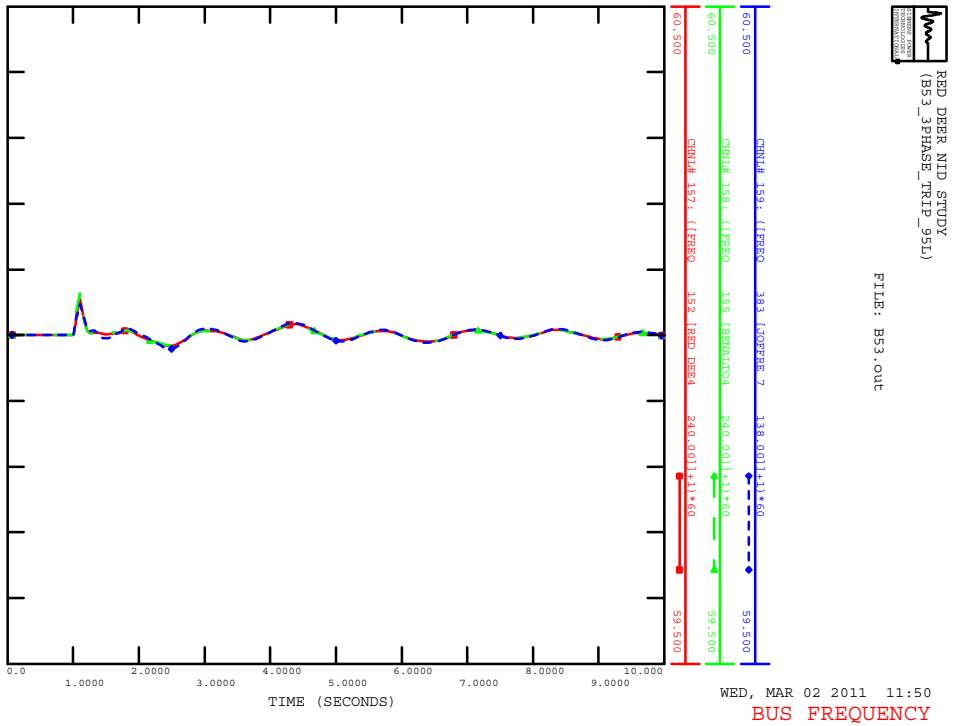

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

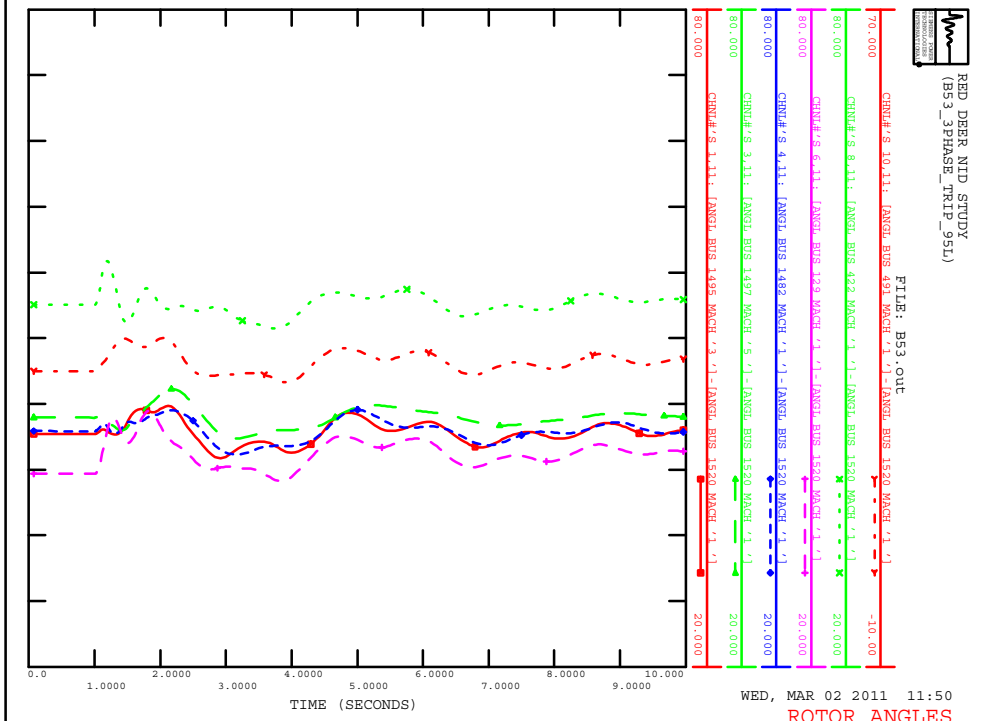

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

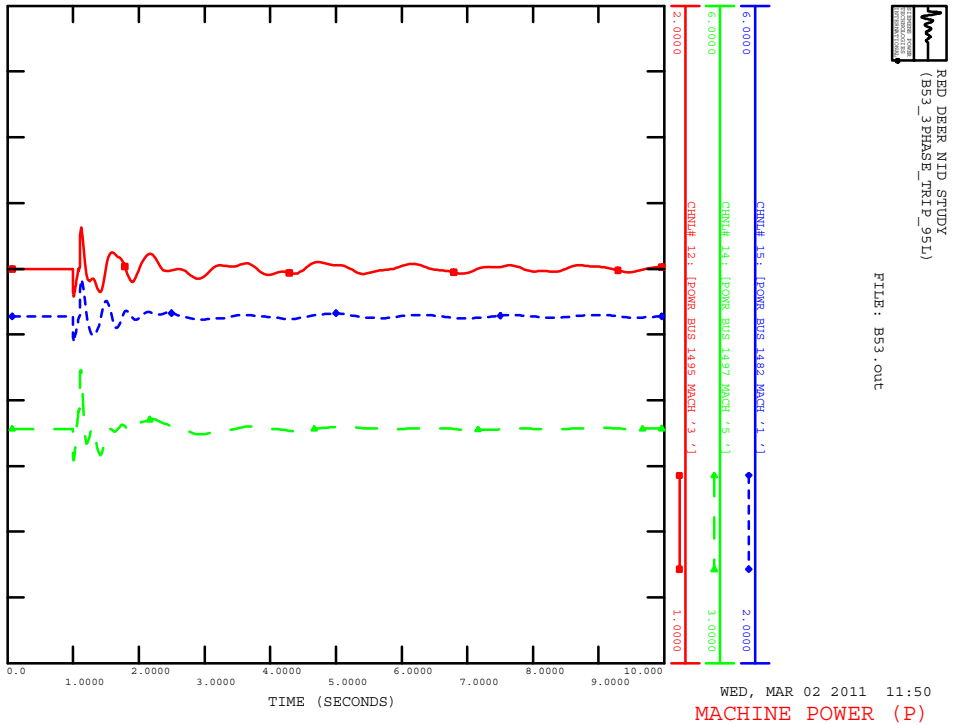

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

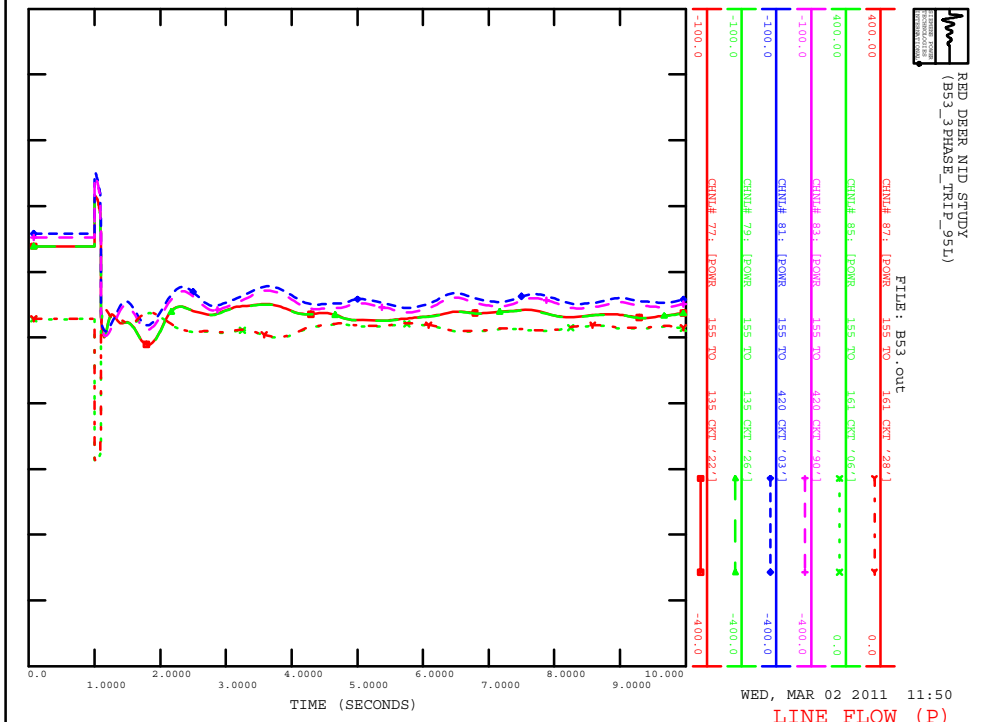

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

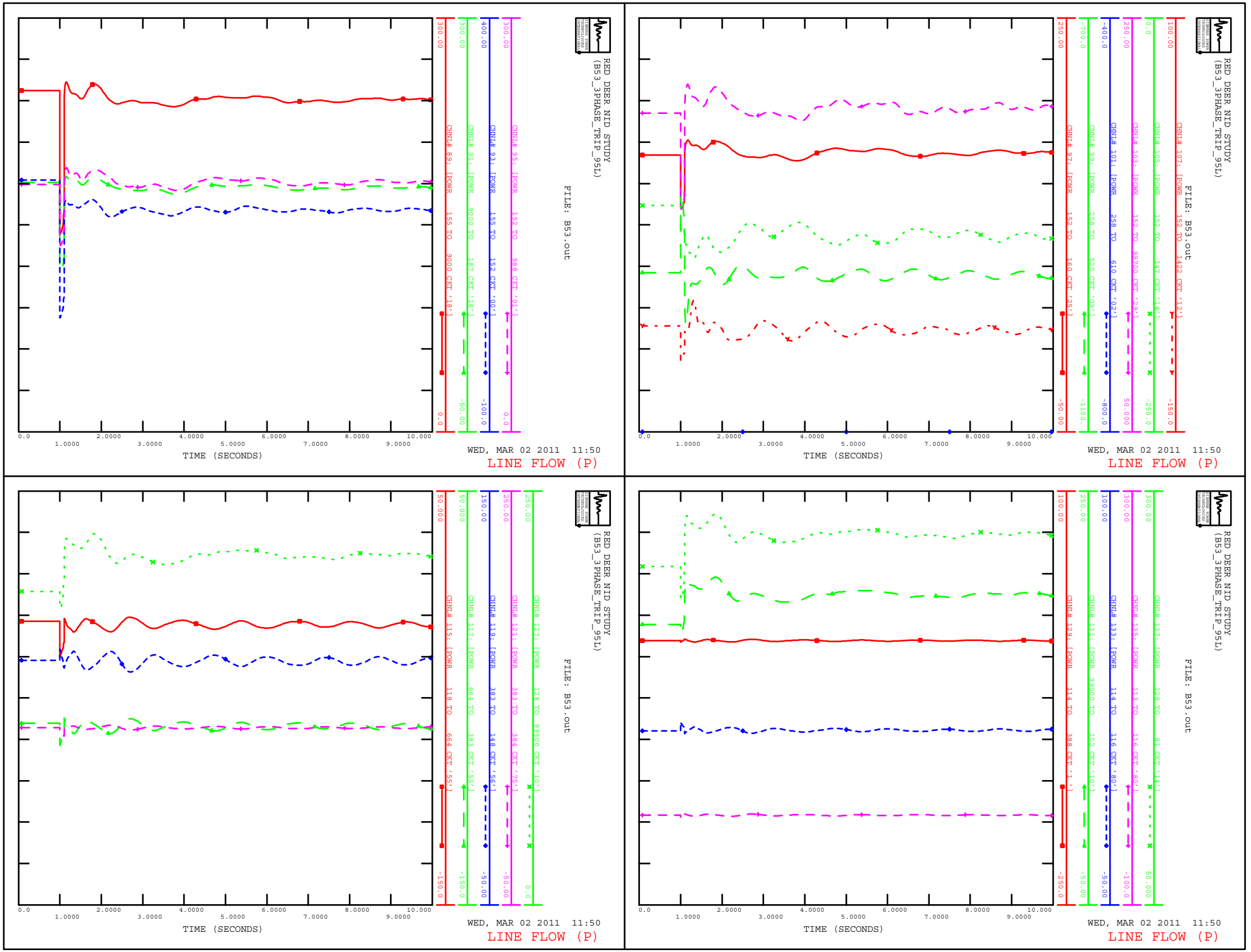

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

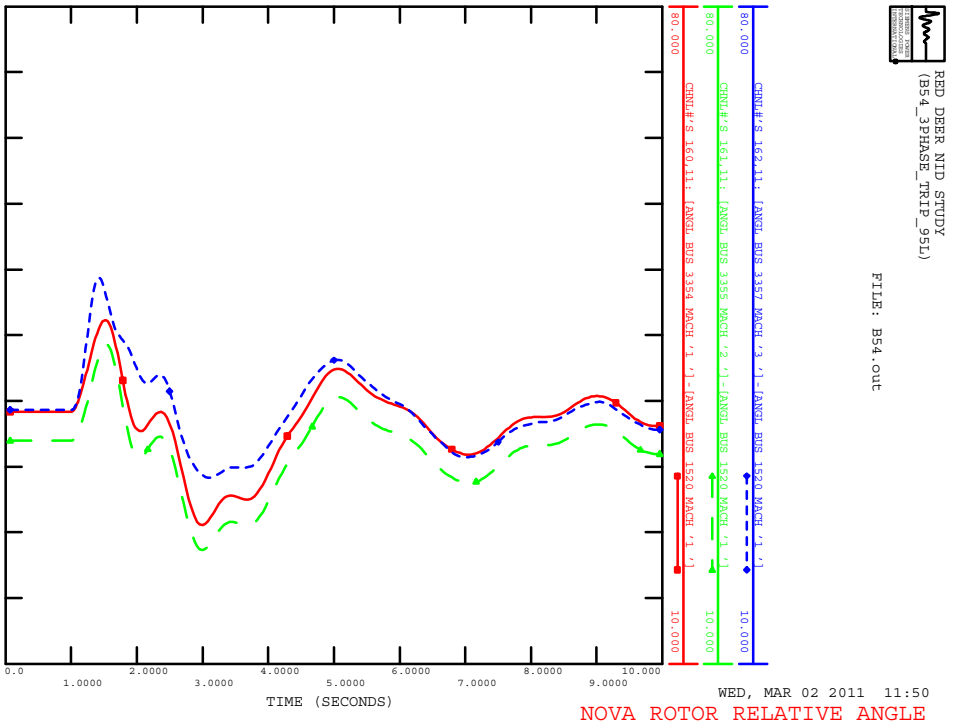

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

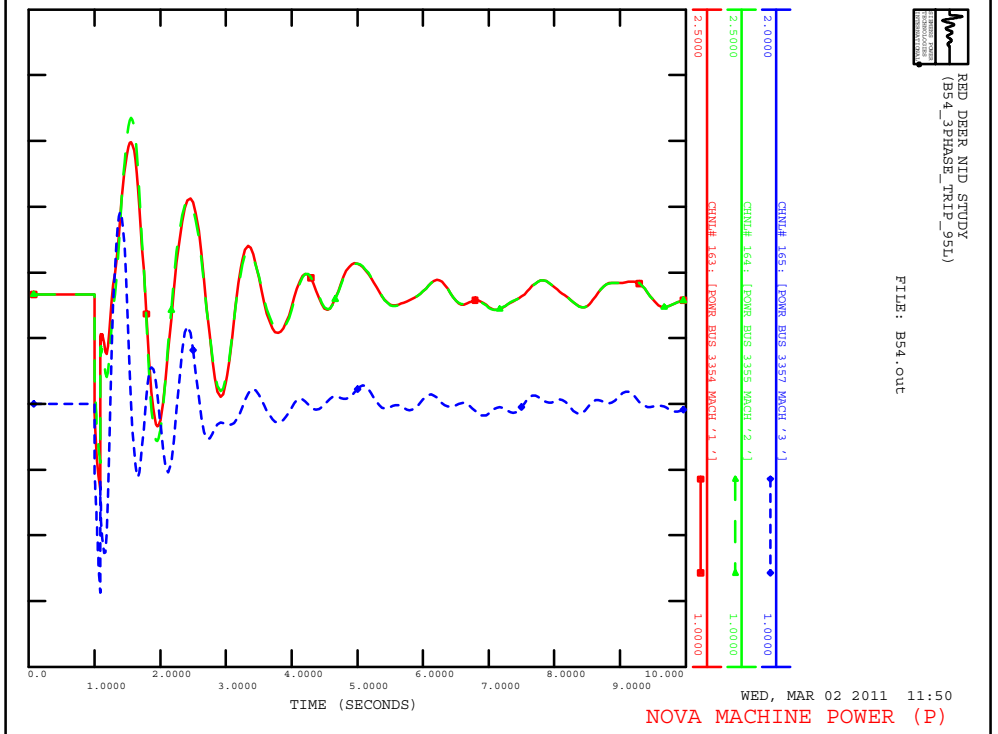

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

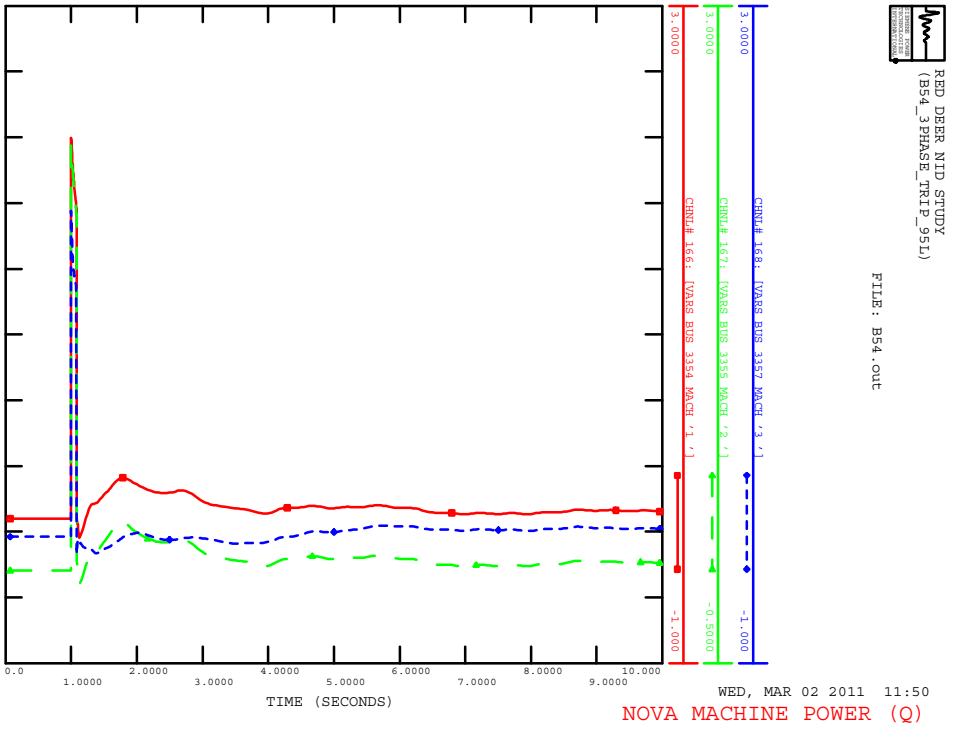

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

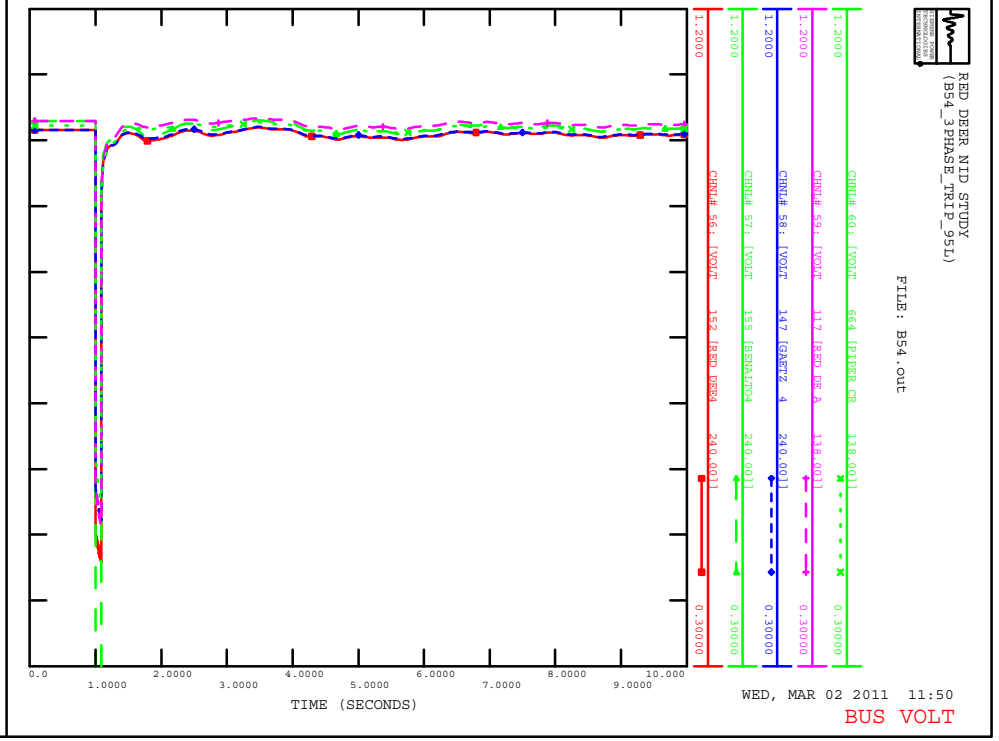

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

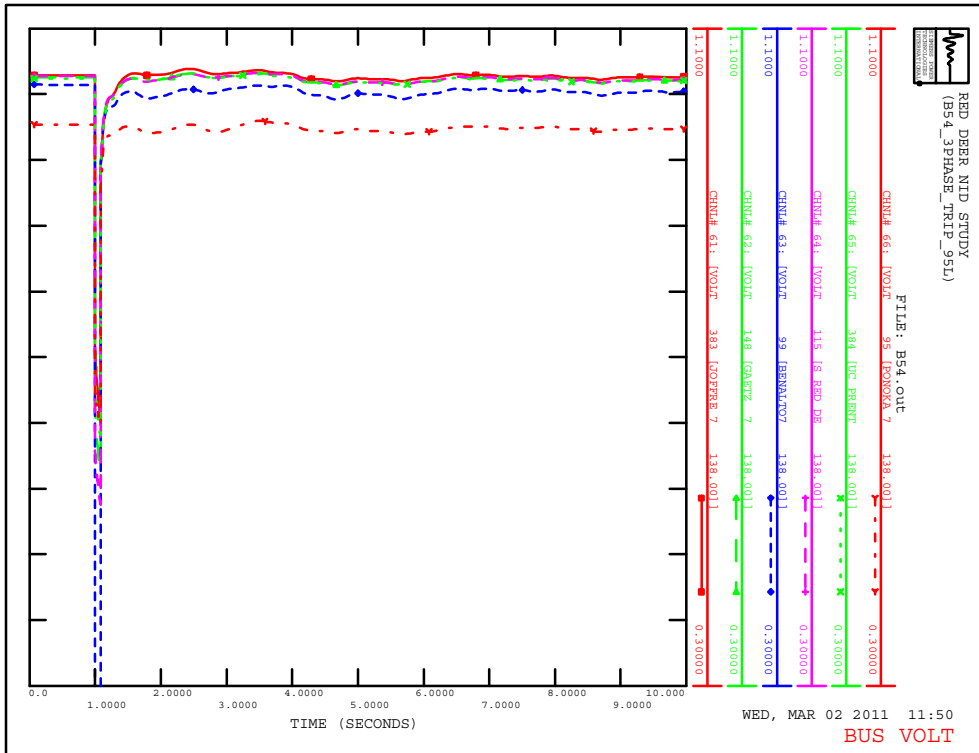

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

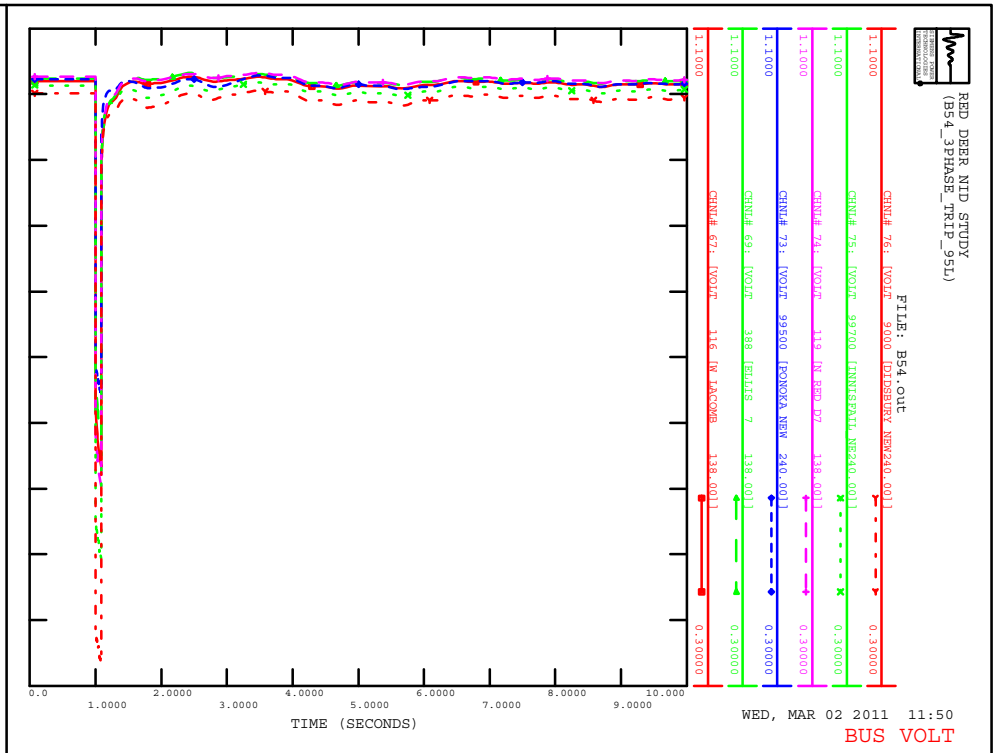

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

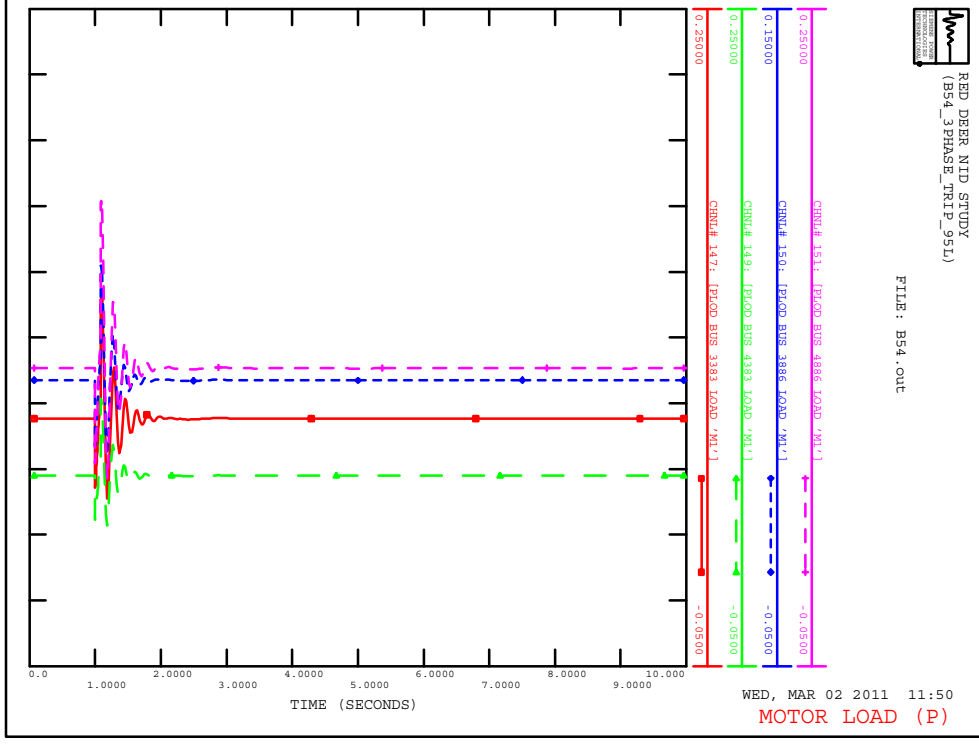

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

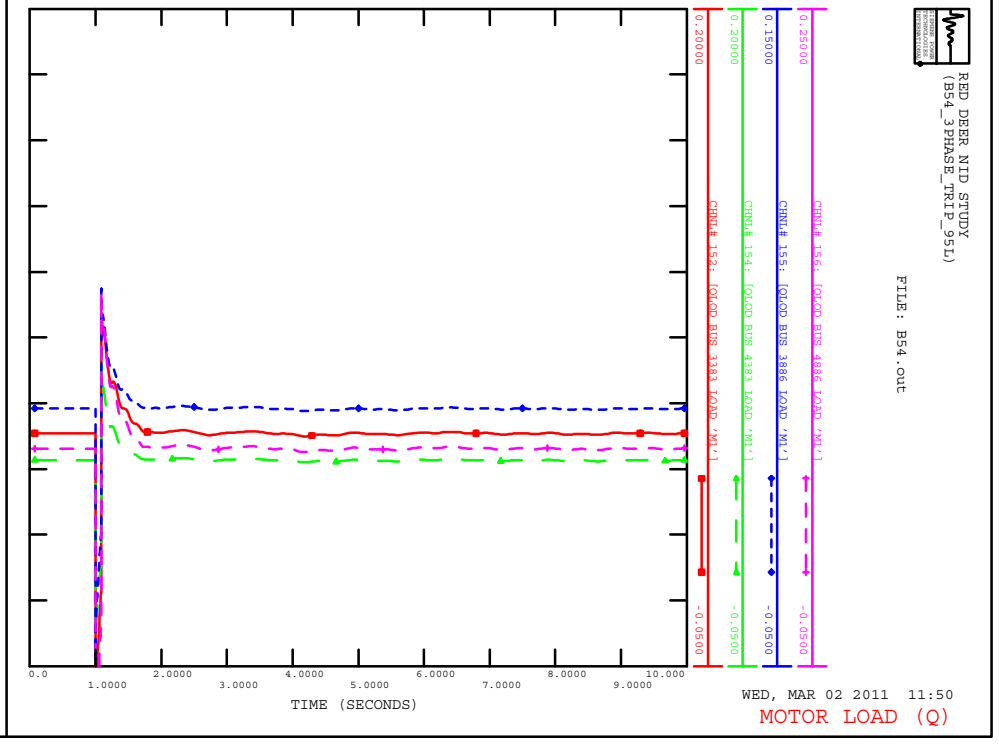

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

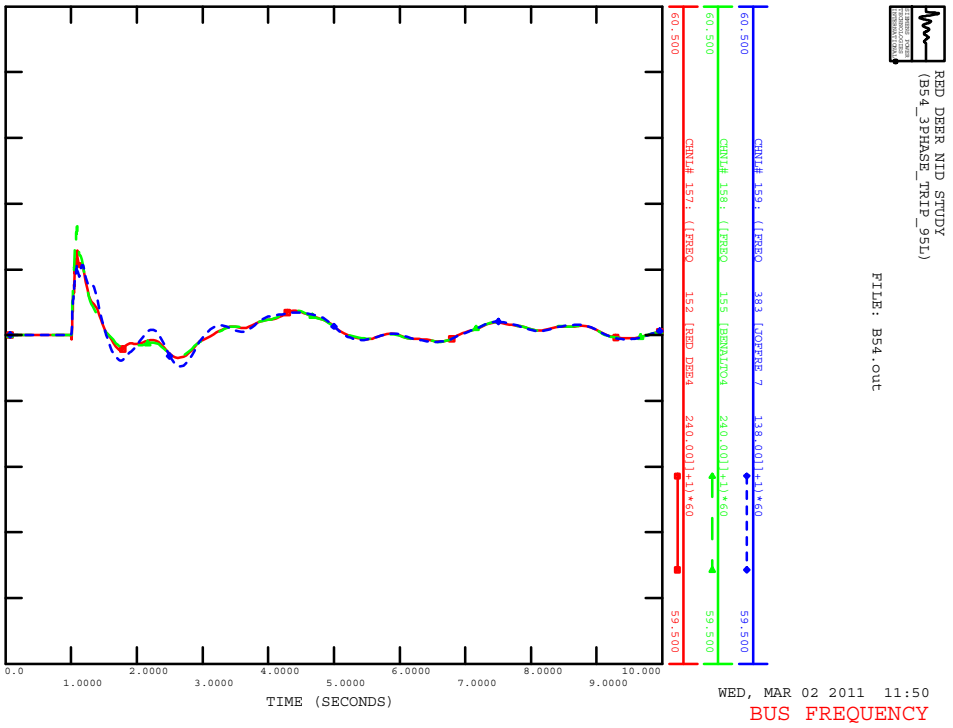

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

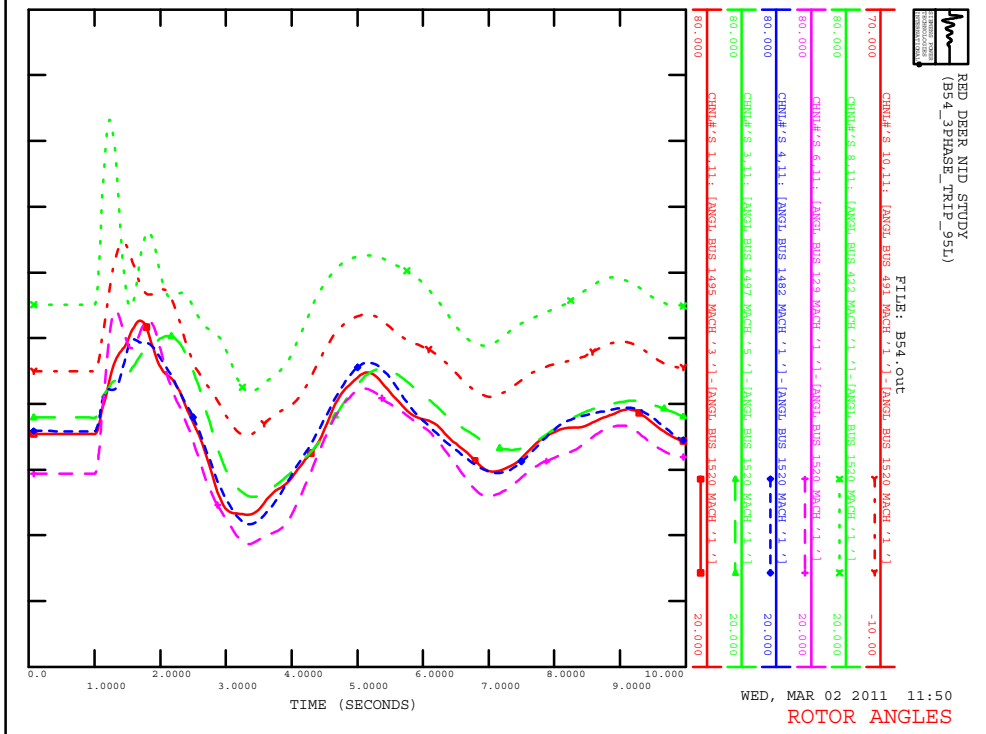

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

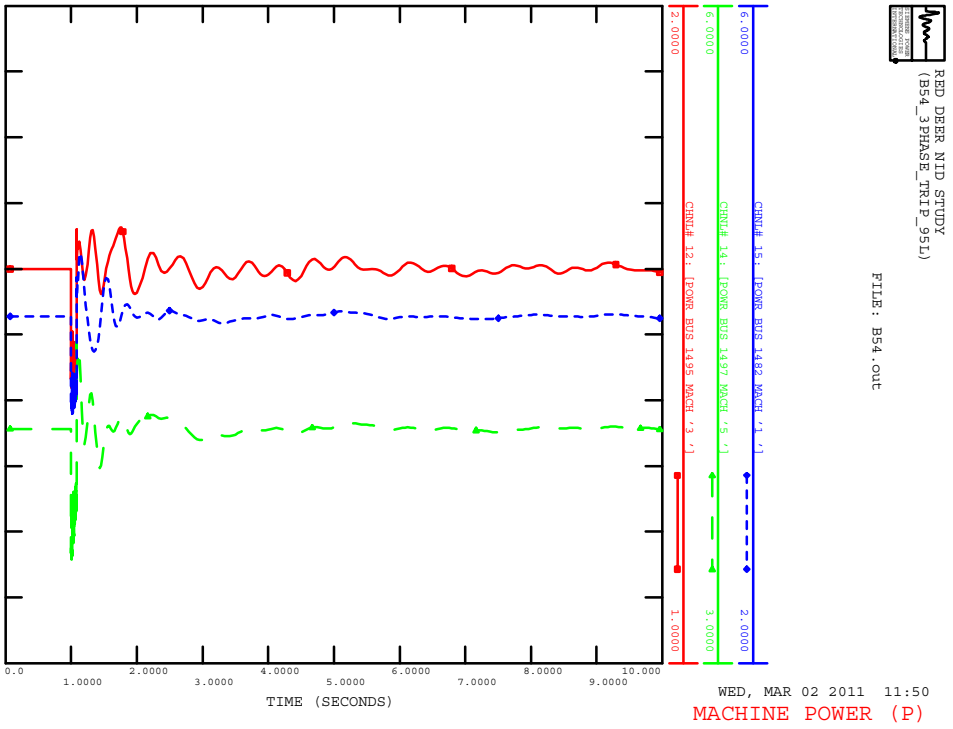

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

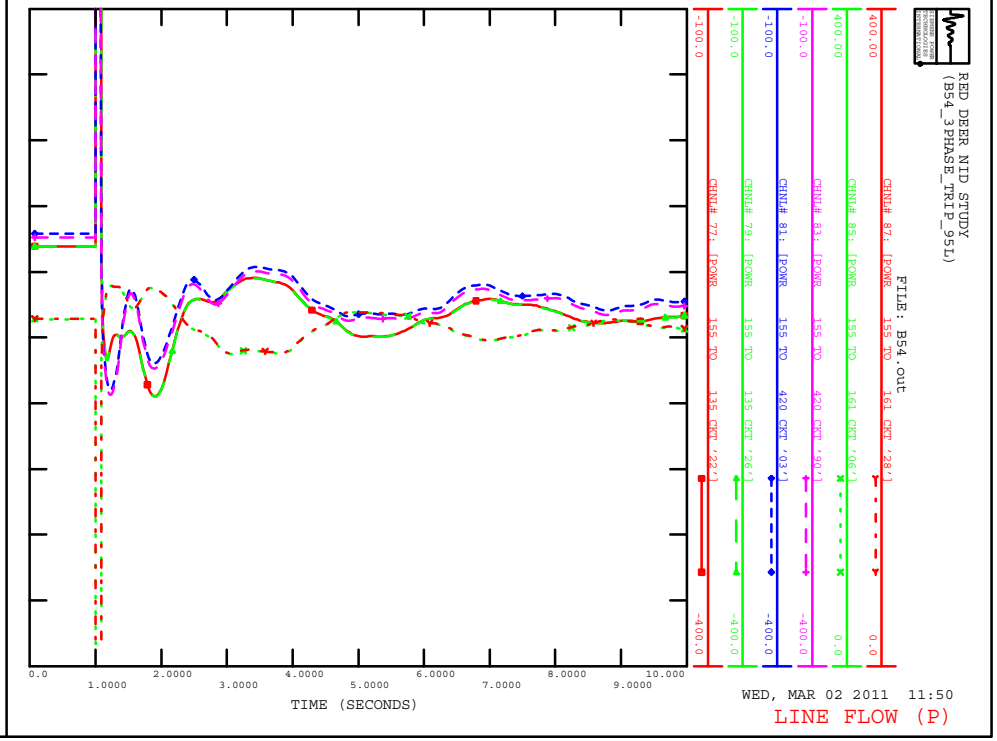

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

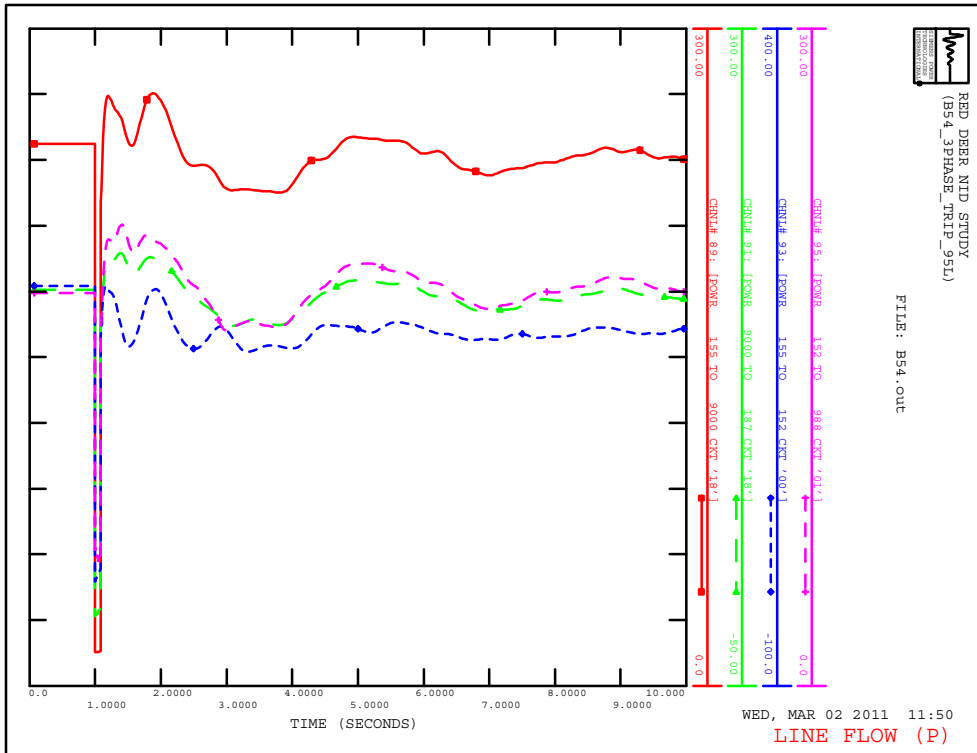

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

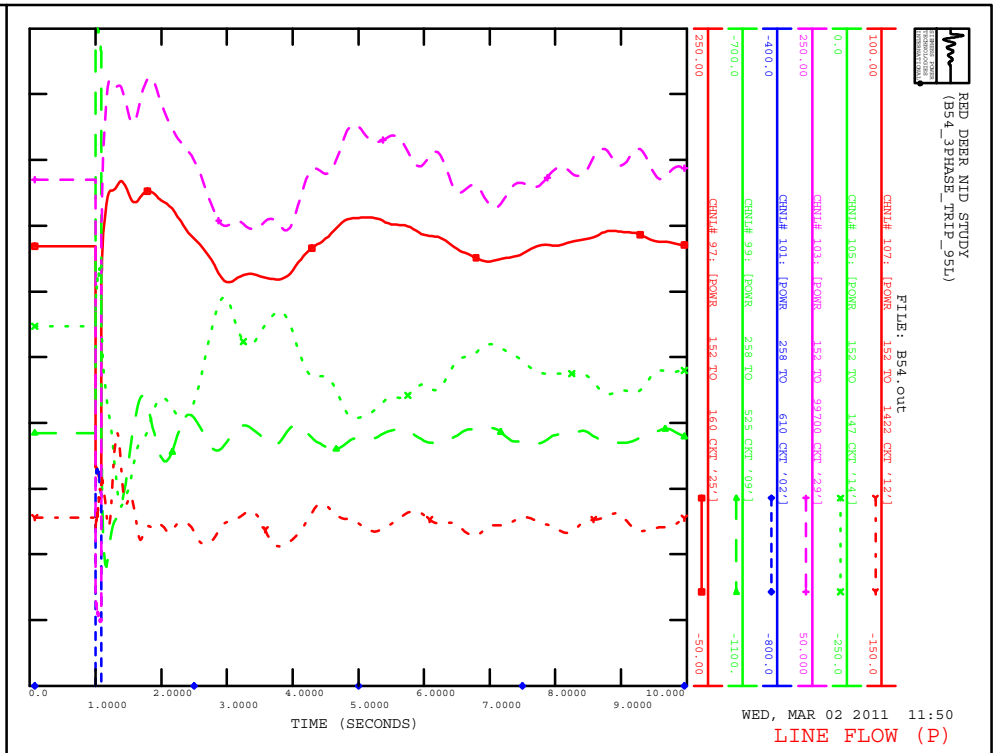

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

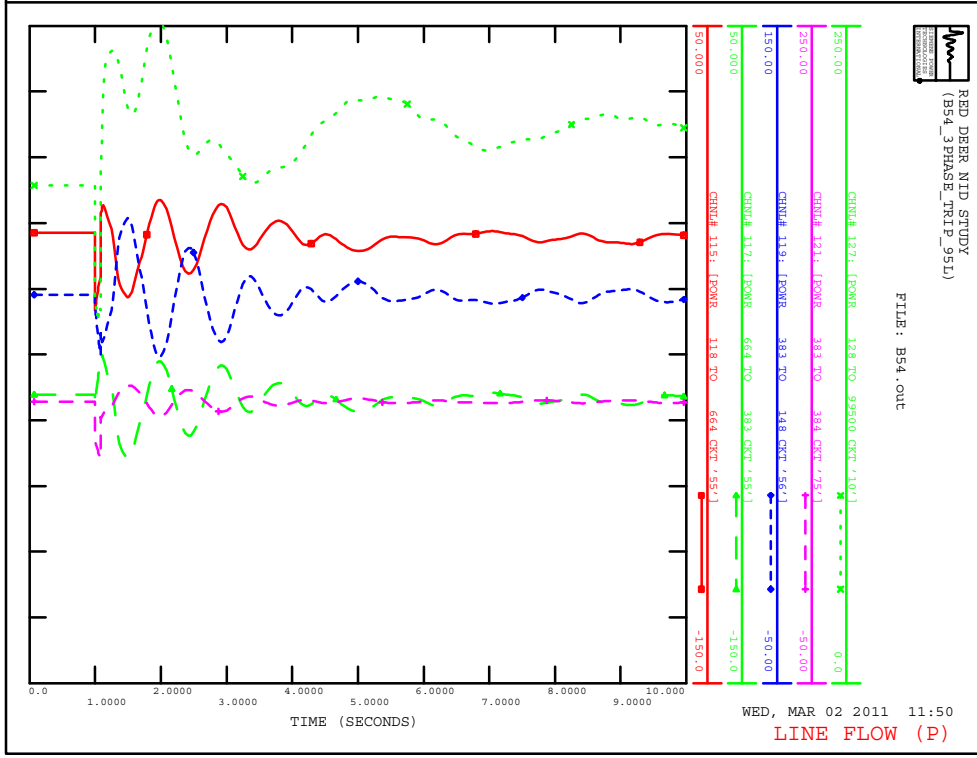

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

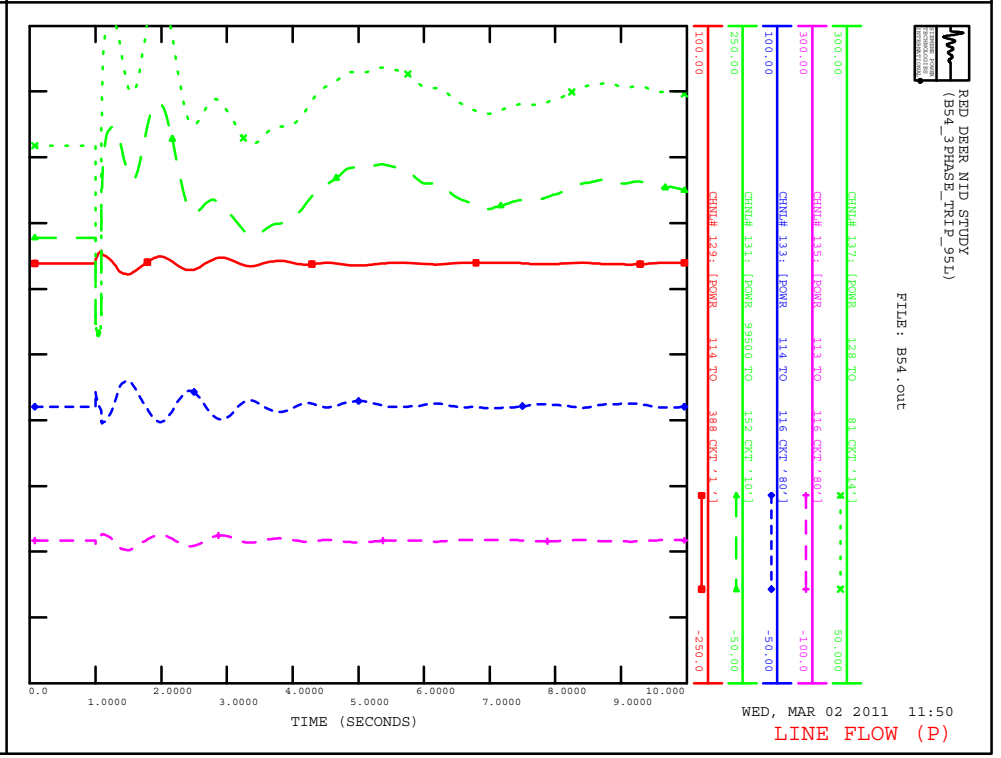

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

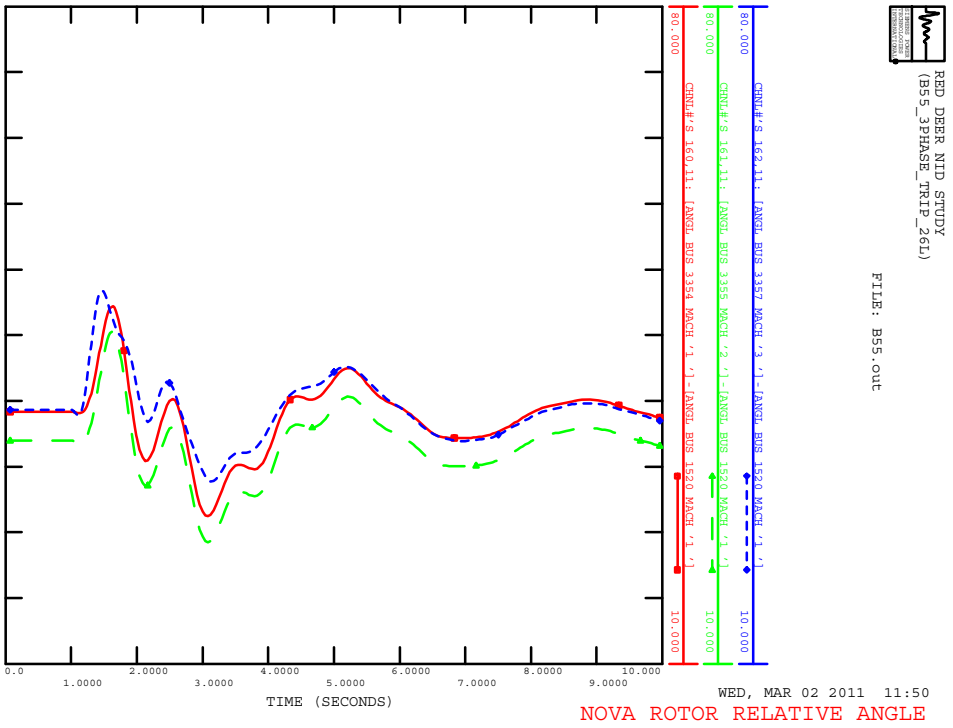

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

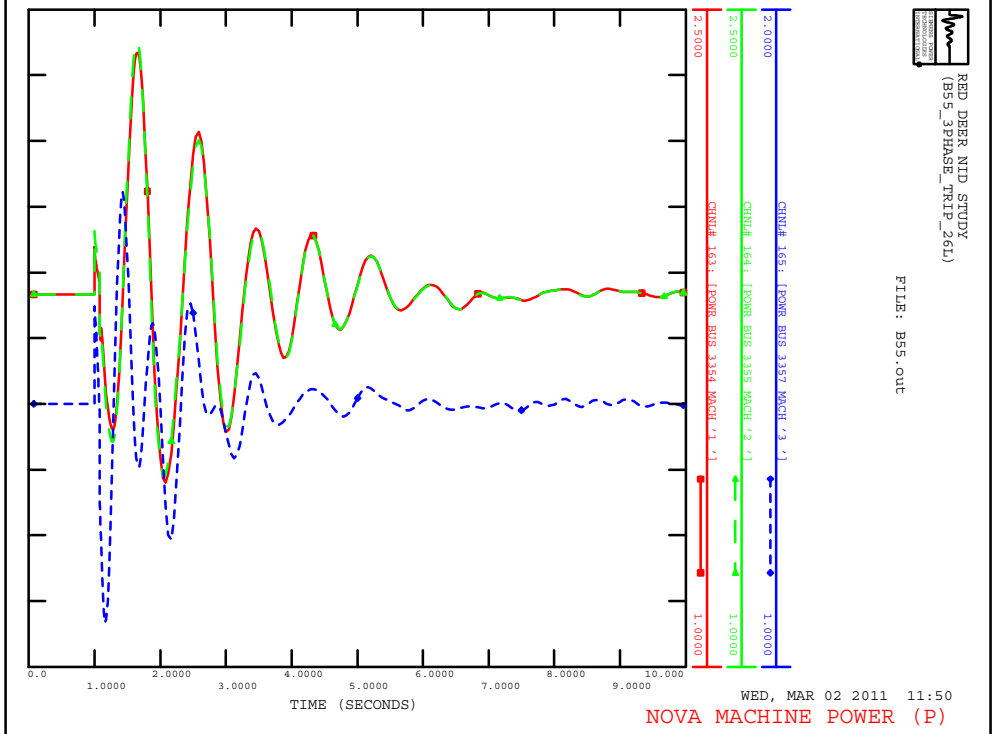

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

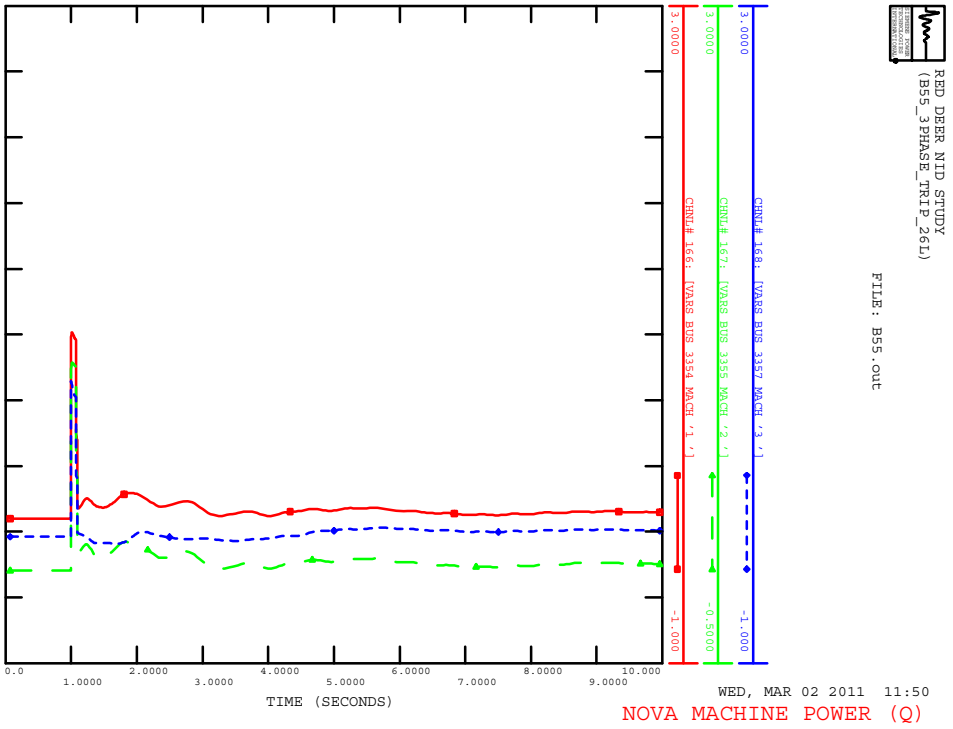

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

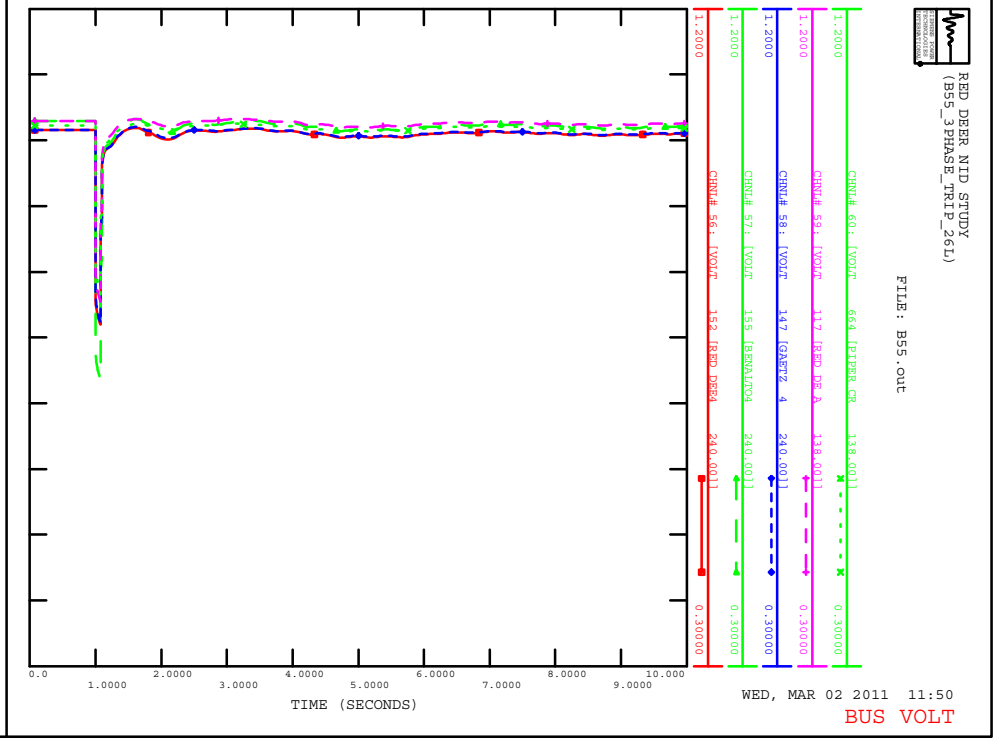

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

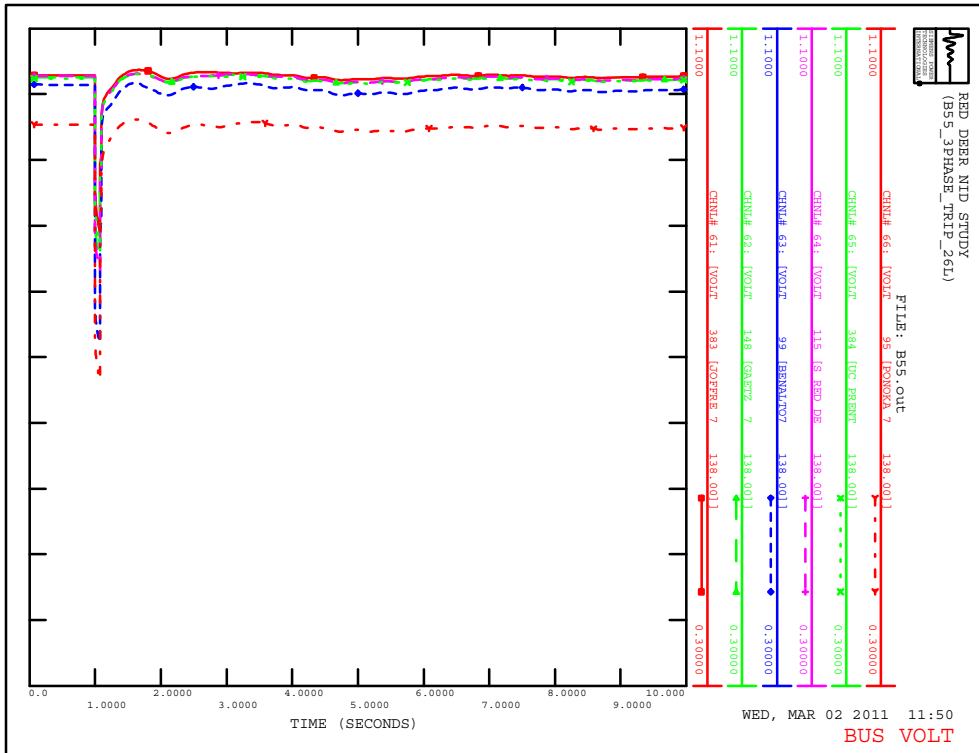

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

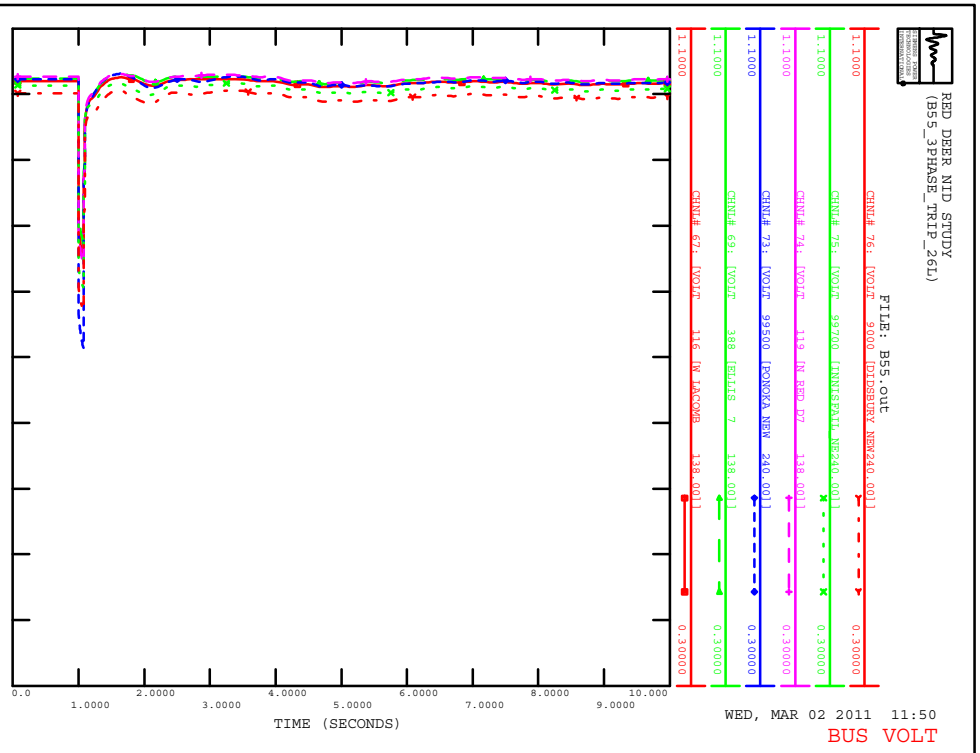

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

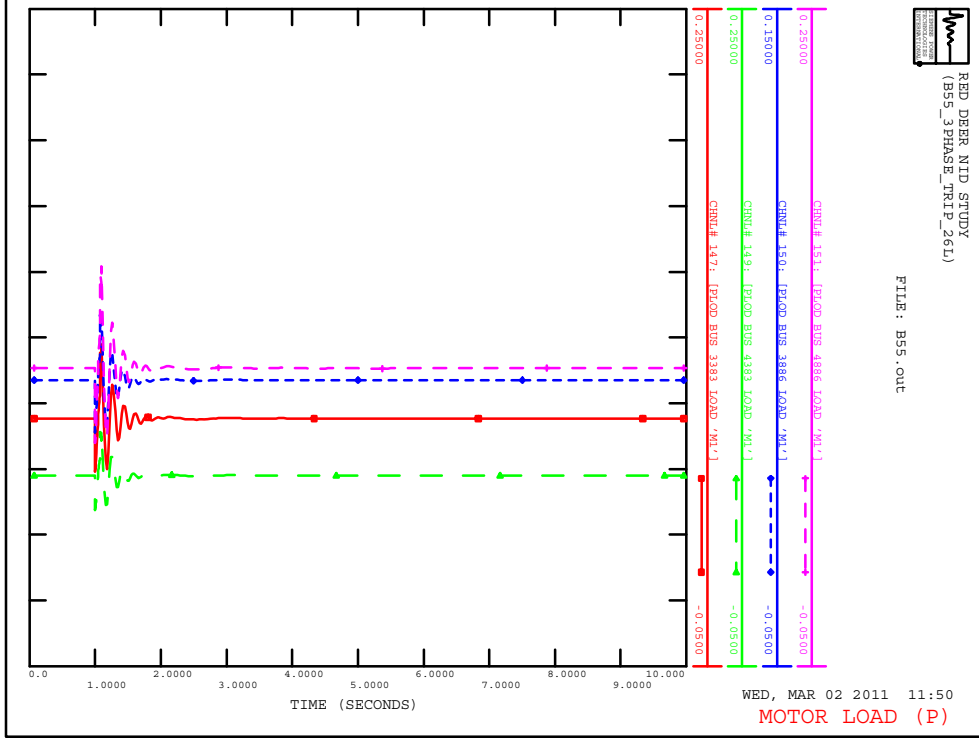

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (P)

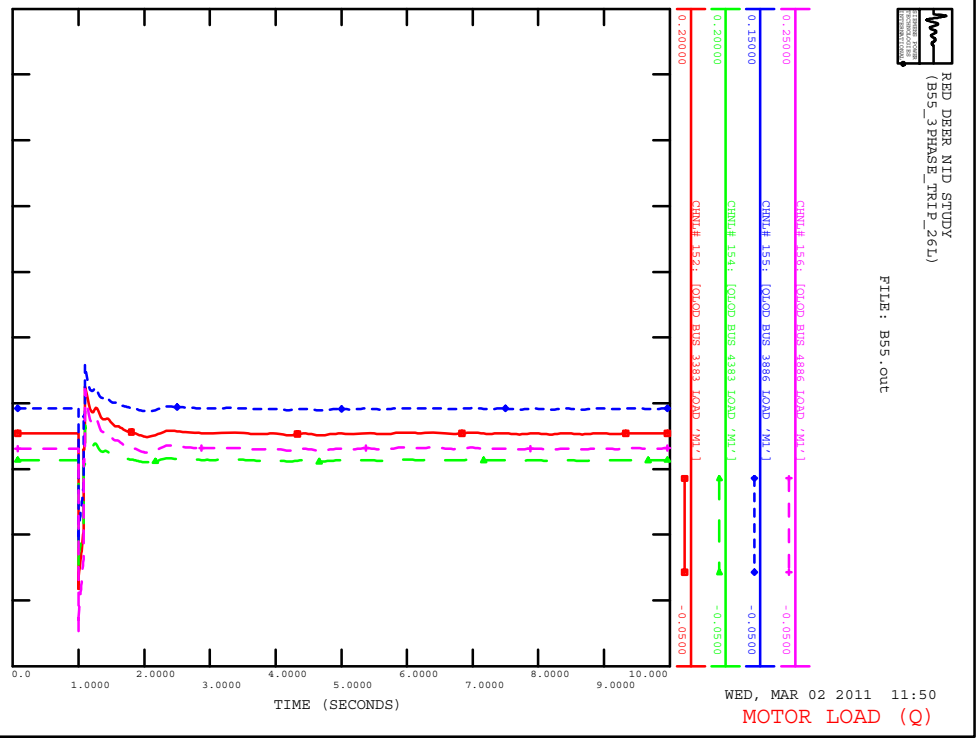

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
NOVA MACHINE POWER (Q)

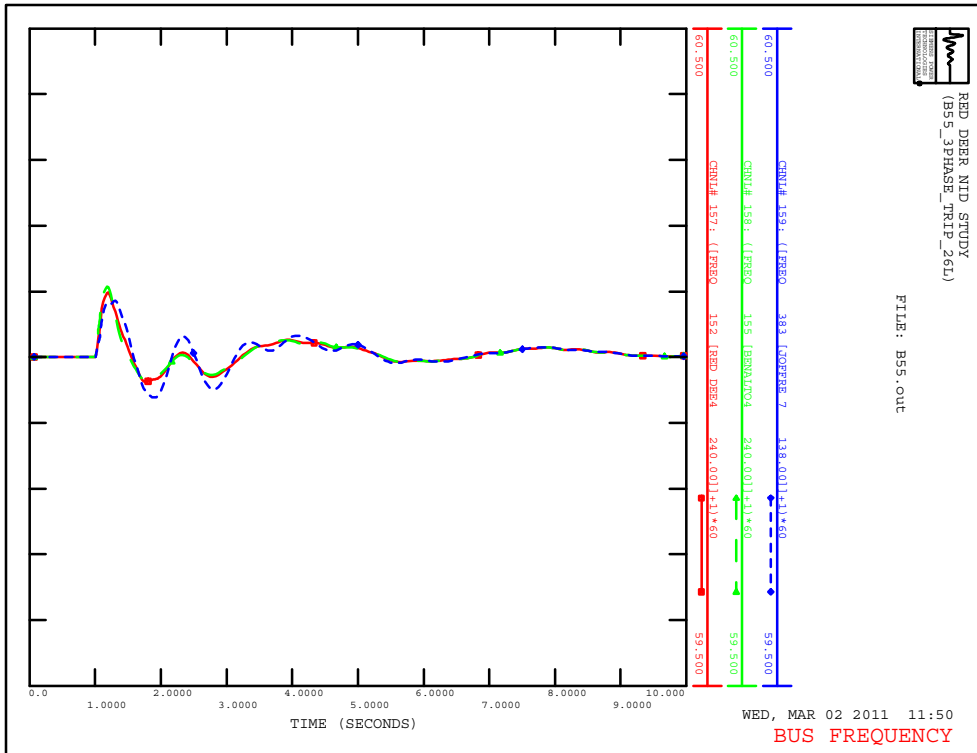

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
WED, MAR 02 2011 11:50
TIME (SECONDS)
BUS VOLT

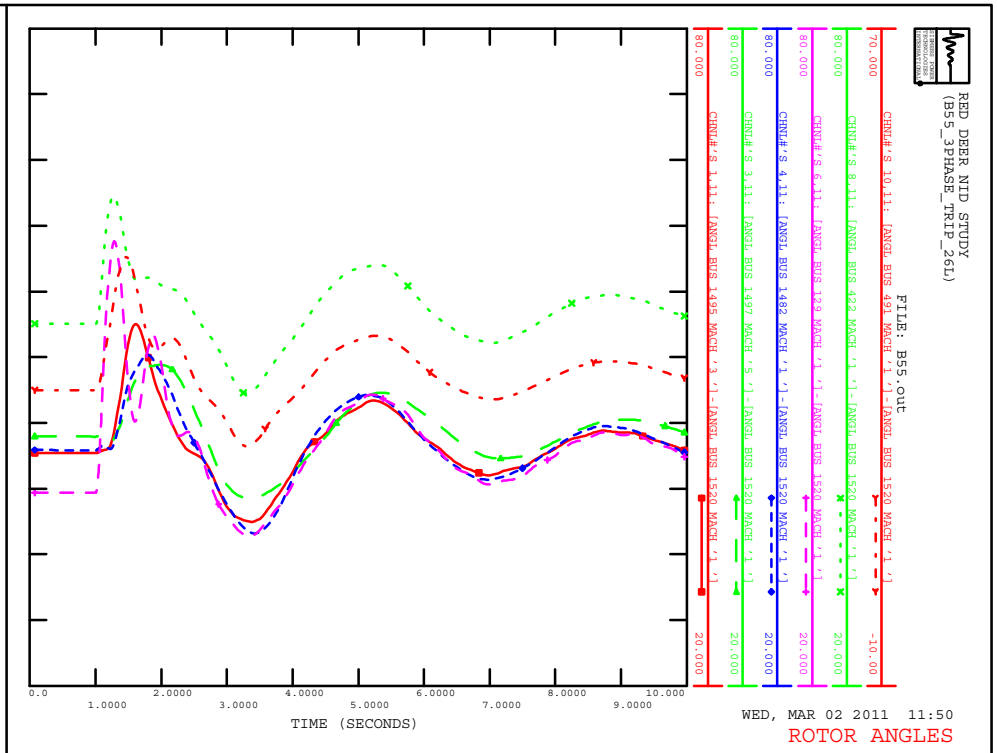

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 61: [VOLT 383 [OOFBR 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

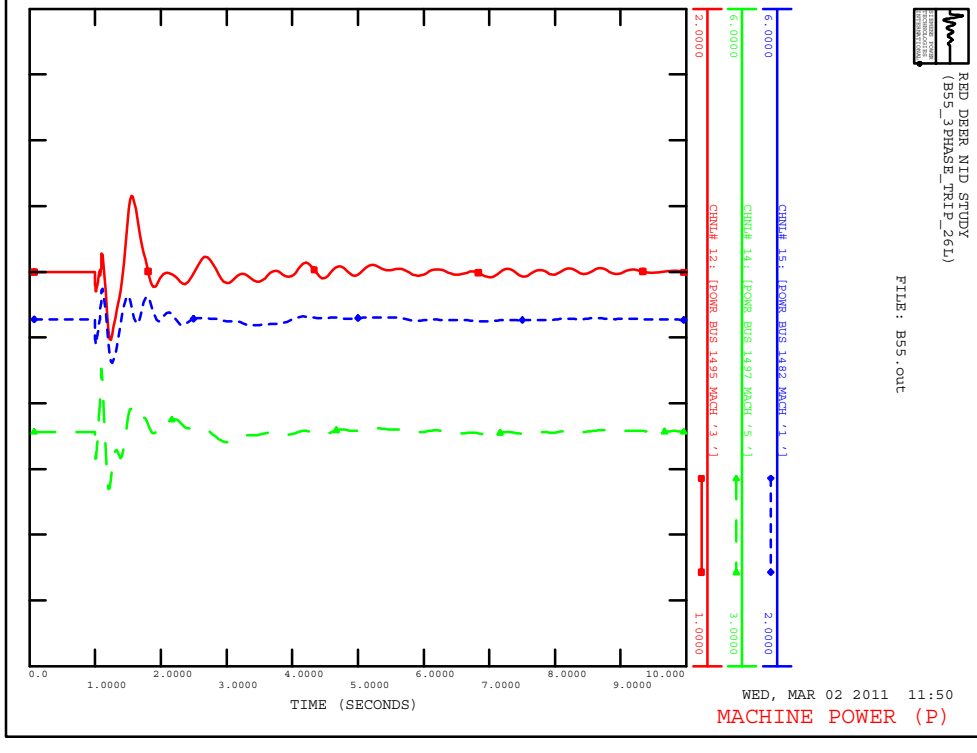

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

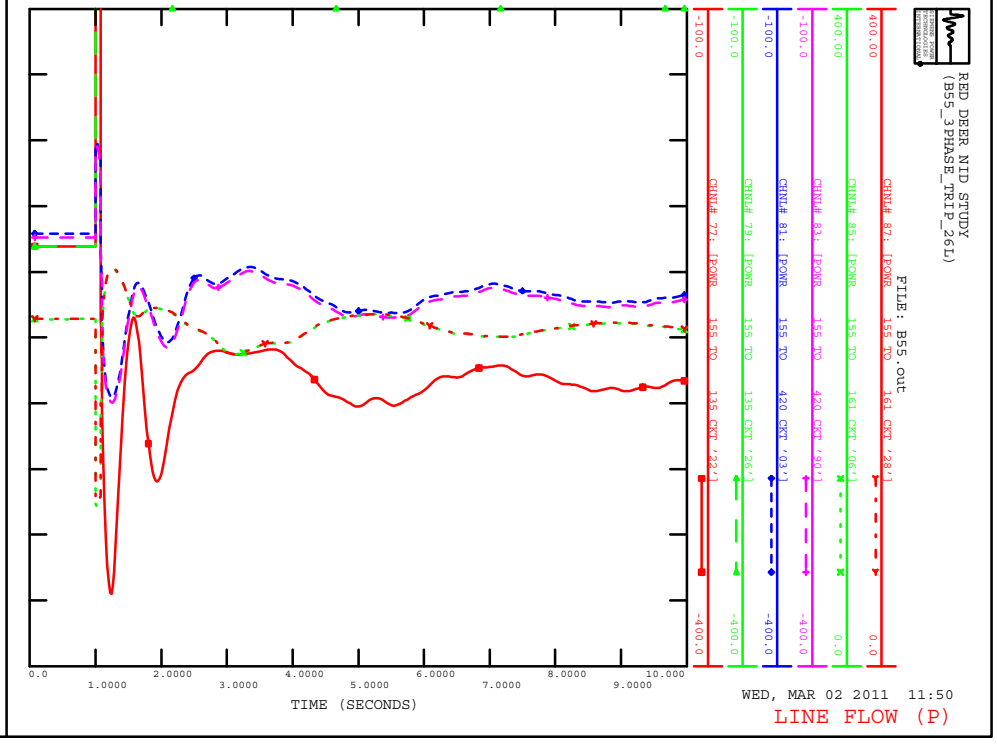

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

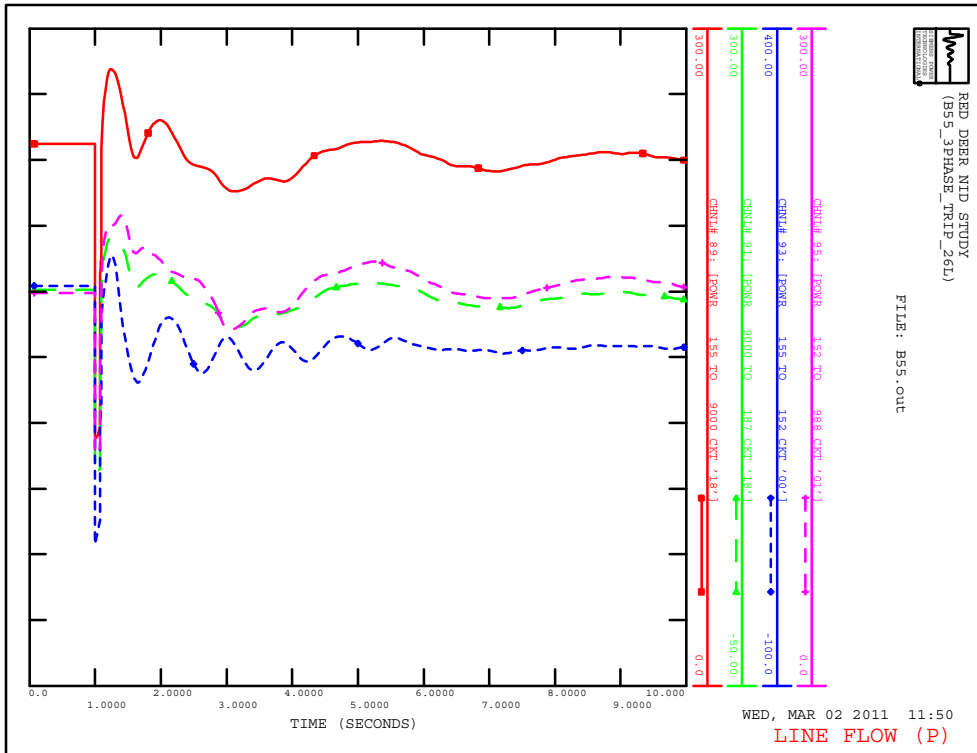

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.25000
0.20000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

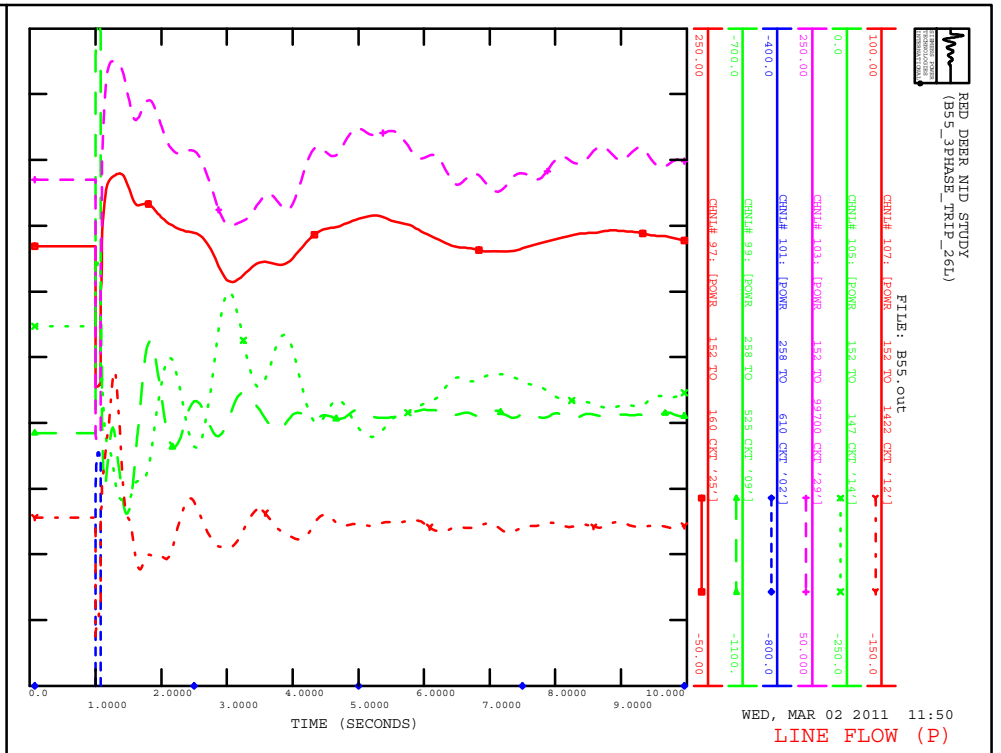

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

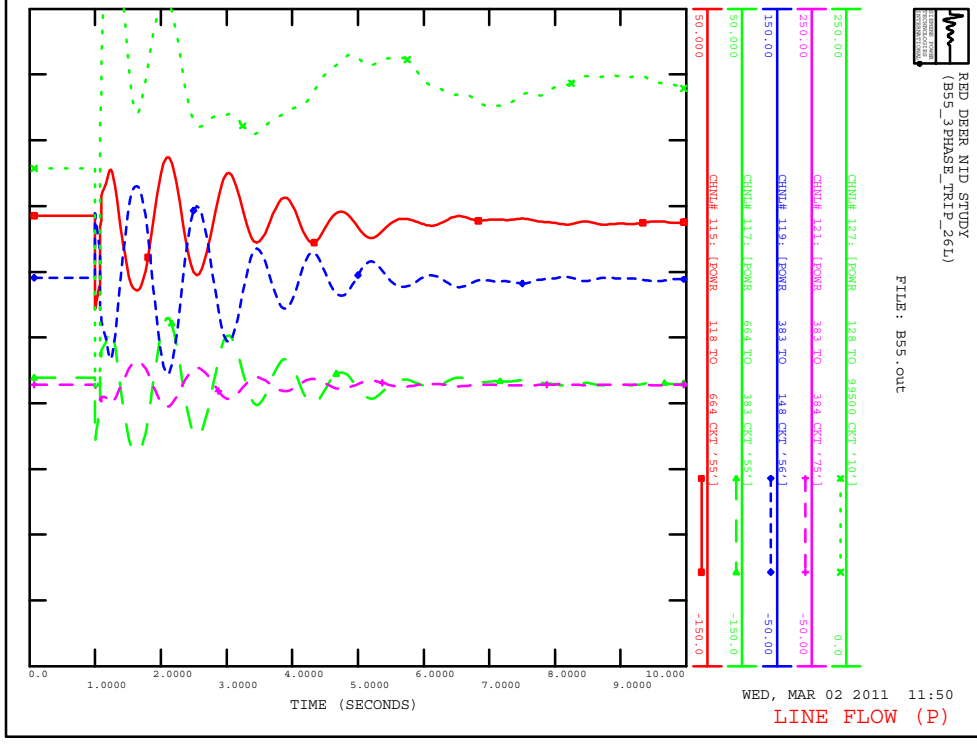

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

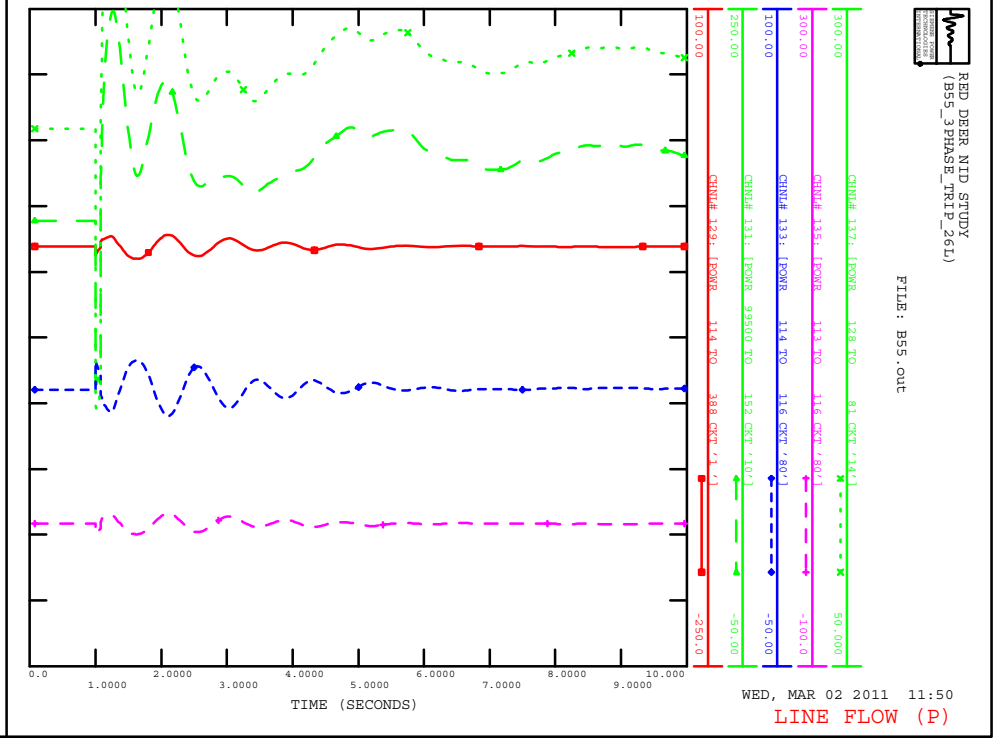

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

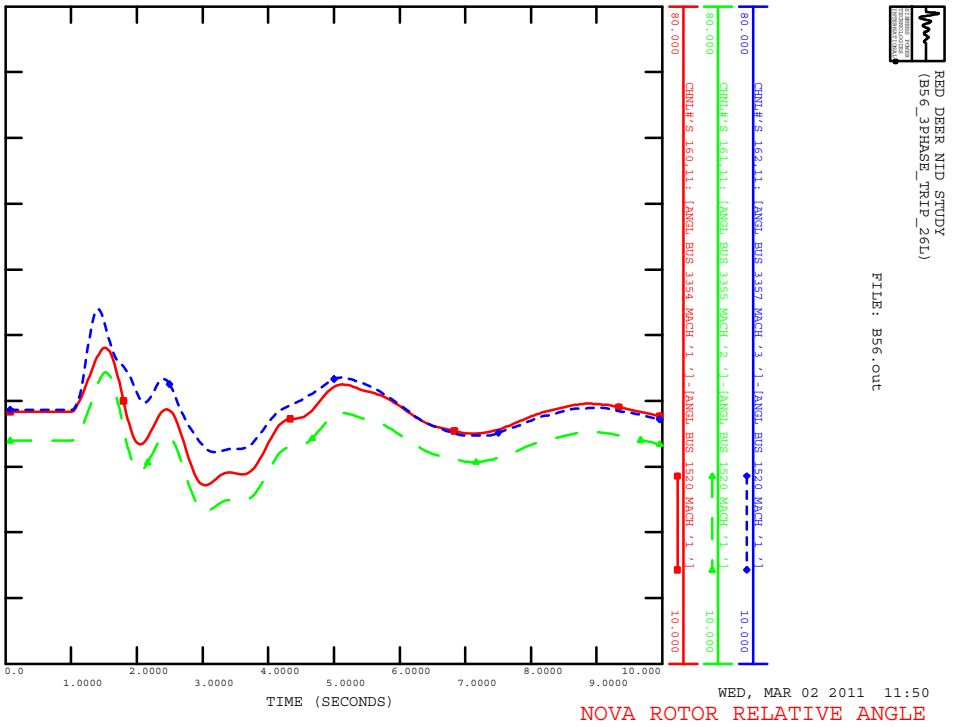

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

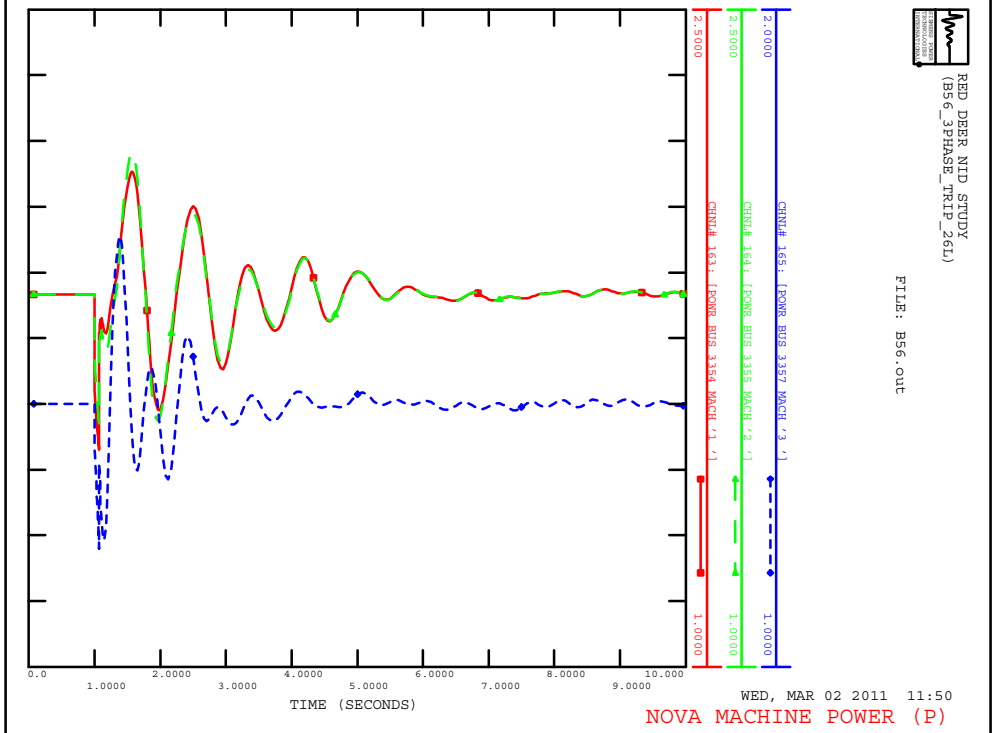

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

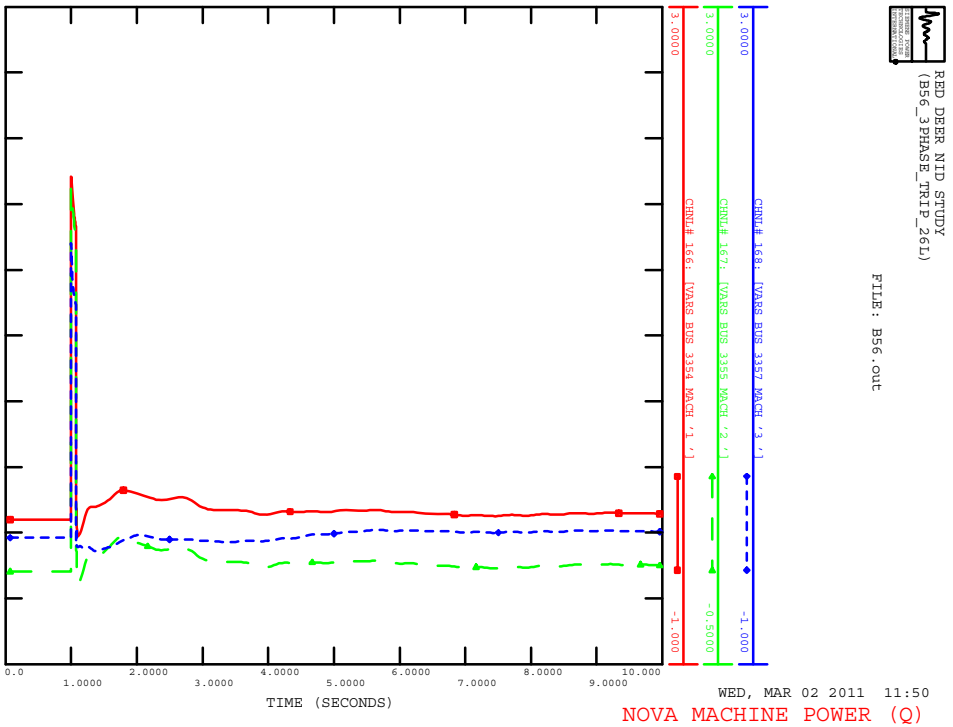

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

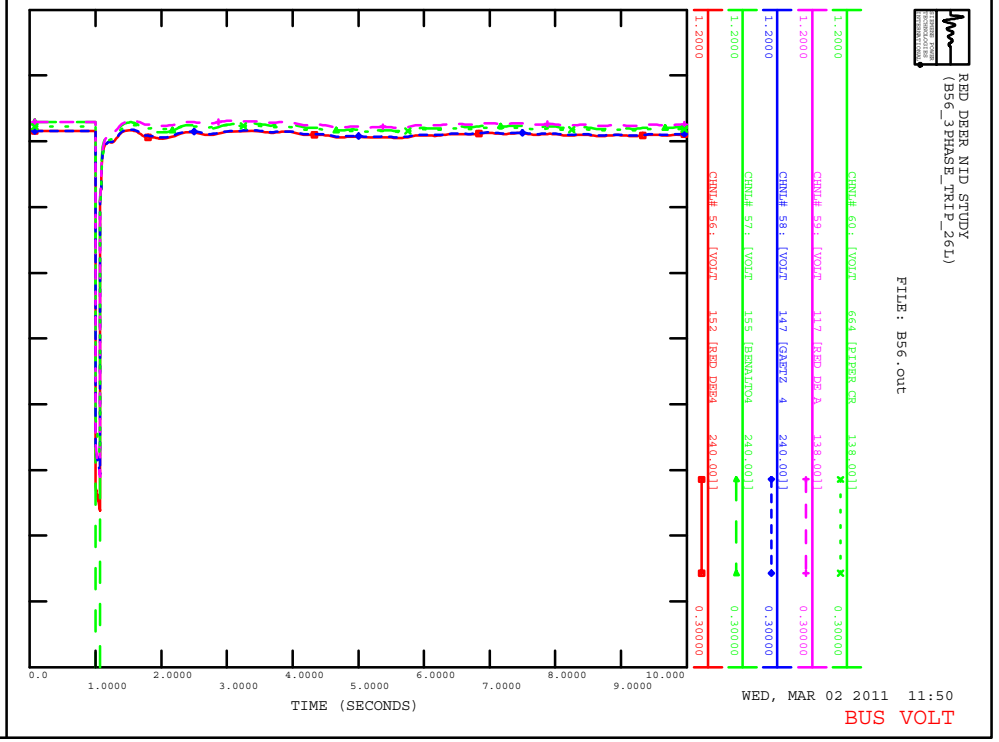

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

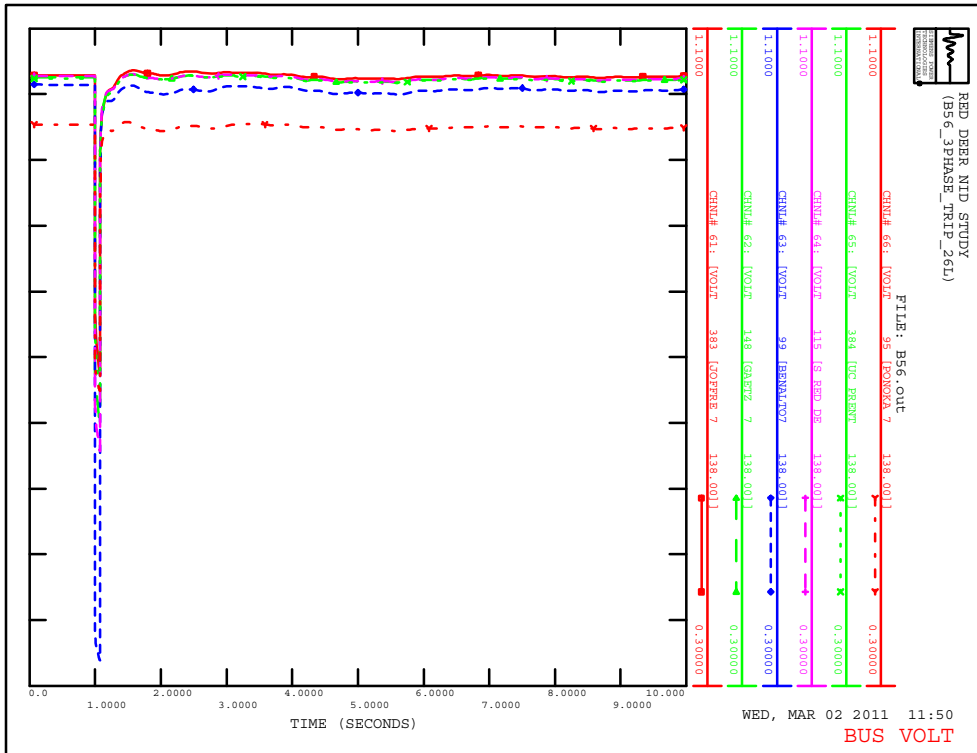

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

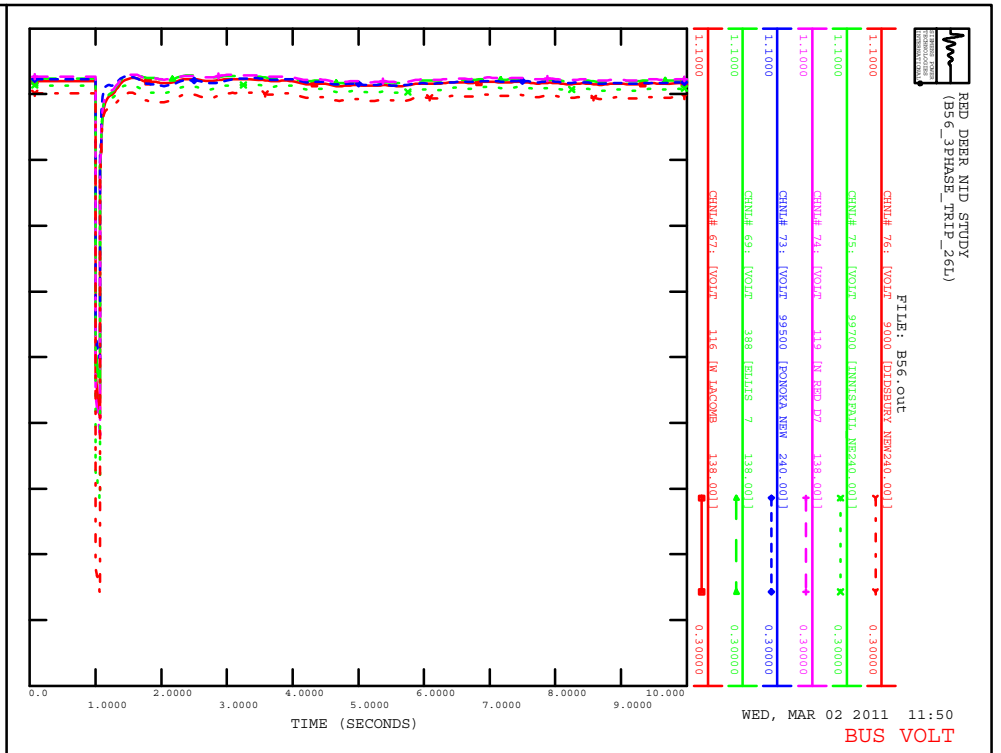

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

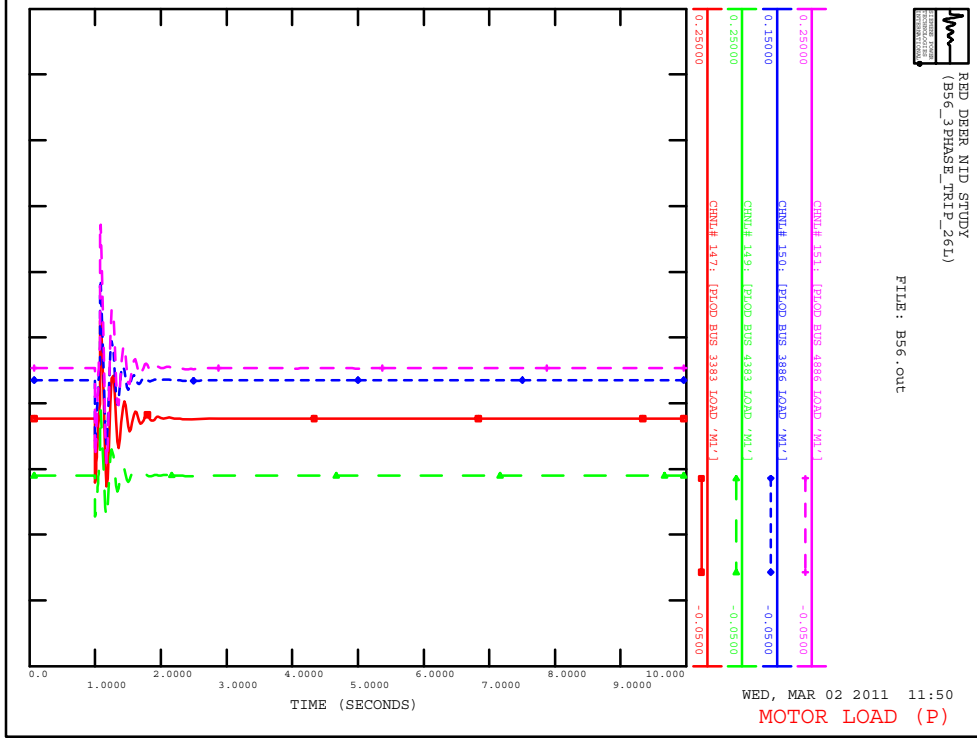

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

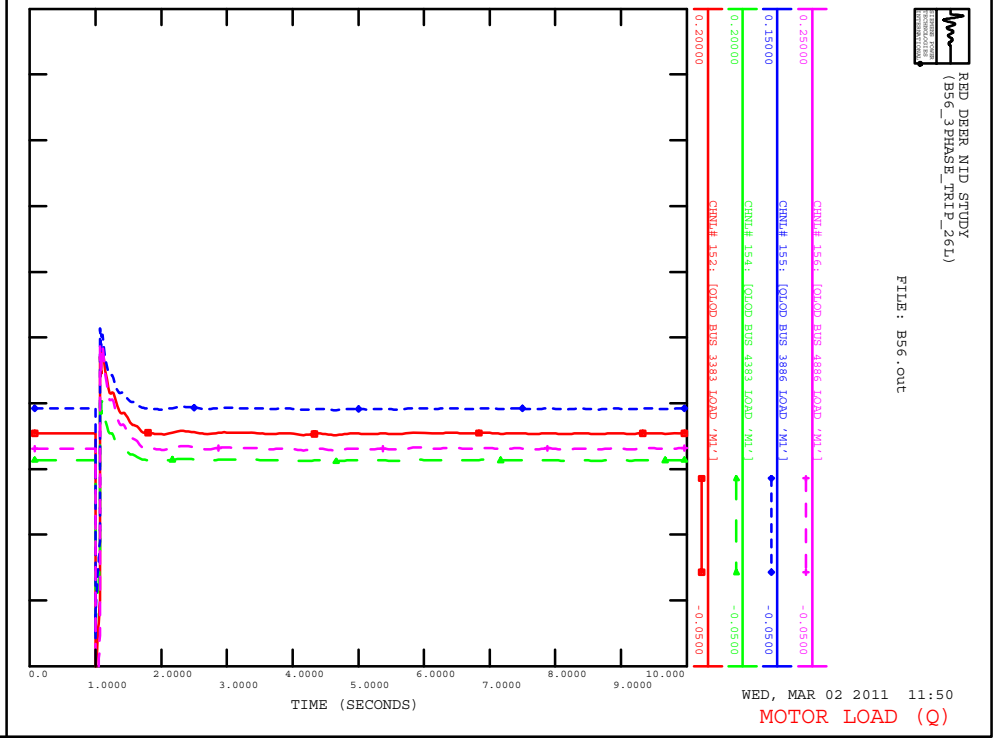

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

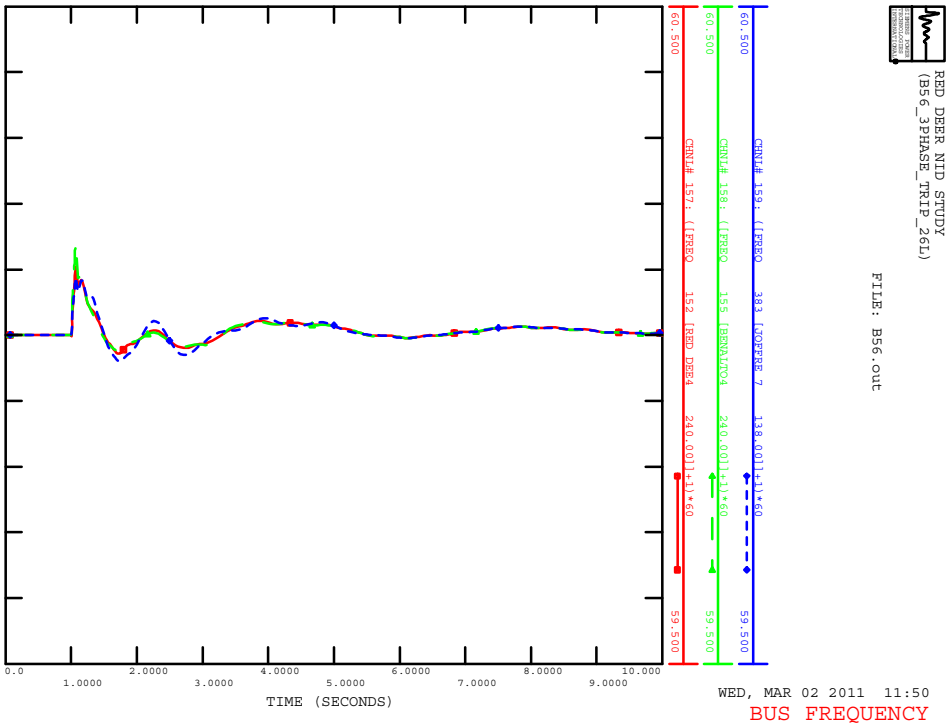

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

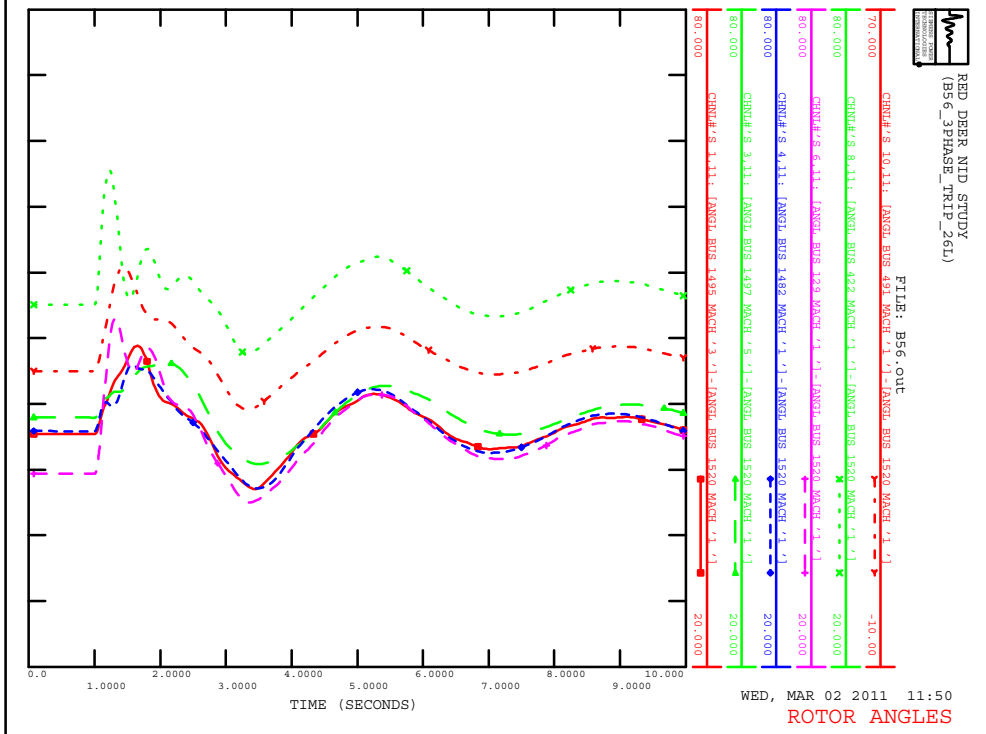

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

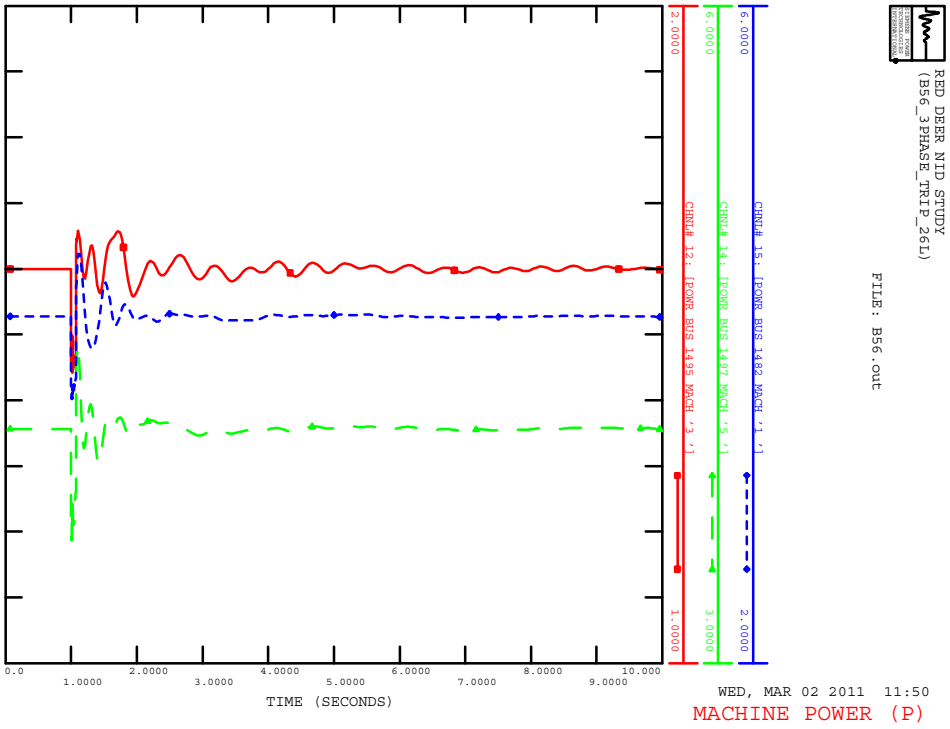

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

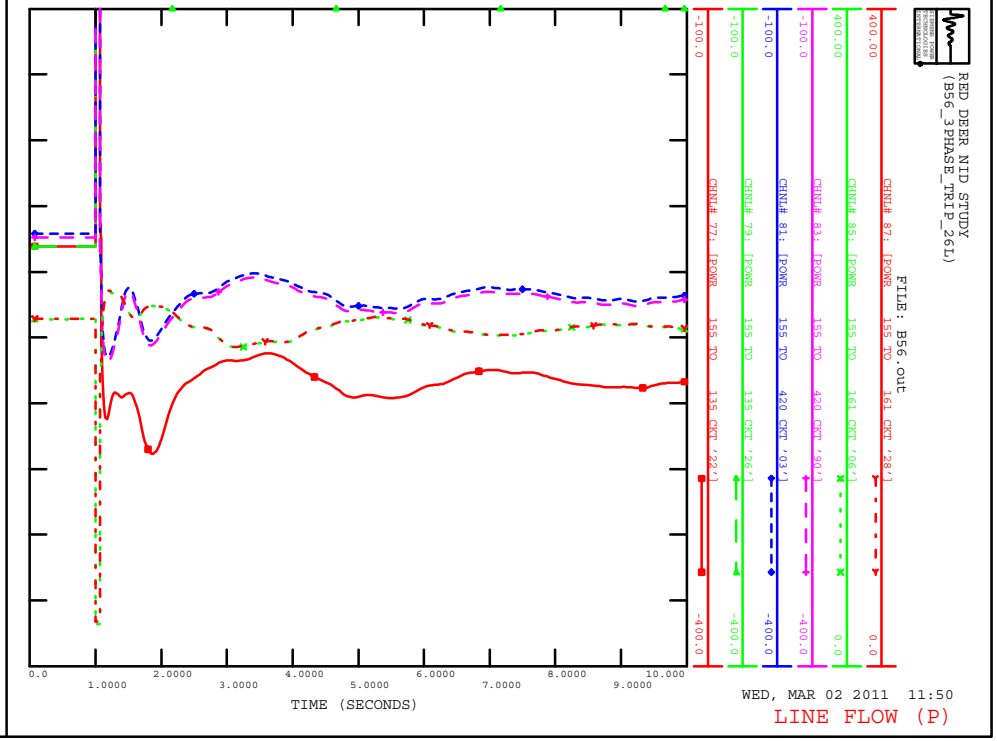

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

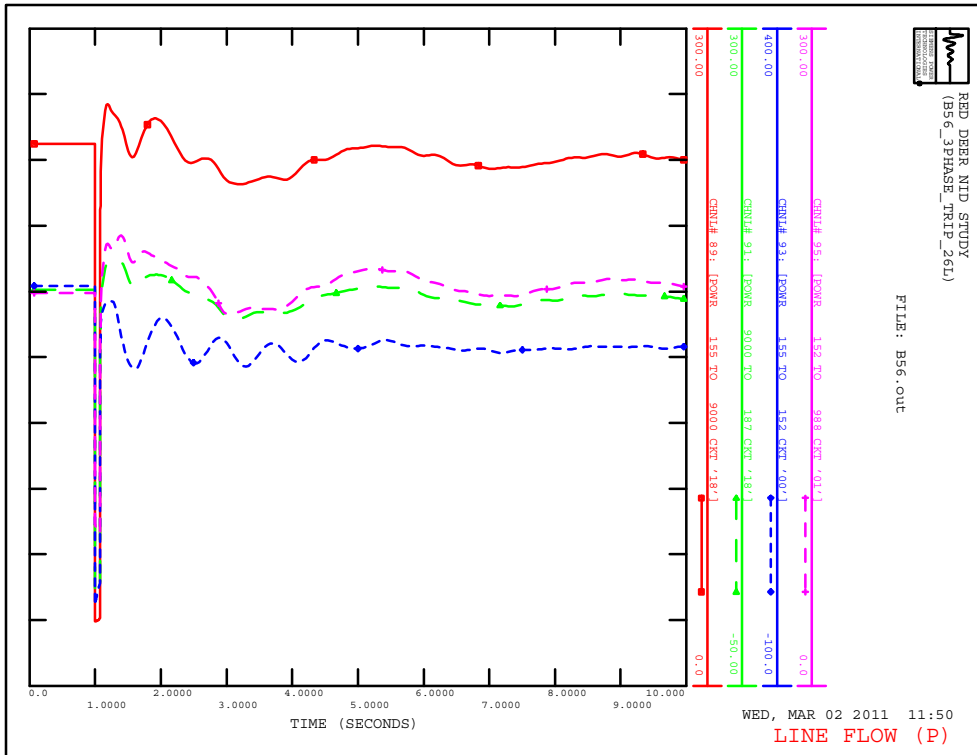

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

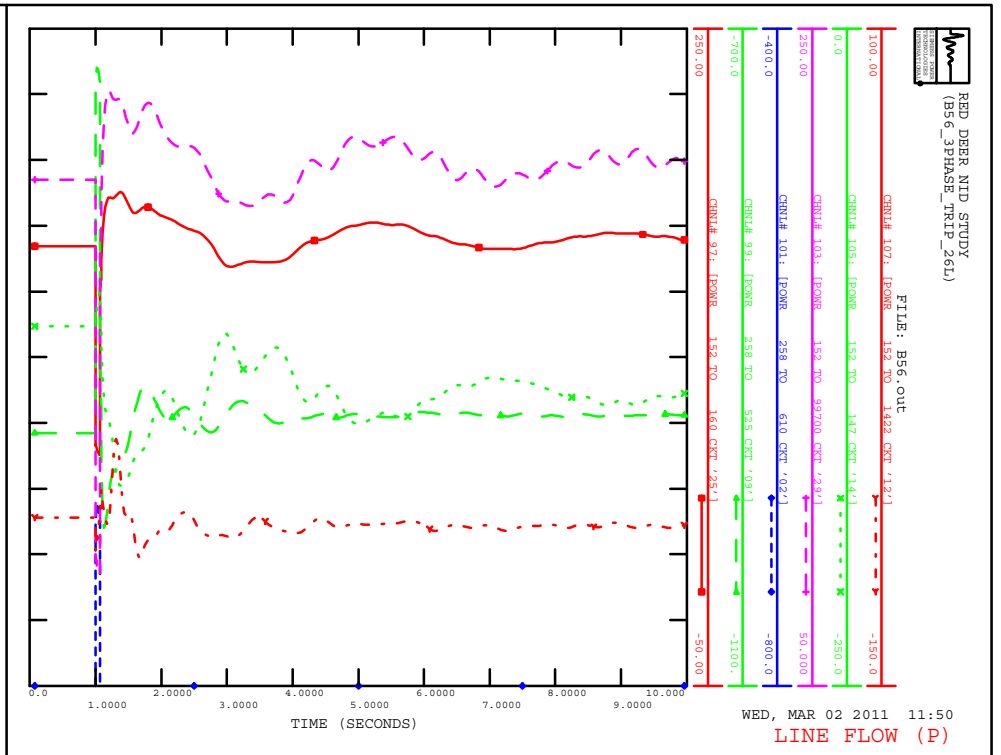

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

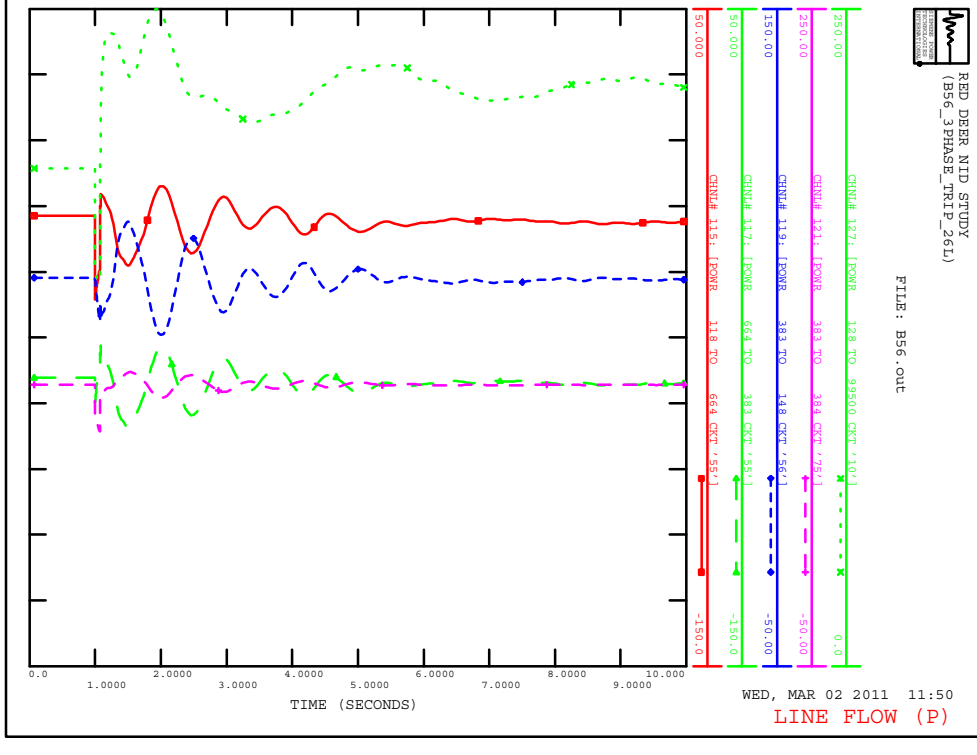

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

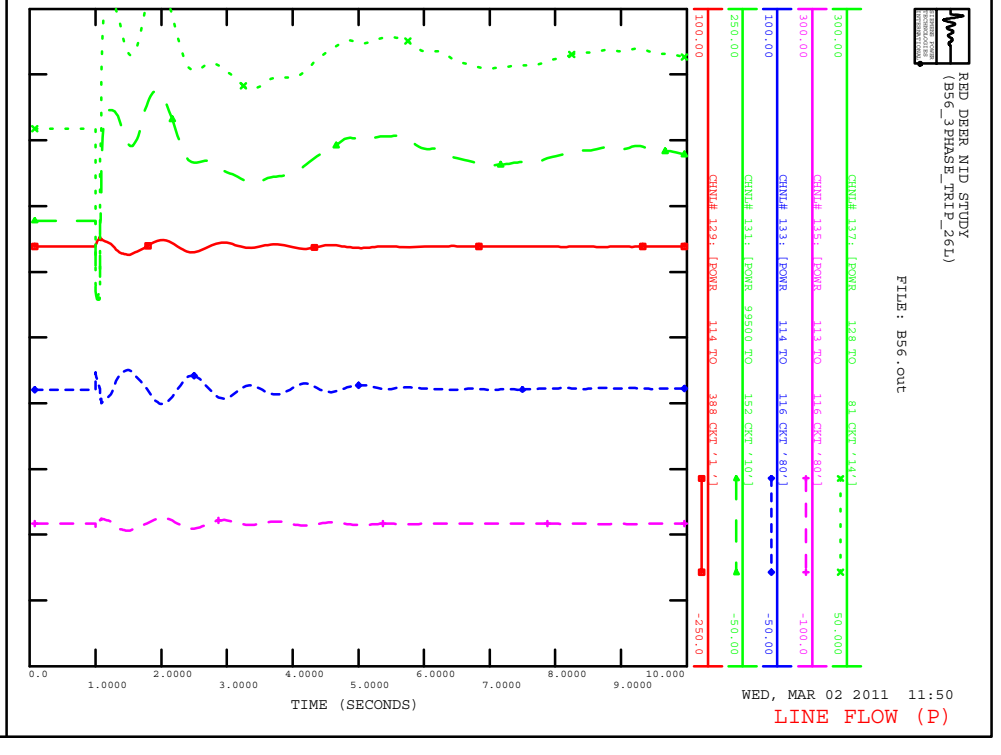

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

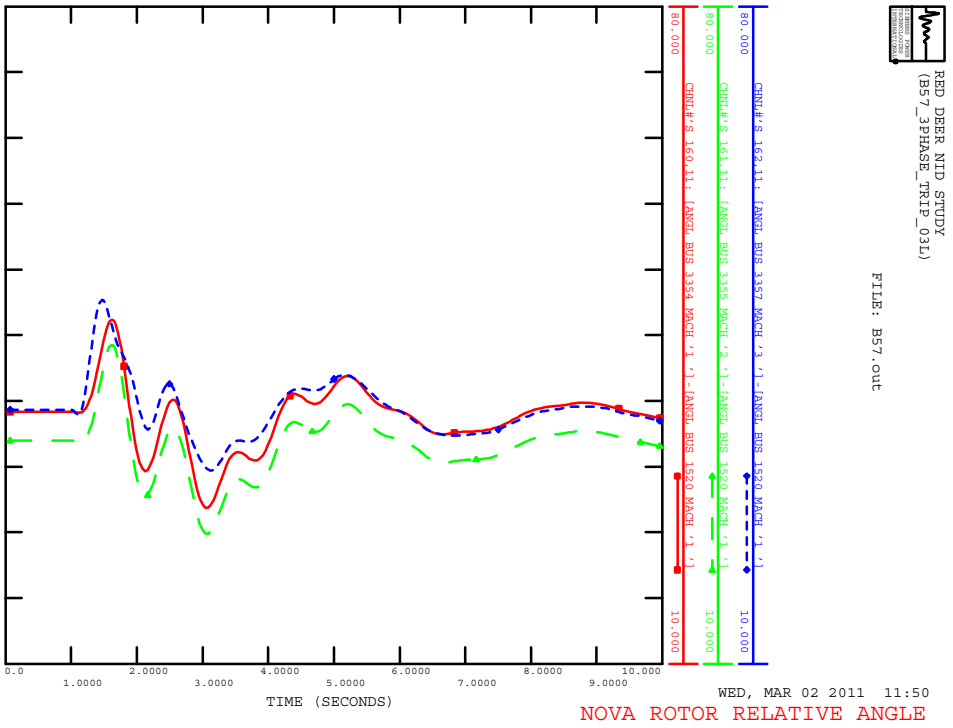

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

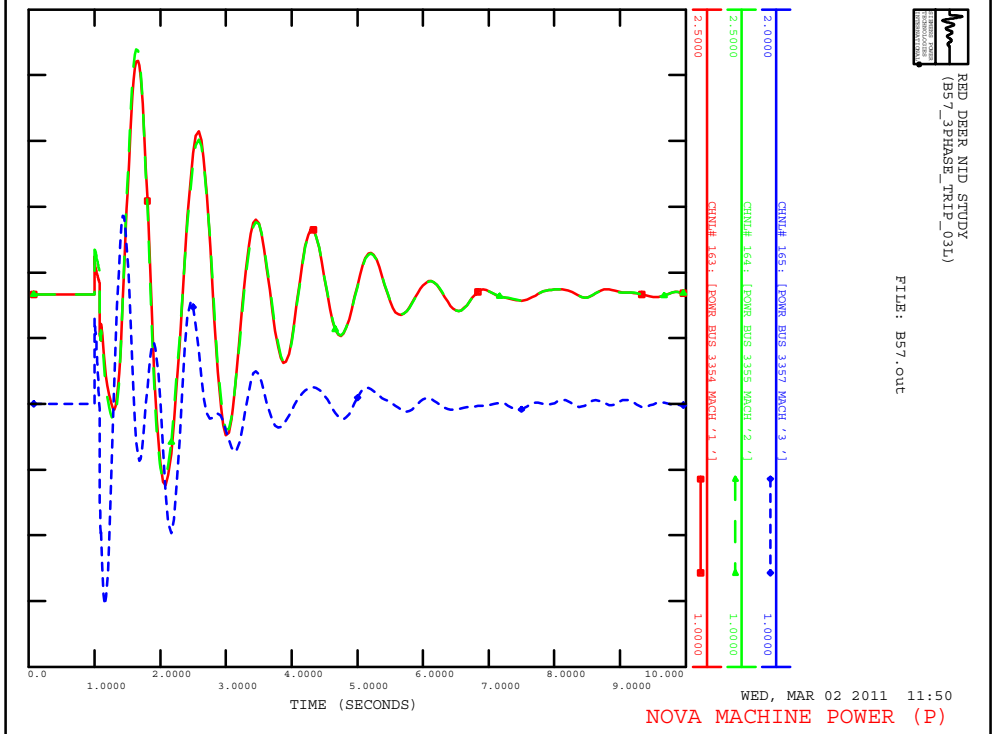

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

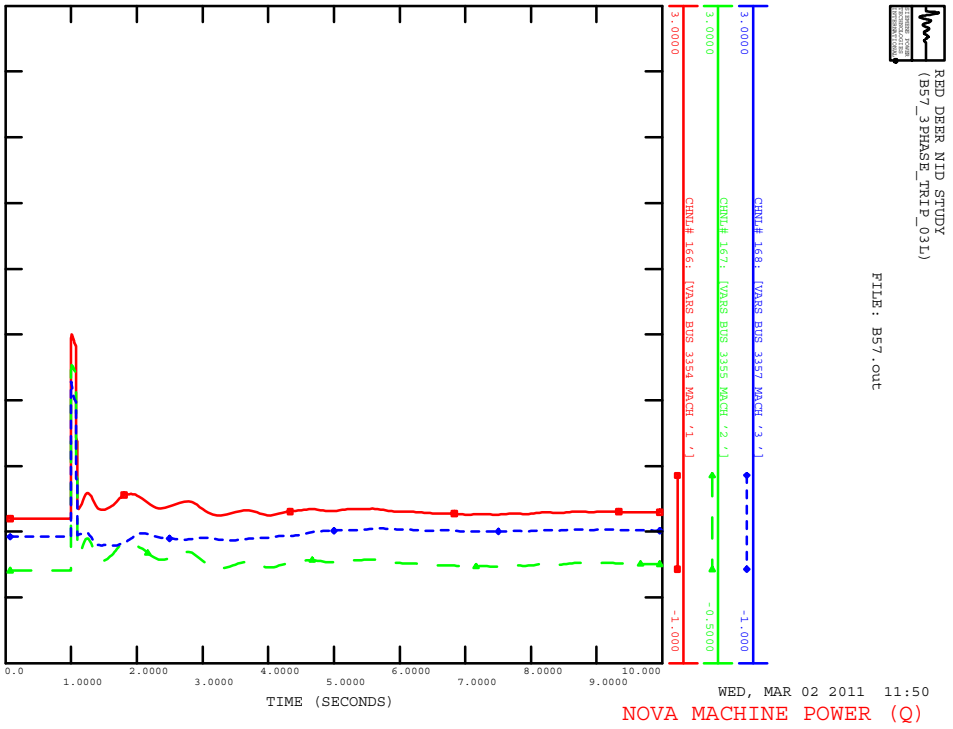

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

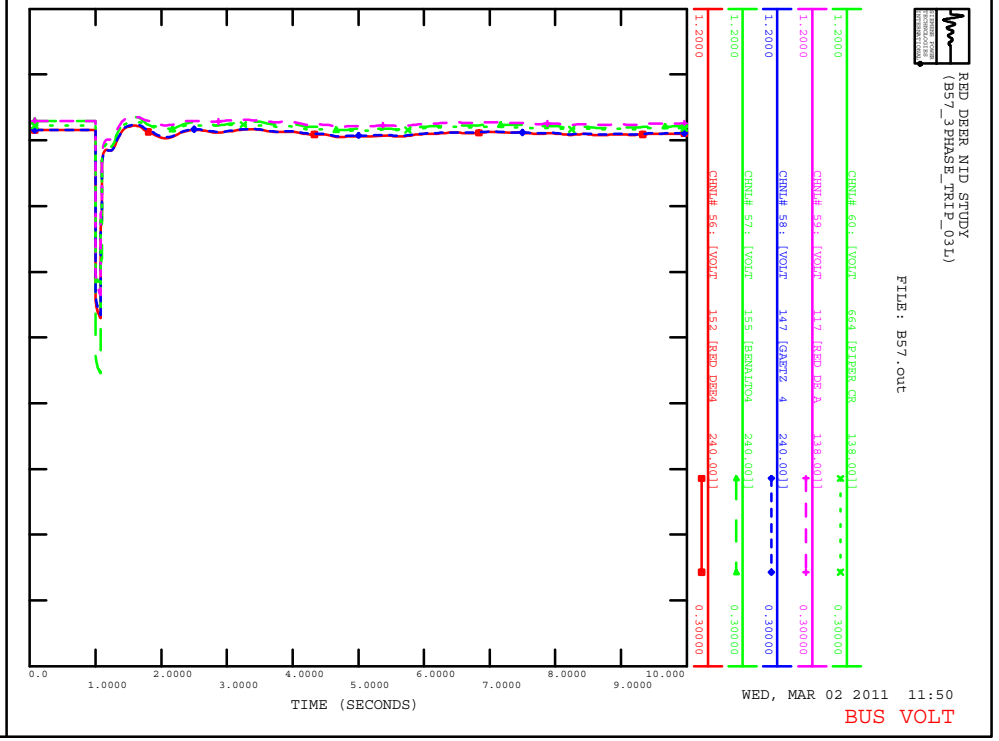

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

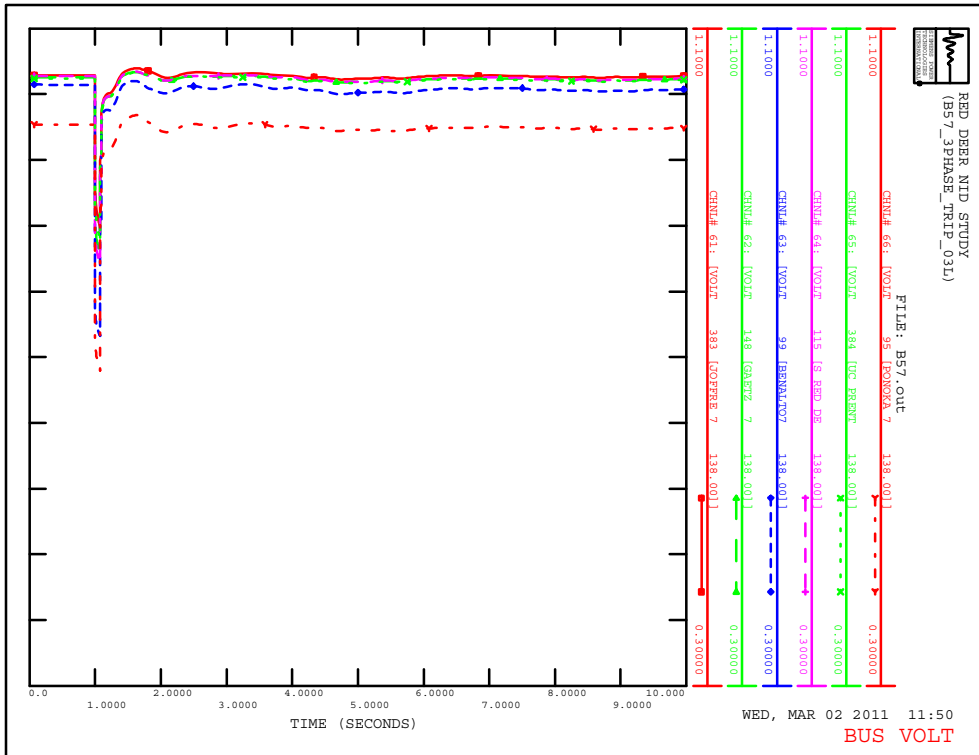

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

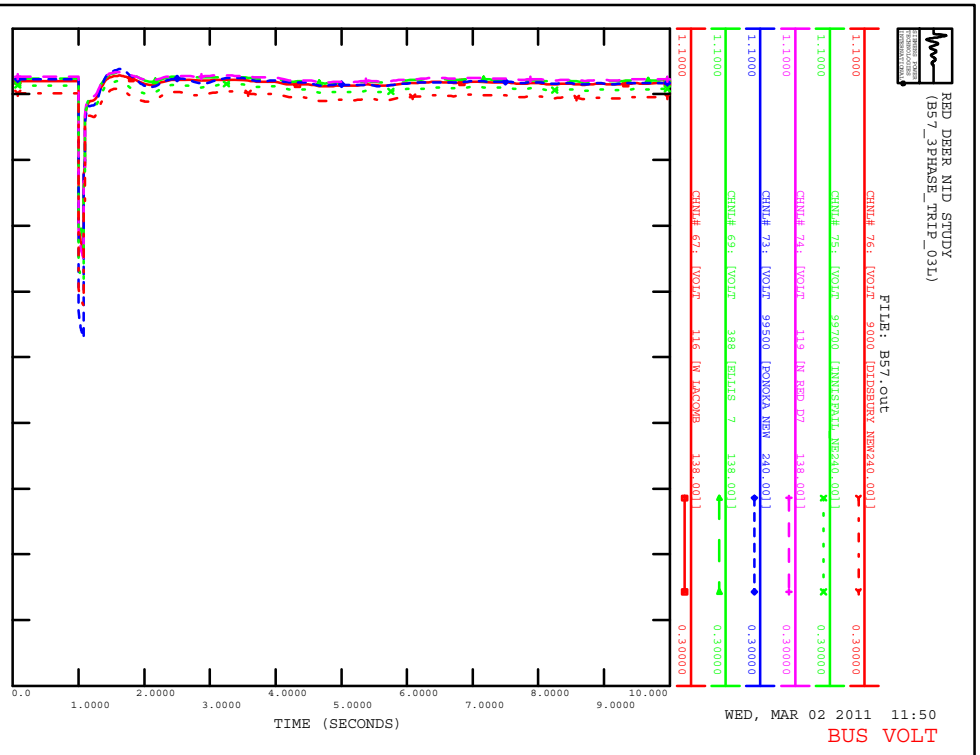

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

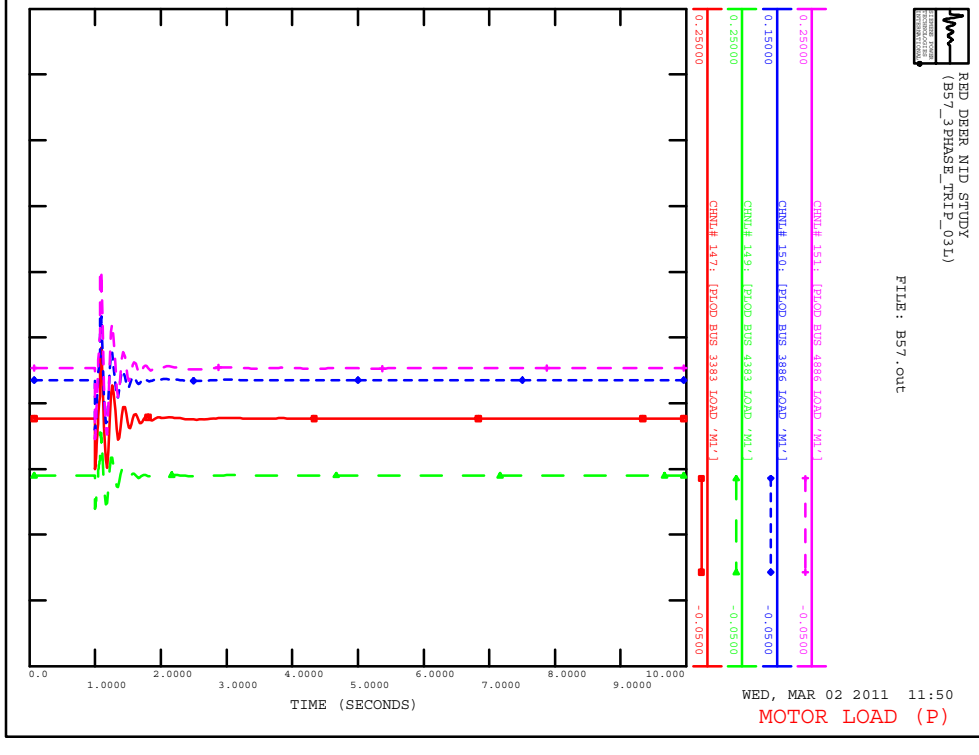

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

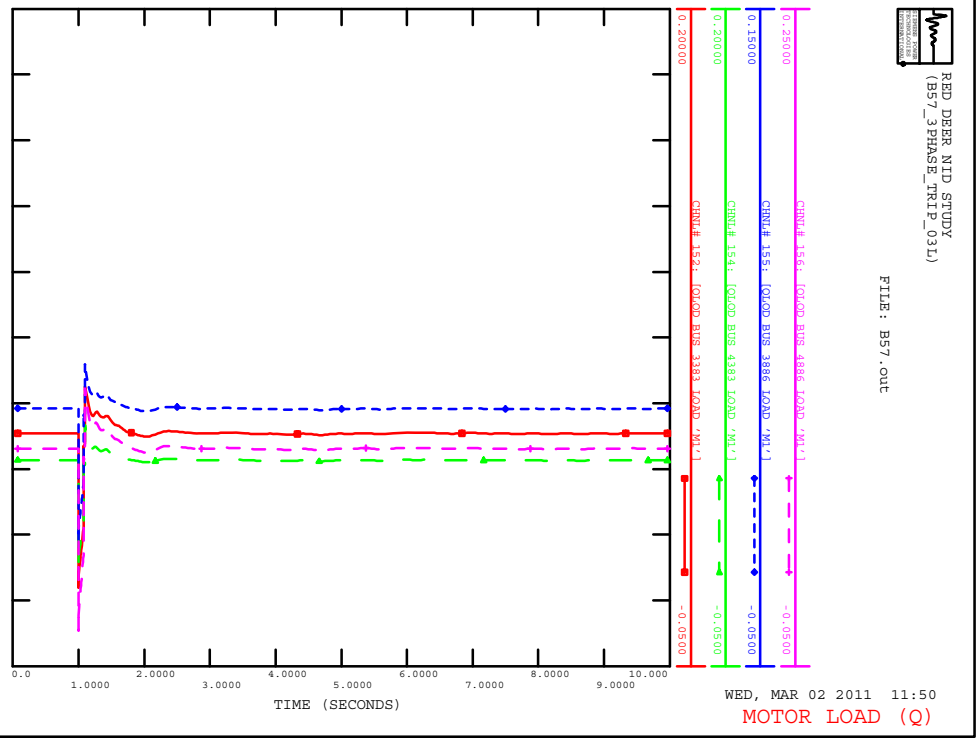

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

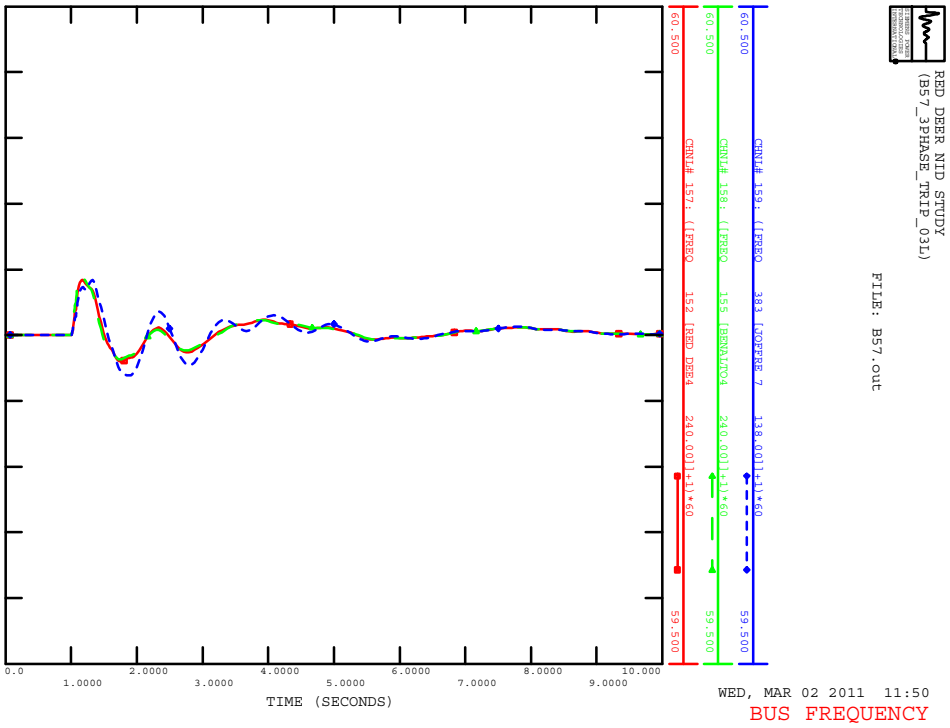

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

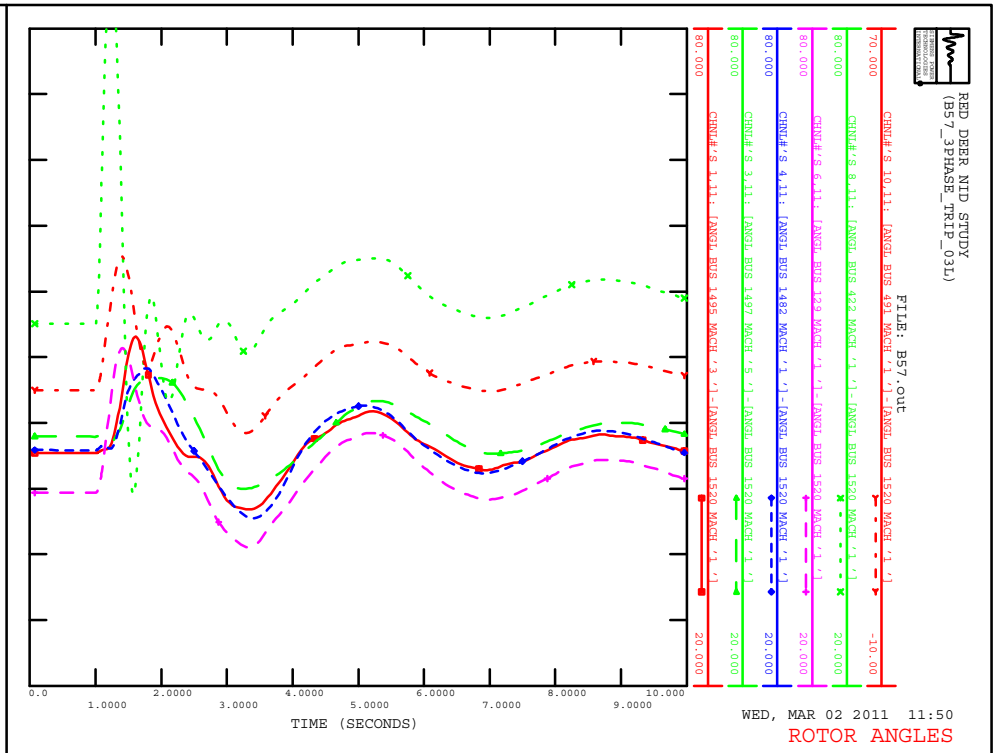

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
CHNI# 61: [VOLT 383 [OOFER8 7 138.00]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC FRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

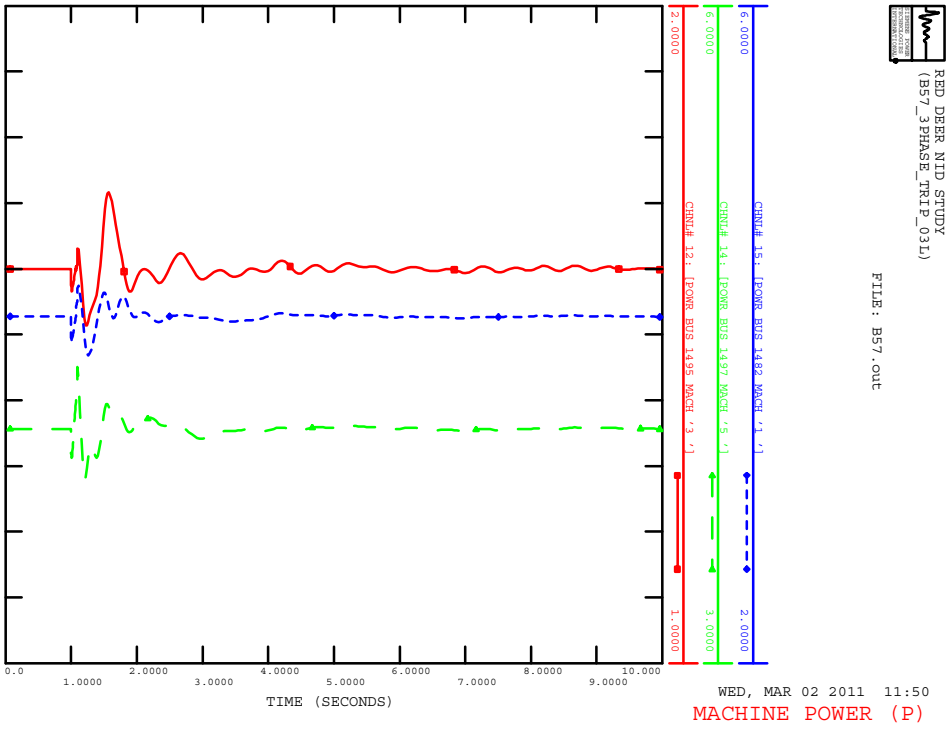

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

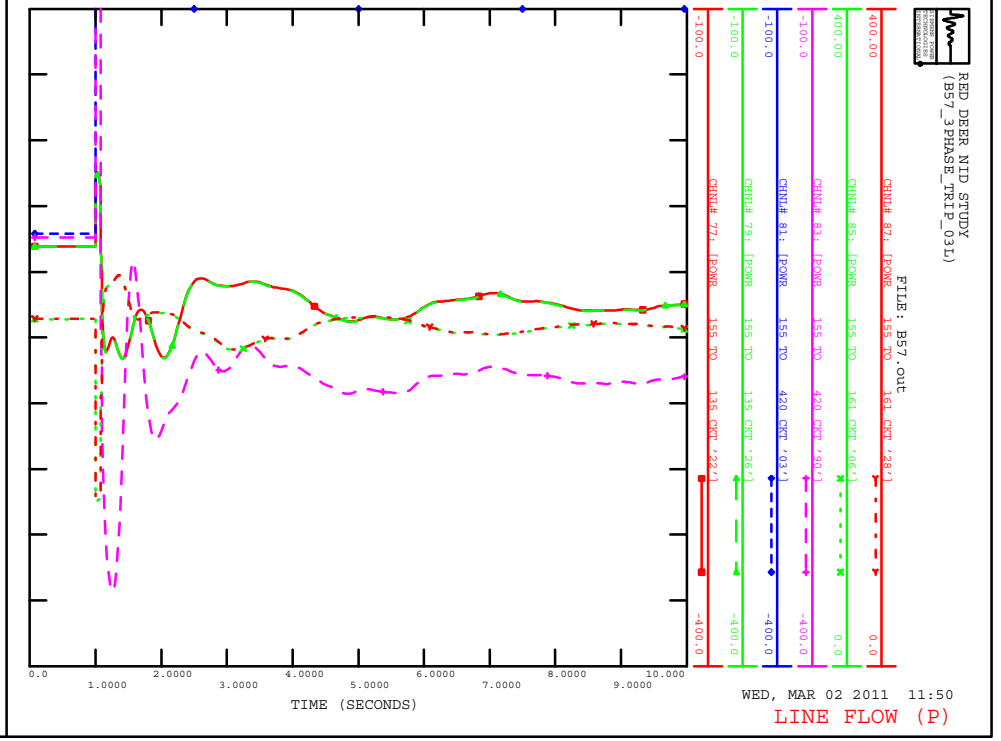

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

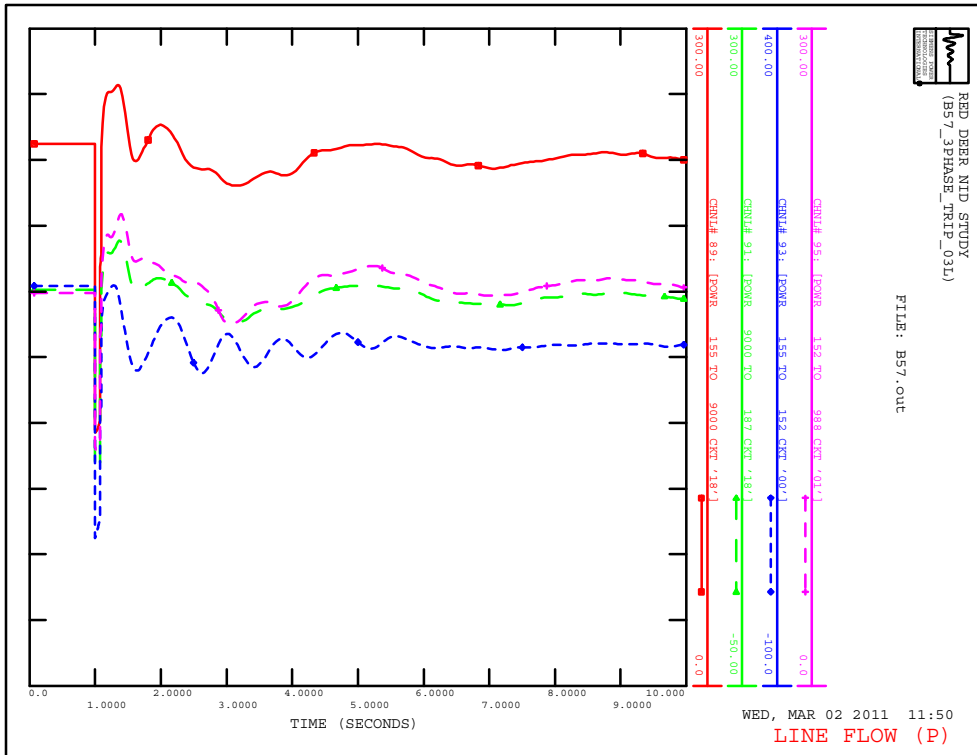

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

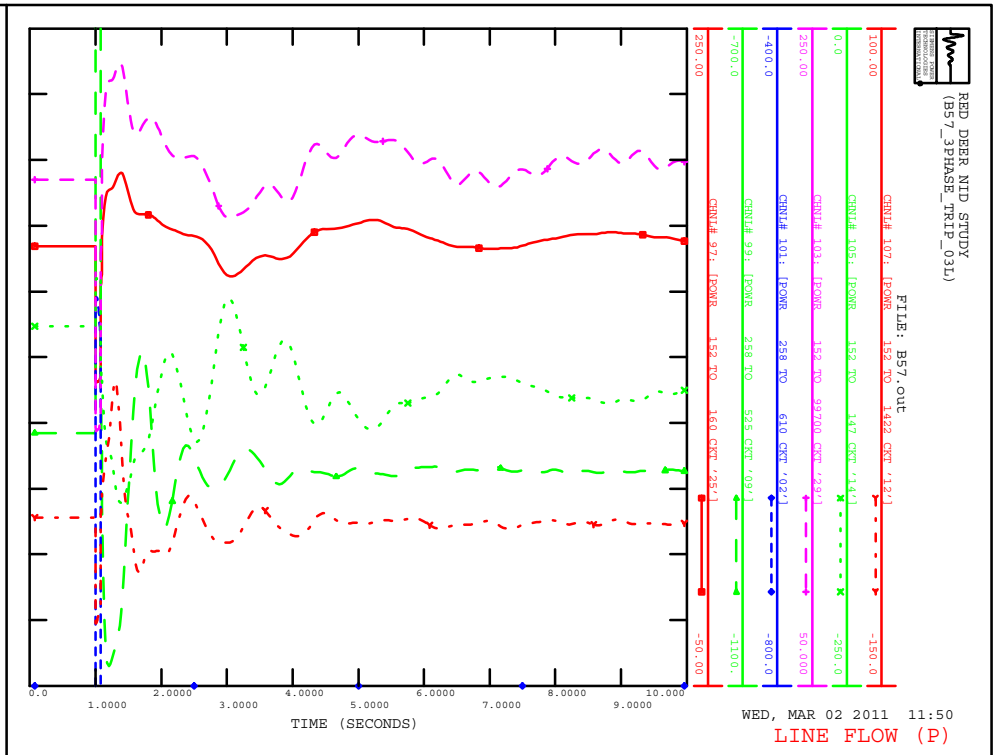

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

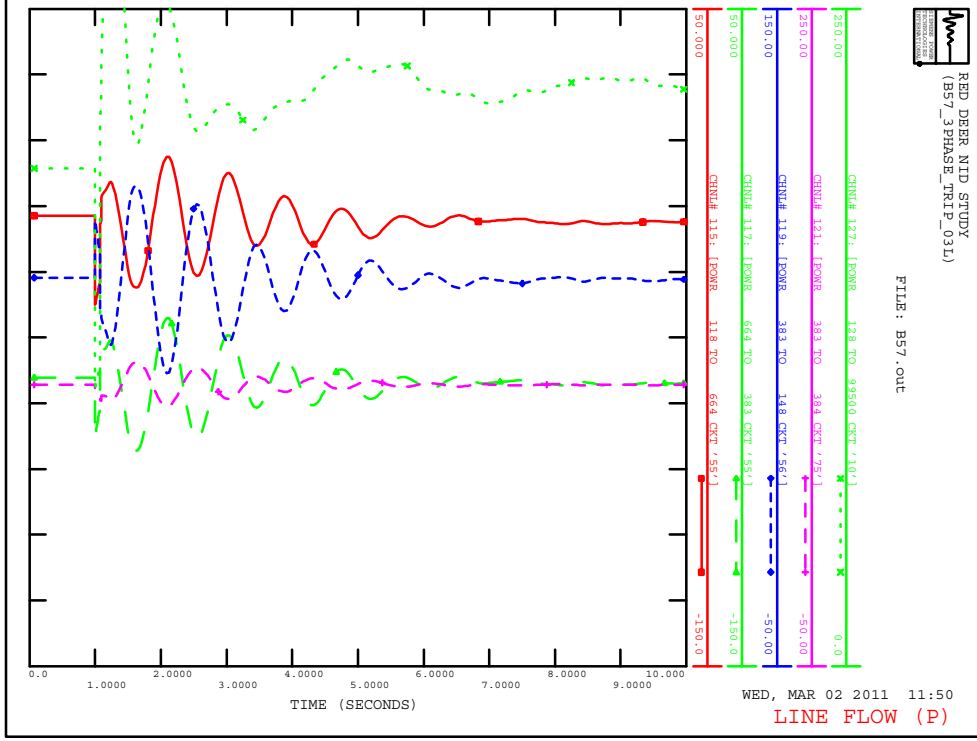

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

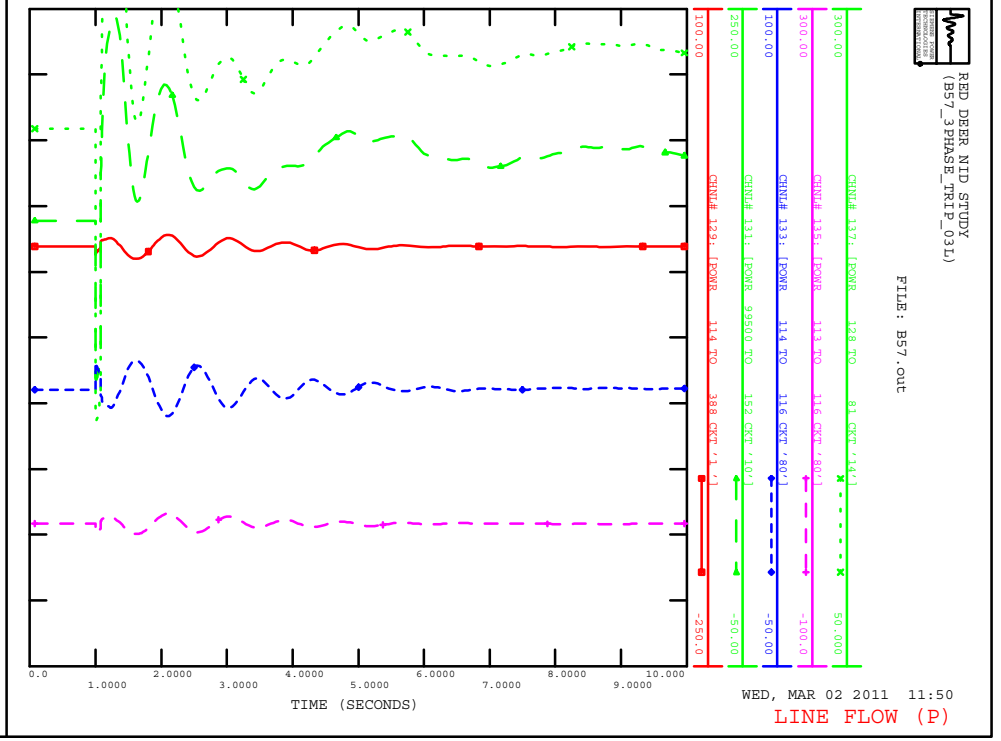

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

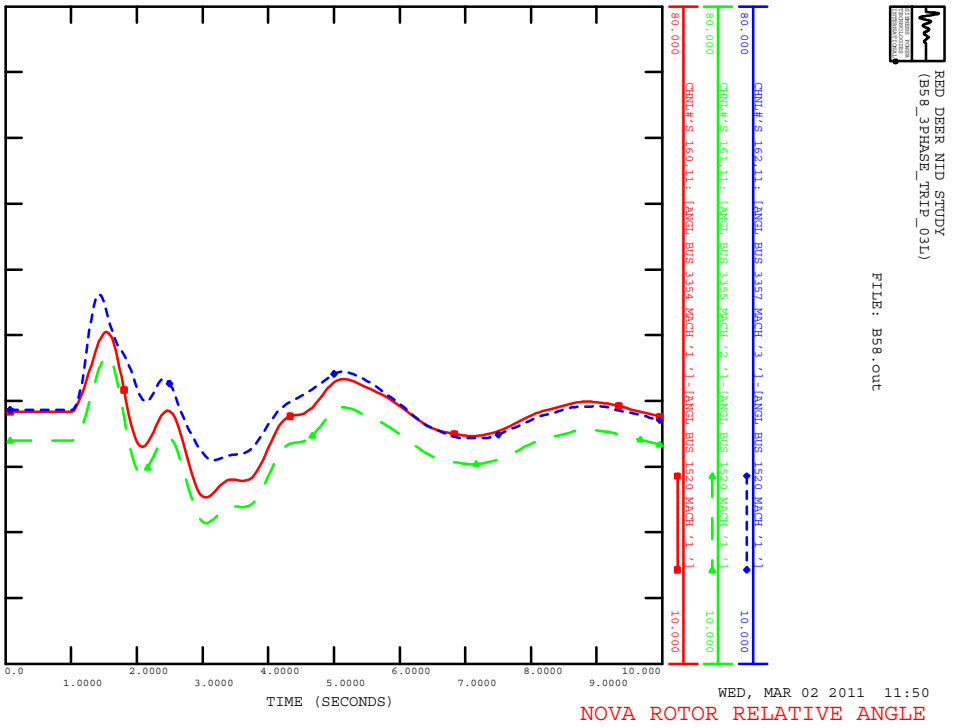

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

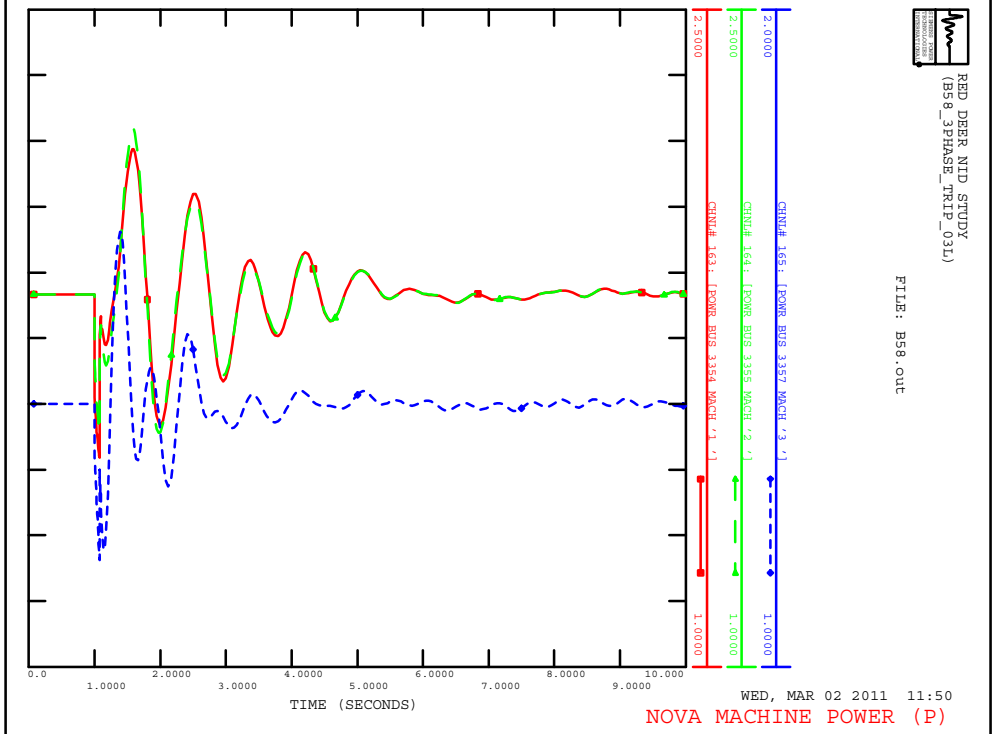

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

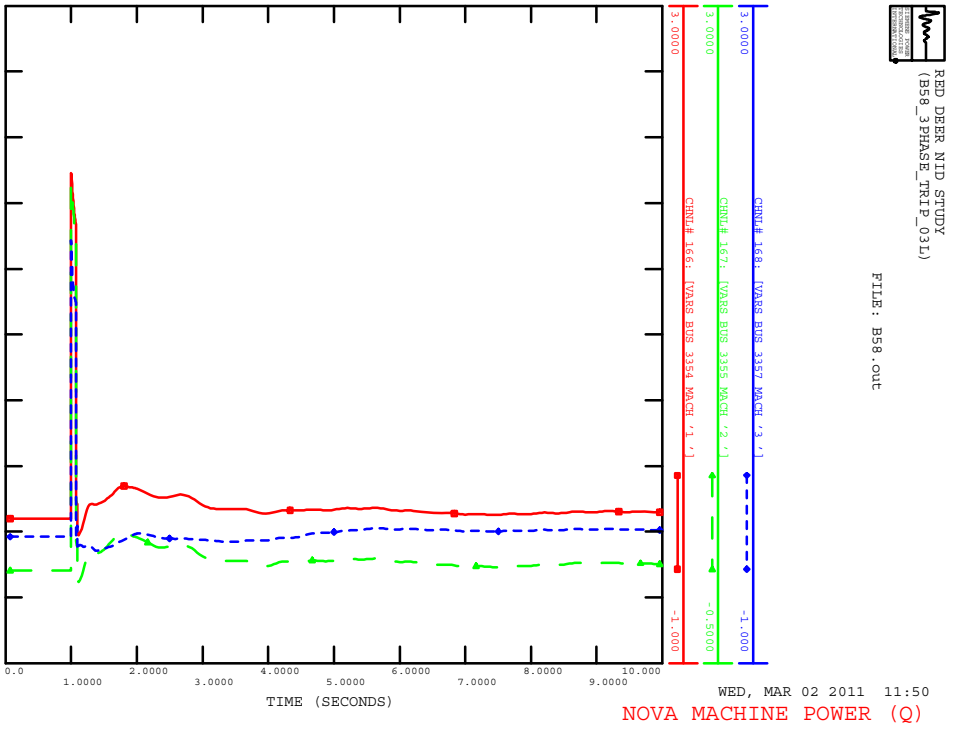

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

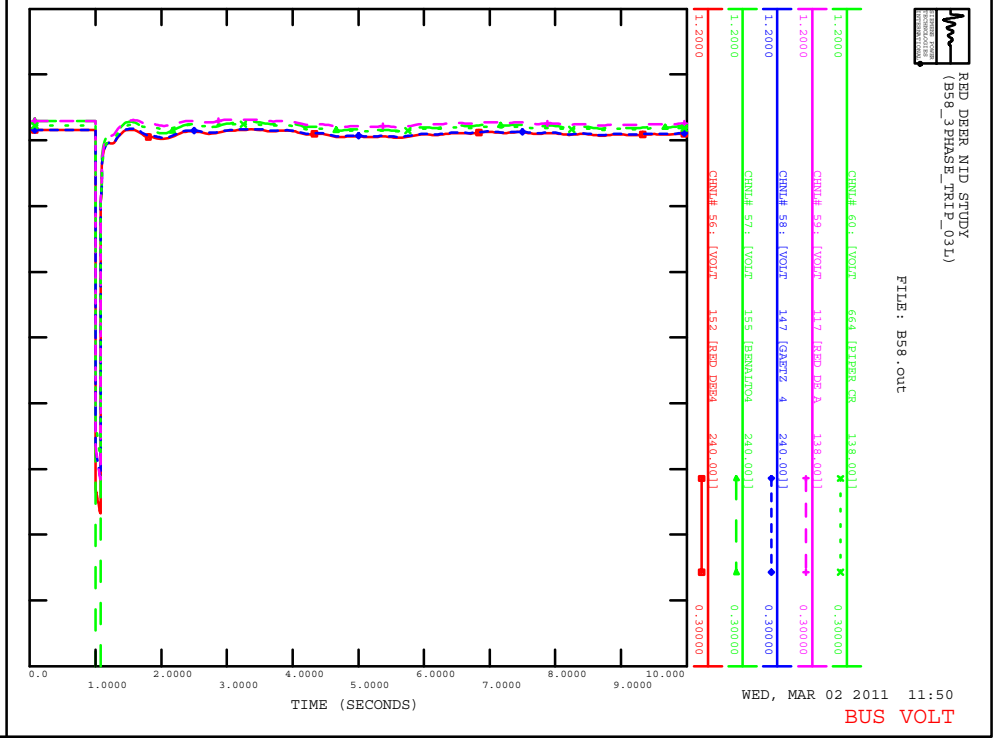

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

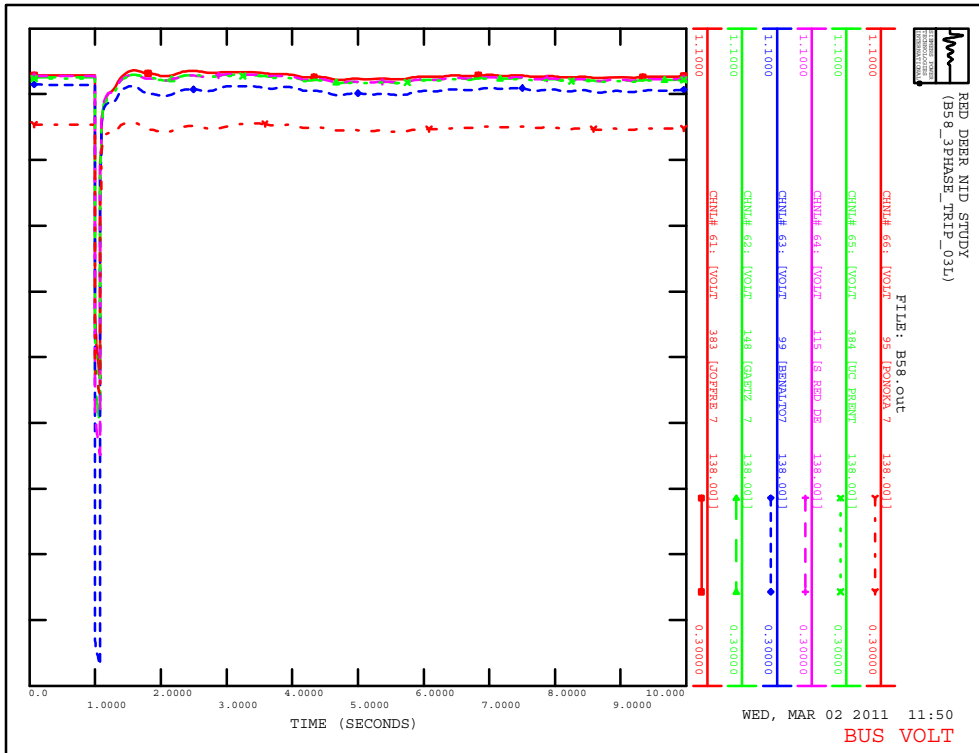

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

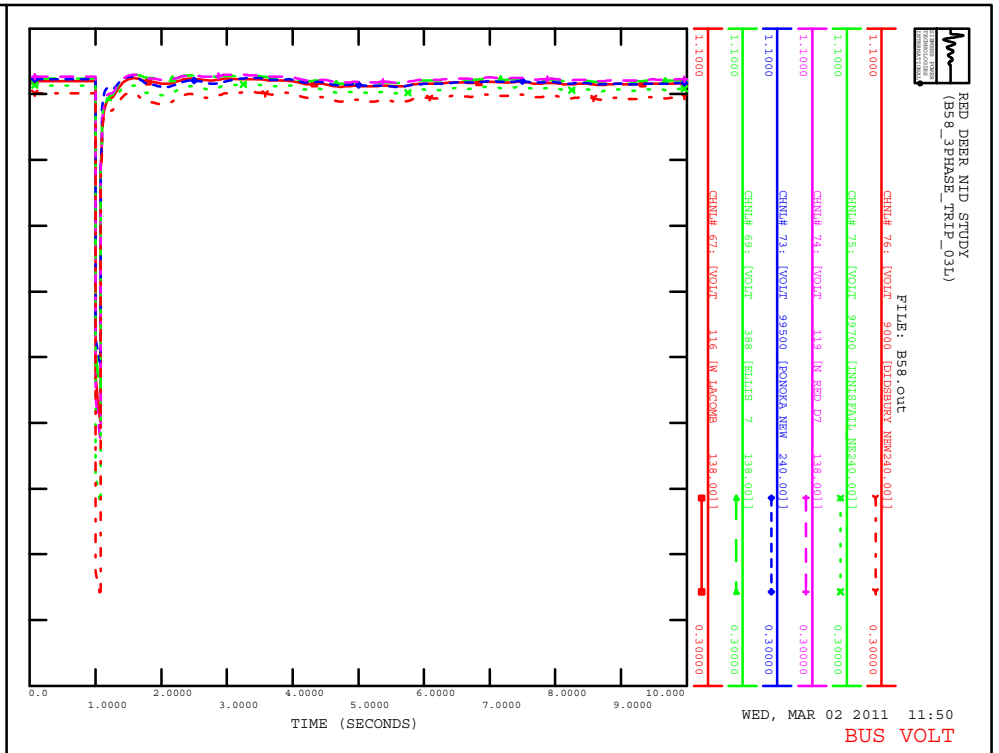

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

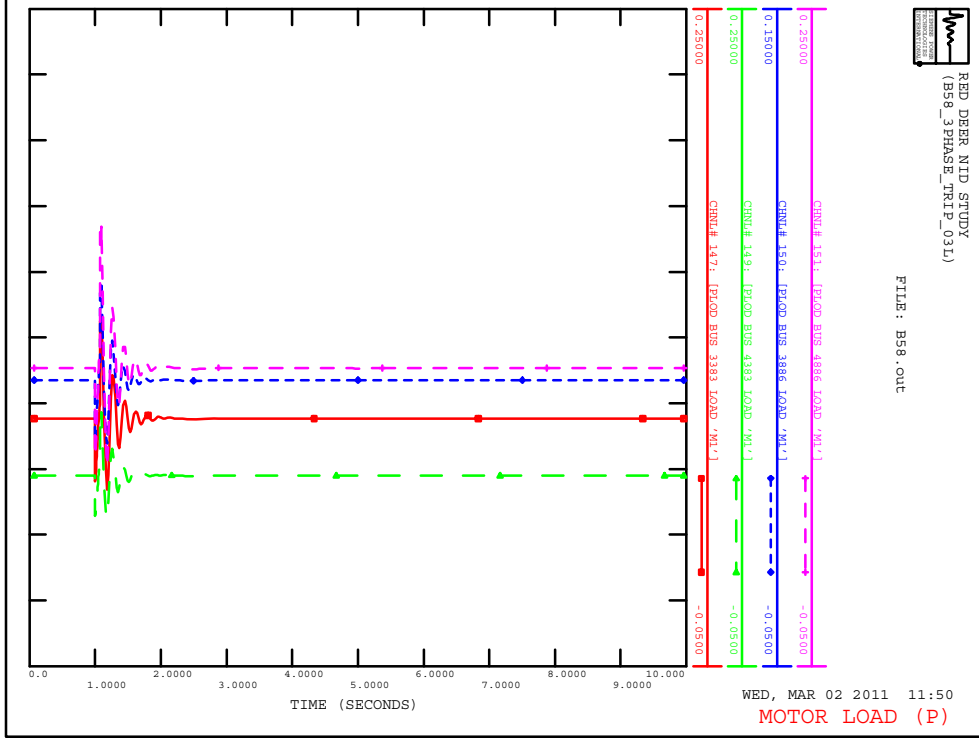

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

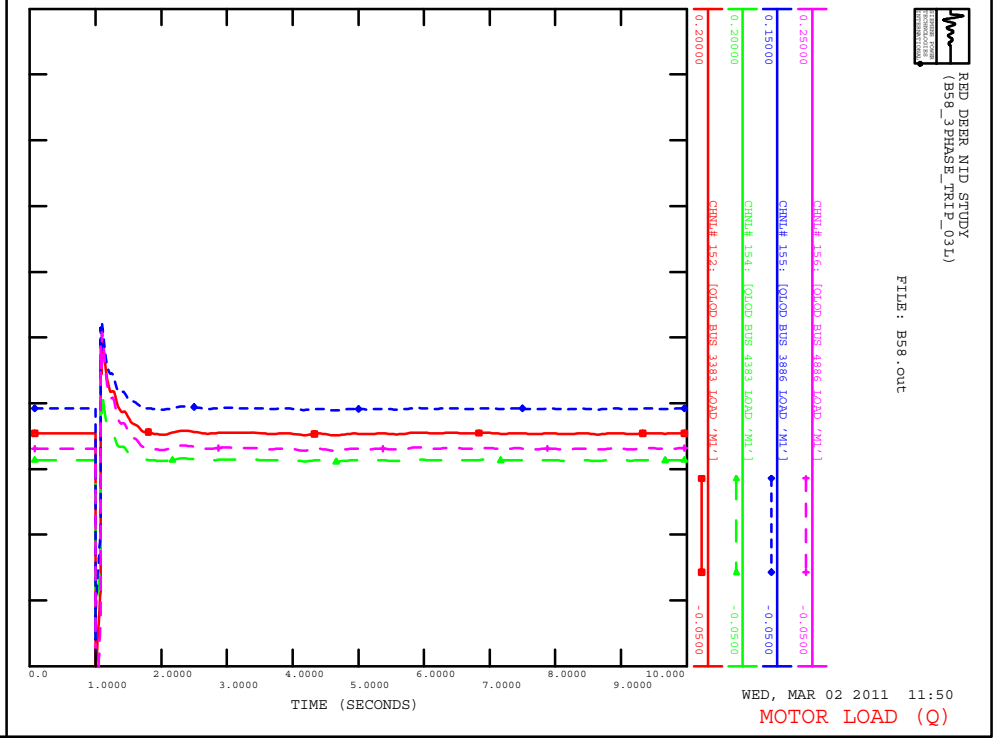

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

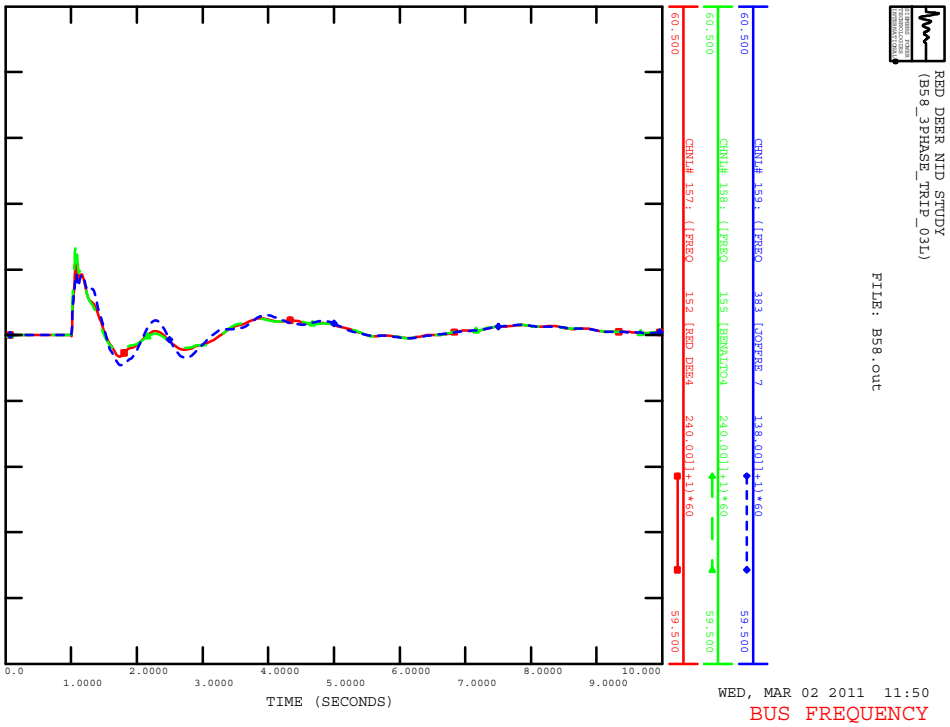

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

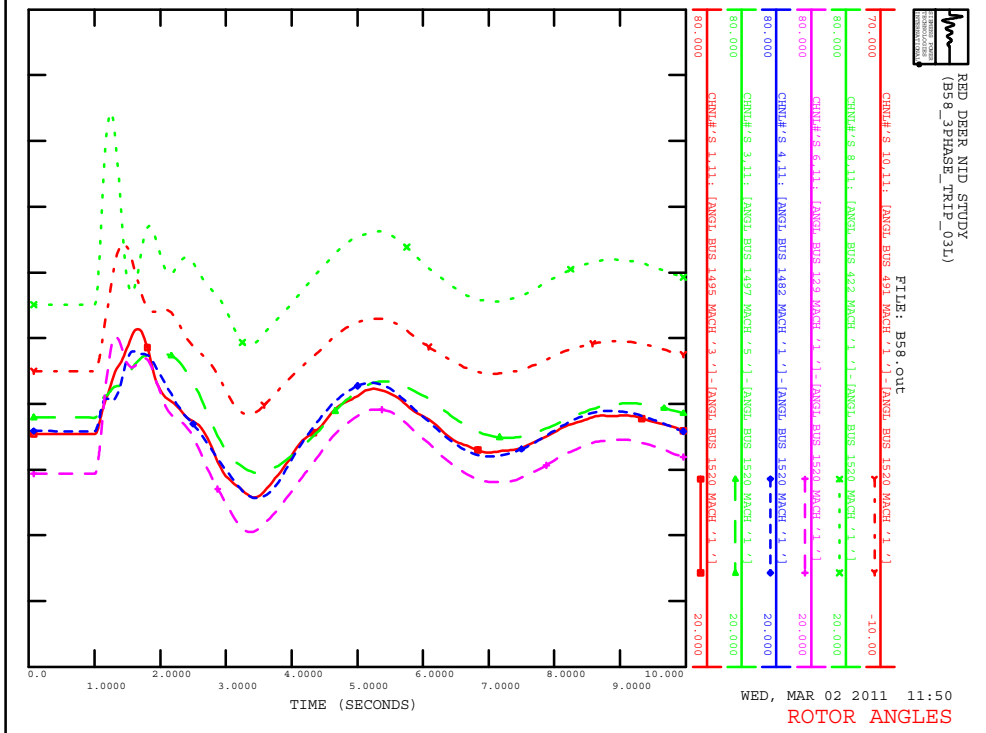

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

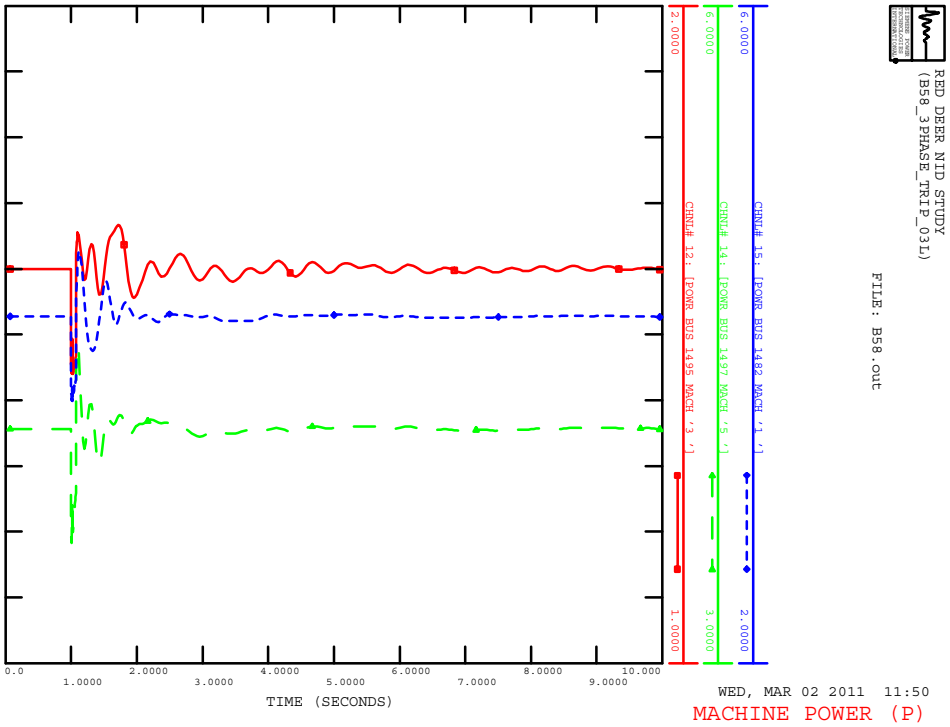

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

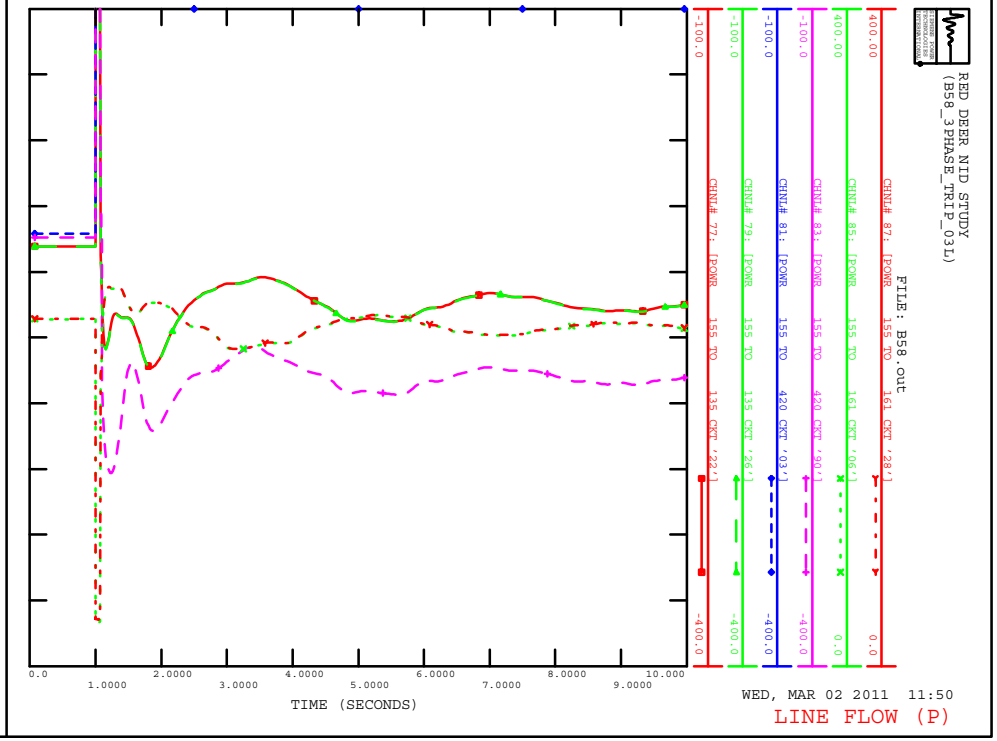

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

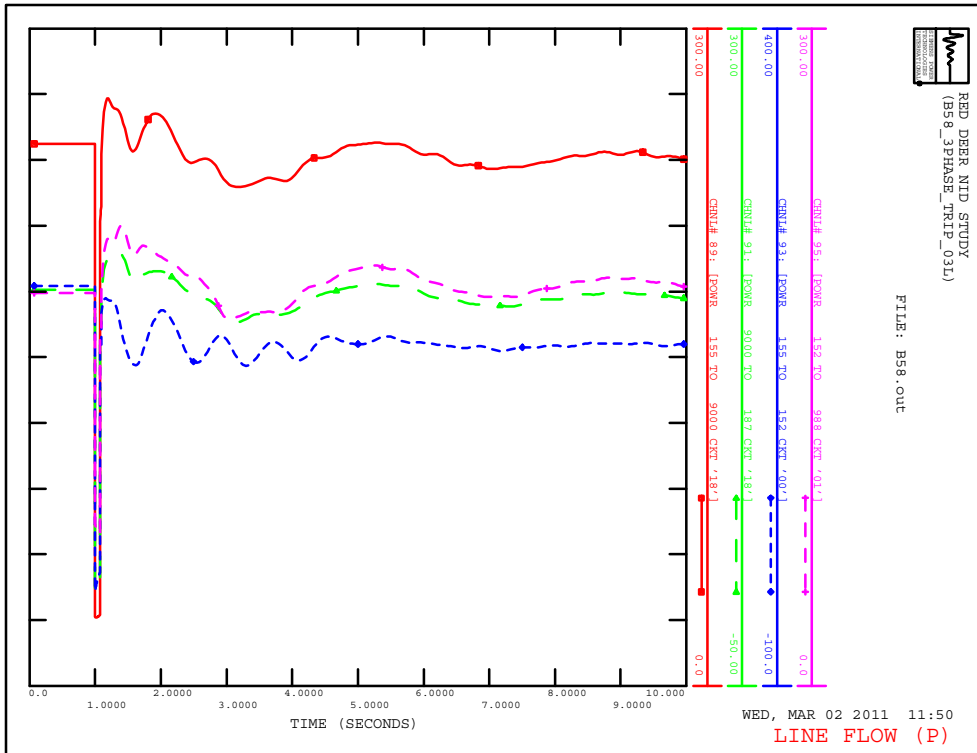

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

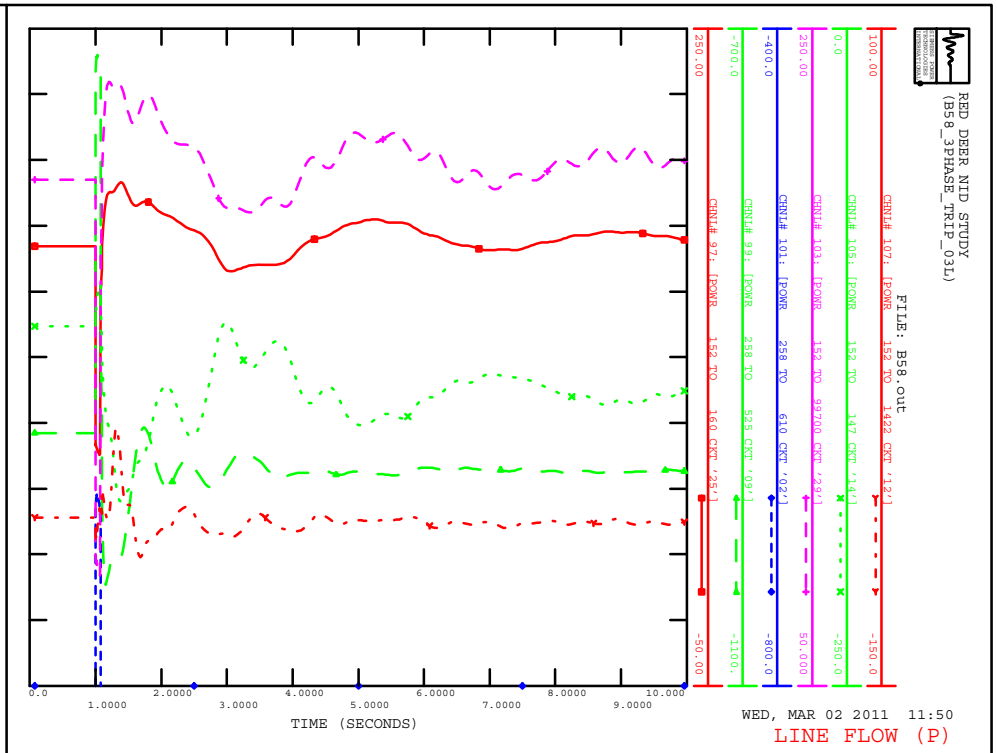

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

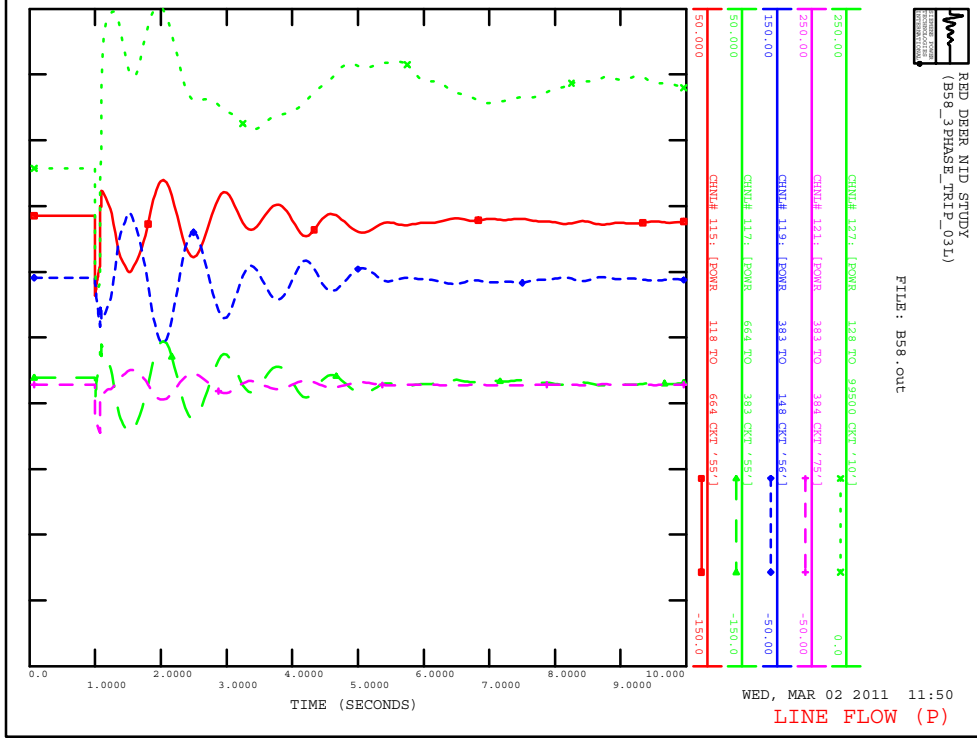

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

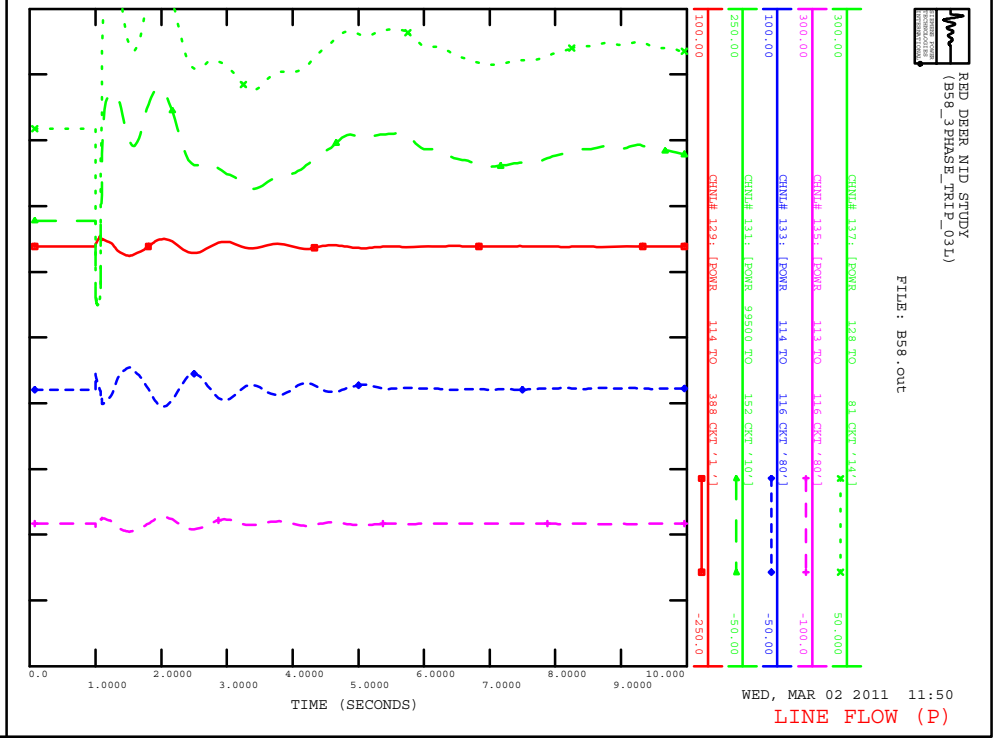

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

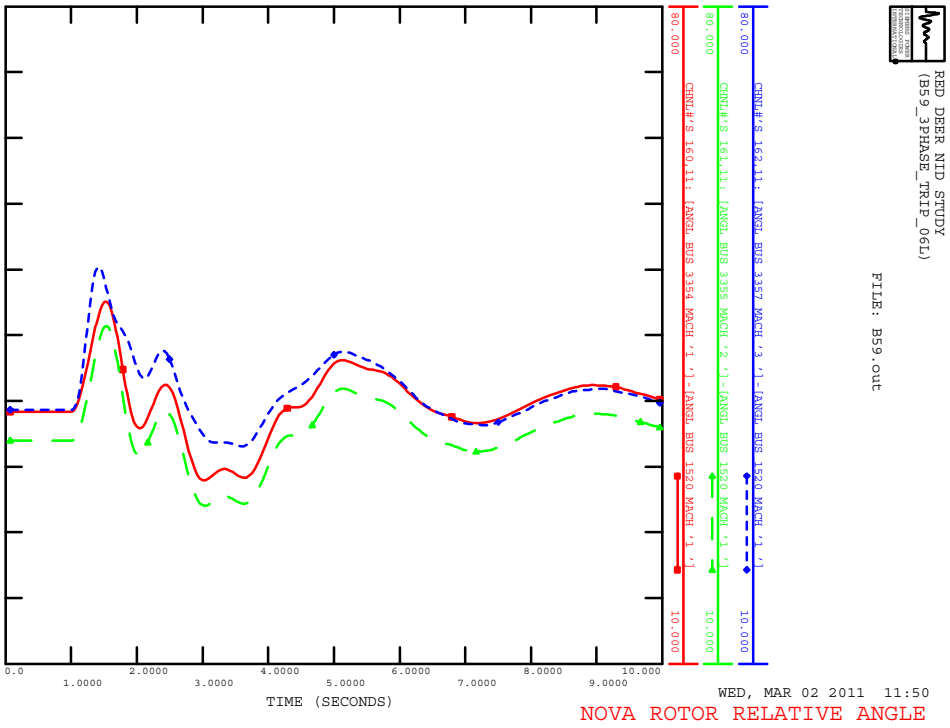

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

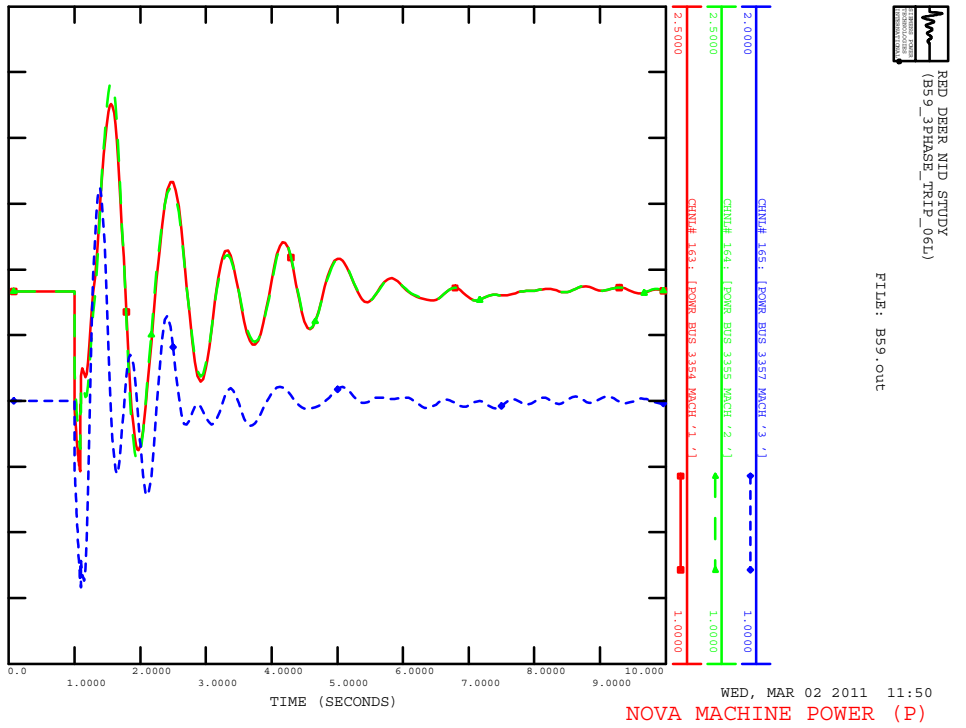

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

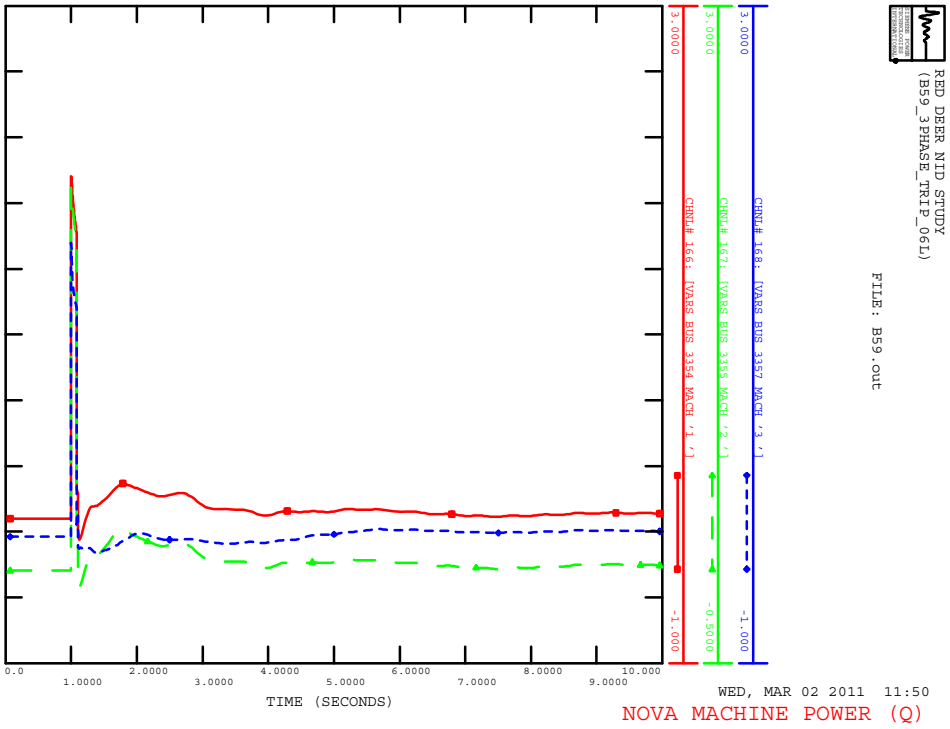

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

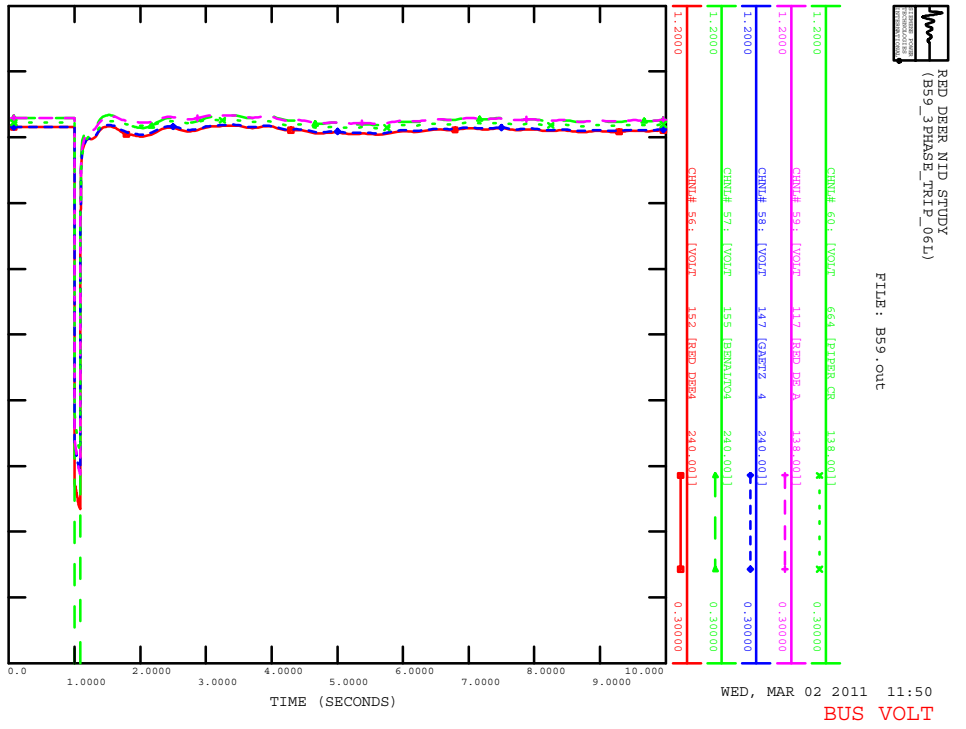

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

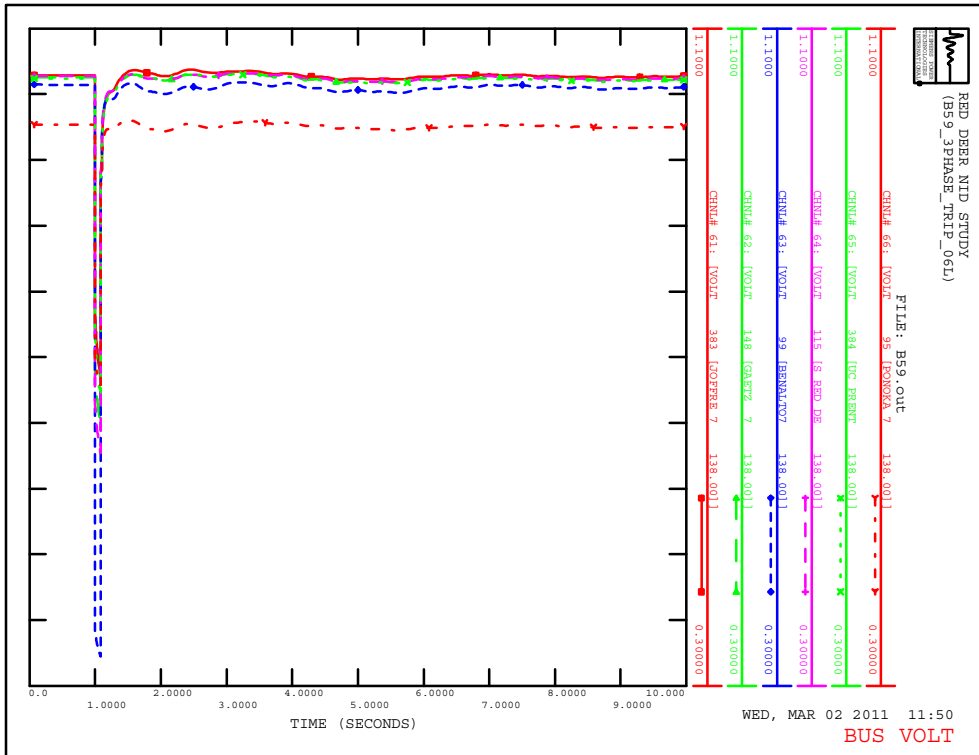

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

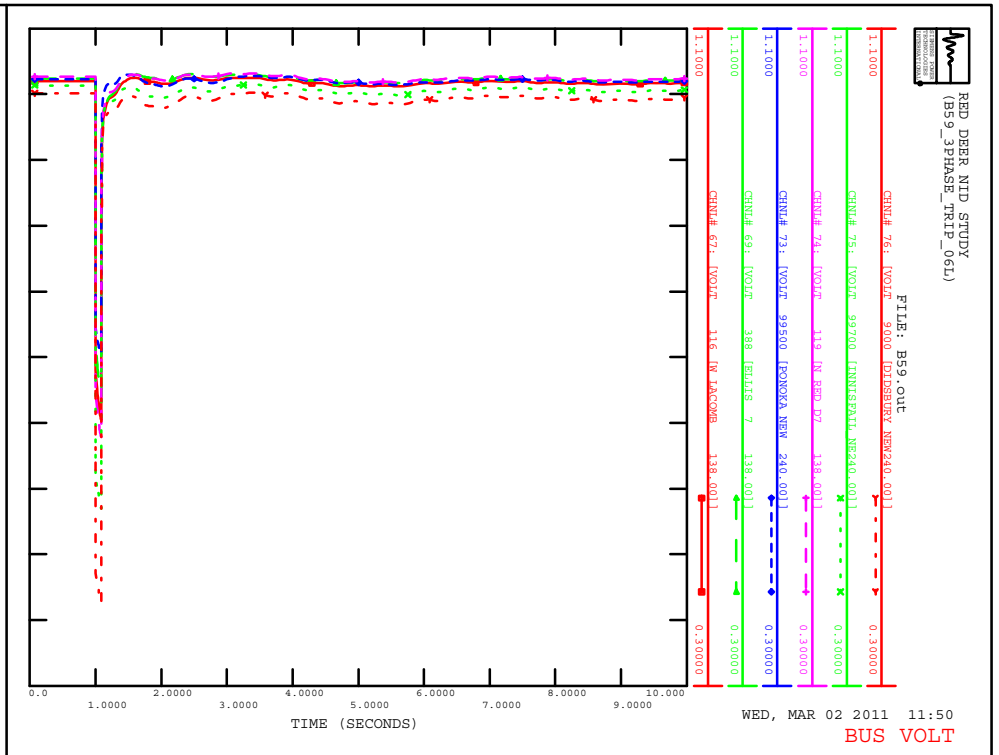

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
CHNL# 160, [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 161, [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 162, [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

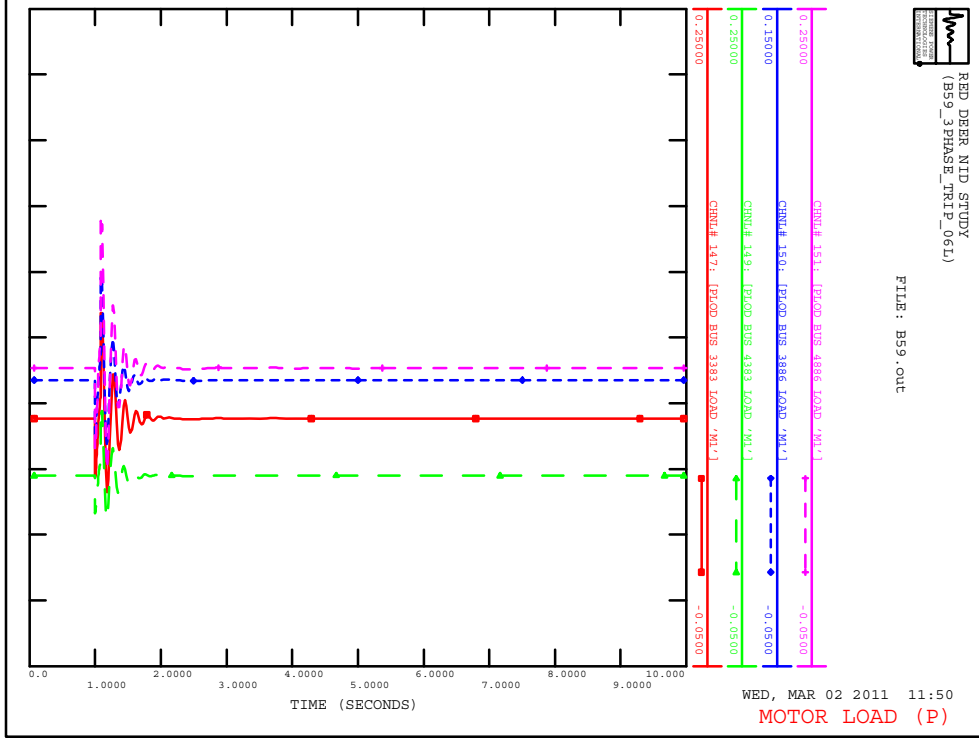

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

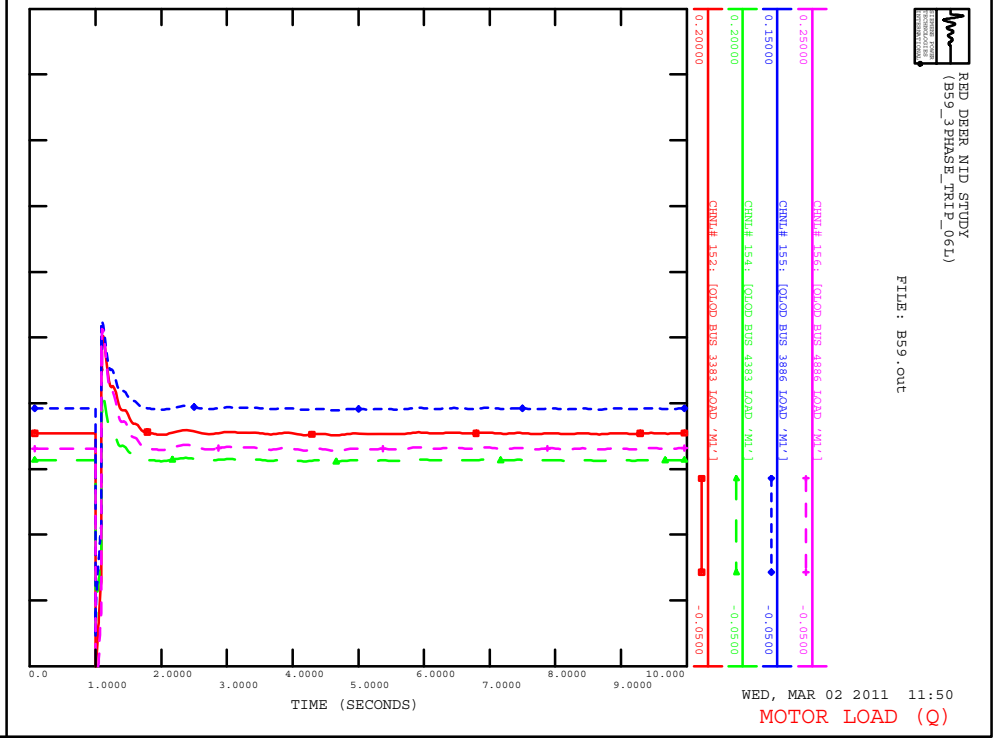

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

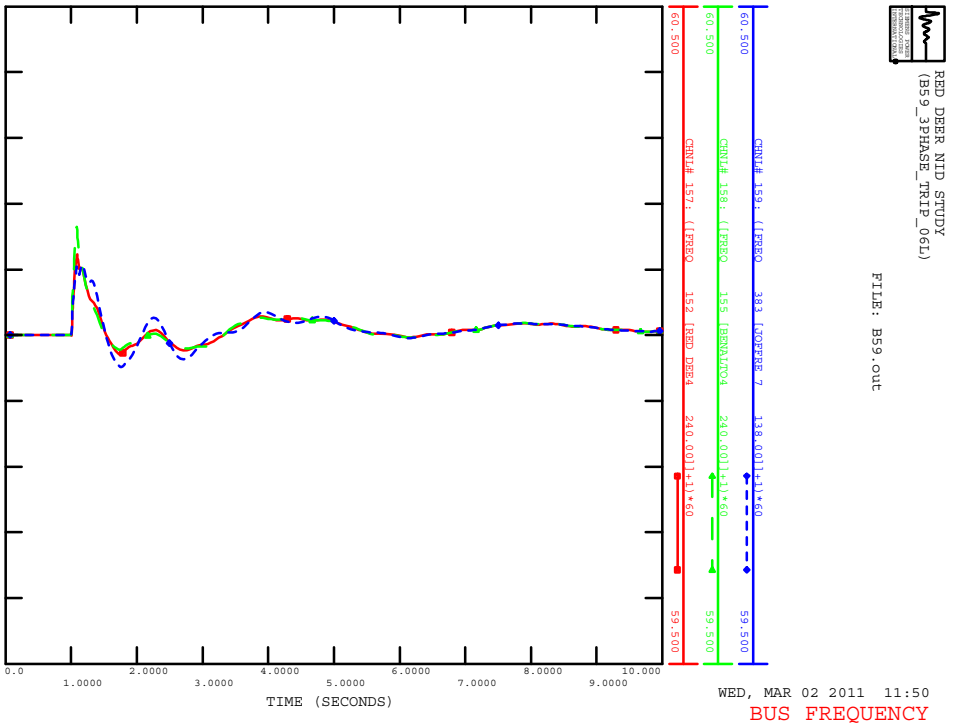

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

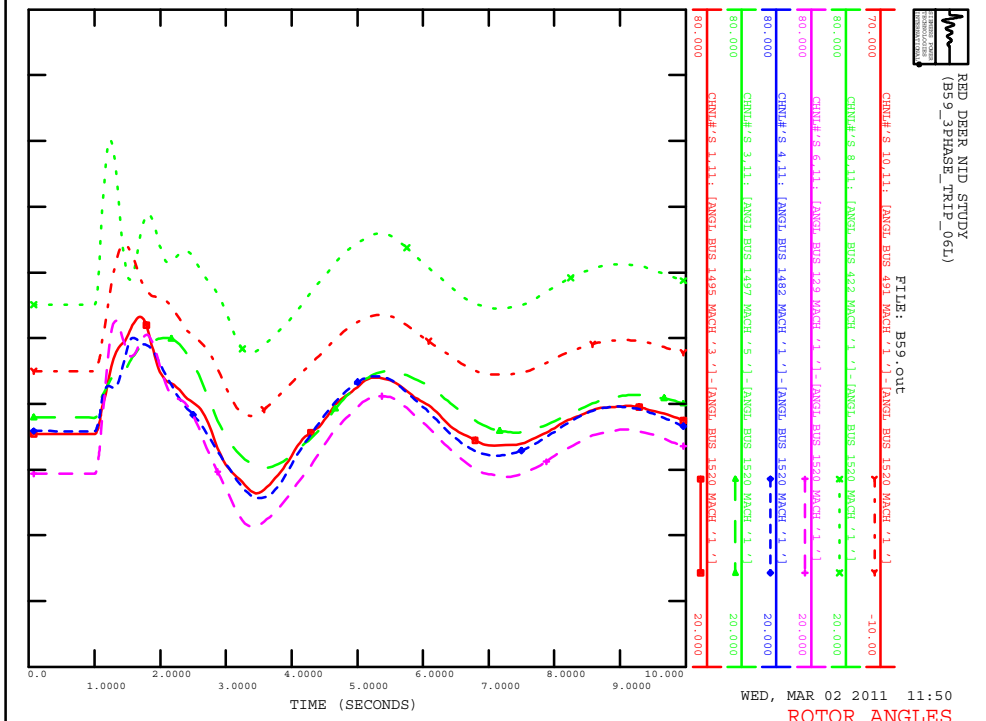

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

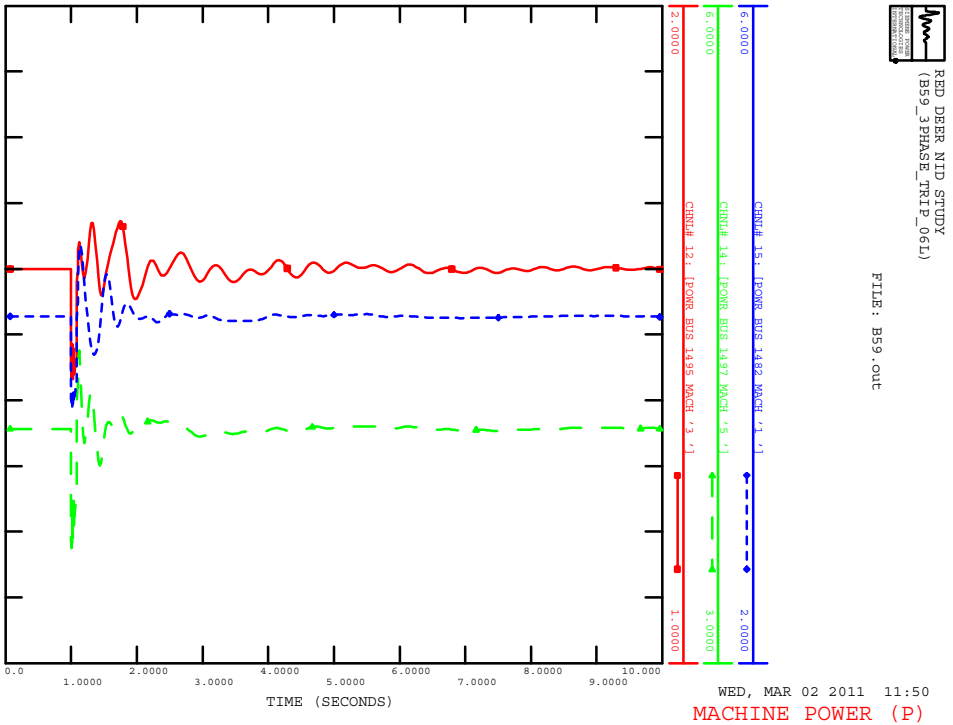

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

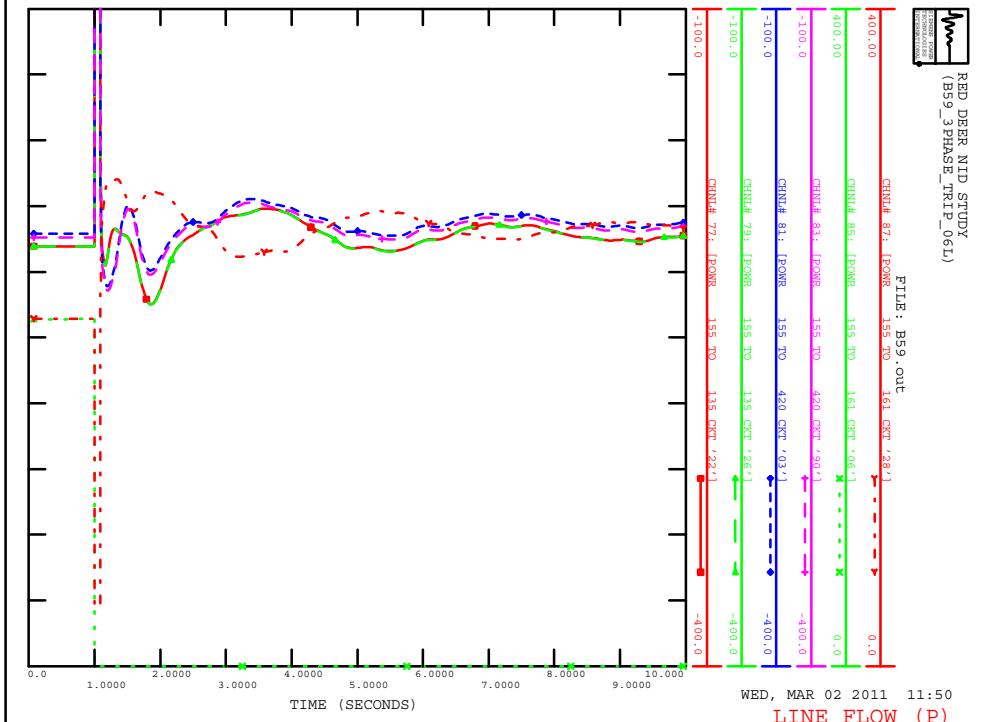

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

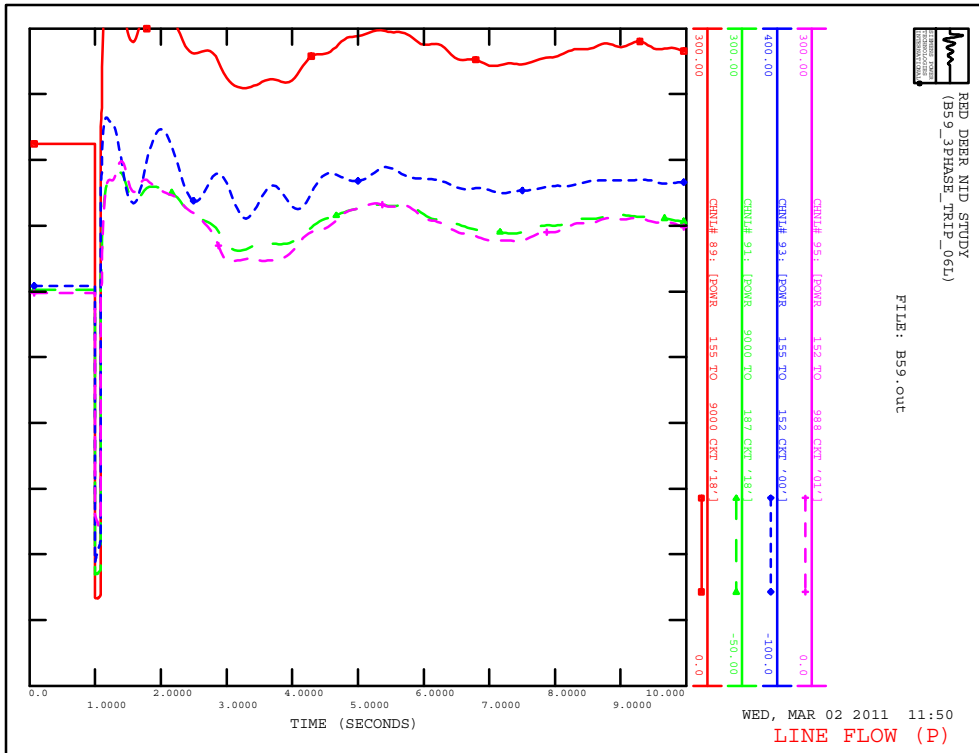

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

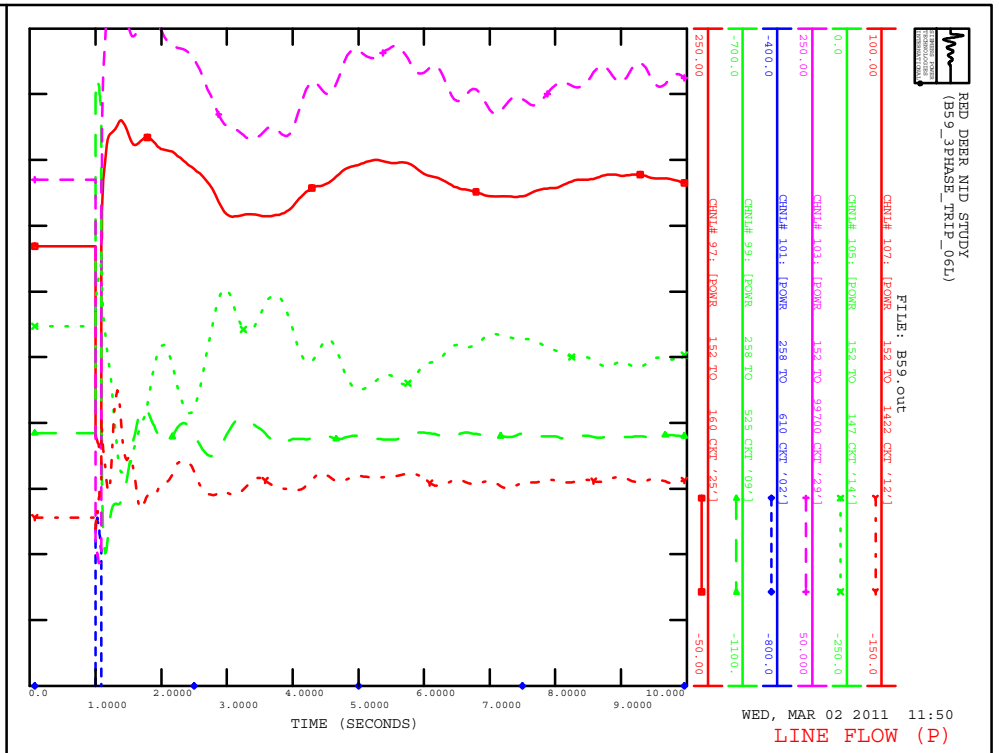

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

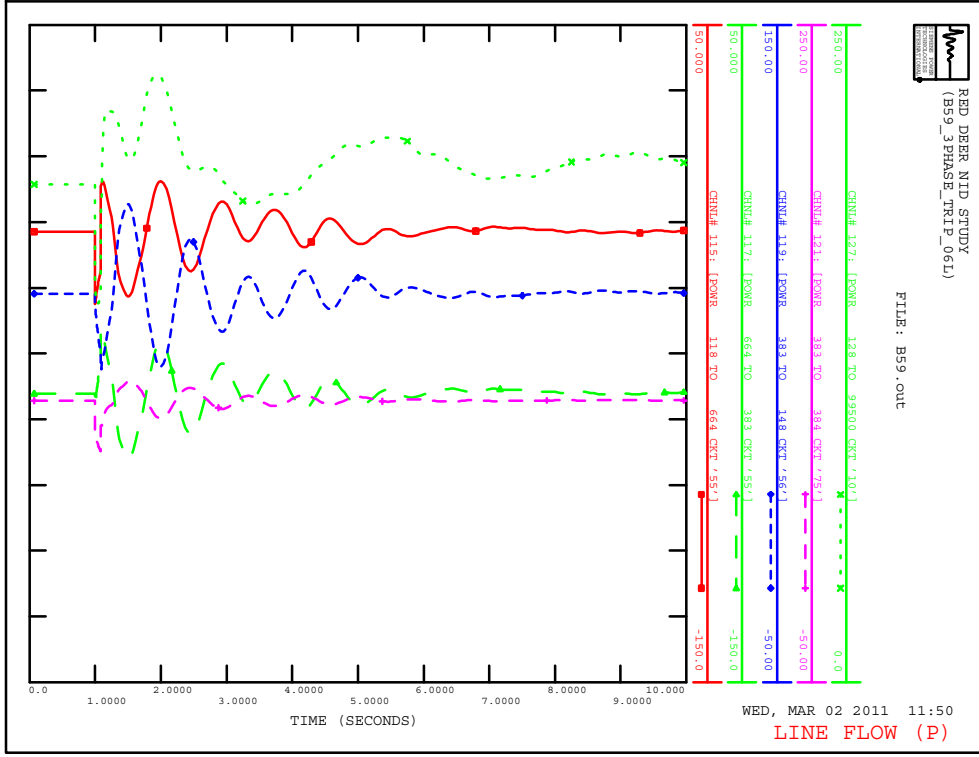

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

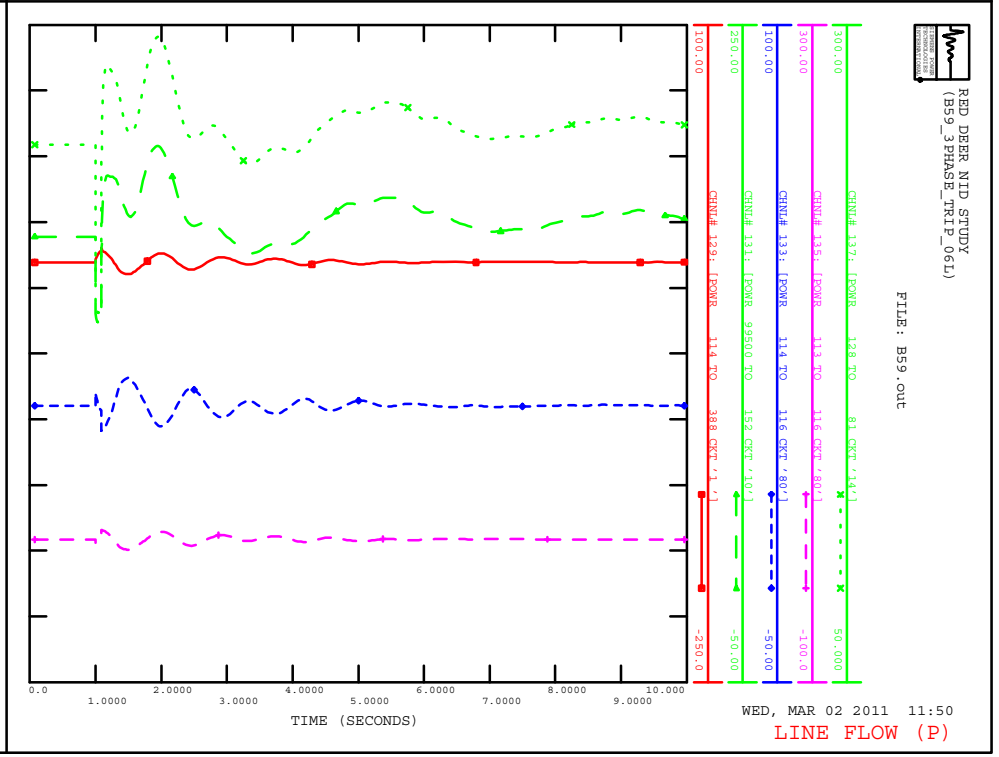

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

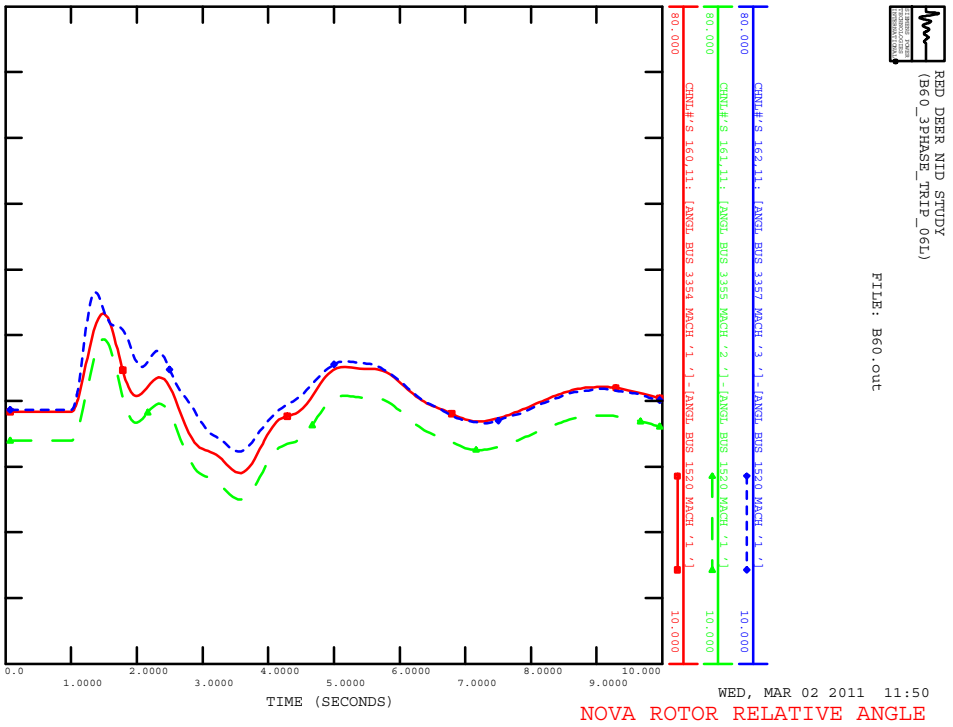

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

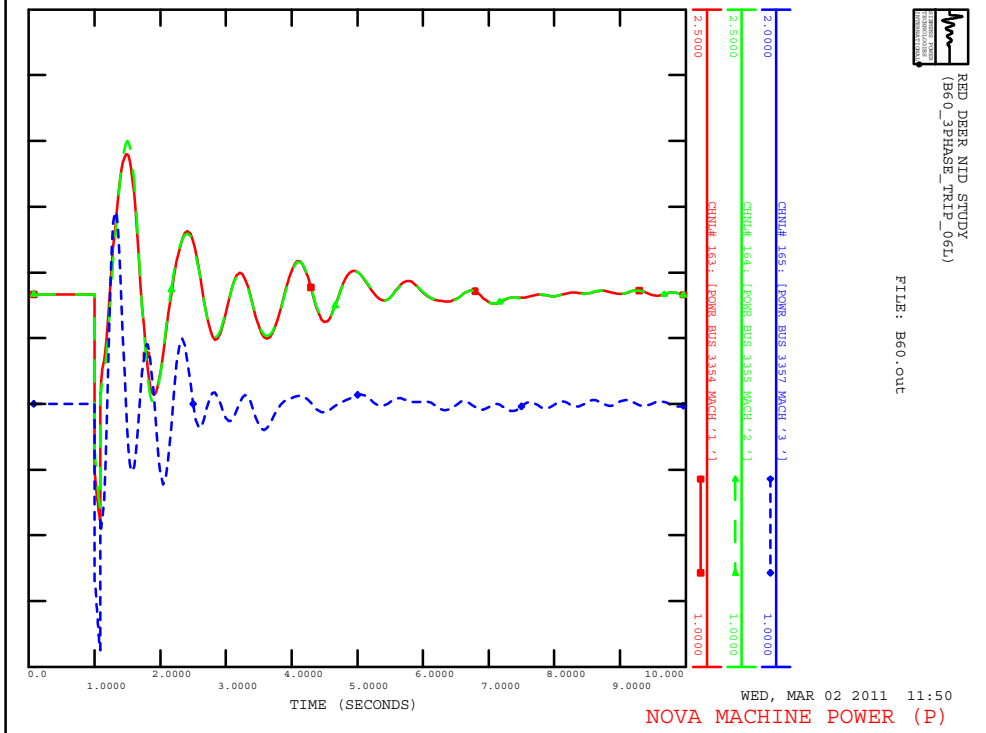

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

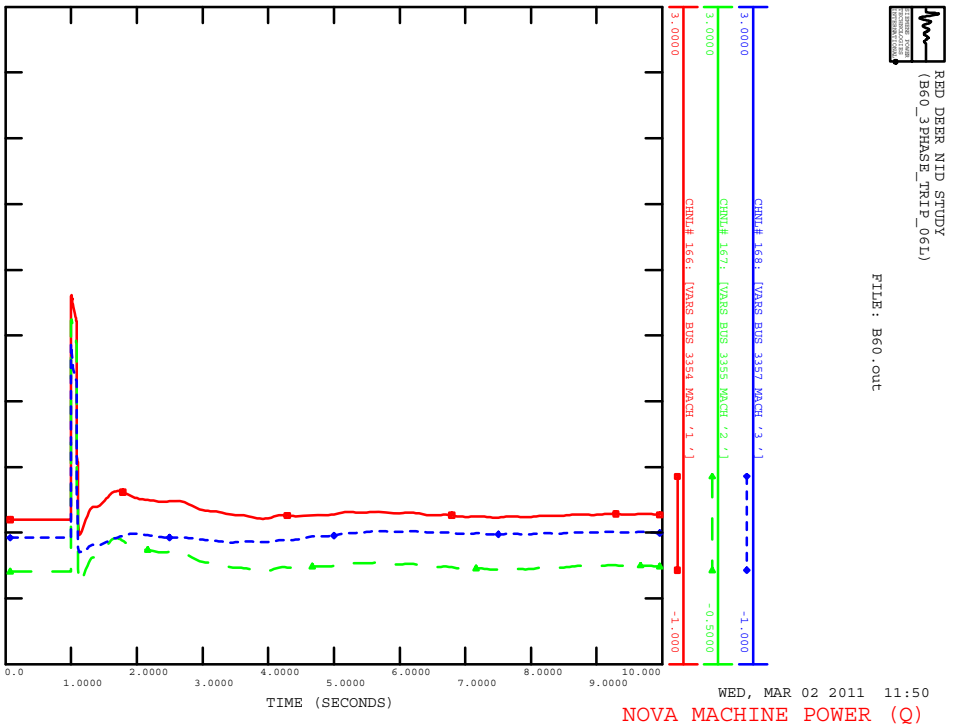

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

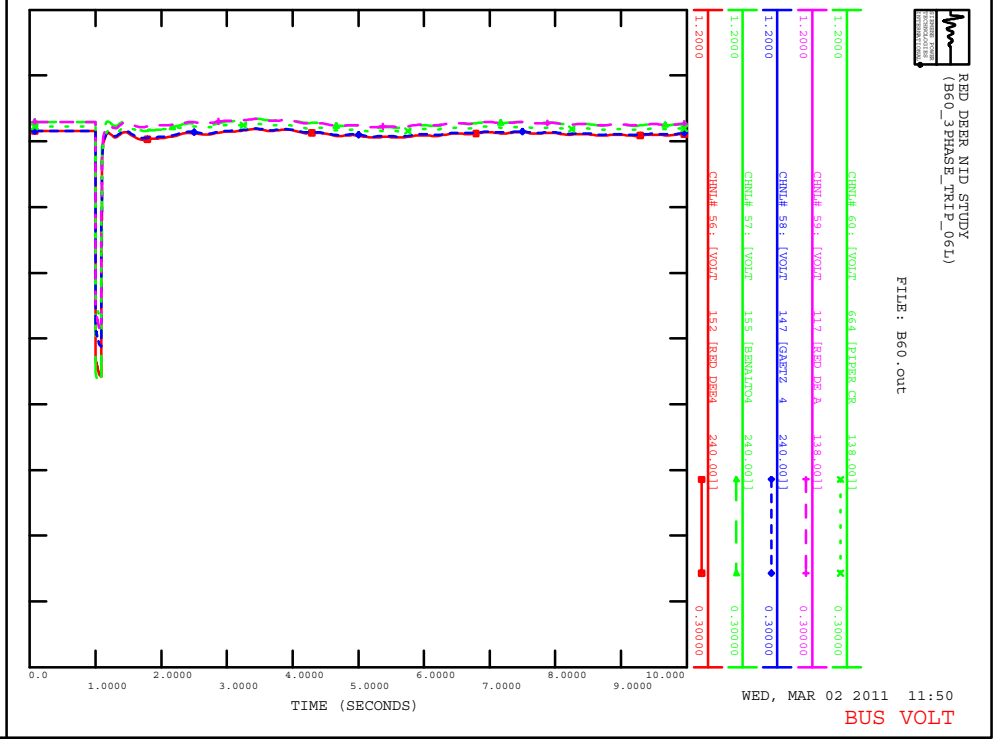

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

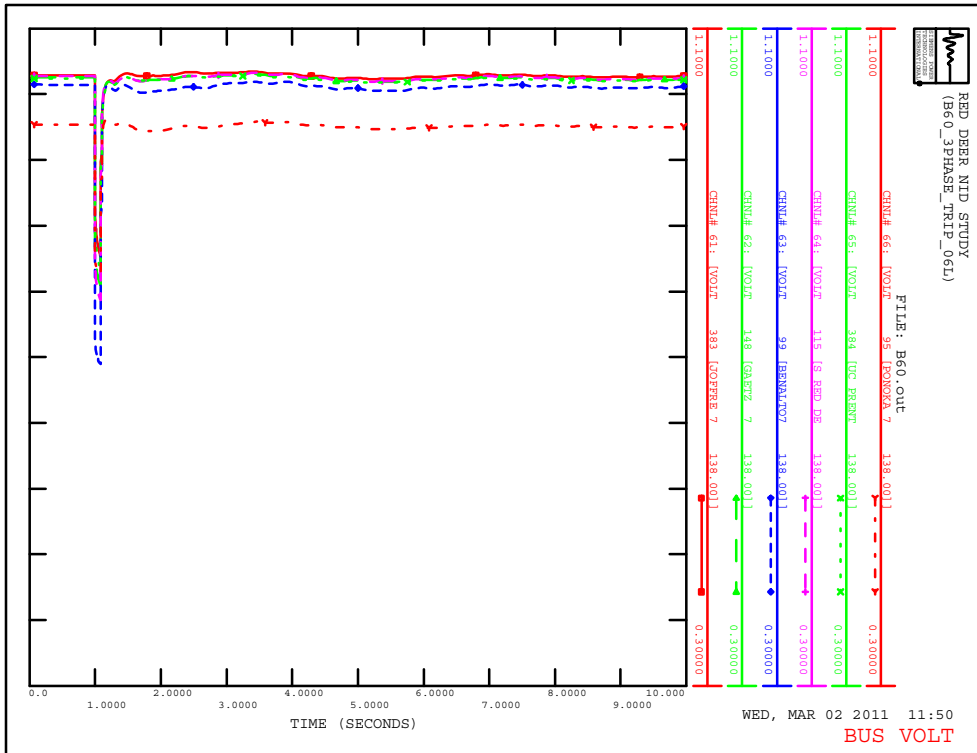

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

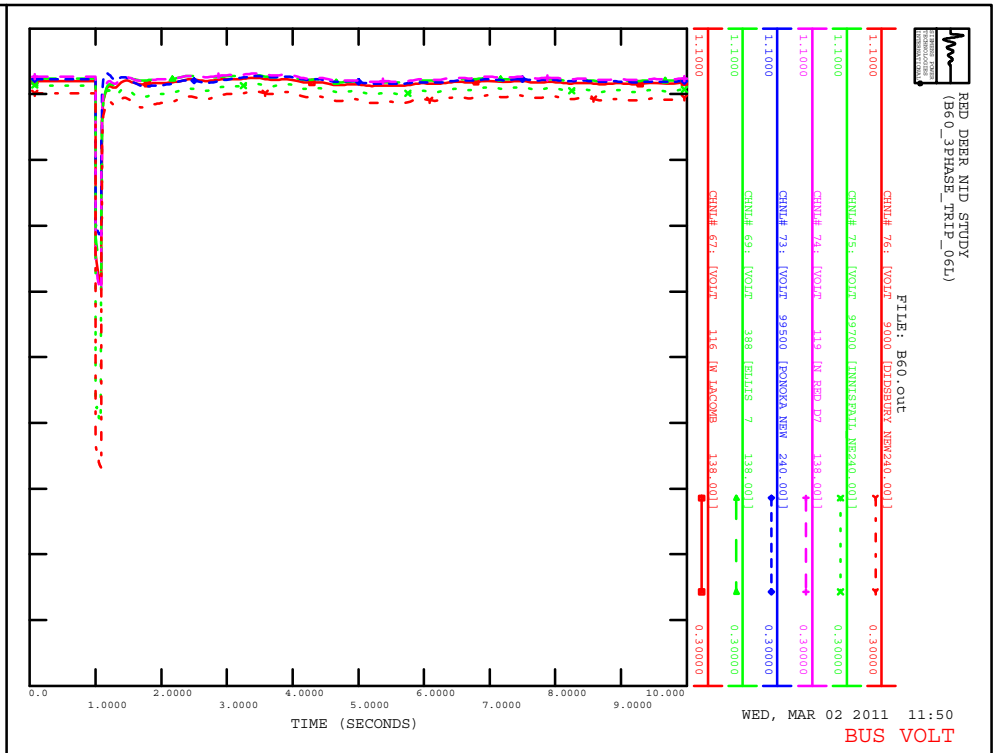

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

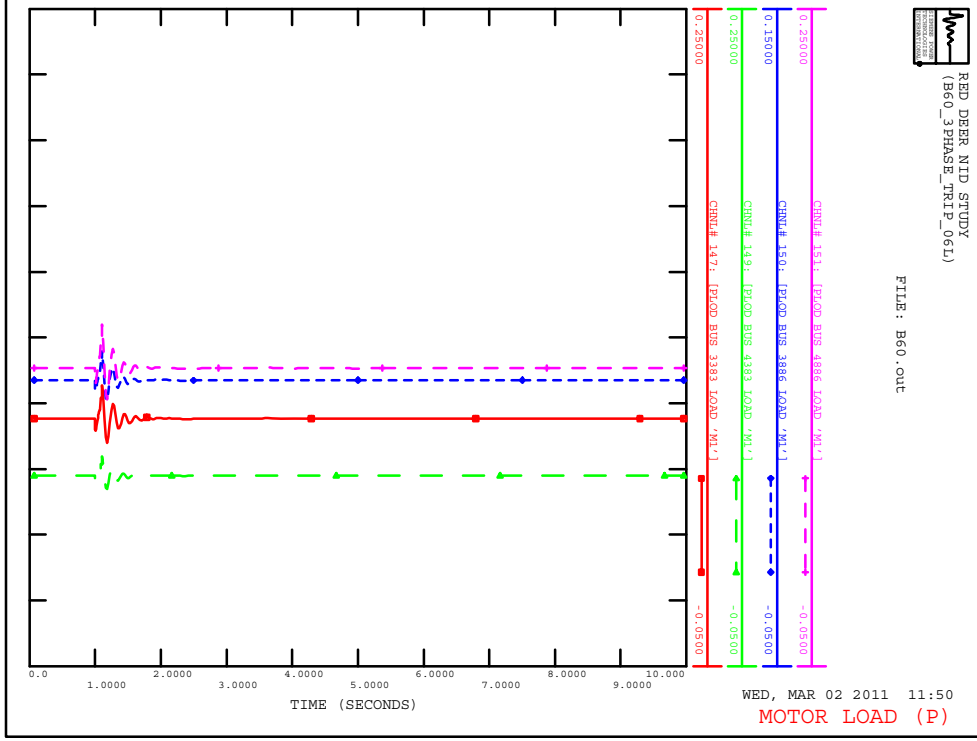

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

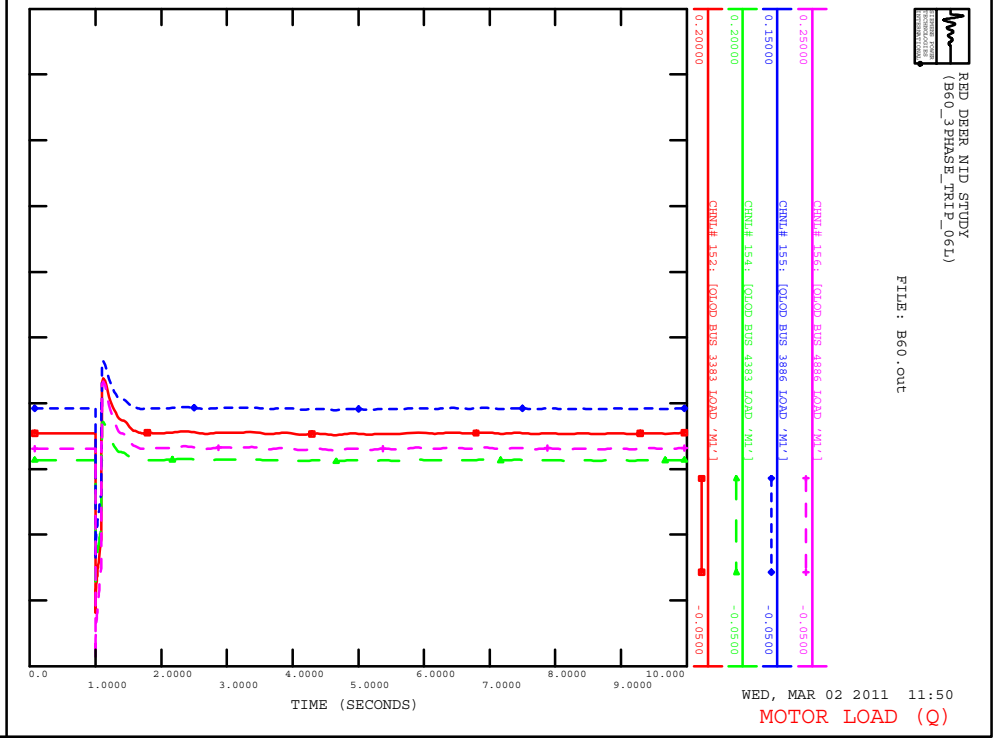

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

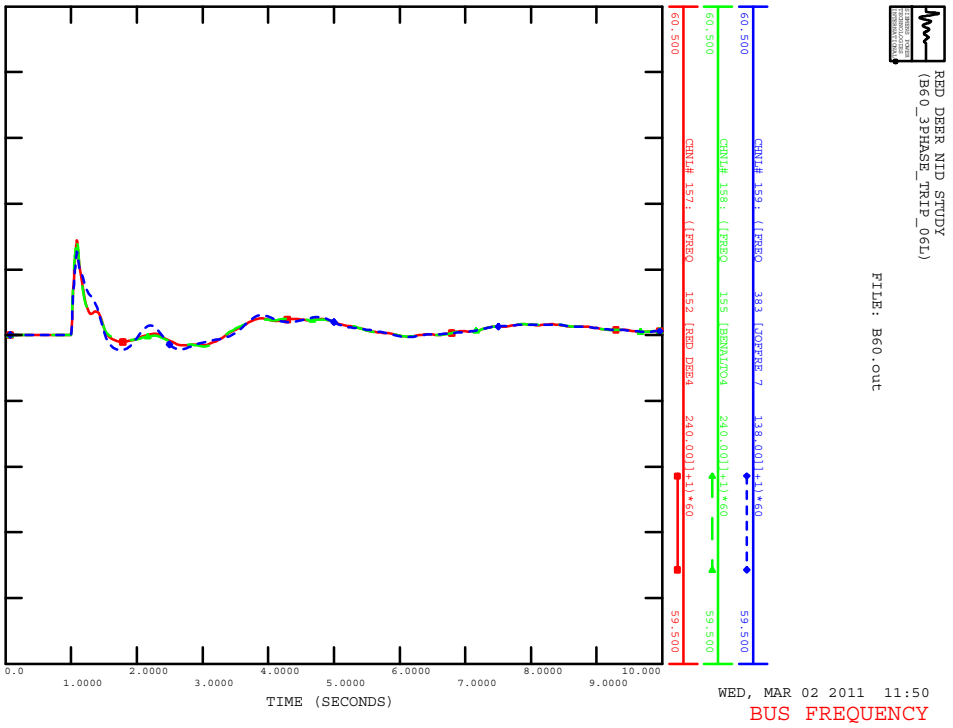

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

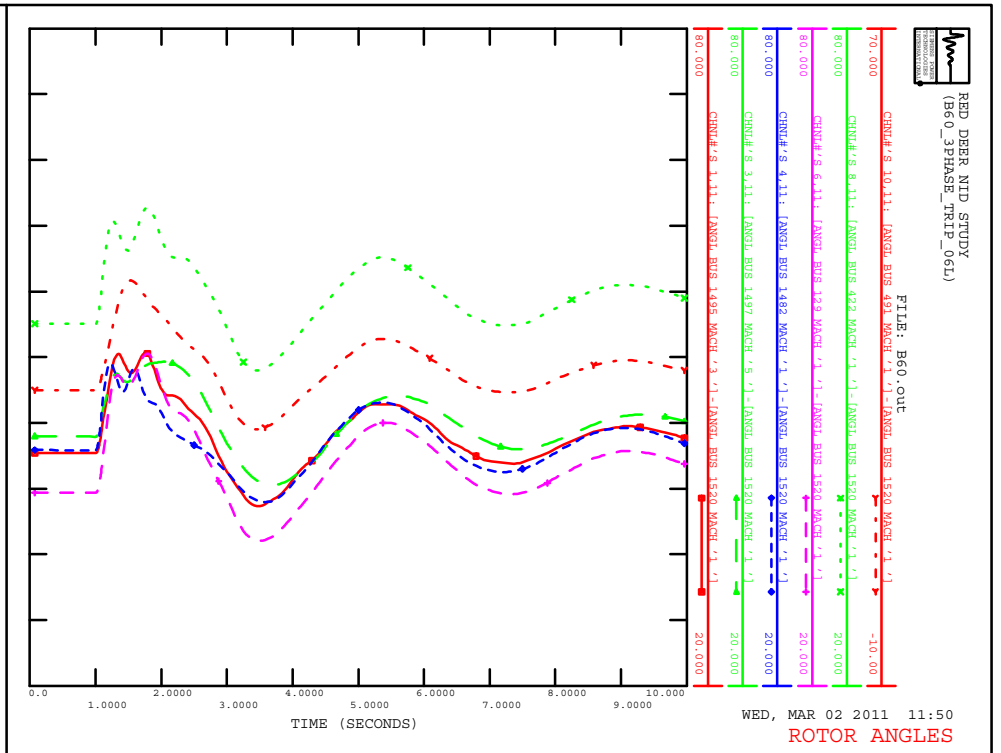

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

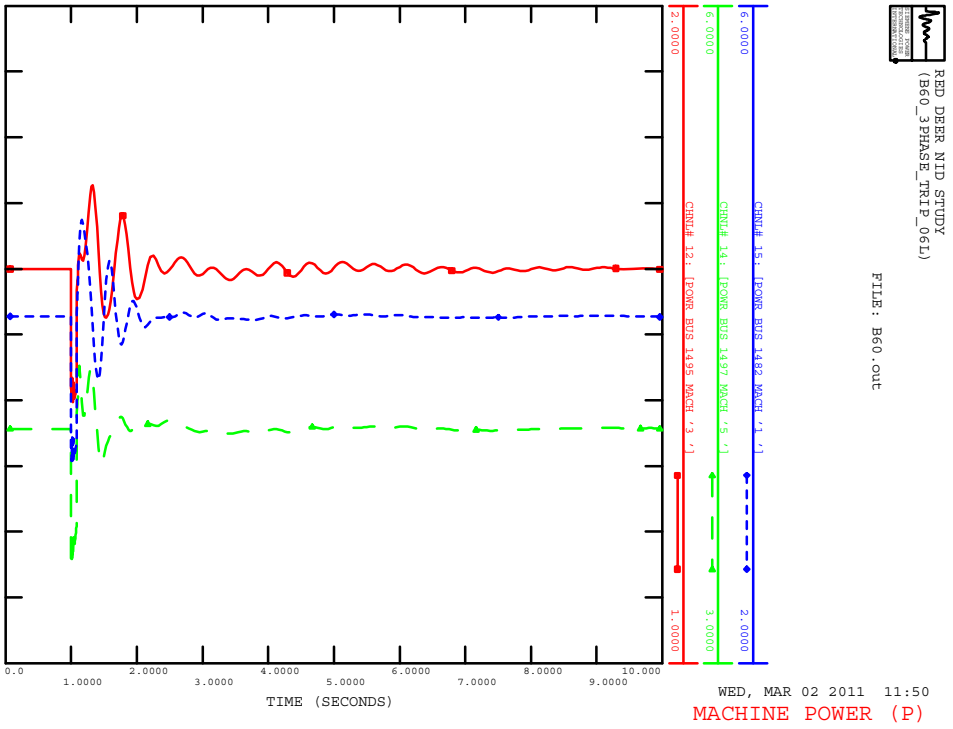

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

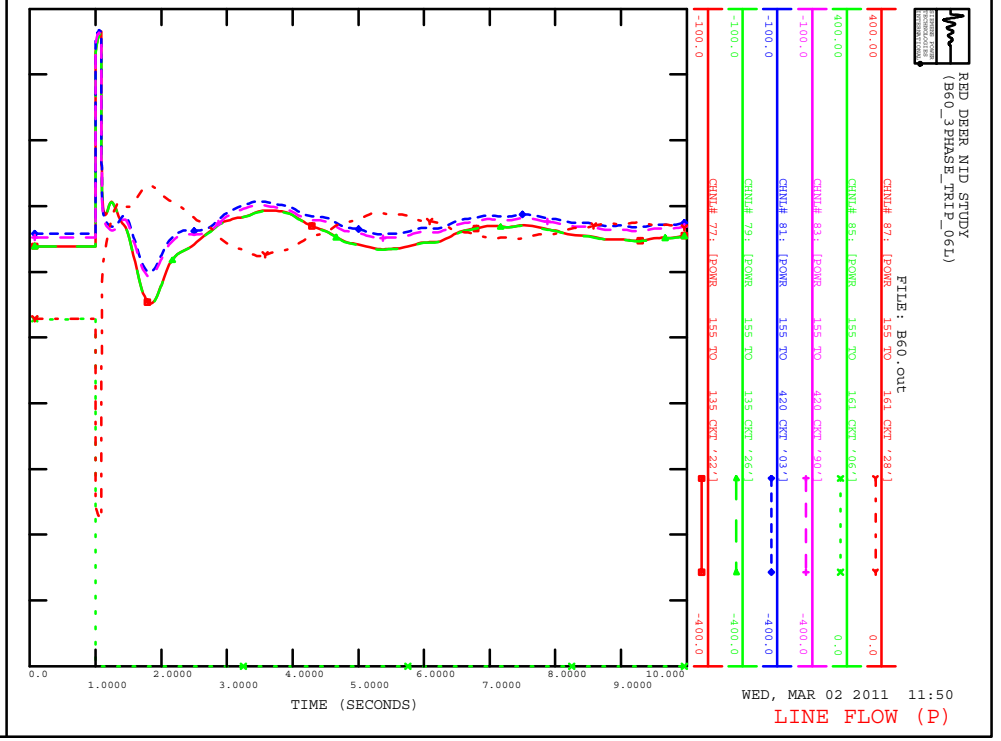

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

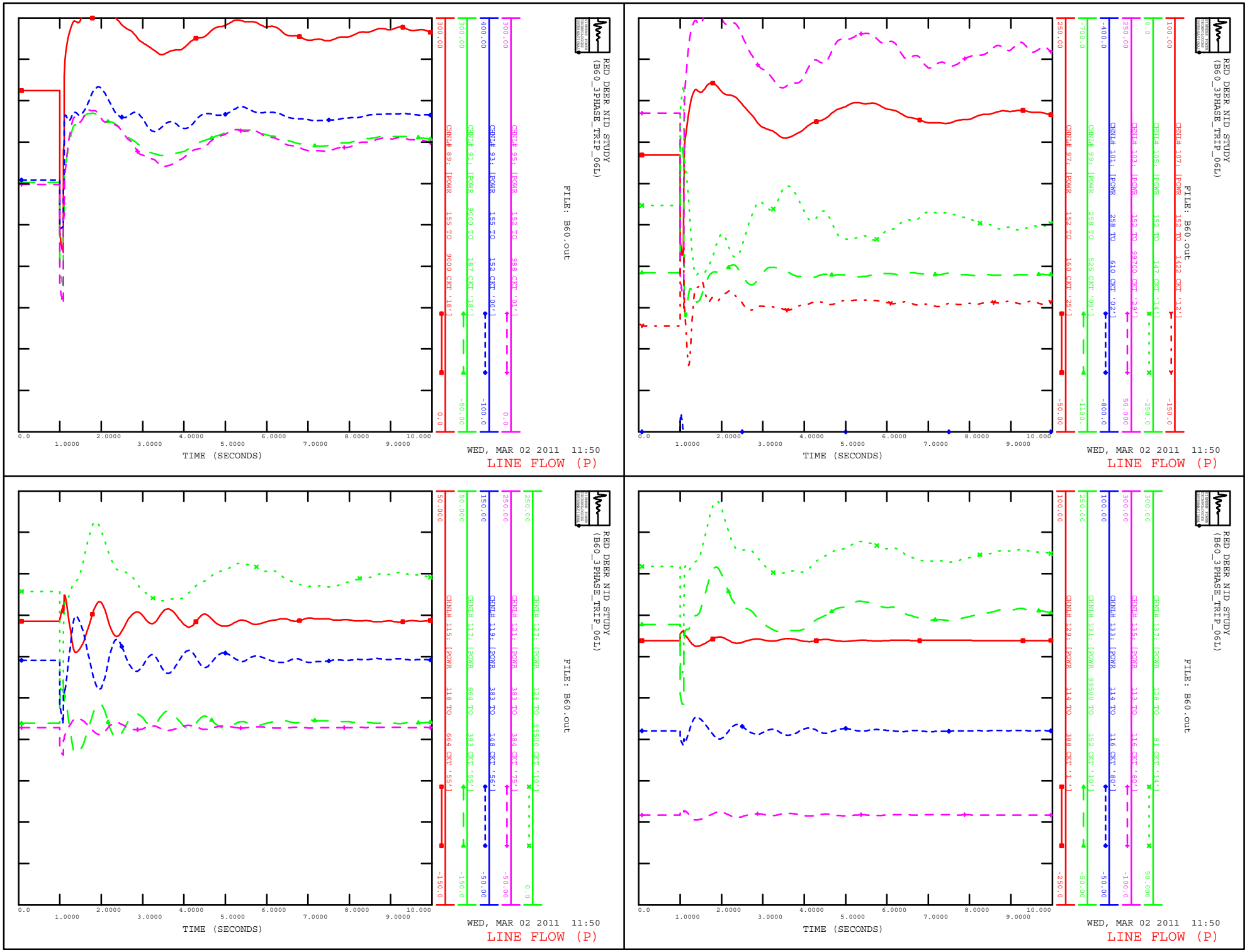

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

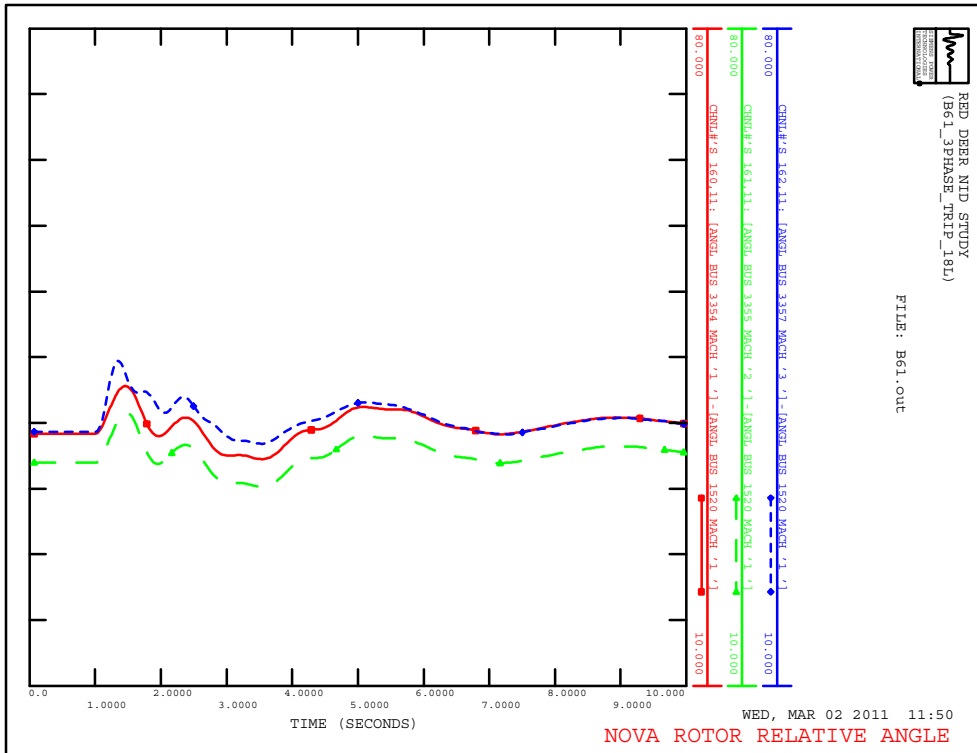

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

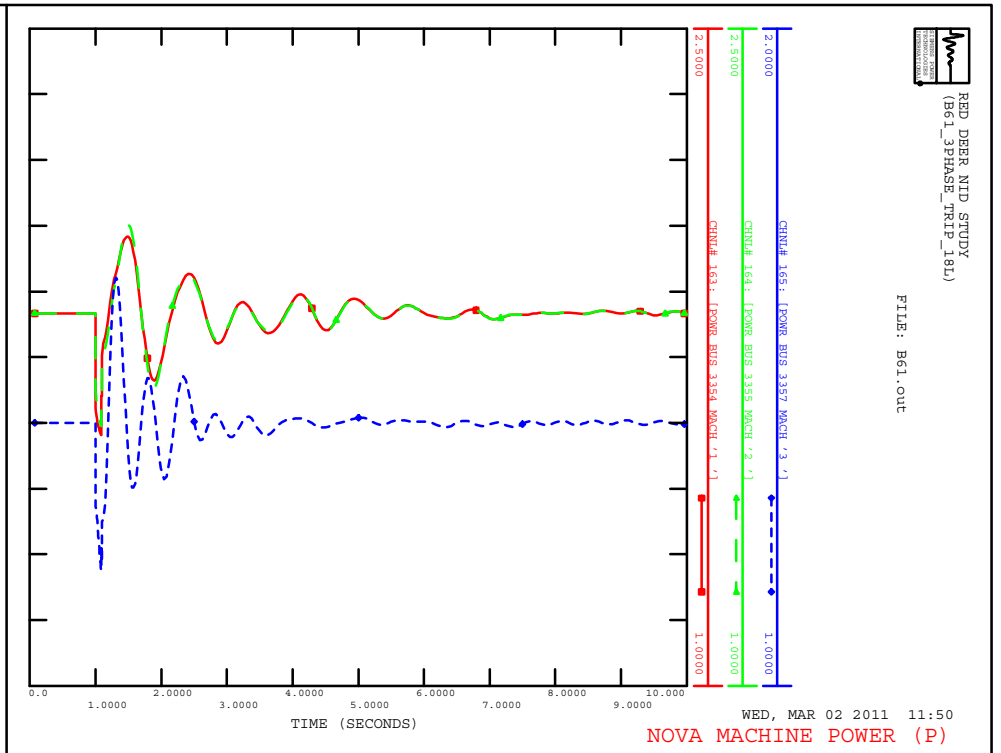

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

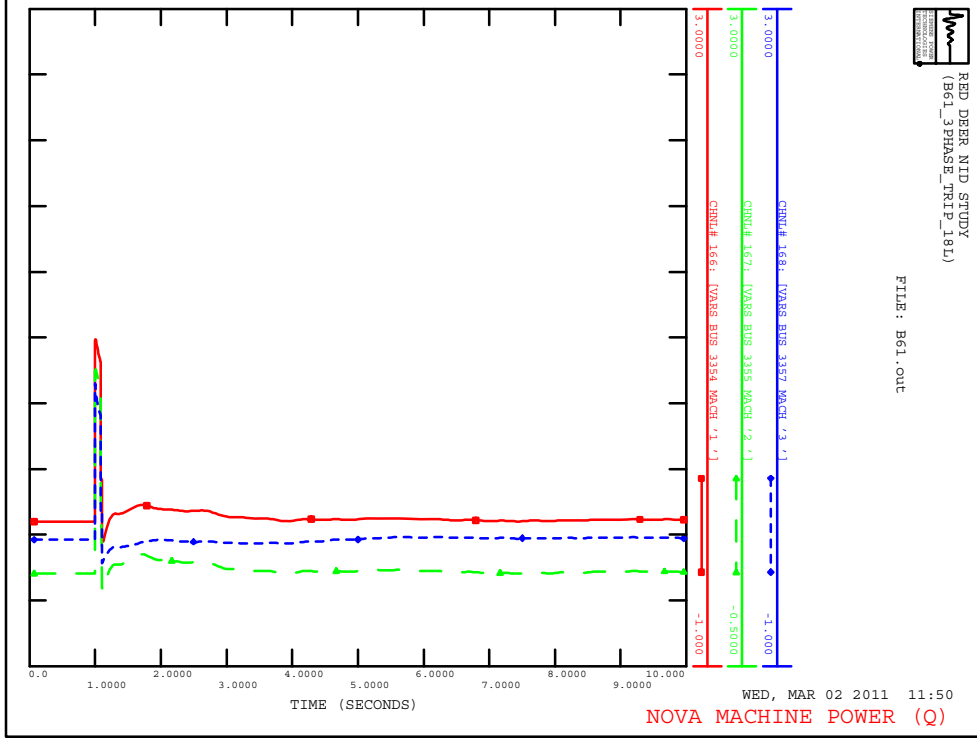

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

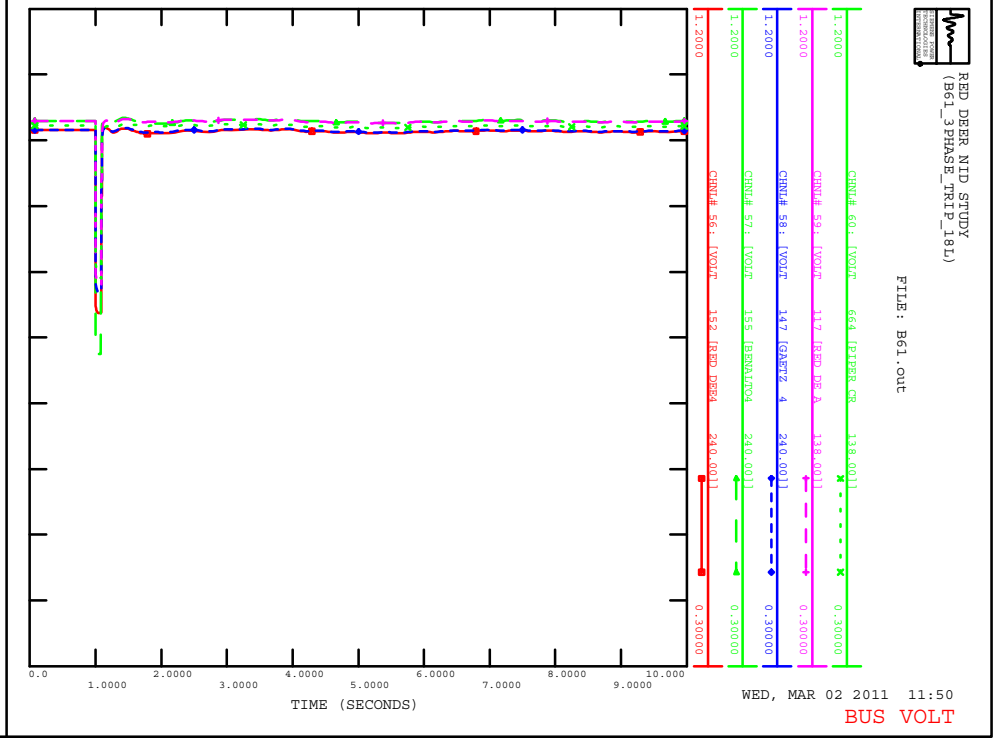

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

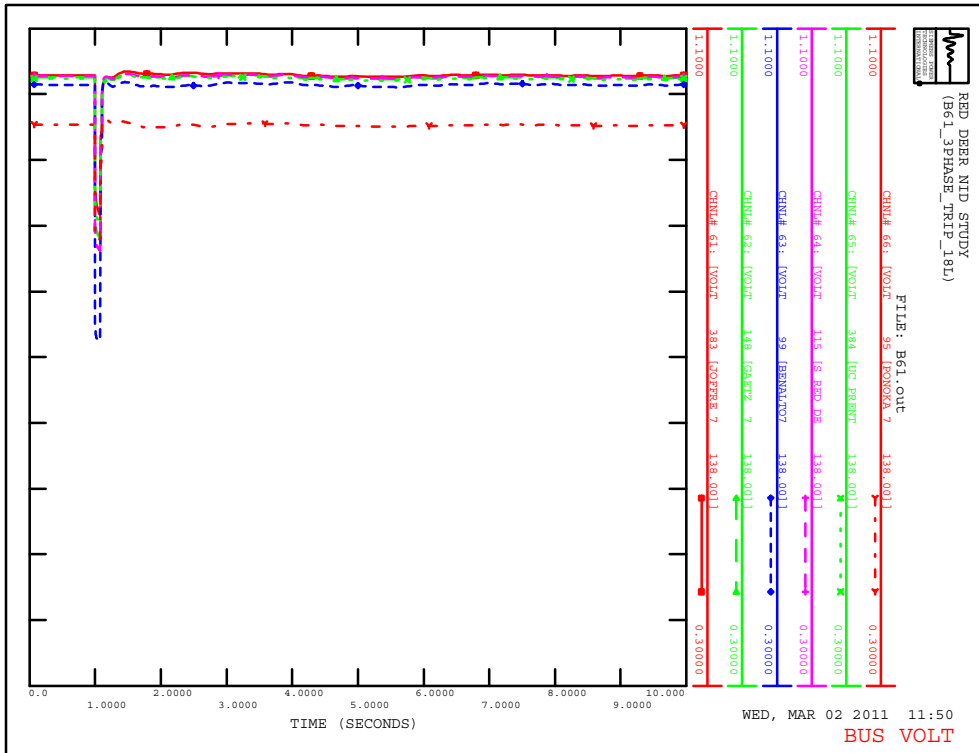

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

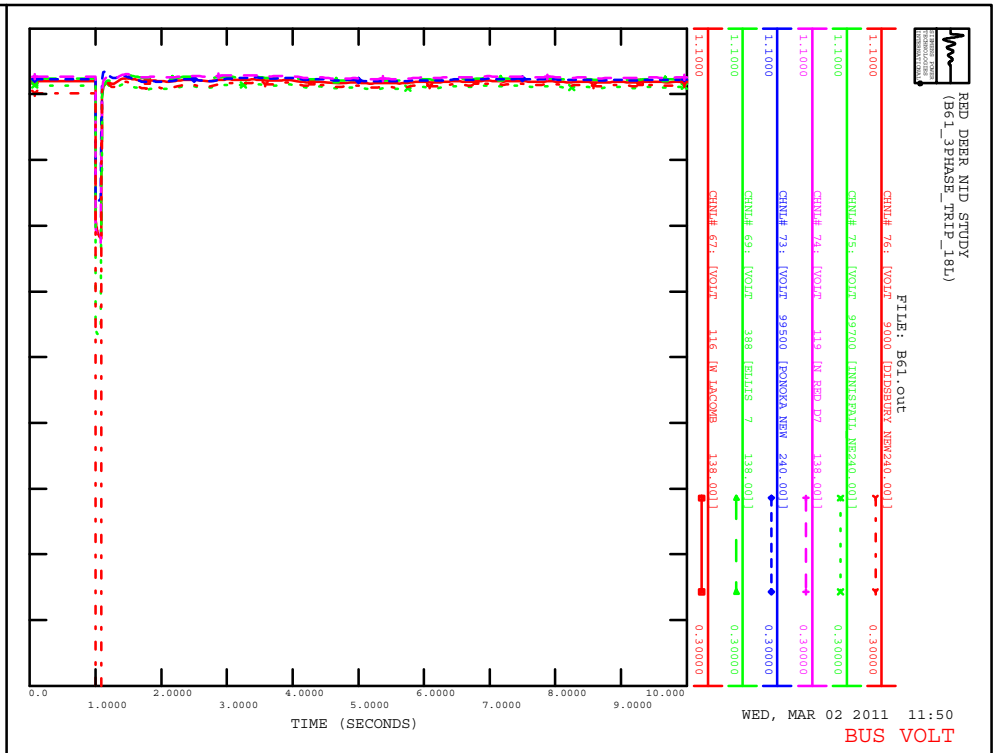

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

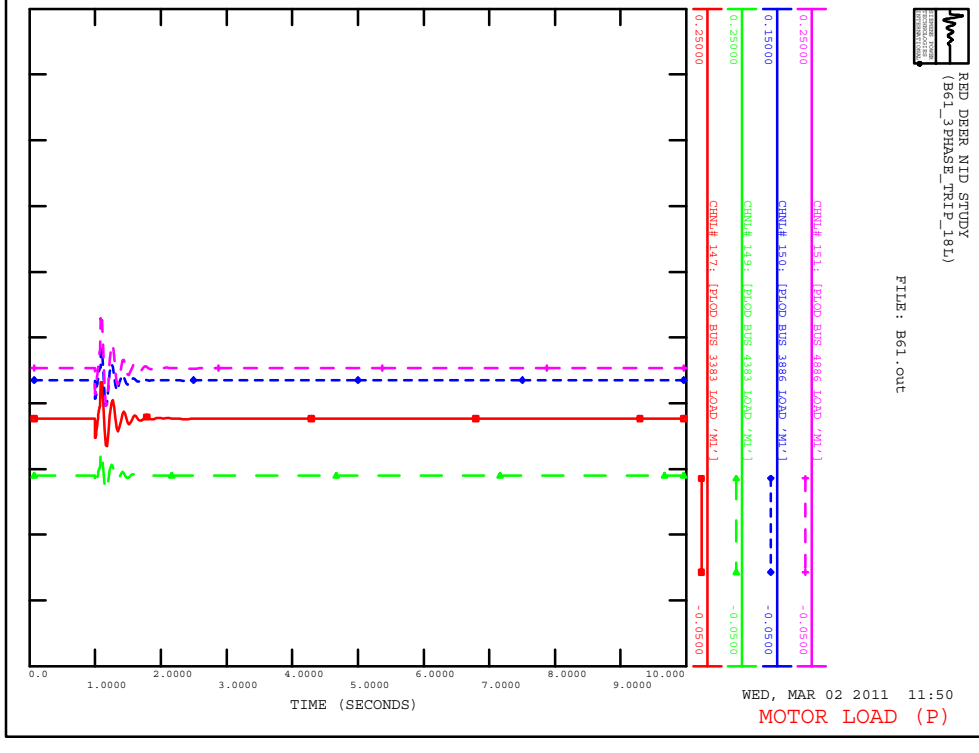

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

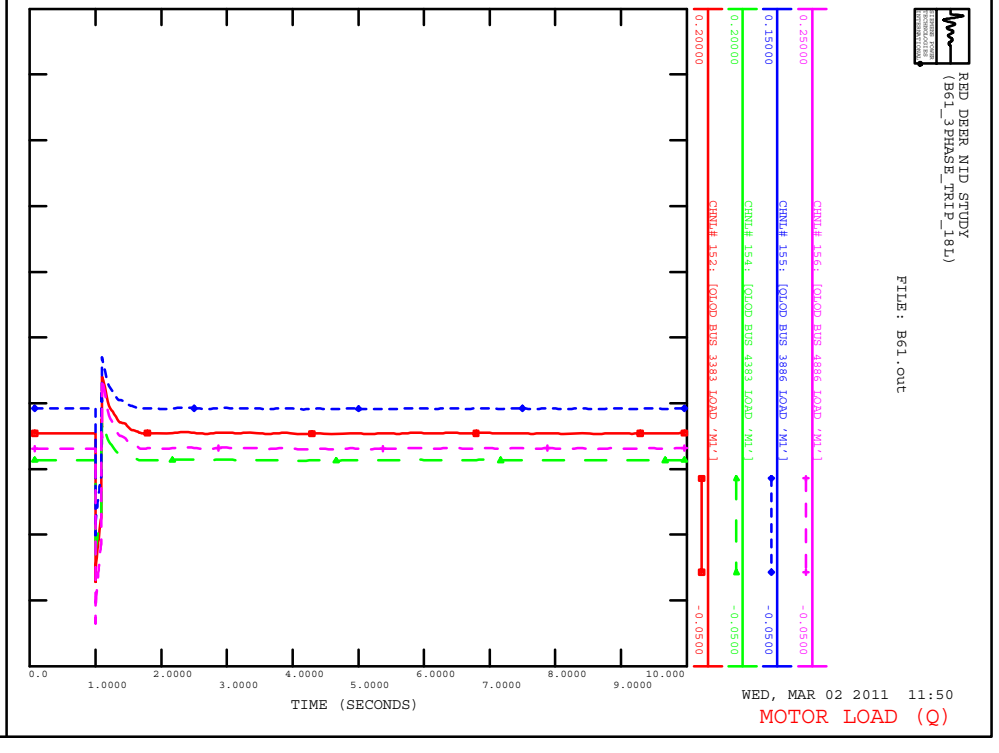

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

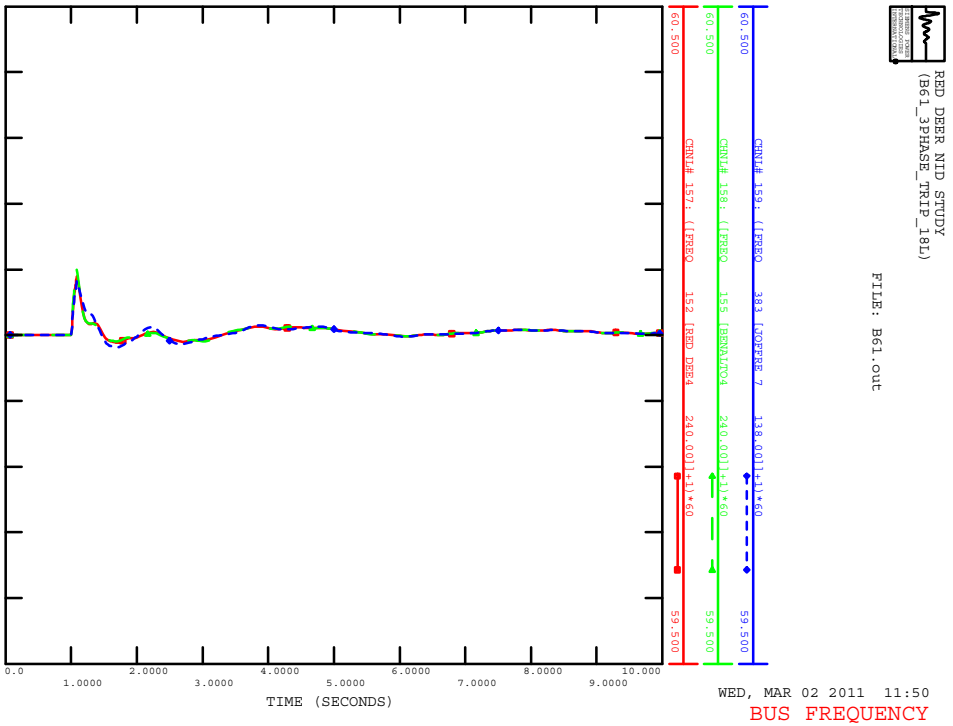

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

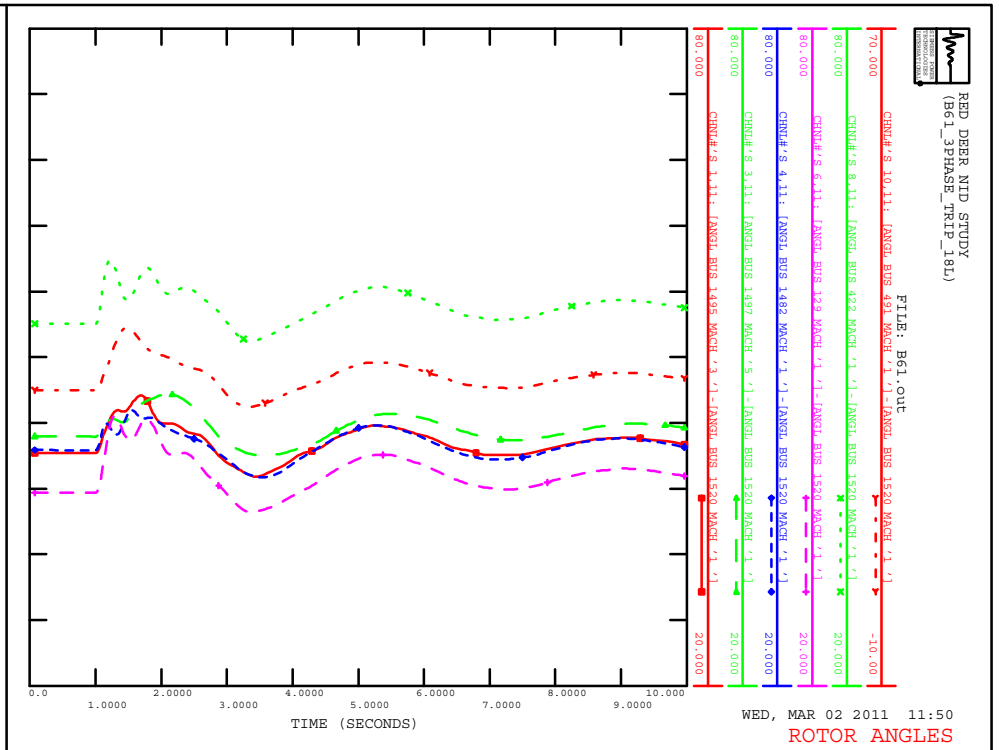

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

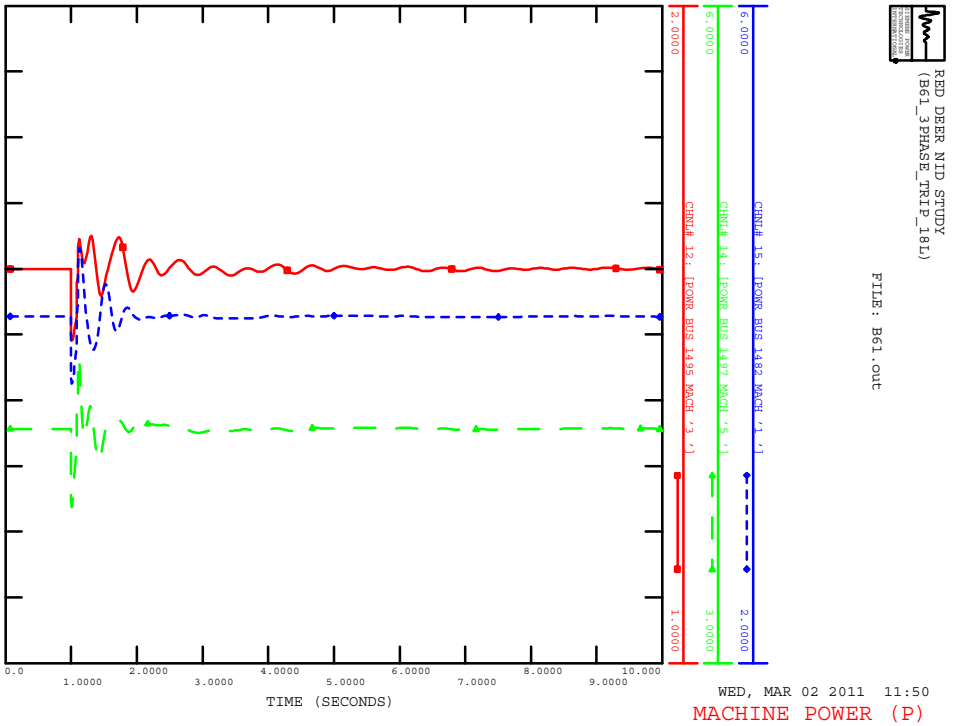

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

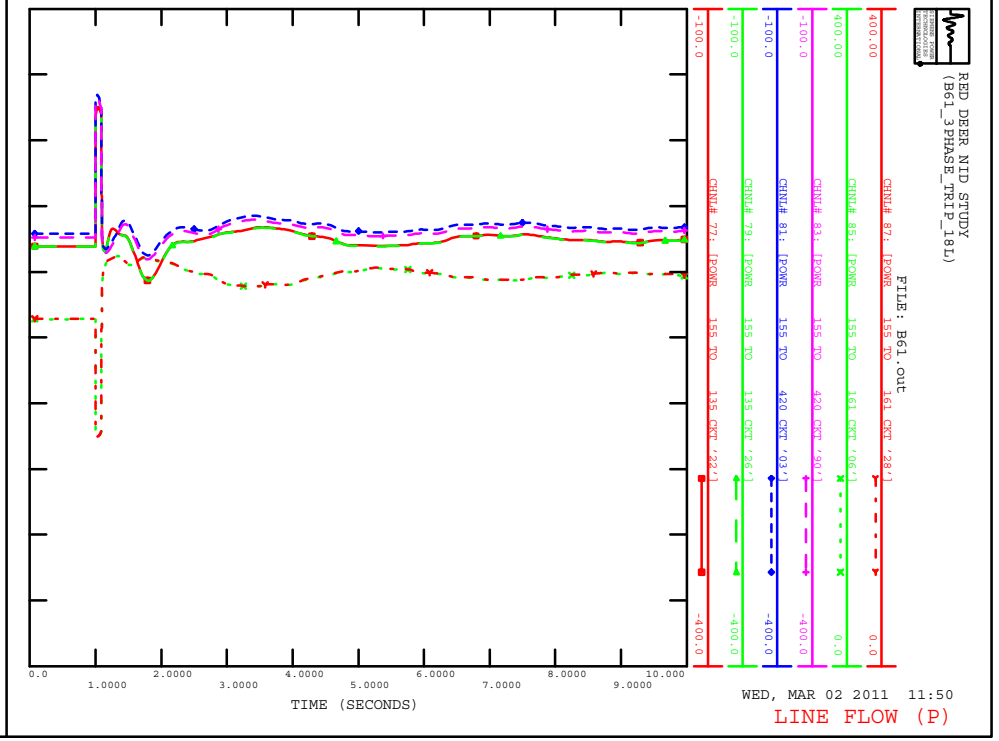

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

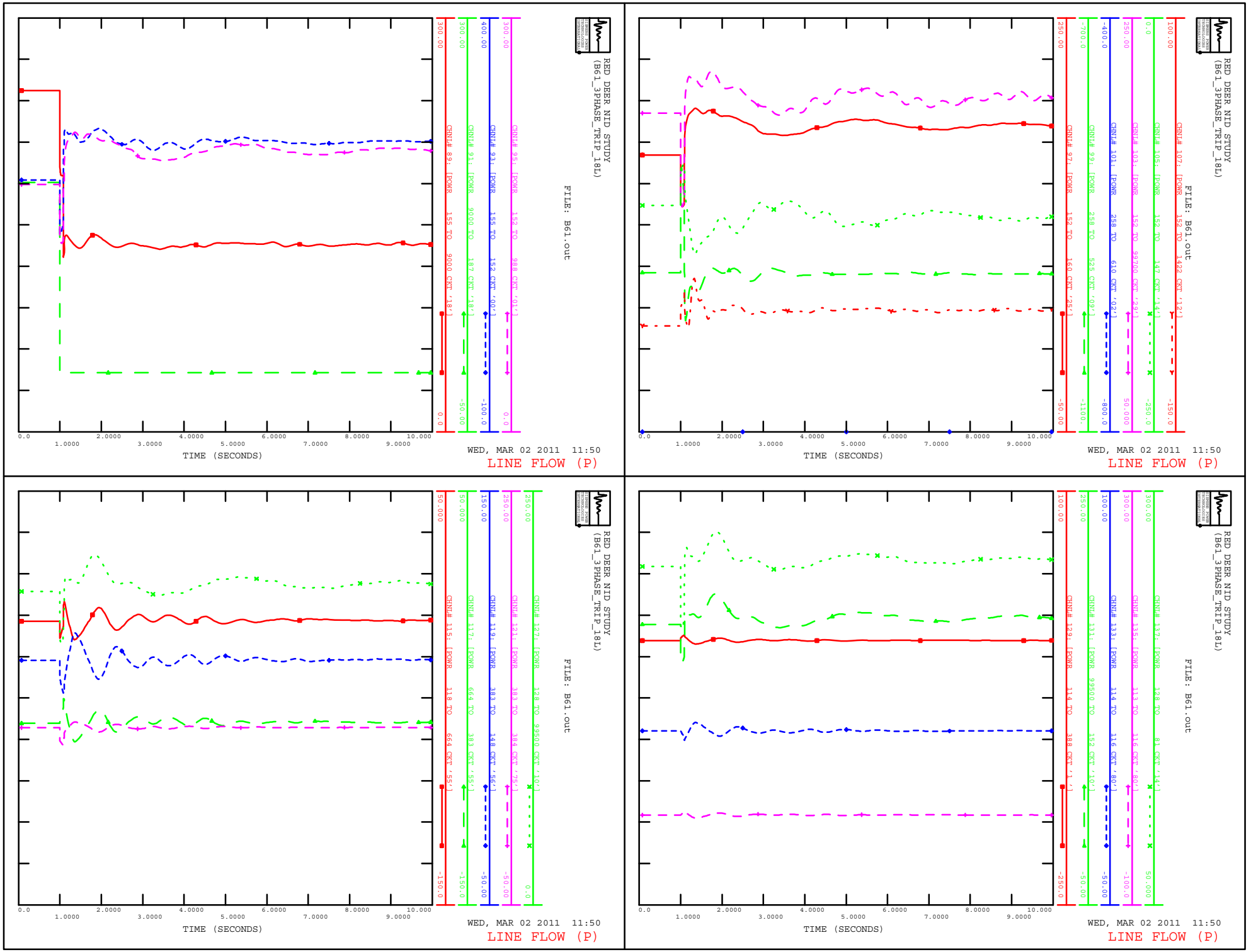

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

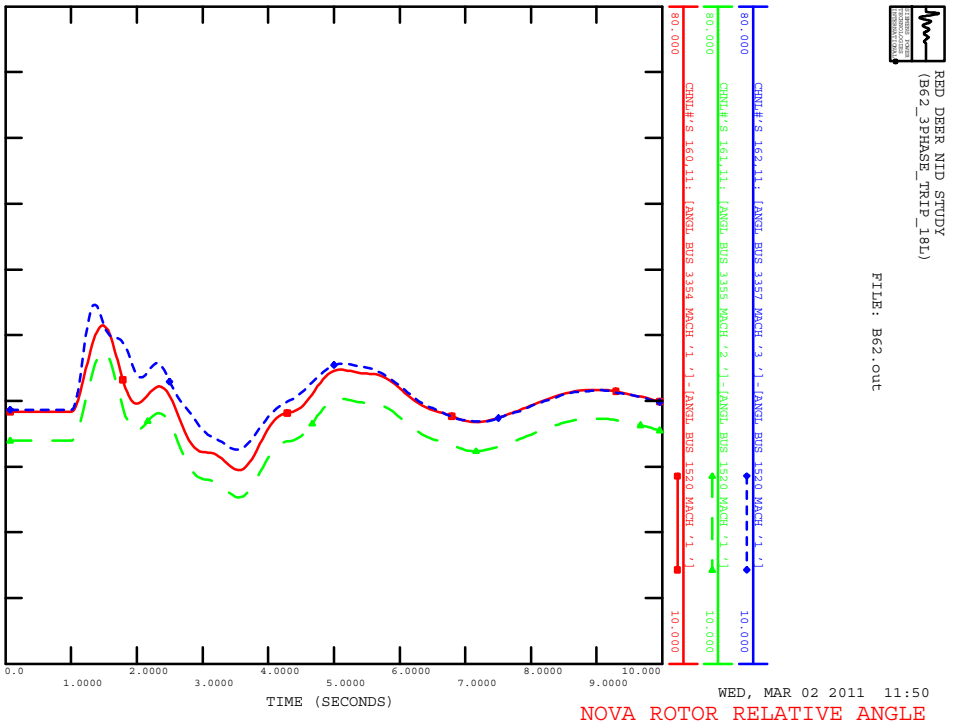

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

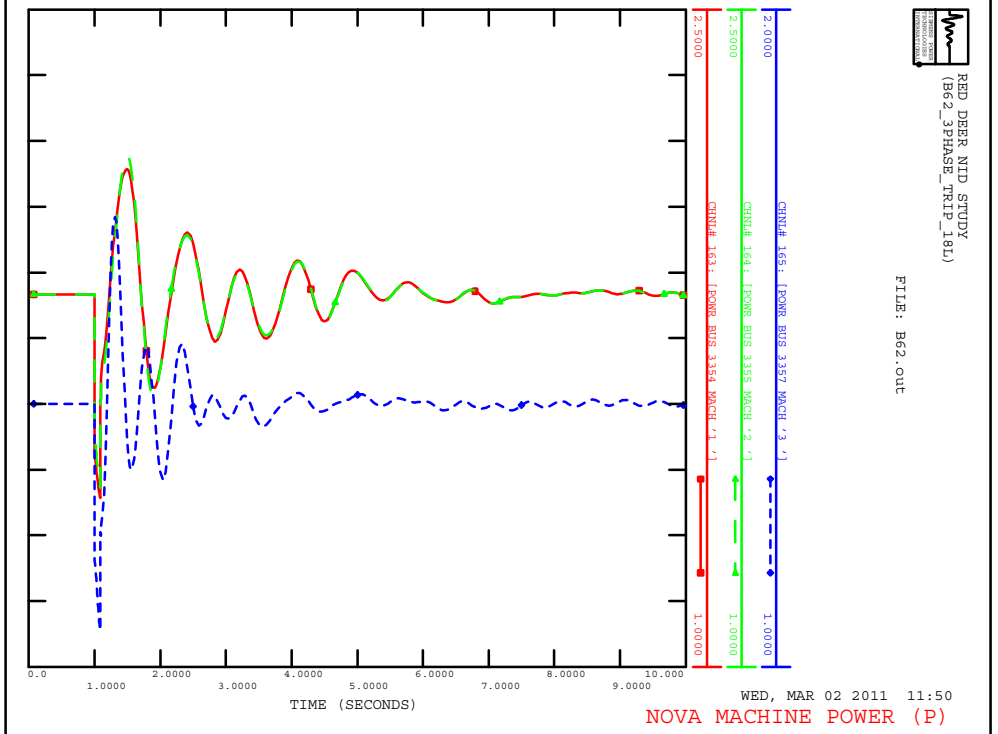

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

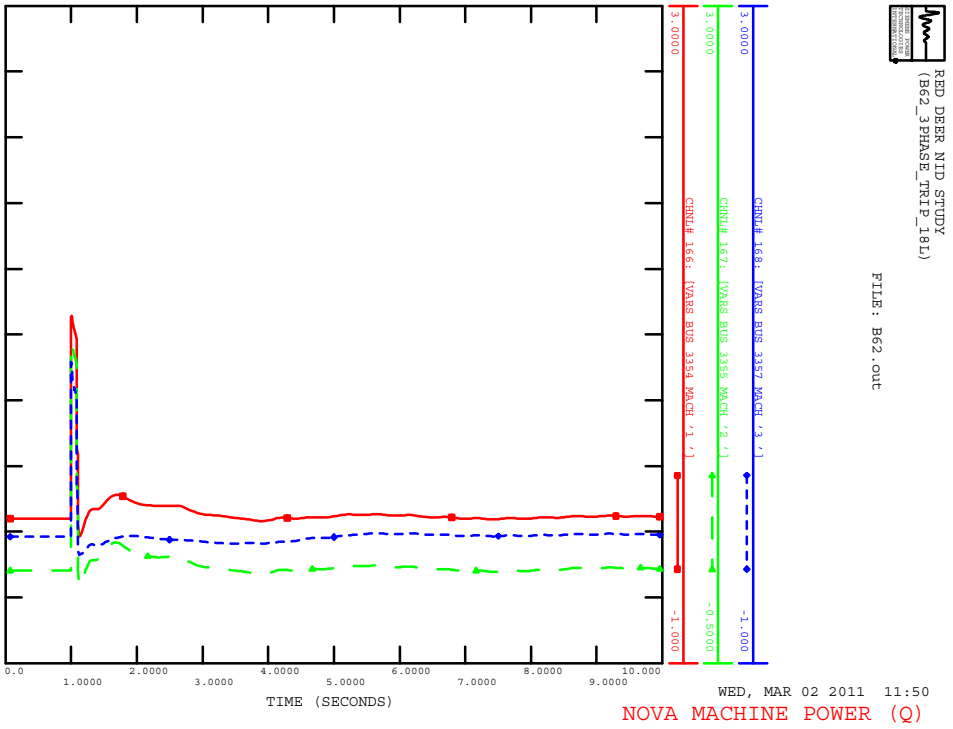

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

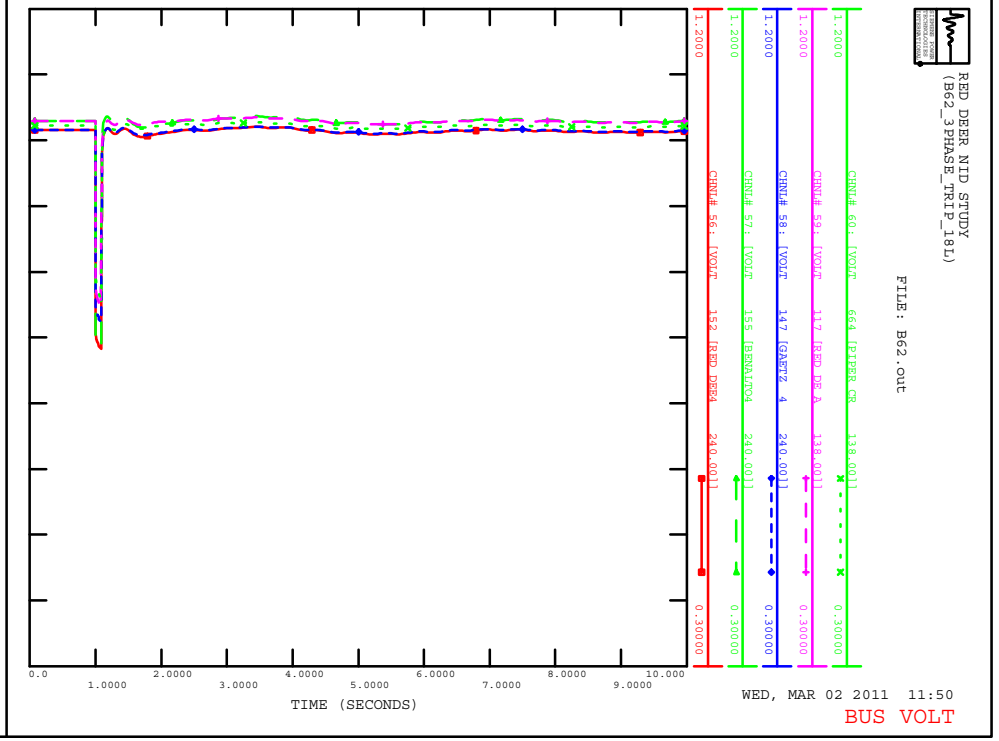

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

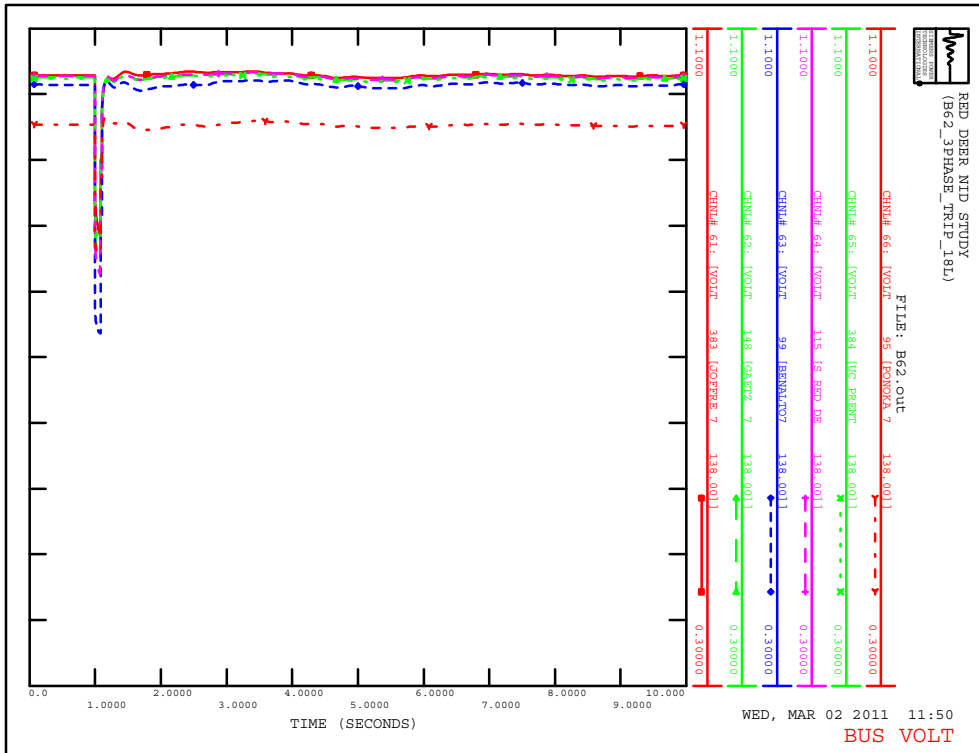

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

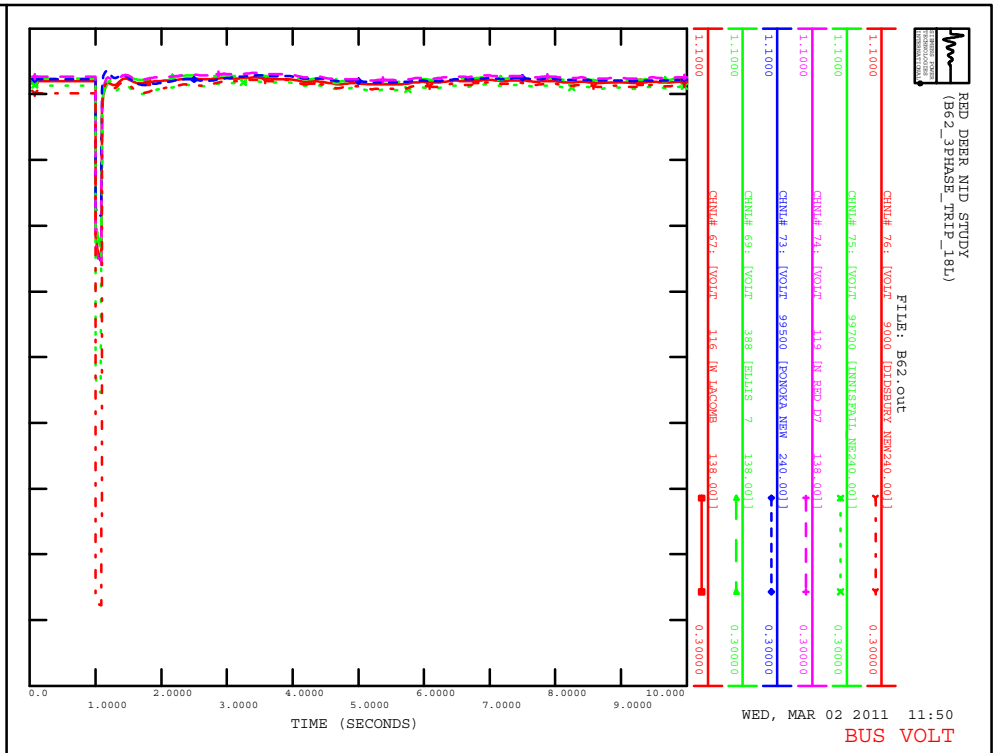

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

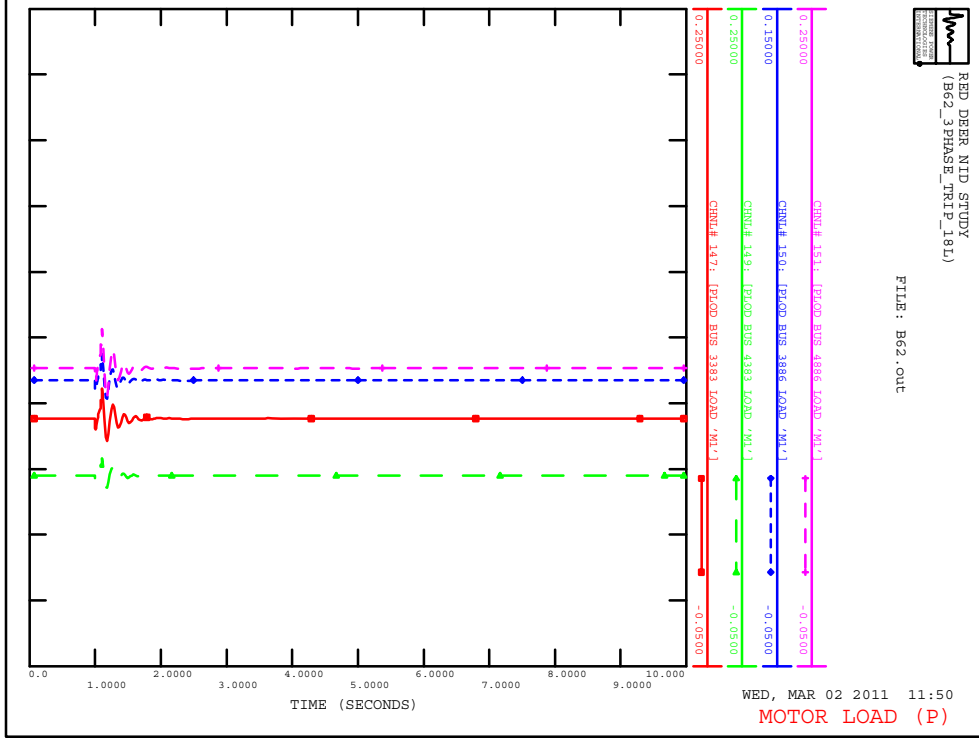

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

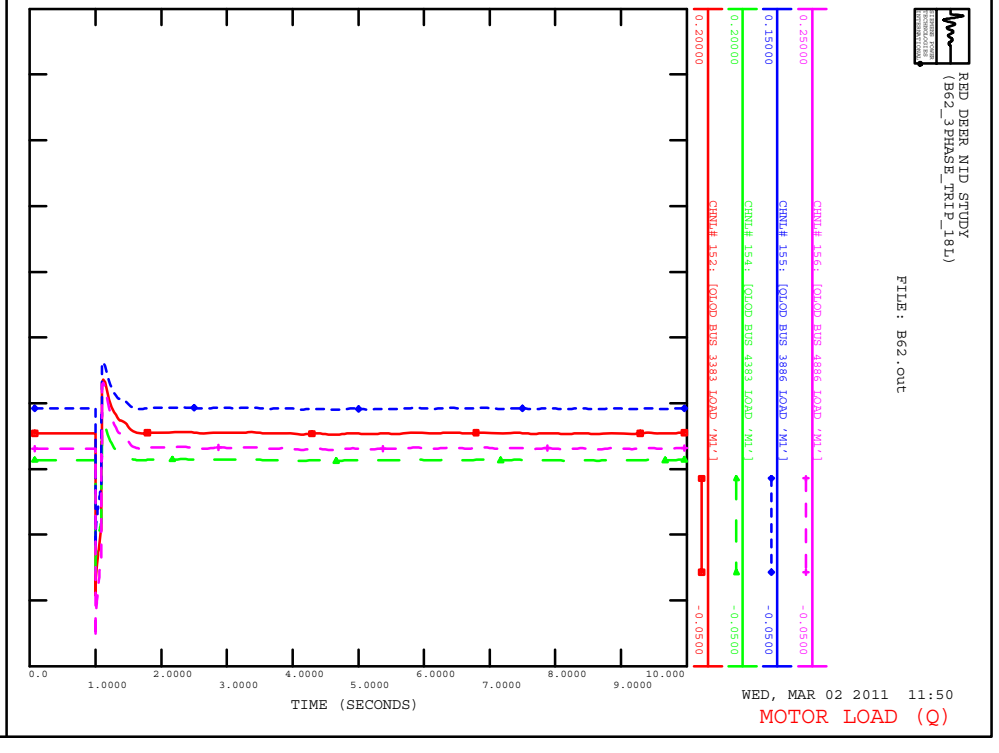

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

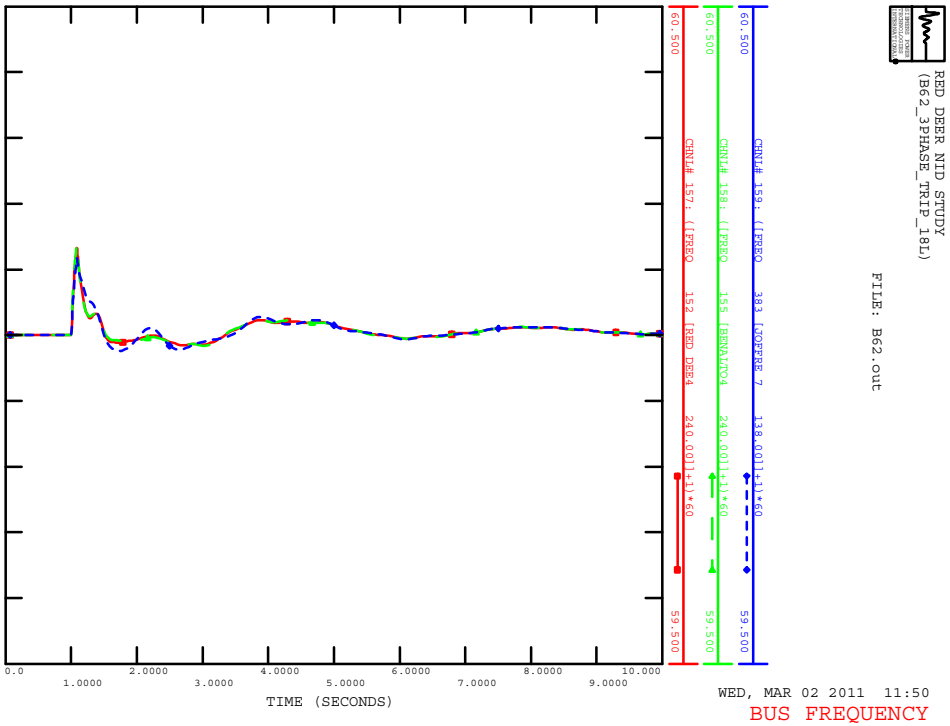

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

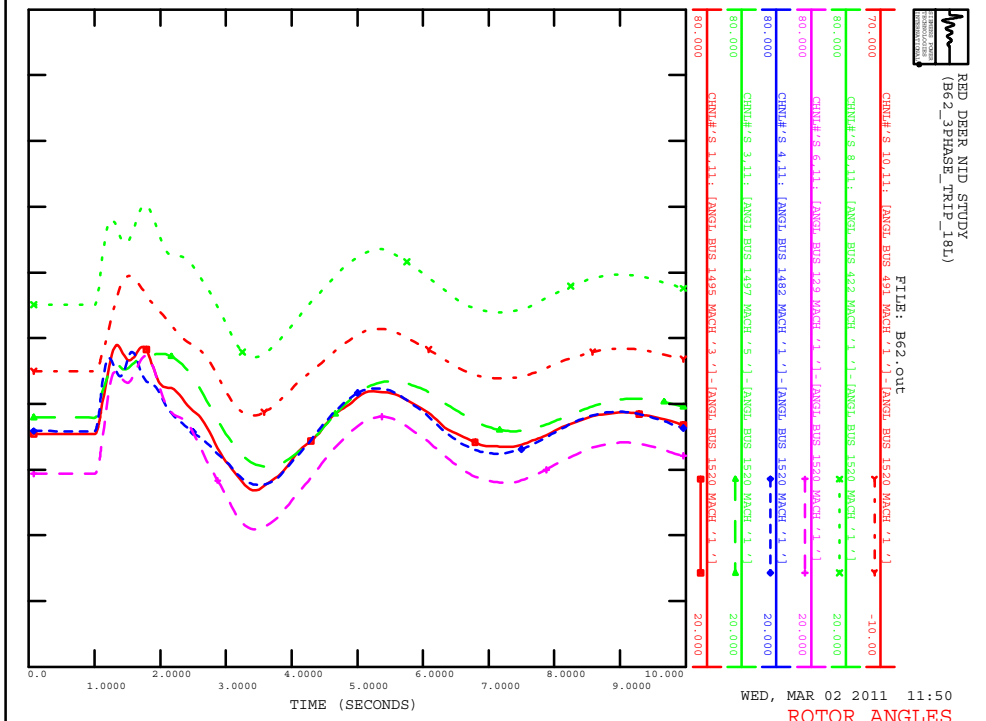

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

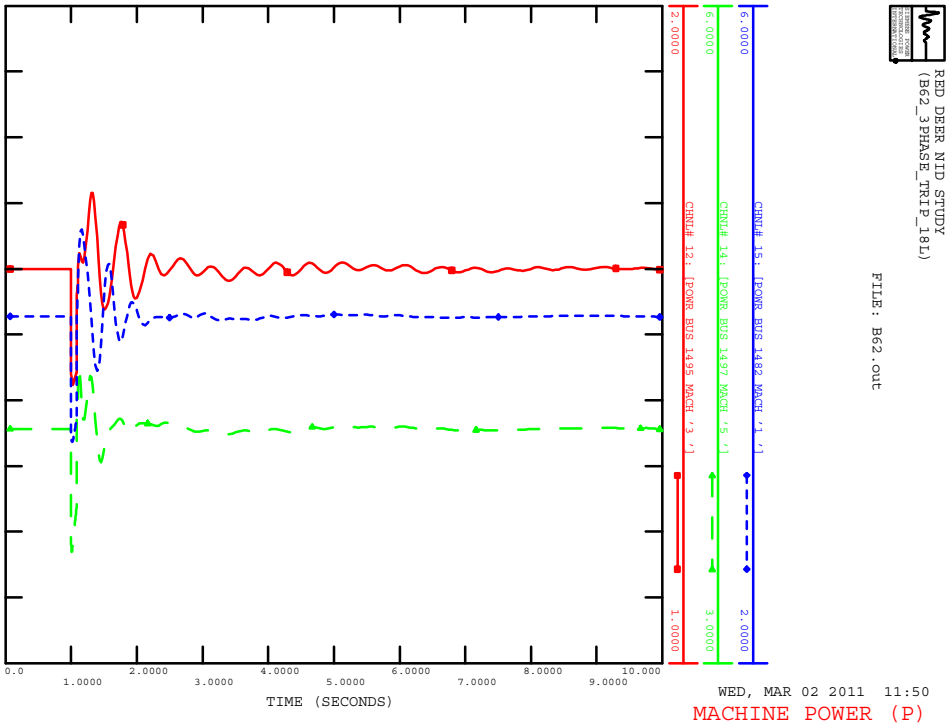

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

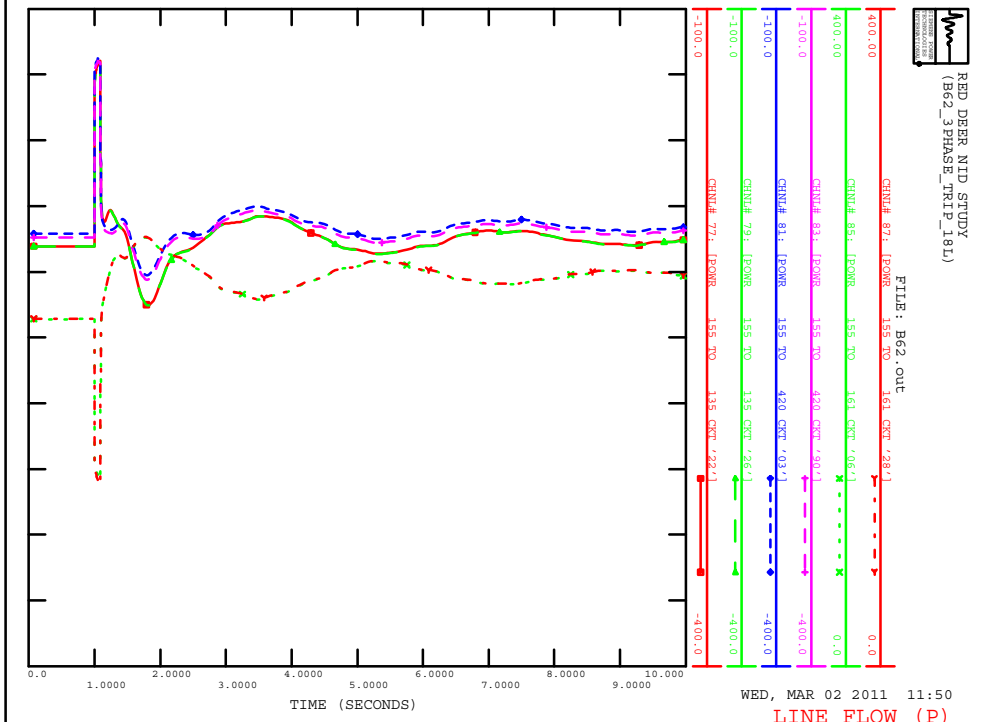

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

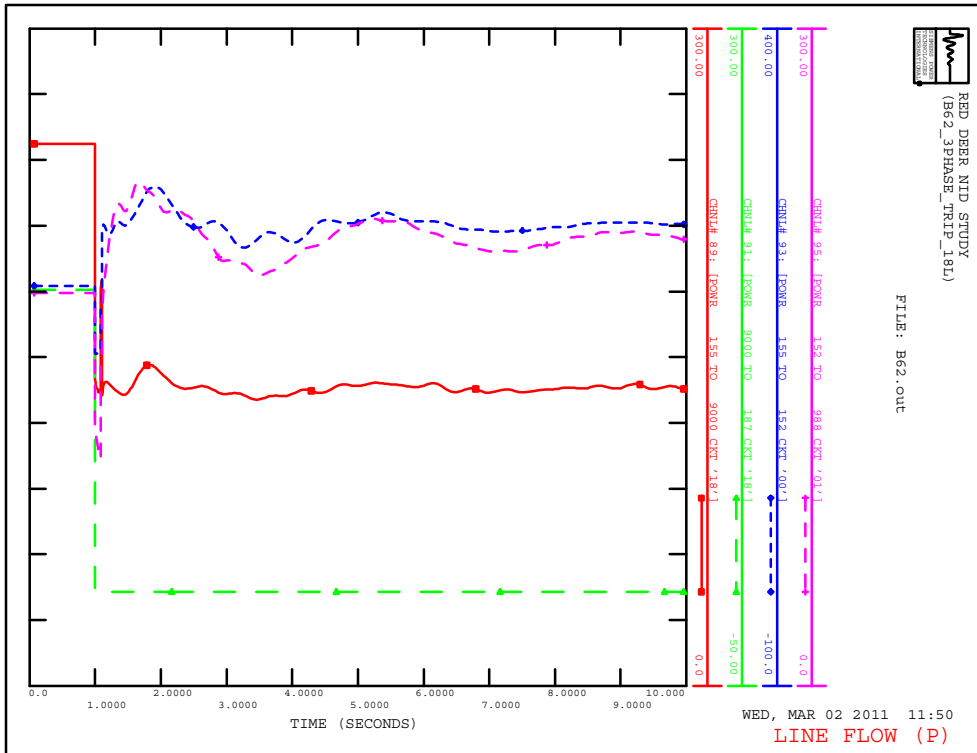

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

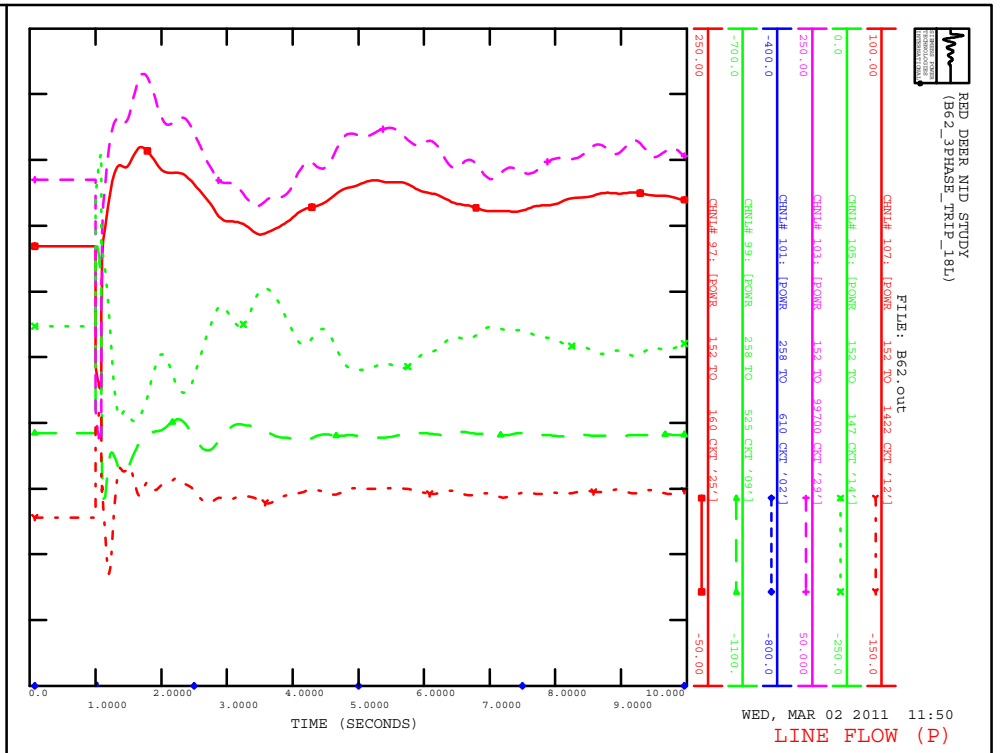

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

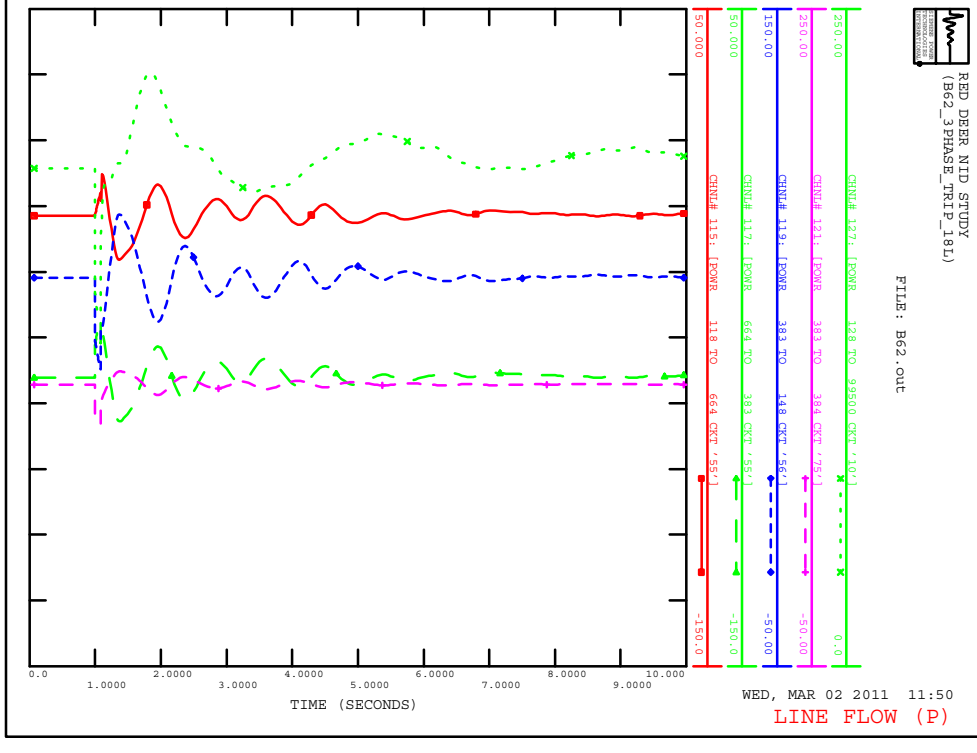

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

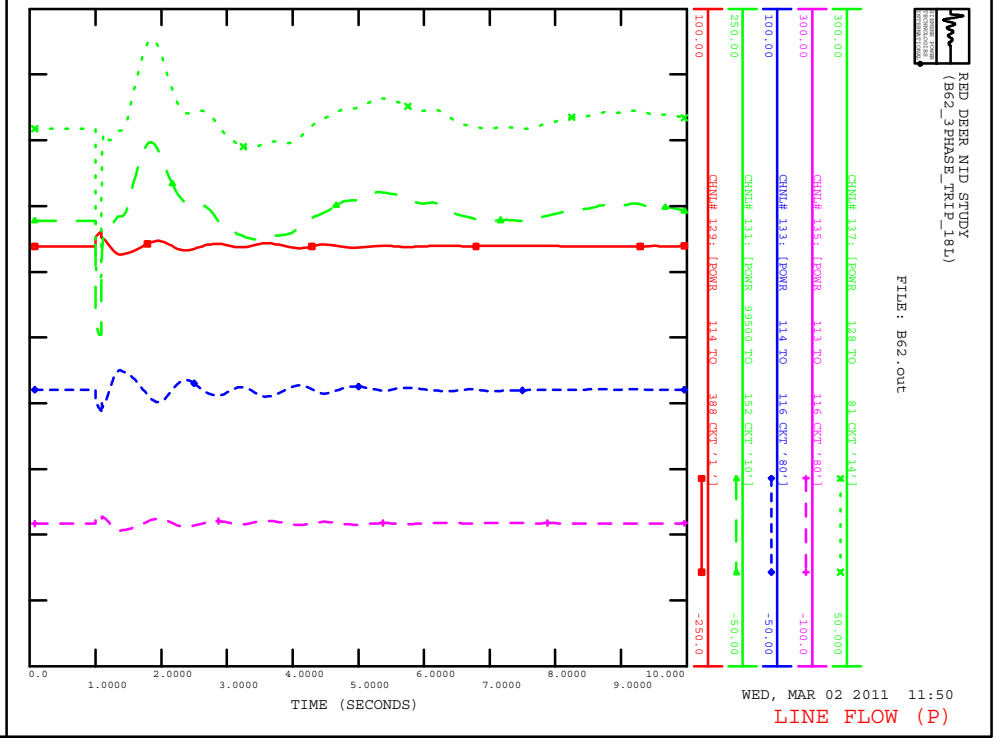

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

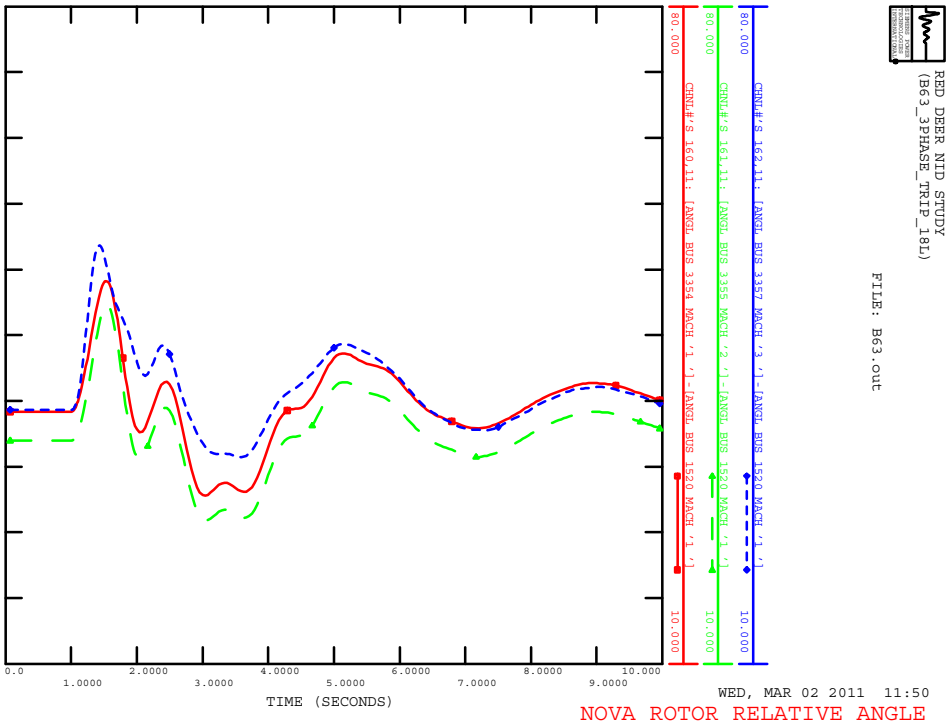

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

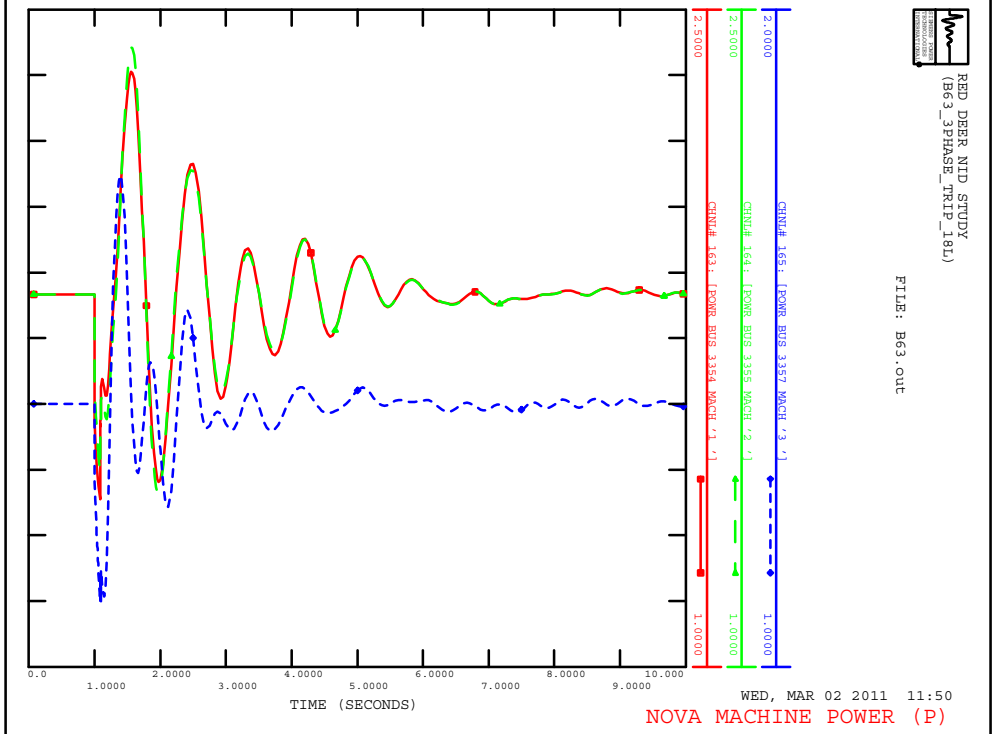

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

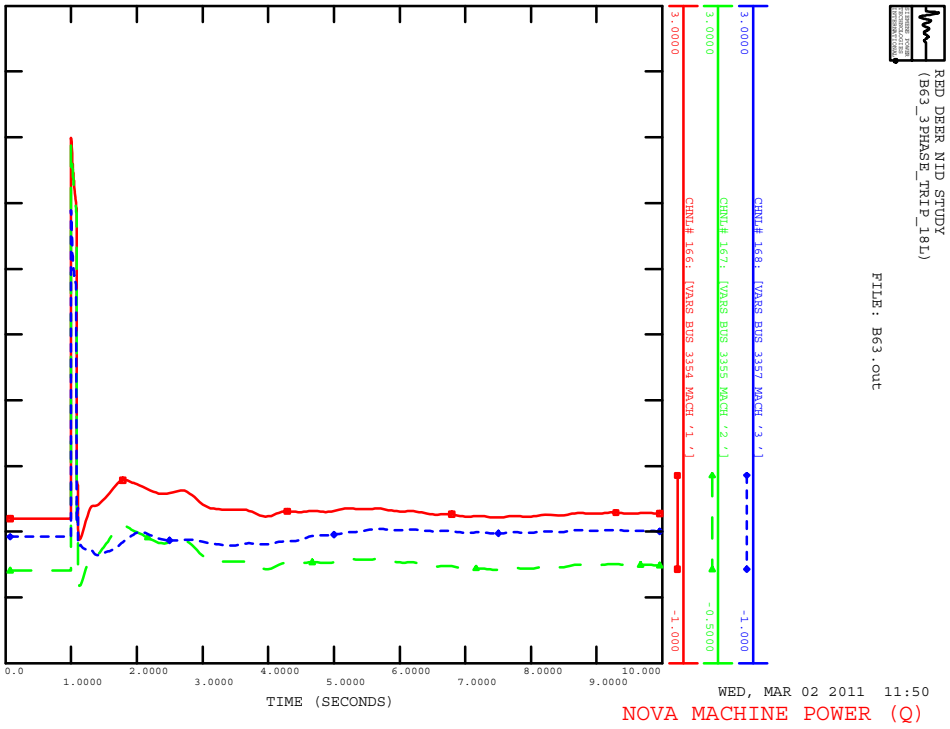

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

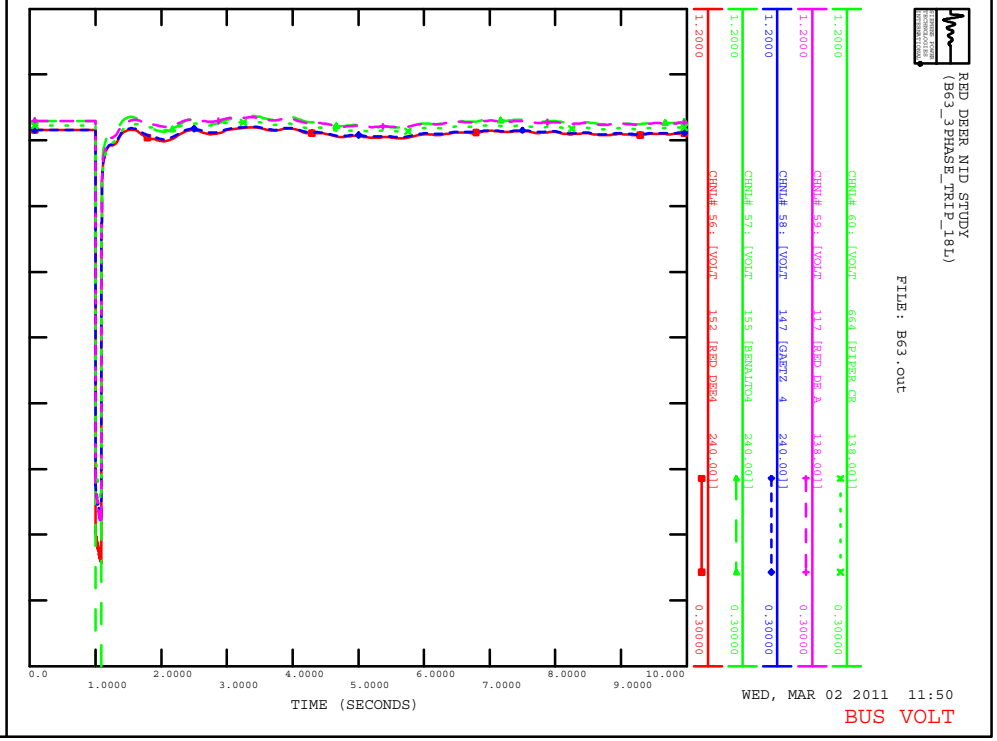

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

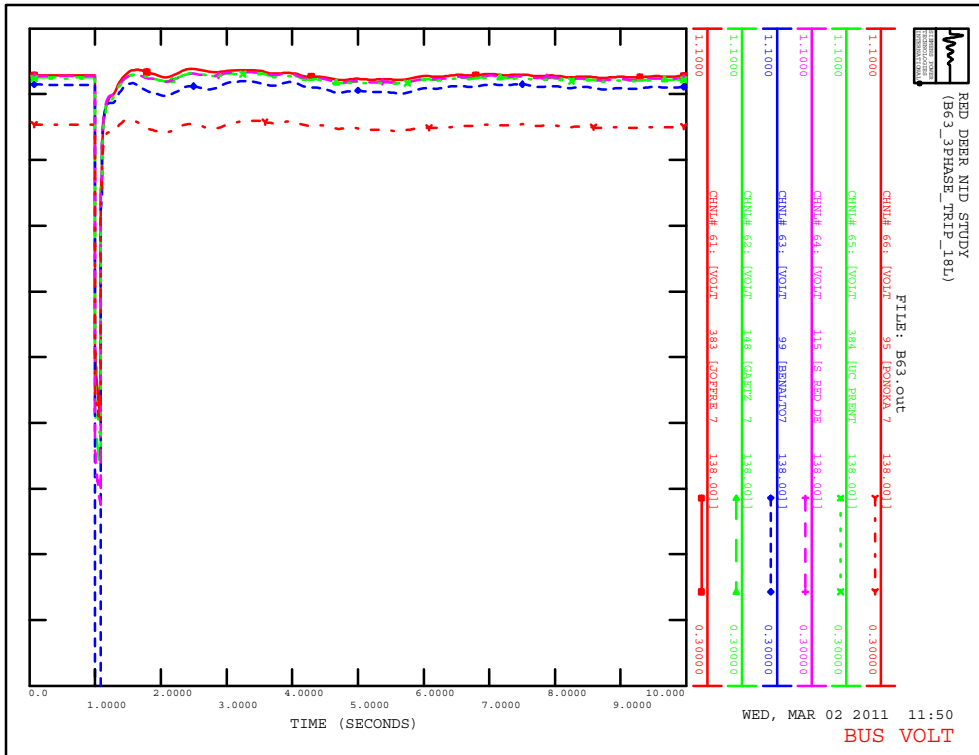

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

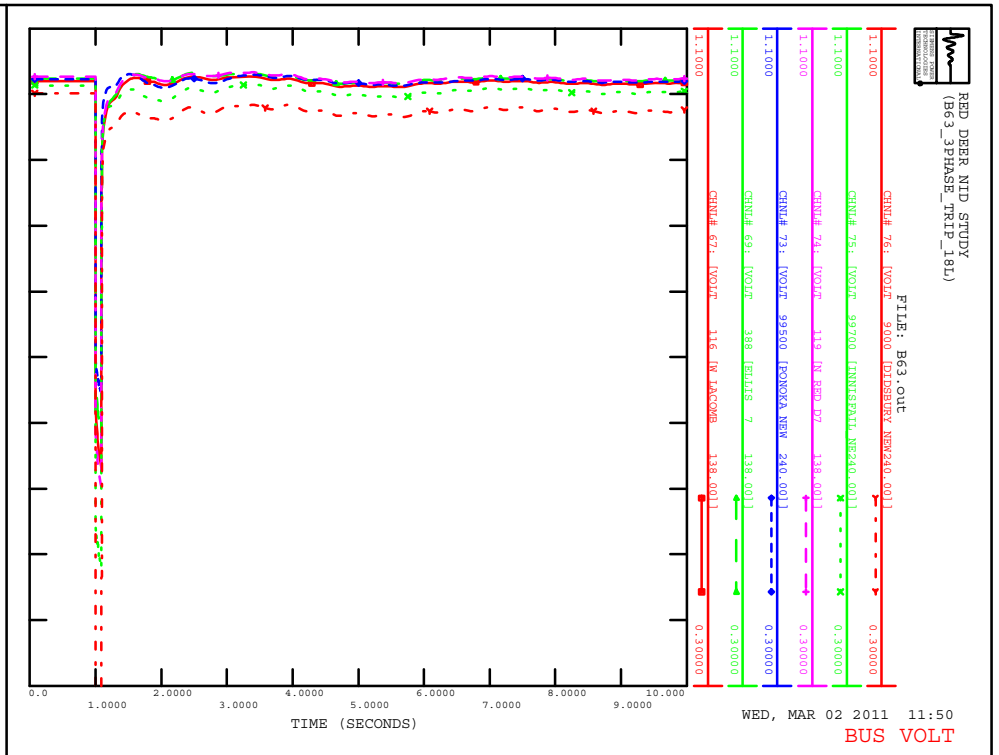

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

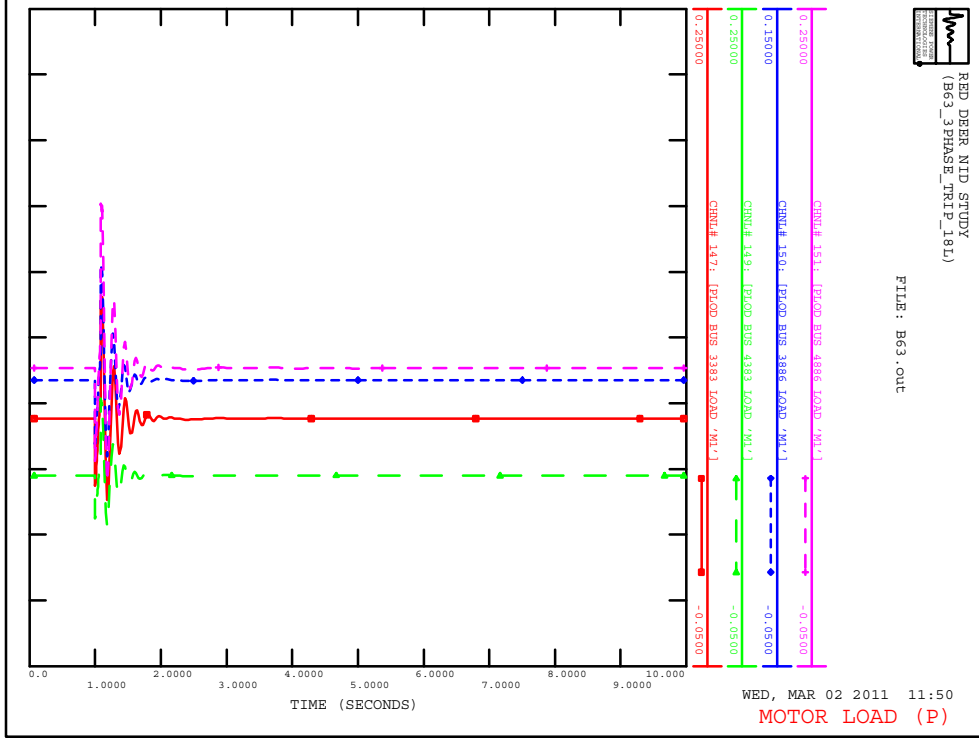

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

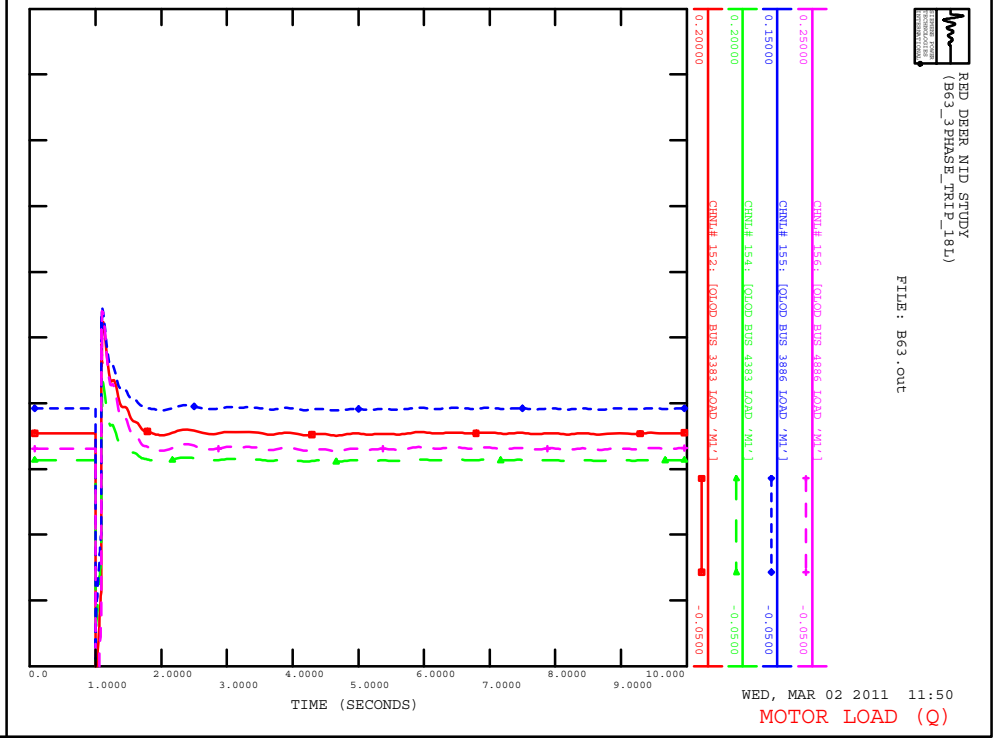

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

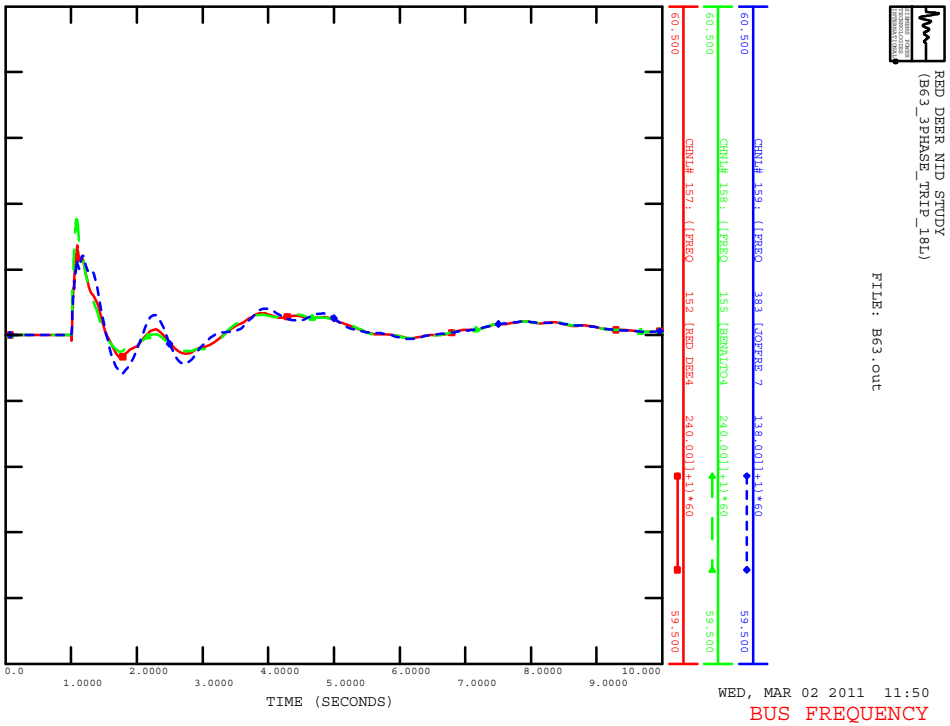

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

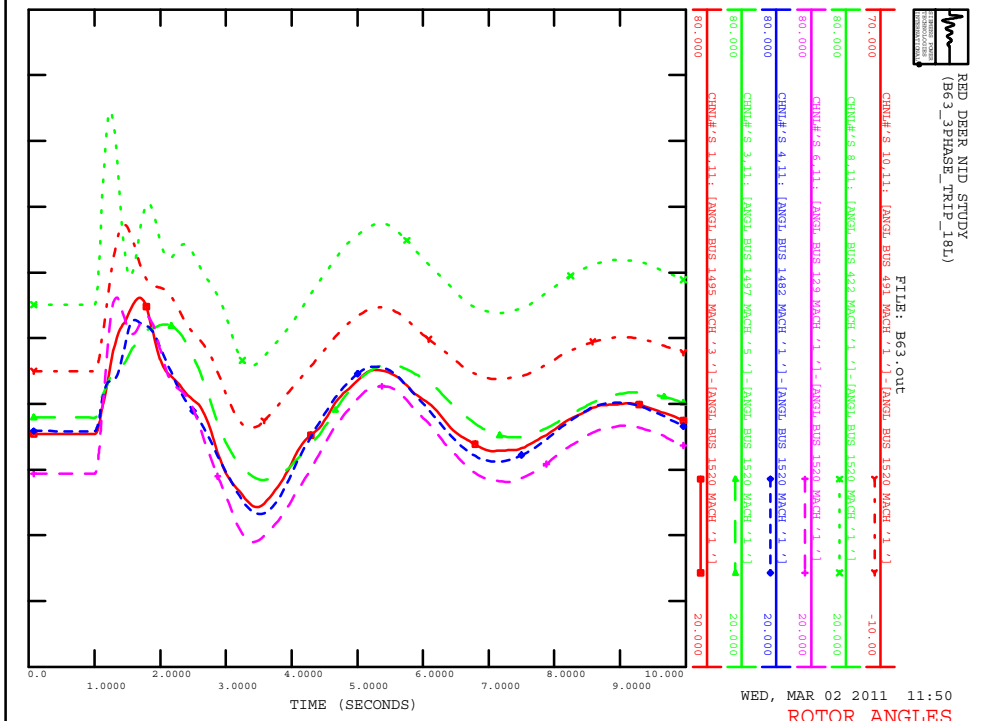

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

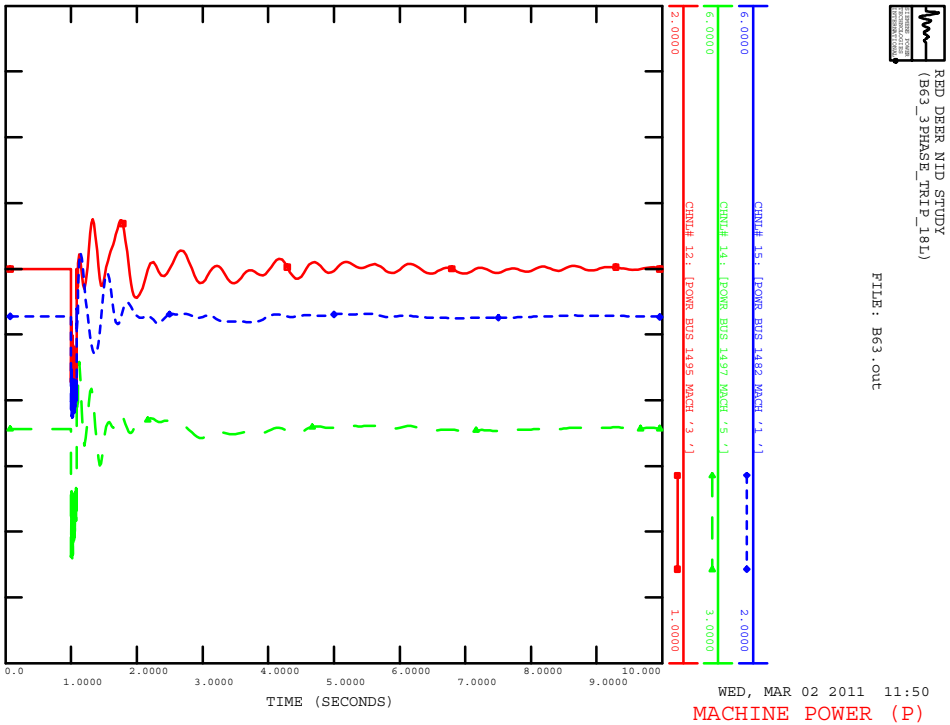

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

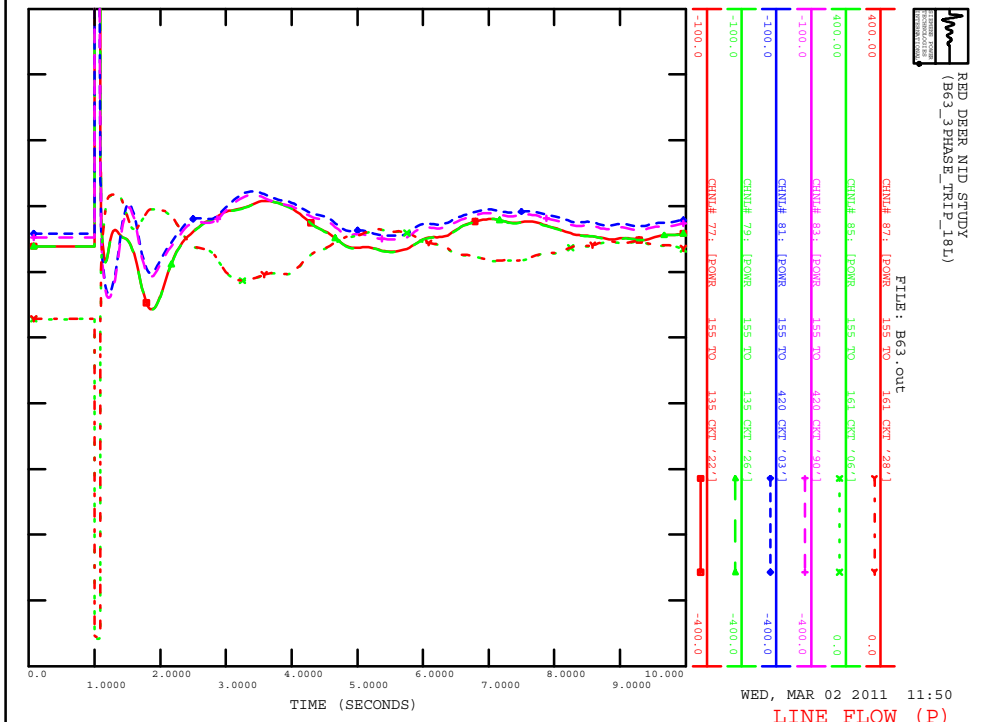

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

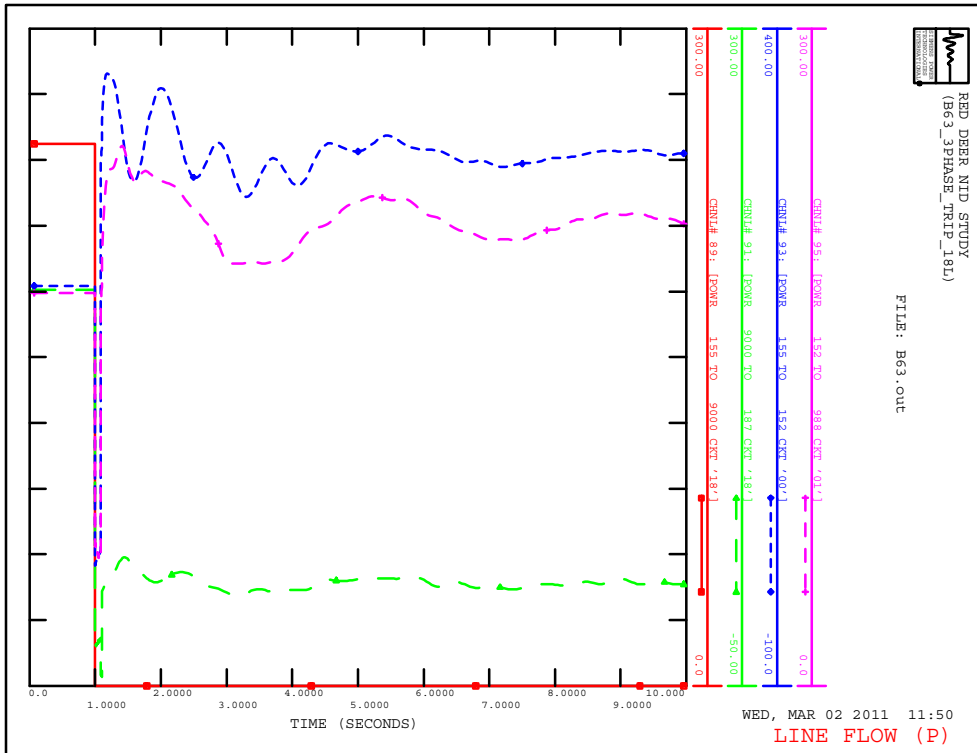

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

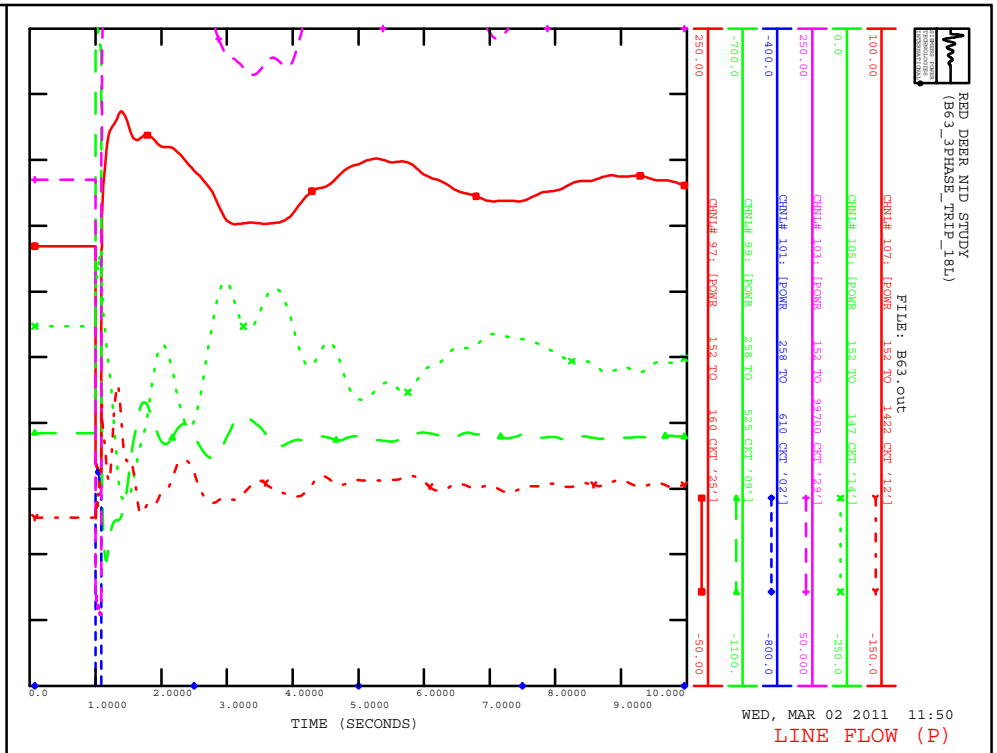

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

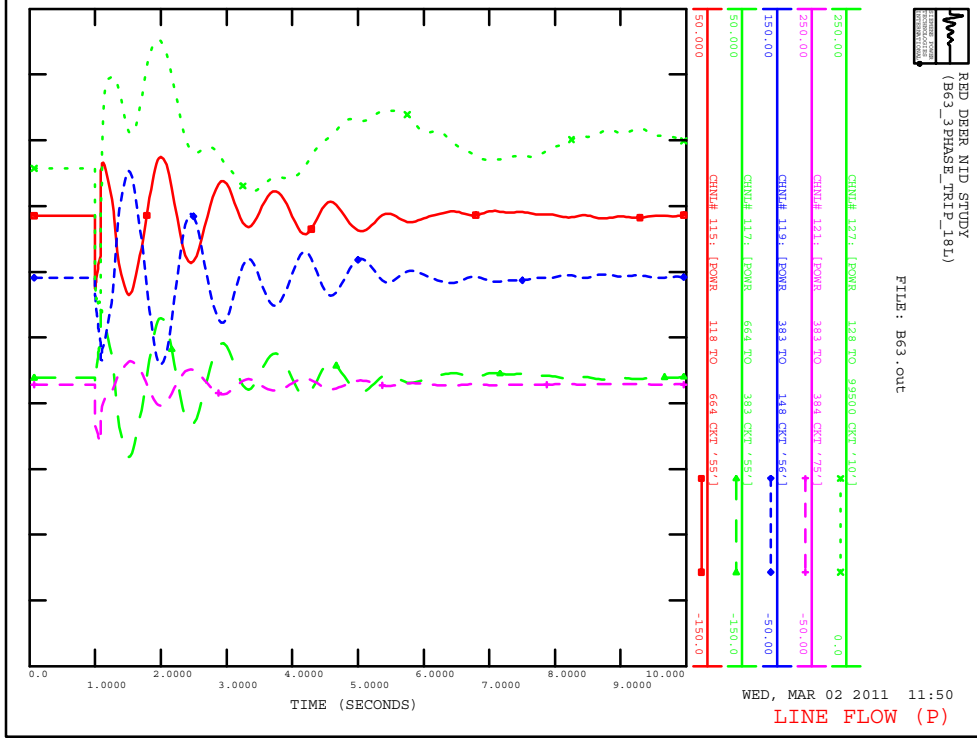

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

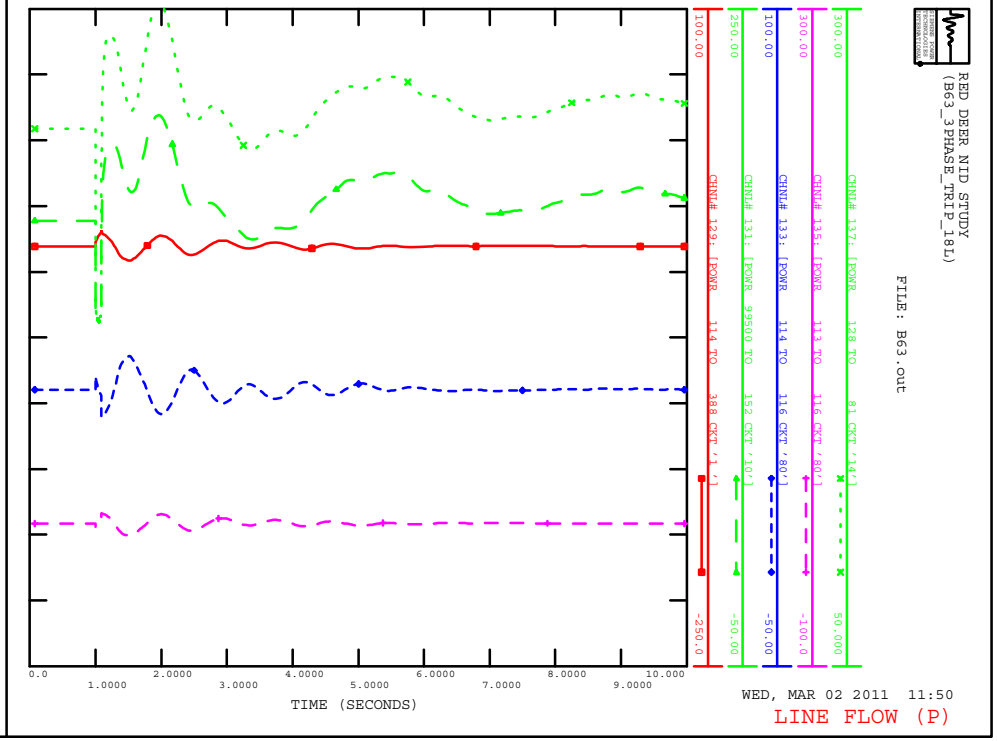

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

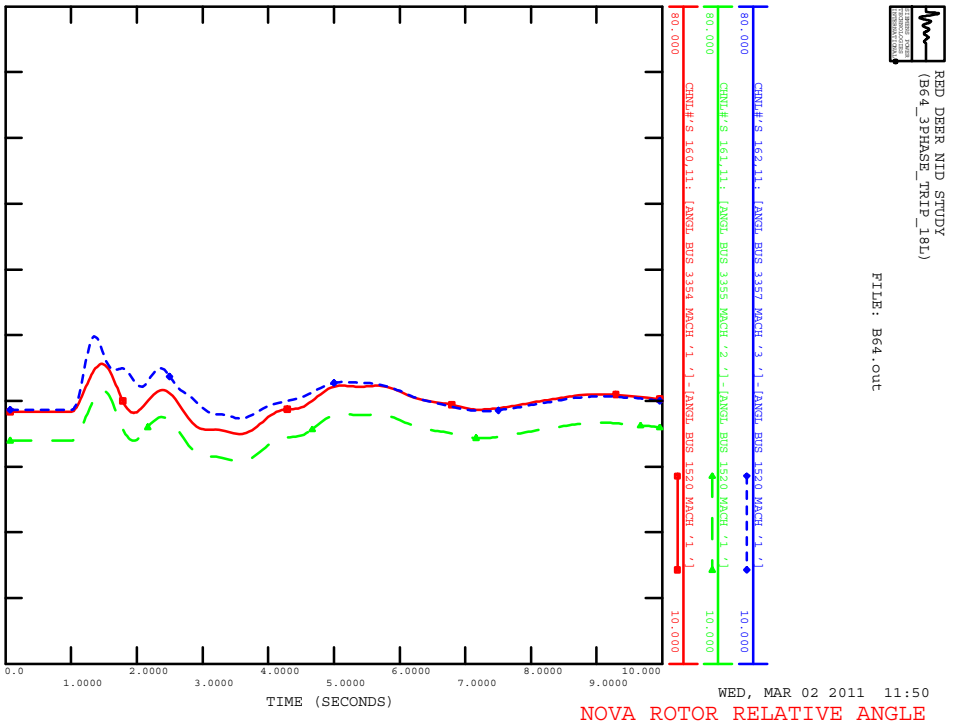

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

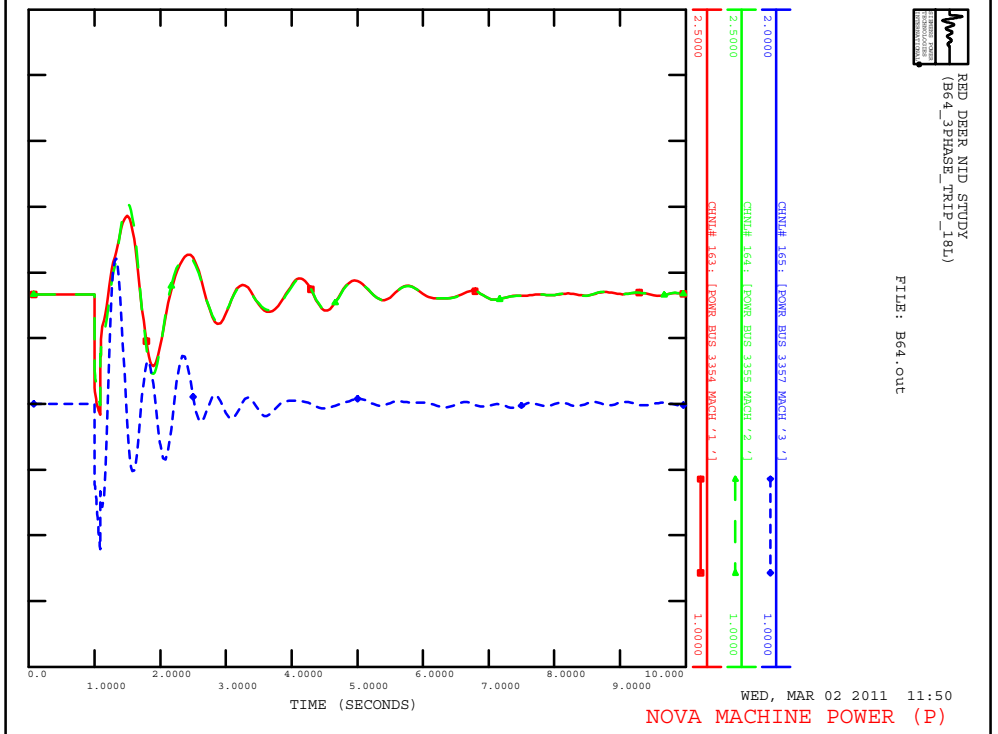

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

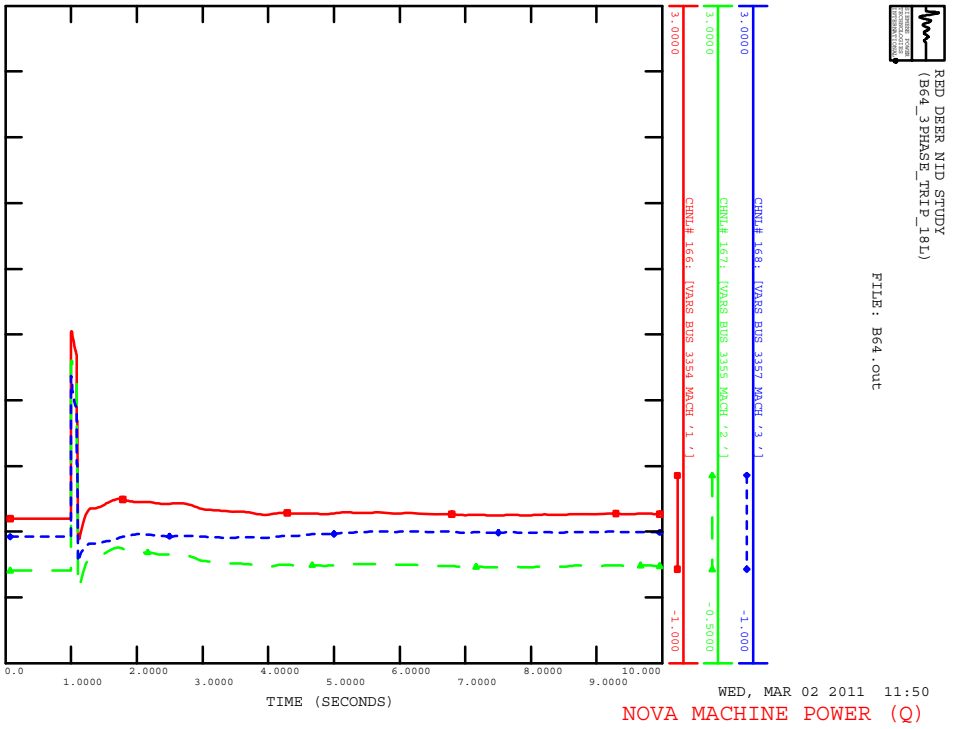

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

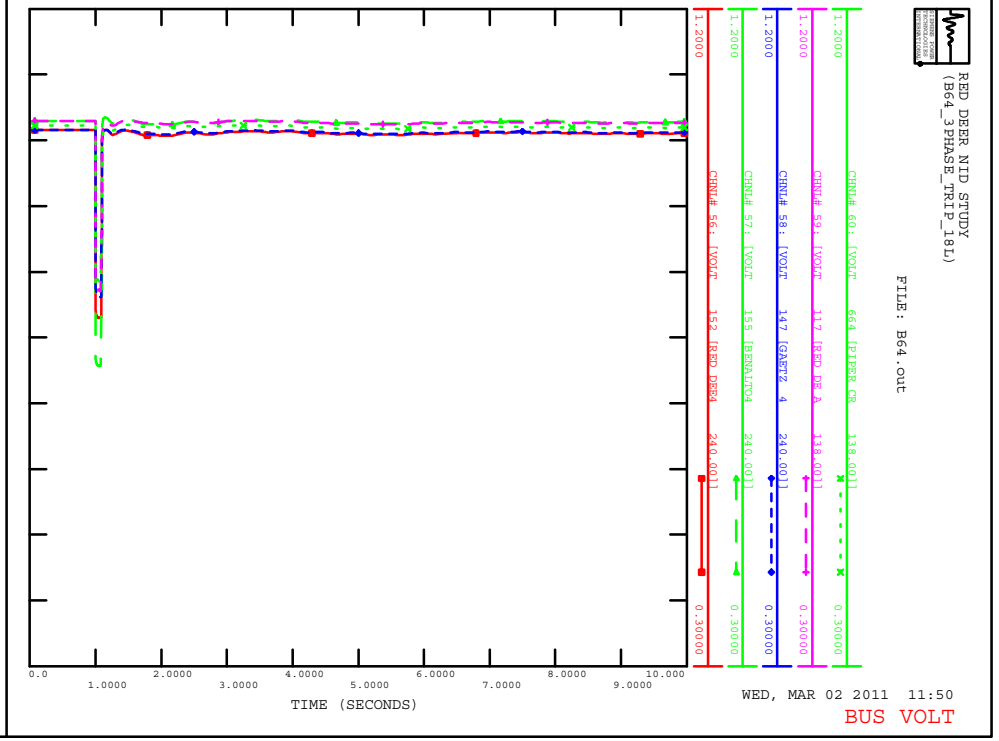

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

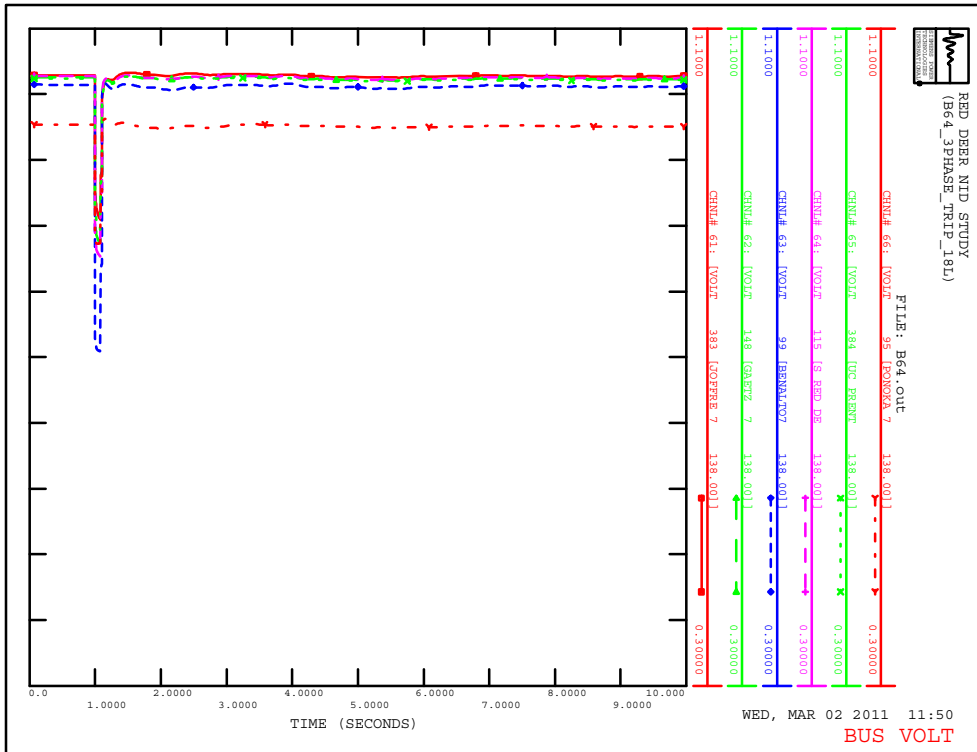

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

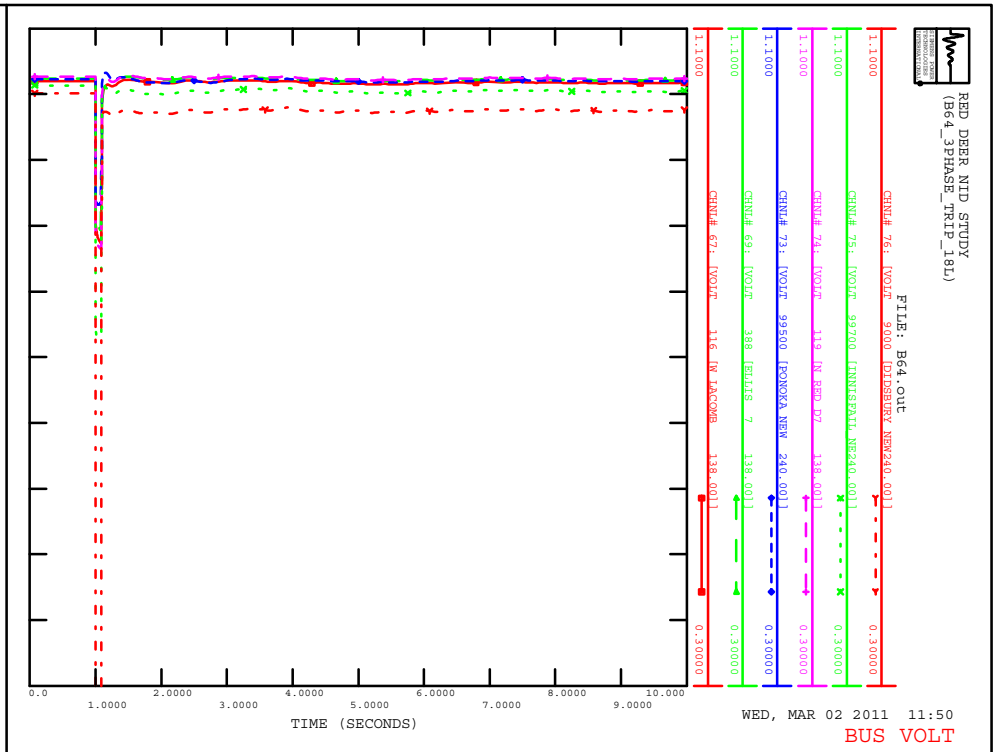

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

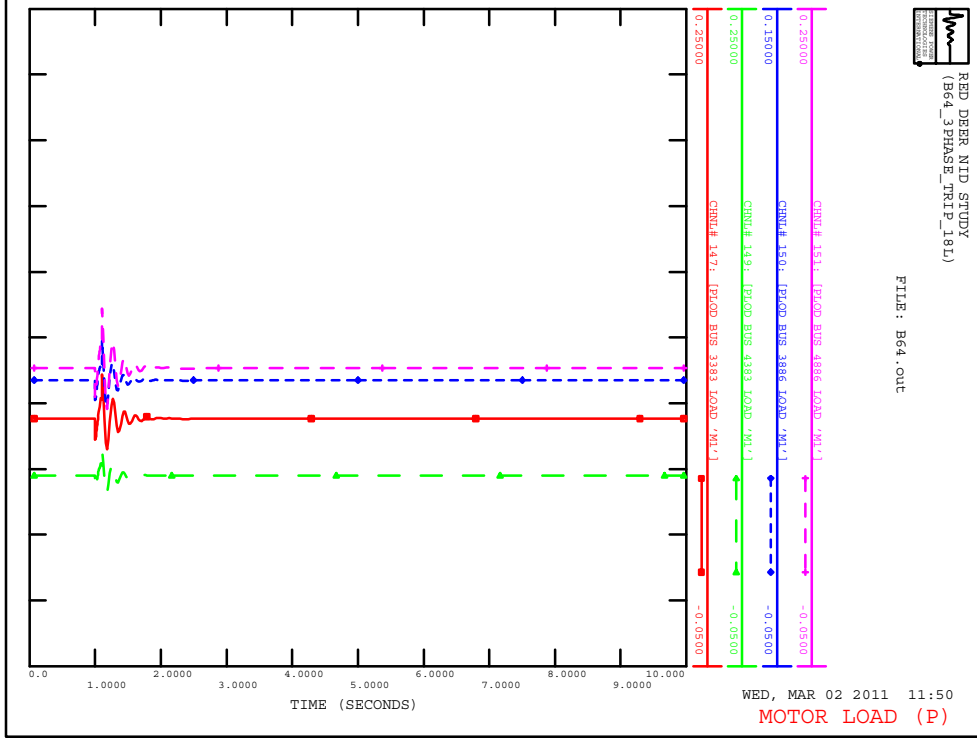

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

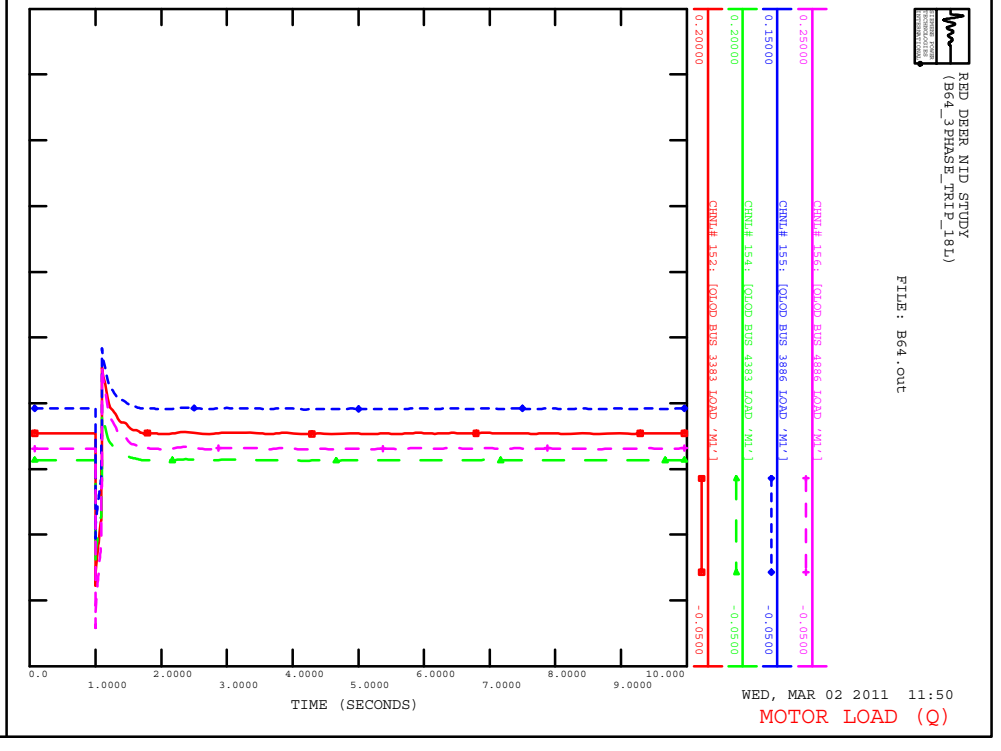

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

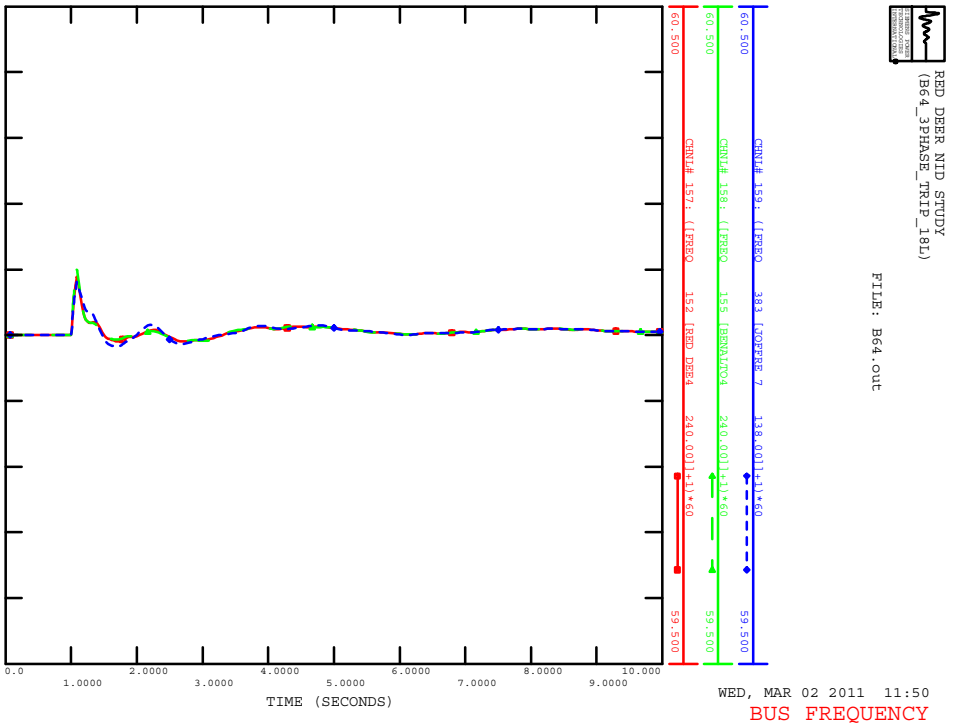

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

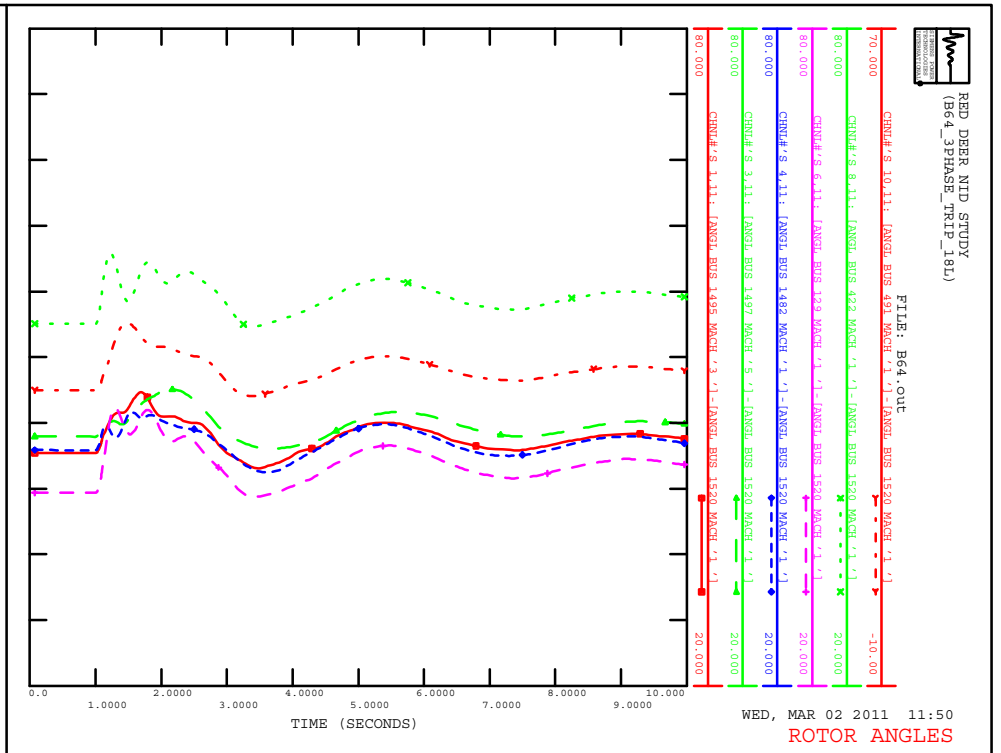

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

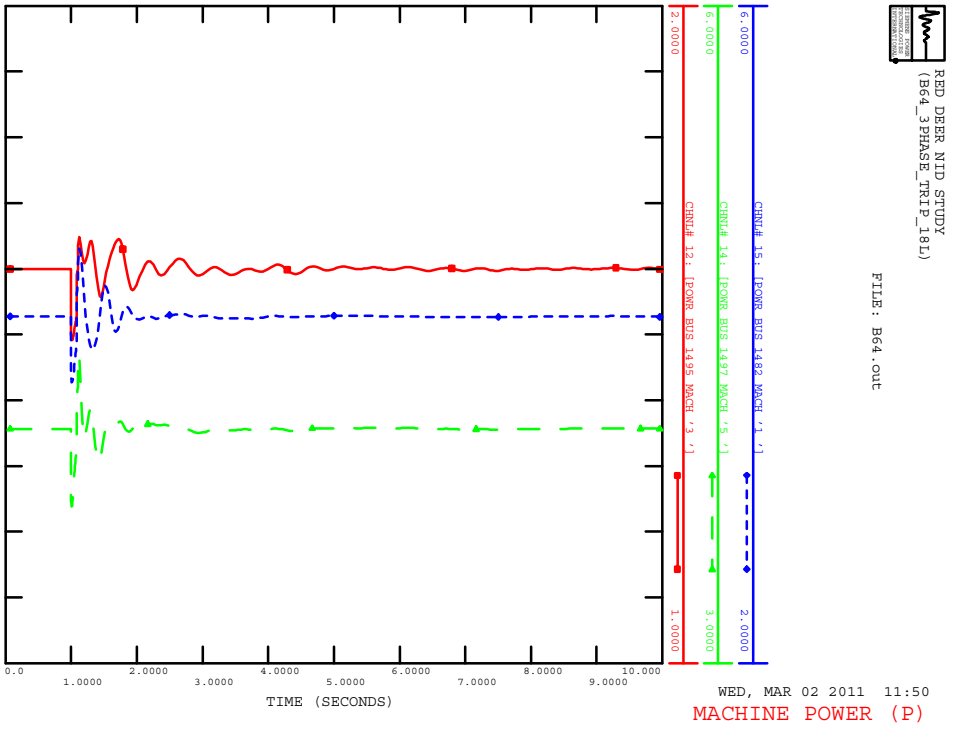

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

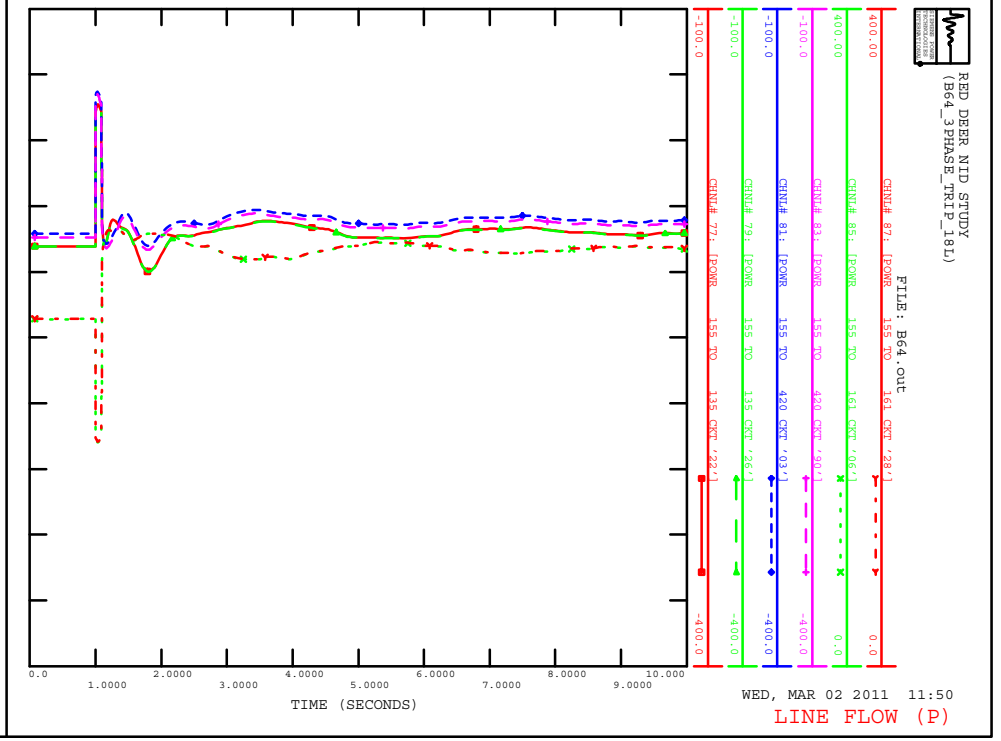

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

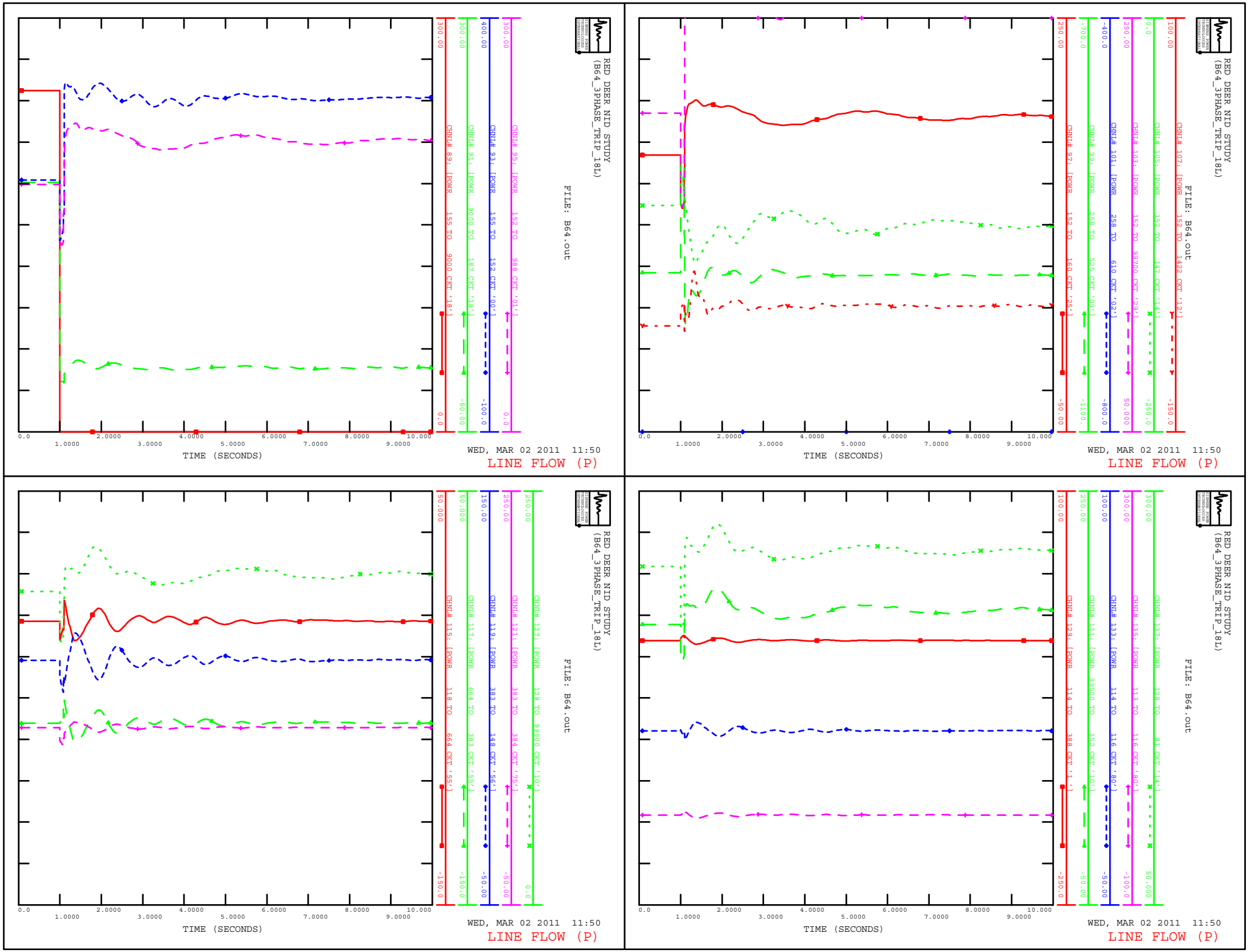

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

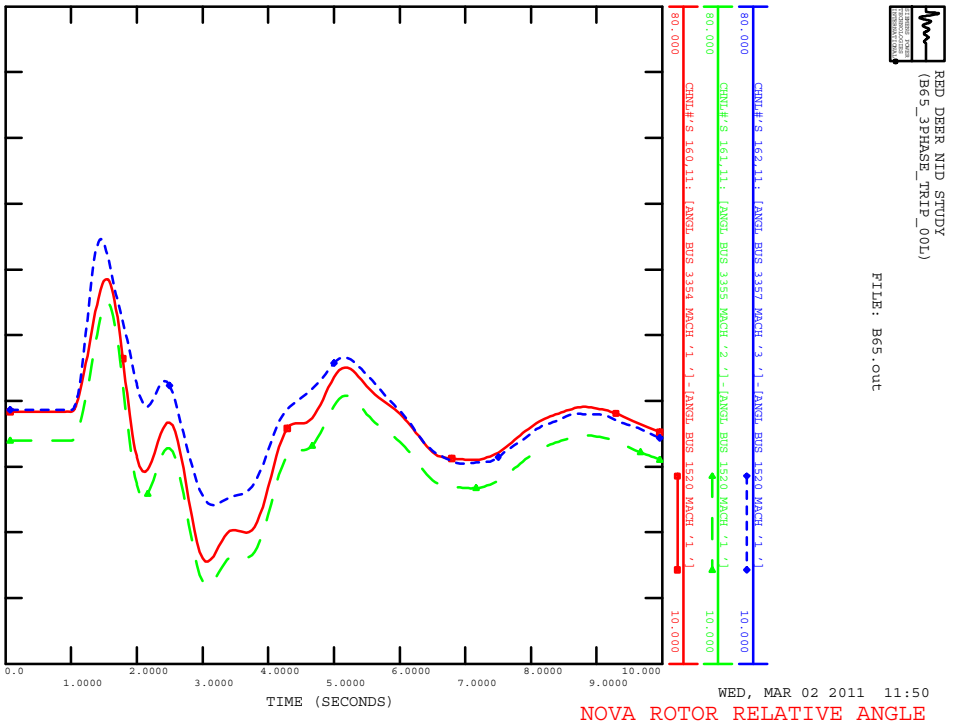

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

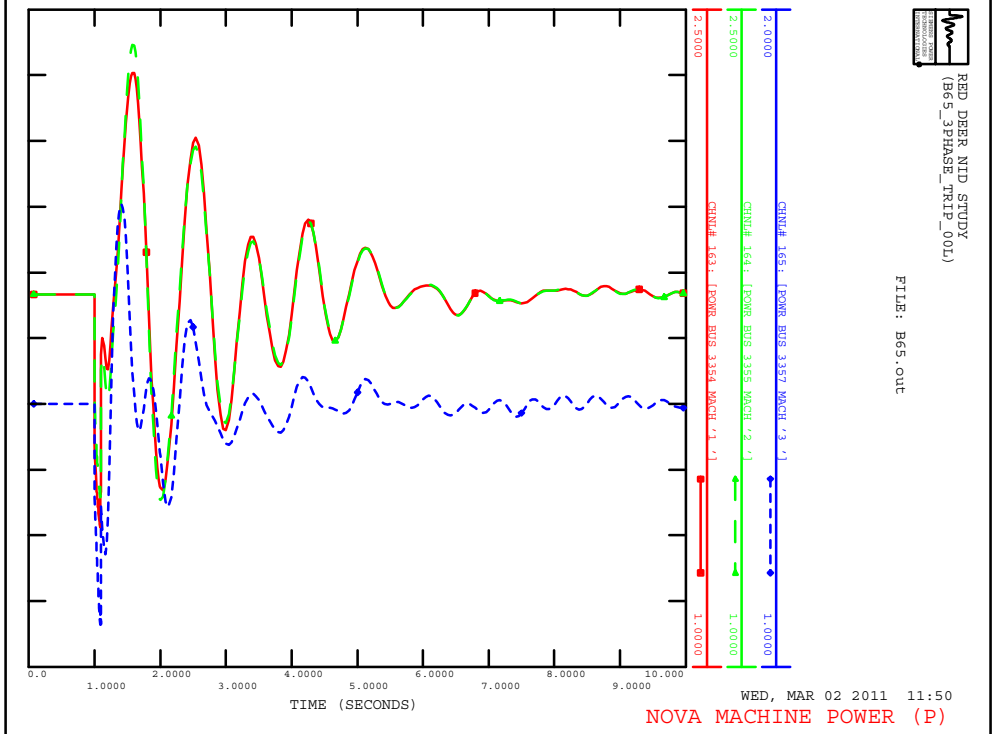

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

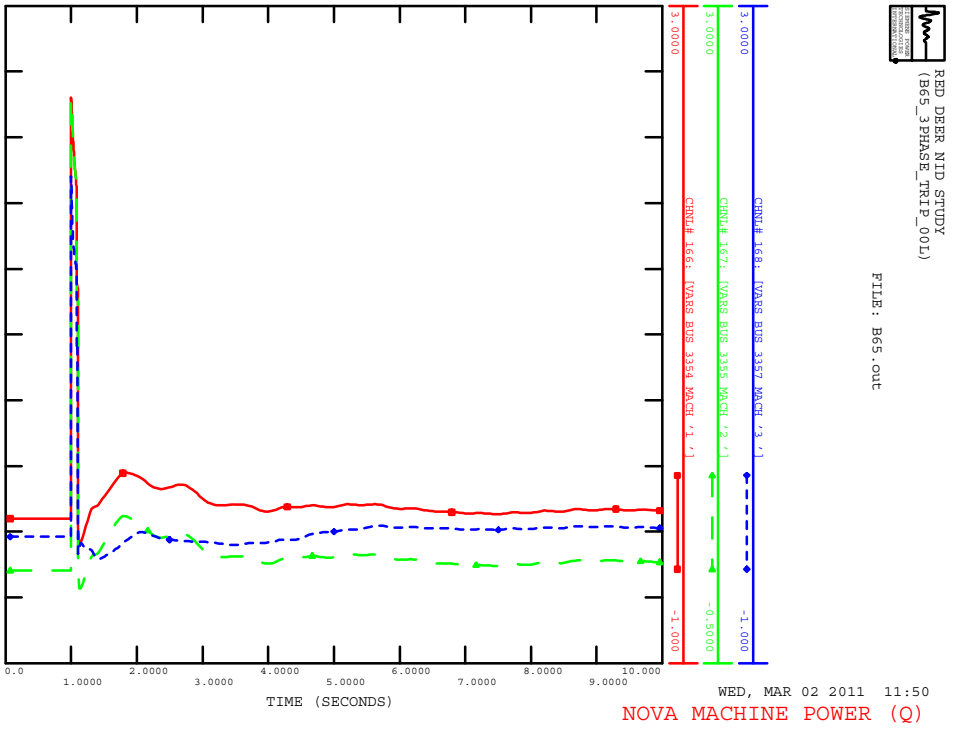

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

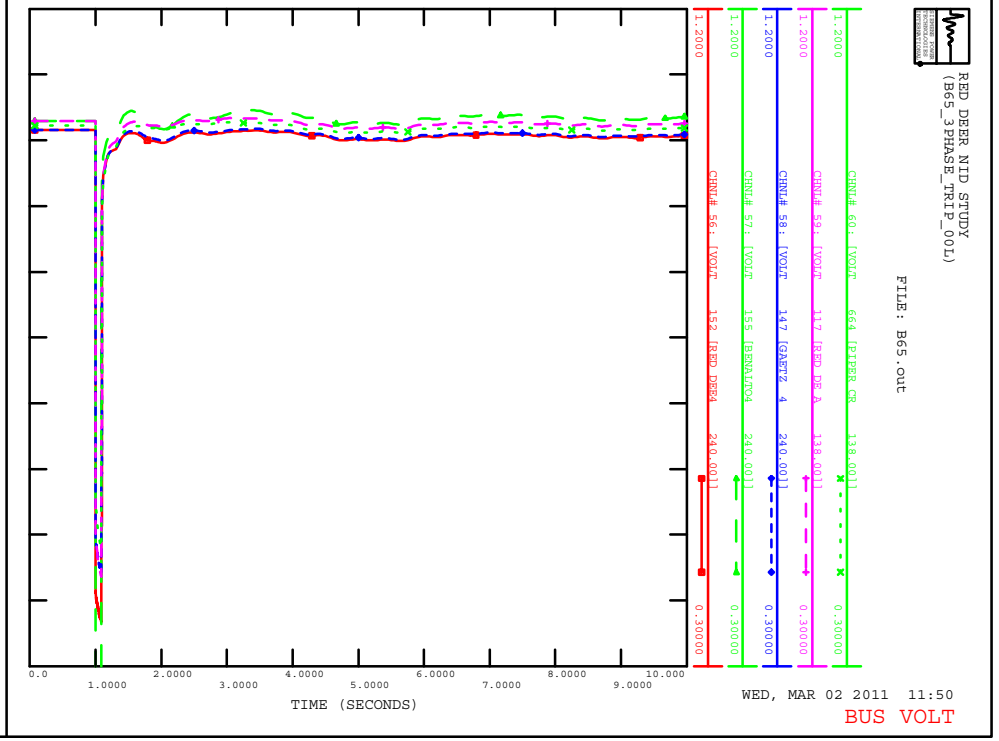

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

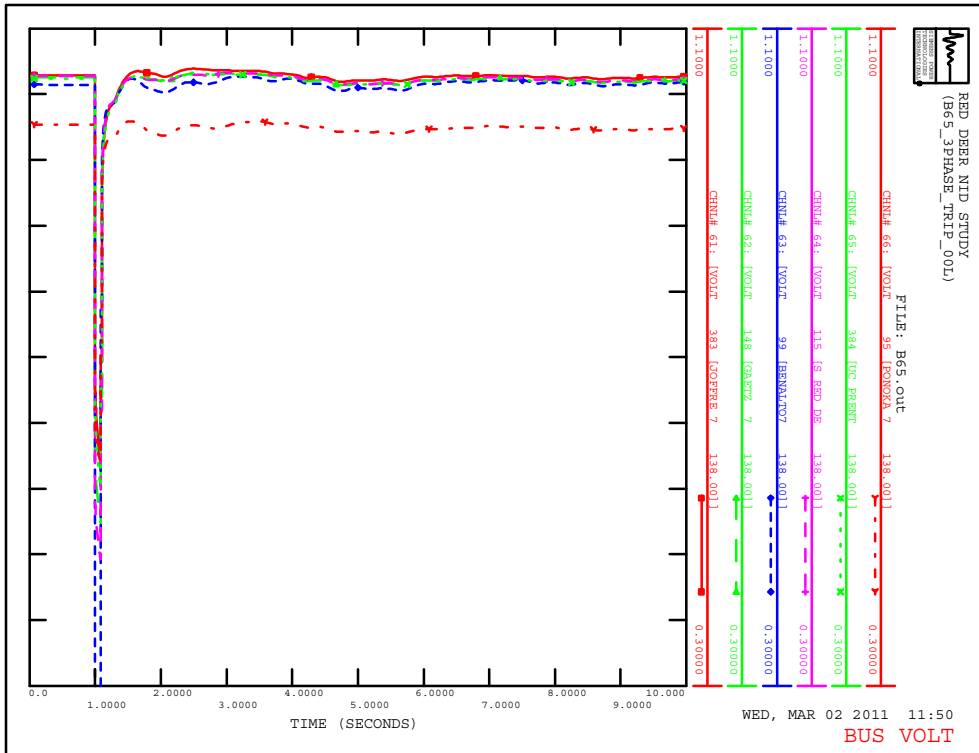

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

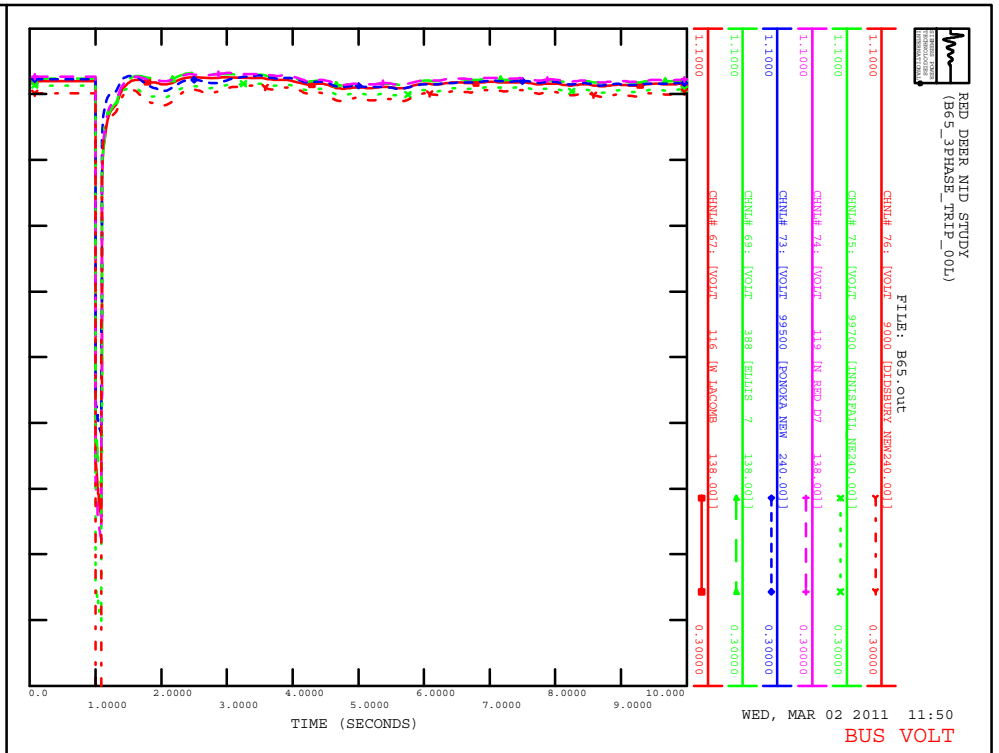

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

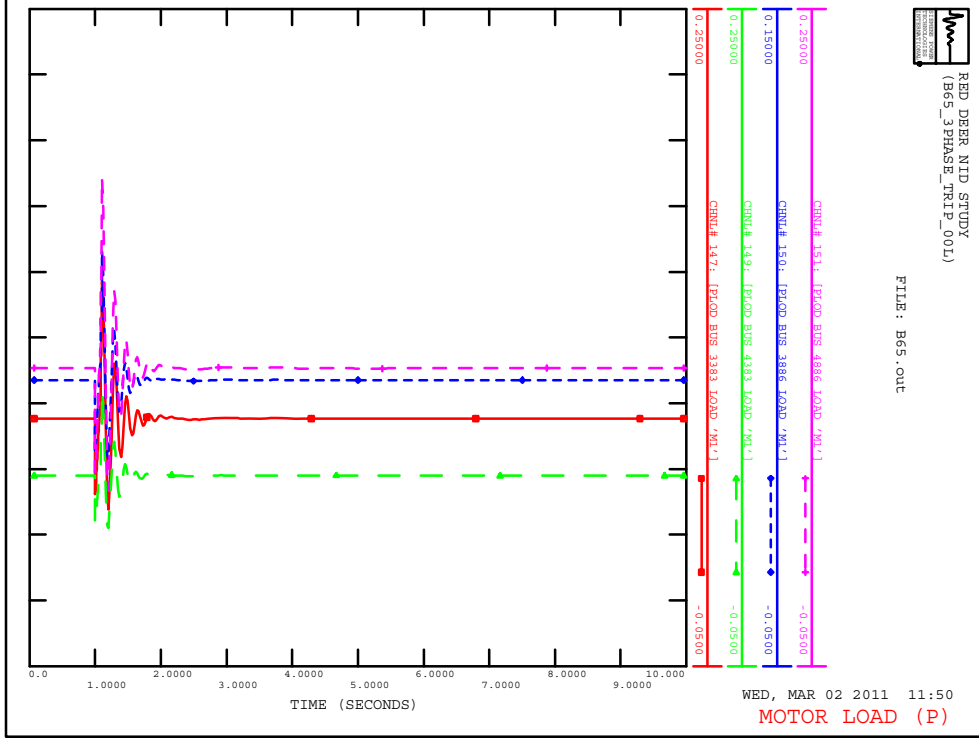

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

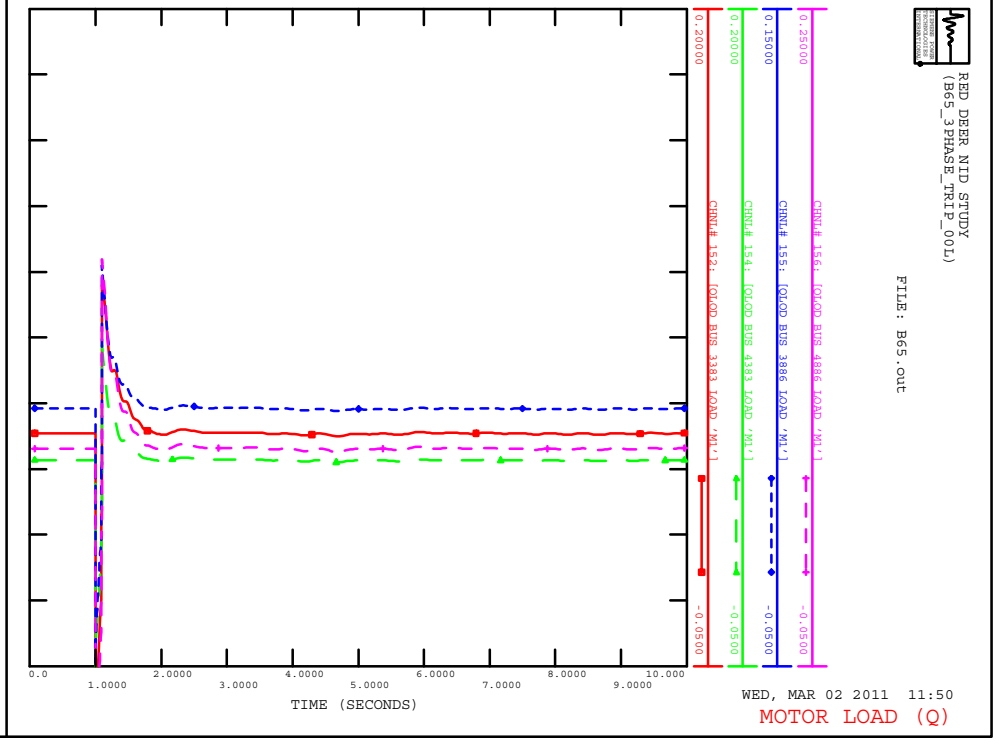

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

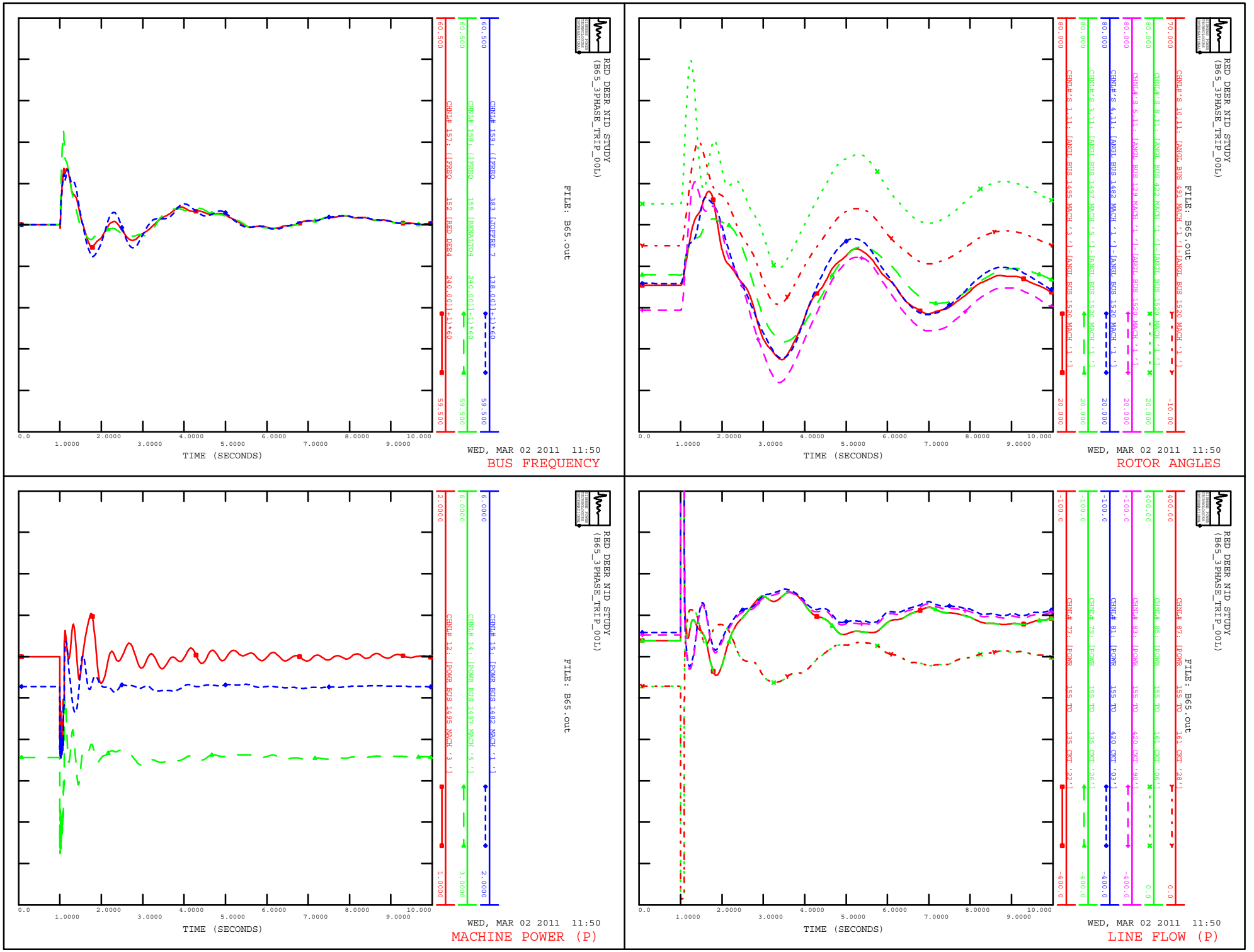

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

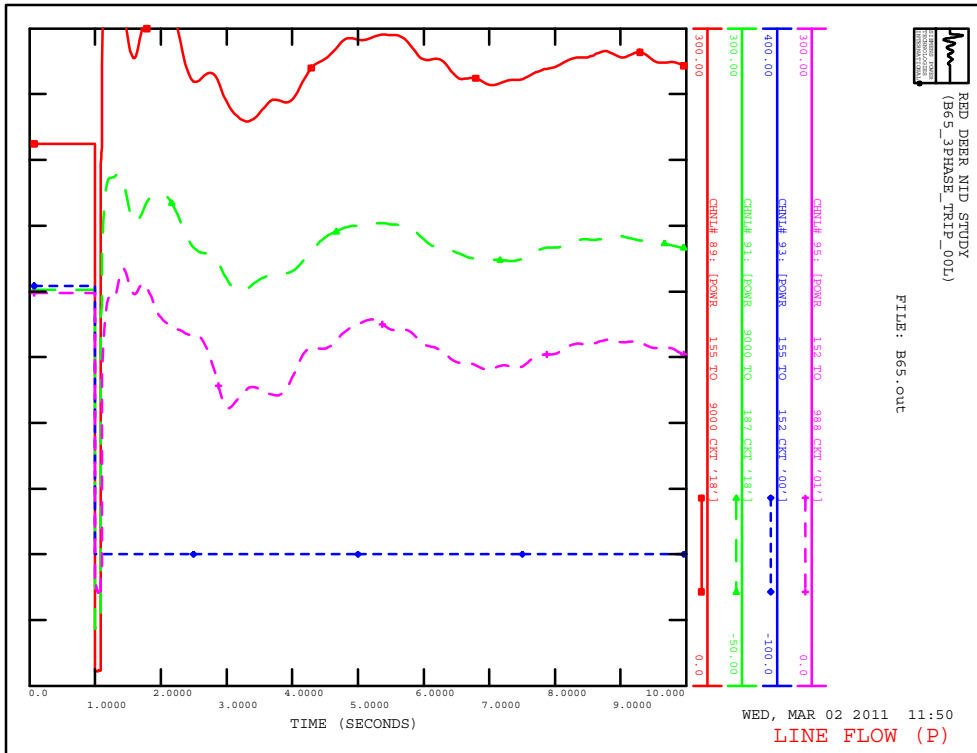

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

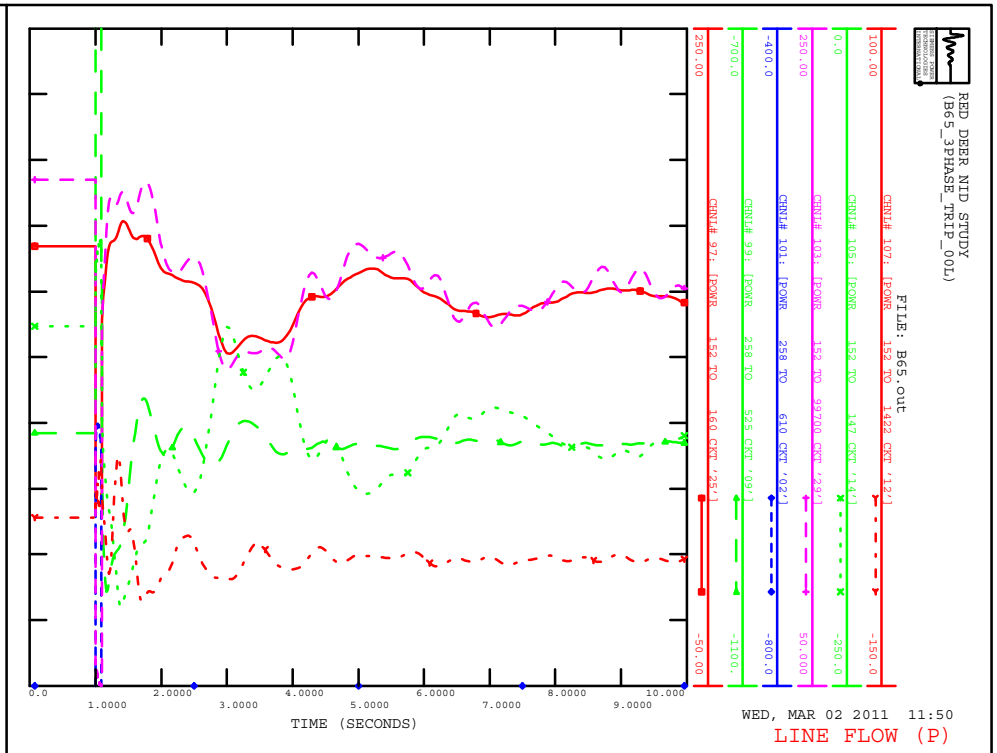

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

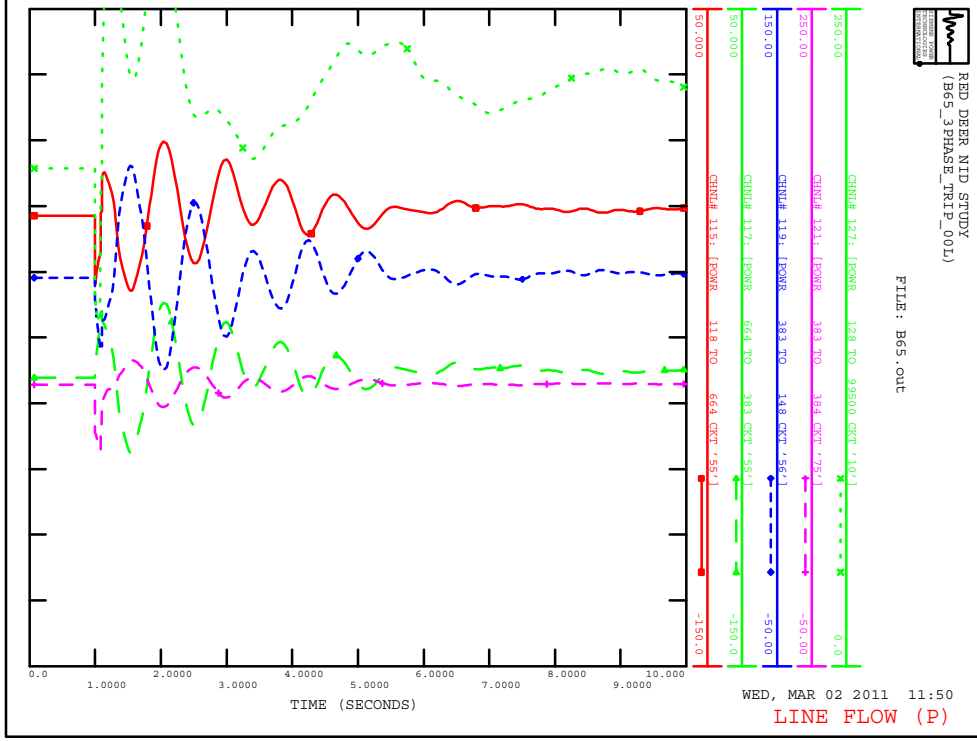

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

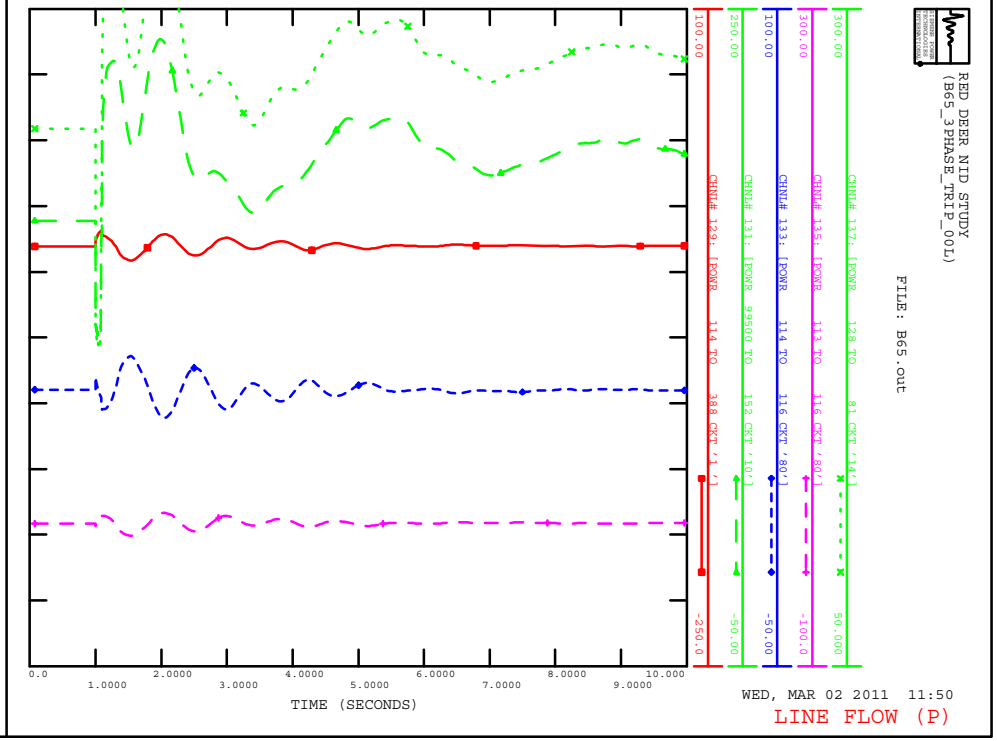

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

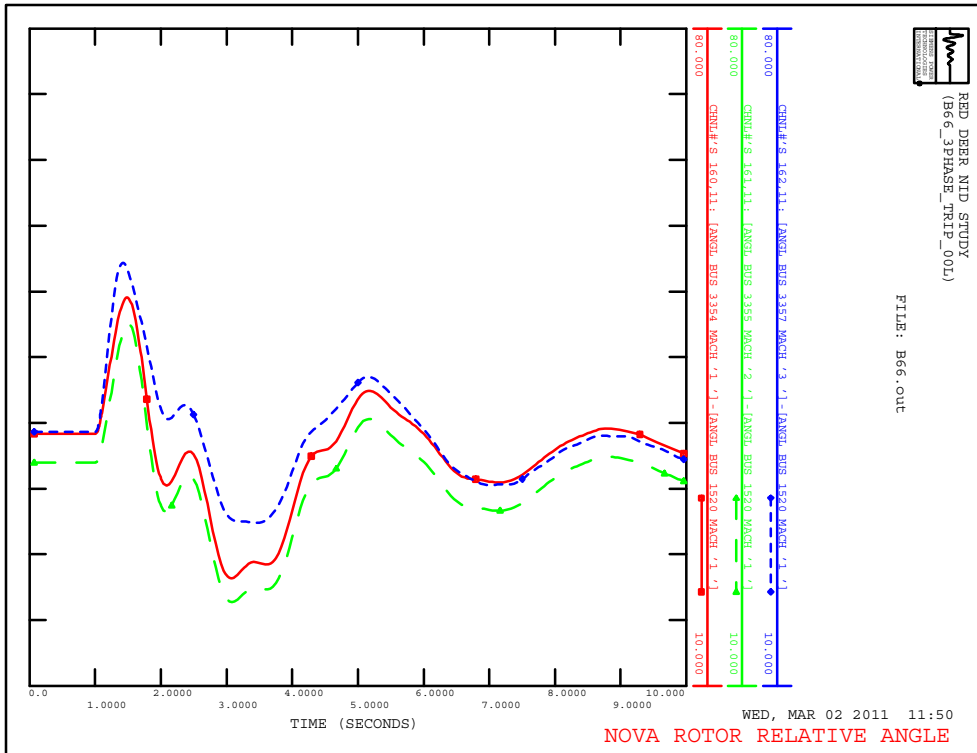

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY
ROTOR ANGLES
MACHINE POWER (P)
LINE FLOW (P)

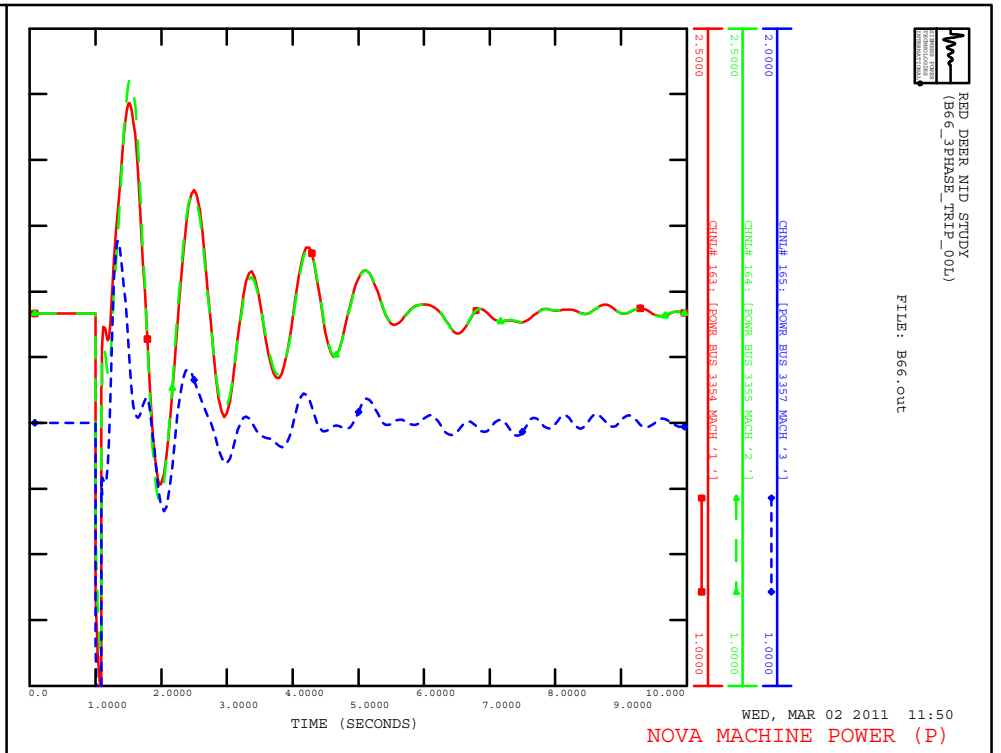

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

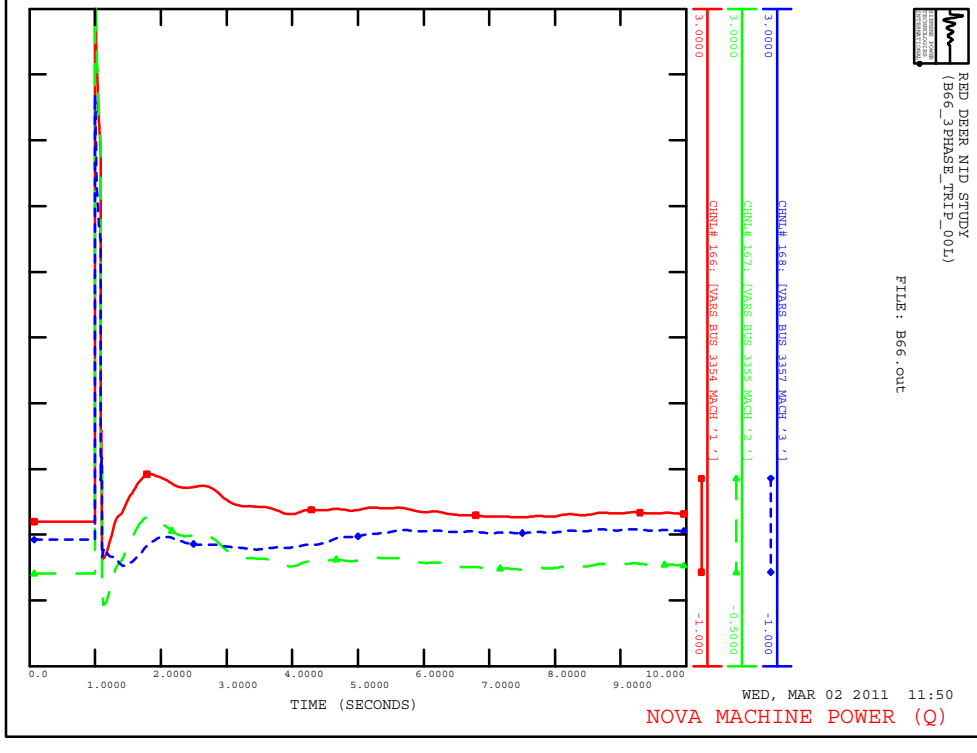

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

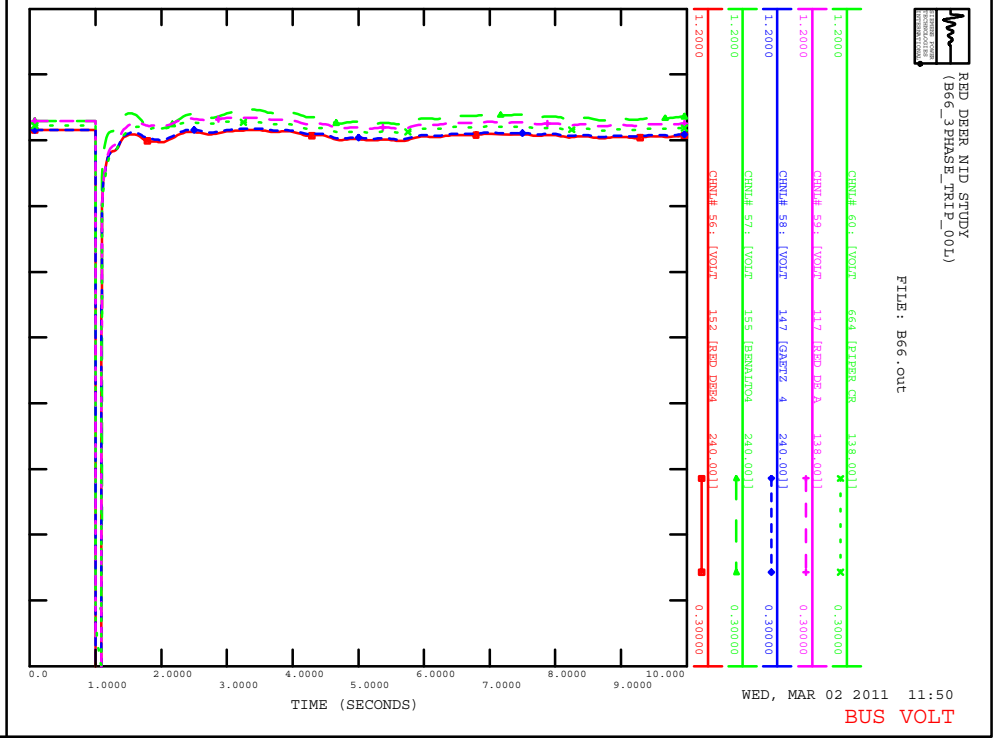

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

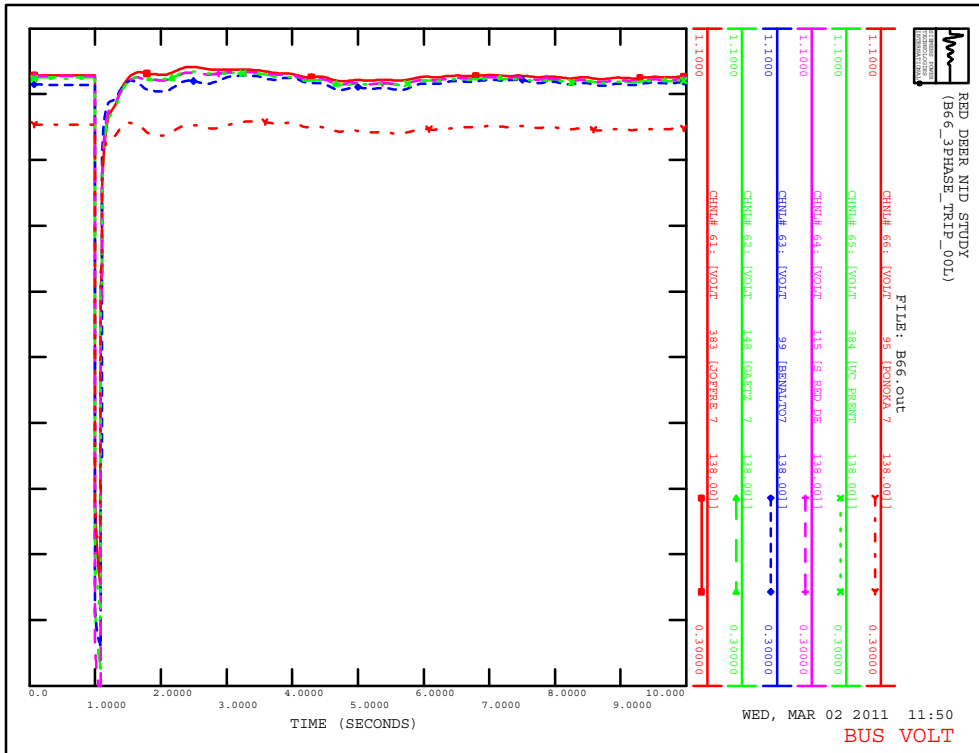

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

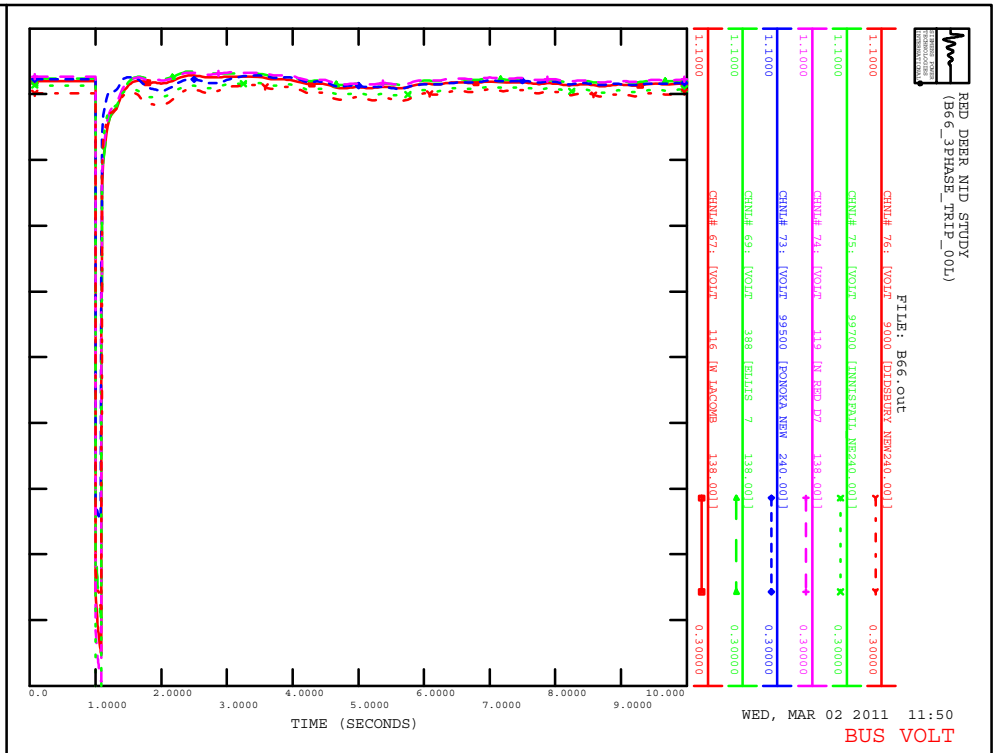

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

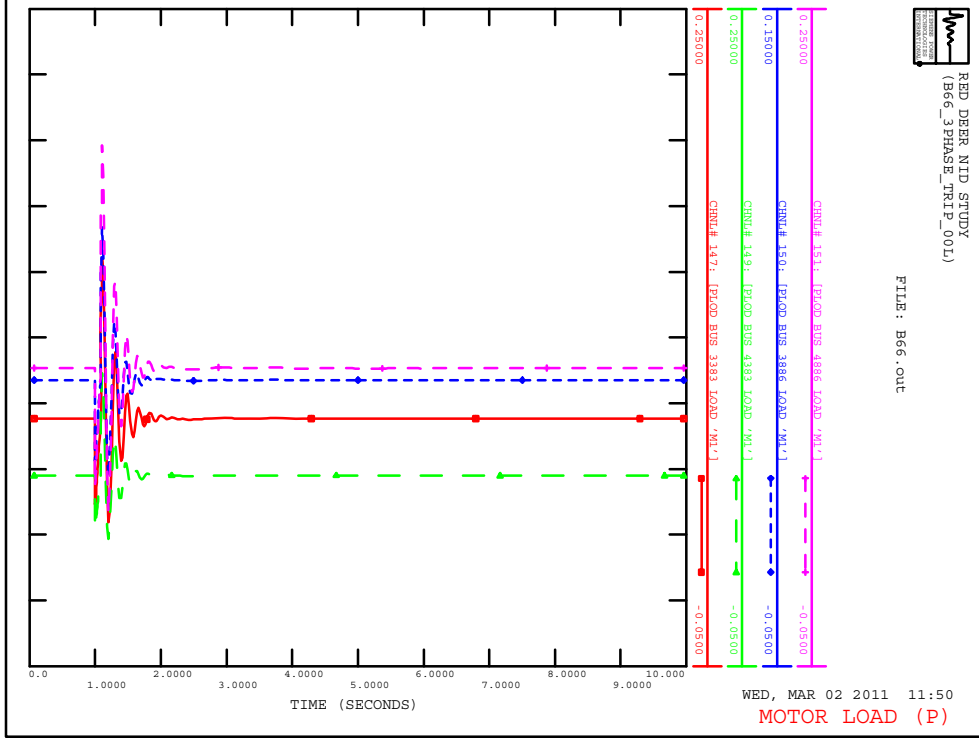

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

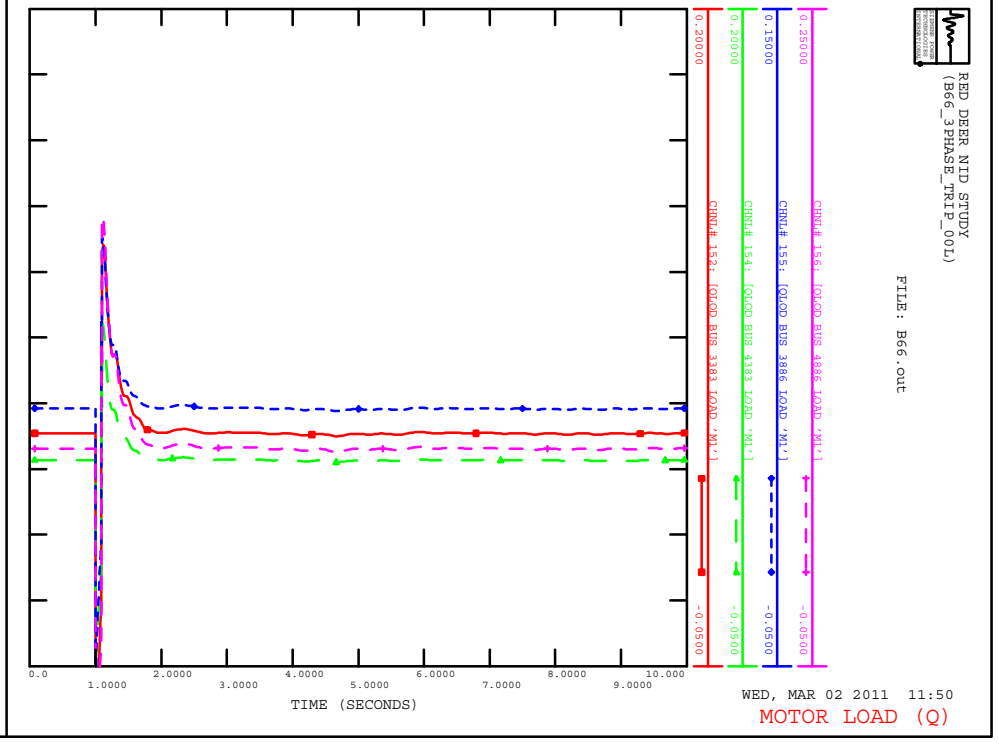

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

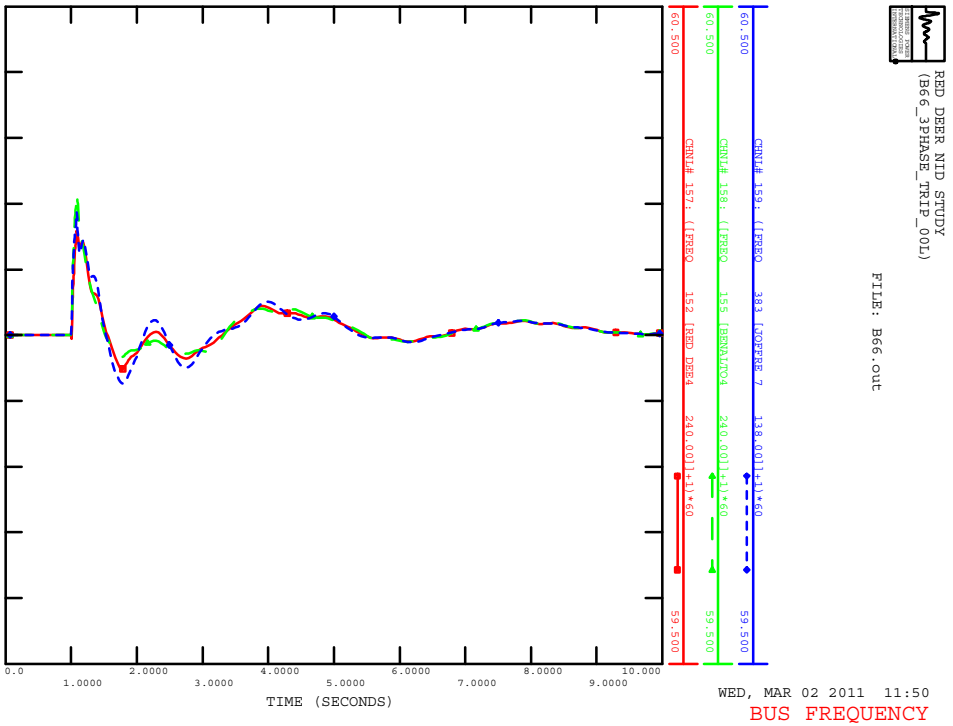

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

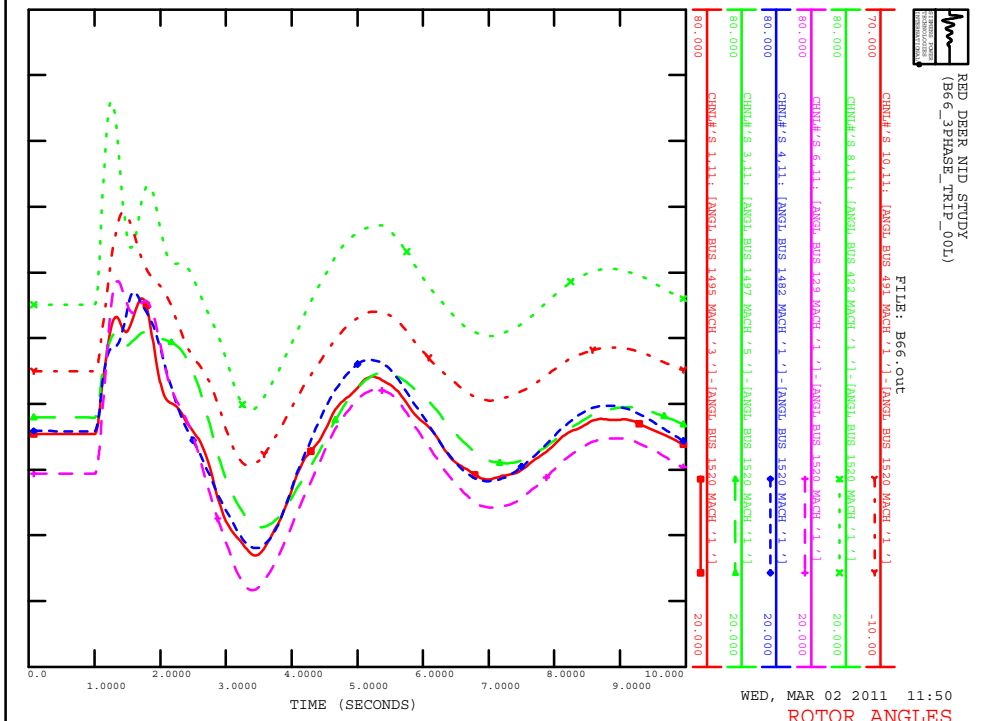

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

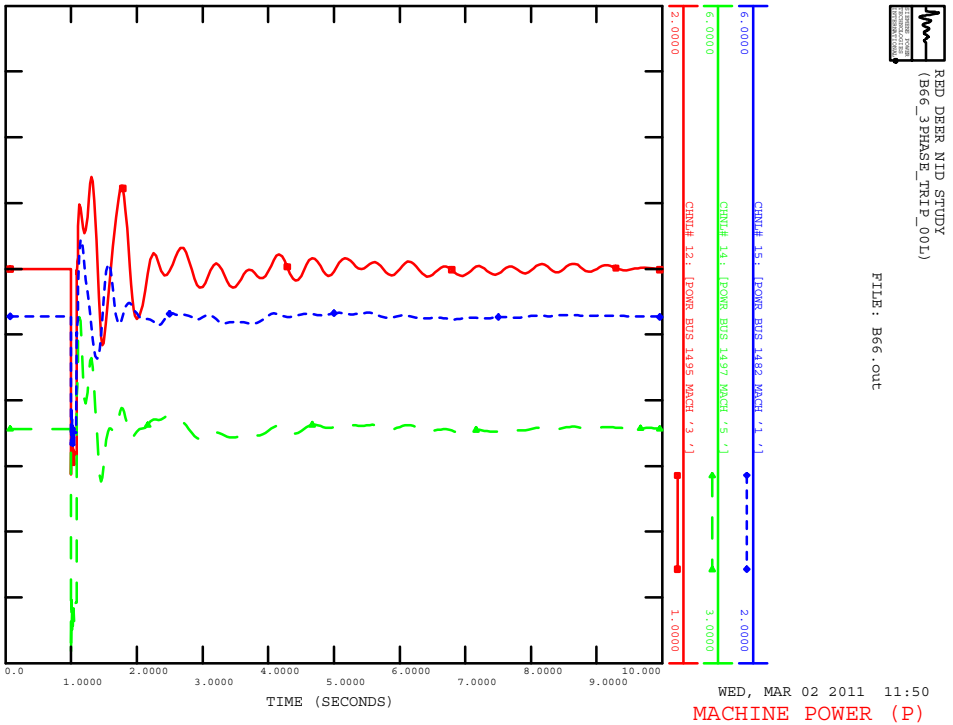

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

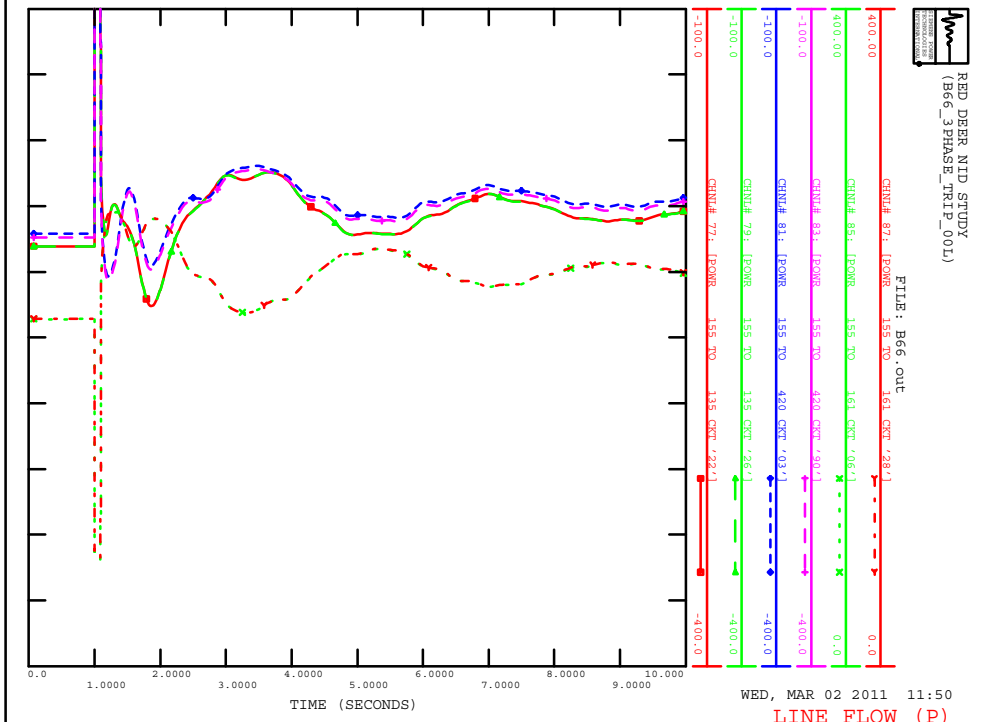

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

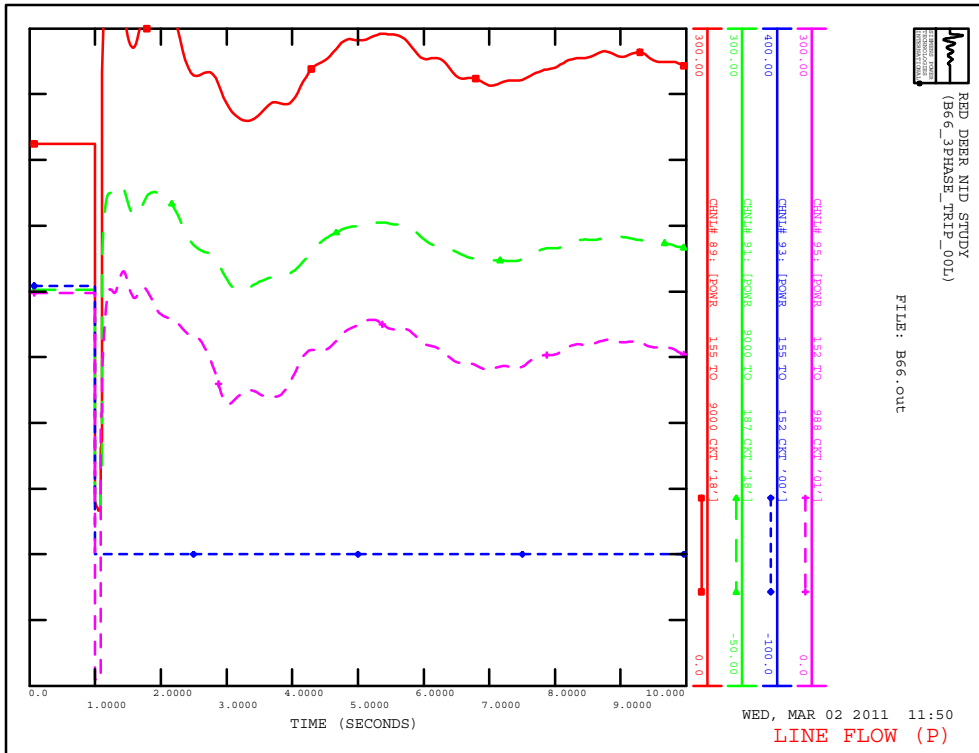

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

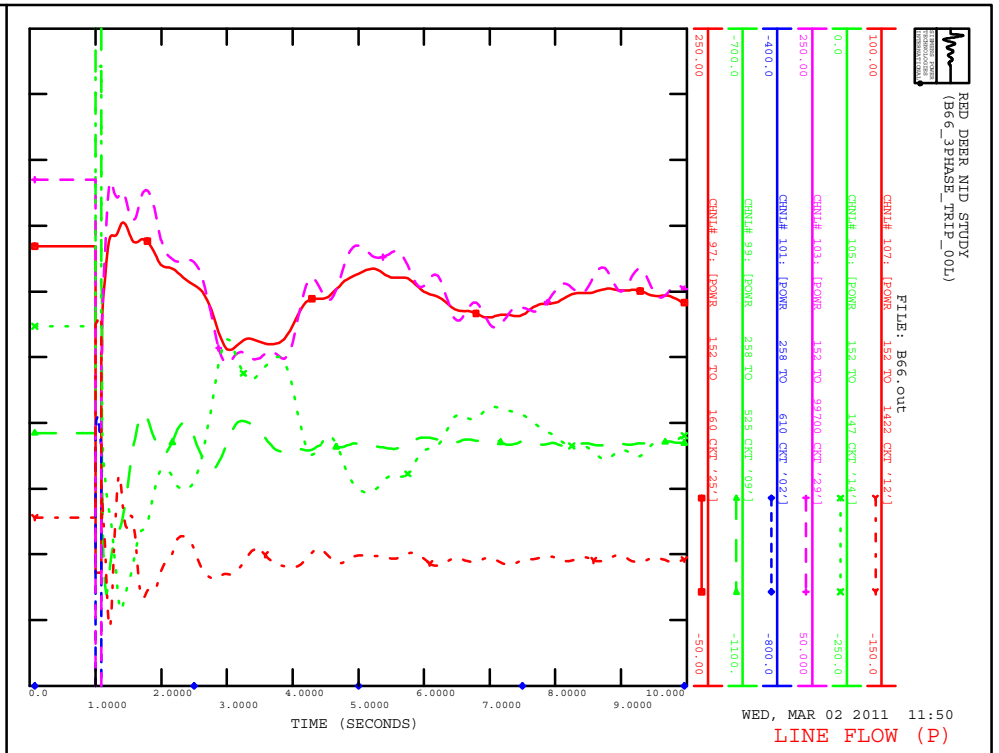

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

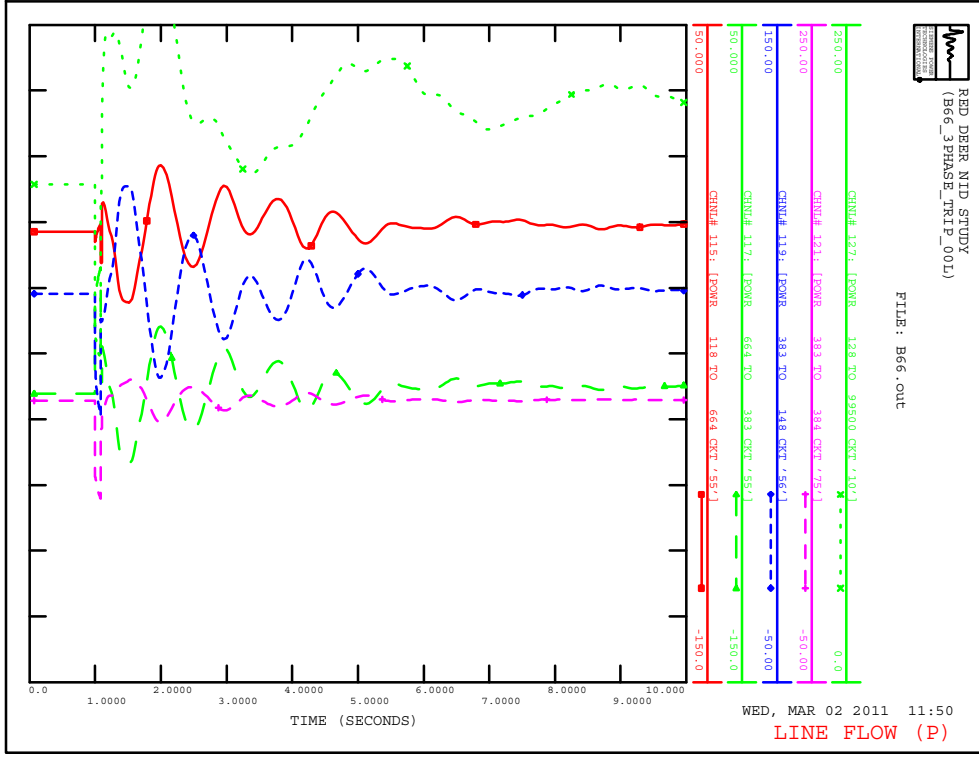

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

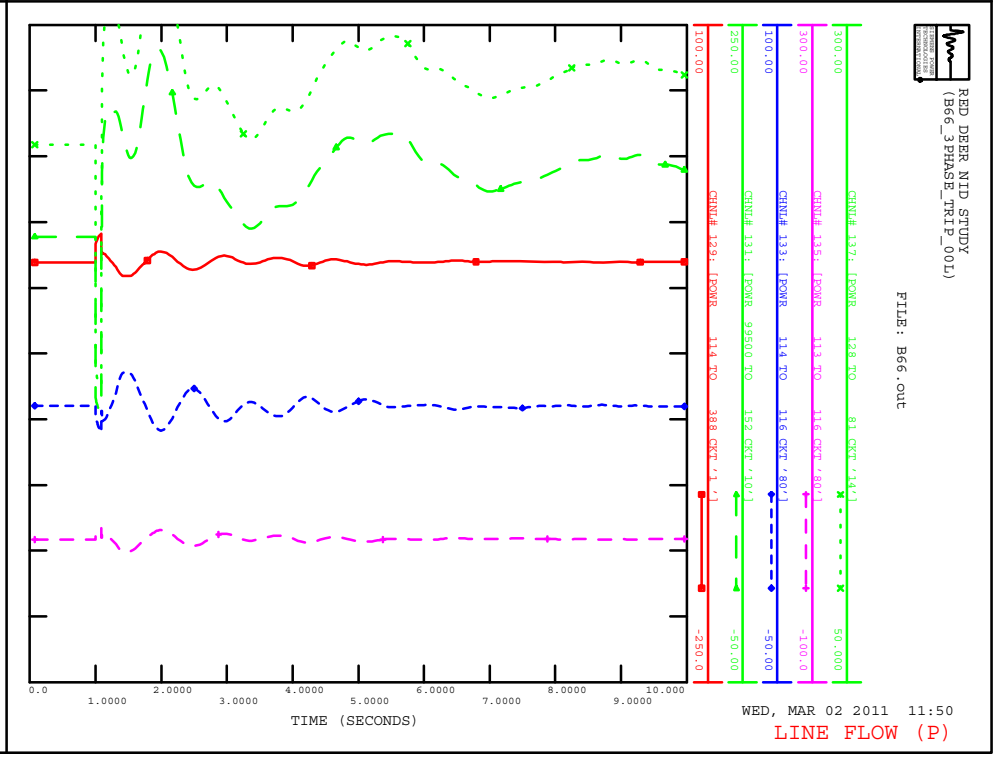

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

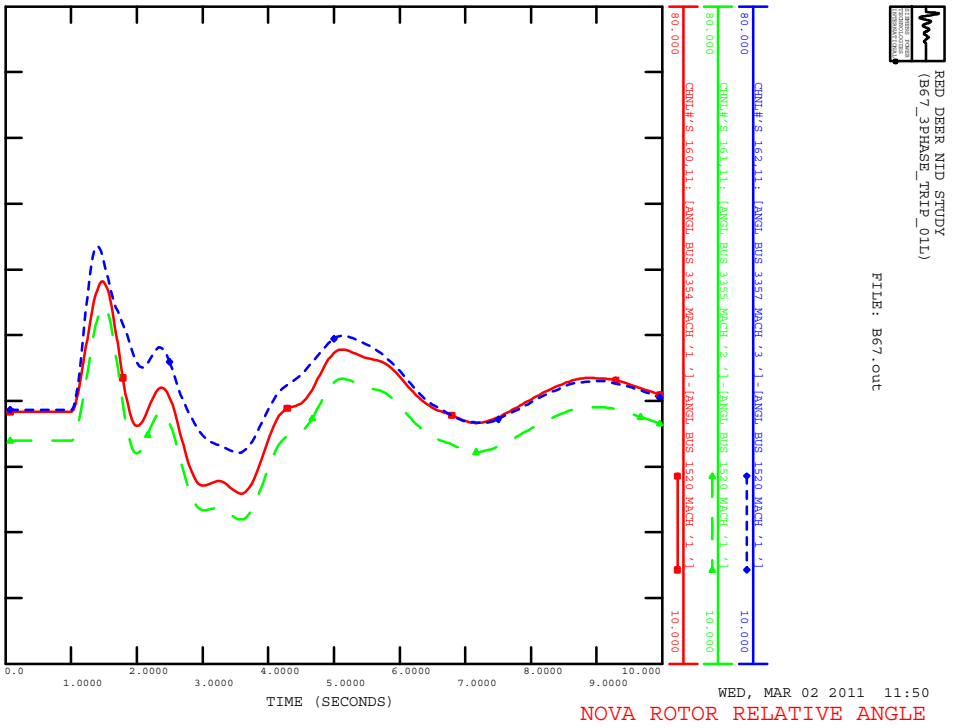

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

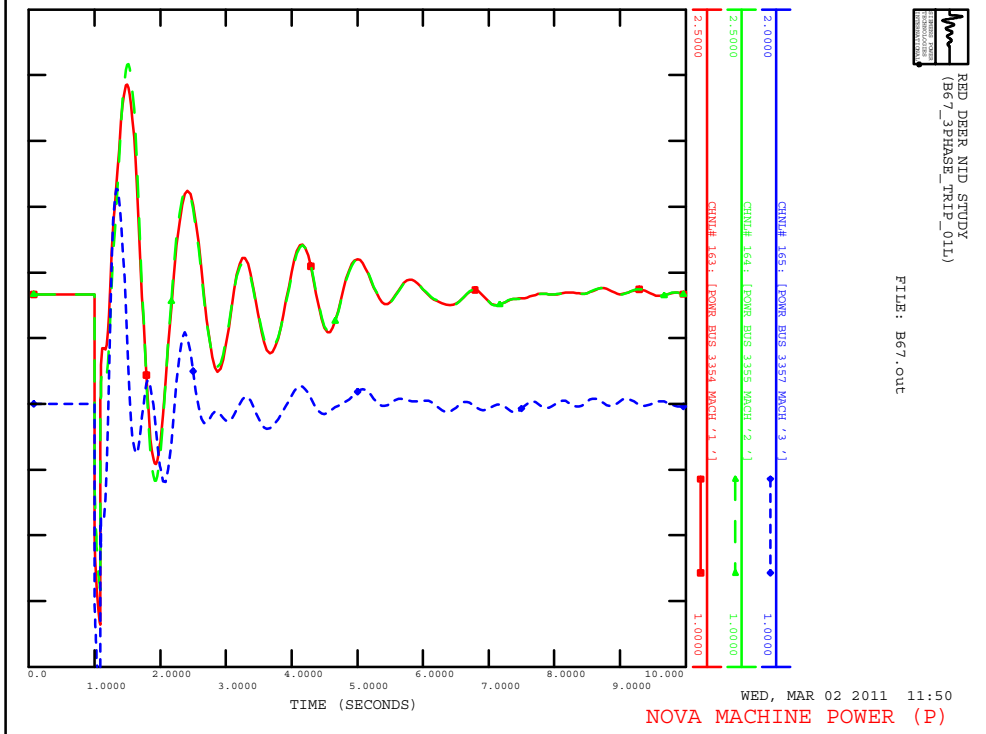

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

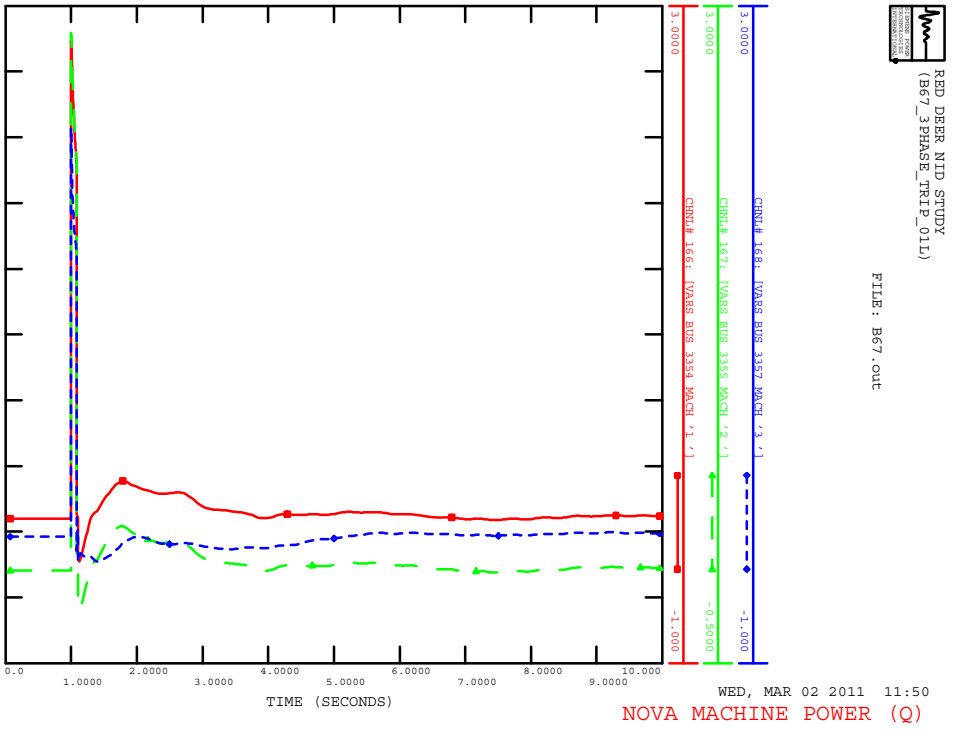

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

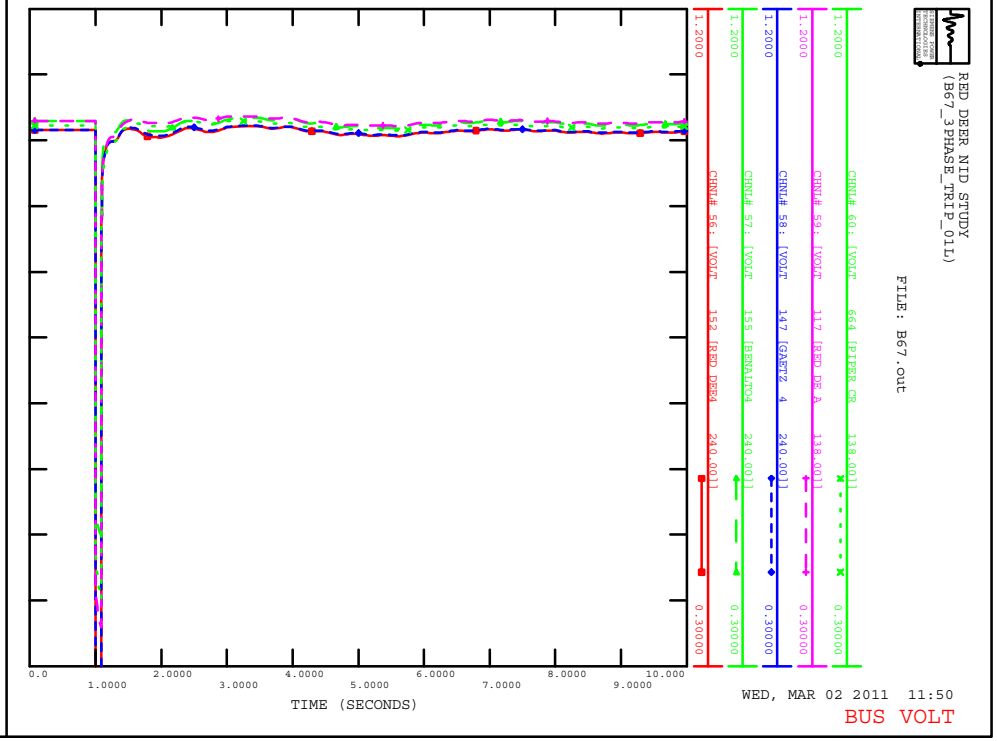

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

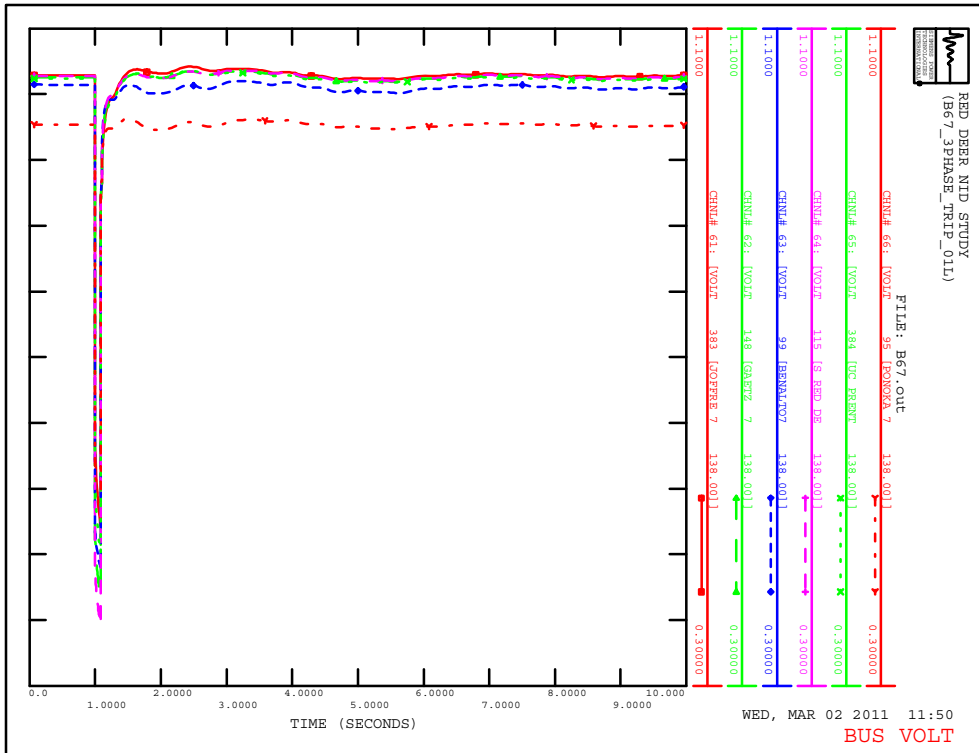

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

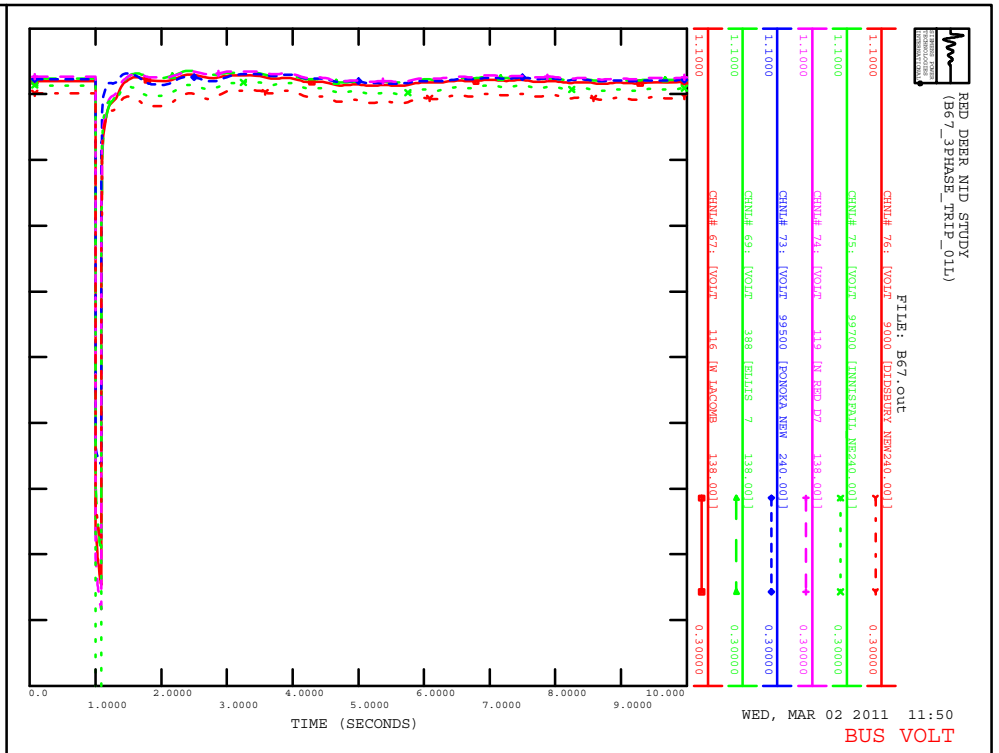

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

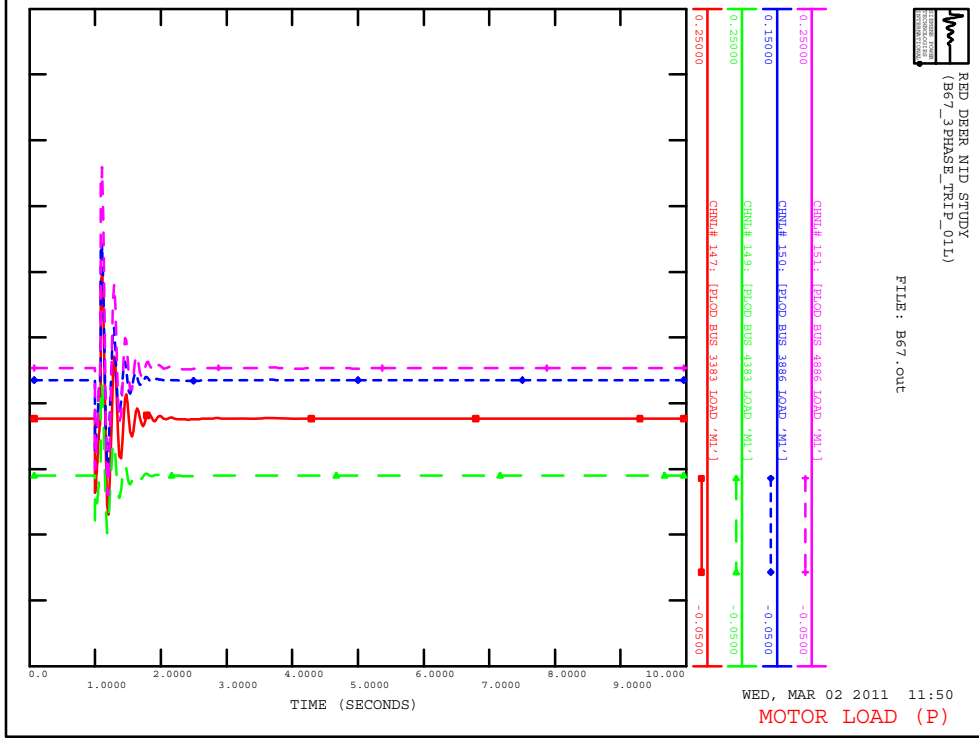

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

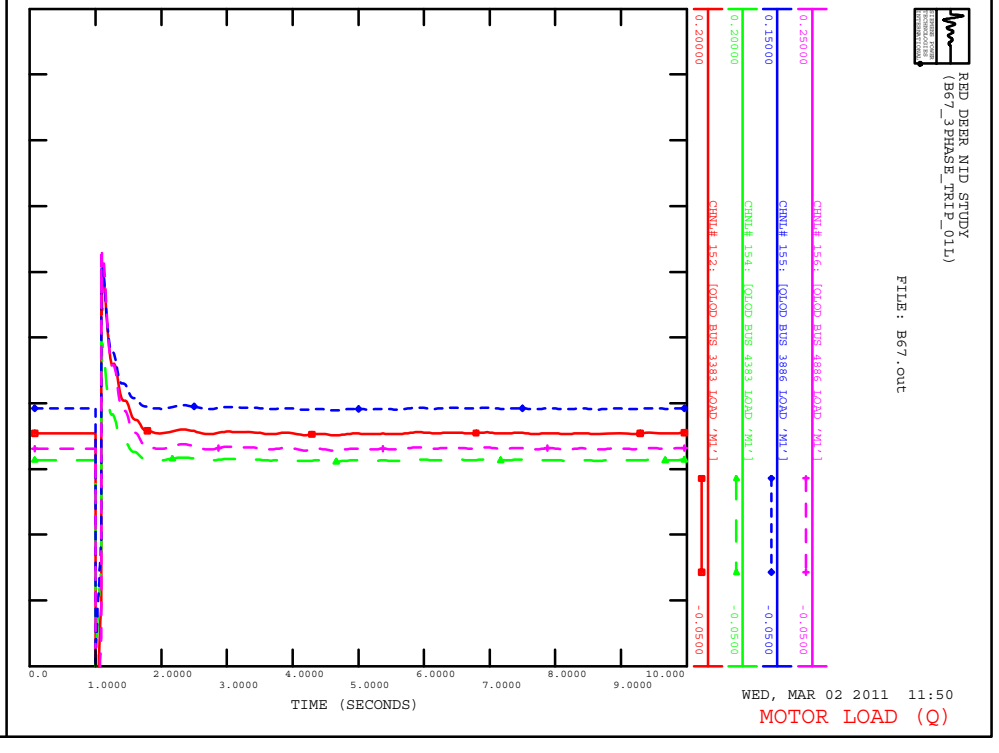

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

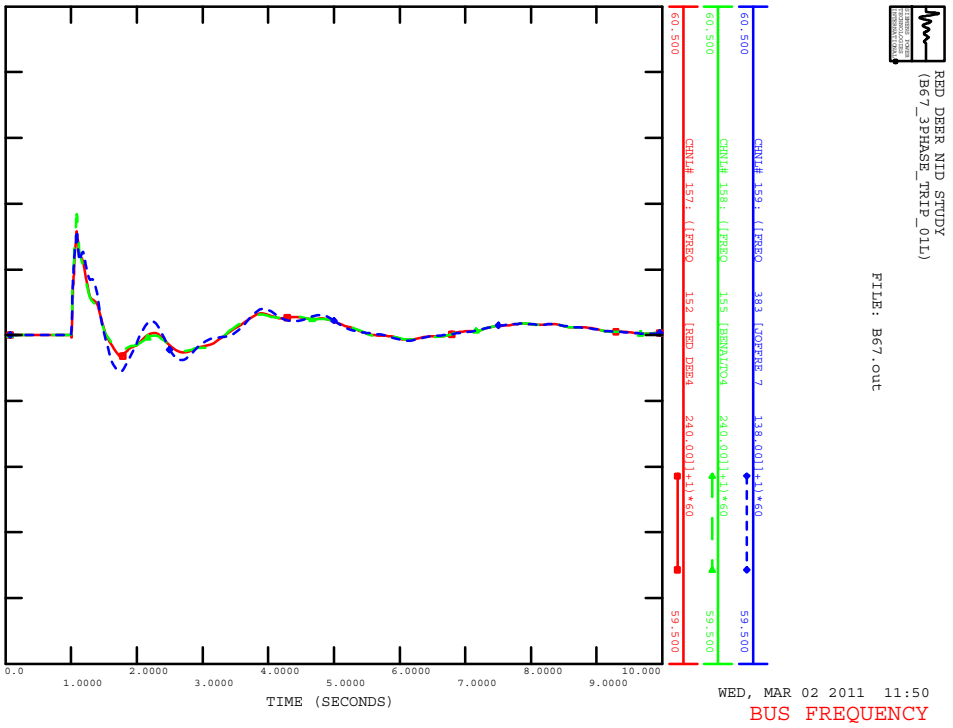

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

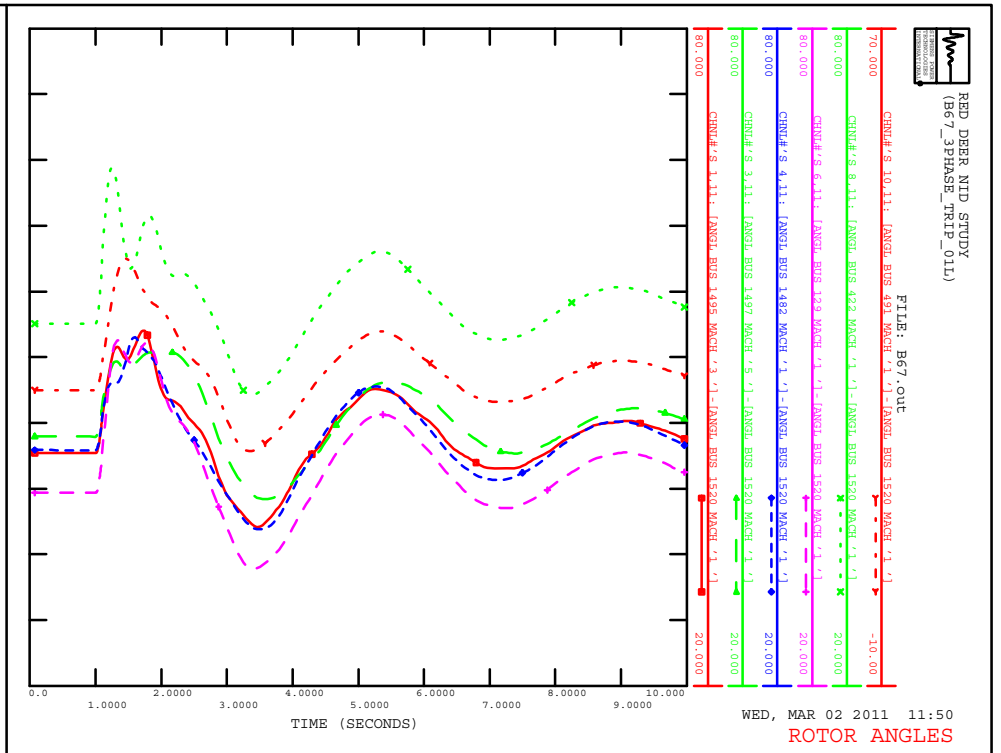

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

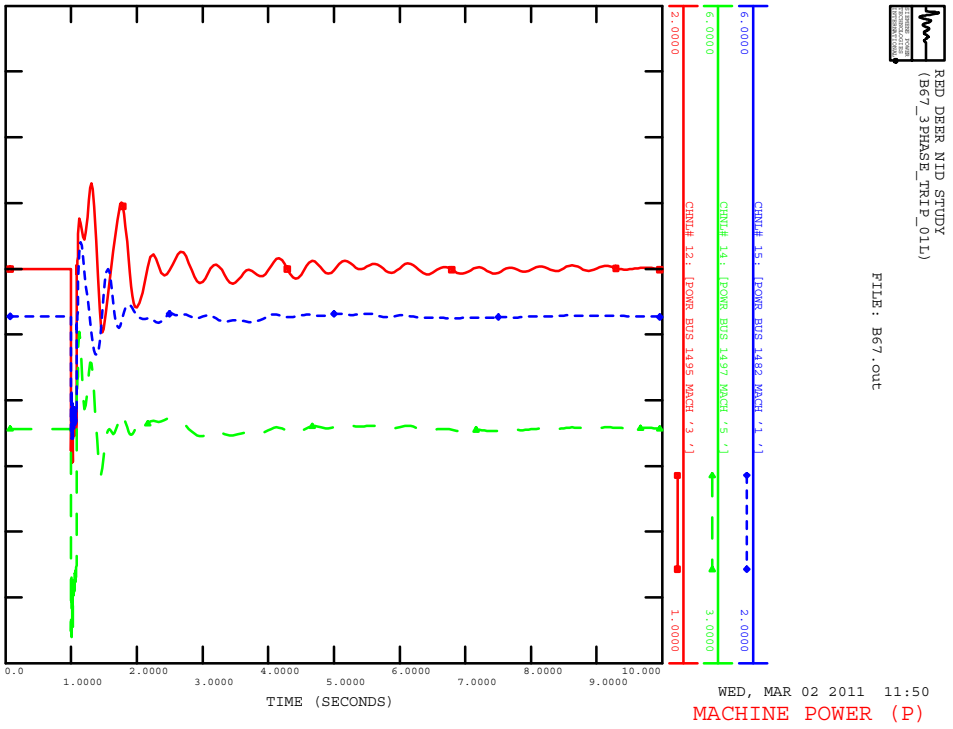

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

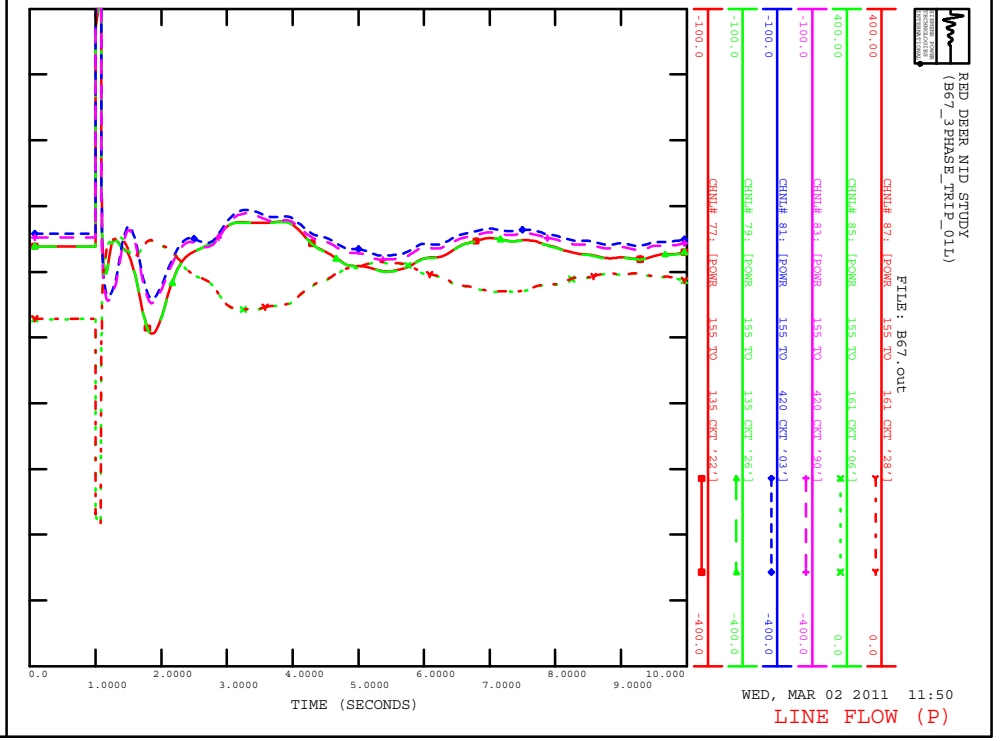

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

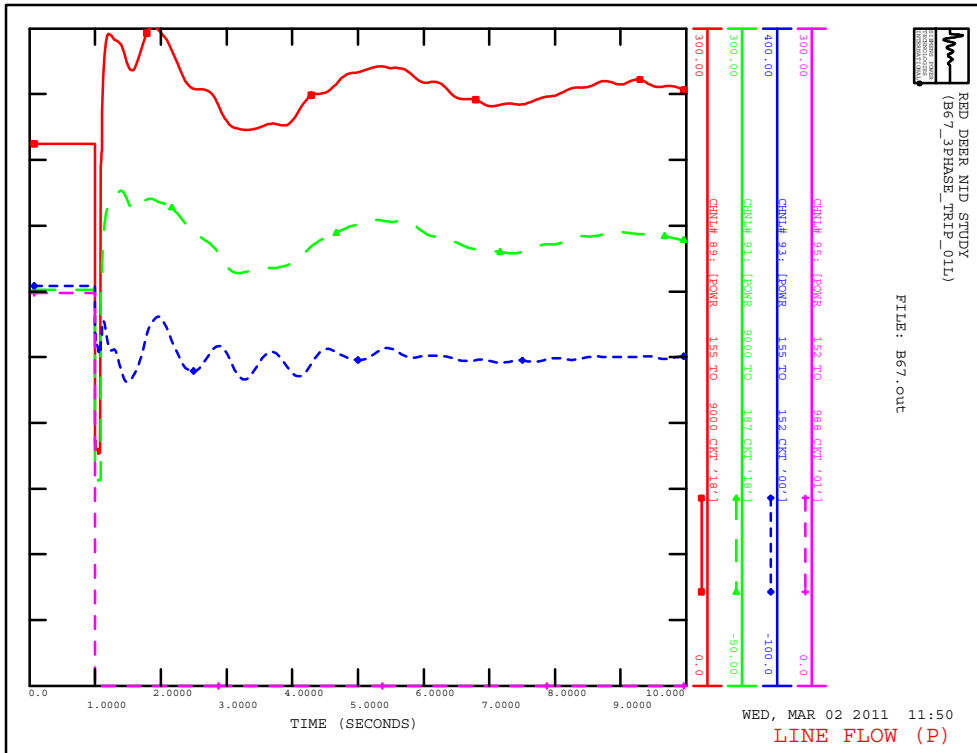

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

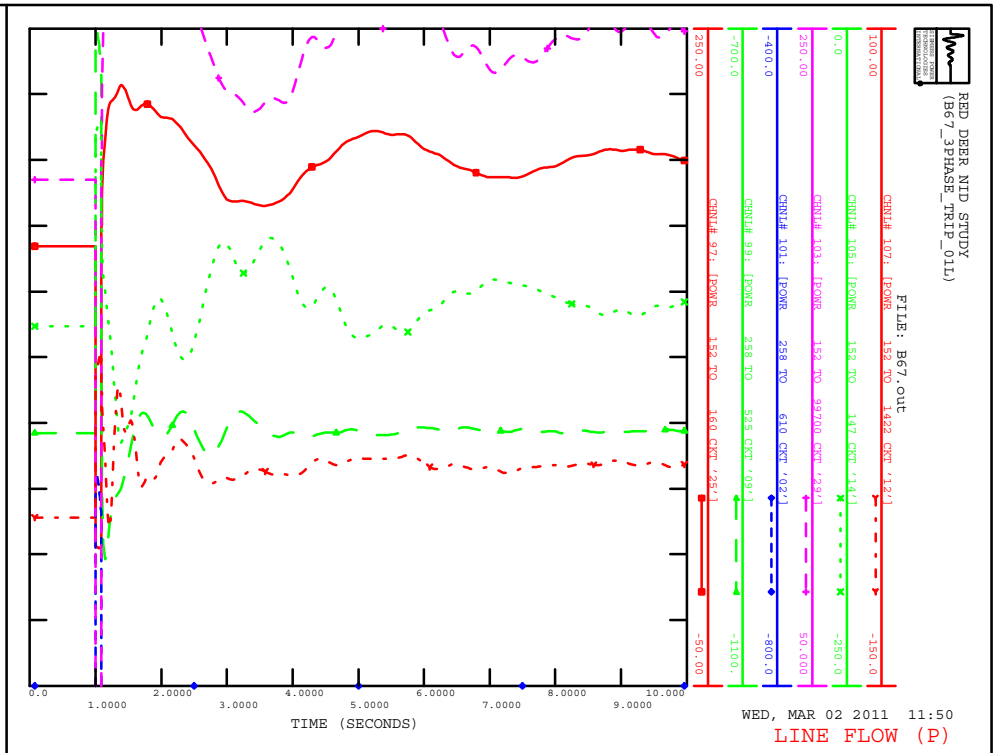

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

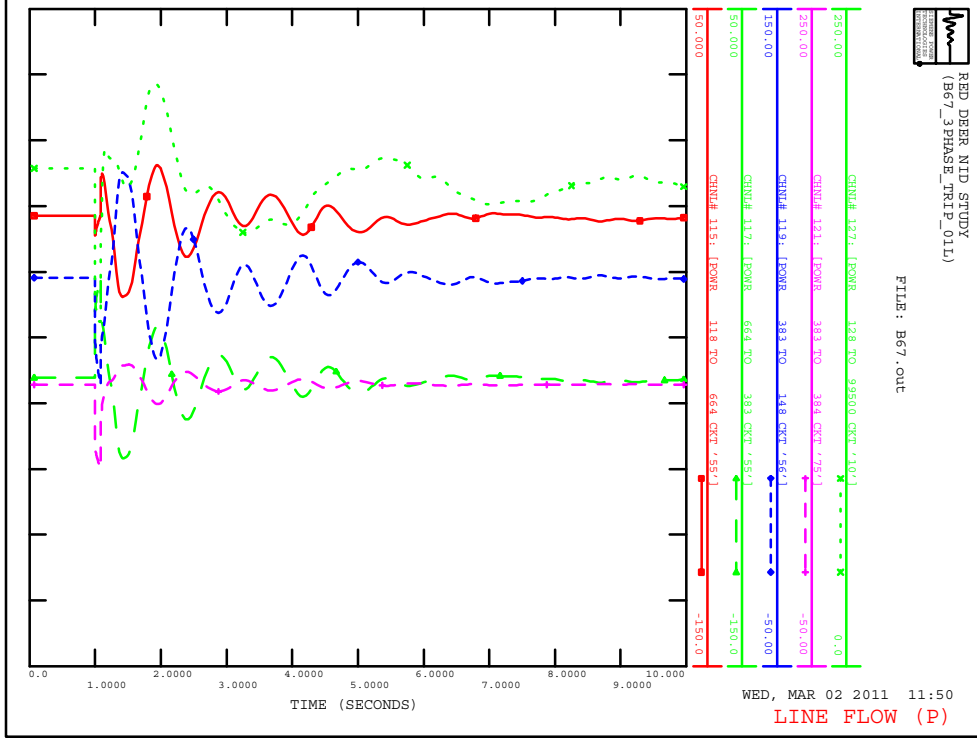

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

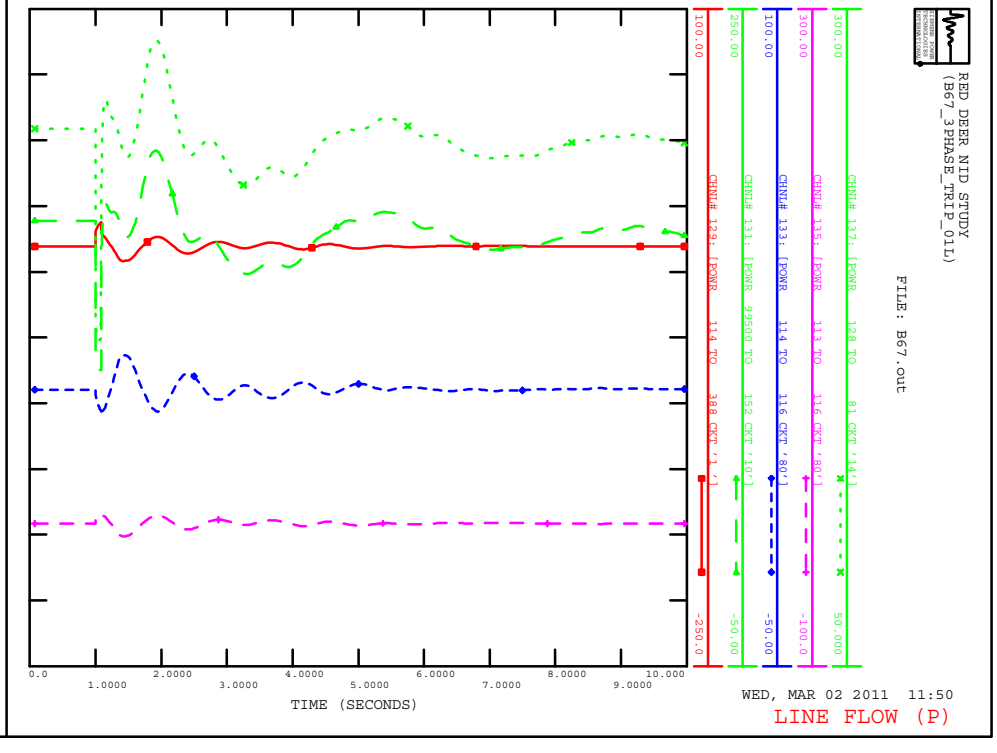

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

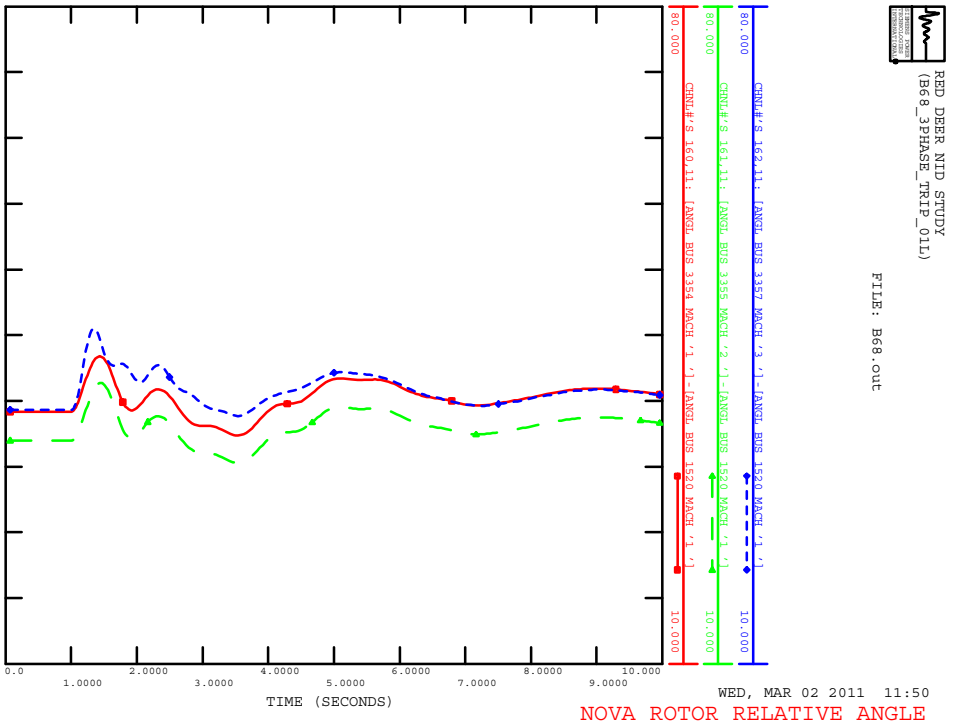

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

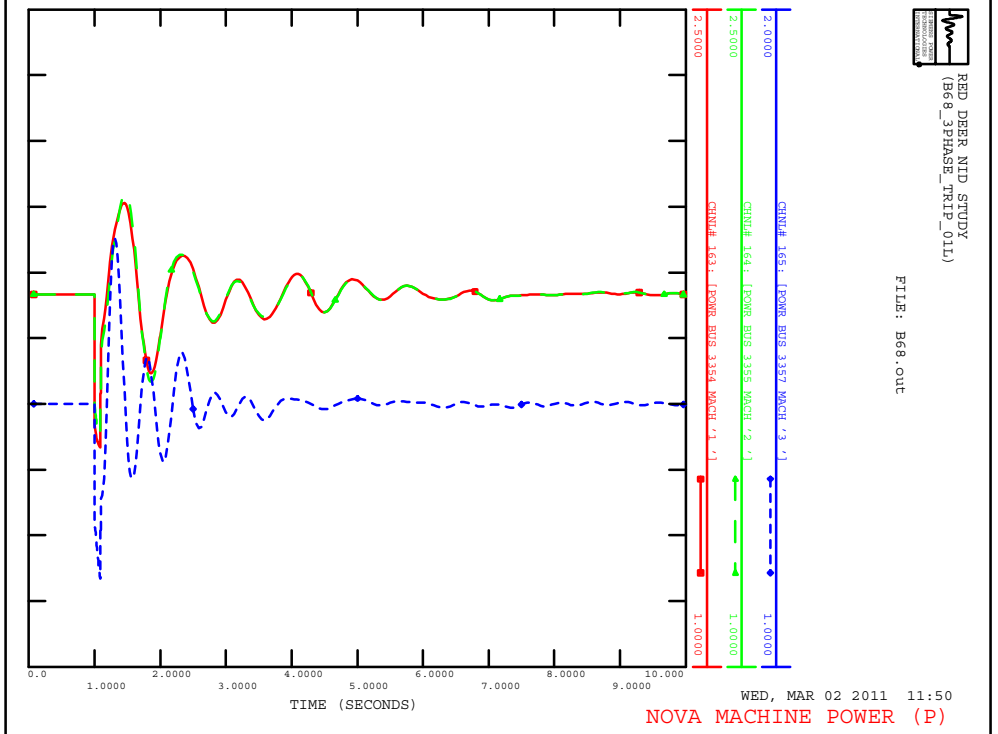

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

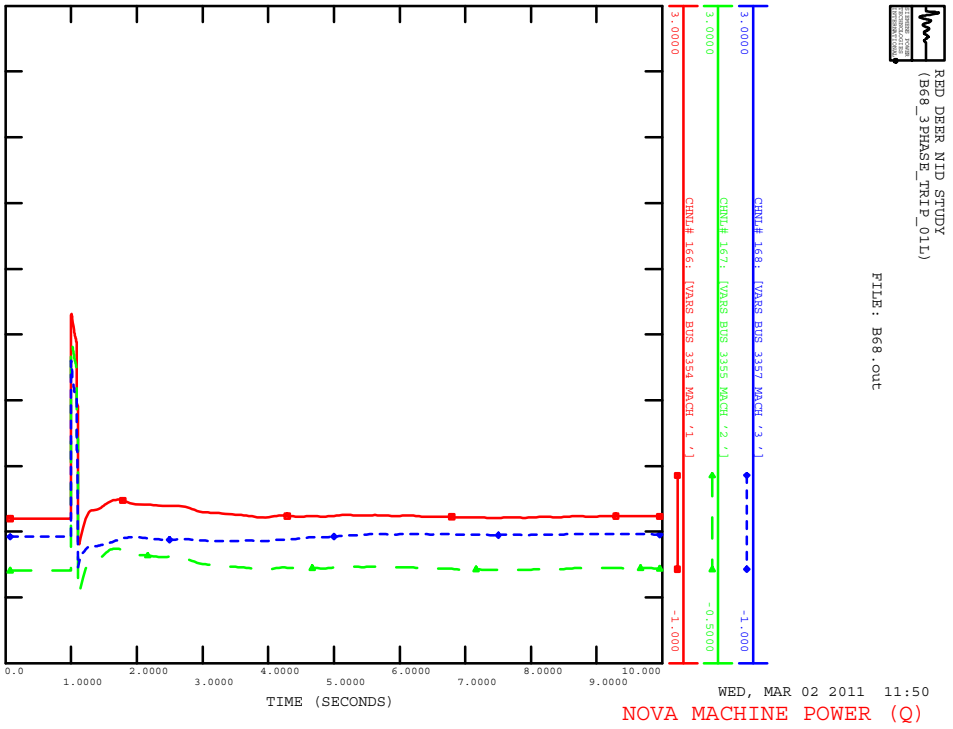

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

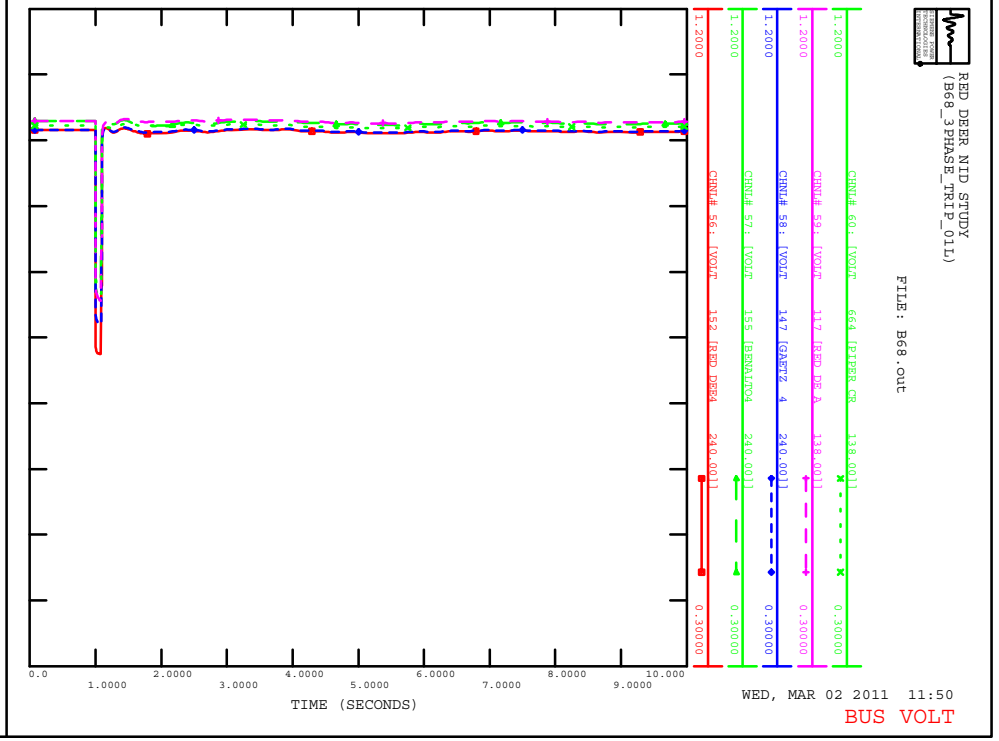

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

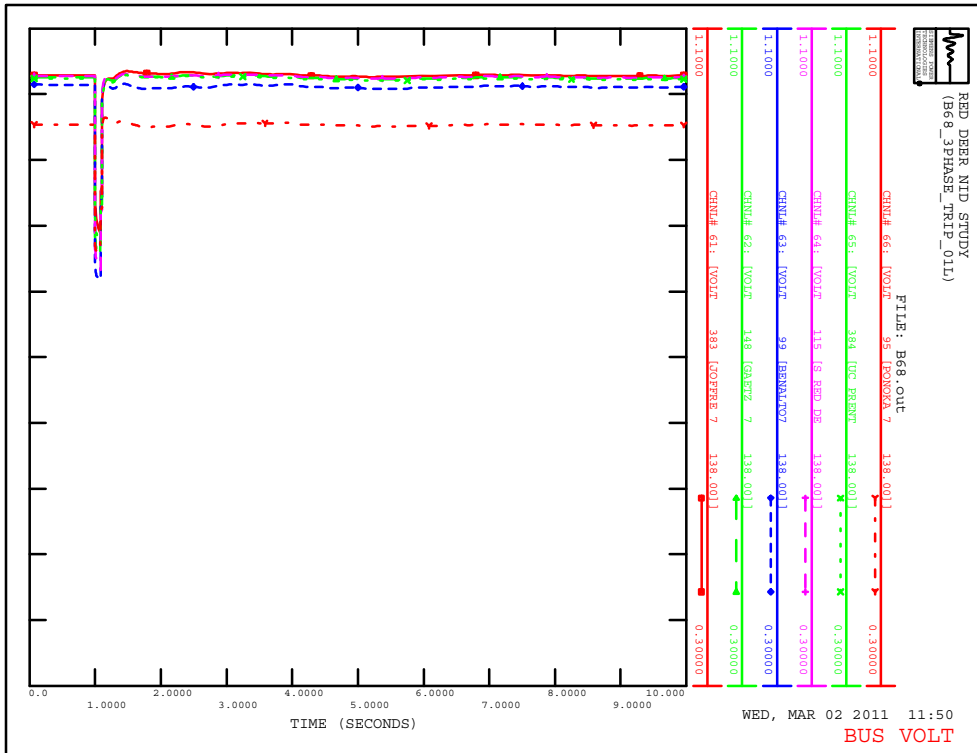

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

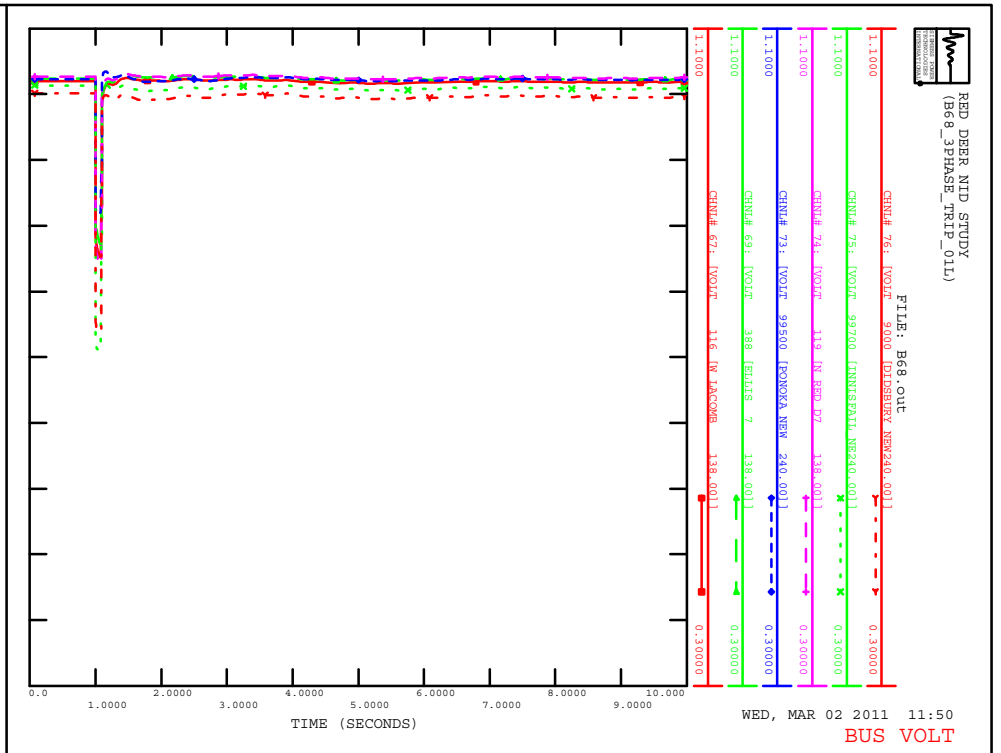

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

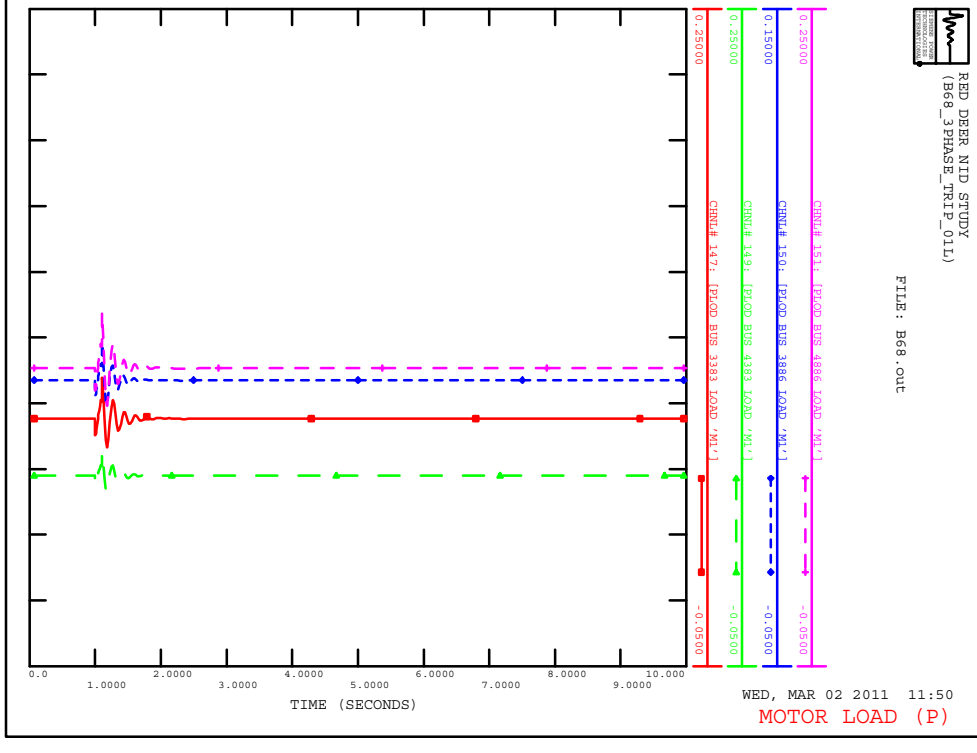

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

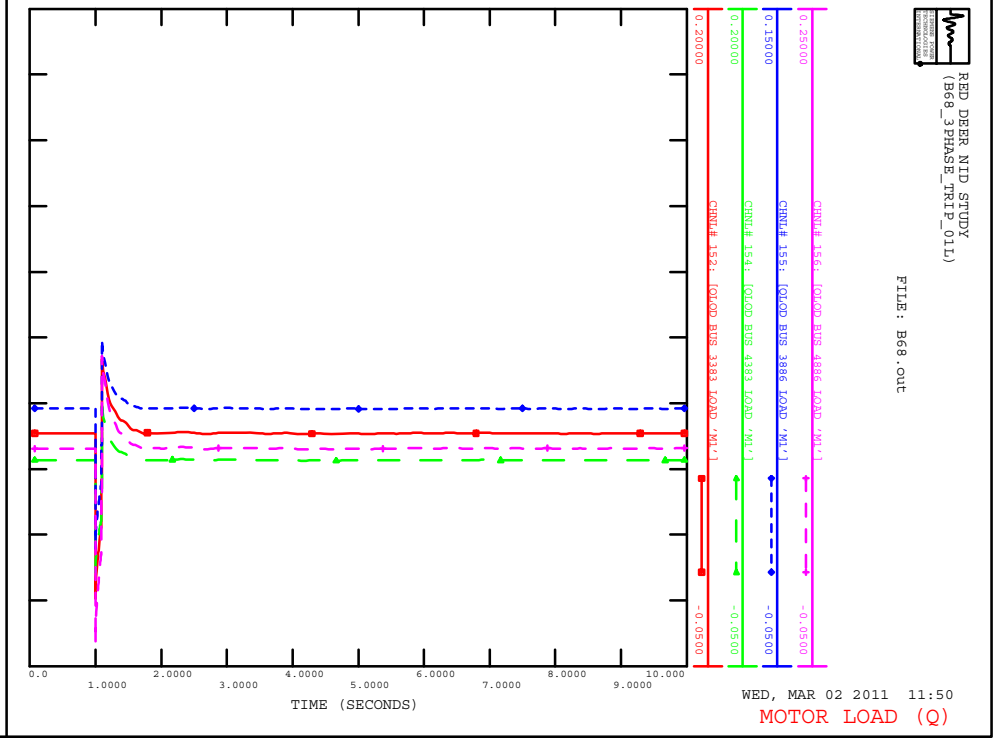

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

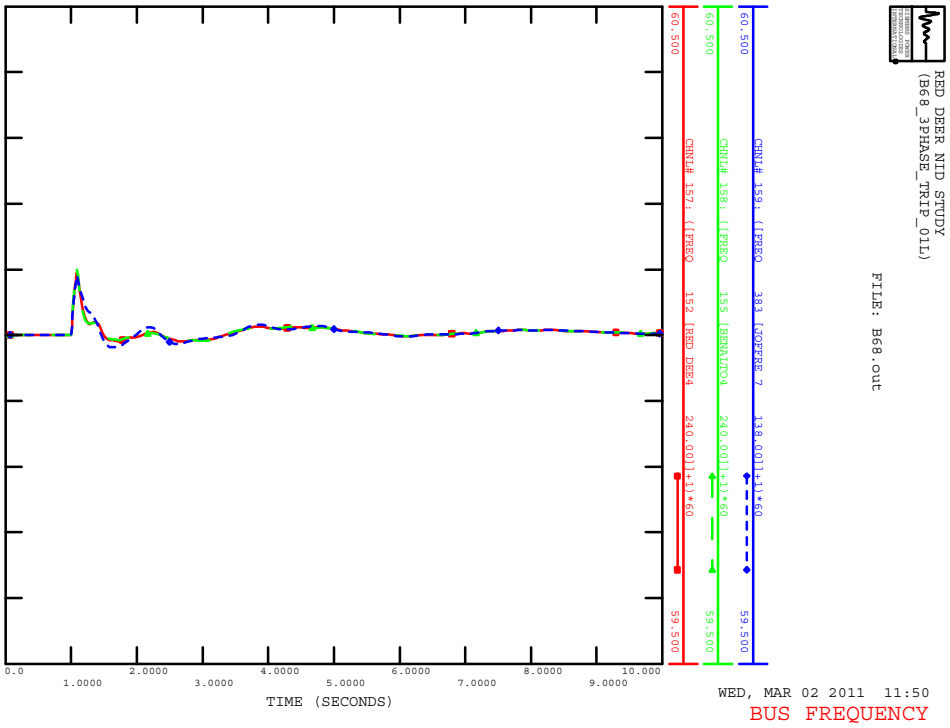

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

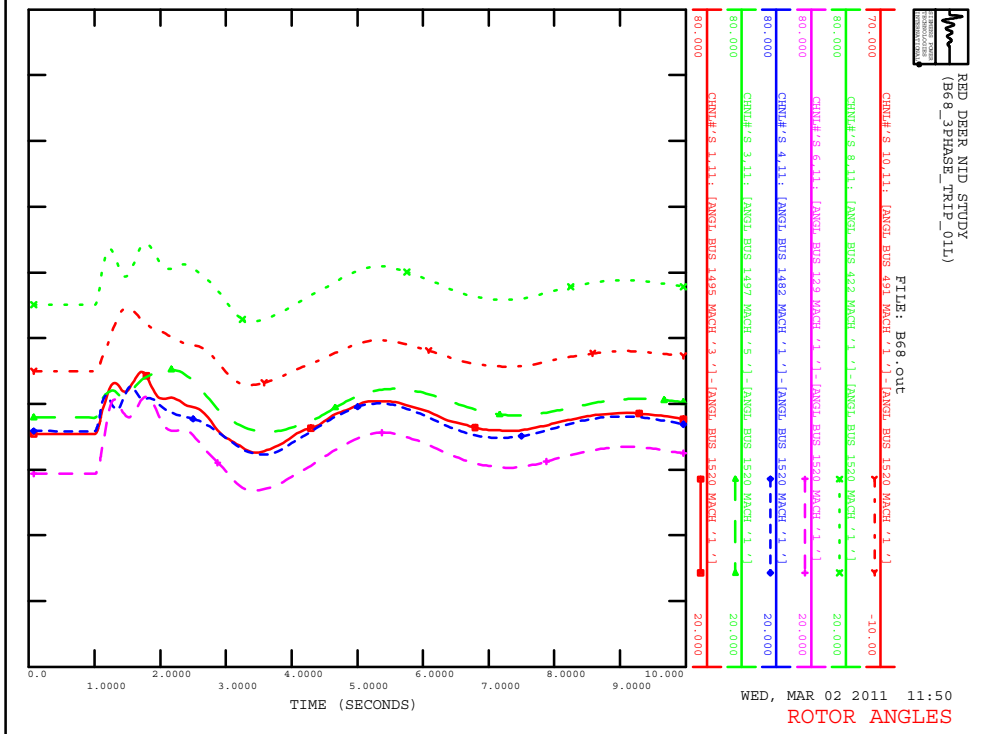

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

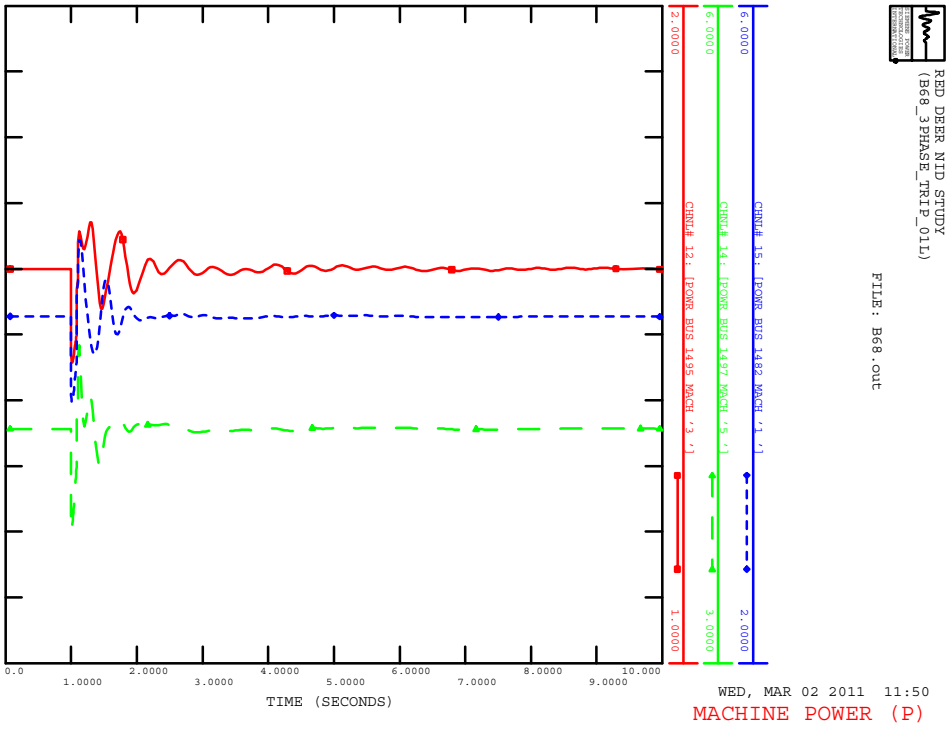

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISSBURY NEW340.00]
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

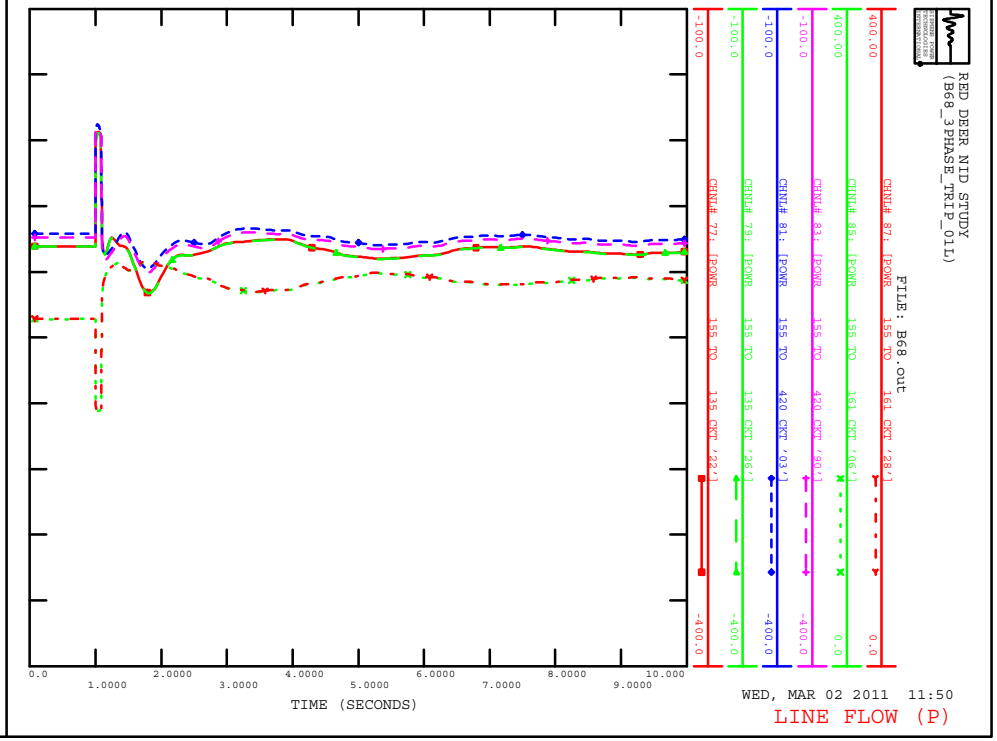

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

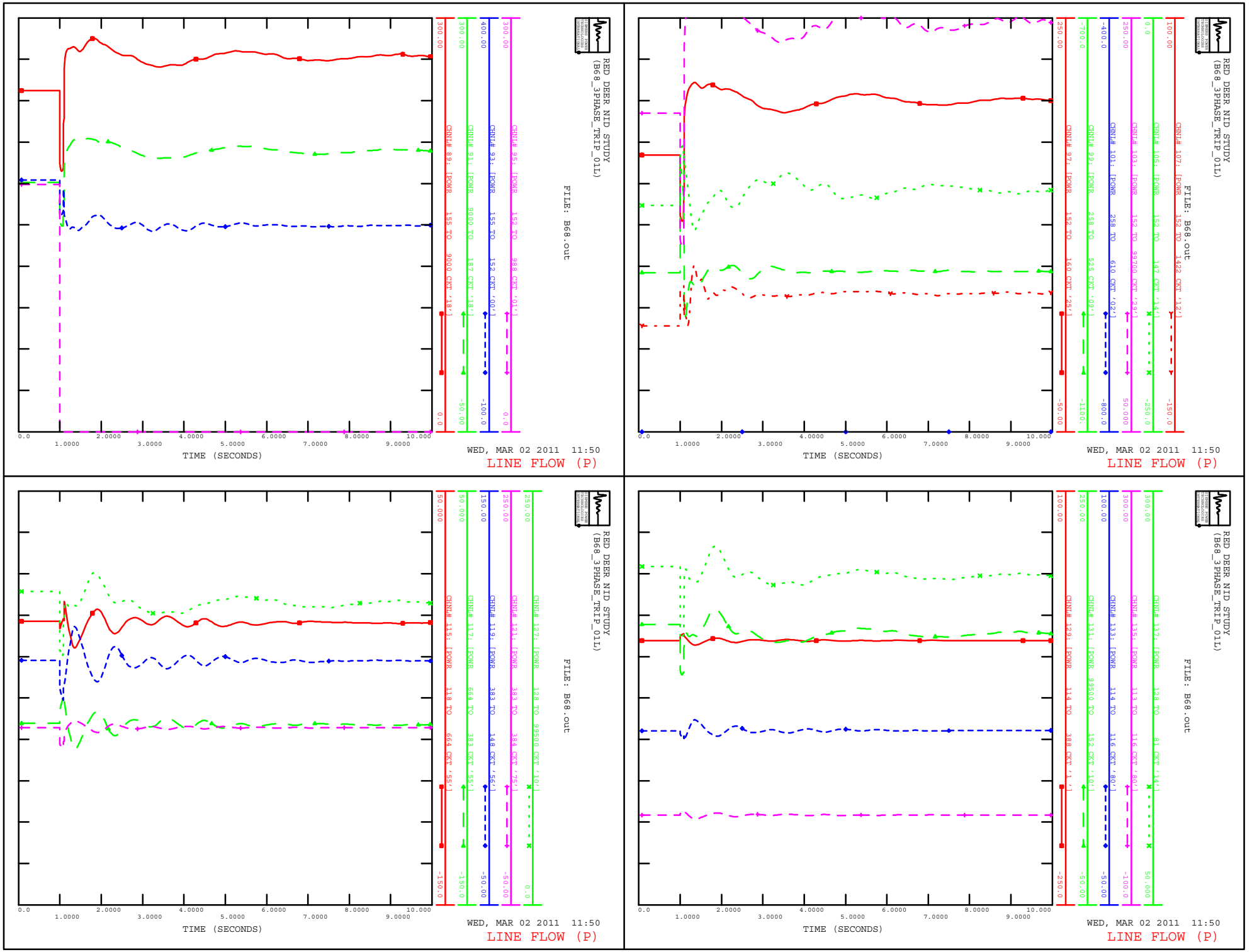

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

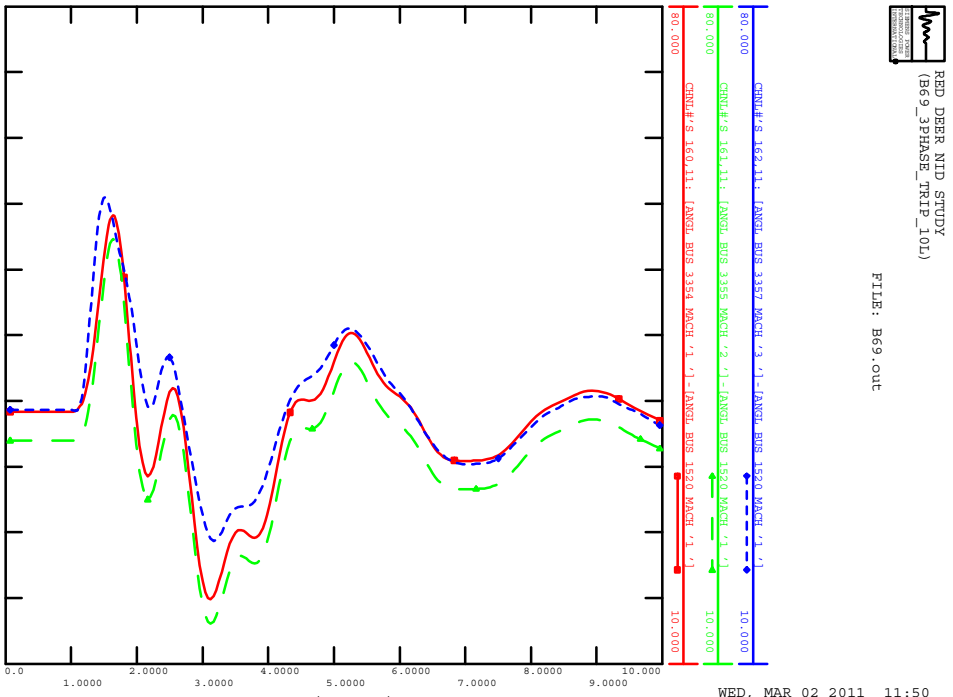

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

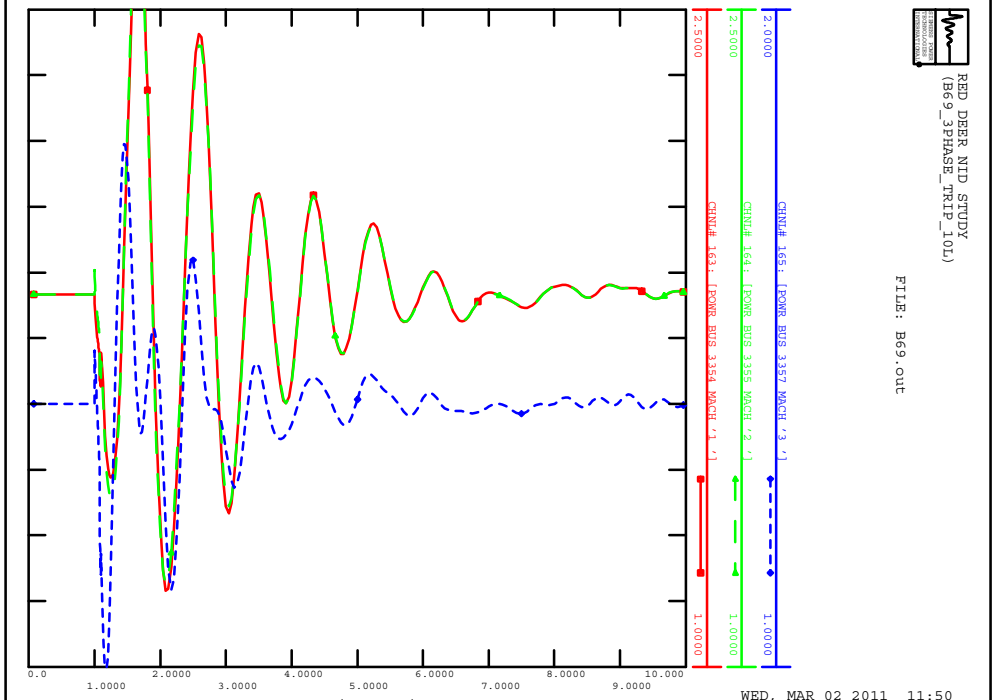

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

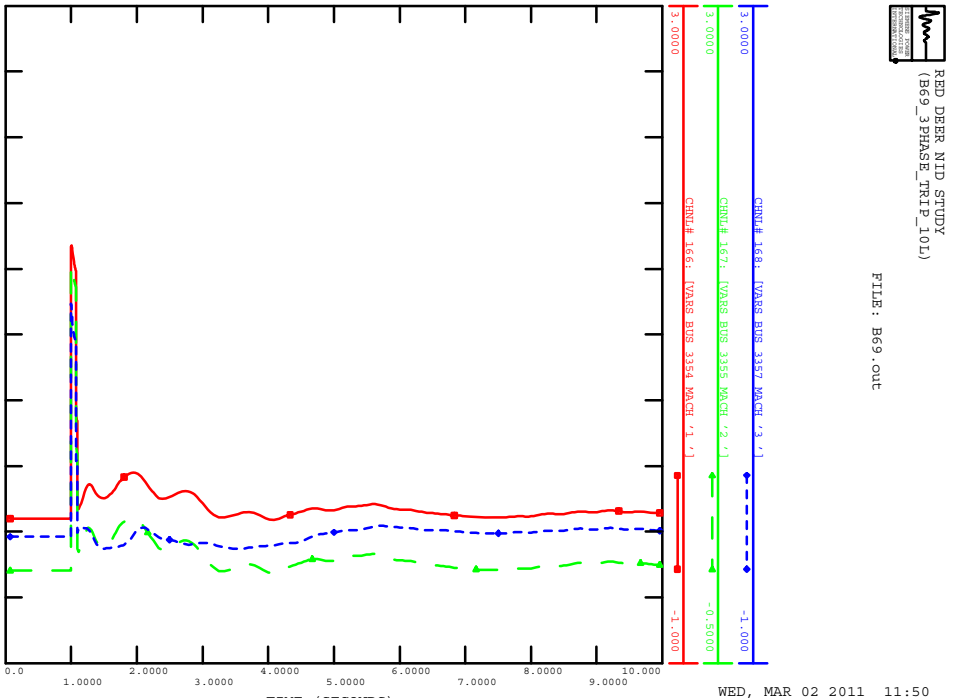

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

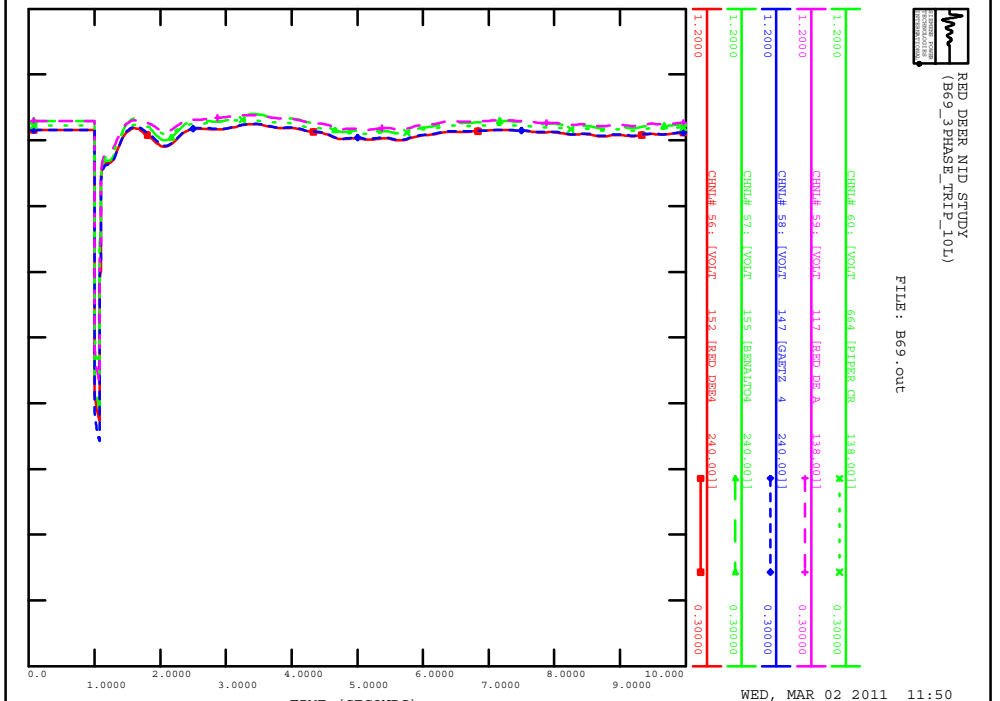

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

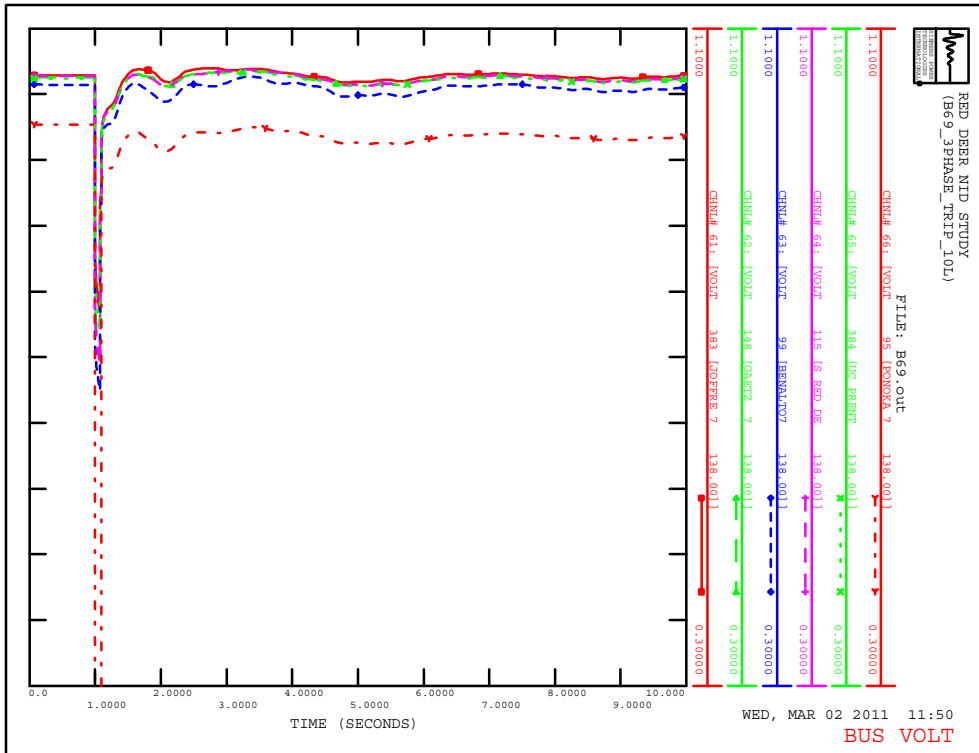

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

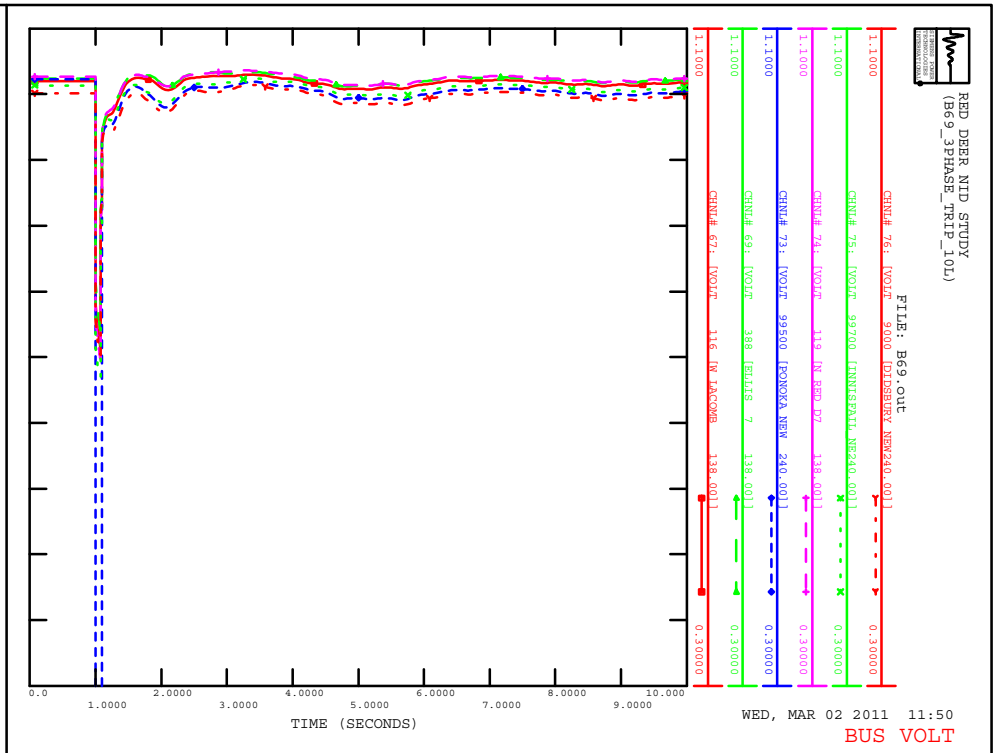

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

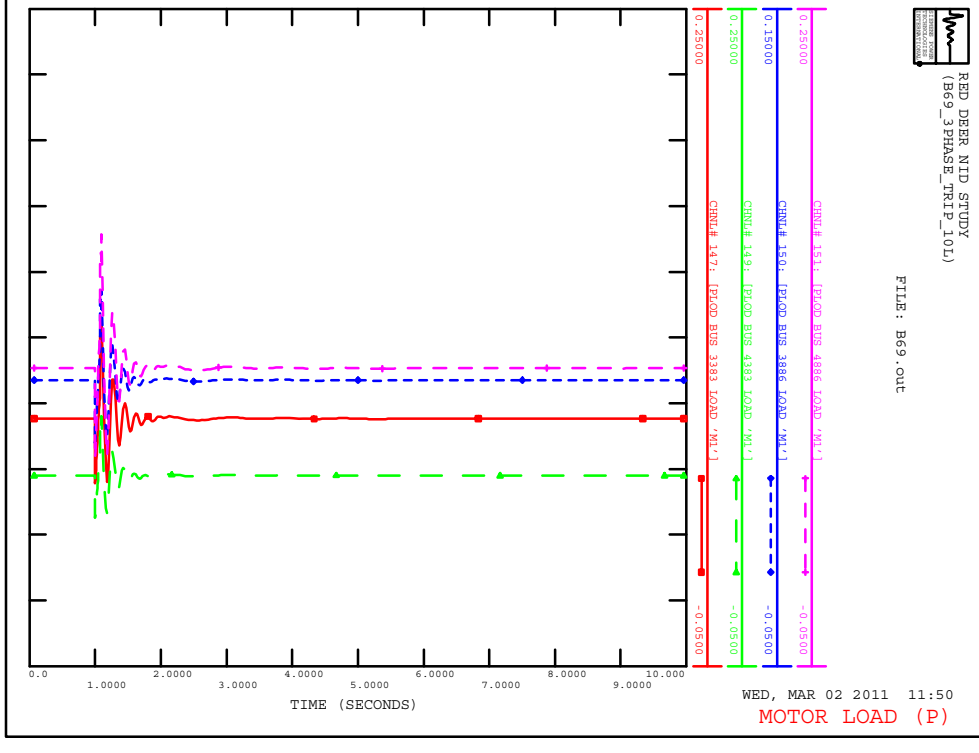

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

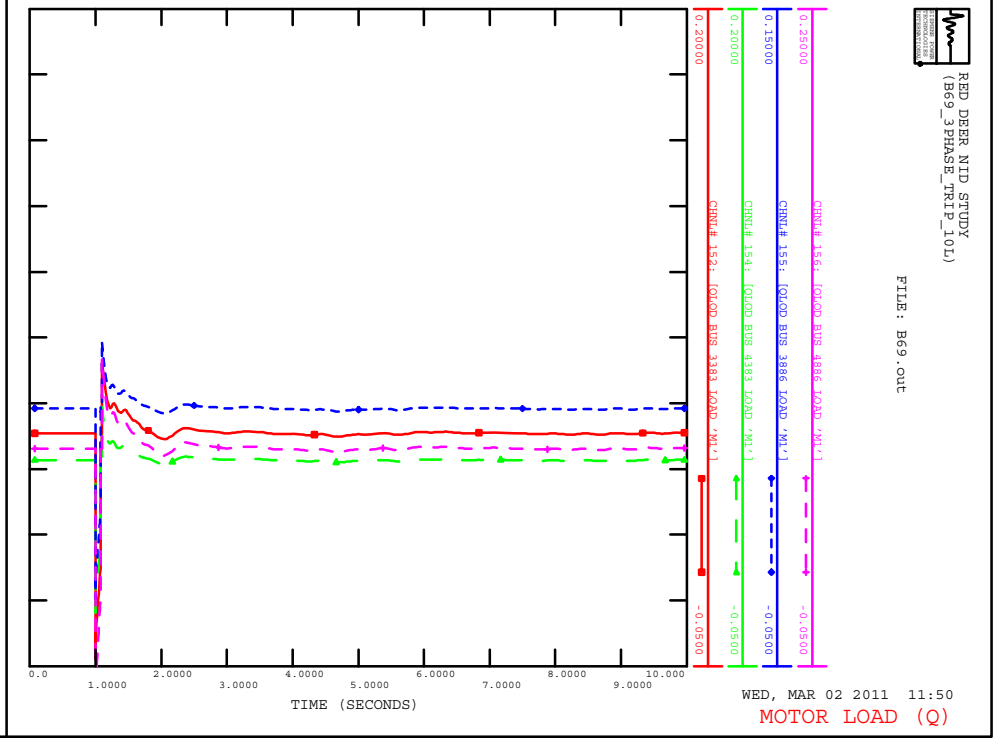

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

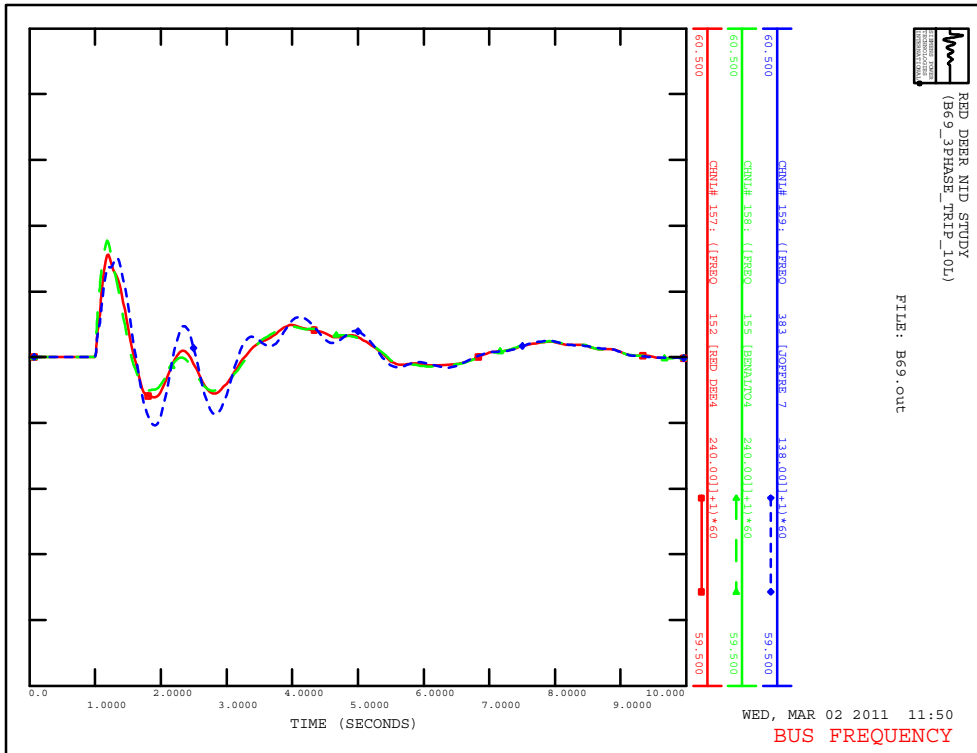

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

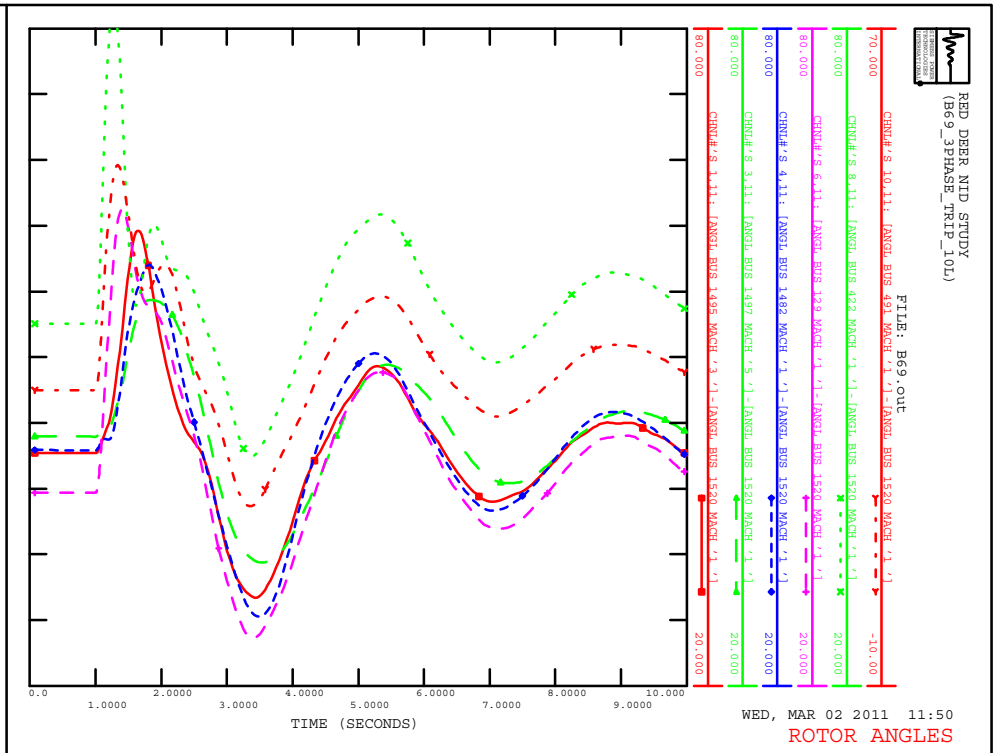

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

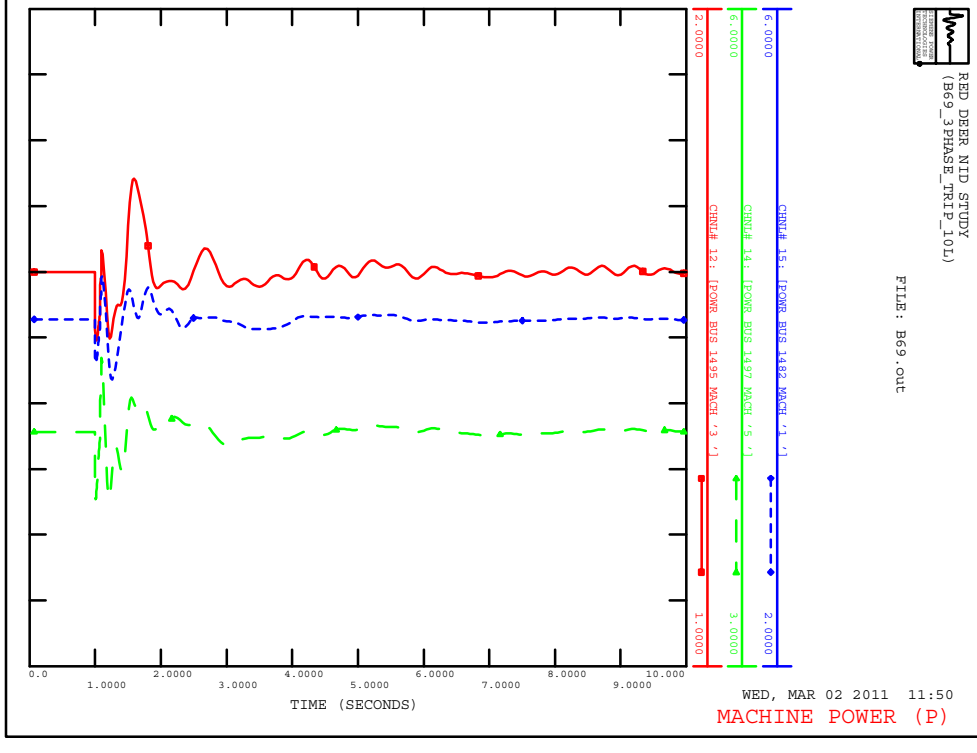

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESSERT NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

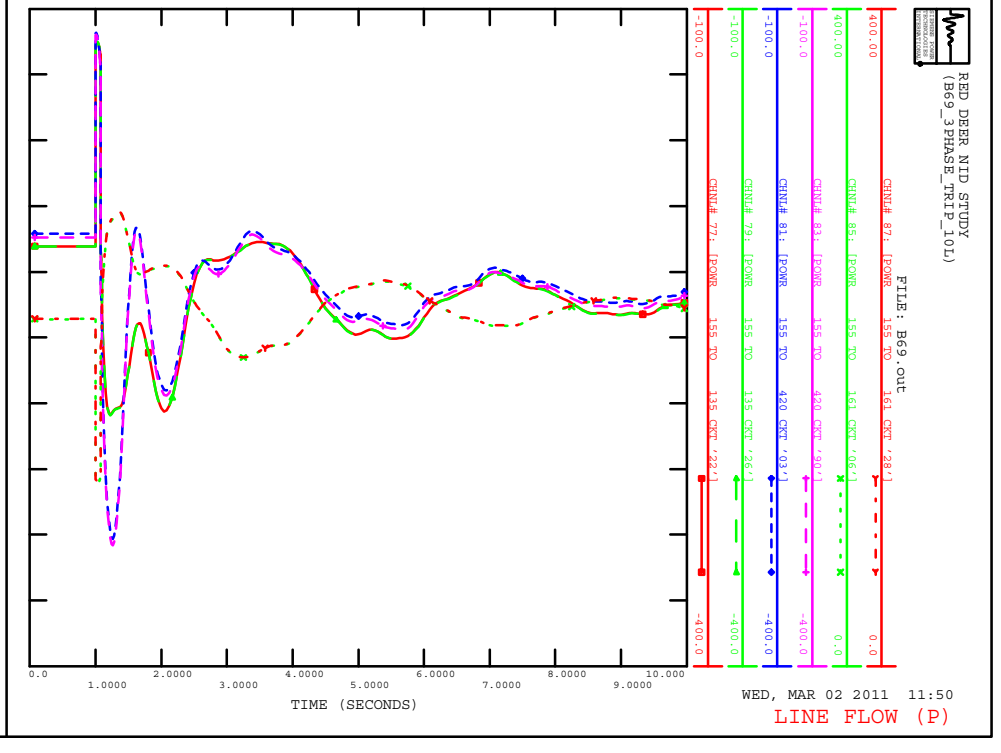

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (P)

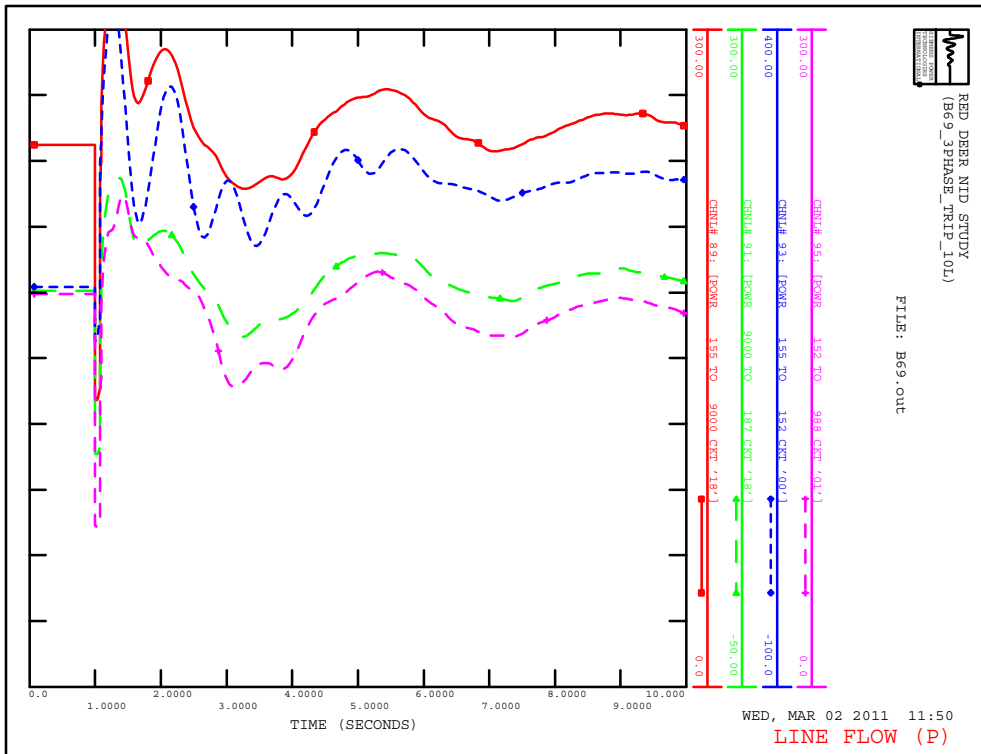

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.25000
0.20000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:50
MOTOR LOAD (Q)

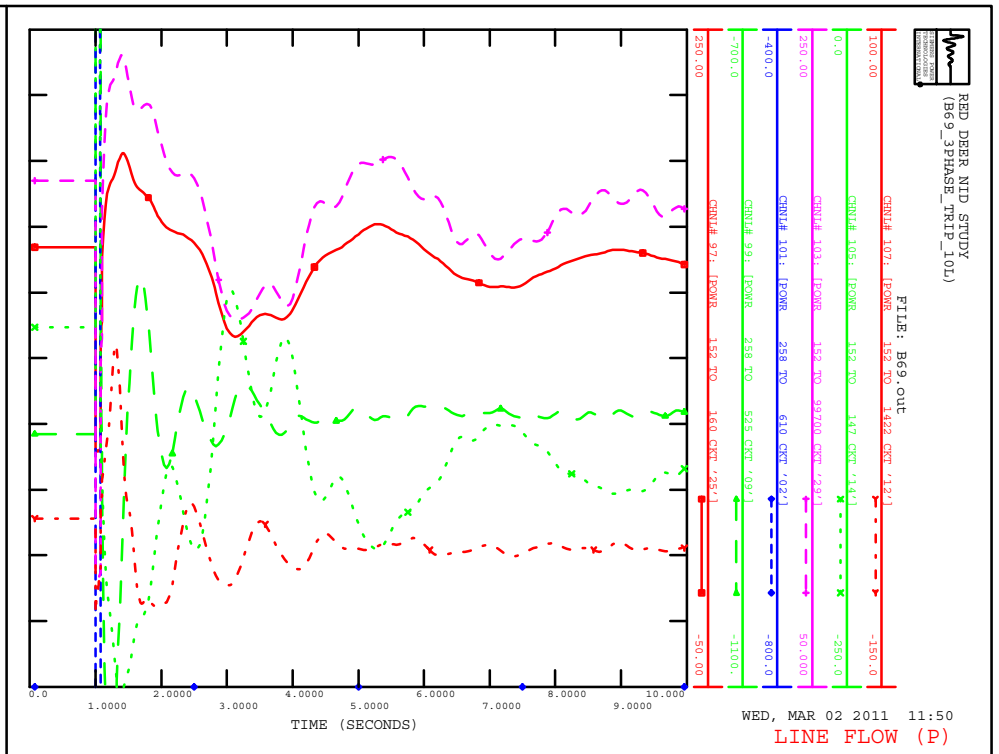

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS FREQUENCY

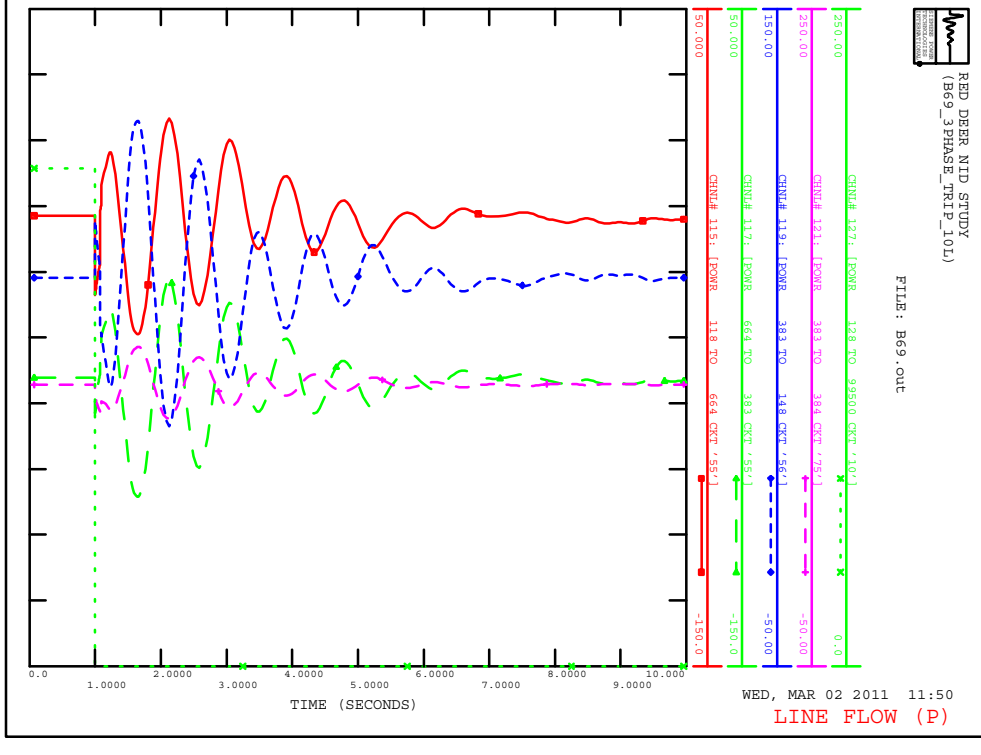

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
ROTOR ANGLES

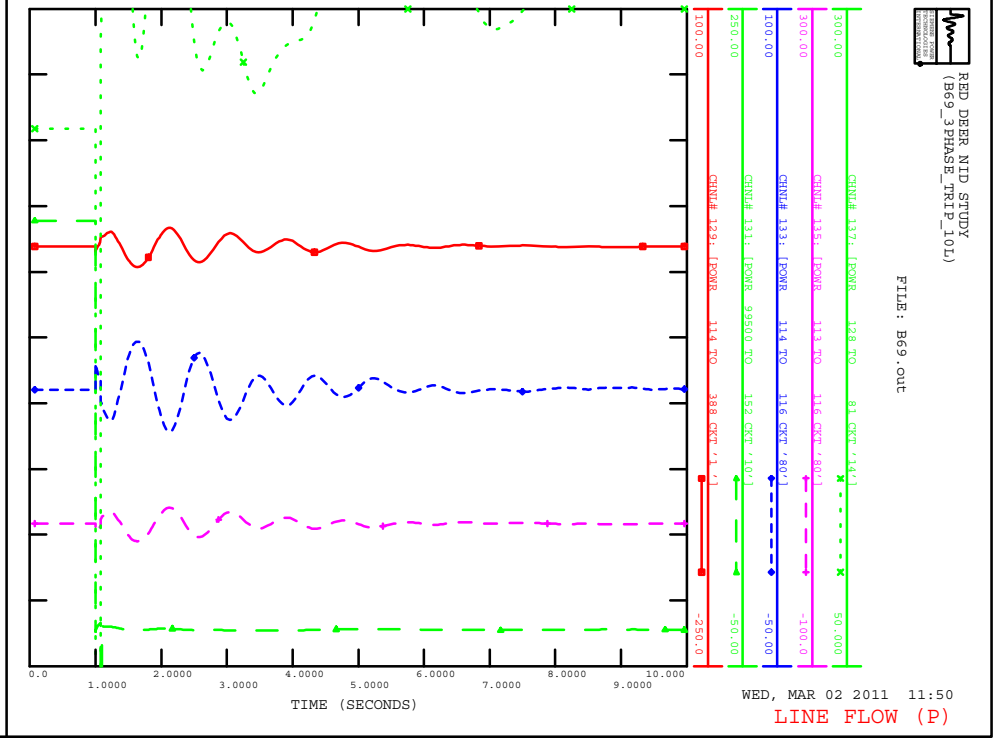

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
MACHINE POWER (P)

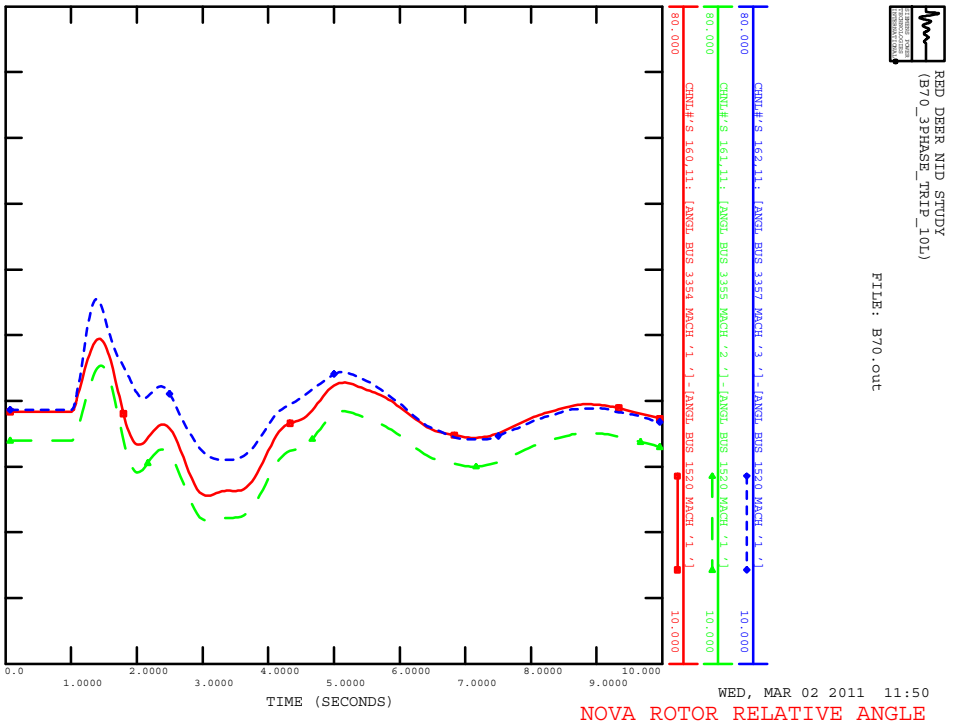

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

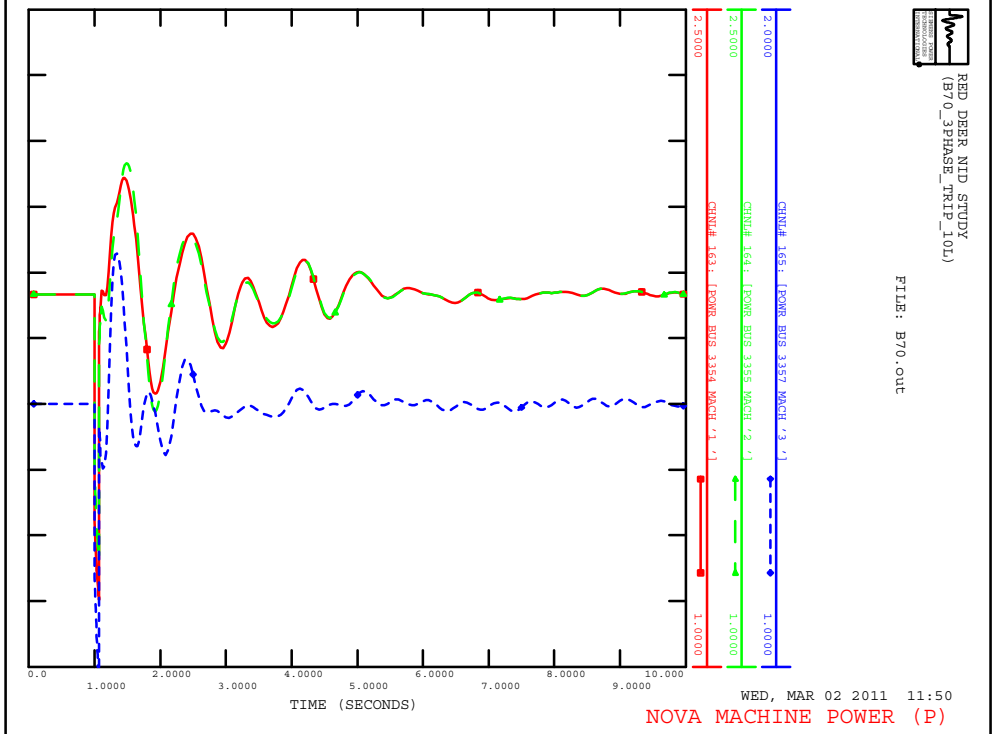

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

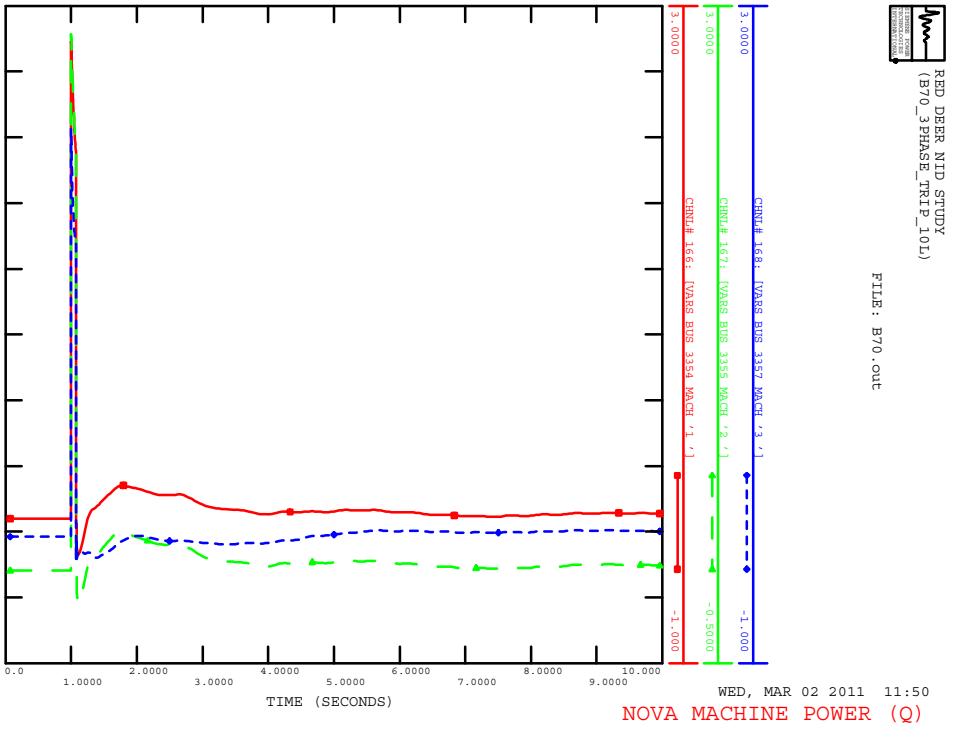

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

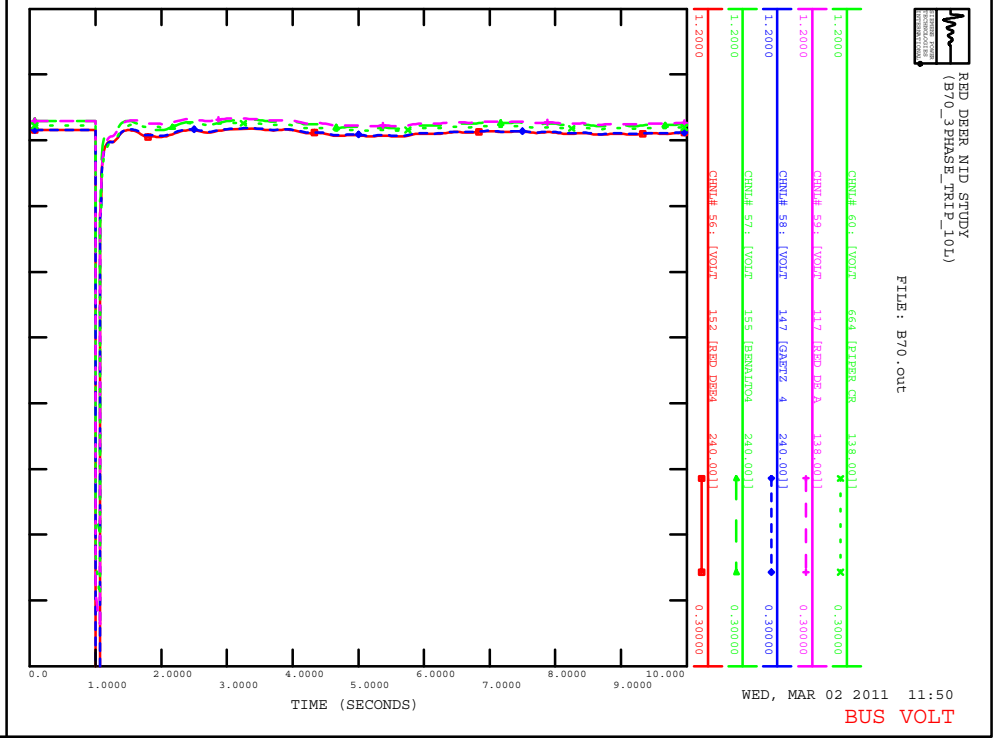

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

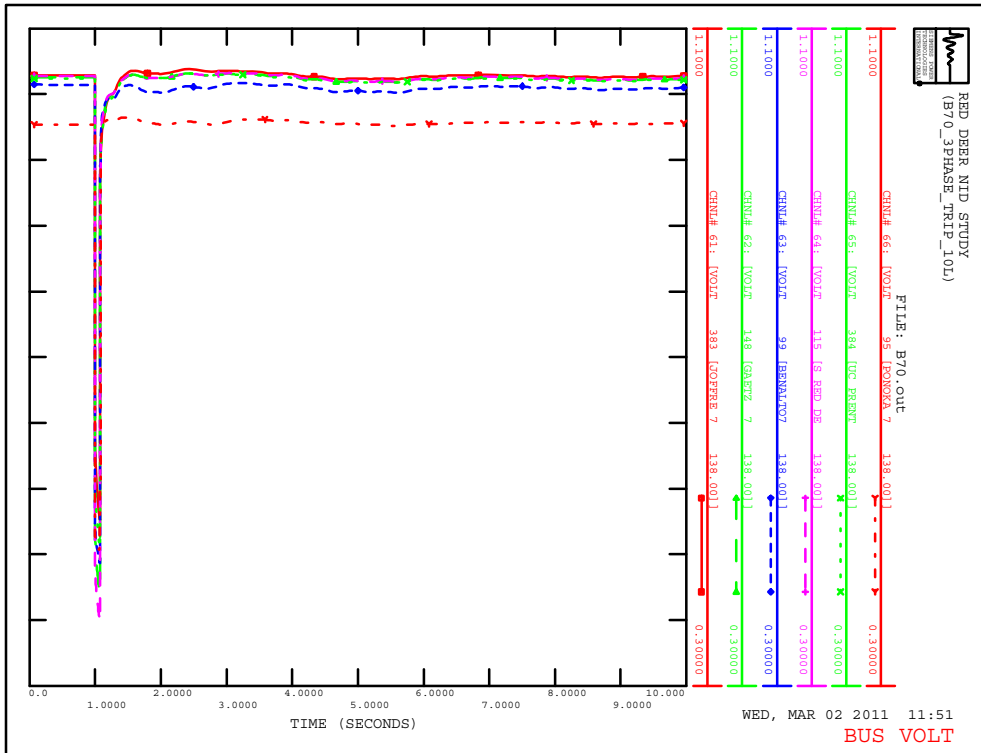

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
LINE FLOW (P)

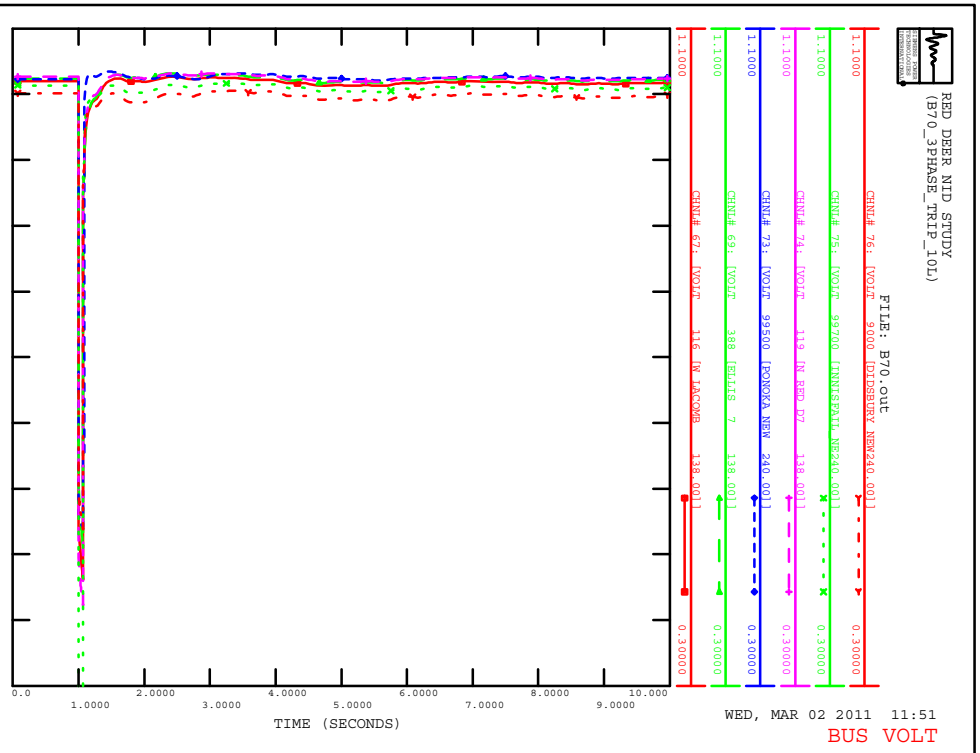

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA ROTOR RELATIVE ANGLE

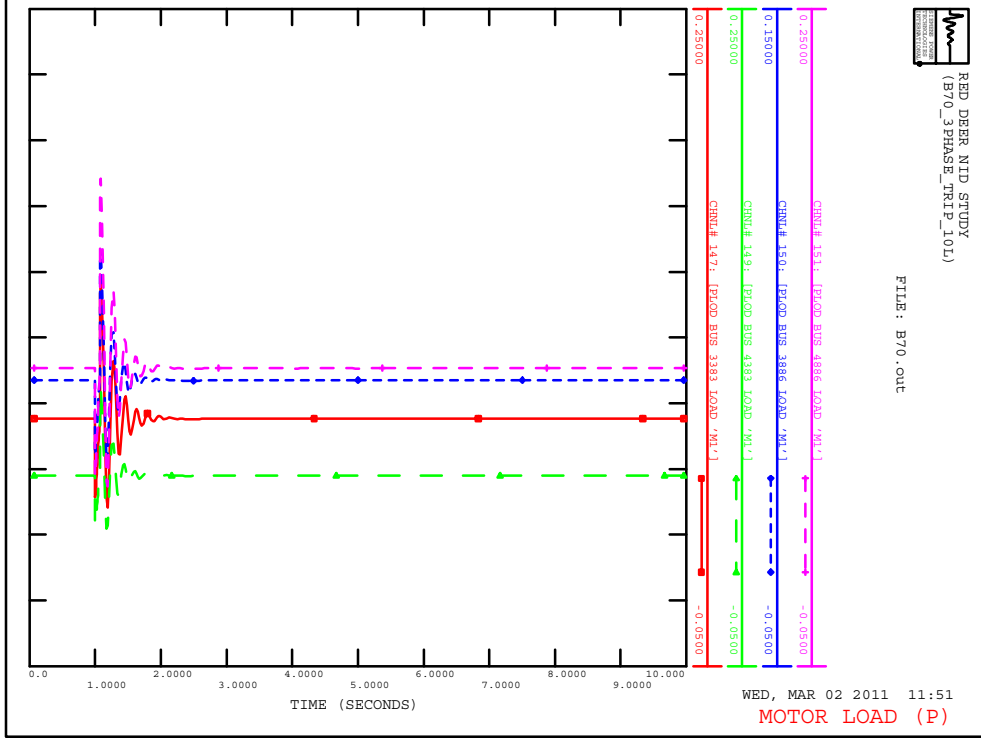

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (P)

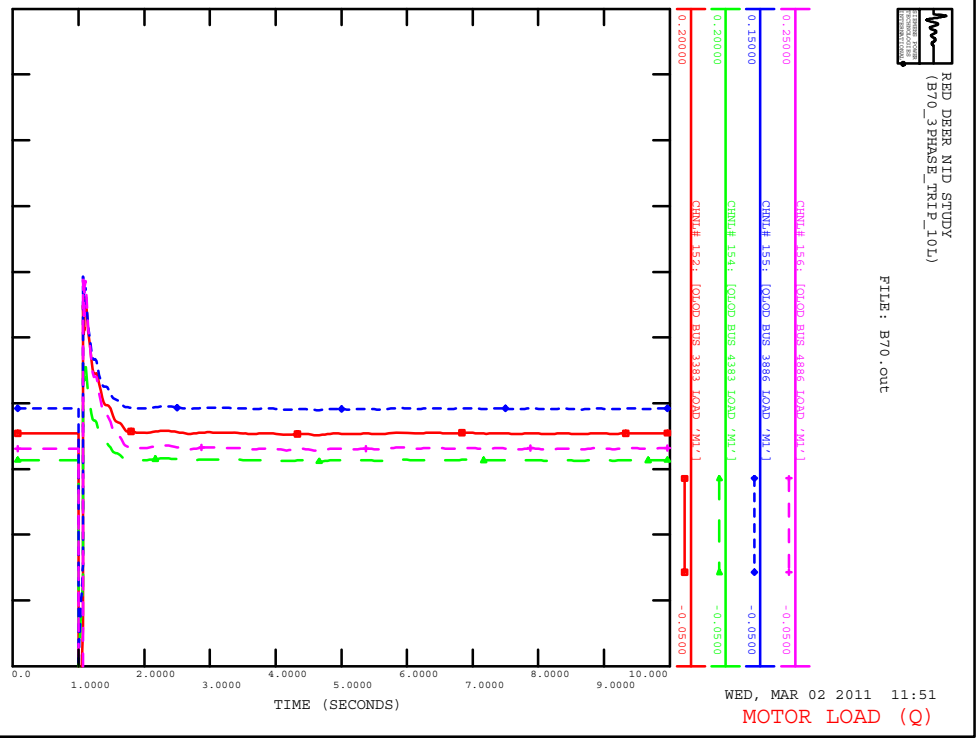

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
NOVA MACHINE POWER (Q)

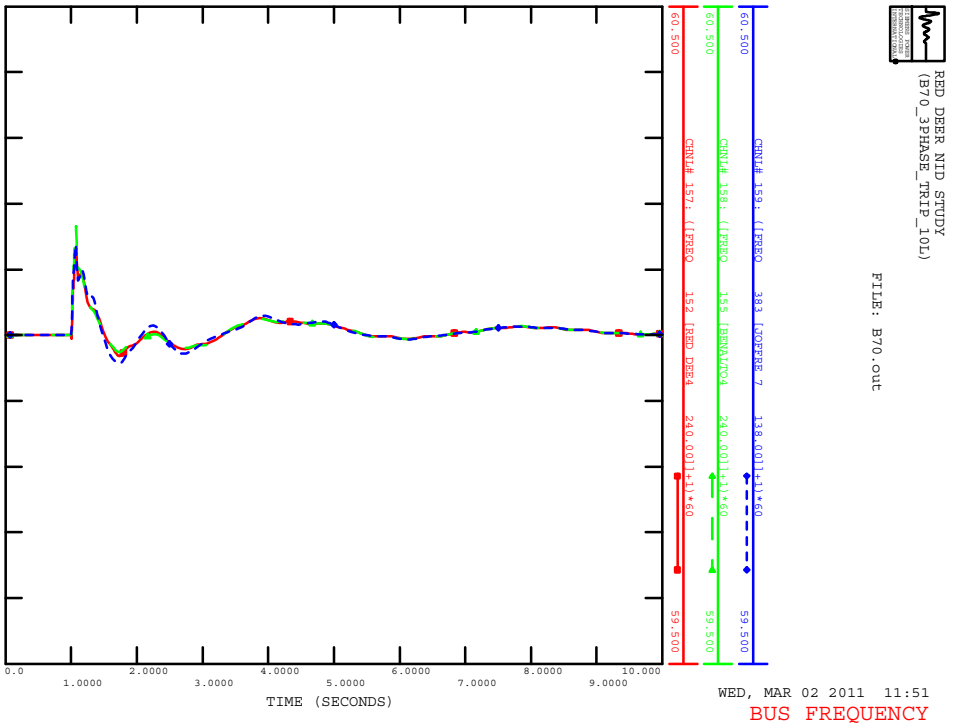

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:50
BUS VOLT

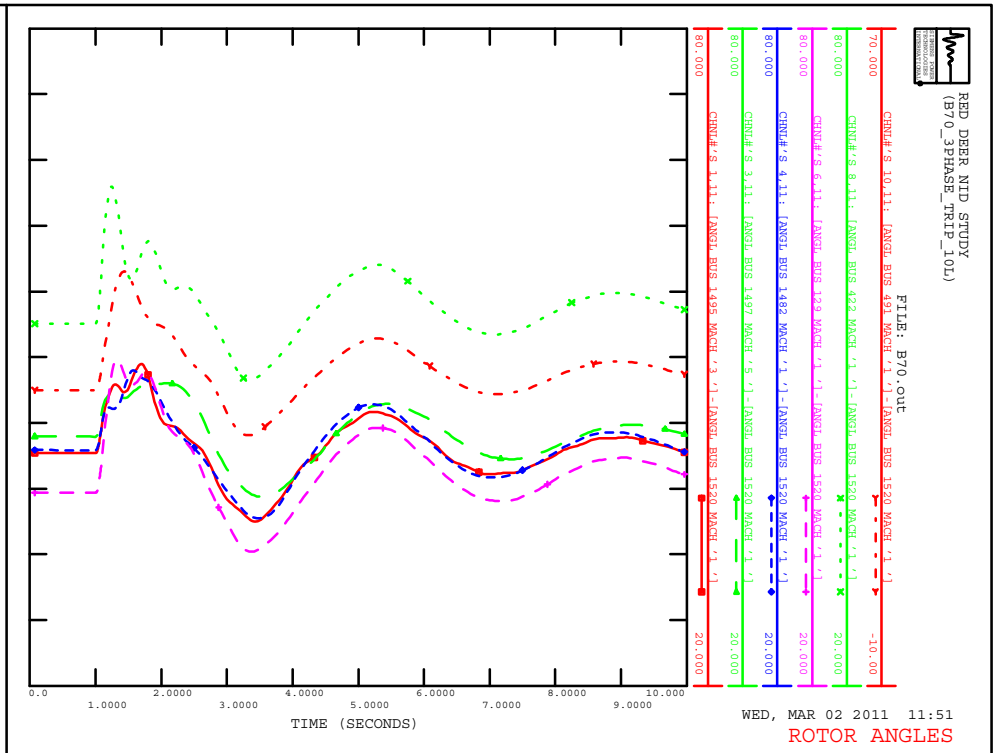

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

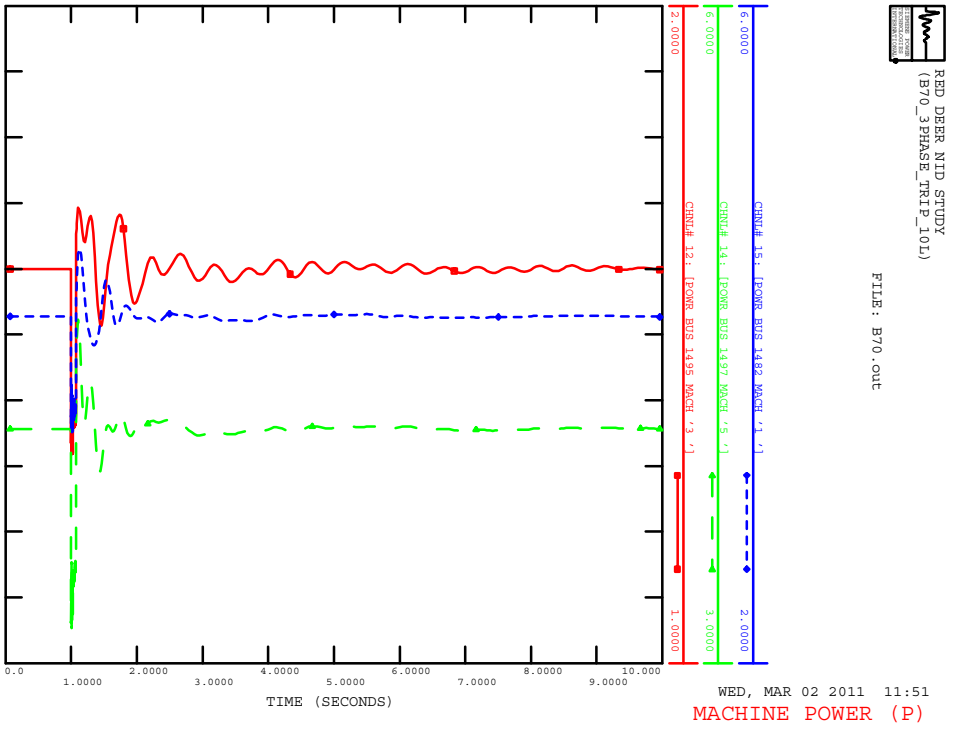

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [OLDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

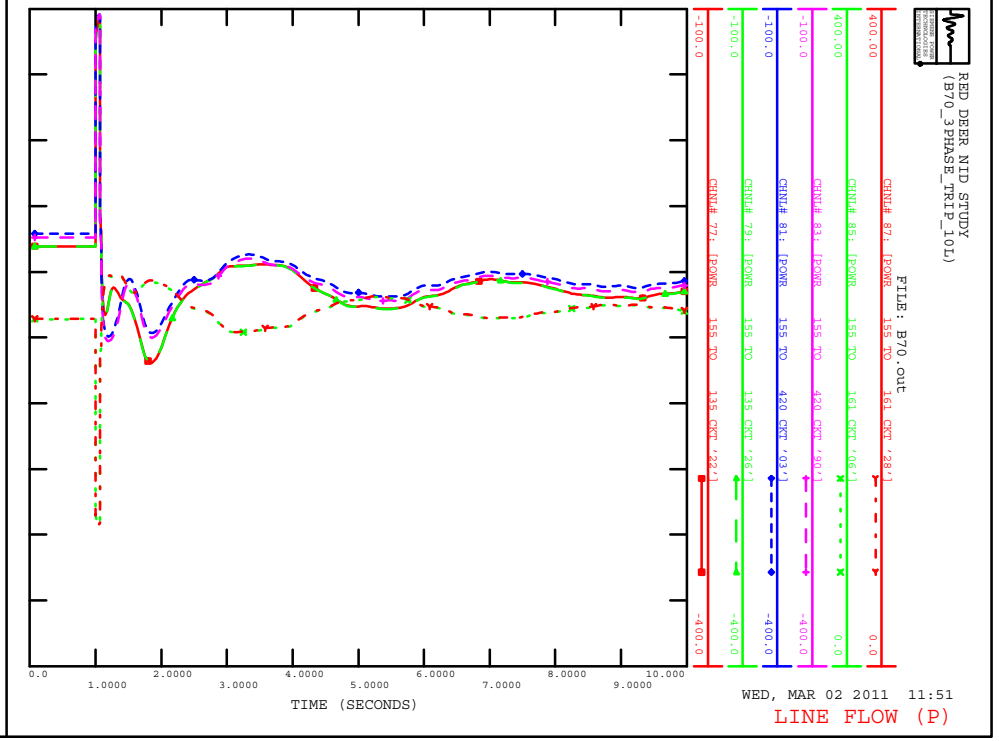

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

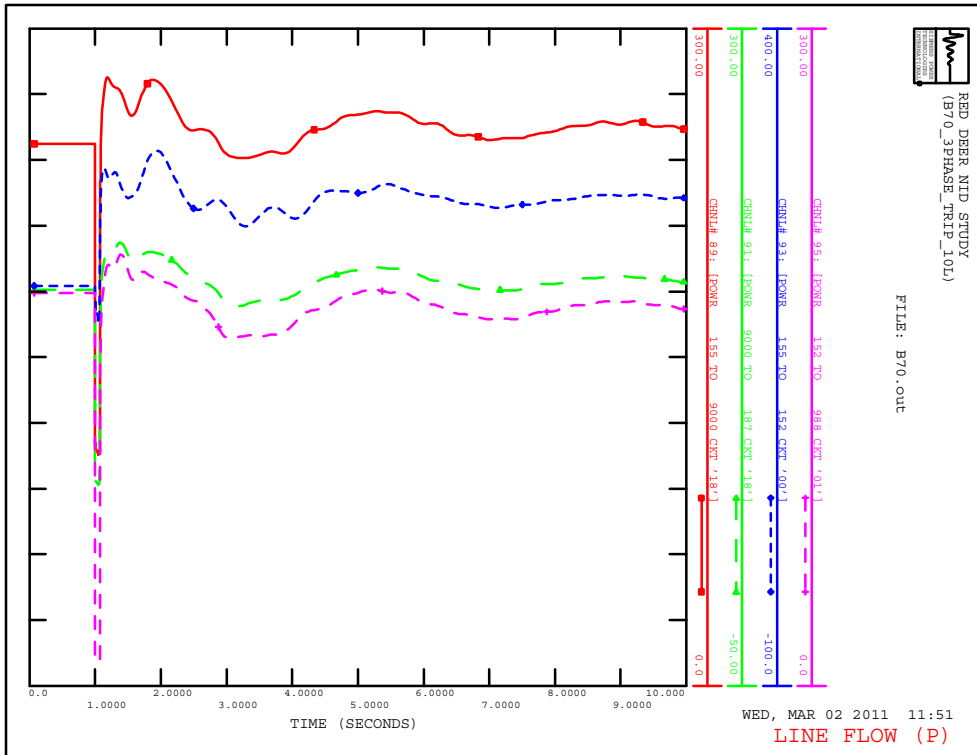

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

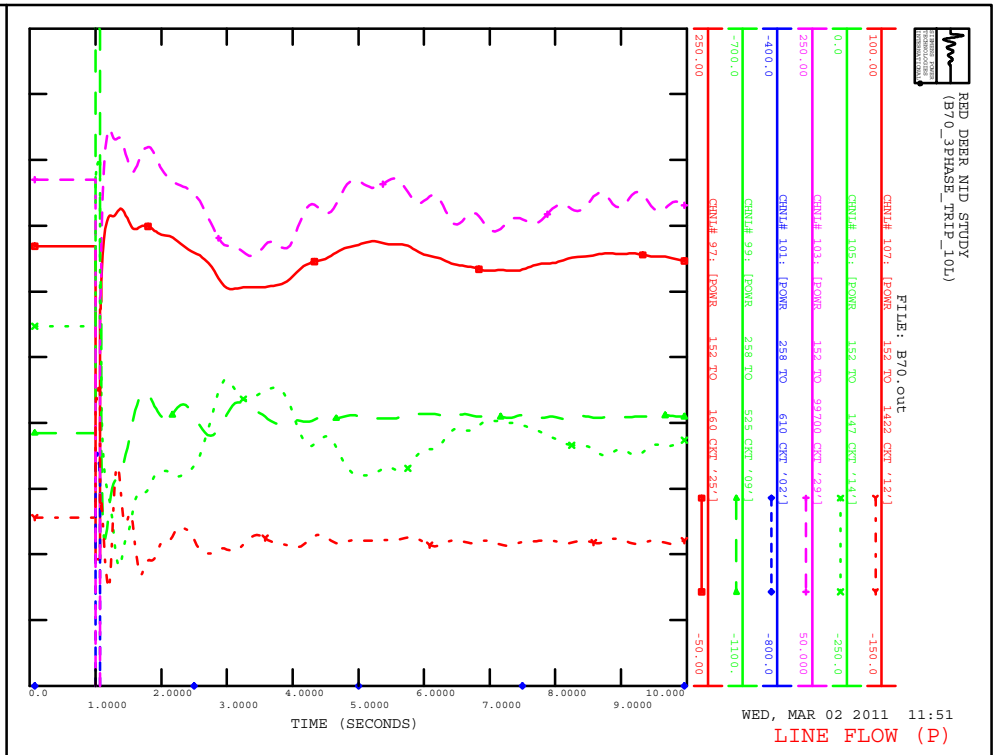

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

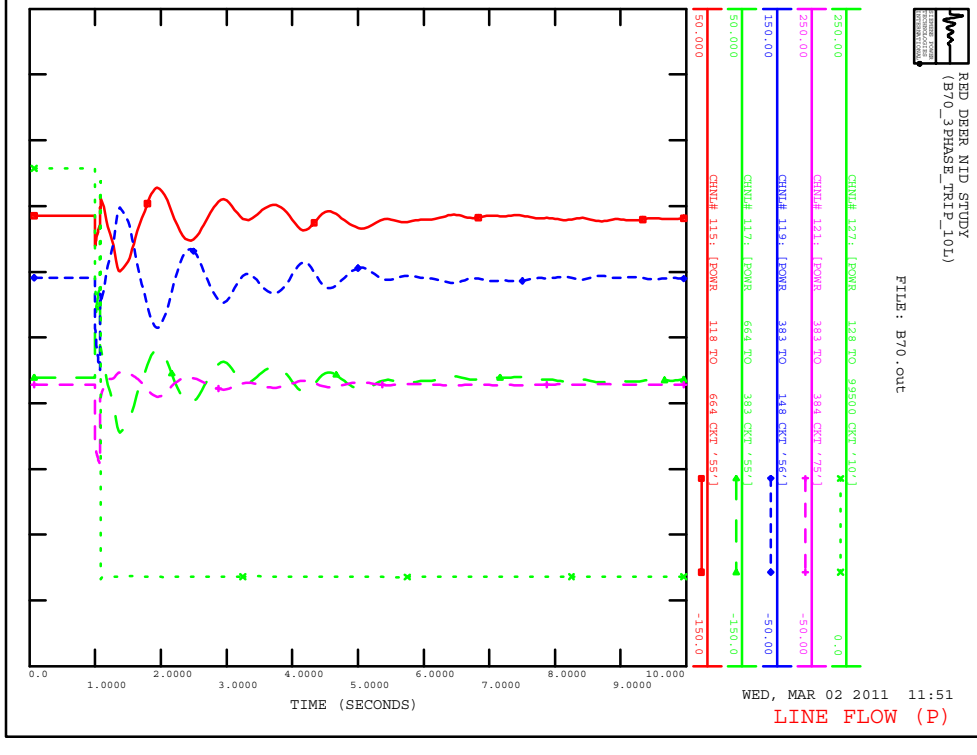

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

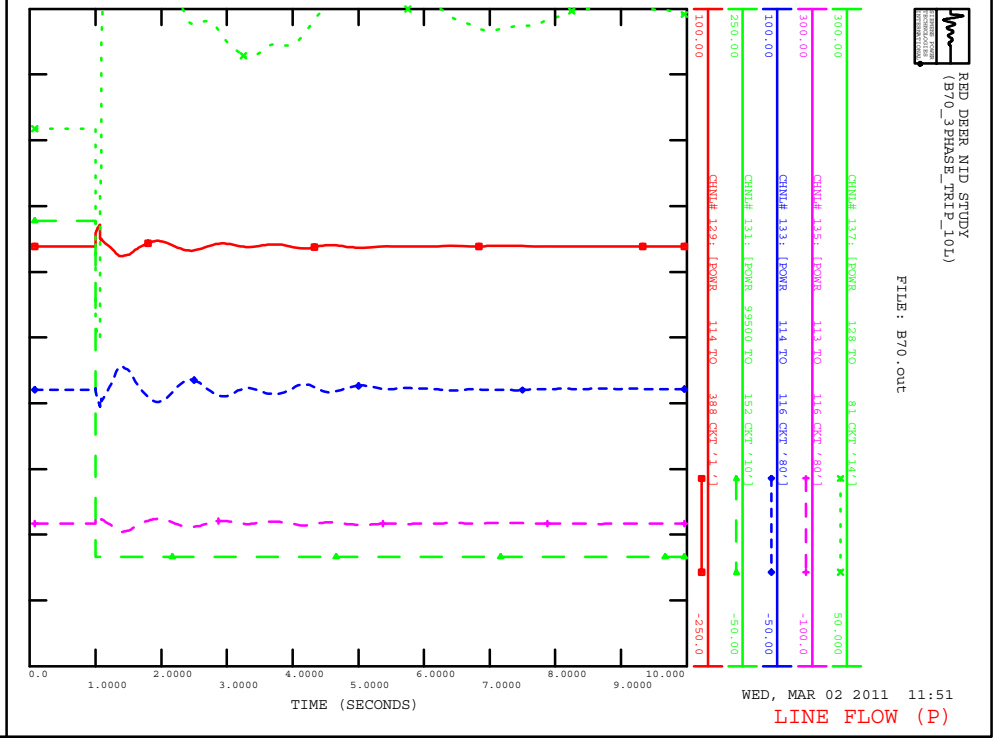

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

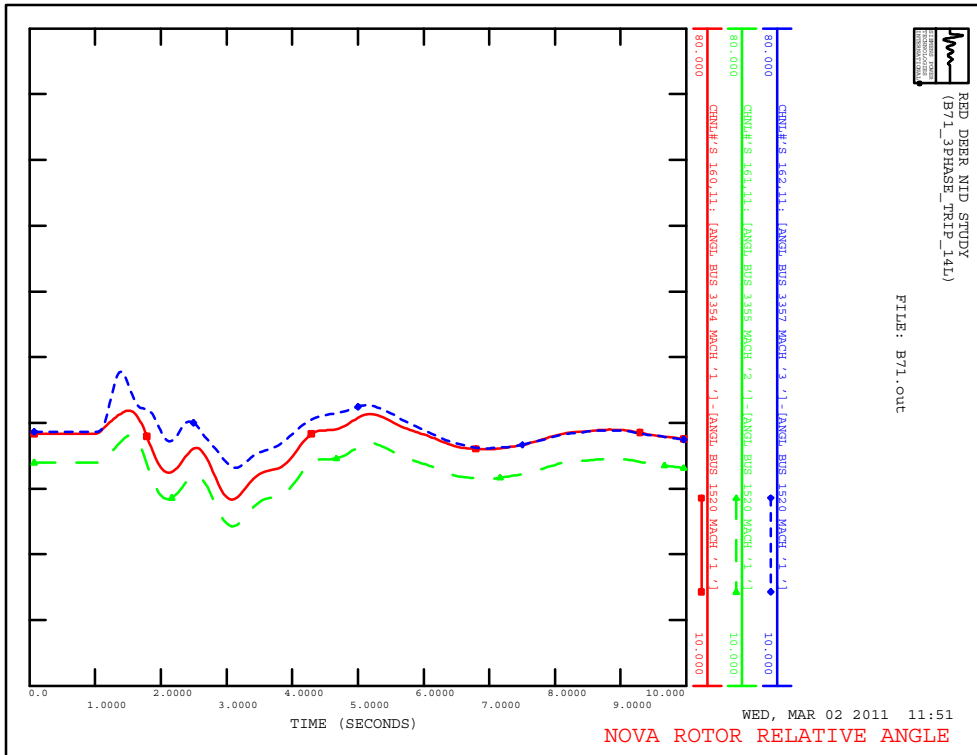

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

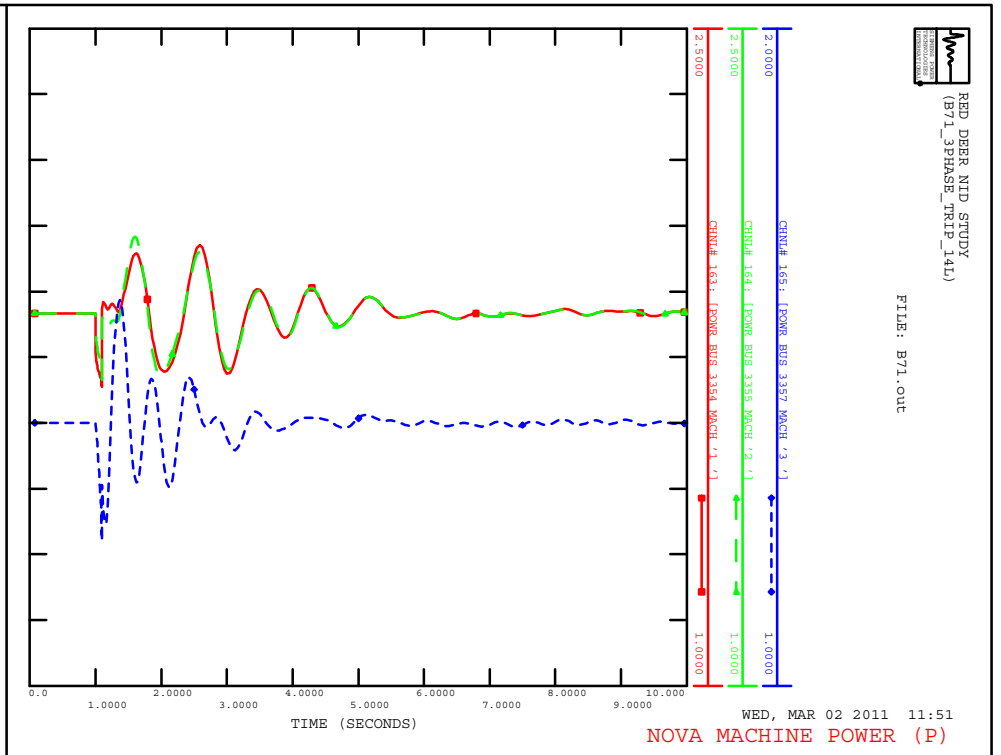

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

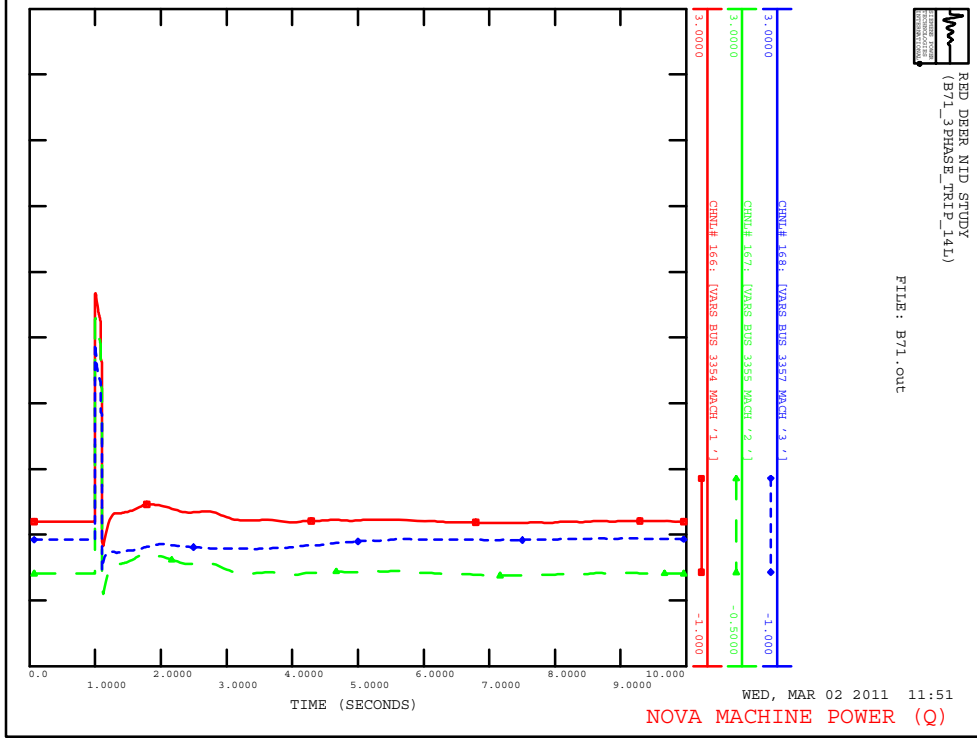

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

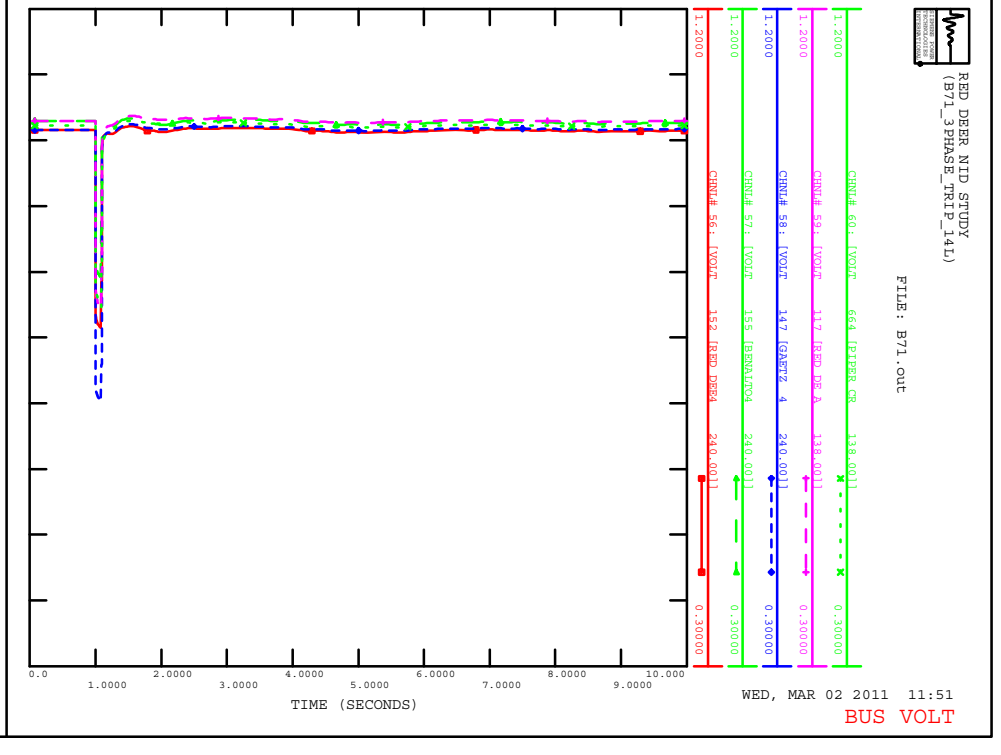

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

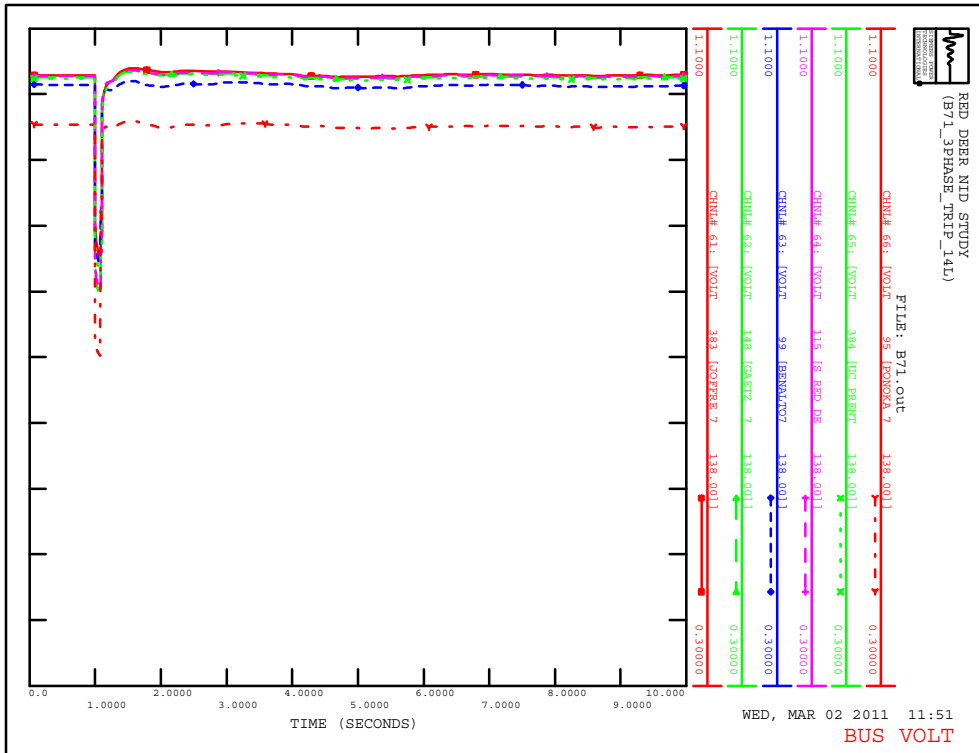

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

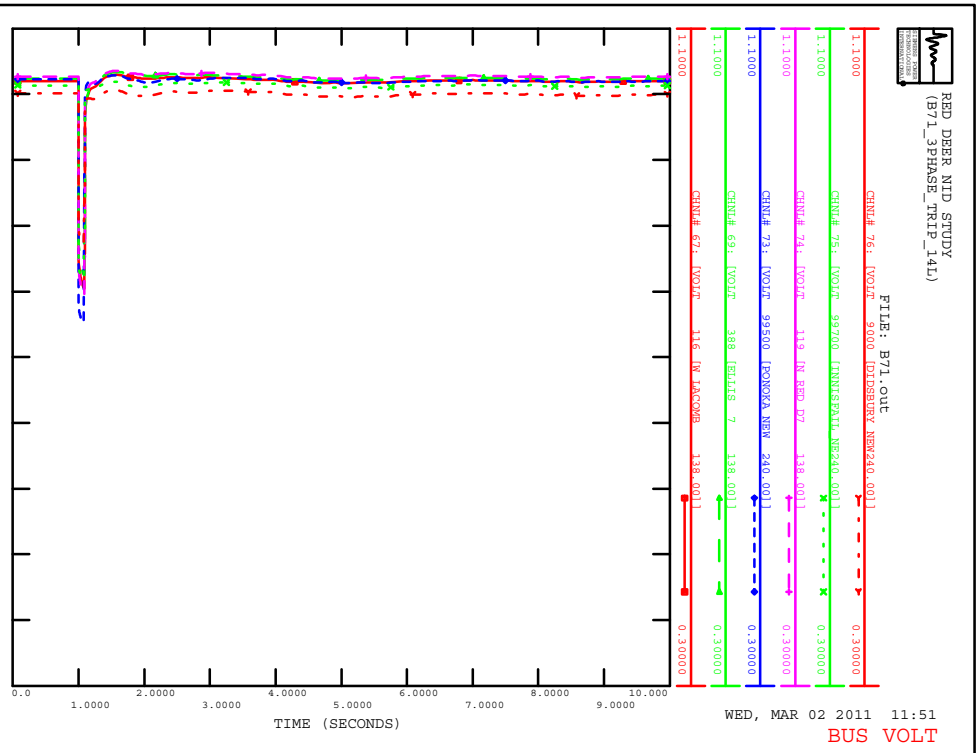

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

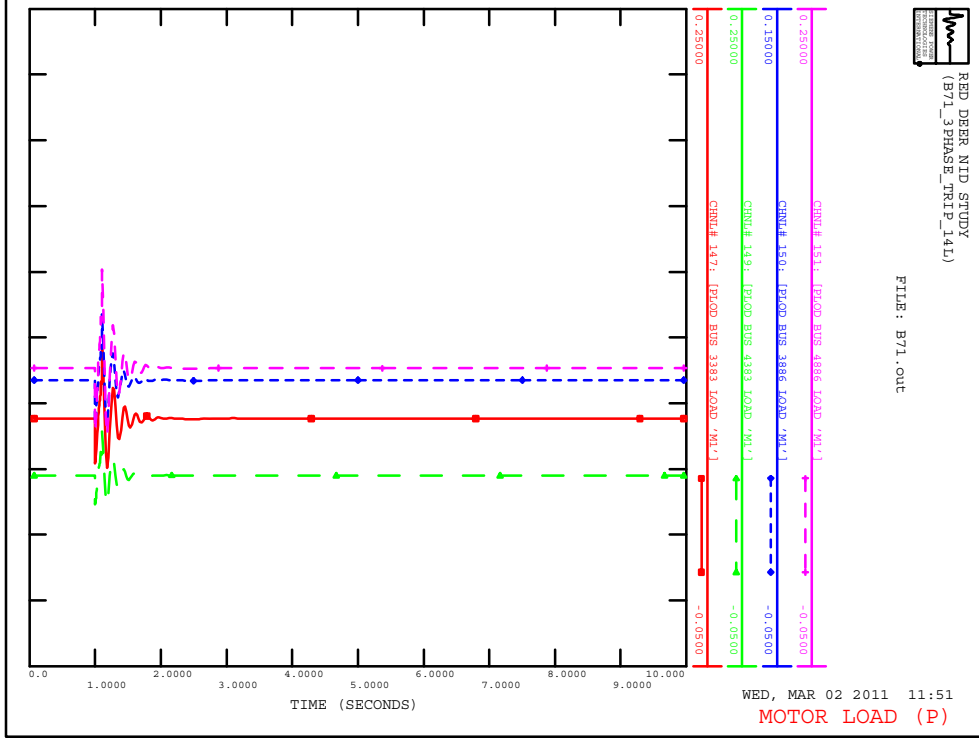

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

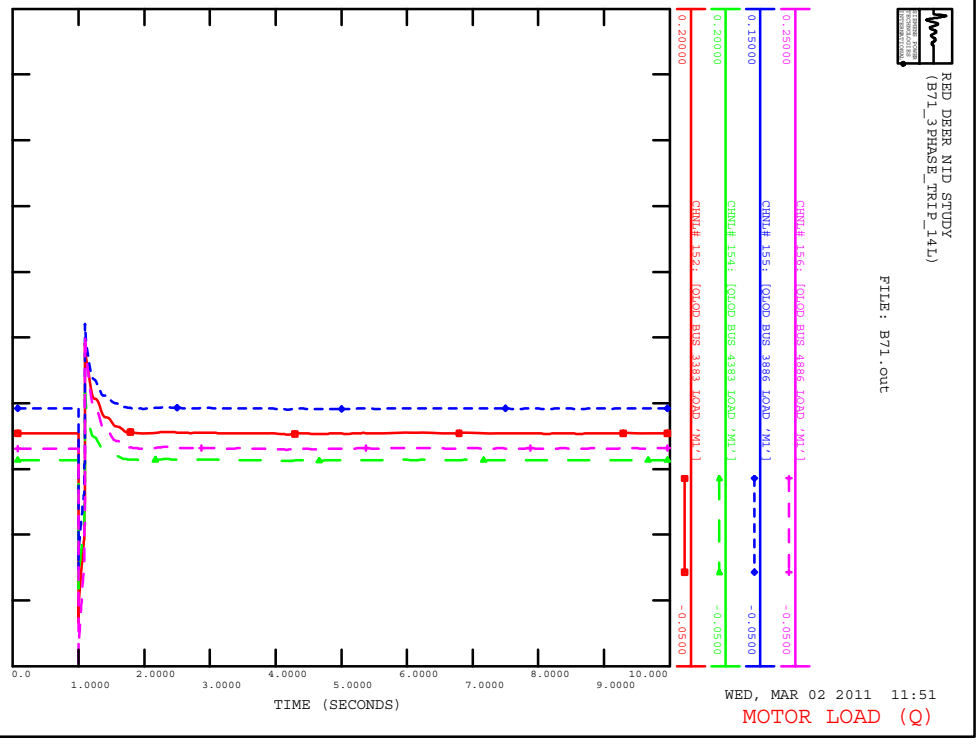

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

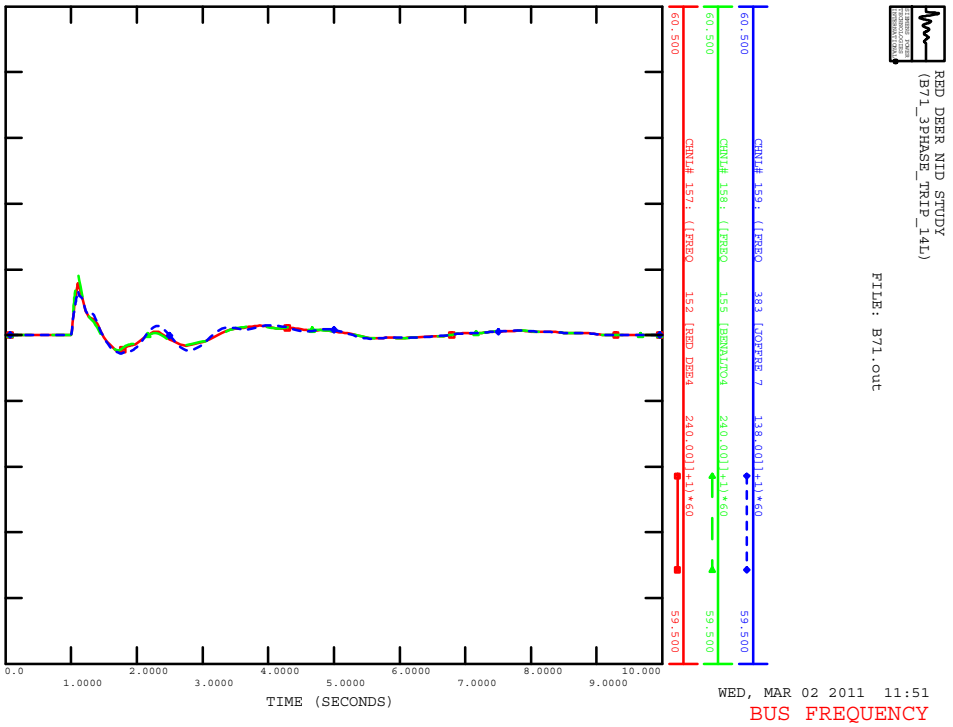

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

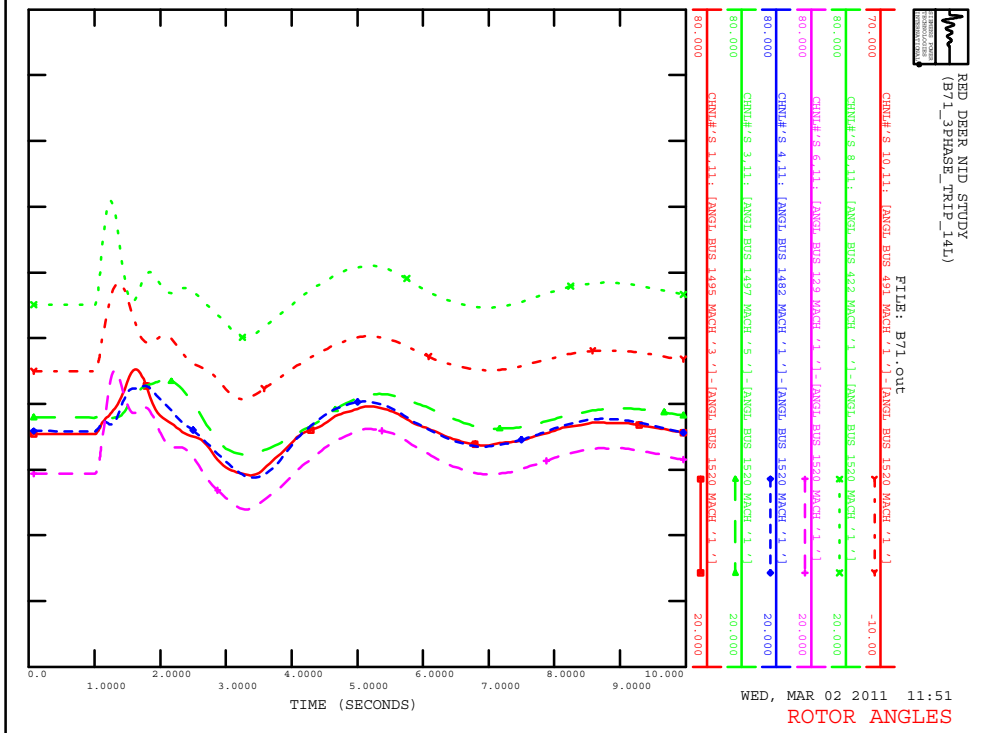

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

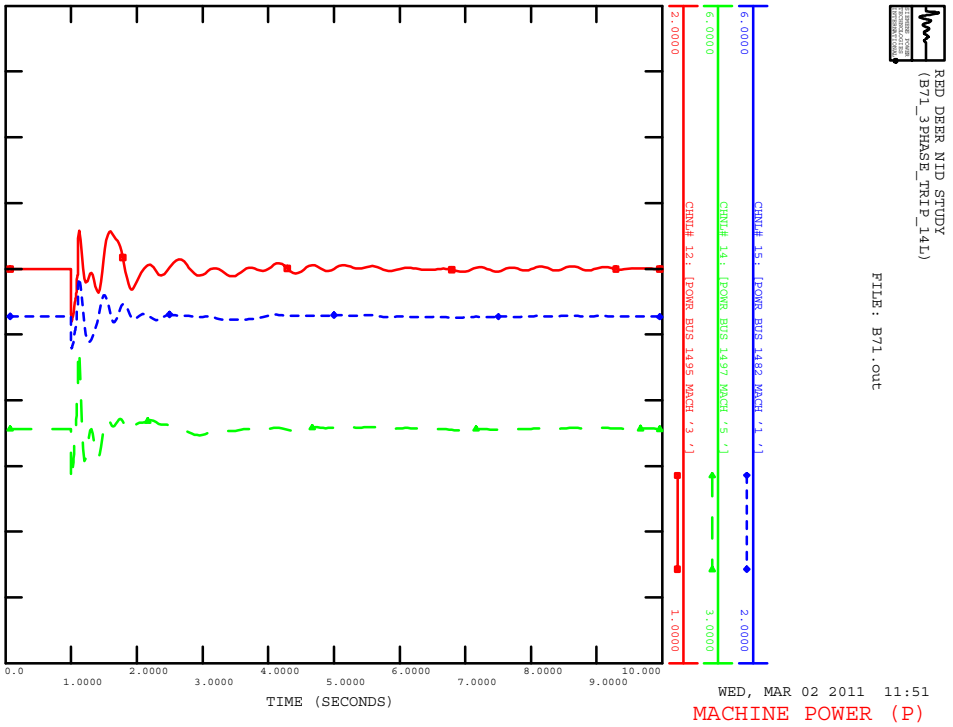

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

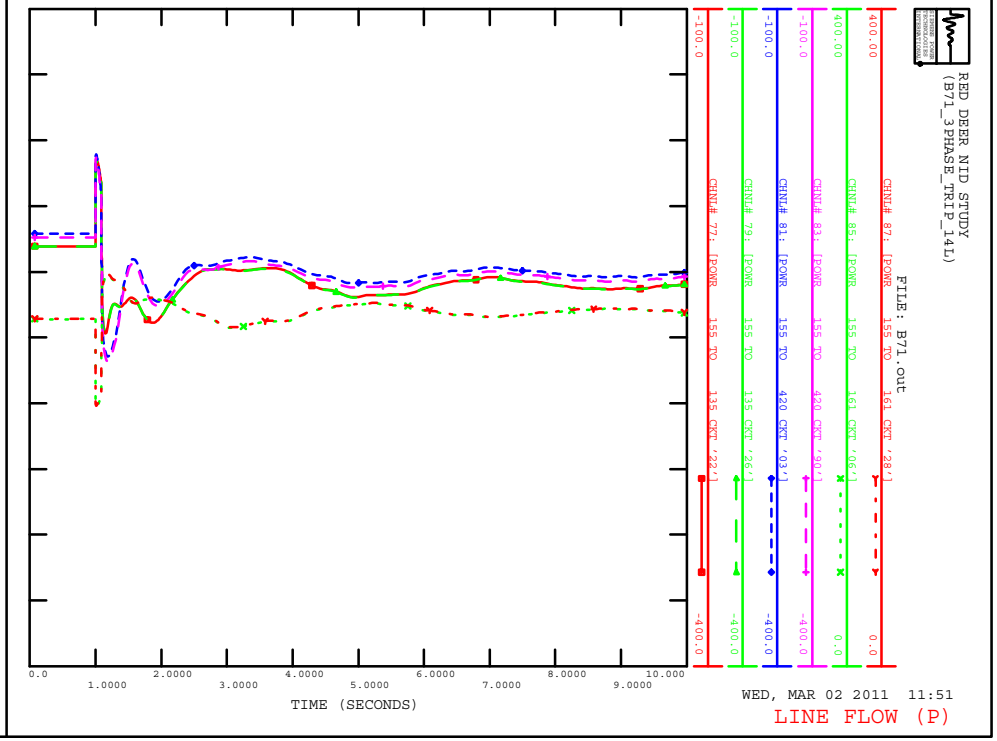

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

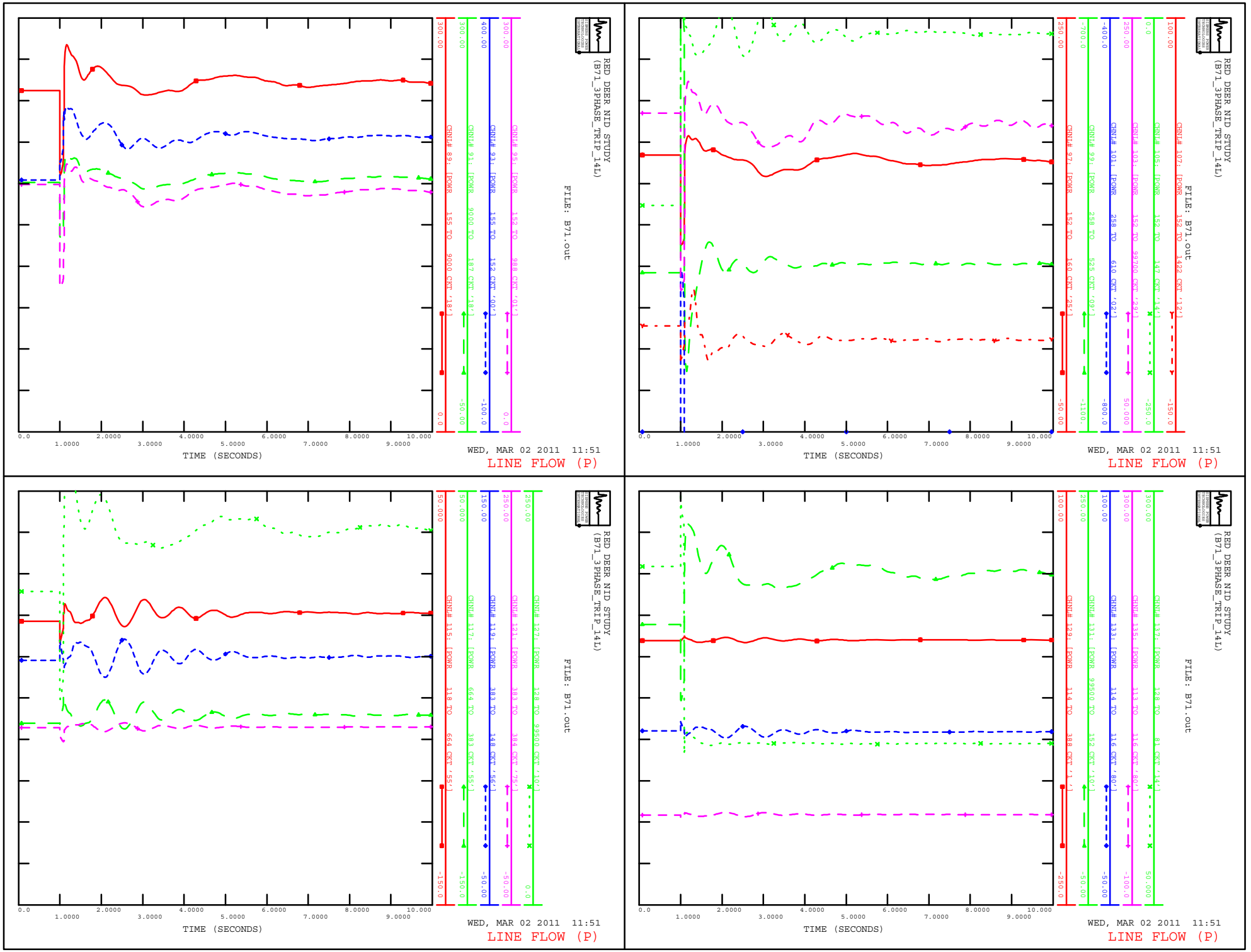

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

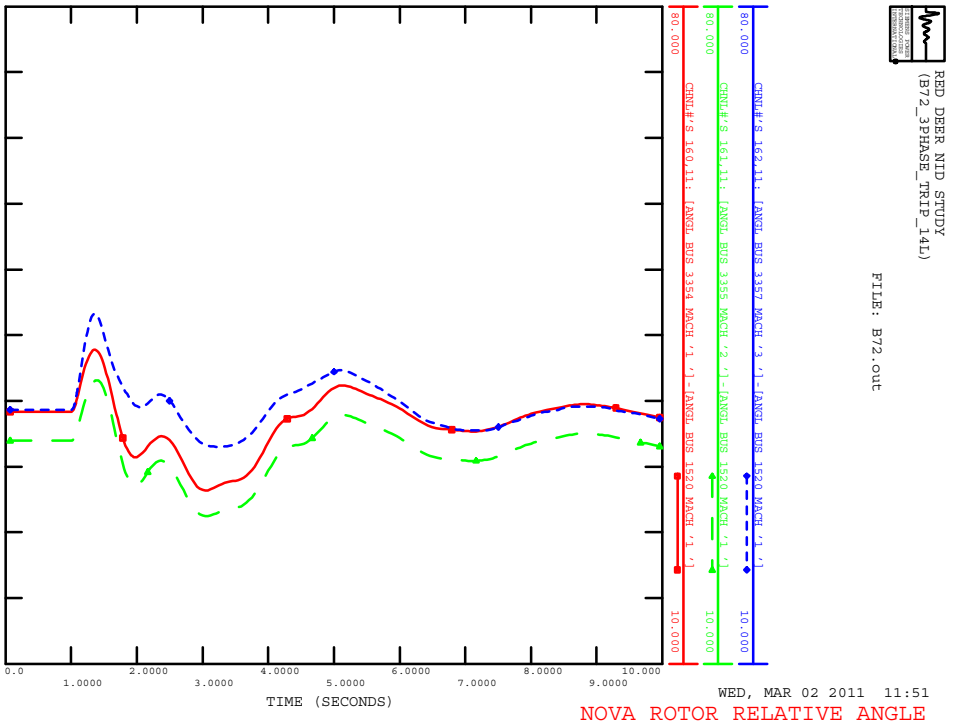

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

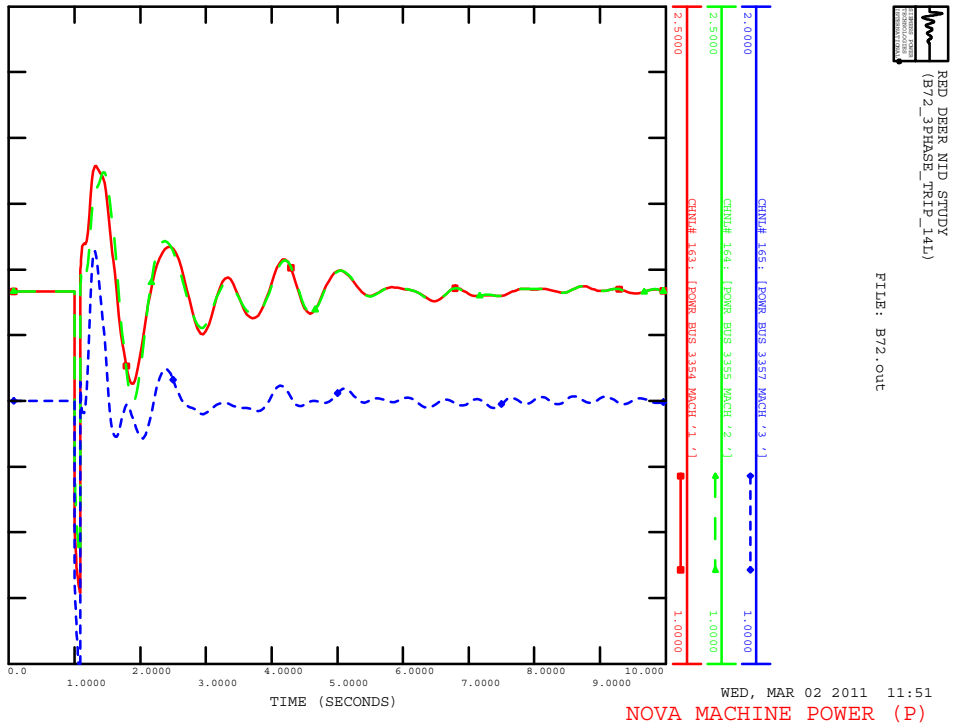

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

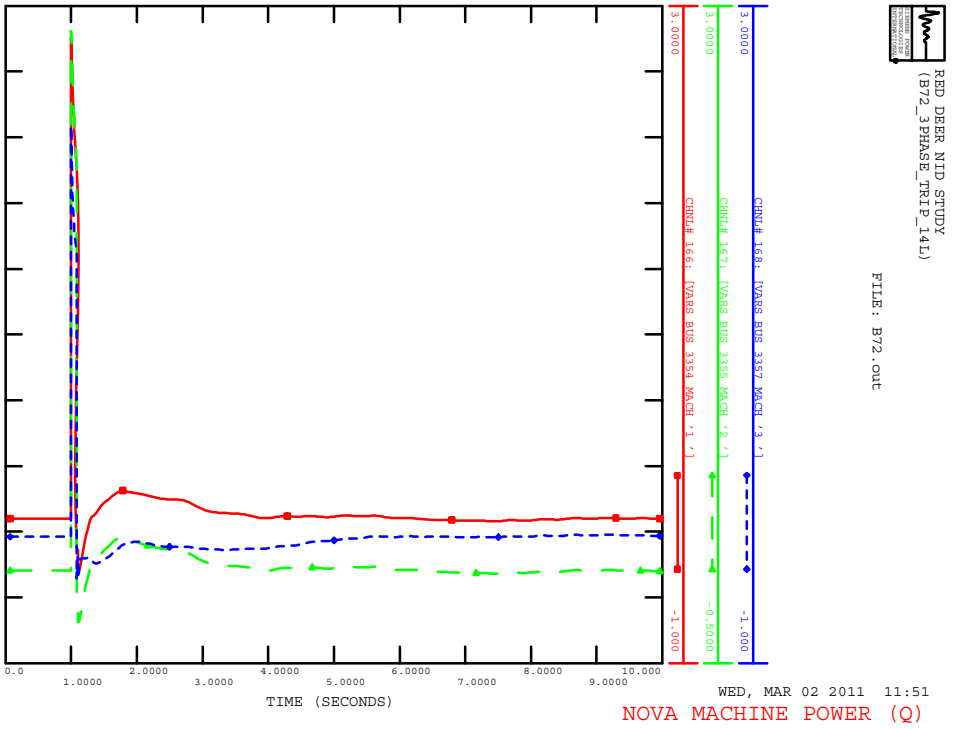

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

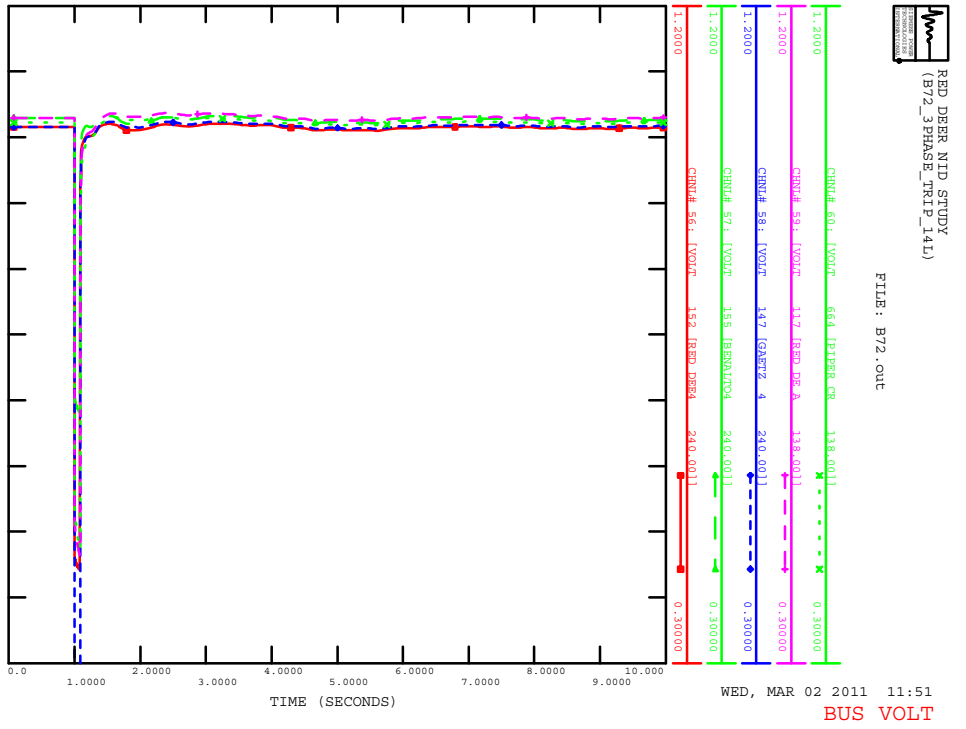

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

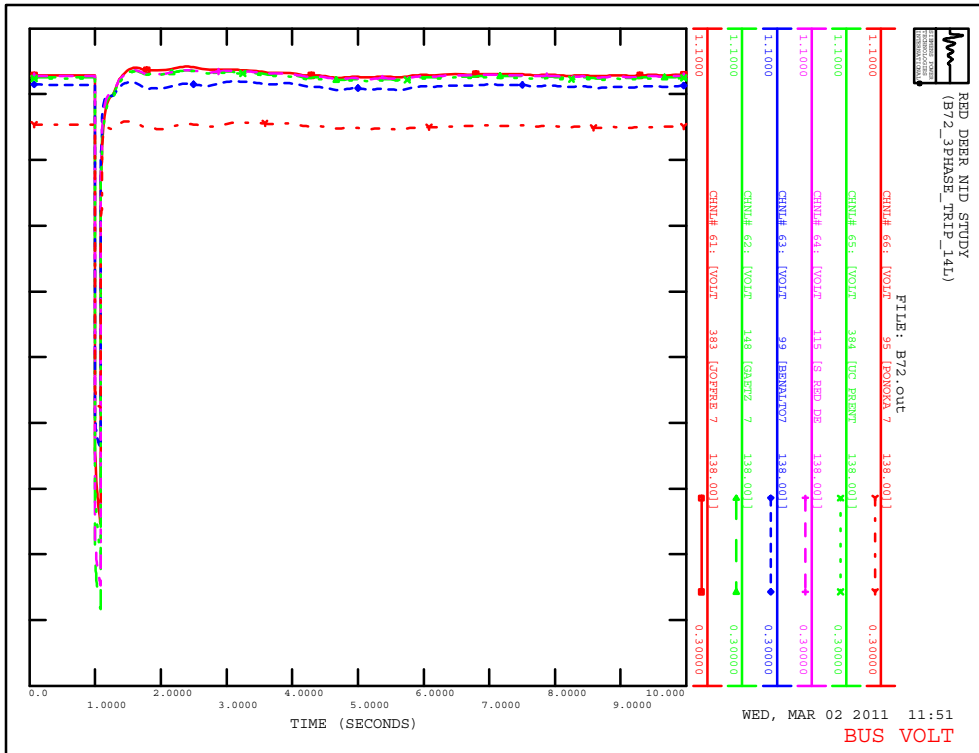

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

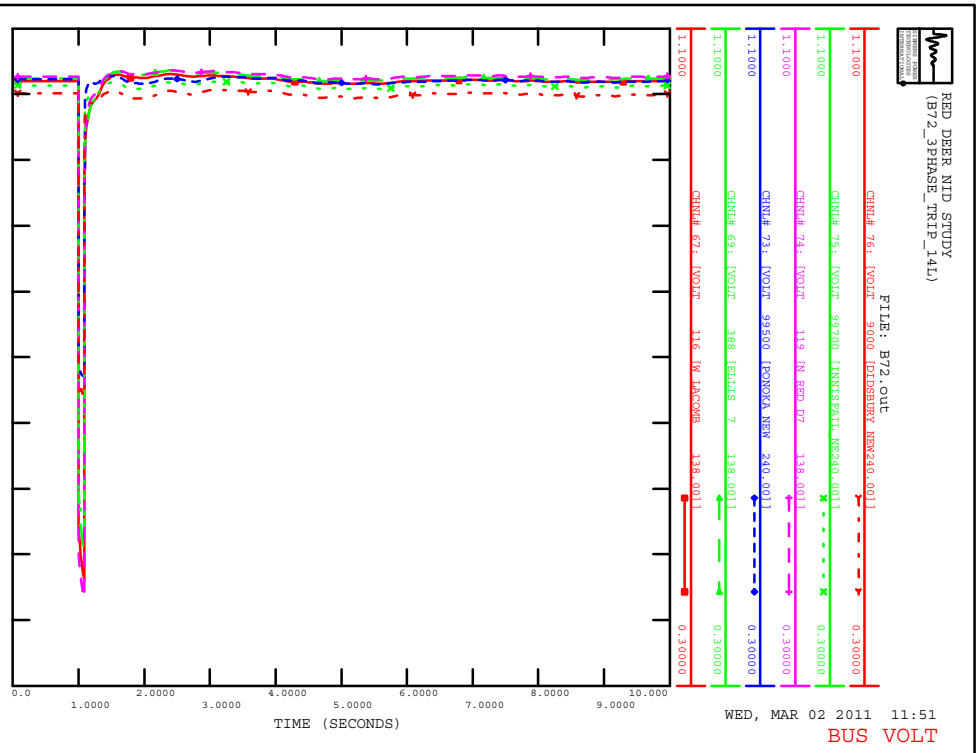

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

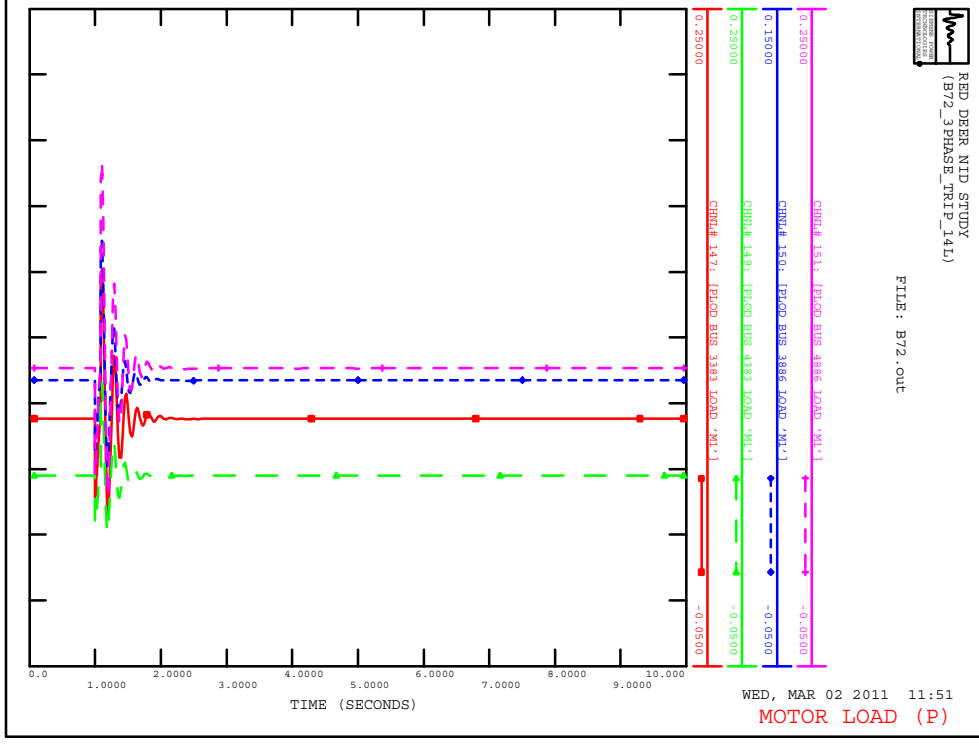

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

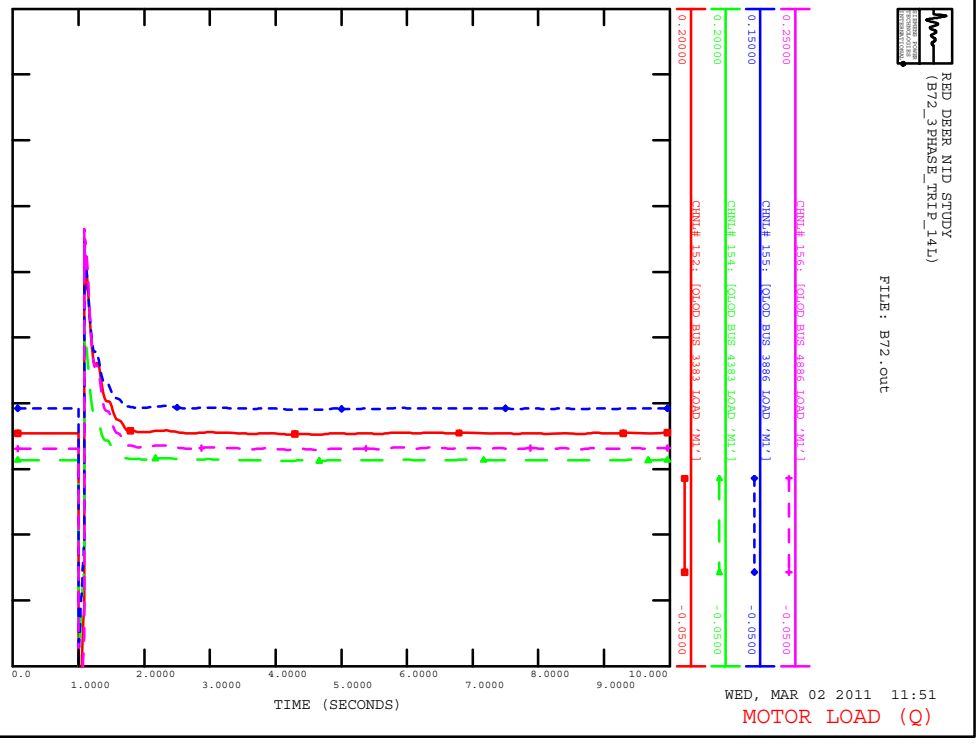

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

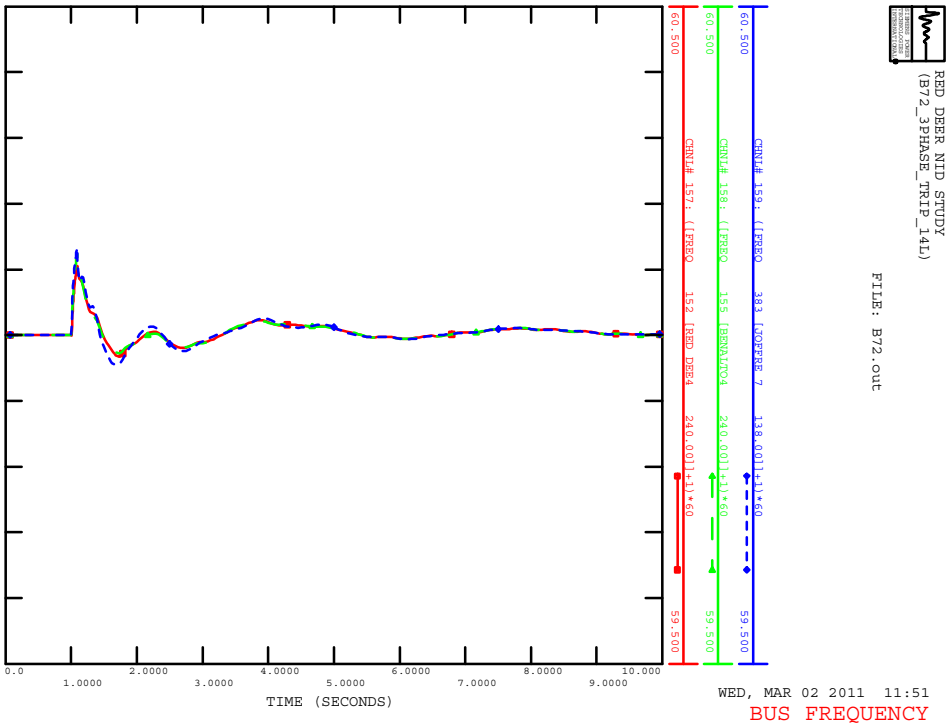

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

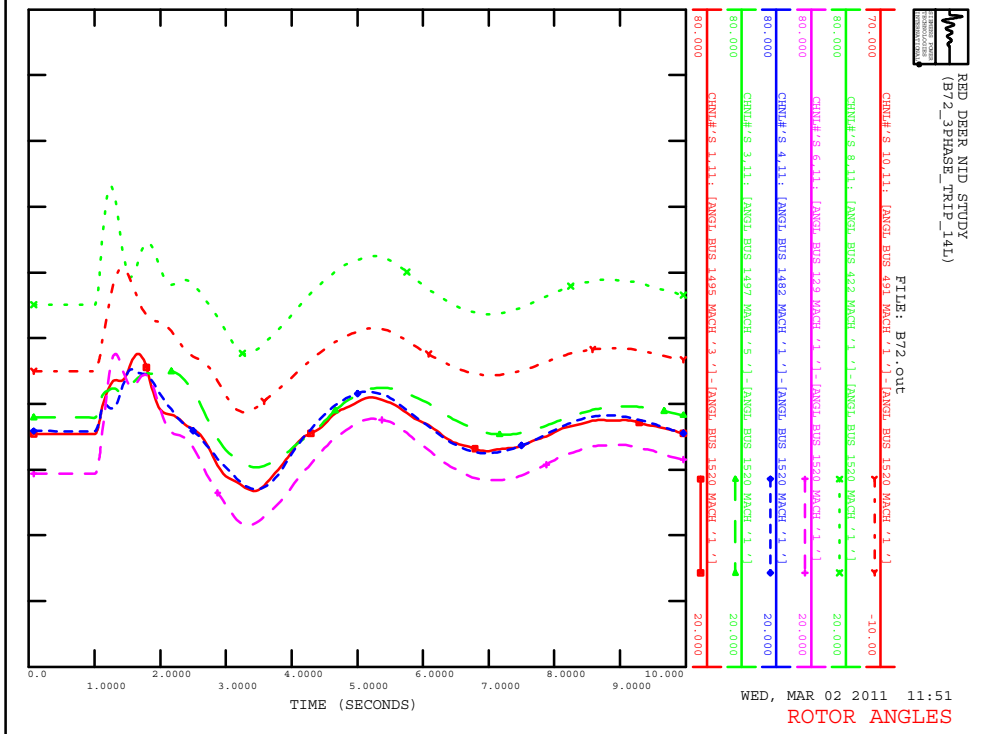

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [CALET2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC FRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

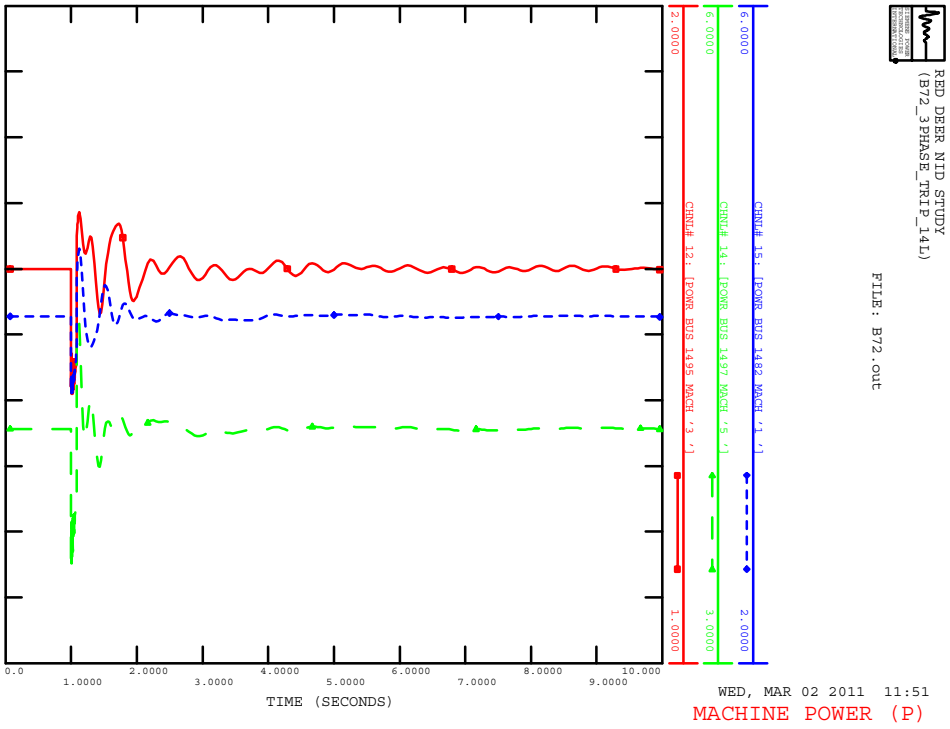

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNI# 67: [VOLT 116 [N TACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

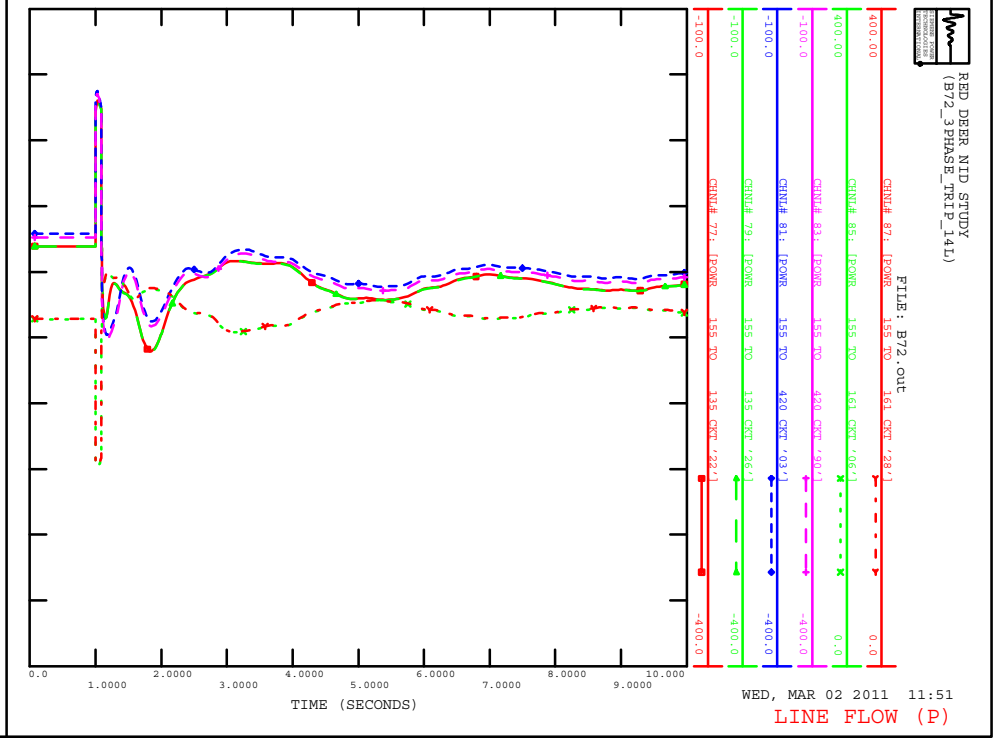

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

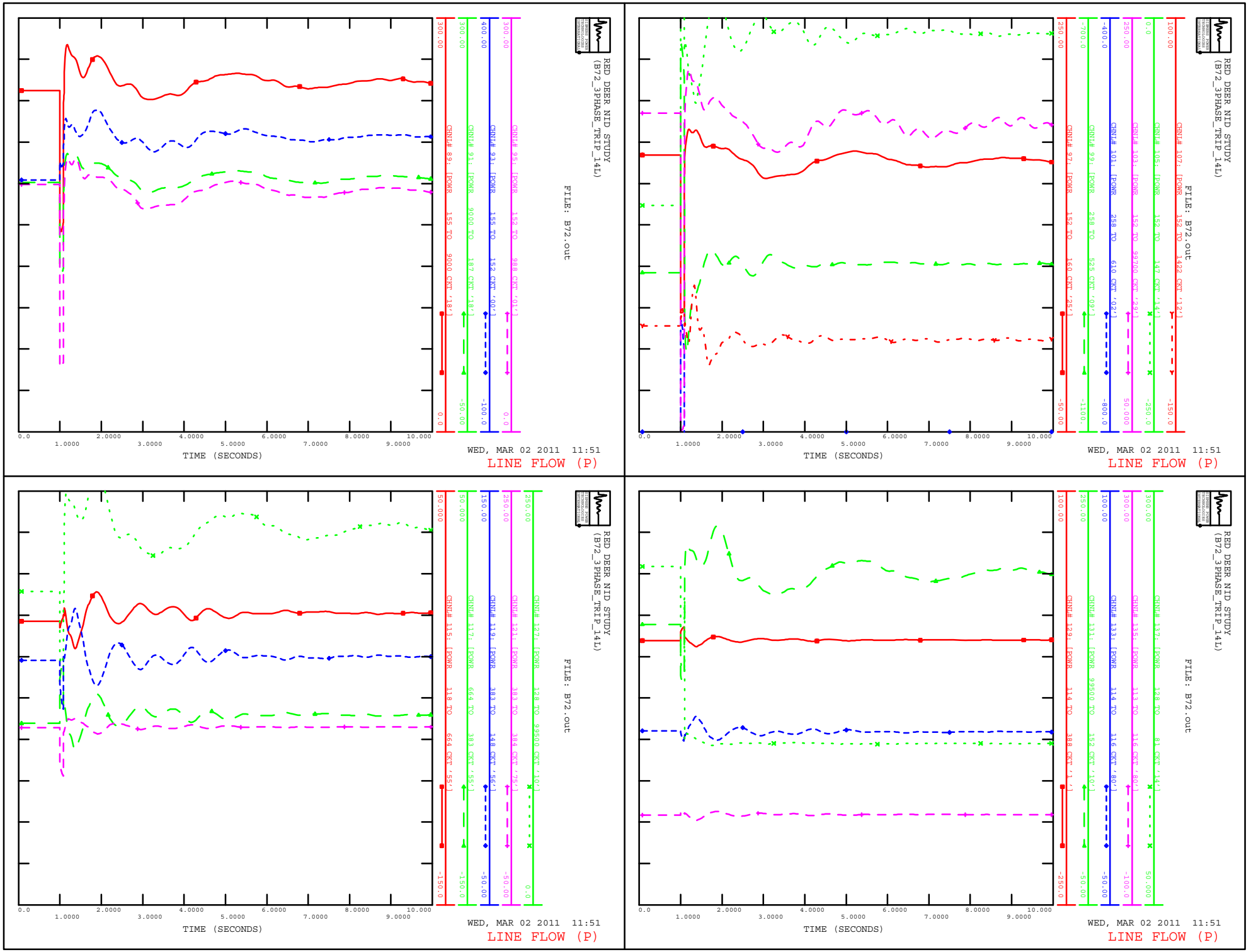

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

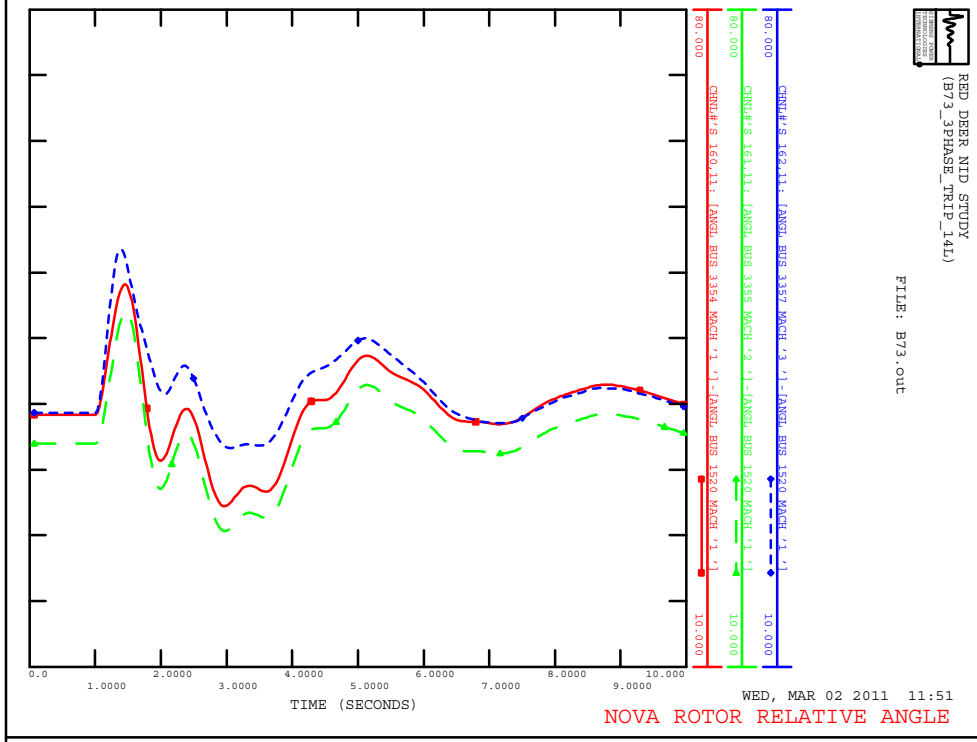

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

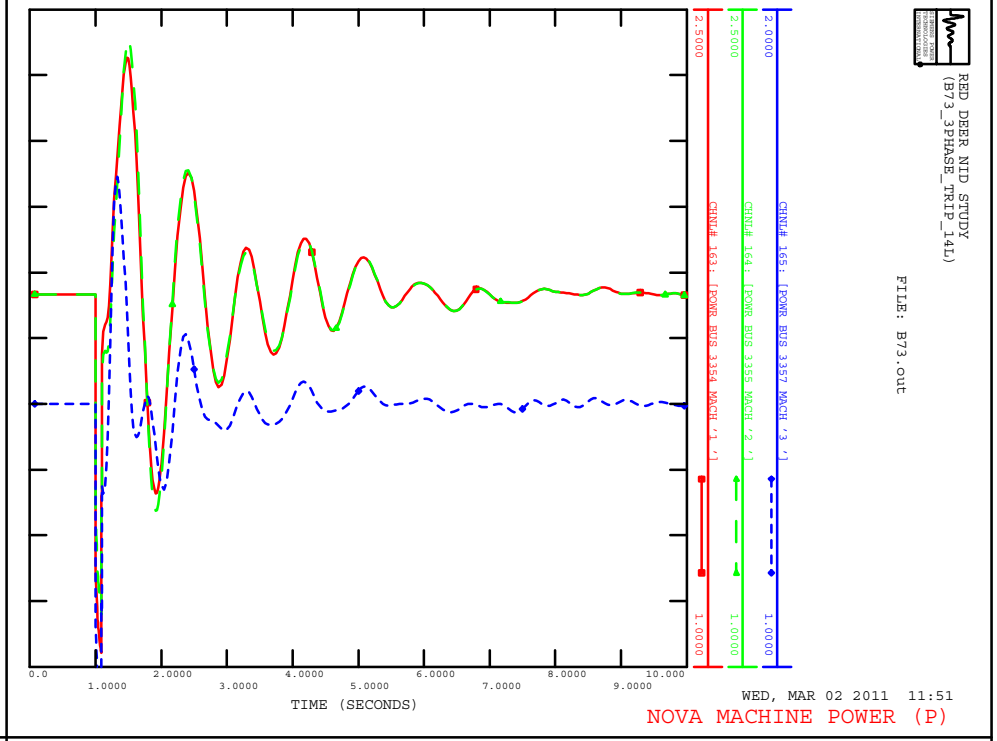

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

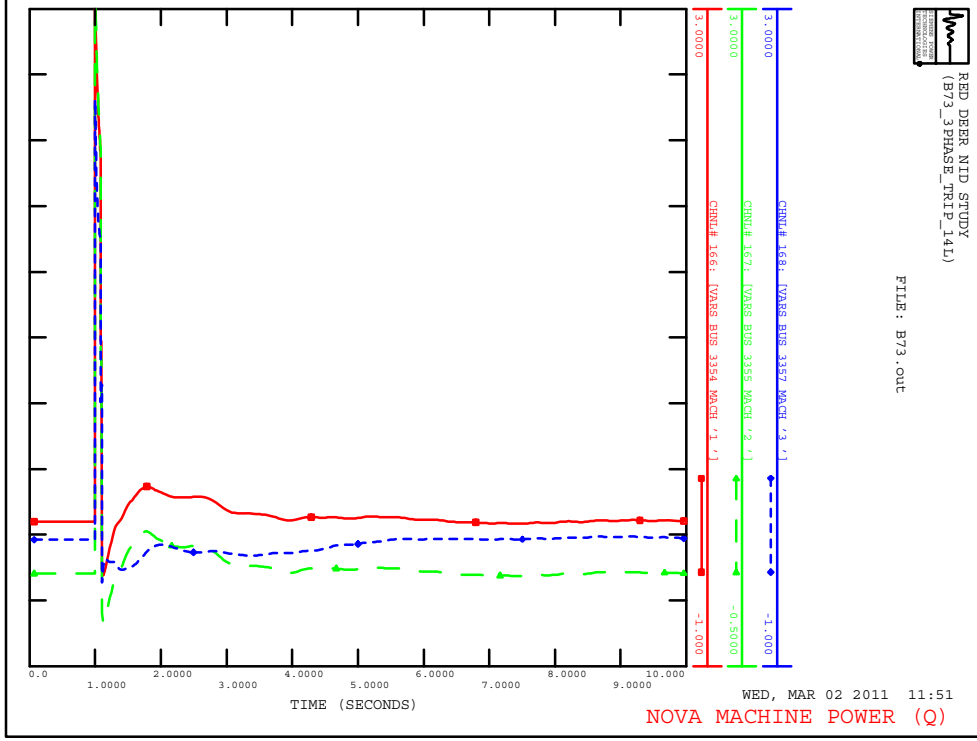

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

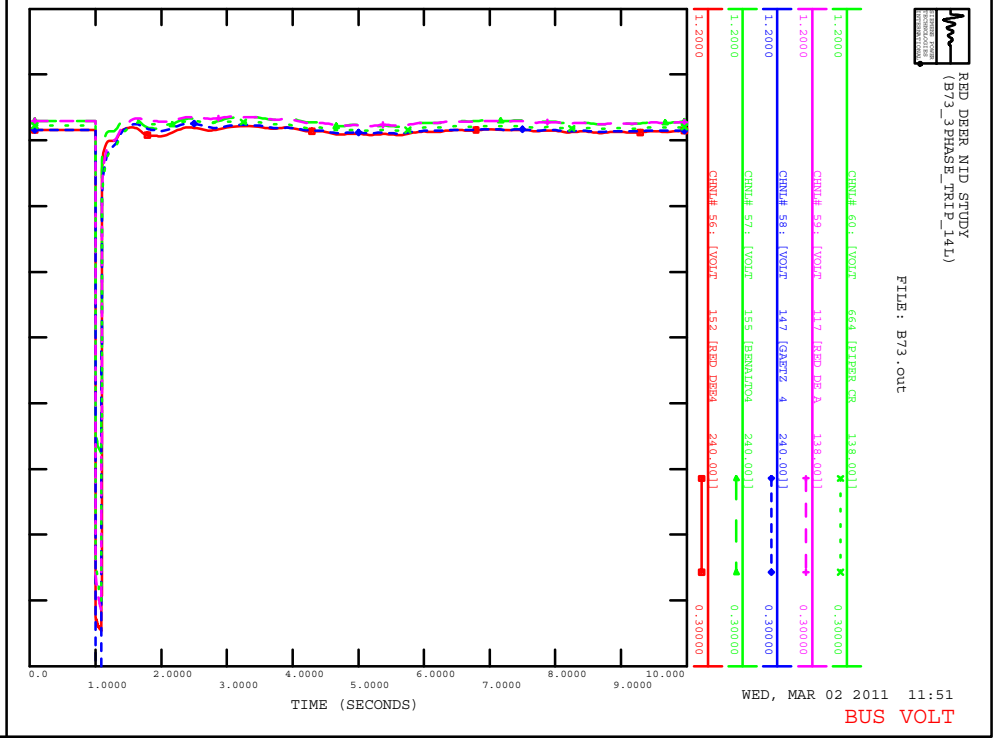

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

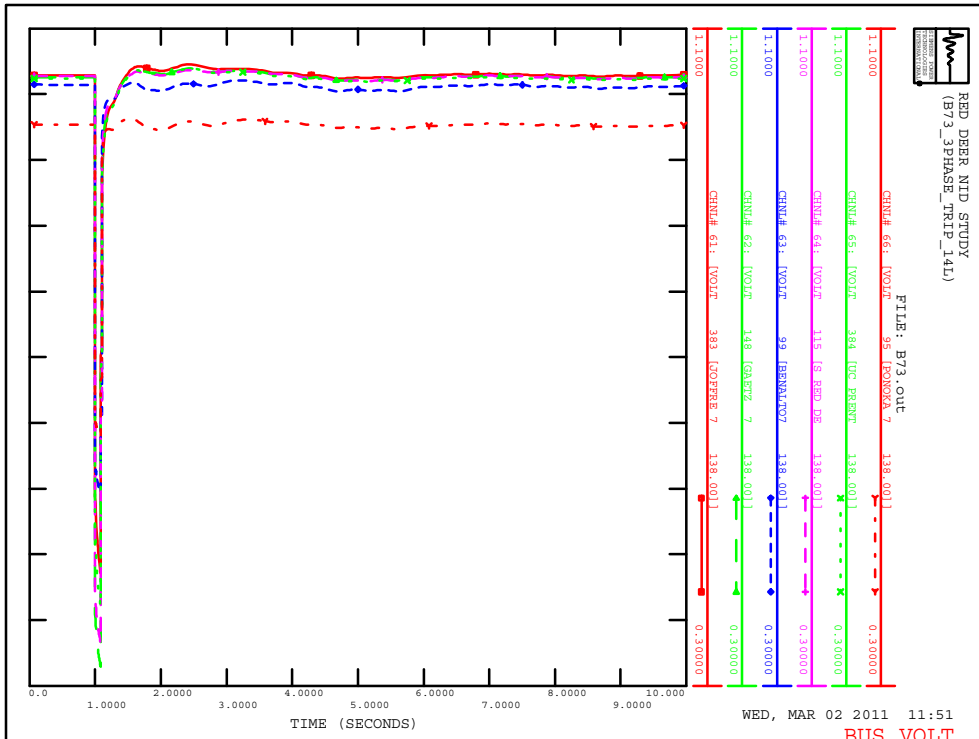

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

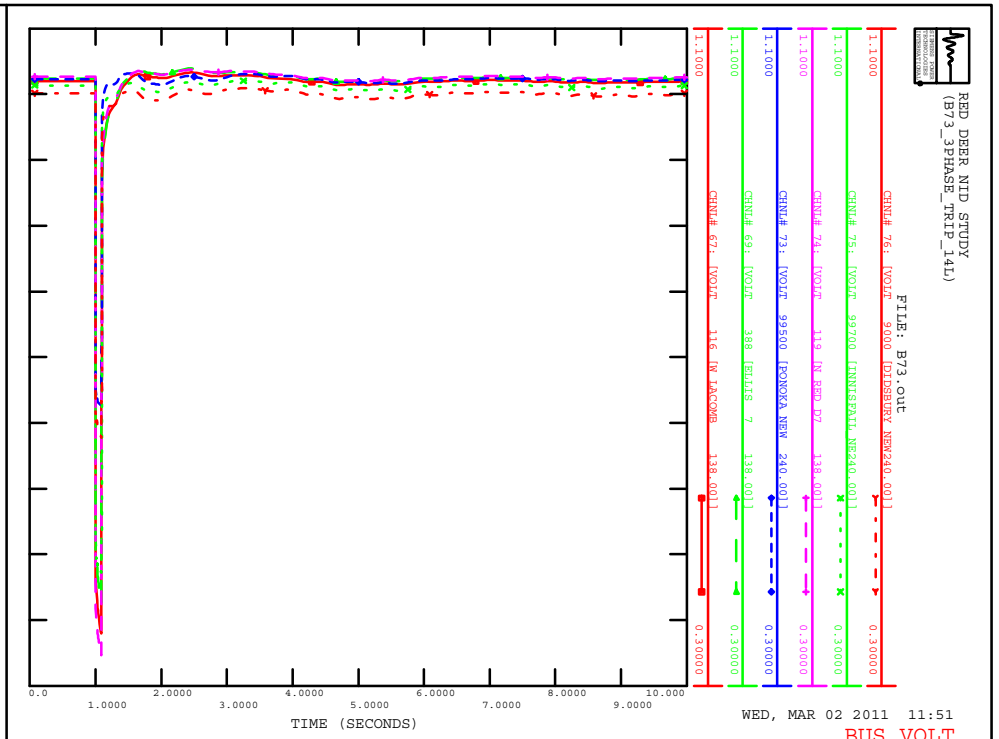

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

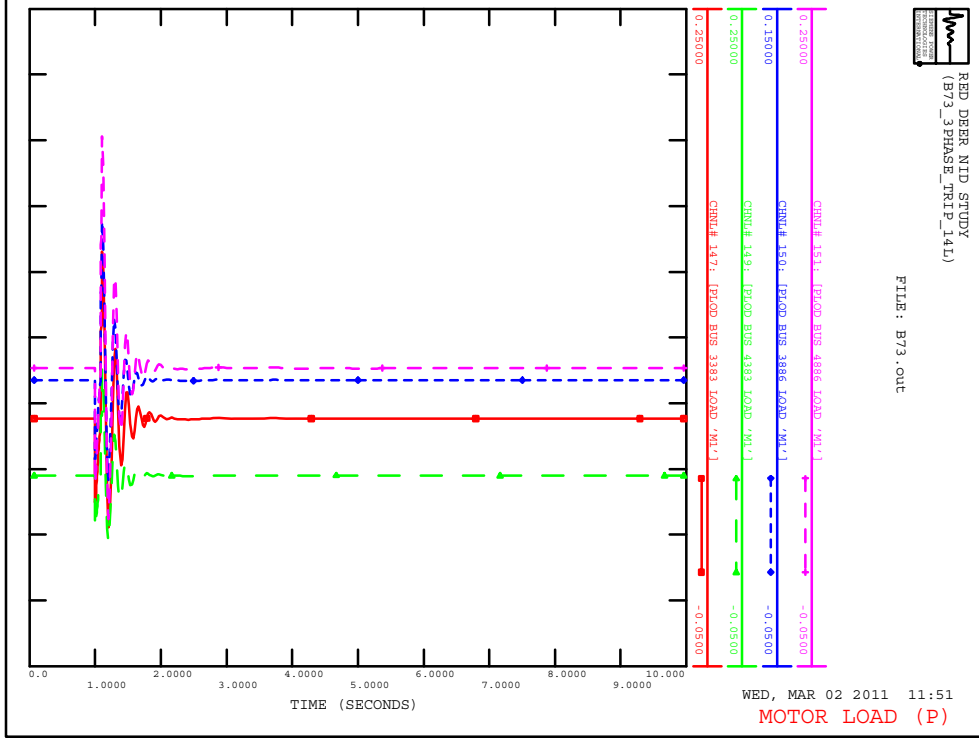

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

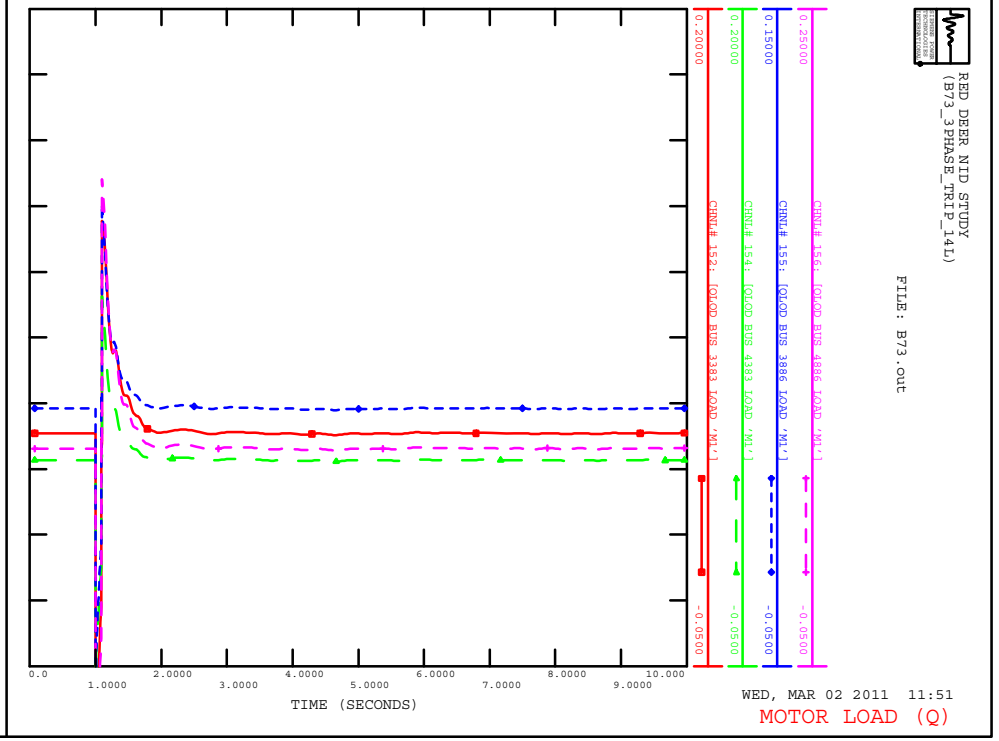

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

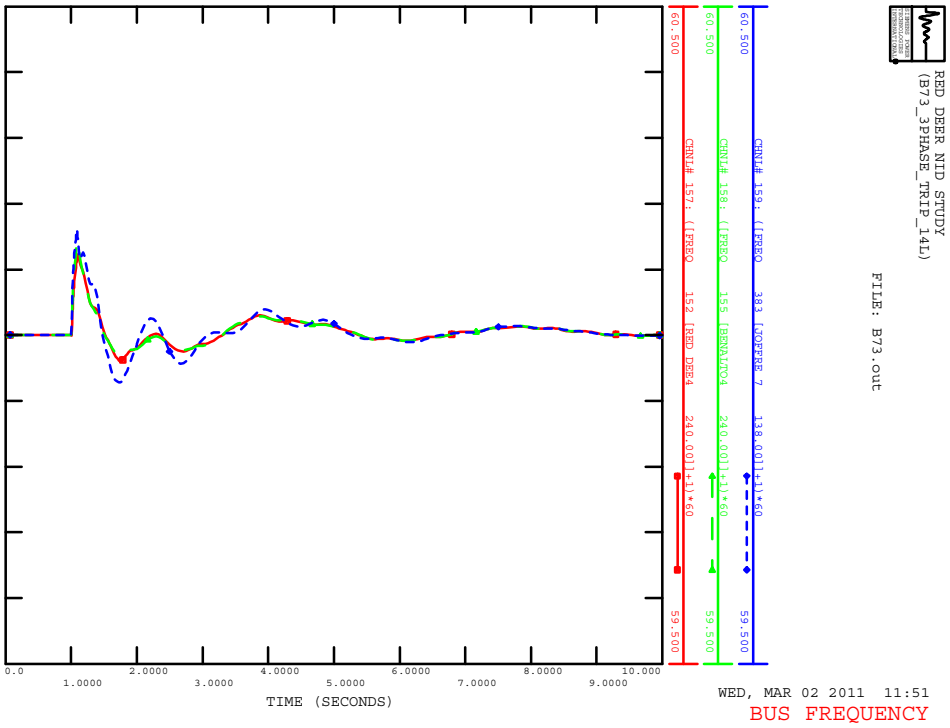

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

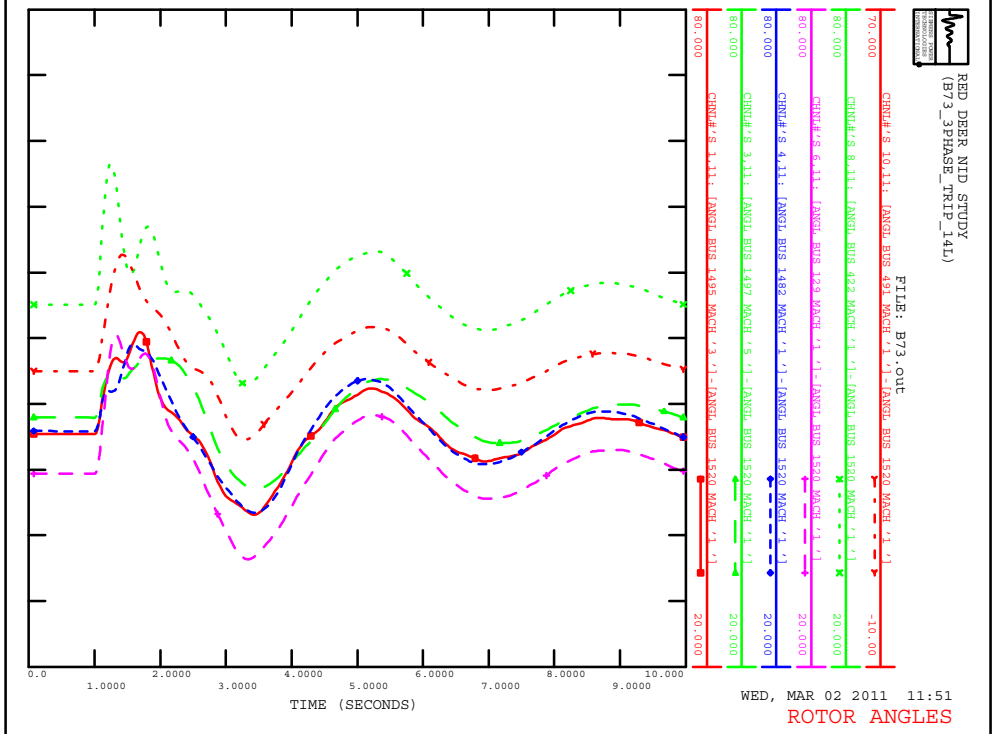

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

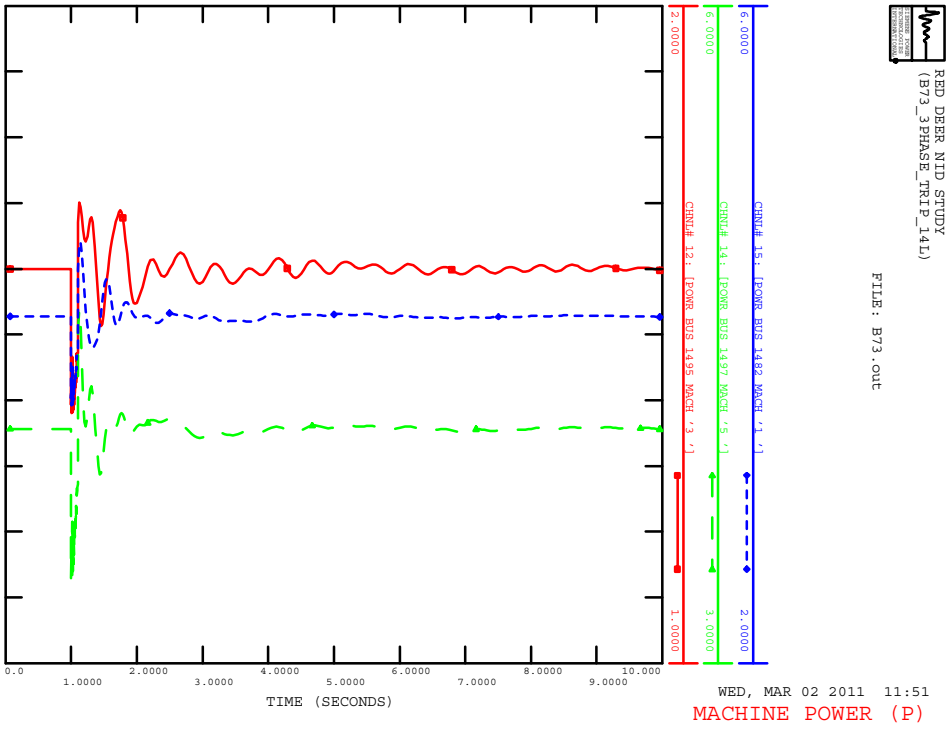

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

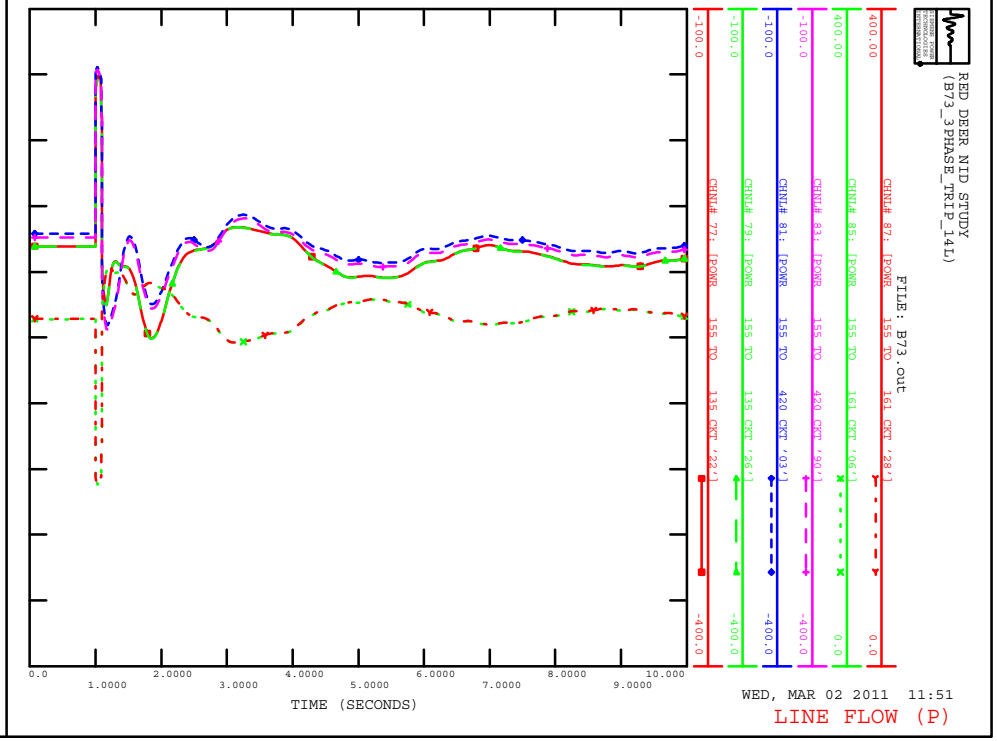

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

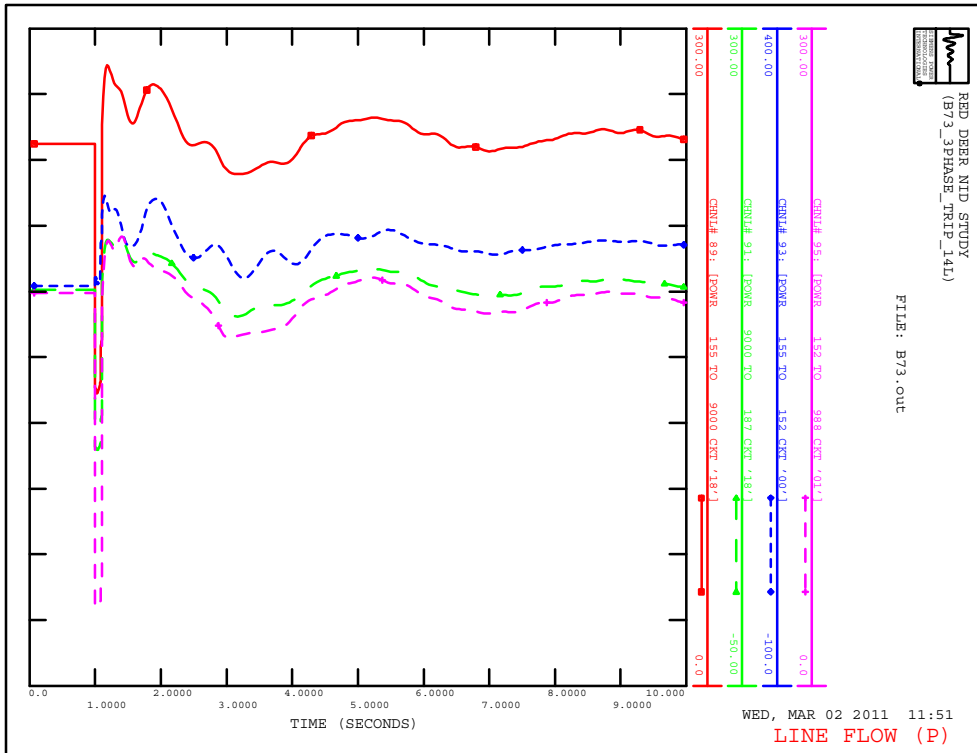

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

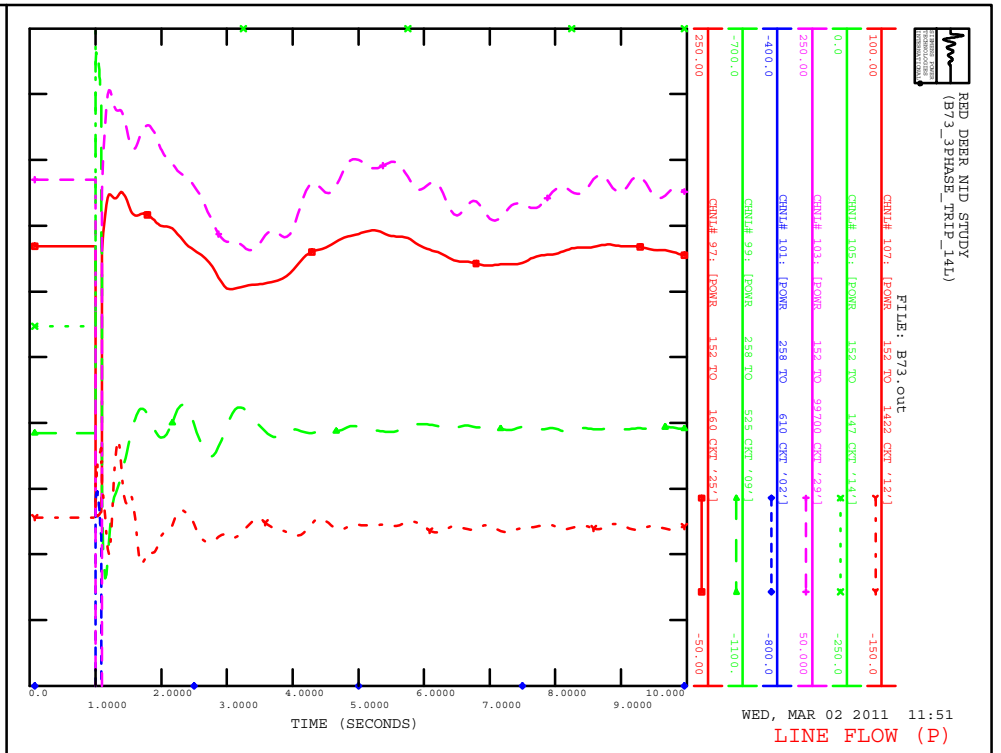

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

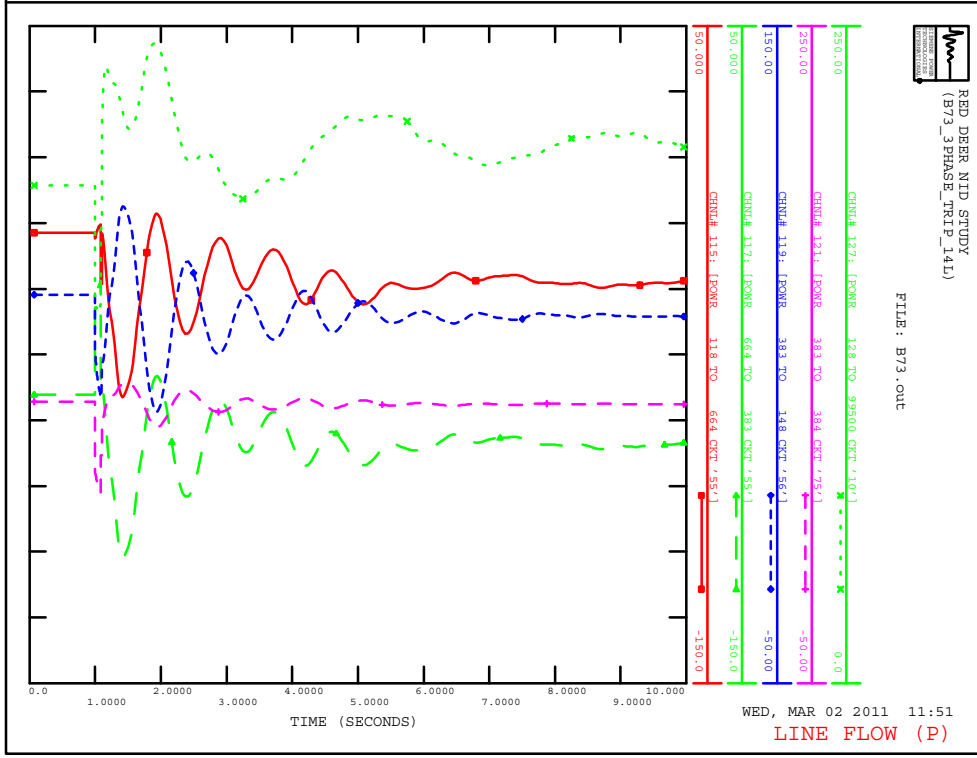

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

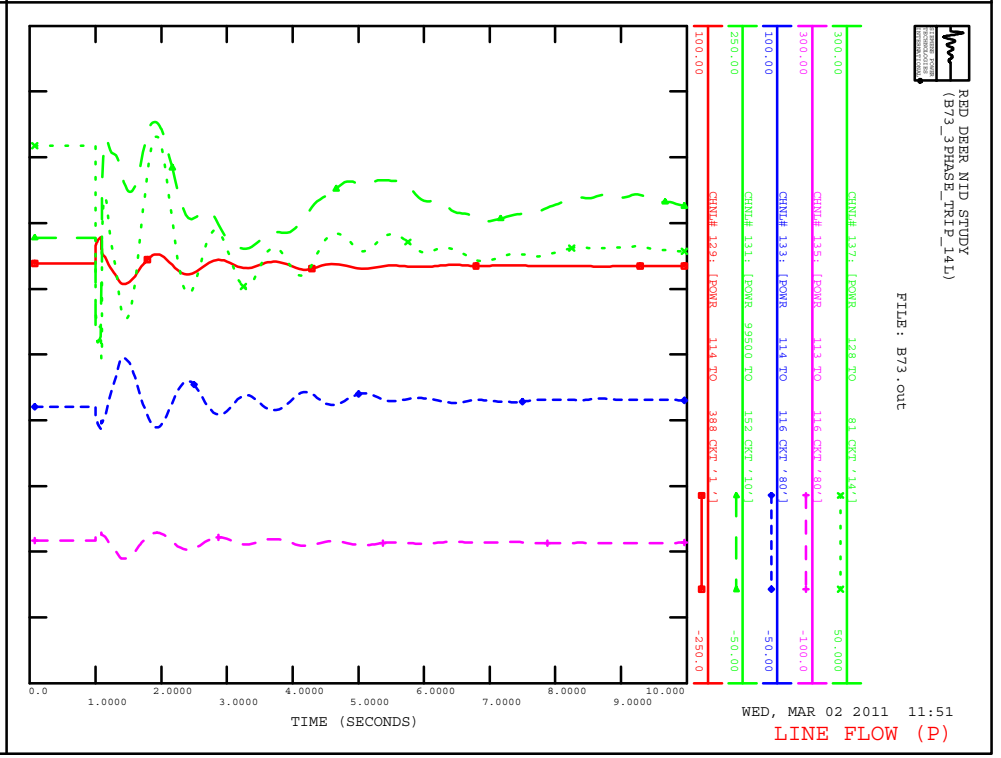

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

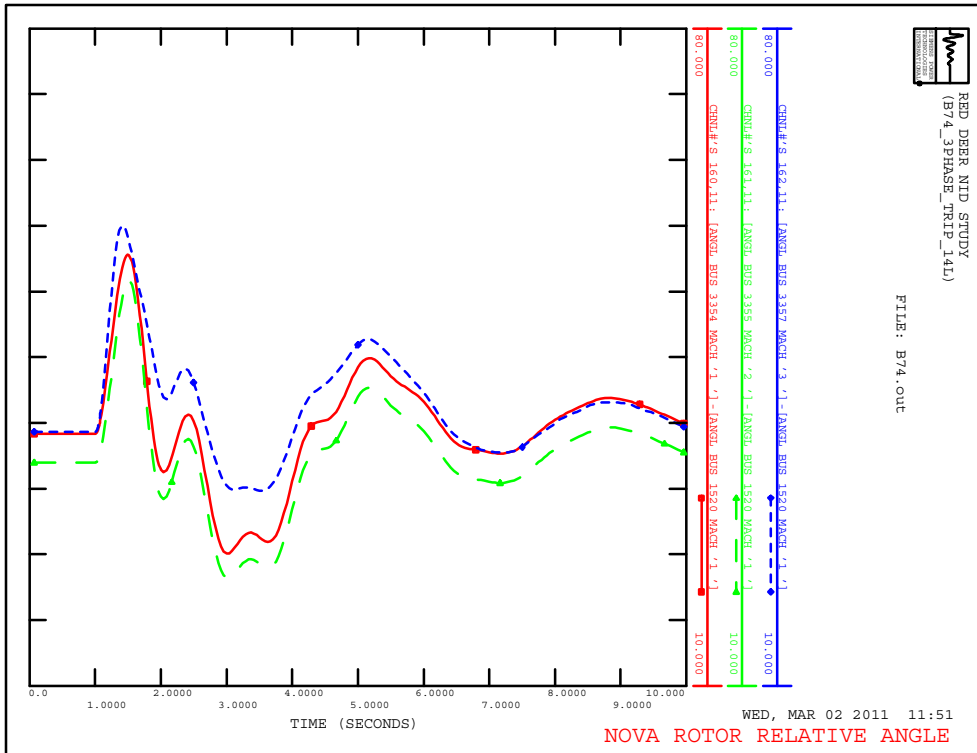

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

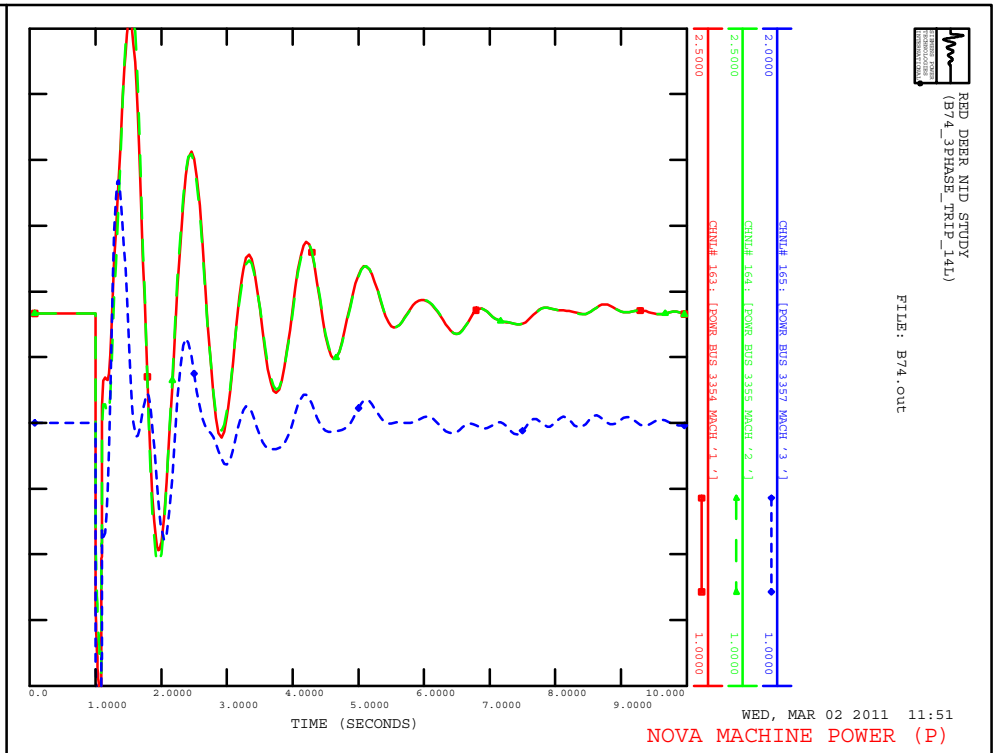

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

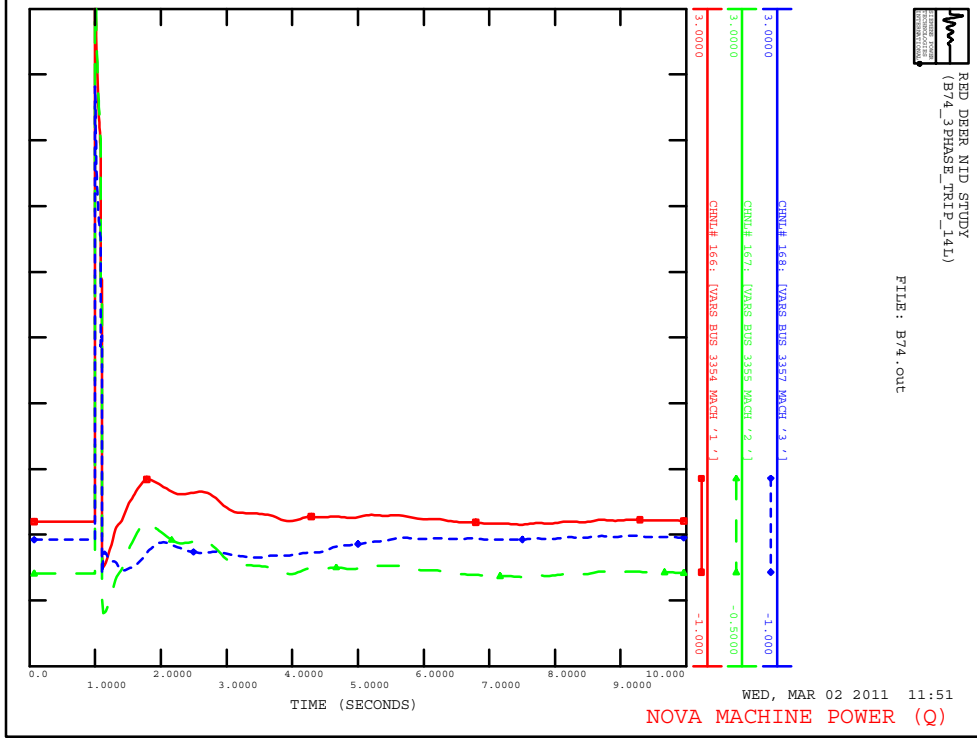

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

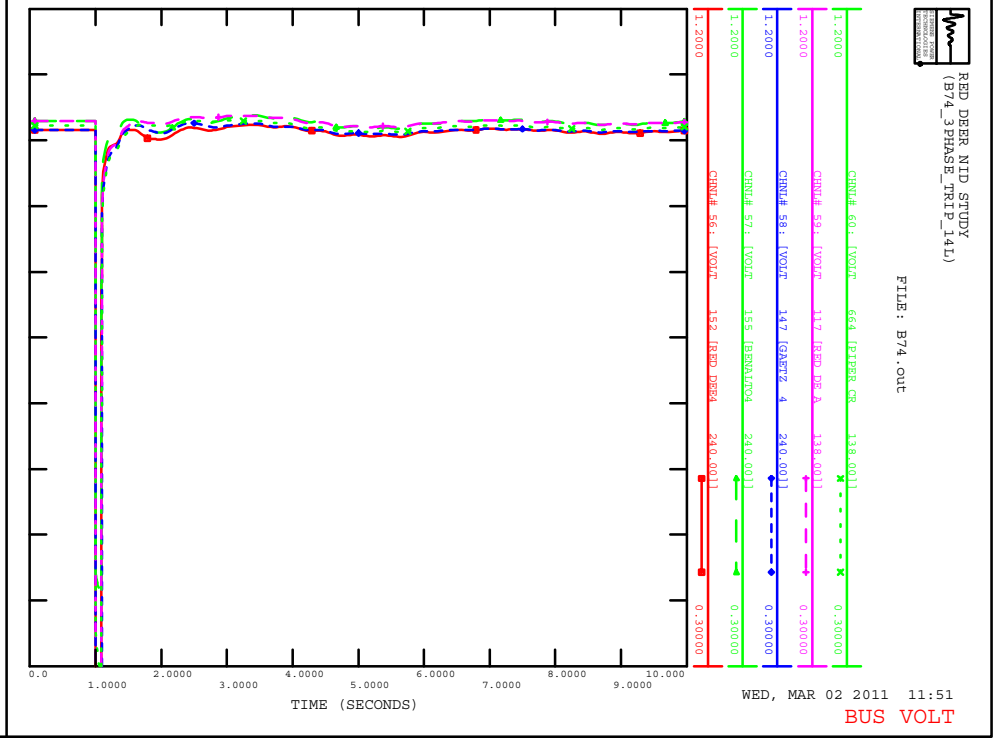

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

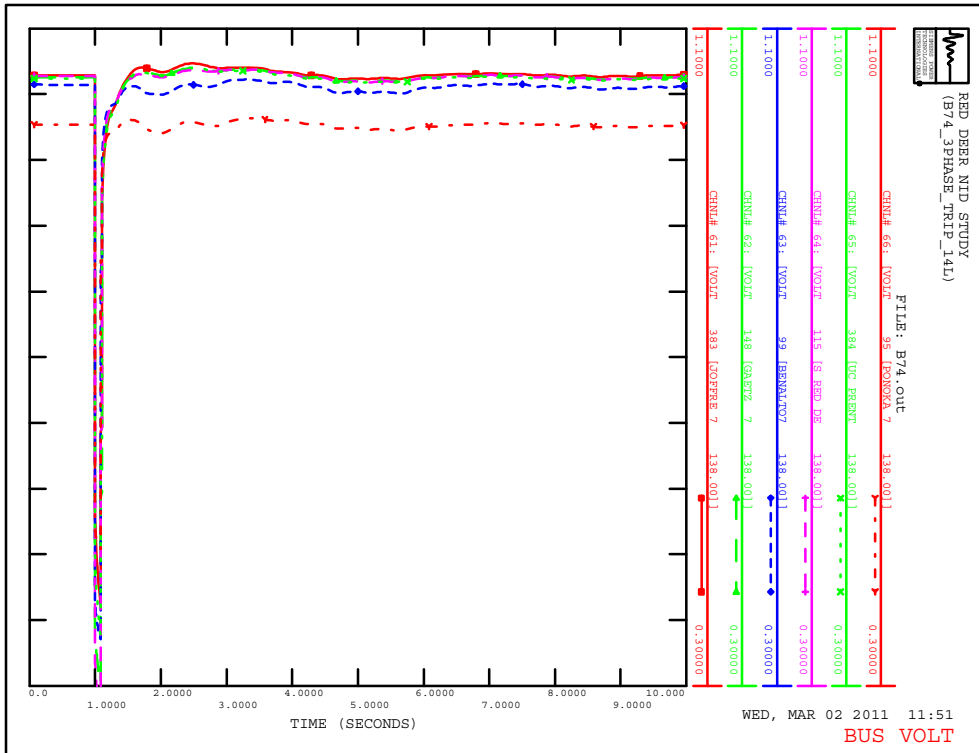

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

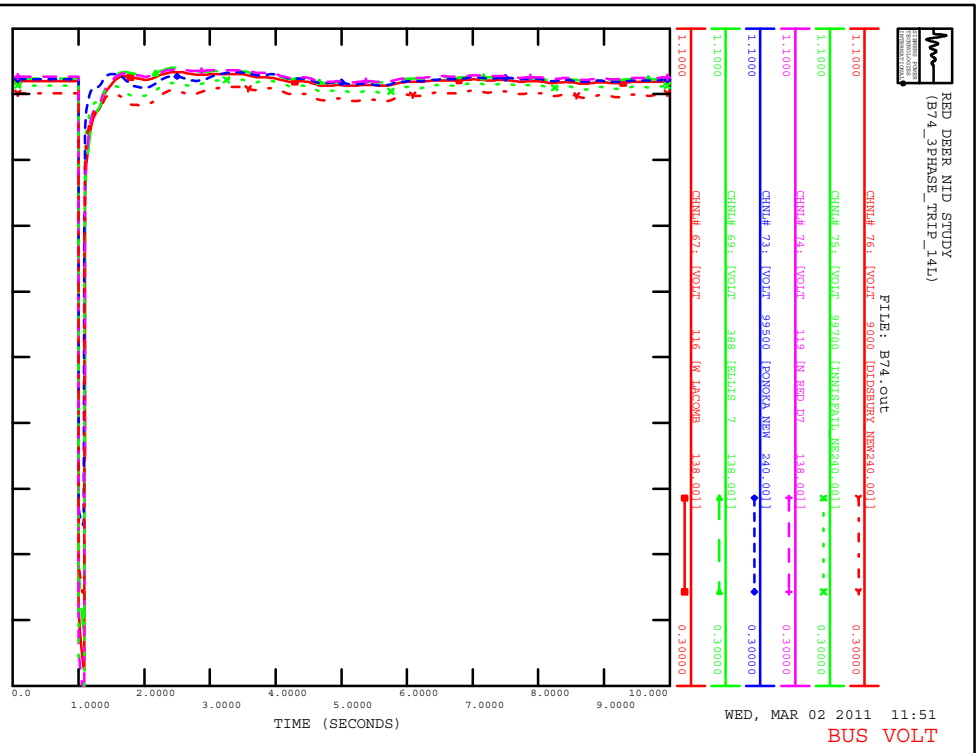

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

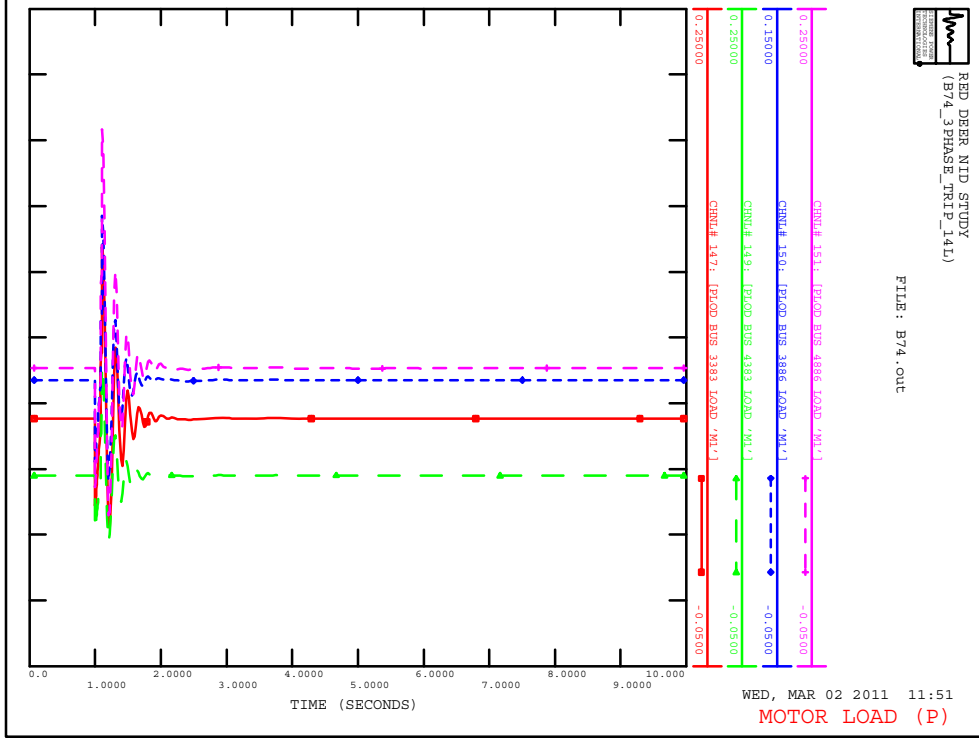

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

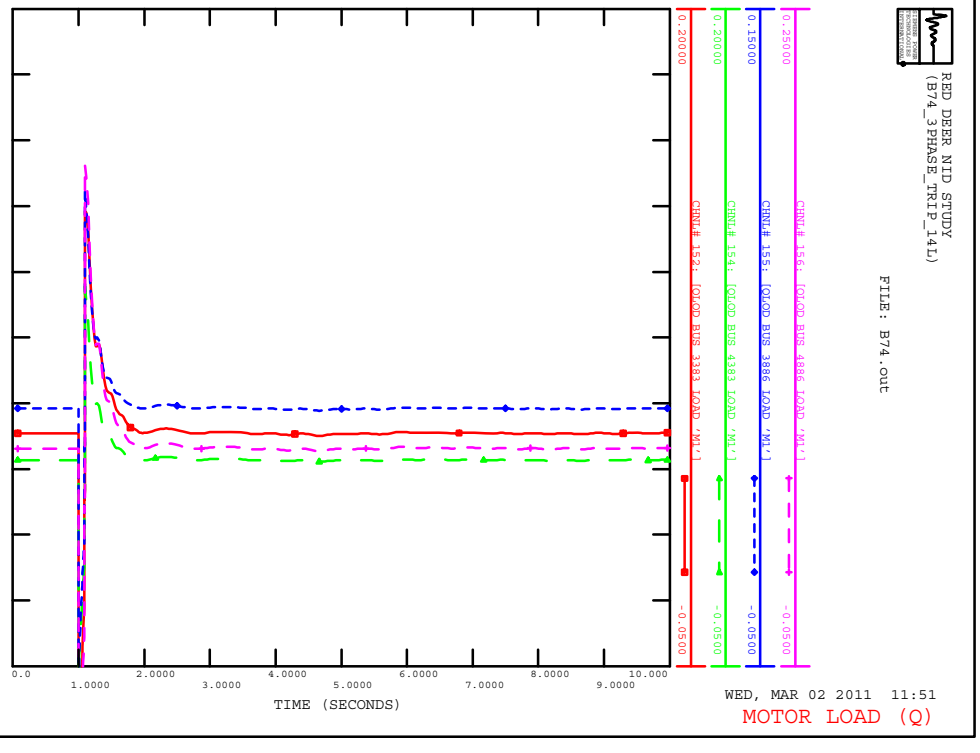

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

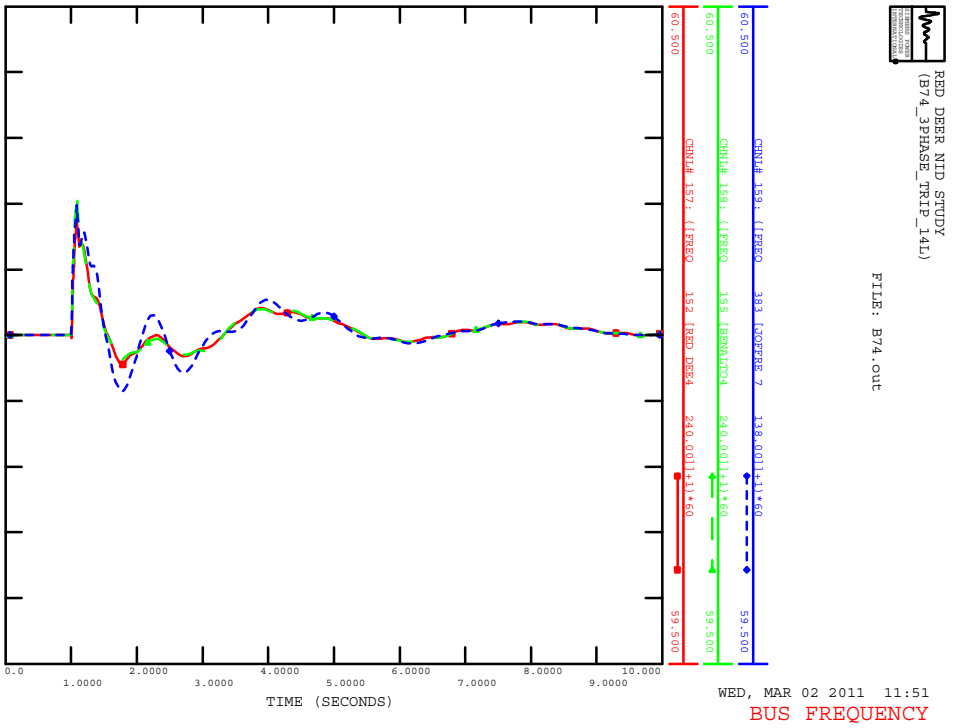

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

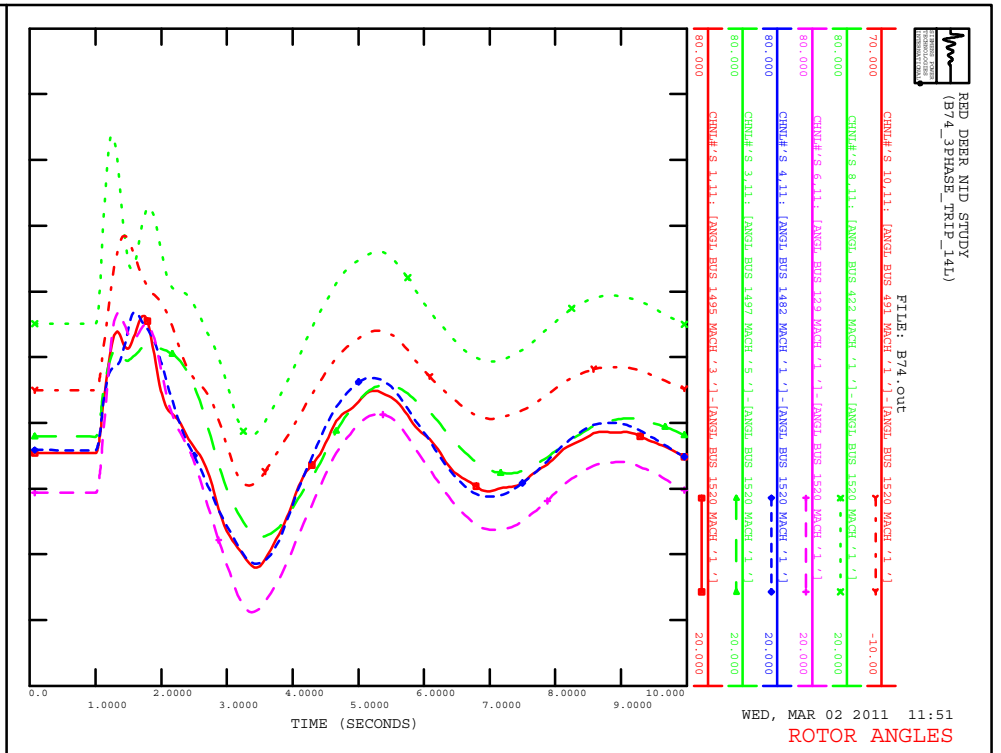

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.00]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

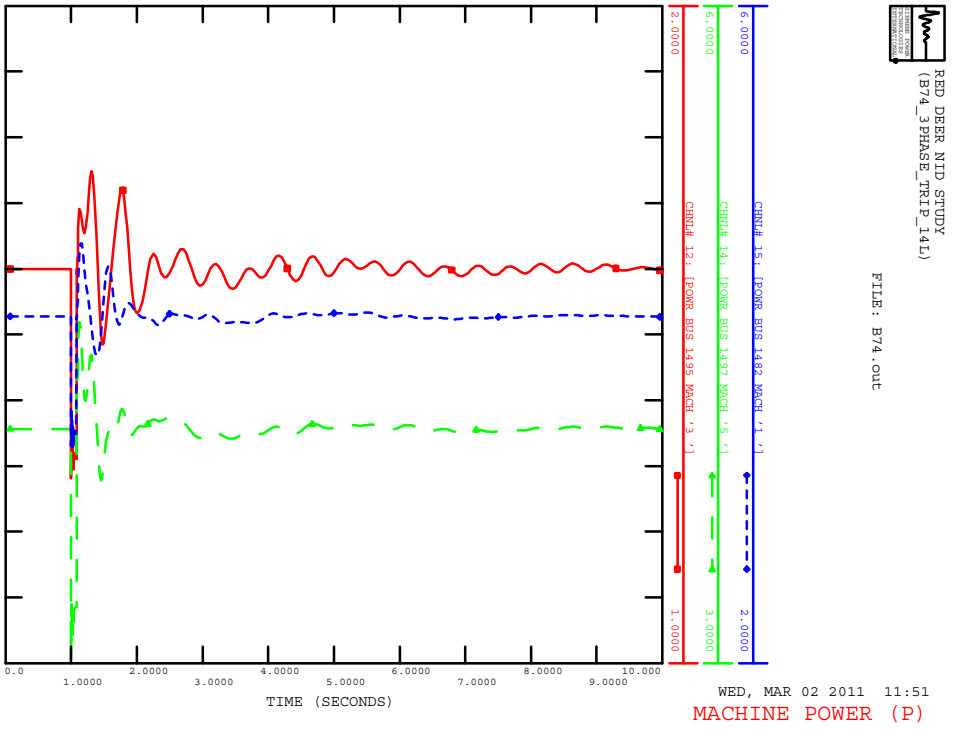

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNI# 67: [VOLT 116 [N IACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [OLDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

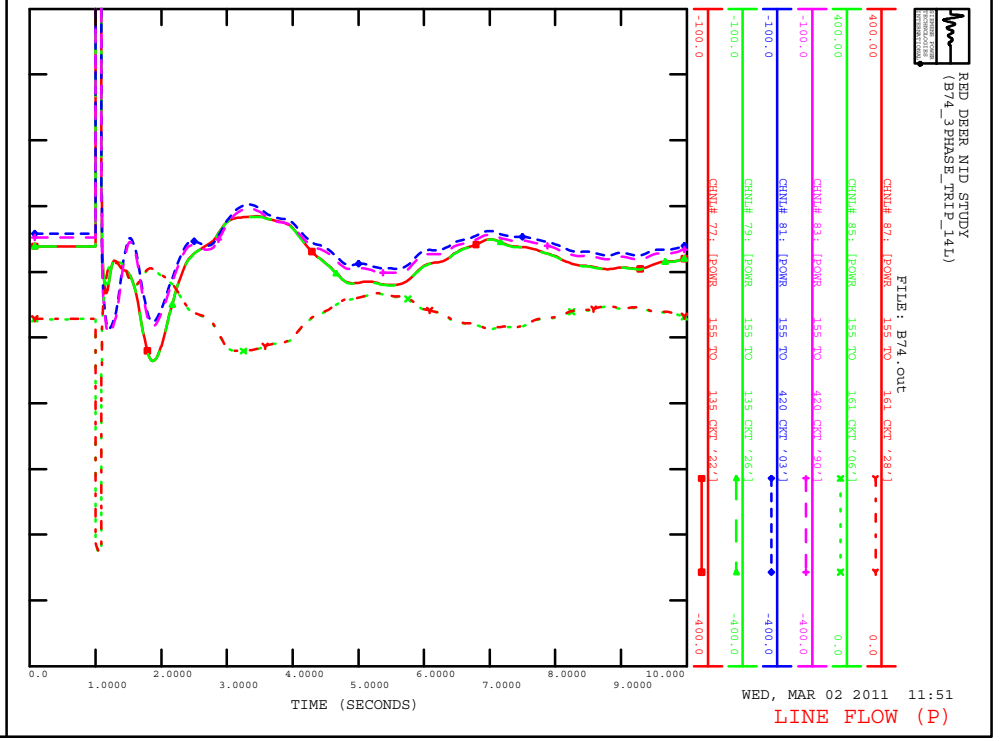

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

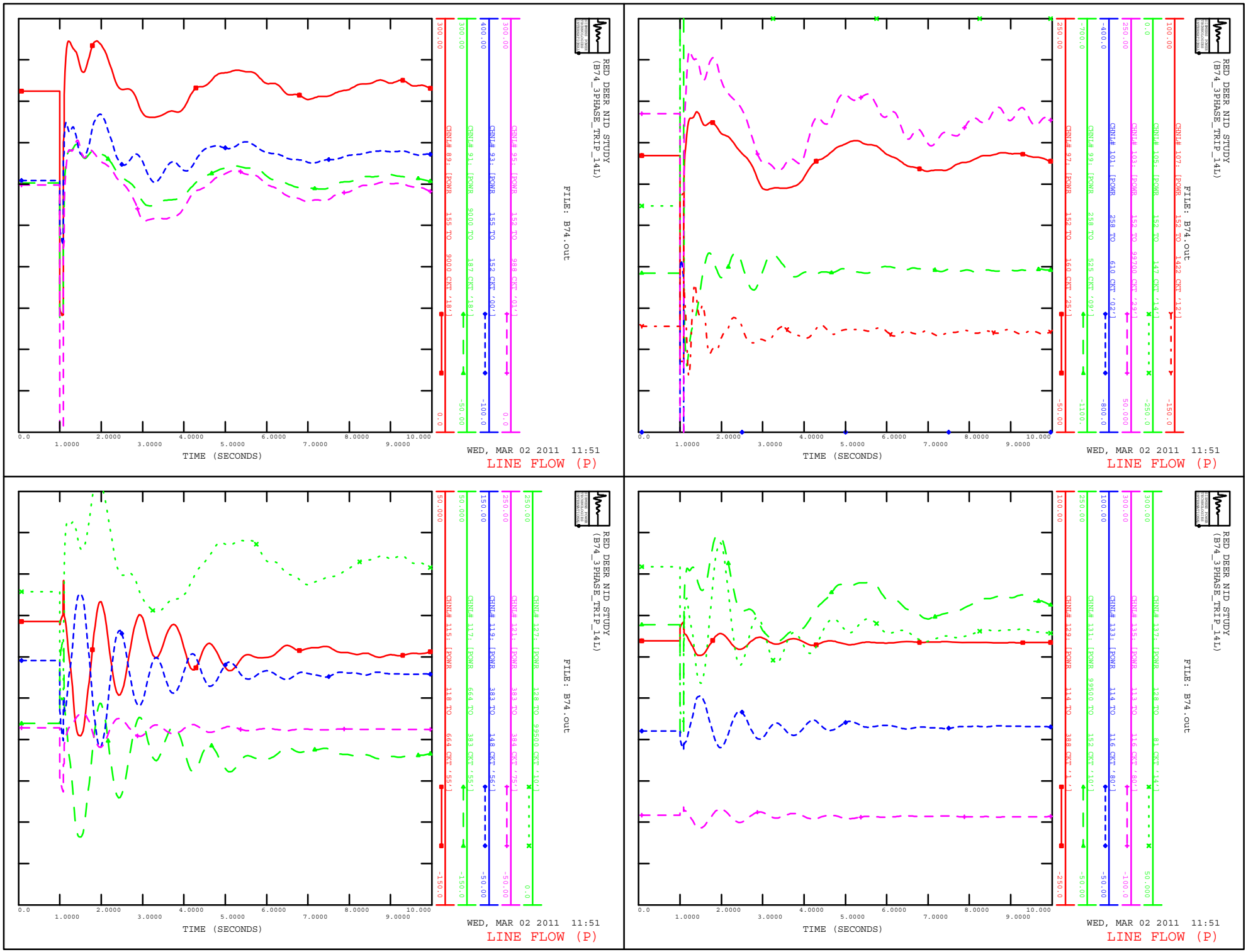

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)


RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY


RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES


RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)


RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

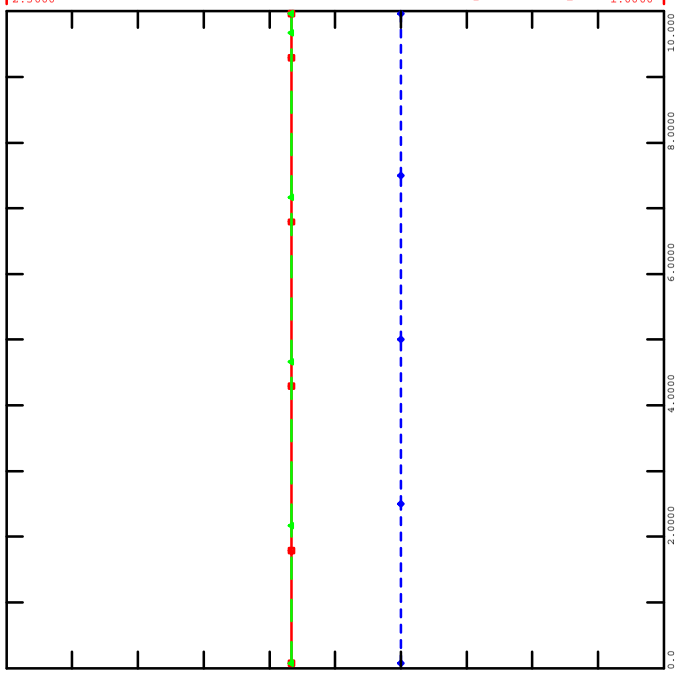
FILE: B75.out

WED, MAR 02 2011 11:51

NOVA MACHINE POWER (P)

CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']

TIME (SECONDS)



RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

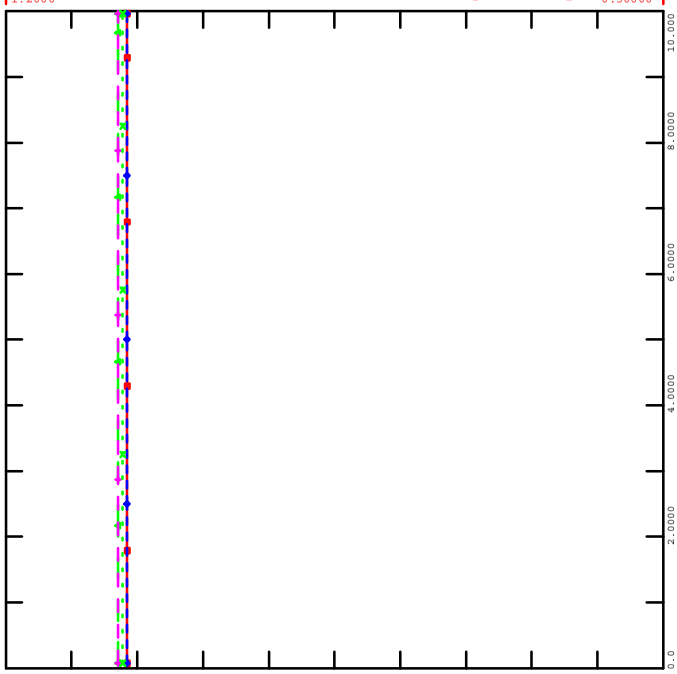
FILE: B75.out

WED, MAR 02 2011 11:51

BUS VOLT

CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]

TIME (SECONDS)



RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

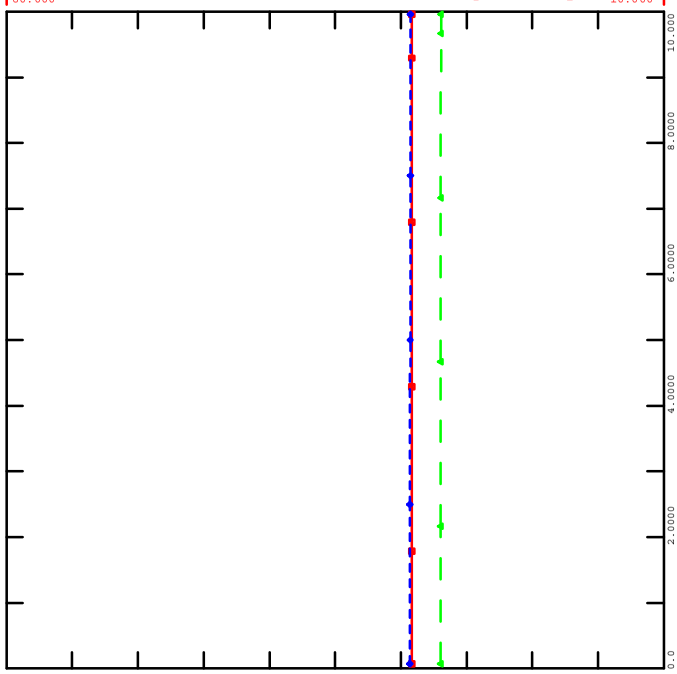
FILE: B75.out

WED, MAR 02 2011 11:51

NOVA ROTOR RELATIVE ANGLE

CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']

TIME (SECONDS)



RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

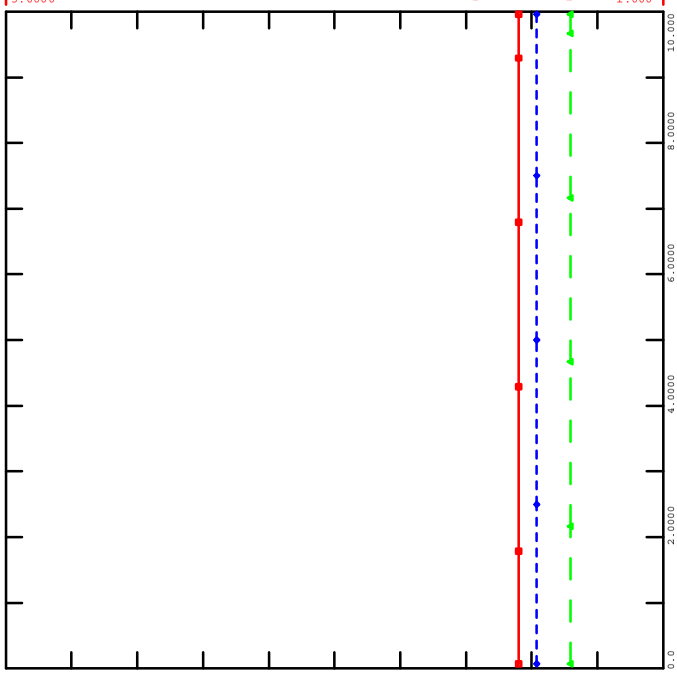
FILE: B75.out

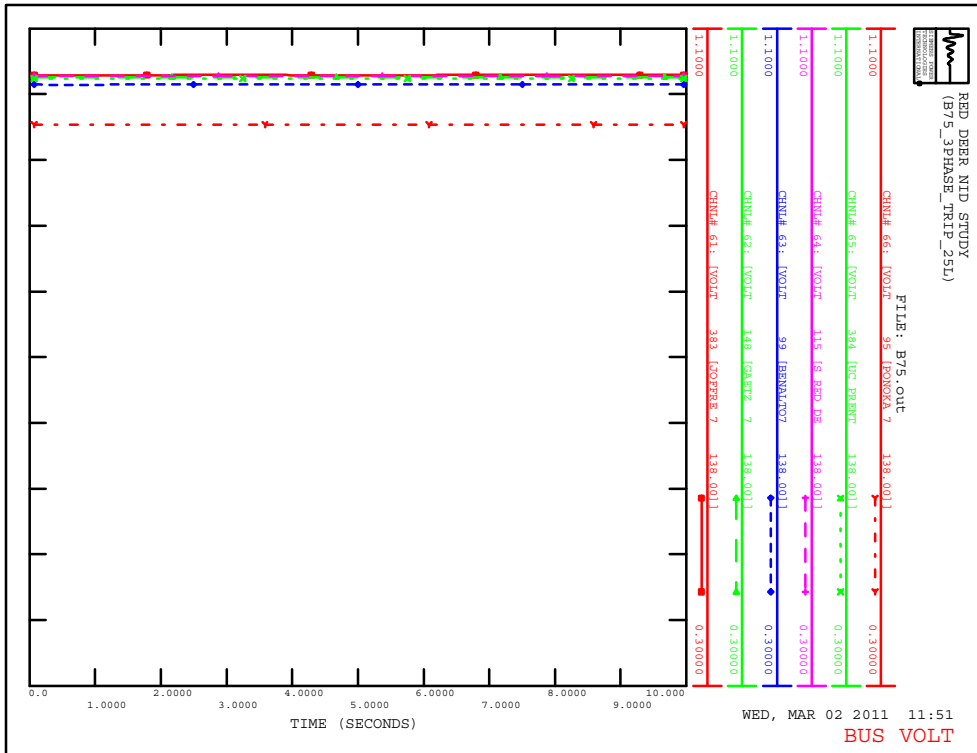
WED, MAR 02 2011 11:51

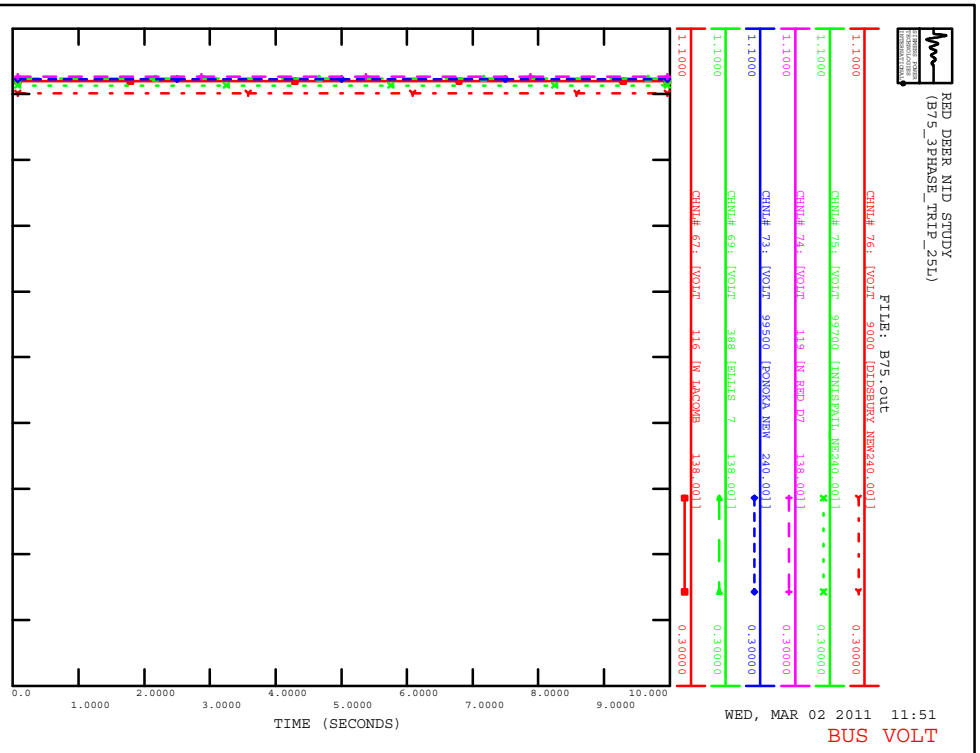
NOVA MACHINE POWER (Q)

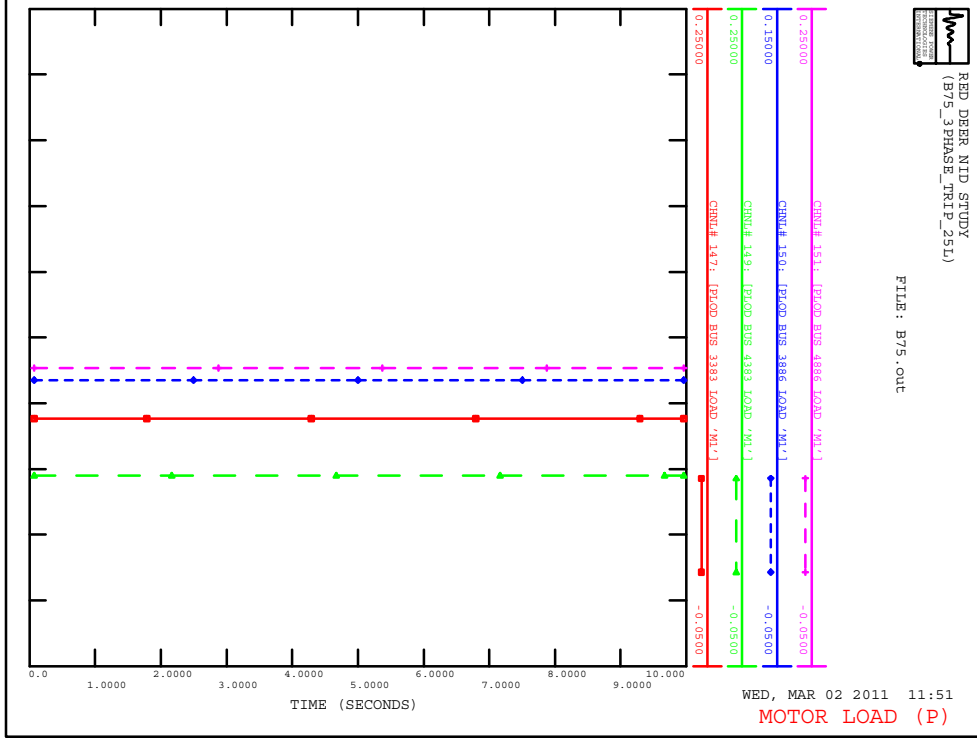
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']

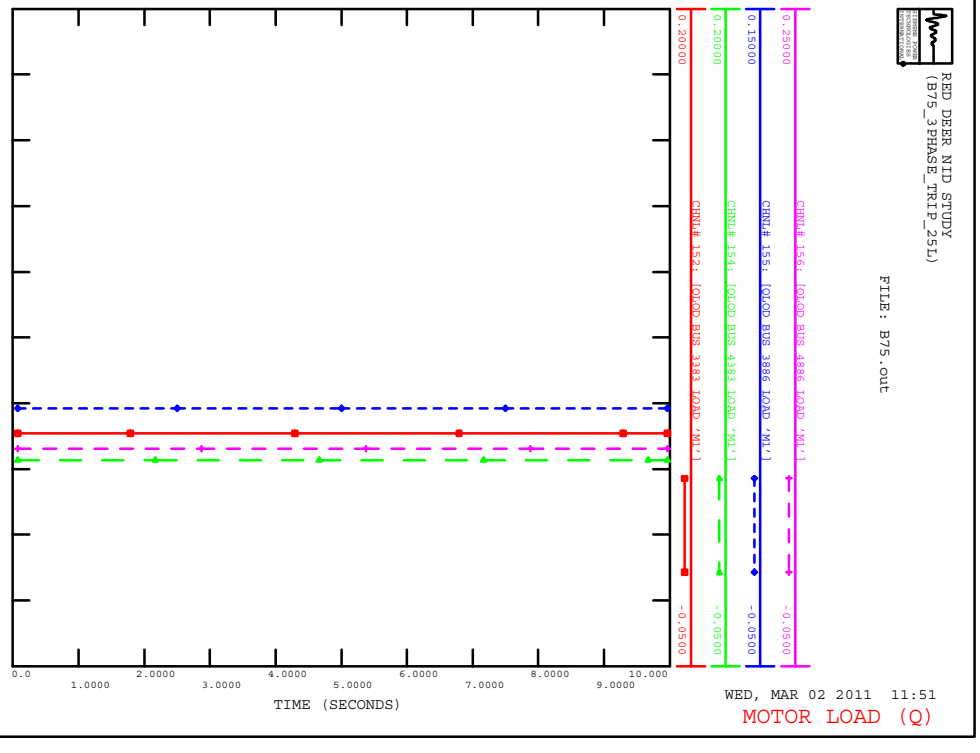
TIME (SECONDS)

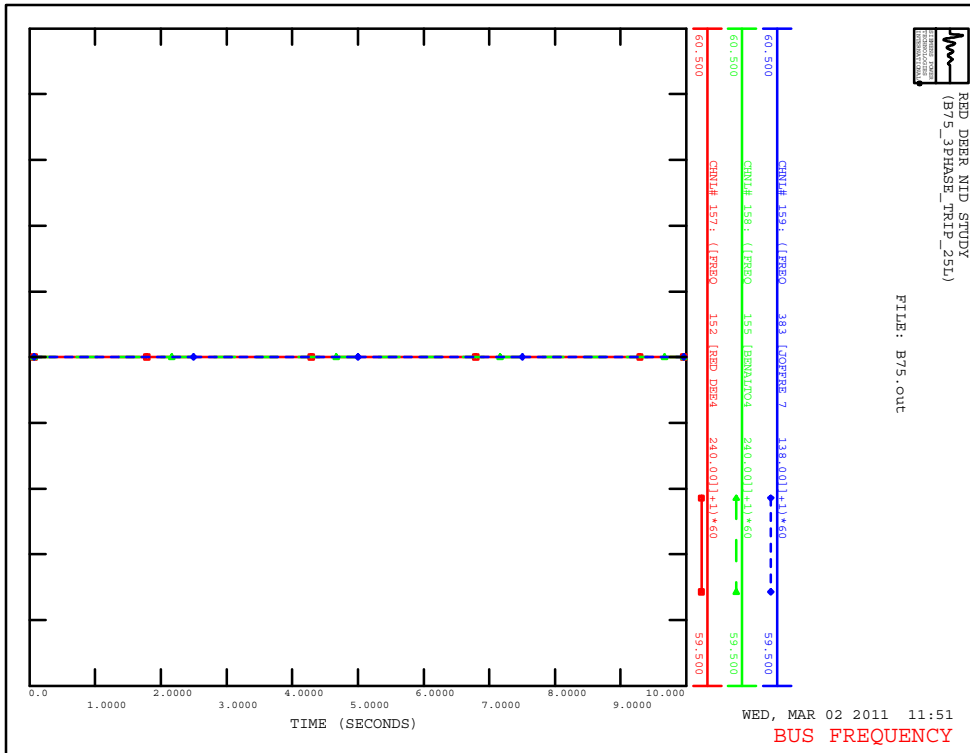


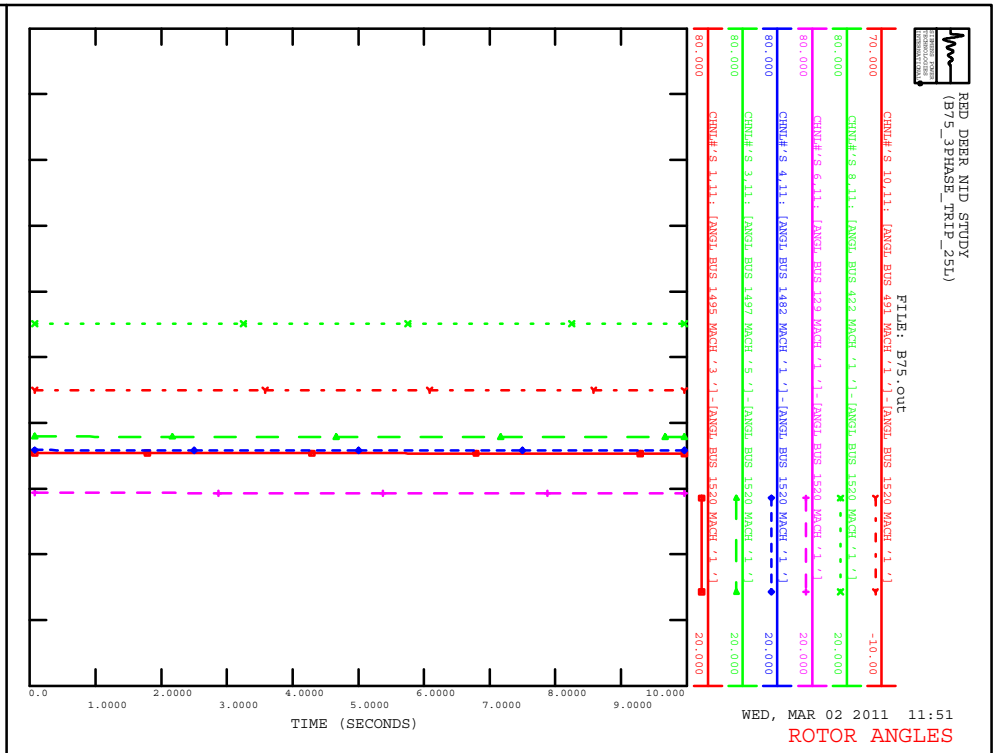

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

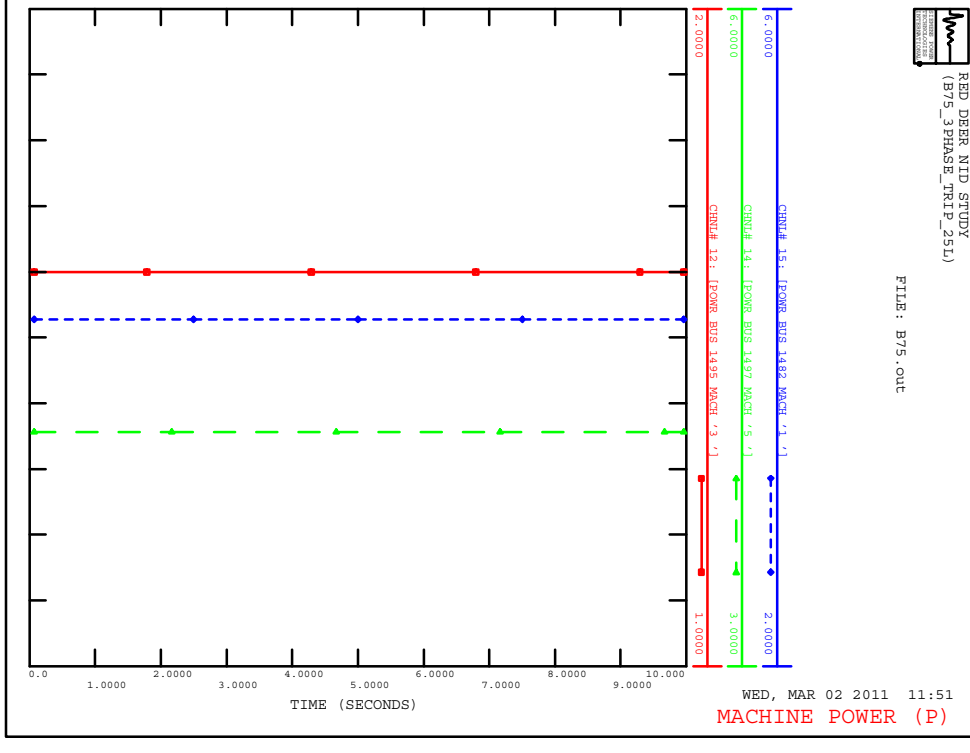

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DITCHBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

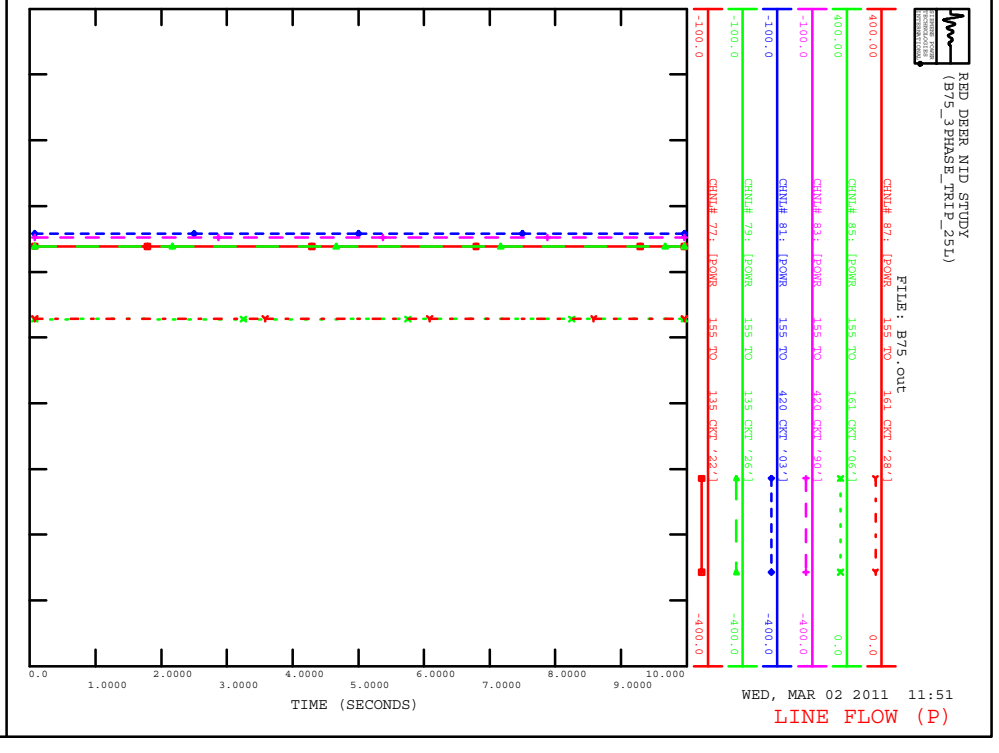

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

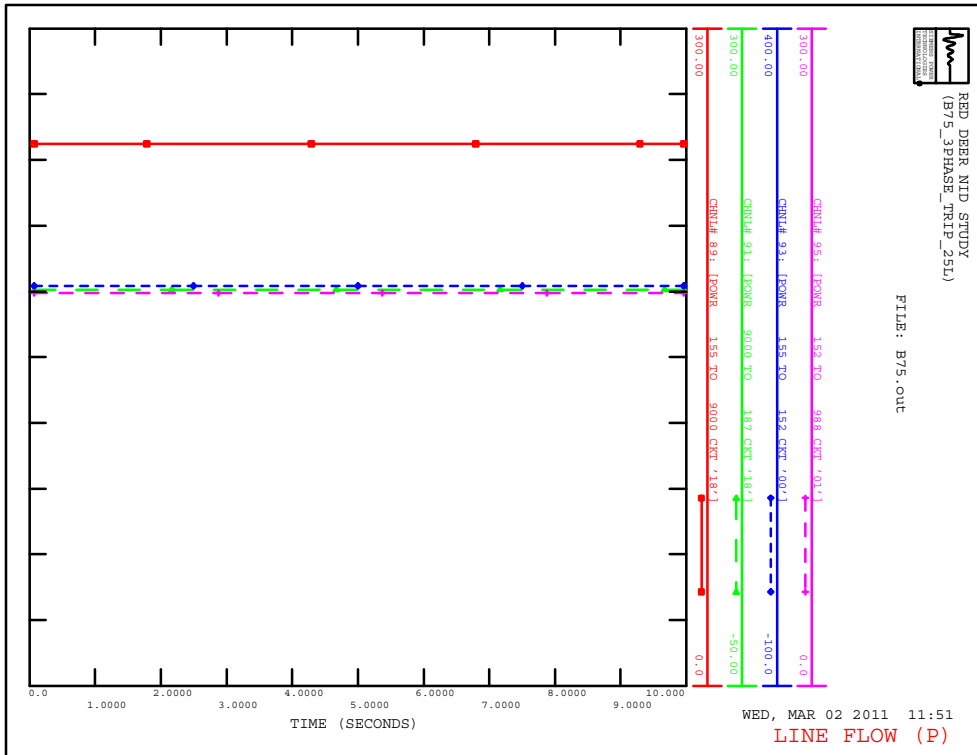

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

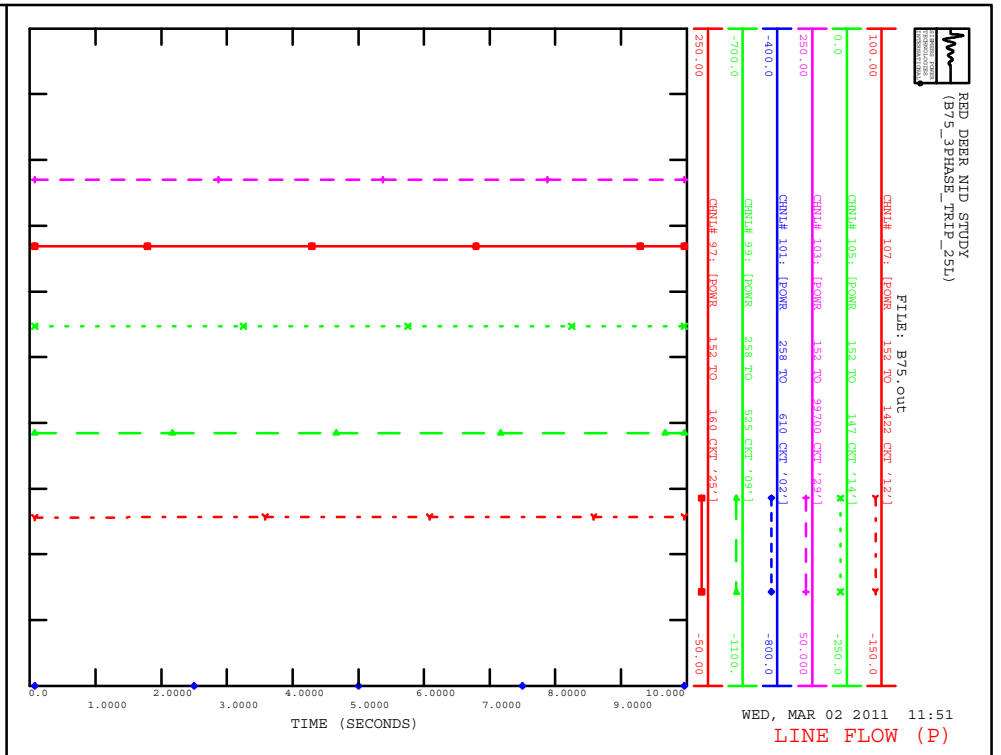

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

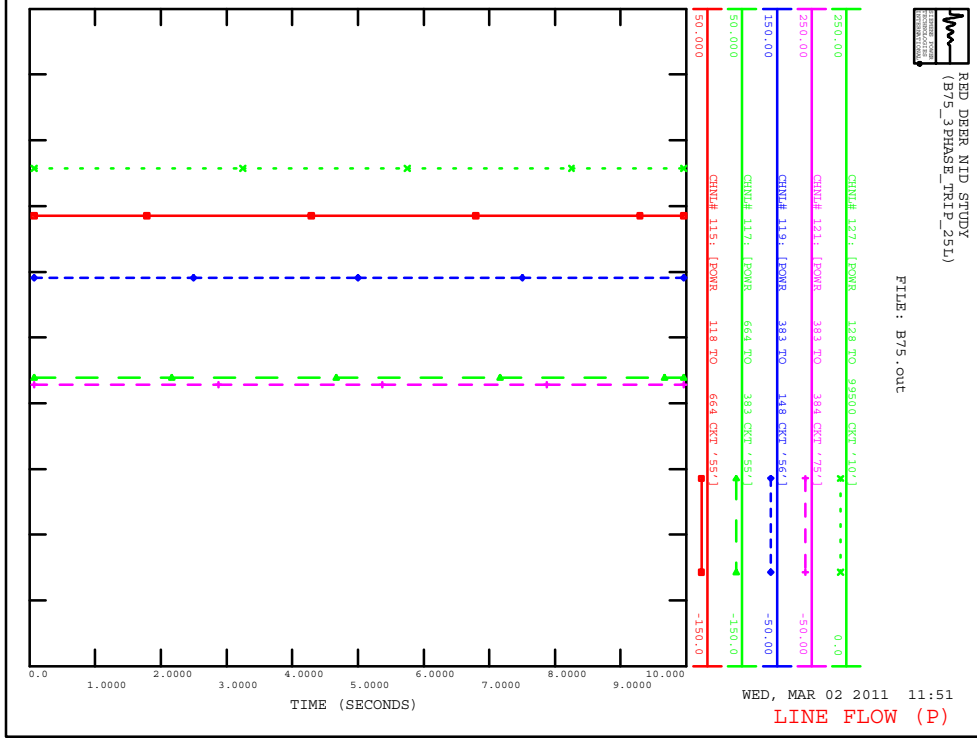

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

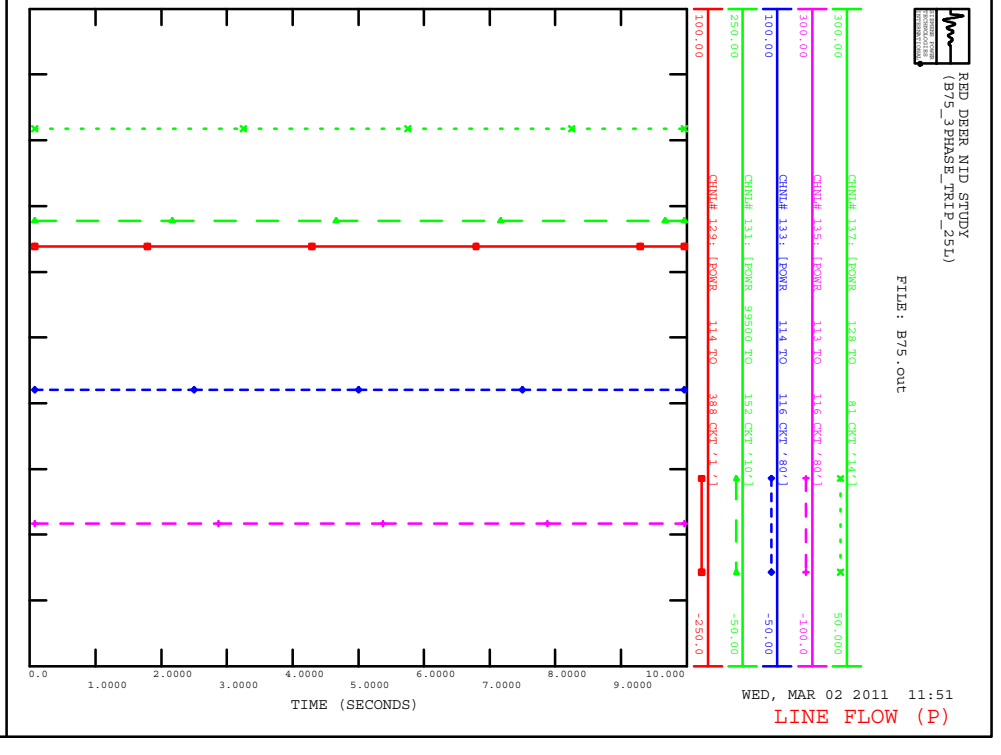

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

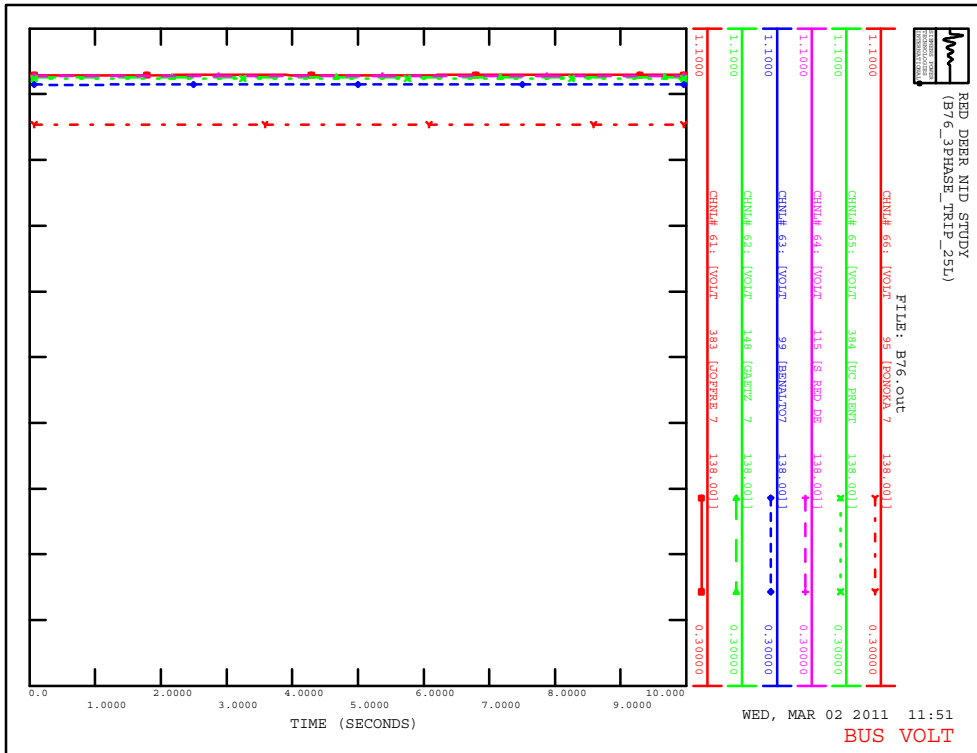

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

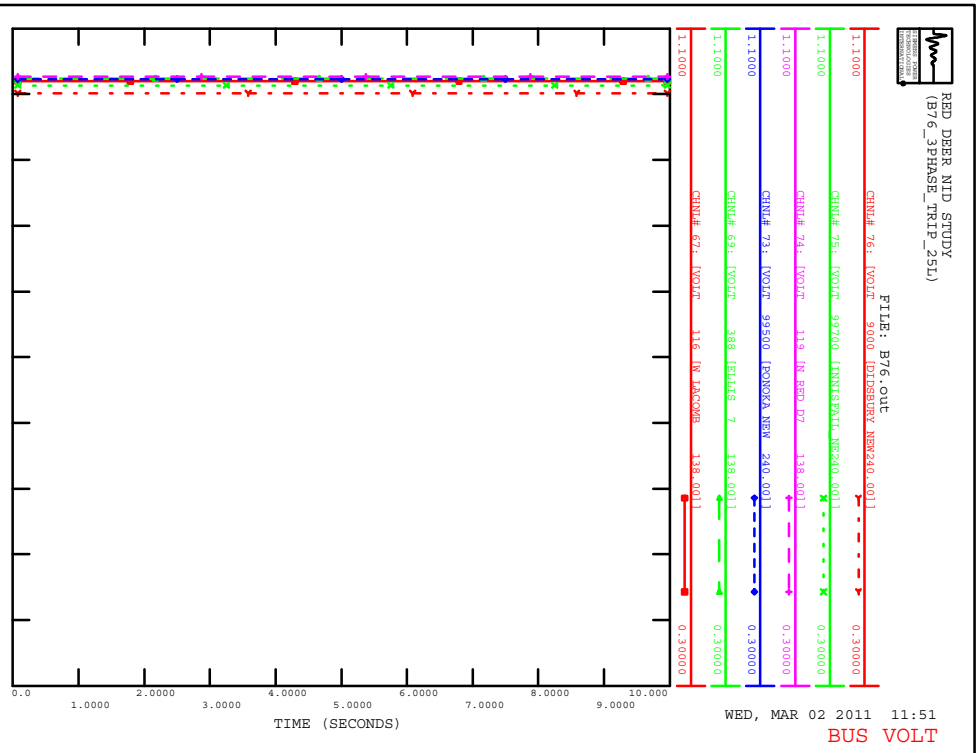
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

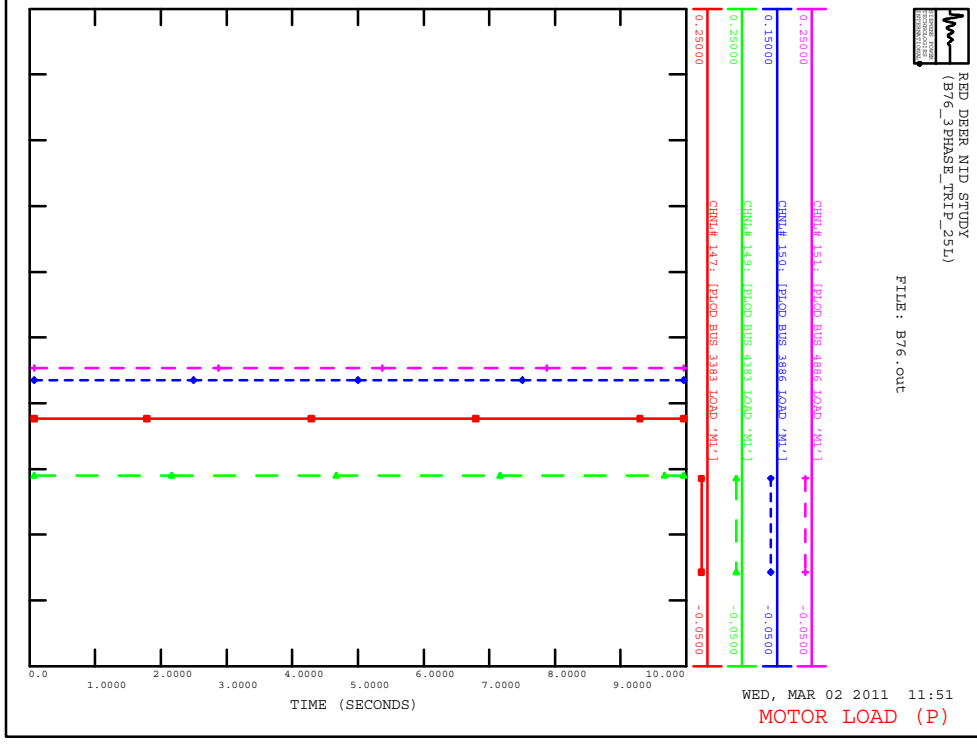
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 162, [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

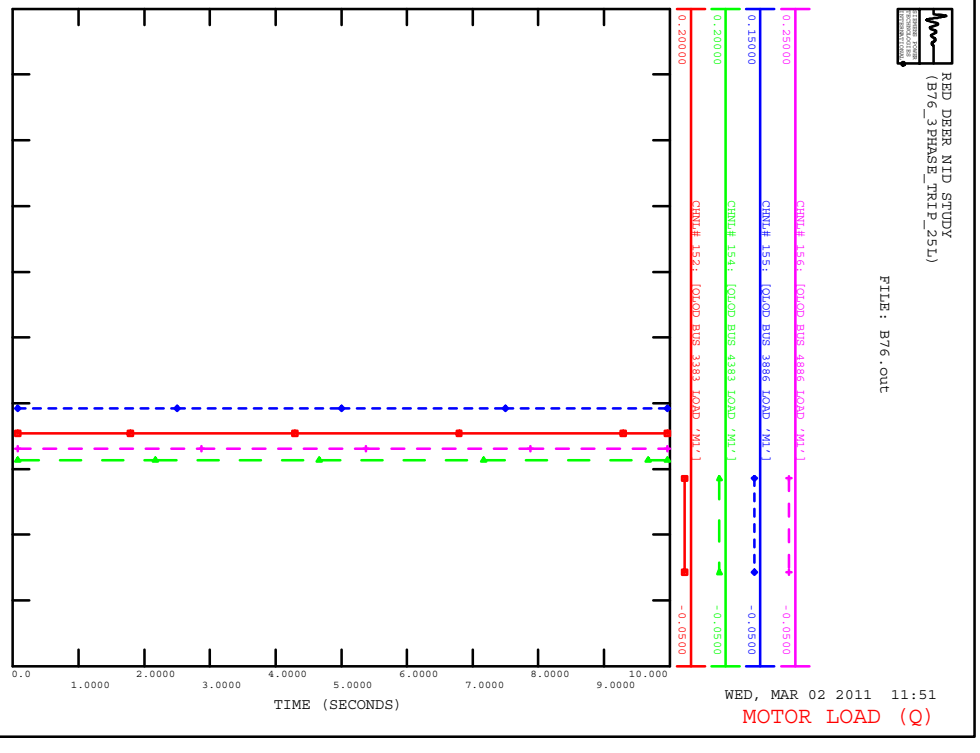
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

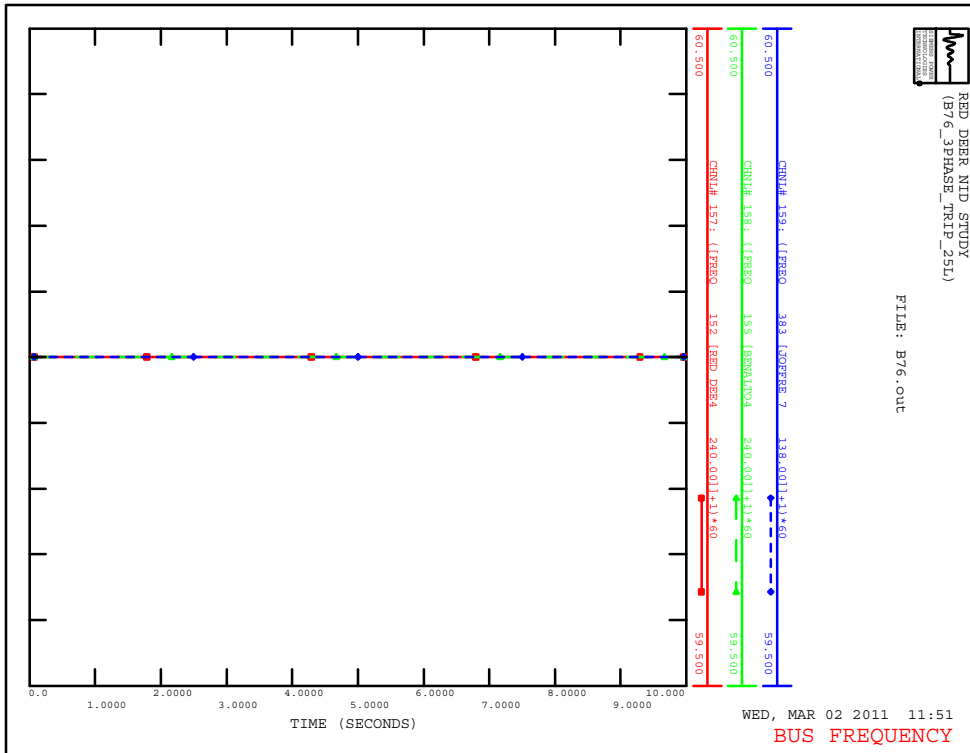
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

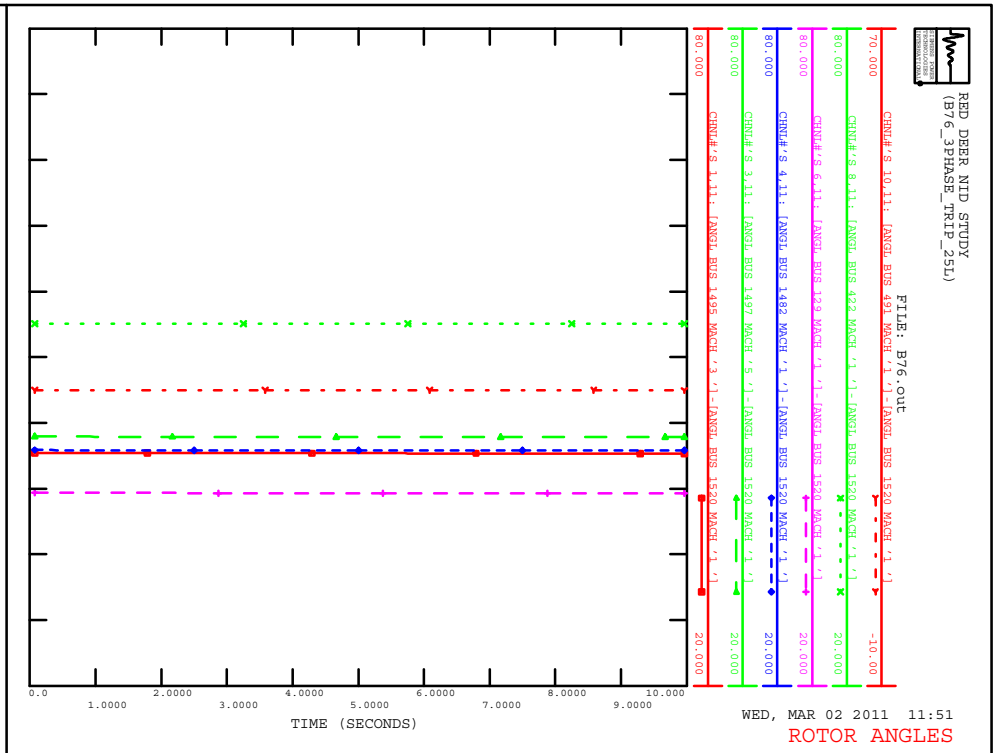

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

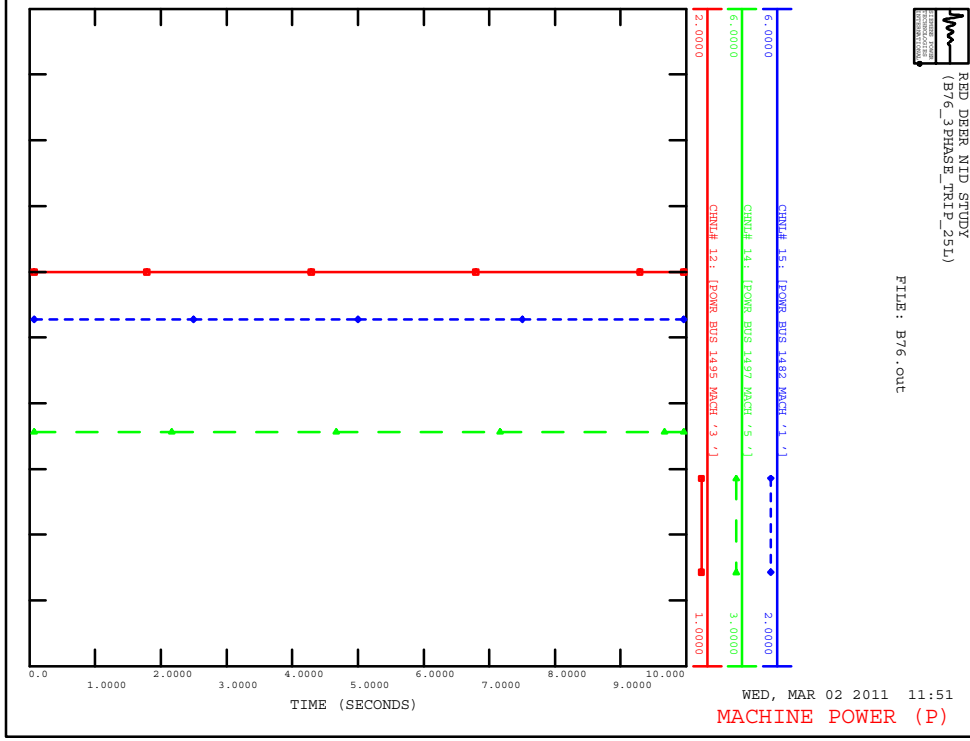

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

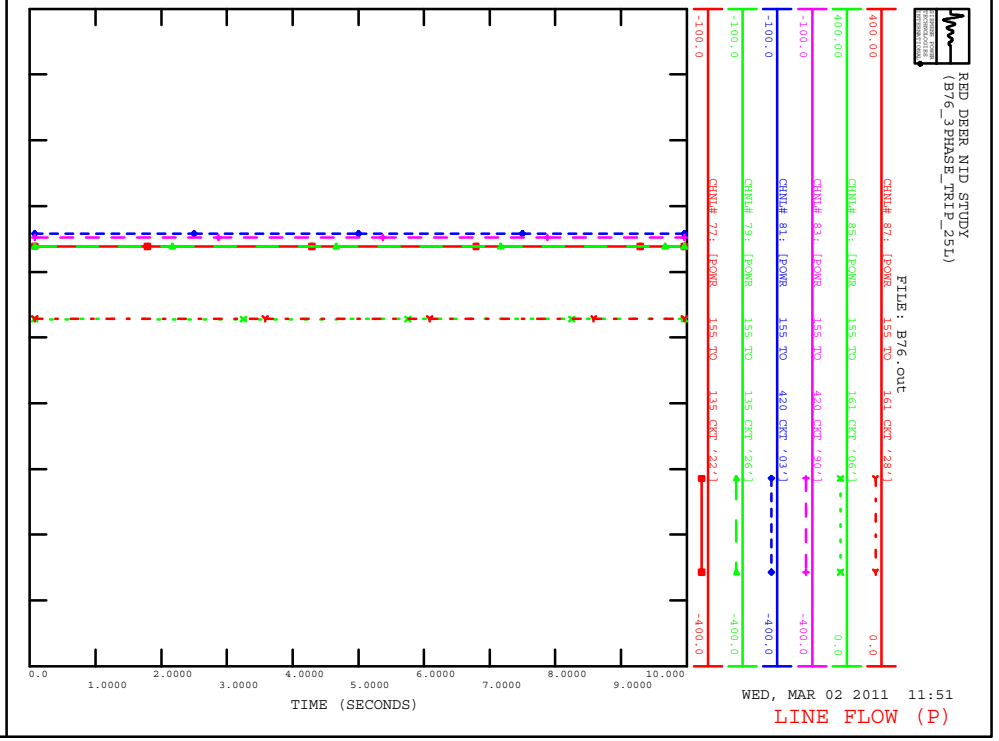

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

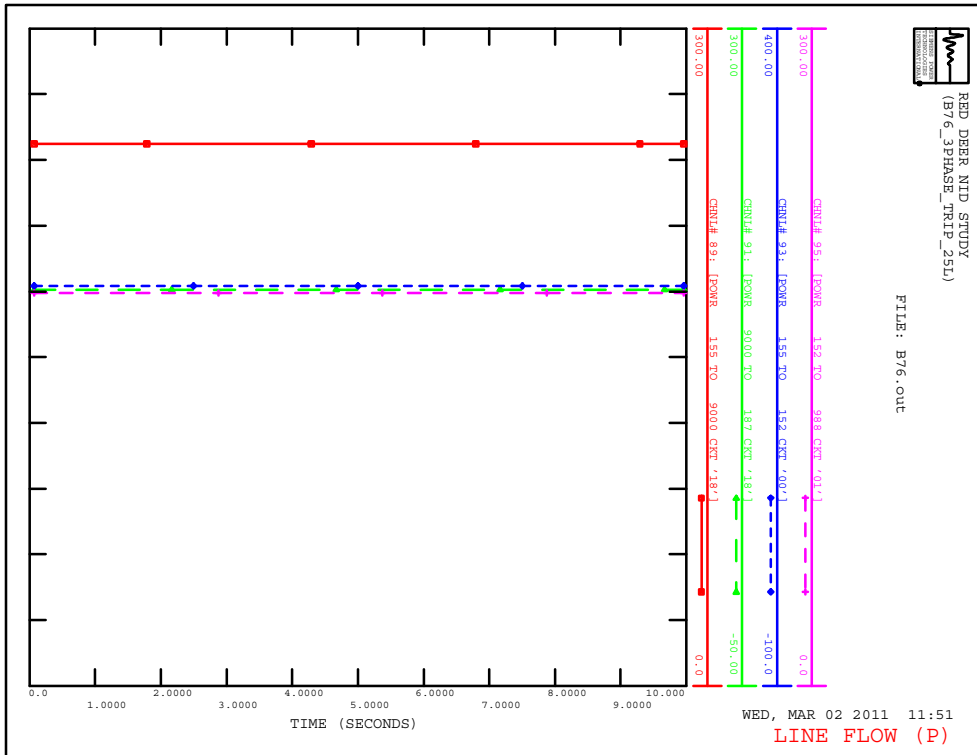

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

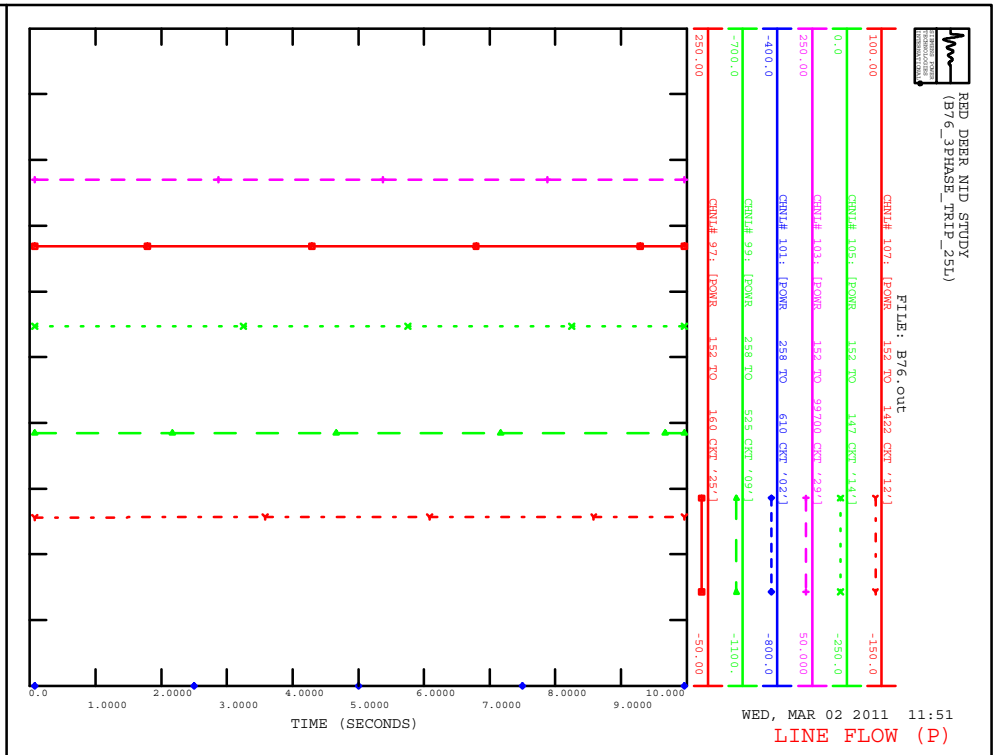

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

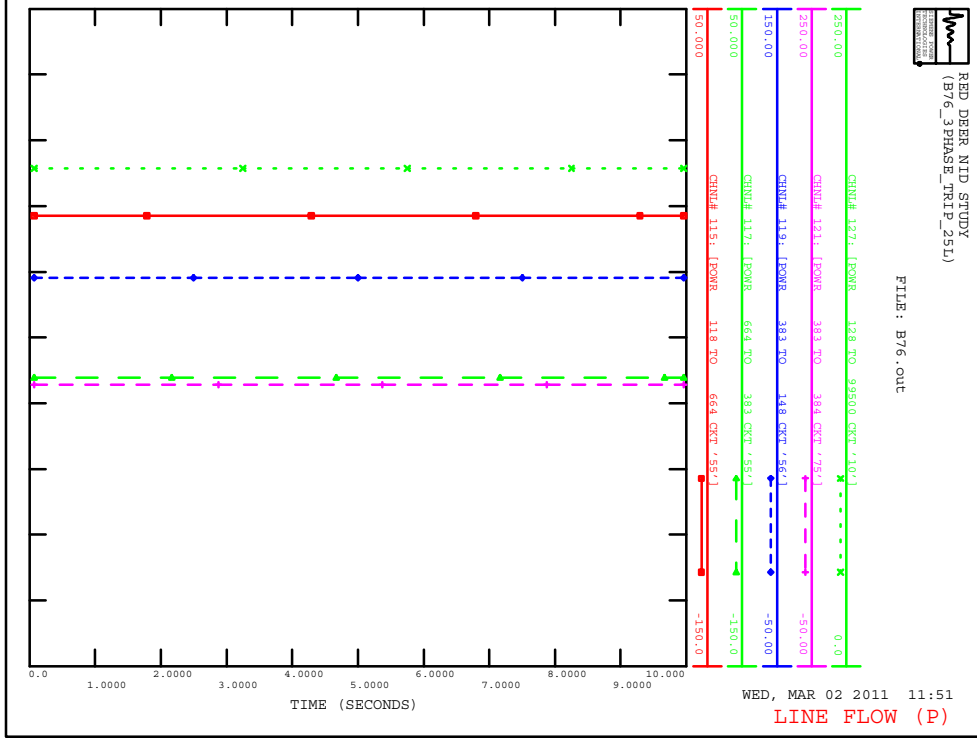

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

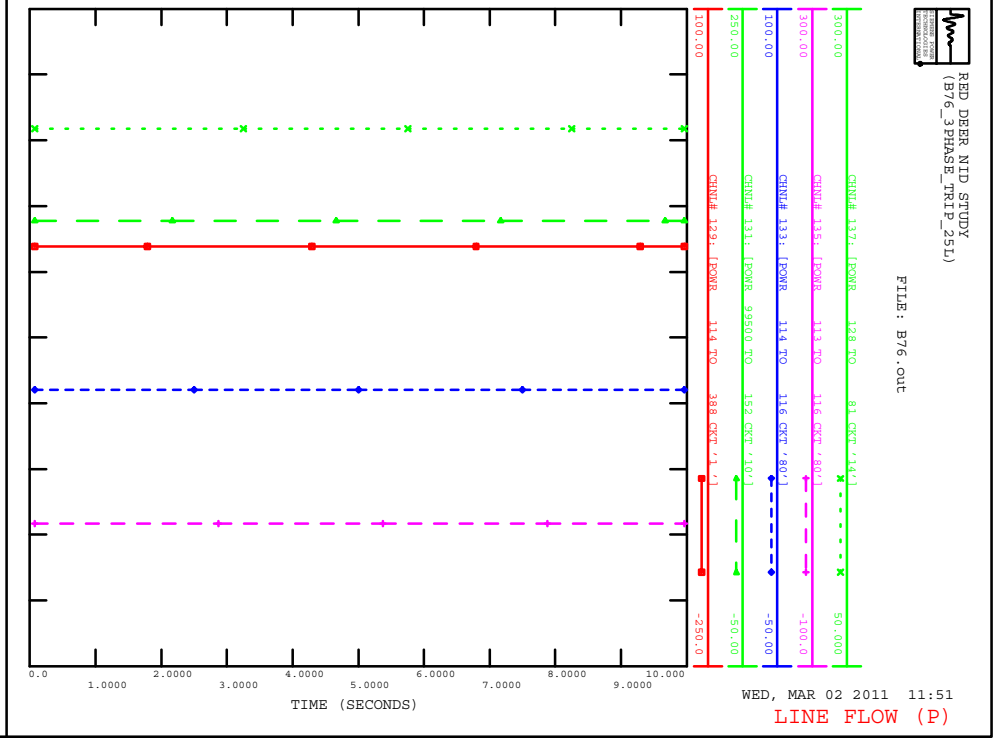

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

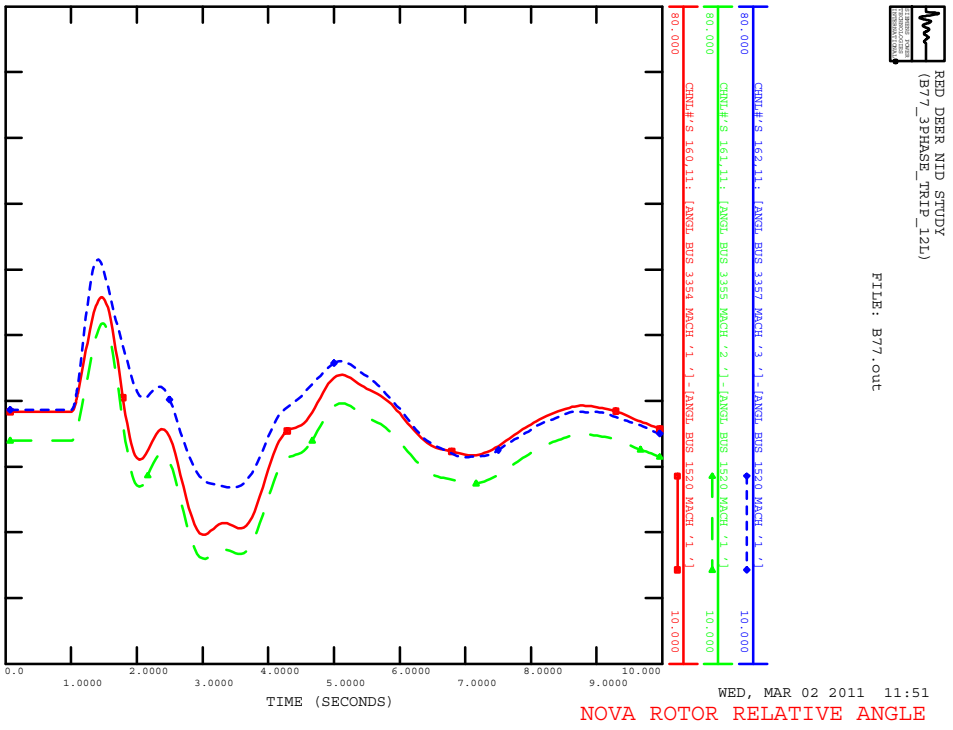

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

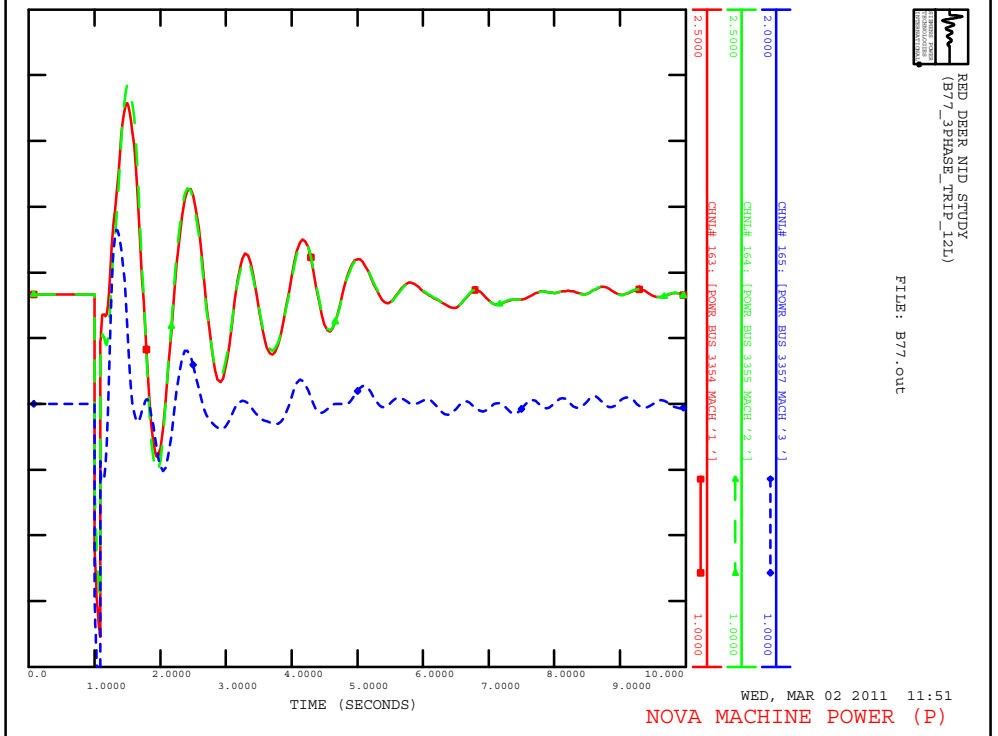

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

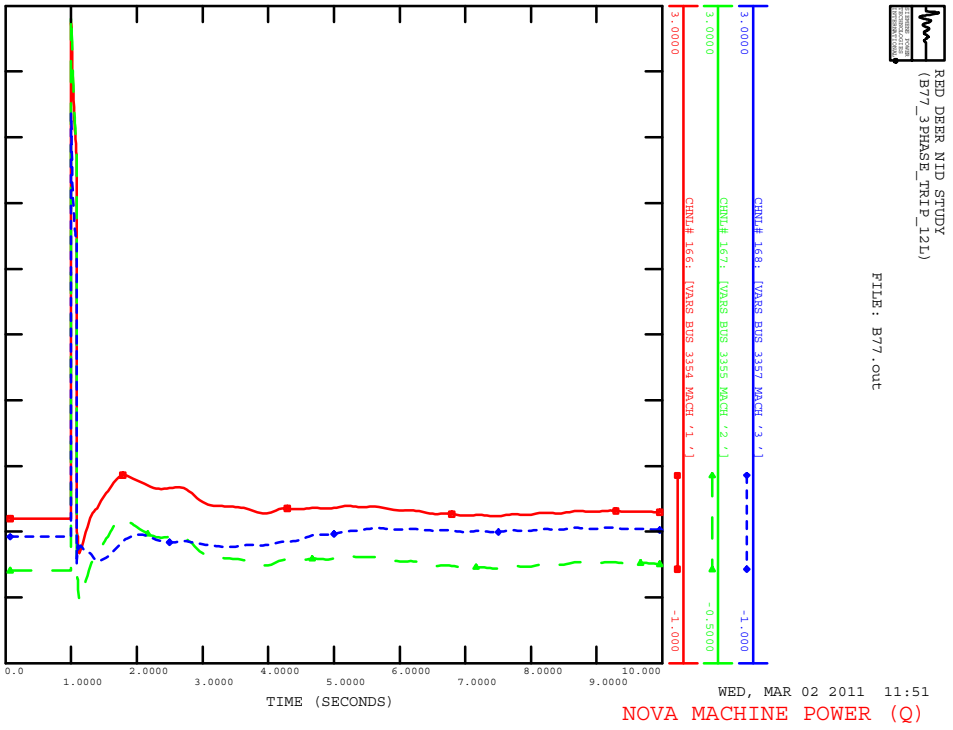

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

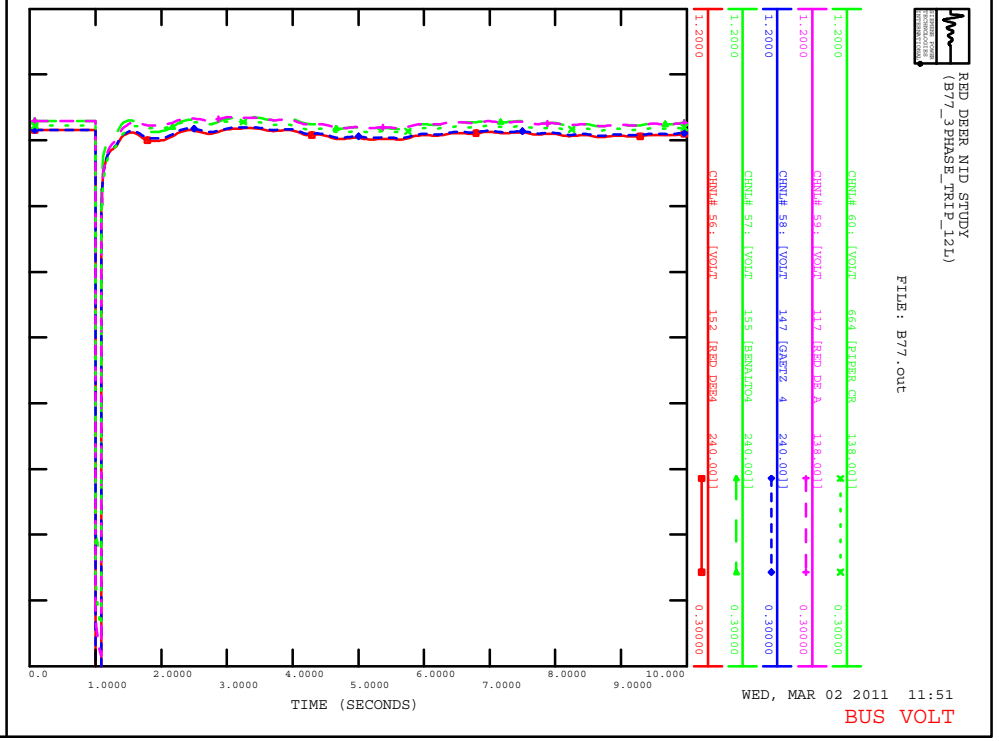

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

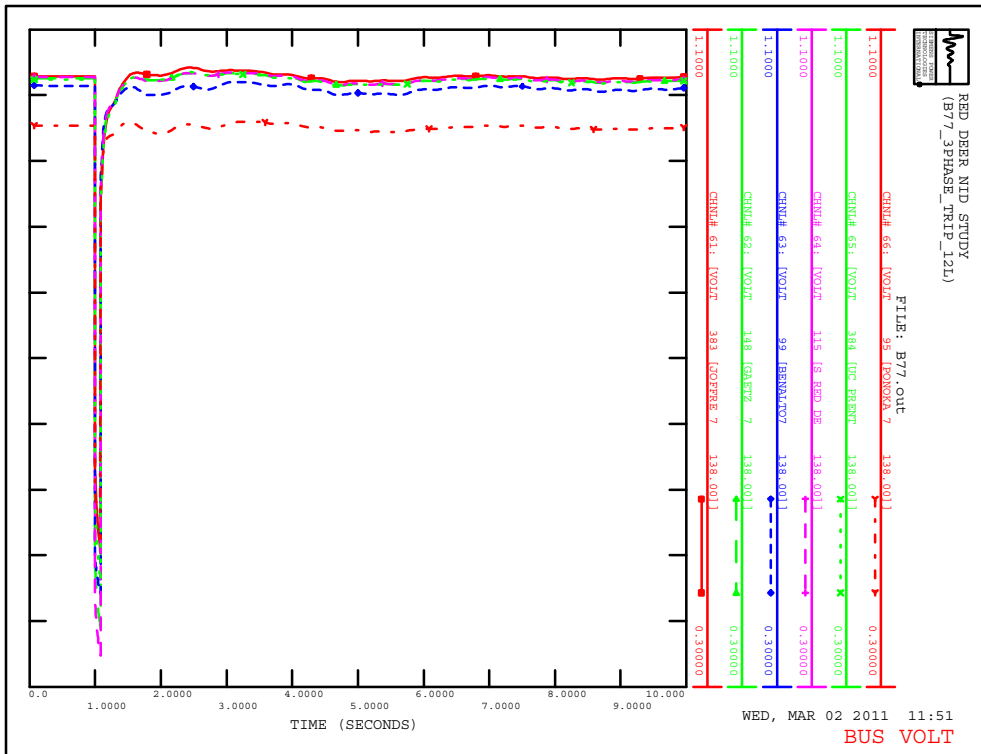

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

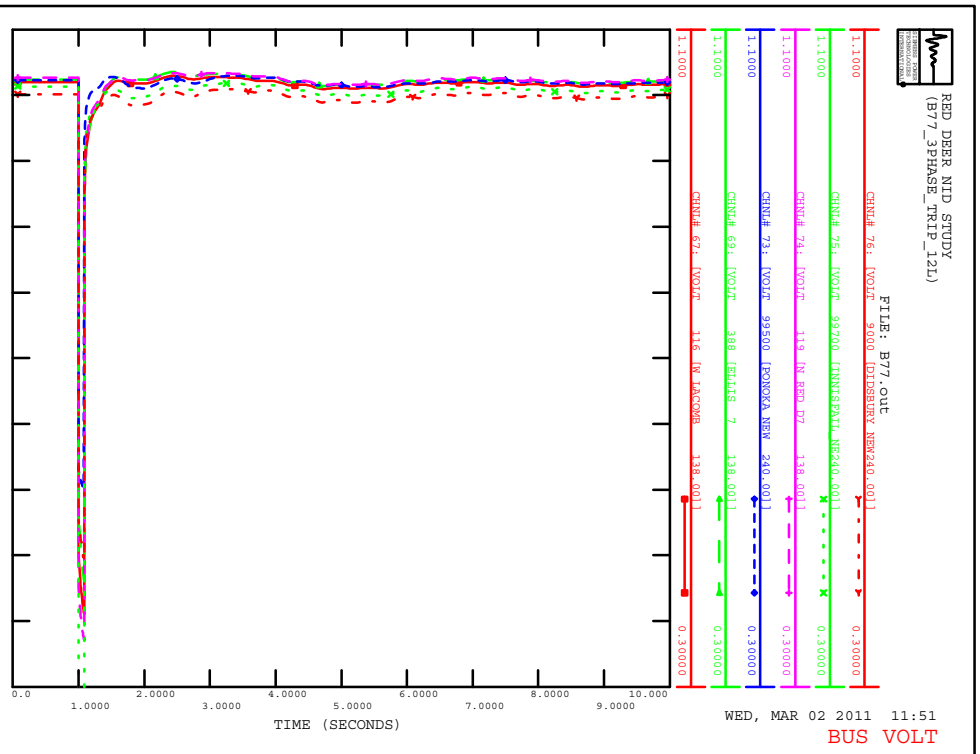

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

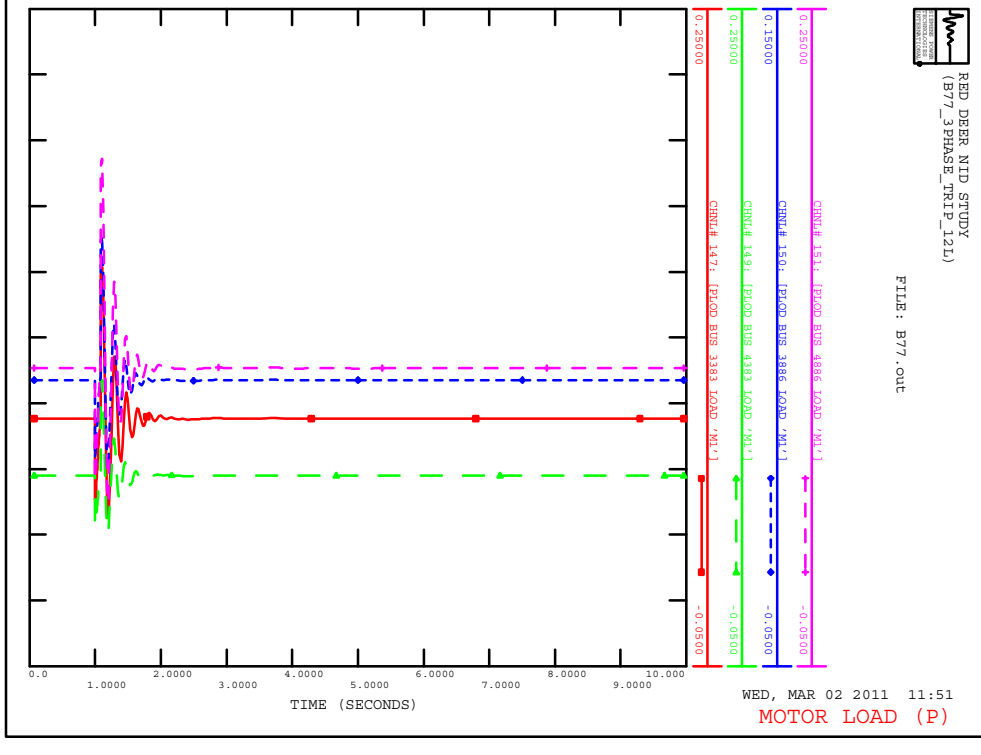

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

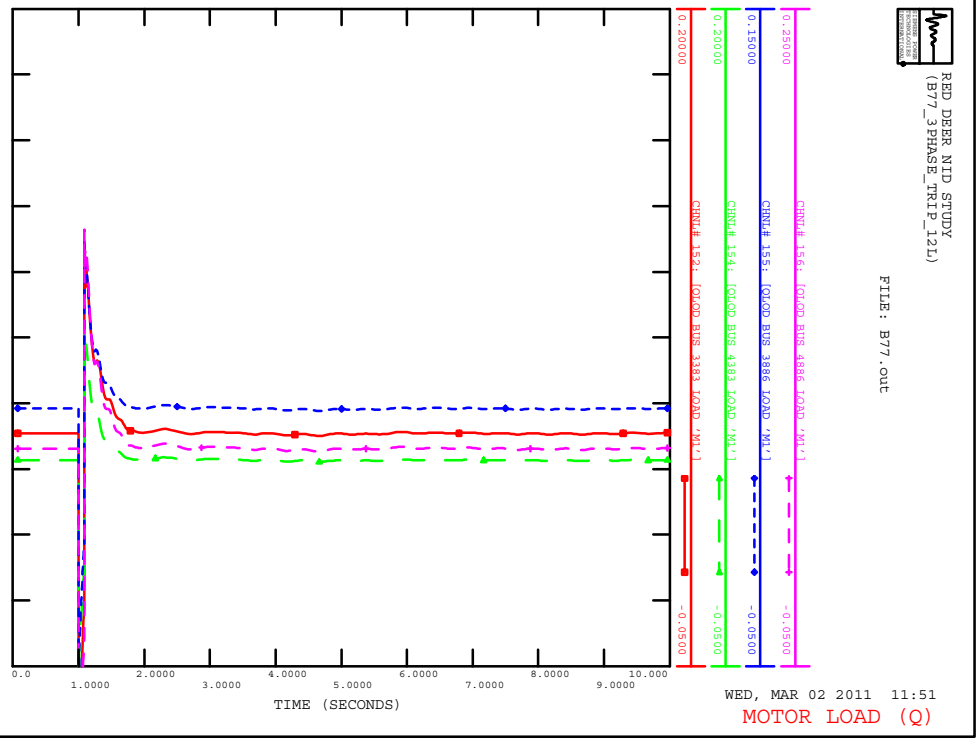

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

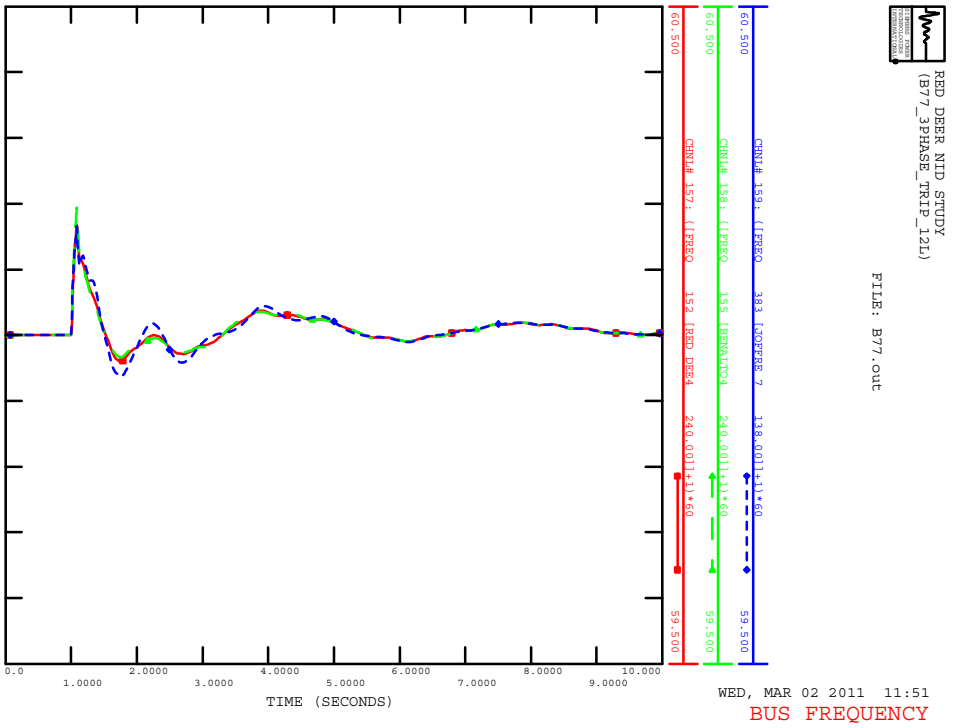

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

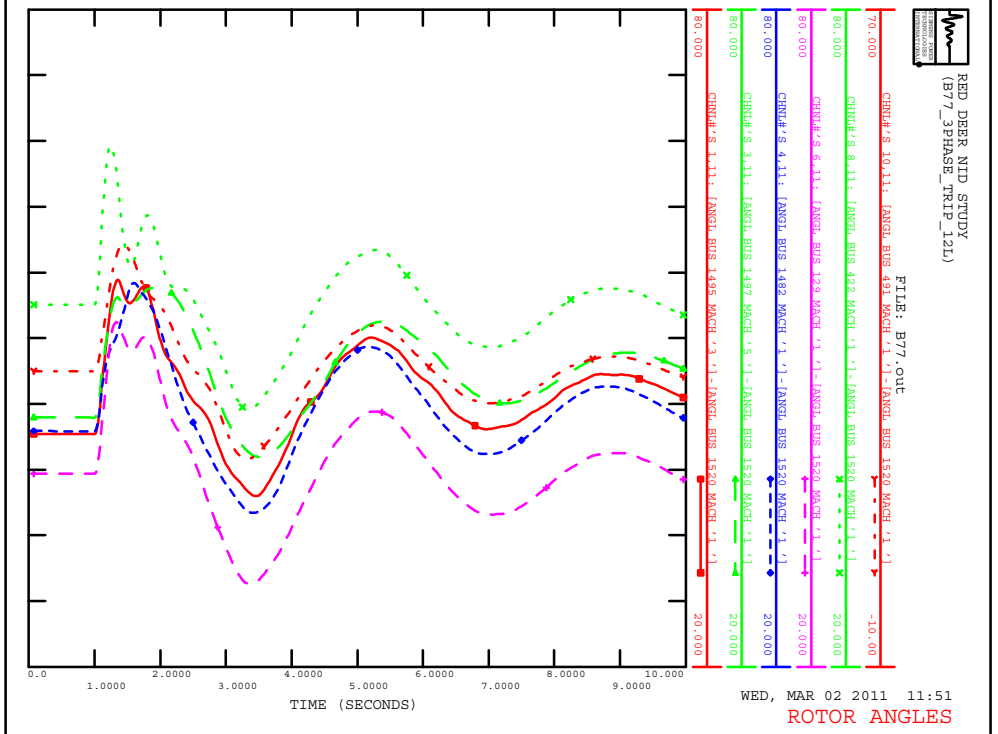

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

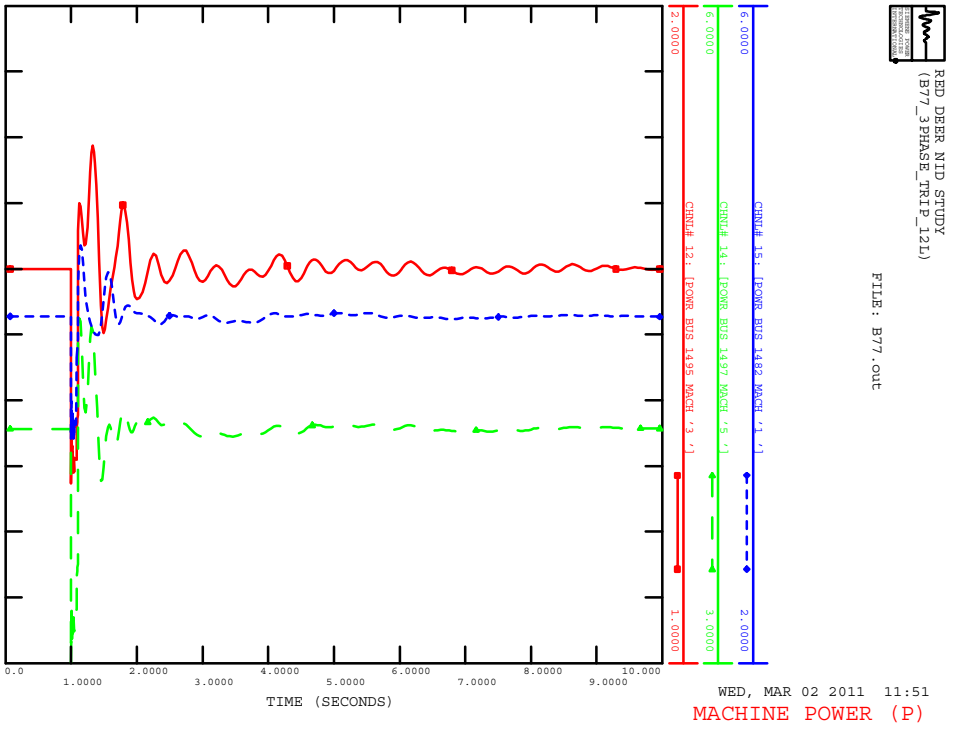

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

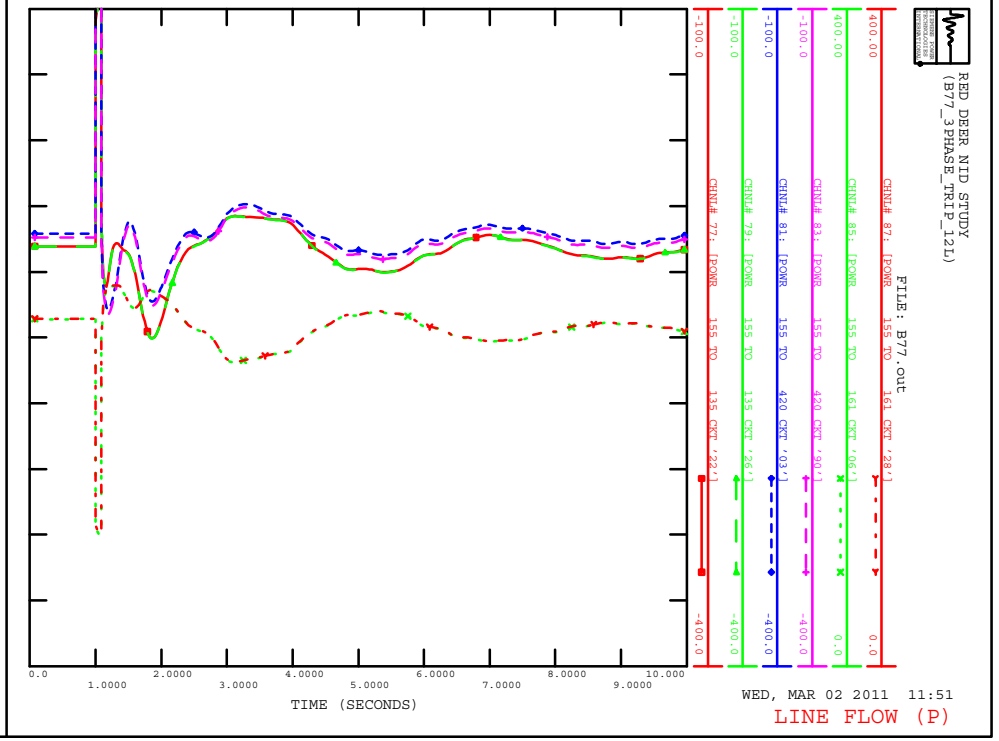

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

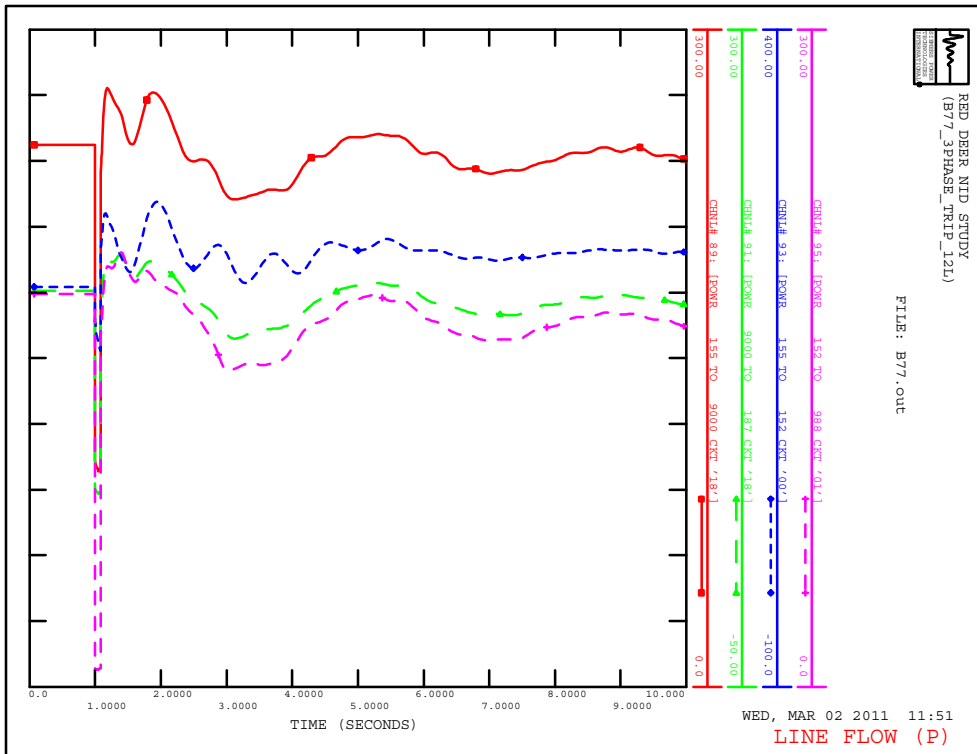

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

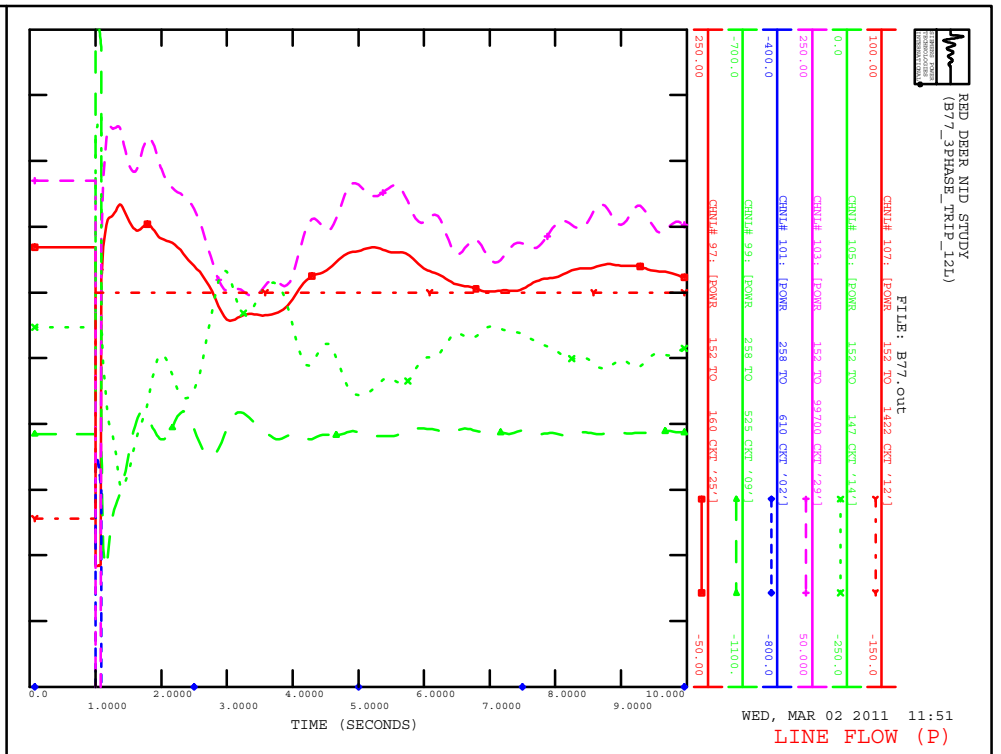

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

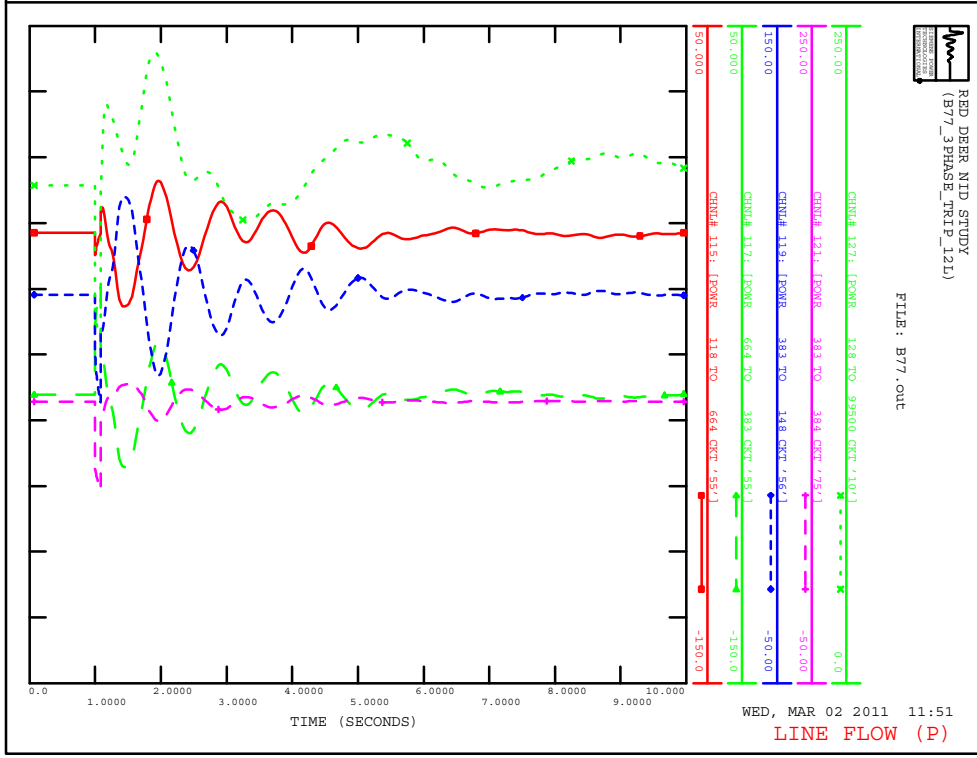

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

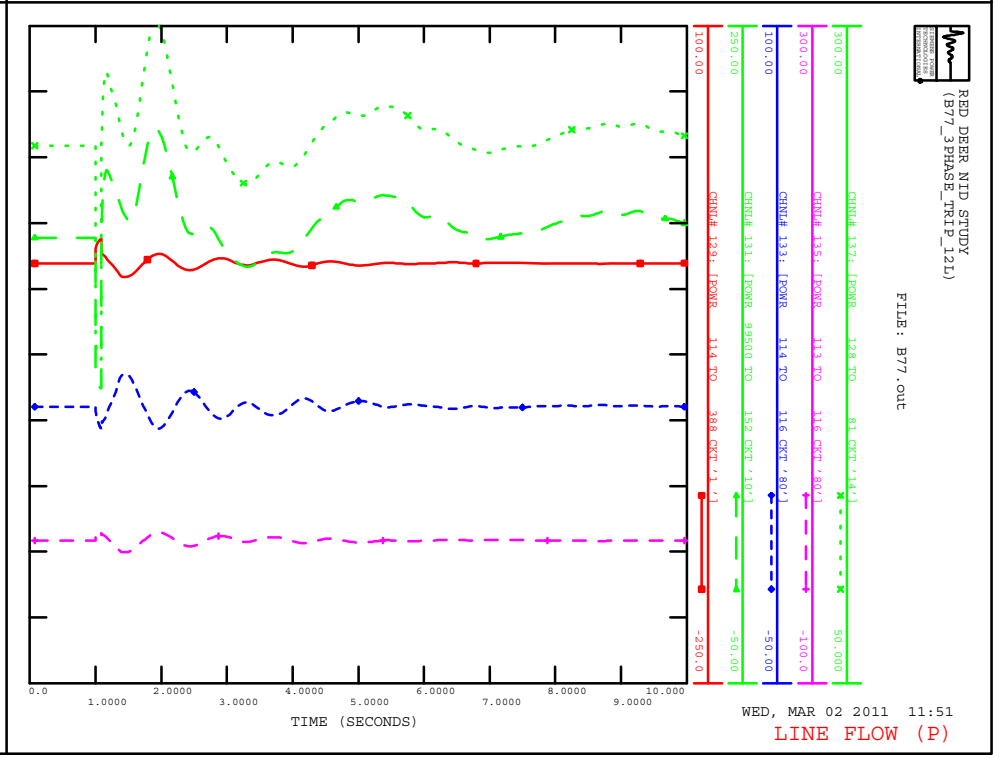

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

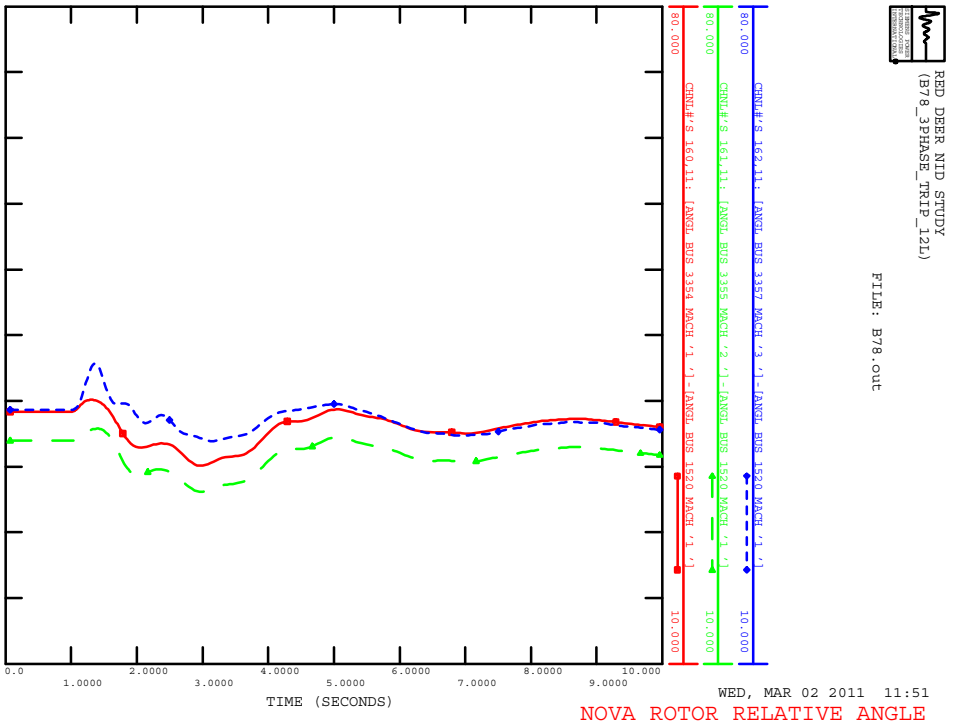

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

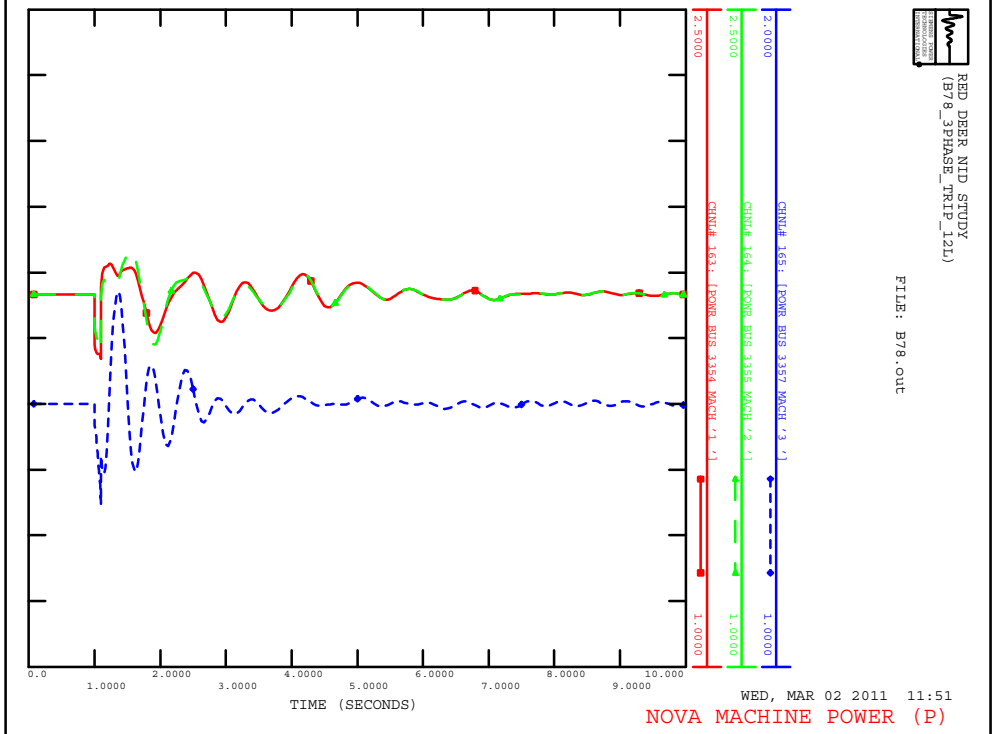

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

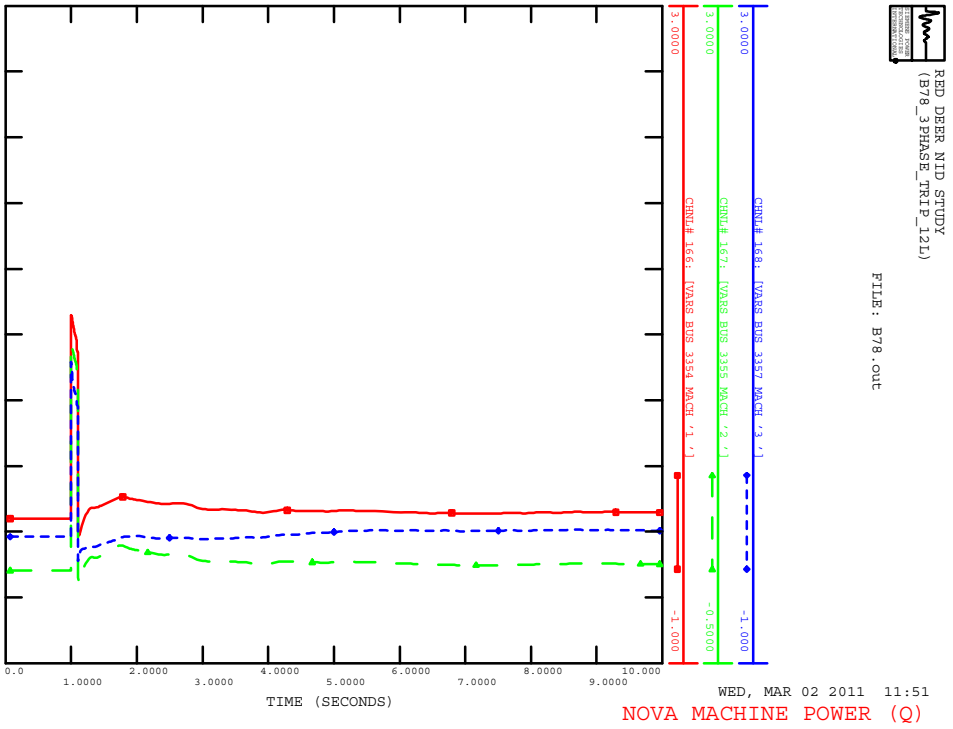

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

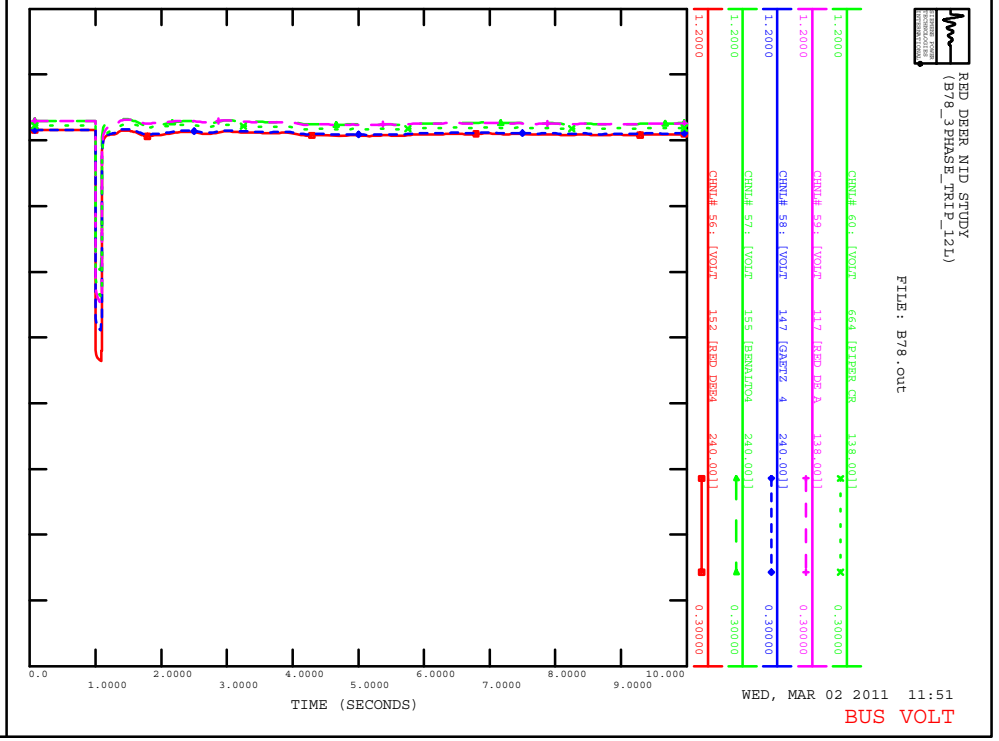

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

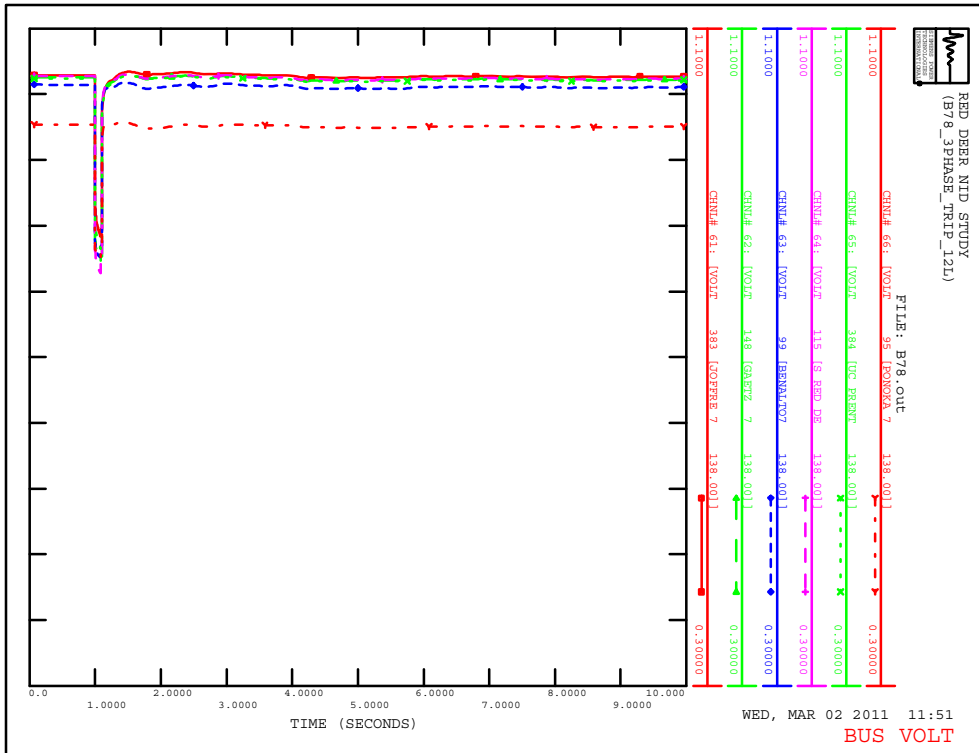

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

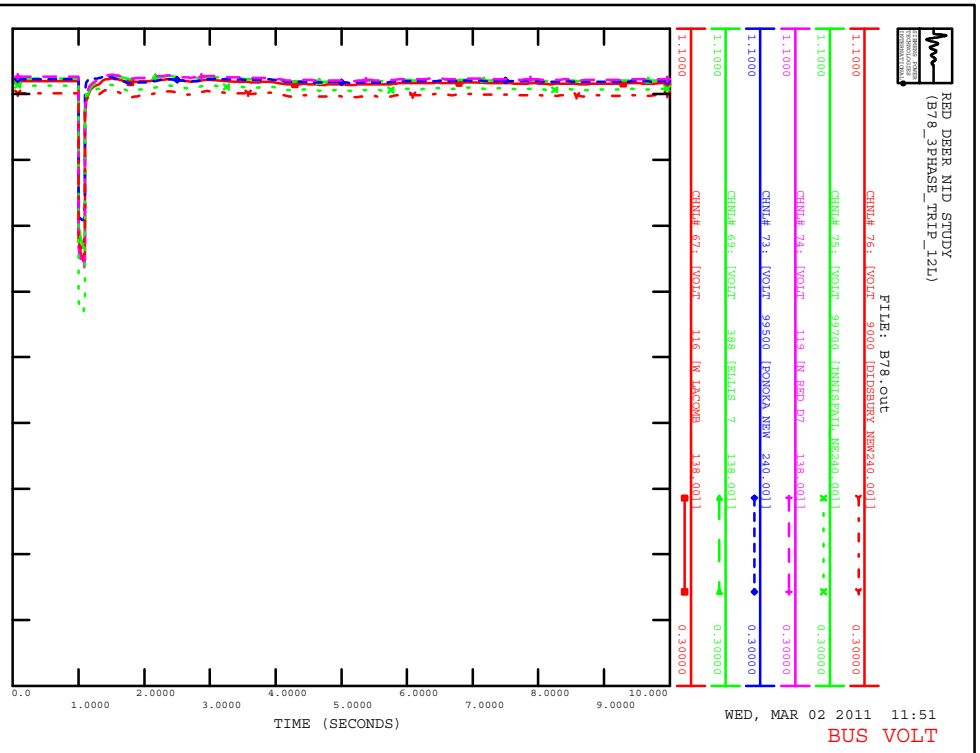

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

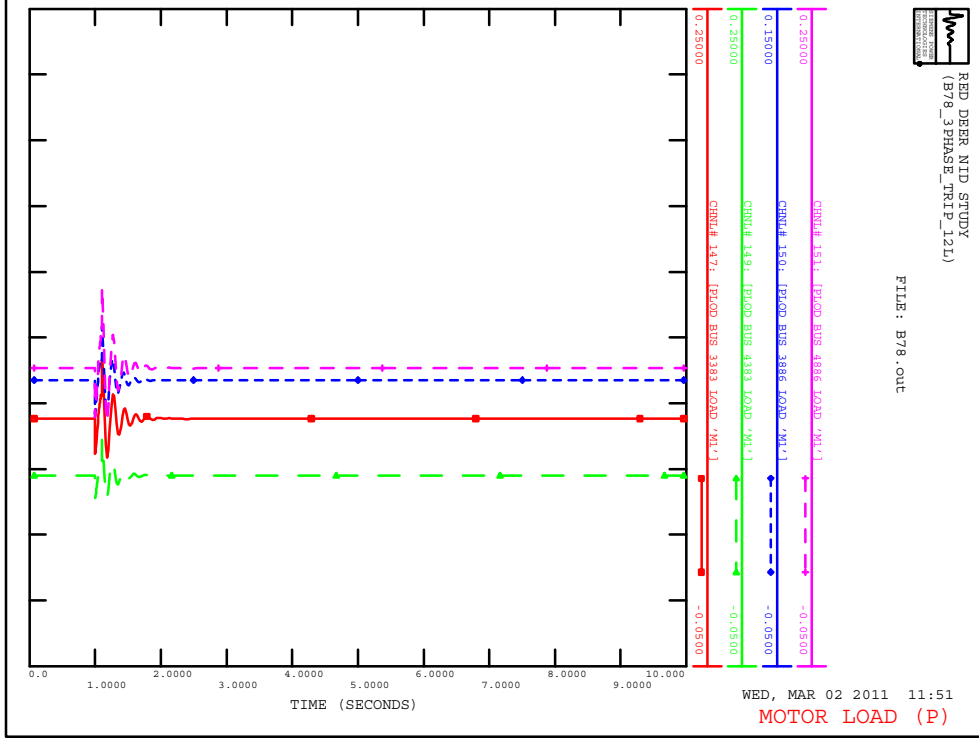

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

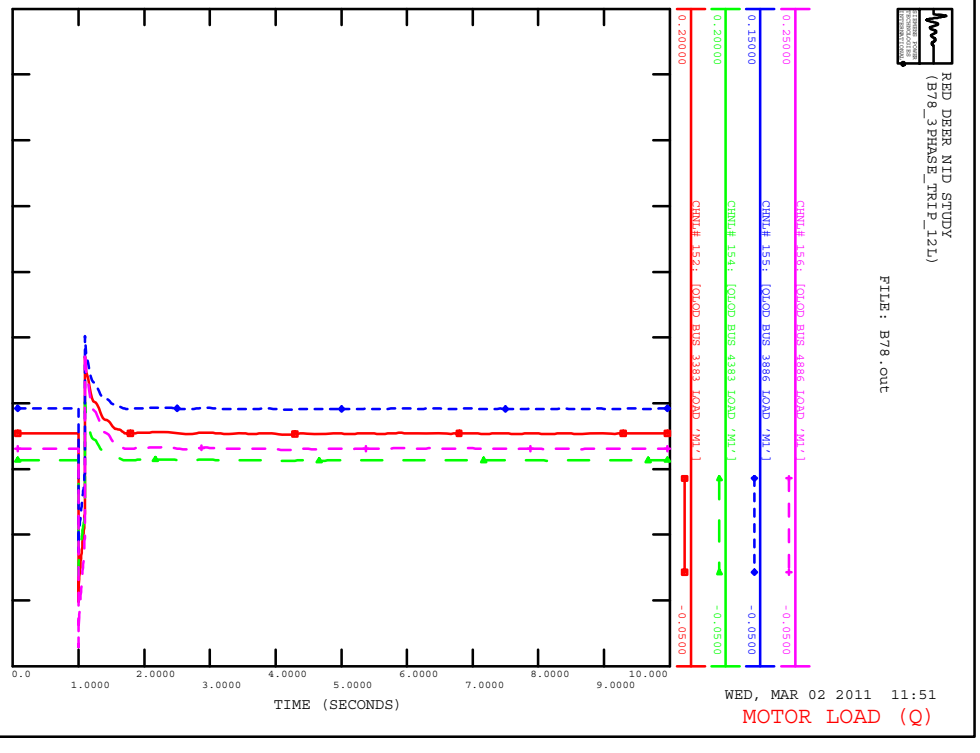

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

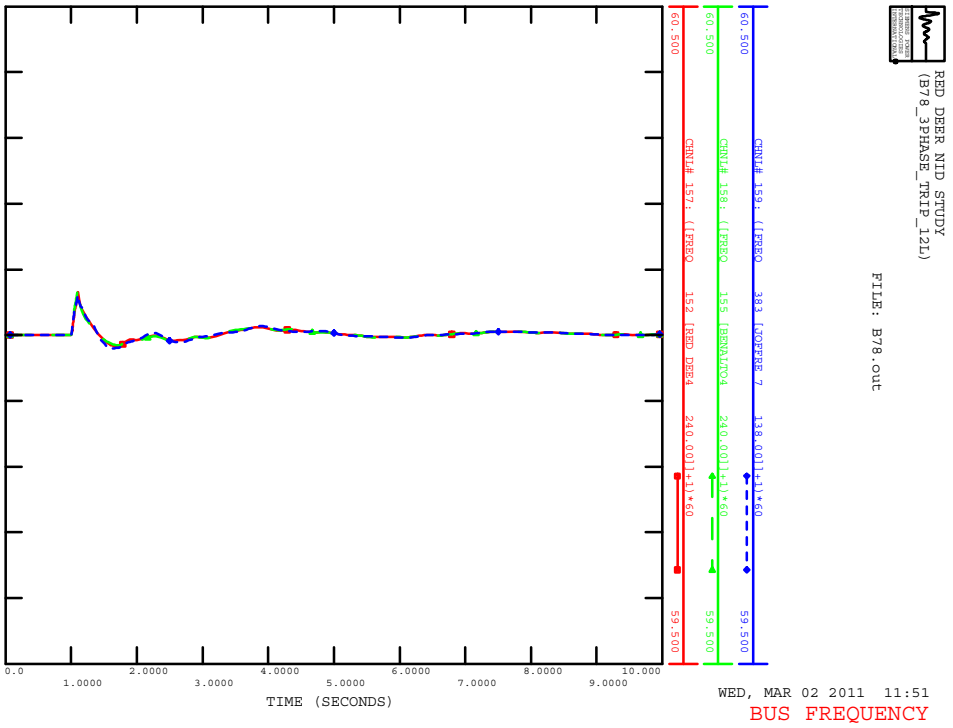

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

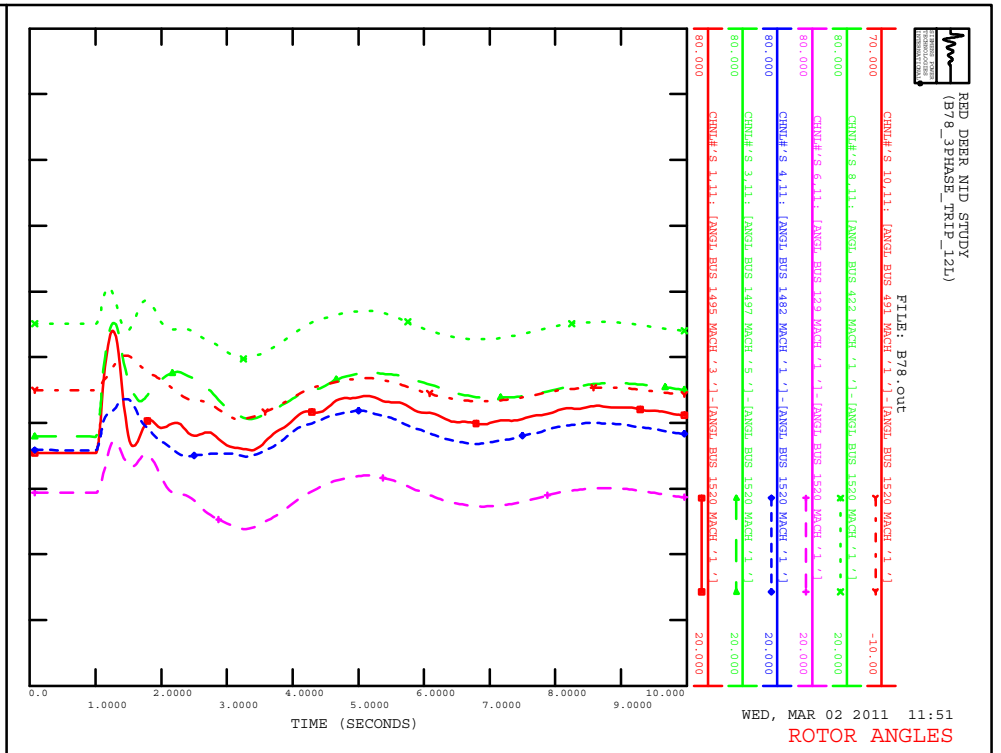

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

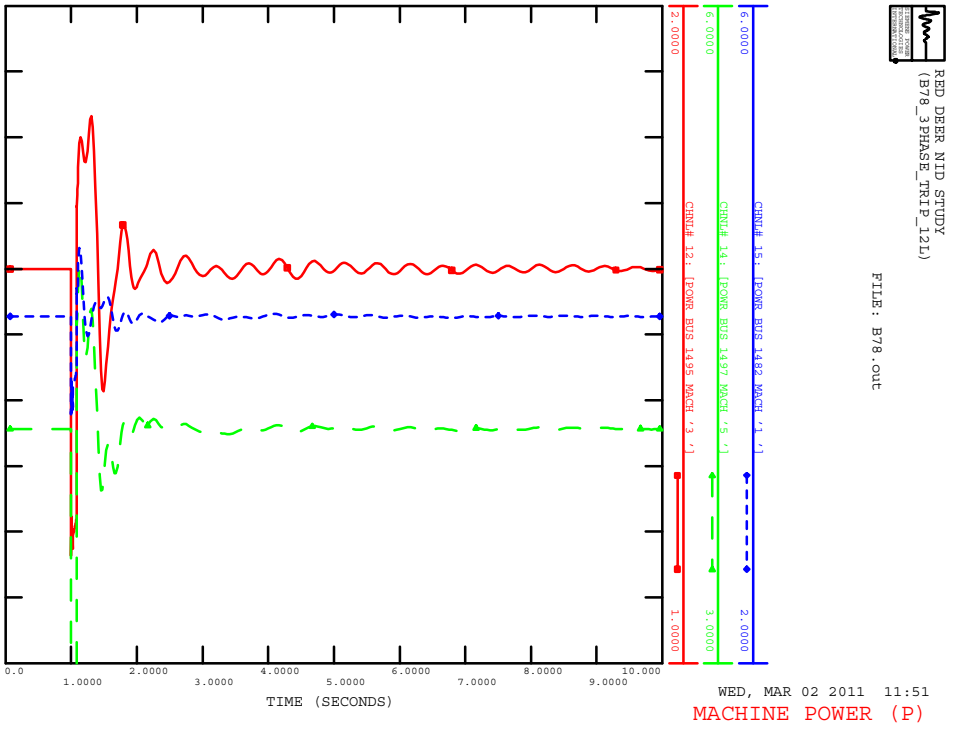

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 68: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

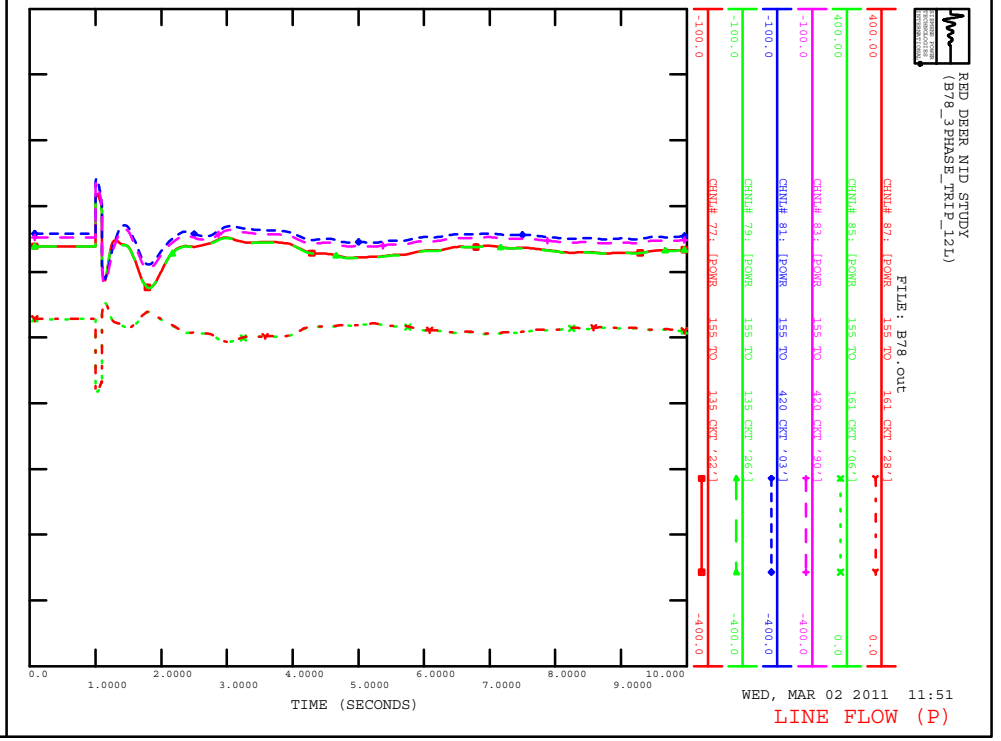

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

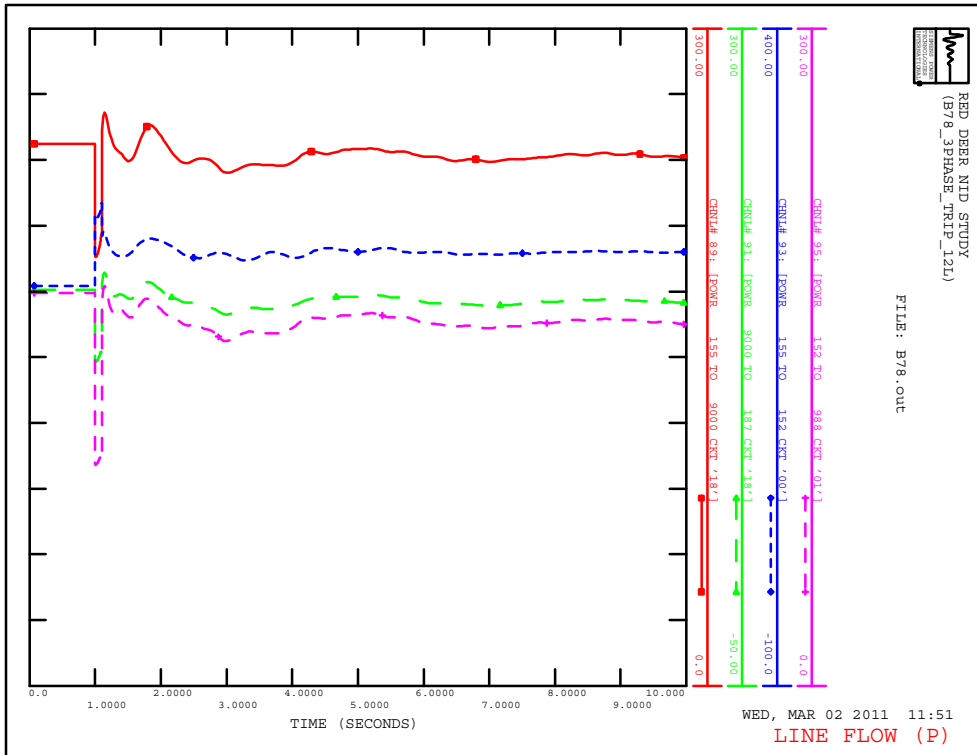

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

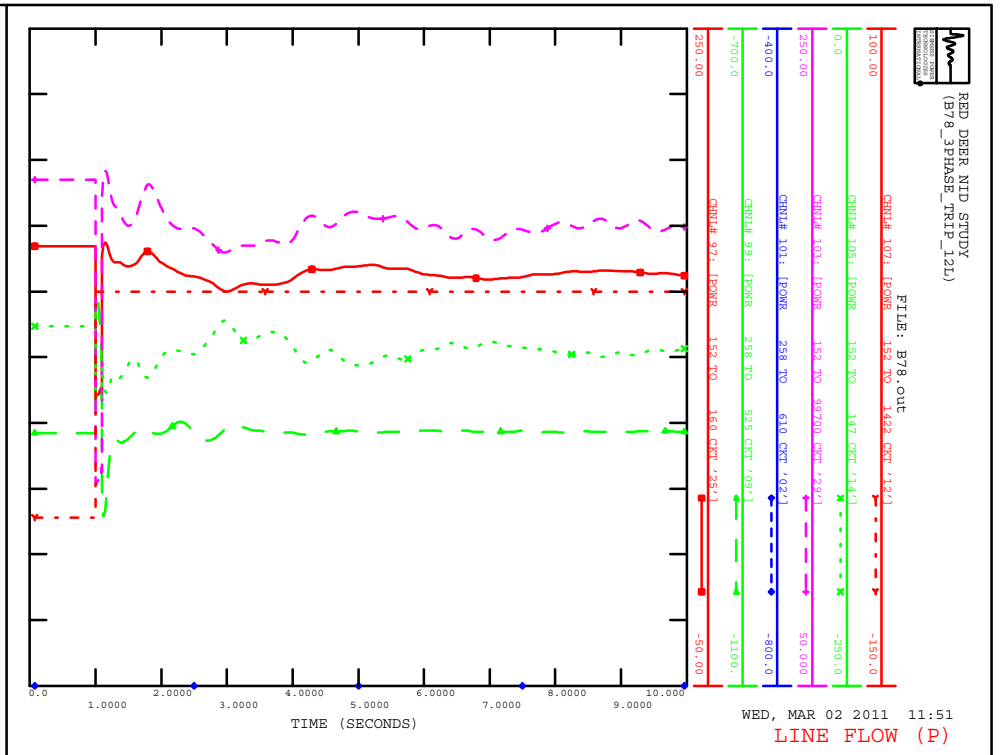

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

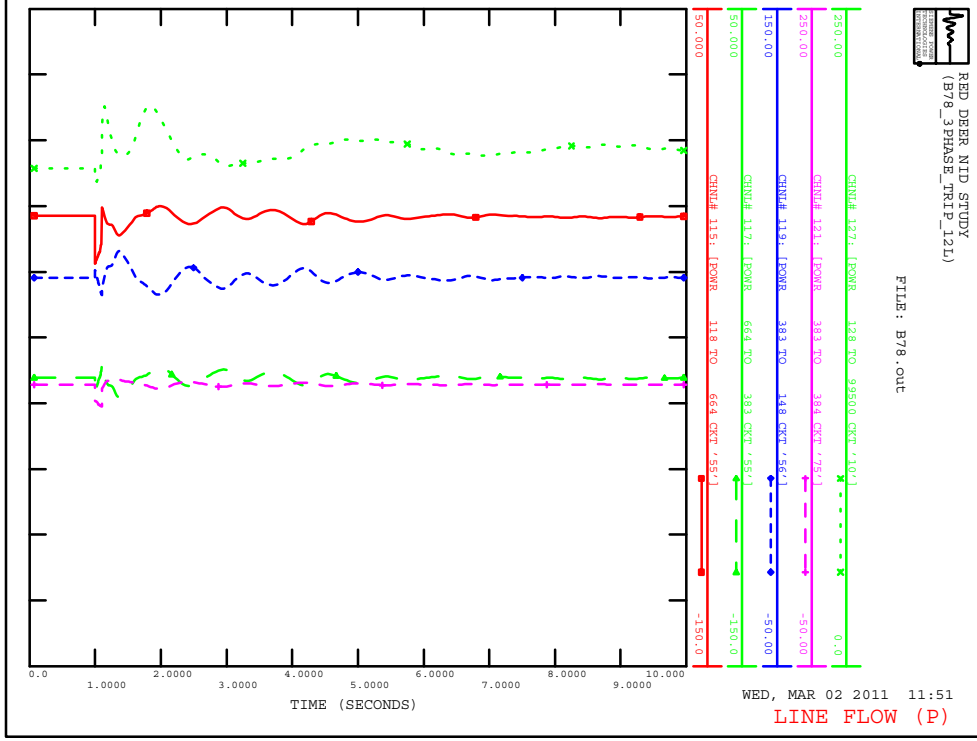

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

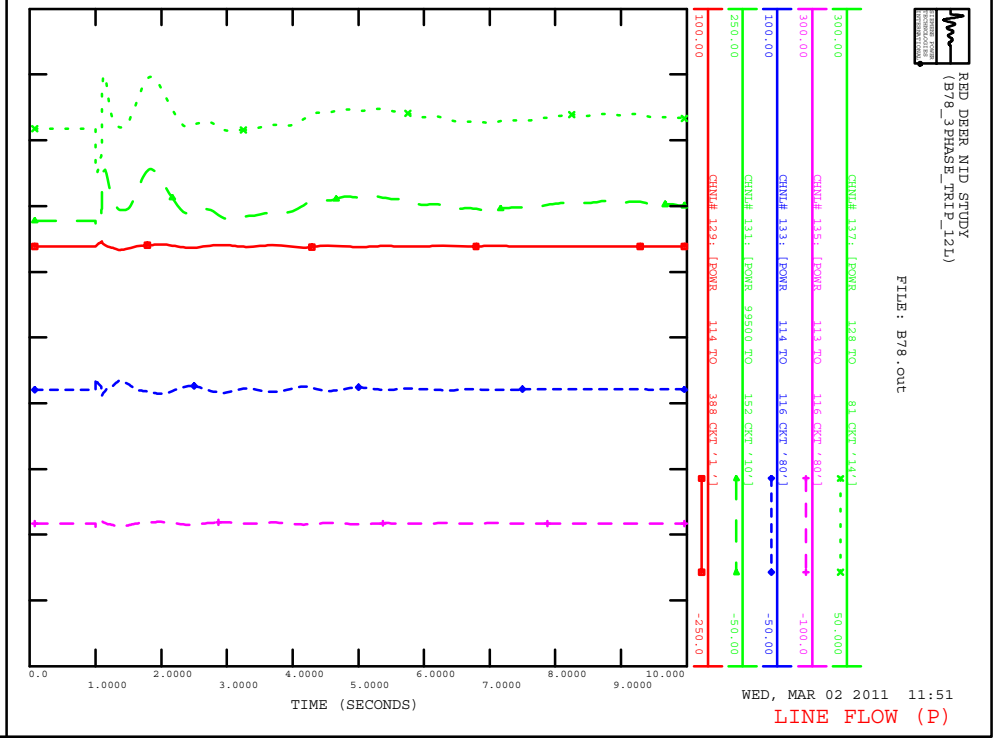

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

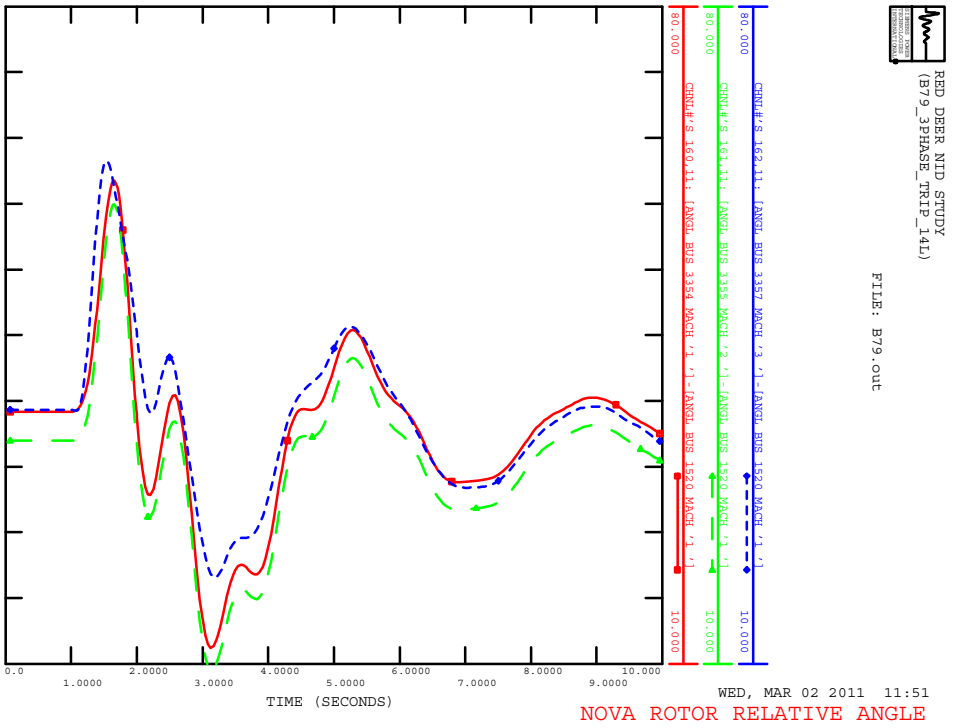

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

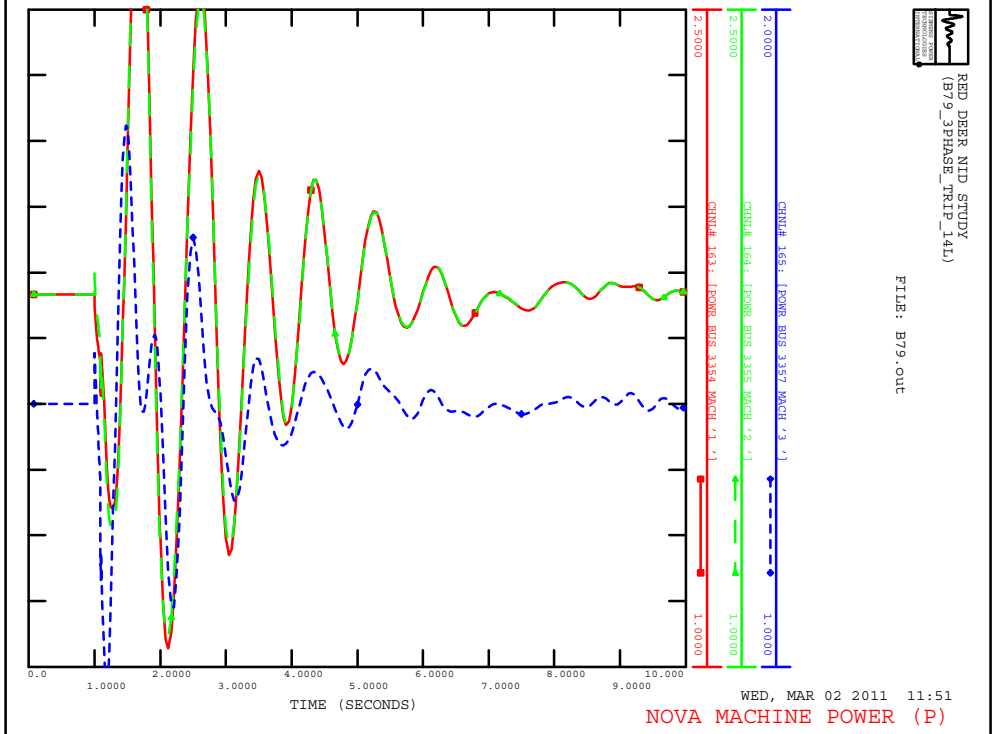

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

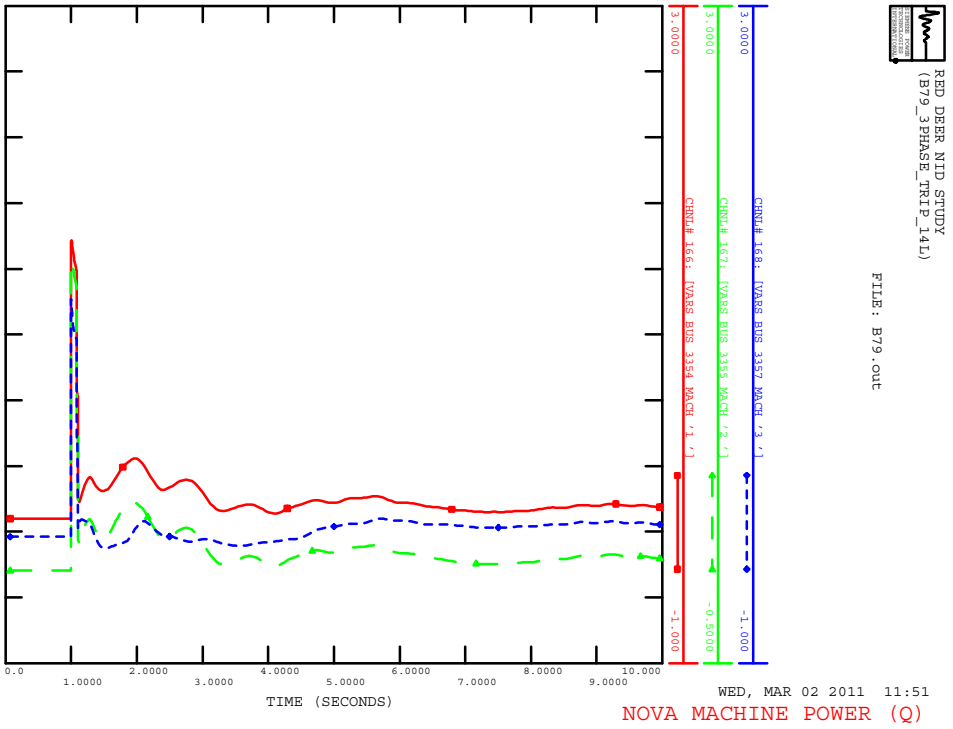

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

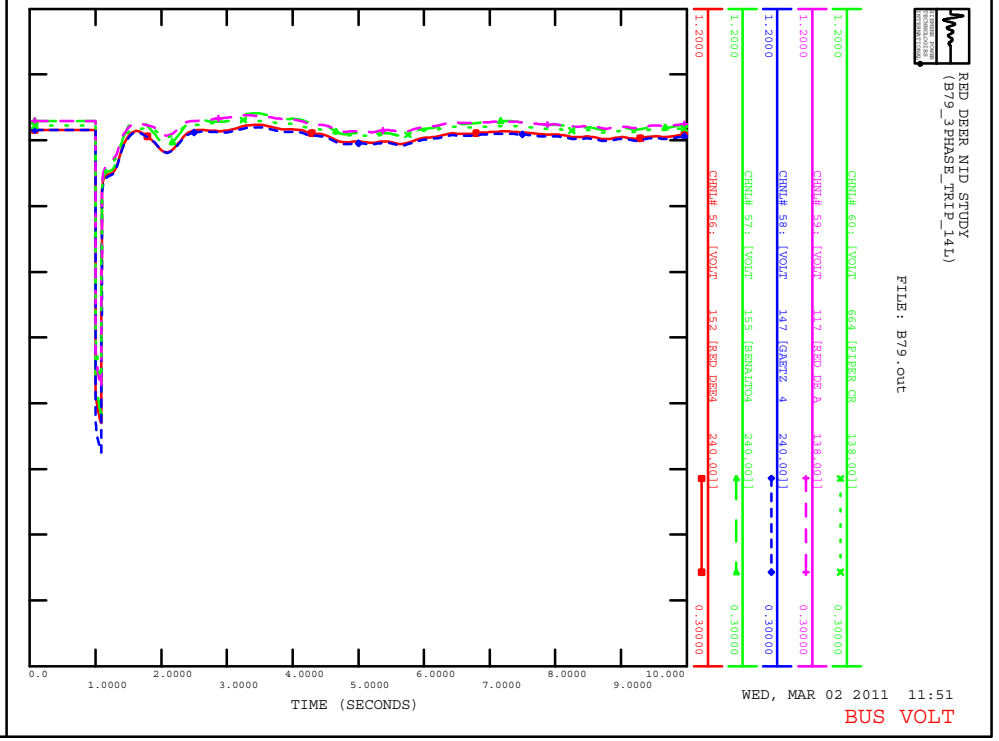

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

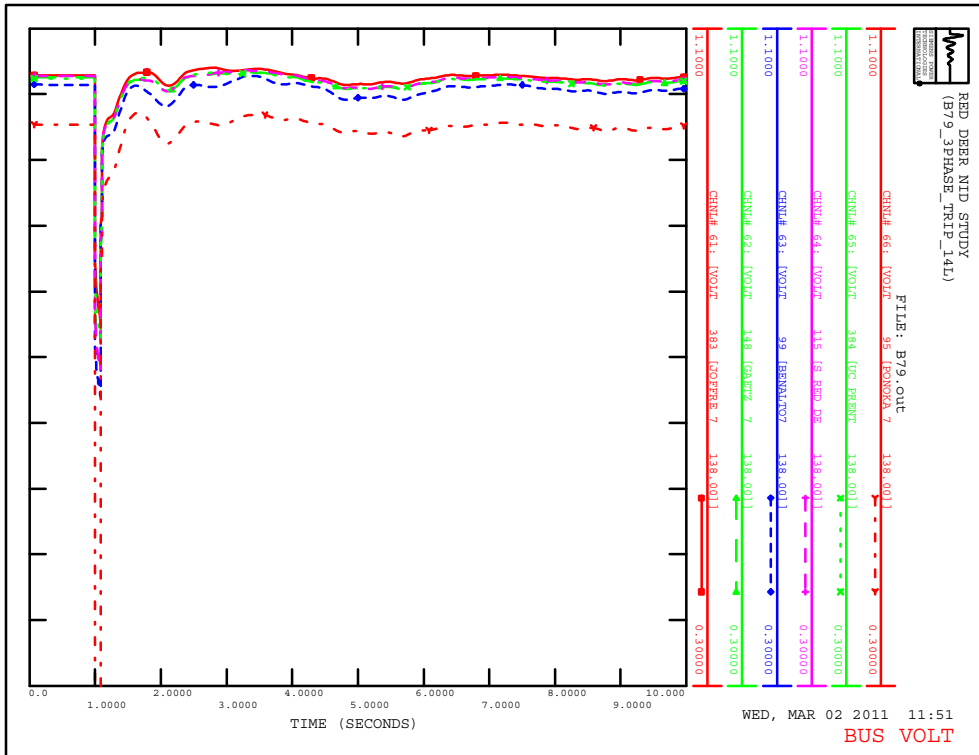

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

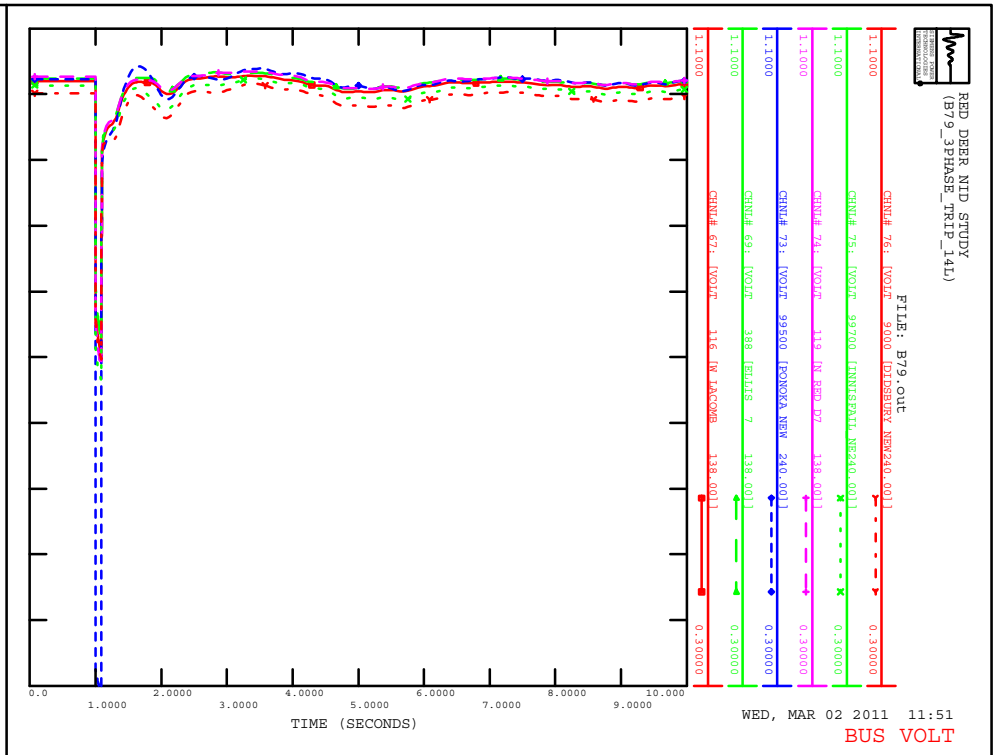

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

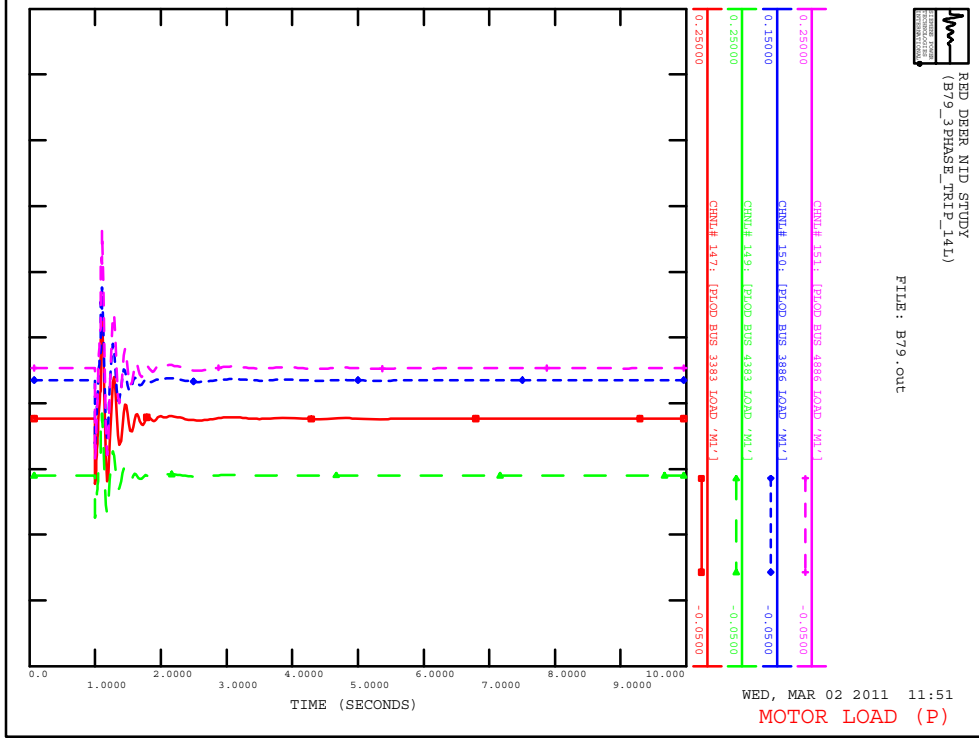

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

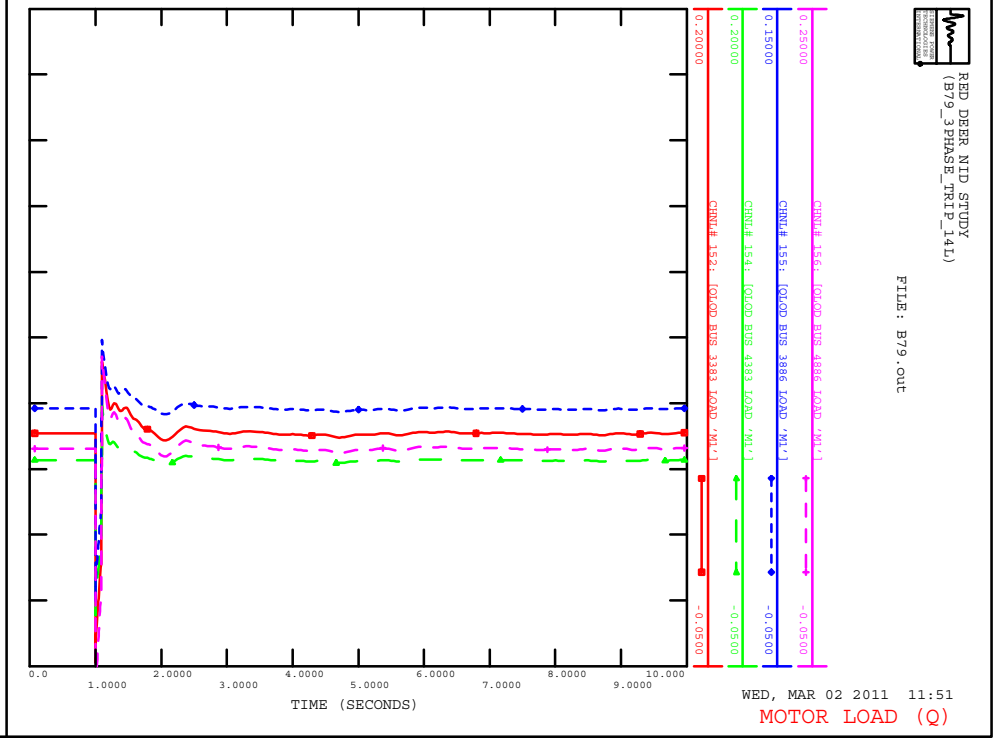

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

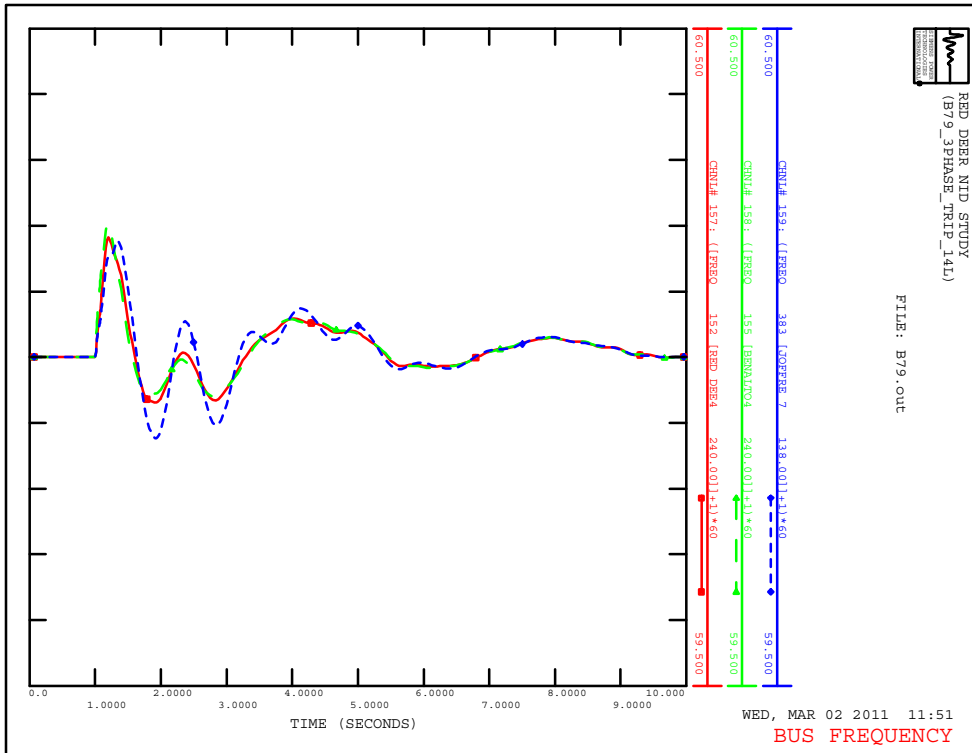

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

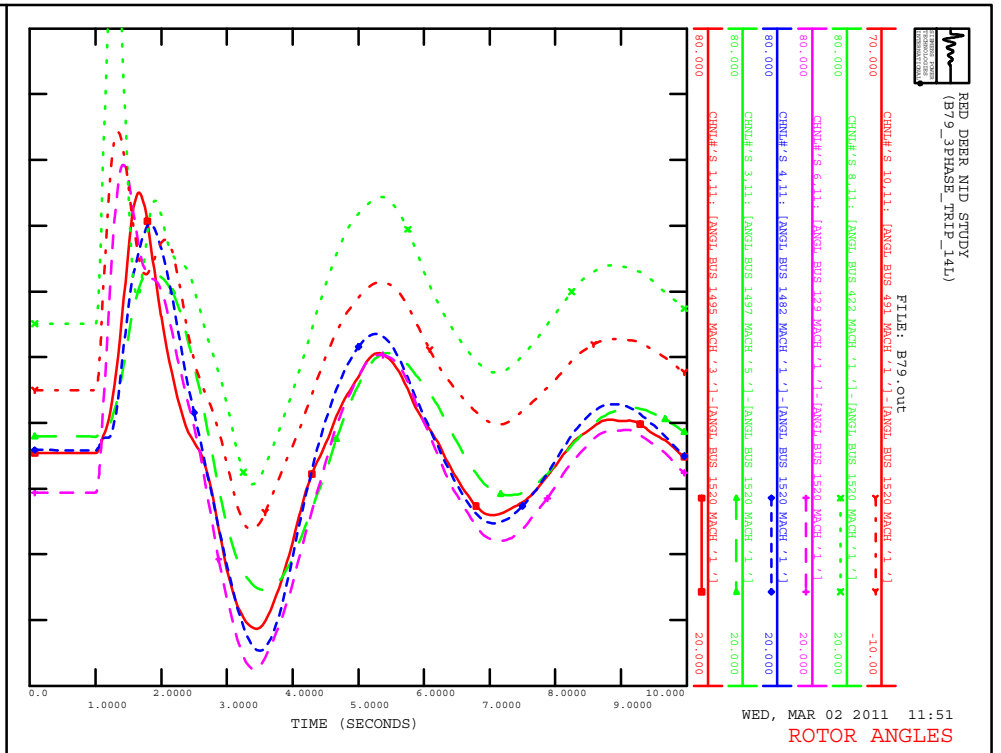

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

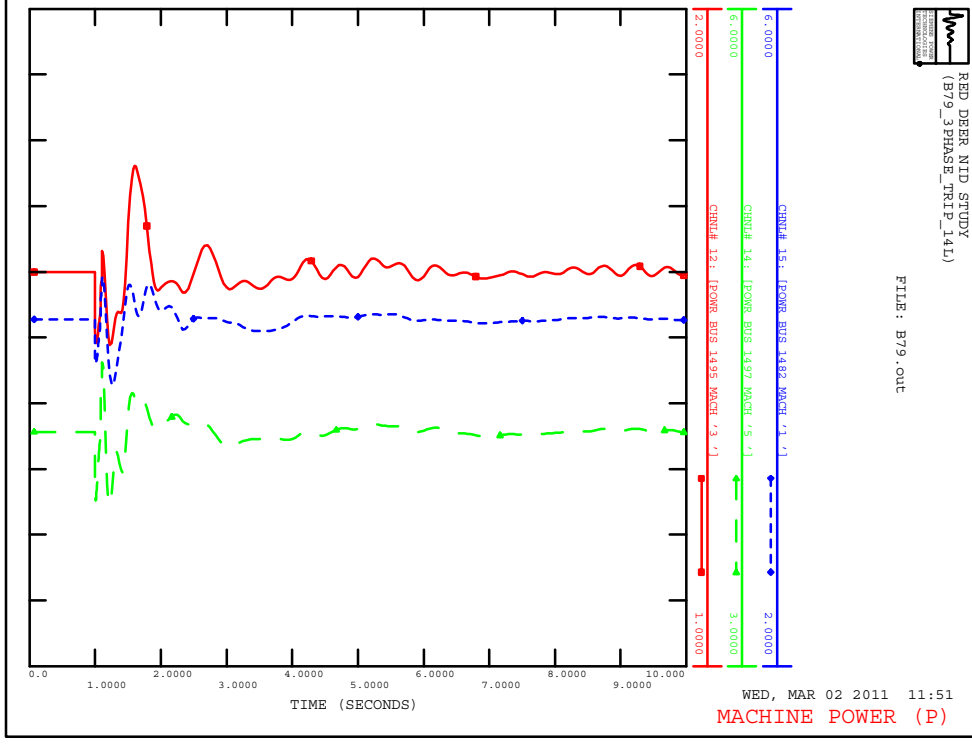

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

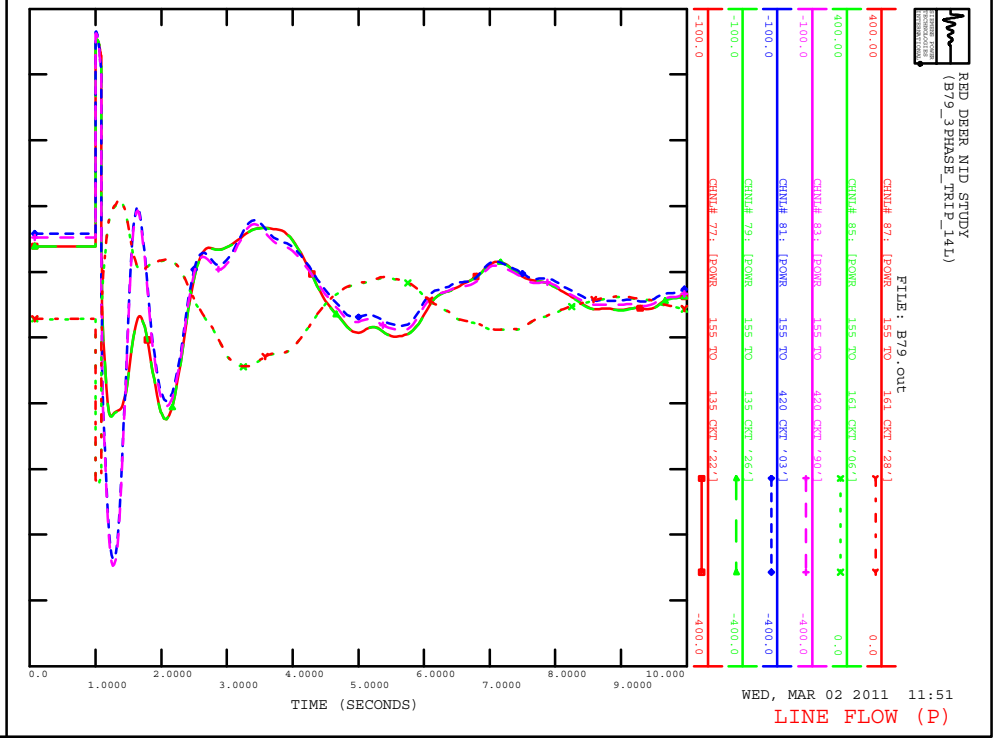

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

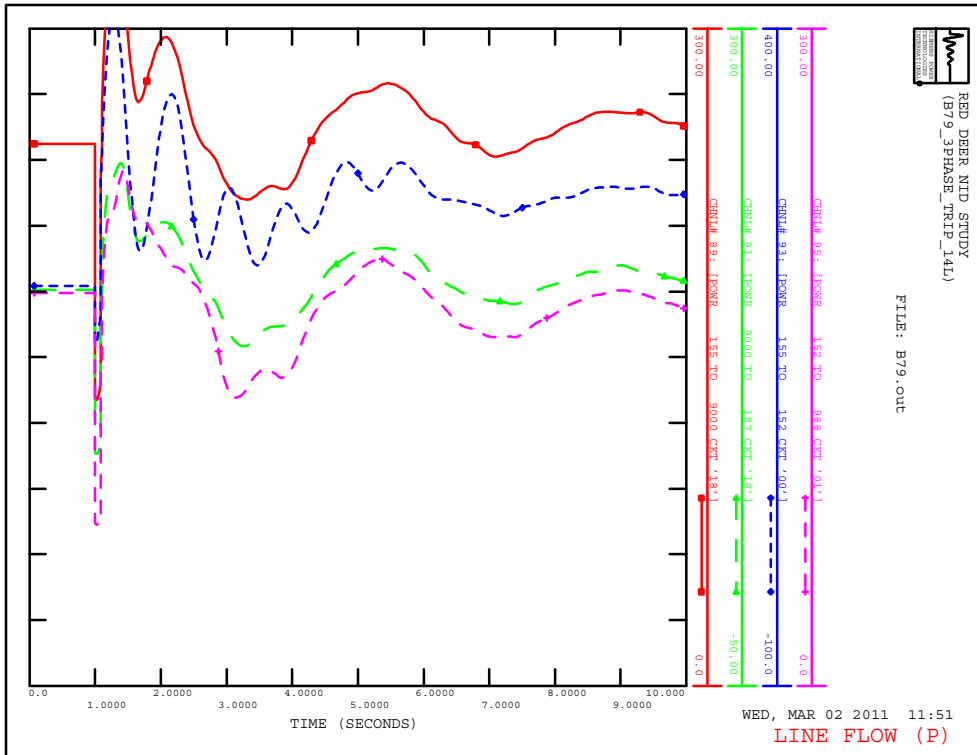

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

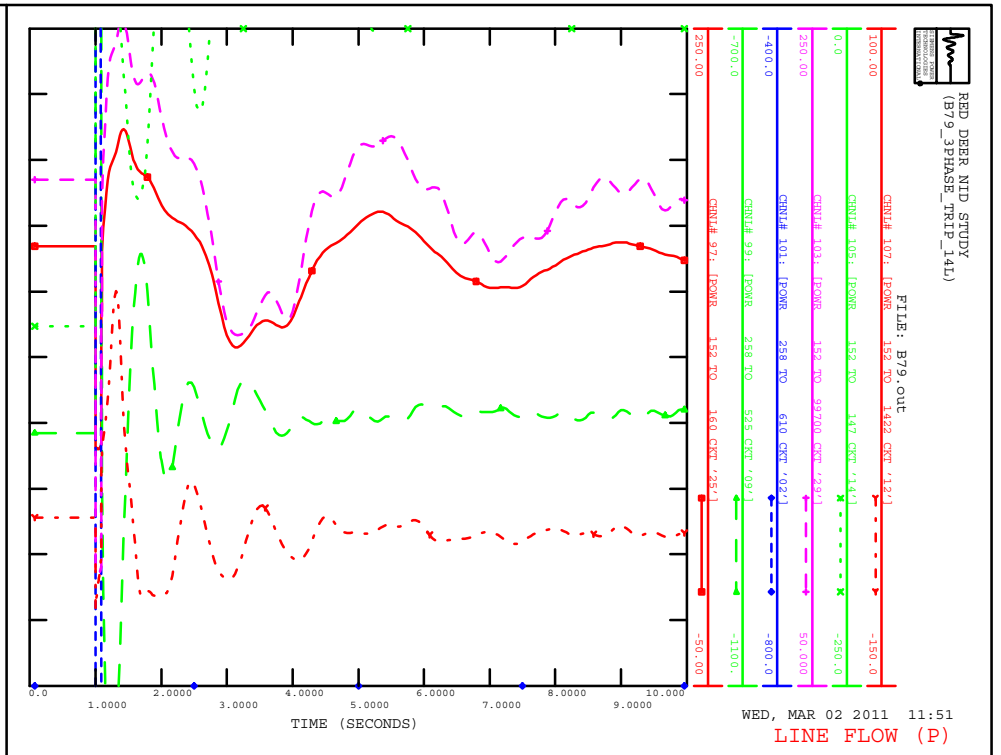

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

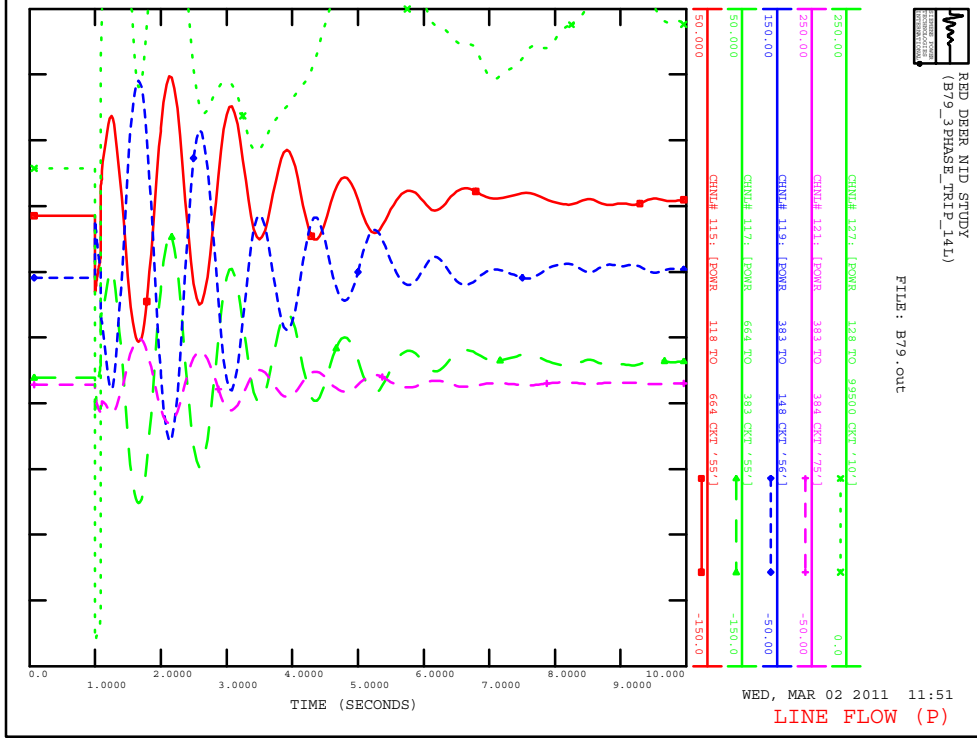

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

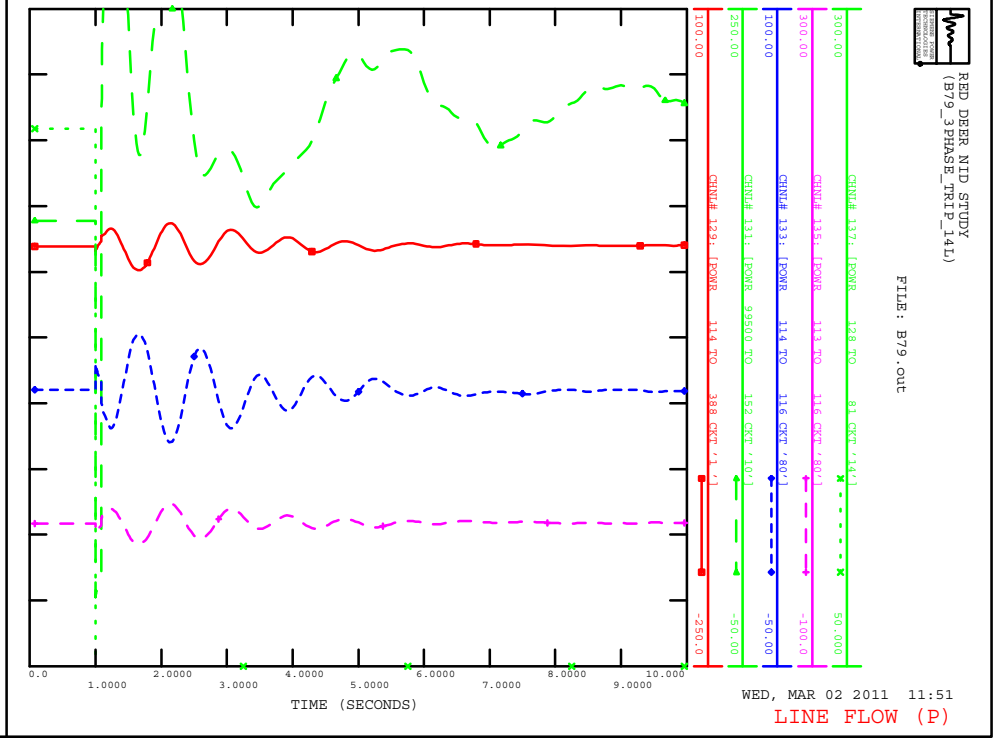

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

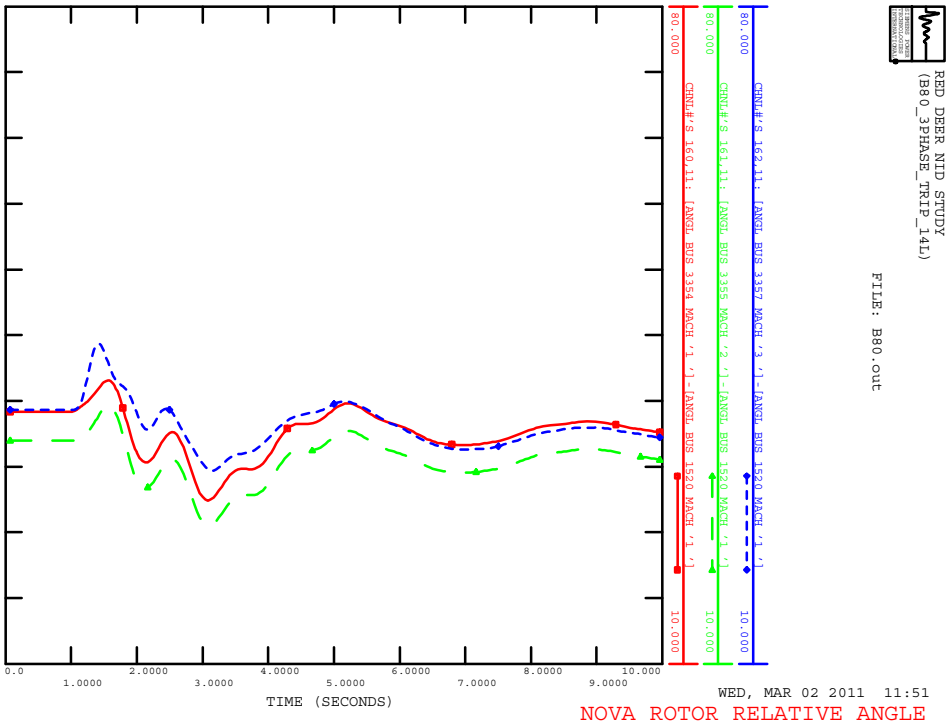

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

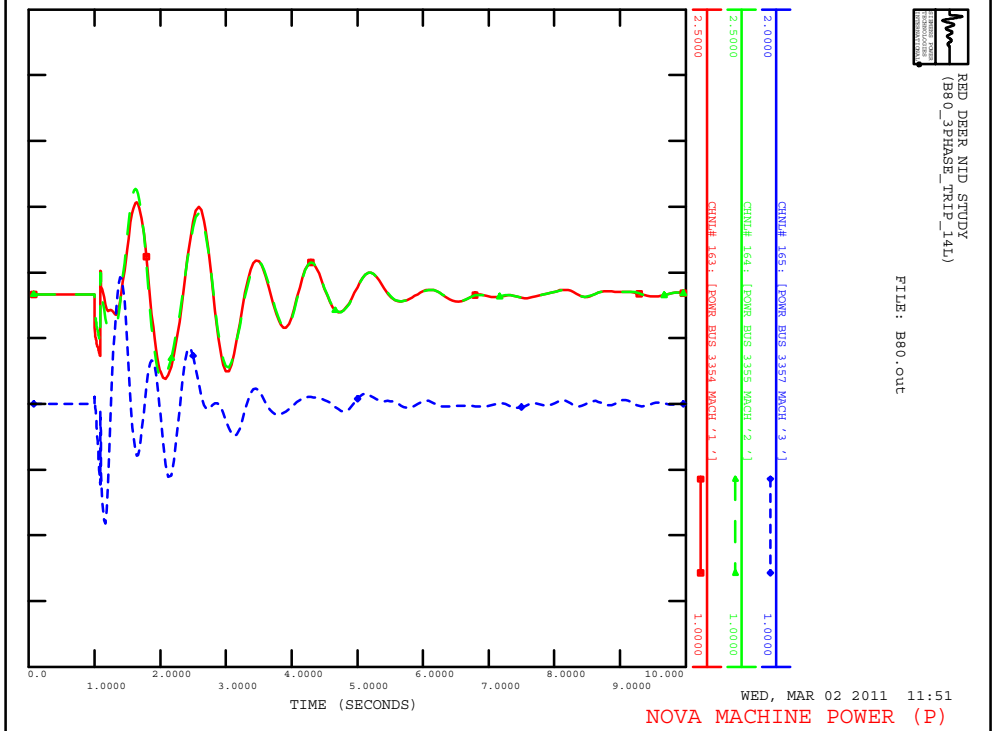

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

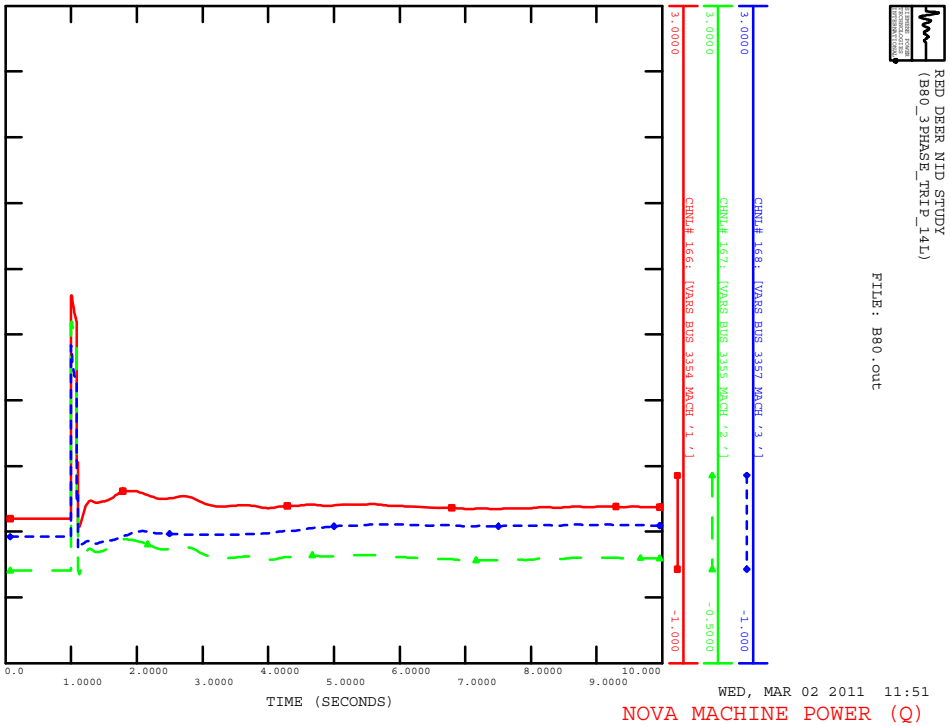

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

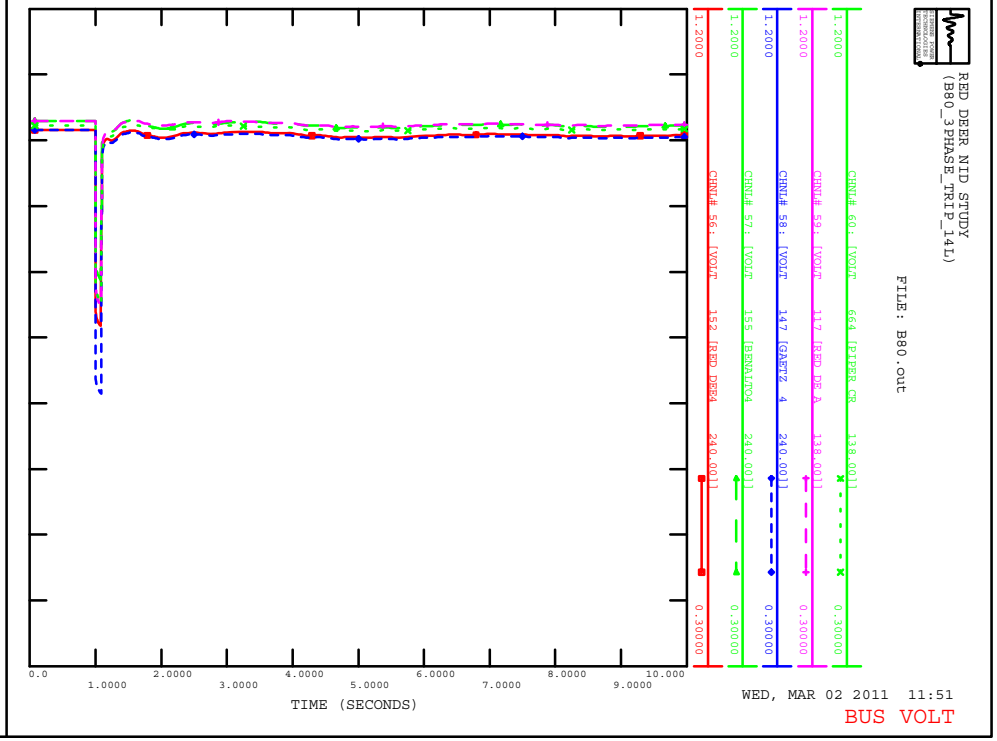

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

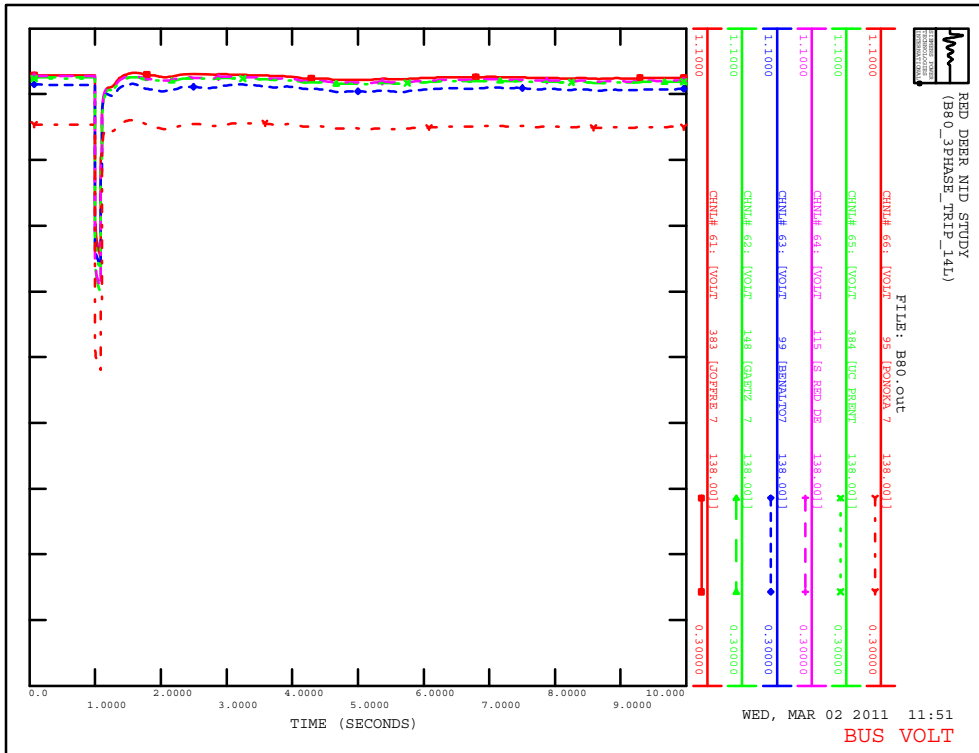

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

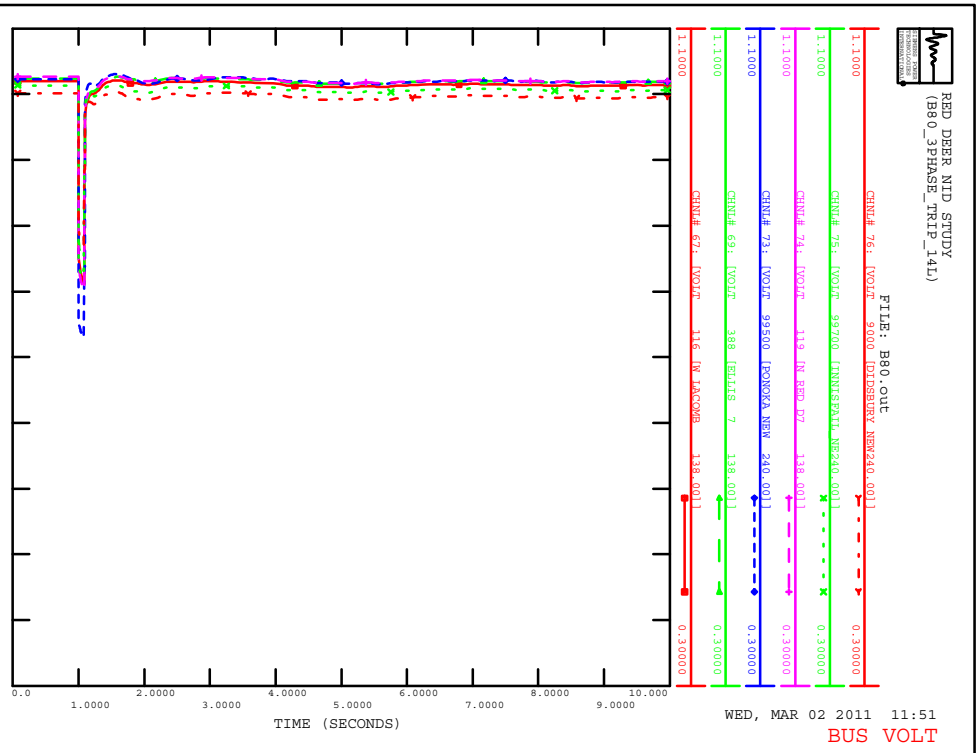

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

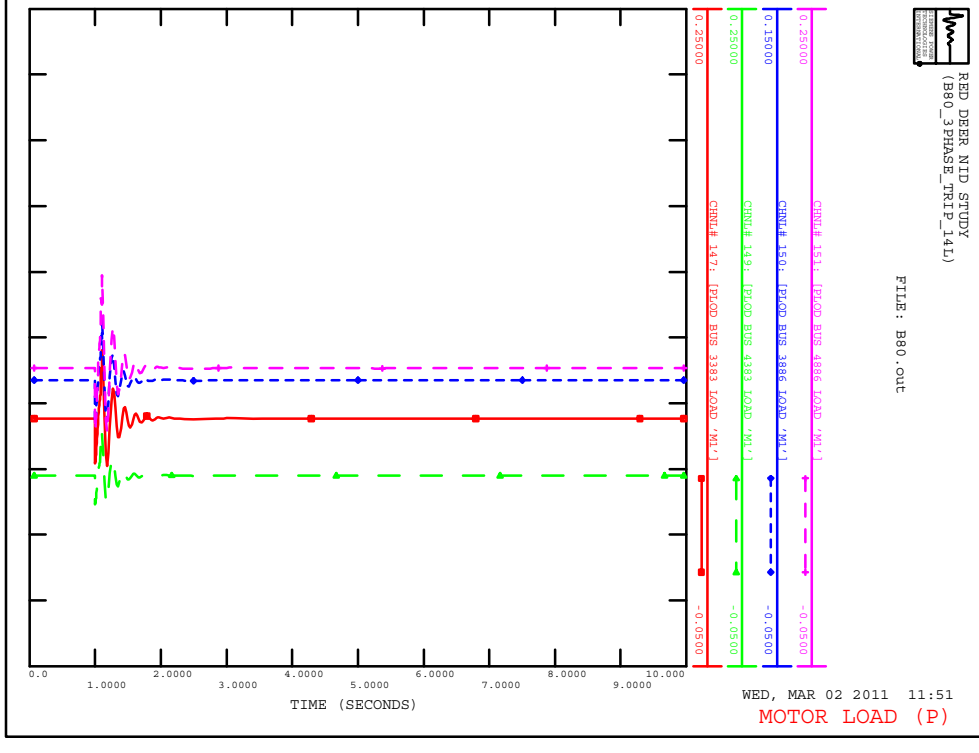

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

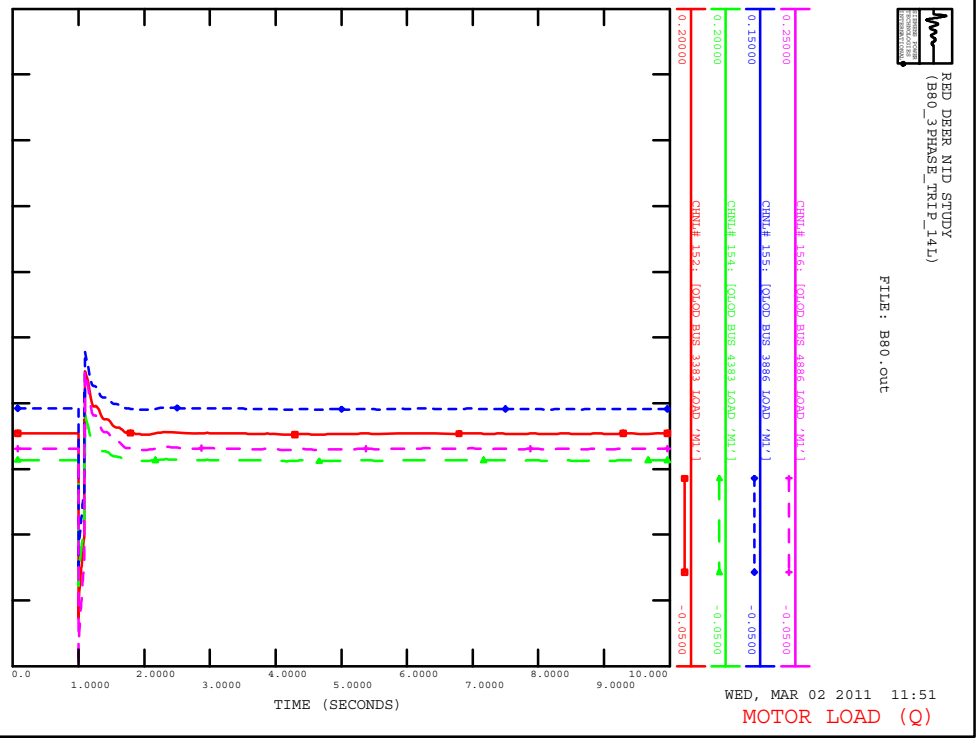

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

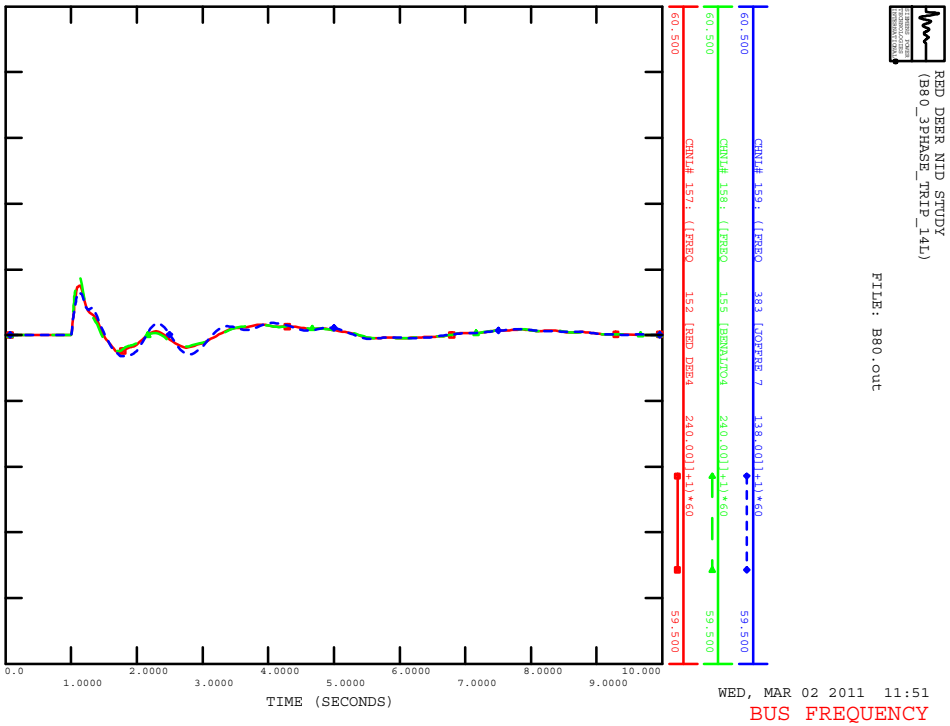

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

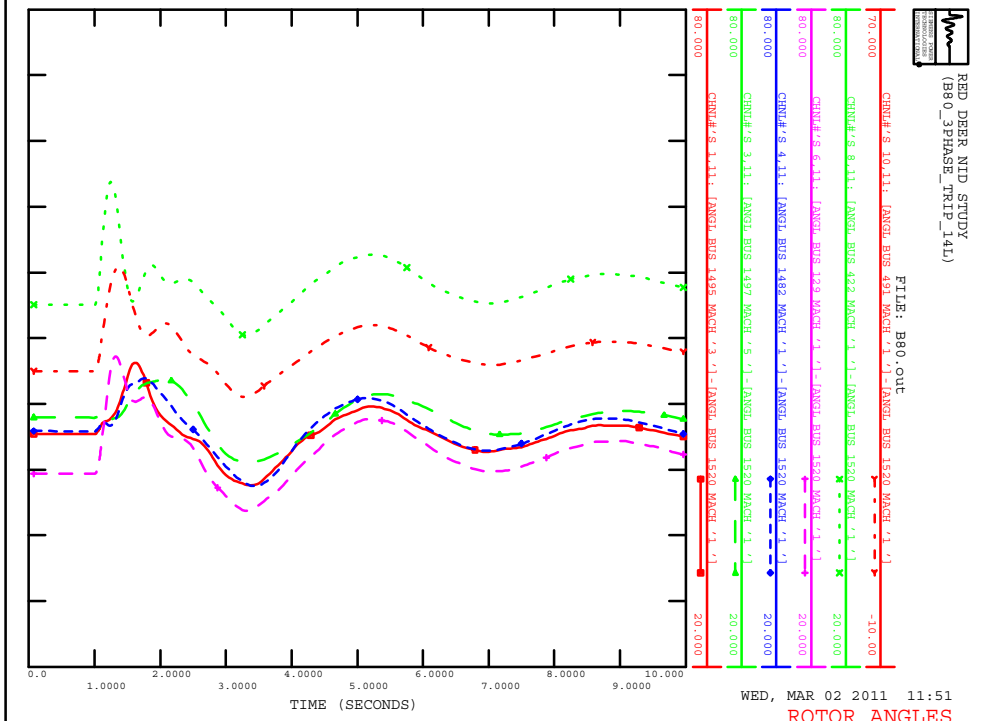

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
CHNL# 61: [VOLT 383 [KOFFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

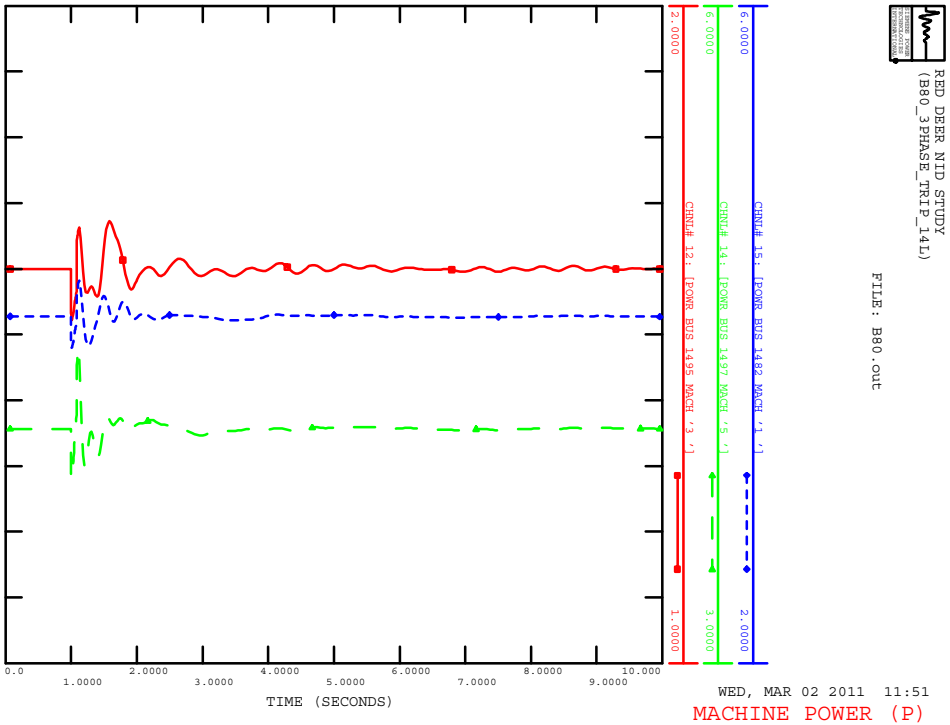

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

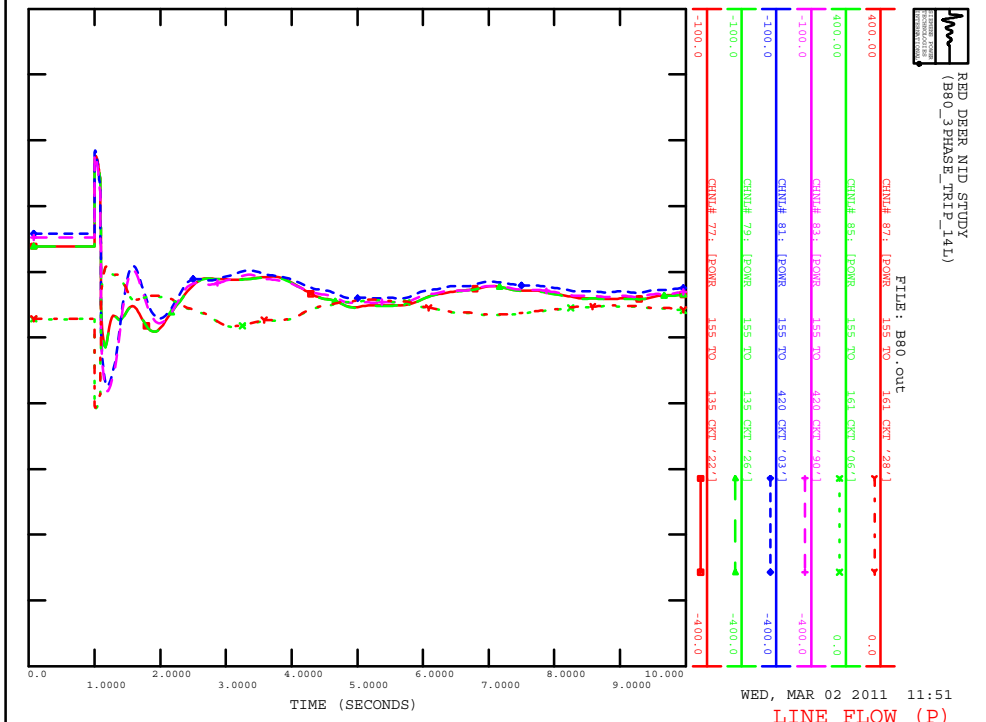

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

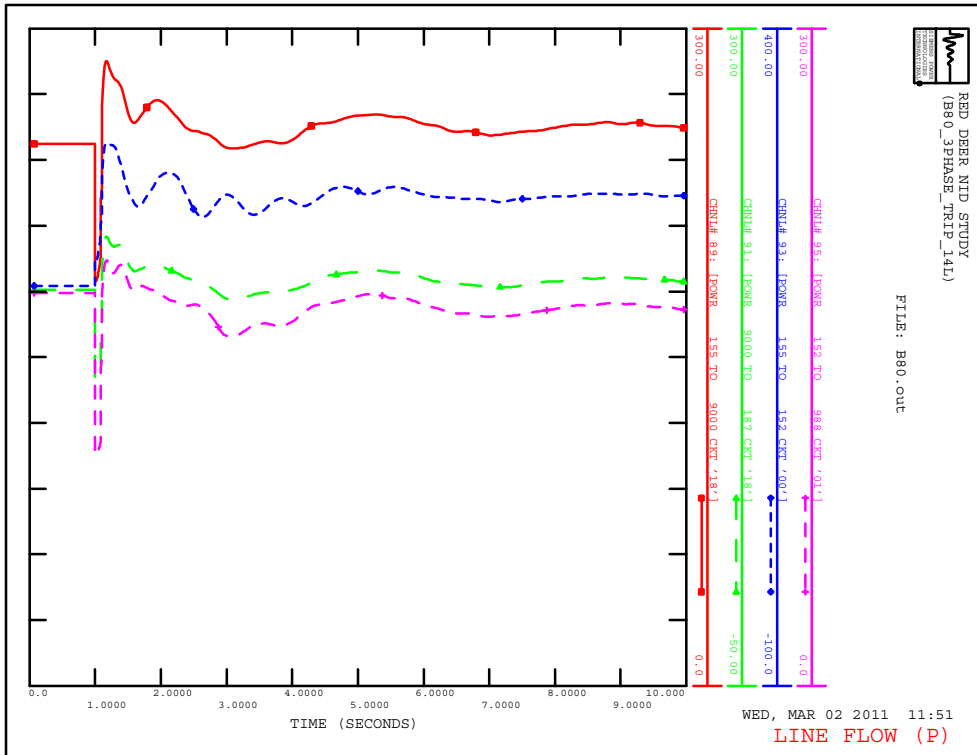

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

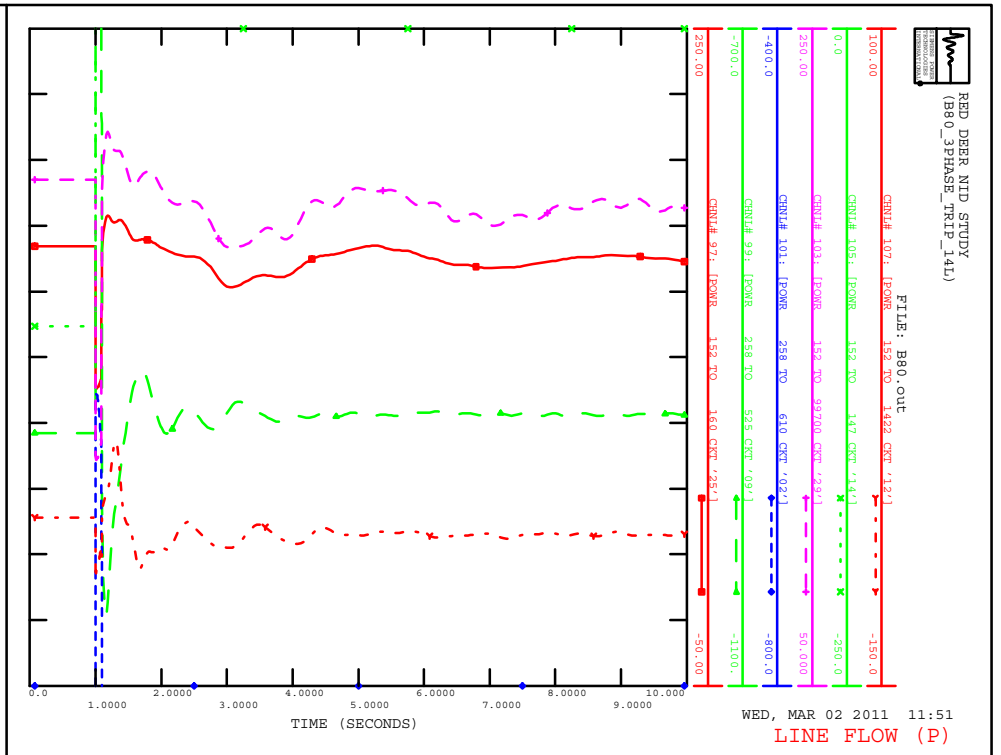

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

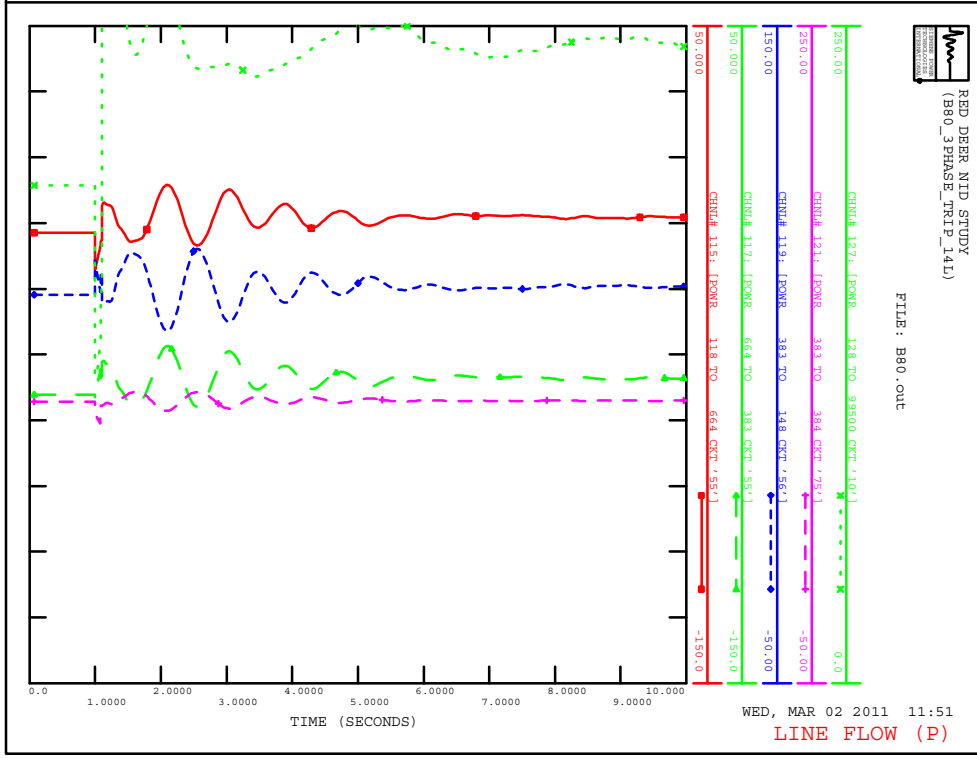

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

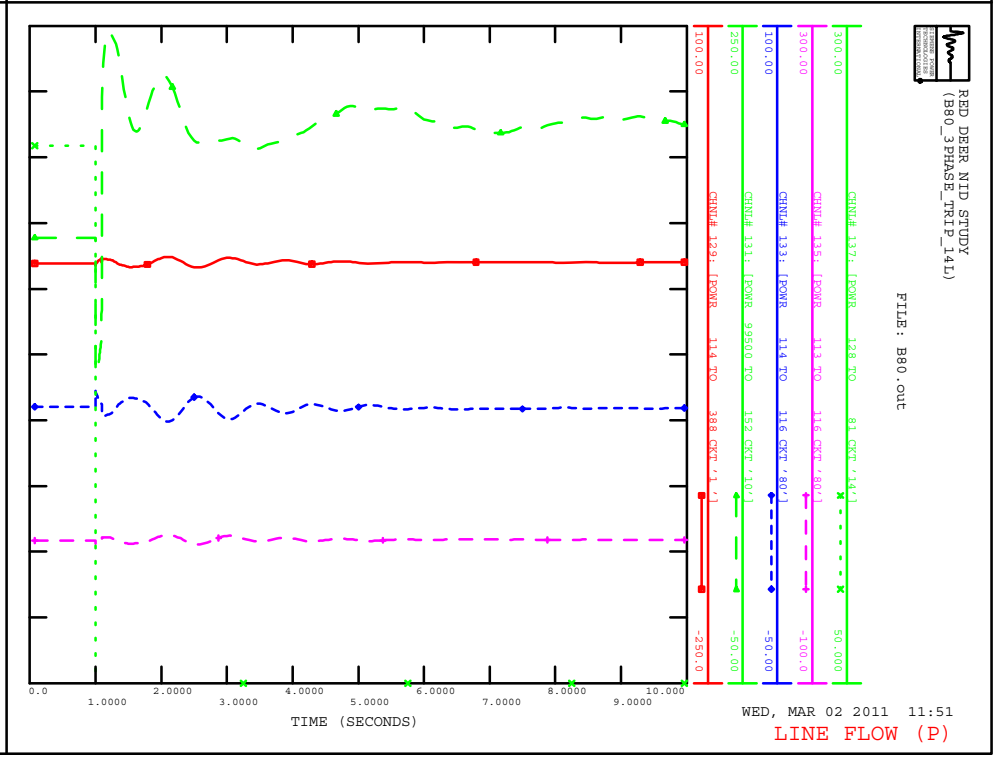

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

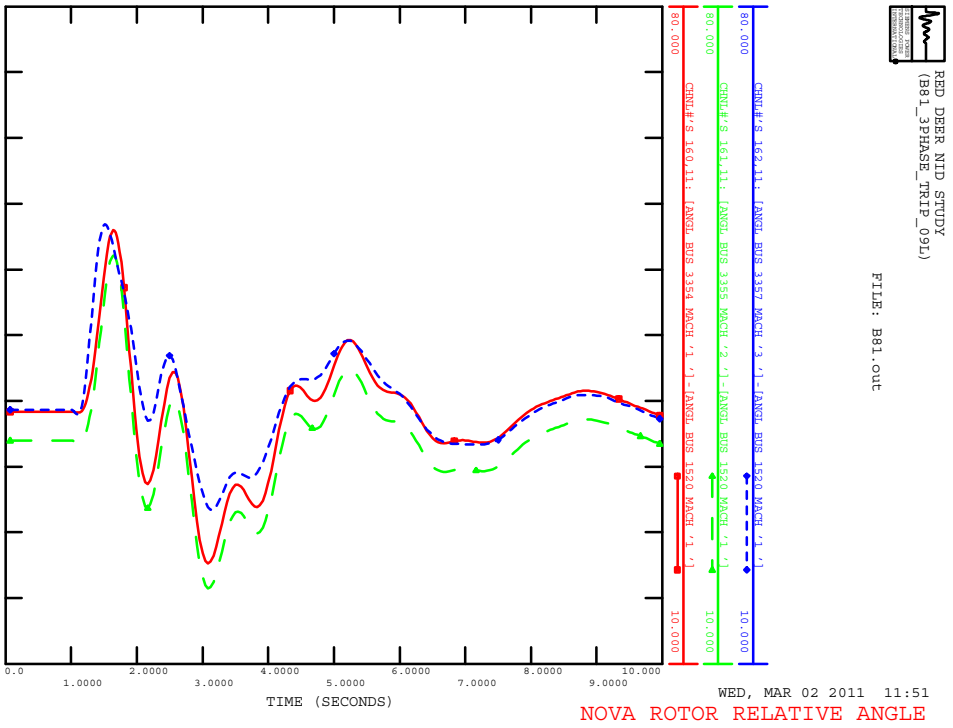

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

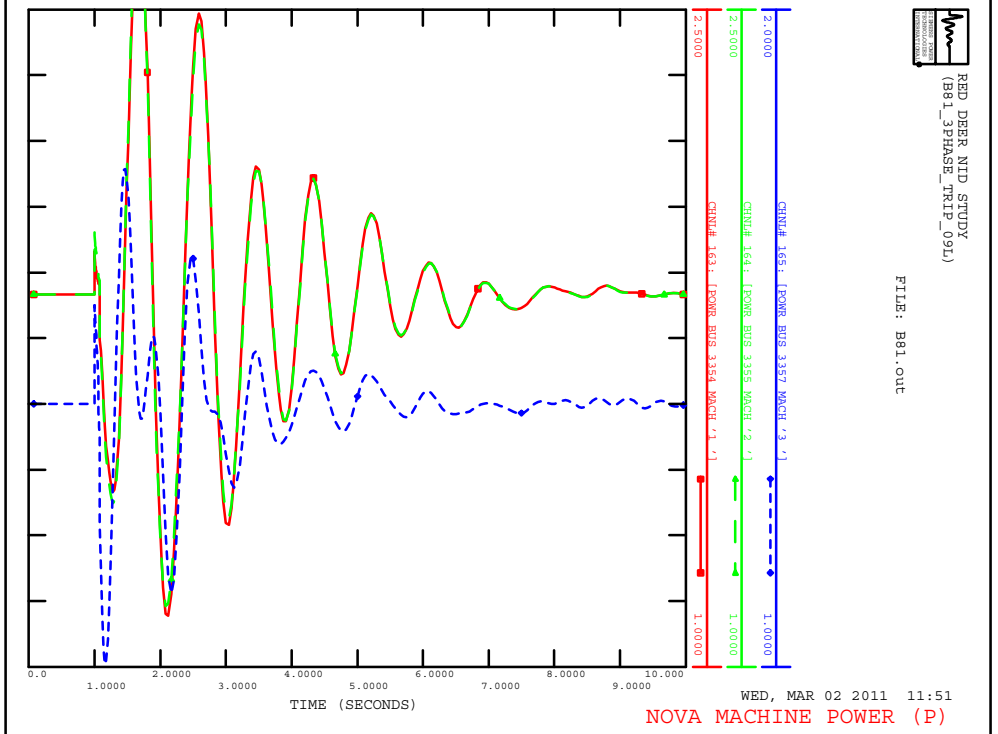

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

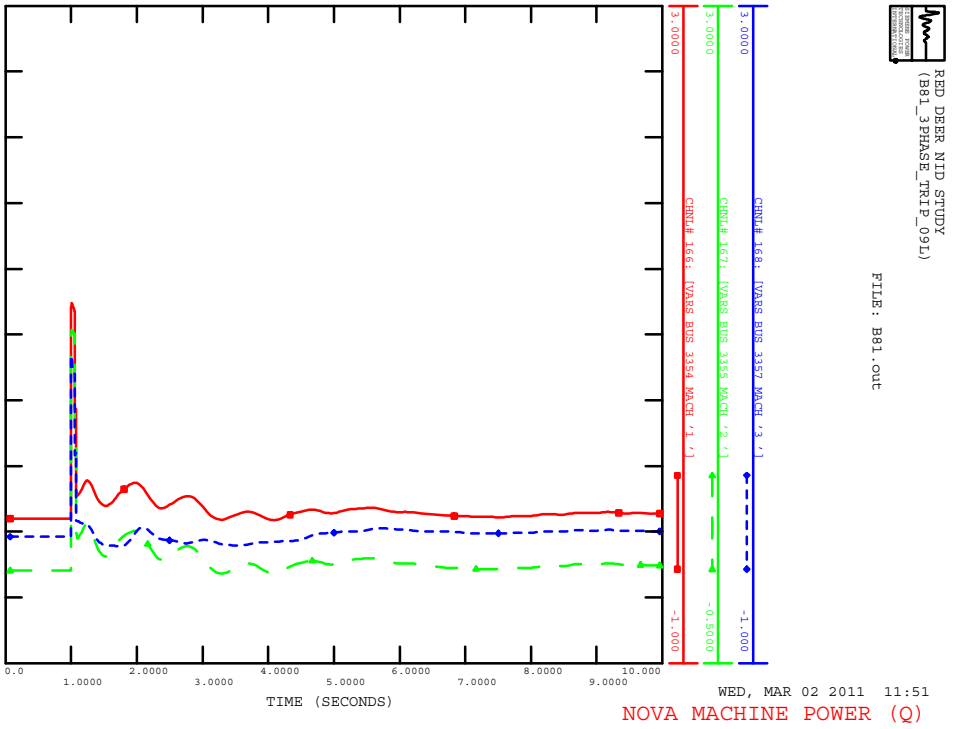

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

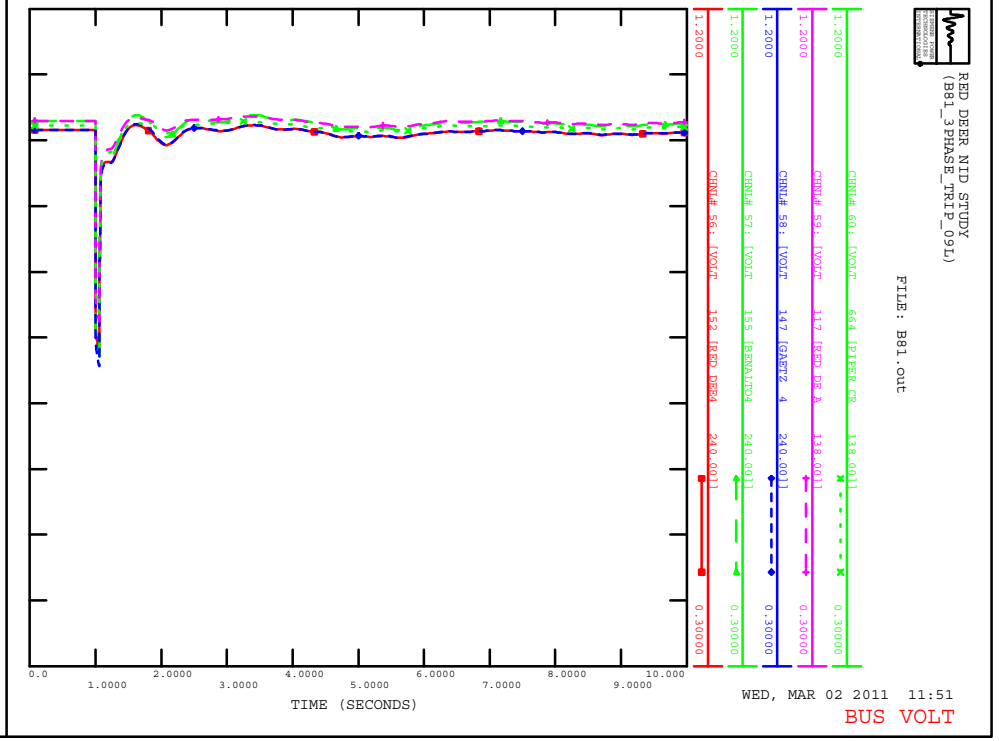

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

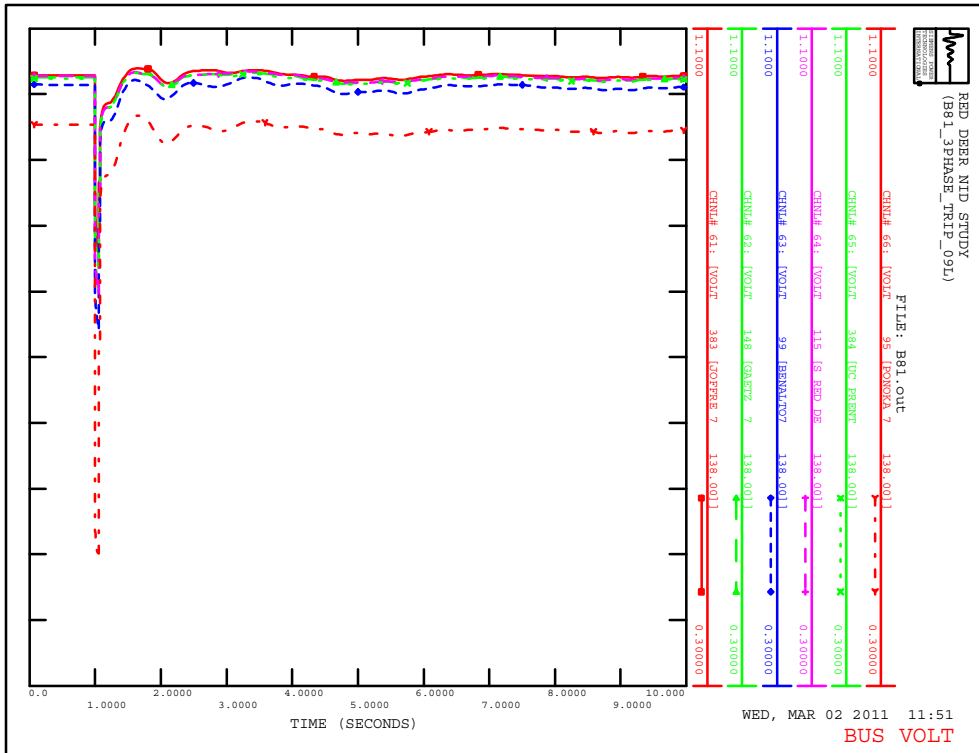

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

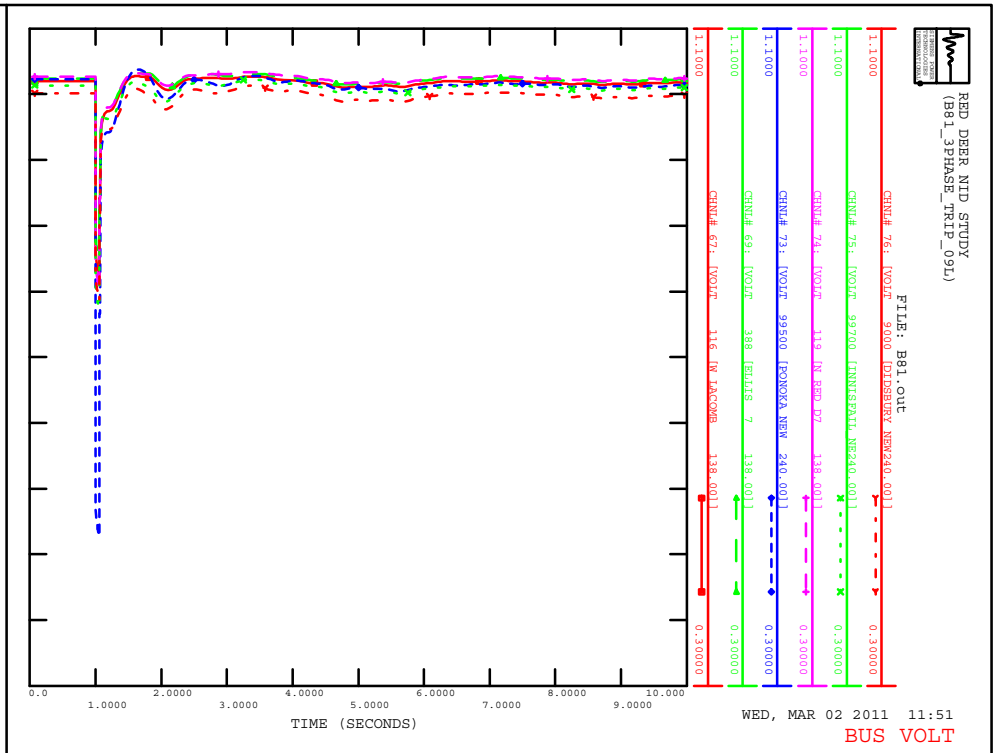

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

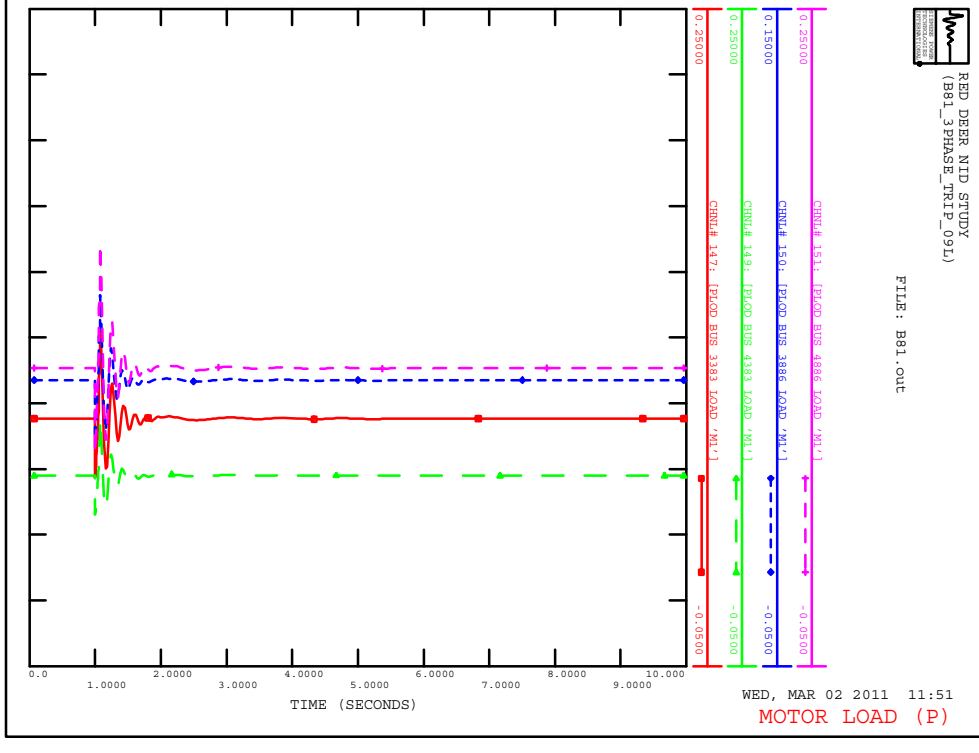

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

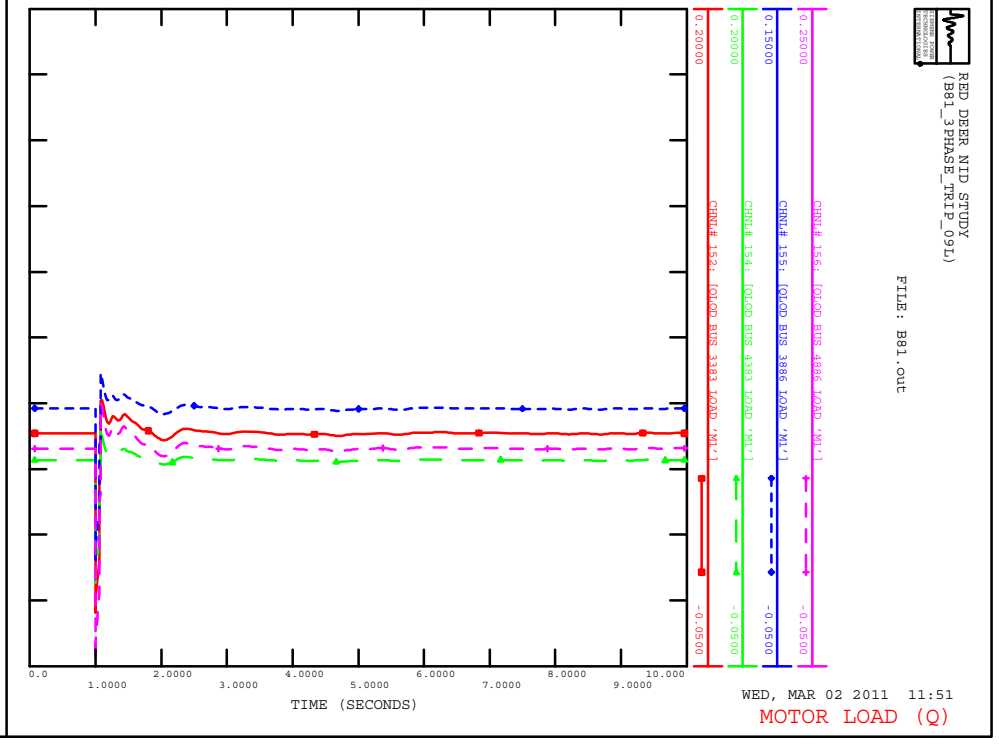

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

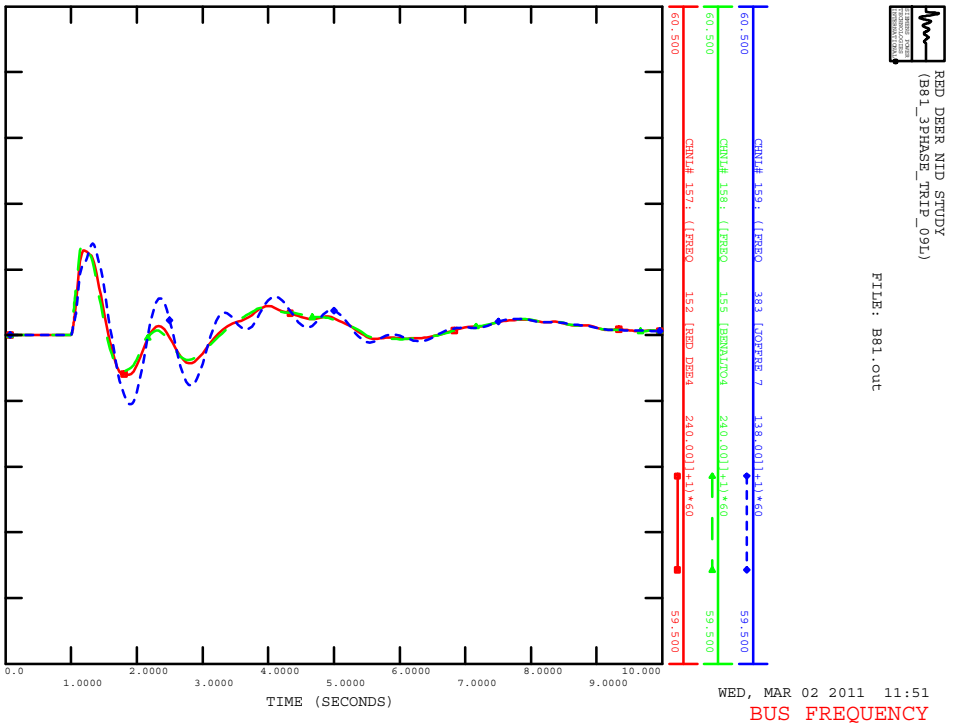

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

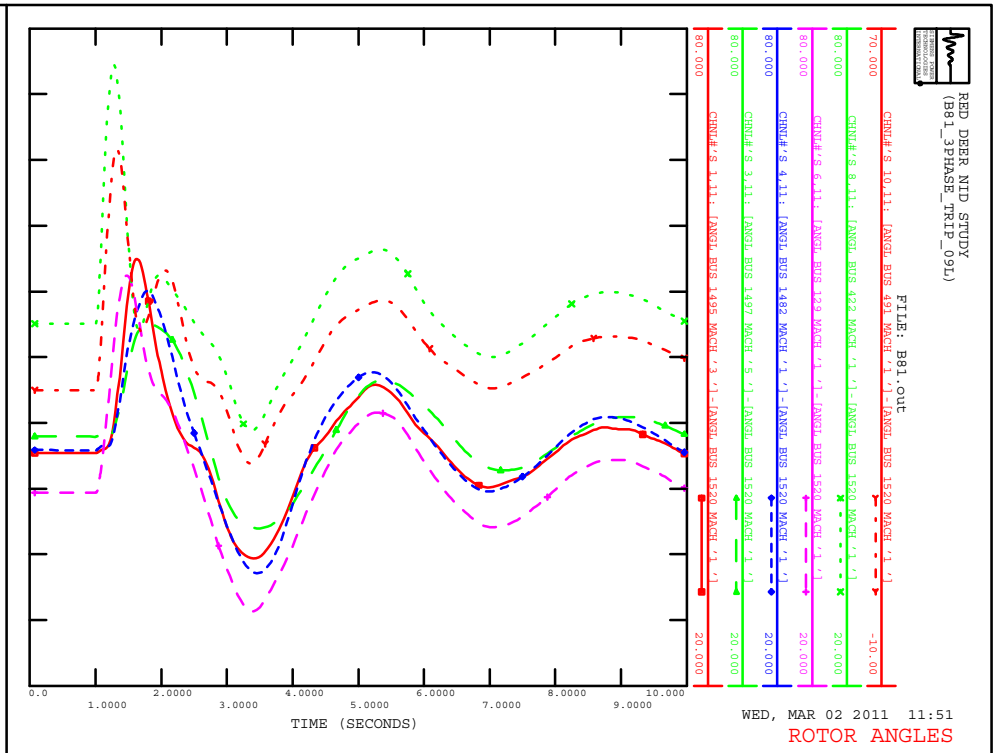

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

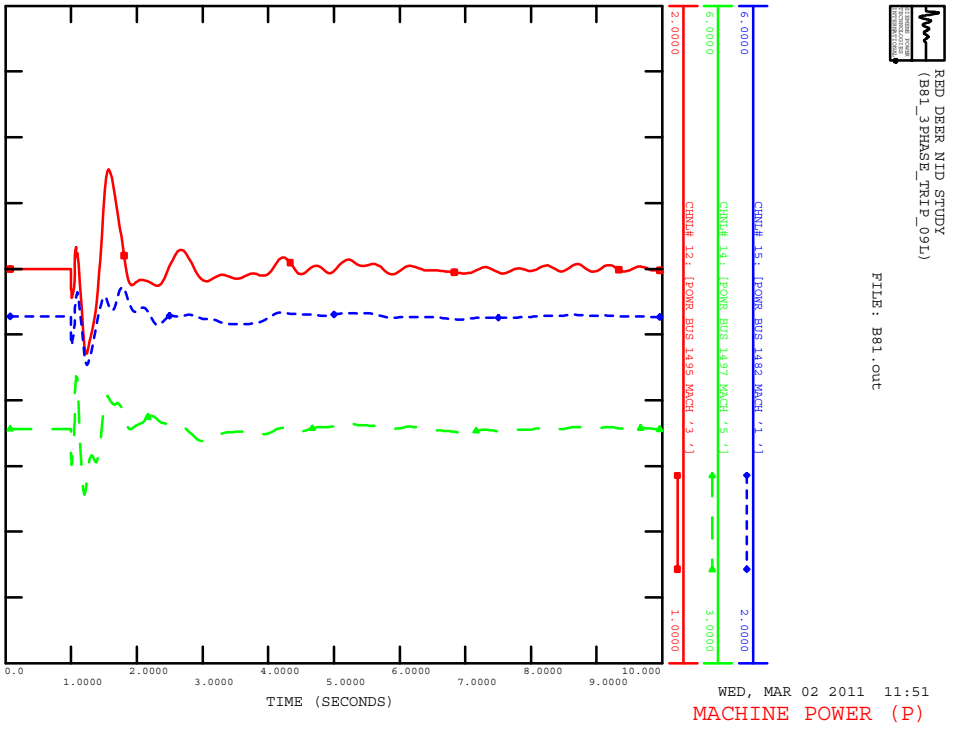

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

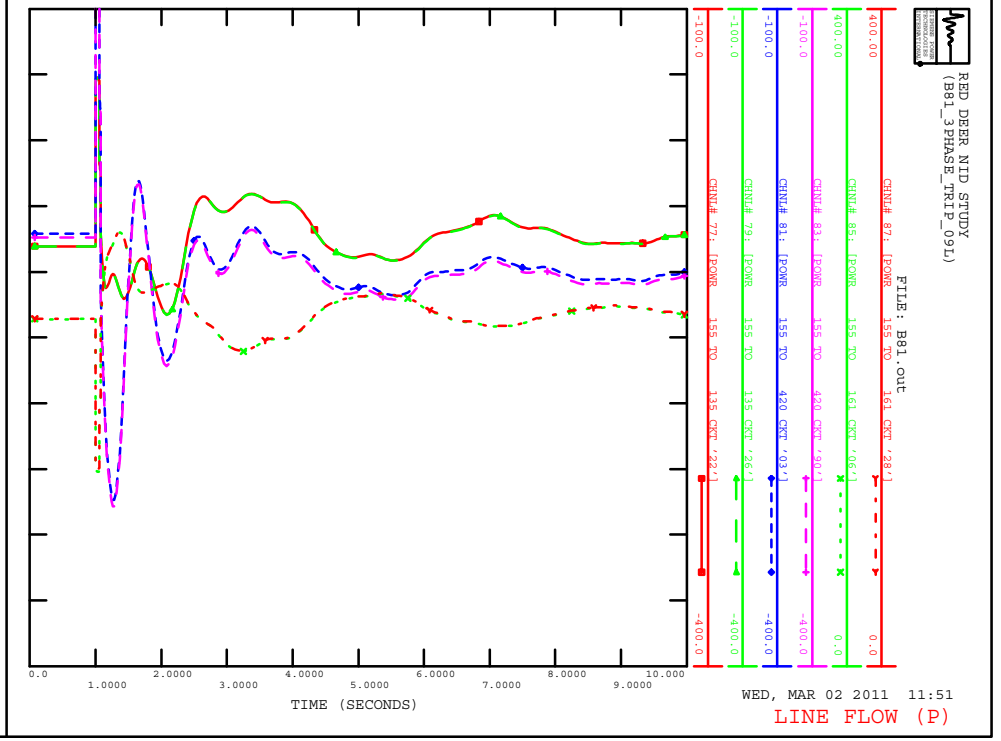

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

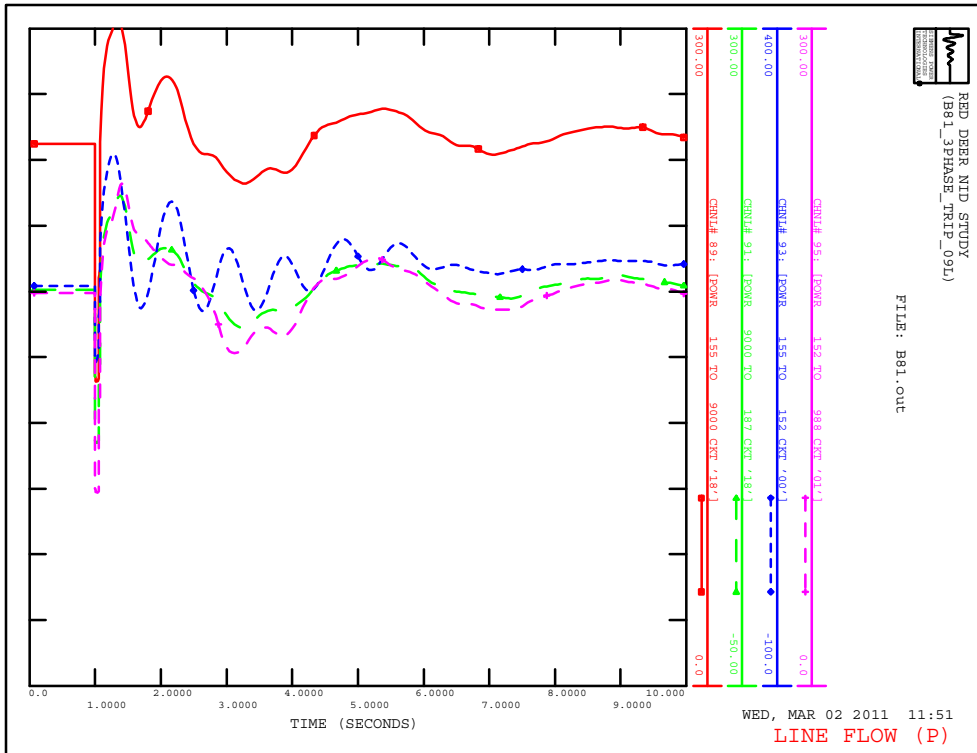

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

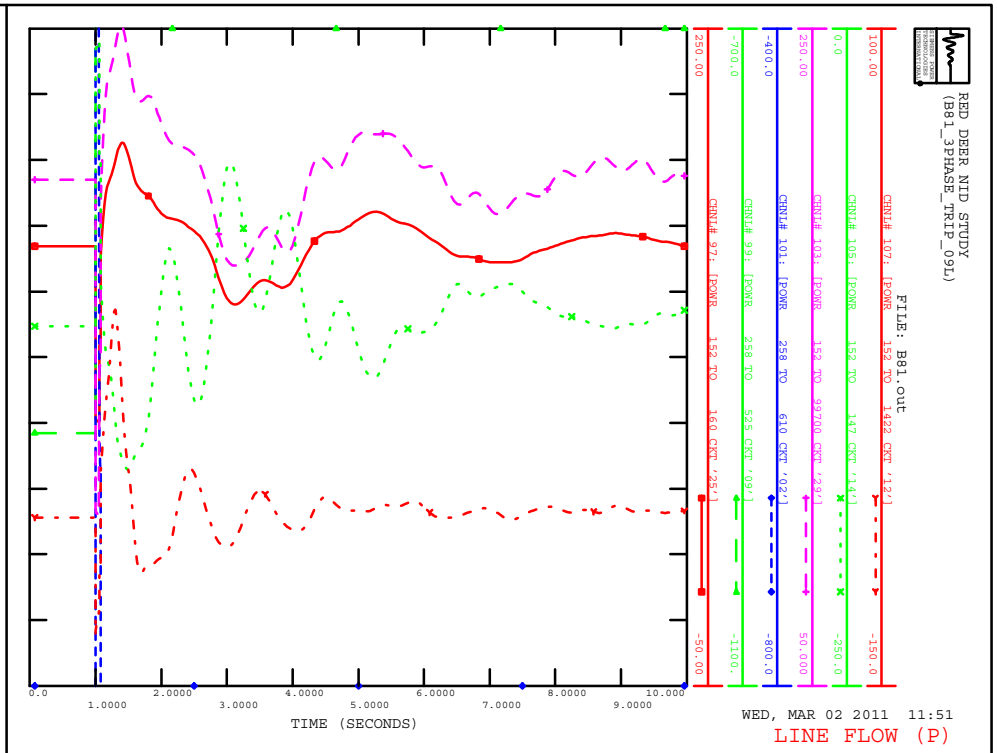

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

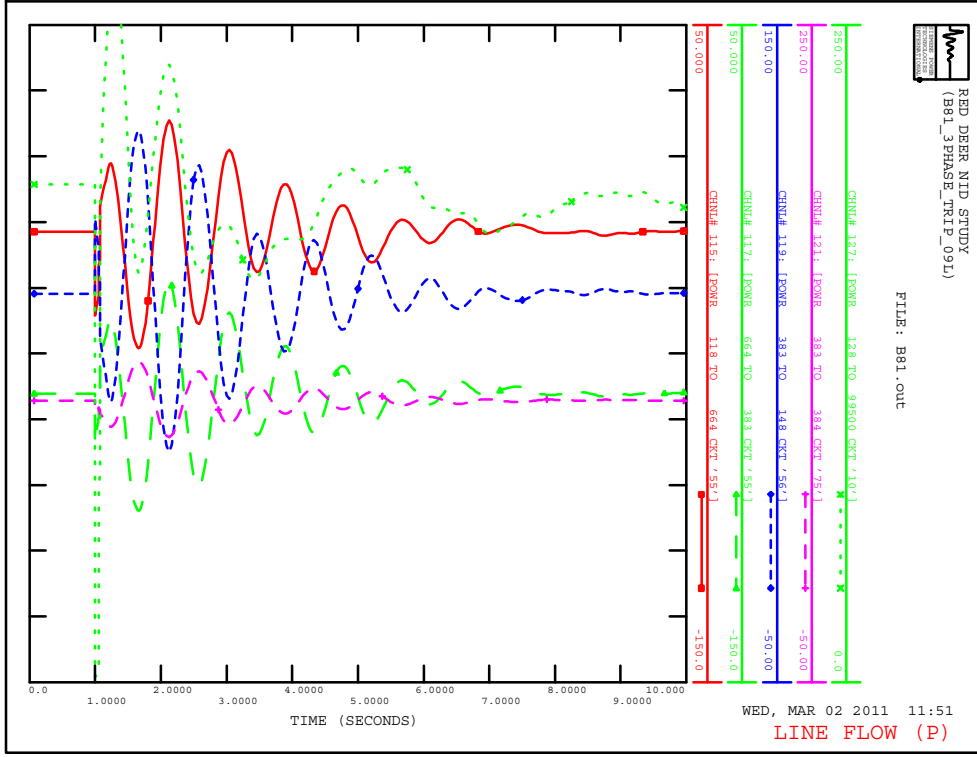

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

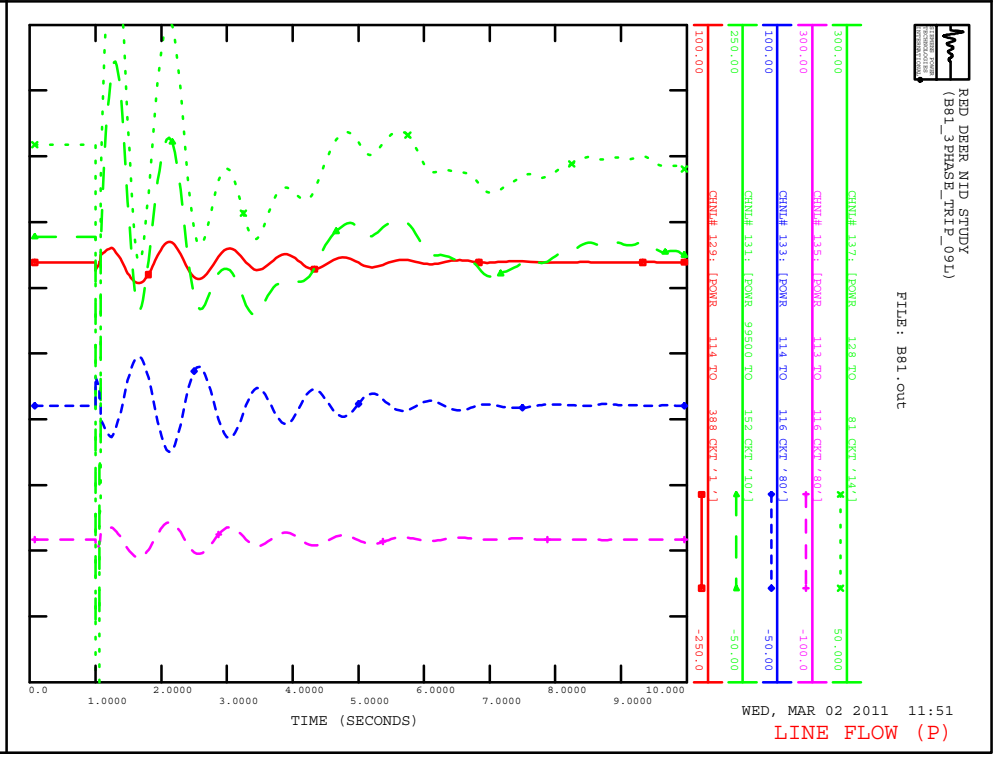

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

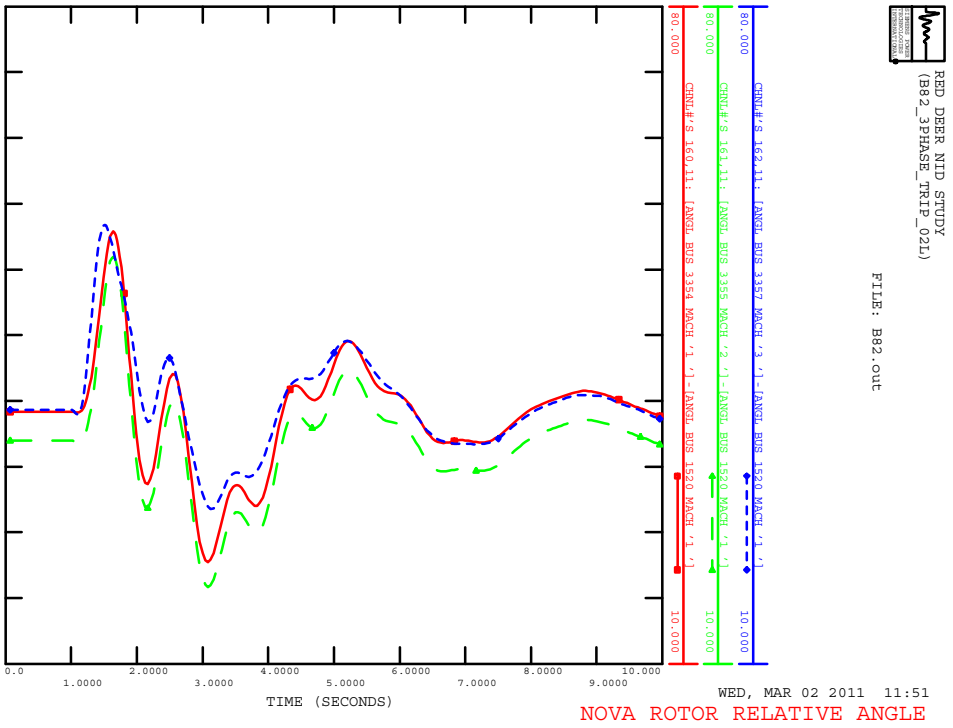

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

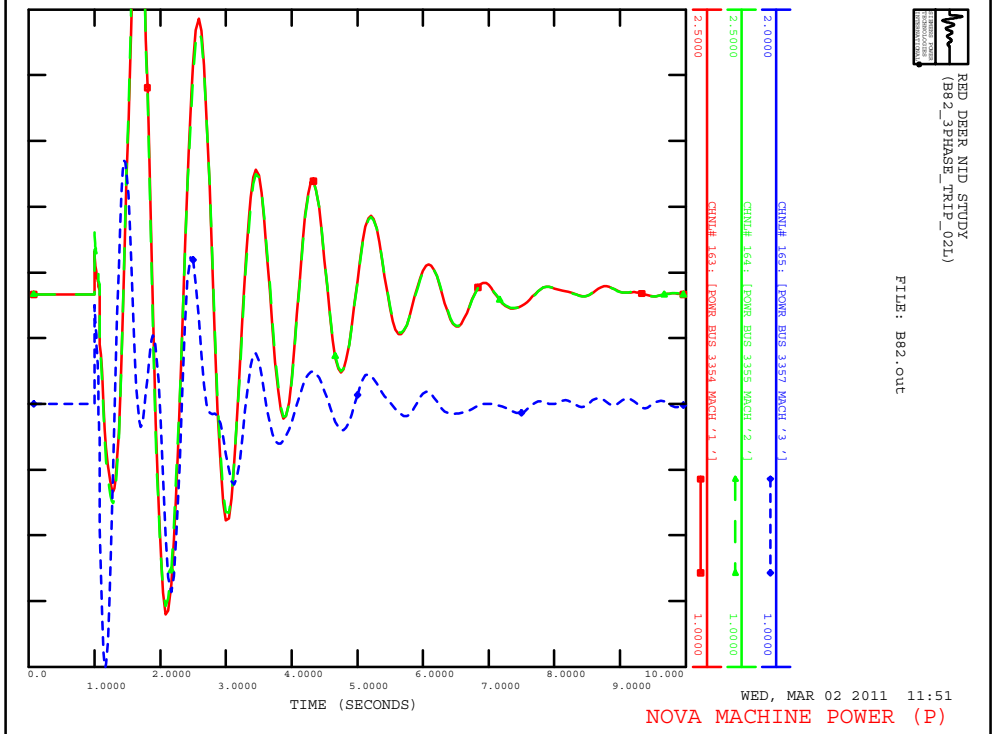

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

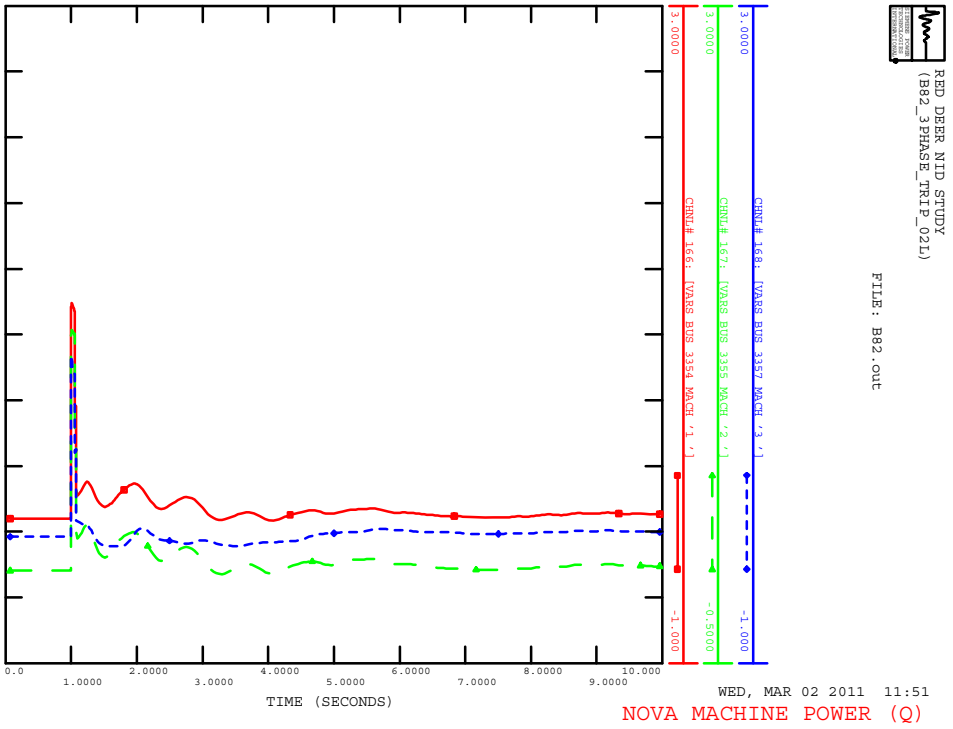

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

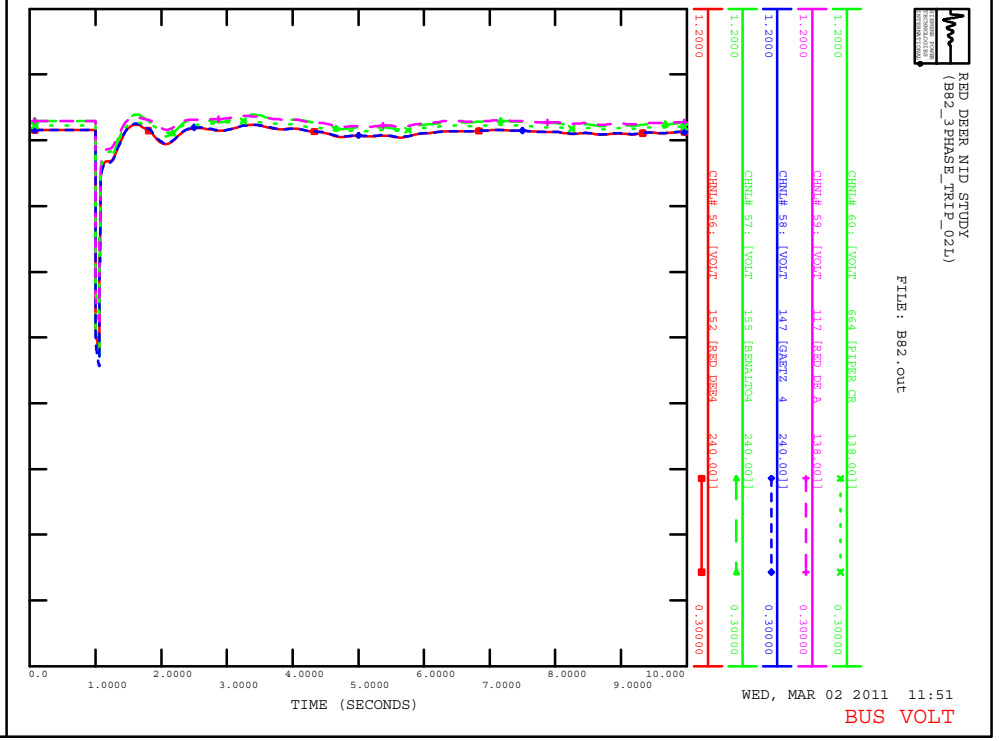

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

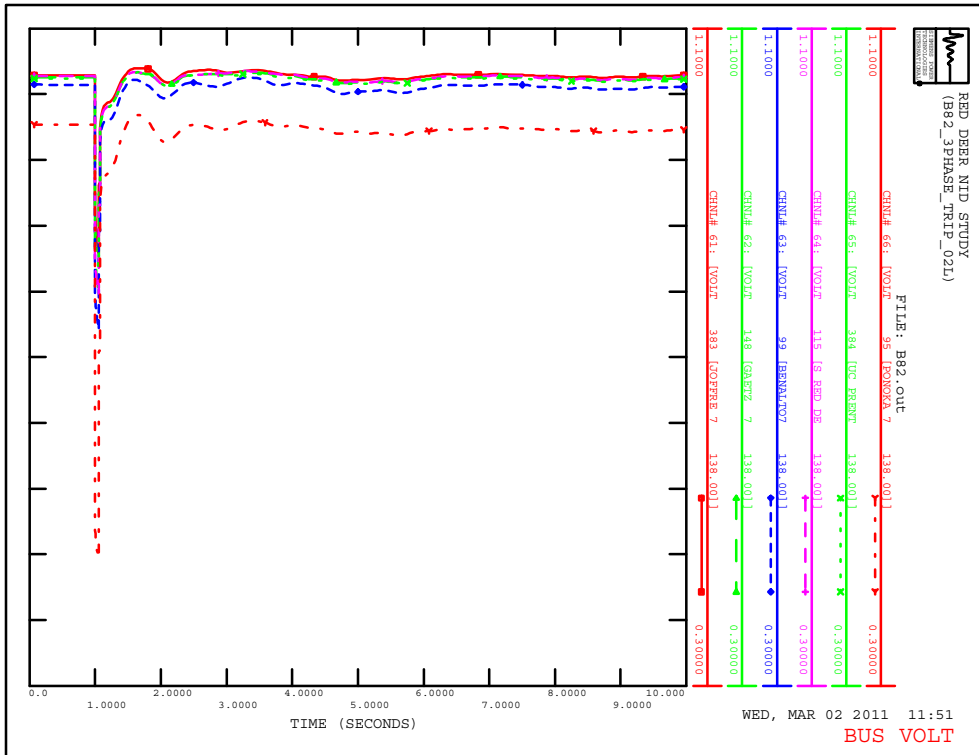

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

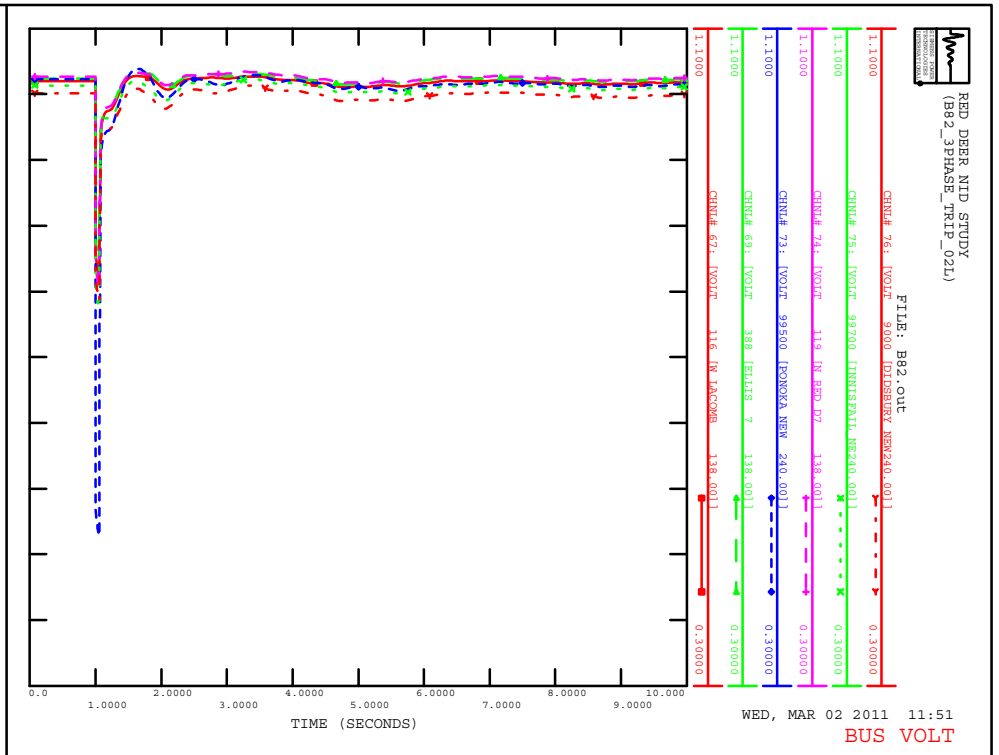

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

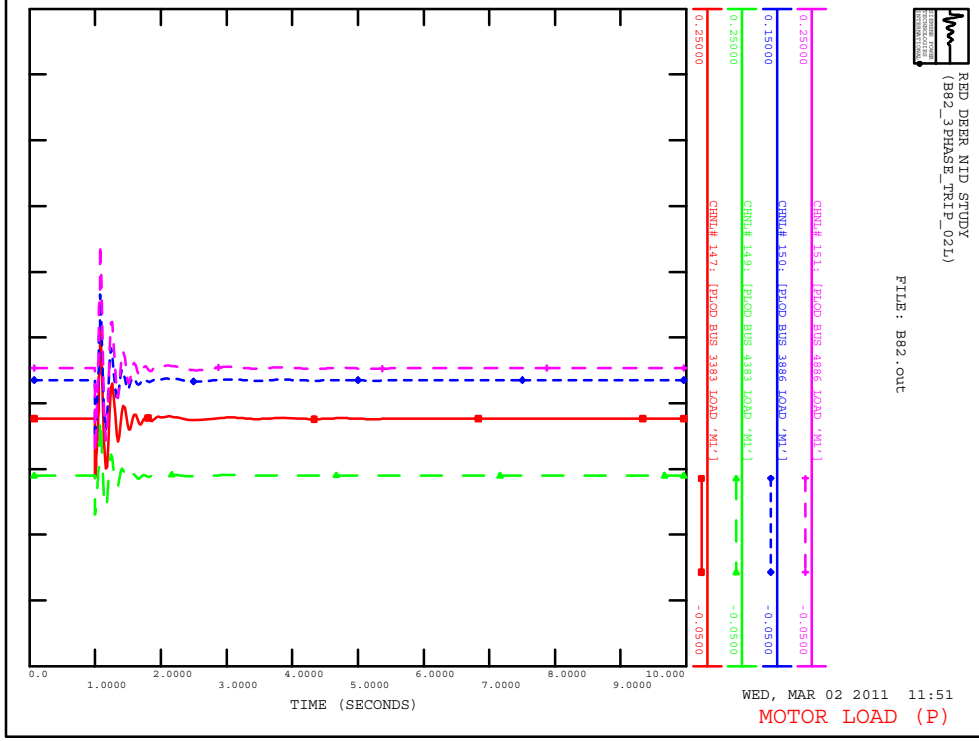

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

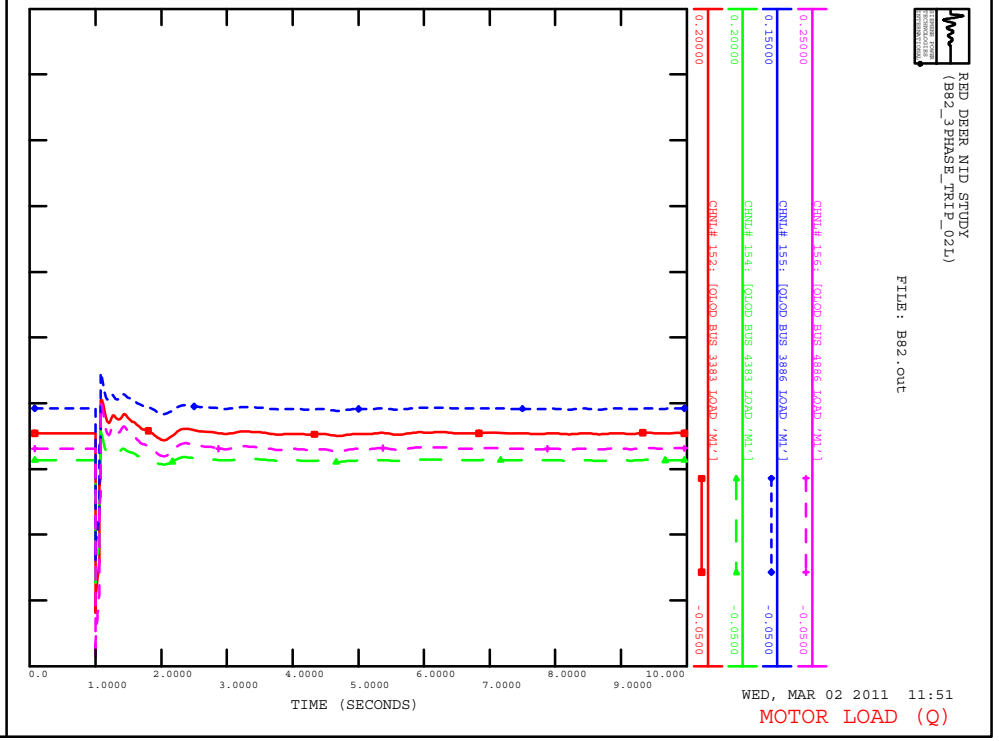

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

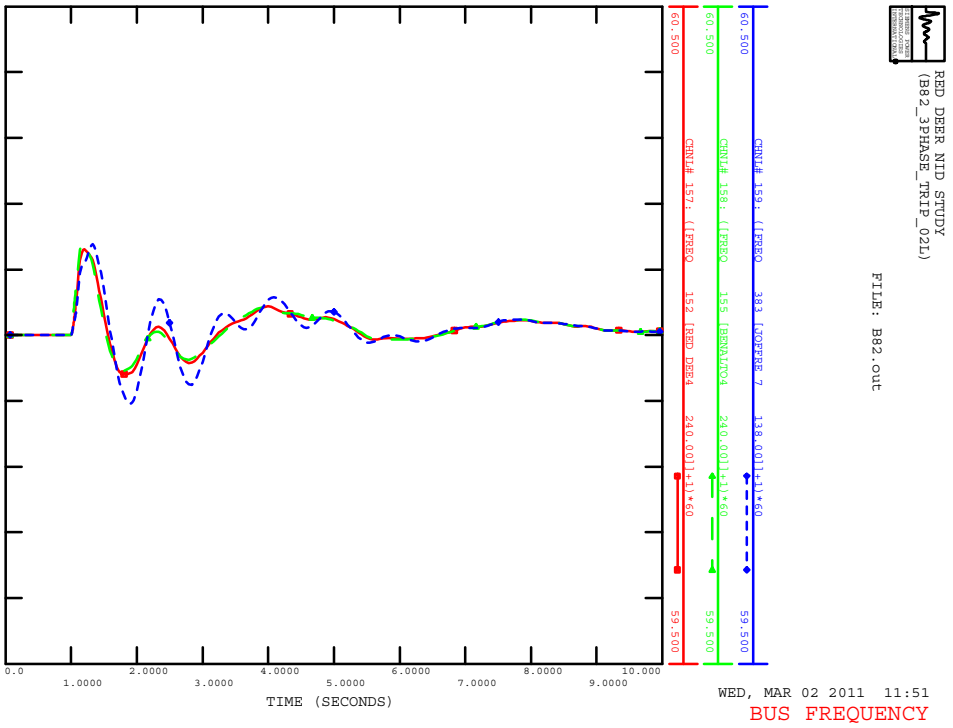

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

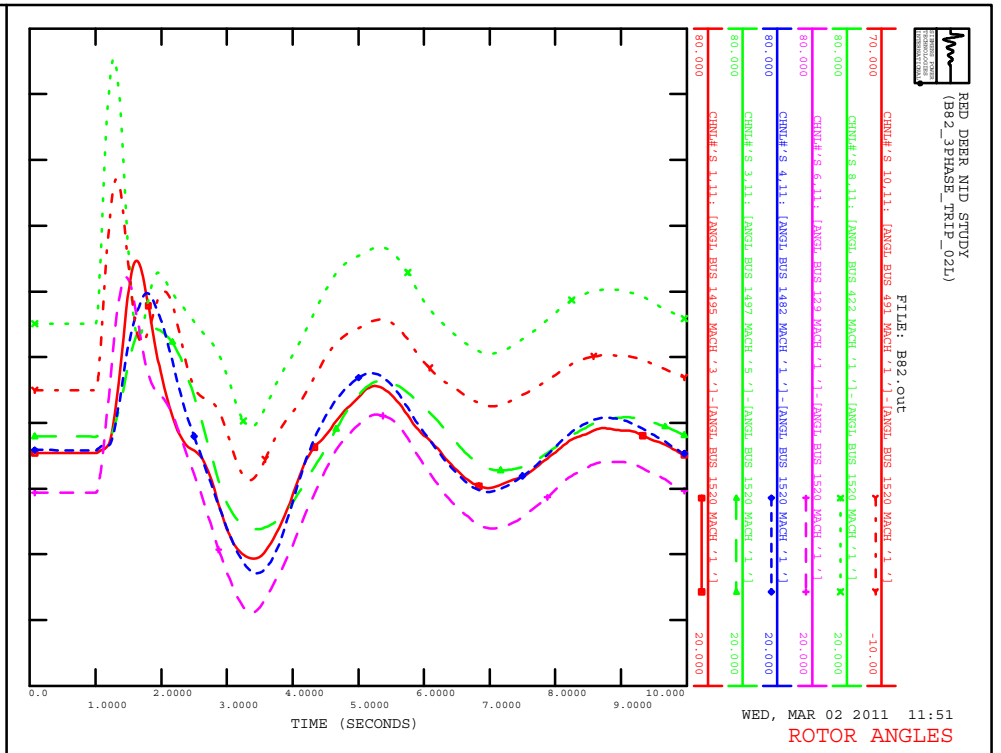

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

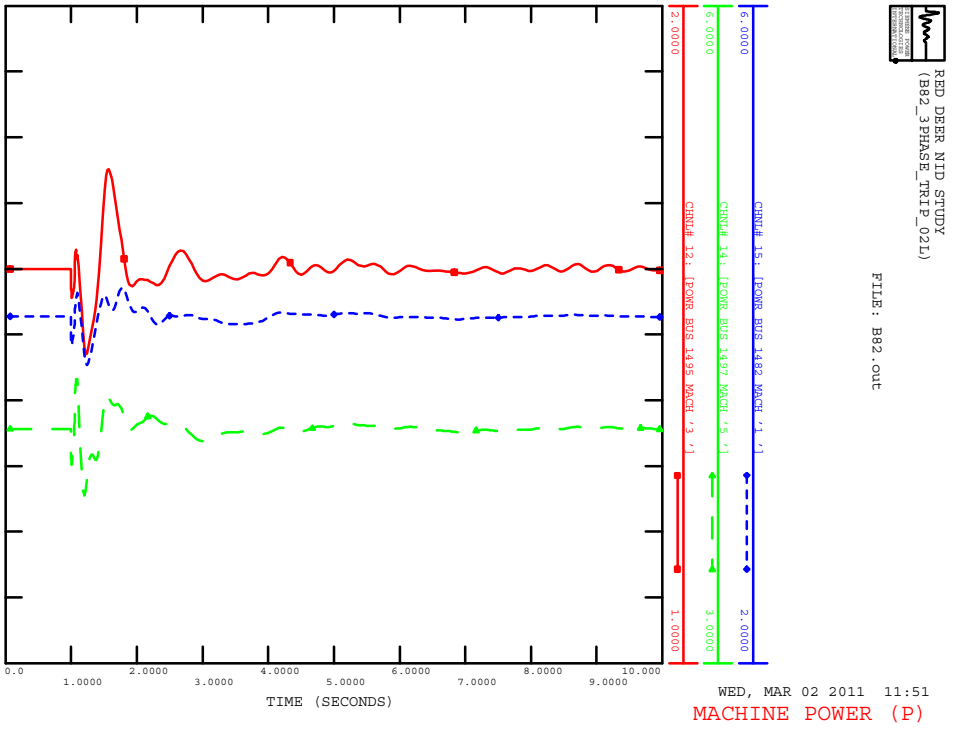

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

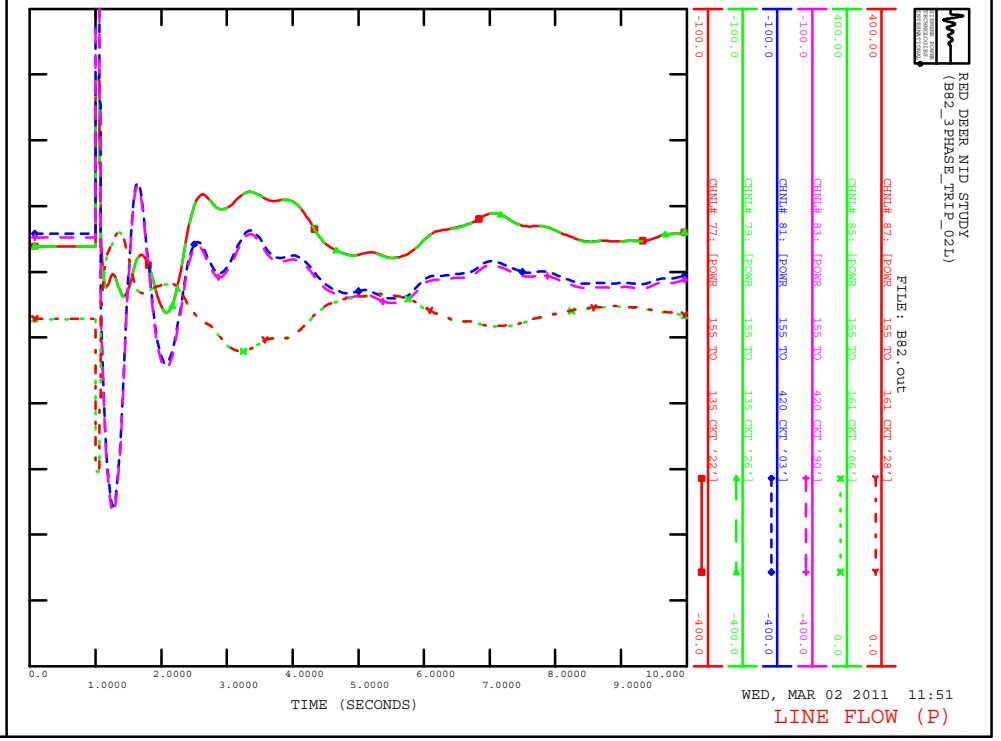

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

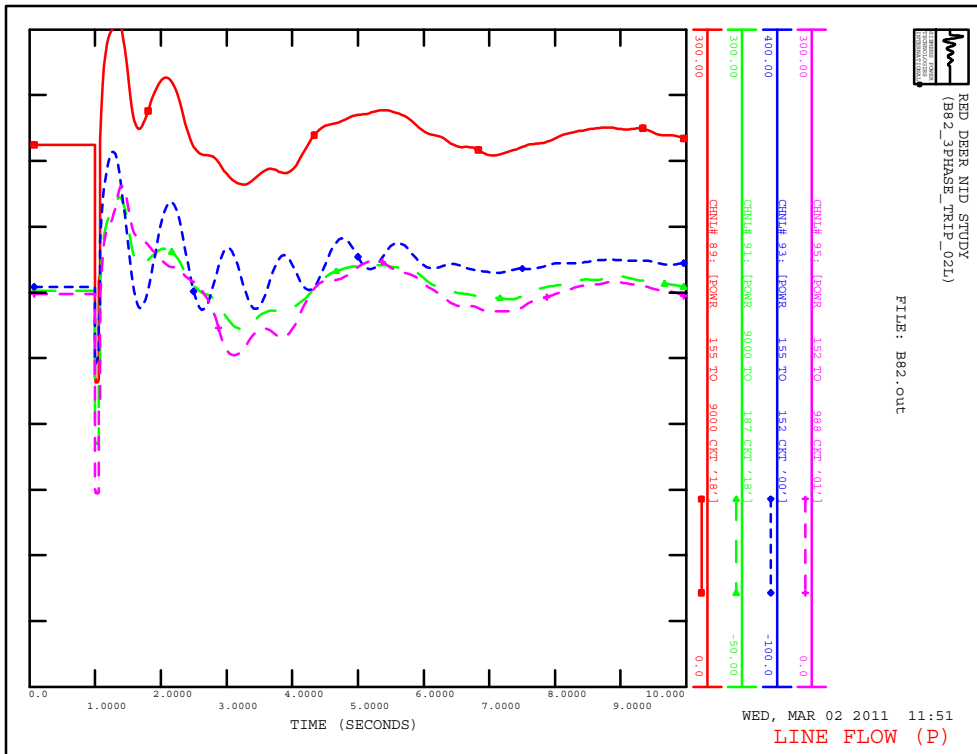

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

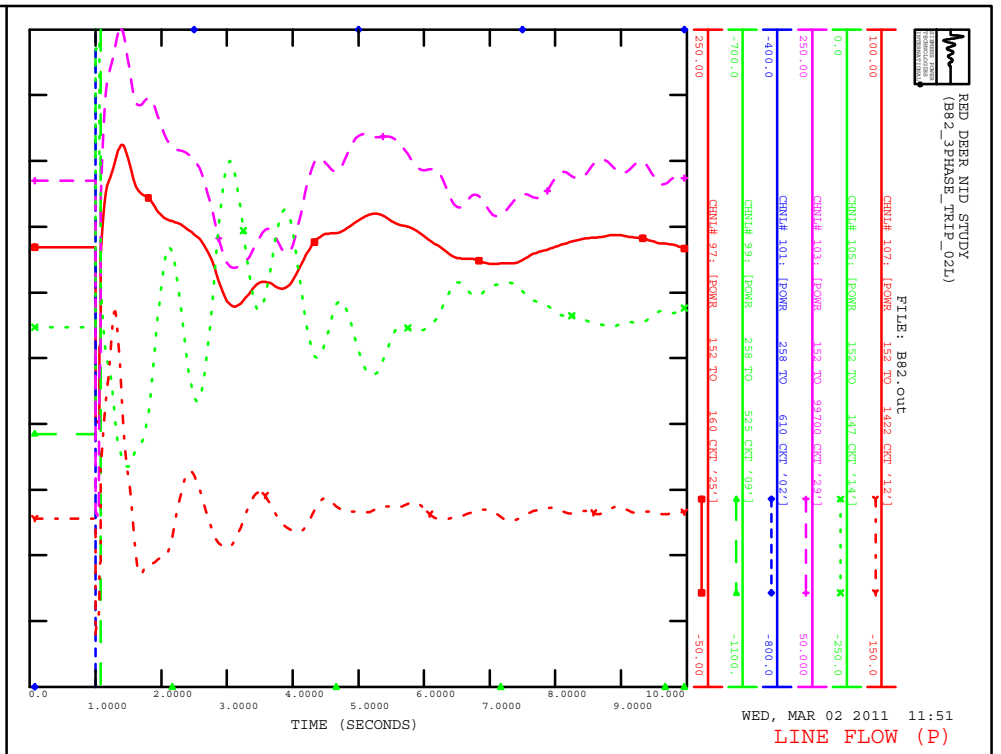

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

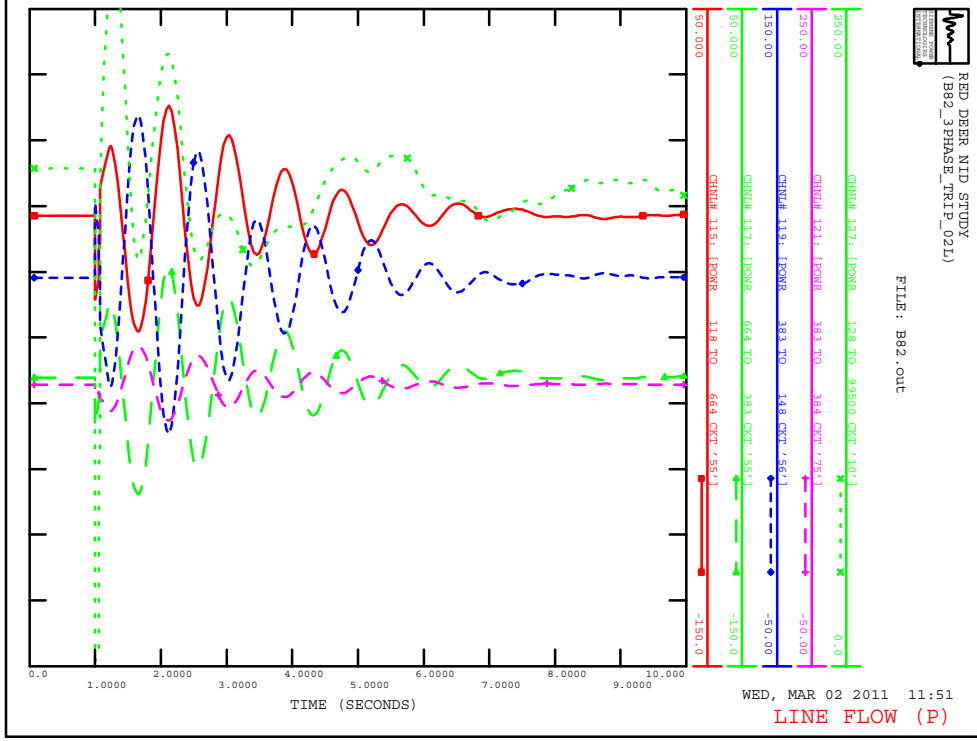

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

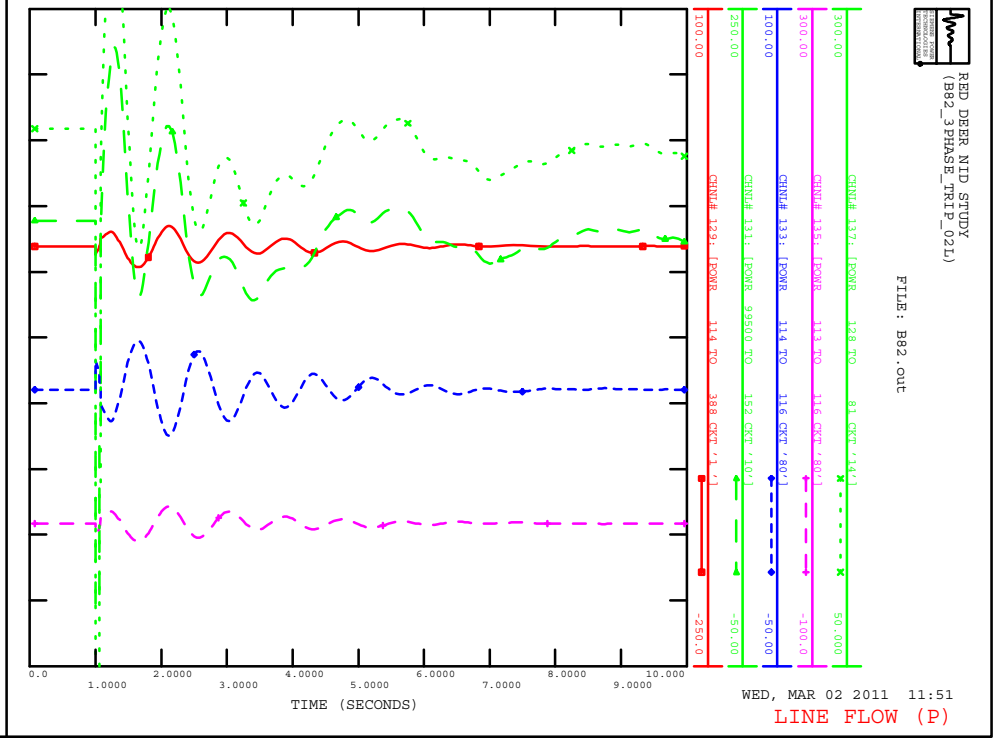

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

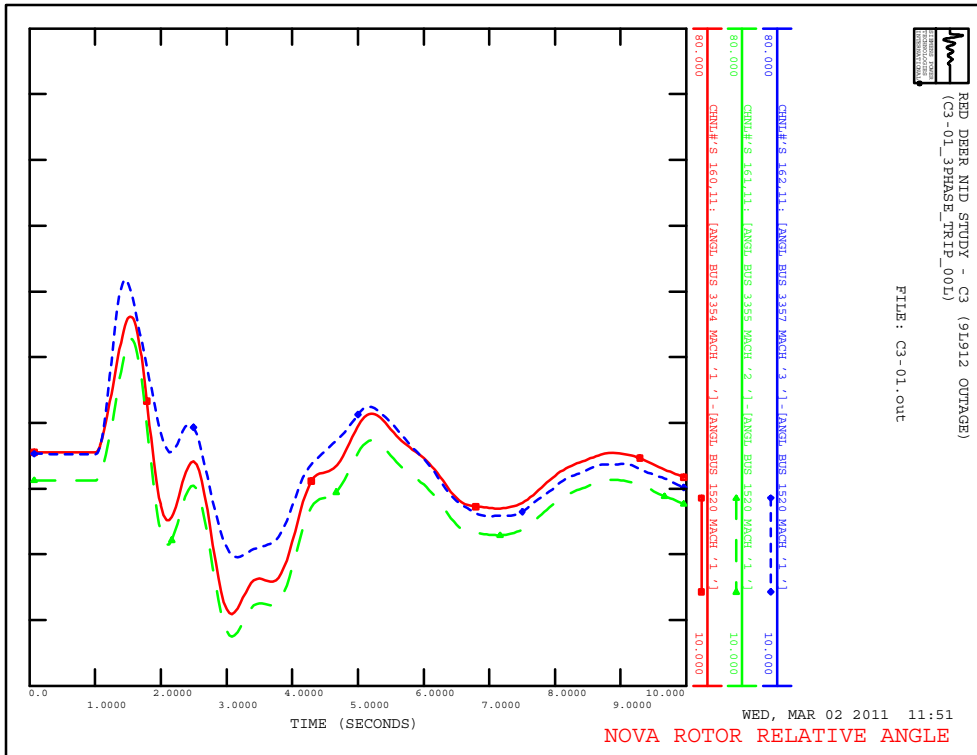

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

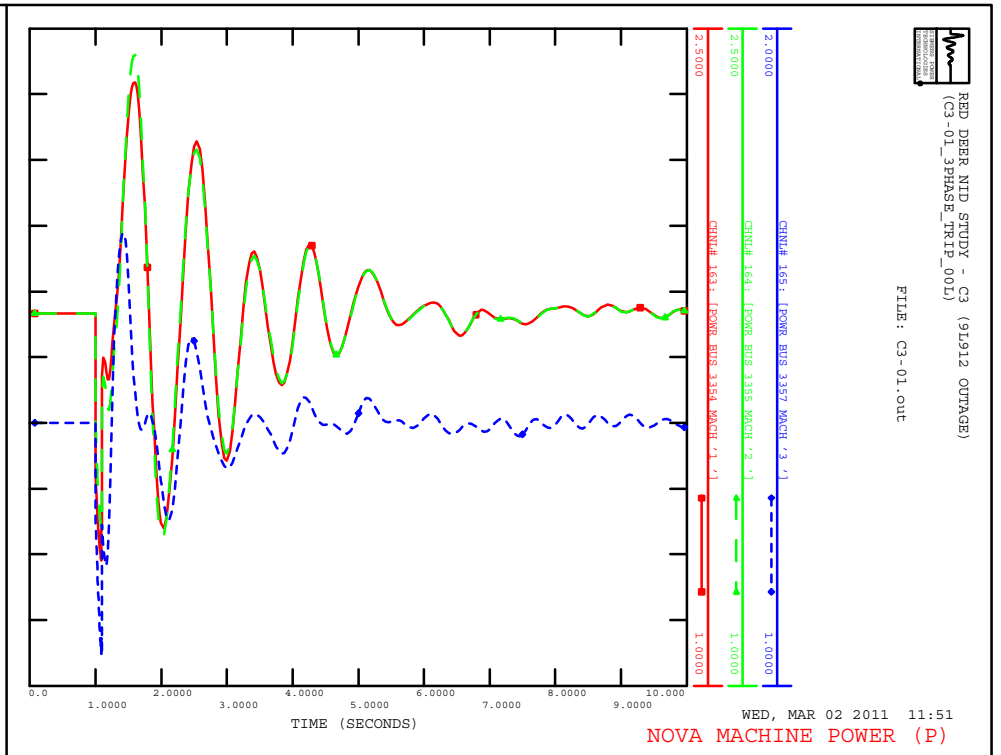

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

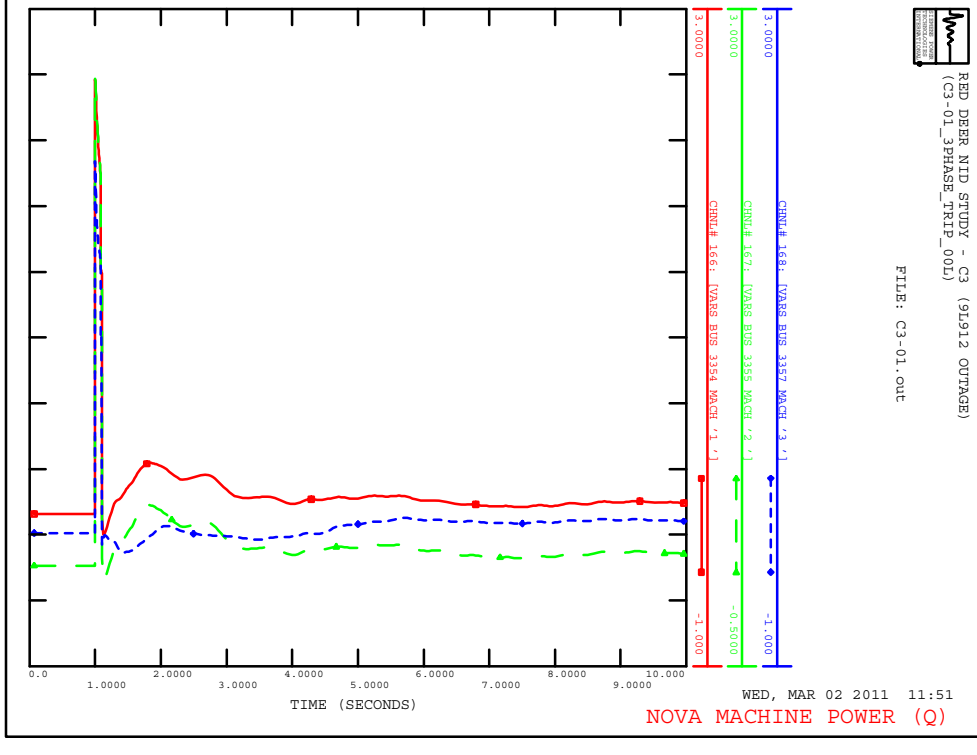

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

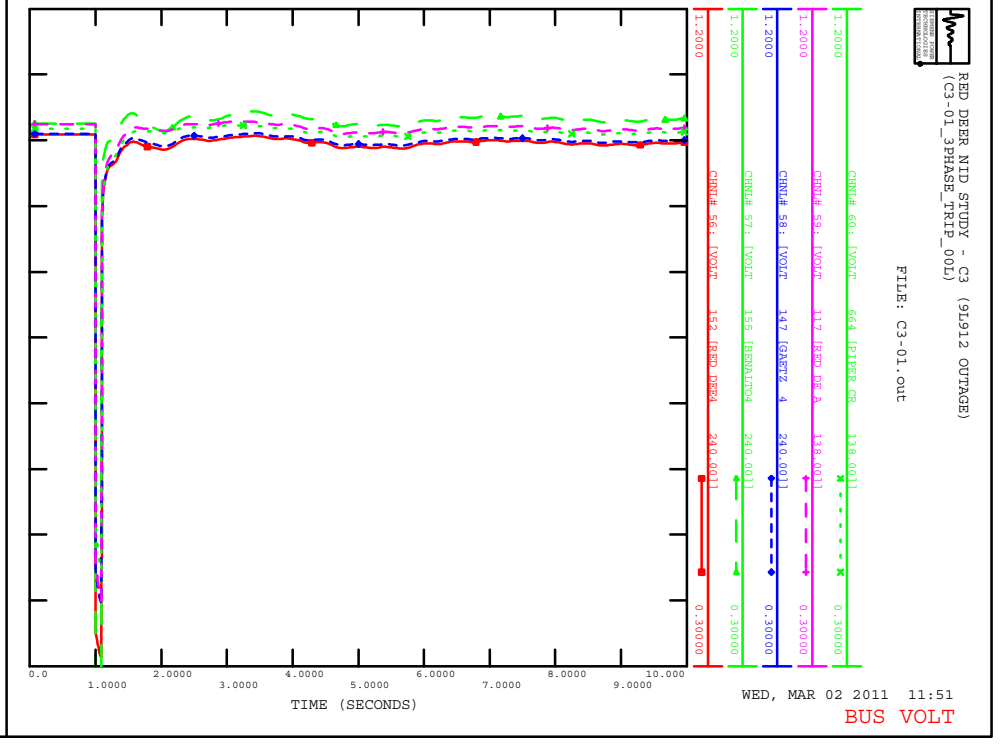

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

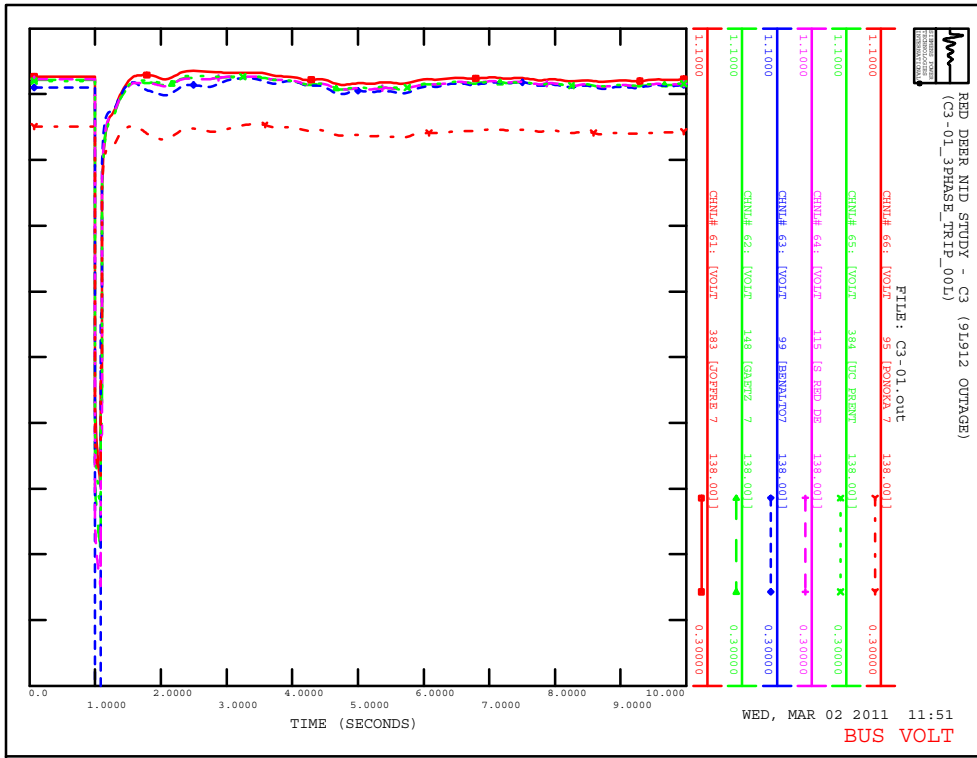

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

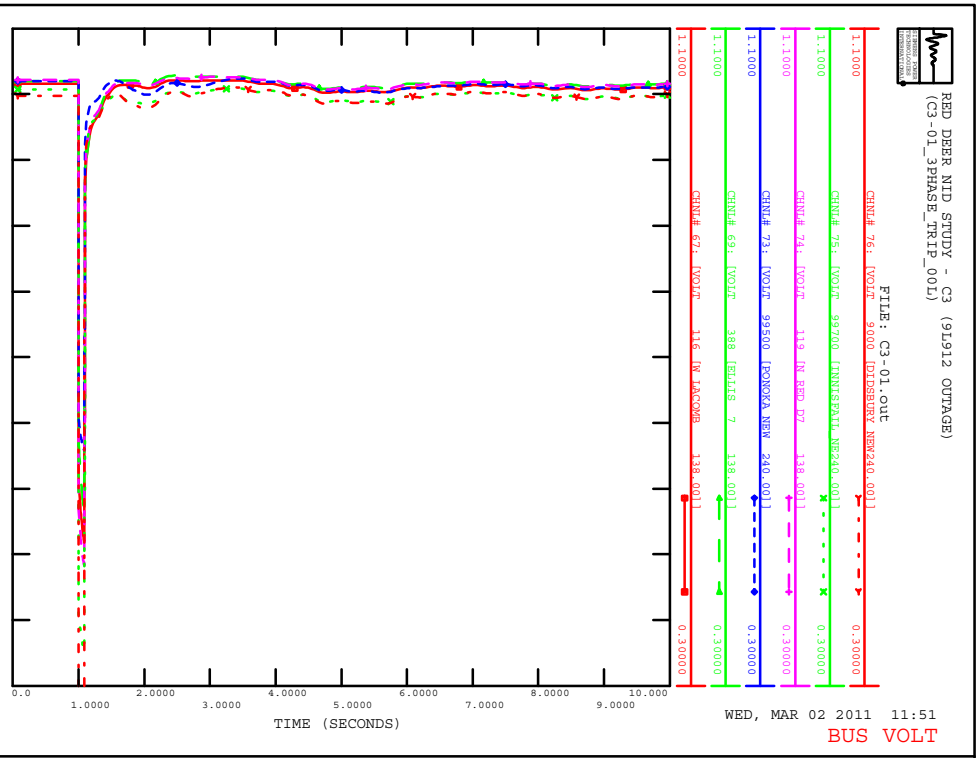

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

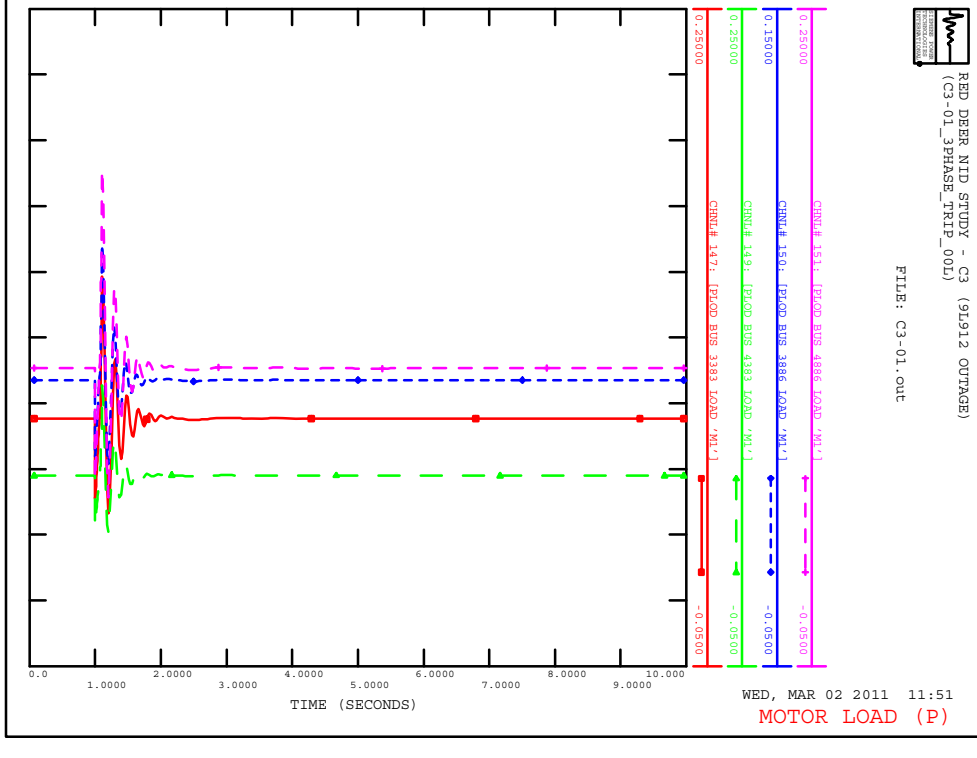

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

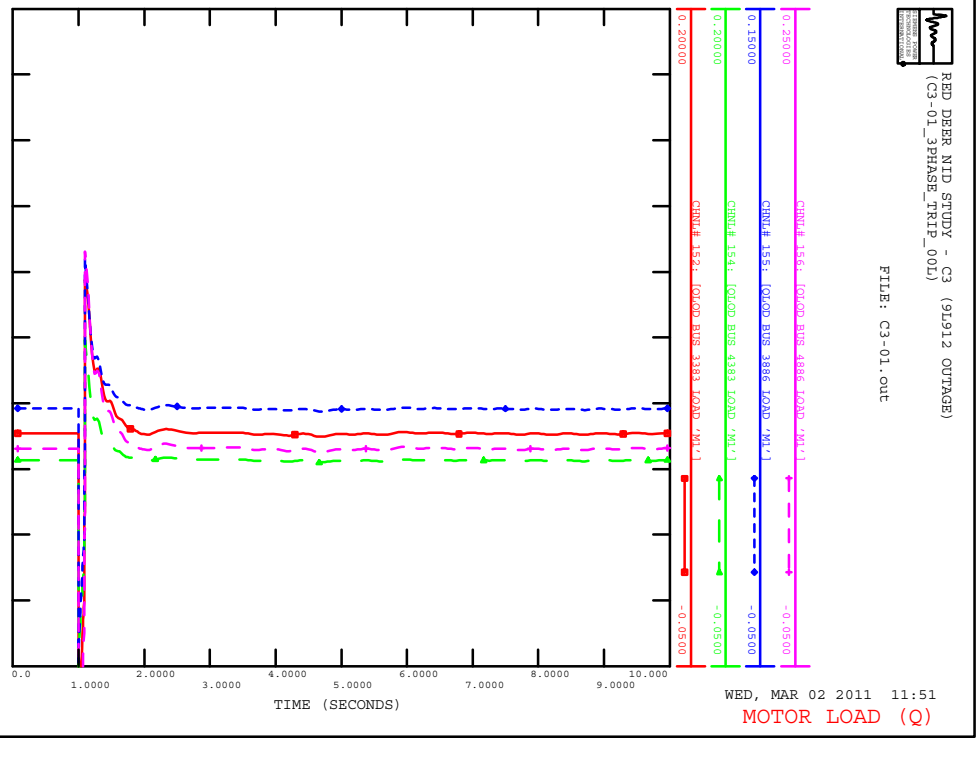

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

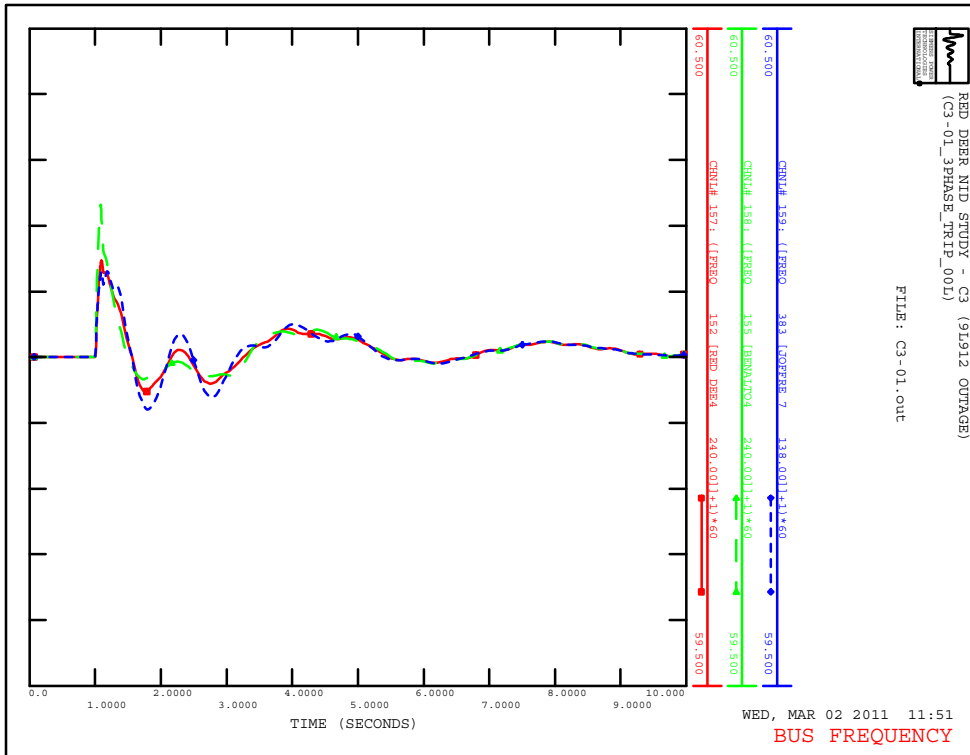

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

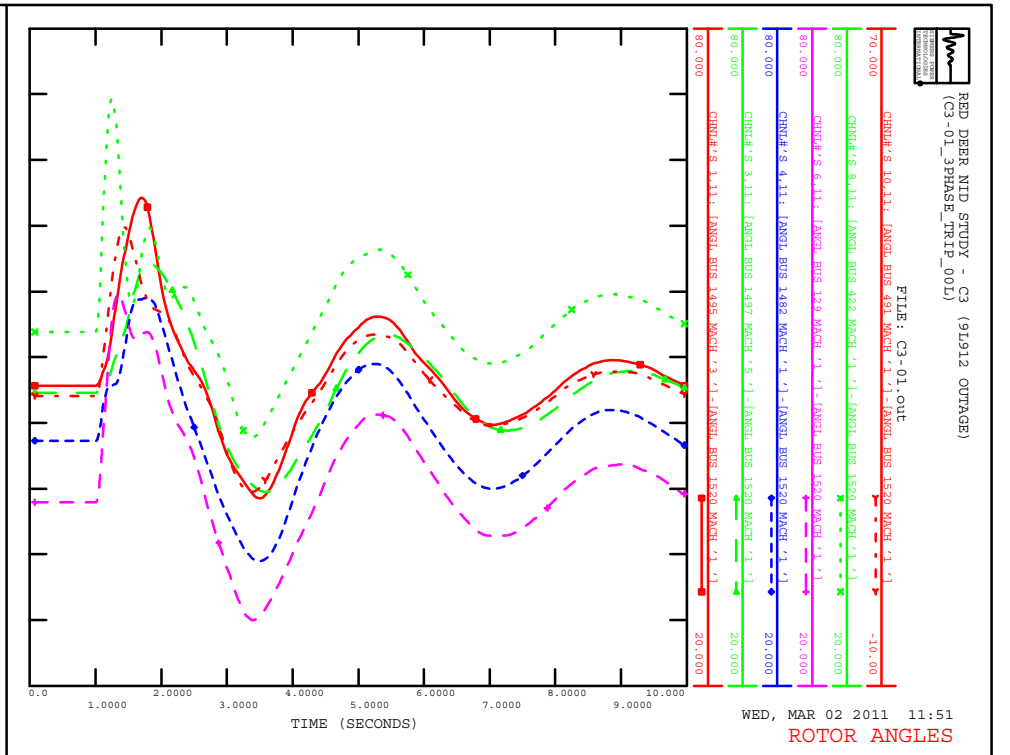

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

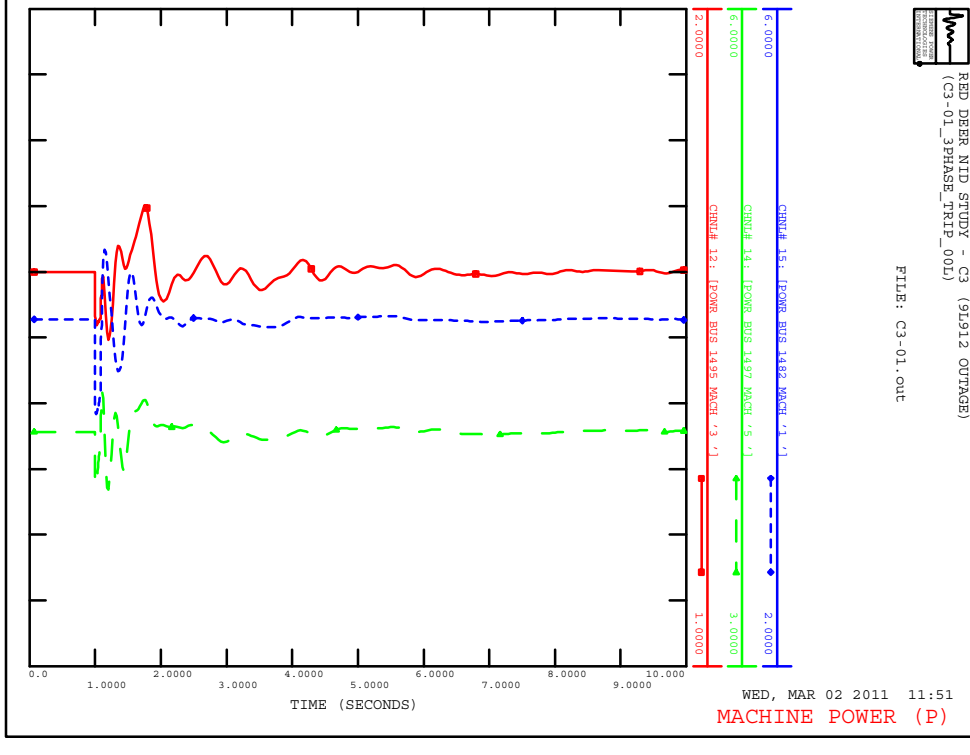

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DYSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

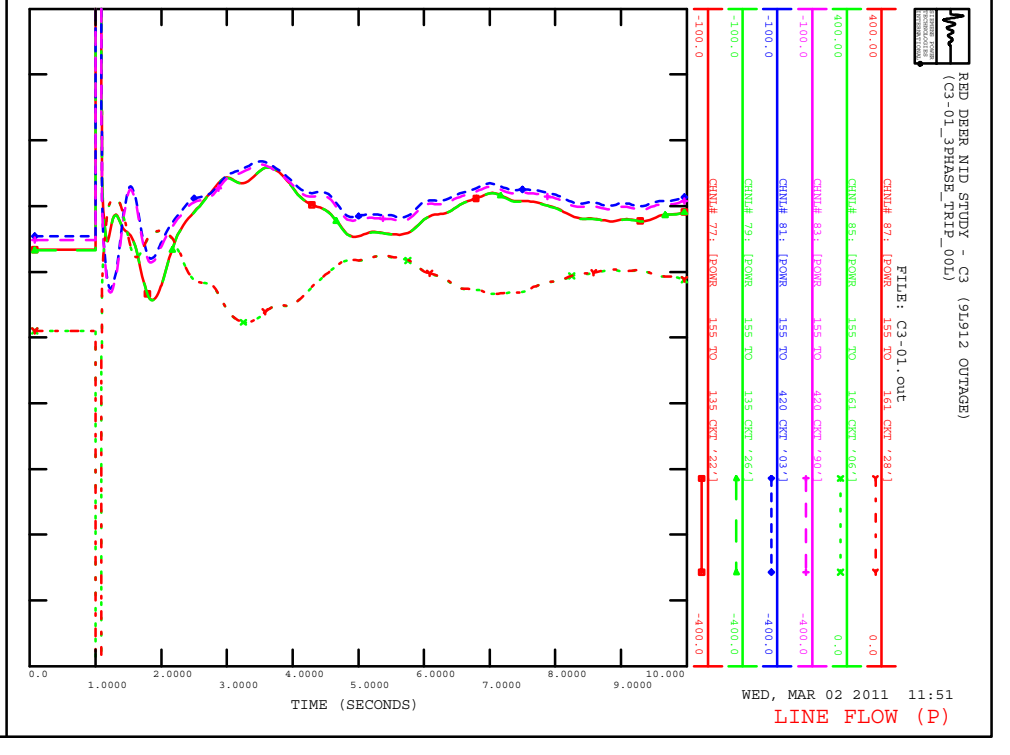

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

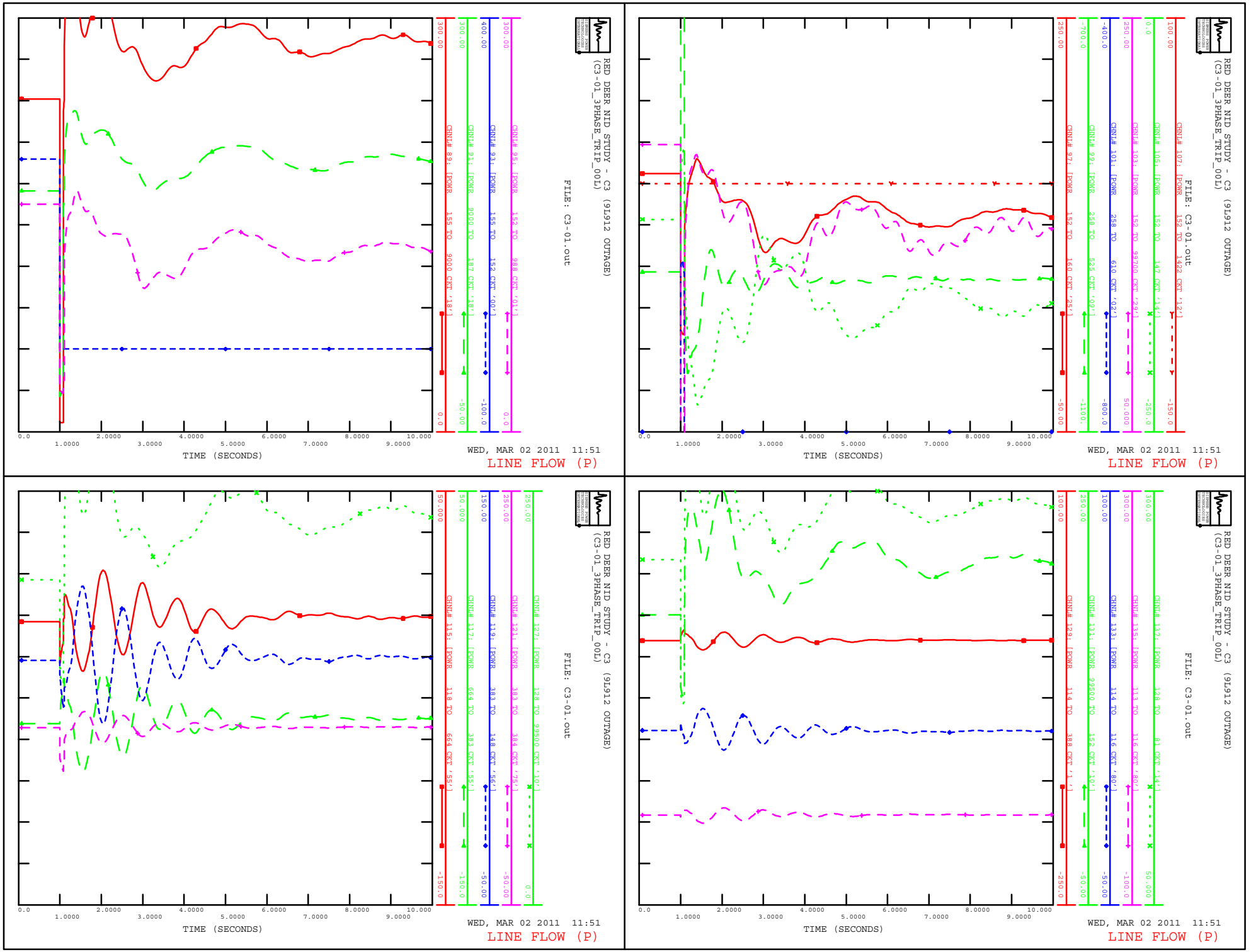

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

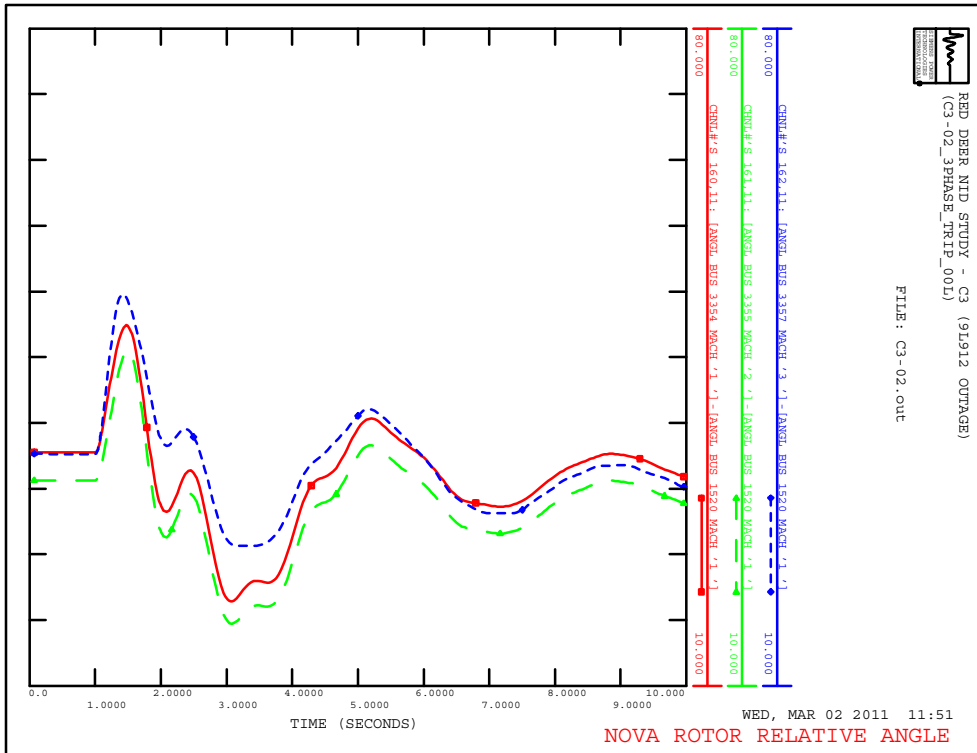

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

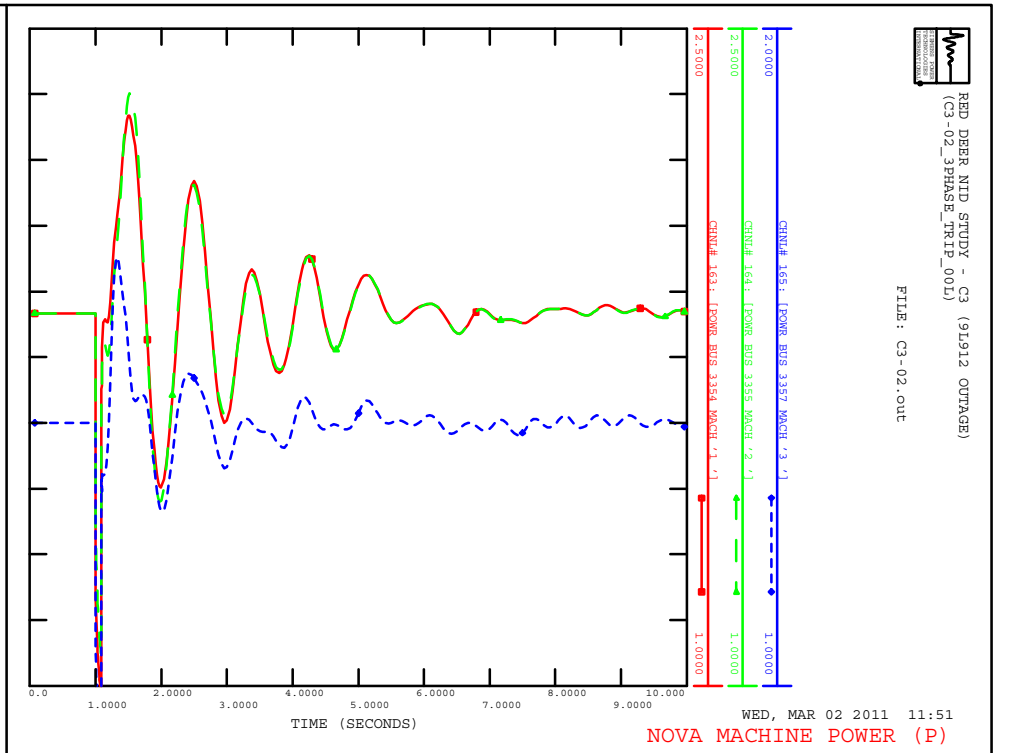

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

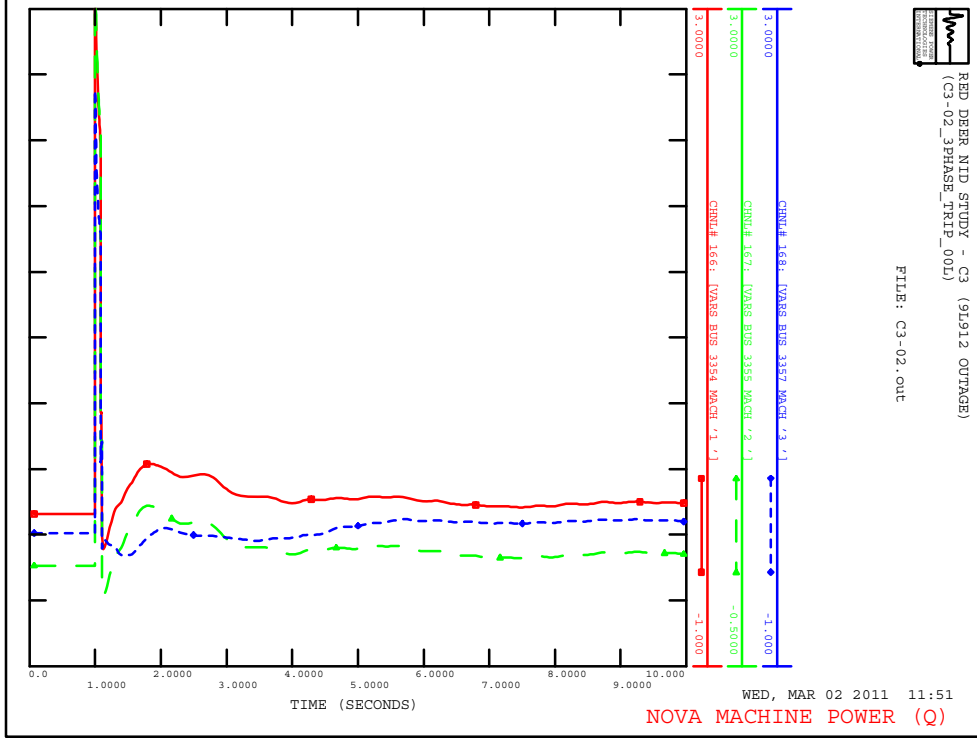

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

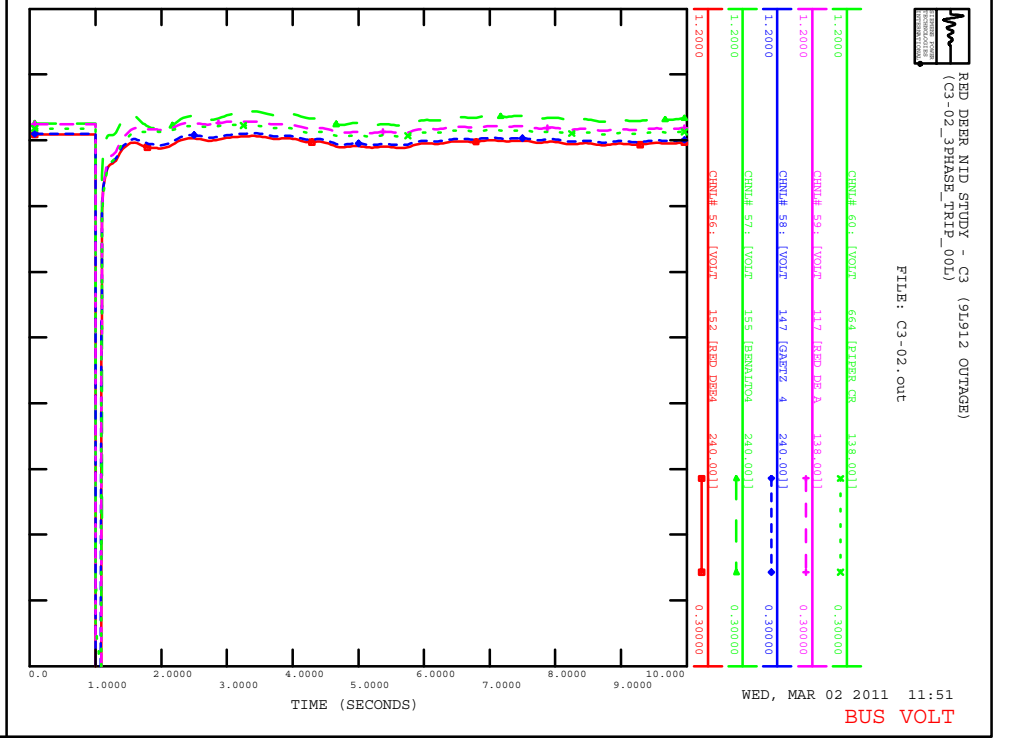

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

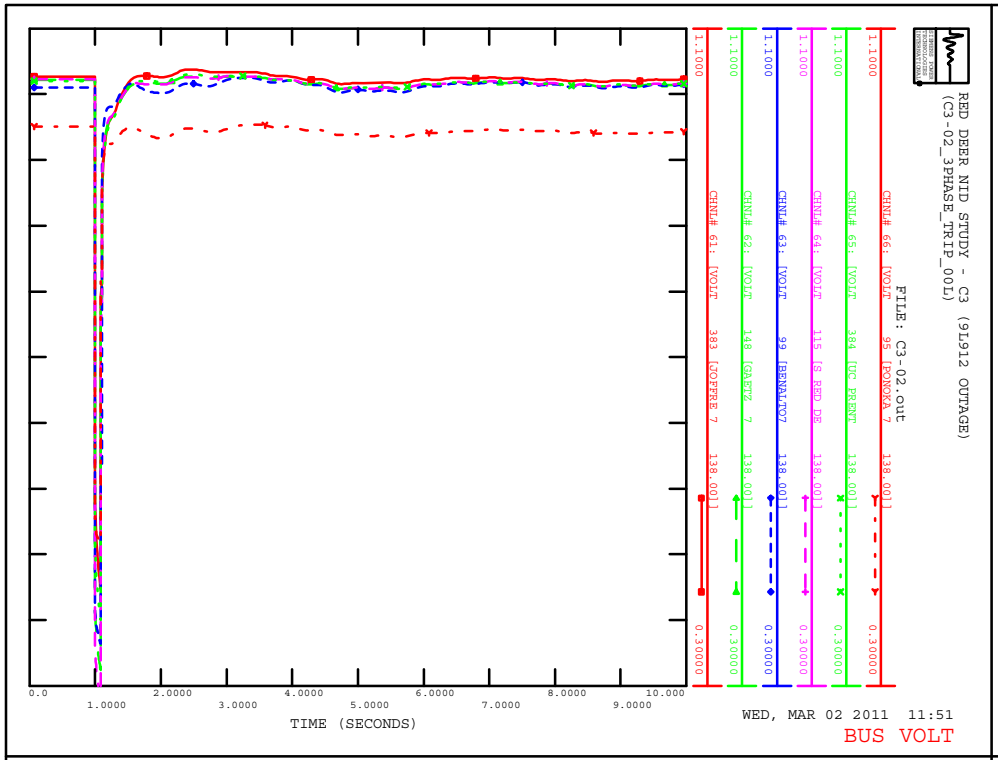

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

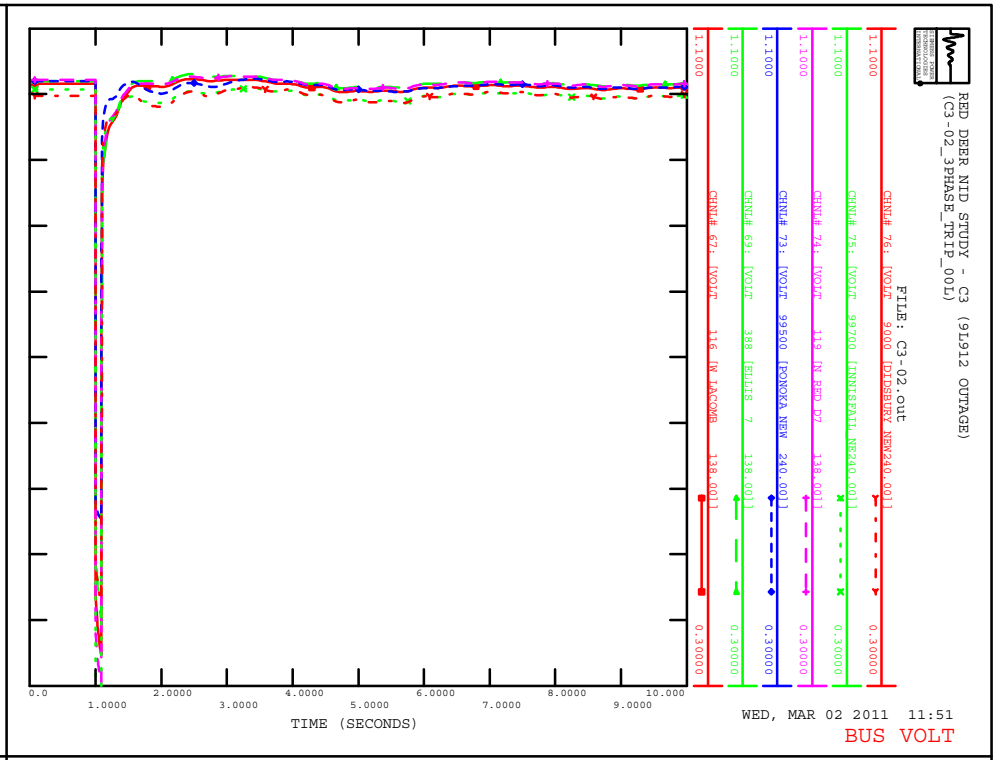

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

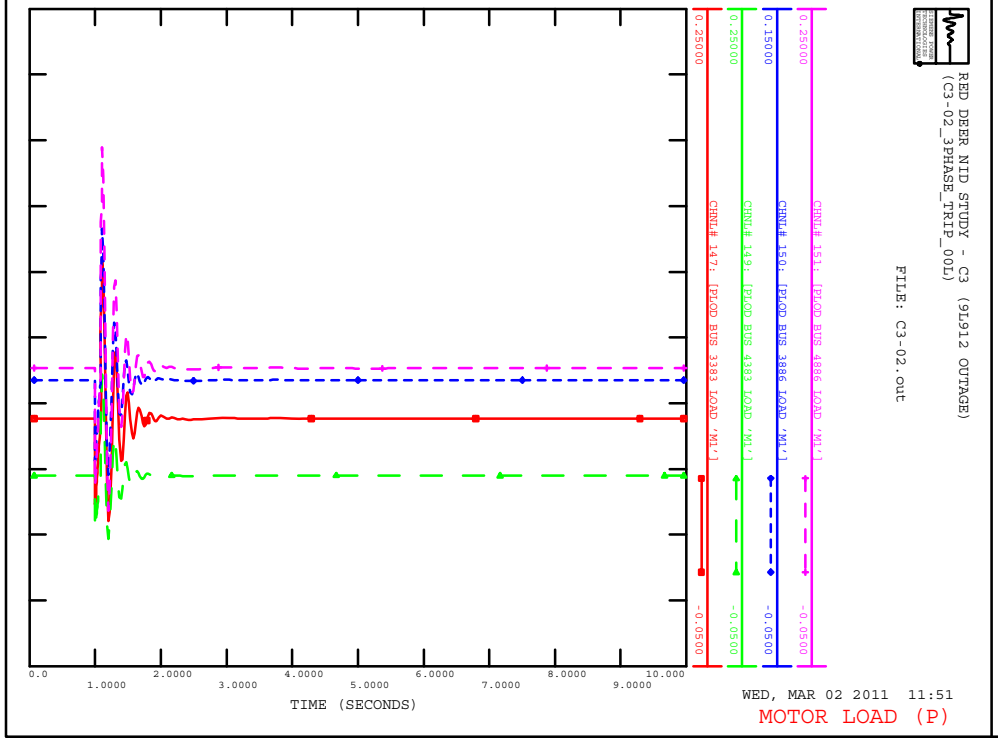

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

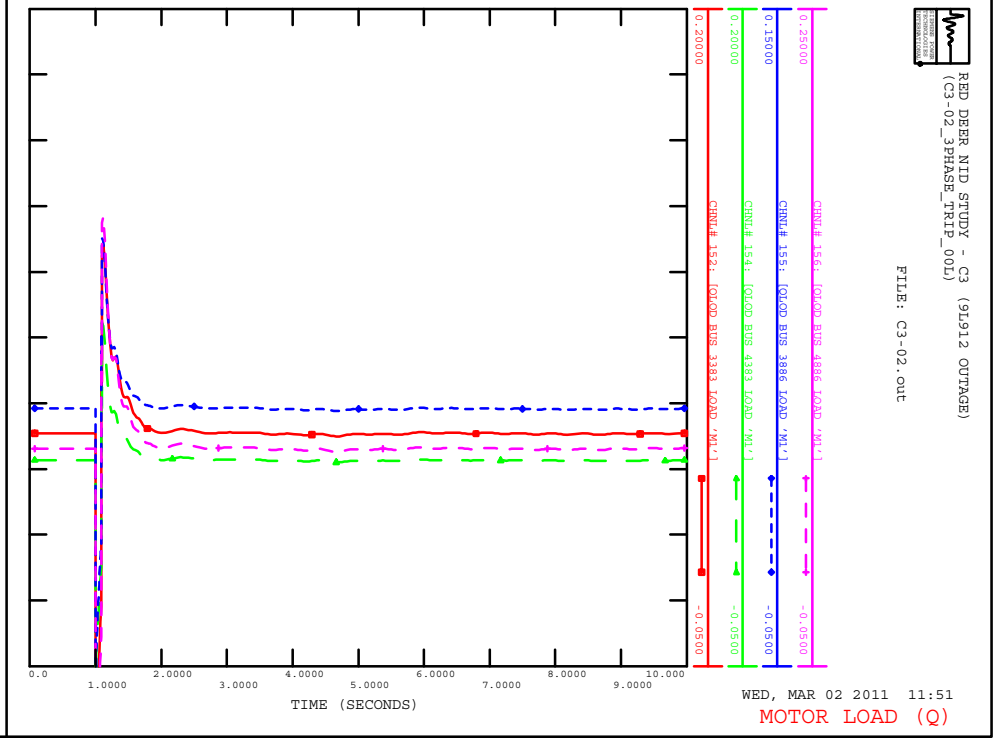

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

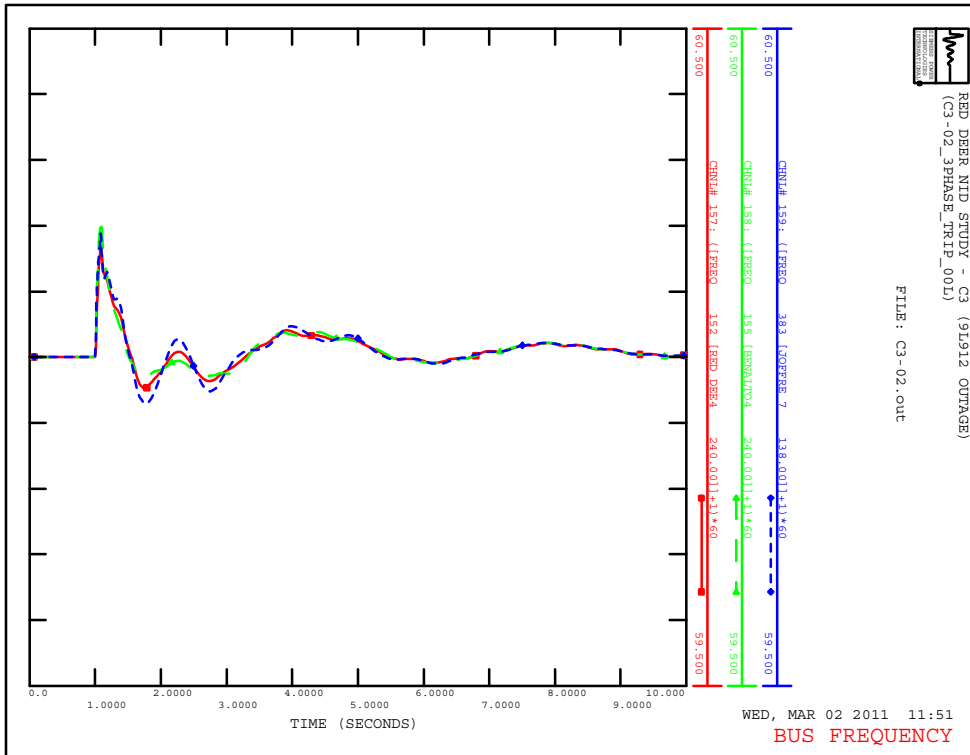

RED DEER NID STUDY - C3 (91912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

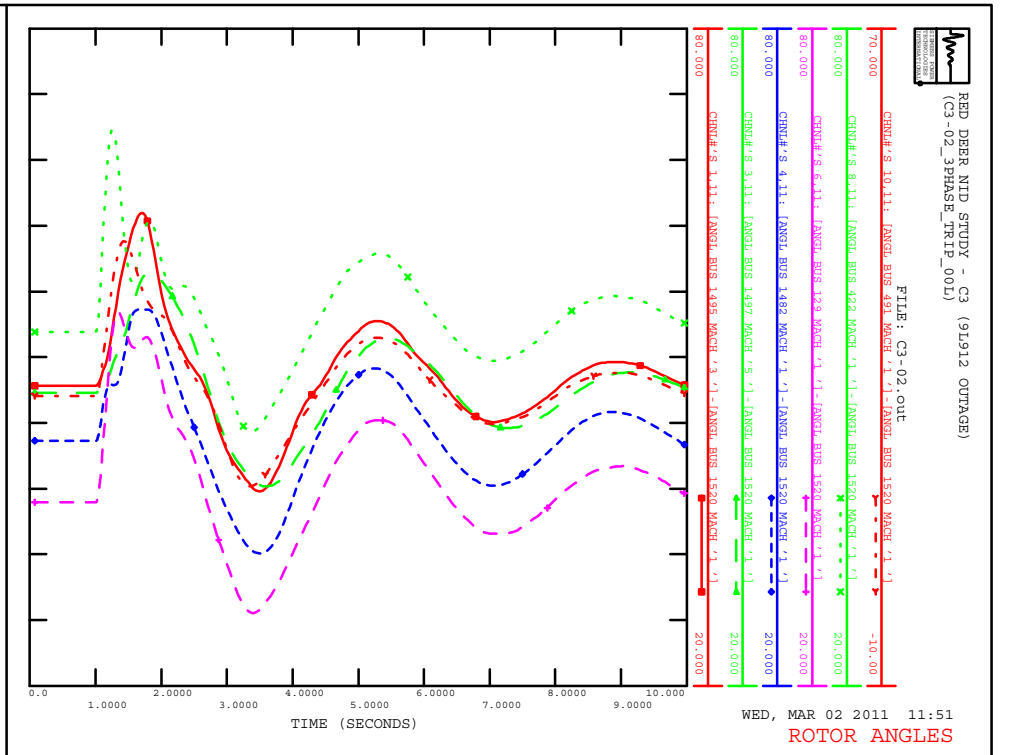

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

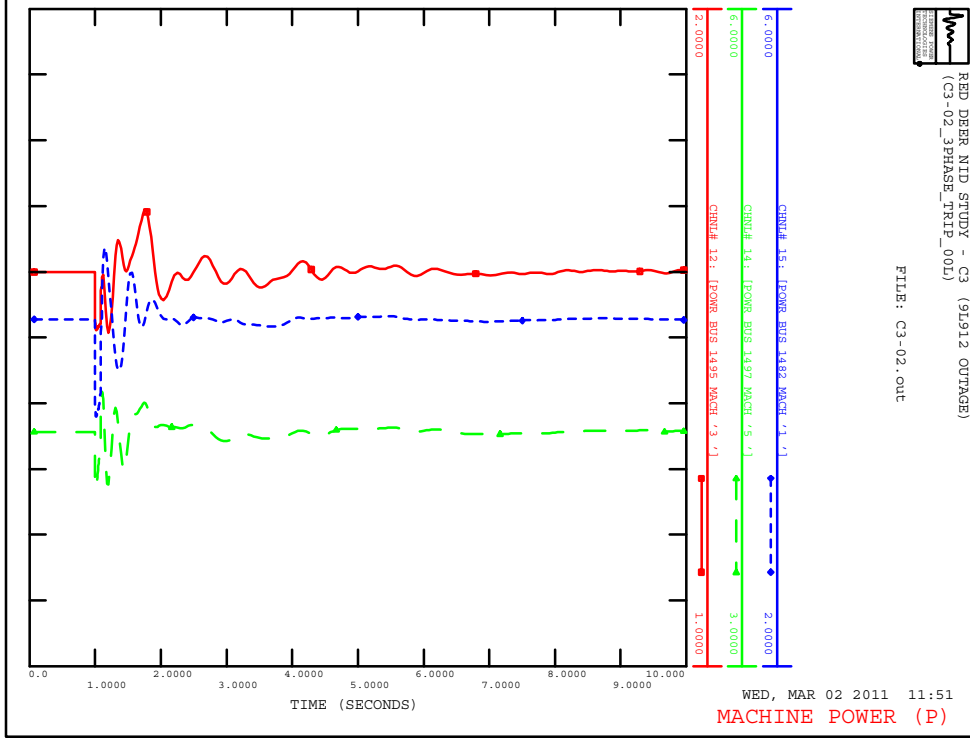

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

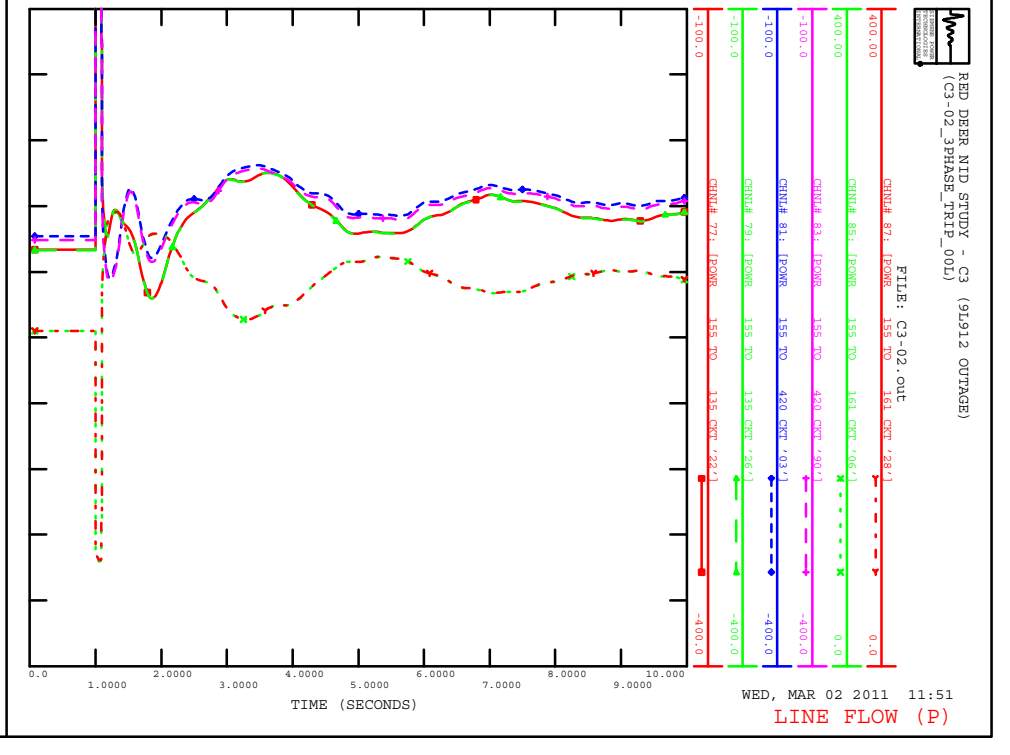

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

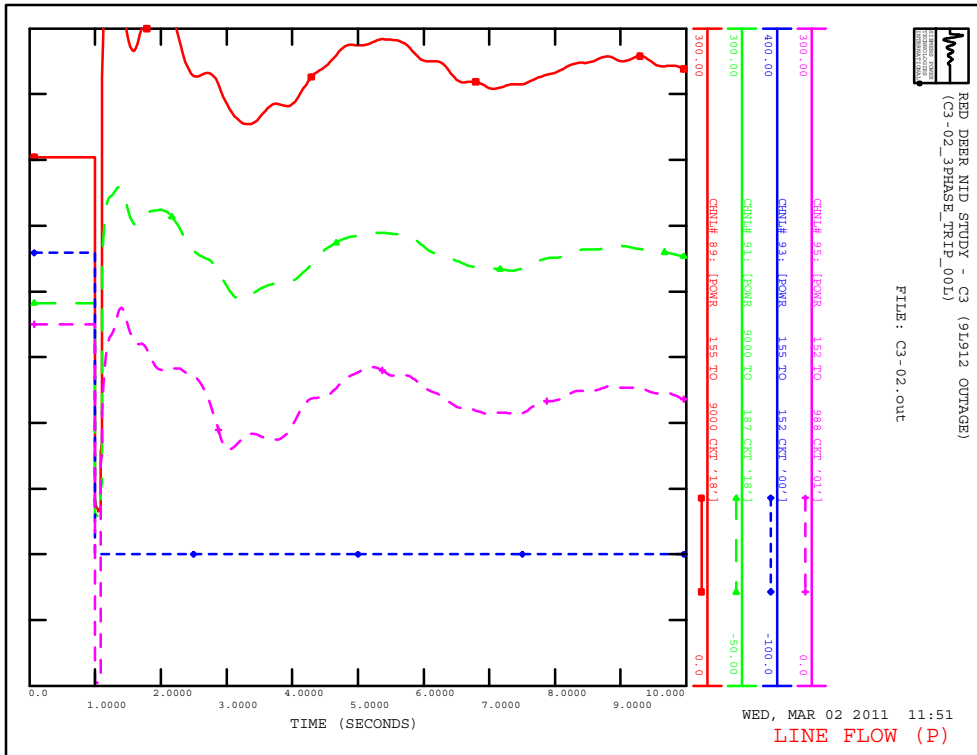

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

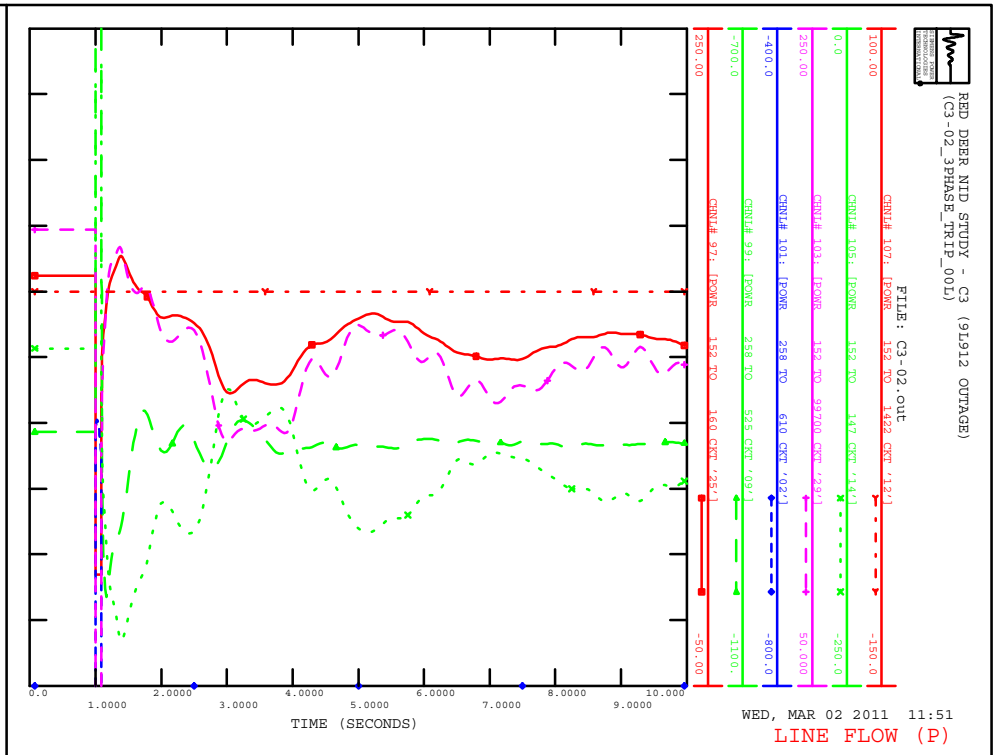

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

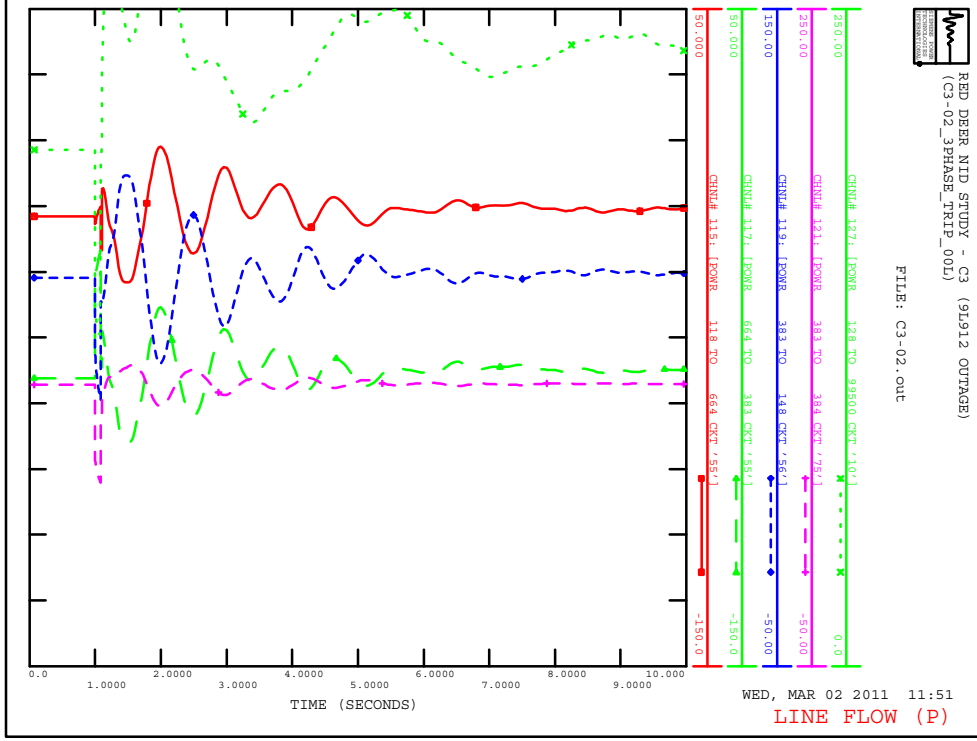

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

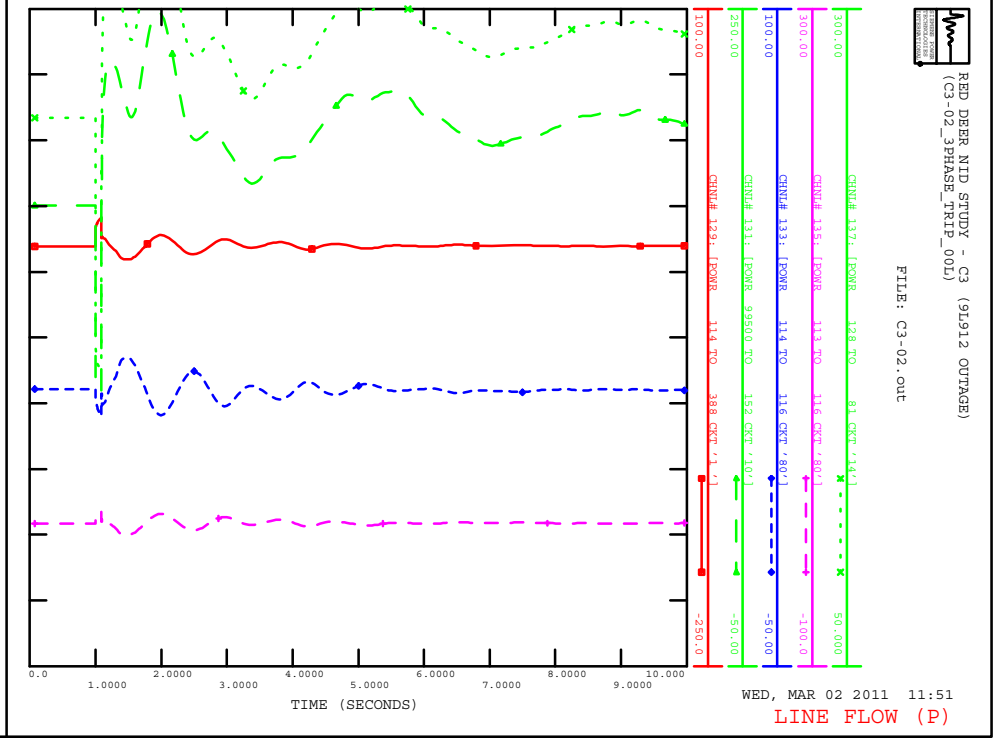

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

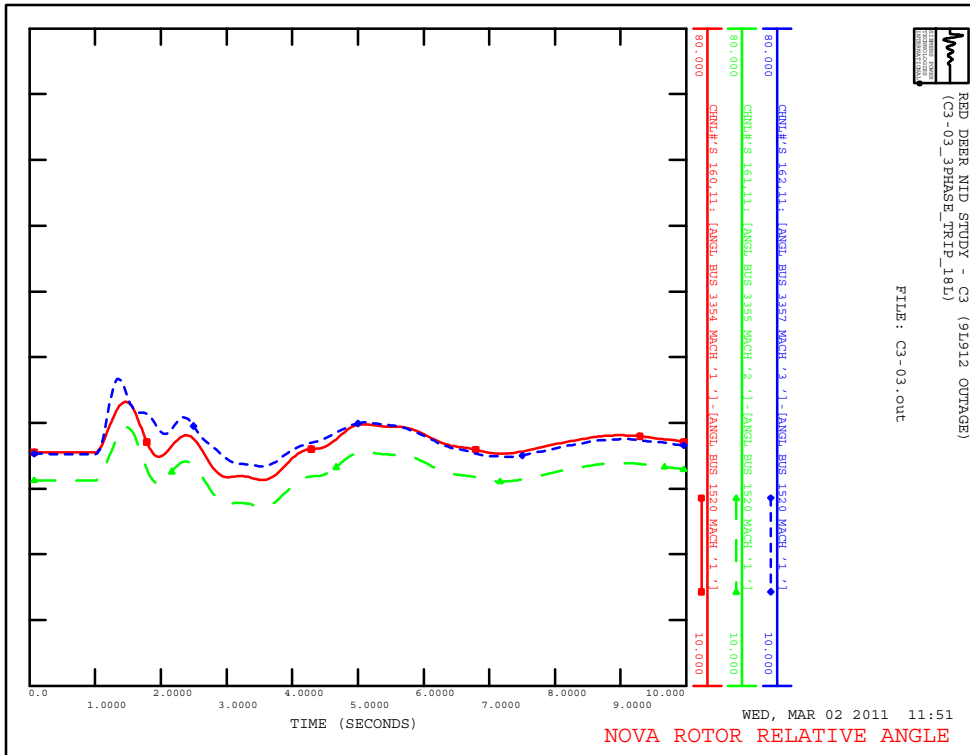

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

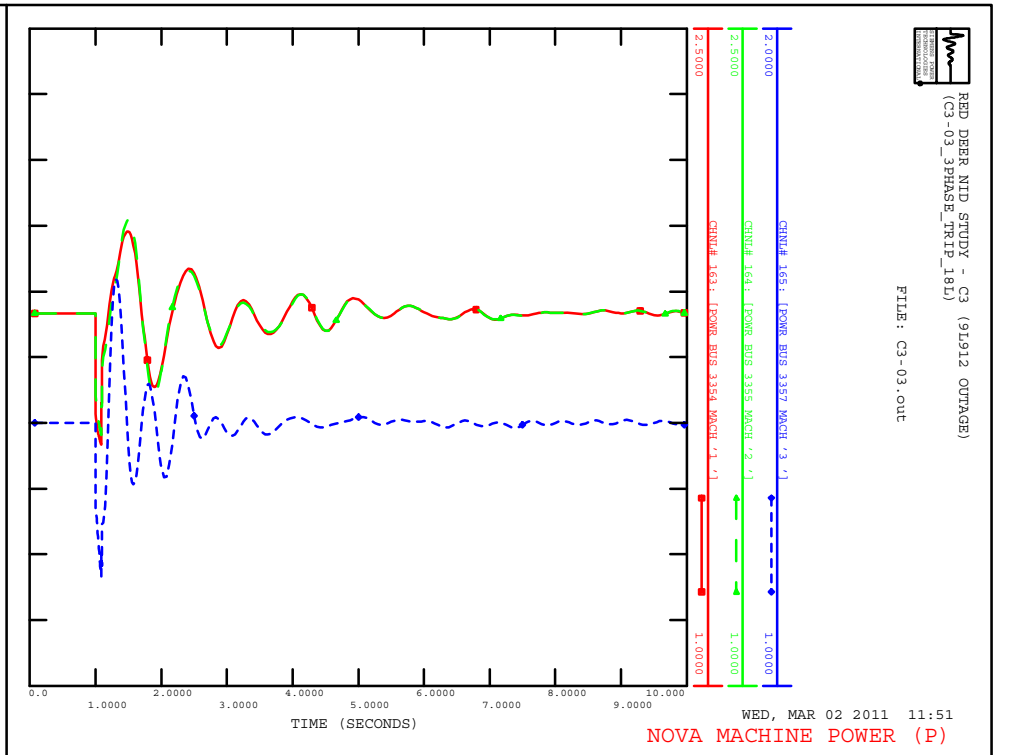

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

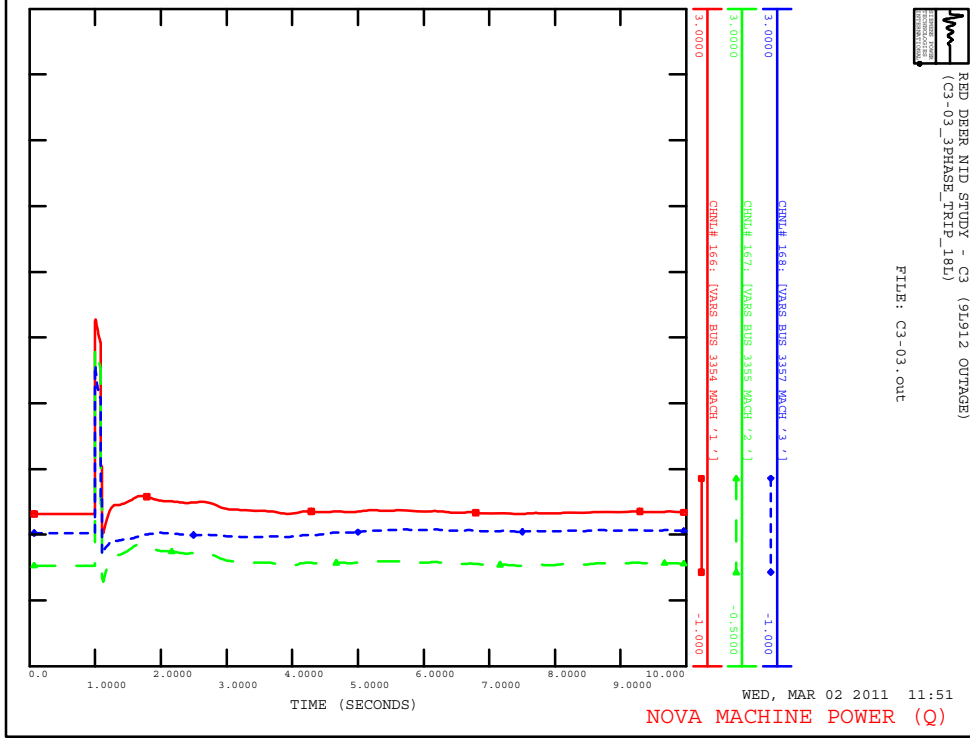

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

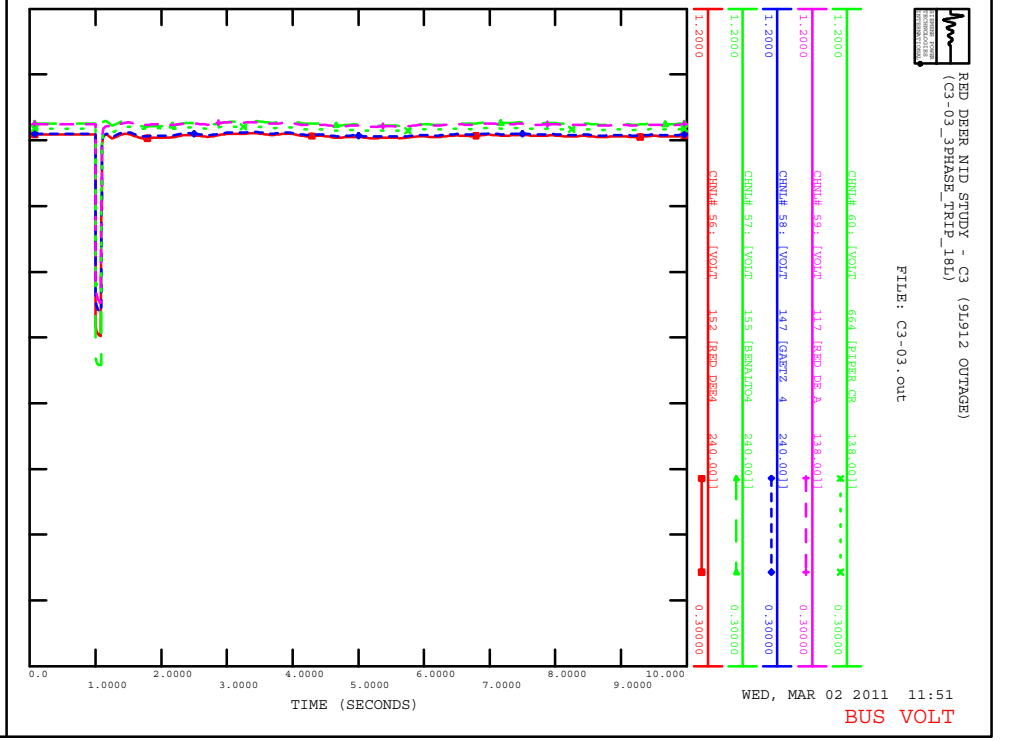

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

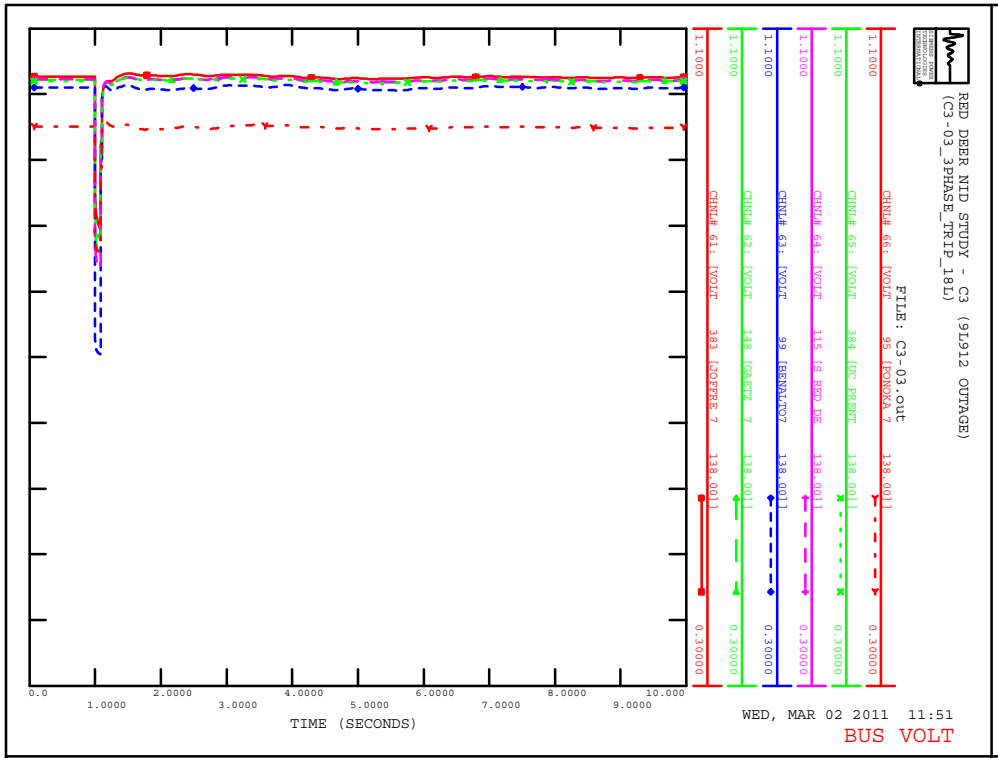

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

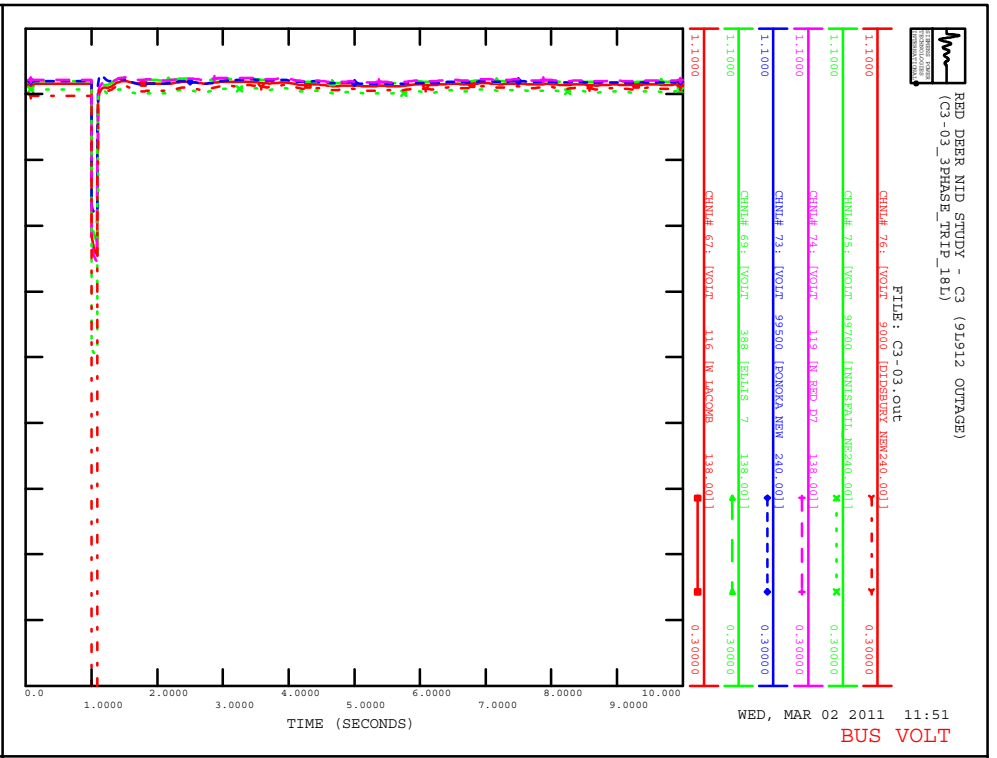

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

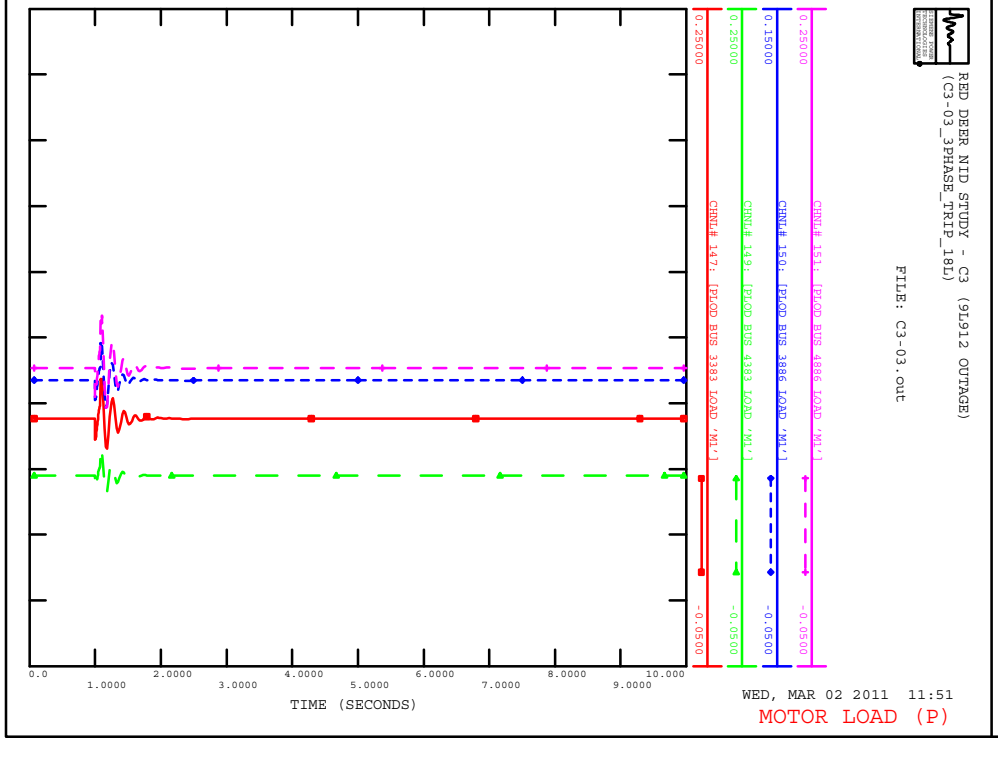

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

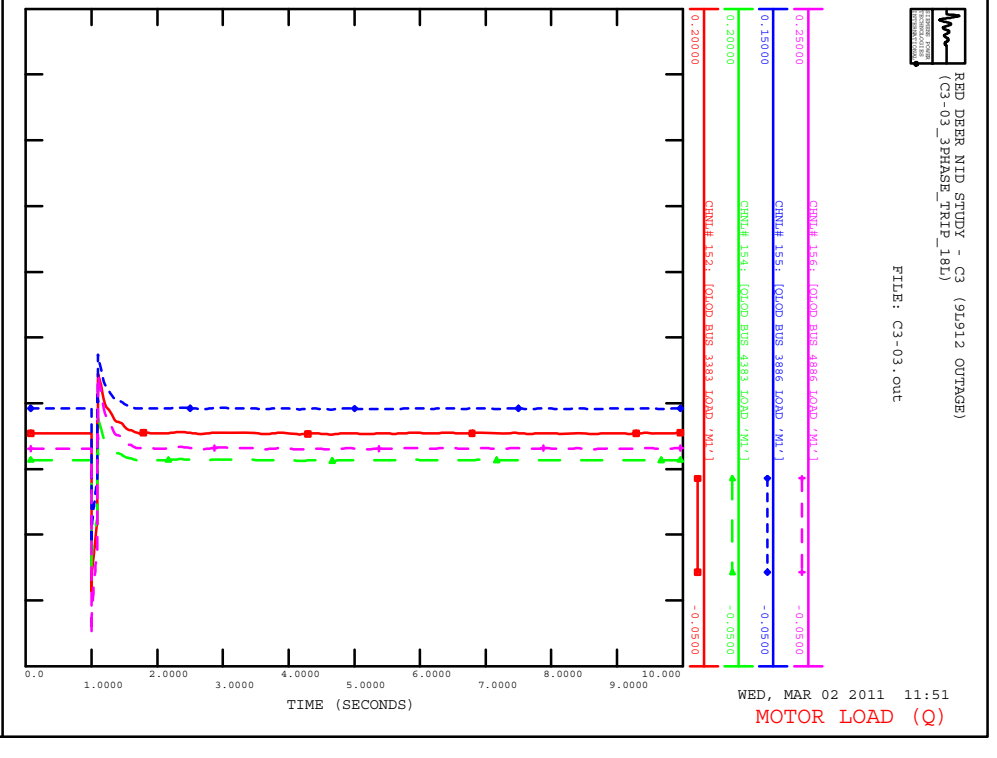

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

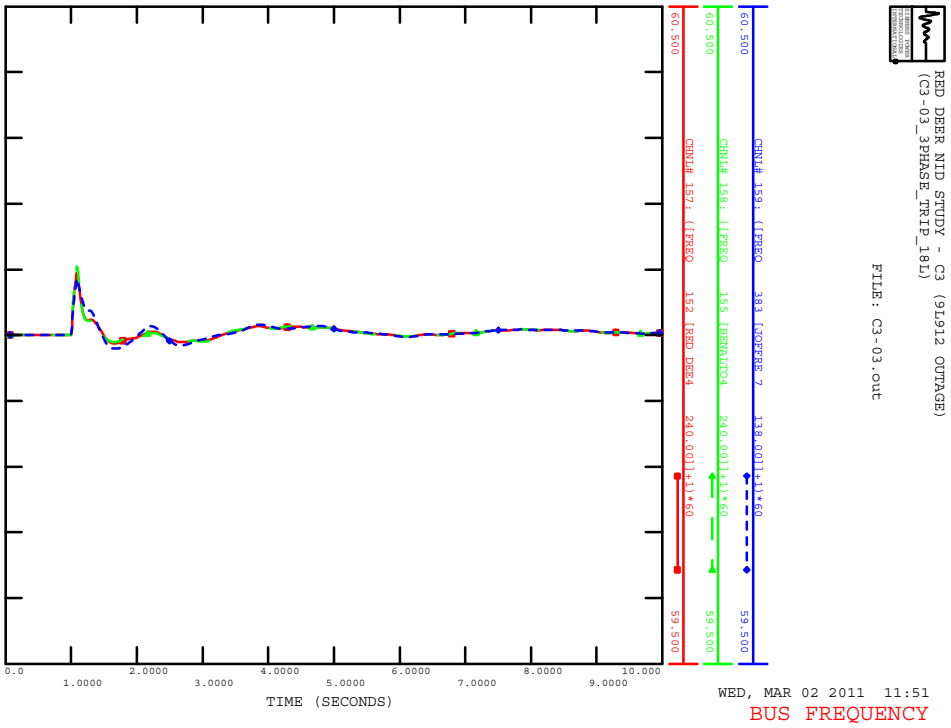

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

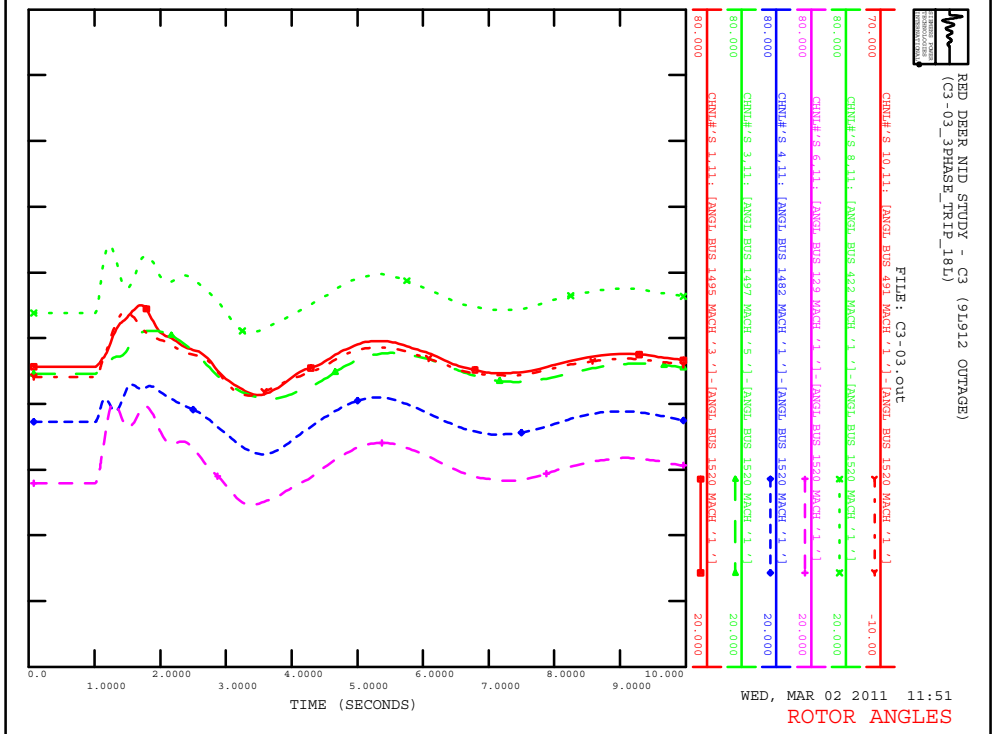

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

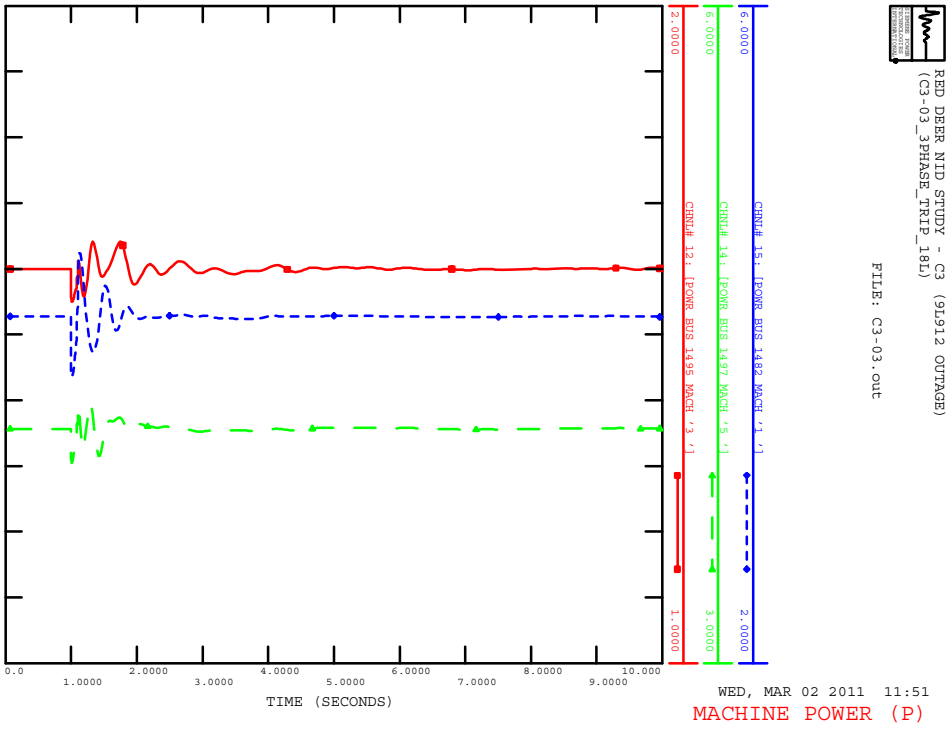

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

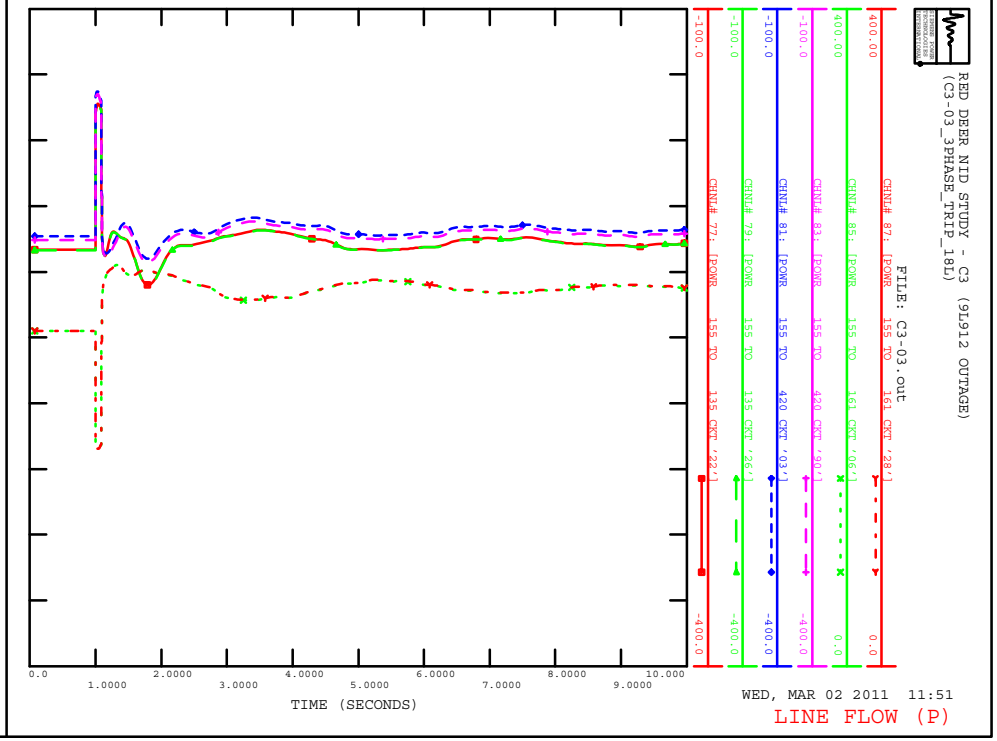

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

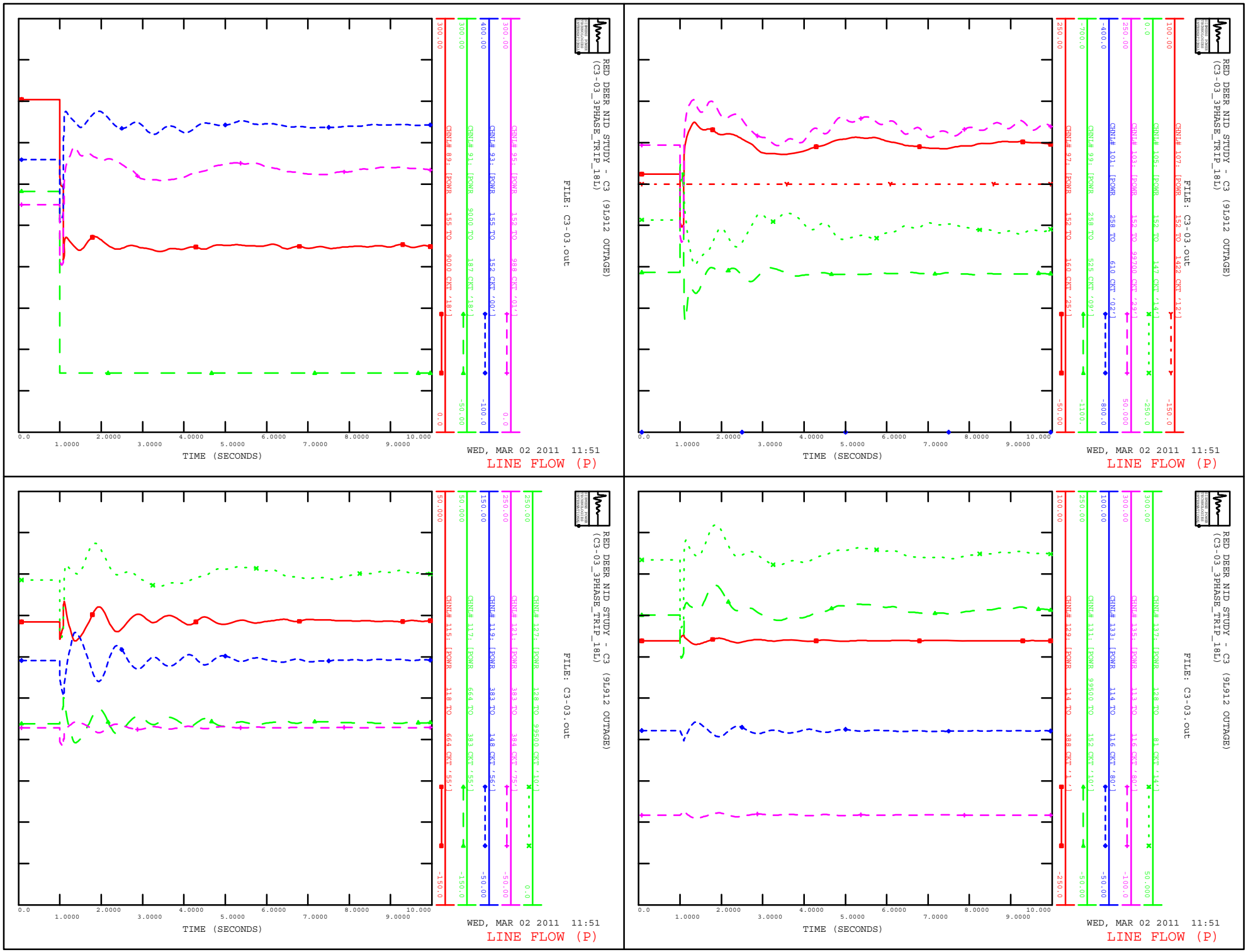

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

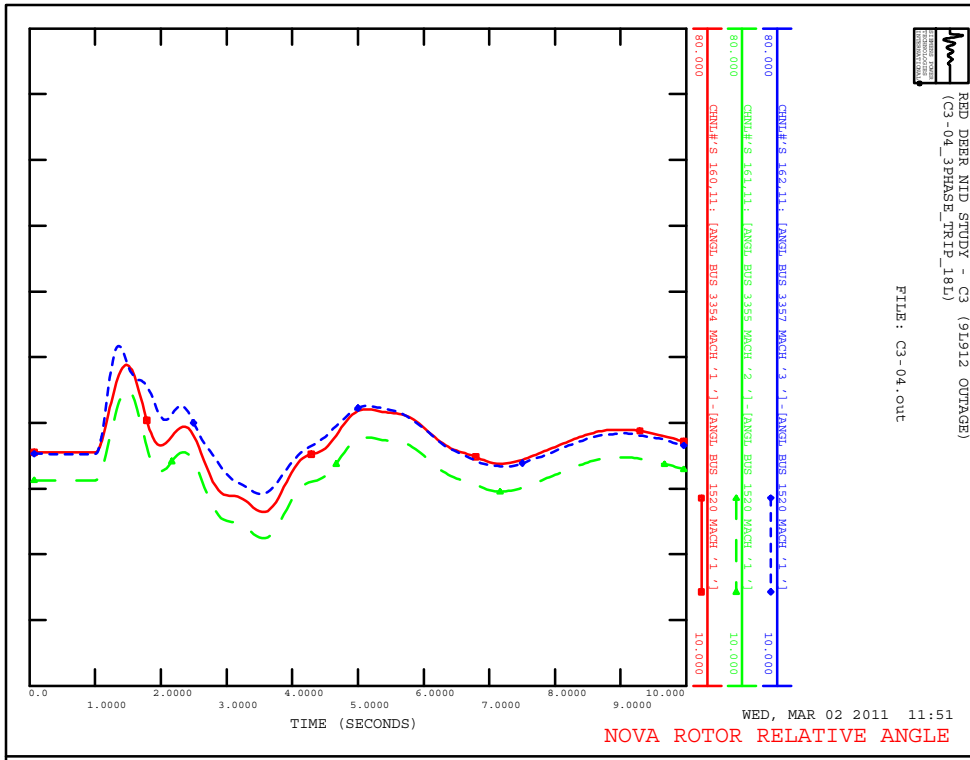

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

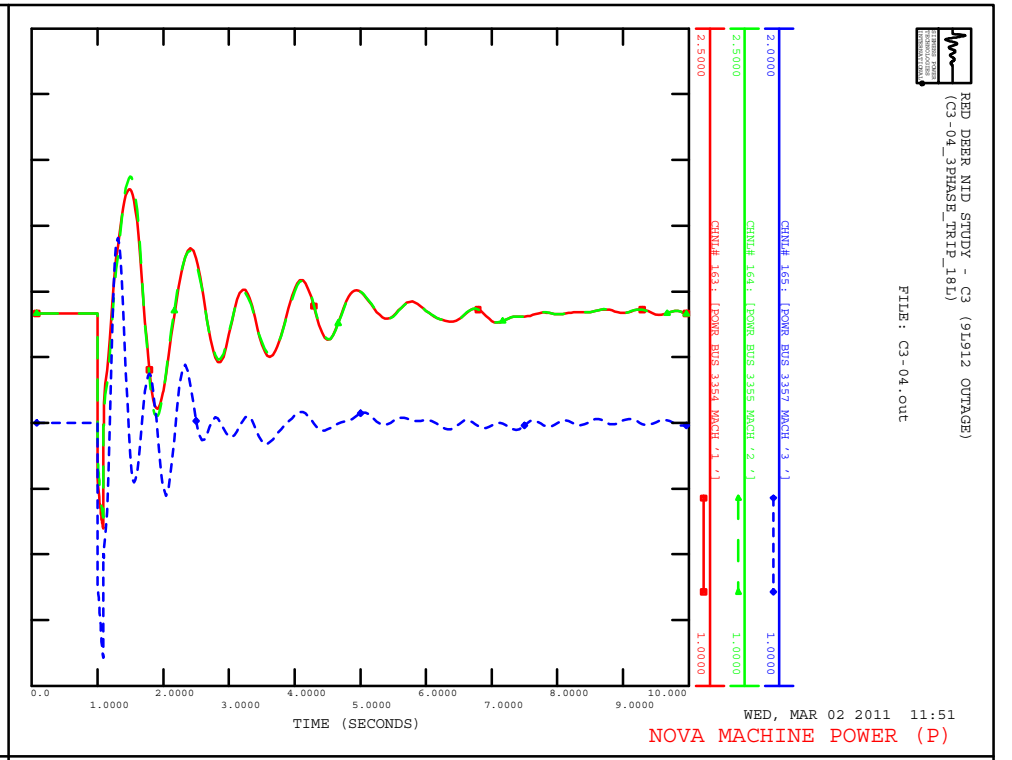

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

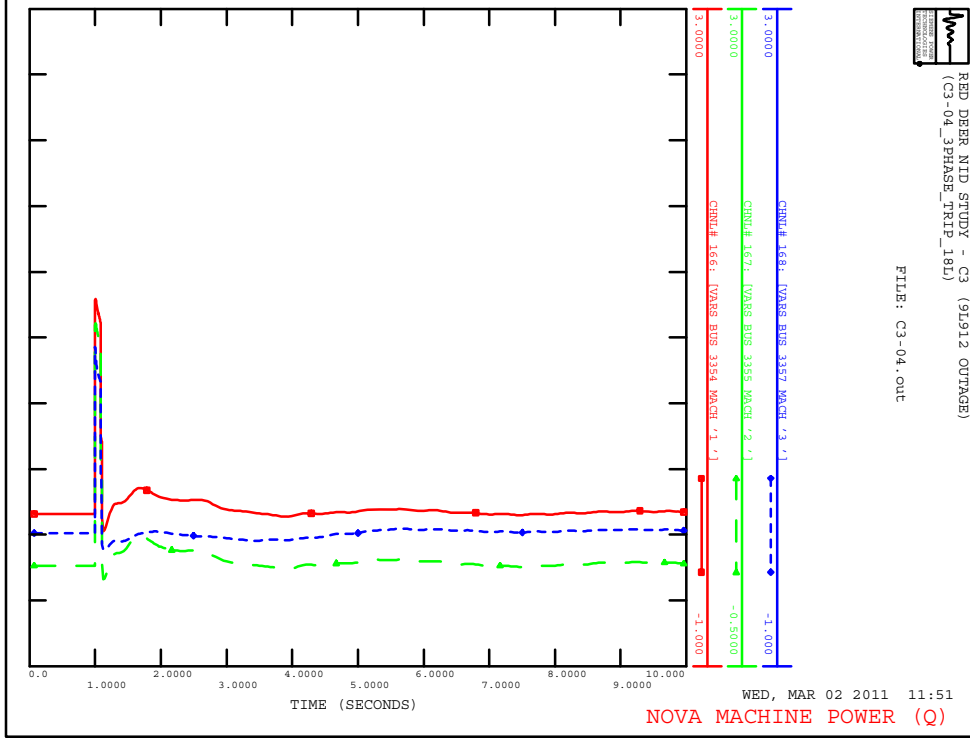

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

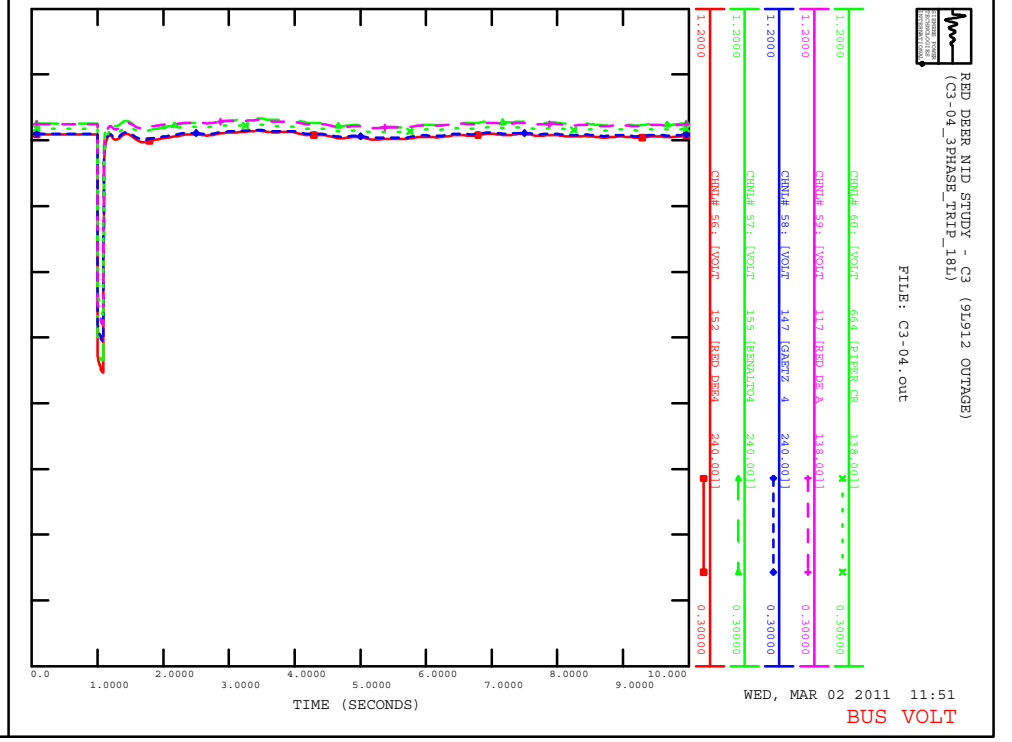

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

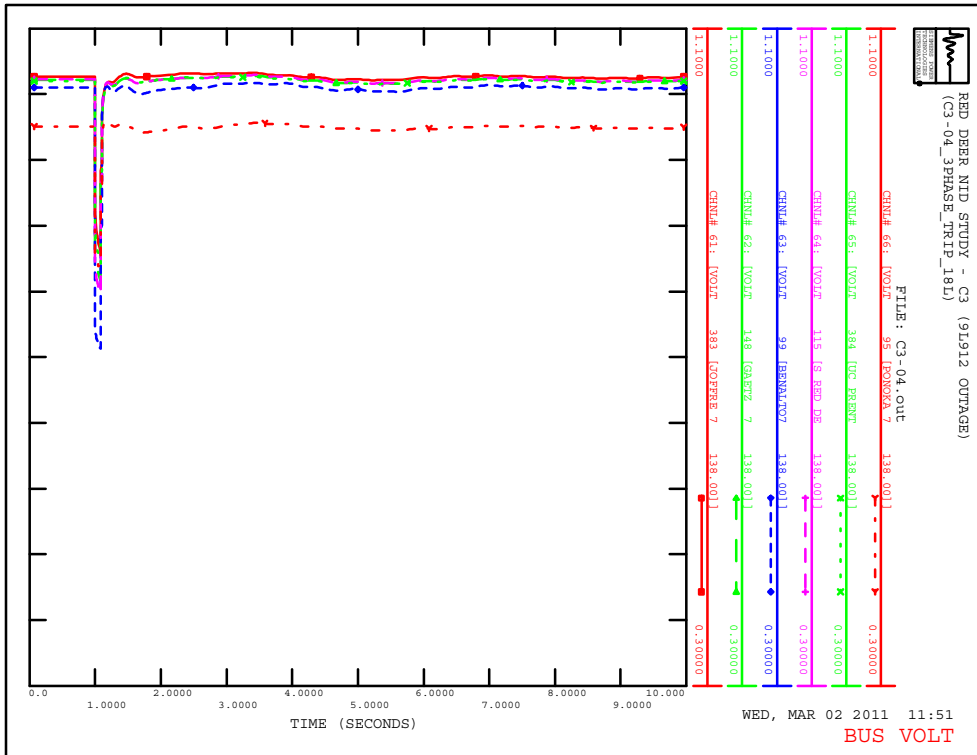

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

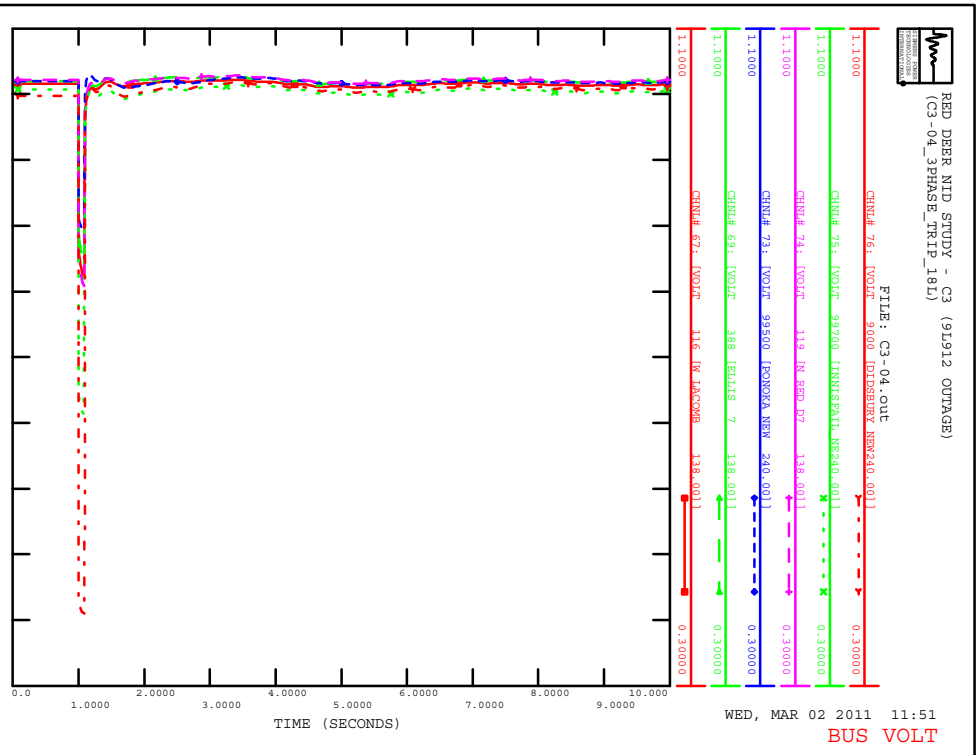

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

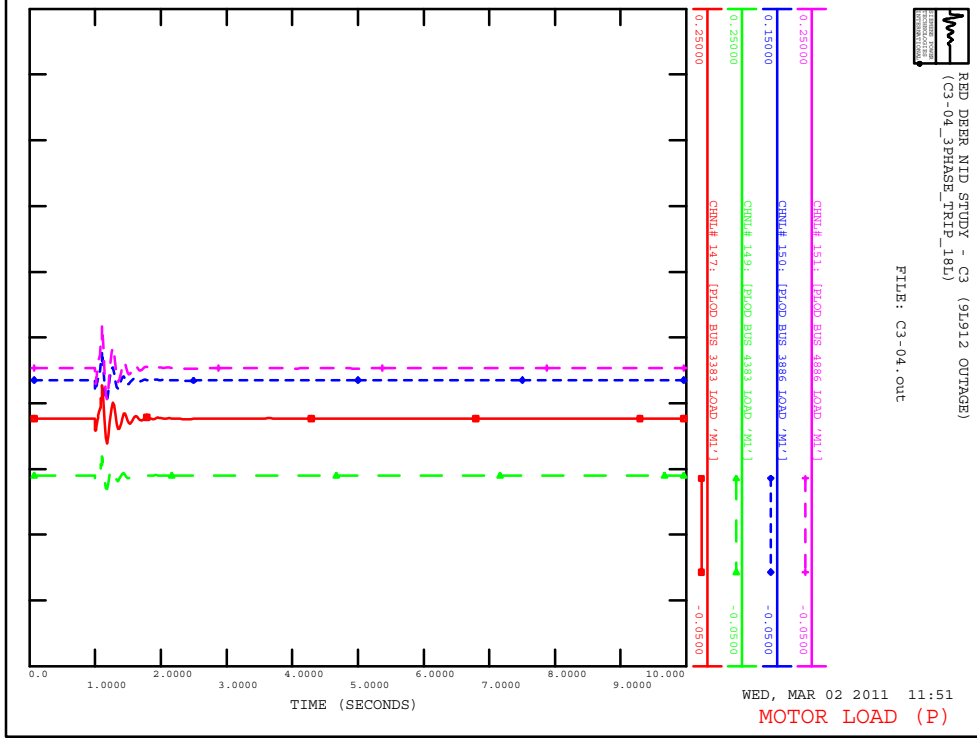

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

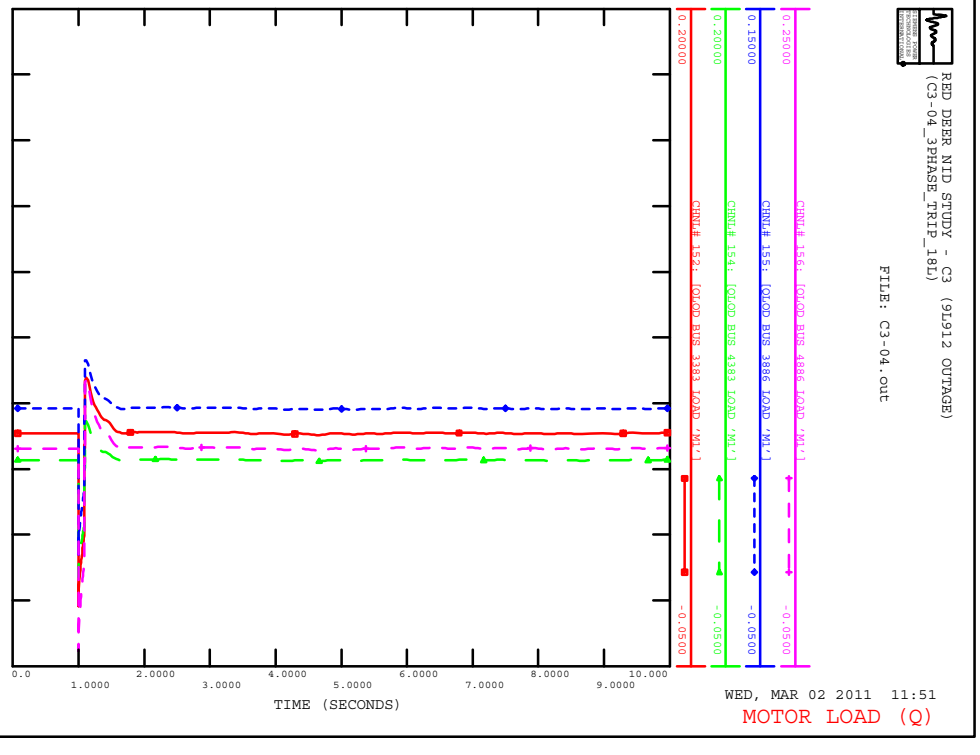

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

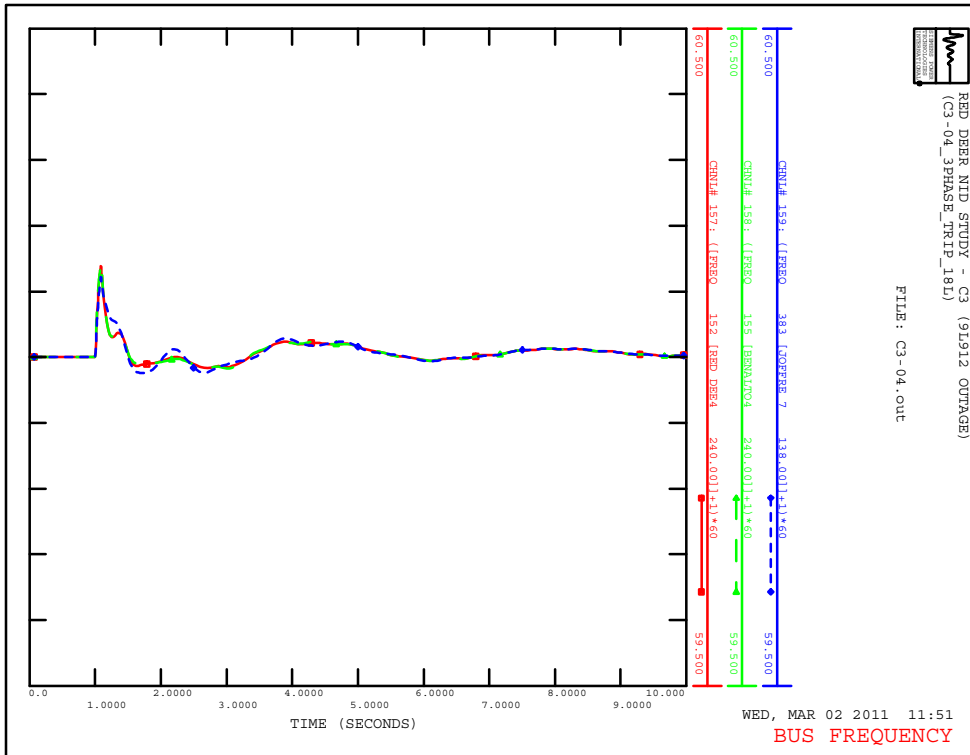

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

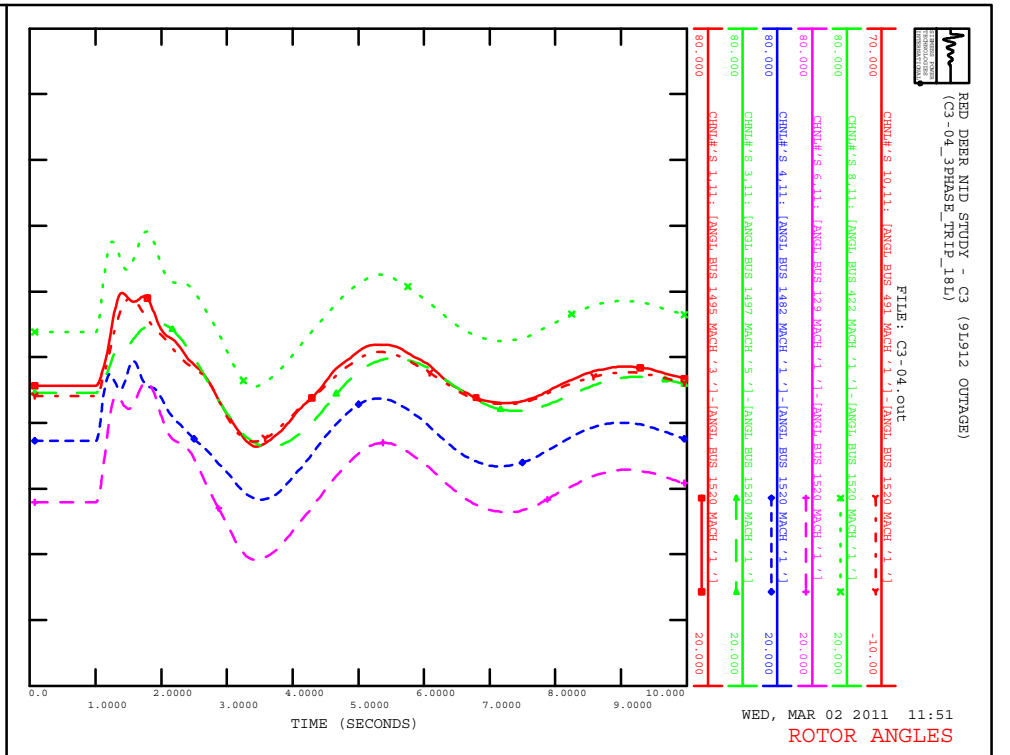

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

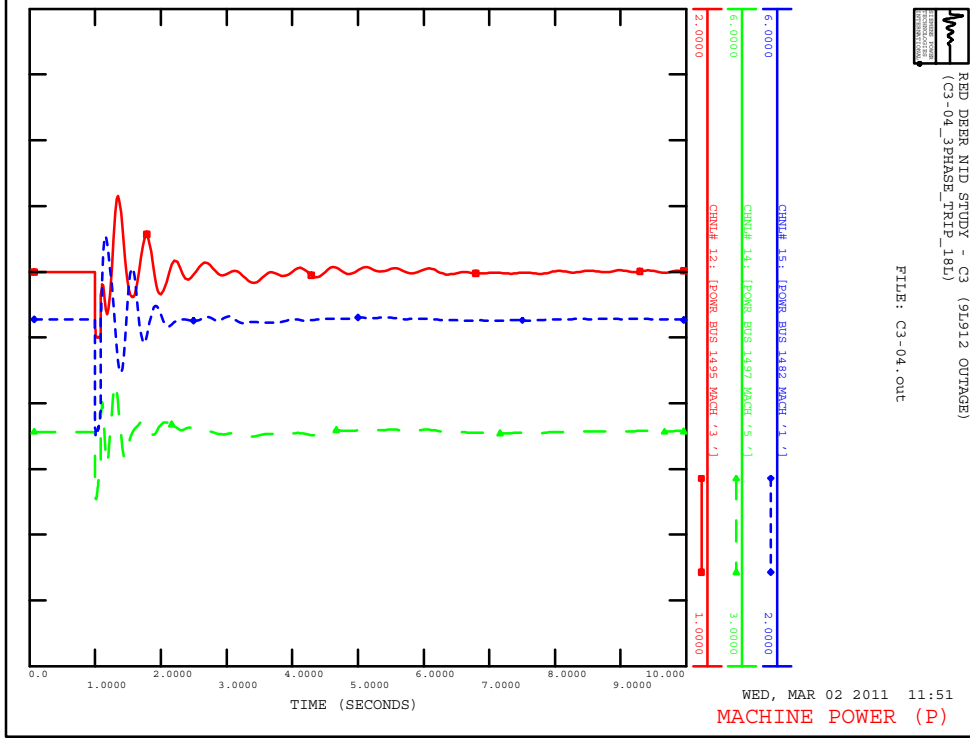

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

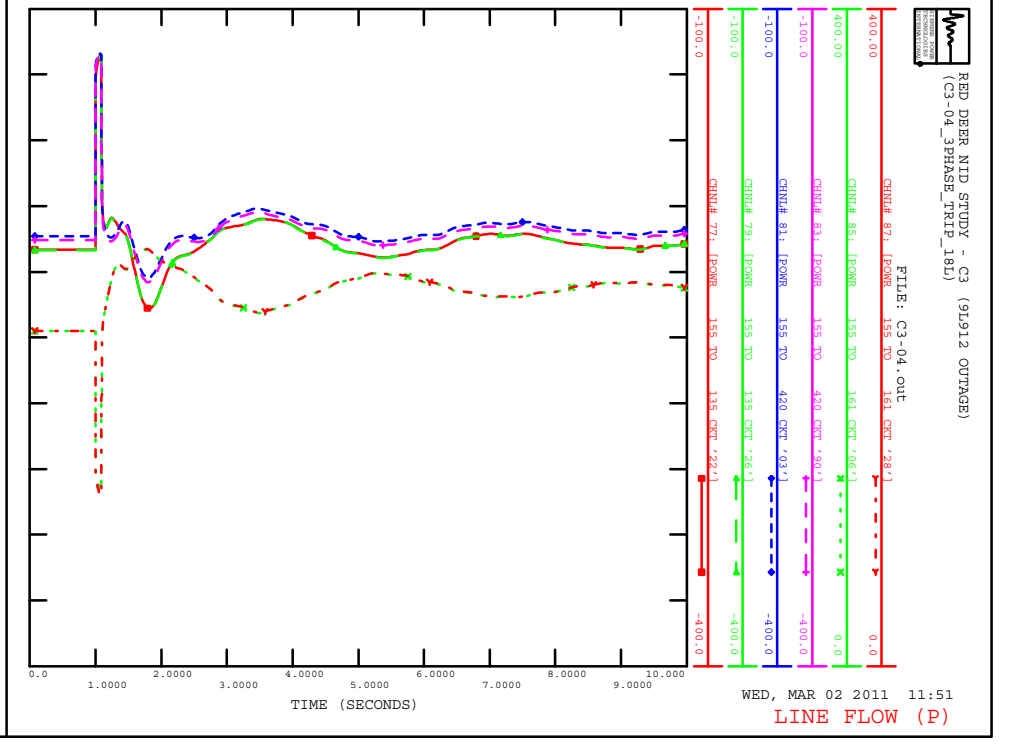

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

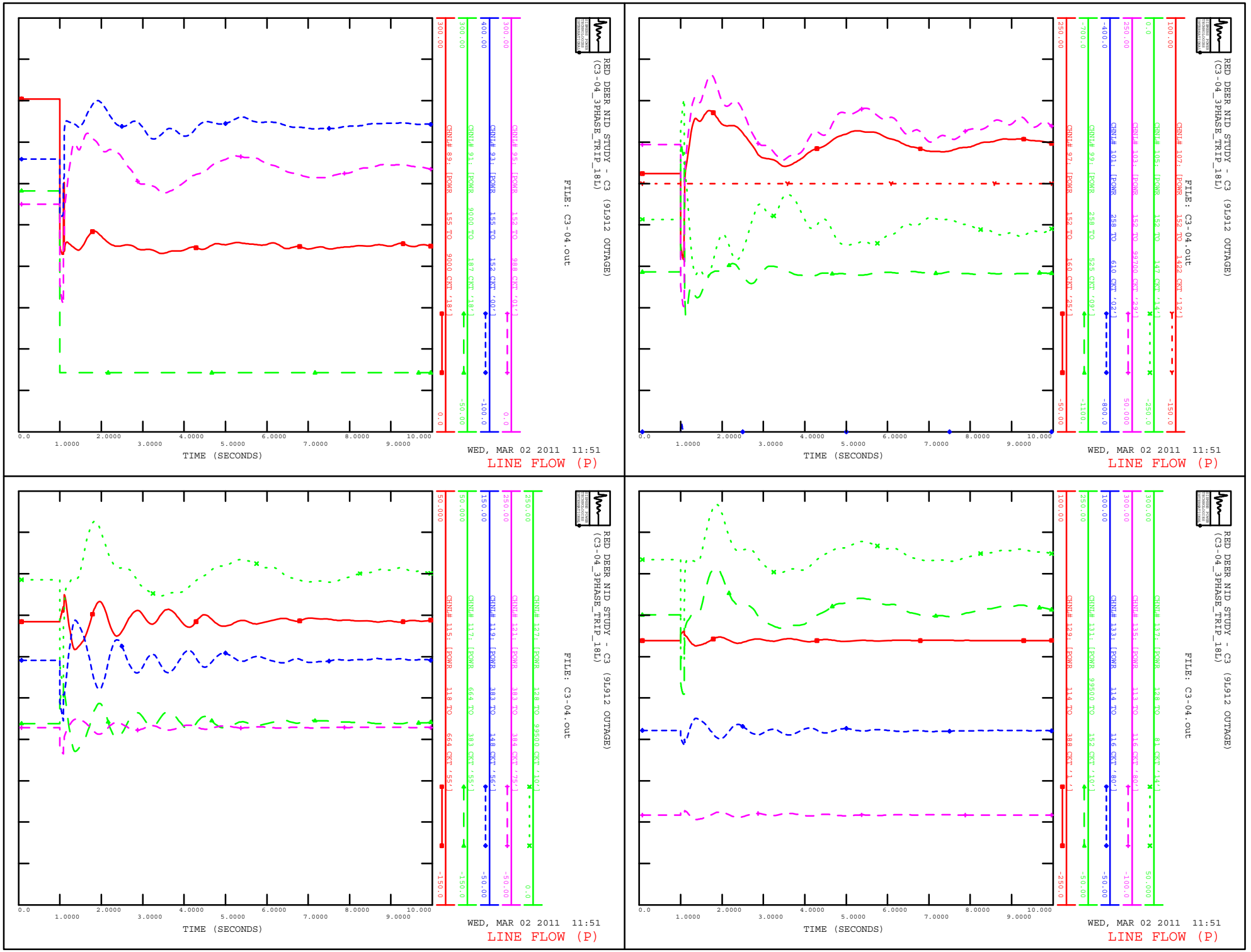

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

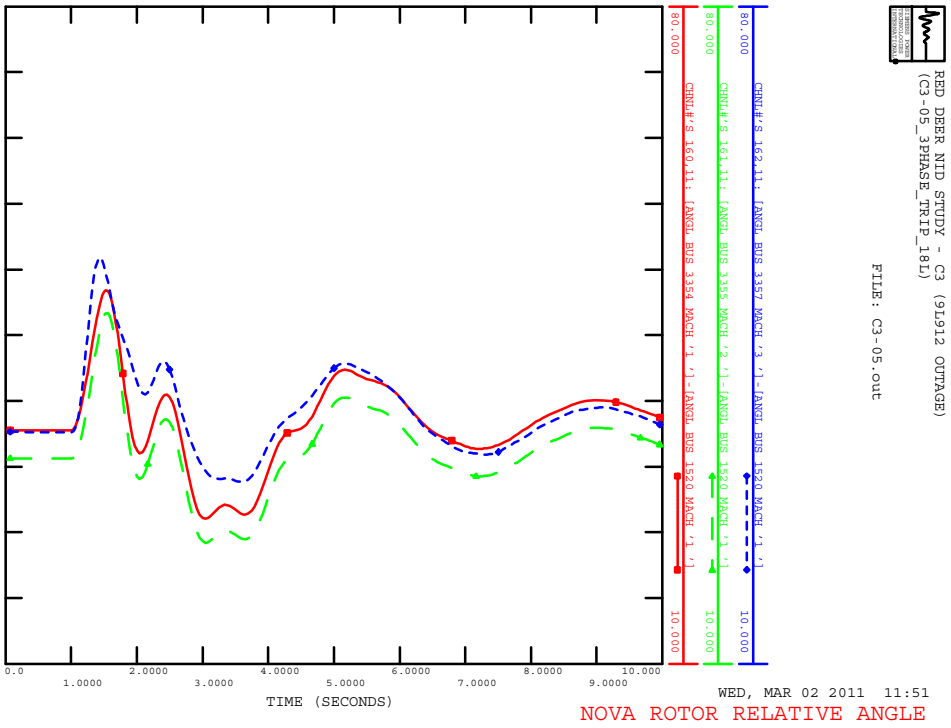

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

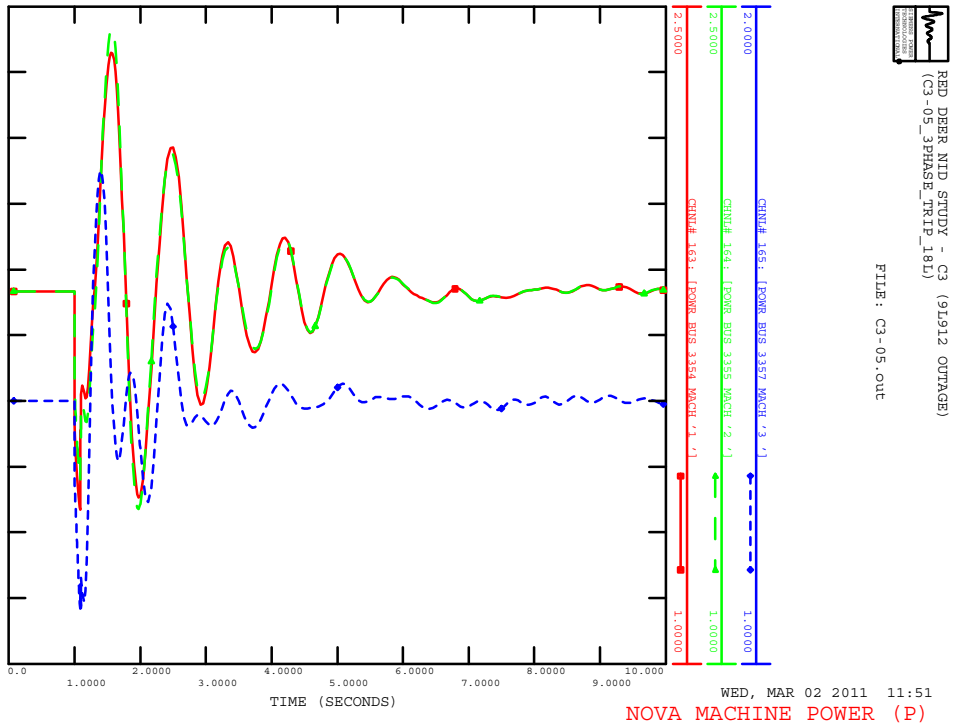

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

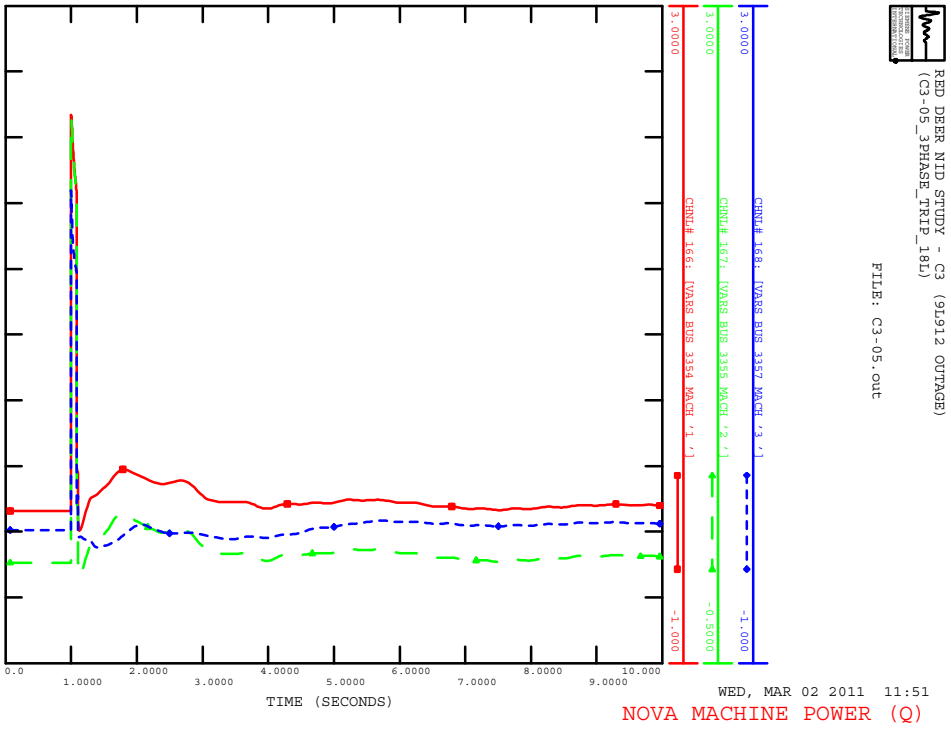

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

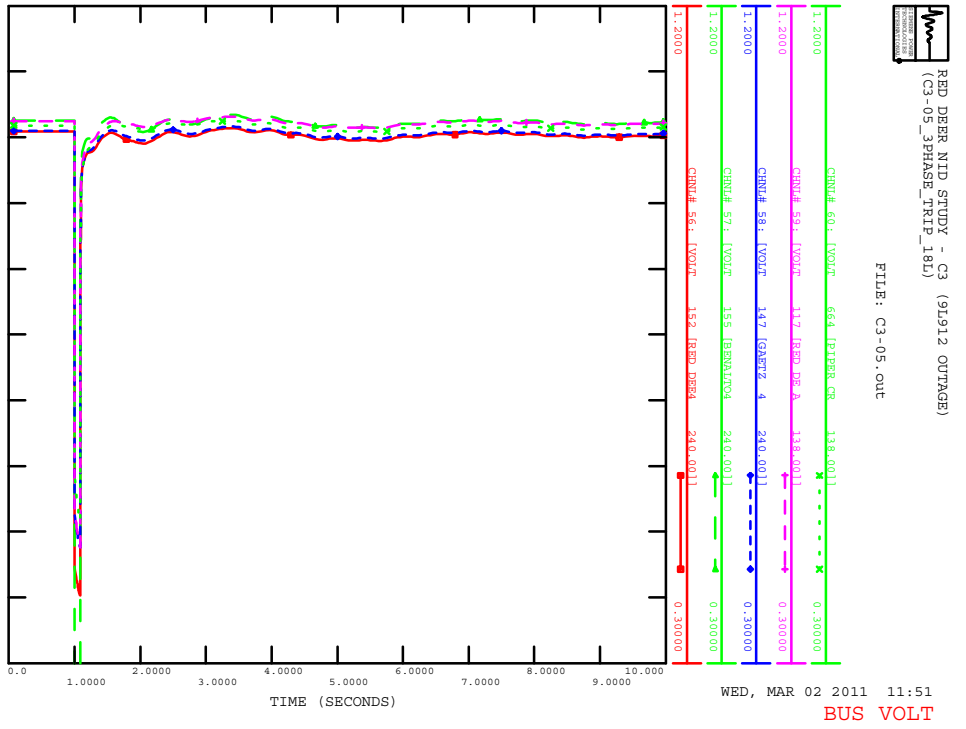

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

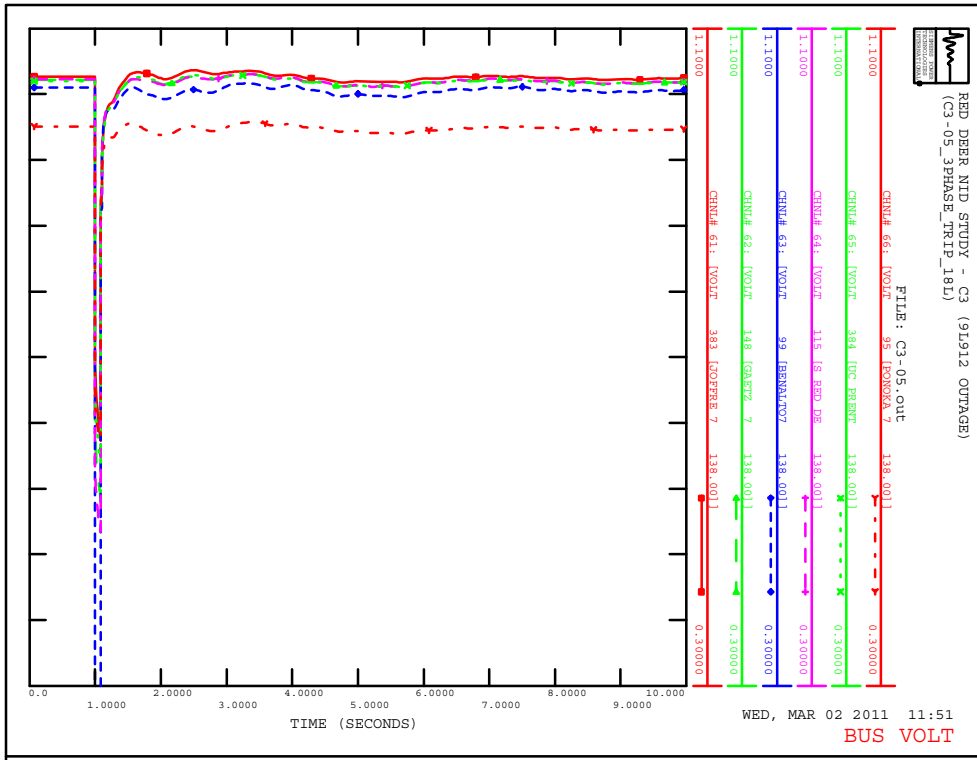

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

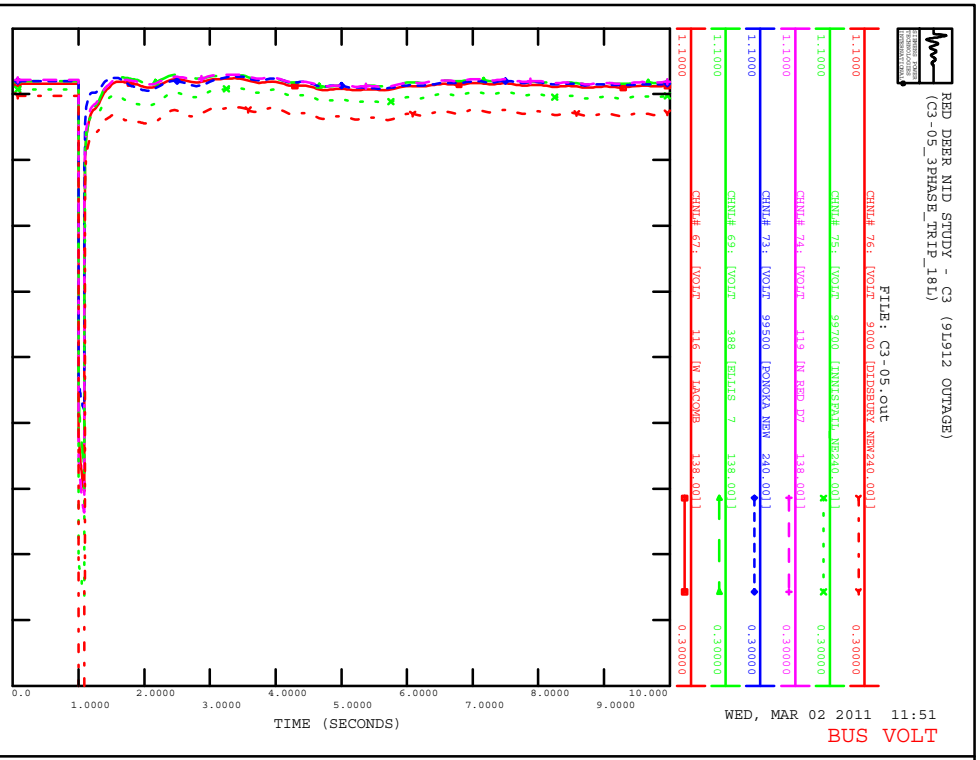

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

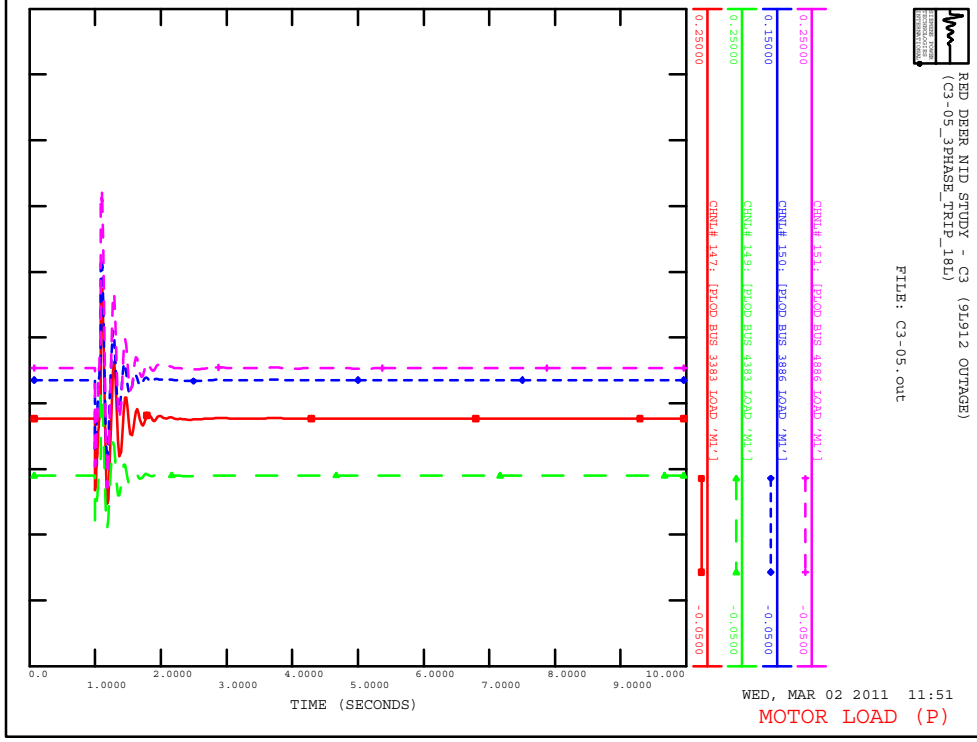

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

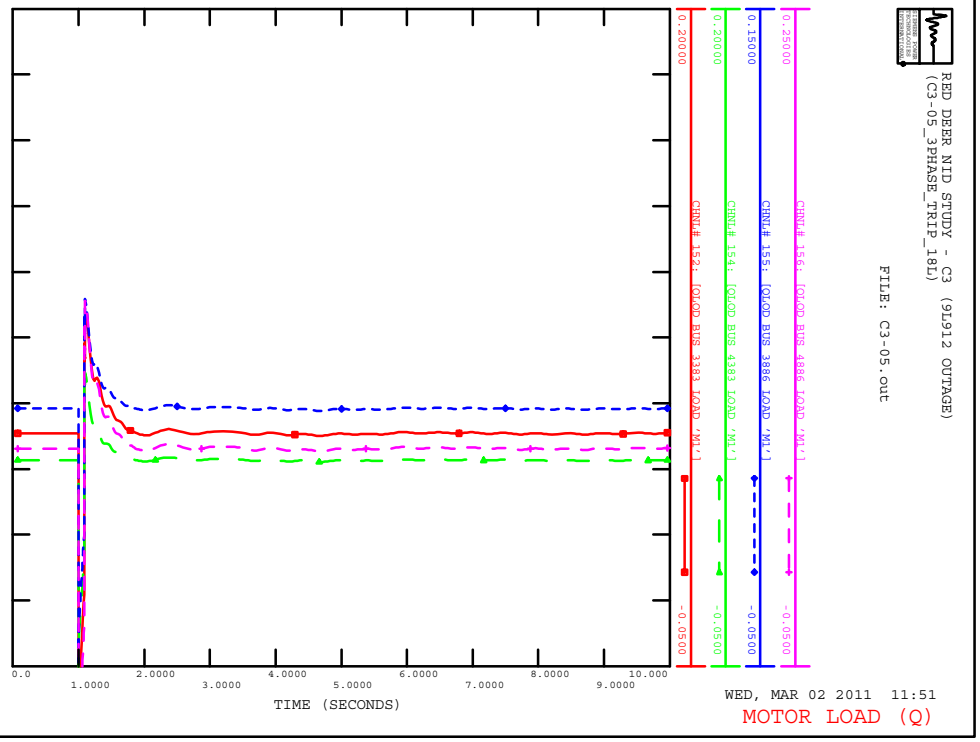

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

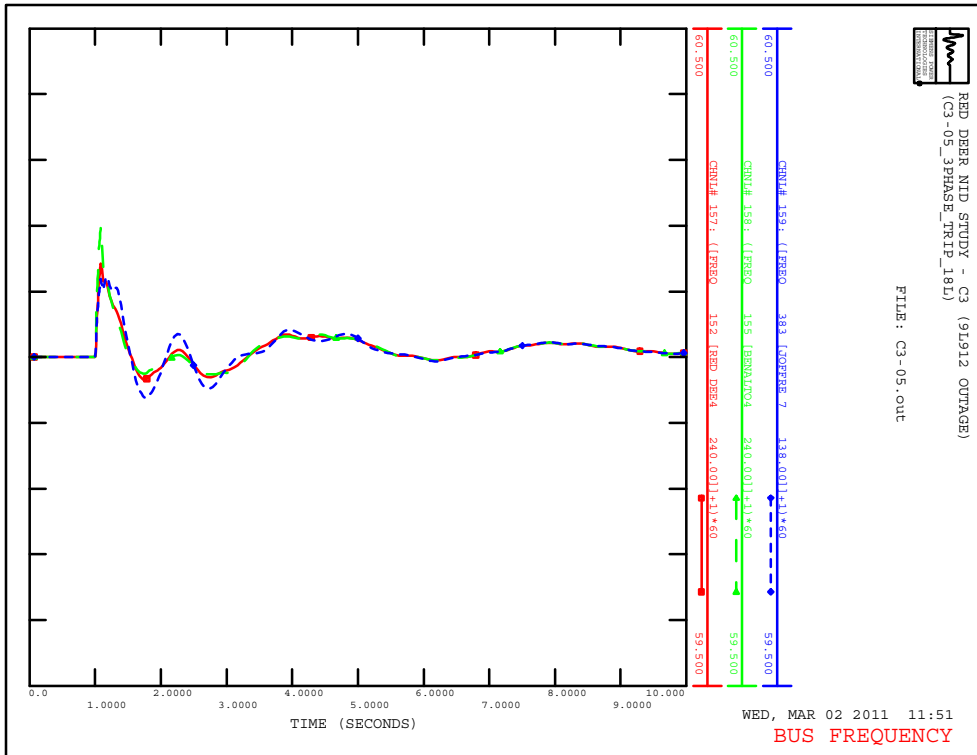

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

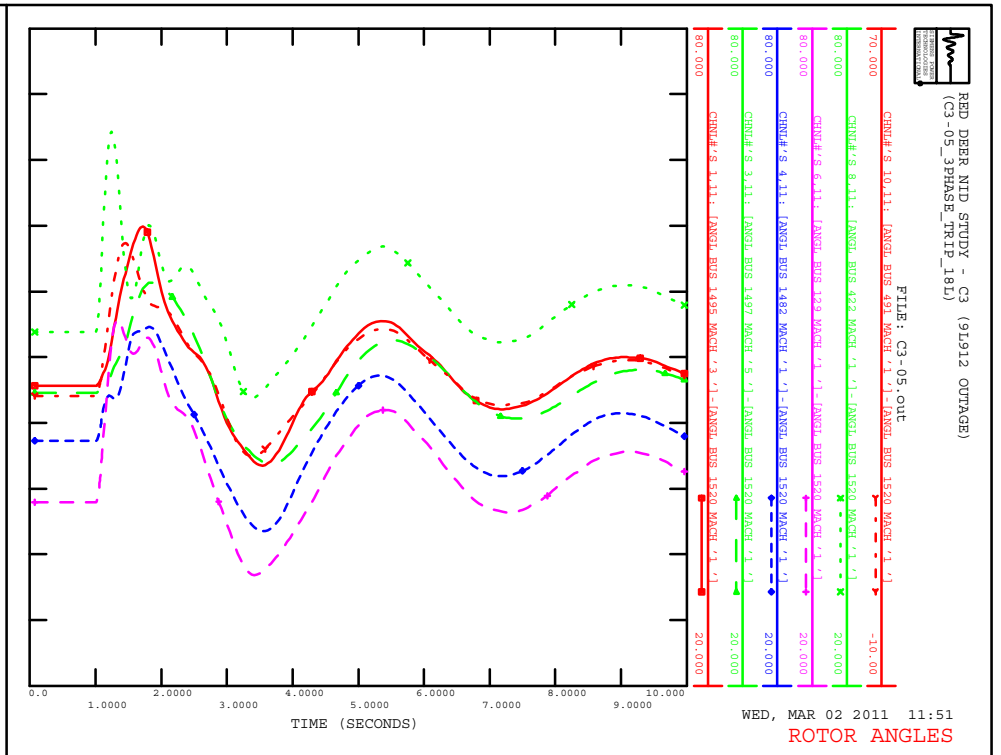

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

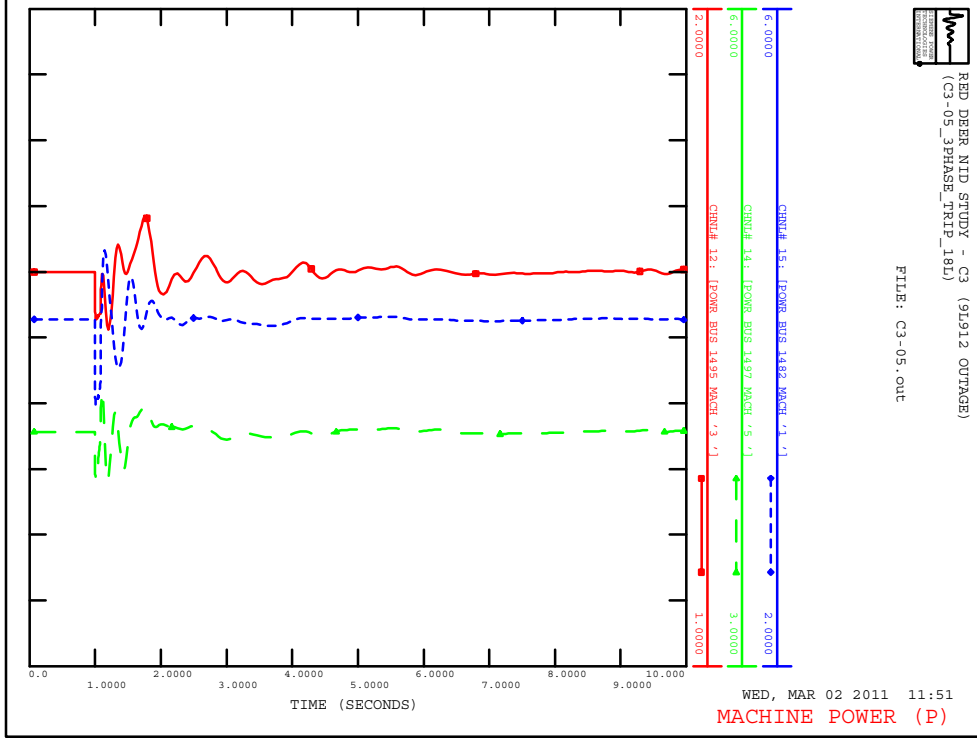

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

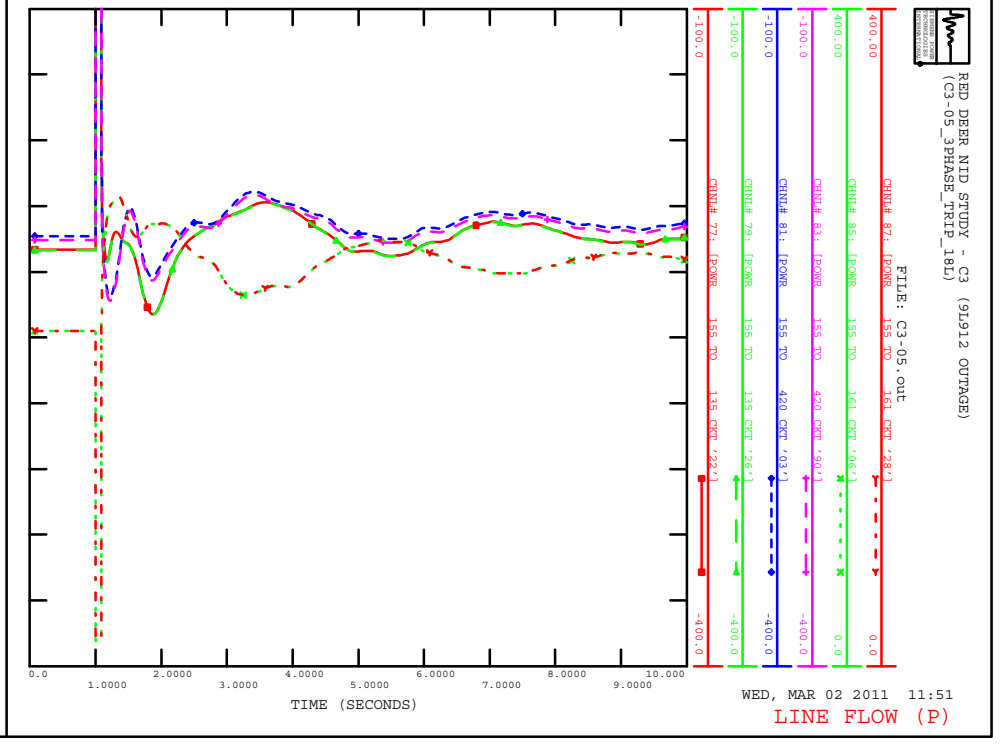

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

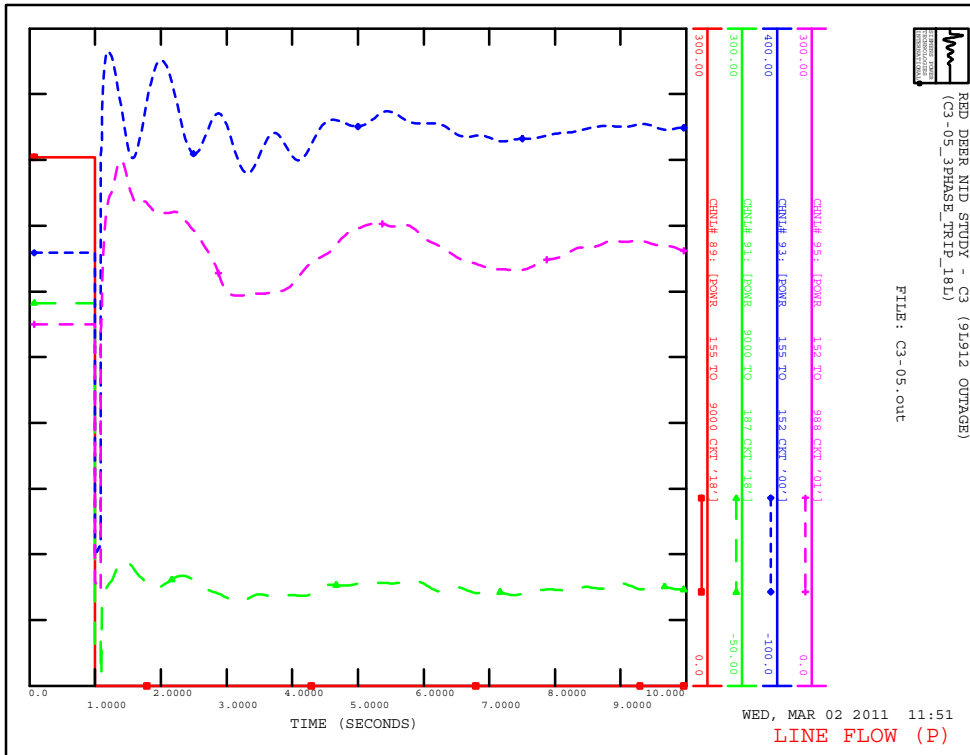

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

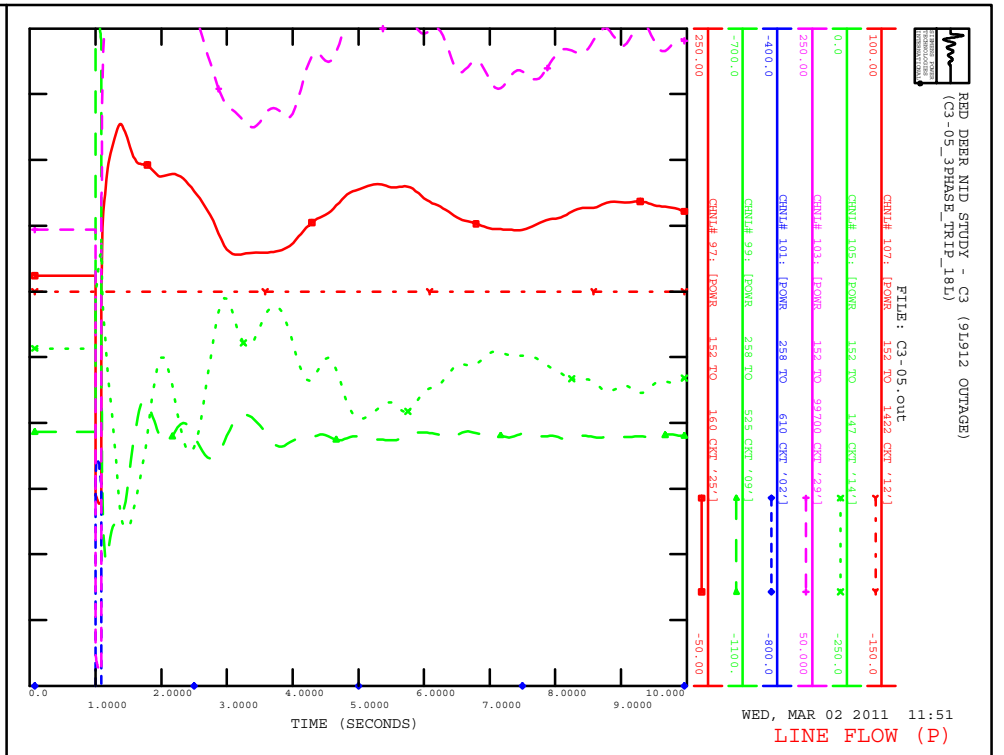

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

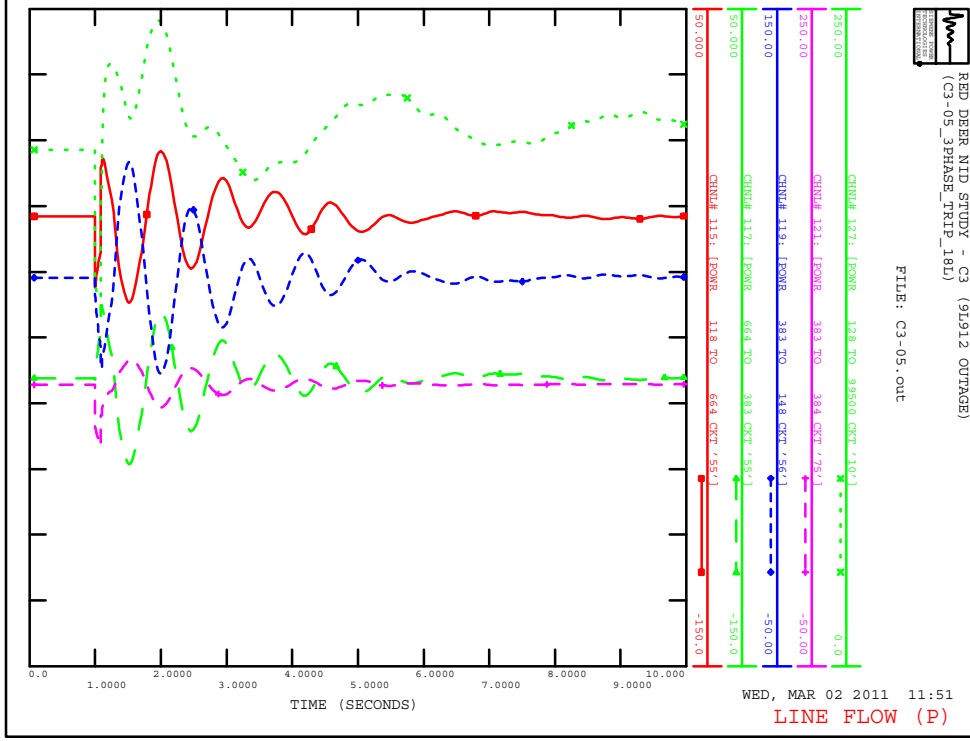

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

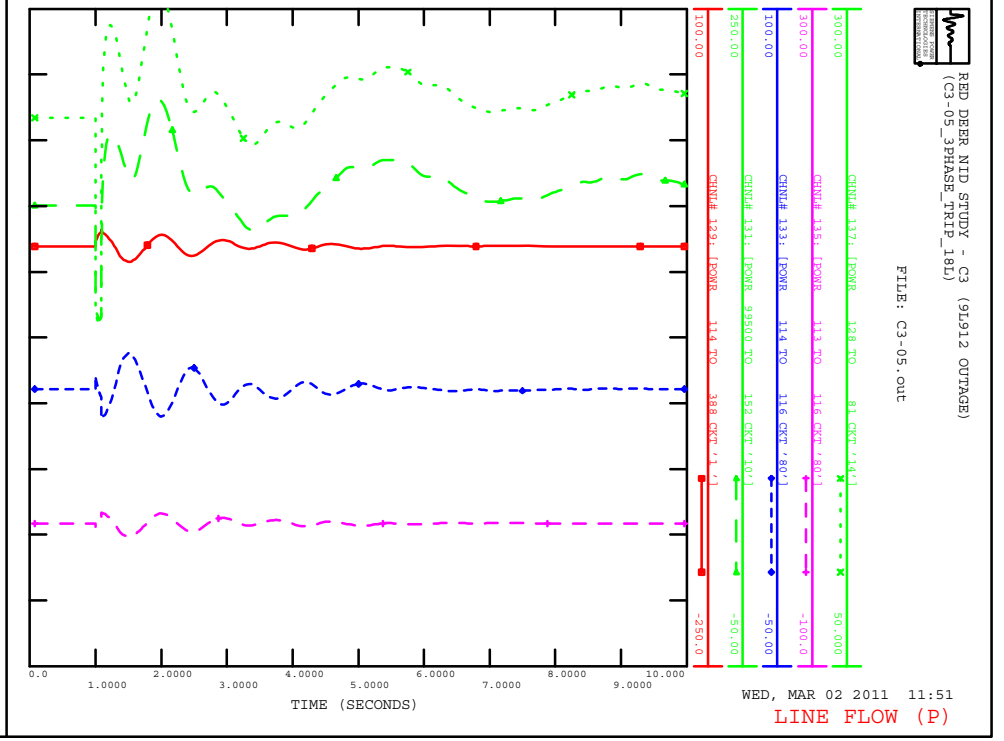

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

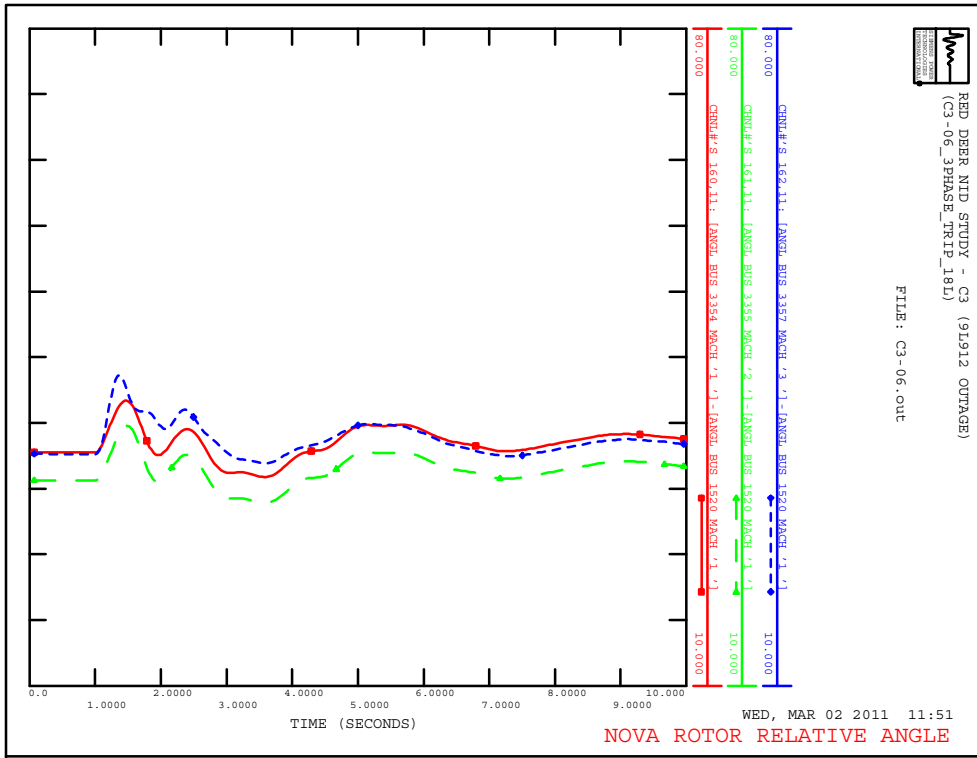

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

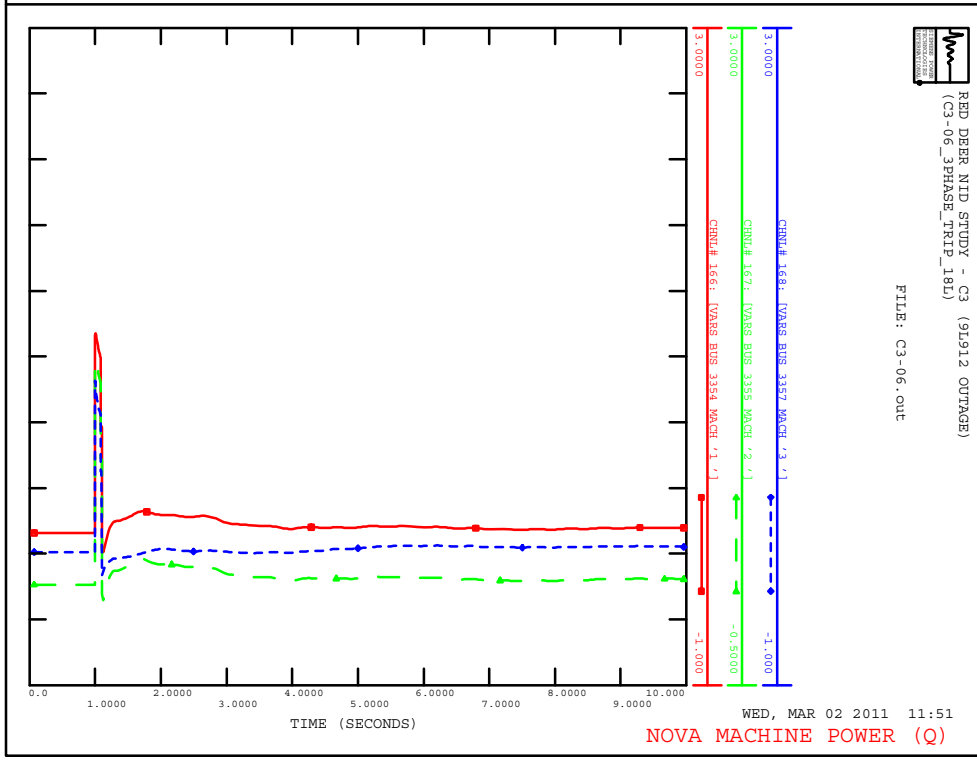

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

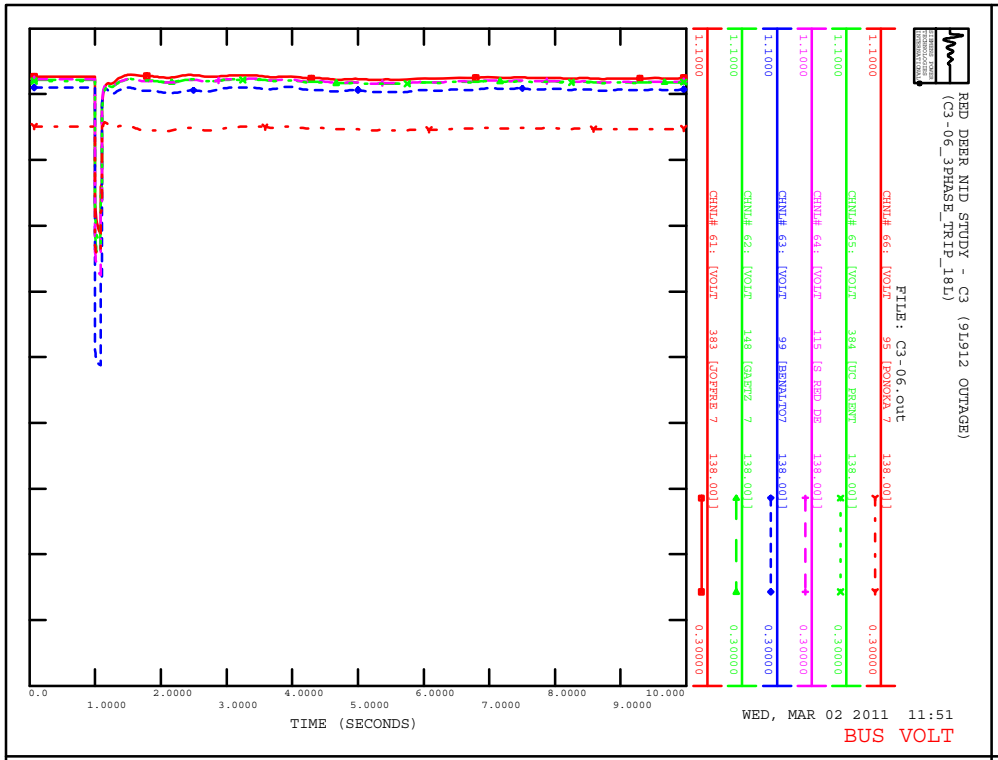

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

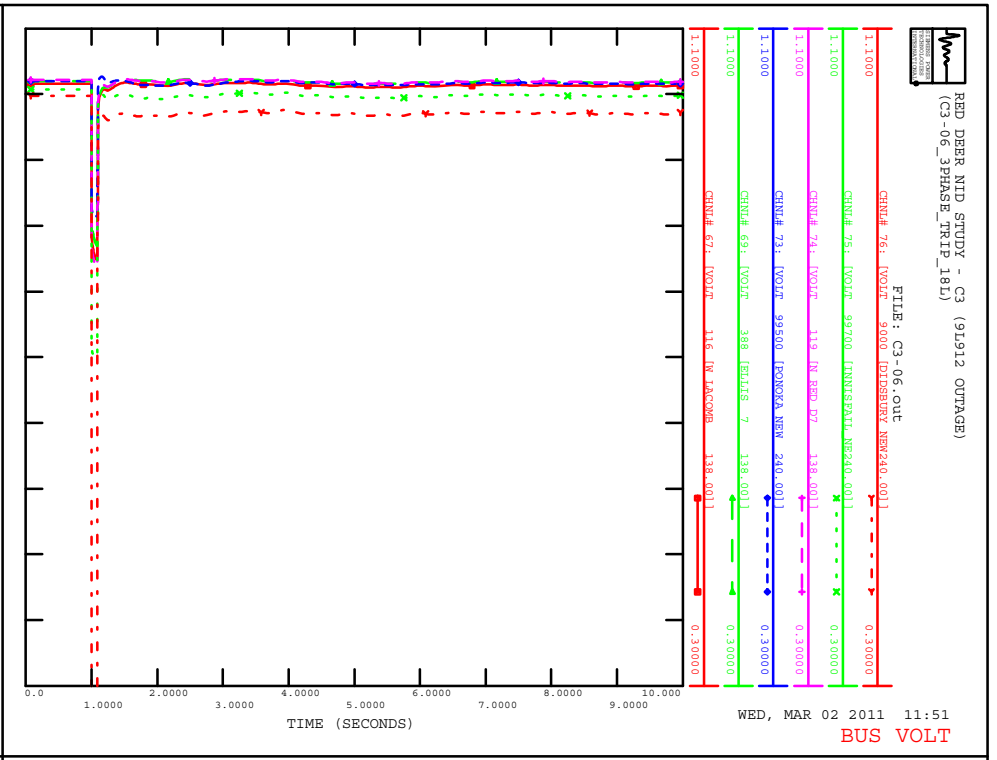

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

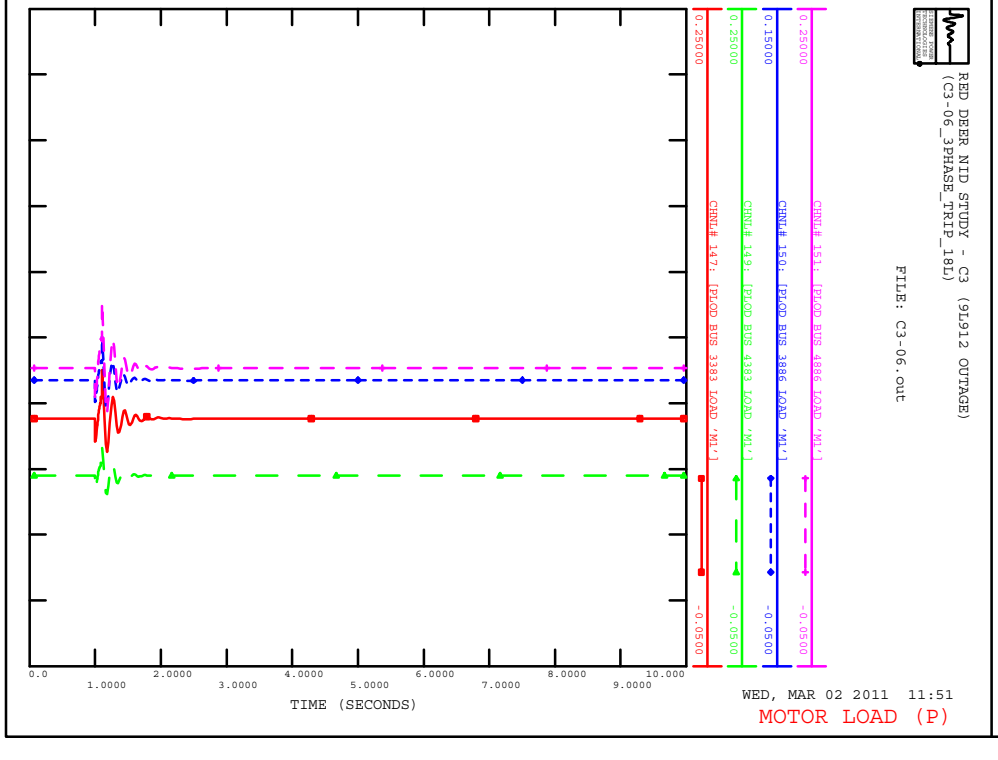

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNL#S 162,11; [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11; [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11; [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

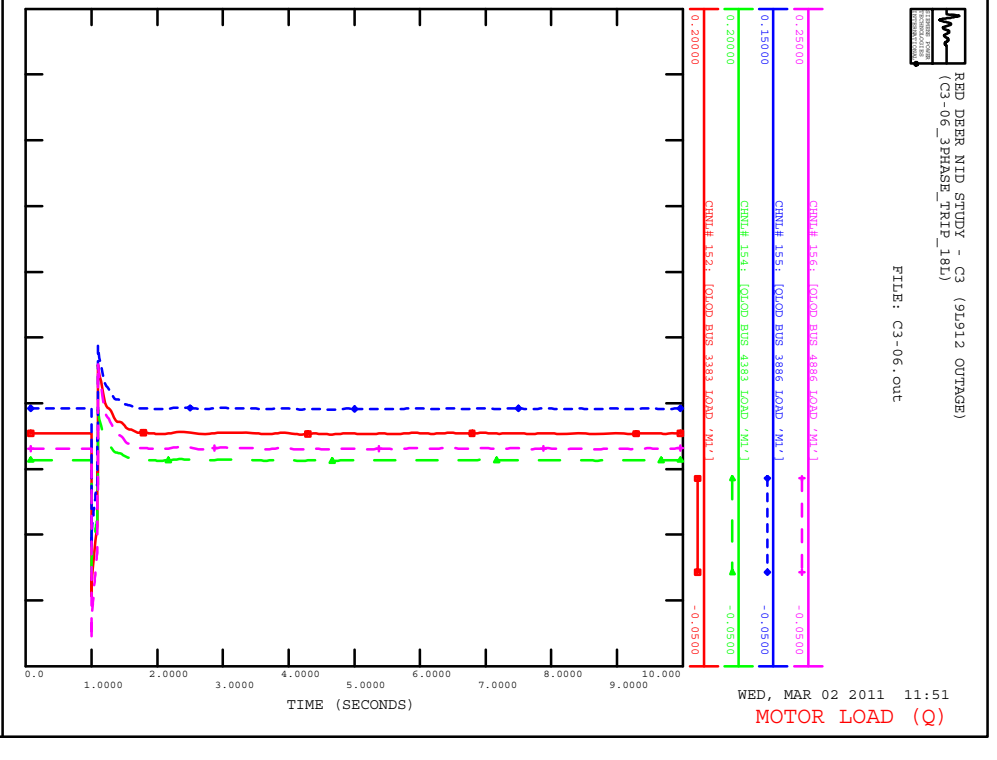
RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

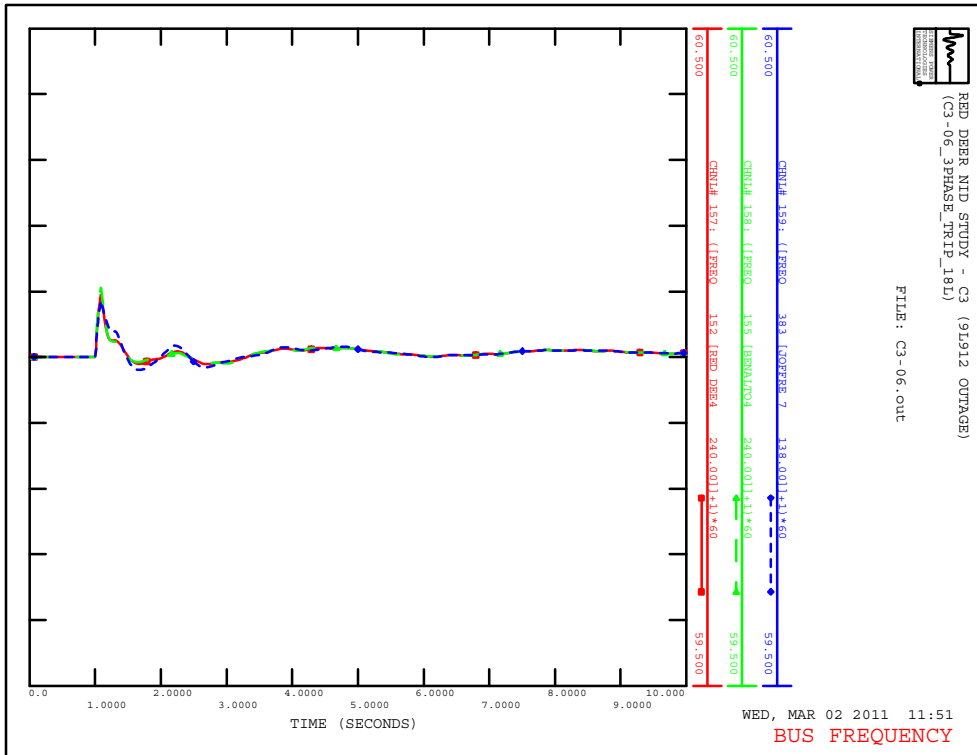
RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

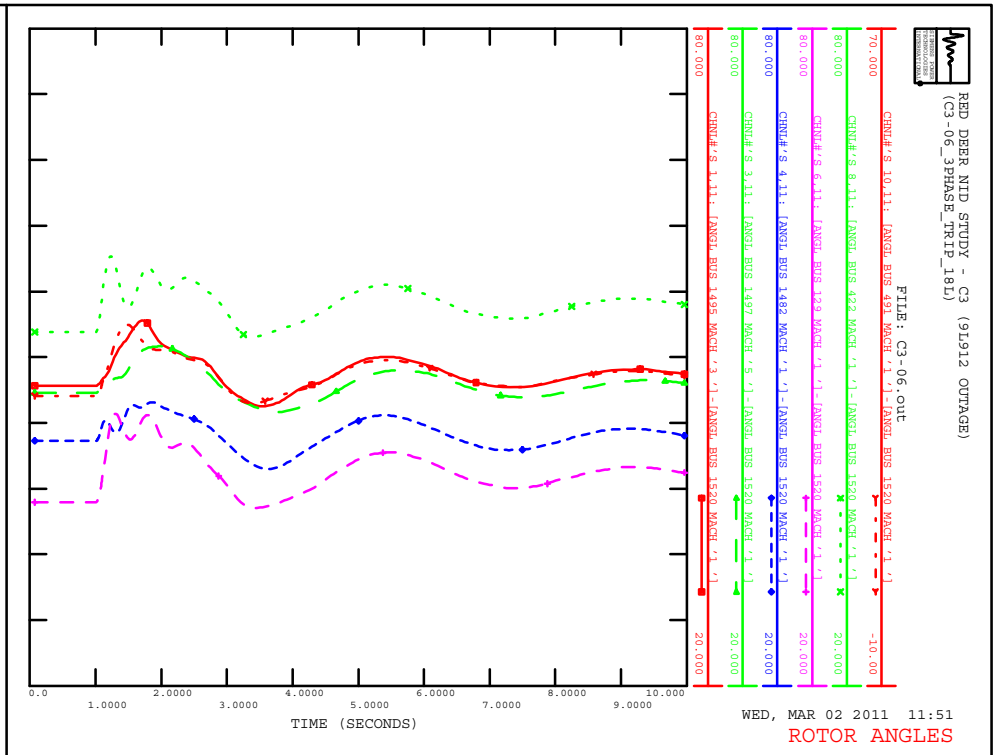

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

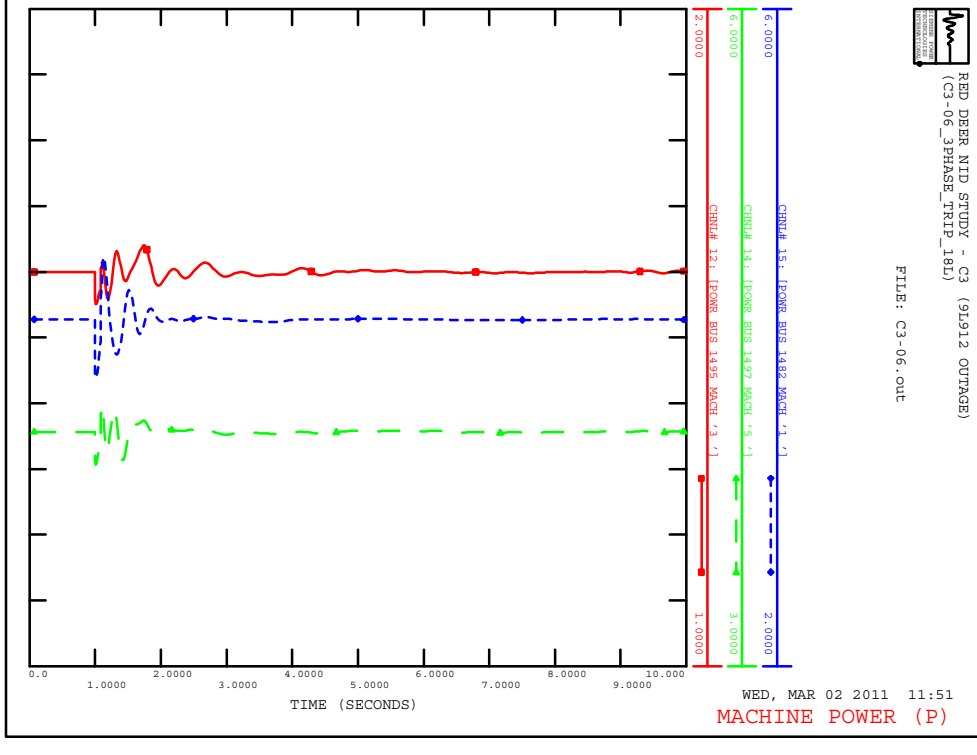

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED D7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

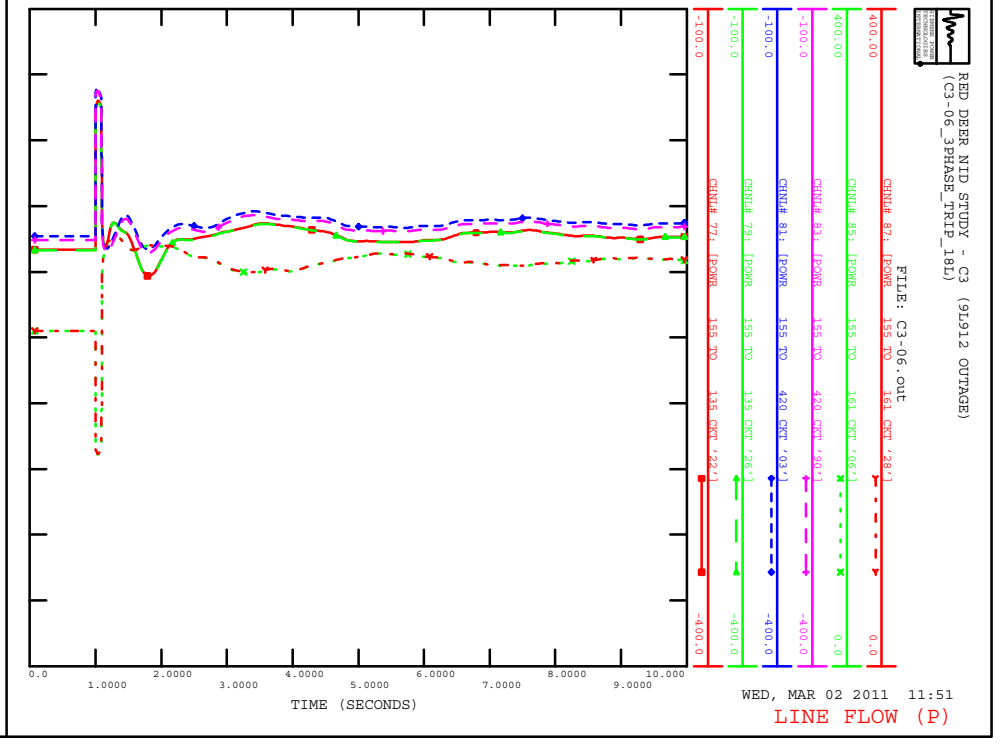

RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)


RED DEER NID STUDY - C3 (91L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

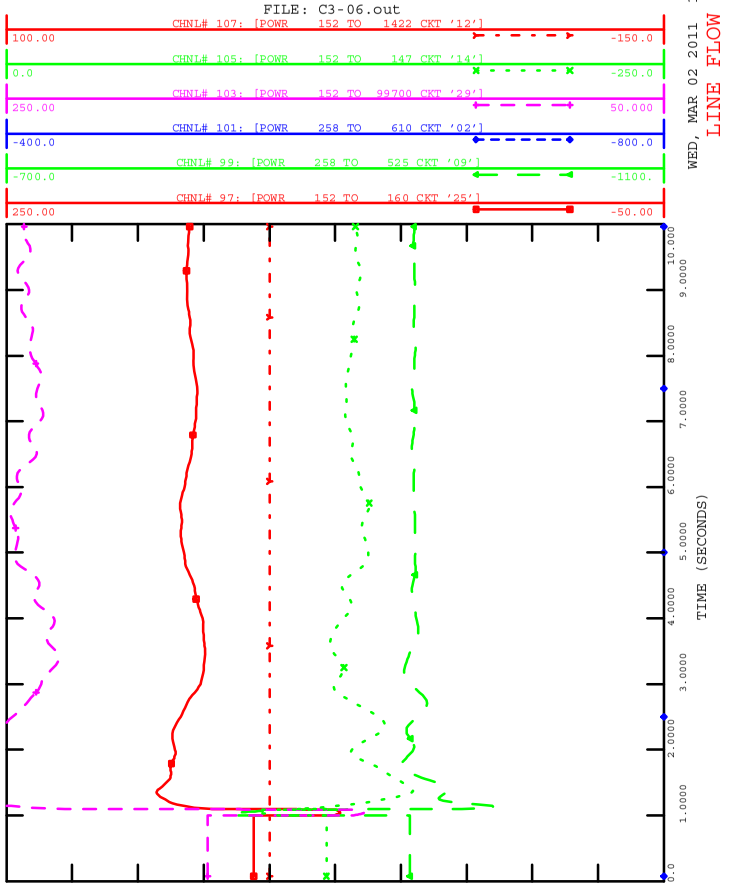

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

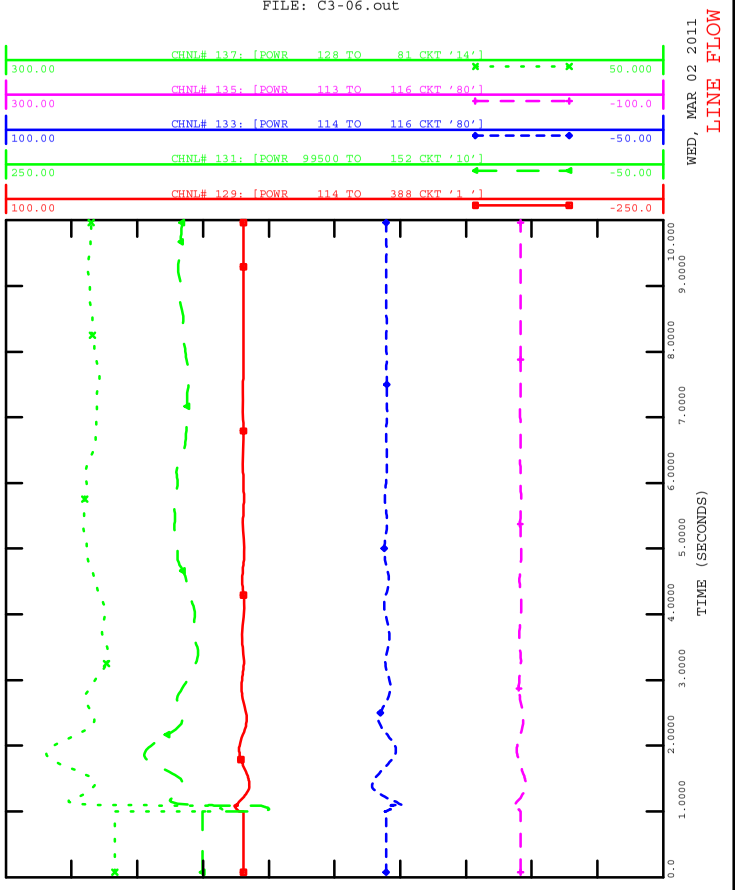
WED, MAR 02 2011 11:51



RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

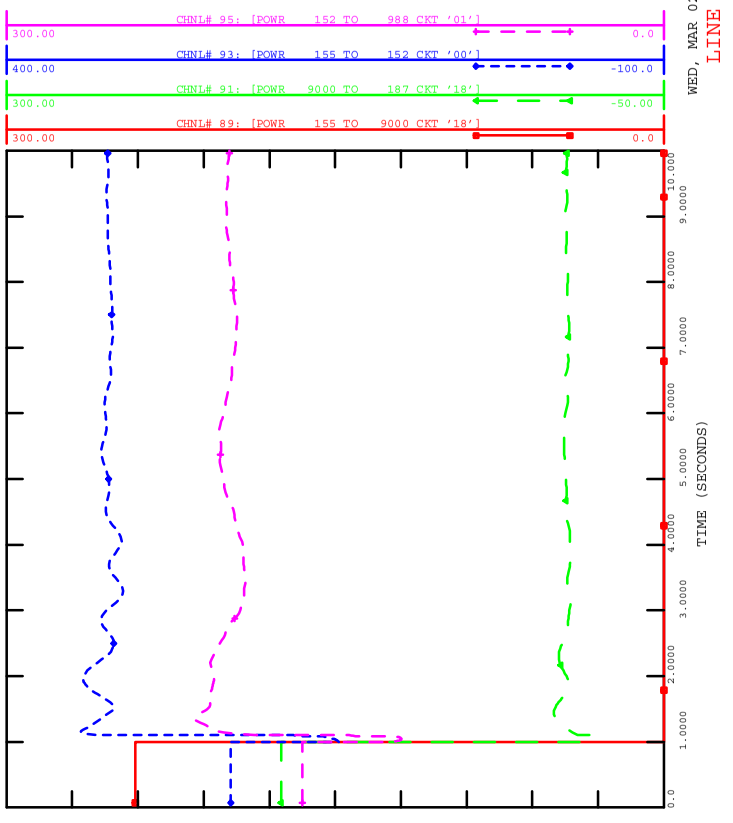
WED, MAR 02 2011 11:51



RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

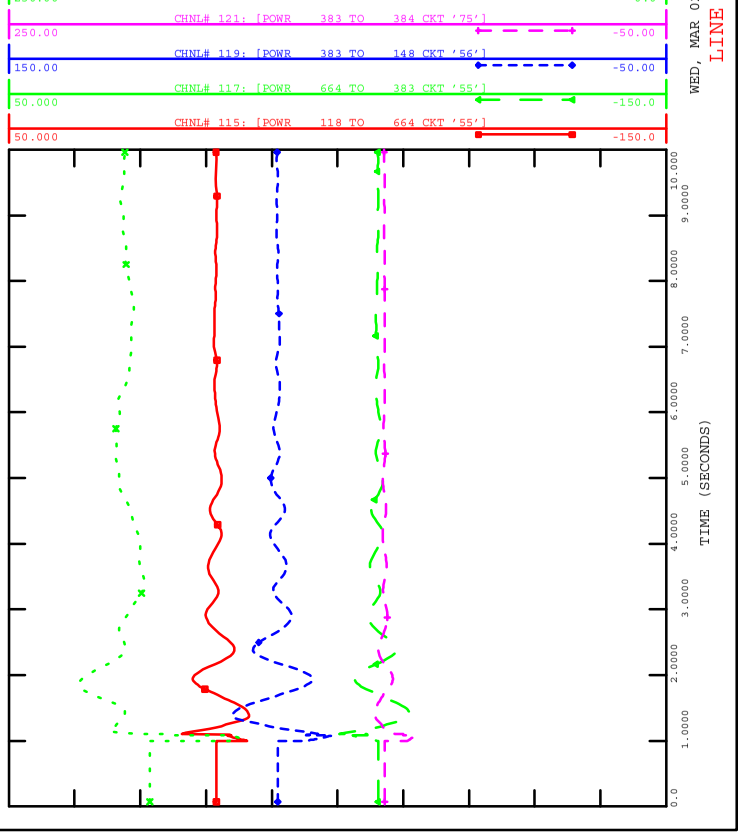
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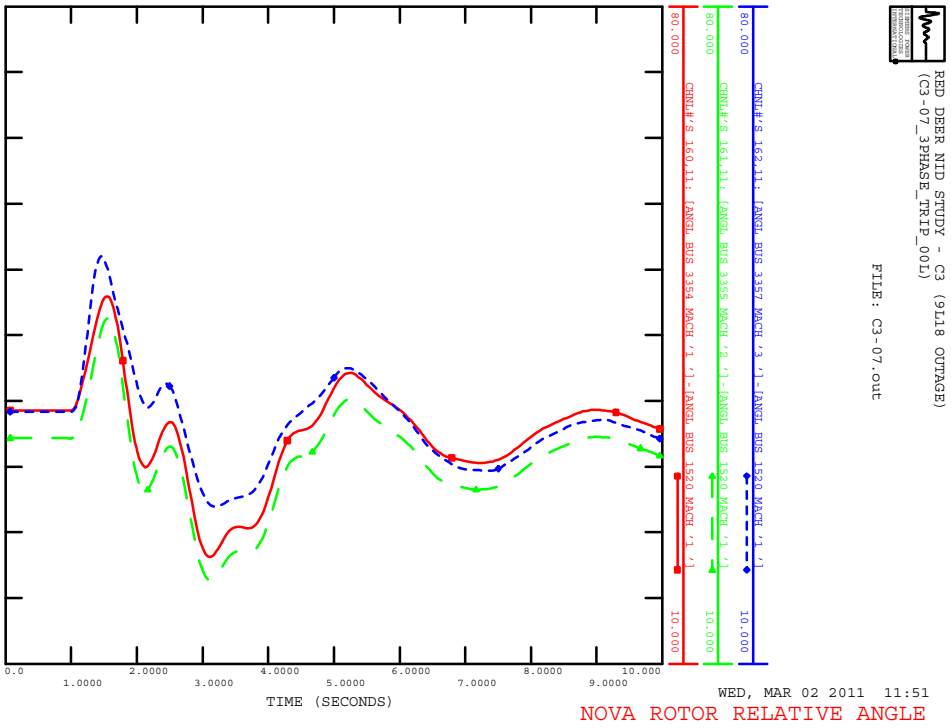


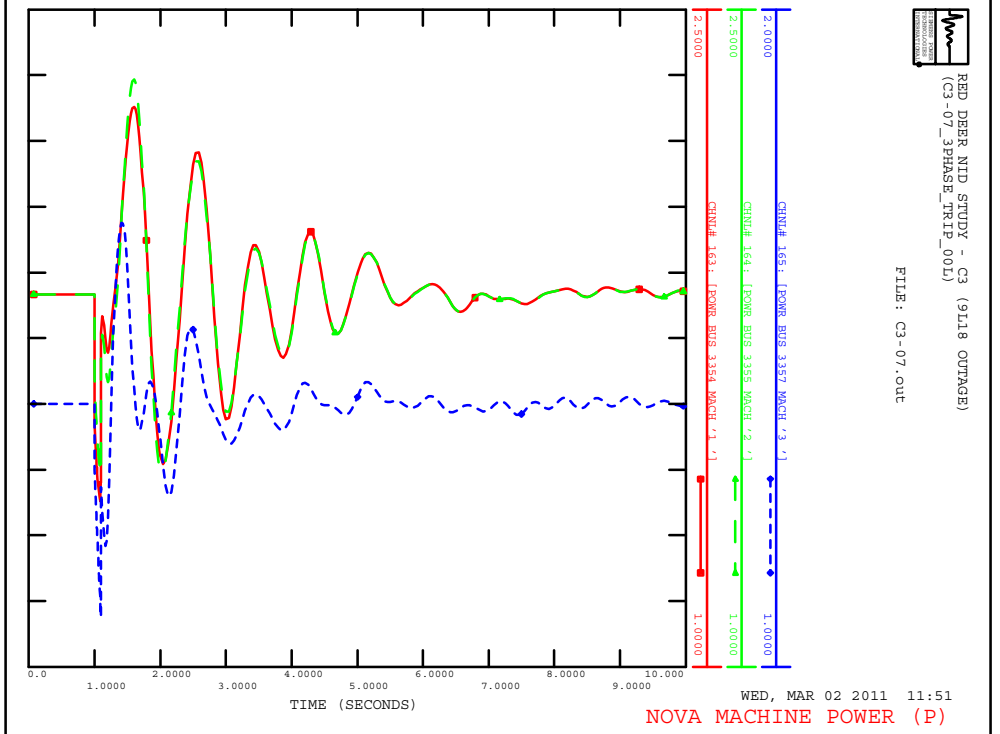
RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

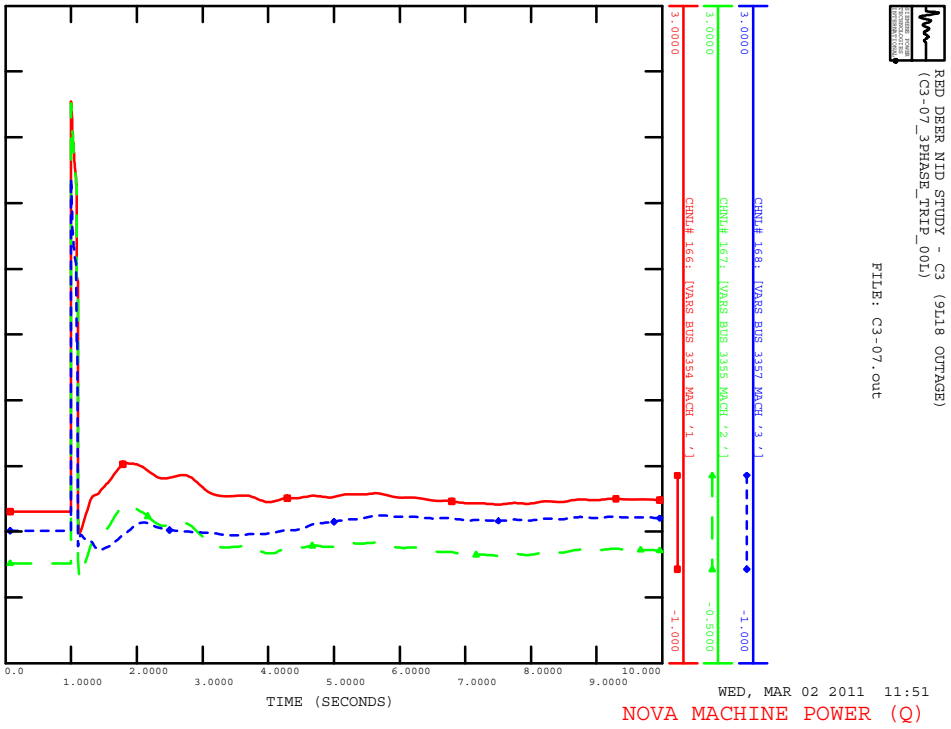
FILE: C3-06.out

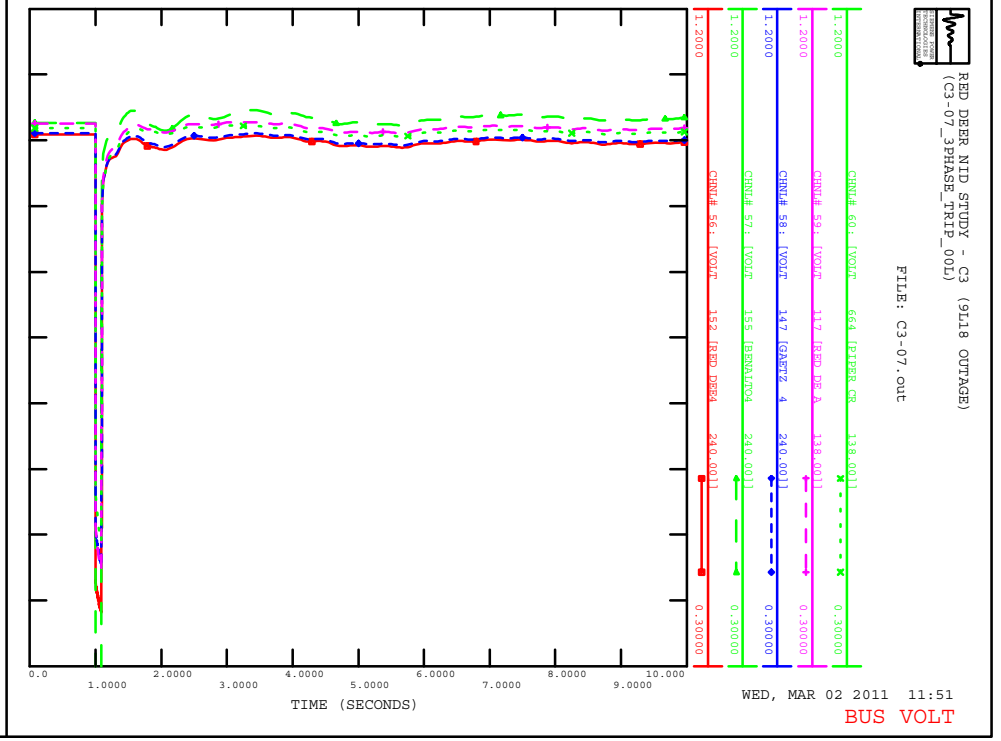
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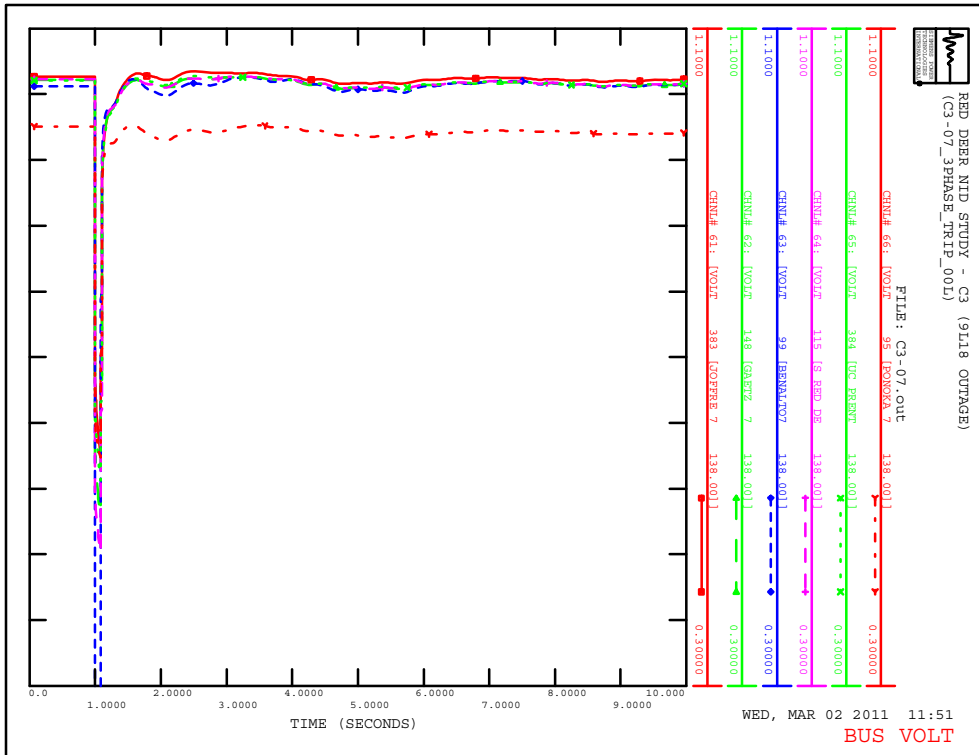


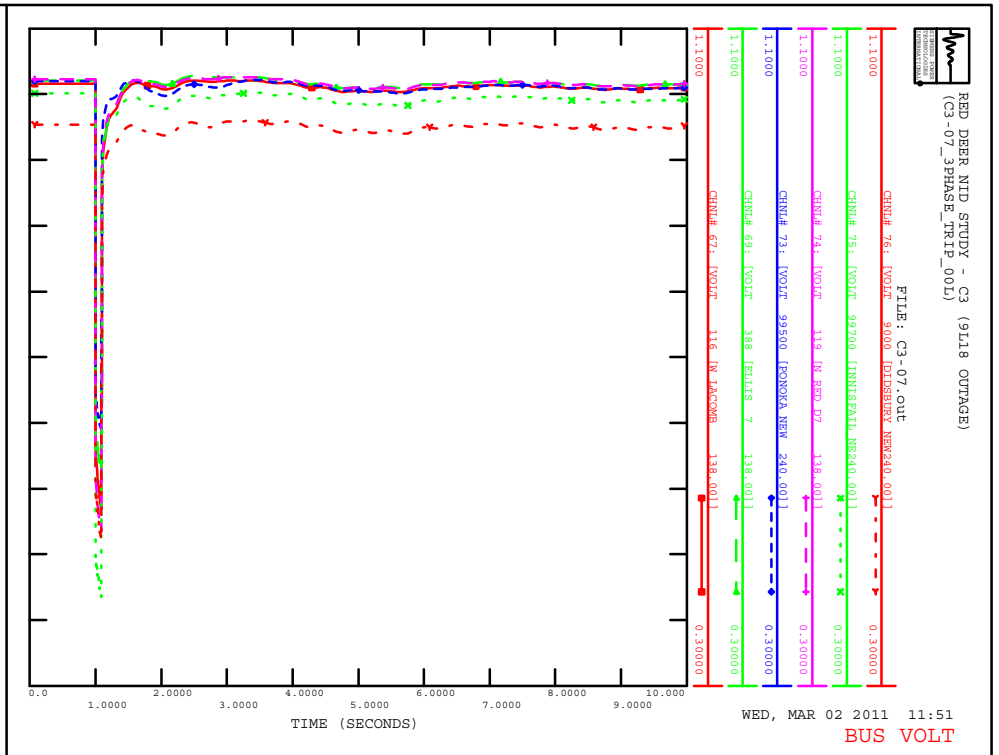

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

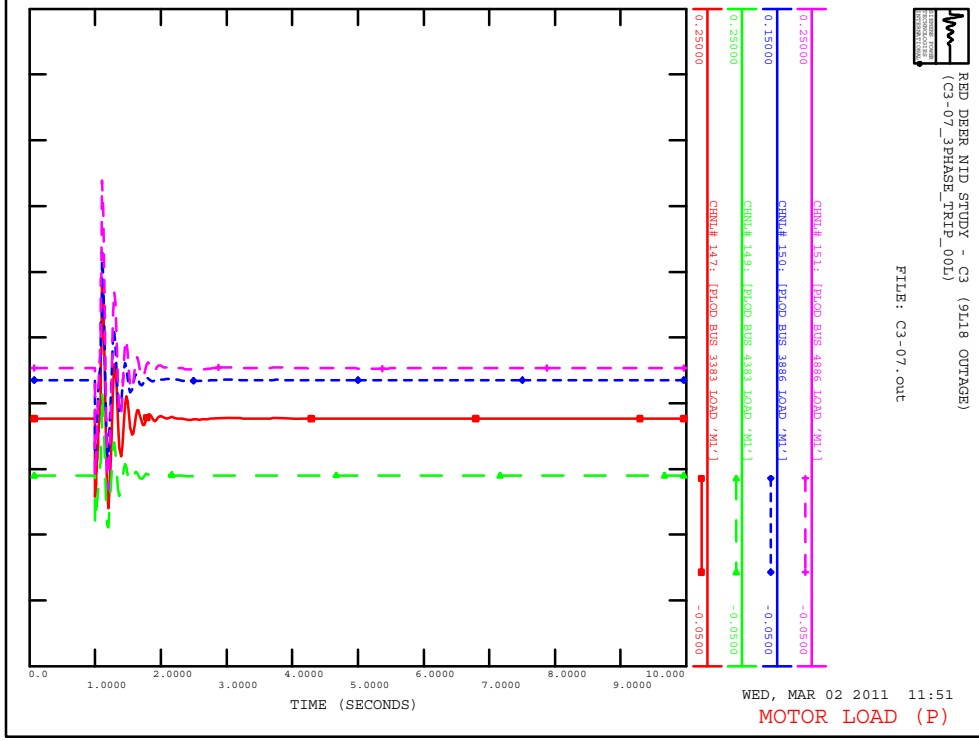

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

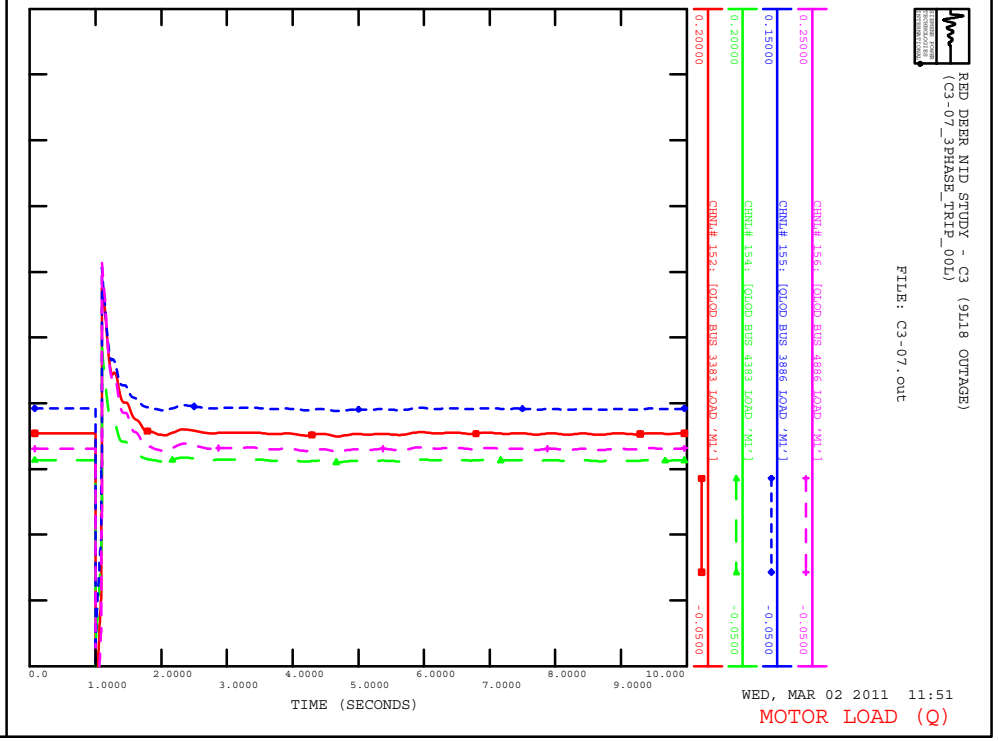

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

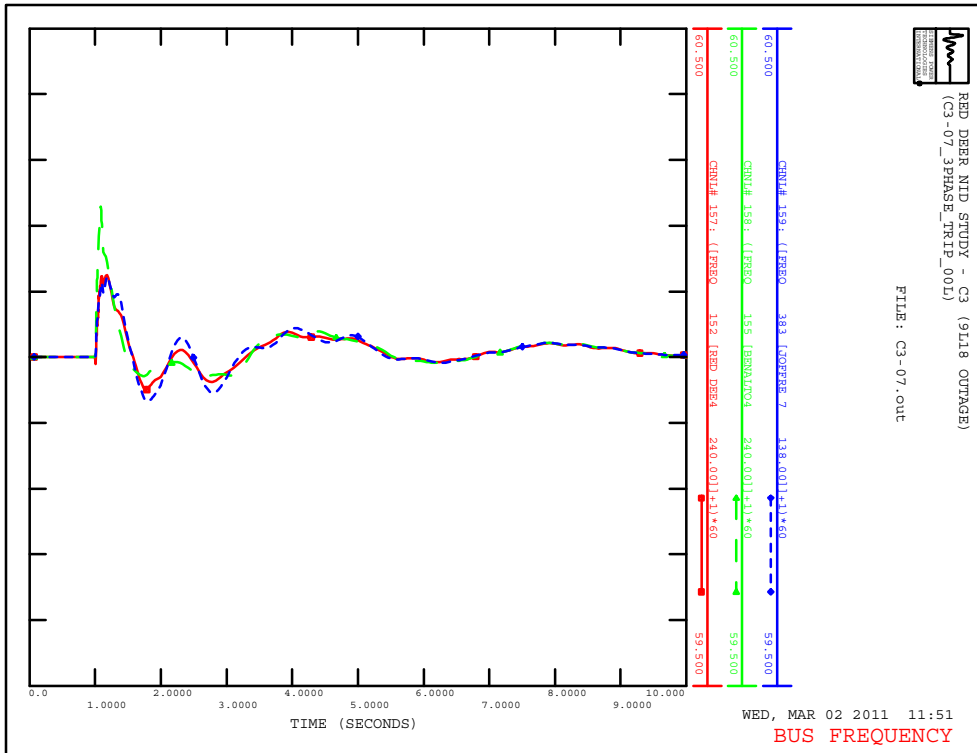

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

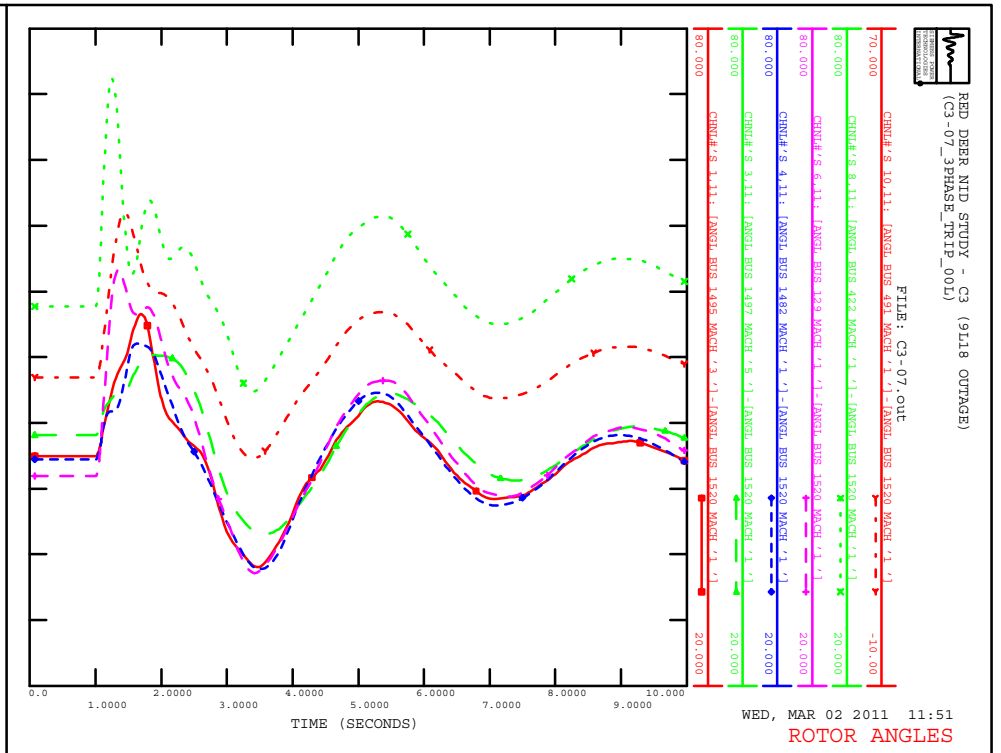

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

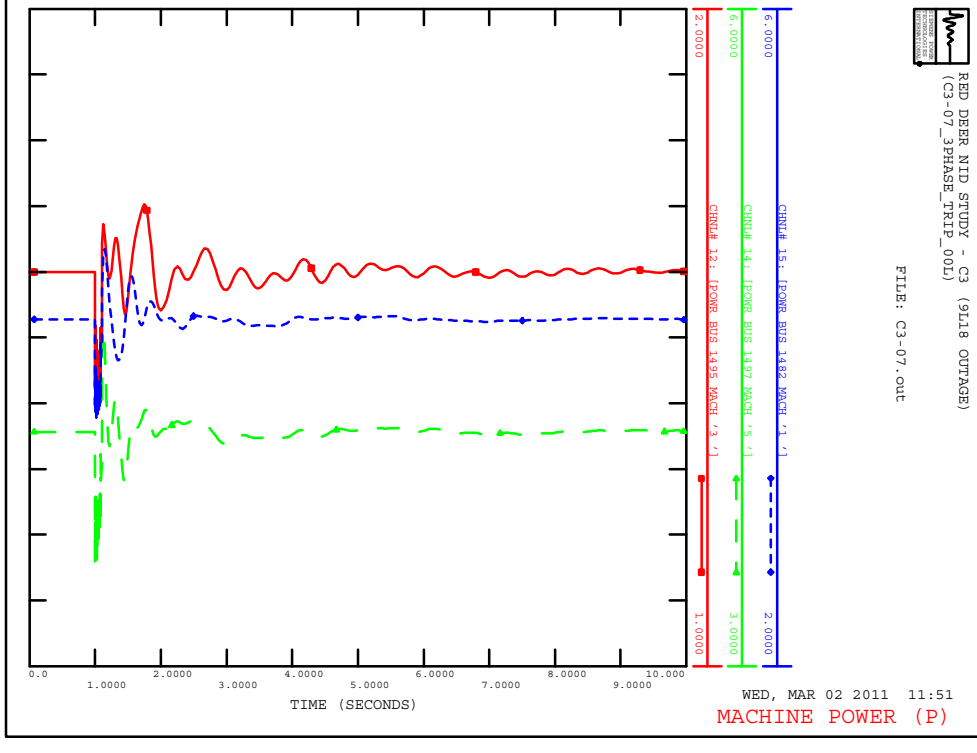

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

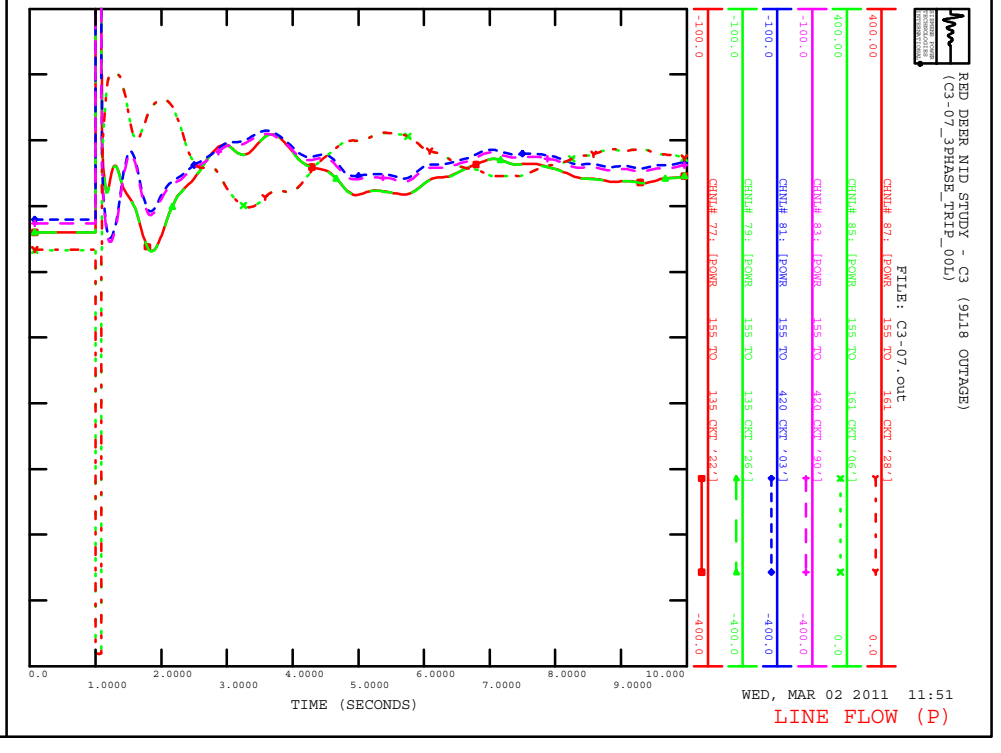

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

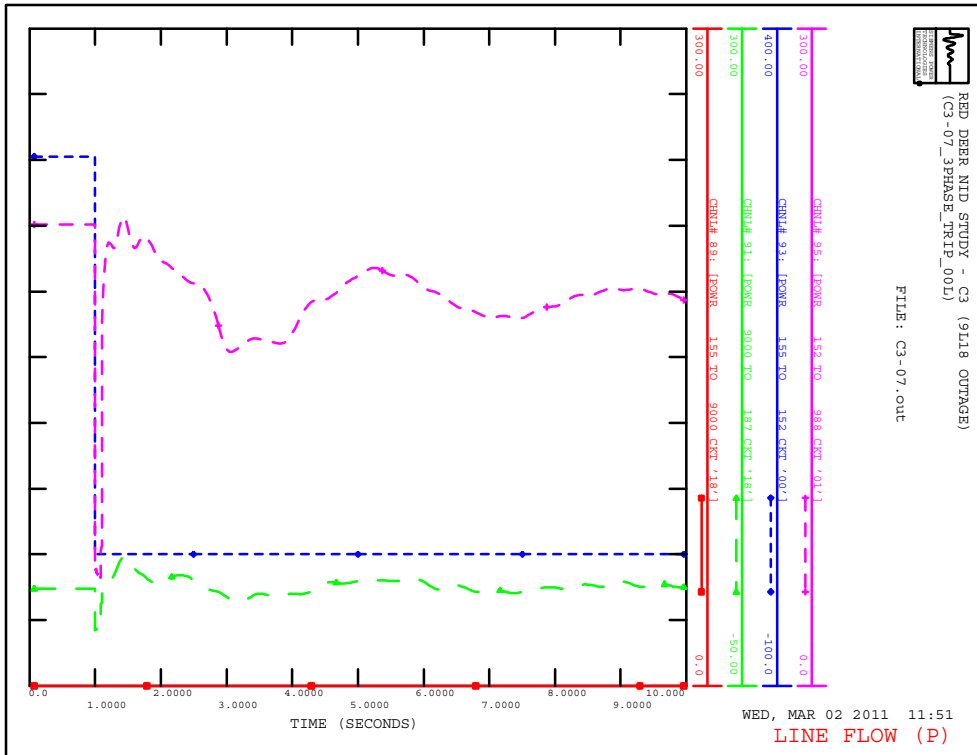

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

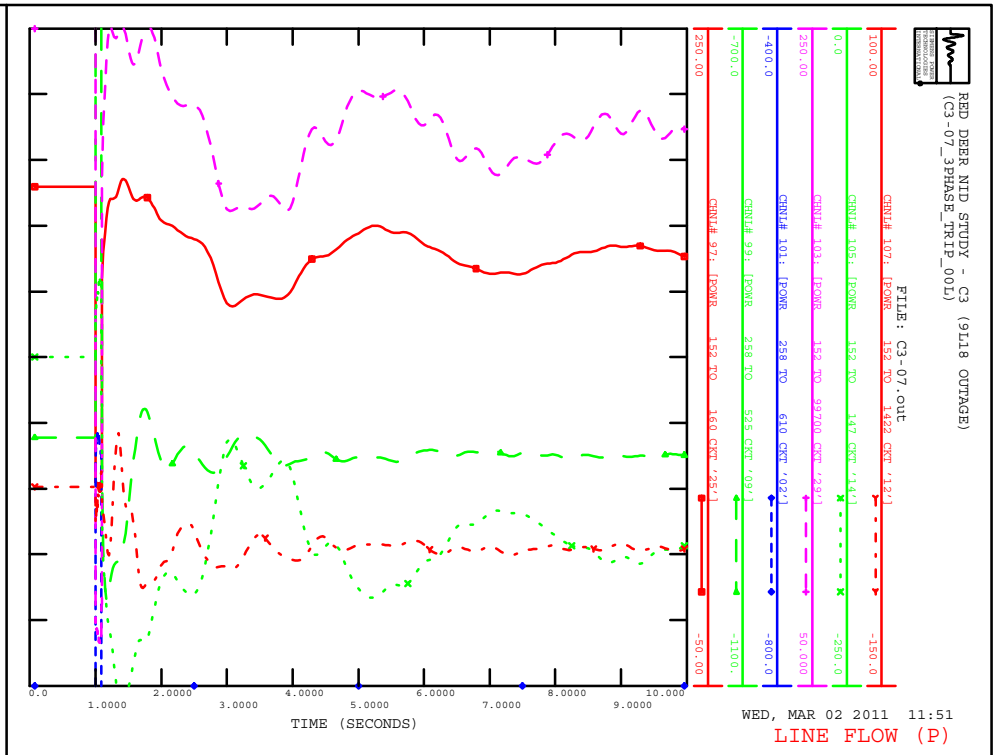

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

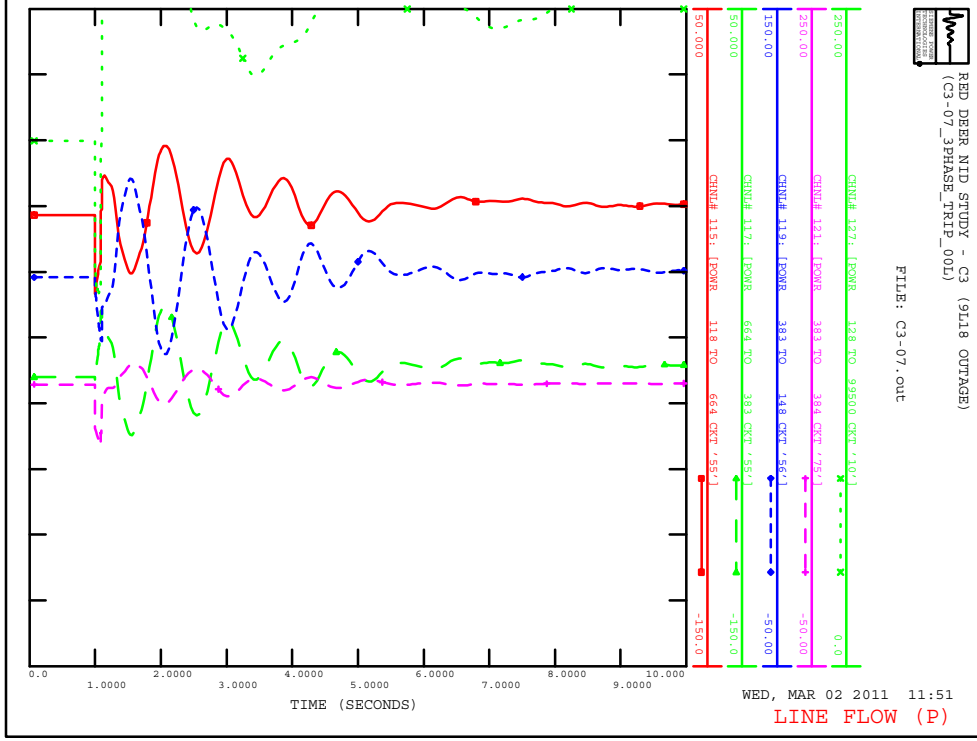

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

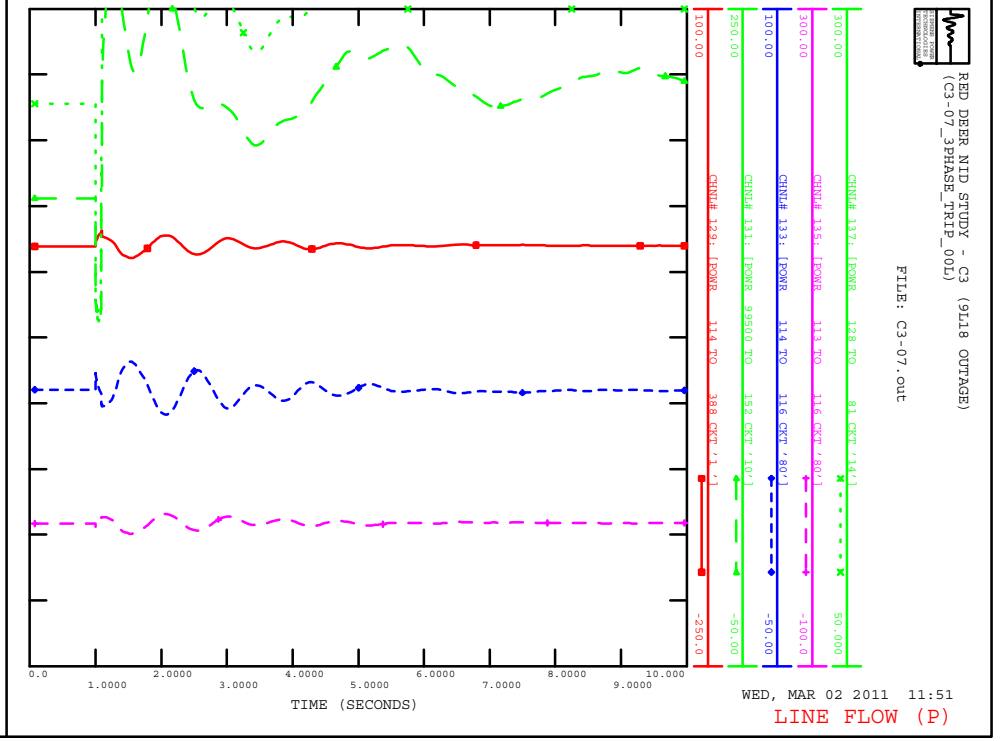

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

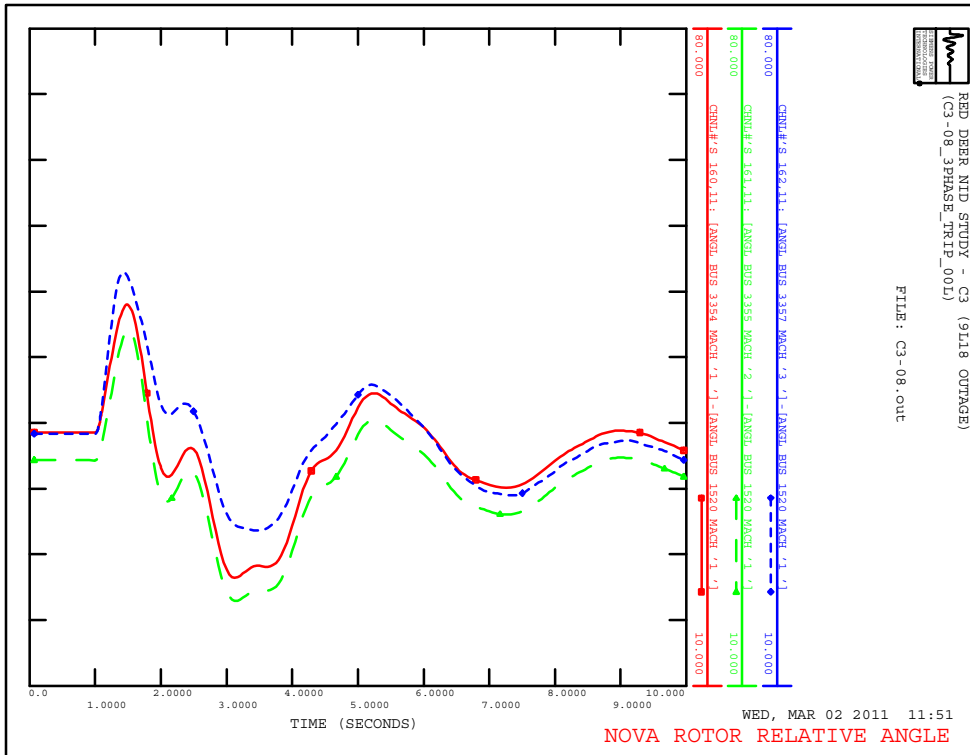

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

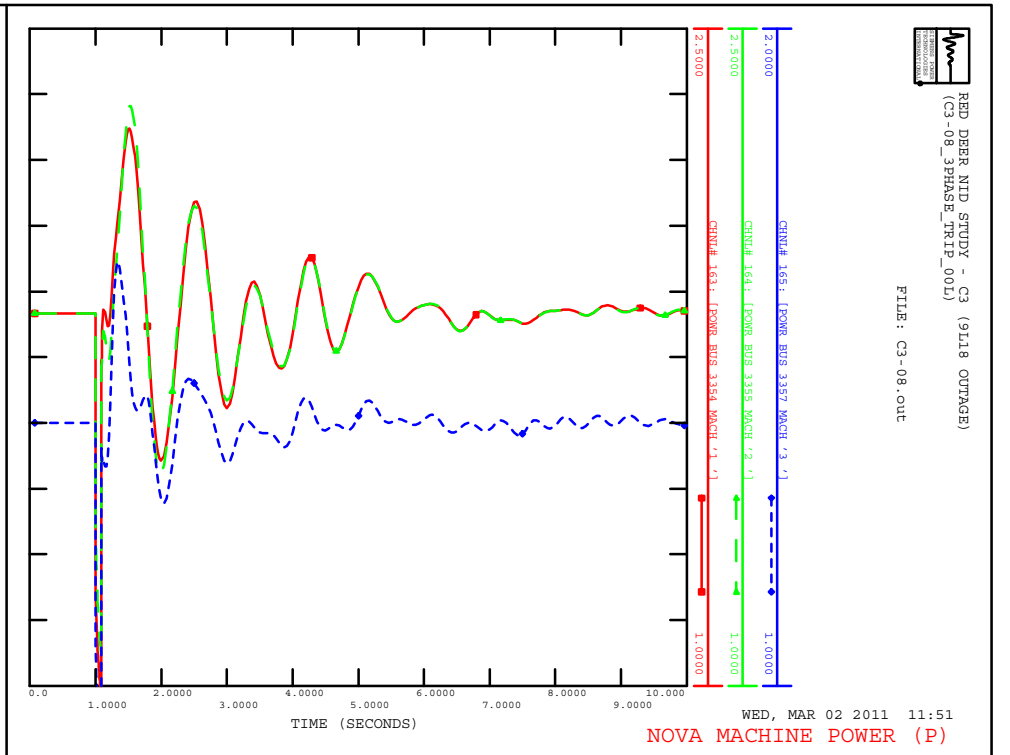

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

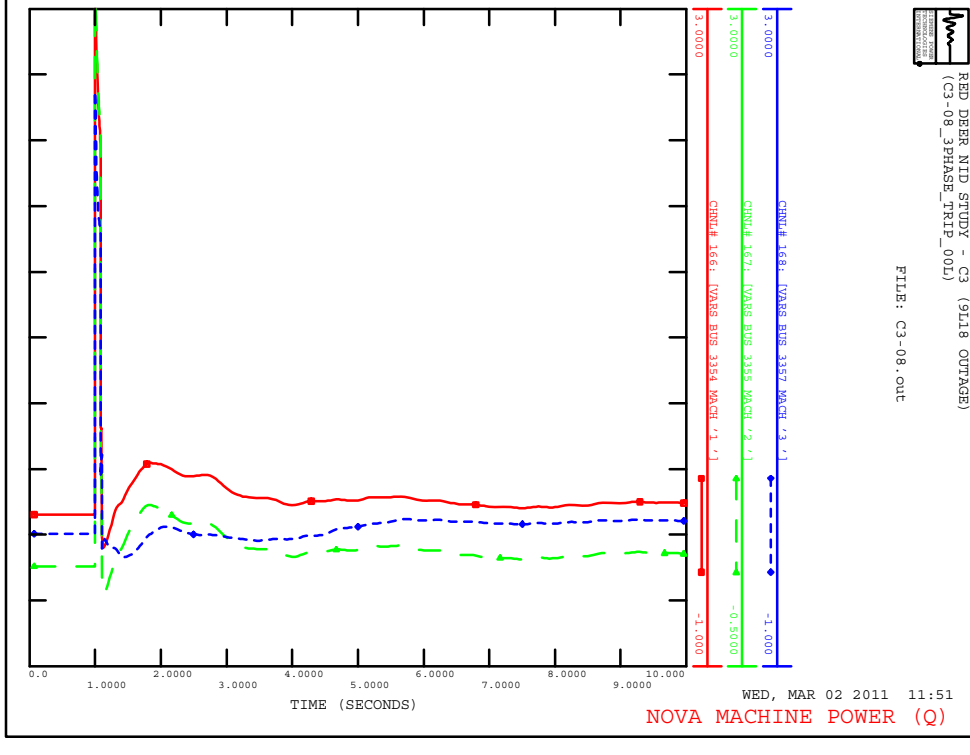

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

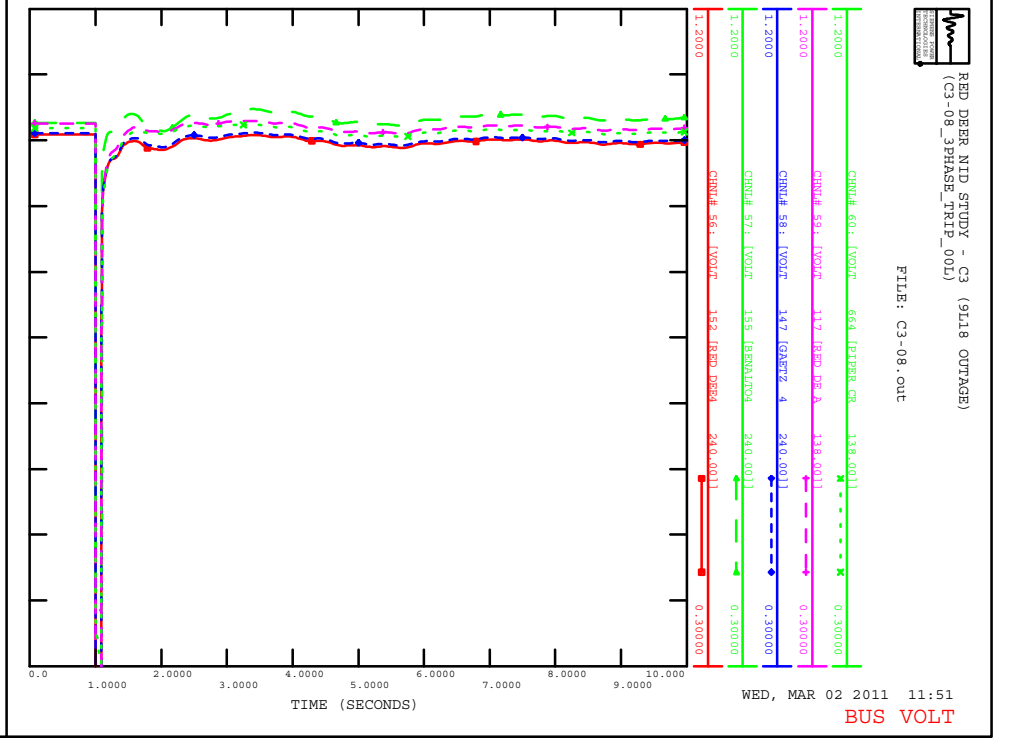

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

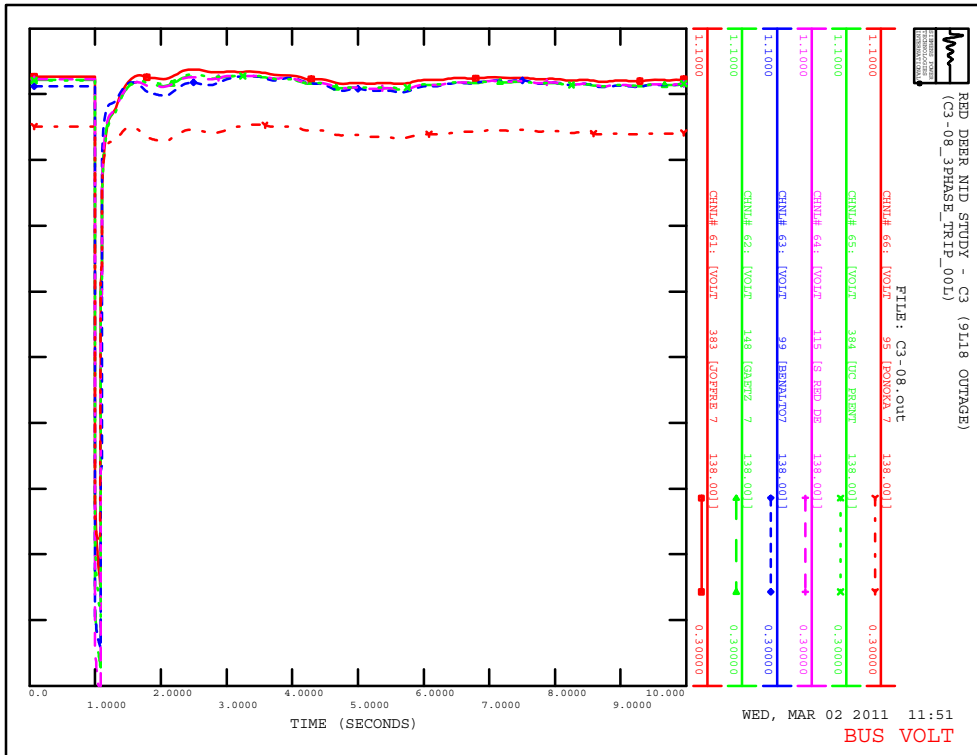

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

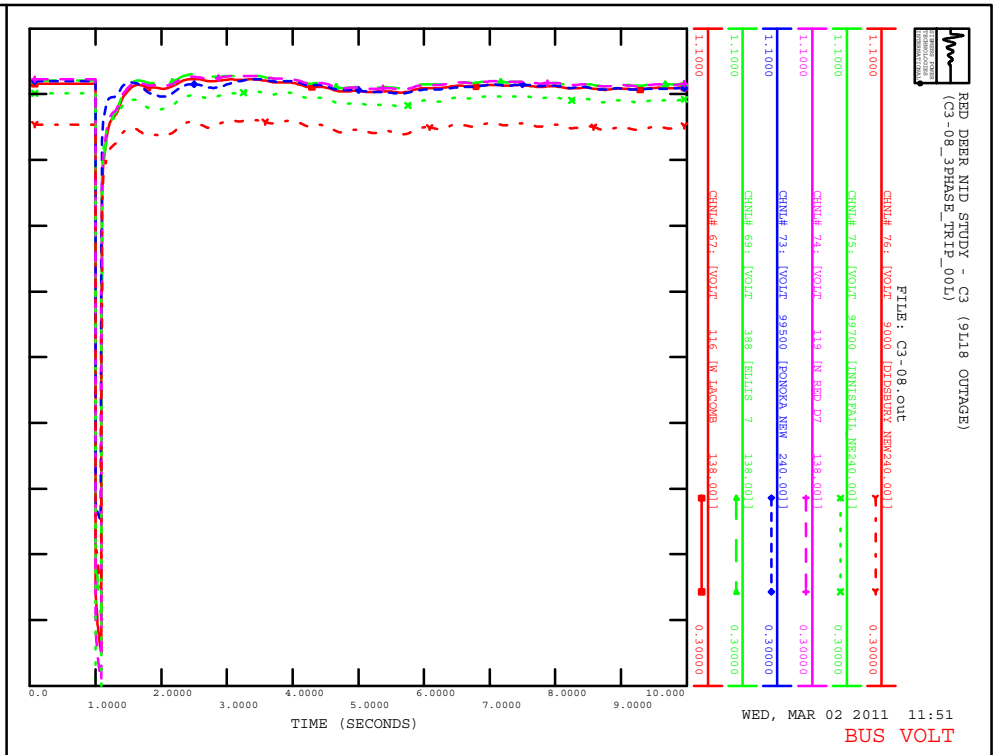

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

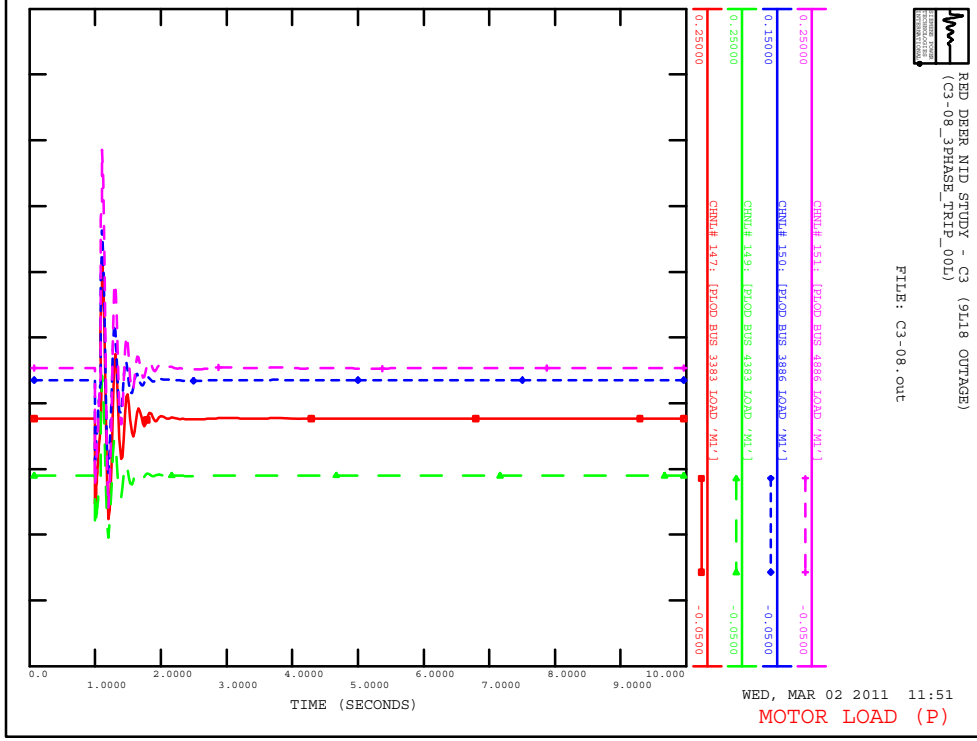

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
CHNL# 165: [POWR BUS 3357 MACH '3 ',]
CHNL# 164: [POWR BUS 3355 MACH '2 ',]
CHNL# 163: [POWR BUS 3354 MACH '1 ',]
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

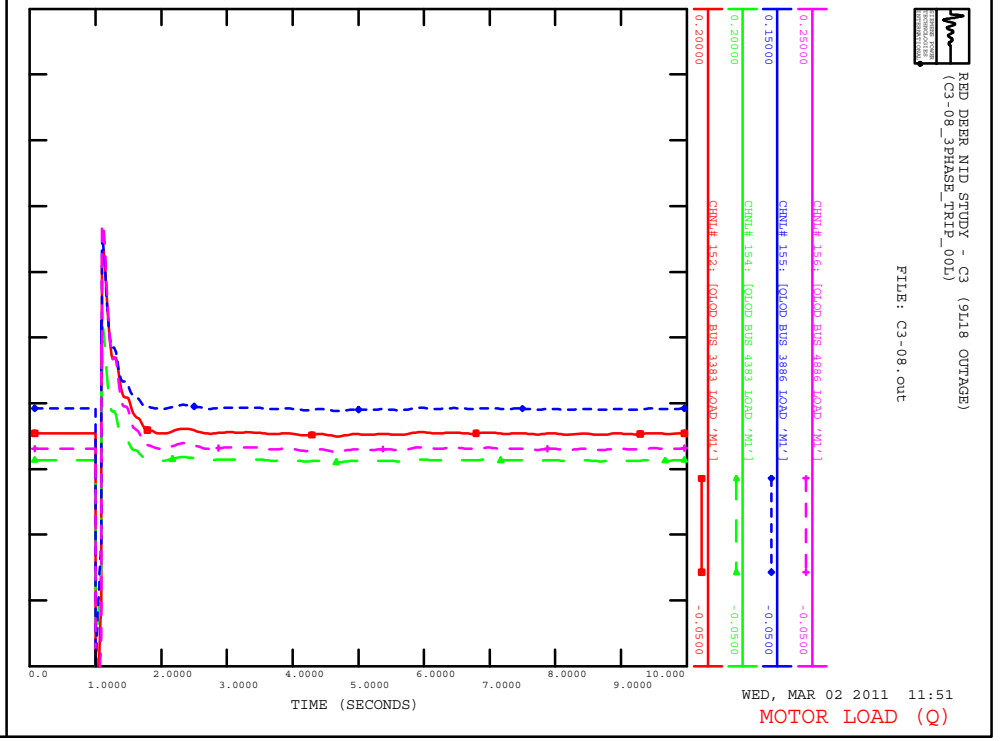

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
CHNL# 168: [VARS BUS 3357 MACH '3 ',]
CHNL# 167: [VARS BUS 3355 MACH '2 ',]
CHNL# 166: [VARS BUS 3354 MACH '1 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

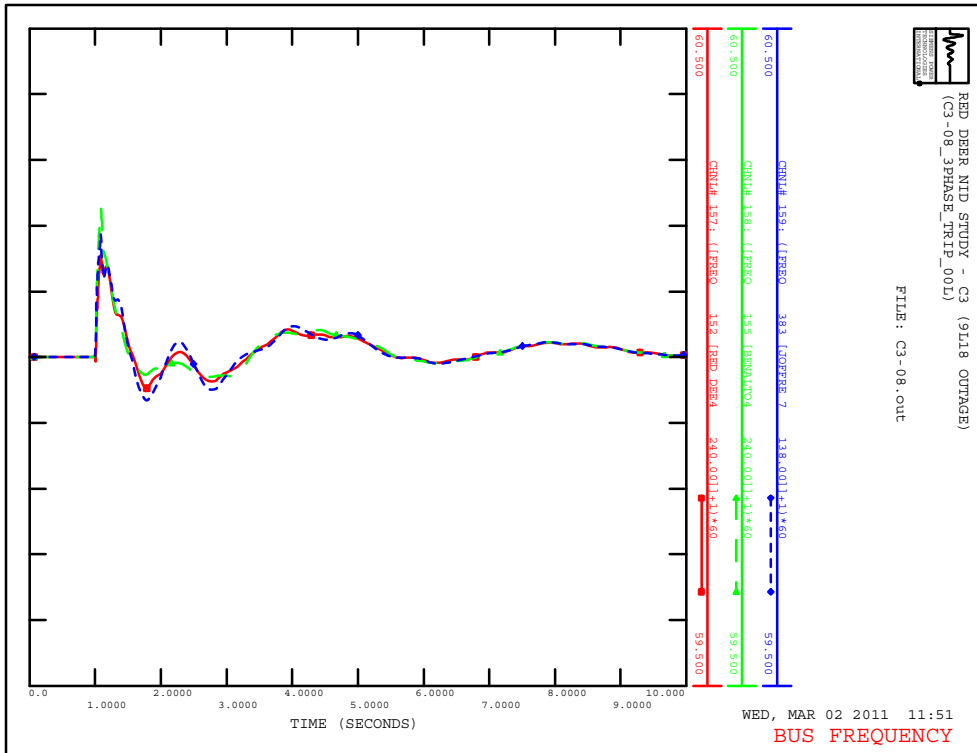

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

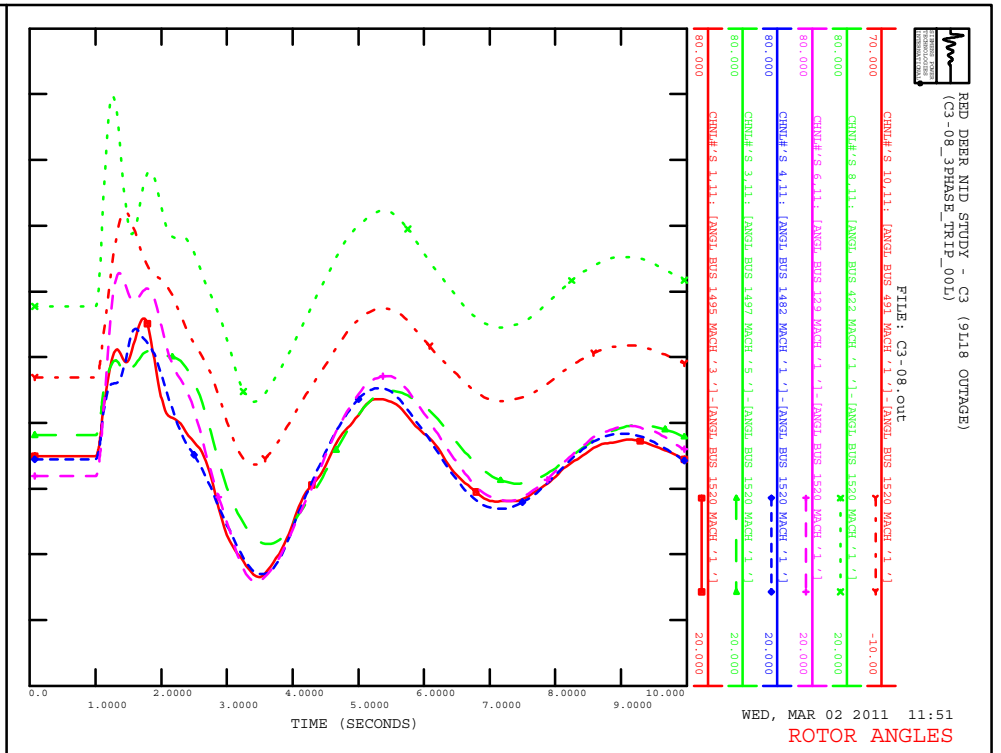

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

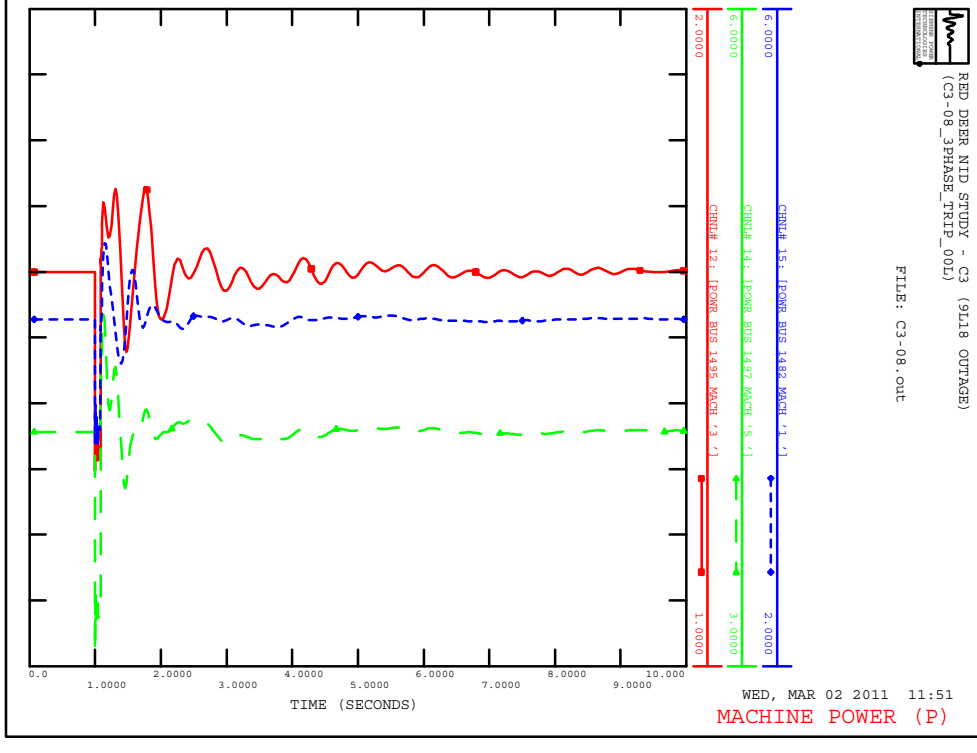

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

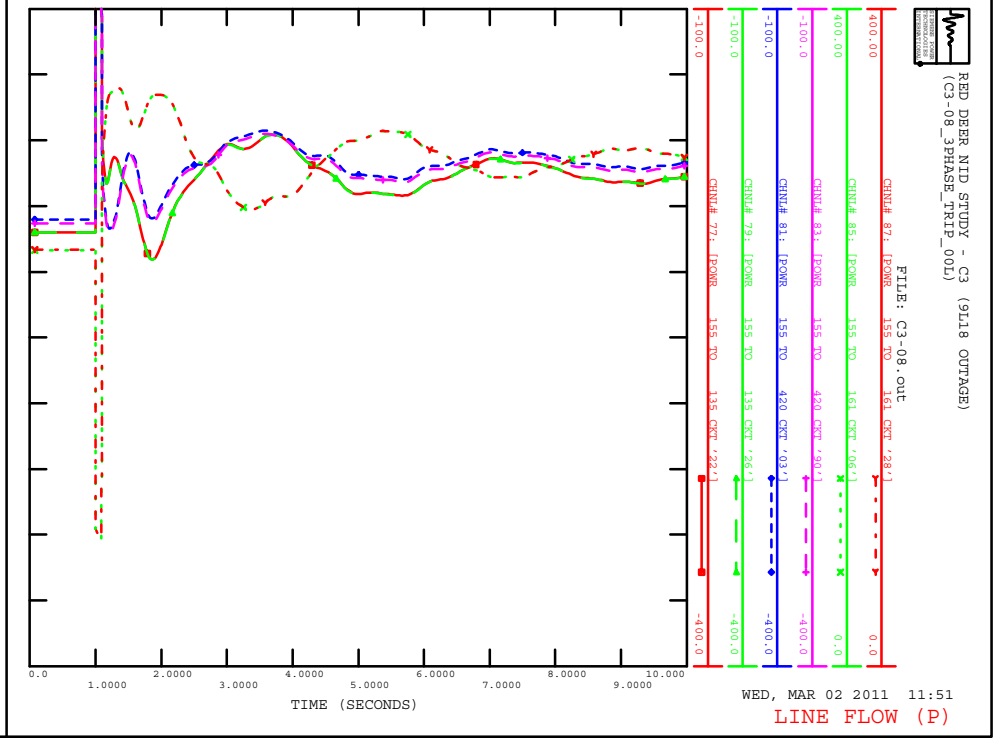

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

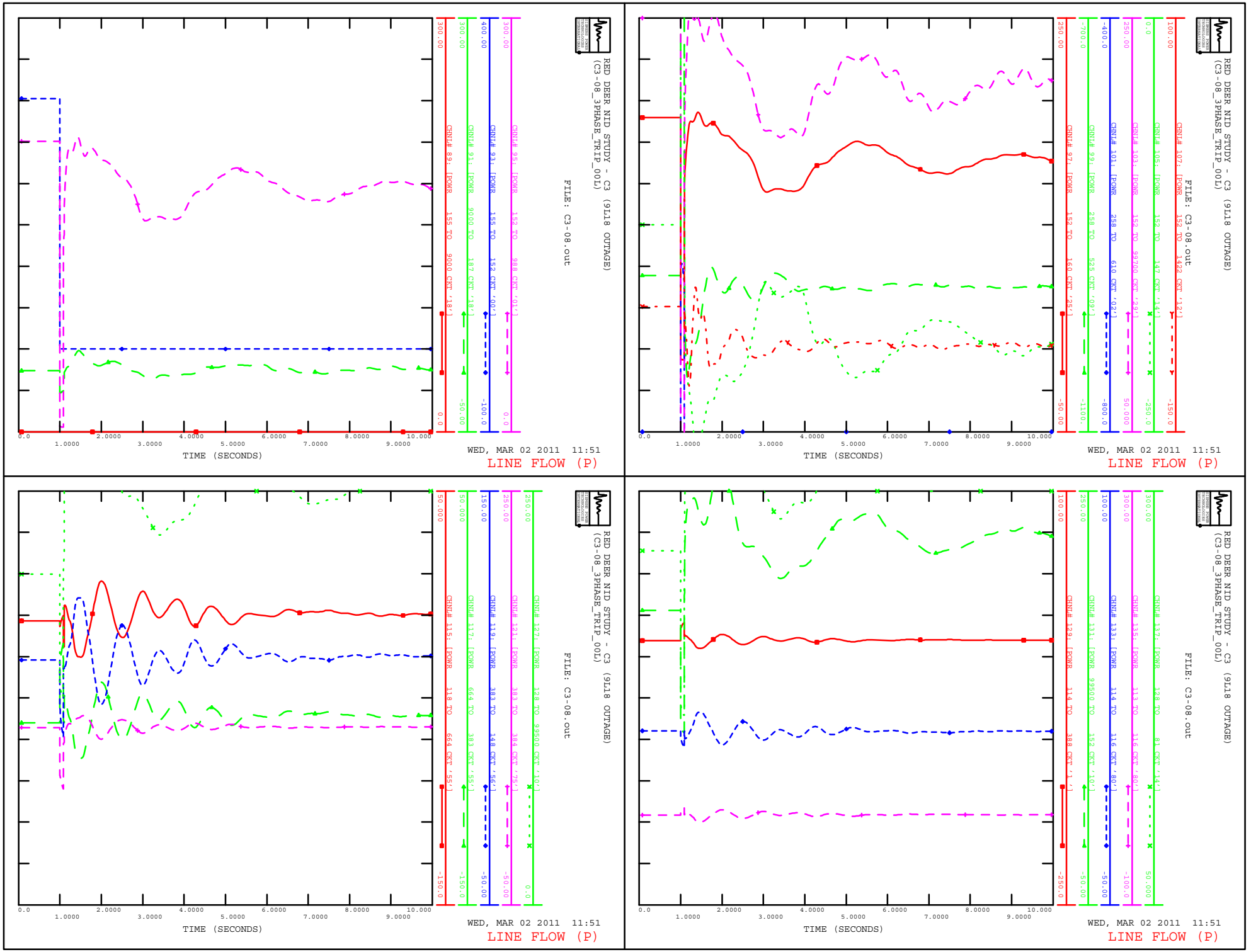

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

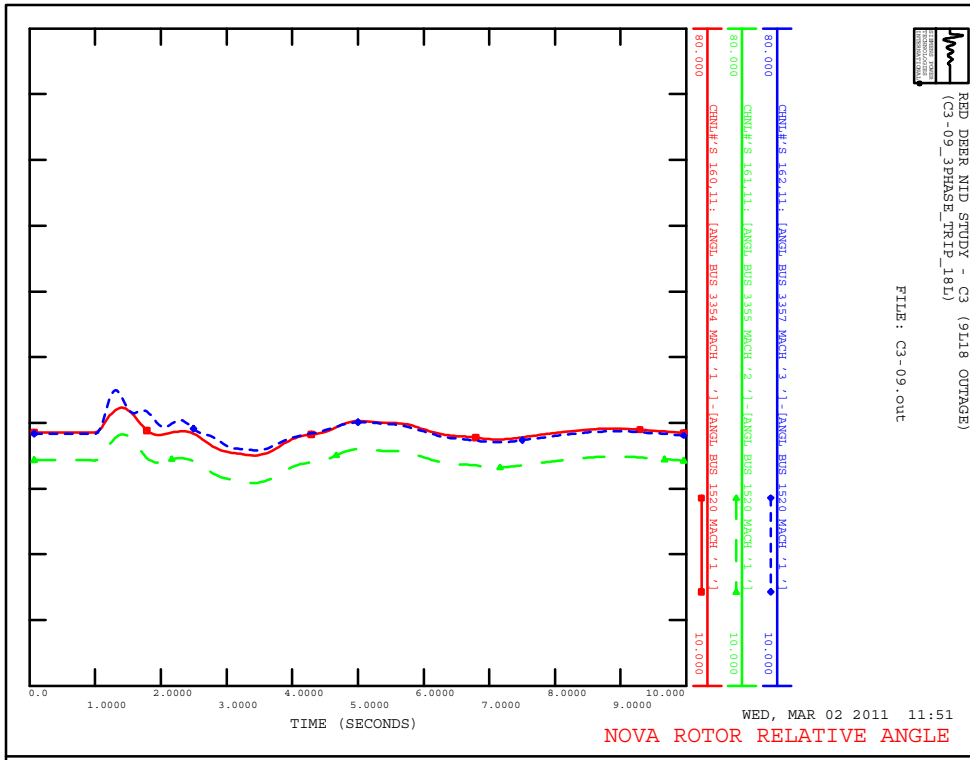

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

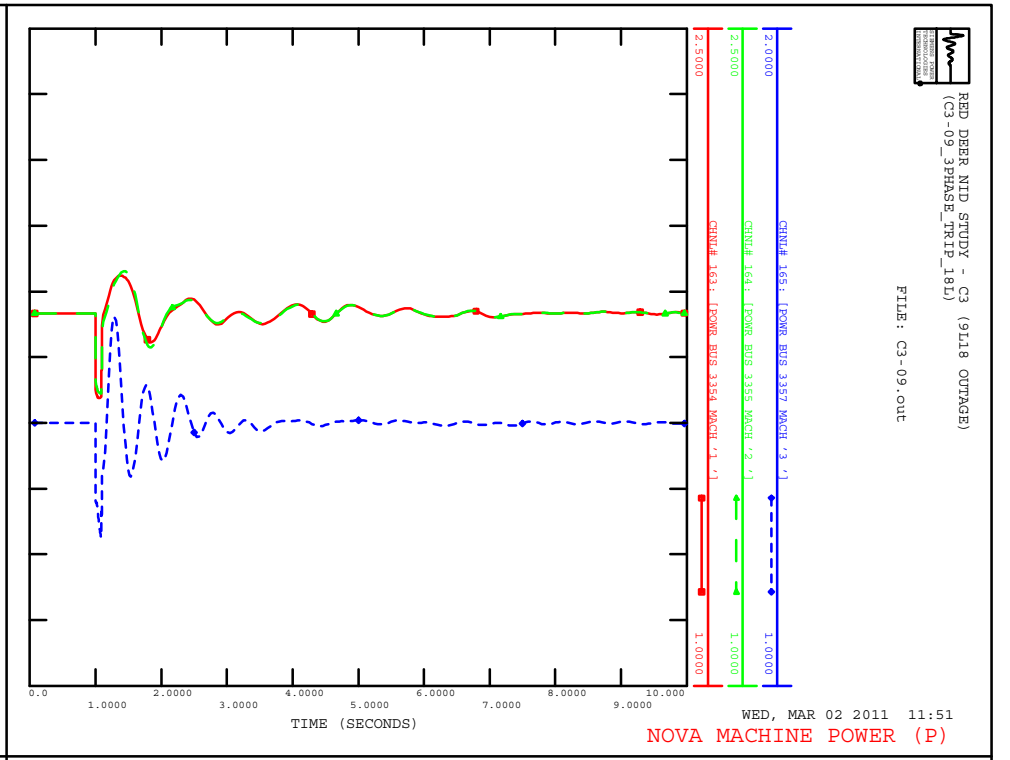

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

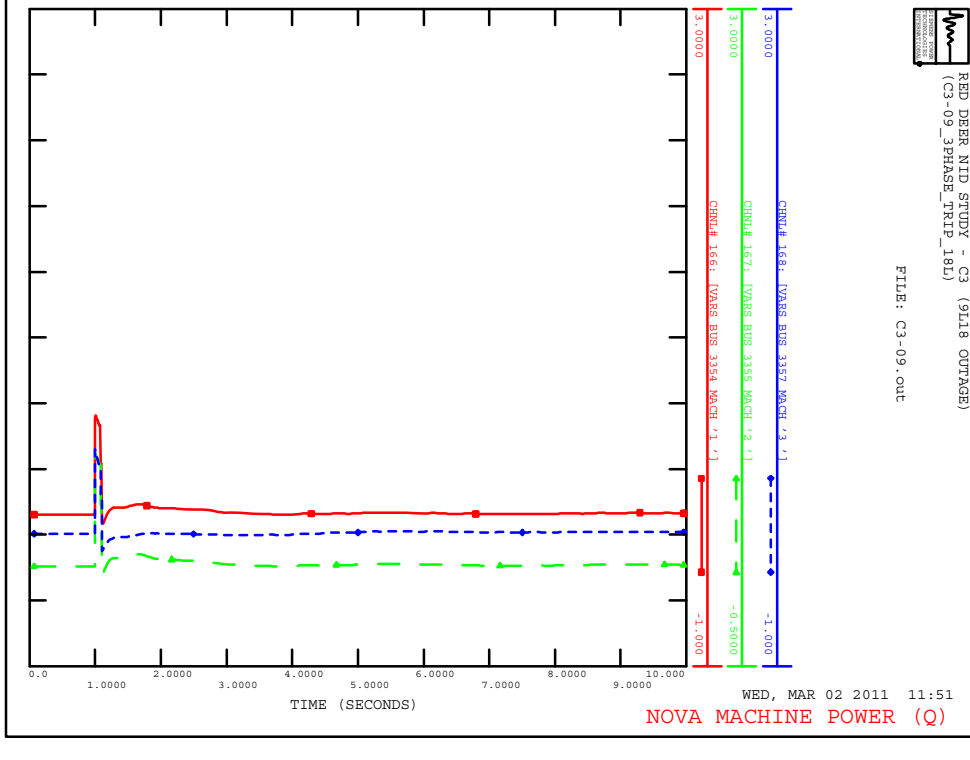

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

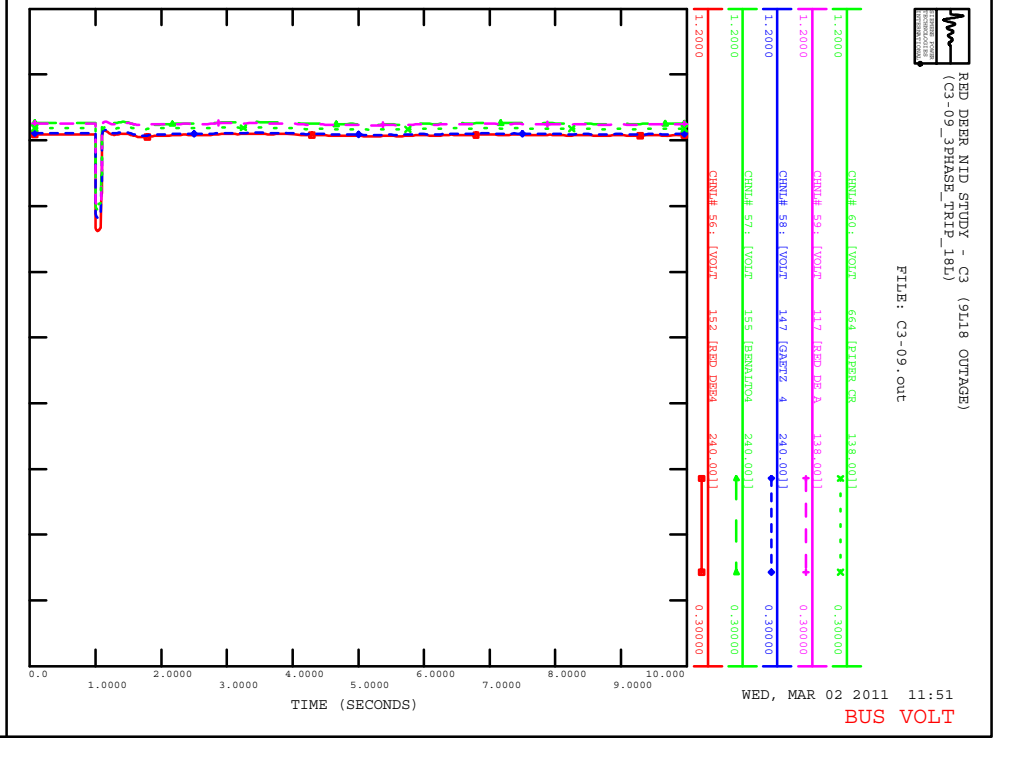

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

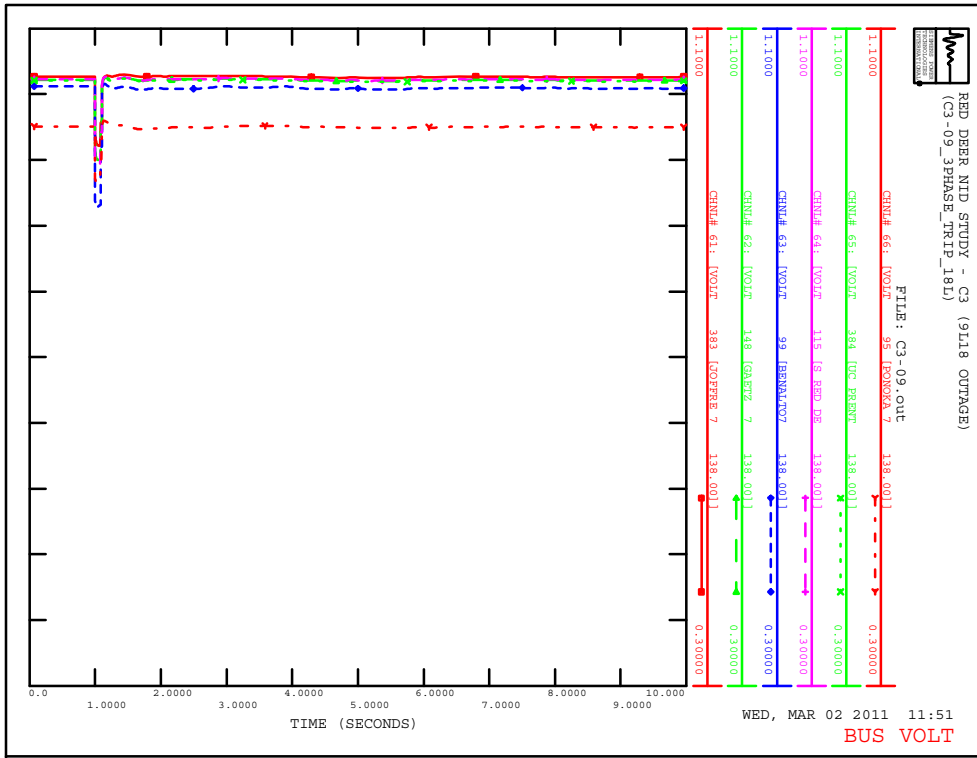

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

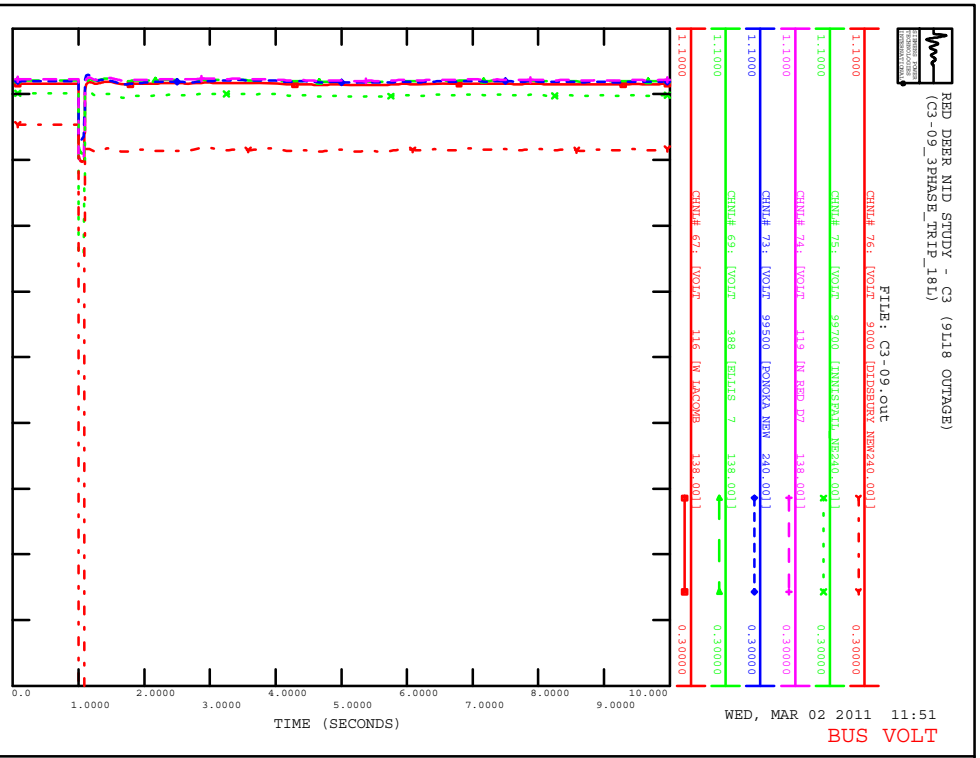

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',1]-[ANGL BUS 1520 MACH '1 ',1]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',1]-[ANGL BUS 1520 MACH '1 ',1]
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',1]-[ANGL BUS 1520 MACH '1 ',1]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

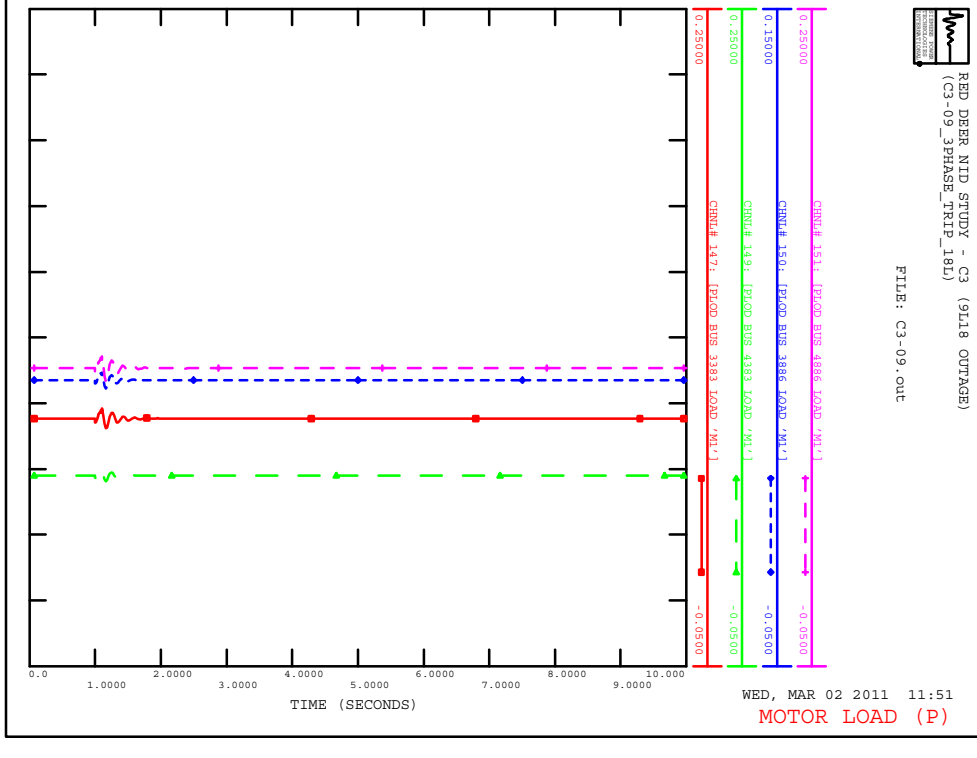

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 165, [POWR BUS 3357 MACH '3 ',1]
CHNL# 164, [POWR BUS 3355 MACH '2 ',1]
CHNL# 163, [POWR BUS 3354 MACH '1 ',1]
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

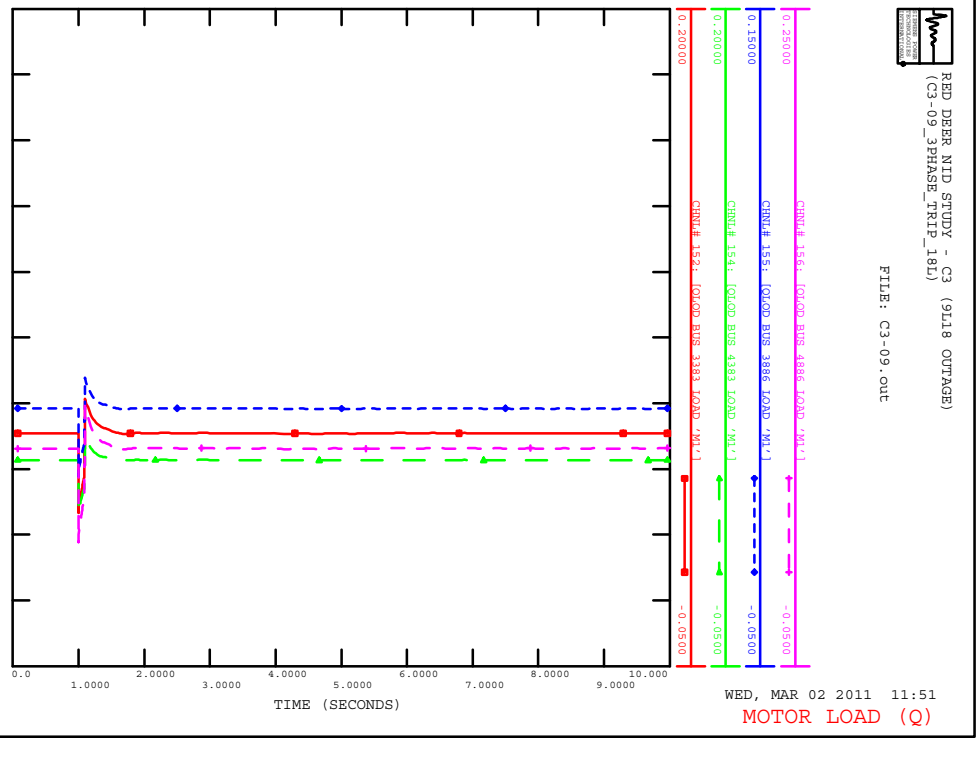

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 168, [VARS BUS 3357 MACH '3 ',1]
CHNL# 167, [VARS BUS 3355 MACH '2 ',1]
CHNL# 166, [VARS BUS 3354 MACH '1 ',1]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

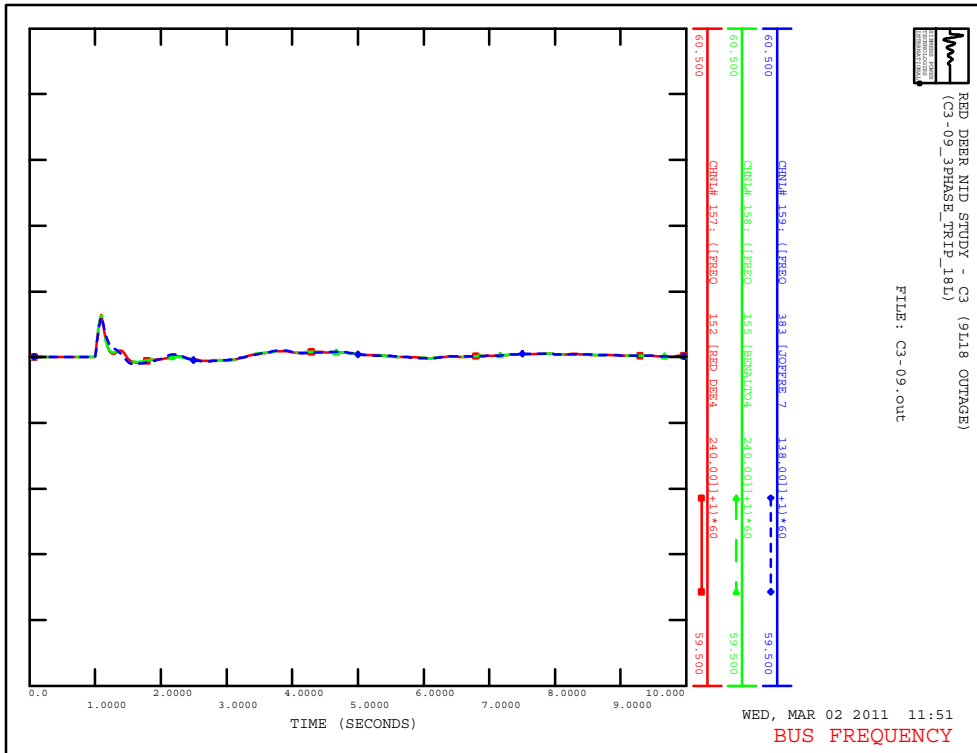

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

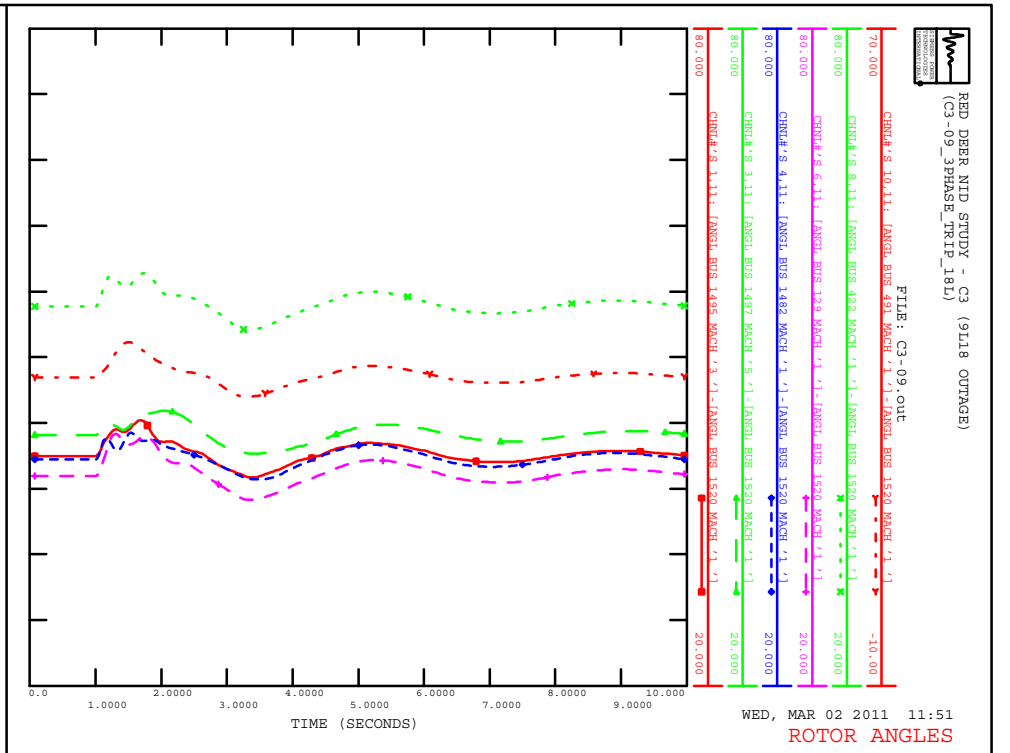

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE#2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

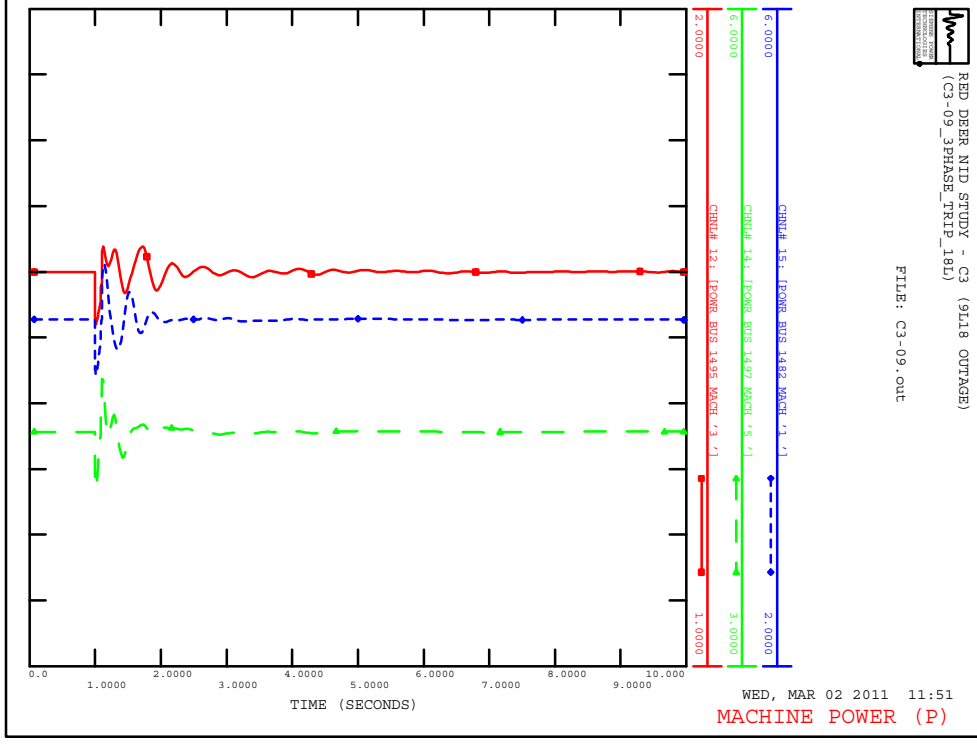

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DICKSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

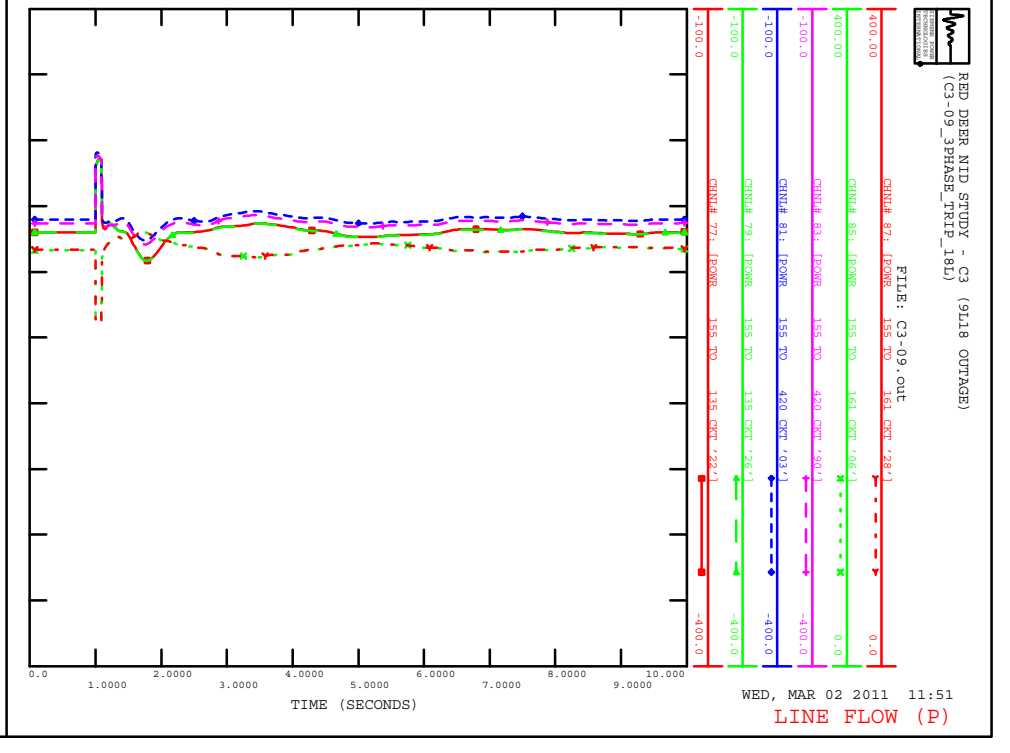

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

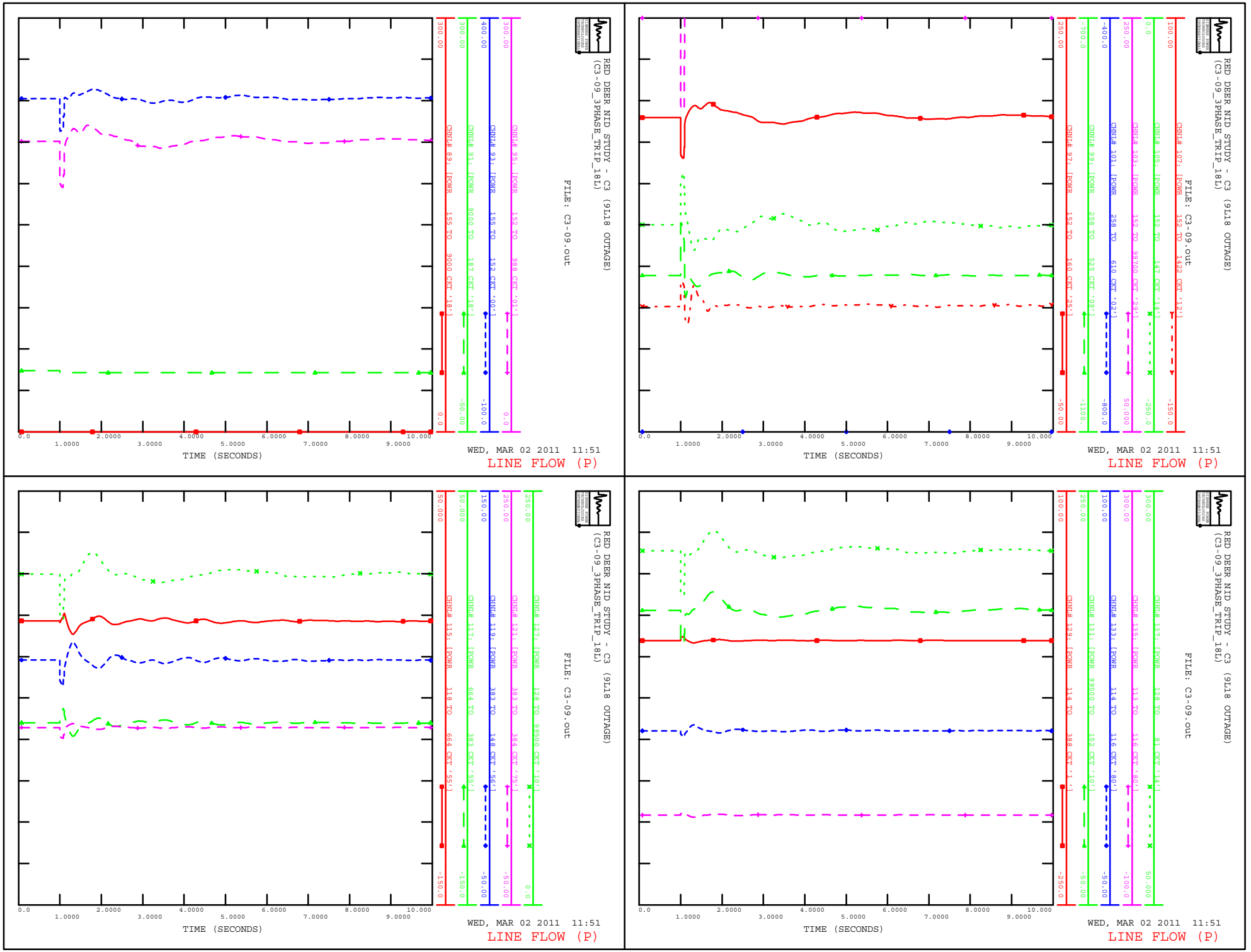

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

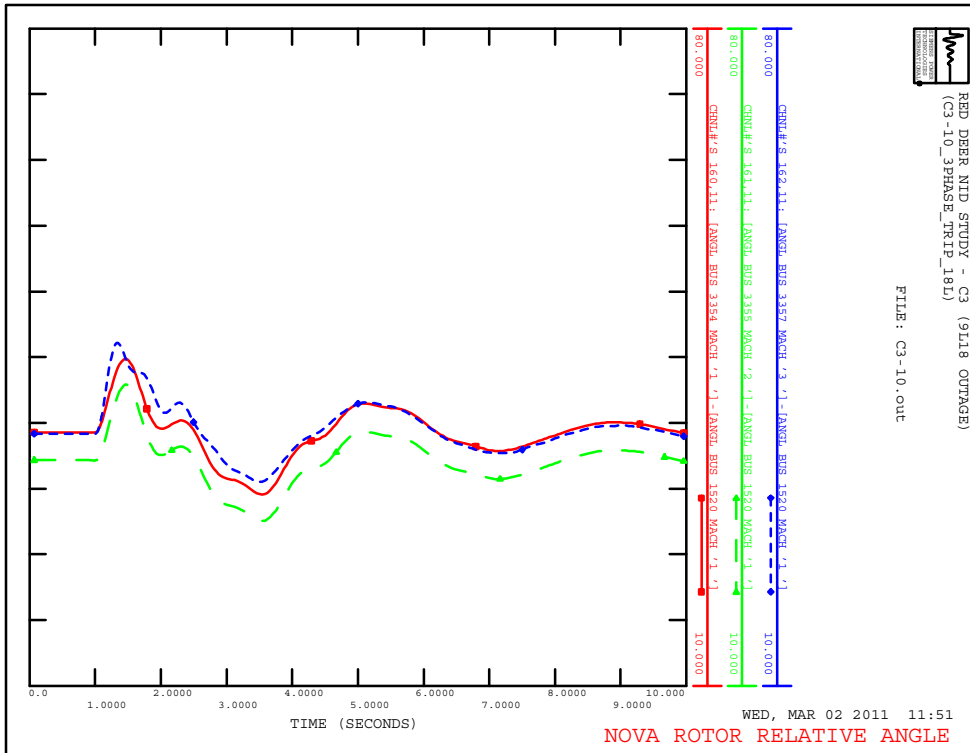

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

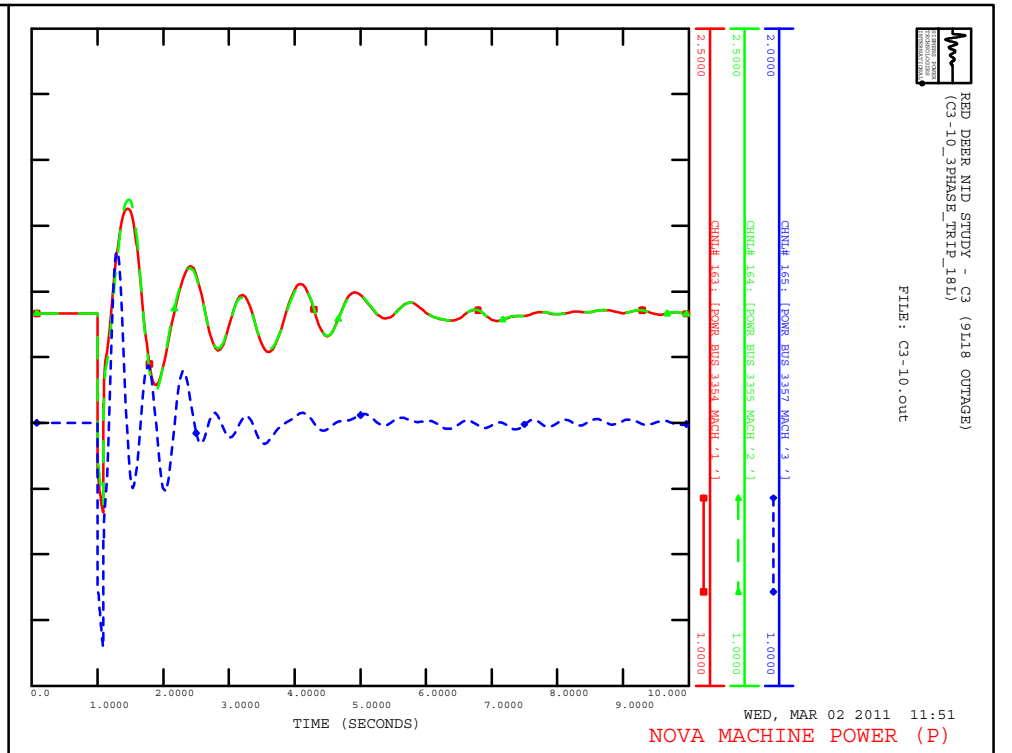

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

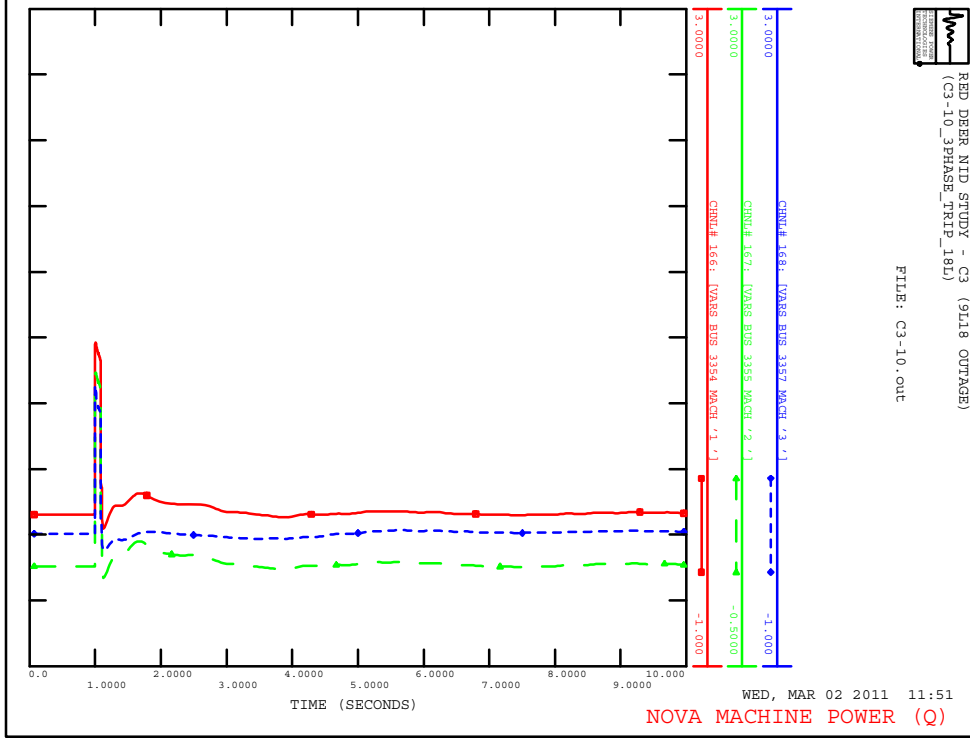

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

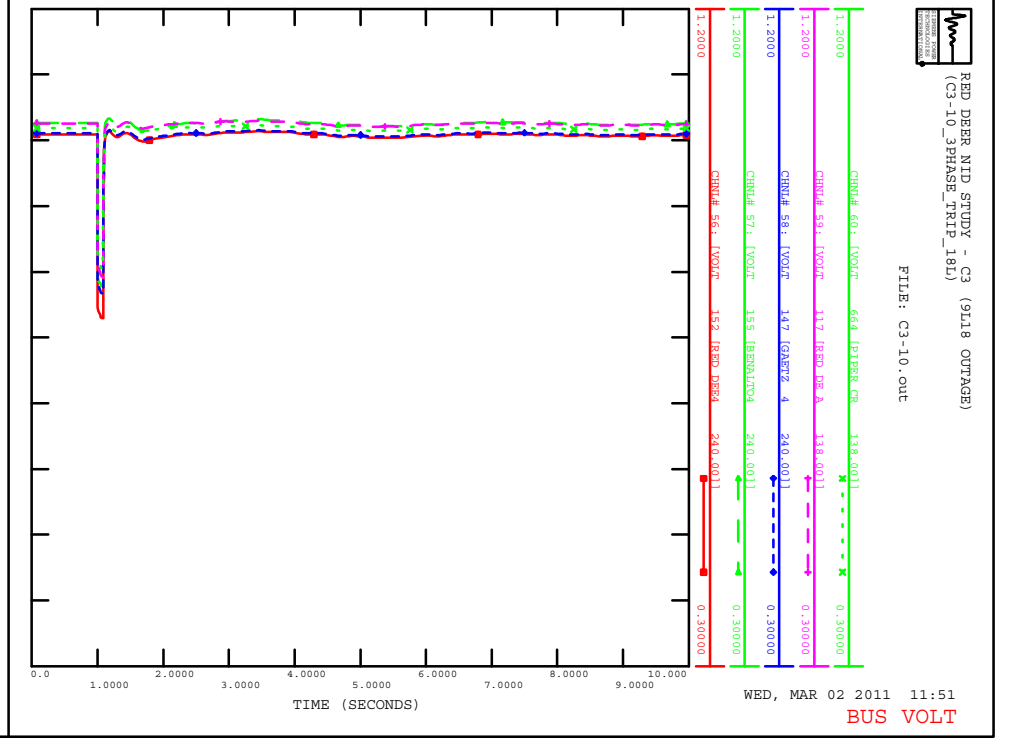

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

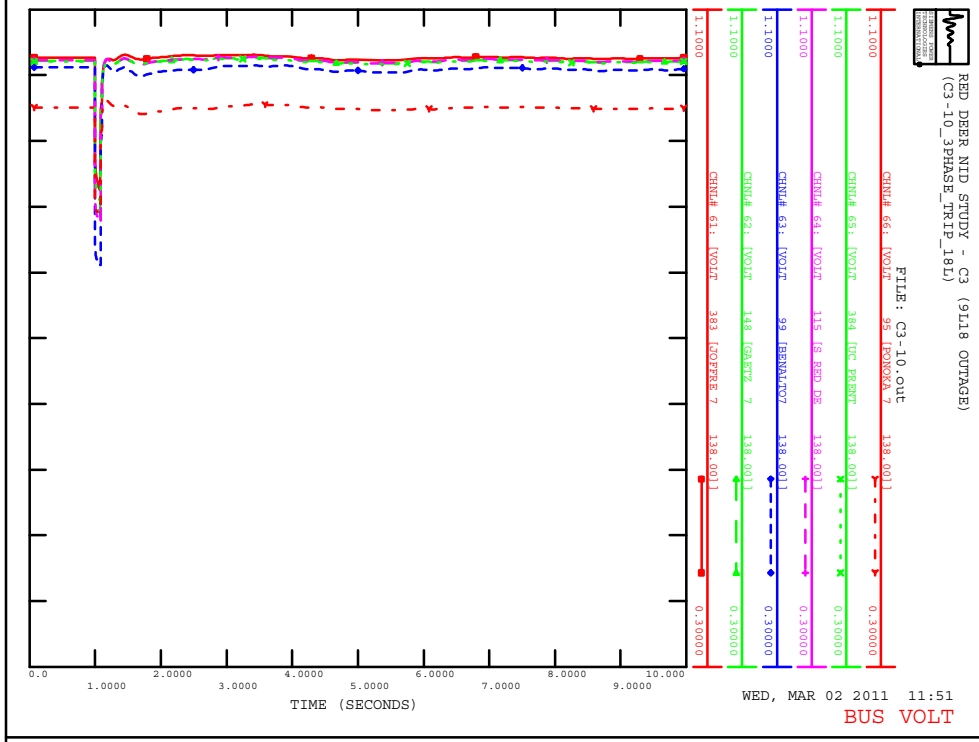

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

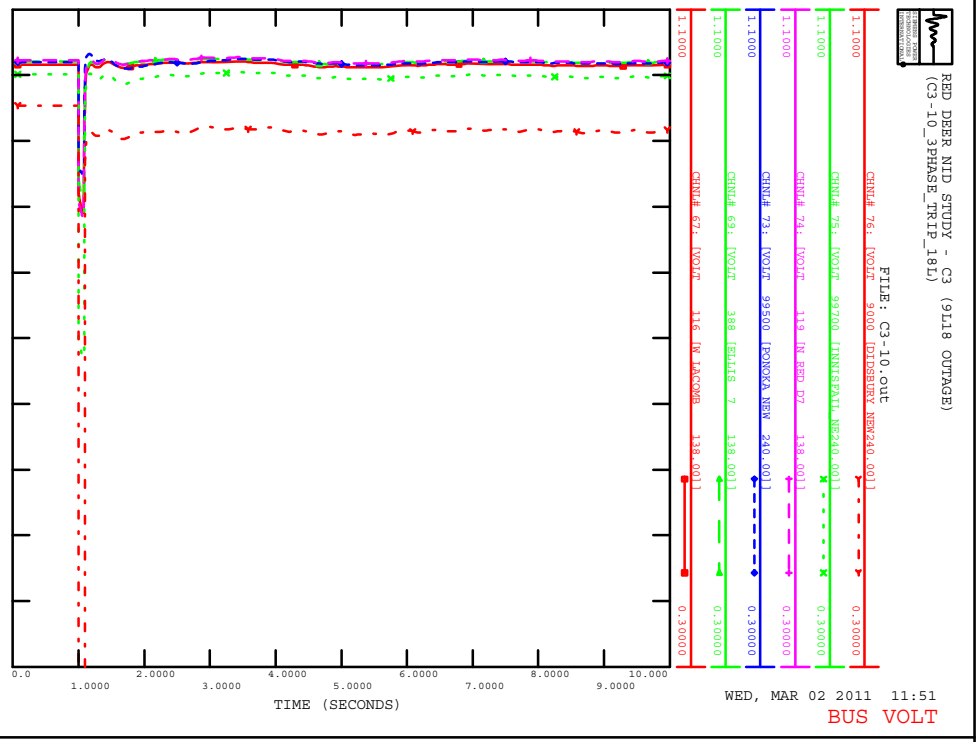

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

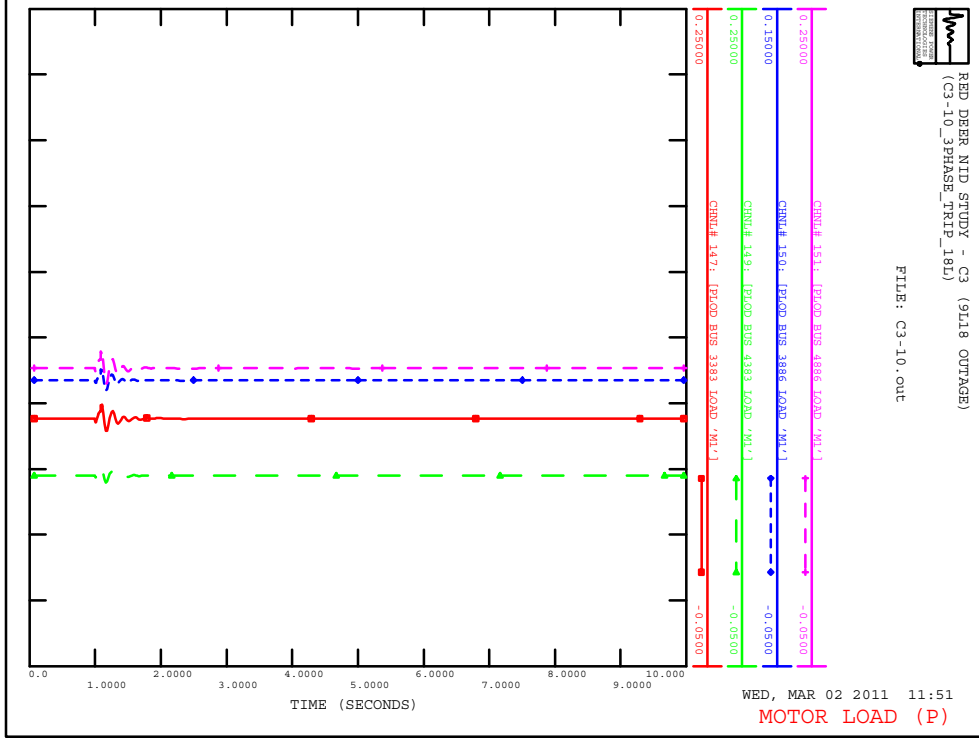

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

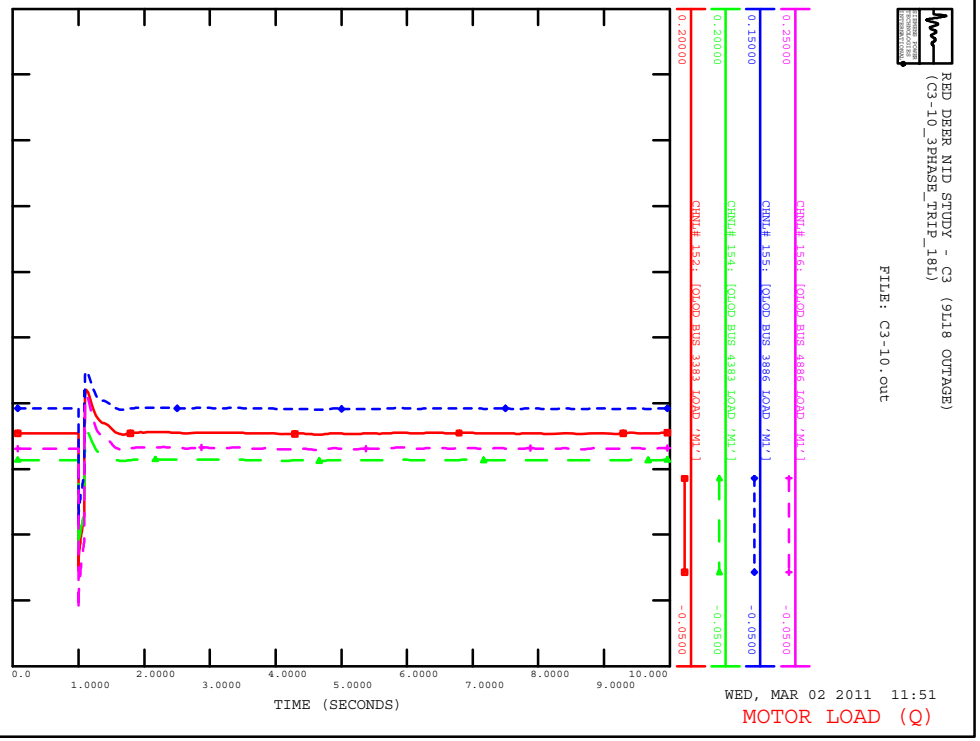

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

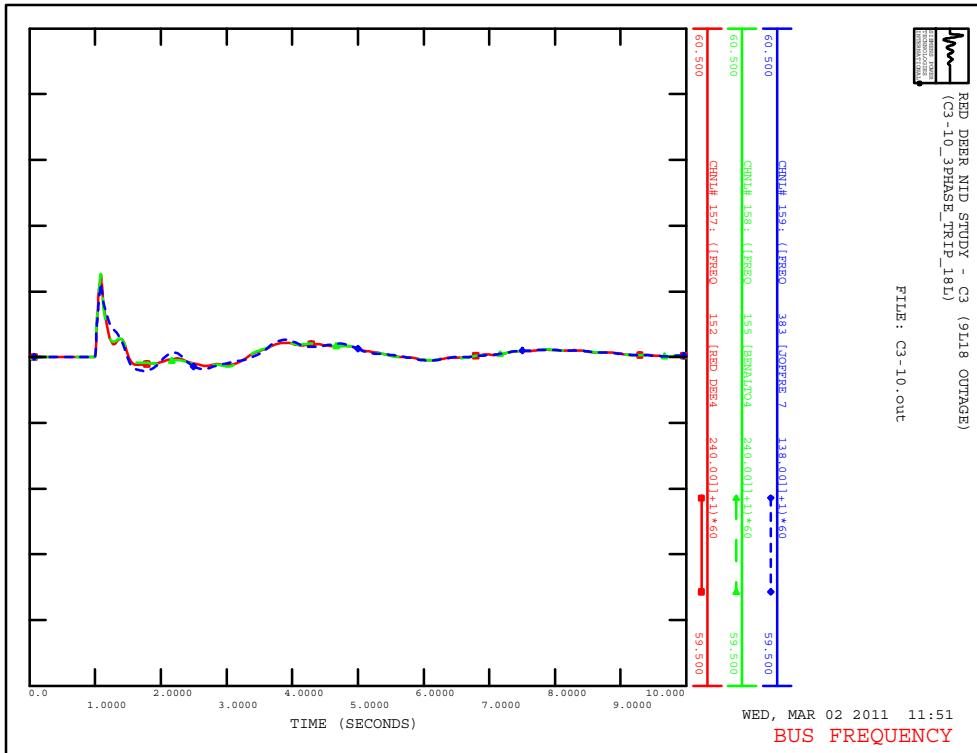

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

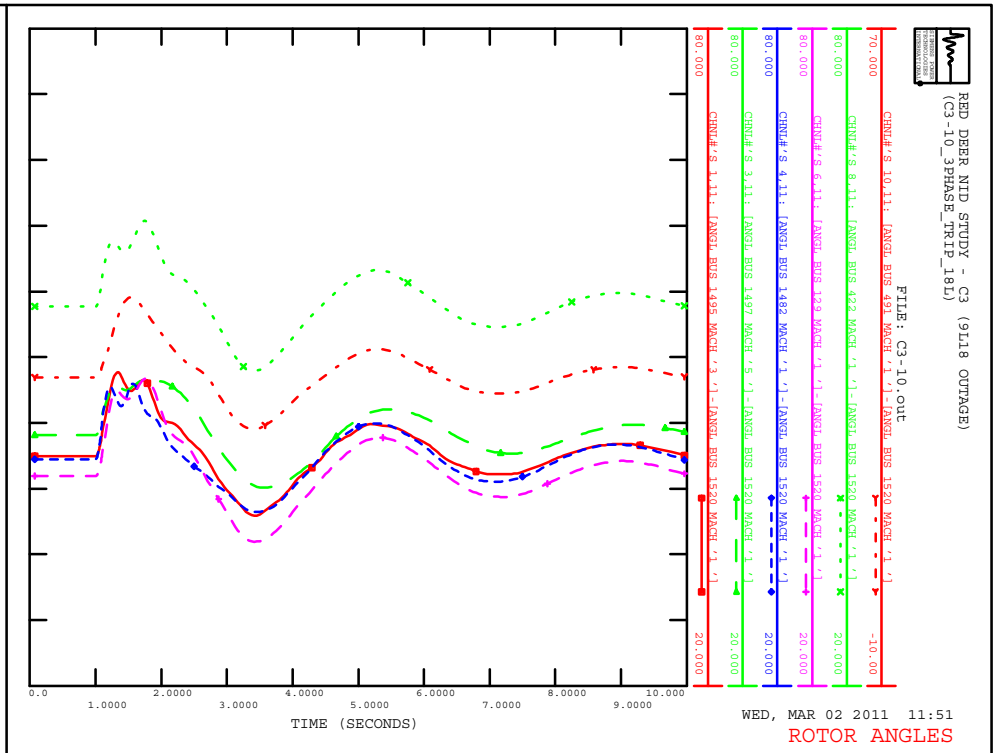

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

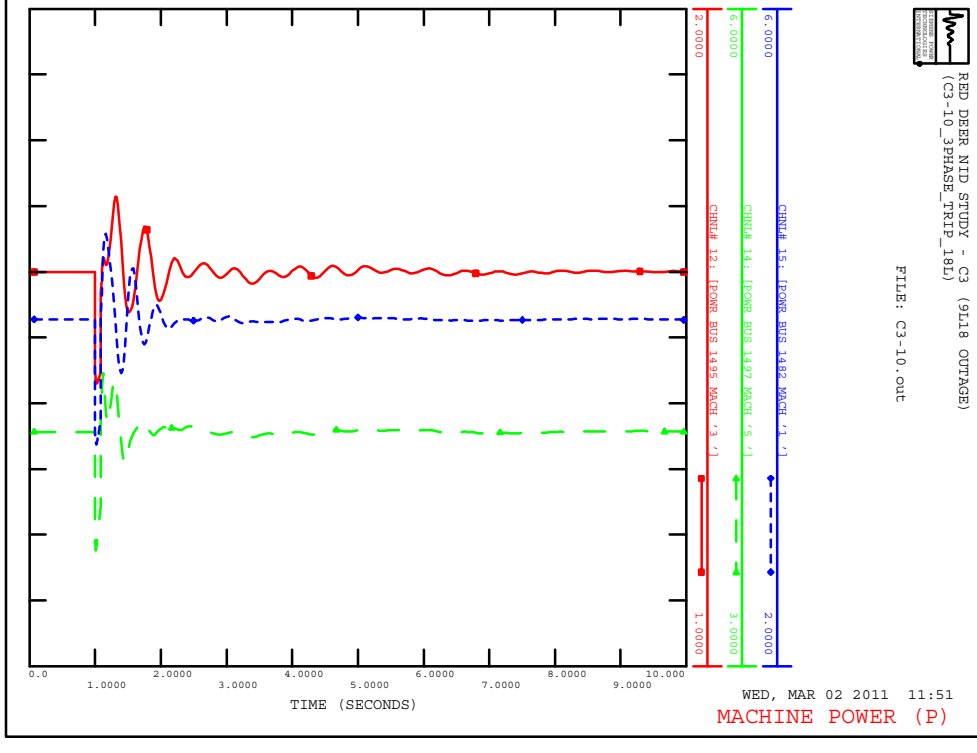

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 68: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DITCHBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

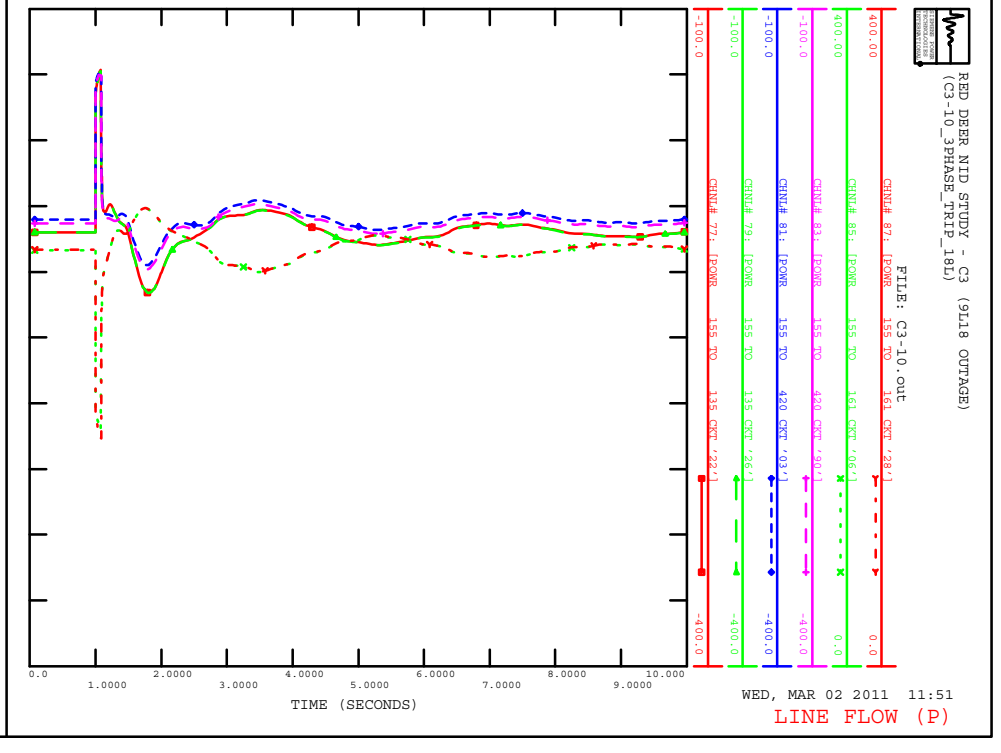

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

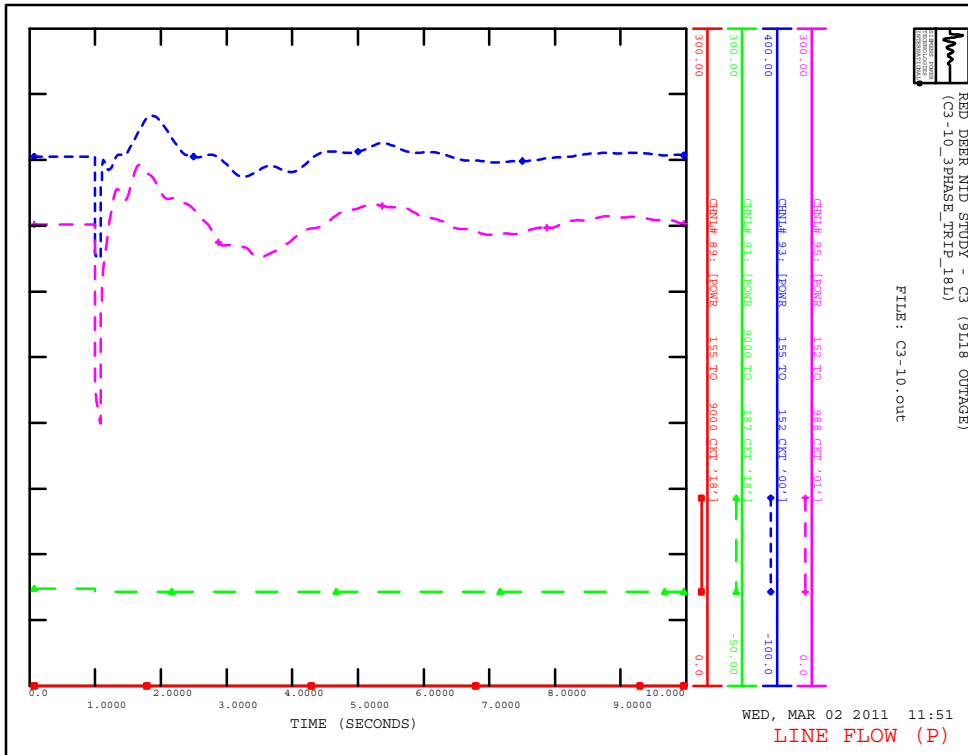

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

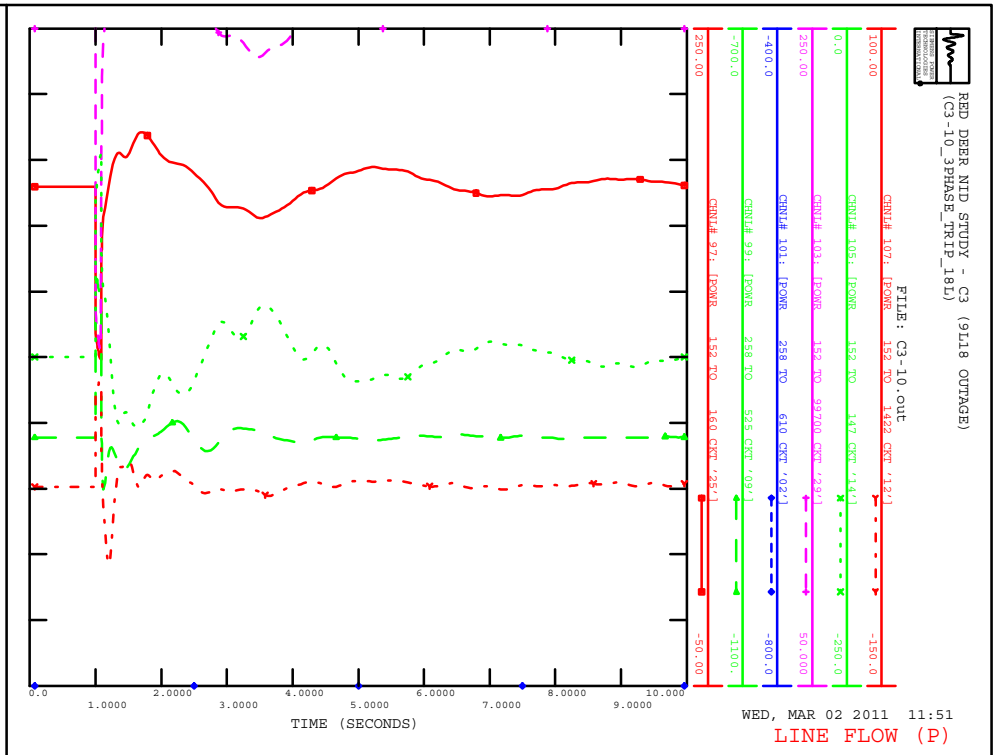

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

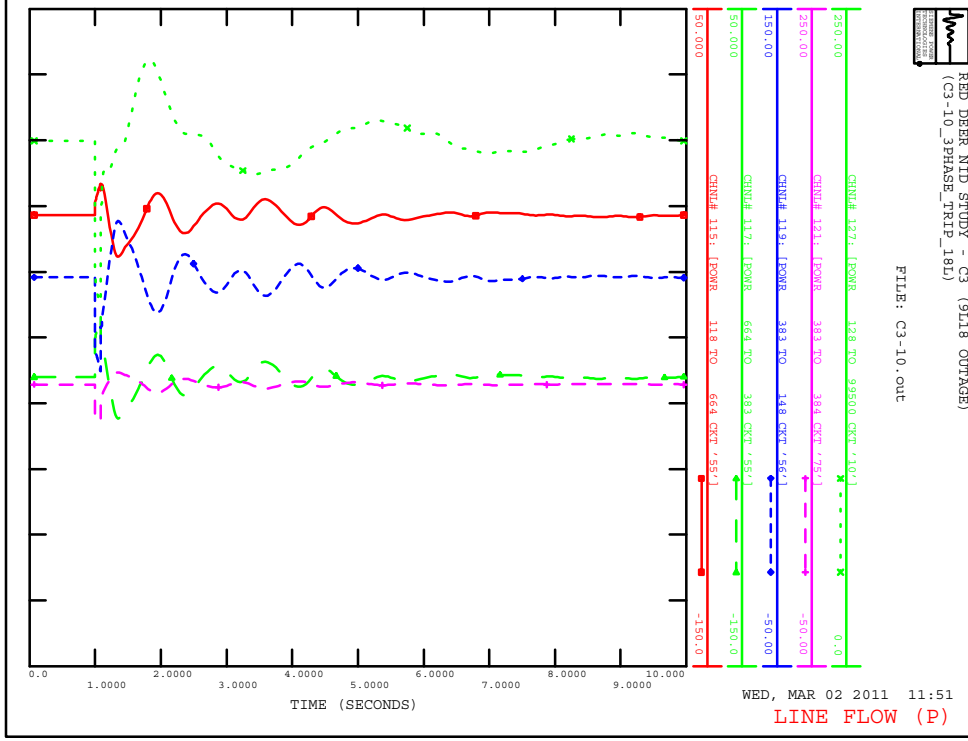

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

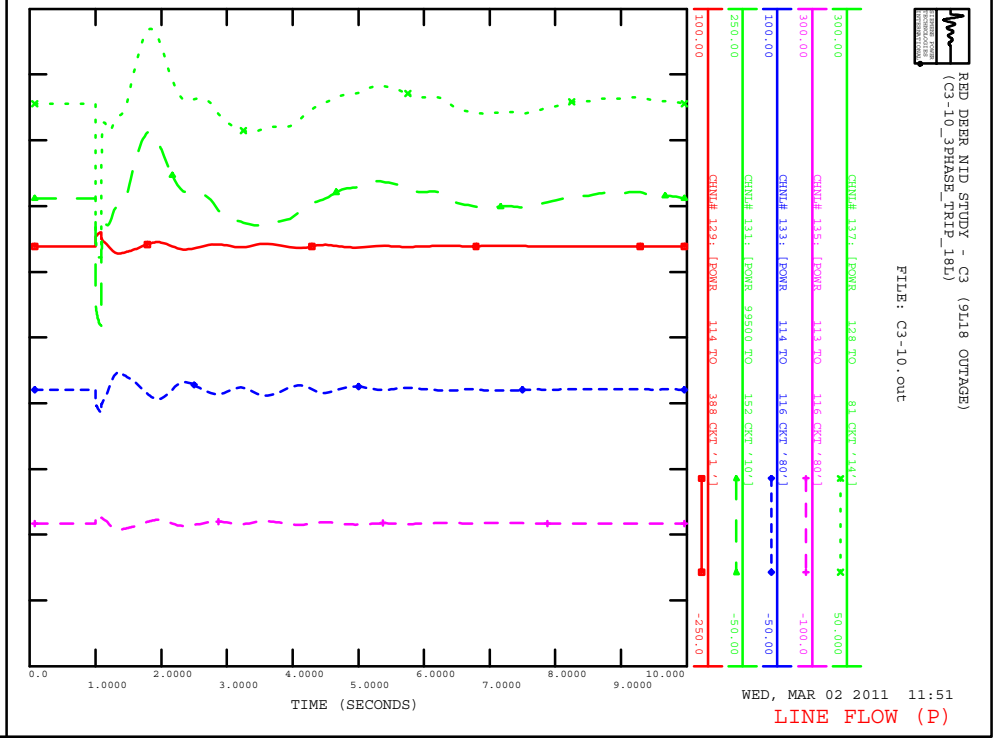

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

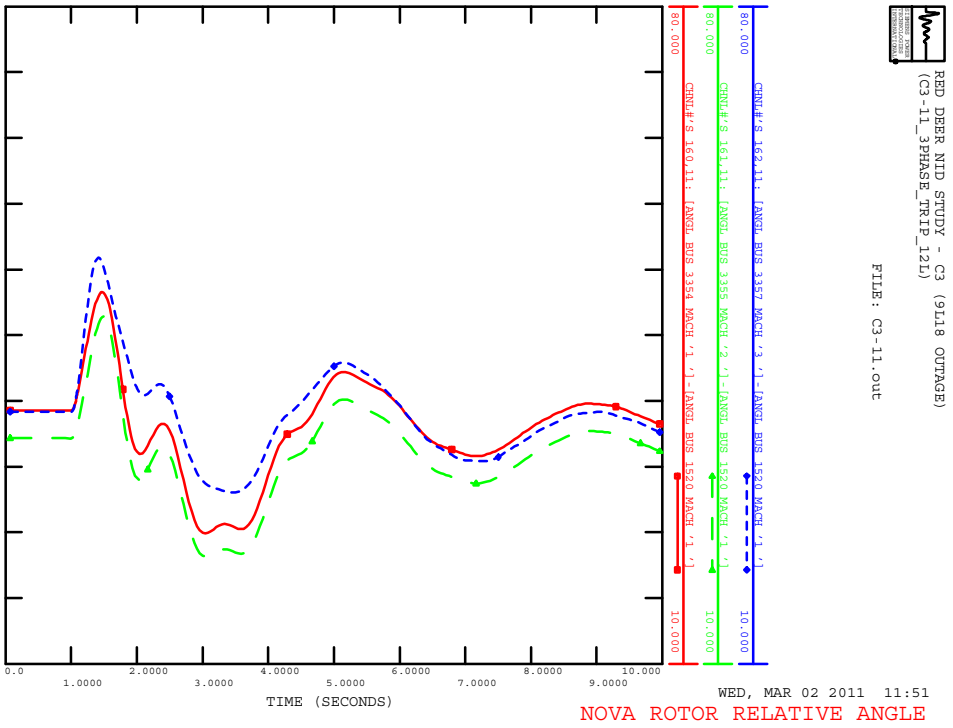

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

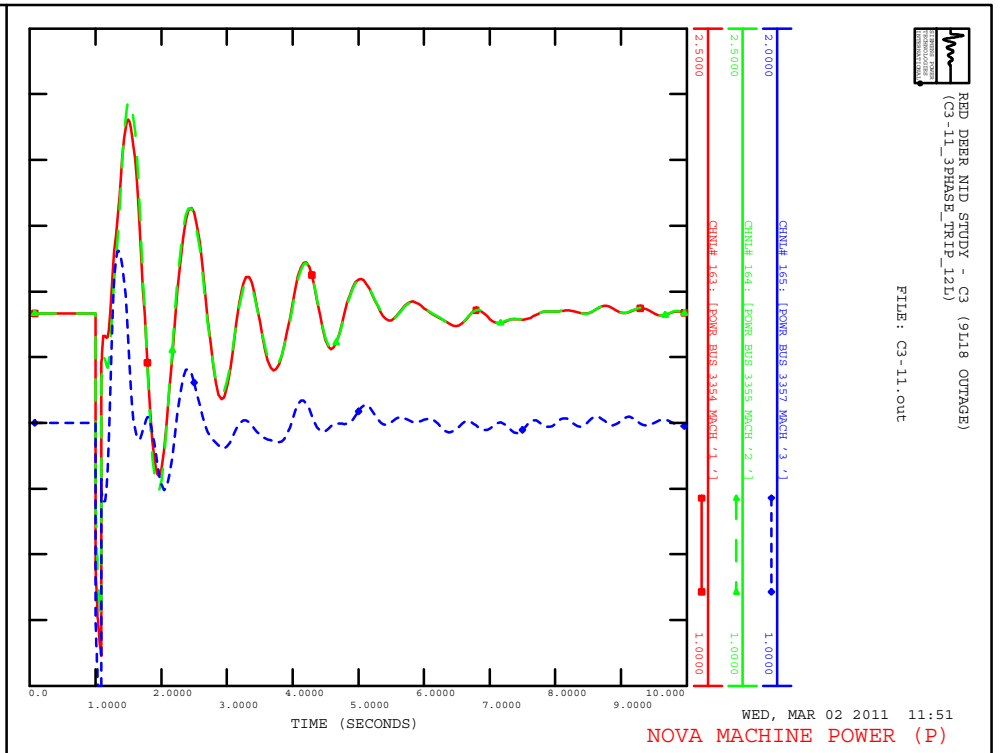

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

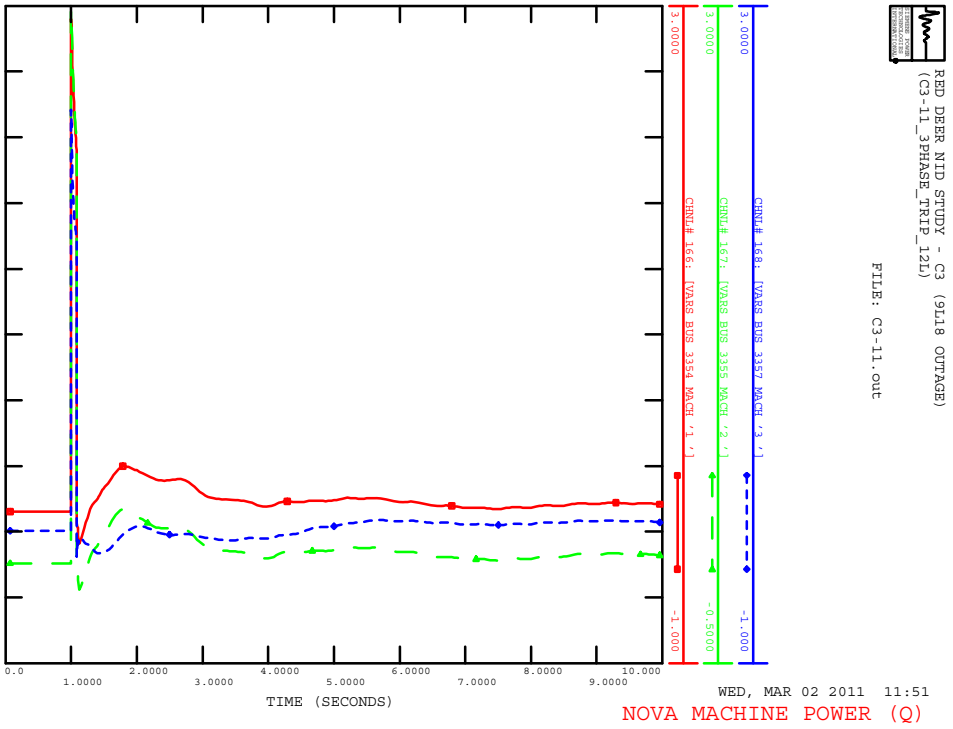

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

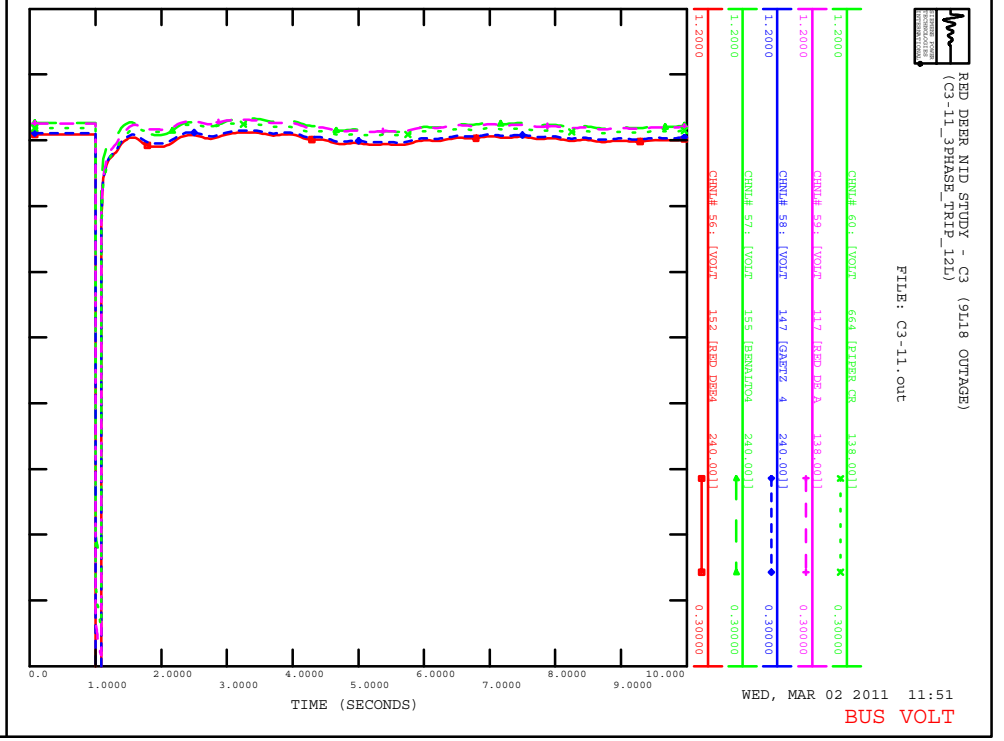

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

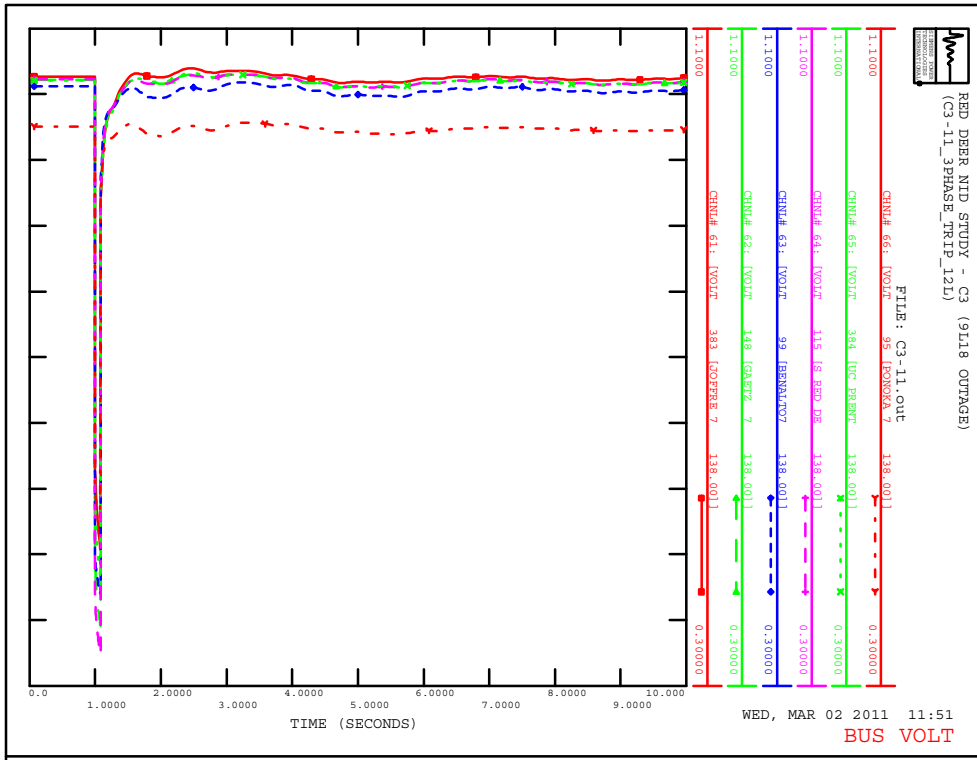

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

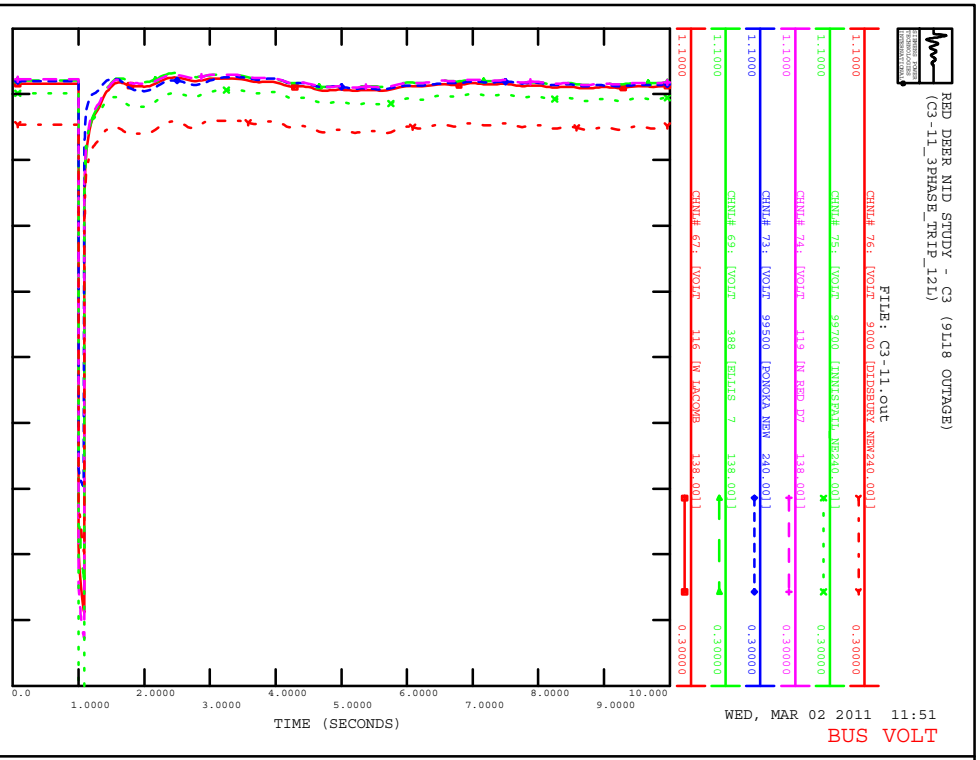

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

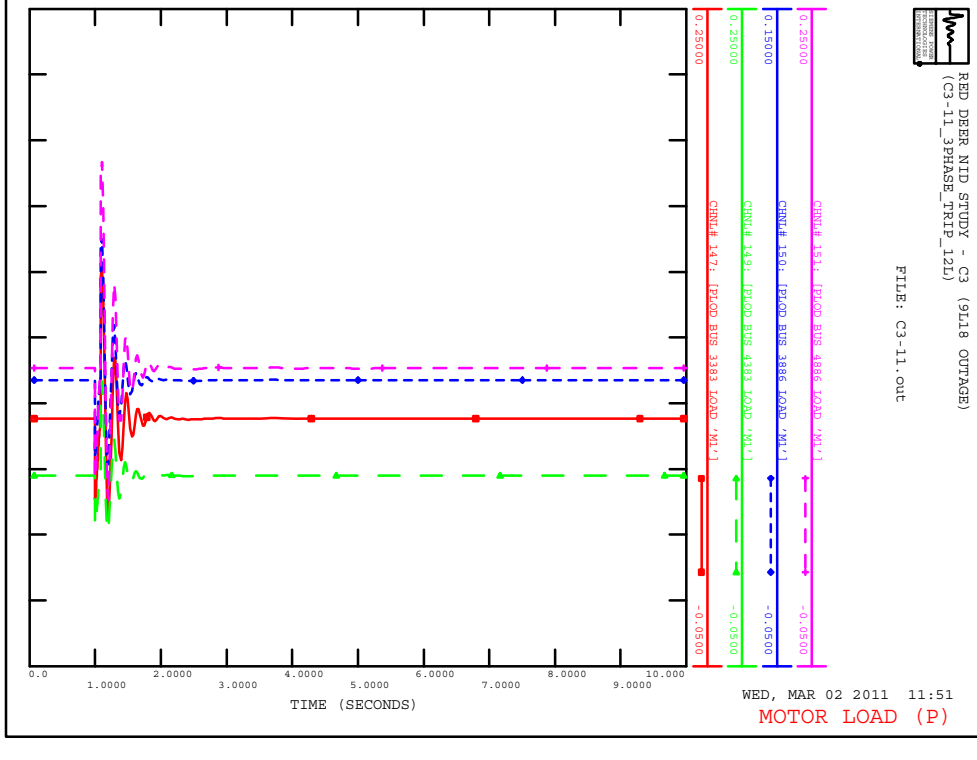

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

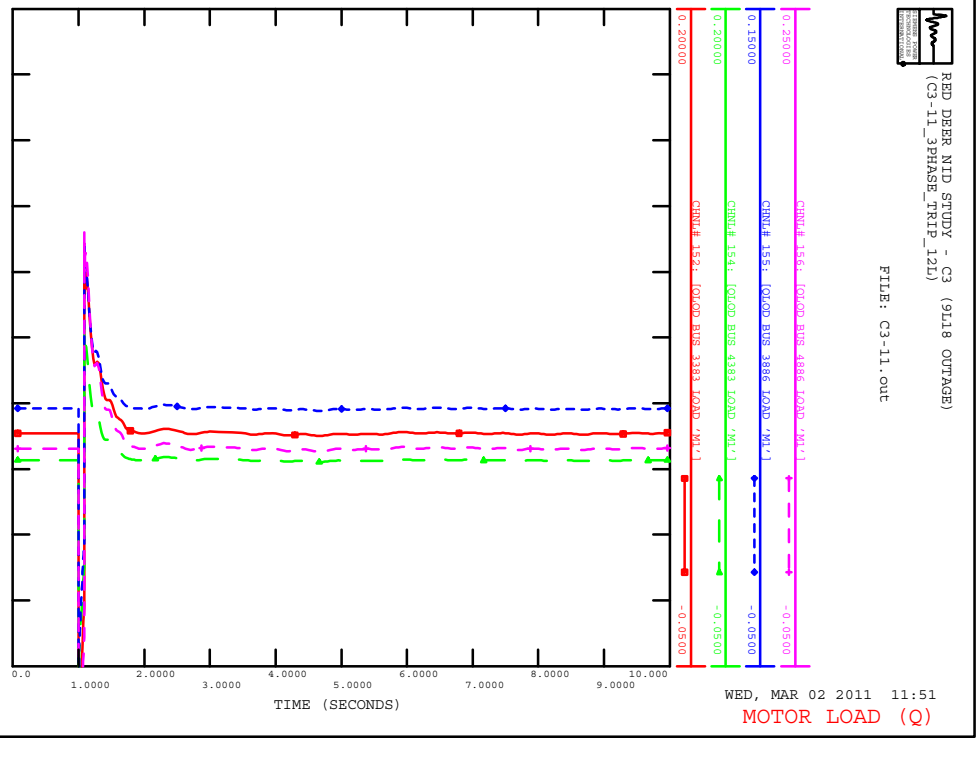

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

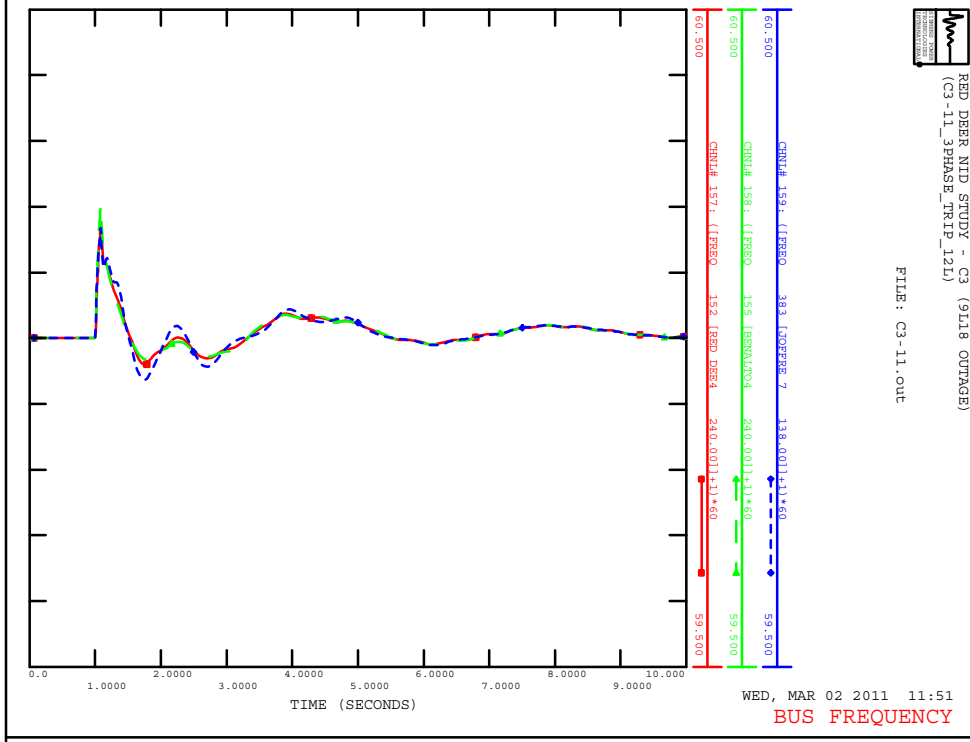

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

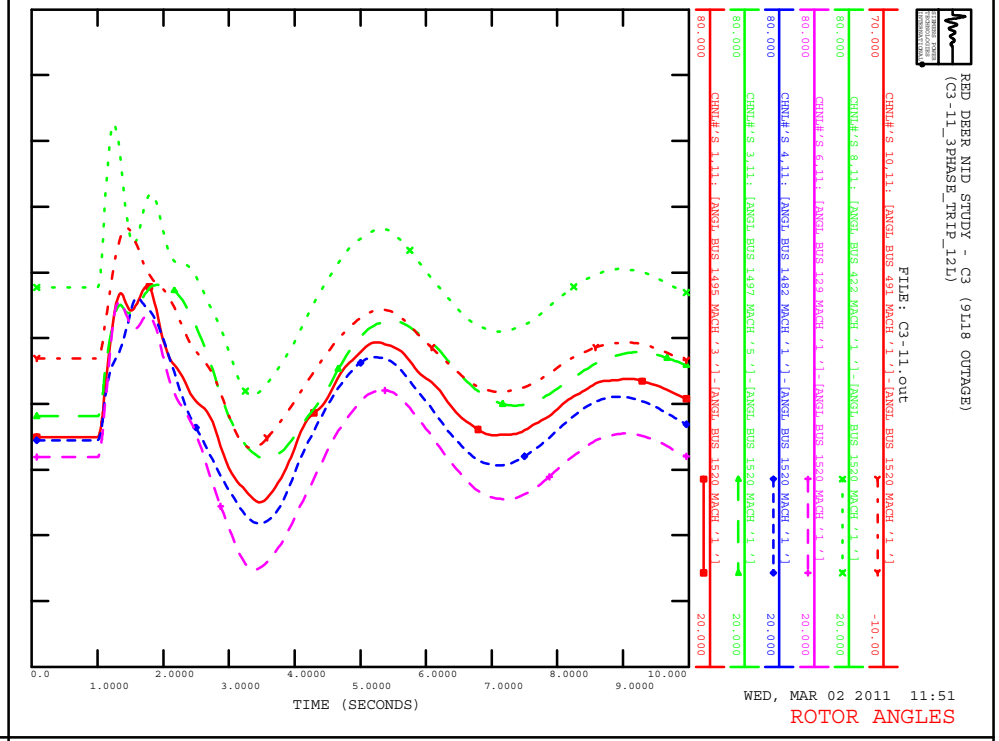

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

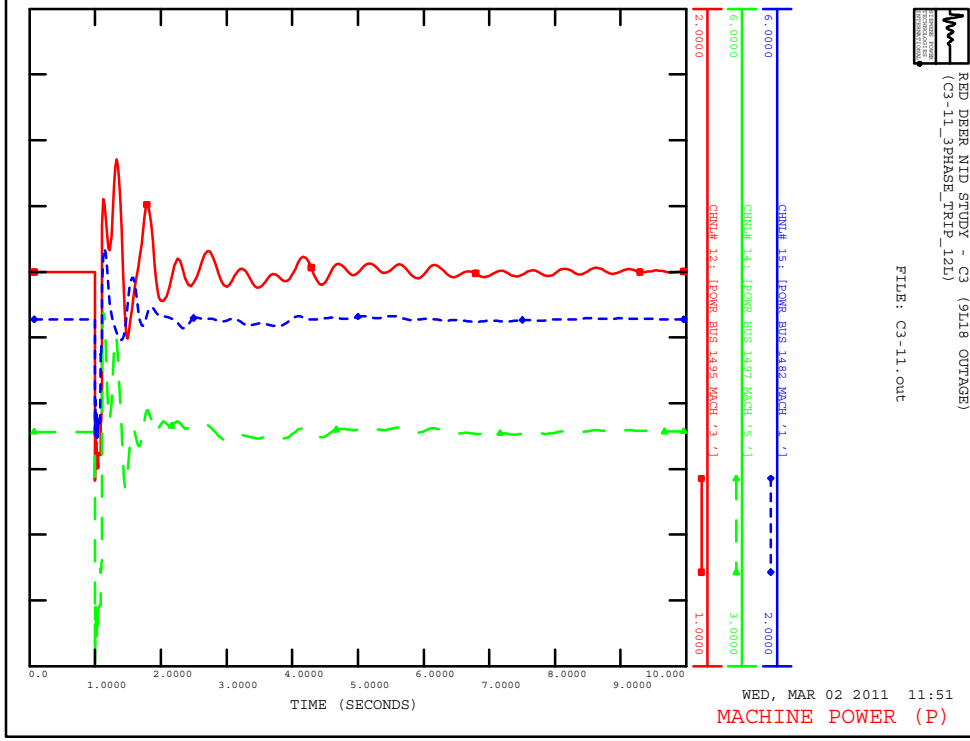

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

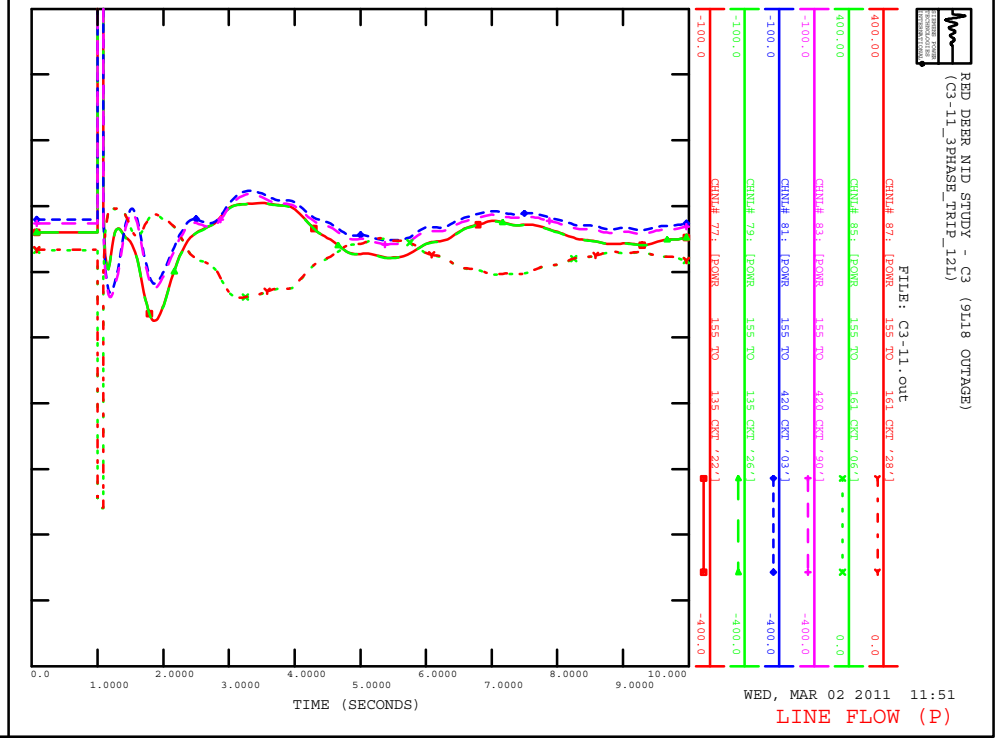

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

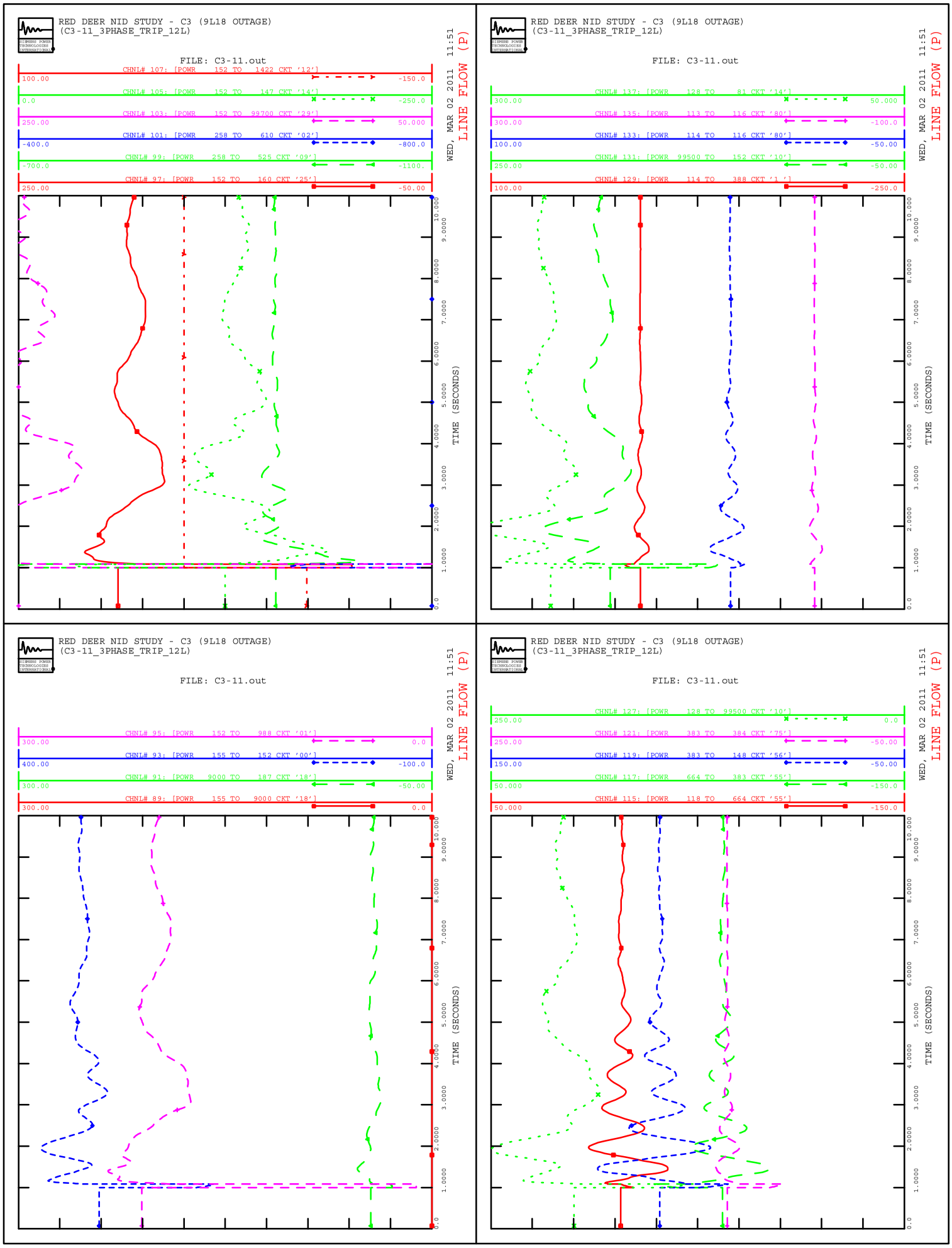

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

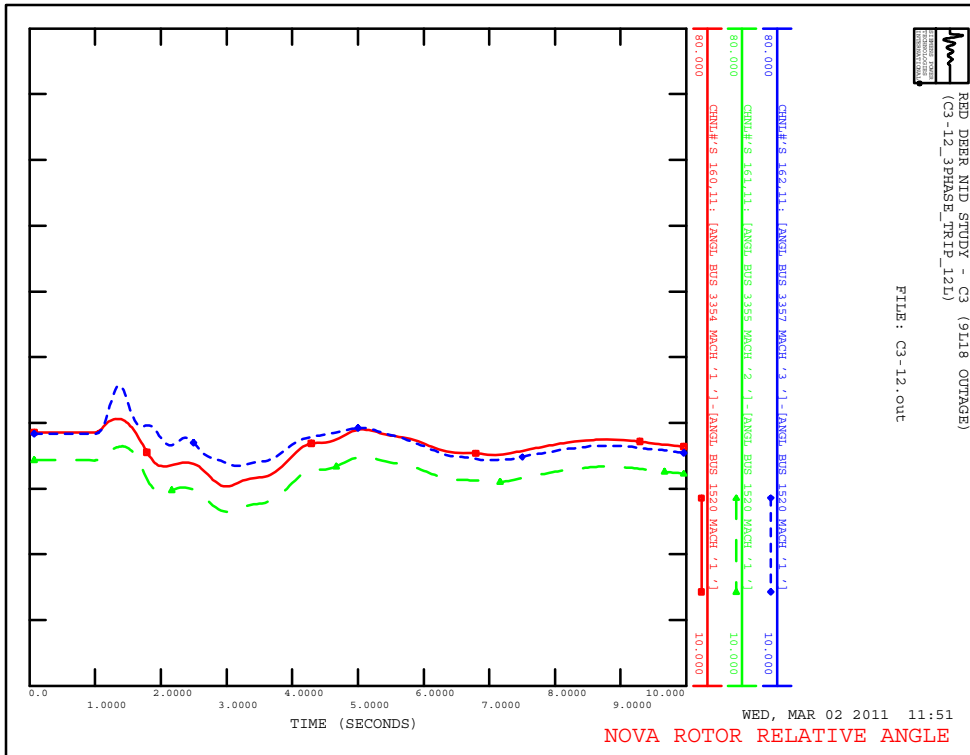

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 157: [FREQ 152 [RED DEE4 240.00][1]*60
CHNL# 158: [FREQ 155 [BONAITO4 240.00][1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.00][1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

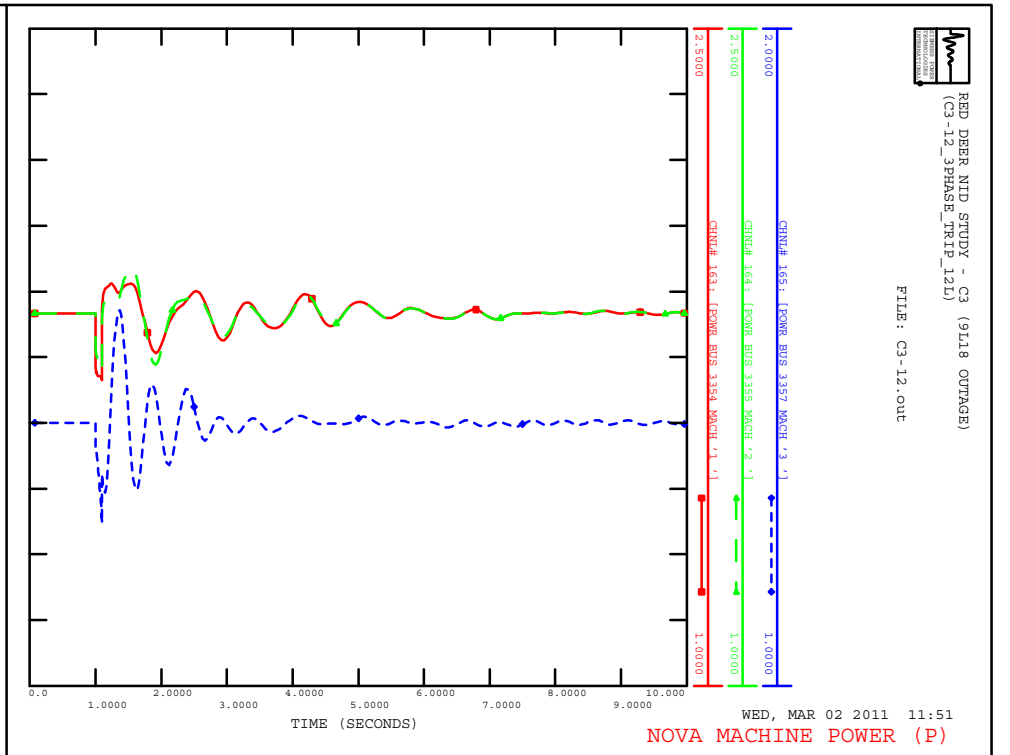

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 8 10.11: [ANGL BUS 491 MACH '1'] - [ANGL BUS 1520 MACH '1']
CHNL# 8 8.11: [ANGL BUS 422 MACH '1'] - [ANGL BUS 1520 MACH '1']
CHNL# 8 6.11: [ANGL BUS 129 MACH '1'] - [ANGL BUS 1520 MACH '1']
CHNL# 8 4.11: [ANGL BUS 1482 MACH '1'] - [ANGL BUS 1520 MACH '1']
CHNL# 8 3.11: [ANGL BUS 1497 MACH '5'] - [ANGL BUS 1520 MACH '1']
CHNL# 8 1.11: [ANGL BUS 1495 MACH '3'] - [ANGL BUS 1520 MACH '1']
70.000
80.000
20.000
-10.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

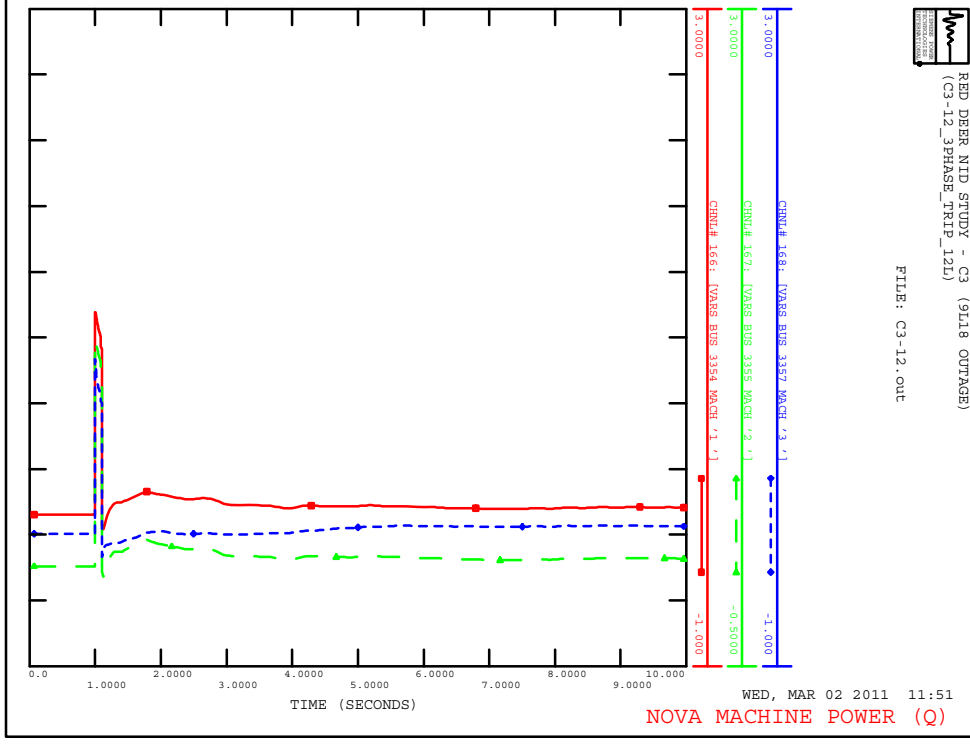

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 12: [POWR BUS 1495 MACH '3']
CHNL# 14: [POWR BUS 1497 MACH '5']
CHNL# 15: [POWR BUS 1482 MACH '1']
2.0000
6.0000
1.0000
3.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

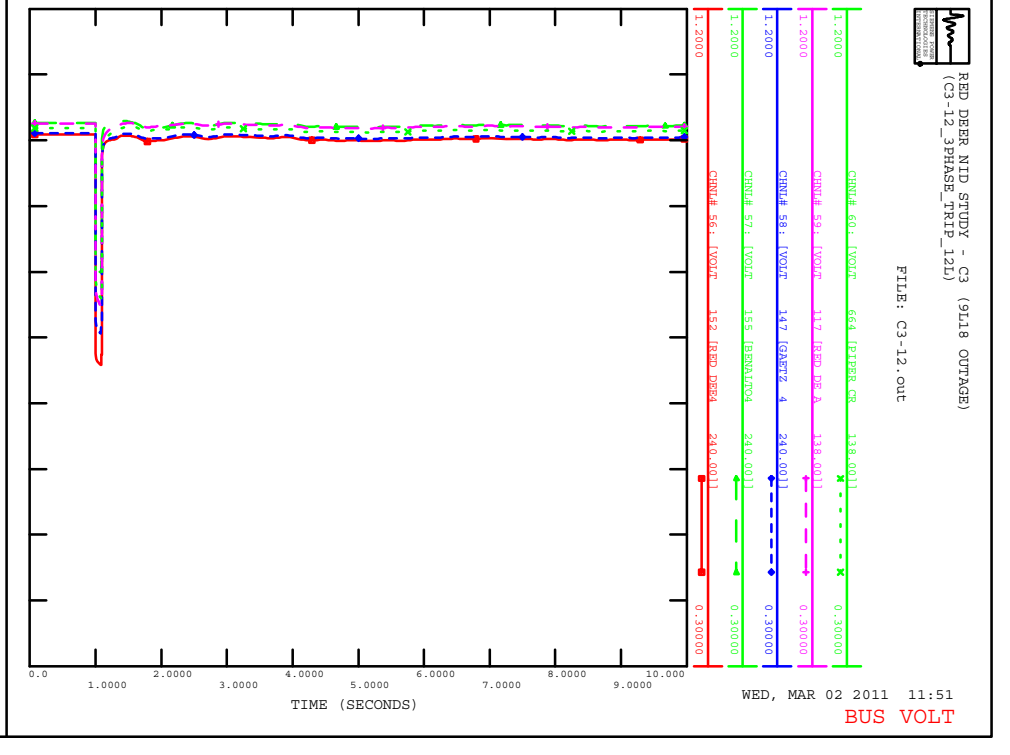

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
CHNL# 77: [POWR 155 TO 135 CKT '22']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 83: [POWR 155 TO 420 CKT '90']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 87: [POWR 155 TO 161 CKT '28']
-100.0
400.00
-400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

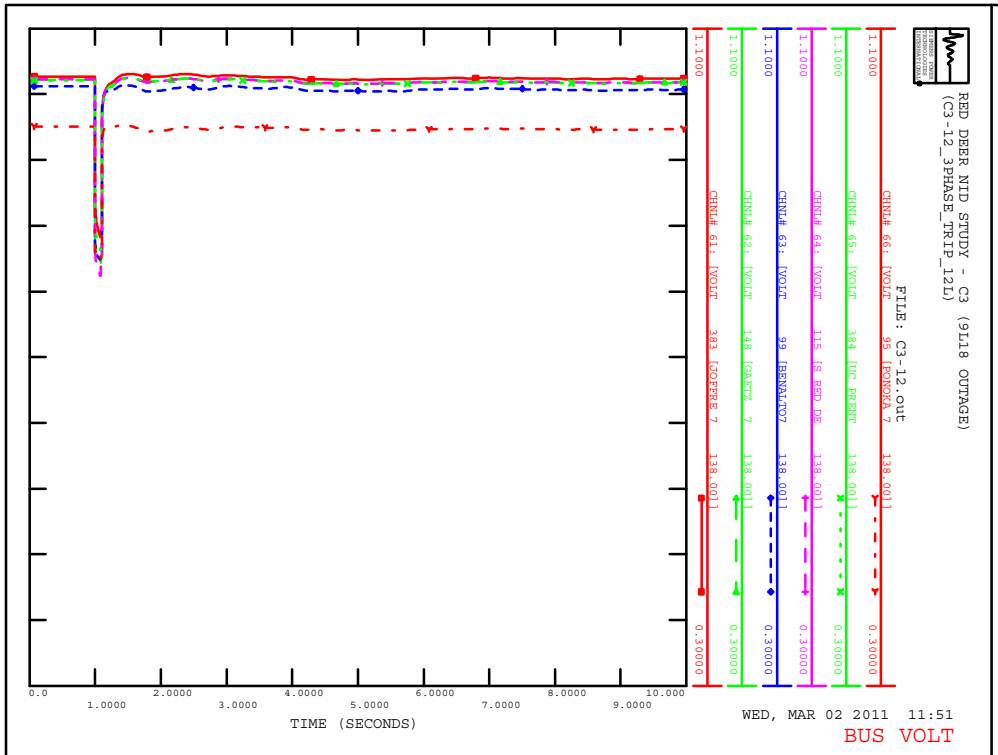

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
CHNL# 107: [POWR 152 TO 1422 CKT '12']
CHNL# 105: [POWR 152 TO 147 CKT '14']
CHNL# 103: [POWR 152 TO 99700 CKT '29']
CHNL# 101: [POWR 258 TO 610 CKT '02']
CHNL# 99: [POWR 258 TO 525 CKT '09']
CHNL# 97: [POWR 152 TO 160 CKT '25']
TIME (SECONDS)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
CHNL# 137: [POWR 128 TO 81 CKT '14']
CHNL# 135: [POWR 113 TO 116 CKT '80']
CHNL# 133: [POWR 114 TO 116 CKT '80']
CHNL# 131: [POWR 99500 TO 152 CKT '10']
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
TIME (SECONDS)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
CHNL# 95: [POWR 152 TO 988 CKT '01']
CHNL# 93: [POWR 155 TO 152 CKT '00']
CHNL# 91: [POWR 9000 TO 187 CKT '18']
CHNL# 89: [POWR 155 TO 9000 CKT '18']
TIME (SECONDS)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
CHNL# 127: [POWR 128 TO 99500 CKT '10']
CHNL# 121: [POWR 383 TO 384 CKT '75']
CHNL# 119: [POWR 383 TO 148 CKT '56']
CHNL# 117: [POWR 664 TO 383 CKT '55']
CHNL# 115: [POWR 118 TO 664 CKT '55']
TIME (SECONDS)

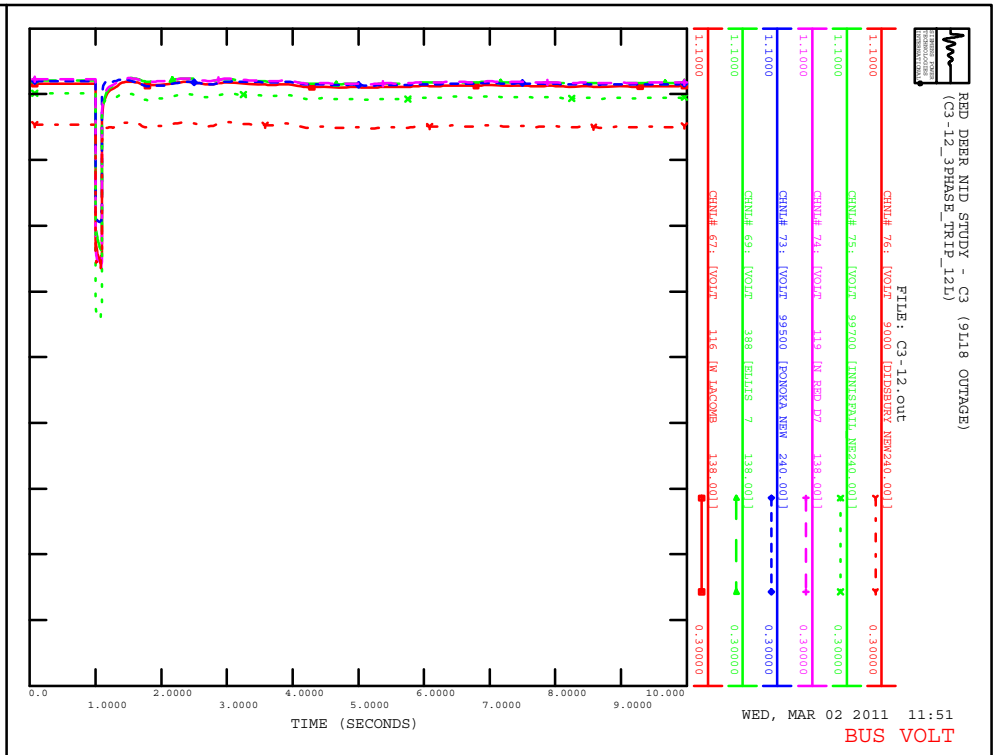

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

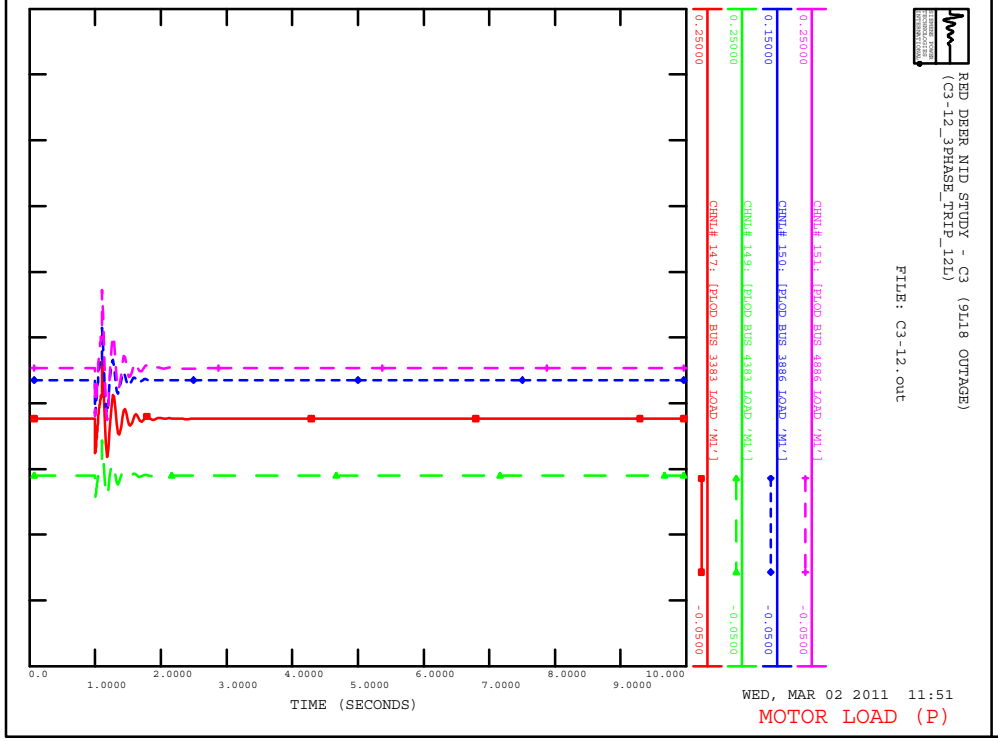

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

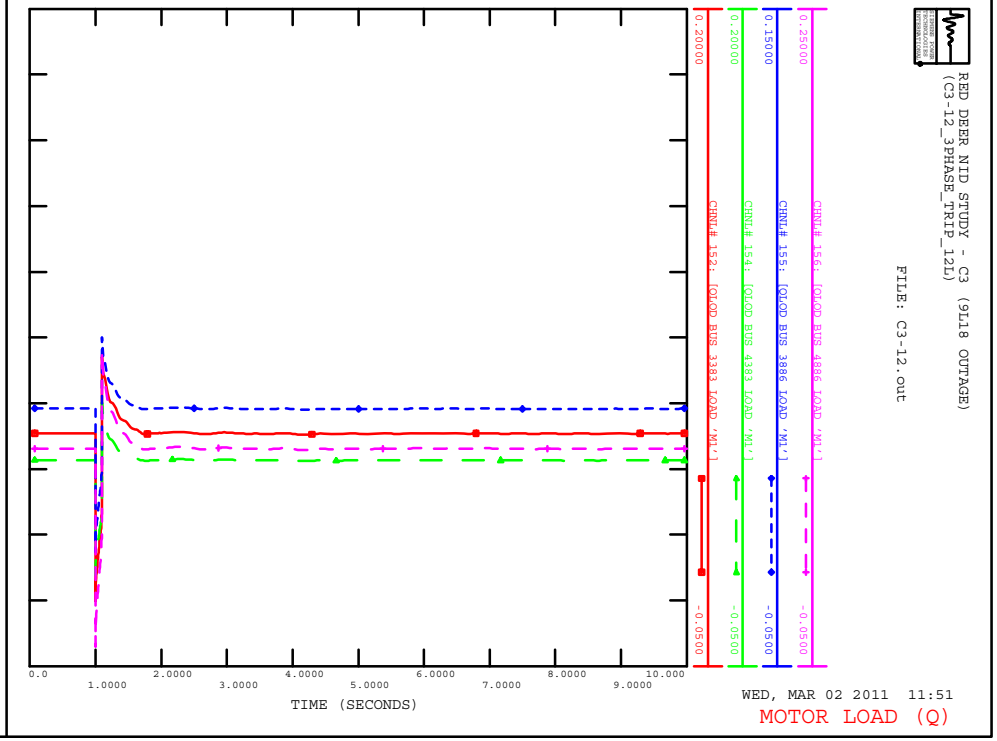

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

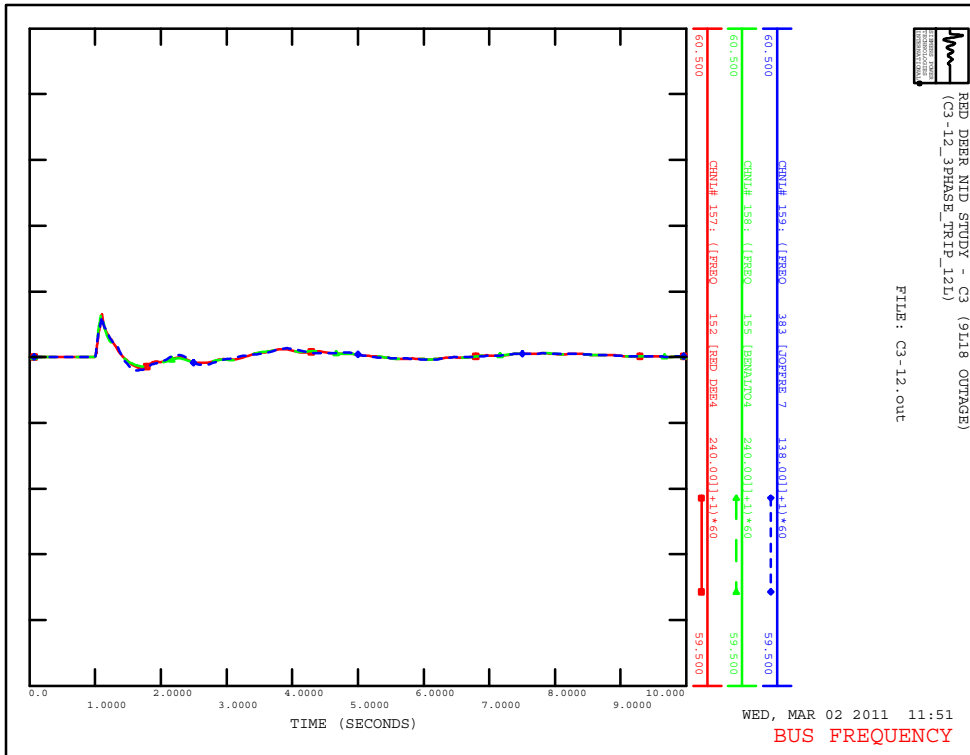

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

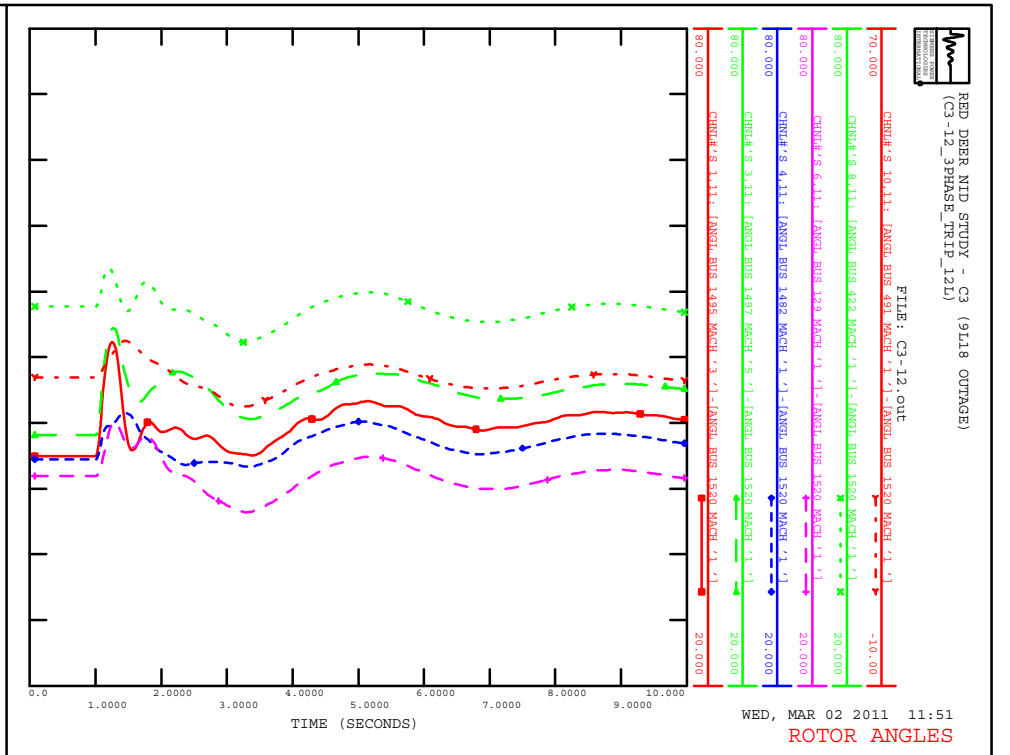

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

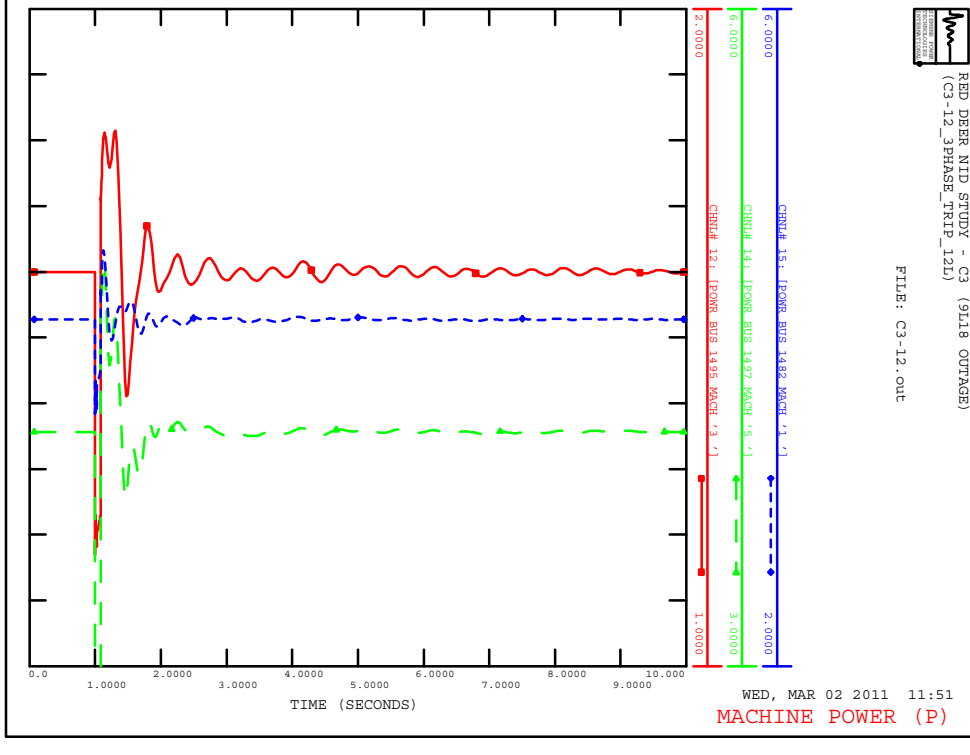

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

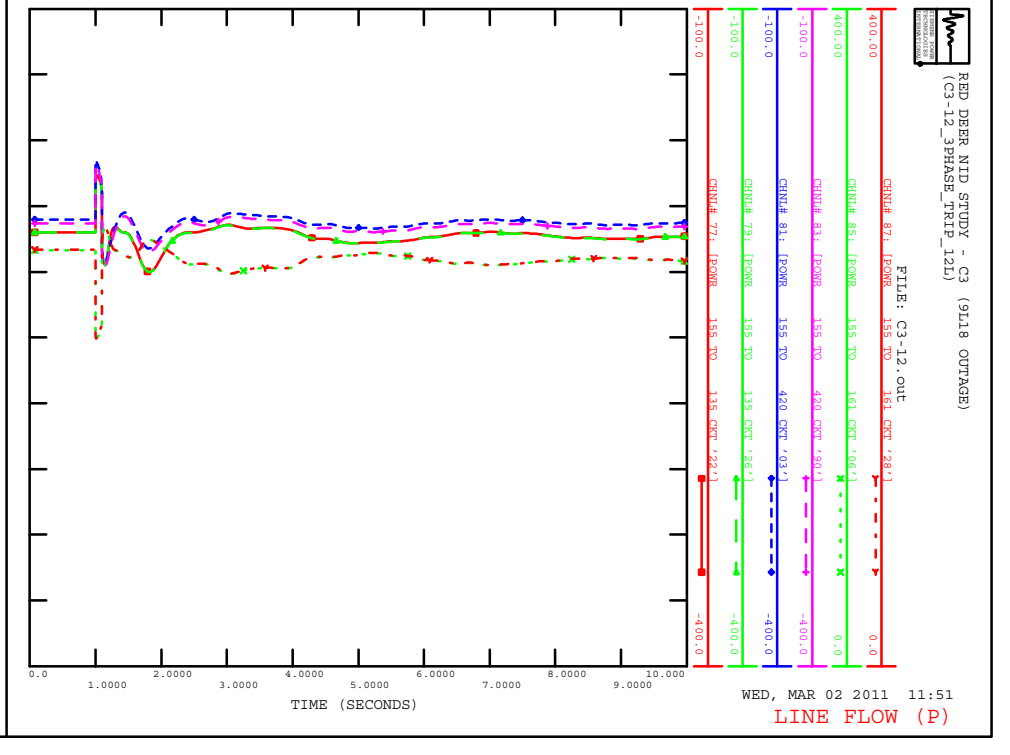

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

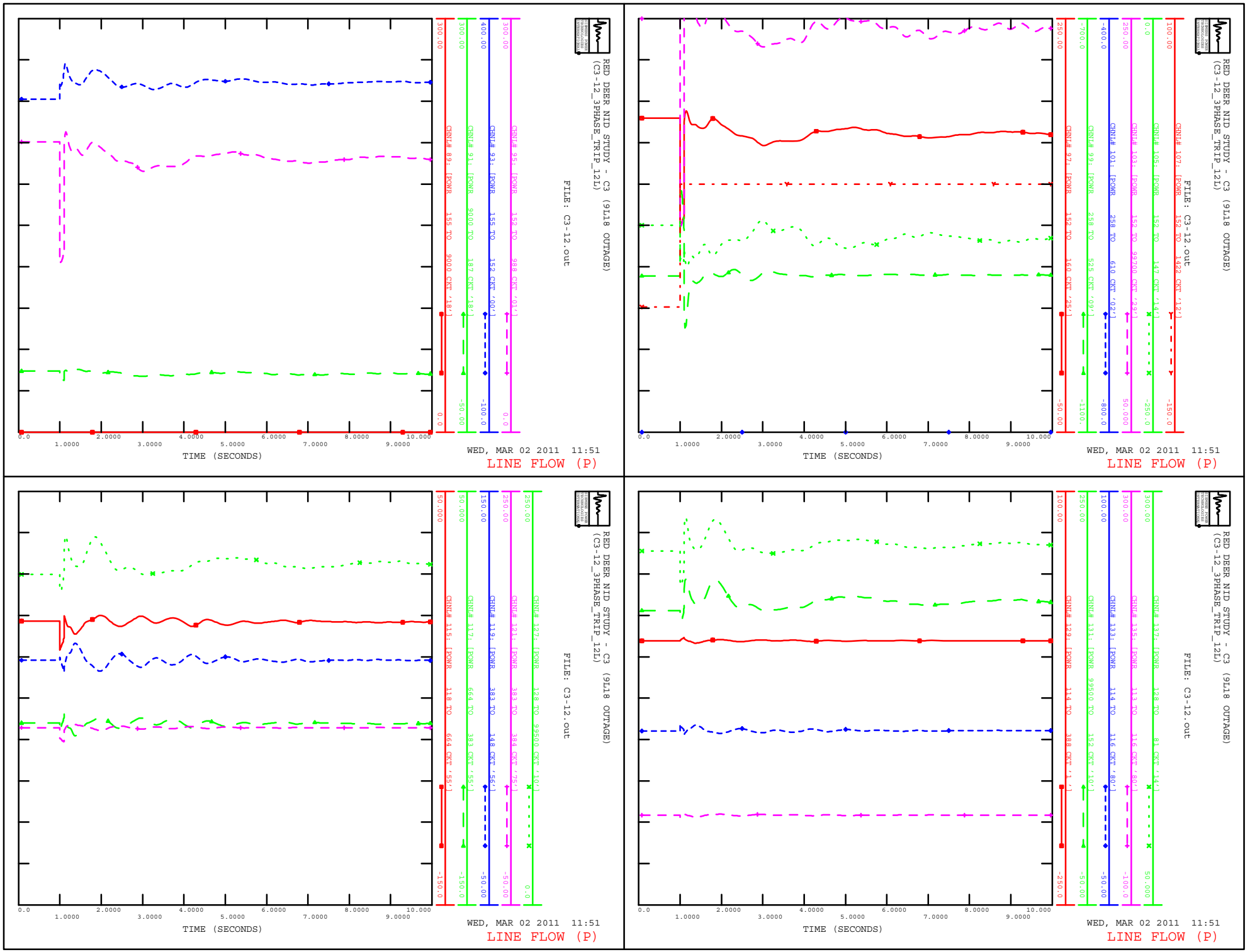

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

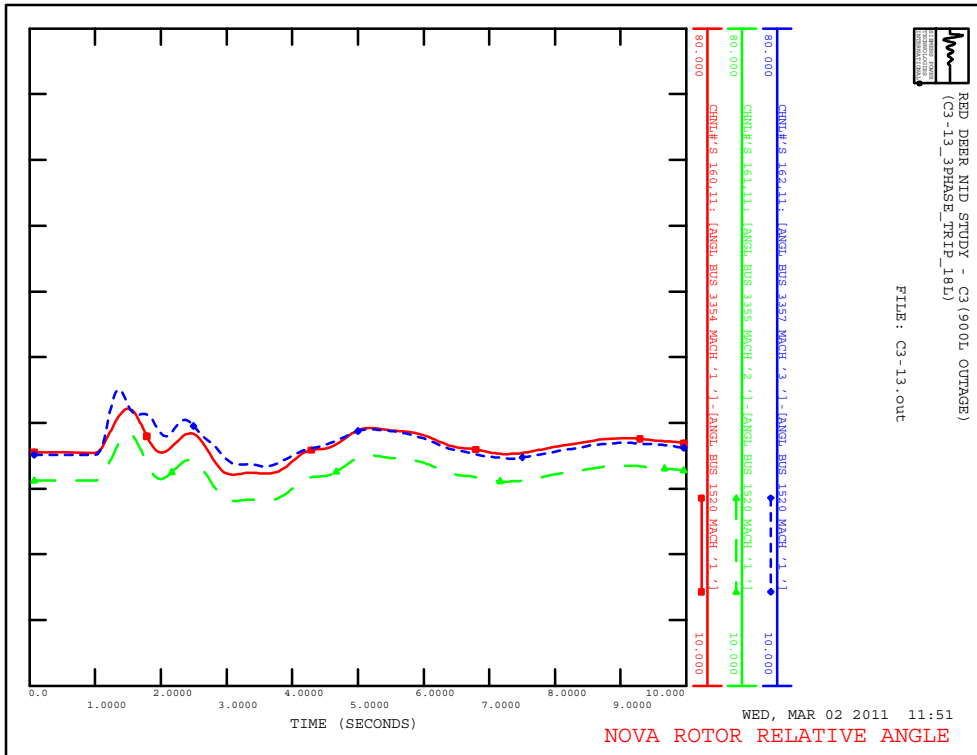

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

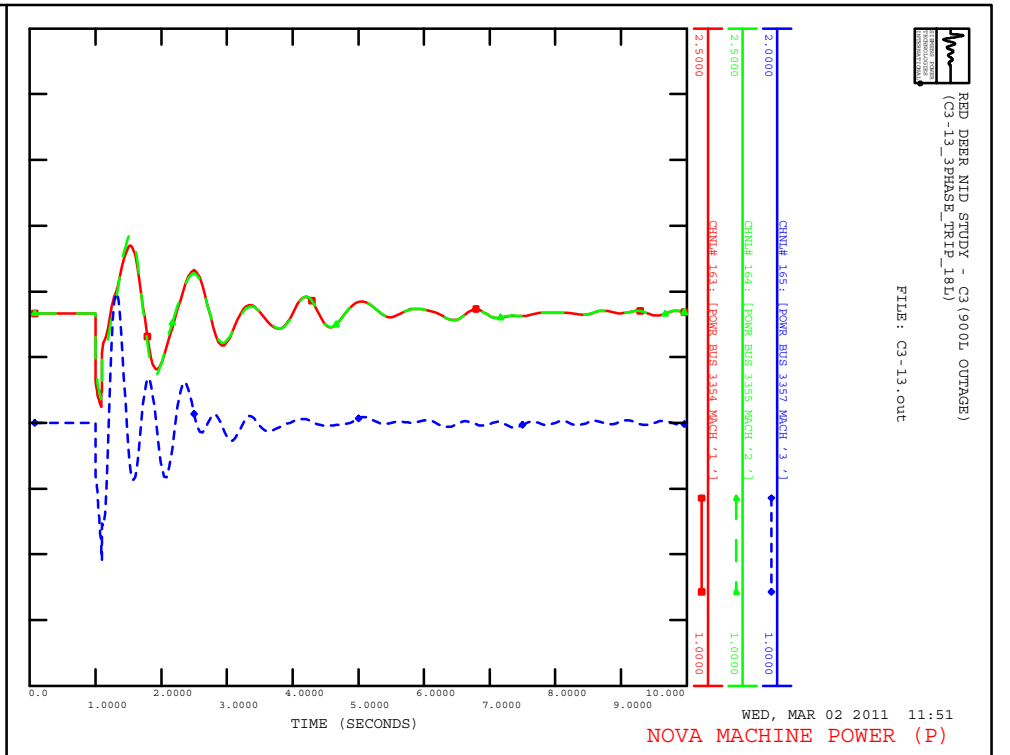

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

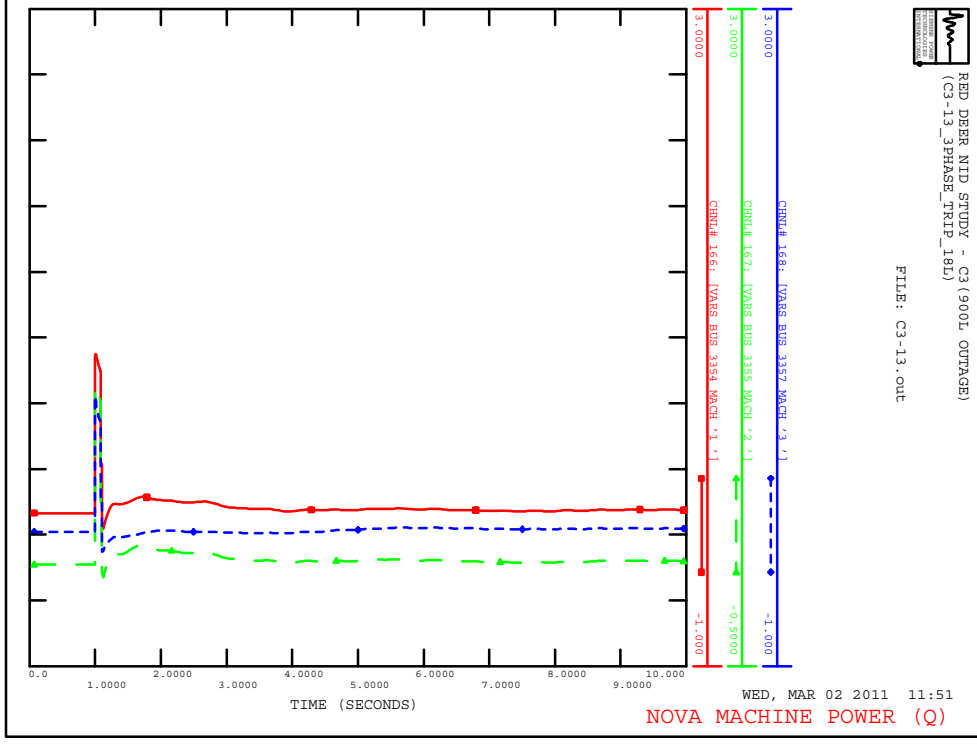

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

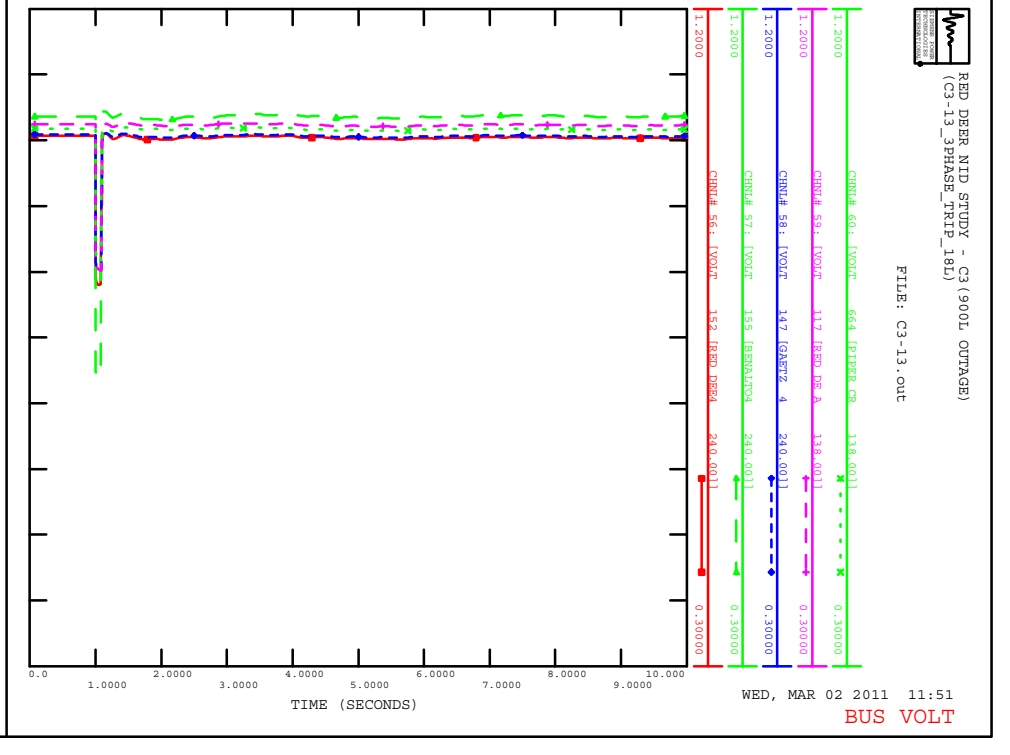

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

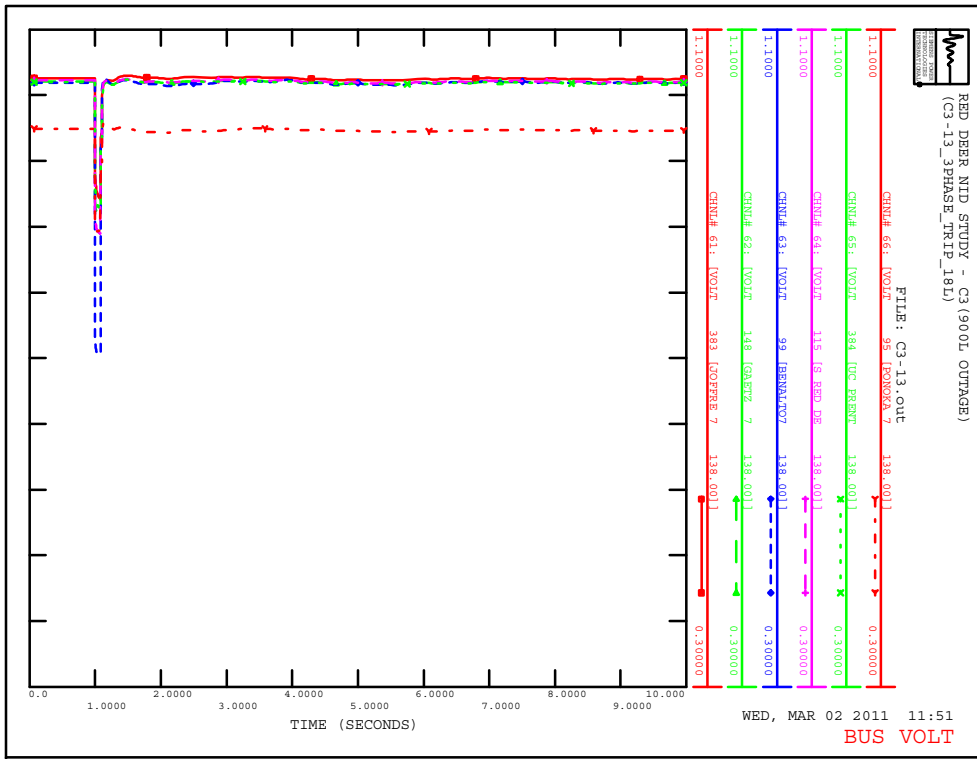

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

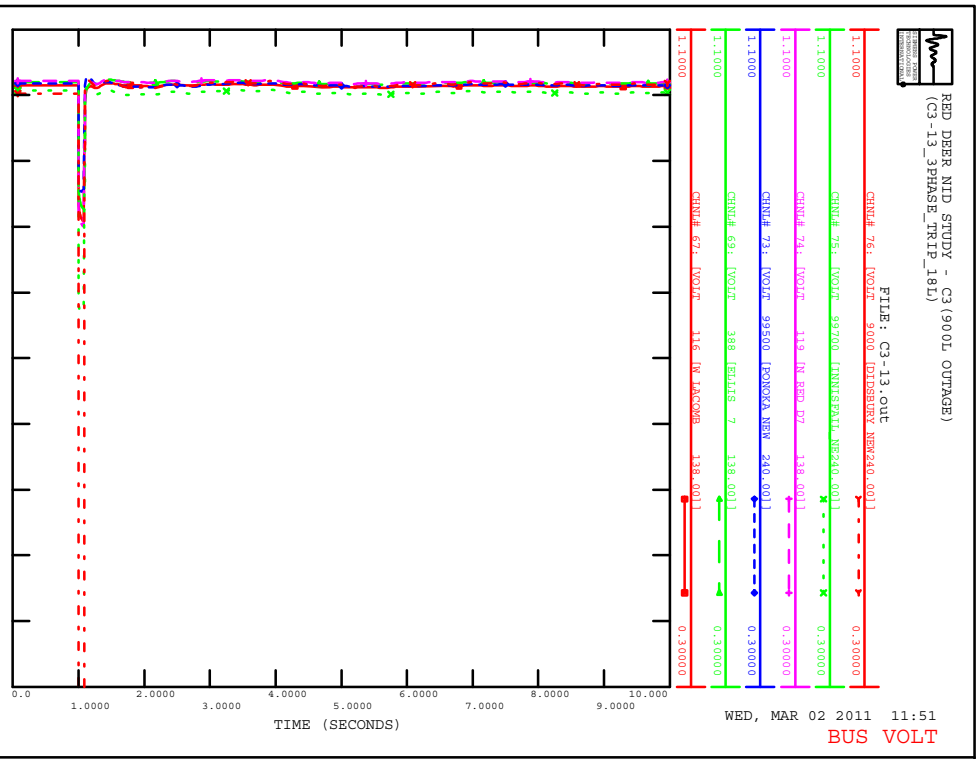

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

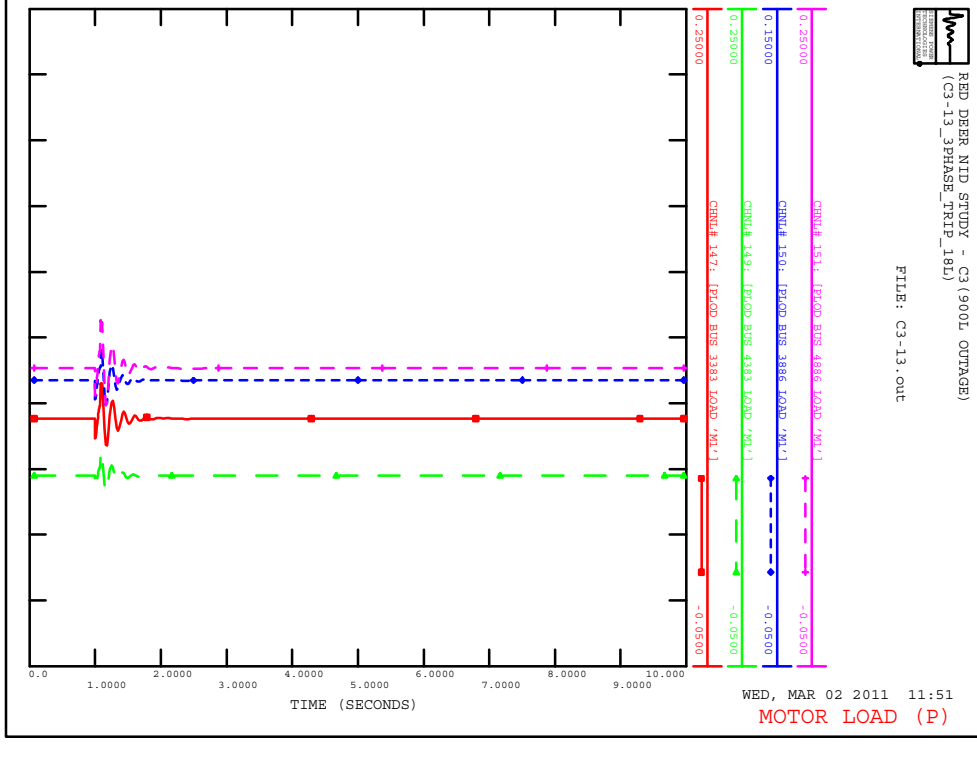

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

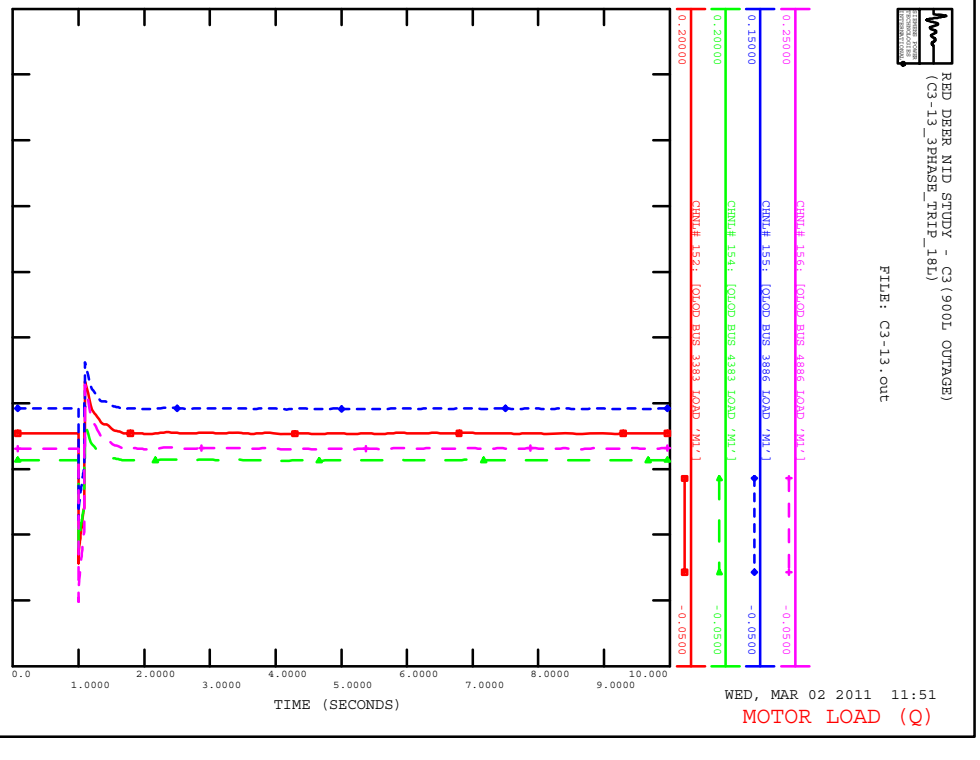

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

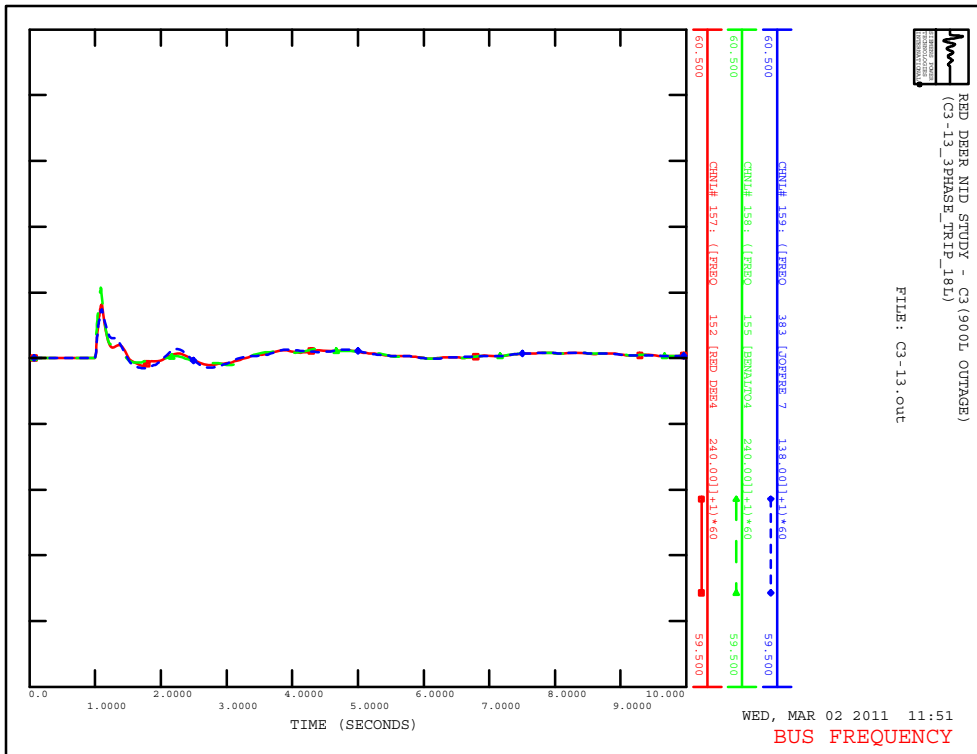

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

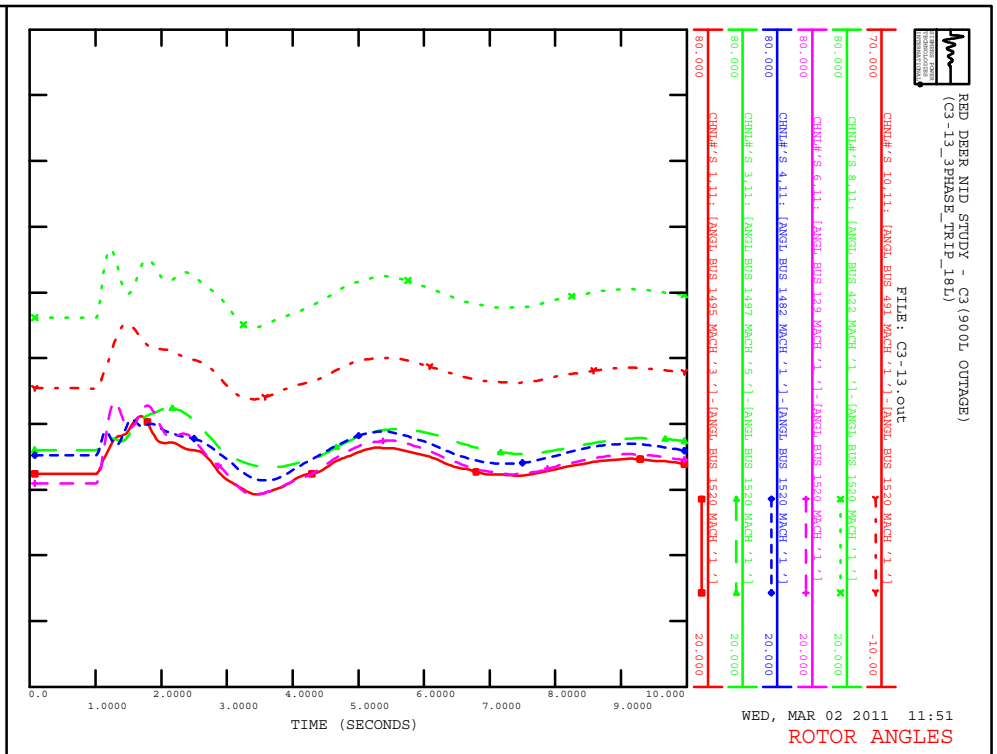

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNI# 61: [VOLT 383 [OOFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

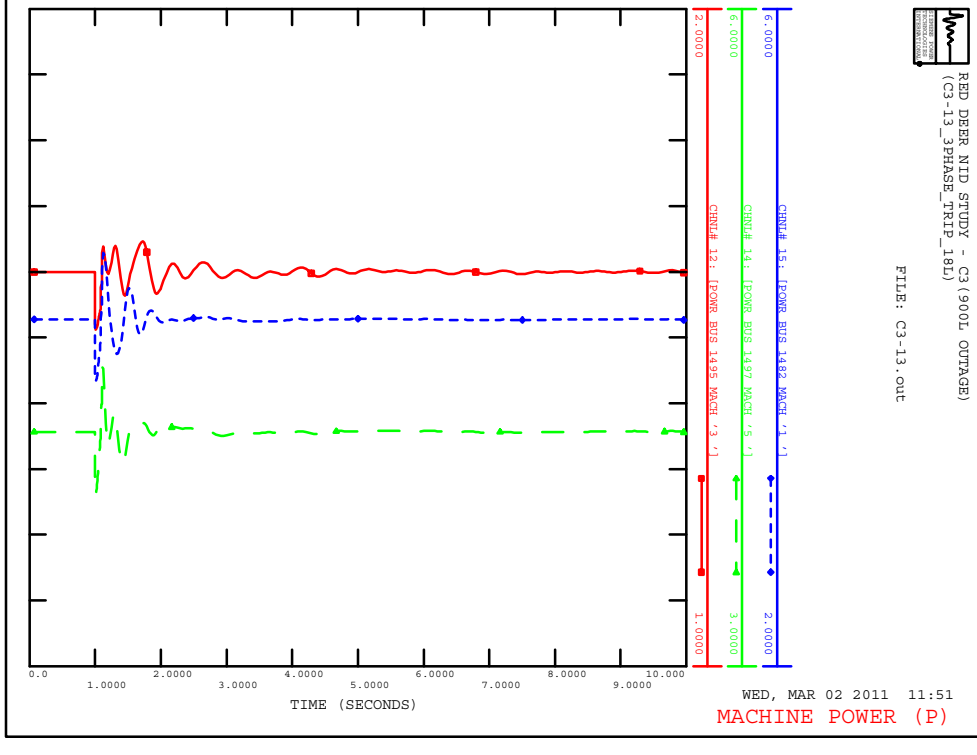

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED D7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [EDISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

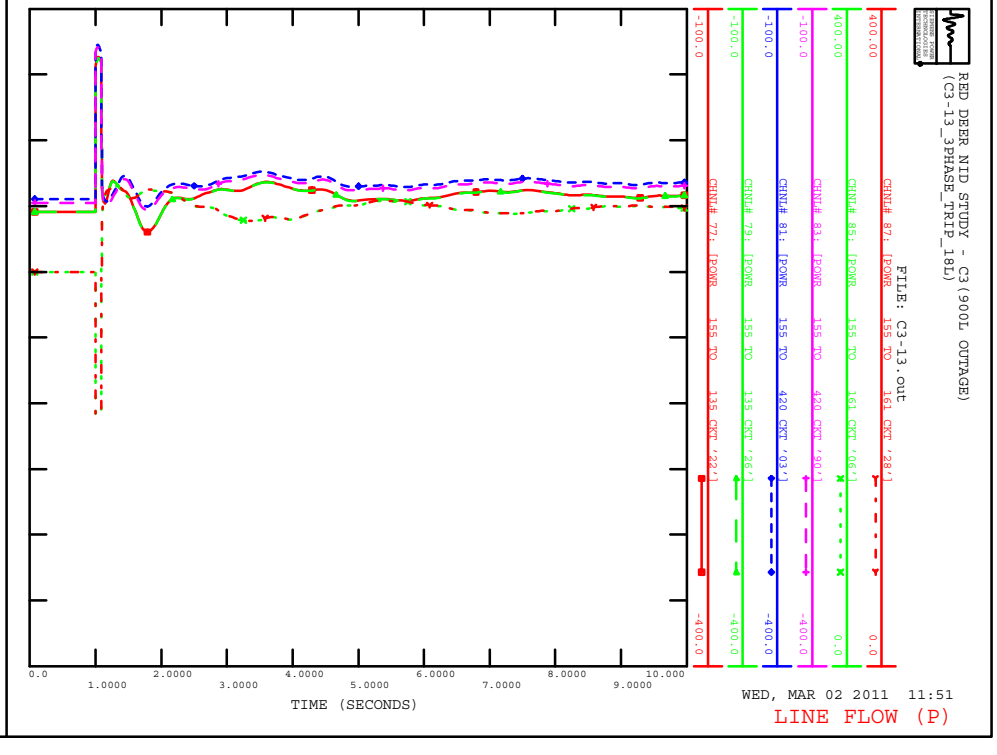

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

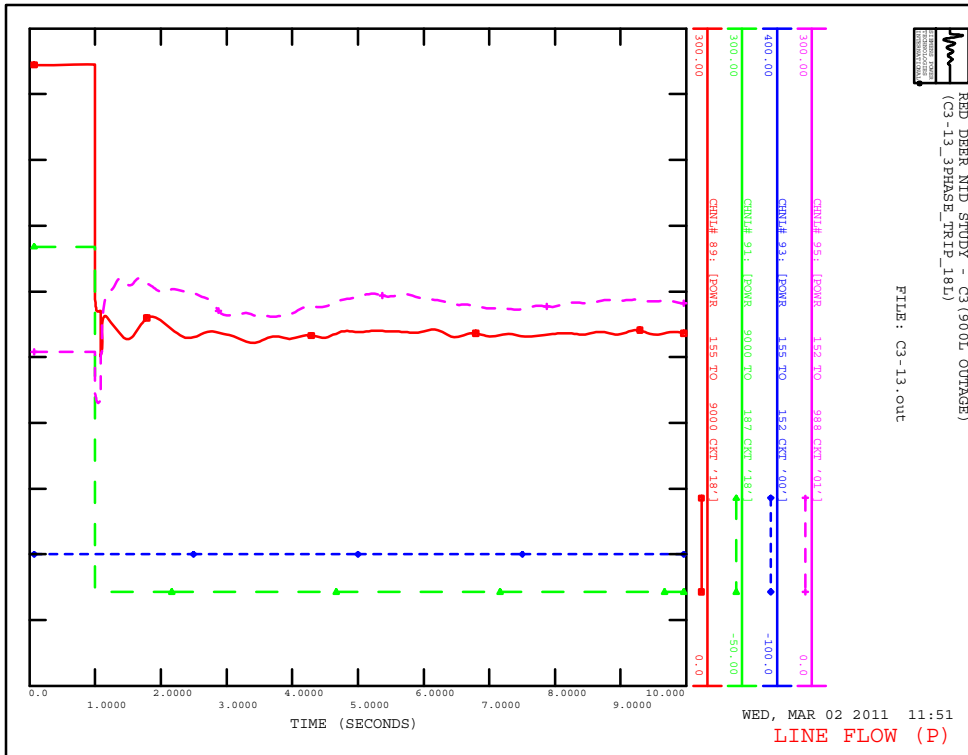

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

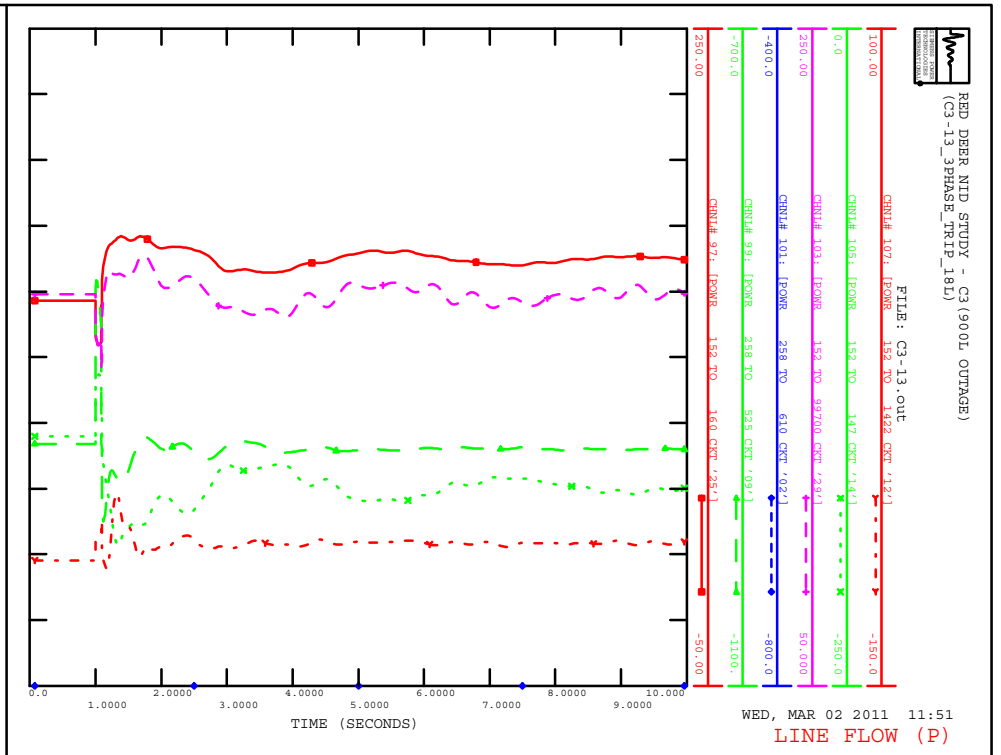

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

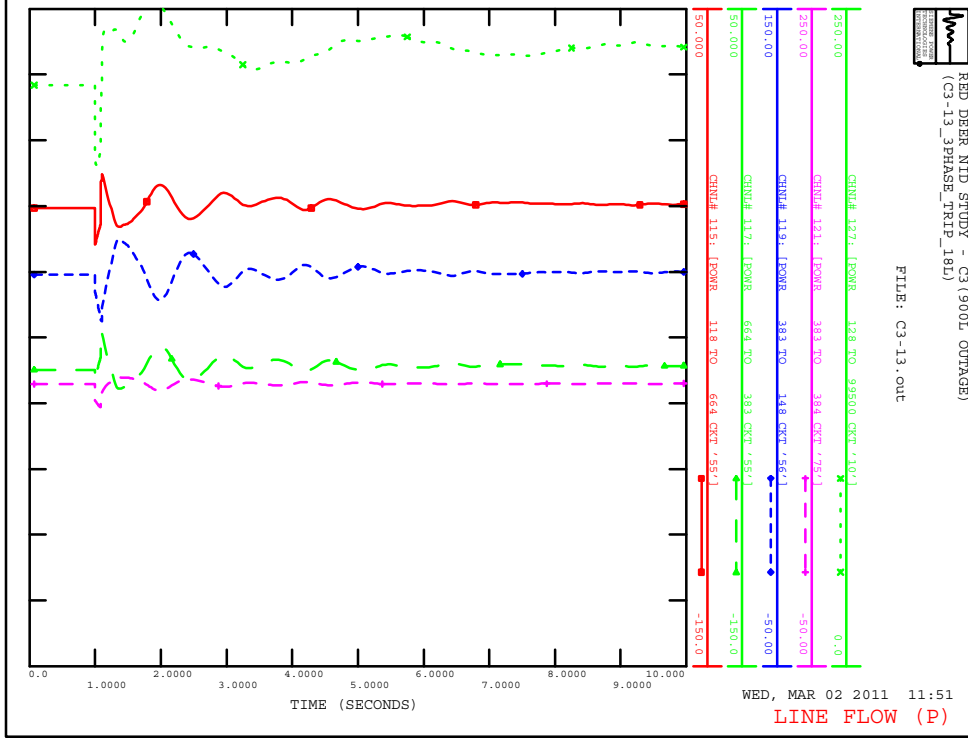

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

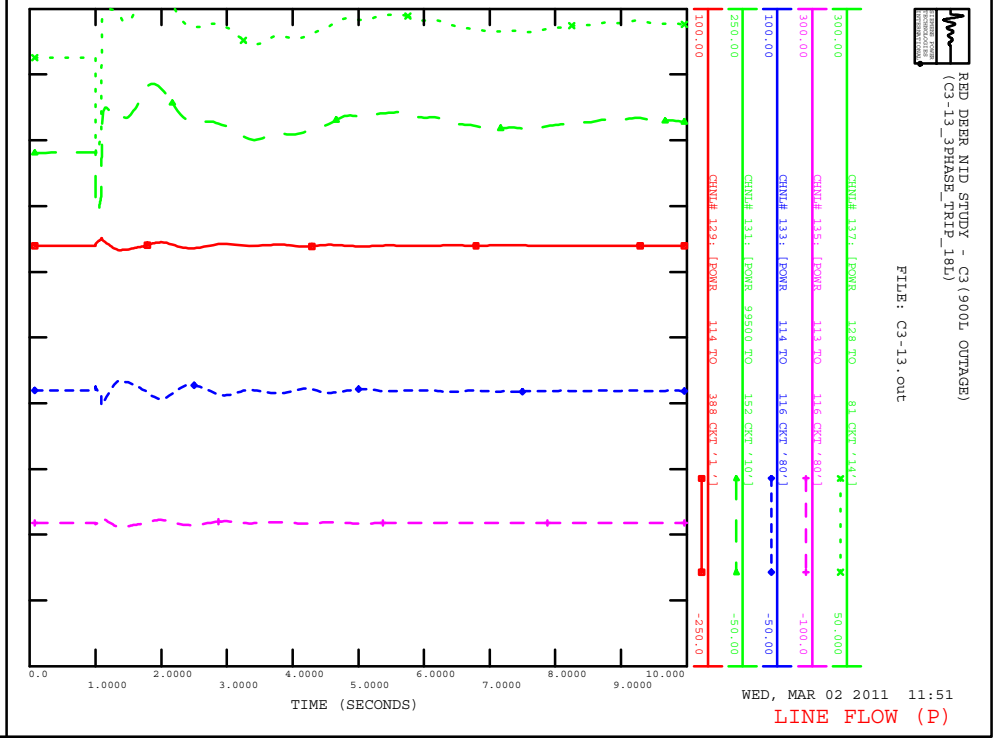

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

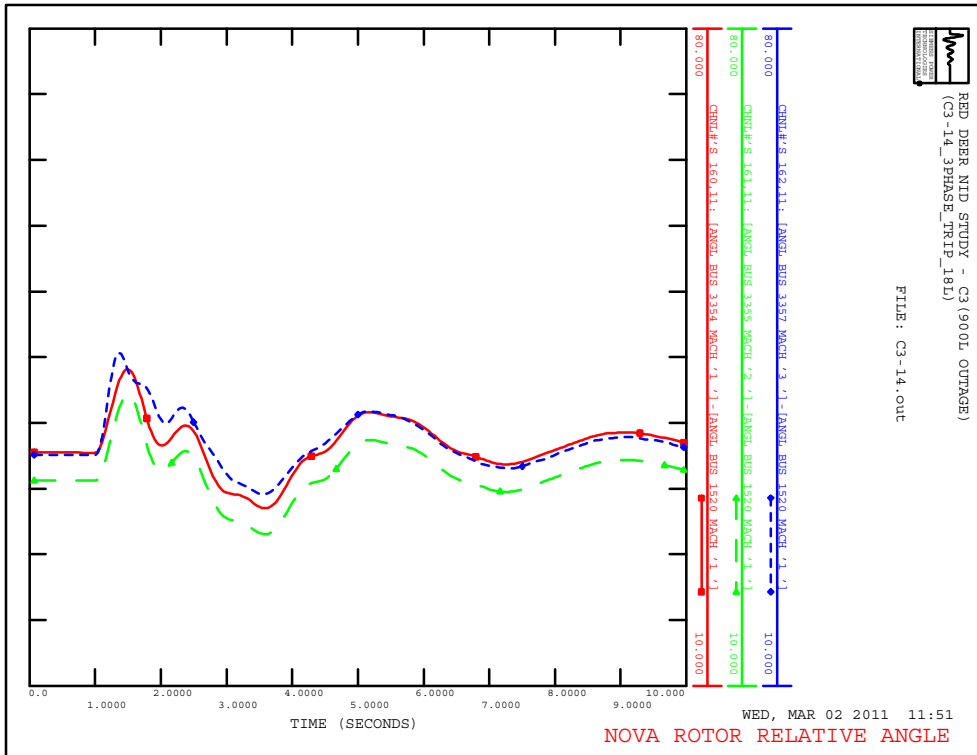

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

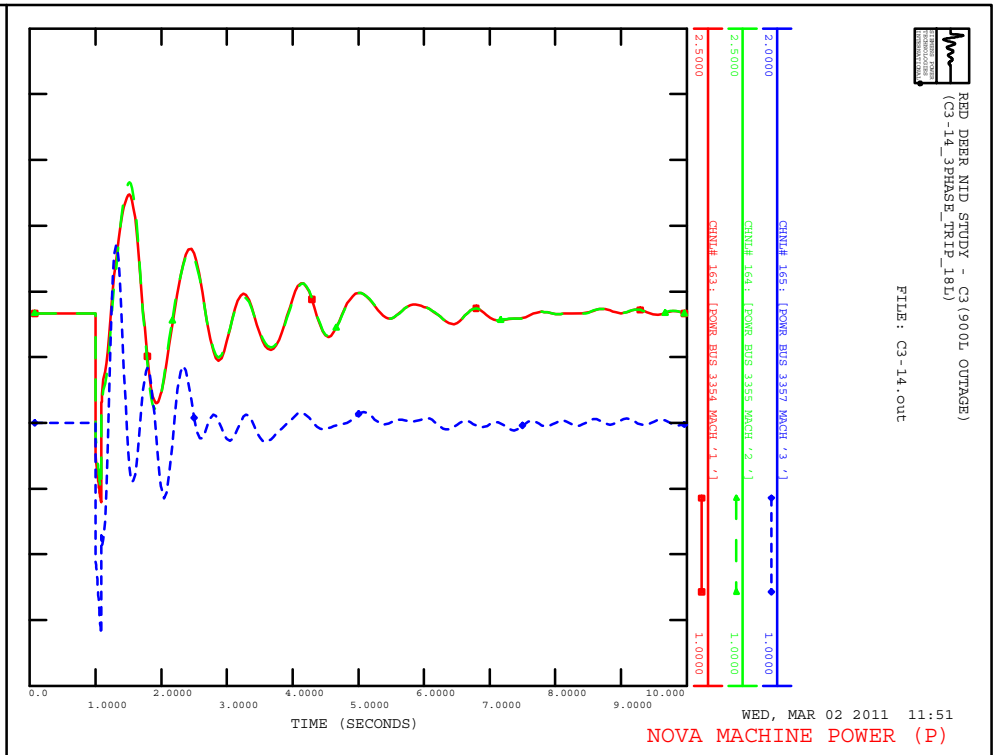

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

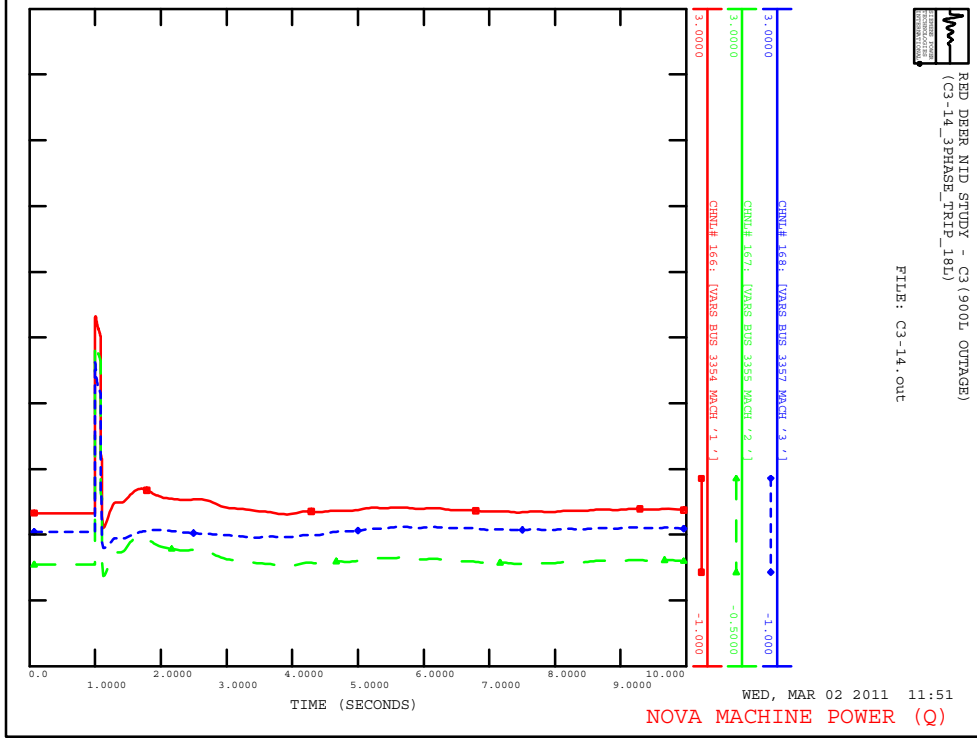

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

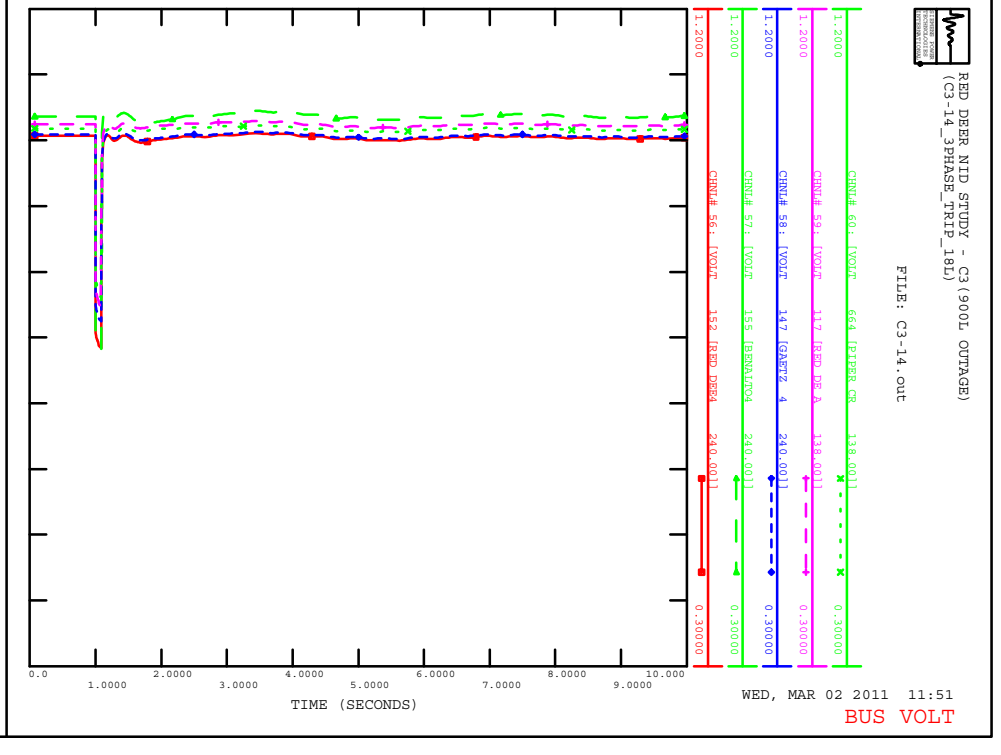

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

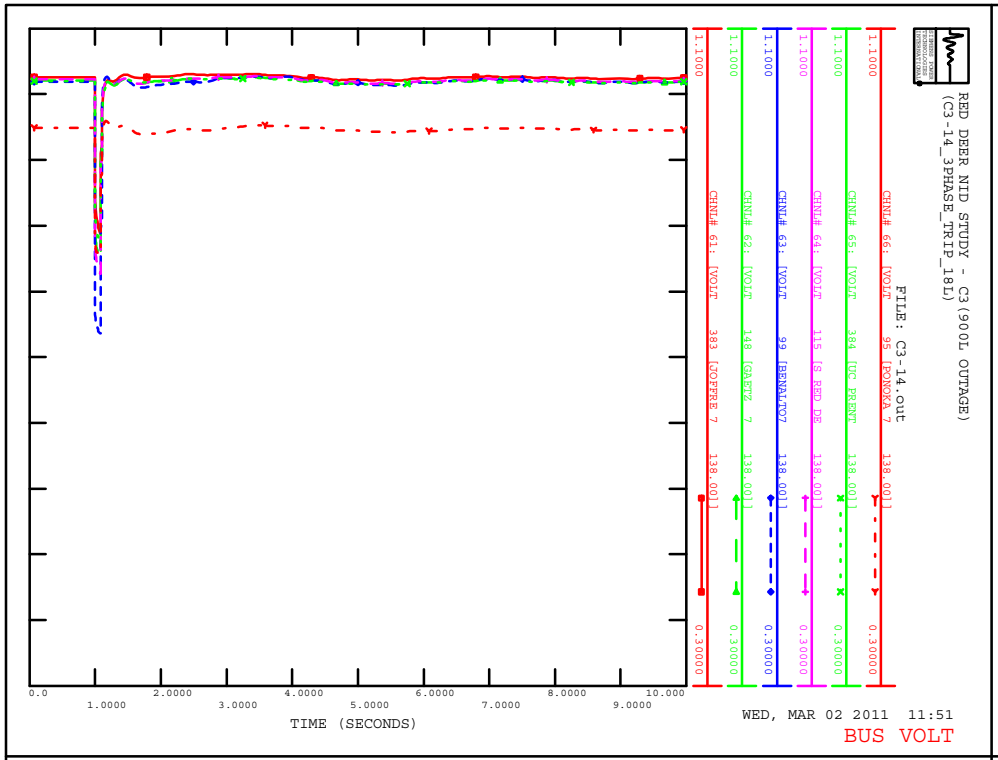

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

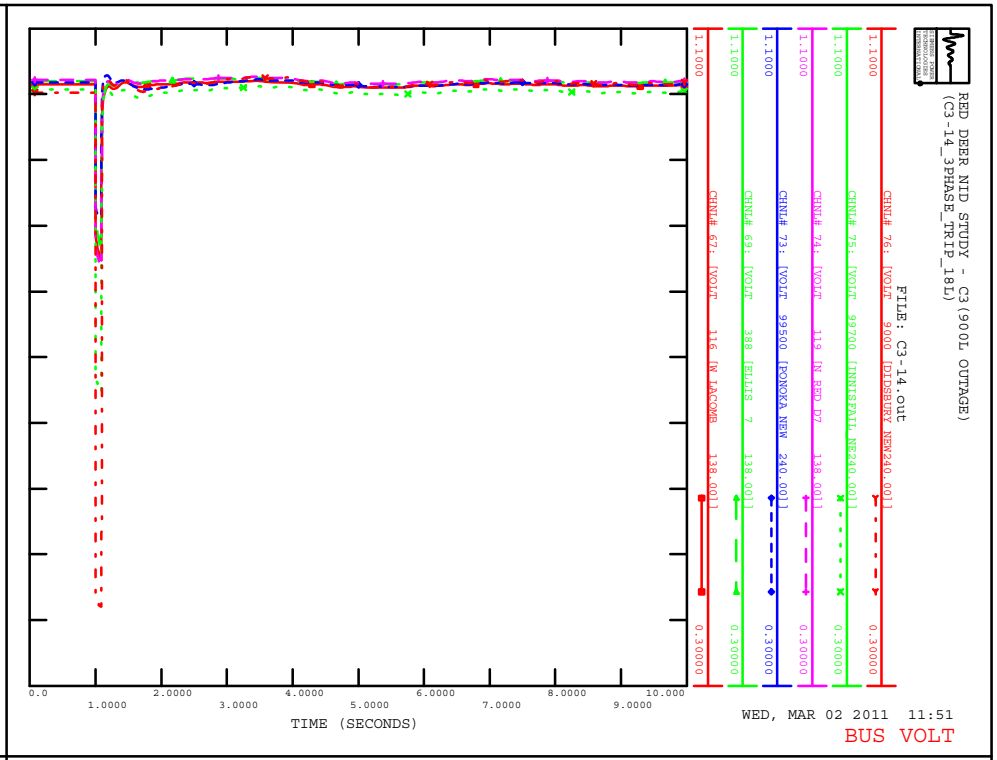

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

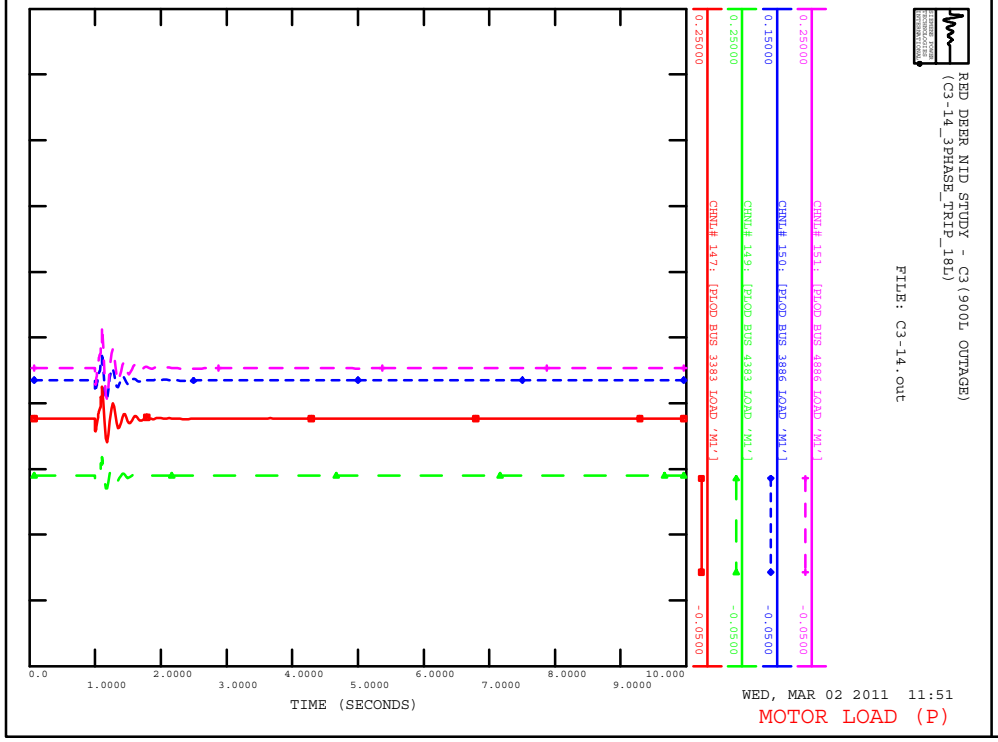

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

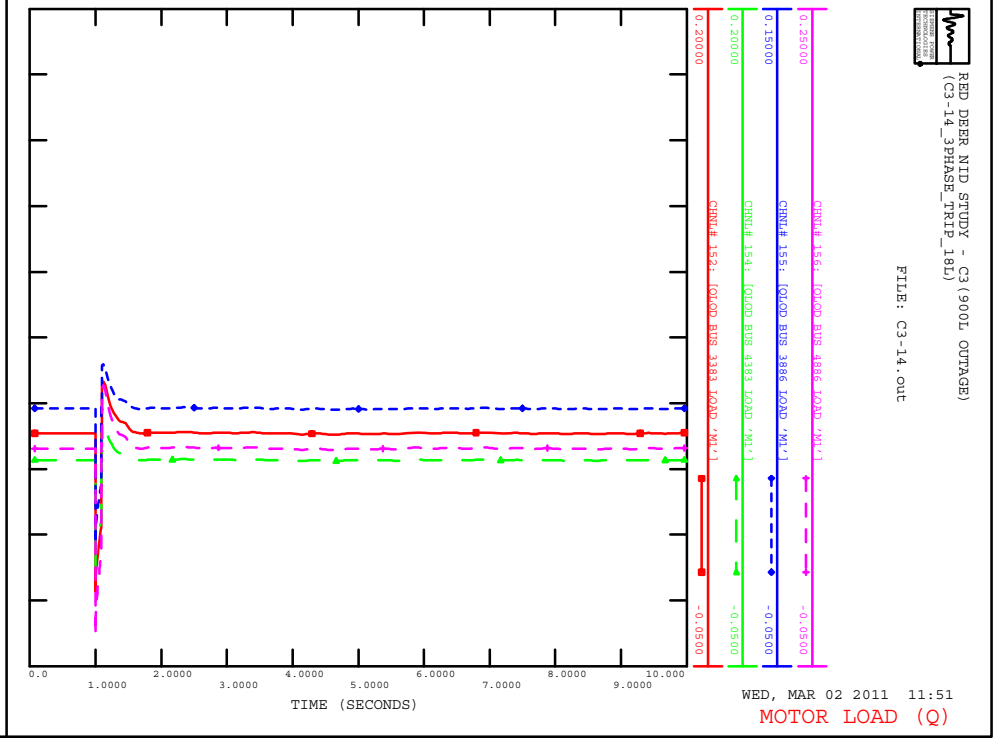

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

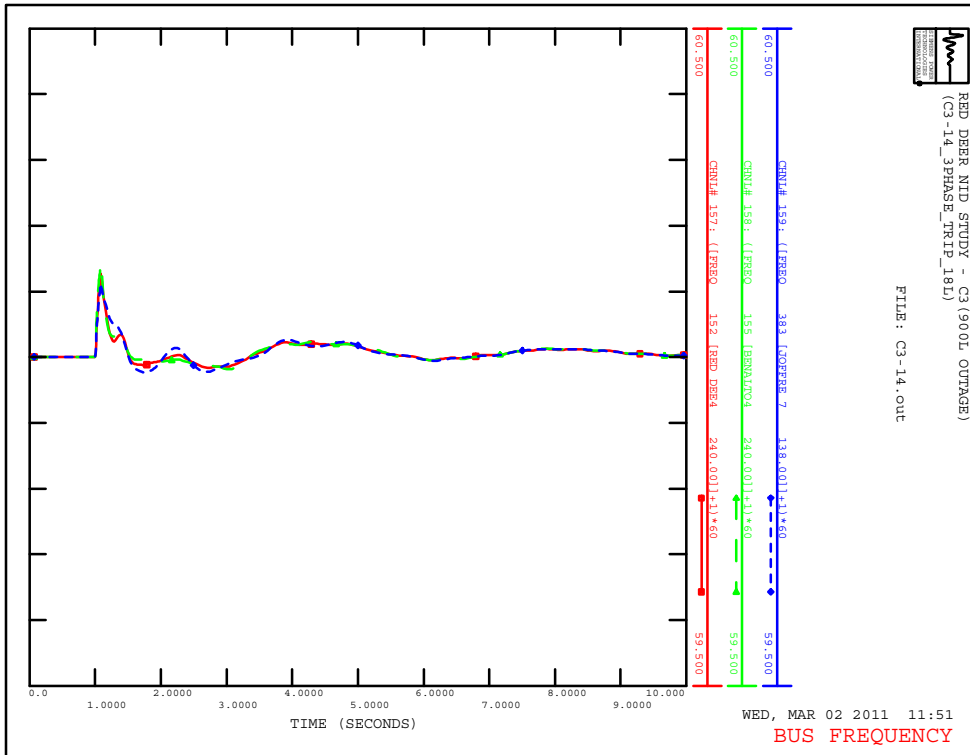

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

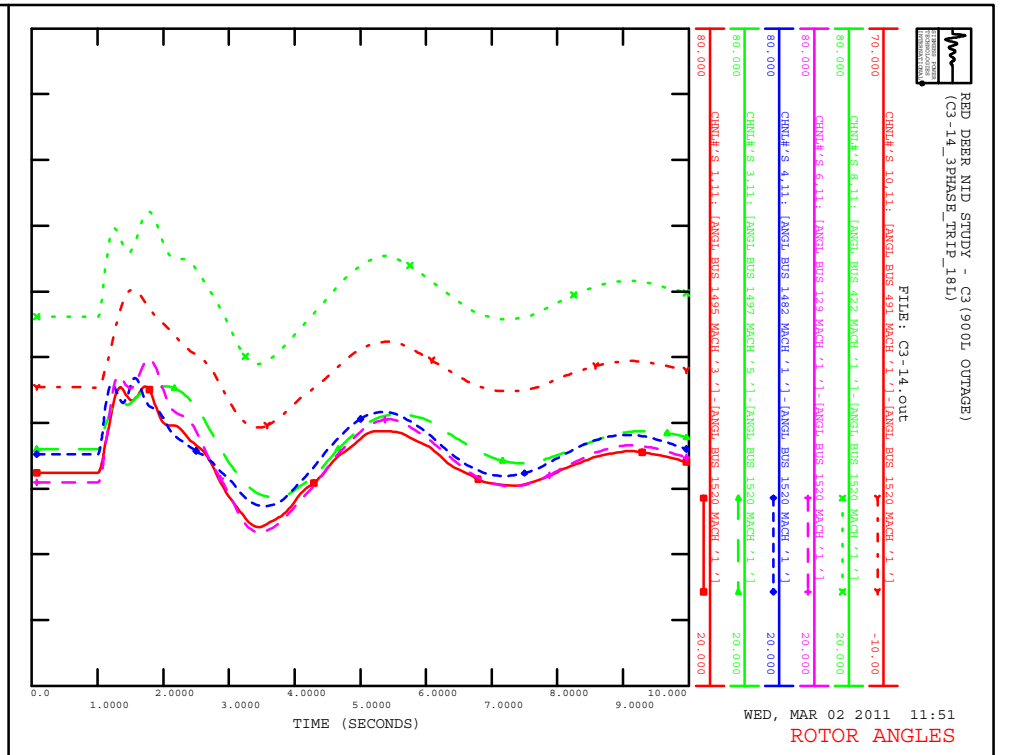

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

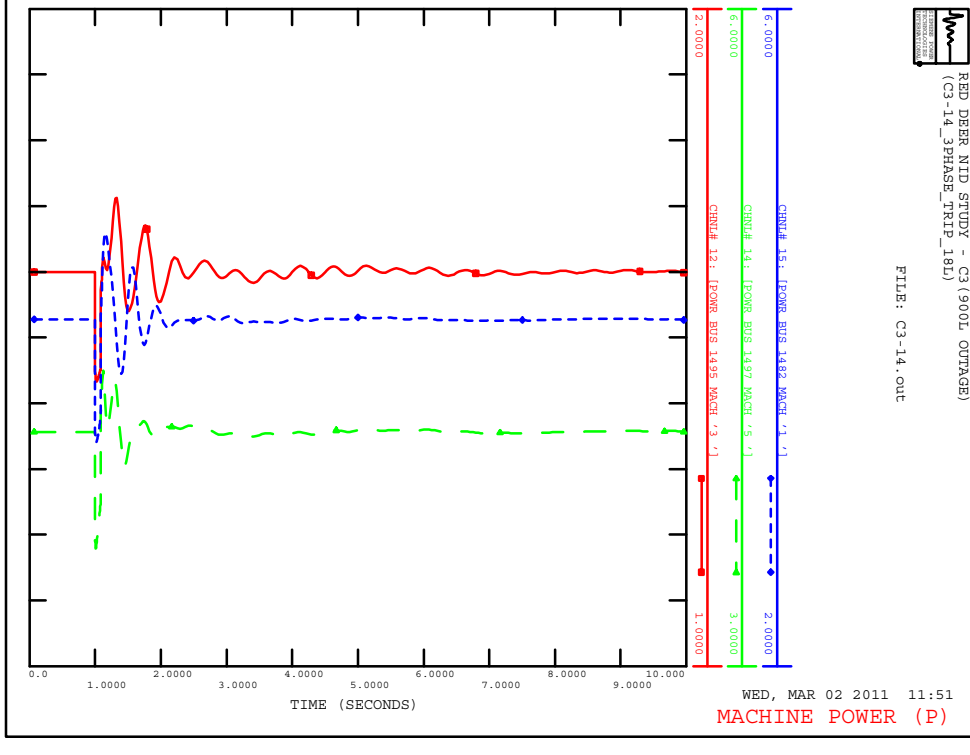

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

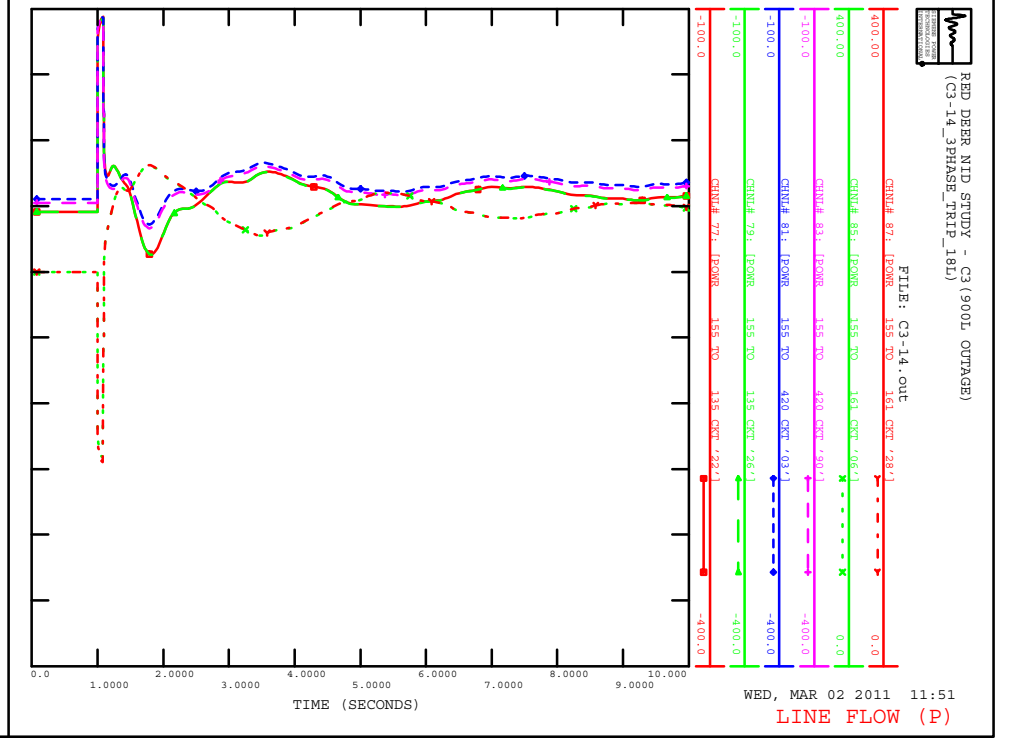

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

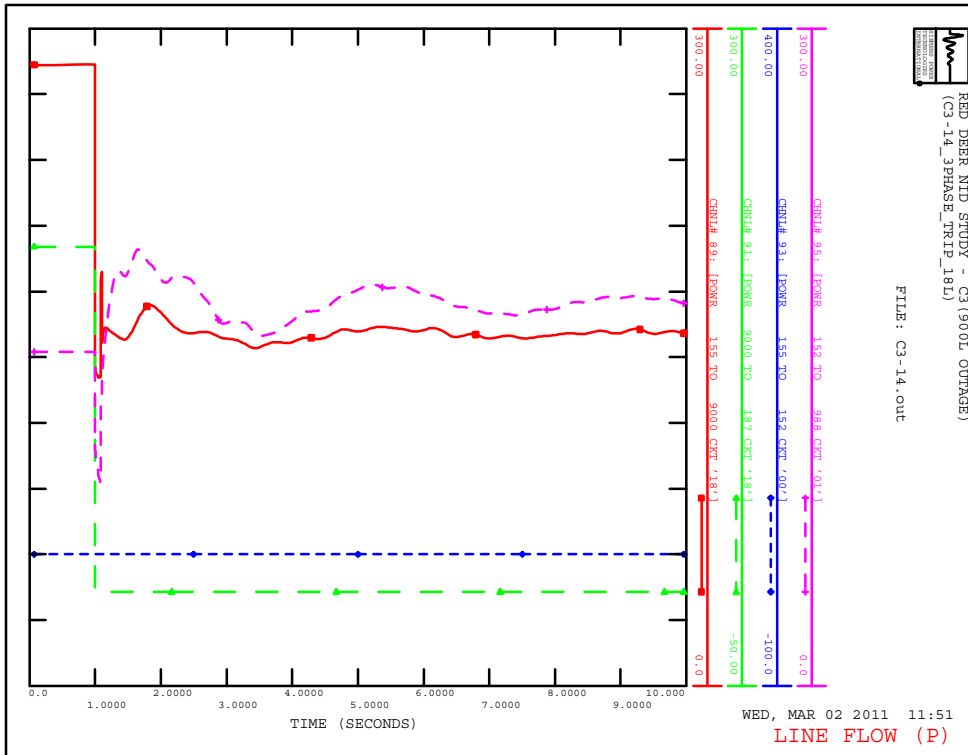

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

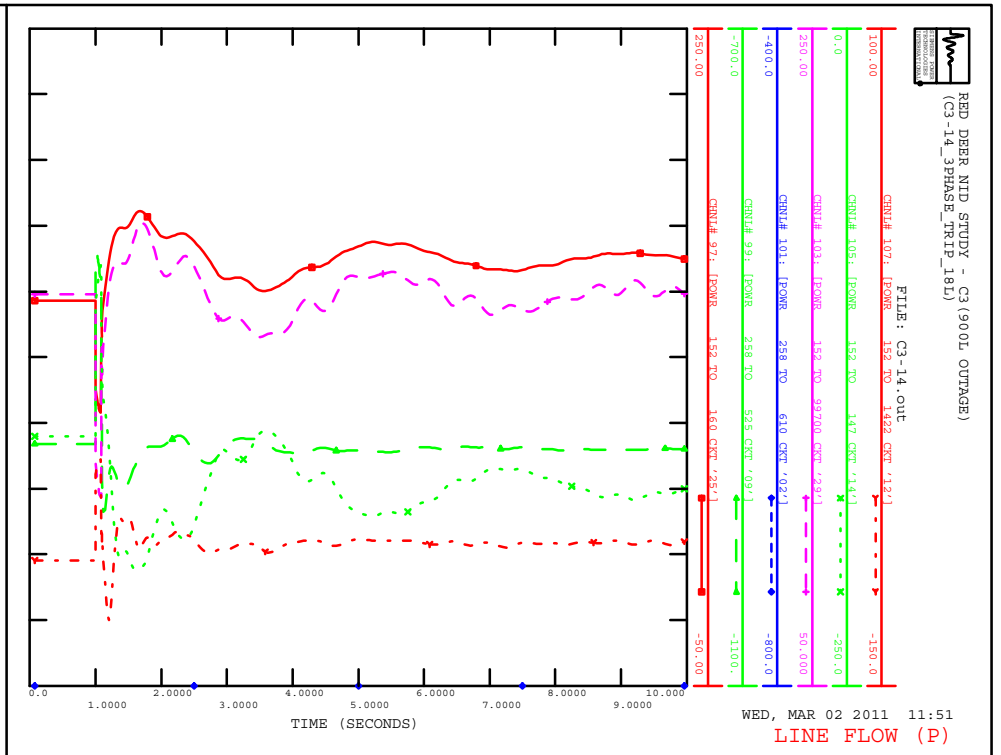

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

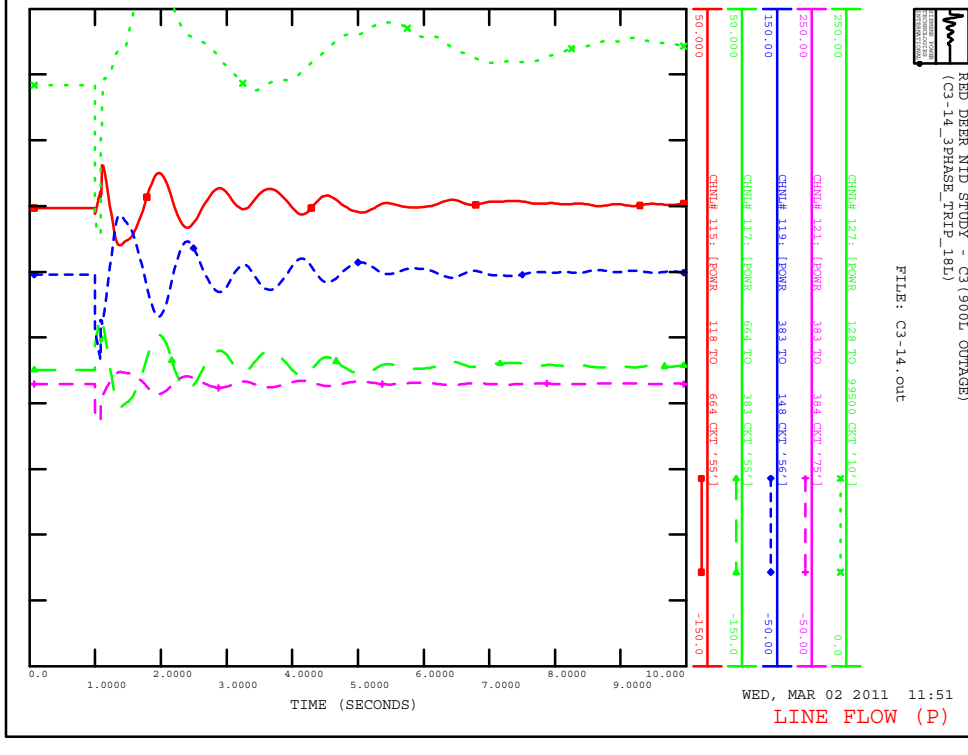

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

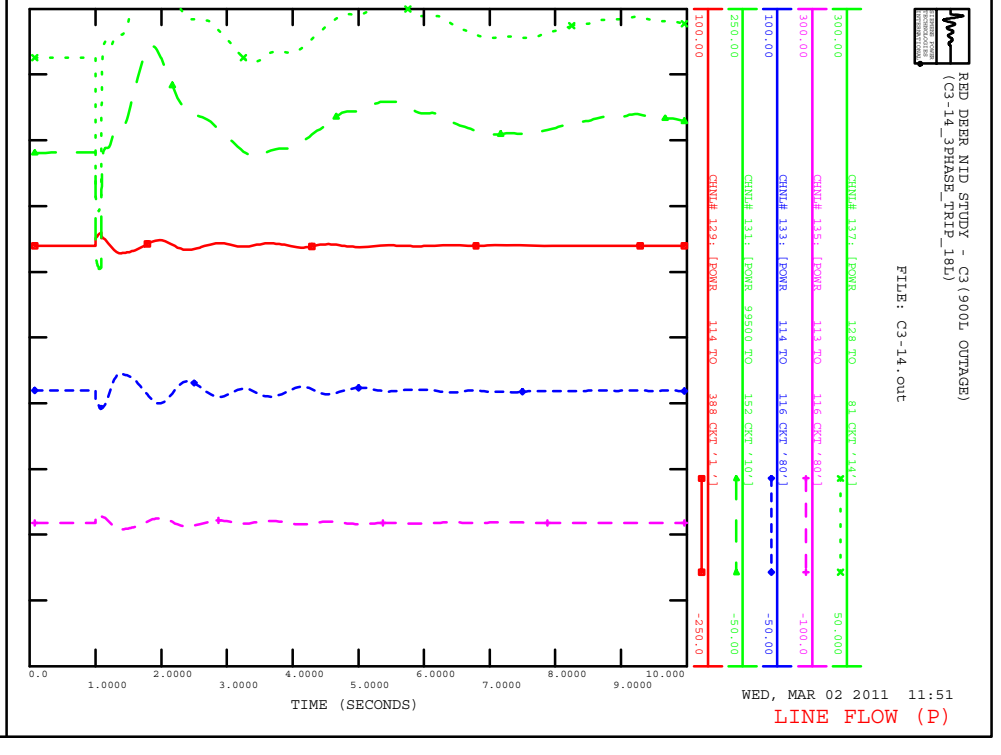

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

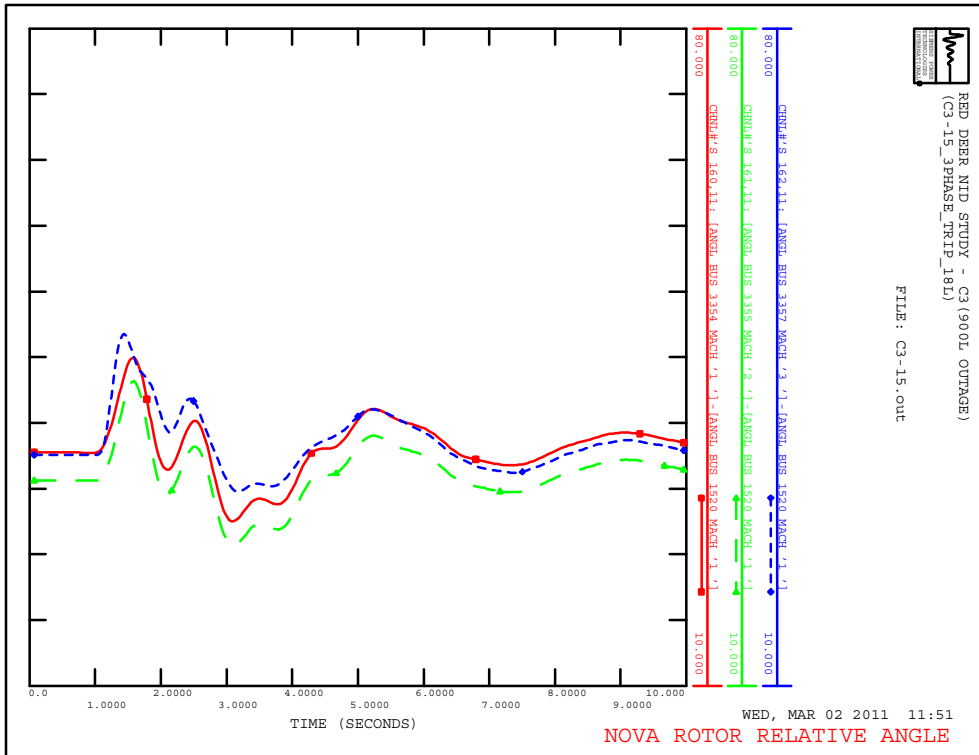

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

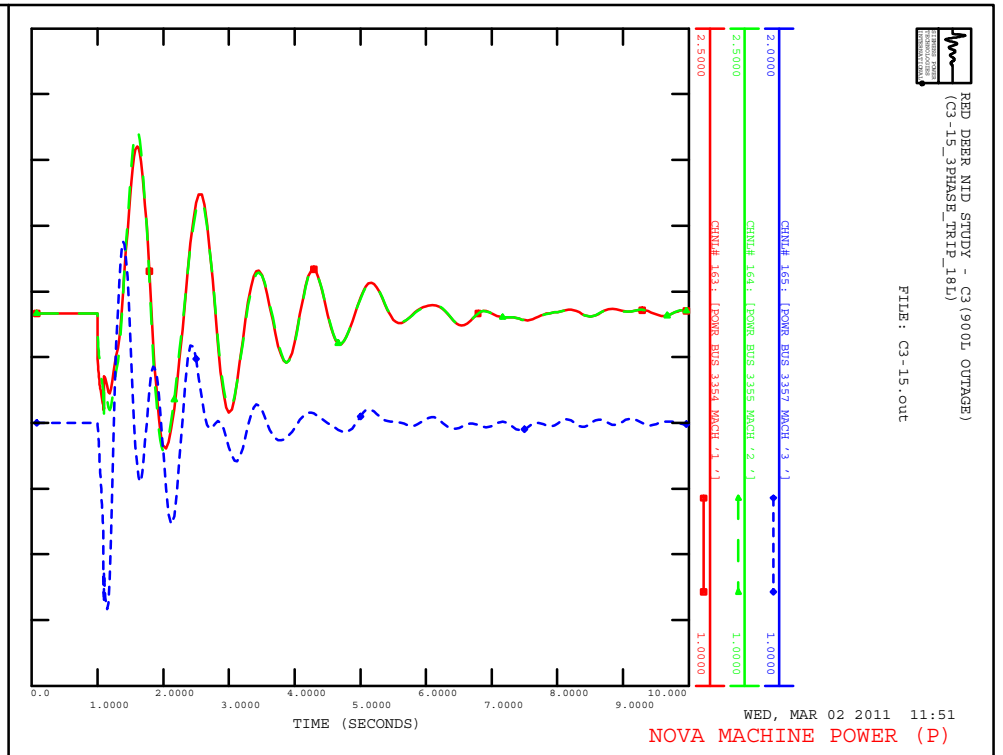

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

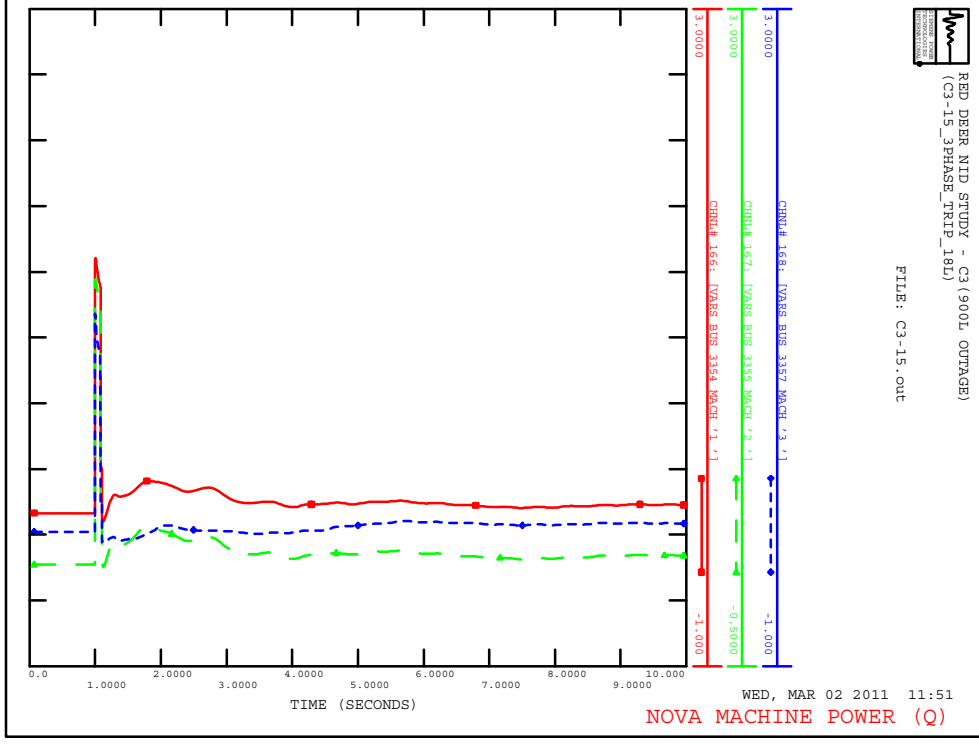

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

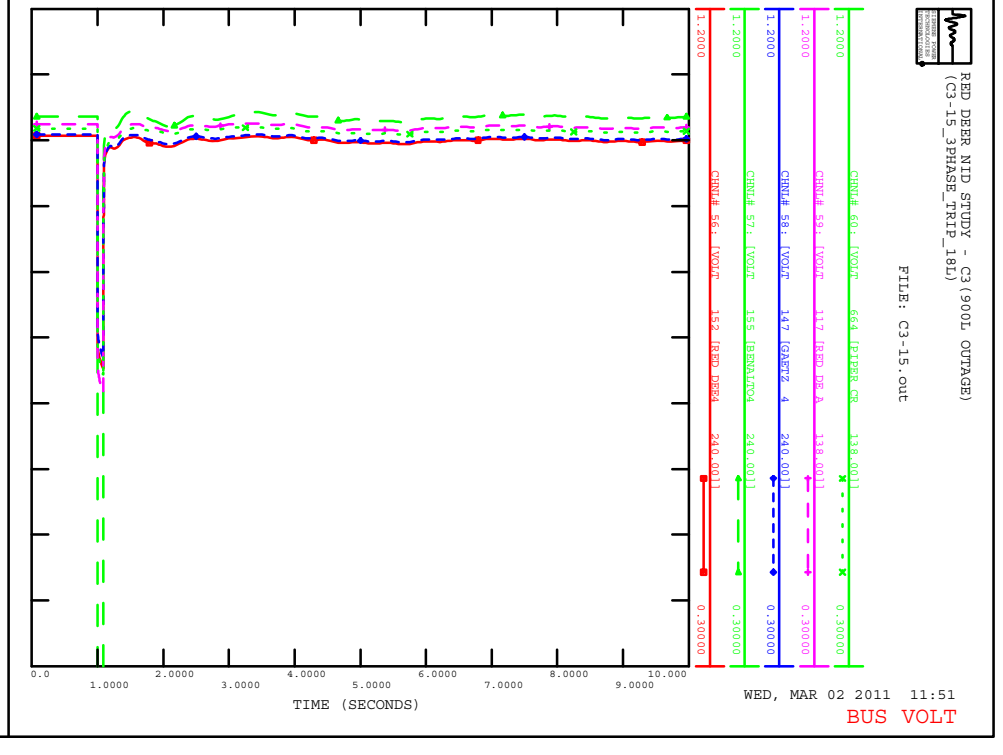

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

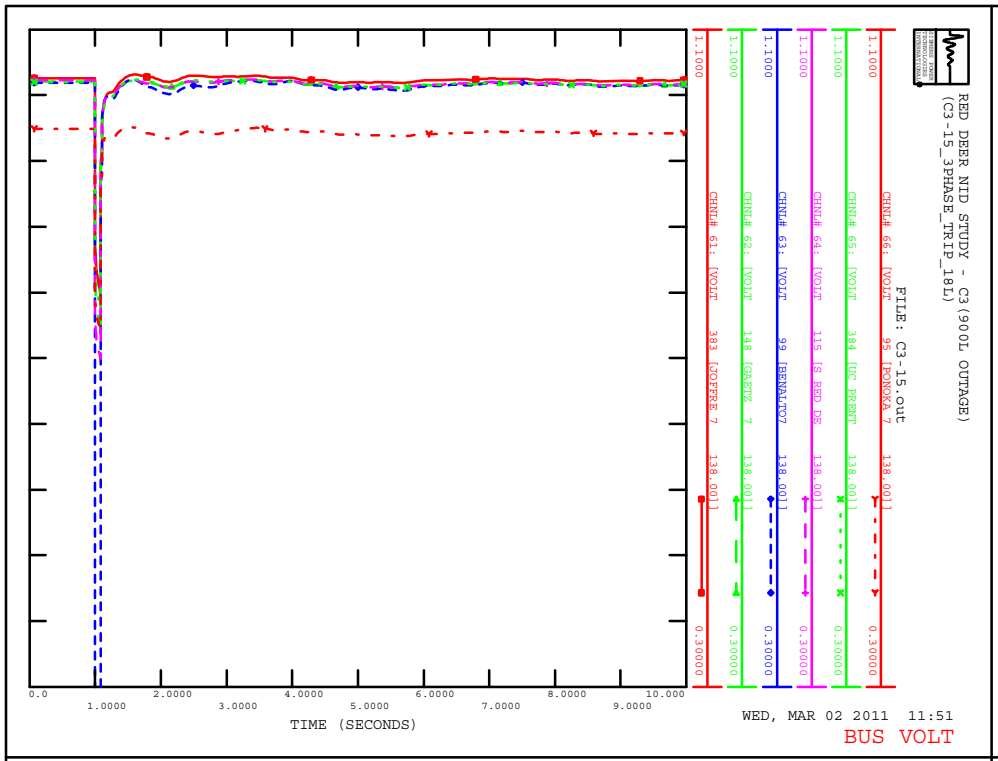

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

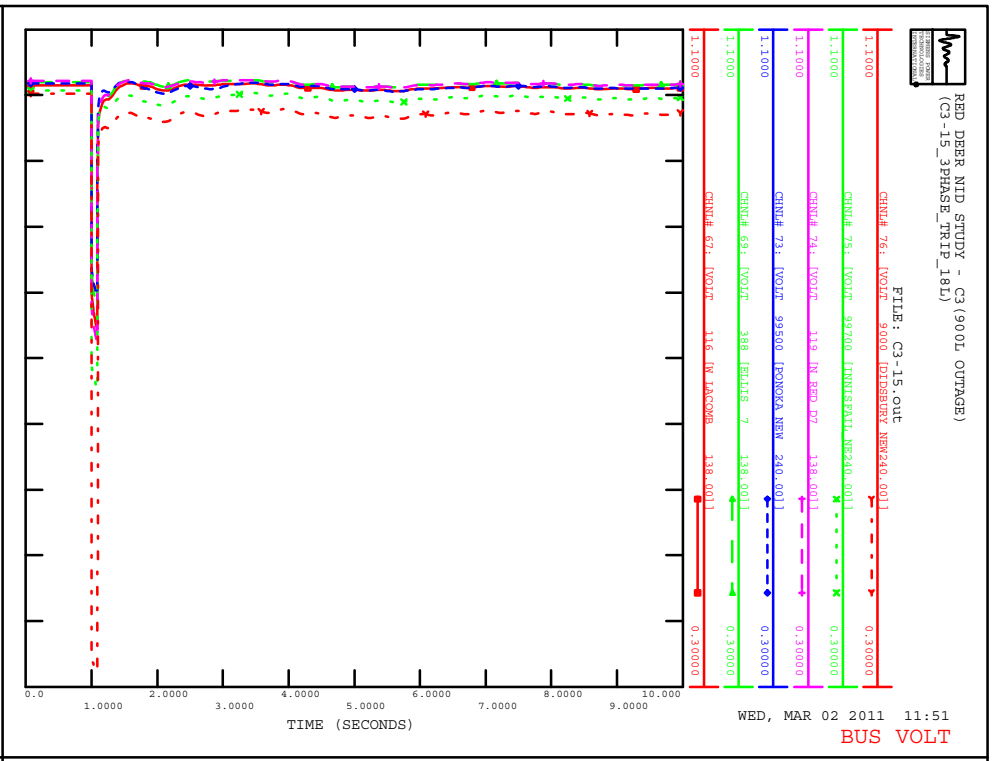

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

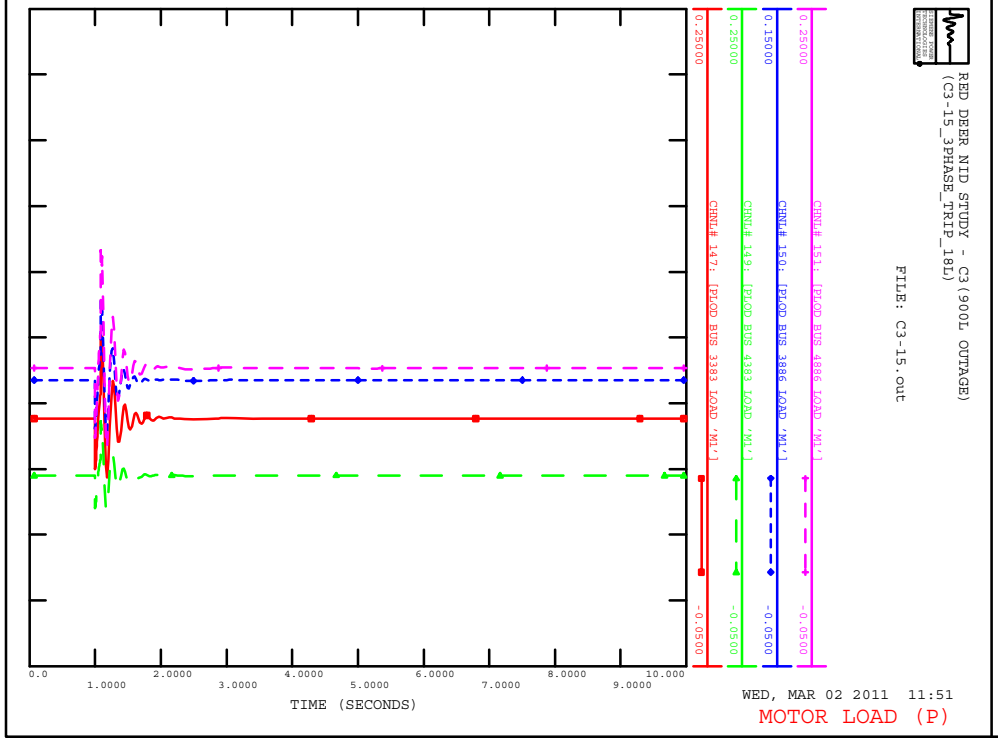

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

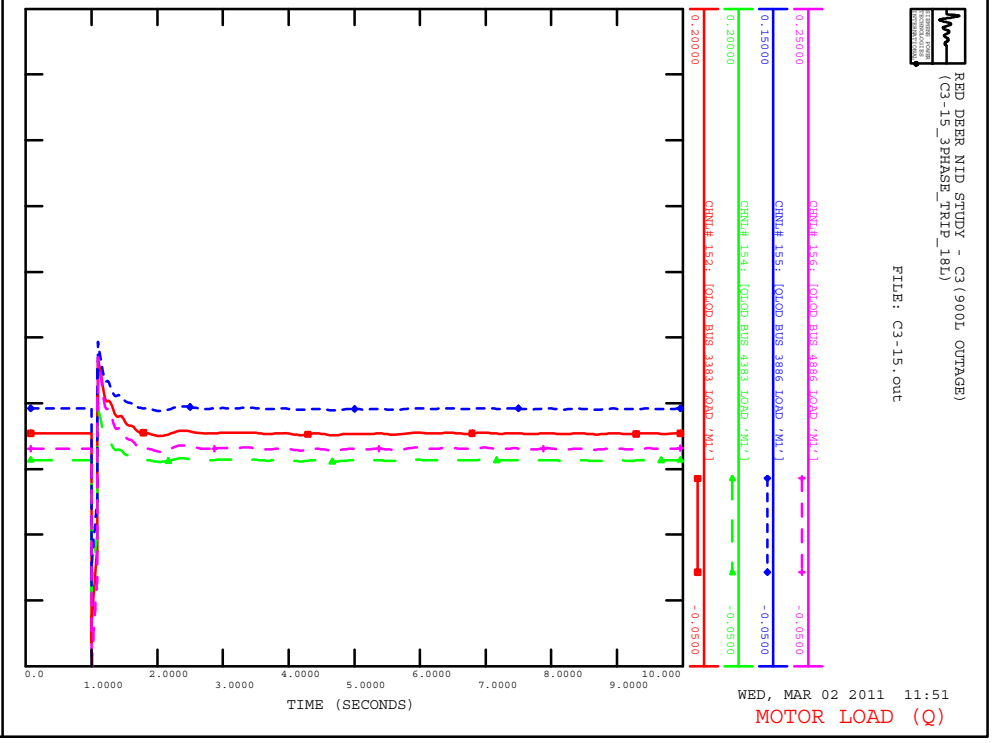

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

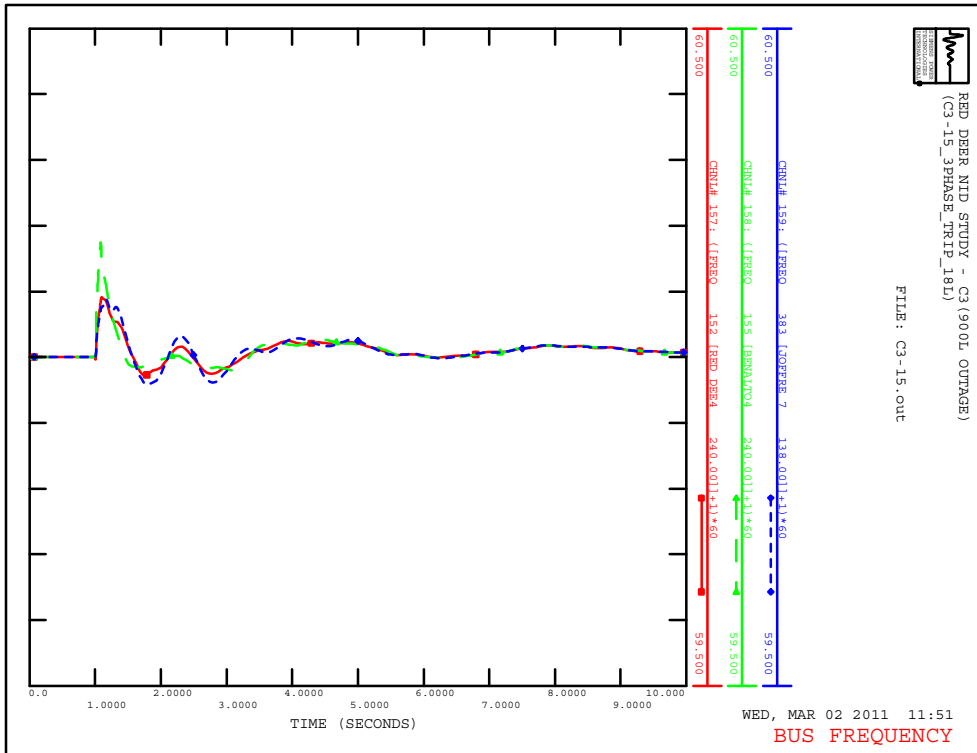

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

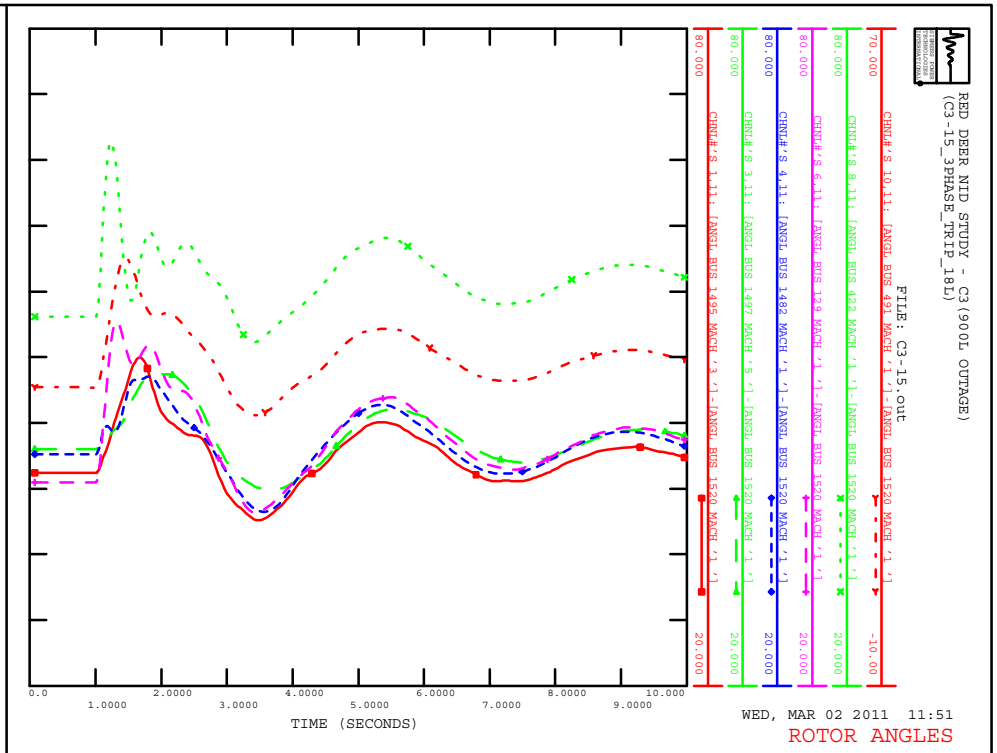

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
CHNL# 61: [VOLT 383 [OOFBR E 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

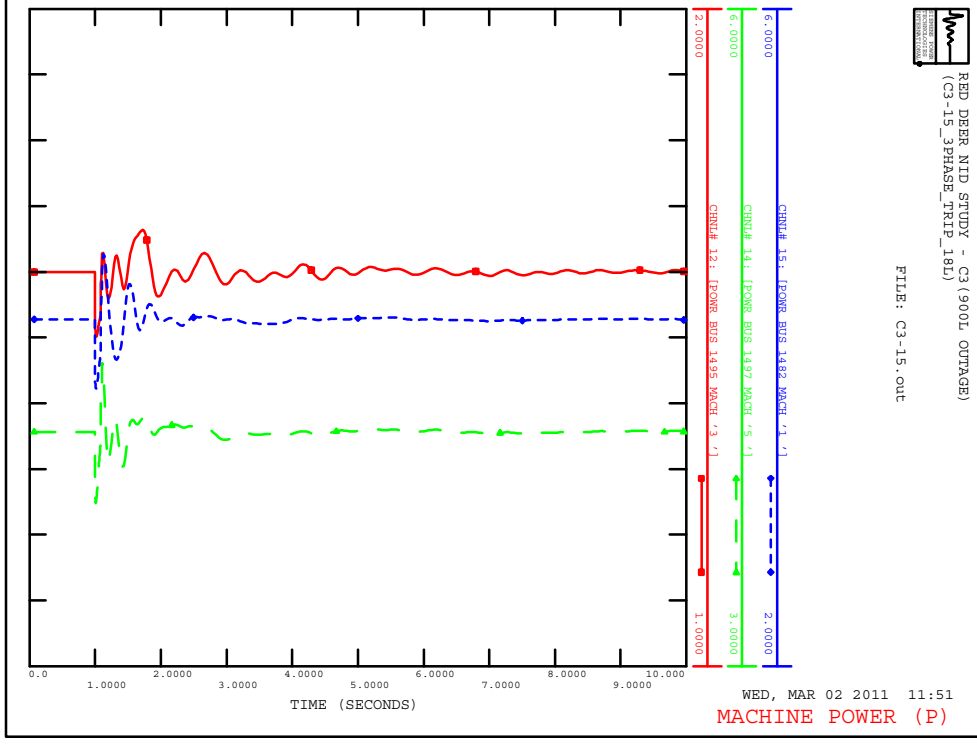

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

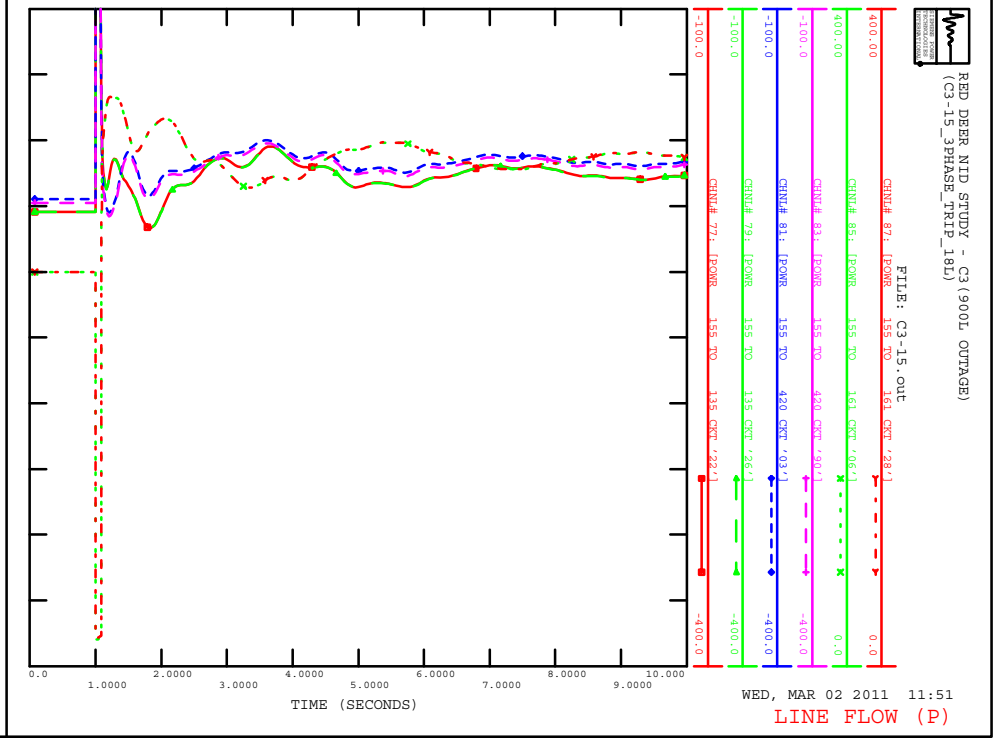

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

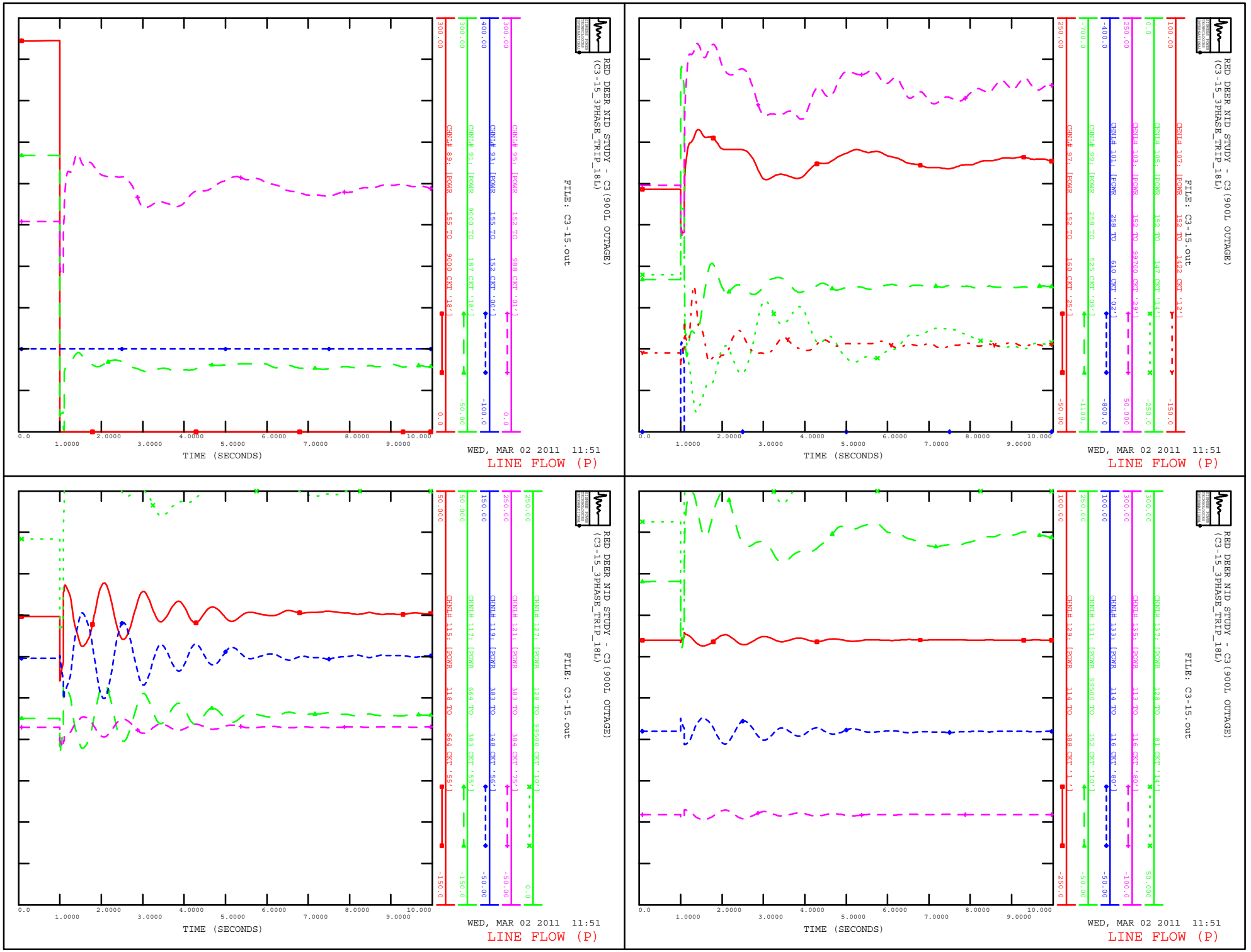

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

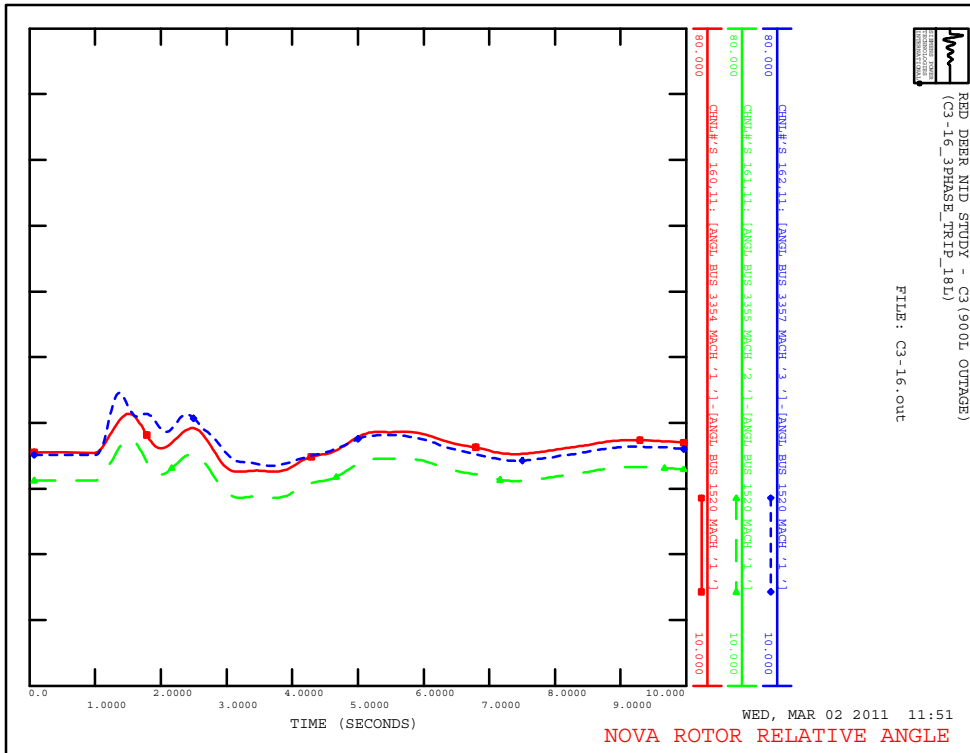

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 11:51
BUS FREQUENCY
TIME (SECONDS)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 11:51
ROTOR ANGLES
TIME (SECONDS)

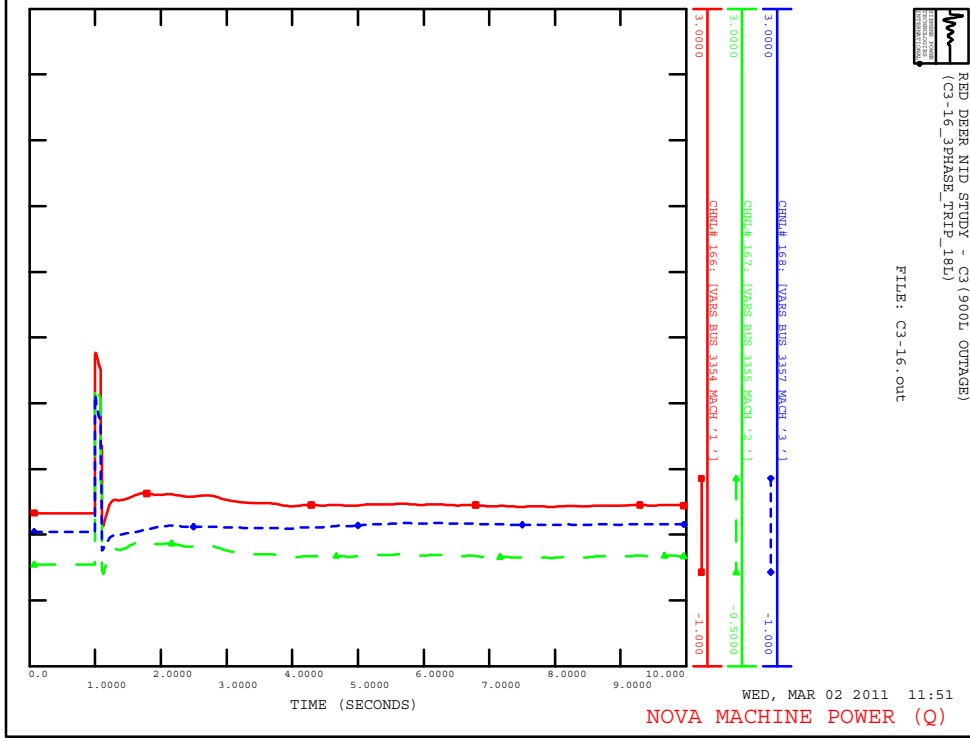

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 11:51
MACHINE POWER (P)
TIME (SECONDS)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

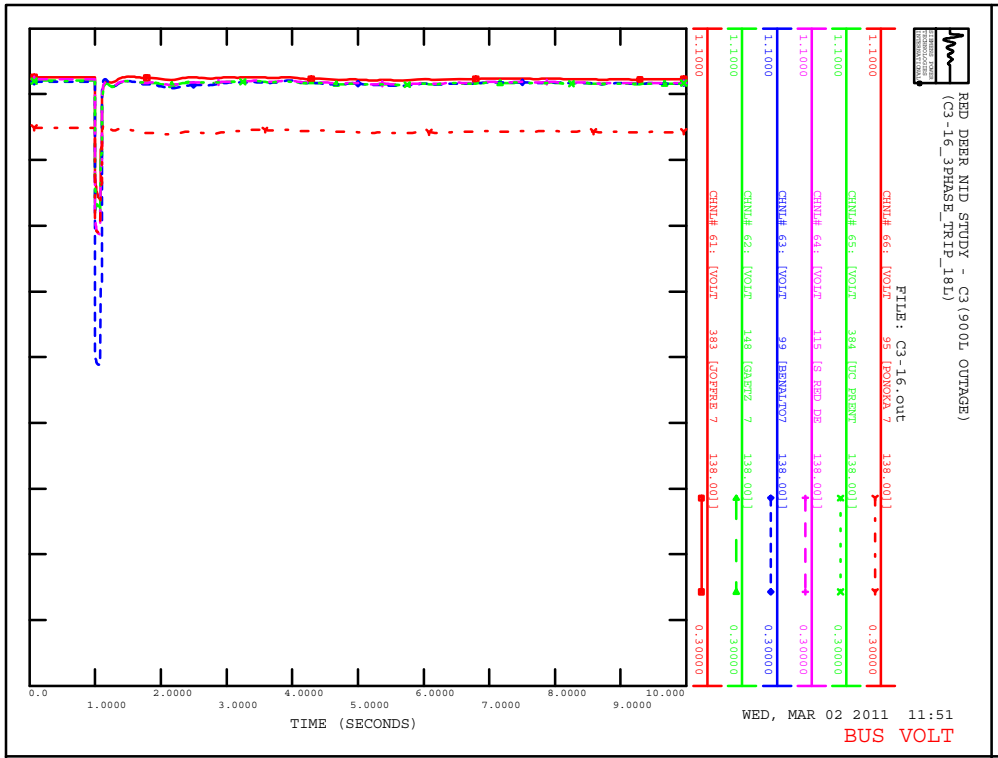

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

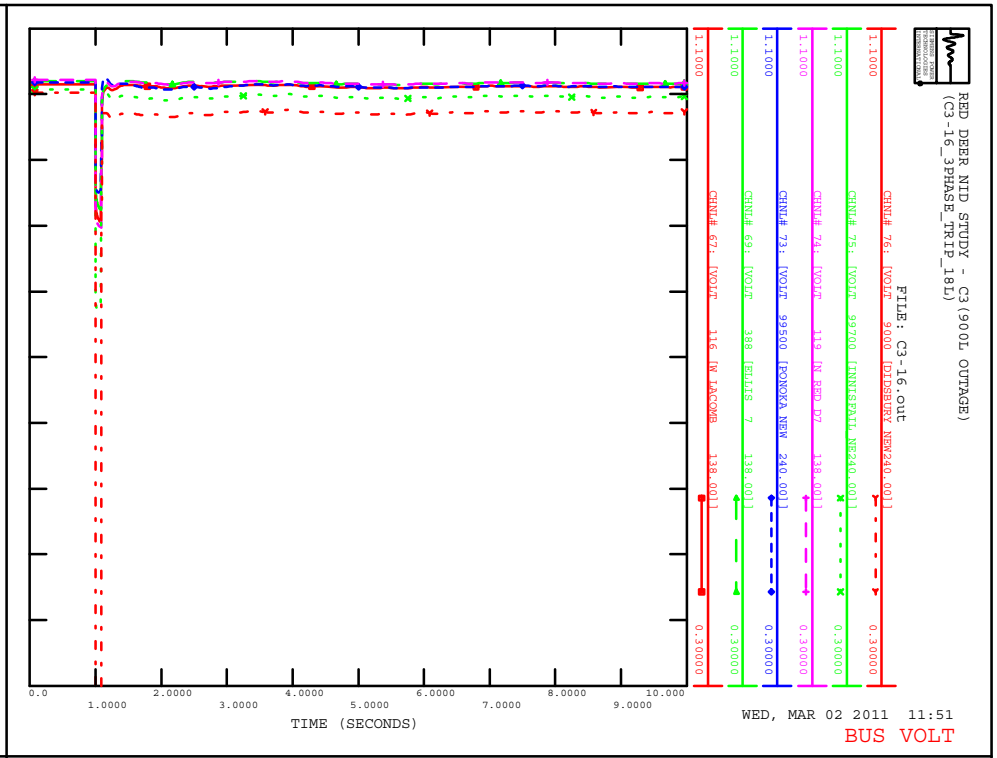

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

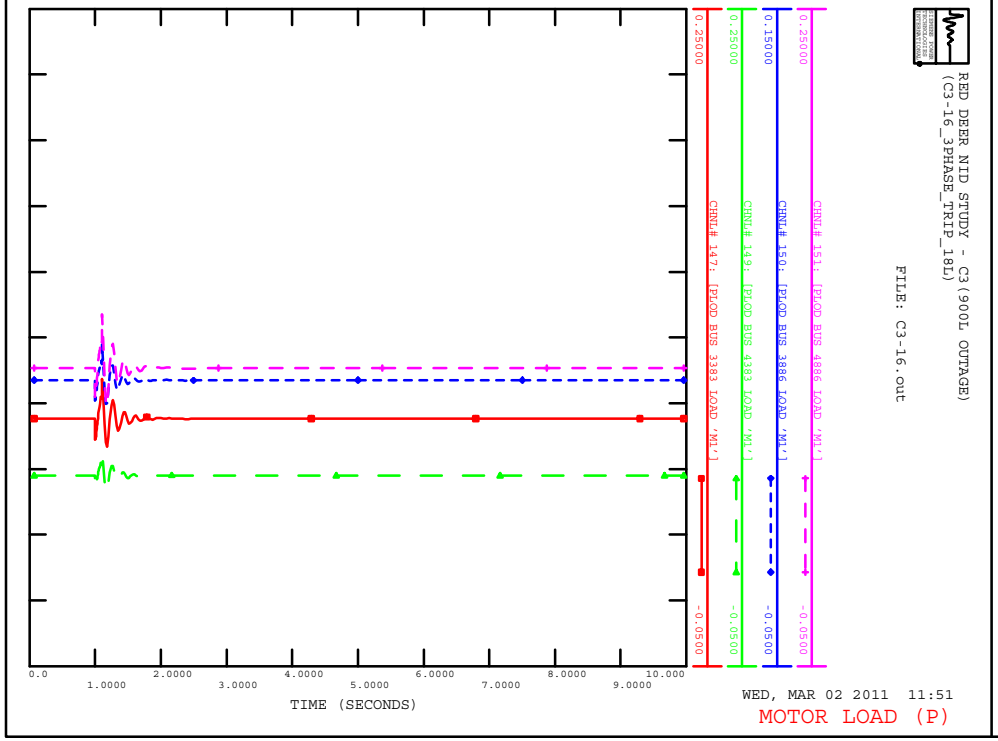
RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL#S 162,11, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

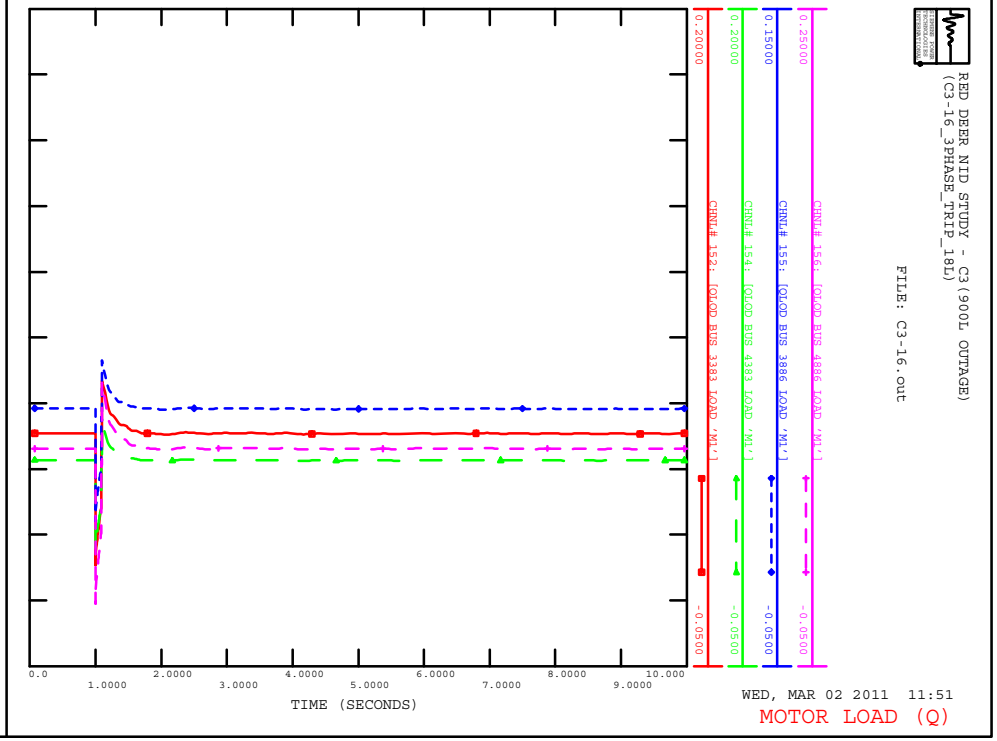

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

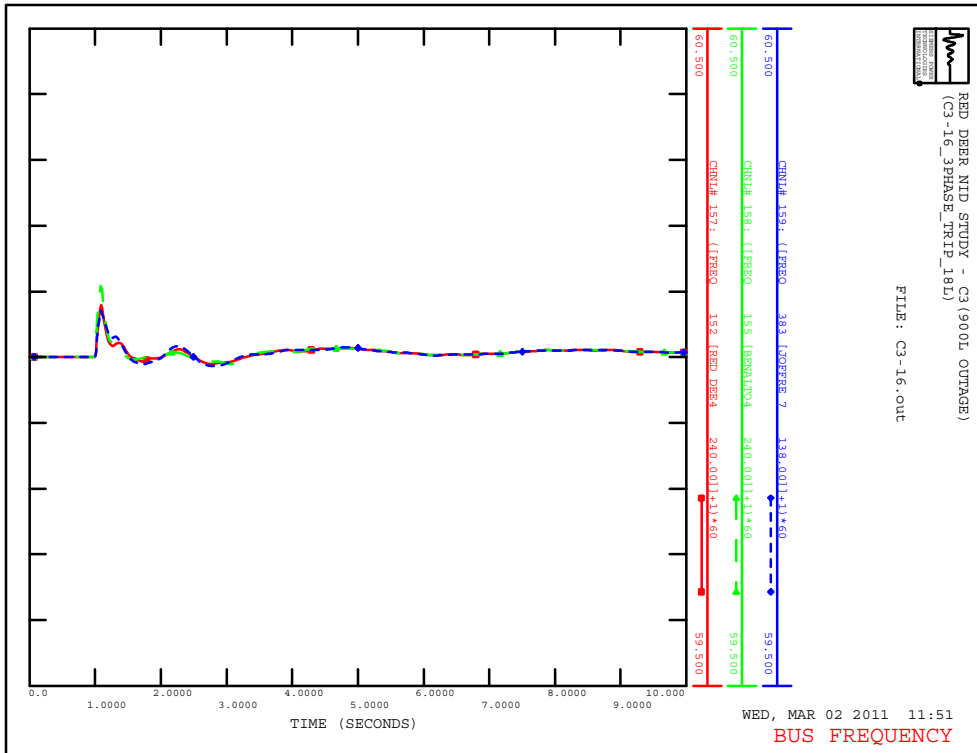
RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DR A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

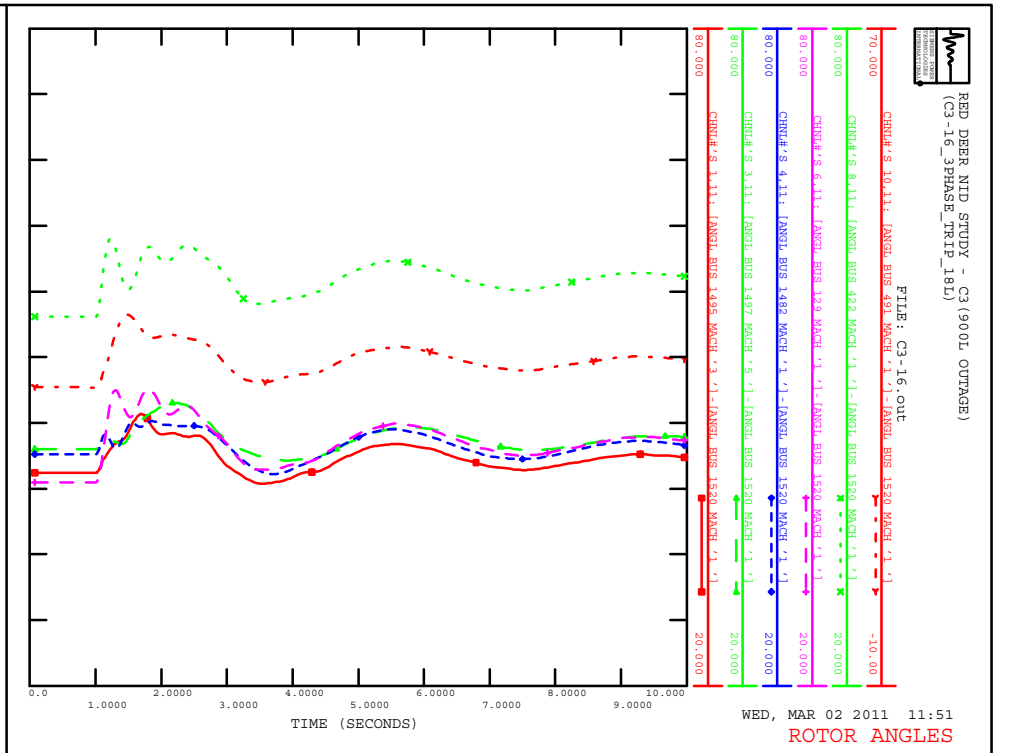

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

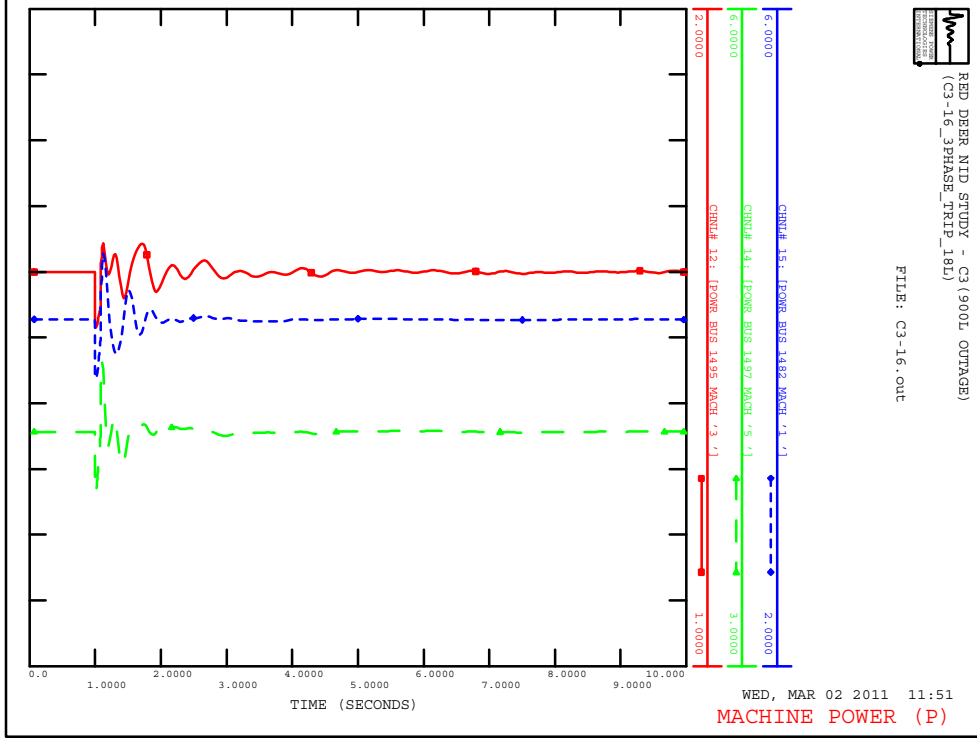

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

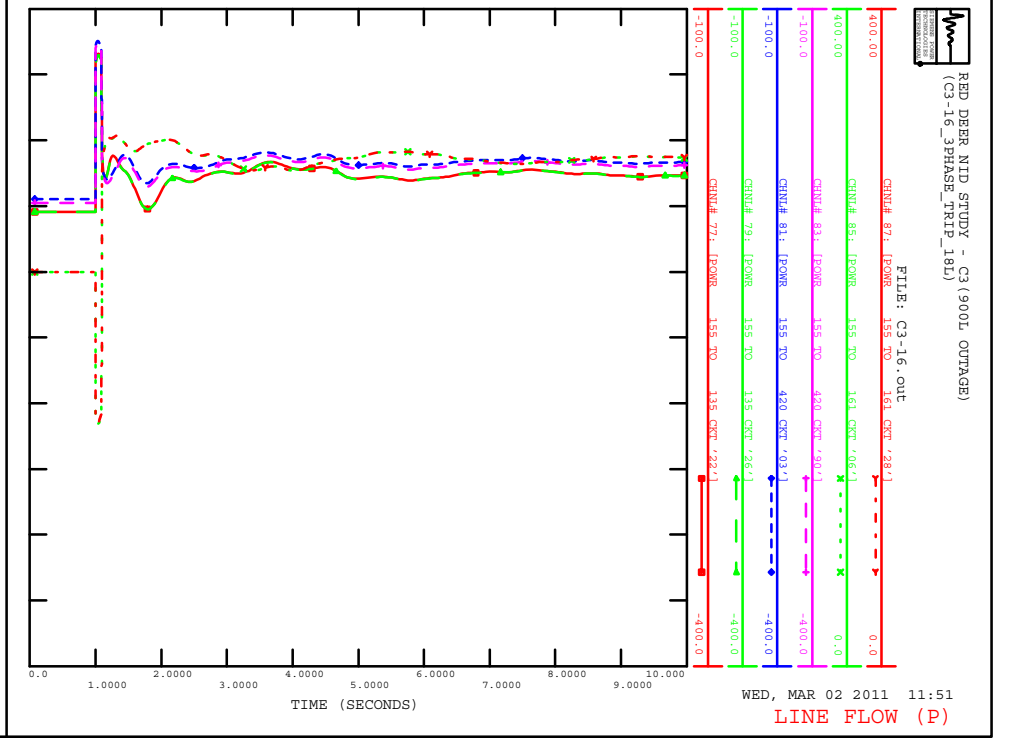

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

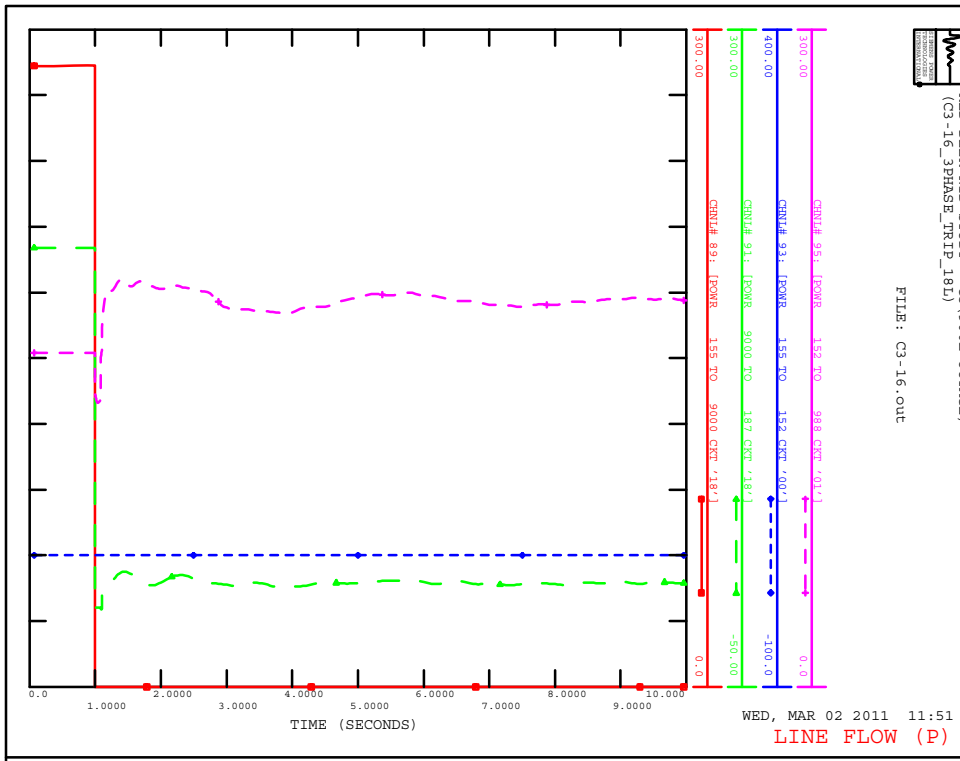

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

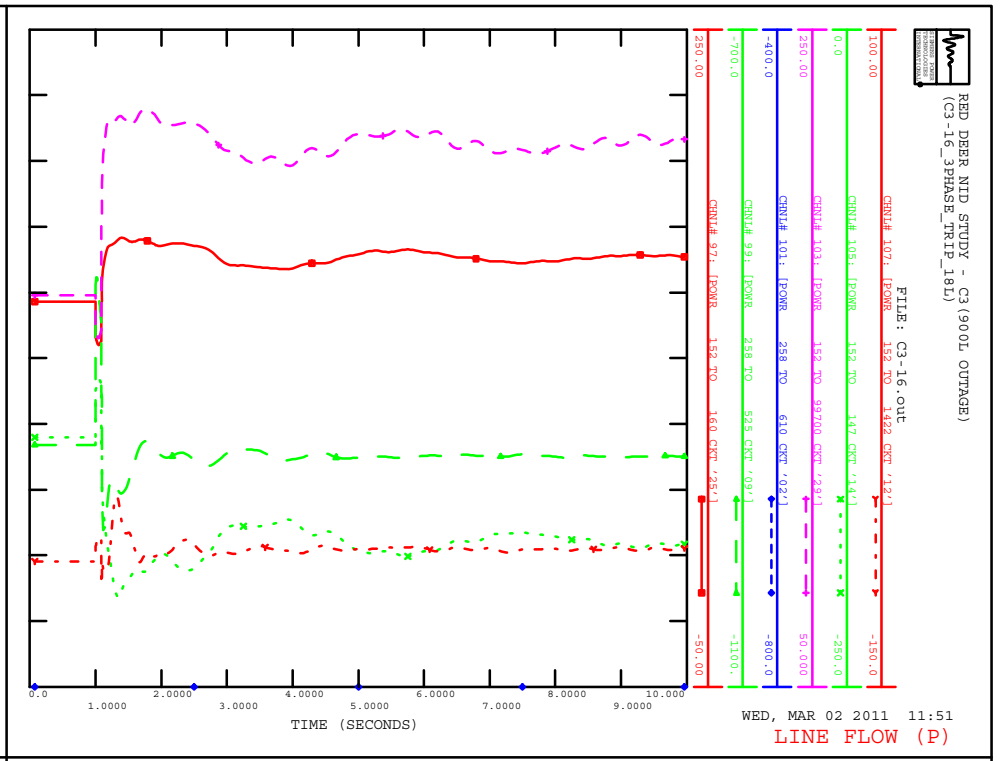

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 157: [FREQ BRD_DEER4 240.001[+1]*60
CHNL# 158: [FREQ BRNLITC4 240.001[+1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001[+1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

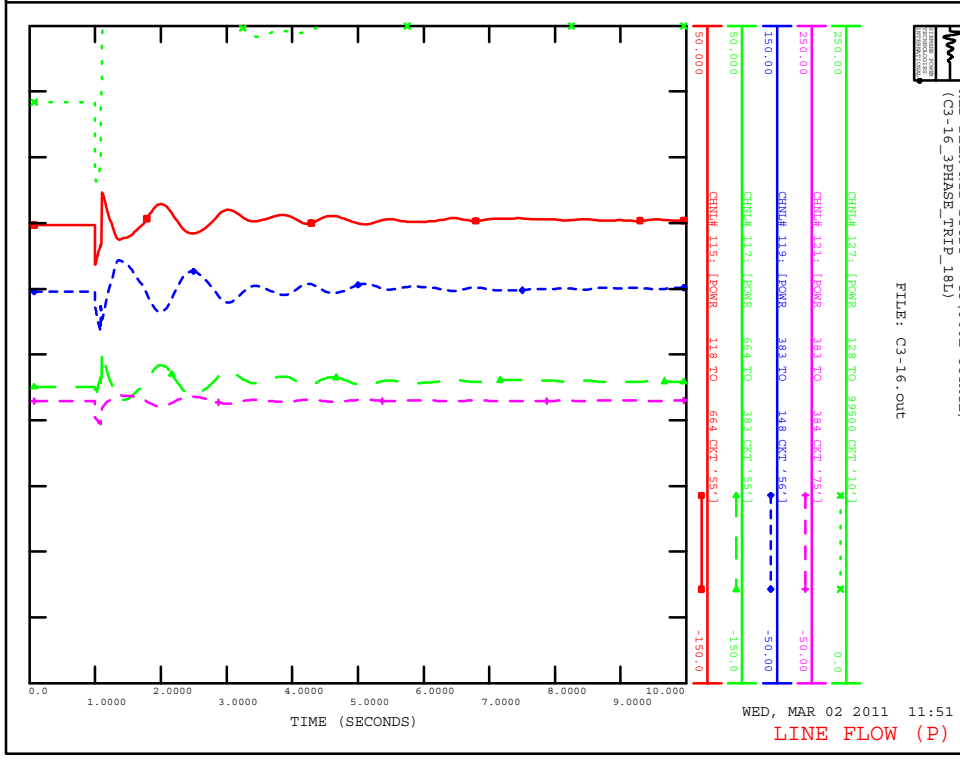

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 8, 10,11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8, 11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 6,11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 4, 11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 3,11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 1,11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
70.000
80.000
20.000
-10.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

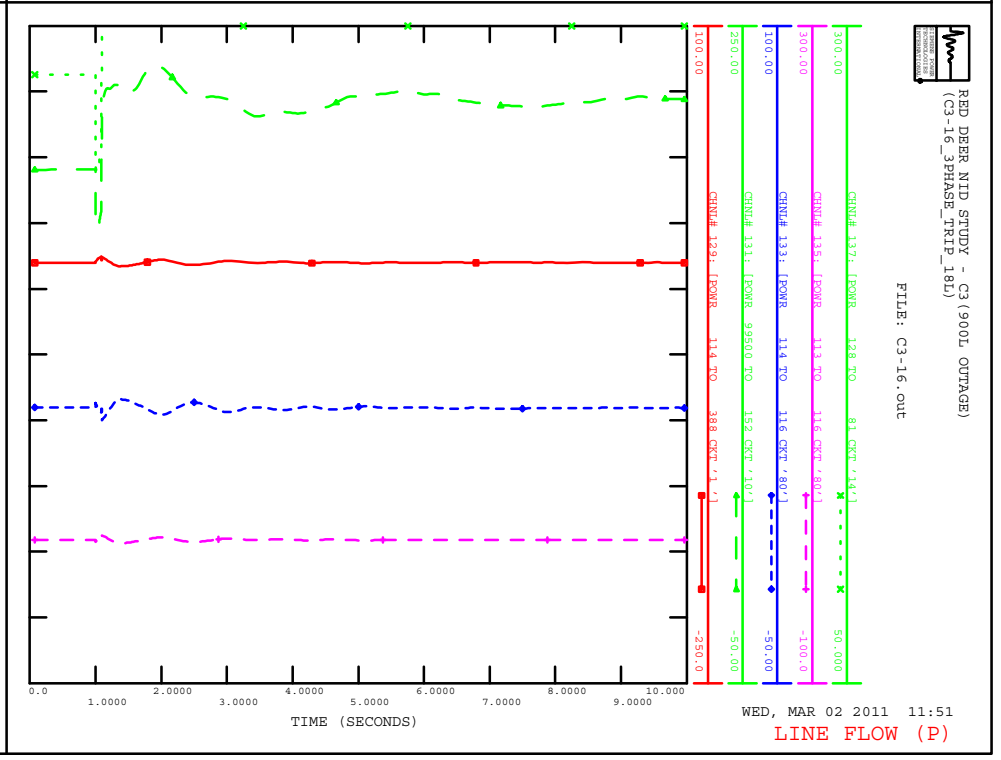

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 12: [POWR BUS 1495 MACH '3 ']
CHNL# 14: [POWR BUS 1497 MACH '5 ']
CHNL# 15: [POWR BUS 1482 MACH '1 ']
2.0000
6.0000
1.0000
3.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

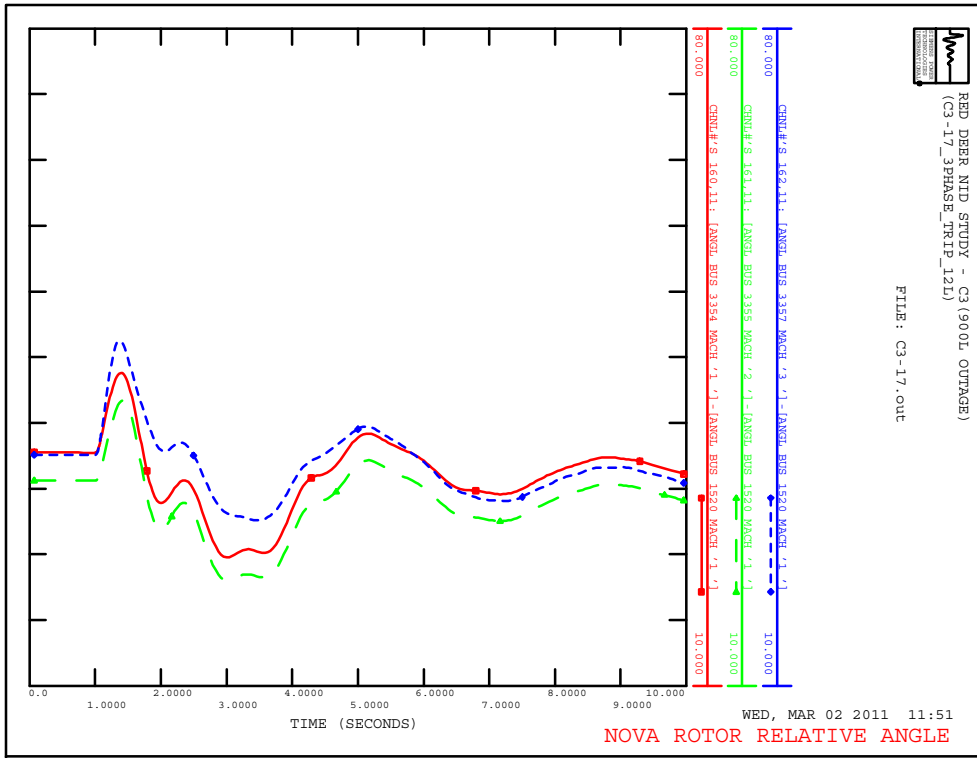

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
CHNL# 77: [POWR 155 TO 135 CKT '22']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 83: [POWR 155 TO 420 CKT '90']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00
-100.0
-400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

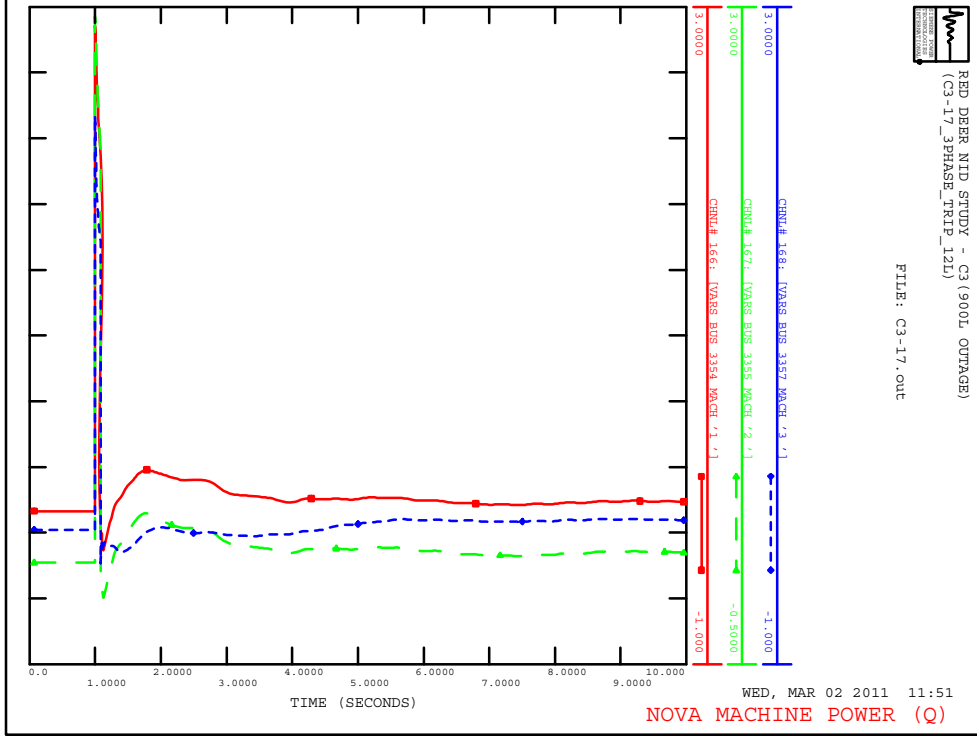

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

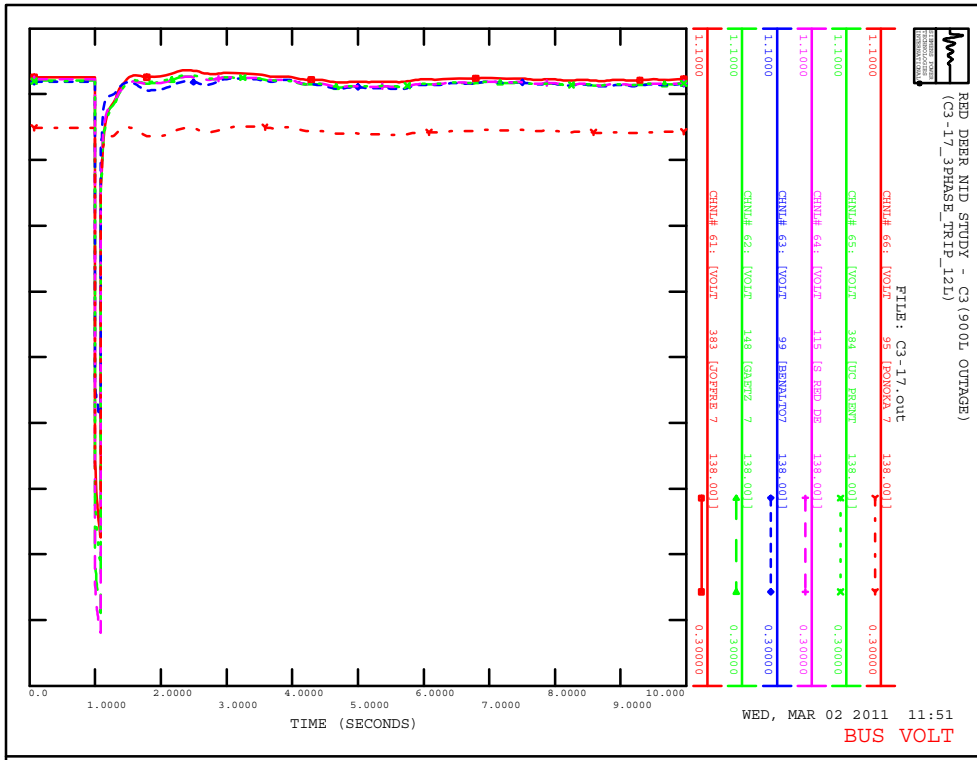

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

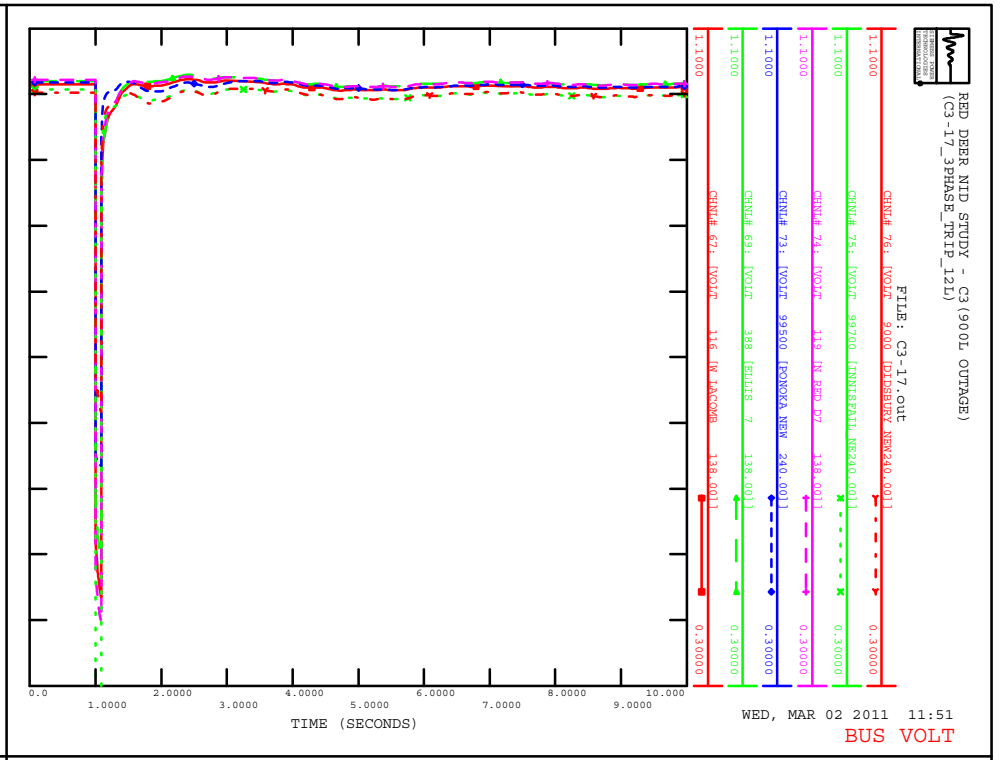

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

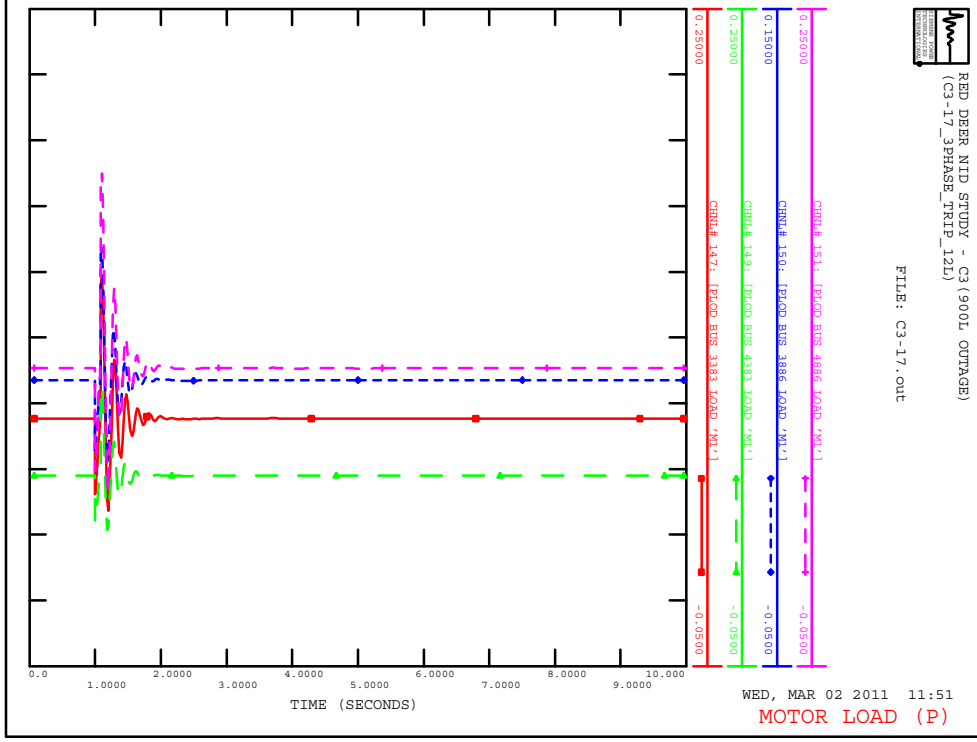
RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

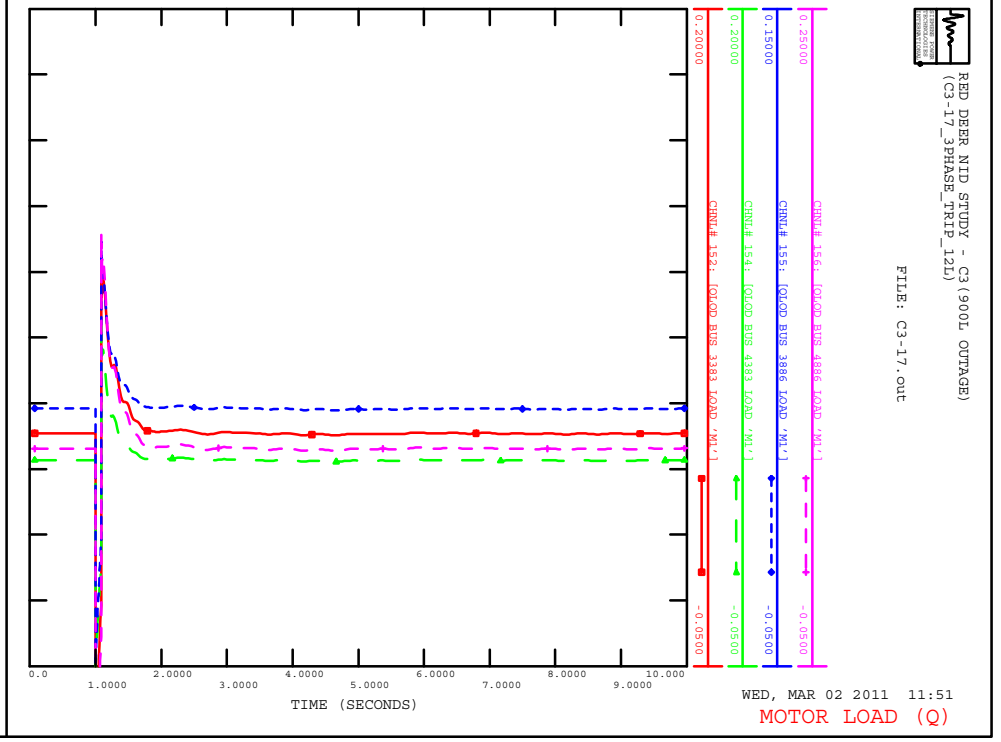

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

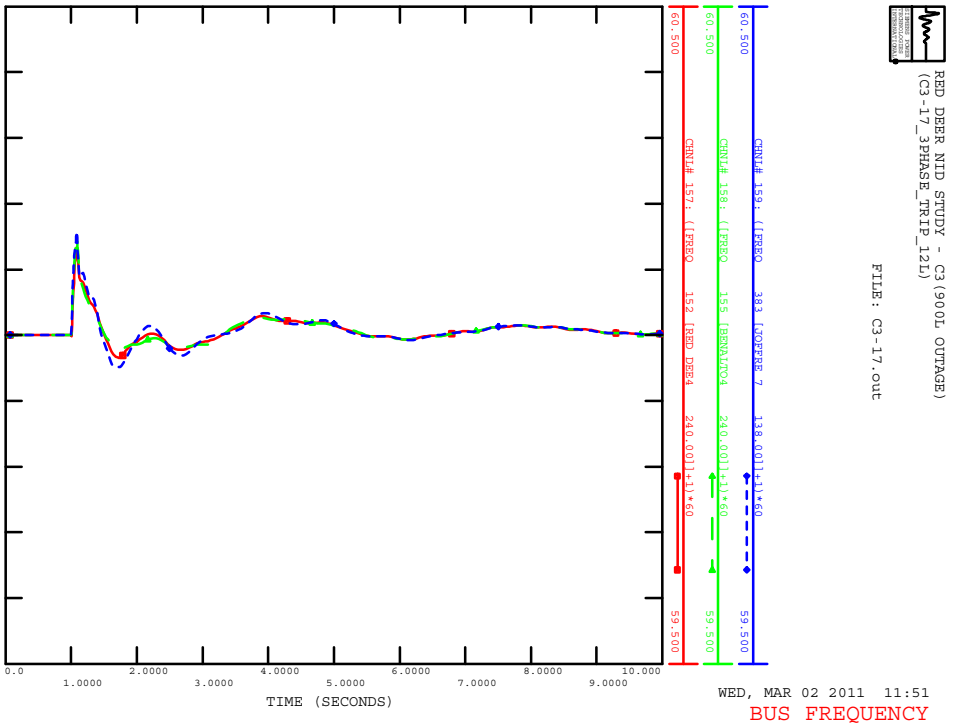
RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

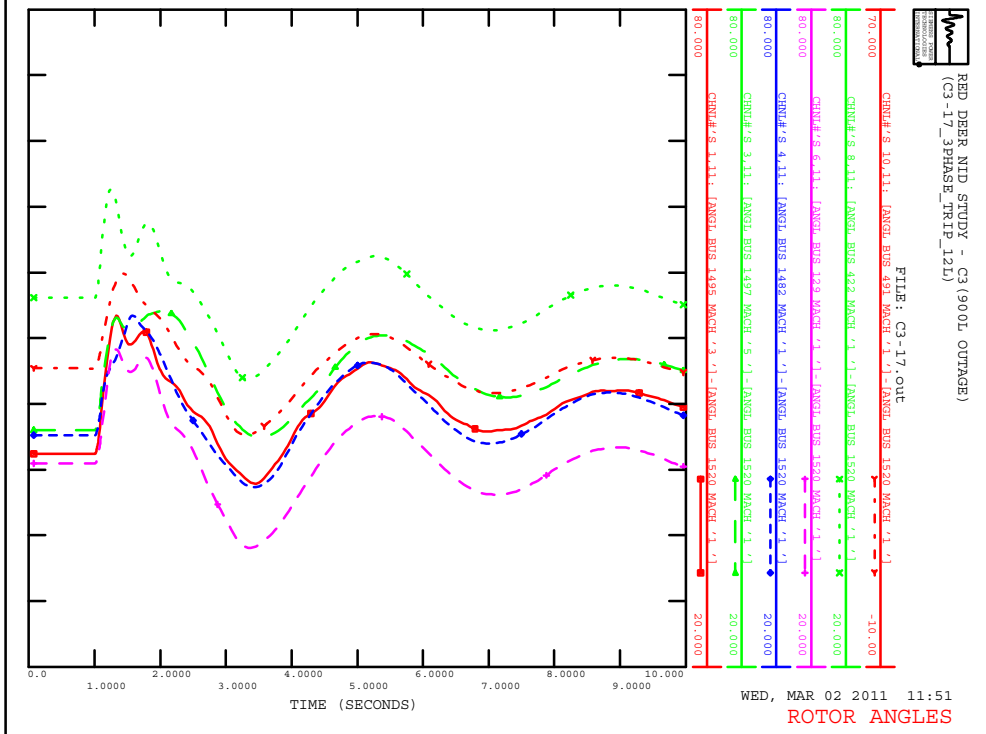

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

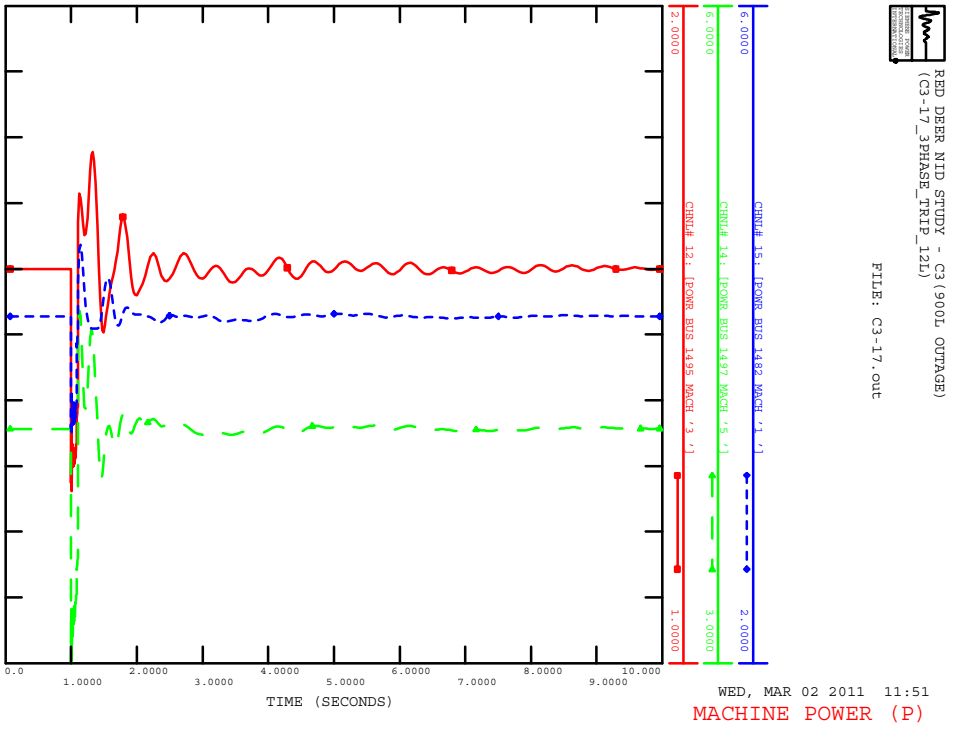

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

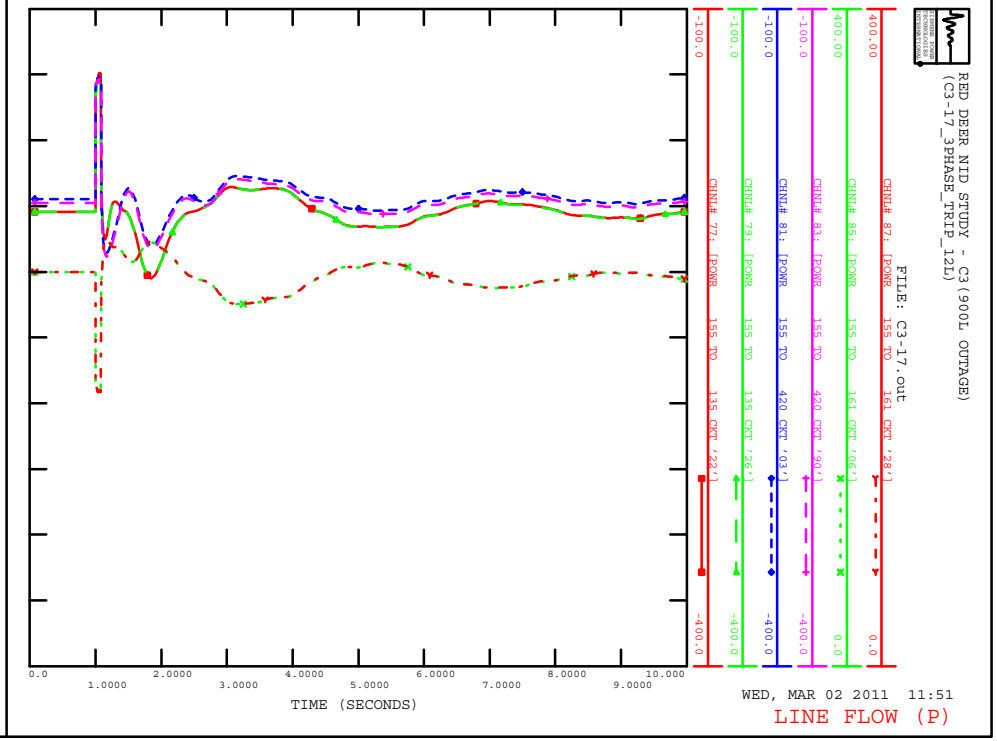

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

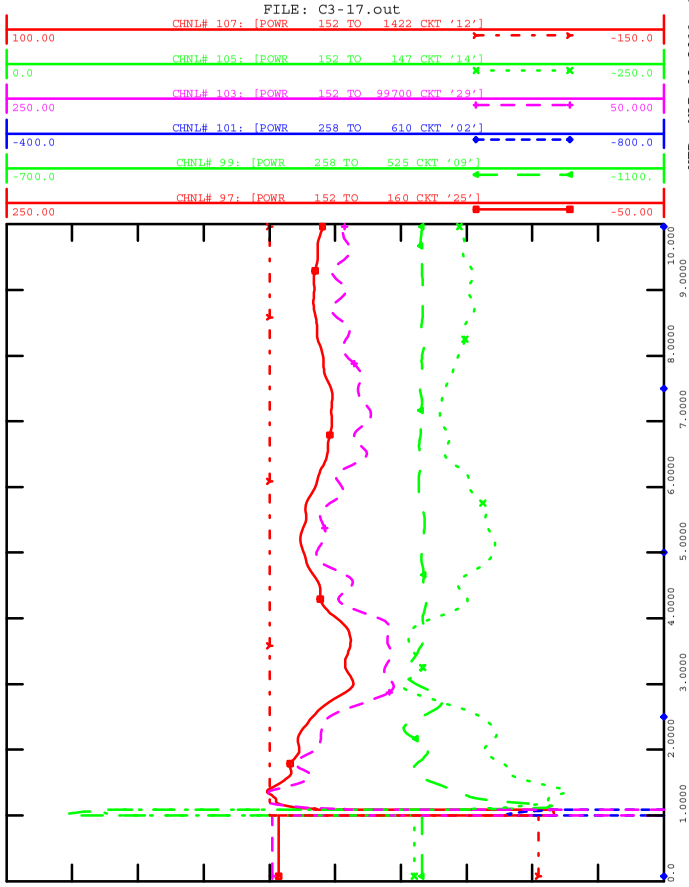

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)


RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)

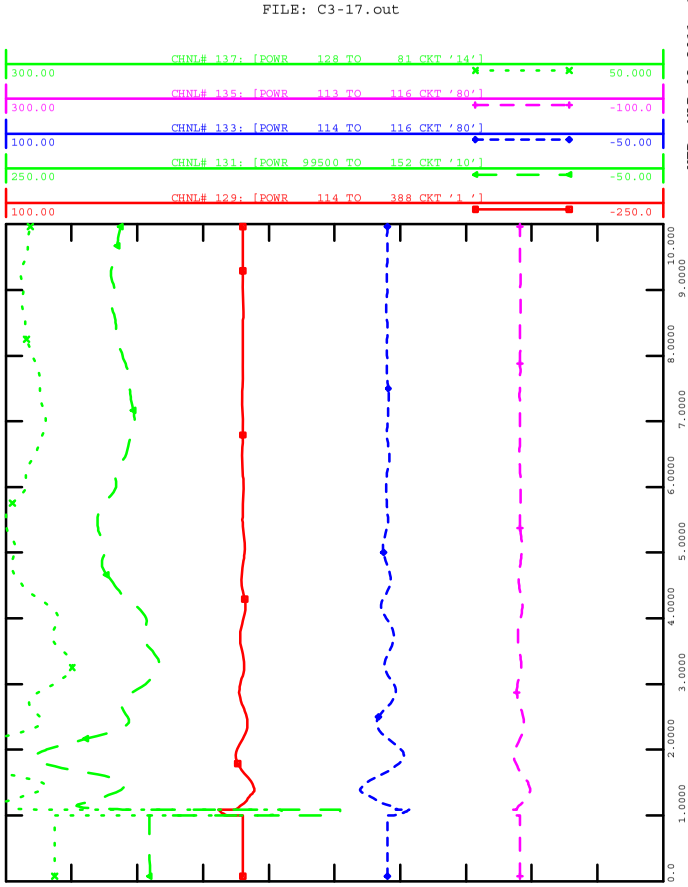
FILE: C3-17.out



WED, MAR 02 2011 11:51
LINE FLOW (P)

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)

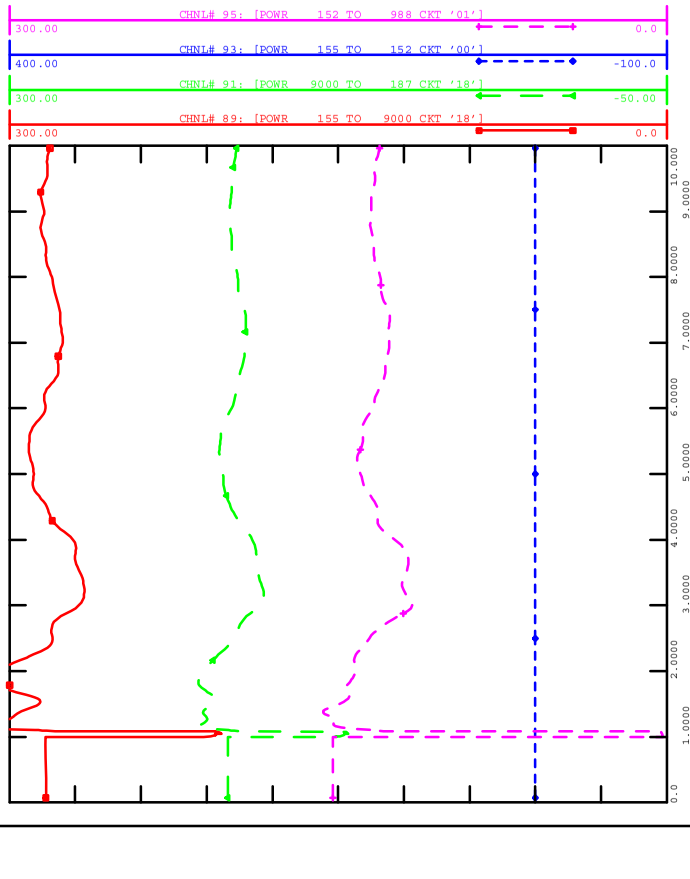
FILE: C3-17.out



WED, MAR 02 2011 11:51
LINE FLOW (P)

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)

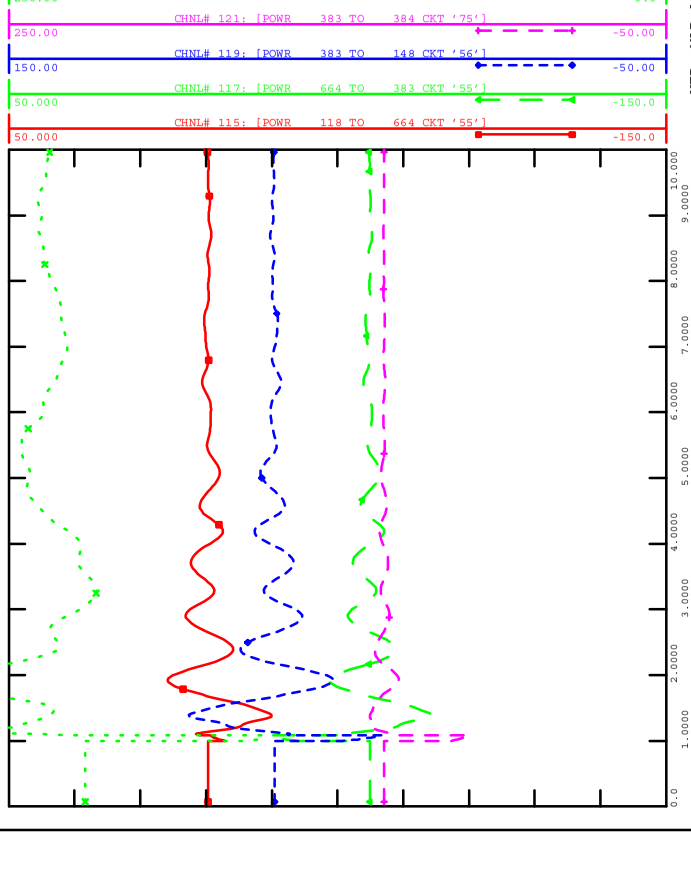
FILE: C3-17.out



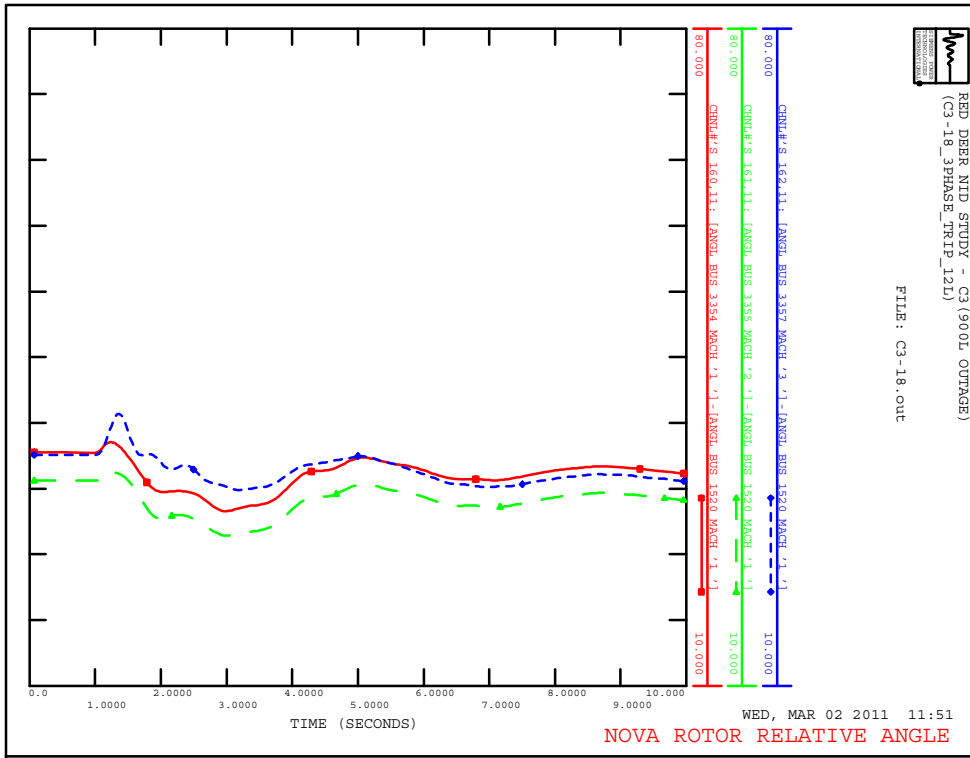
WED, MAR 02 2011 11:51
LINE FLOW (P)

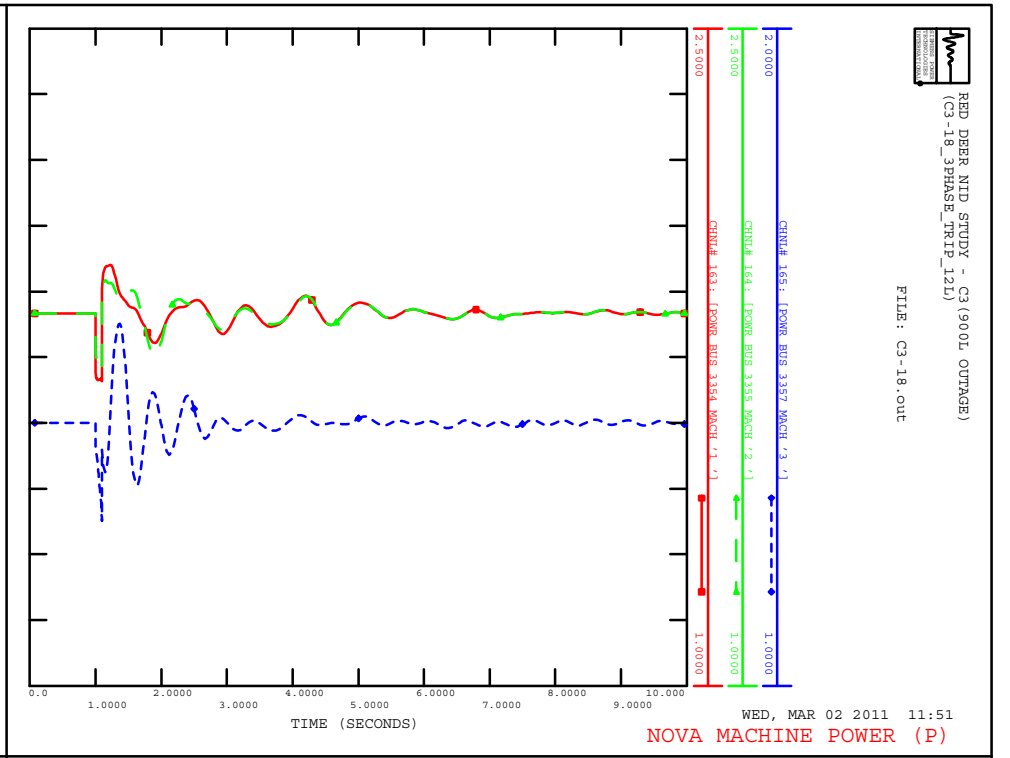
RED DEER NID STUDY - C3(900L OUTAGE)
(C3-17_3PHASE_TRIP_12L)

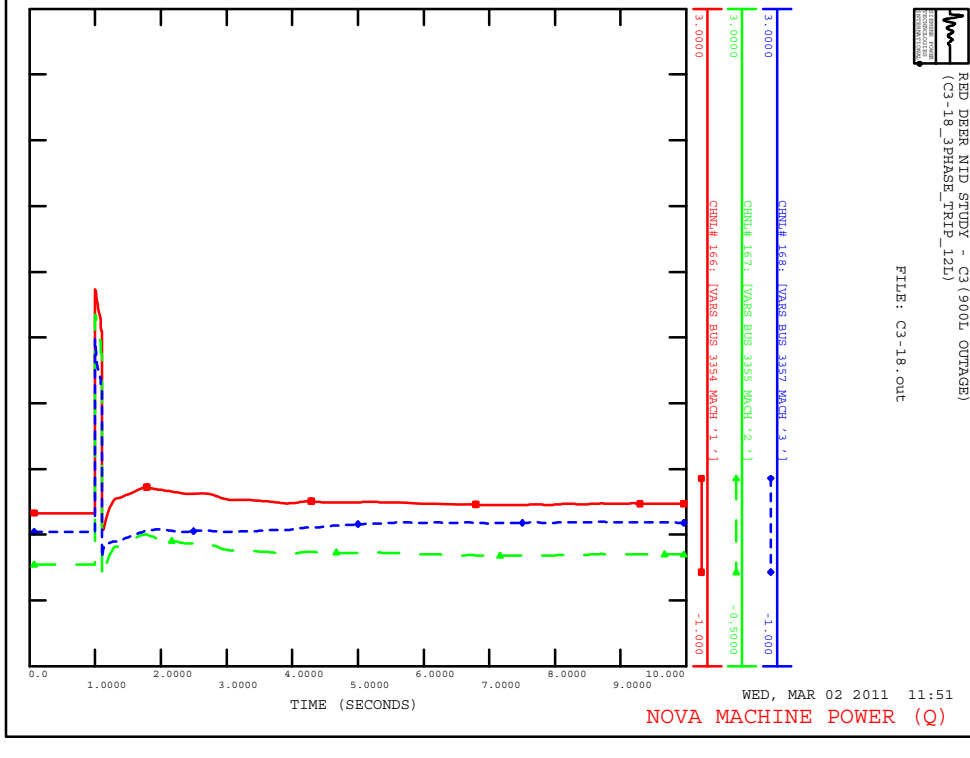
FILE: C3-17.out

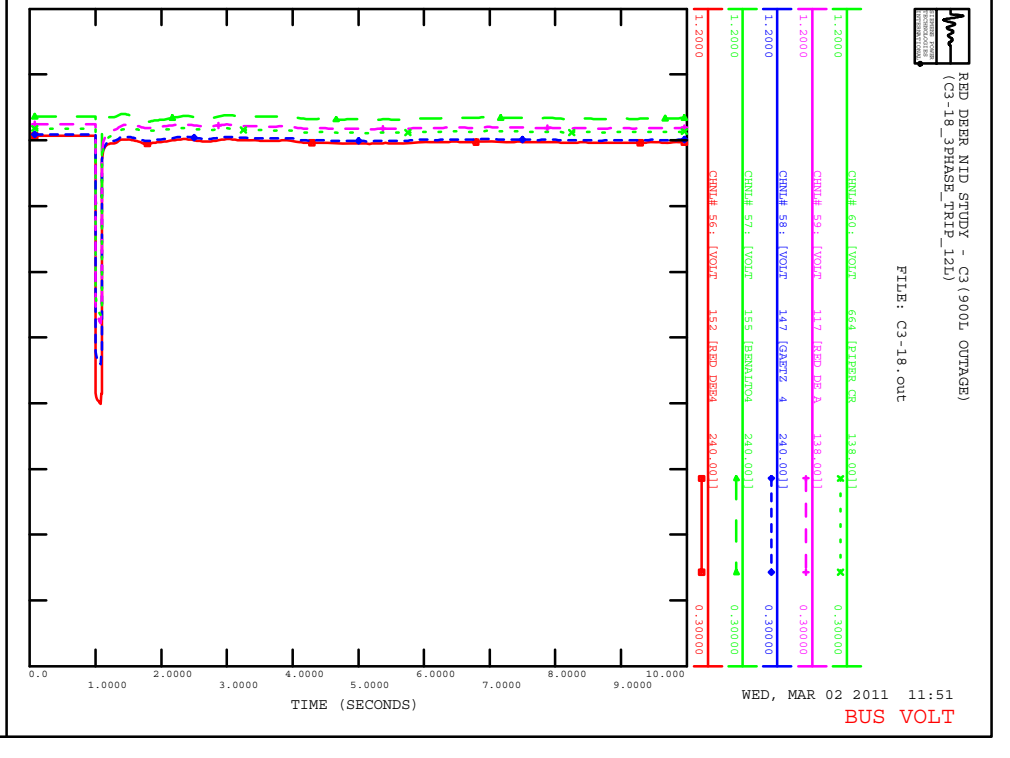


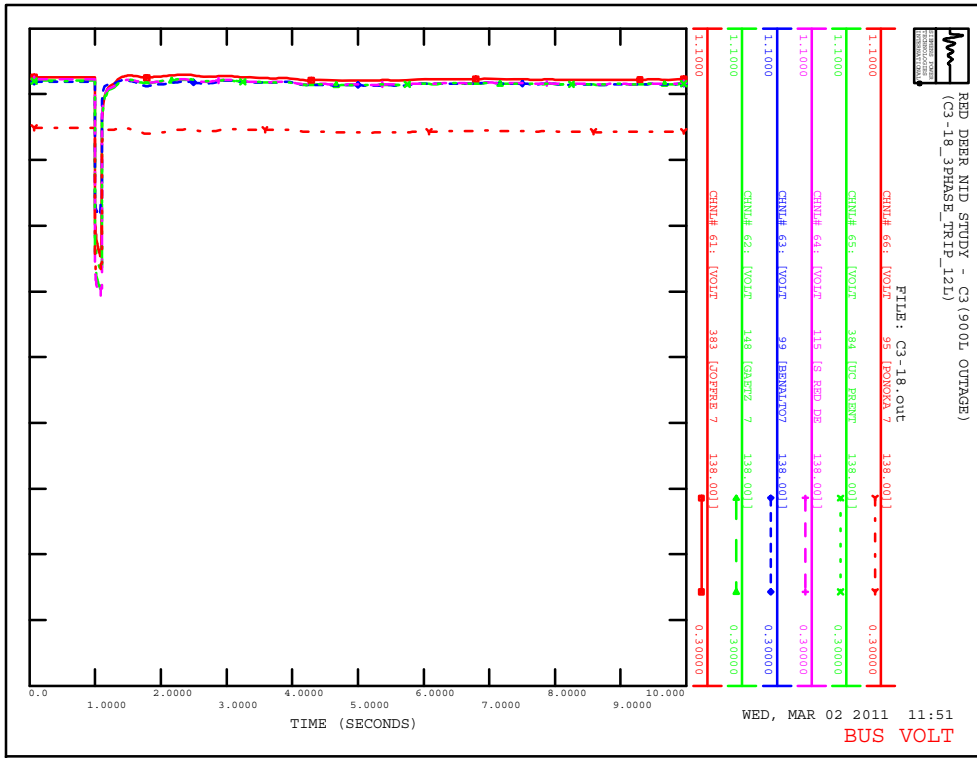
WED, MAR 02 2011 11:51
LINE FLOW (P)

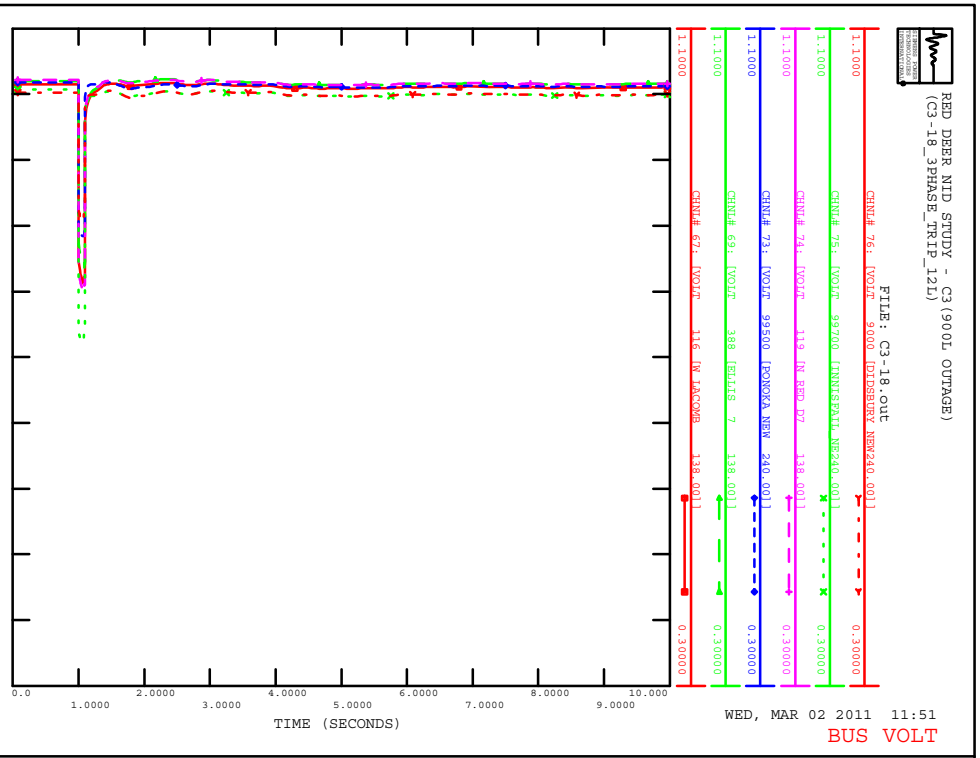

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 160, [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 161, [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 162, [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

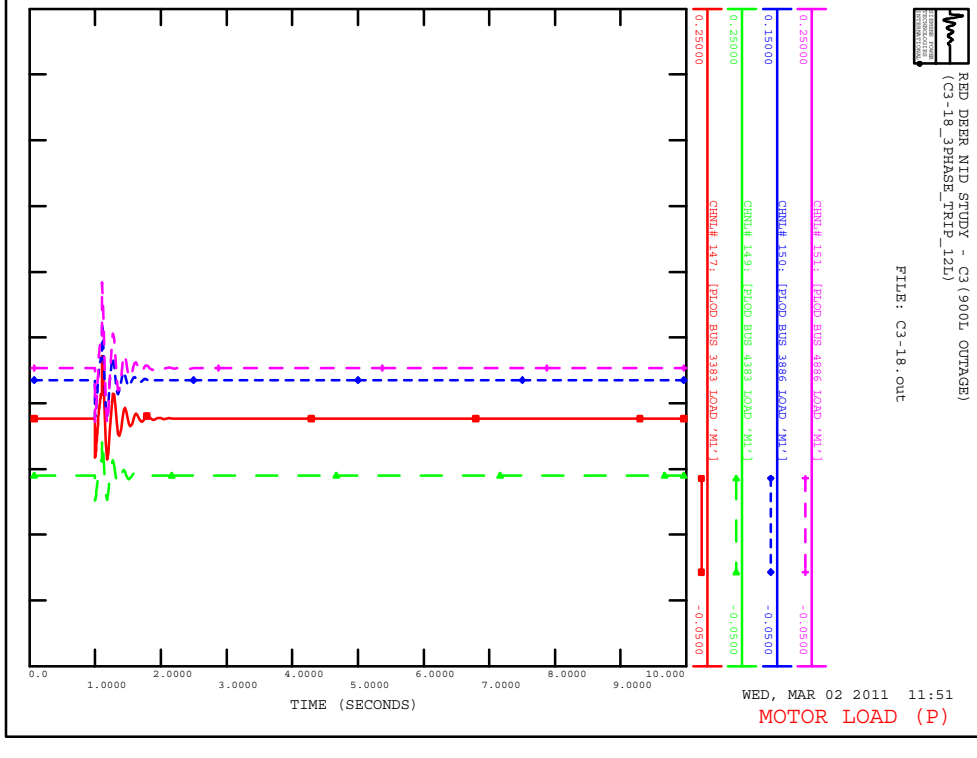

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

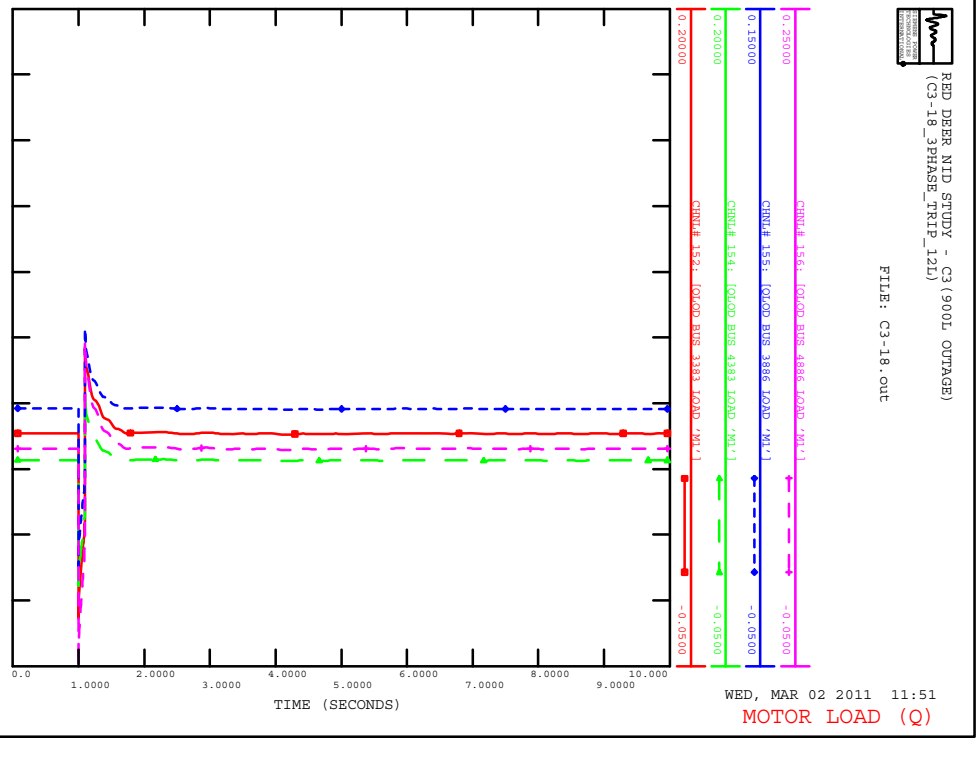

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

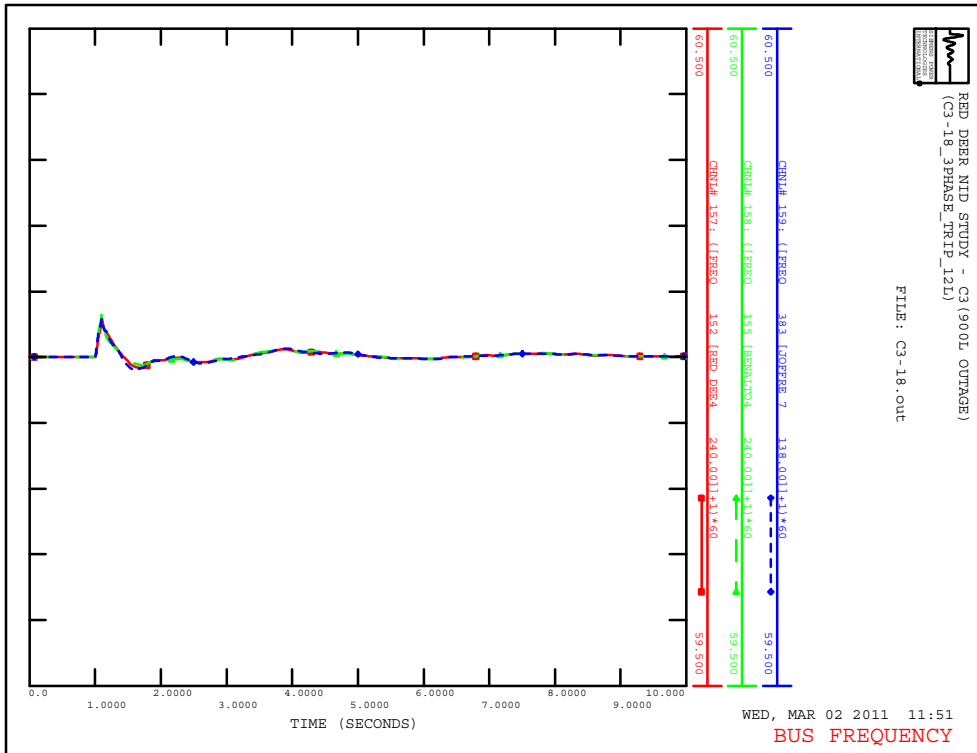

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

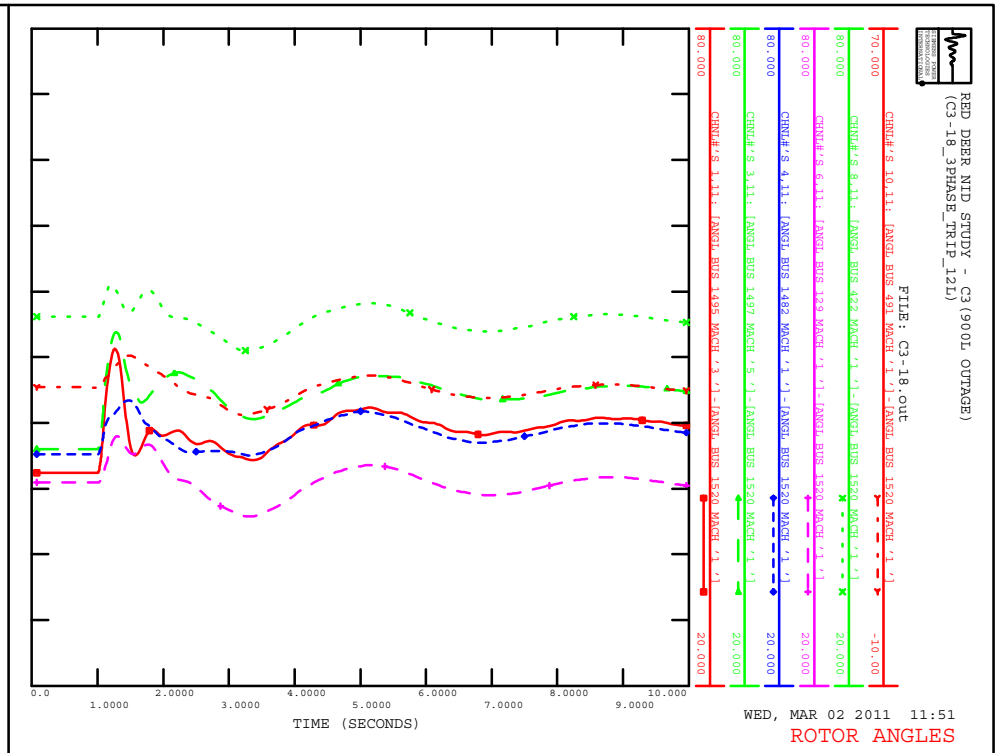

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

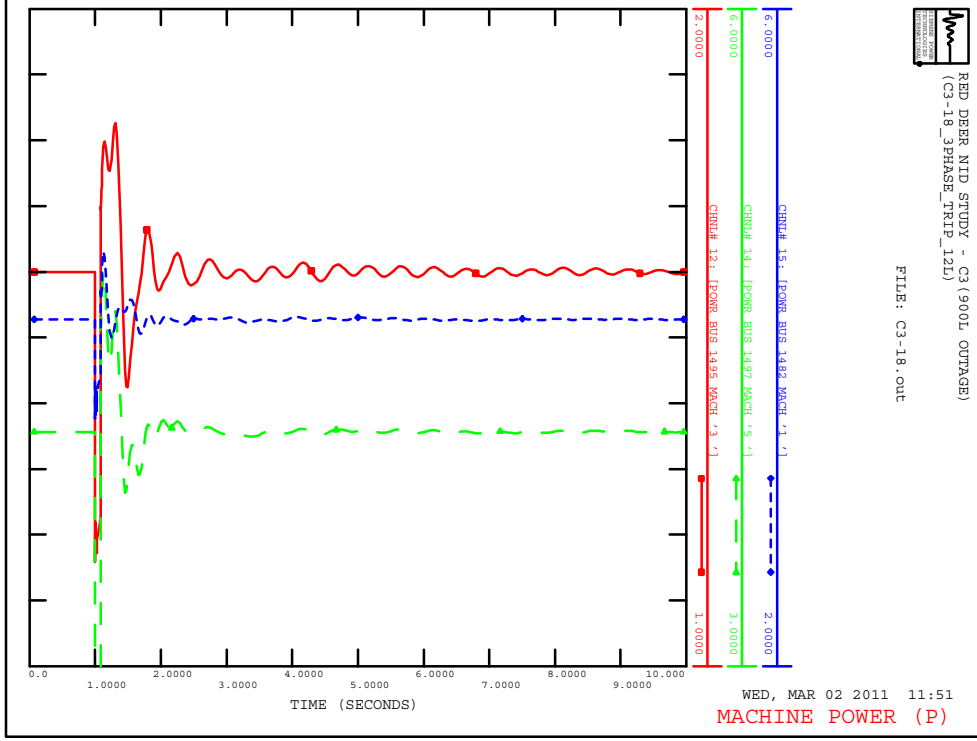

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

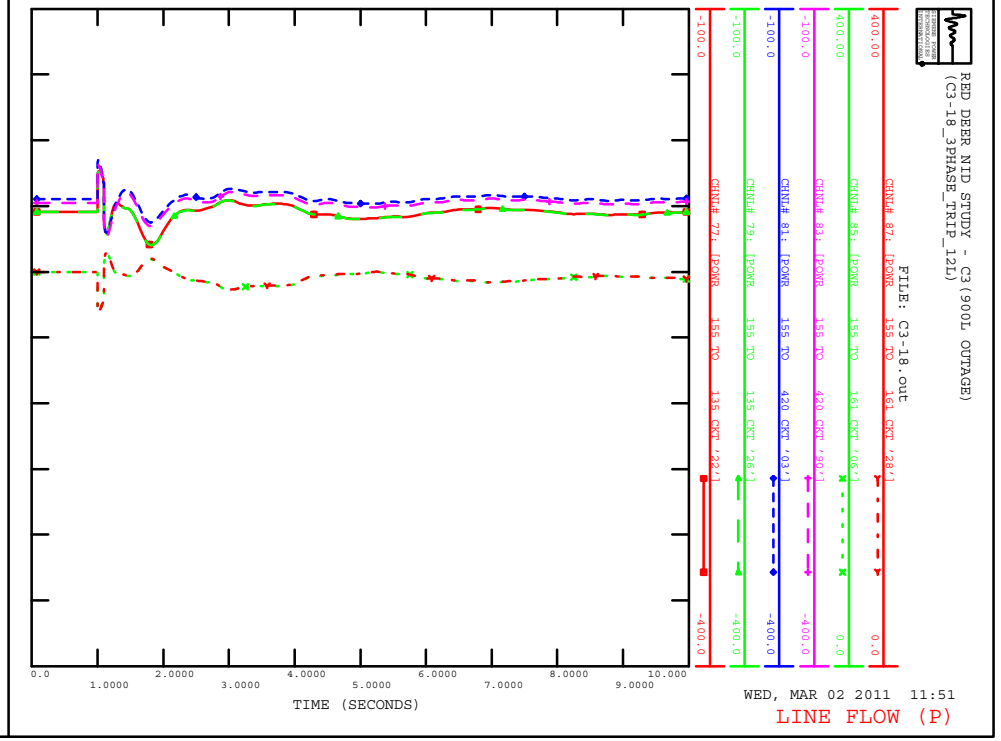

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

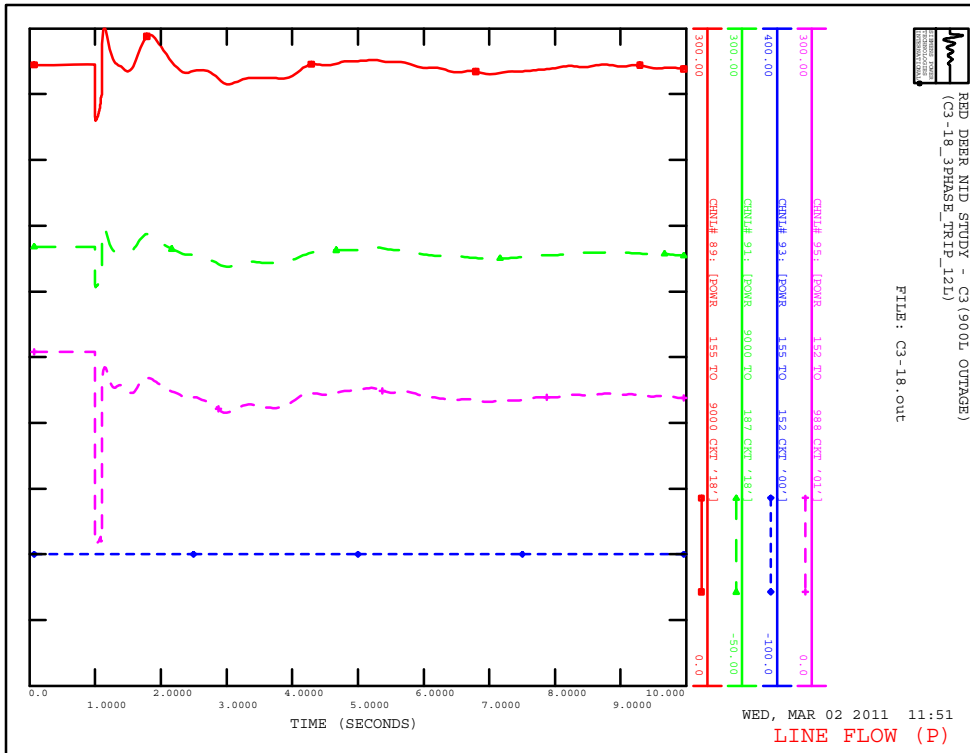

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

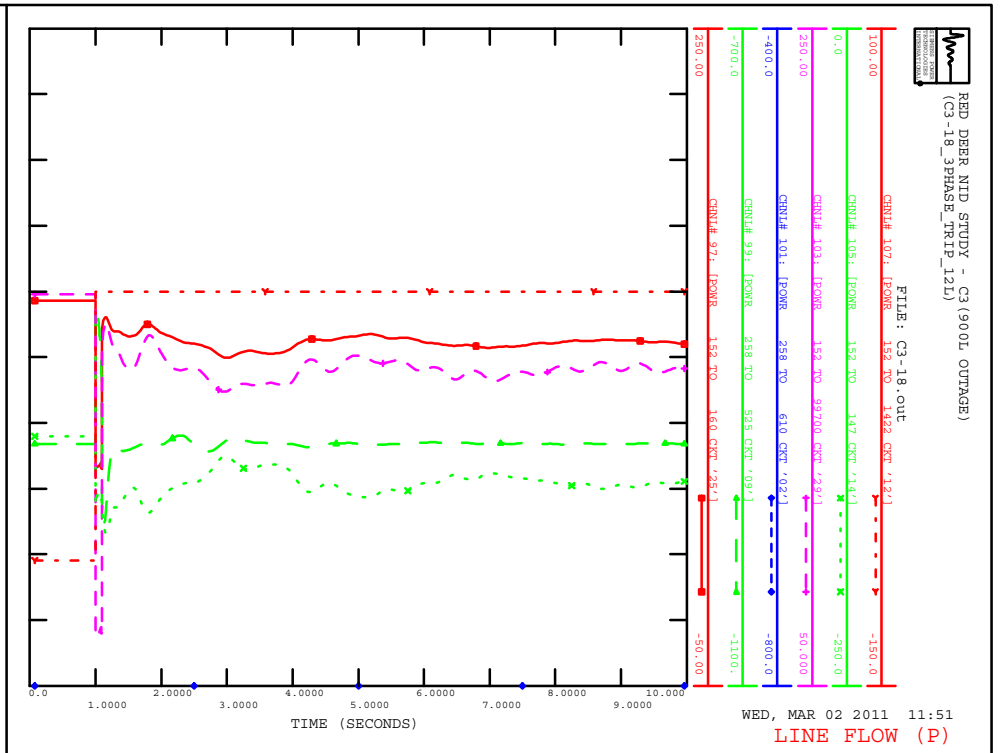

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

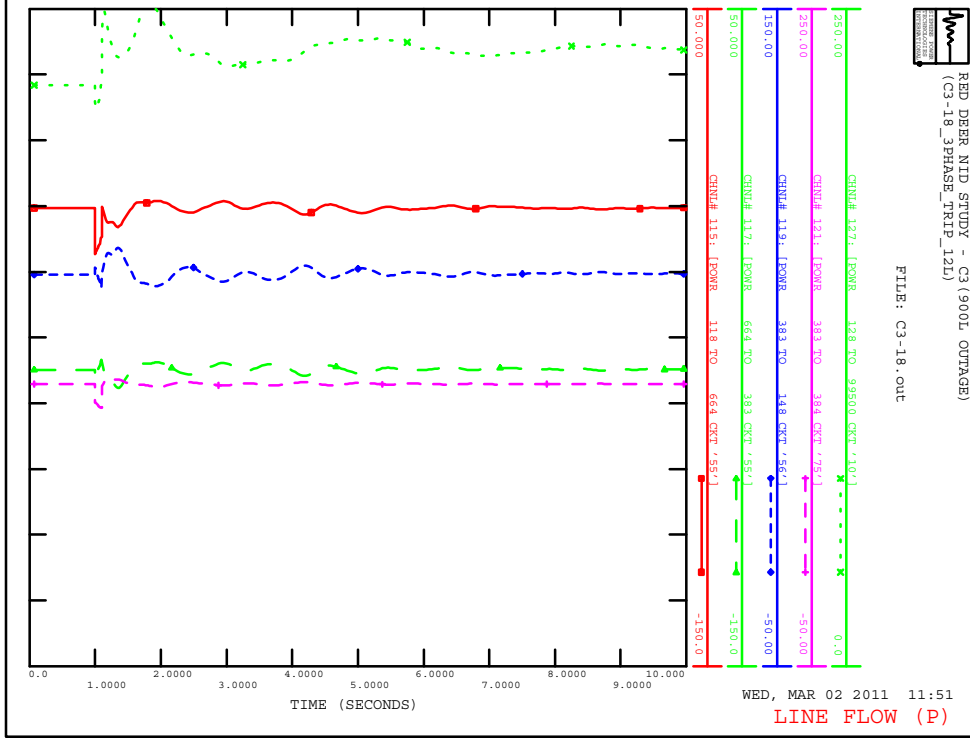

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

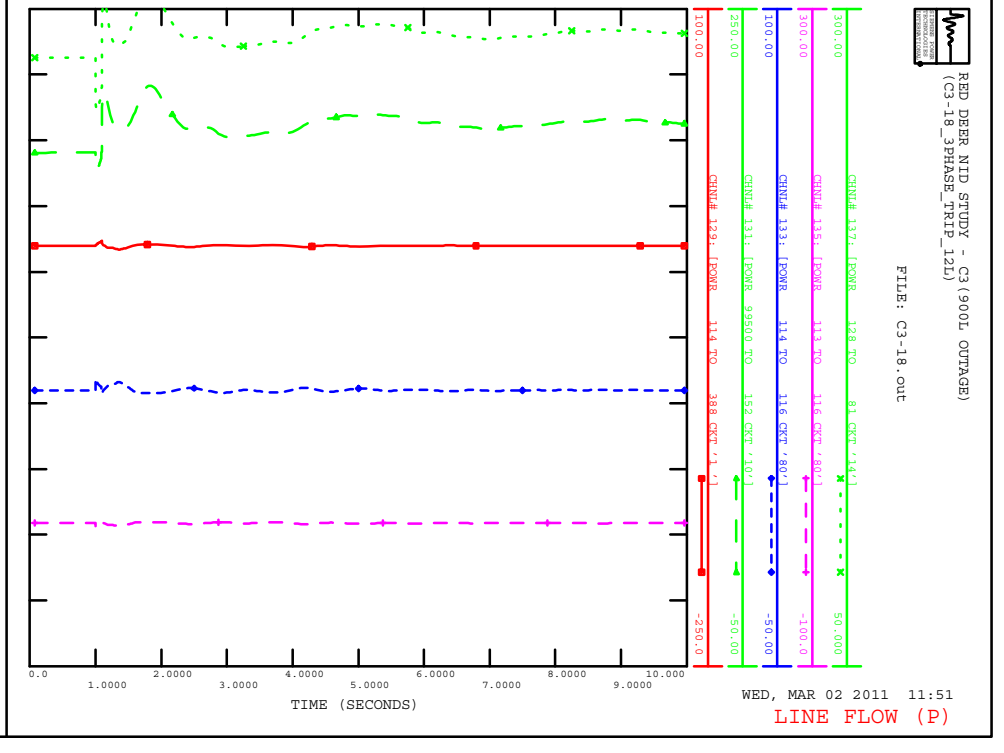

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

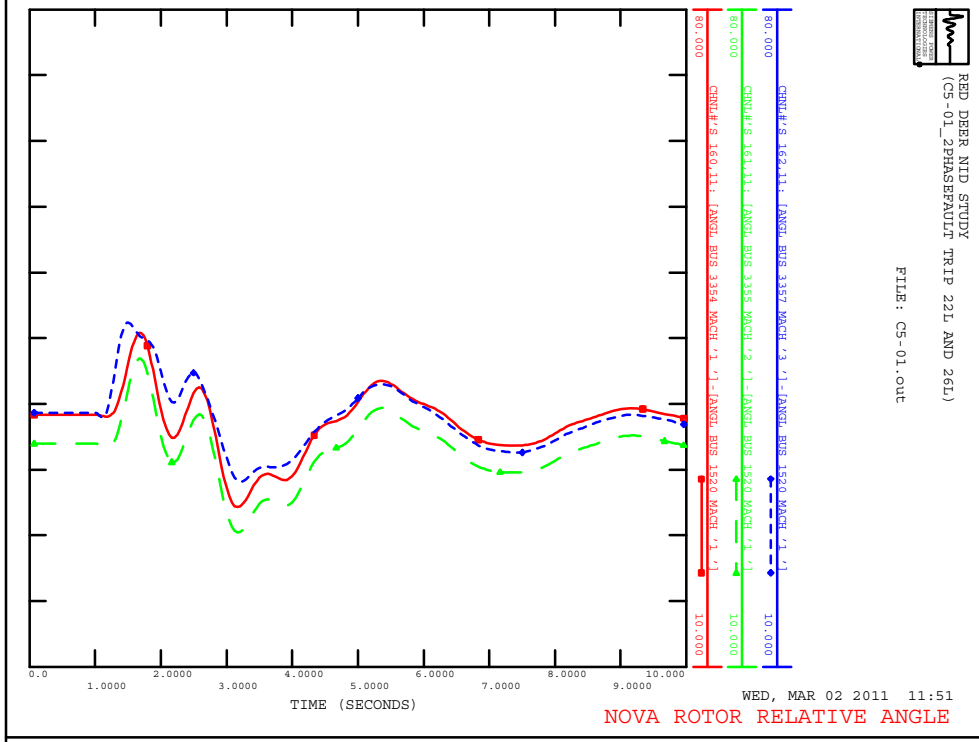

RED DEER NID STUDY - C3(900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

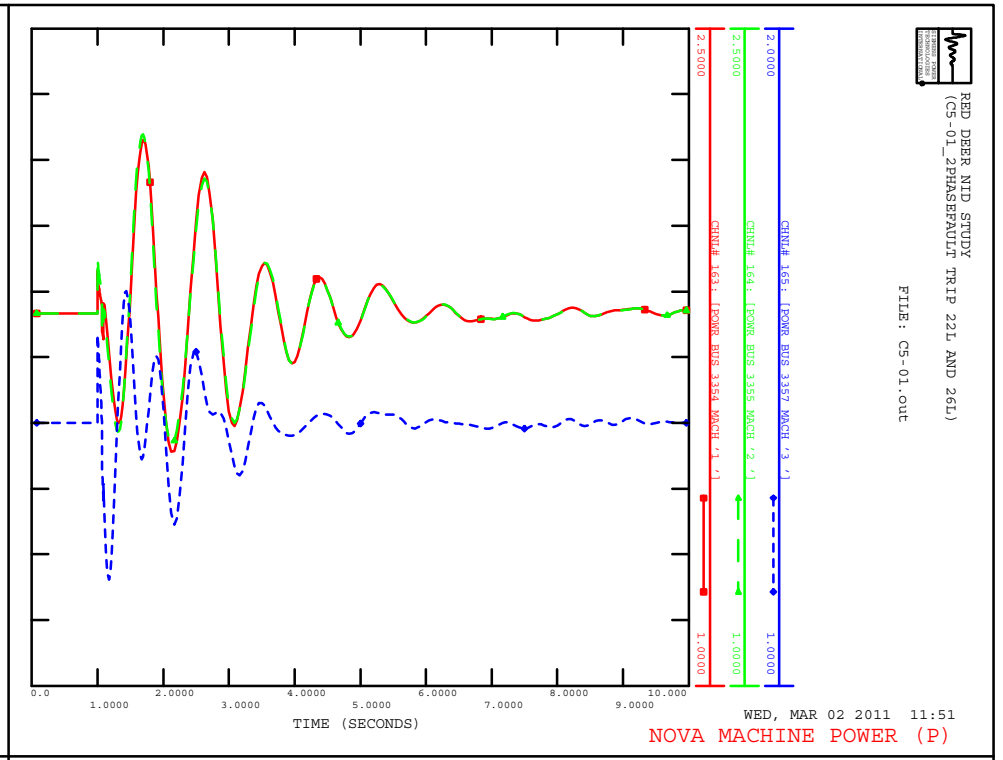

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

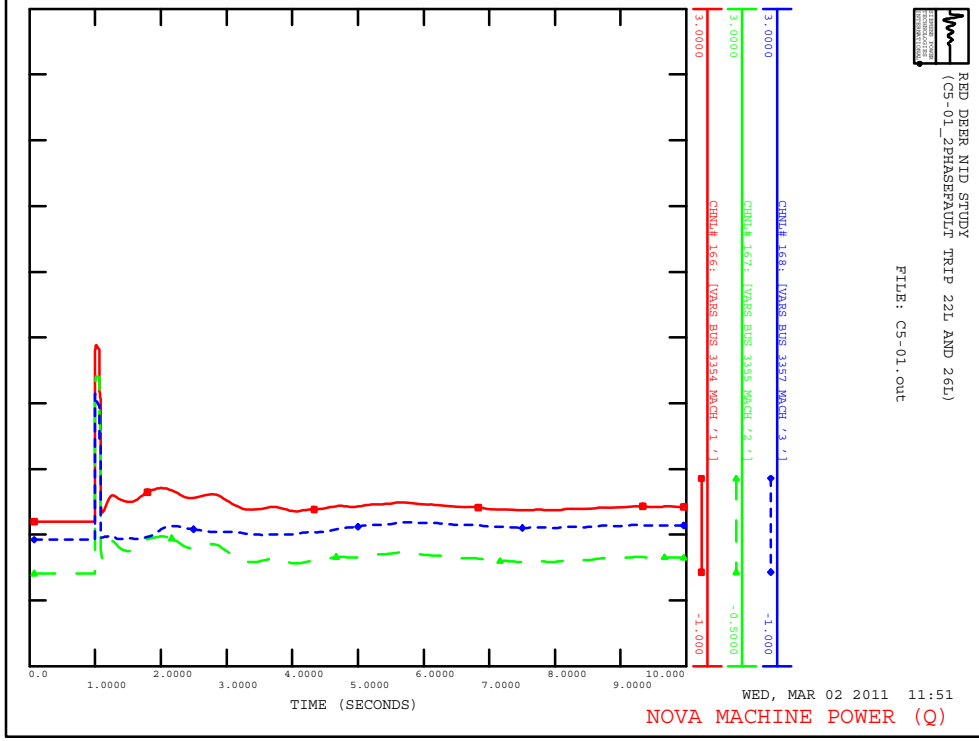

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

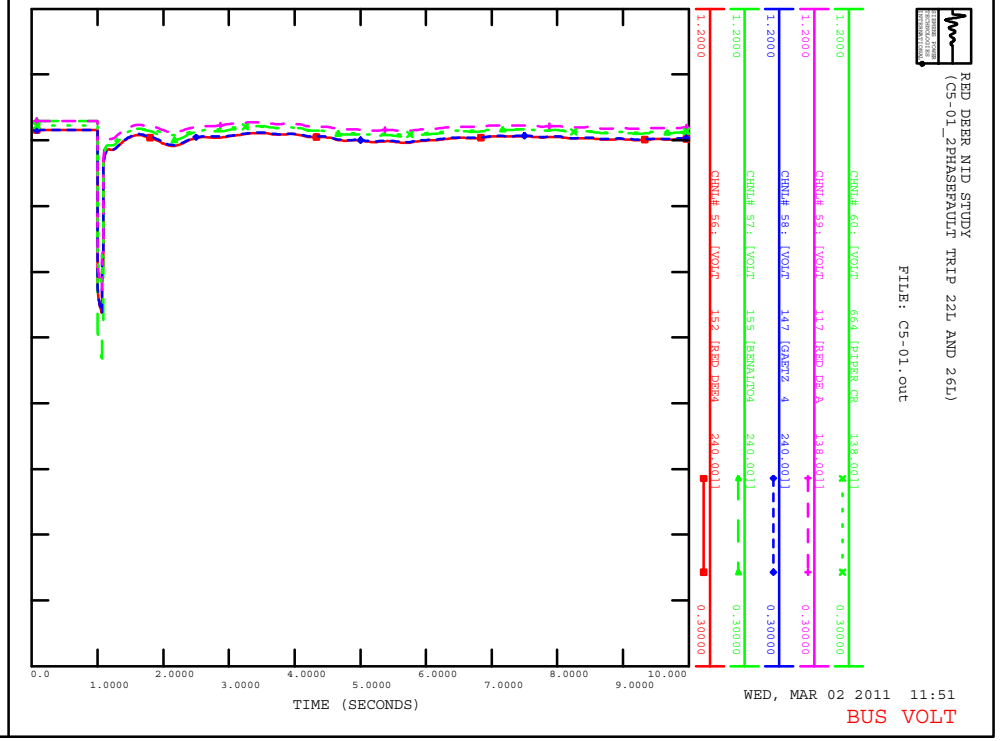

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

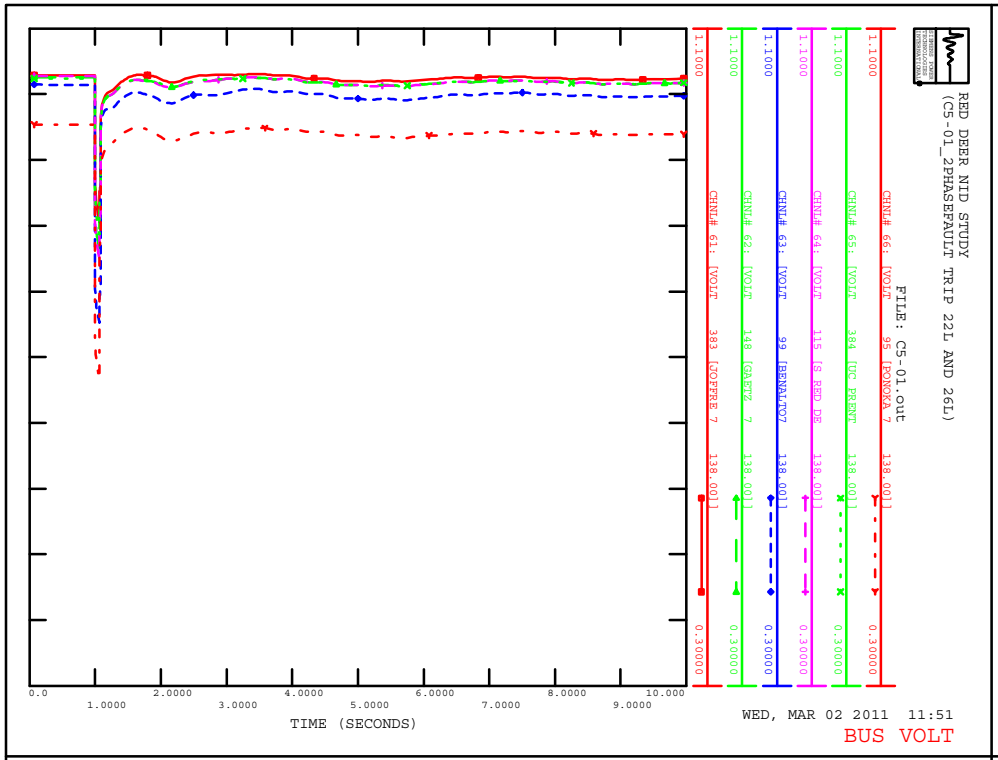

RED DEER NID STUDY - C3 (900L OUTAGE)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

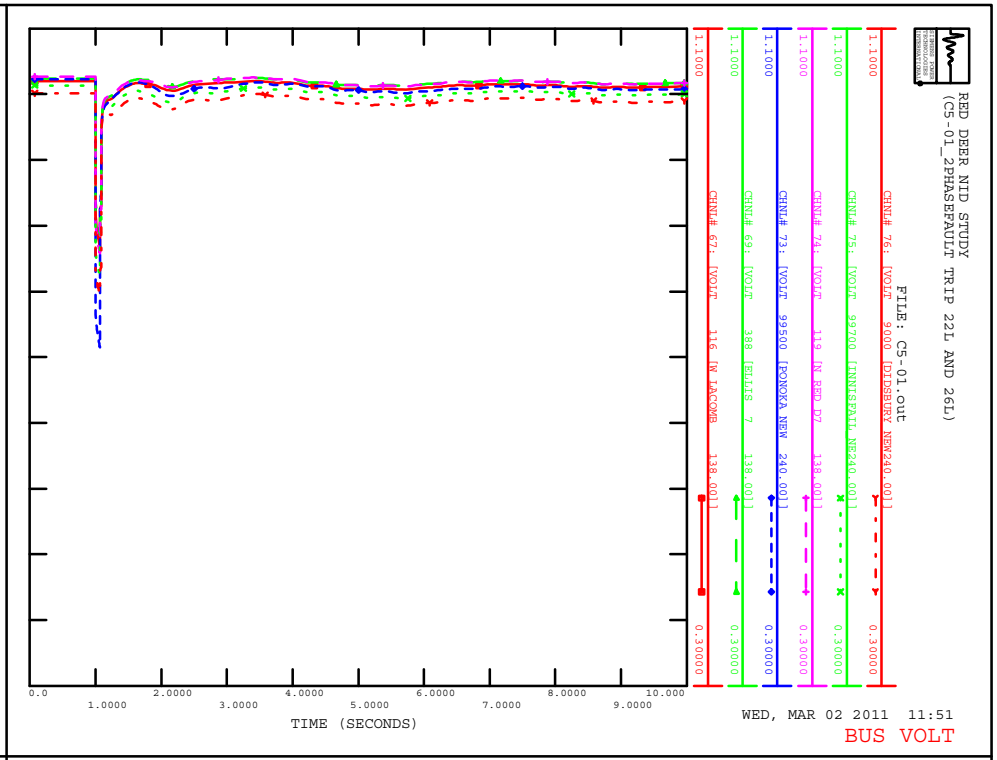

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

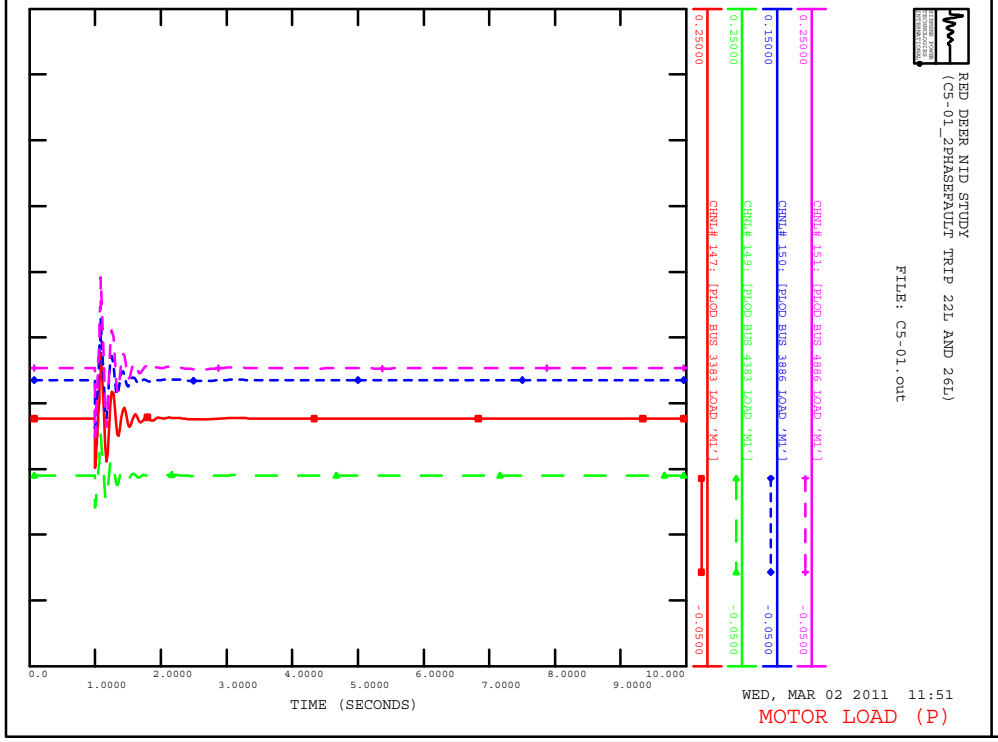

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

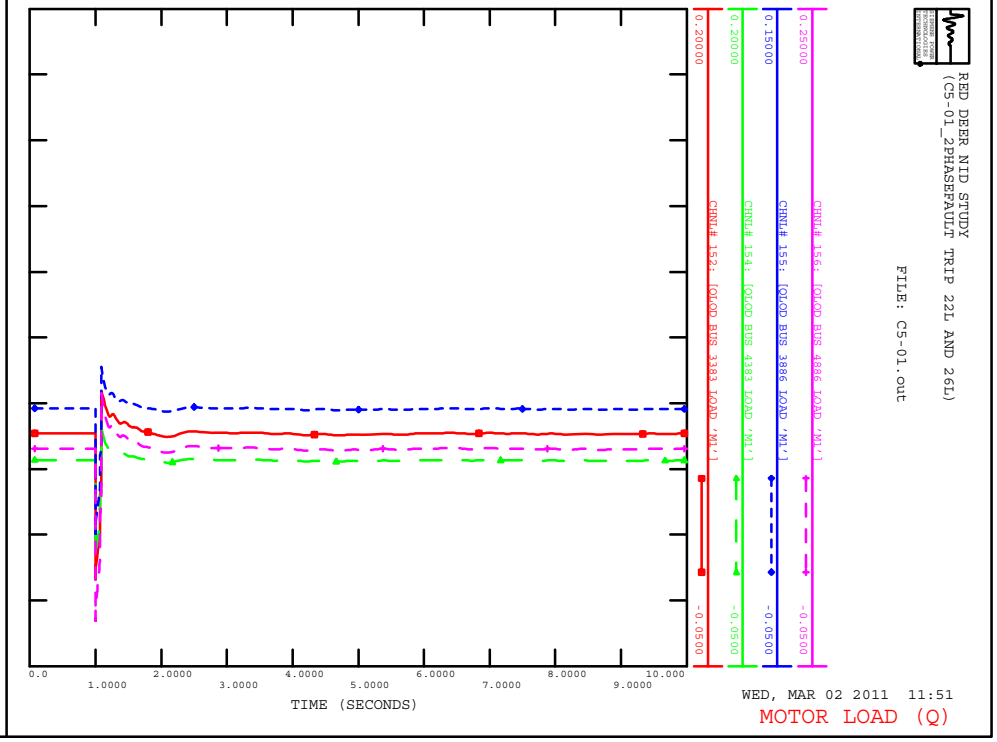

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

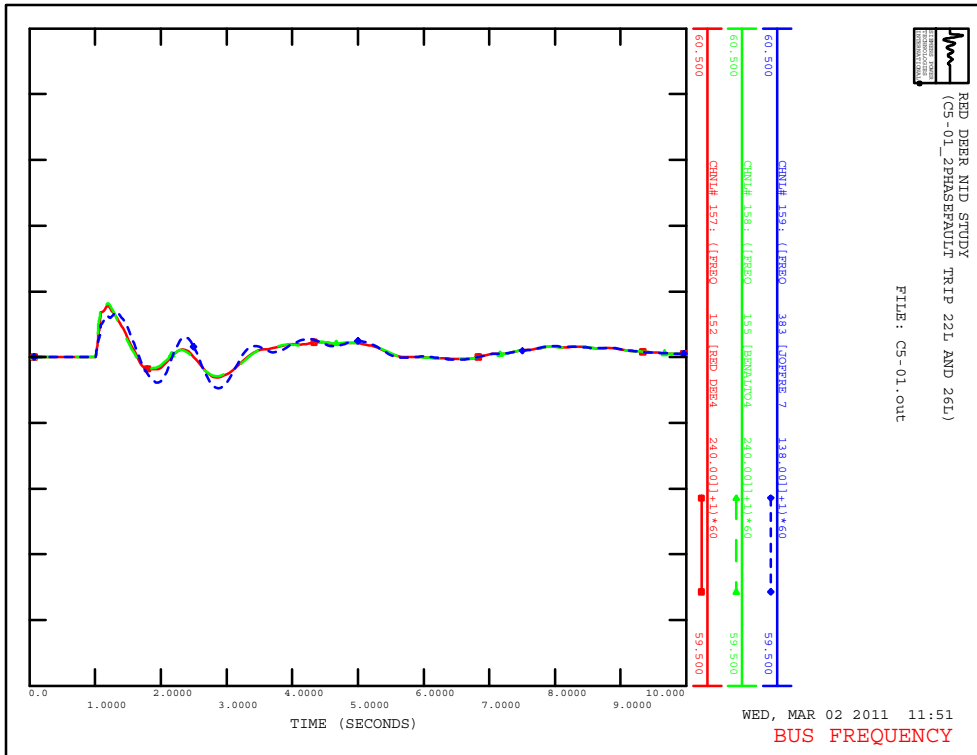

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

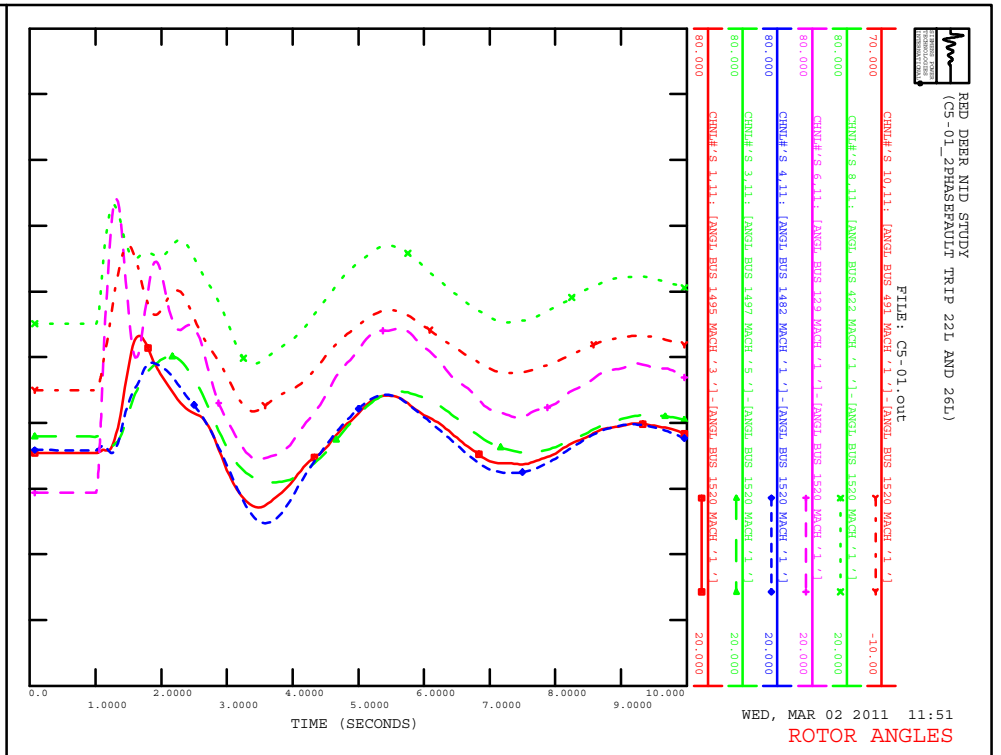

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

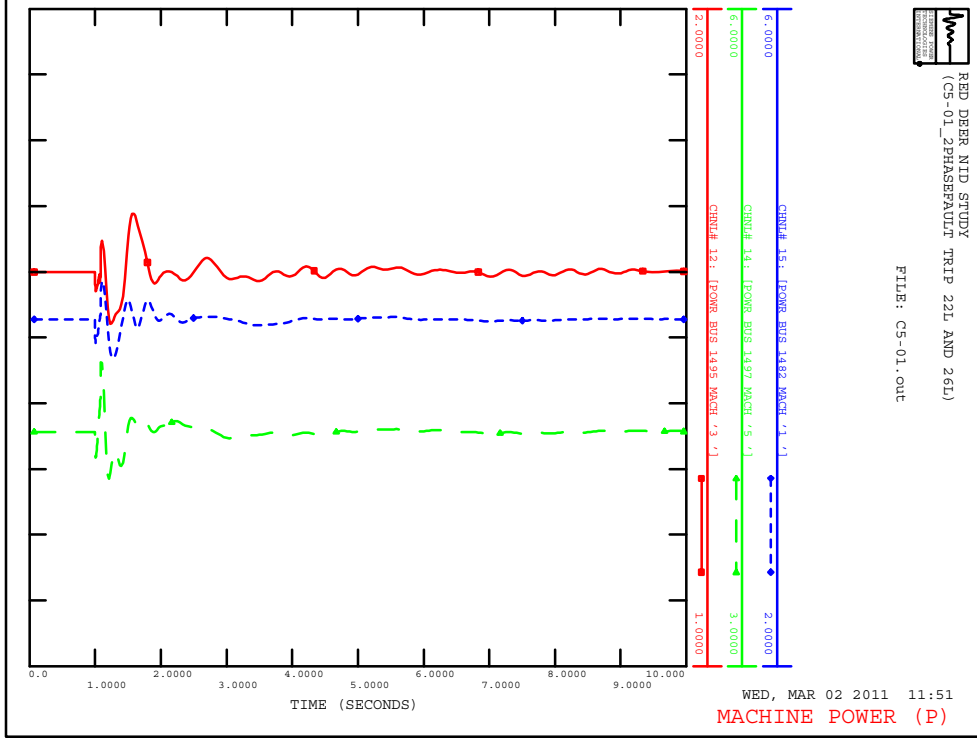

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

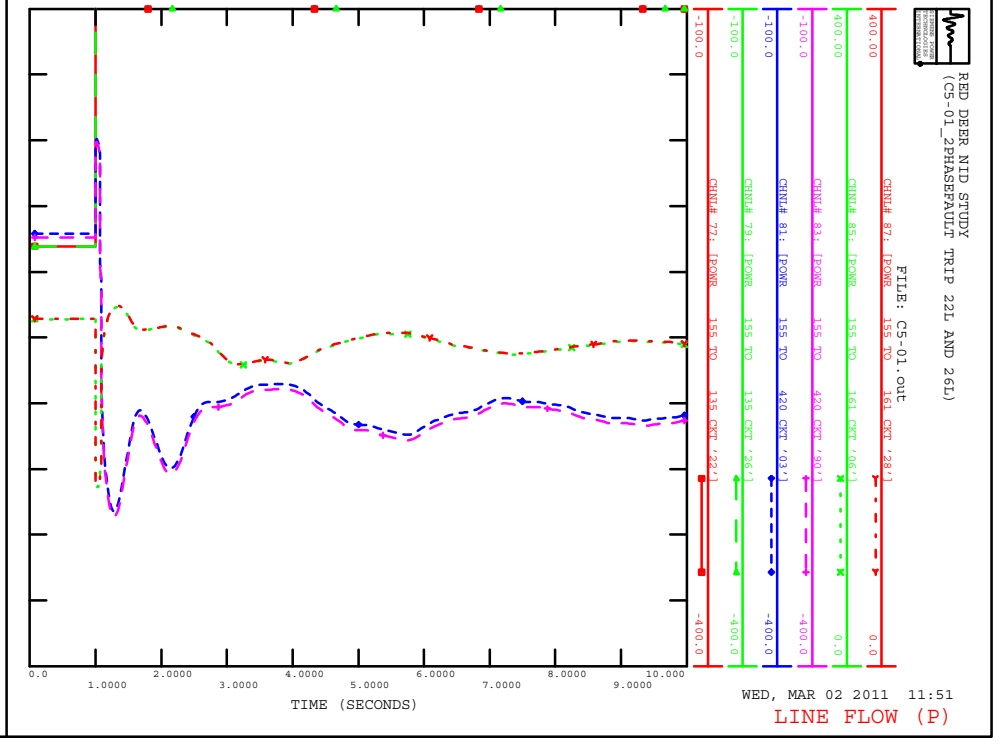

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

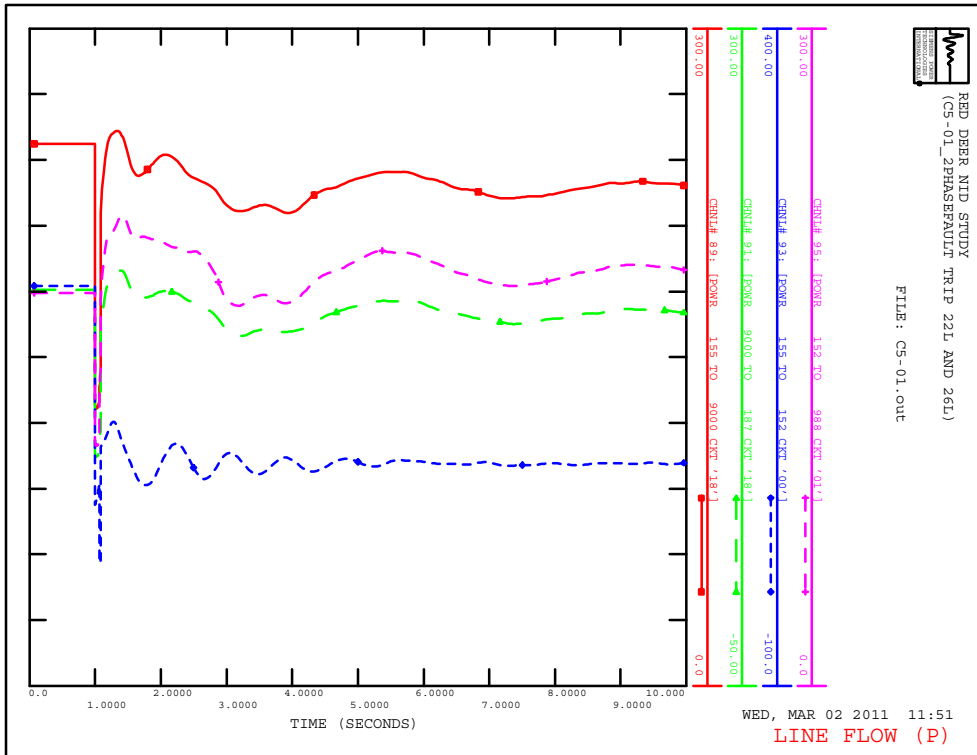

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

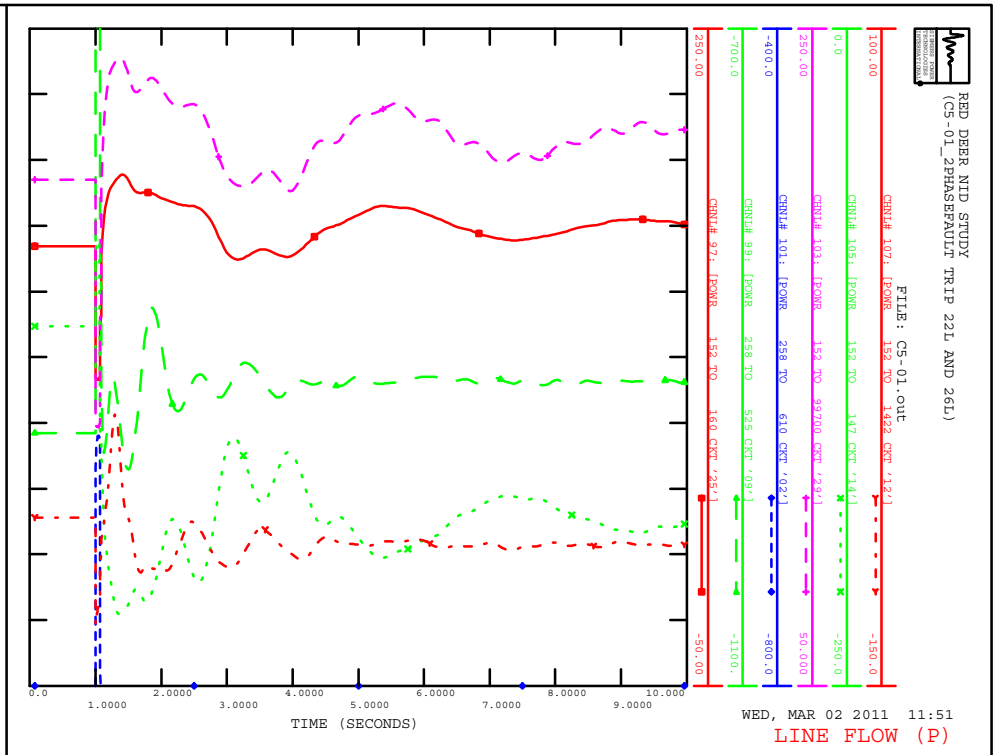

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

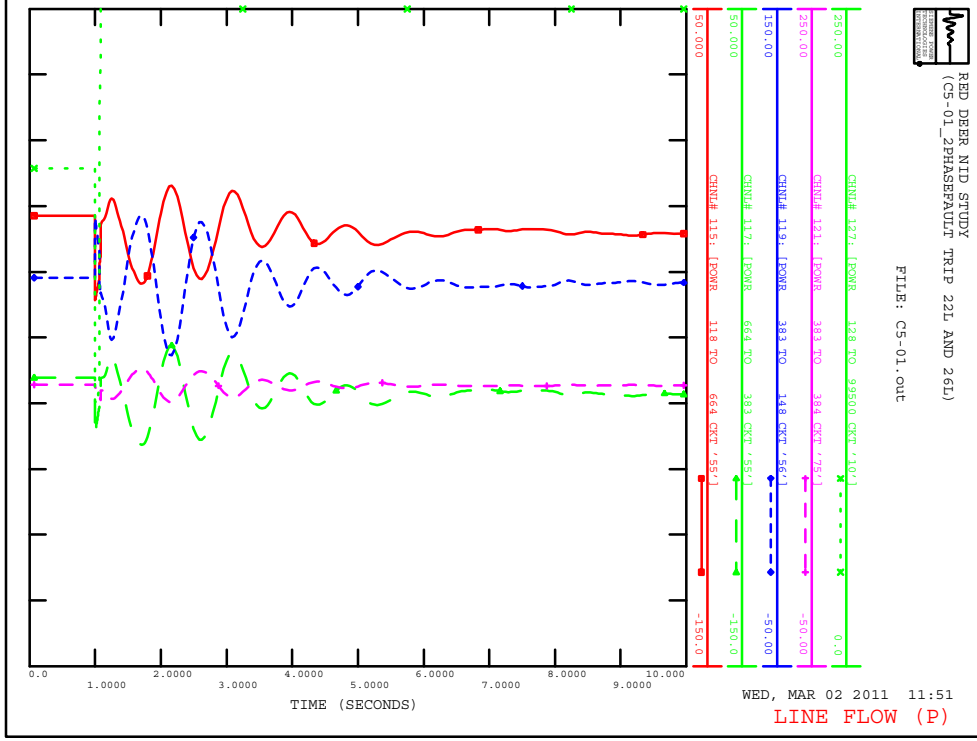

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

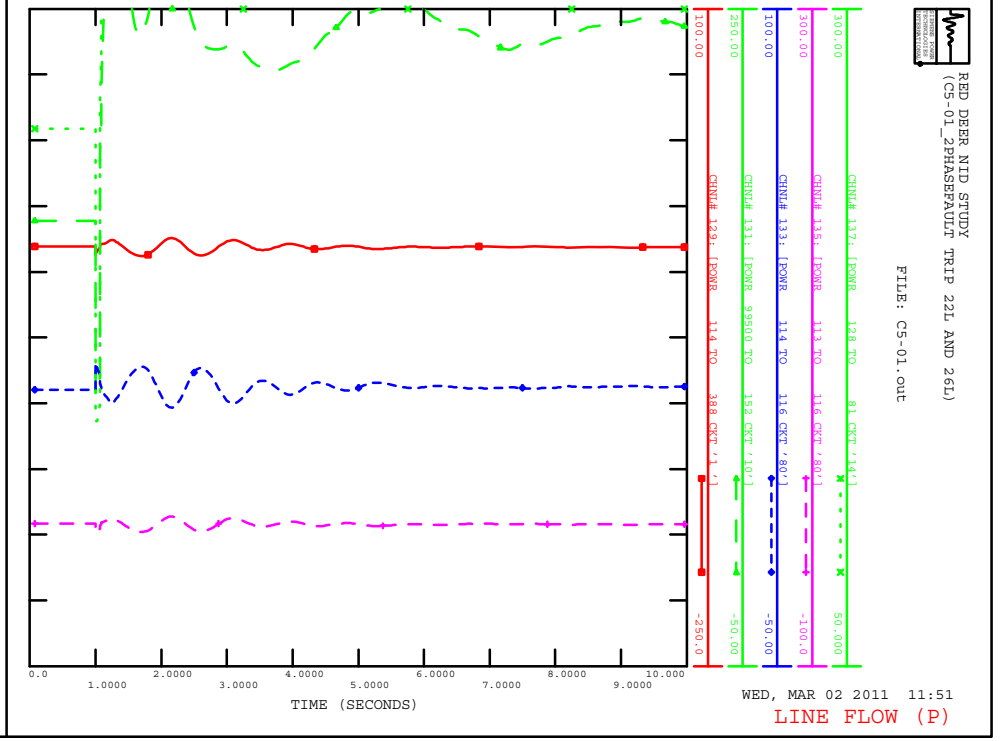

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

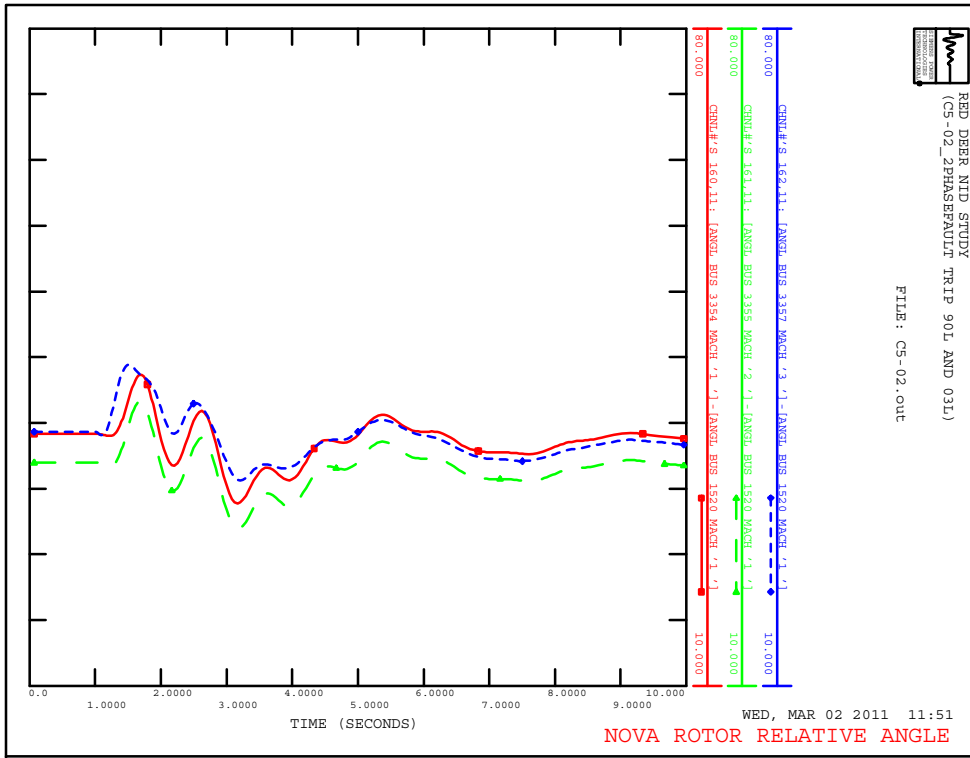

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

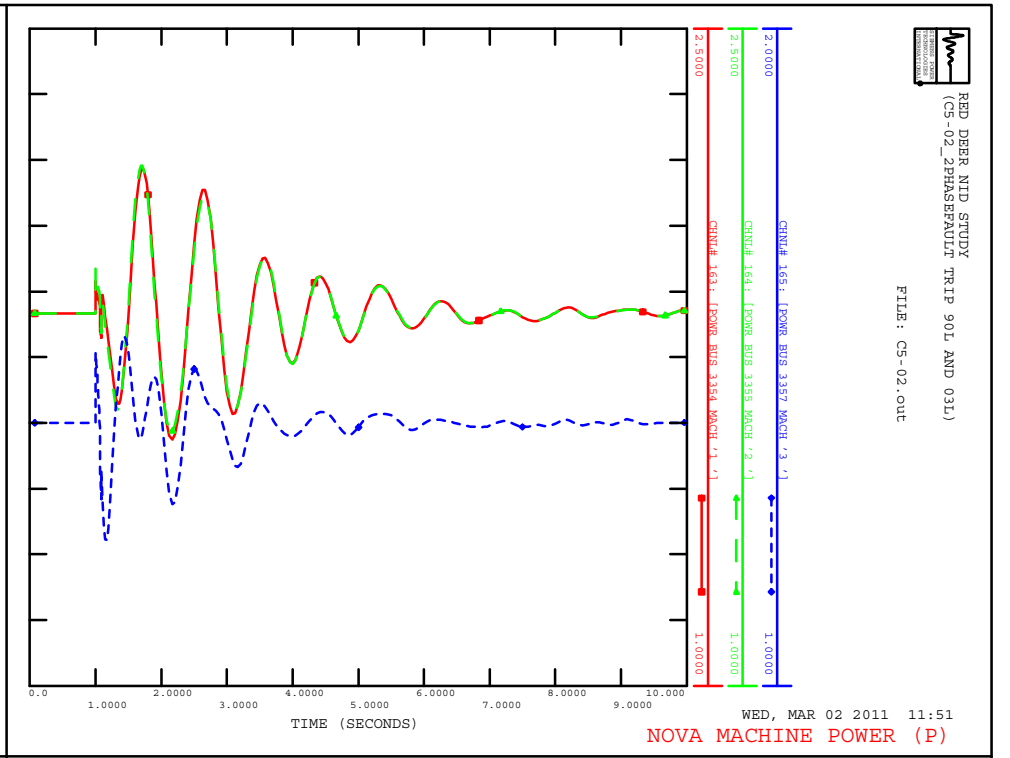

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

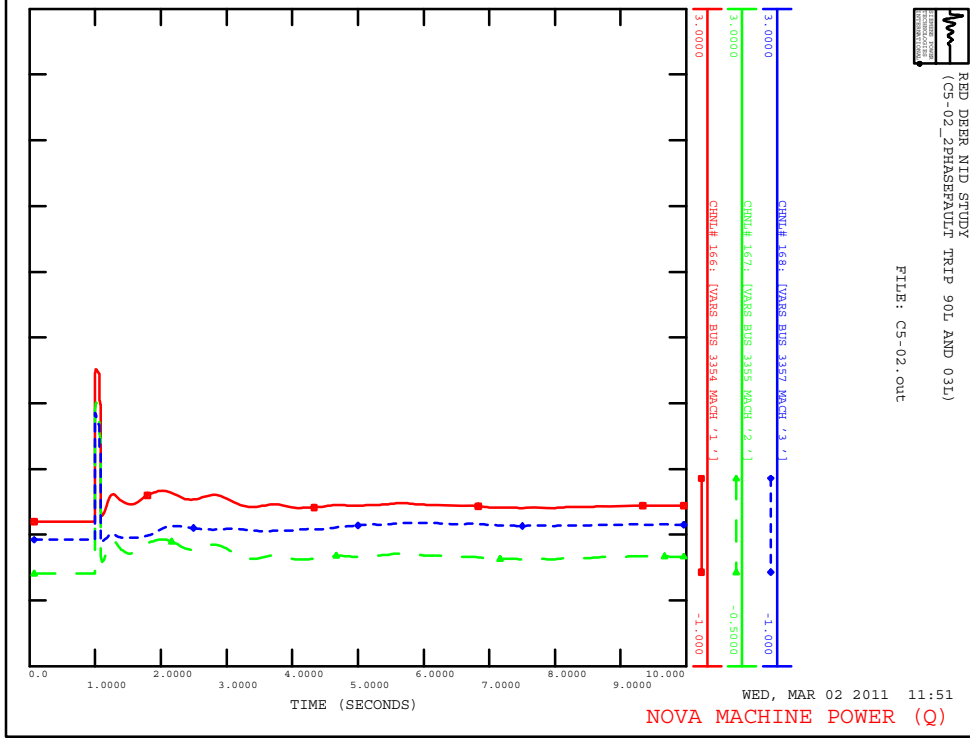

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

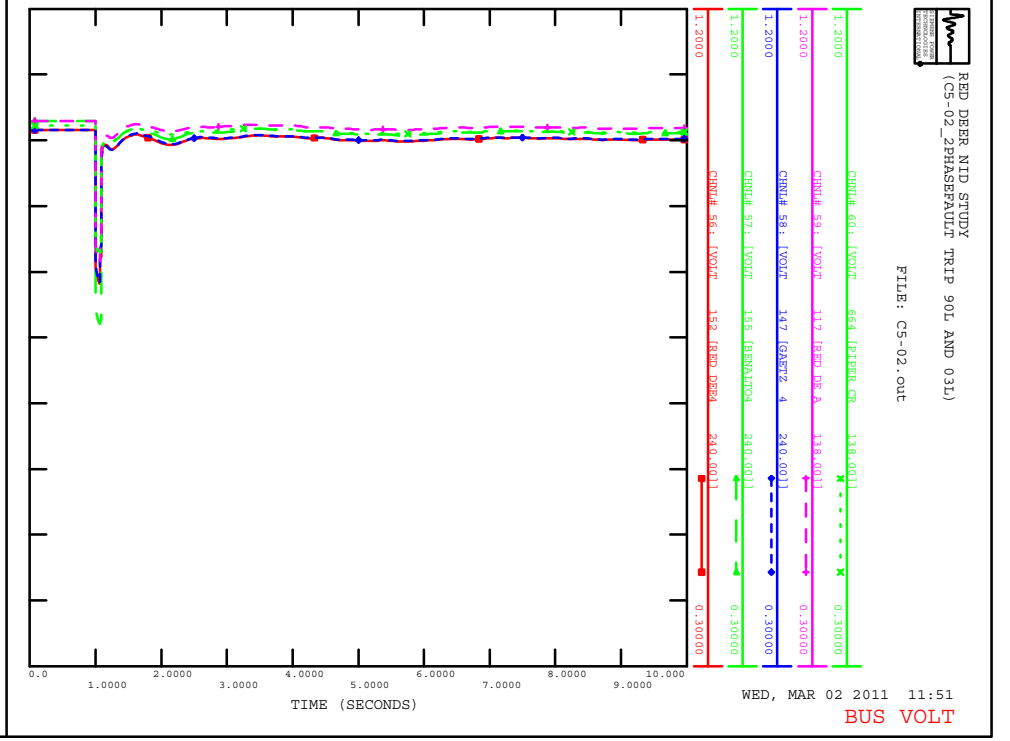

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

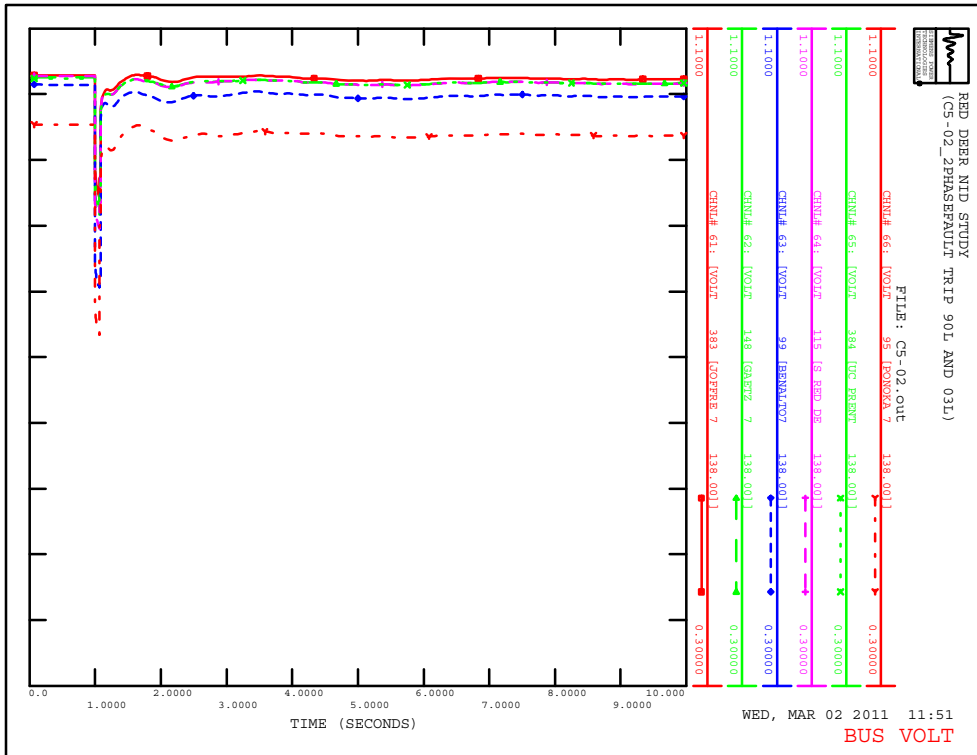

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

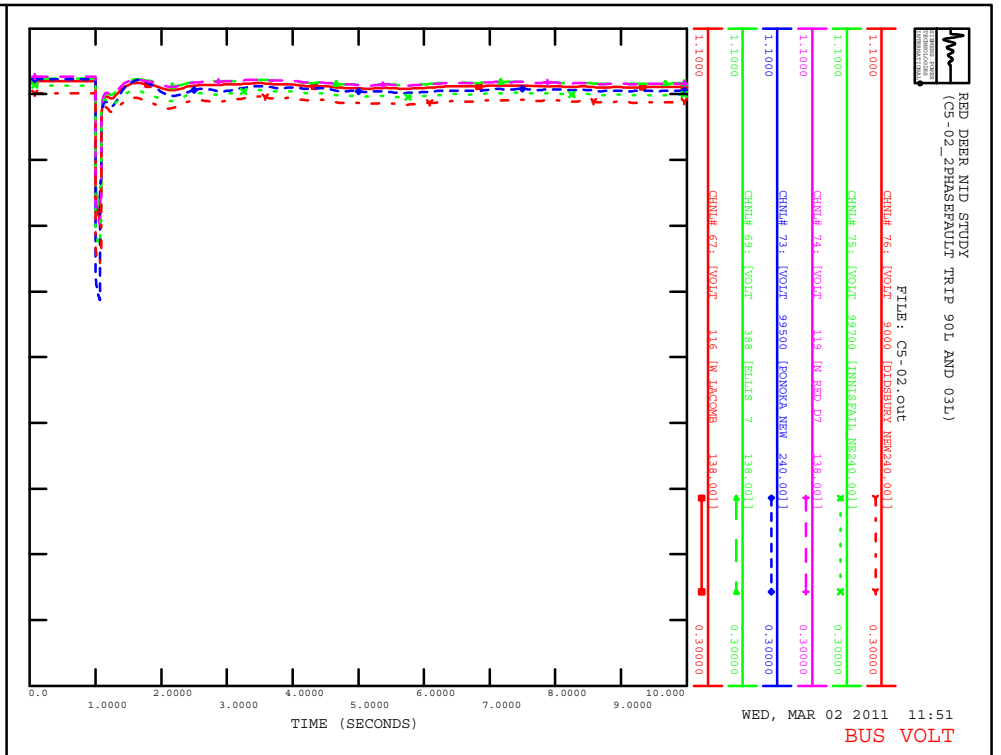

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

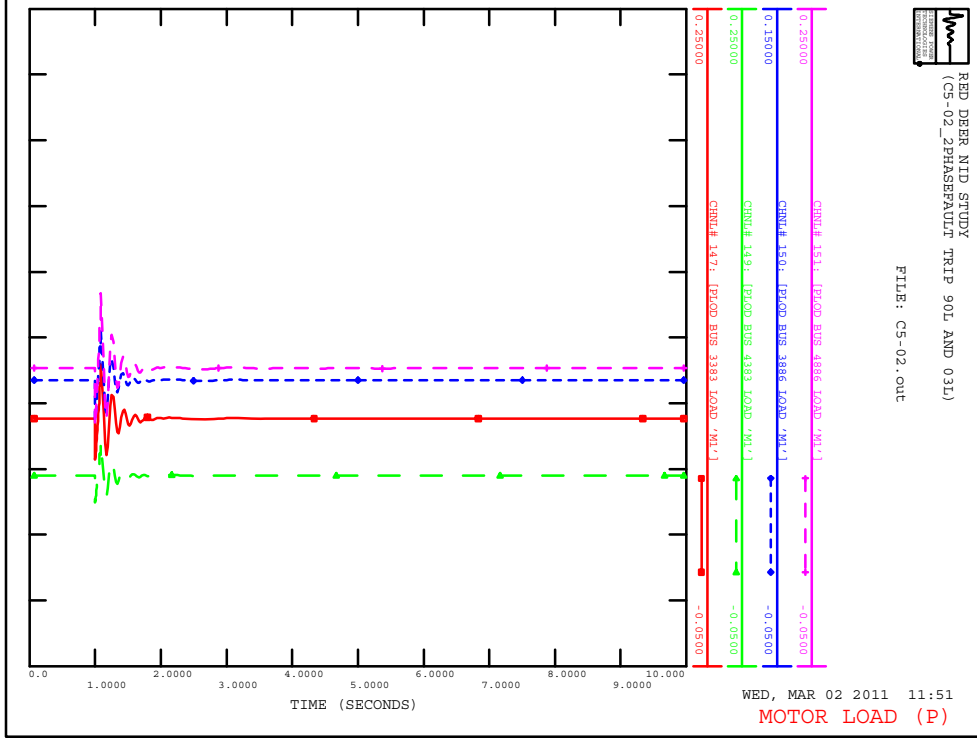

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

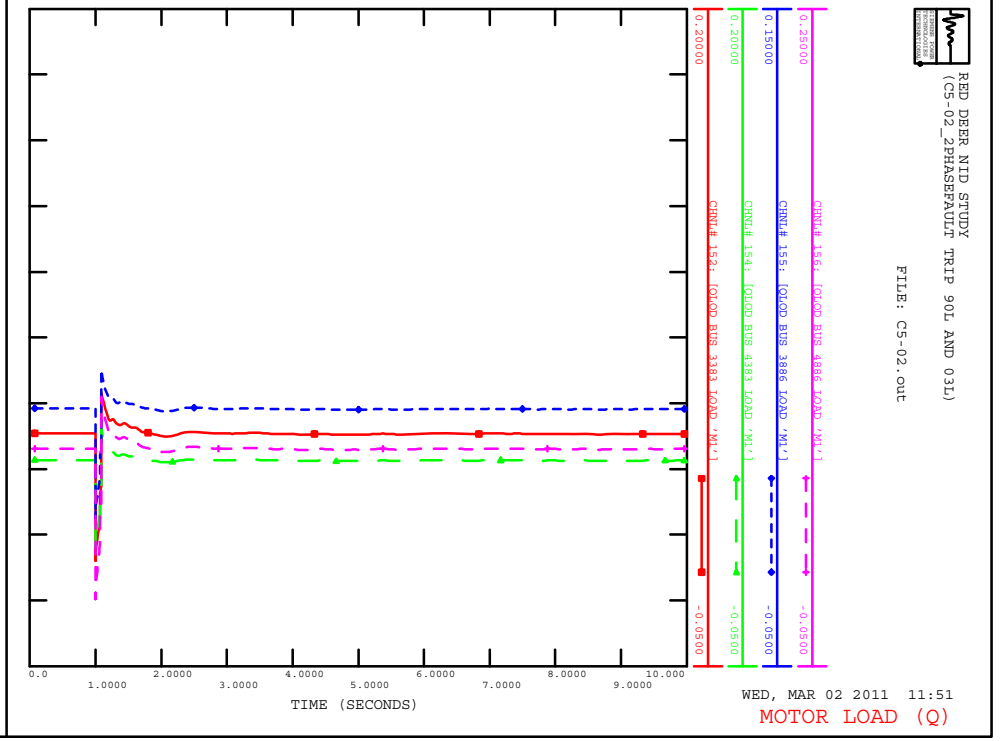

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

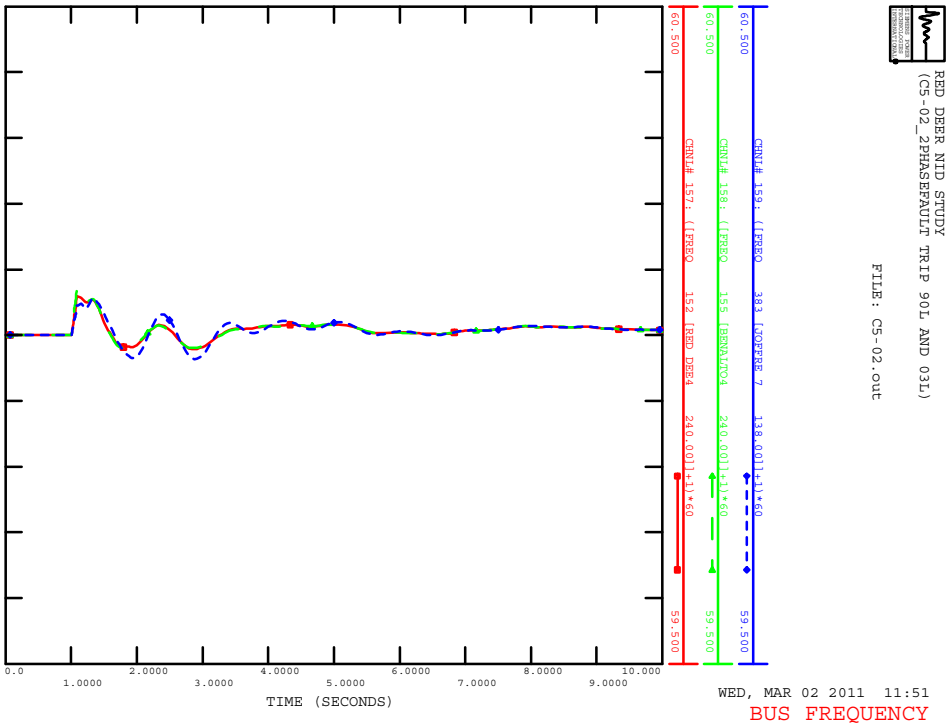

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

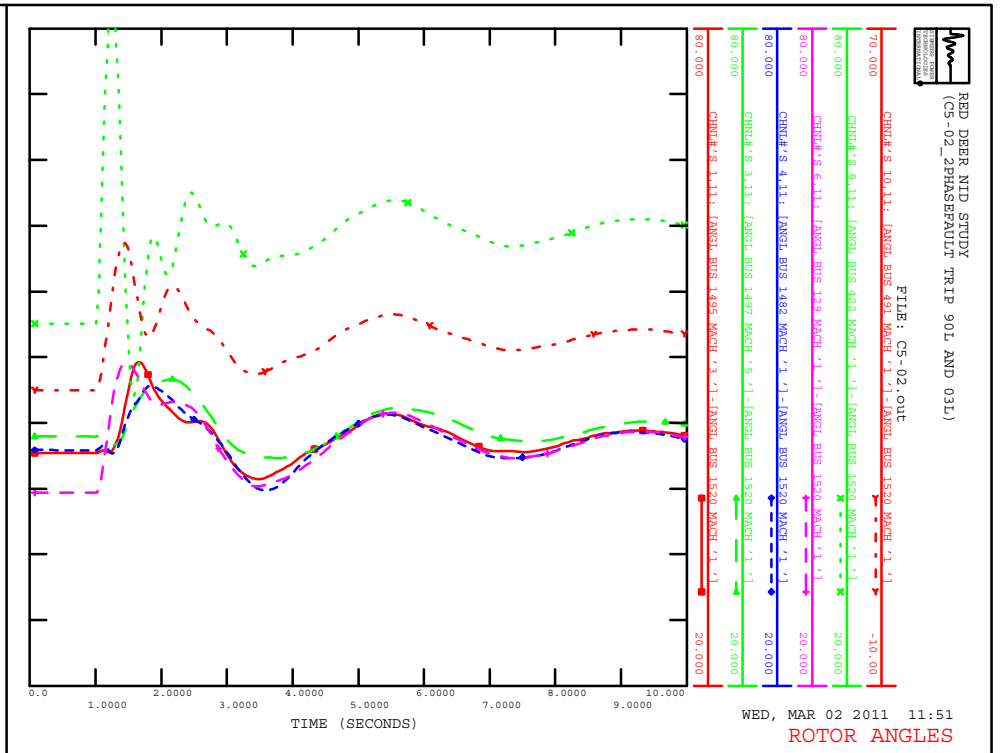

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

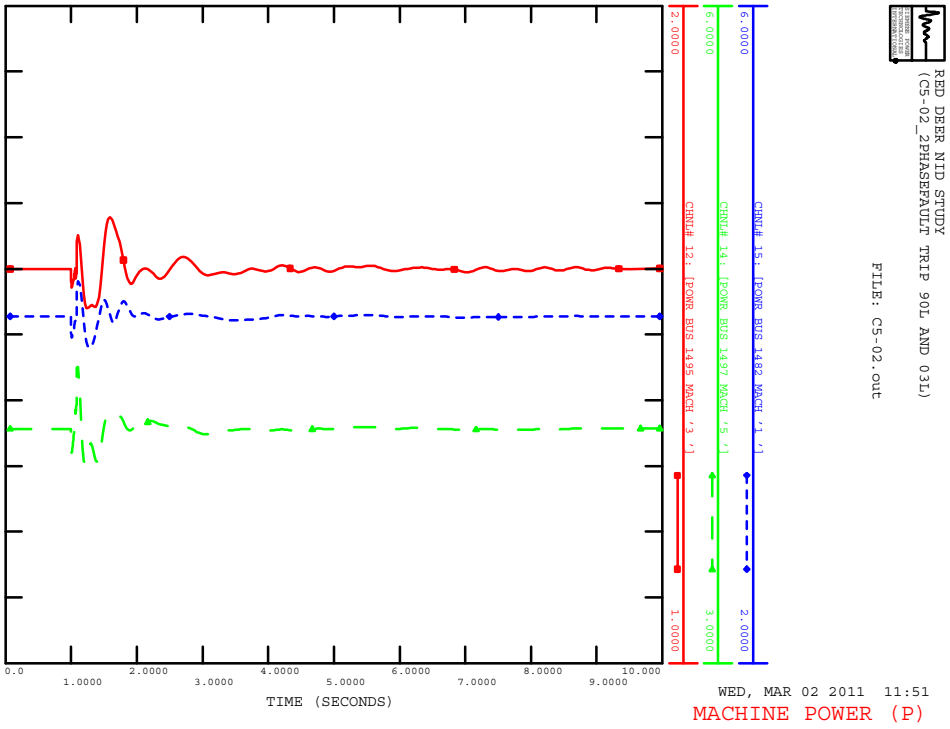

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

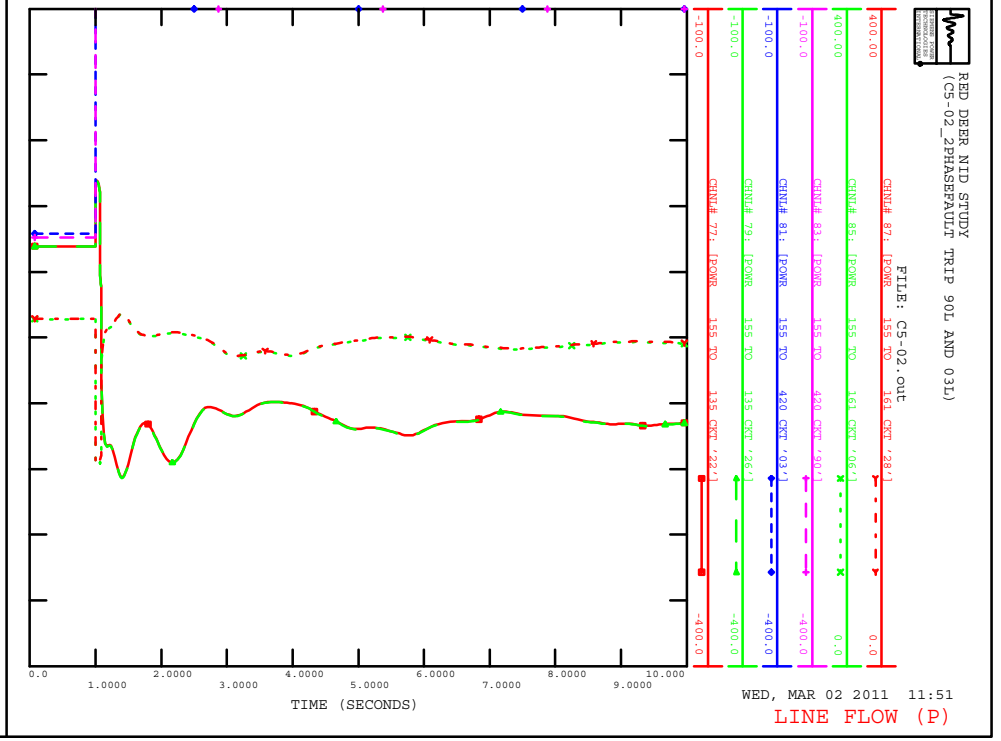

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

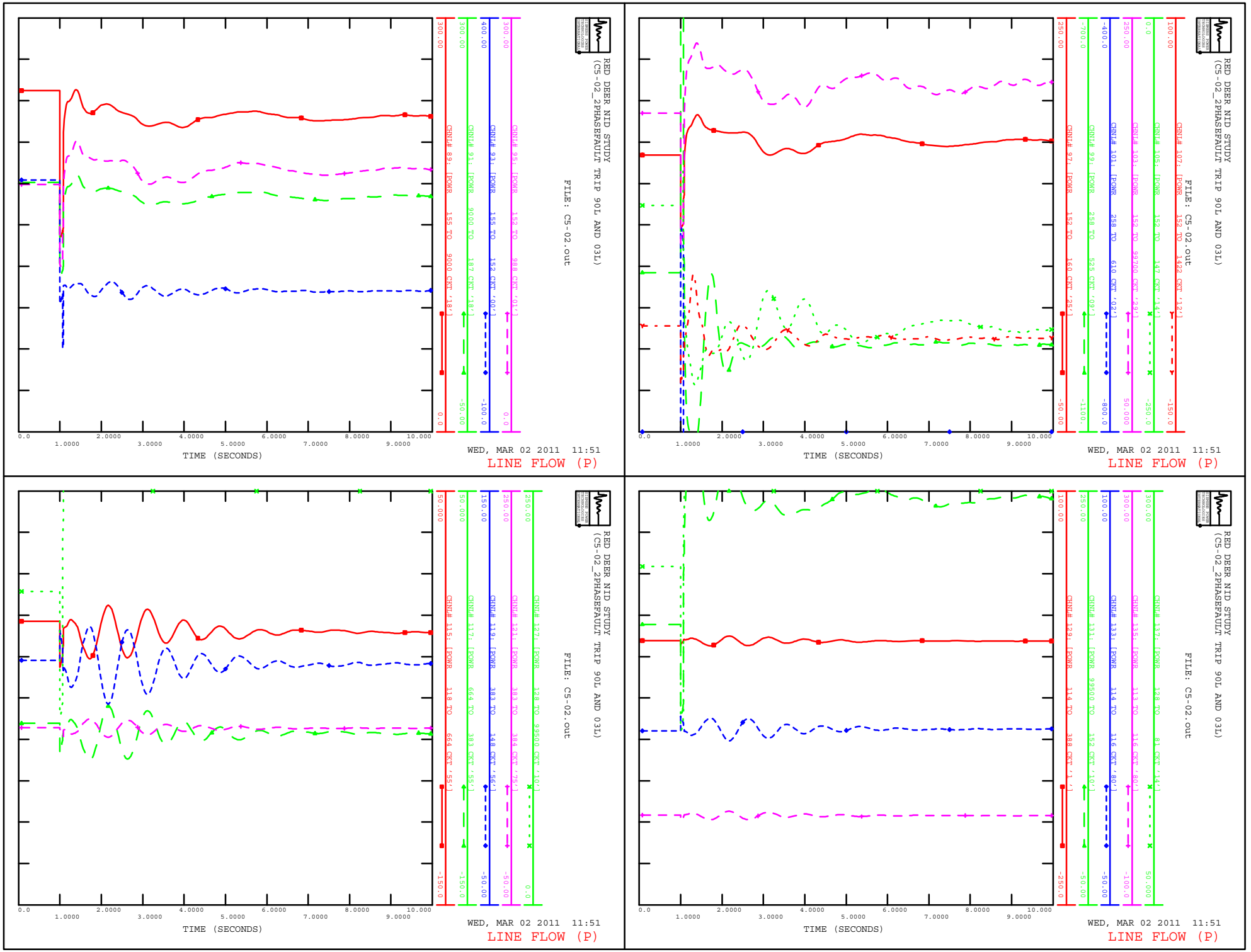

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

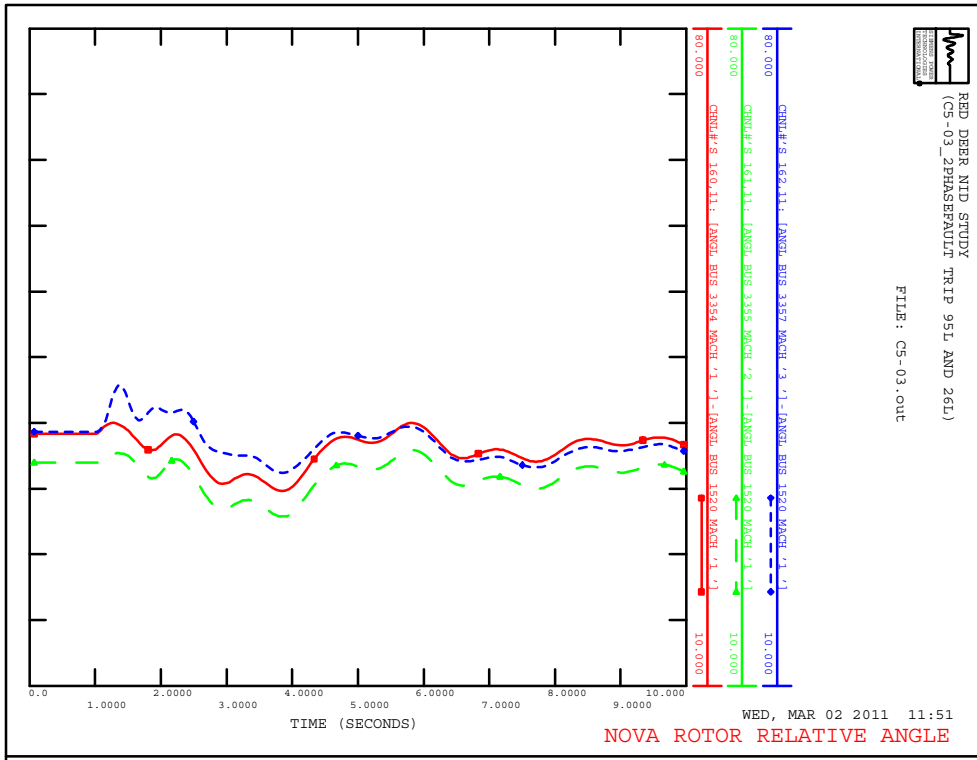

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

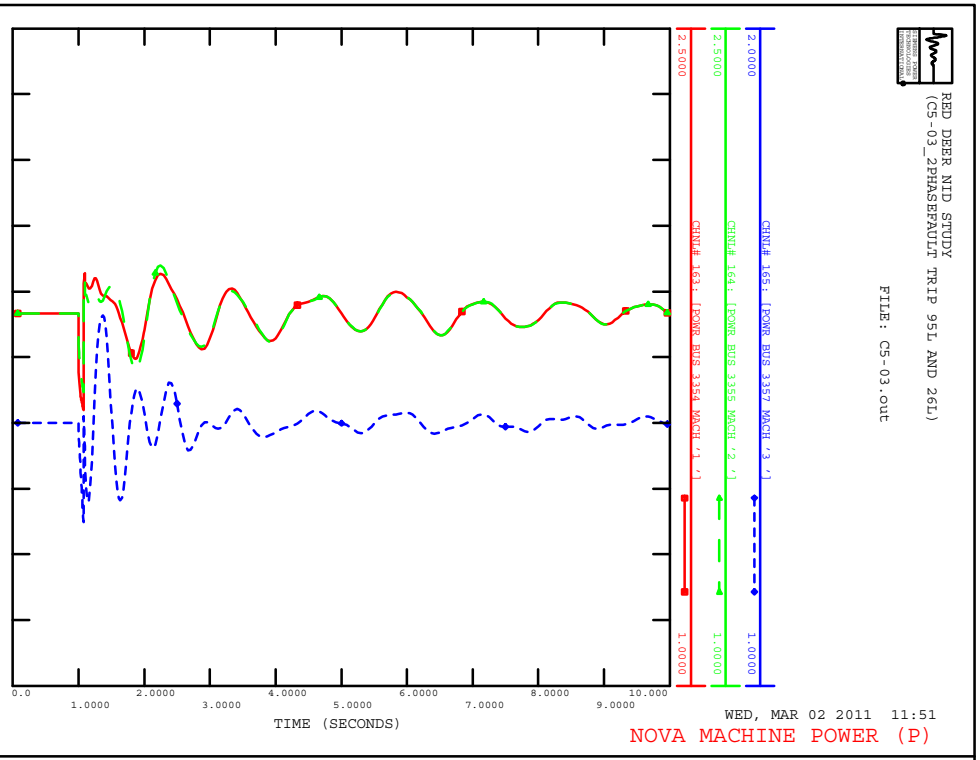

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

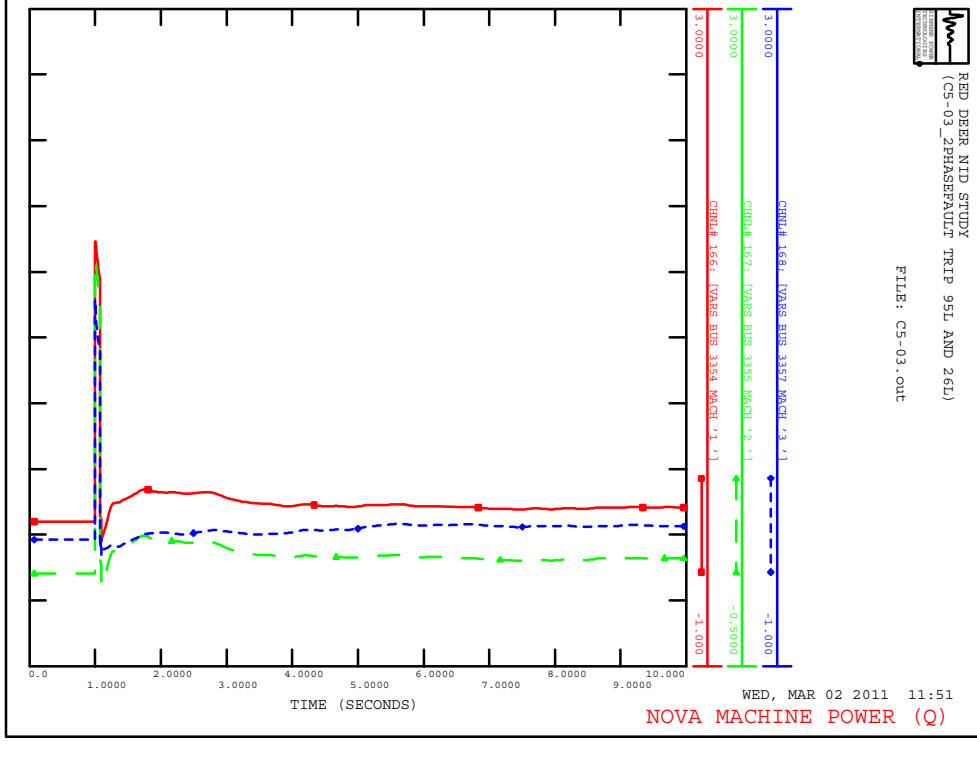

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

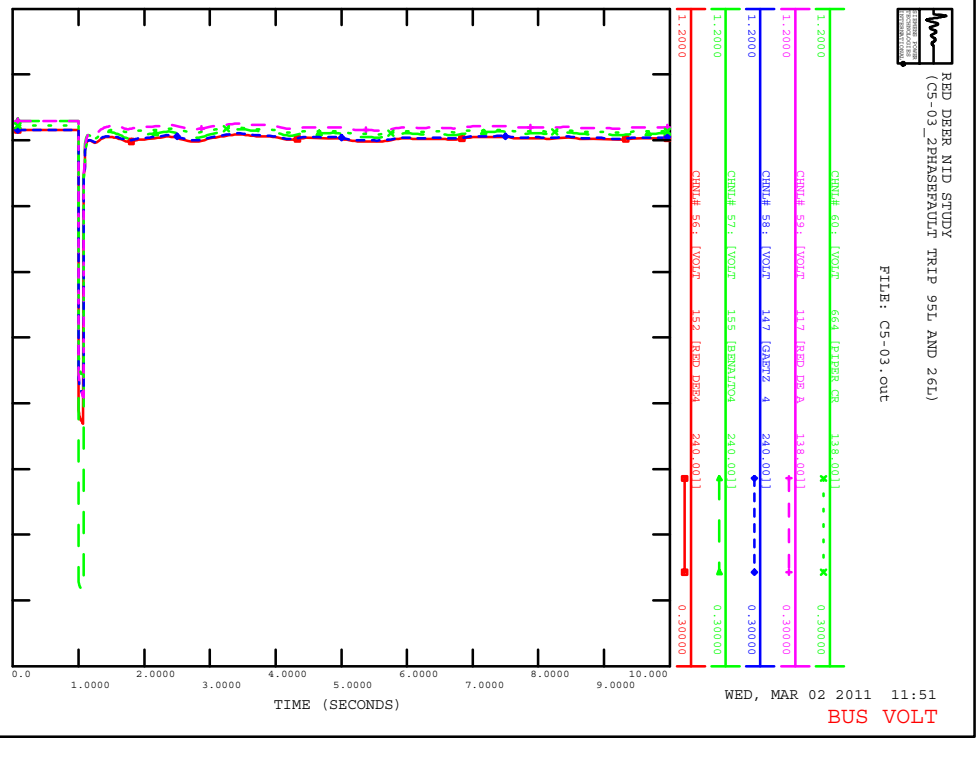

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

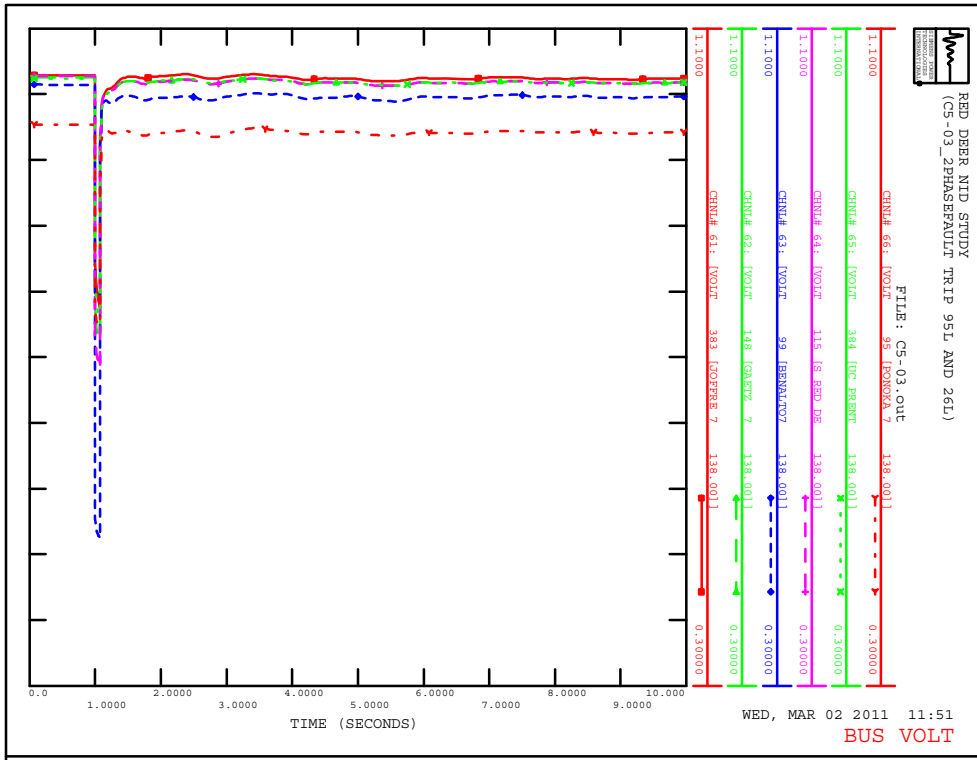

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

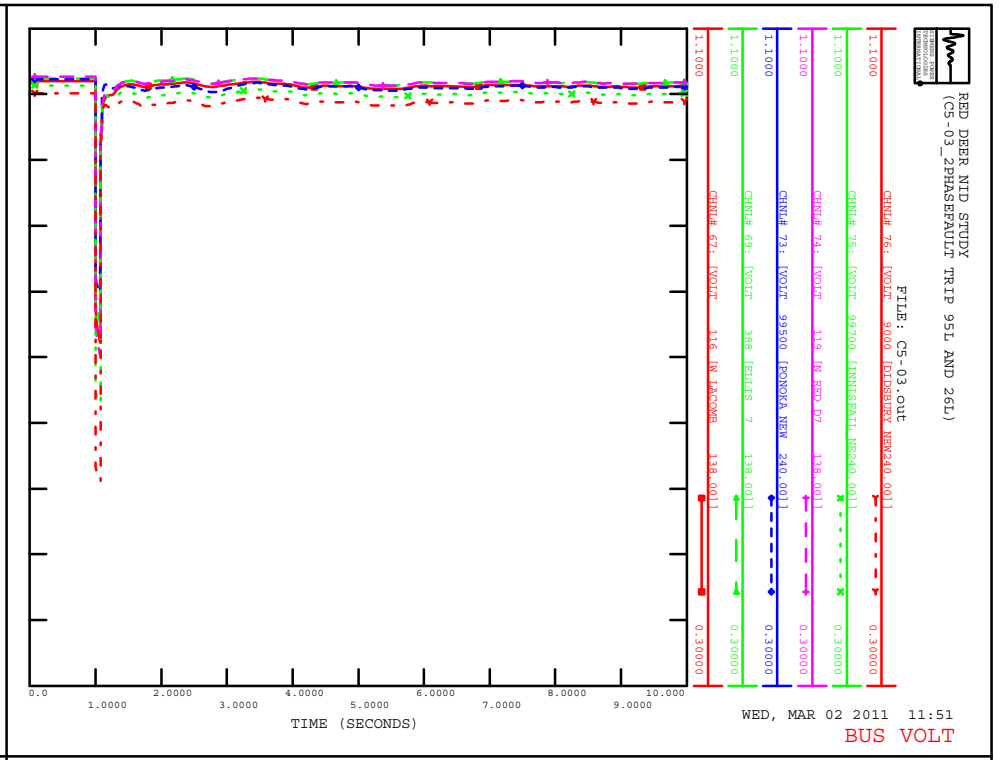

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

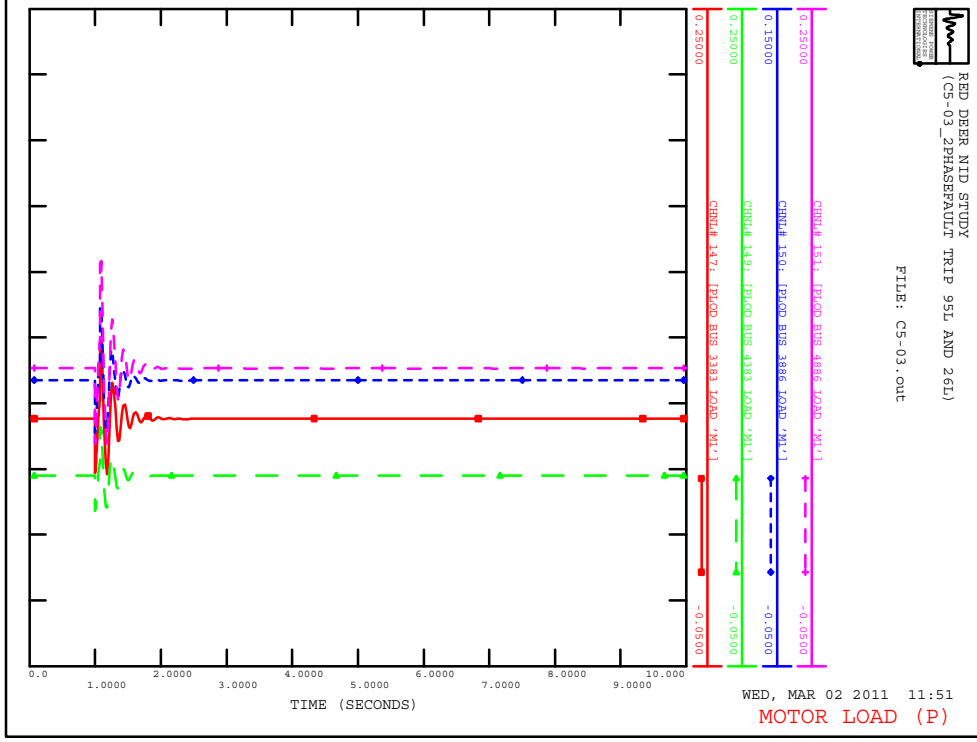

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

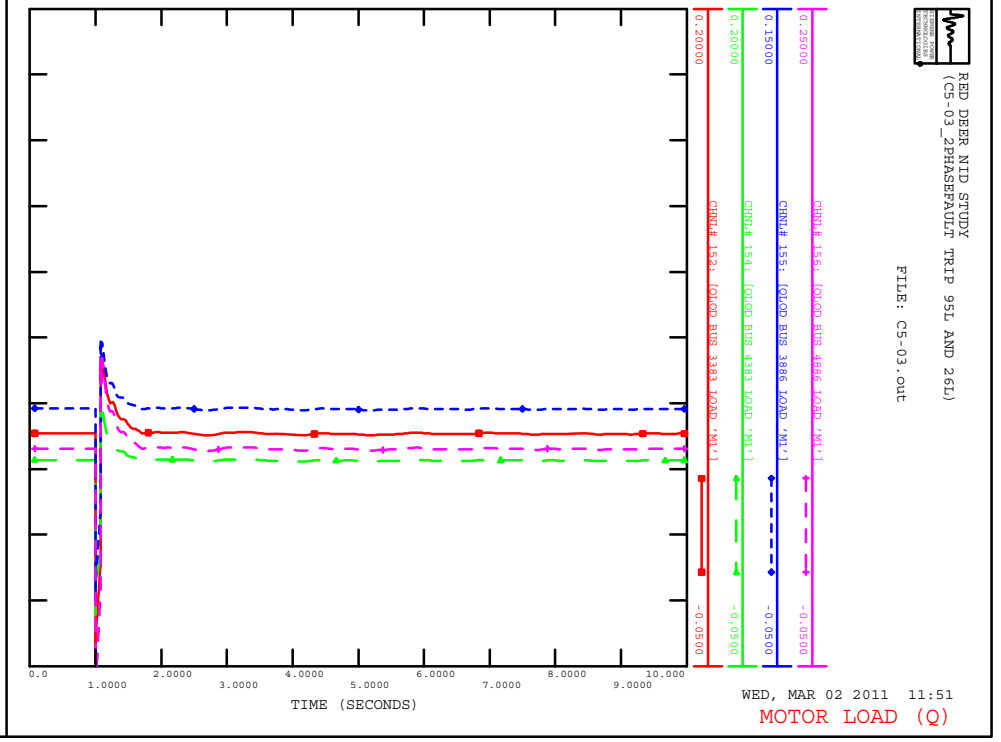

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

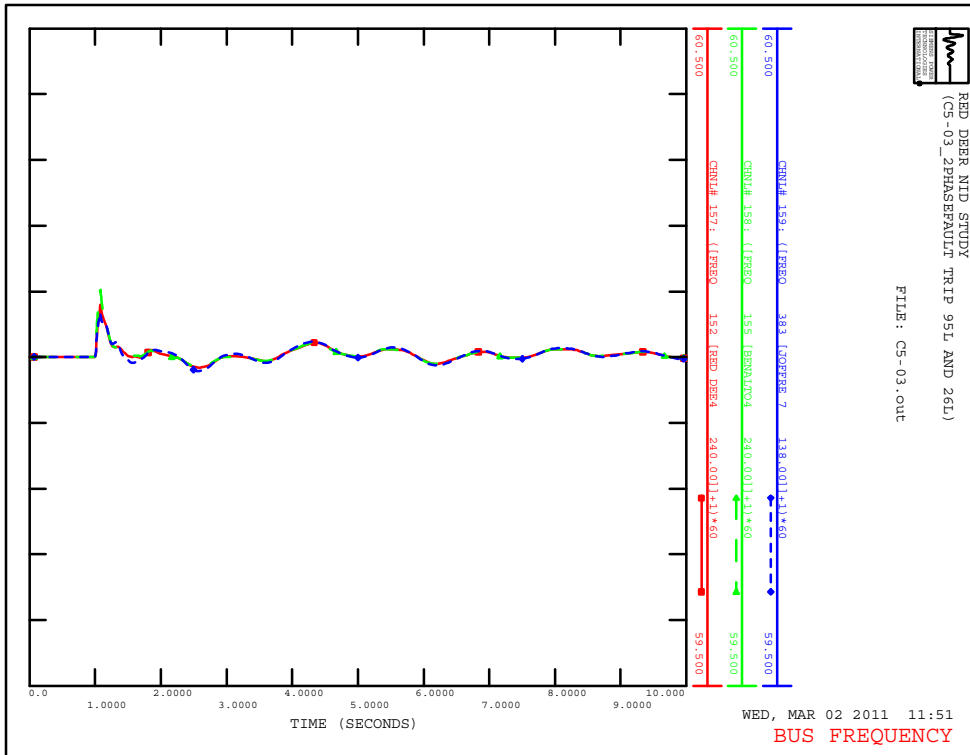

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

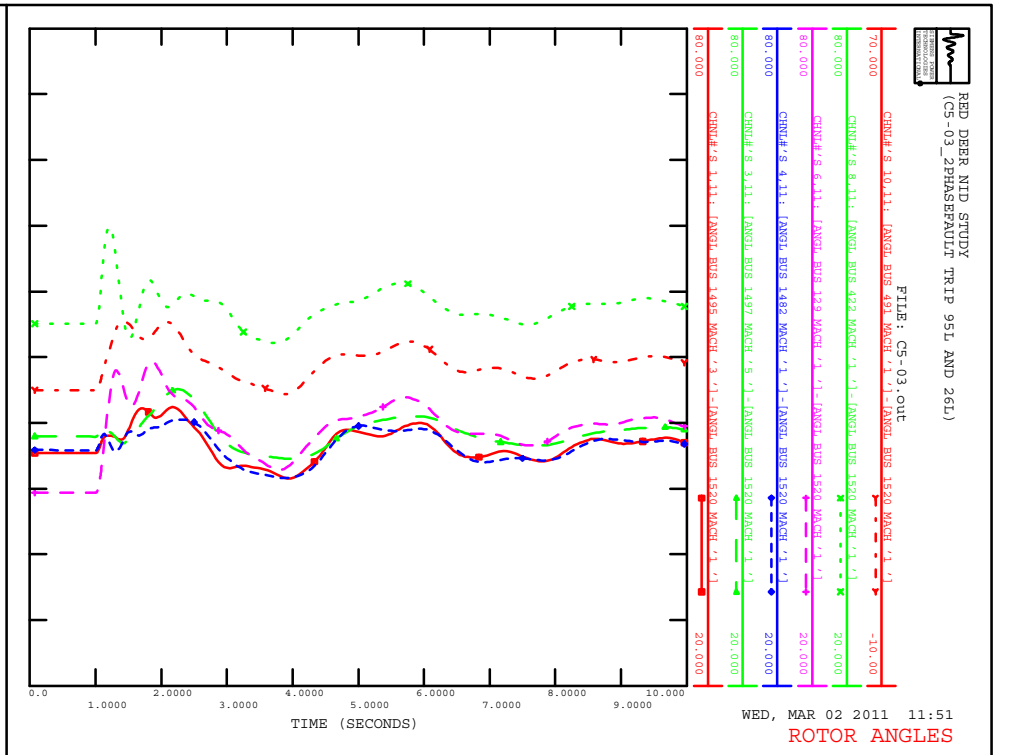

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

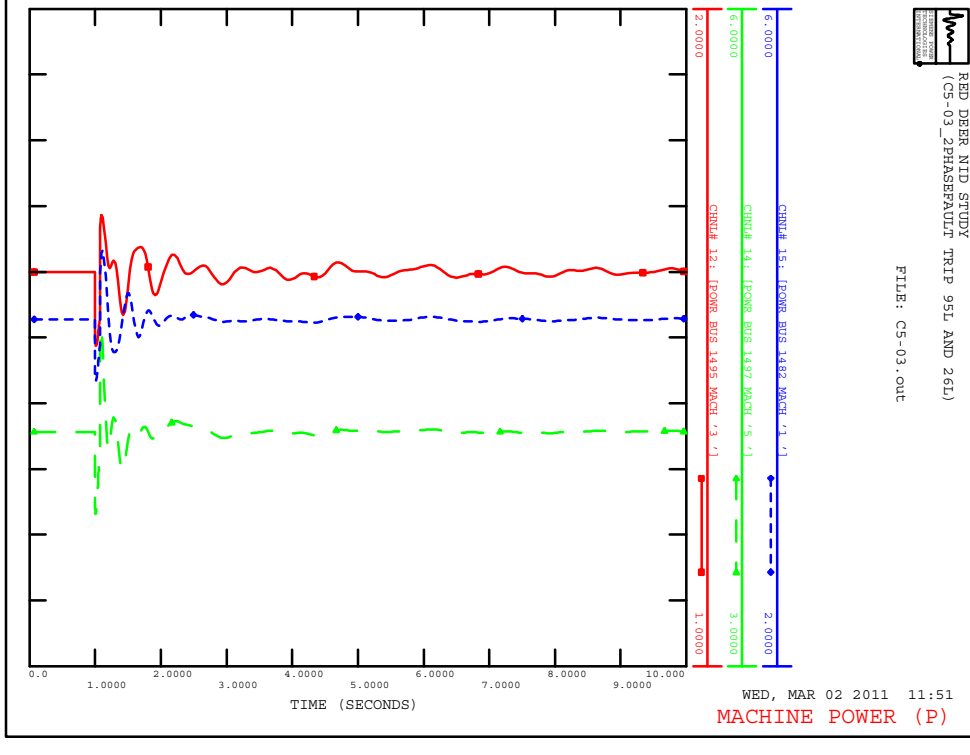

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

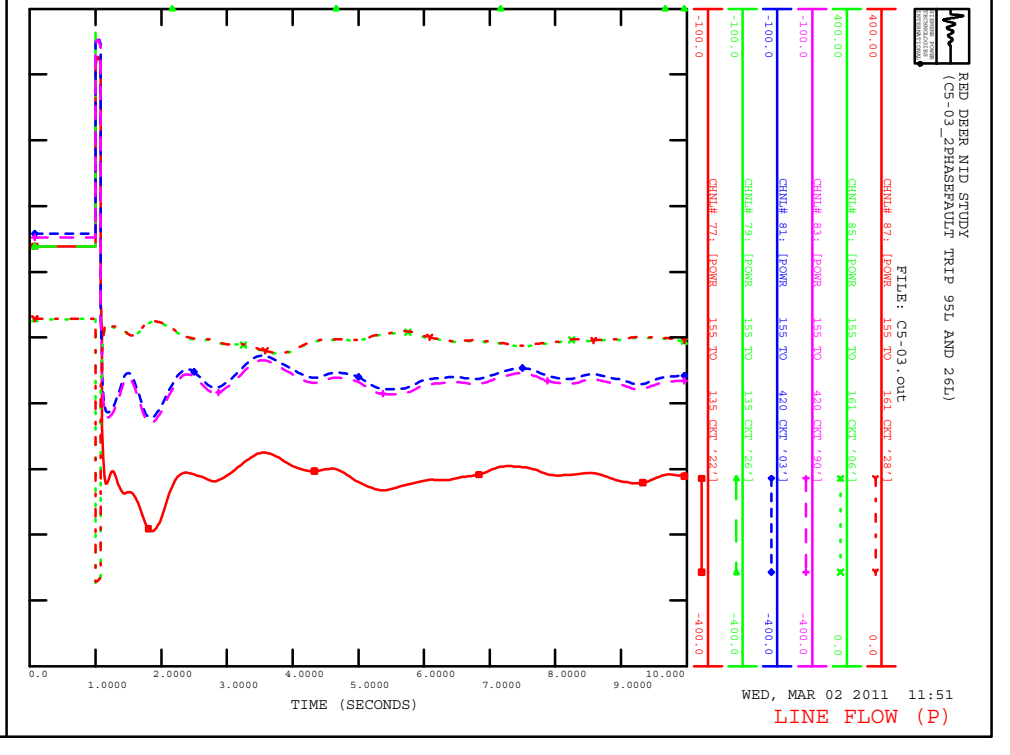

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

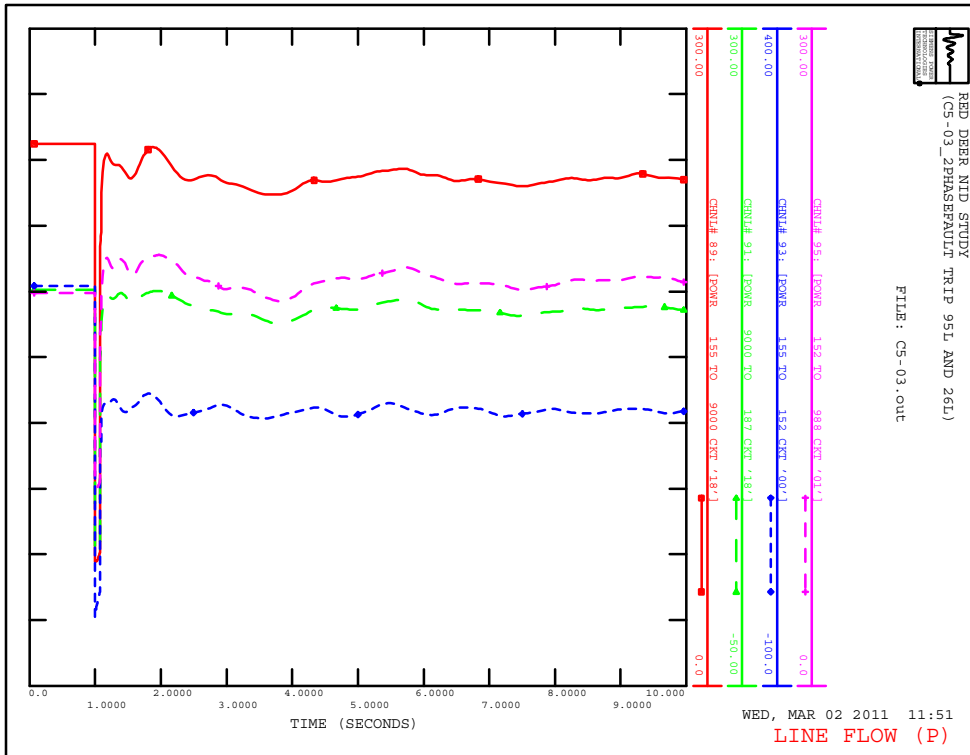

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

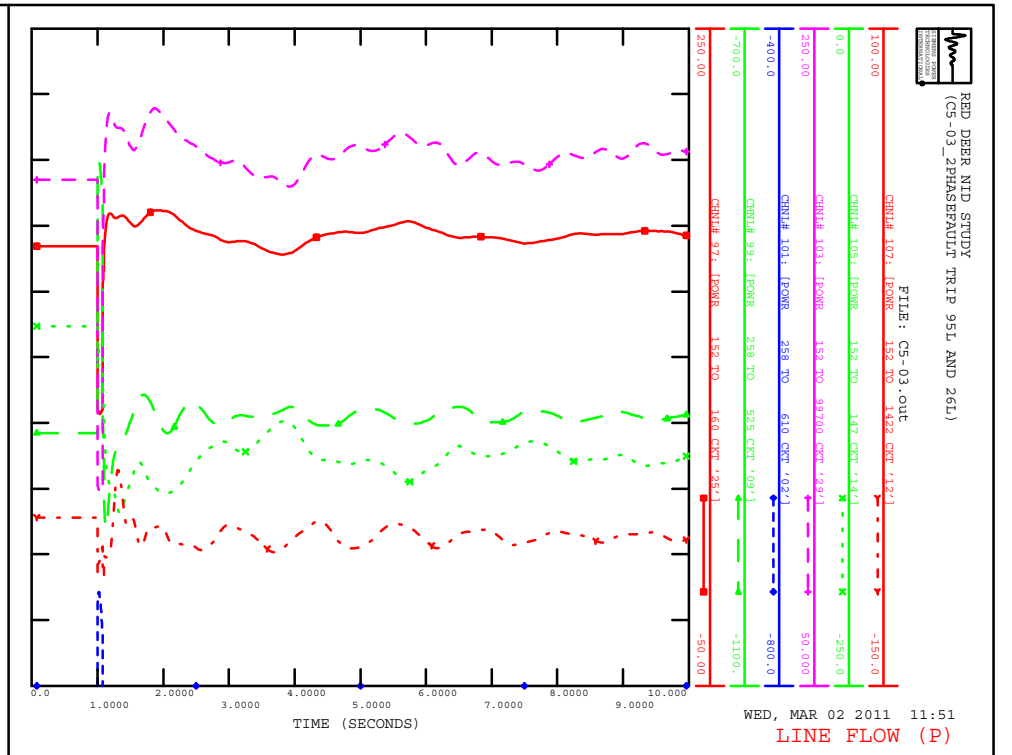

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

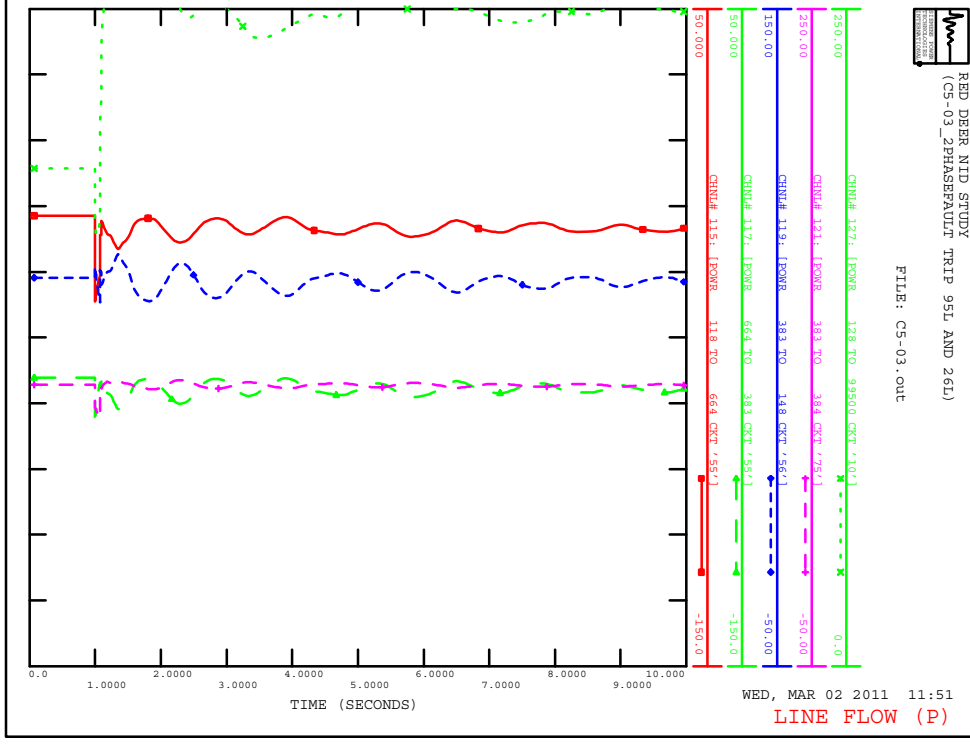

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

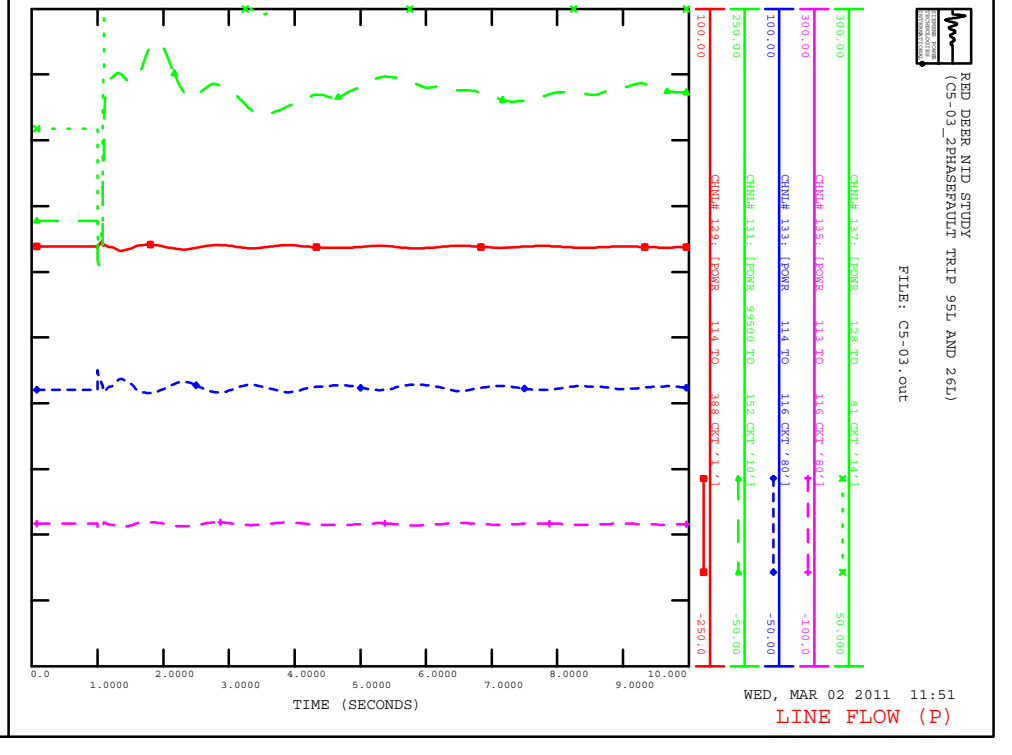

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

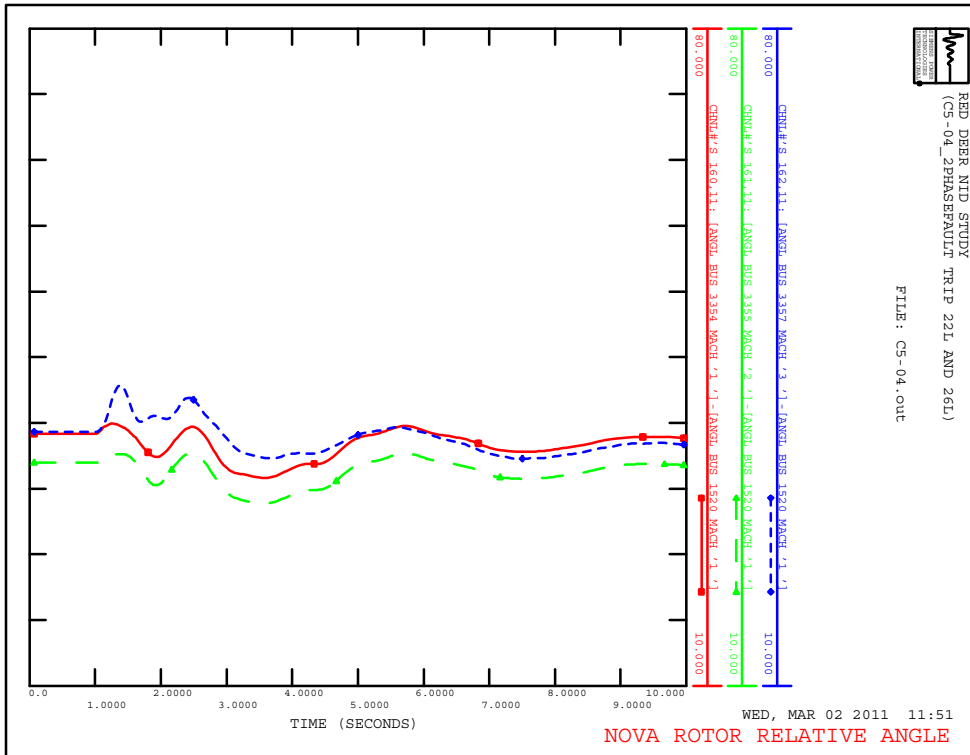

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

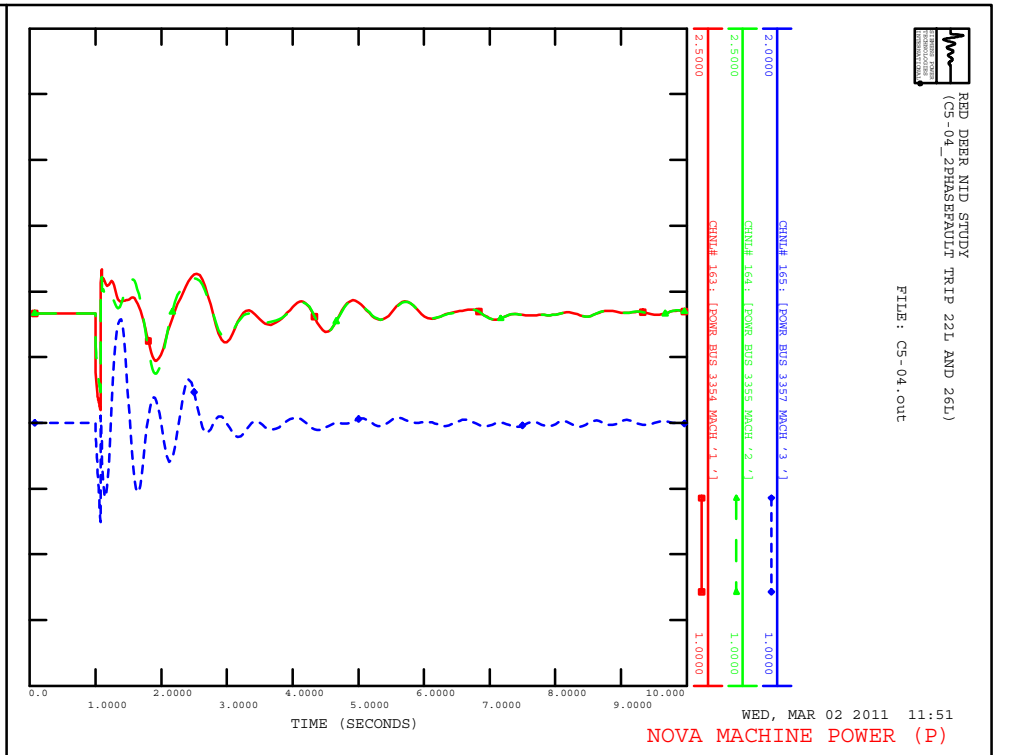

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

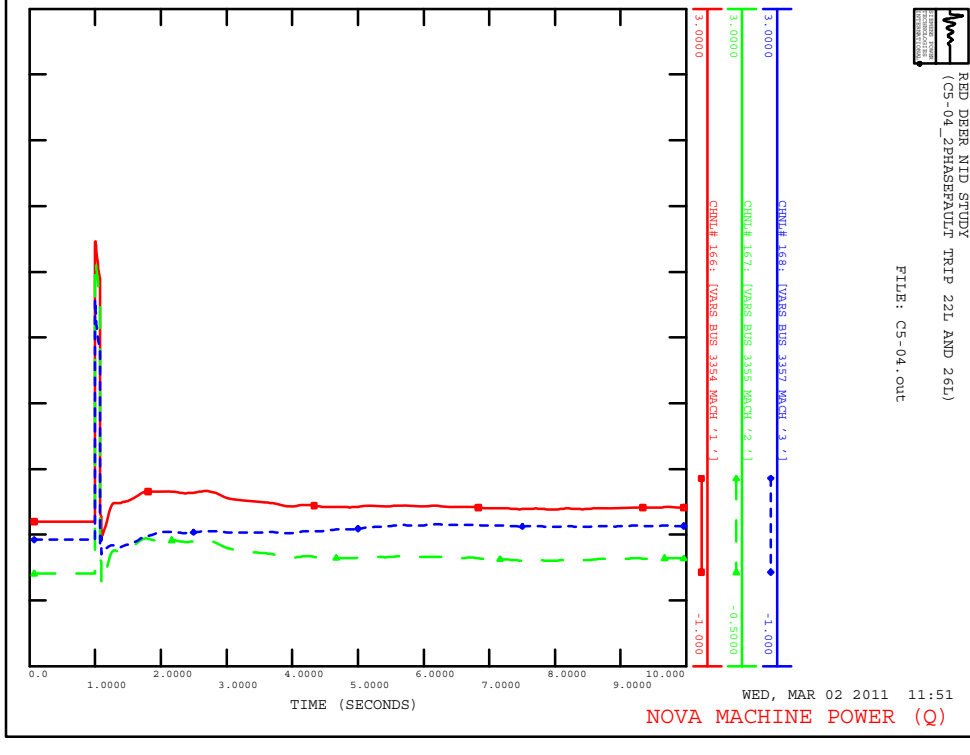

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

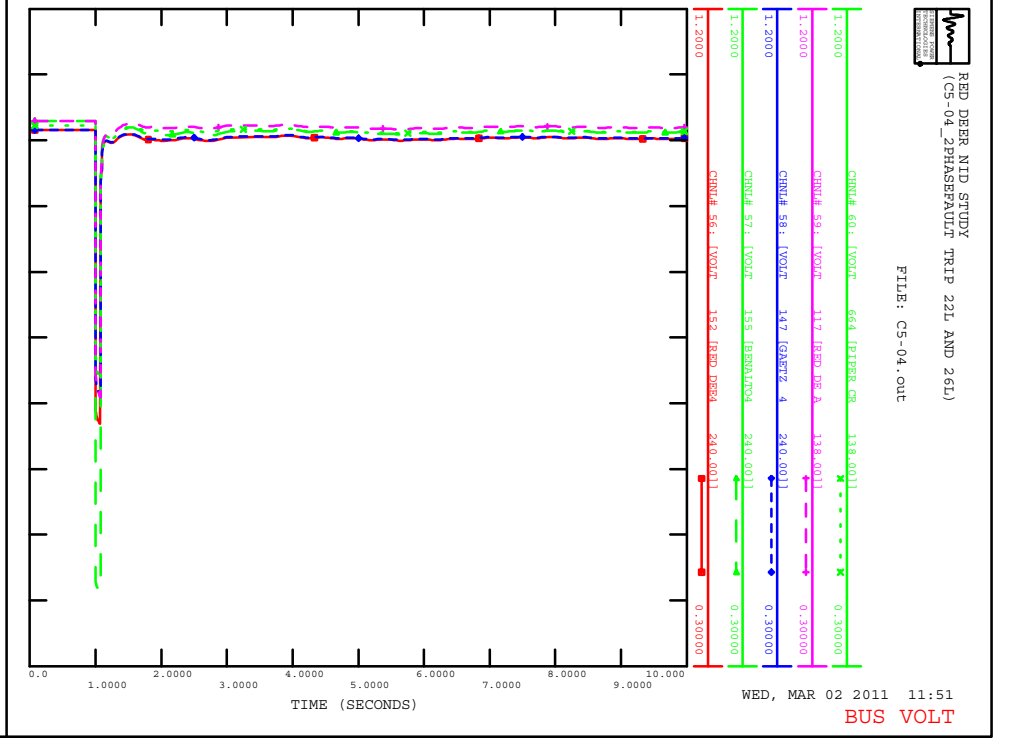

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

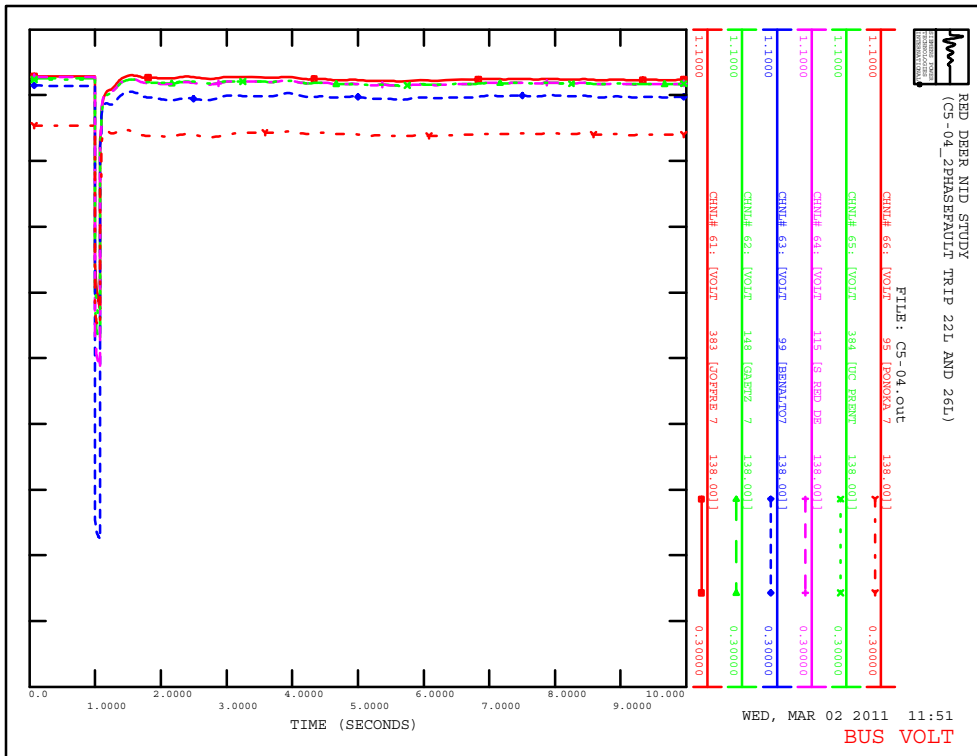

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

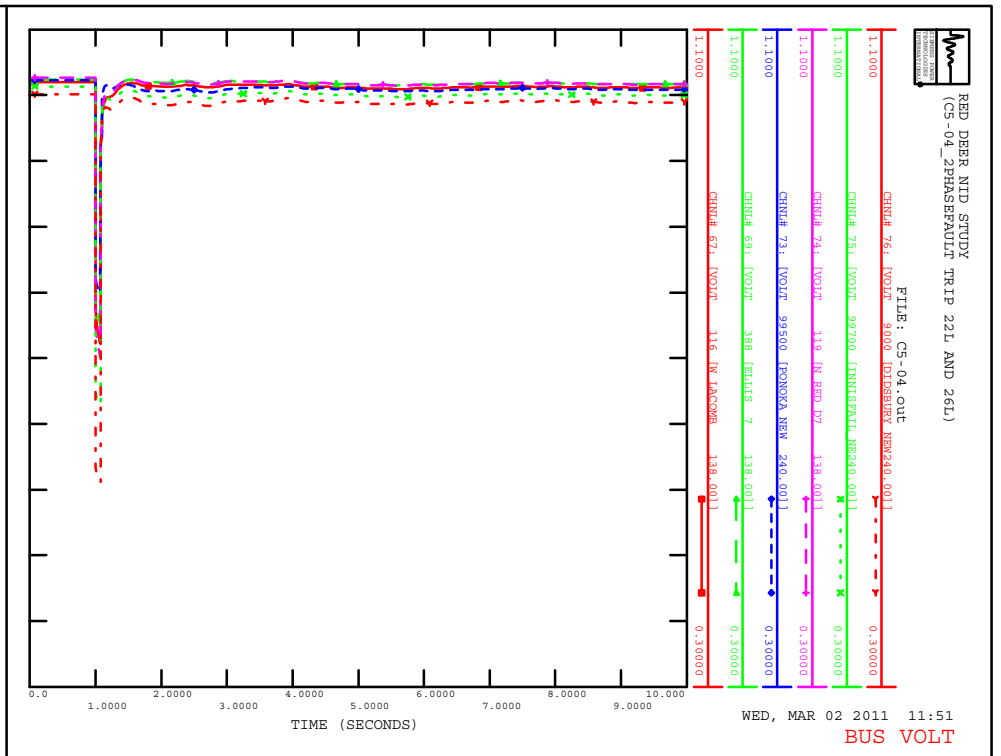

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

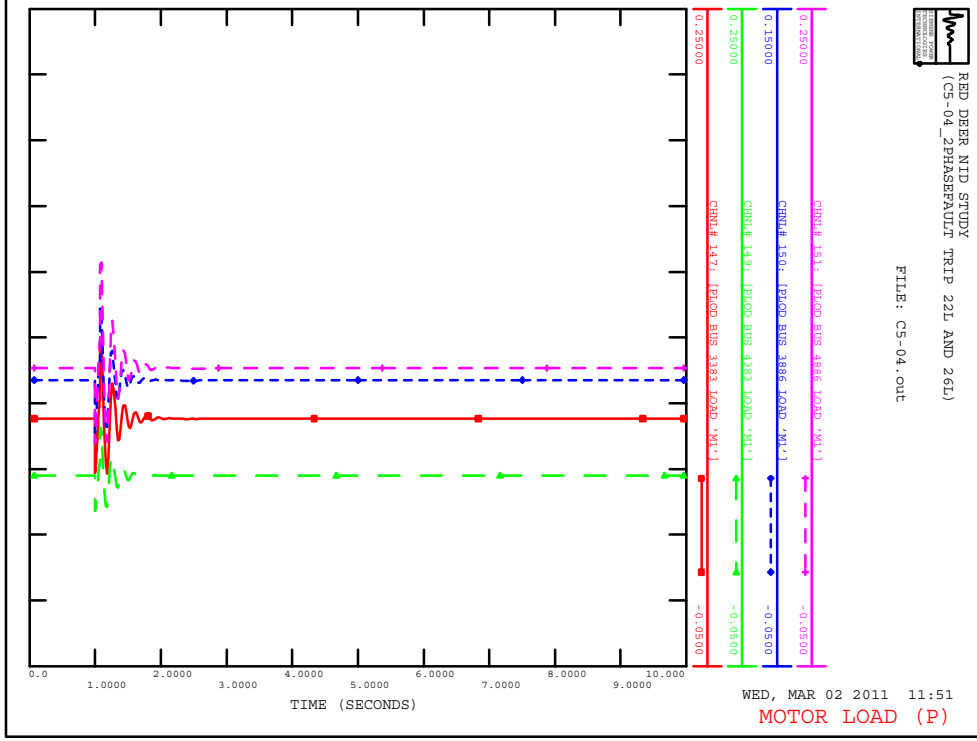

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

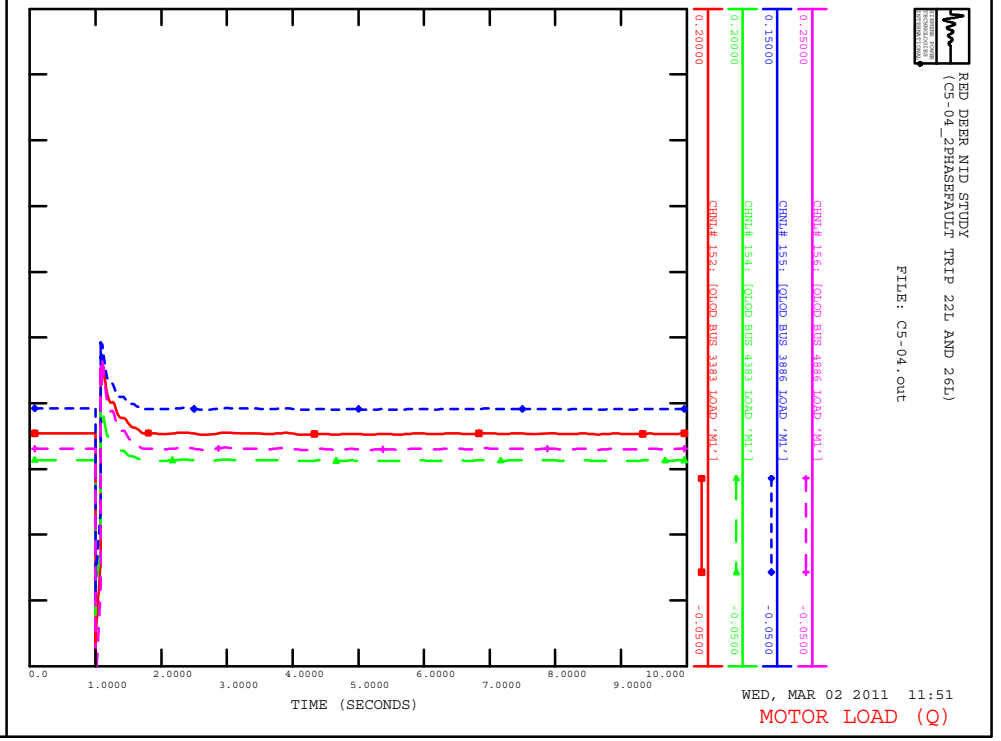

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

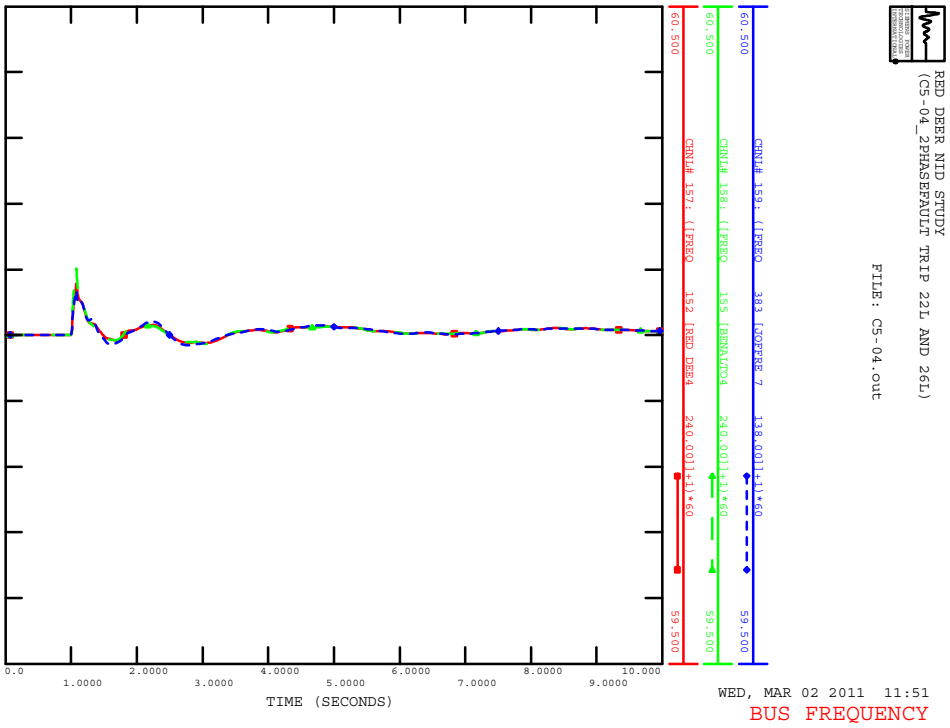

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

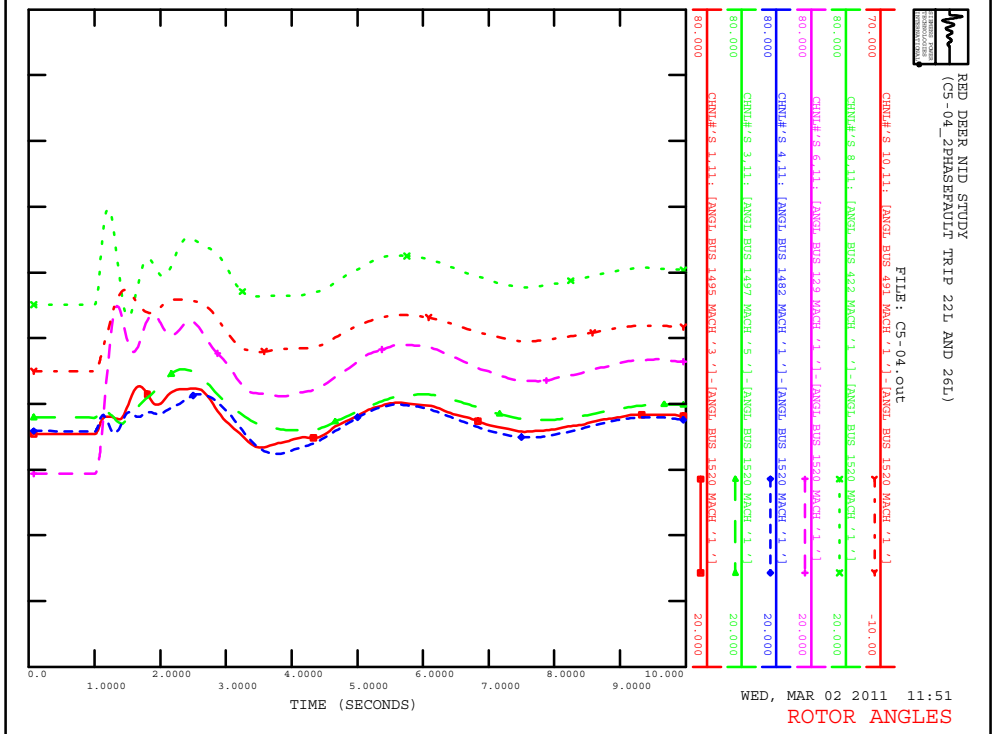

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

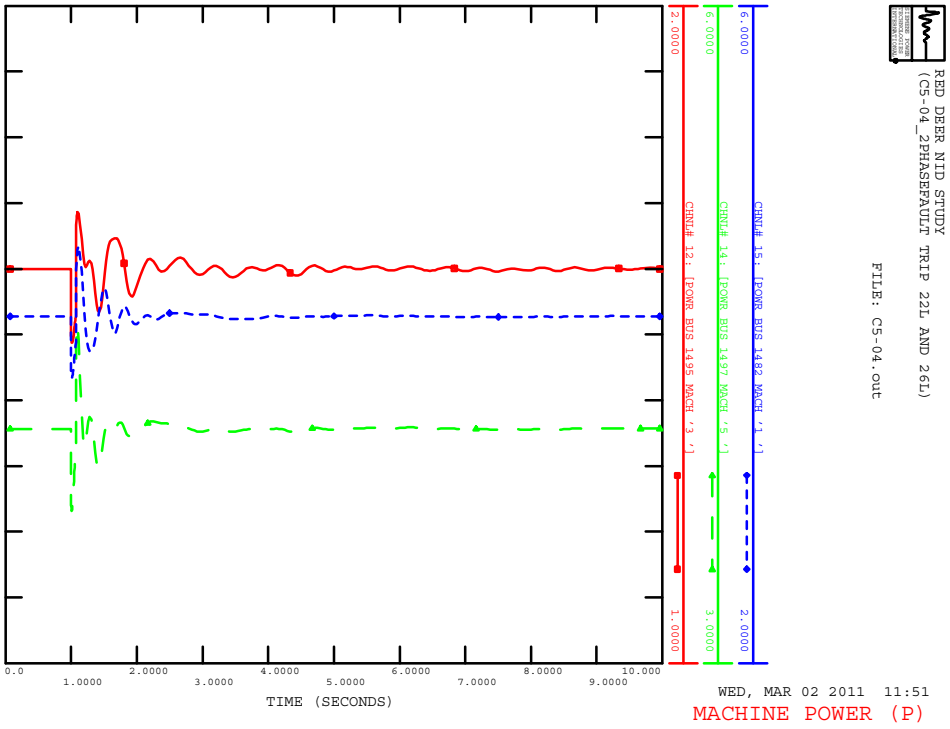

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

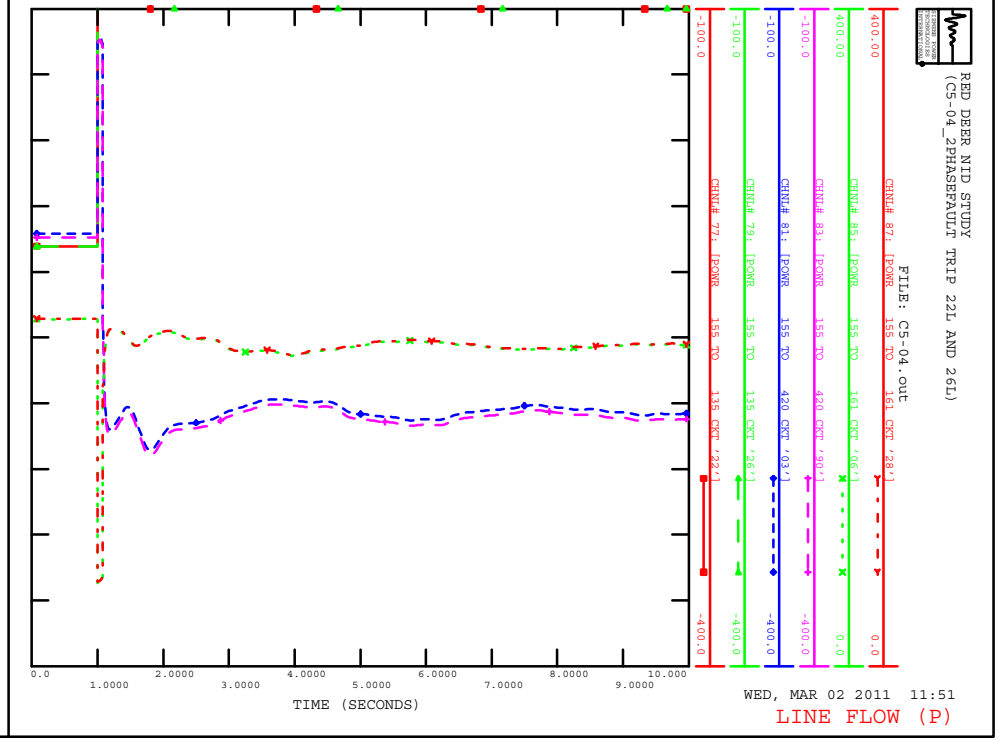

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

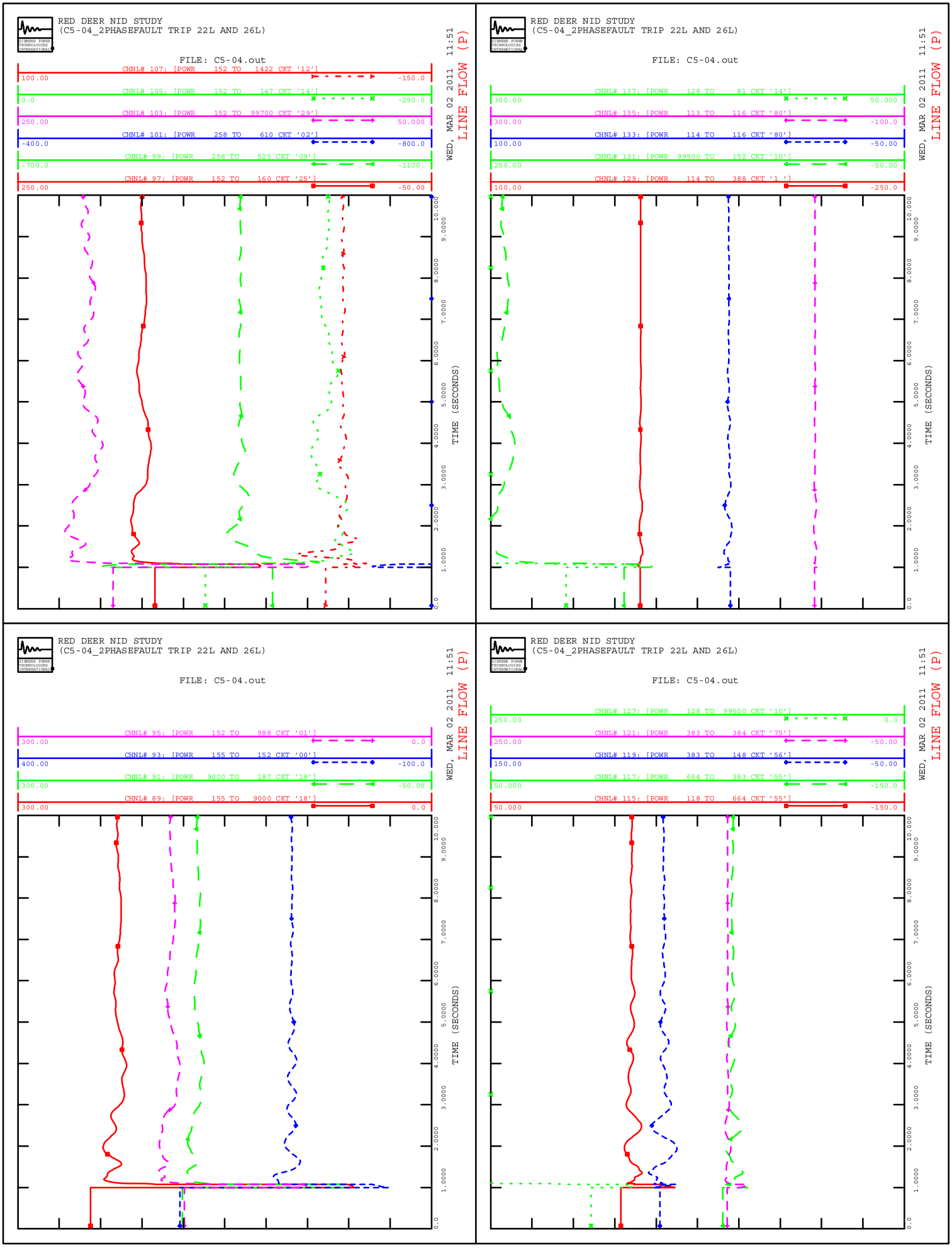

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

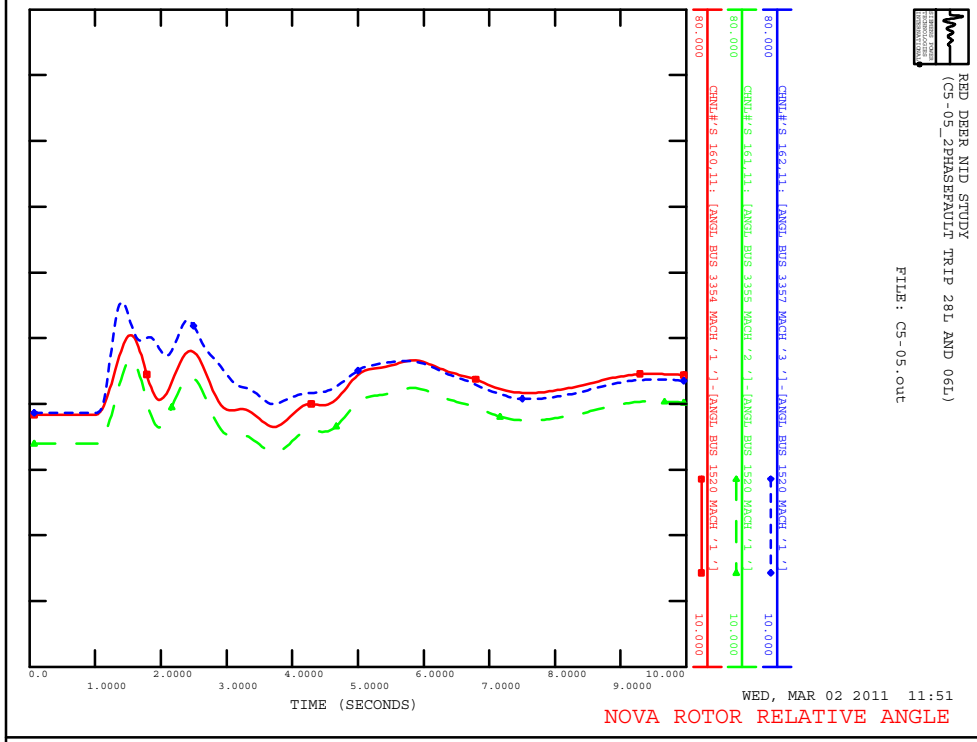

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

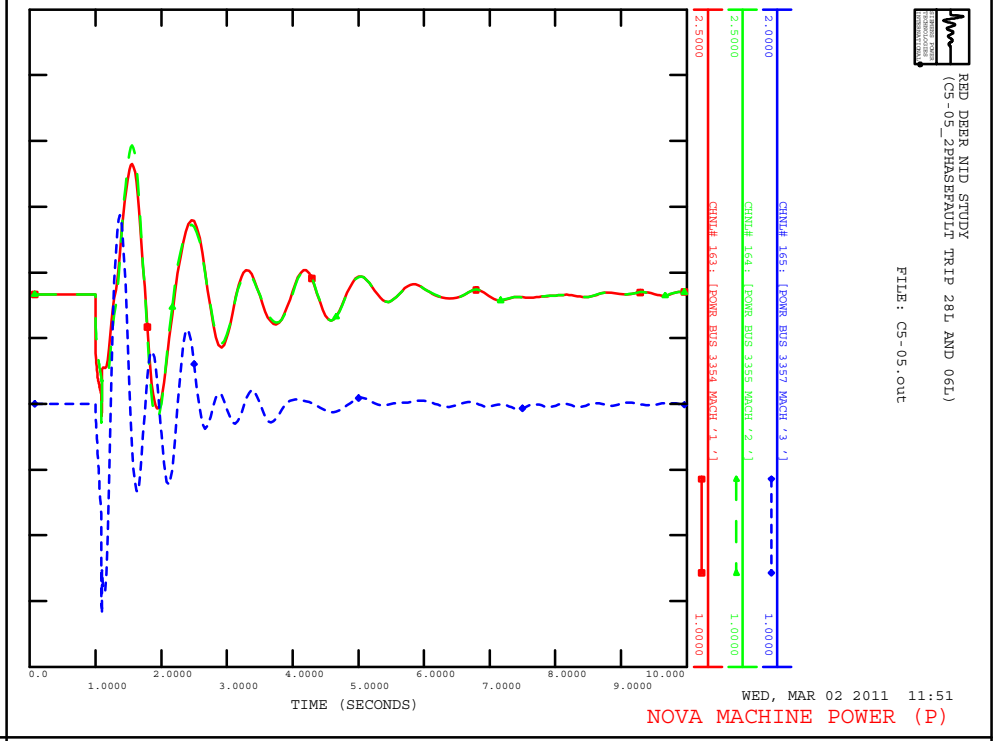

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

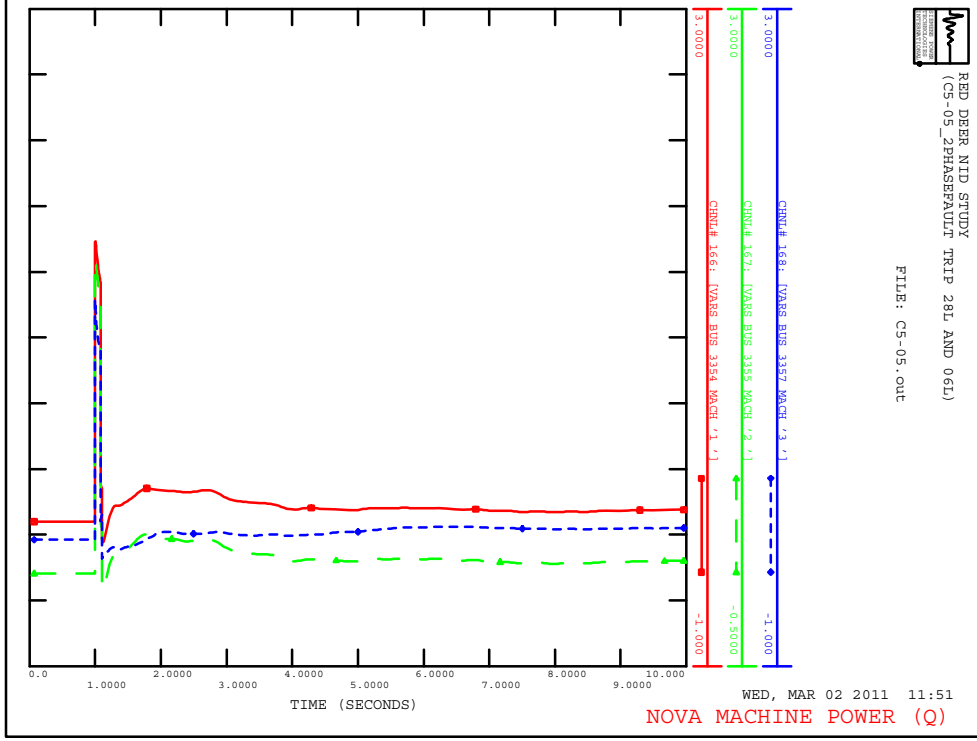

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

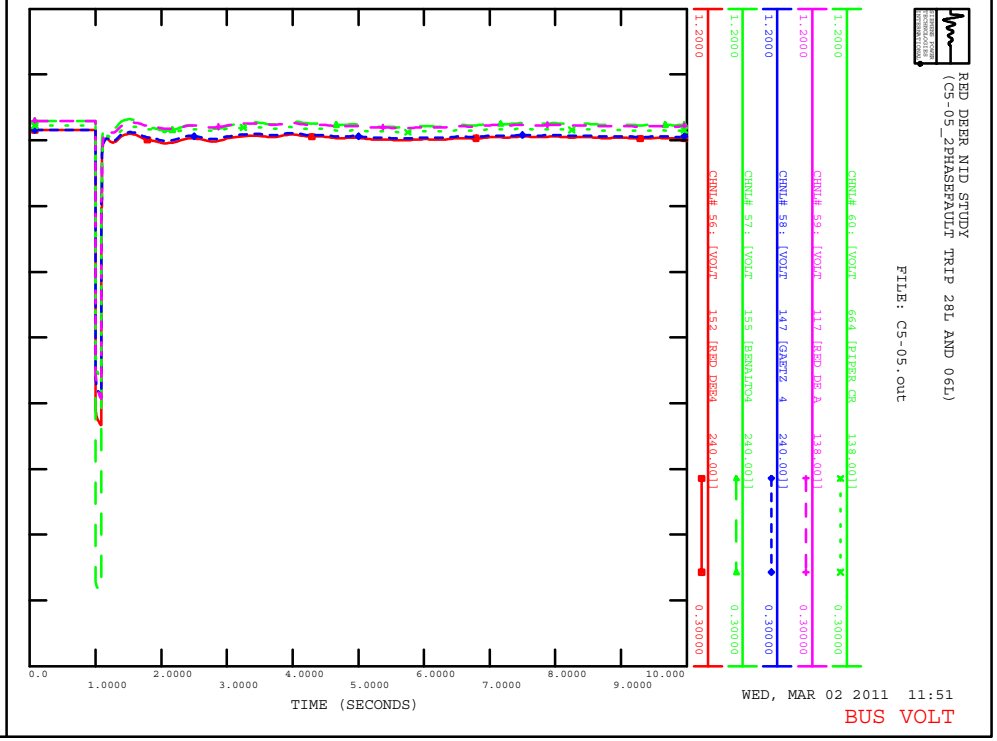

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

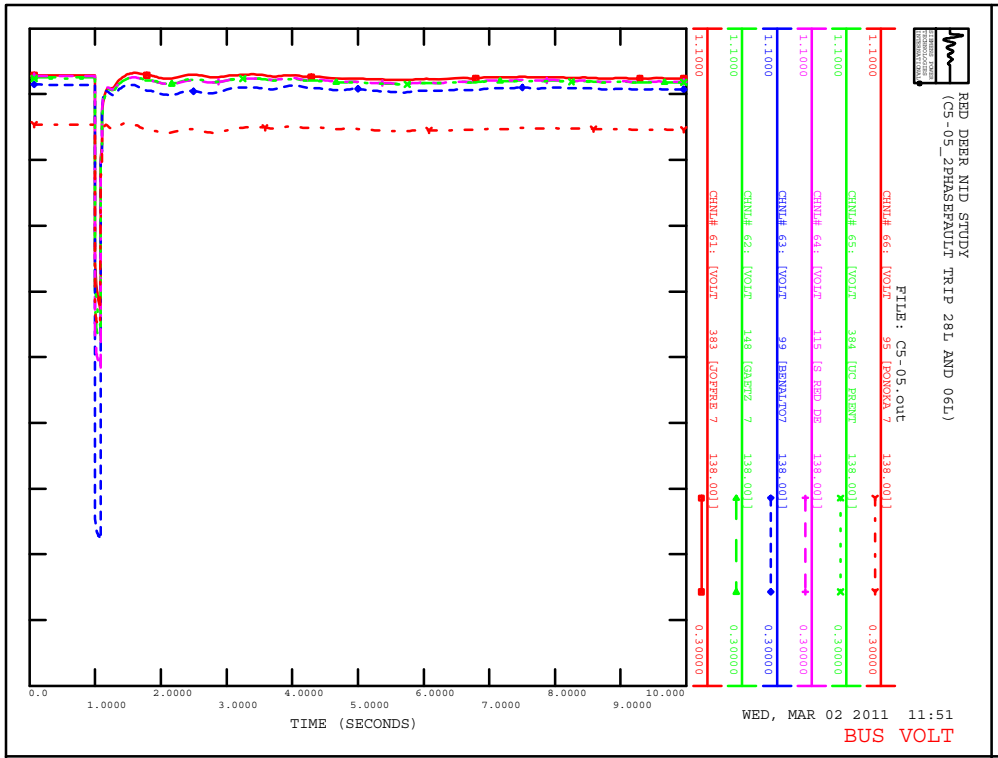

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-700.0
-1100.
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

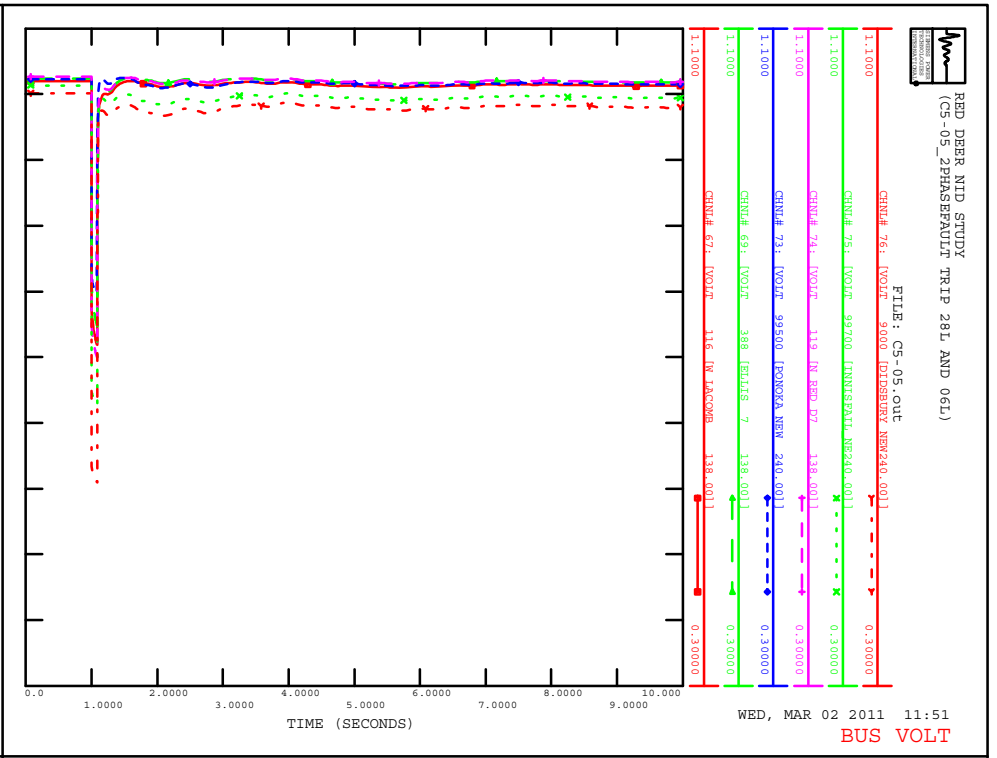

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

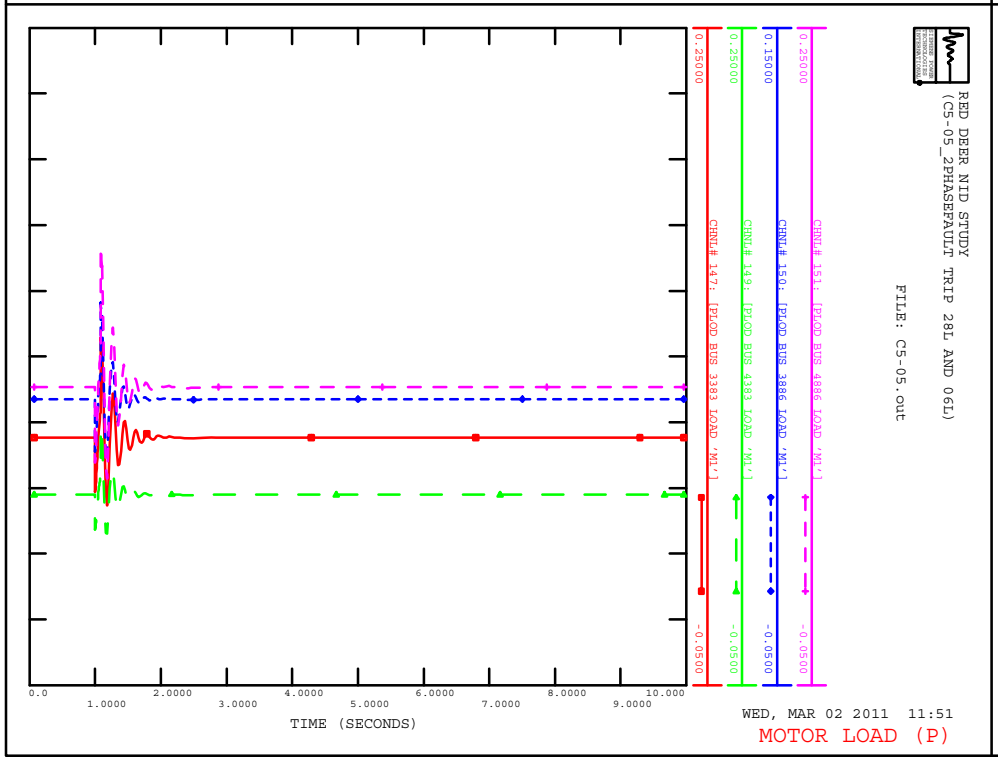

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

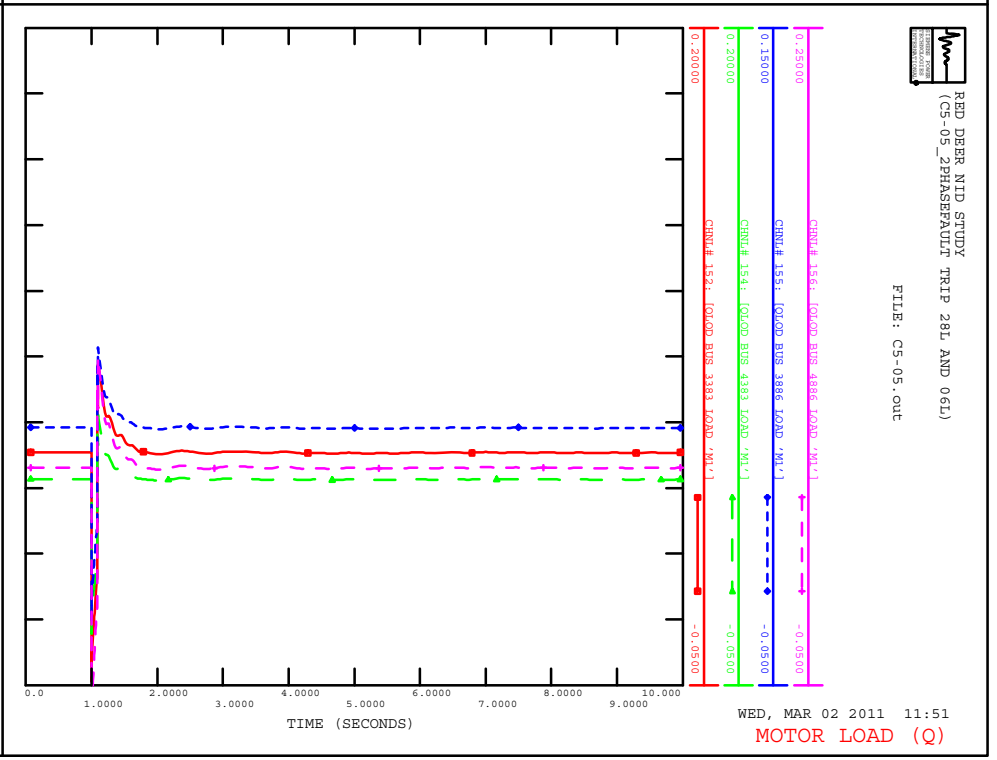

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

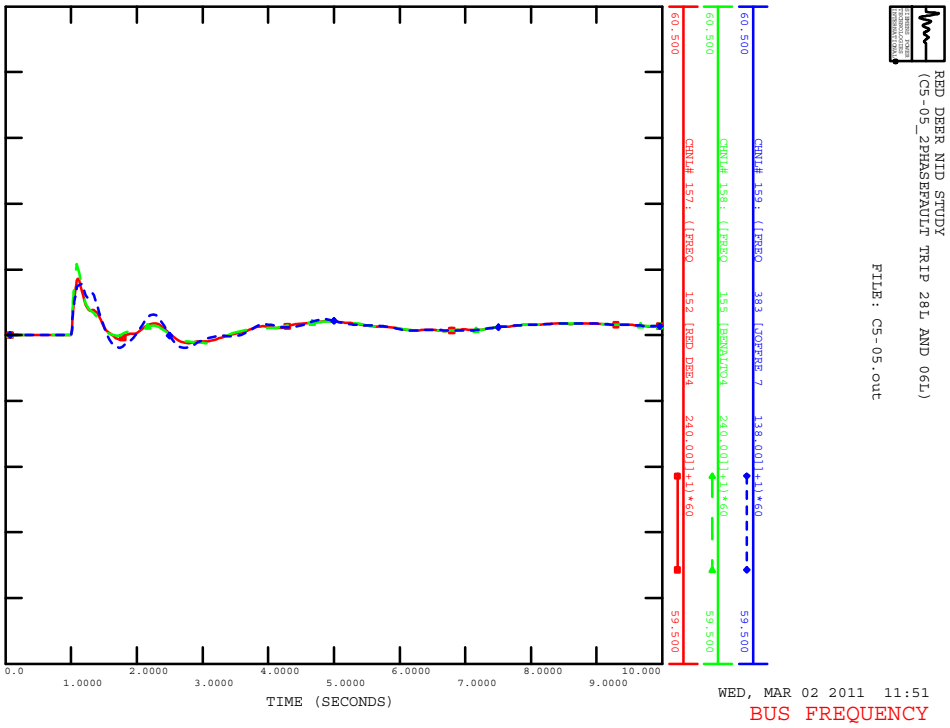

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

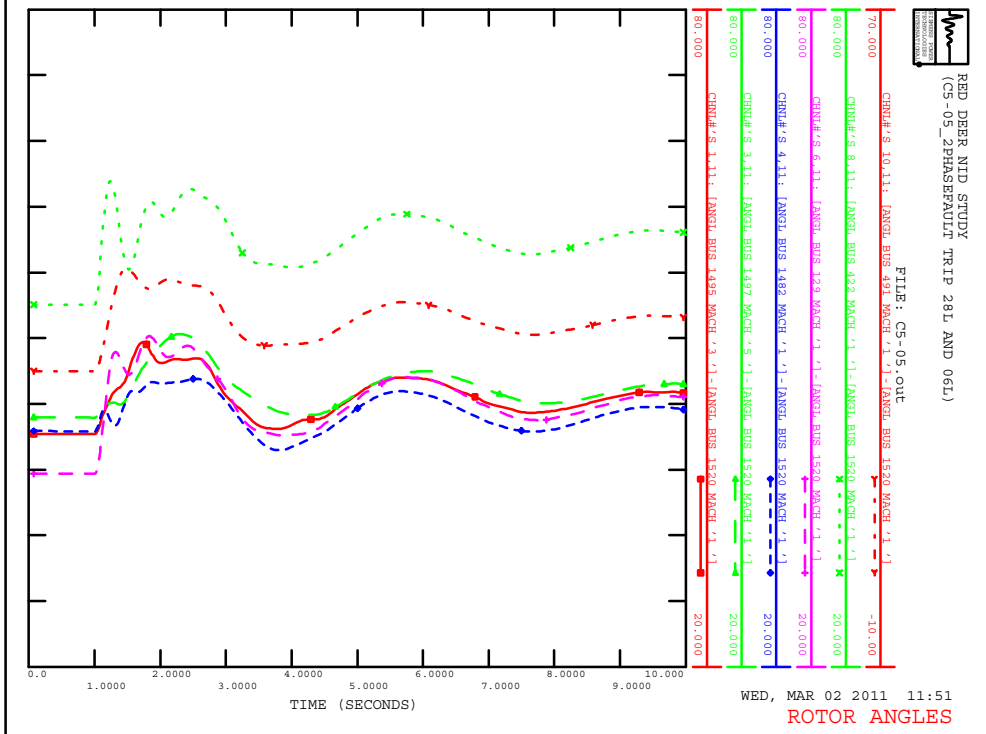

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

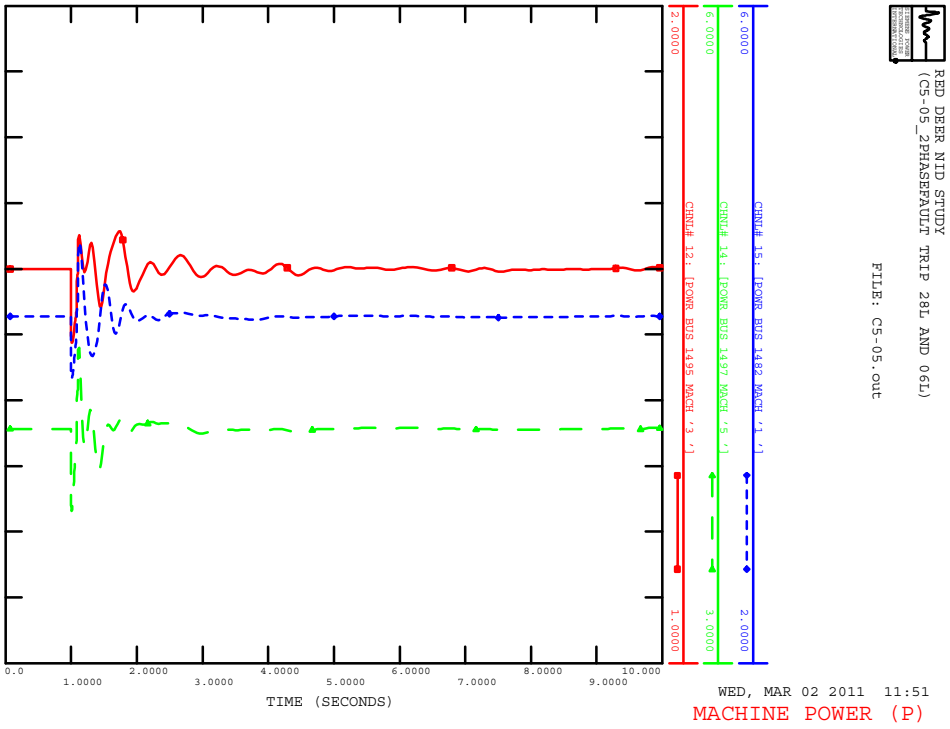

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

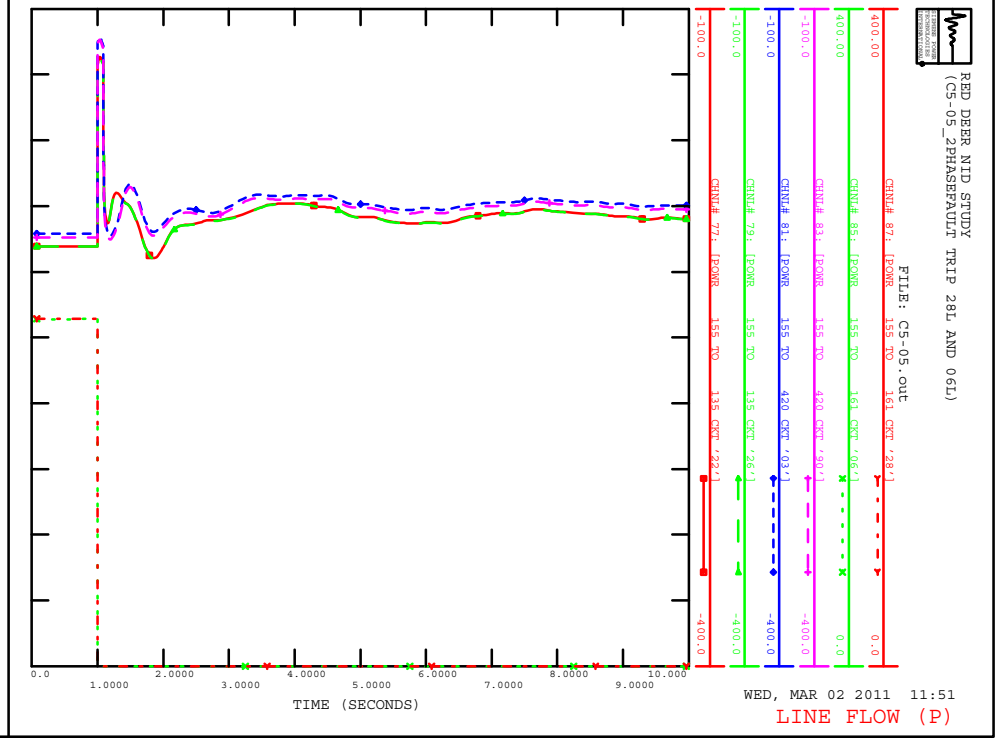

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

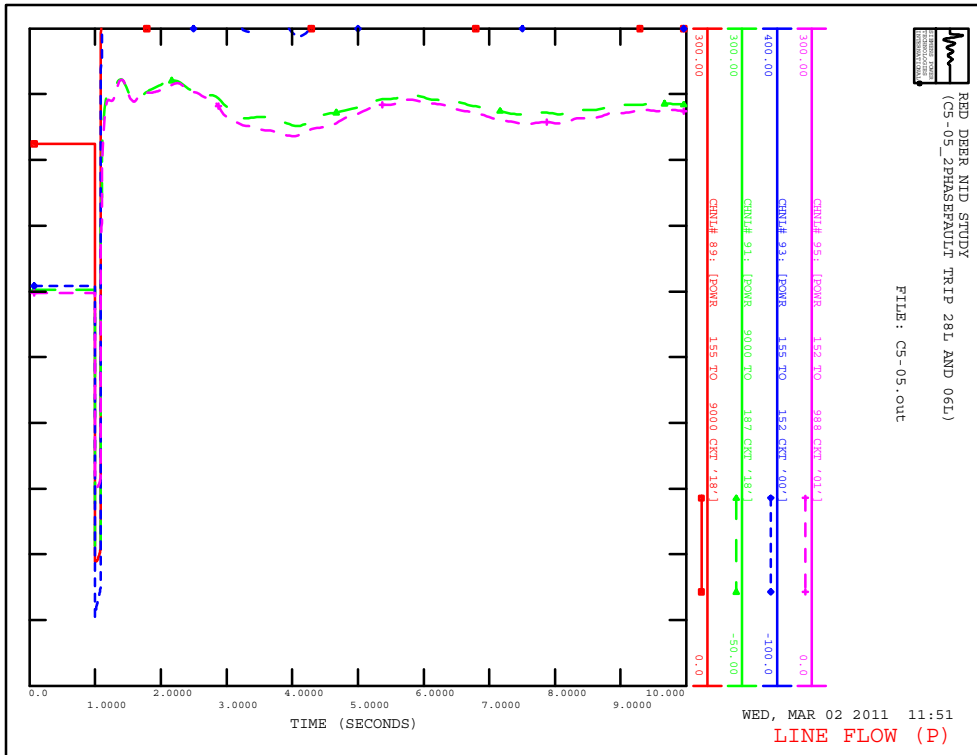

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

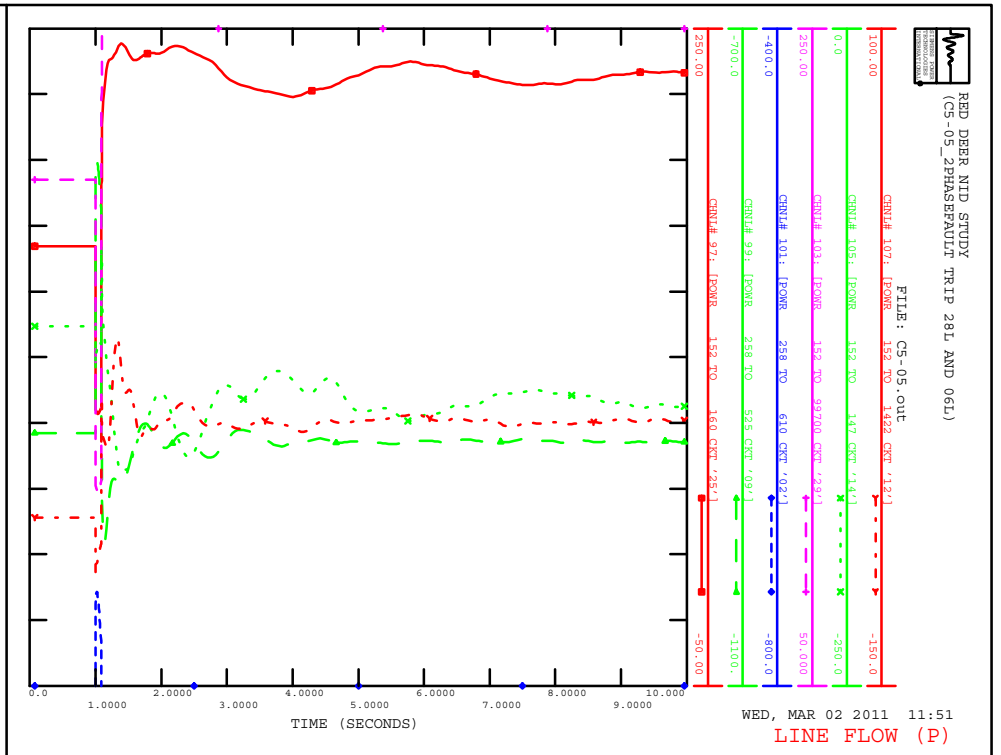

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

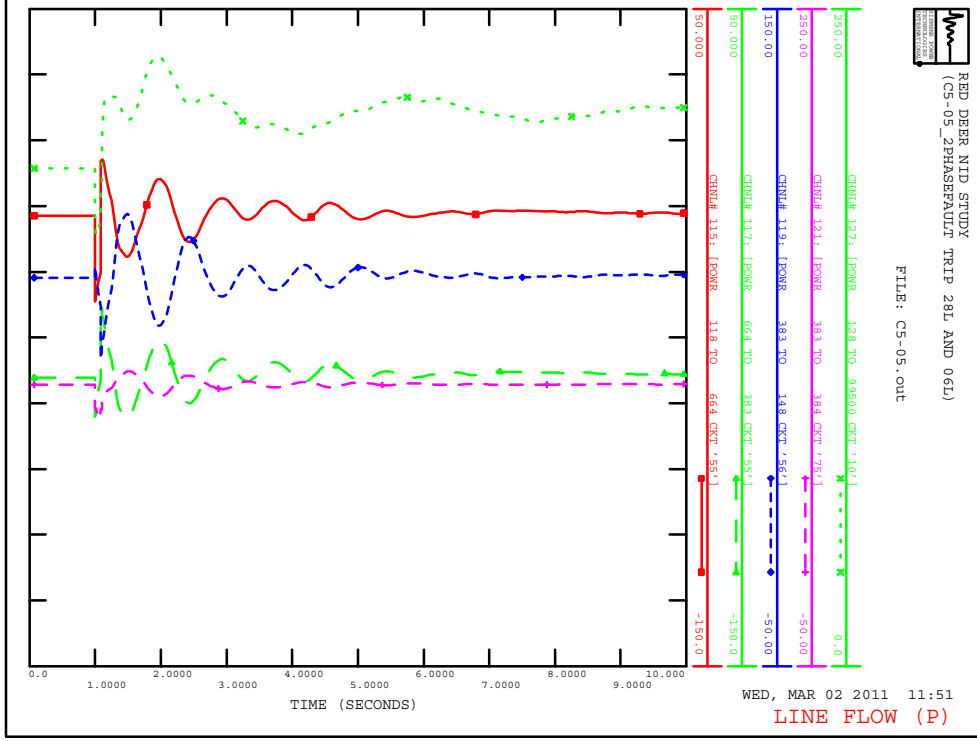

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

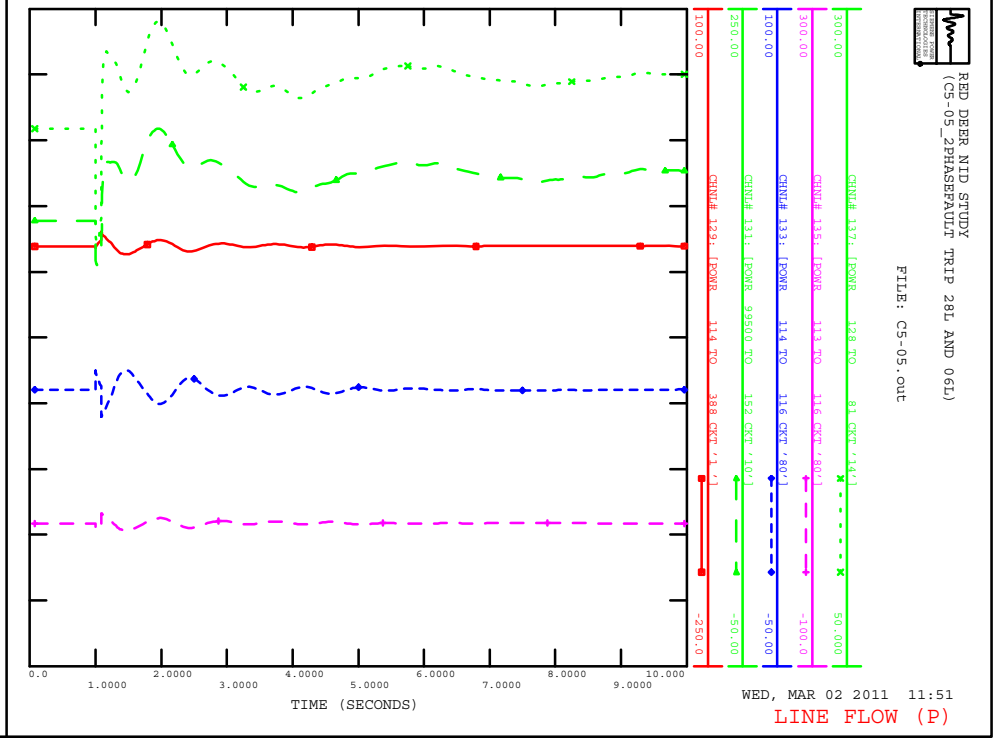

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

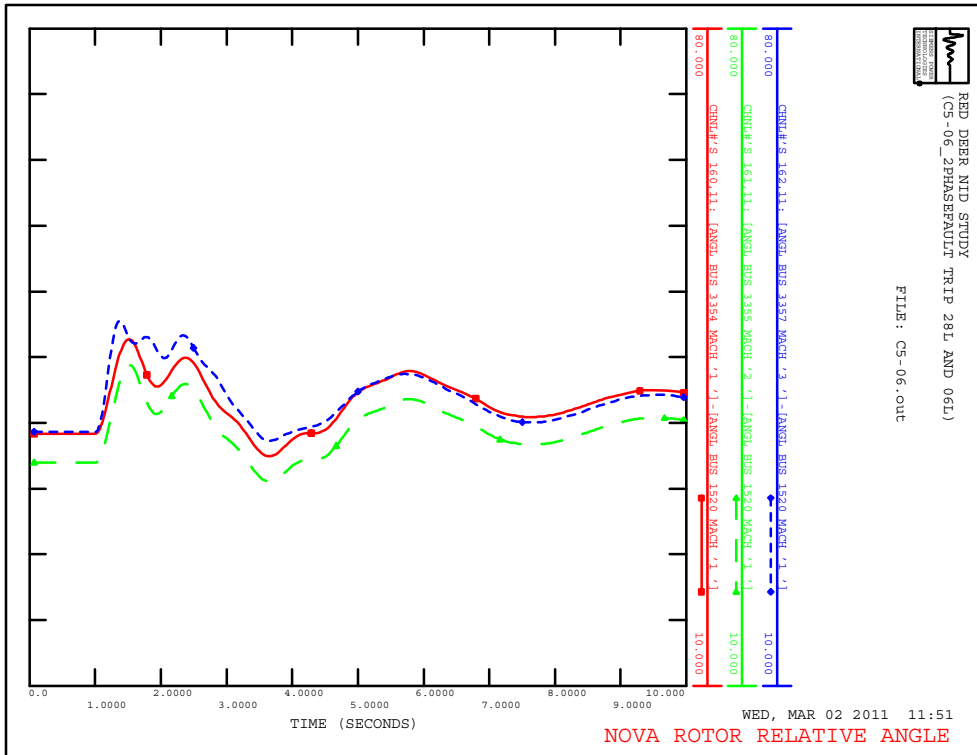

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

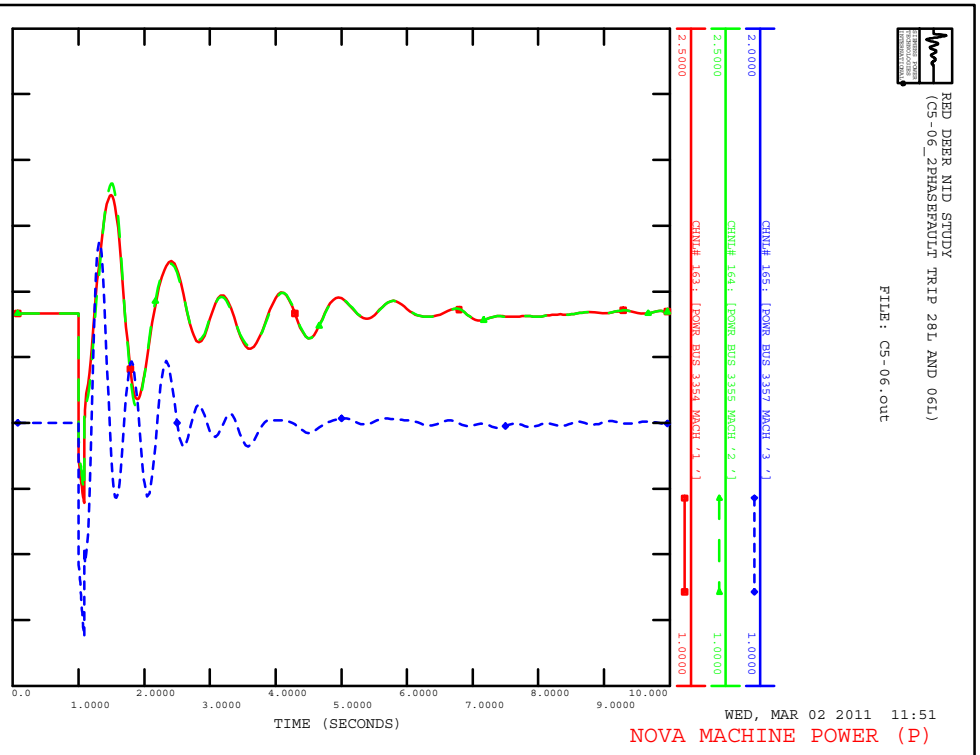

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

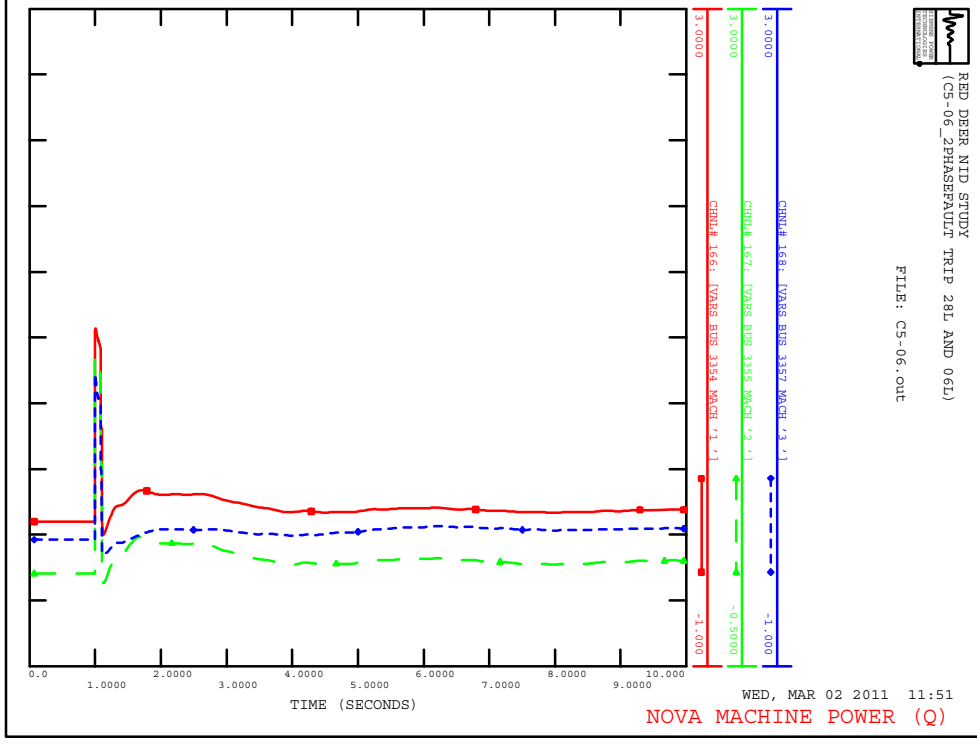

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

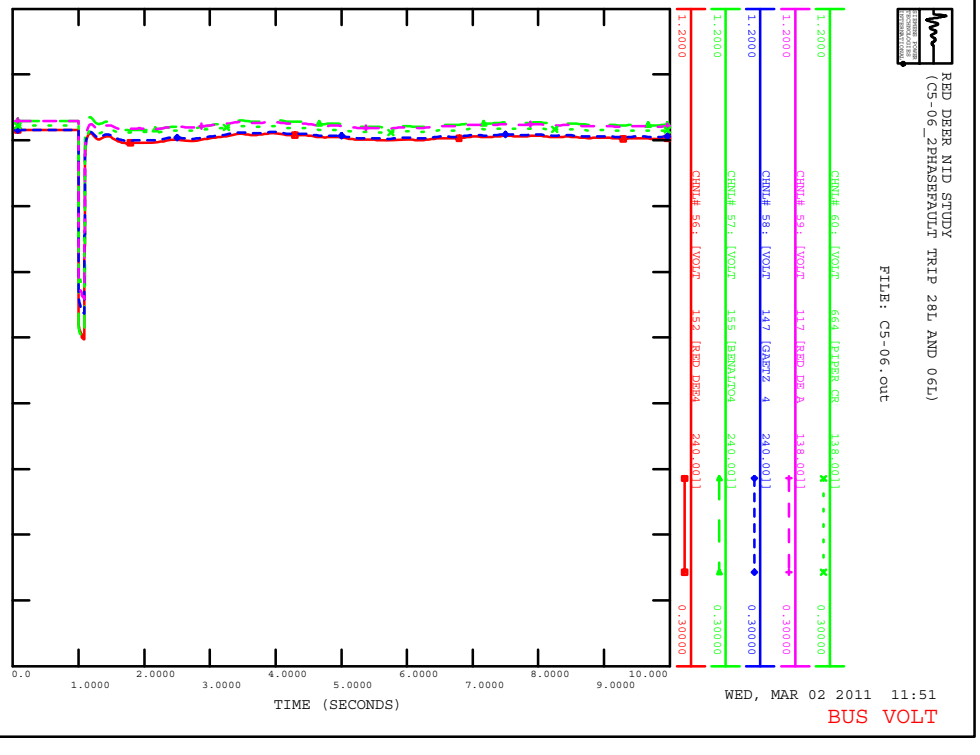

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

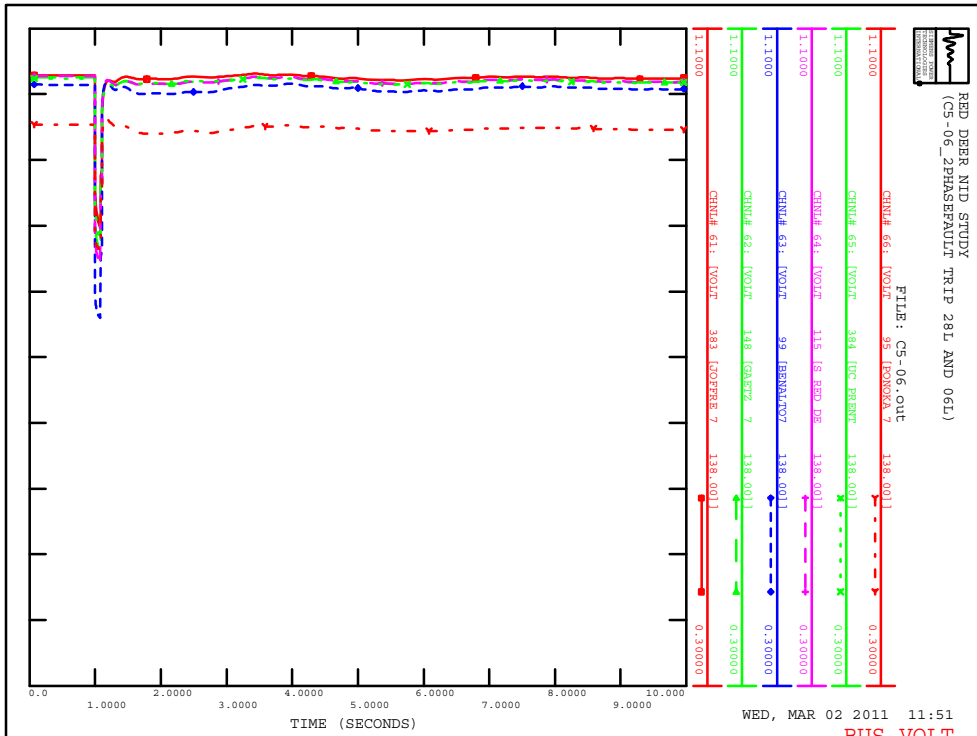

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

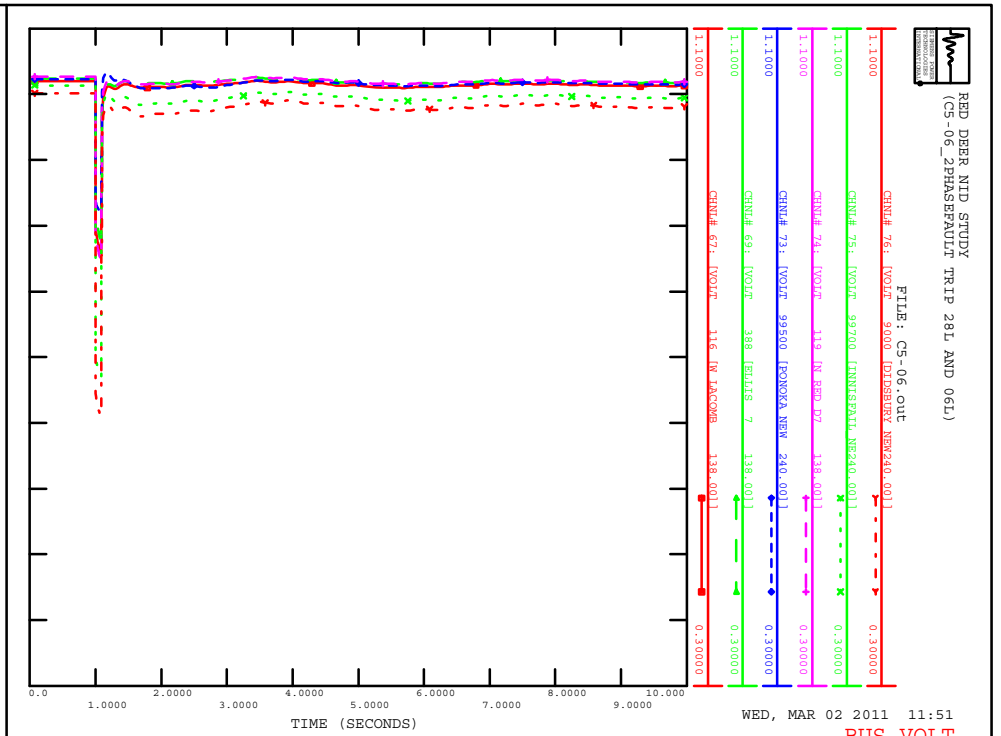

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

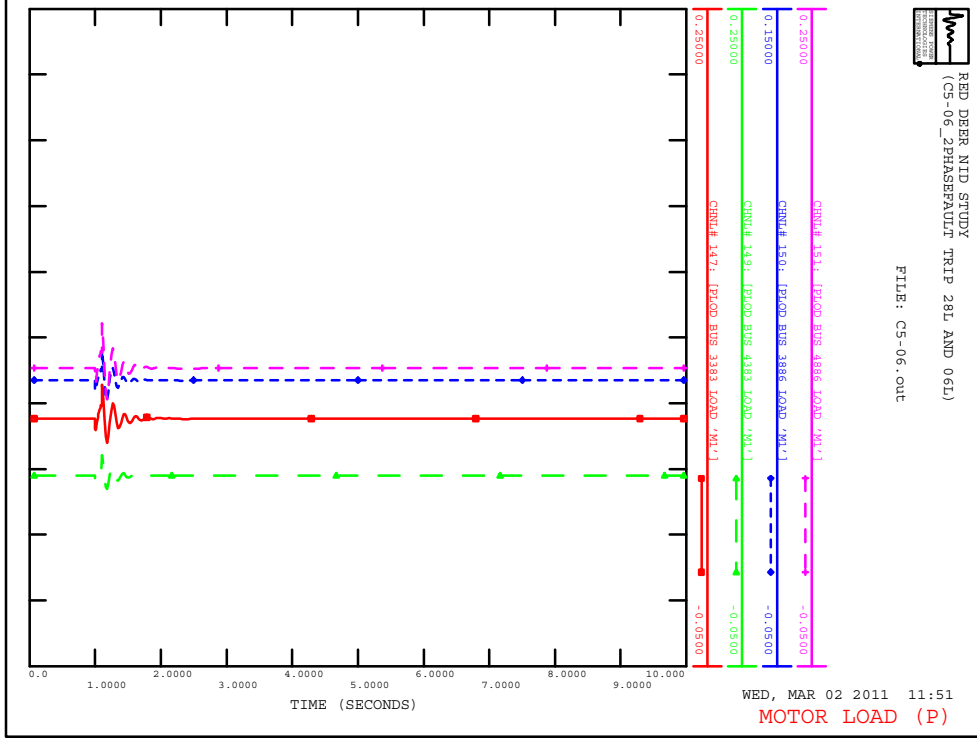

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

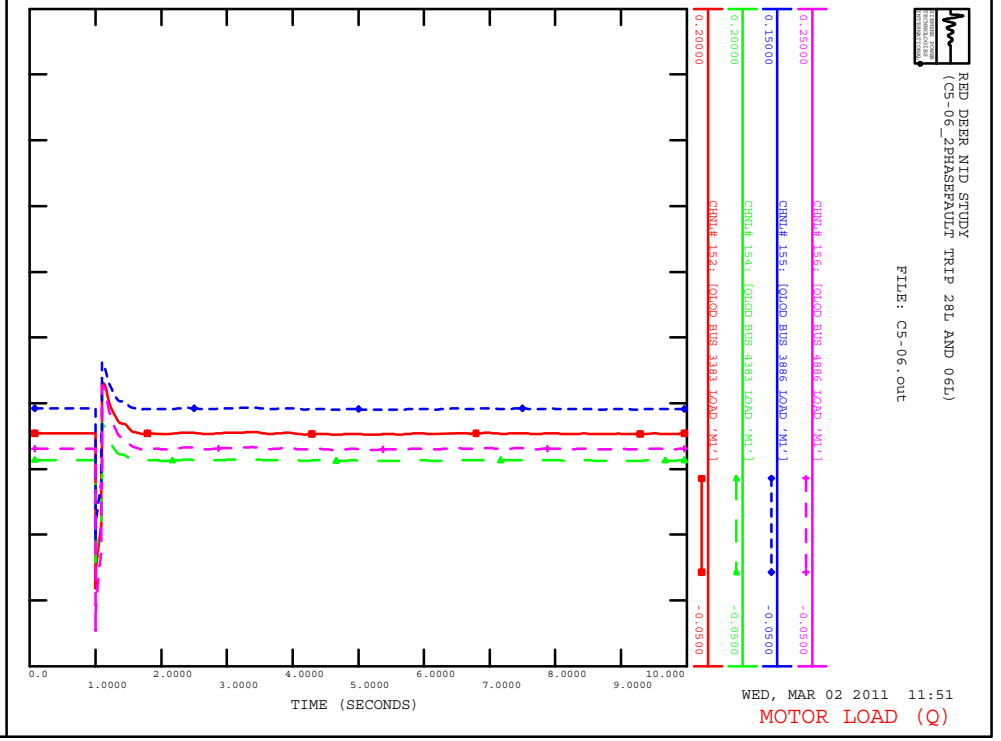

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

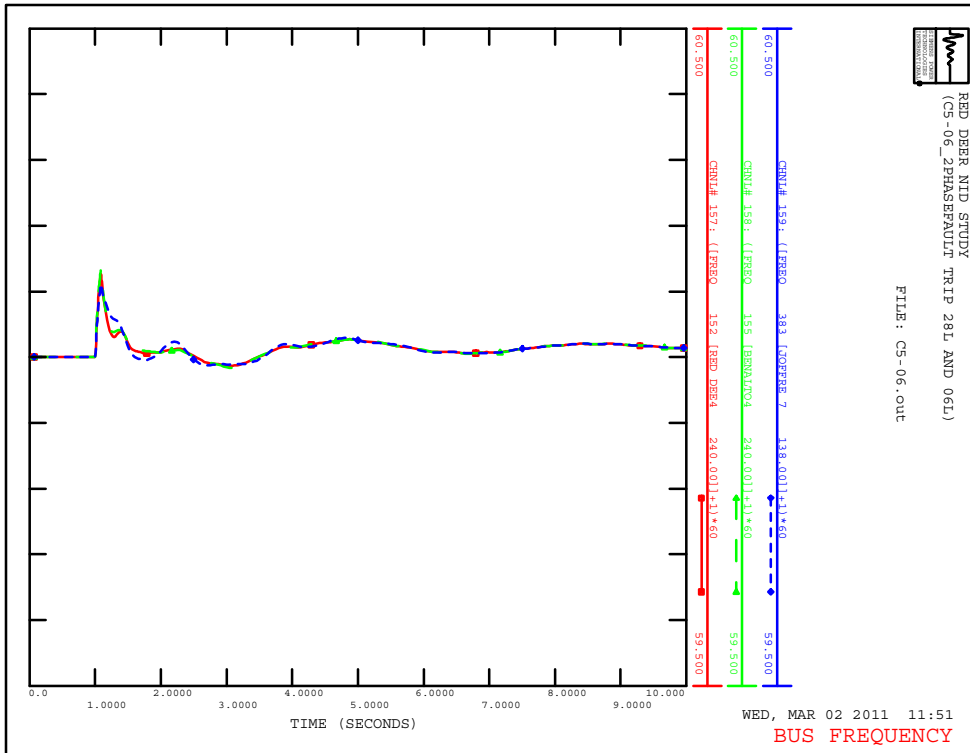

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

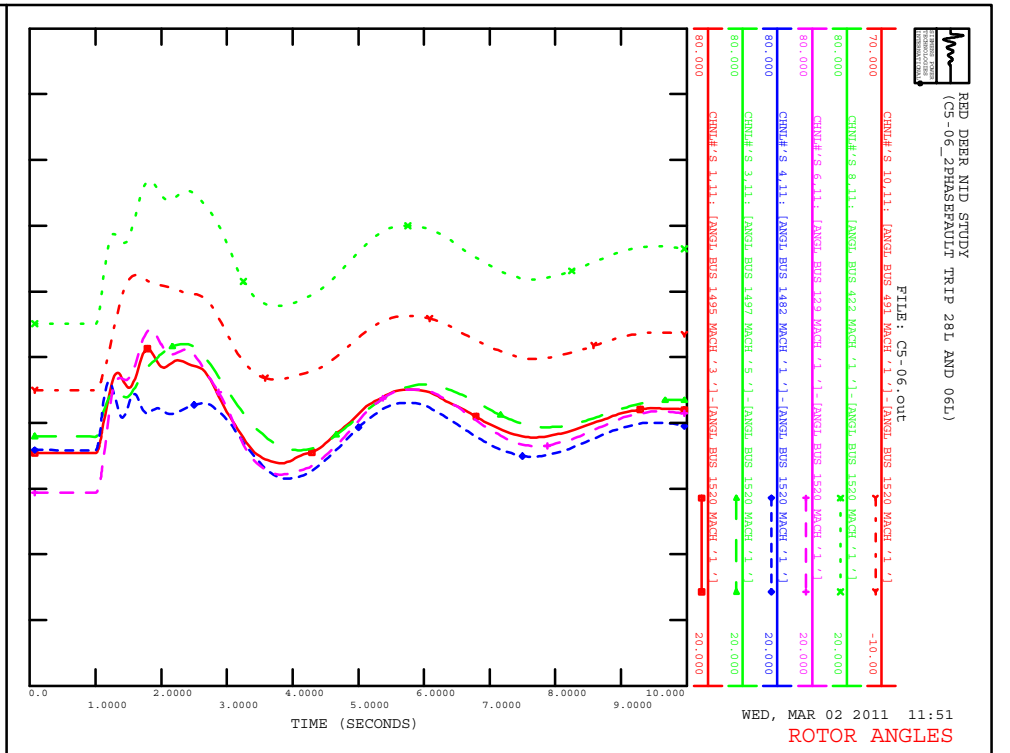

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

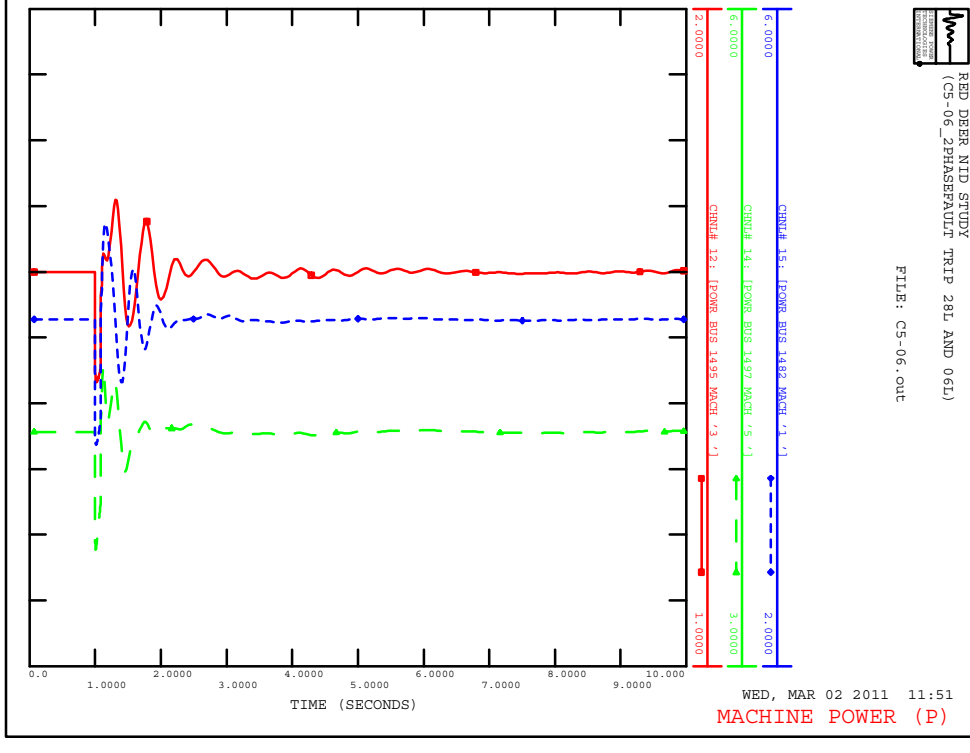

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

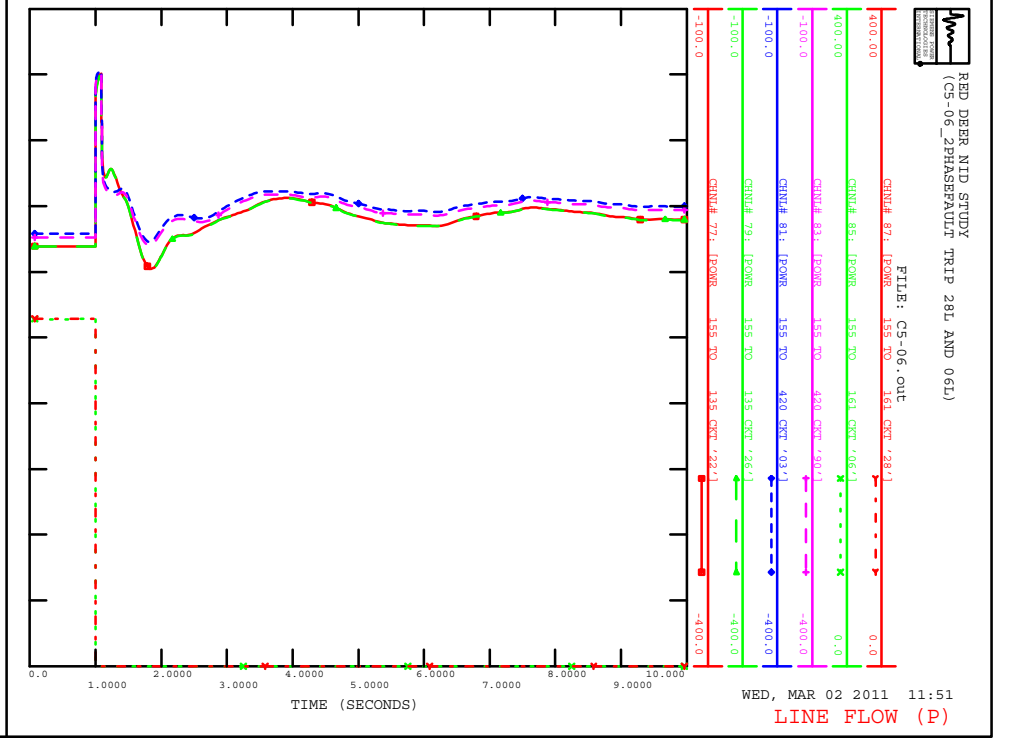

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

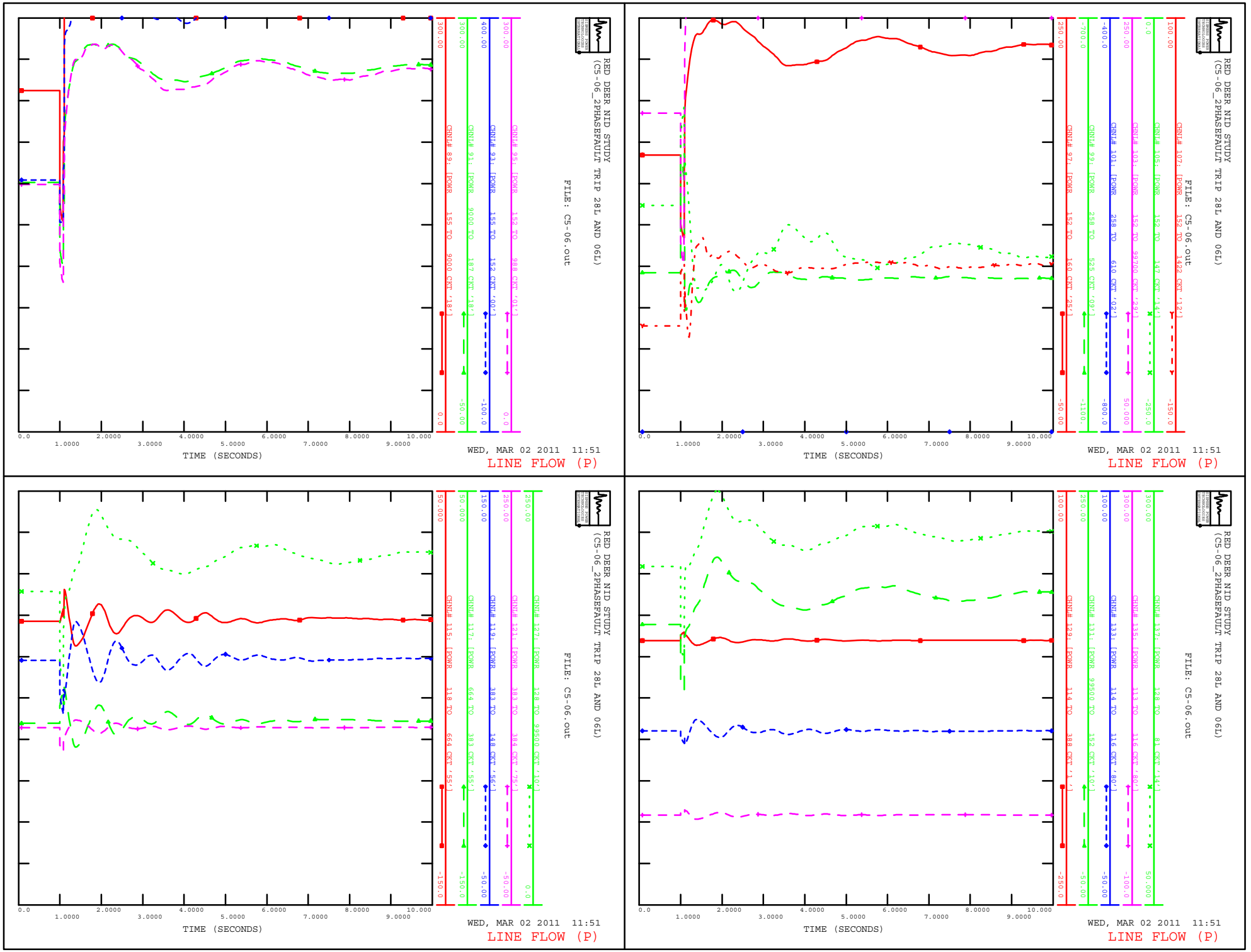

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

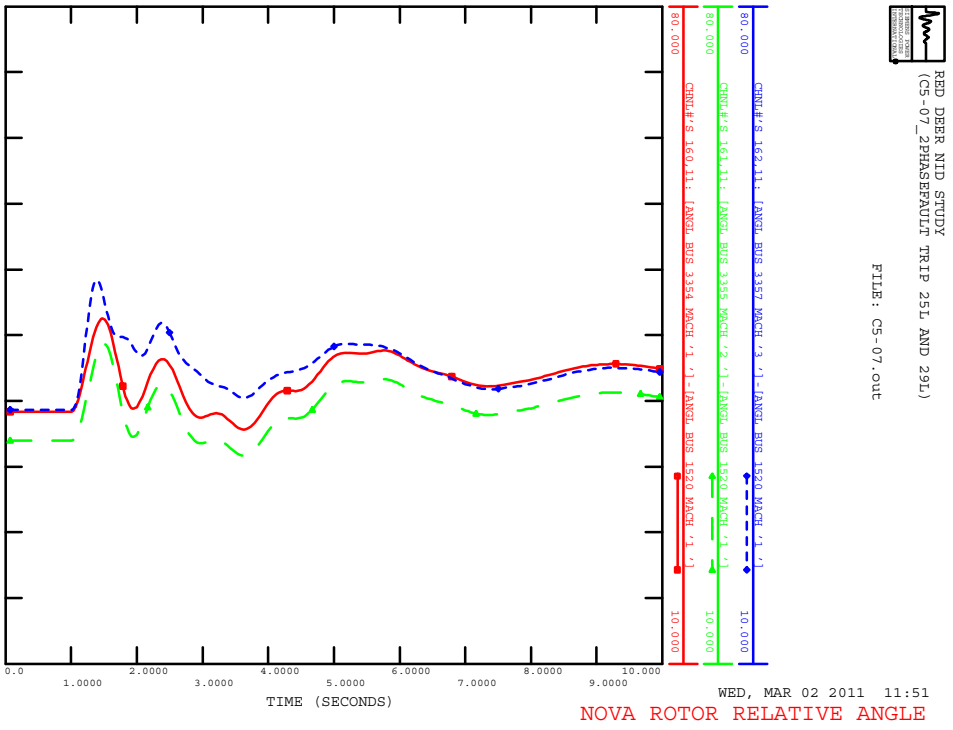

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

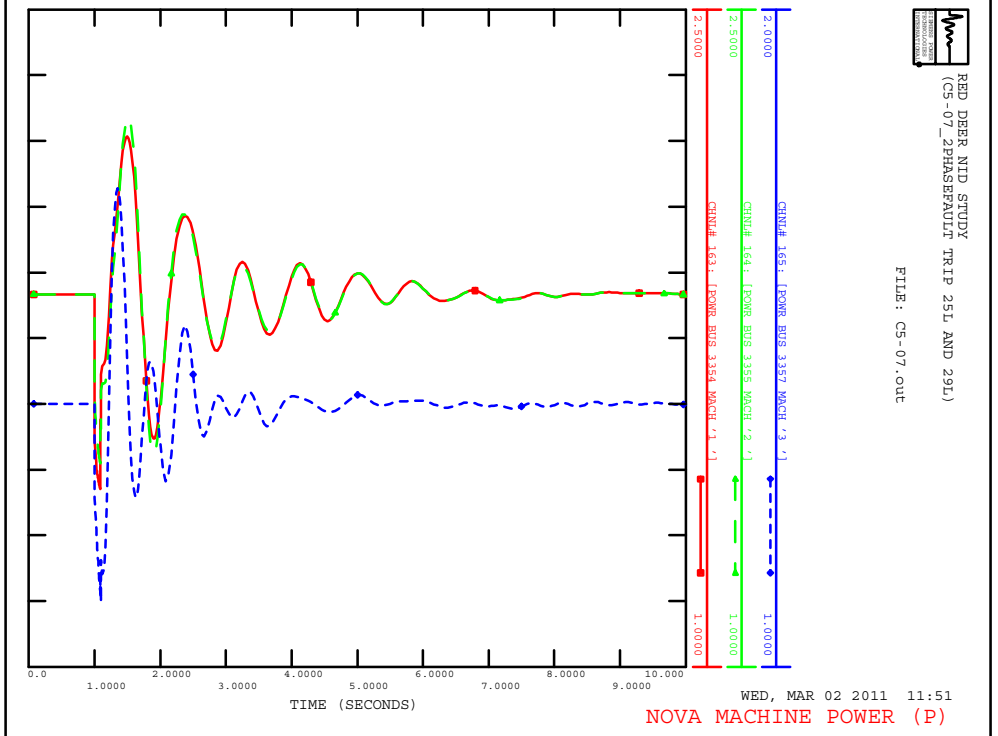

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

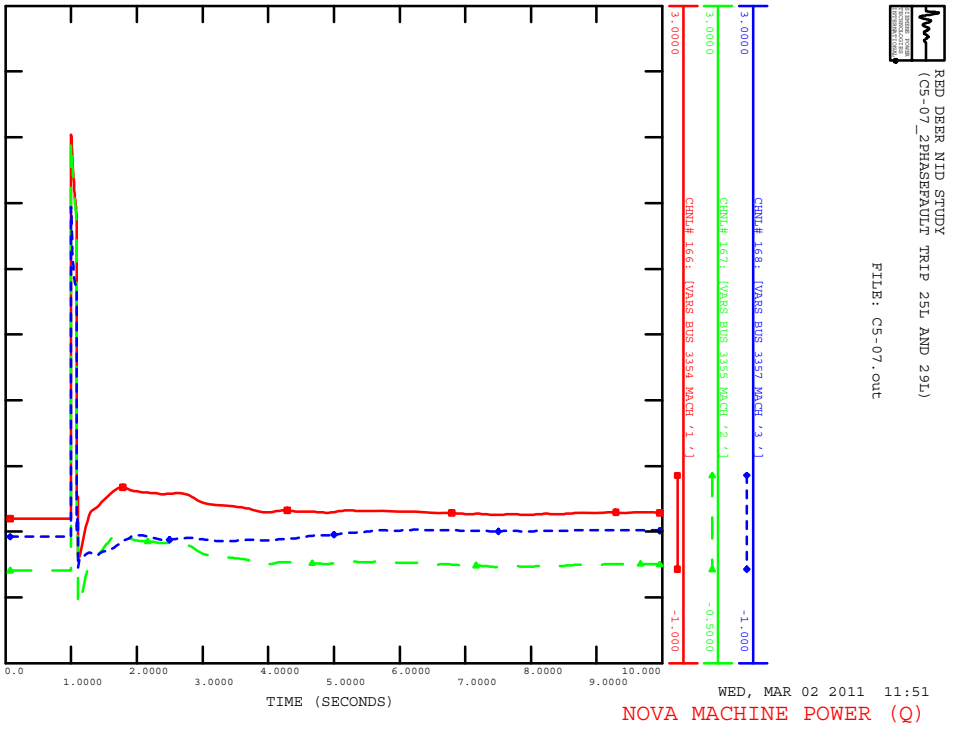

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

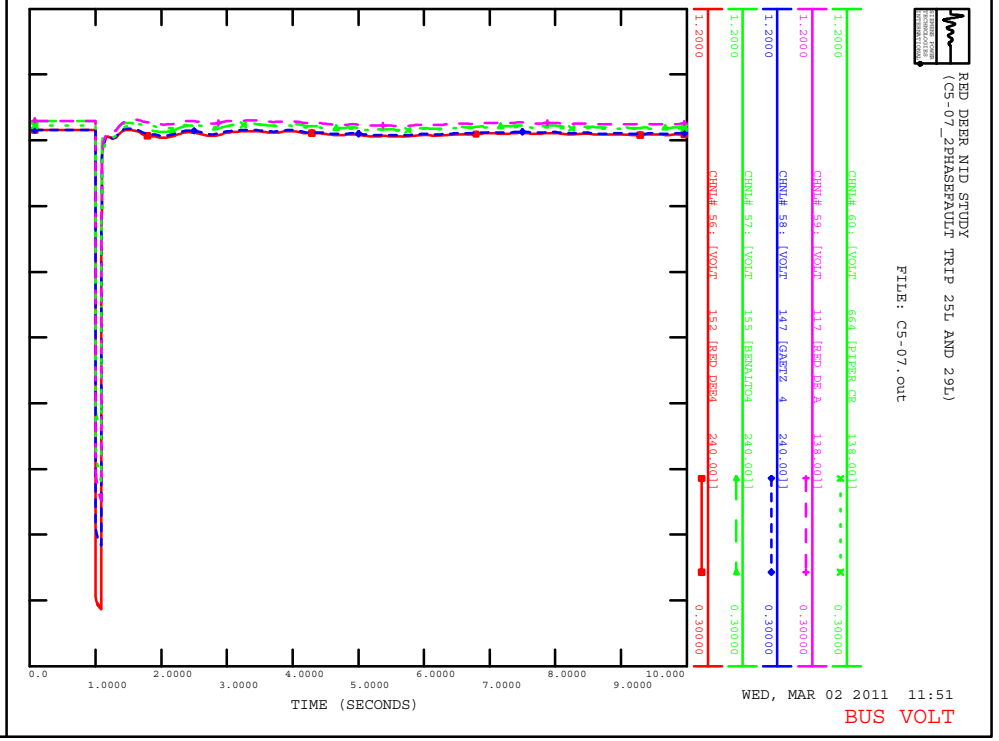

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

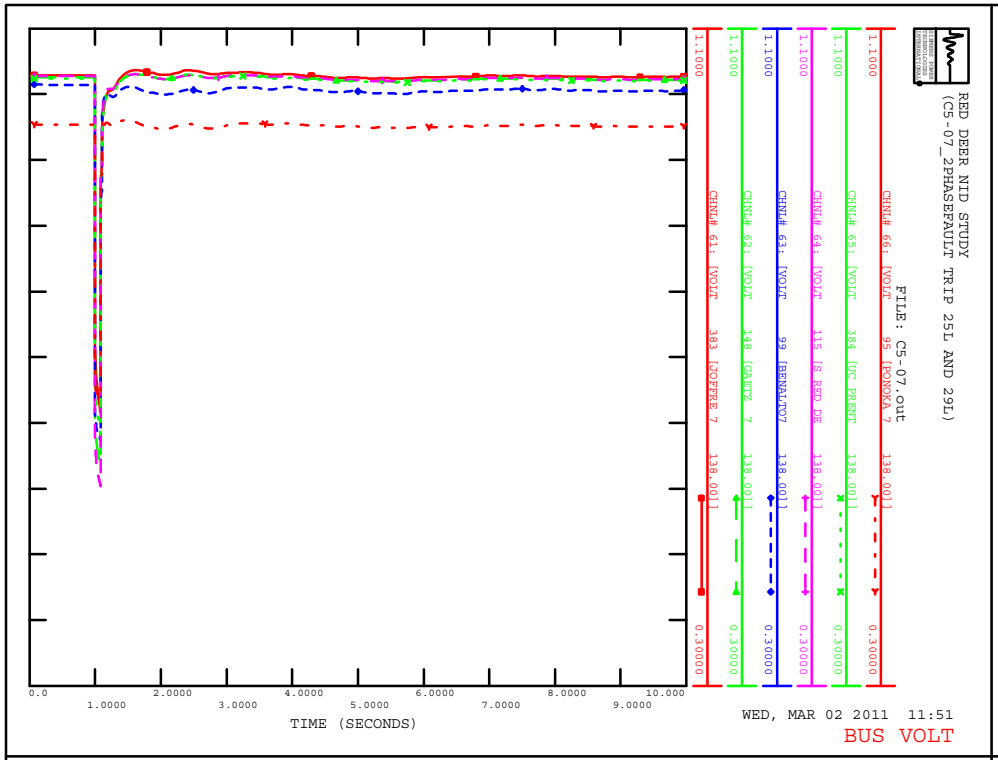

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

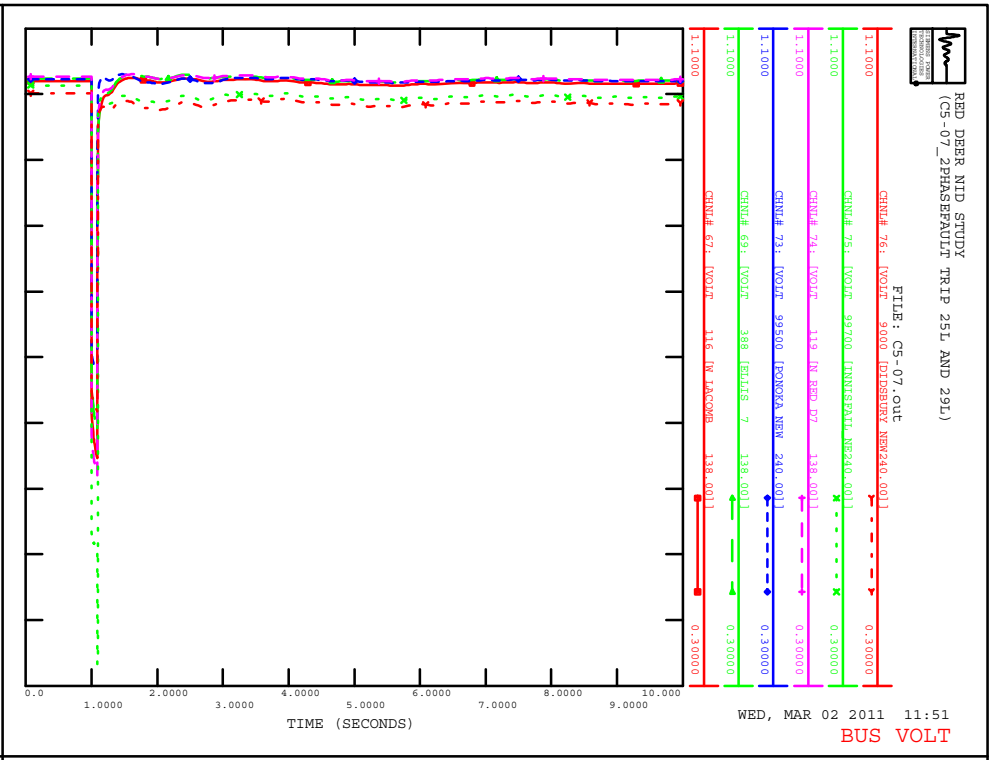

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

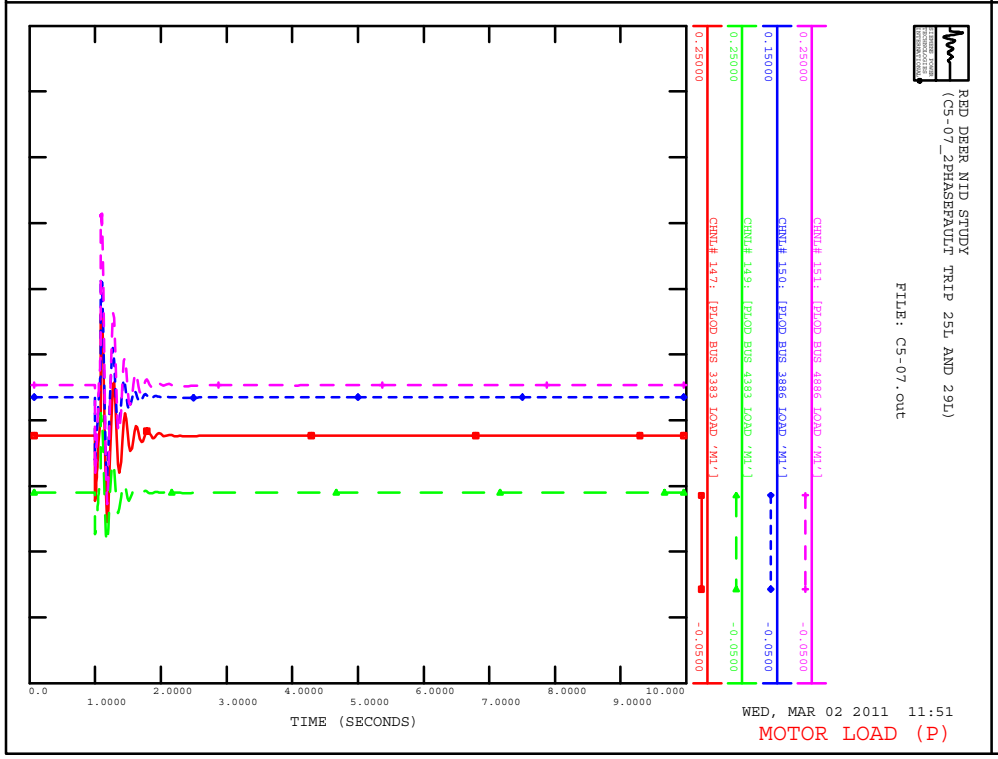

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

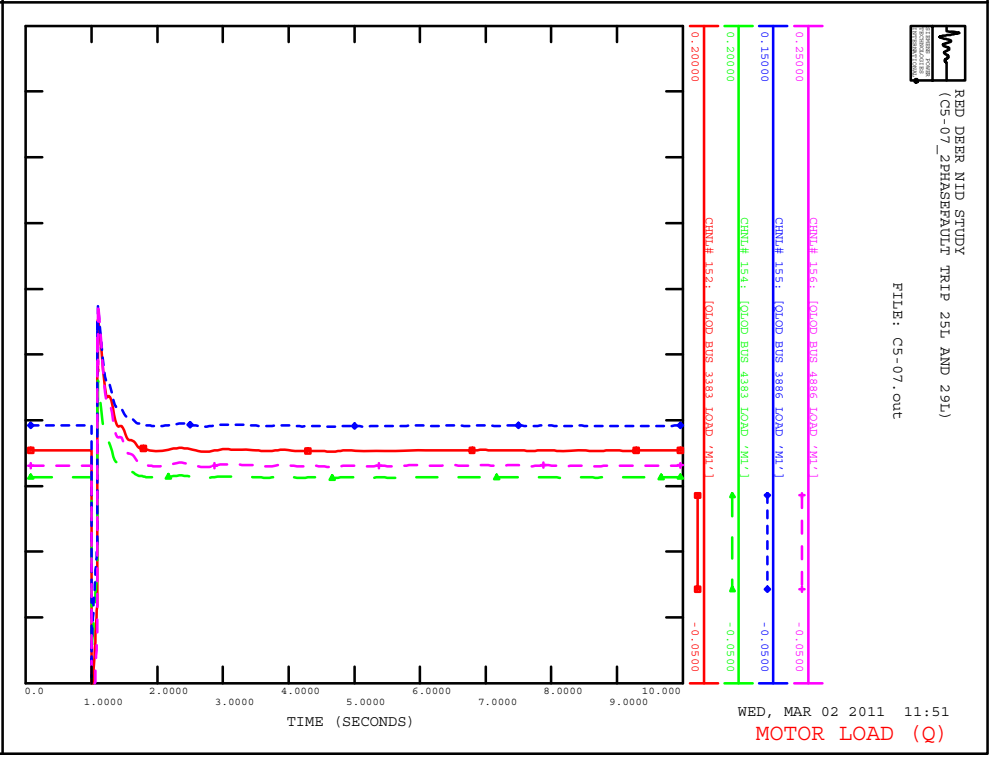

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

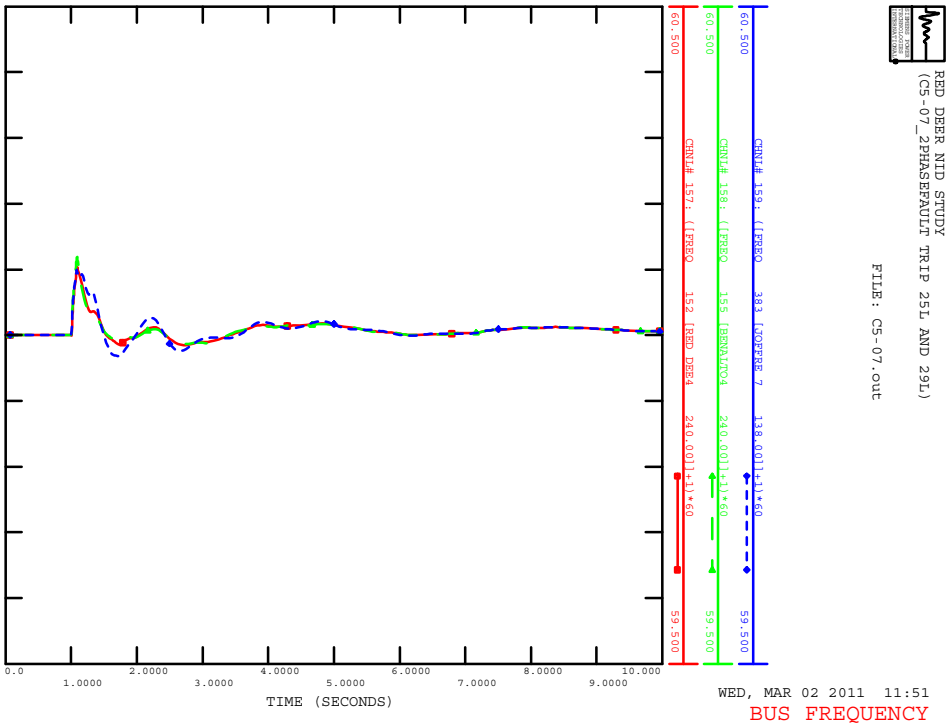

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

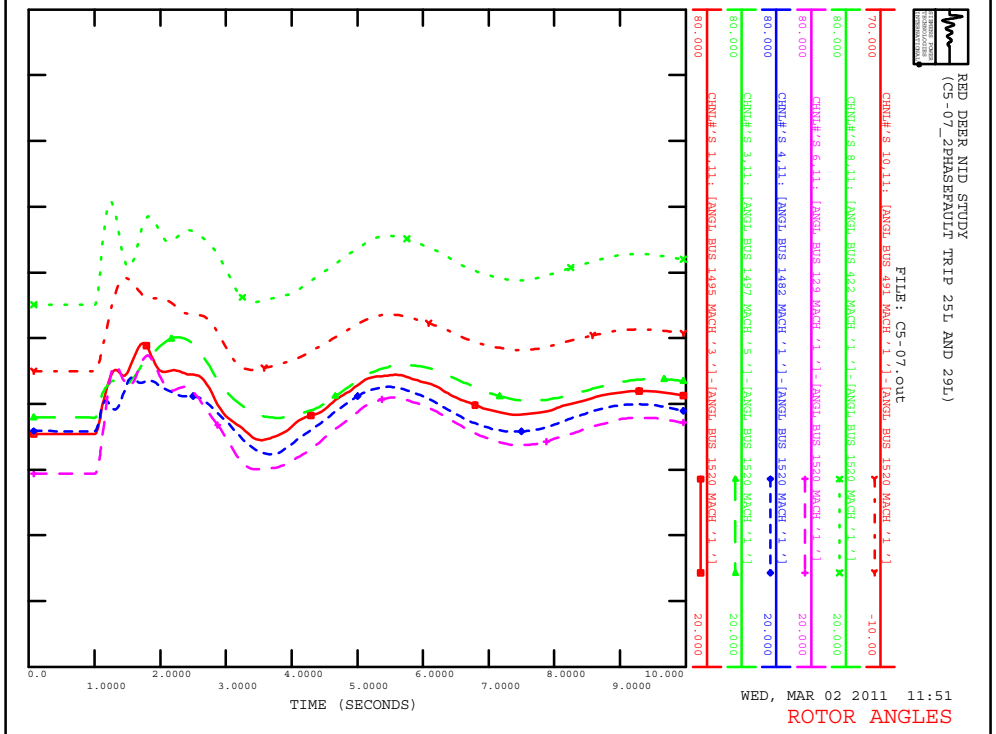

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

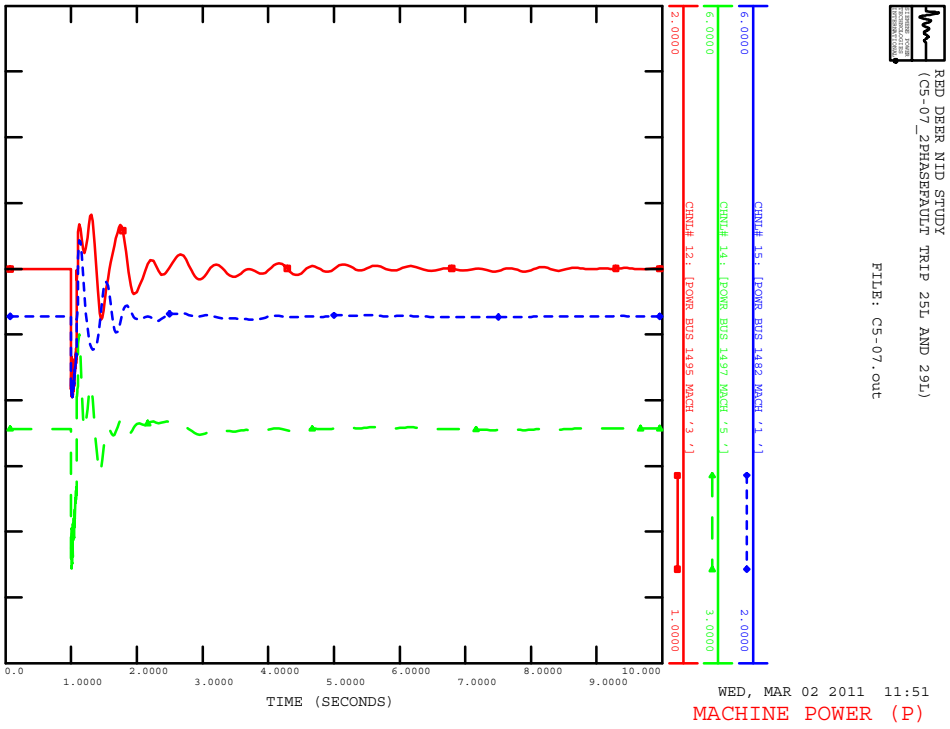

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

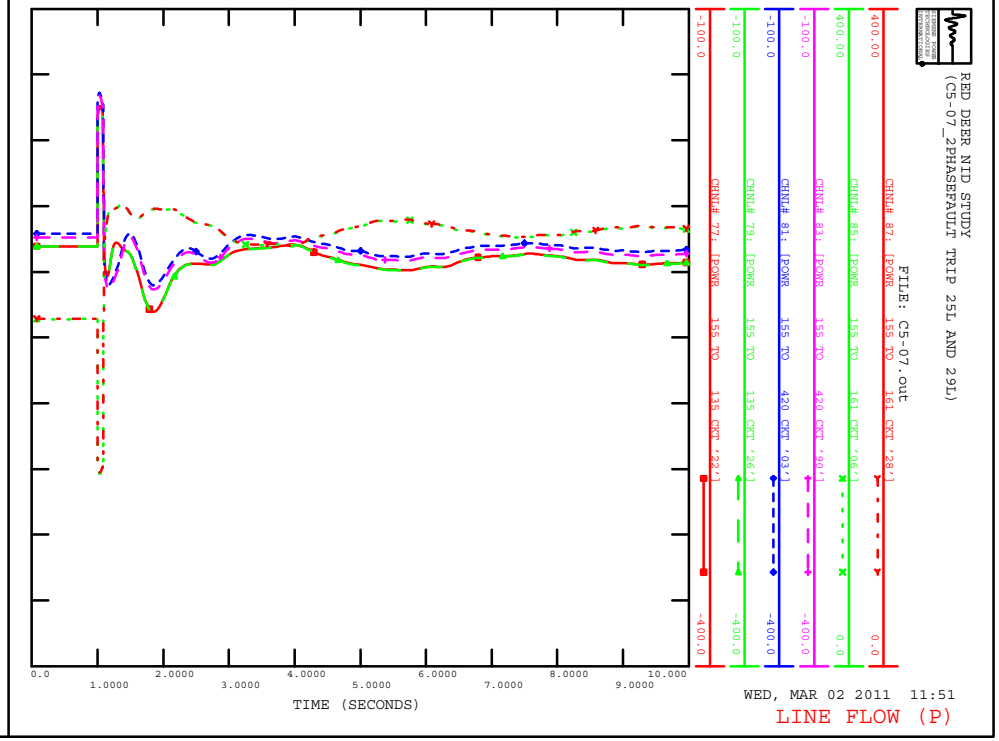

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

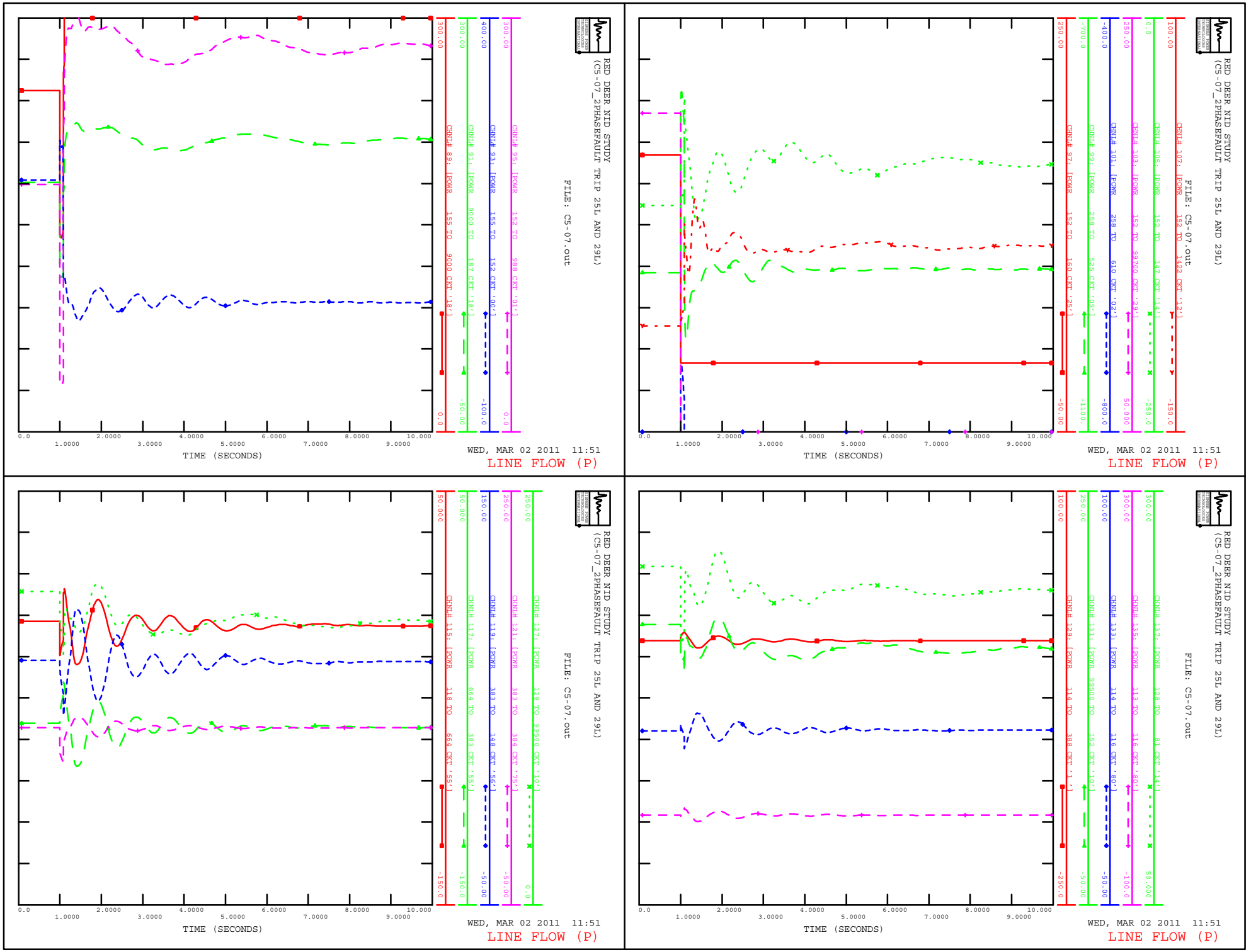

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

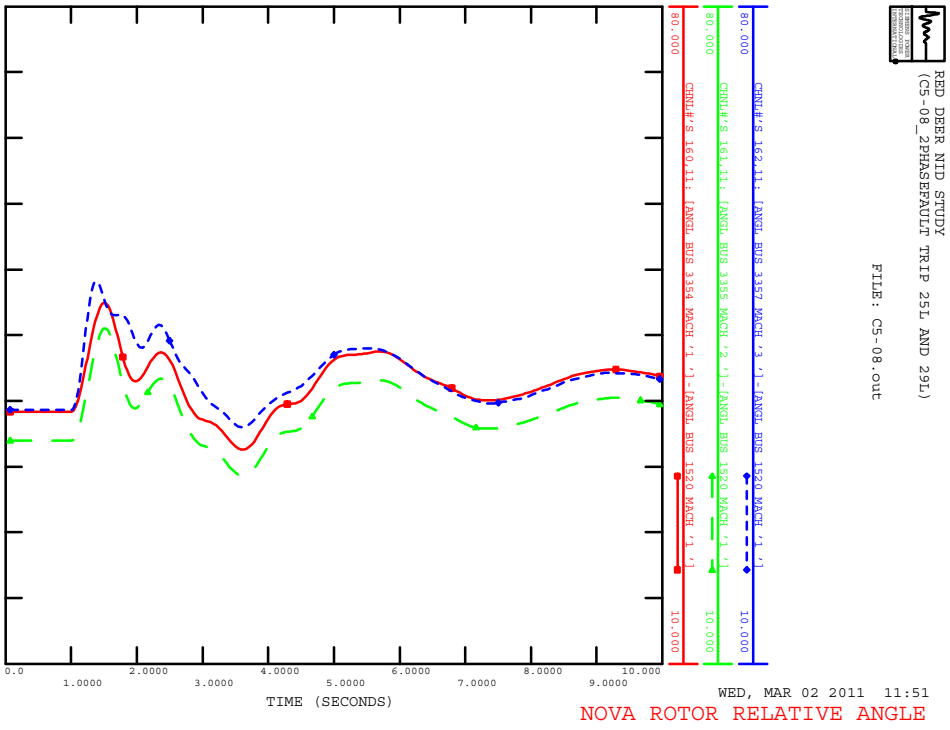

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

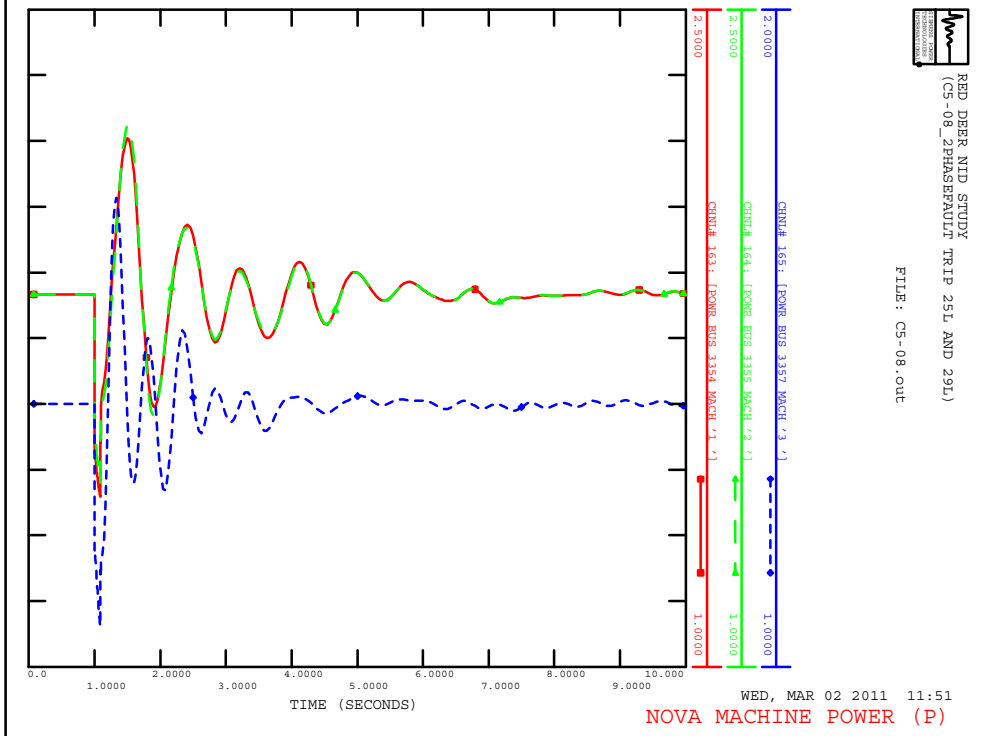

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

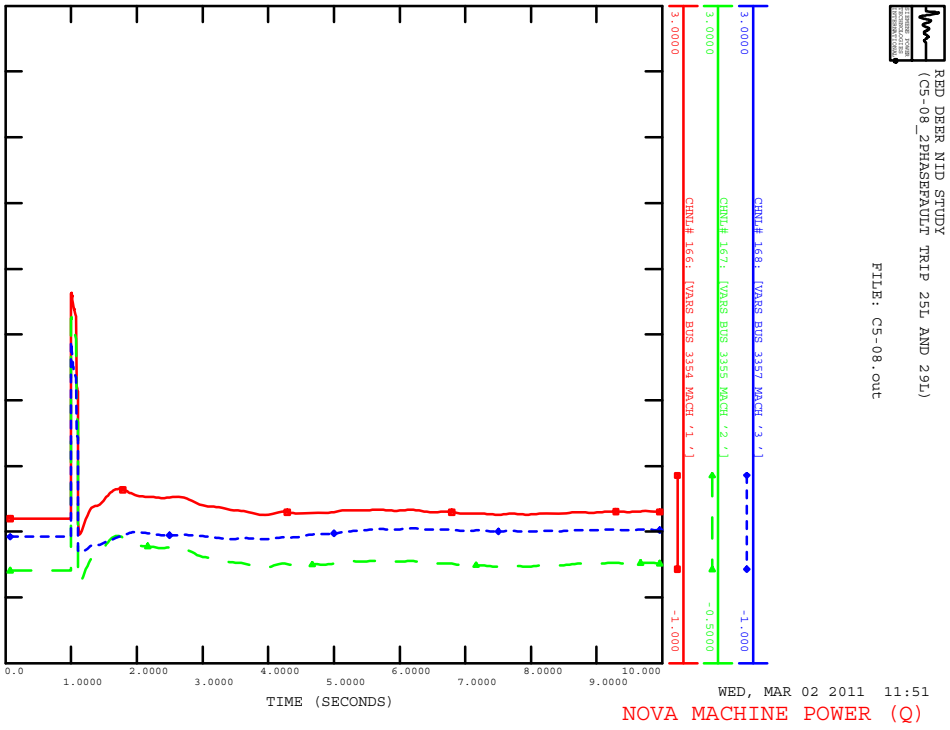

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

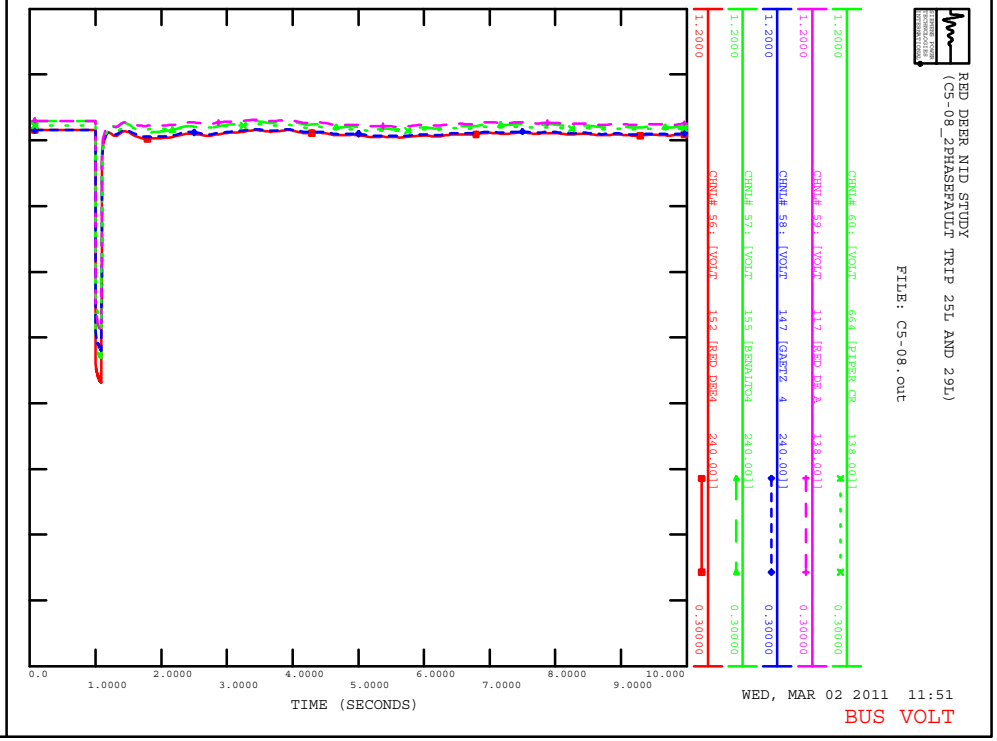

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

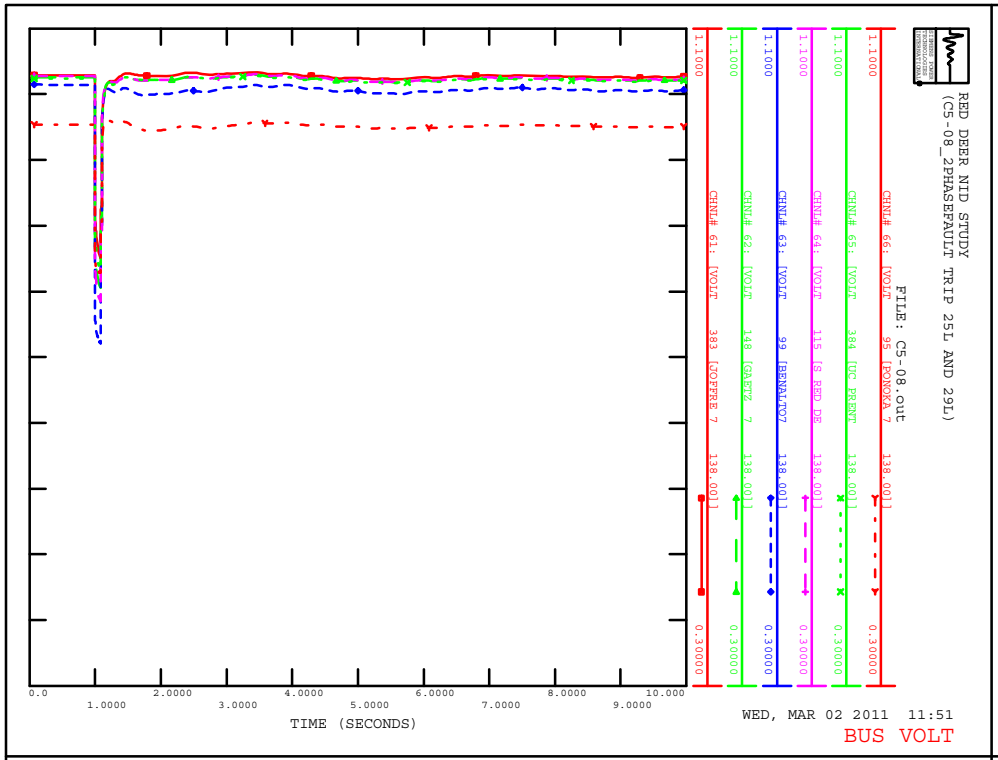

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

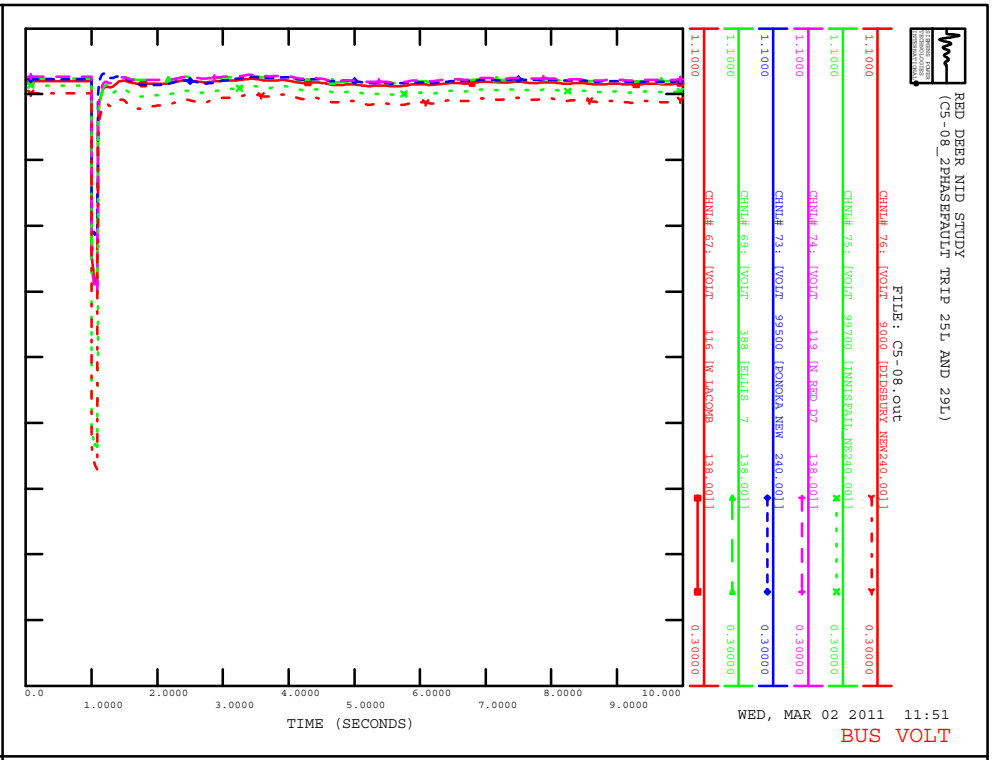

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

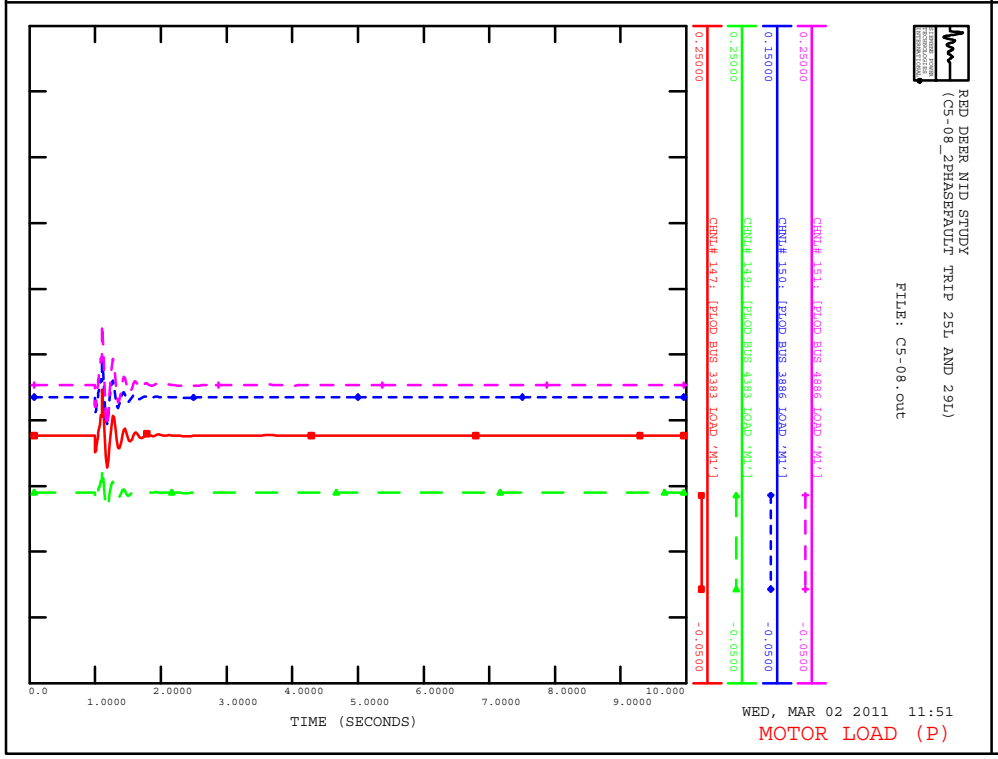

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

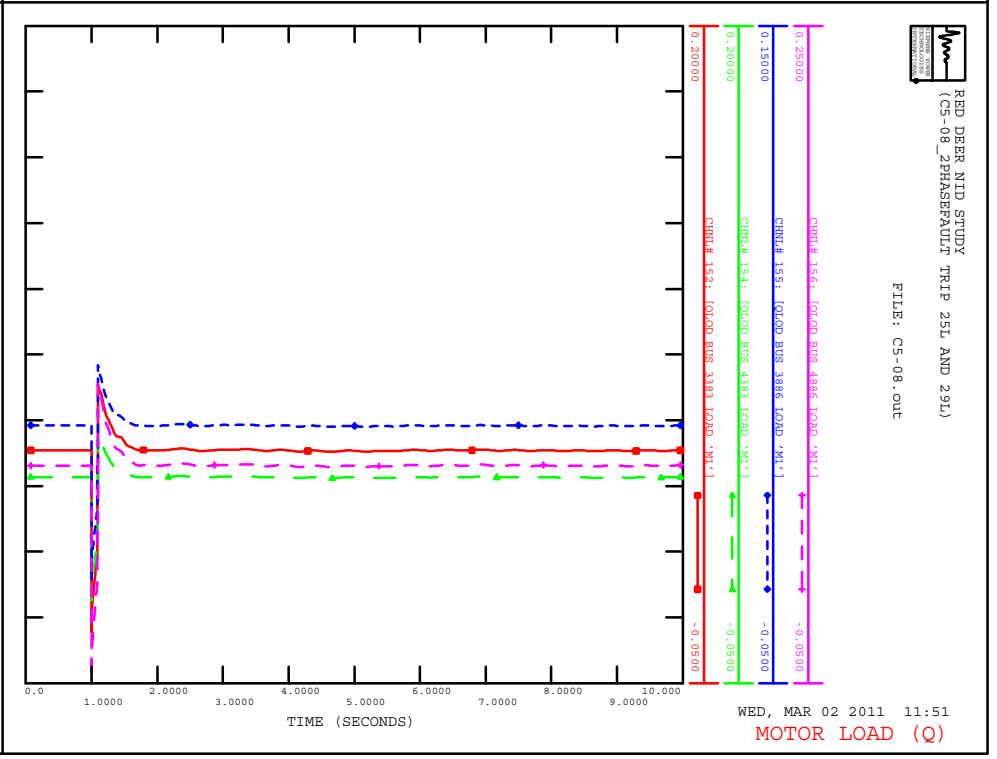

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

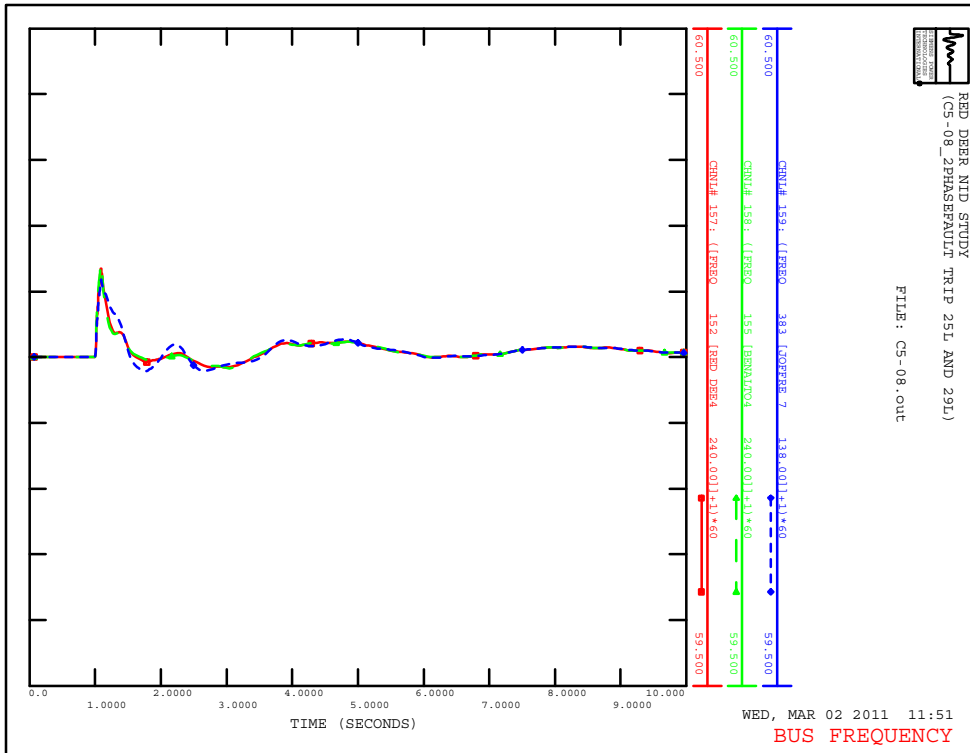

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

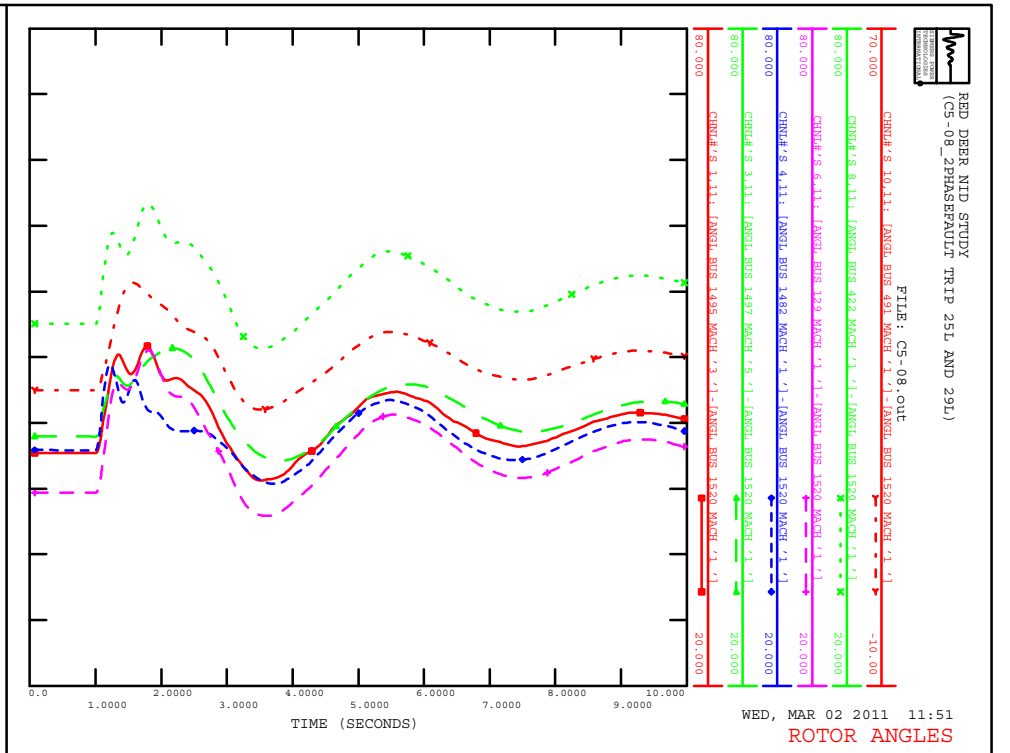

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

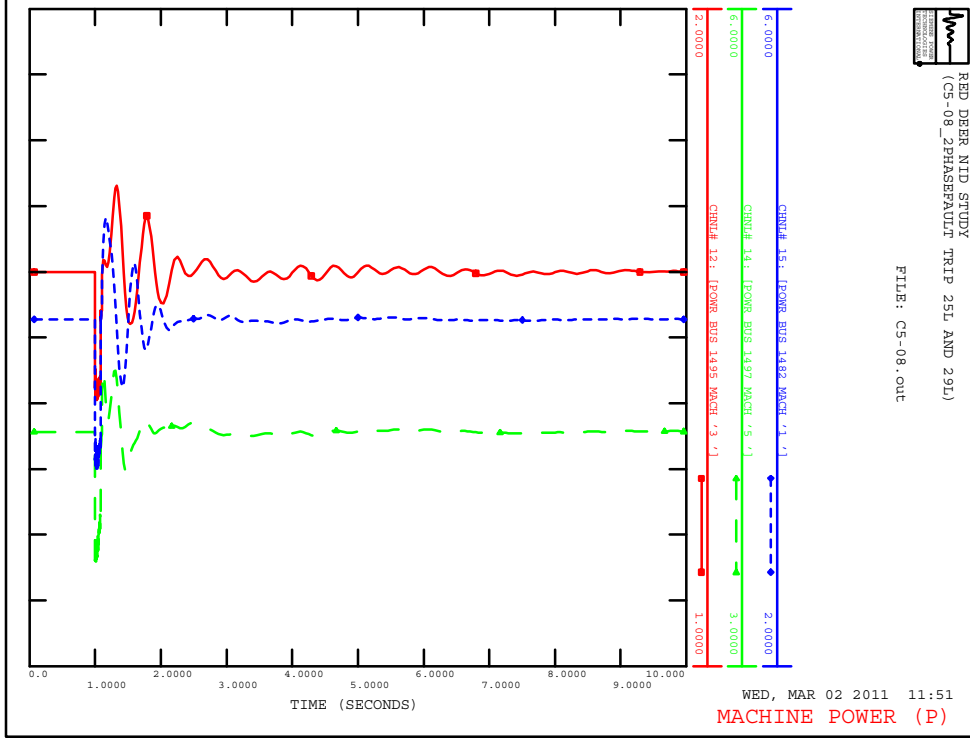

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

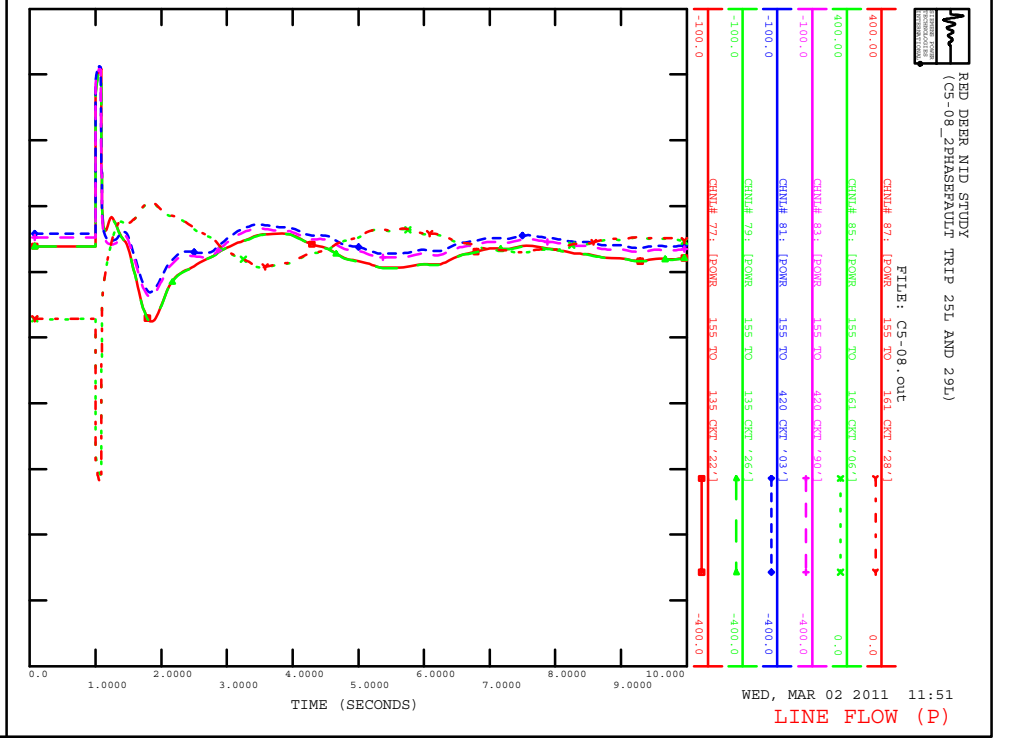

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

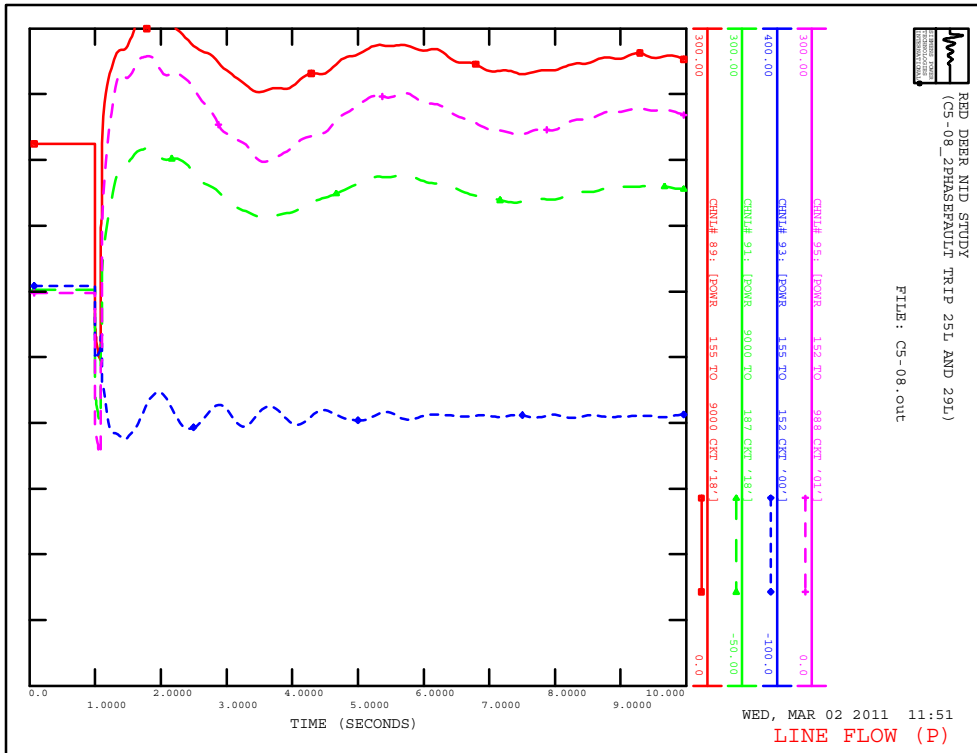

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

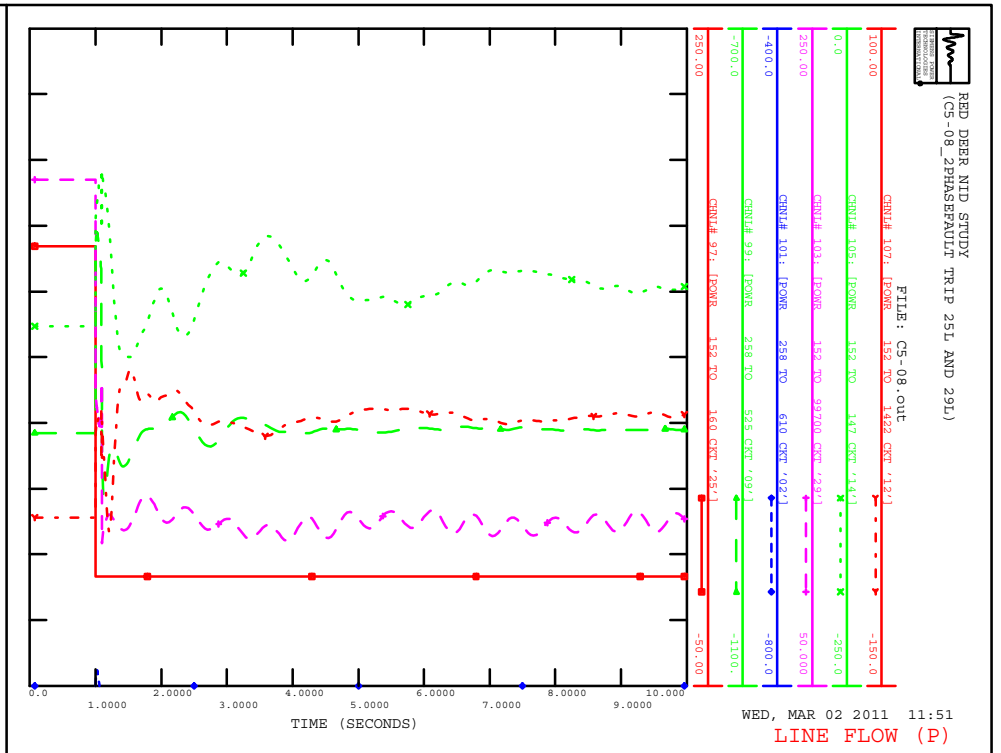

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

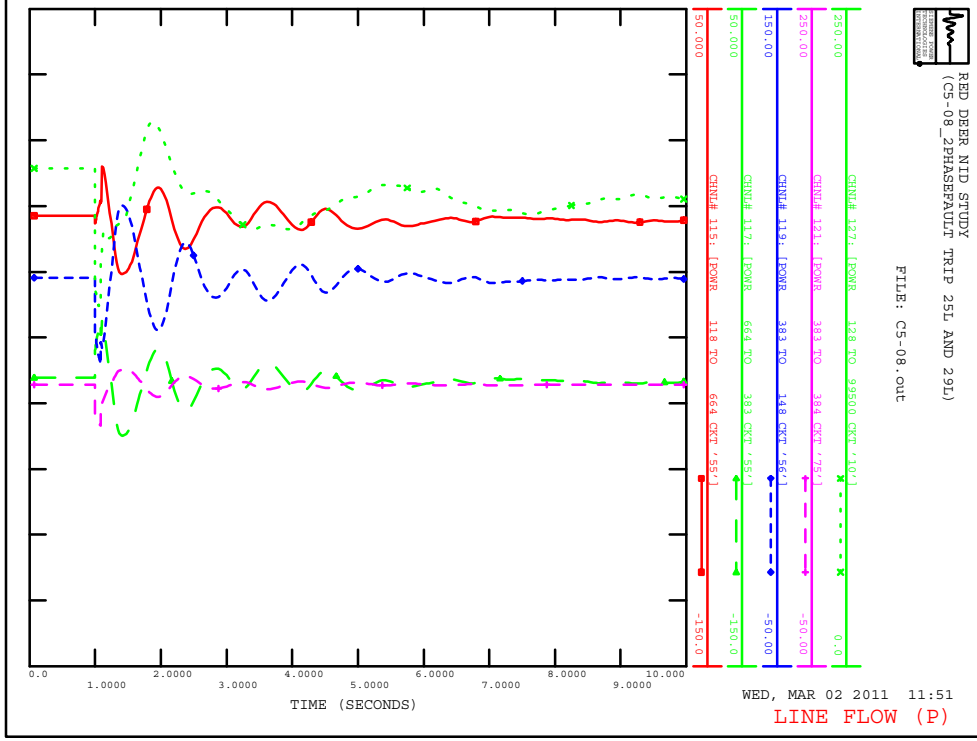

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

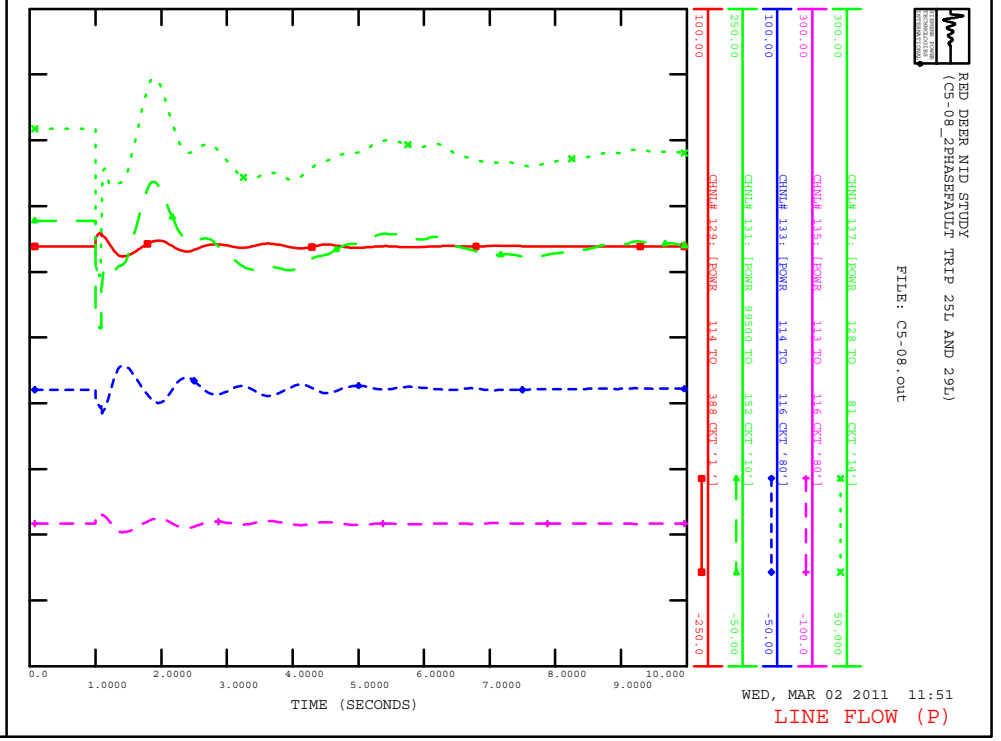

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

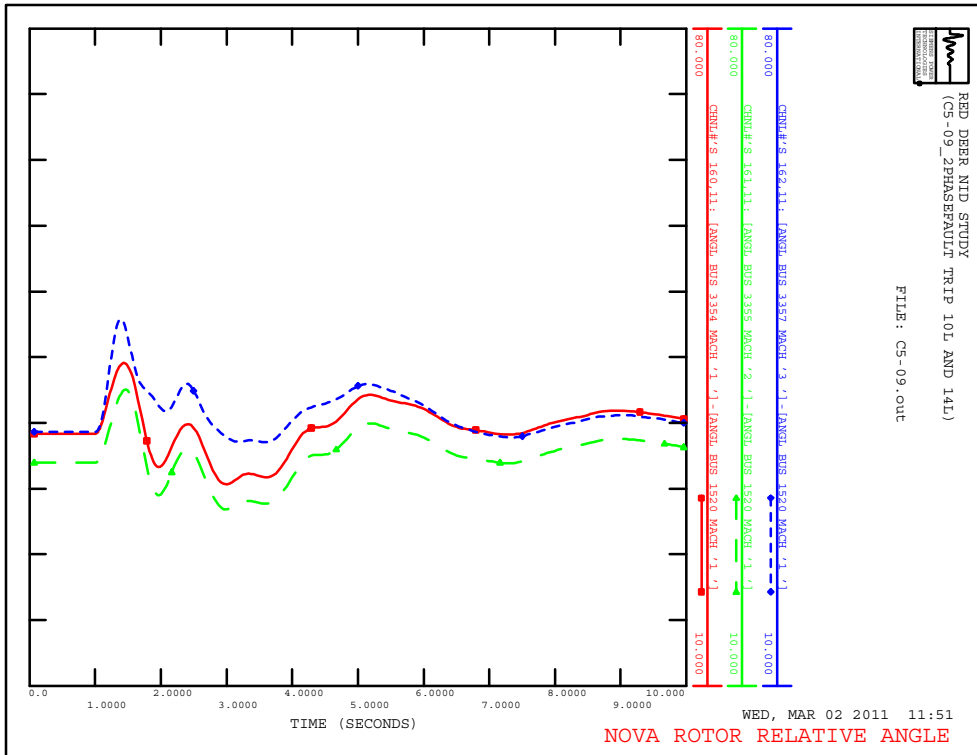

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

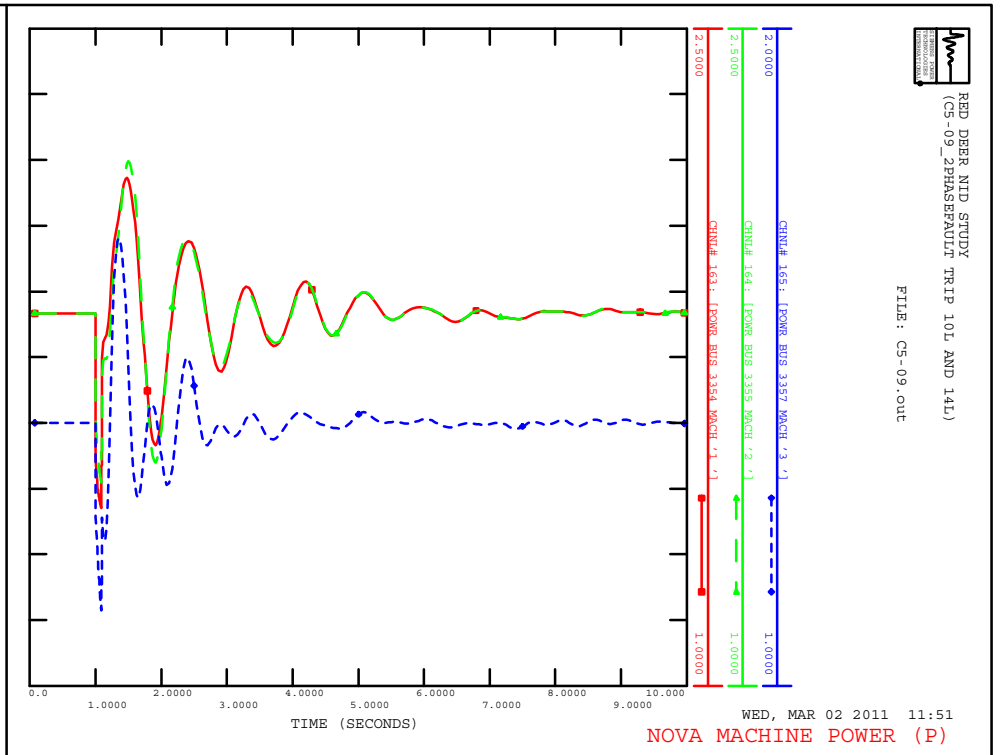

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

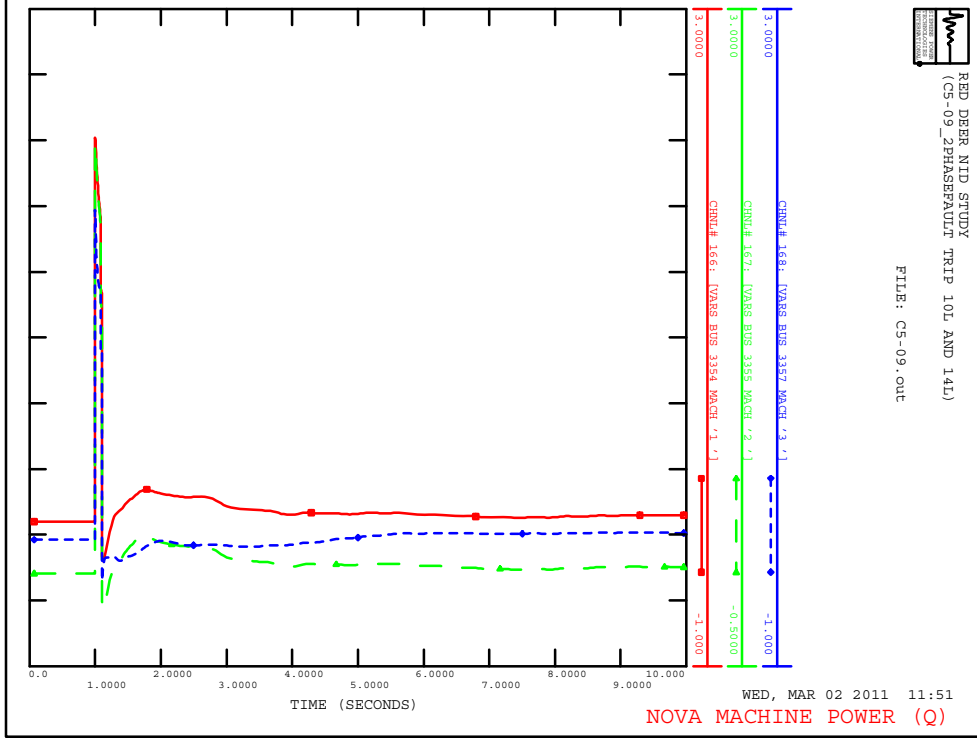

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

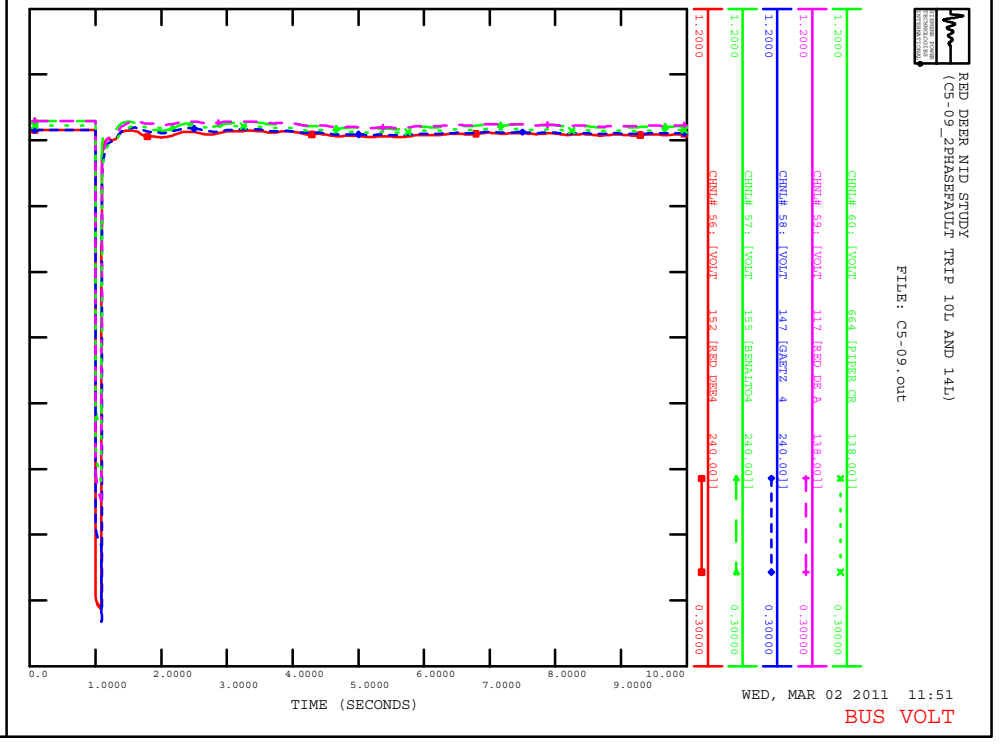

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
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TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

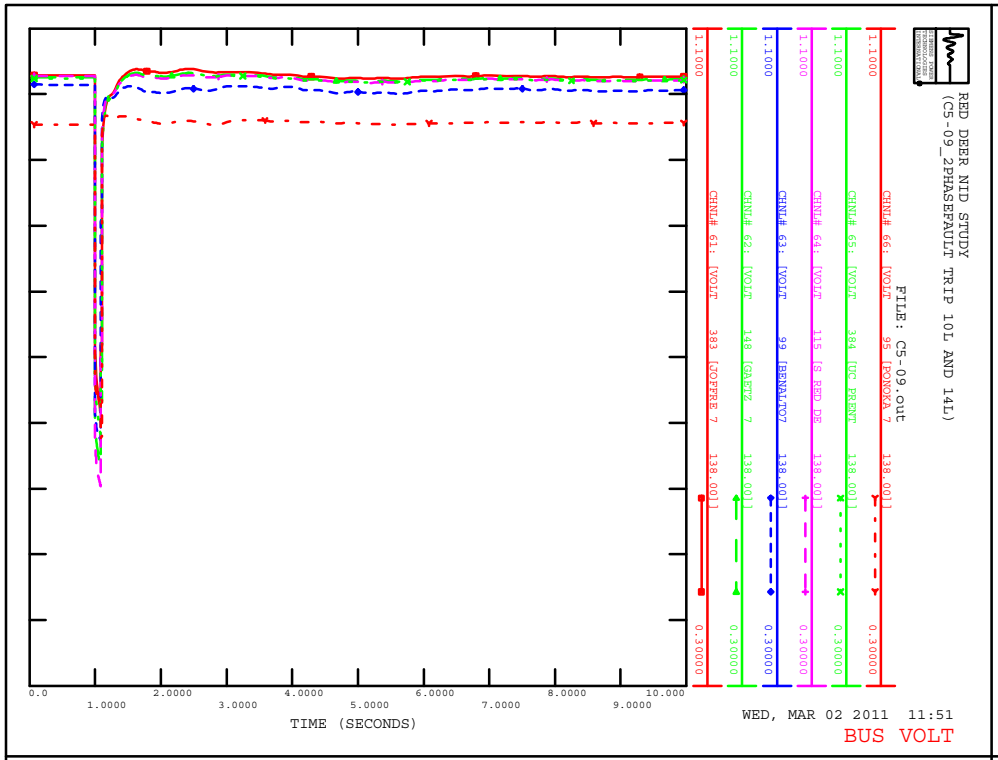

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
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TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

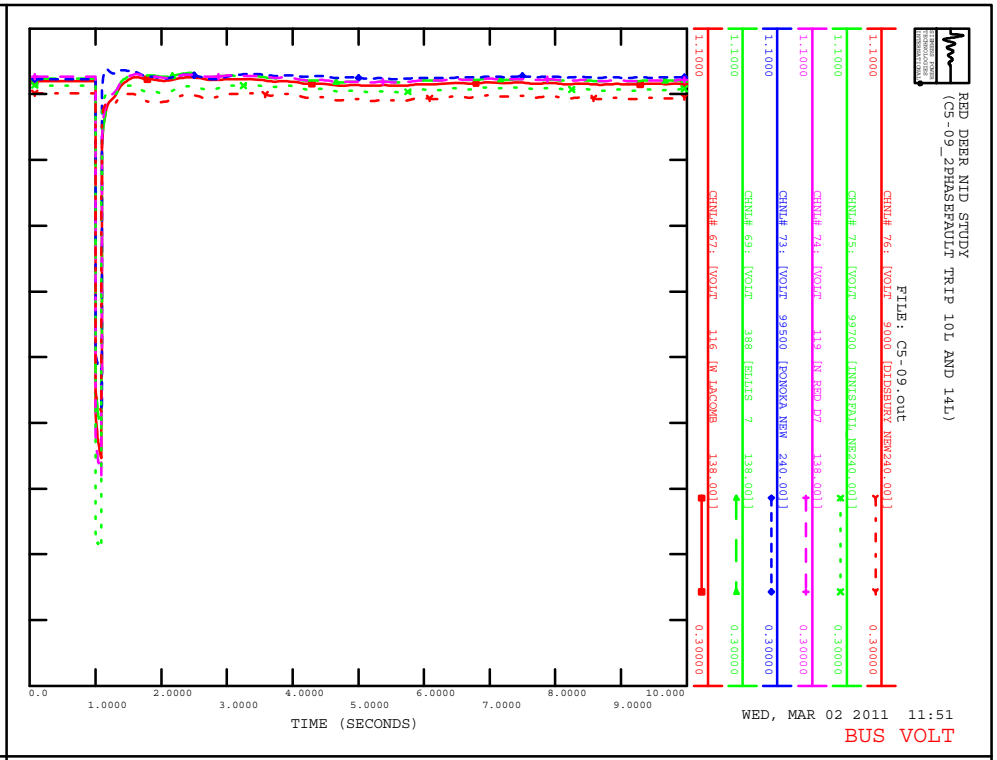

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

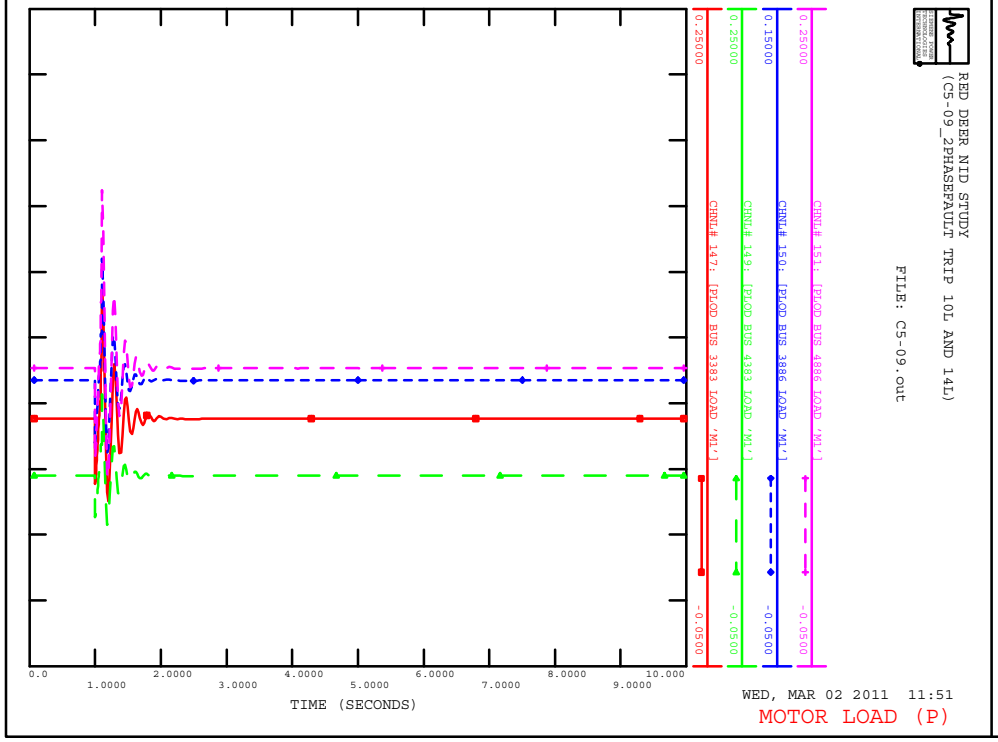

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

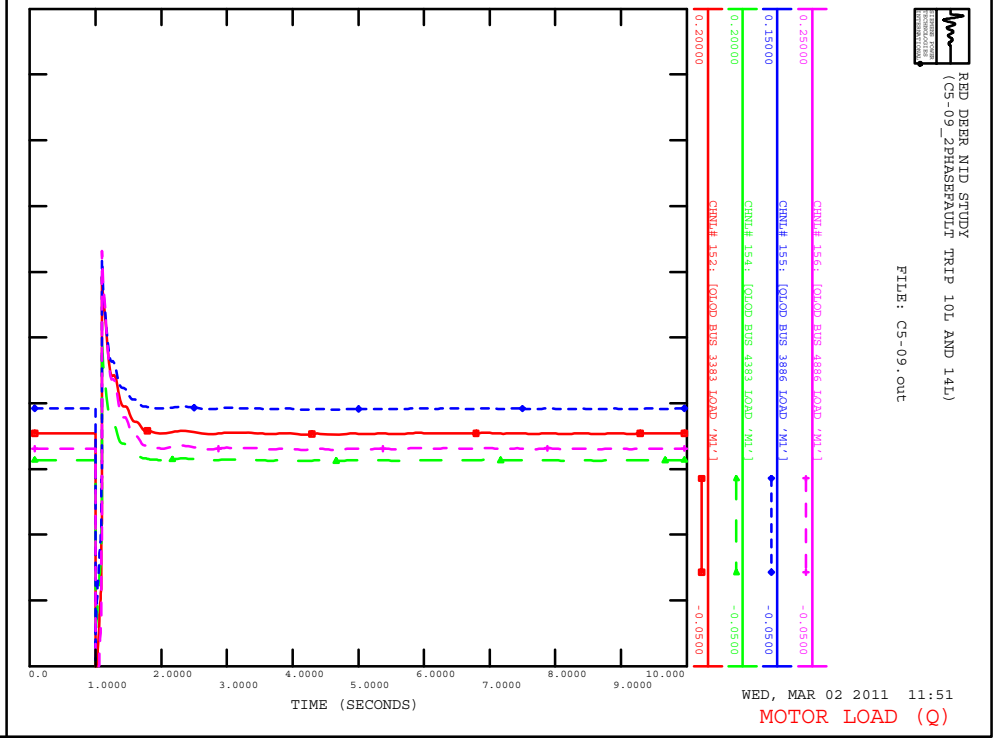

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

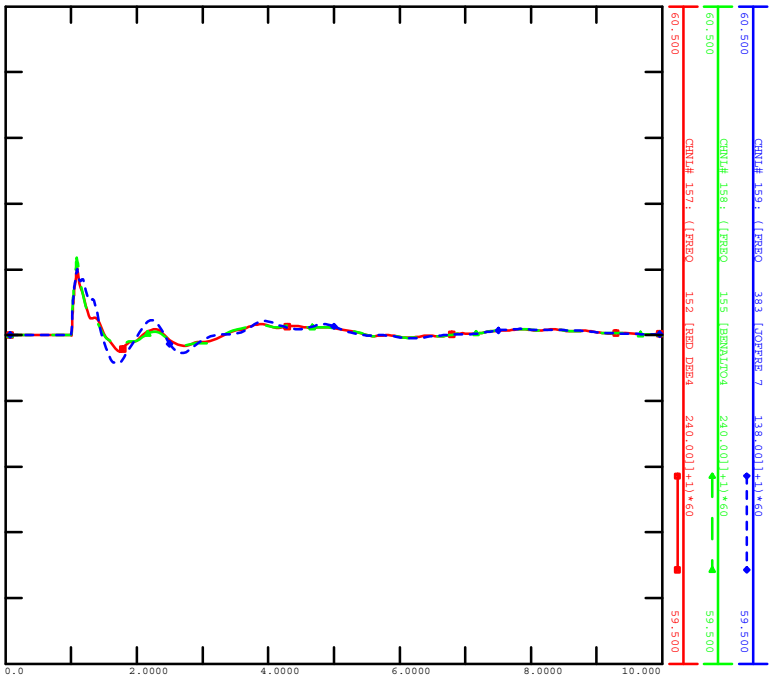

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

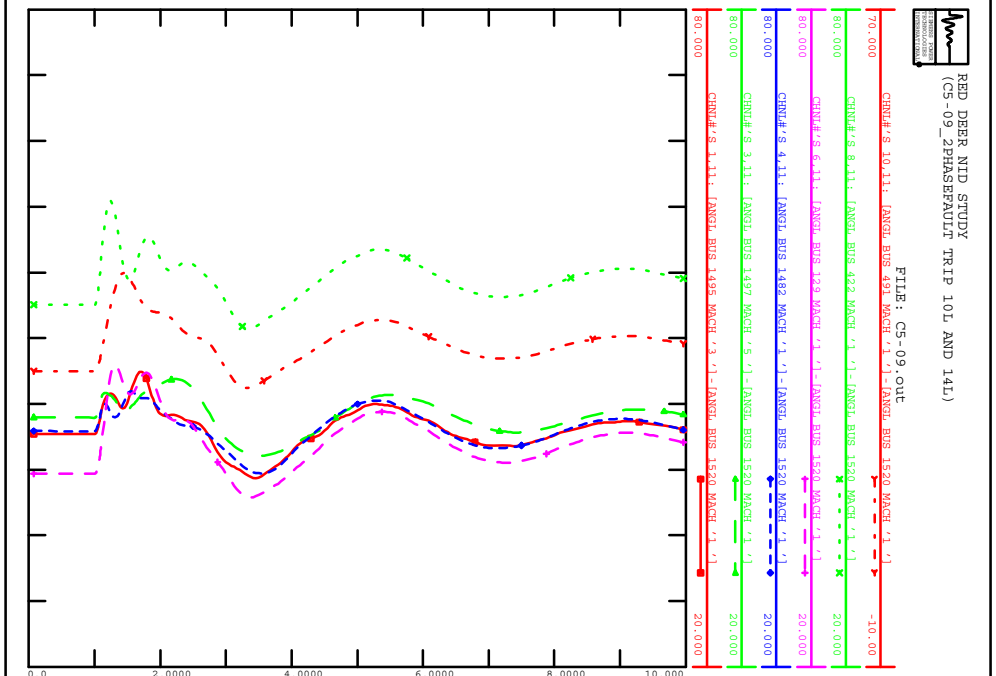

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

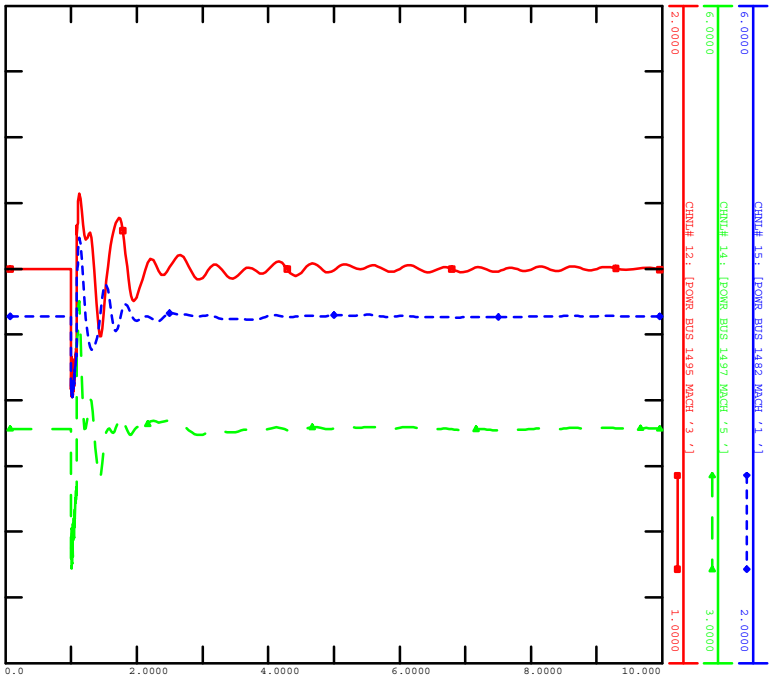

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

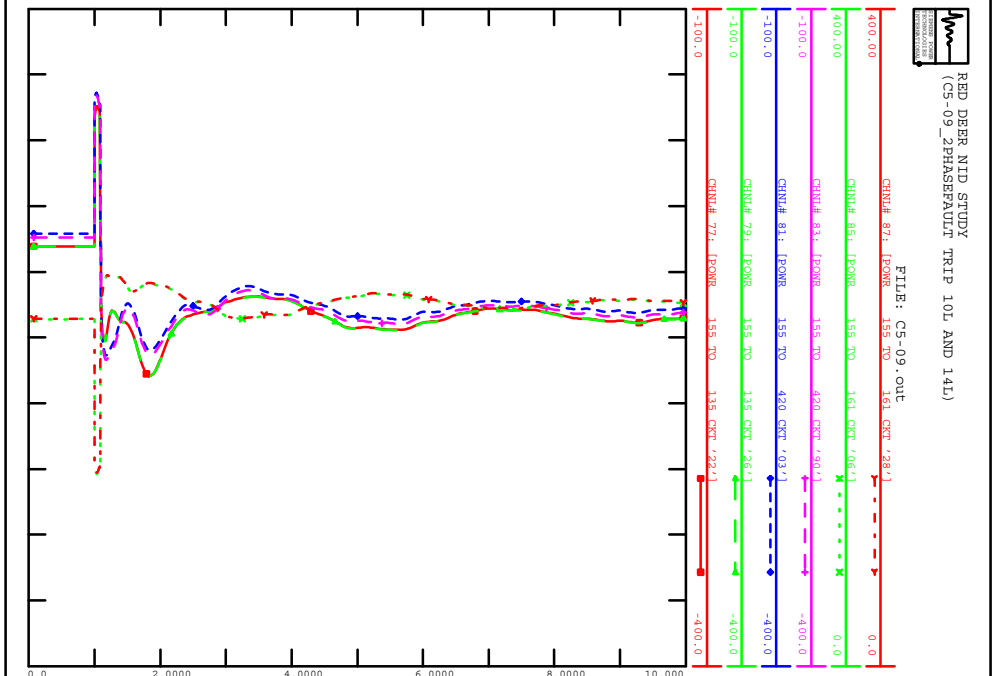

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

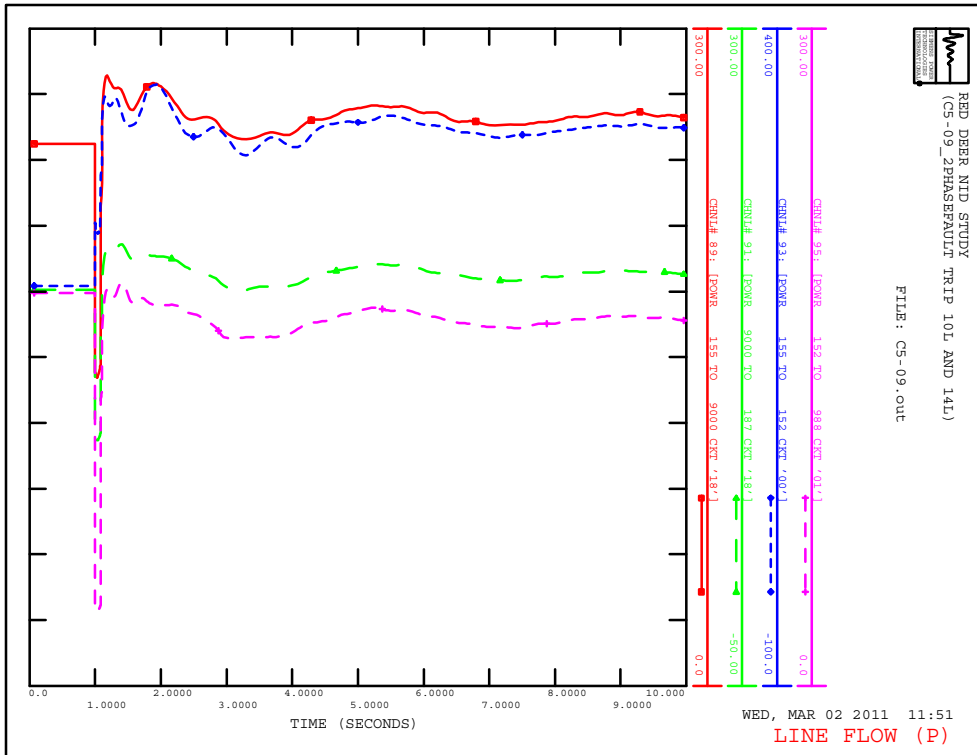

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

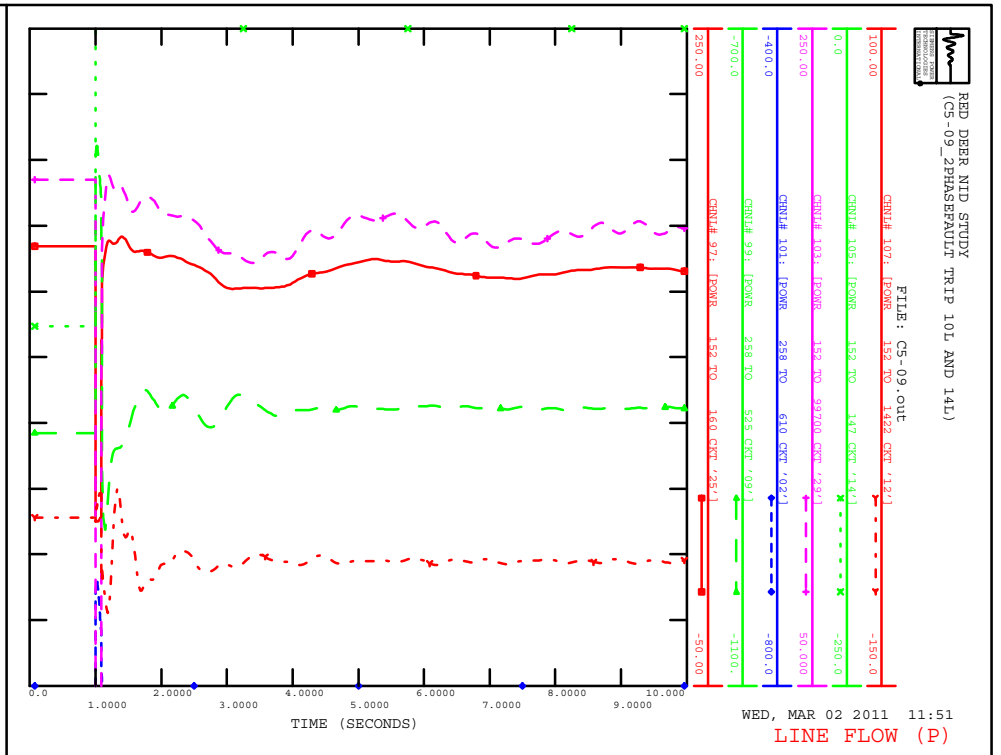

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

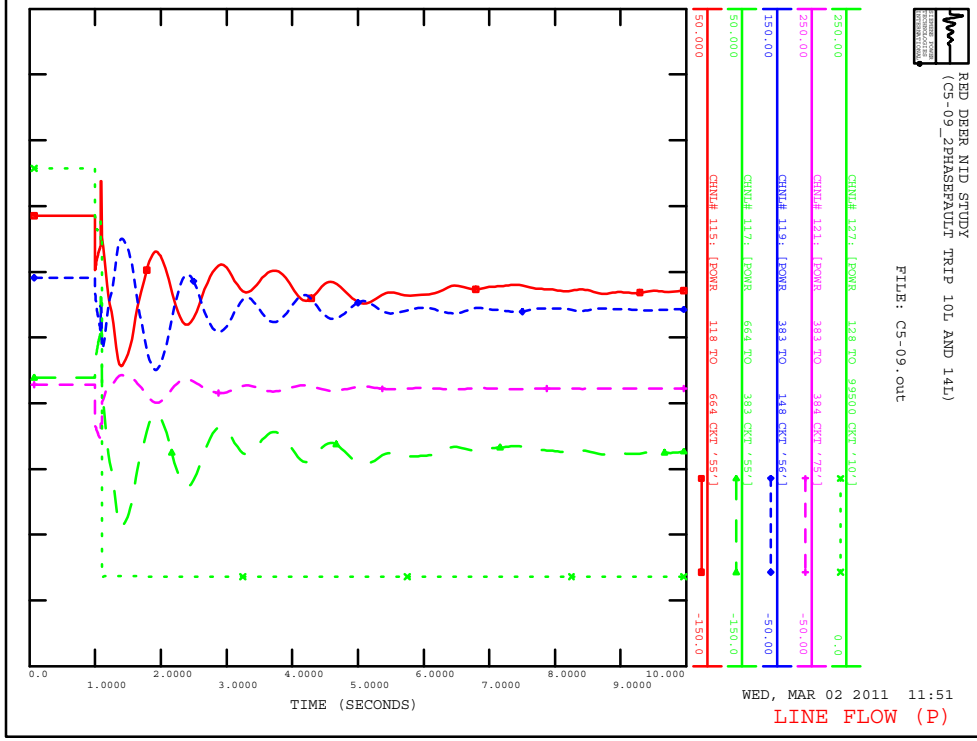

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

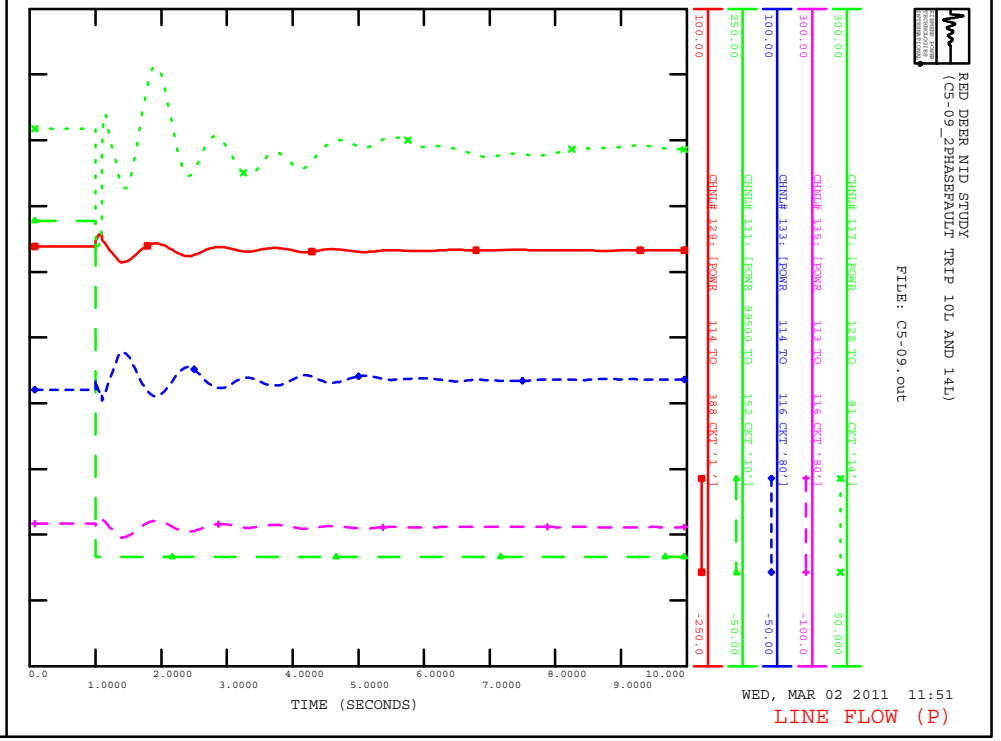

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

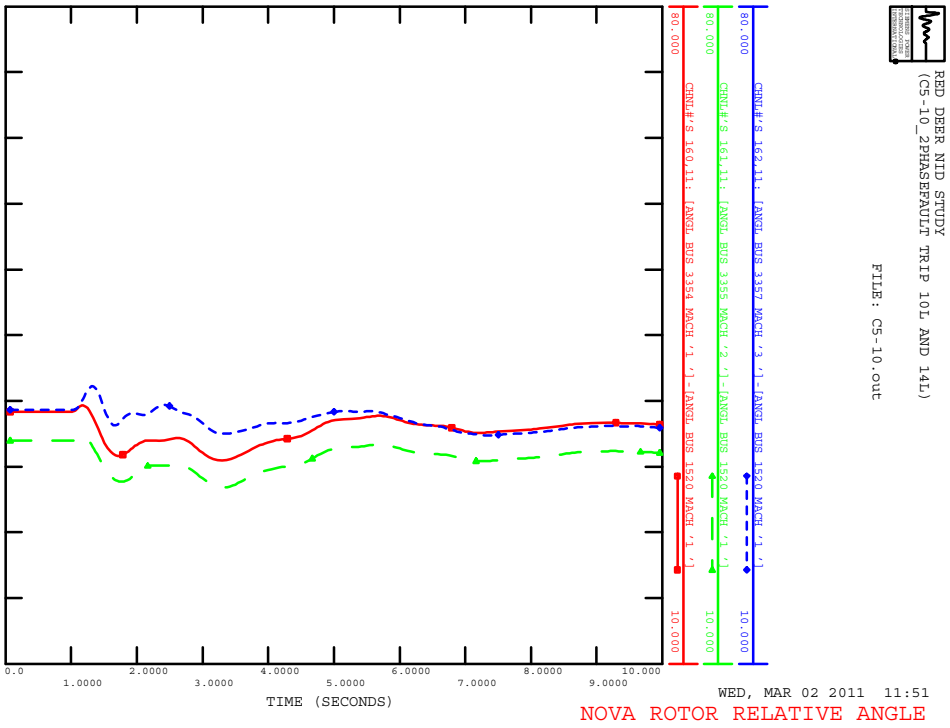

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

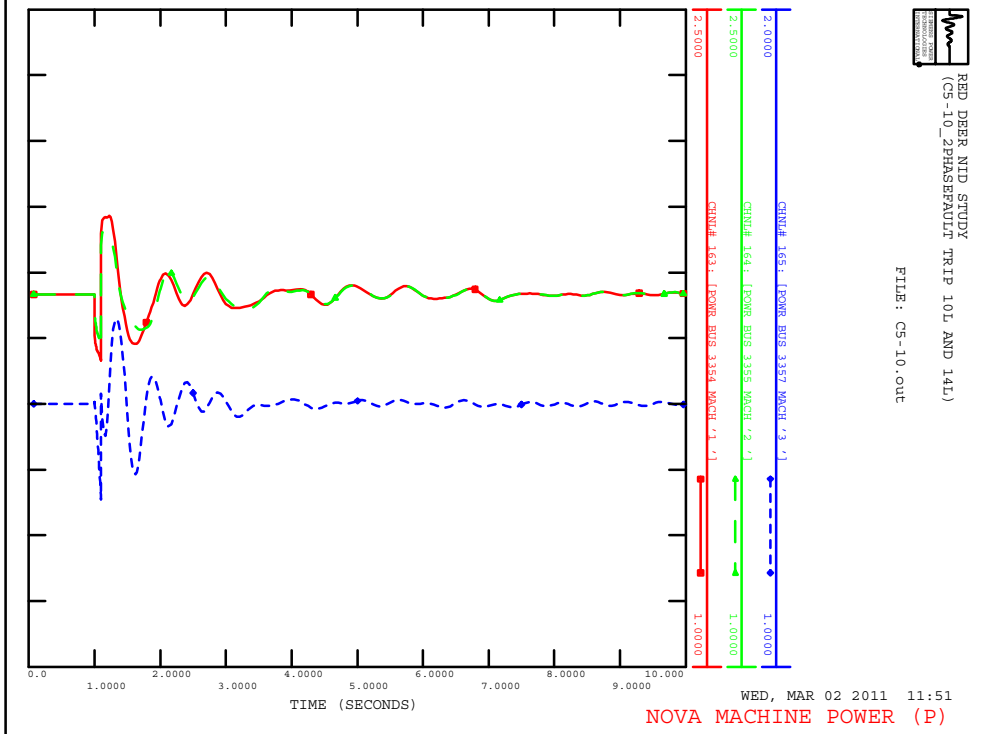

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

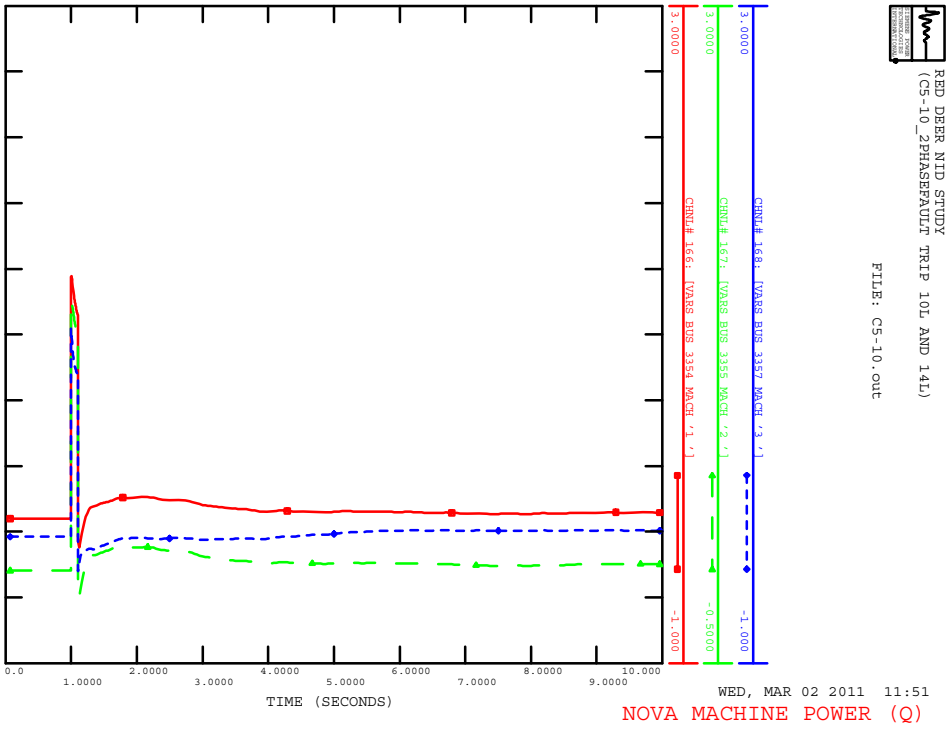

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

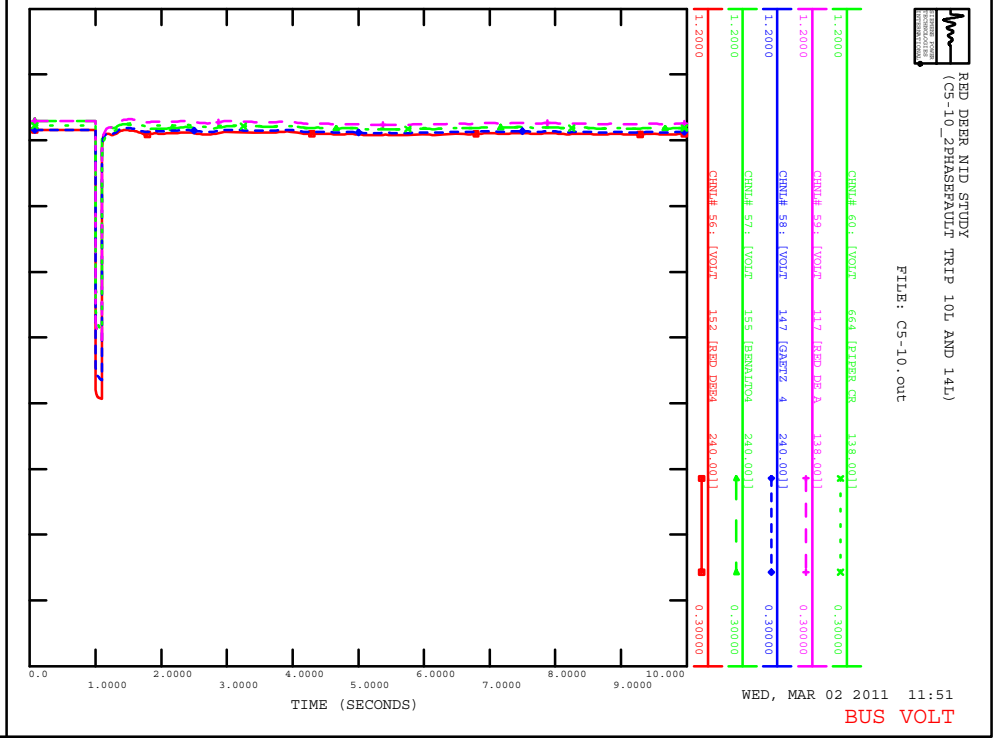

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

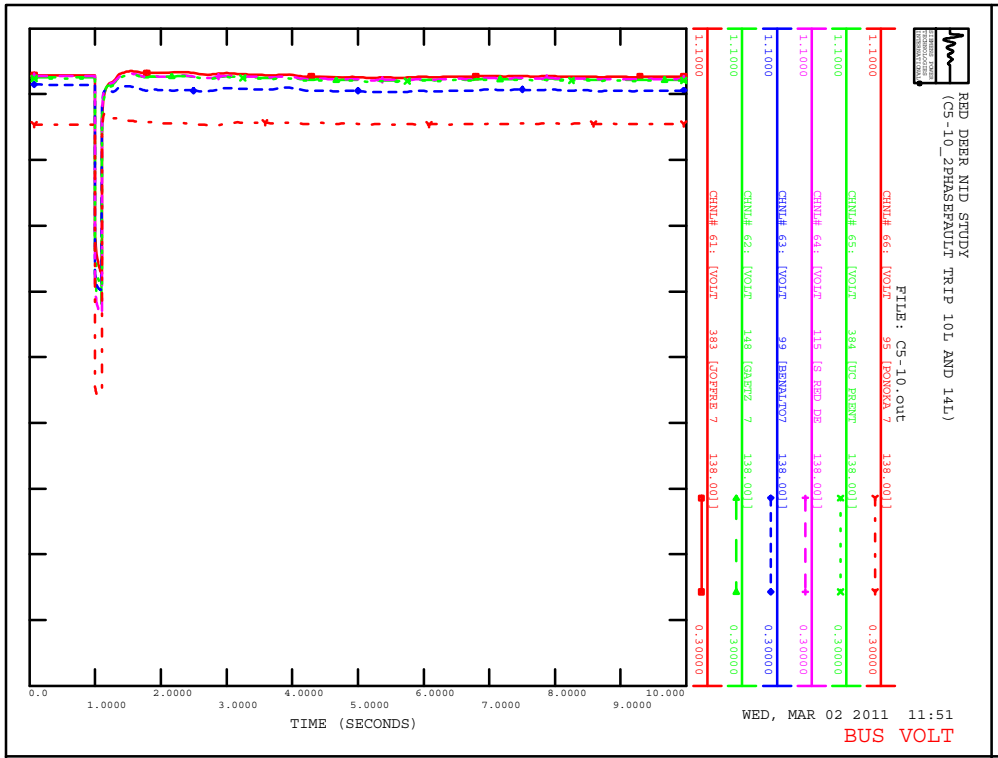

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

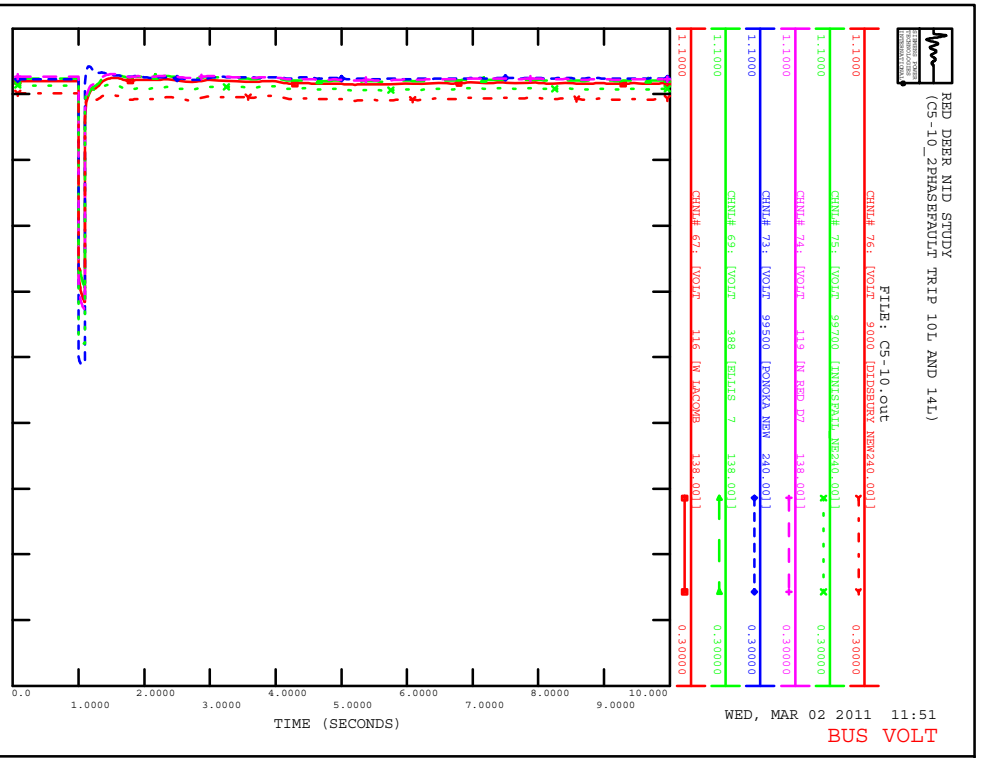

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

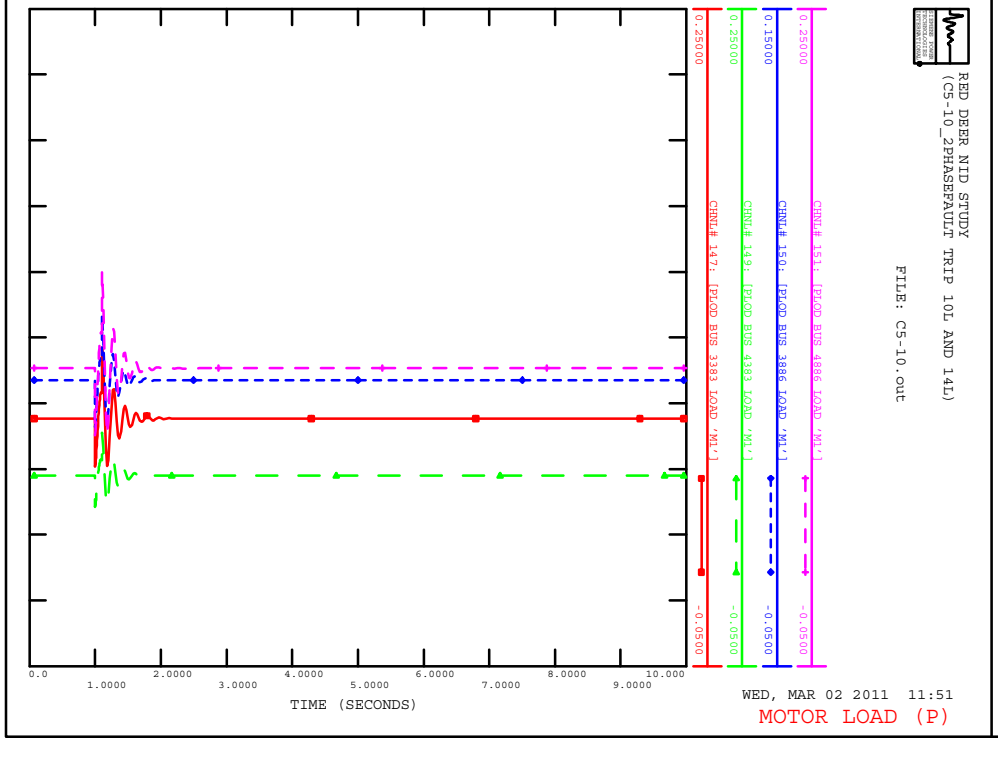

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

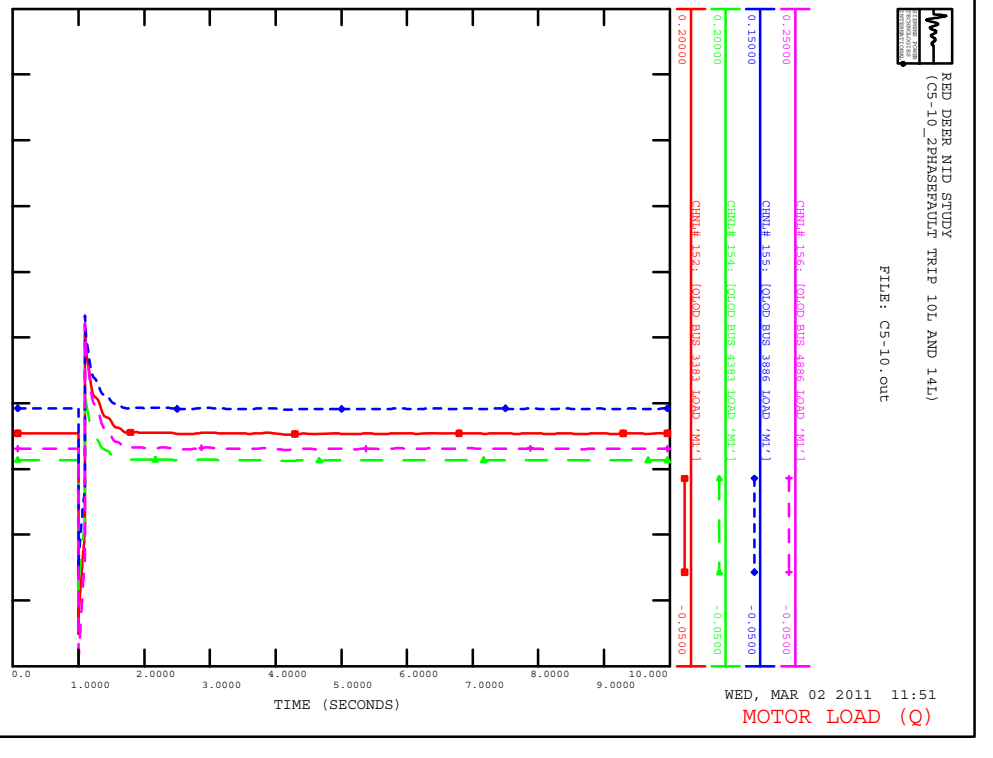

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

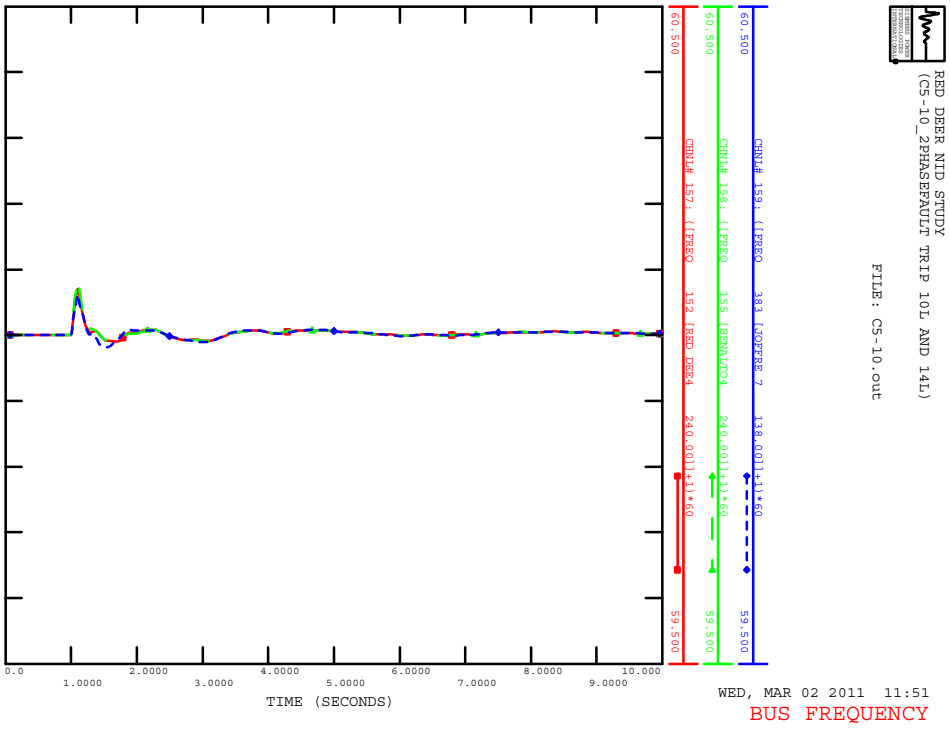

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

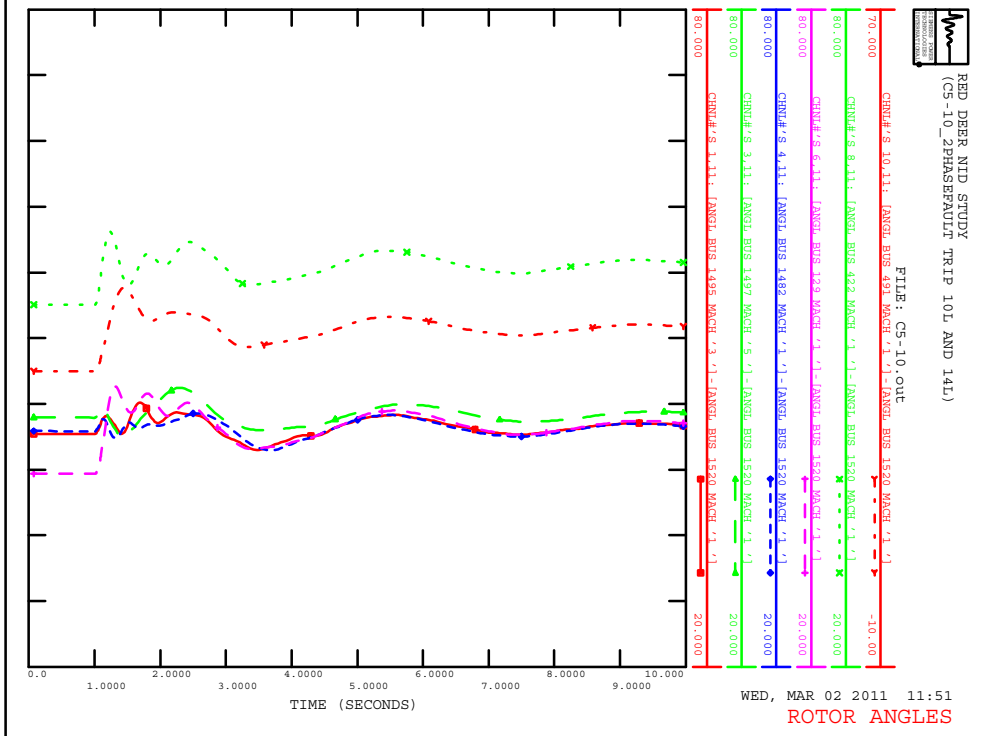

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

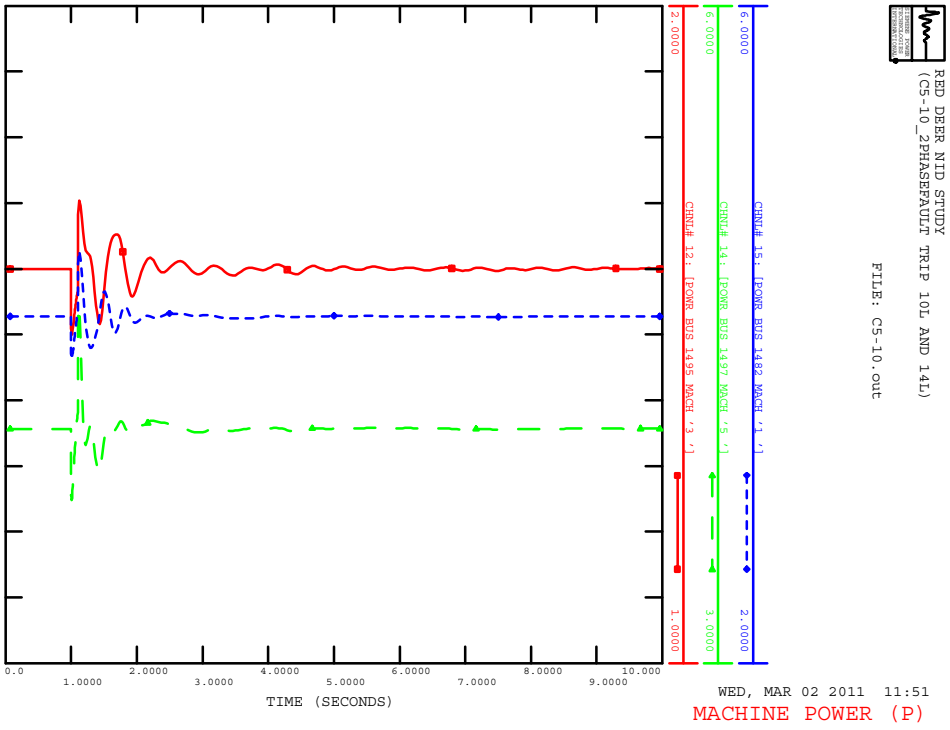

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [ELLIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

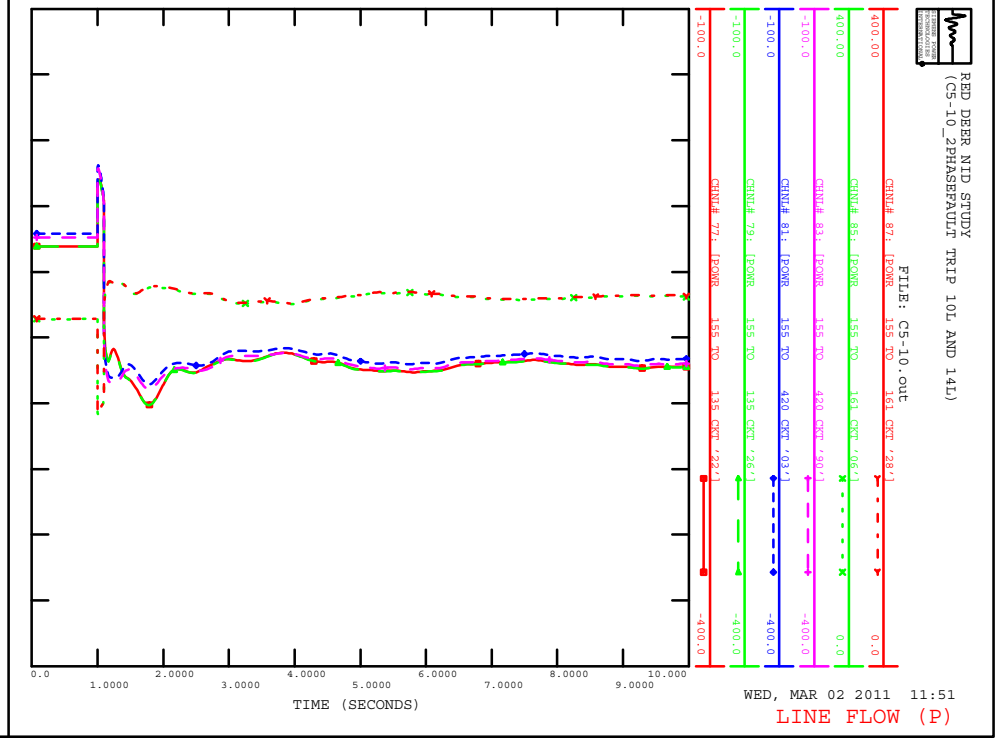

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

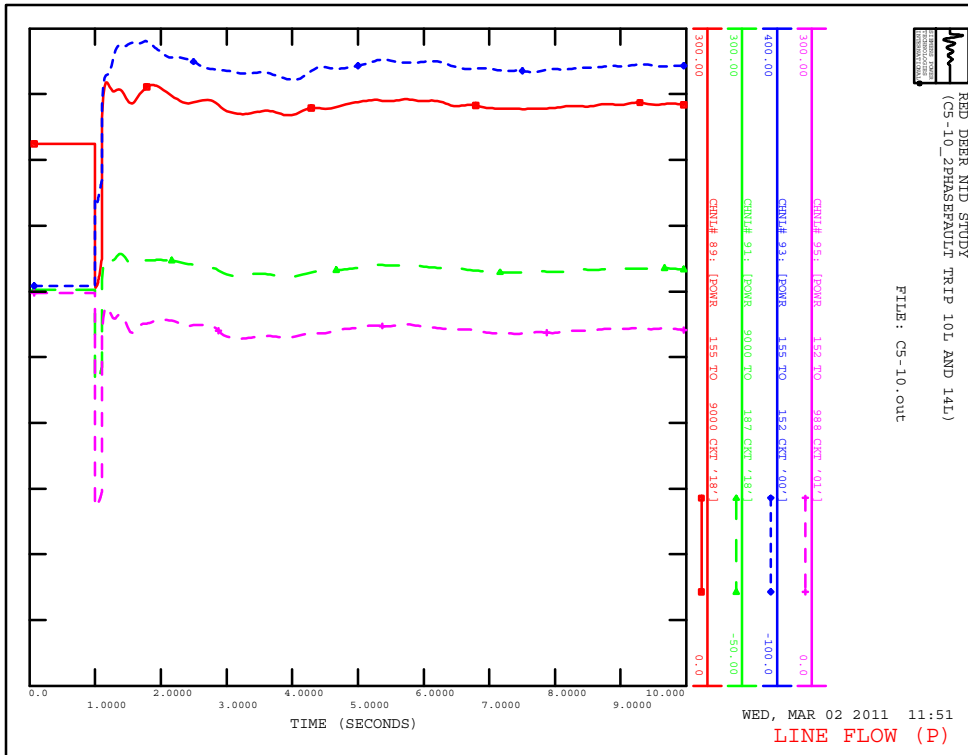

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

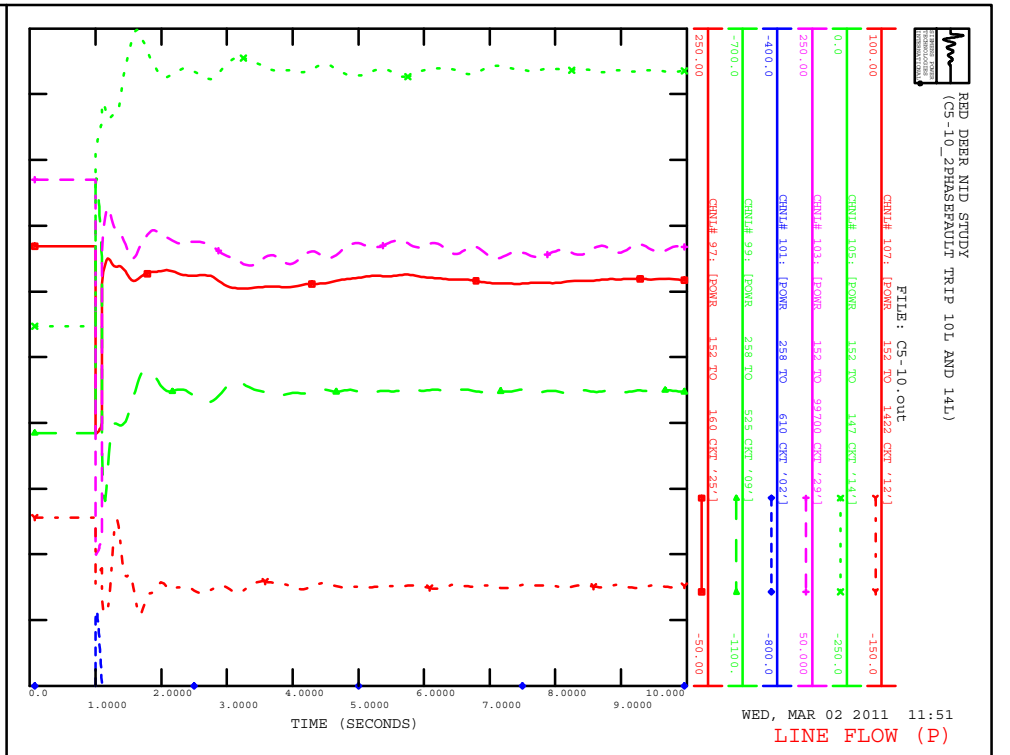

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

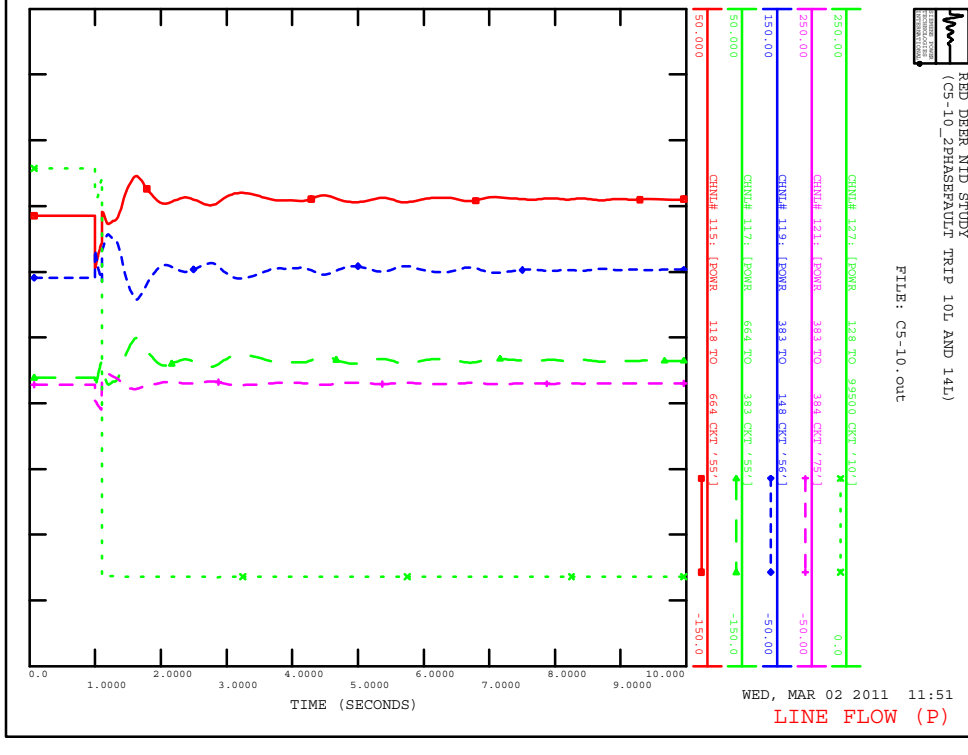

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

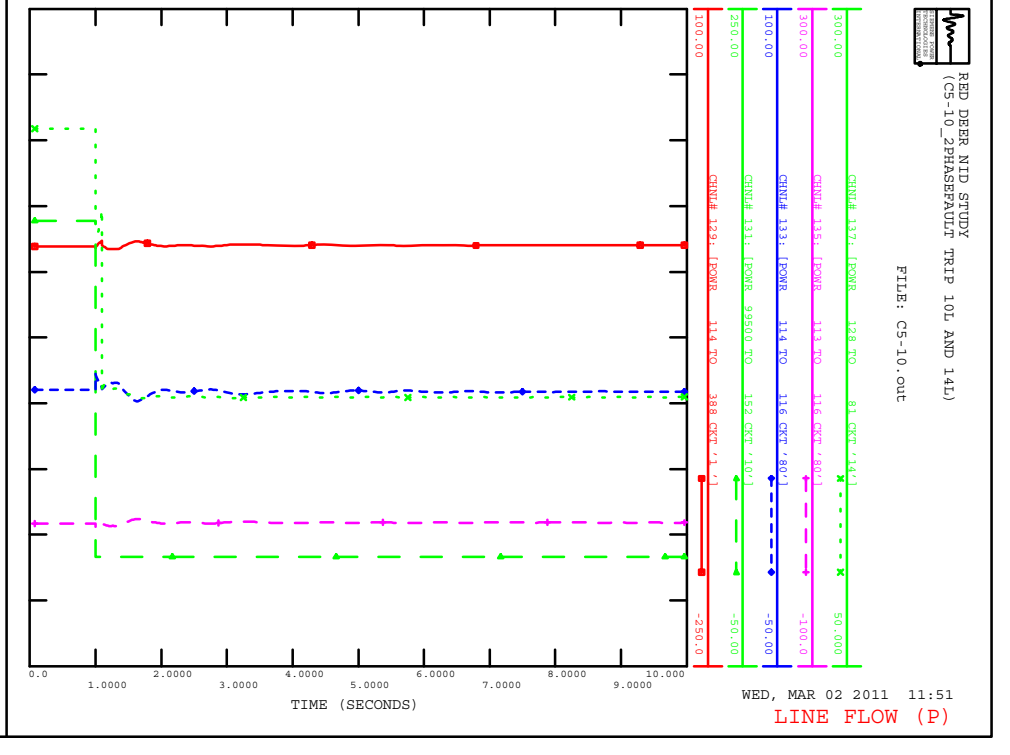

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

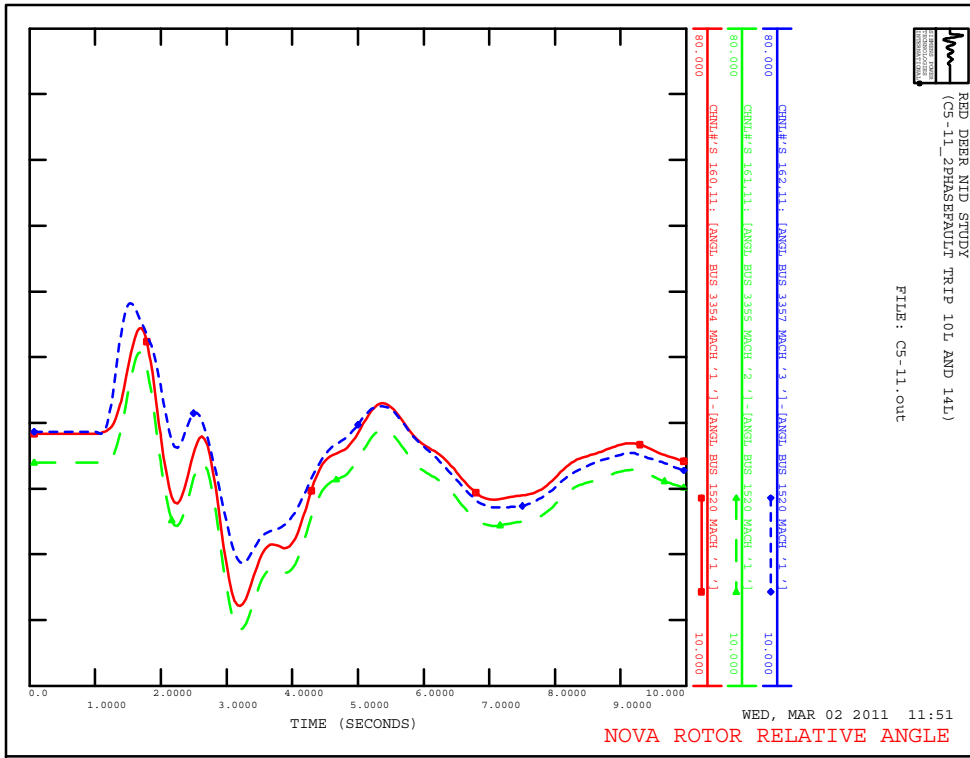

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

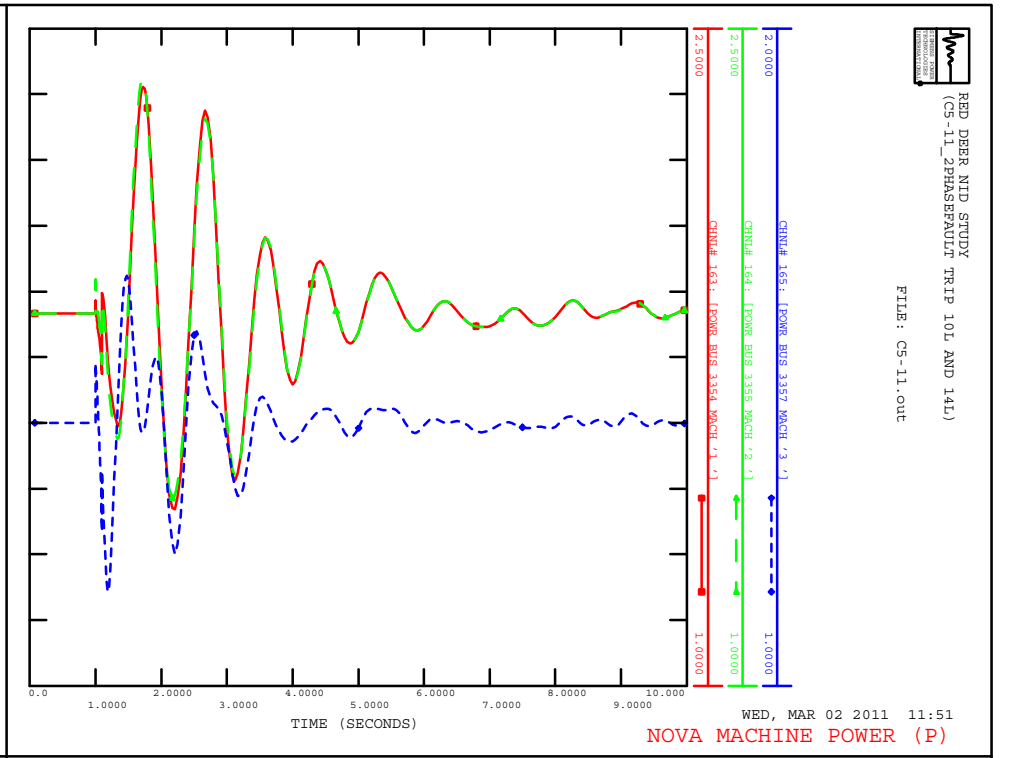

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

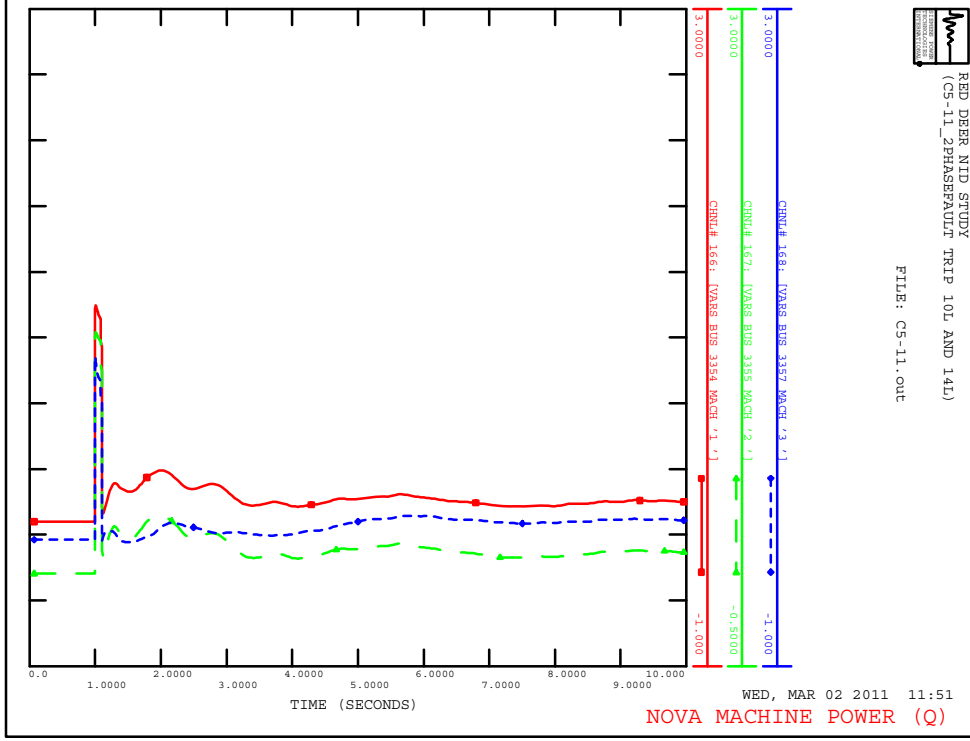

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

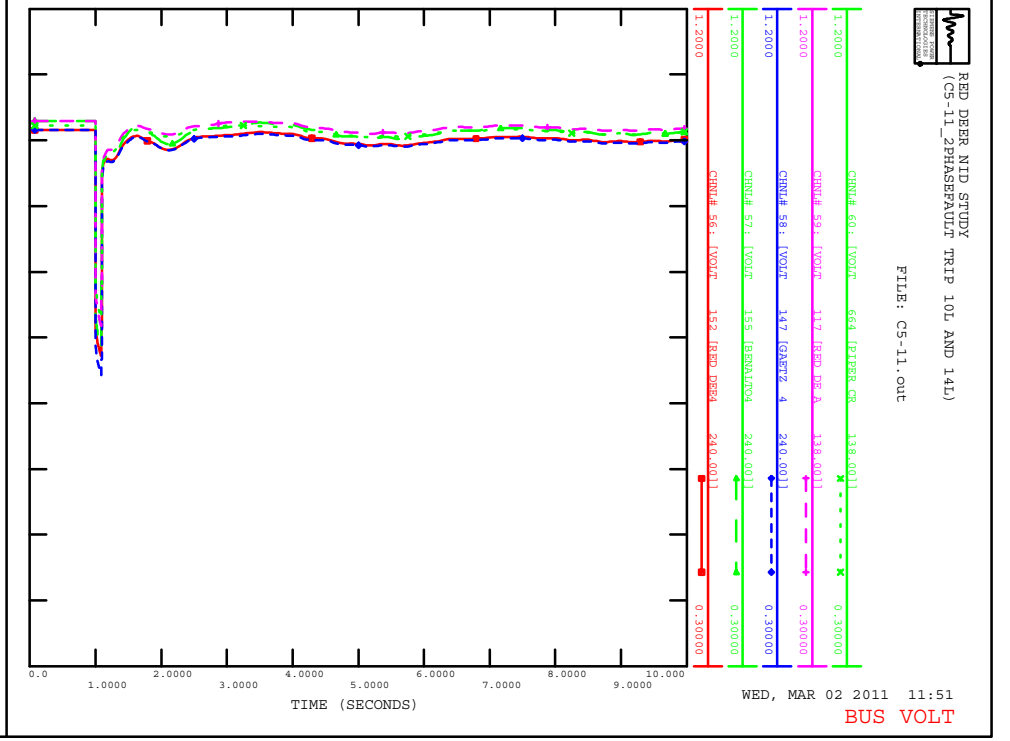

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

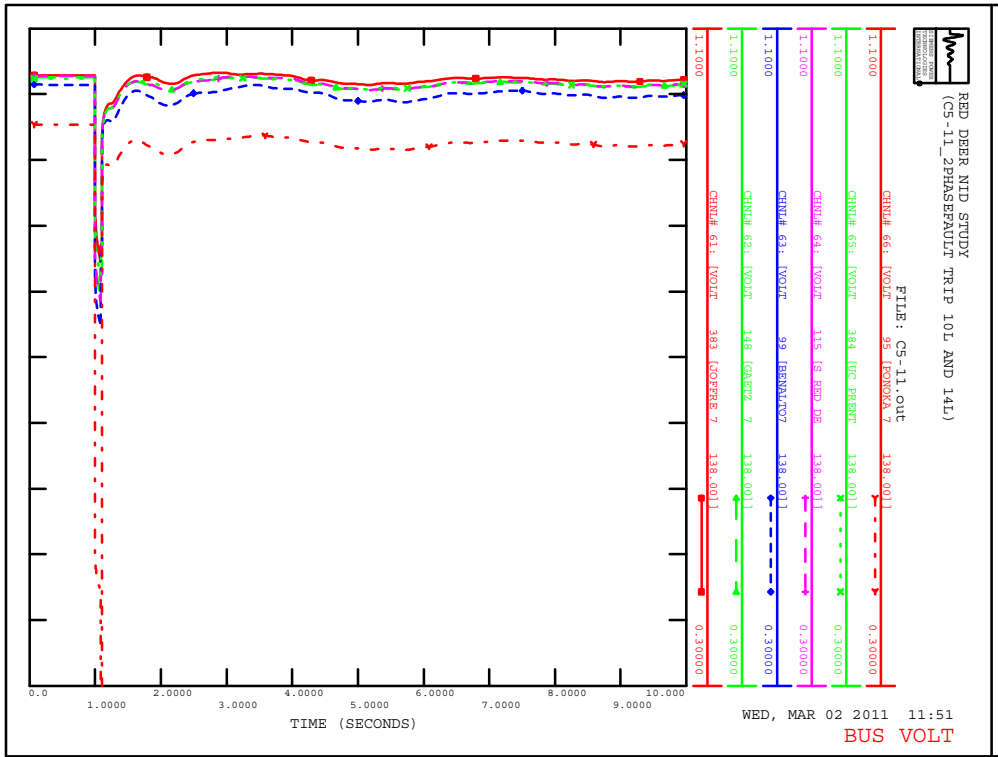

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

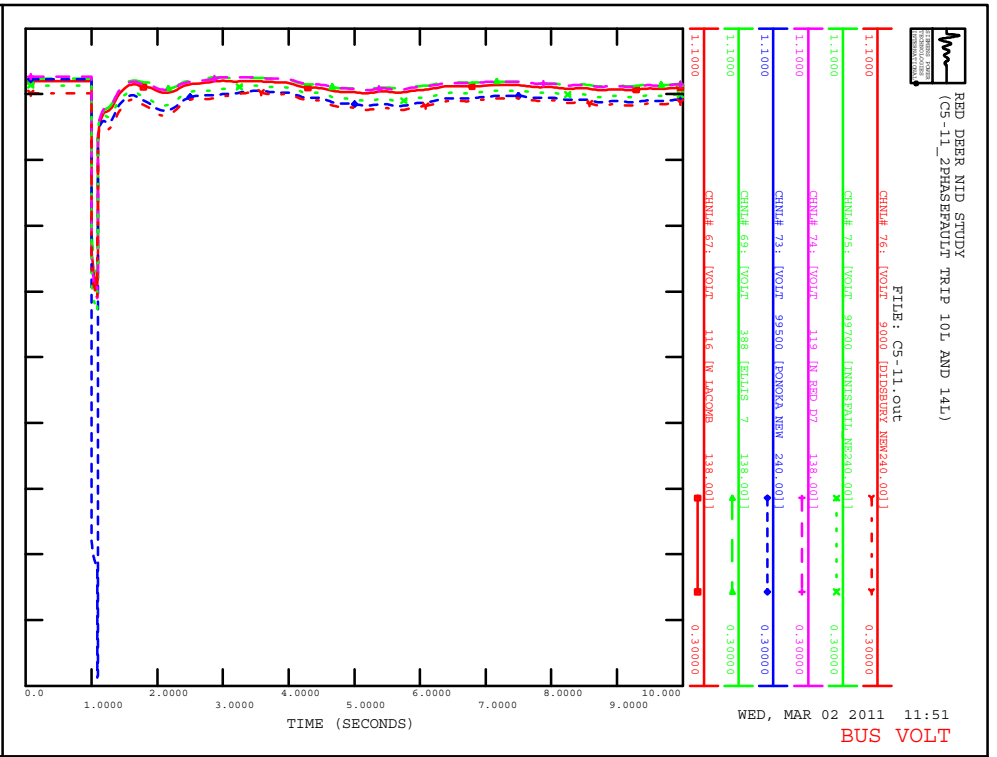

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

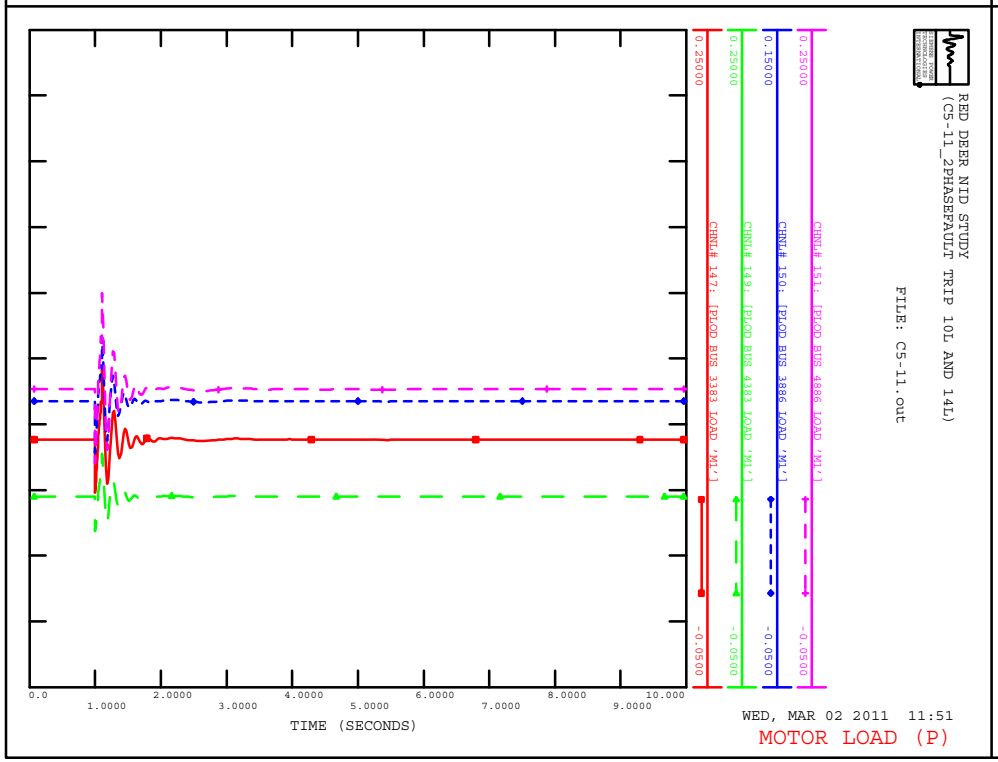

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

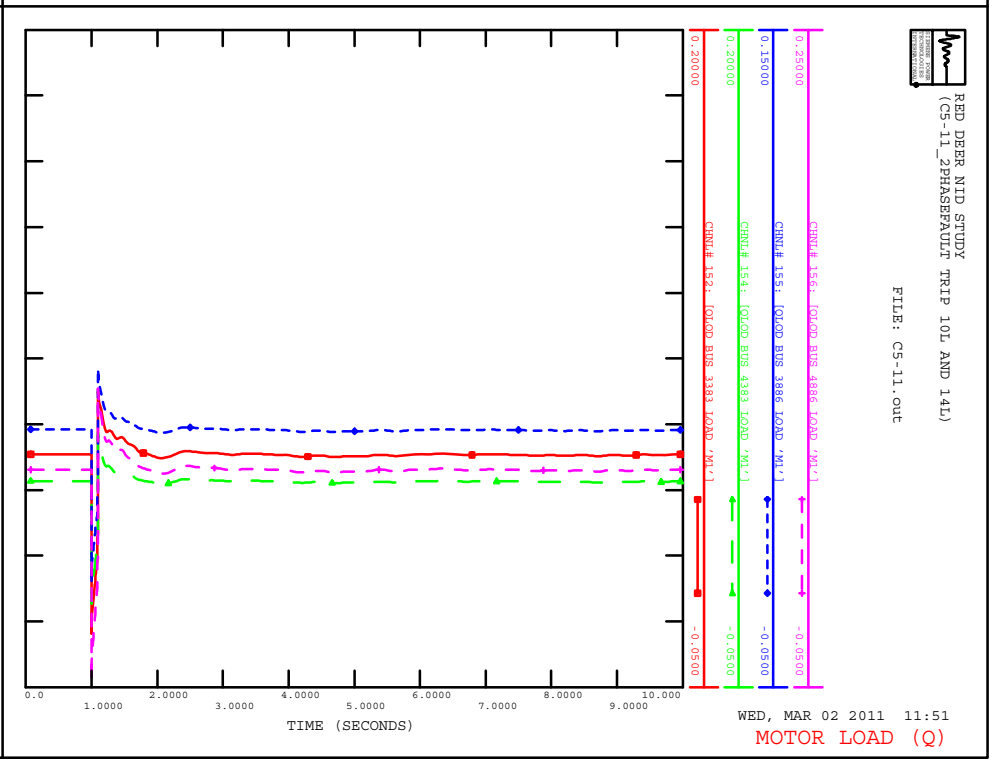

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

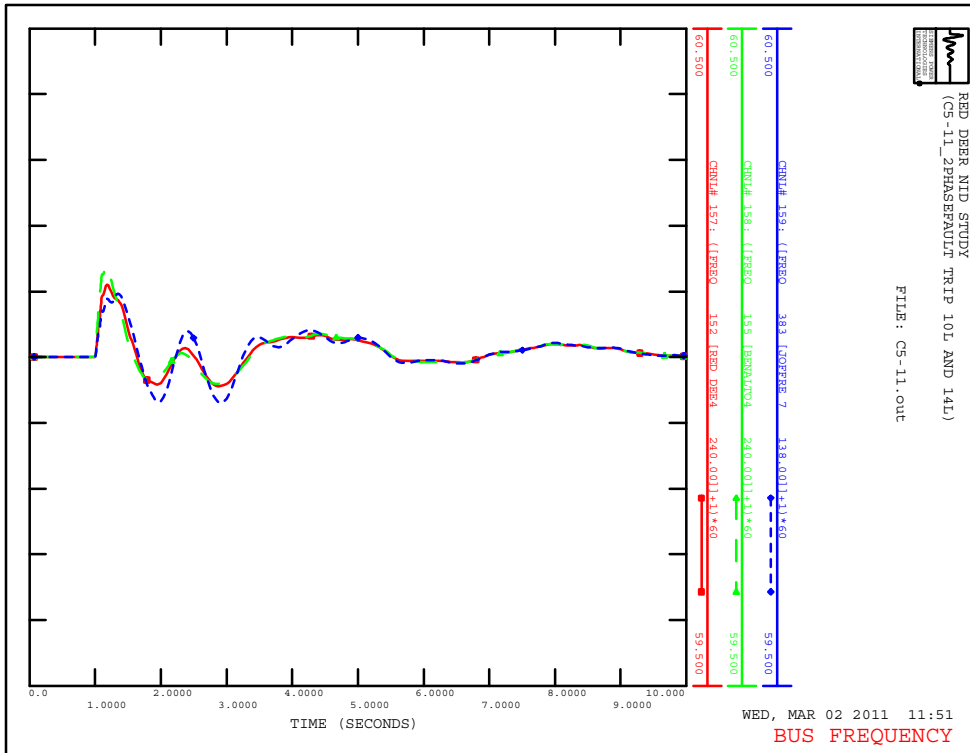

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

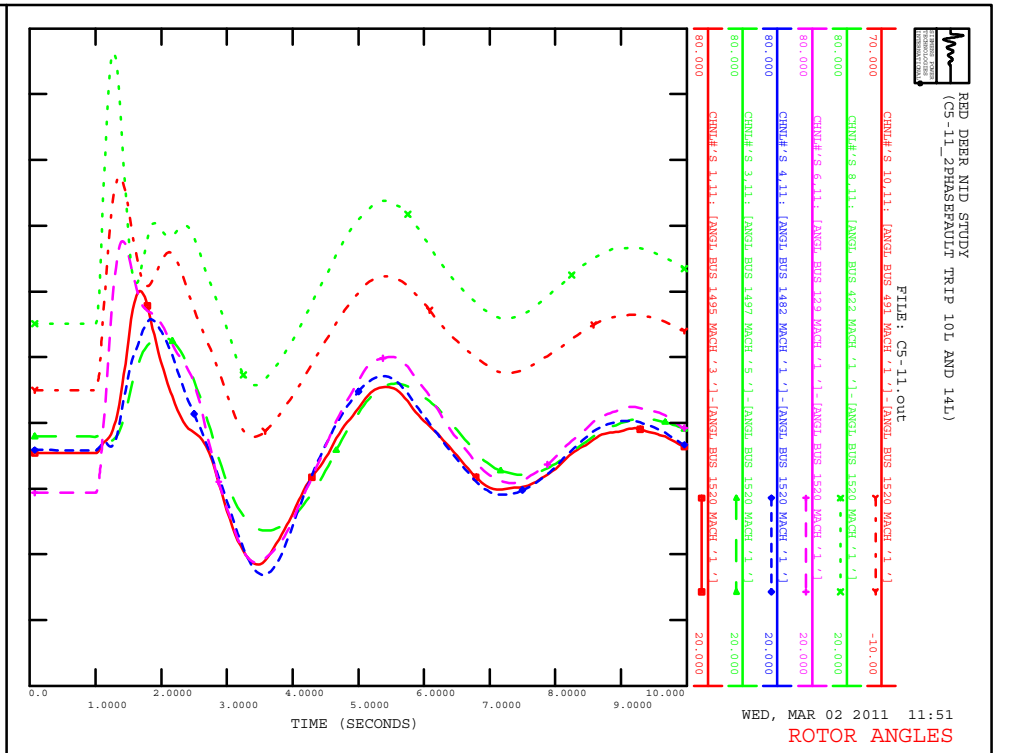

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

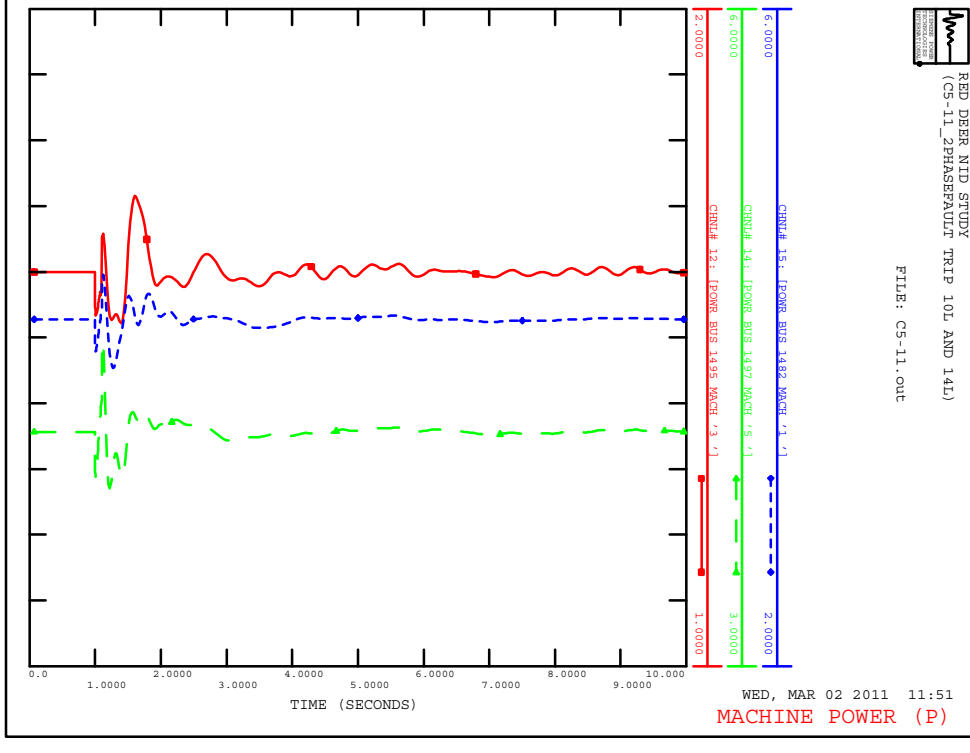

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

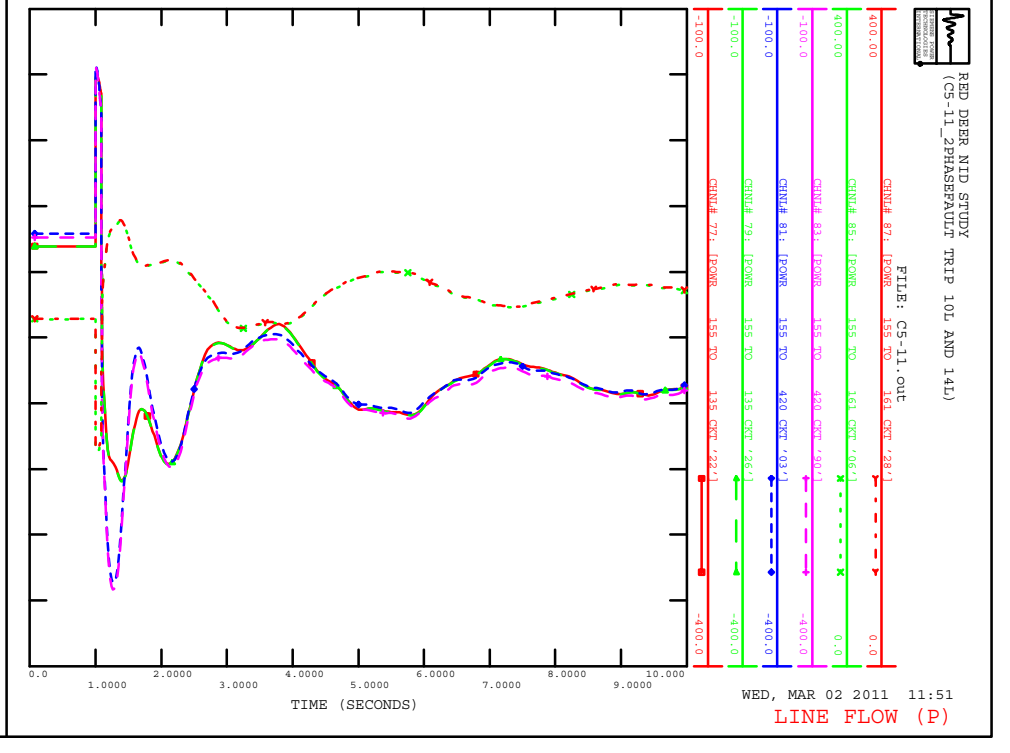

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MOTOR LOAD (P)

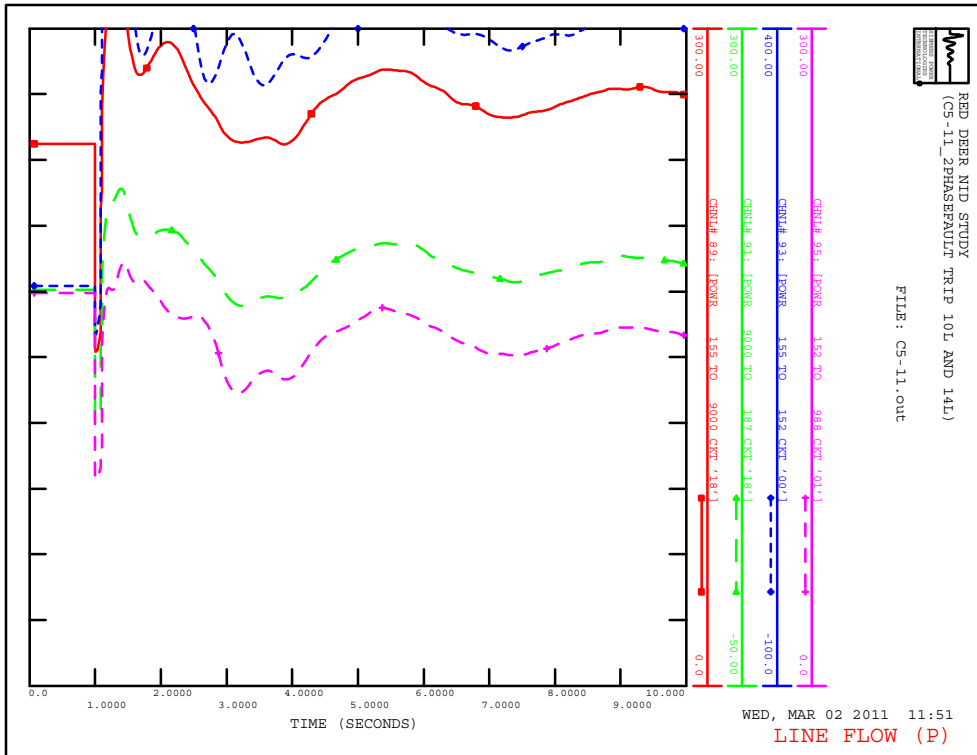

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MOTOR LOAD (Q)

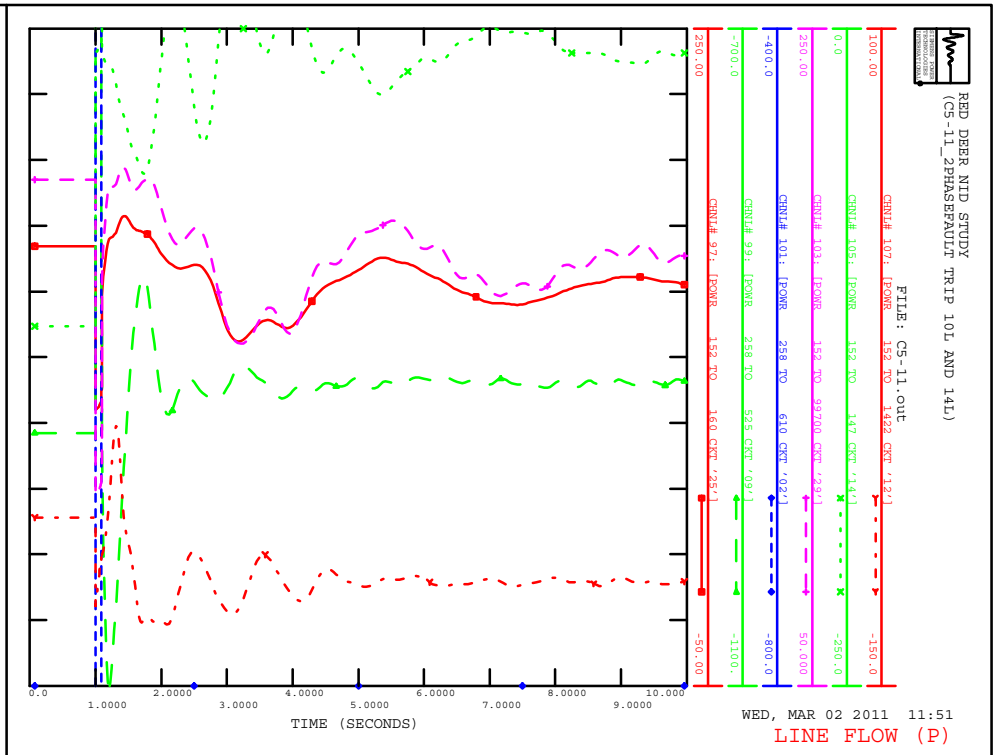

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

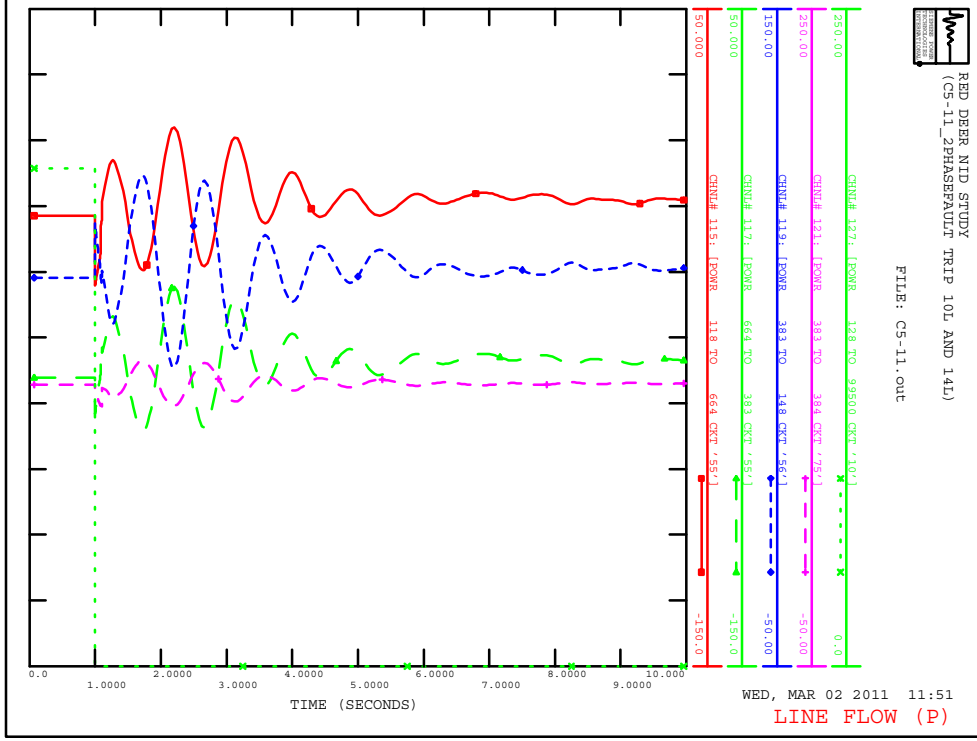

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

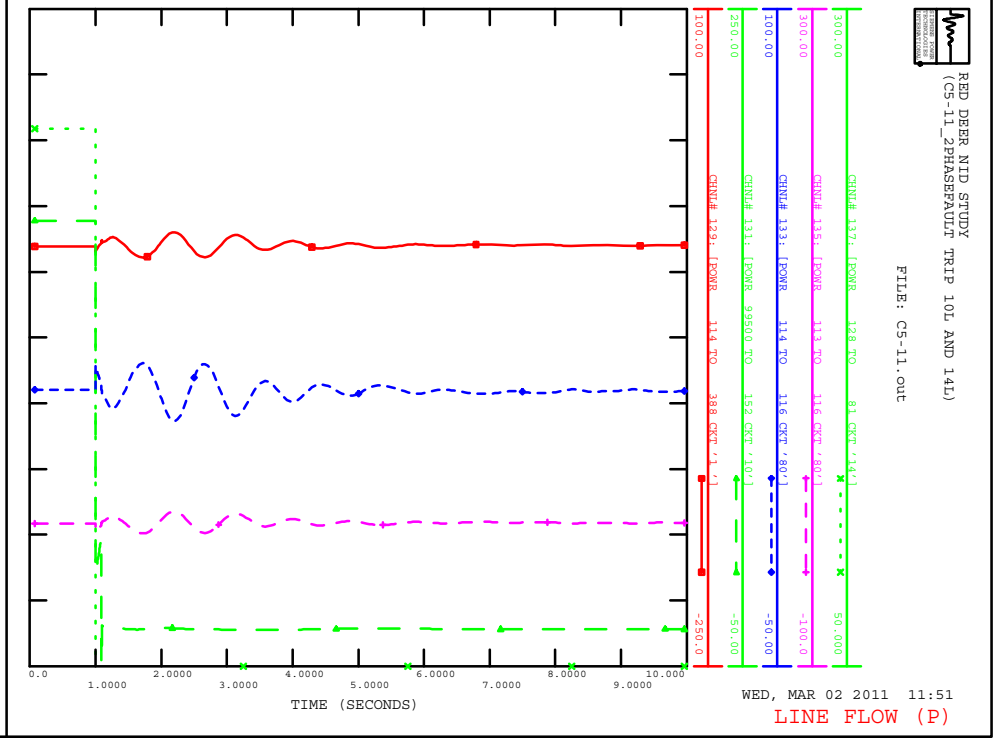

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

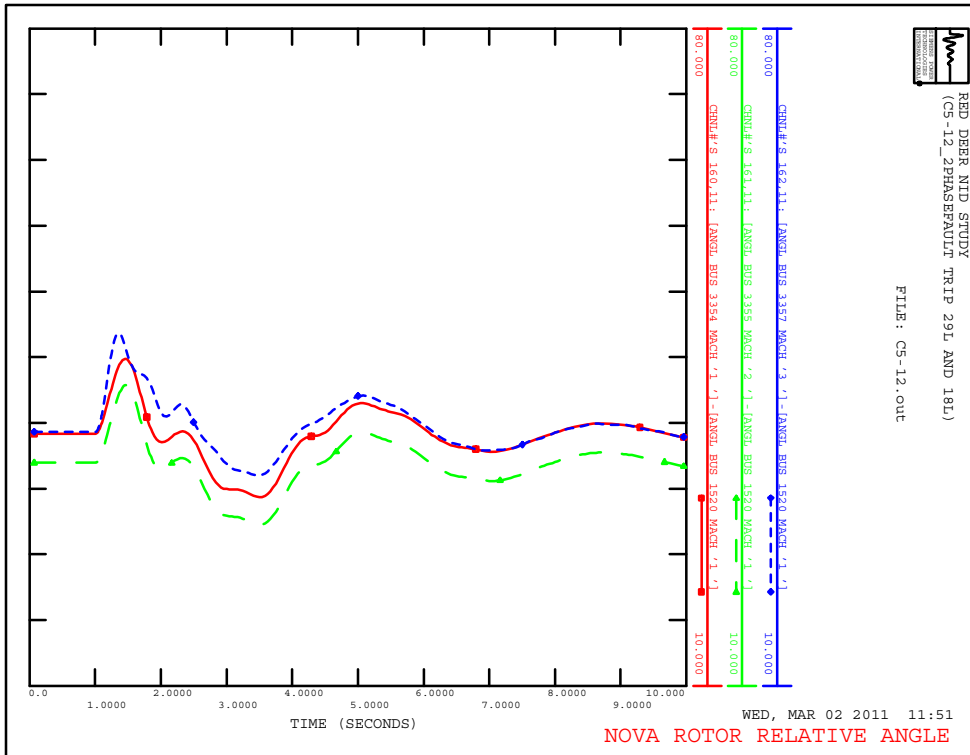

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

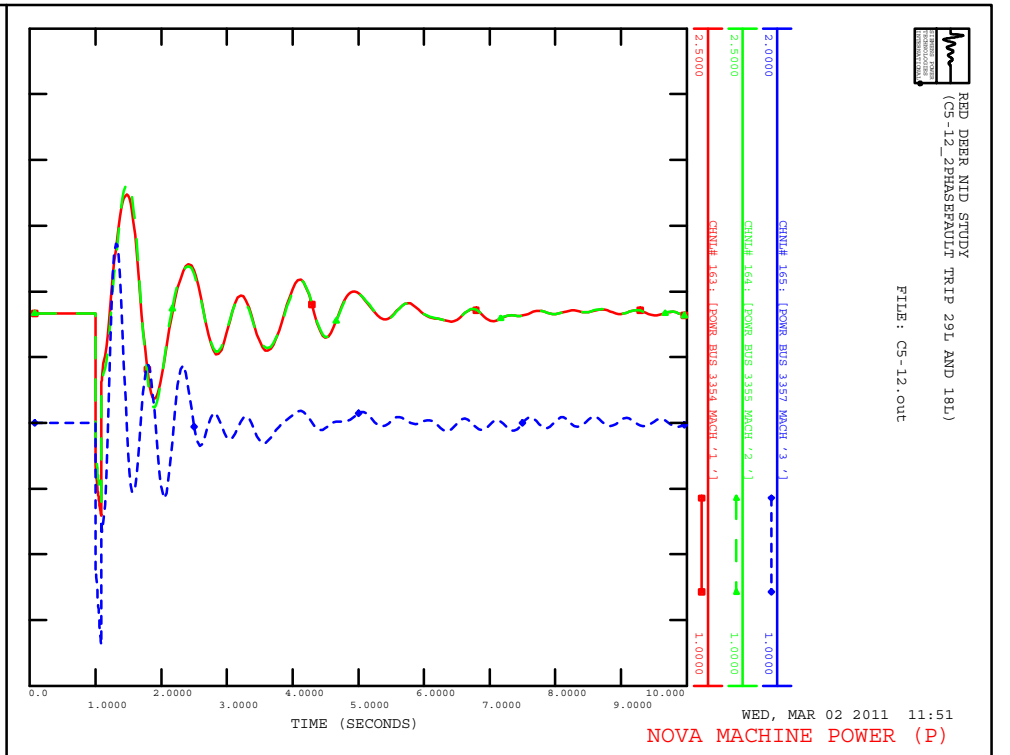

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

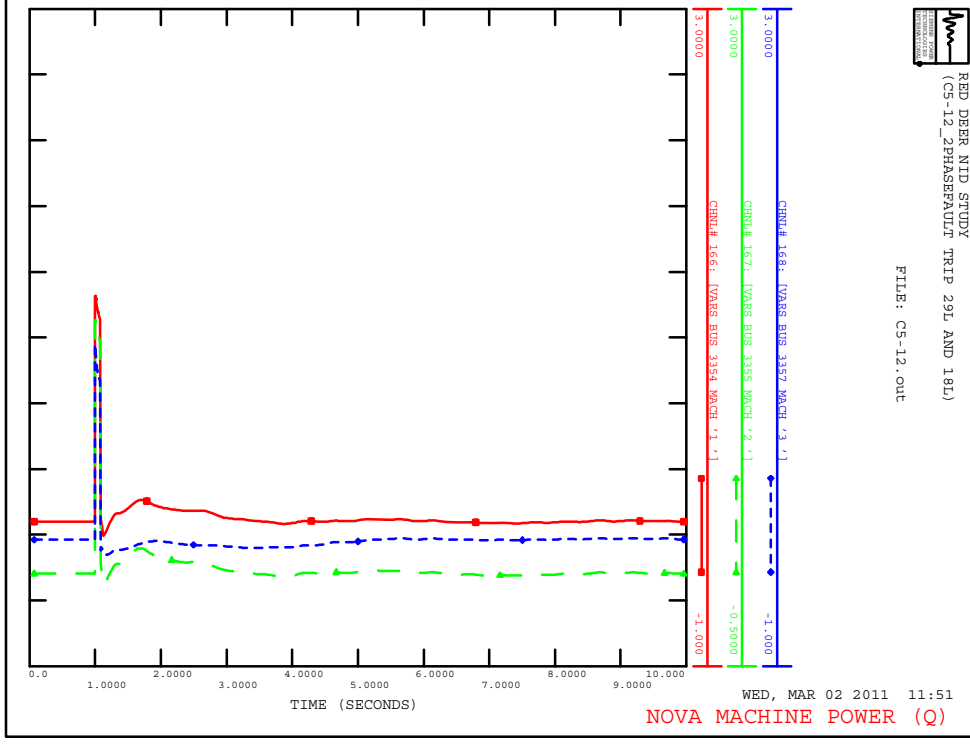

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

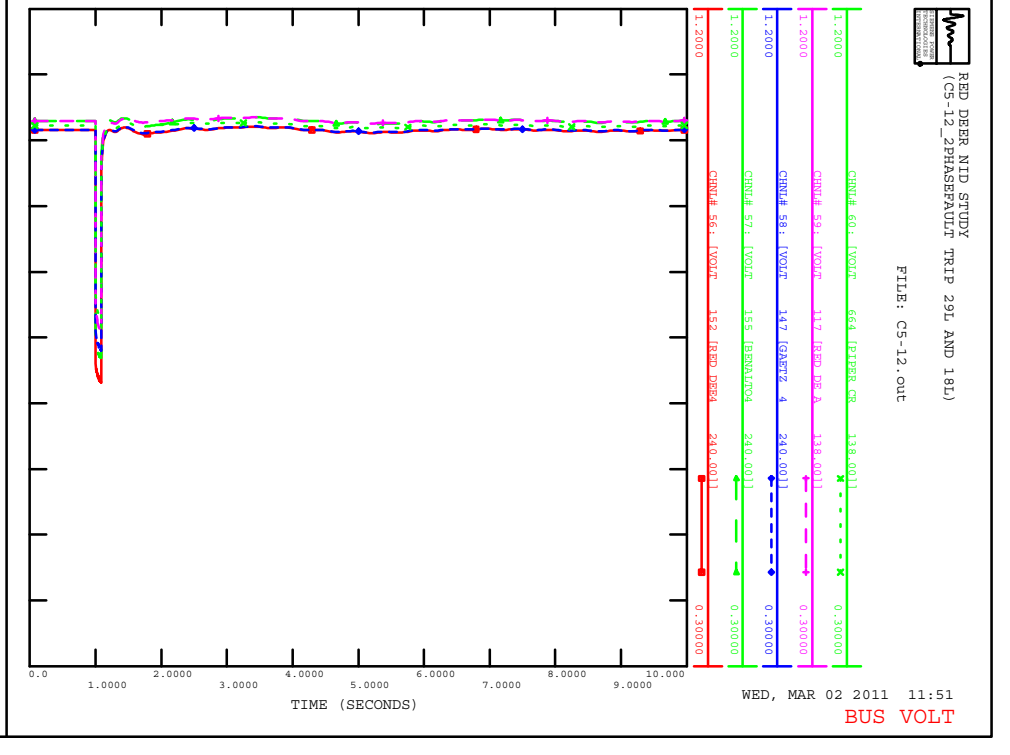

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

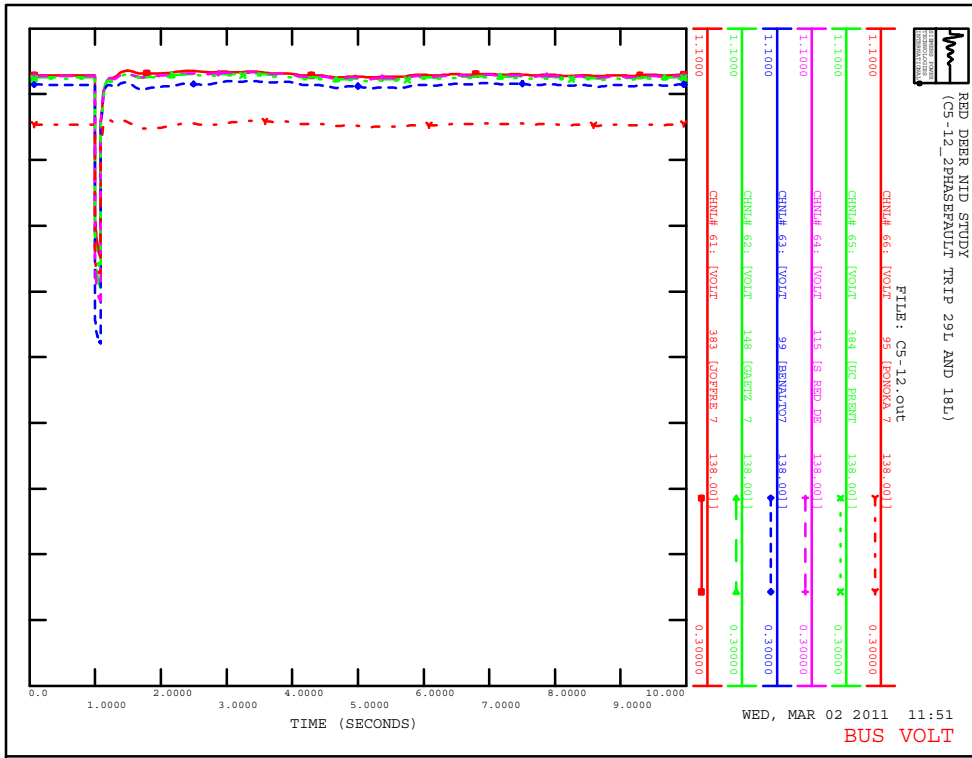

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

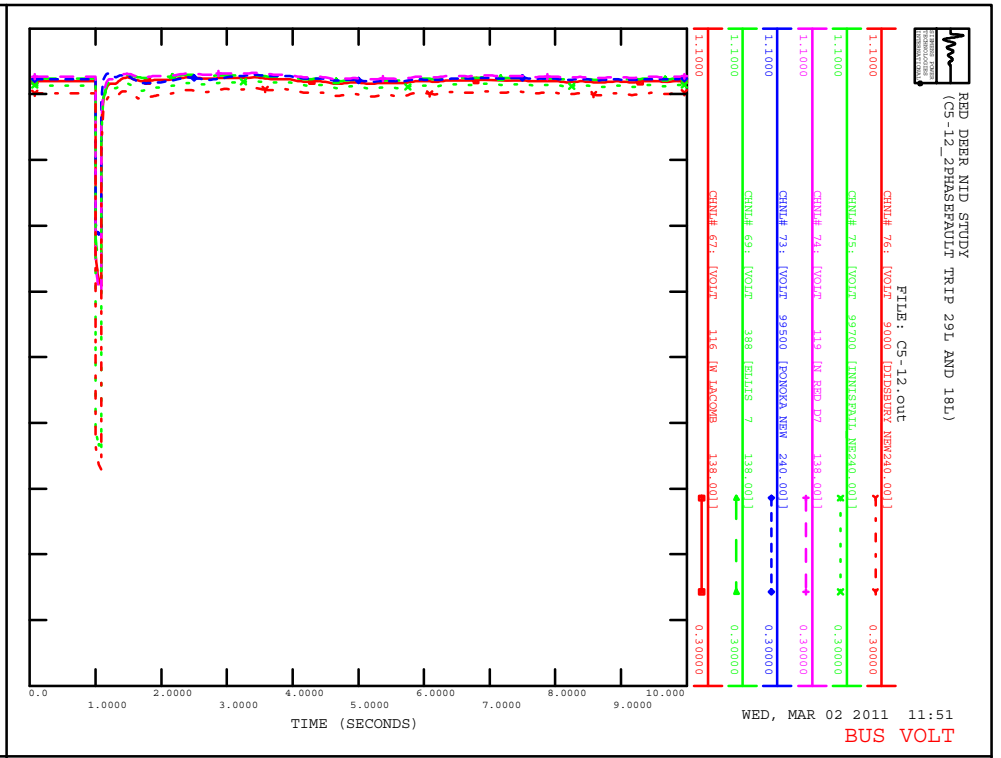

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

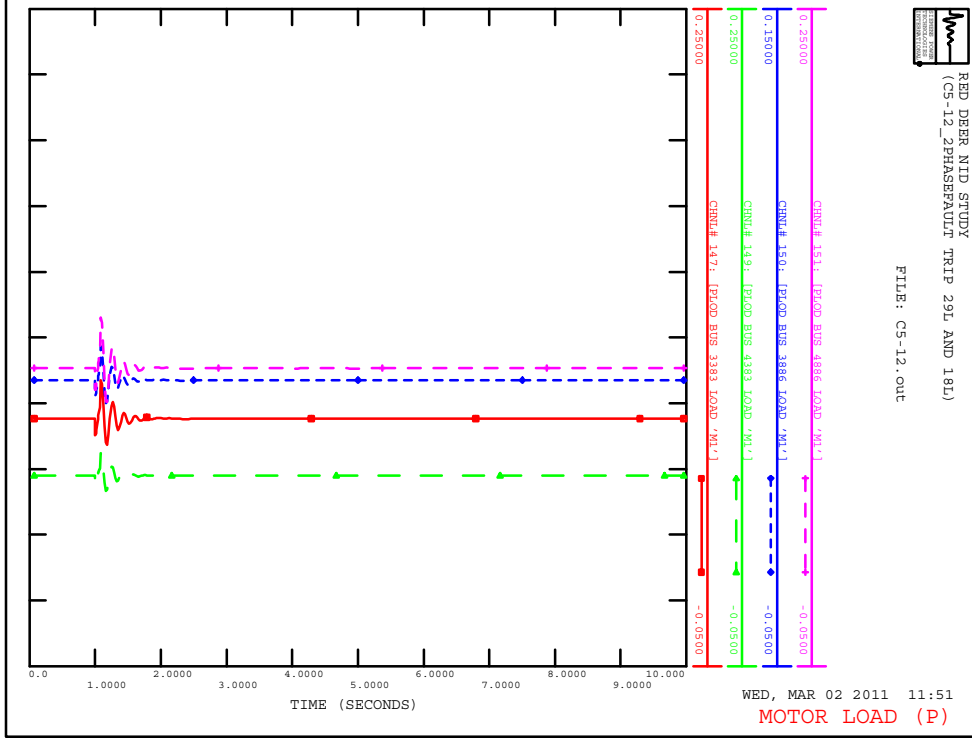

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

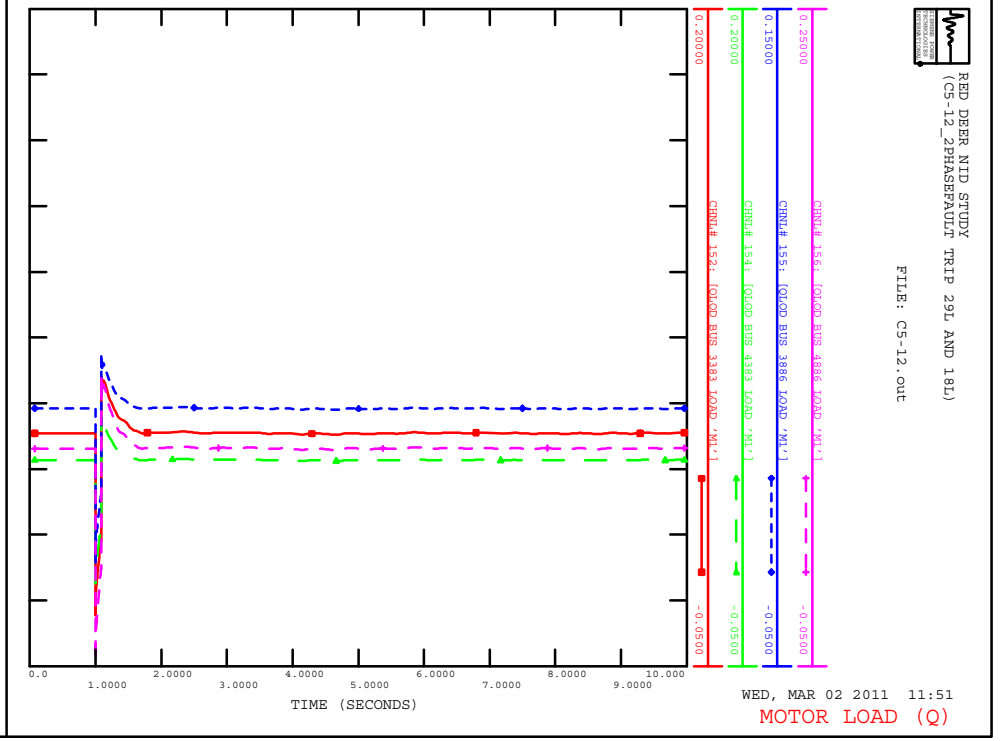

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

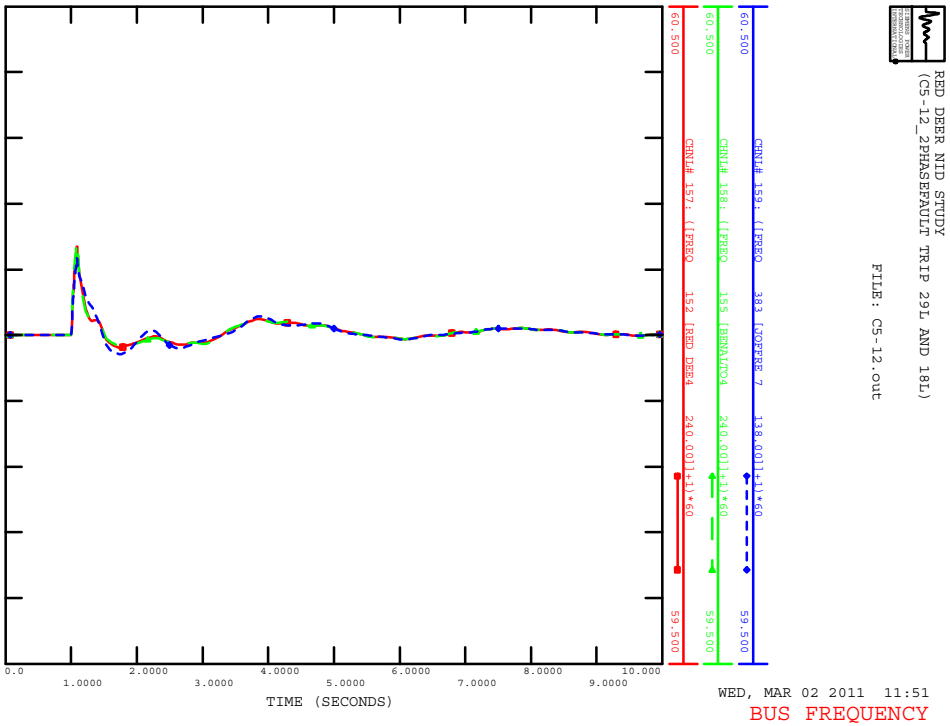

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

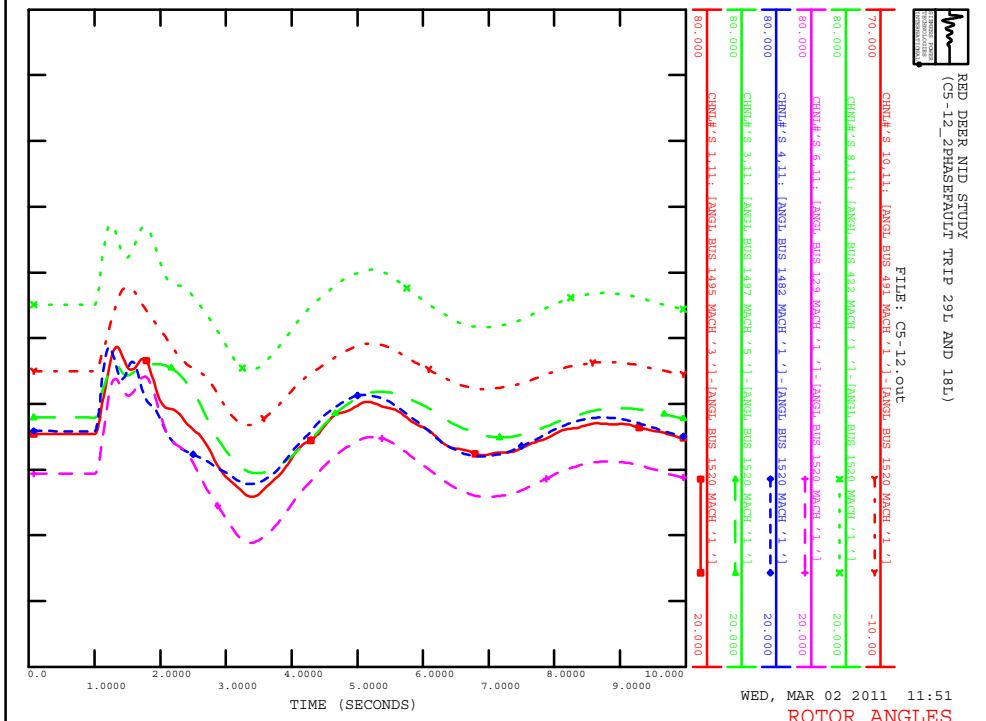

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

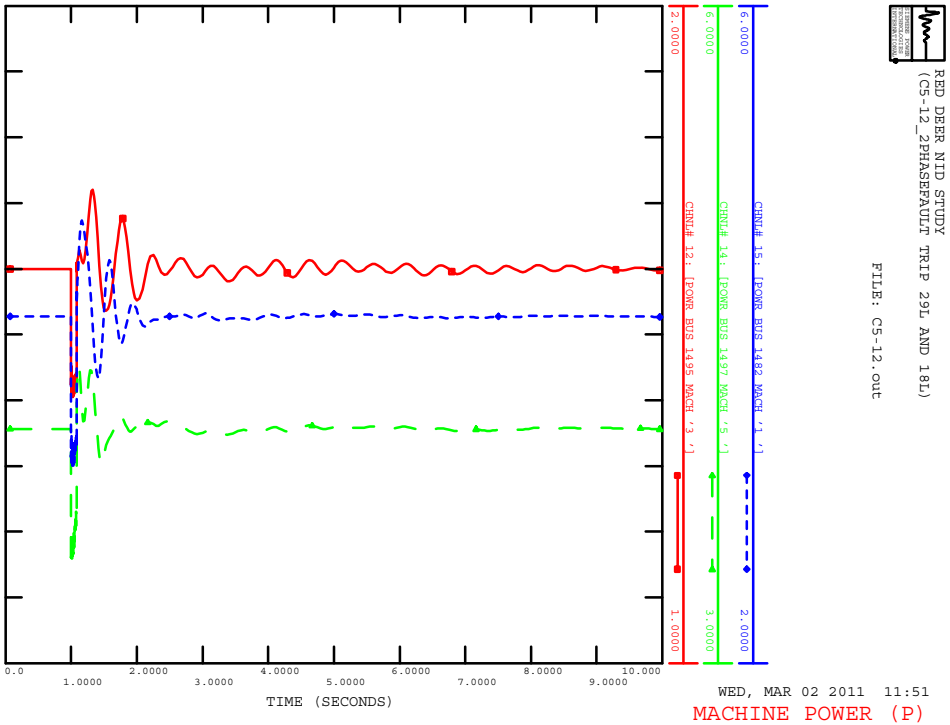

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

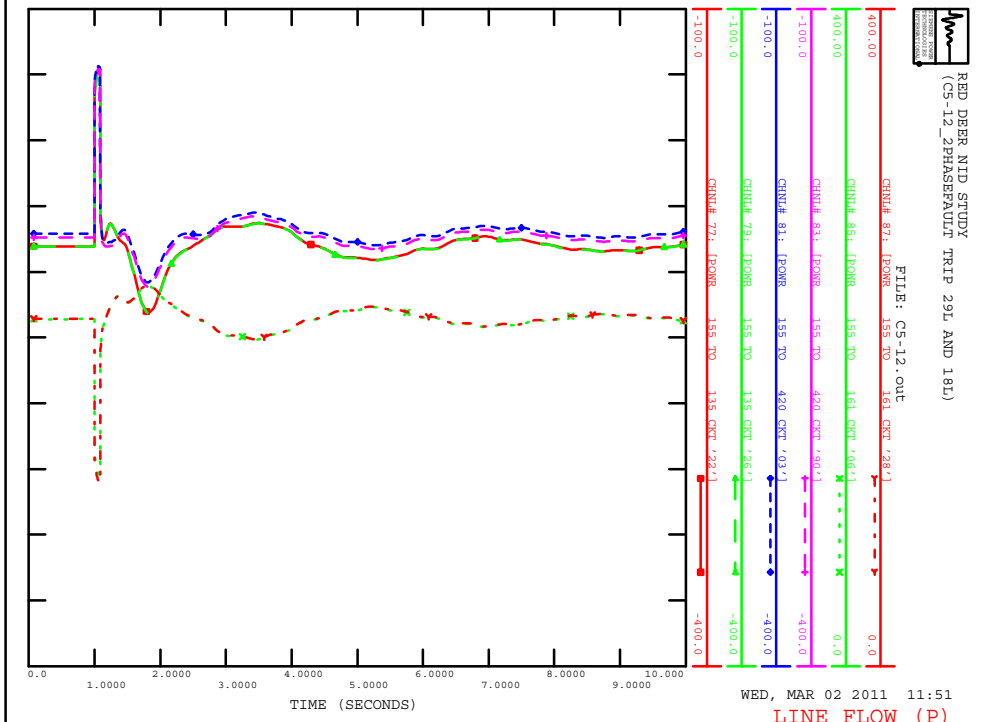

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

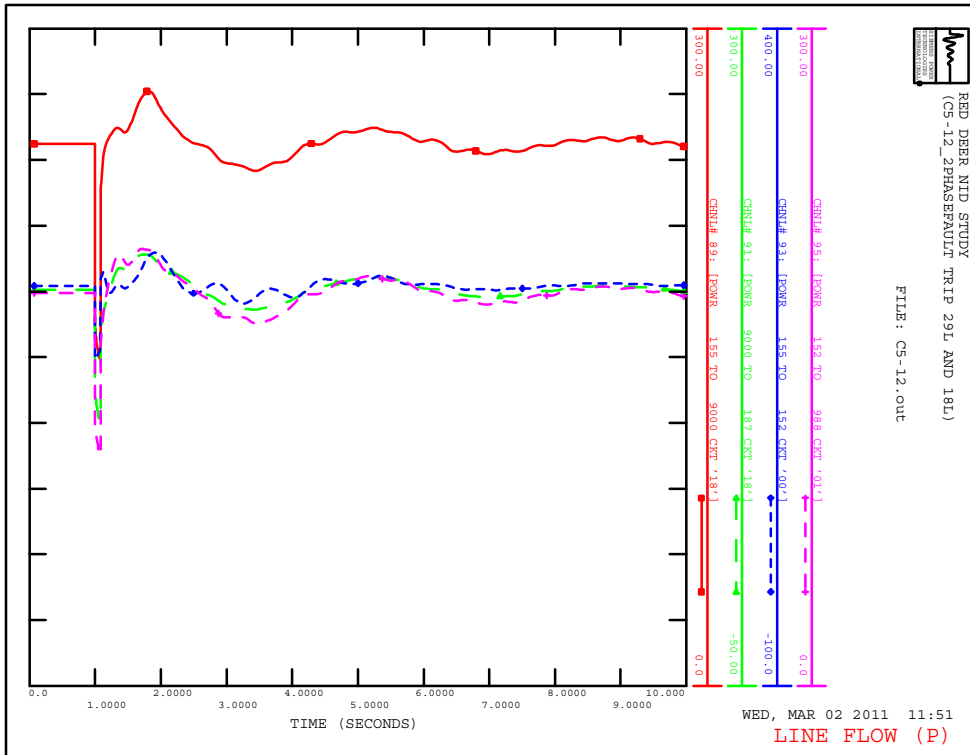

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

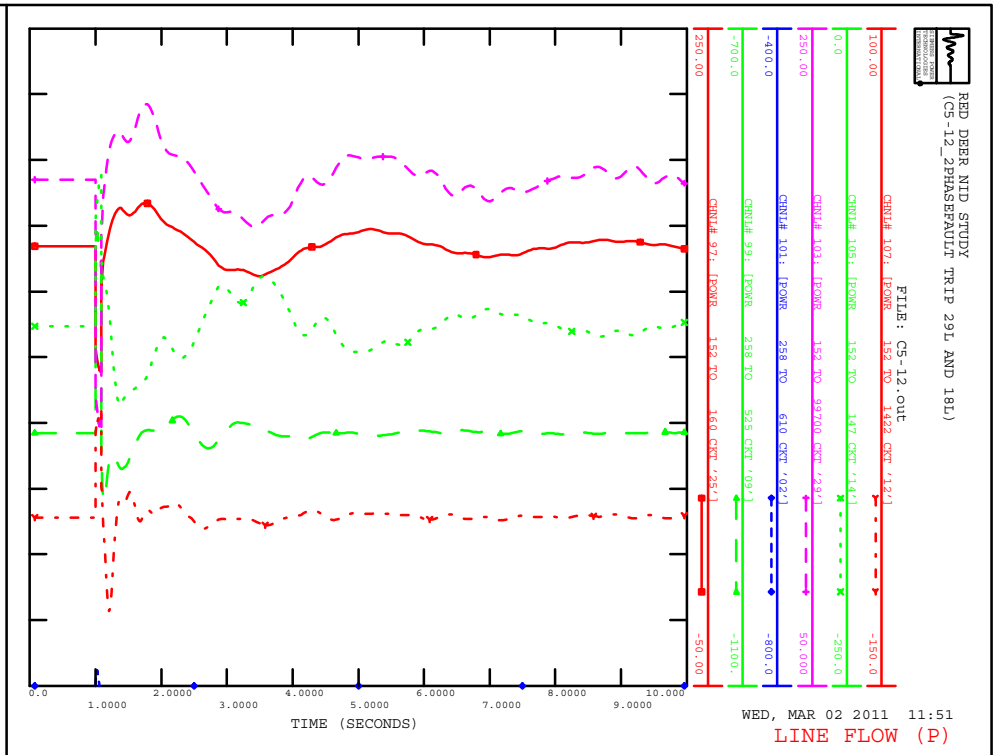

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

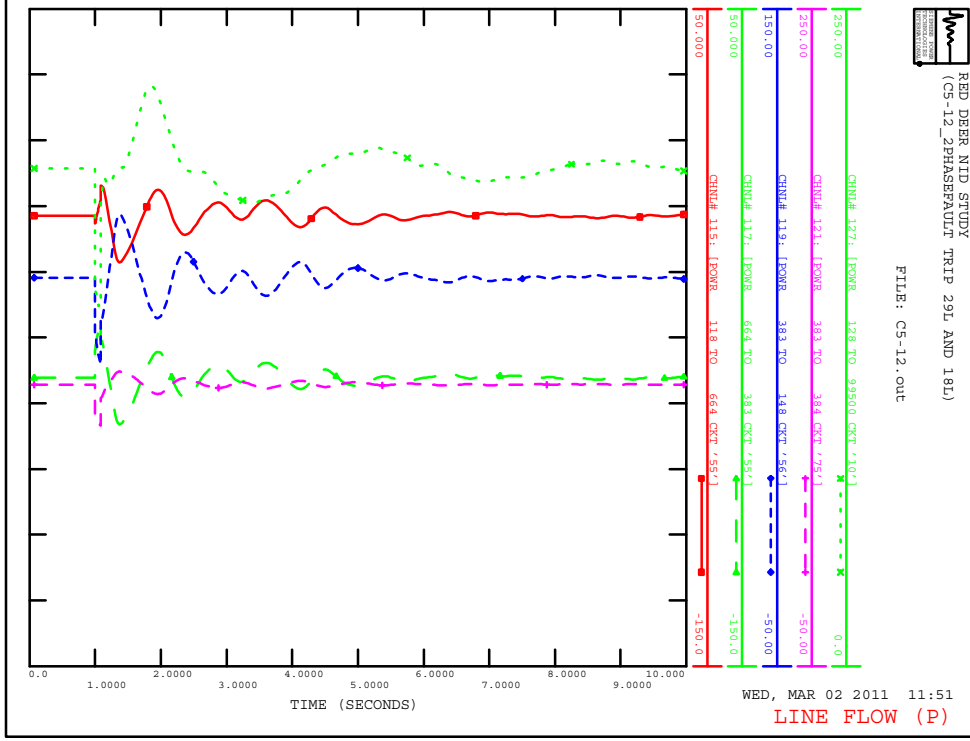

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

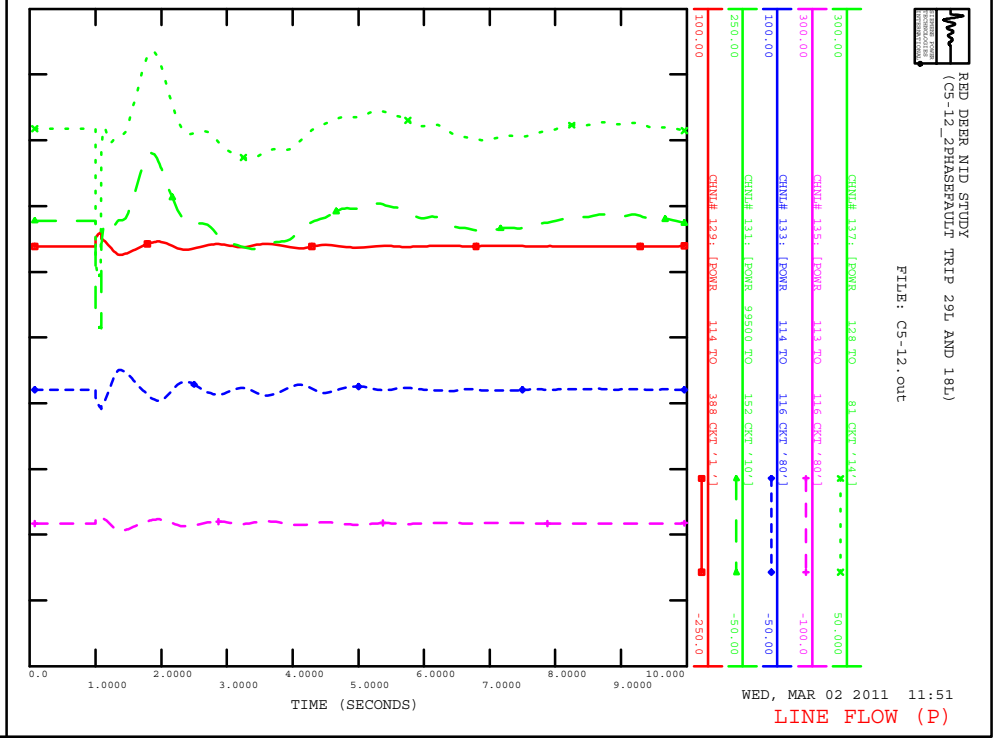

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

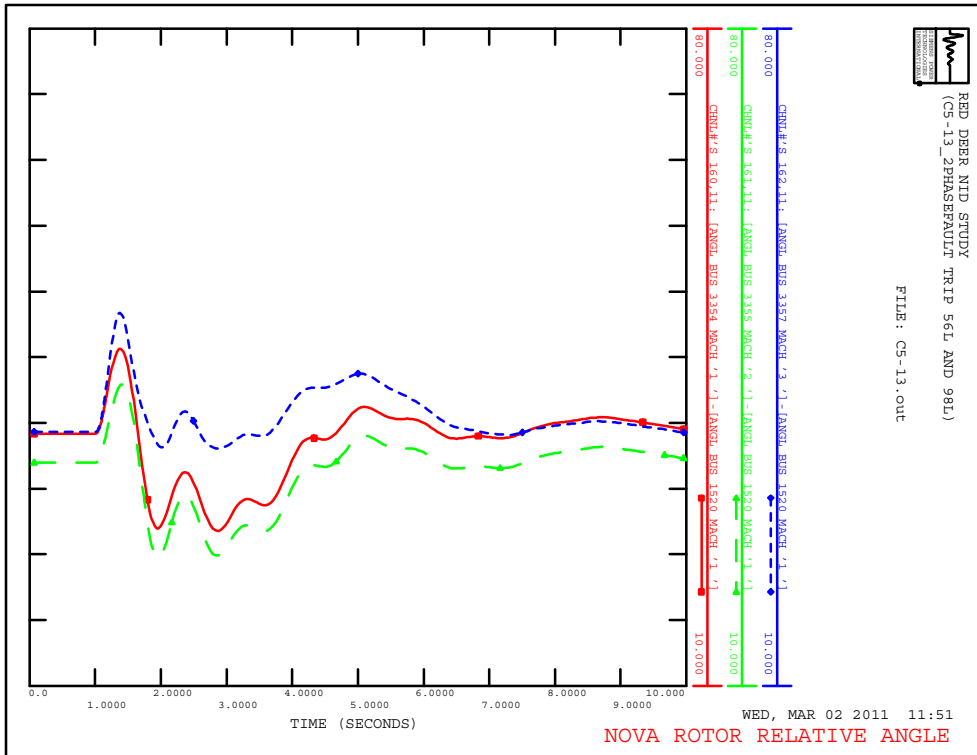

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

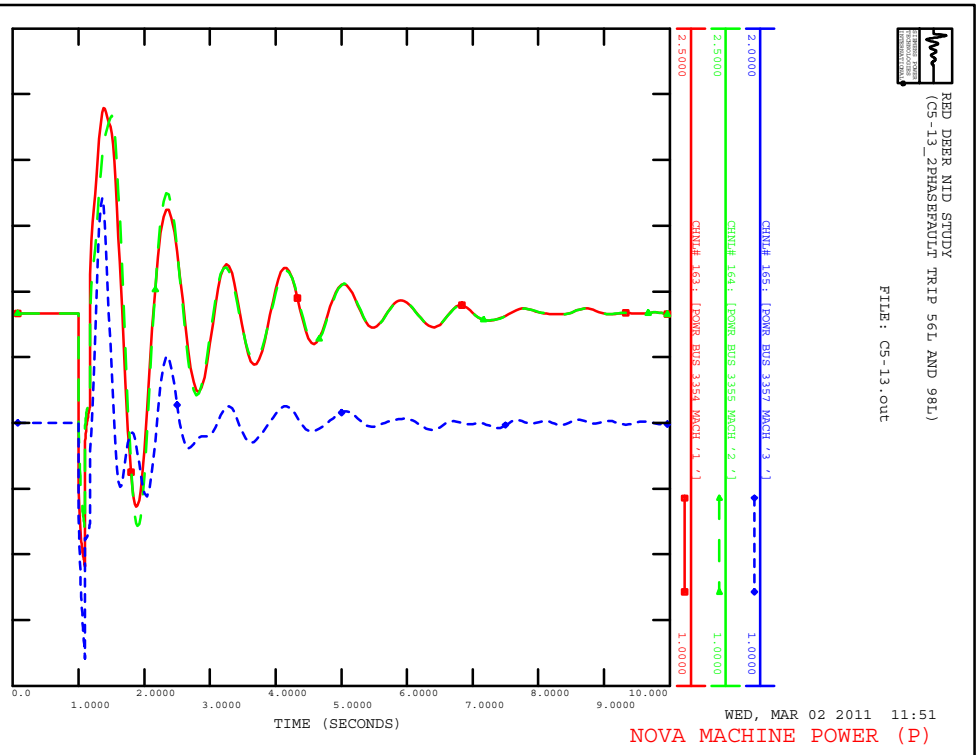

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

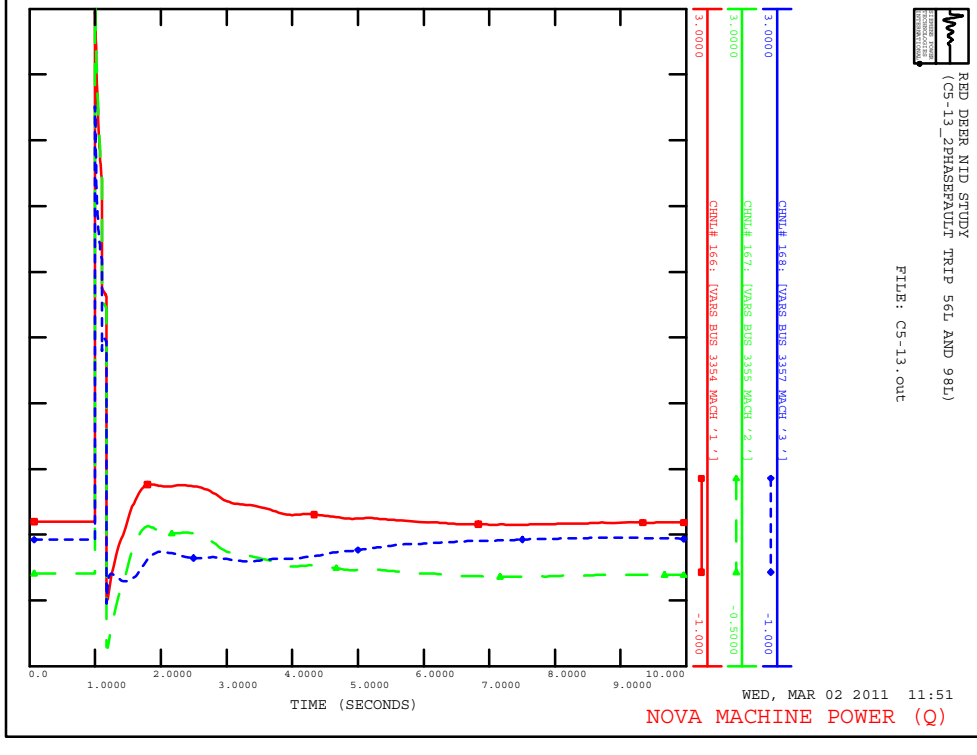

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

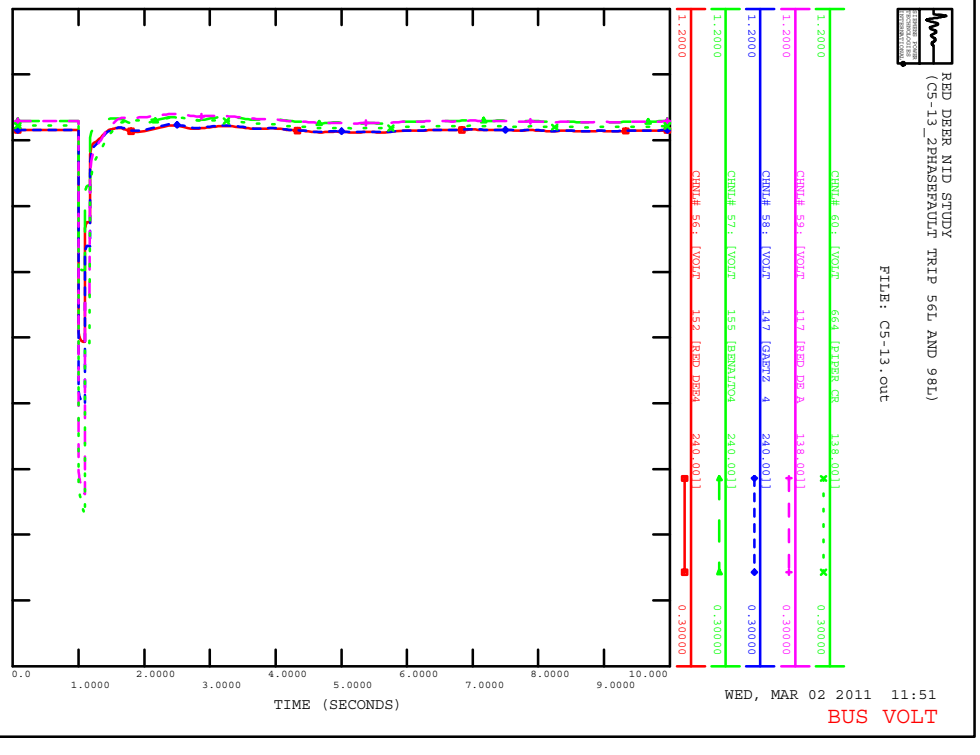

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

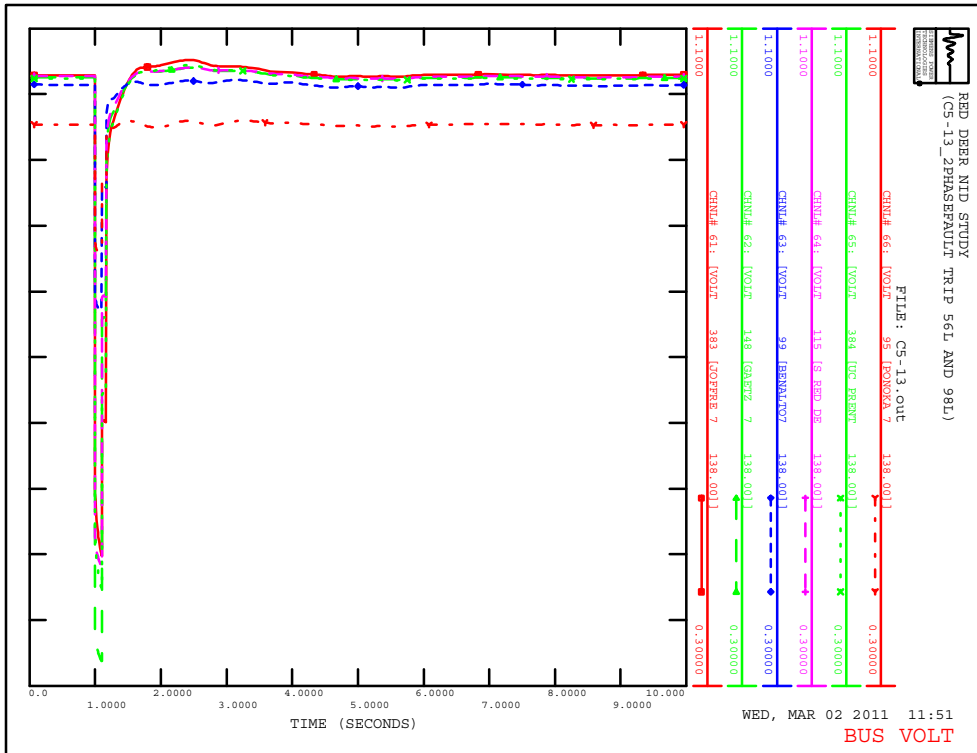

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

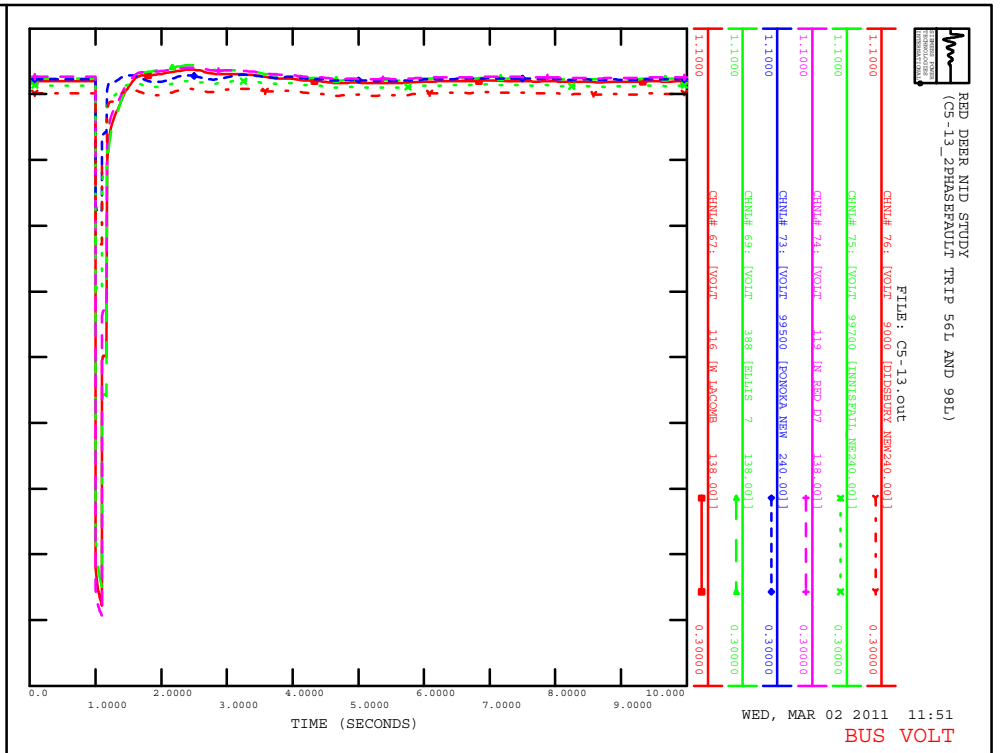

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
CHNL#'S 160,11; [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11; [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11; [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

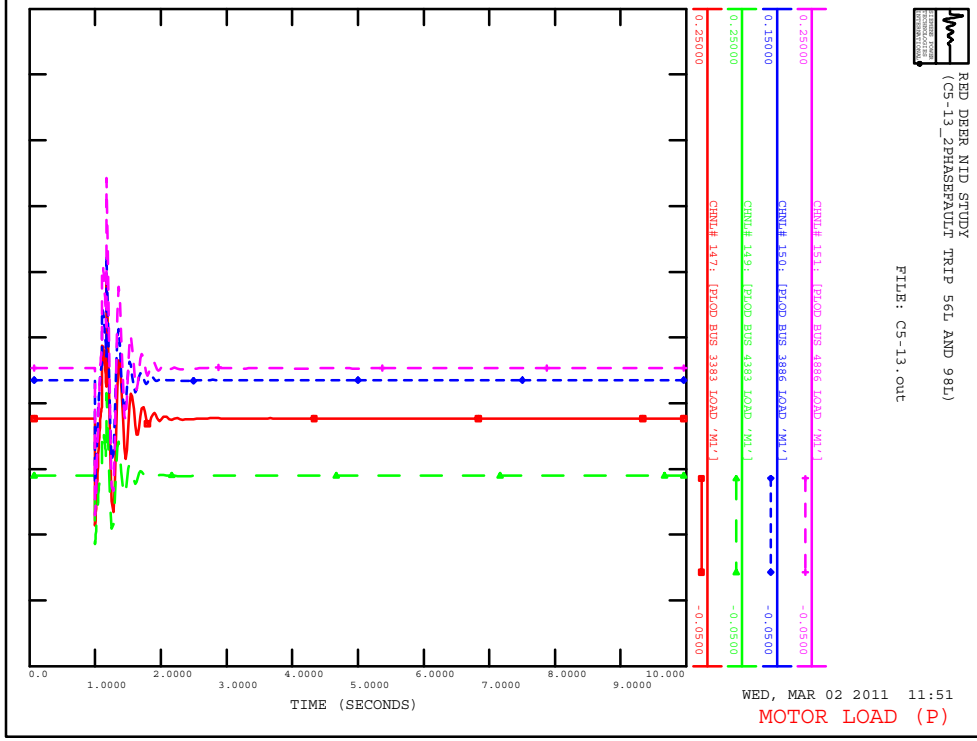

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

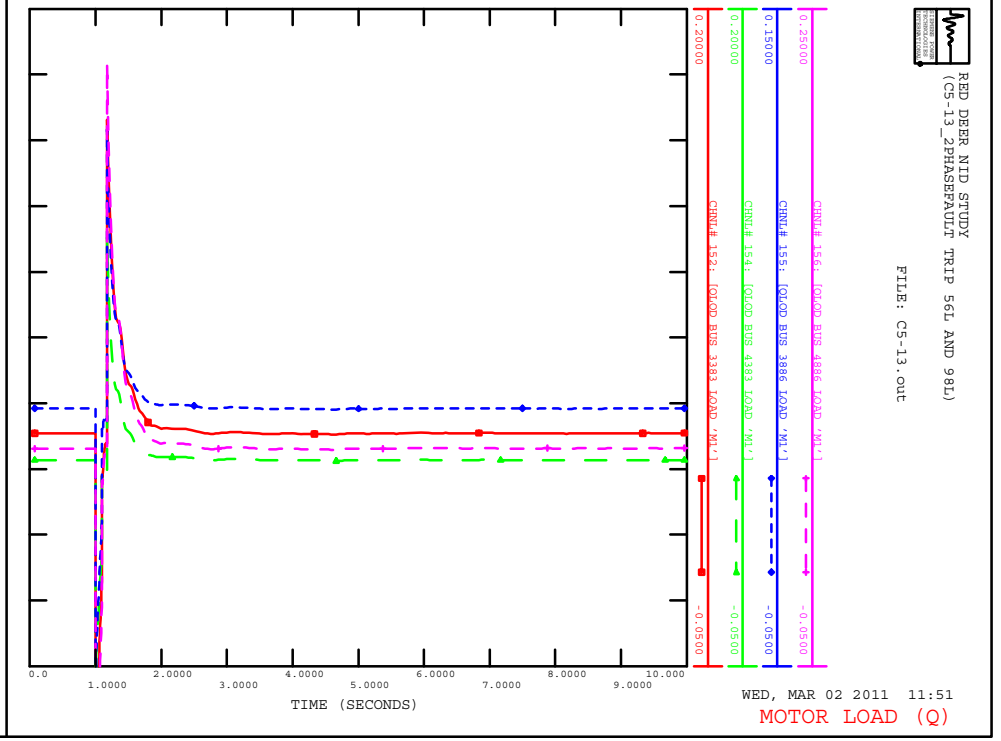

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
3.0000
-0.5000
-1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

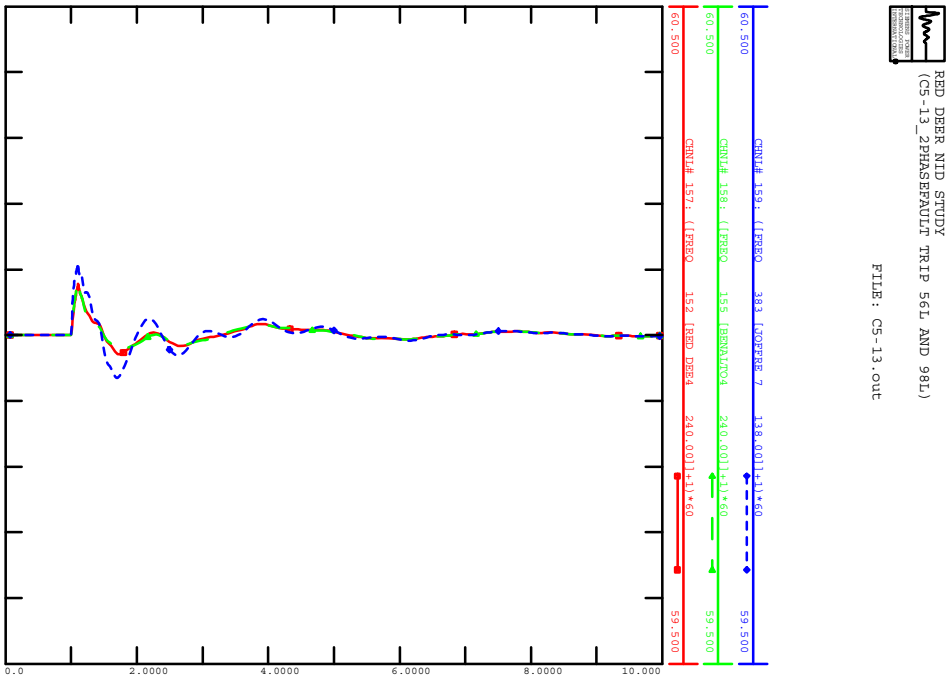

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

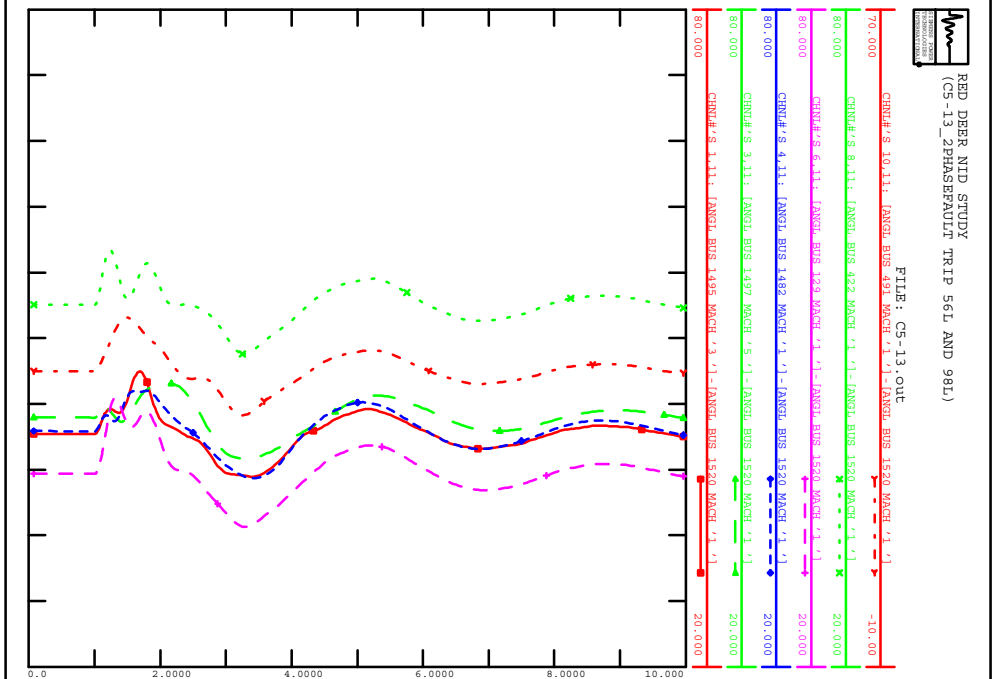

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

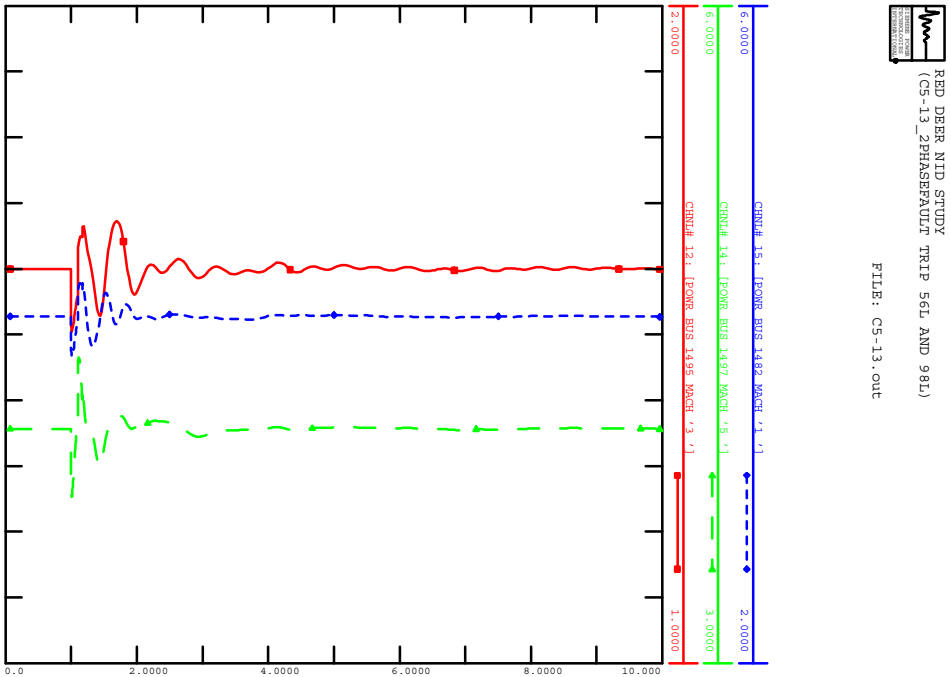

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

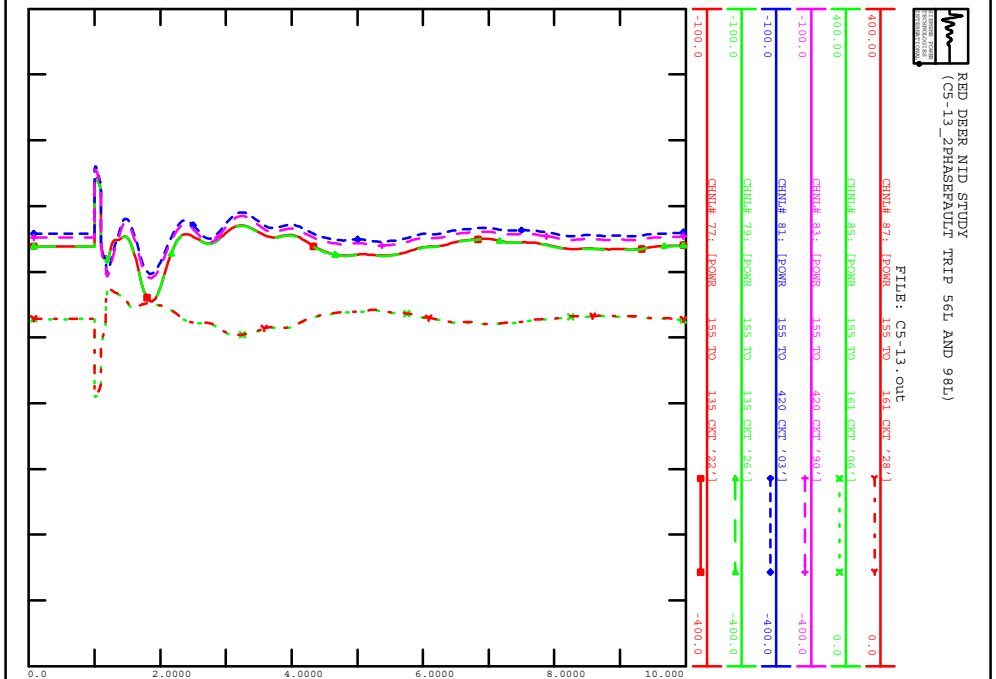

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

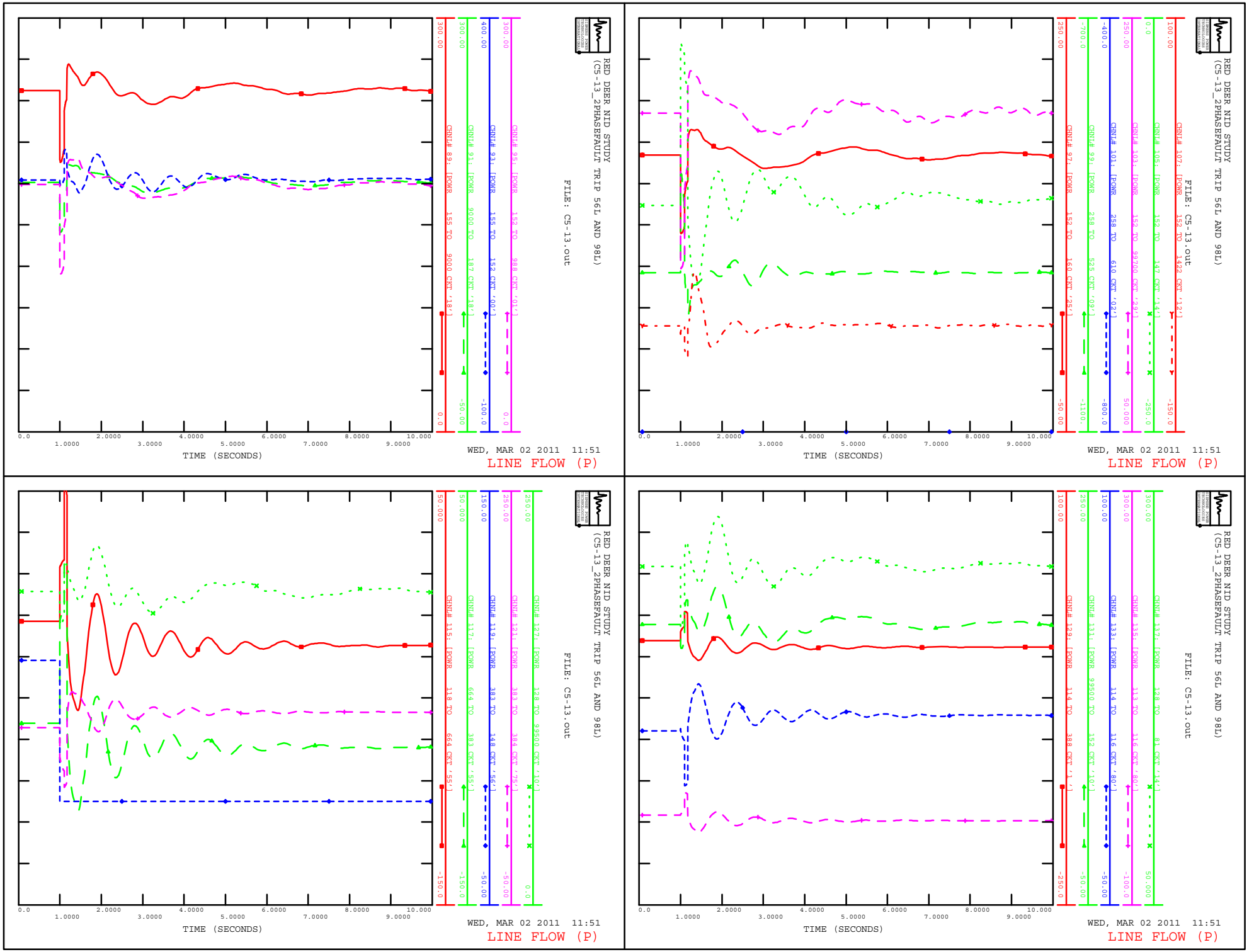

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

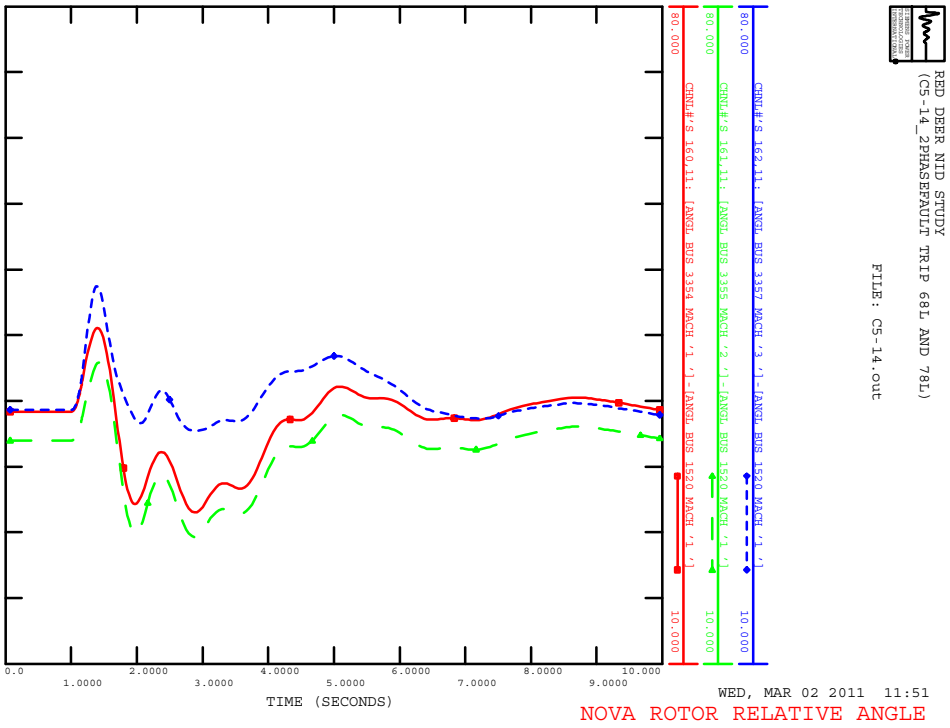

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

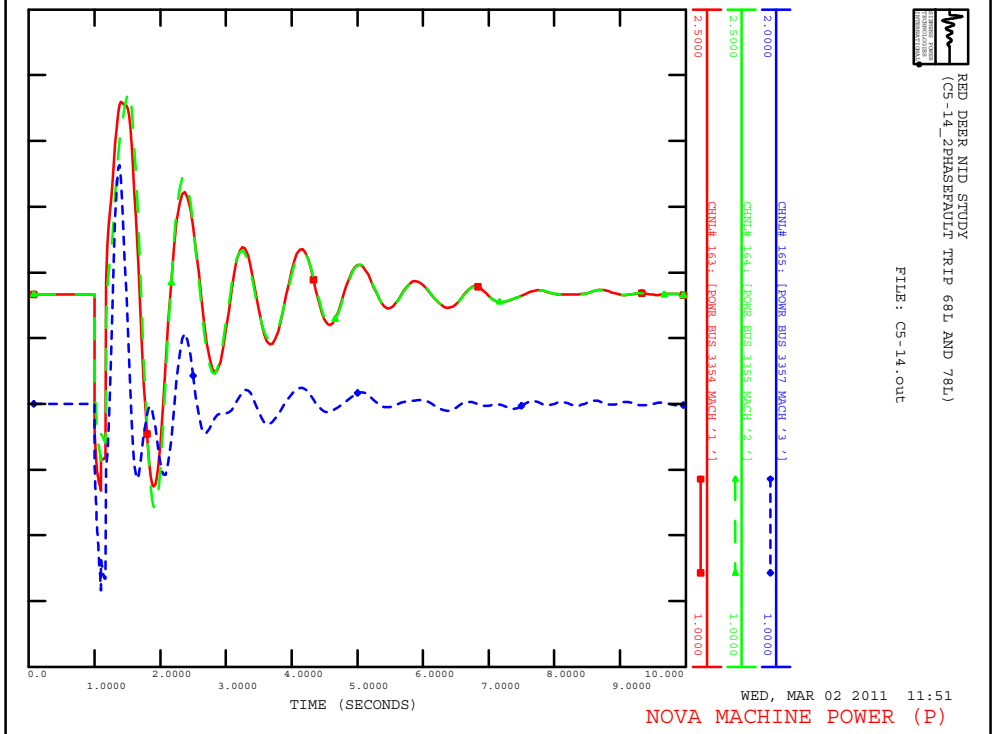

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

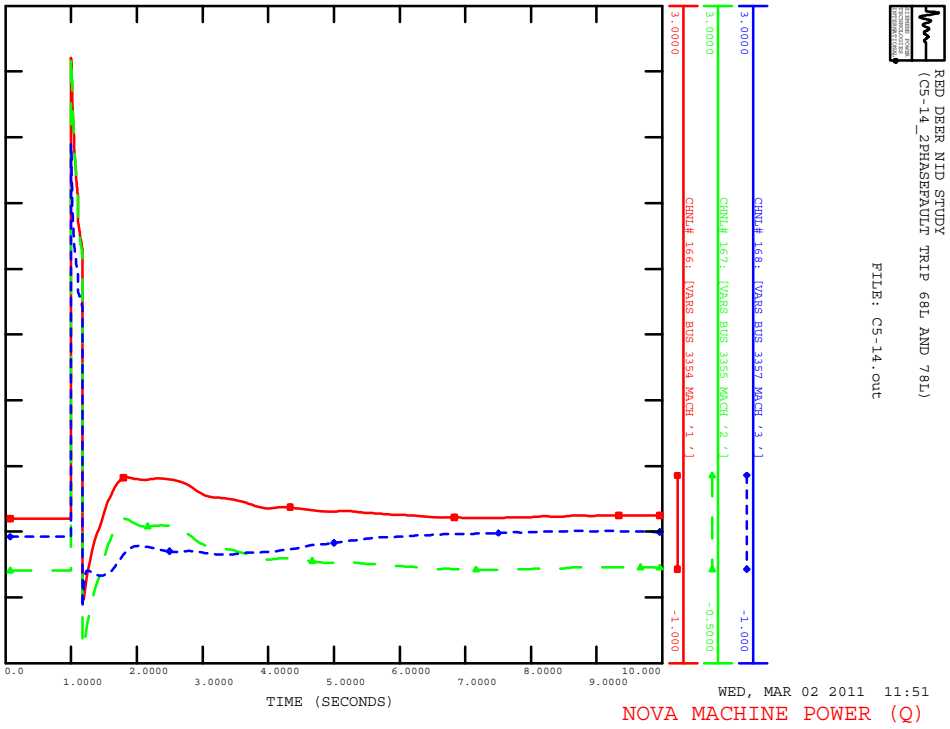

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

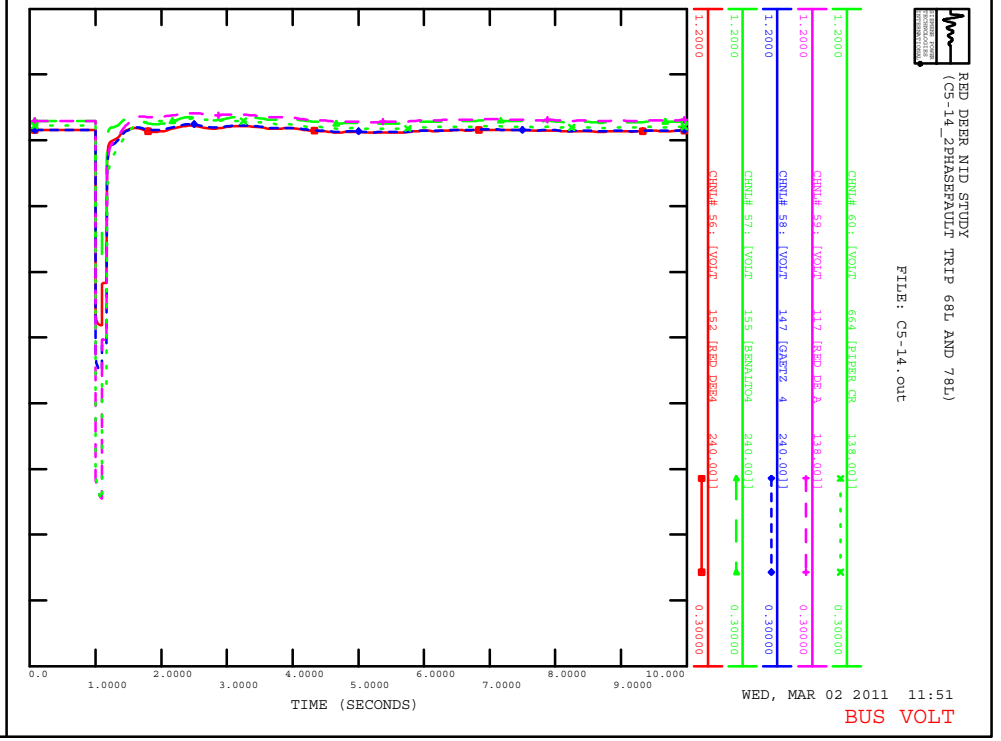

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

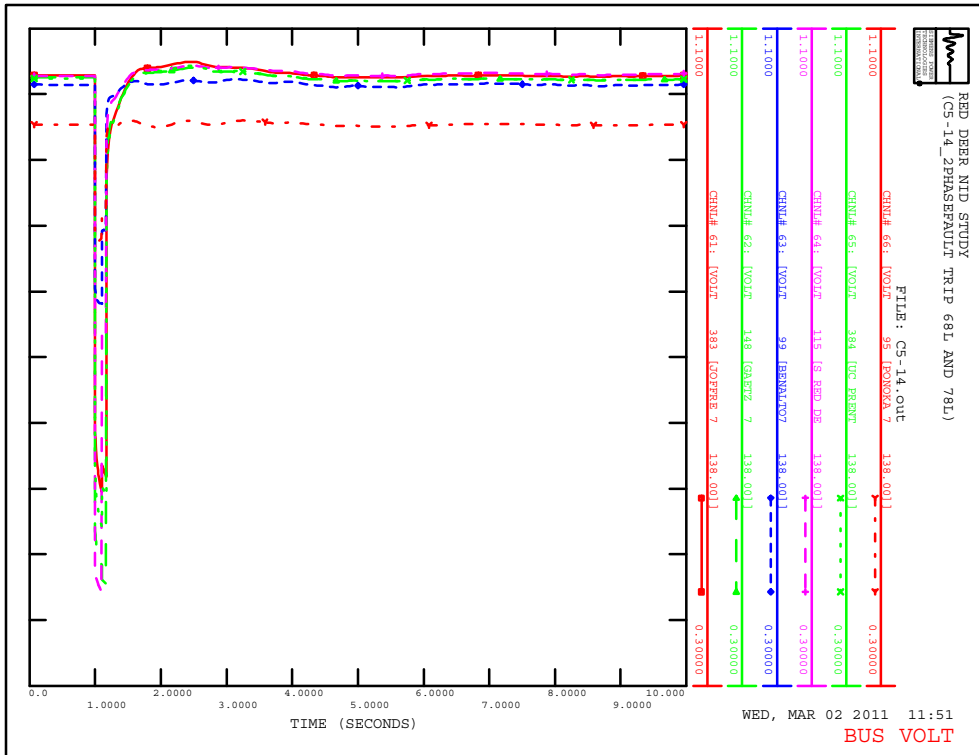

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

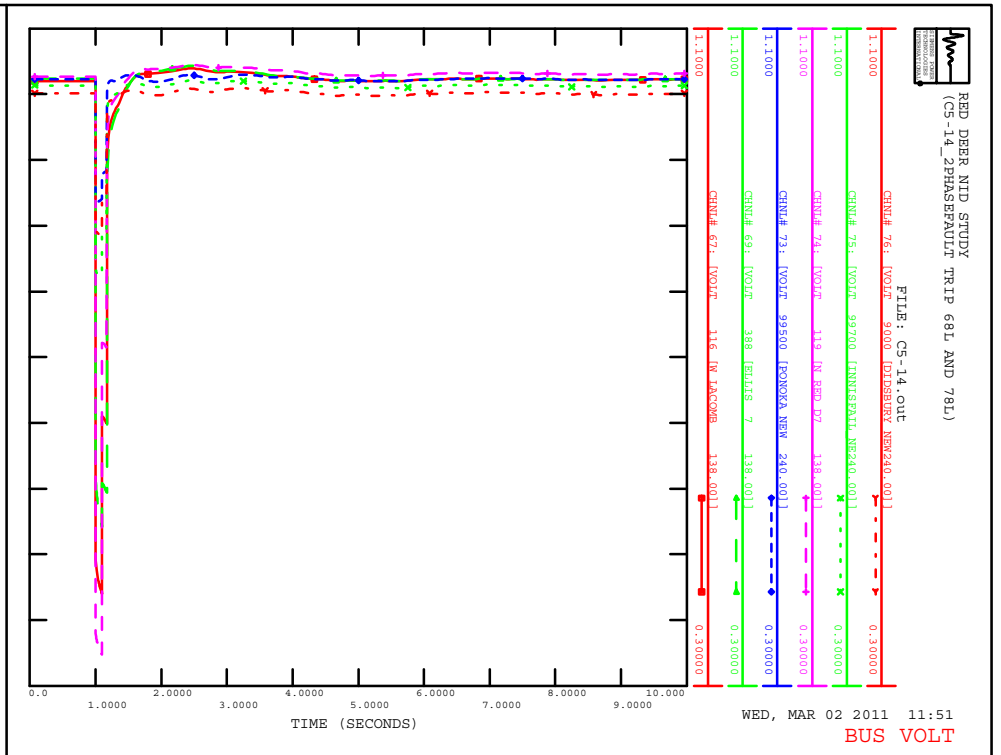

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

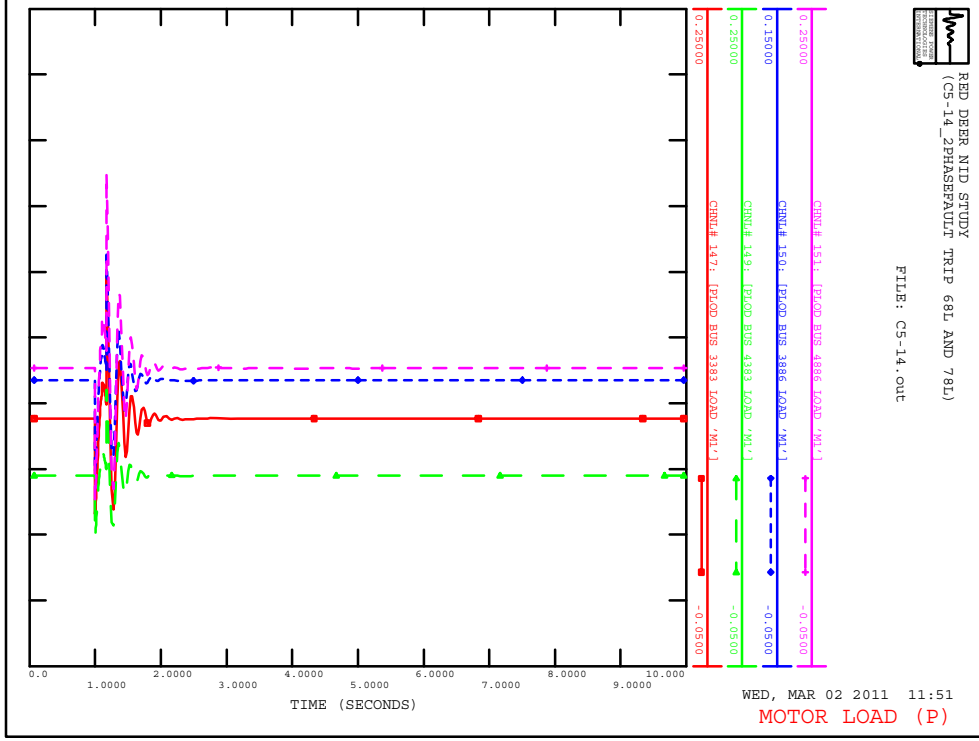

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

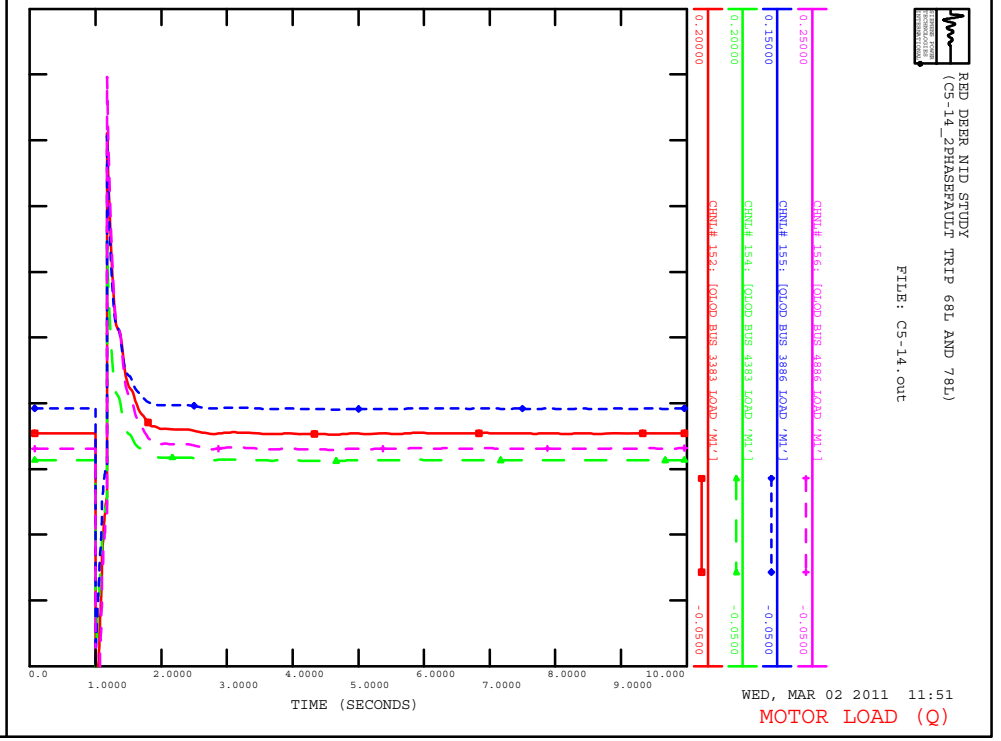

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

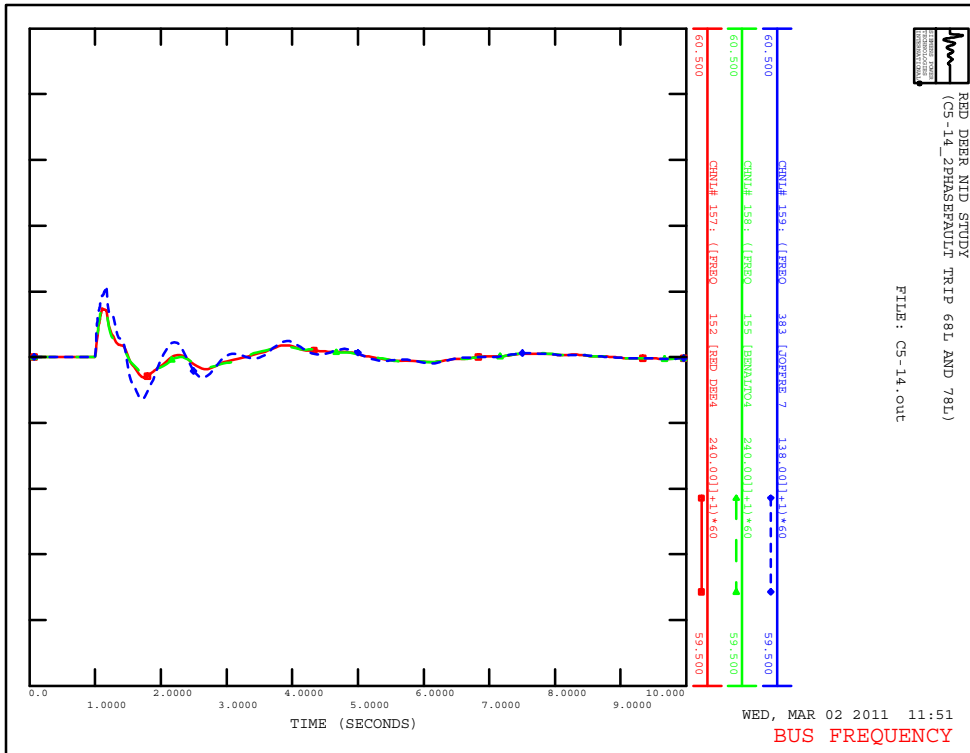

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

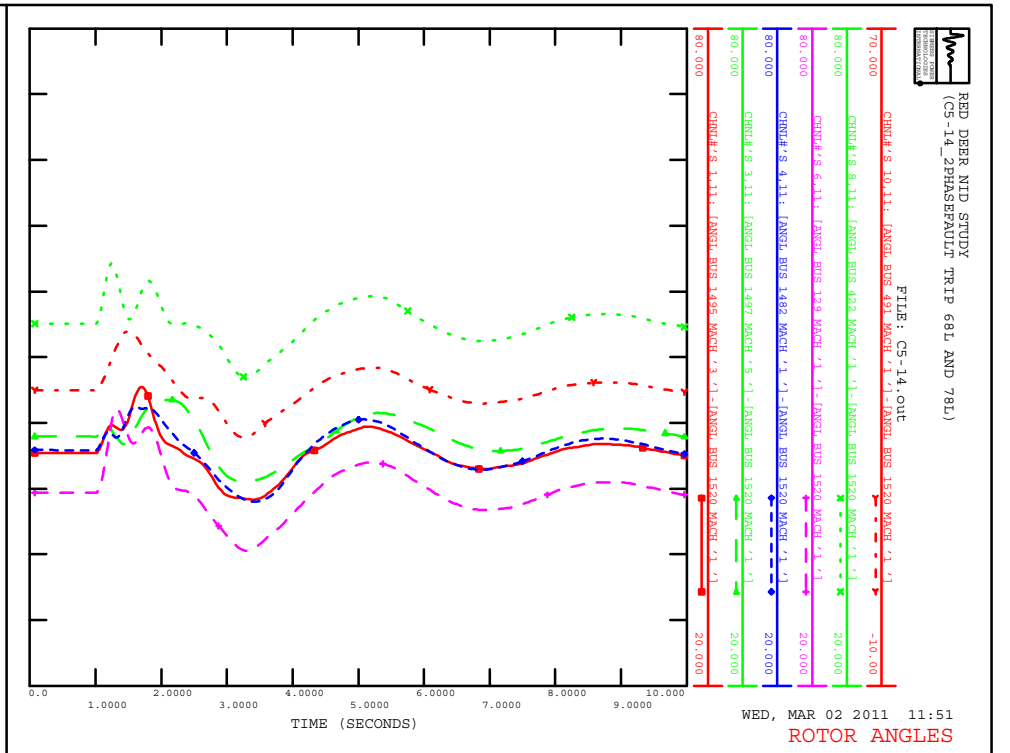

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

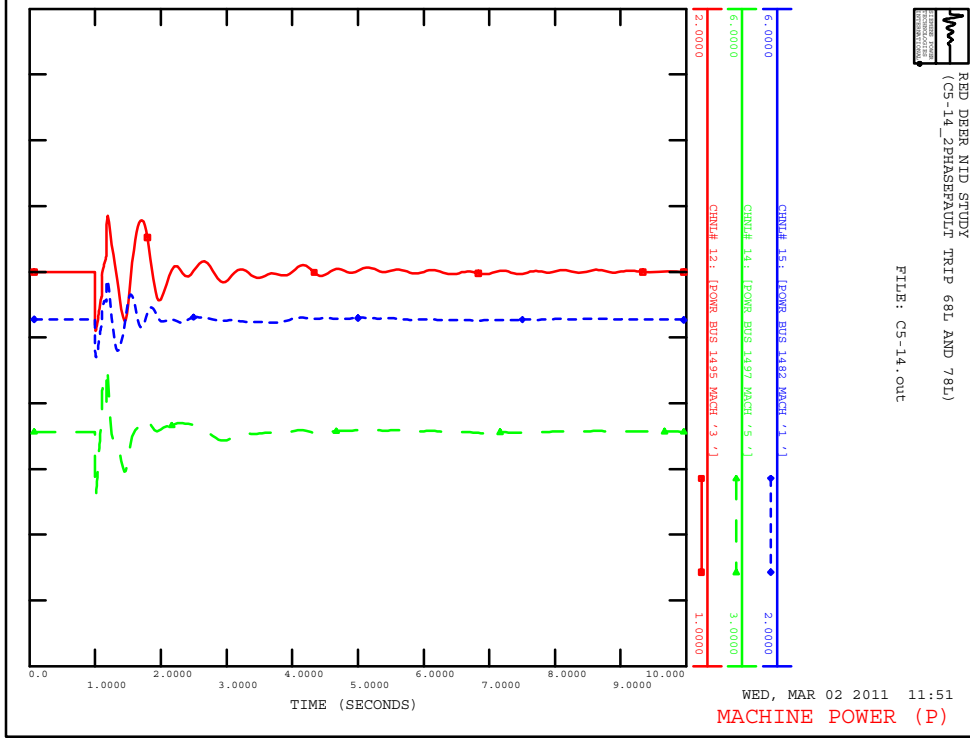

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

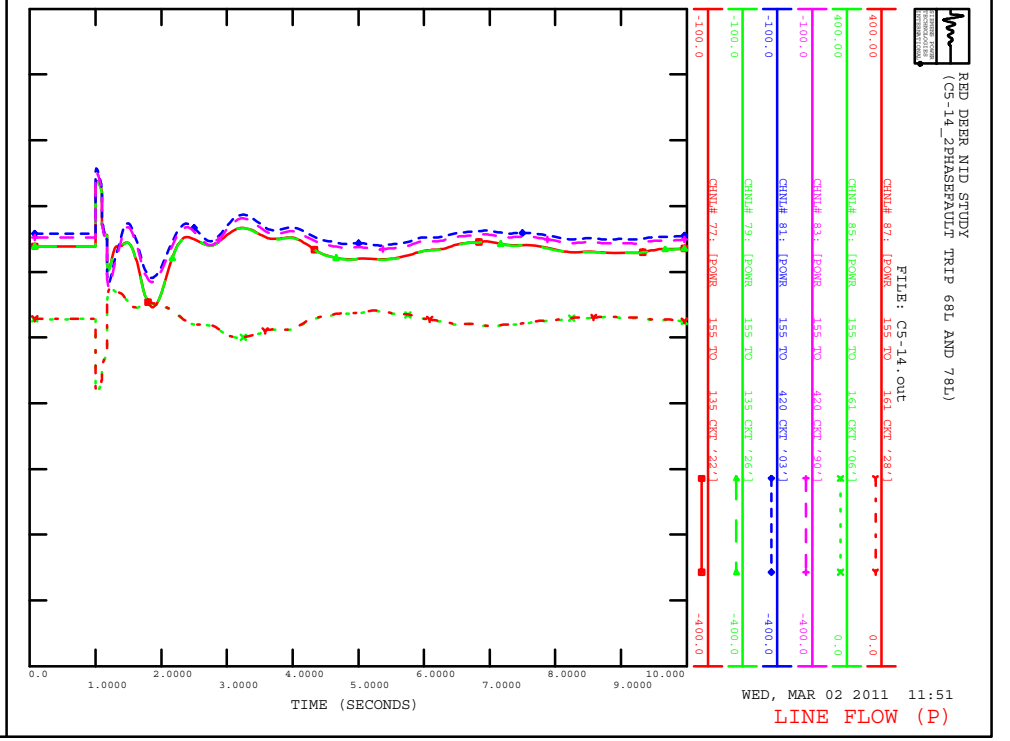

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

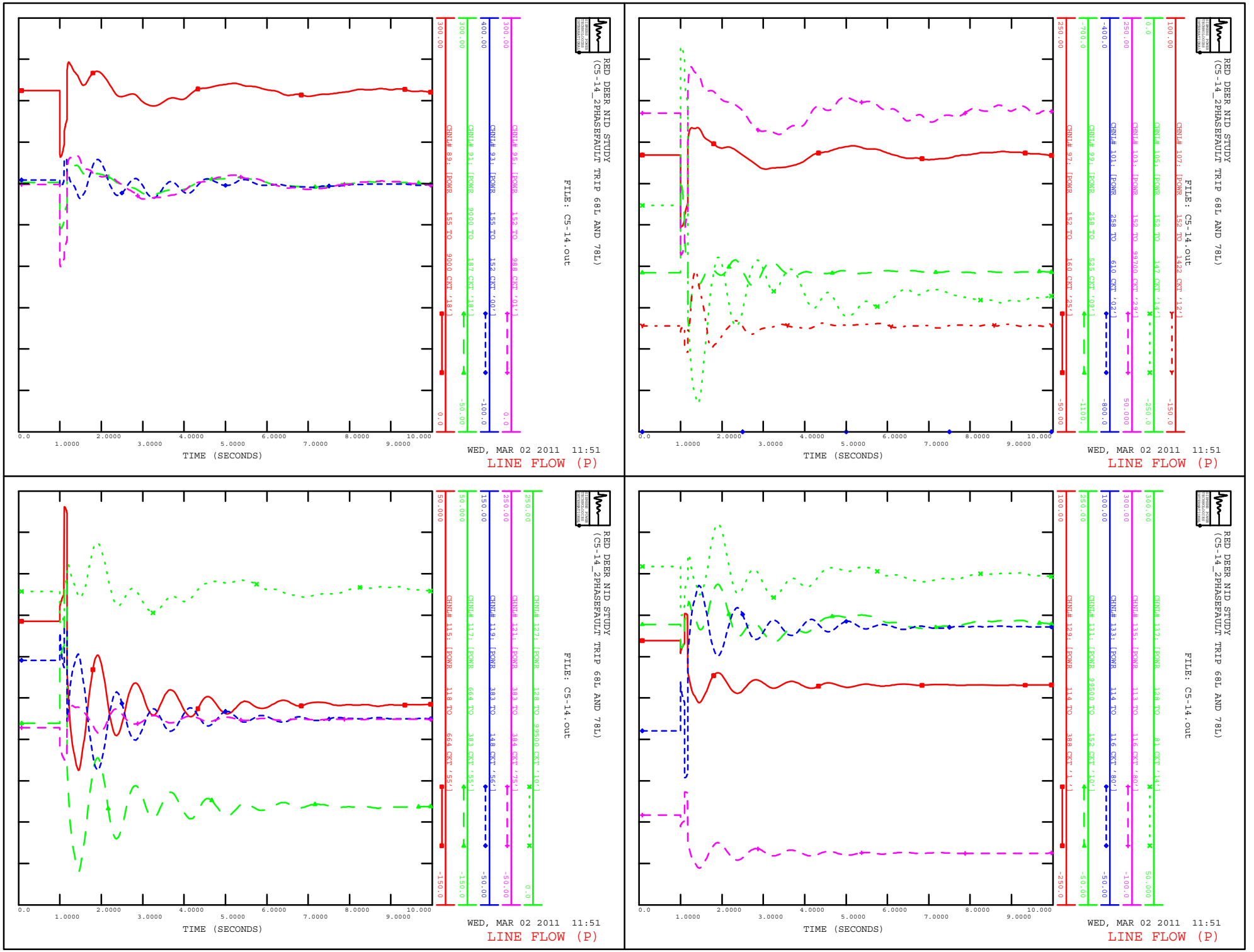

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

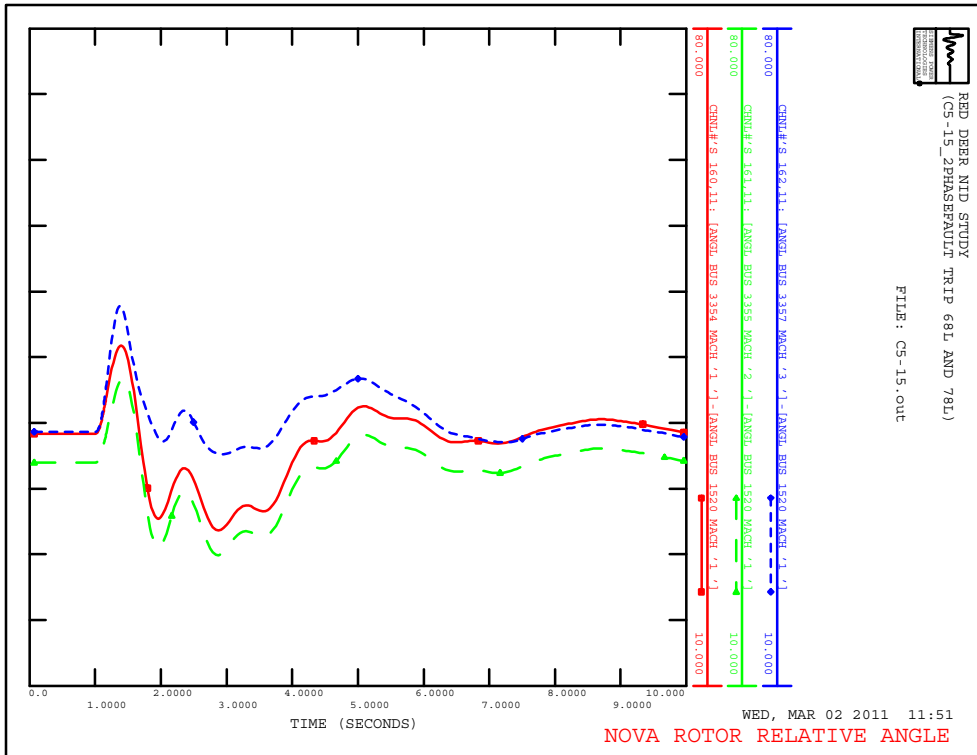

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

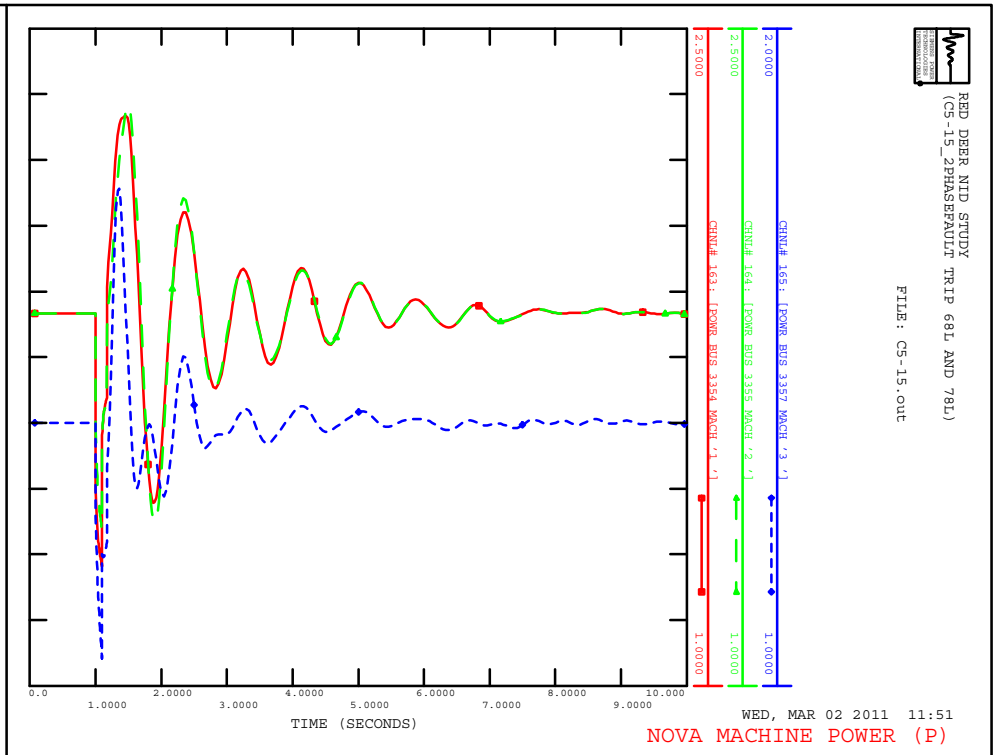

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

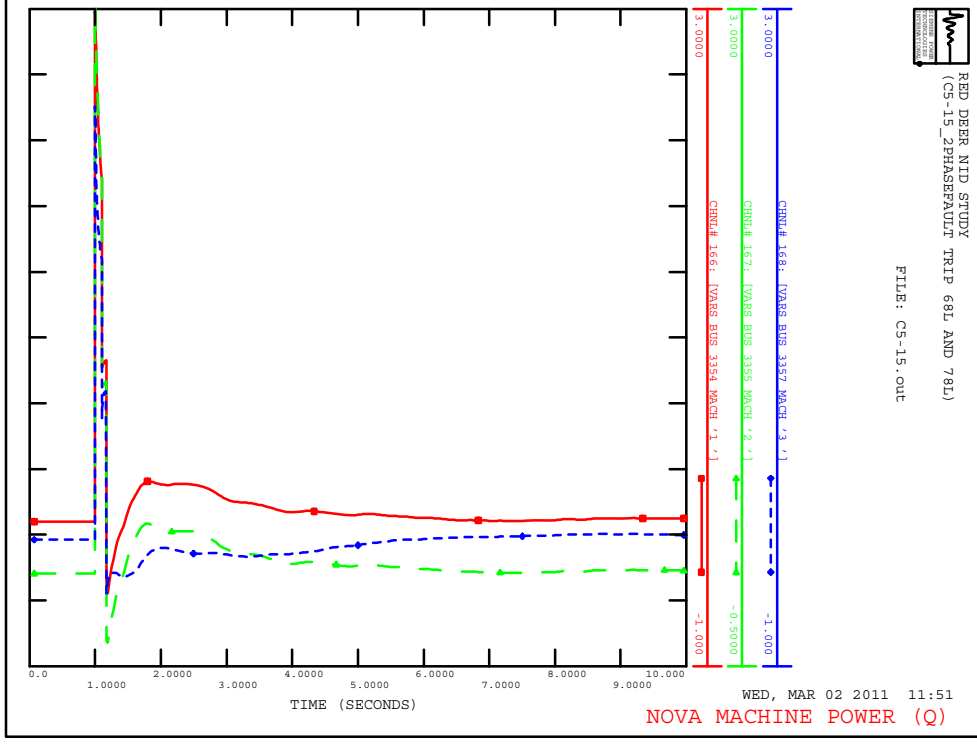

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

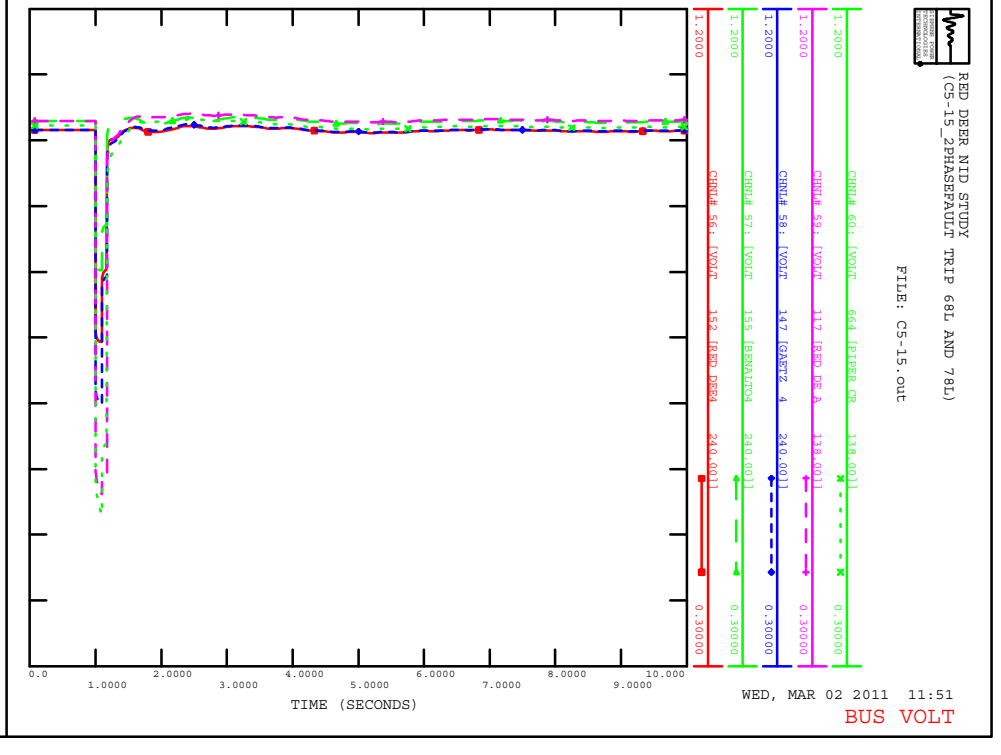

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

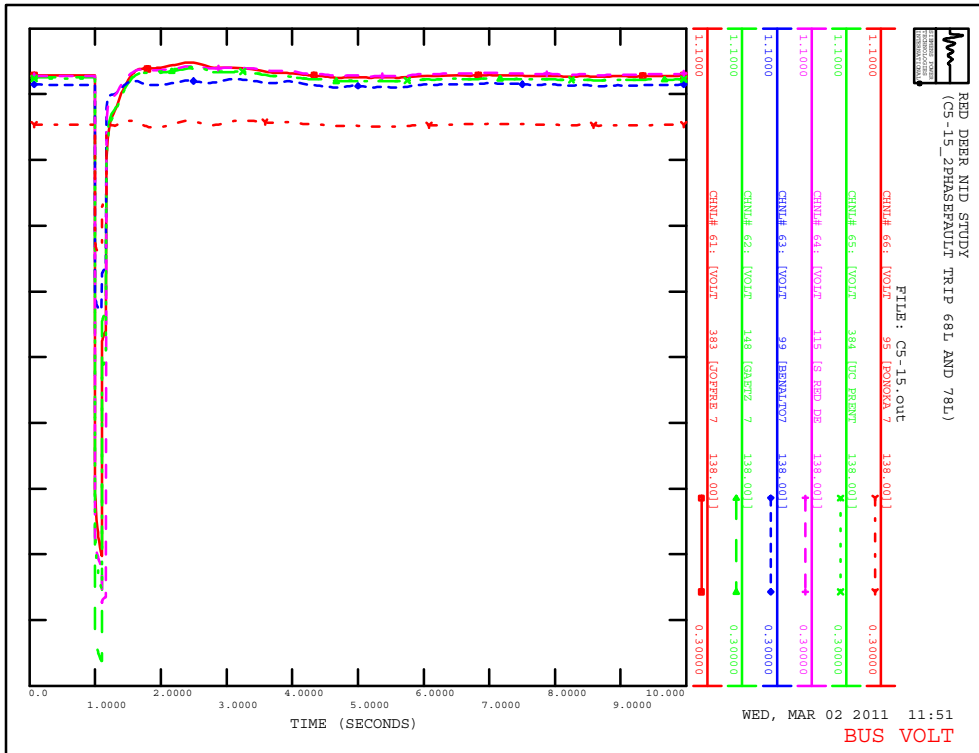

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

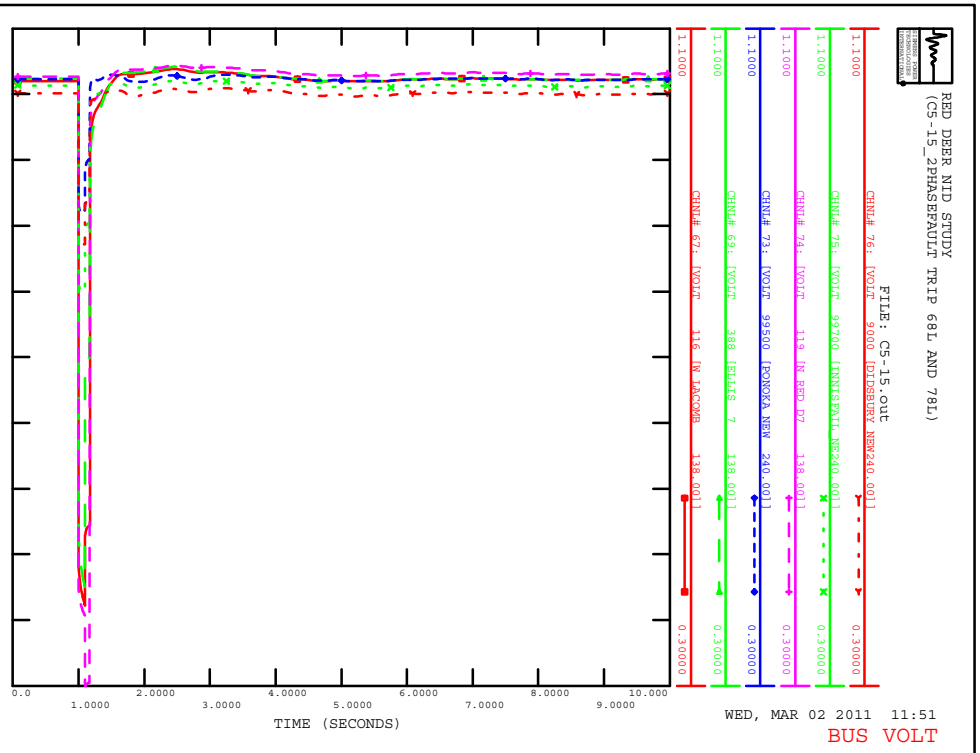

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL#'S 162,11; [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11; [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11; [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

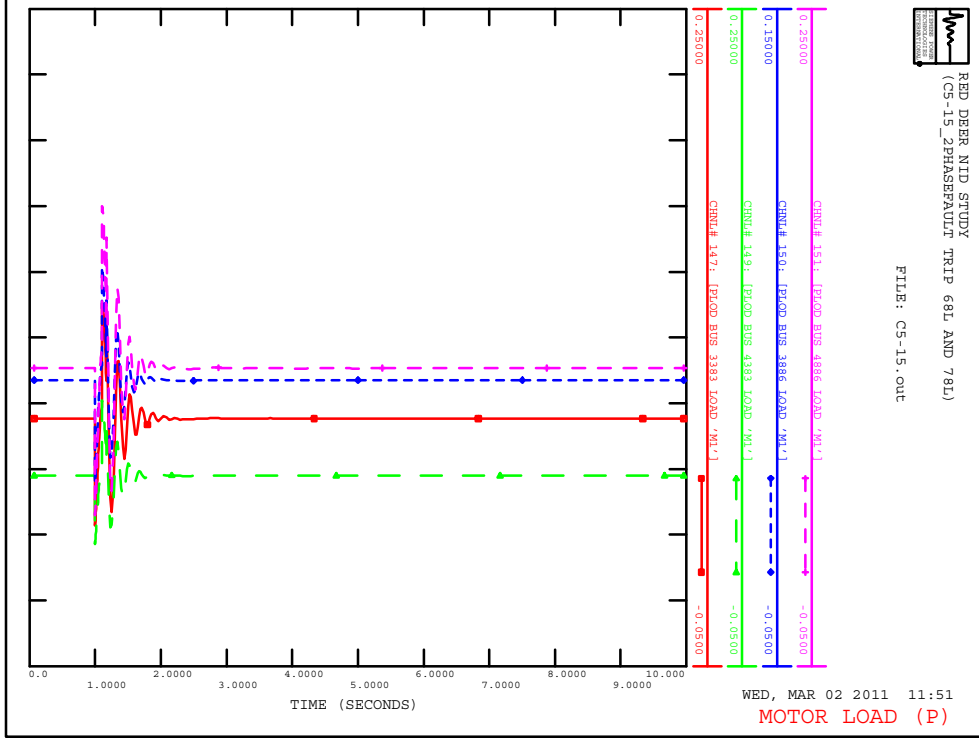

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

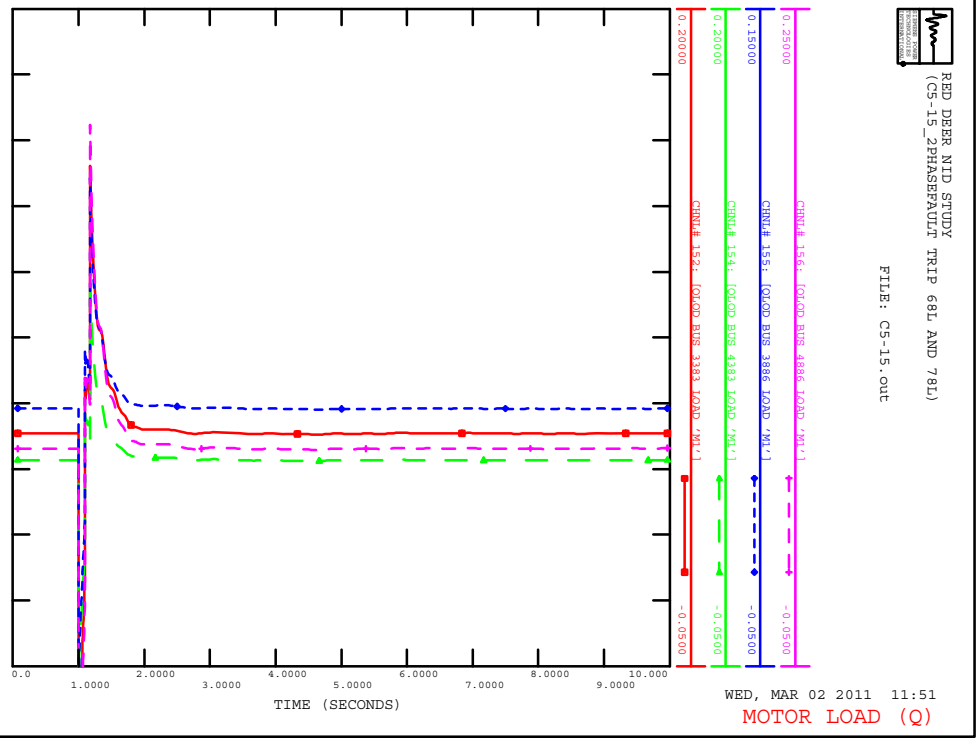

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
2.0000
1.0000
0.0000
-0.5000
-1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

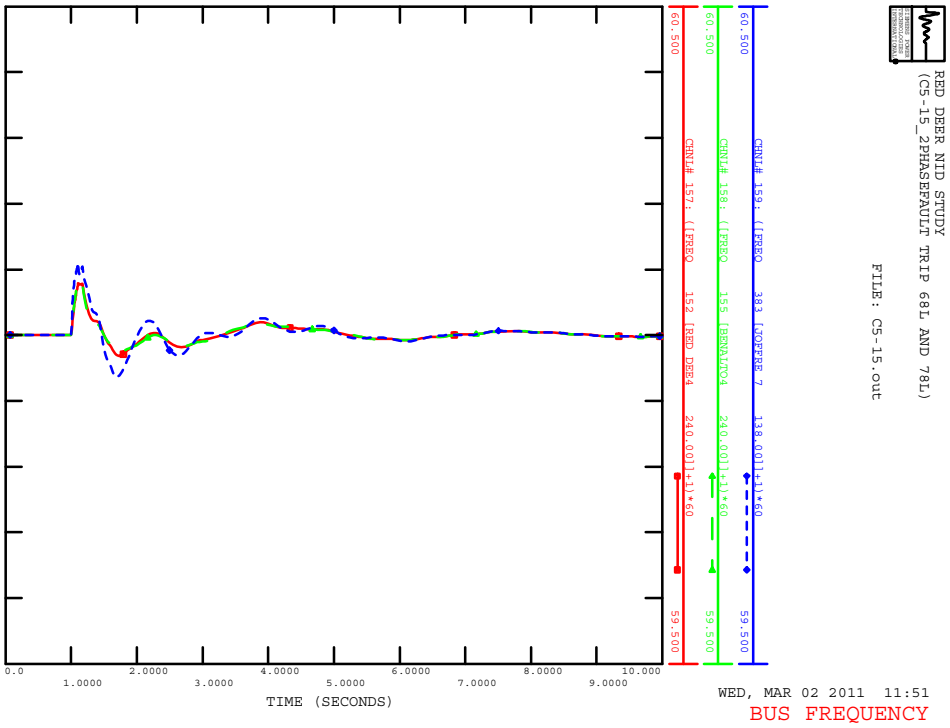

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 60, [VOLT 664 [PIPER CR 138.001]
CHNL# 59, [VOLT 117 [RED DEB 2 138.001]
CHNL# 58, [VOLT 147 [GAETZ 4 240.001]
CHNL# 57, [VOLT 155 [BENALTO4 240.001]
CHNL# 56, [VOLT 152 [RED DEB4 240.001]
1.2000
1.0000
0.8000
0.6000
0.4000
0.3000
0.2000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

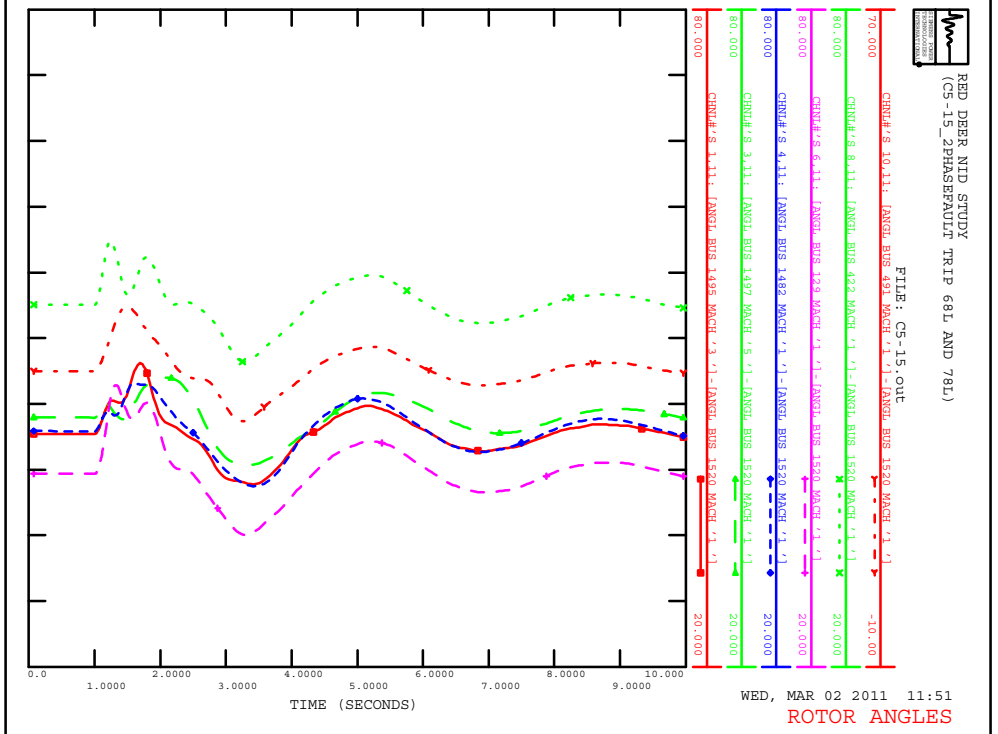

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

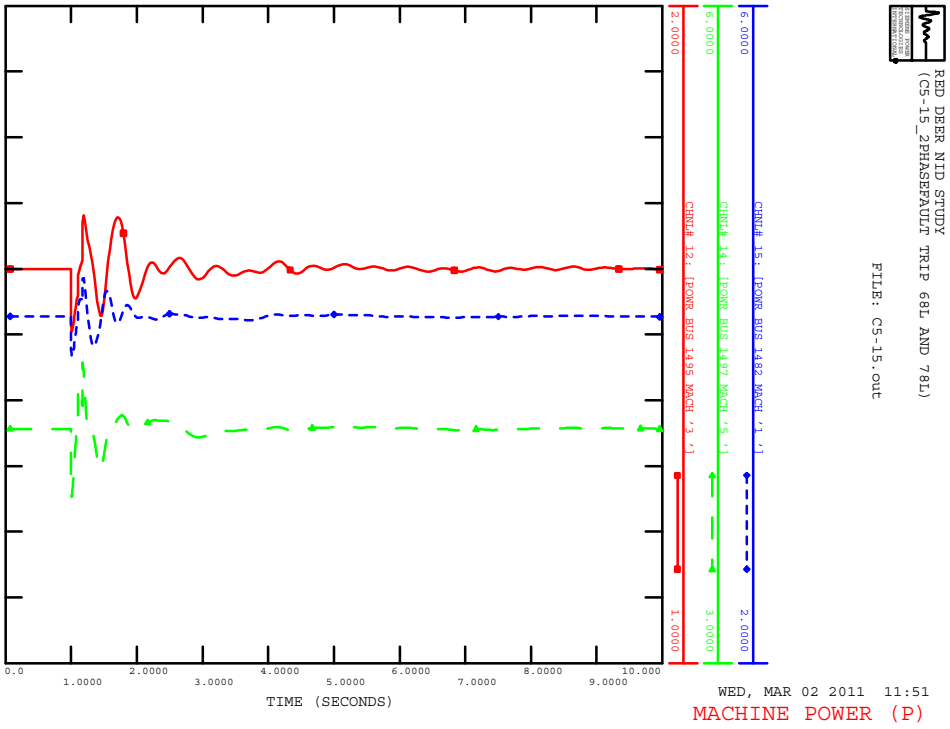

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

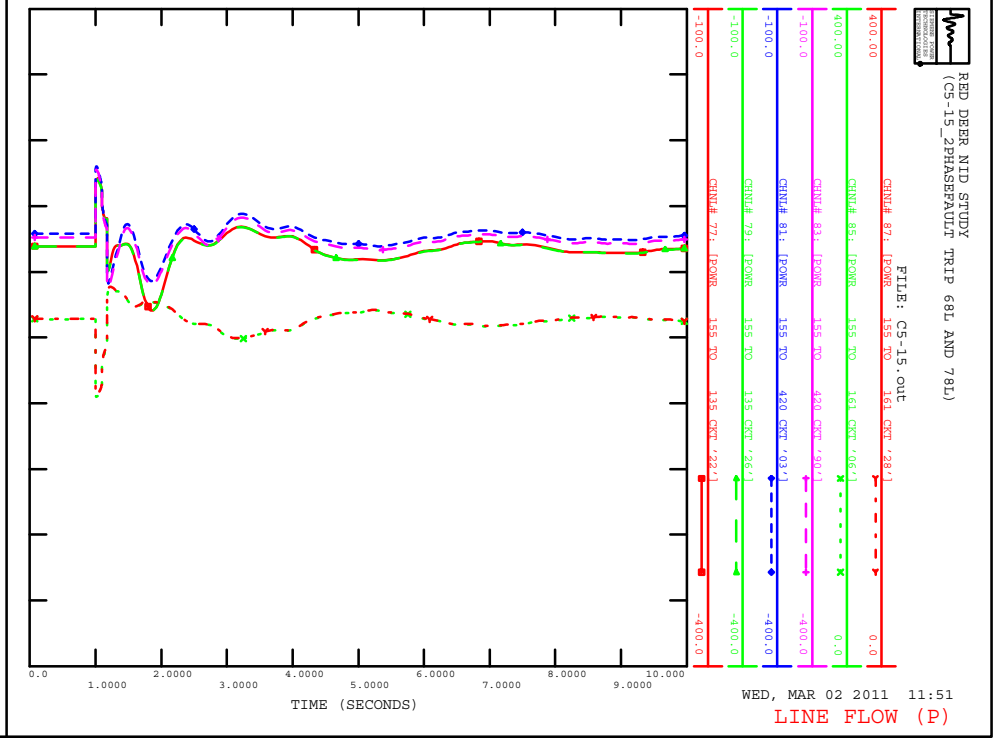

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

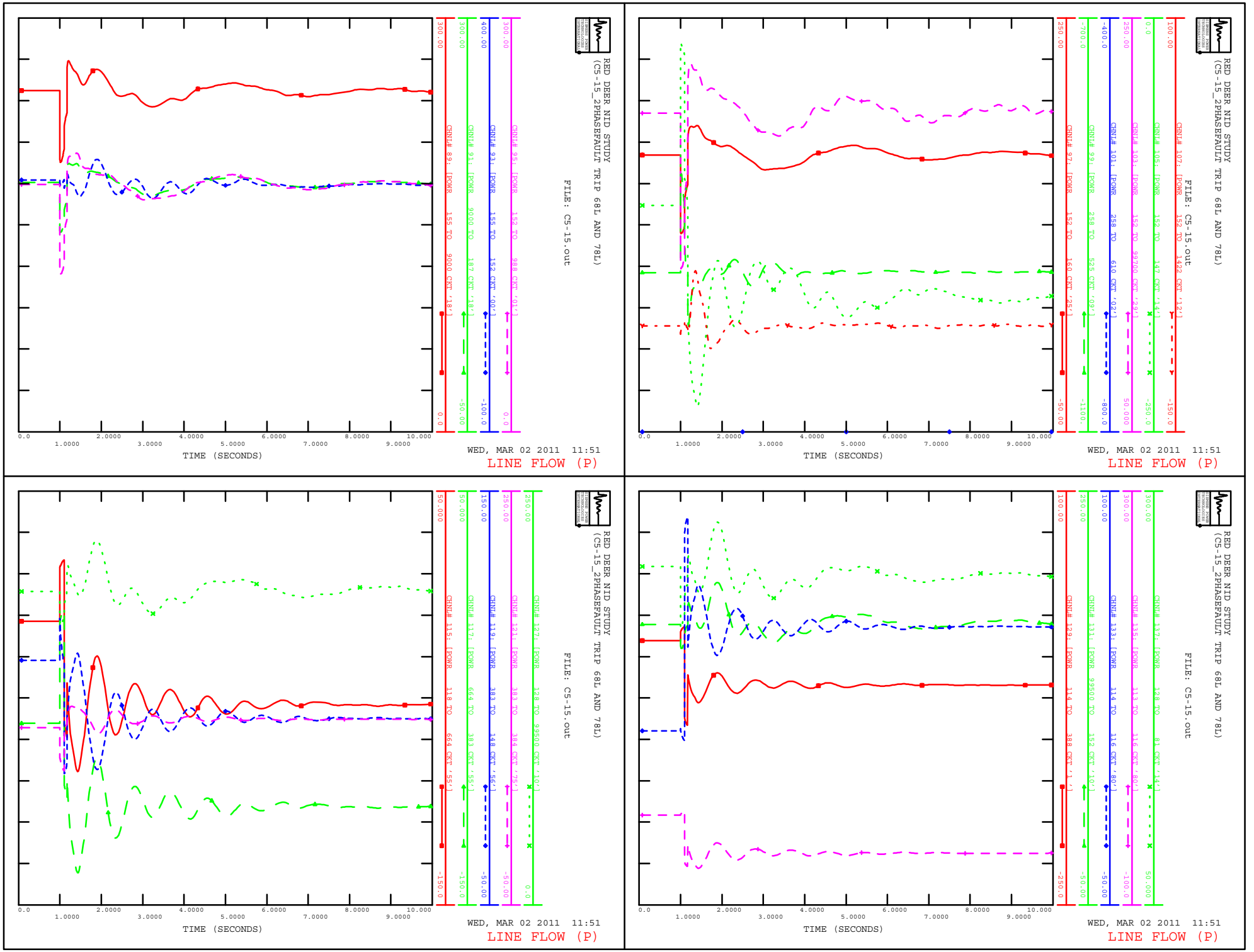

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

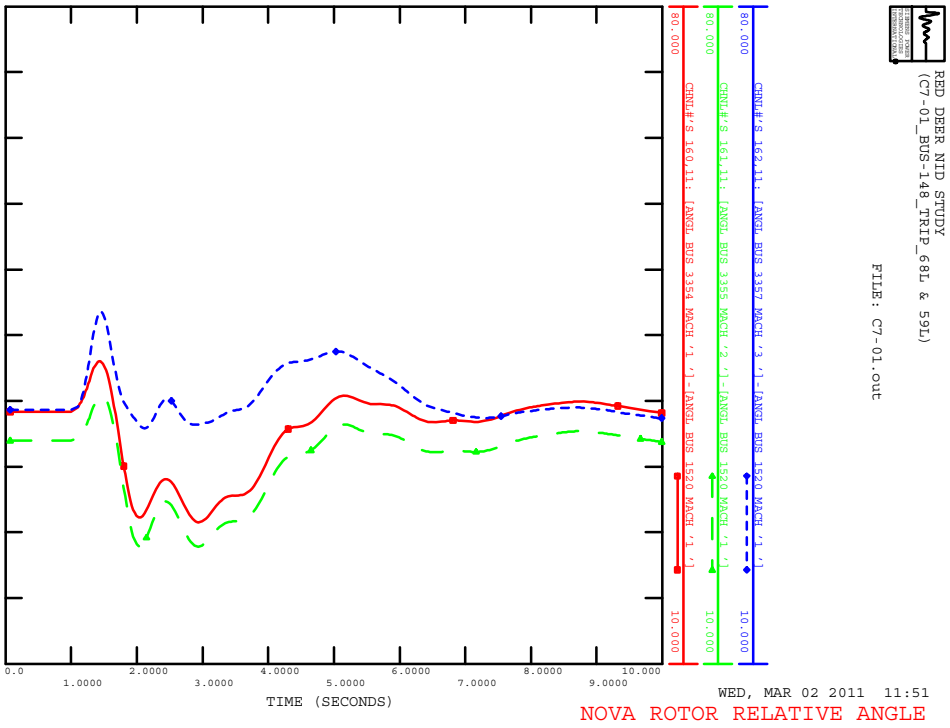

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

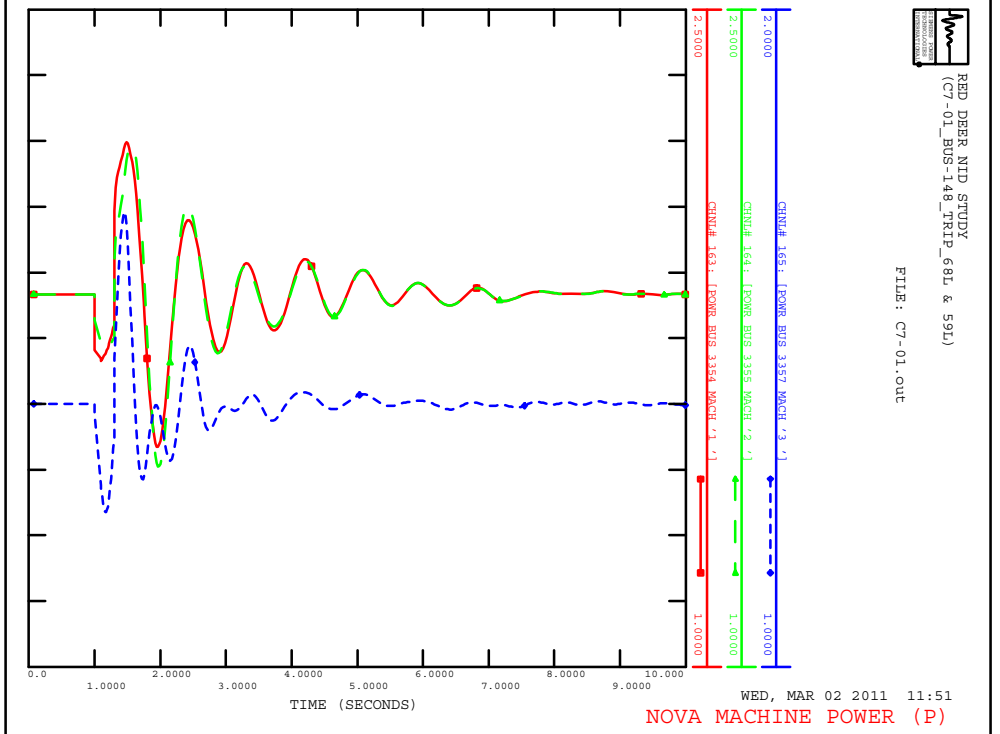

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

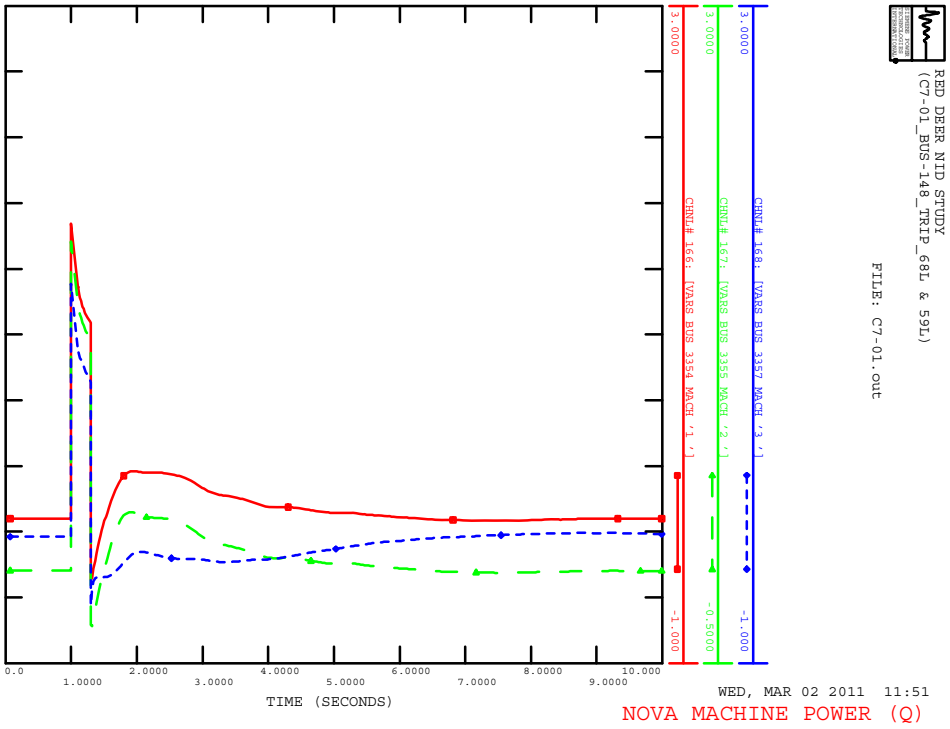

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

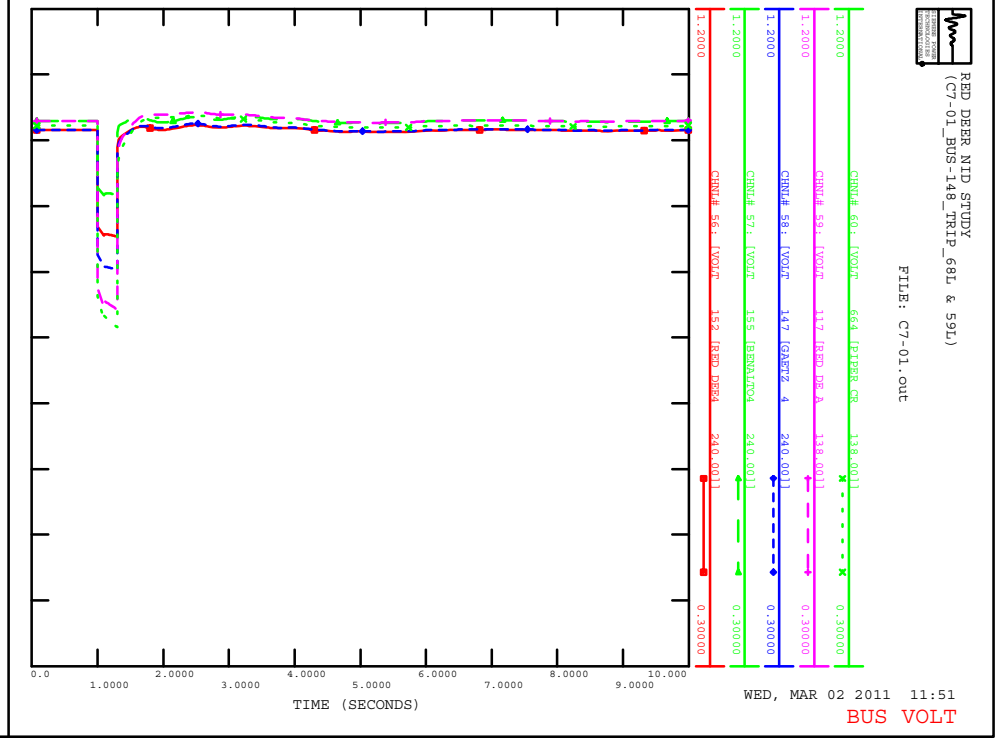

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

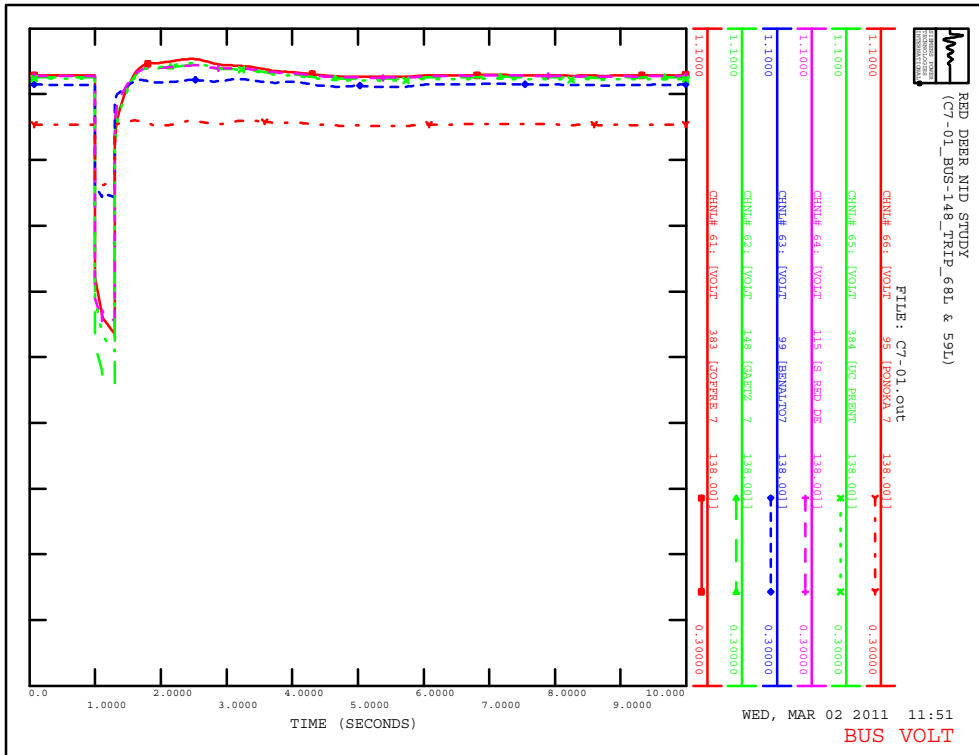

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

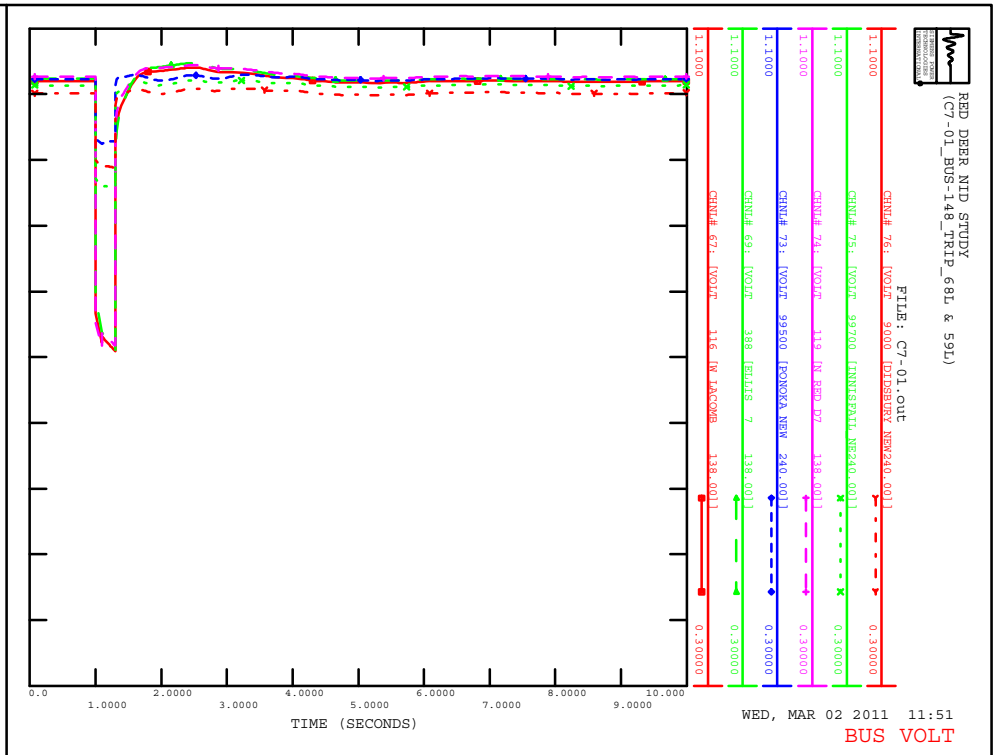

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

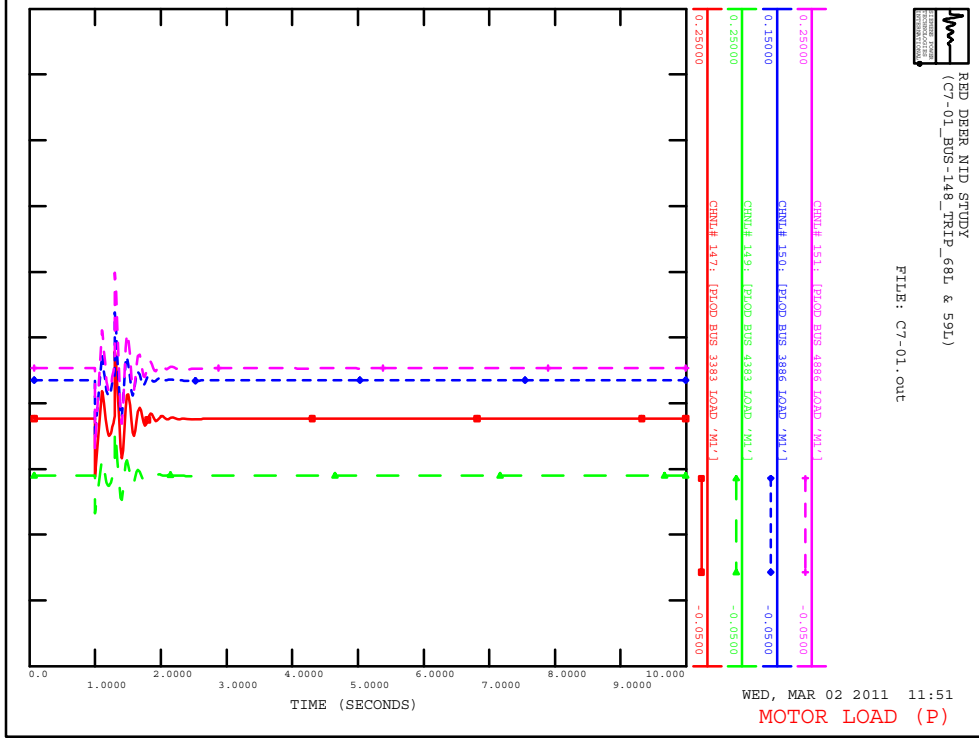

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

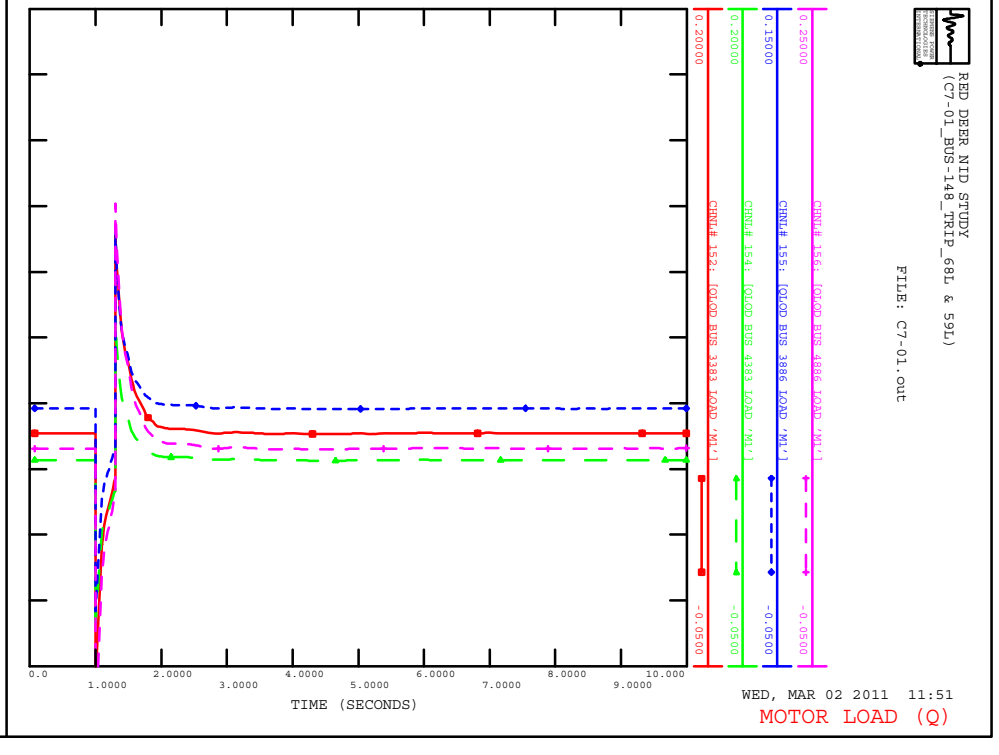

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

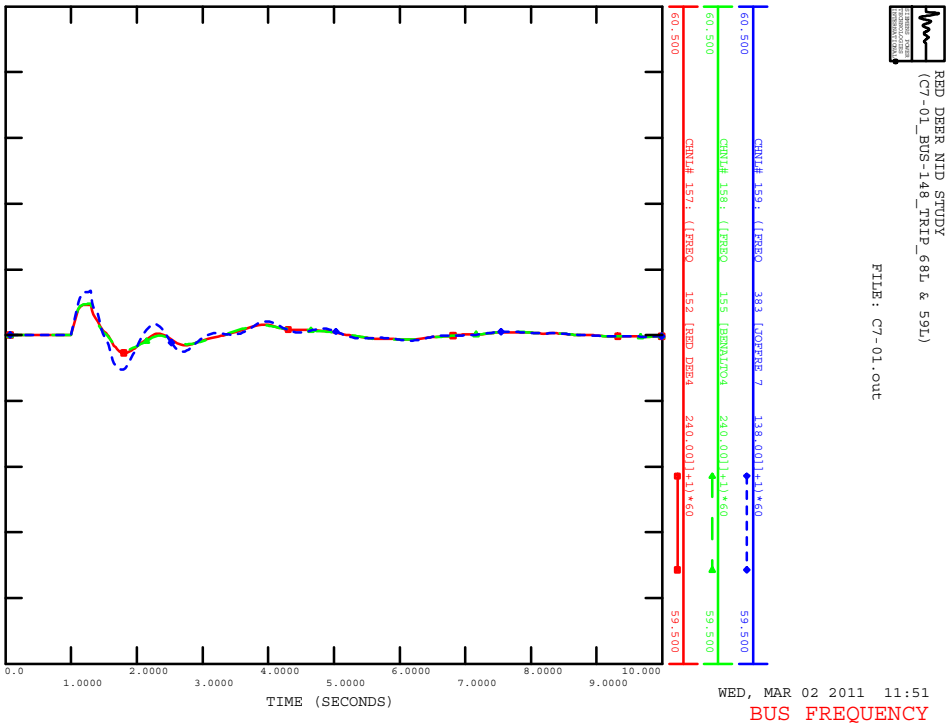

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

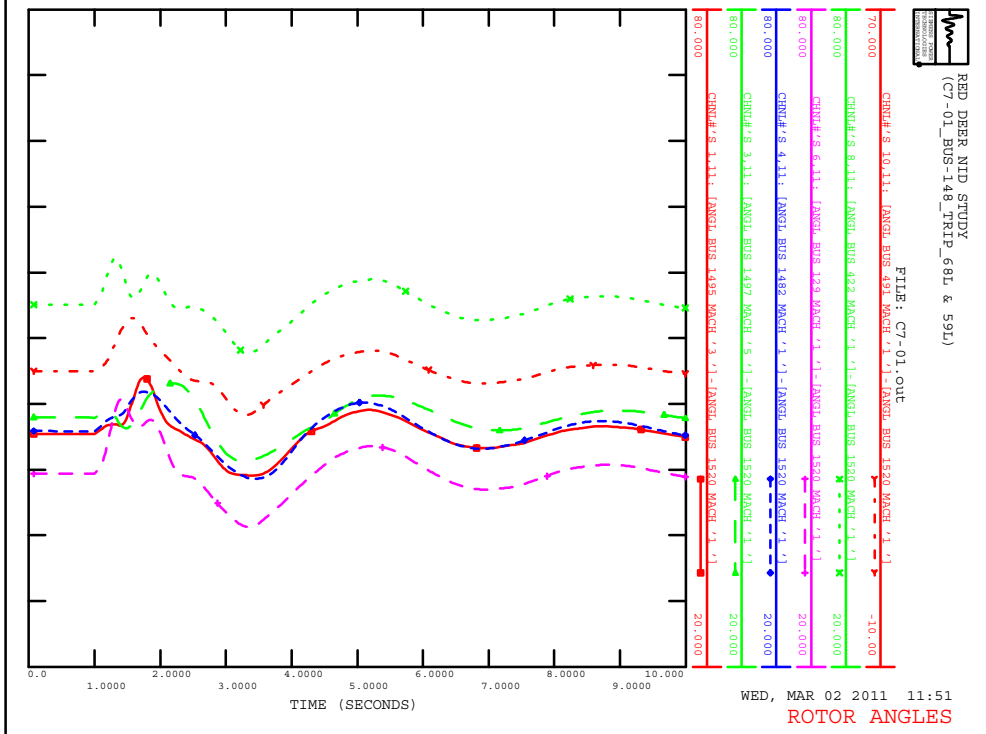

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

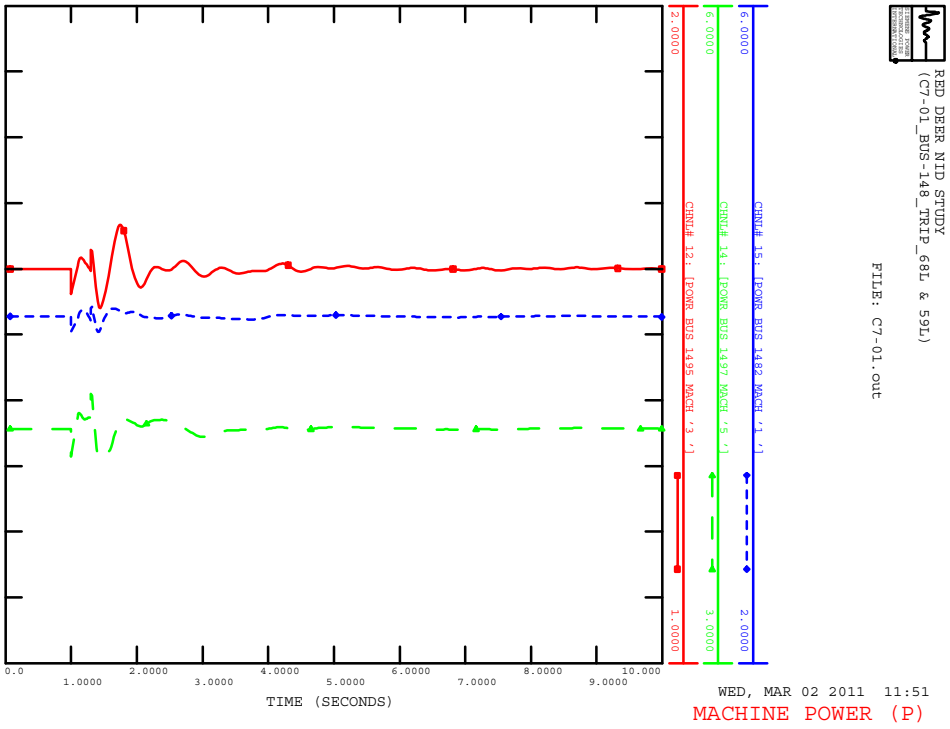

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

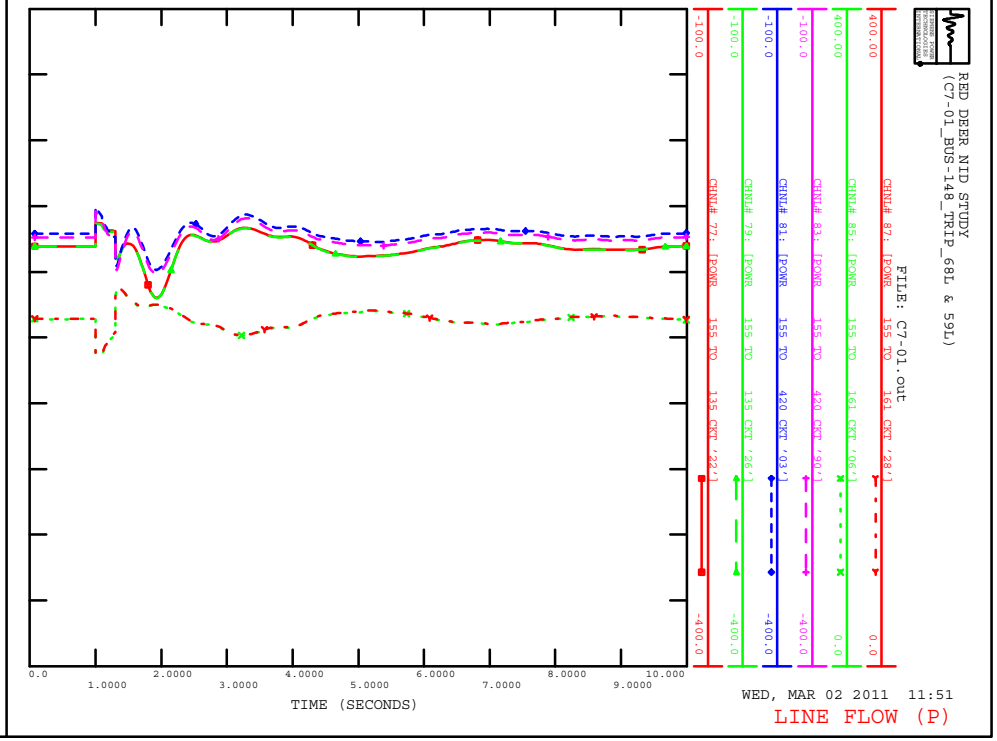

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

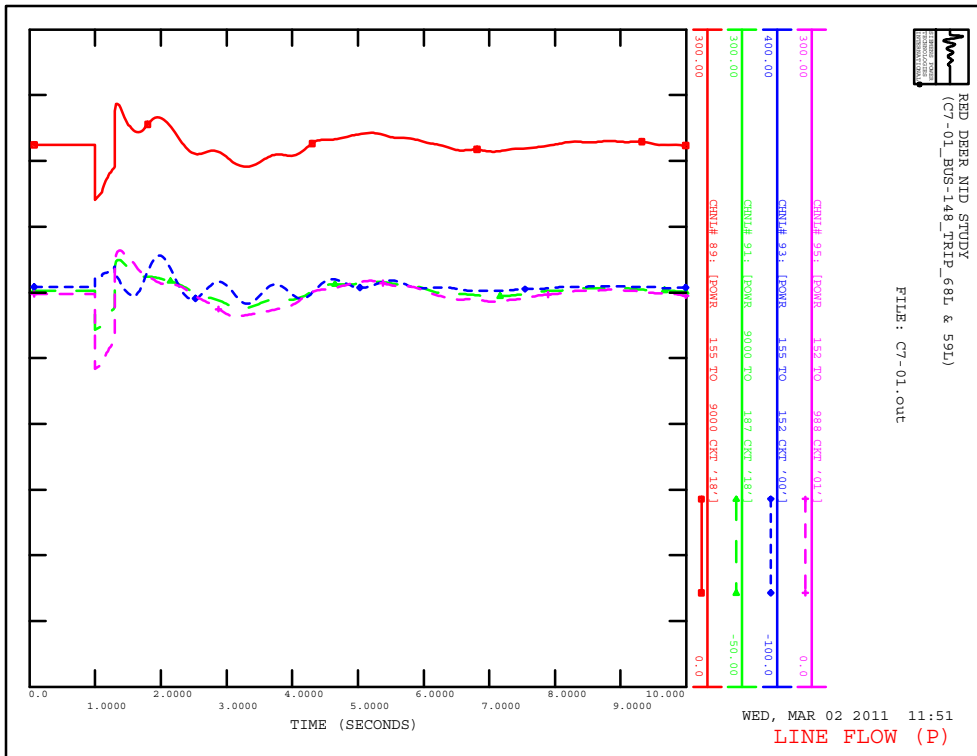

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

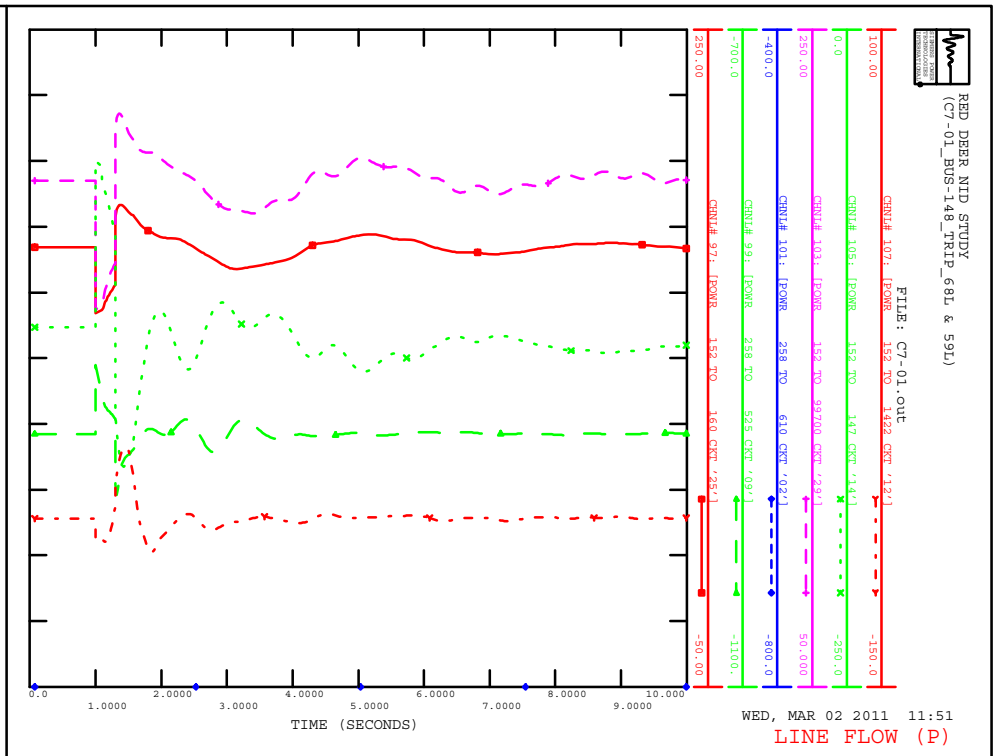

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

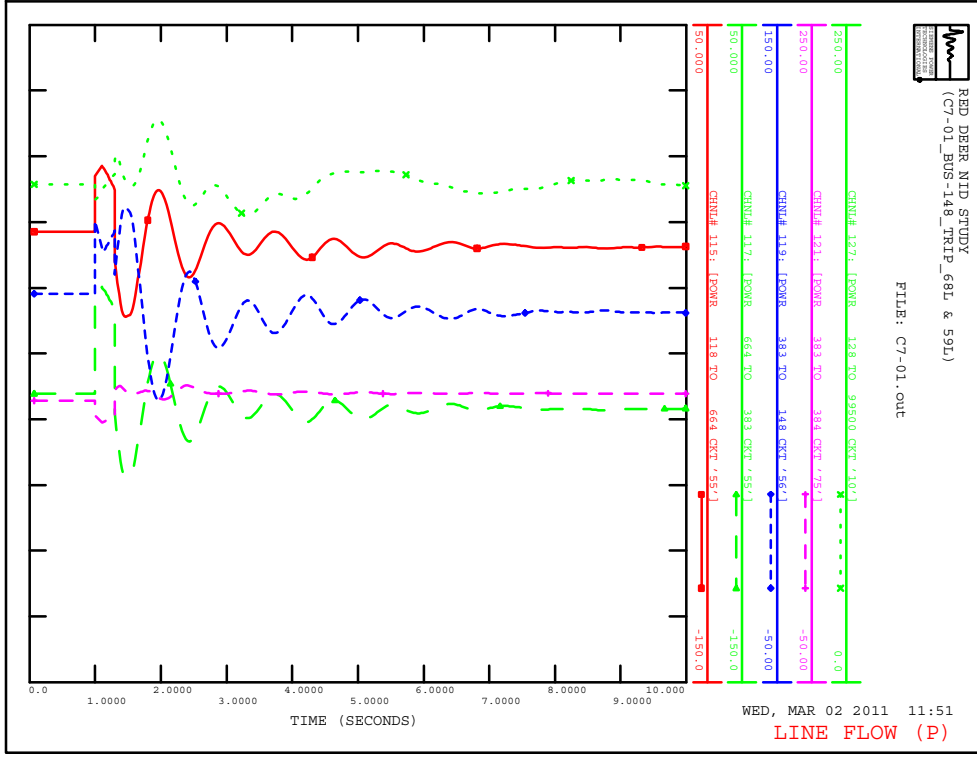

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

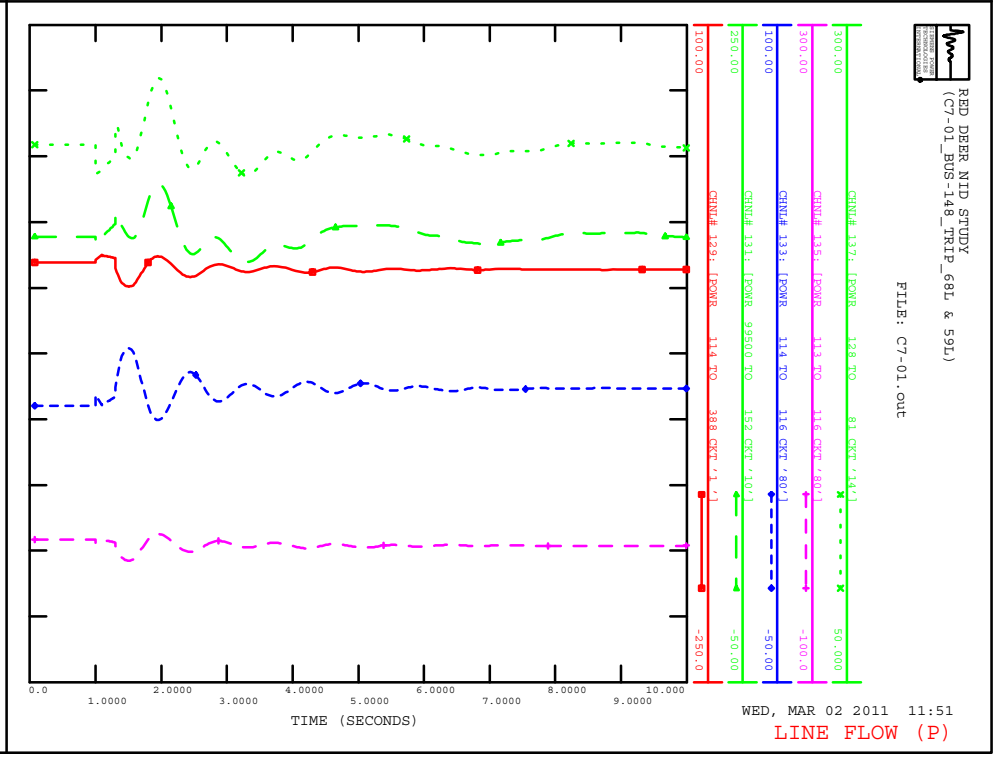

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

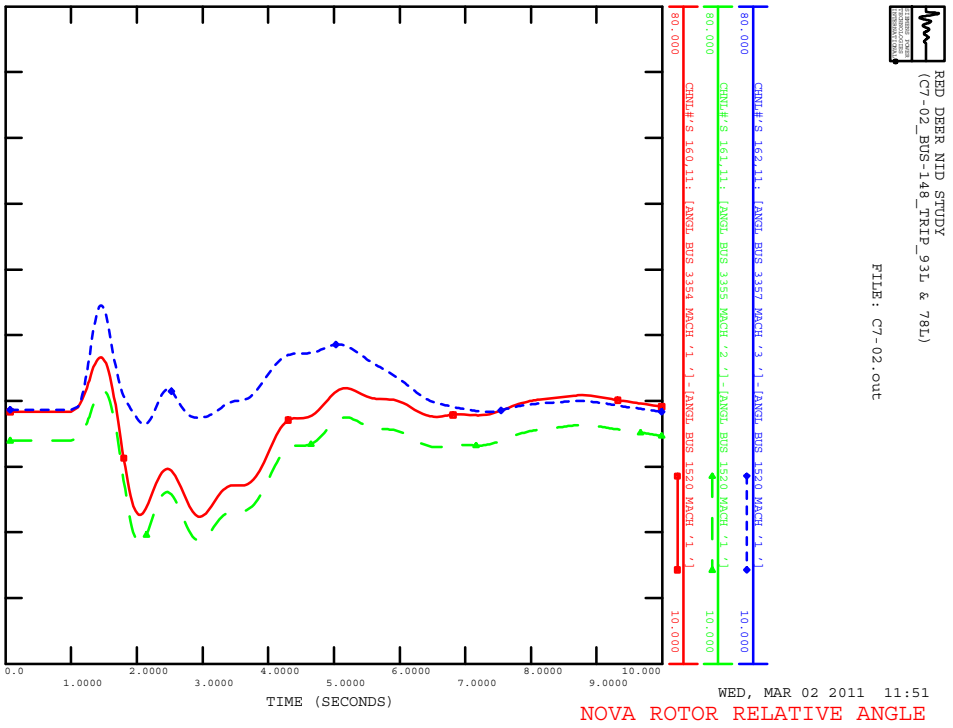

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

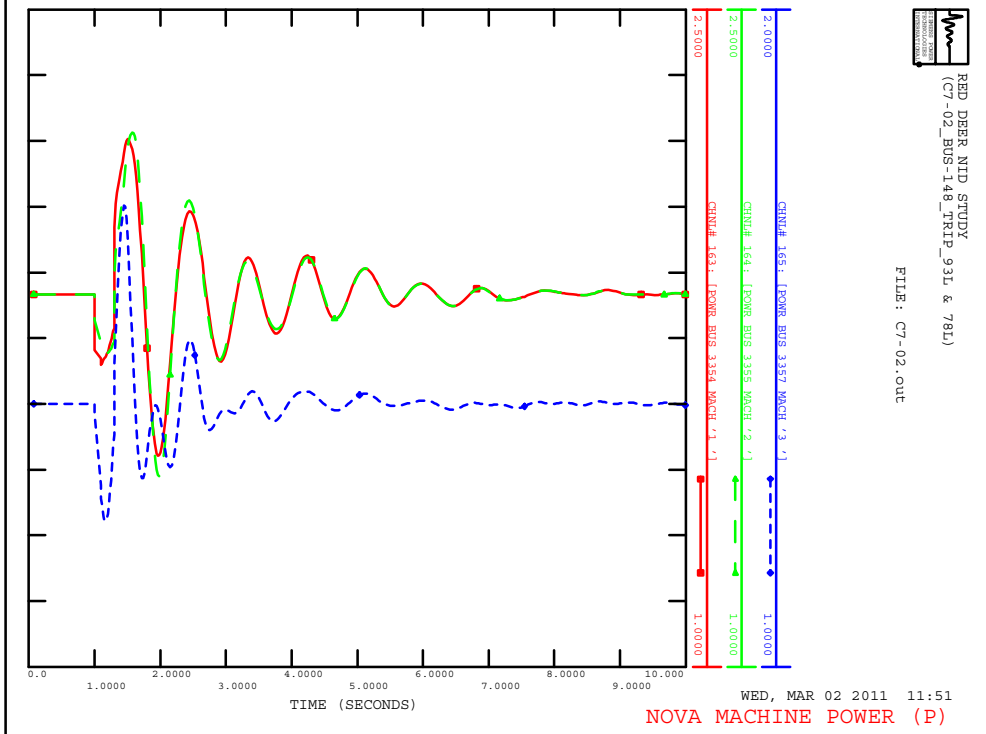

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

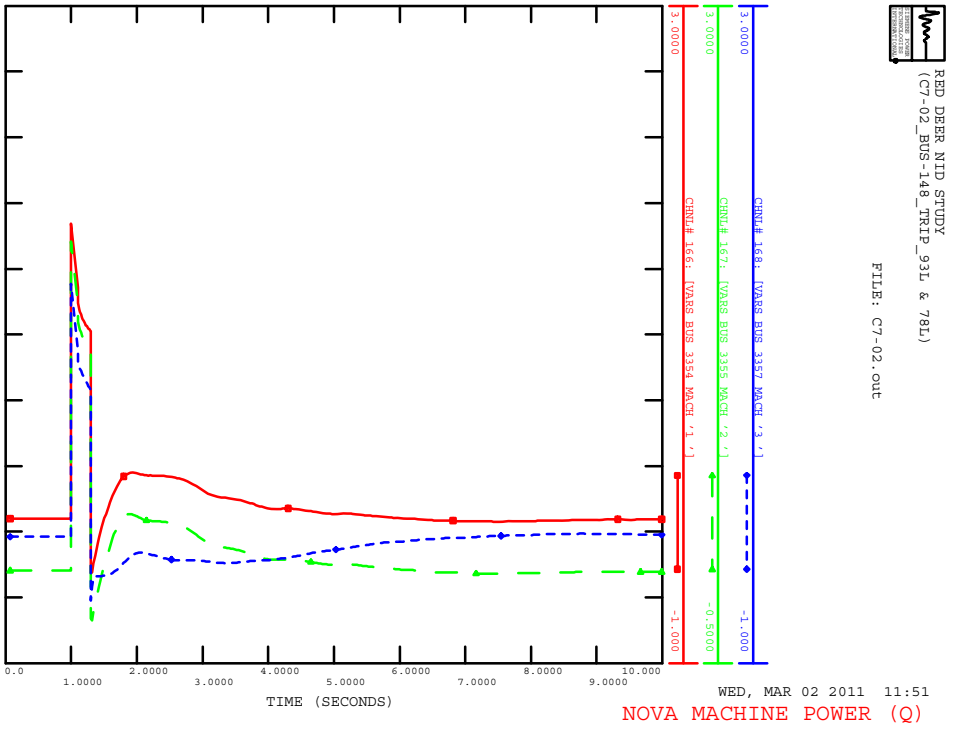

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

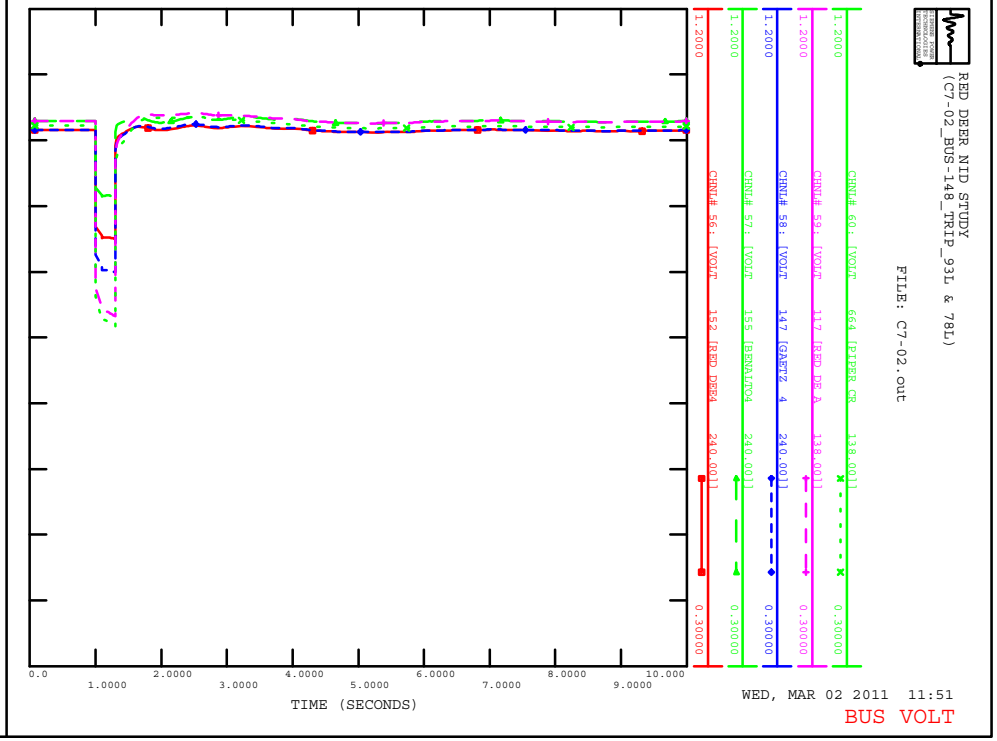

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

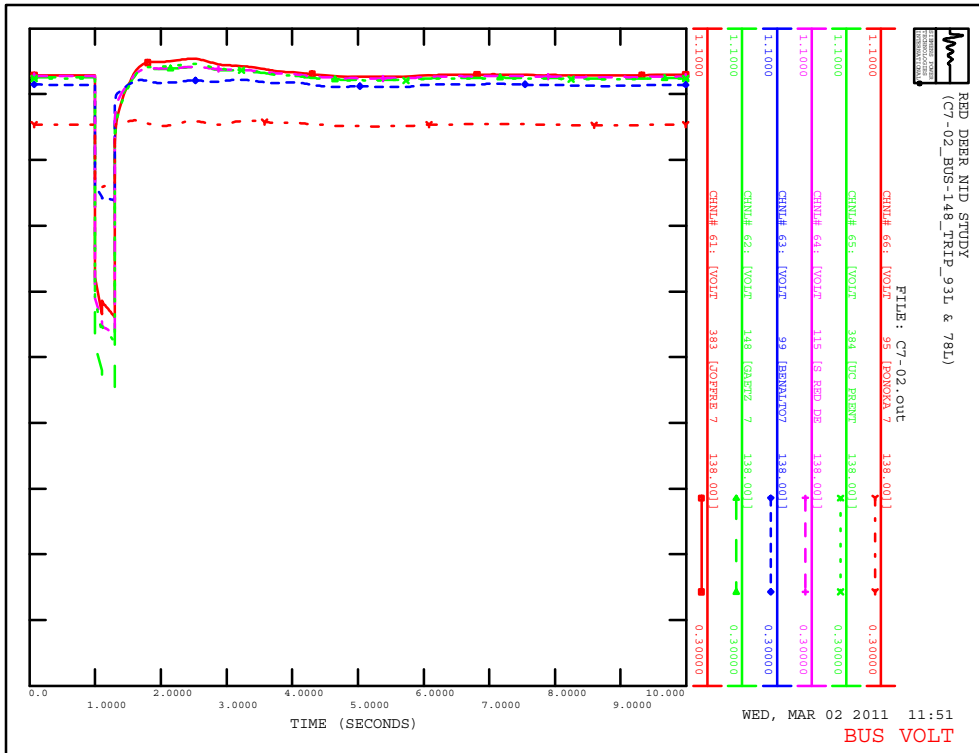

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

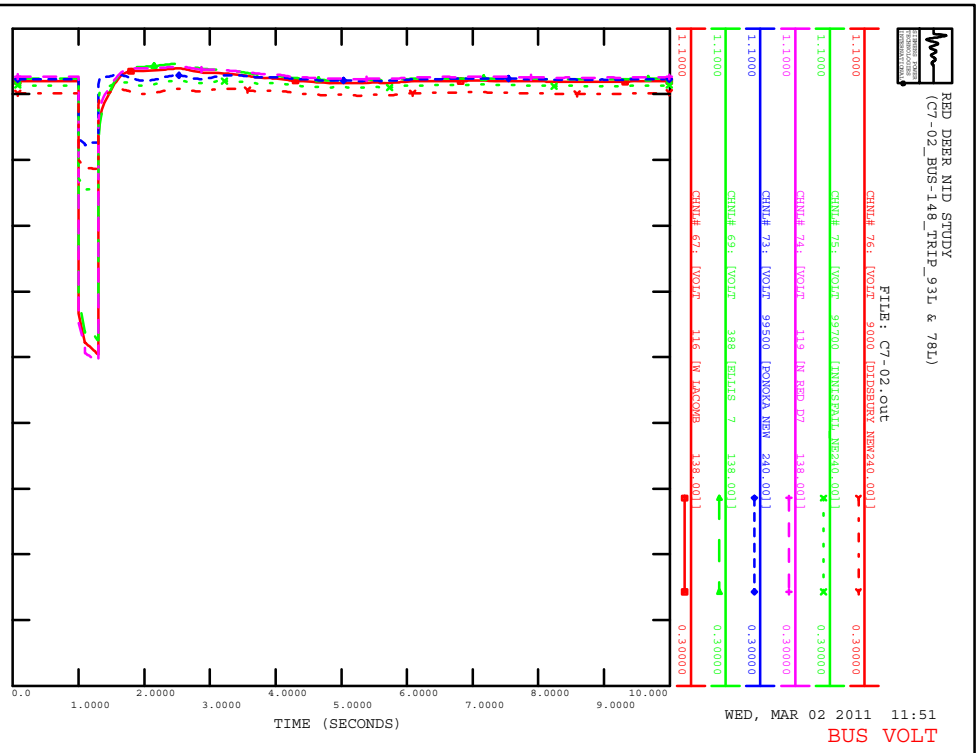

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

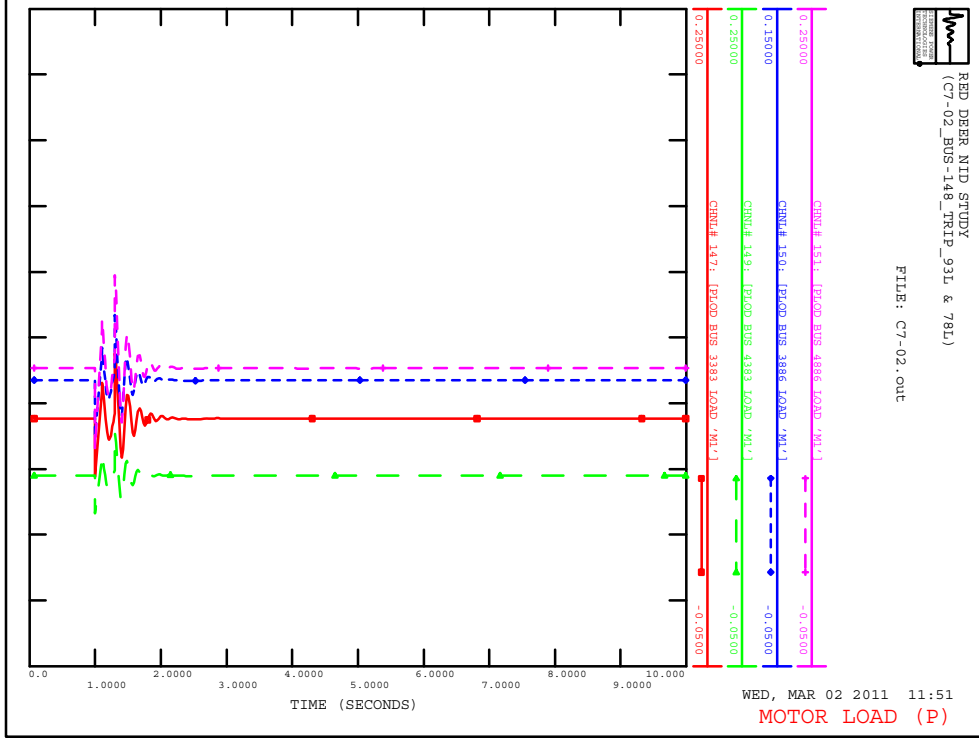

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

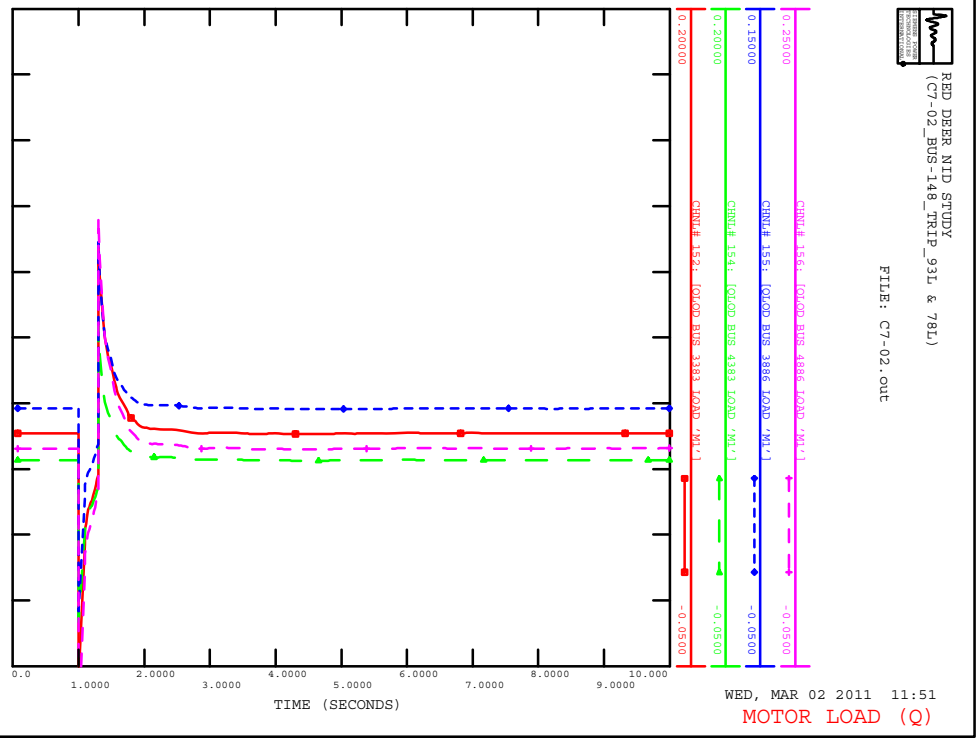

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

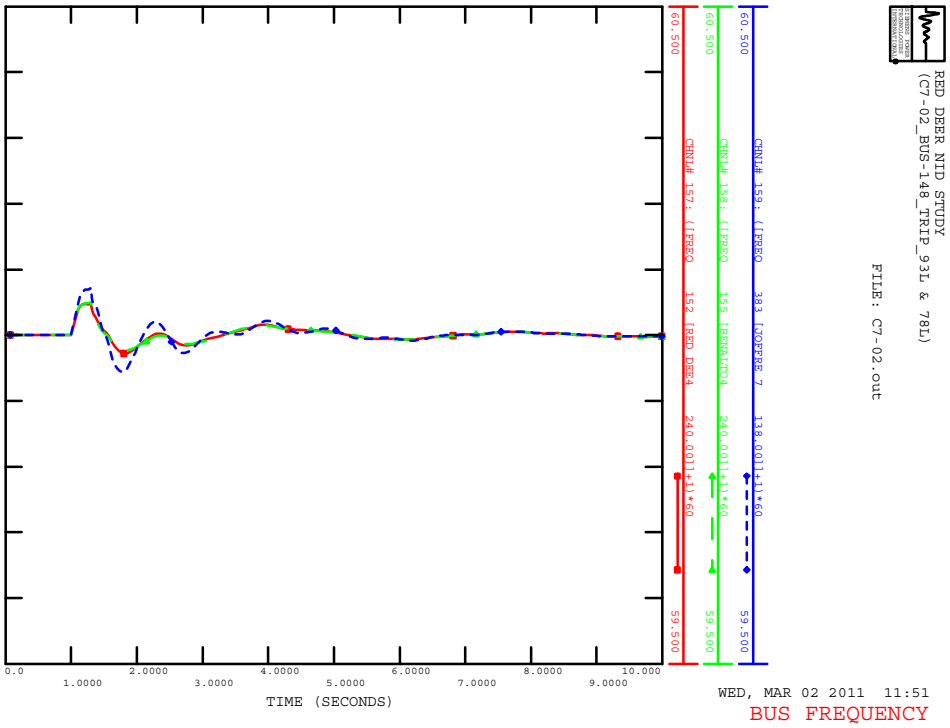

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

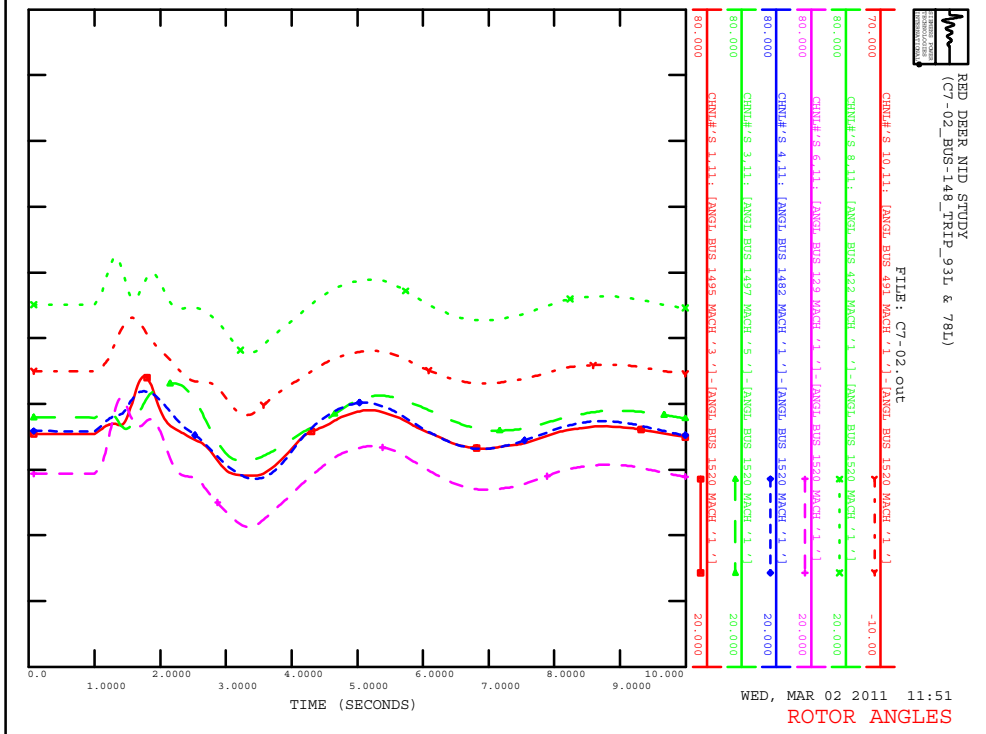

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

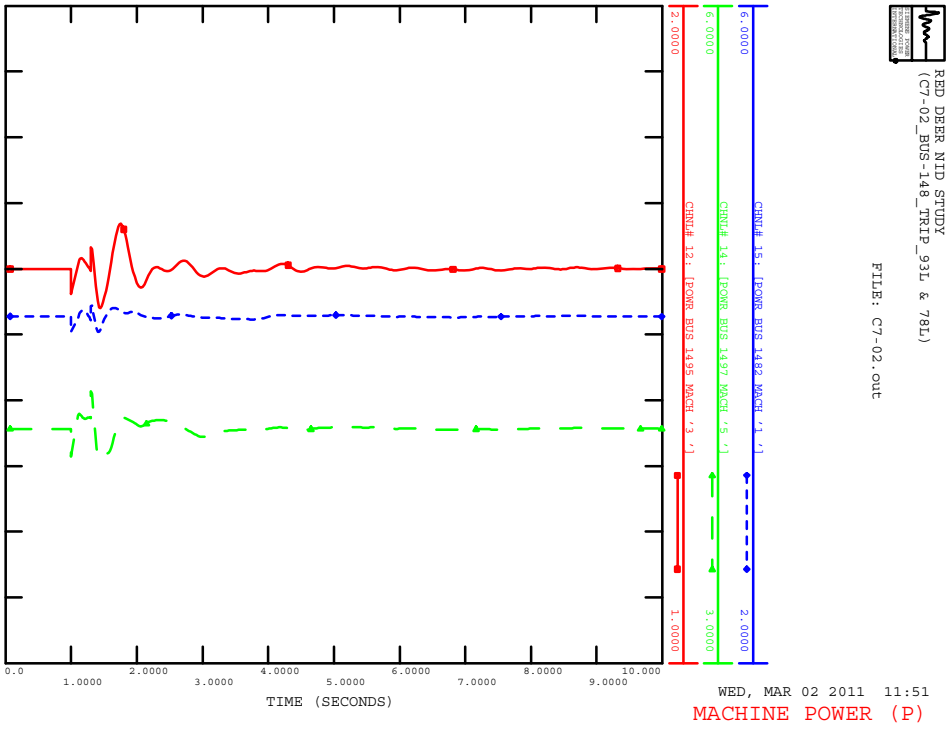

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 68: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

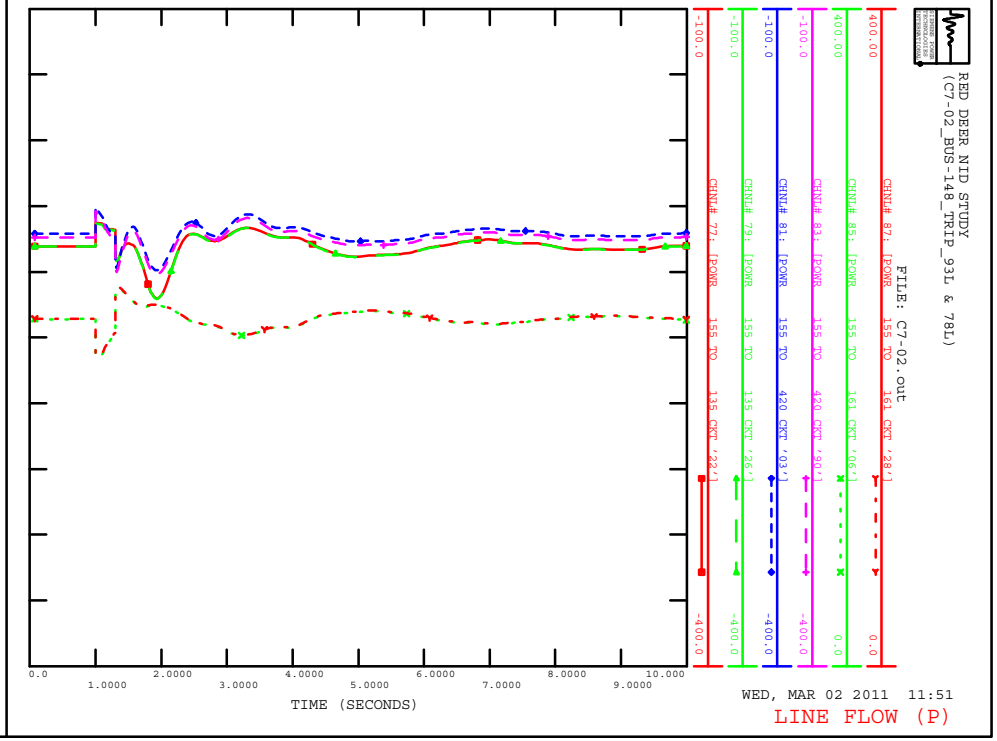

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

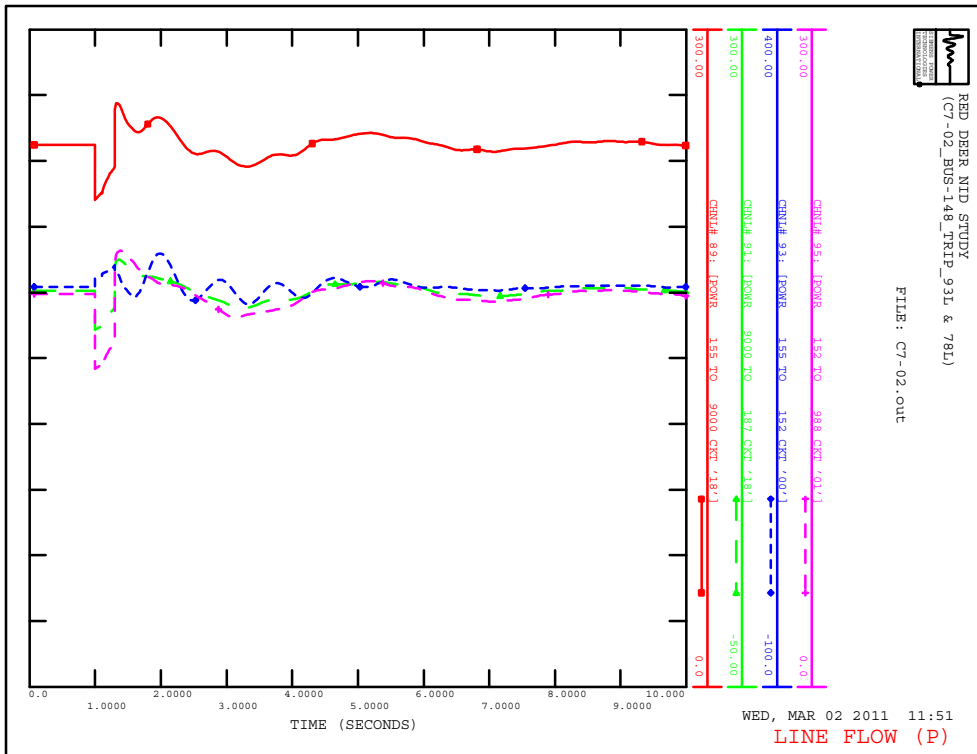

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

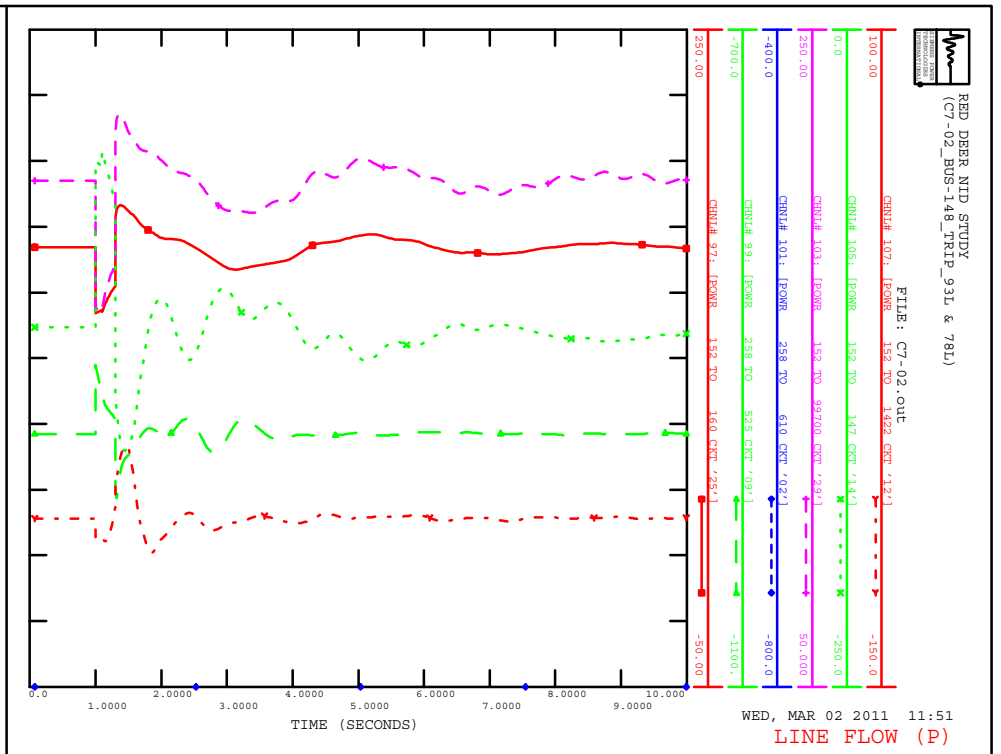

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

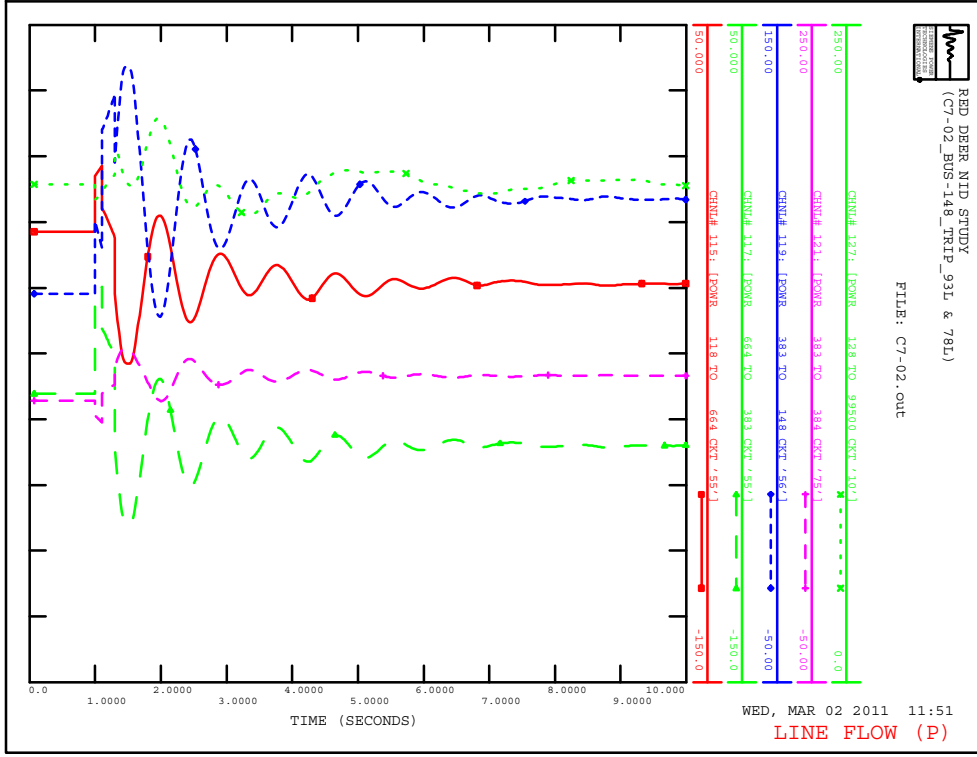

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

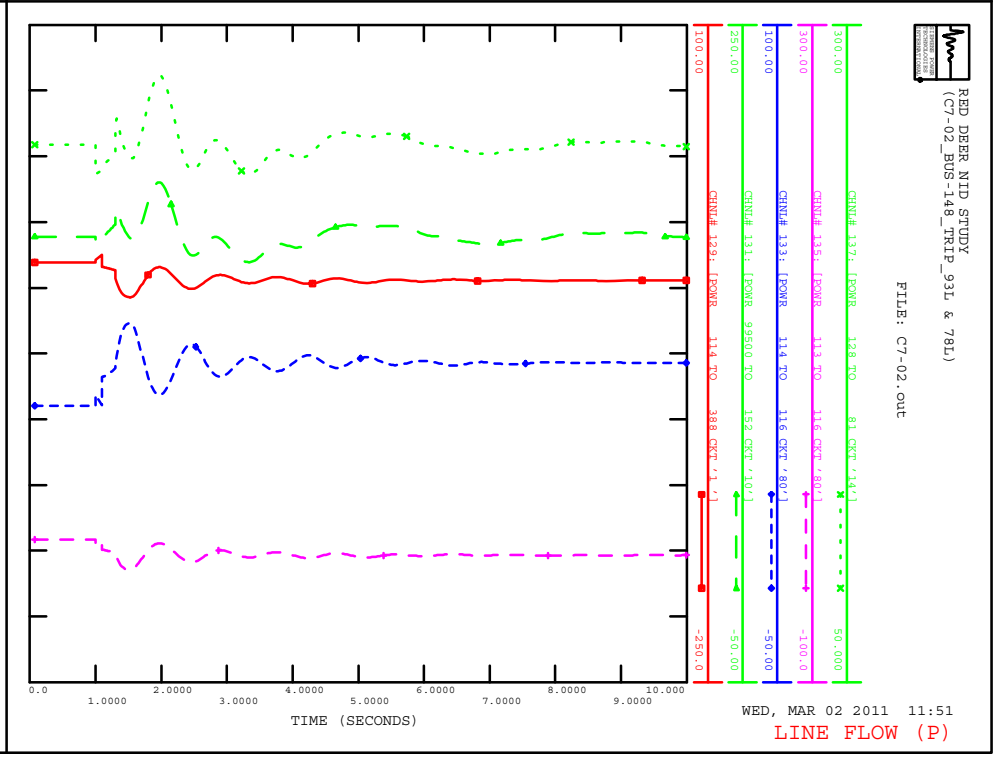

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

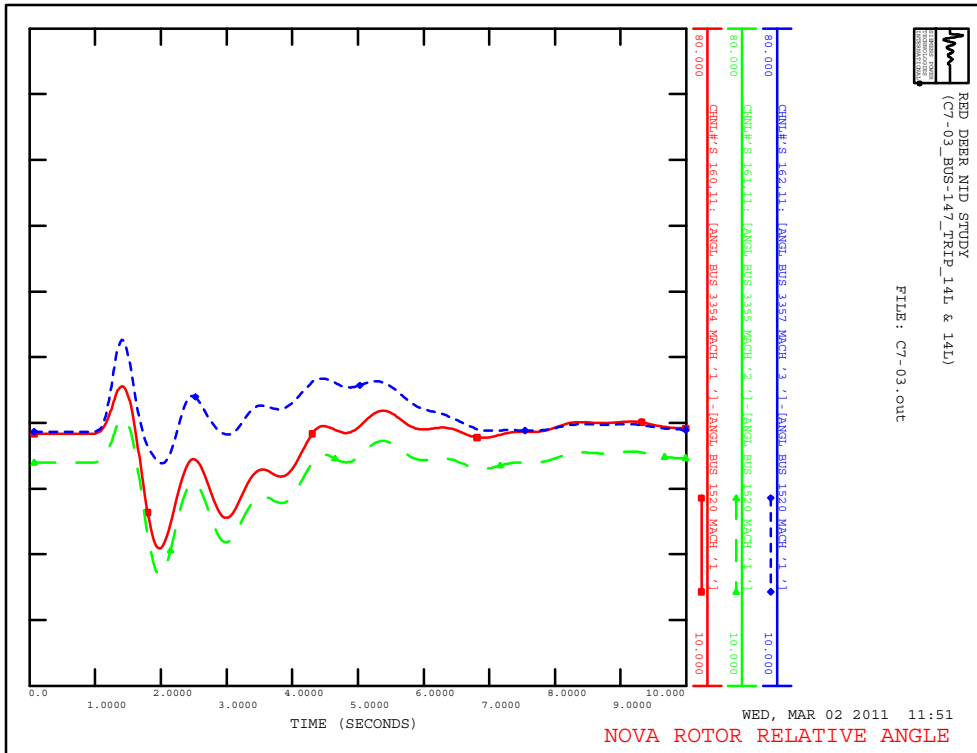

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

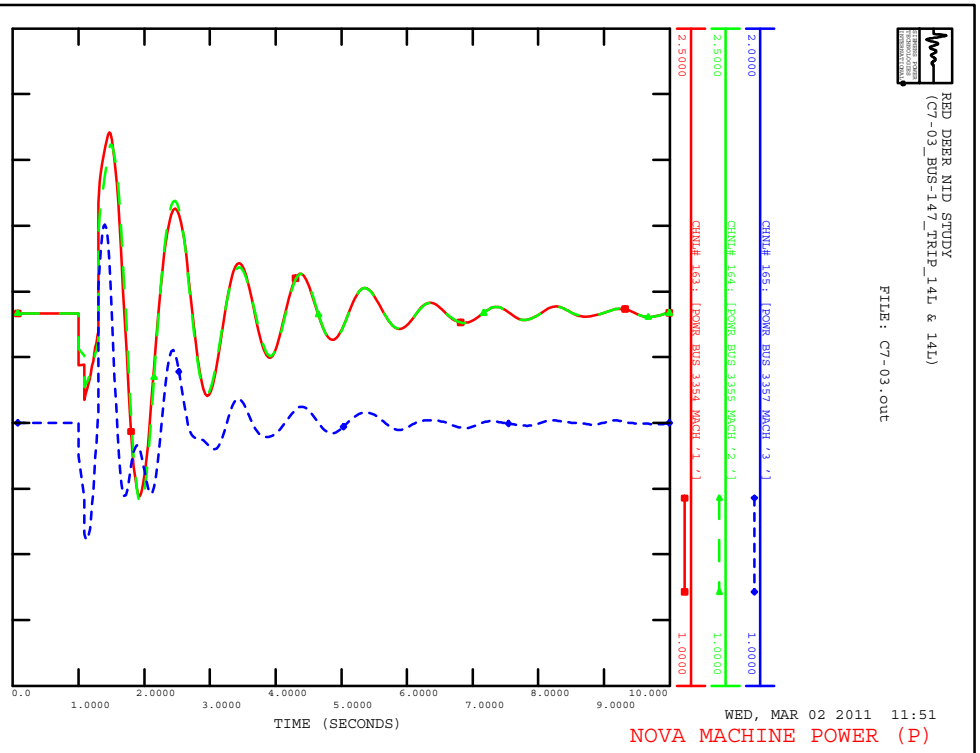

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

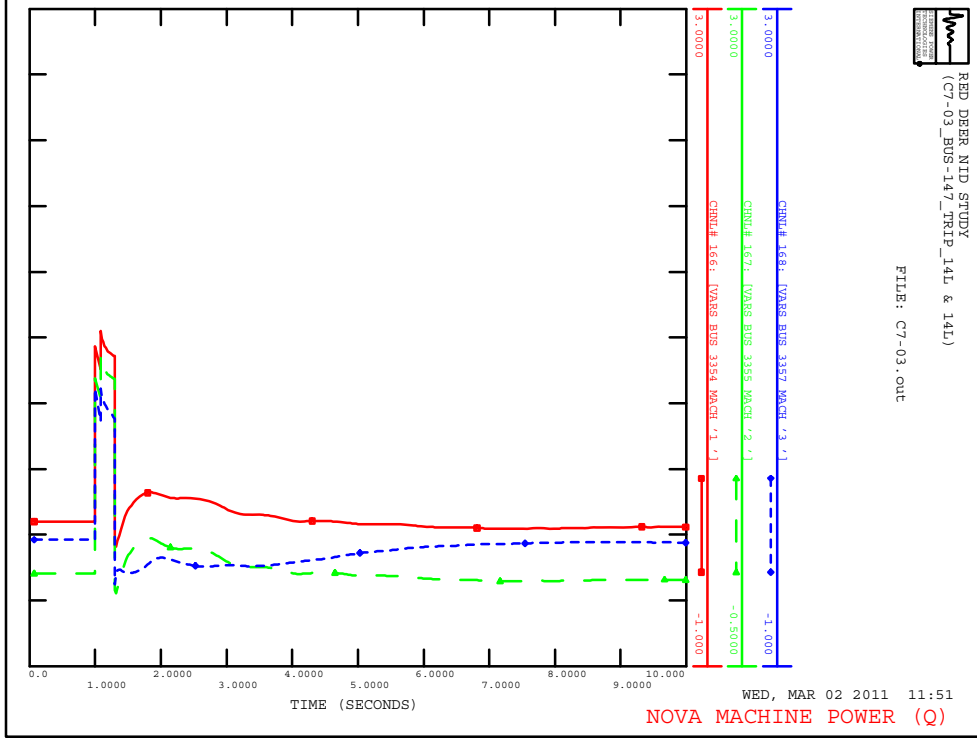

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

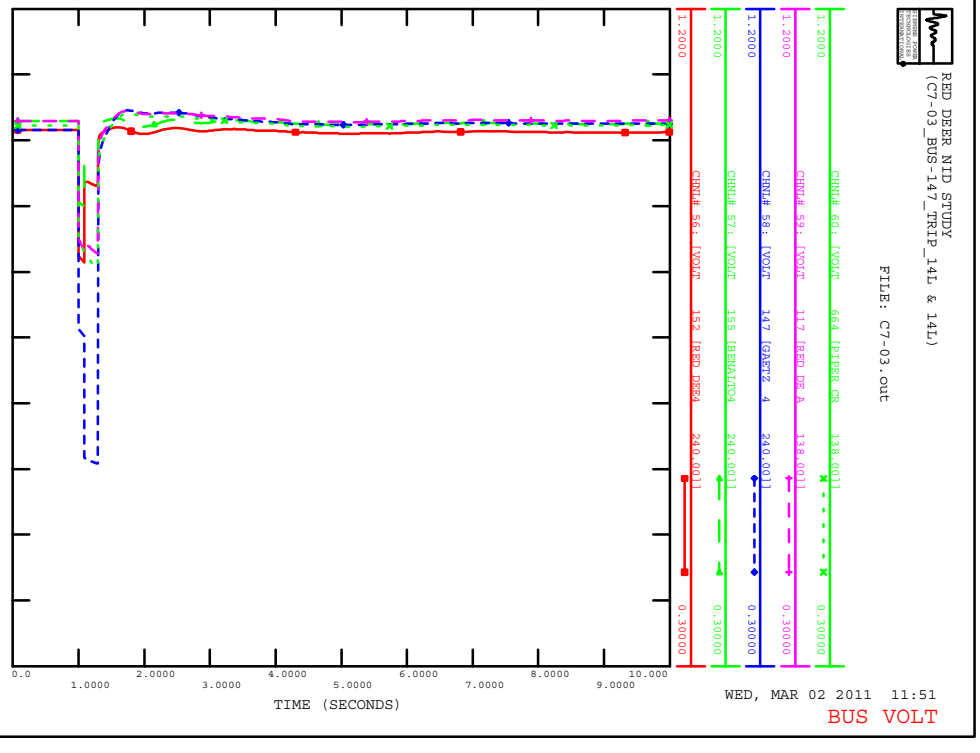

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

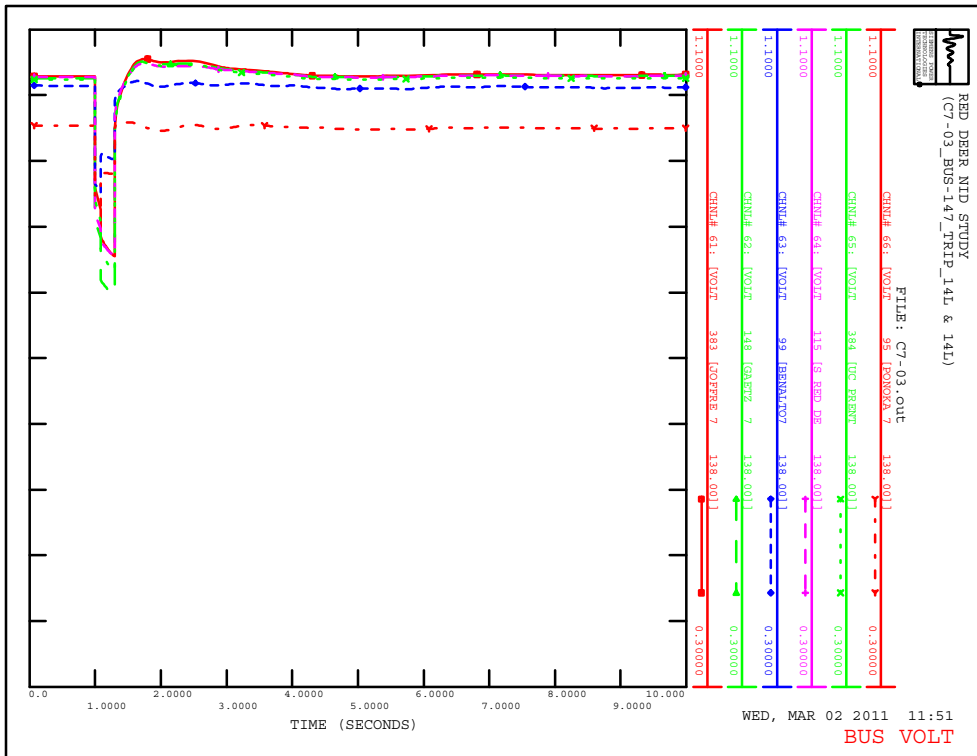

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

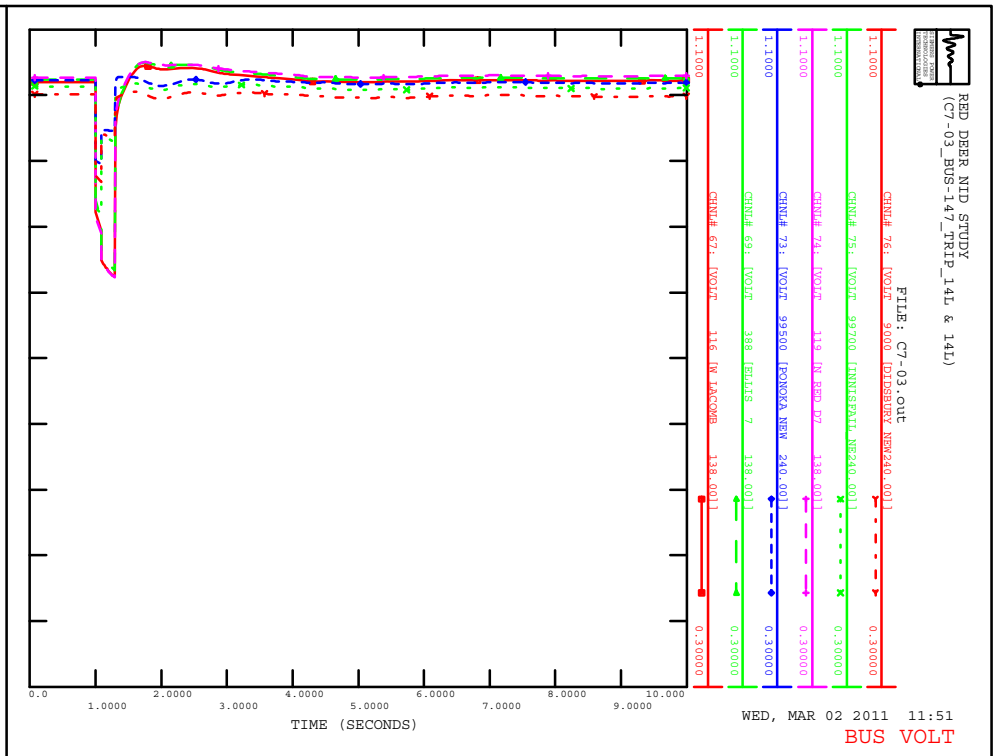

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

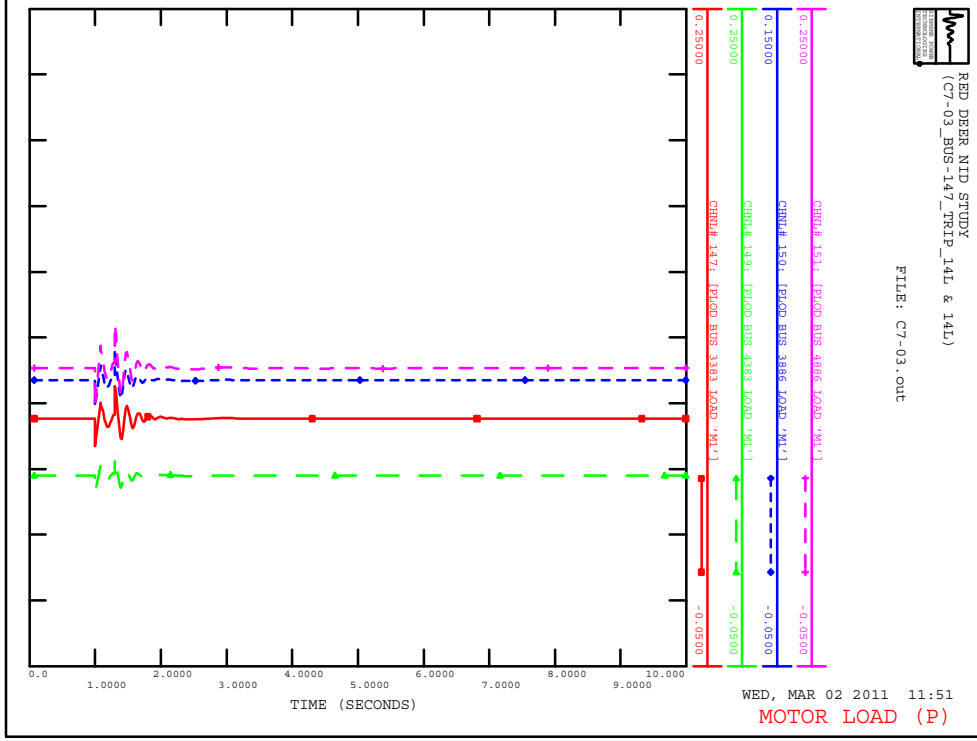

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

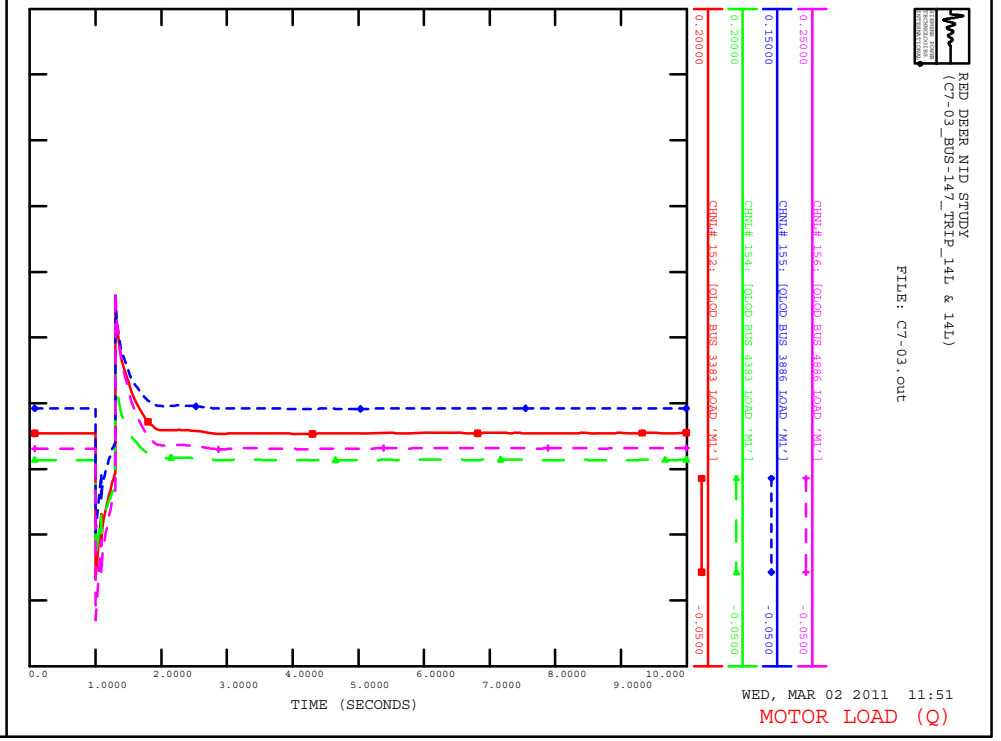

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

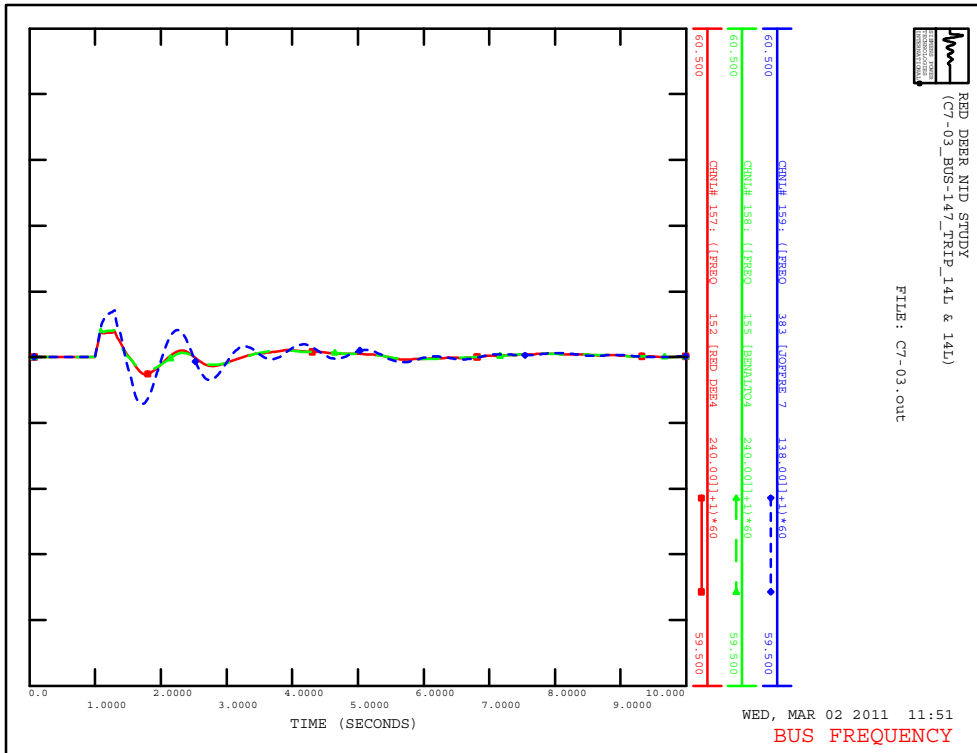

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

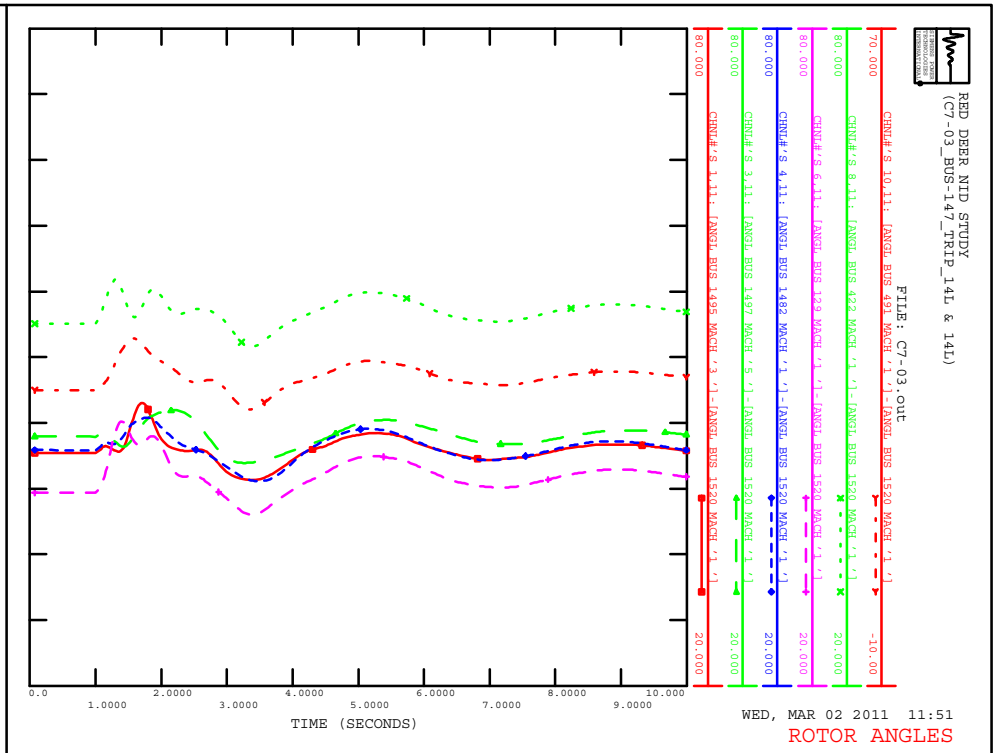

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

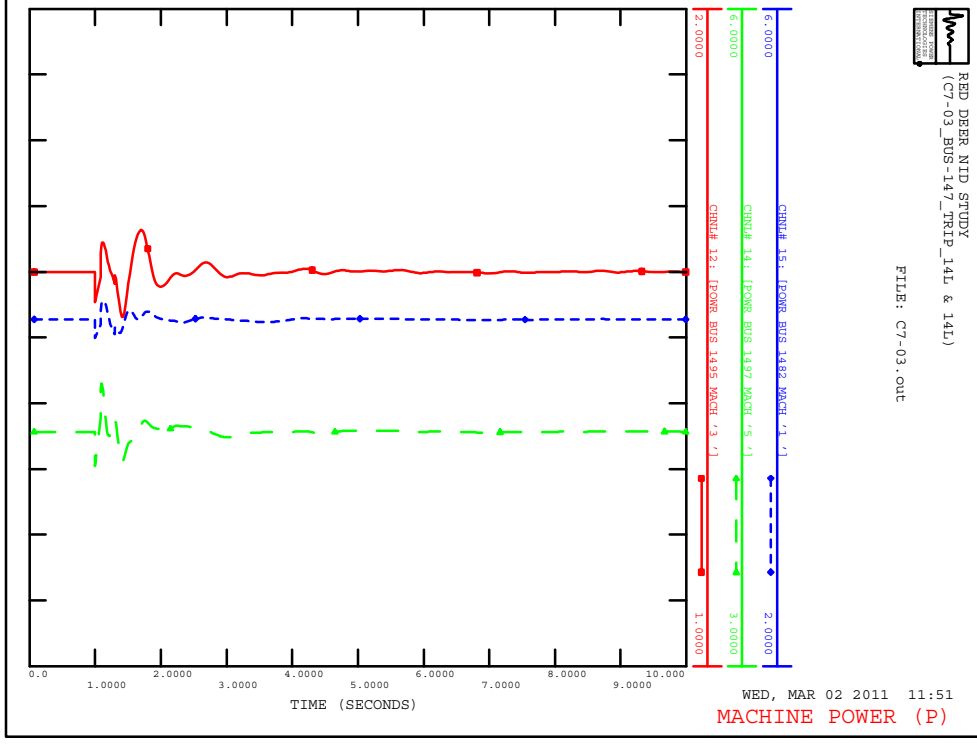

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

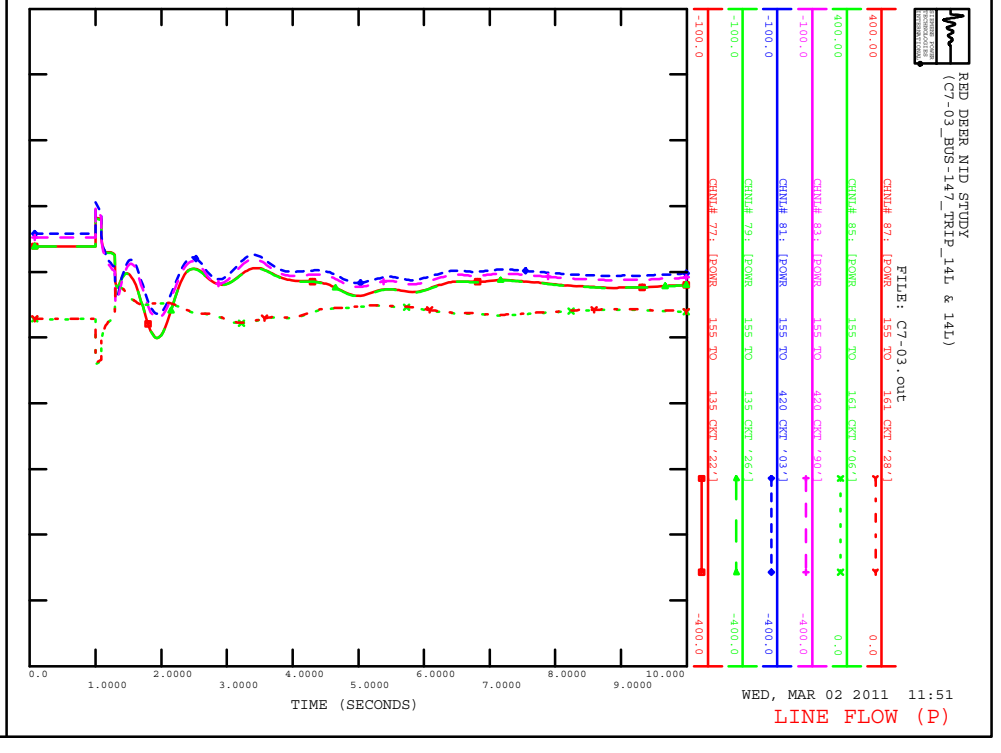

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

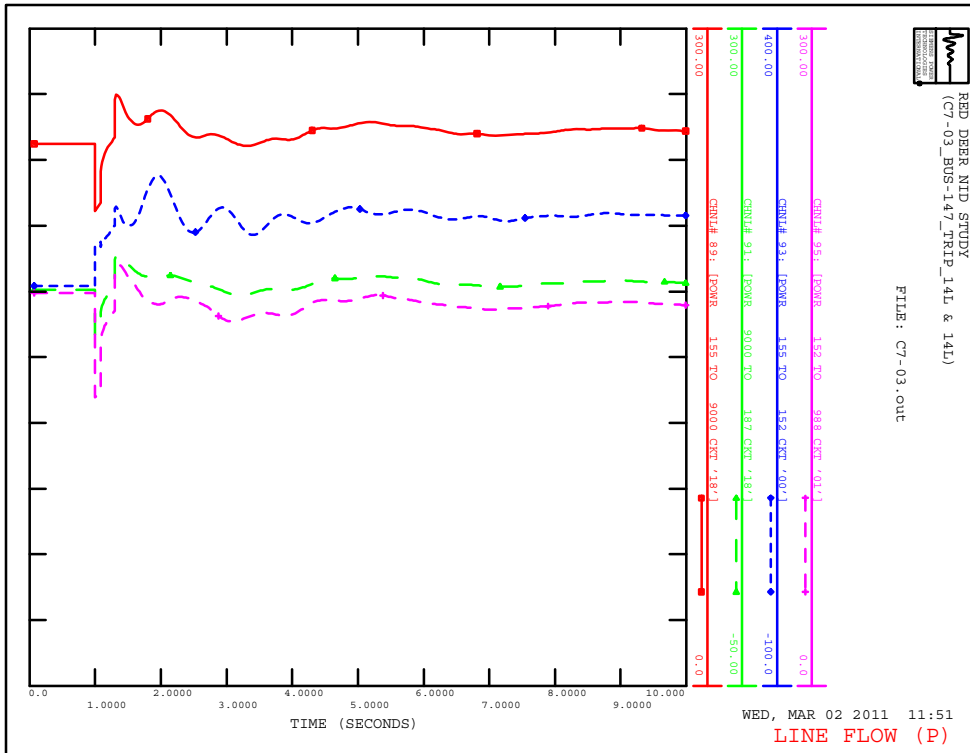

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

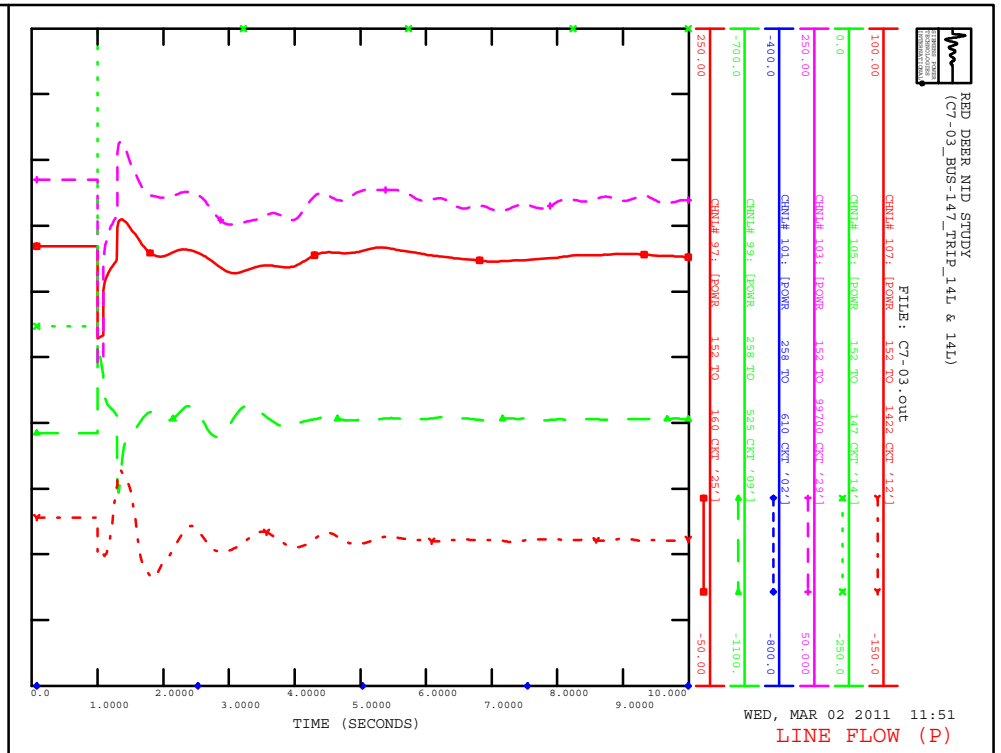

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

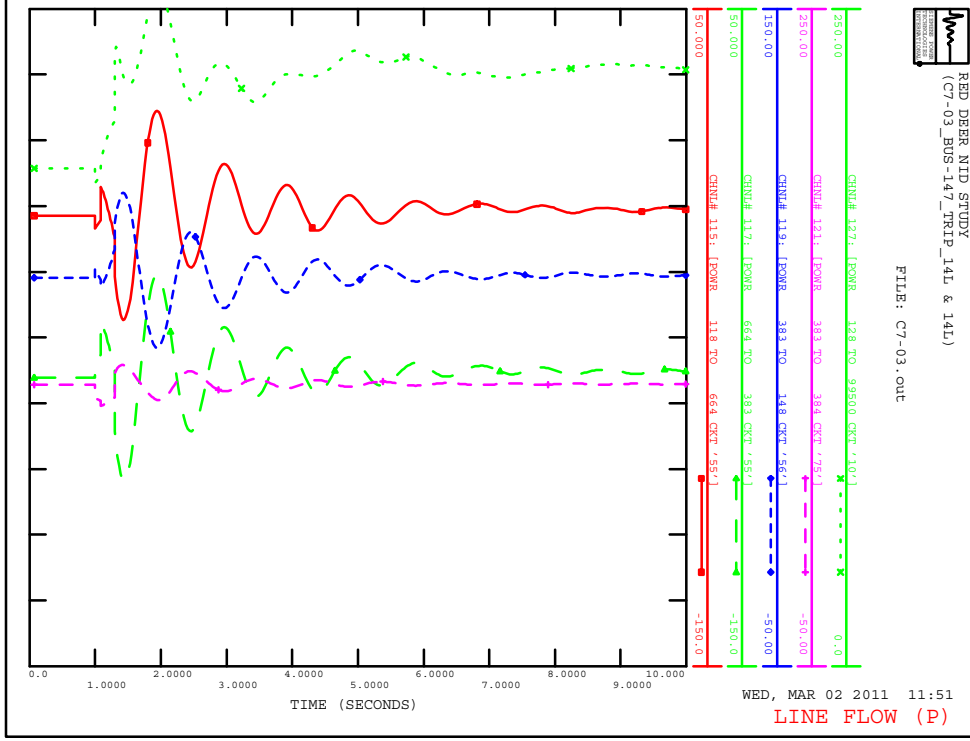

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

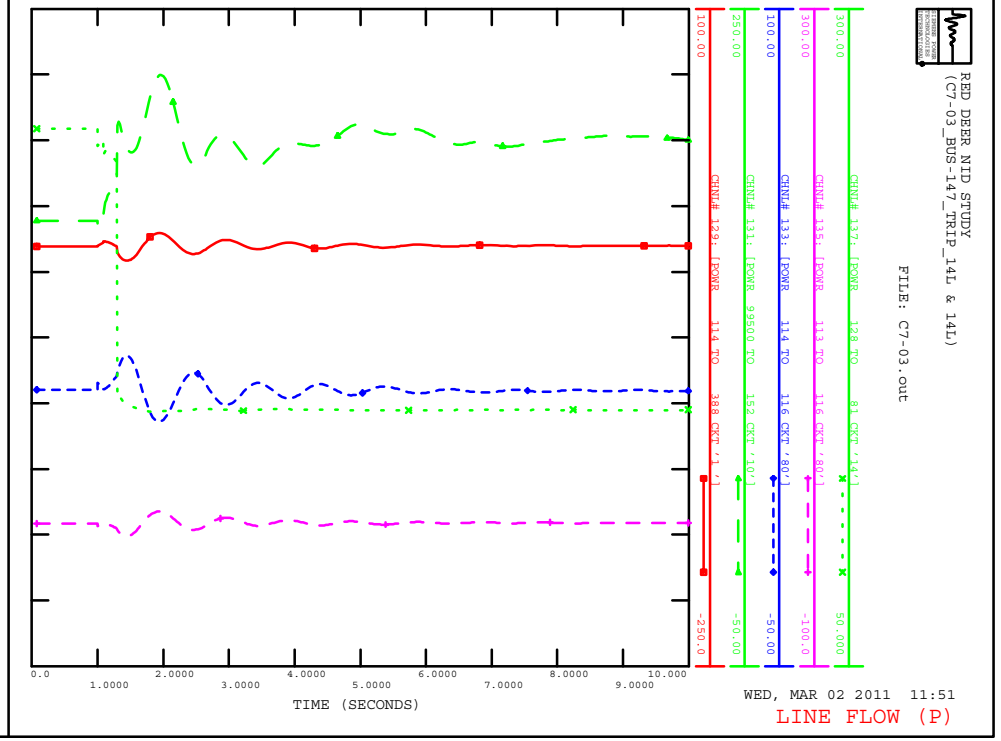

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

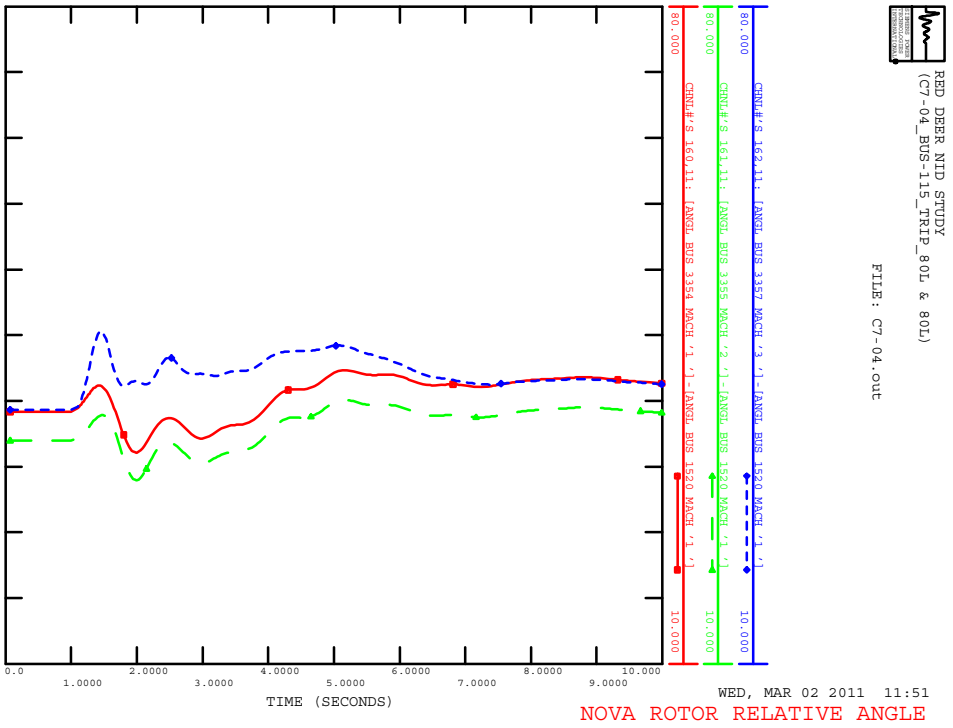

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

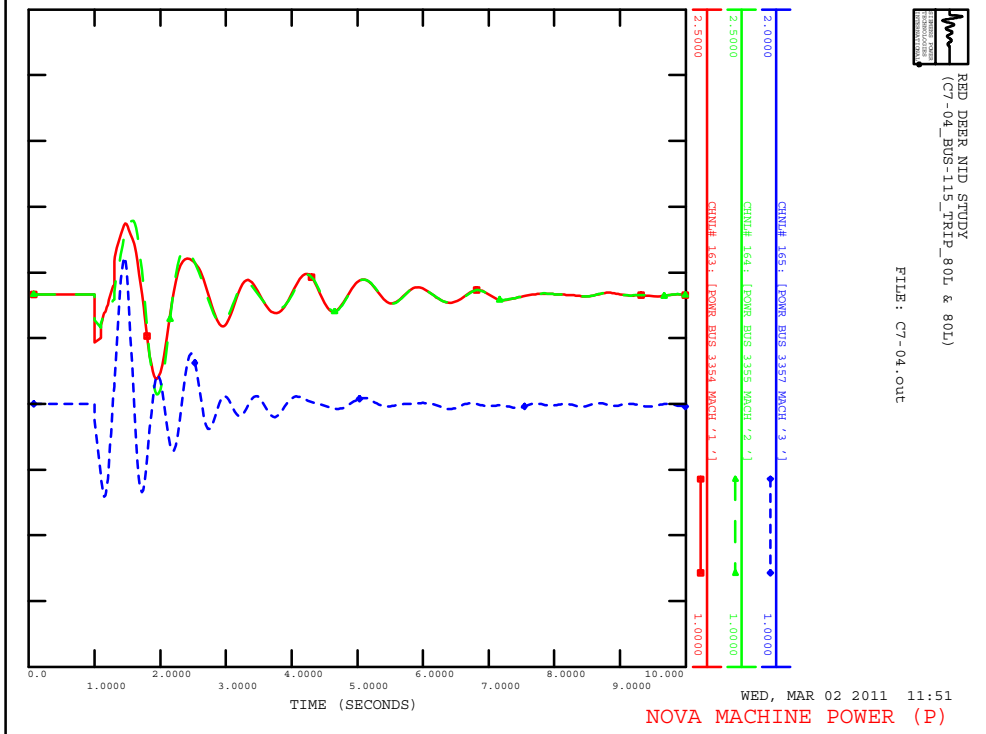

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

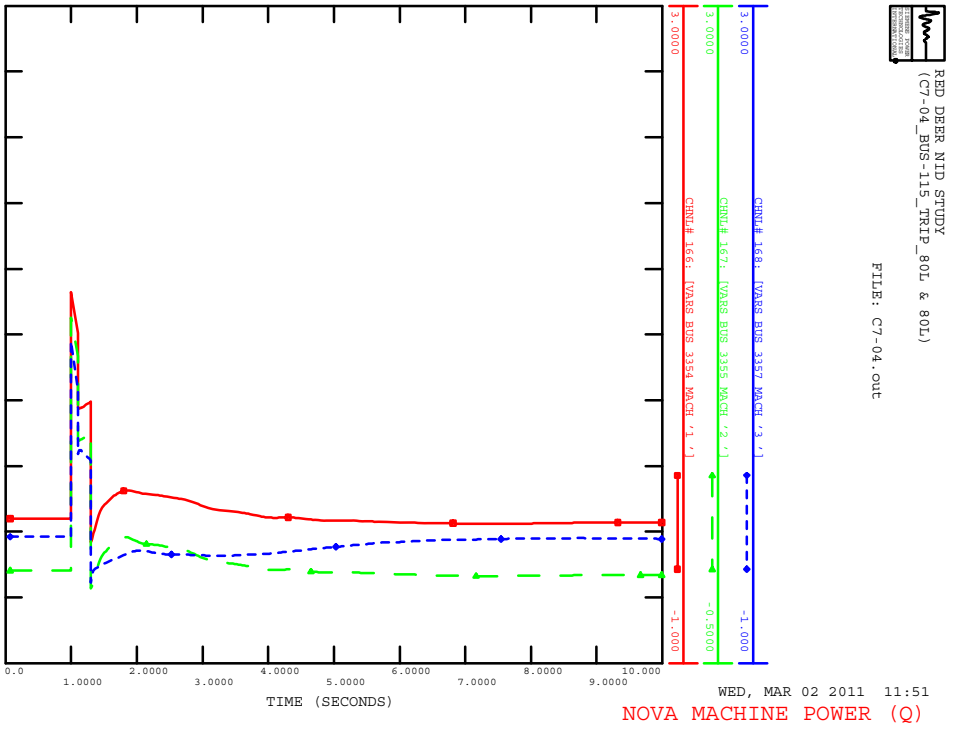

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

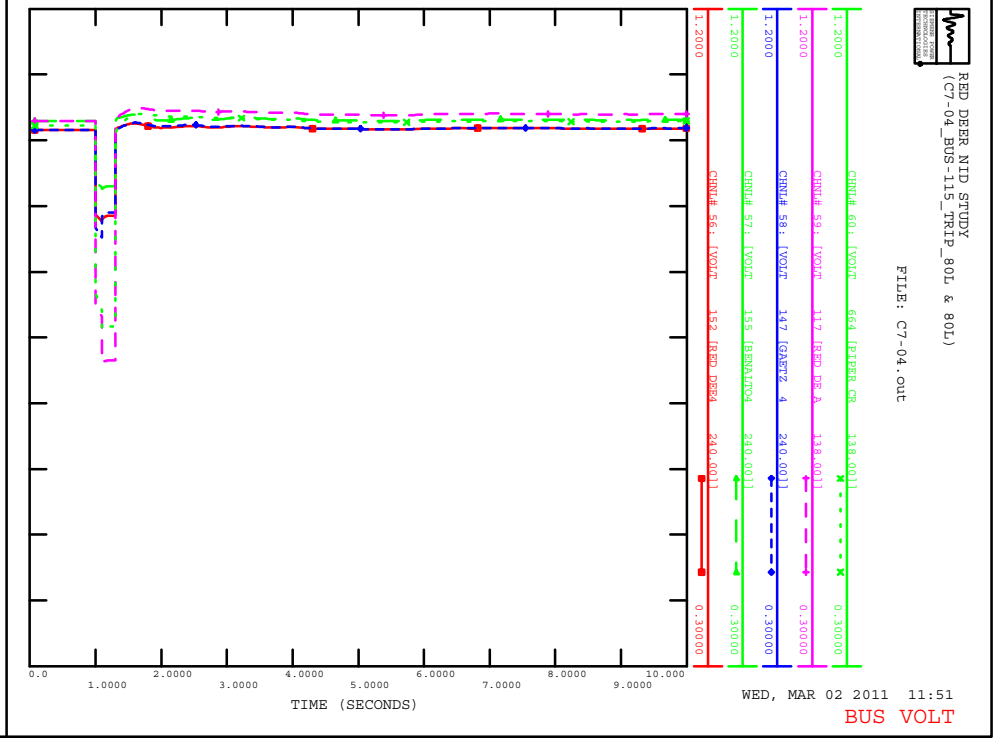

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

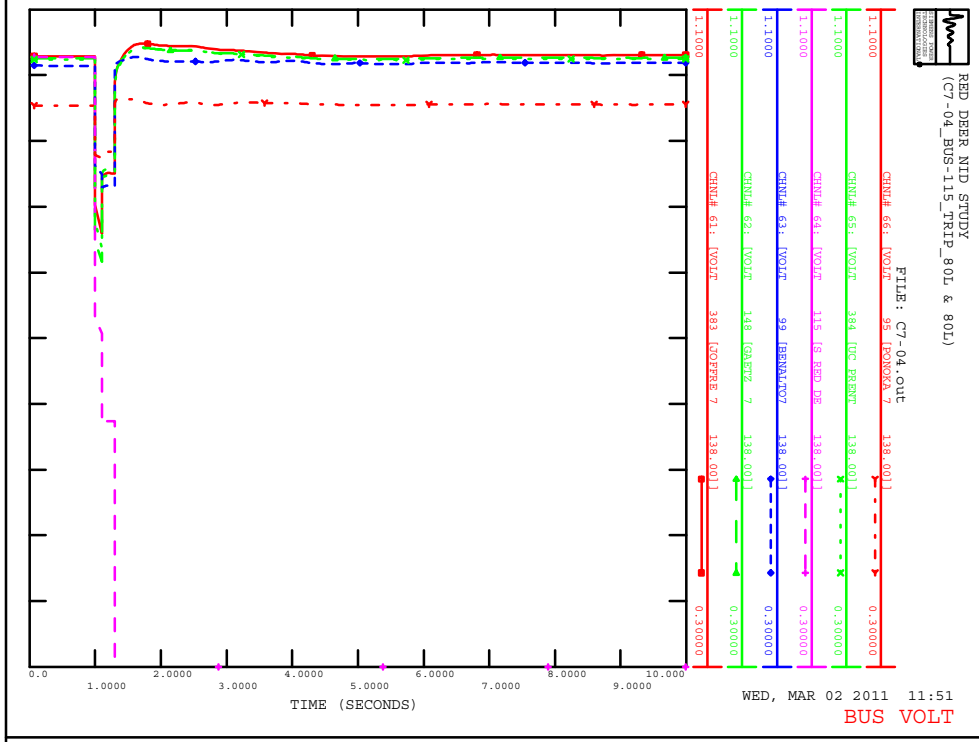

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

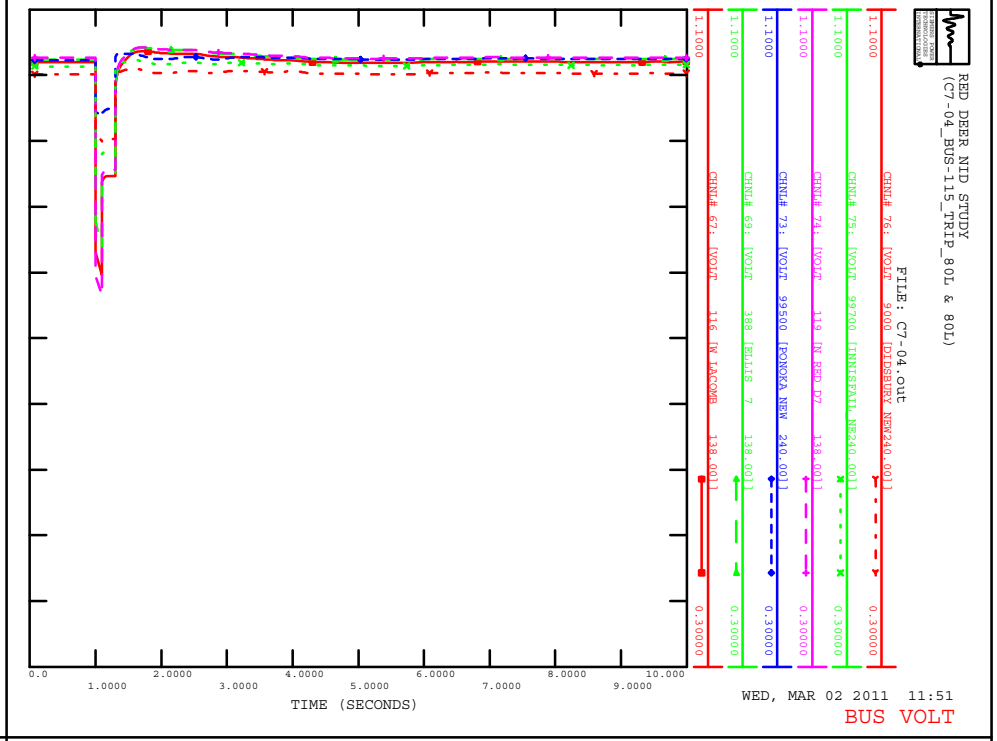

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

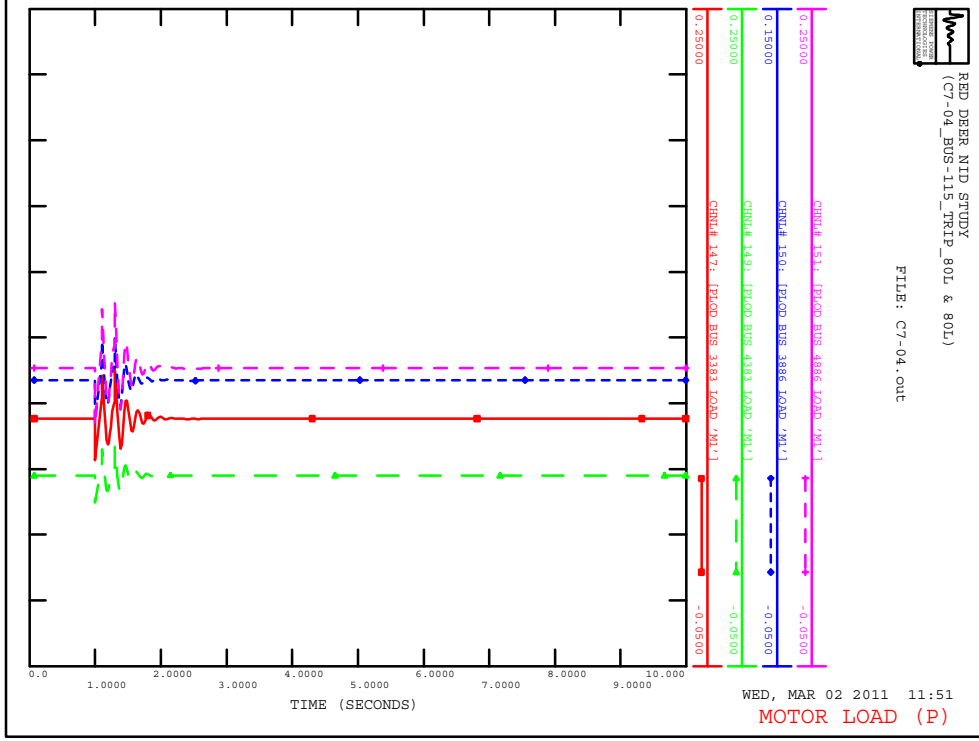

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

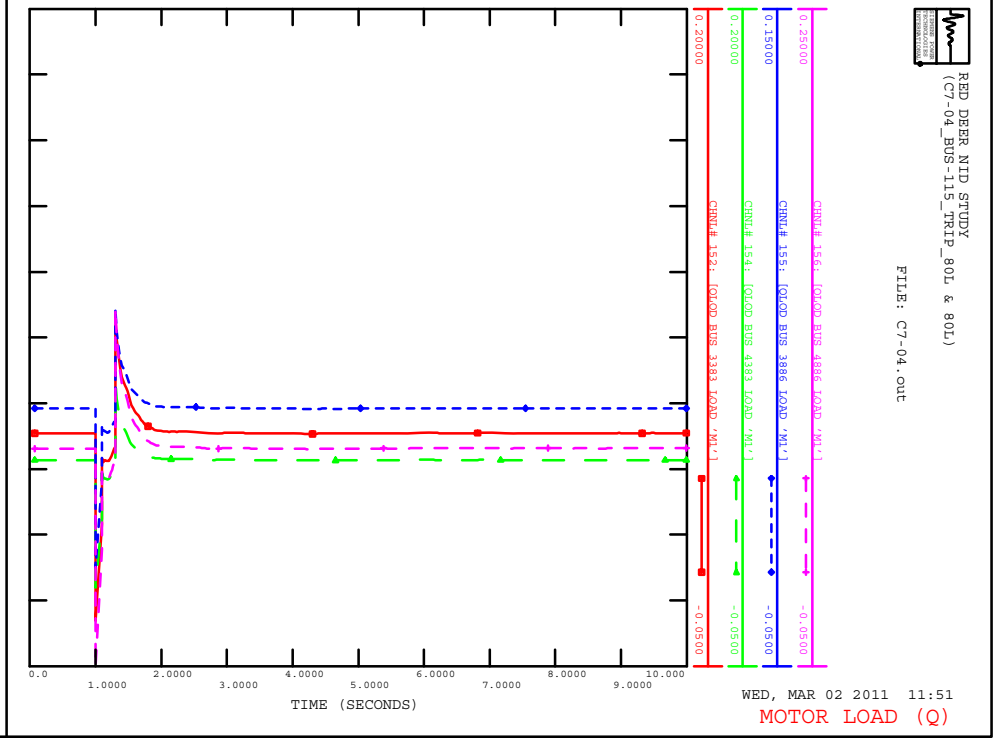

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

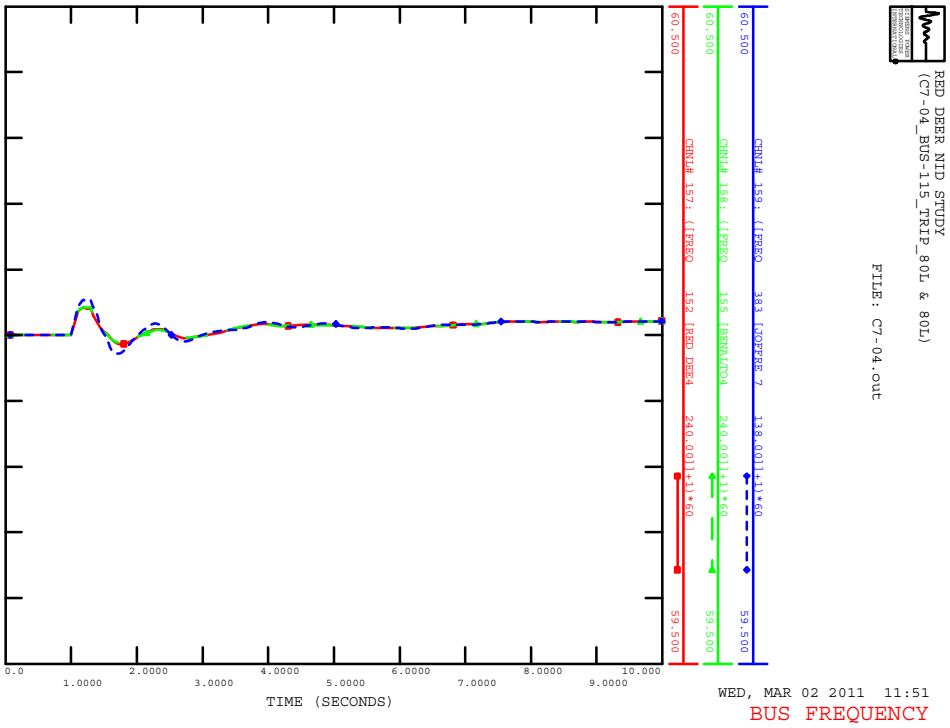

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

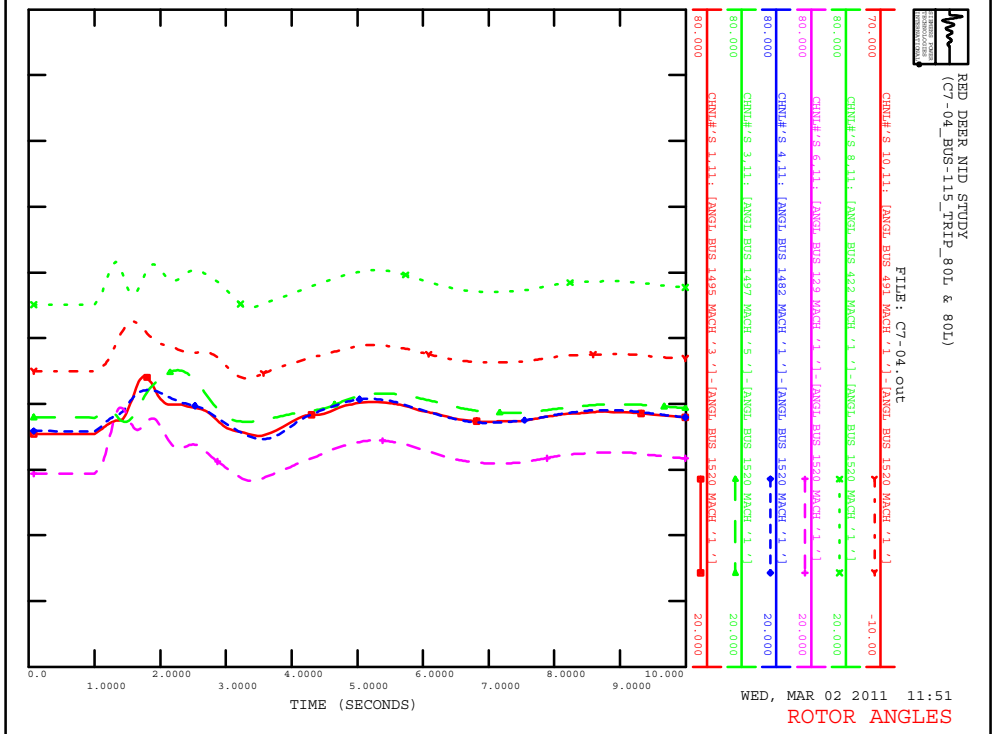

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

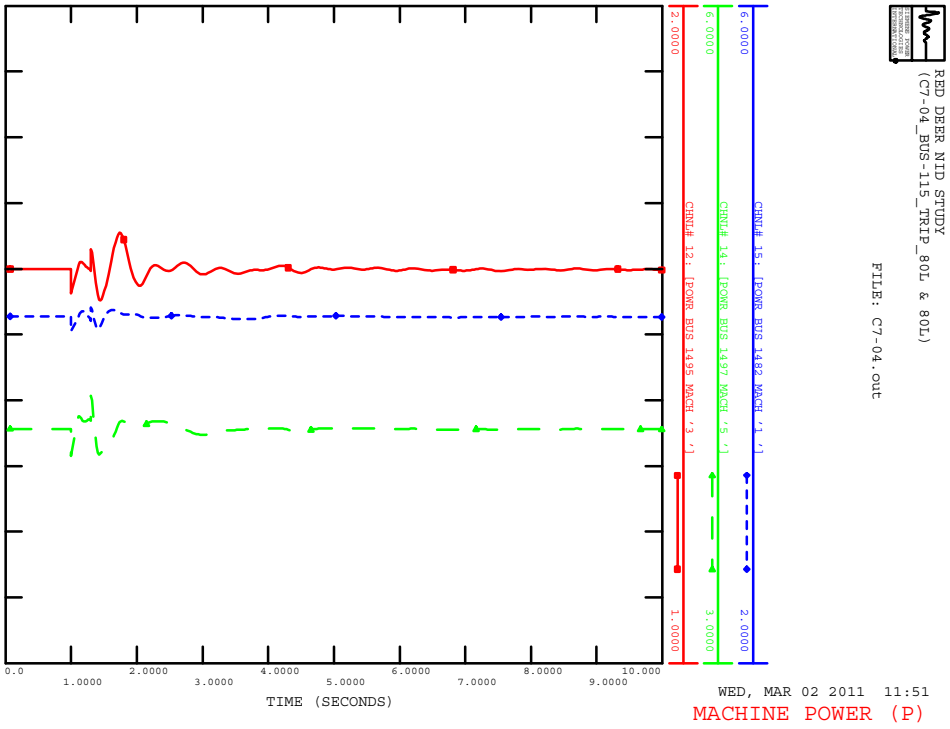

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

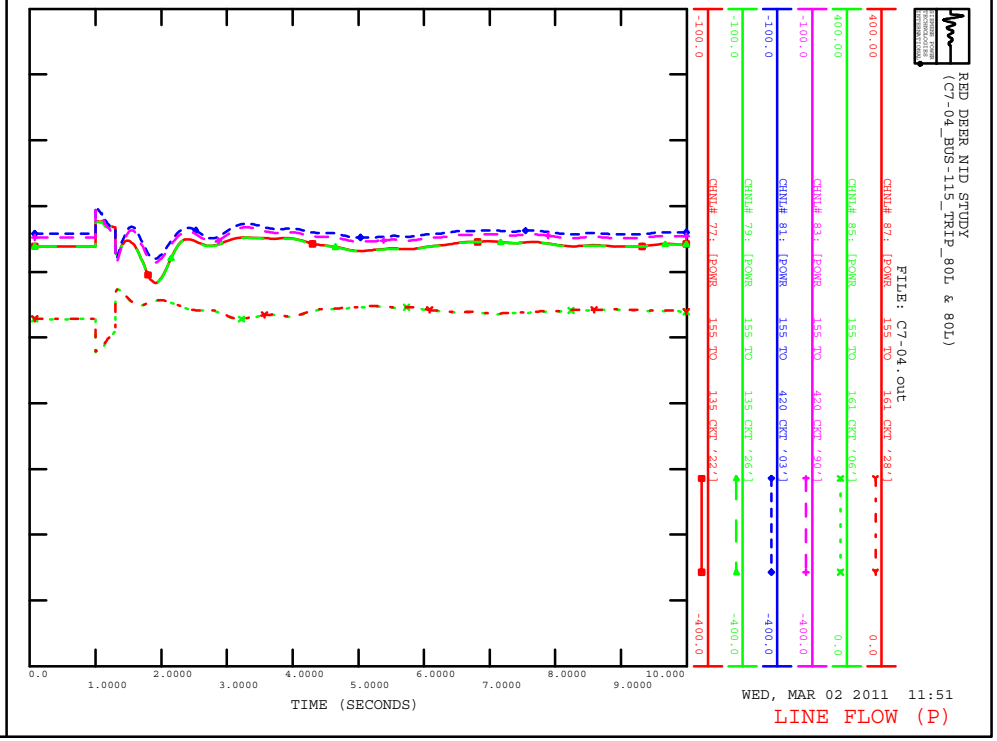

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

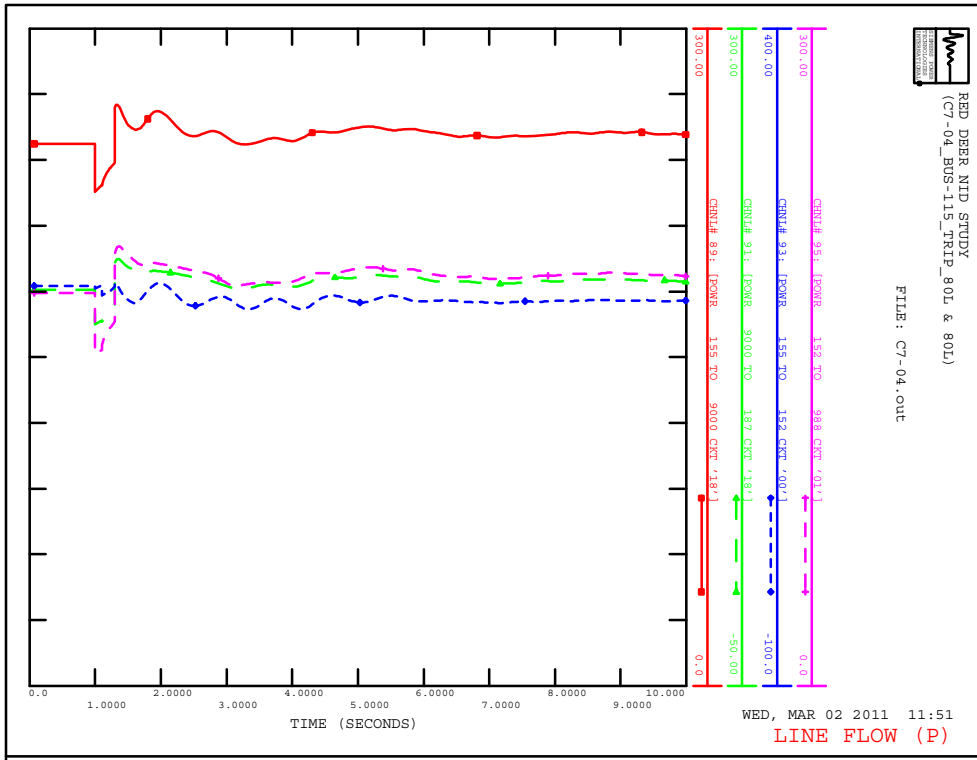

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

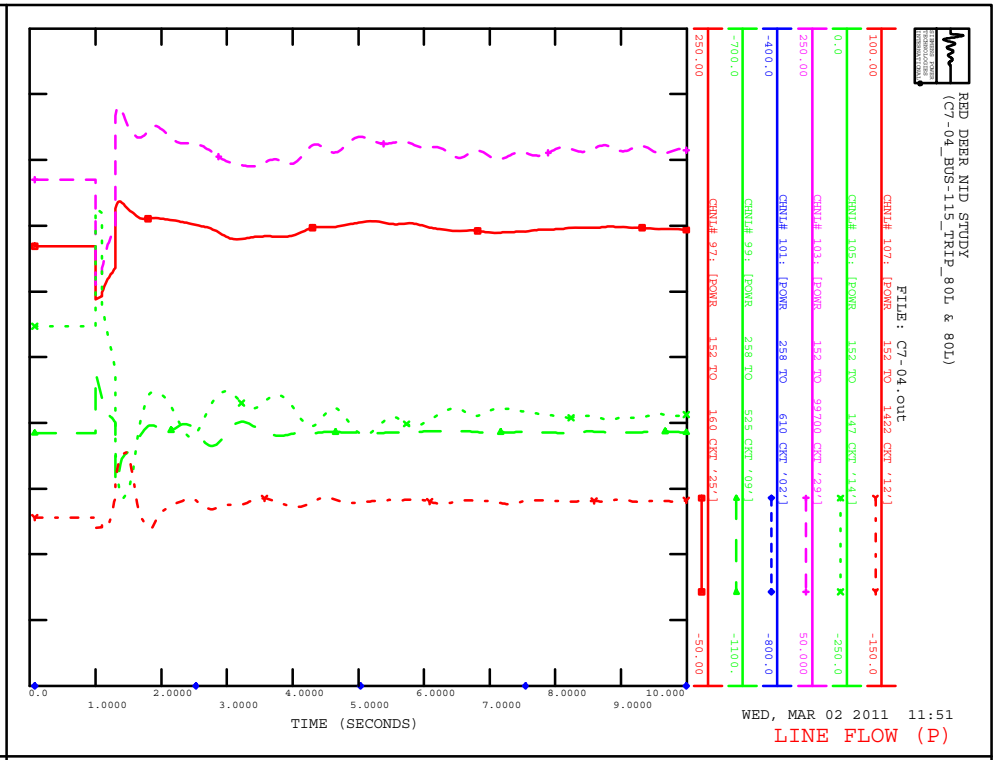

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

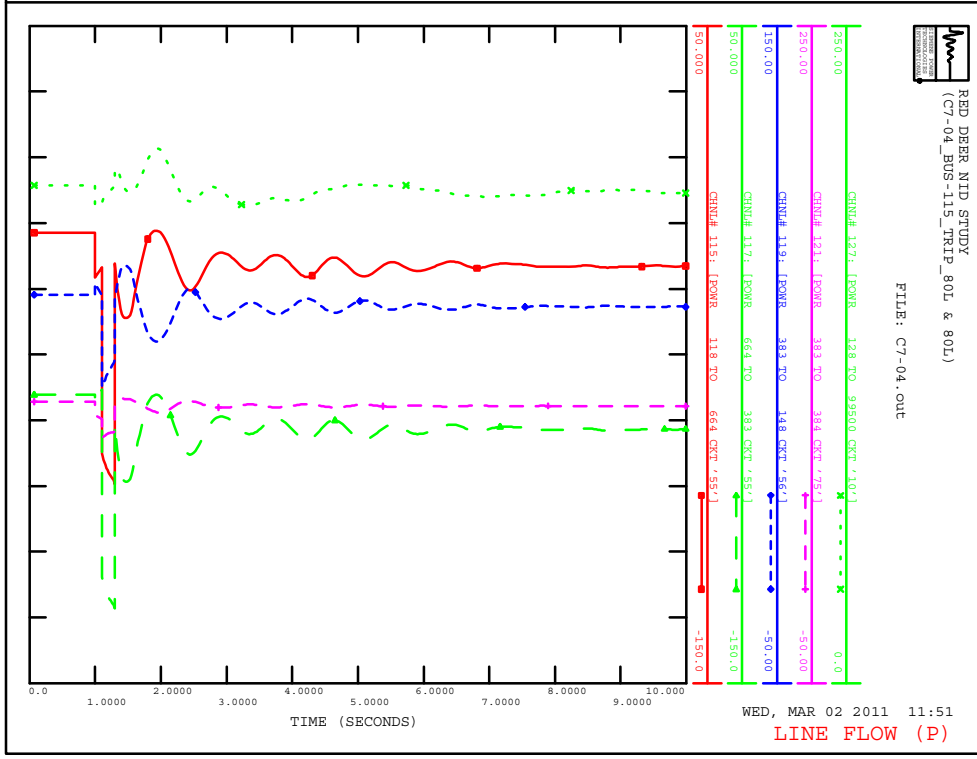

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

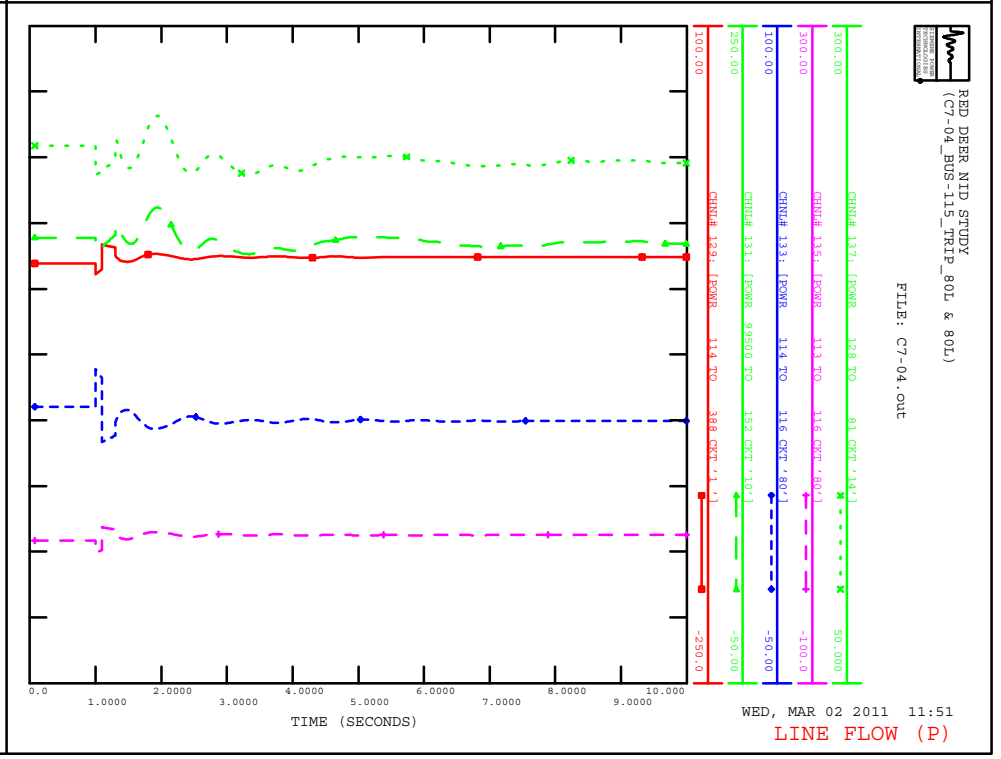

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

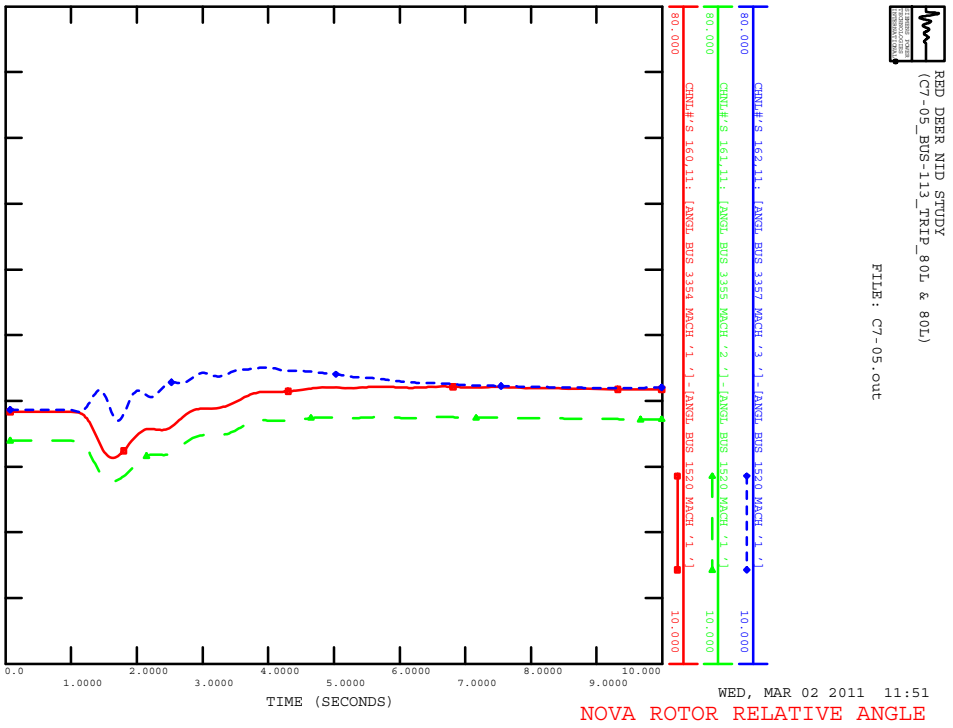

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

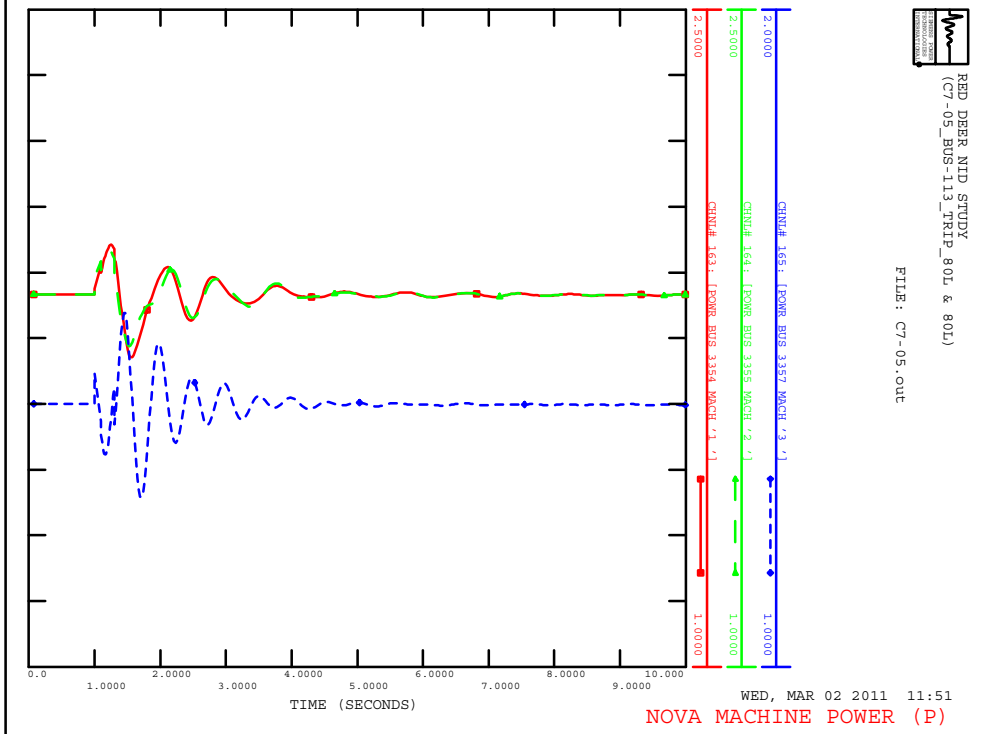

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

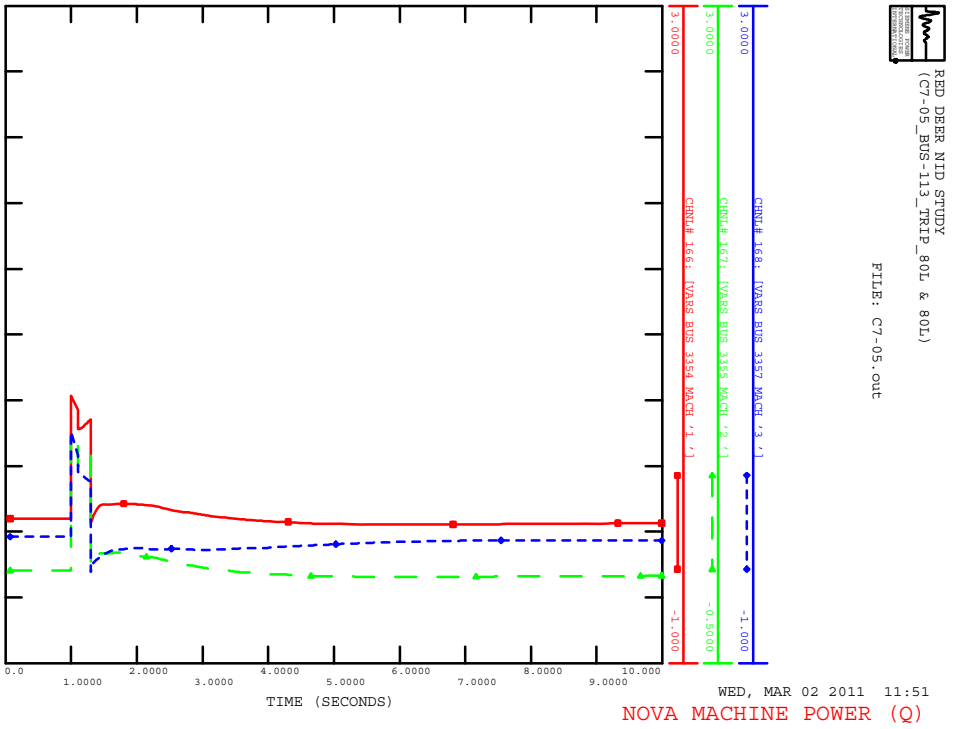

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

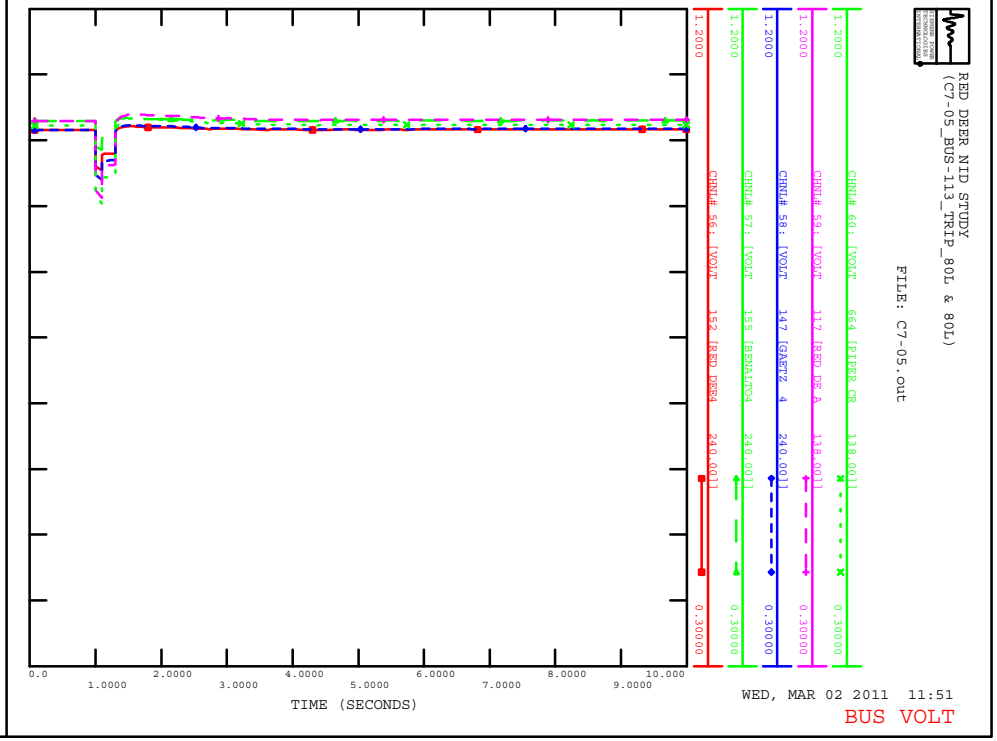

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

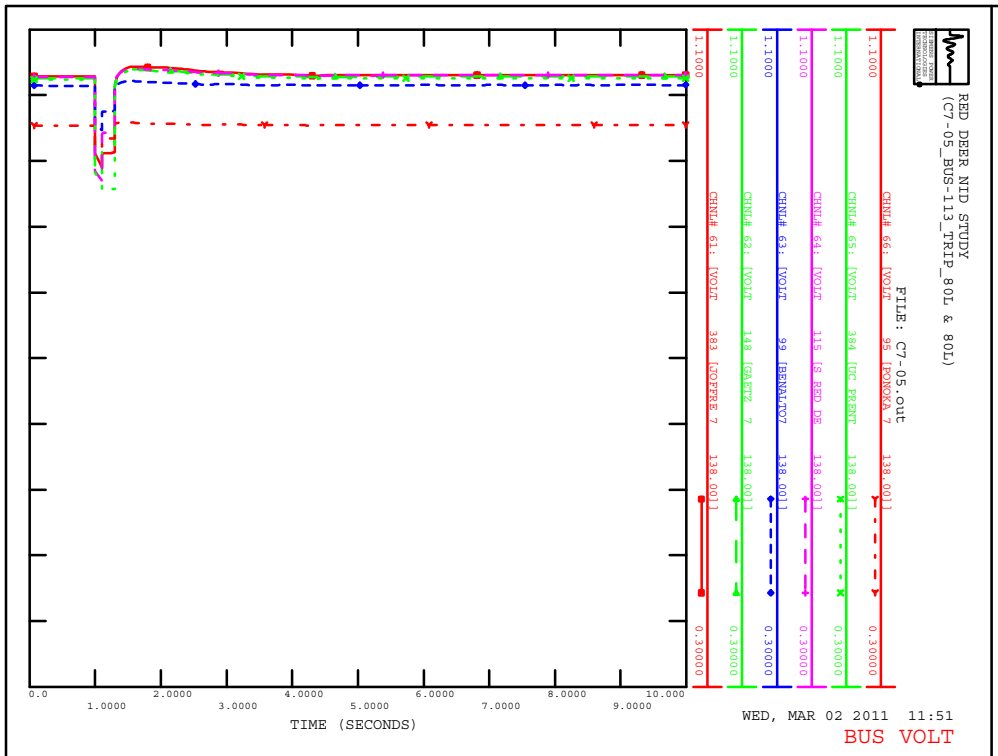

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

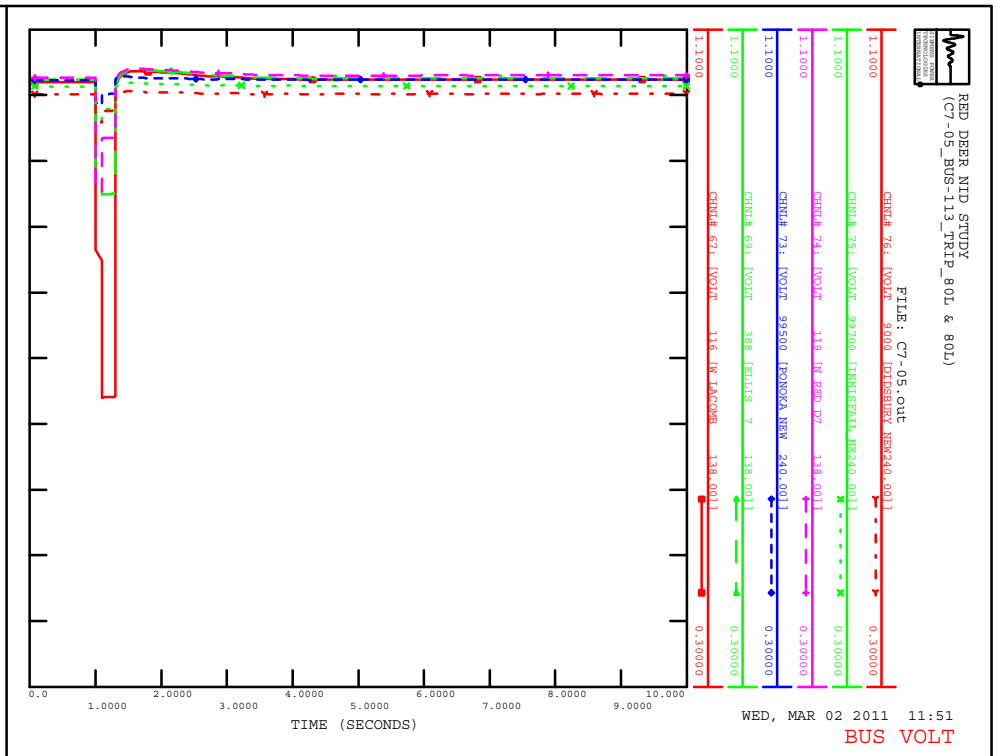

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

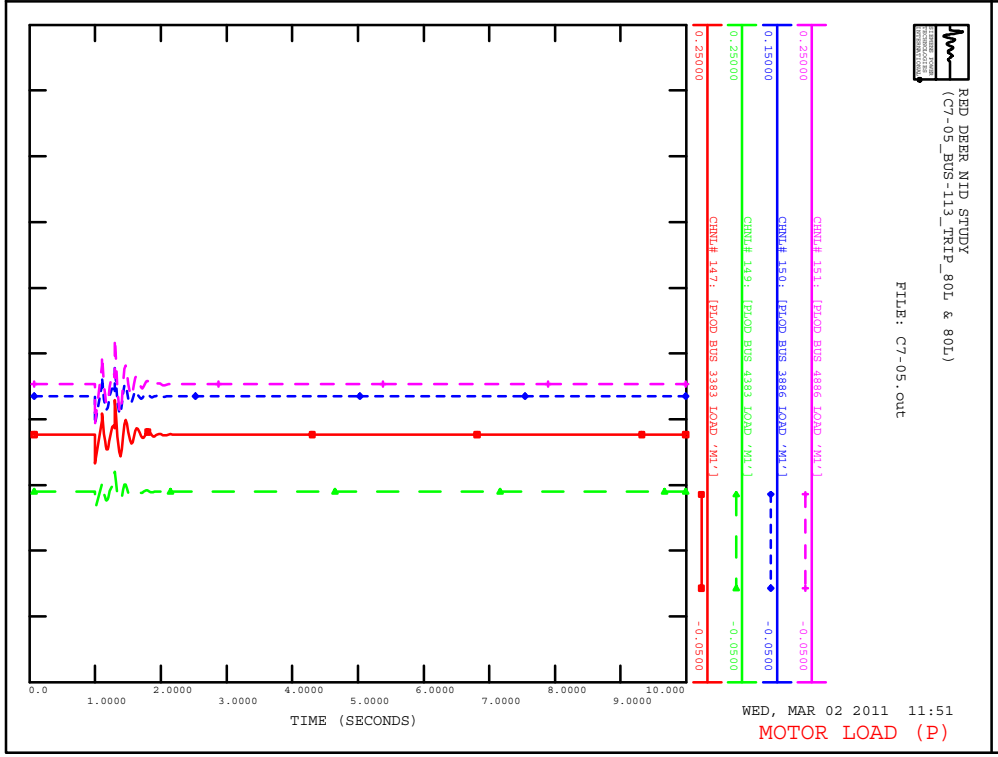

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (P)

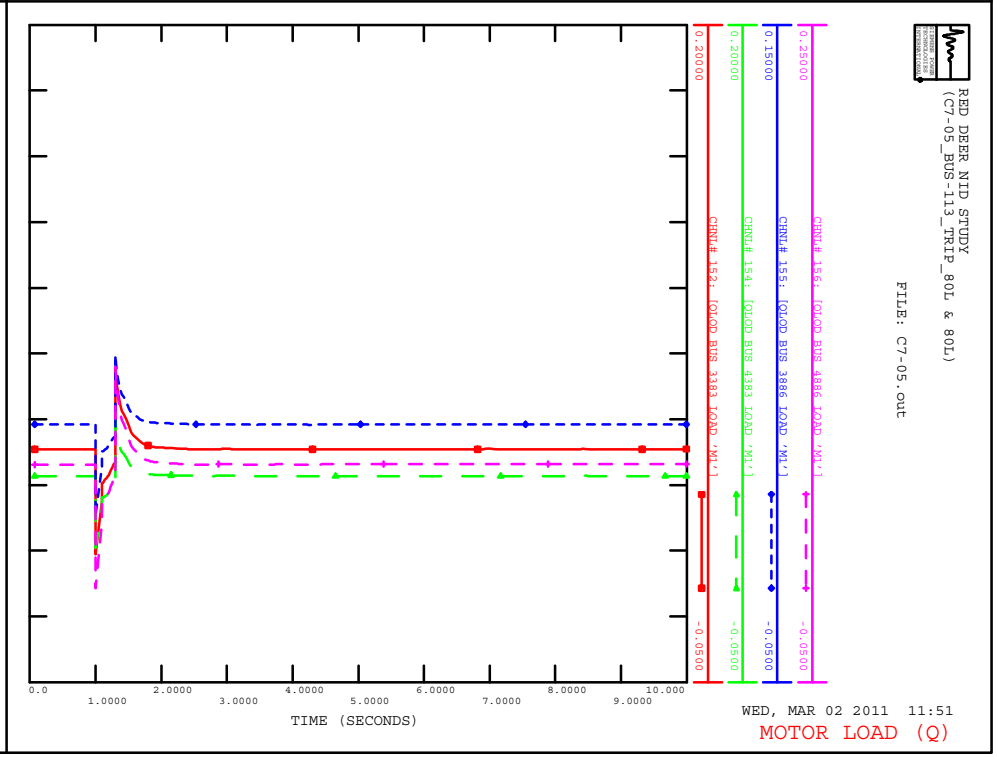

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
NOVA MACHINE POWER (Q)

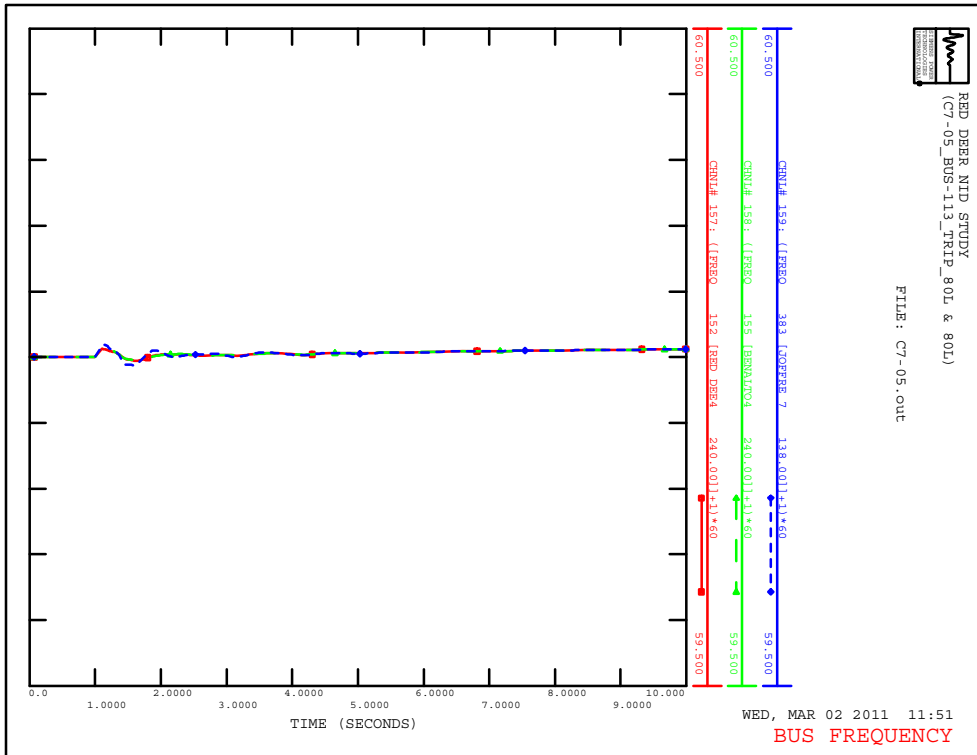

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS VOLT

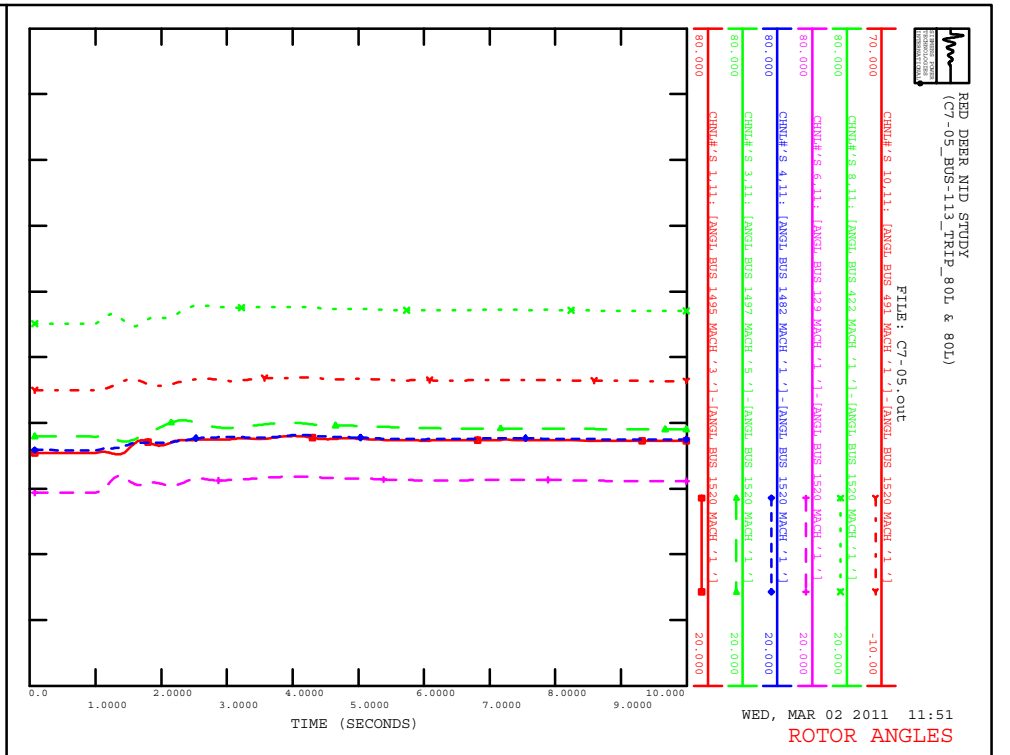

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

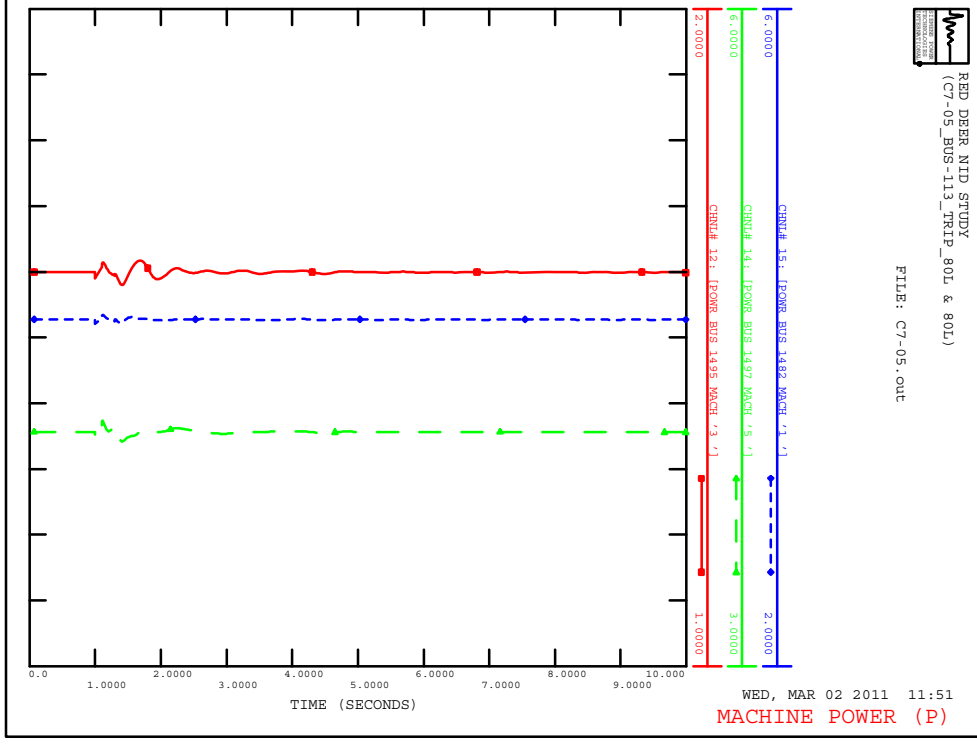

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

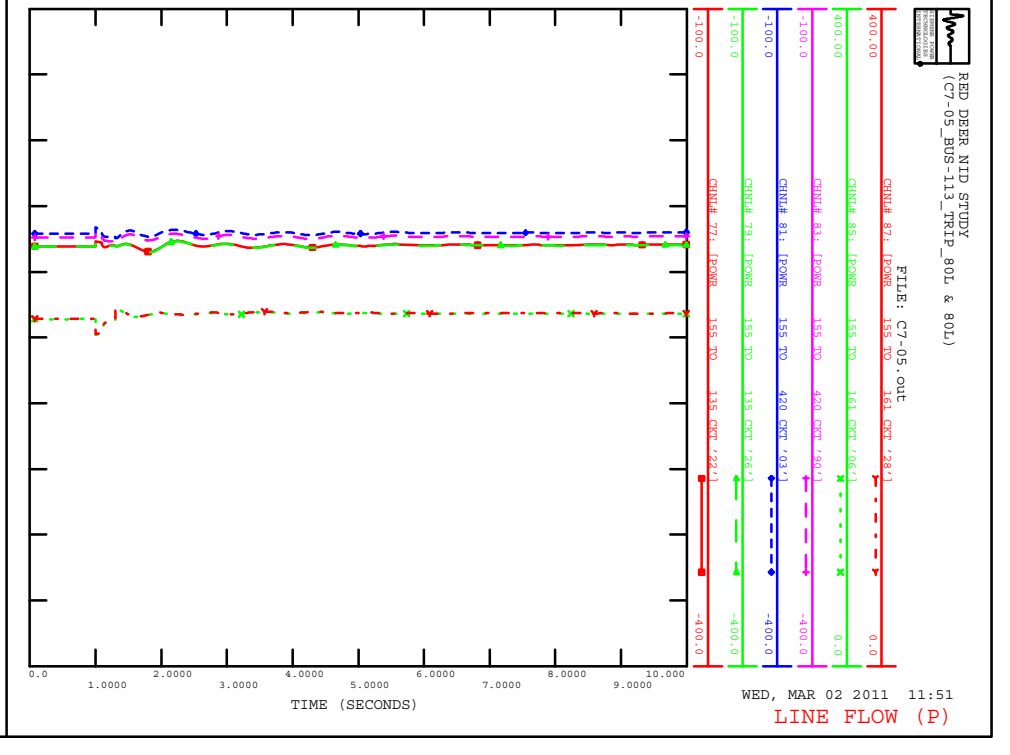

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

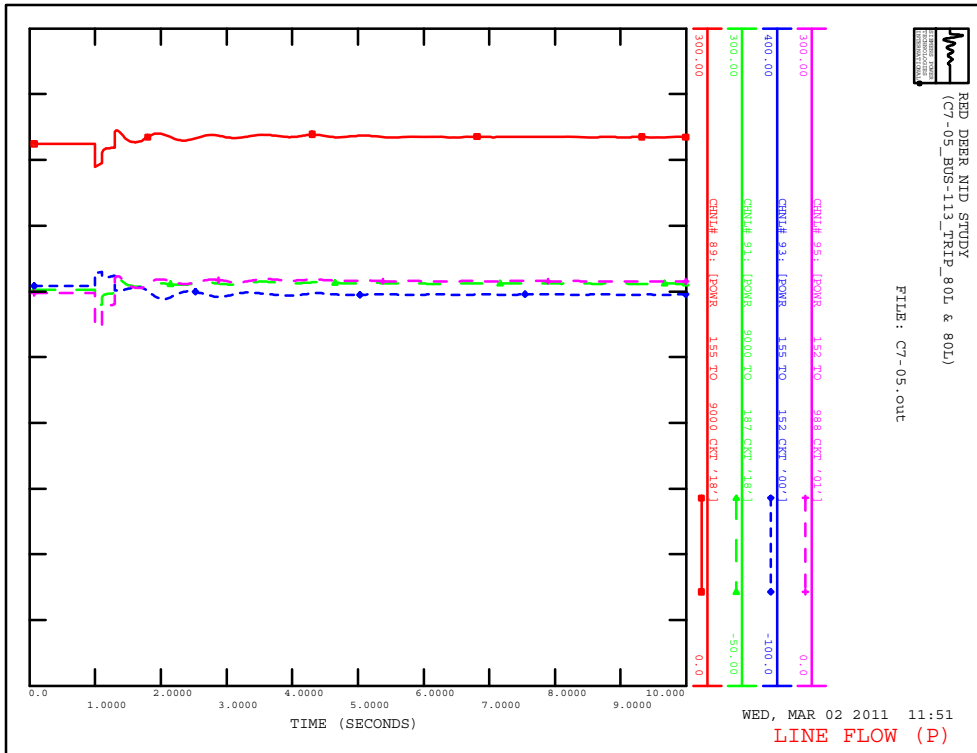

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

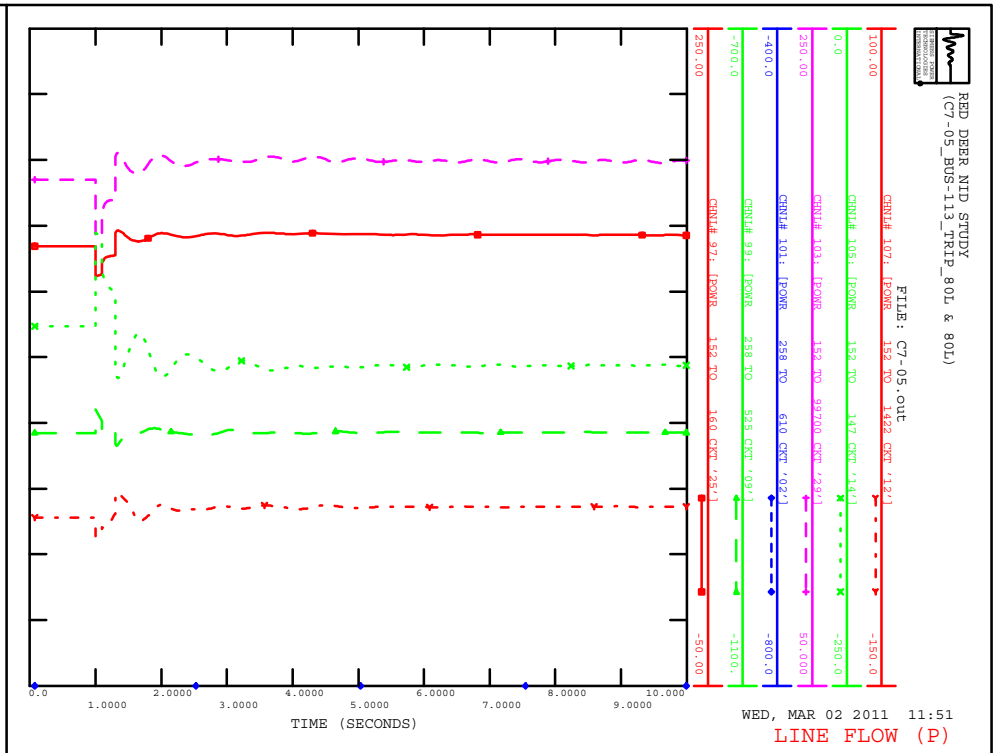

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
CHNL# 157: [FREQ BUS 152 [RED DEER4 240.00][1]*60
CHNL# 158: [FREQ 155 [BRNLAKO4 240.00][1]*60
CHNL# 159: [FREQ 383 [LOFFRE 7 138.00][1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

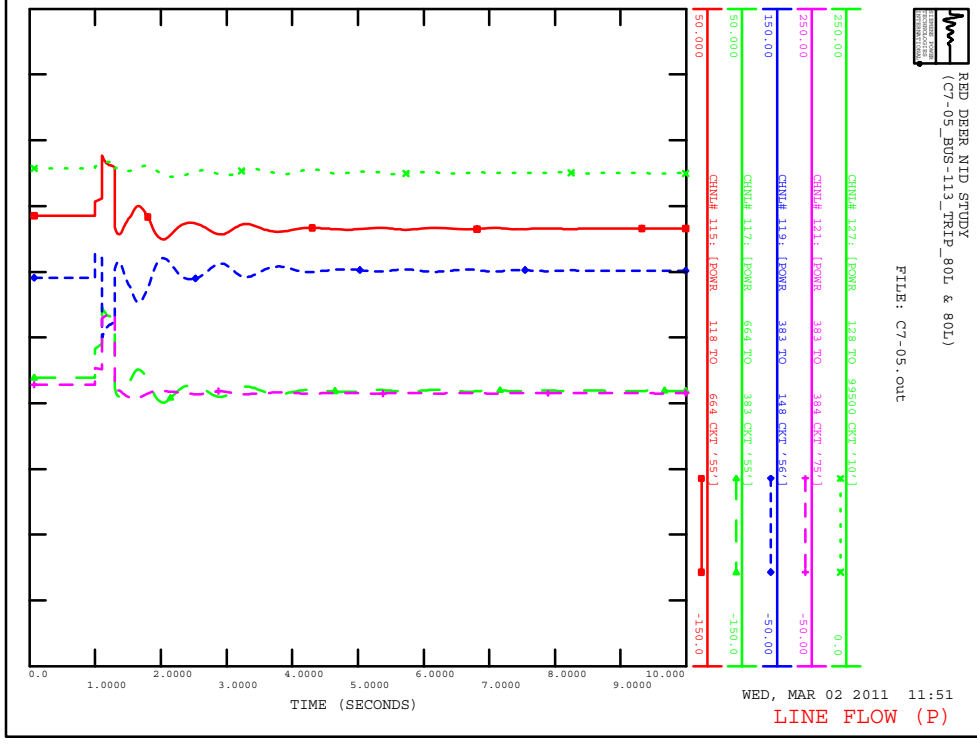

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
CHNL# 8,11: [ANGL BUS 491 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 10,11: [ANGL BUS 422 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 3,11: [ANGL BUS 1497 MACH '5']-[ANGL BUS 1520 MACH '1']
CHNL# 1,11: [ANGL BUS 1495 MACH '3']-[ANGL BUS 1520 MACH '1']
CHNL# 6,11: [ANGL BUS 129 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 4,11: [ANGL BUS 1482 MACH '1']-[ANGL BUS 1520 MACH '1']
70.000
80.000
20.000
-10.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

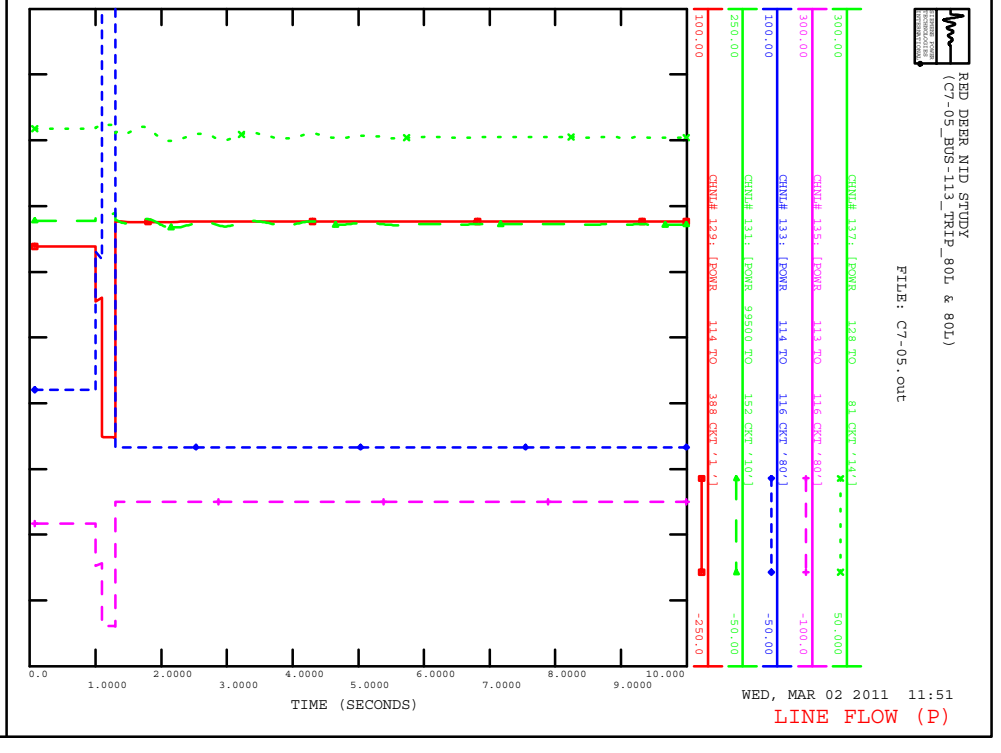

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
CHNL# 12: [POWR BUS 1495 MACH '3']
CHNL# 14: [POWR BUS 1497 MACH '5']
CHNL# 15: [POWR BUS 1482 MACH '1']
2.0000
6.0000
1.0000
3.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

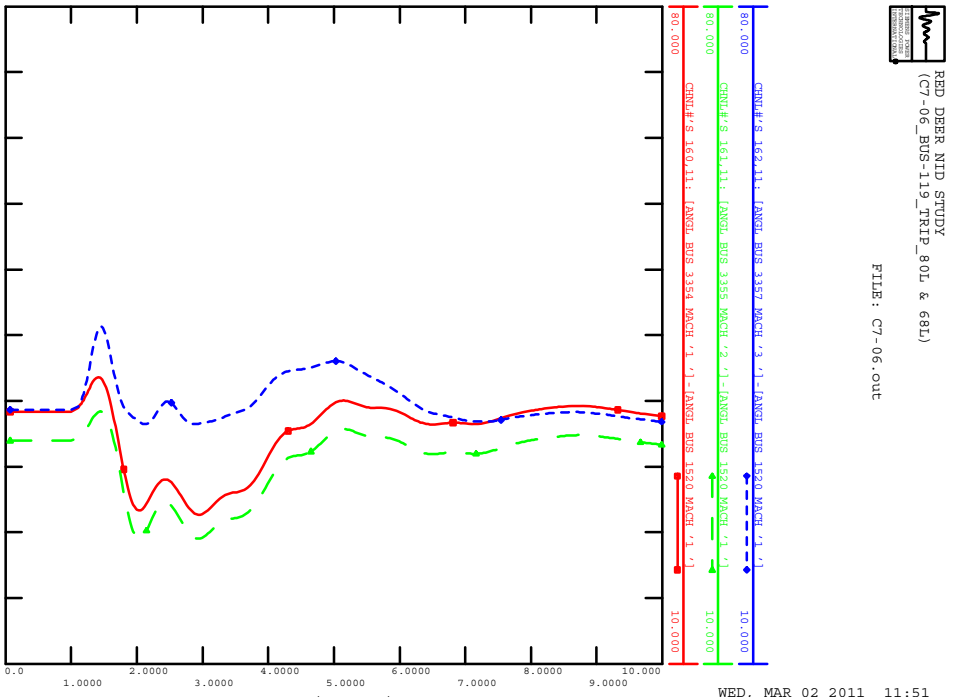

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
CHNL# 72: [POWR 155 TO 135 CKT '22']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 83: [POWR 155 TO 420 CKT '80']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00
-100.0
-400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

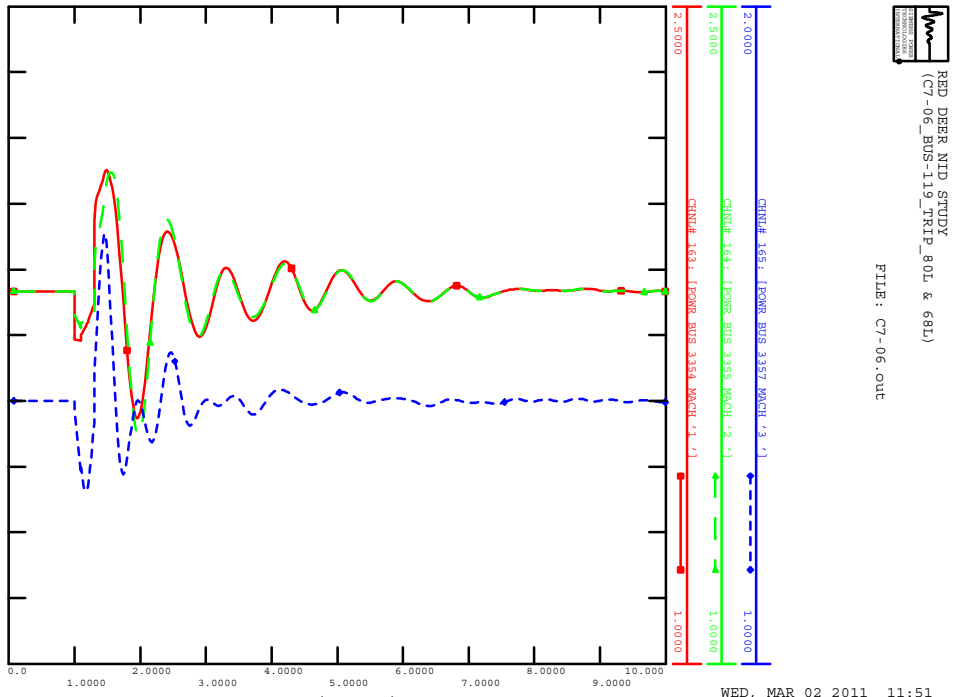

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

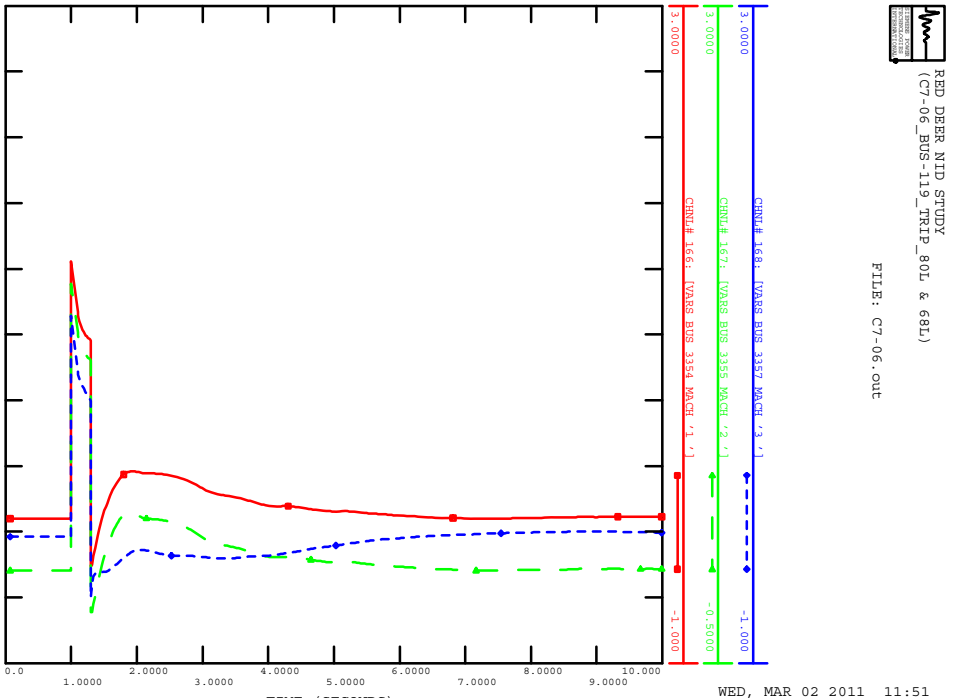

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

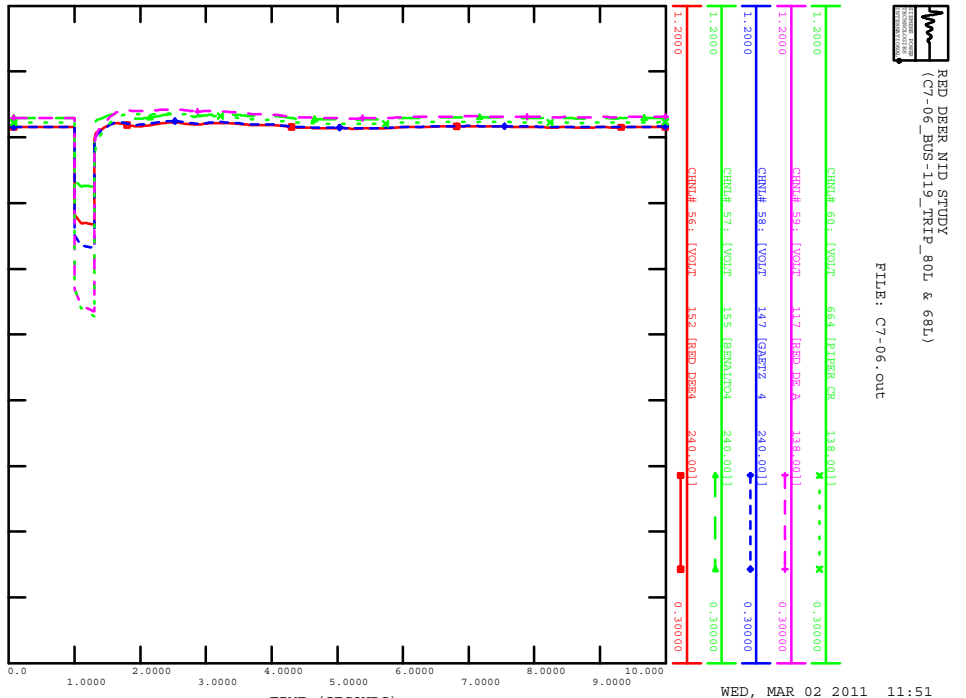

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

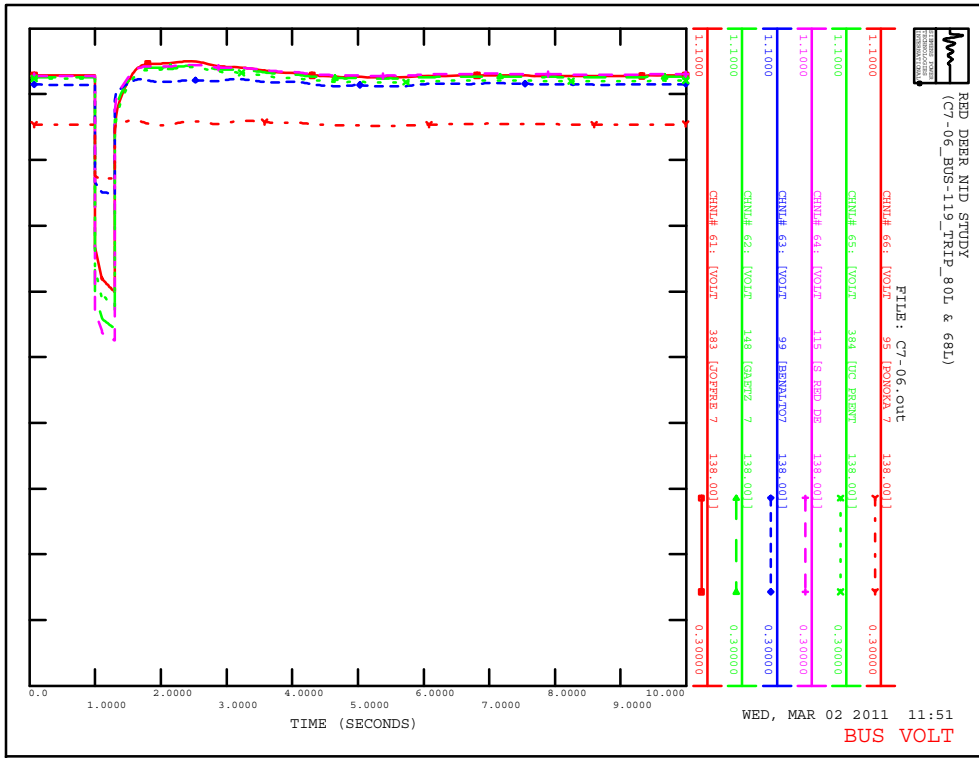

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

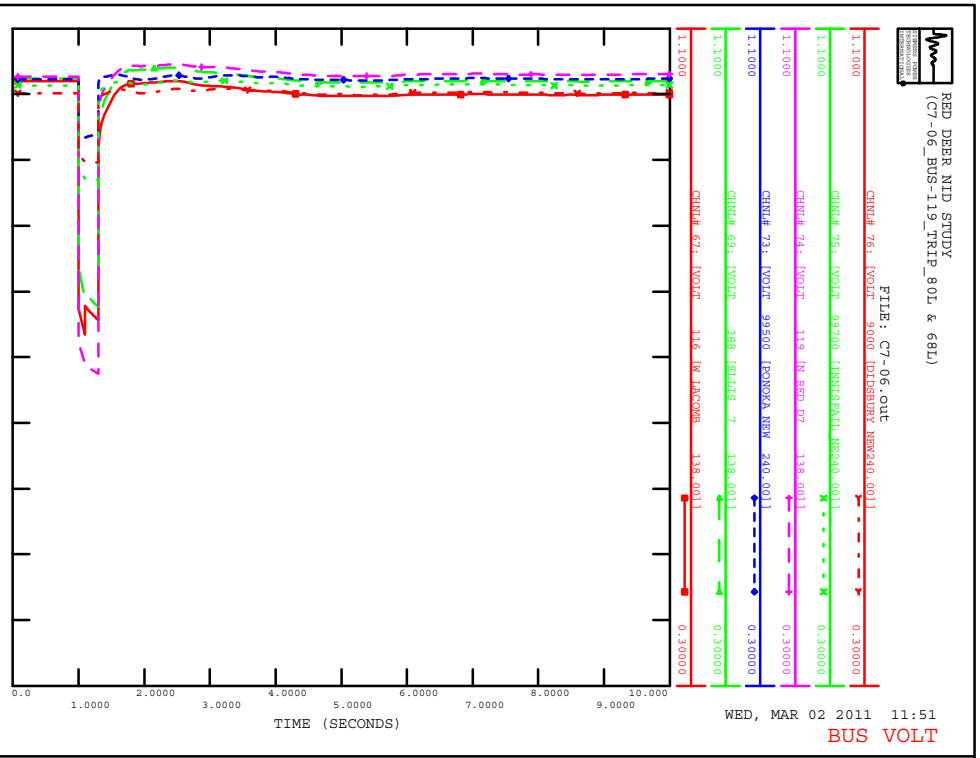

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL#'S 160,11; [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11; [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11; [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

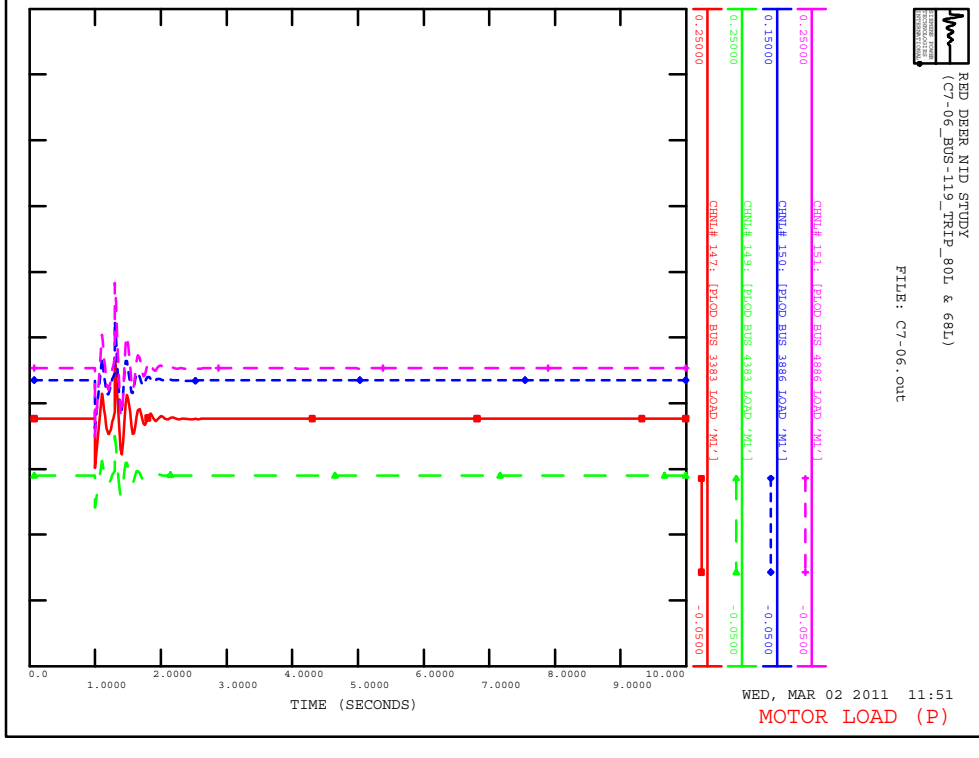

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

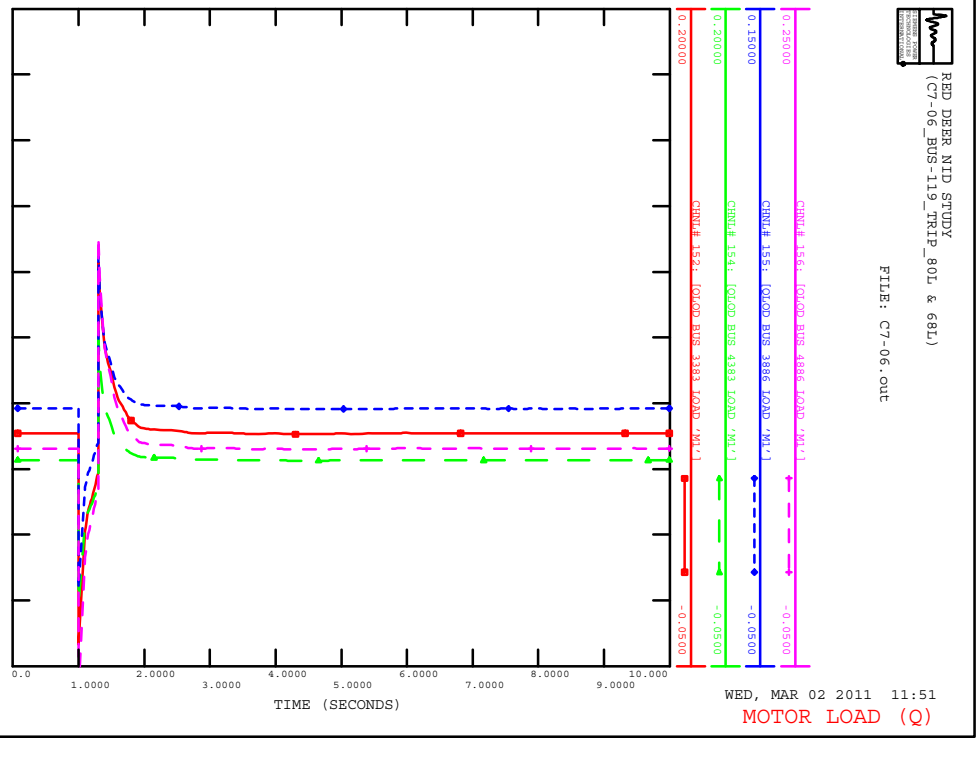

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

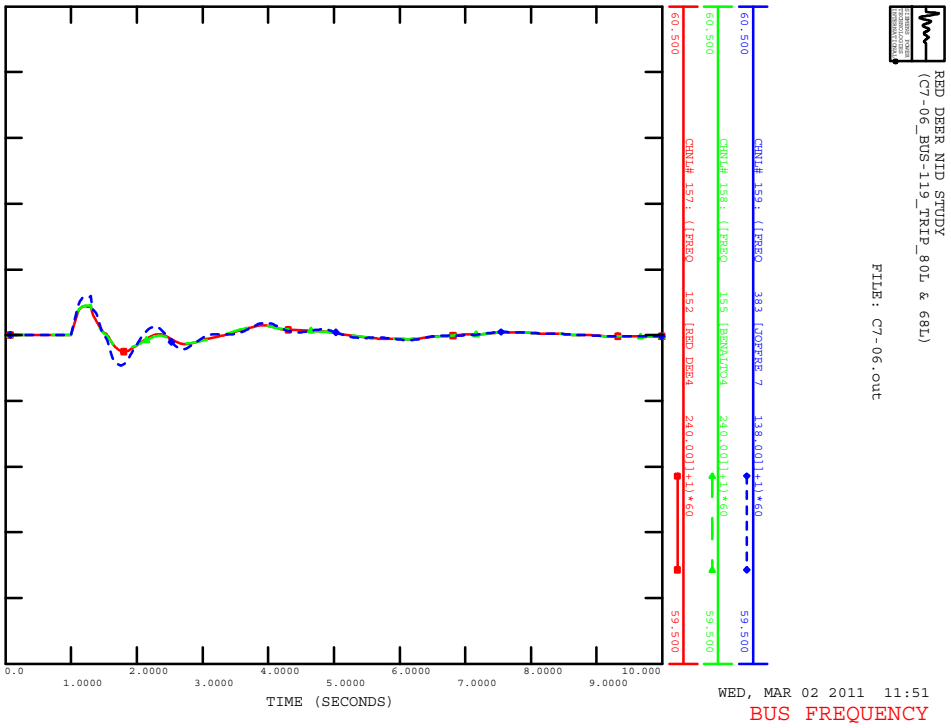

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 2 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

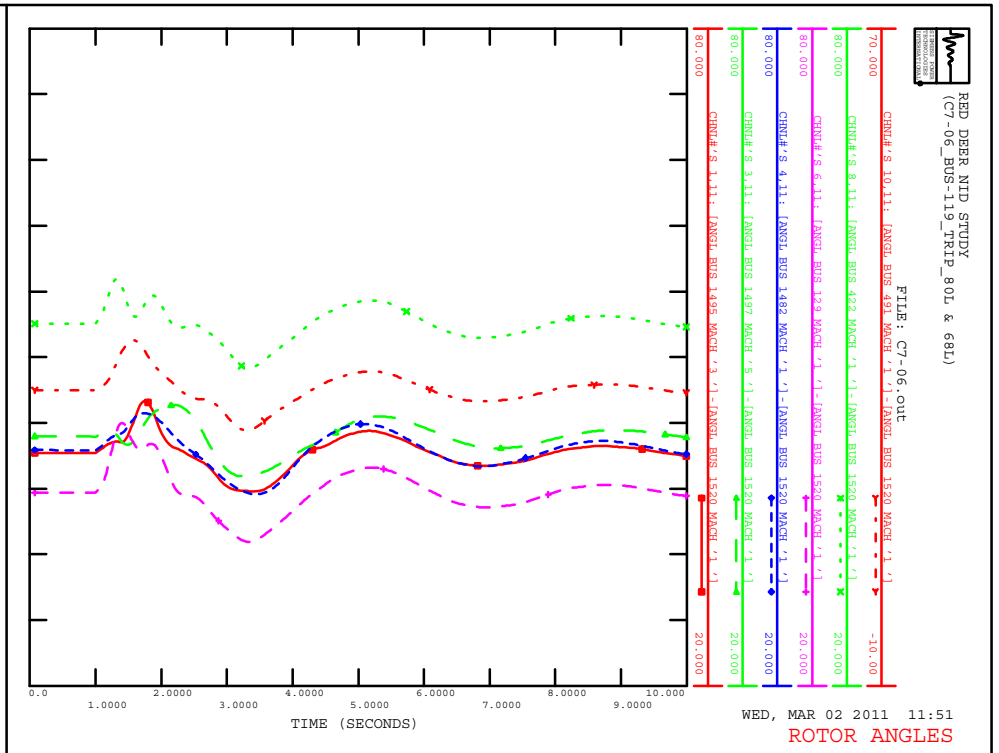

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

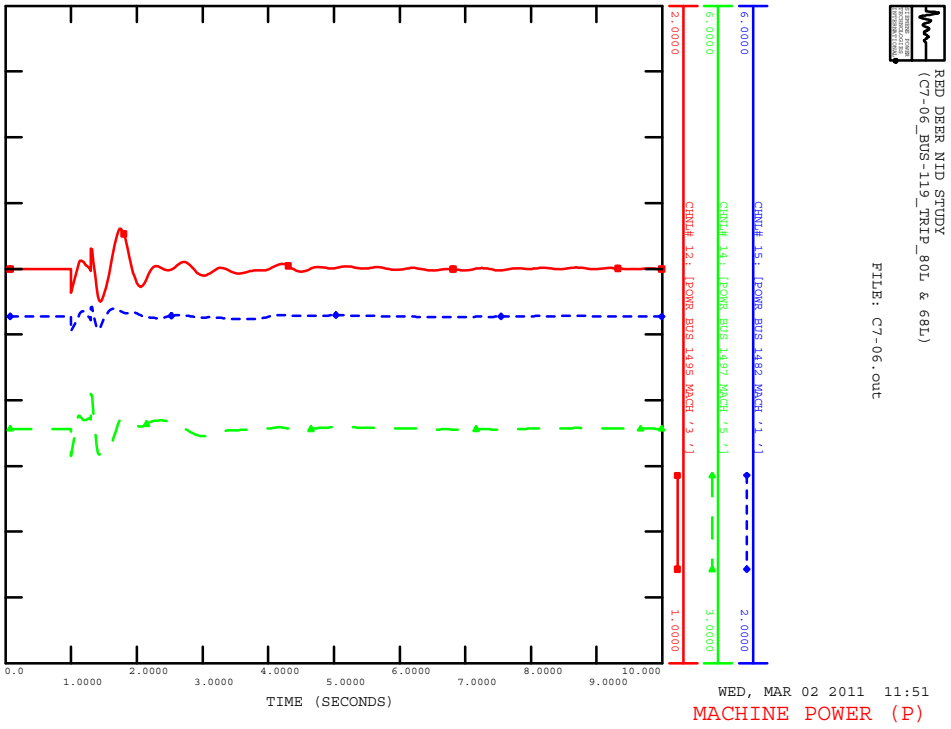

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISSERT NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

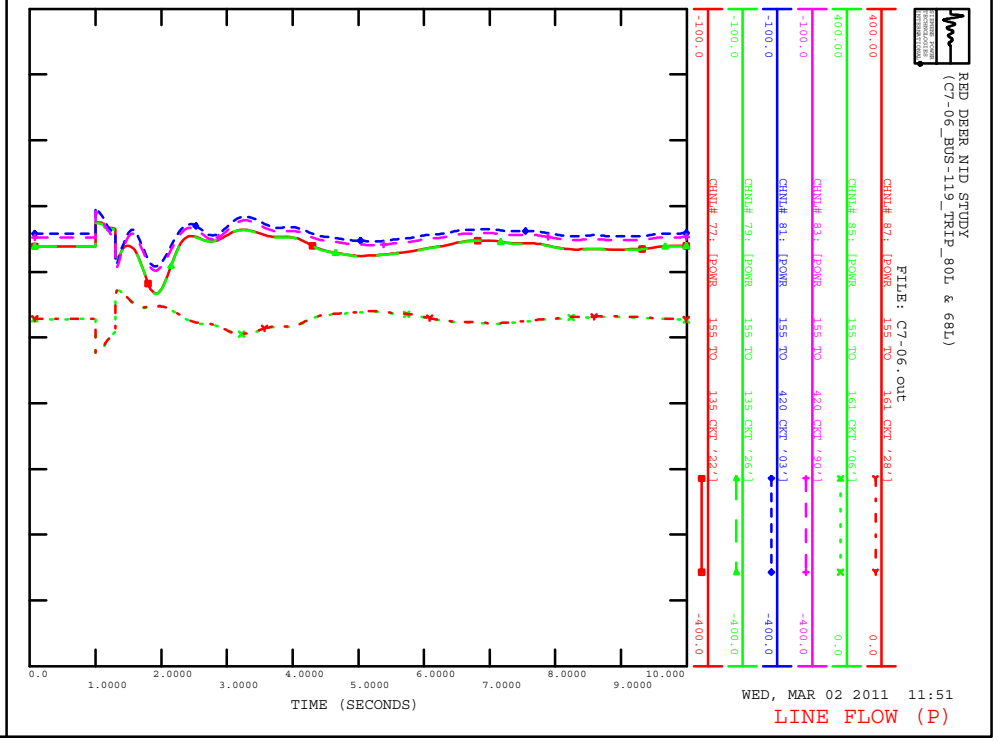

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

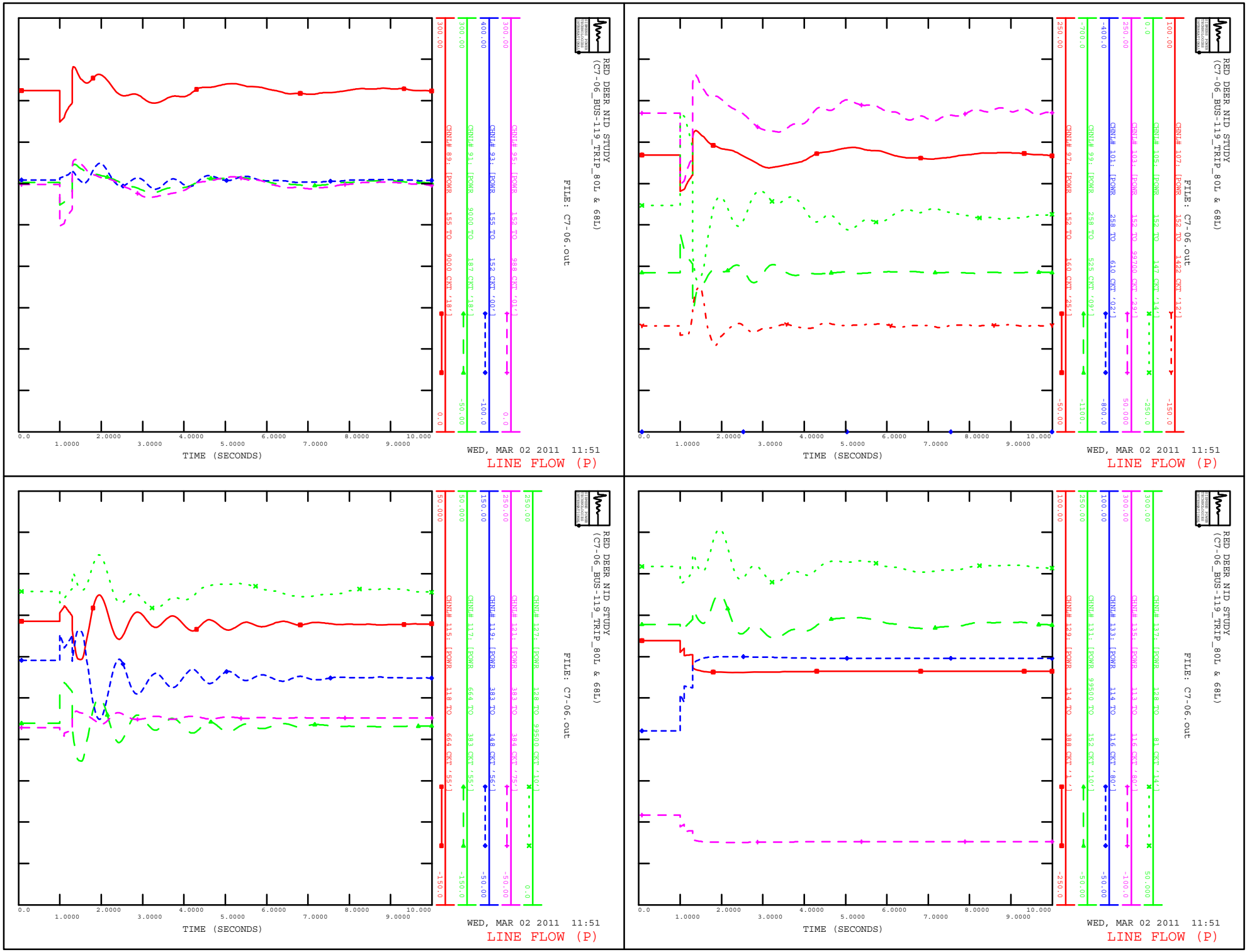

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

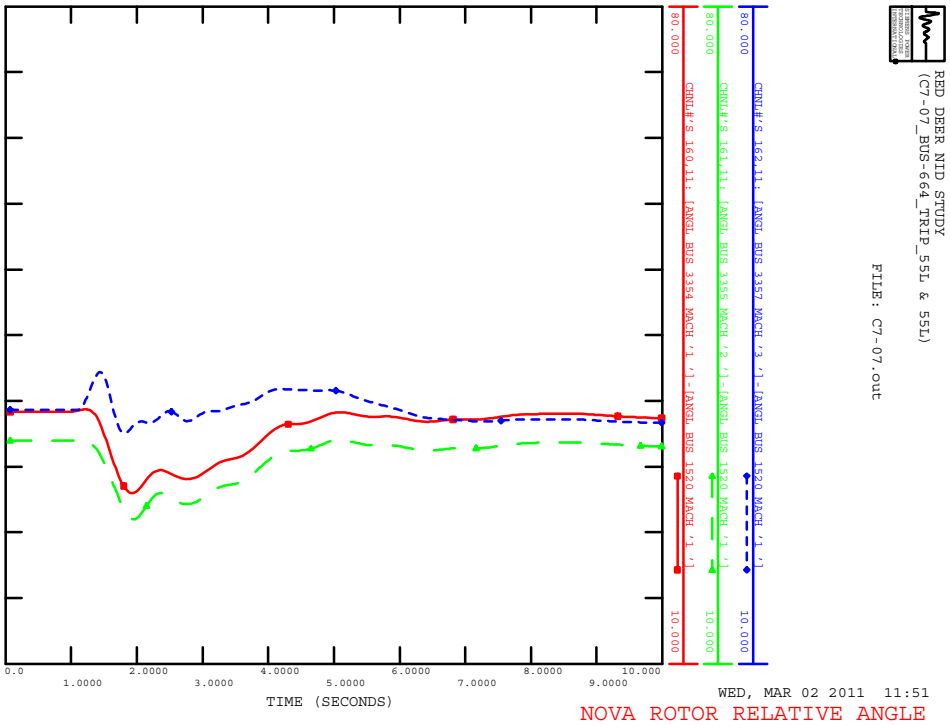

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

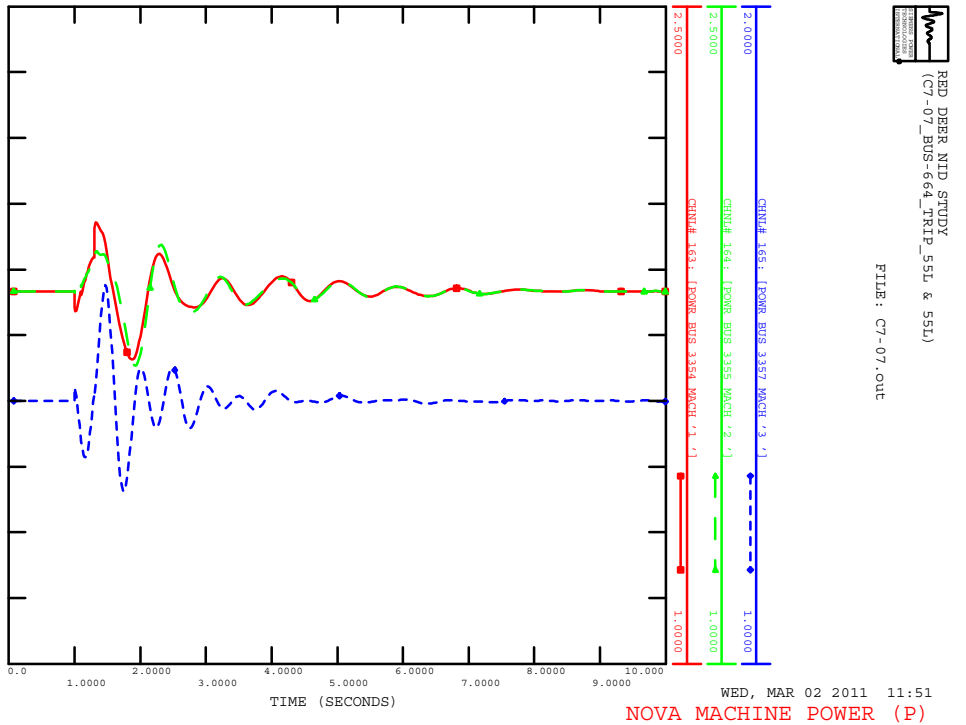

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

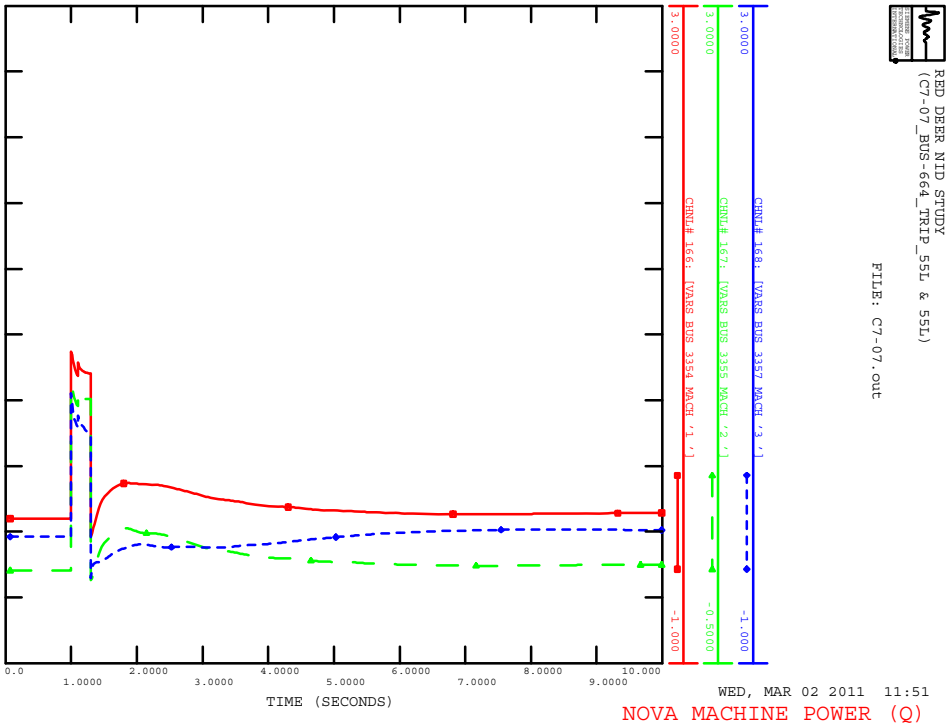

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

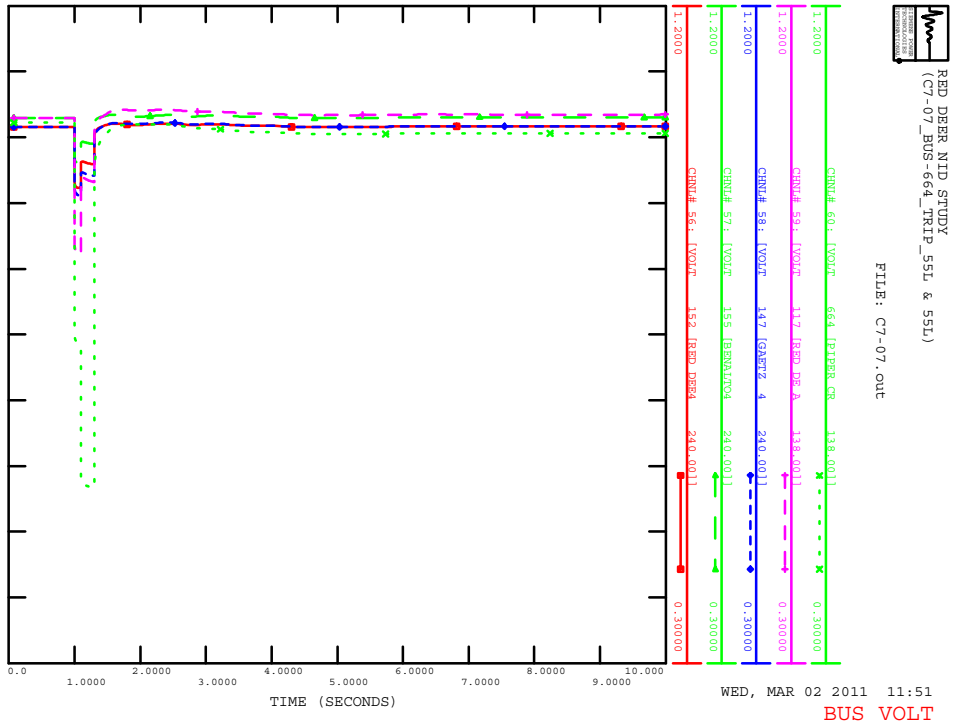

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

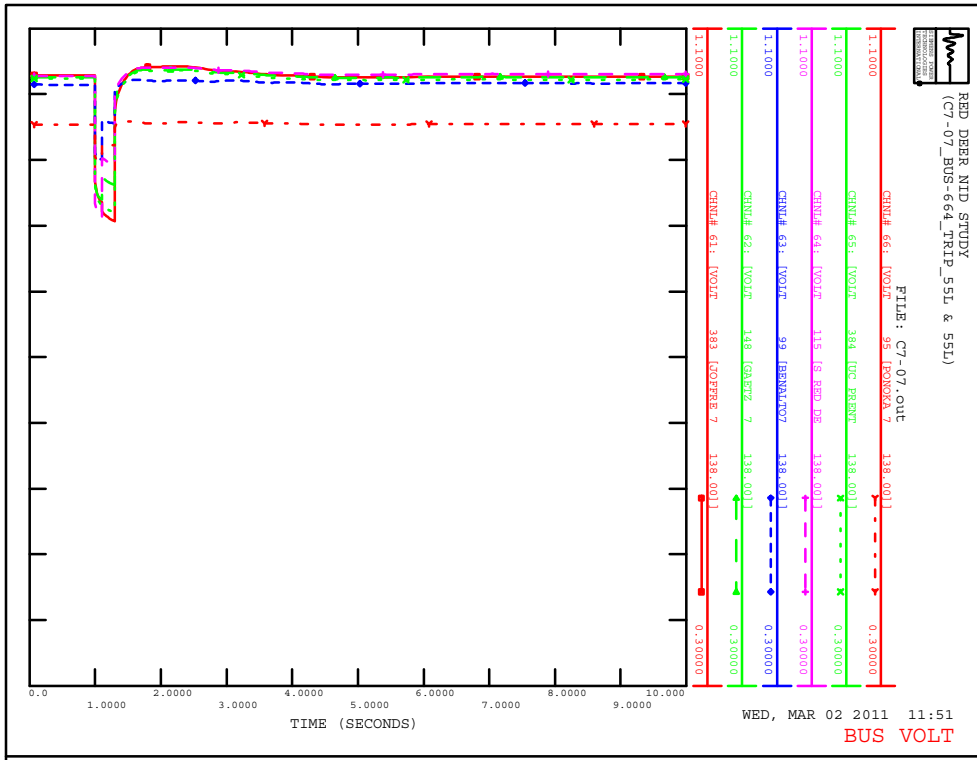

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

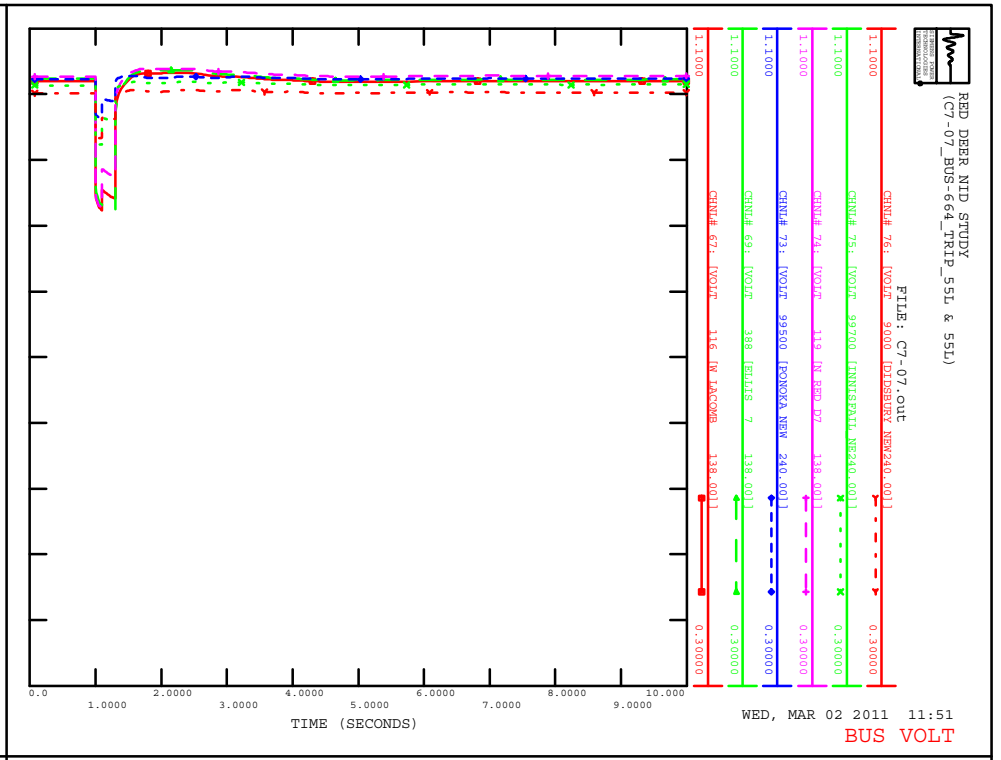

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

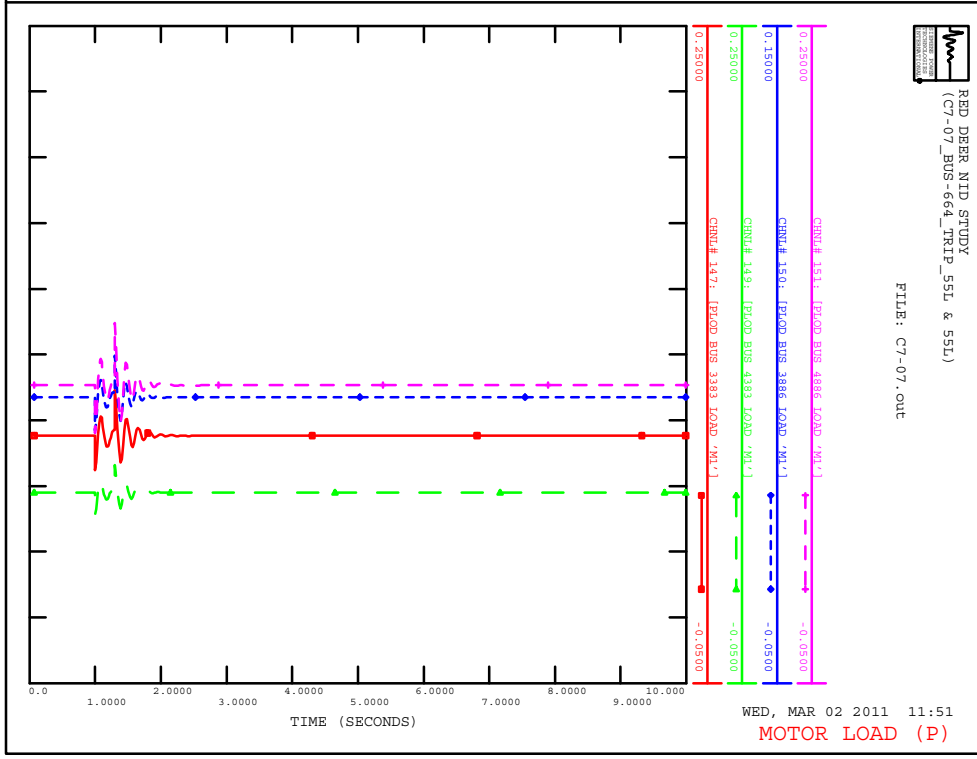

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

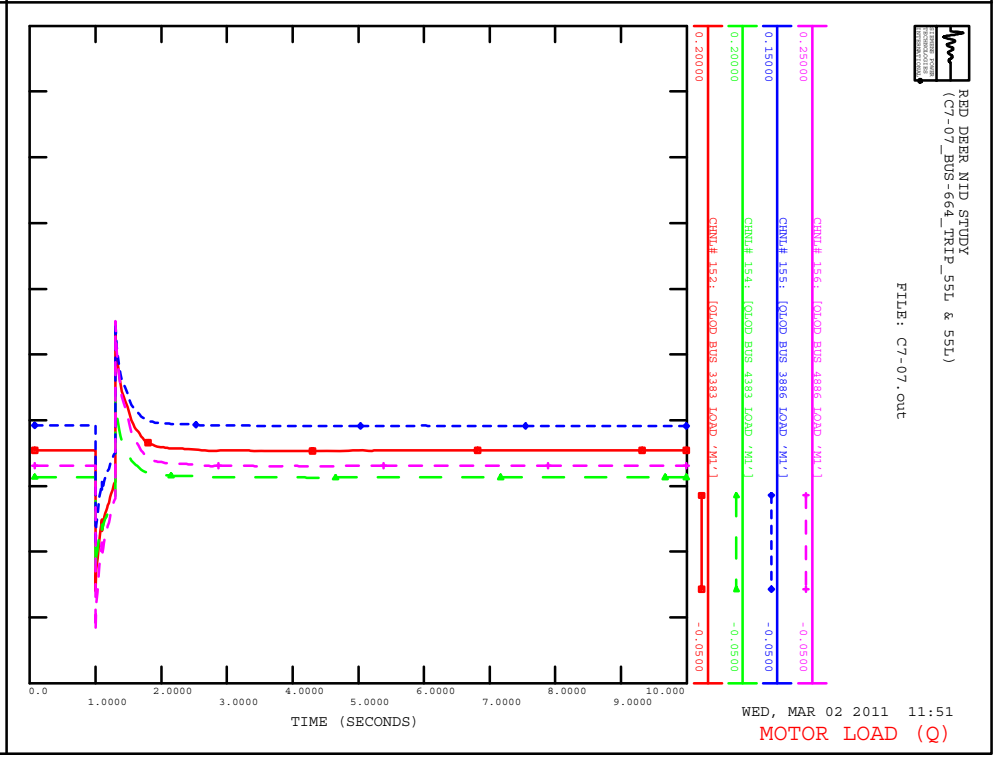

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

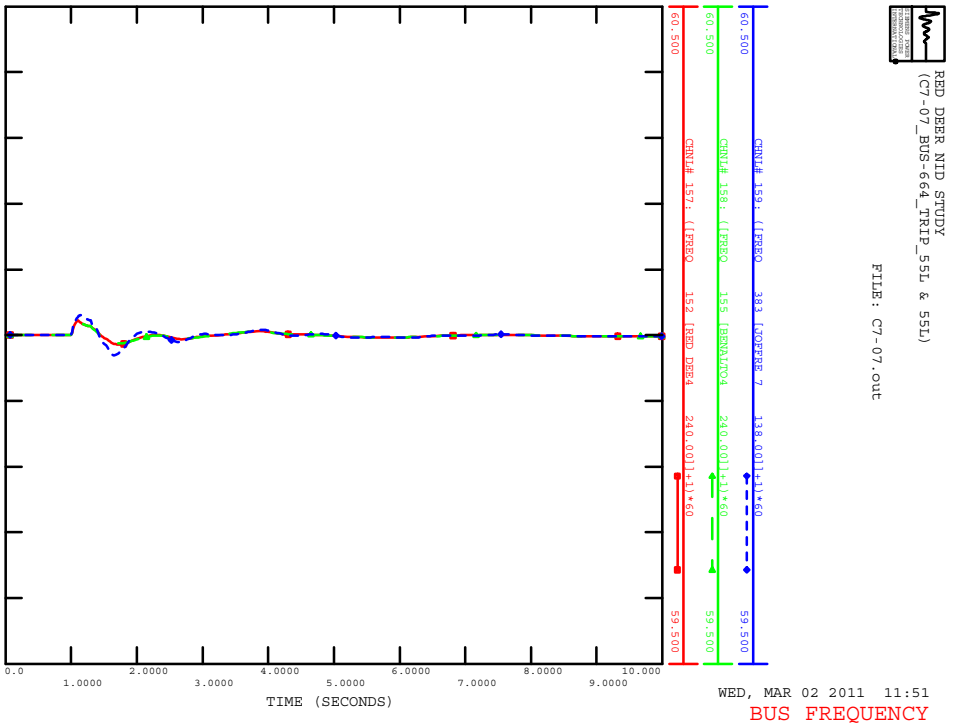

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

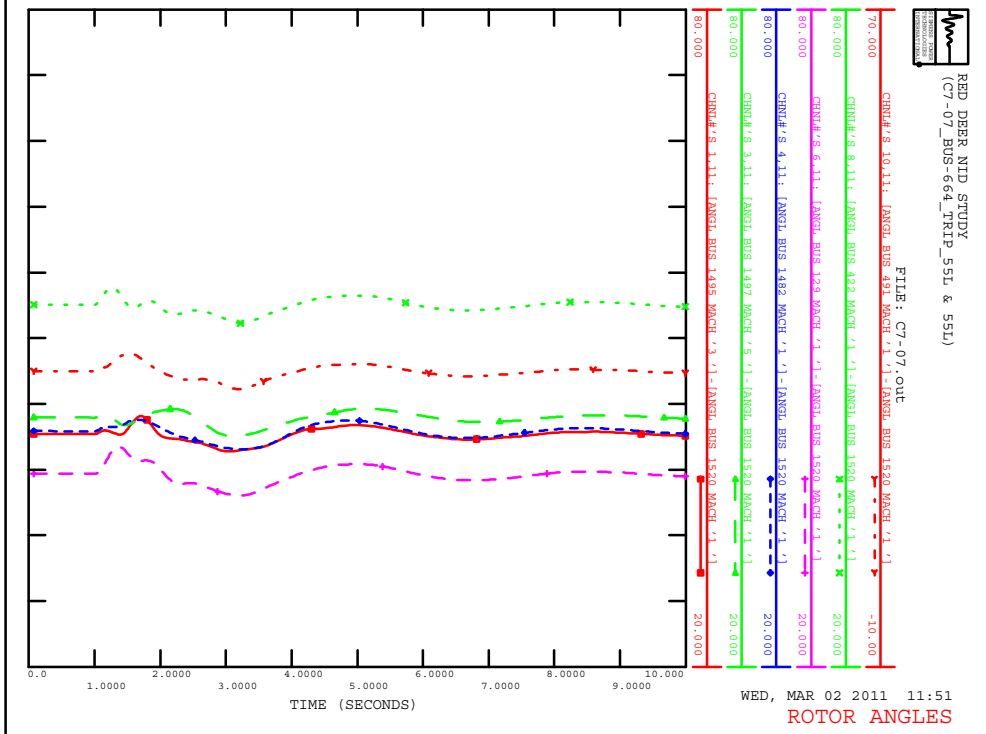

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

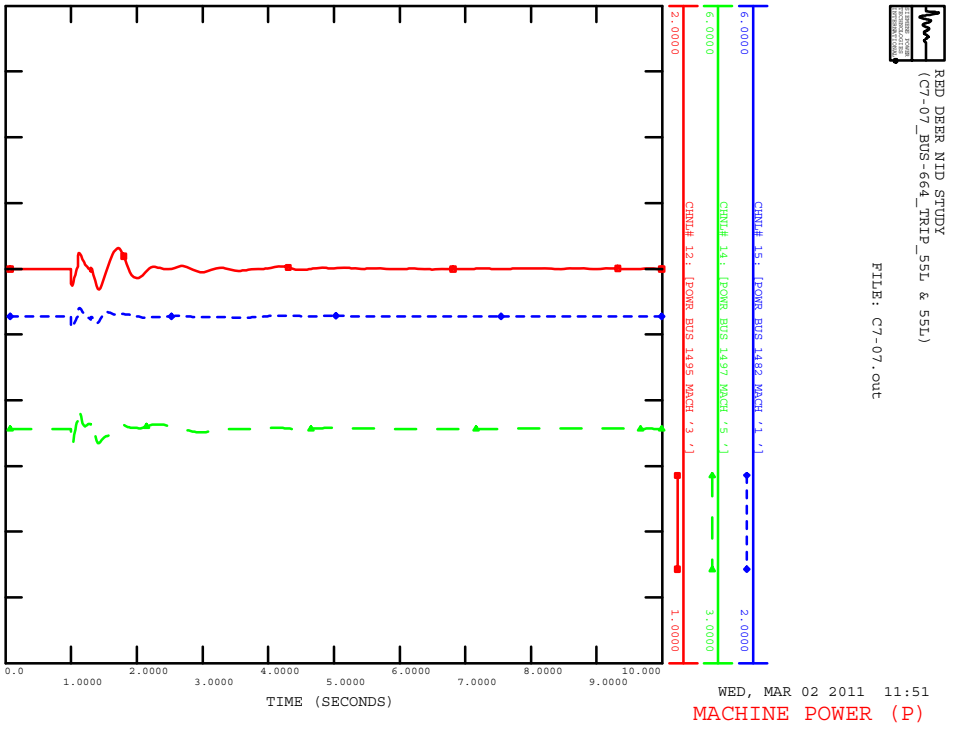

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

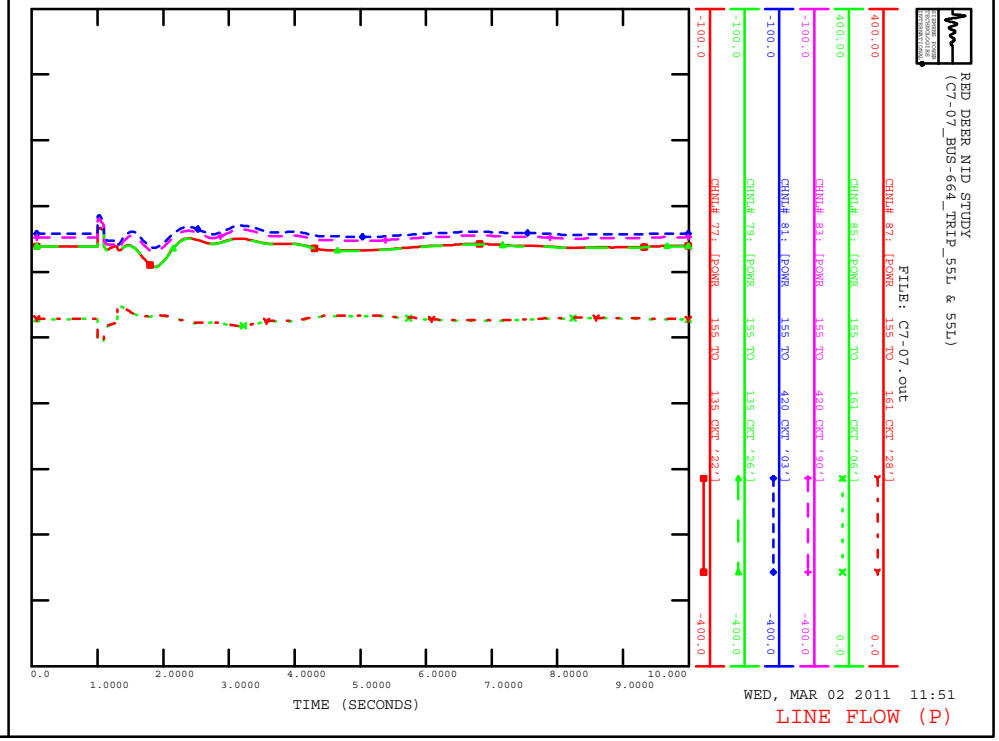

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

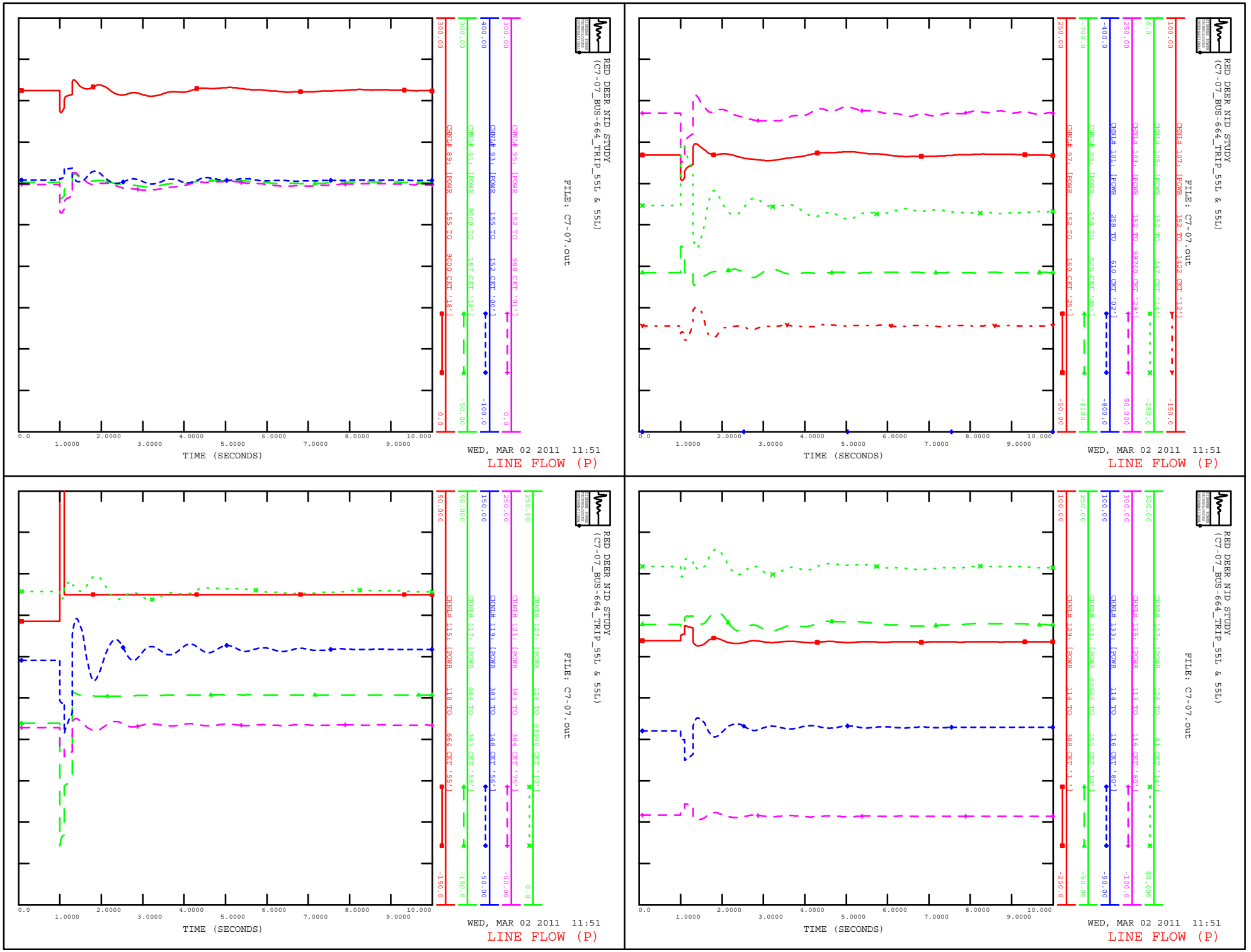

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

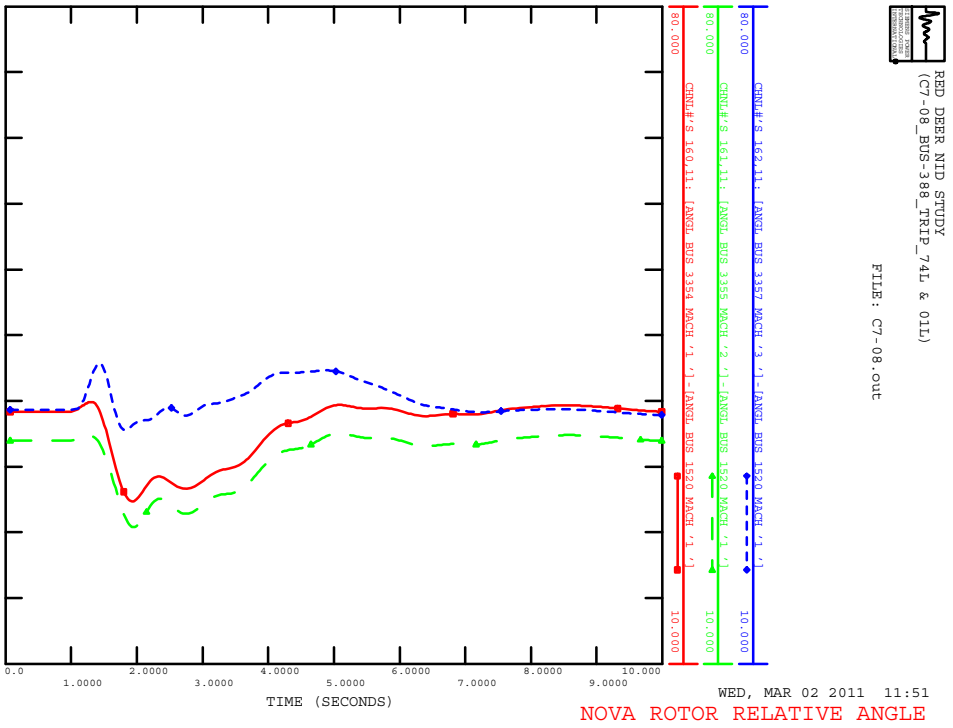

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

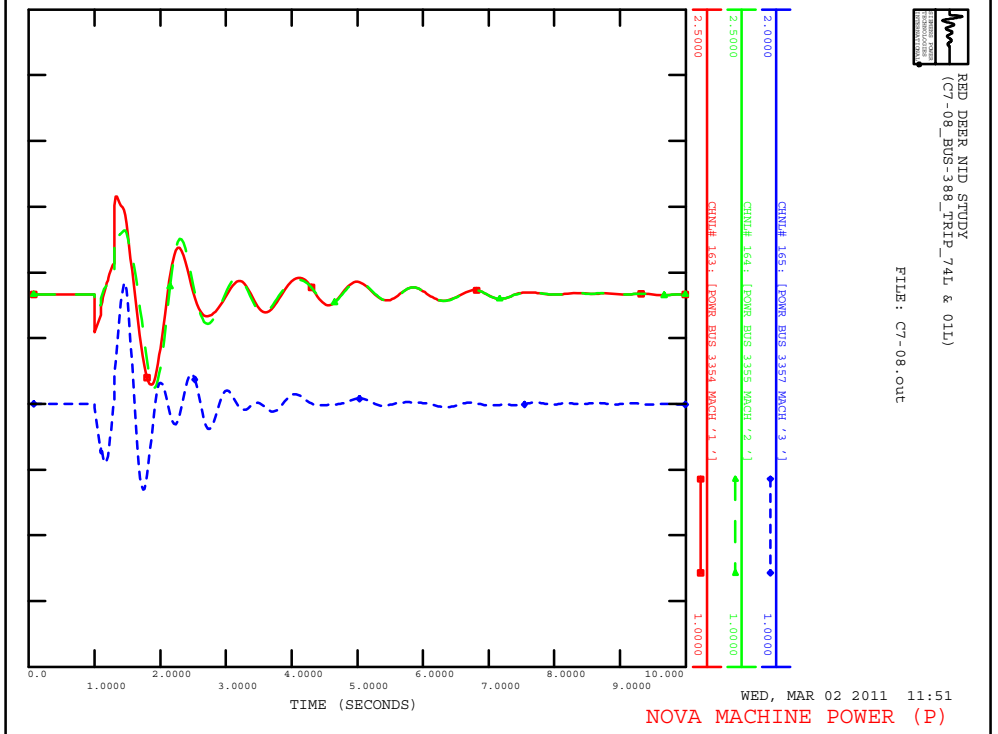

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

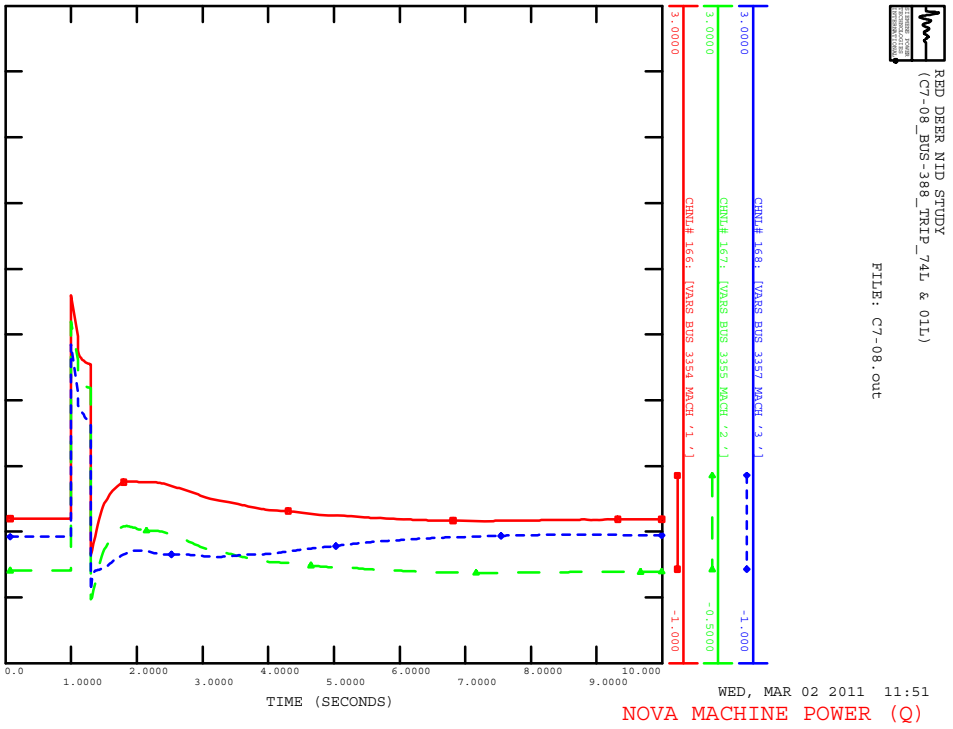

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

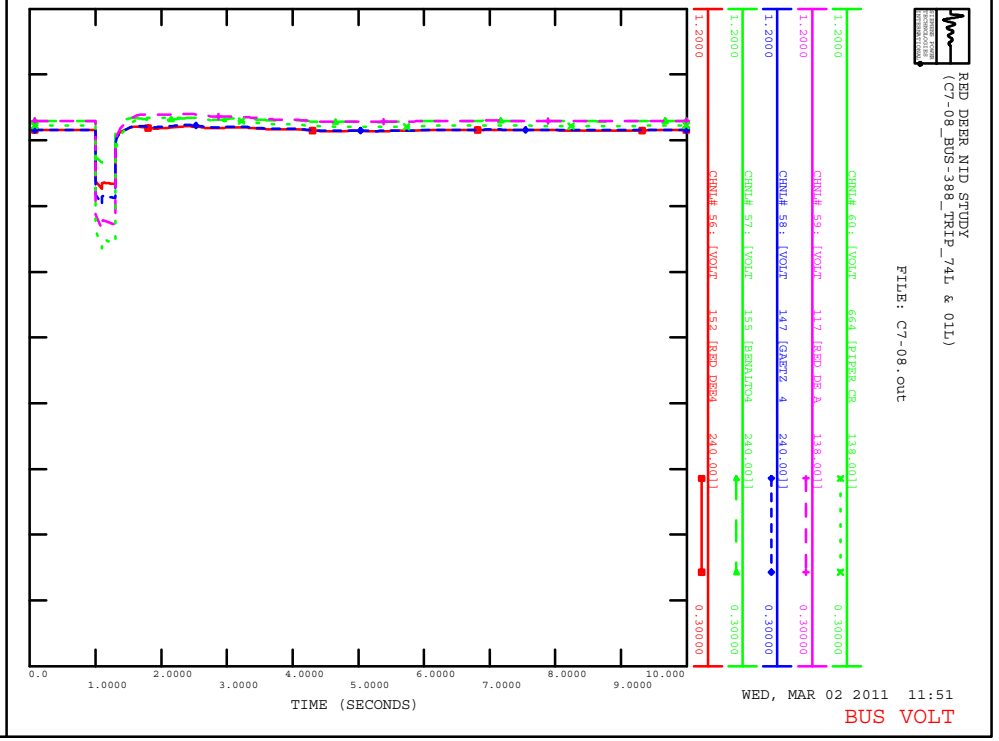

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

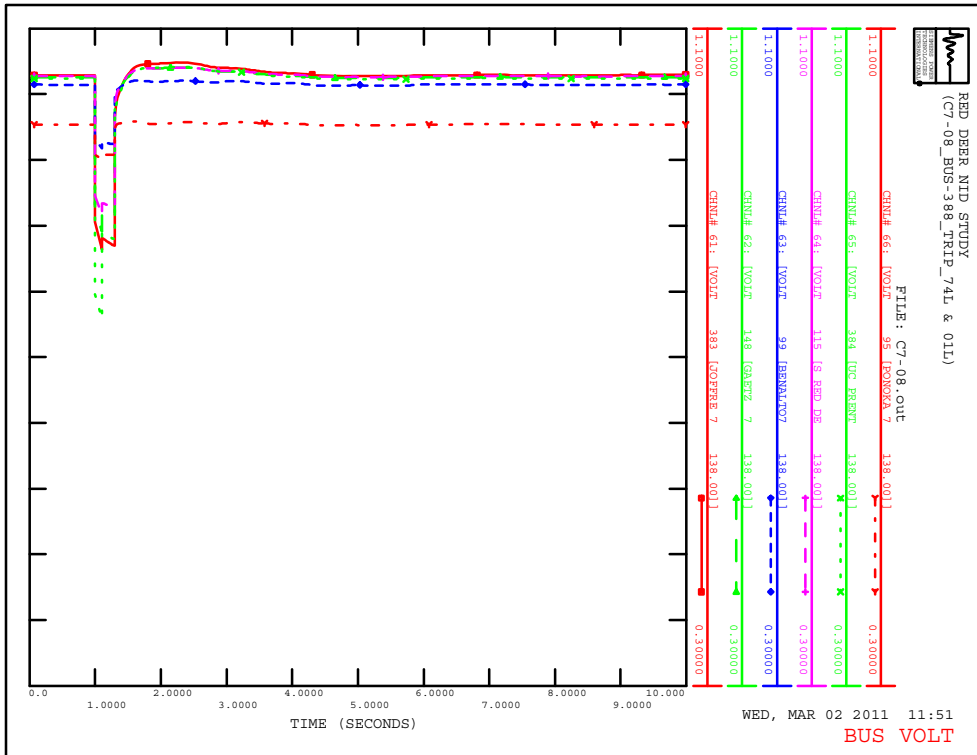

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

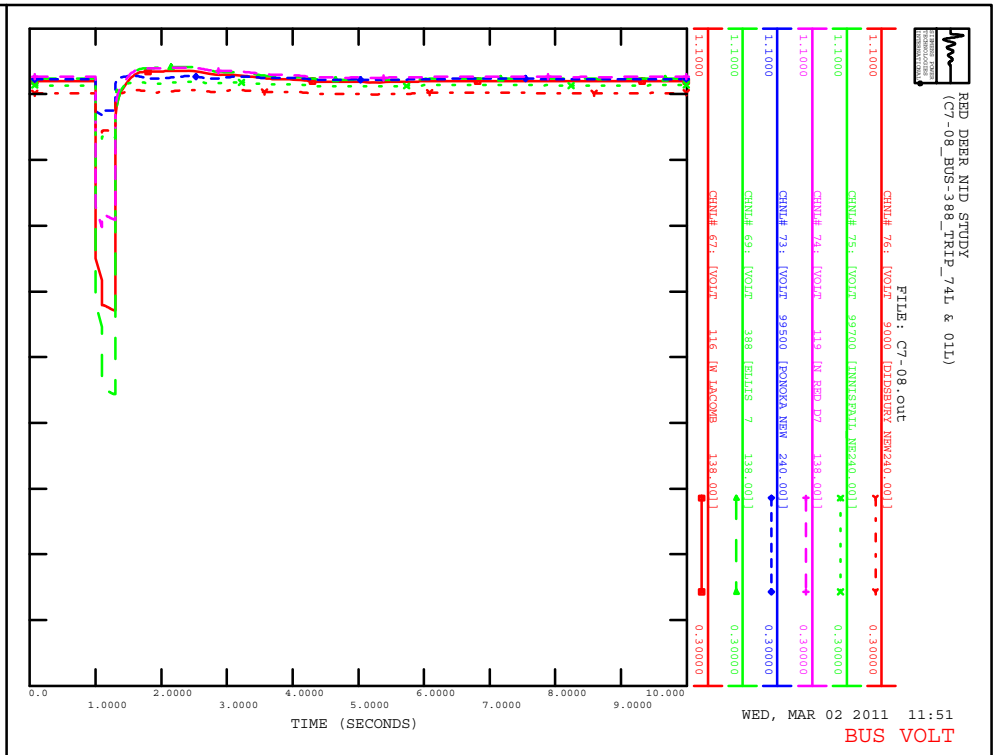

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

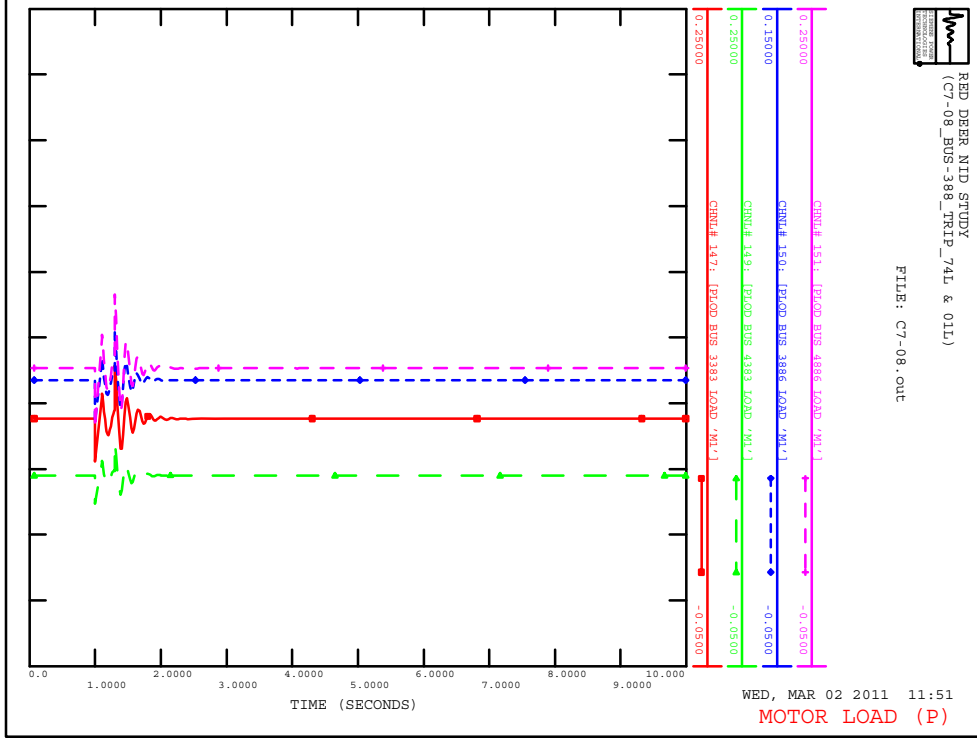

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

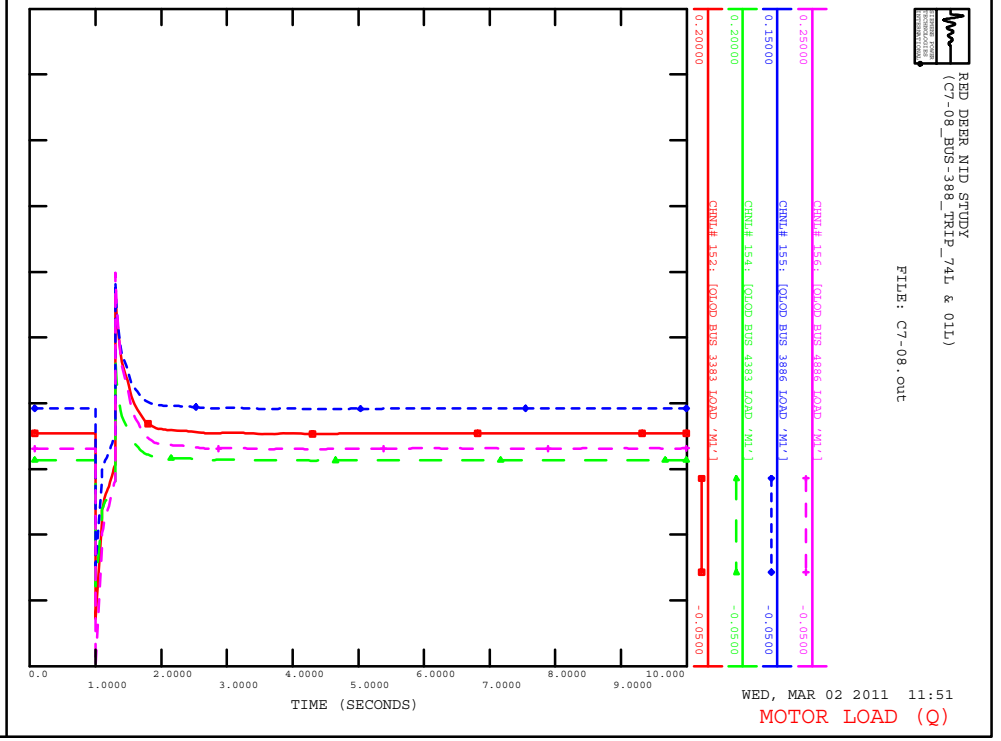

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

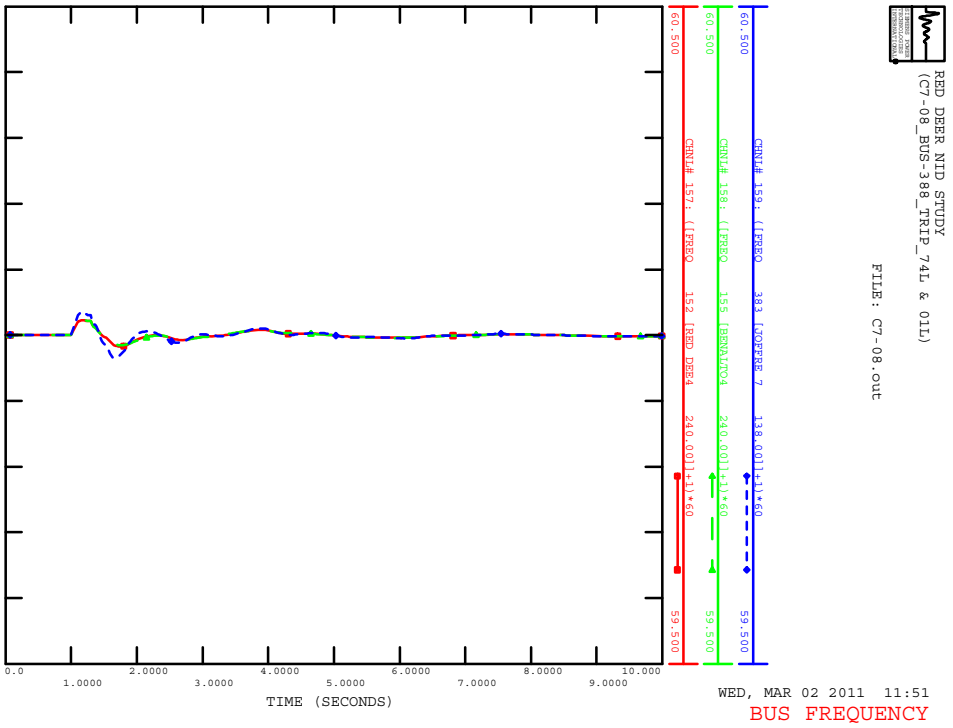

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

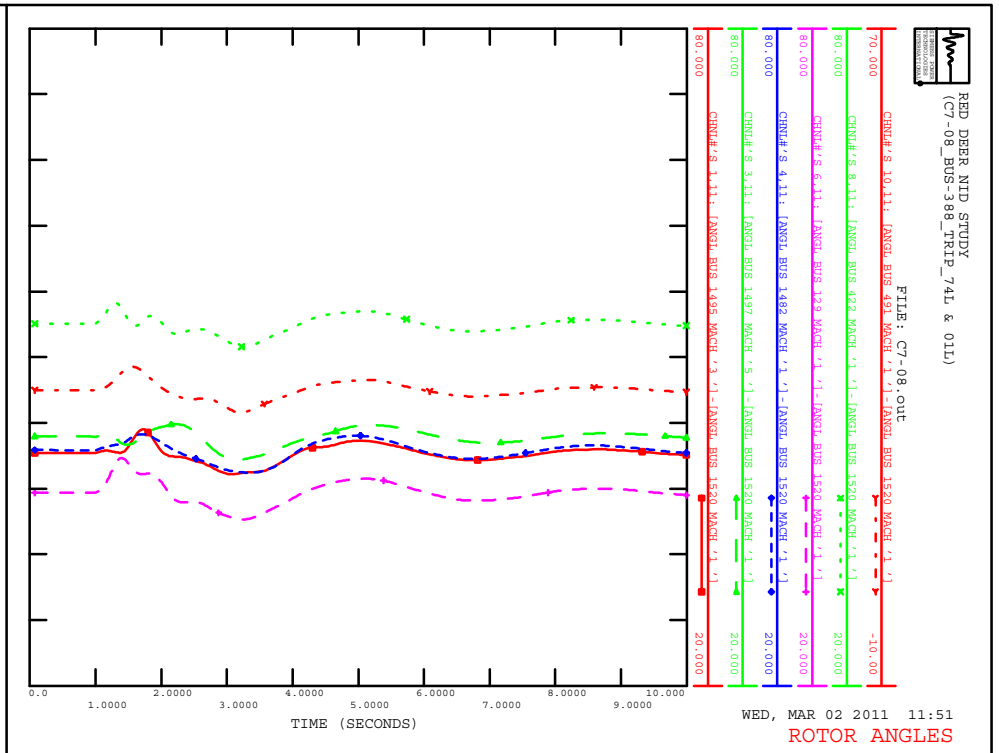

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

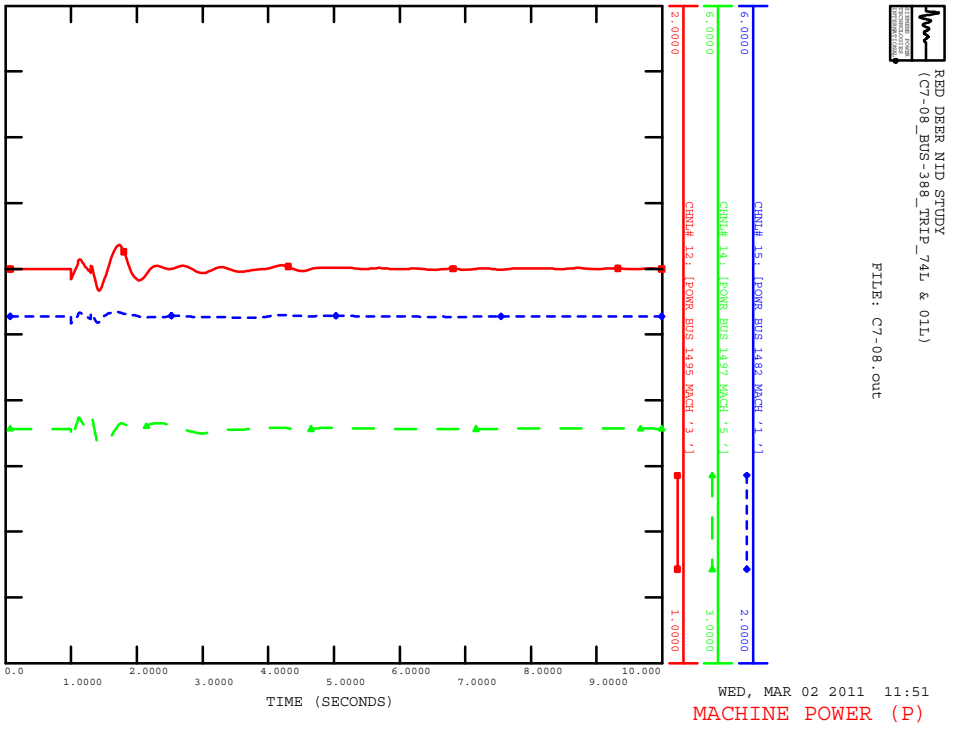

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

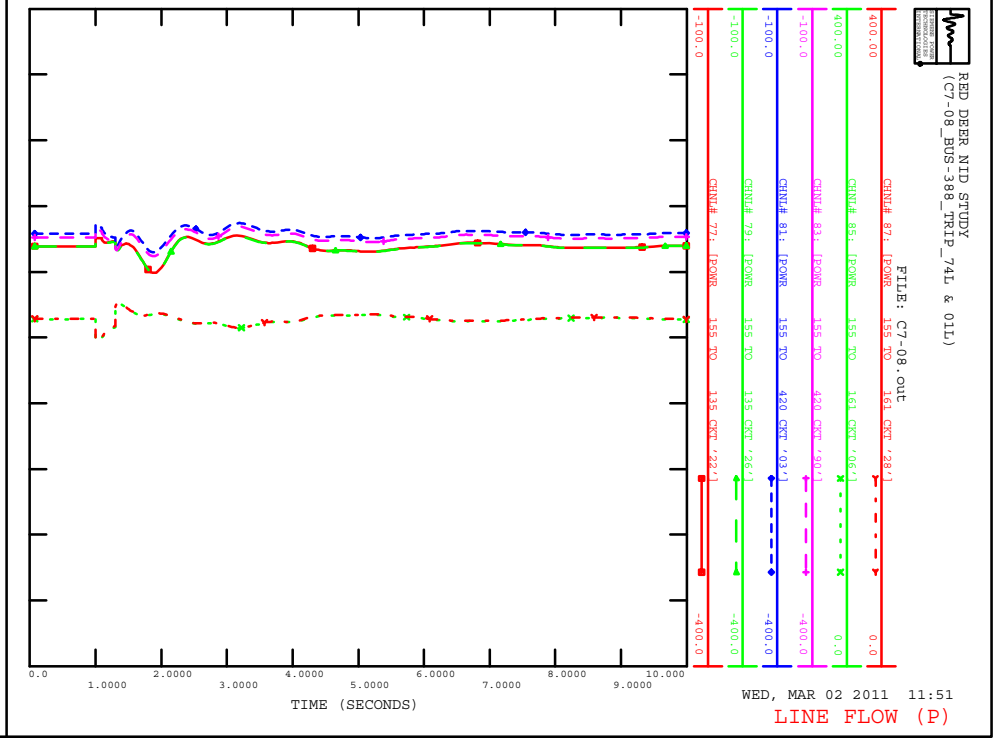

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

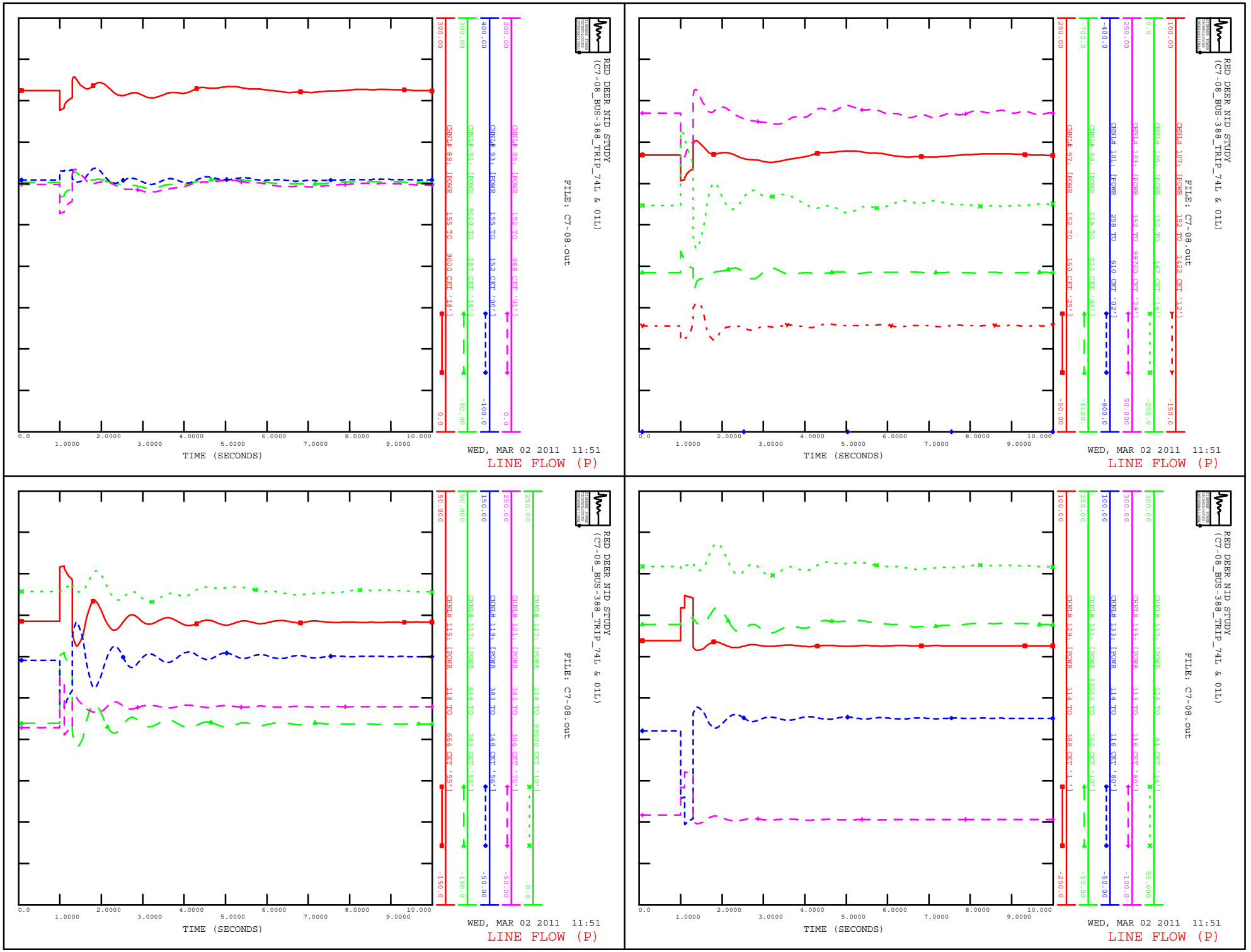

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

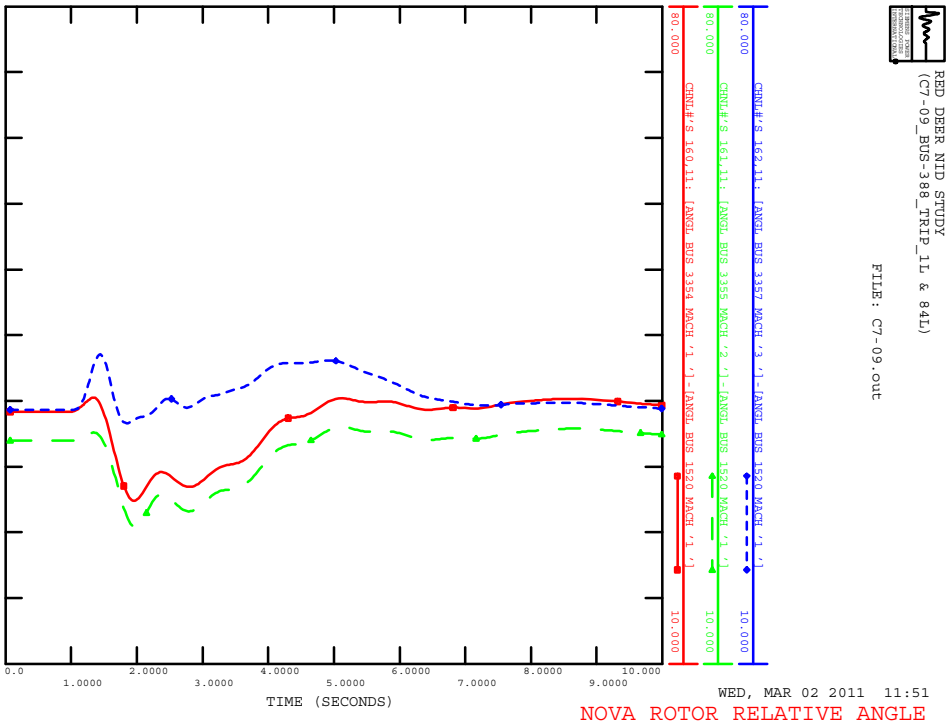

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

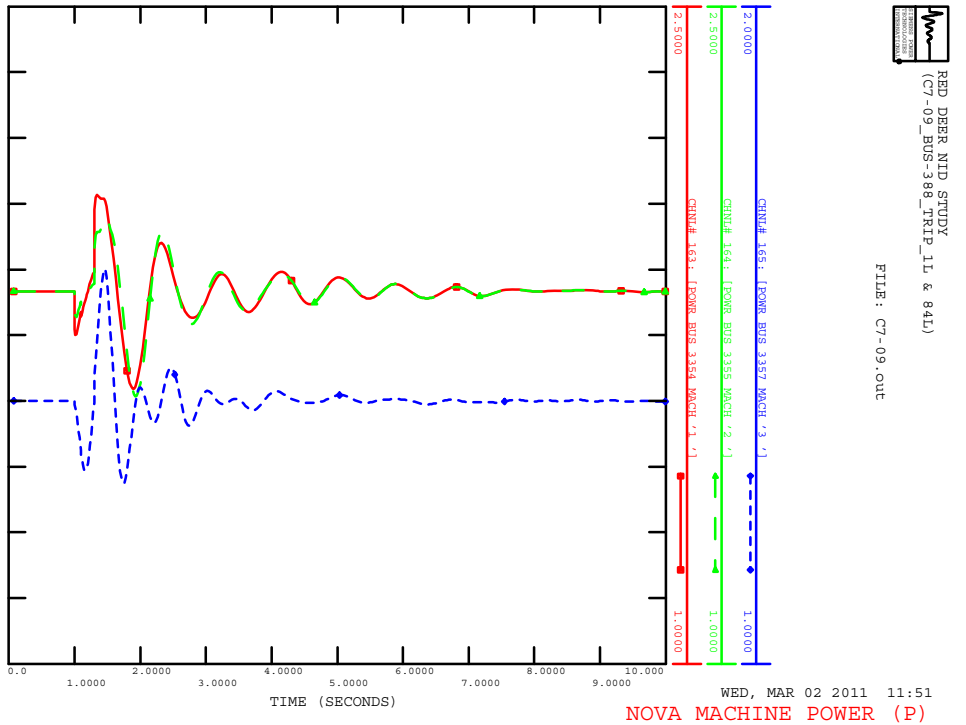

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

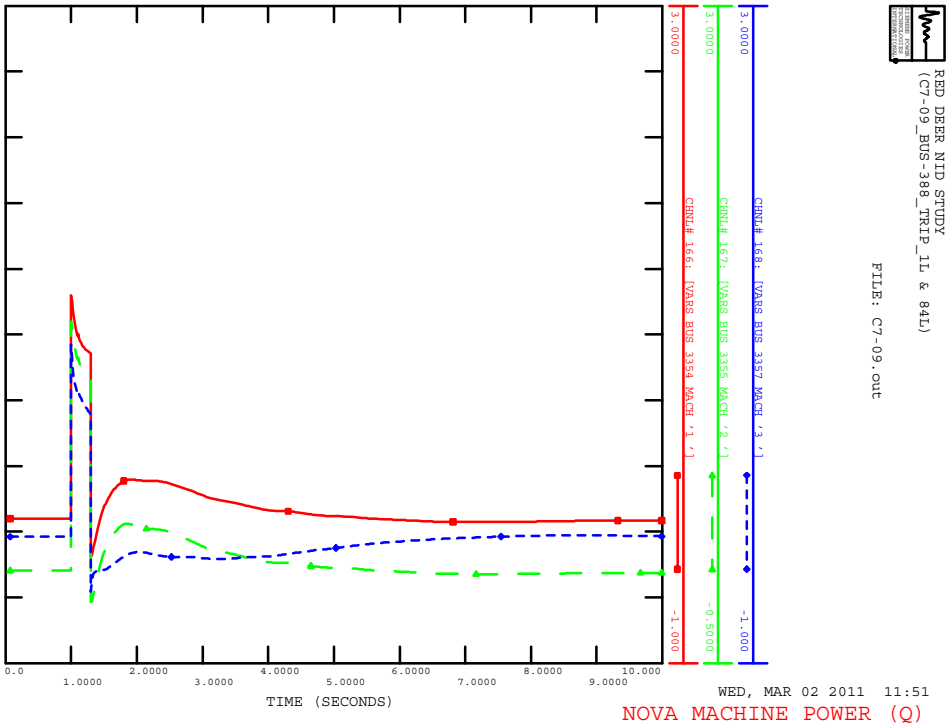

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

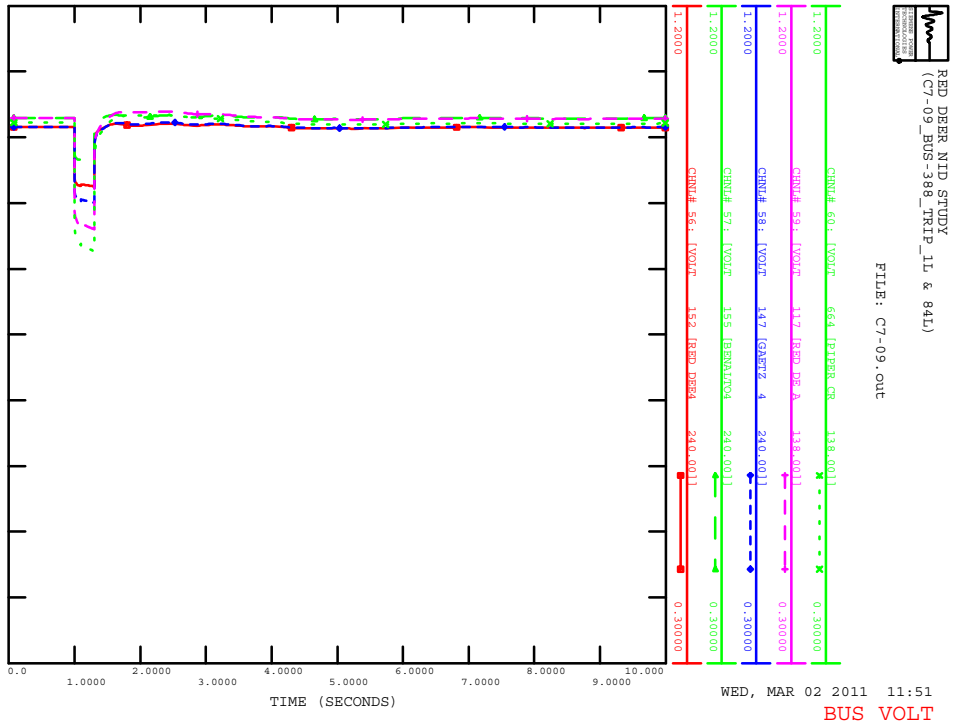

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

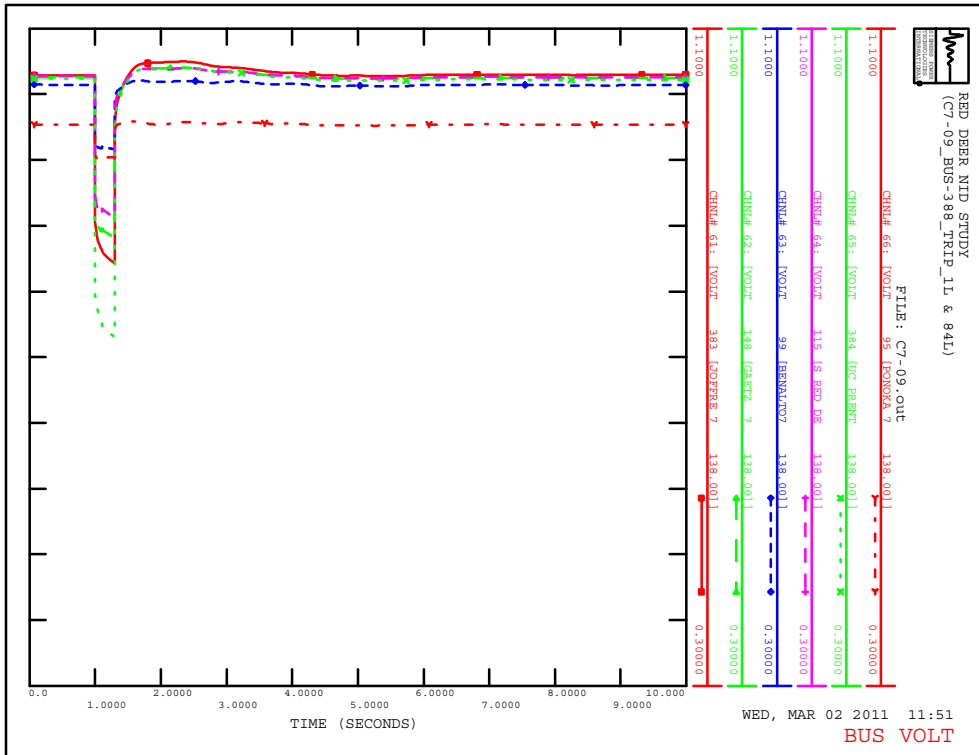

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

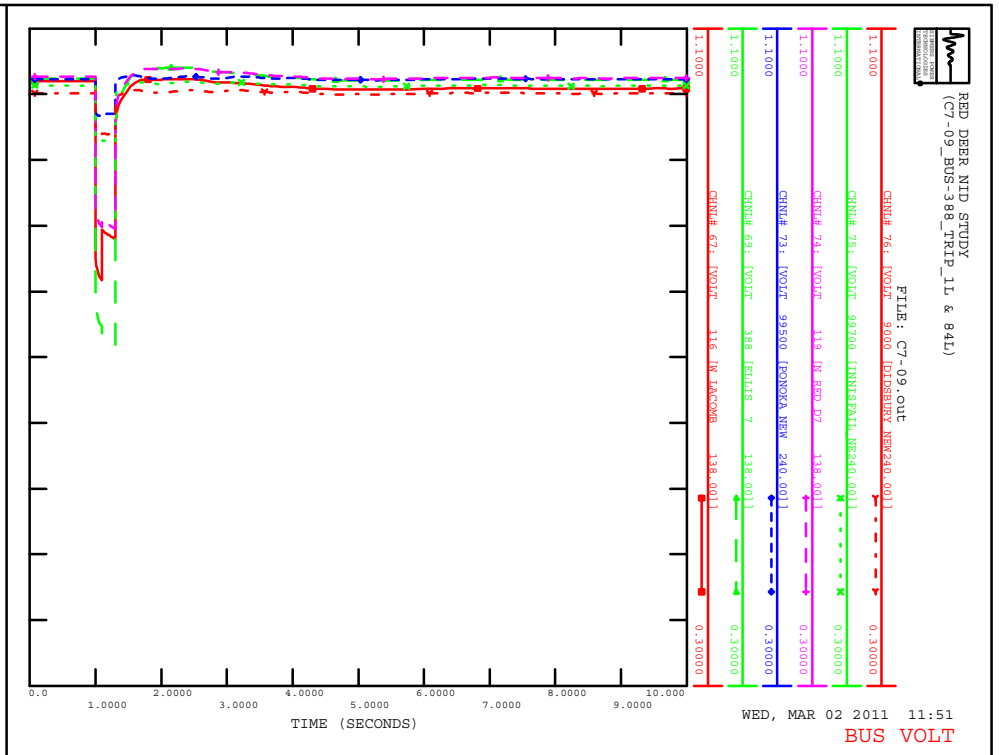

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

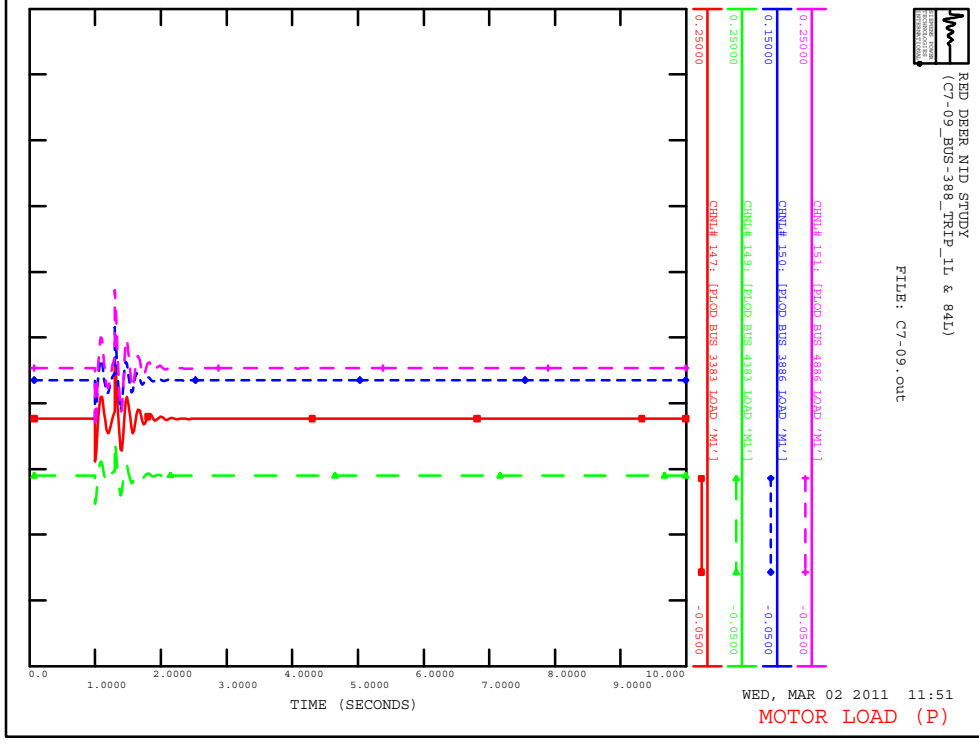

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

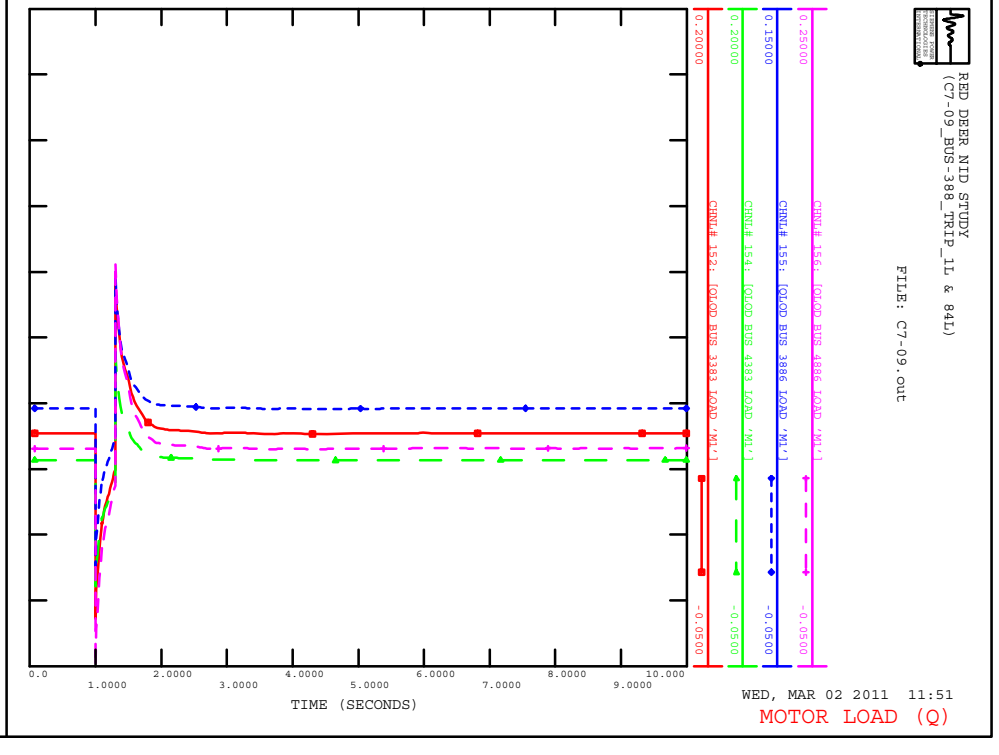

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

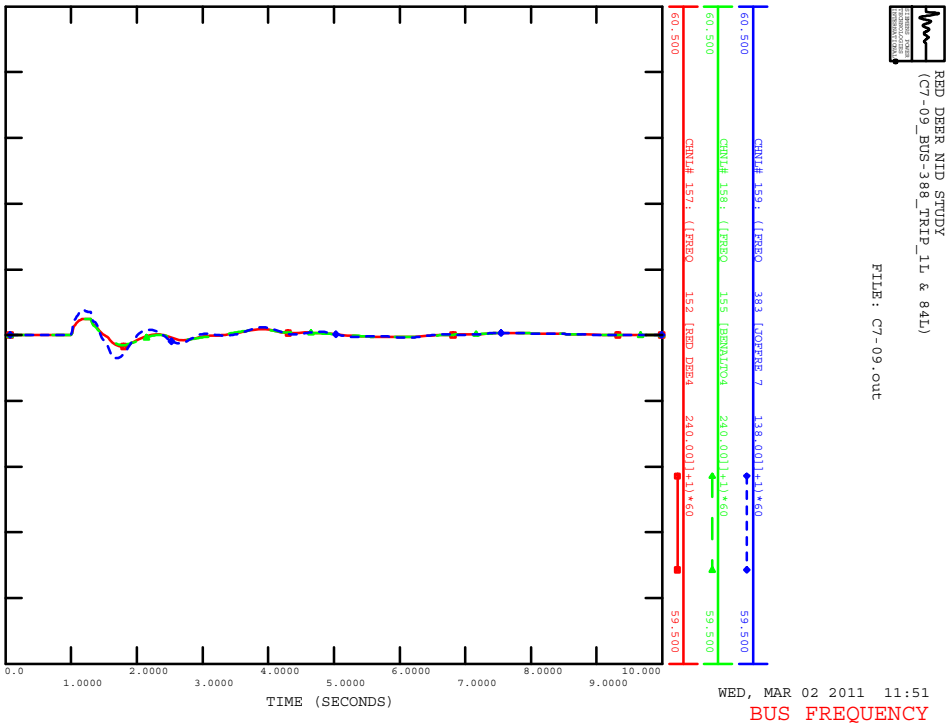

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

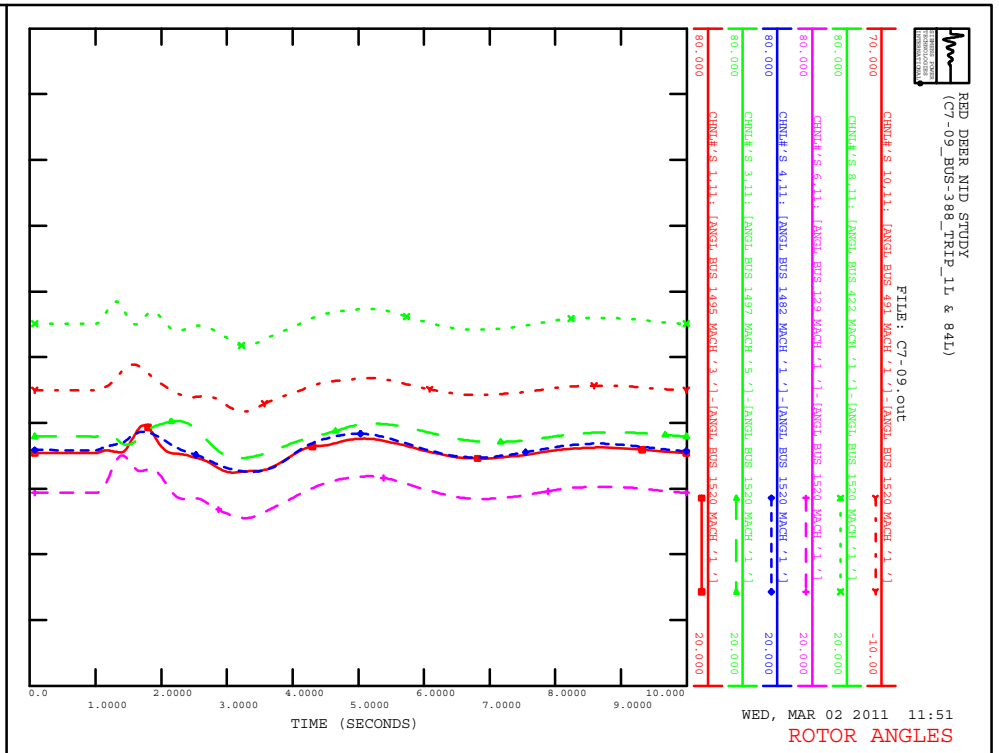

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

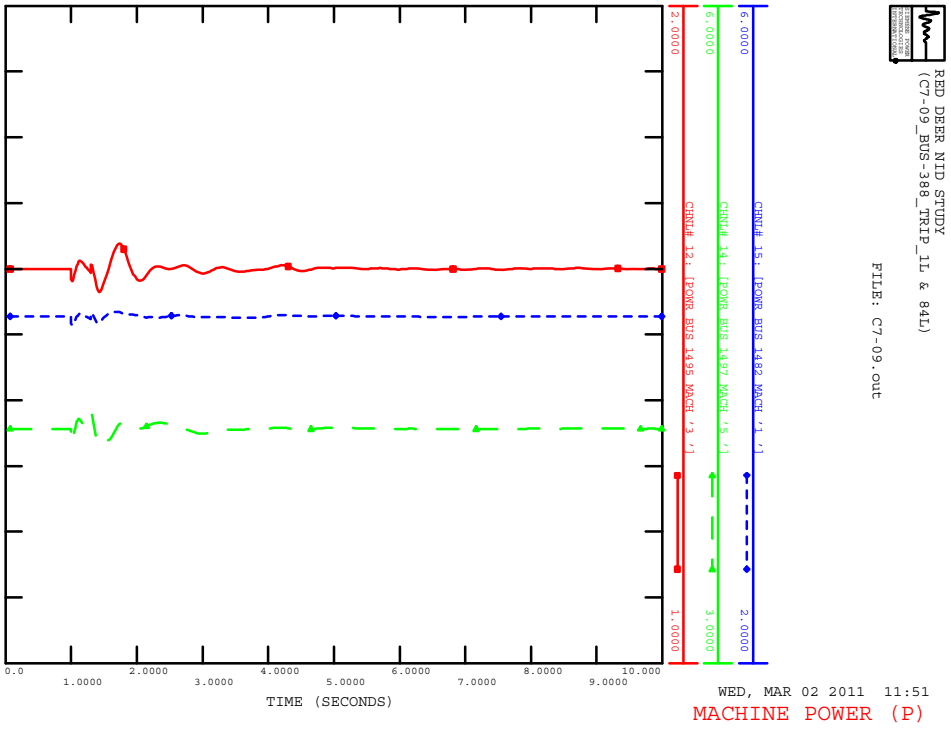

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

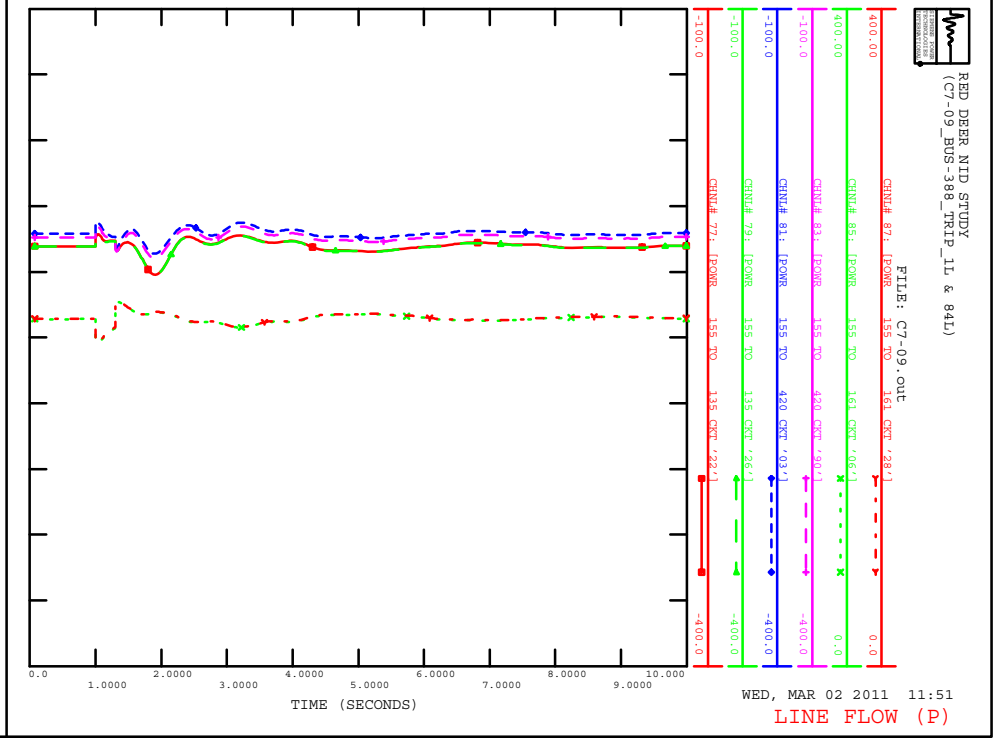

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

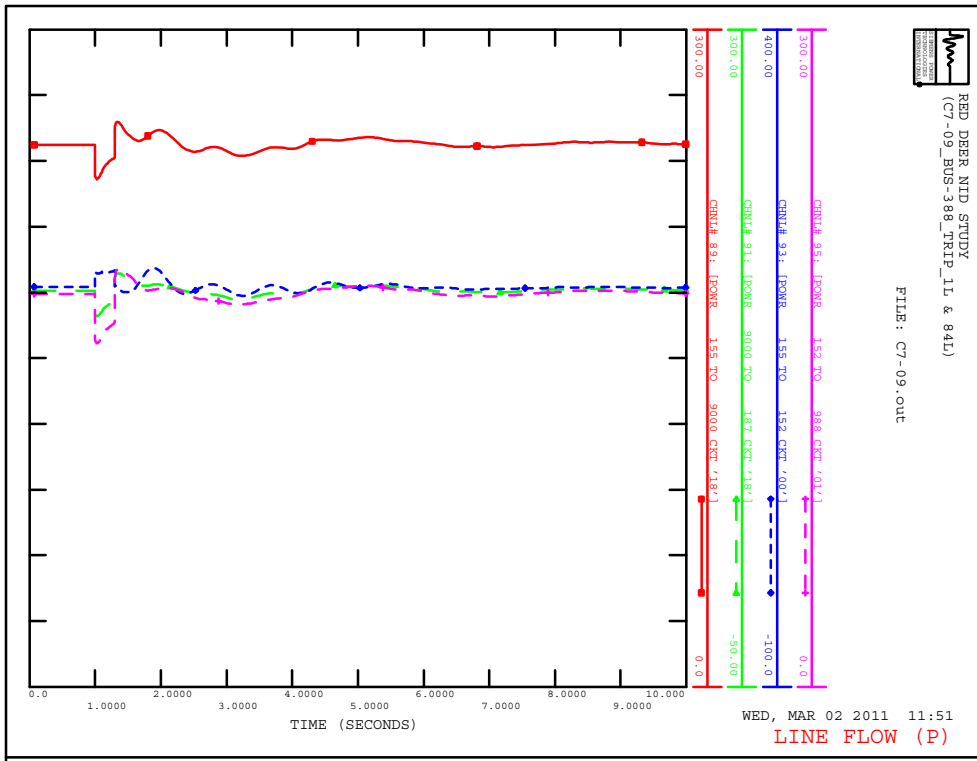

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

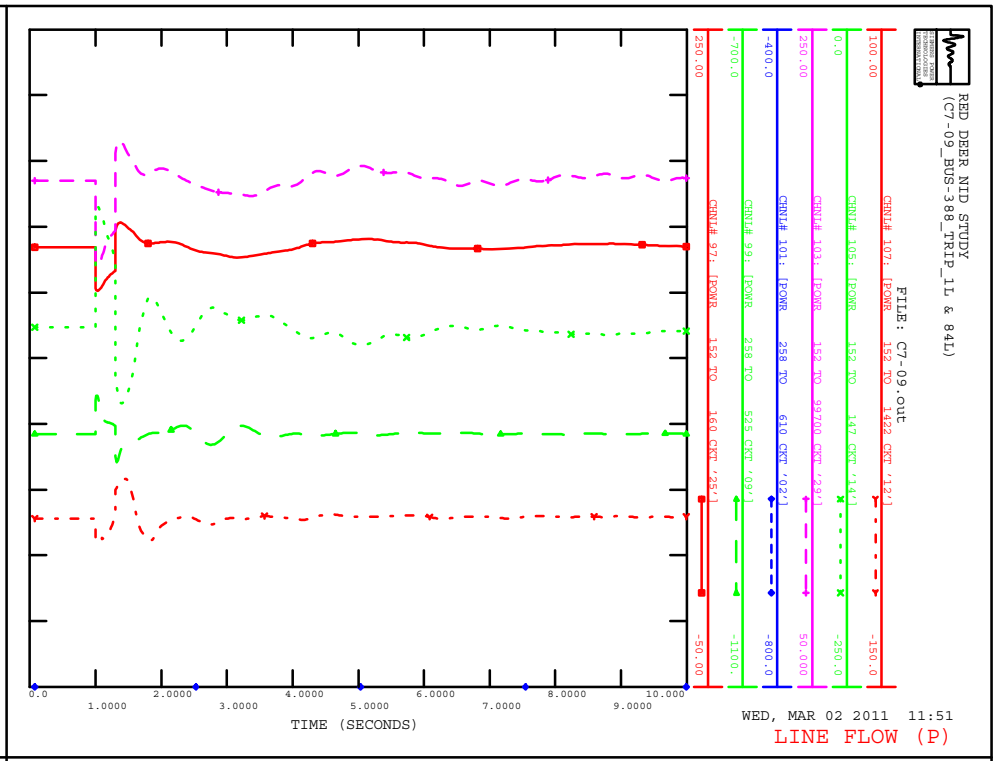

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

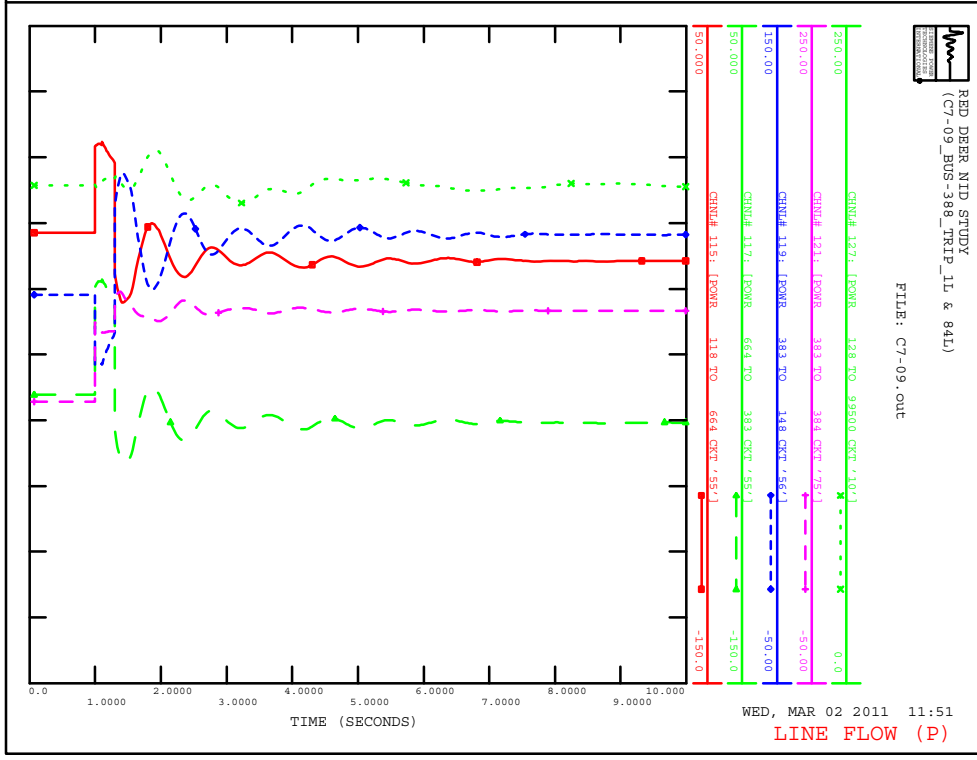

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

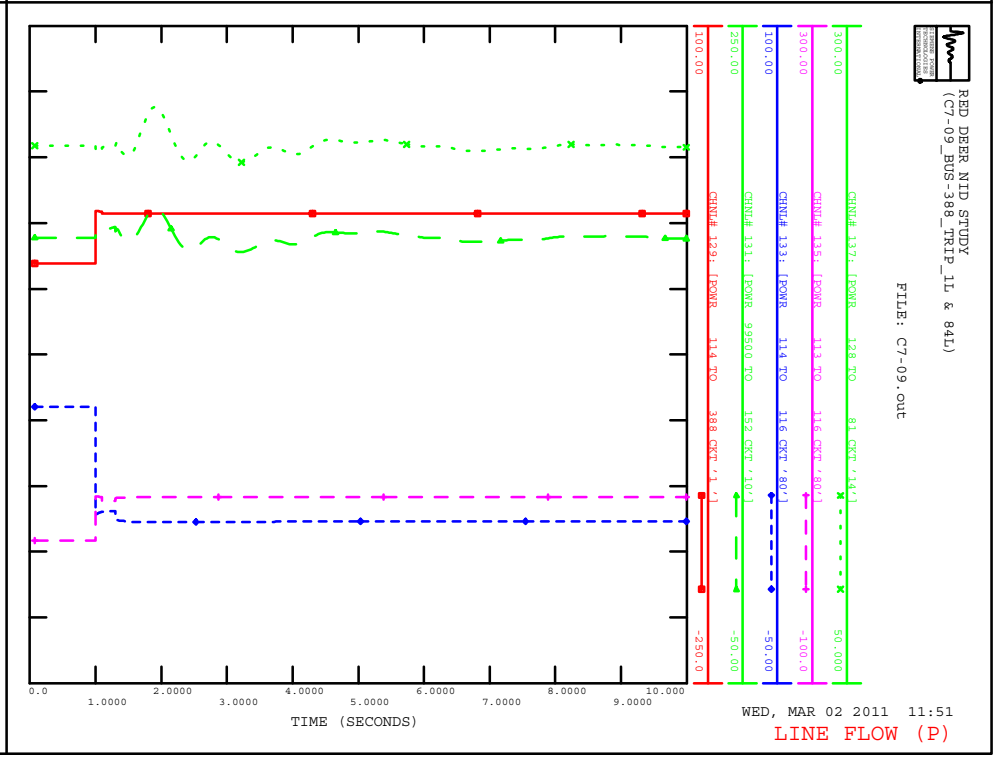

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

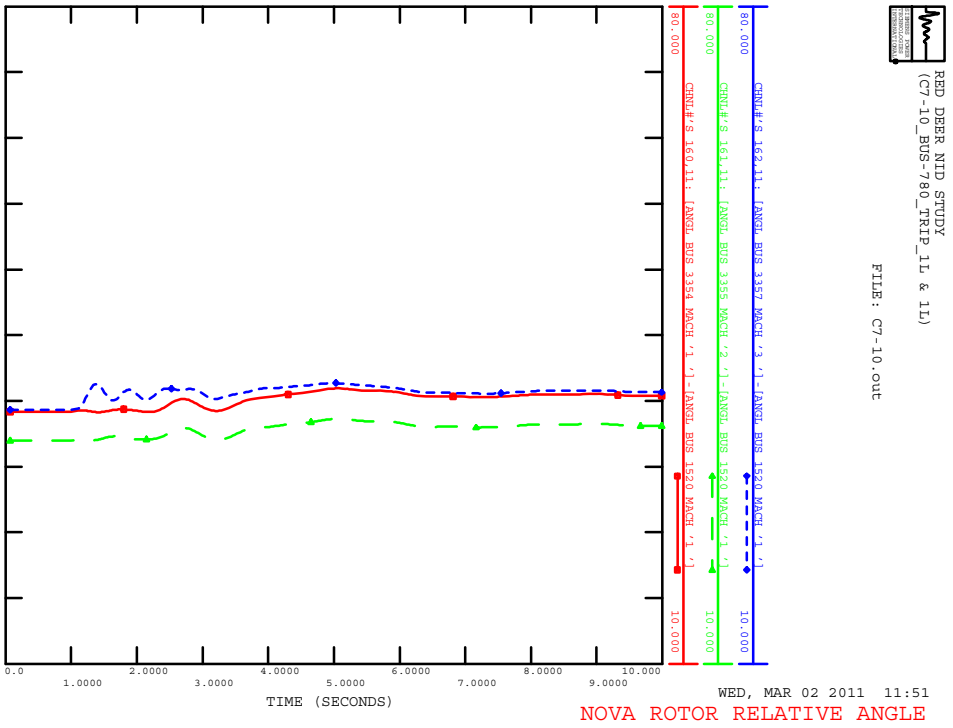

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

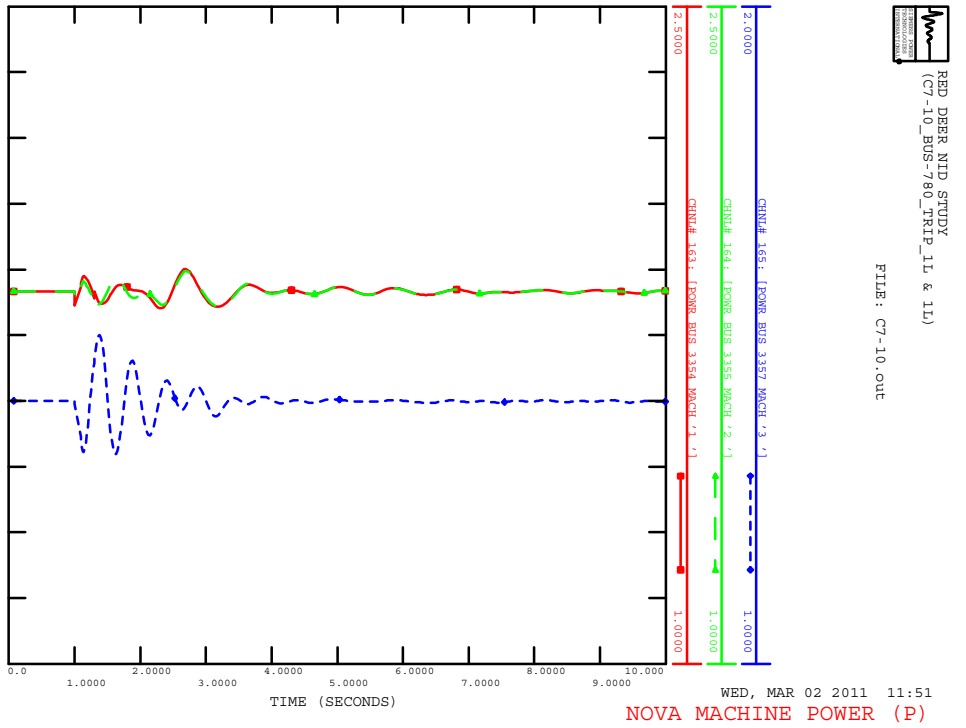

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

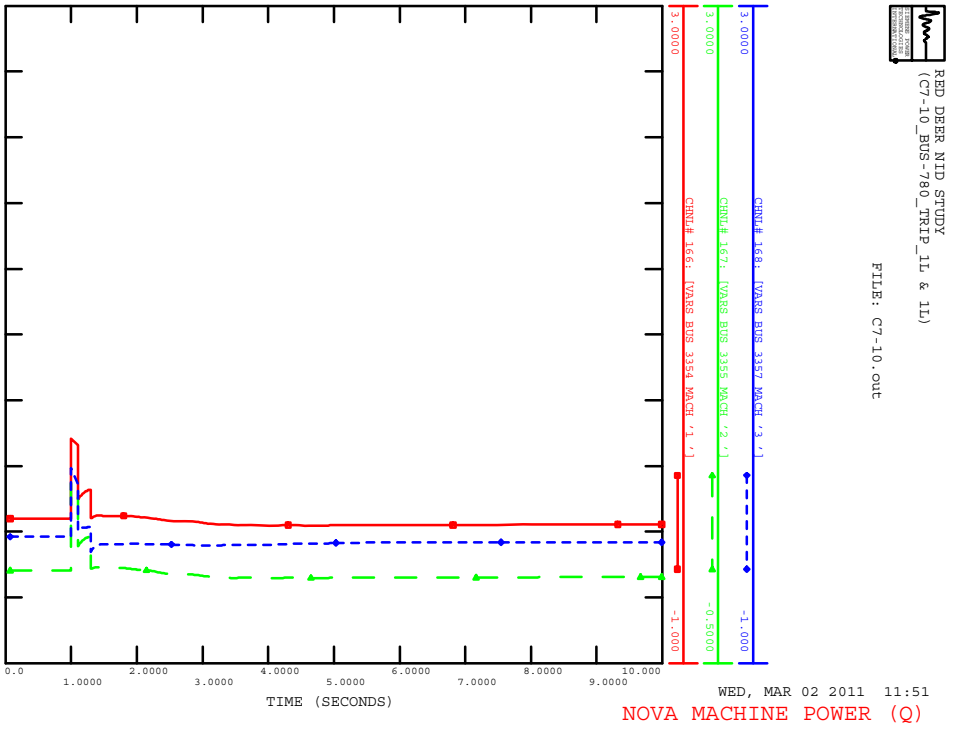

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

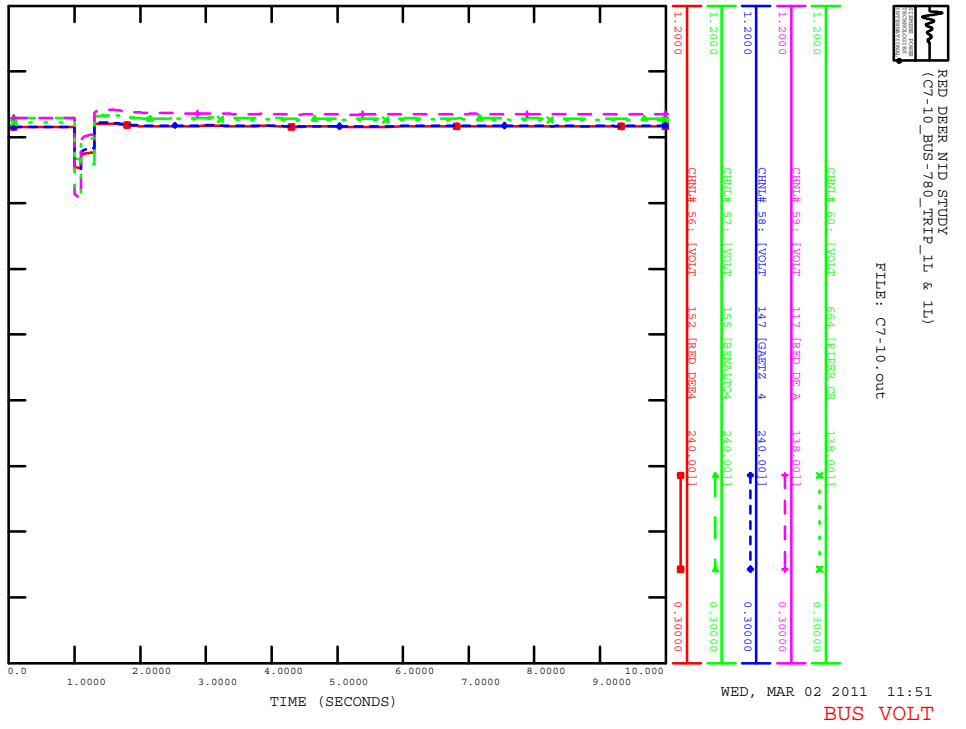

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

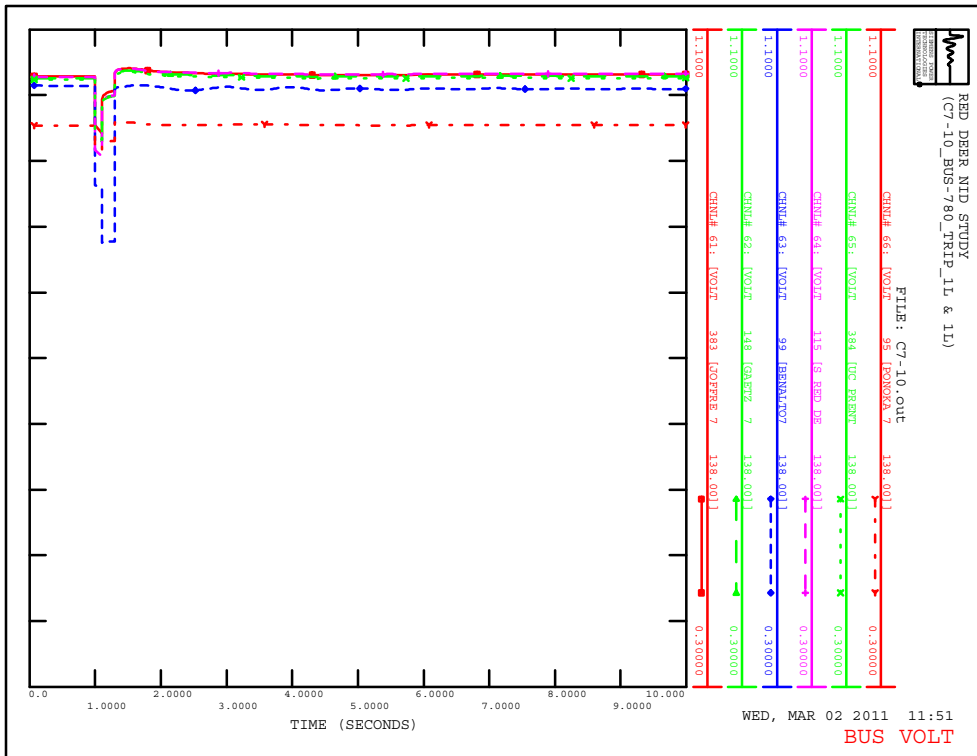

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

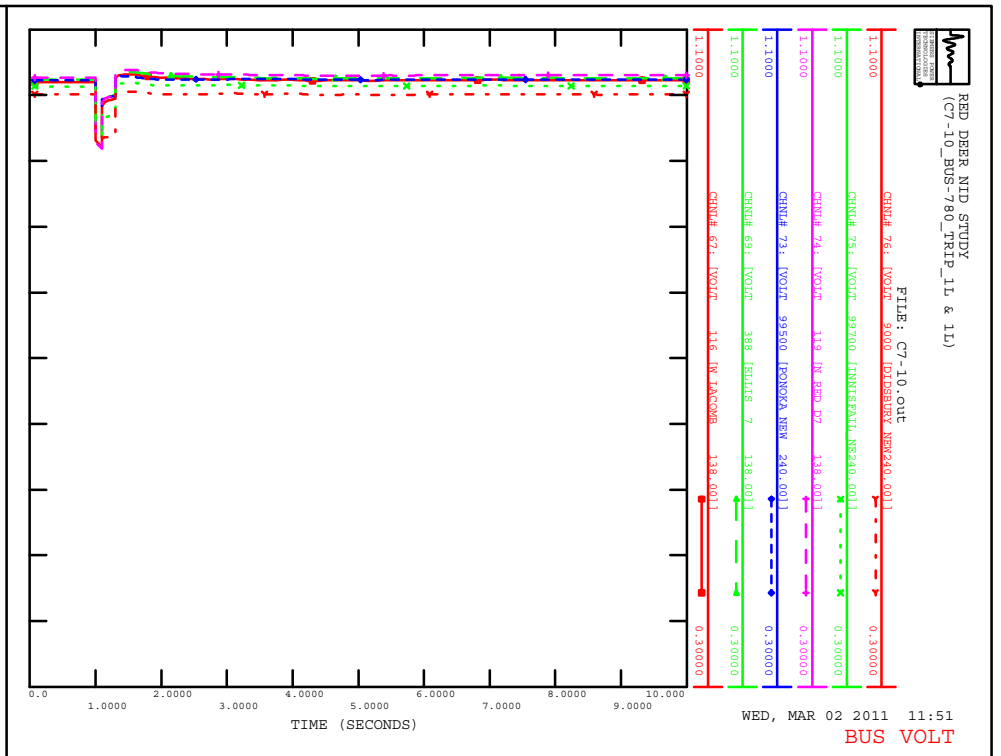

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

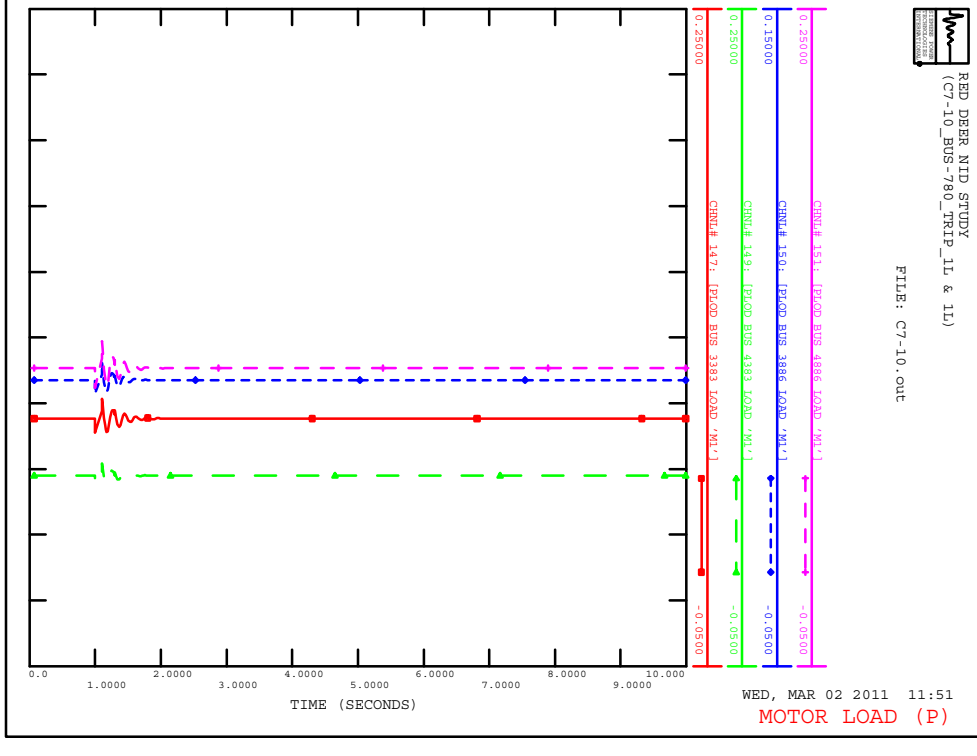

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

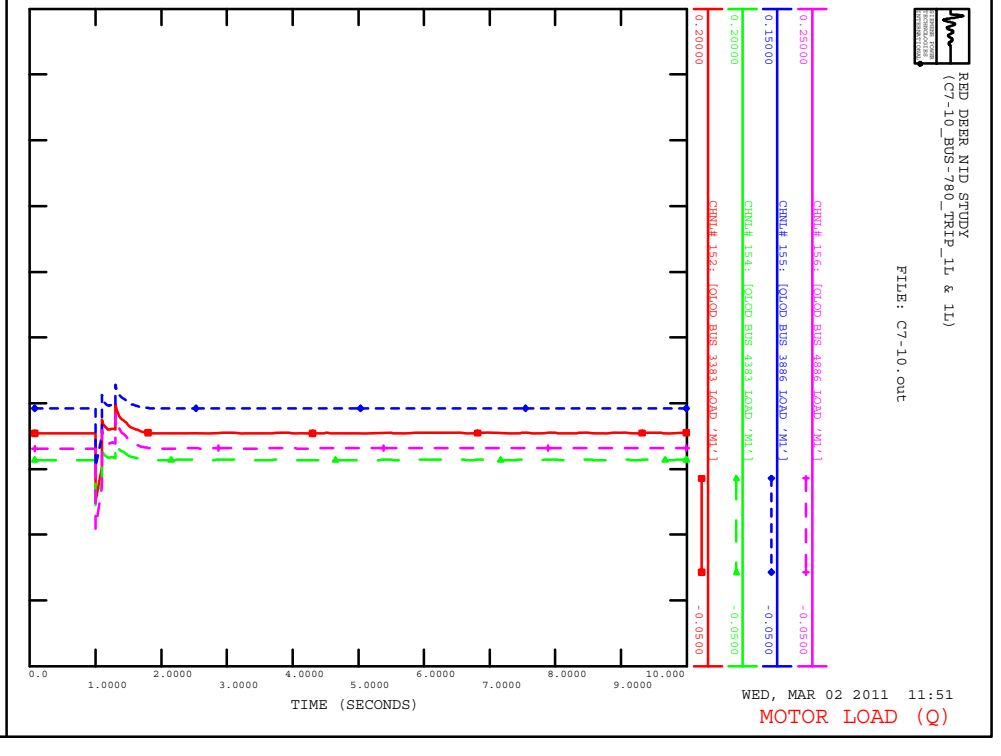

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-0.5000
-1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

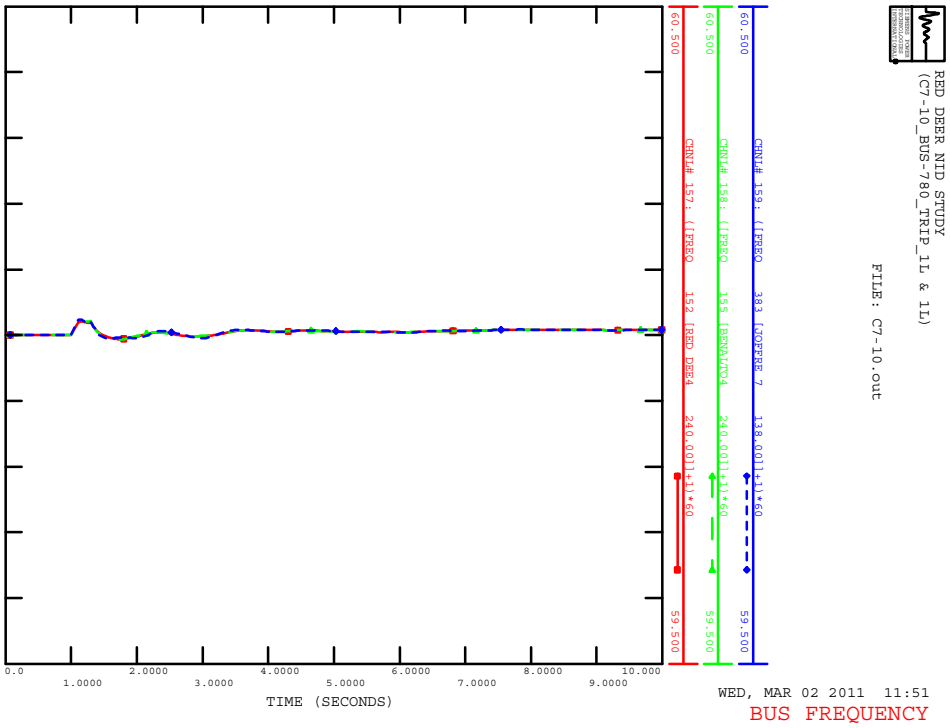

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

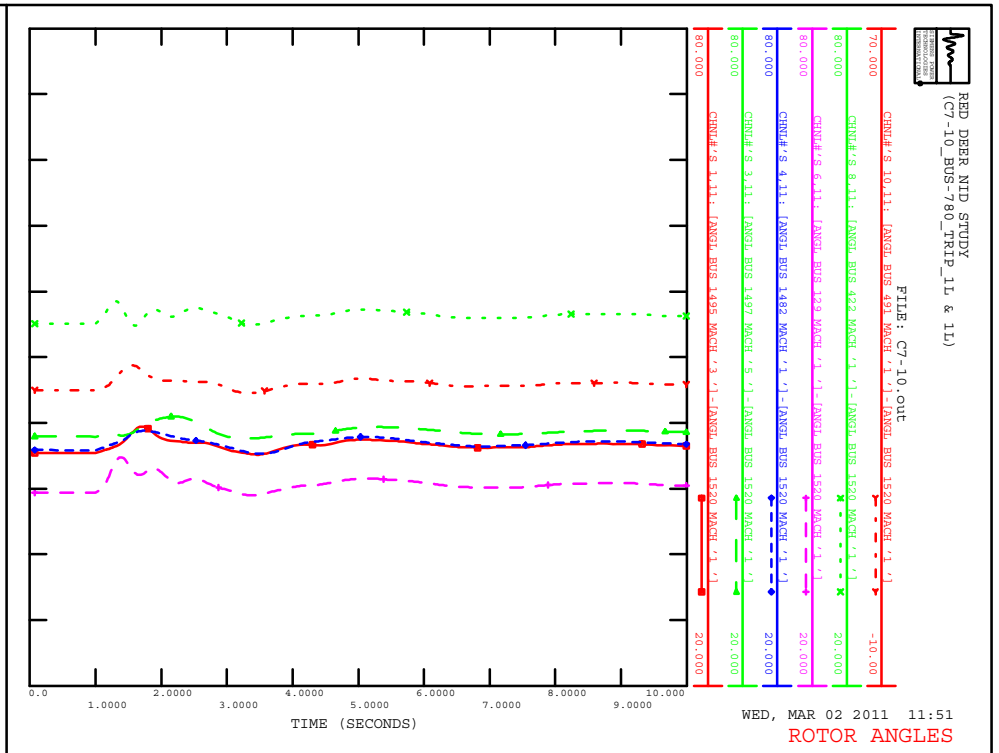

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

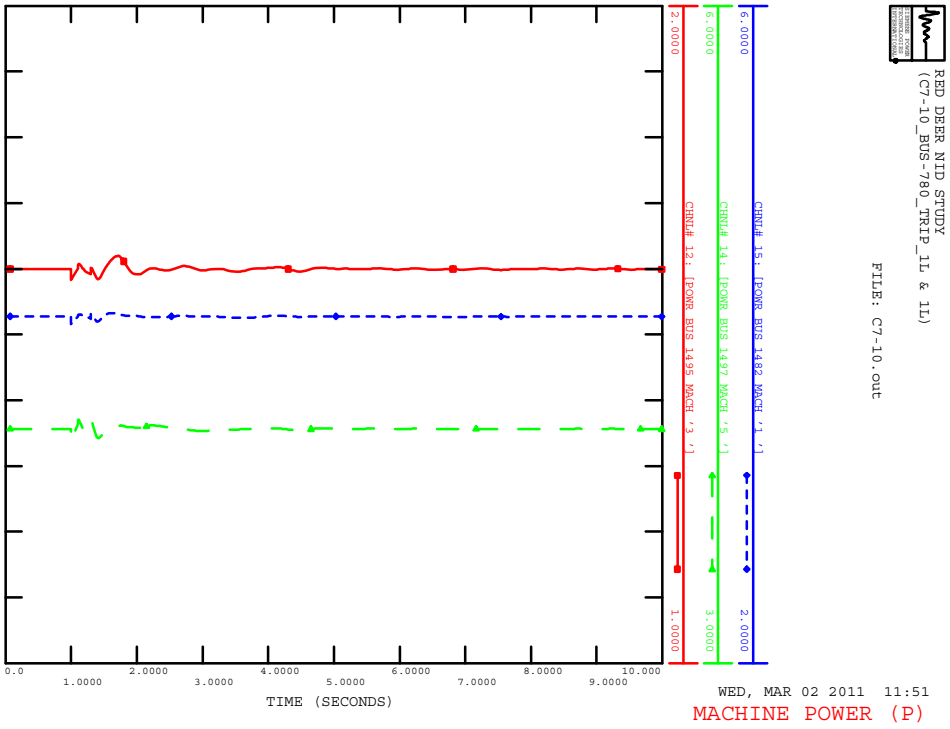

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

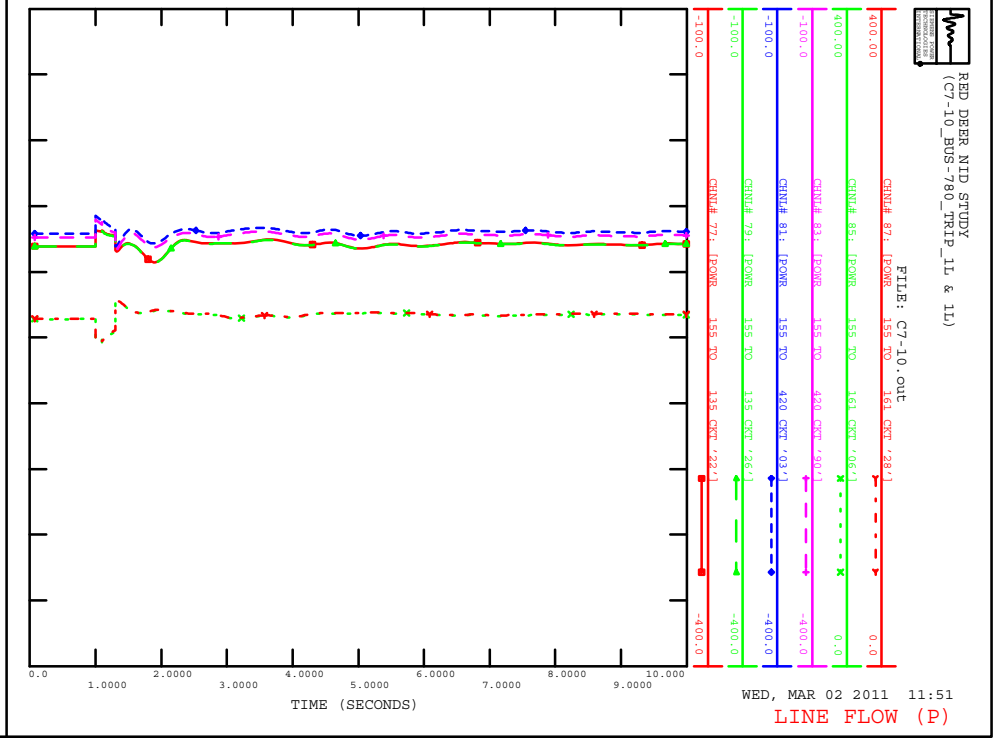

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

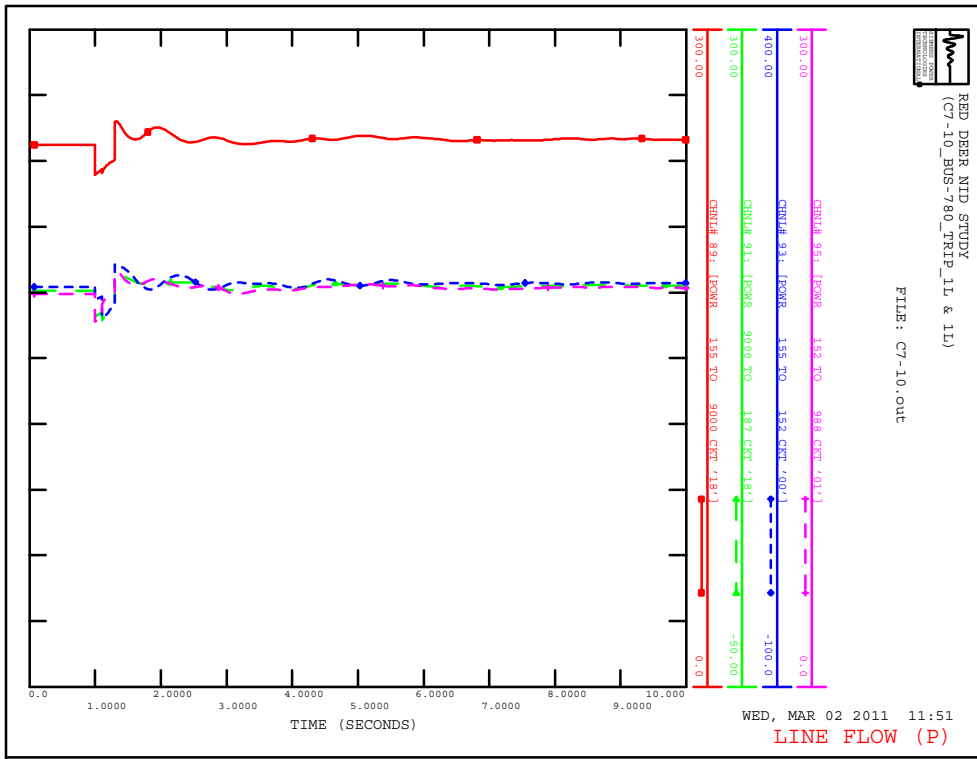

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

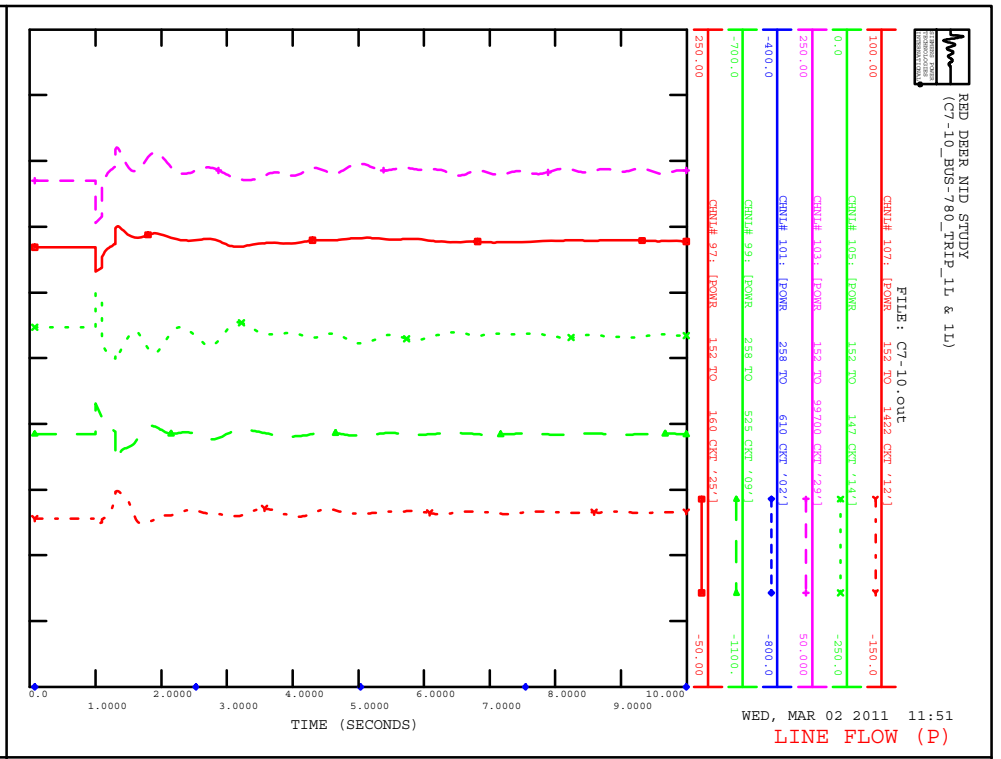

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

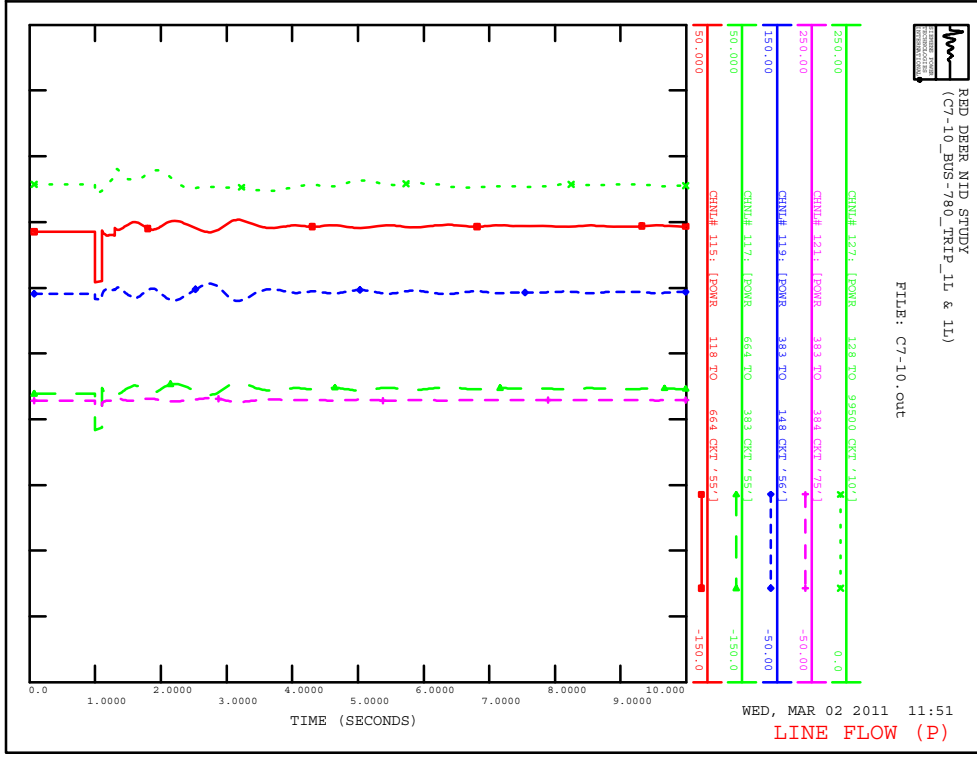

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

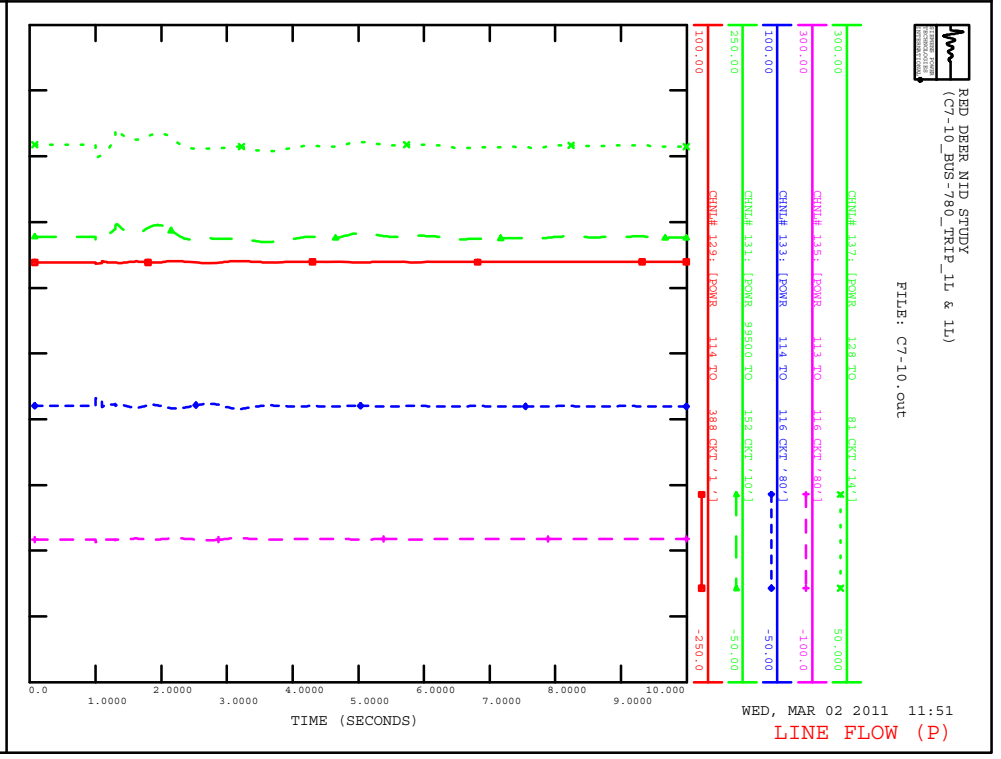

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

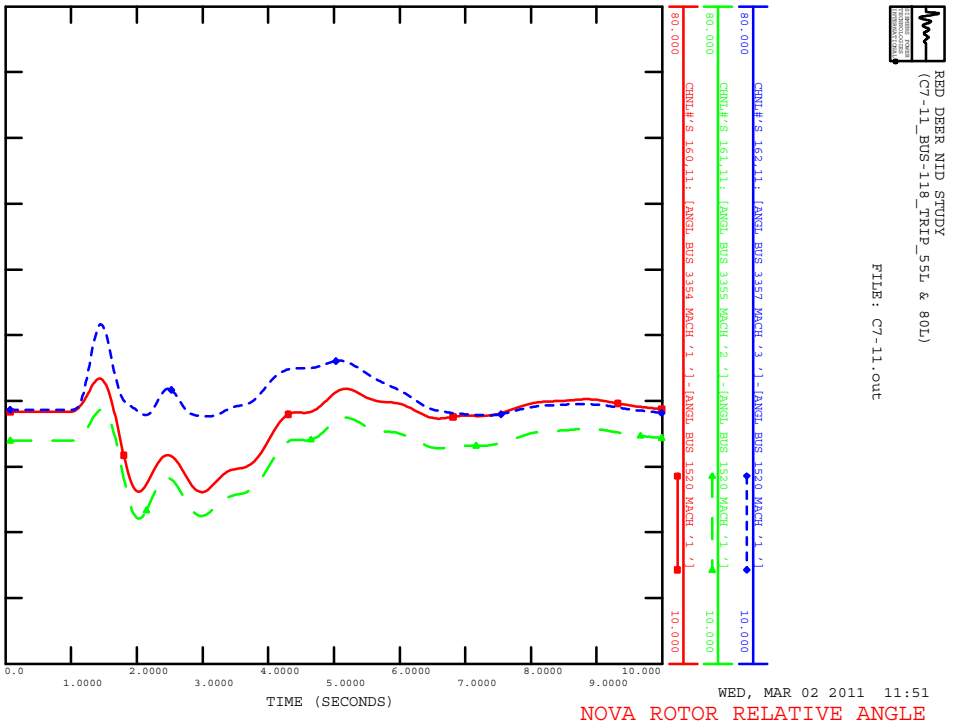

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

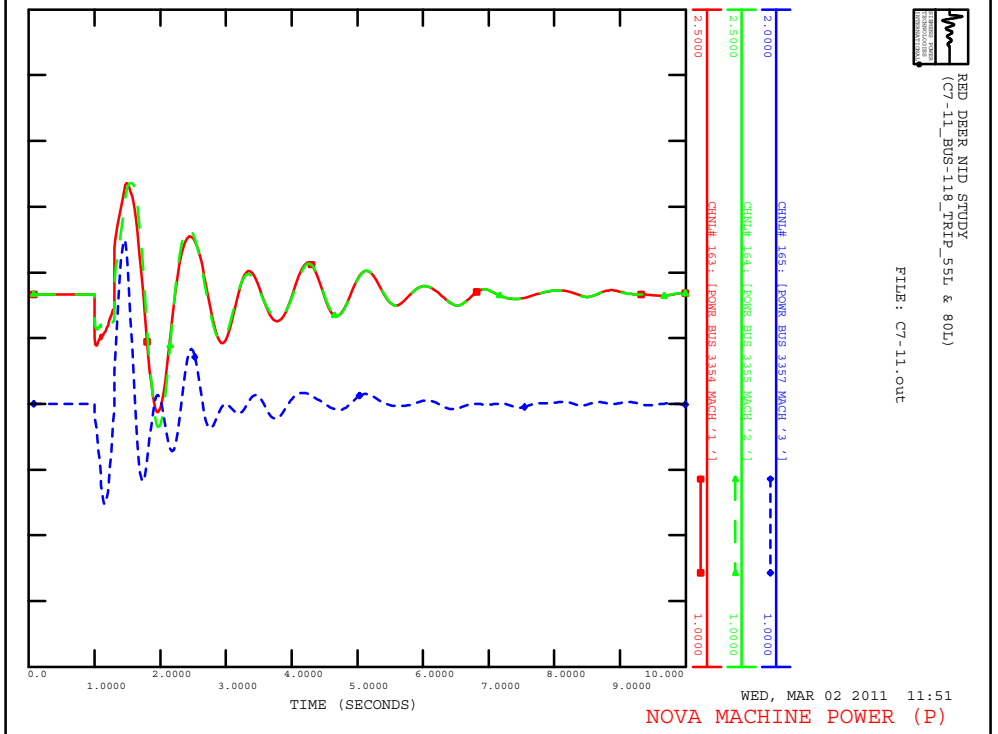

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

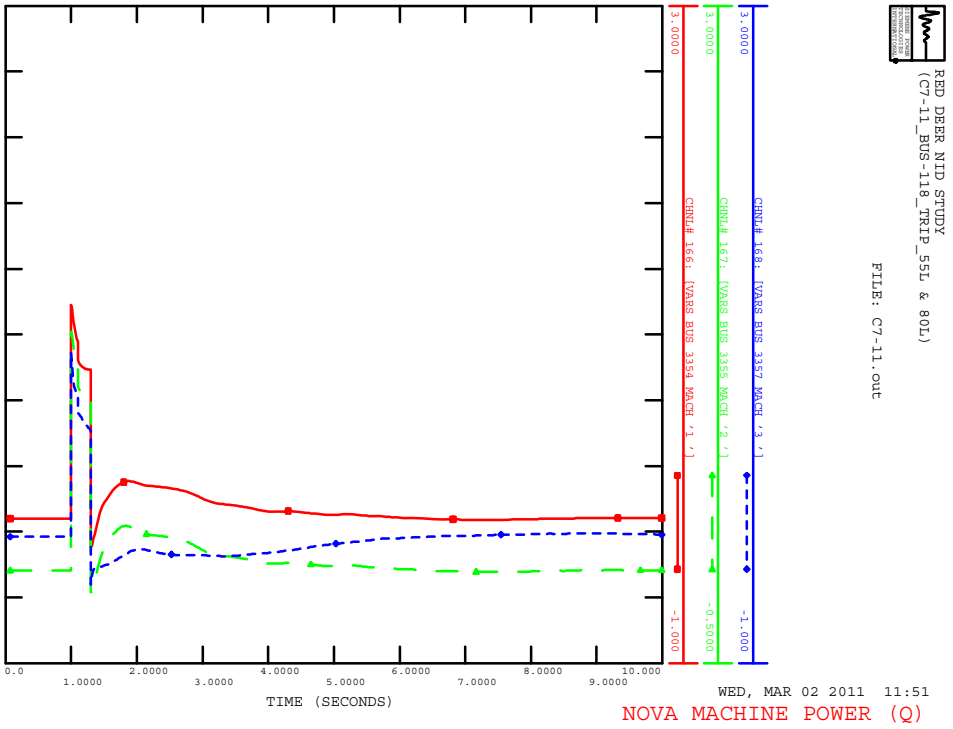

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

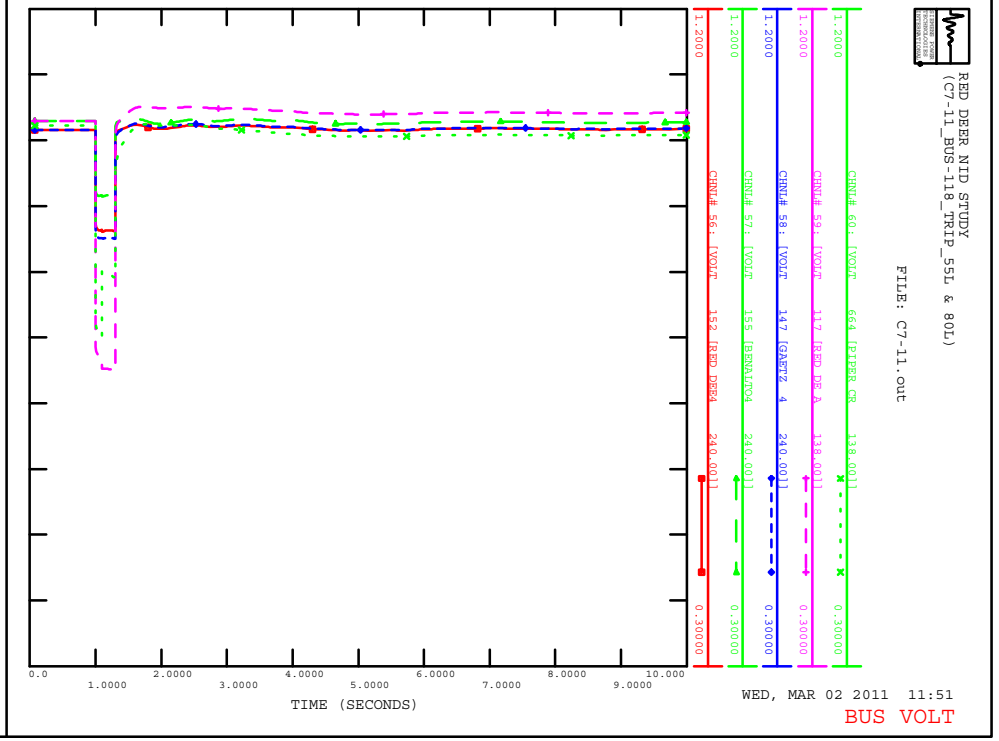

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

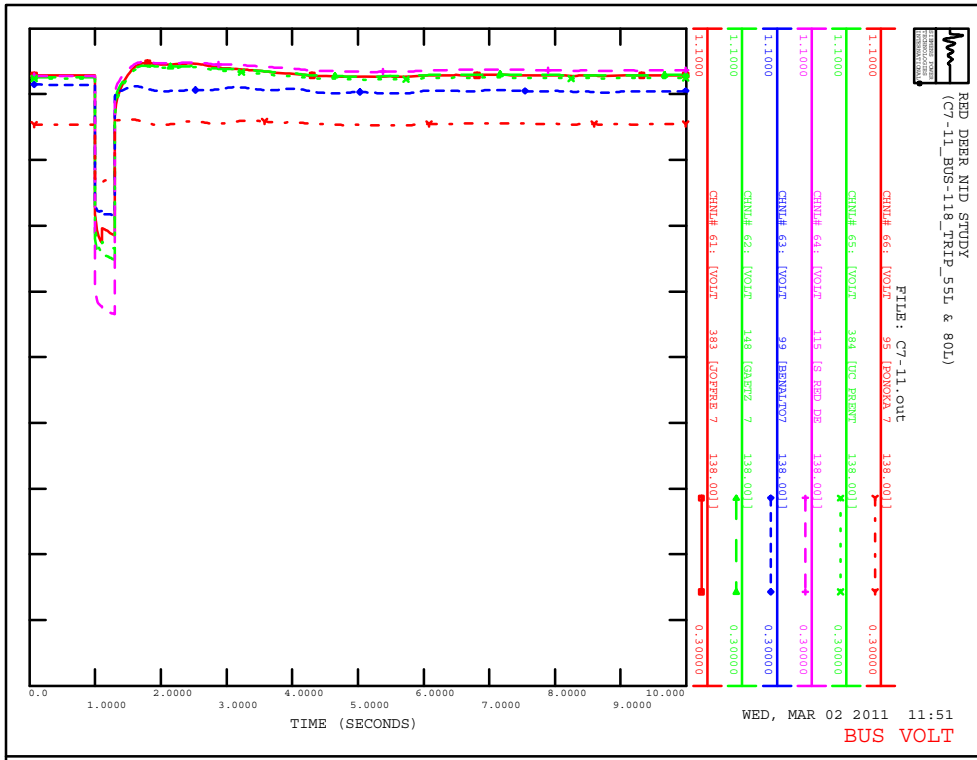

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

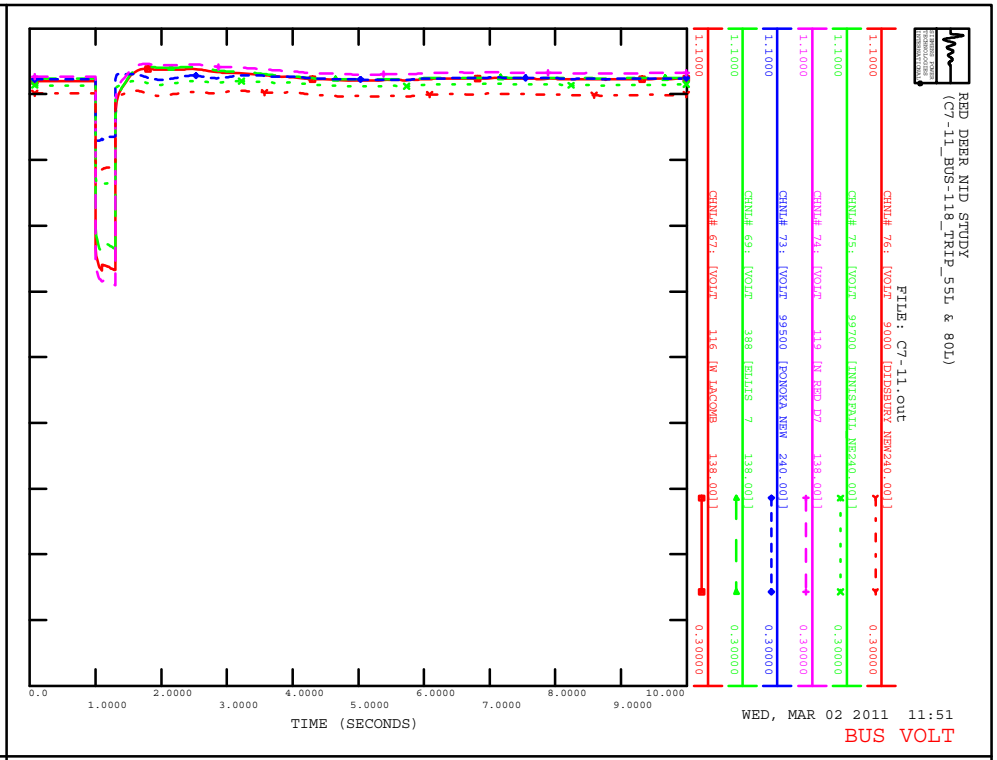

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
-80.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

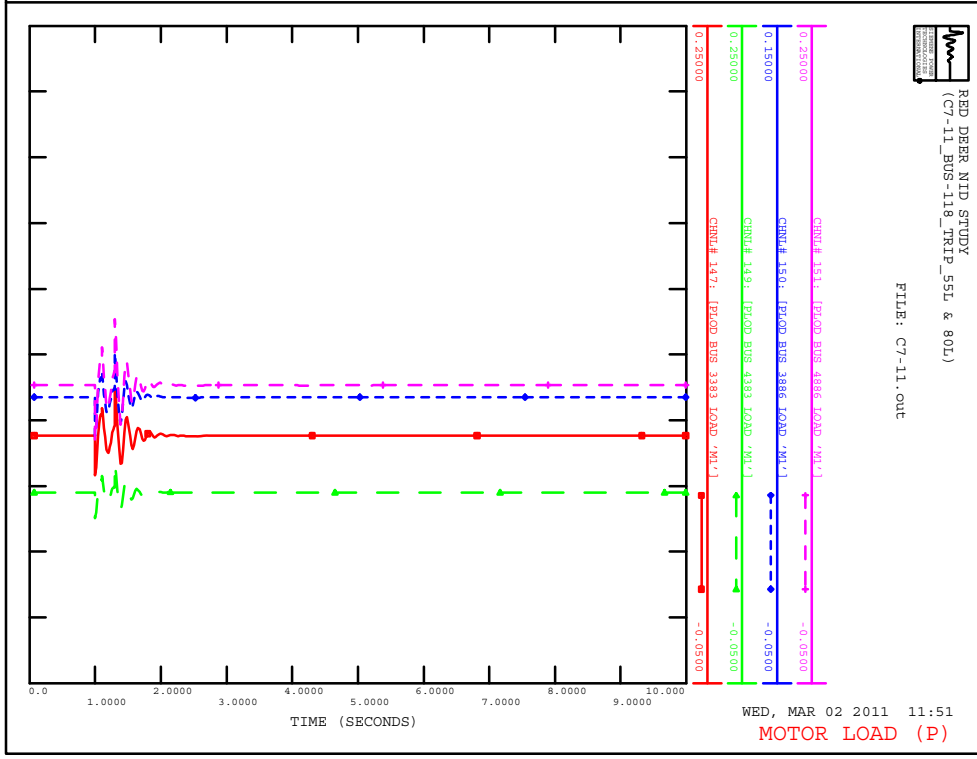

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.5000
-2.5000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

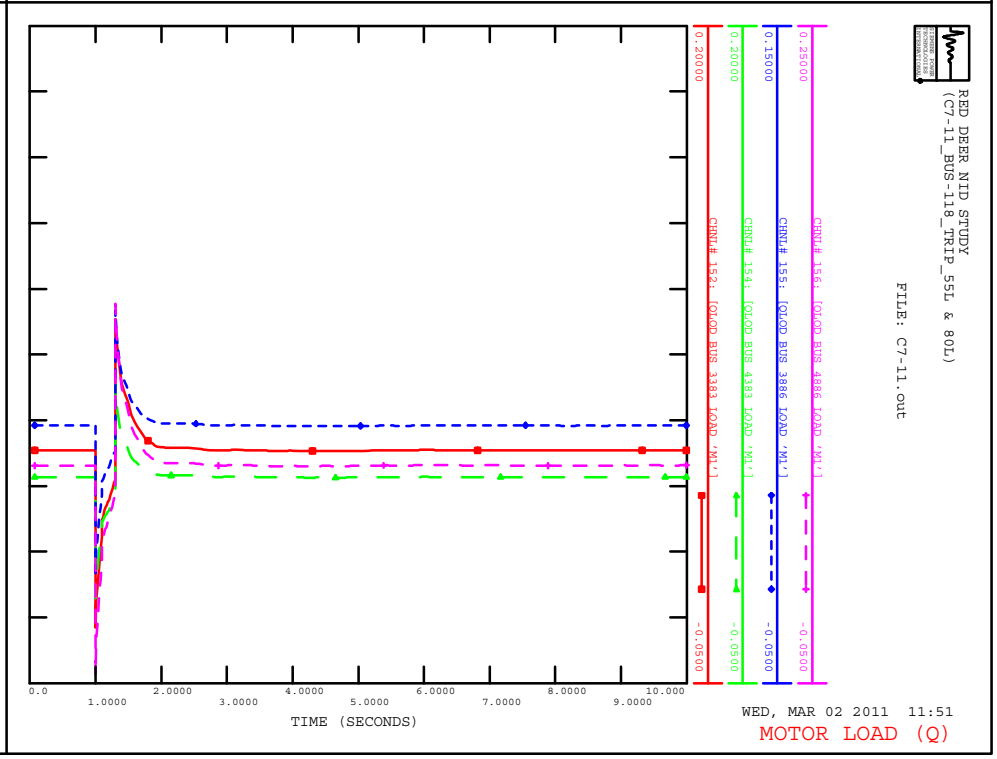

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
3.0000
-3.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

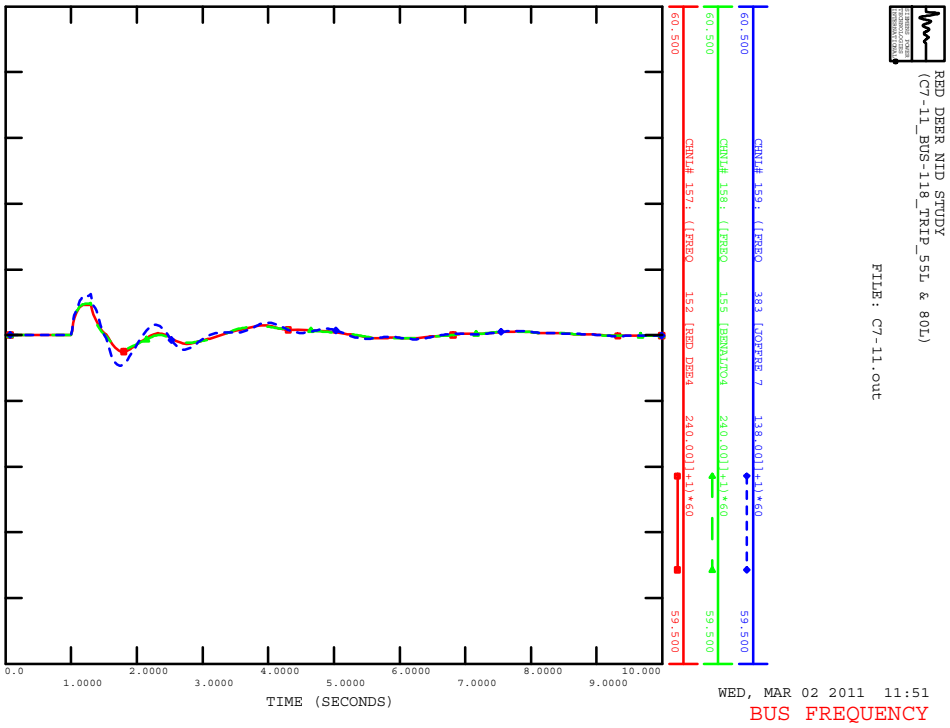

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

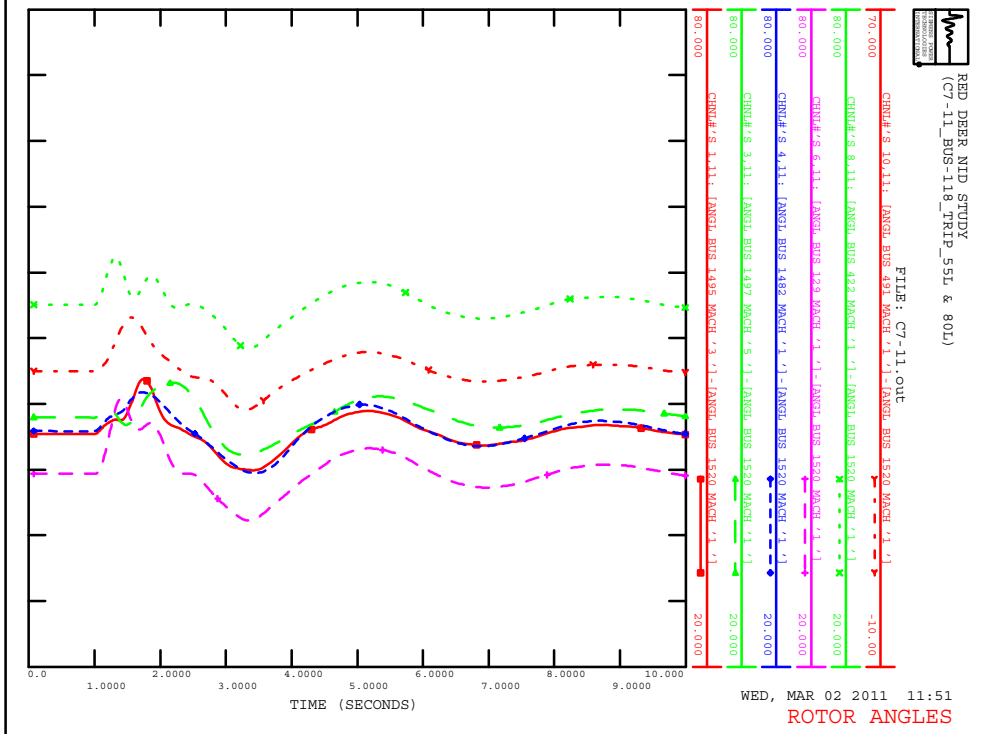

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

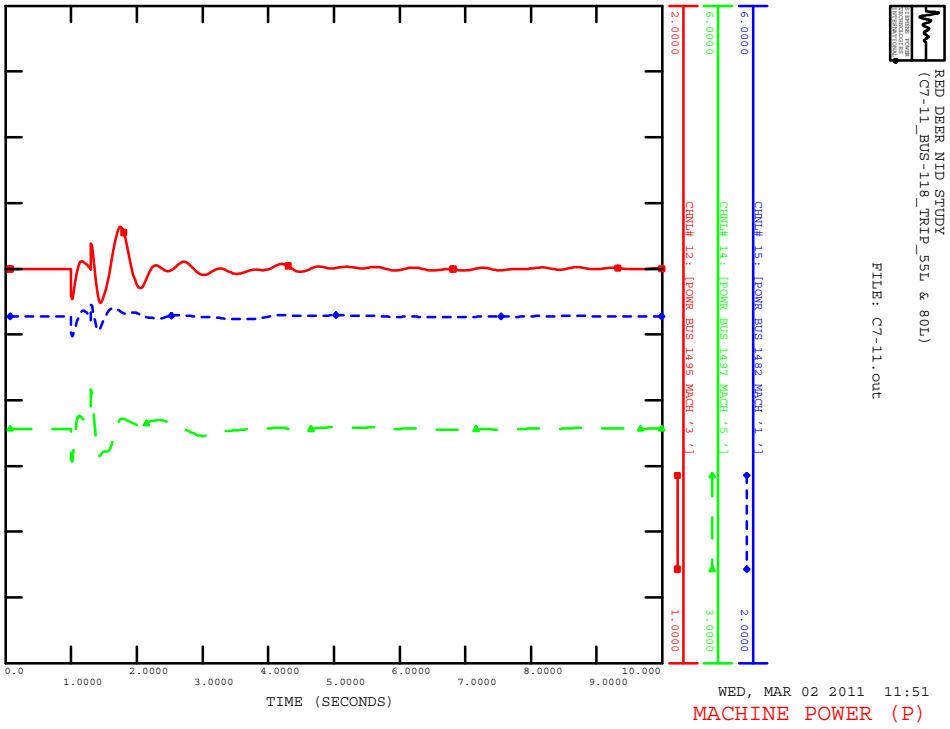

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

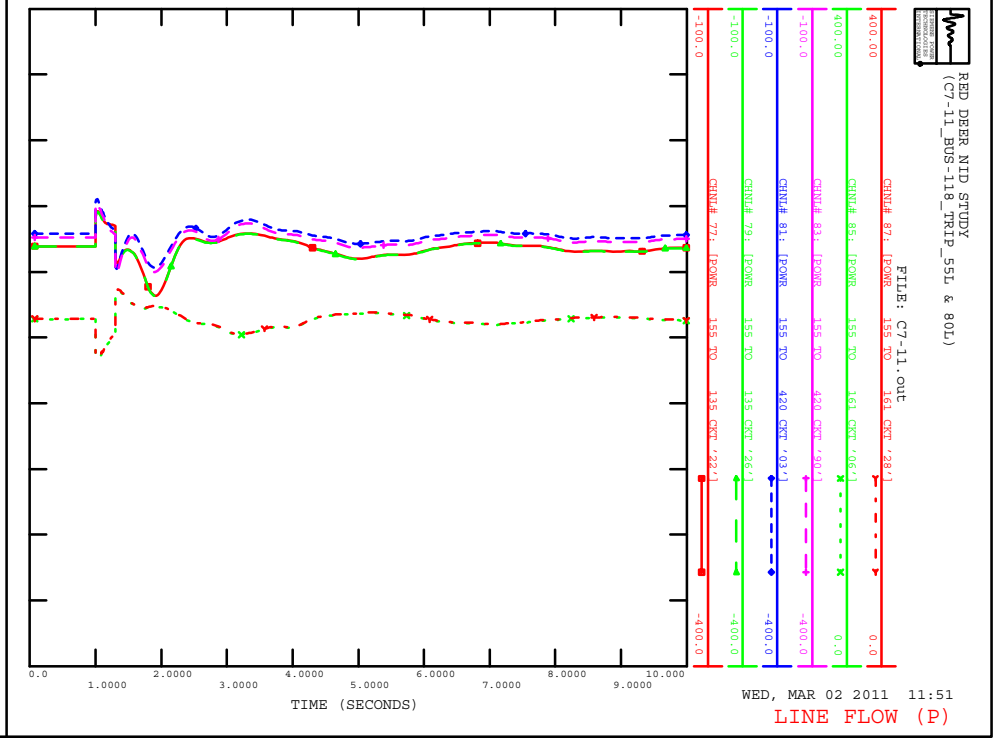

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

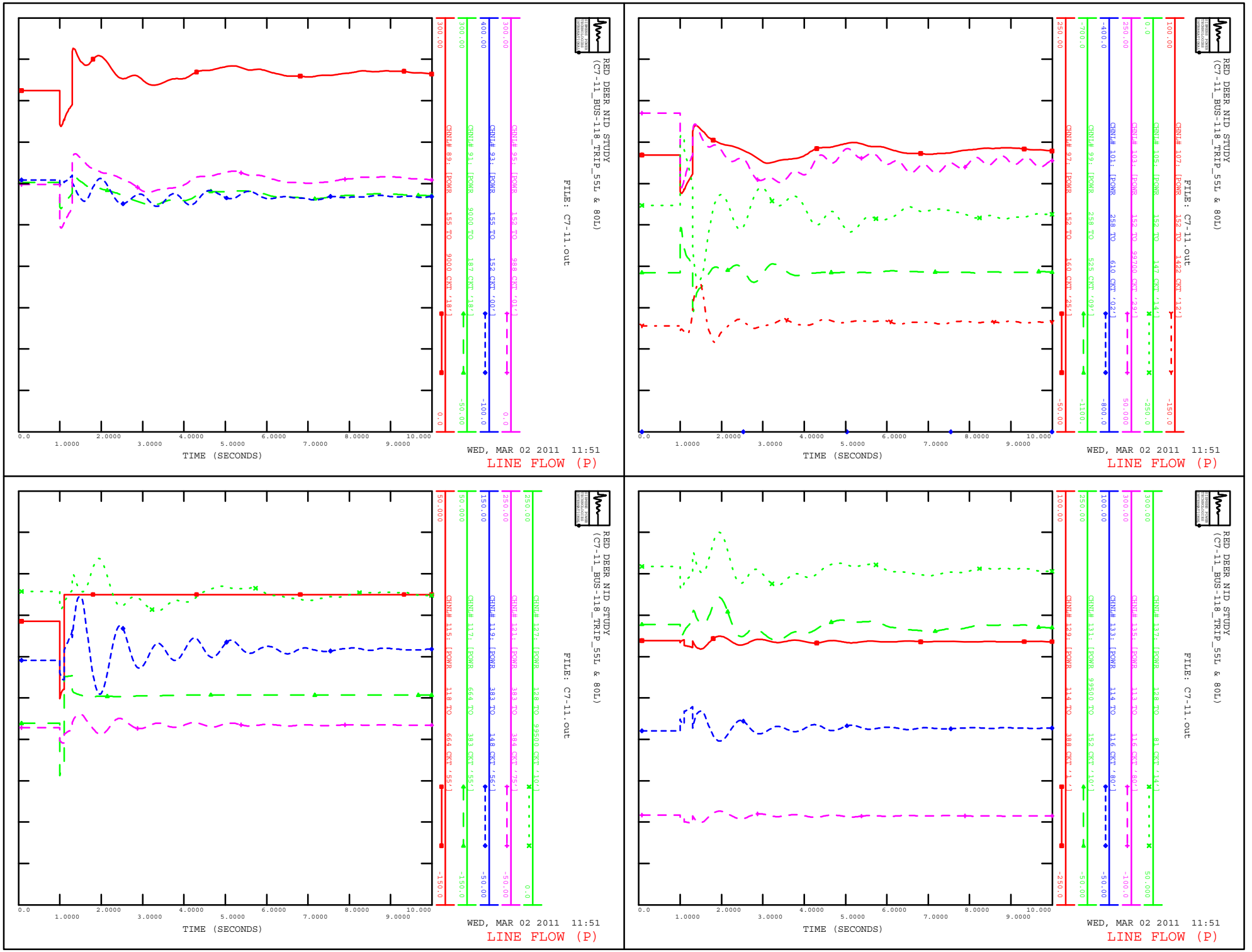

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

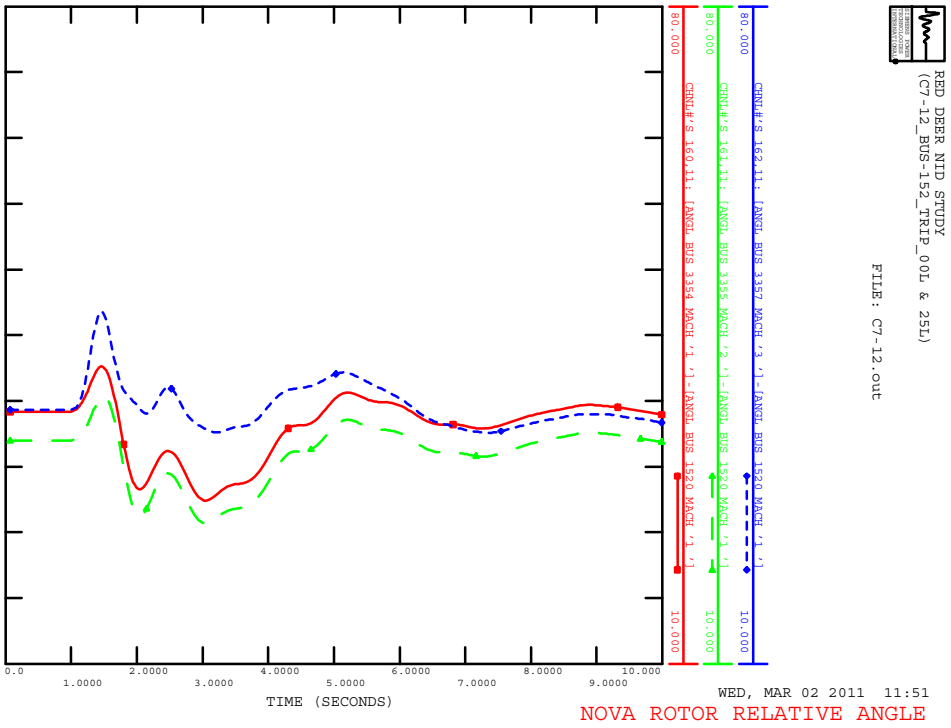

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

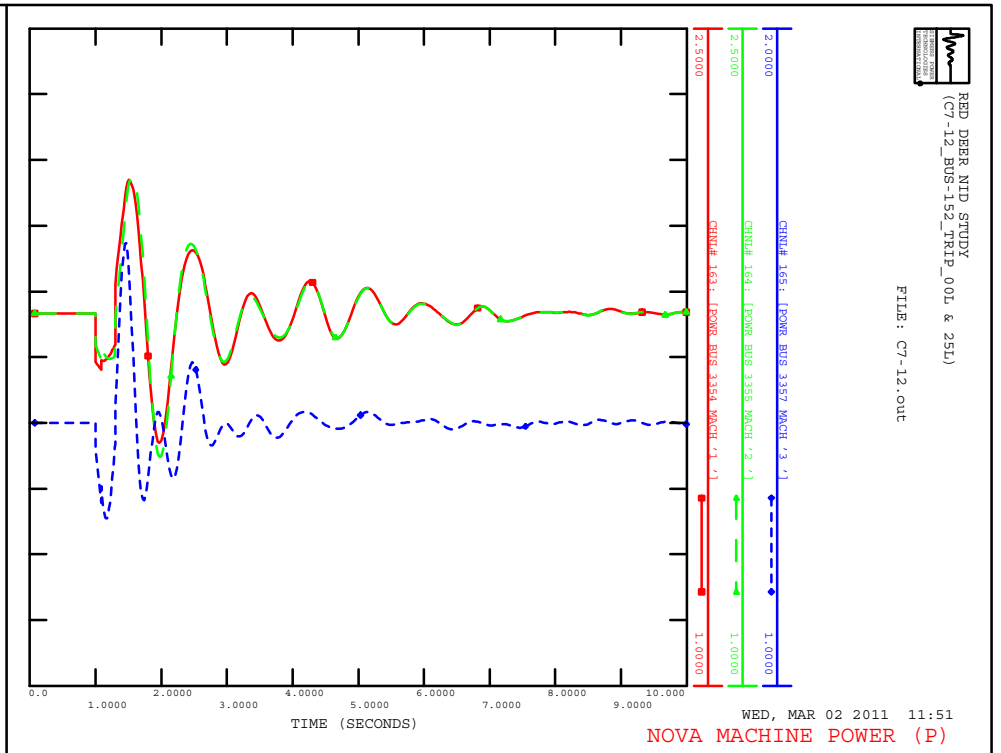

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

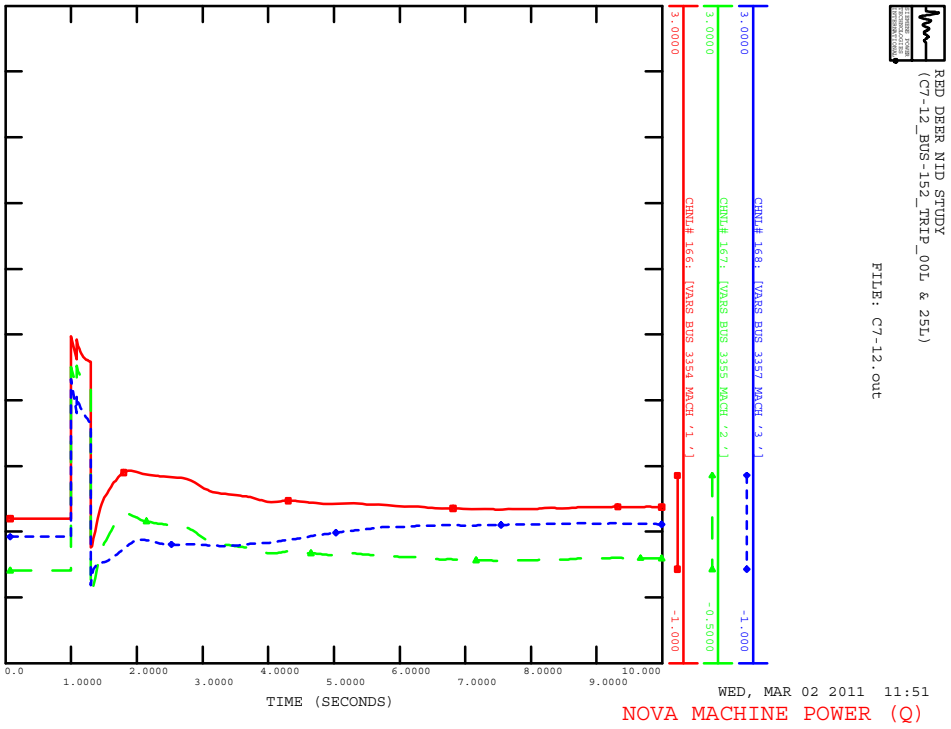

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

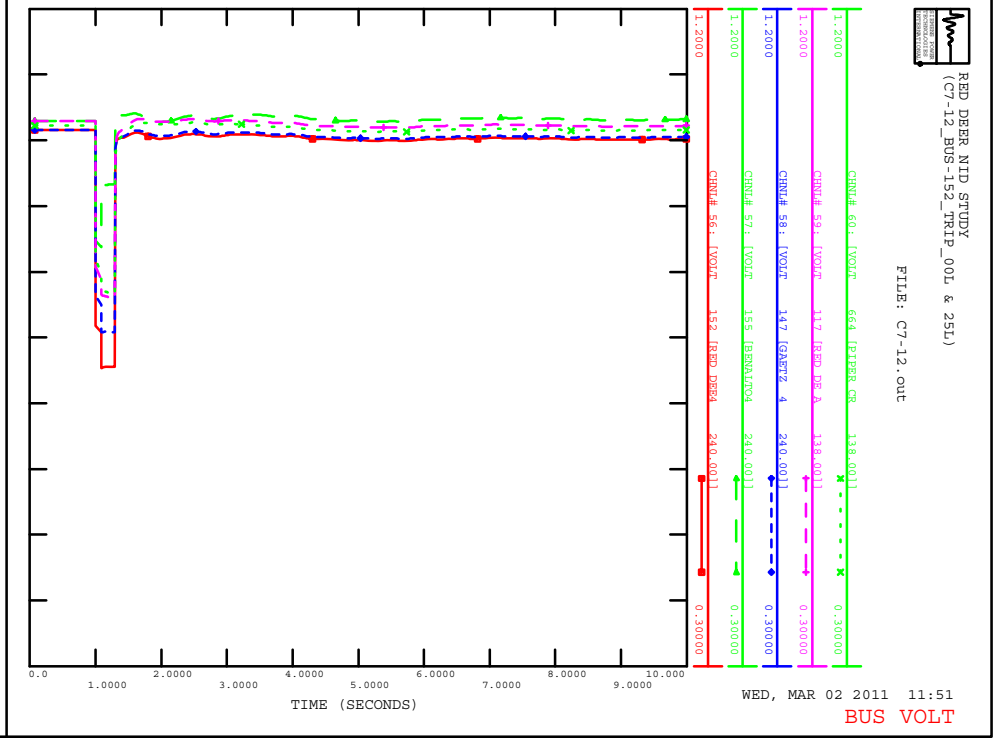

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

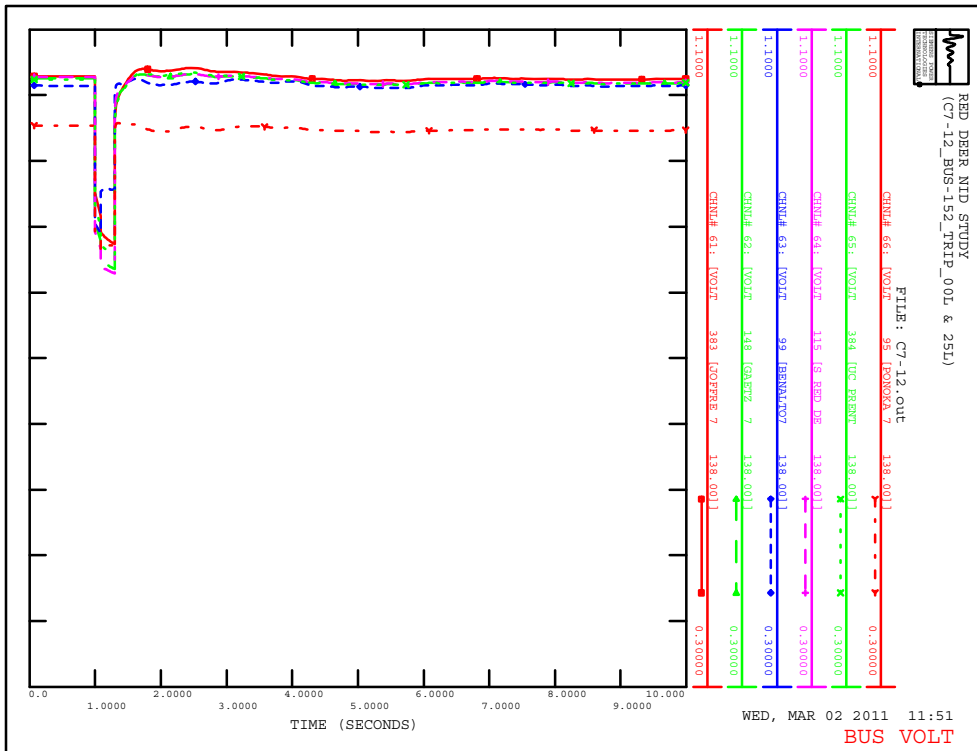

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

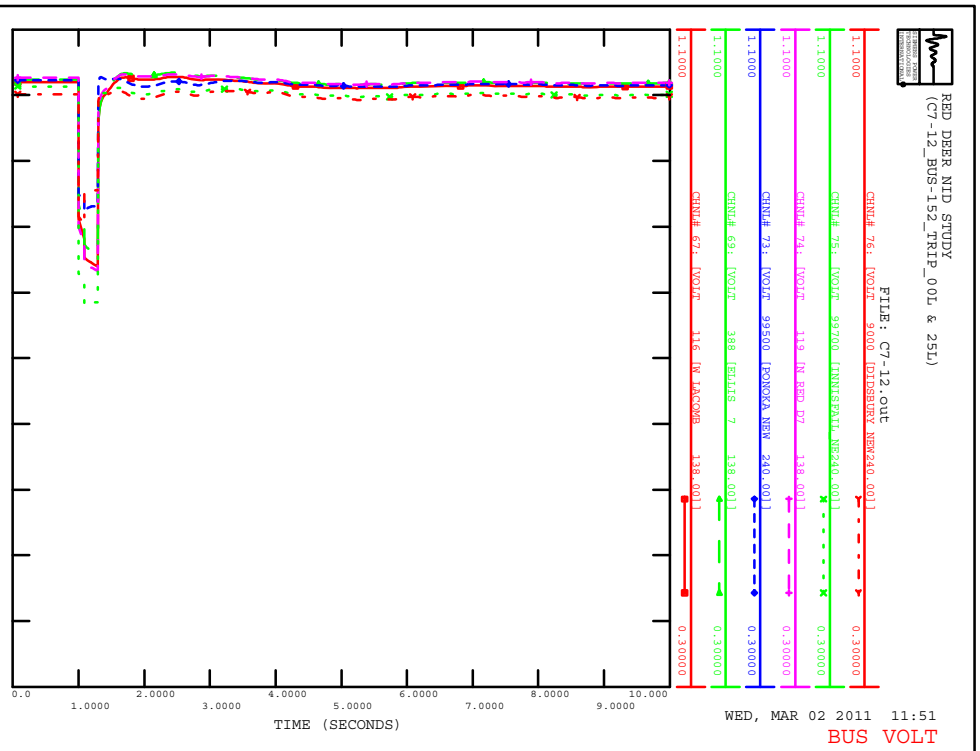

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

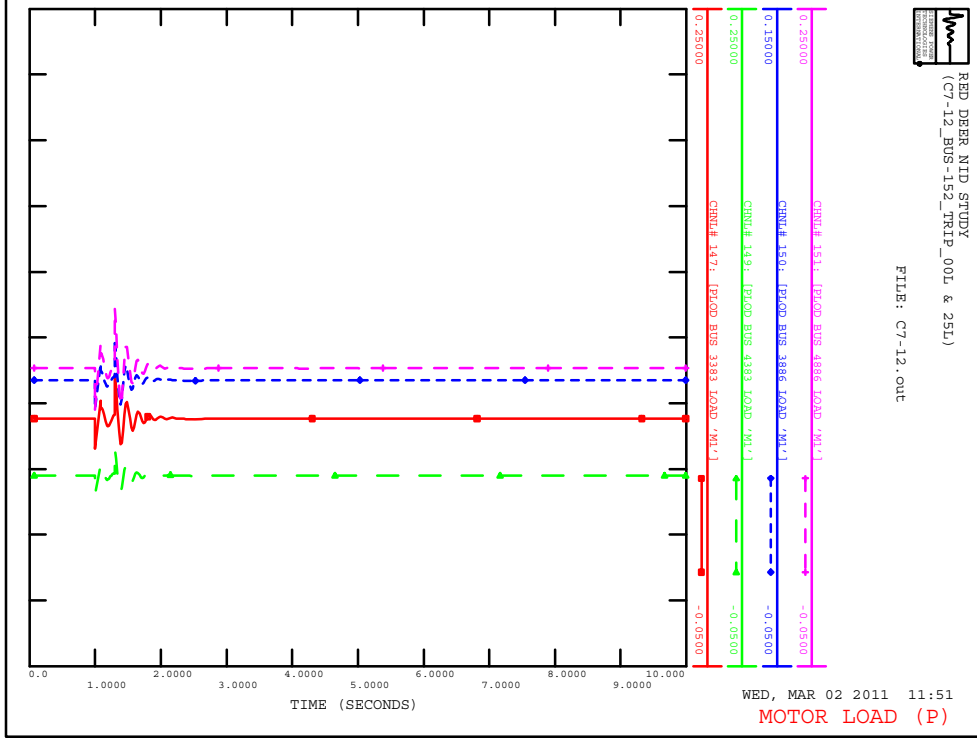

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

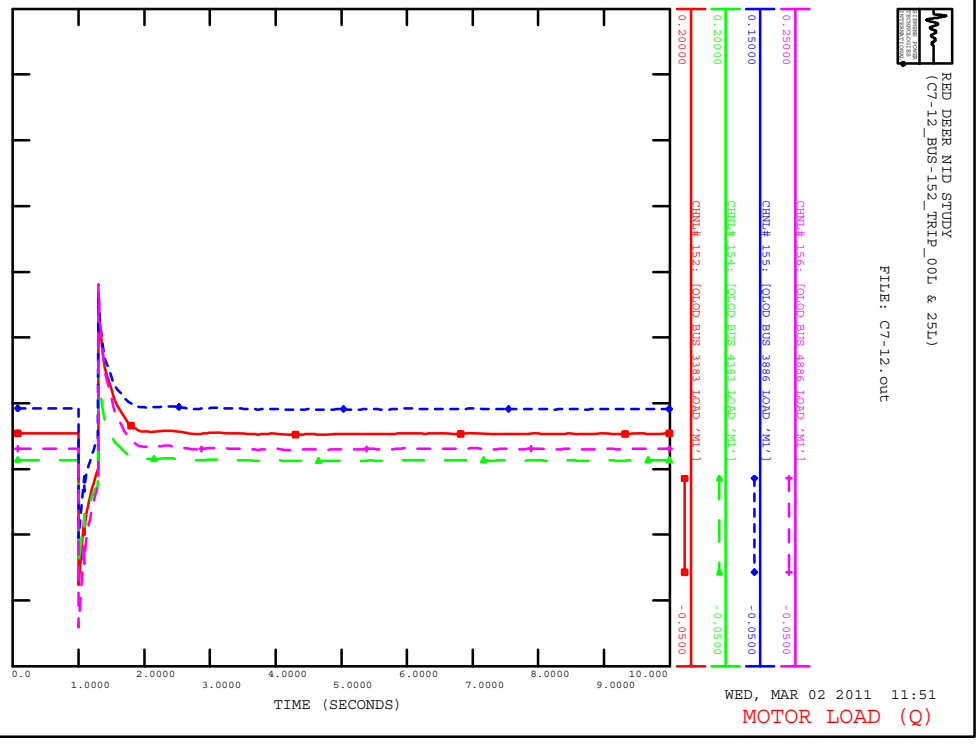

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

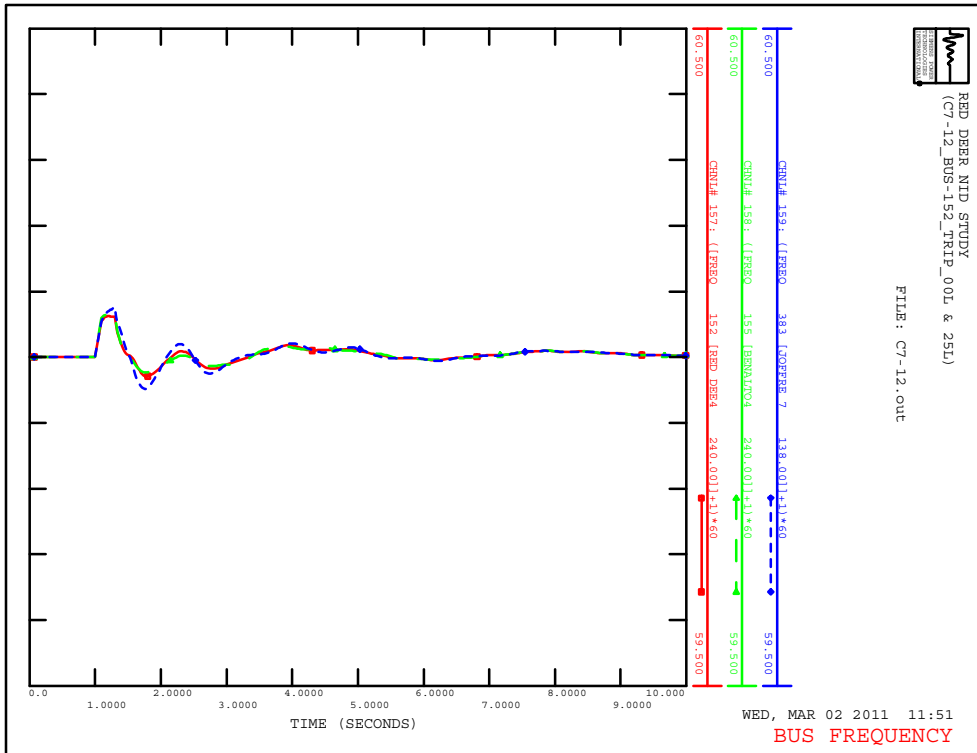

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

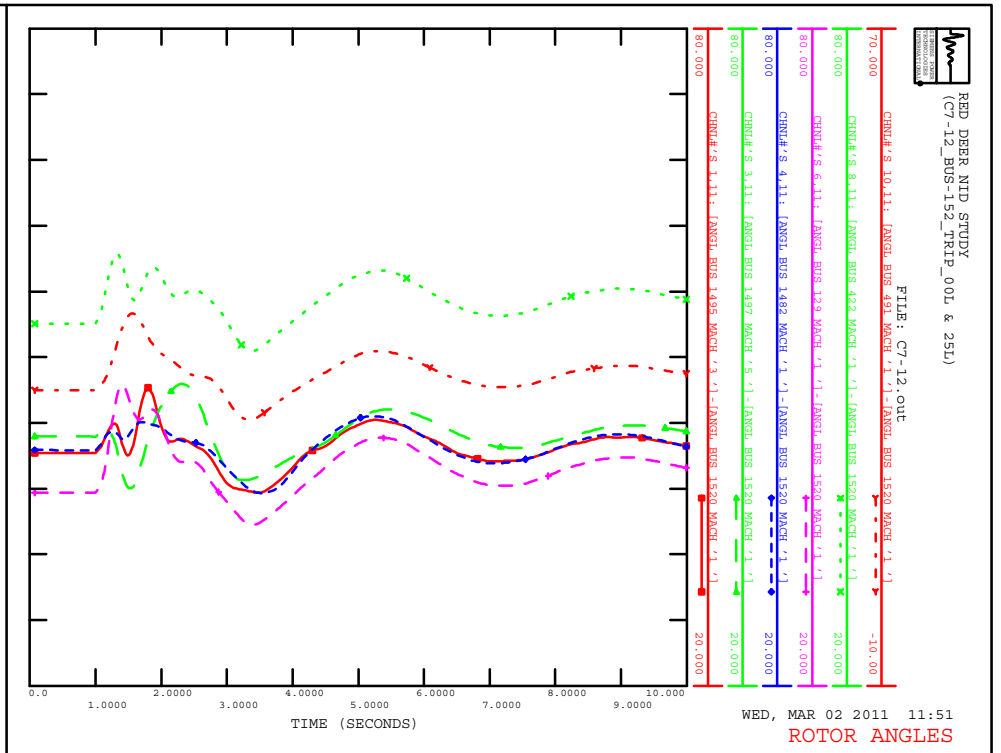

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

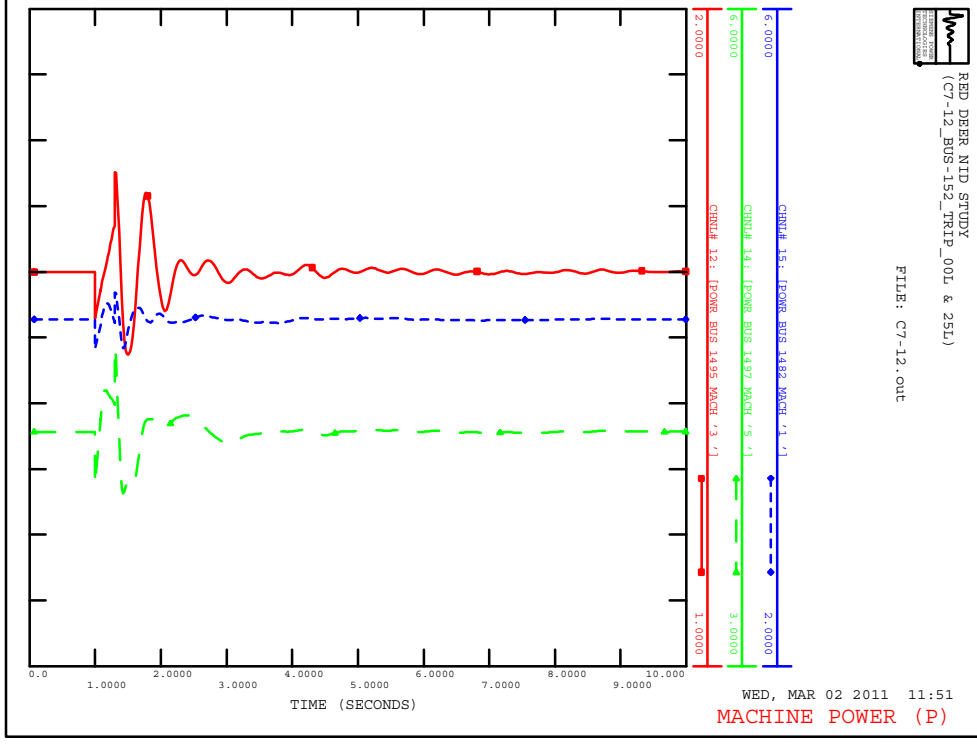

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

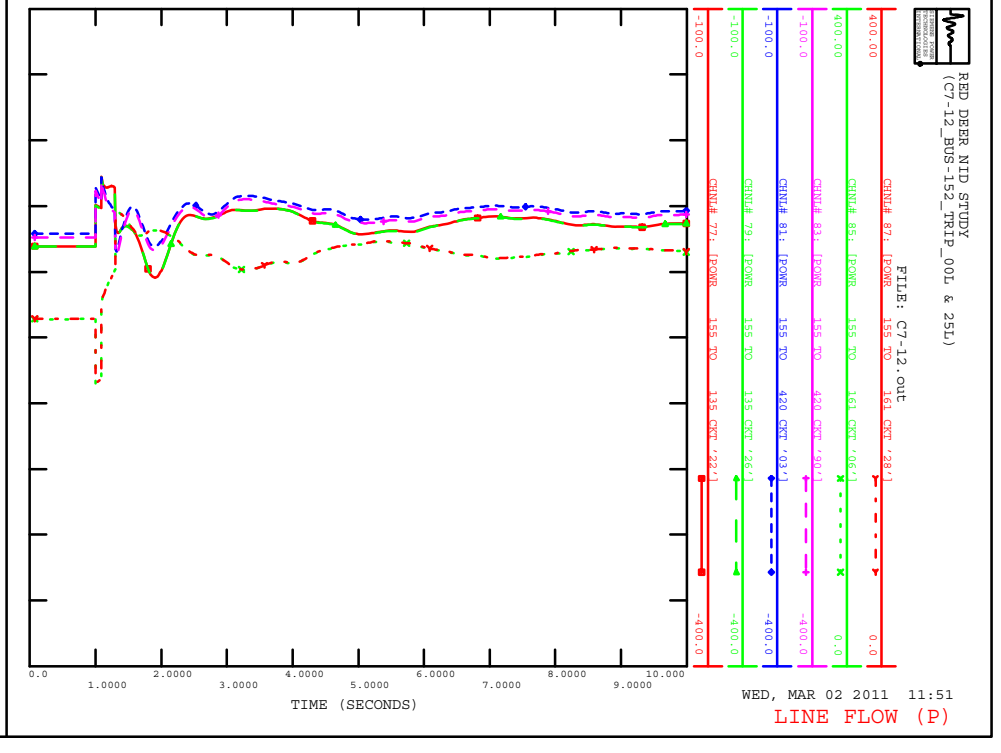

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

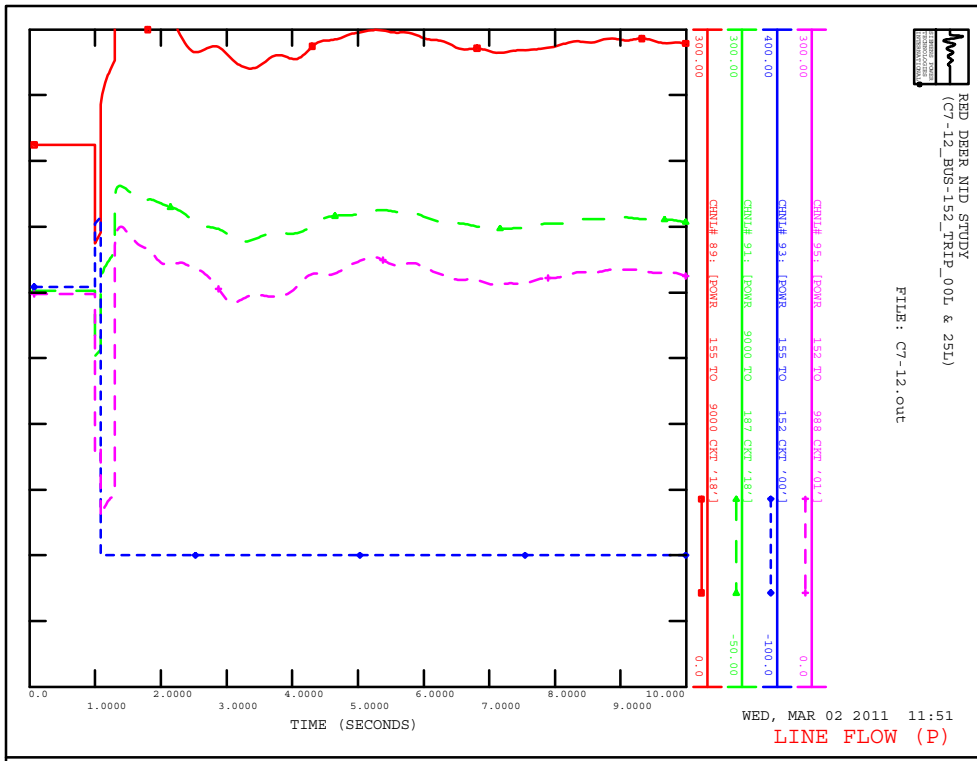

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

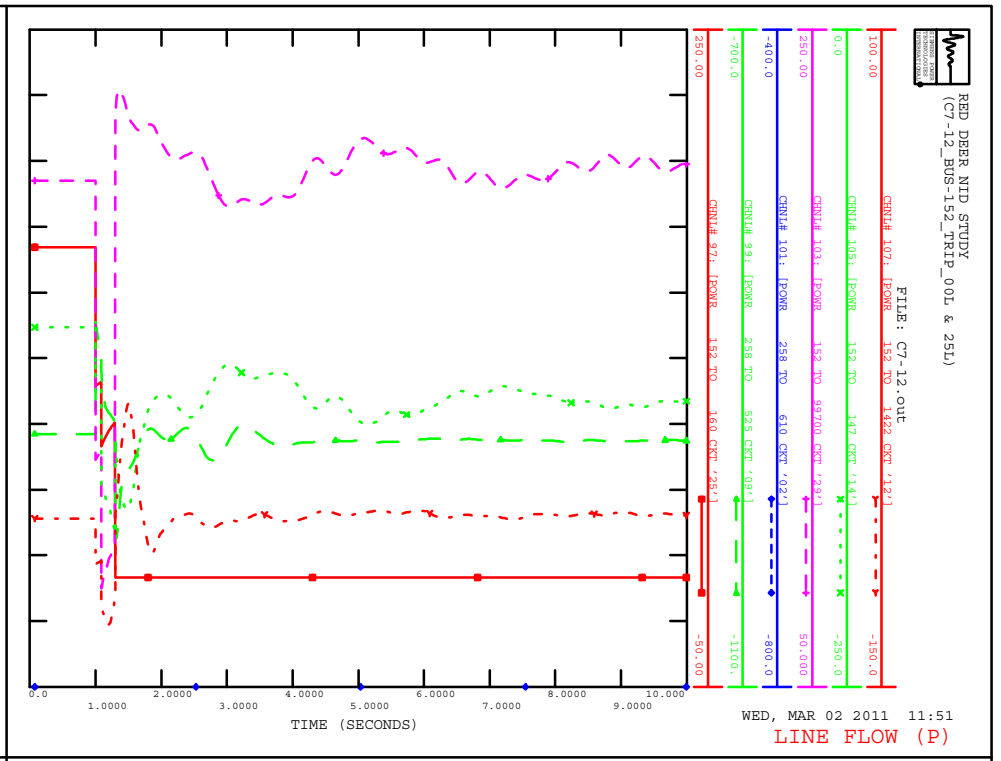

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

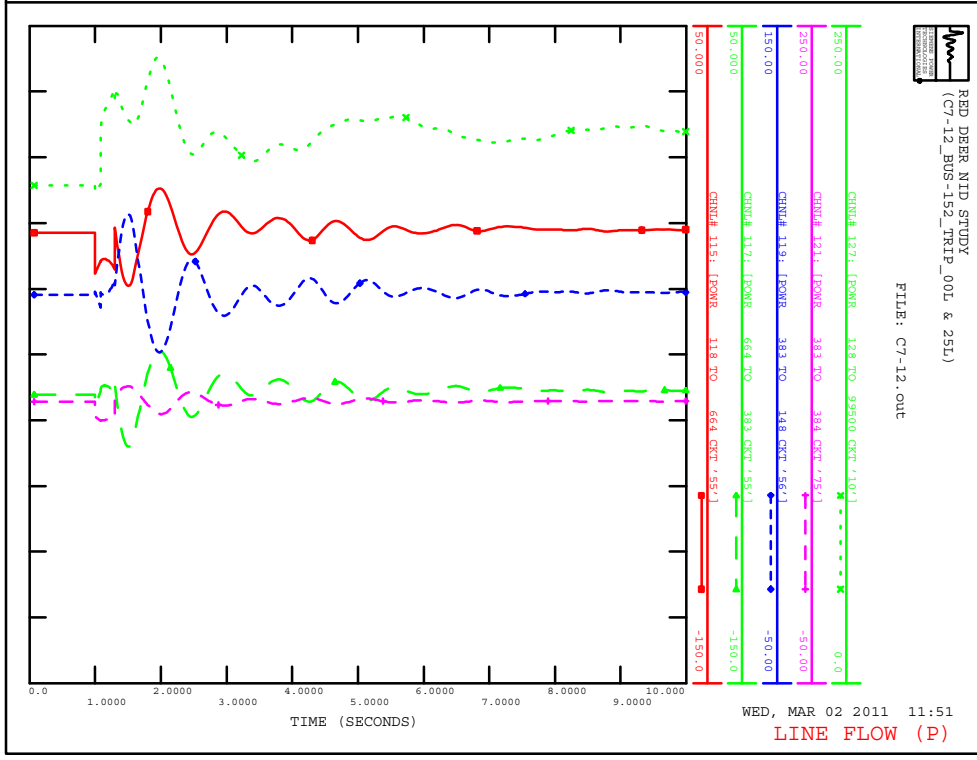

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

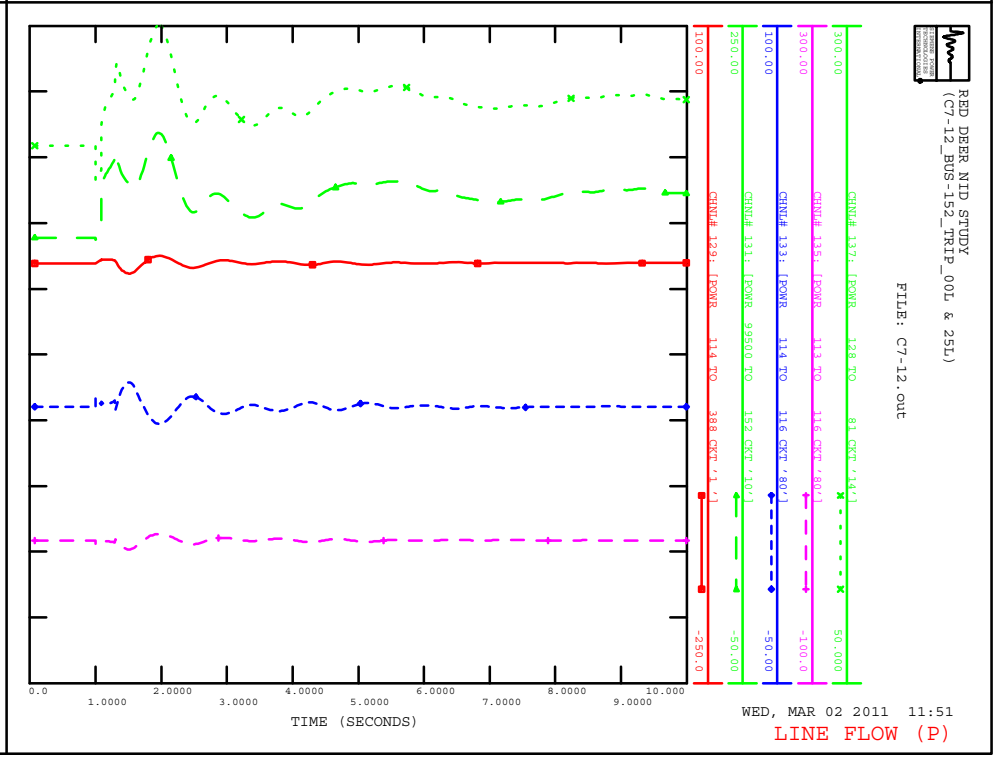

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

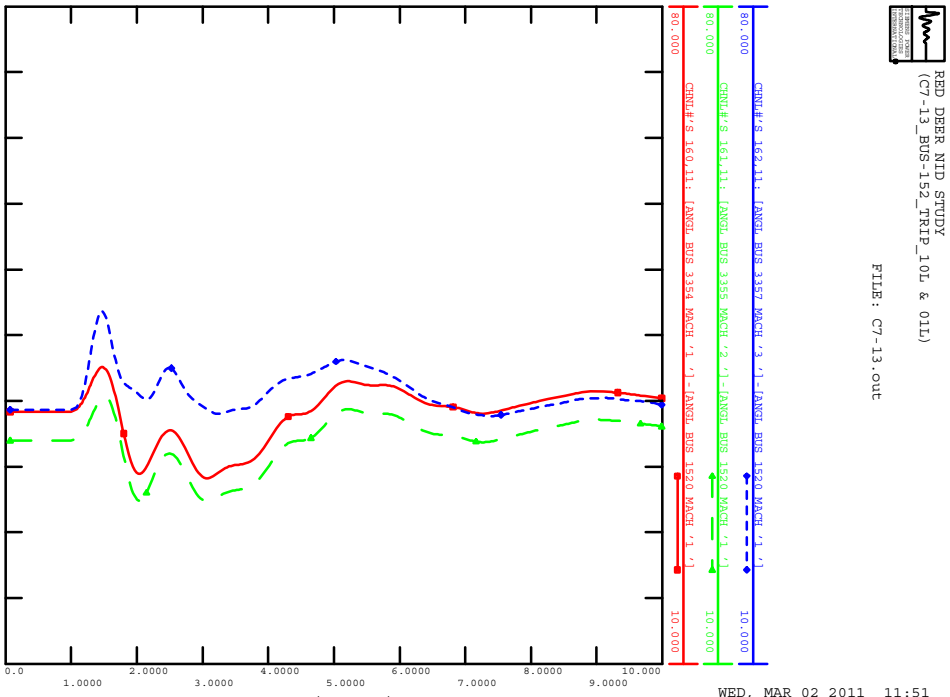

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

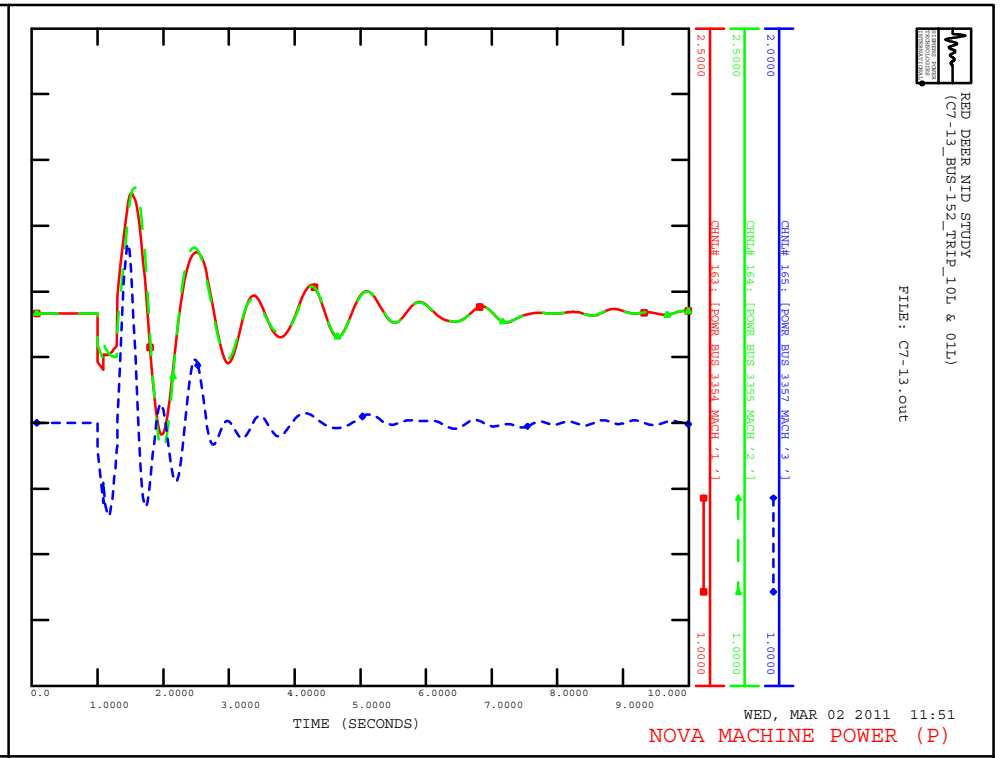

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

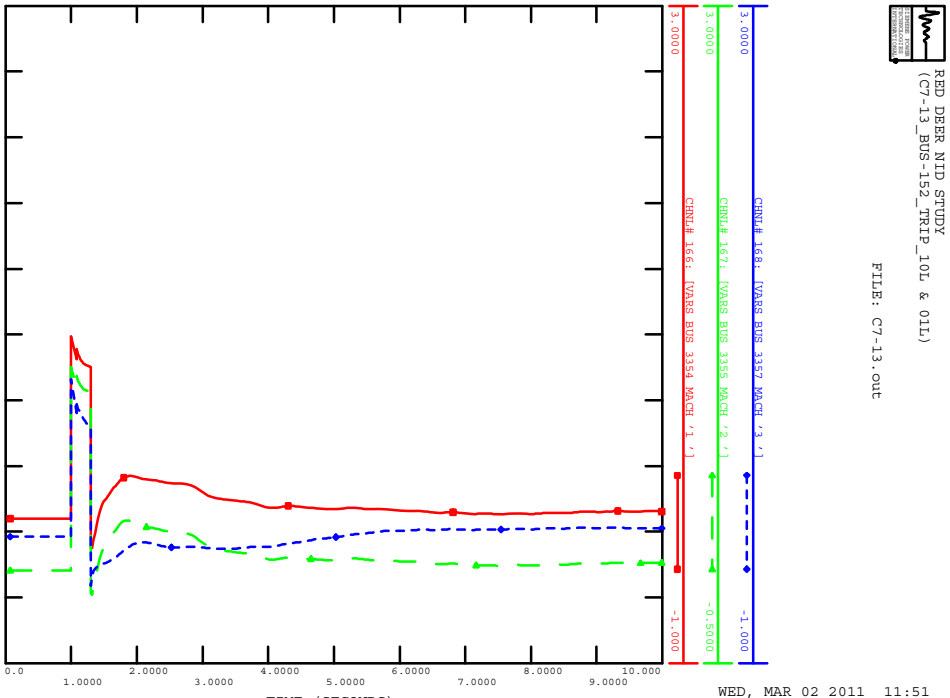

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

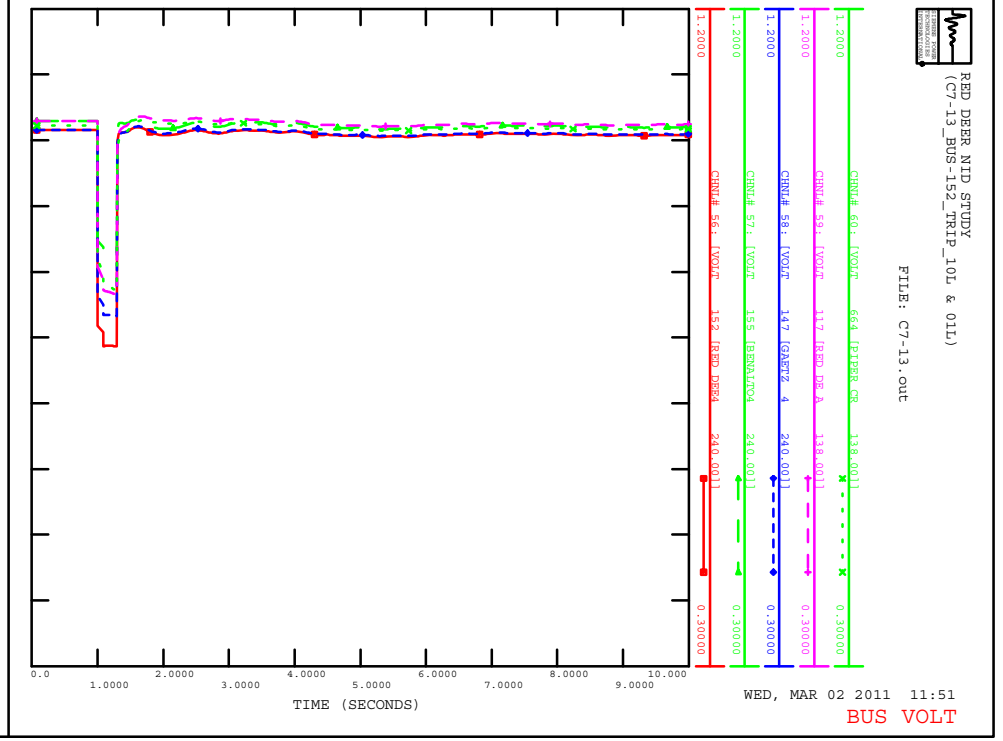

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

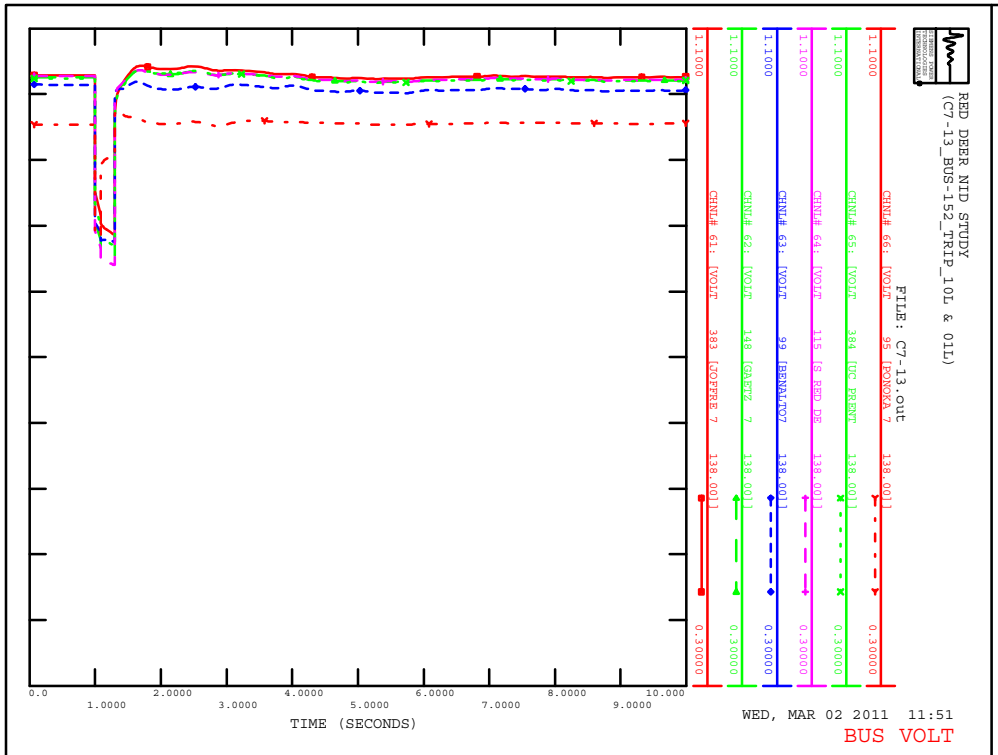

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

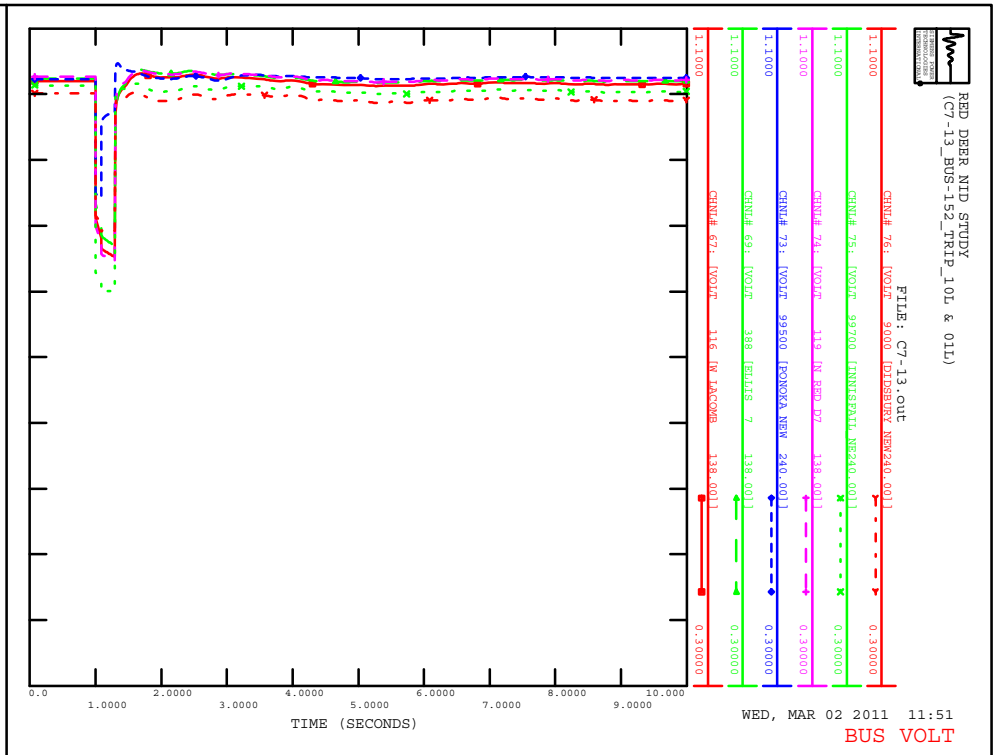

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

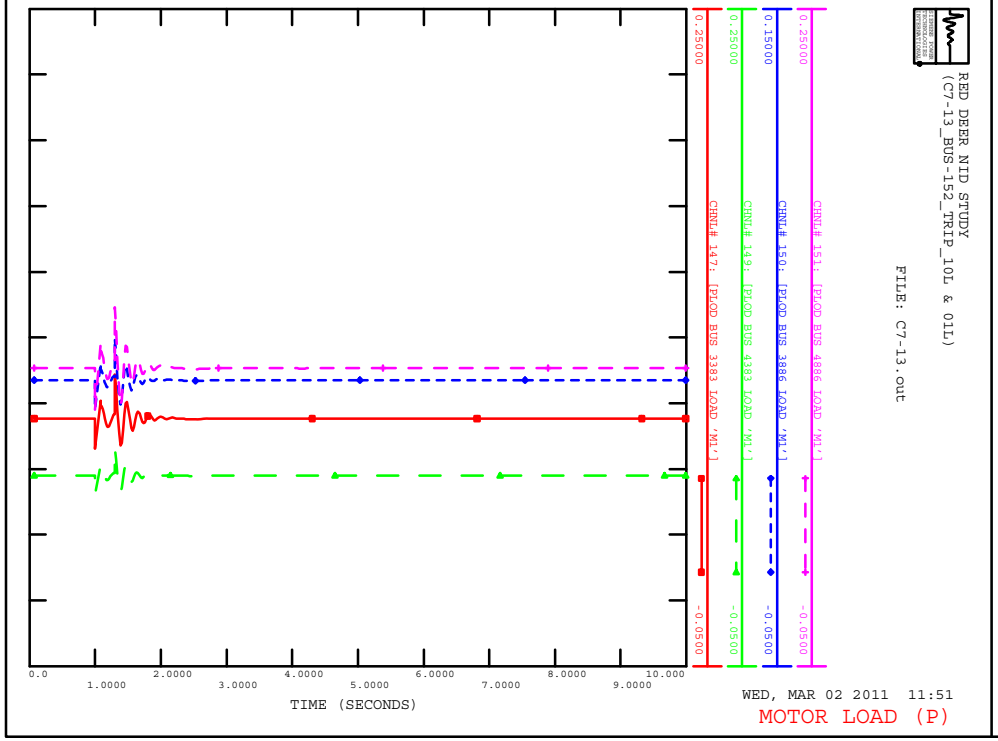

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

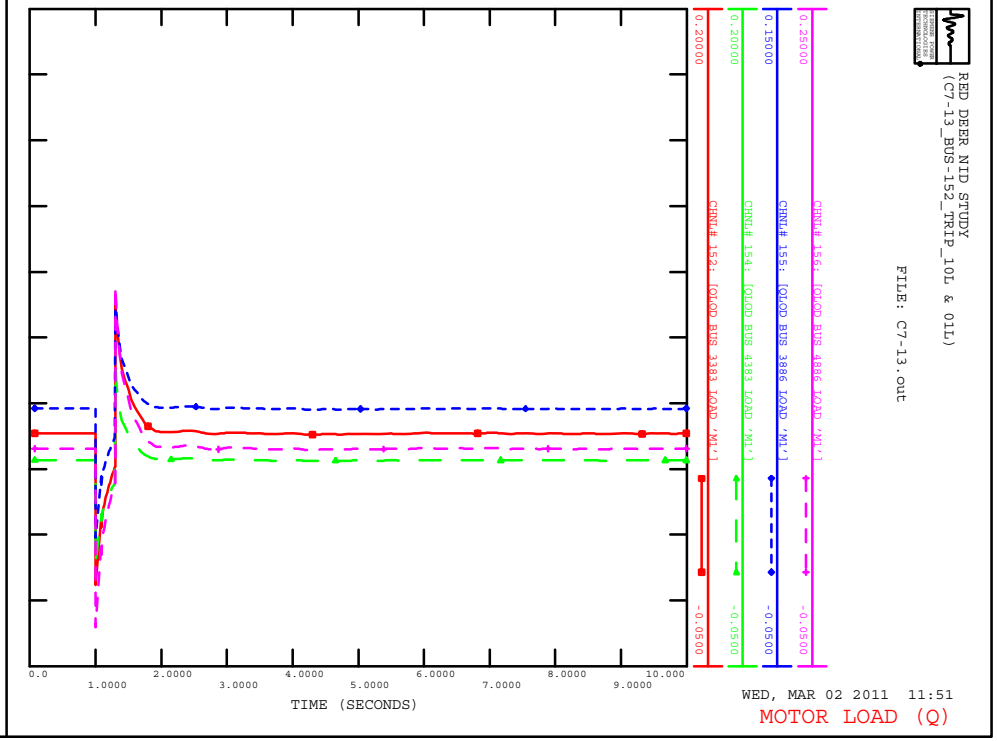

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

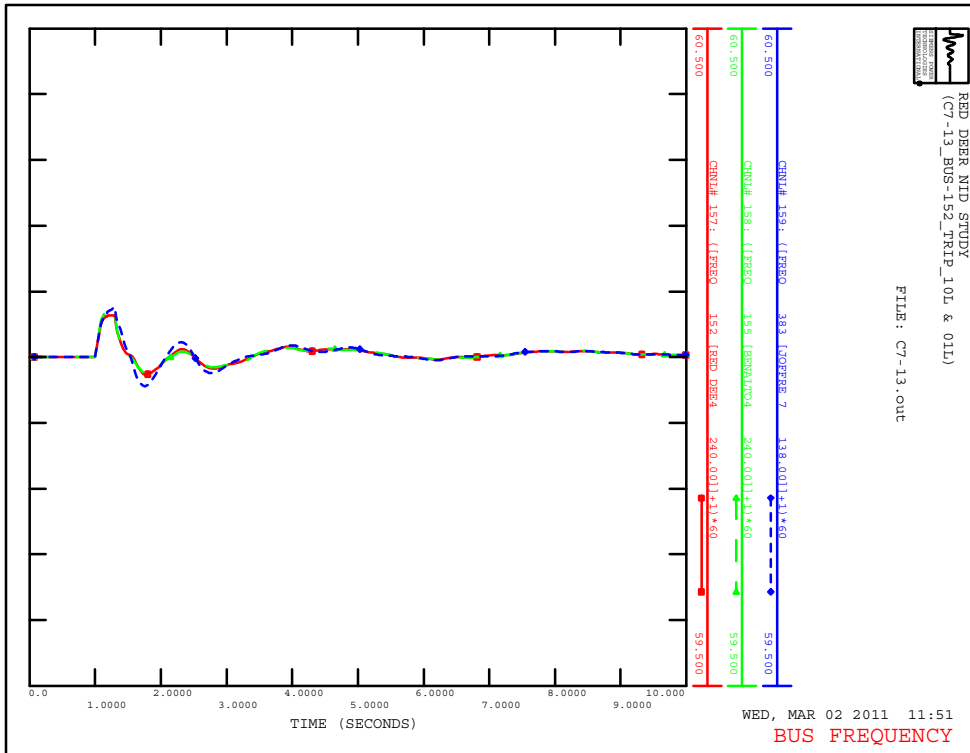

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

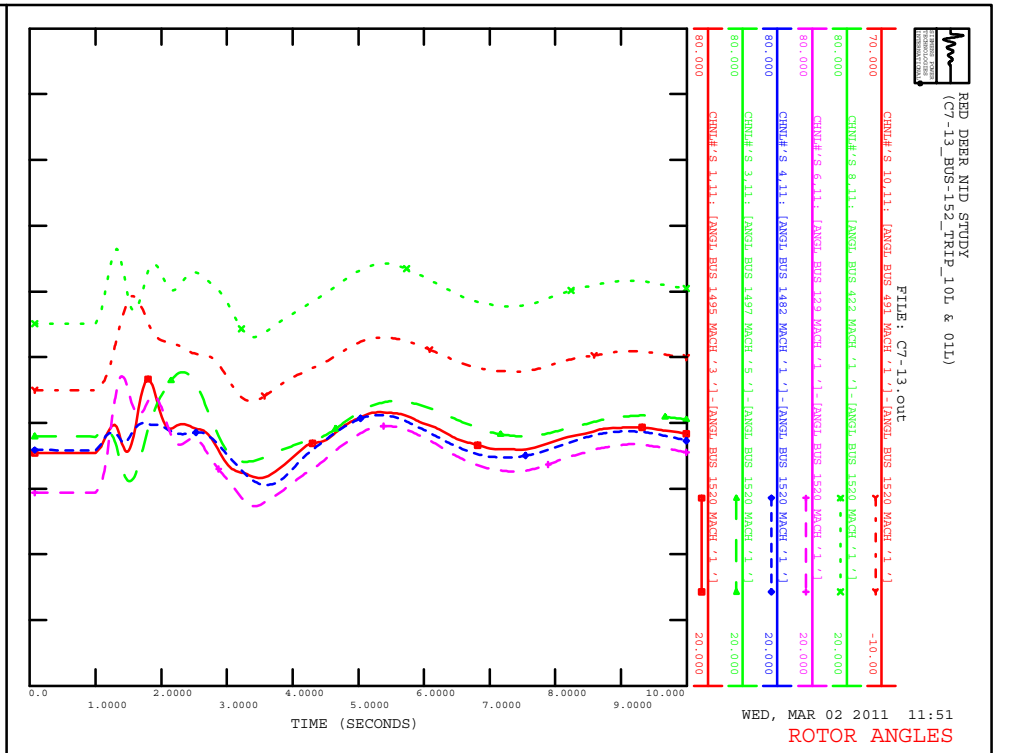

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

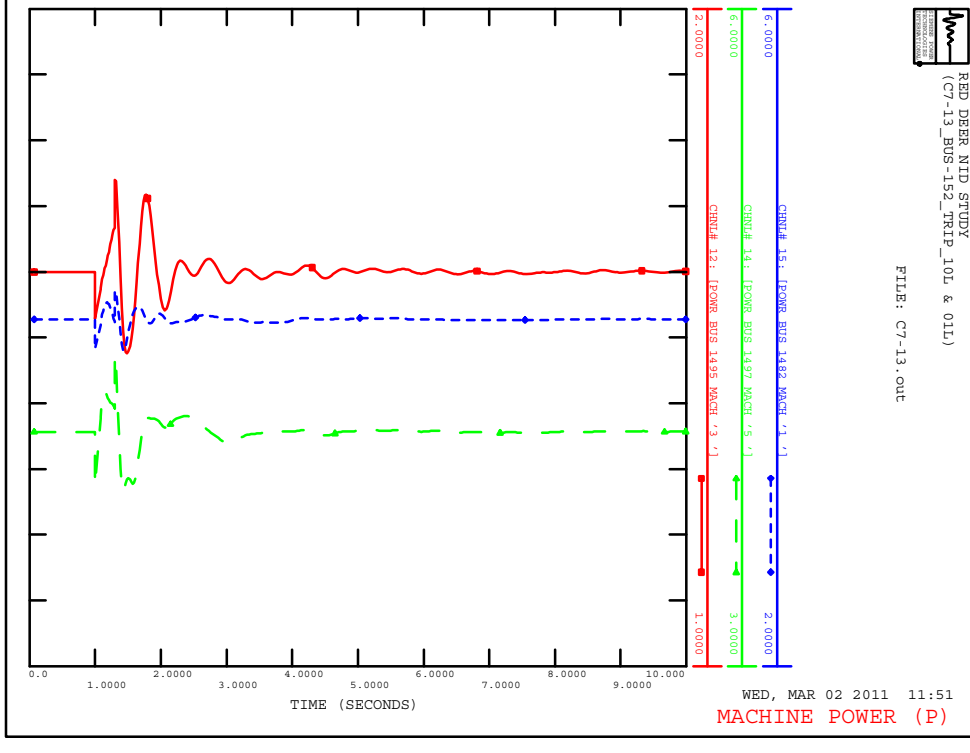

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

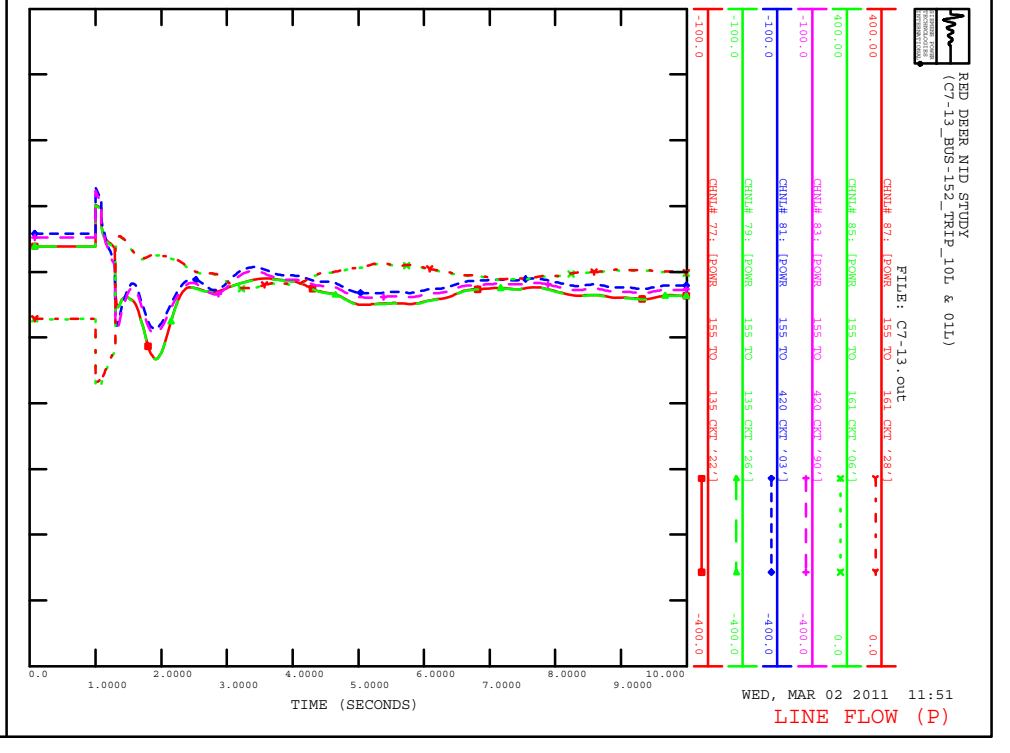

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

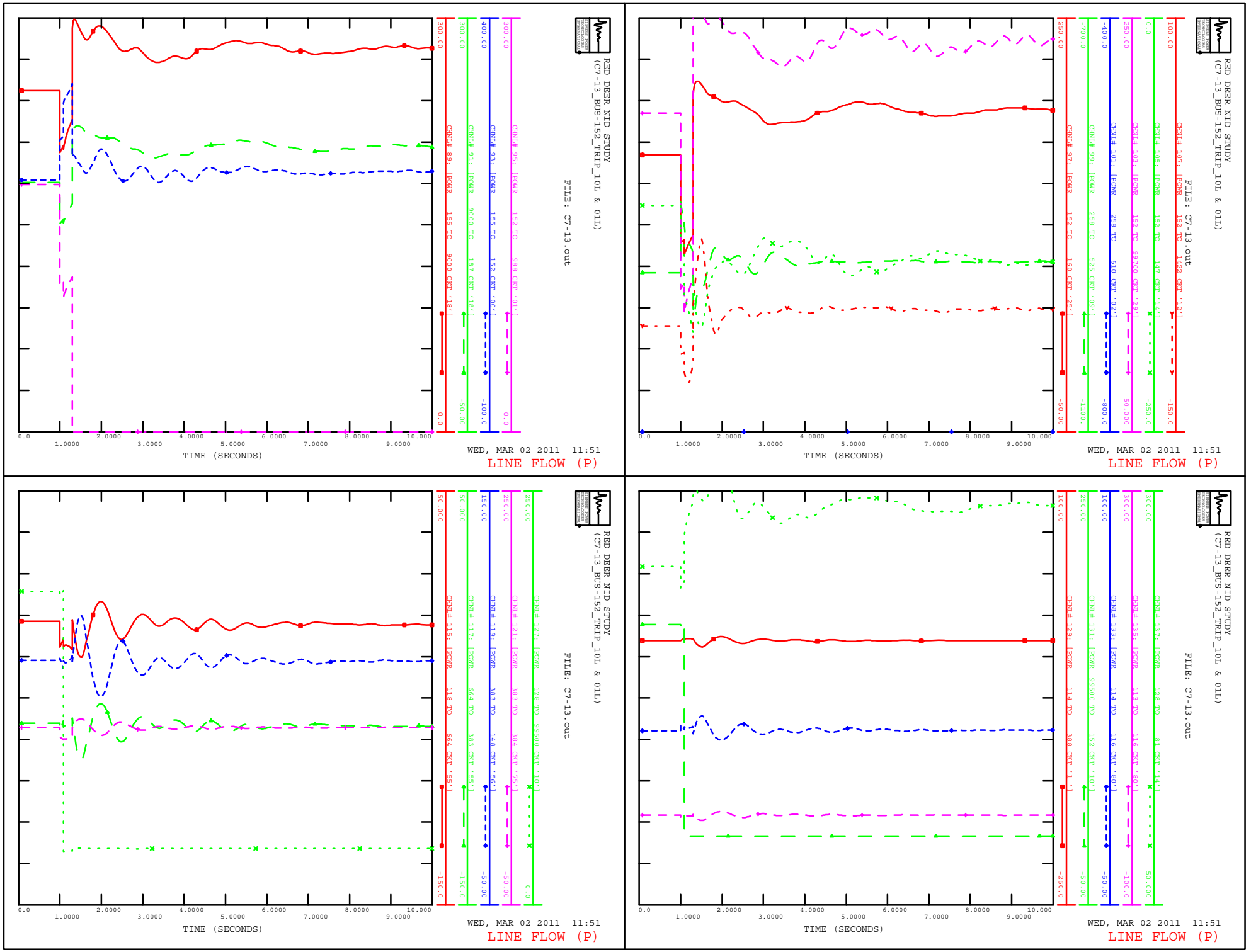

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

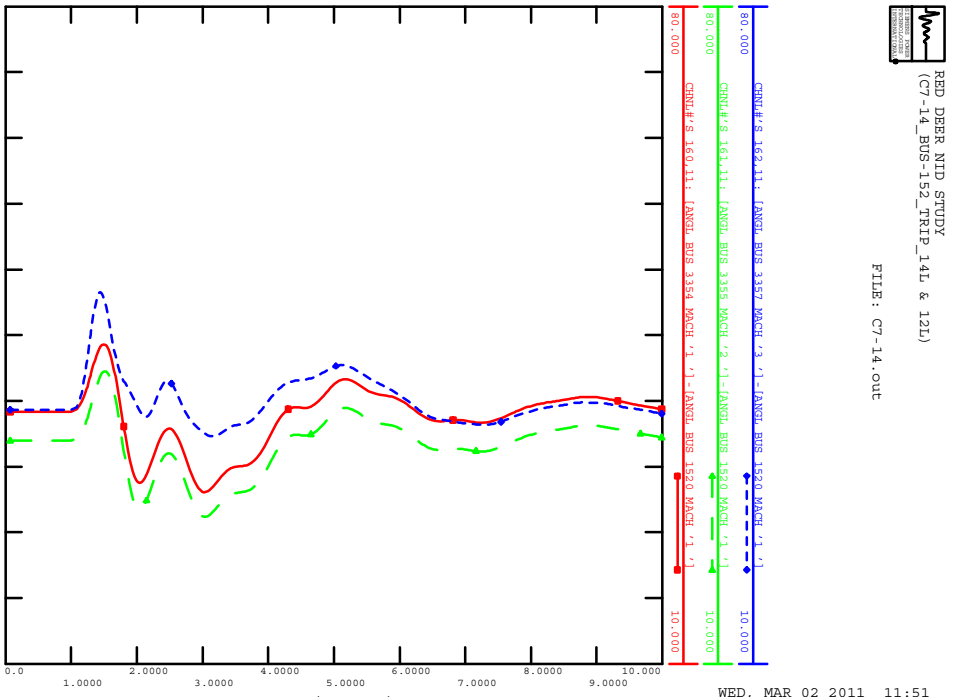

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

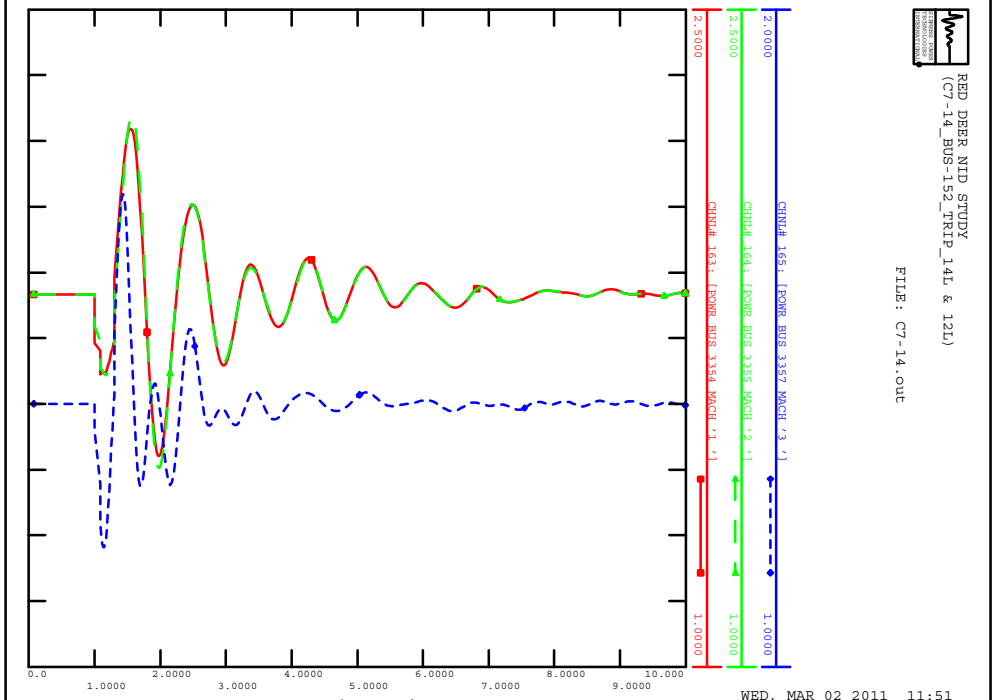

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

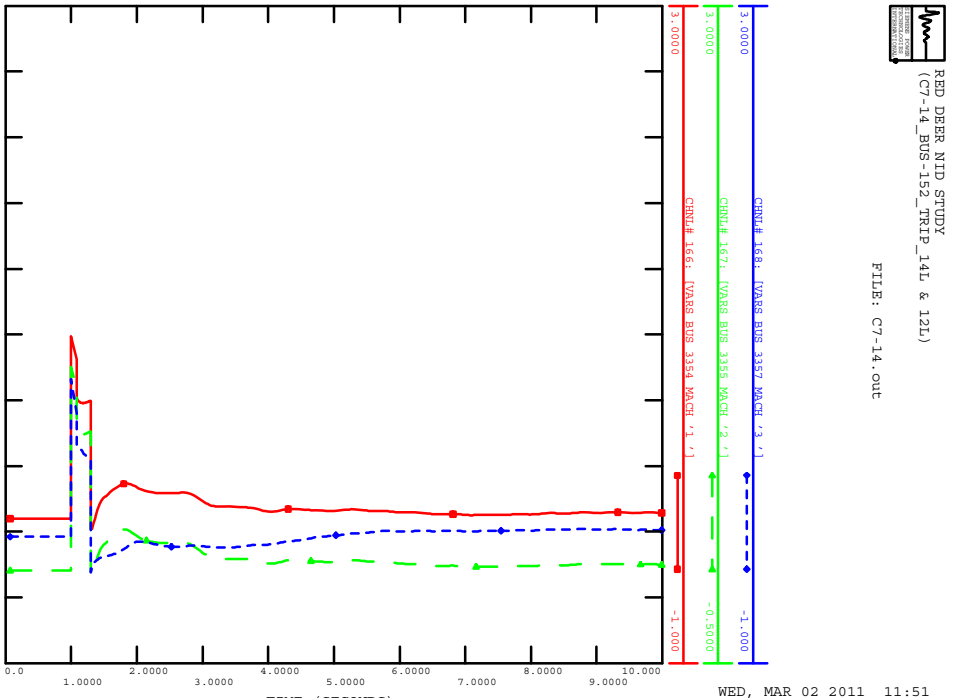

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

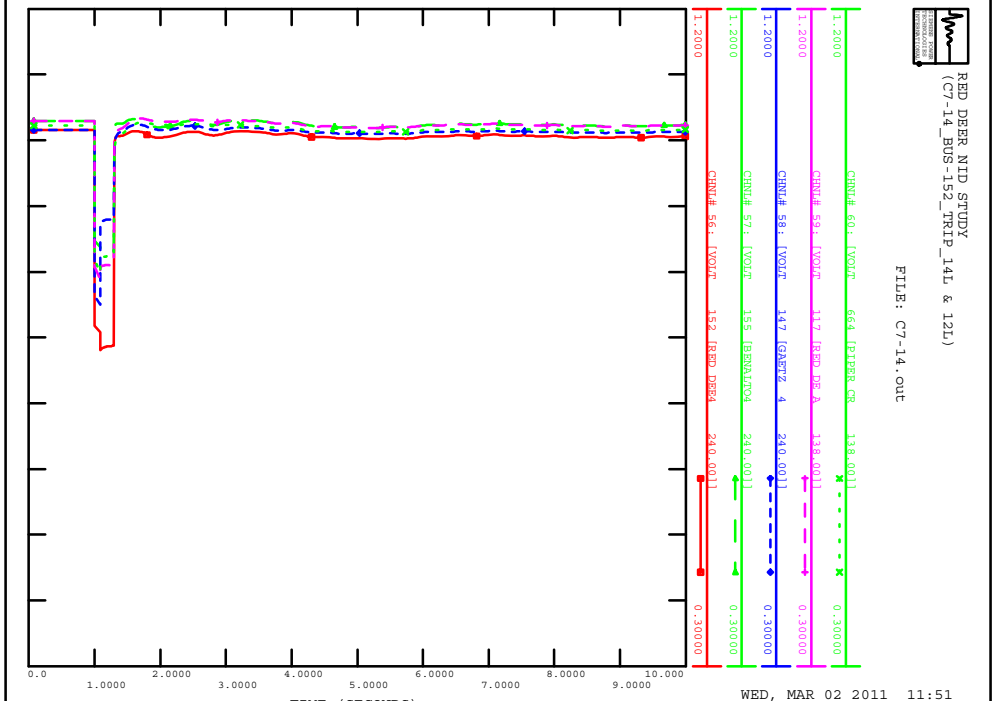

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

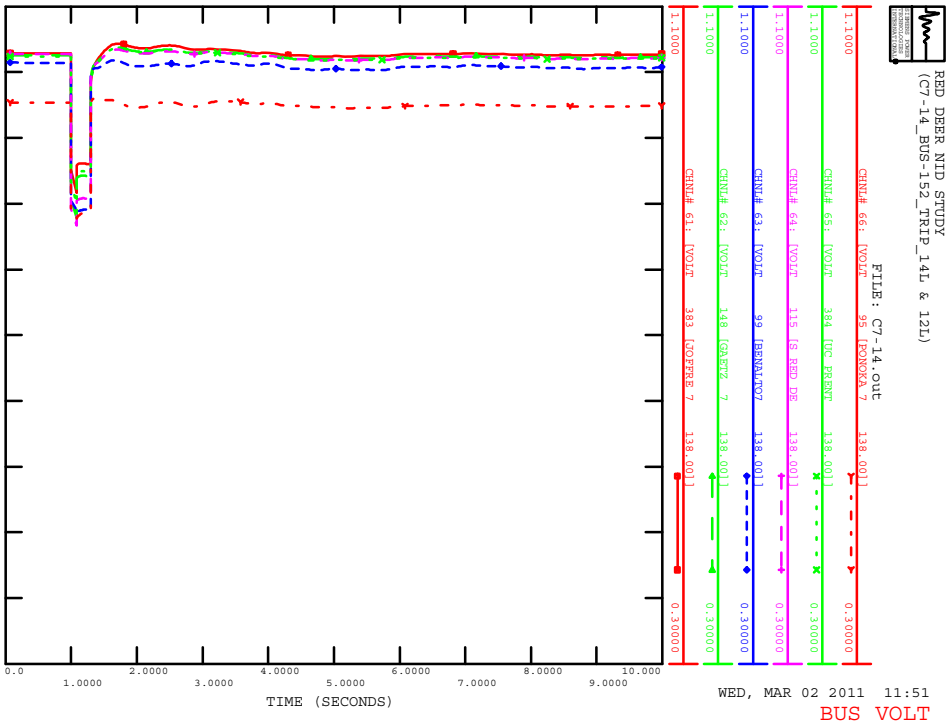

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
WED, MAR 02 2011 11:51
LINE FLOW (P)
TIME (SECONDS)

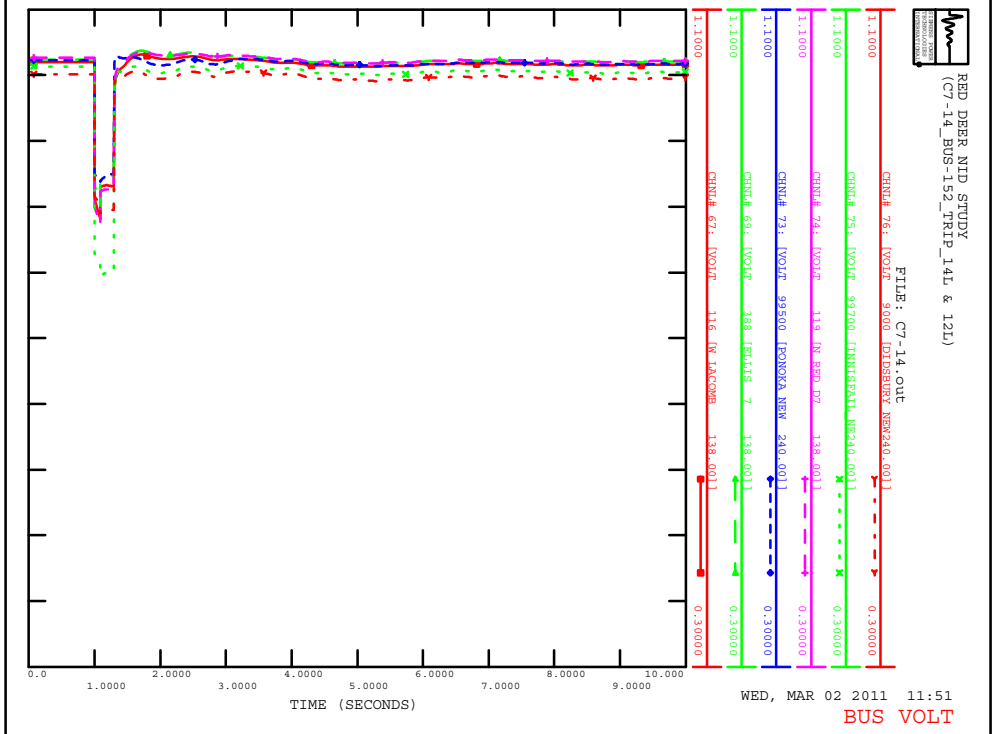

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

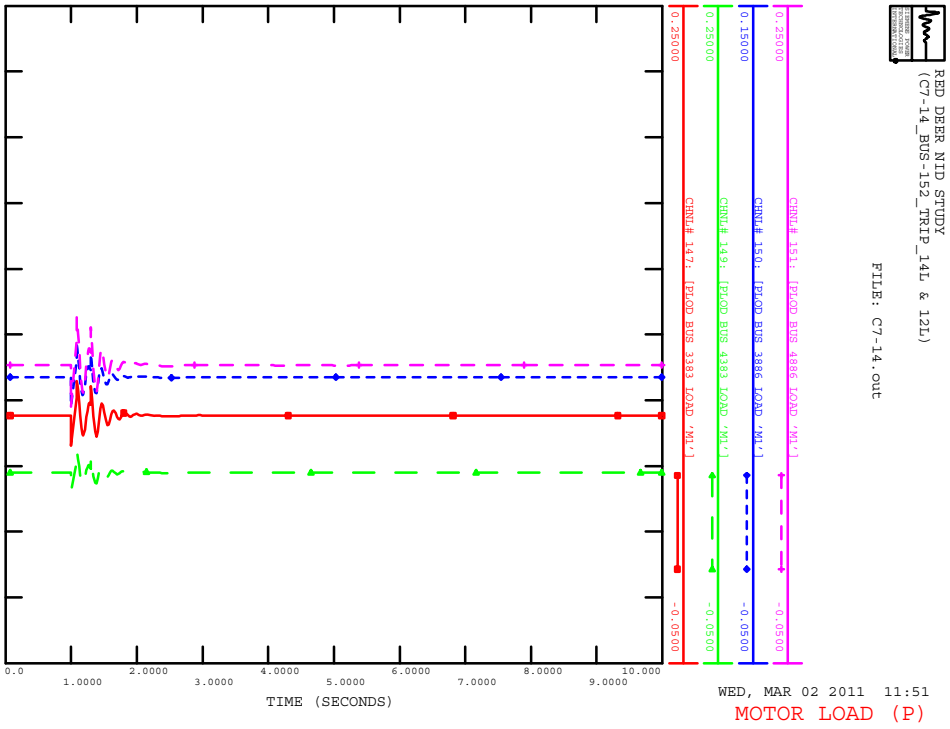

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

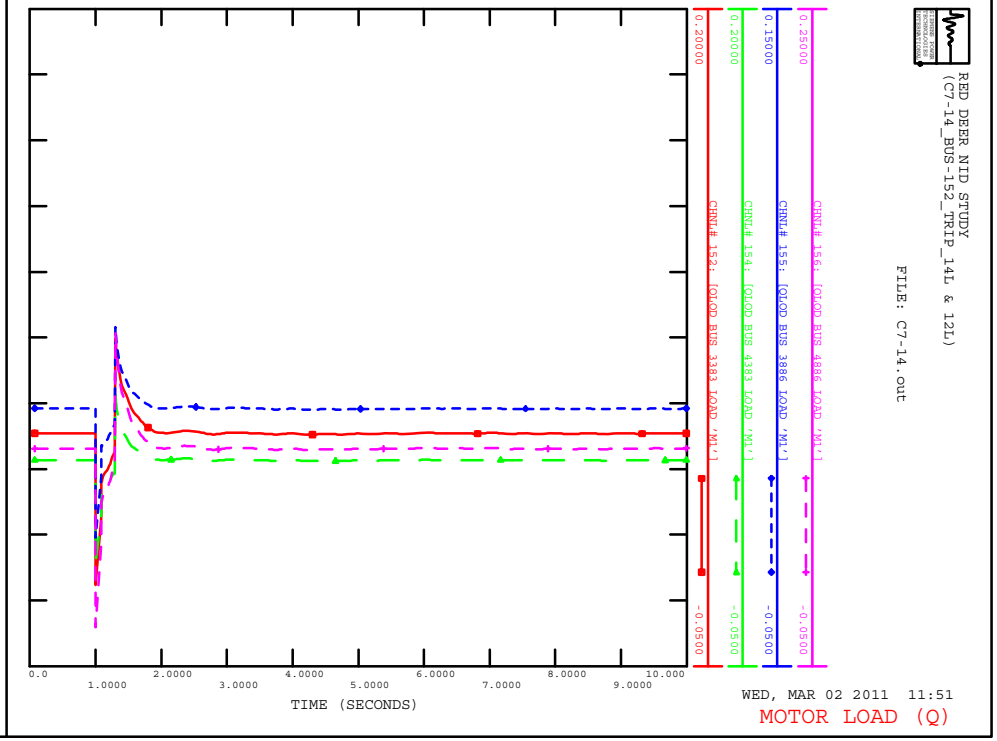

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

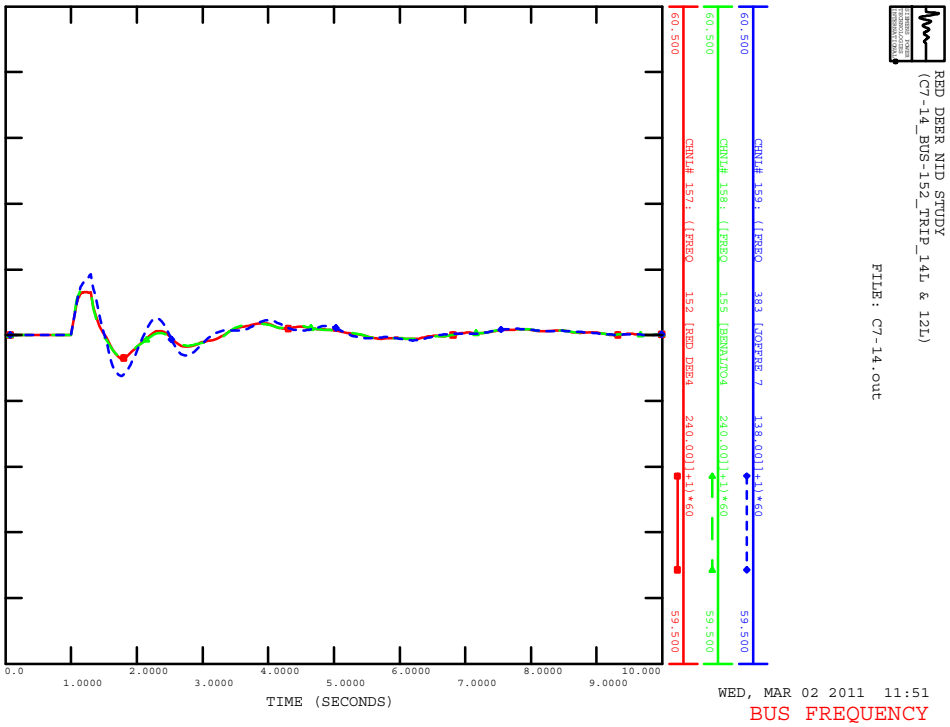

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

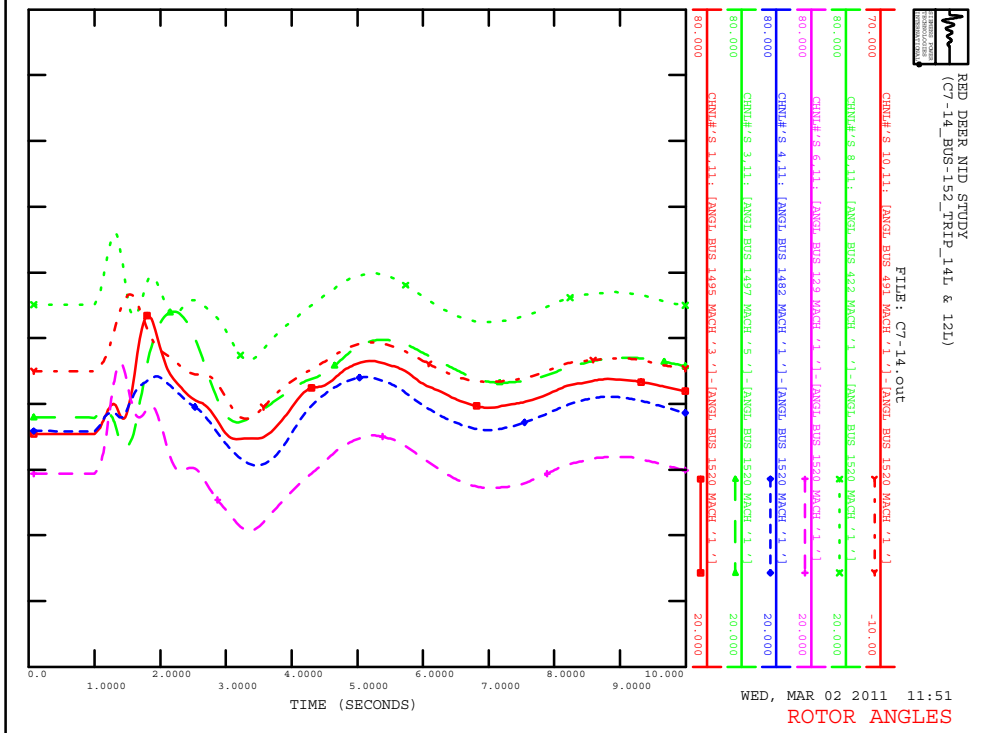

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

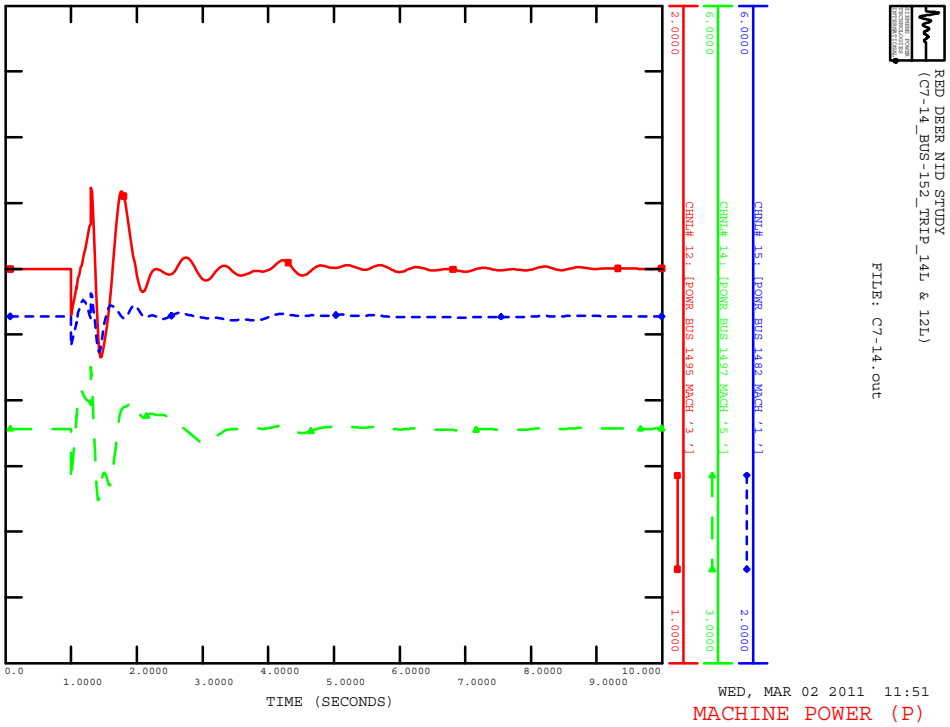

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
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TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

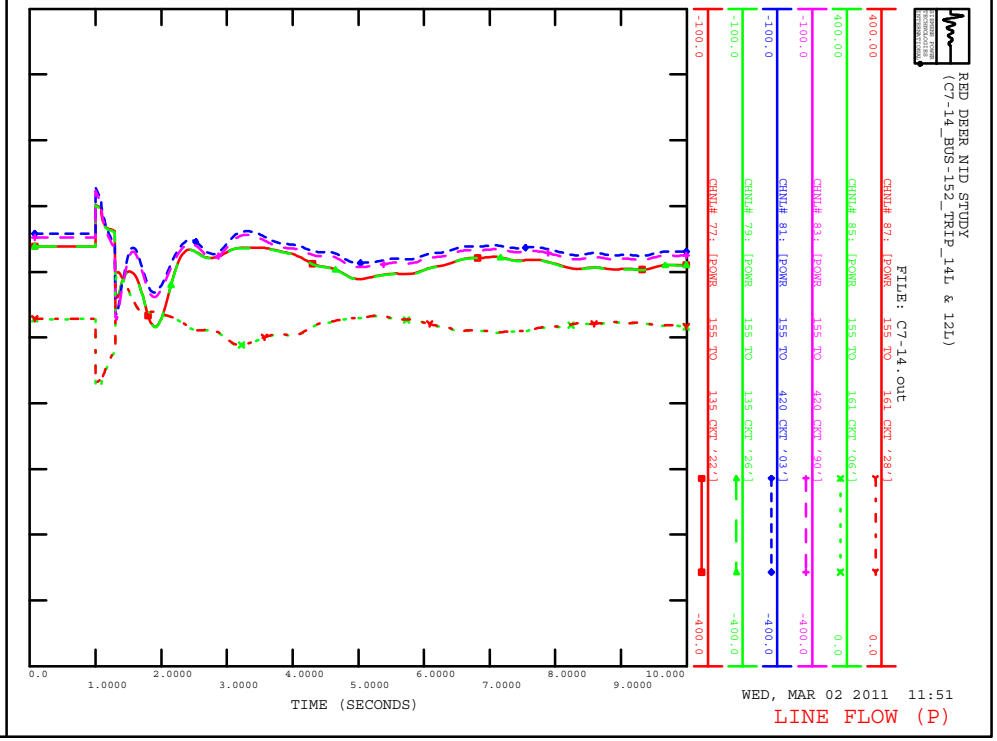

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

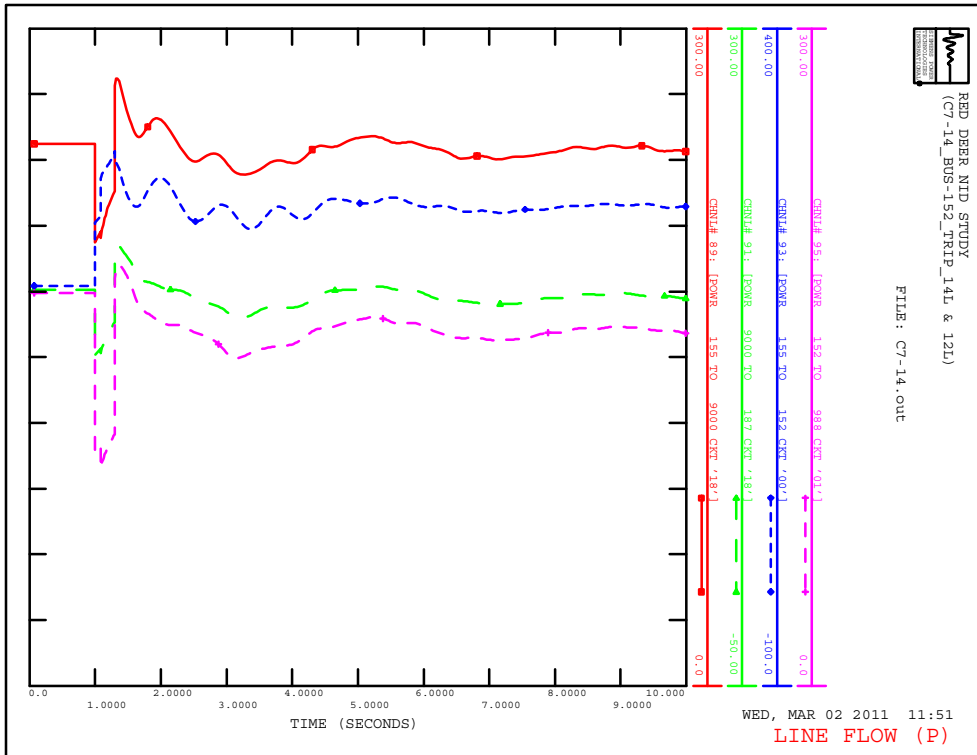

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

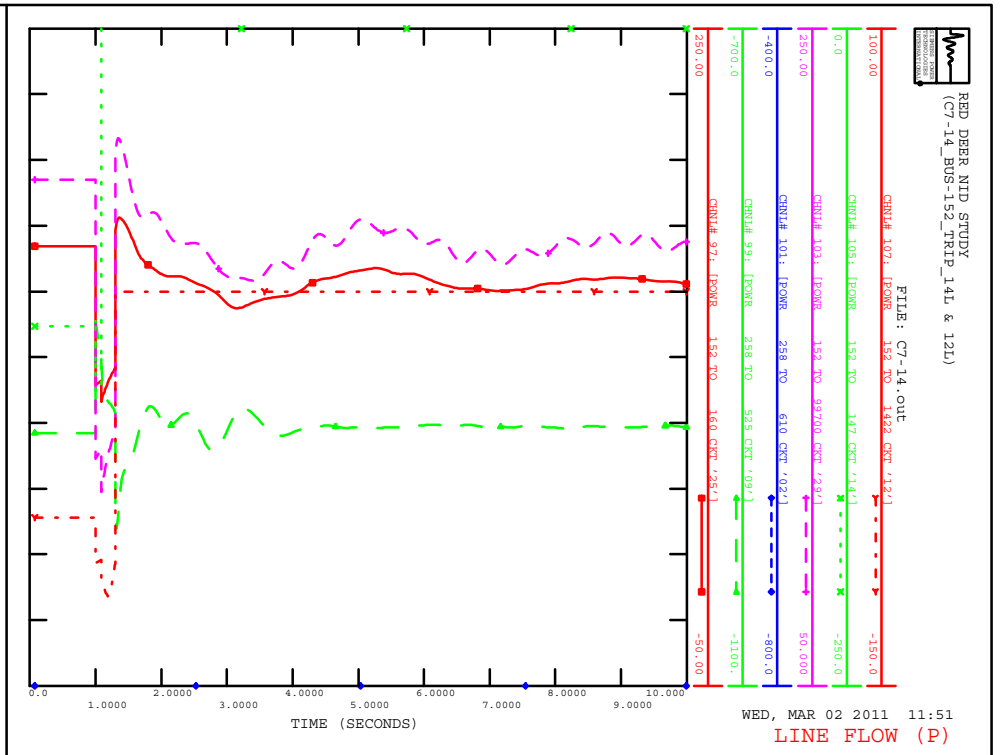

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

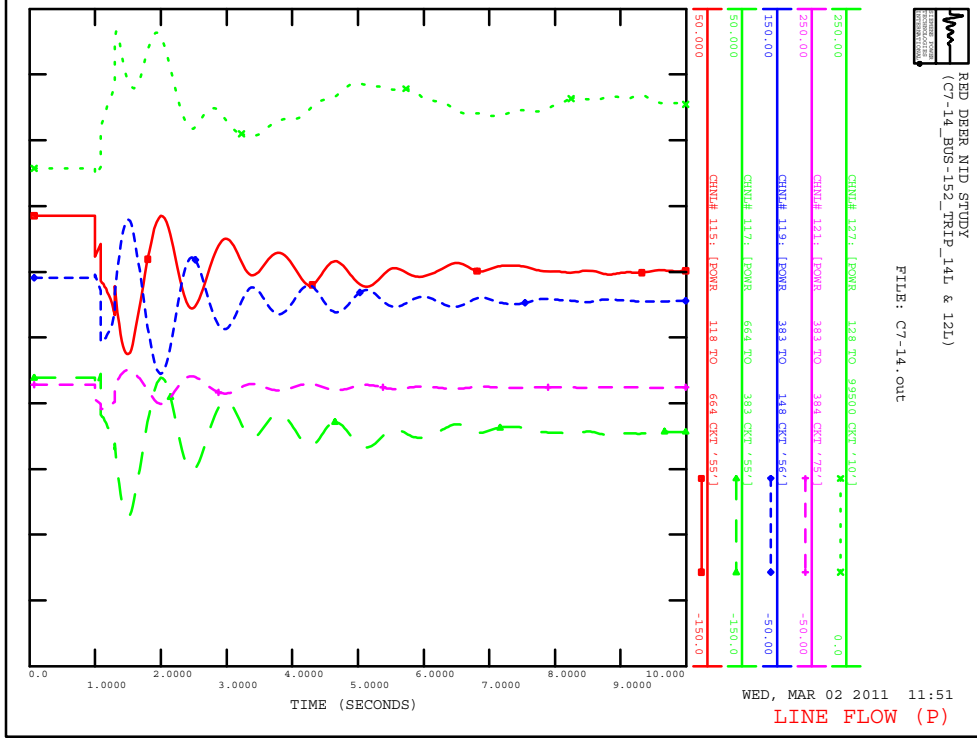

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

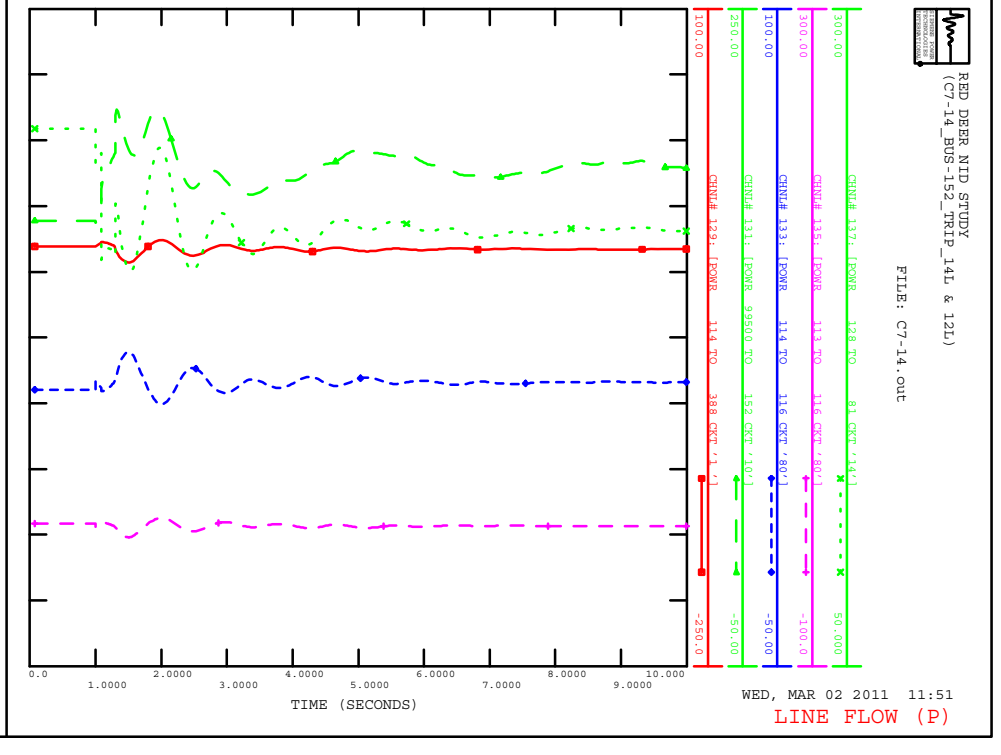

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

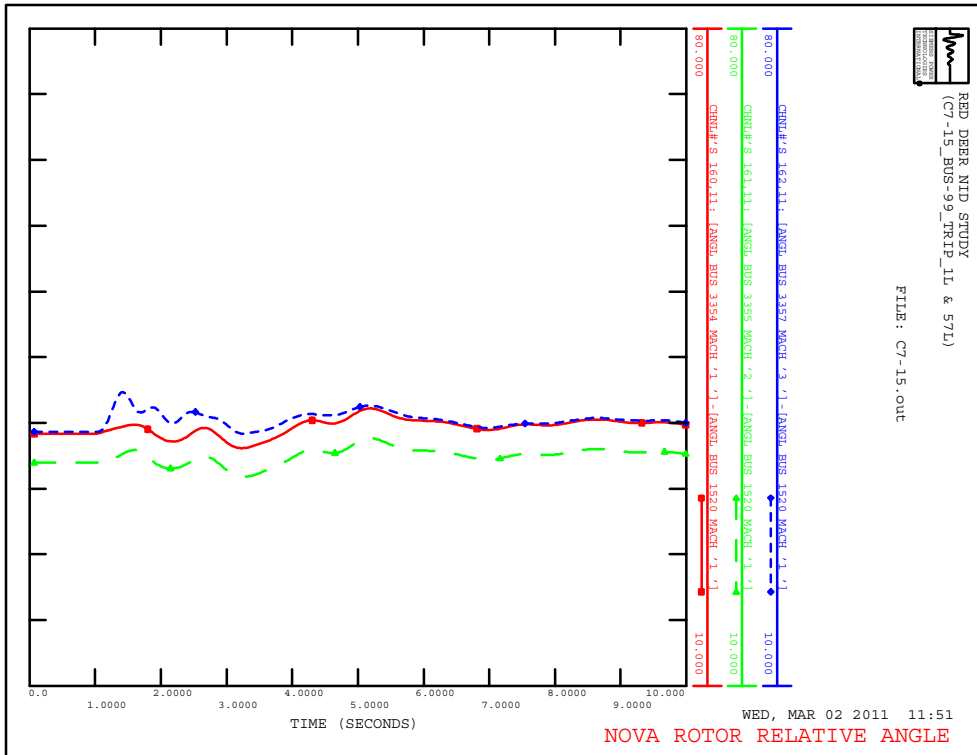

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

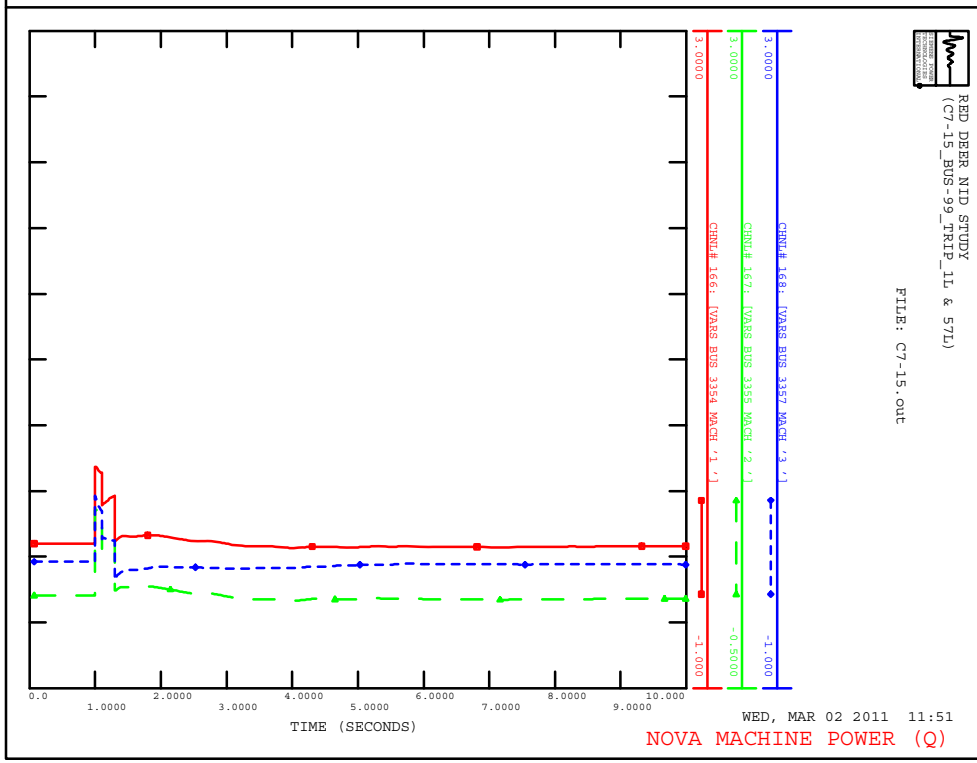

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

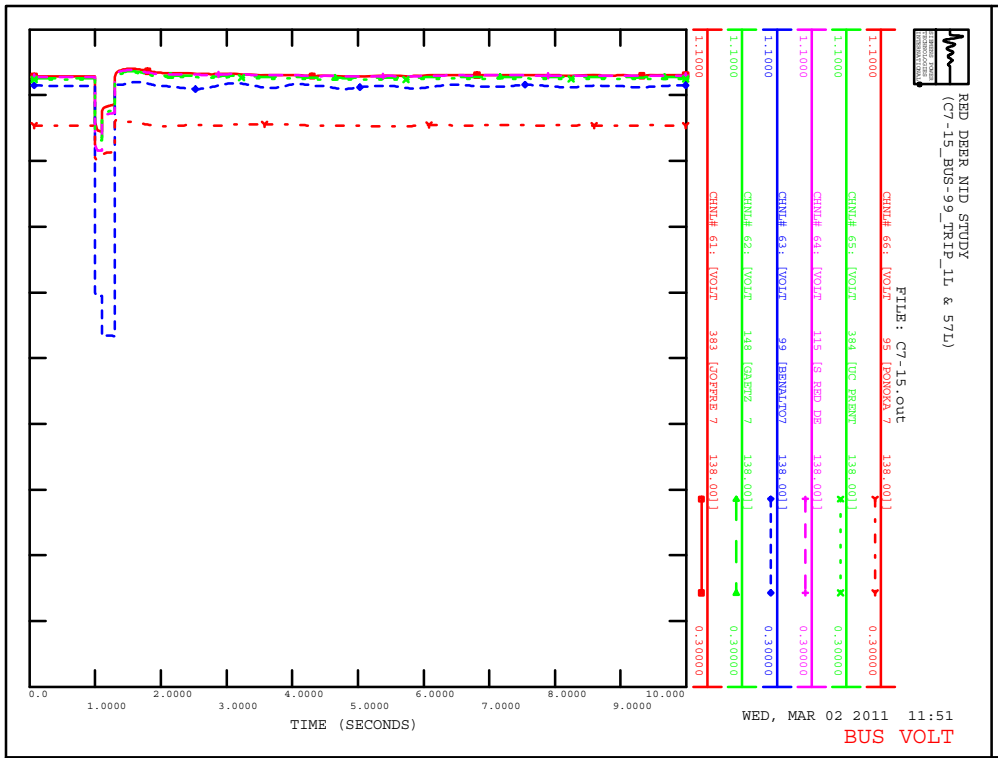

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

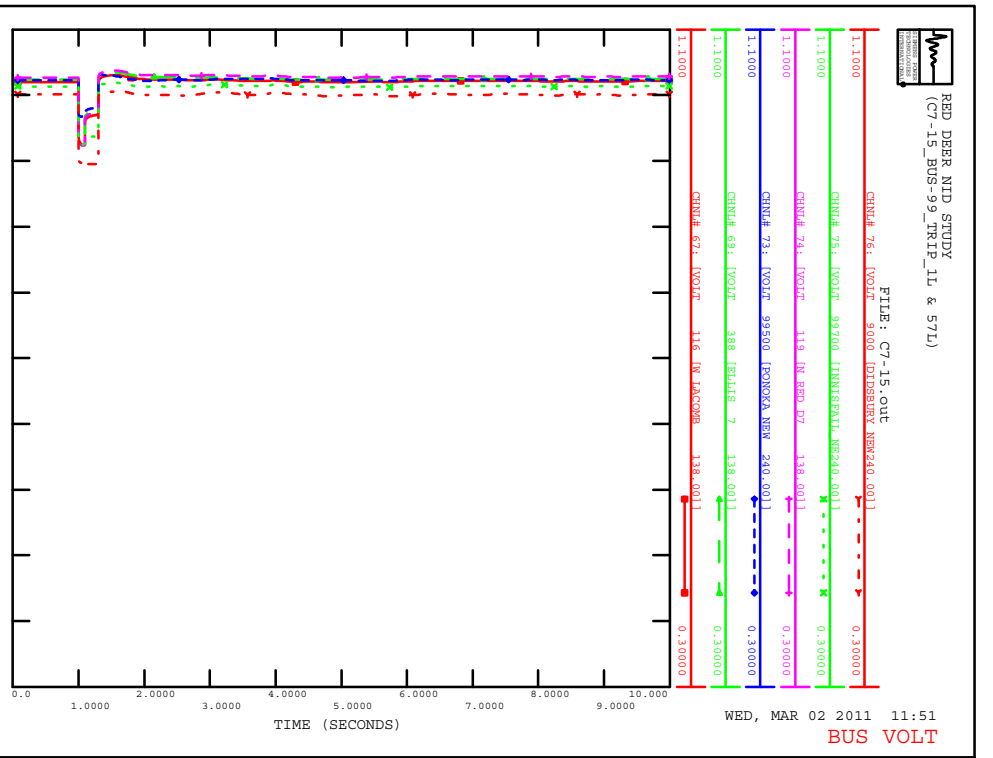

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

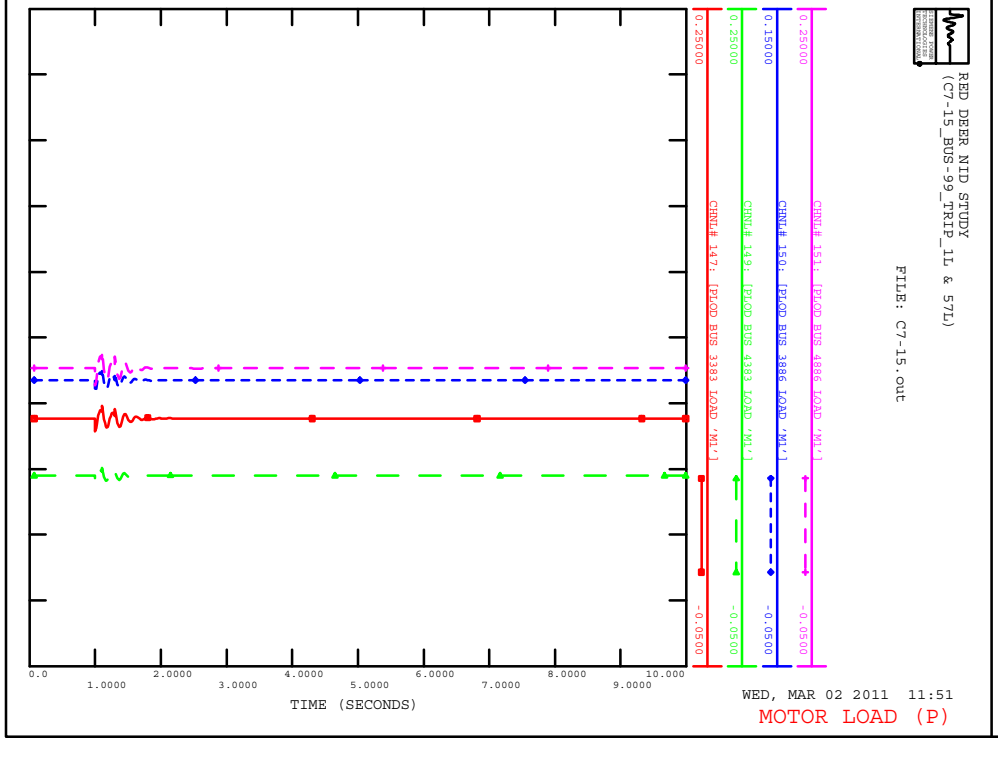

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

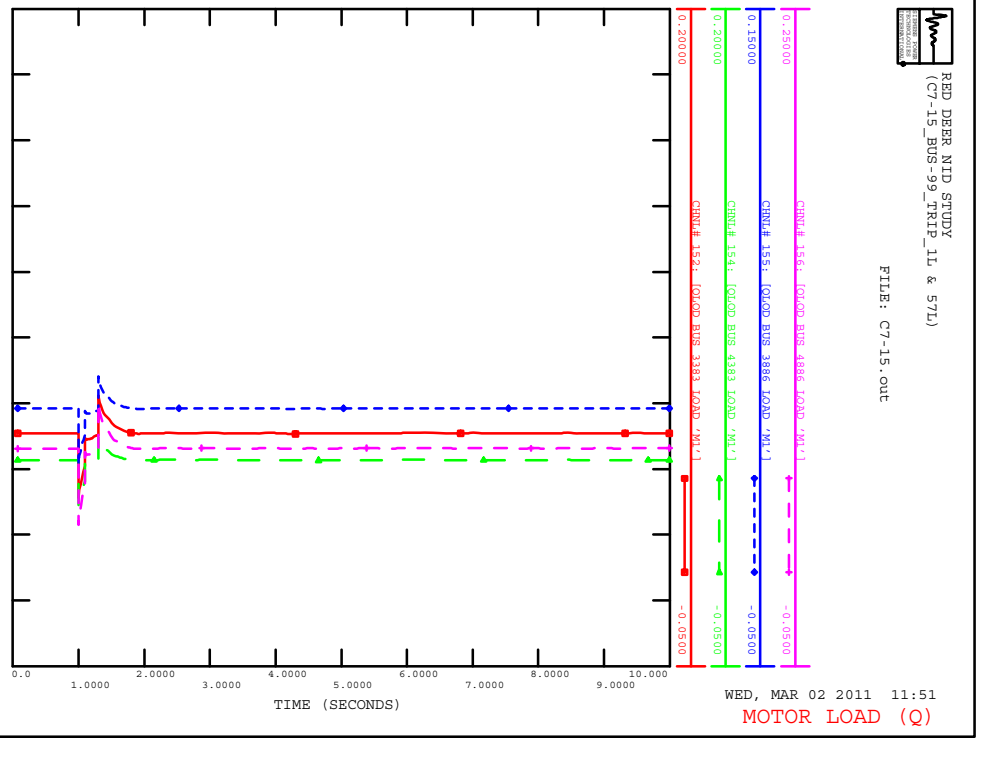
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

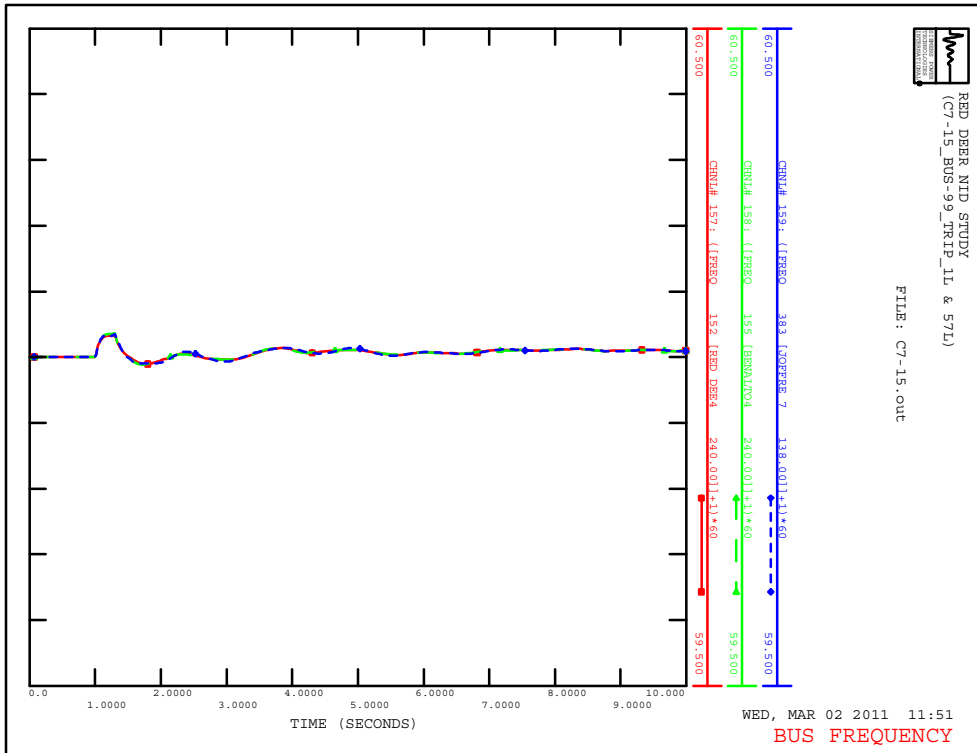
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 3 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

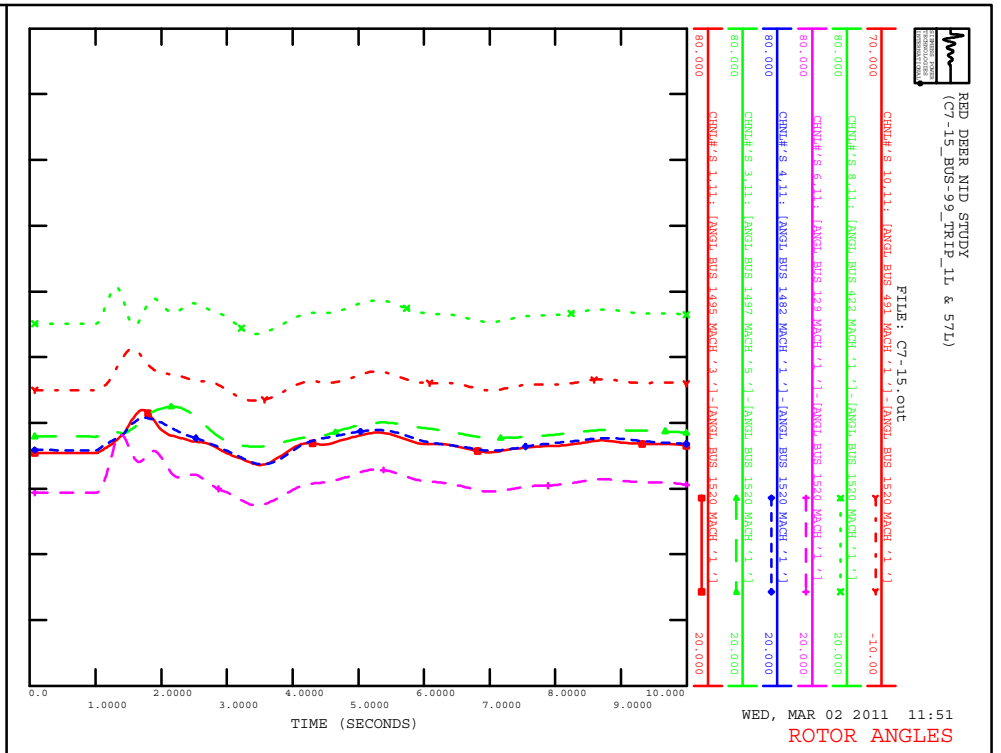

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

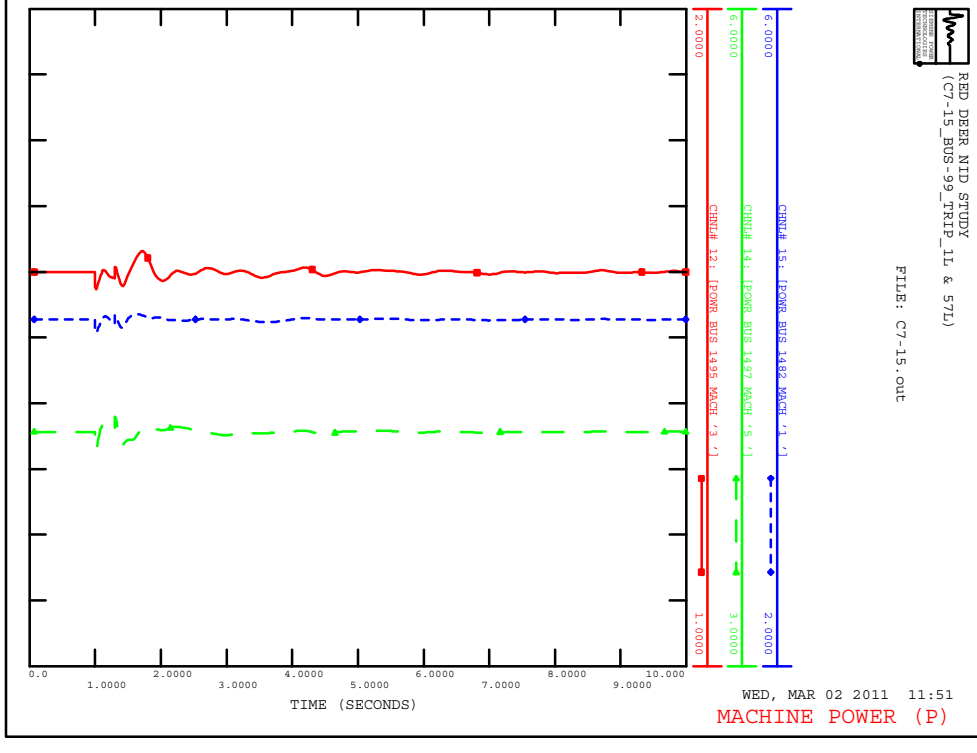

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

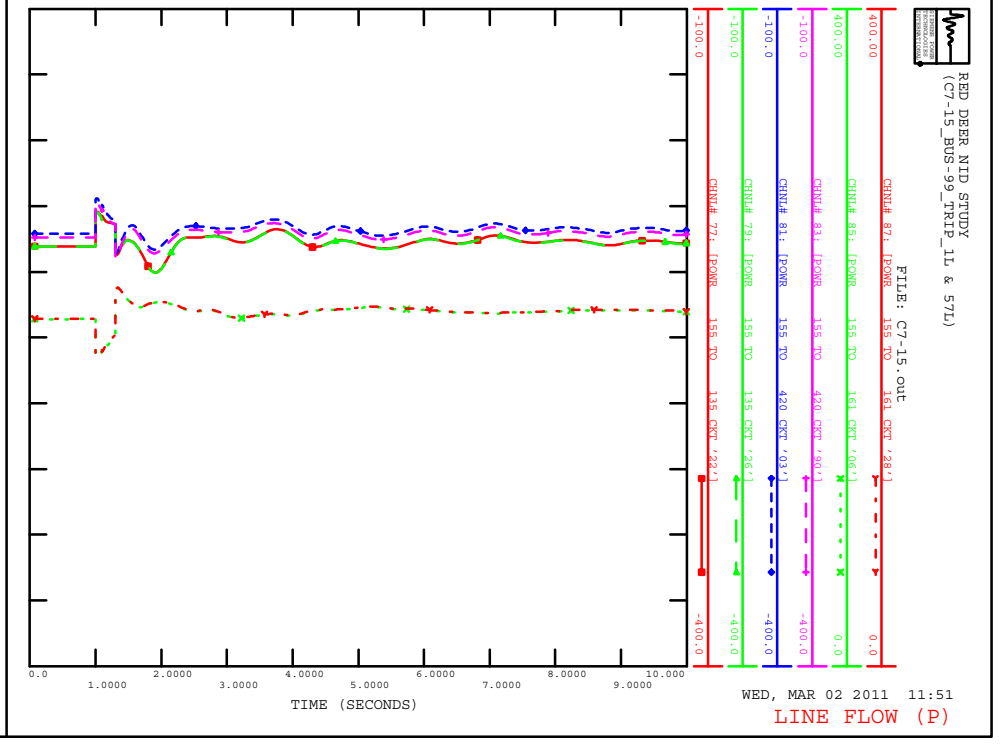

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

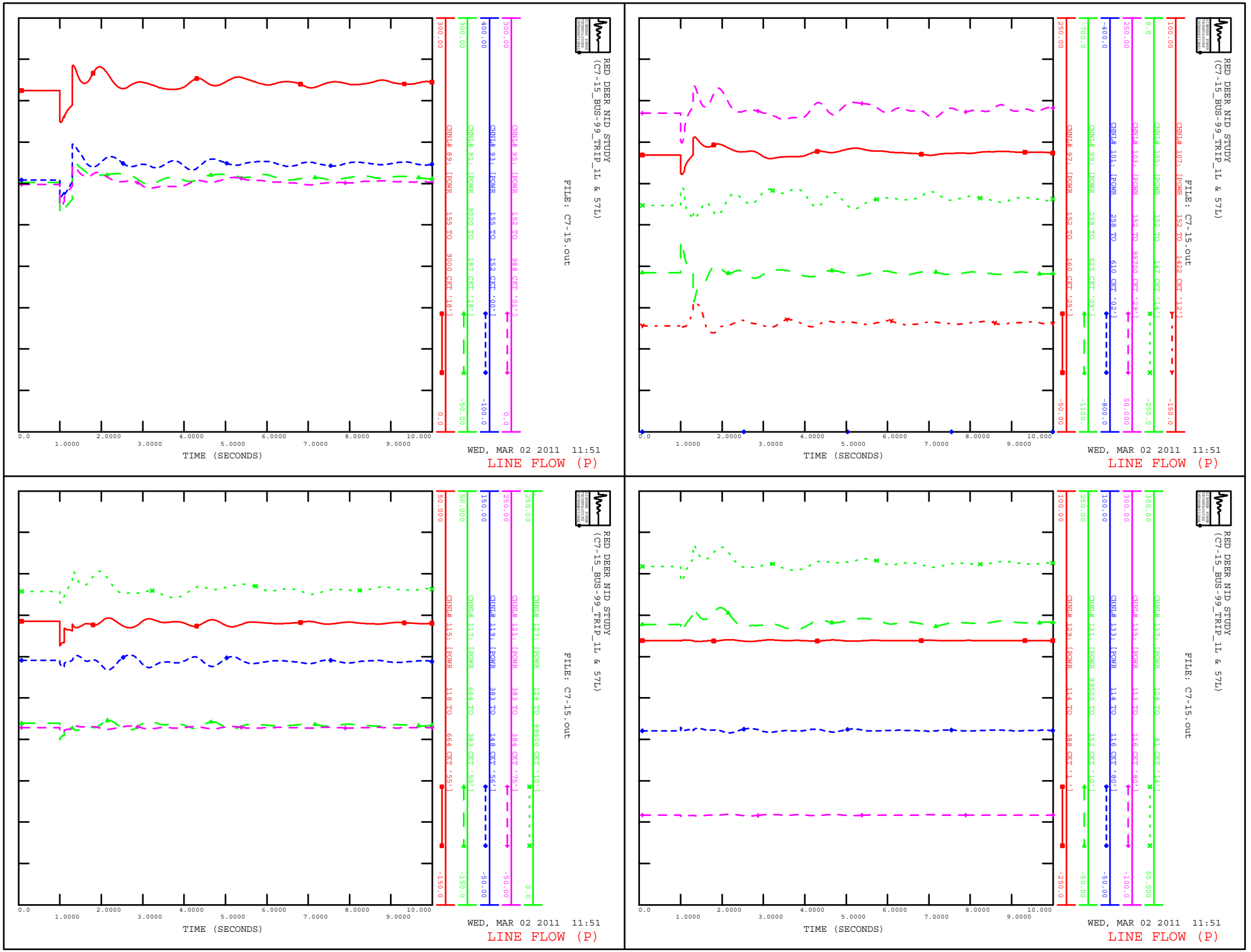

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

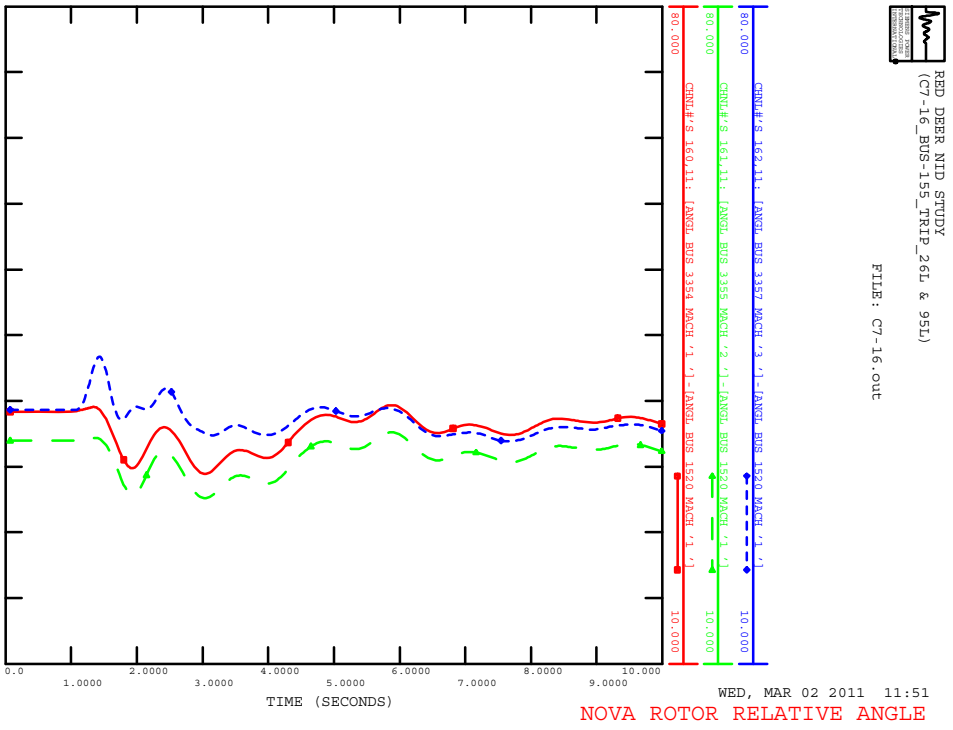

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
BUS FREQUENCY

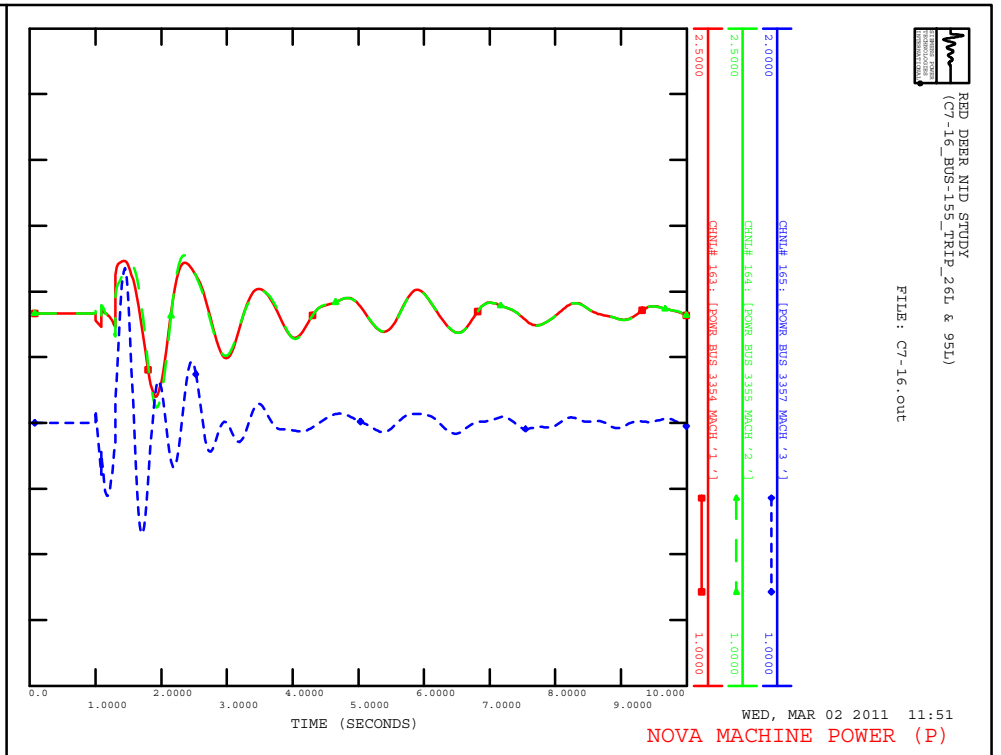

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
ROTOR ANGLES

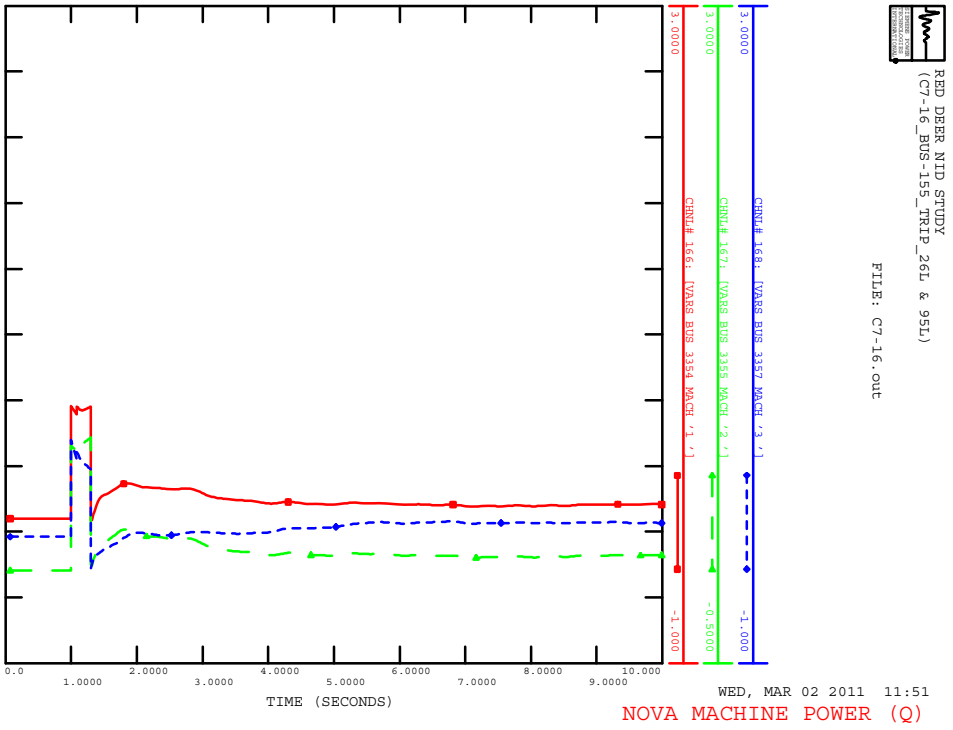

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
MACHINE POWER (P)

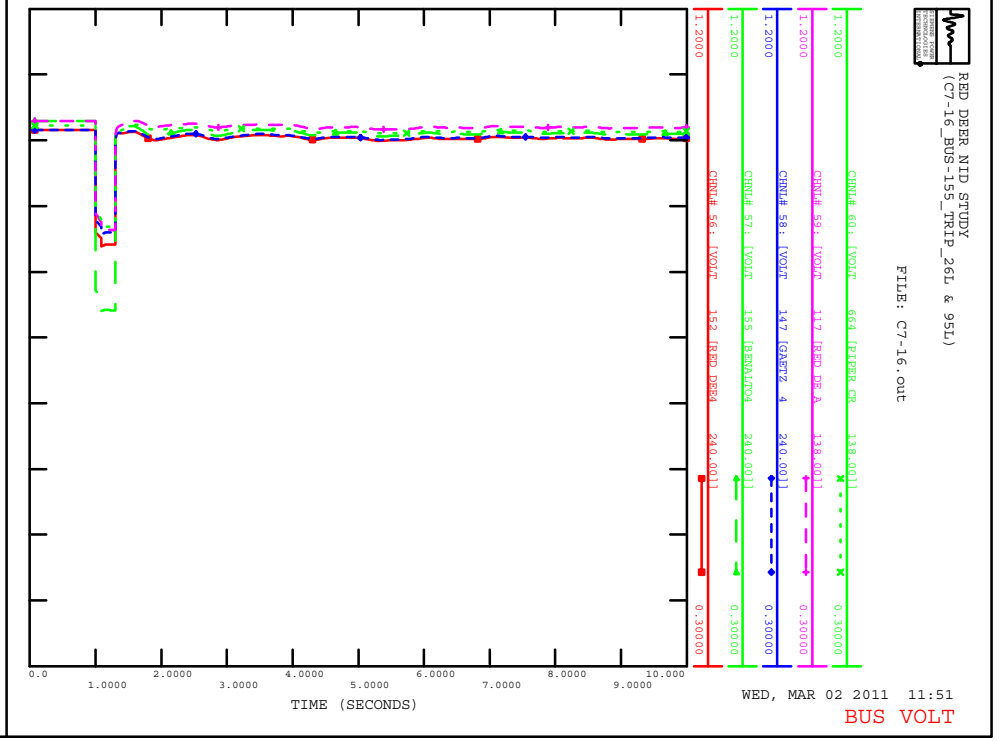

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 11:51
TIME (SECONDS)
LINE FLOW (P)

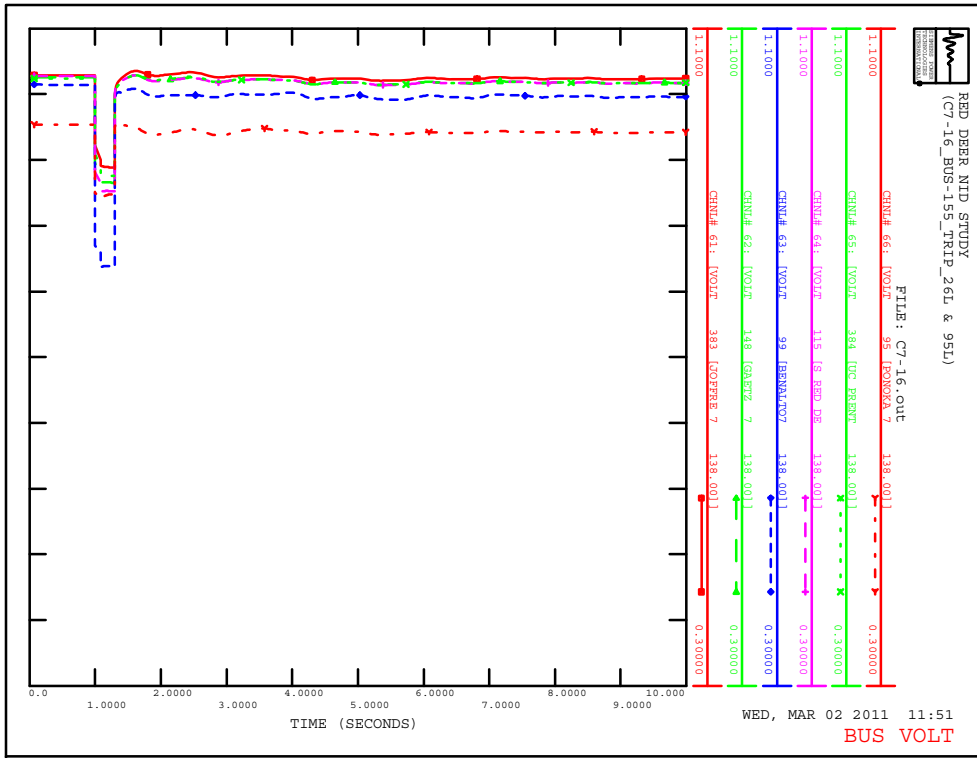

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

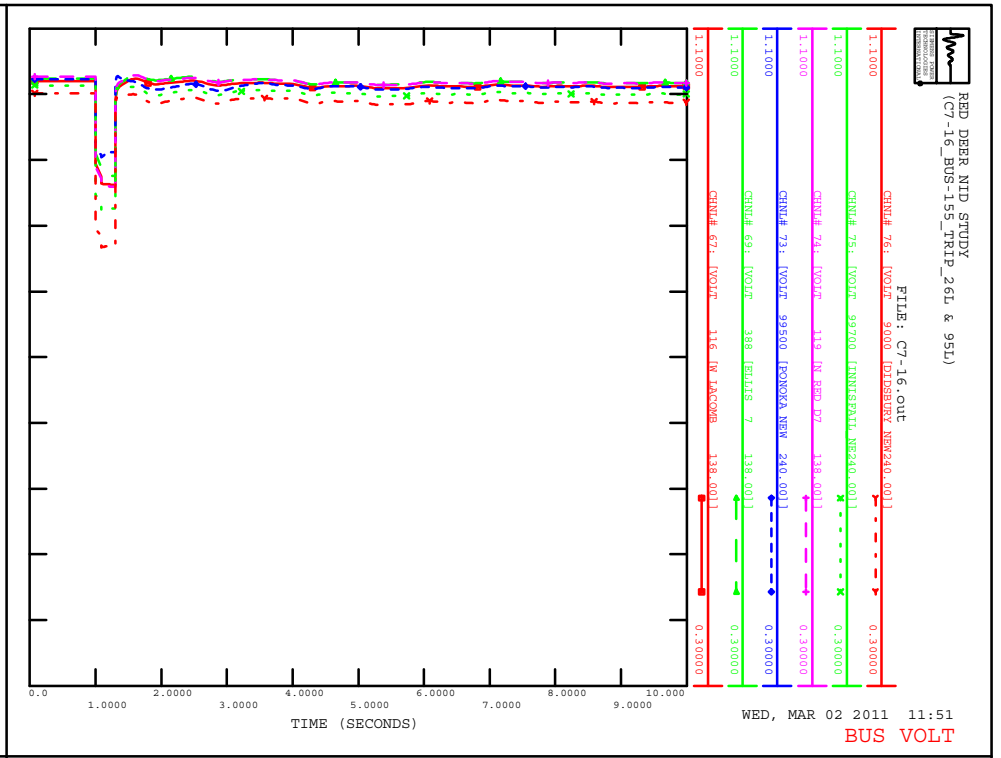

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

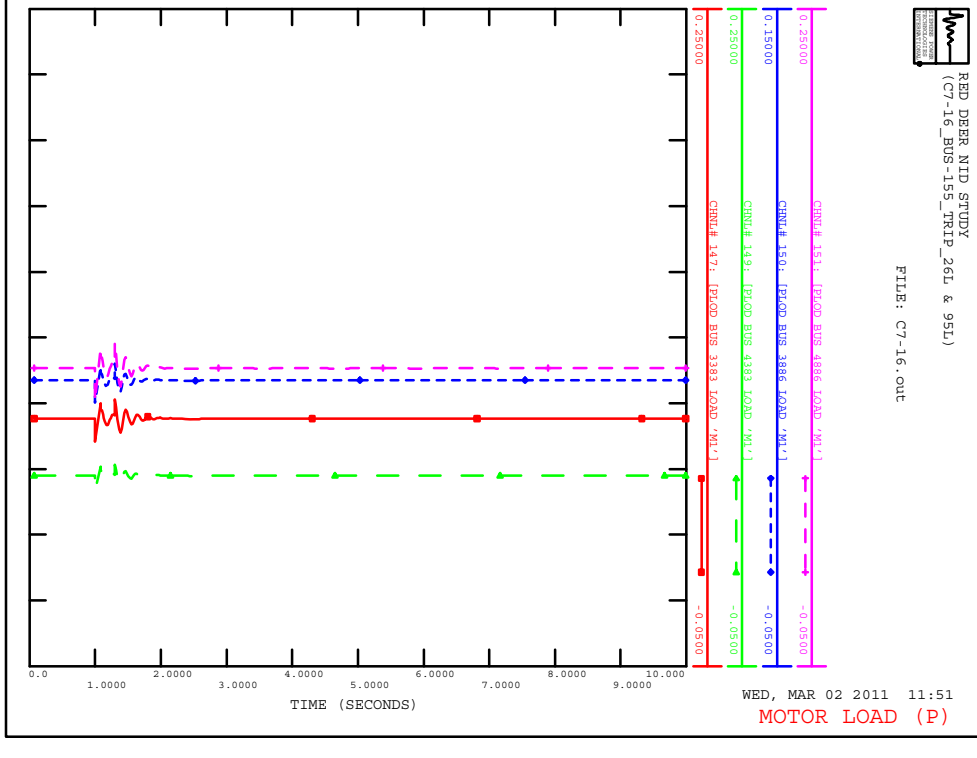

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

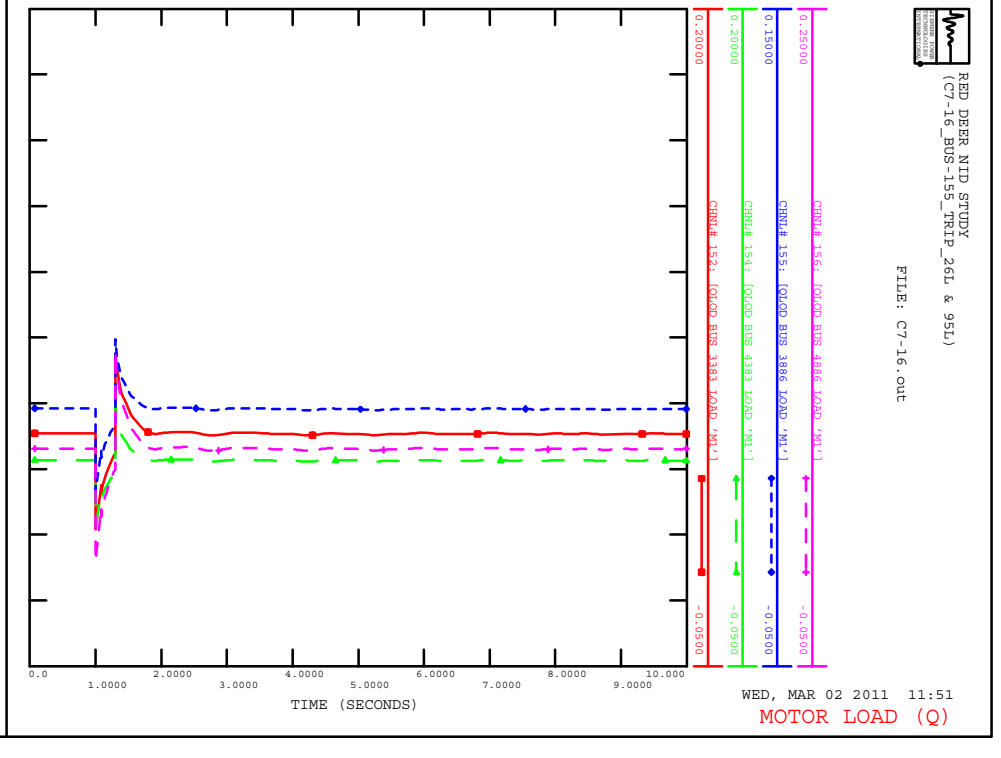

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

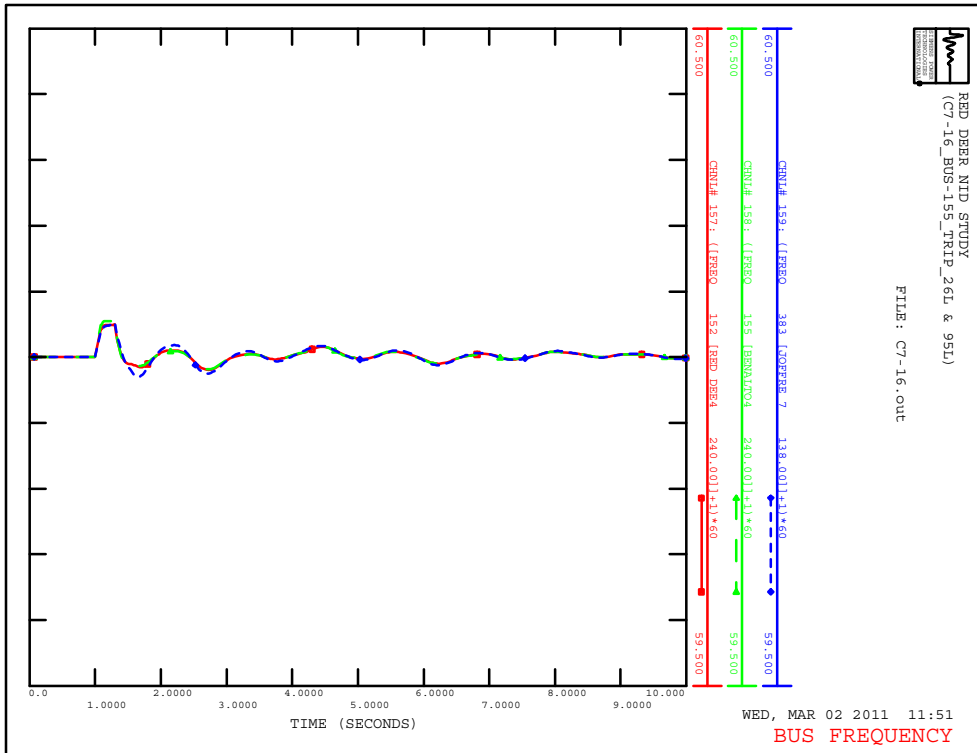

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

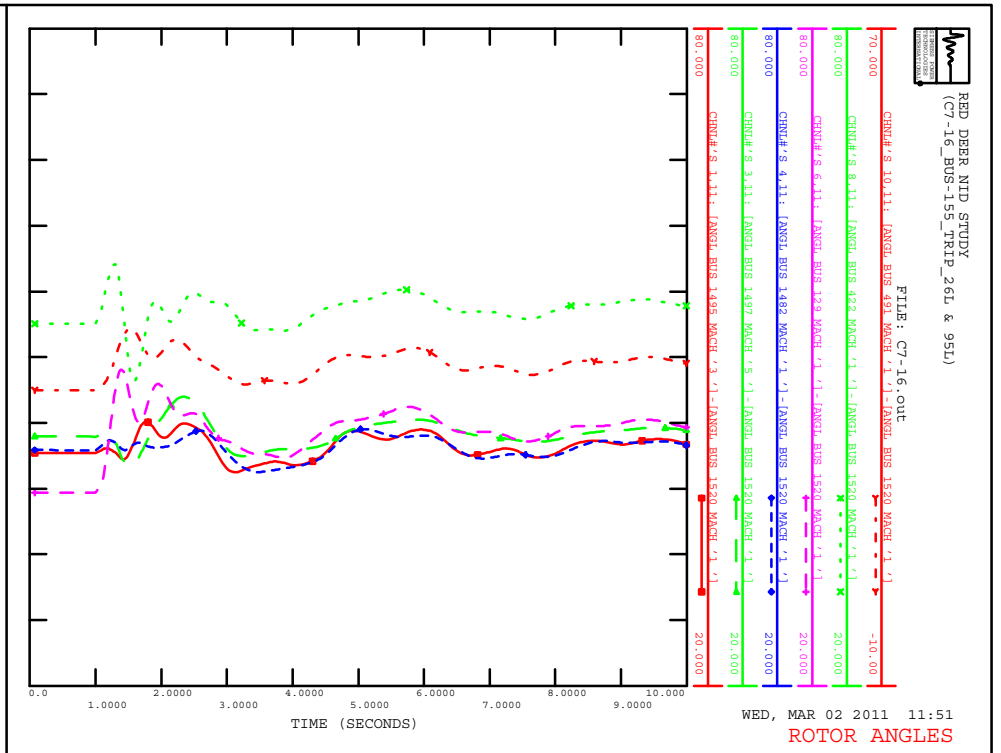

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

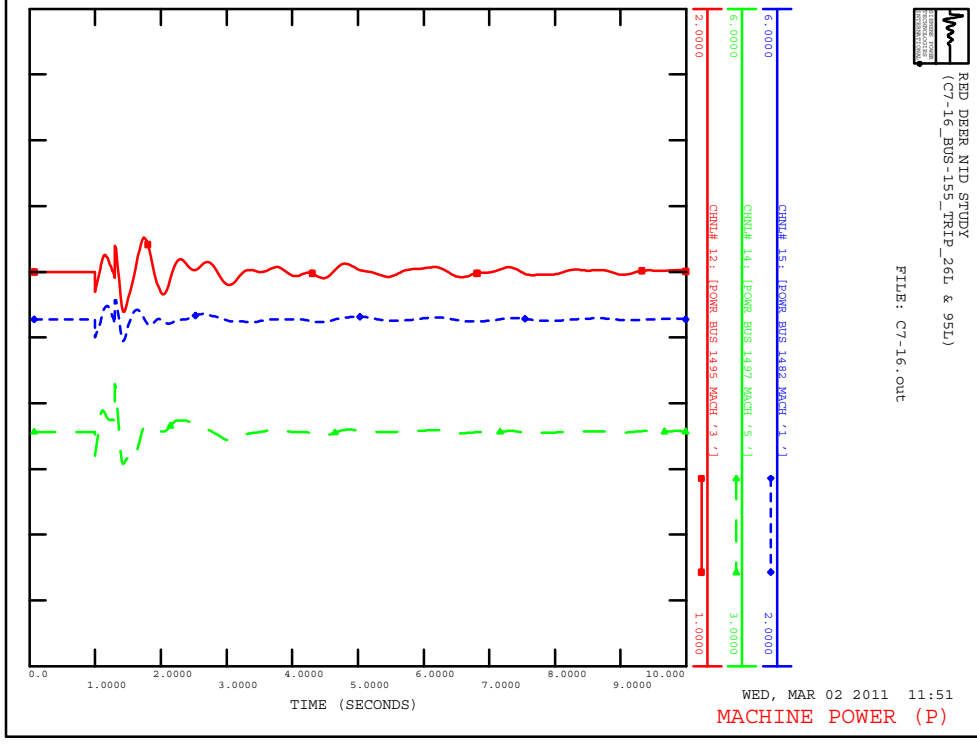

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

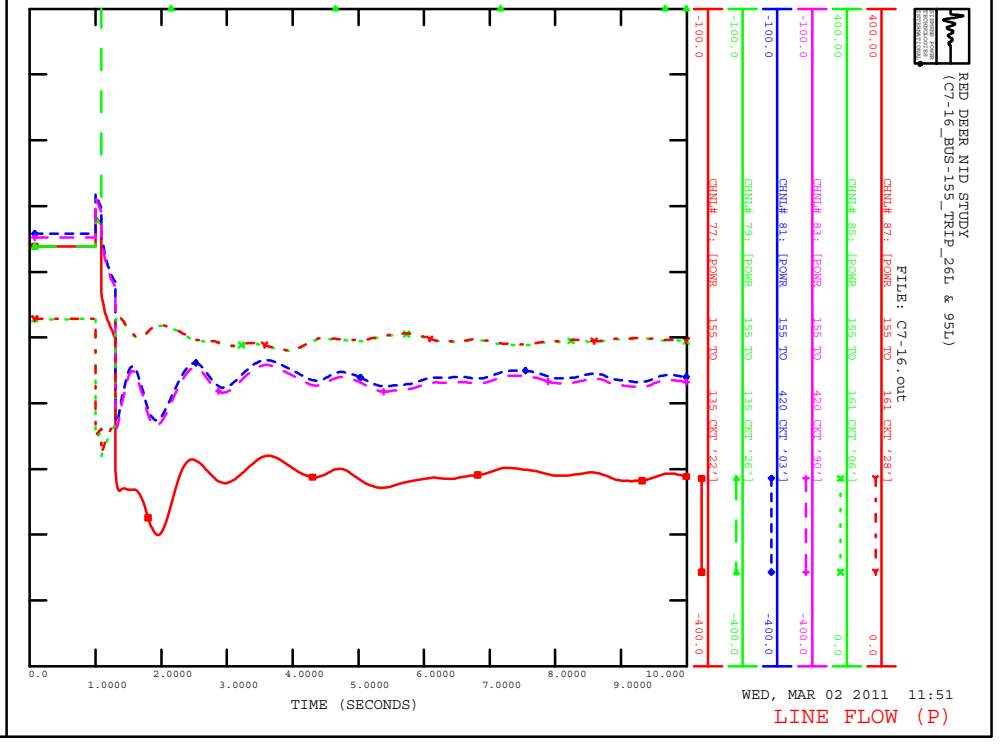

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

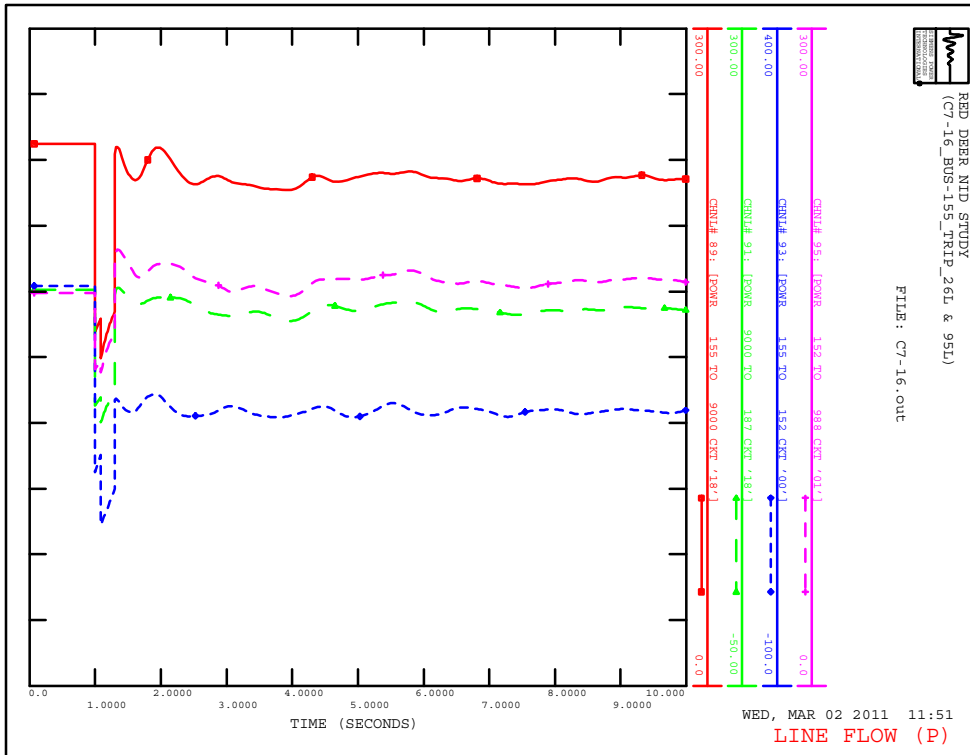

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

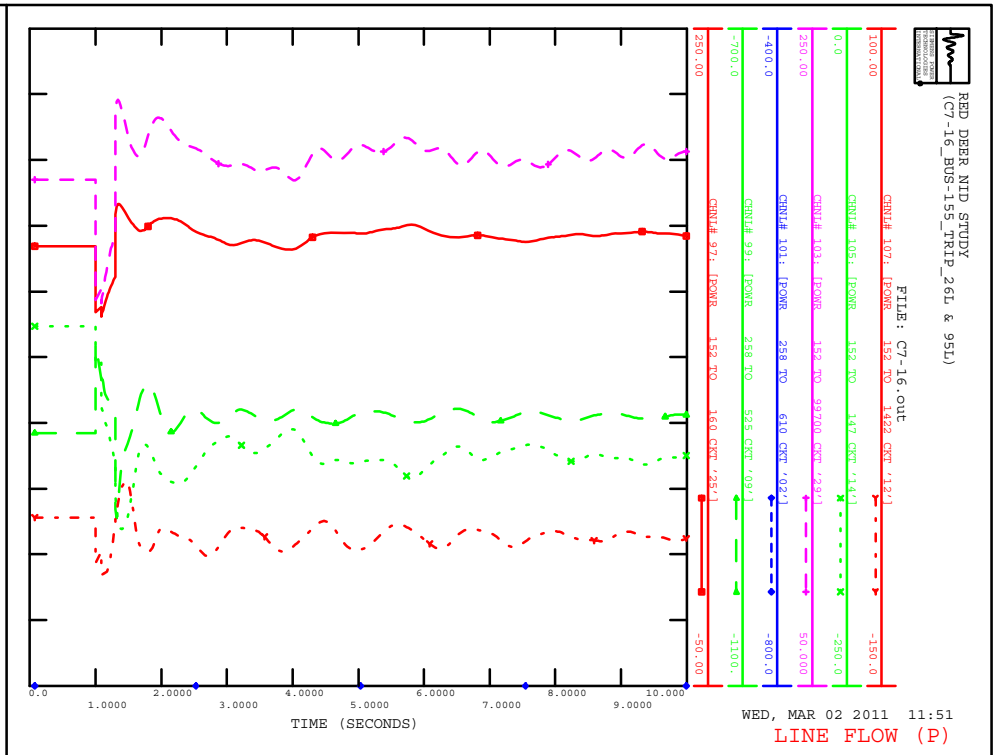

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

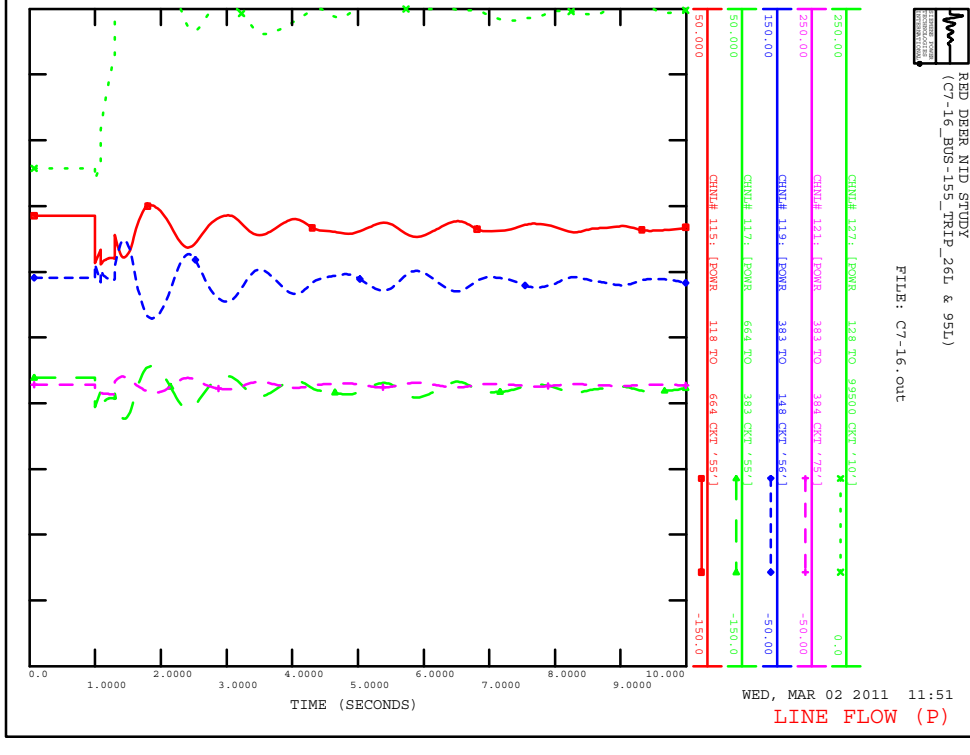

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

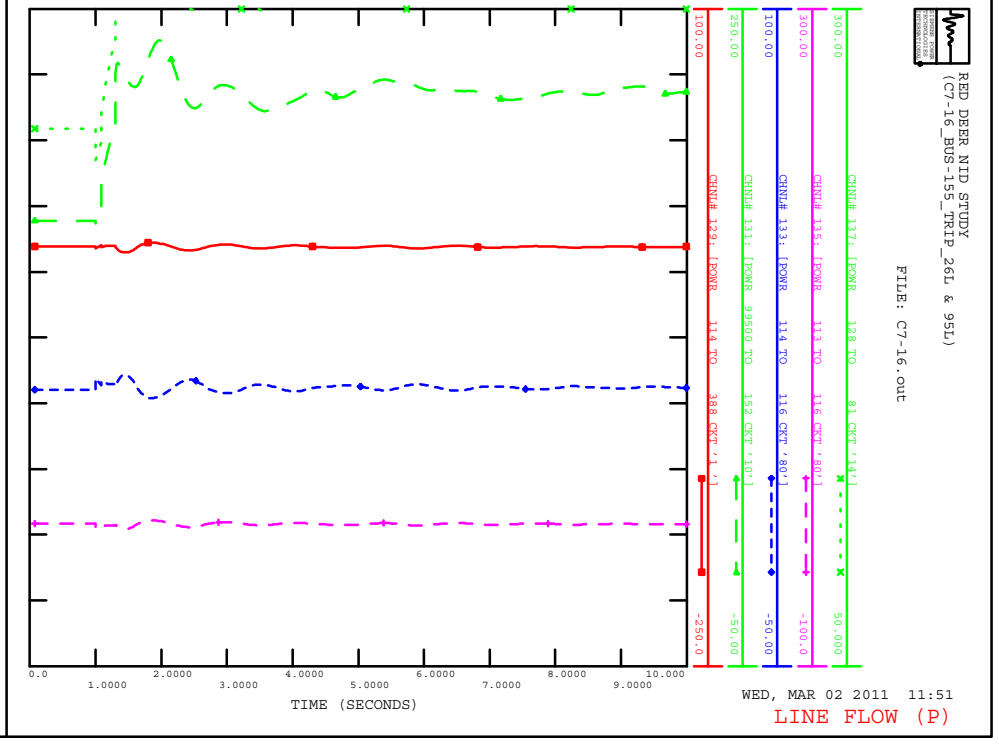

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

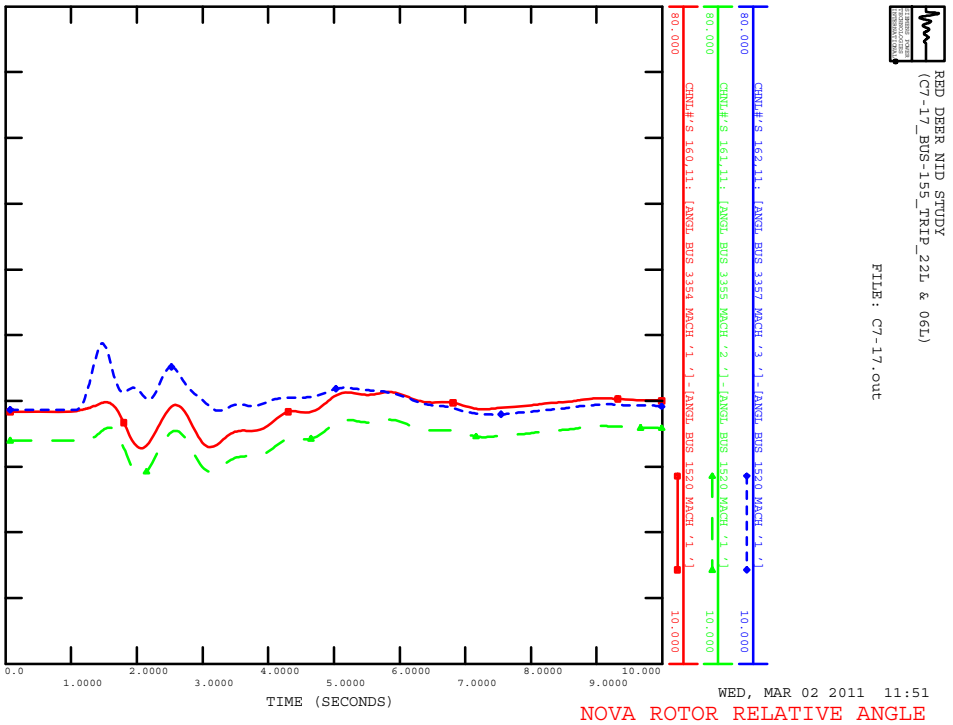

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

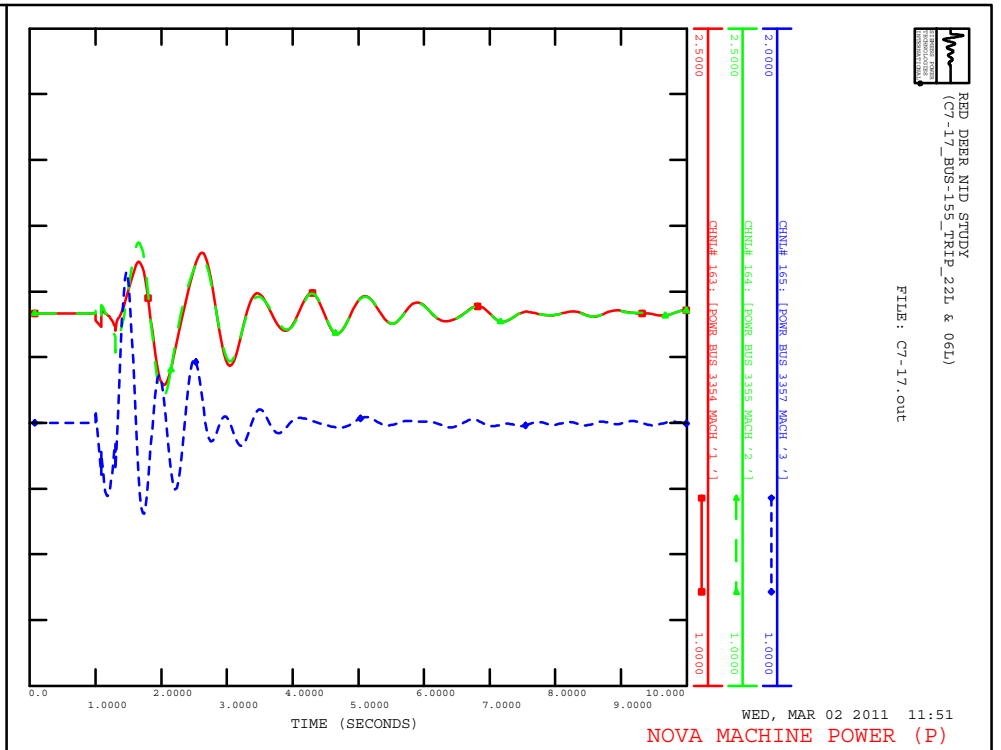

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

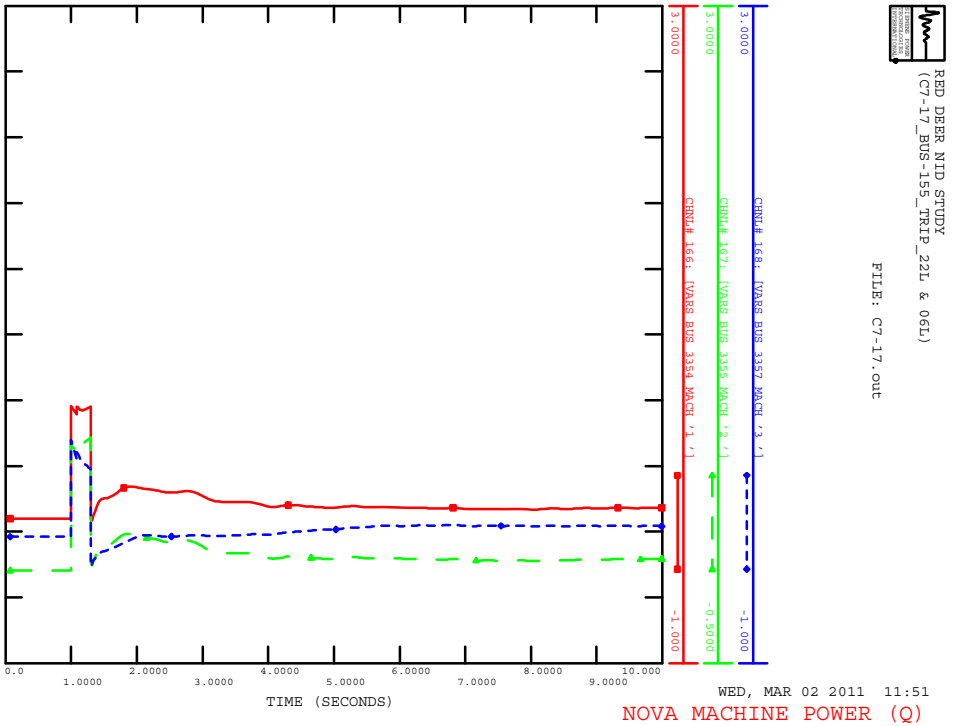

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

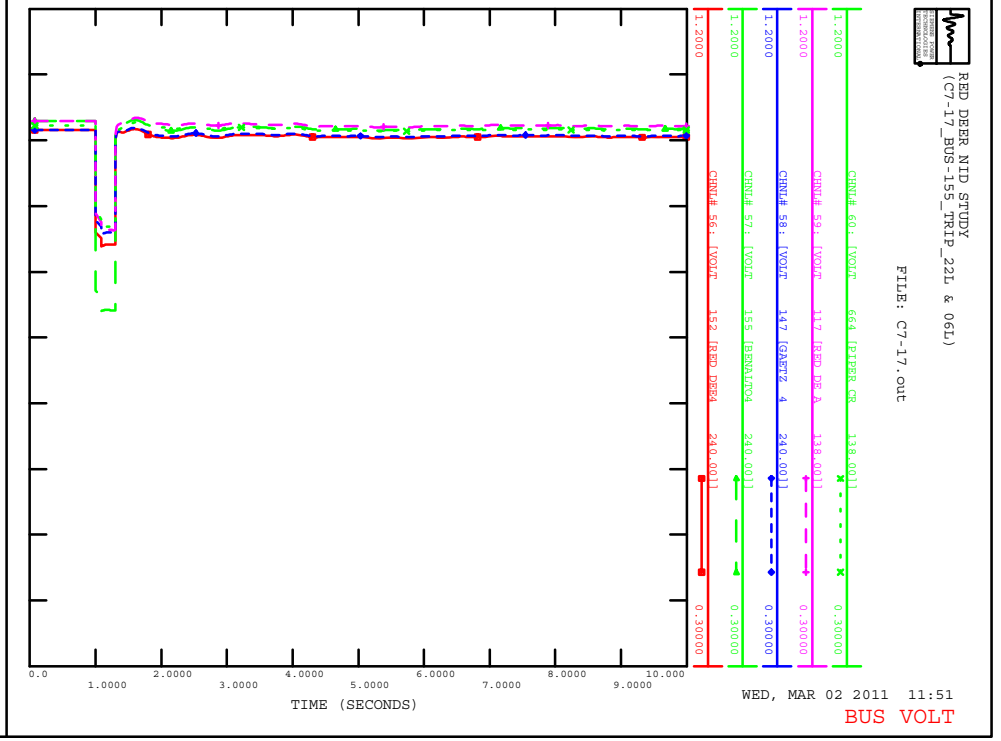

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

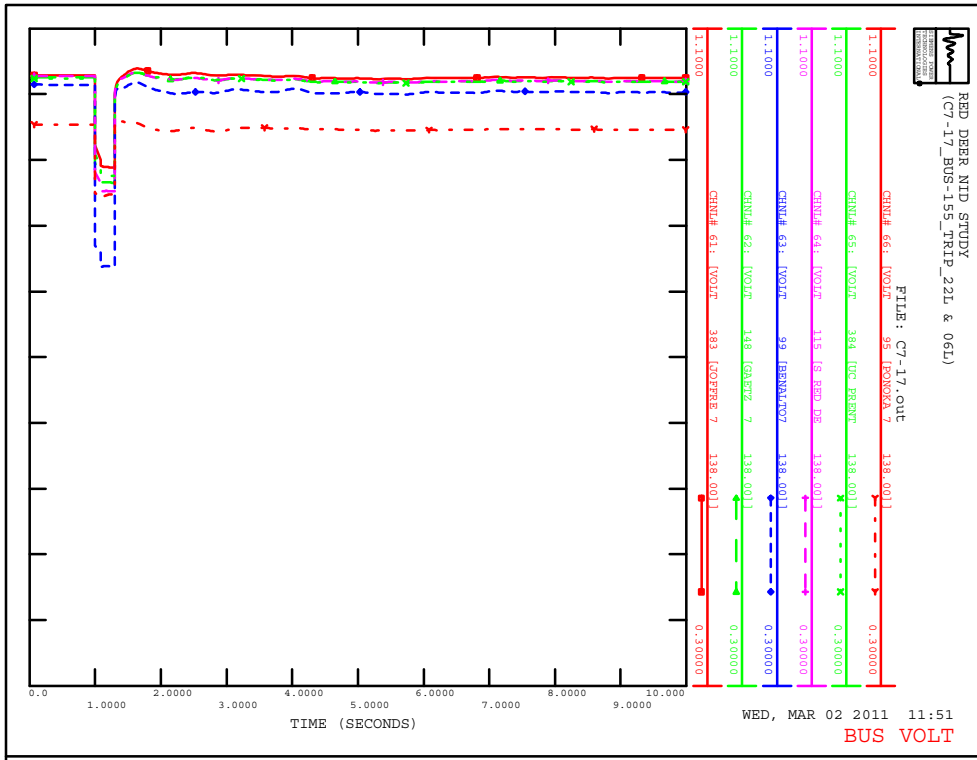

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

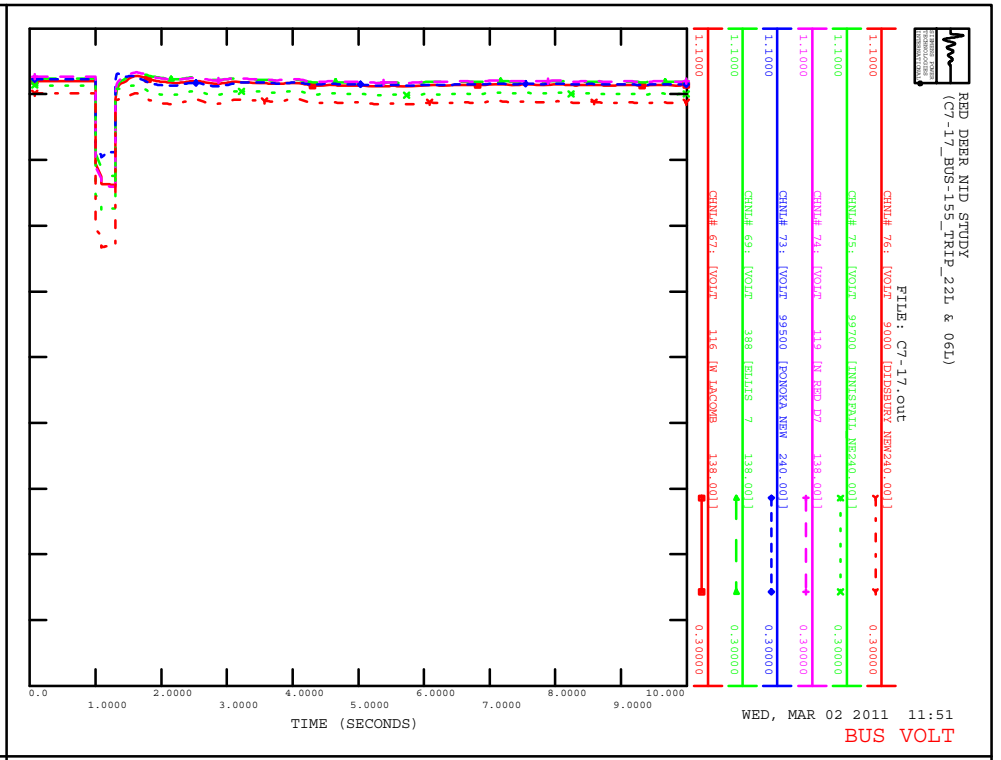

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

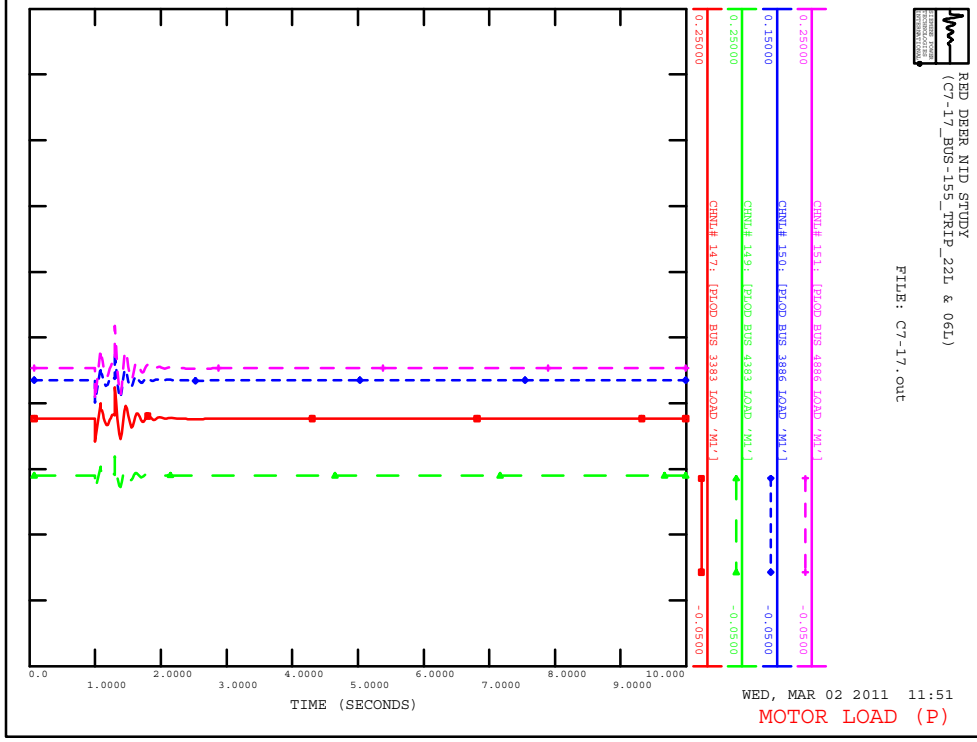

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

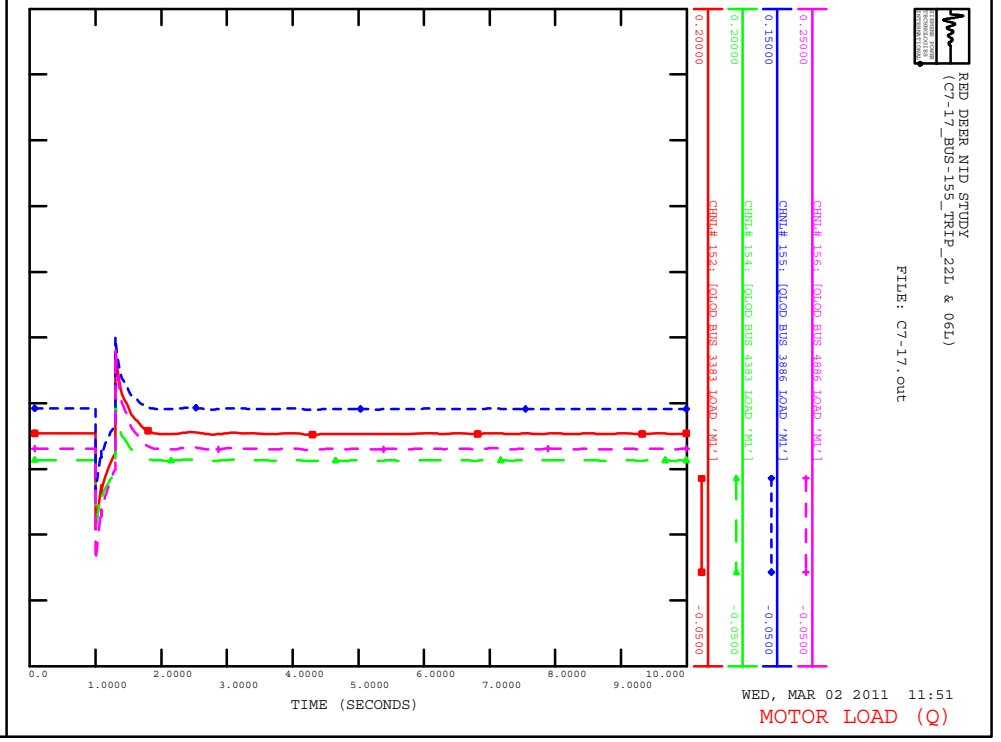

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

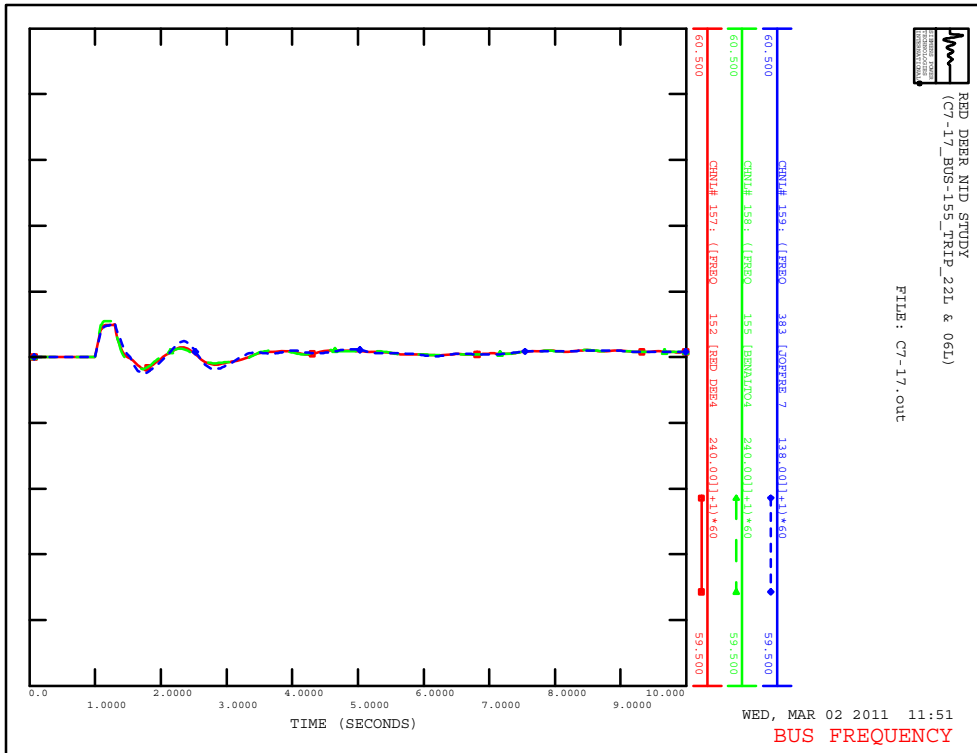

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

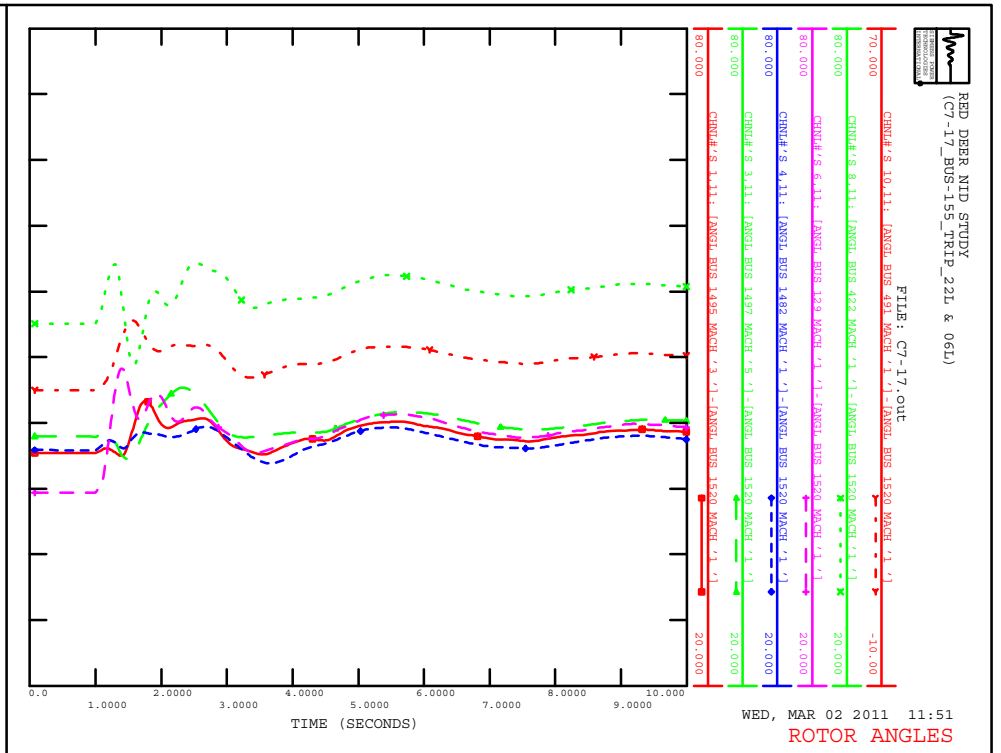

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

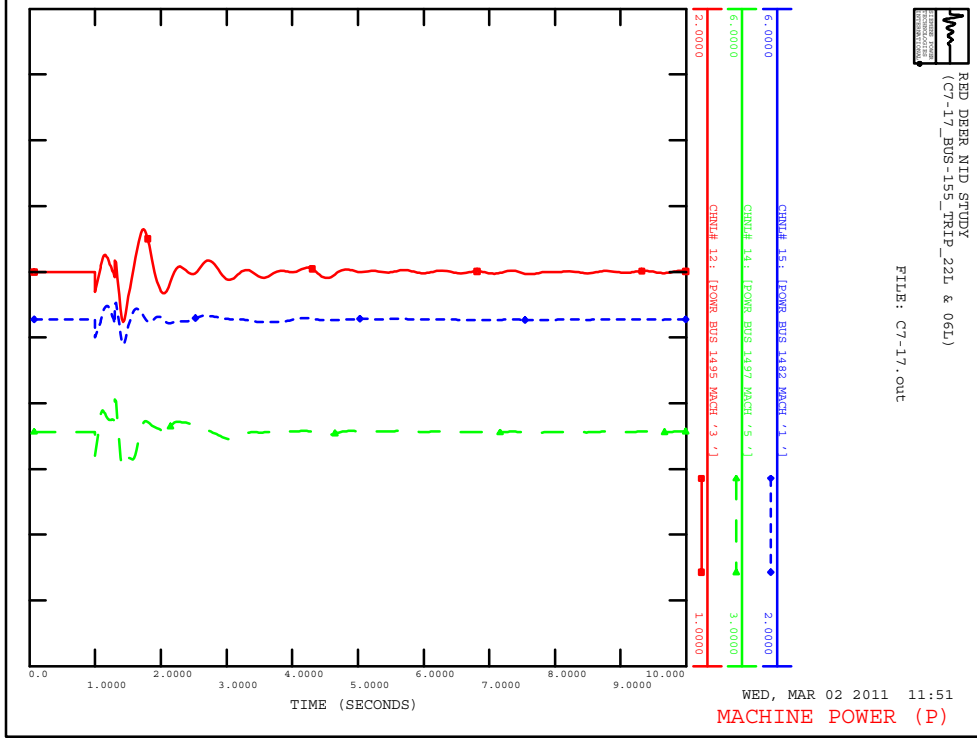

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

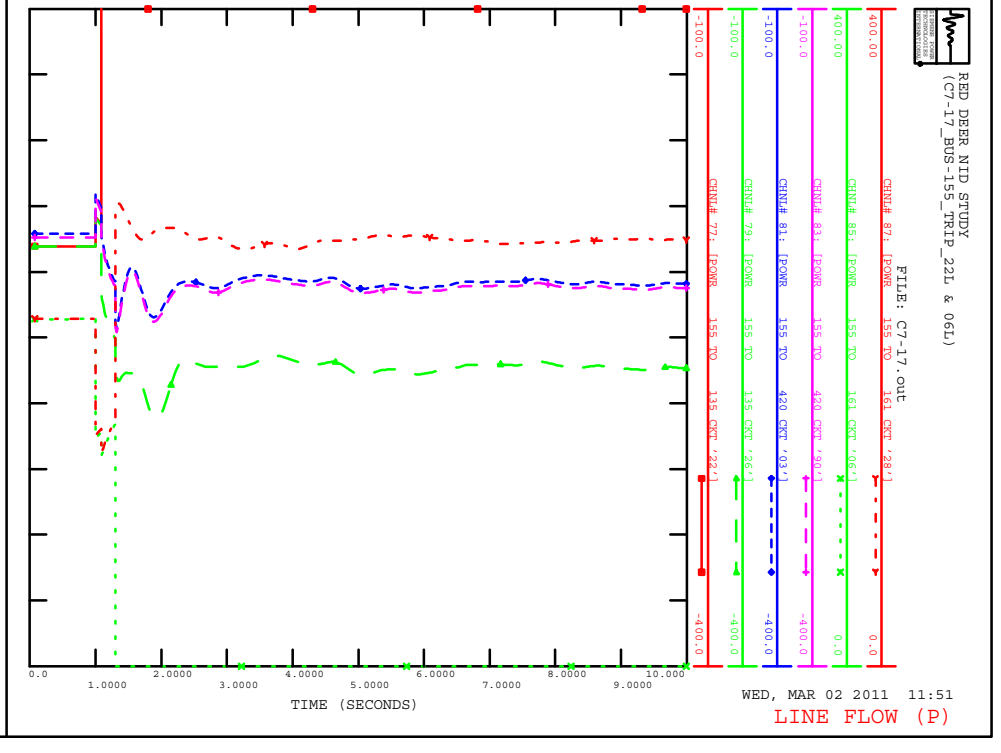

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

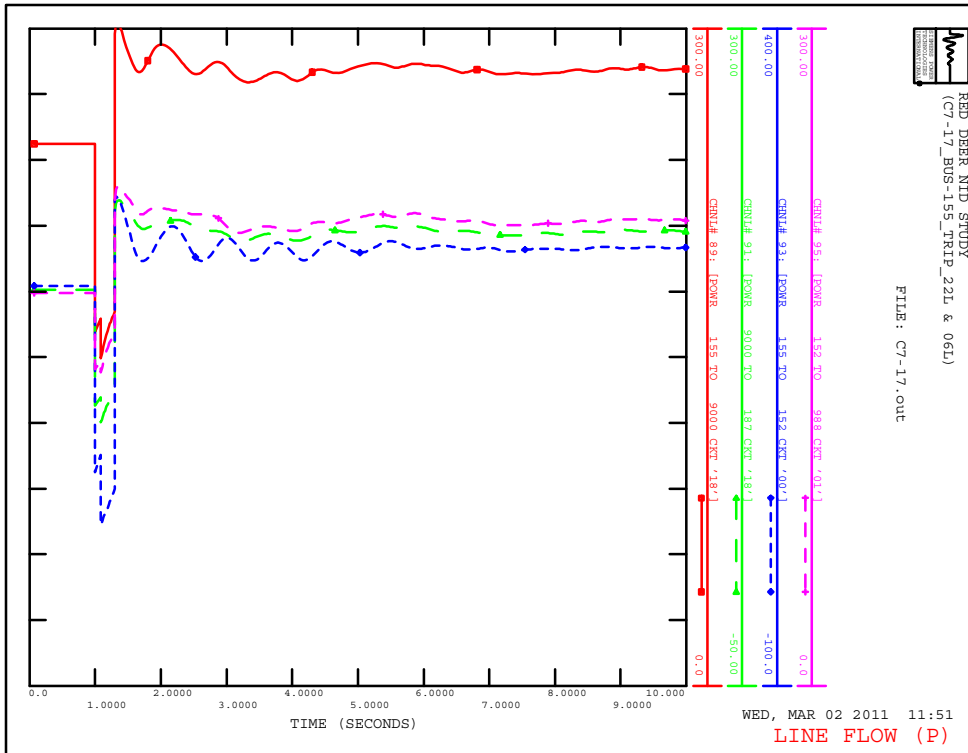

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

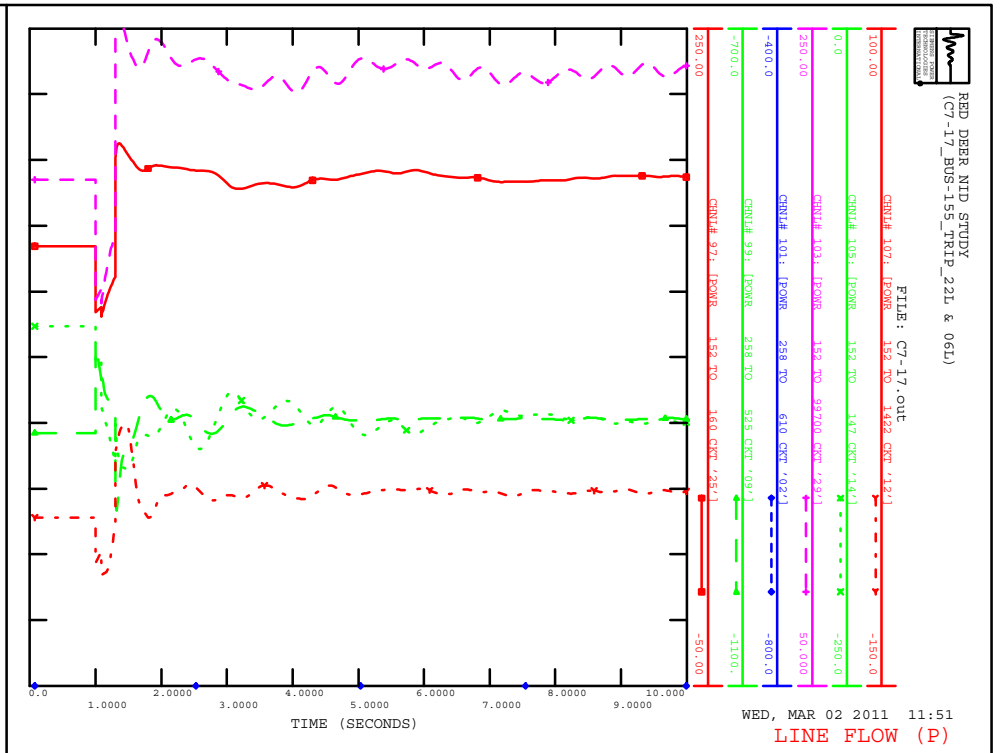

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

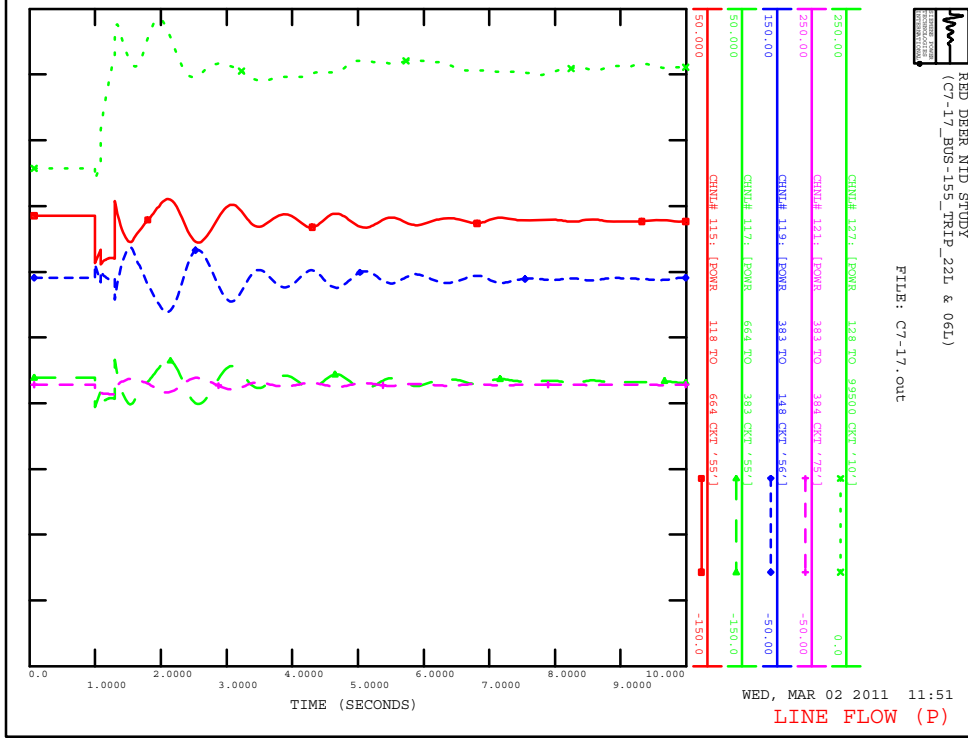

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

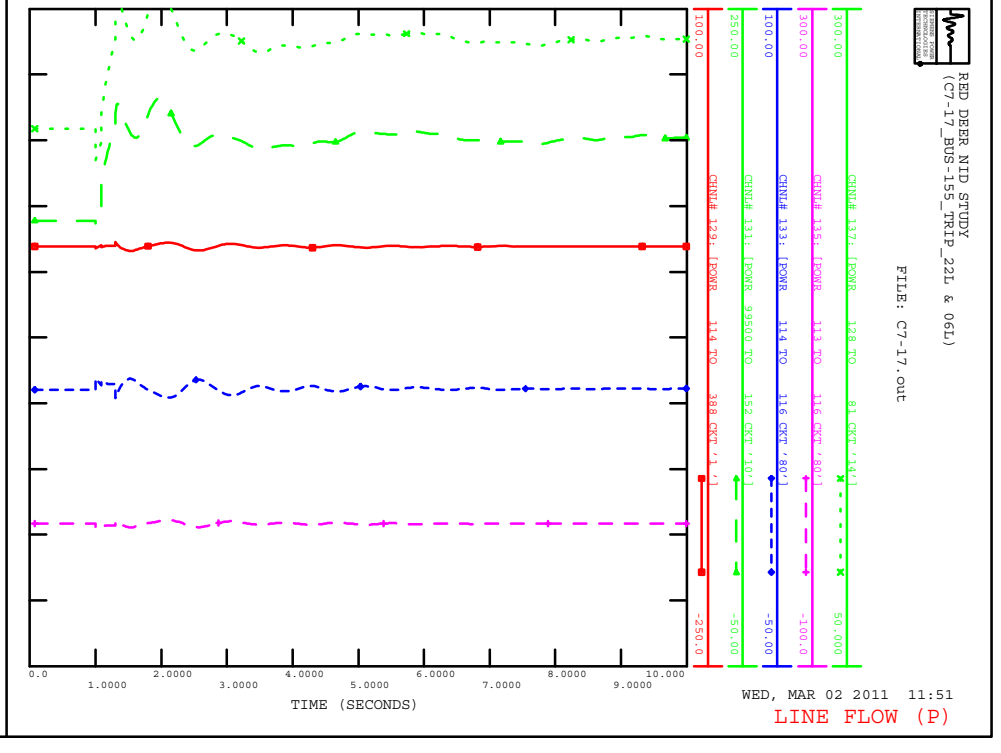

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

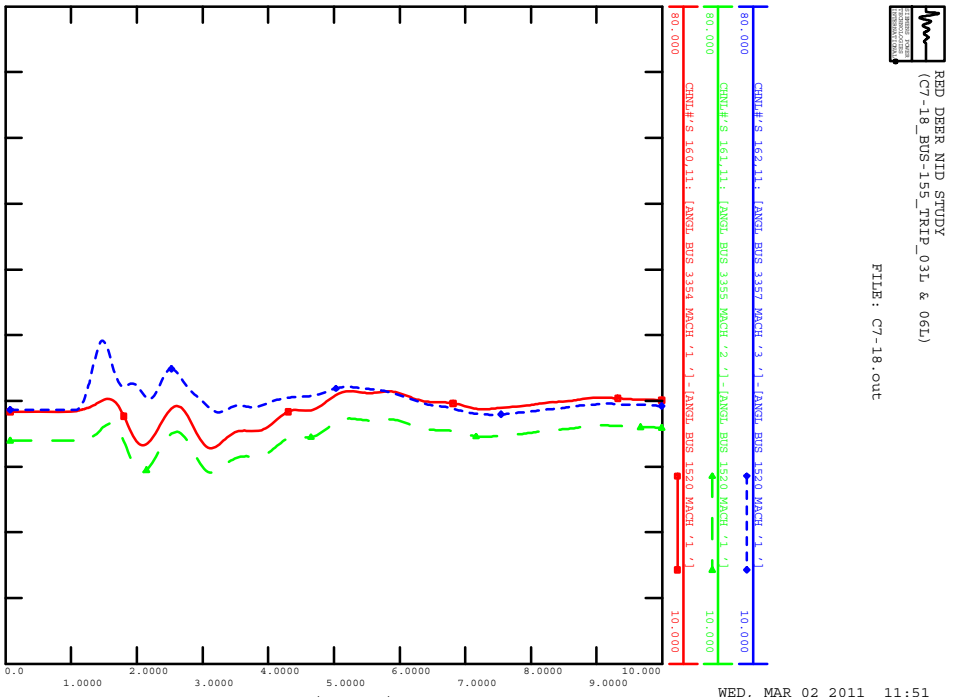

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

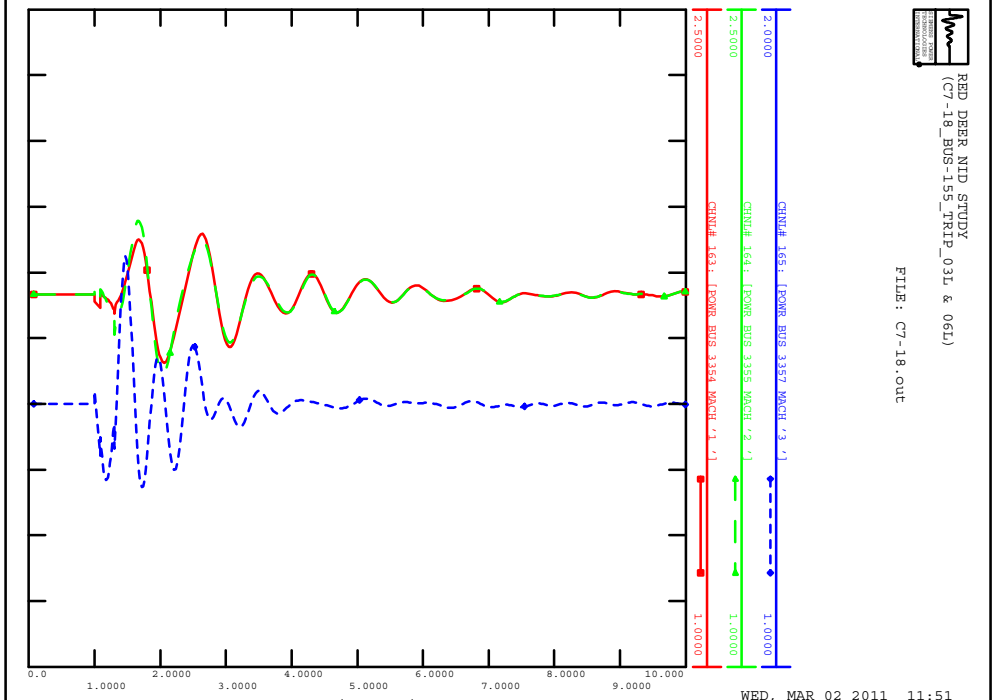

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

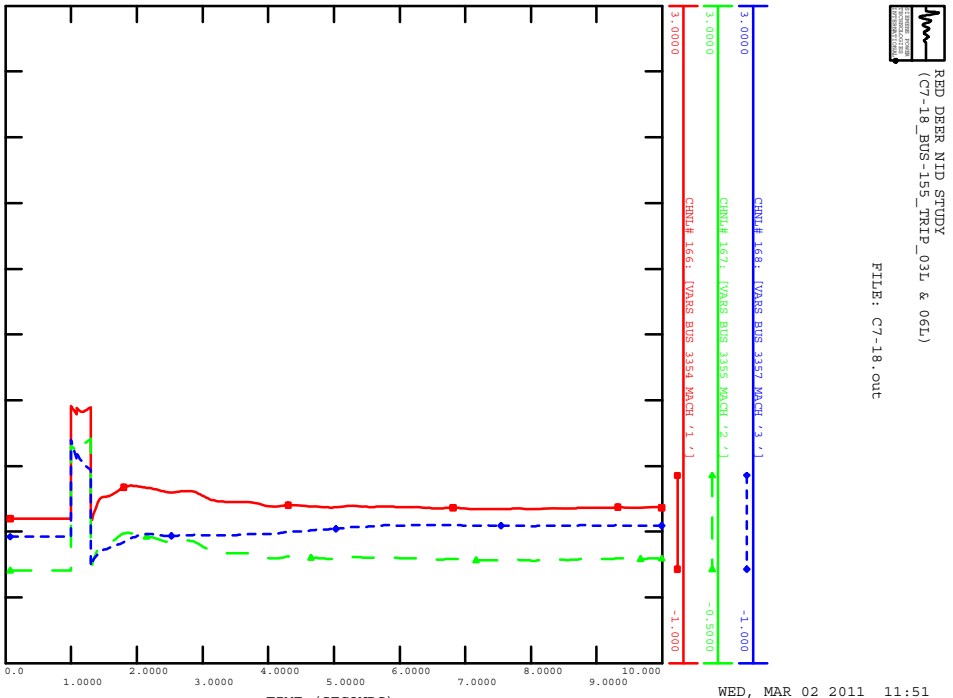

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

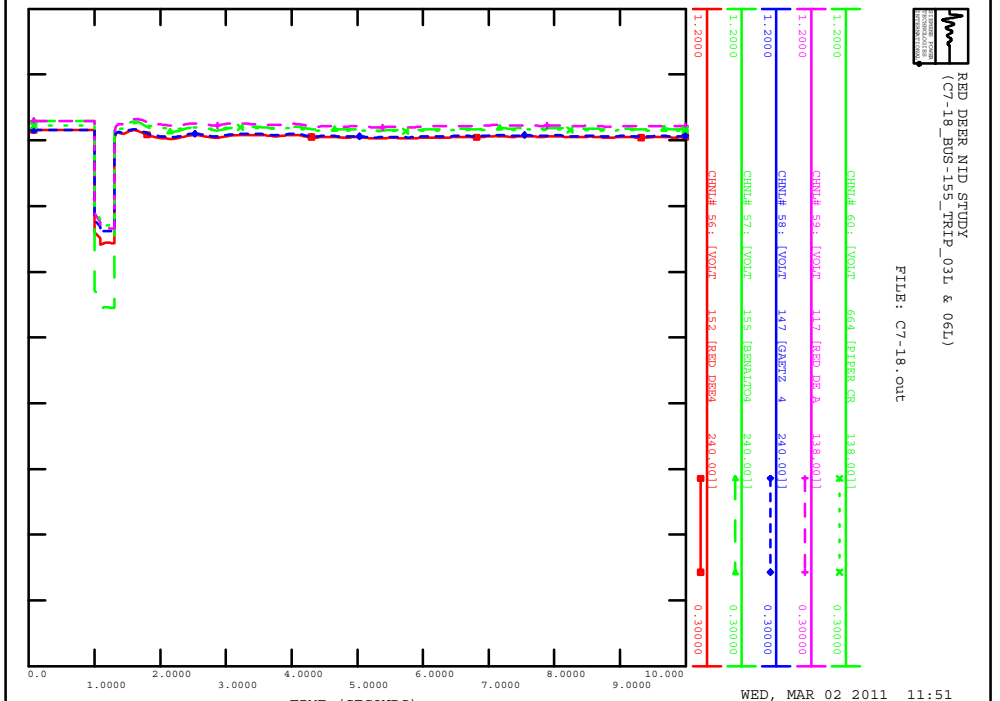

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

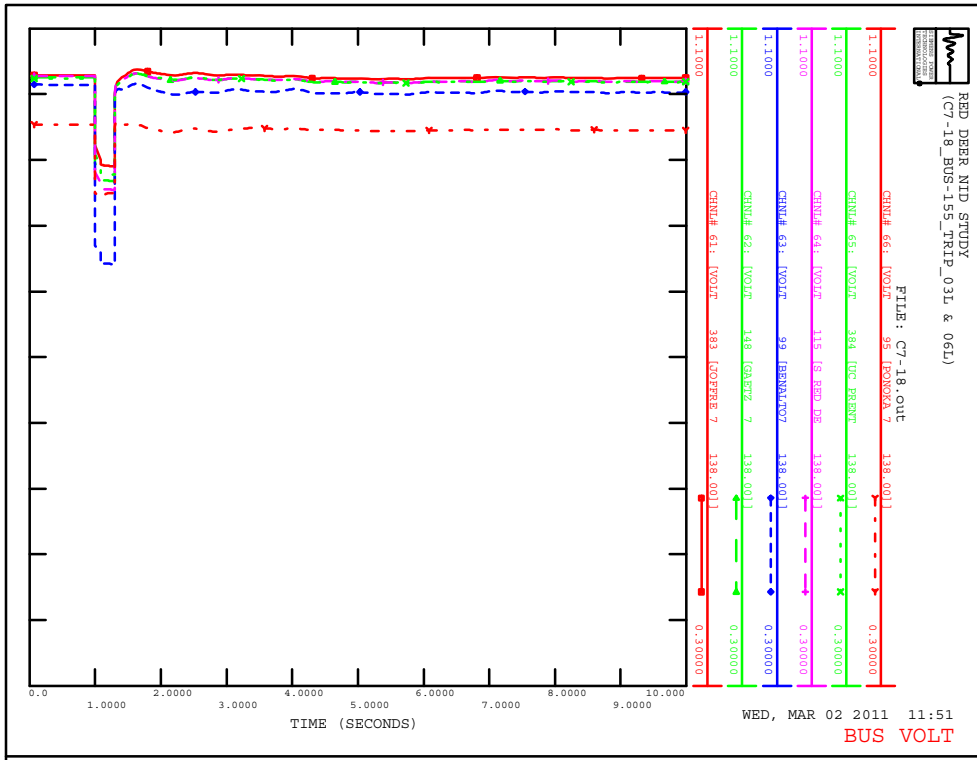

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

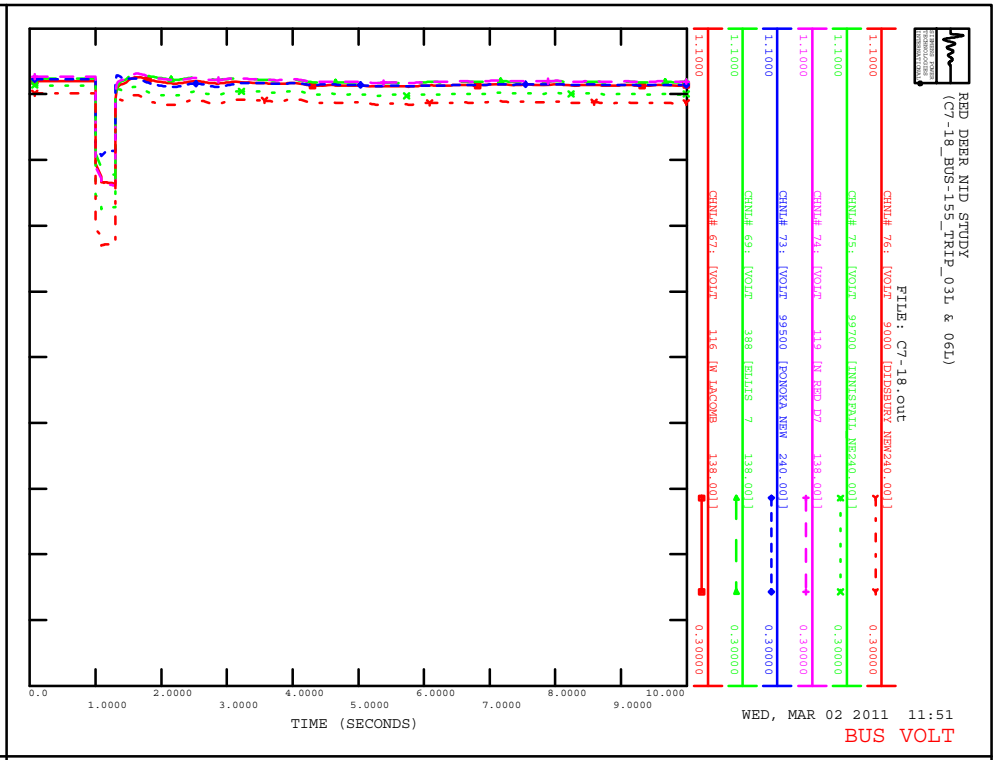

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

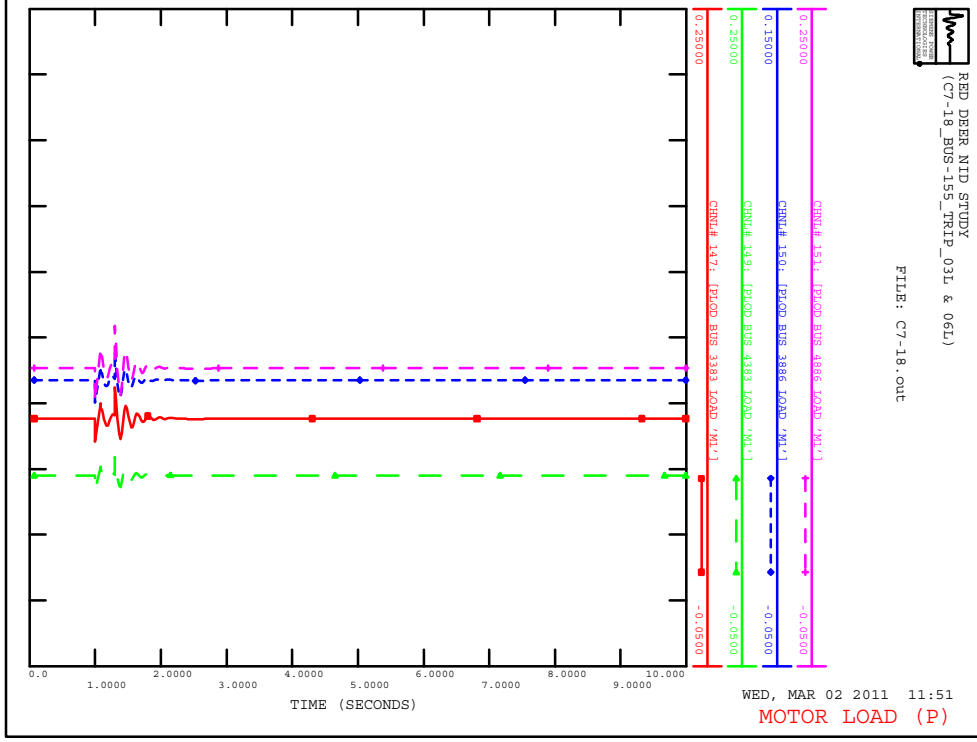

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

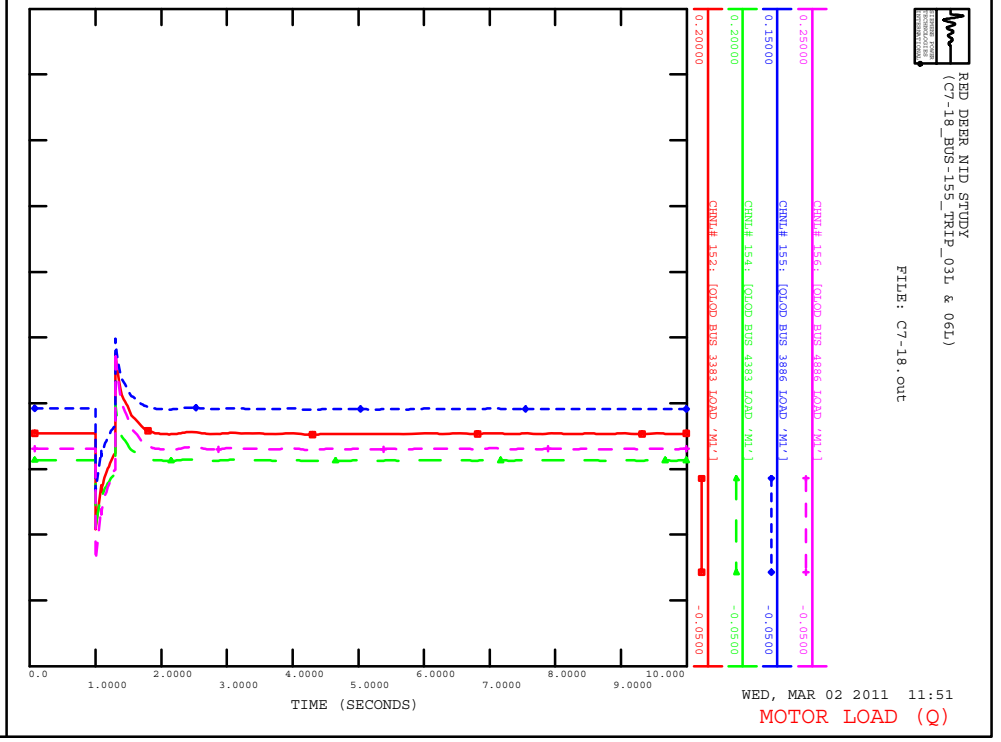

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

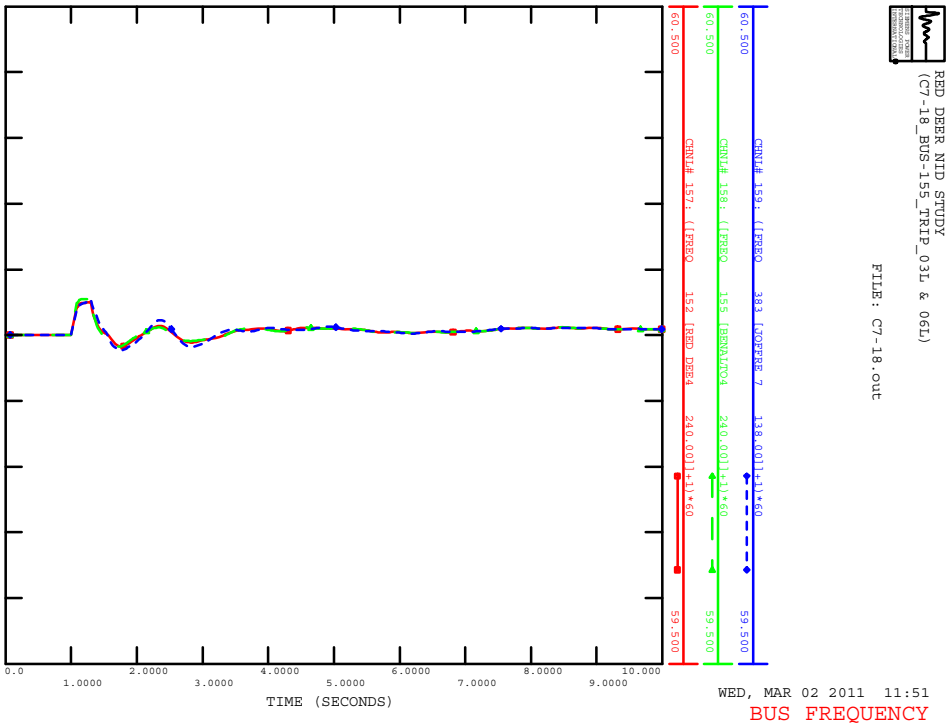

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

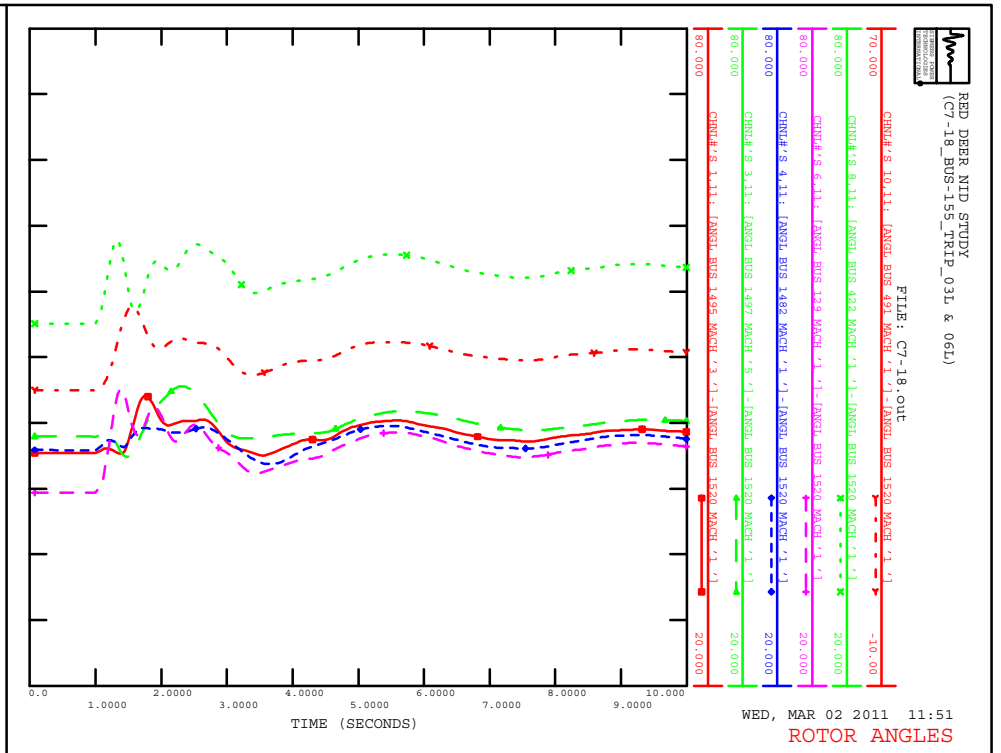

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

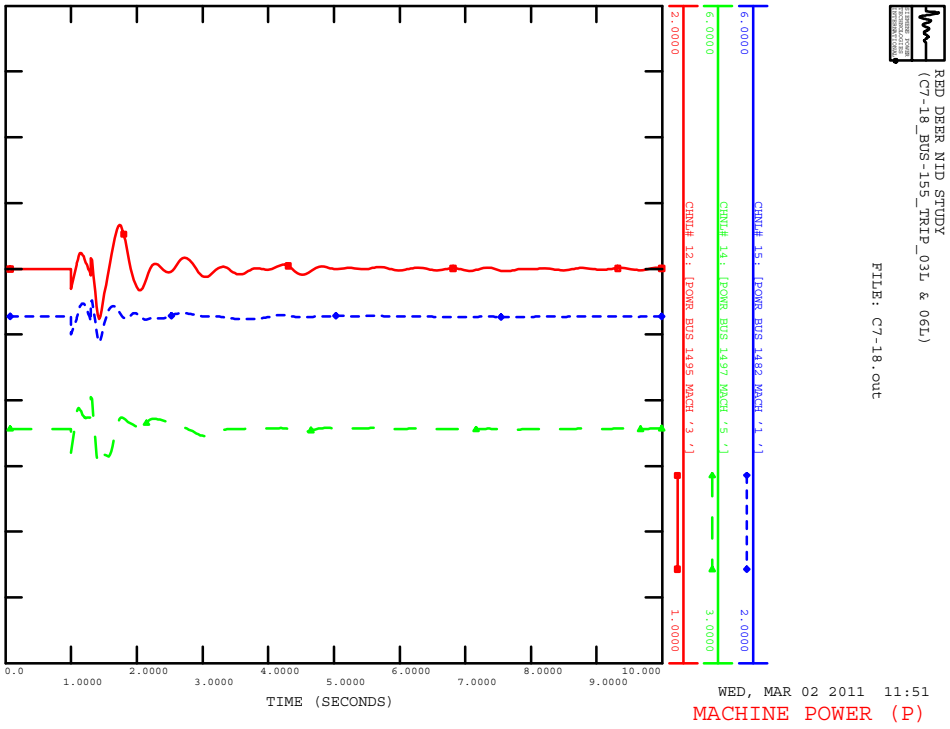

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

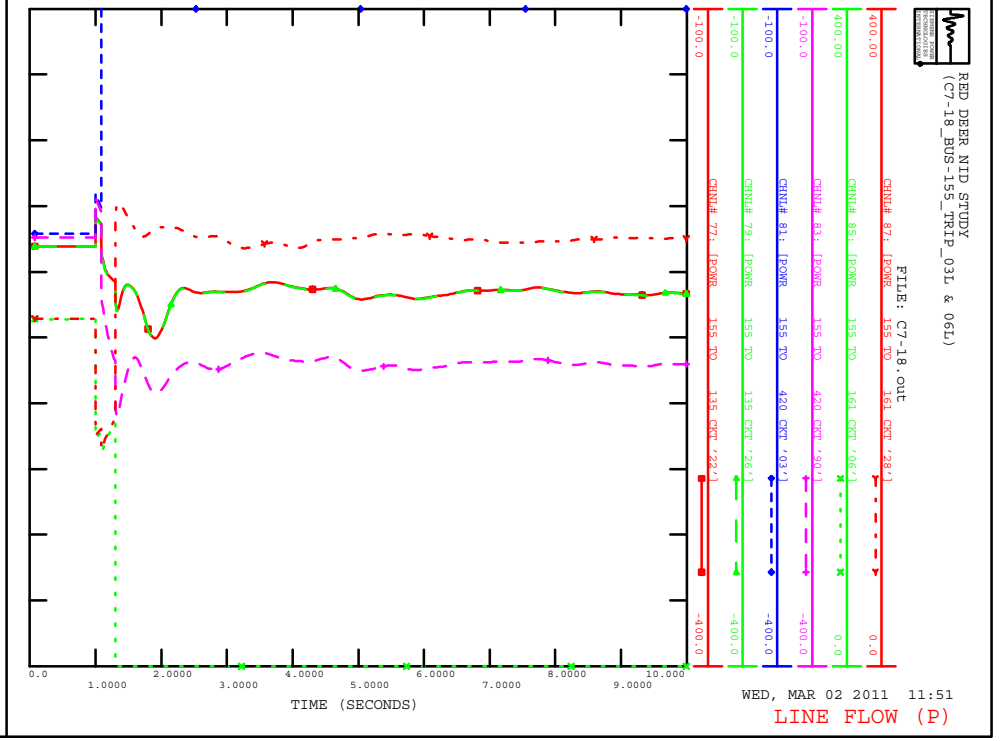

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

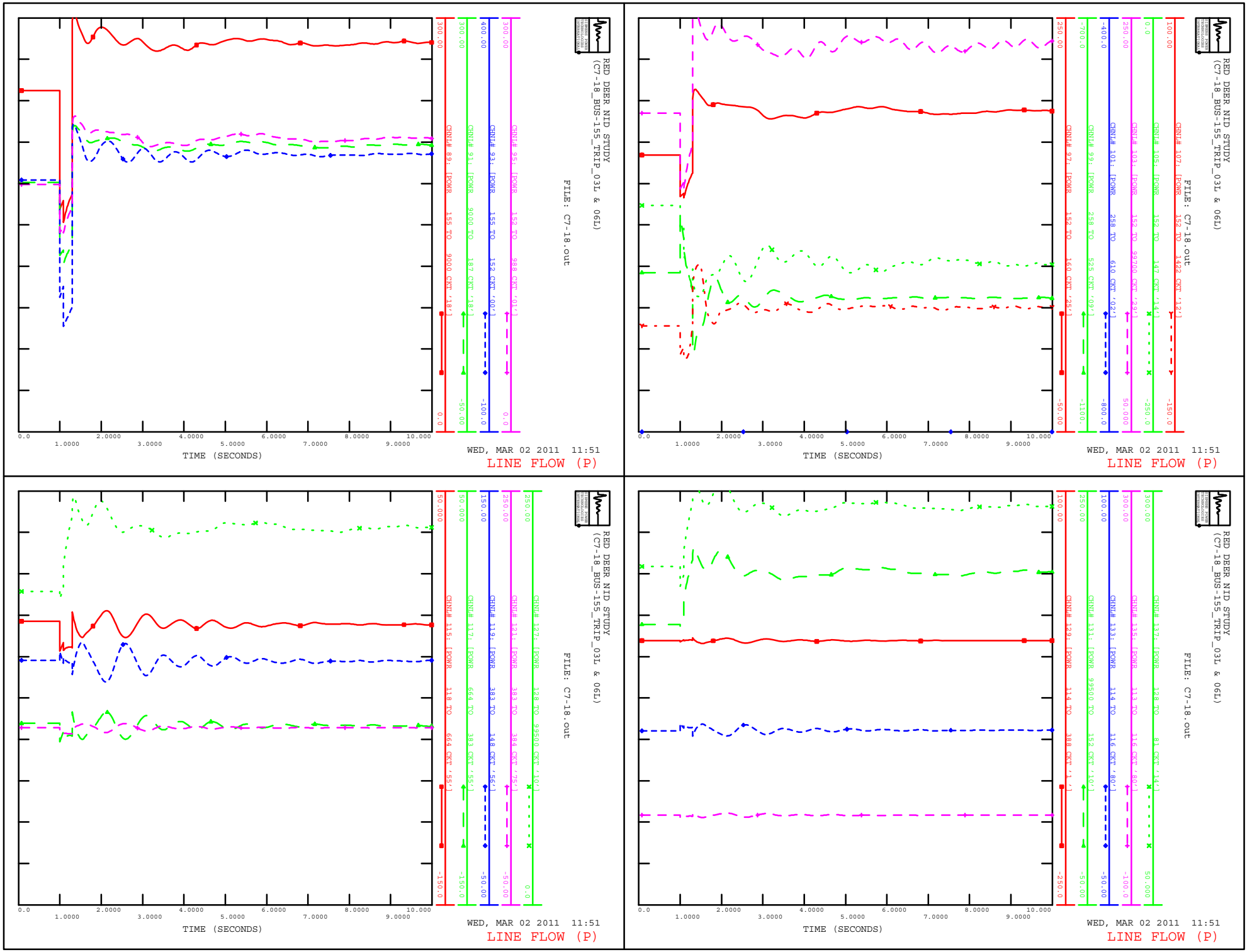

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

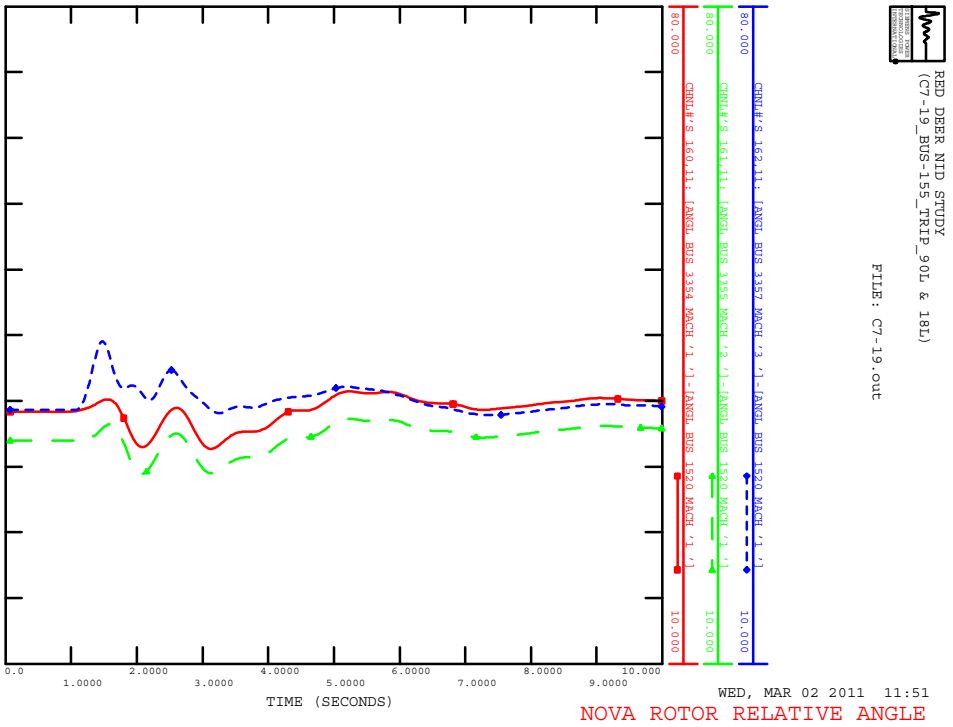

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

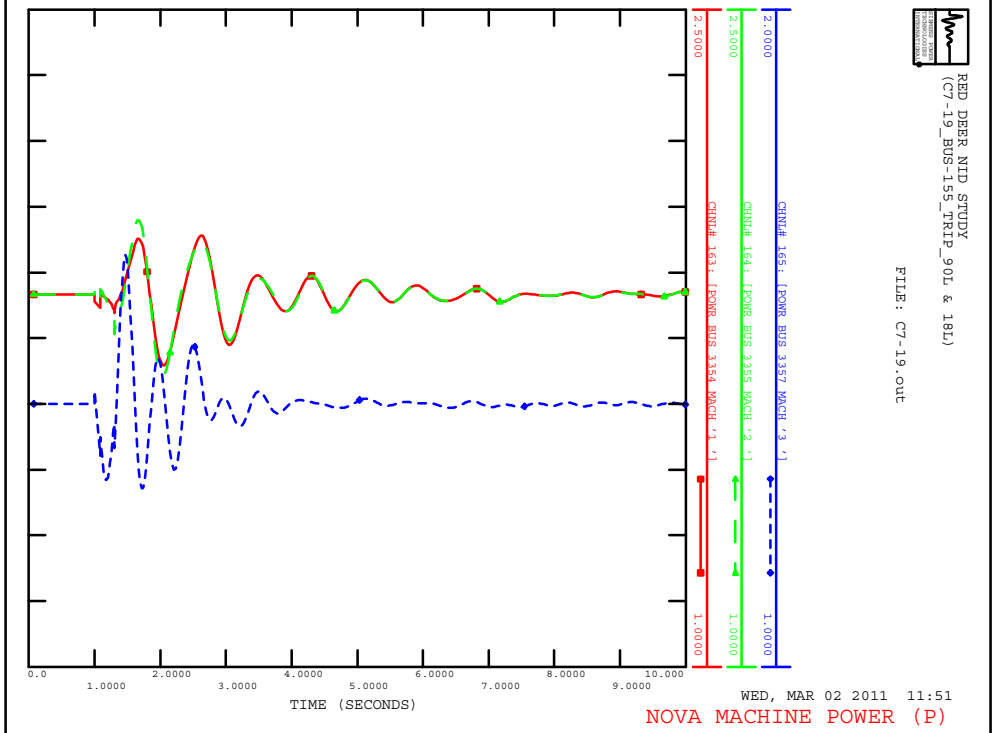

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

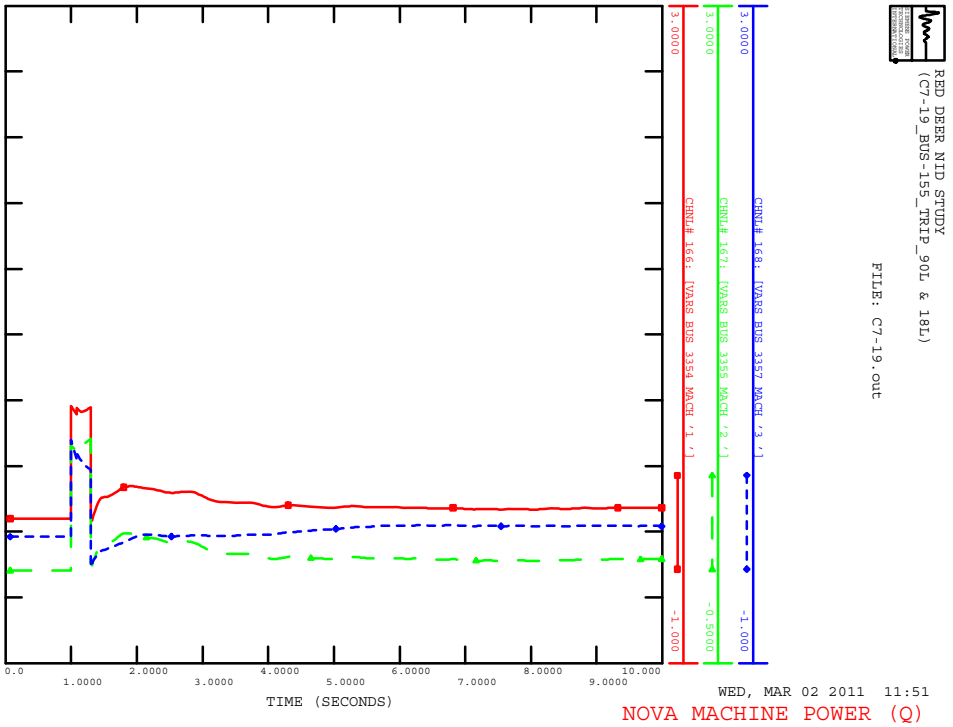

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

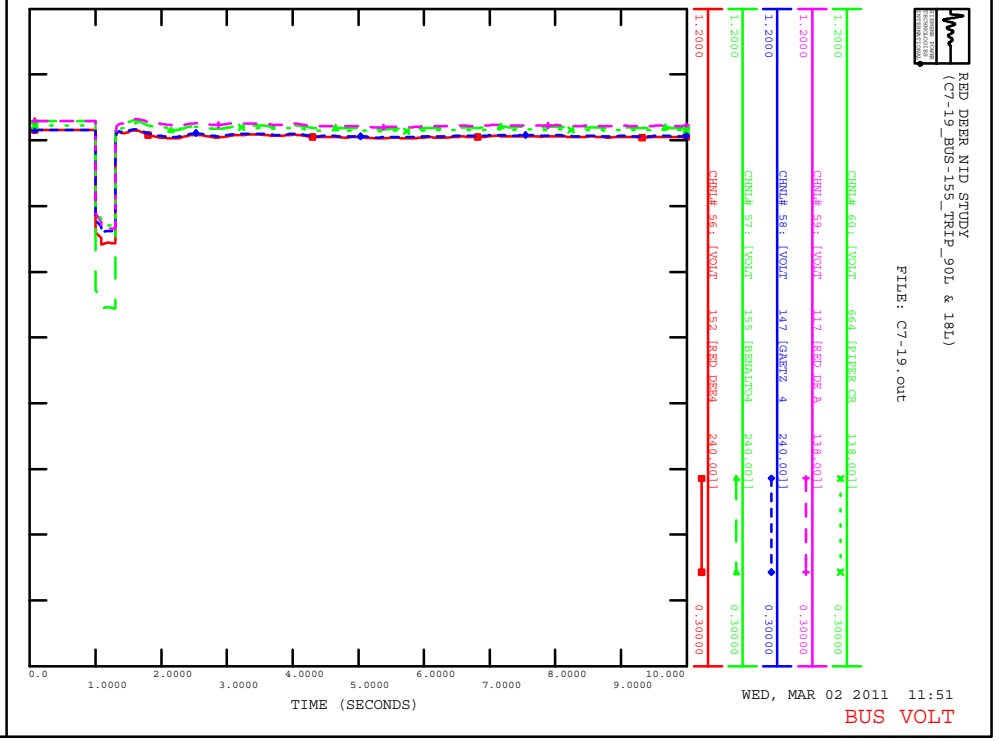

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

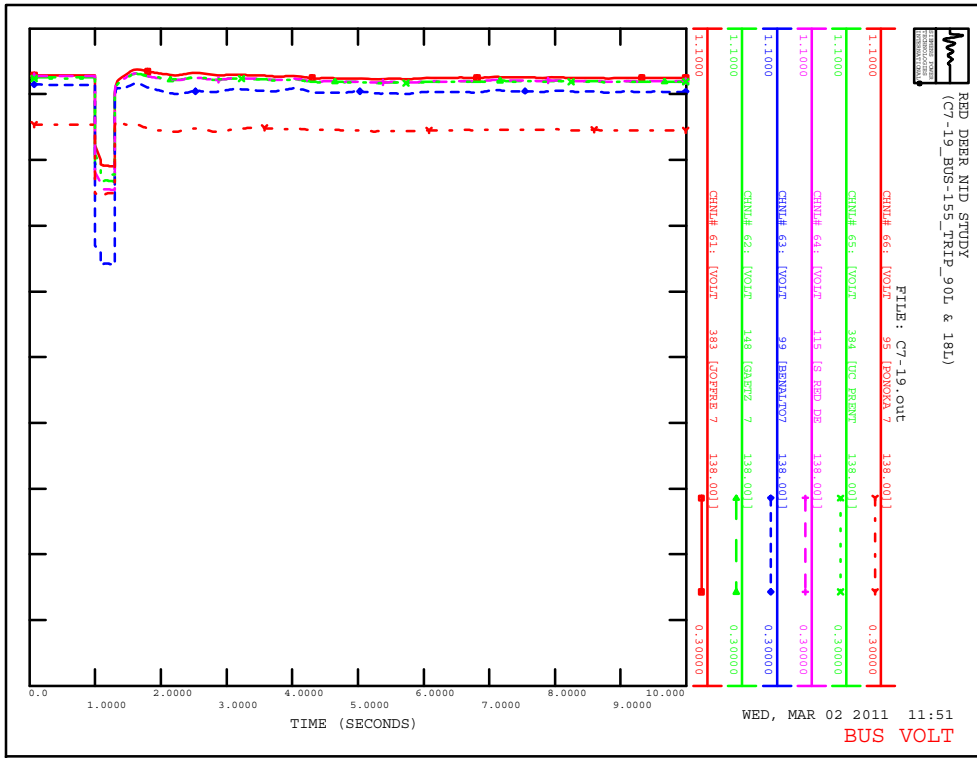

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
LINE FLOW (P)

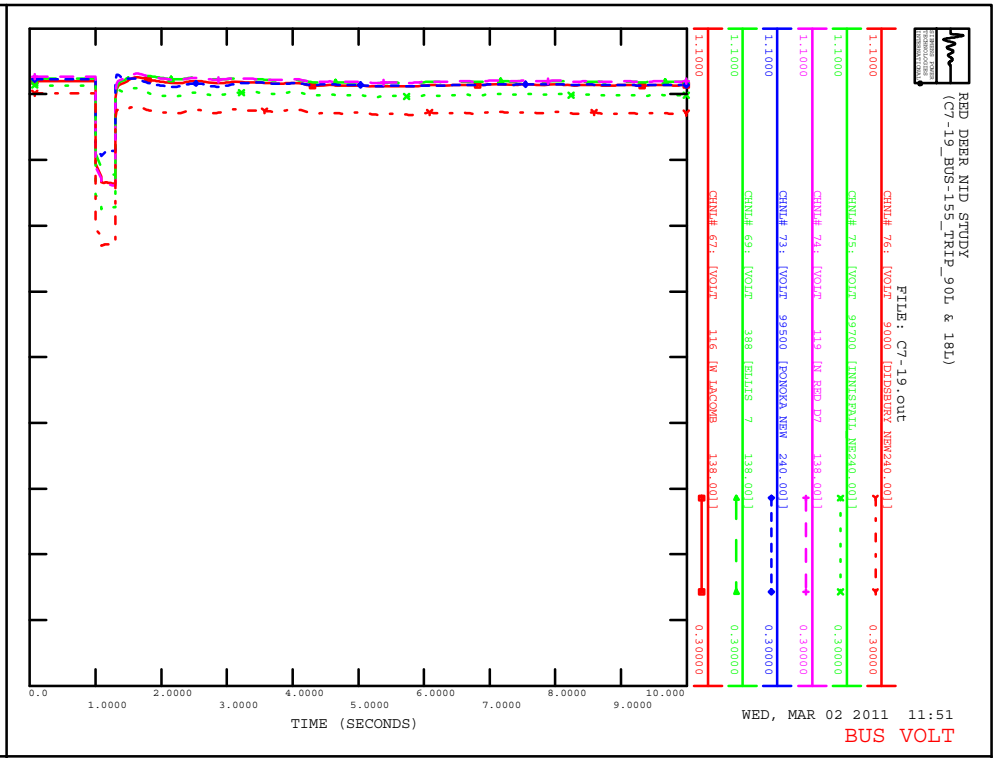

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA ROTOR RELATIVE ANGLE

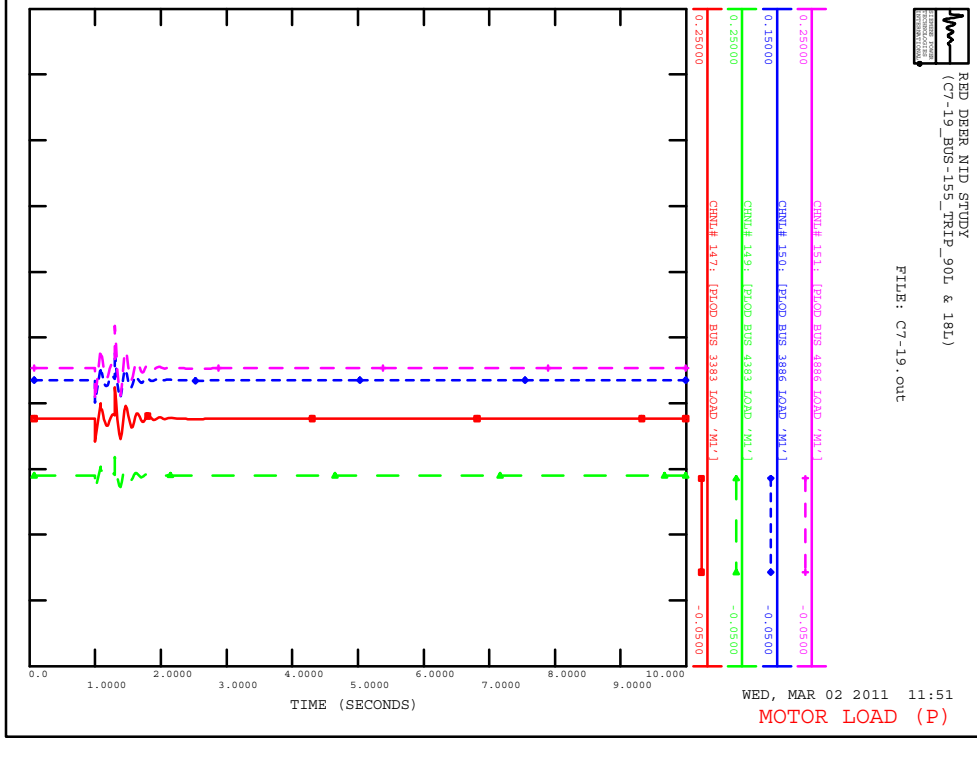

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (P)

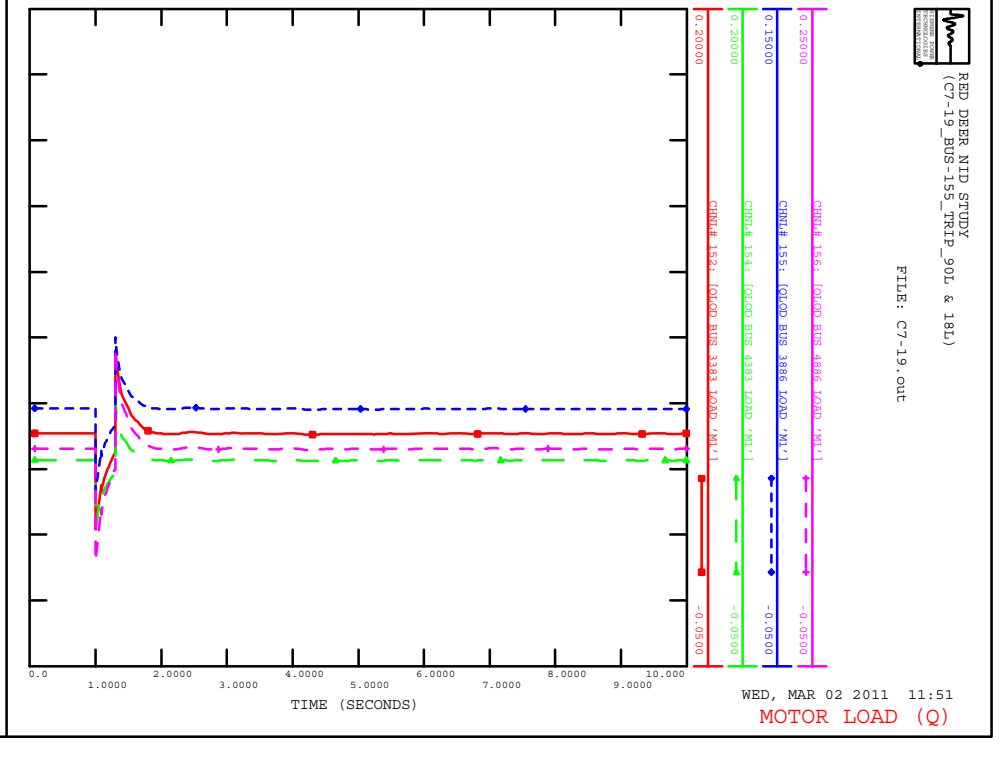

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
TIME (SECONDS)
WED, MAR 02 2011 11:51
NOVA MACHINE POWER (Q)

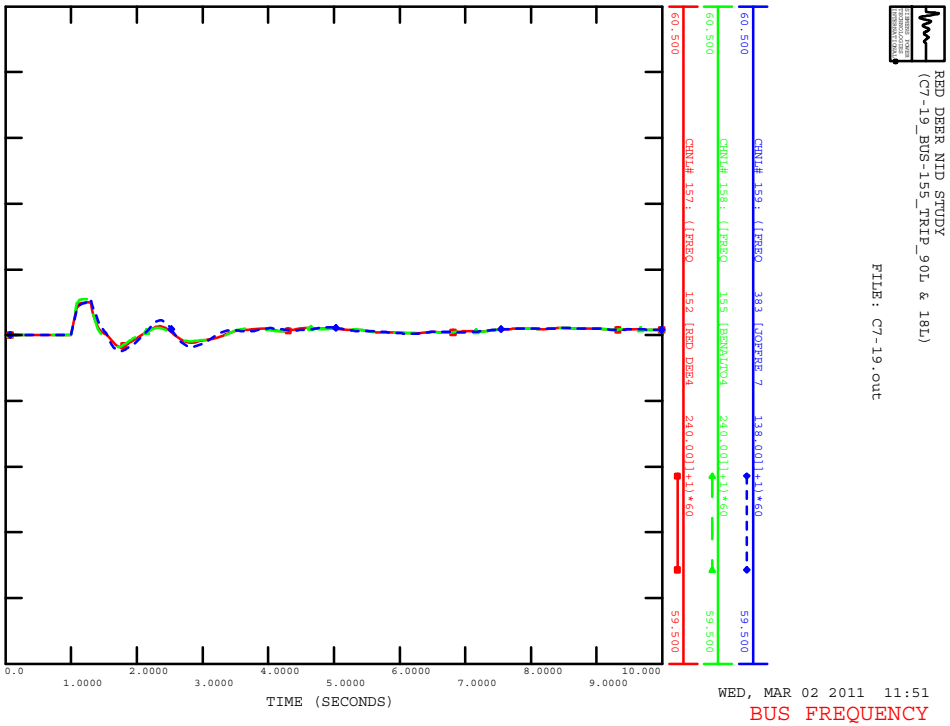

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

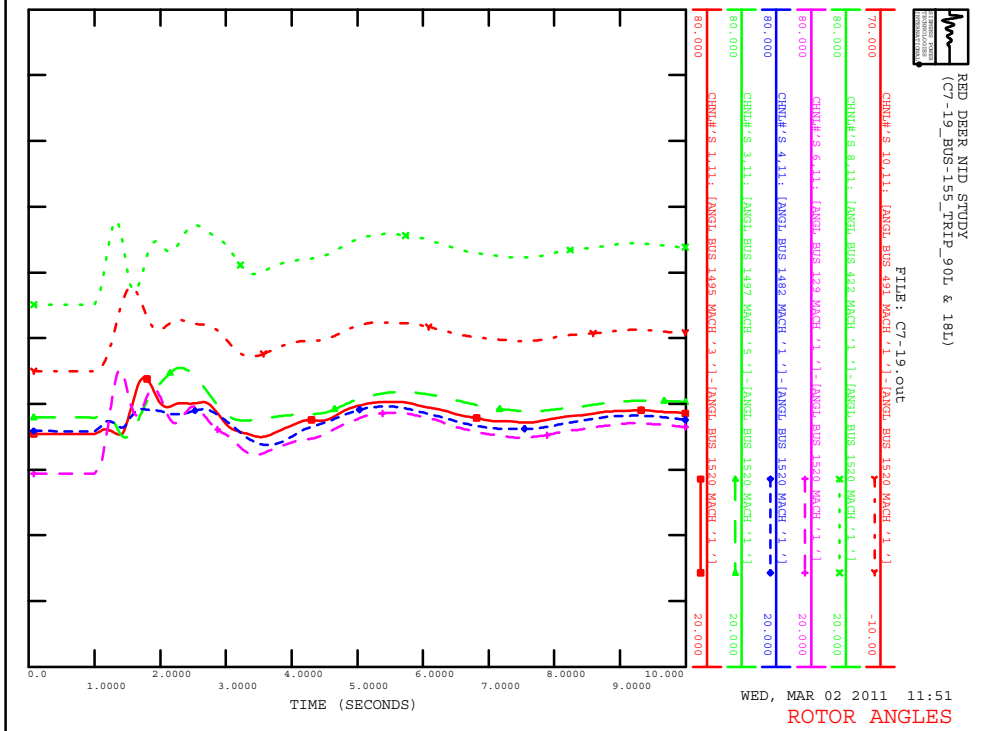

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

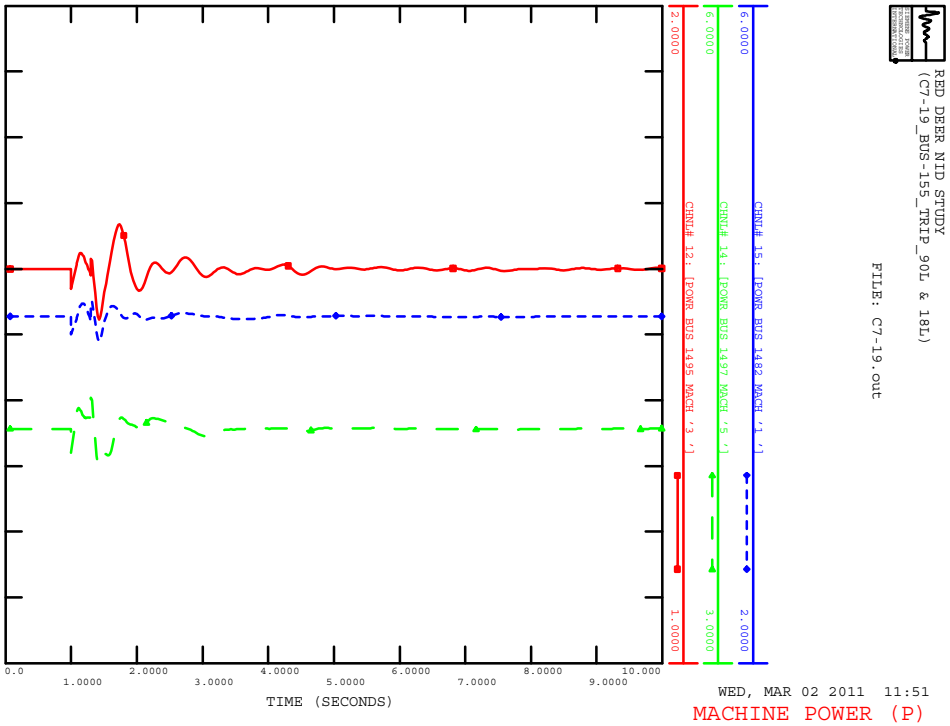

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS VOLT

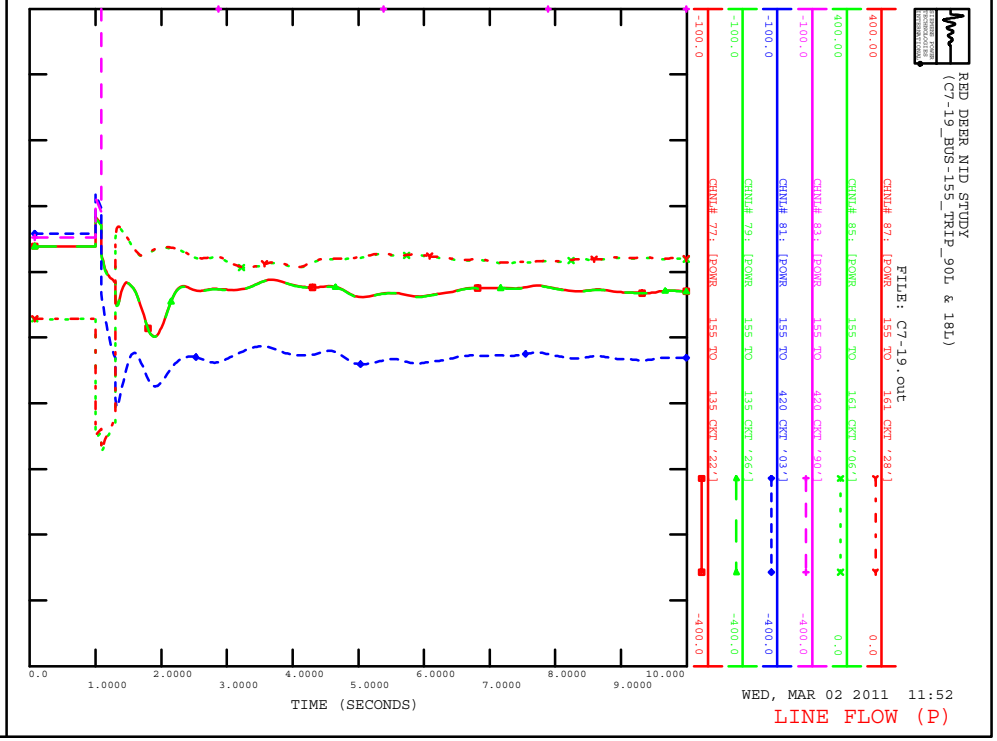

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (P)

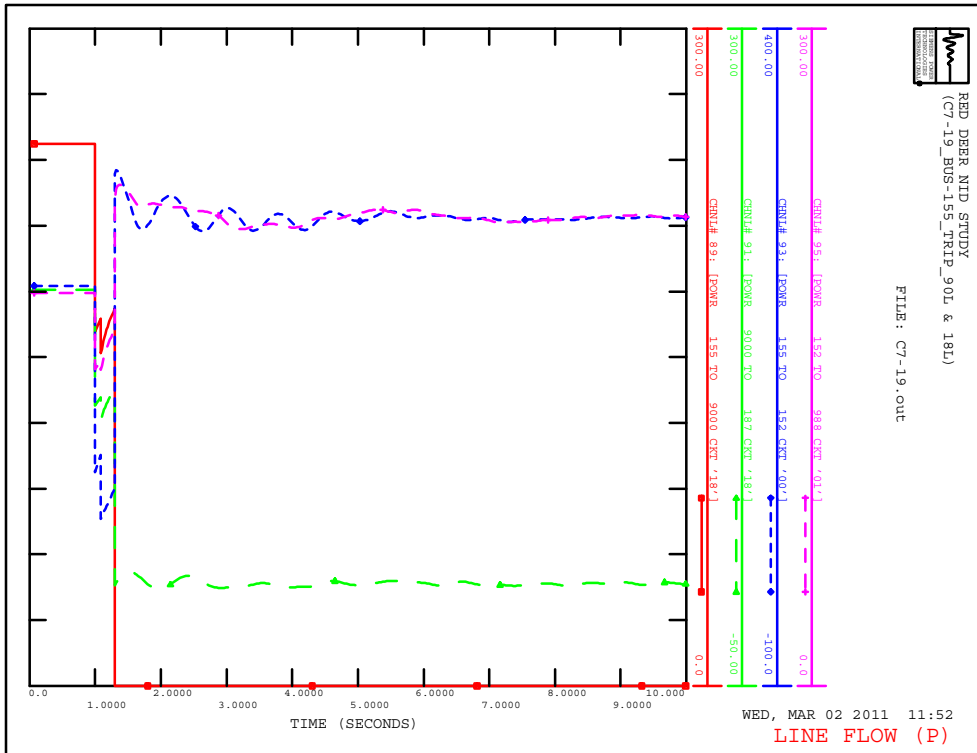

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MOTOR LOAD (Q)

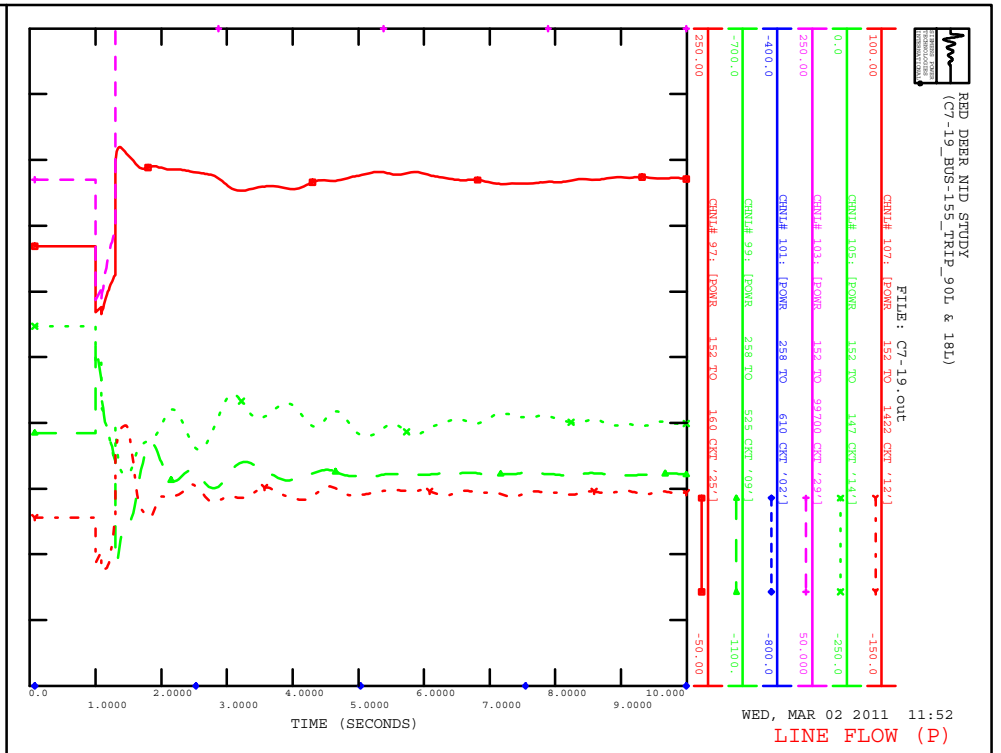

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
BUS FREQUENCY

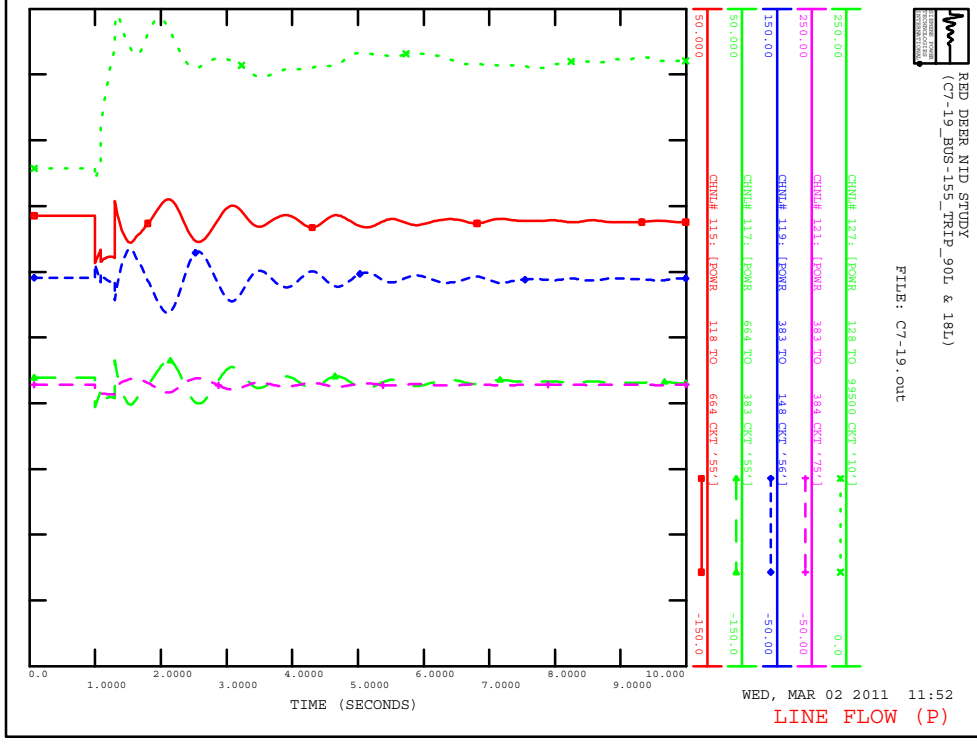

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
ROTOR ANGLES

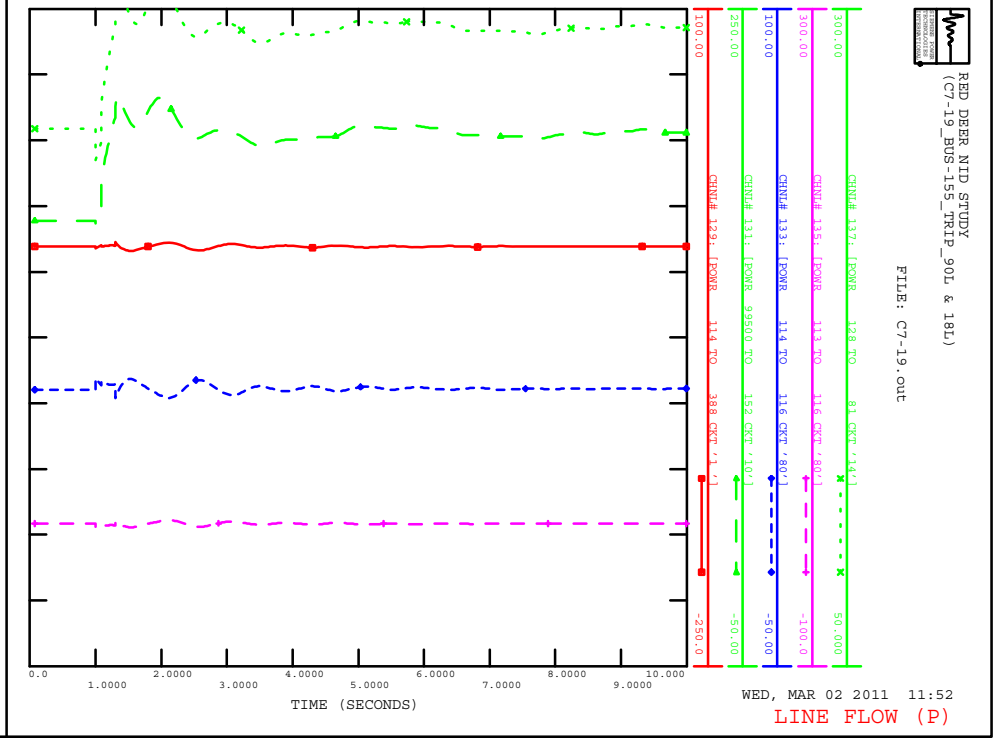

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:51
MACHINE POWER (P)

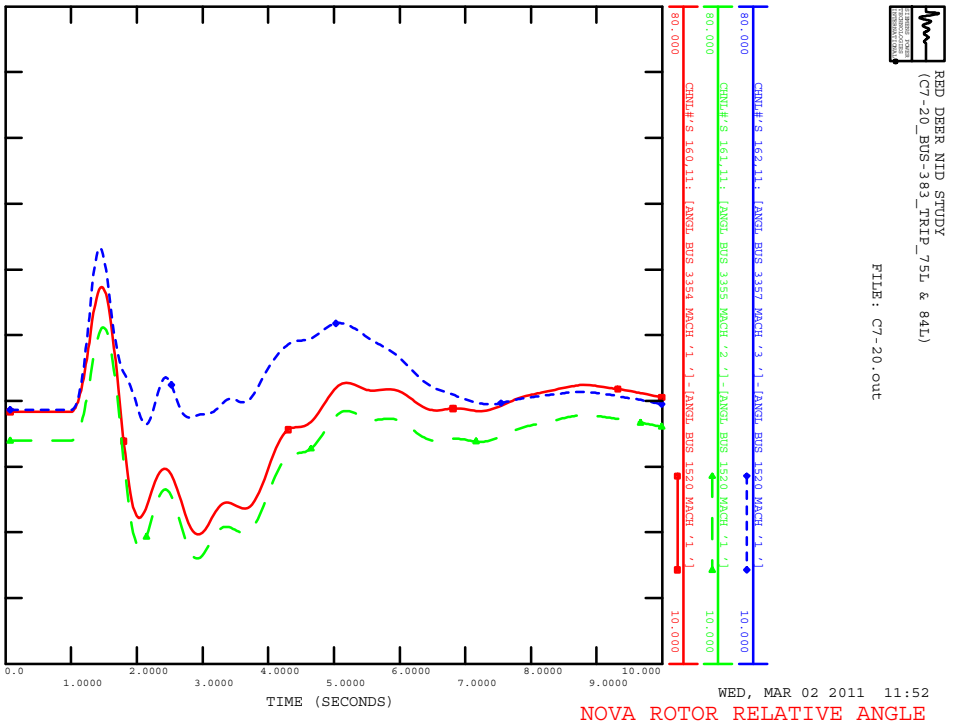

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

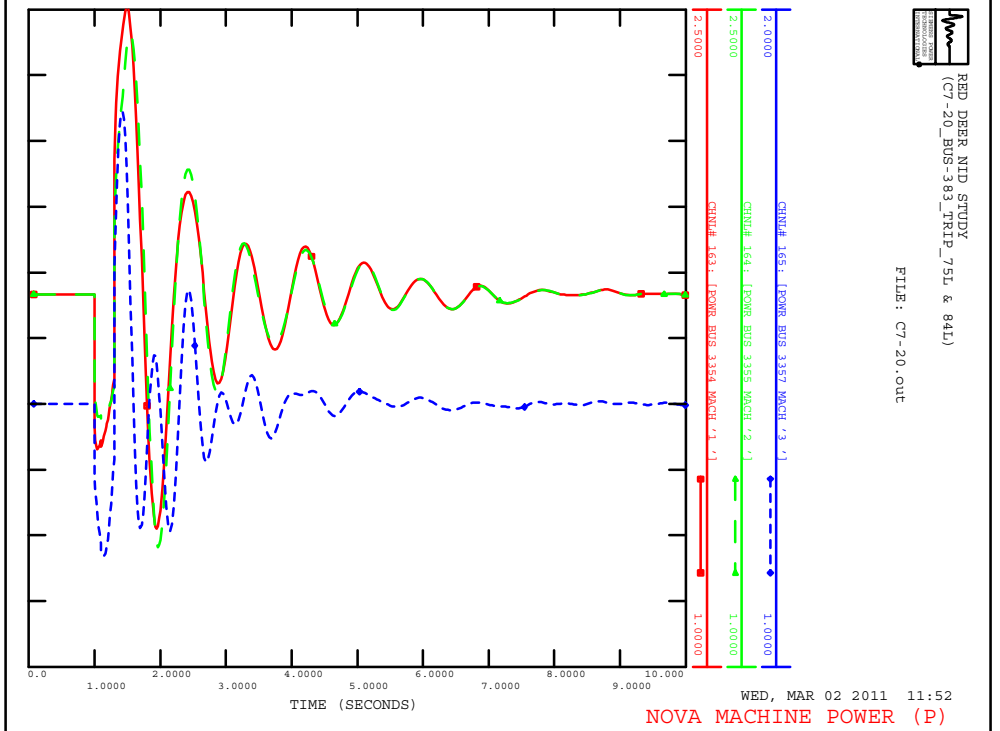

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

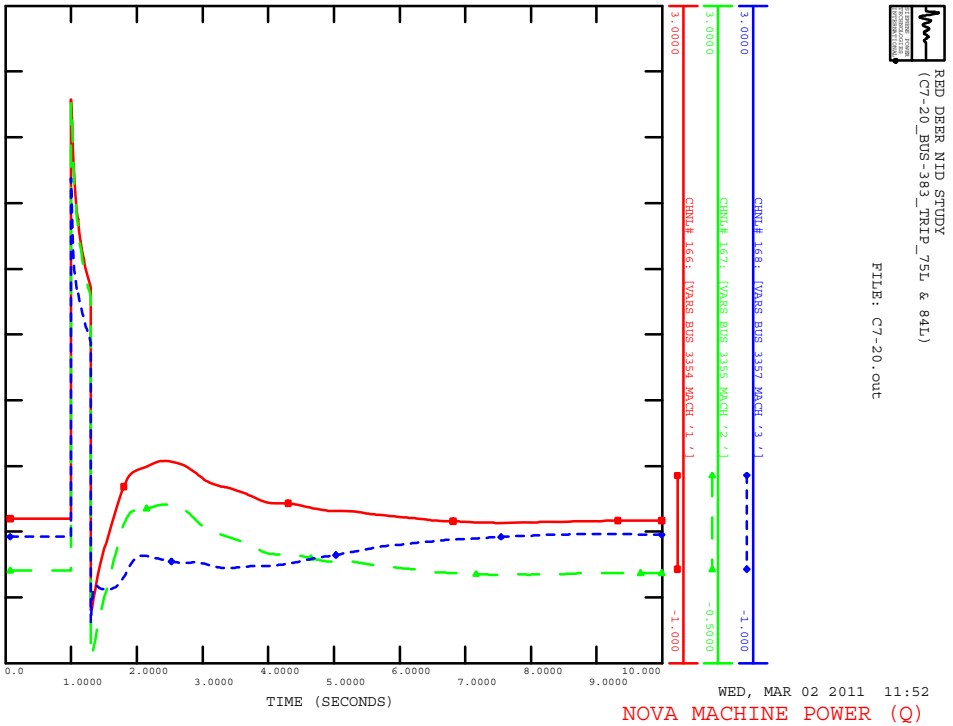

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

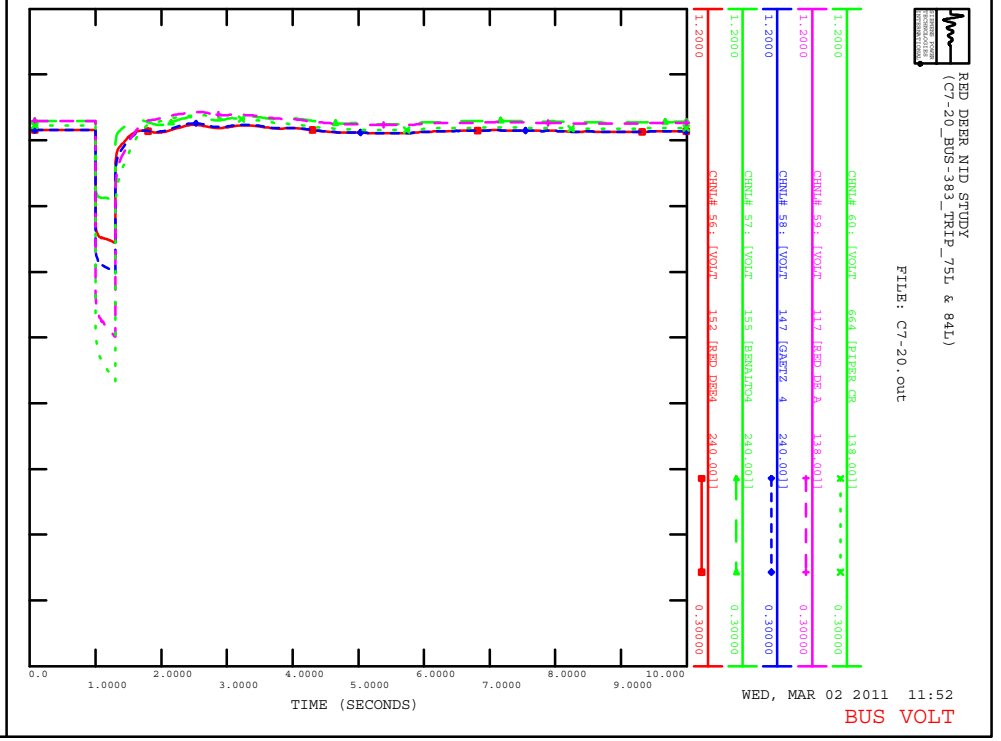

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

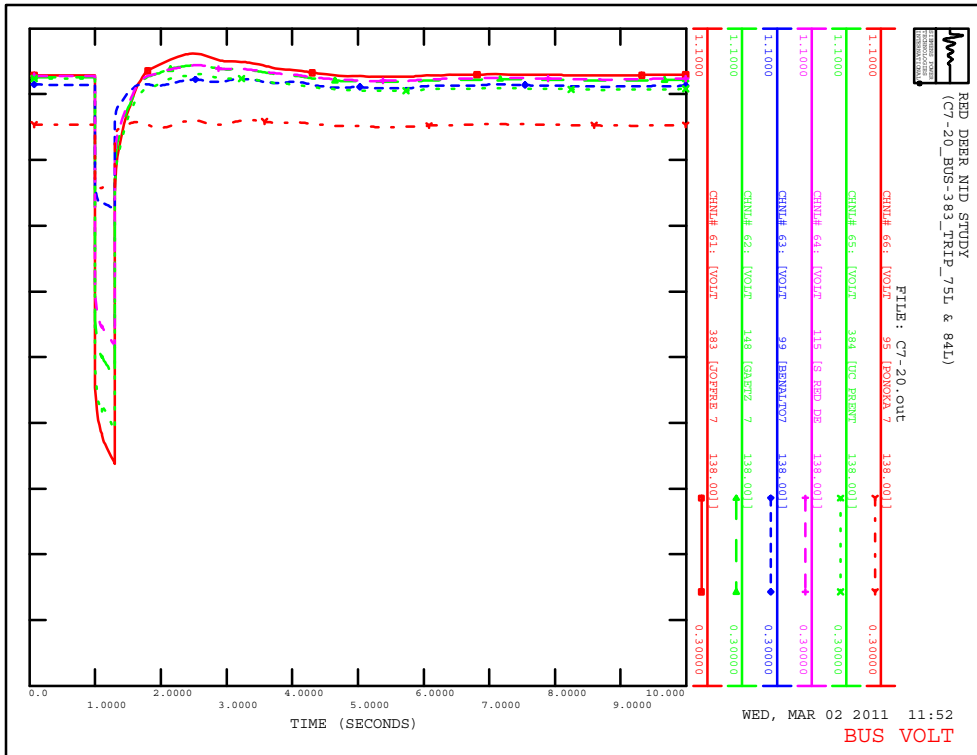

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

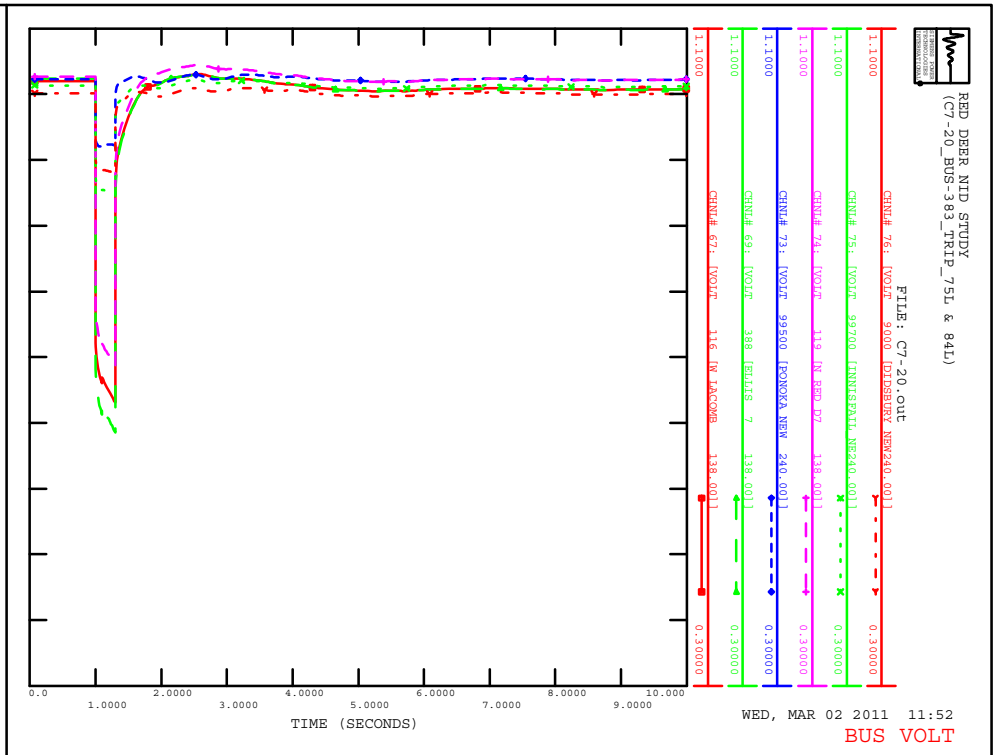

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

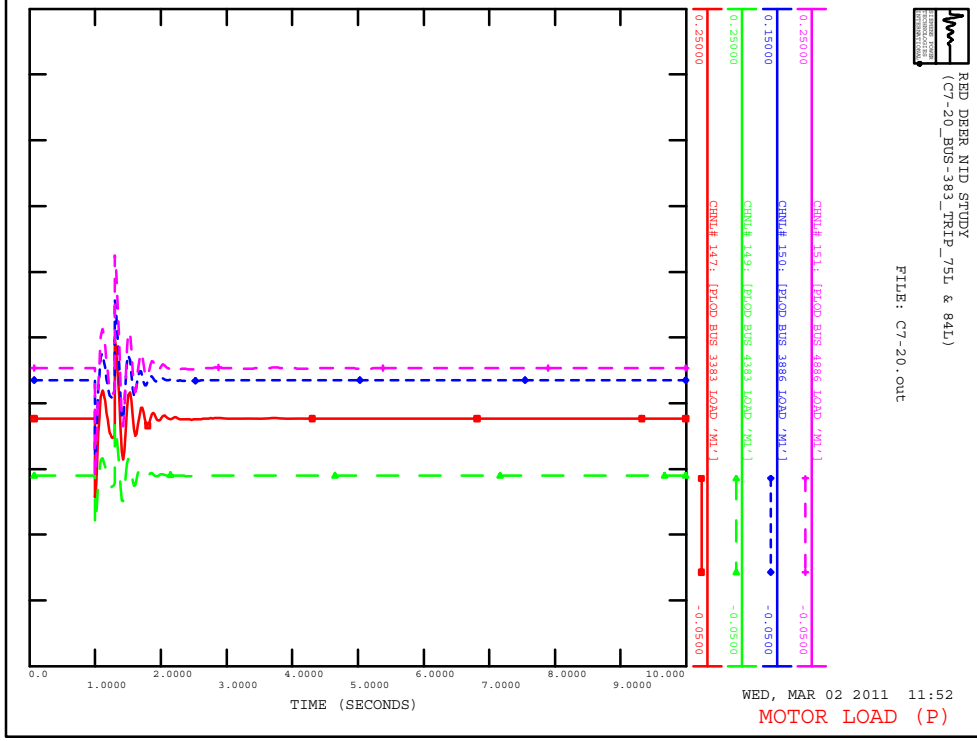

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

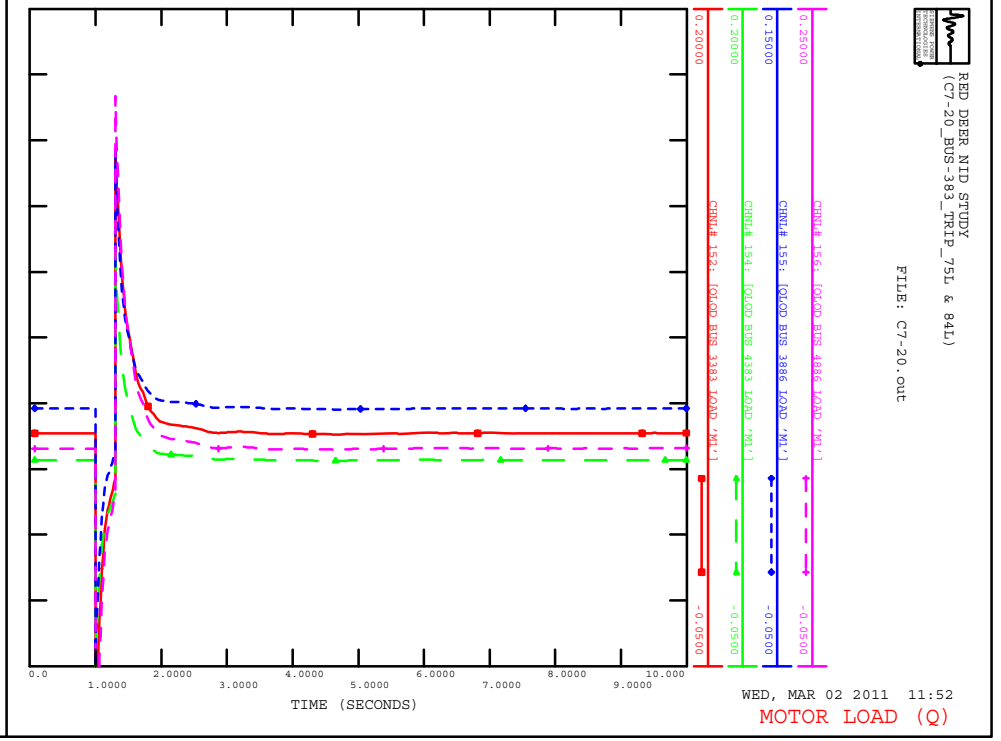

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

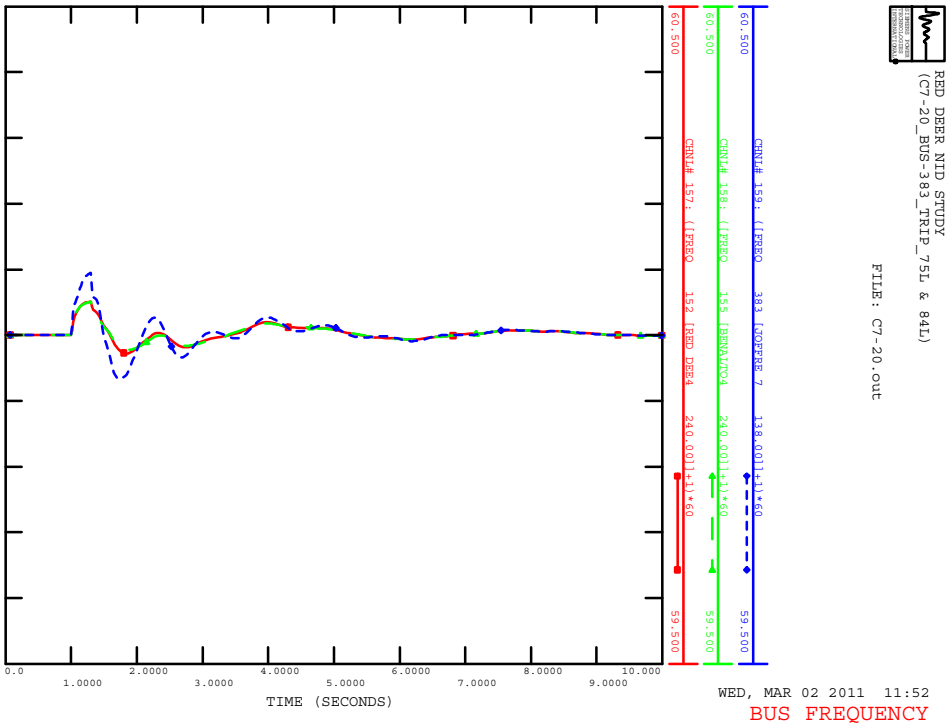

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

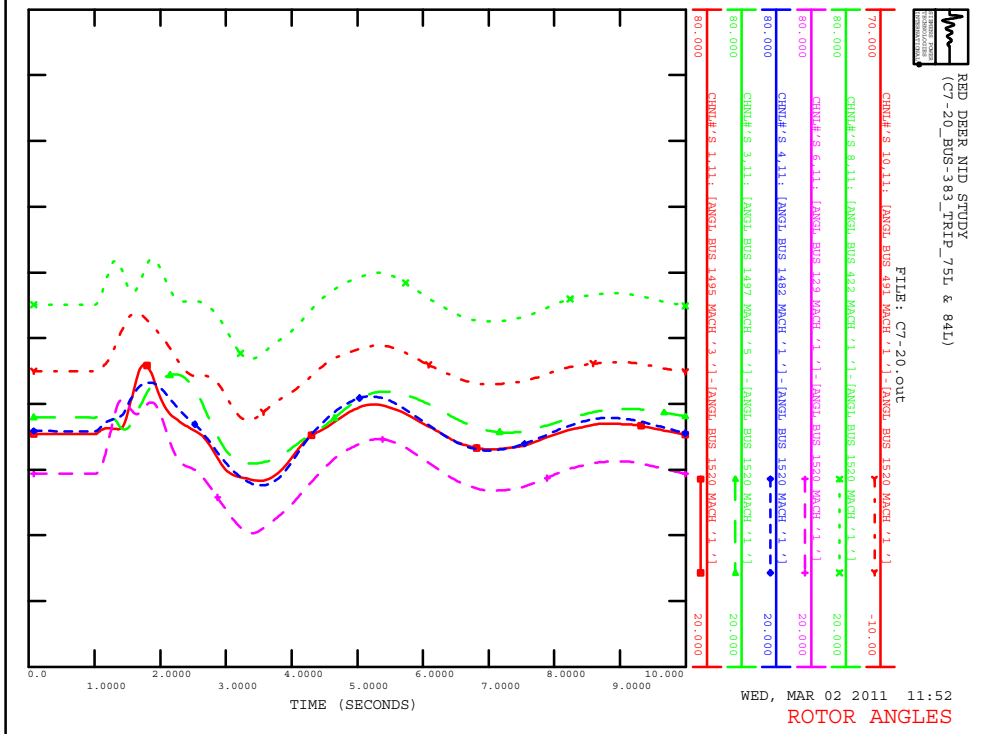

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

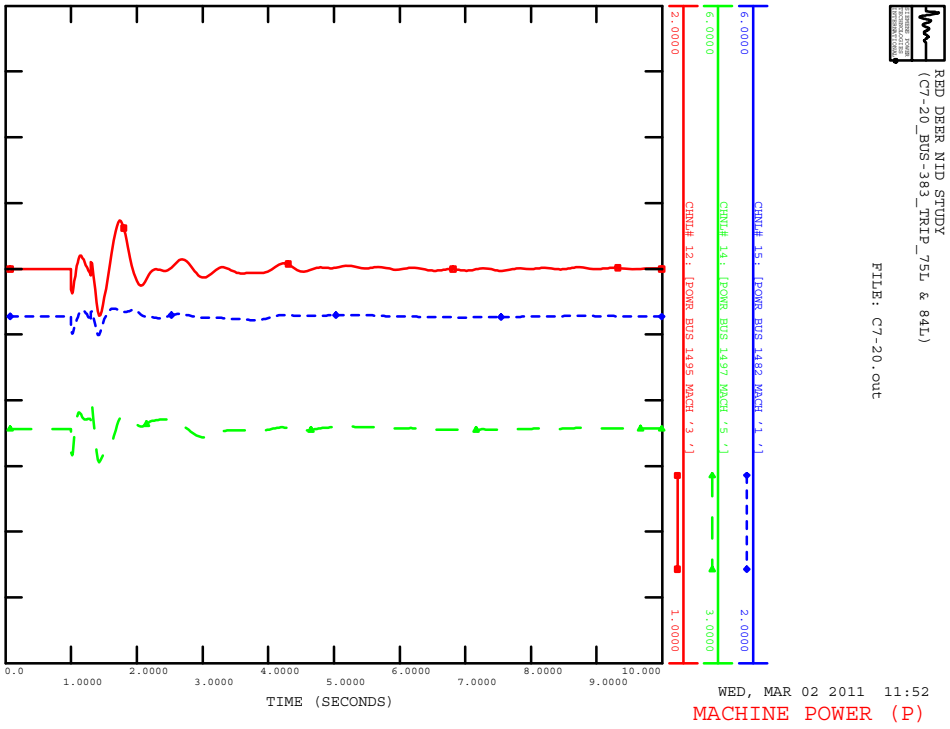

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

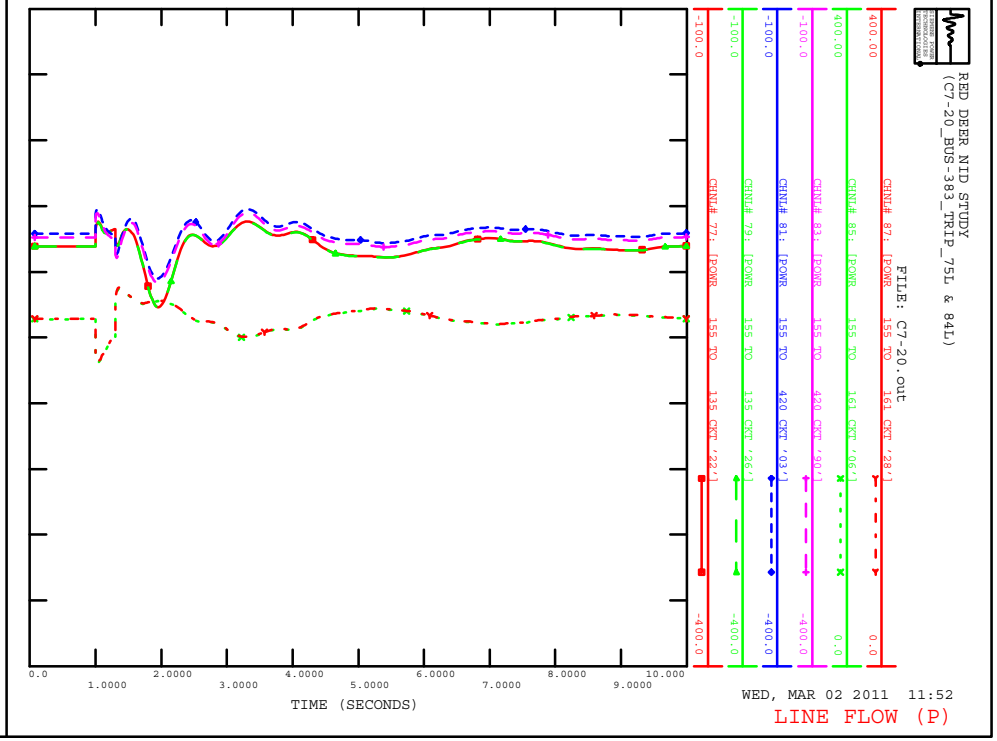

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

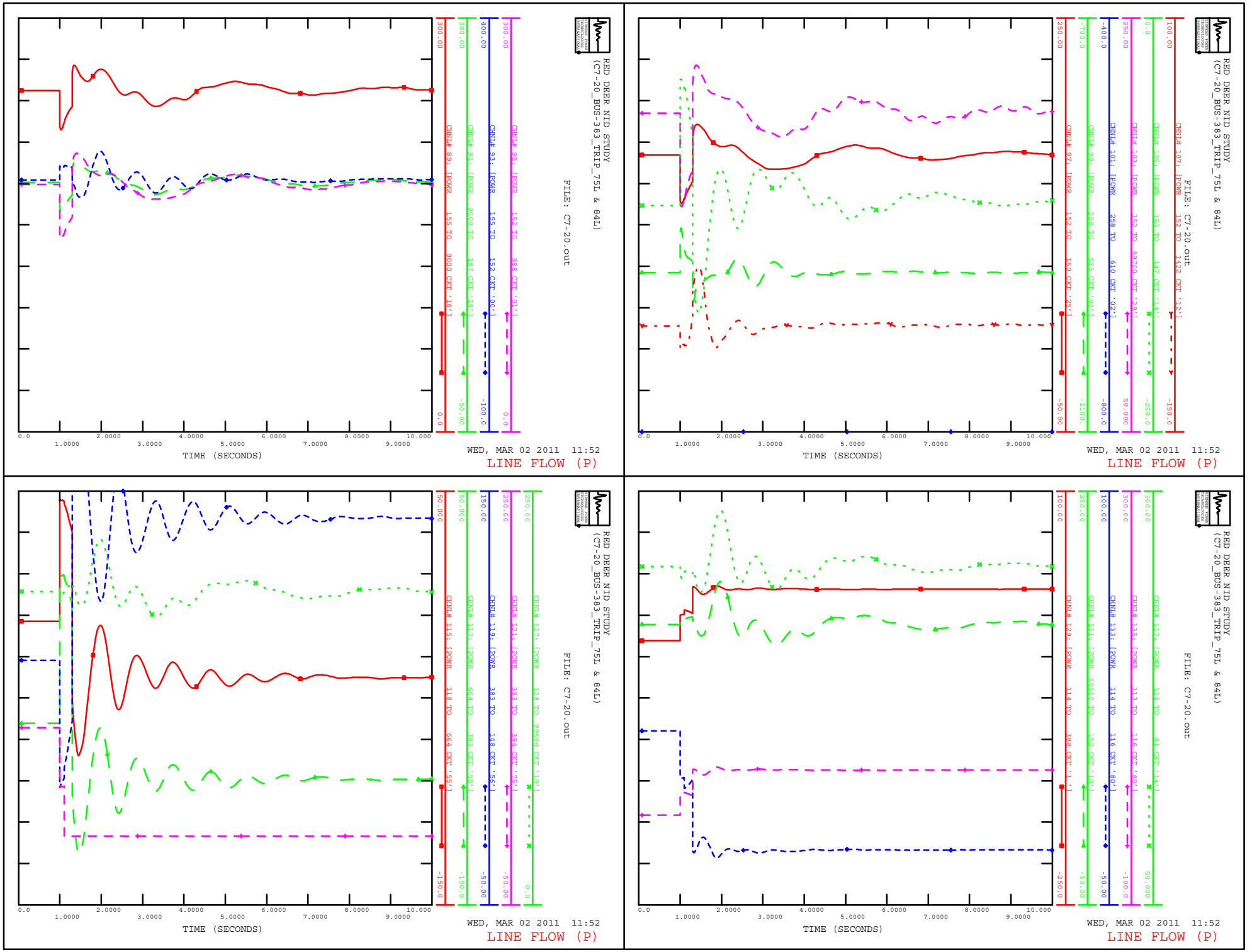

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

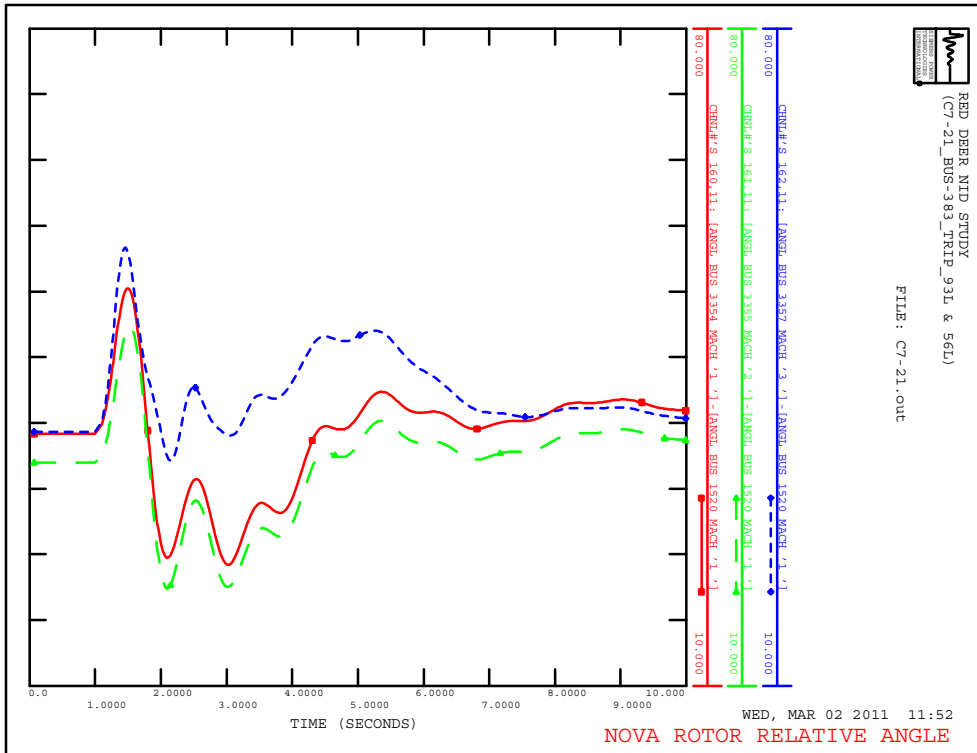

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

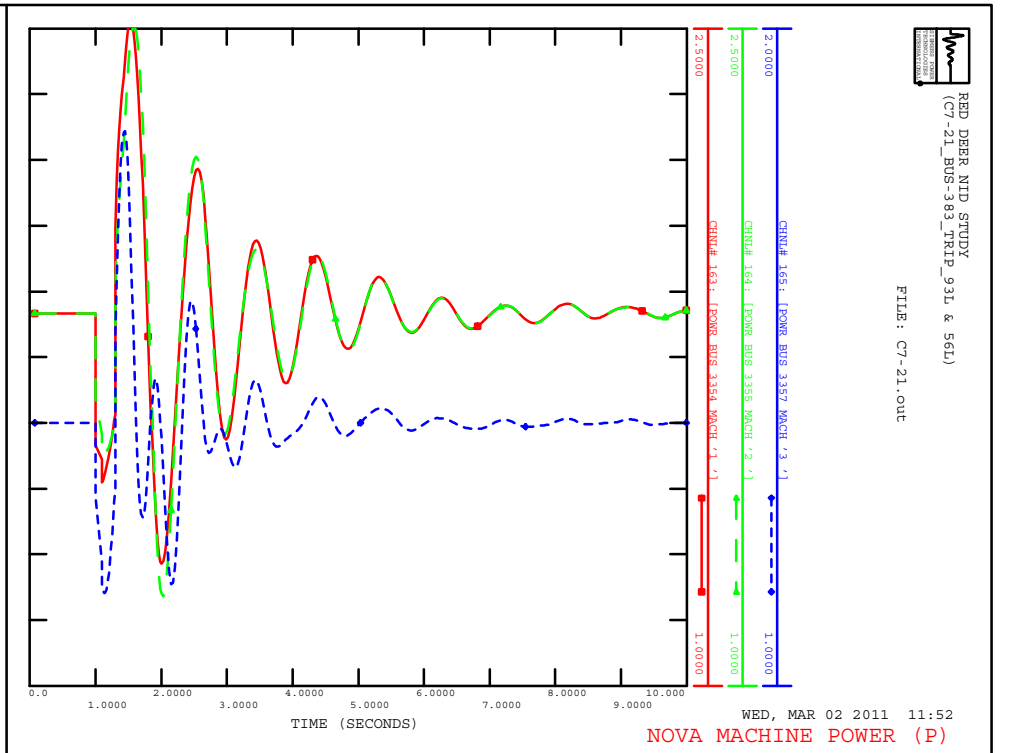

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

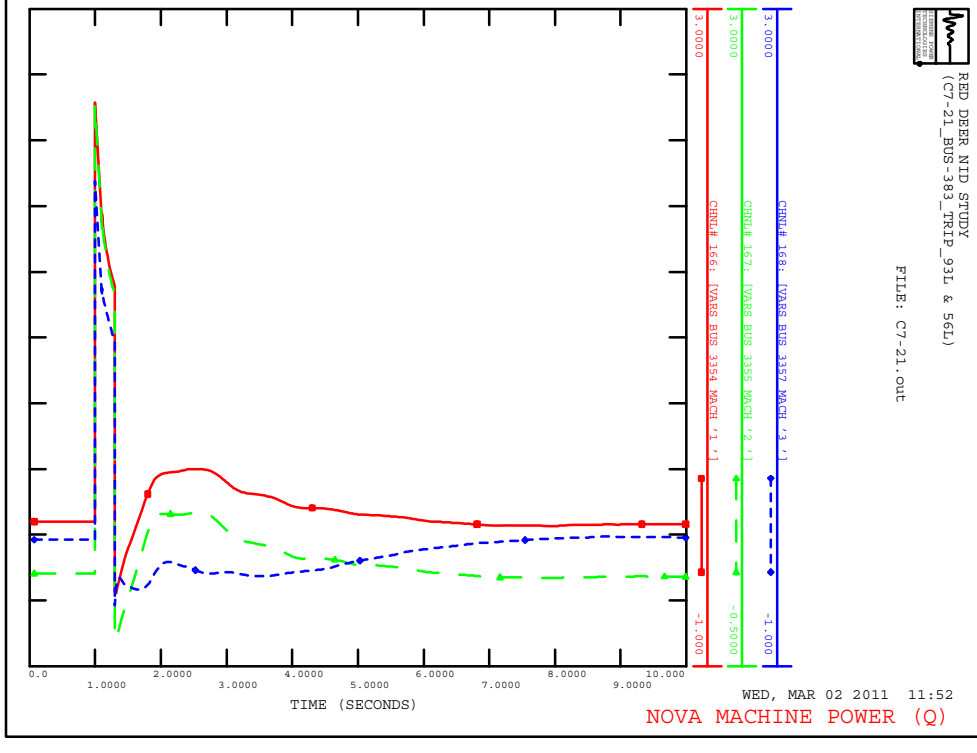

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

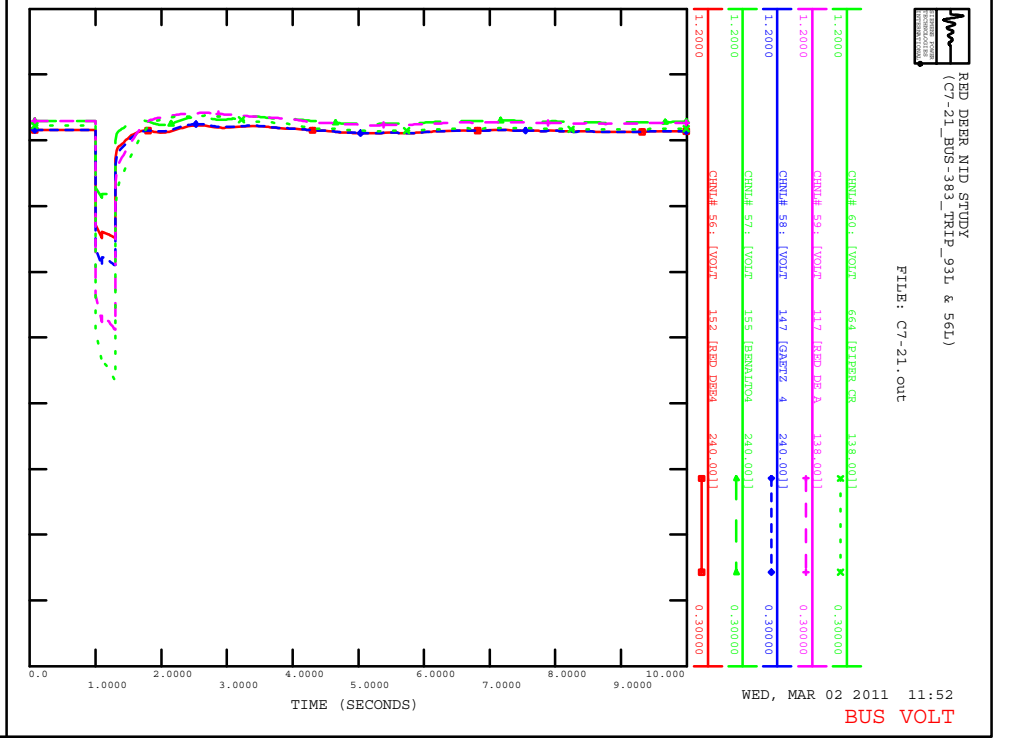

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

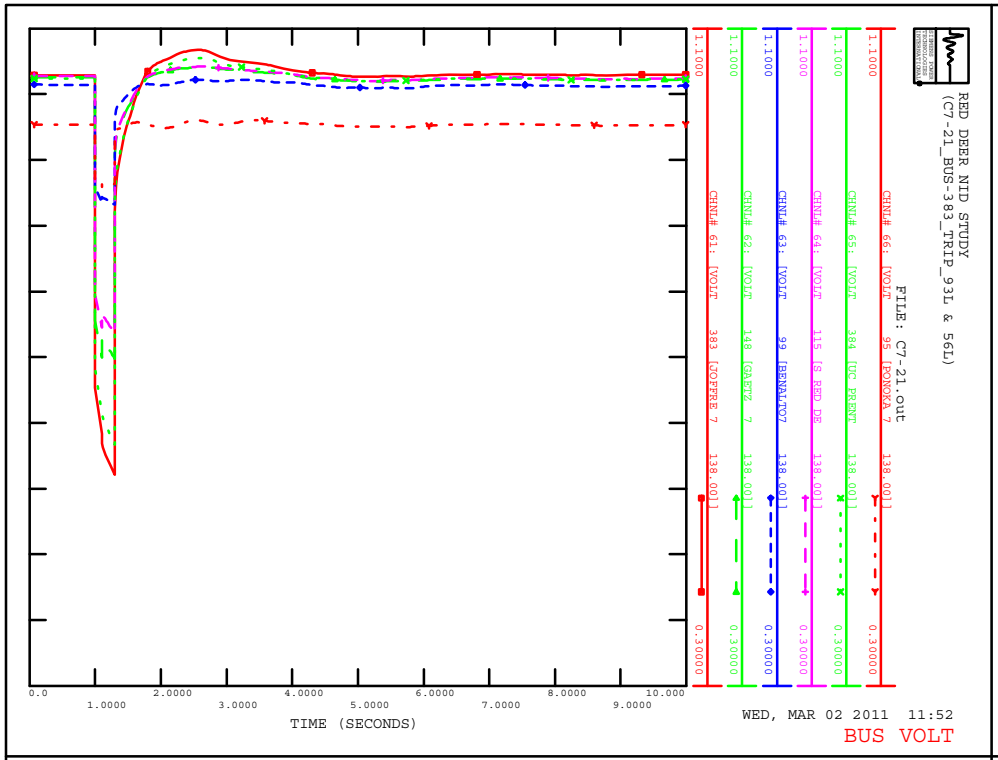

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

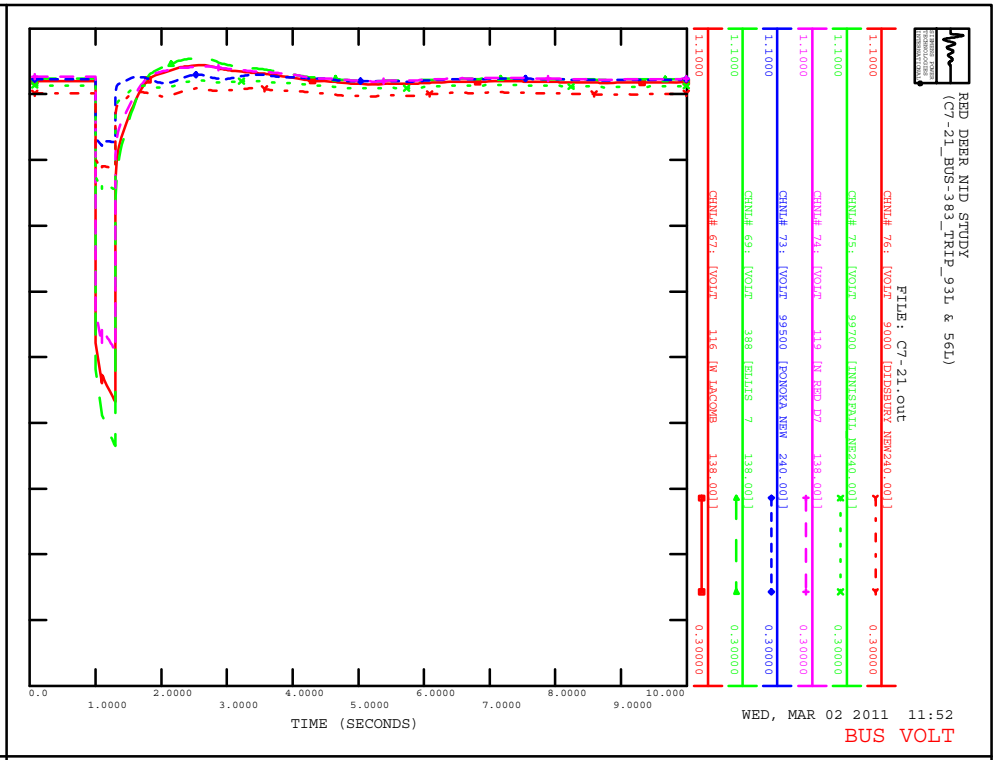

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

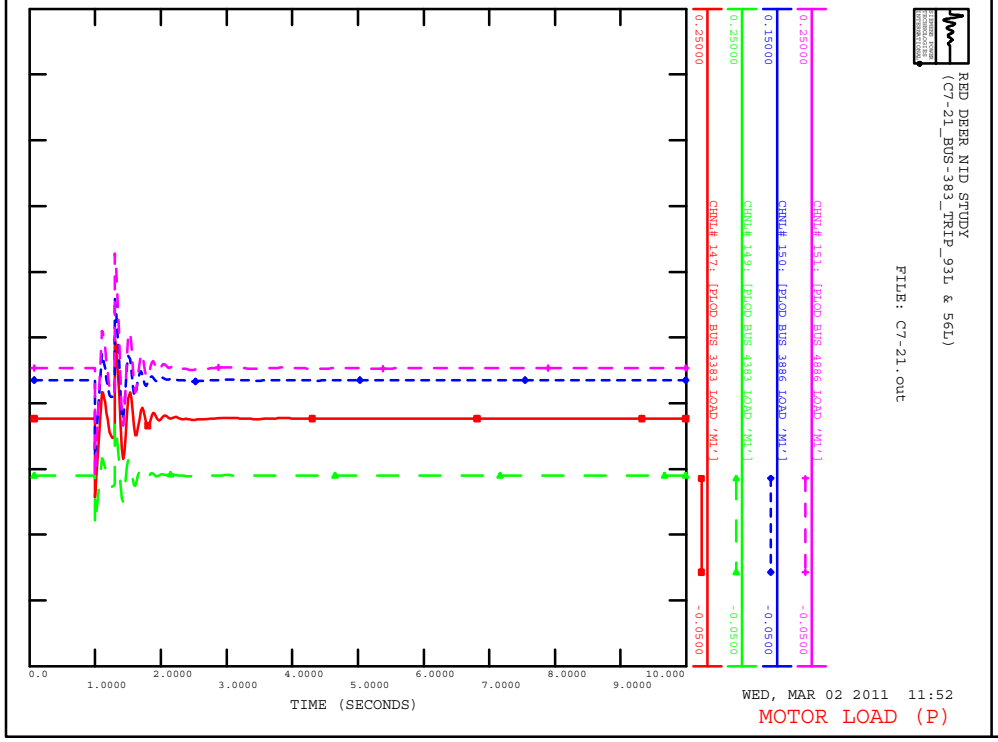

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

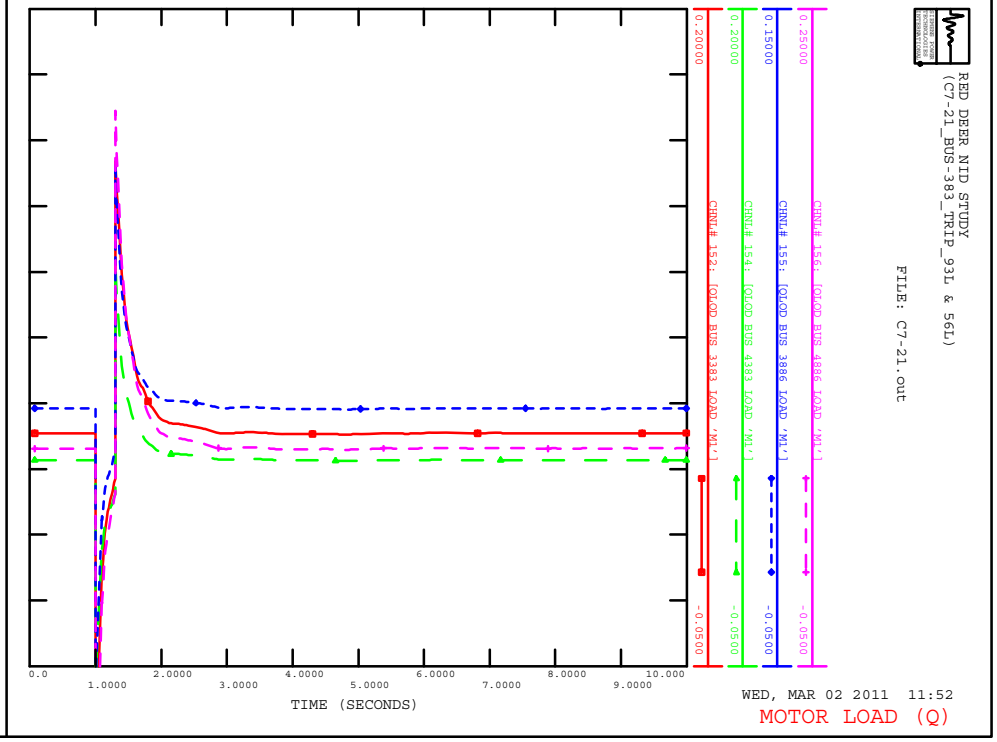

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

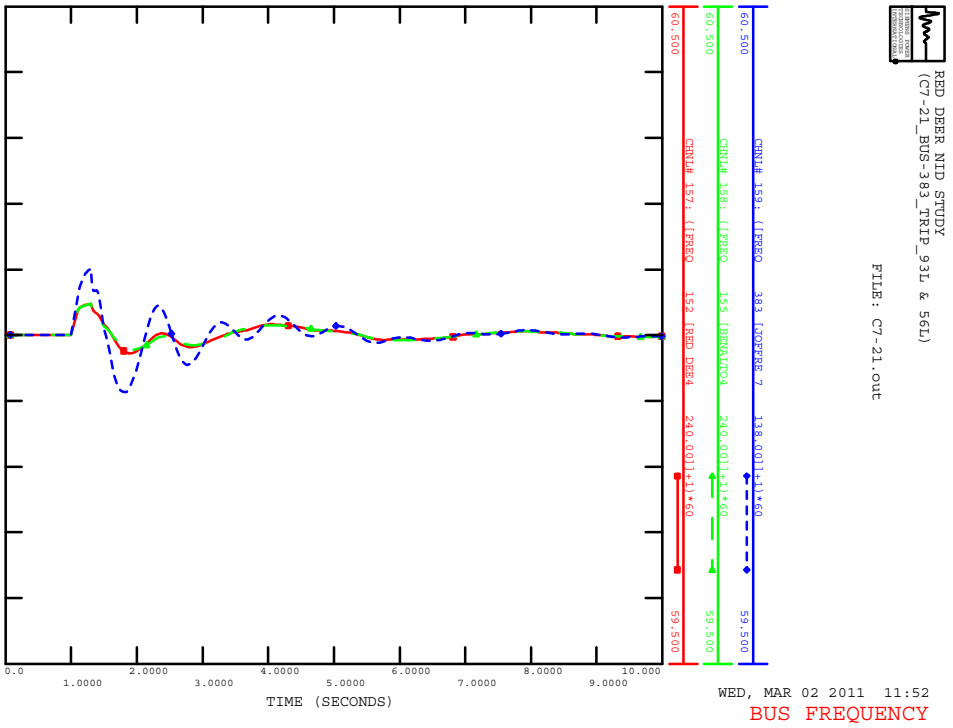

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

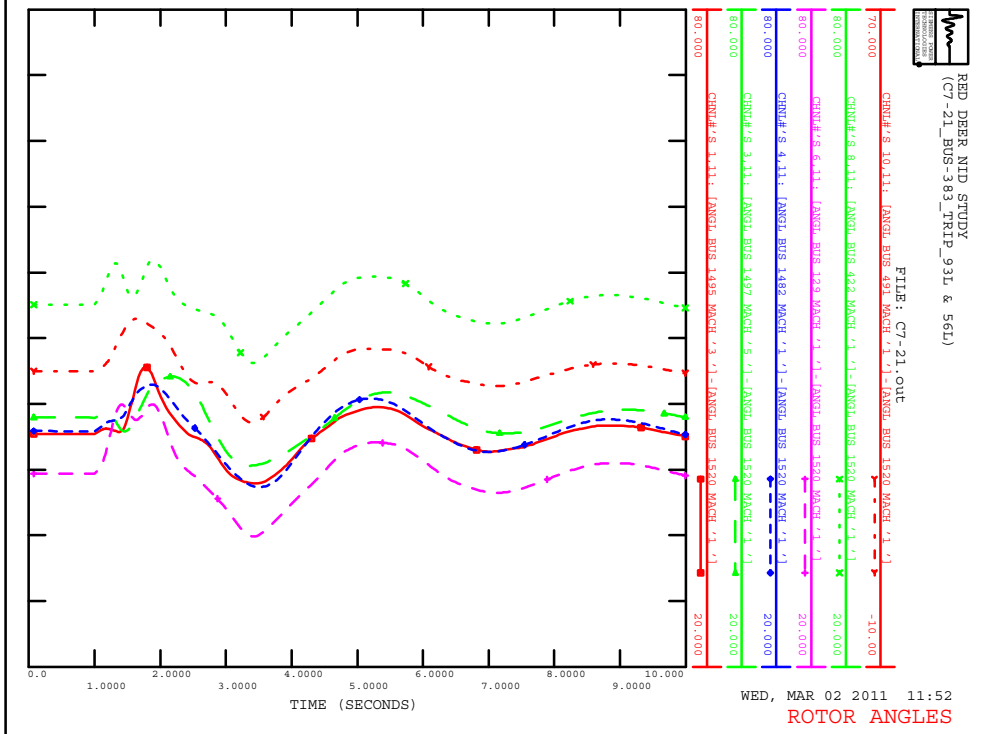

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

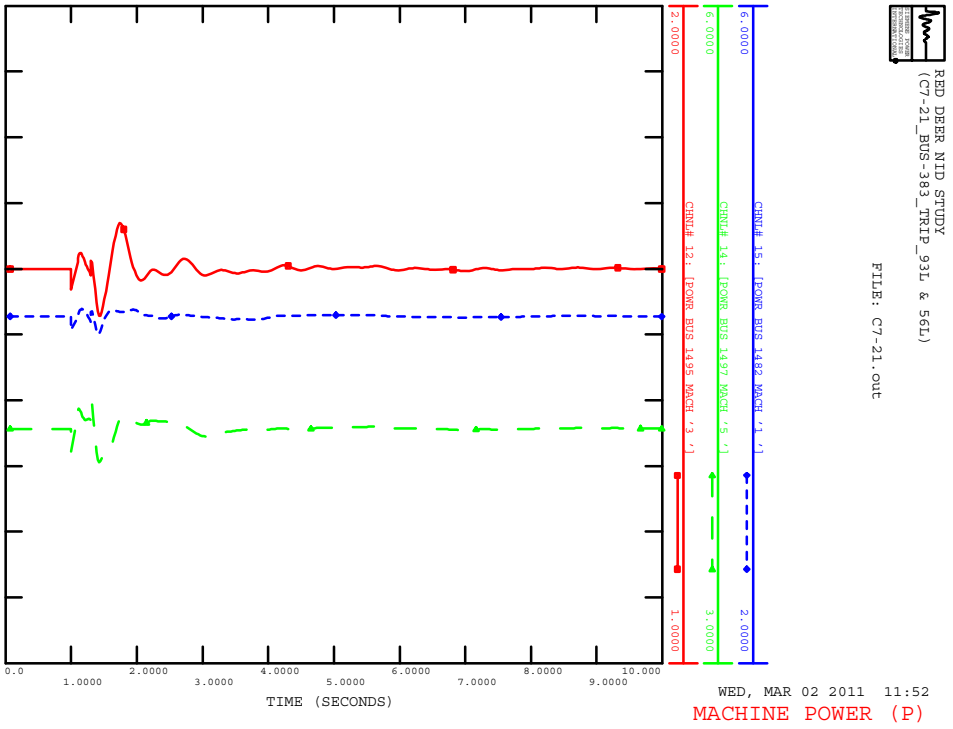

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

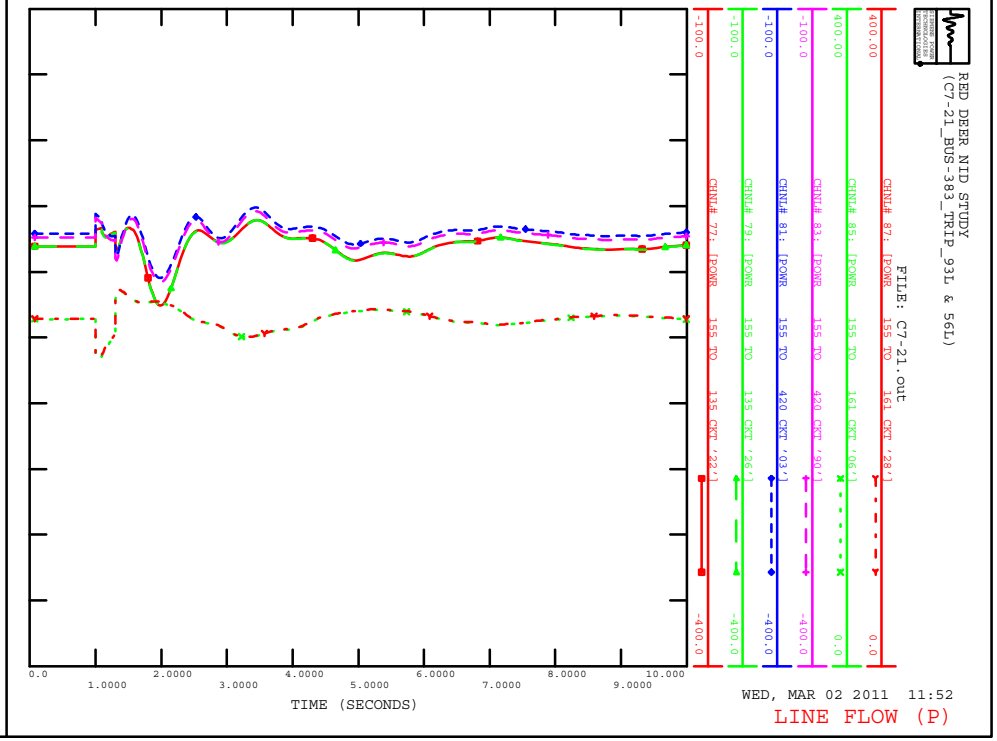

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

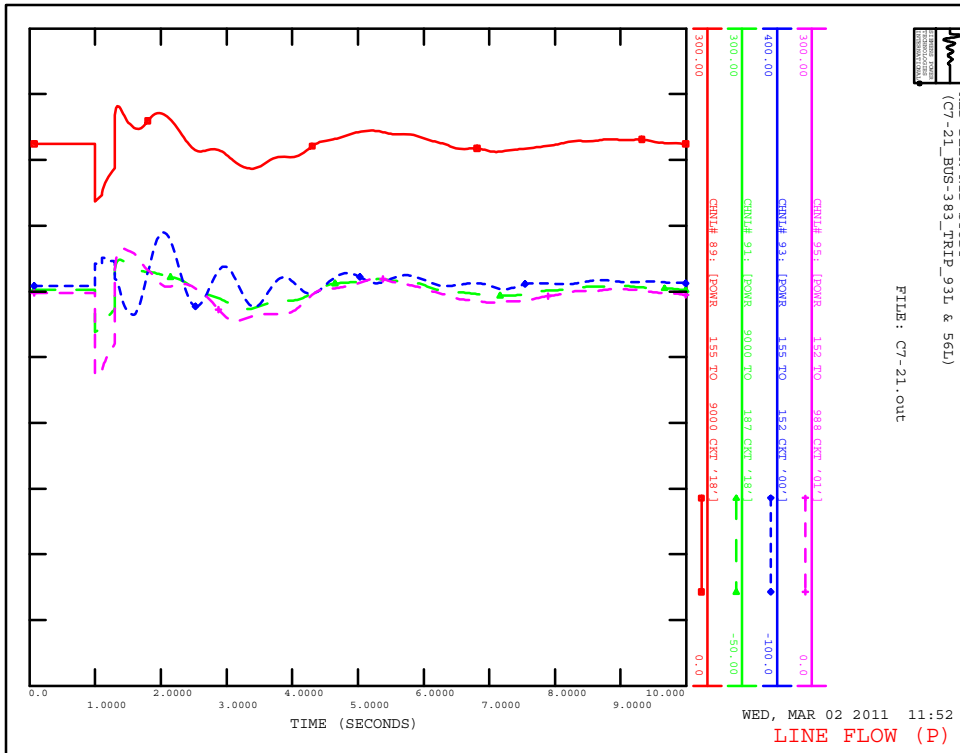

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

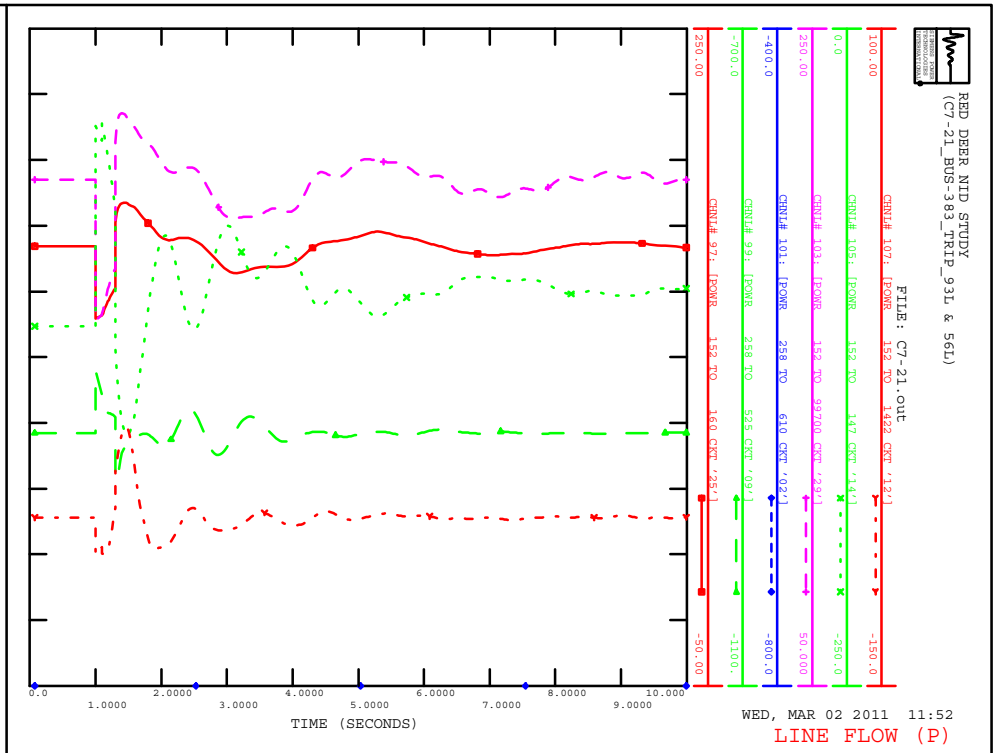

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

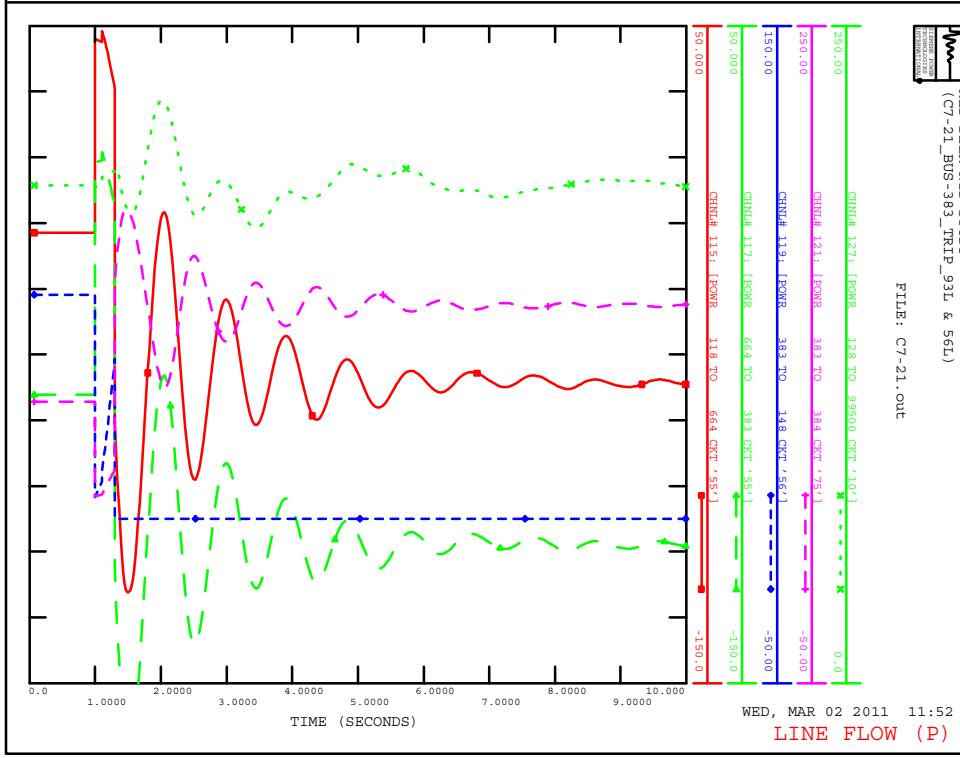

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

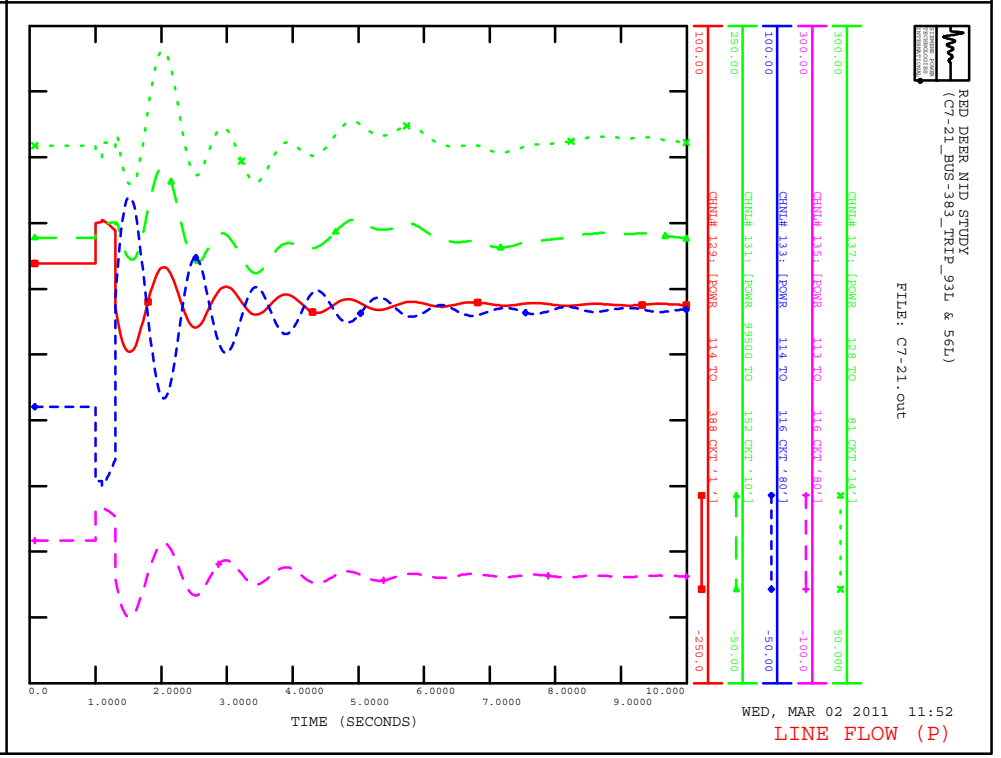

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

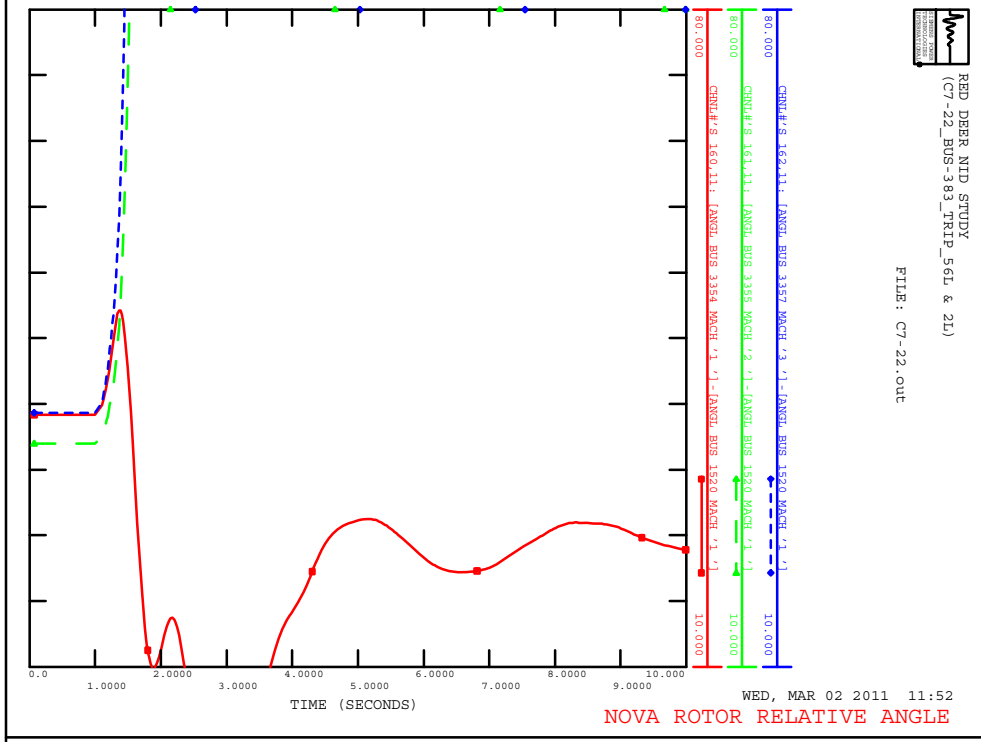

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

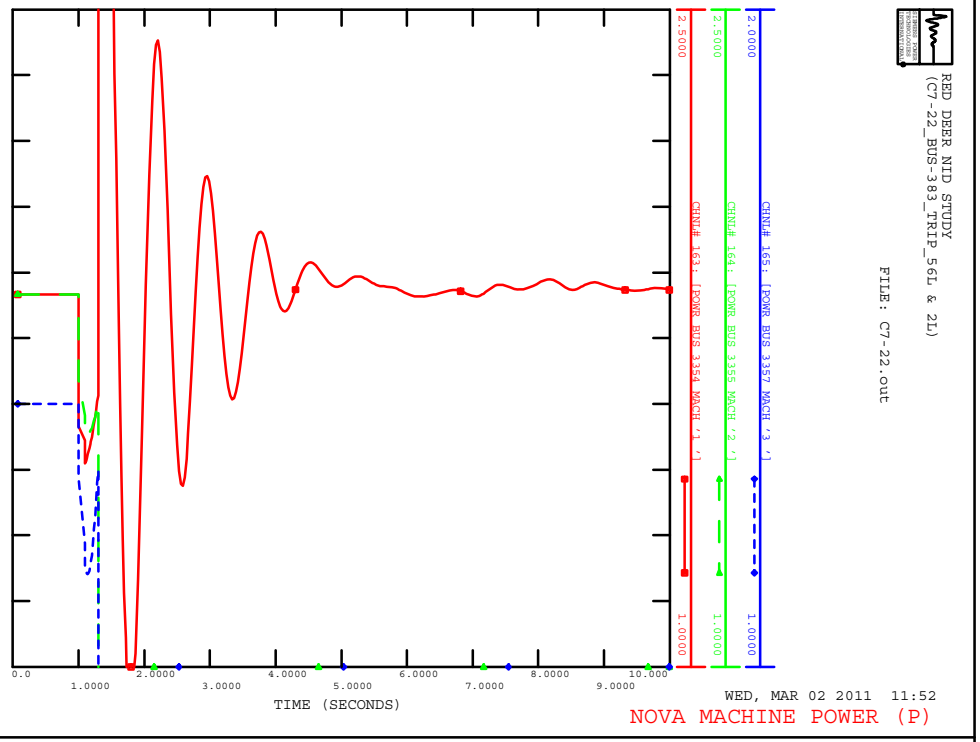

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

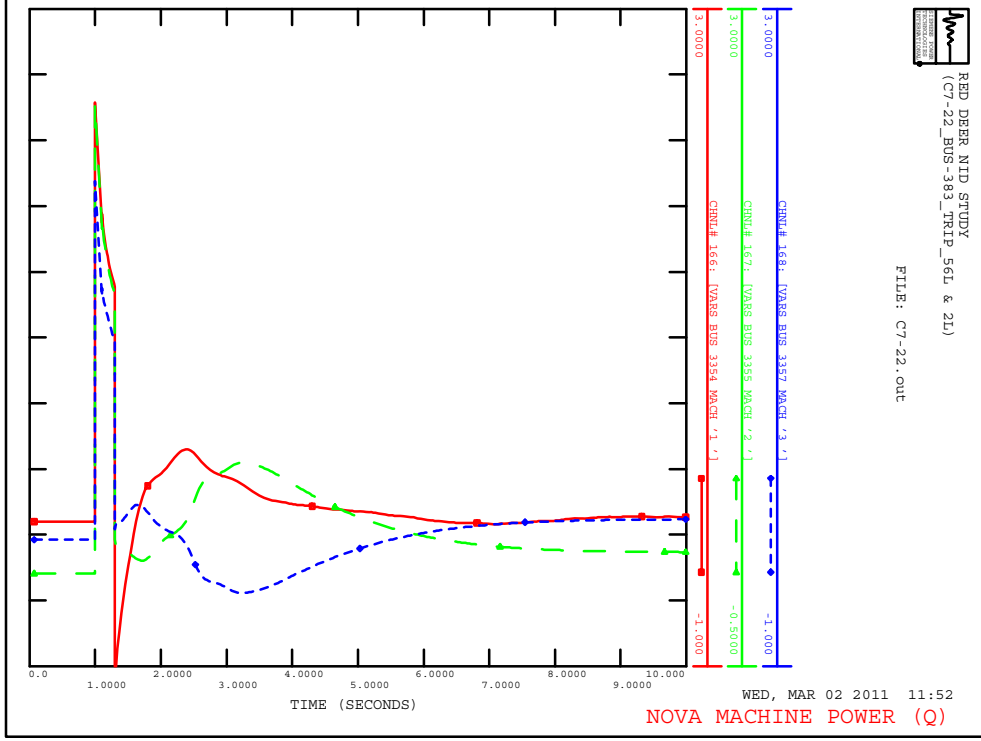

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

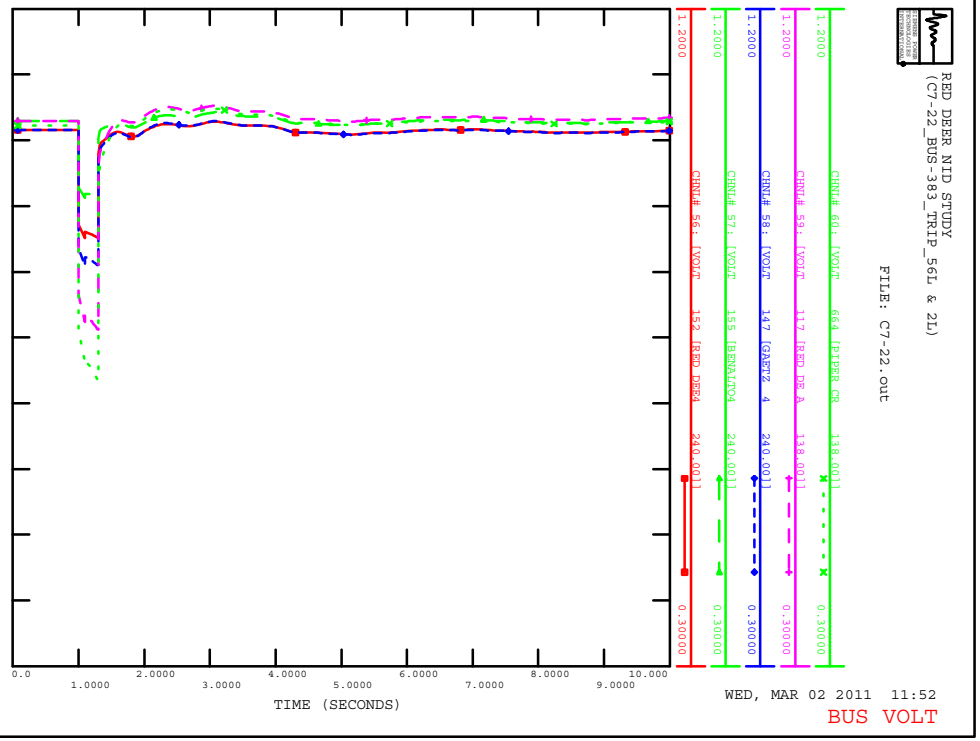

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

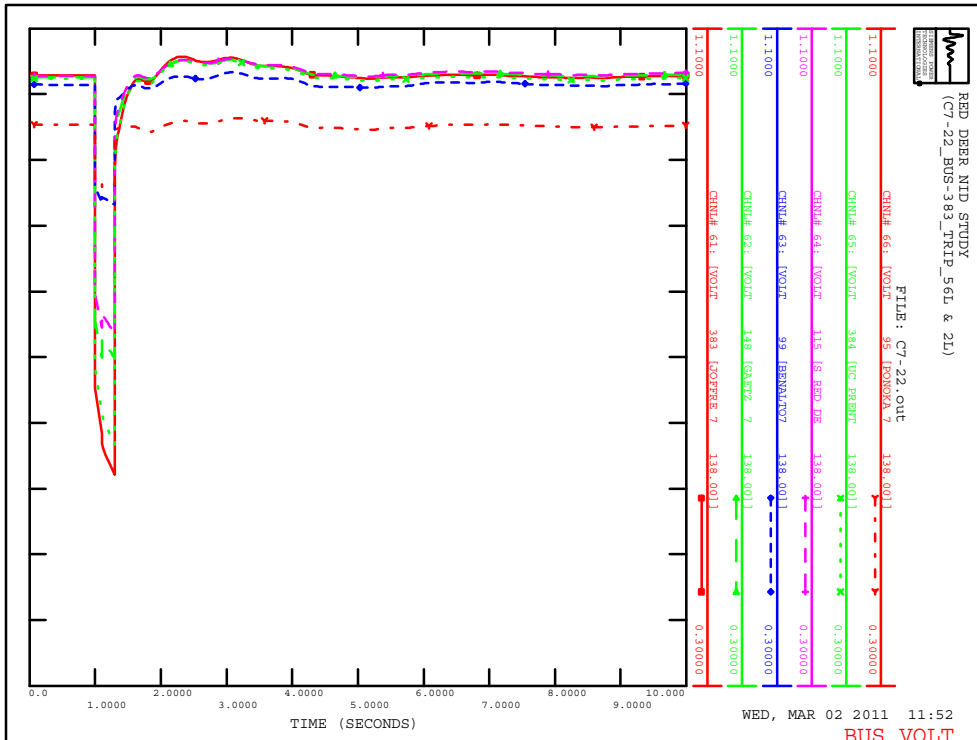

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

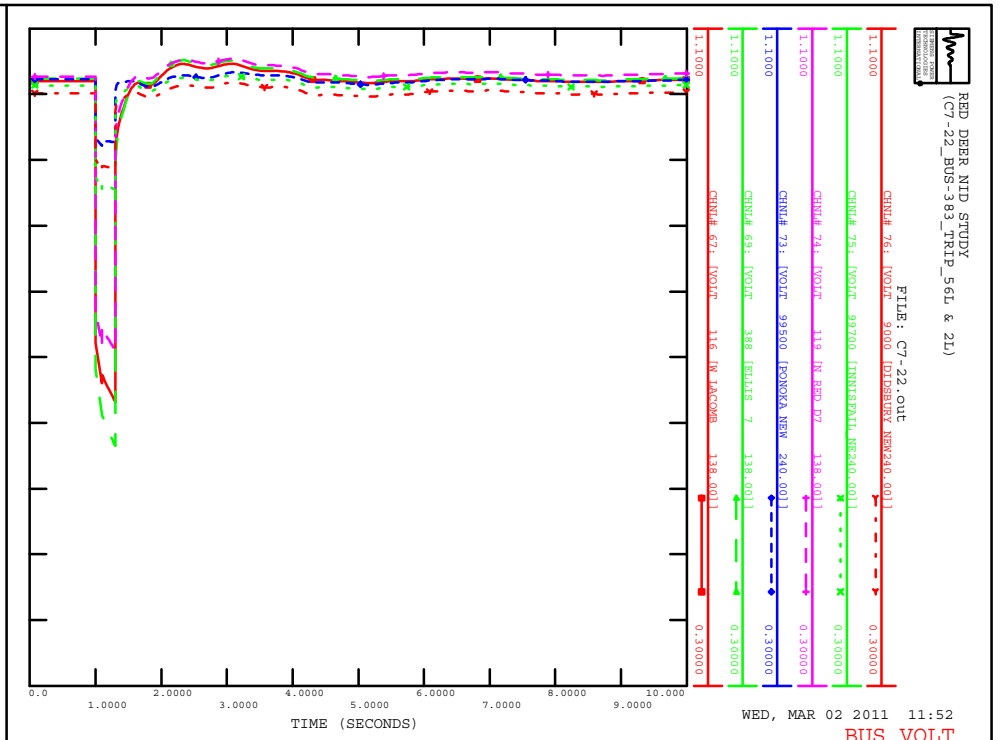

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

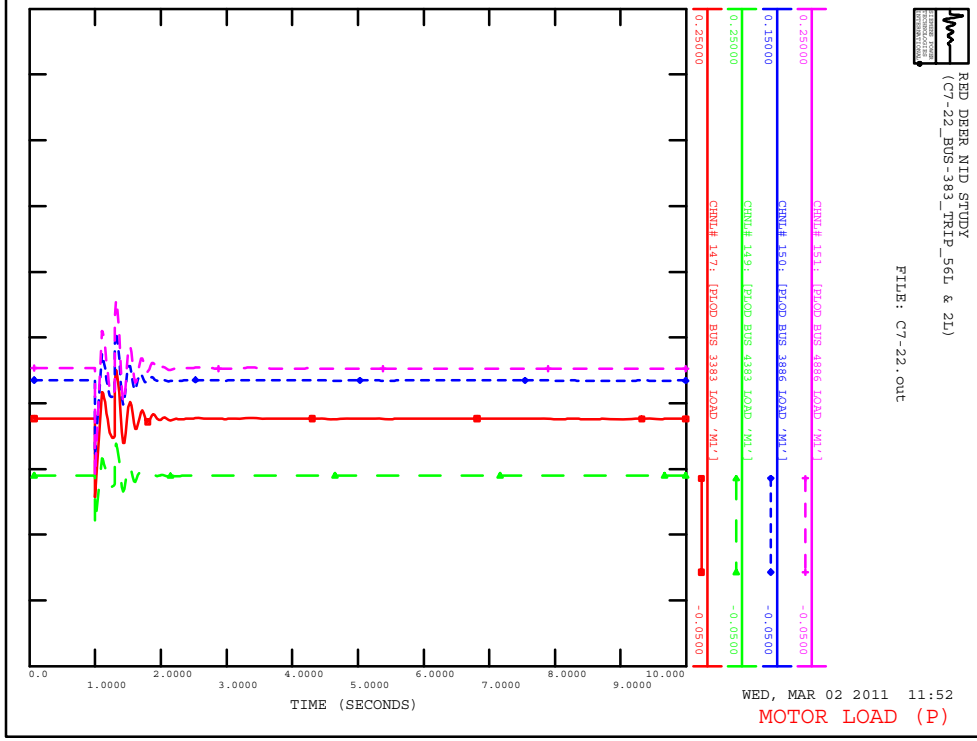

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

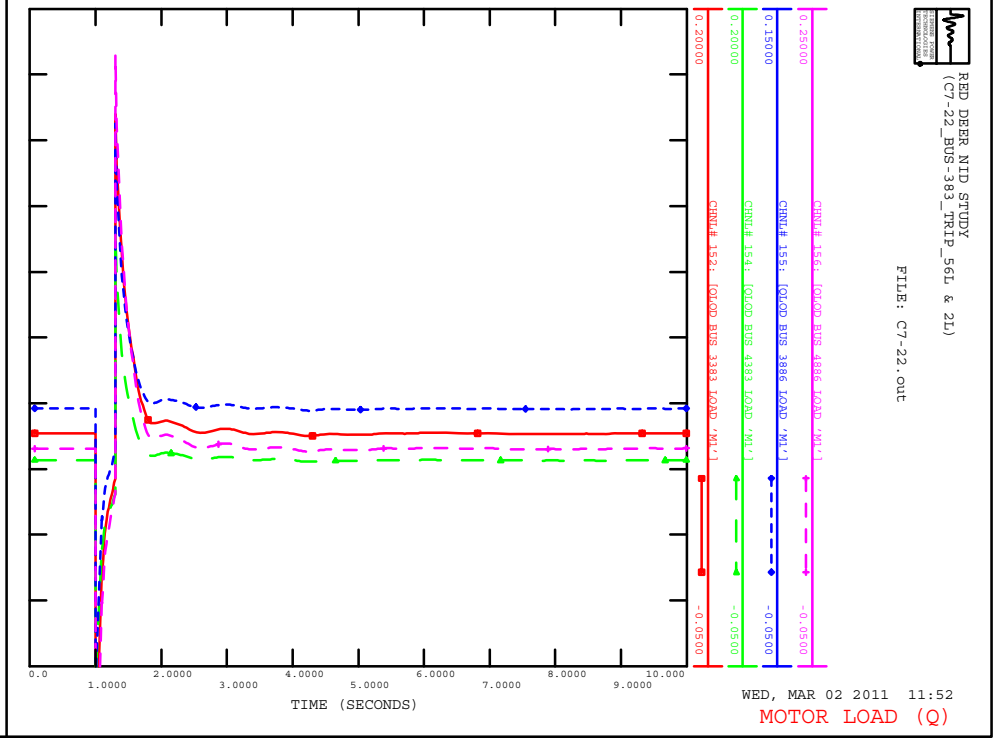

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

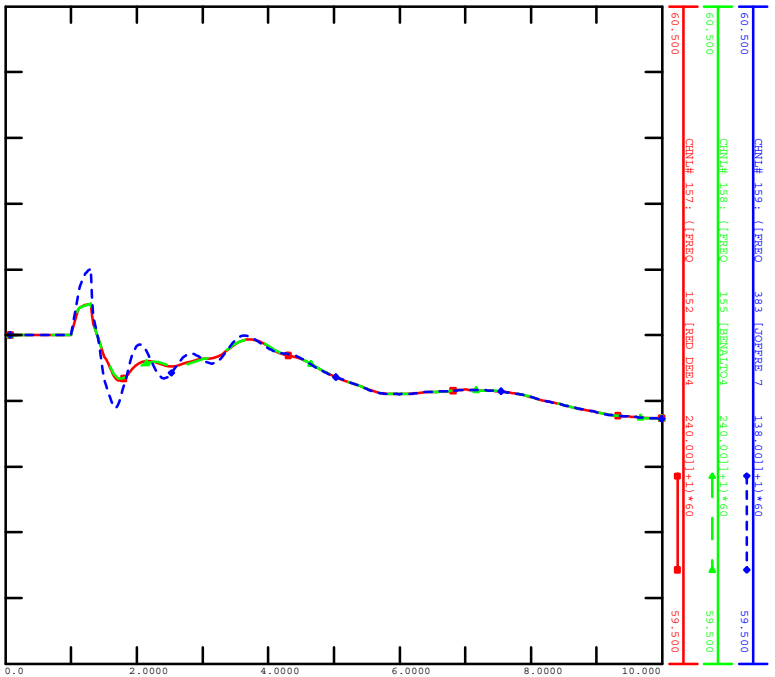

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

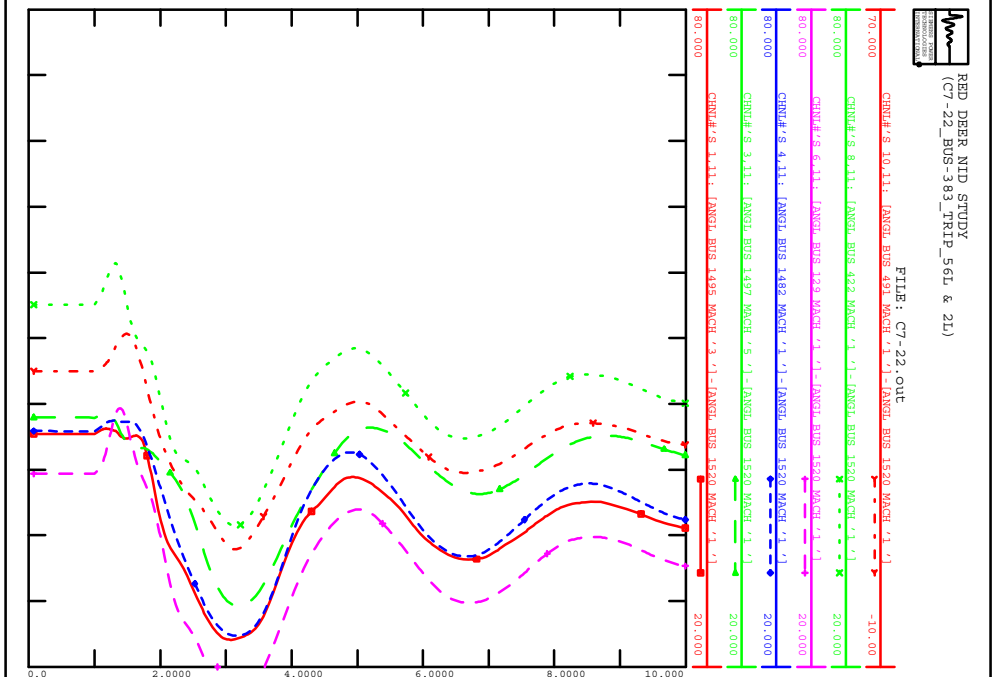

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

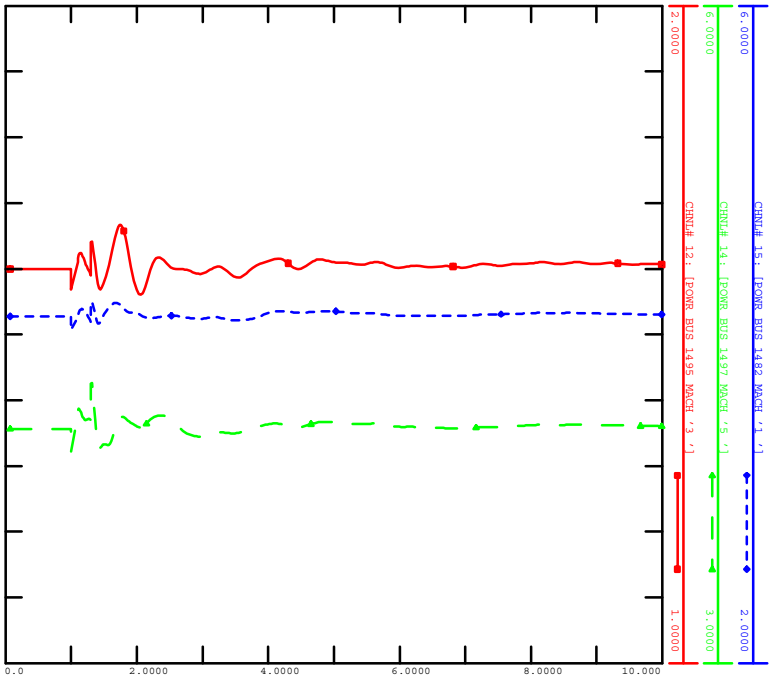

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

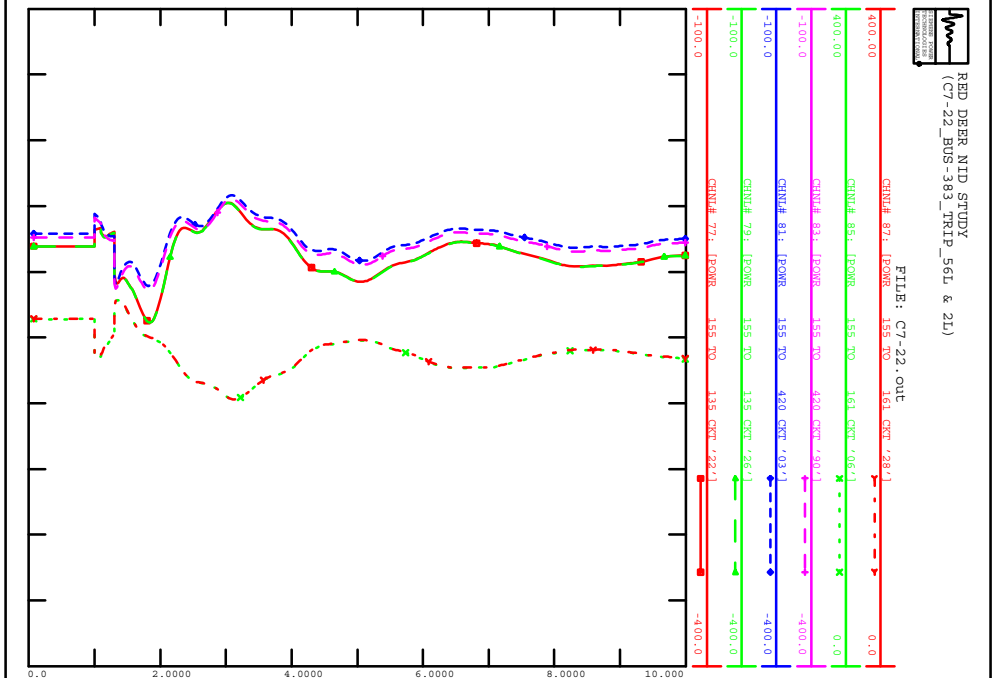

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

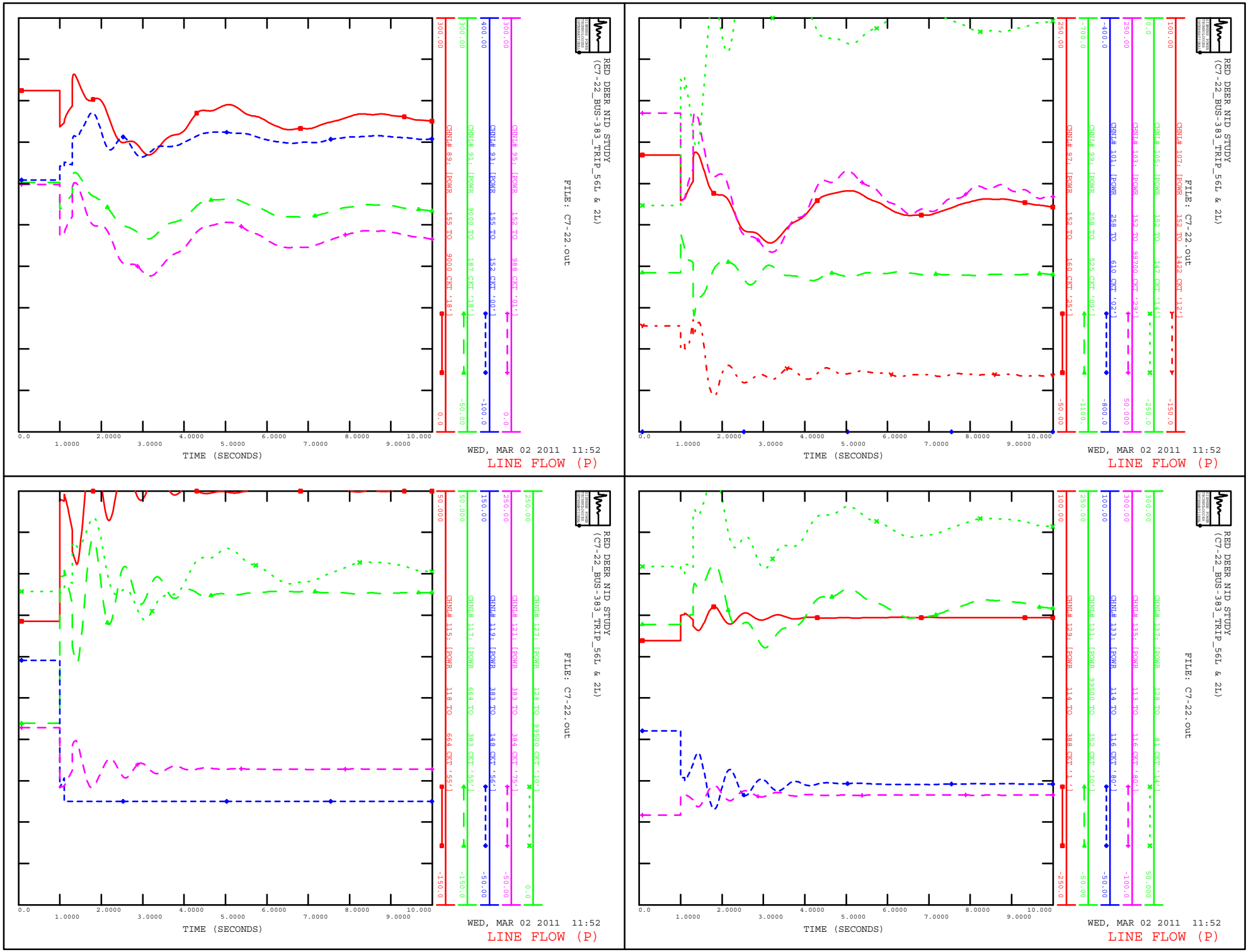

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

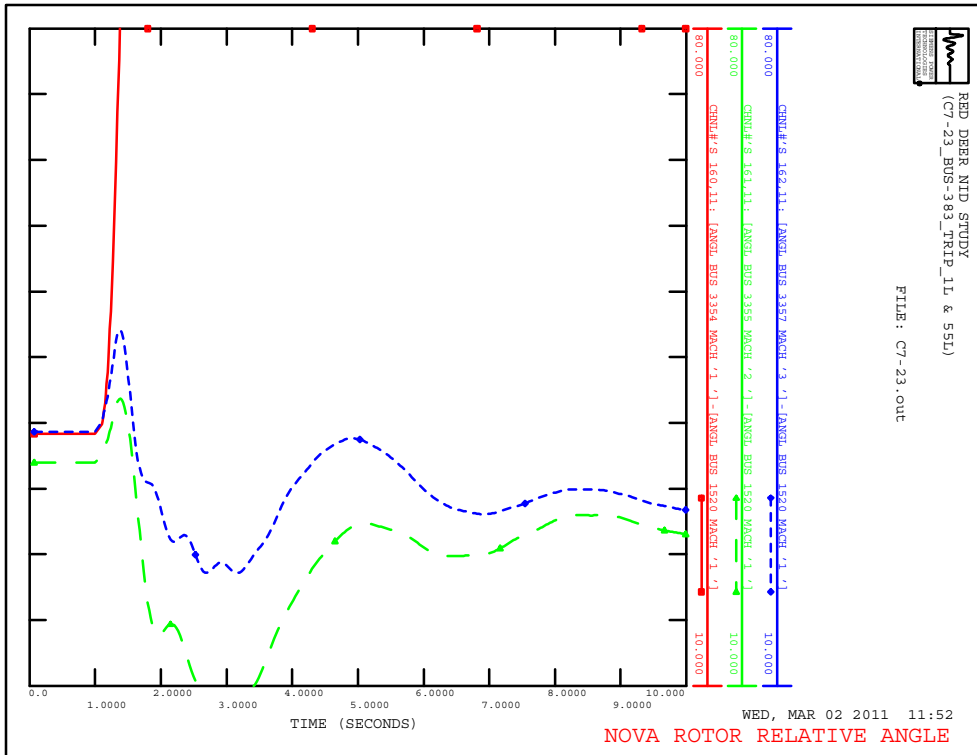

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

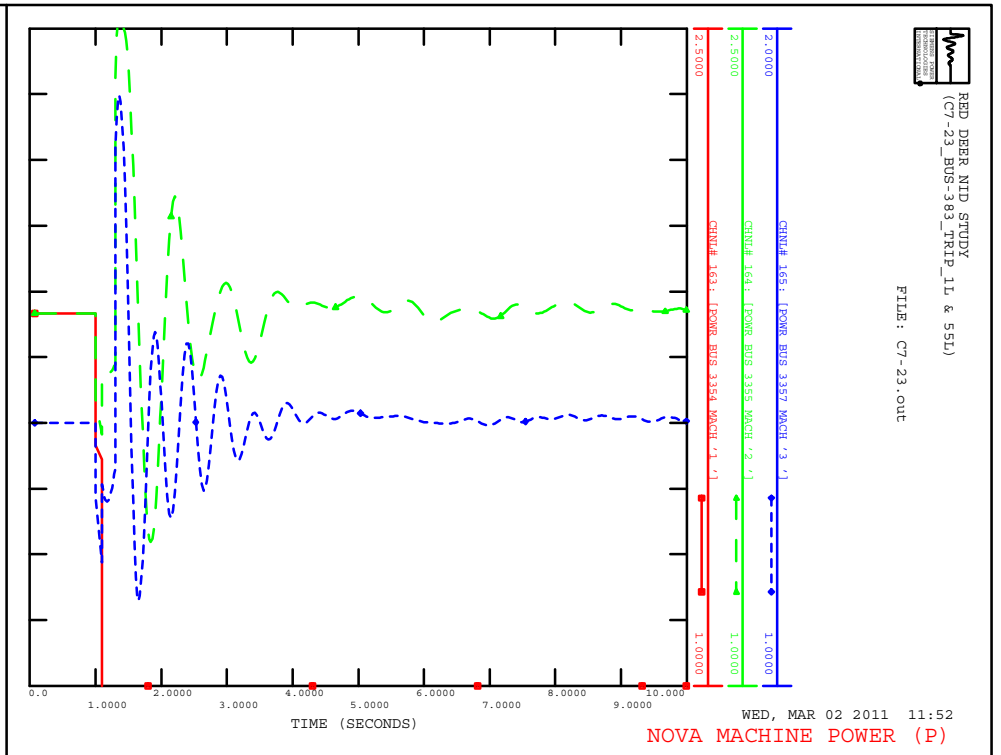

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

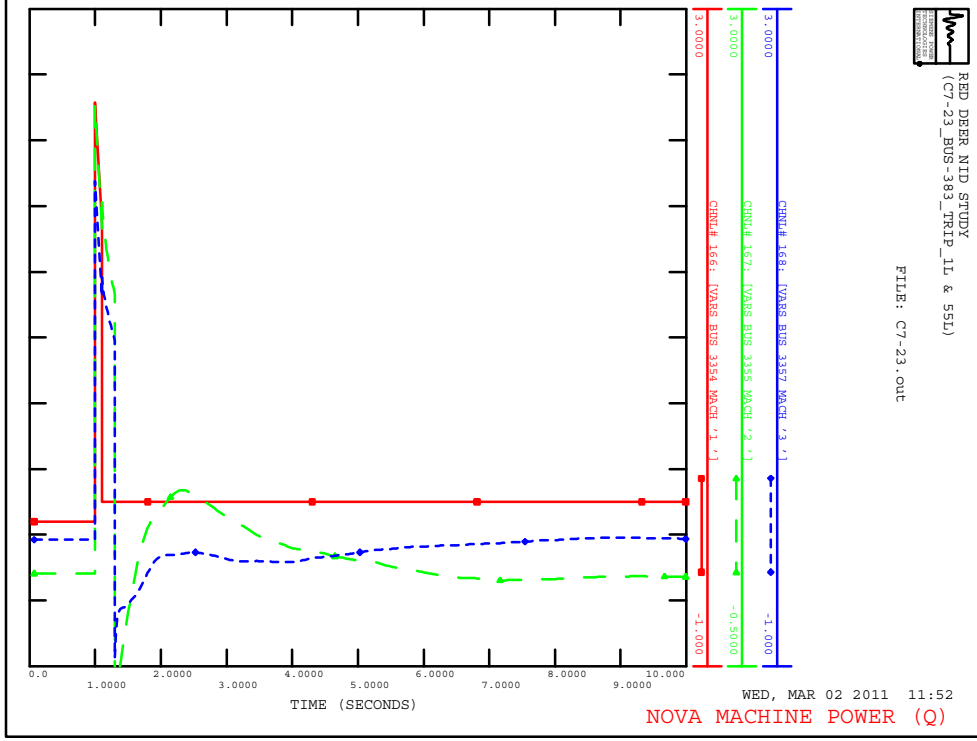

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

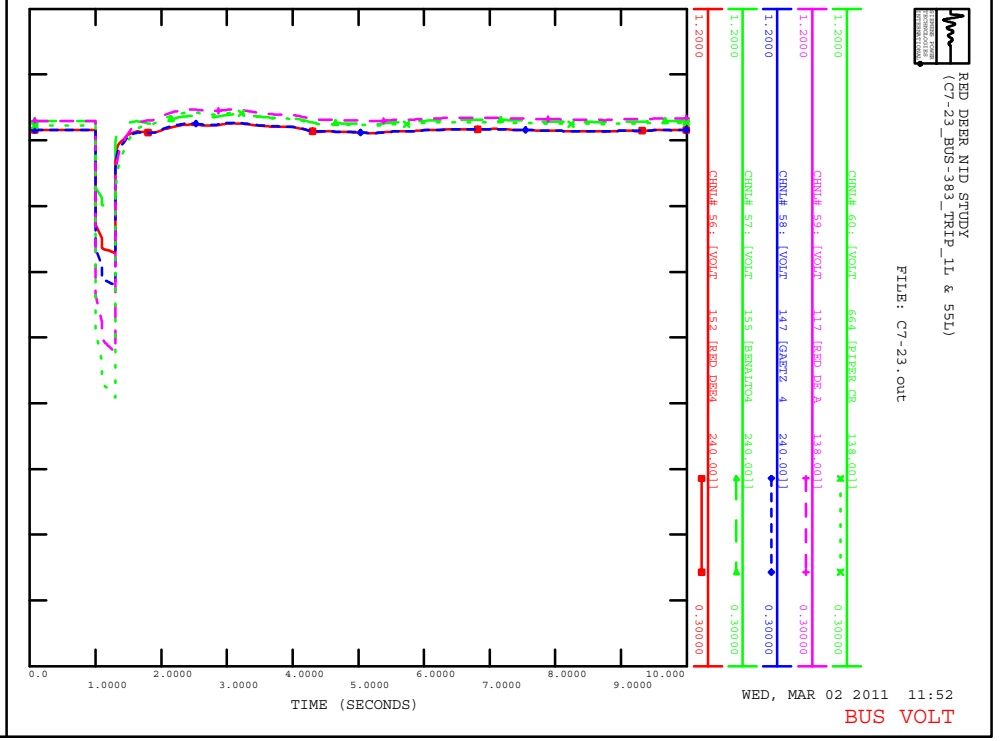

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

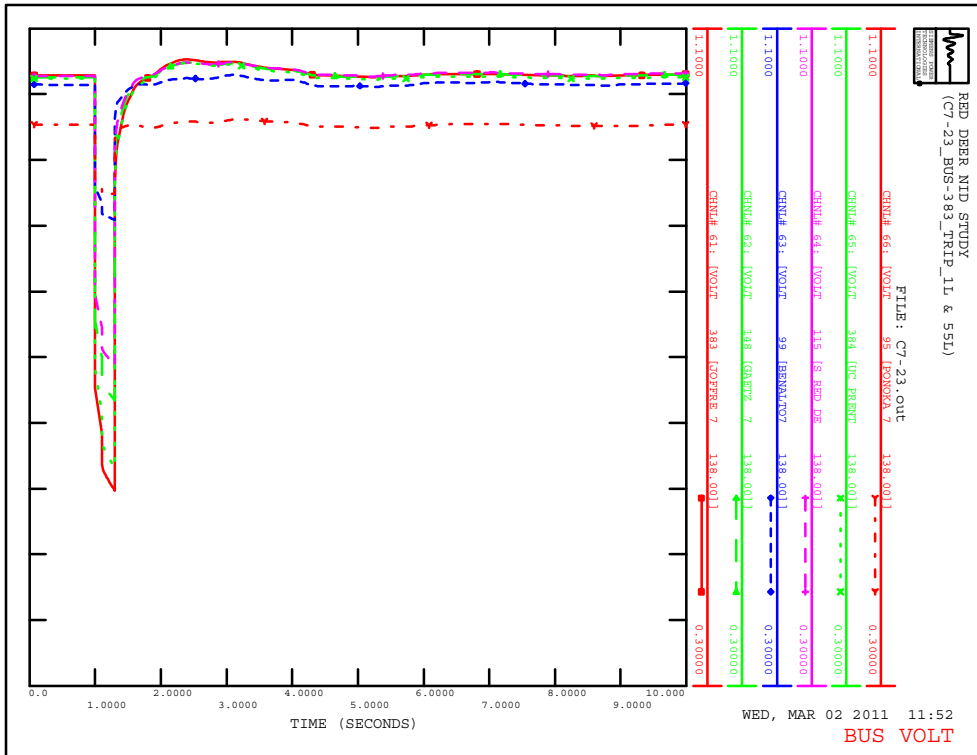

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

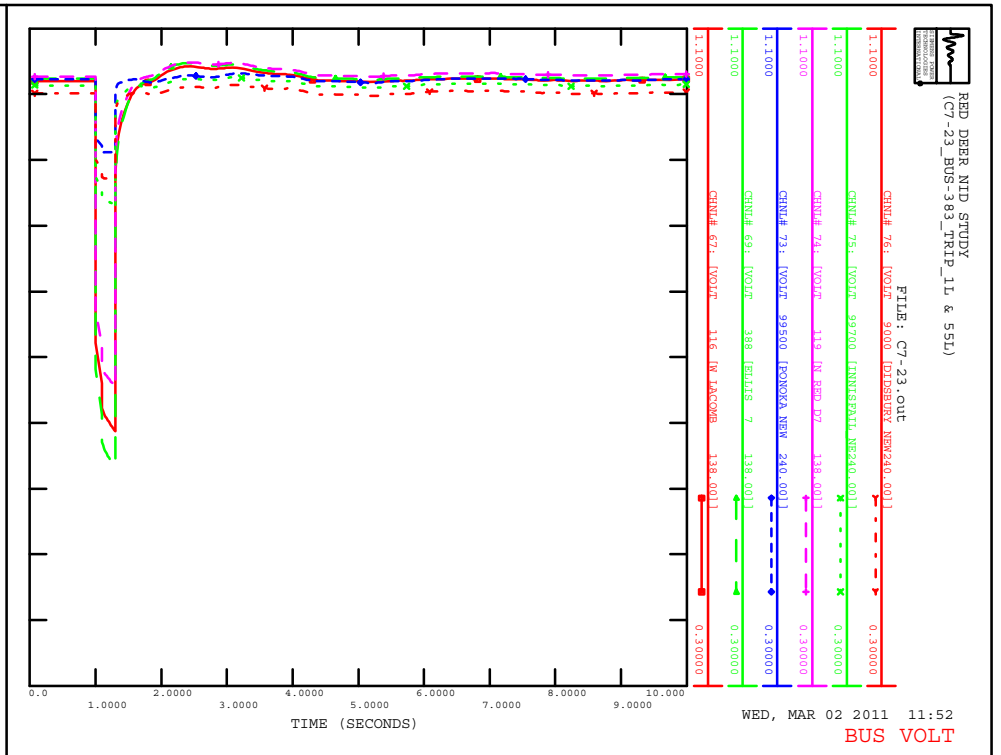

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

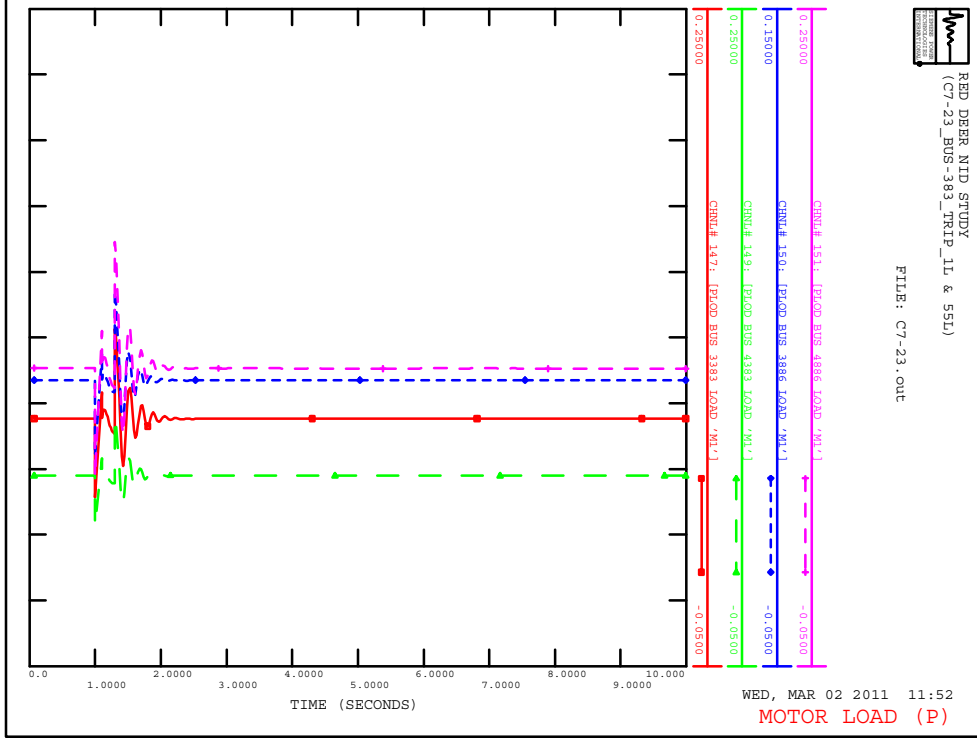

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

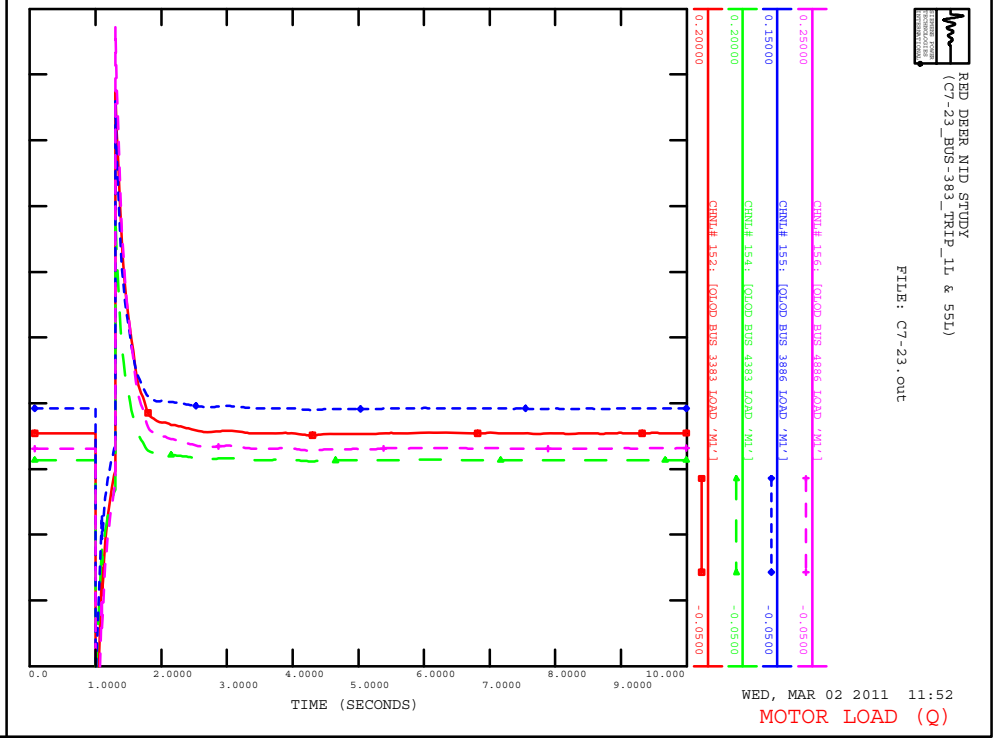

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

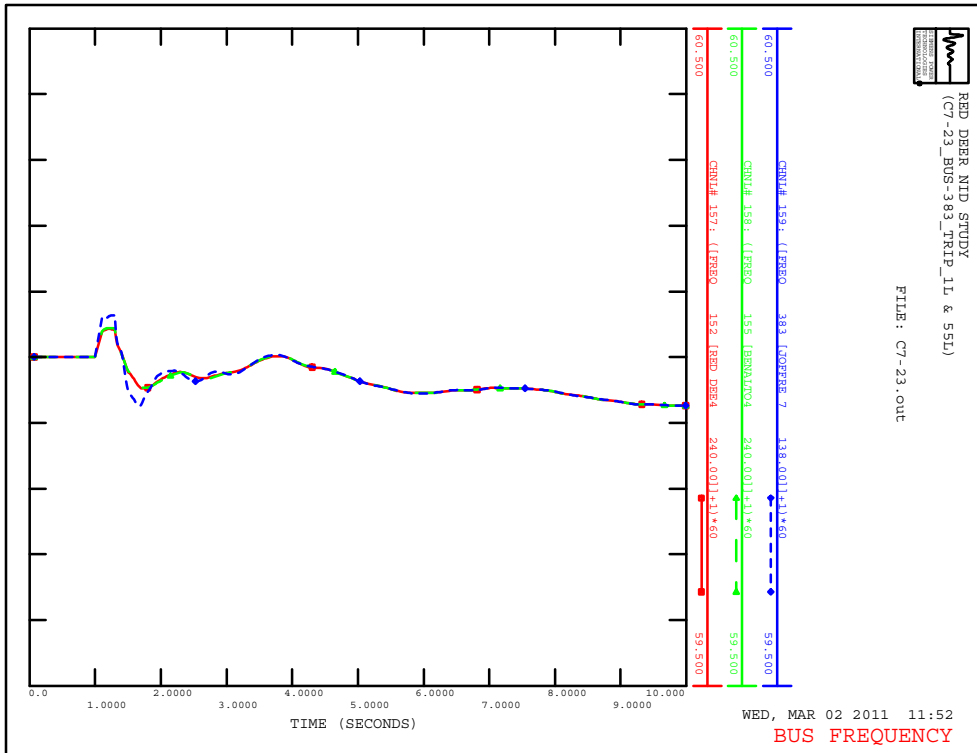

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

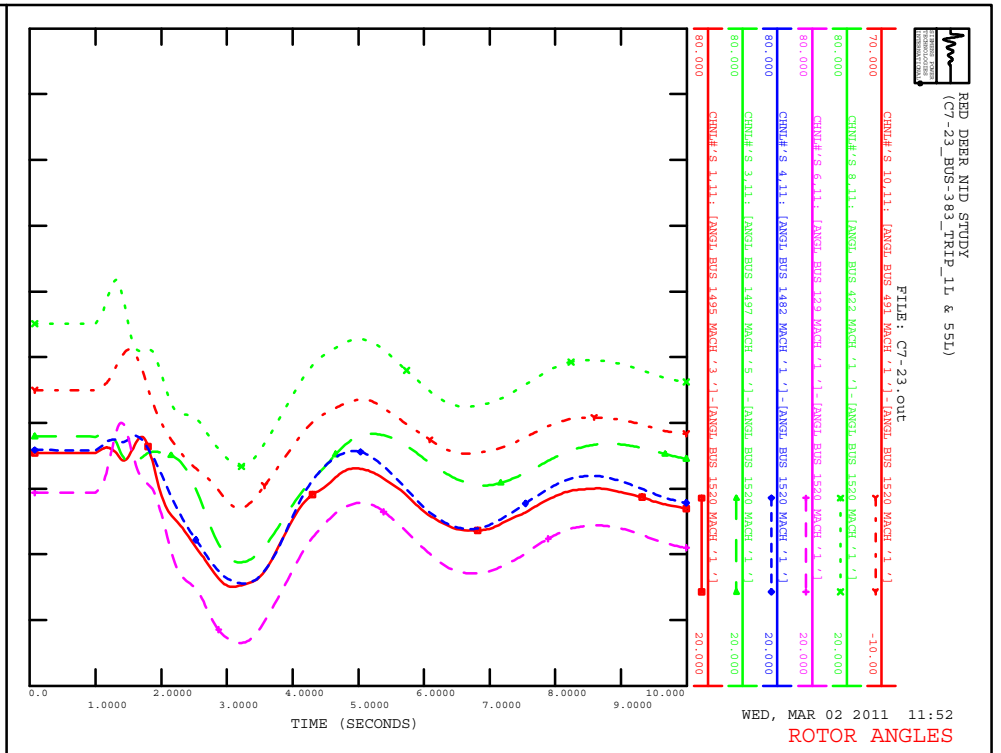

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

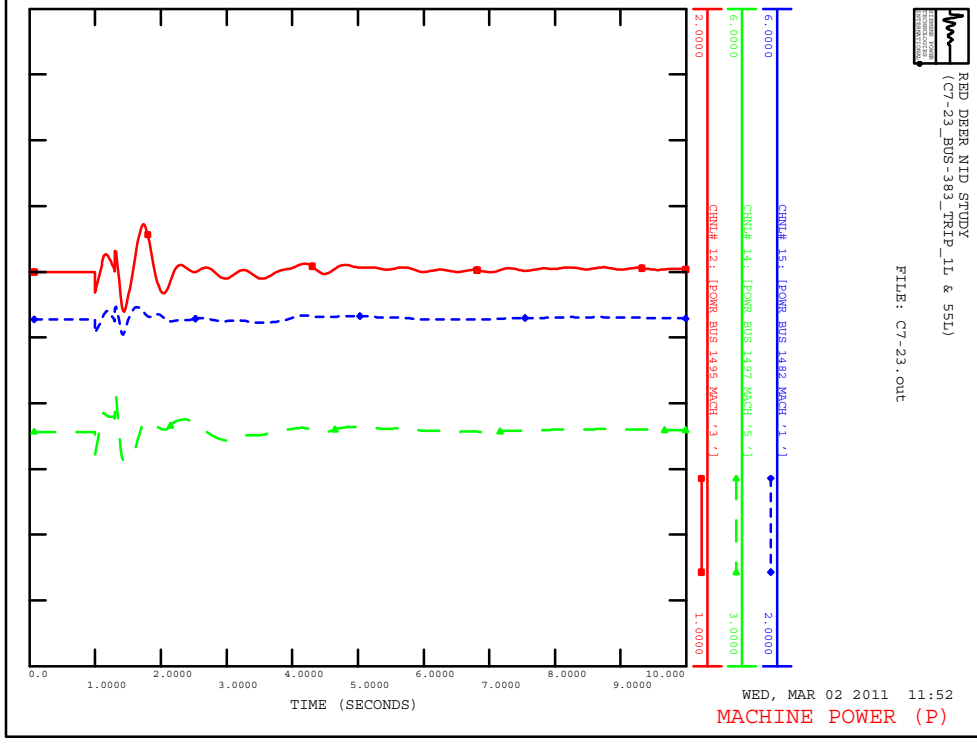

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

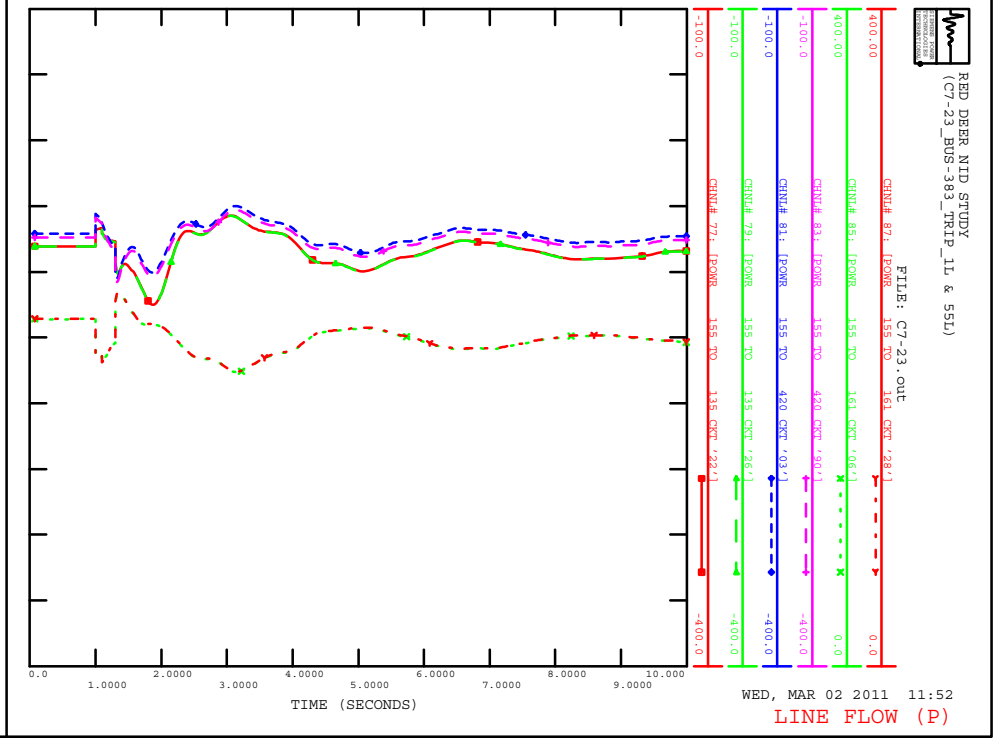

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

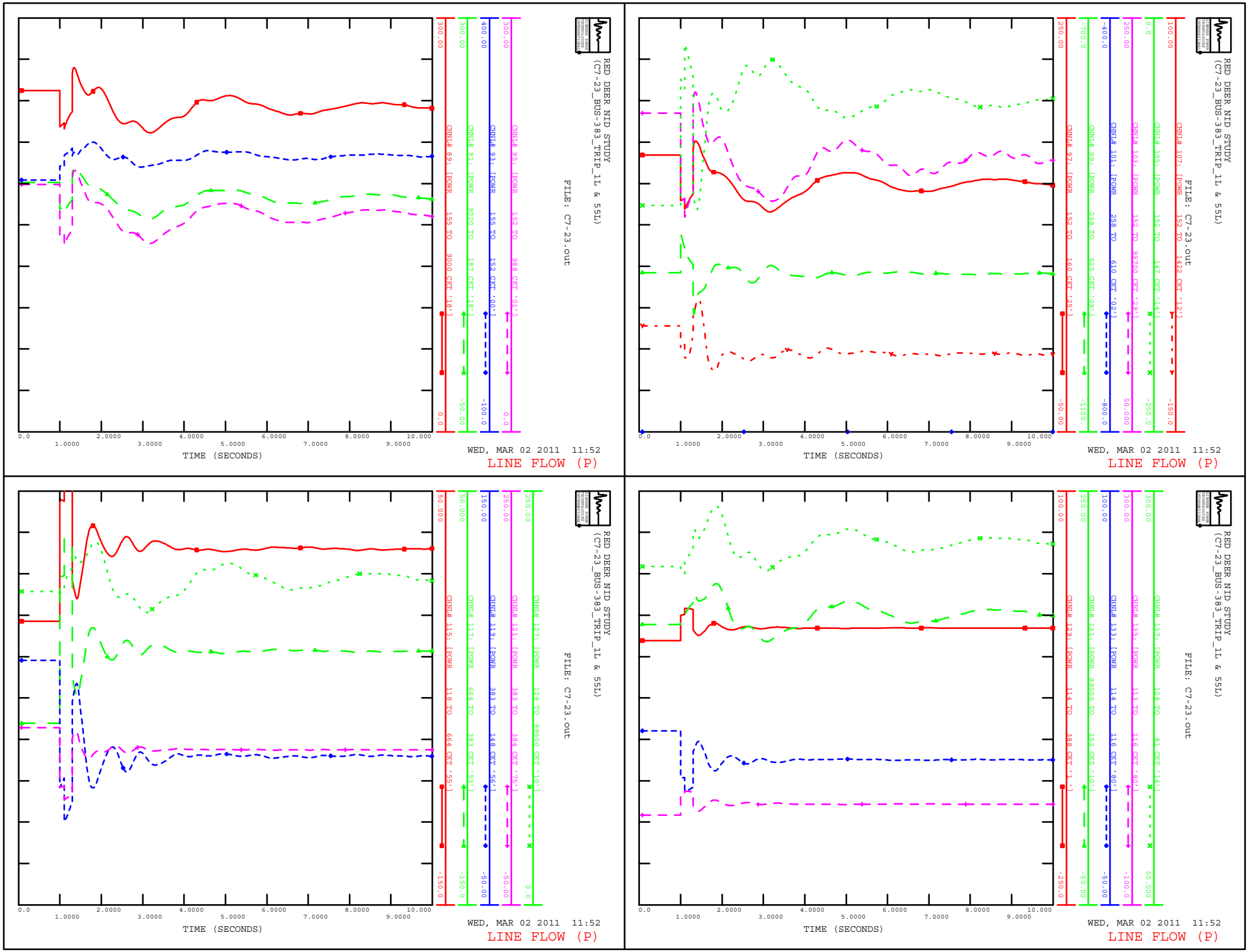

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

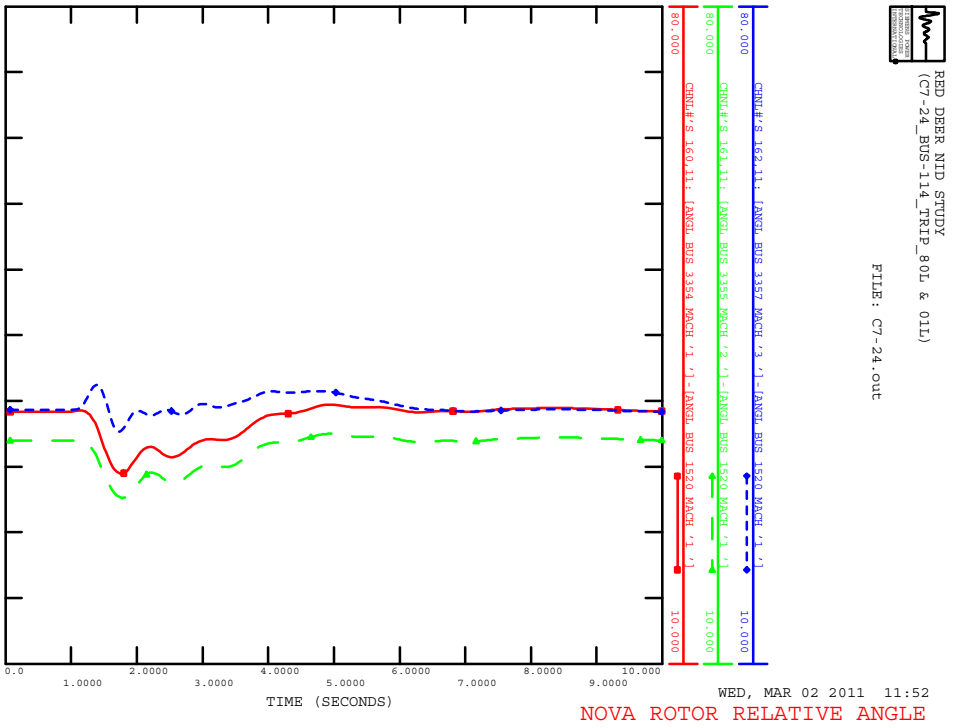

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

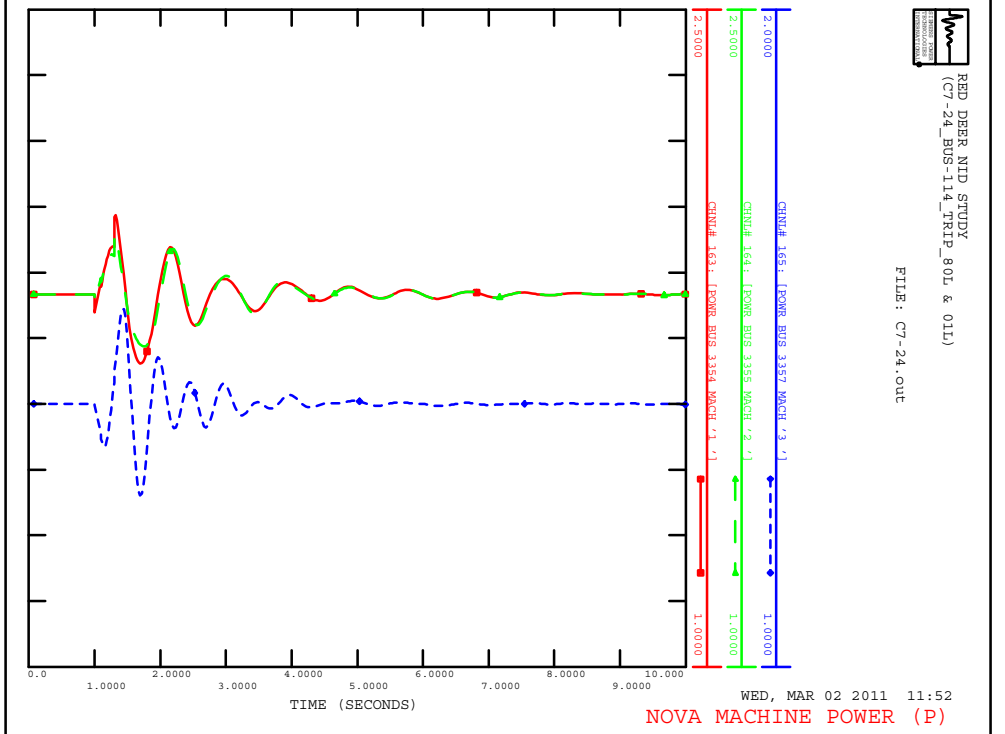

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

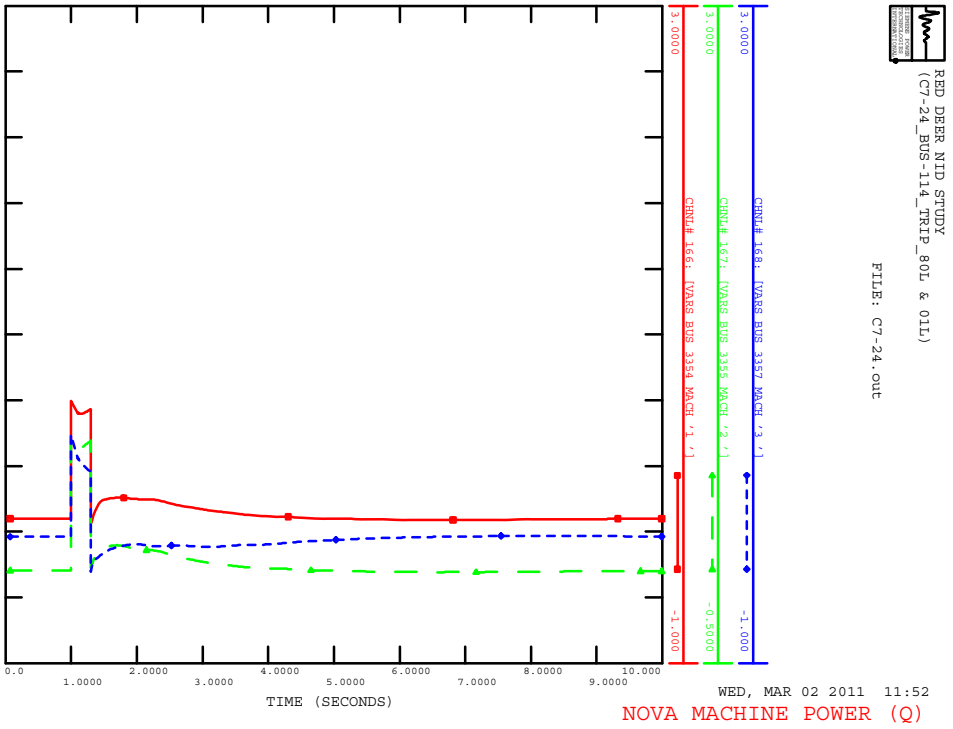

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

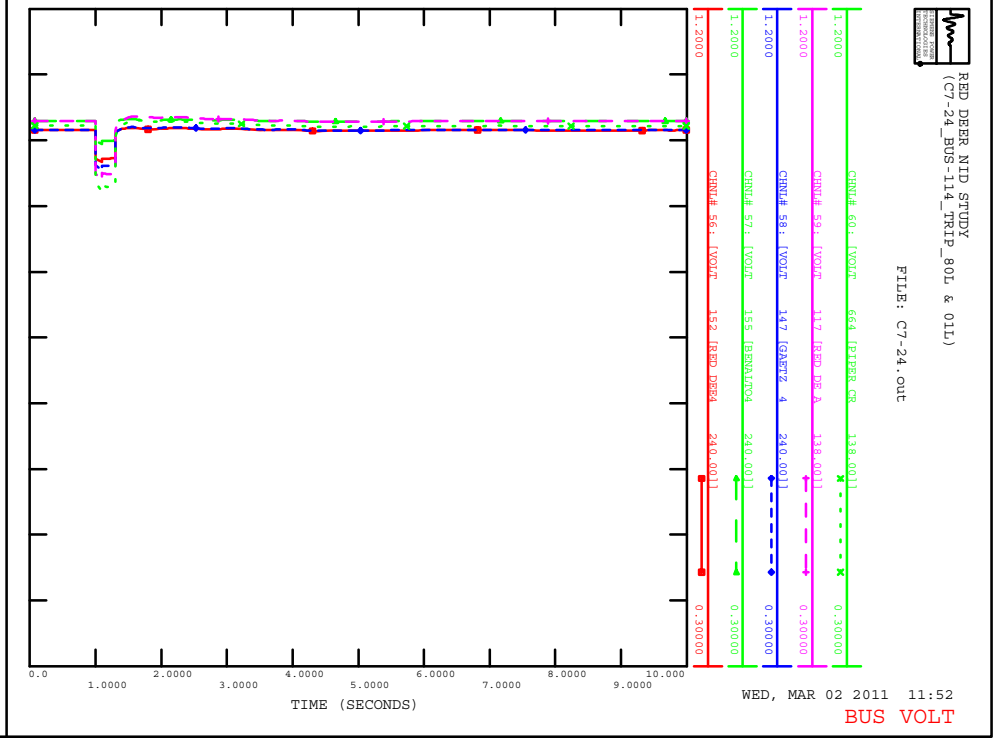

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

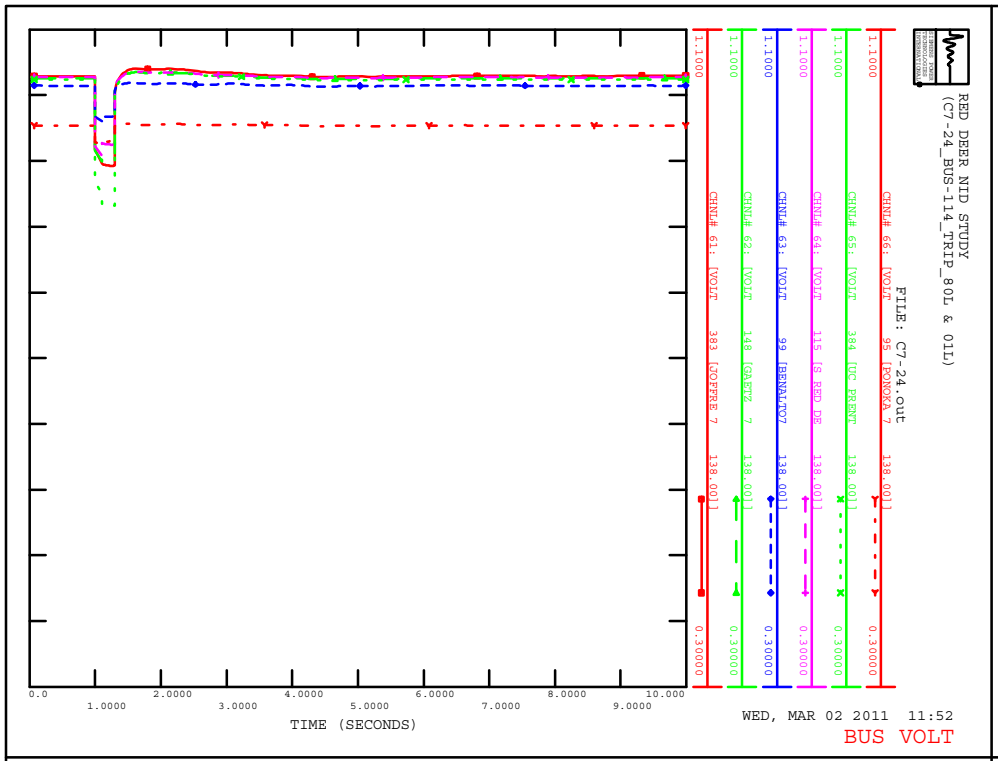

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

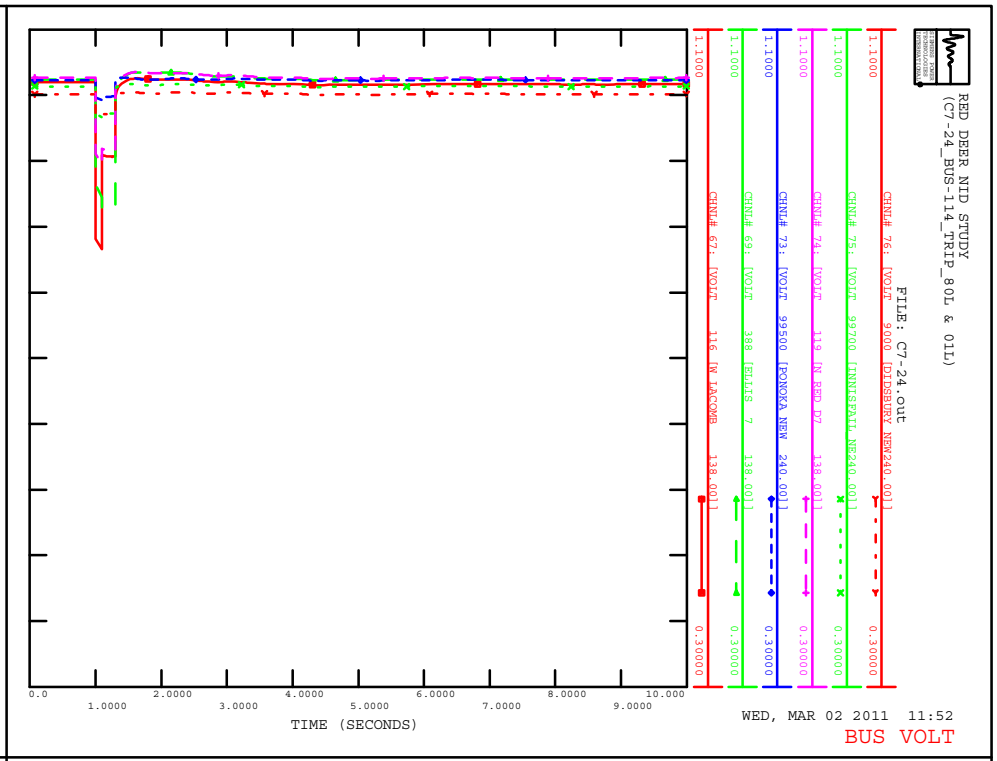

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
CHNL#'S 160,11; [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 161,11; [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL#'S 162,11; [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

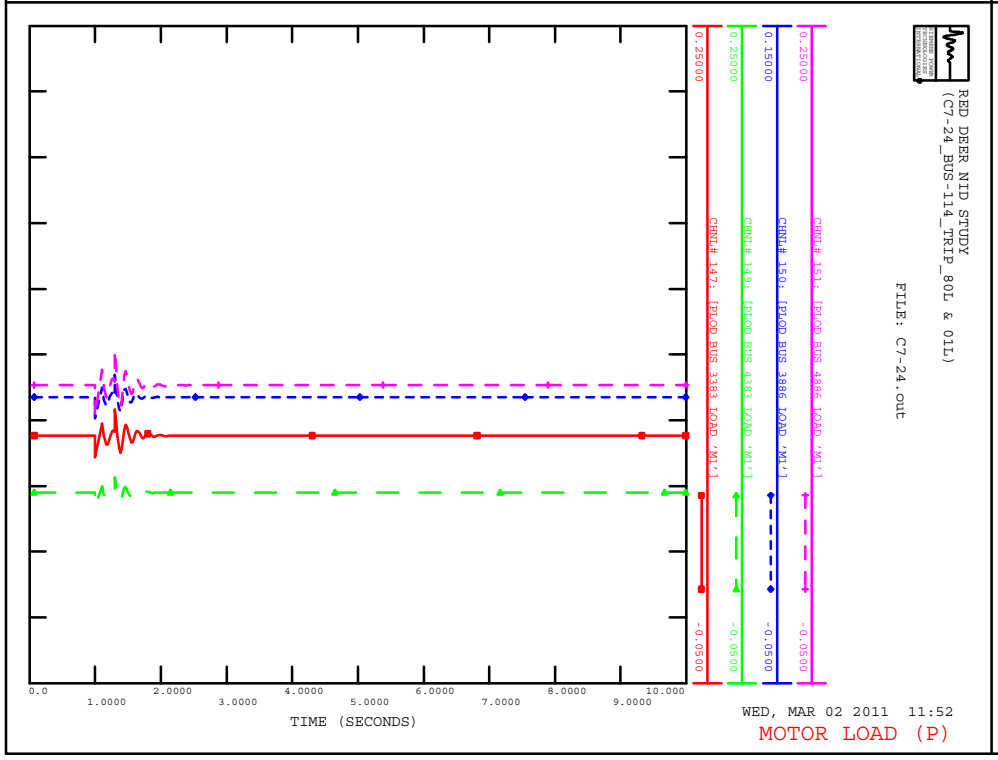

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

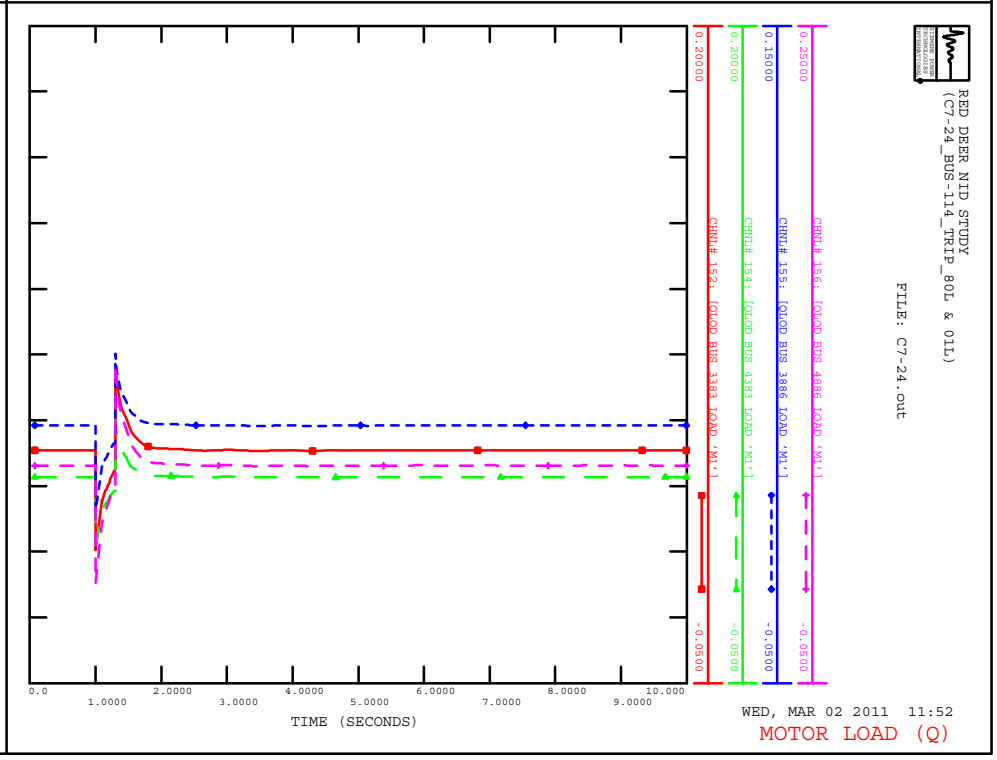

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

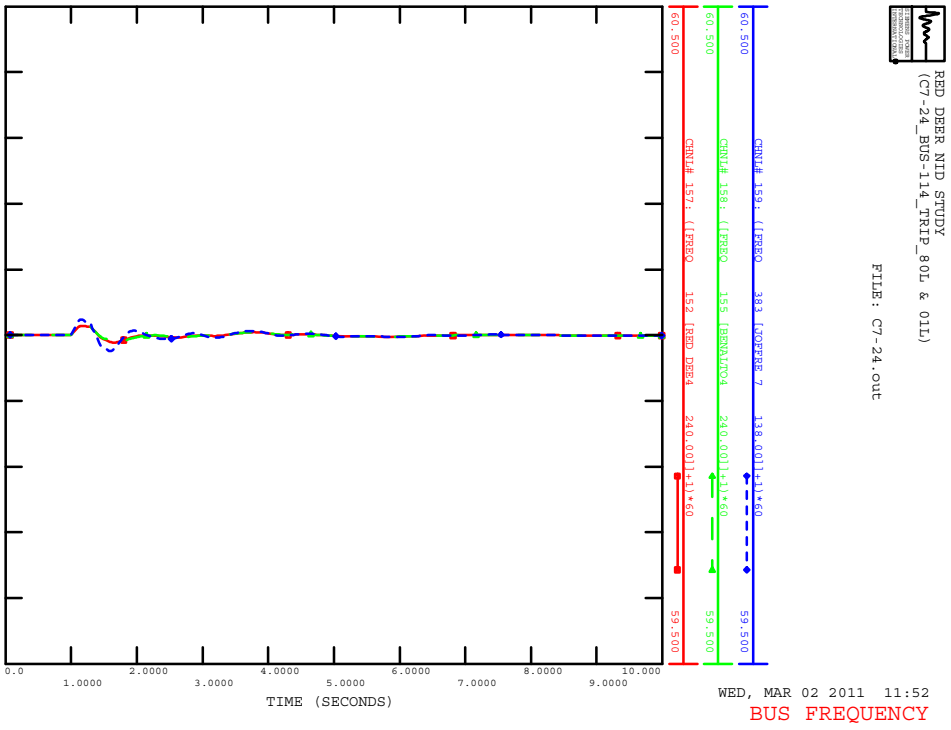

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

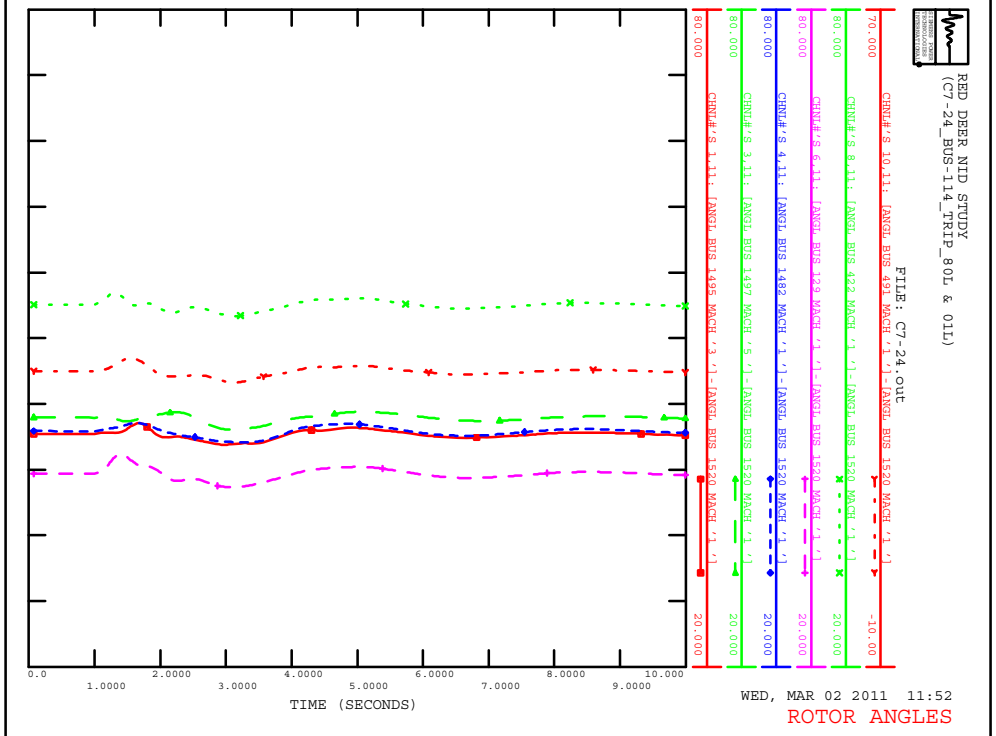

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

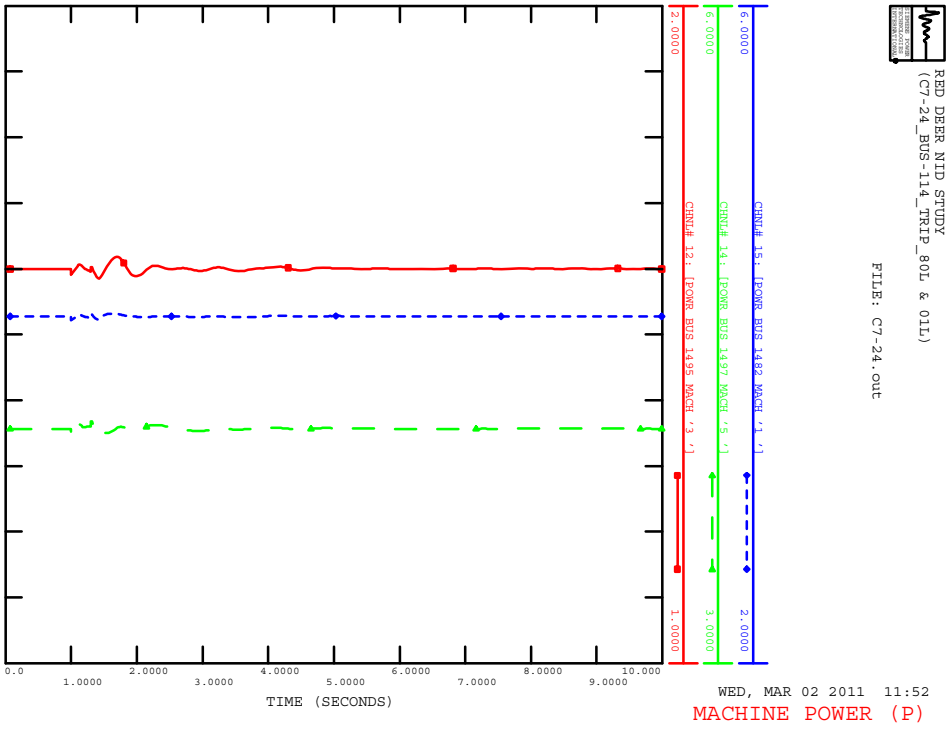

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

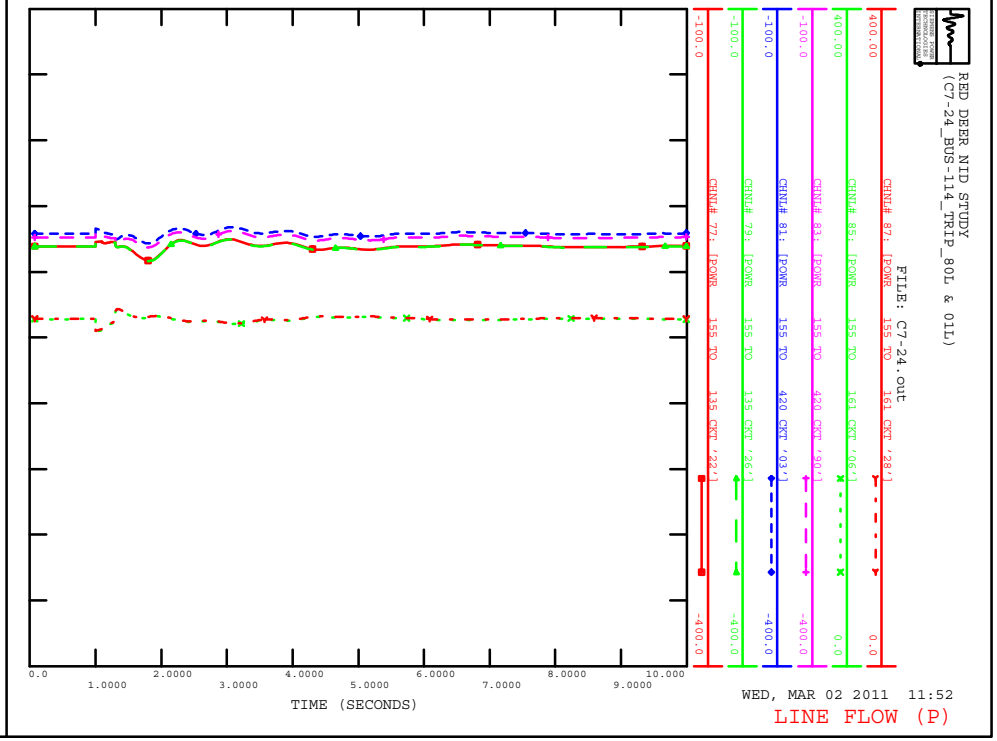

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
MOTOR LOAD (P)

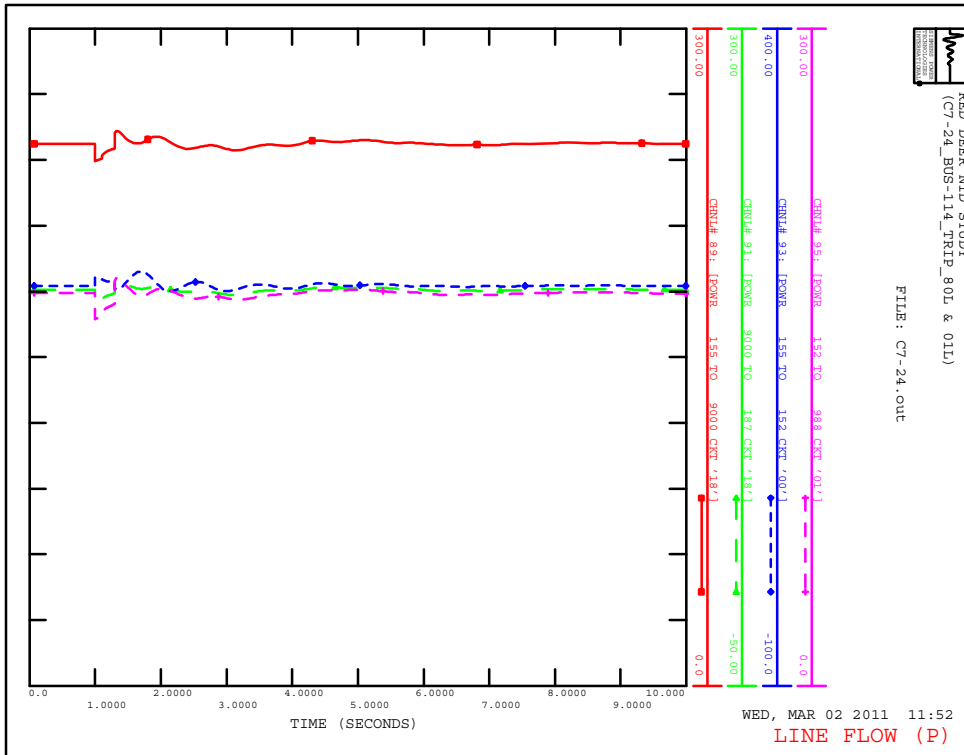

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
MOTOR LOAD (Q)

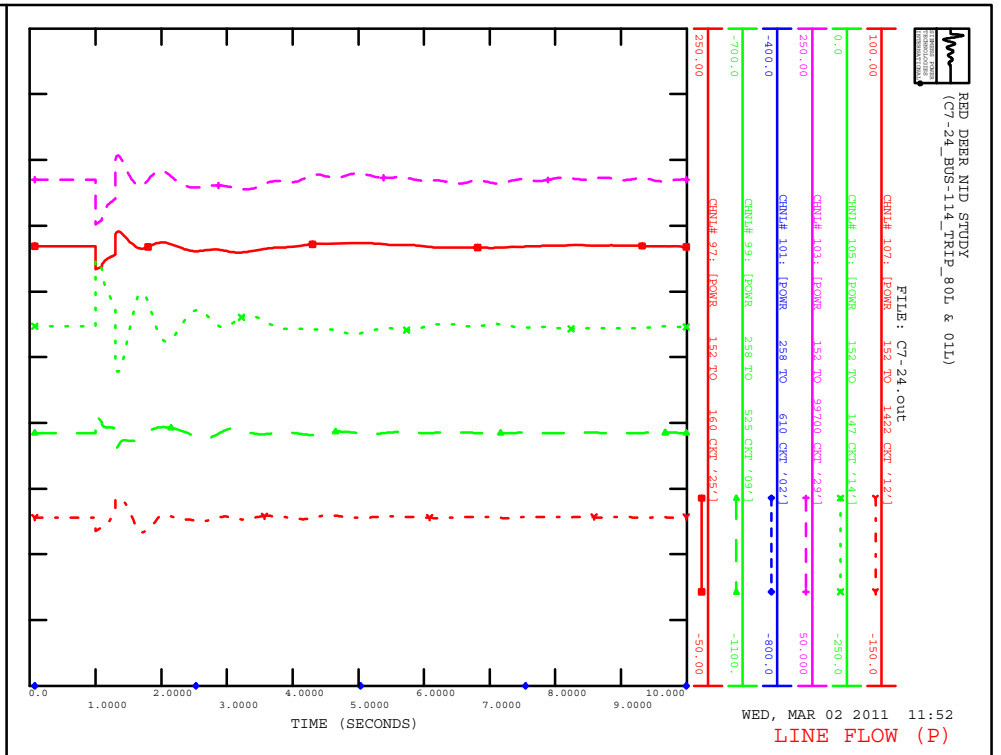

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

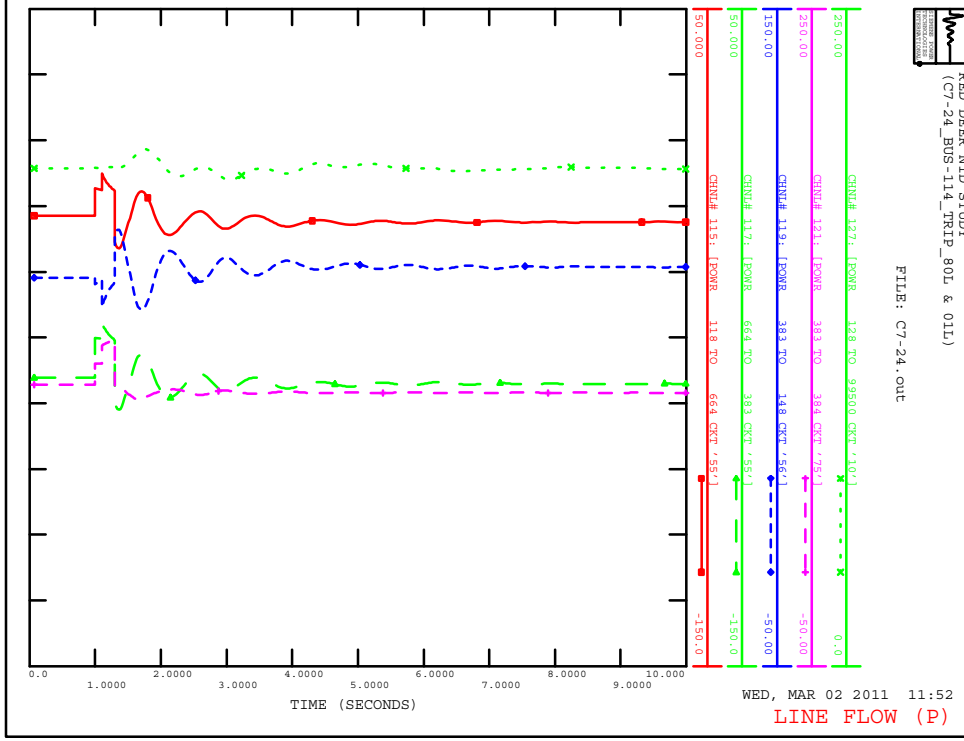

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

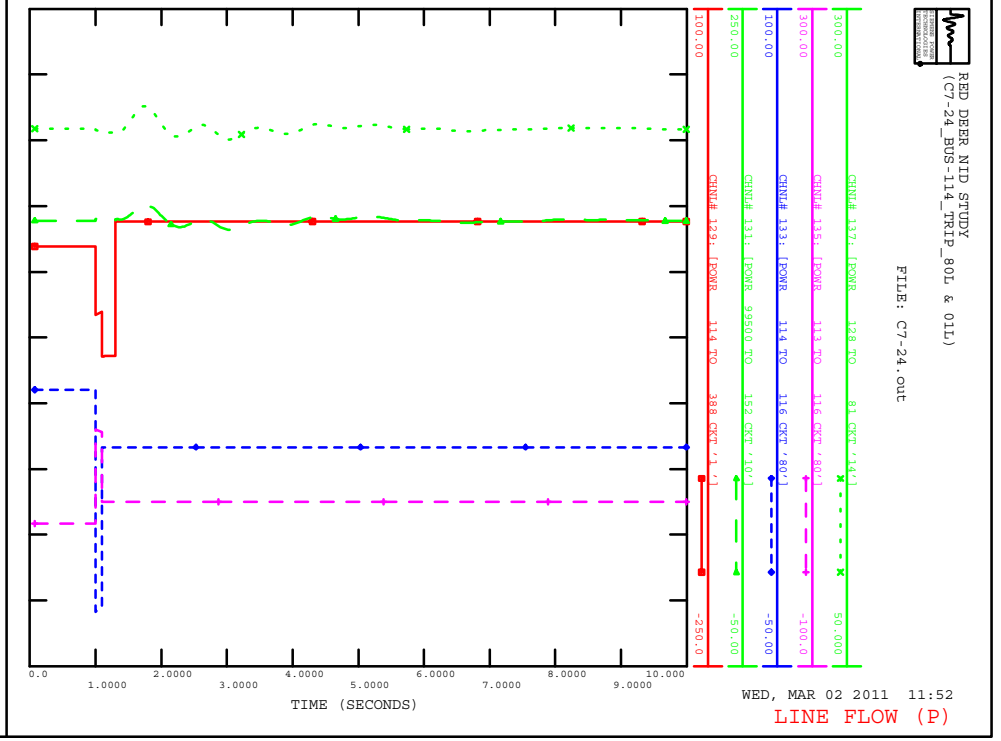

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

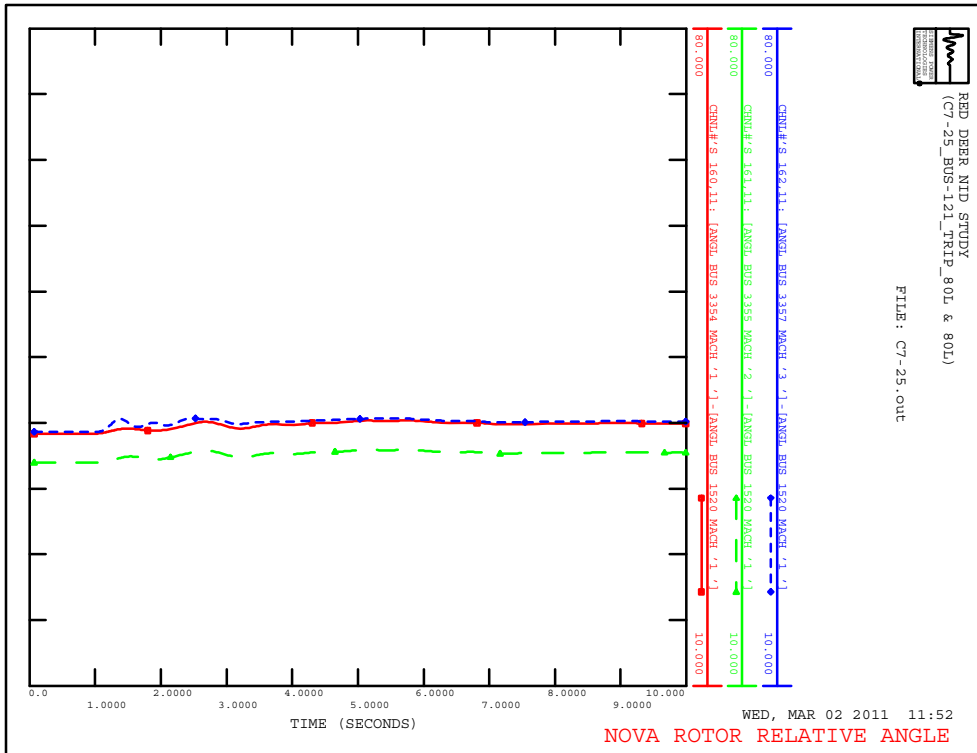

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

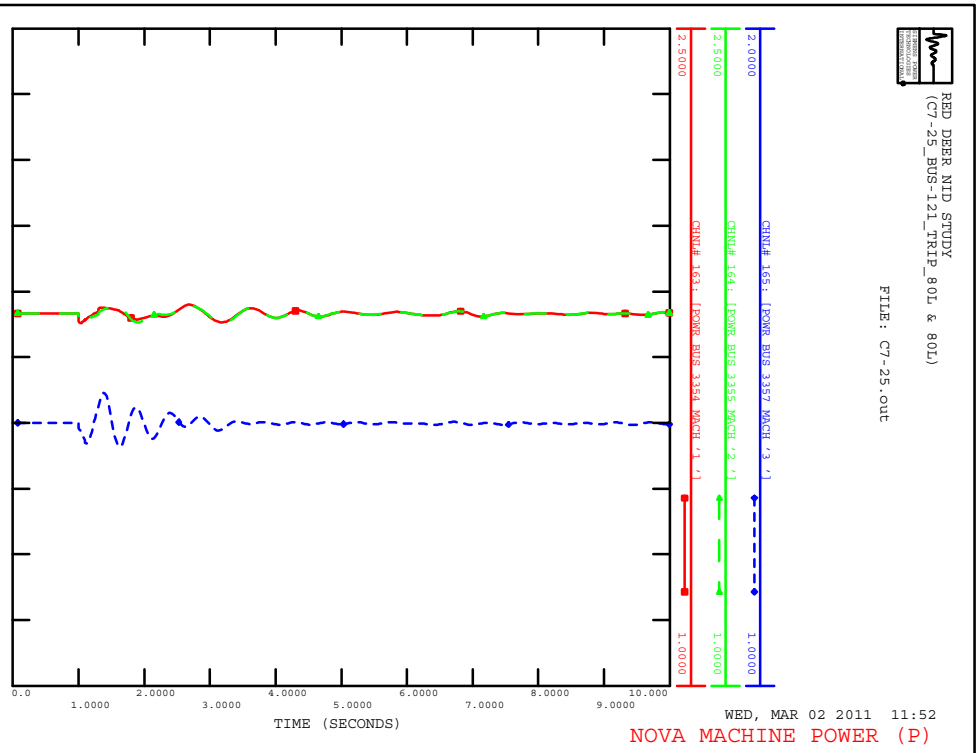

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

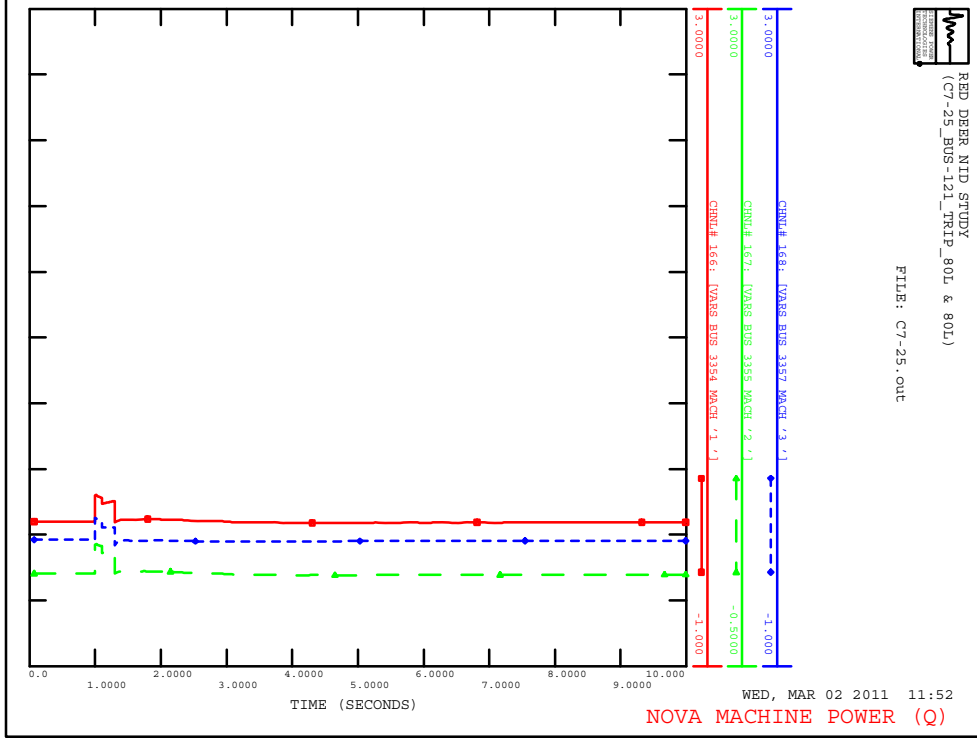

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

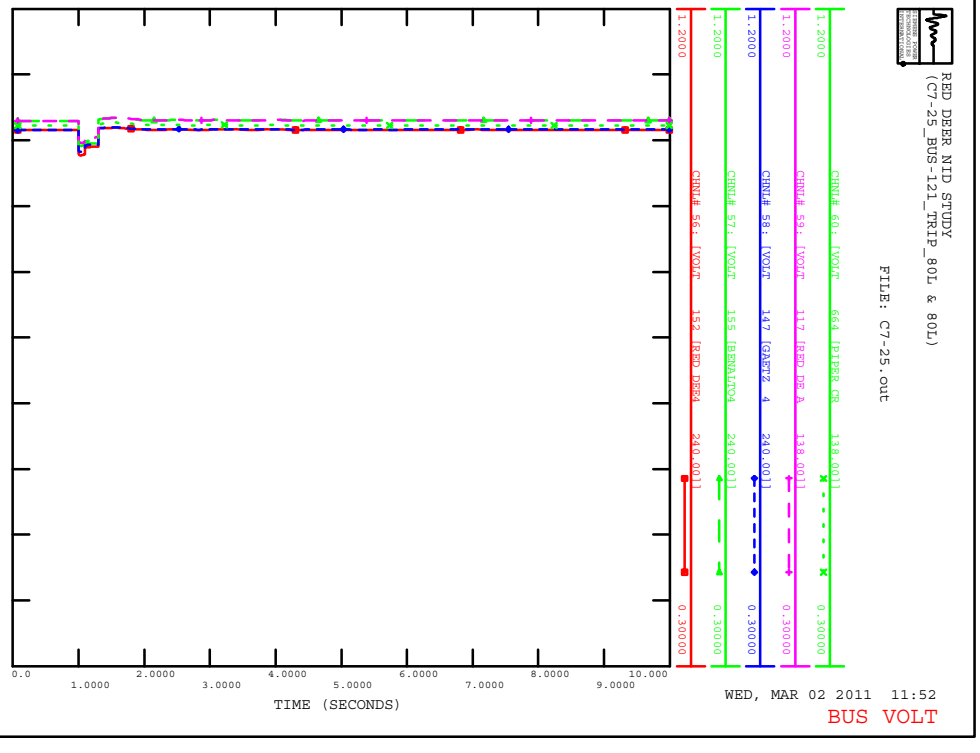

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

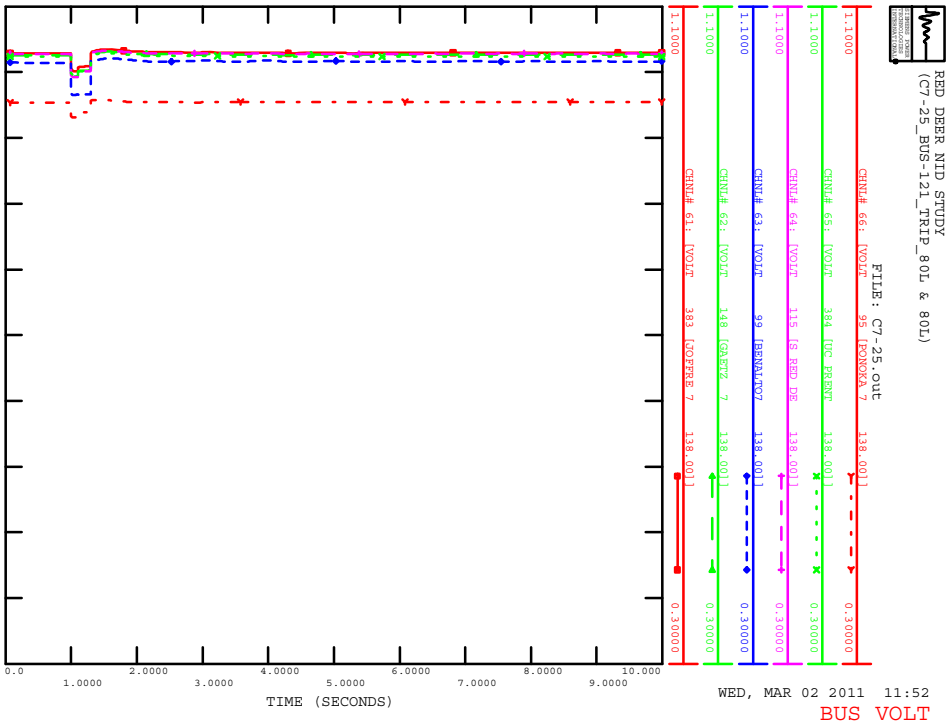

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

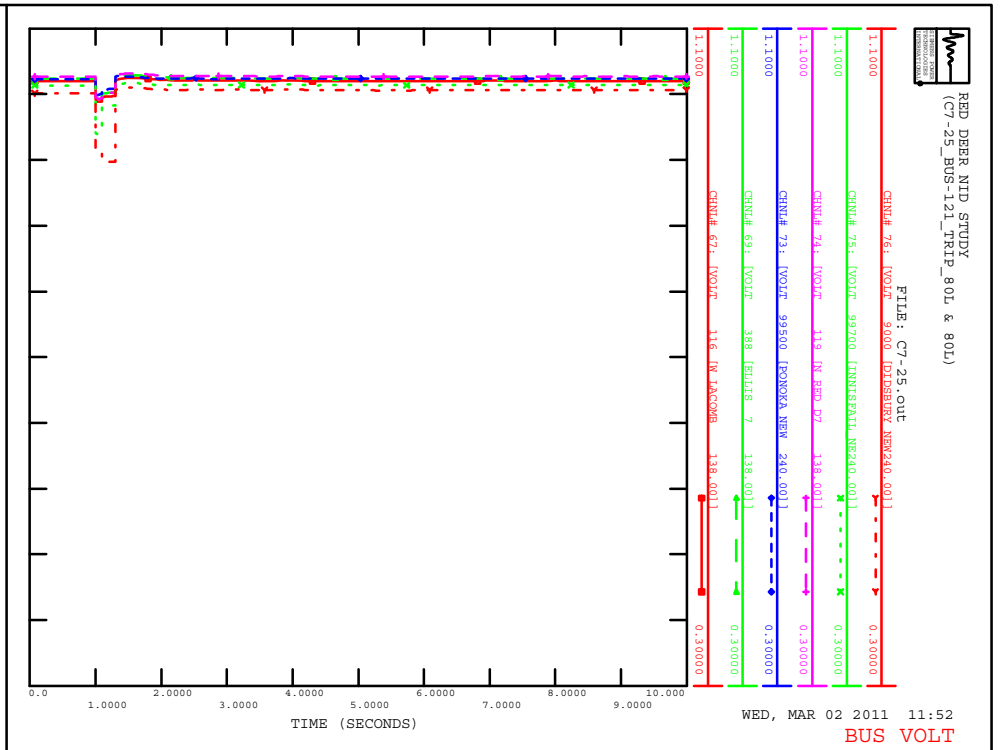

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
80.000
80.000
10.000
10.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

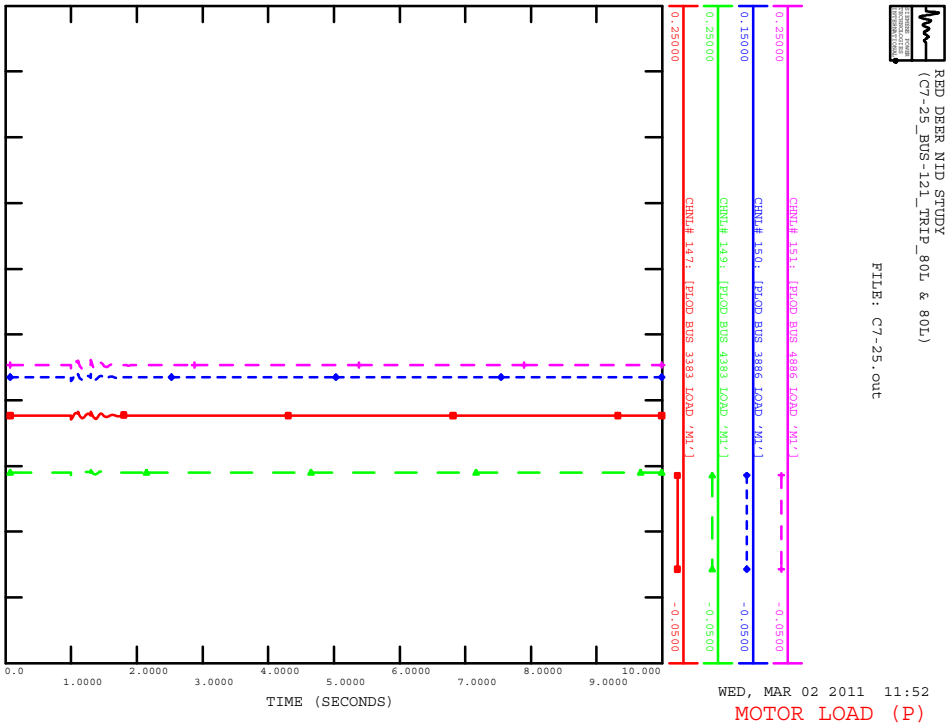

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.5000
2.0000
1.0000
1.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

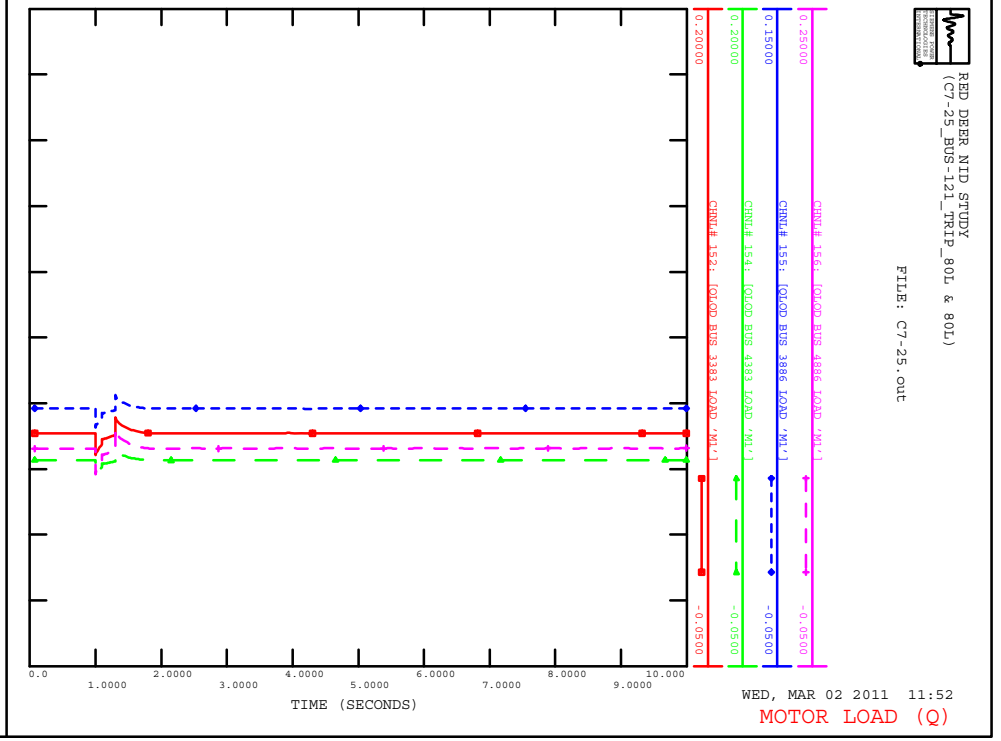

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
3.0000
3.0000
-1.000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

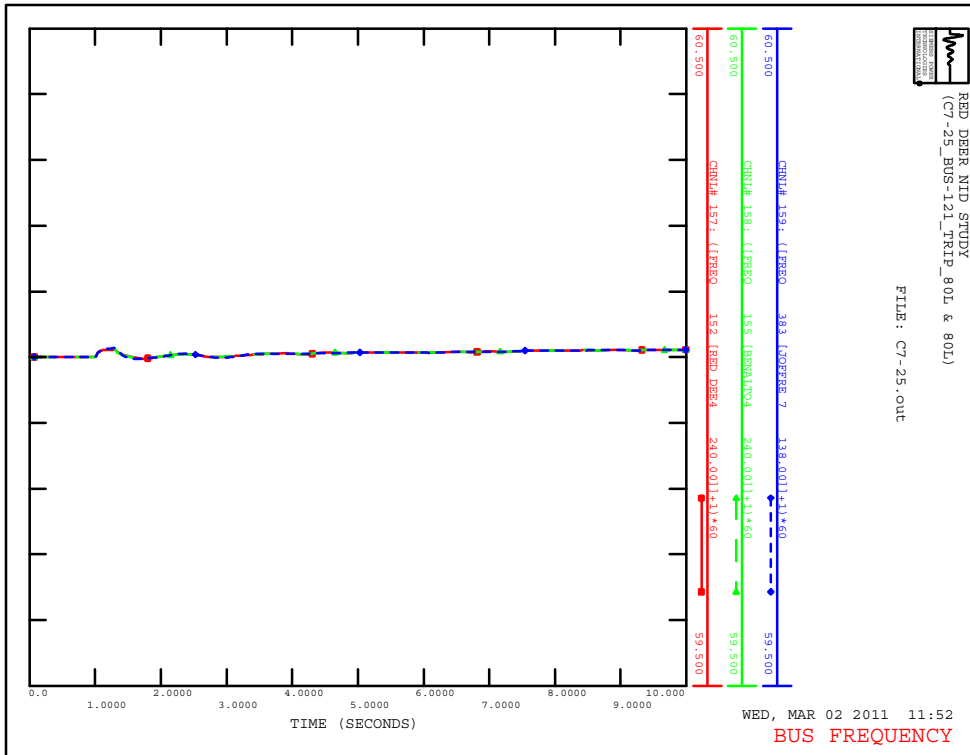

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
1.2000
1.2000
1.2000
1.2000
0.30000
0.30000
0.30000
0.30000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

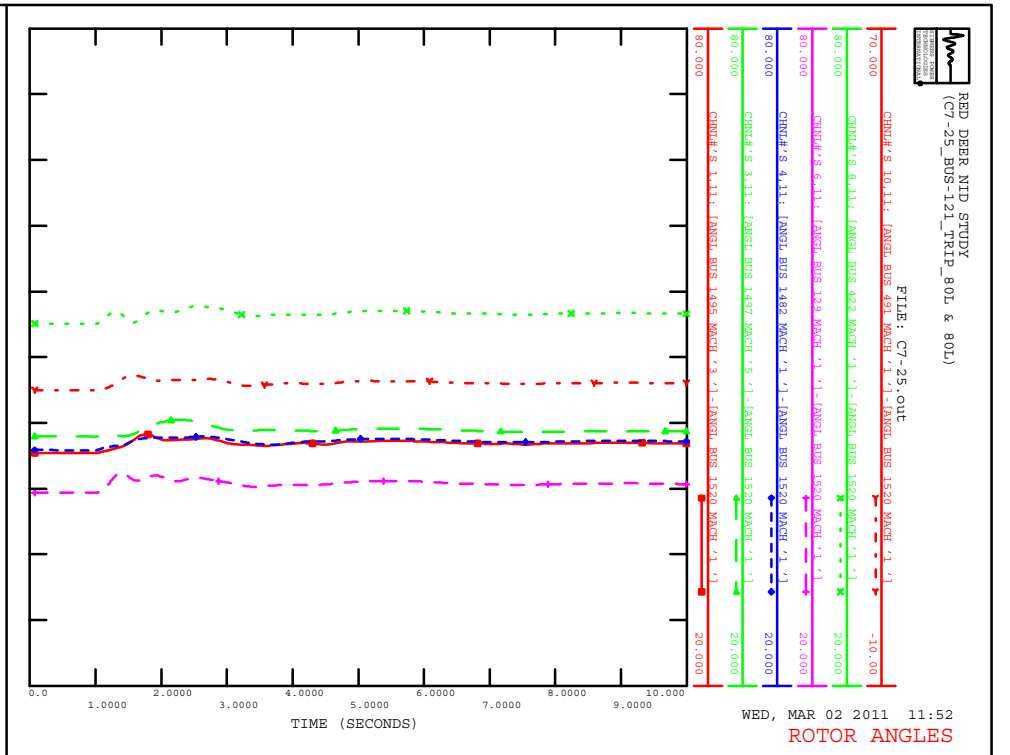

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

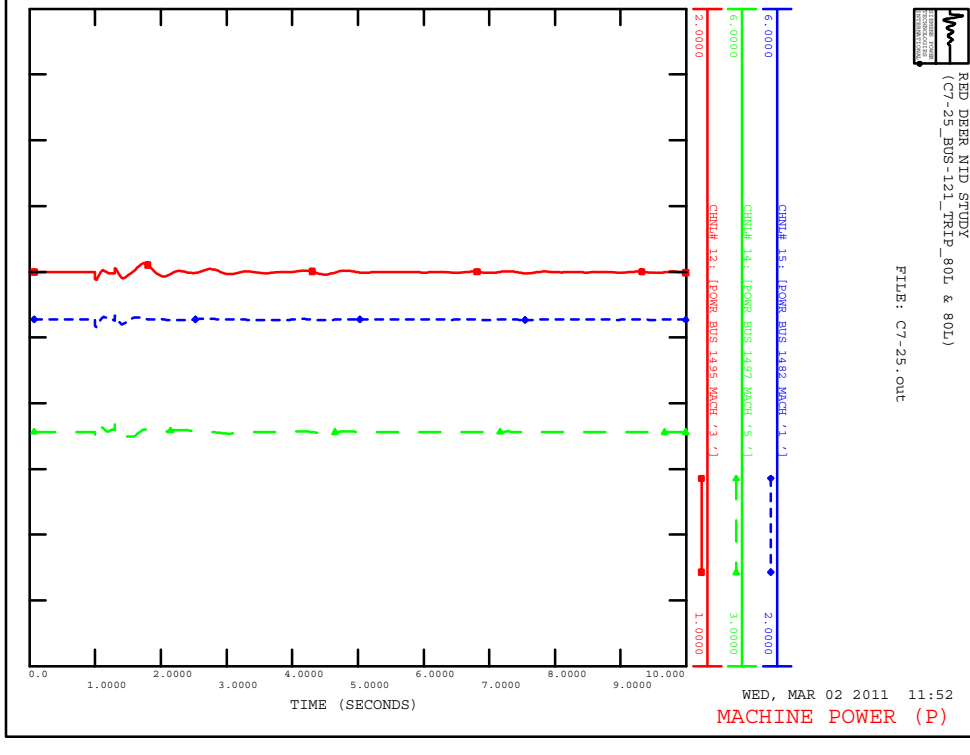

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

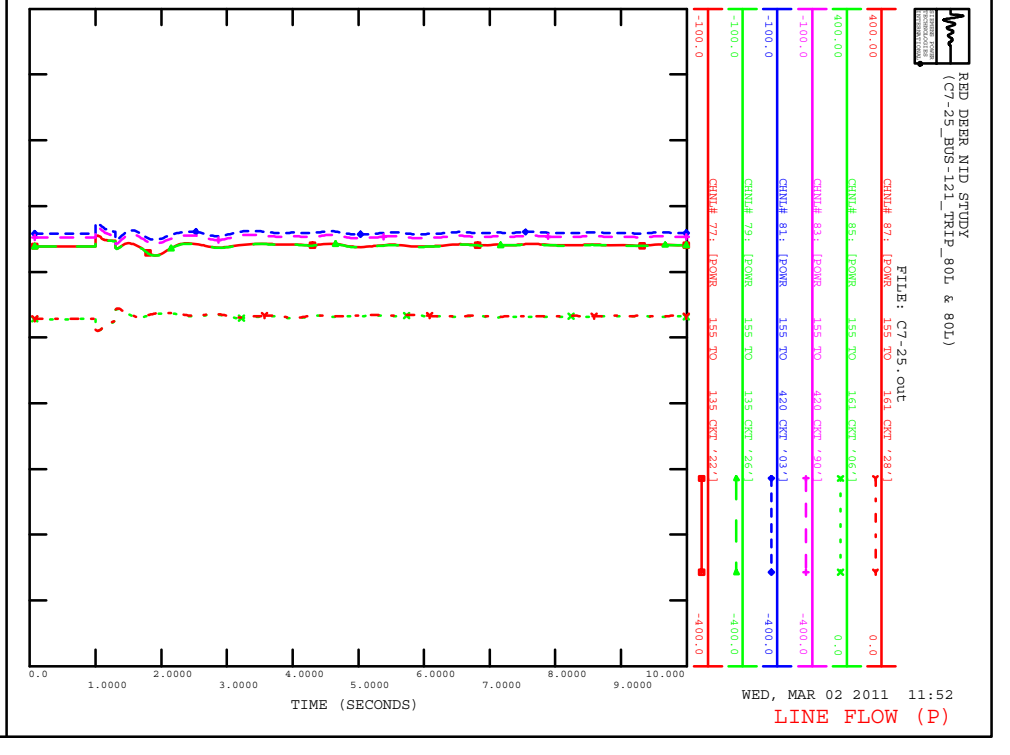

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

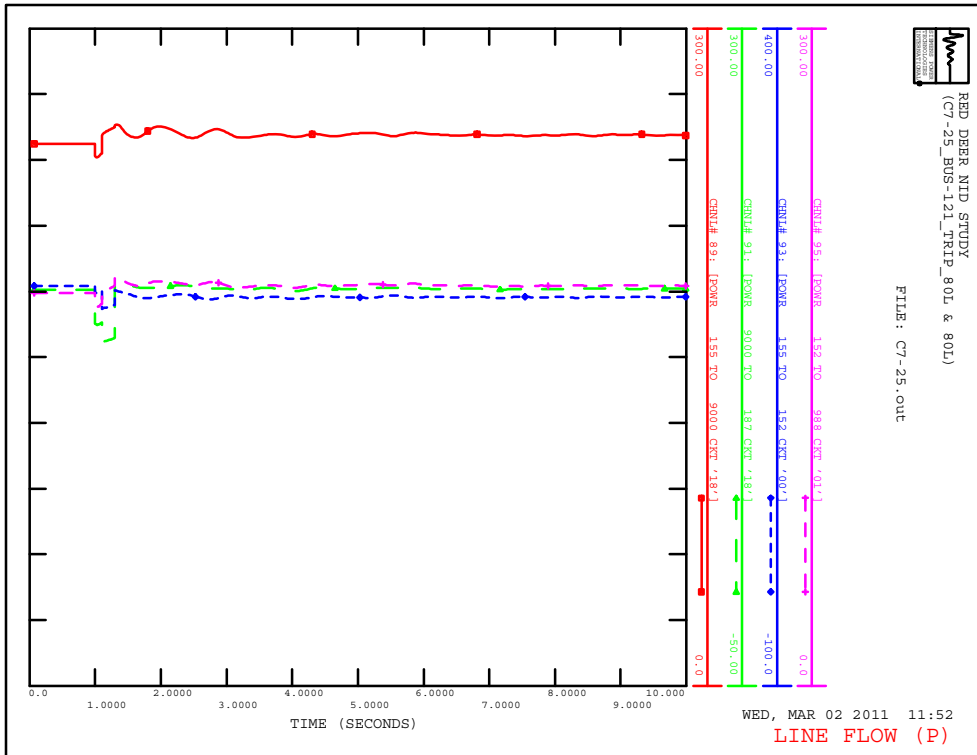

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

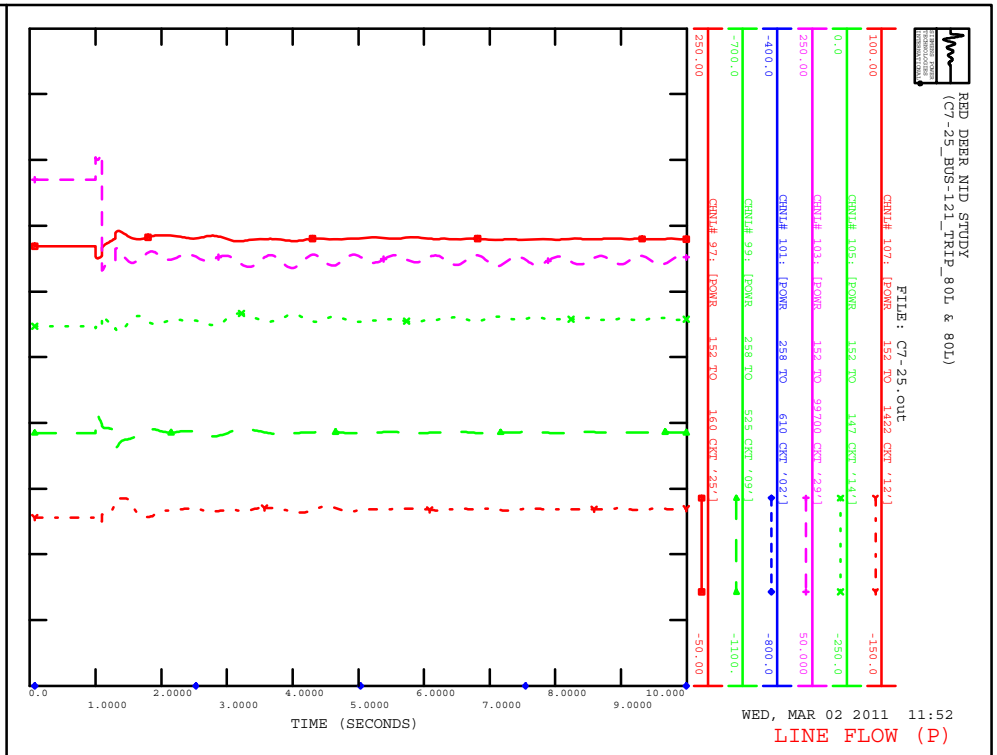

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

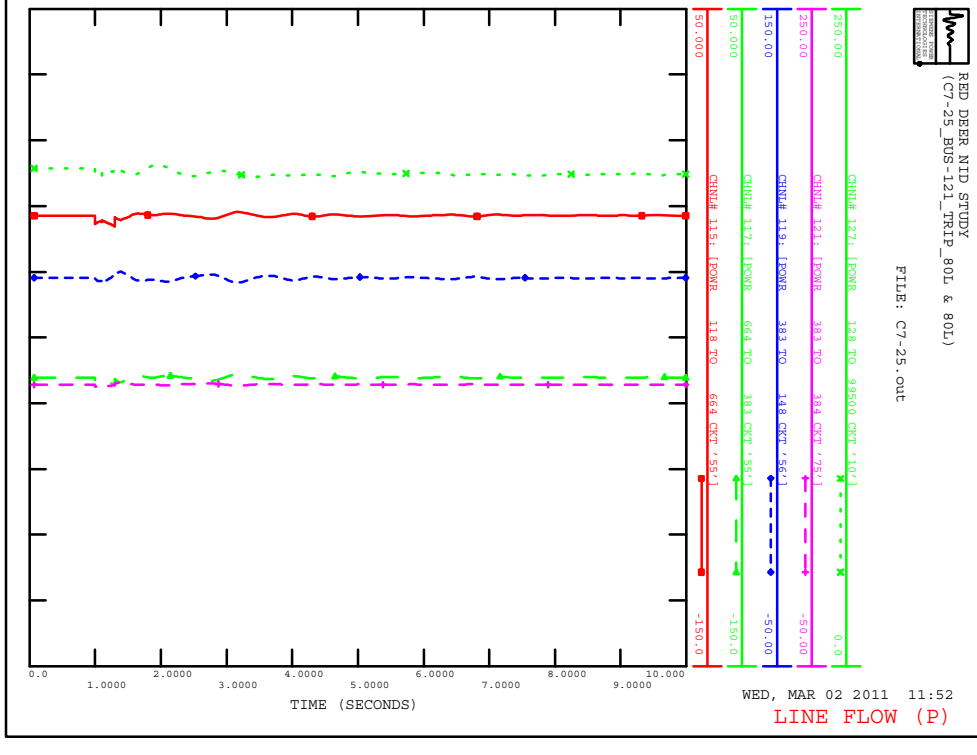

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

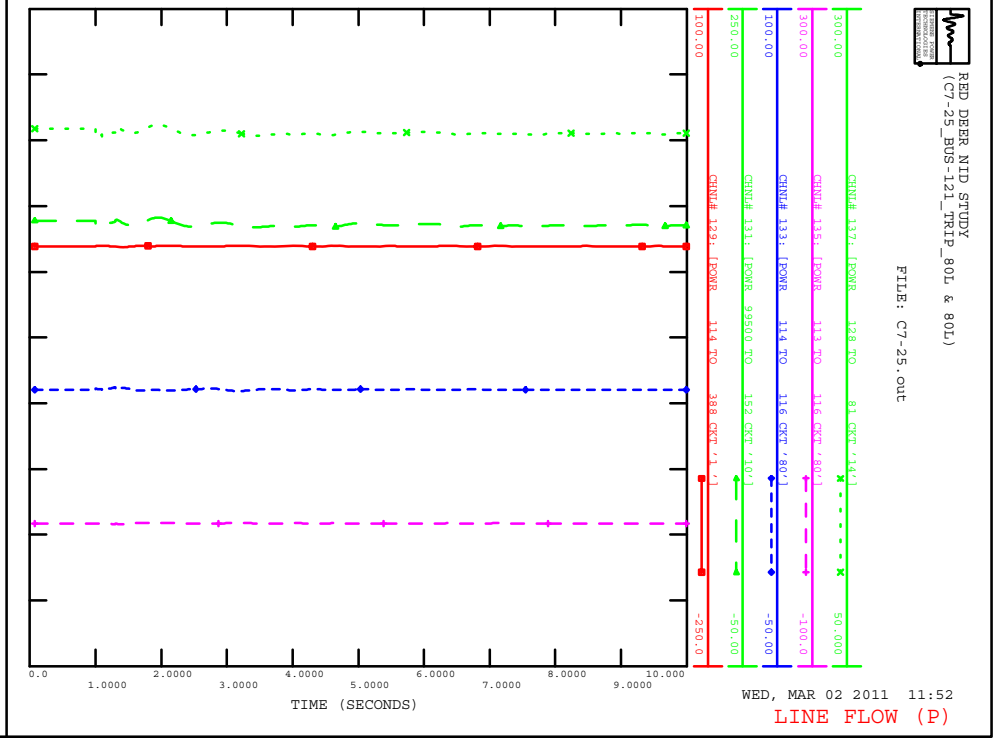

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

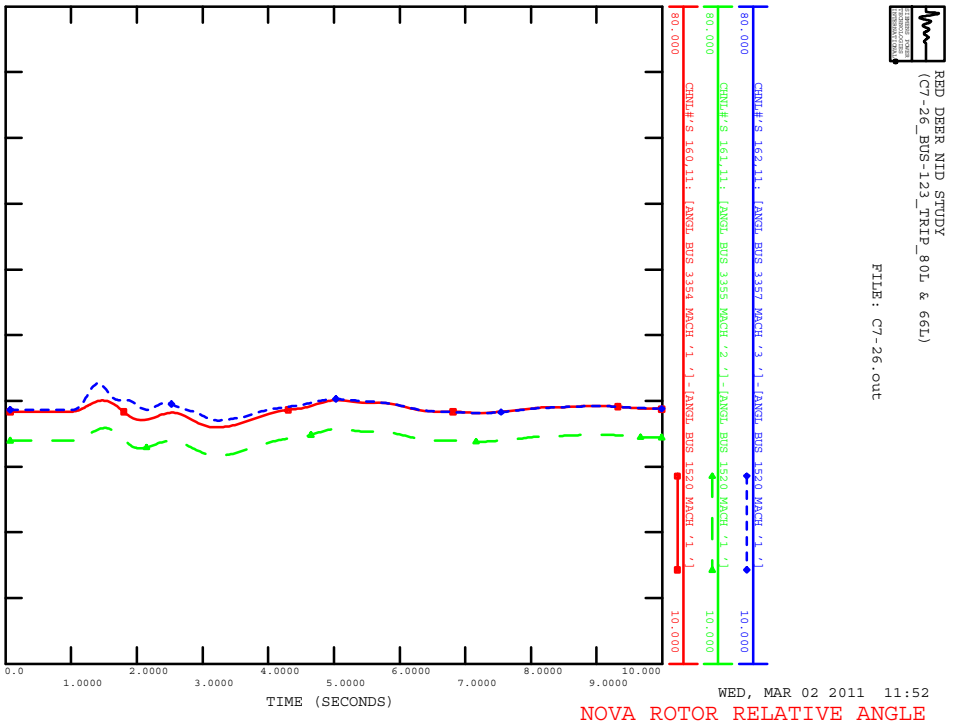

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

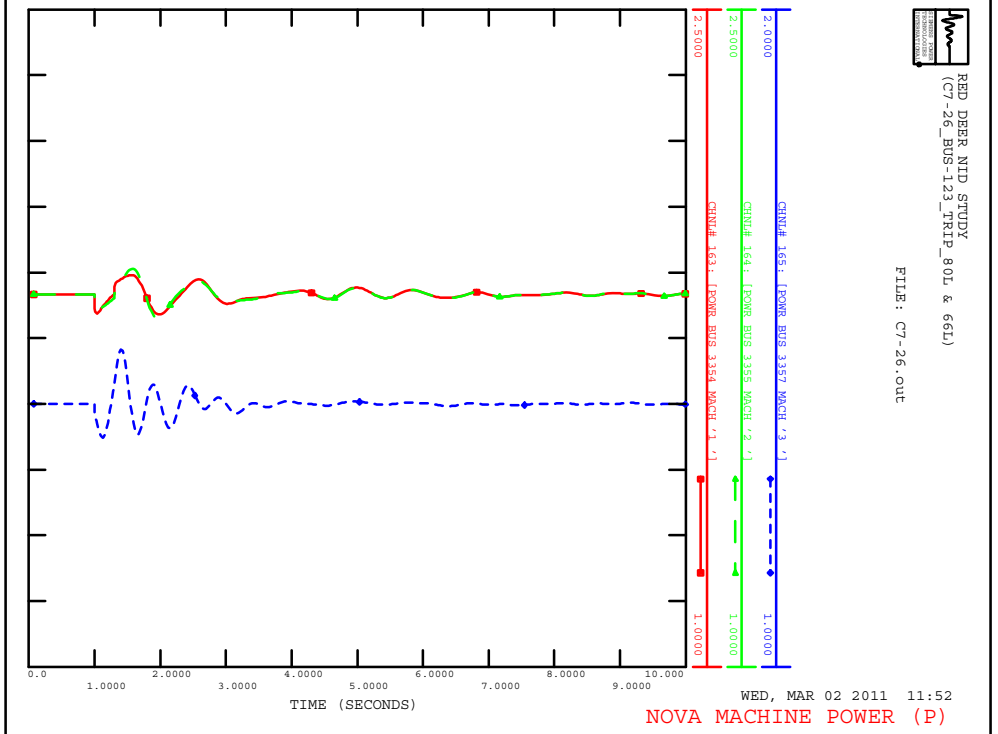

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

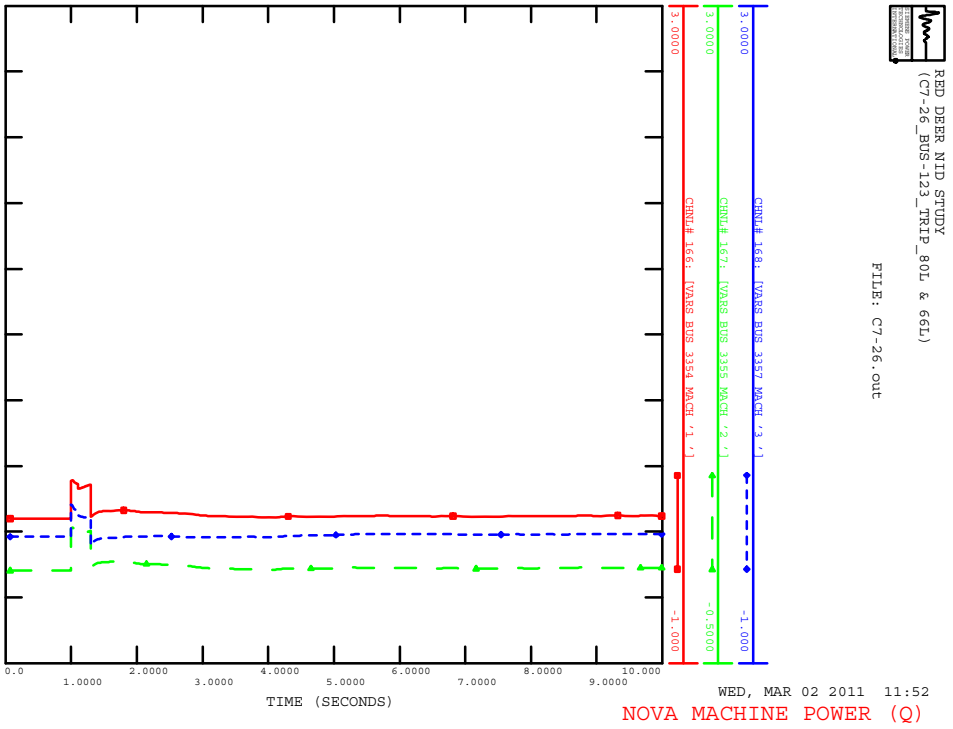

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

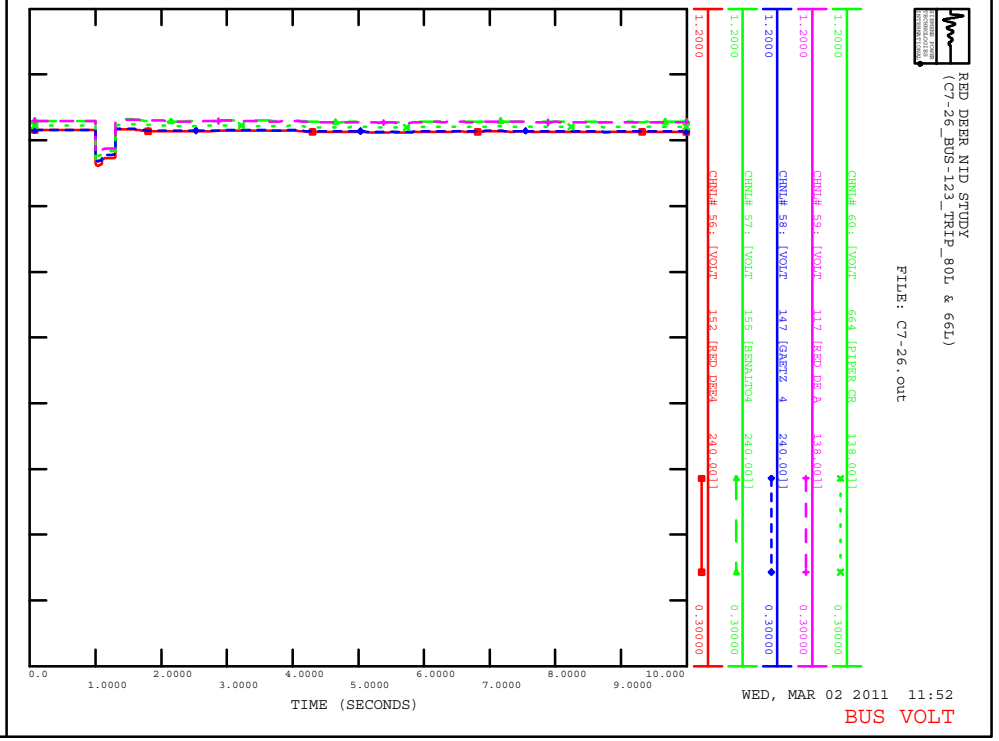

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

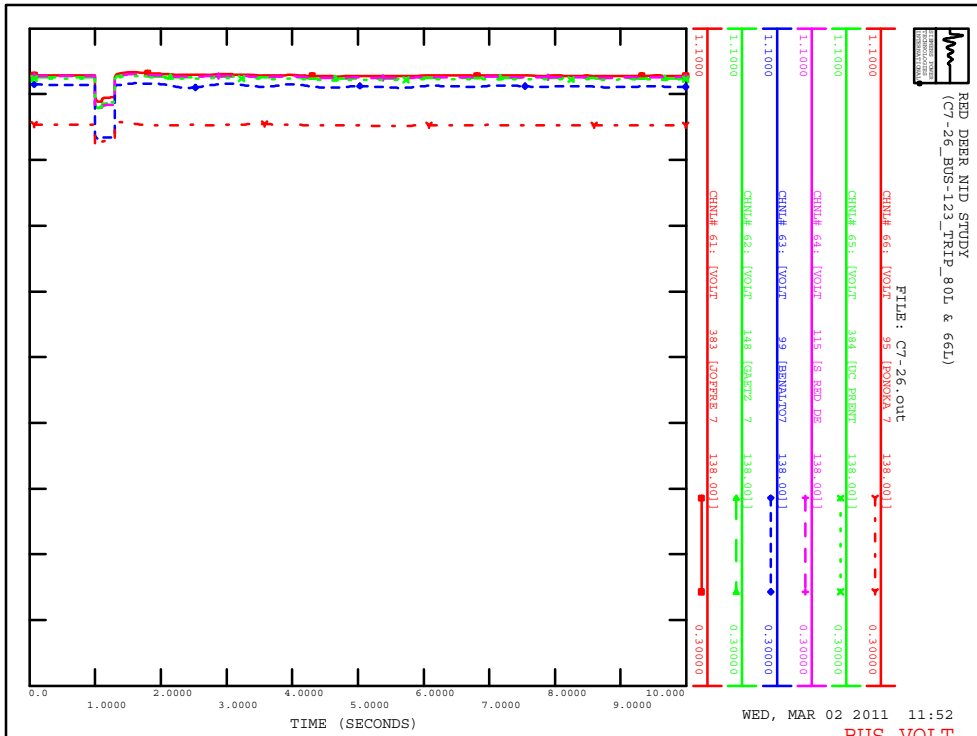

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

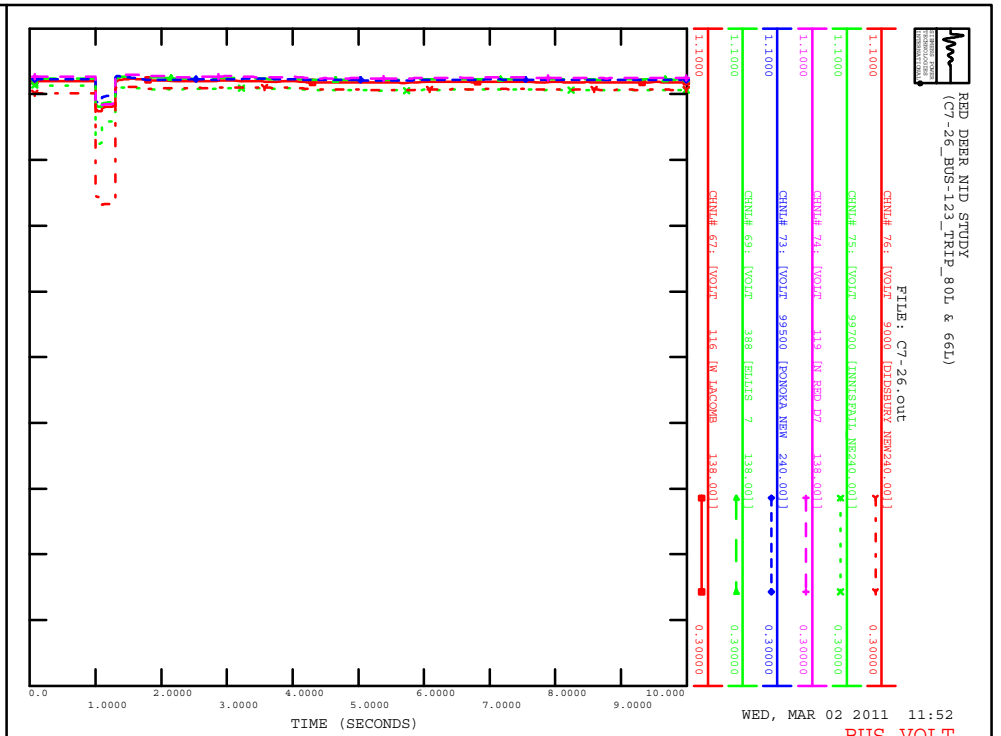

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
80.000
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
10.000
80.000
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
10.000
90.000
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

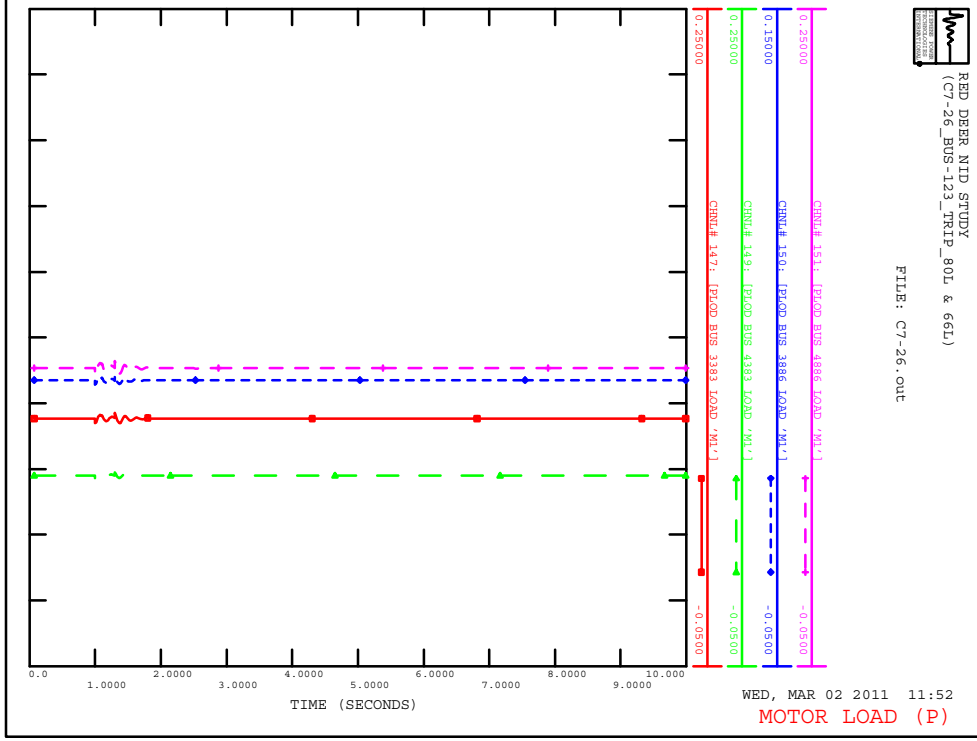

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
2.5000
CHNL# 163: [POWR BUS 3354 MACH '1 ']
1.0000
2.5000
CHNL# 164: [POWR BUS 3355 MACH '2 ']
1.0000
3.0000
CHNL# 165: [POWR BUS 3357 MACH '3 ']
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

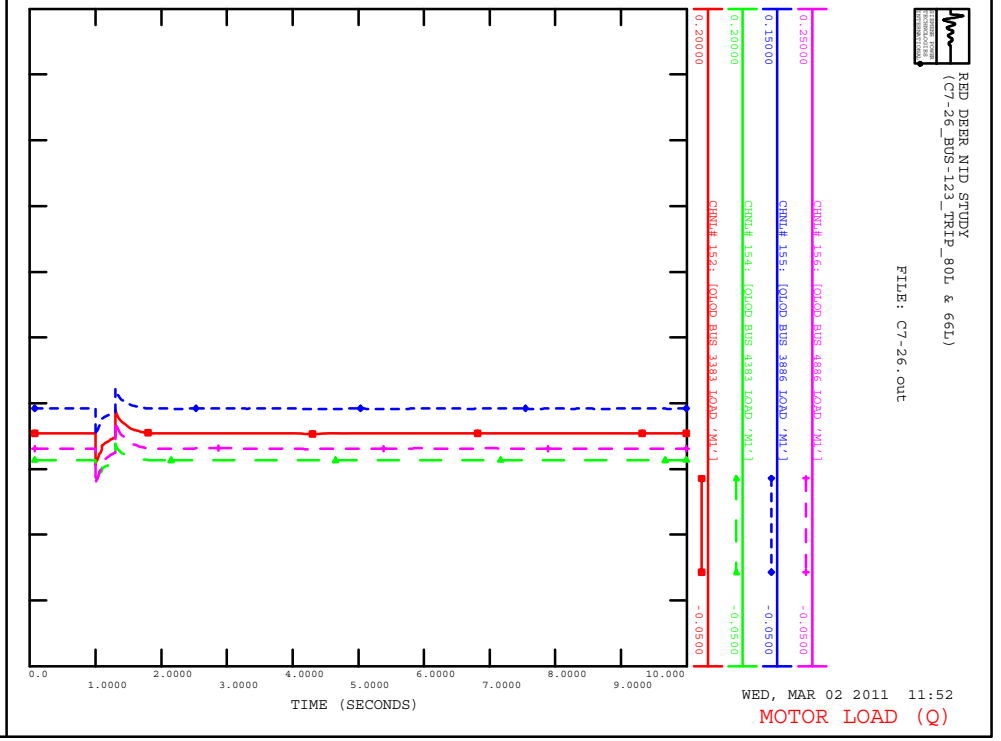

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
3.0000
CHNL# 166: [VARS BUS 3354 MACH '1 ']
-1.000
3.0000
CHNL# 167: [VARS BUS 3355 MACH '2 ']
-0.5000
3.0000
CHNL# 168: [VARS BUS 3357 MACH '3 ']
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

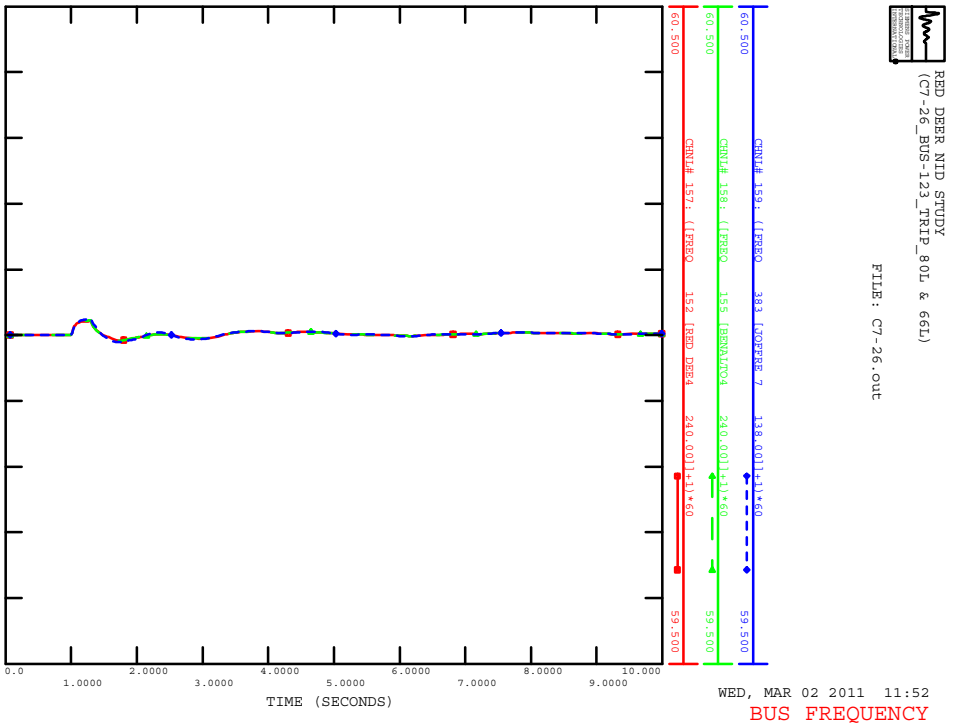

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
1.2000
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
0.30000
1.2000
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
0.30000
1.2000
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
0.30000
1.2000
CHNL# 59: [VOLT 117 [RED DEER 2 138.00]]
0.30000
1.2000
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

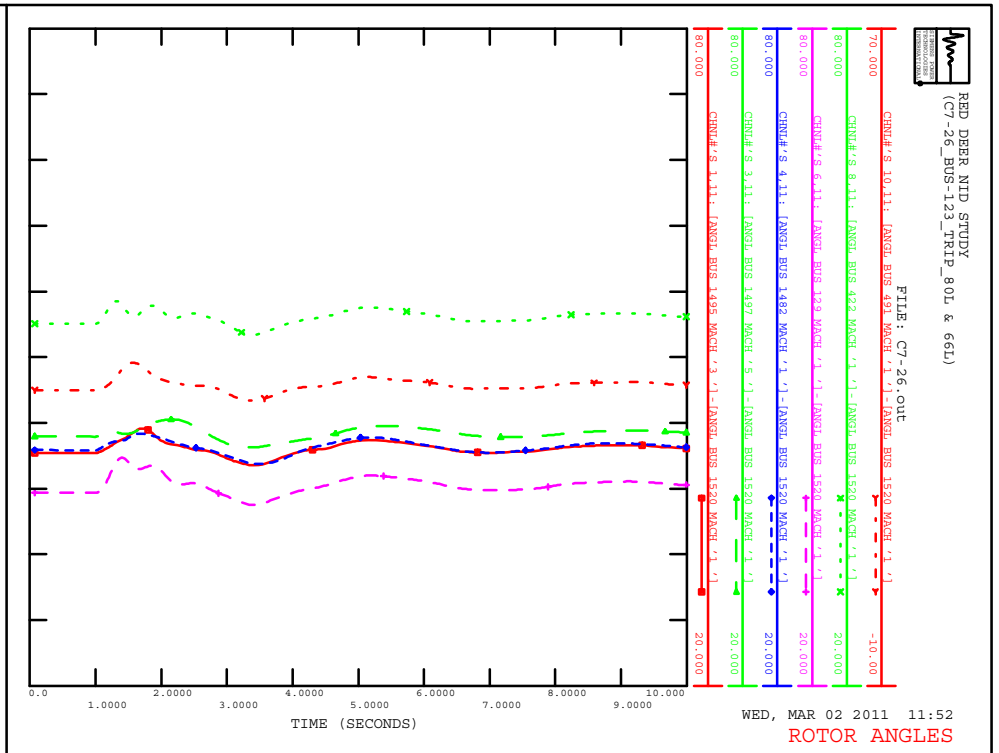

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

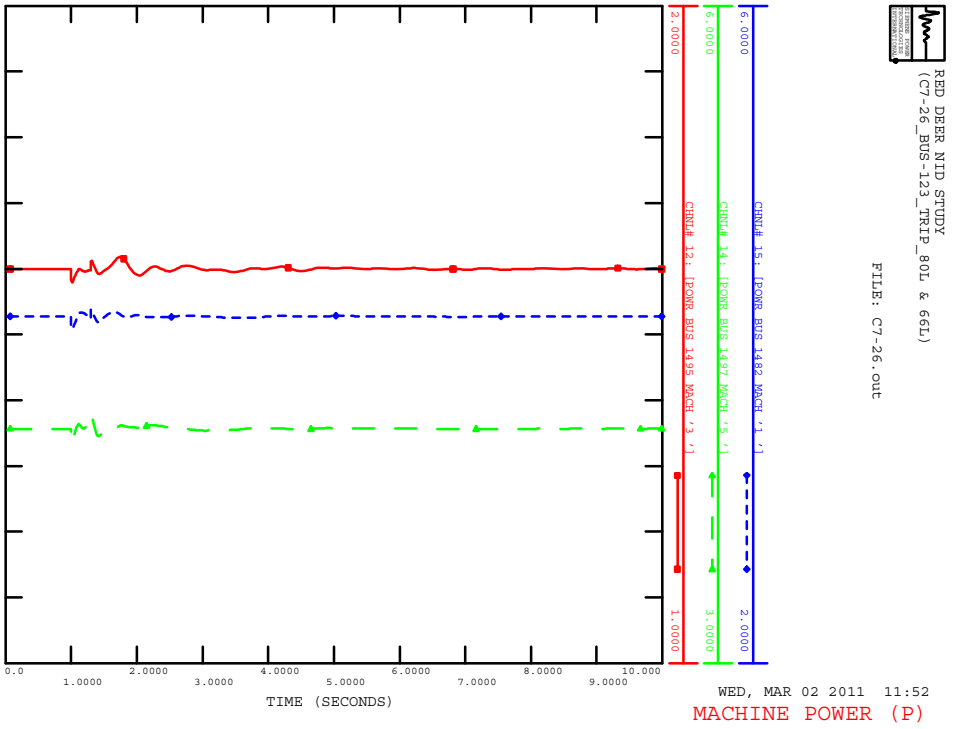

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

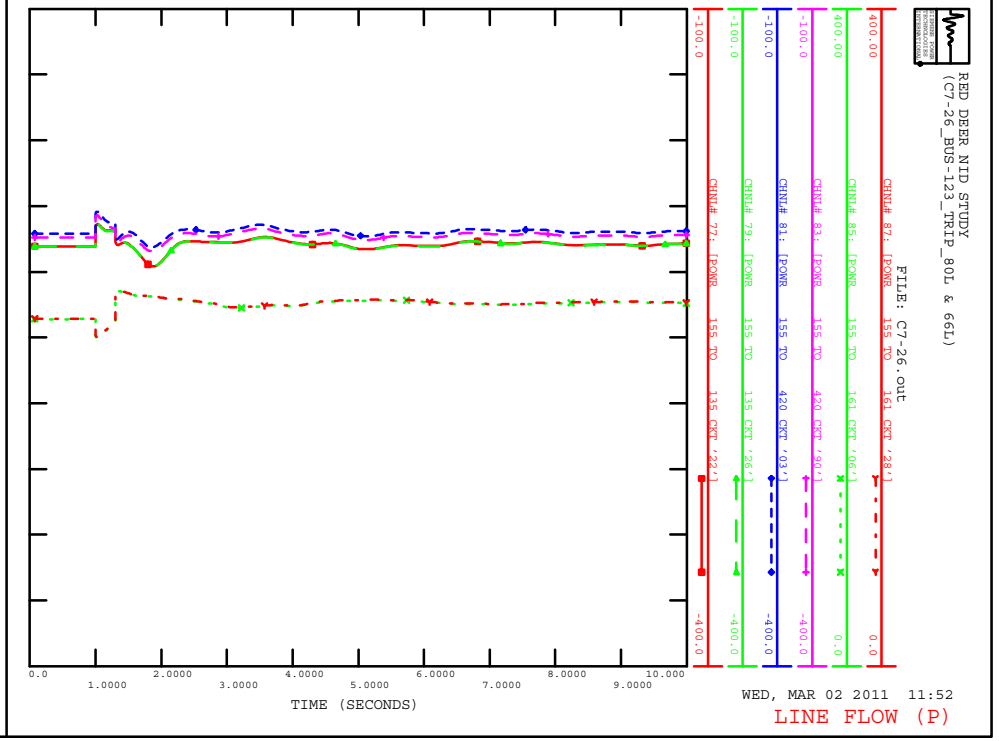

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

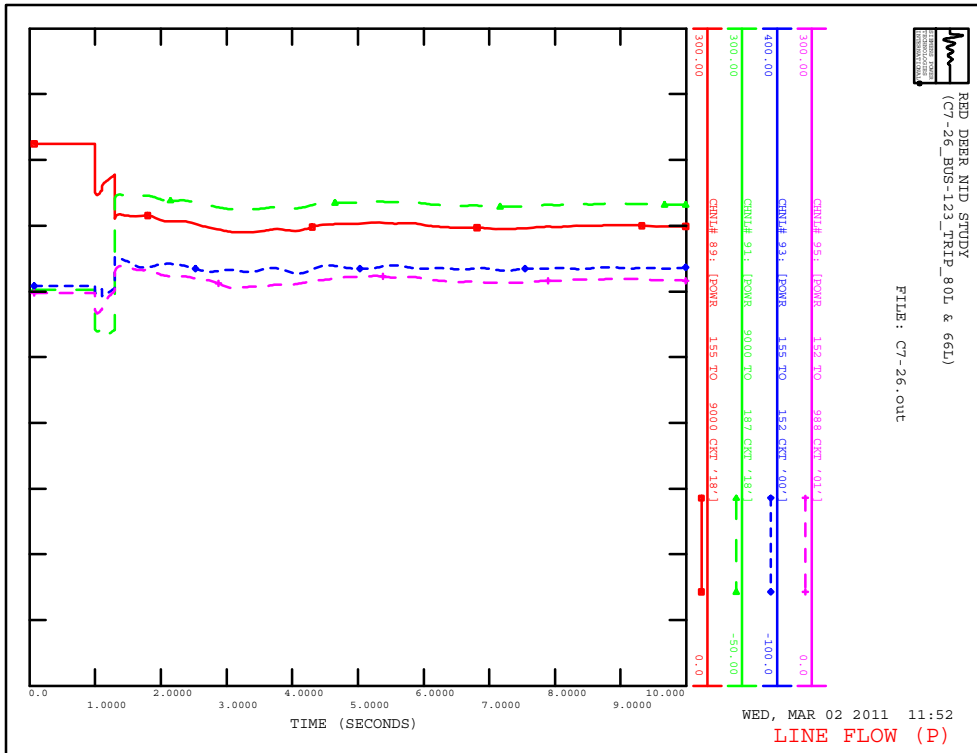

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

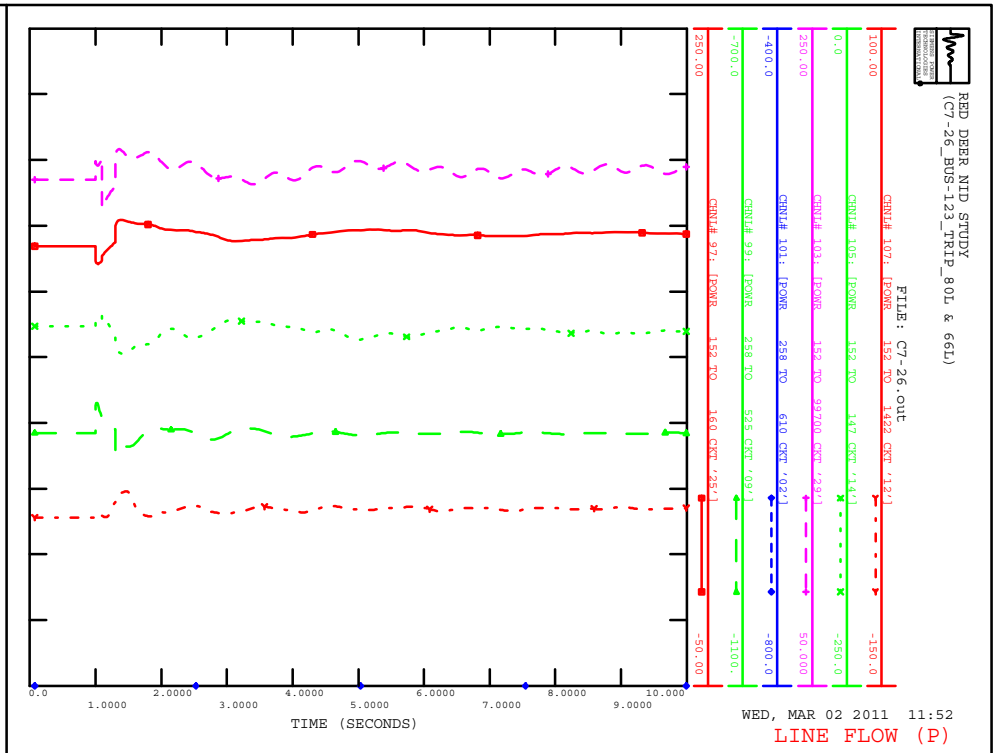

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

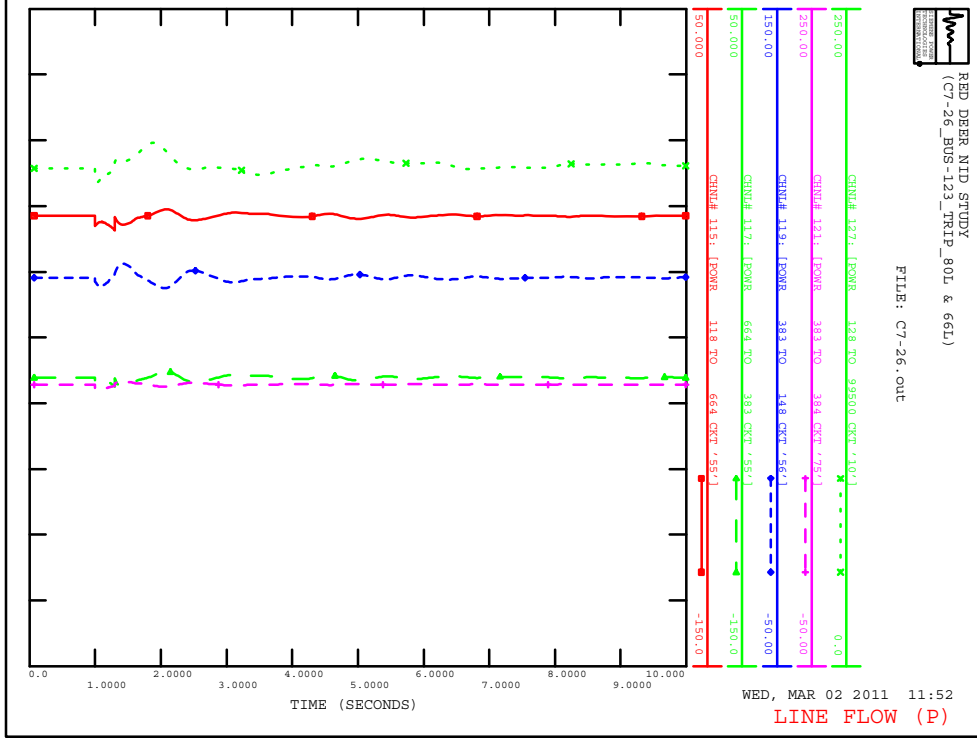

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

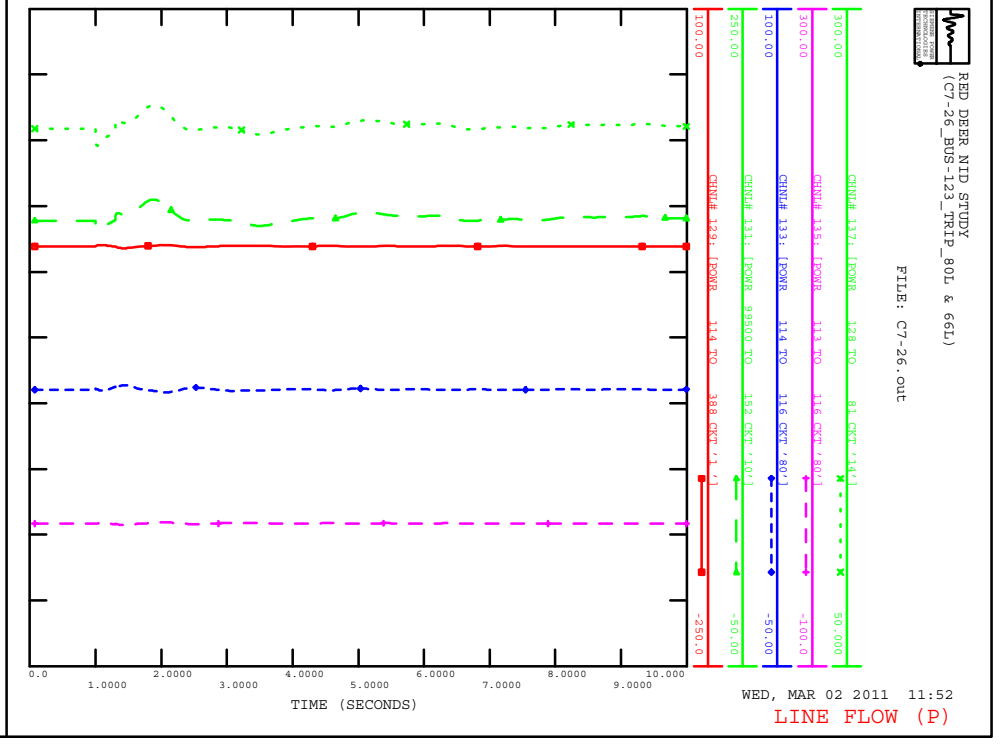

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

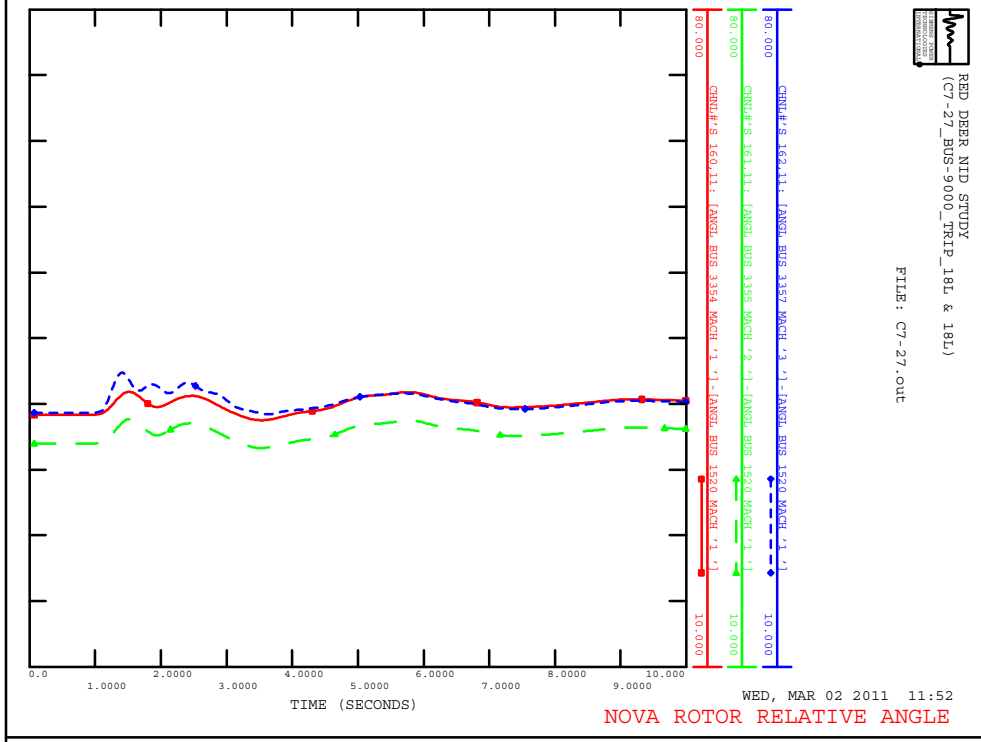

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

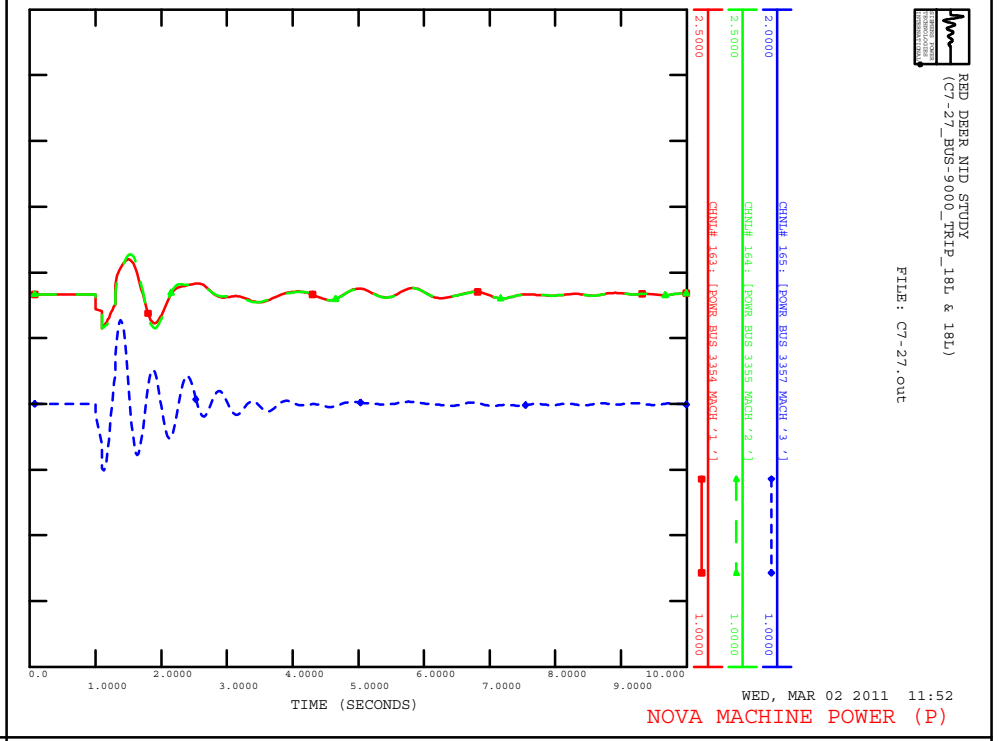

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

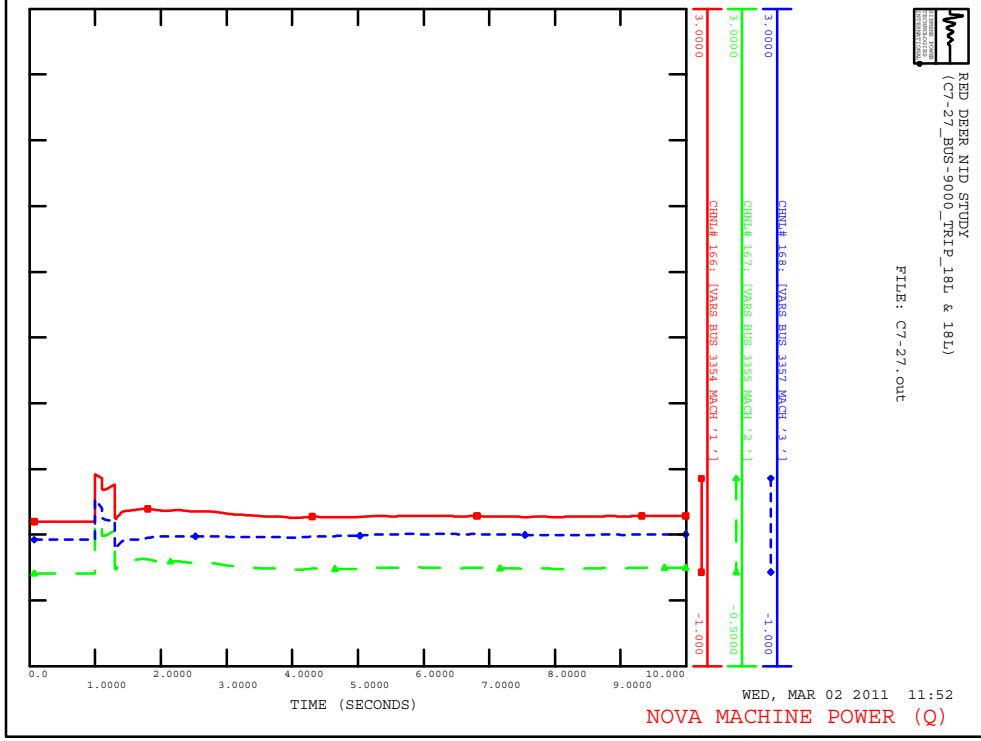

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

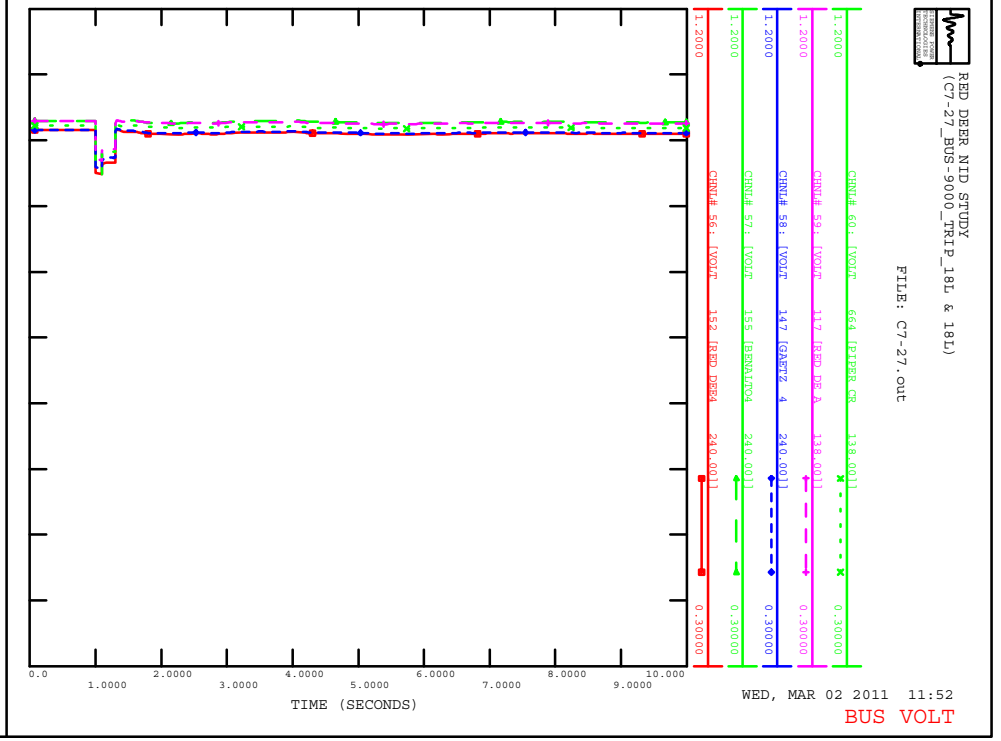

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

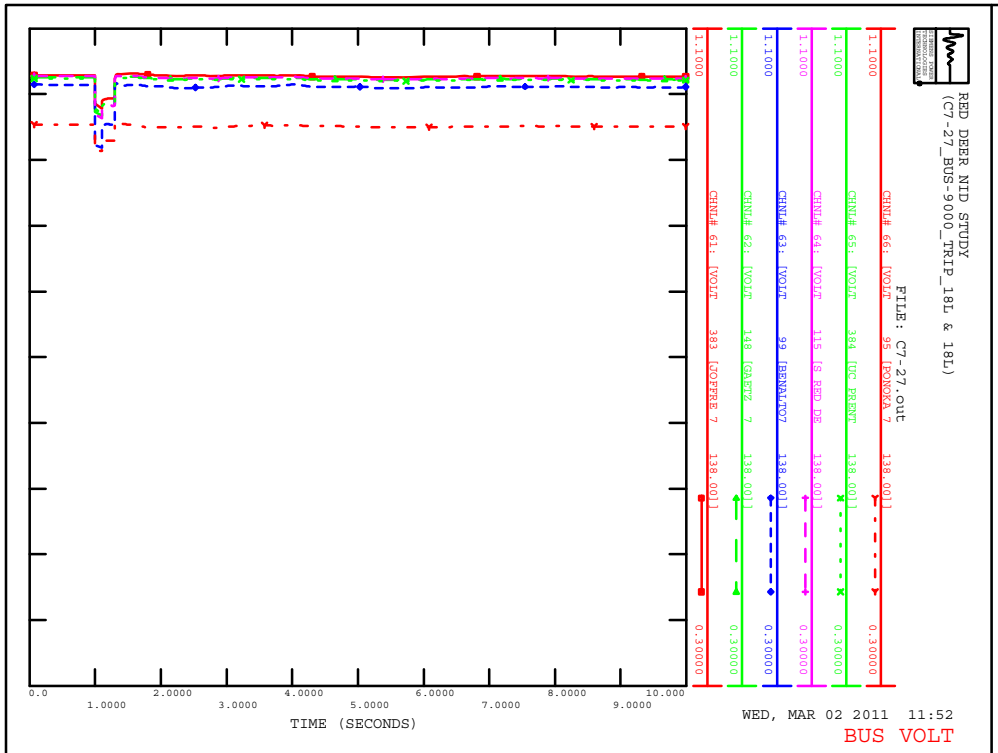

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

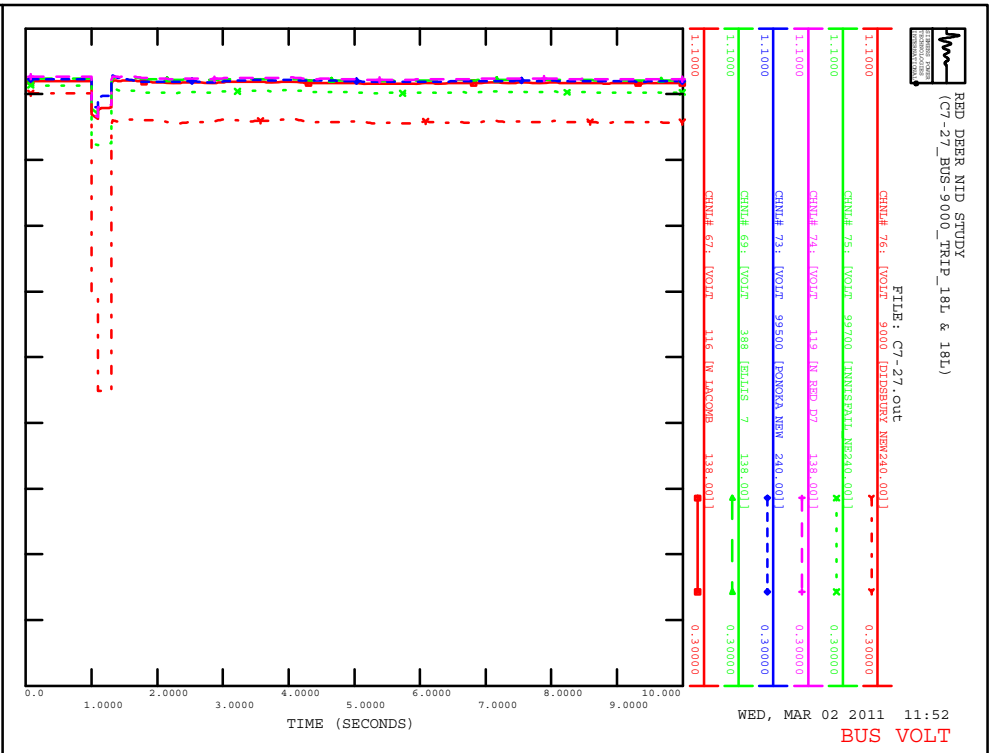

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

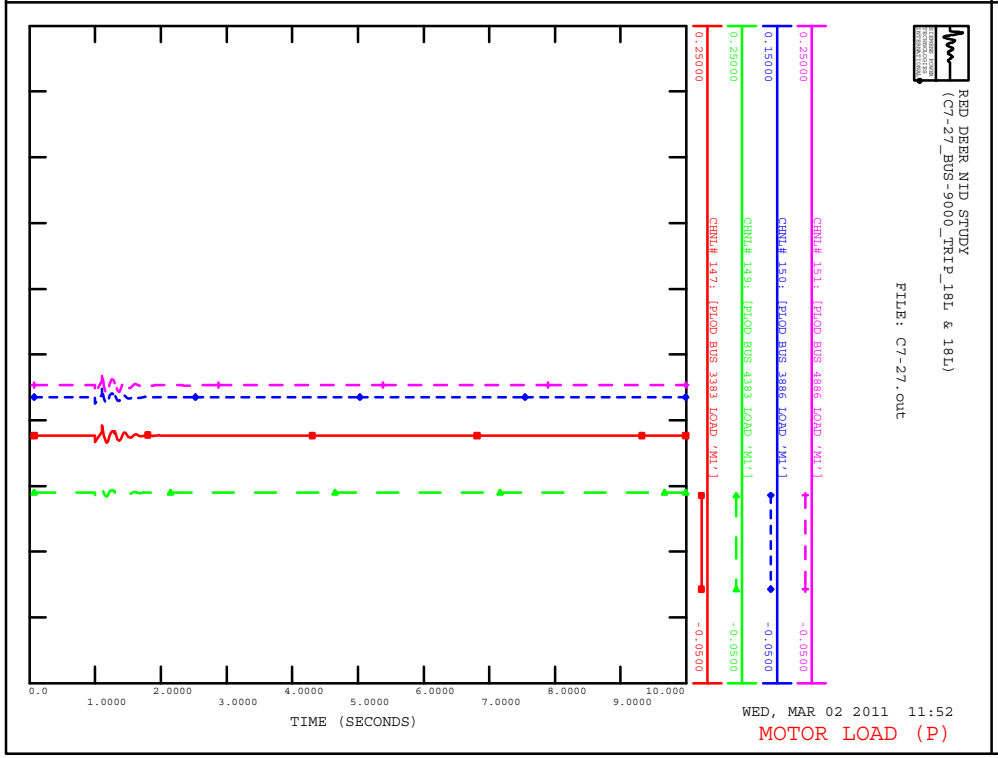

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

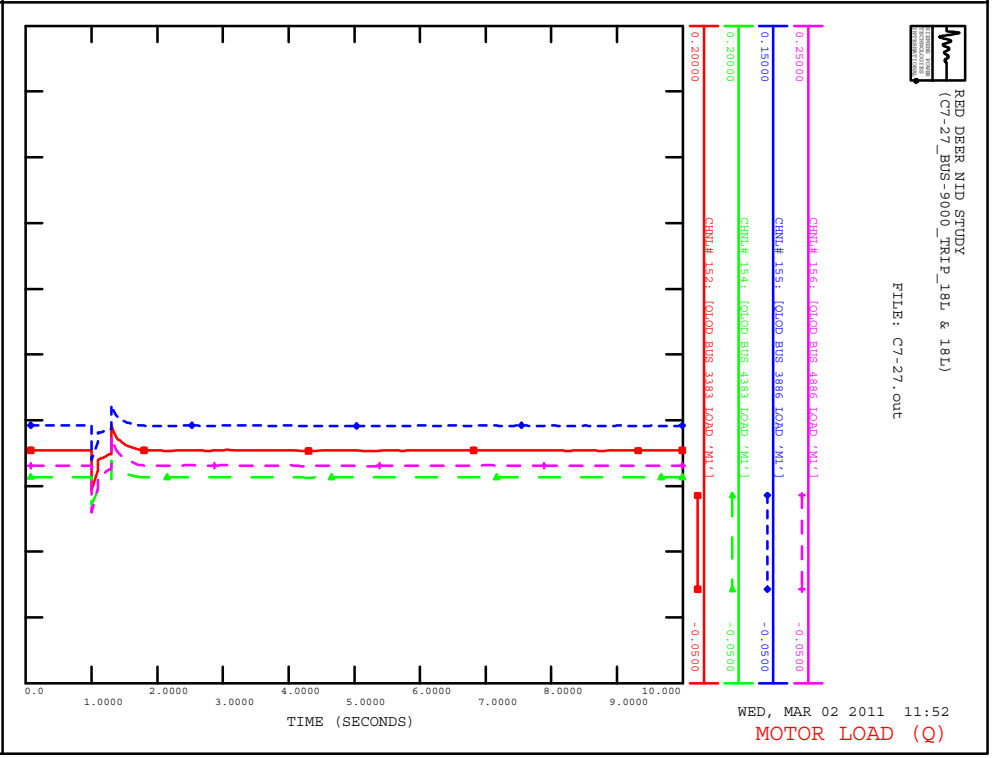

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

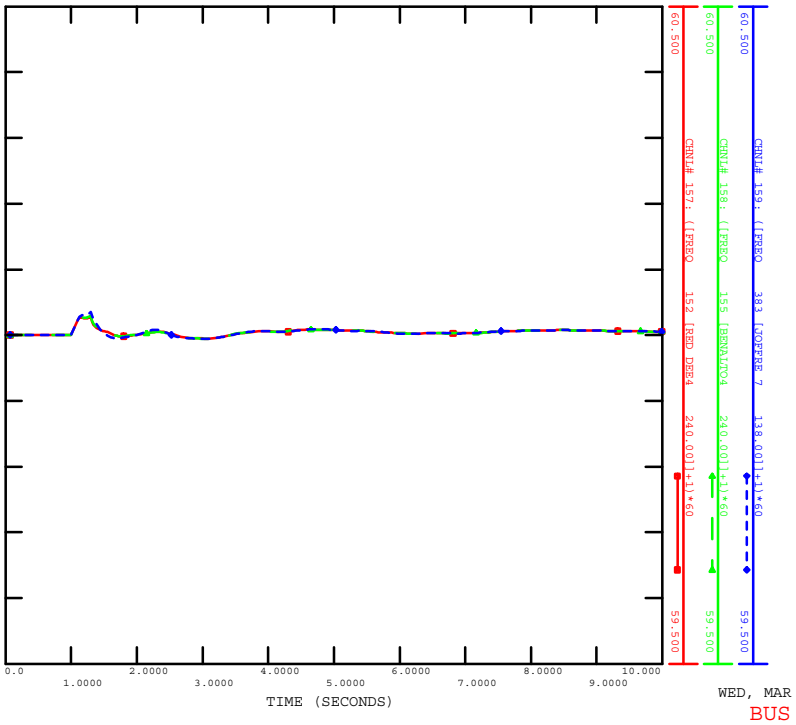

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

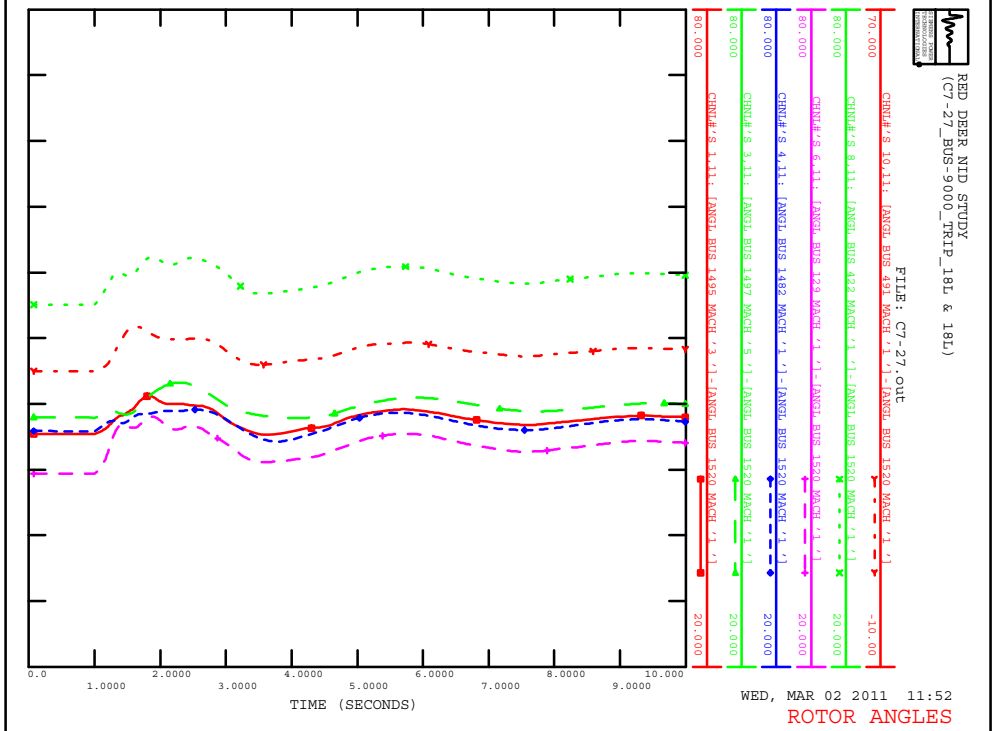

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

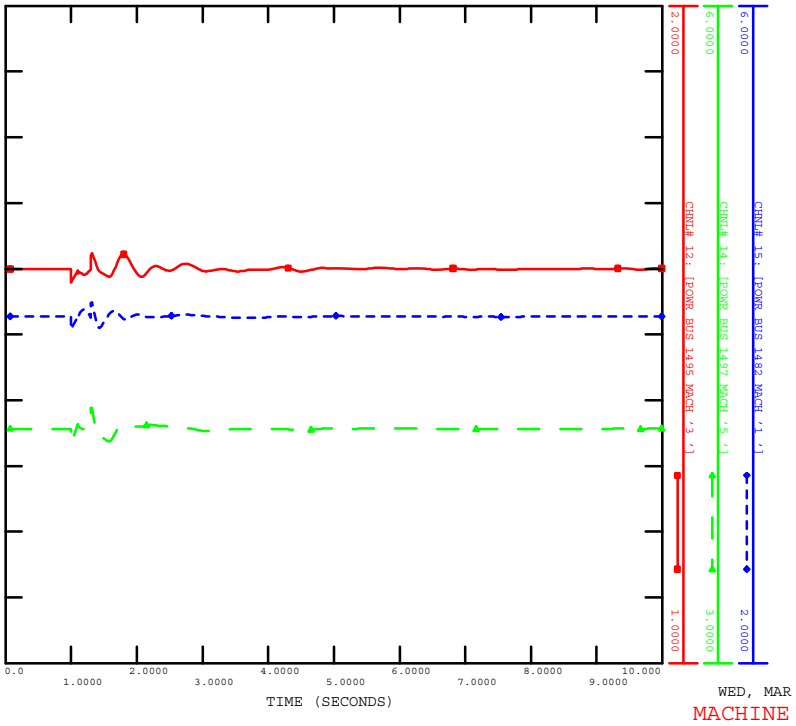

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

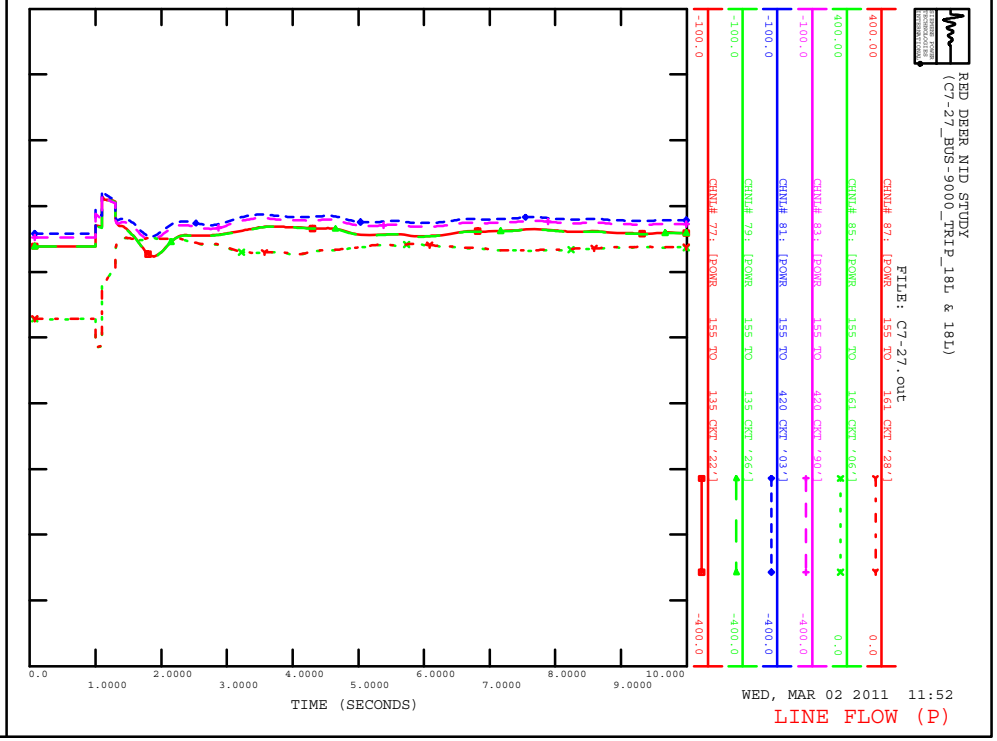

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

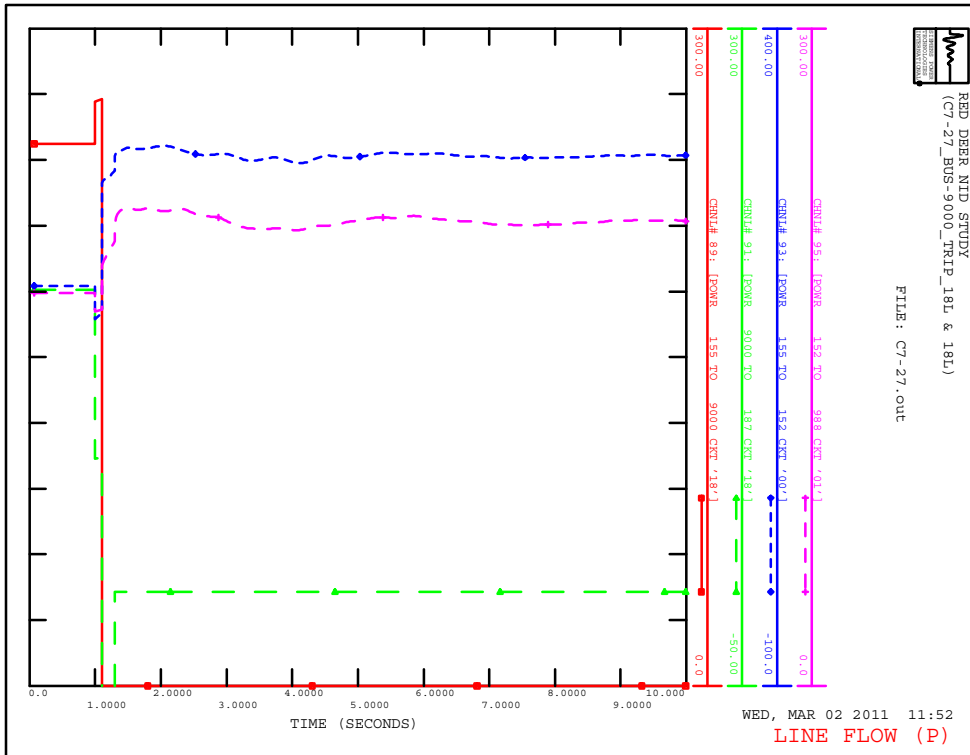

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

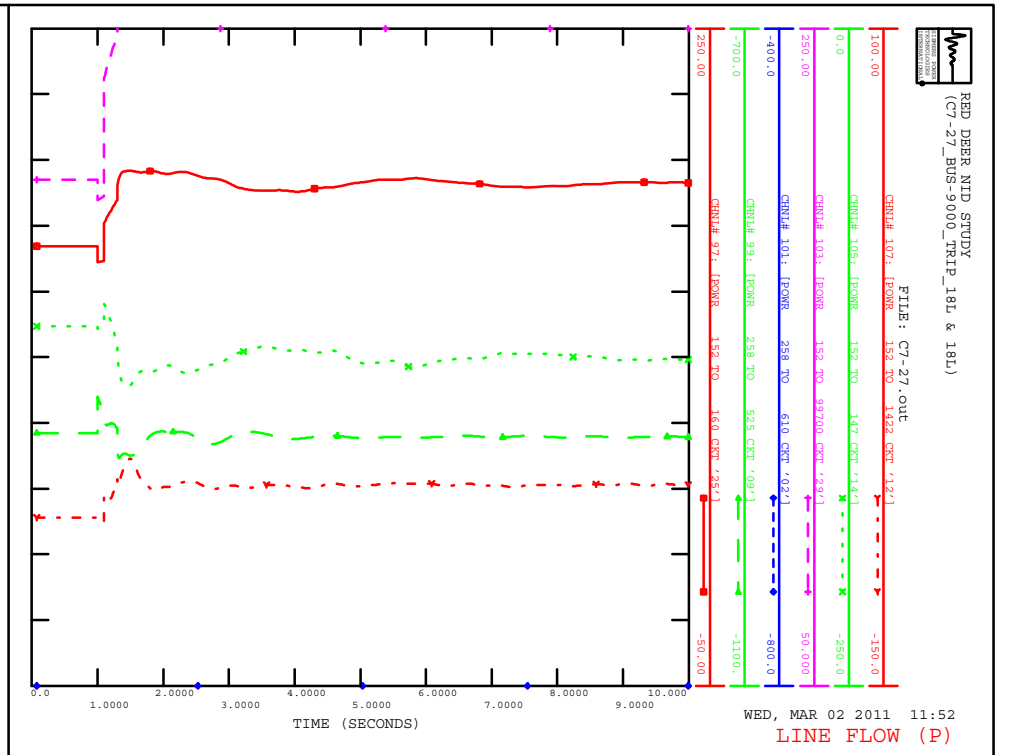

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

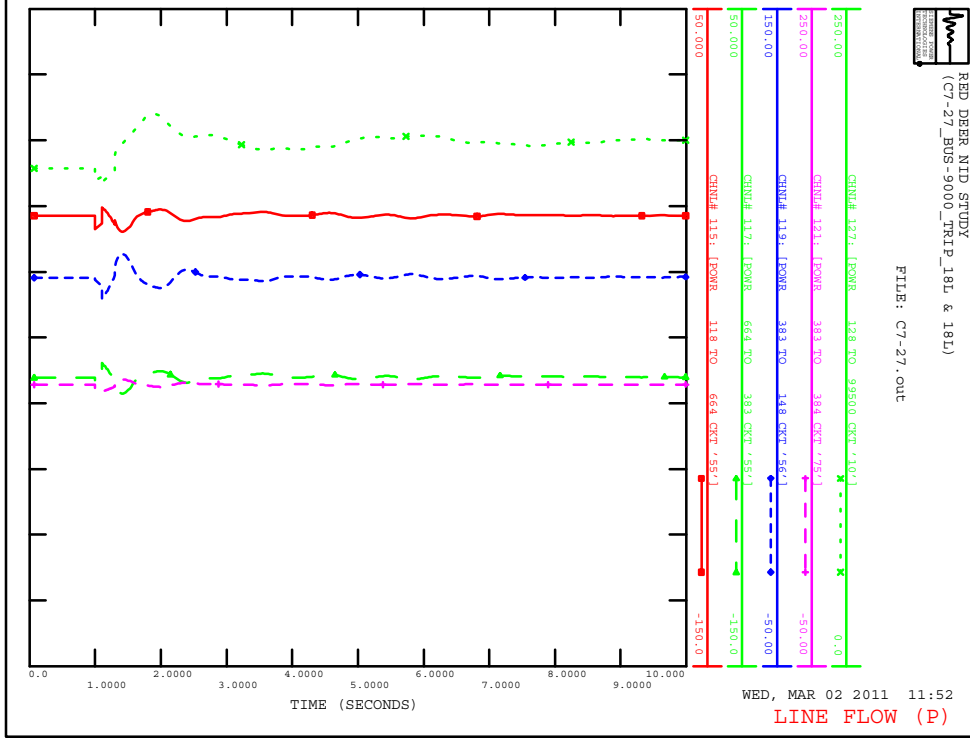

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

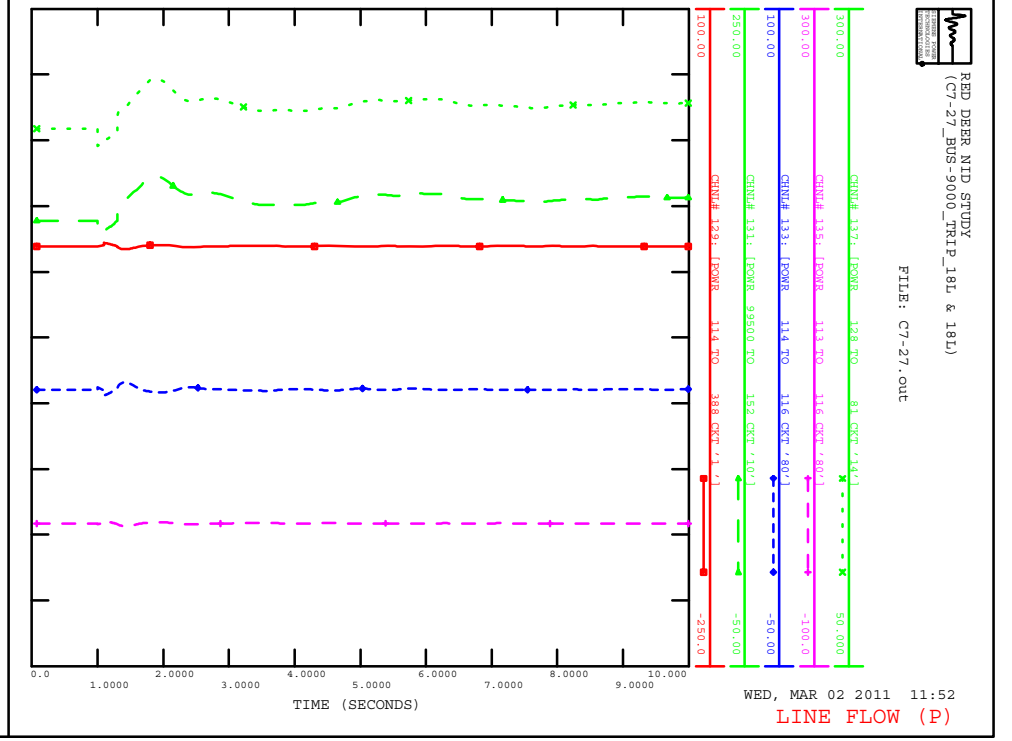

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

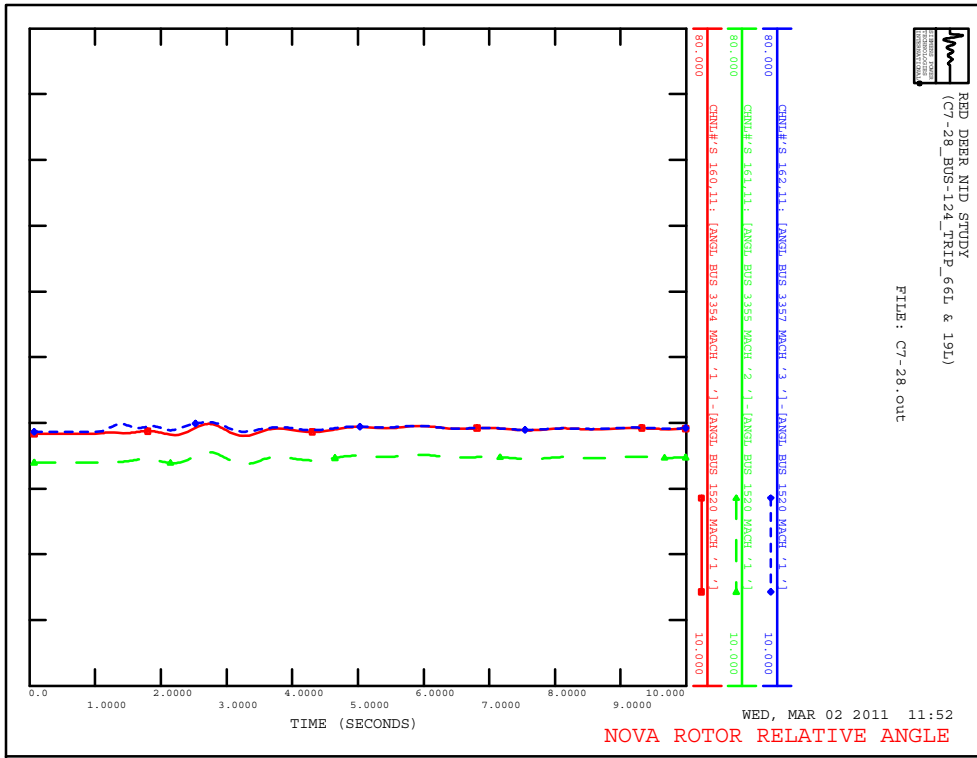

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

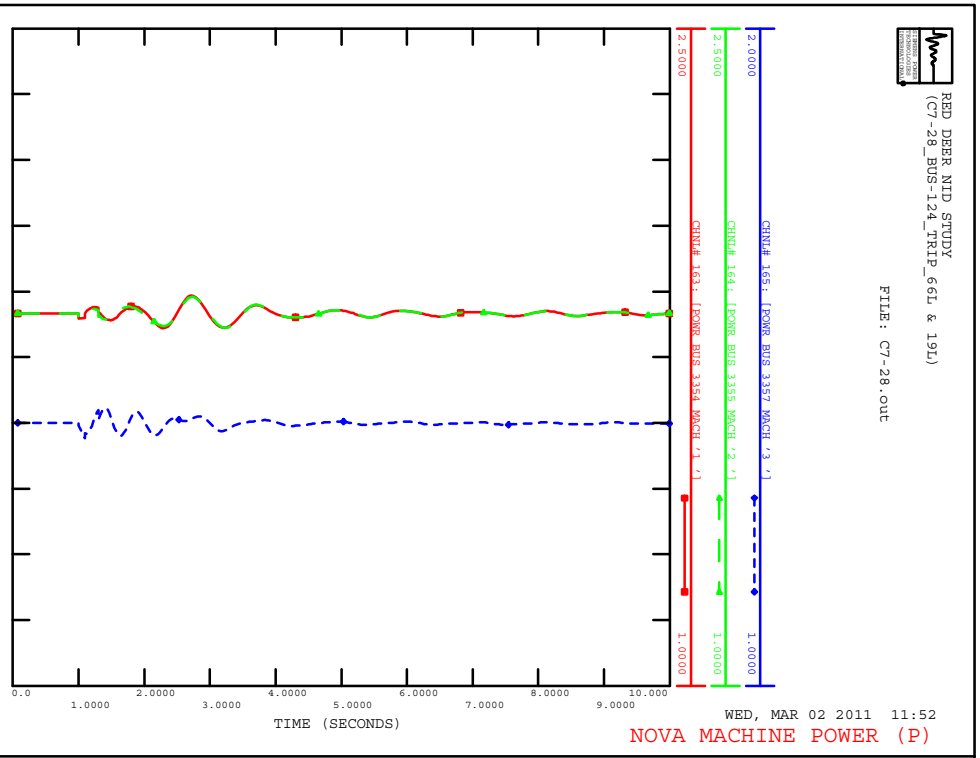

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

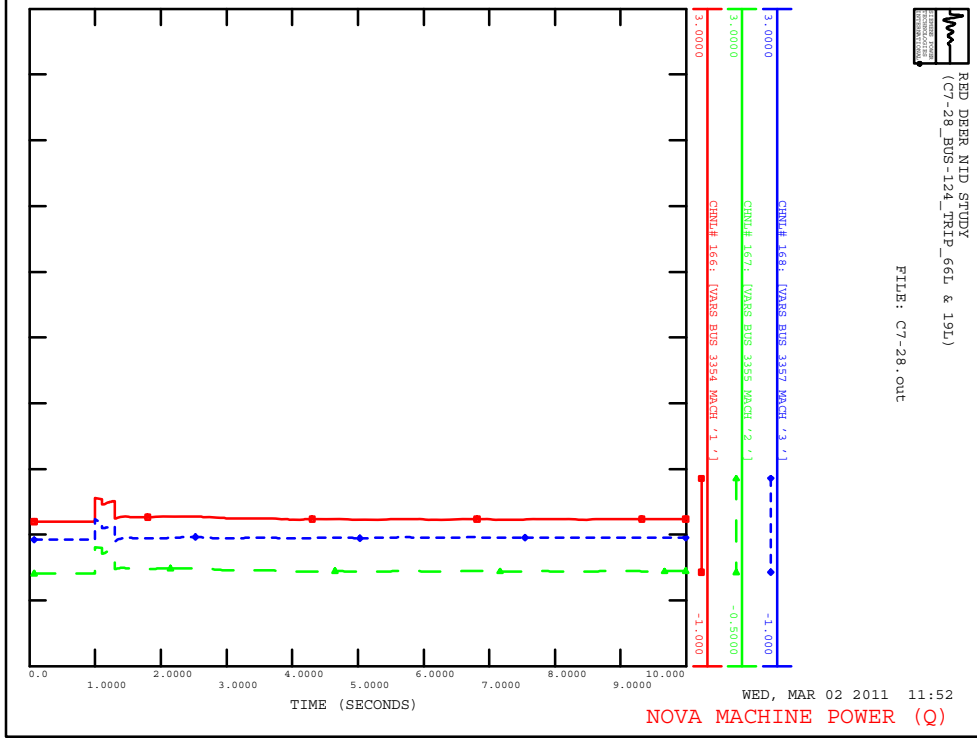

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

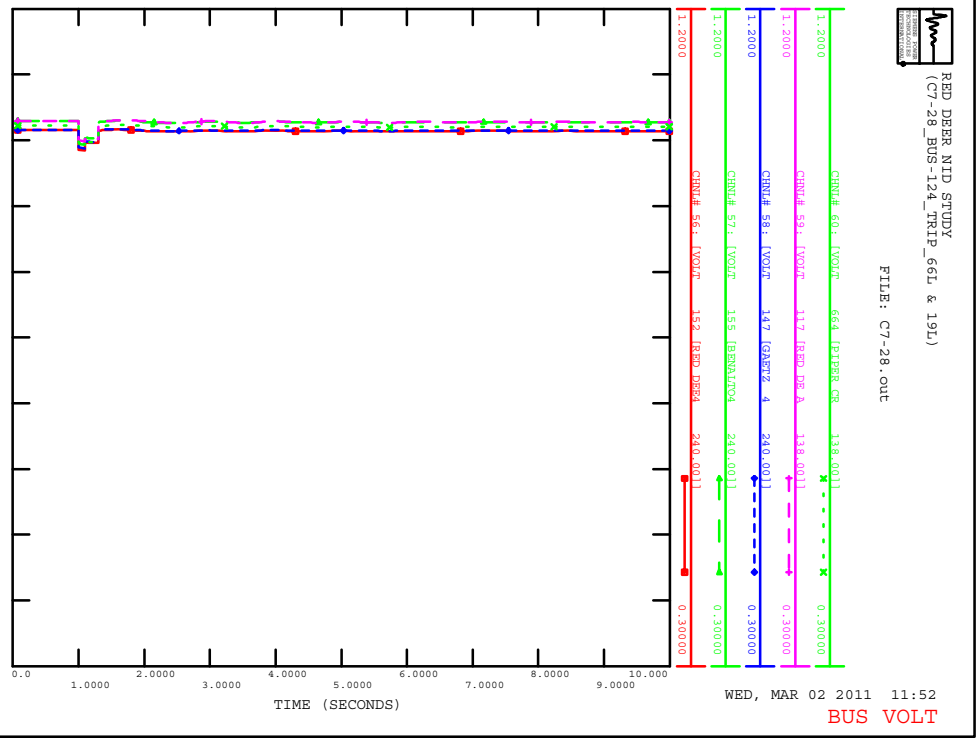

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

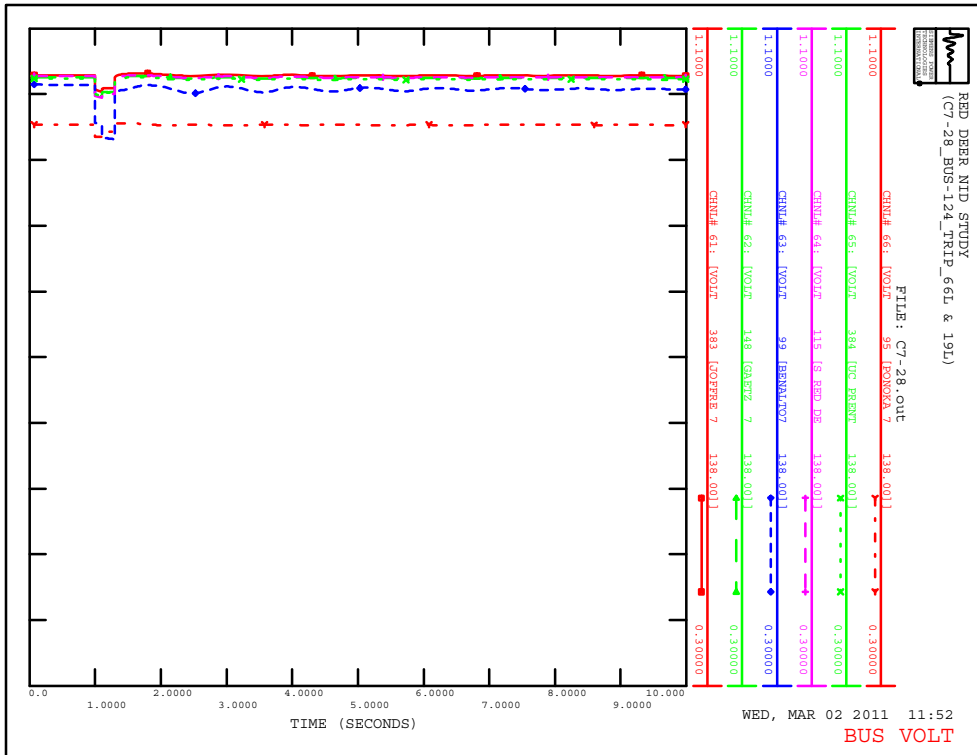

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

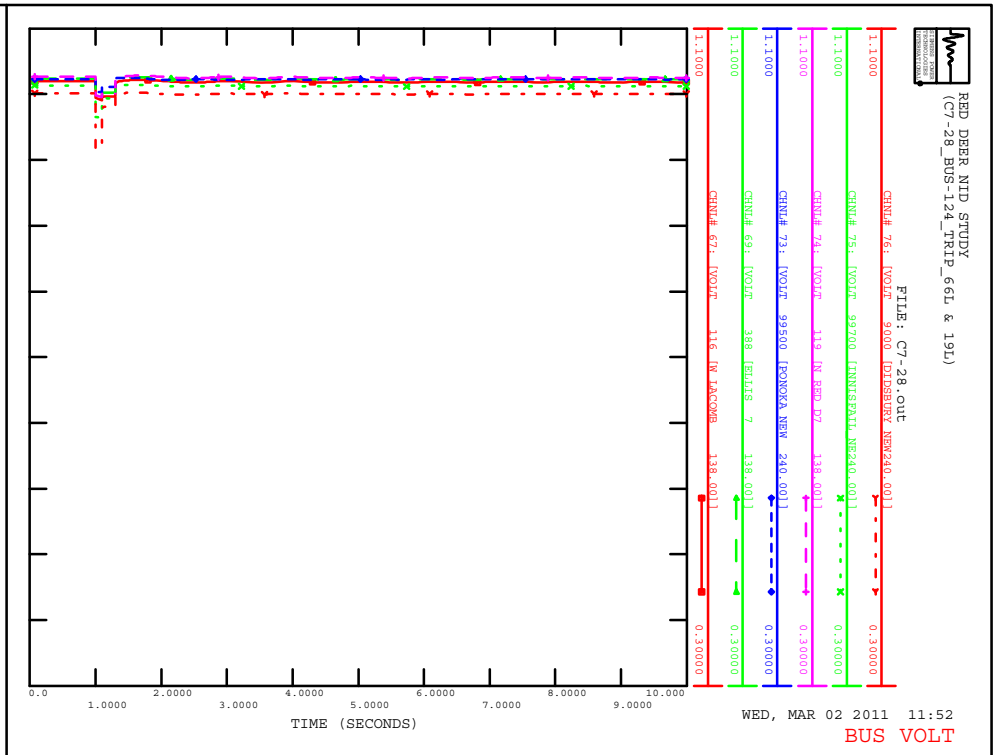

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

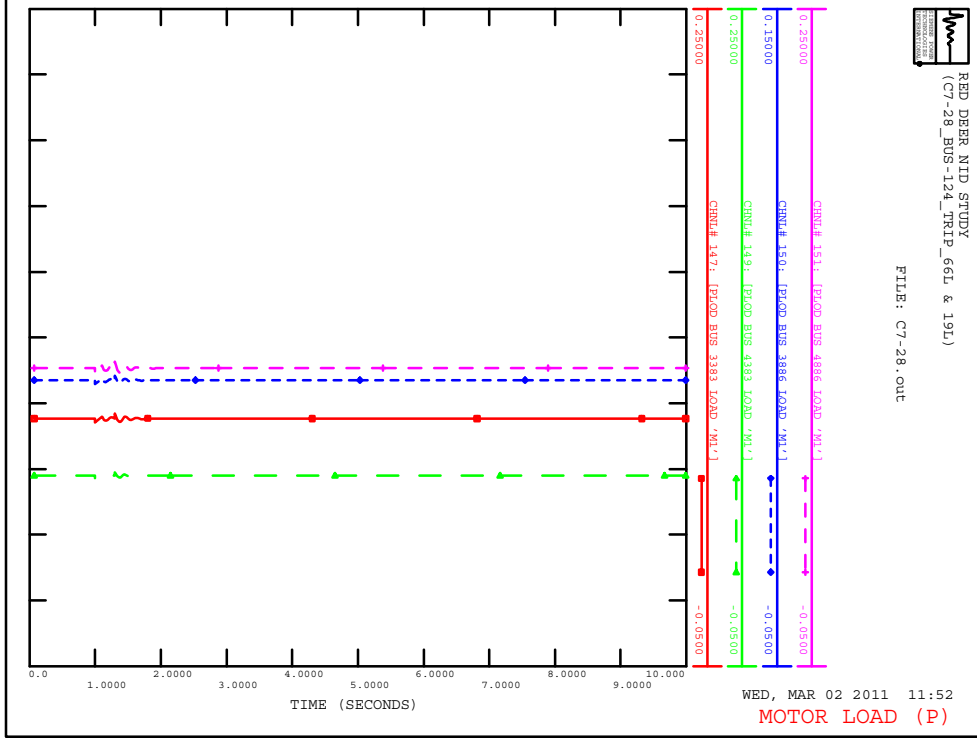

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

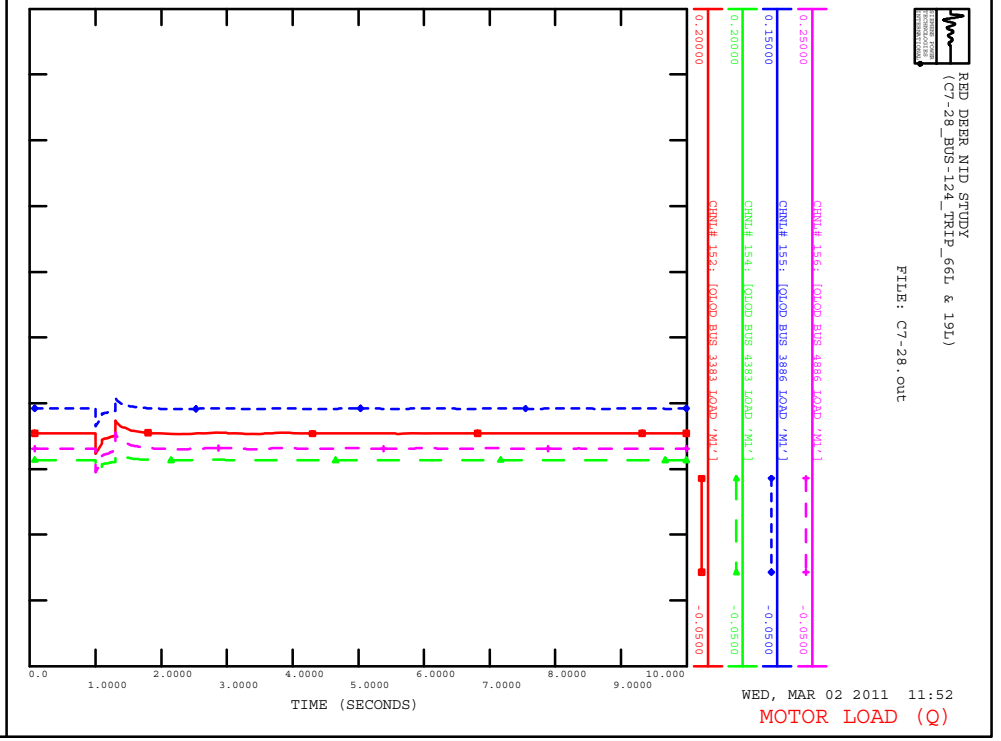

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

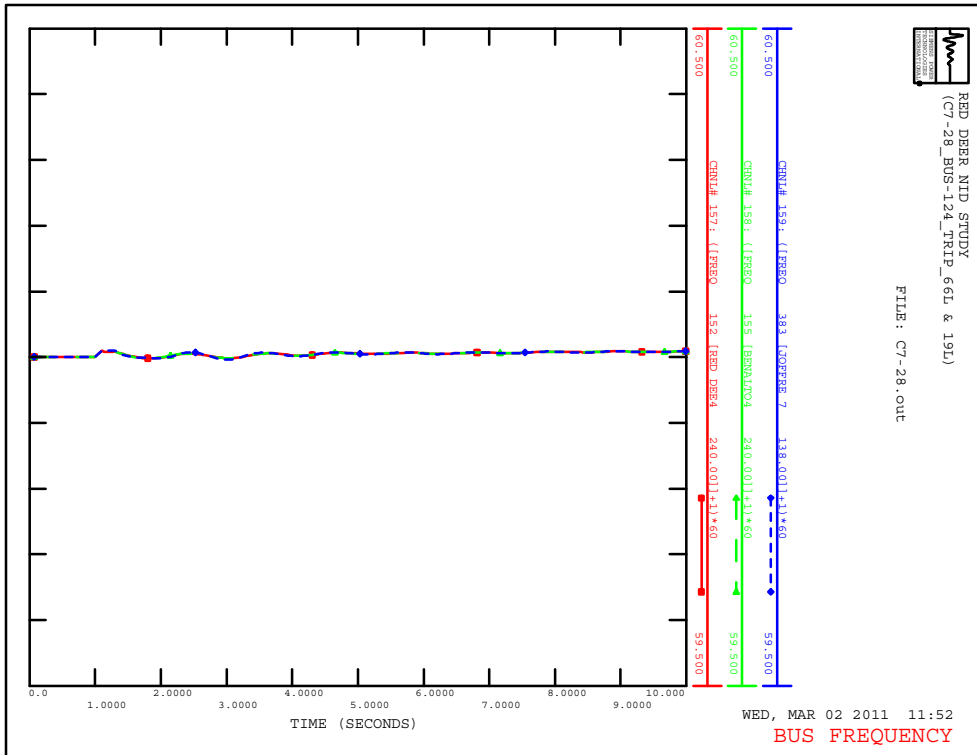

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

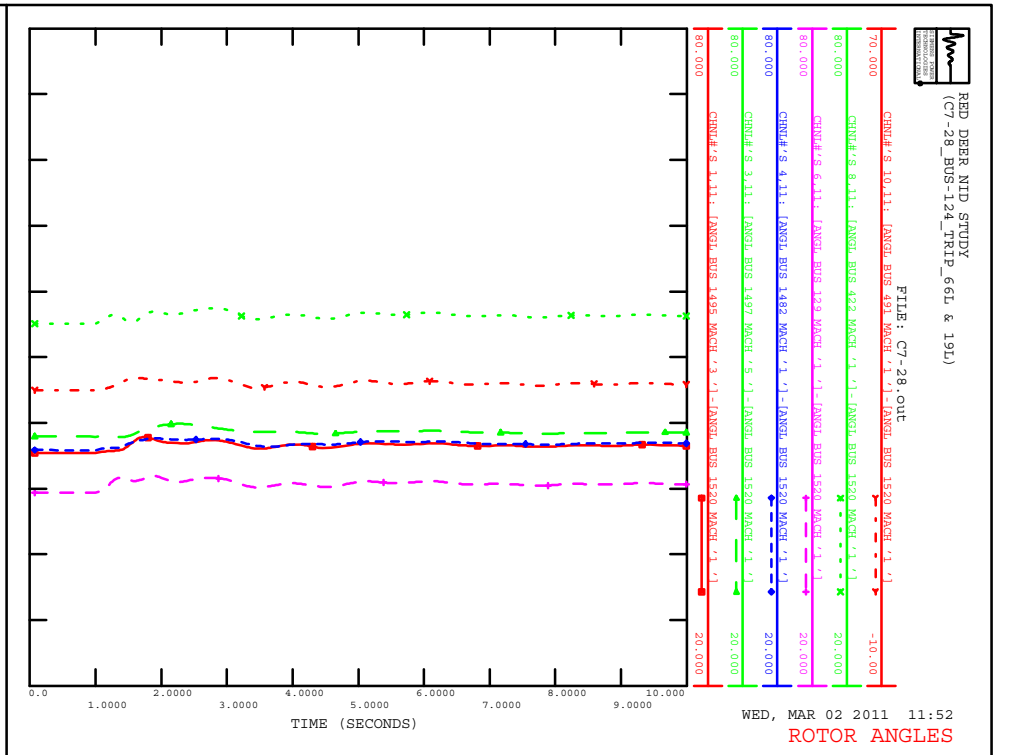

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

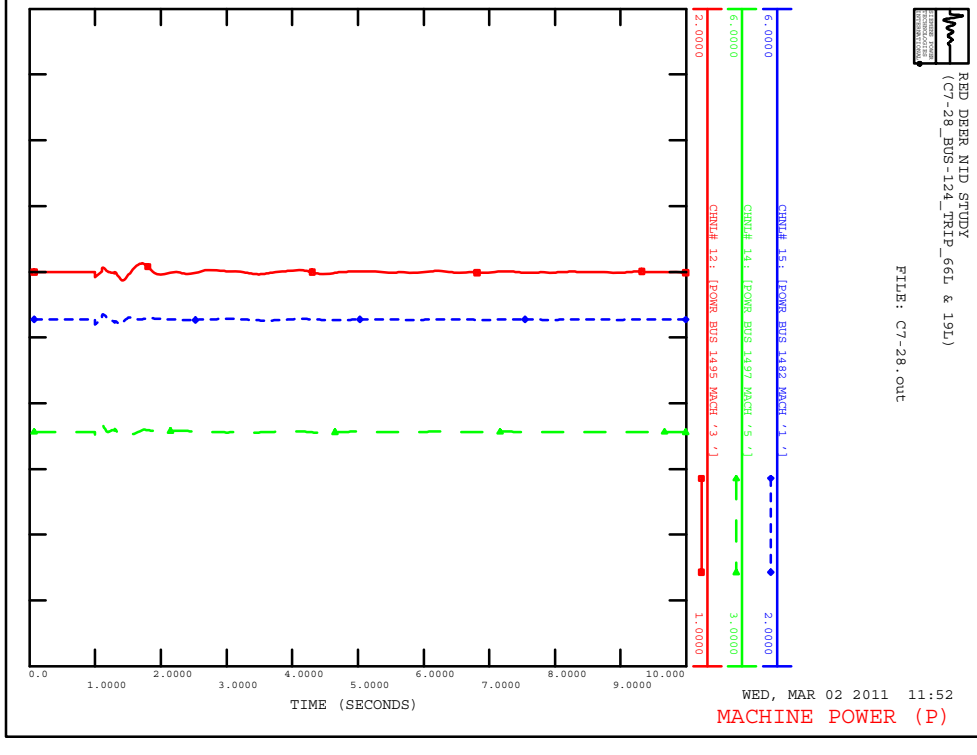

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

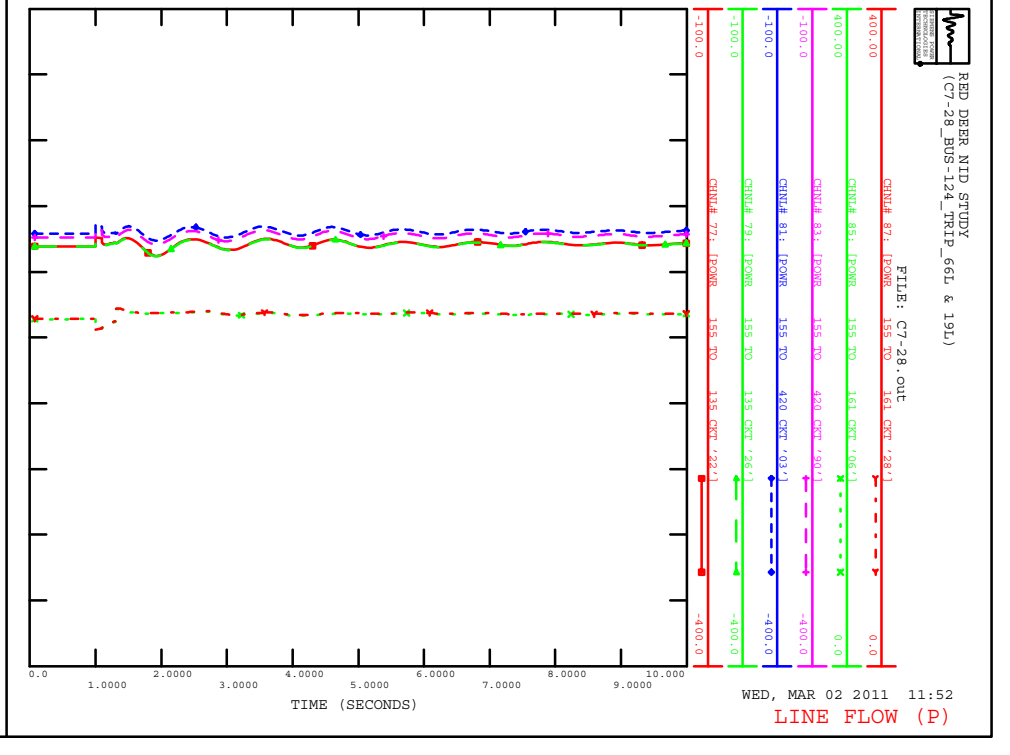

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

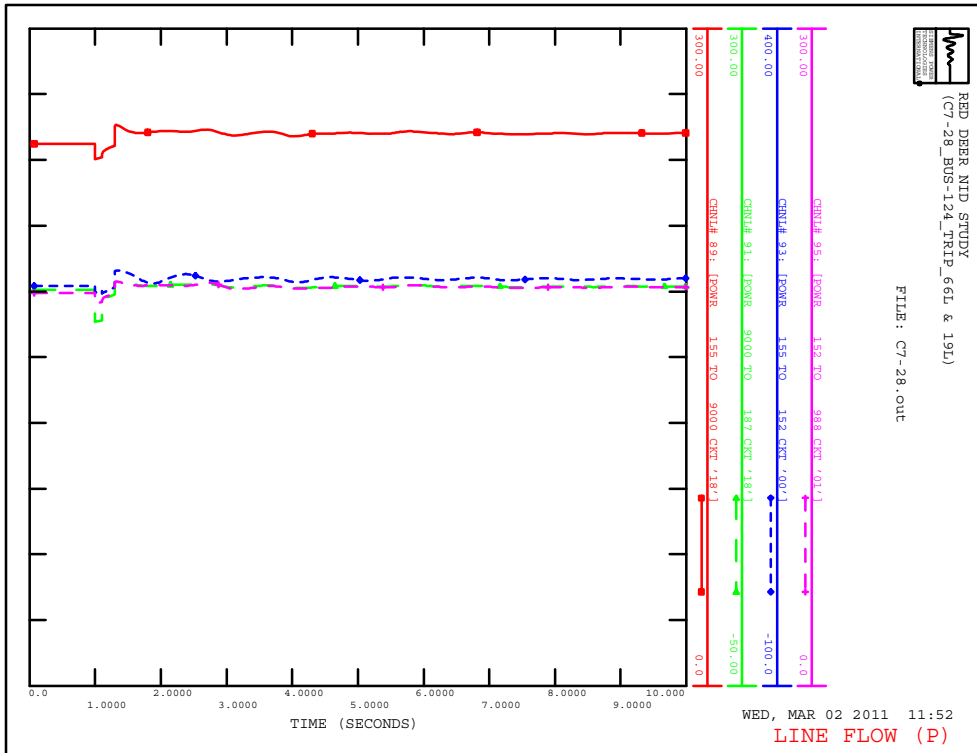

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

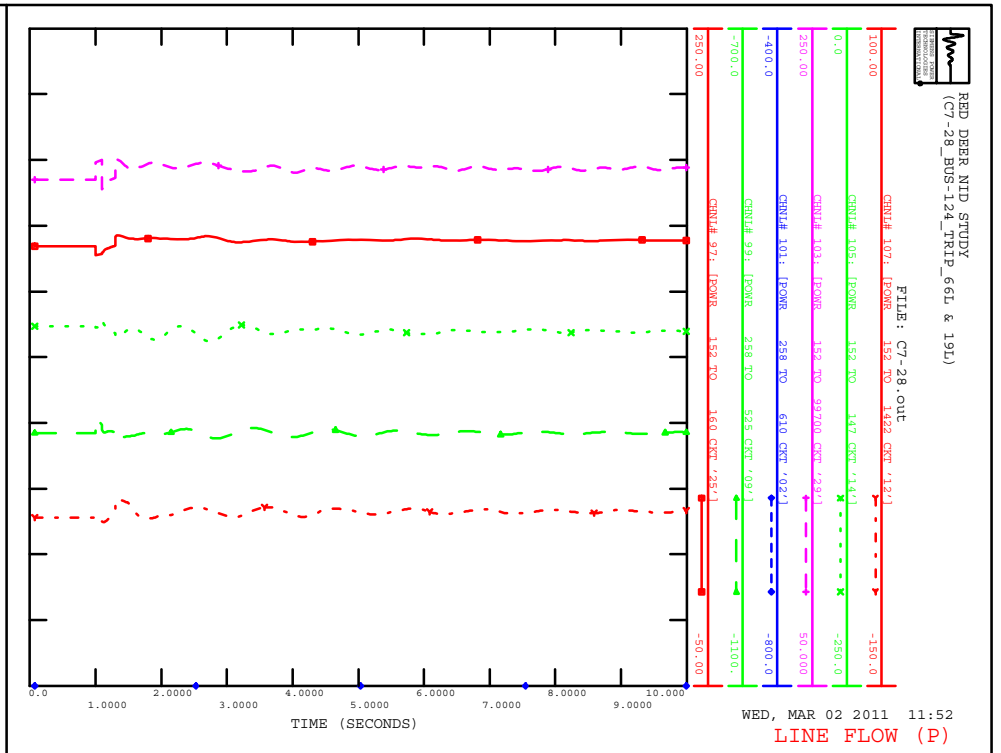

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 157: [FREQ BUS 152 [RED DEER4 240.001]*1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.001]*1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001]*1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

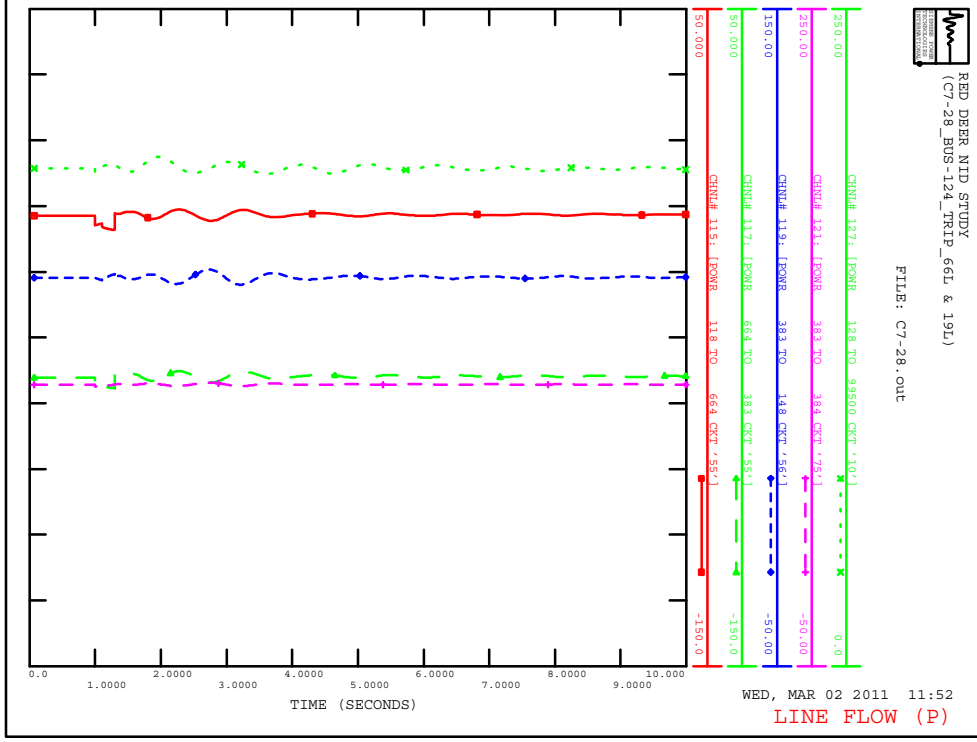

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 8 10.11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 70.000 -10.00
CHNL# 8 8.11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 6.11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 4.11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 3.11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 1.11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

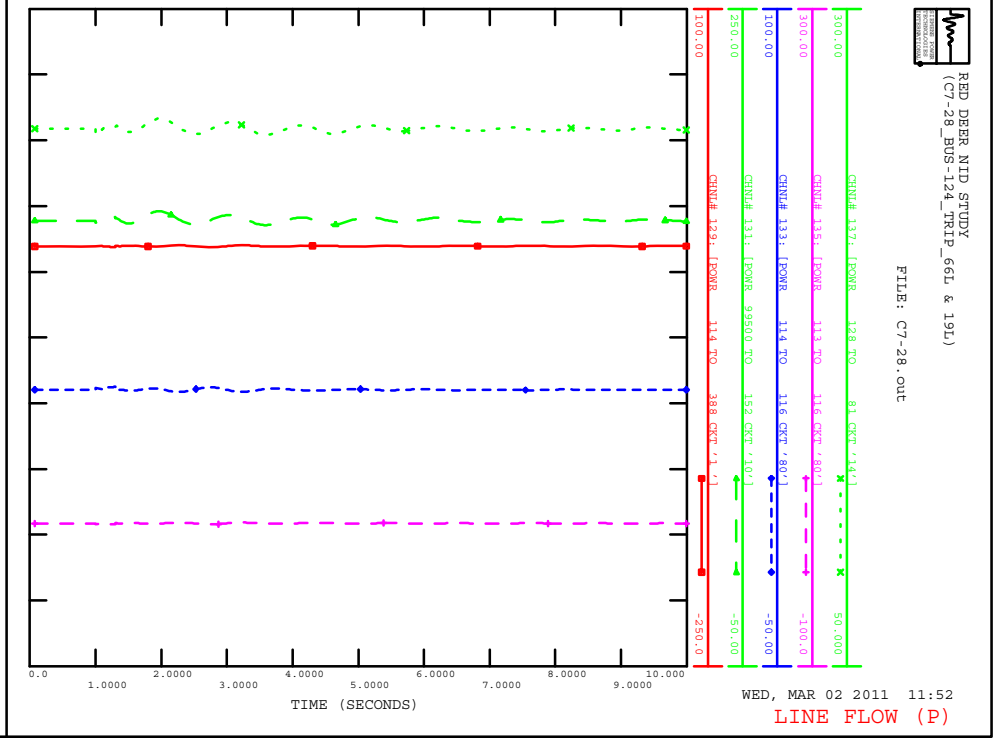

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 12: [POWR BUS 1495 MACH '3 '] 2.0000 1.0000
CHNL# 14: [POWR BUS 1497 MACH '5 '] 6.0000 3.0000
CHNL# 15: [POWR BUS 1482 MACH '1 '] 6.0000 2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

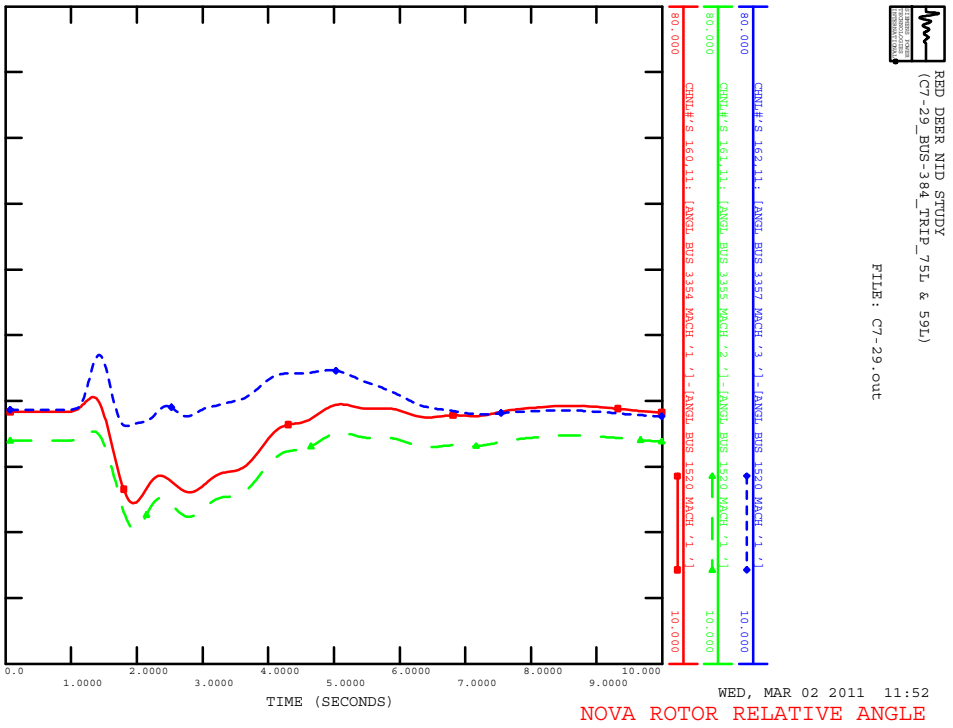

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
CHNL# 87: [POWR 155 TO 161 CKT '28 '] 400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06 '] 400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '80 '] -100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03 '] -100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26 '] -100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22 '] -100.0 -400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

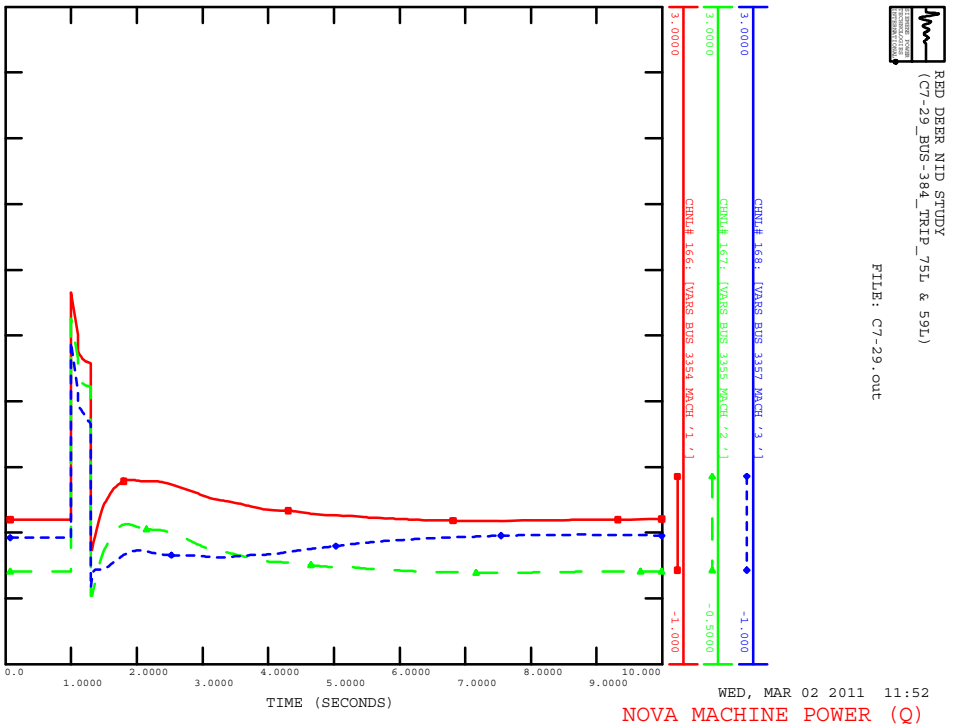

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

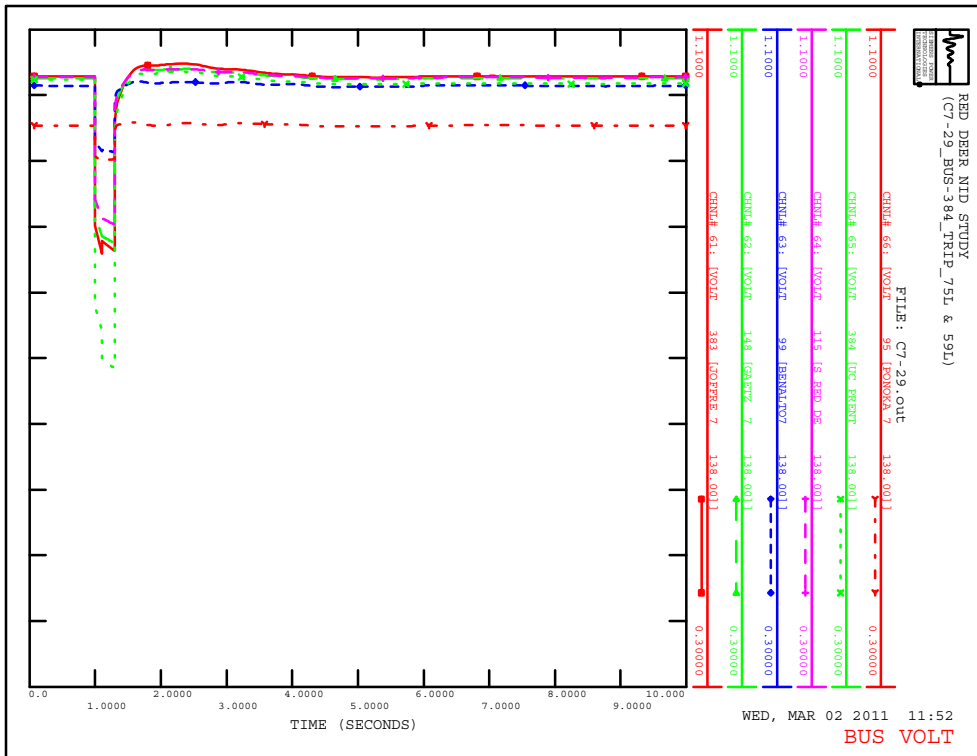

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

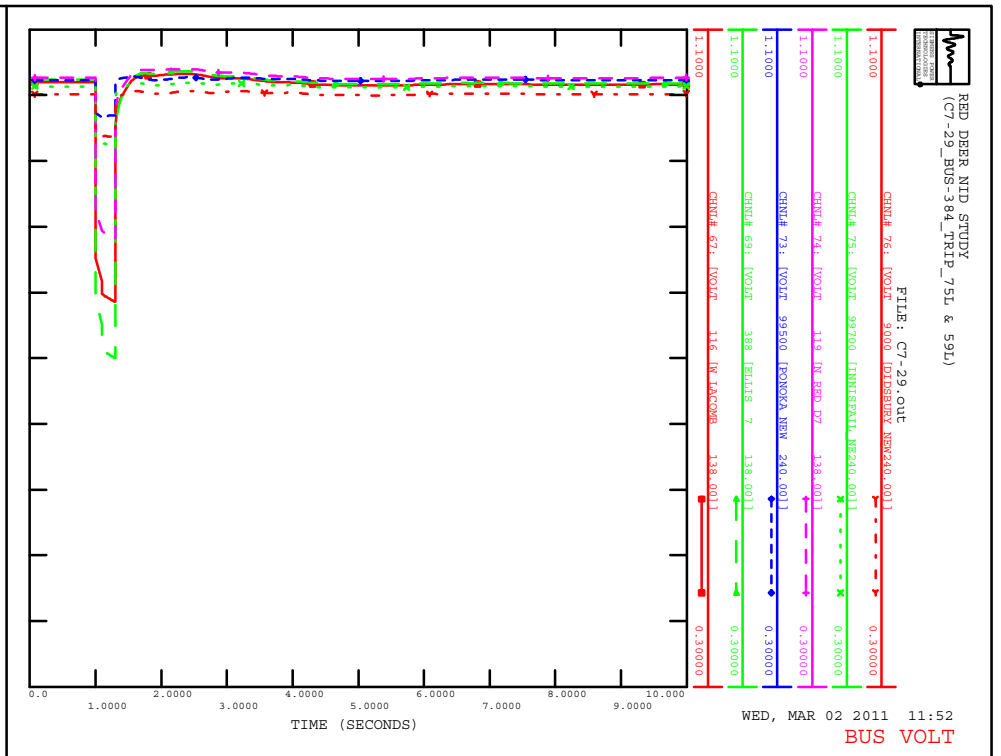

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

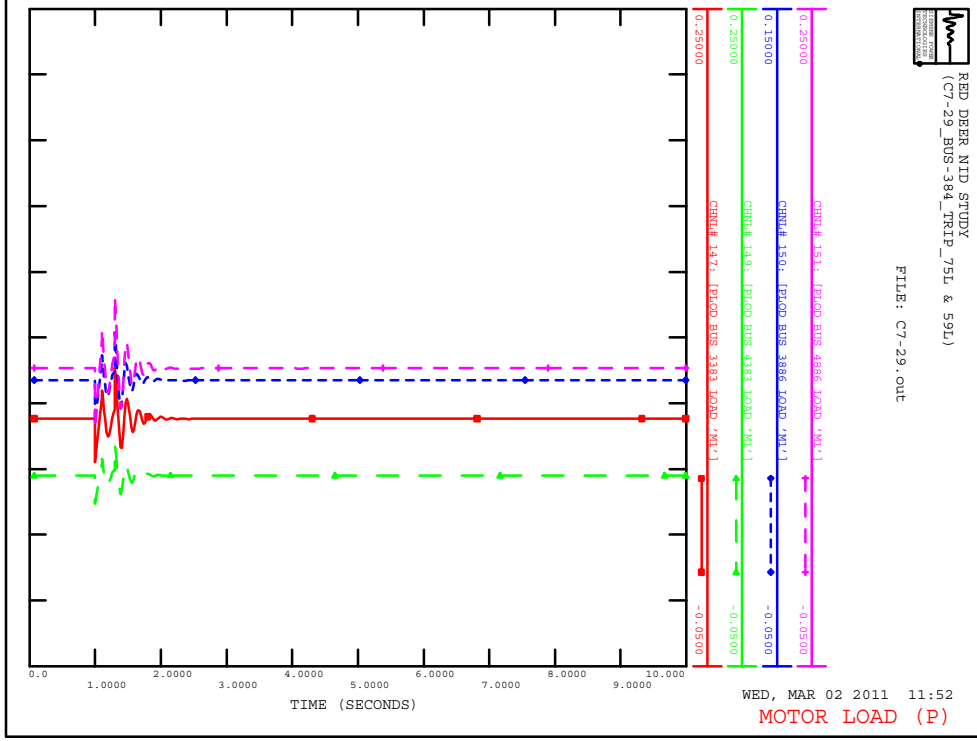
RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
CHNL#S 162,11; [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11; [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11; [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

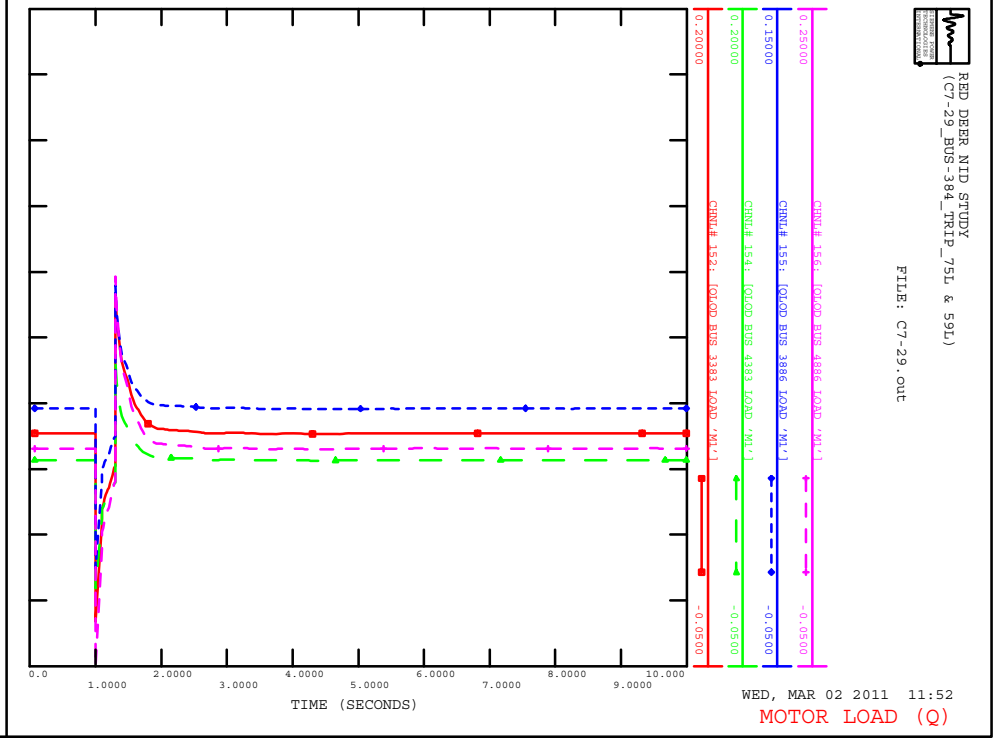

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DR 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

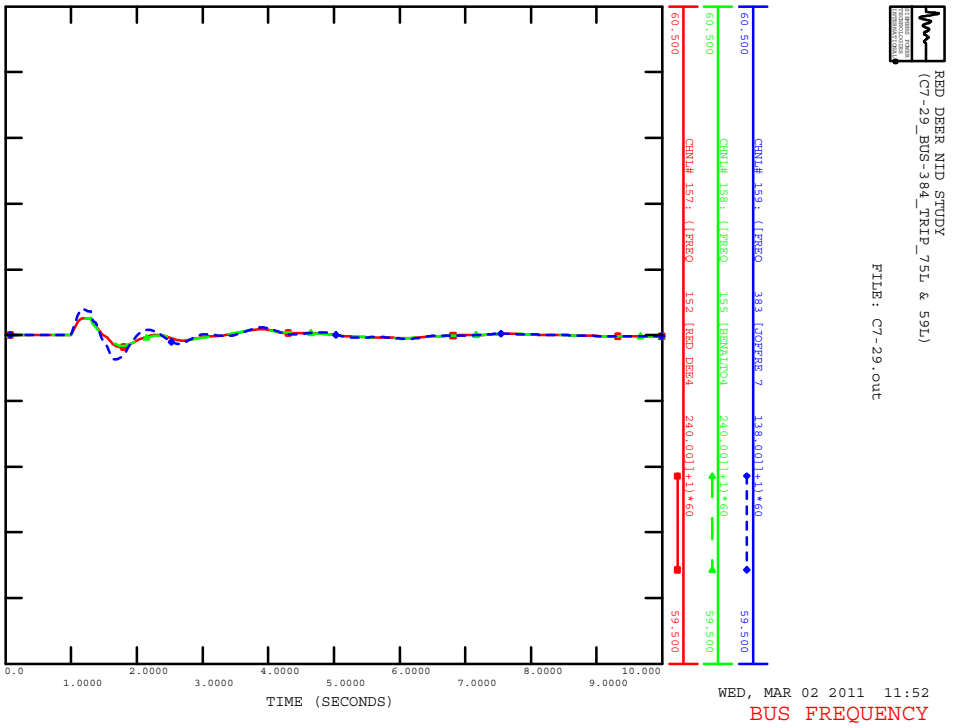
RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

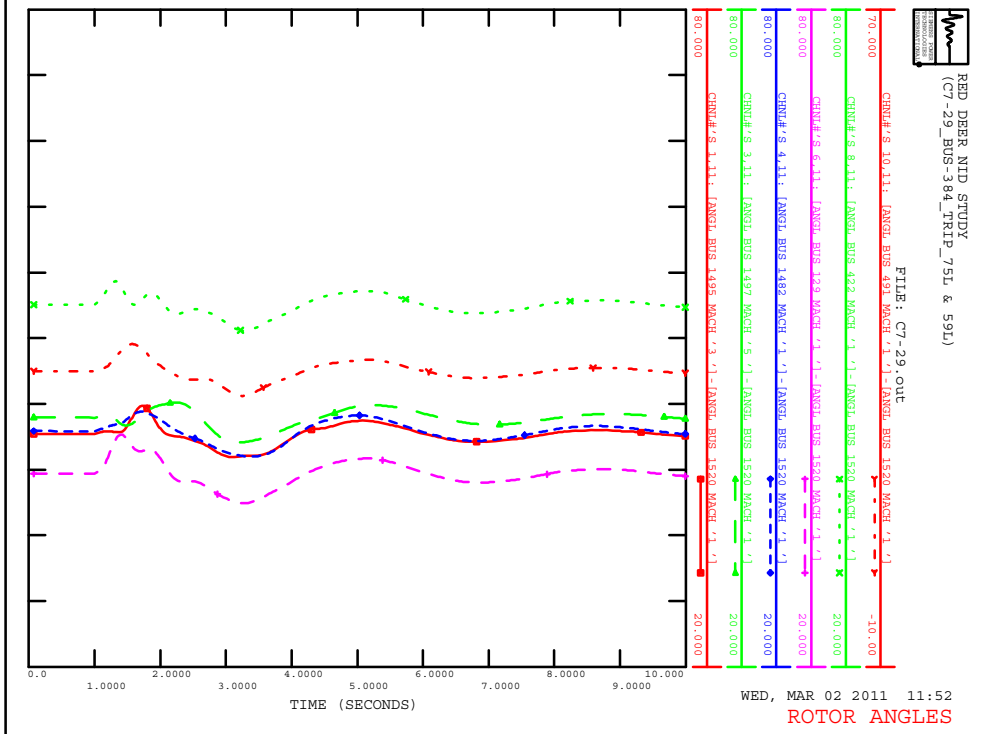

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

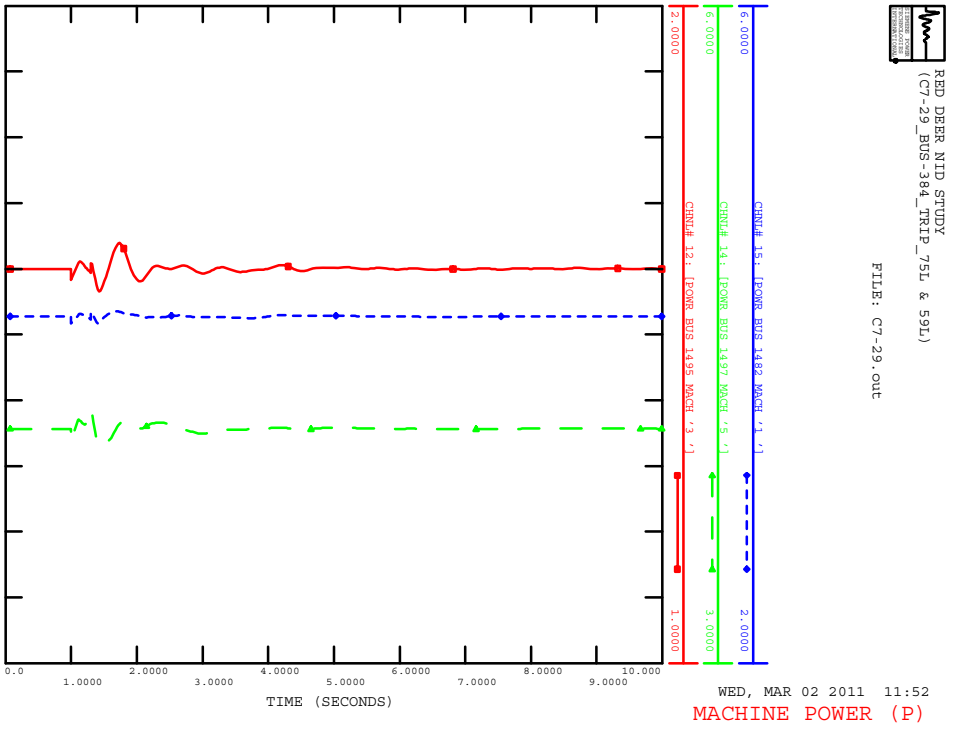

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

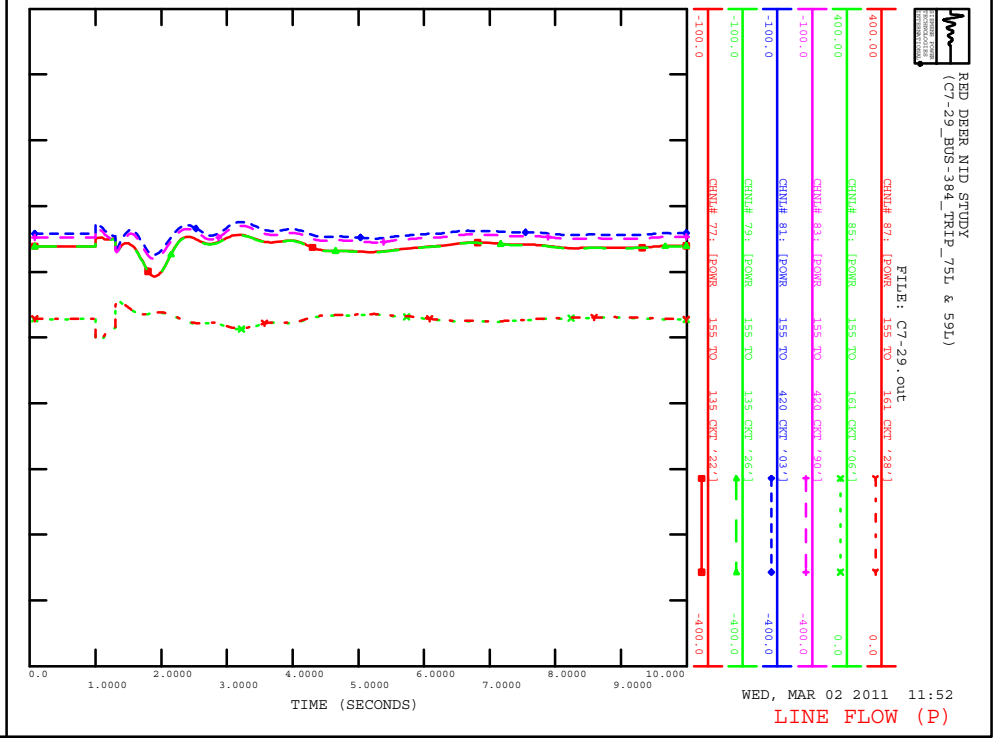

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

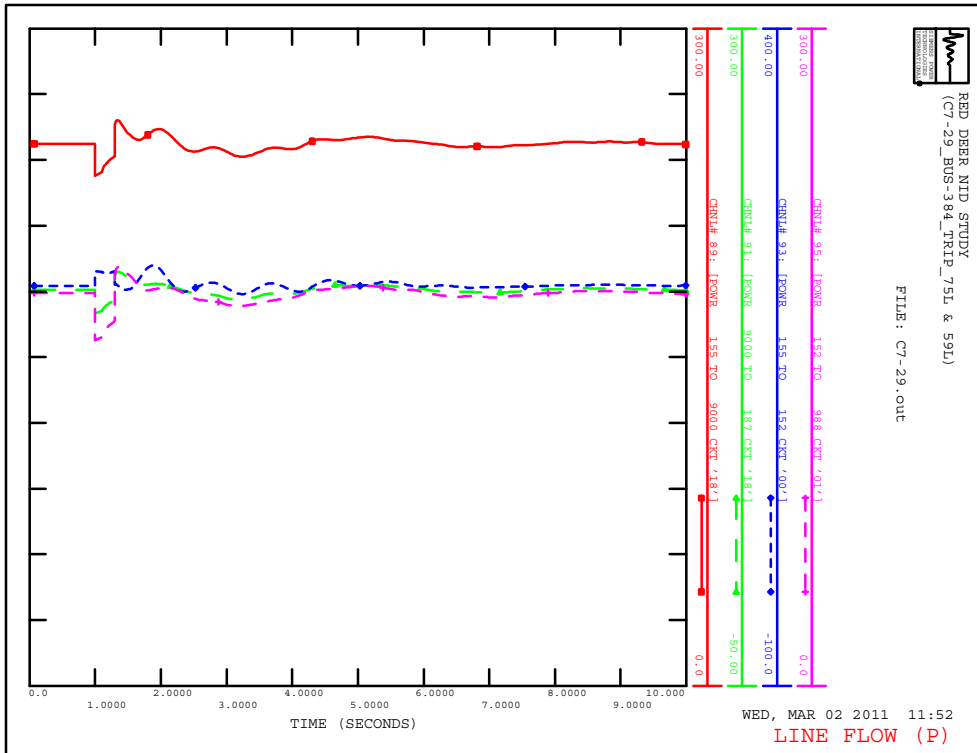

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

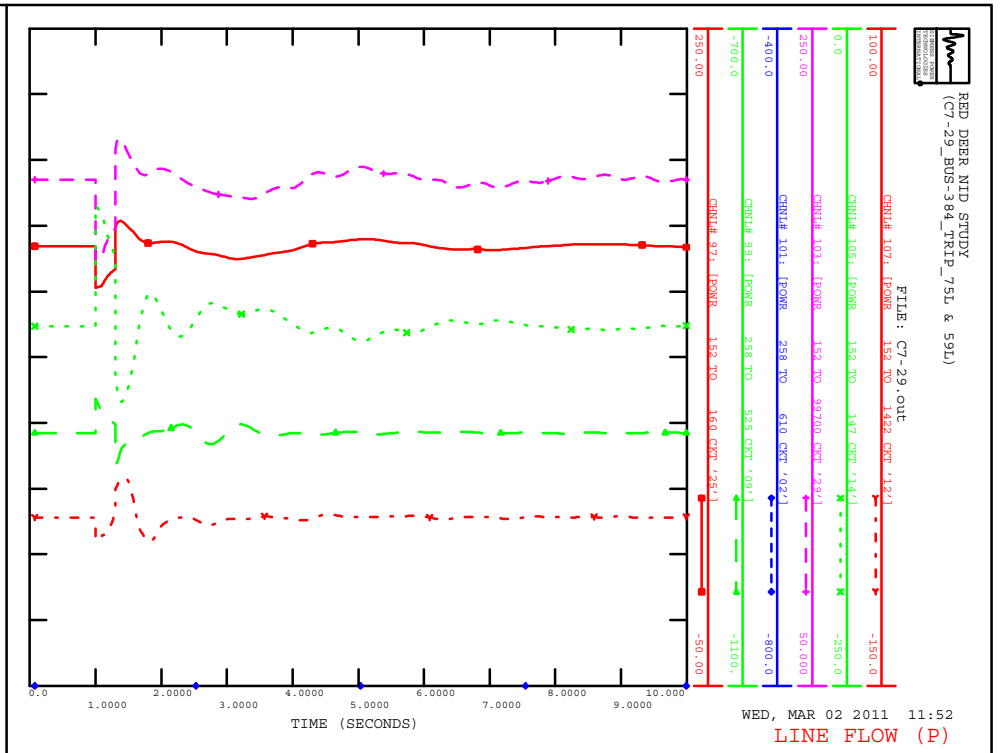

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

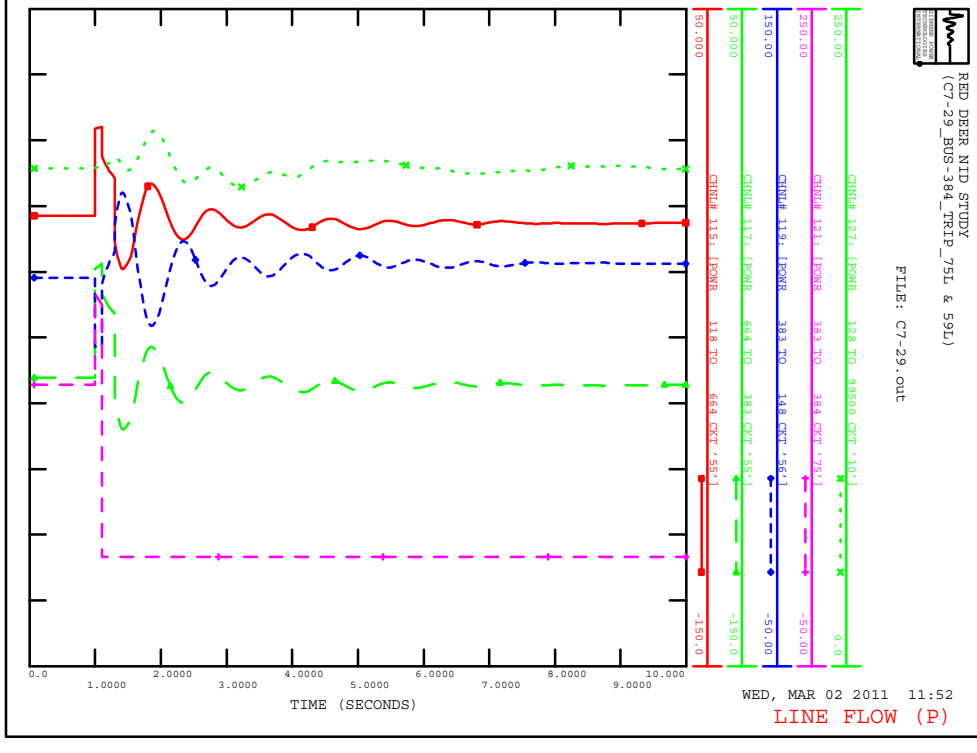

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

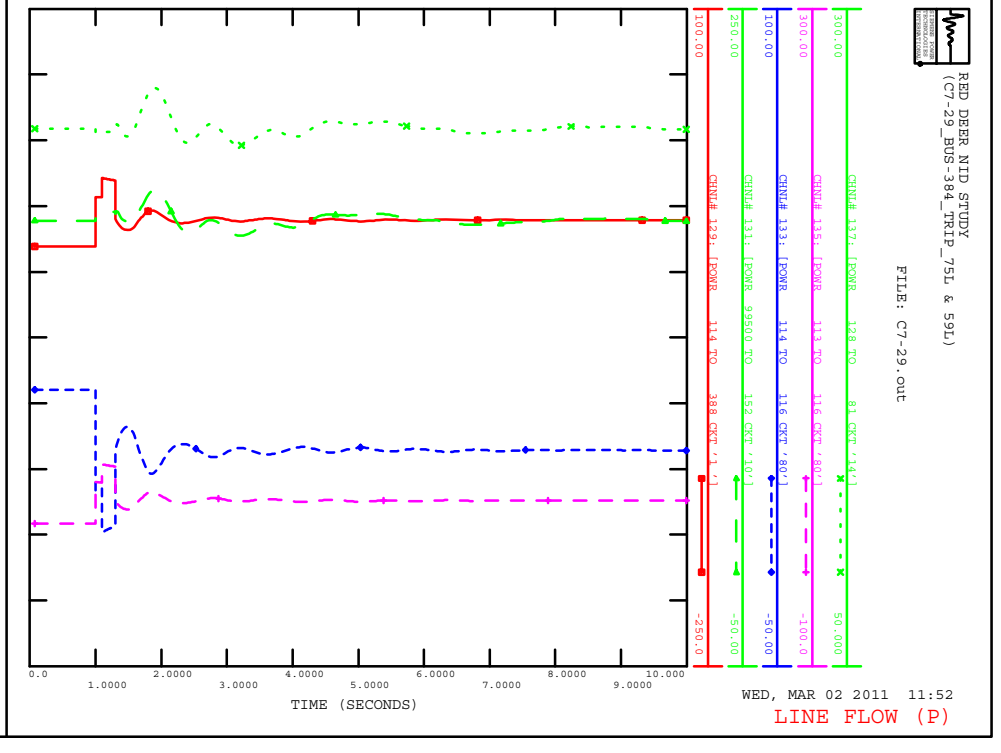

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

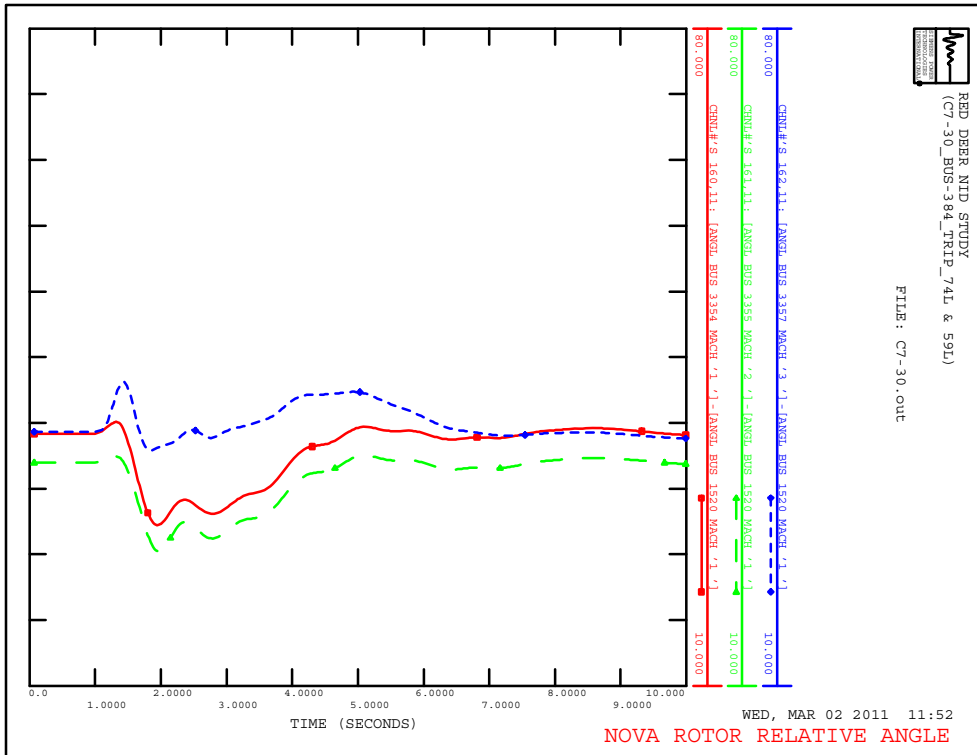

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

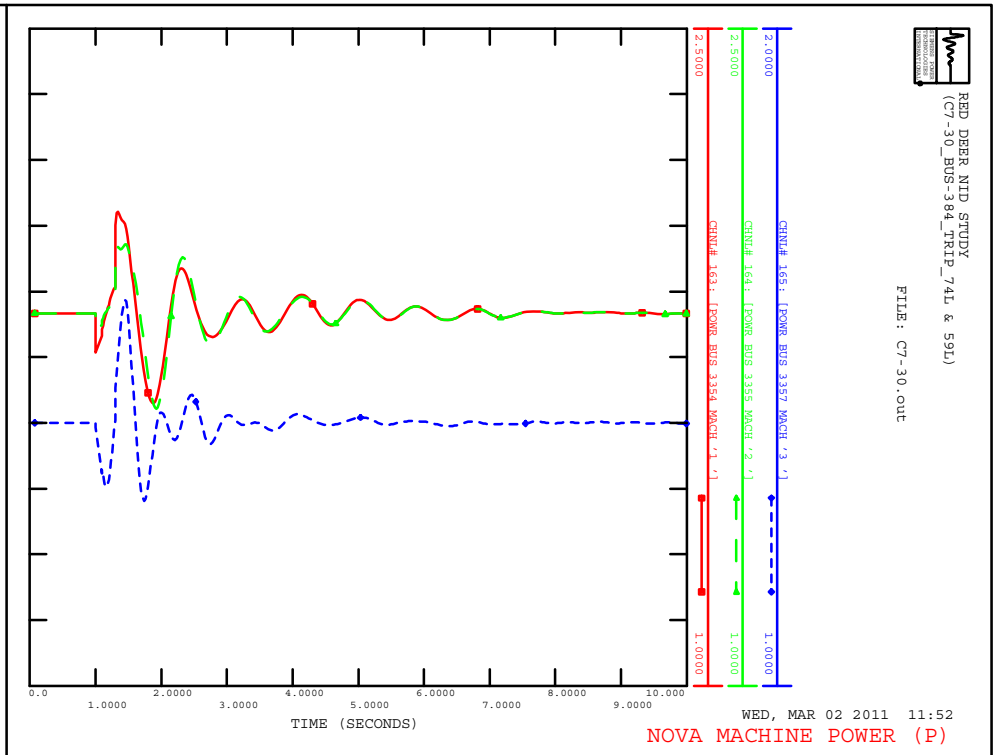

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

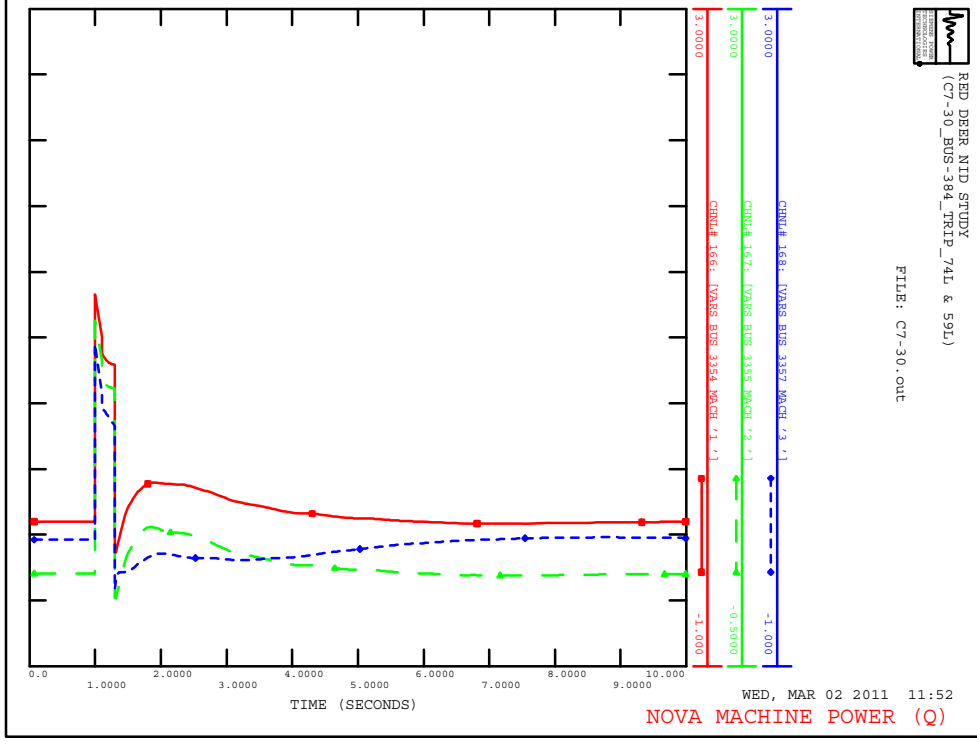

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

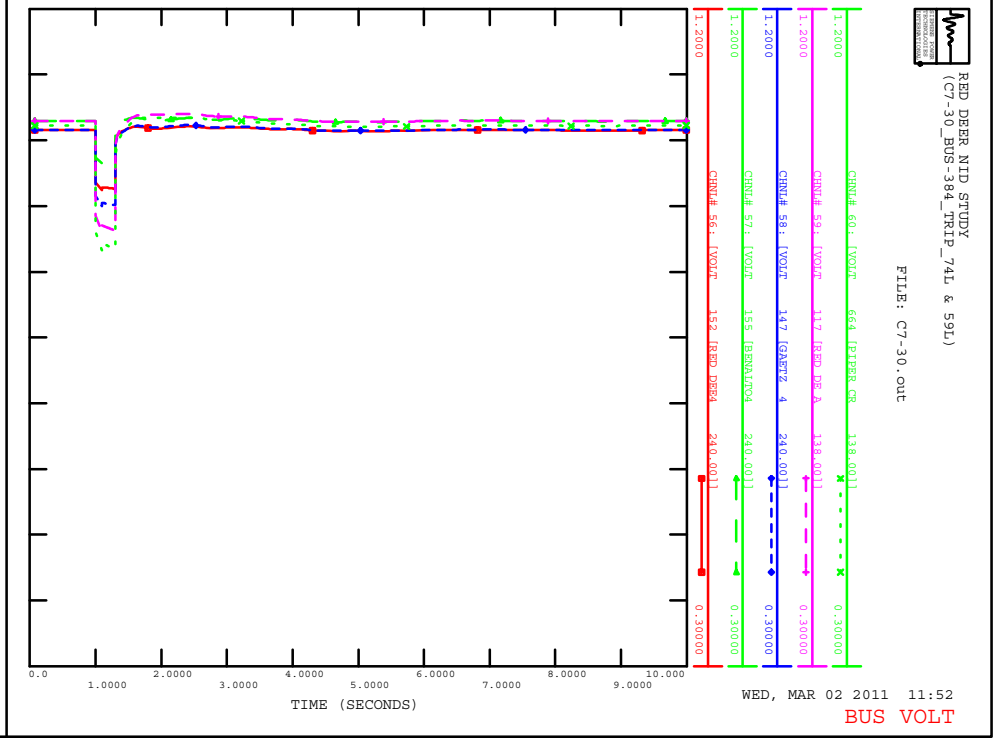

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

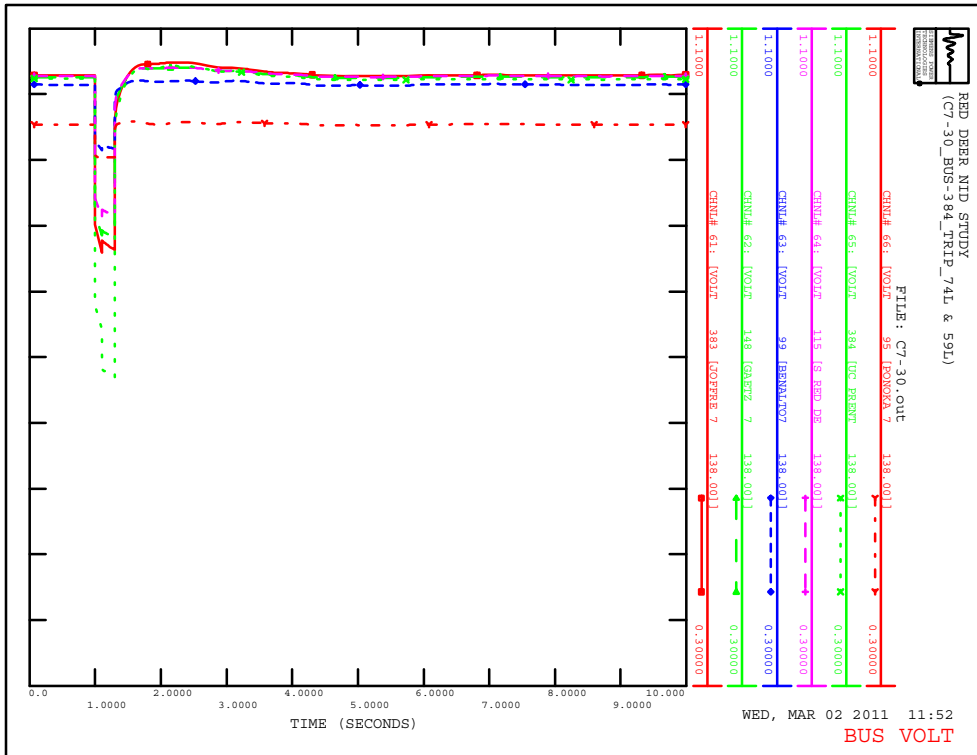

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

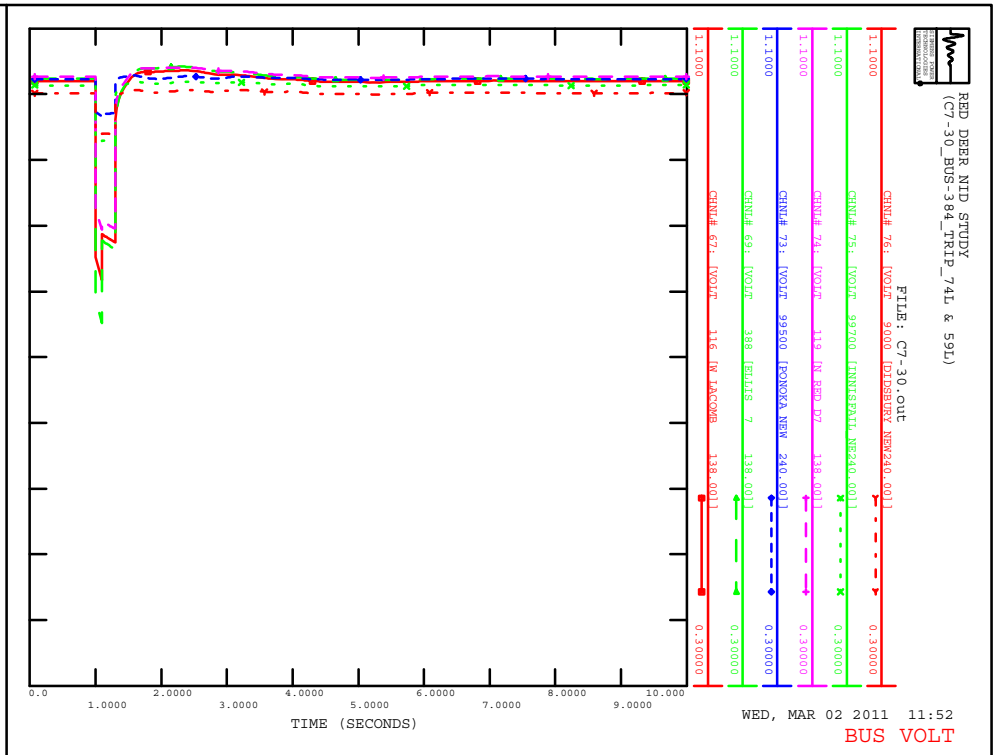

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

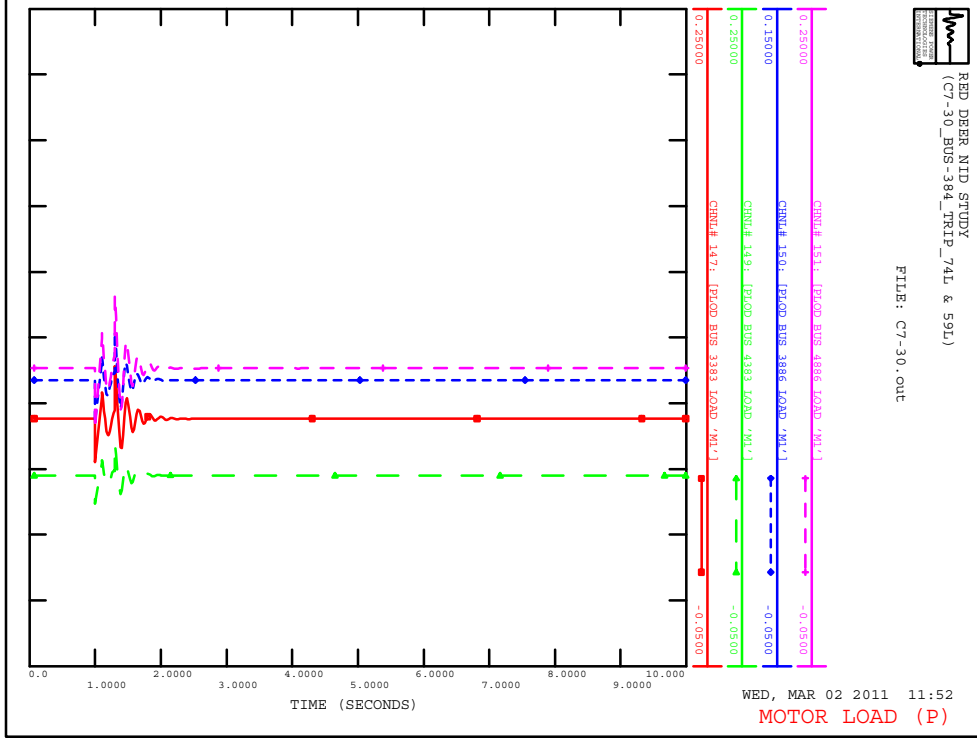

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

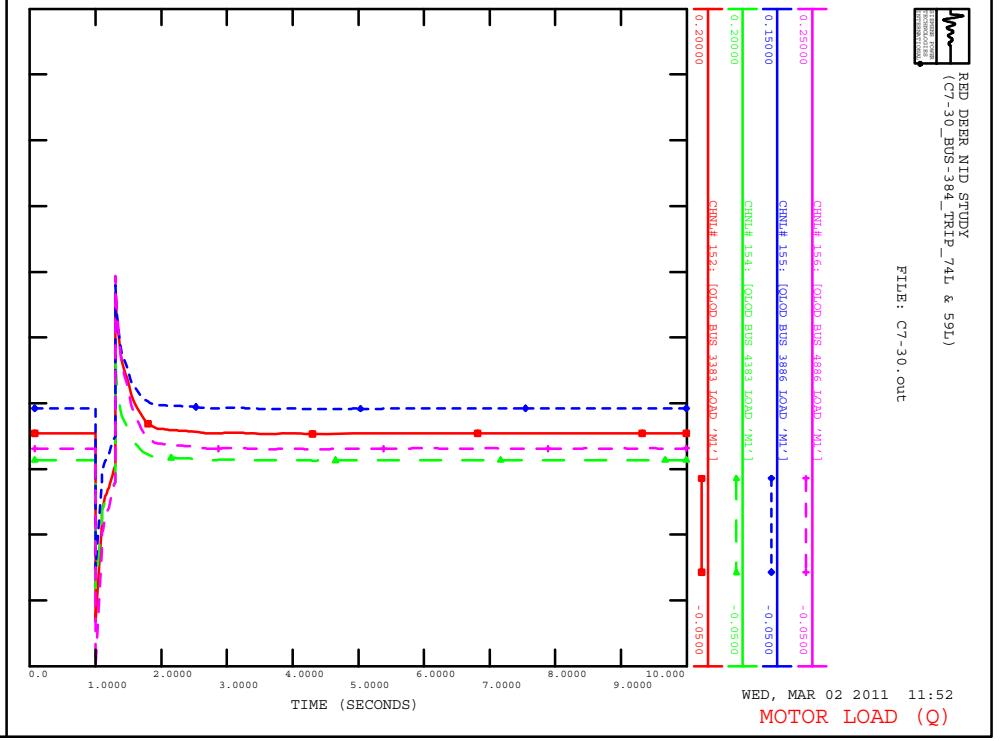

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

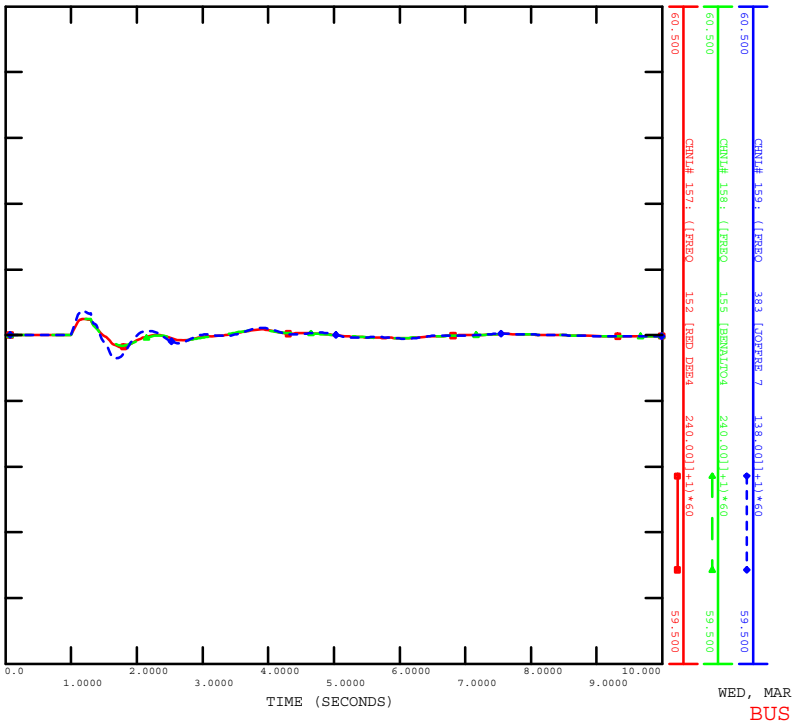

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

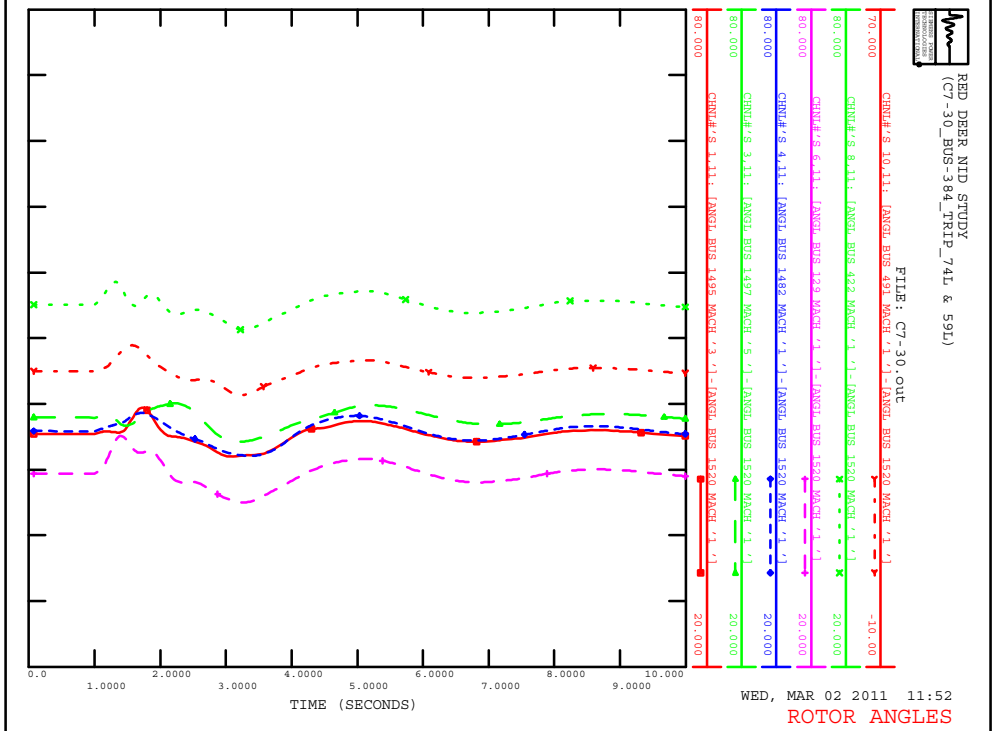

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

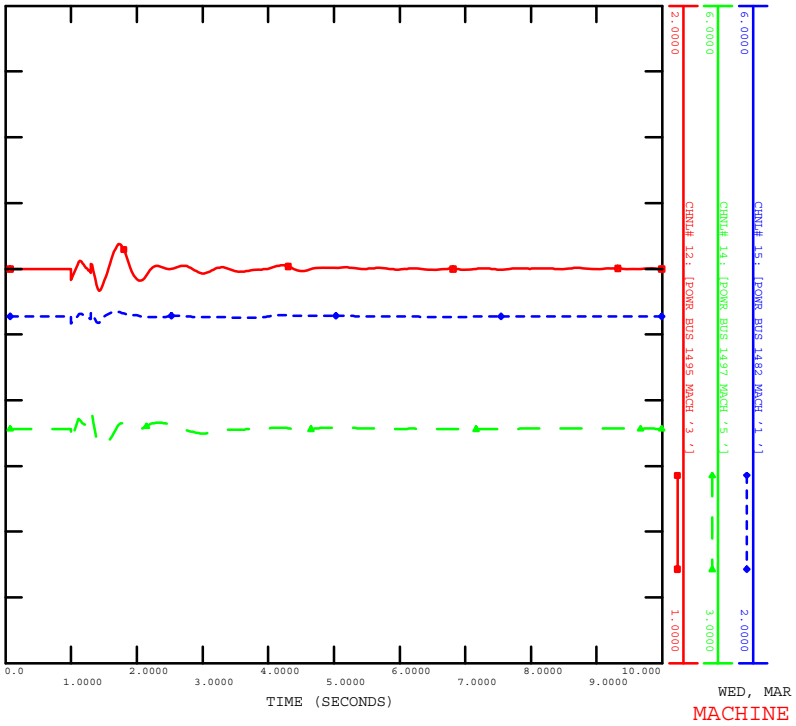

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

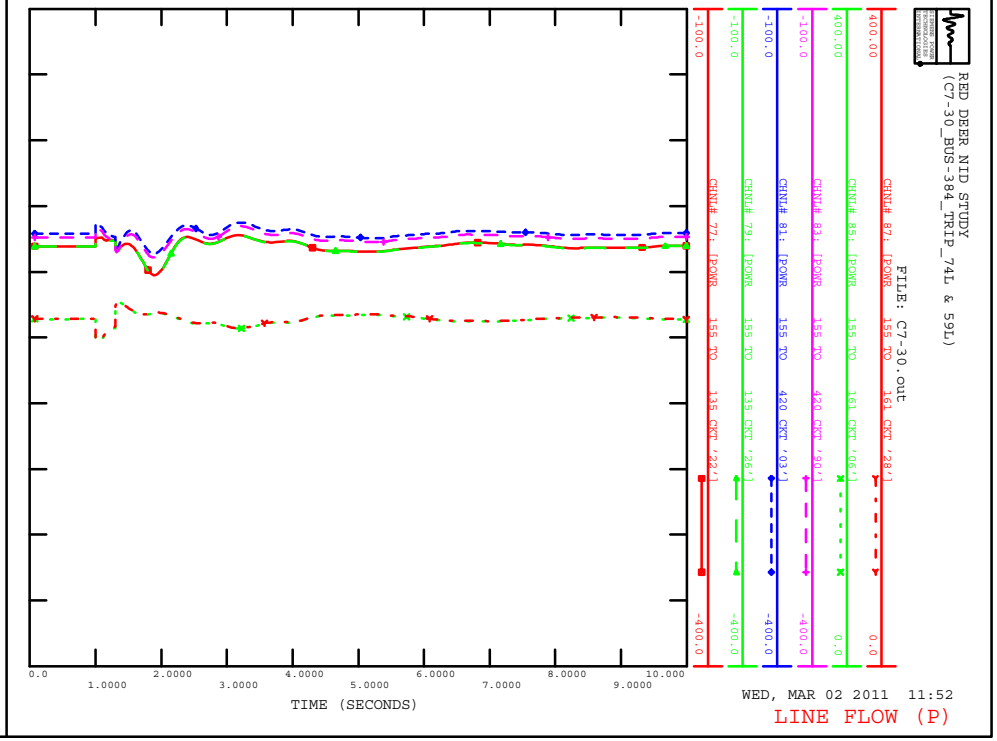

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

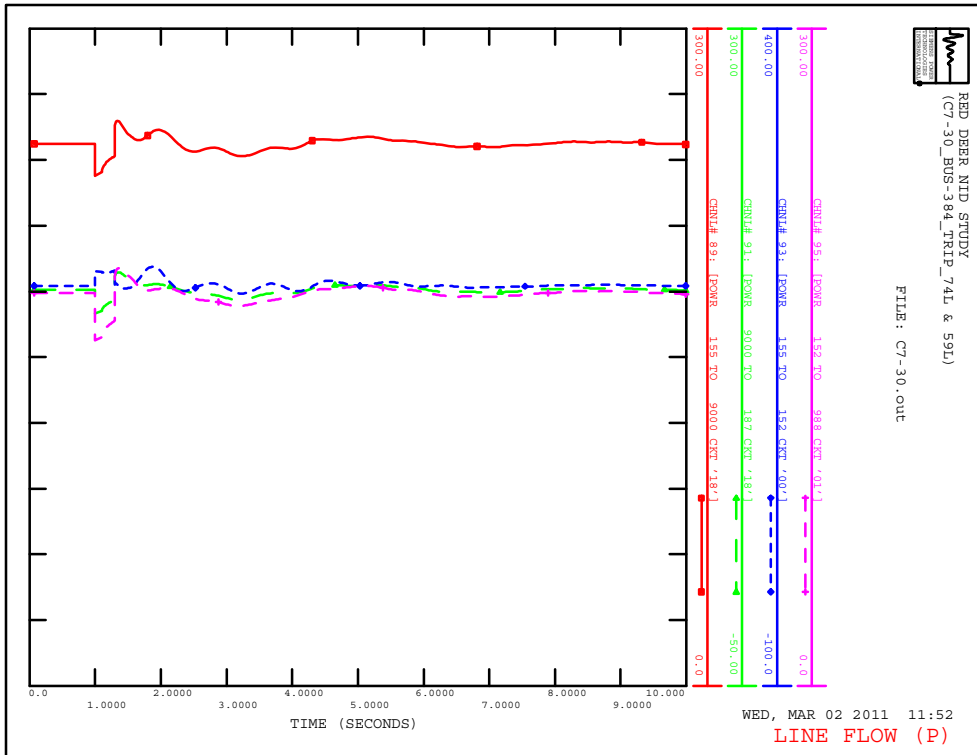

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

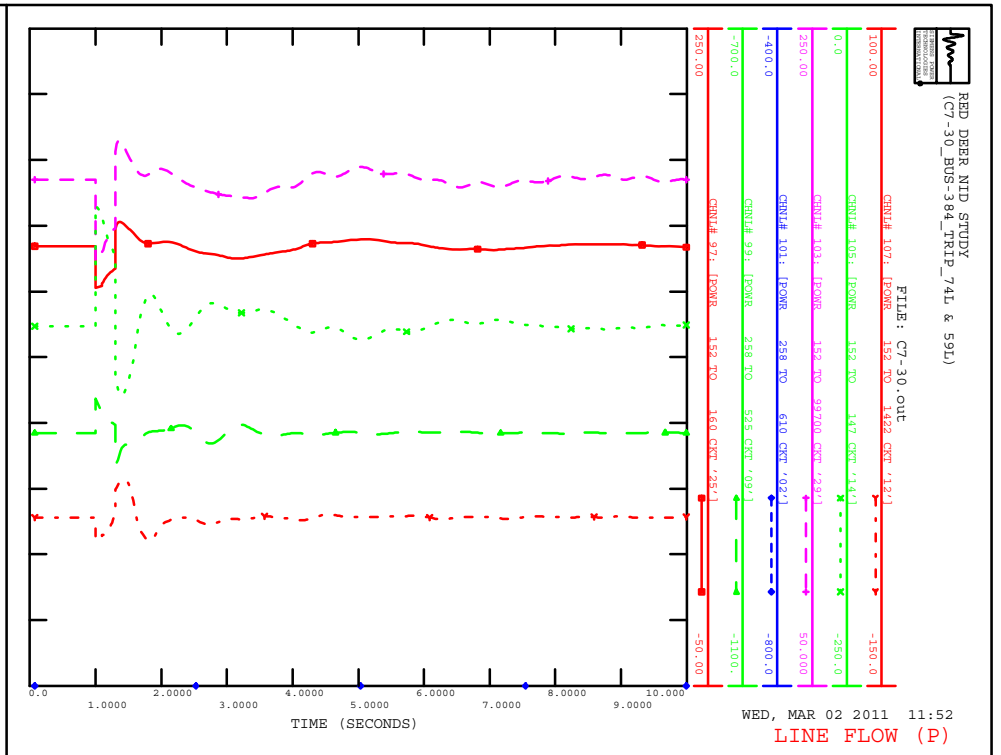

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

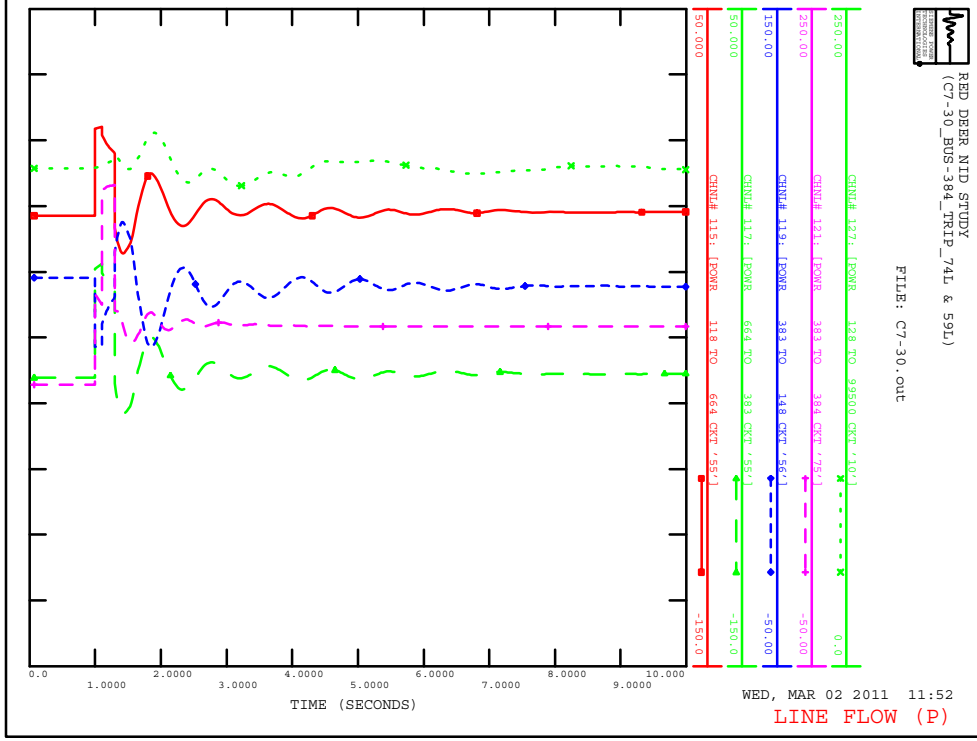

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

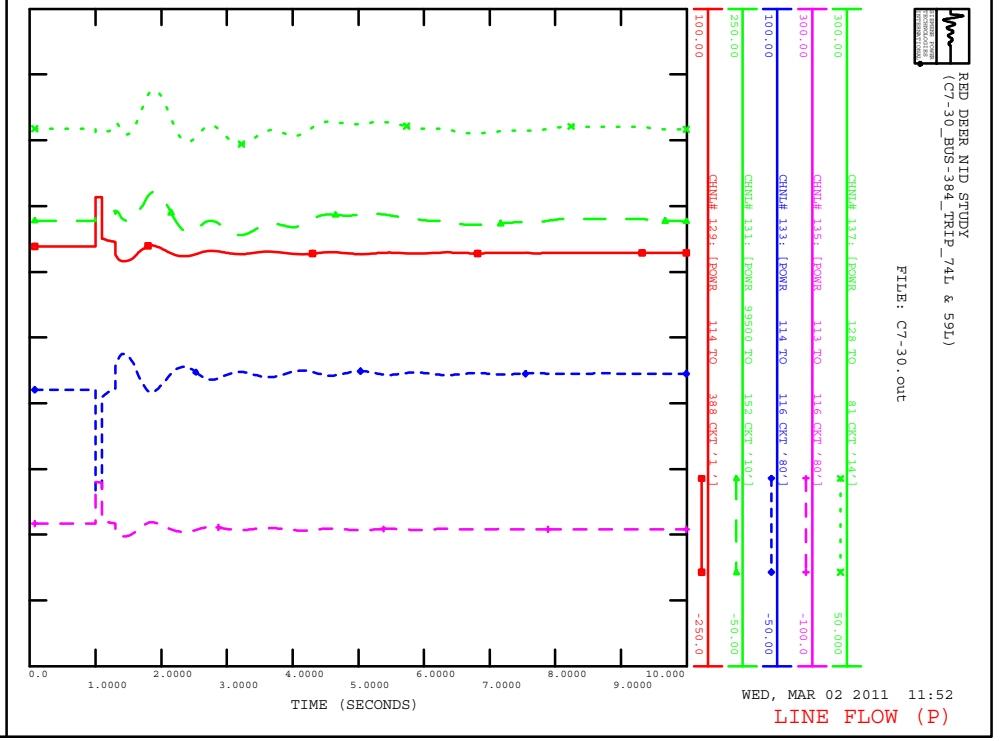

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

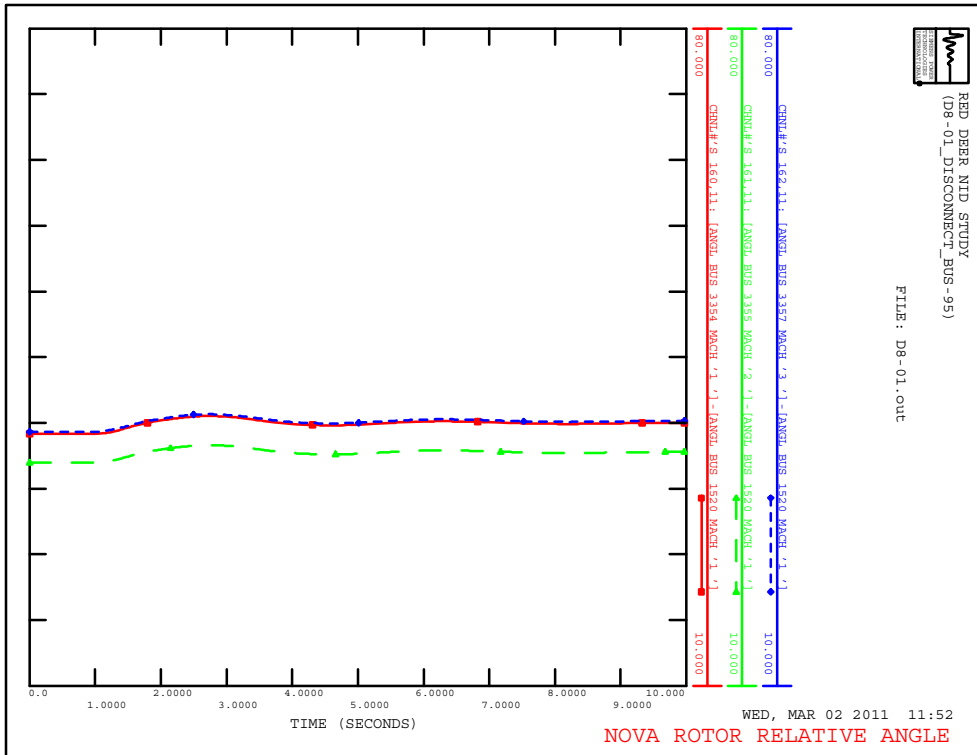

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

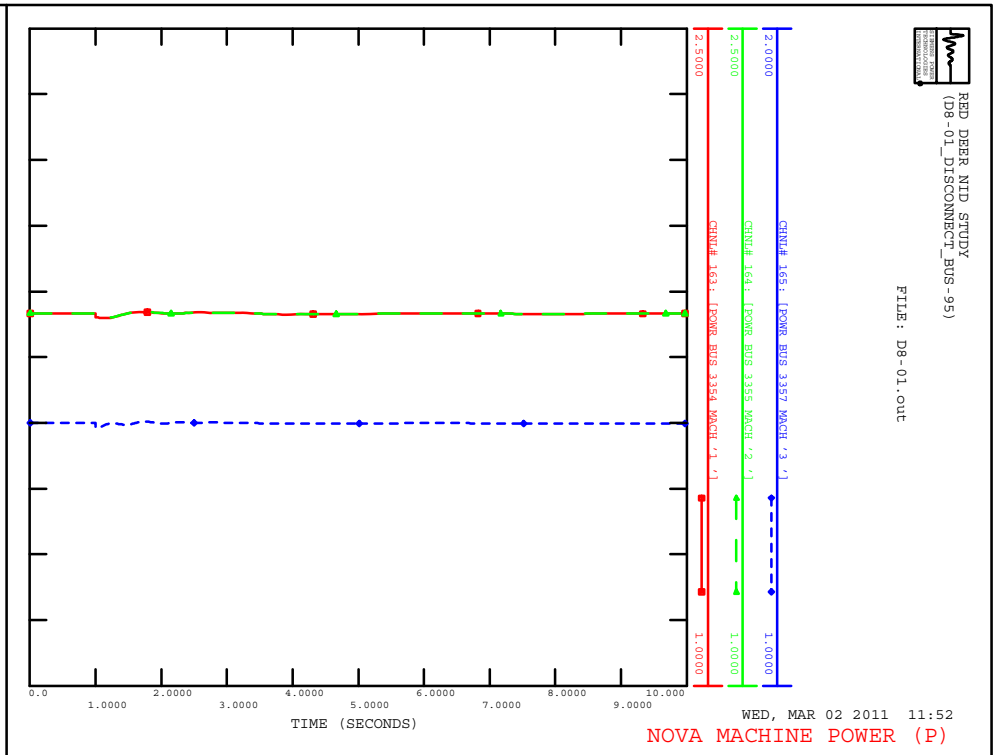

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

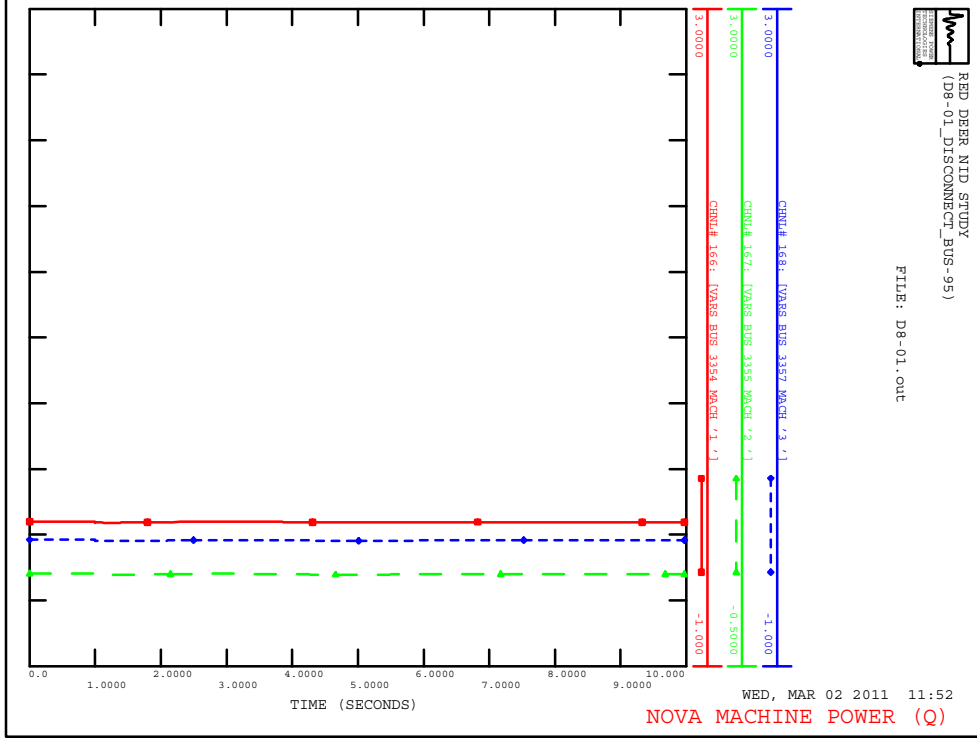

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

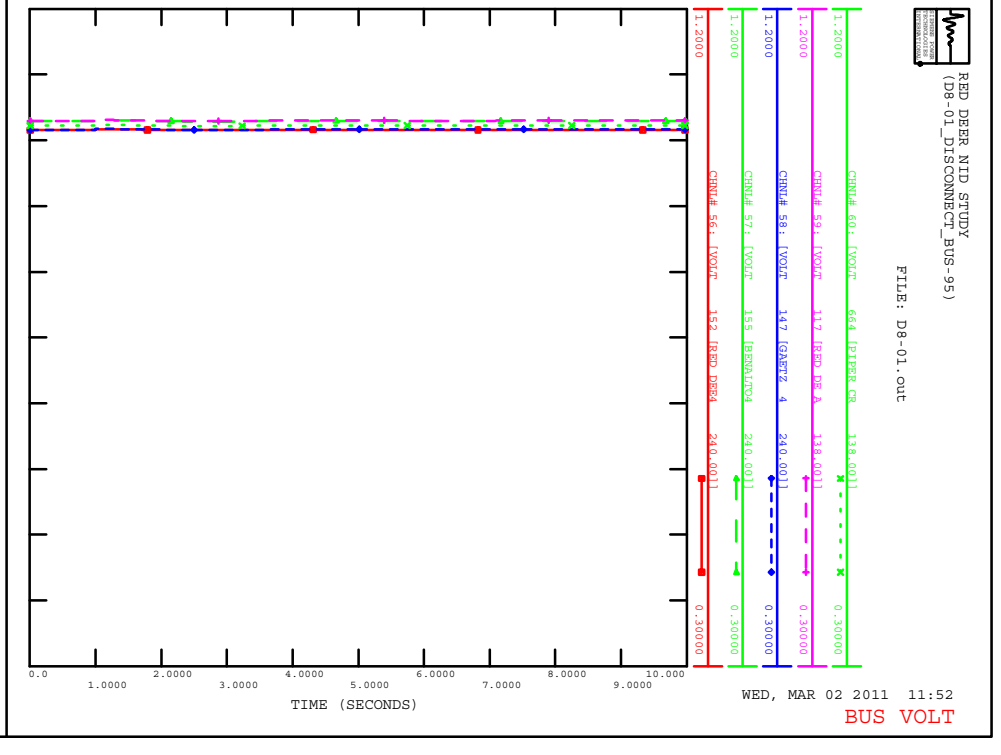

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

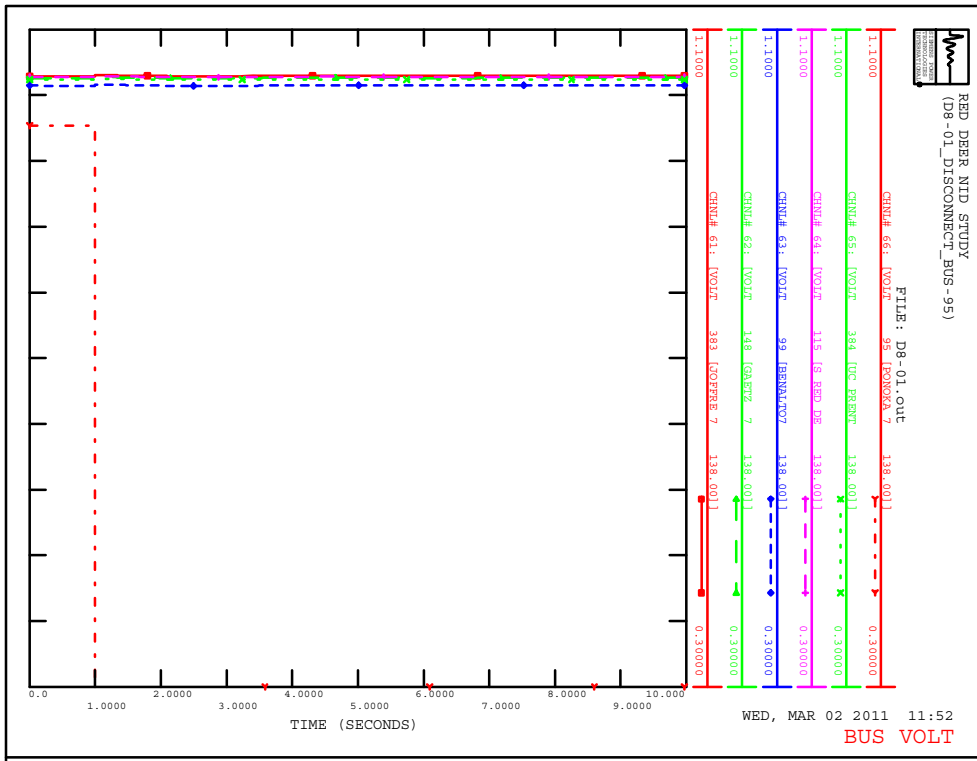

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

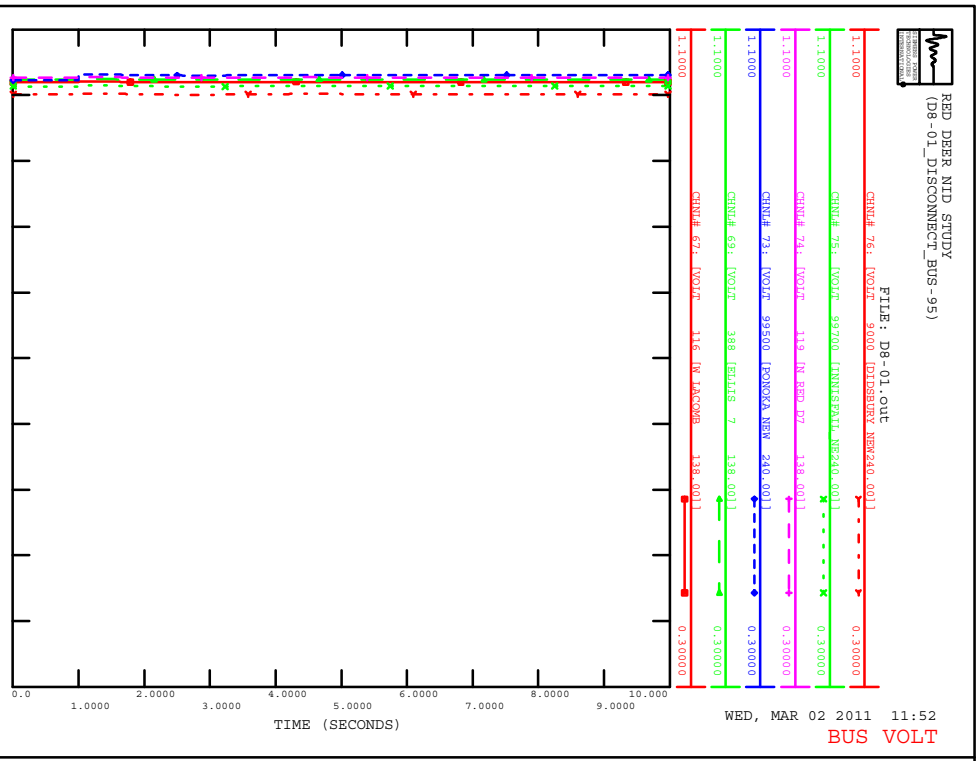

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

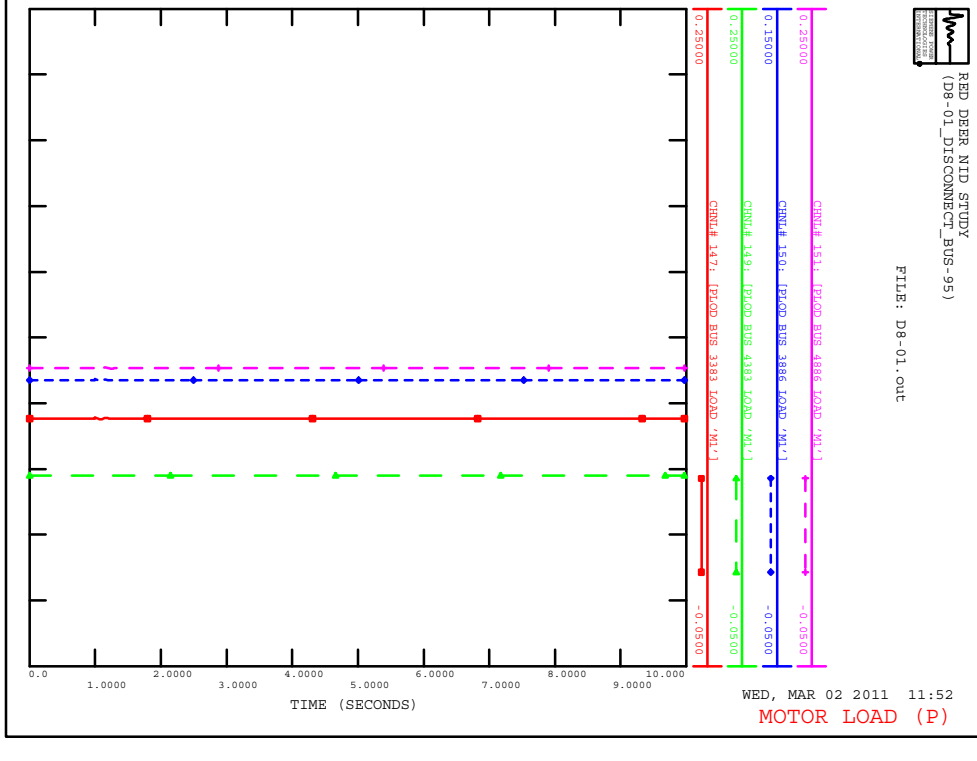

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

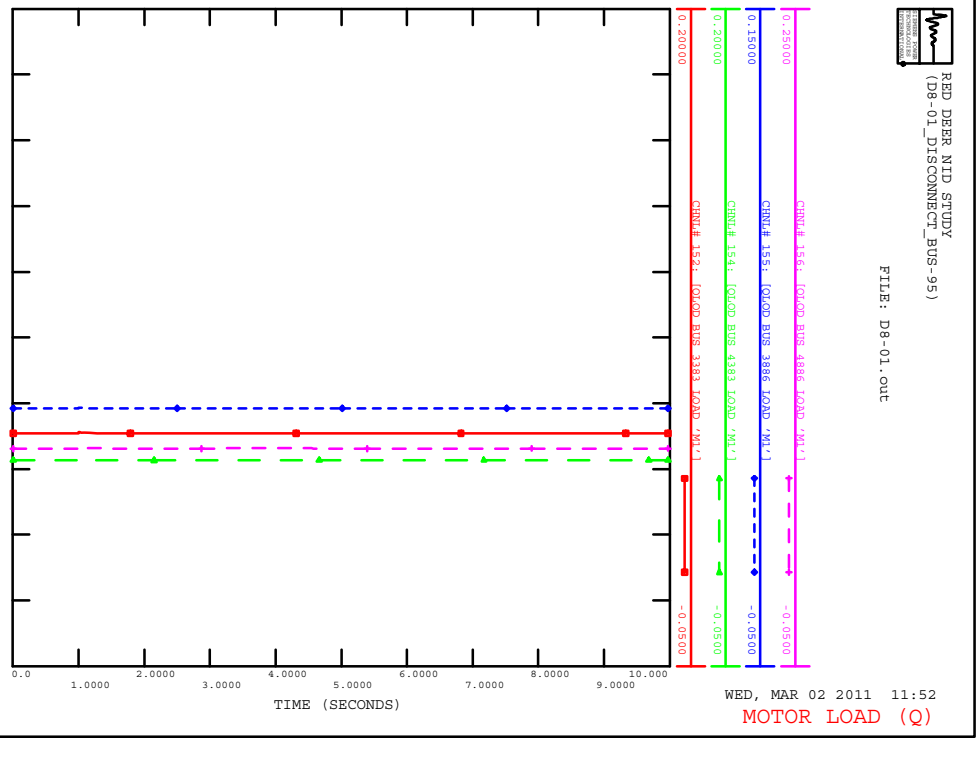

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

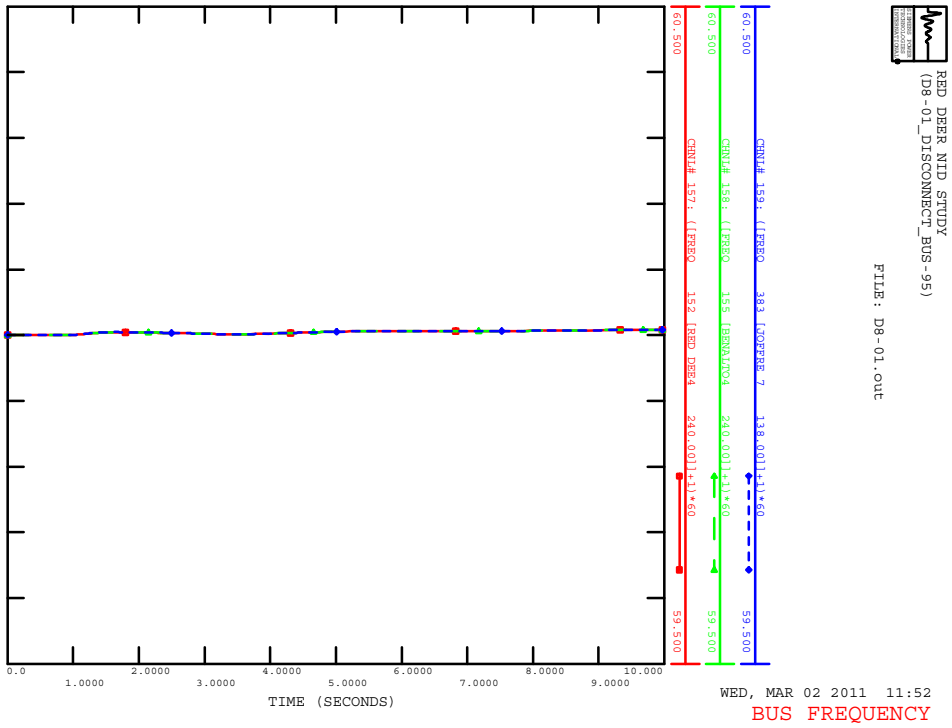

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

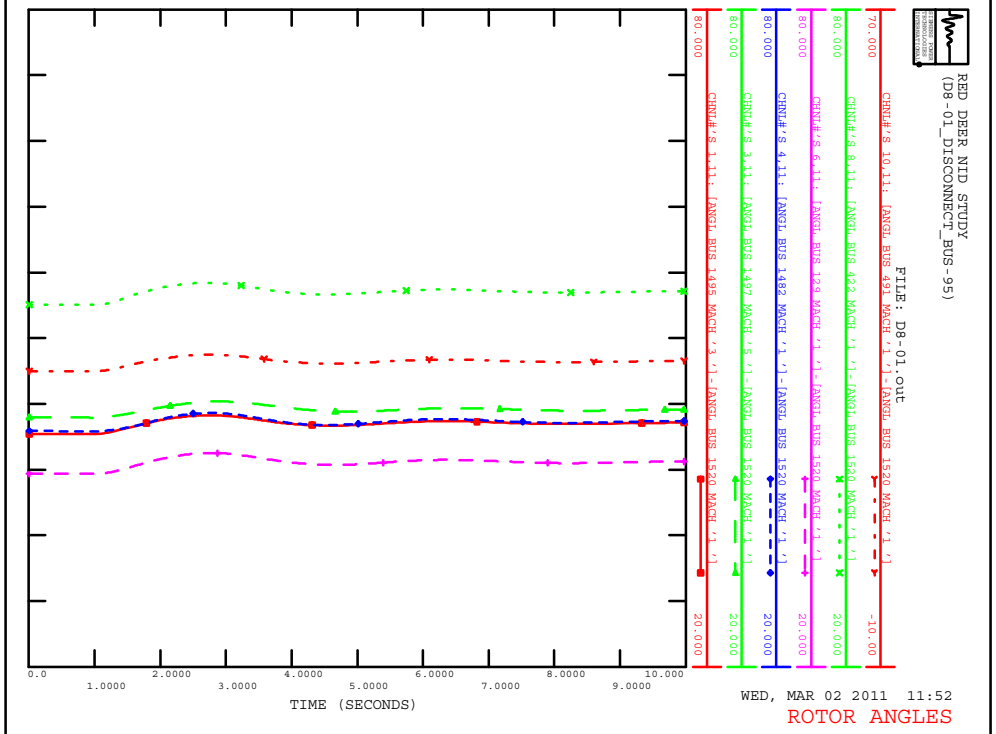

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

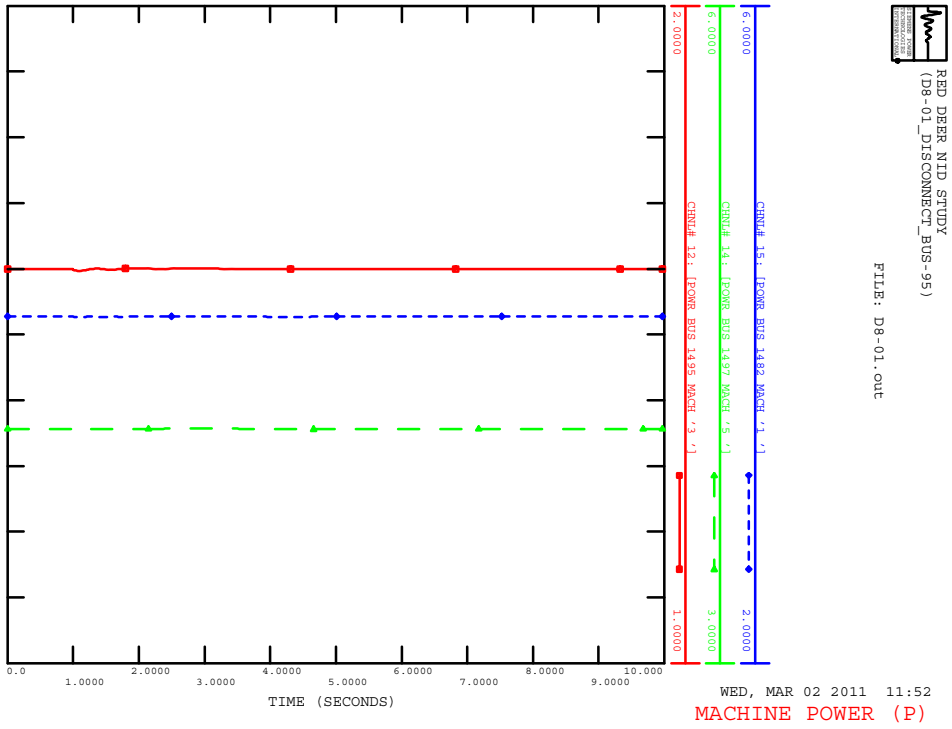

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

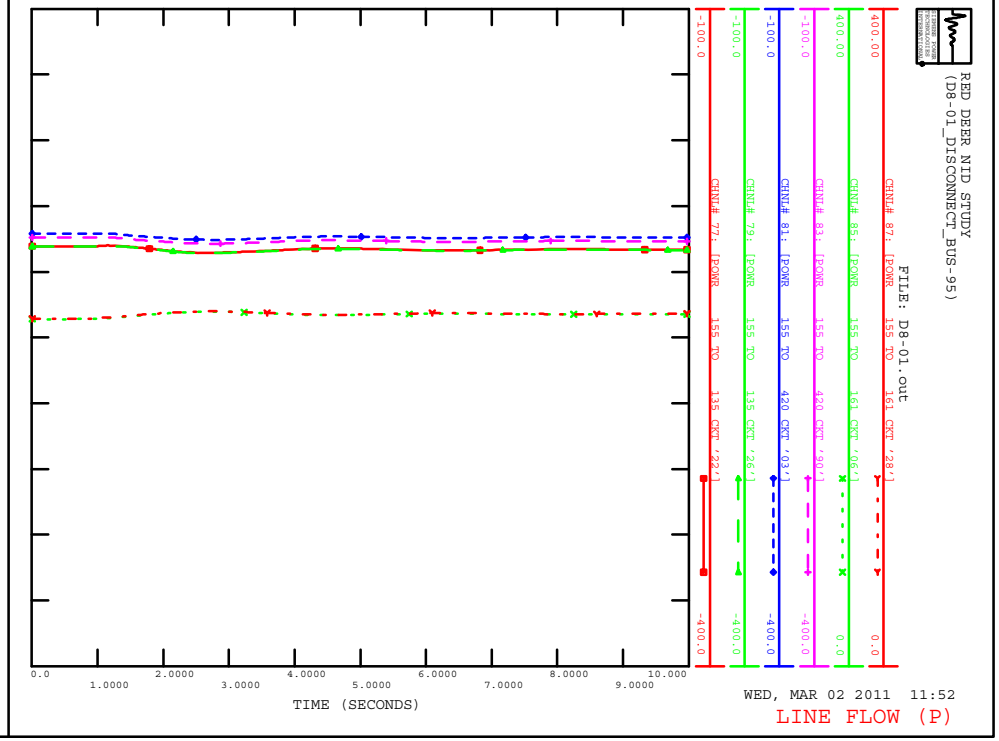

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

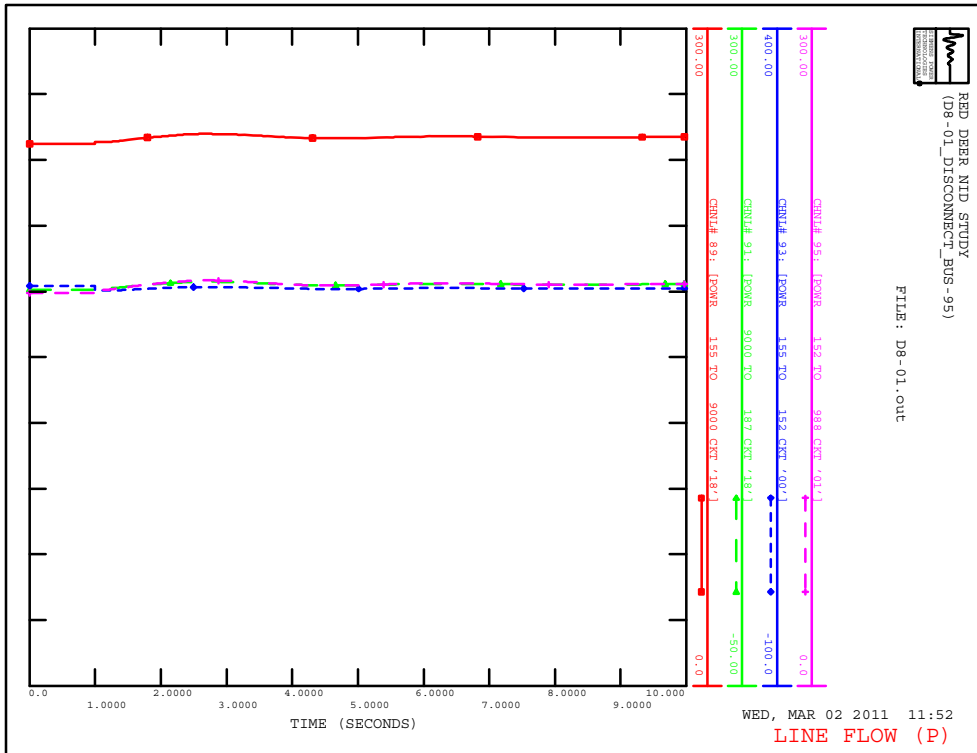

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

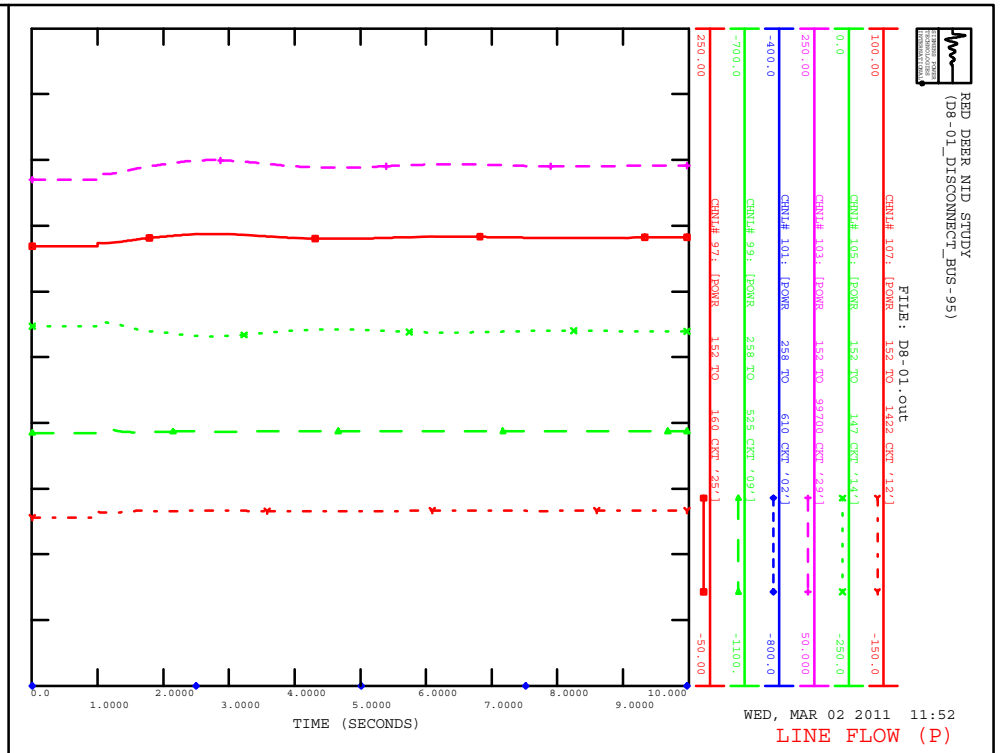

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

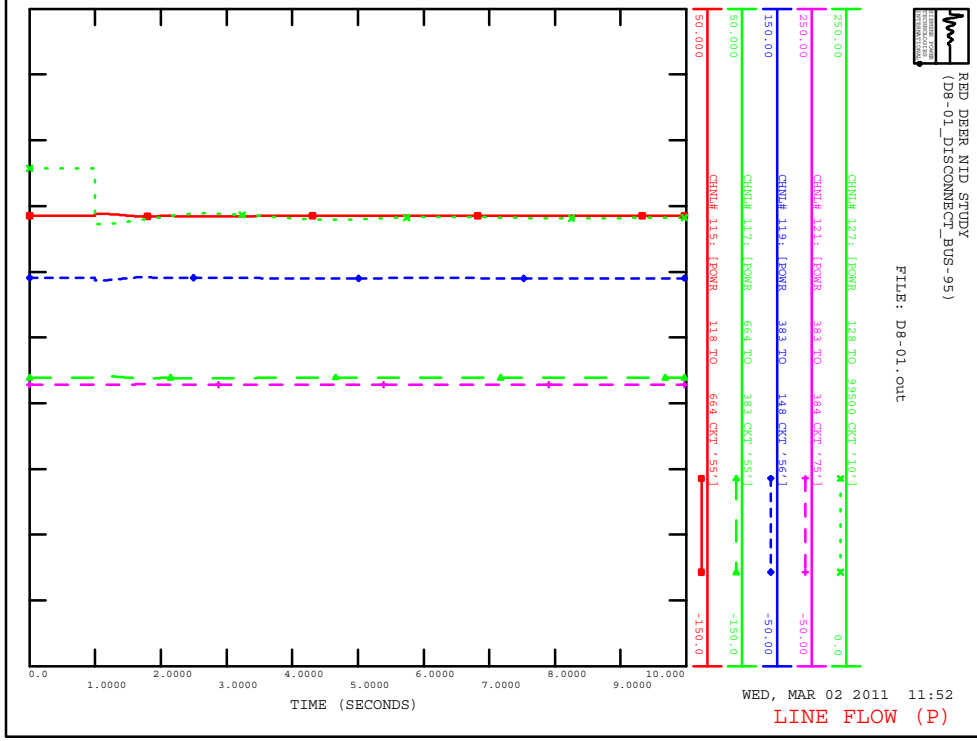

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

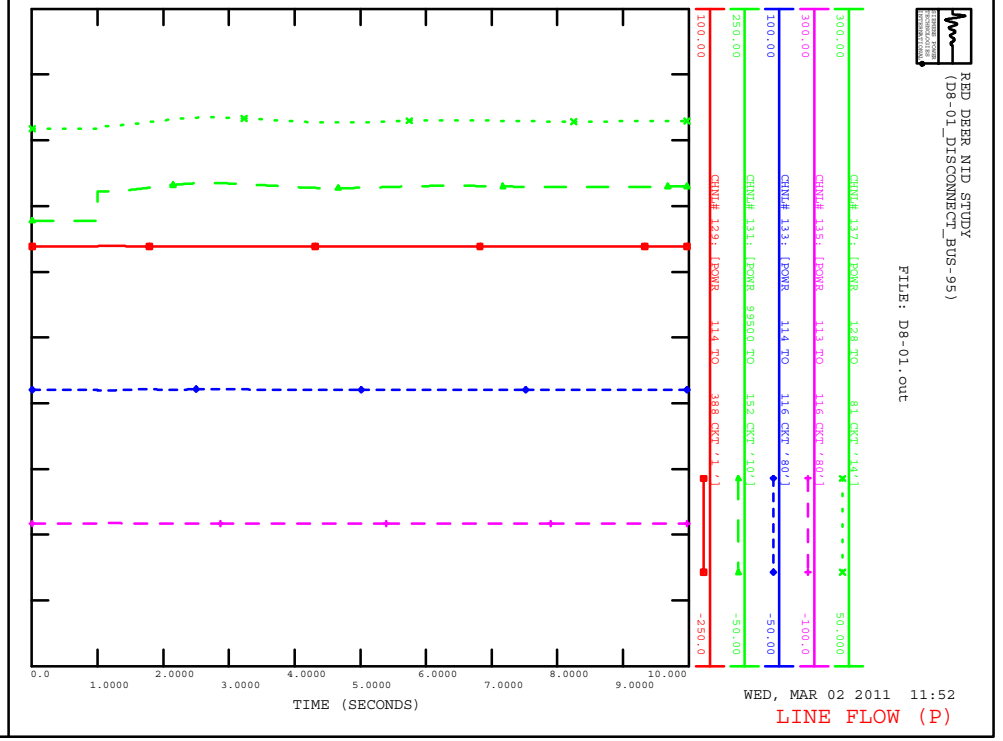

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

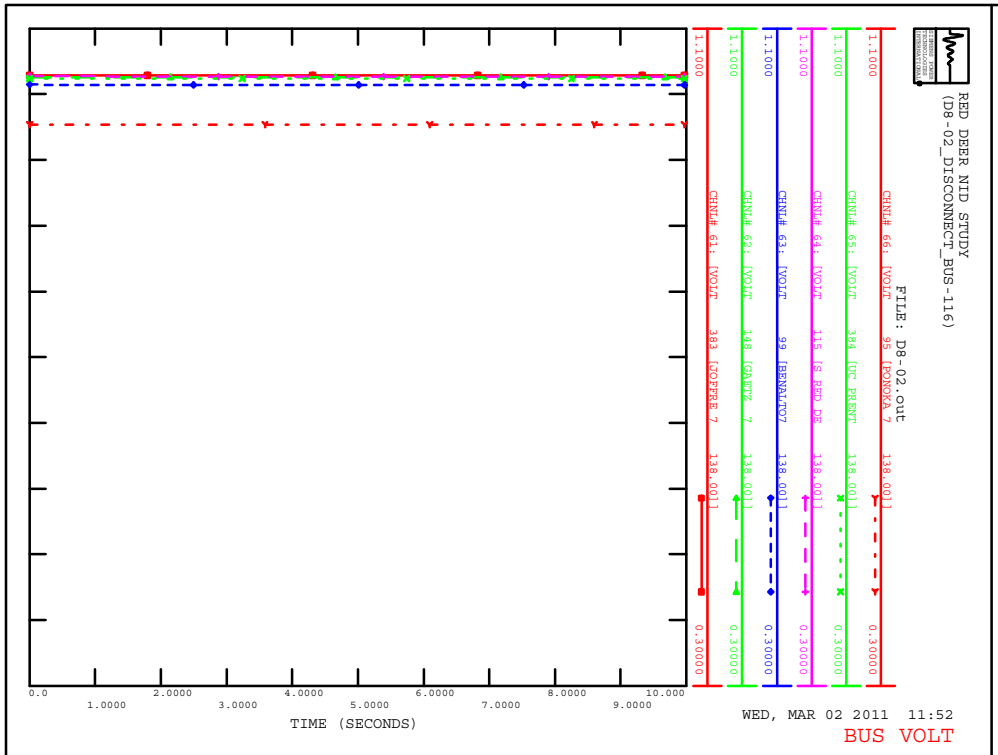

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

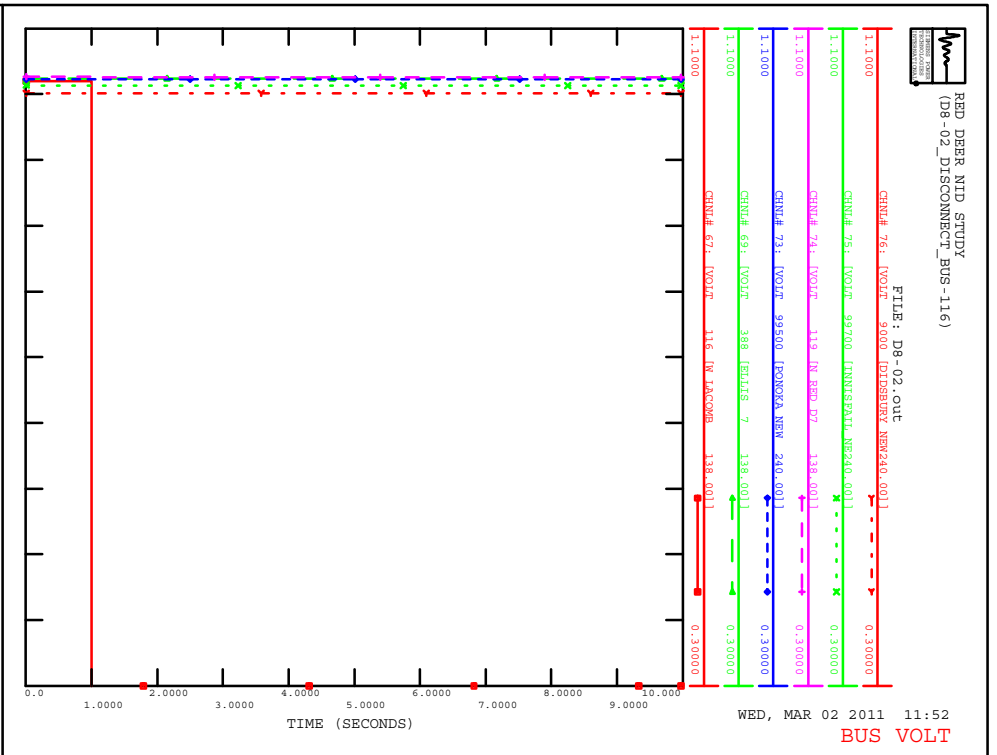
RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

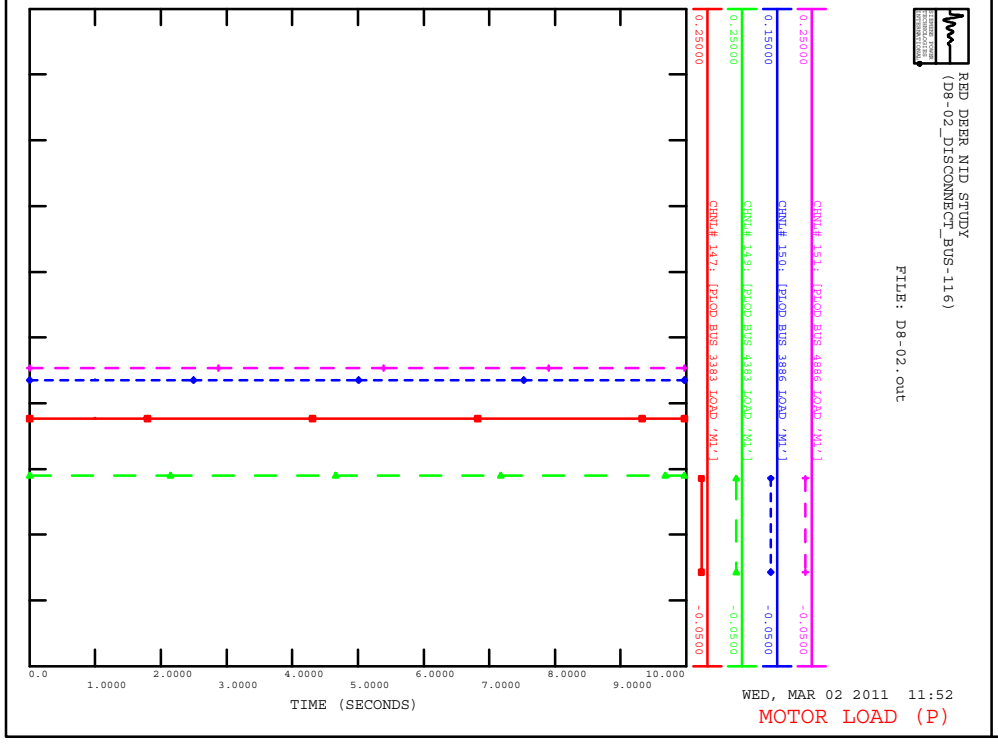
RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA MACHINE POWER (P)

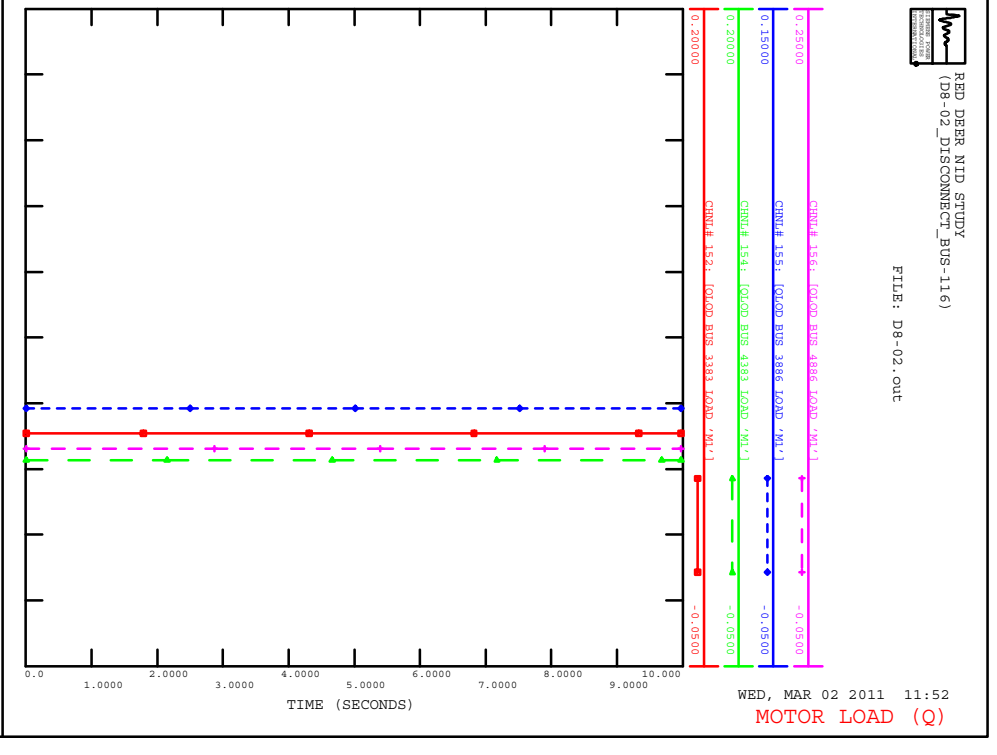
RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA MACHINE POWER (Q)

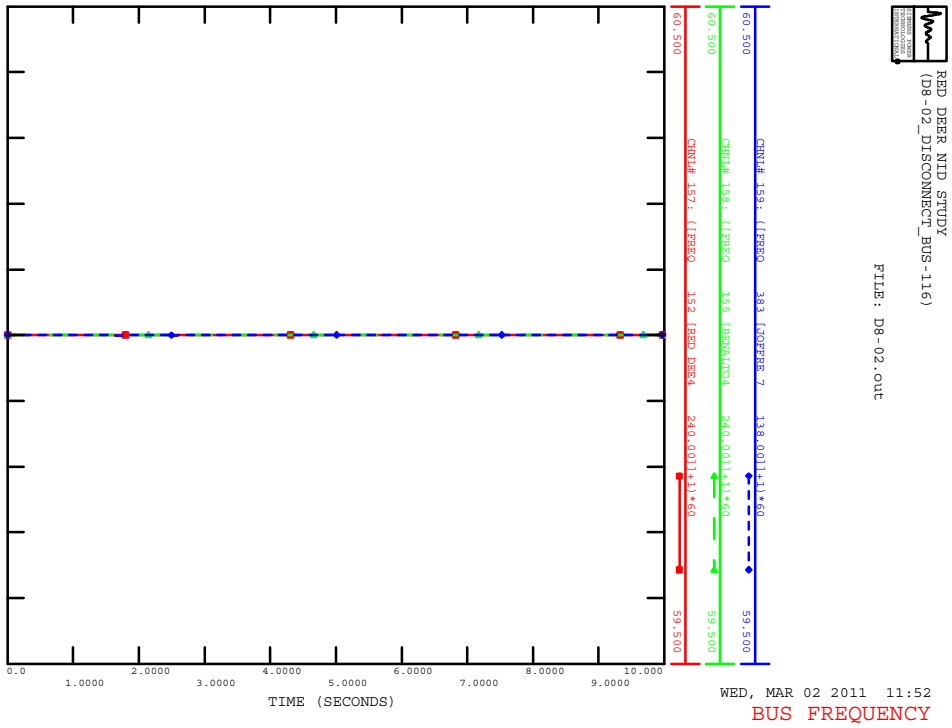
RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

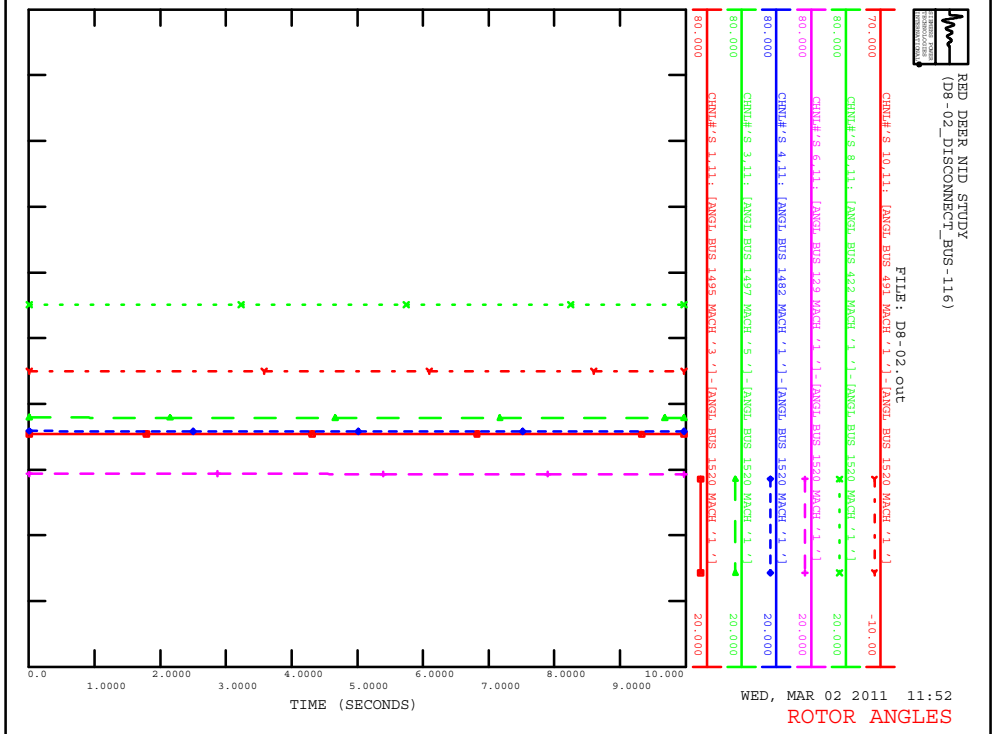

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNI# 61: [VOLT 383 [OOFER 7 138.00]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC FRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

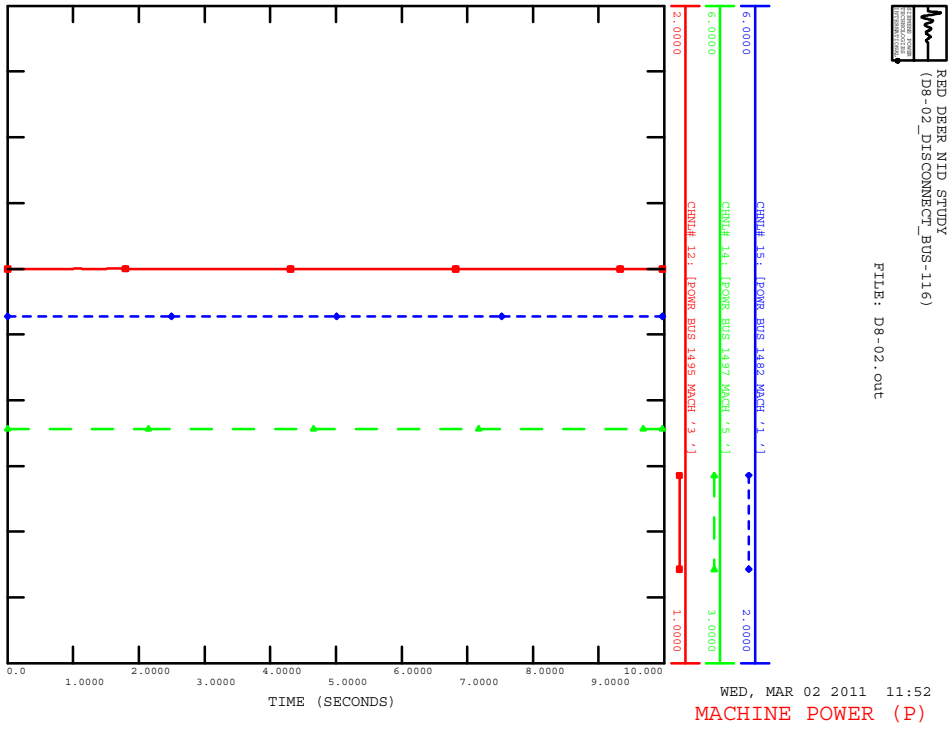

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

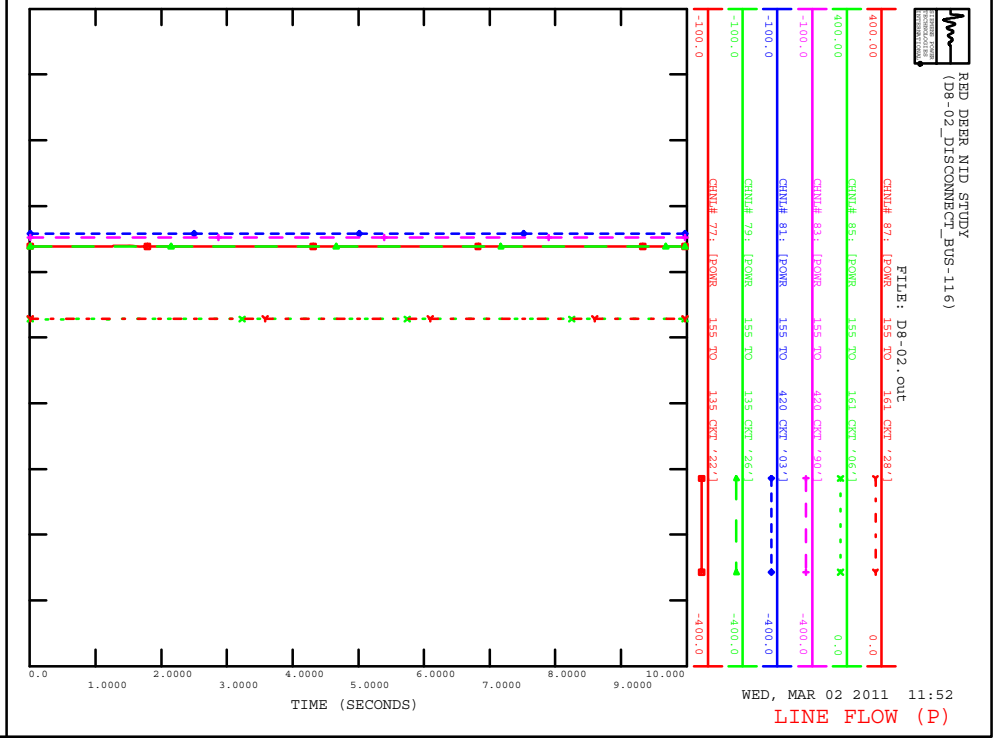

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

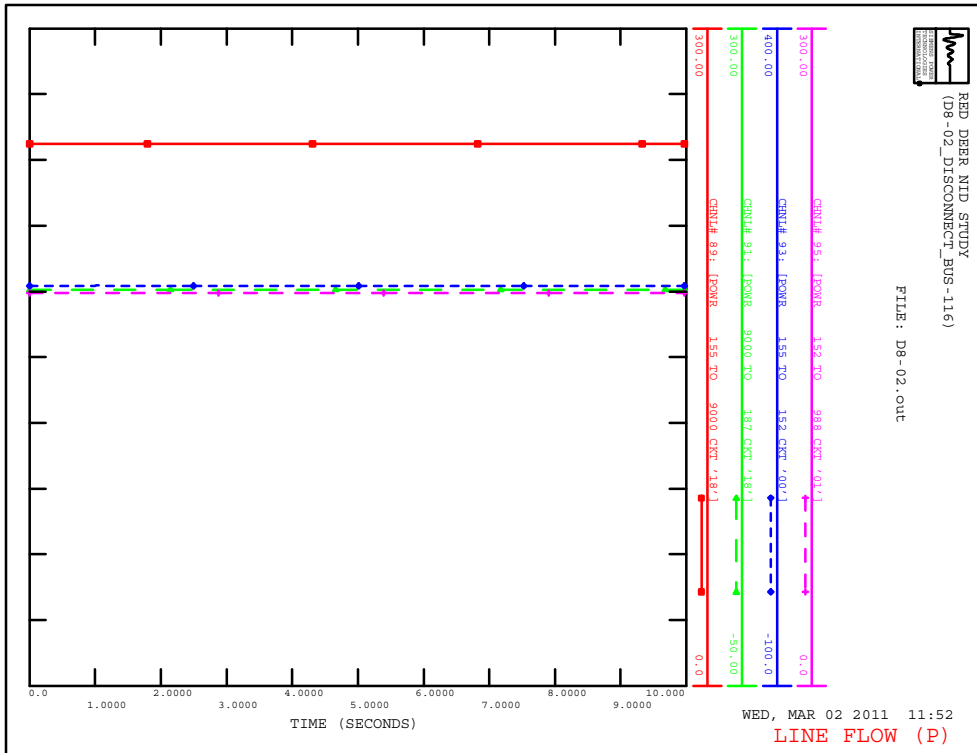

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

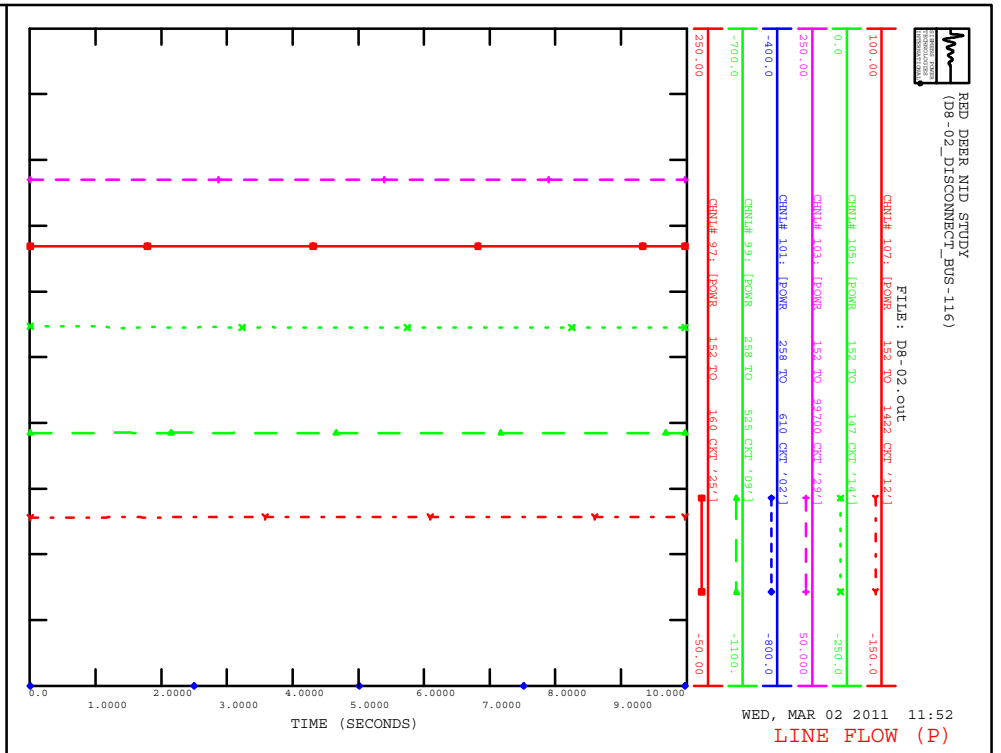

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS FREQUENCY

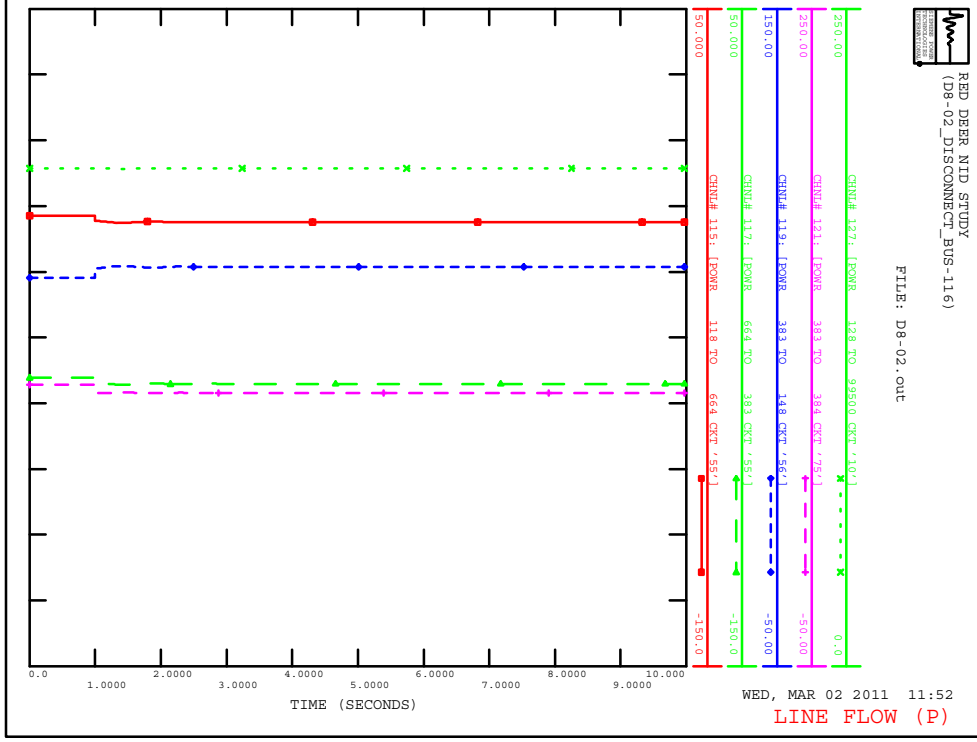

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
ROTOR ANGLES

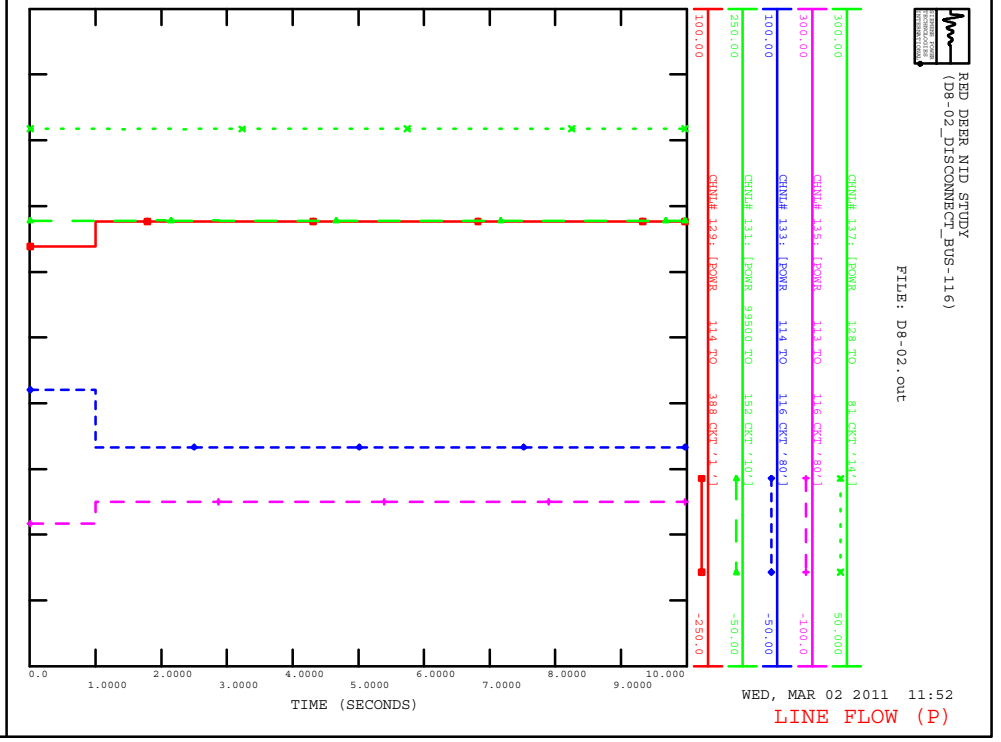

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
MACHINE POWER (P)

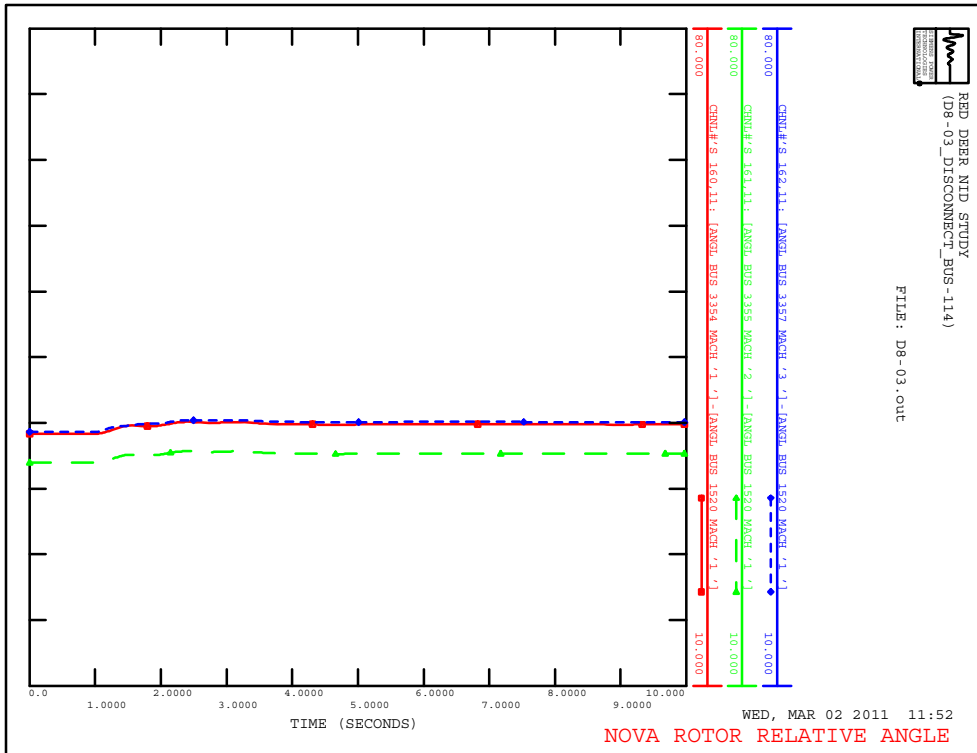

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
LINE FLOW (P)

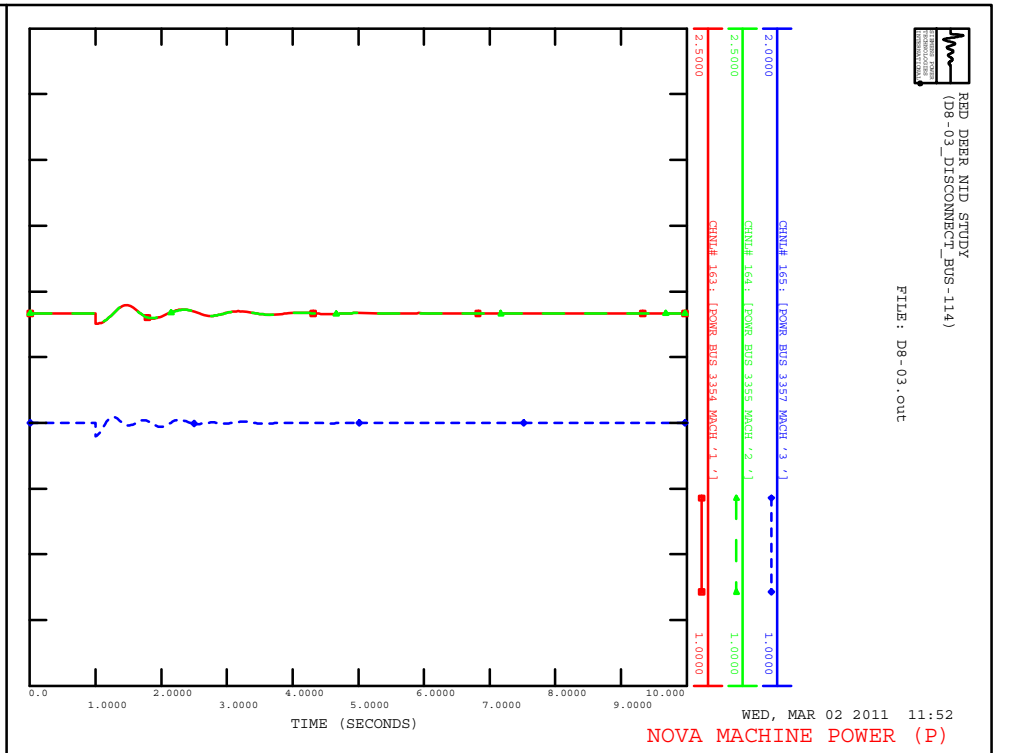

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

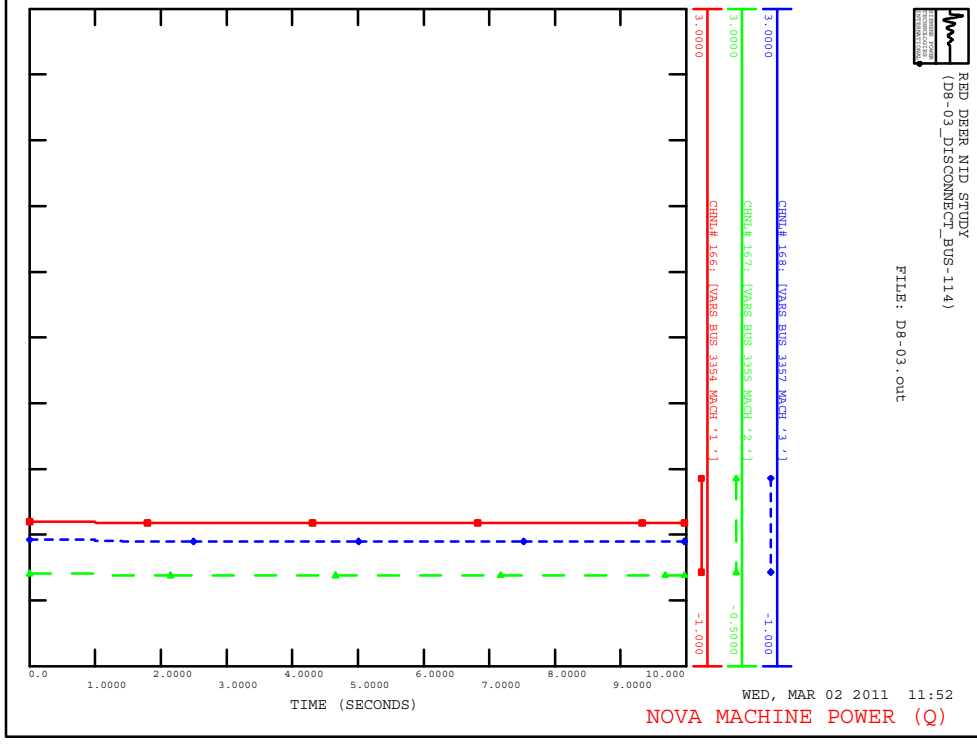

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

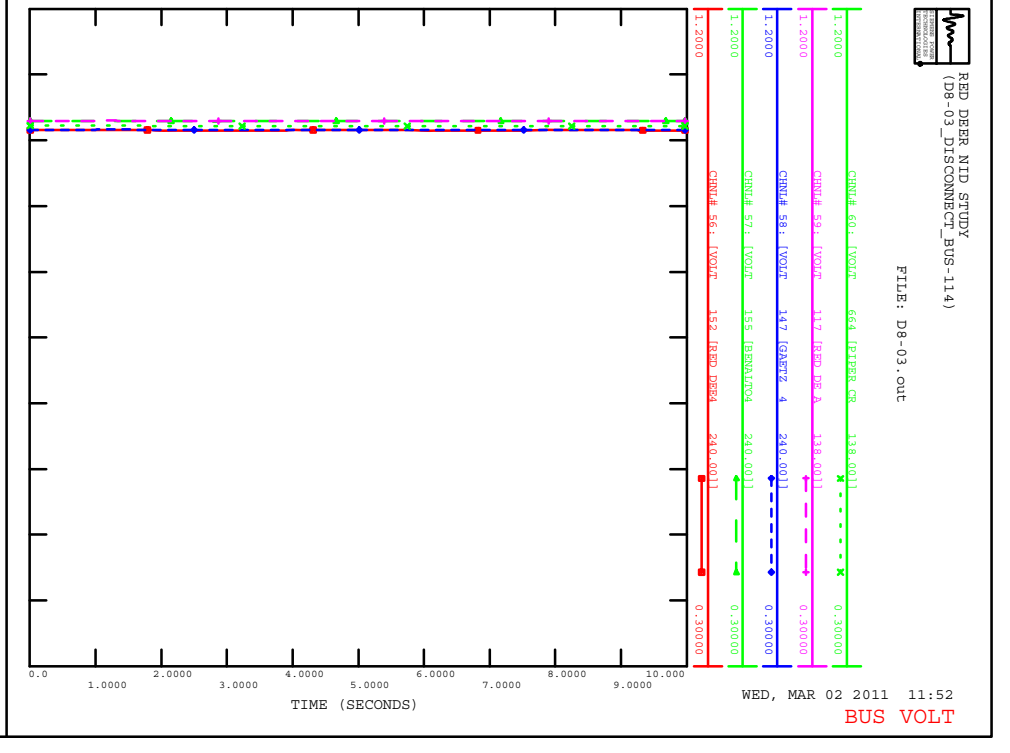

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

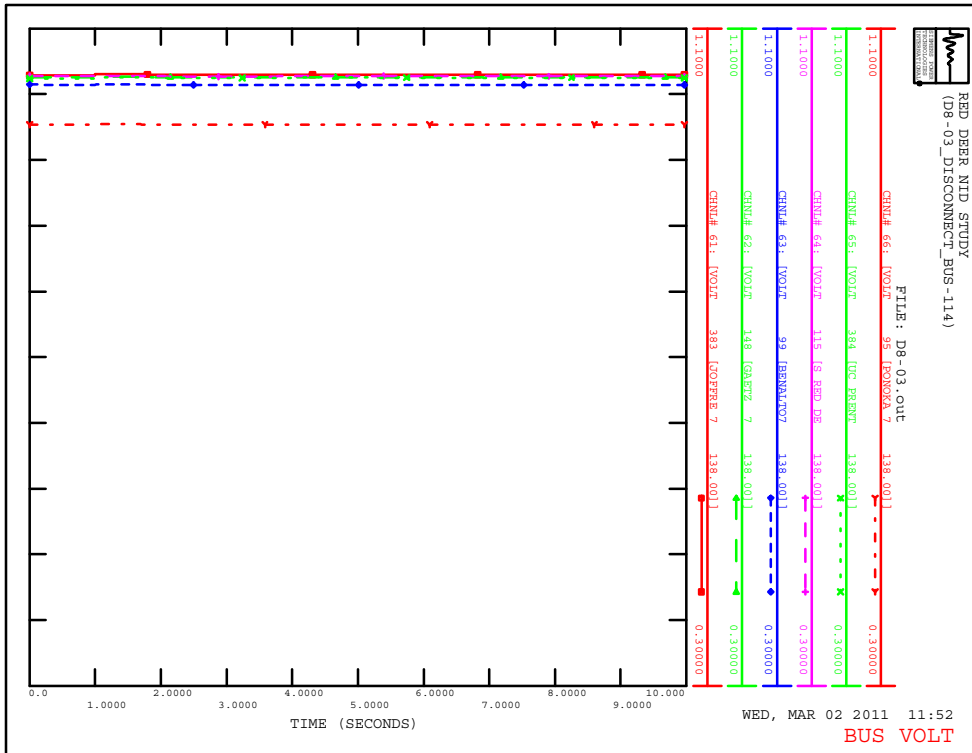

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

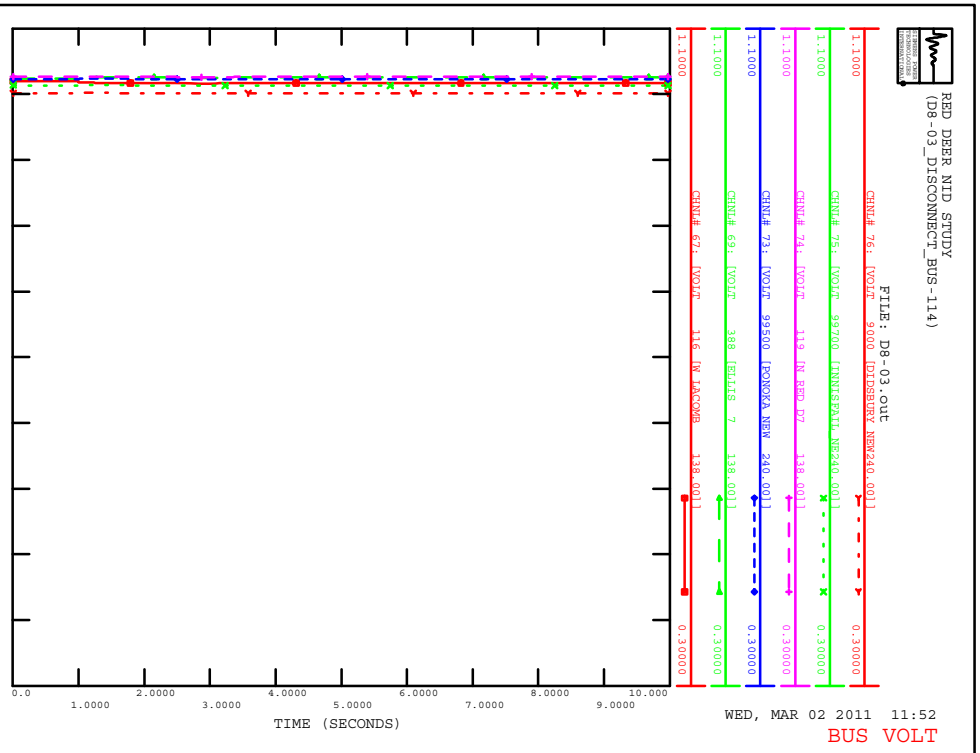

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

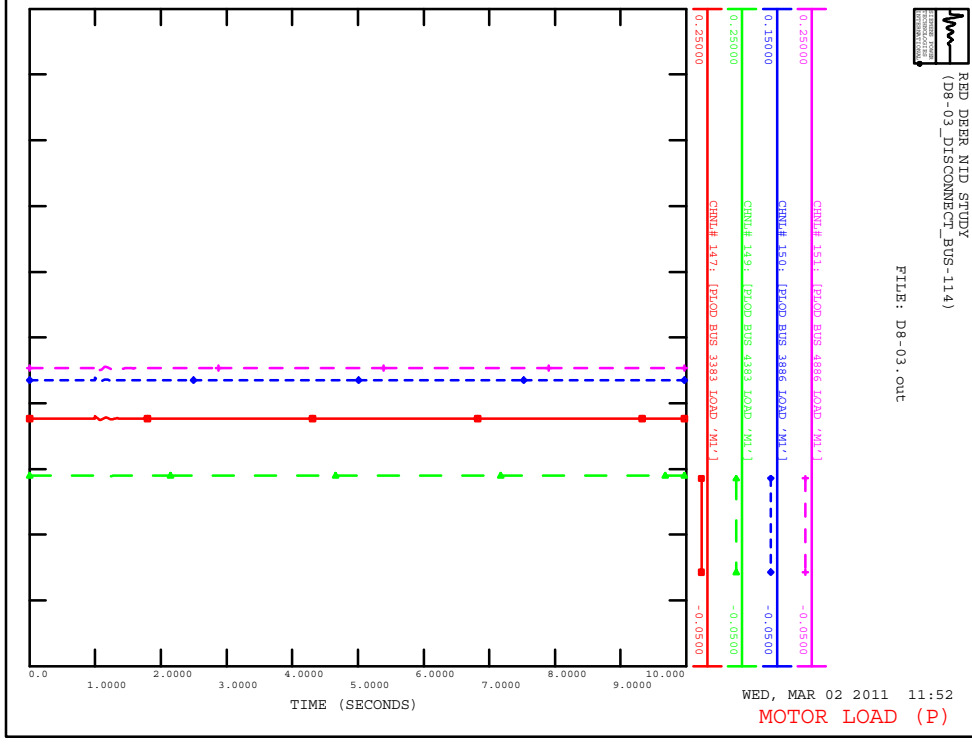

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA MACHINE POWER (P)

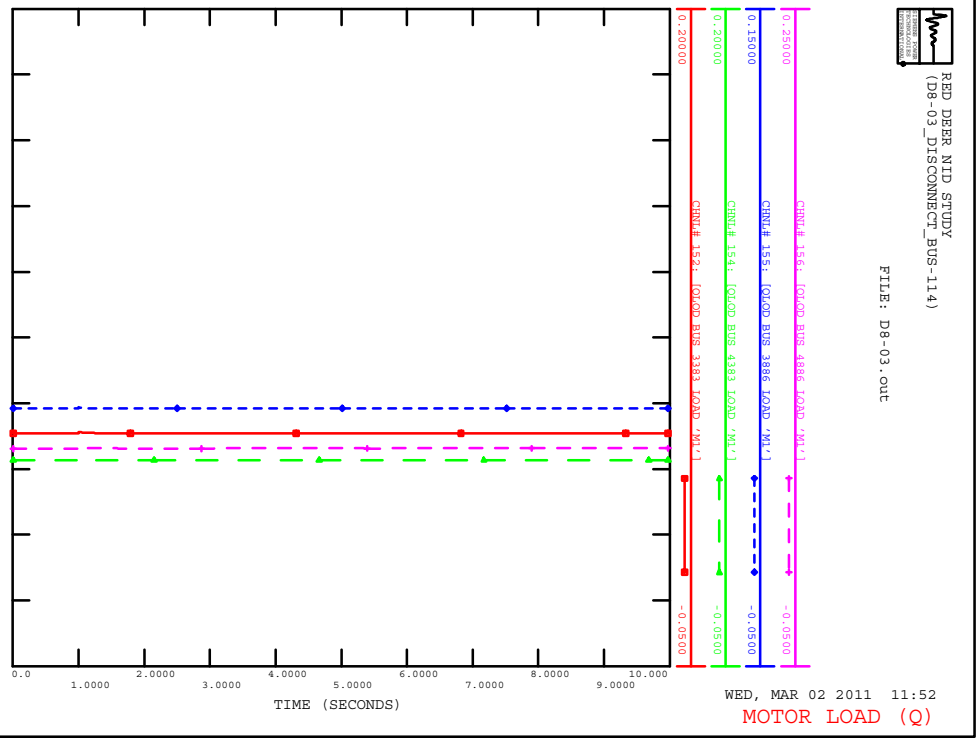

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
NOVA MACHINE POWER (Q)

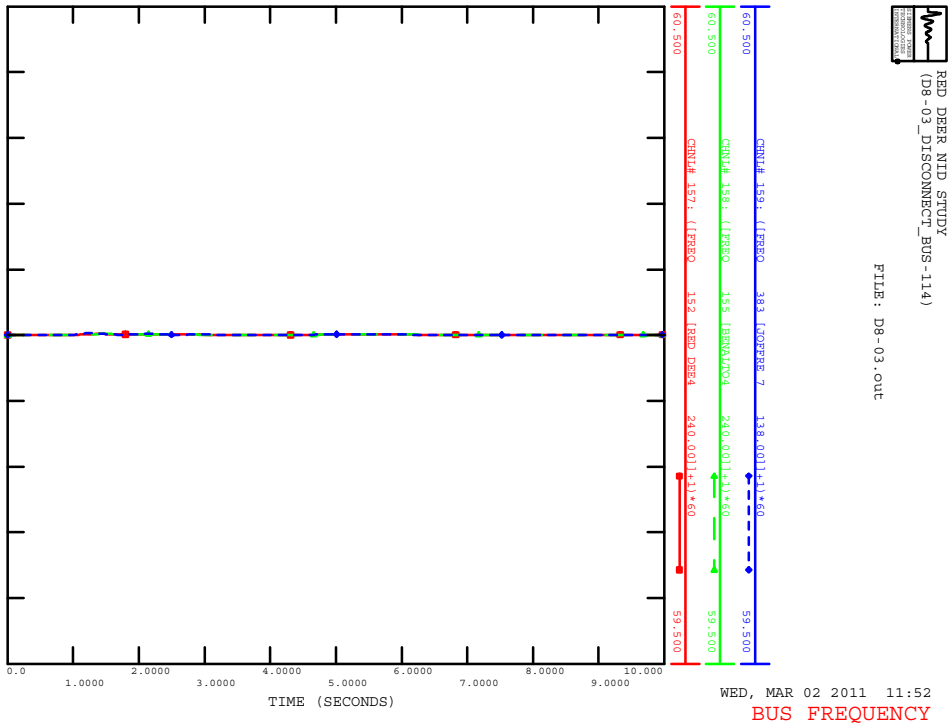

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

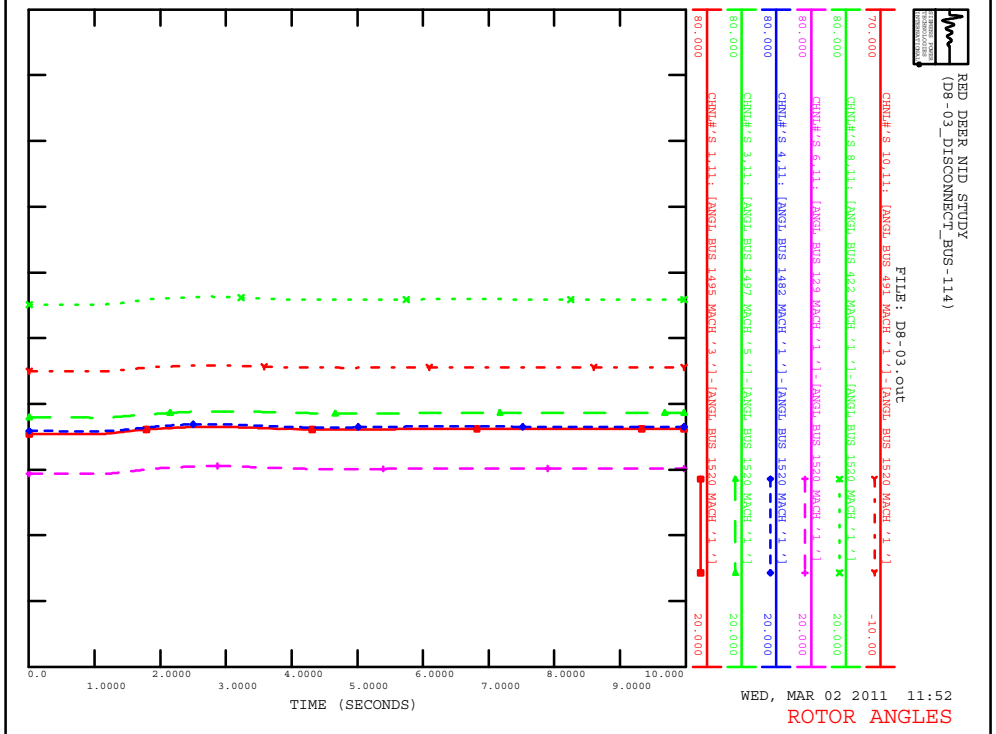

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.001]
CHNI# 62: [VOLT 148 [GAETZ 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

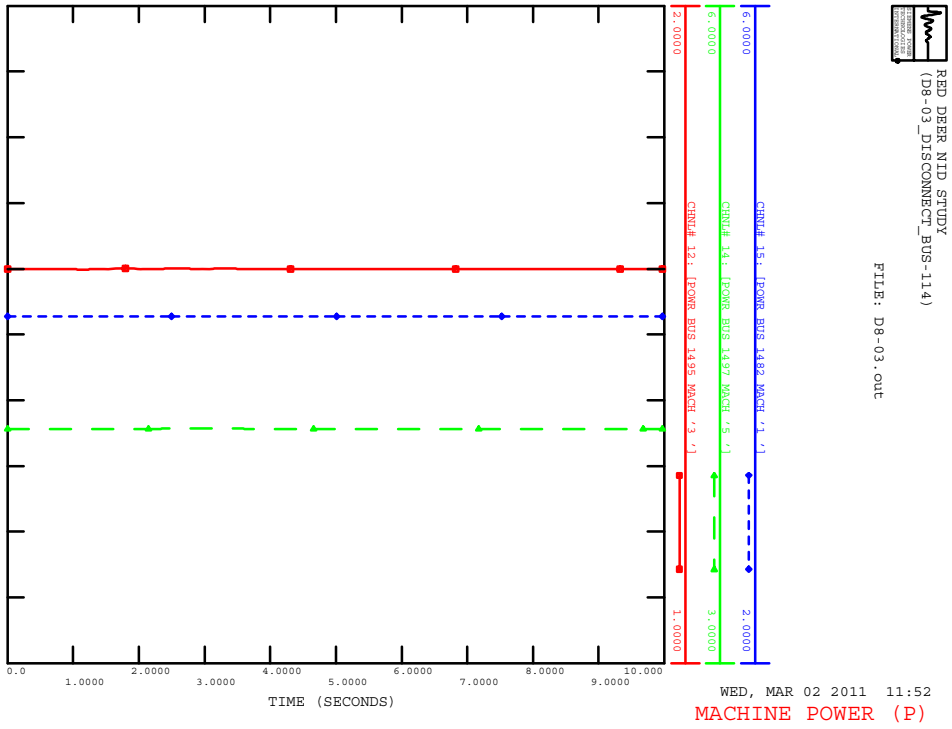

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

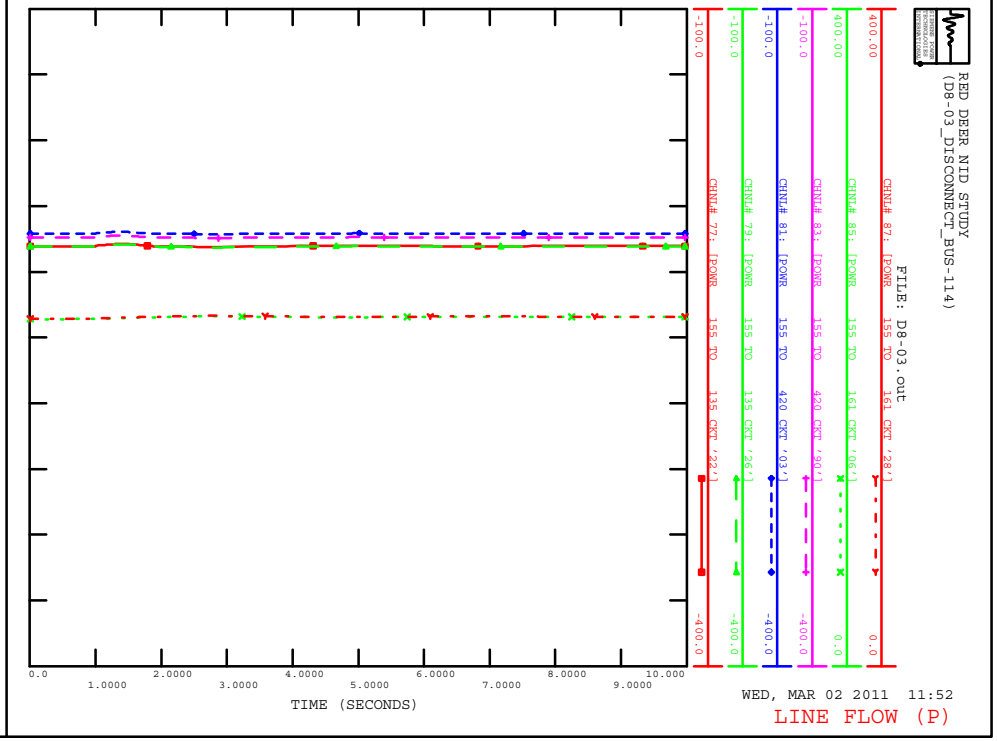

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

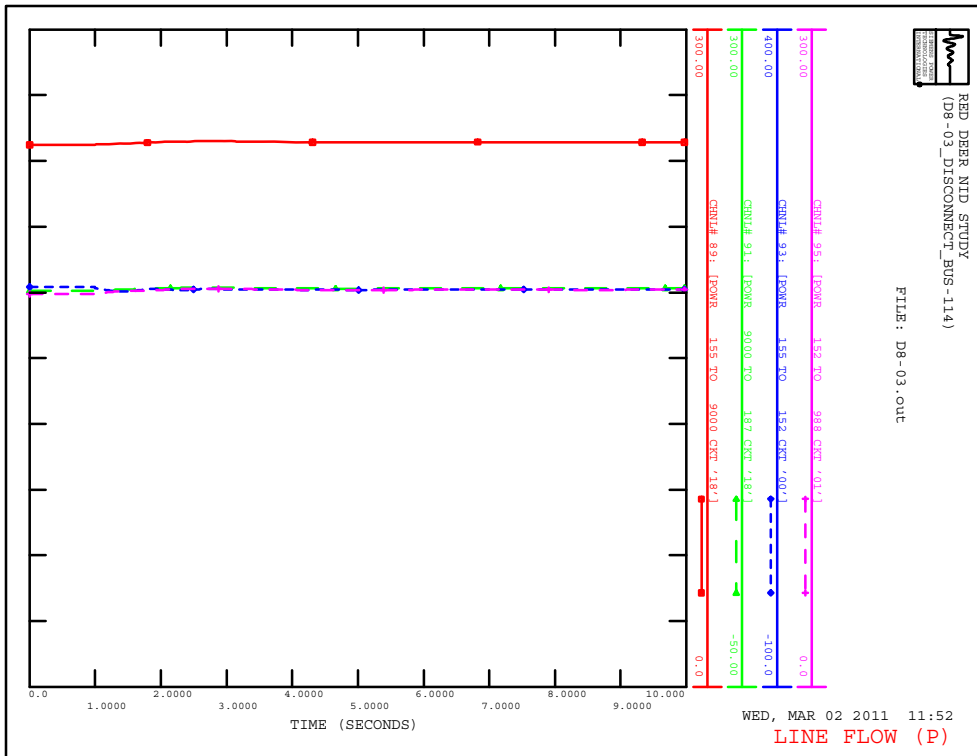

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

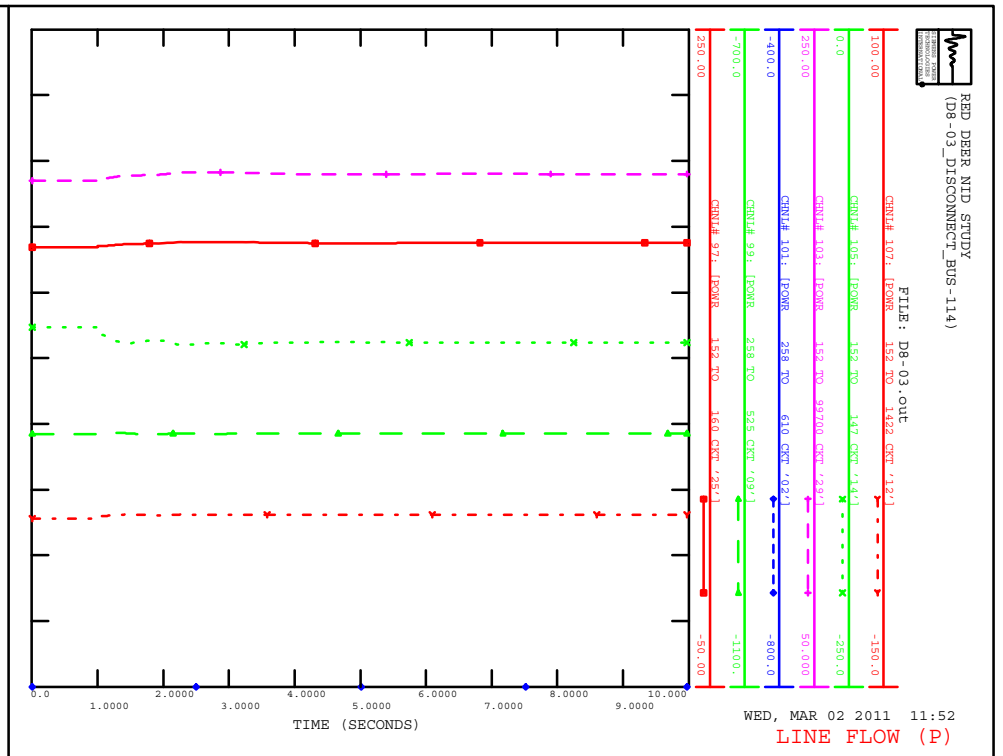

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

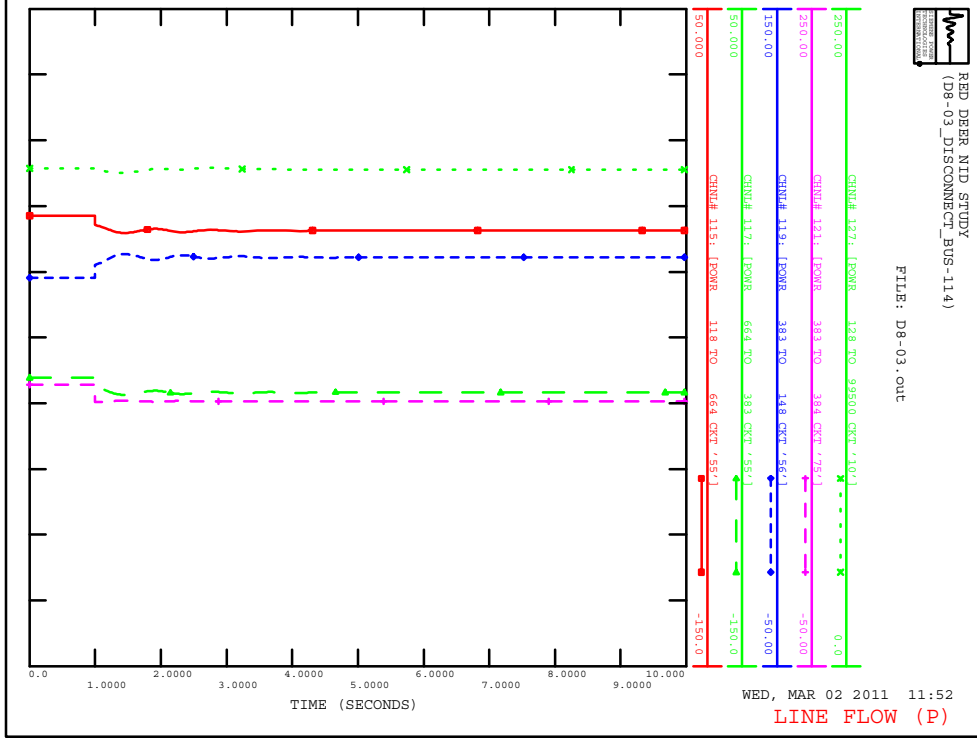

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

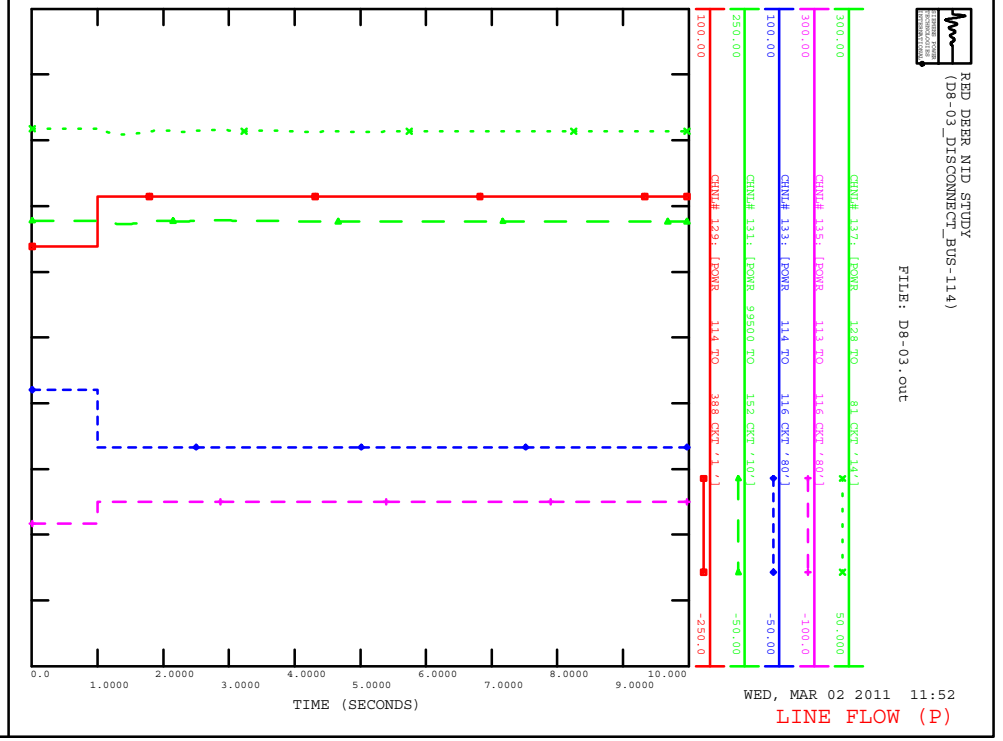

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

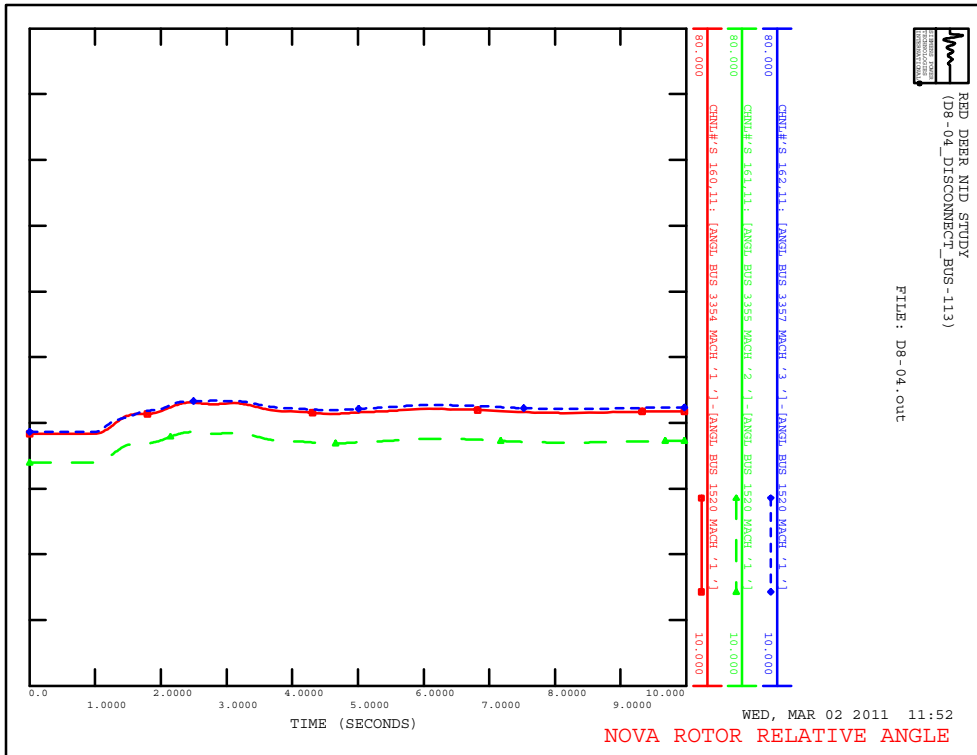

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

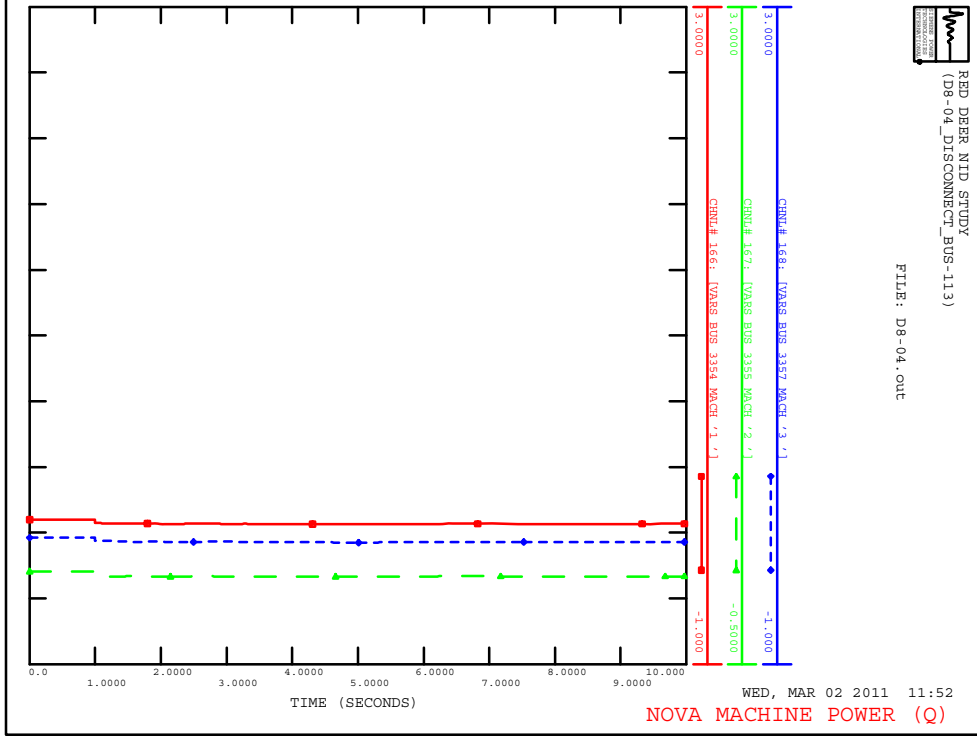

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

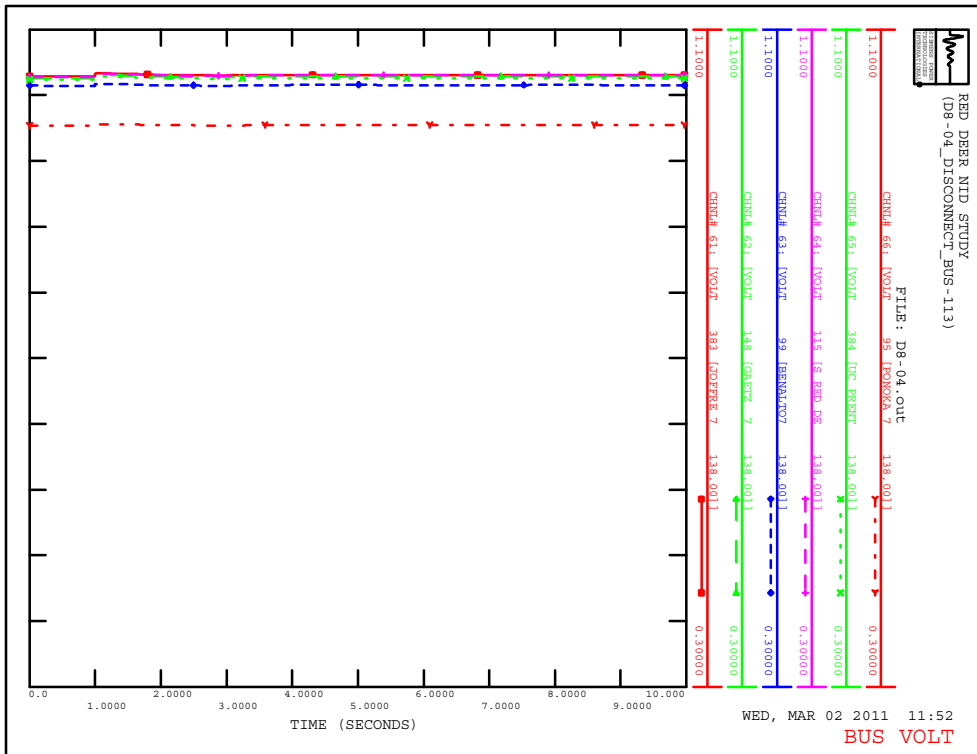

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

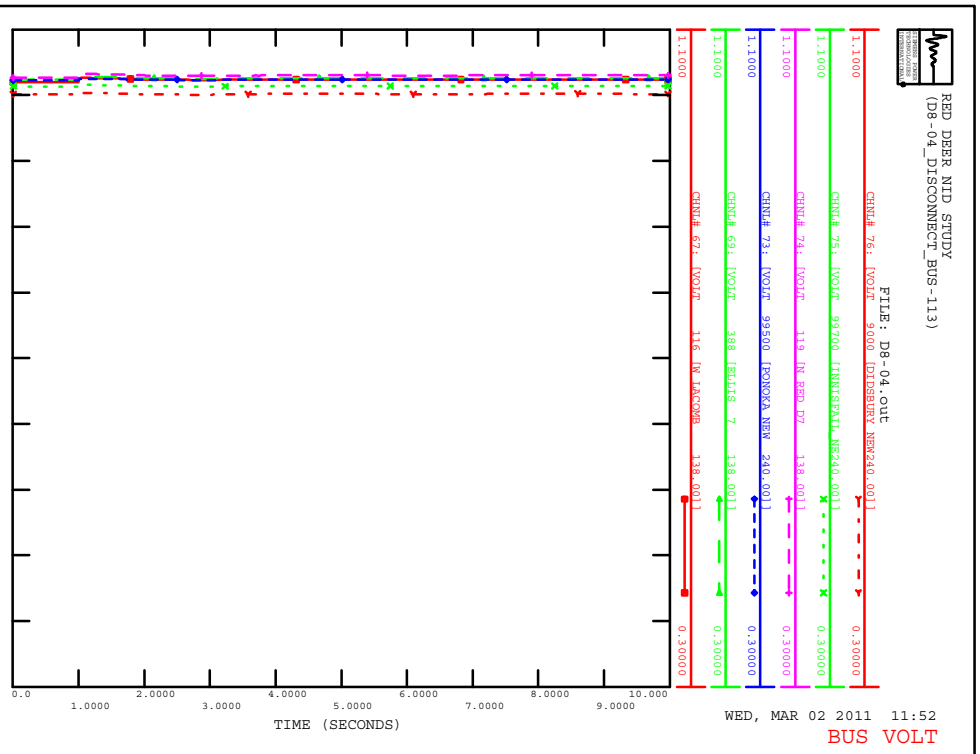

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

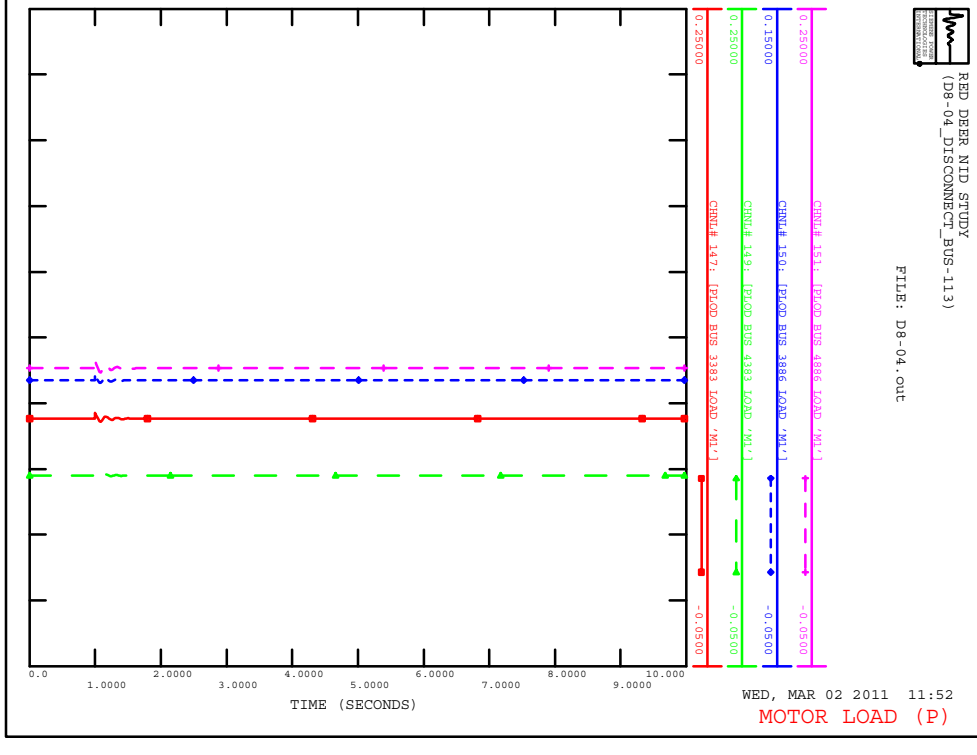
RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 162, [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

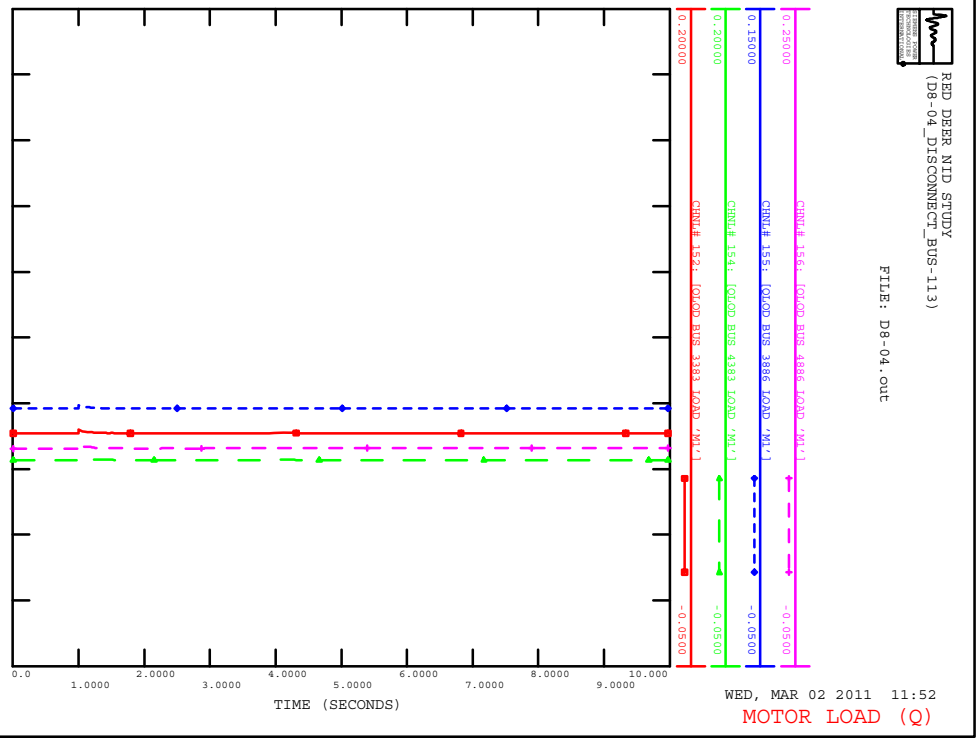

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

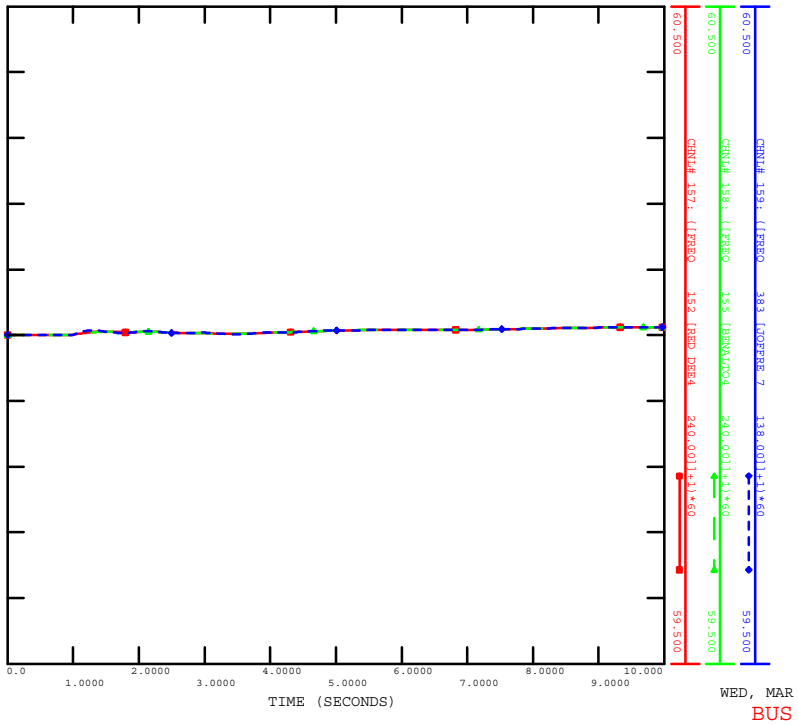
RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

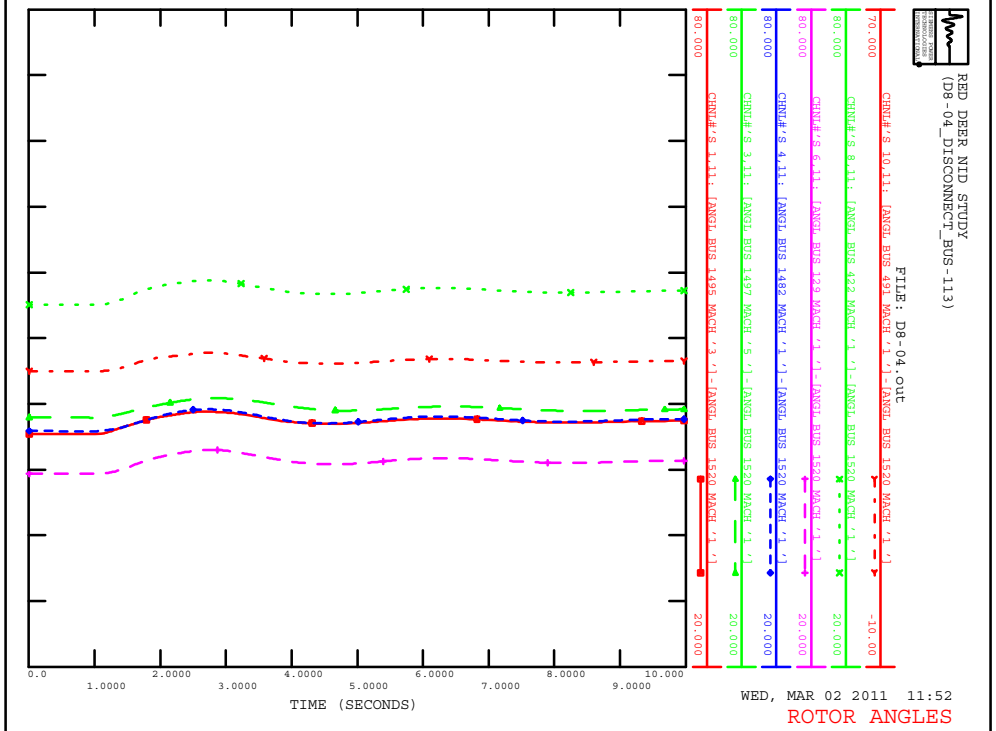

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

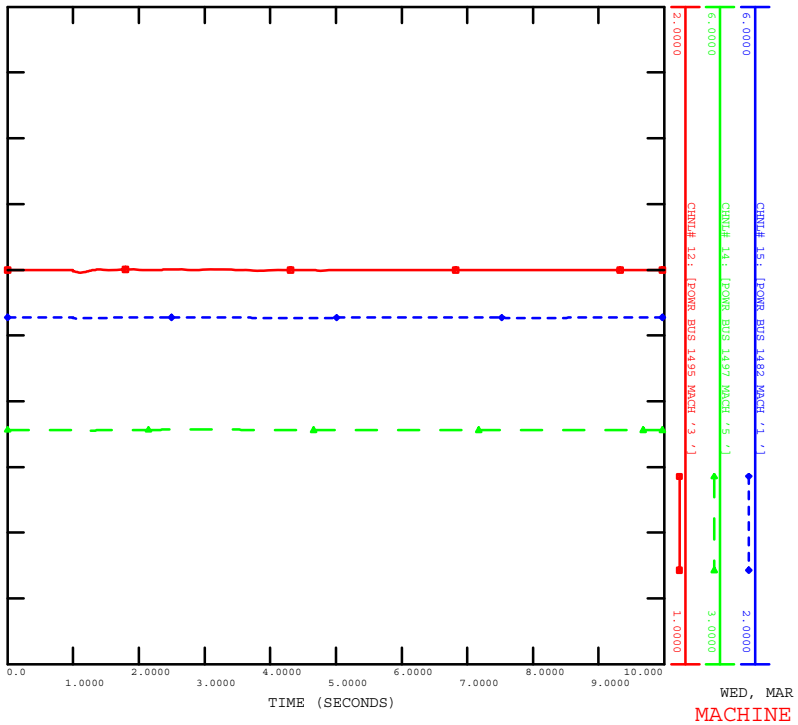

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

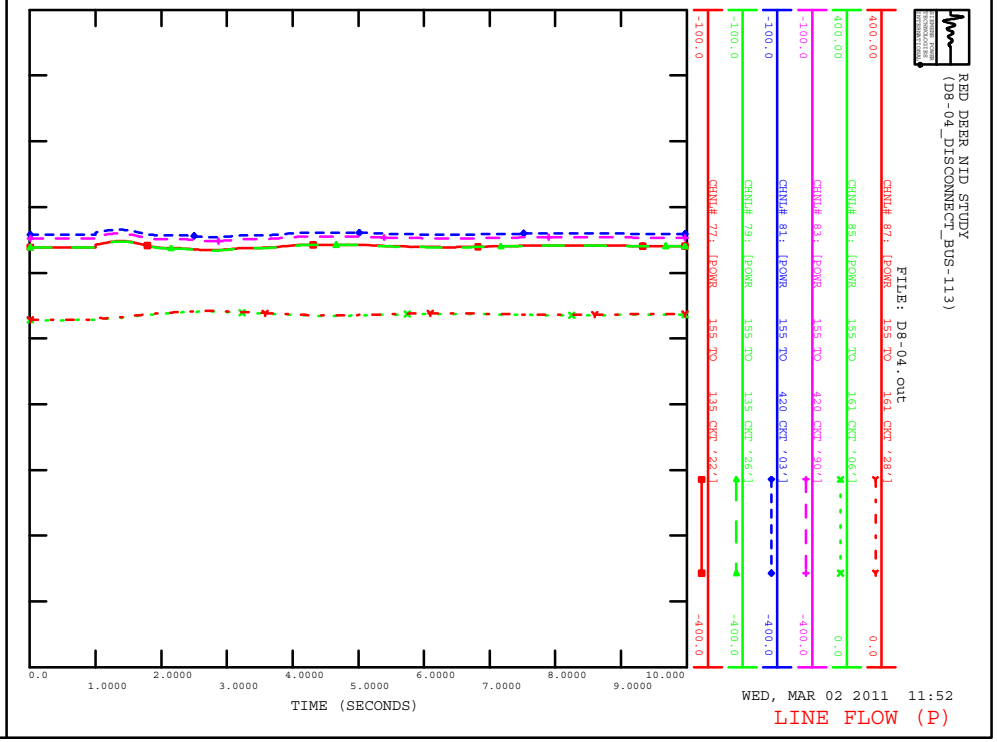

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

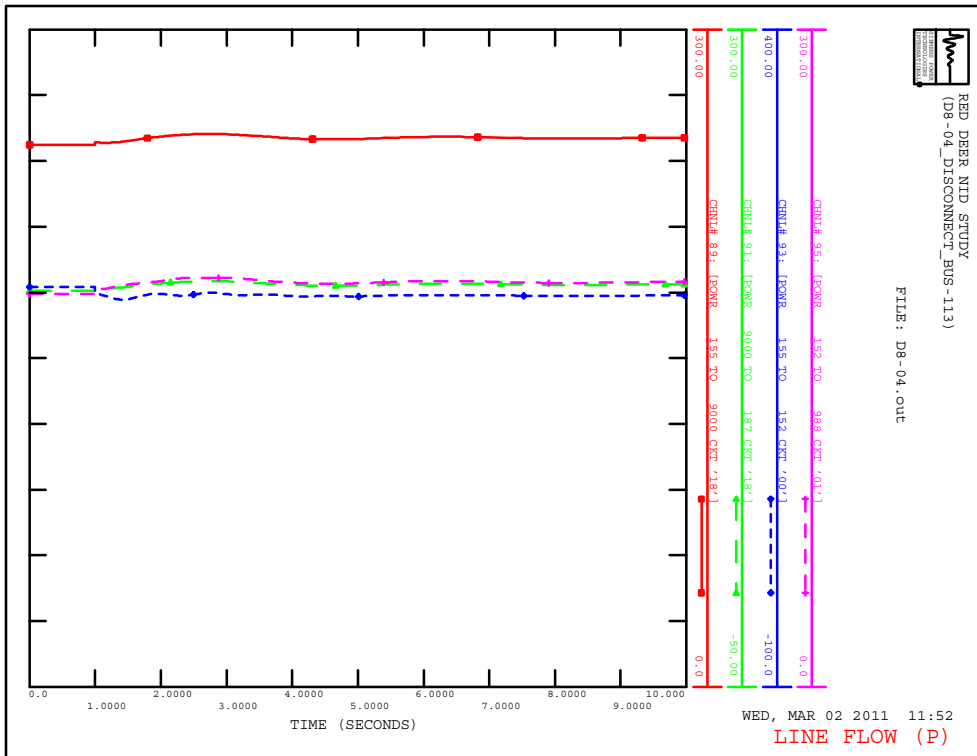

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

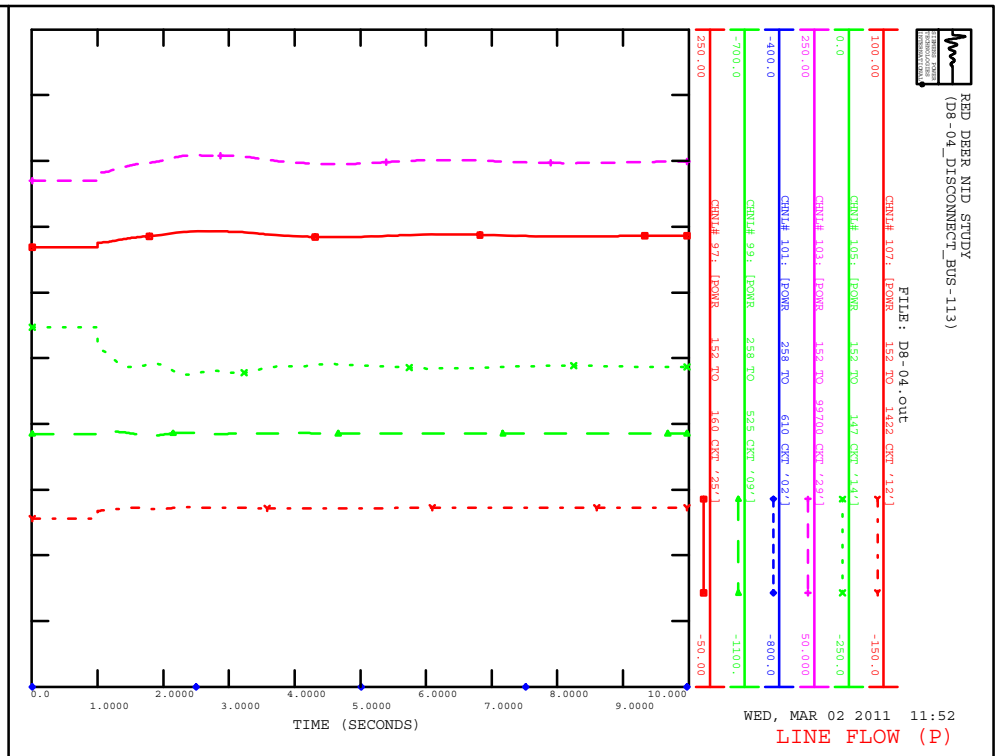

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

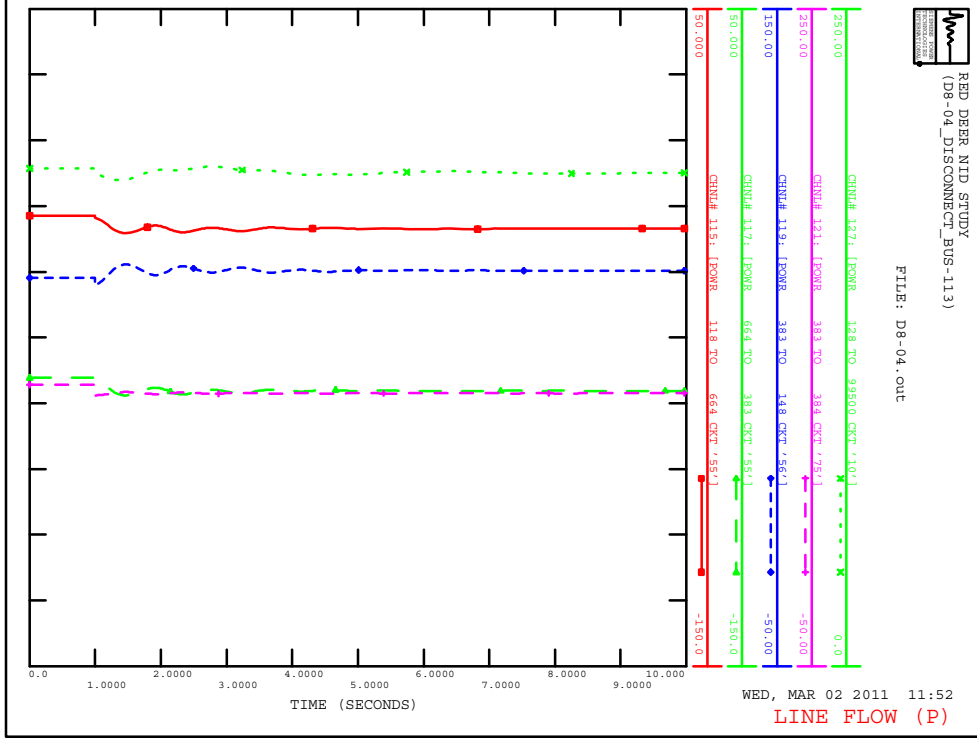

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

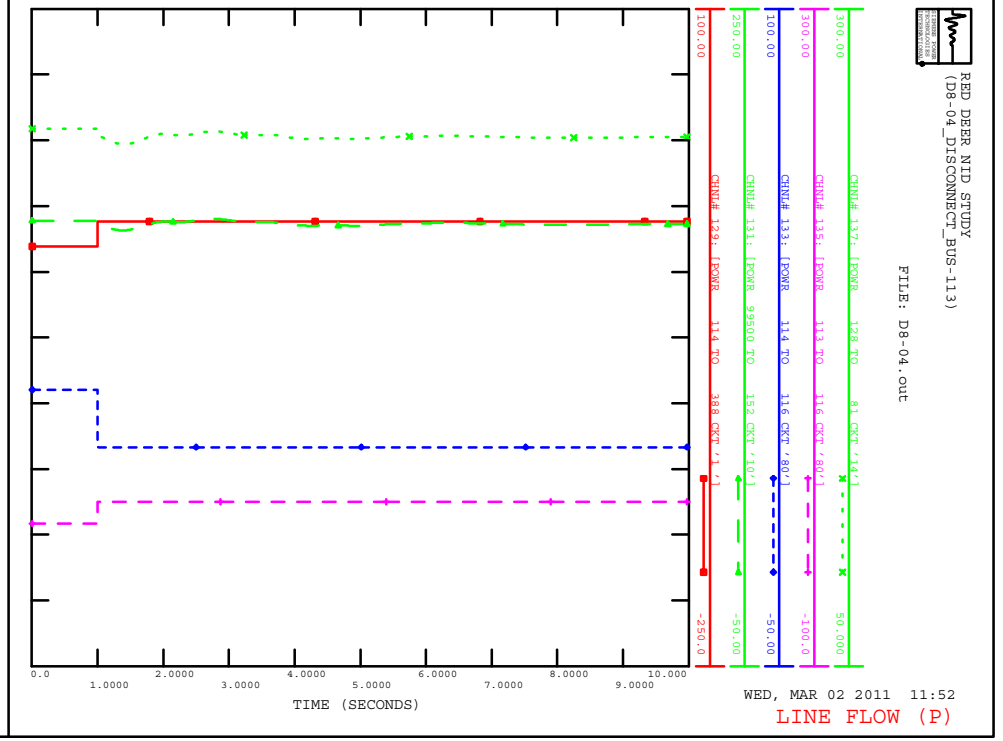

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

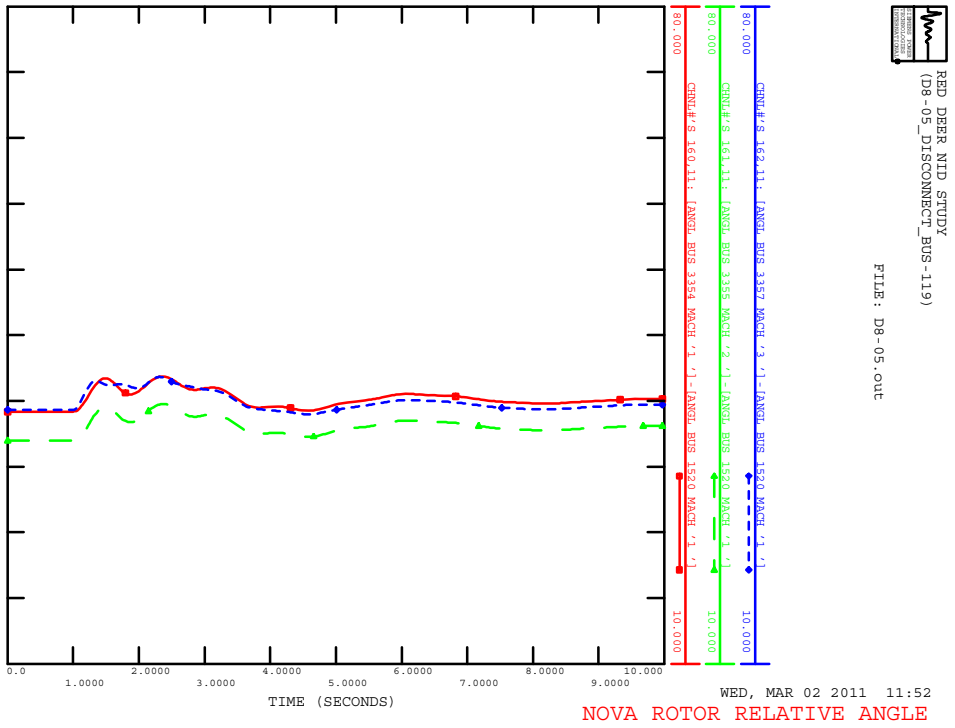

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

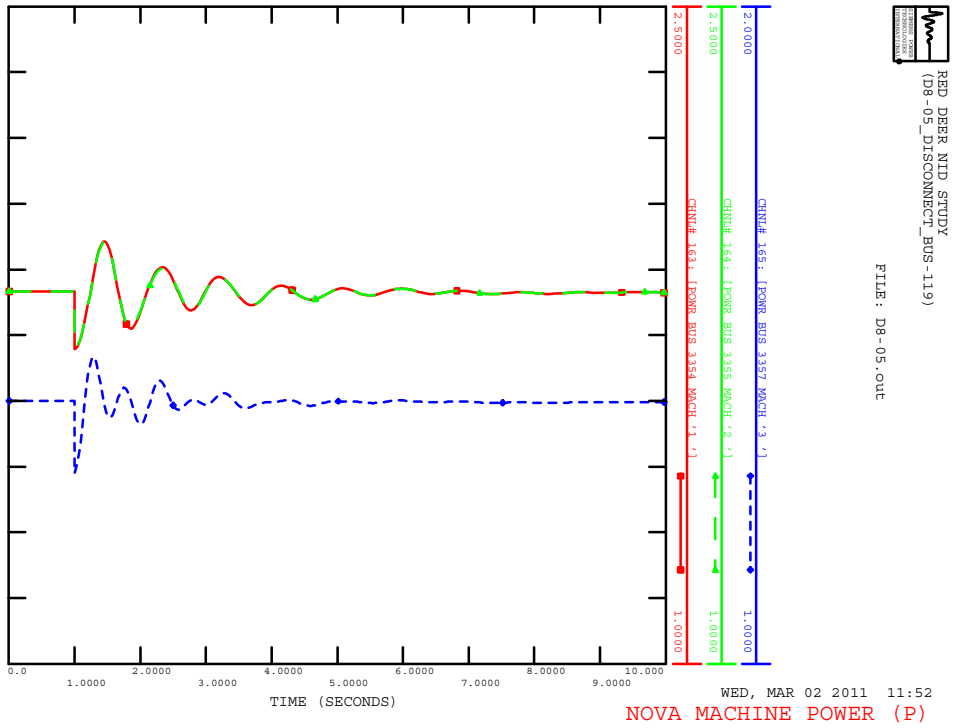

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

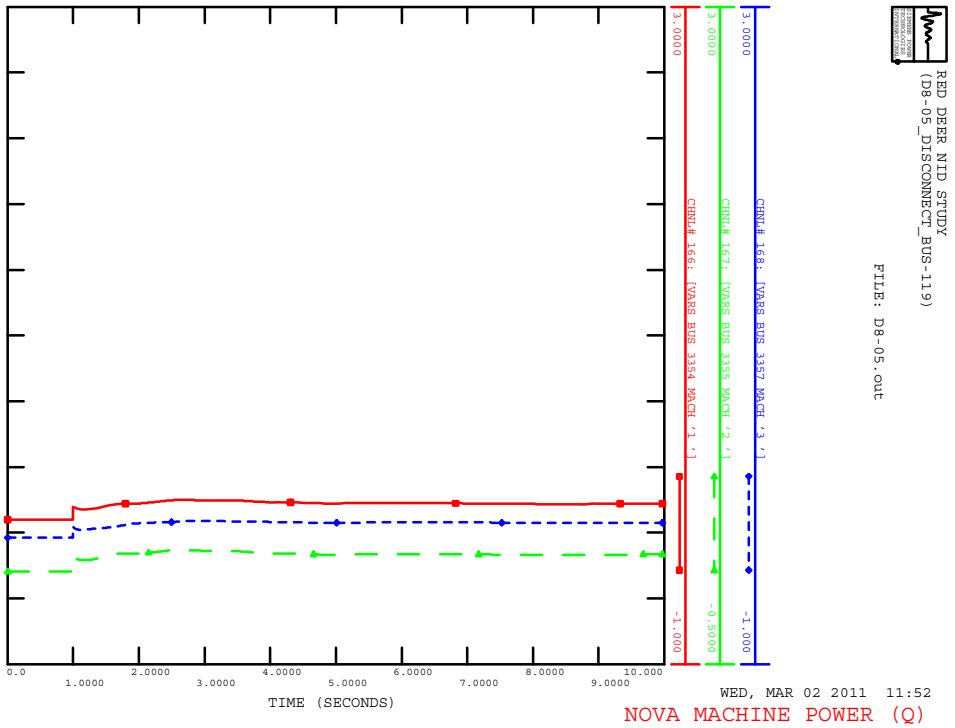

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

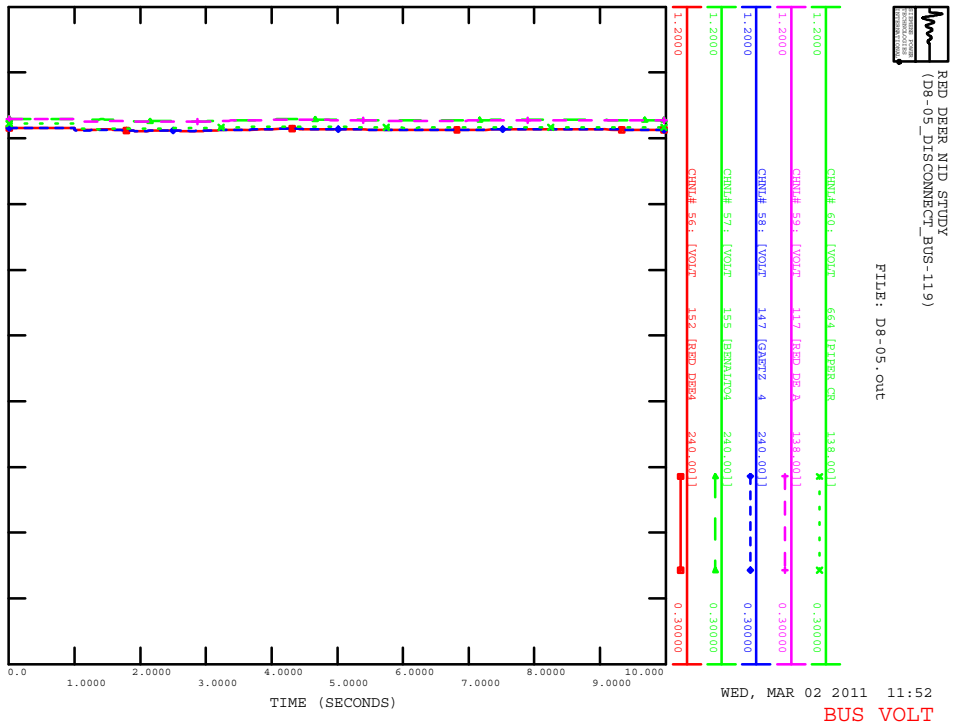

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

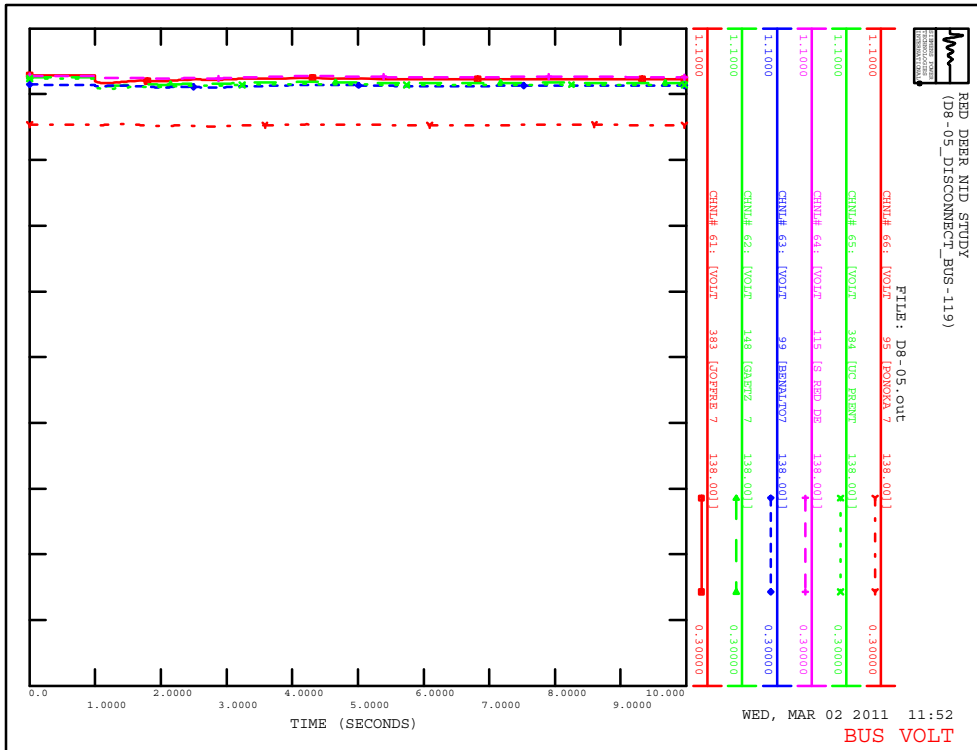

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

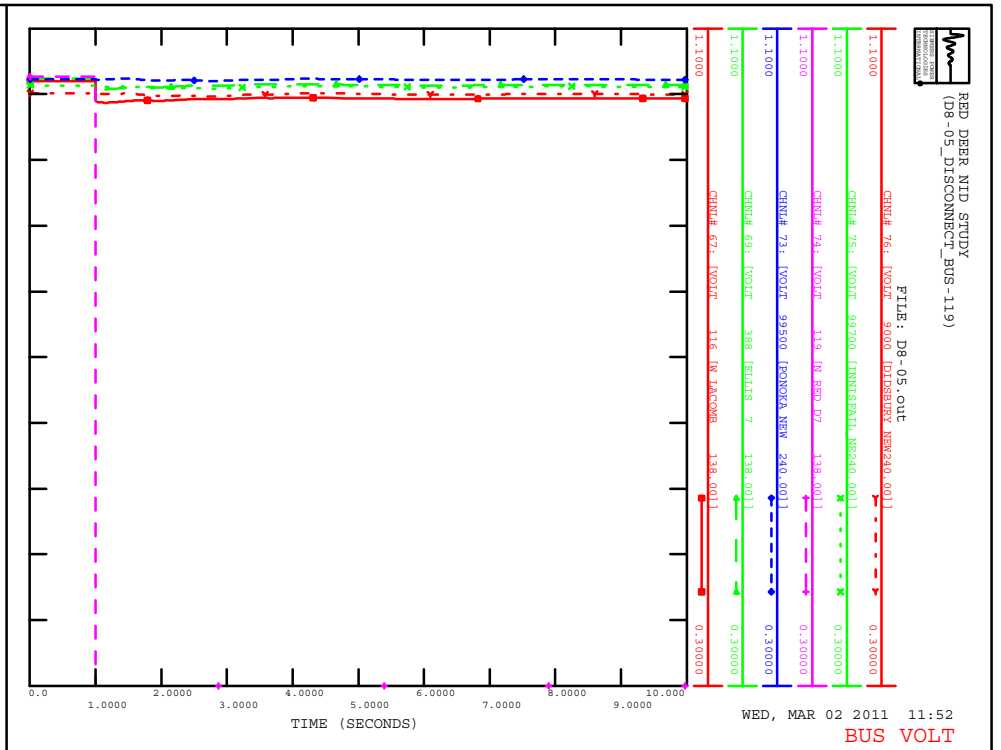

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

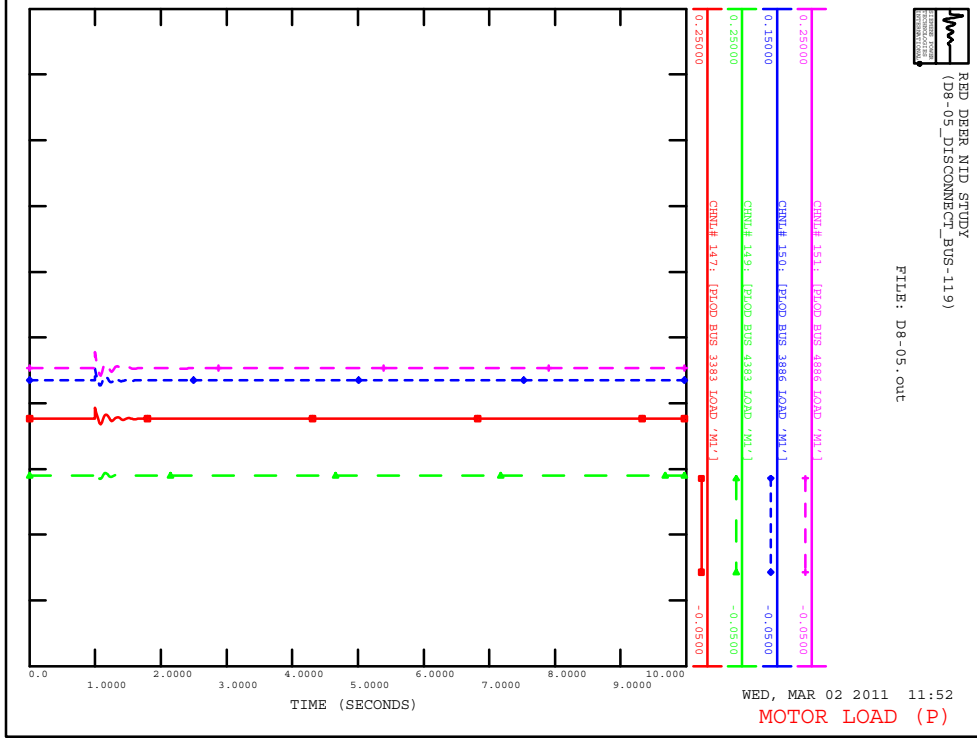

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

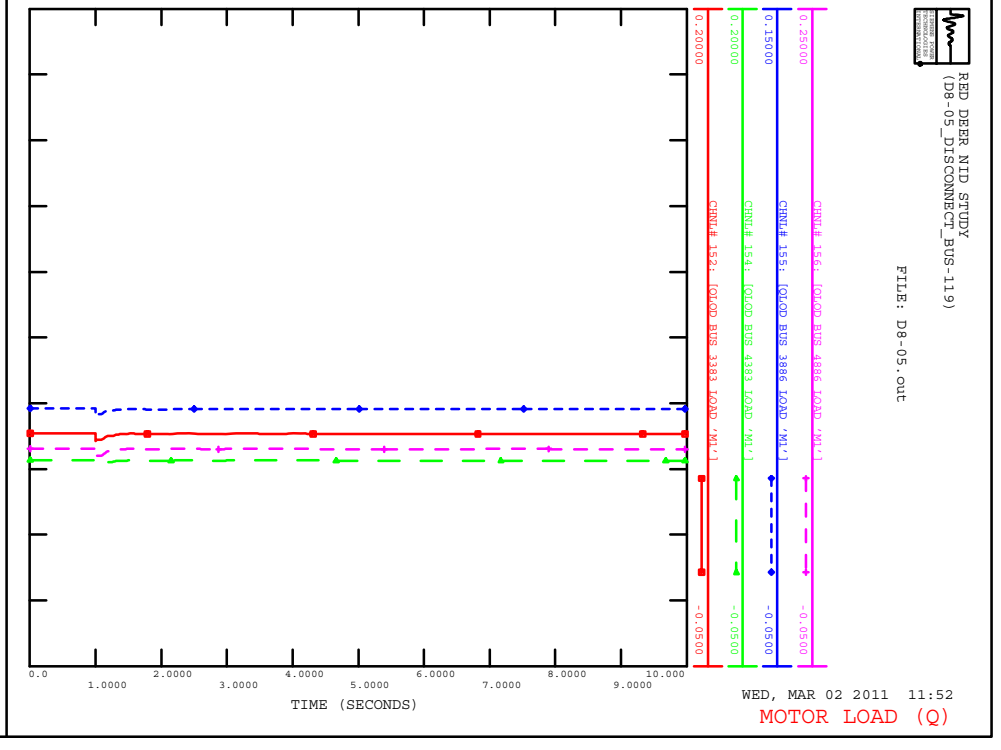

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

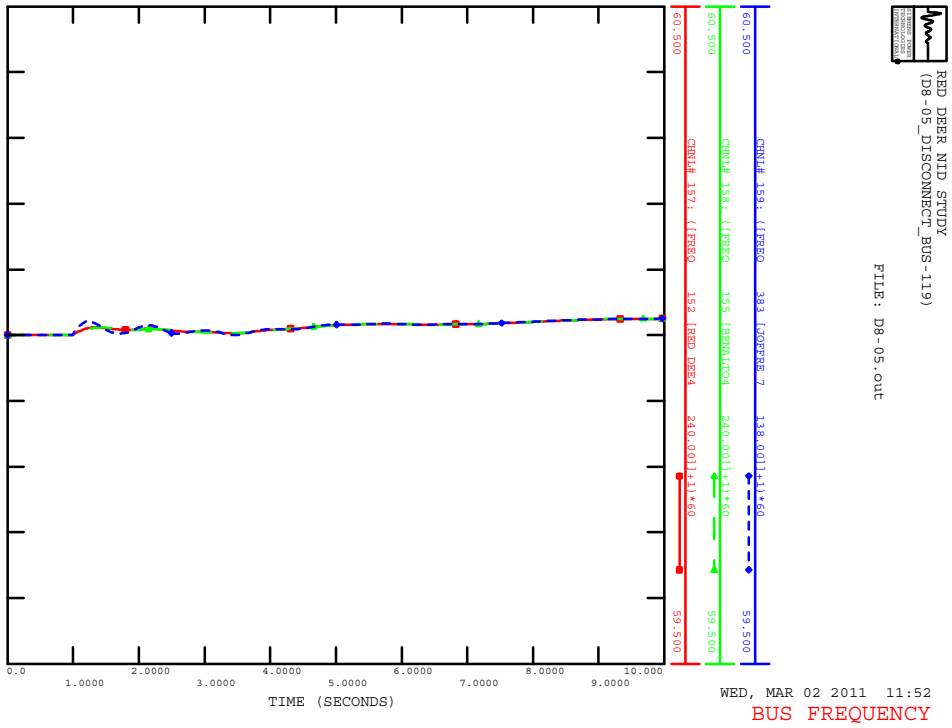

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

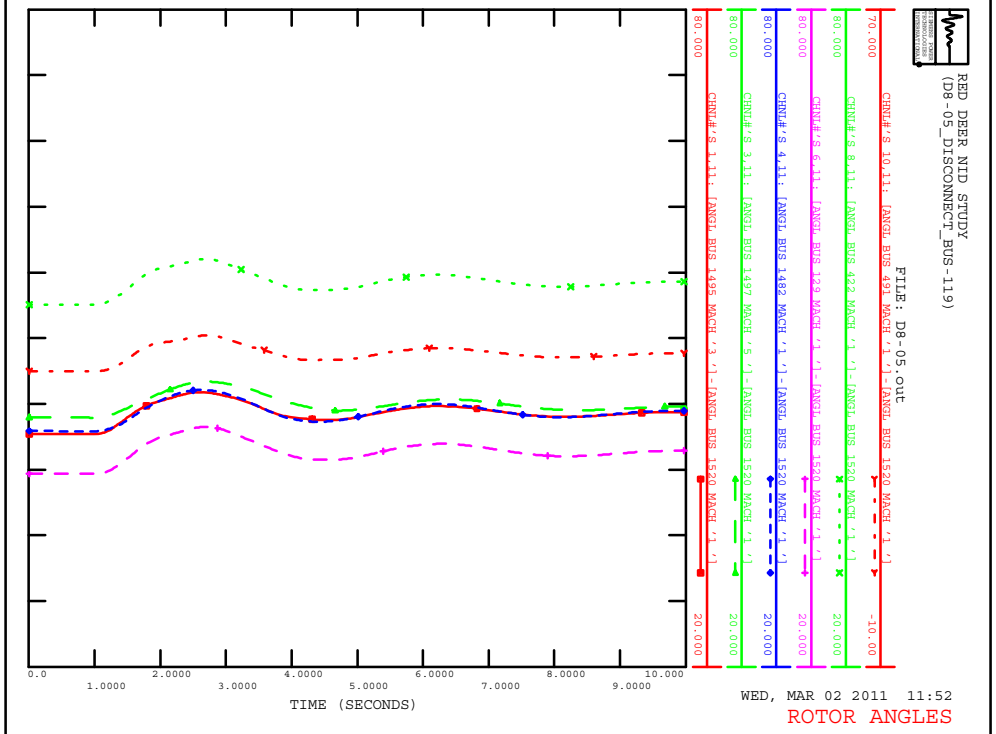

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

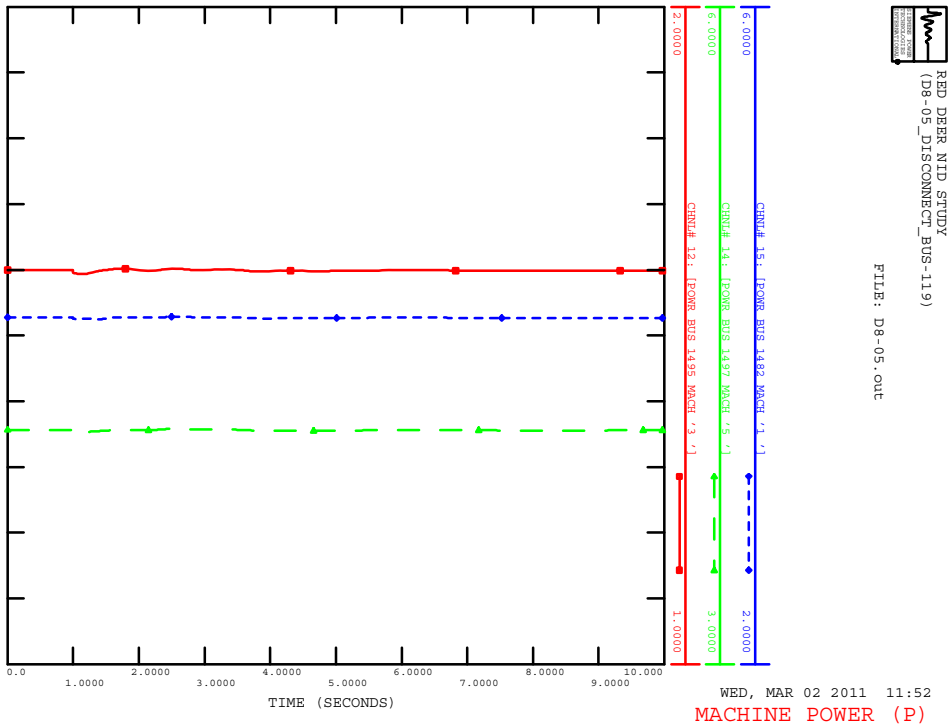

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

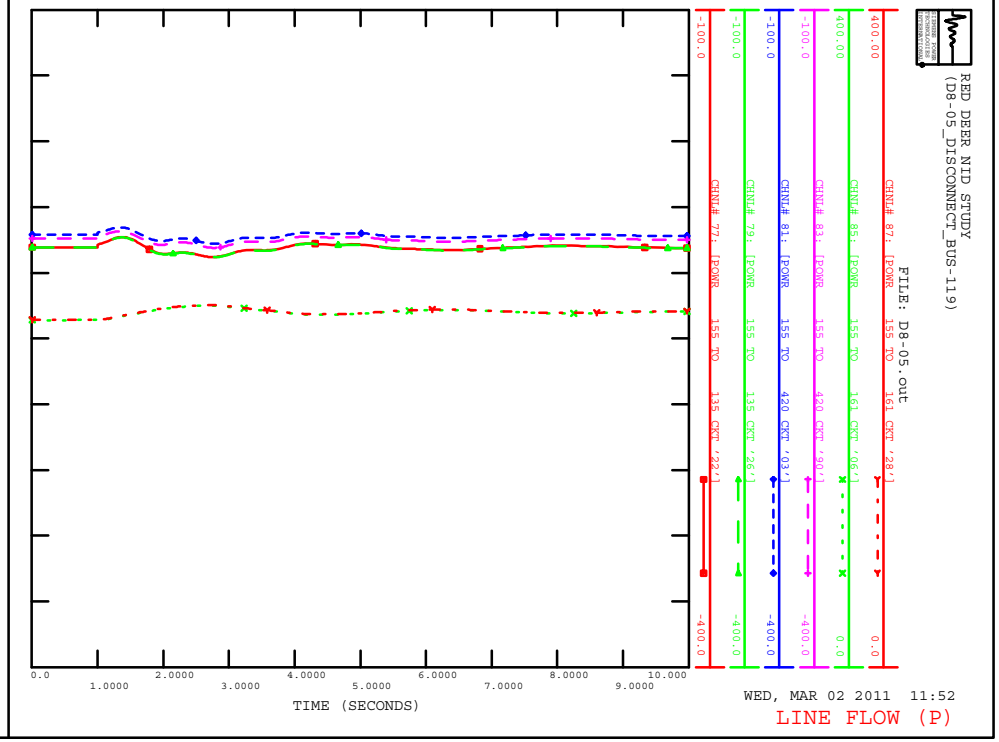

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

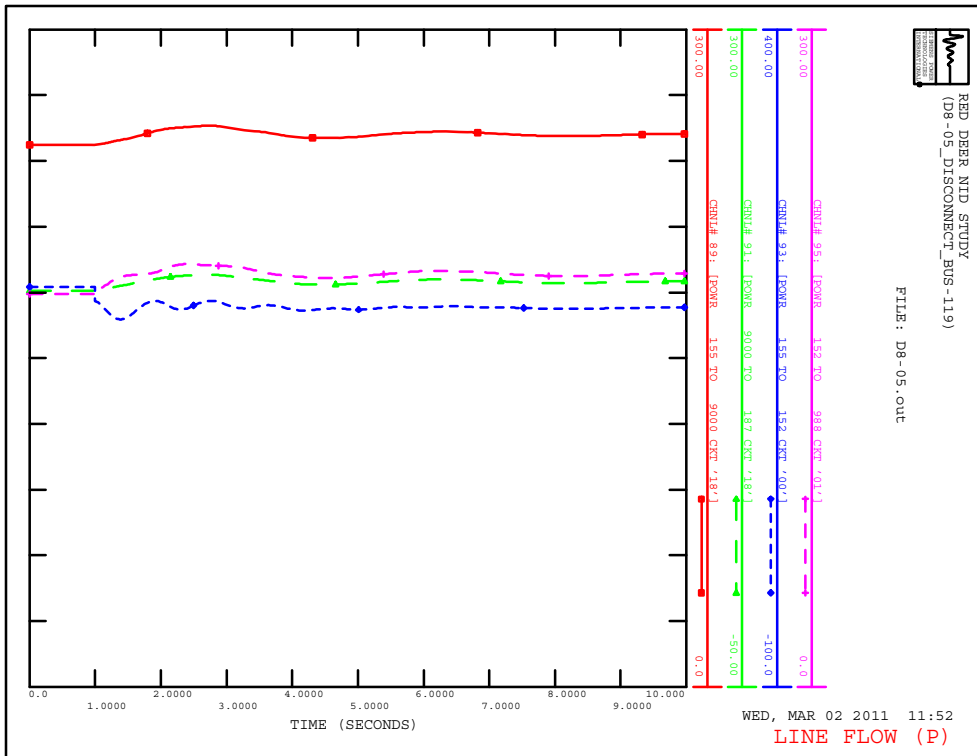

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

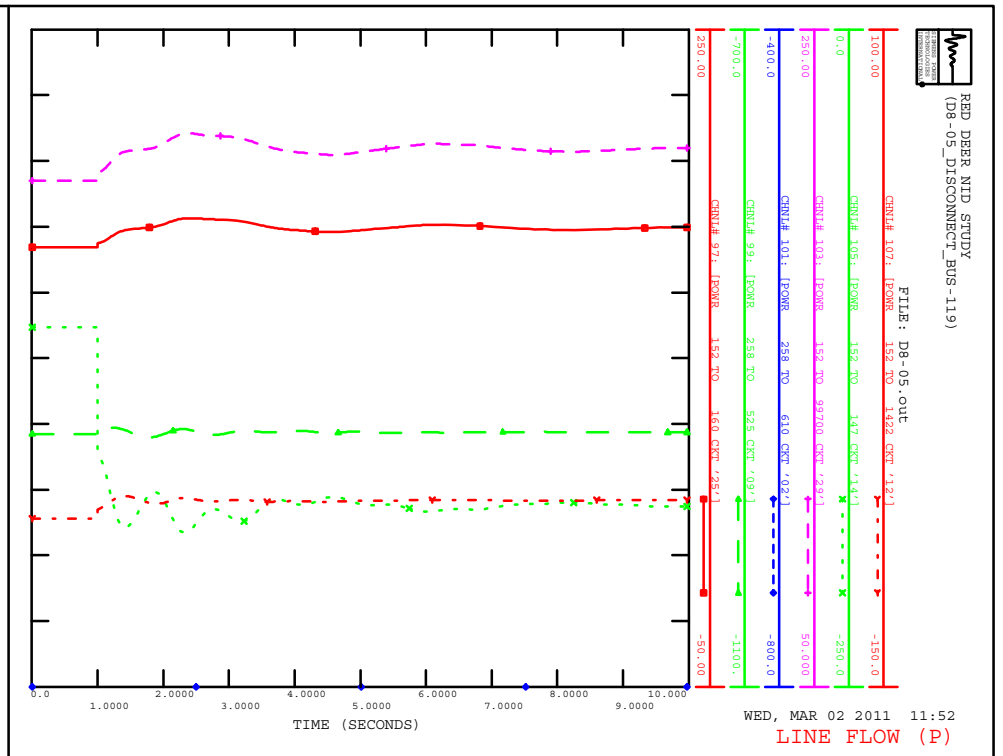

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

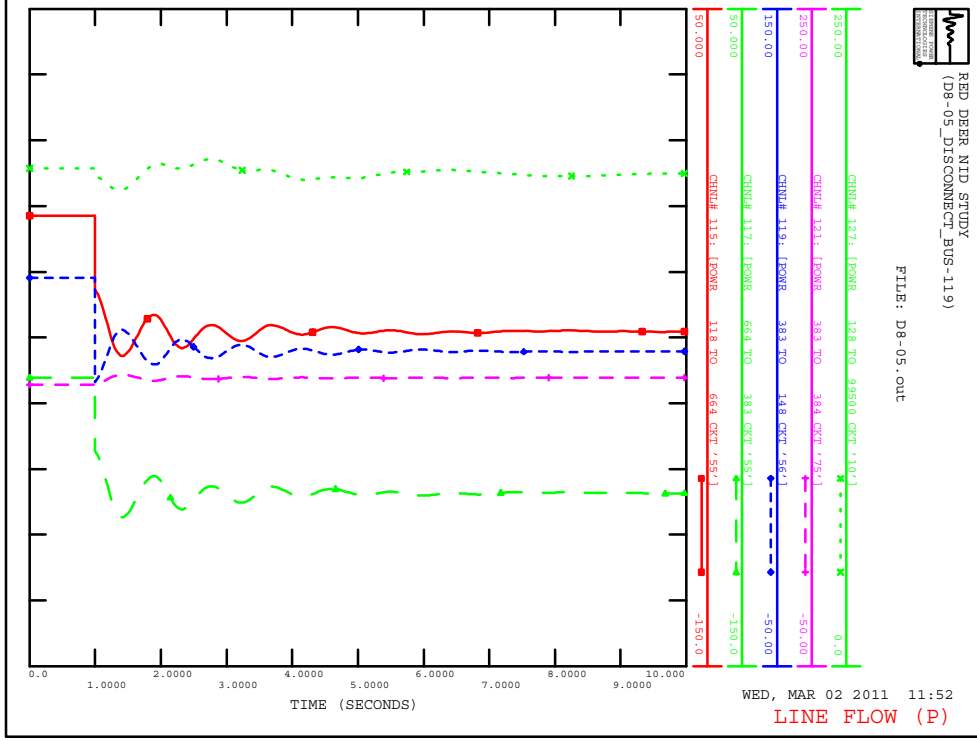

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

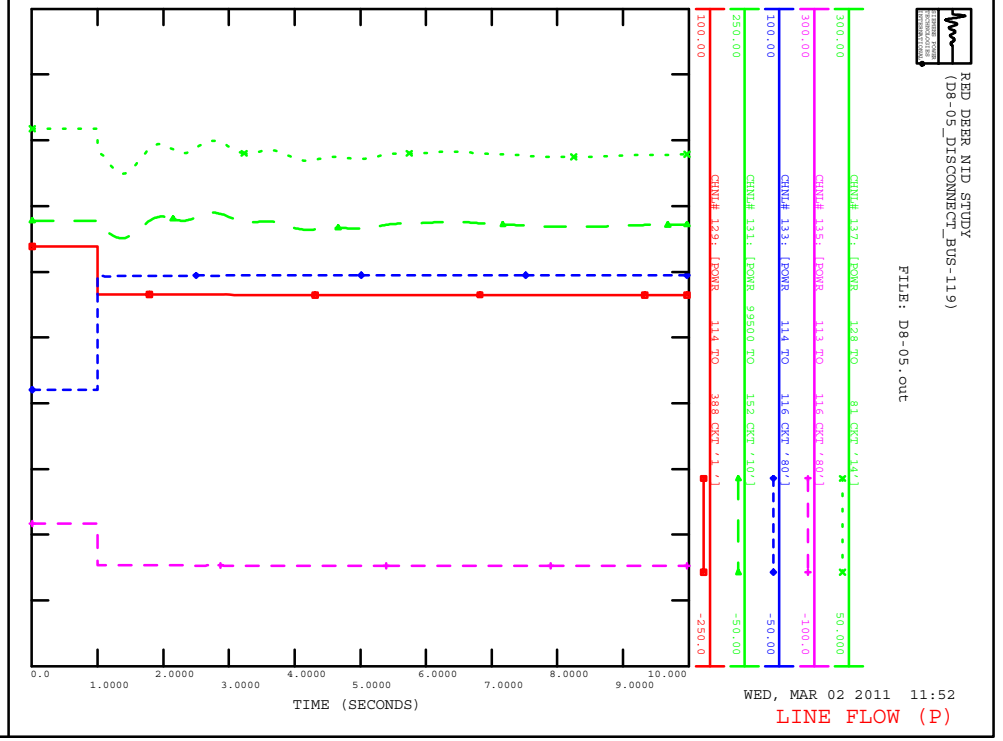

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

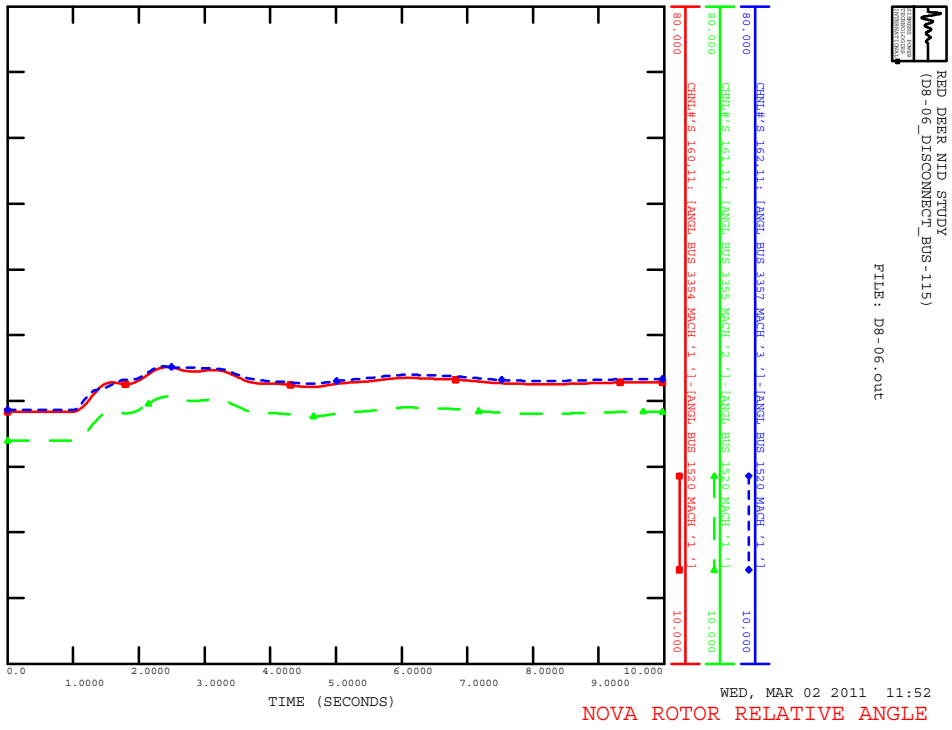

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

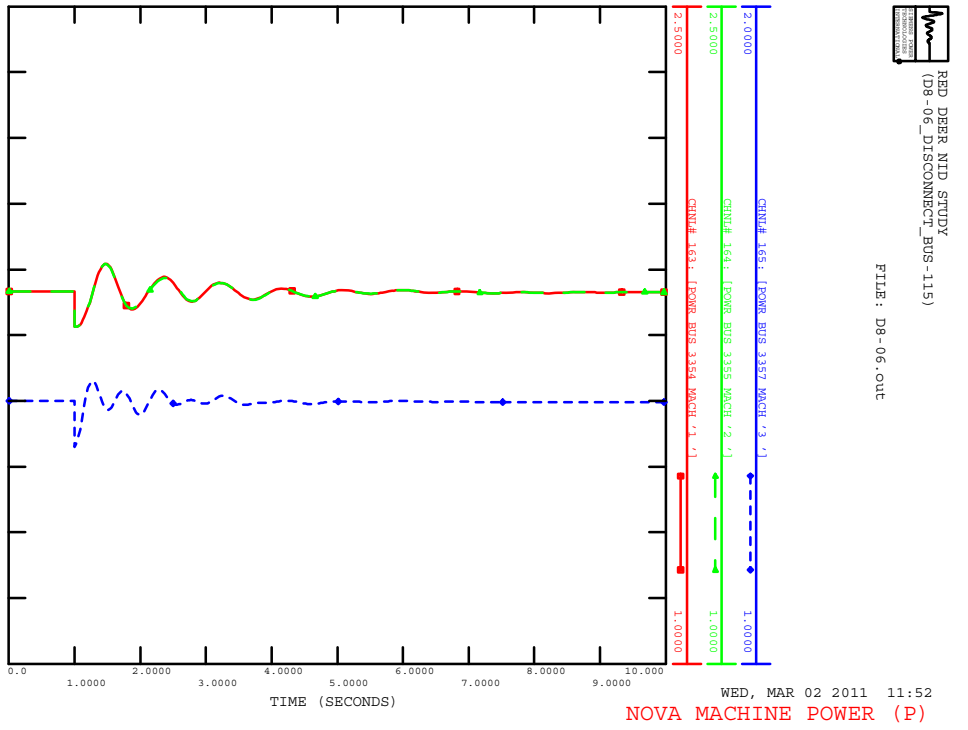

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

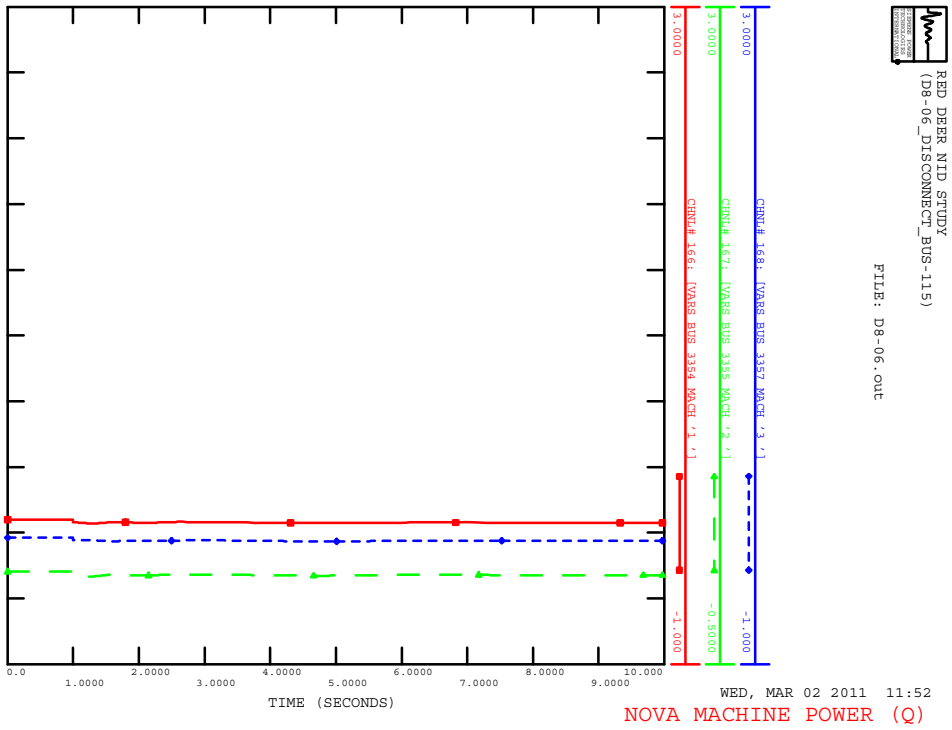

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

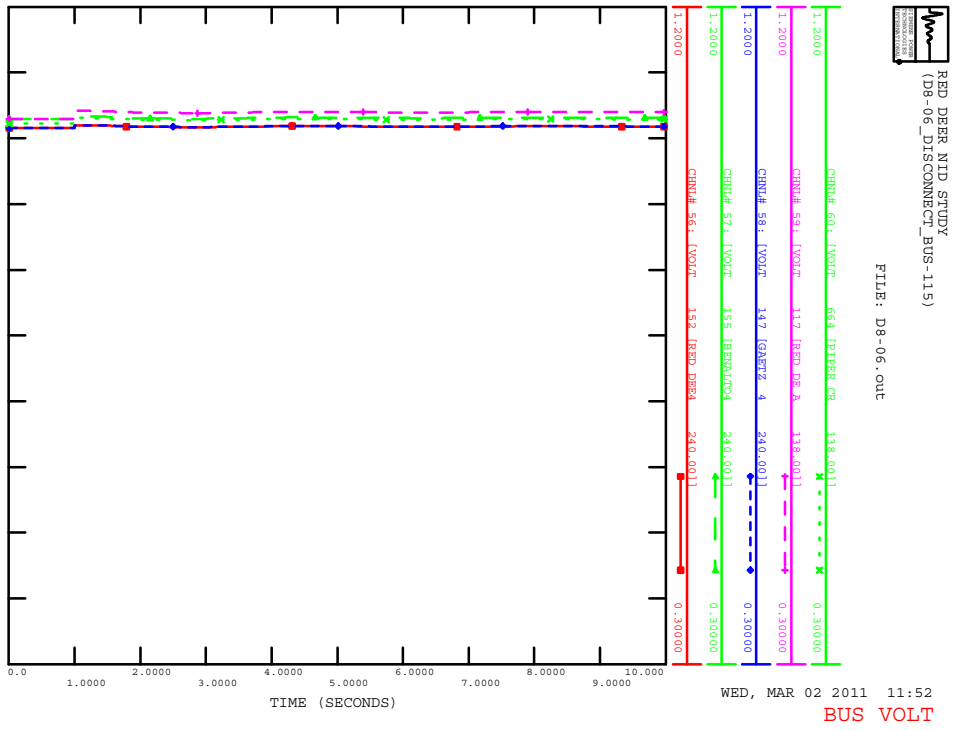

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

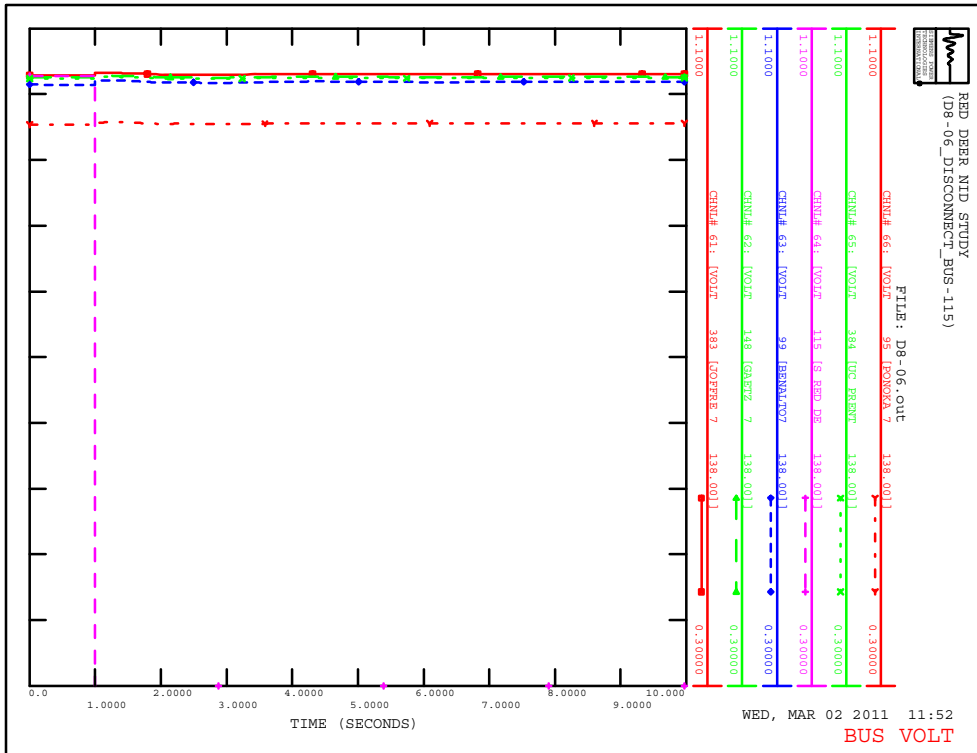

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

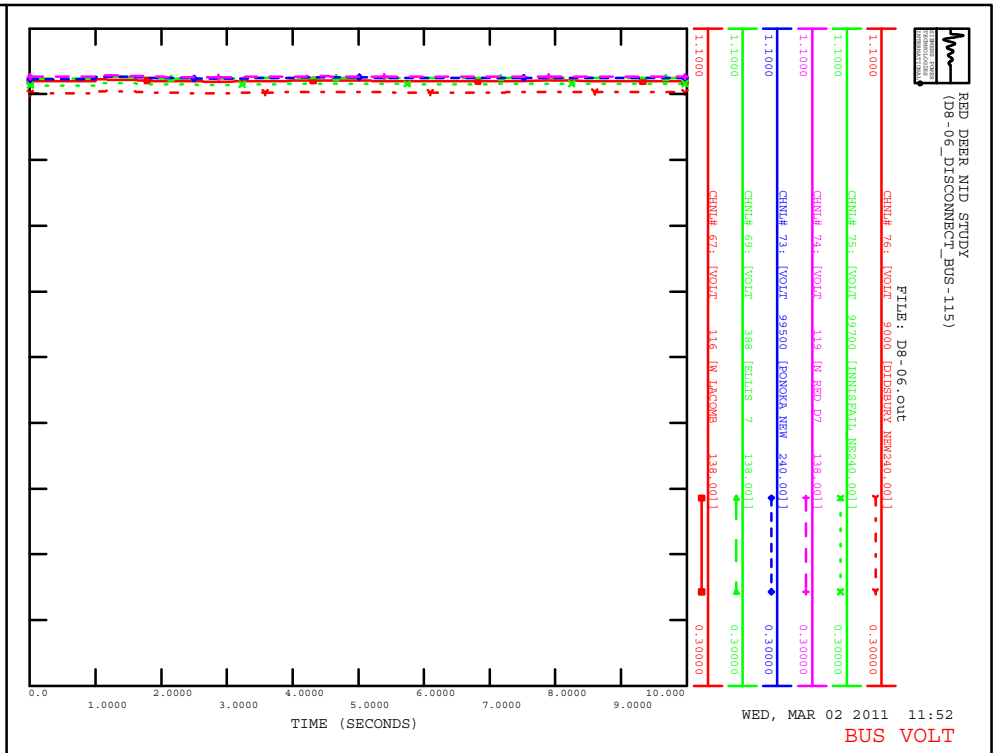

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

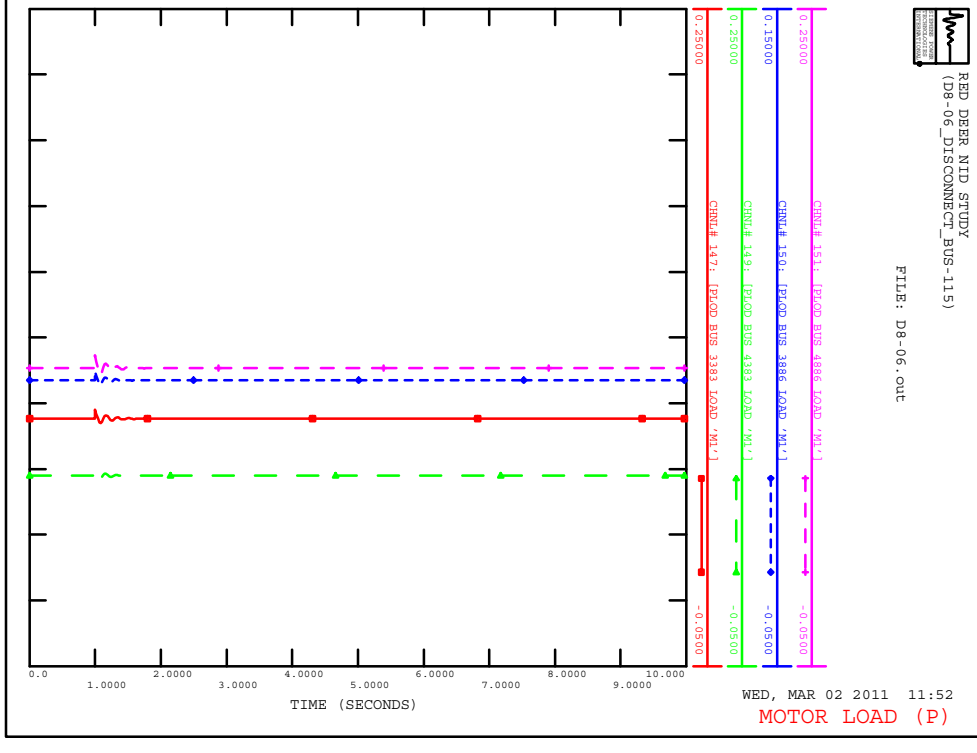

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

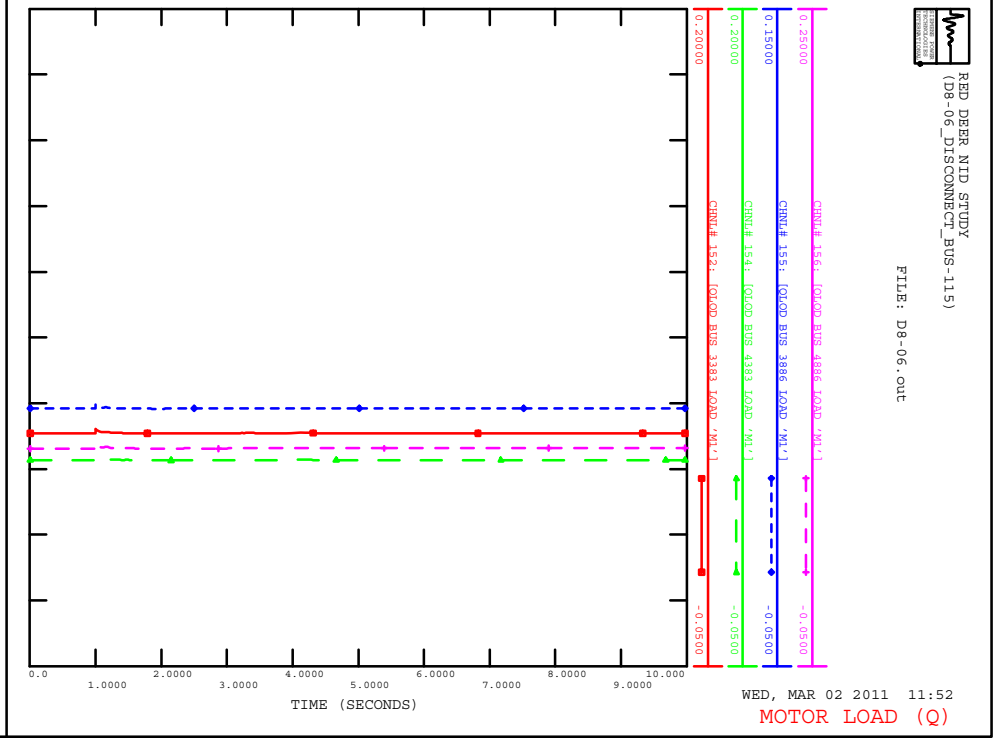

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

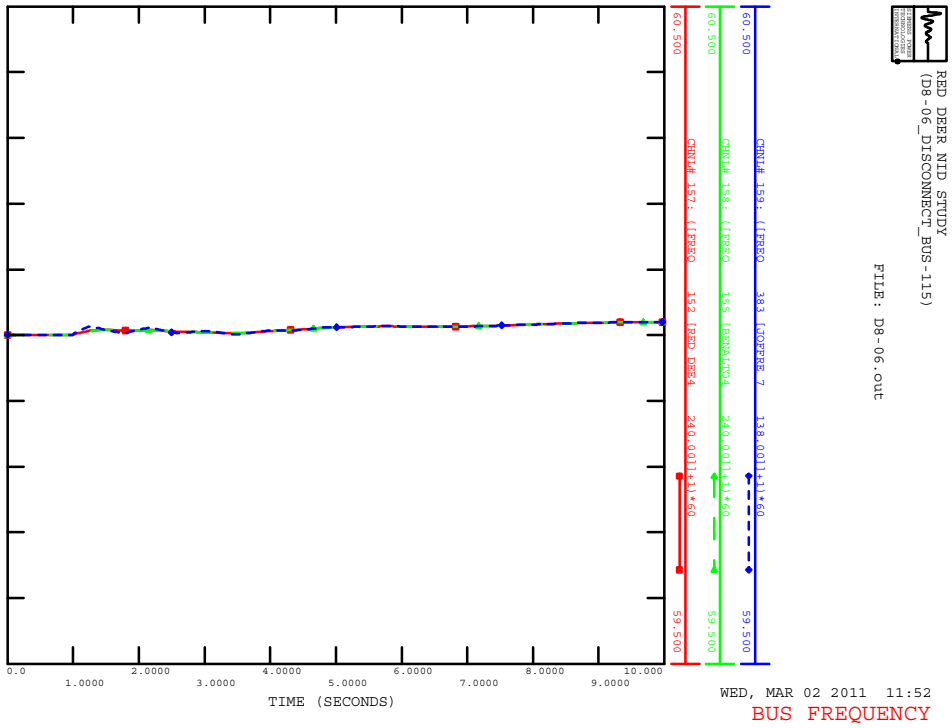

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

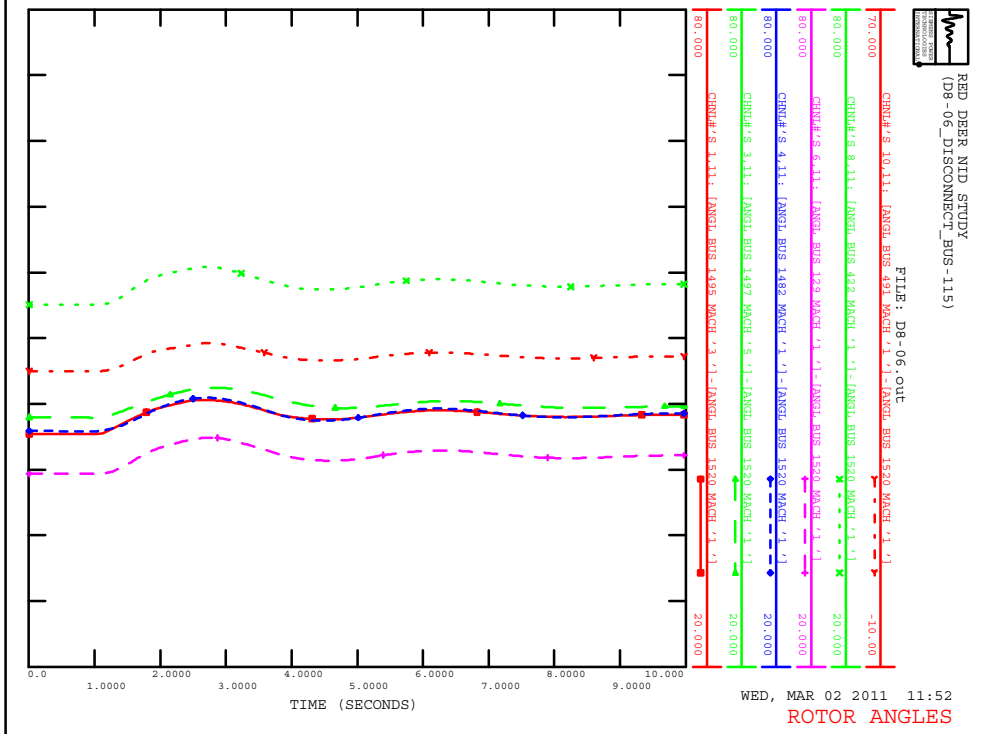

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

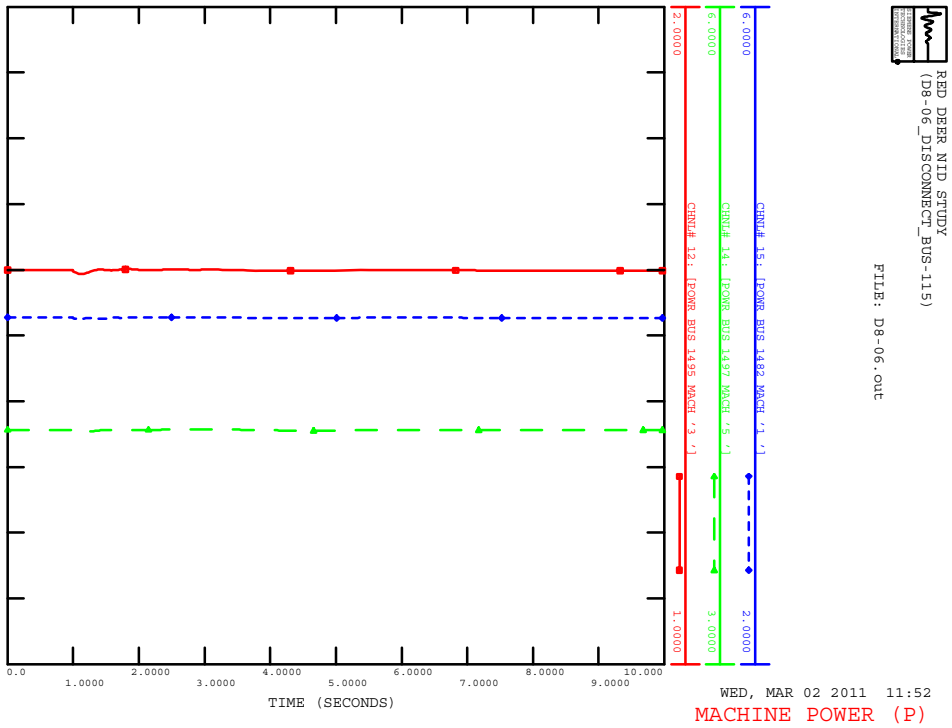

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
BUS VOLT

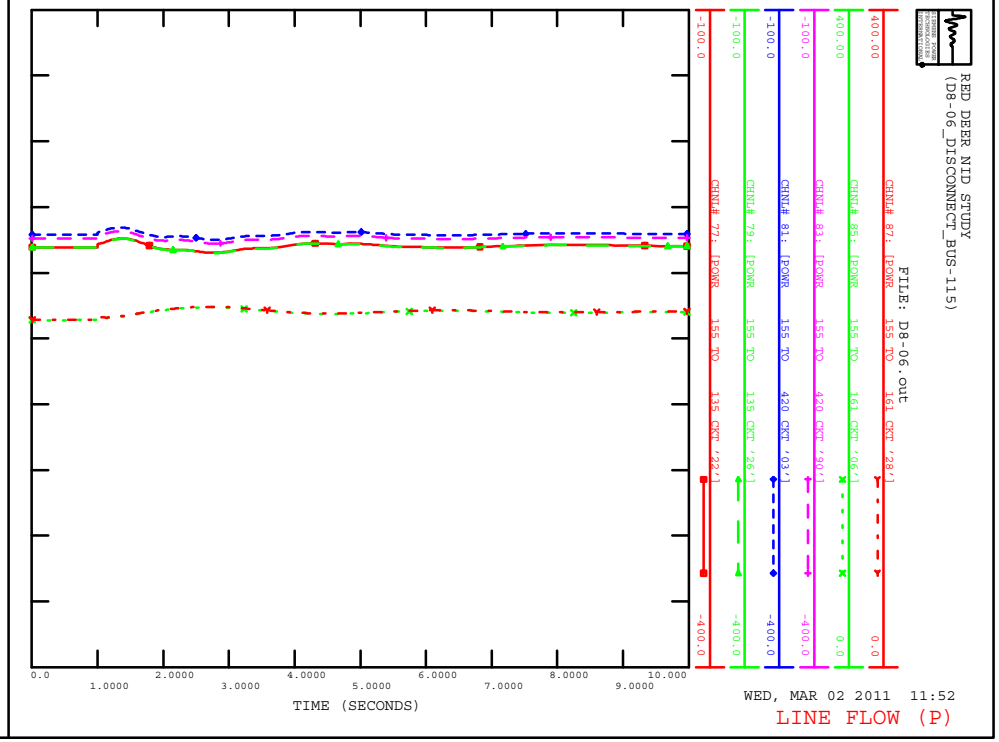

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
MOTOR LOAD (P)

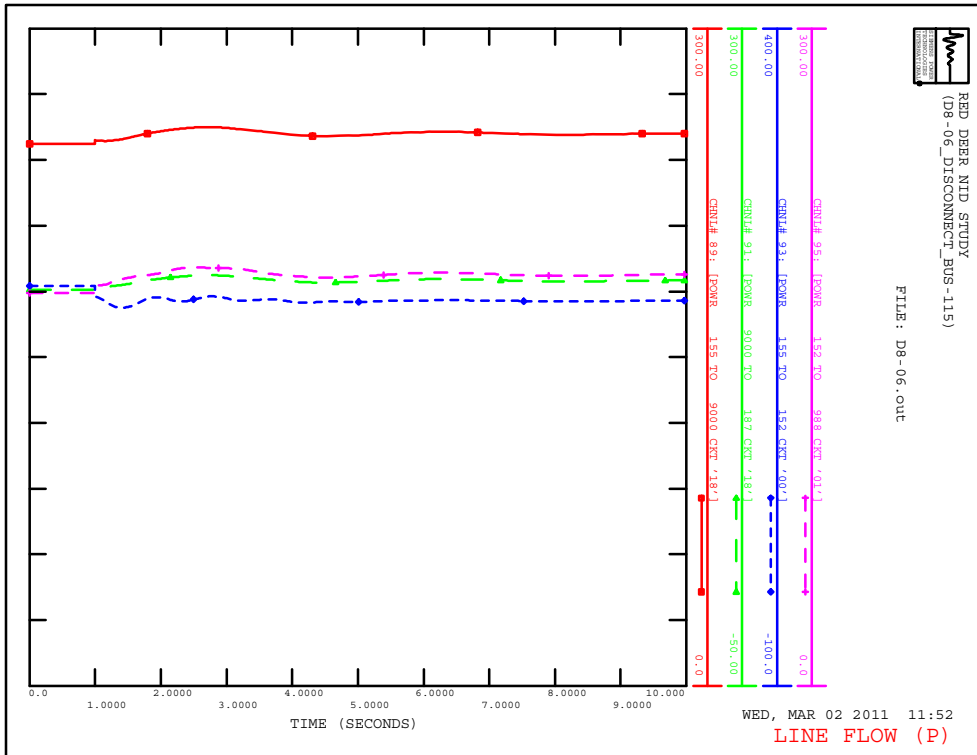

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
WED, MAR 02 2011 11:52
TIME (SECONDS)
MOTOR LOAD (Q)

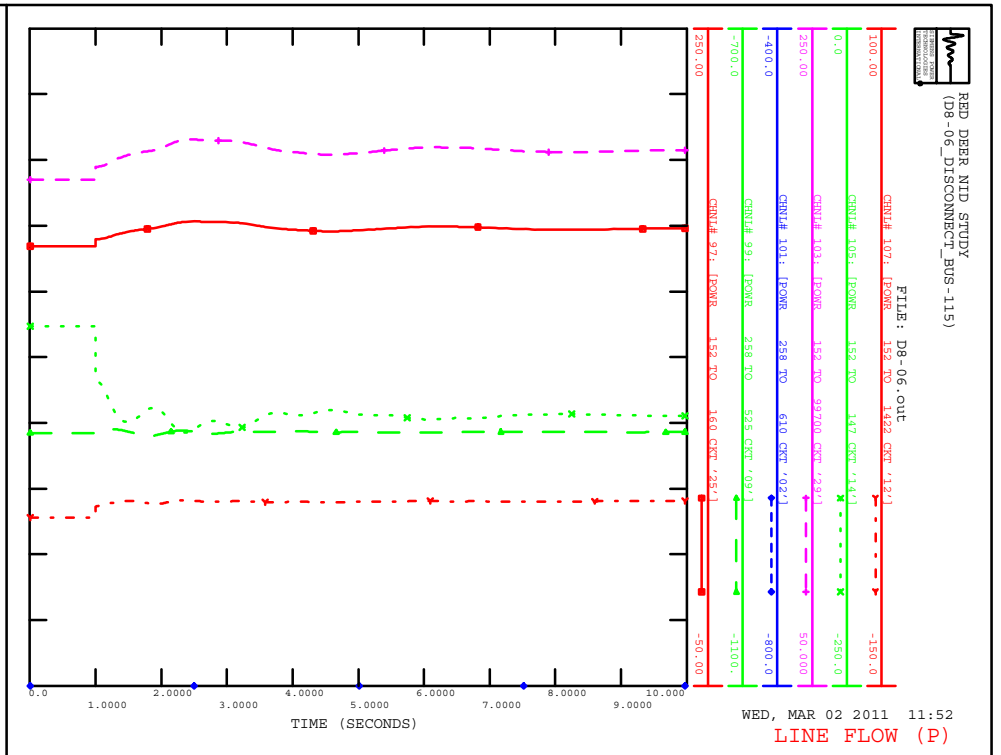

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

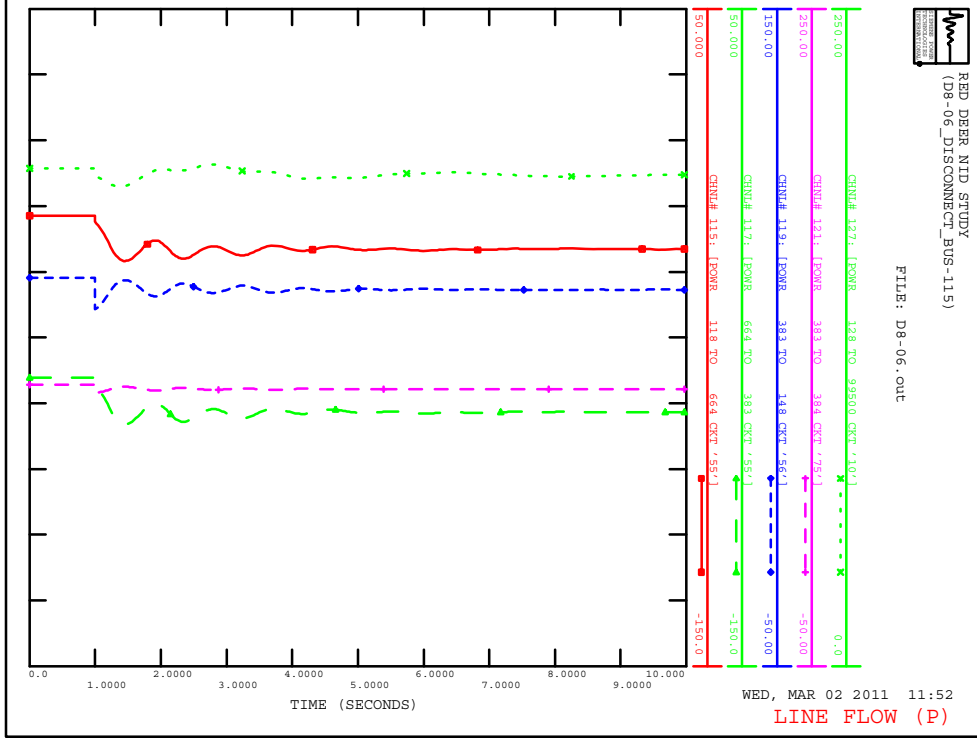

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

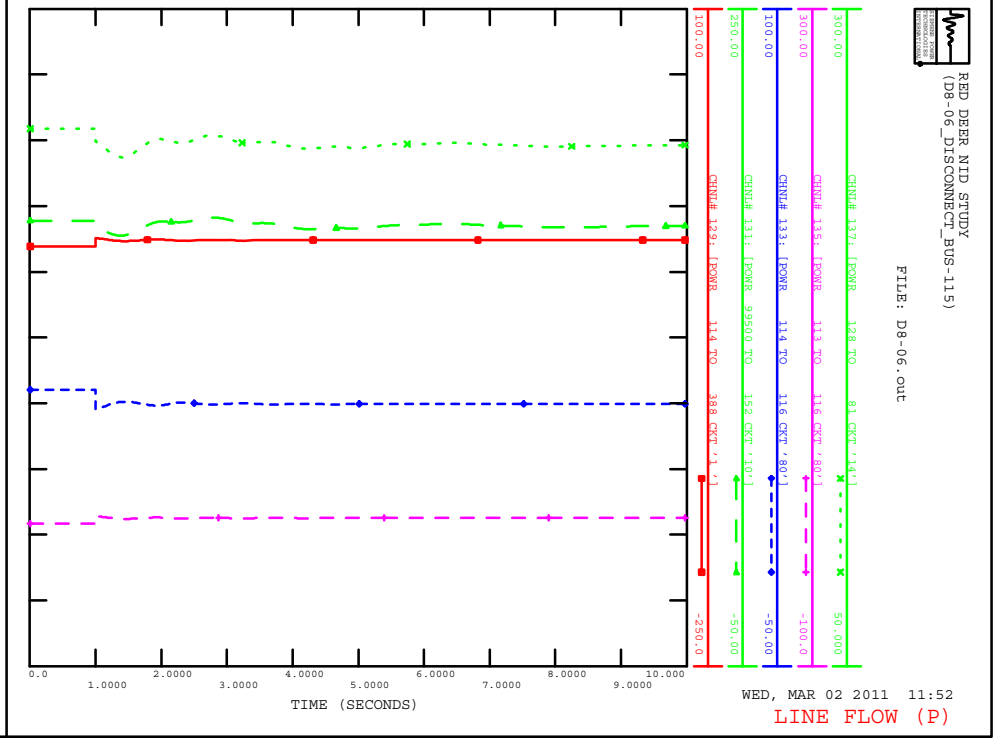

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

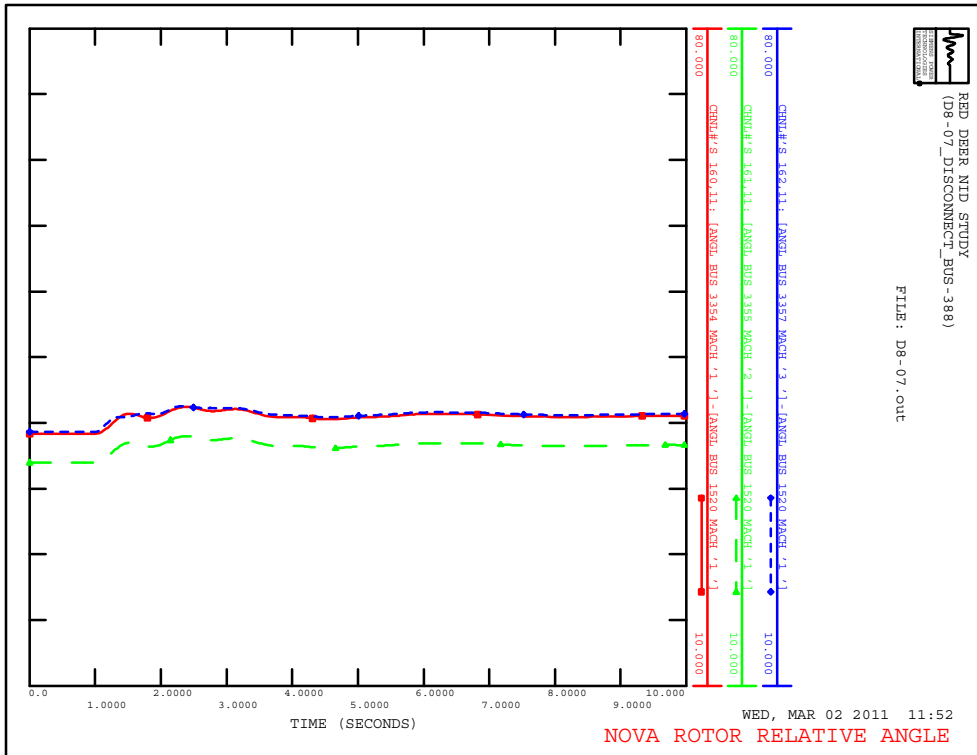

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

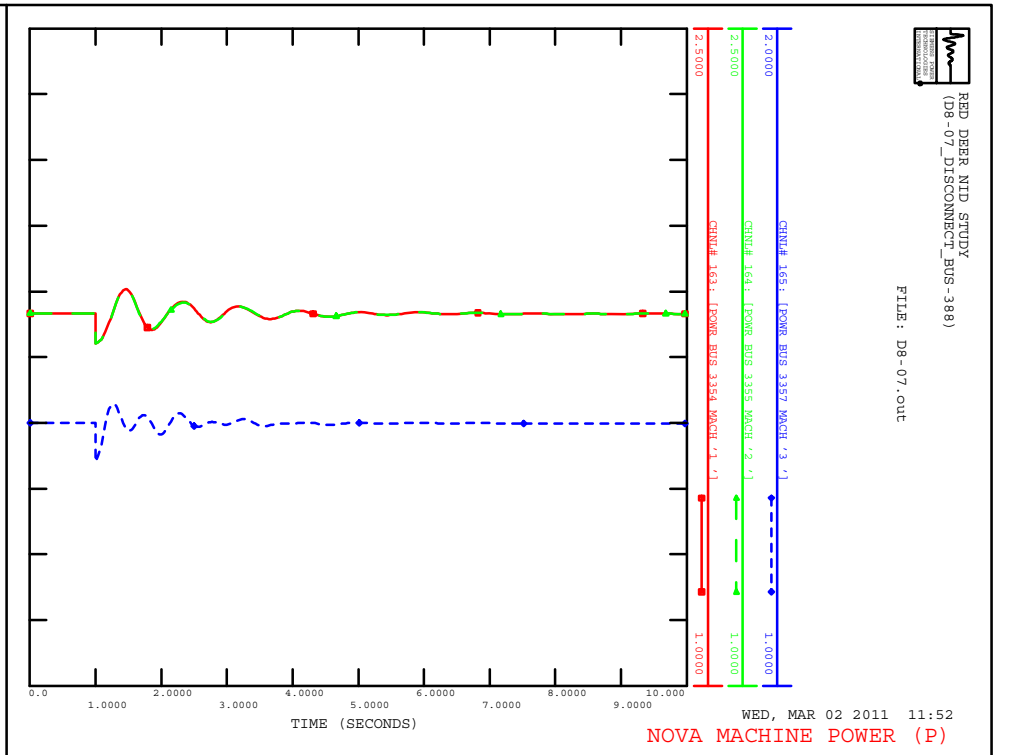

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

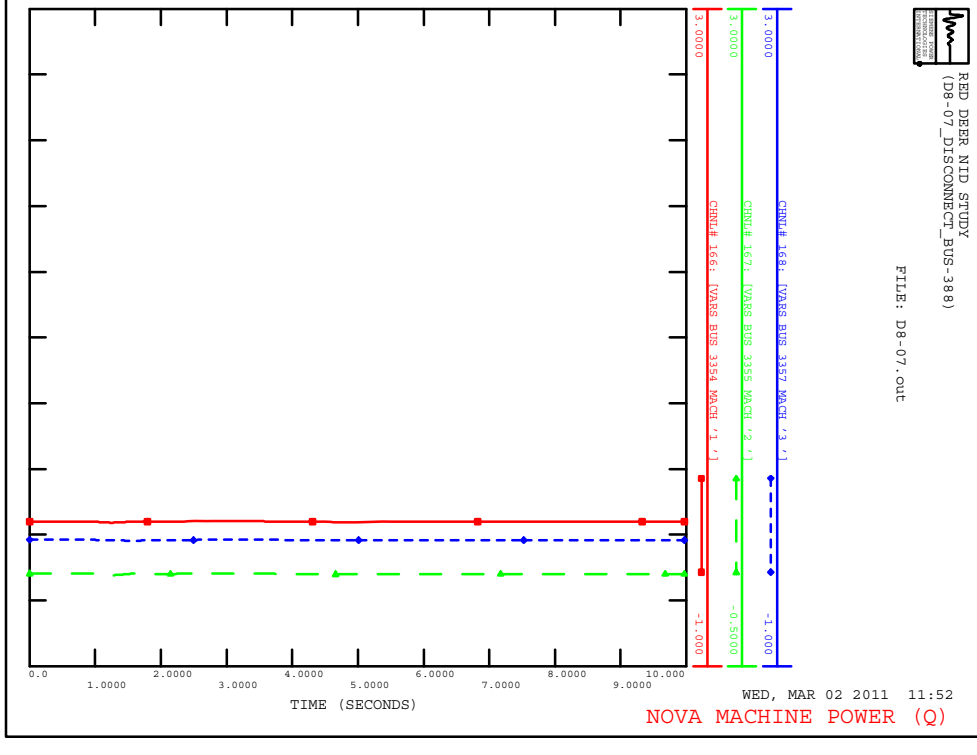

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

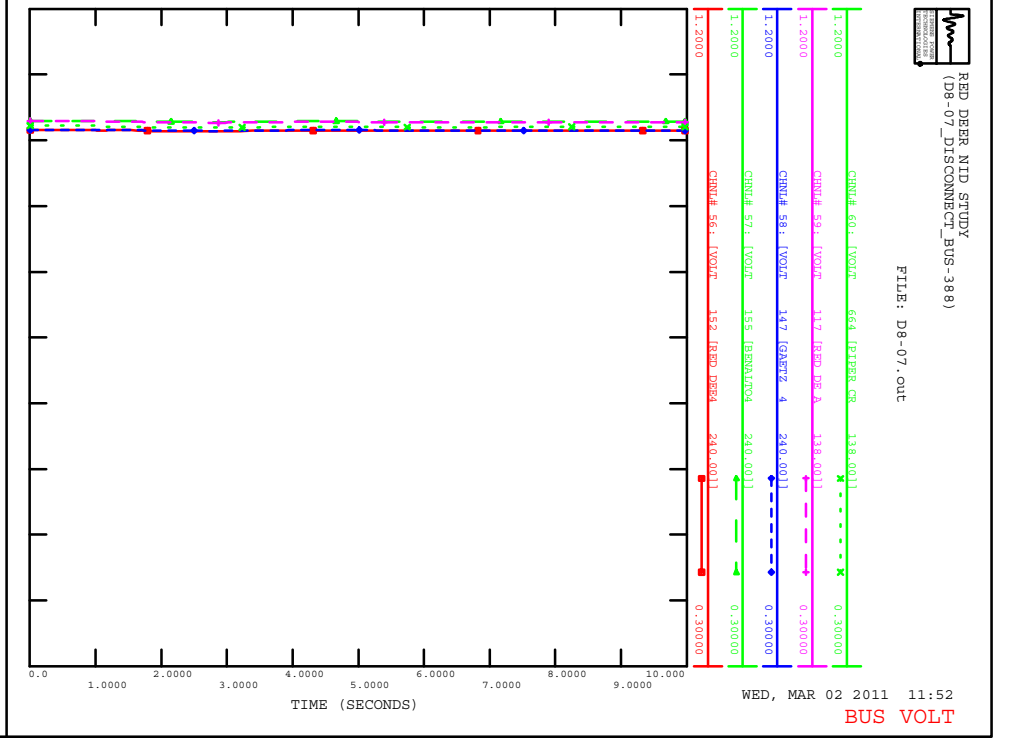

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

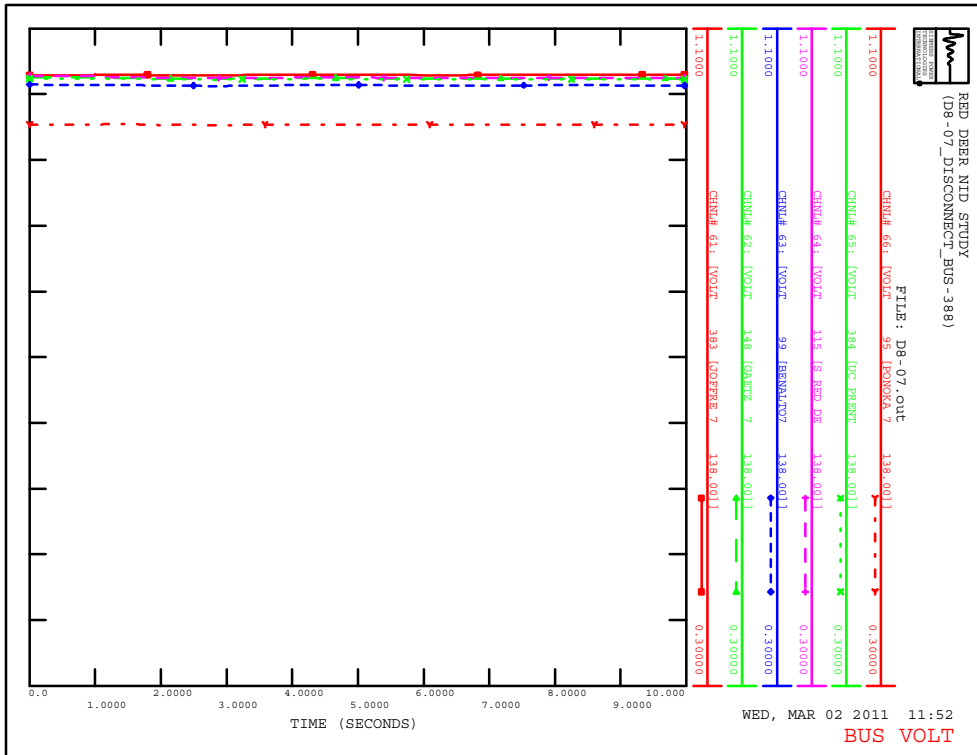

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

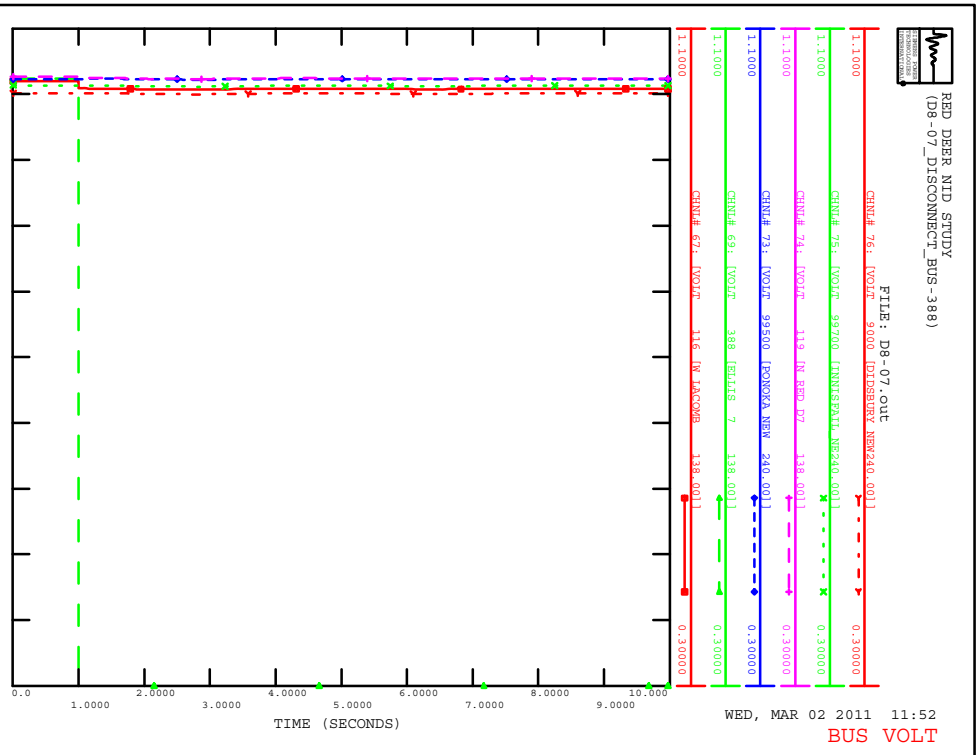

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

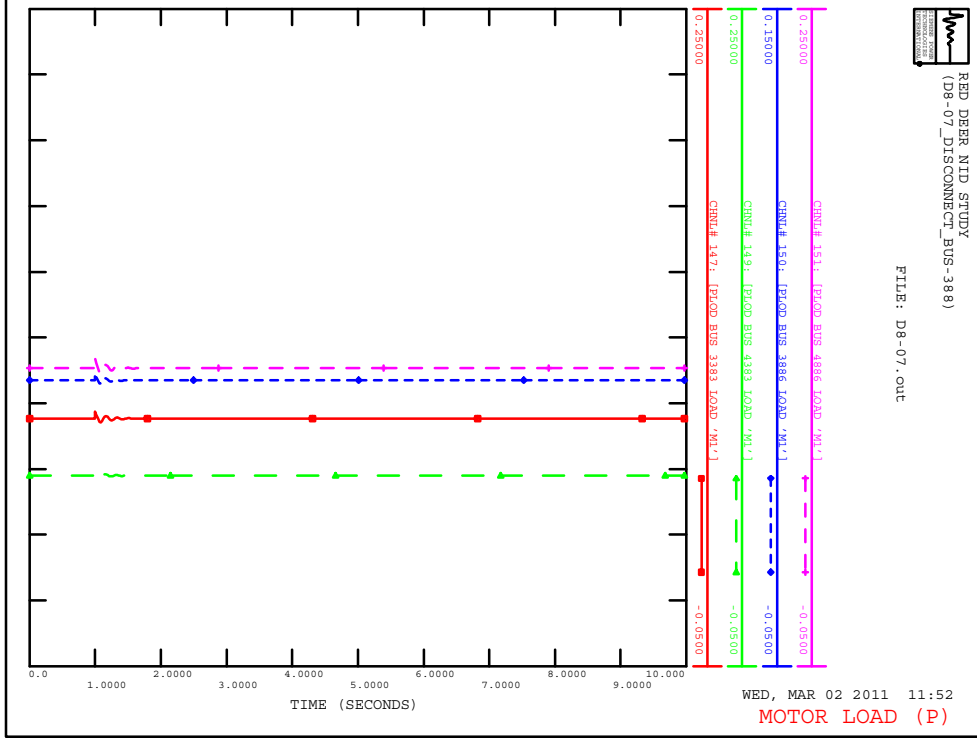

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

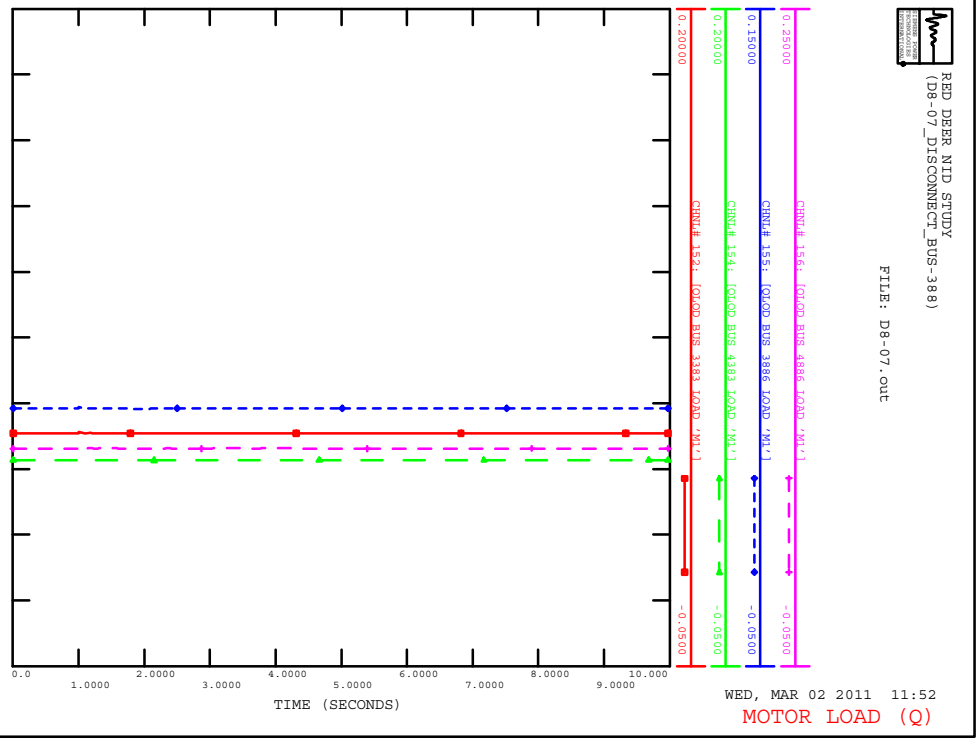

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

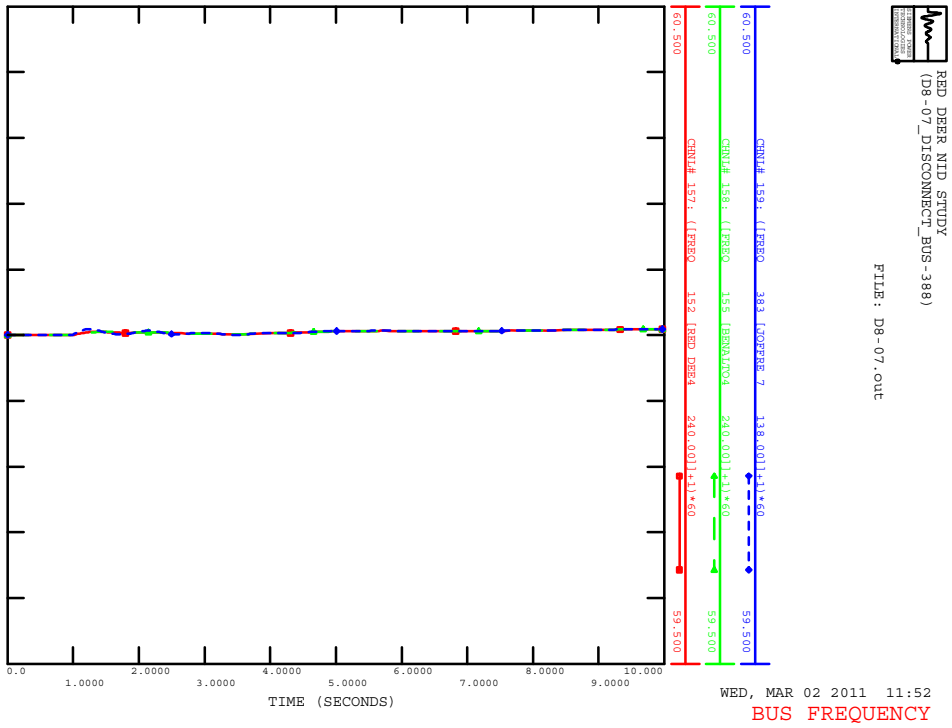

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

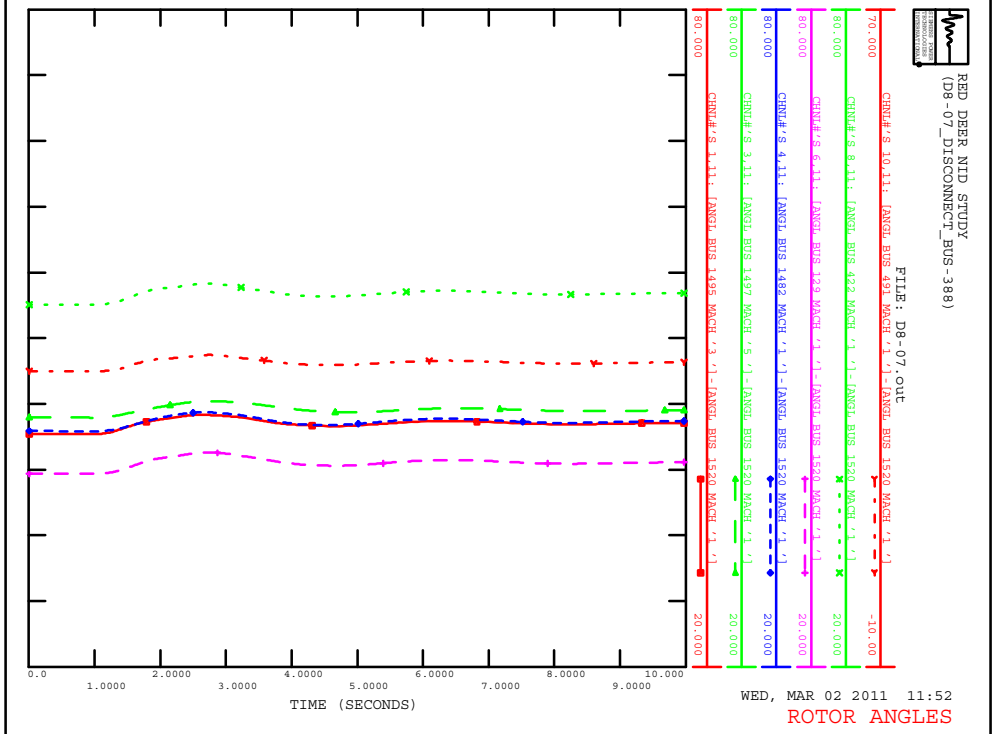

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

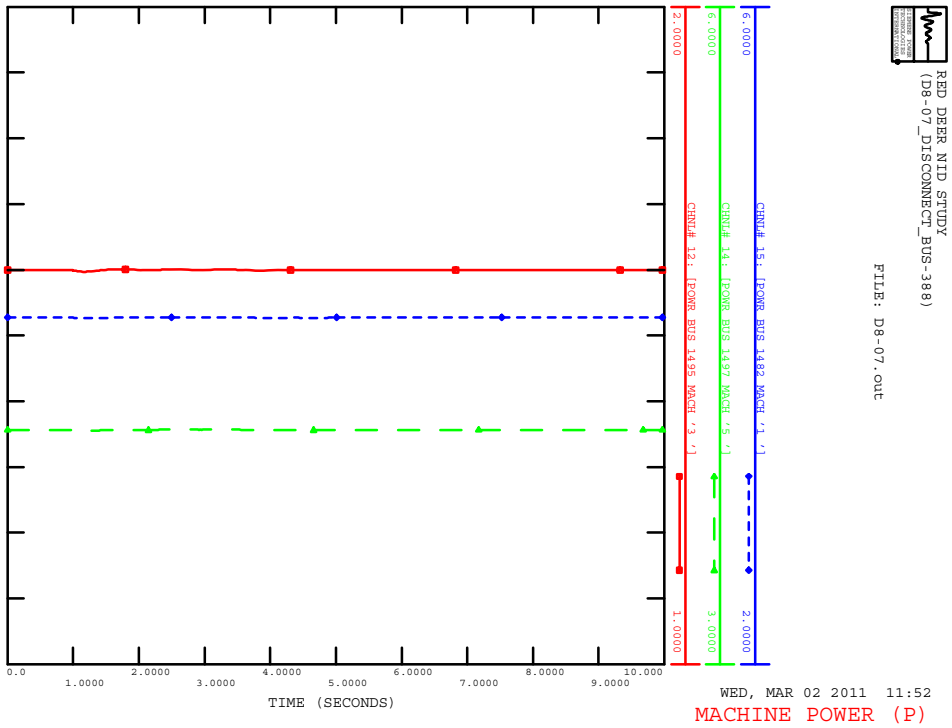

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED D7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

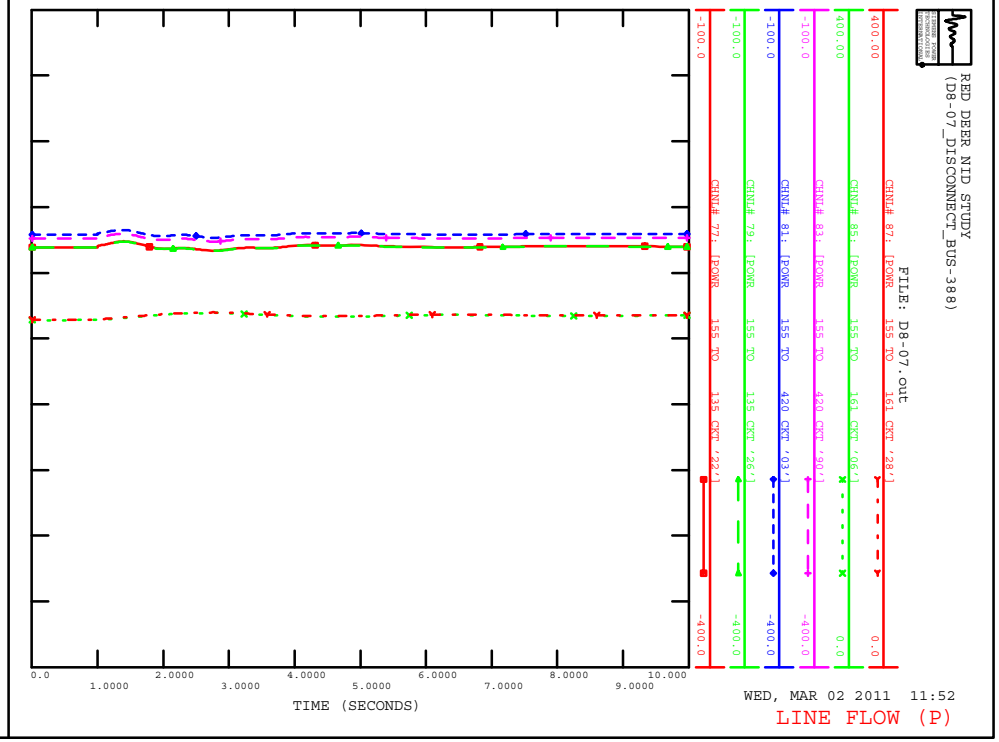

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

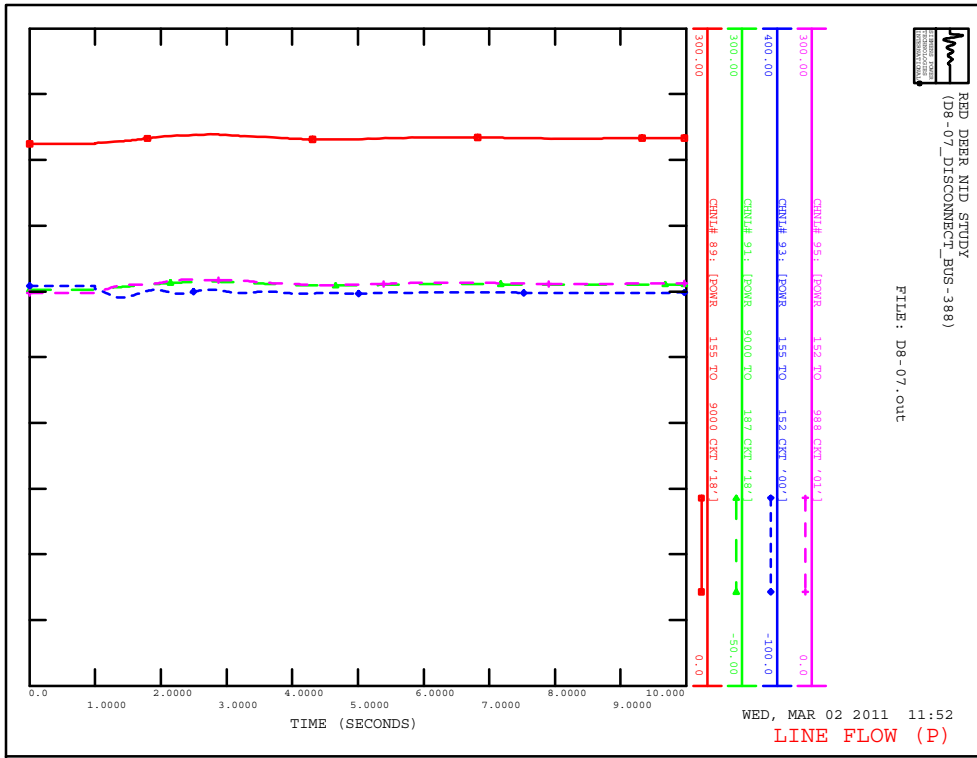

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

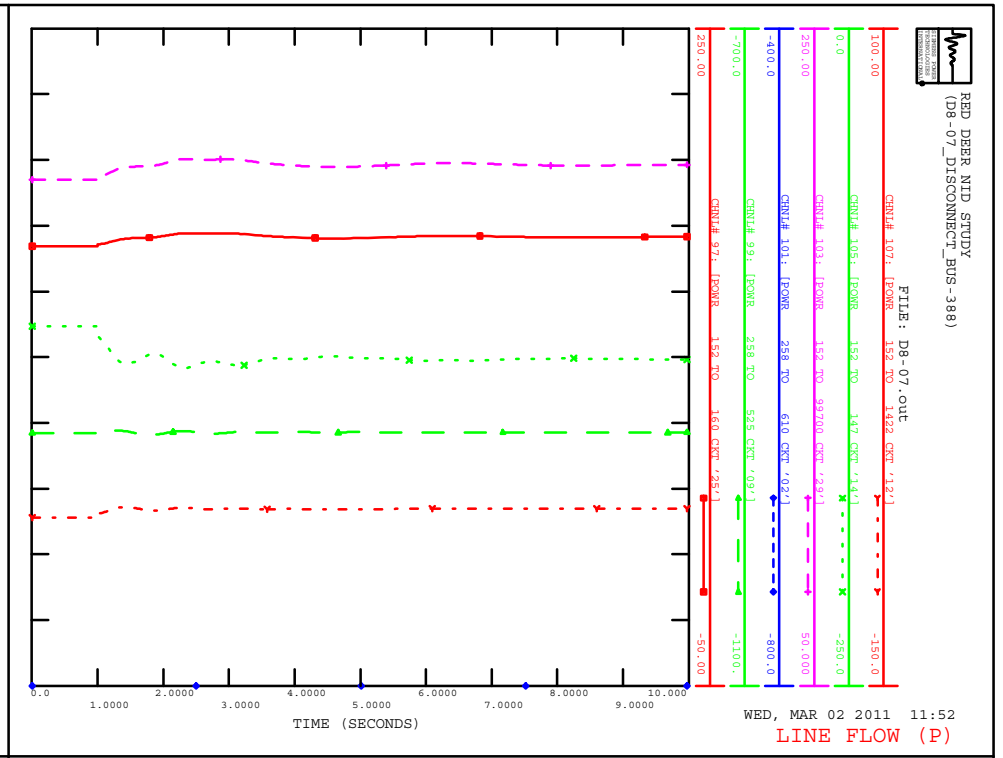

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

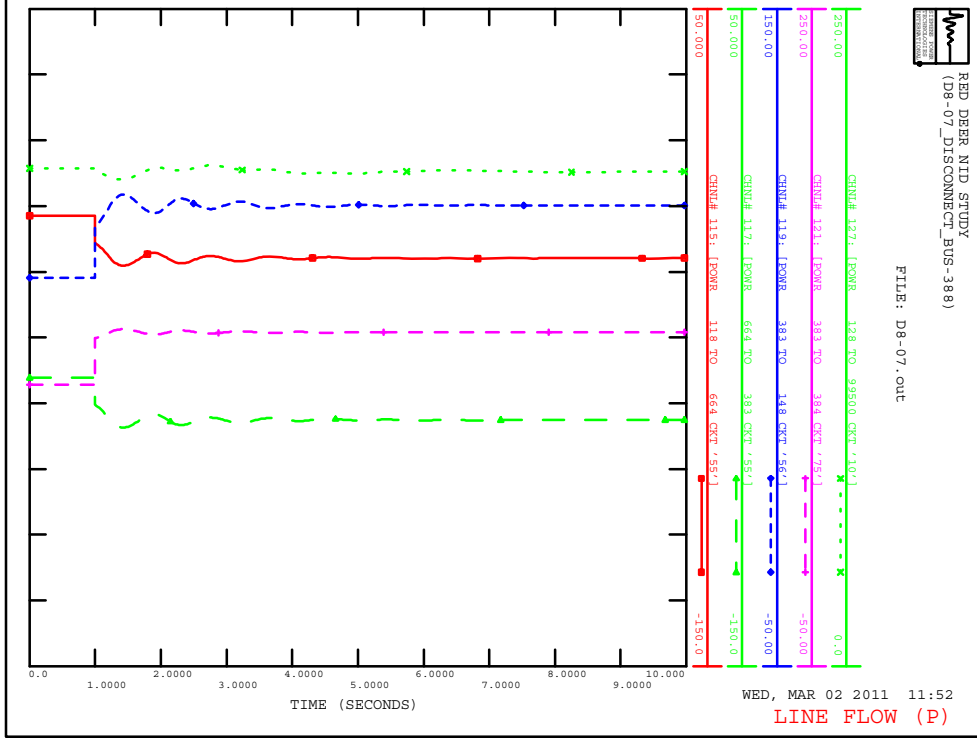

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

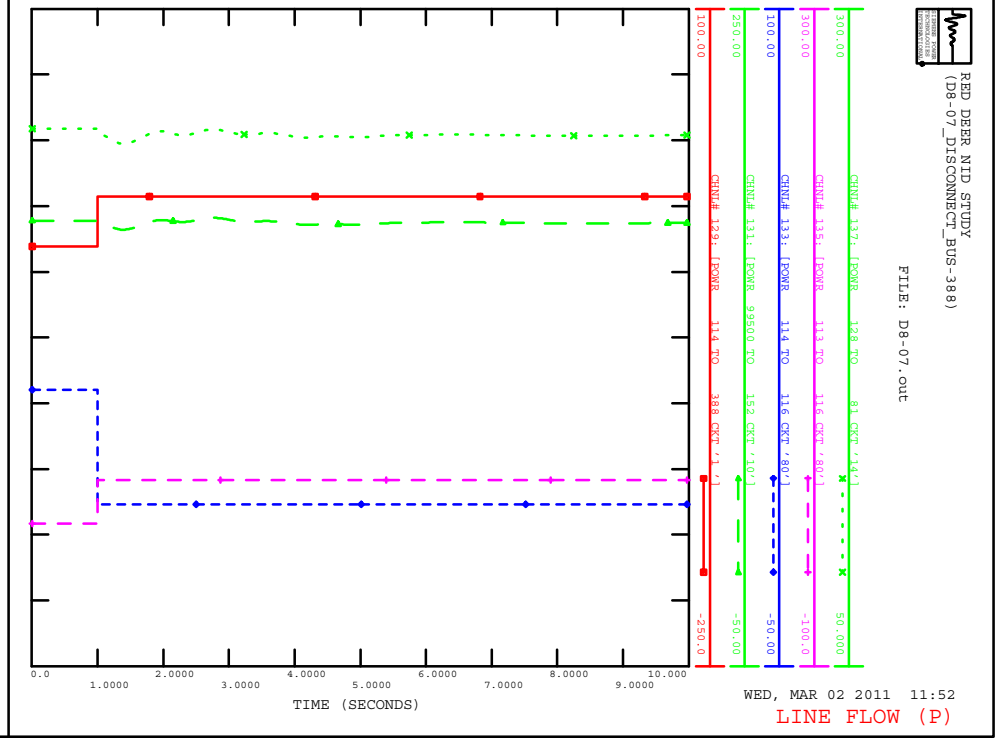

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

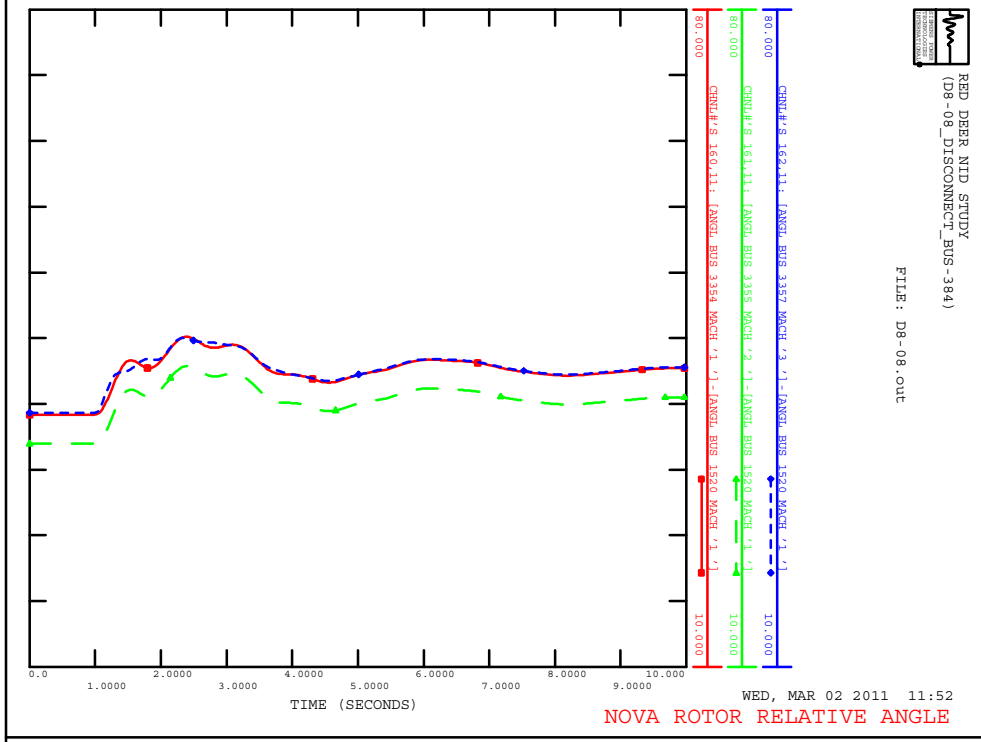

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

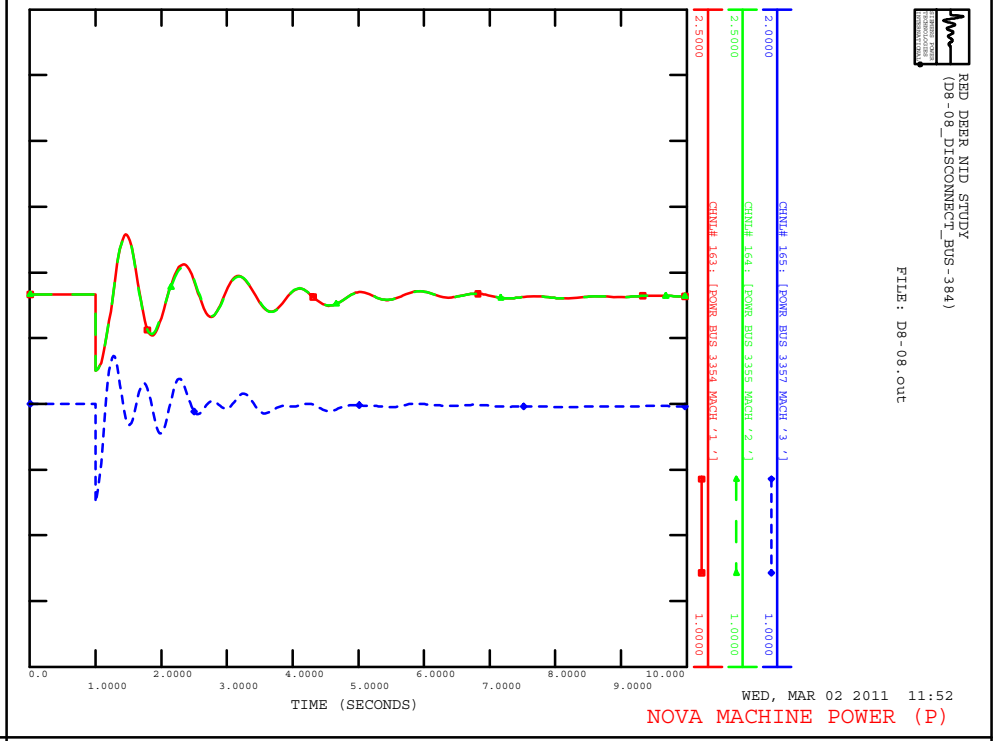

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

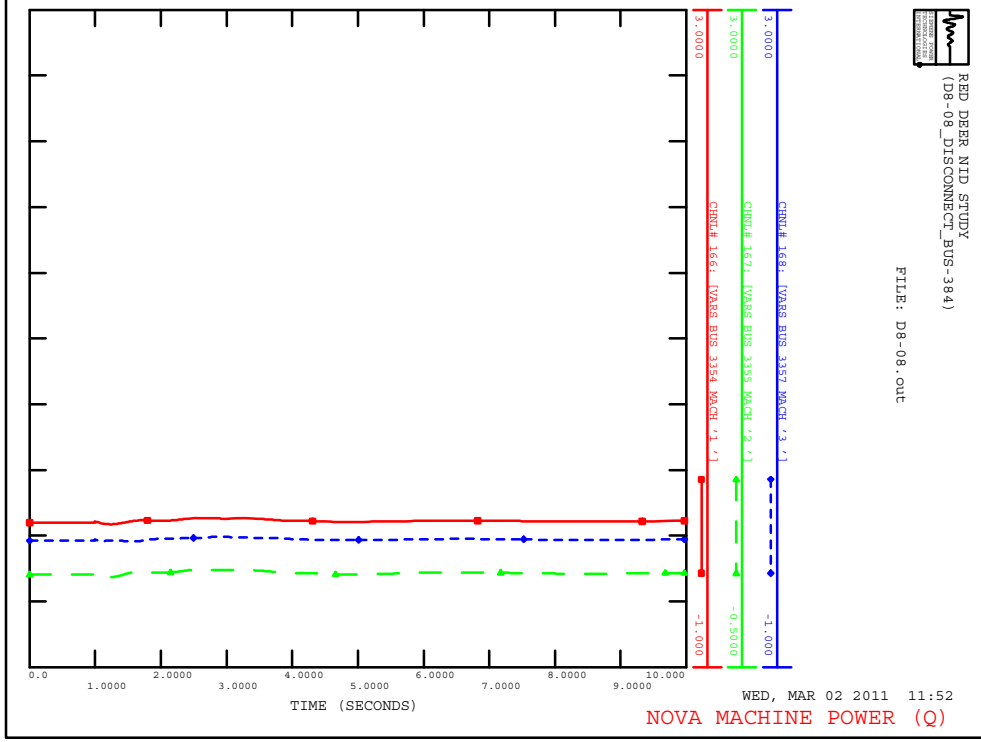

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

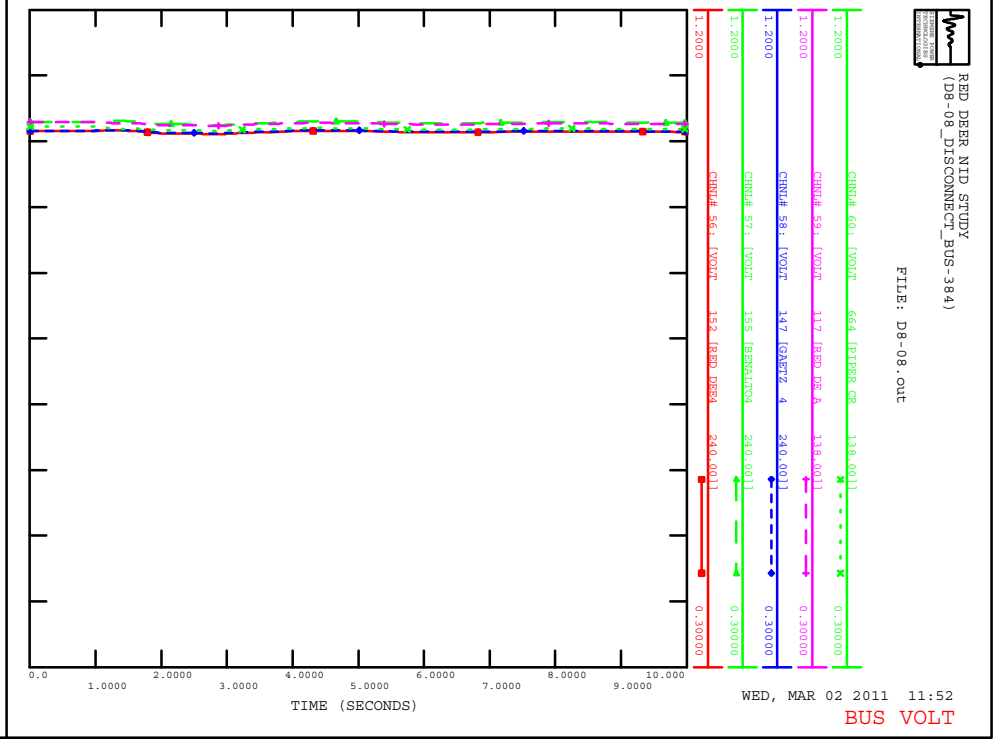

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

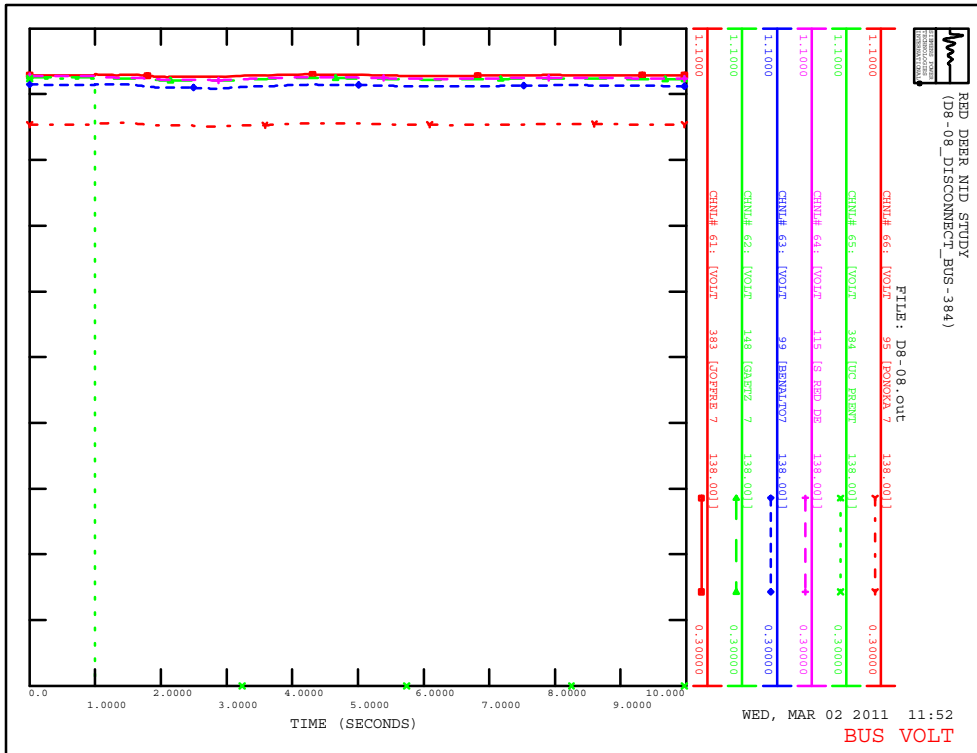

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

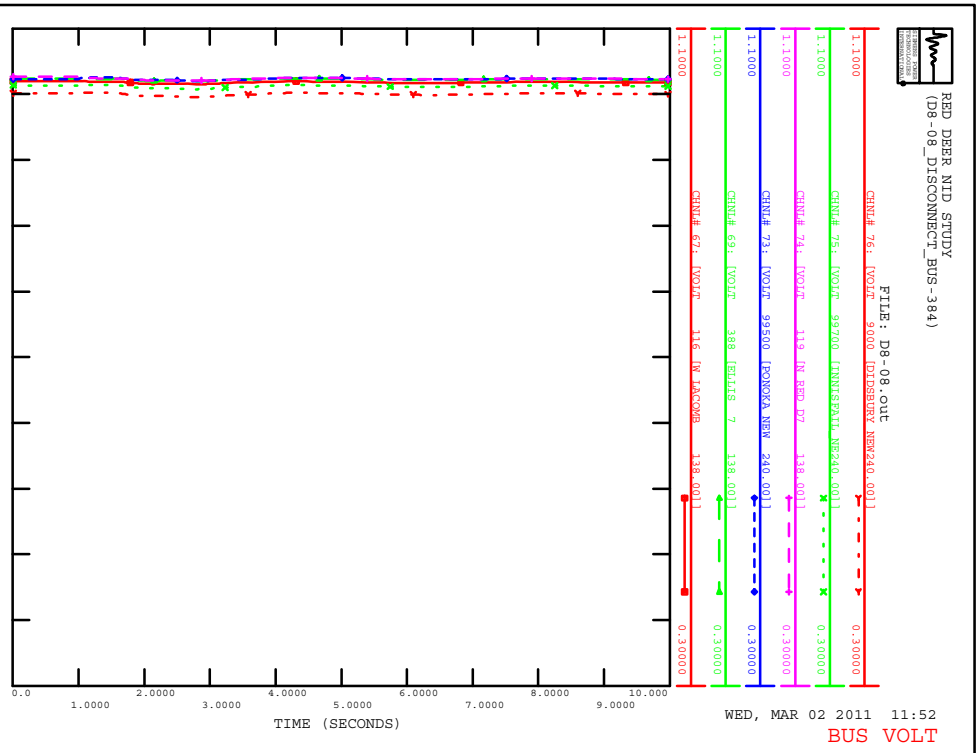

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

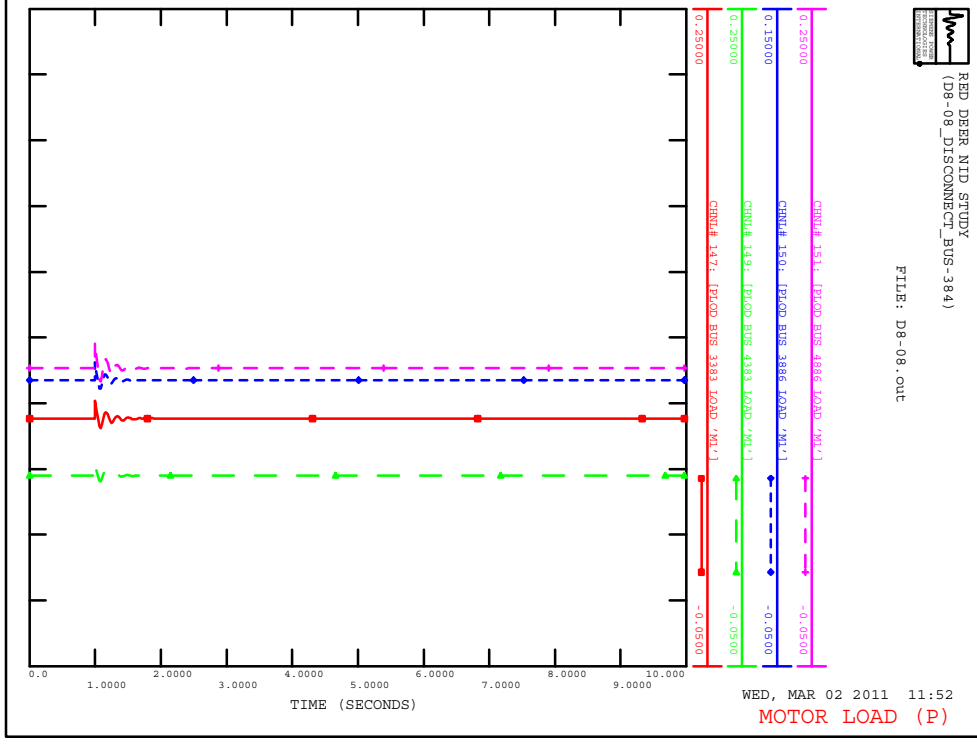

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

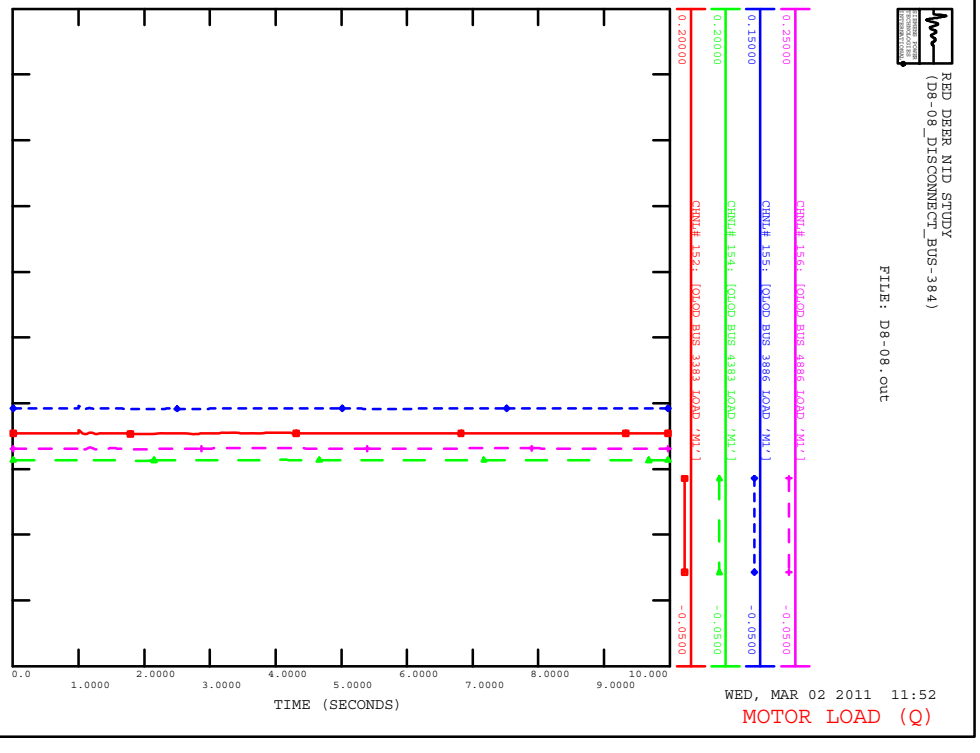

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

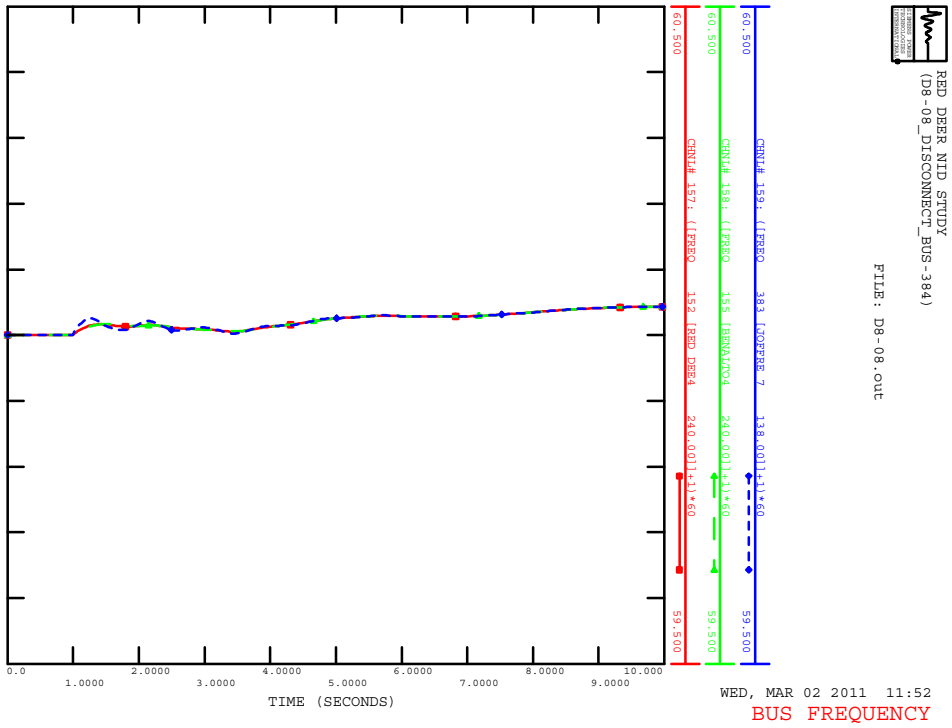

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

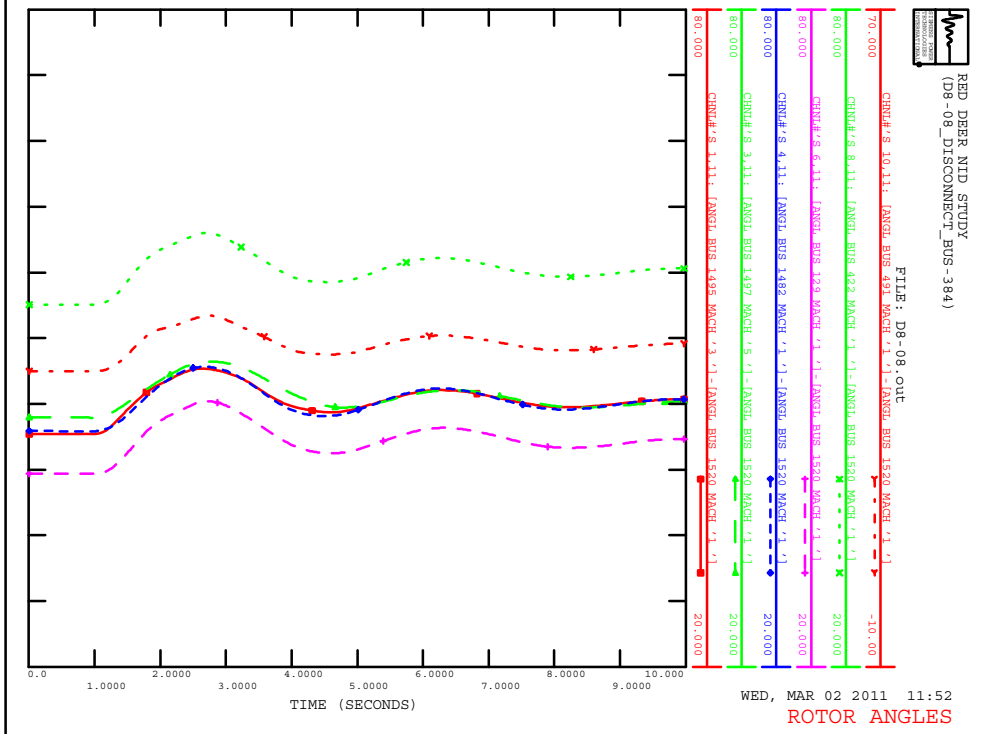

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALEN2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

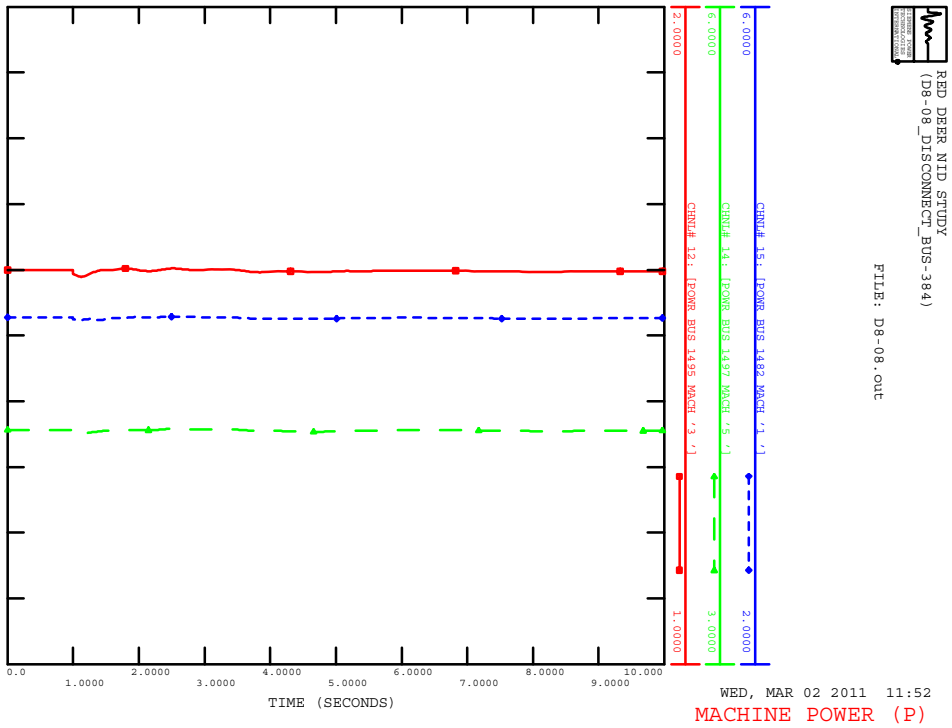

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 68: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

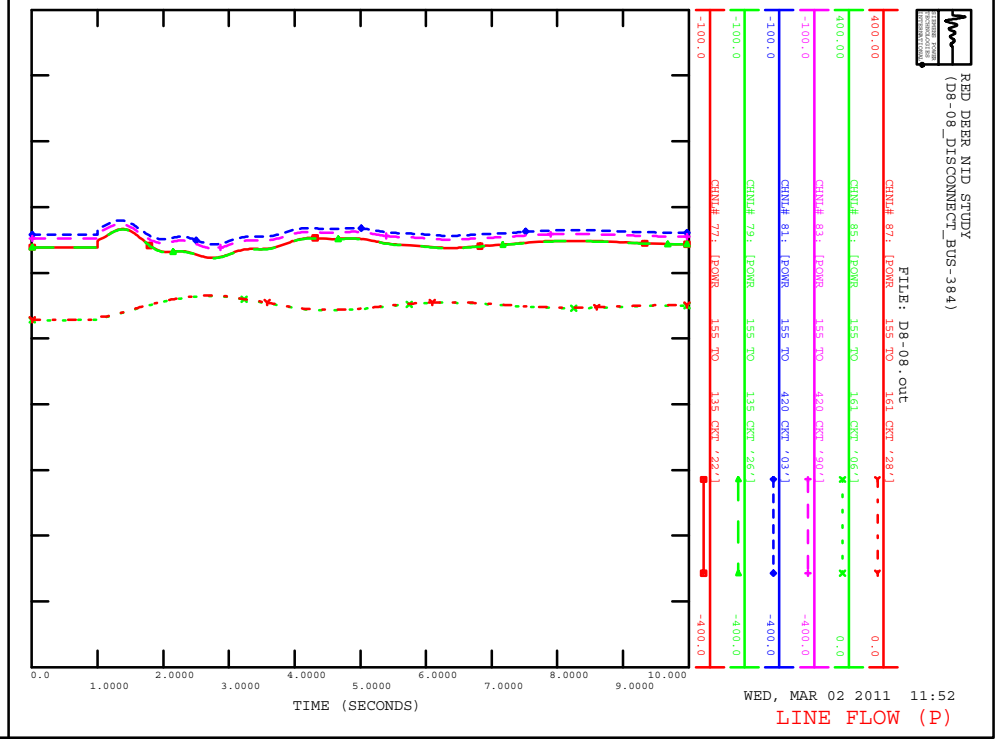

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

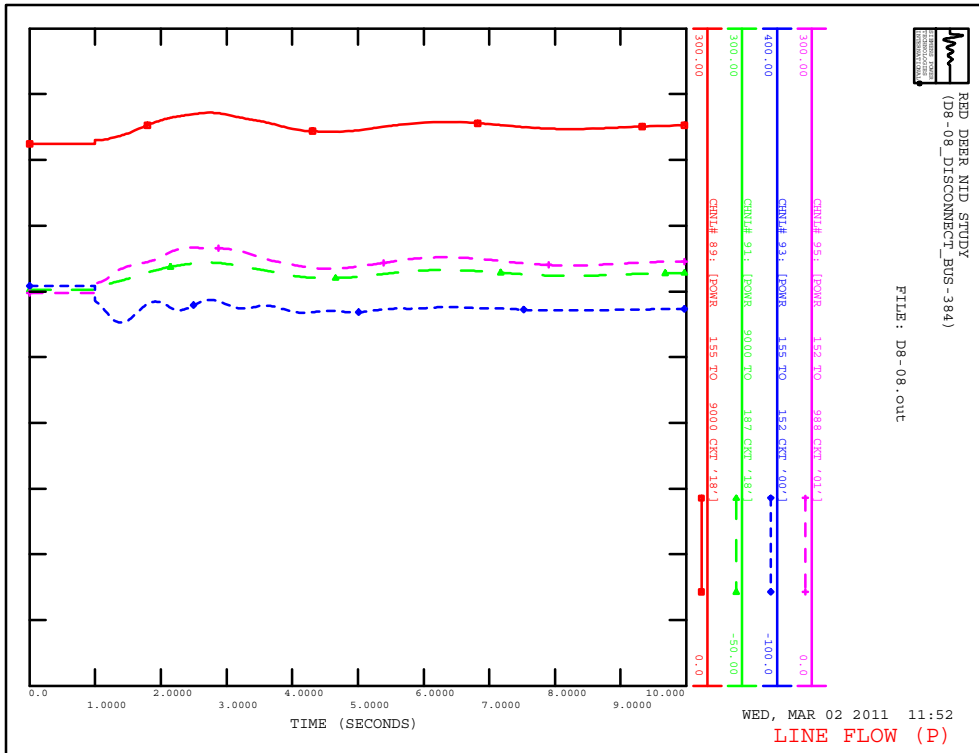

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

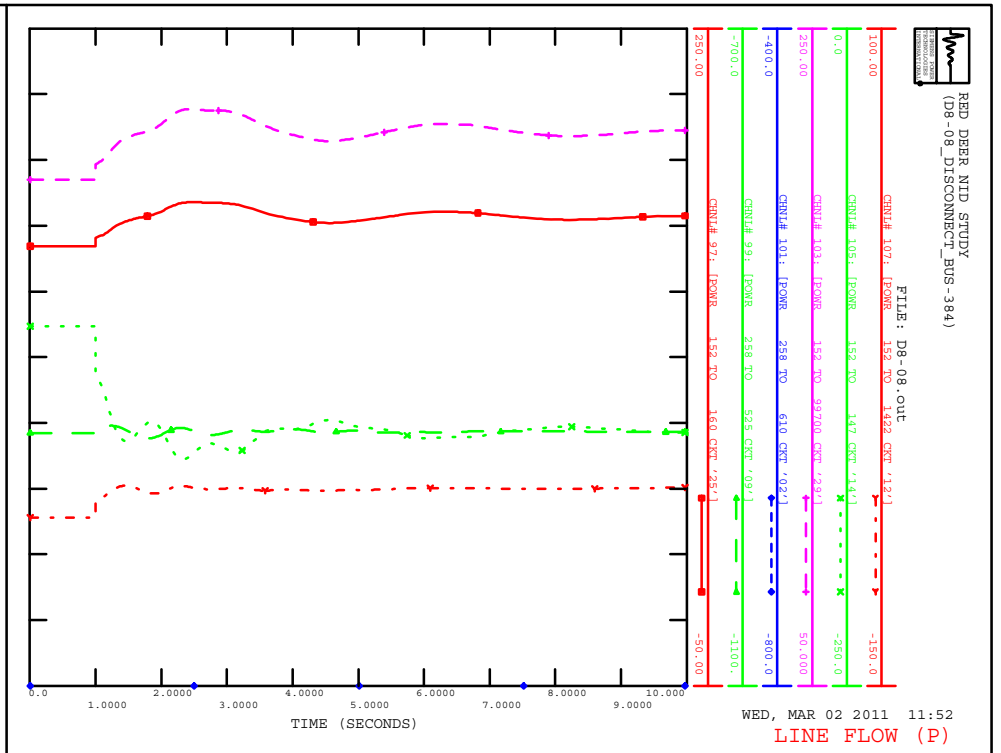

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

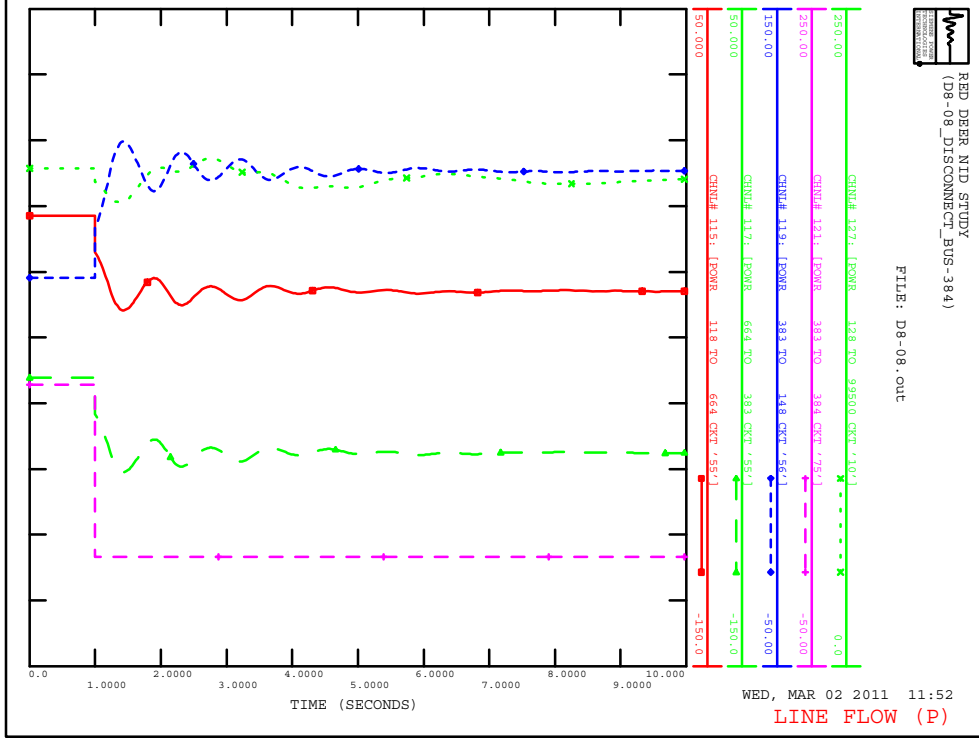

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

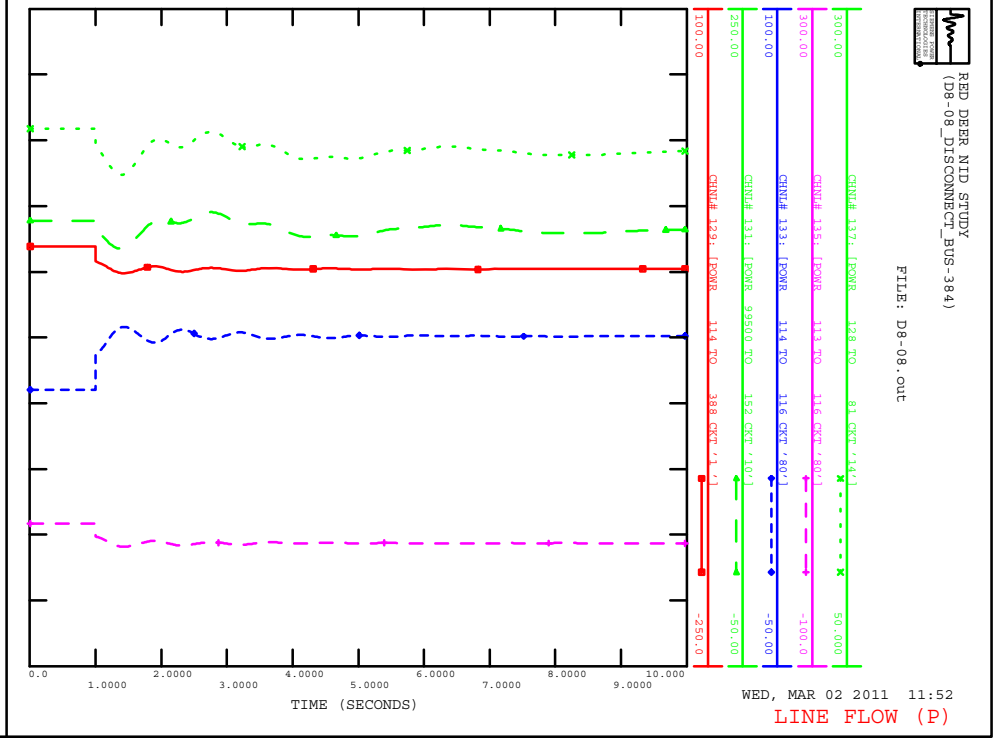

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

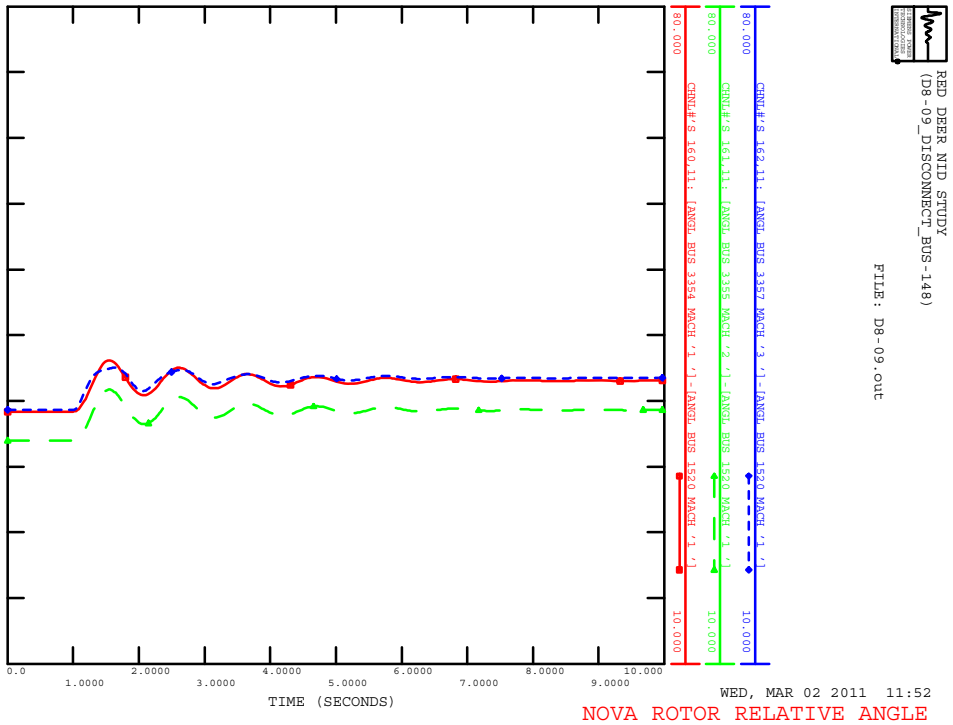

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

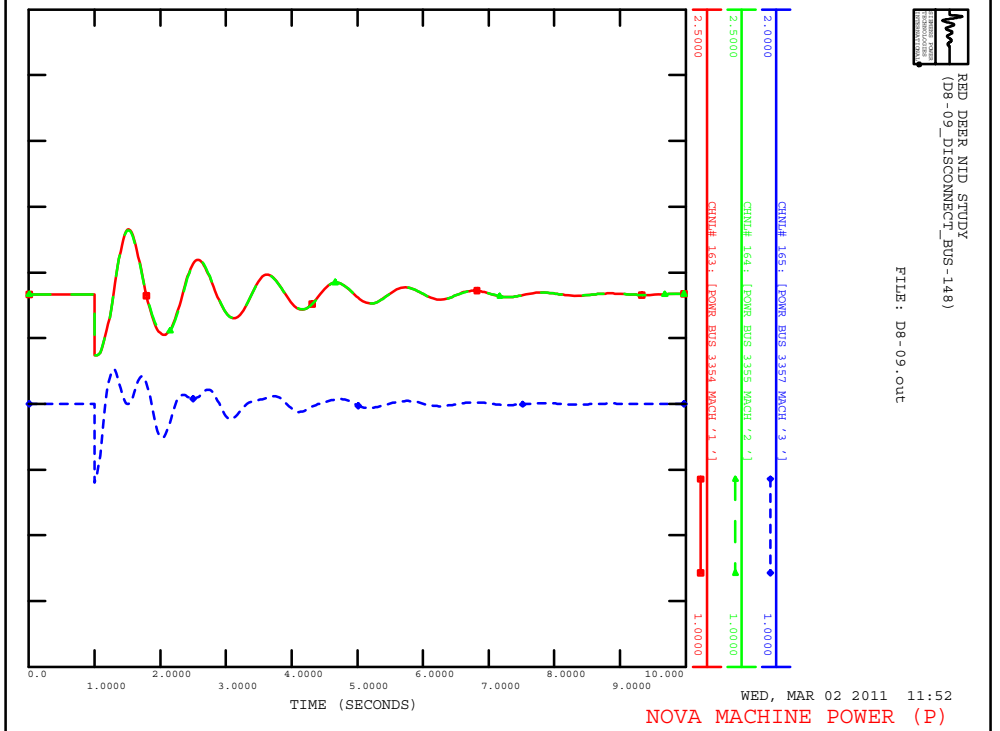

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

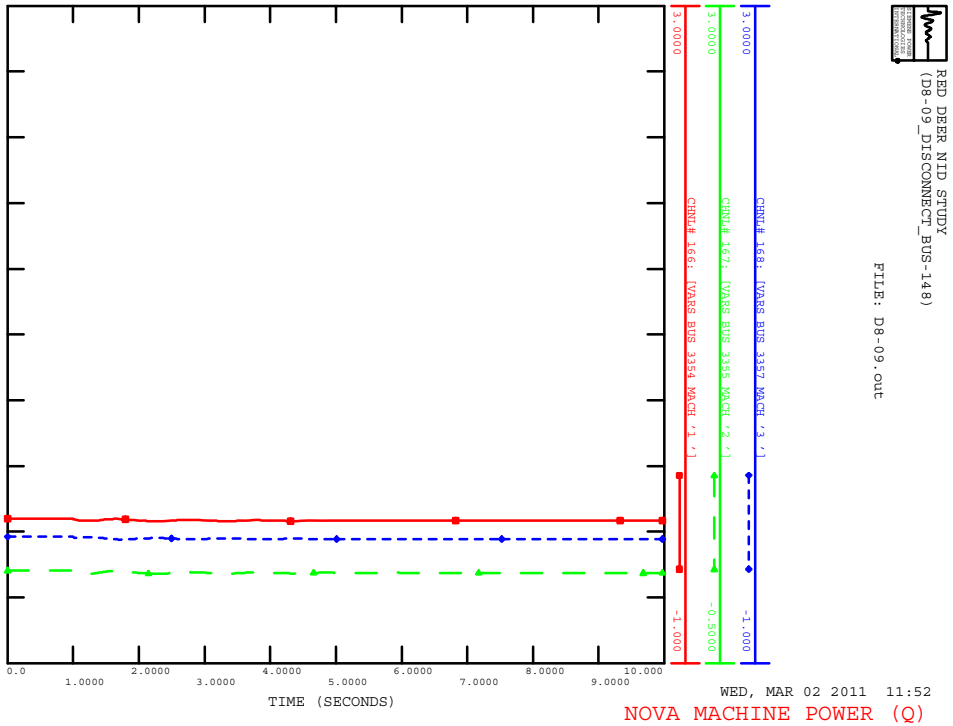

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

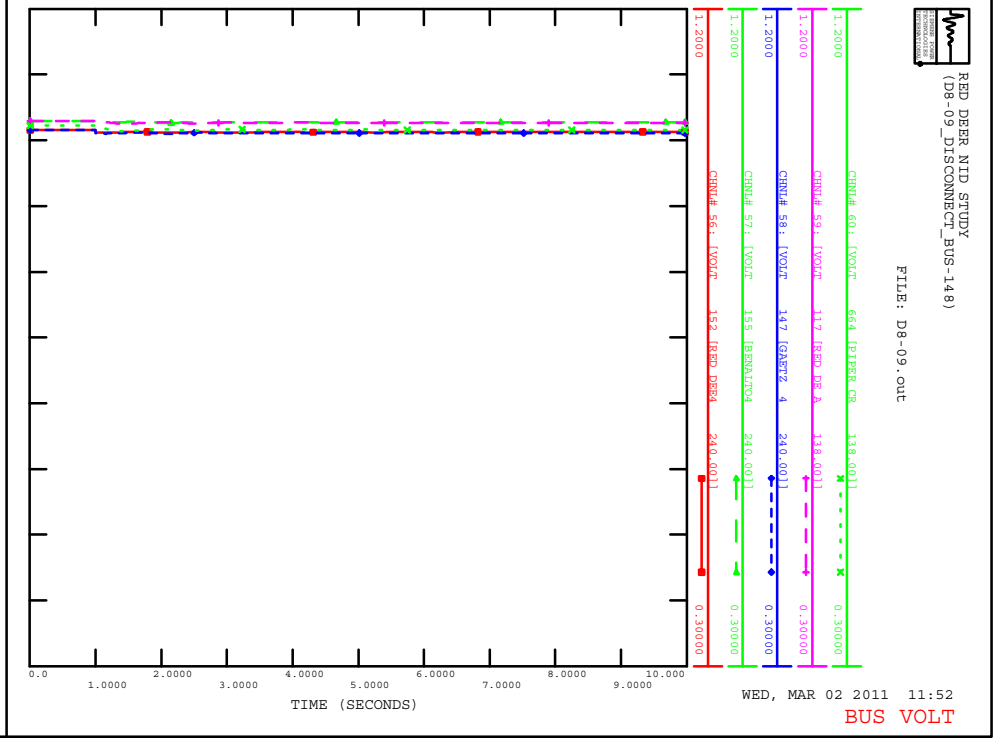

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

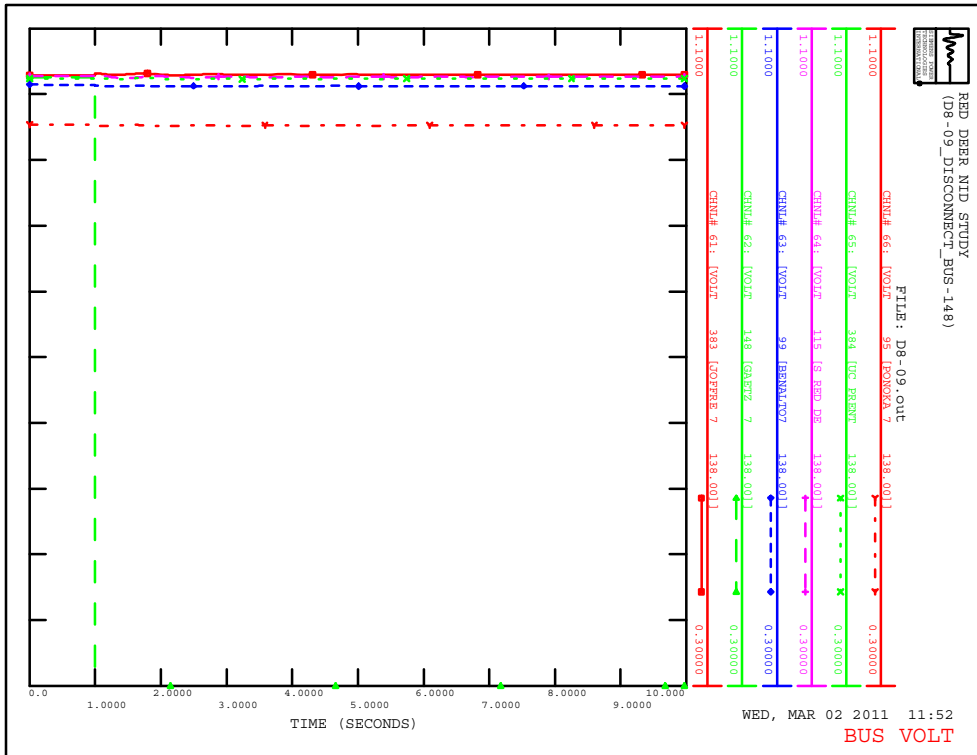

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

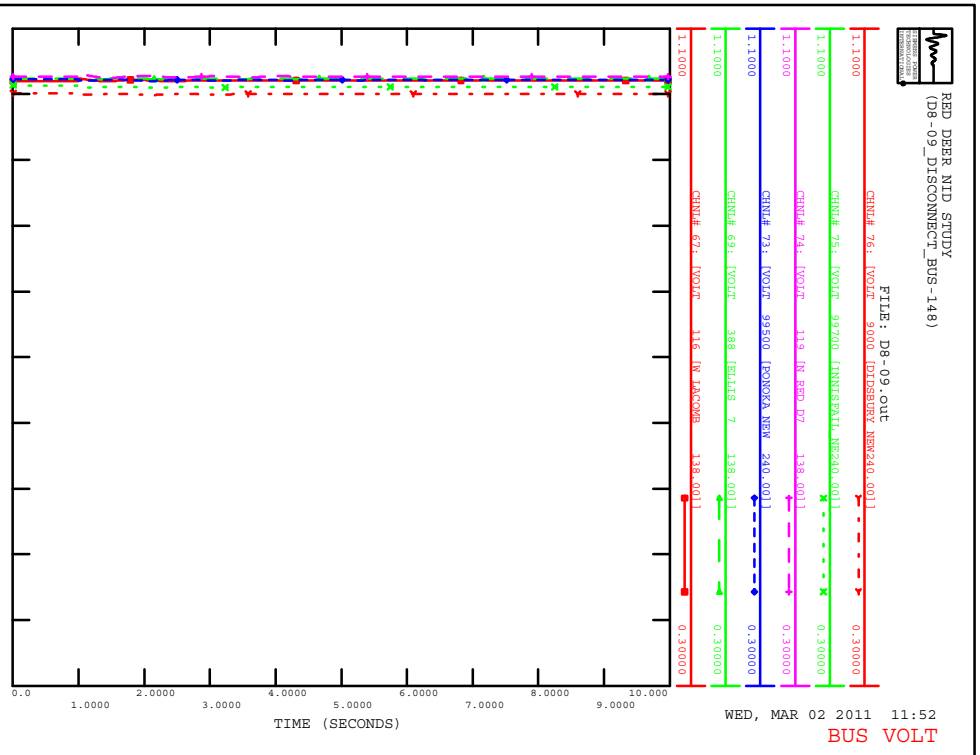

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] -[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] -[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] -[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

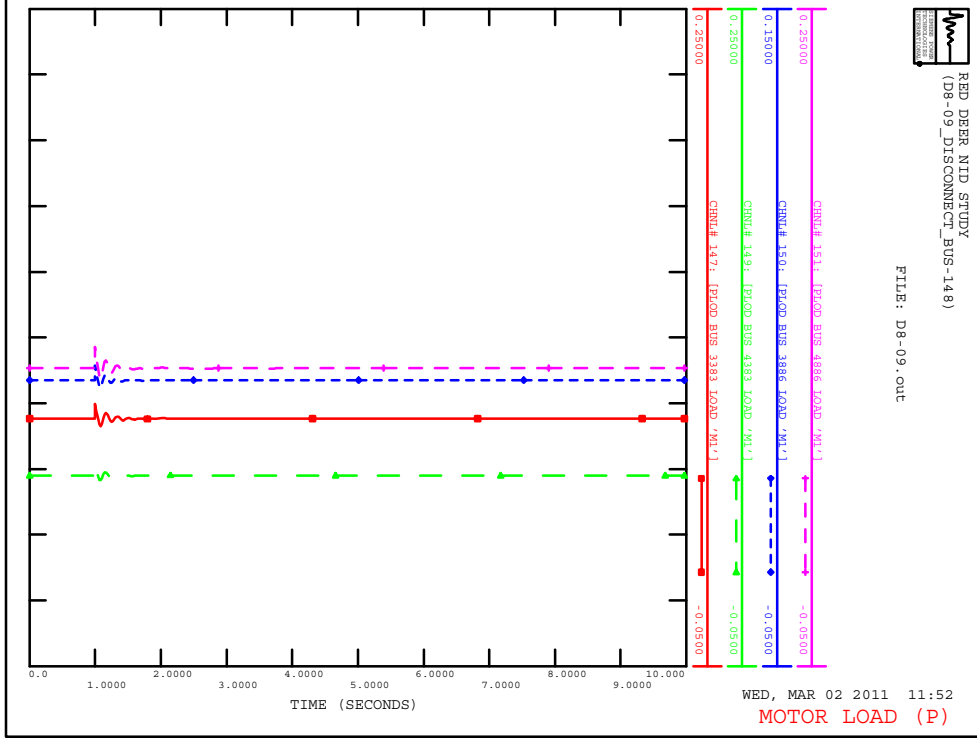

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

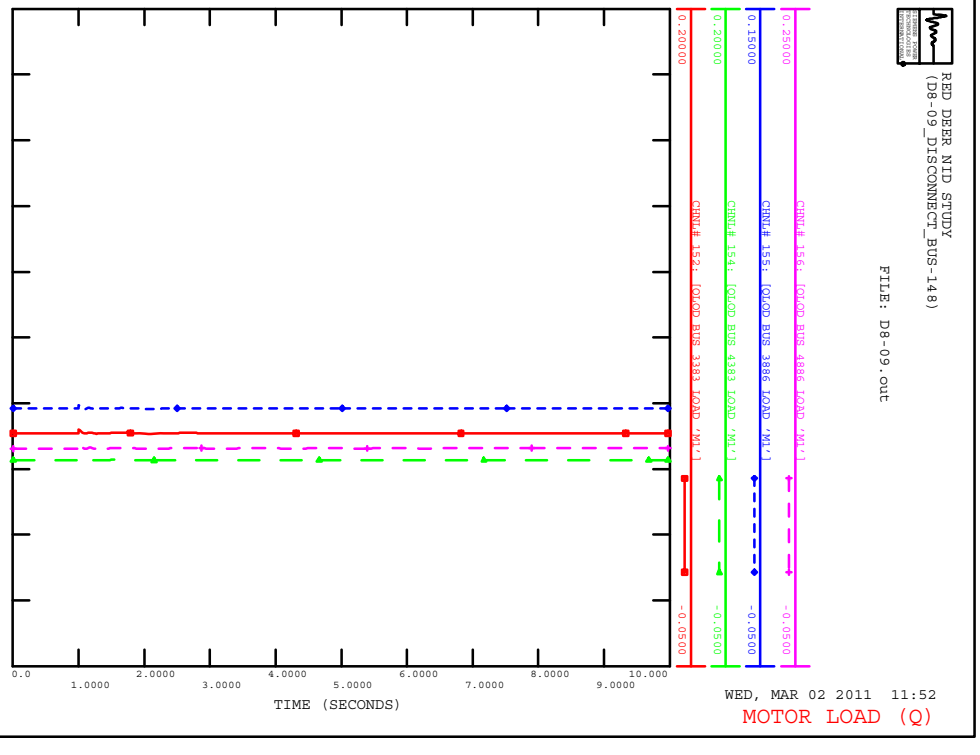

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

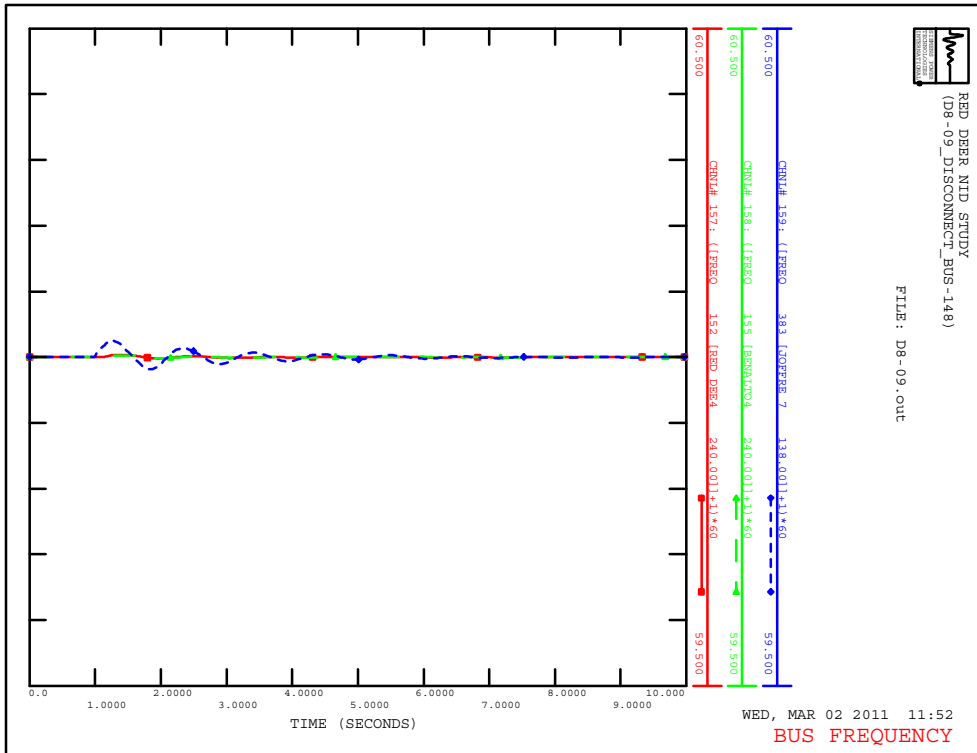

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

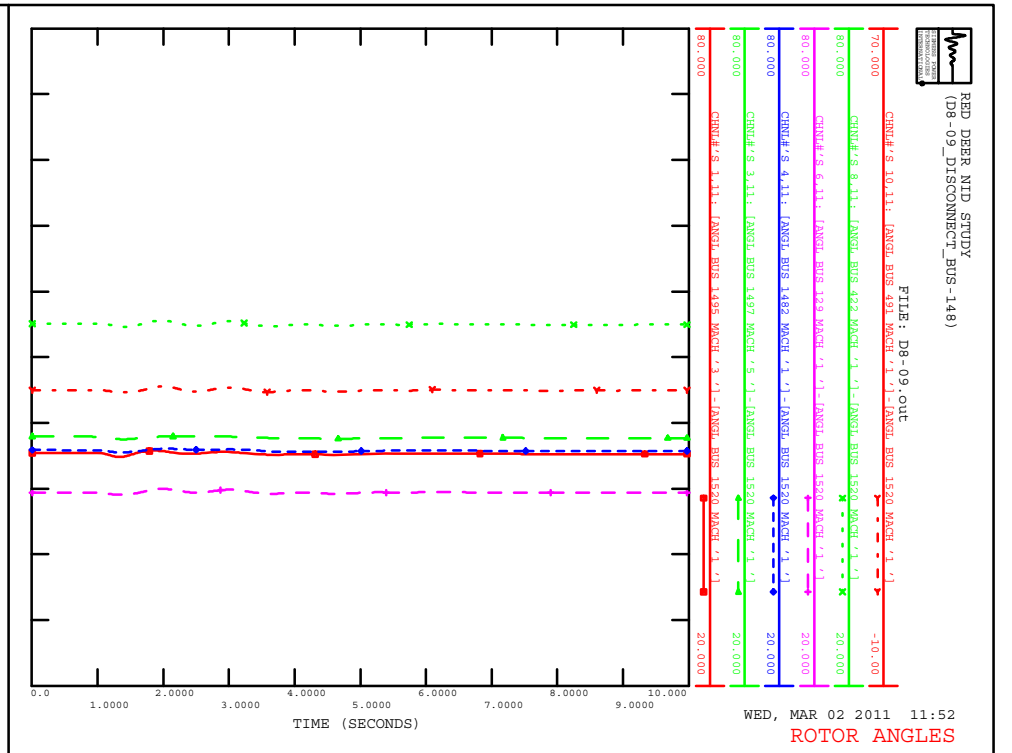

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

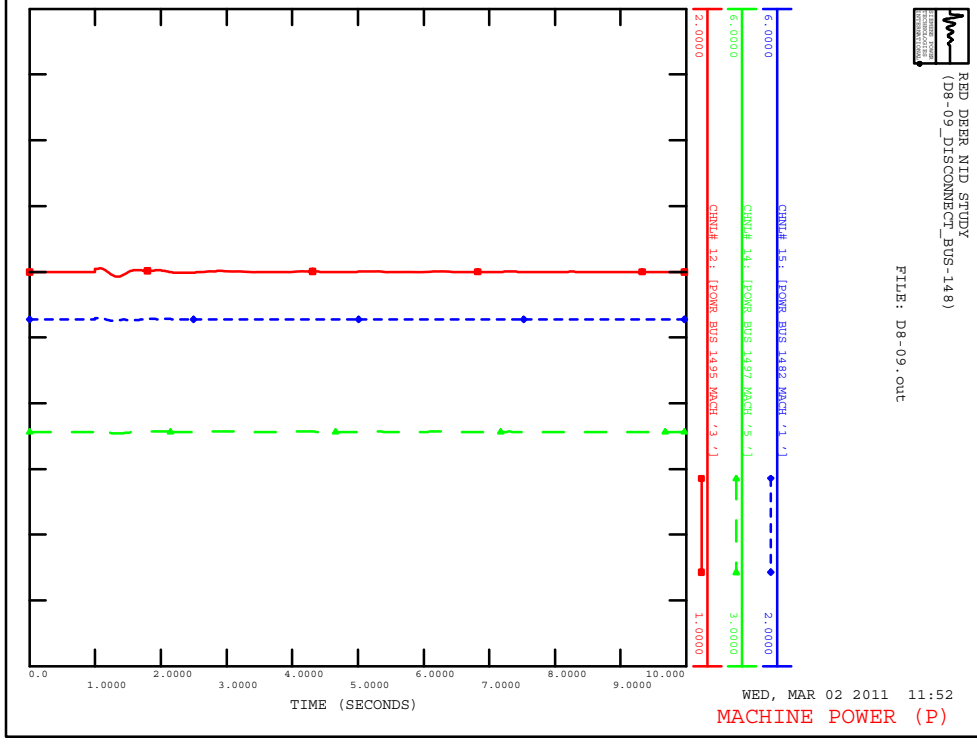

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

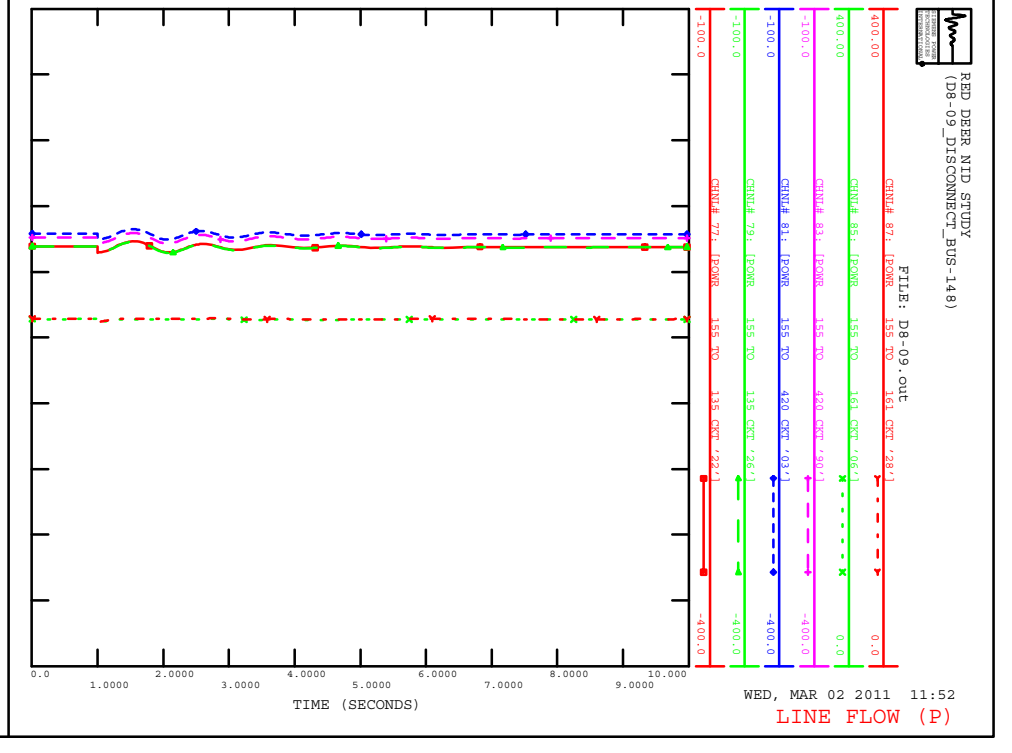

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

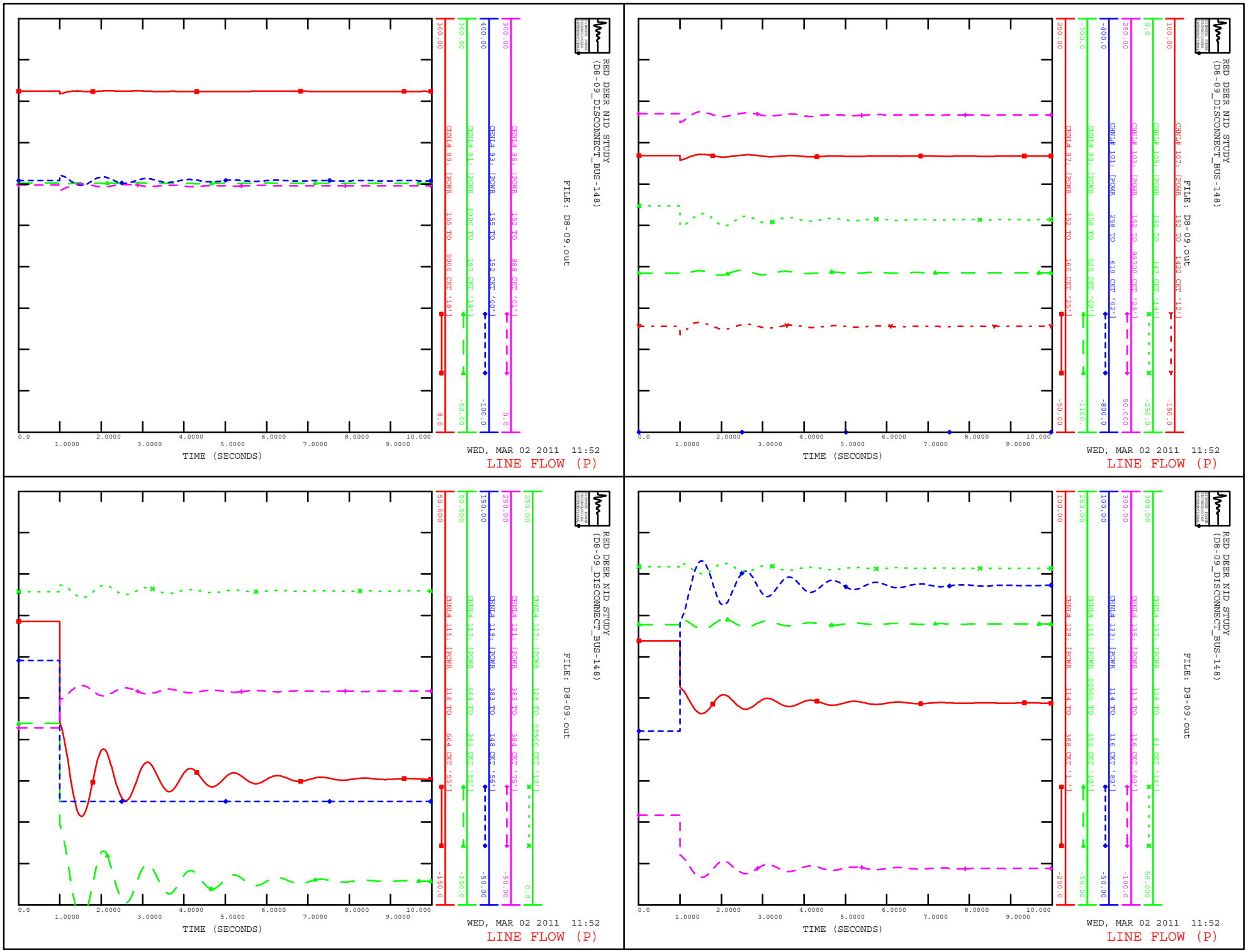

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

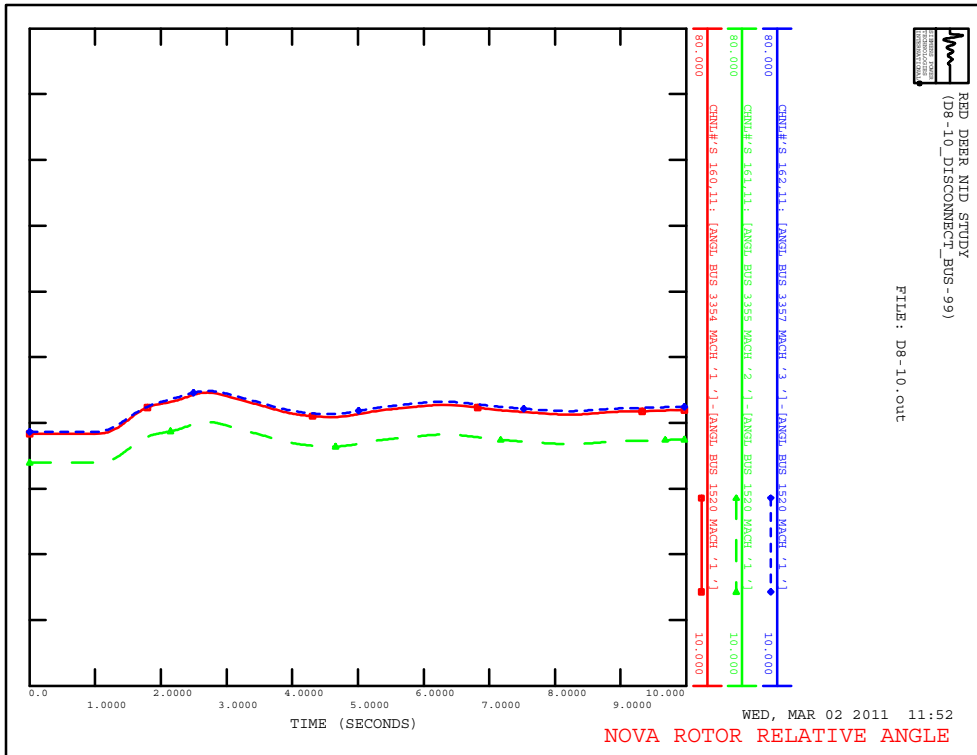

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 157: [FREQ 152 [RED DEE4 240.001]*1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.001]*1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001]*1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

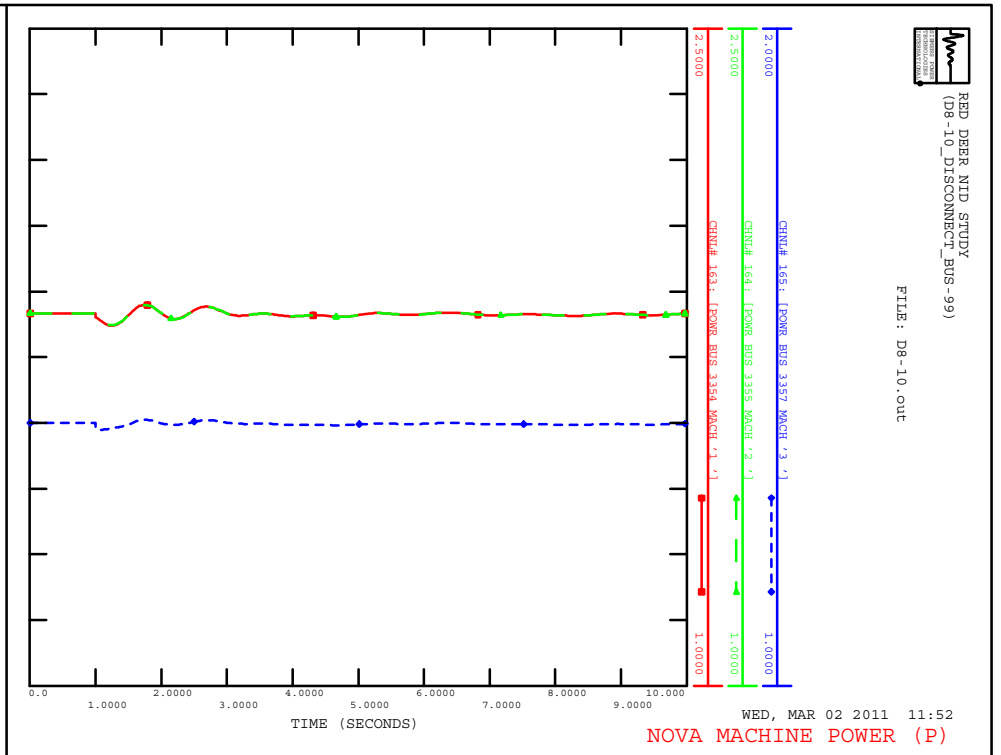

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 8 10.11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 70.000 -10.00
CHNL# 8 8.11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 6.11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 4.11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 3.11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 1.11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

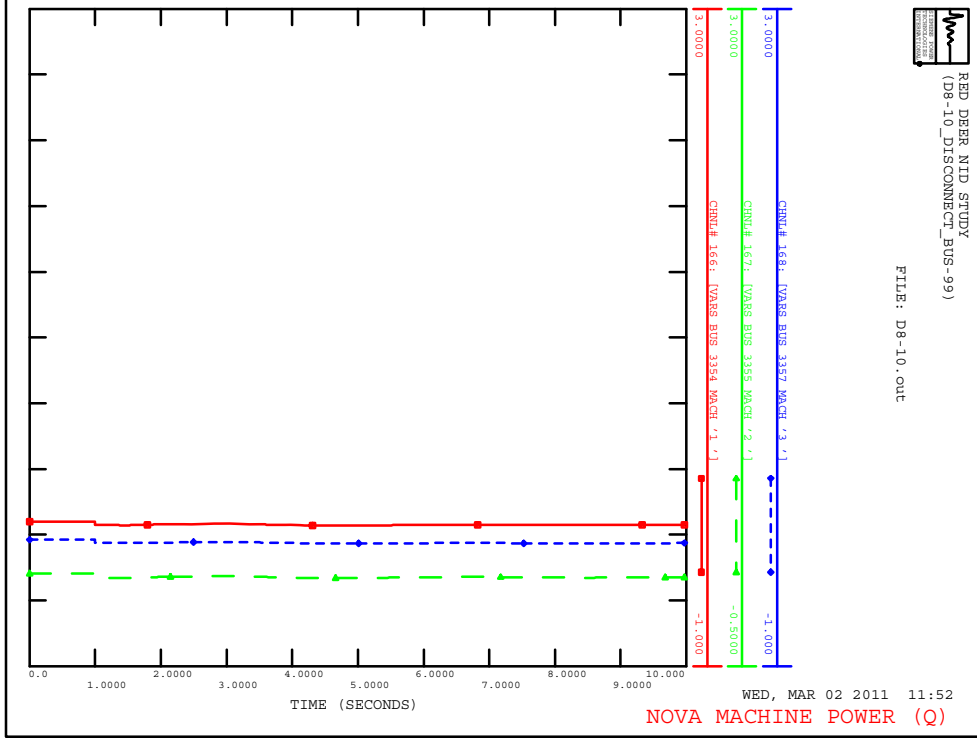

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 12: [POWR BUS 1495 MACH '3 '] 2.0000 1.0000
CHNL# 14: [POWR BUS 1497 MACH '5 '] 6.0000 3.0000
CHNL# 15: [POWR BUS 1482 MACH '1 '] 6.0000 2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

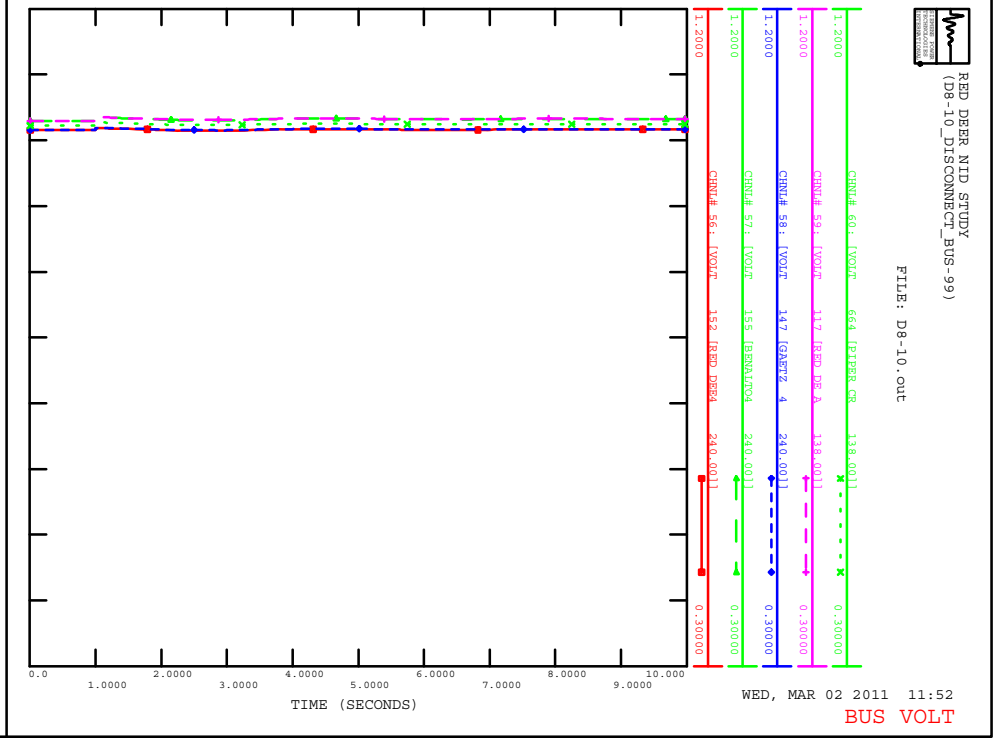

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 87: [POWR 155 TO 161 CKT '28'] 400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06'] 400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '80'] -100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03'] -100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26'] -100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22'] -100.0 -400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

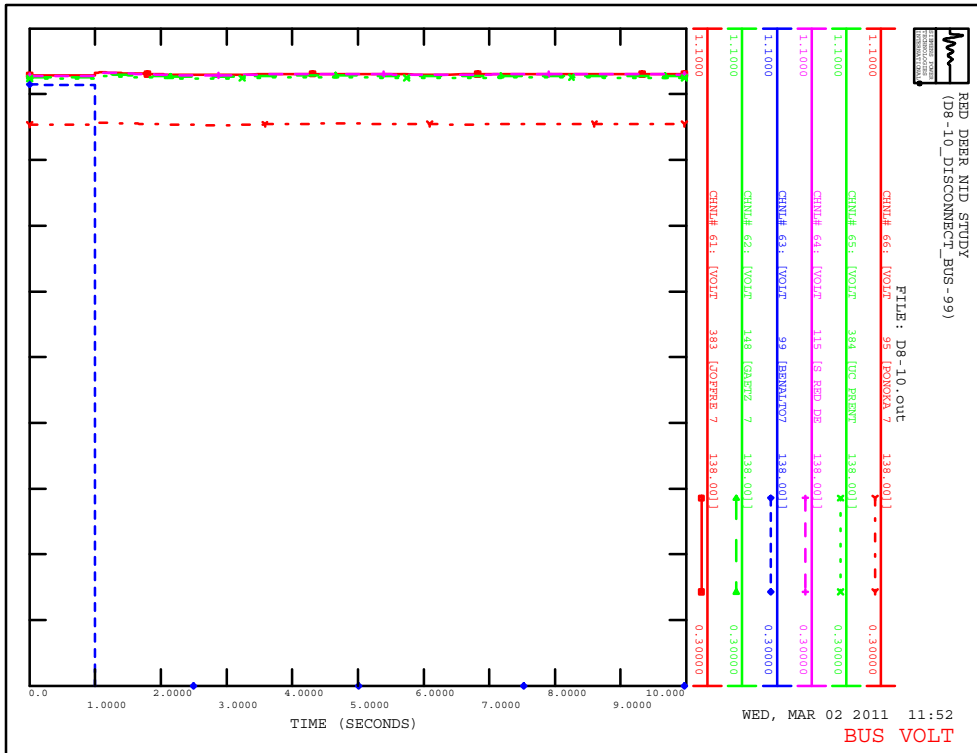

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

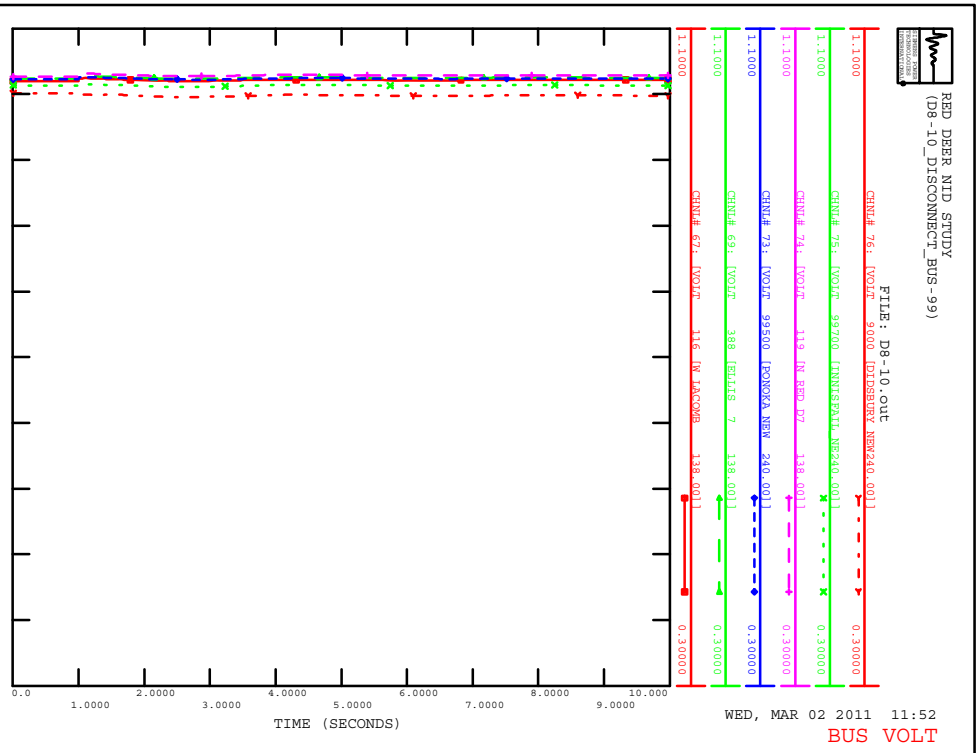

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

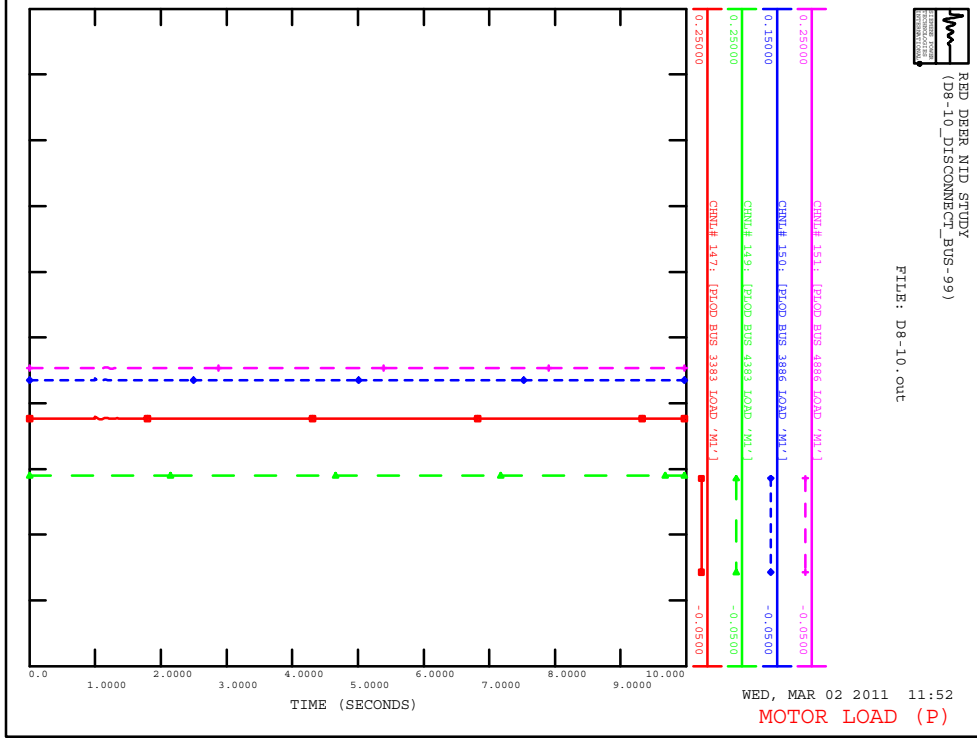

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

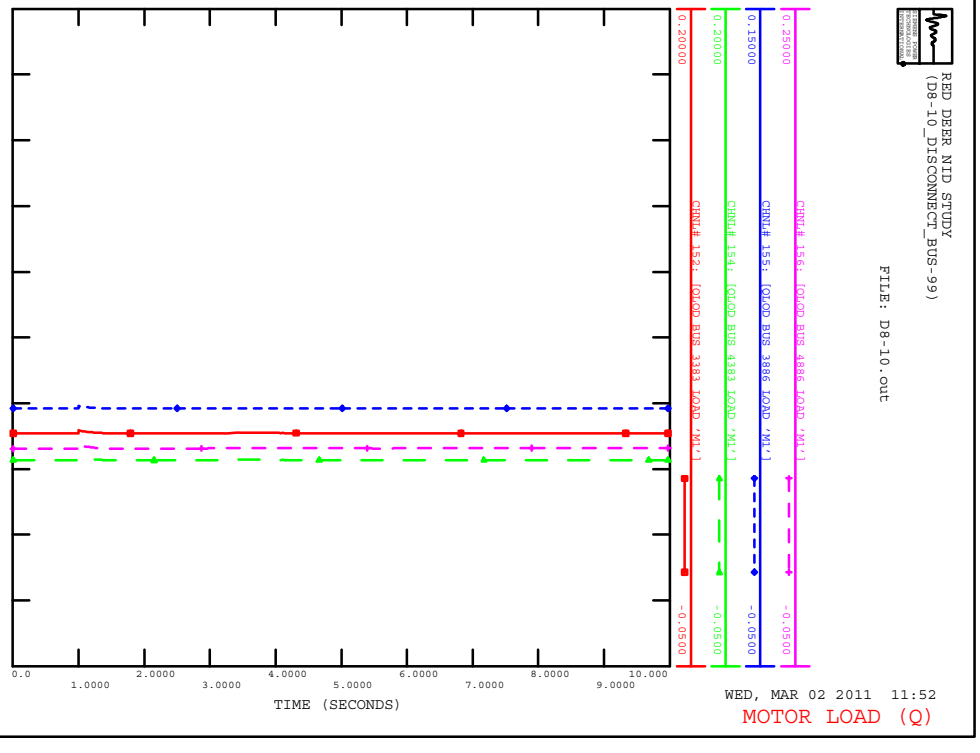

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

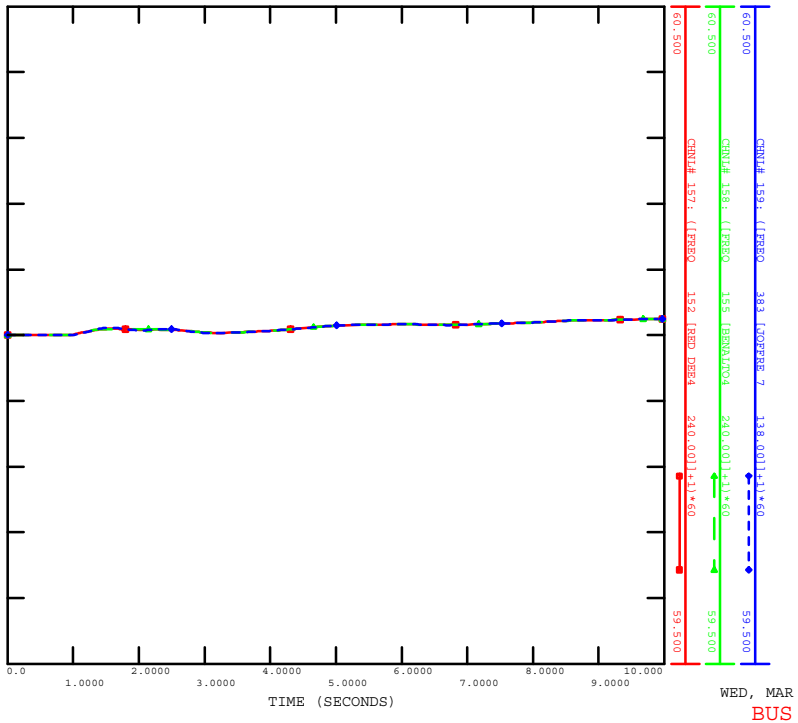

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

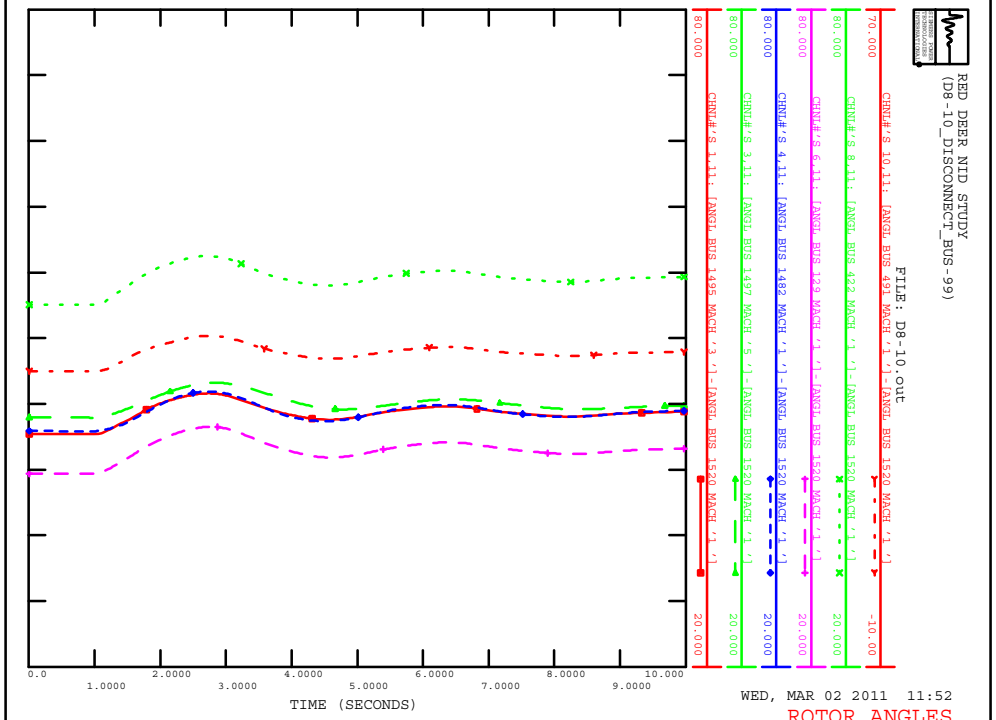

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNI# 61: [VOLT 383 [OFFRB 7 138.00]
CHNI# 62: [VOLT 148 [GAETP2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

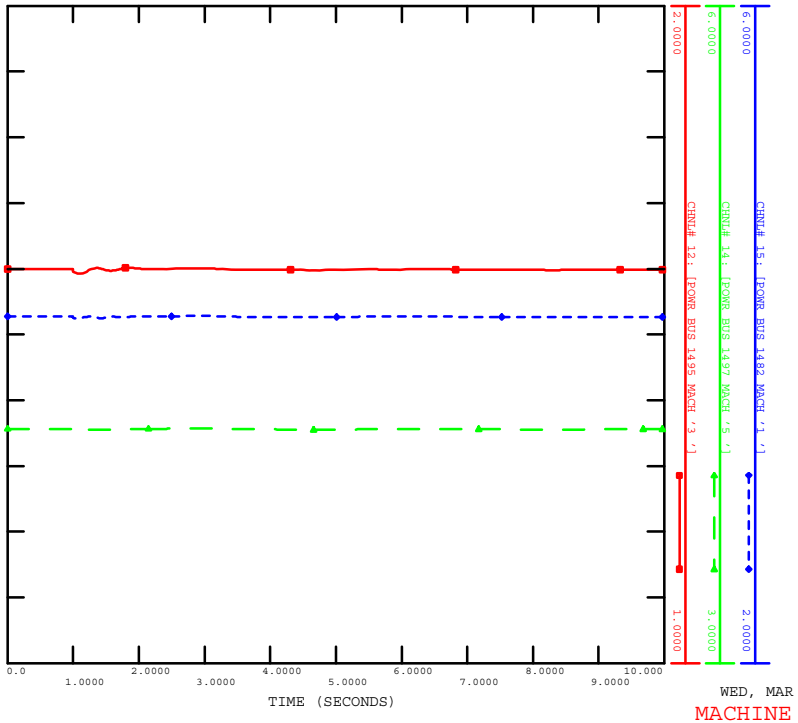

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 68: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

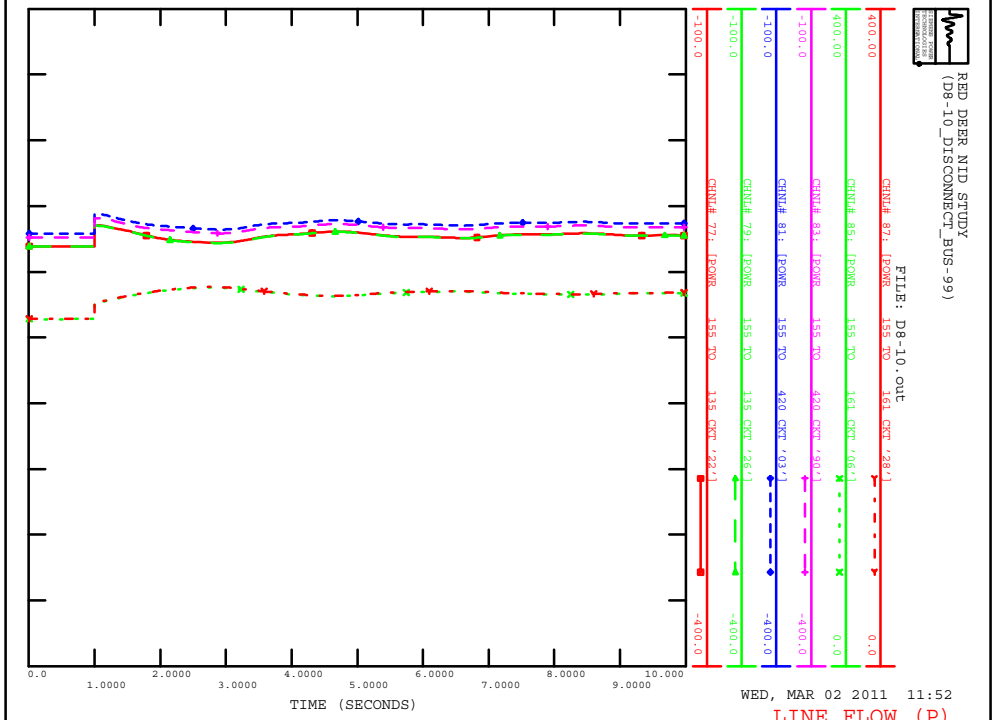

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

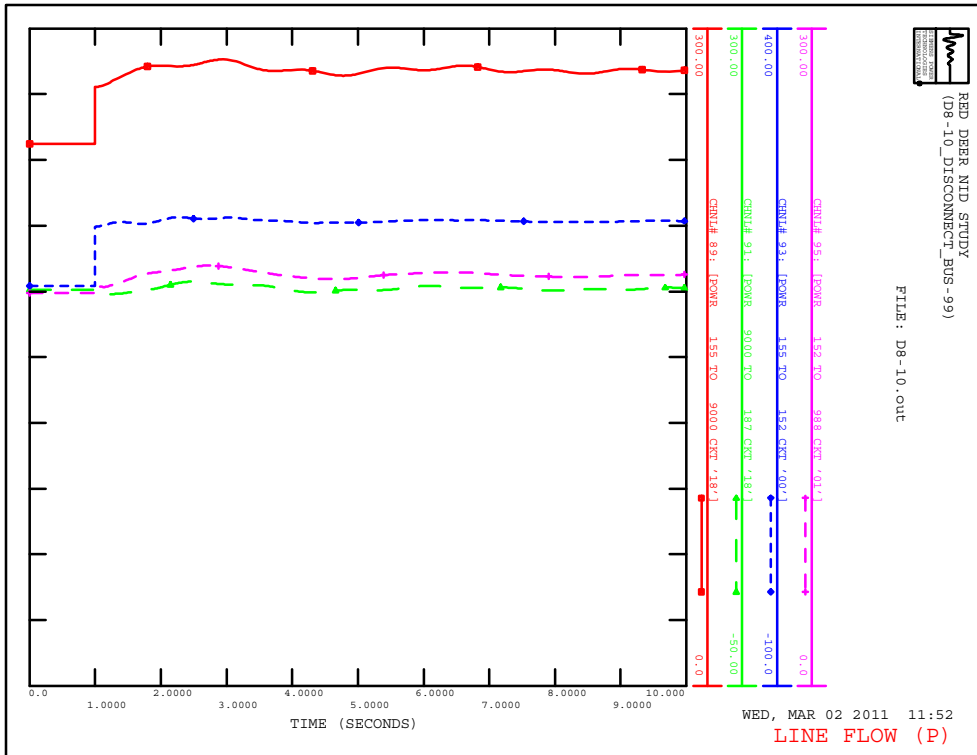

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

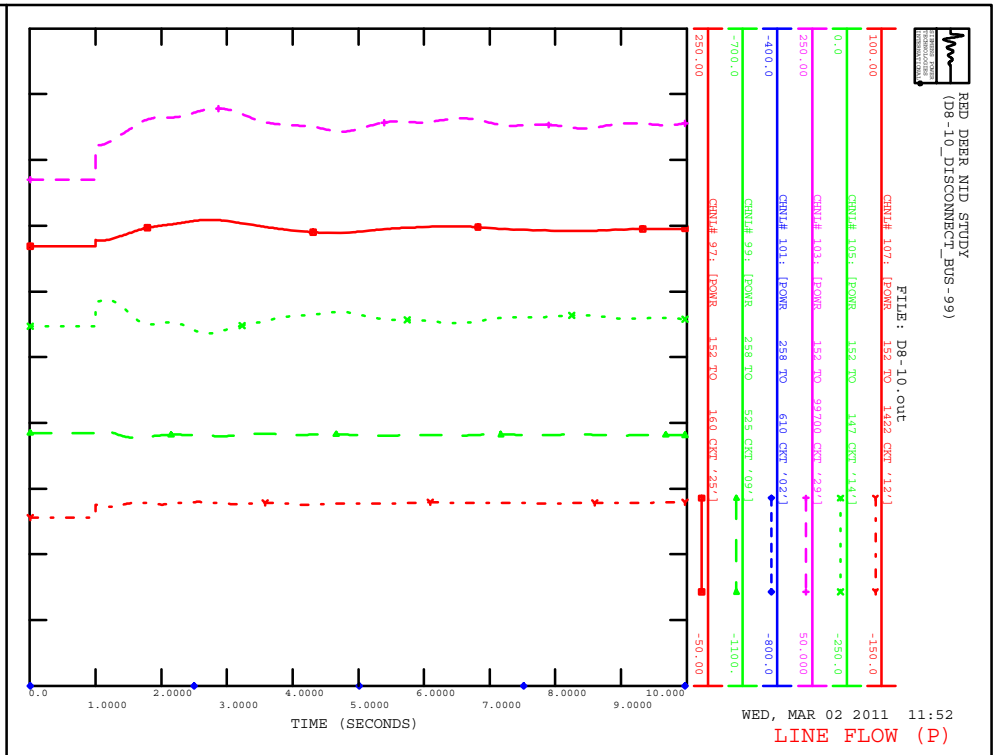

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

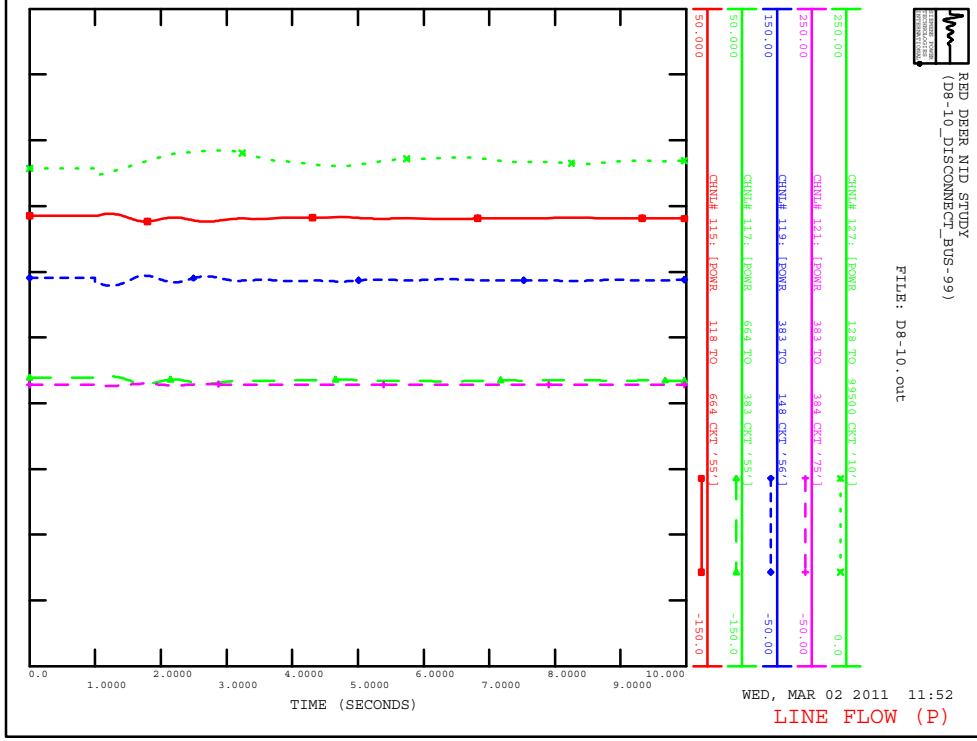

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

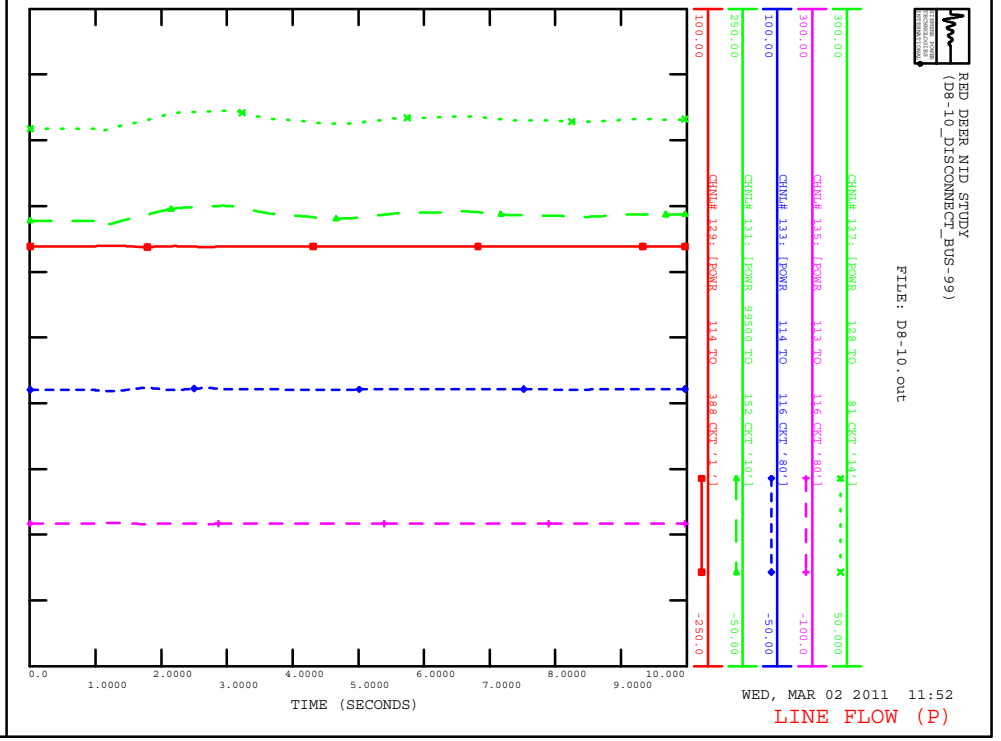

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

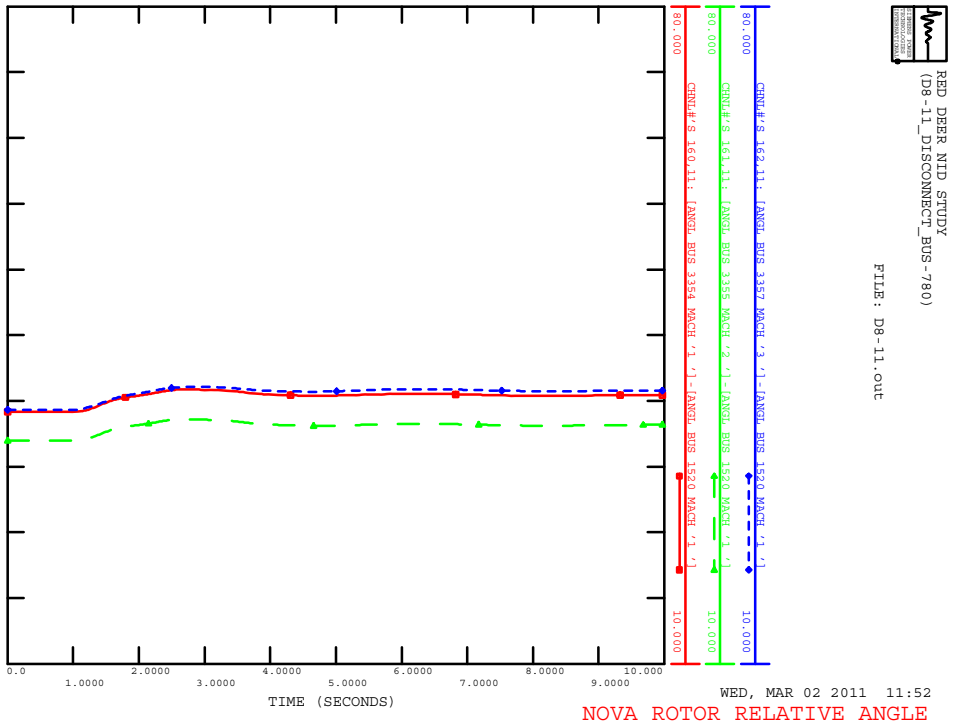

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

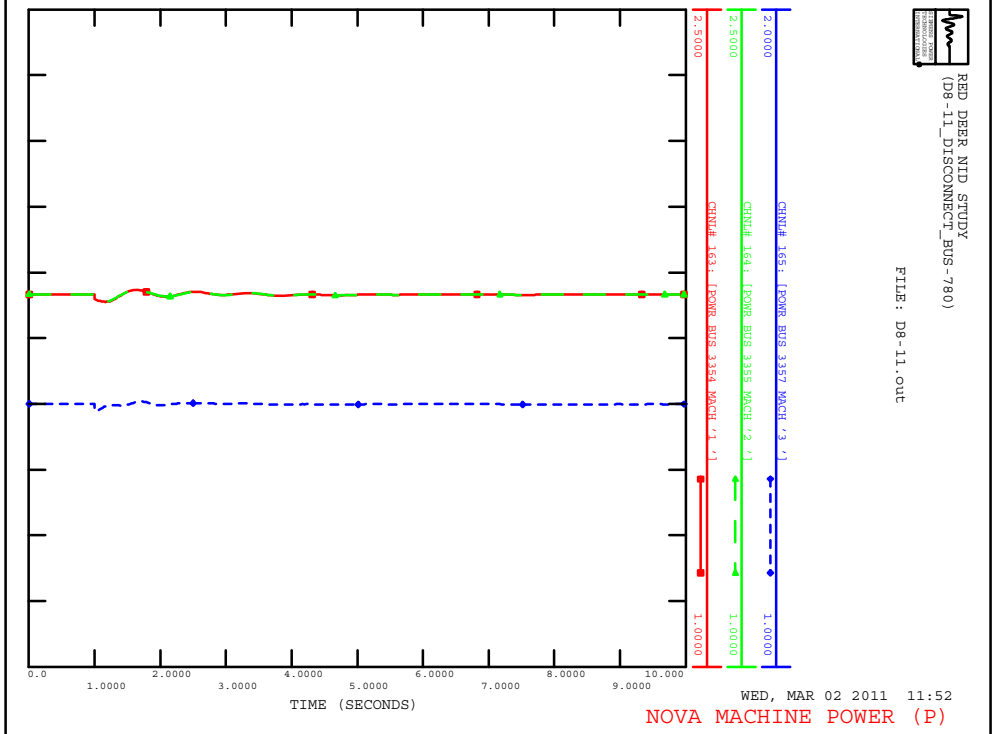

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

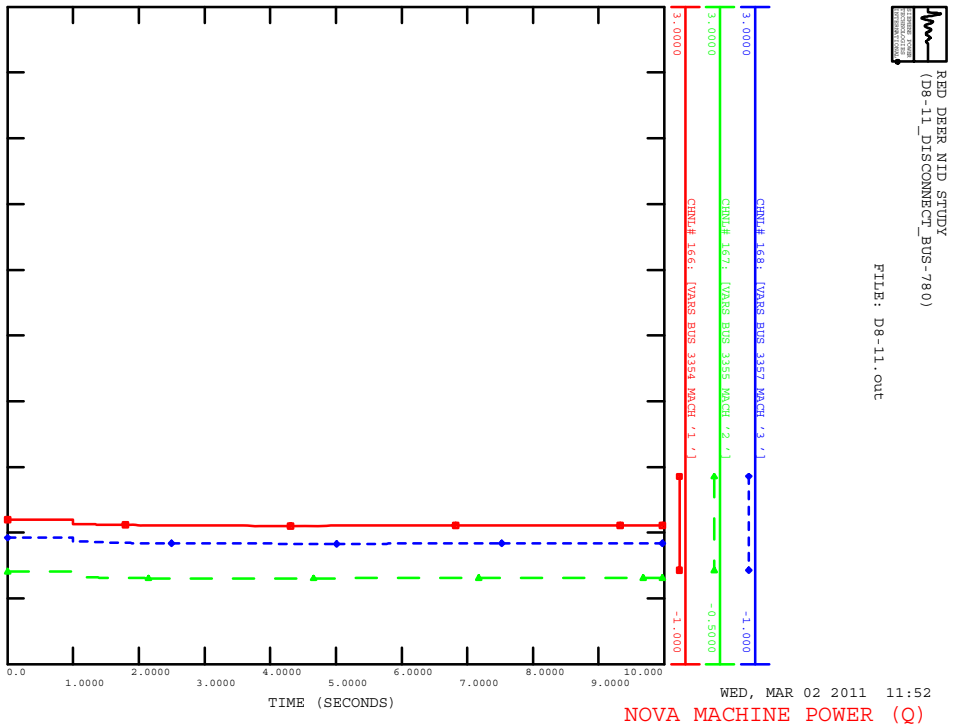

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

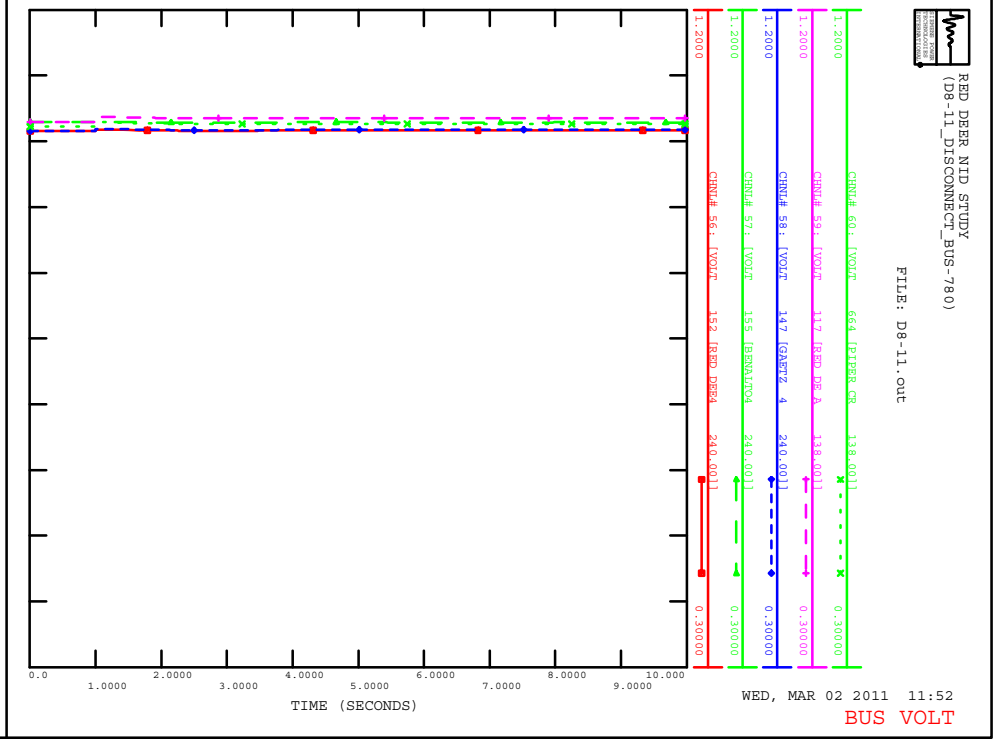

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

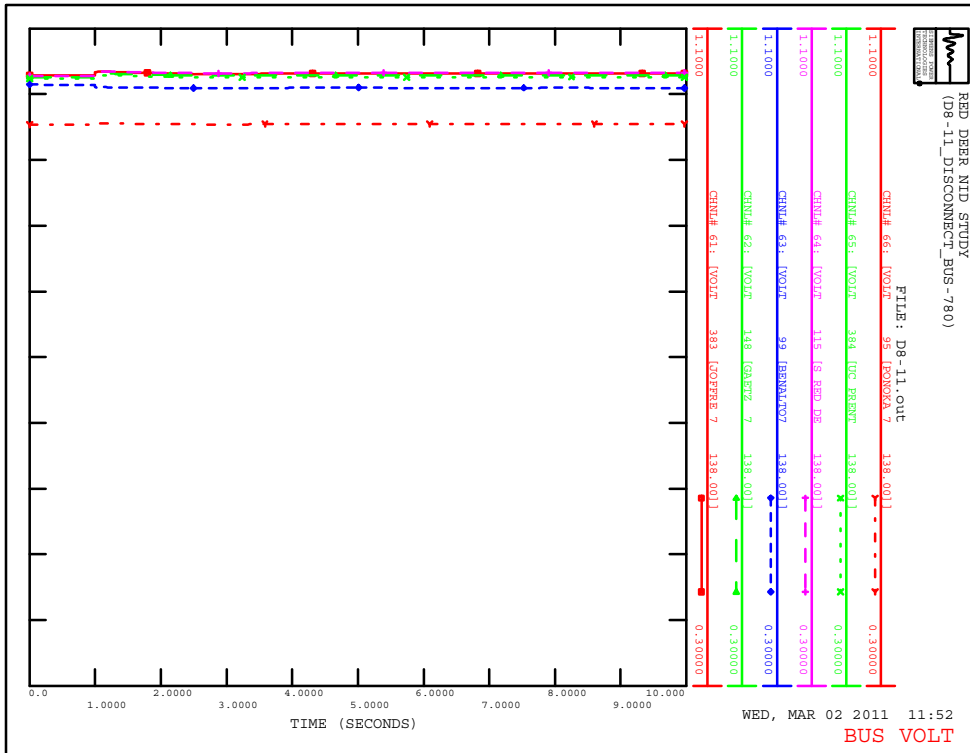

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

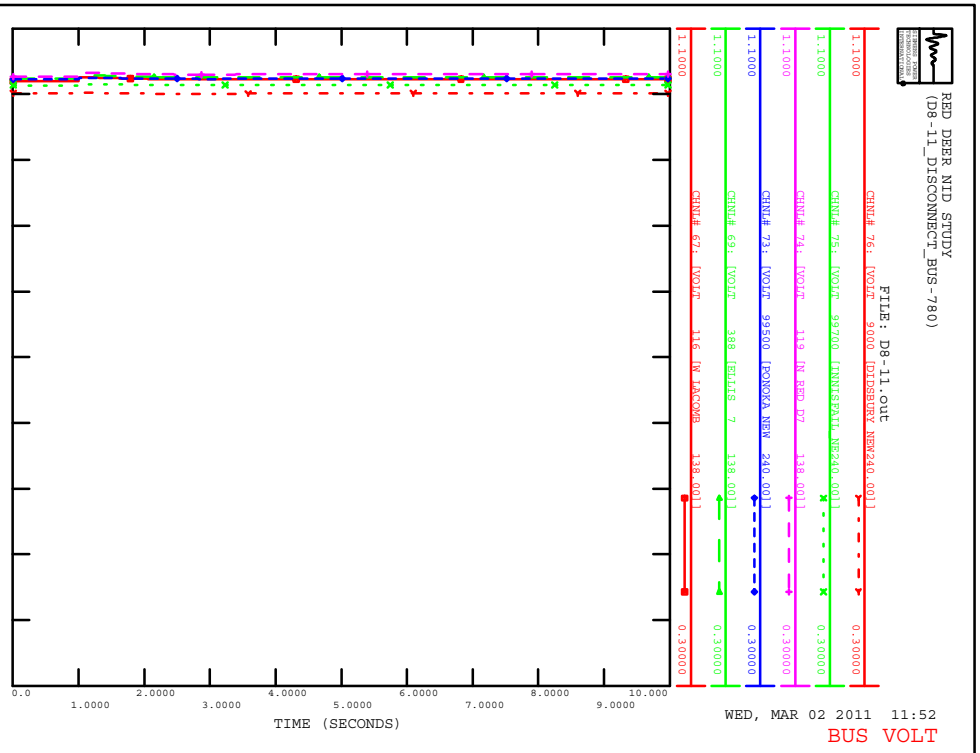

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

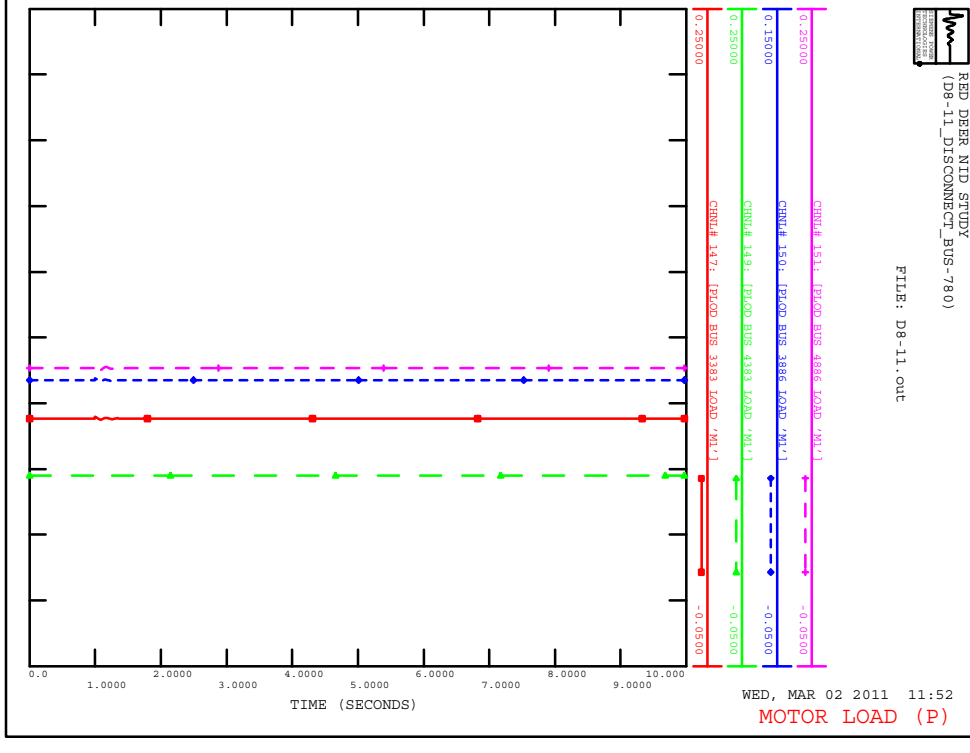

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

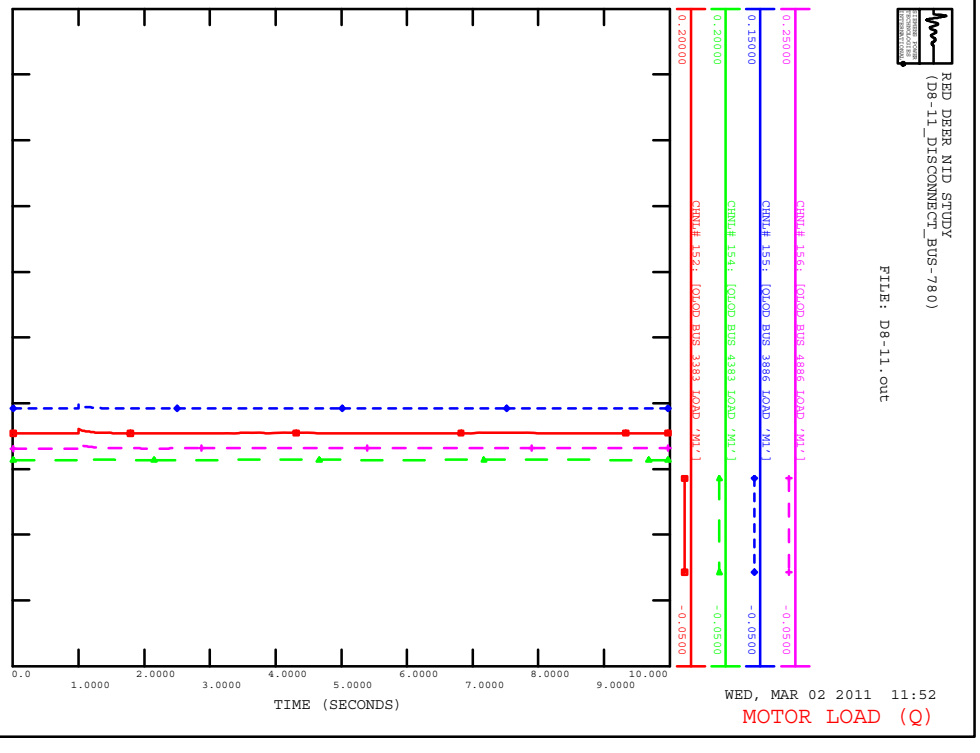

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

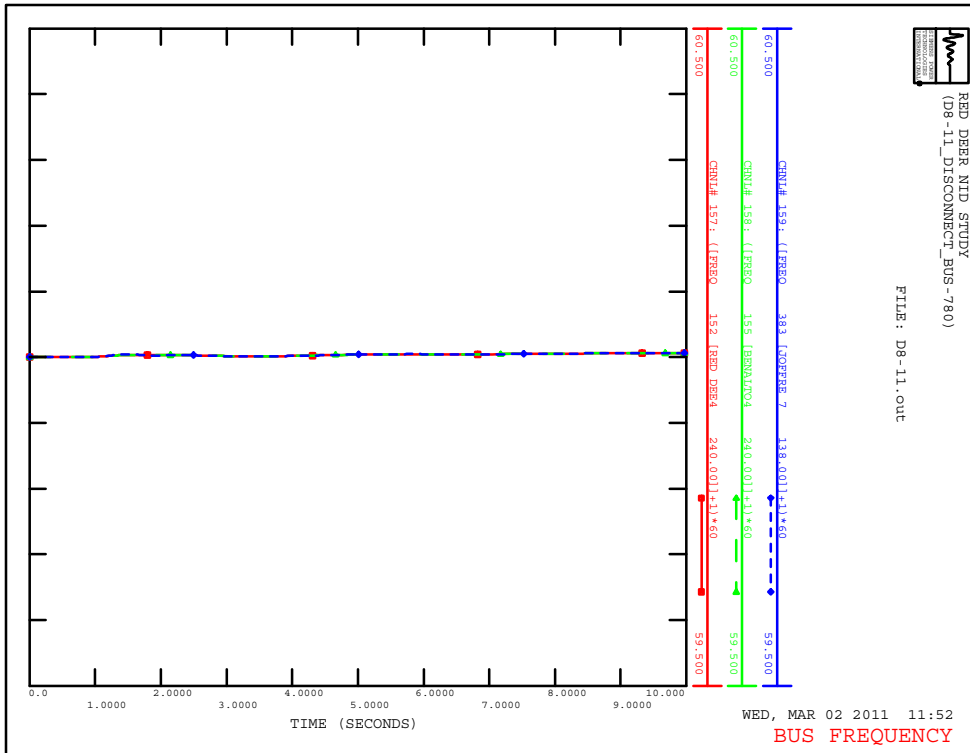

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

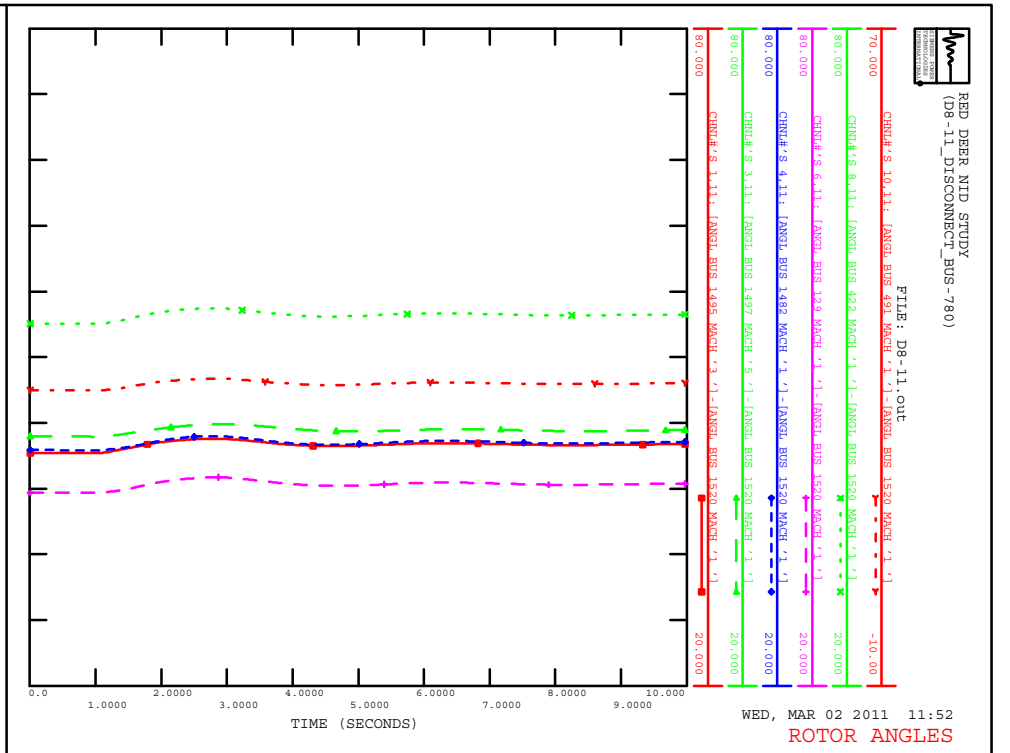

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 61: [VOLT 383 [OFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

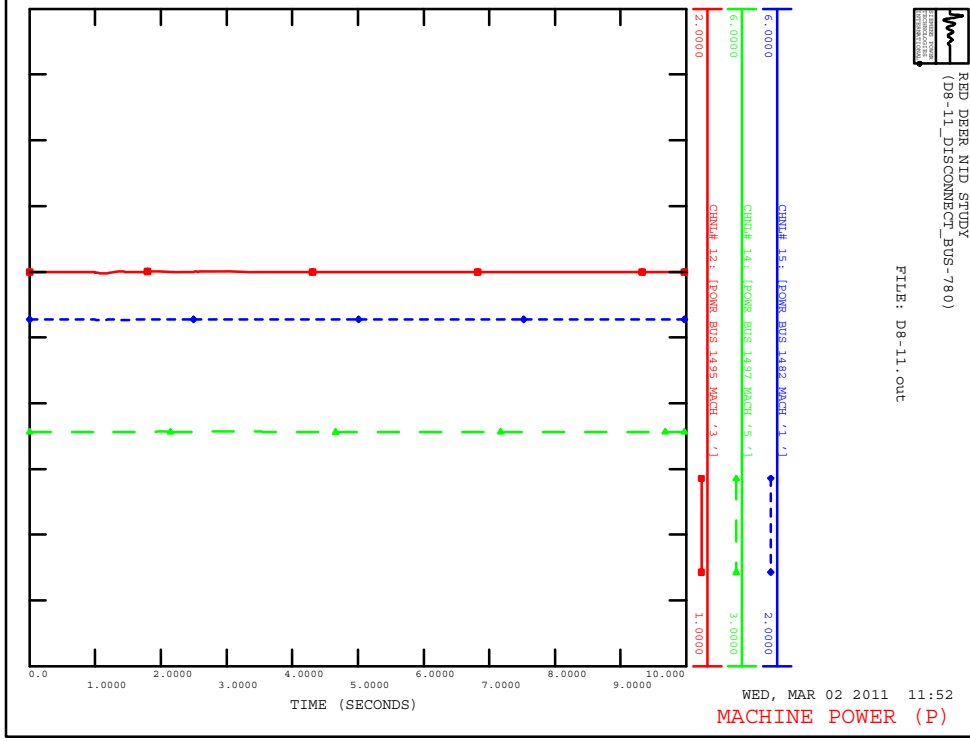

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 68: [VOLT 388 [EDAIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

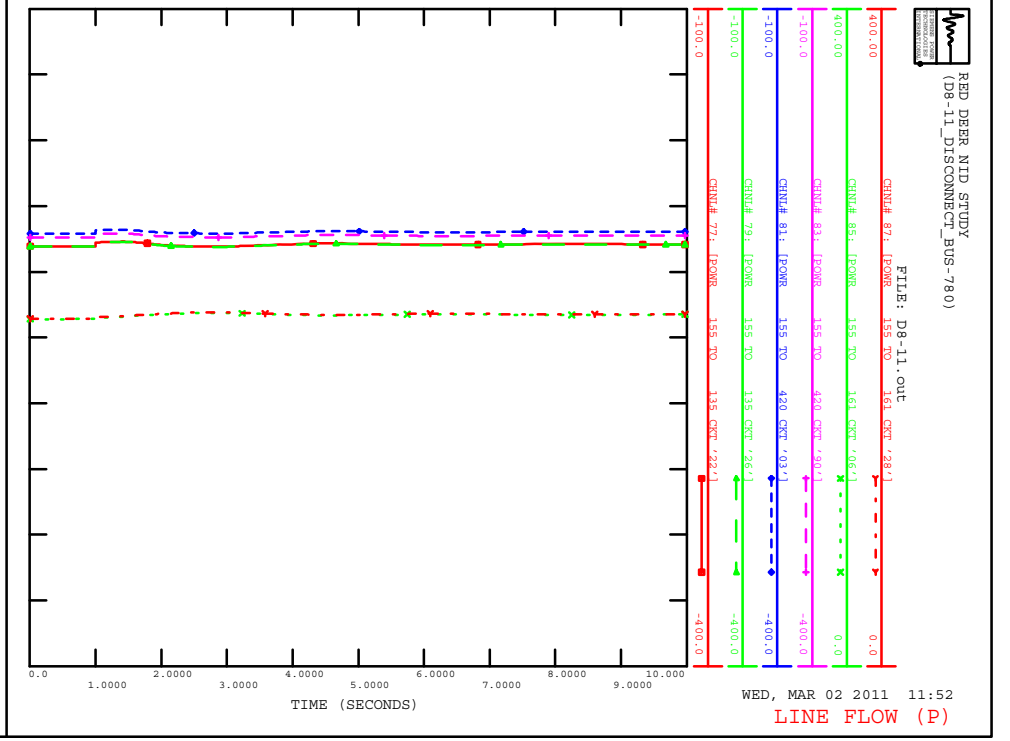

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

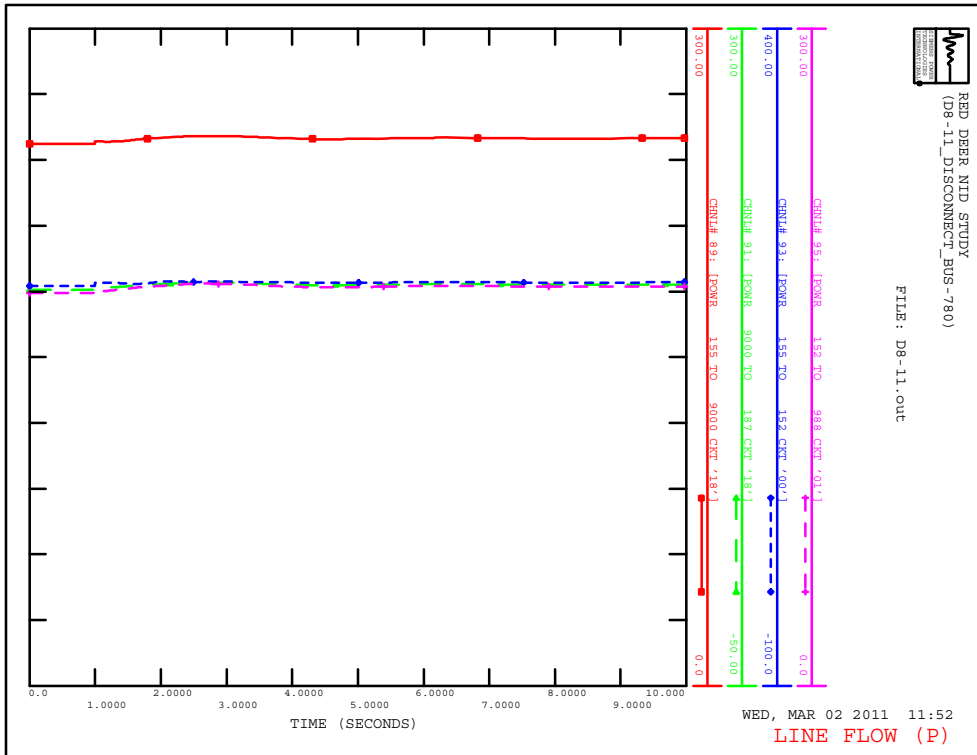

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

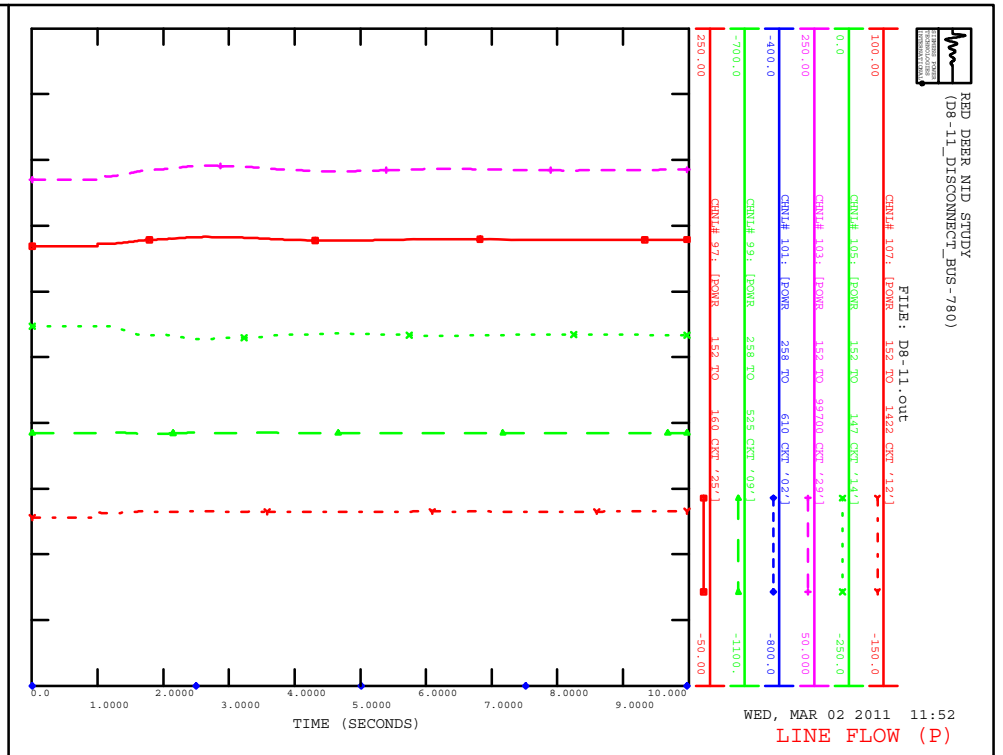

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

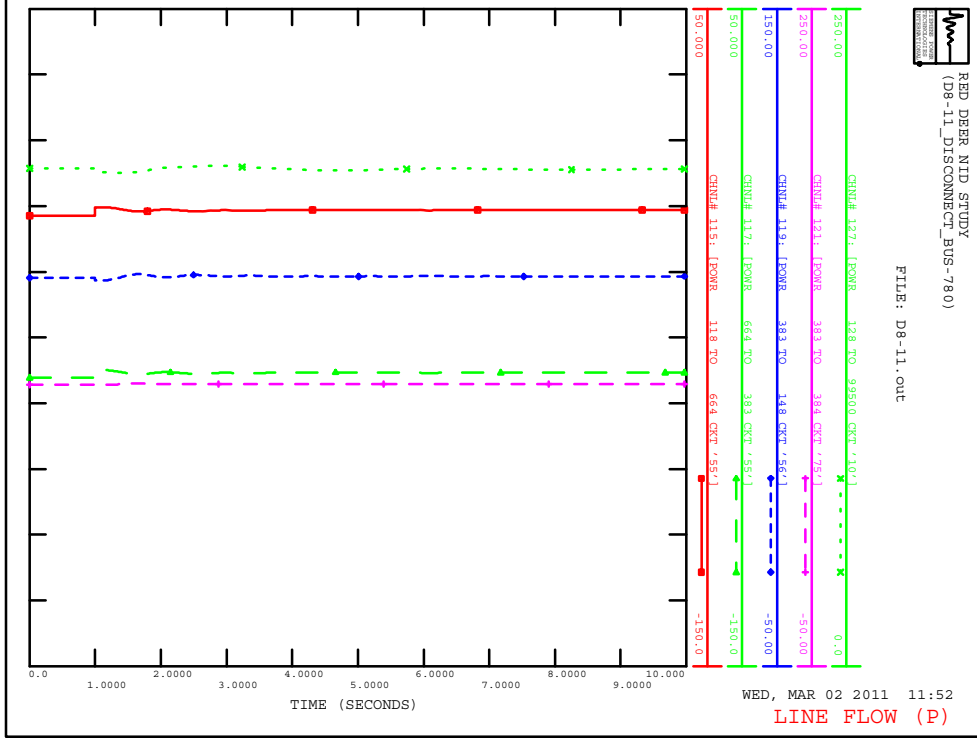

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

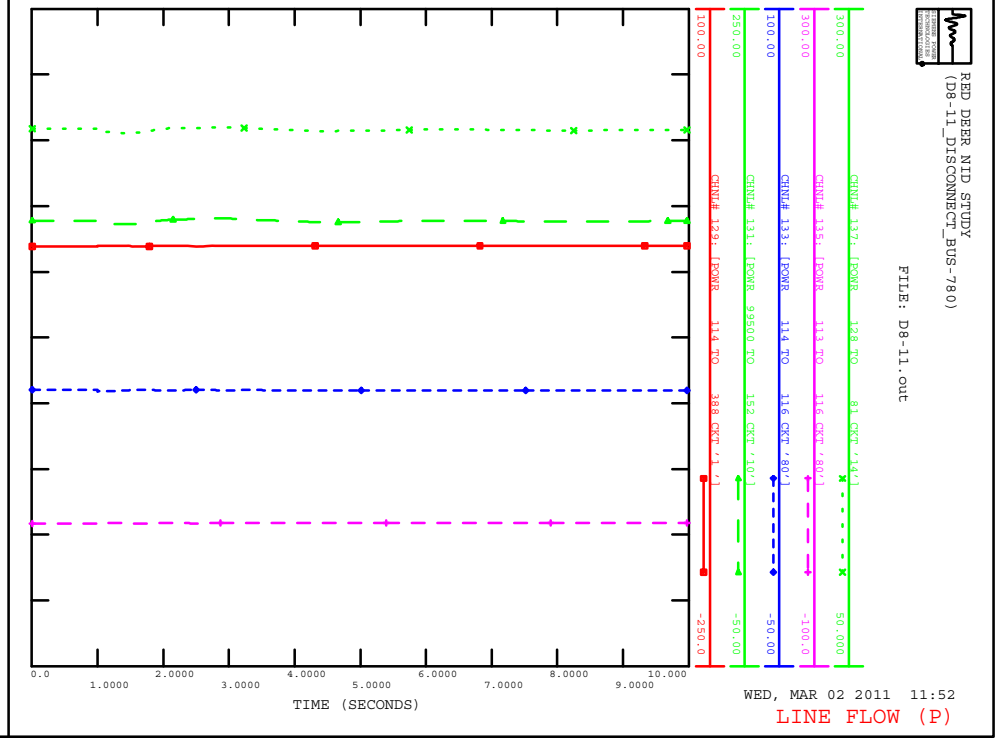

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

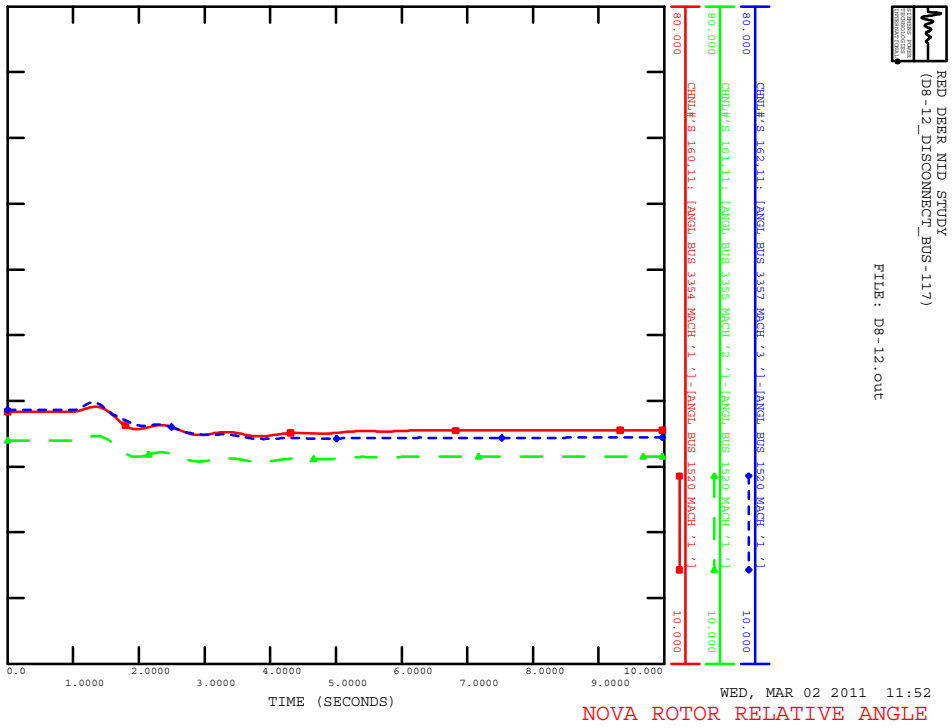

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

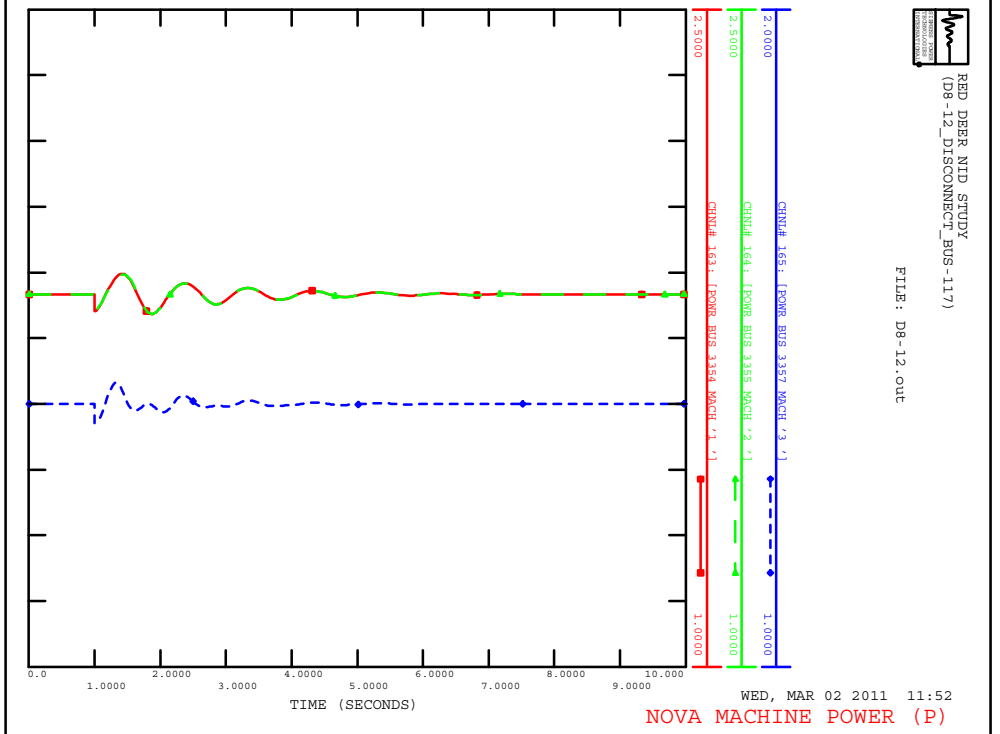

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

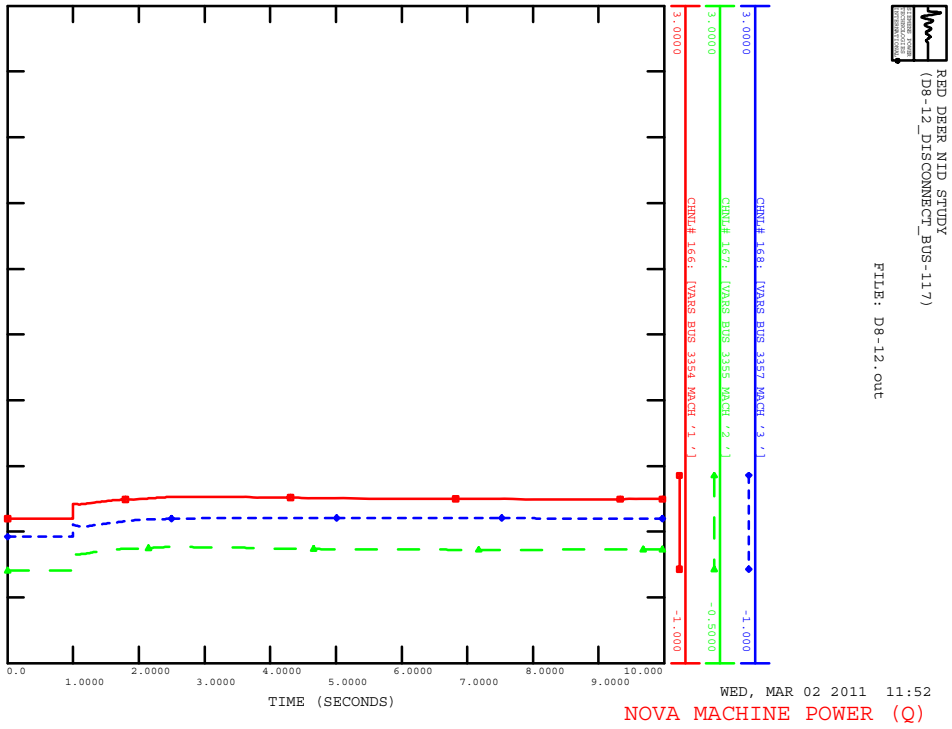

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

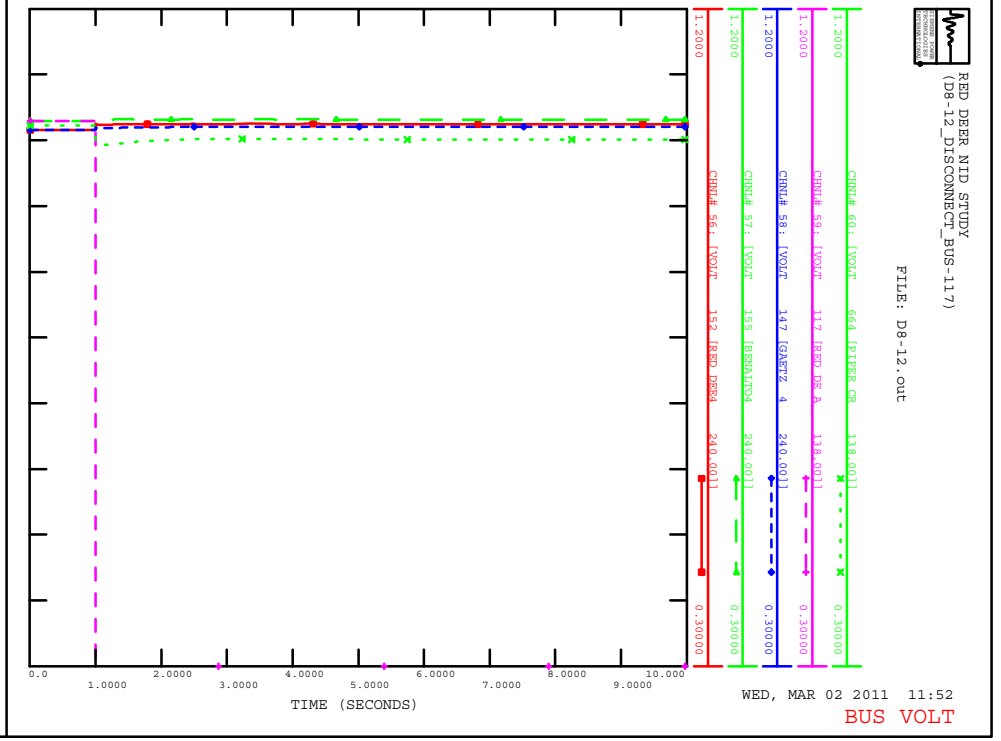

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

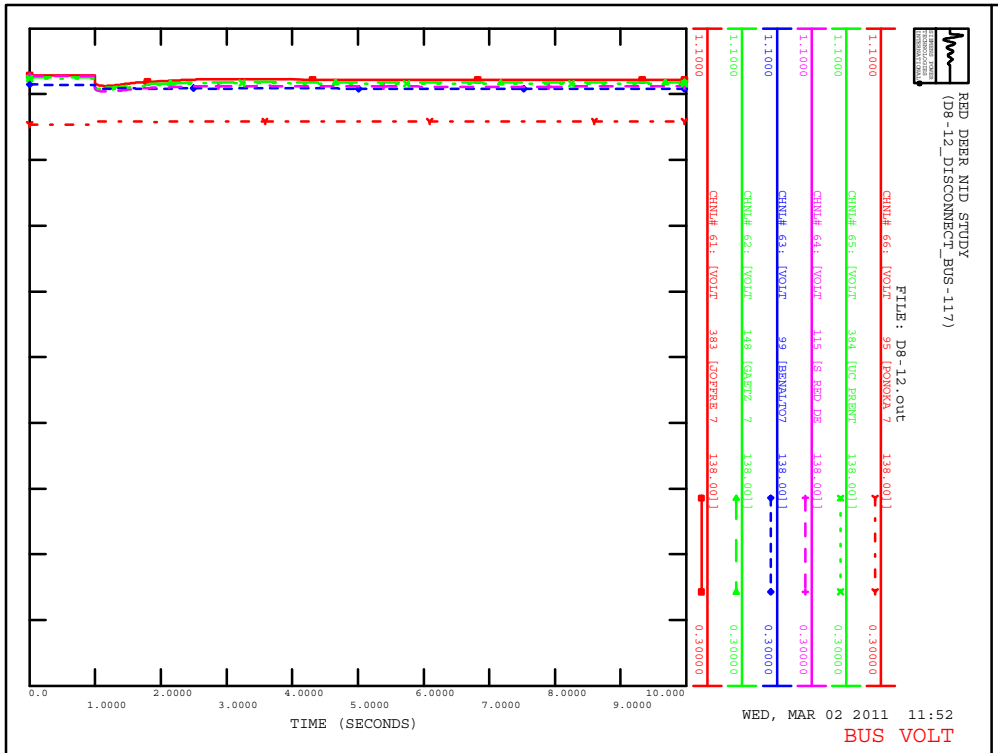

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

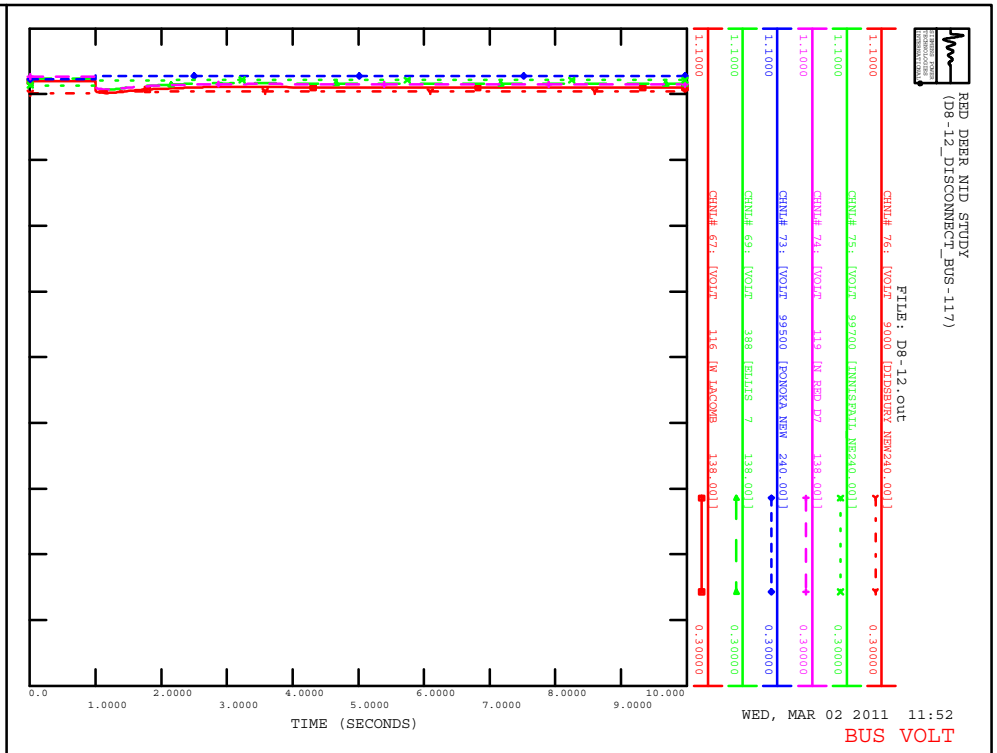

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '] -[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '] -[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '] -[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

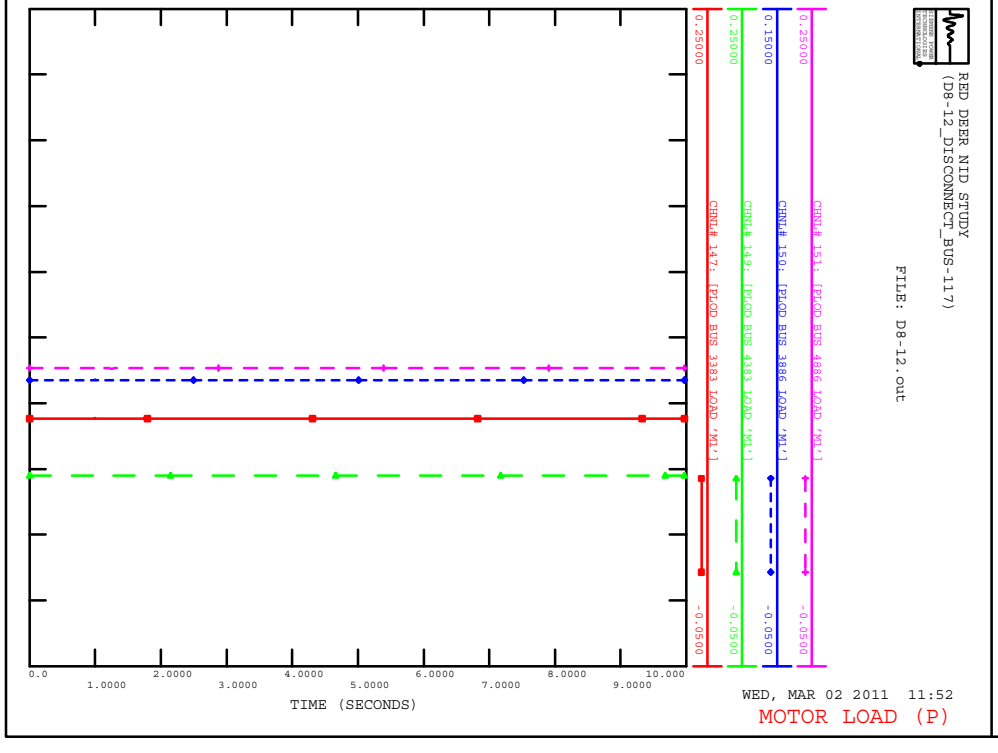

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

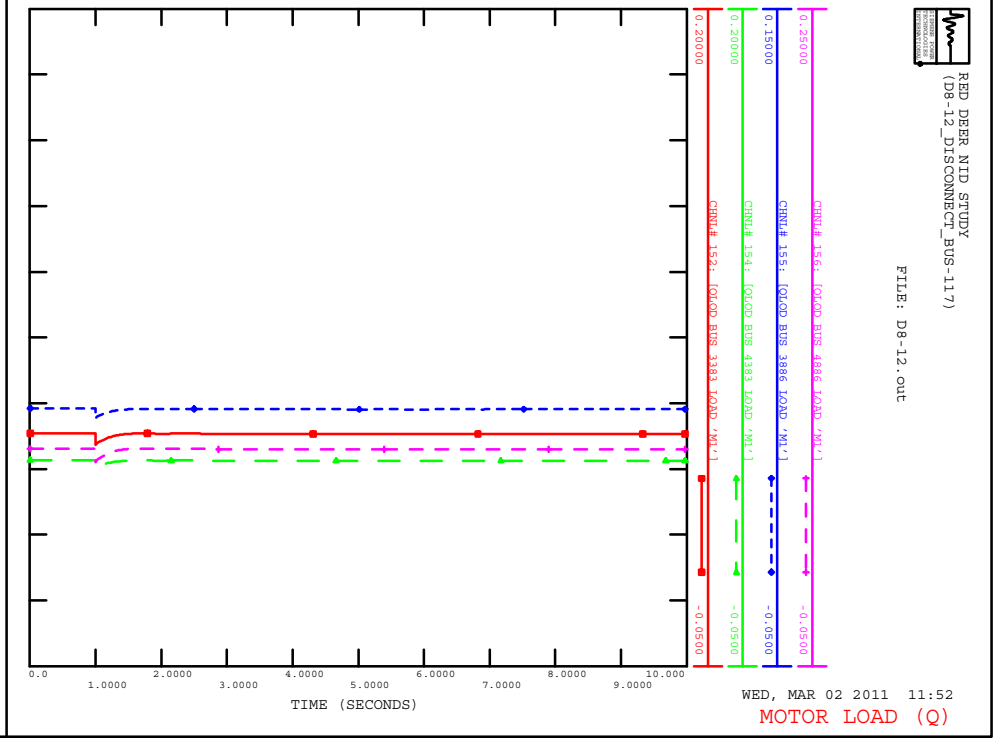

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

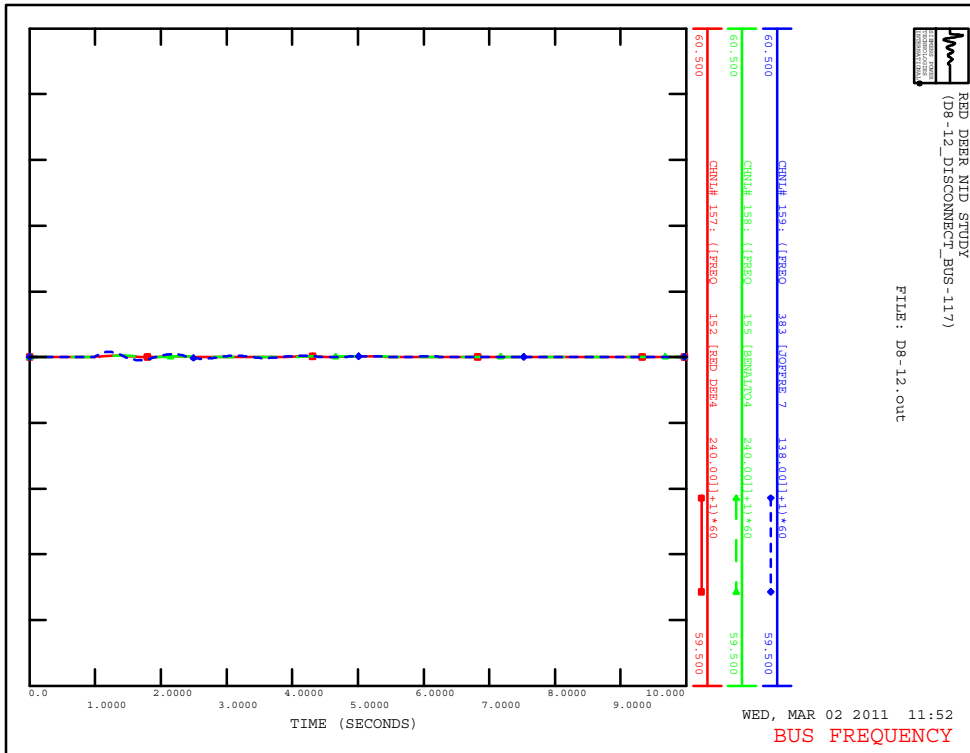

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

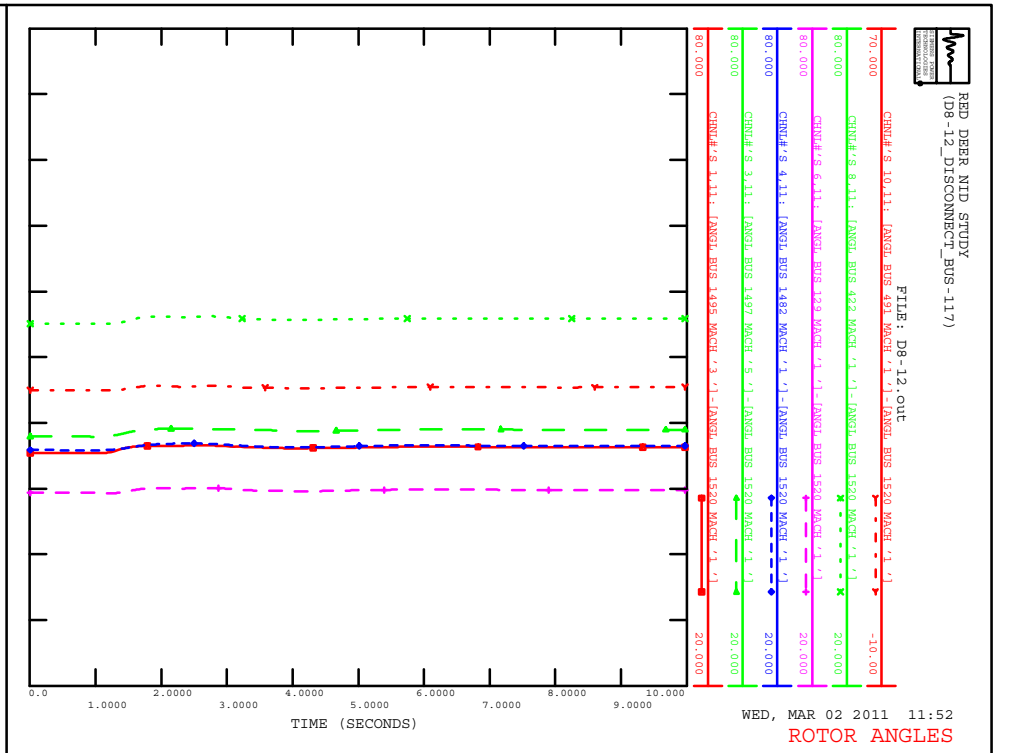

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

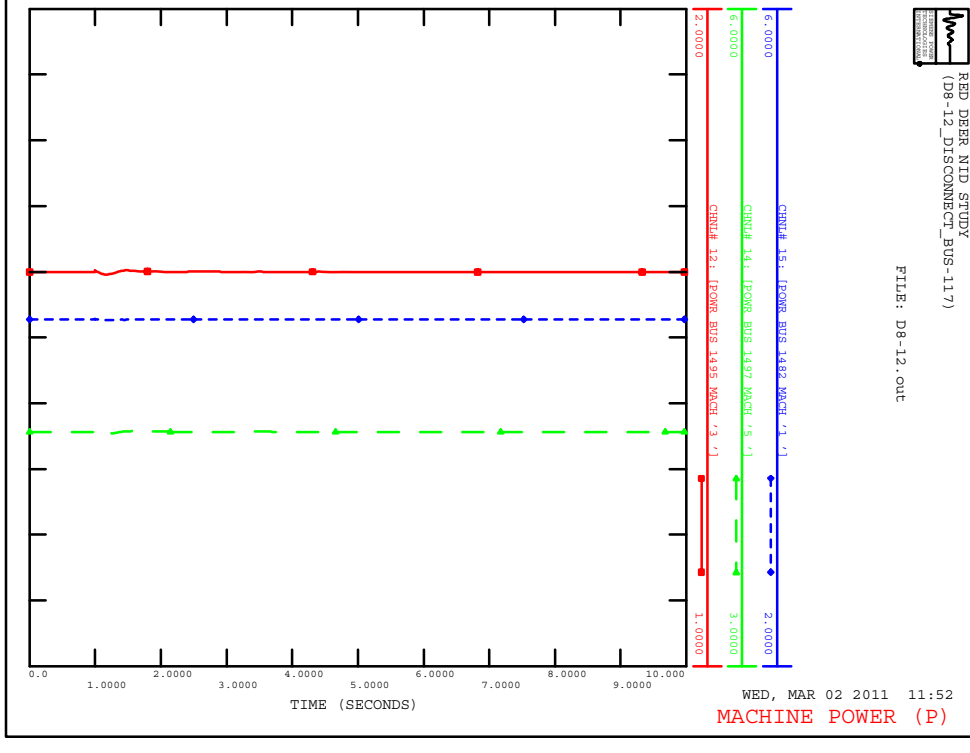

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED D7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

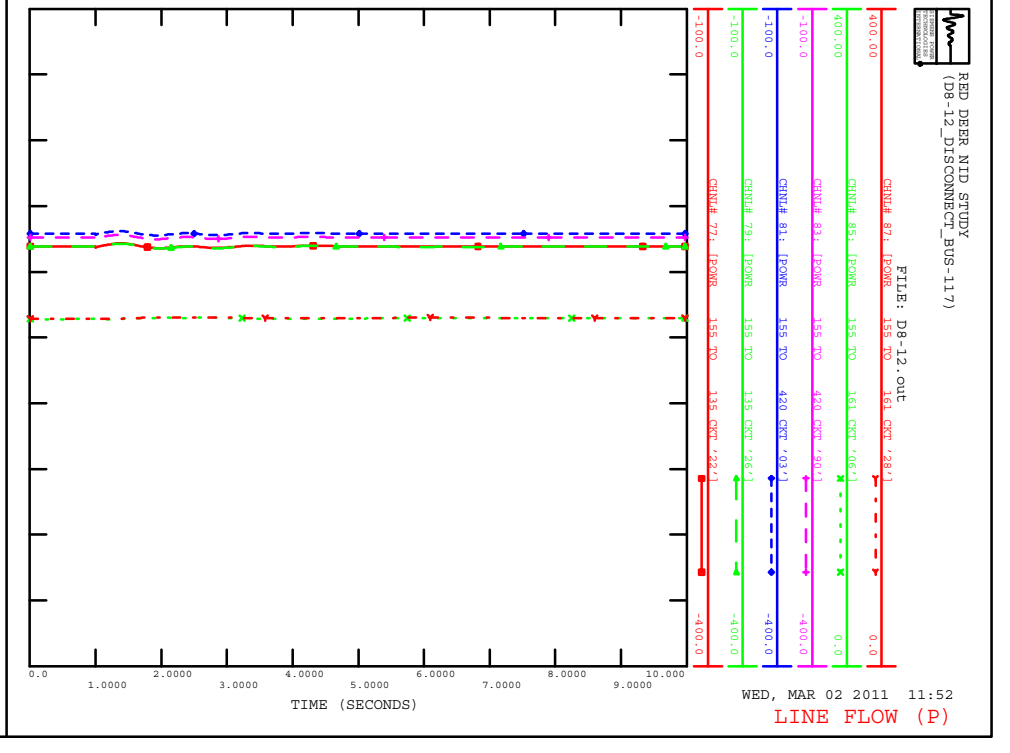

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

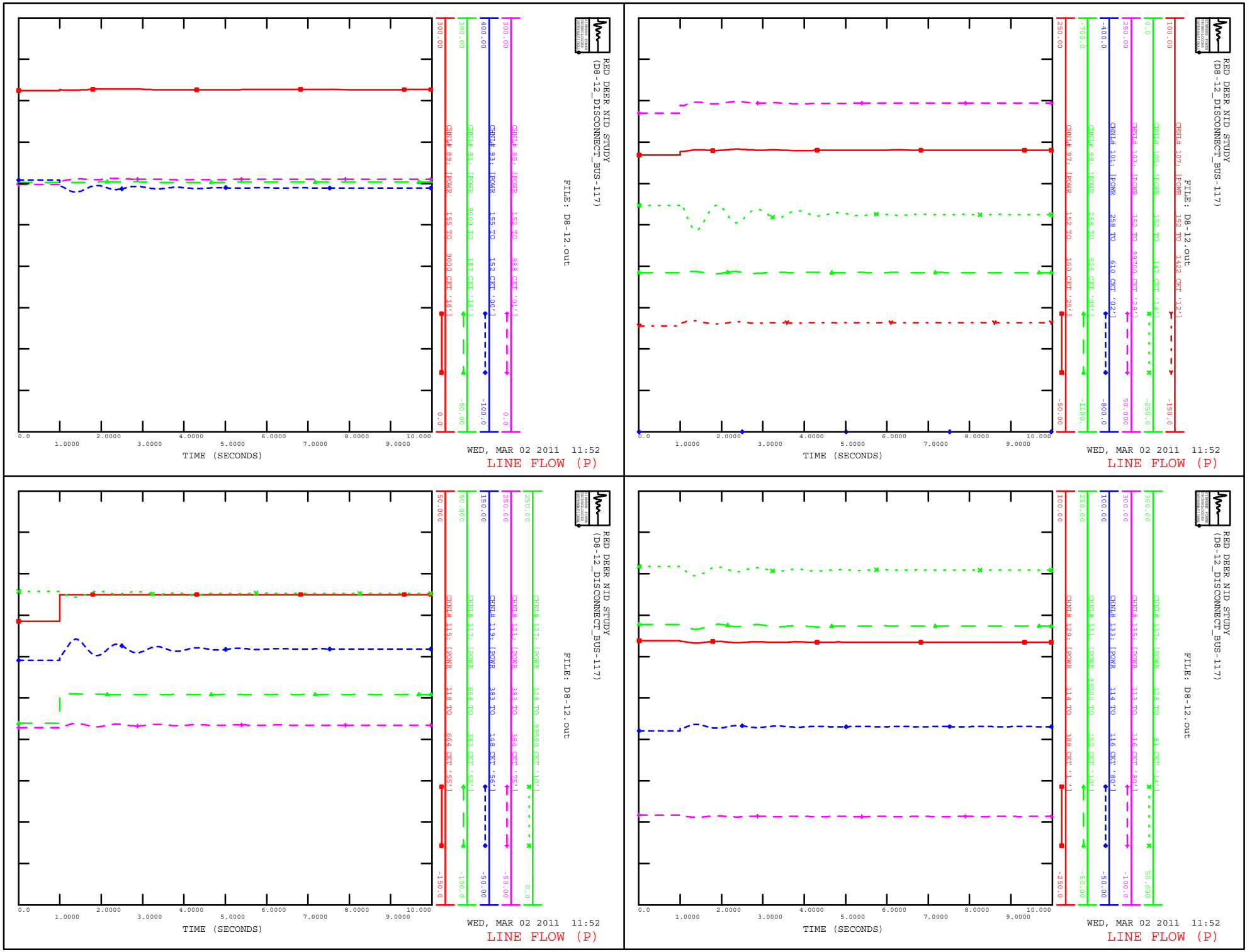

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

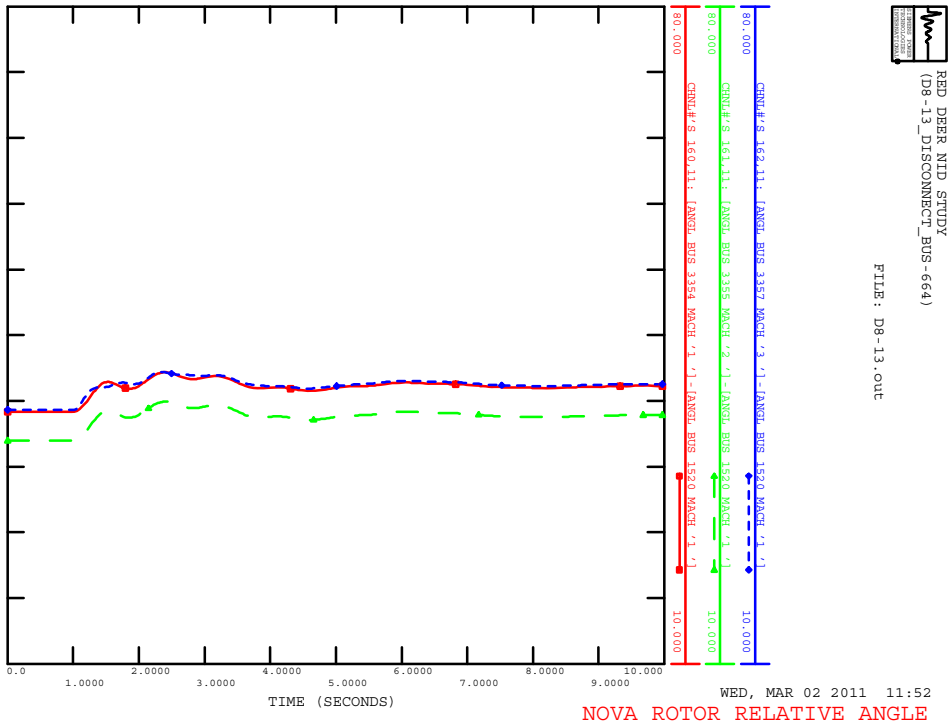

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 157: [FREQ 152 [RED DEE4 240.001]*1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.001]*1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001]*1]*60
60.500
59.500
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

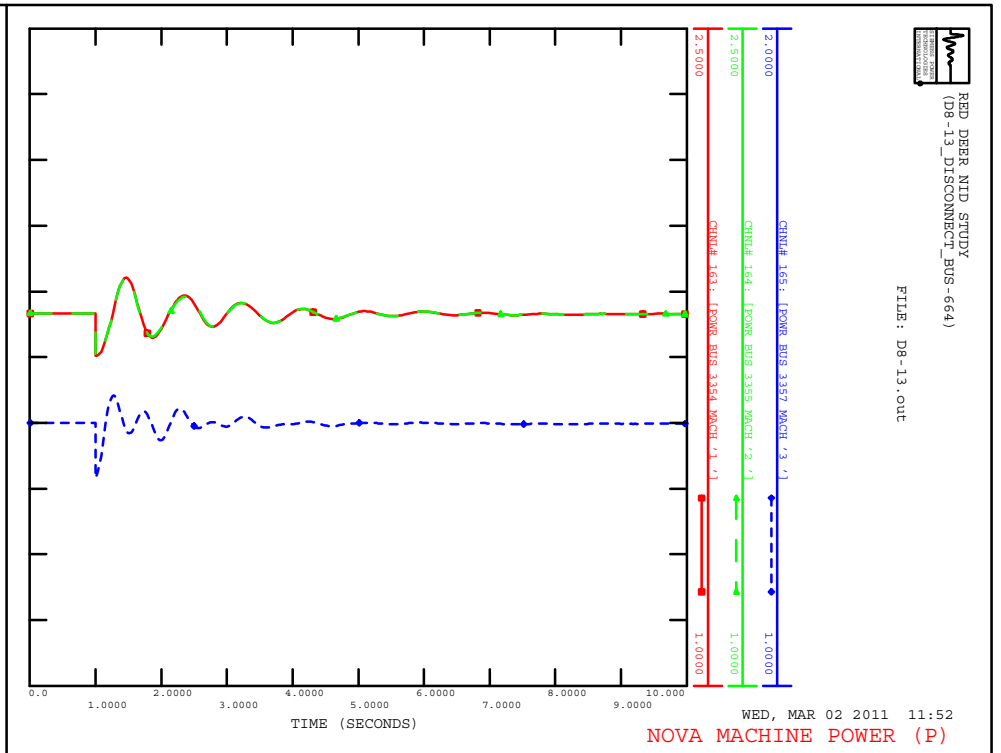

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 8 10.11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 8.11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 6.11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 4.11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 3.11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 1.11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
70.000
80.000
20.000
-10.00
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

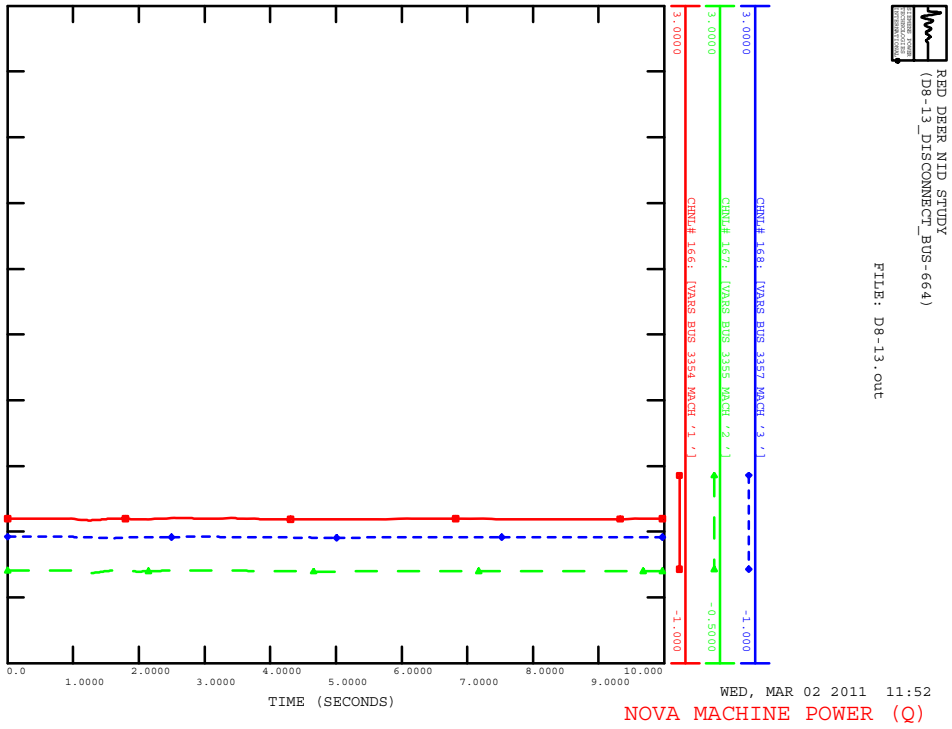

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 12: [POWR BUS 1495 MACH '3 ']
CHNL# 14: [POWR BUS 1497 MACH '5 ']
CHNL# 15: [POWR BUS 1482 MACH '1 ']
2.0000
6.0000
1.0000
3.0000
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

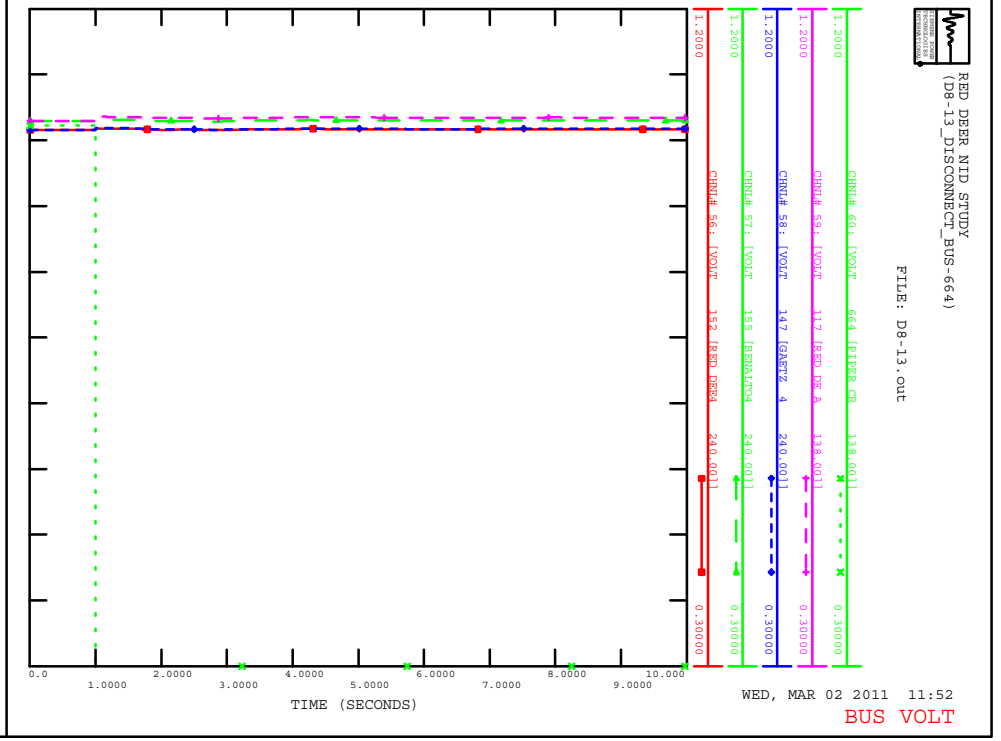

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 87: [POWR 155 TO 161 CKT '28']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 83: [POWR 155 TO 420 CKT '90']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 77: [POWR 155 TO 135 CKT '22']
400.00
-100.0
0.0
-400.0
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

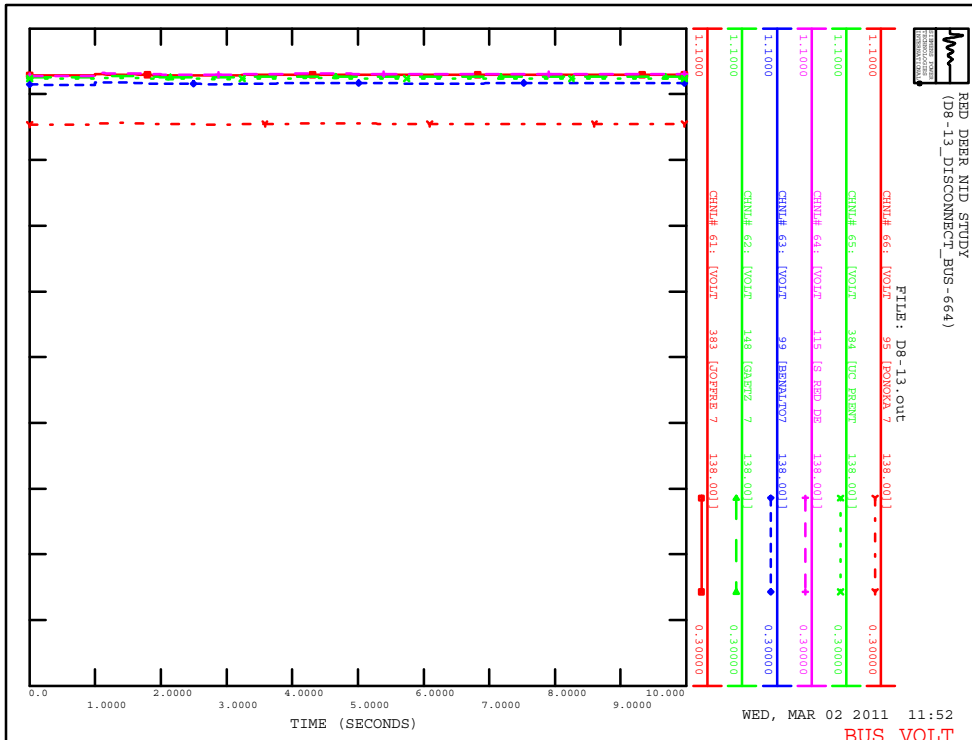

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

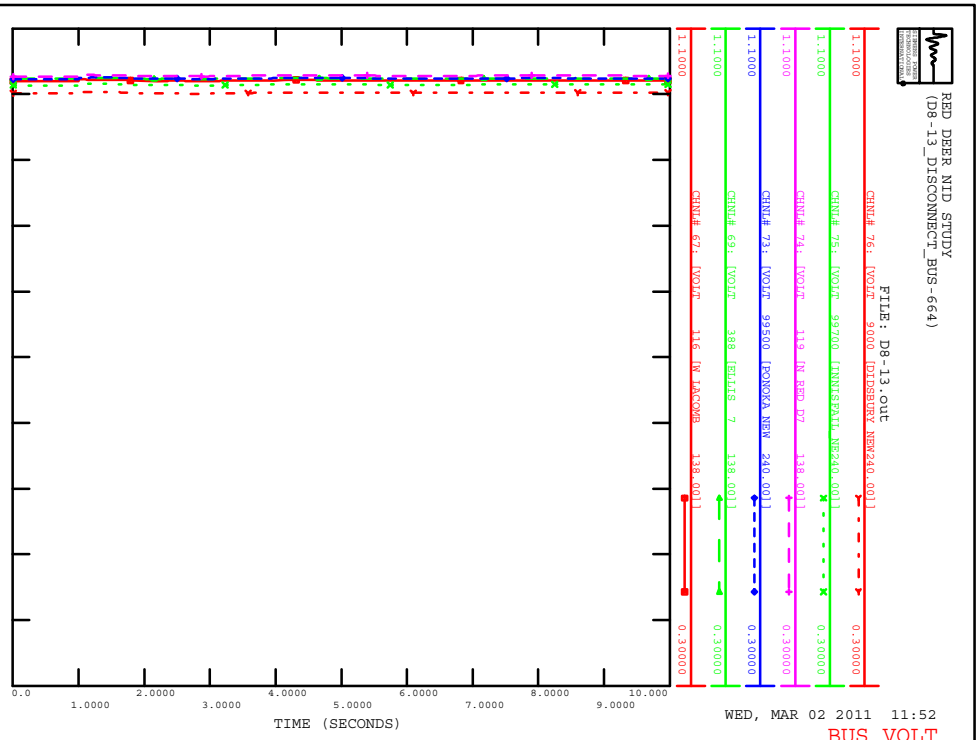

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

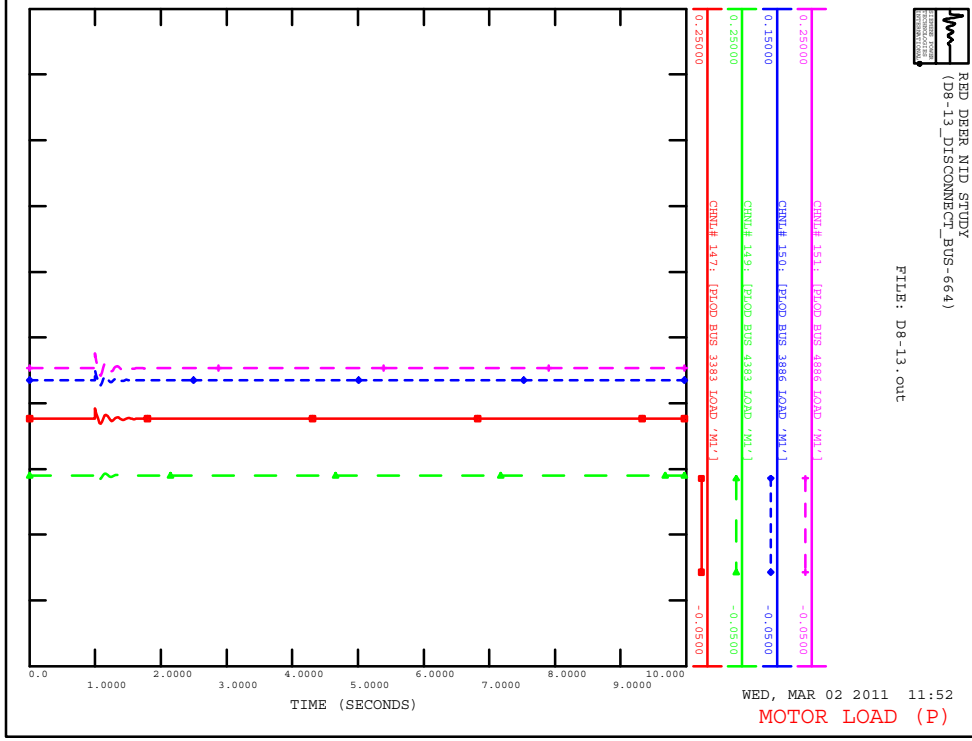

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

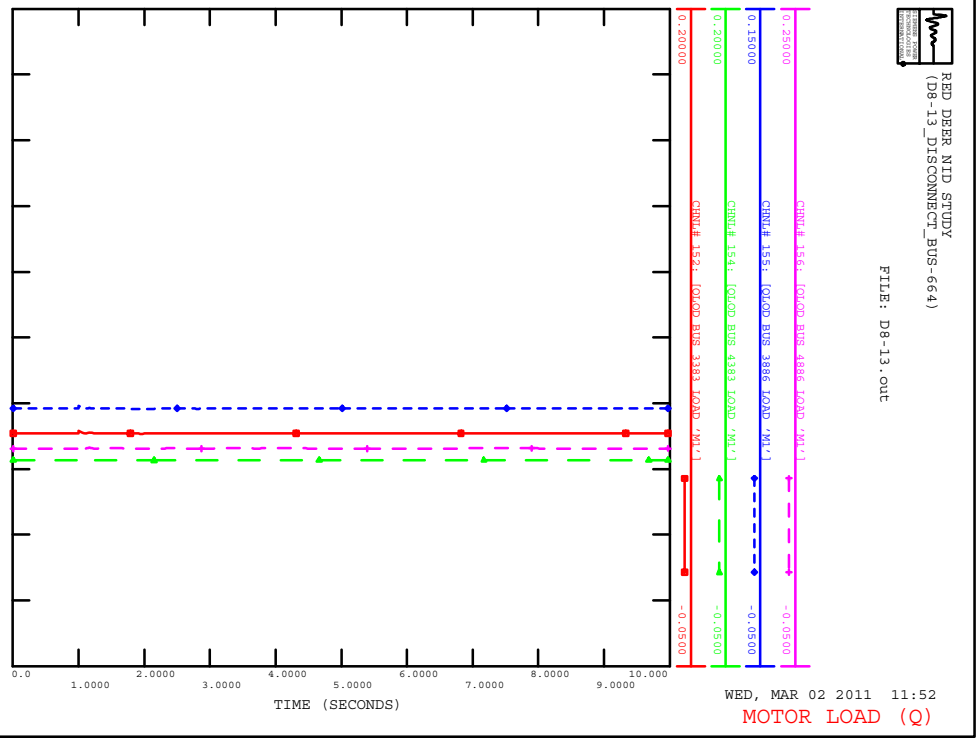

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

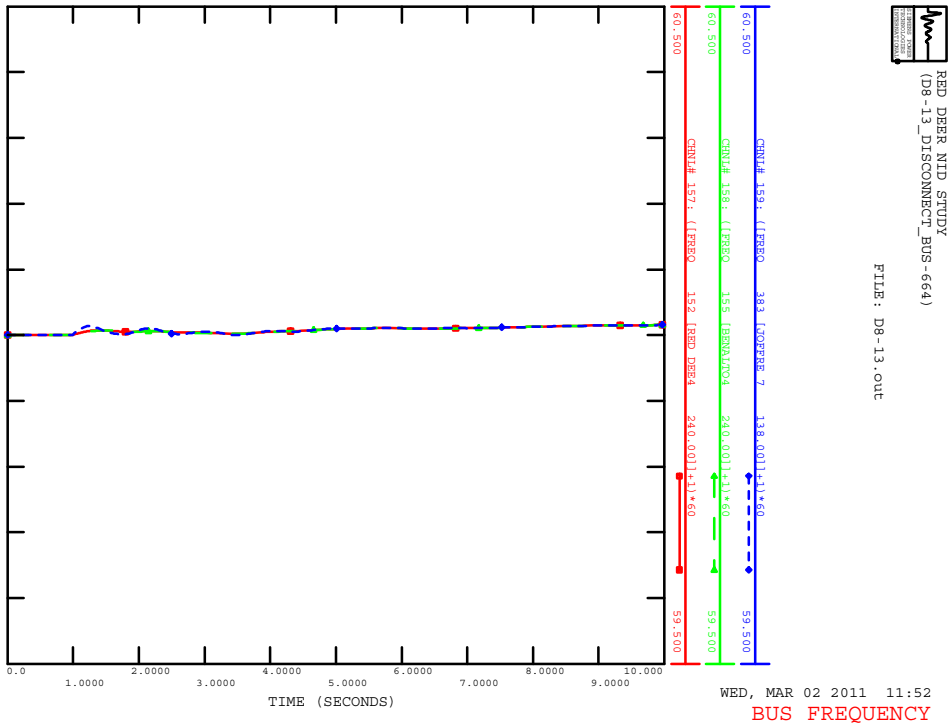

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

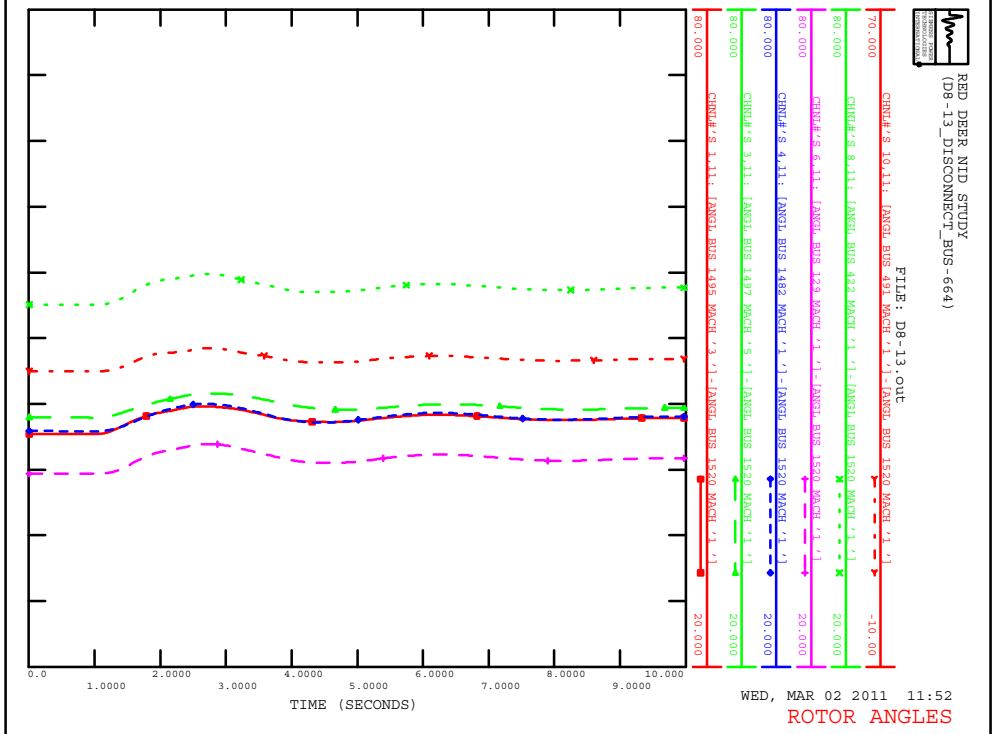

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALETV2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

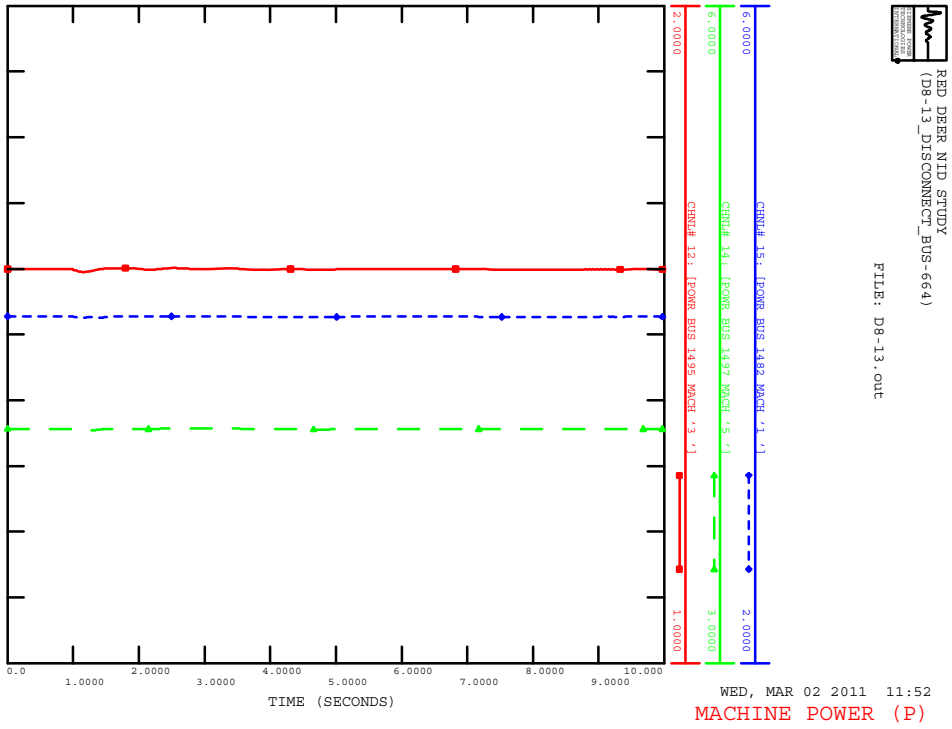

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

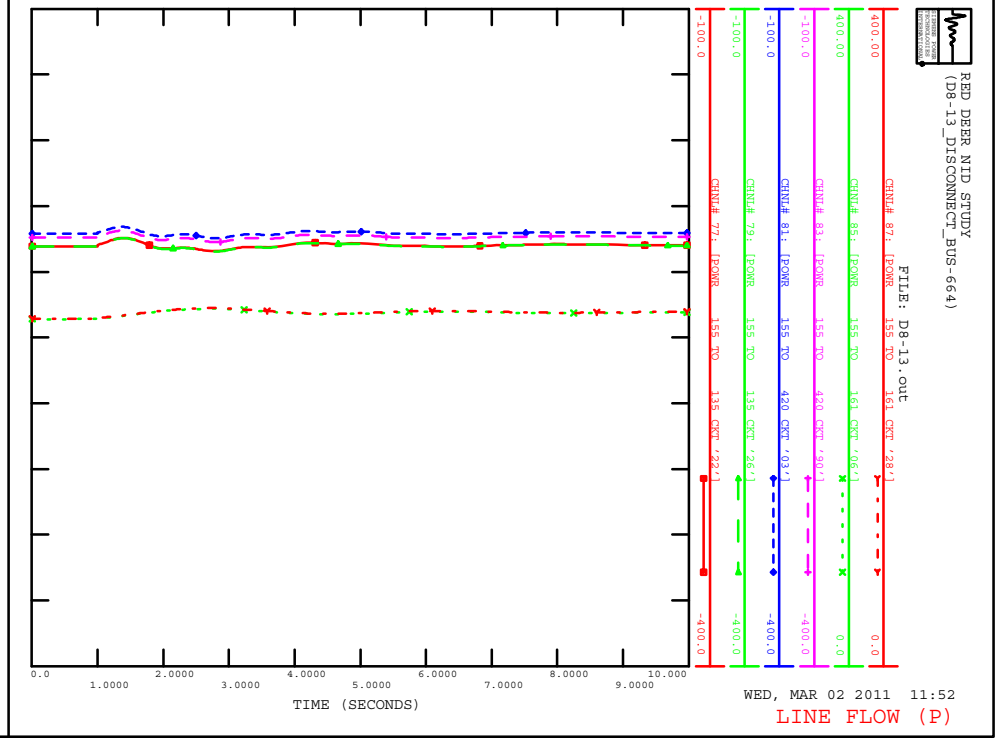

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

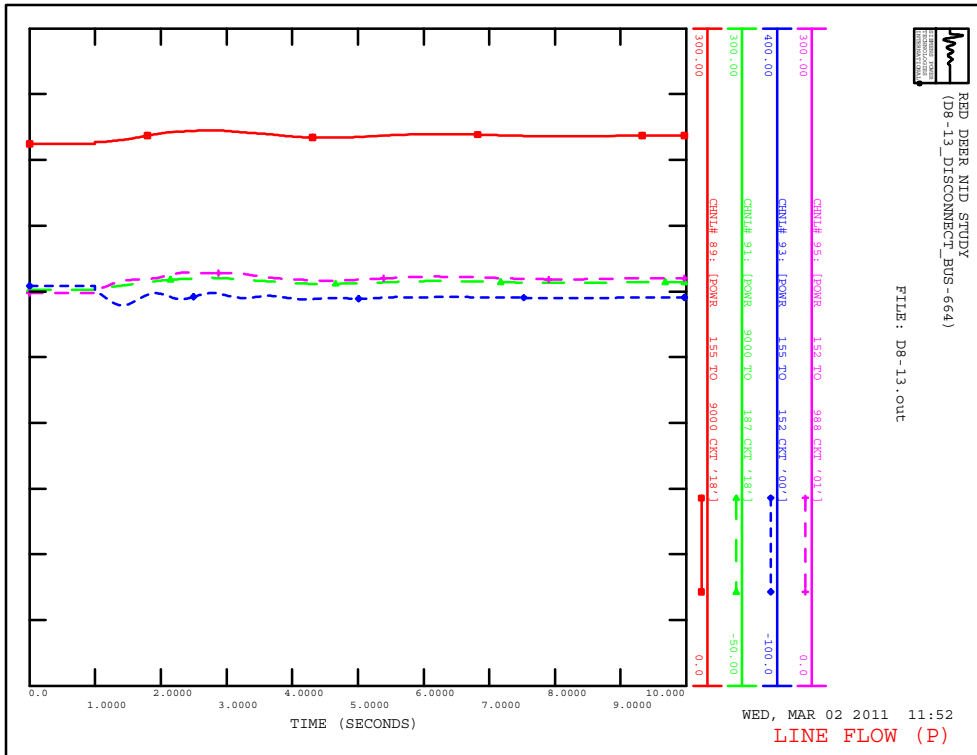

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

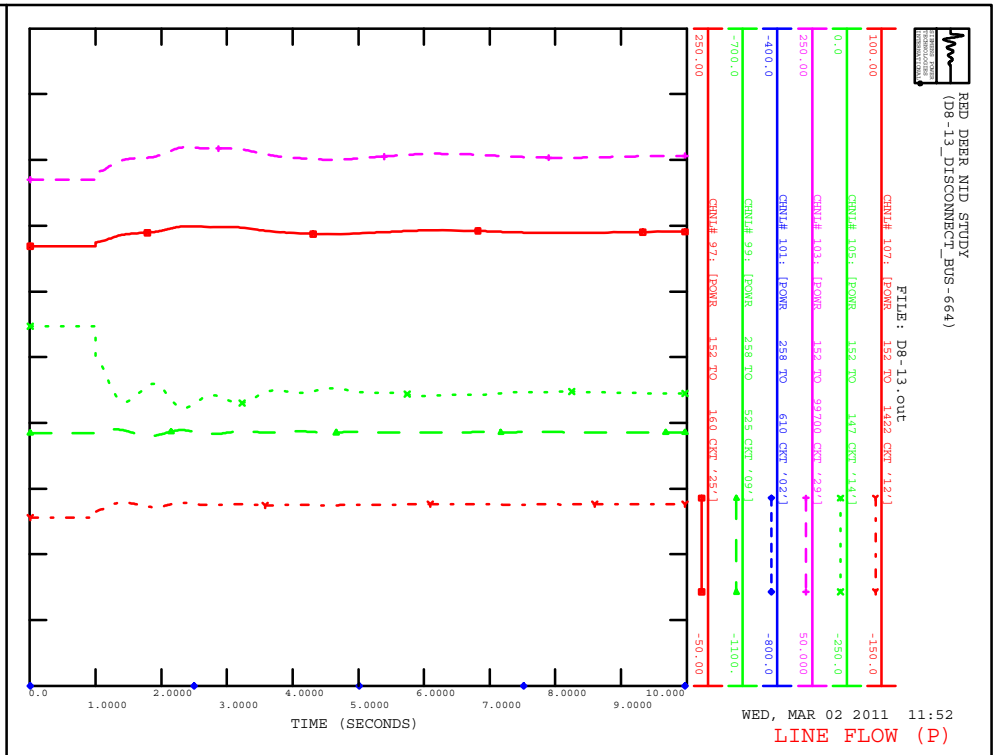

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

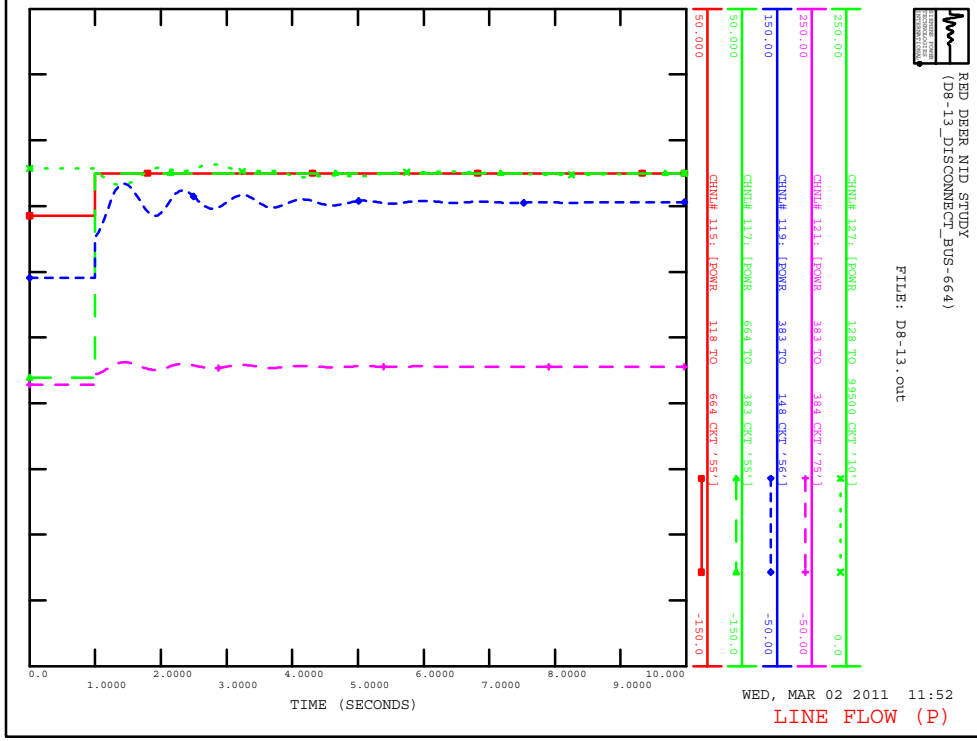

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

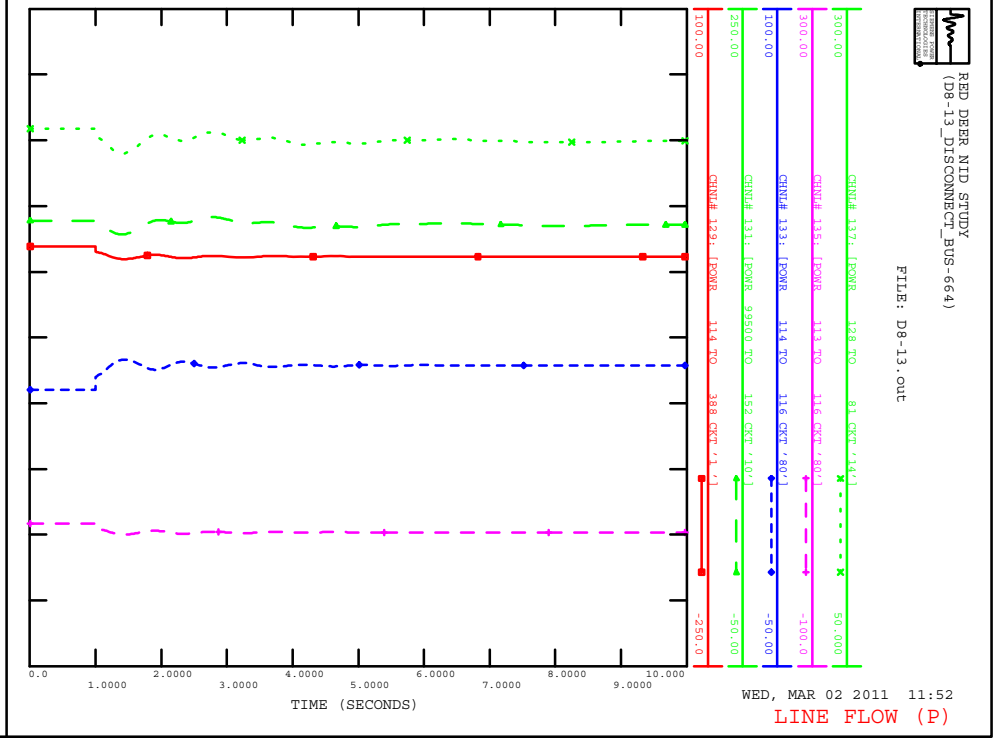

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

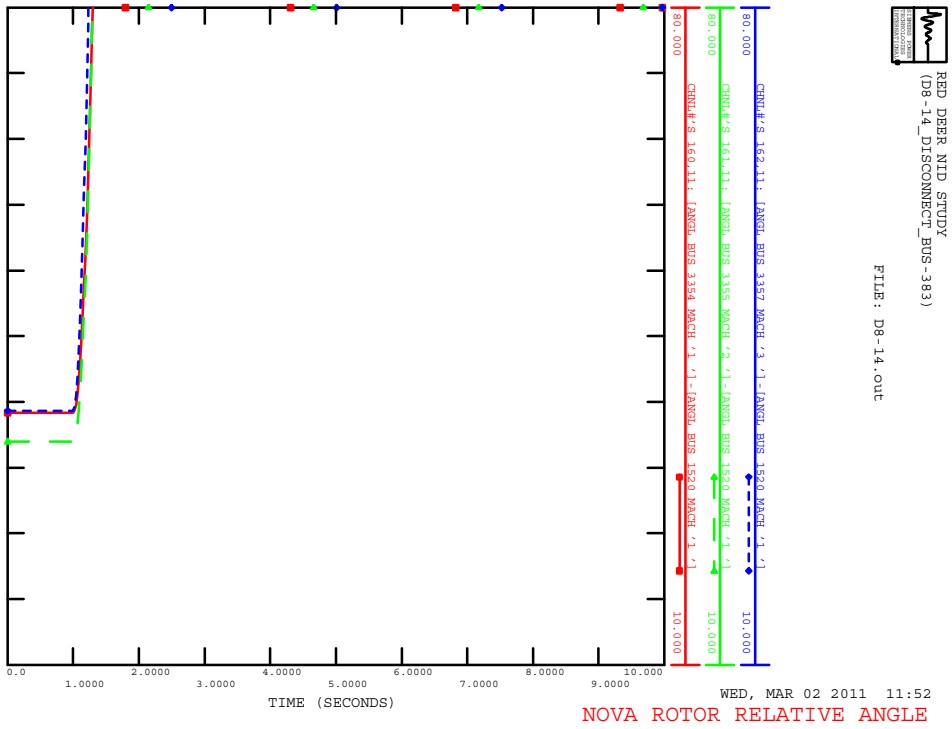

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

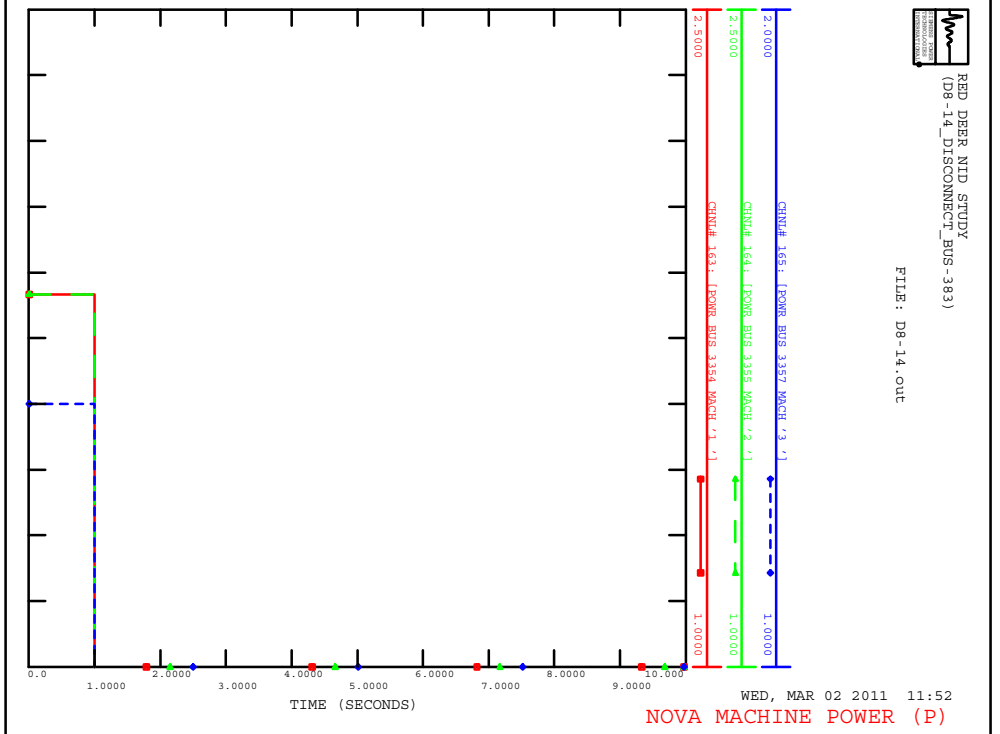

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

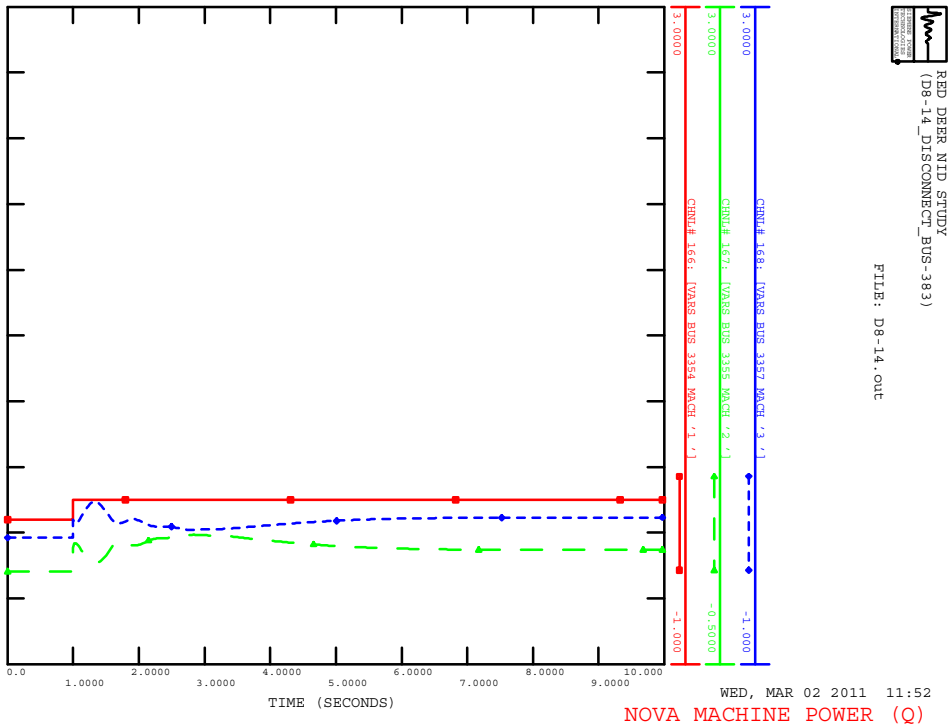

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

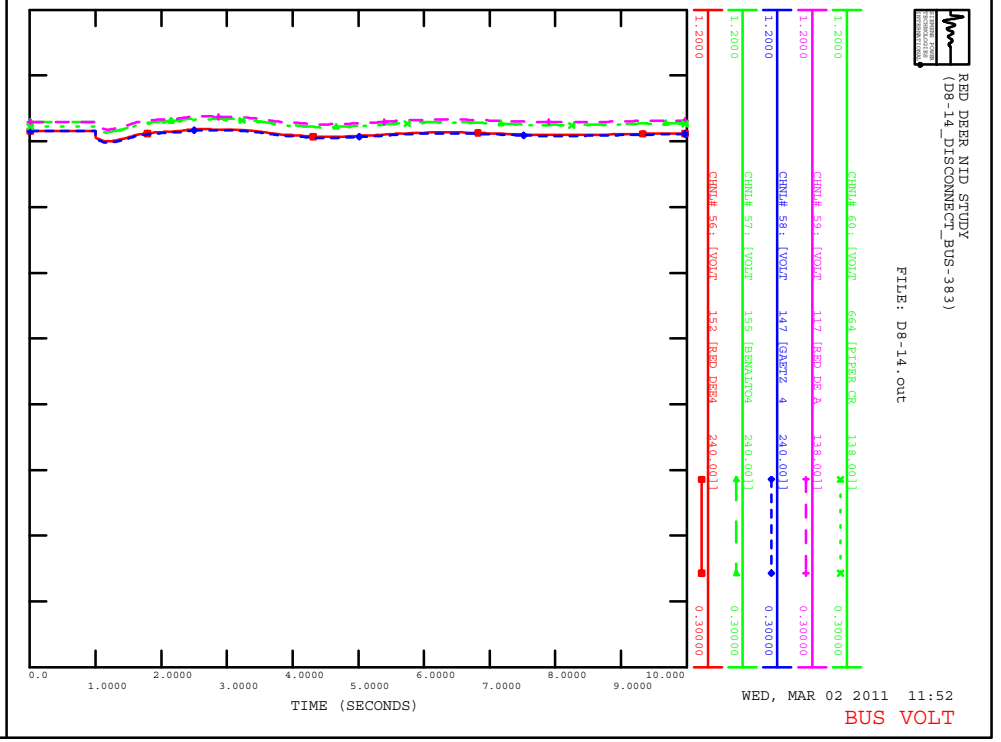

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

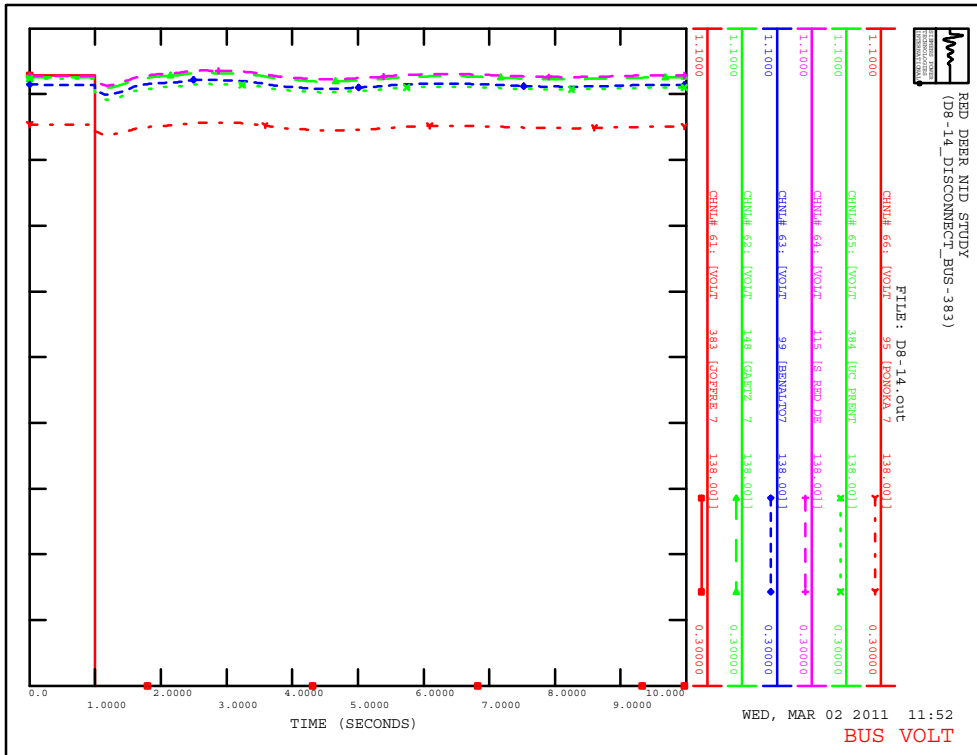

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

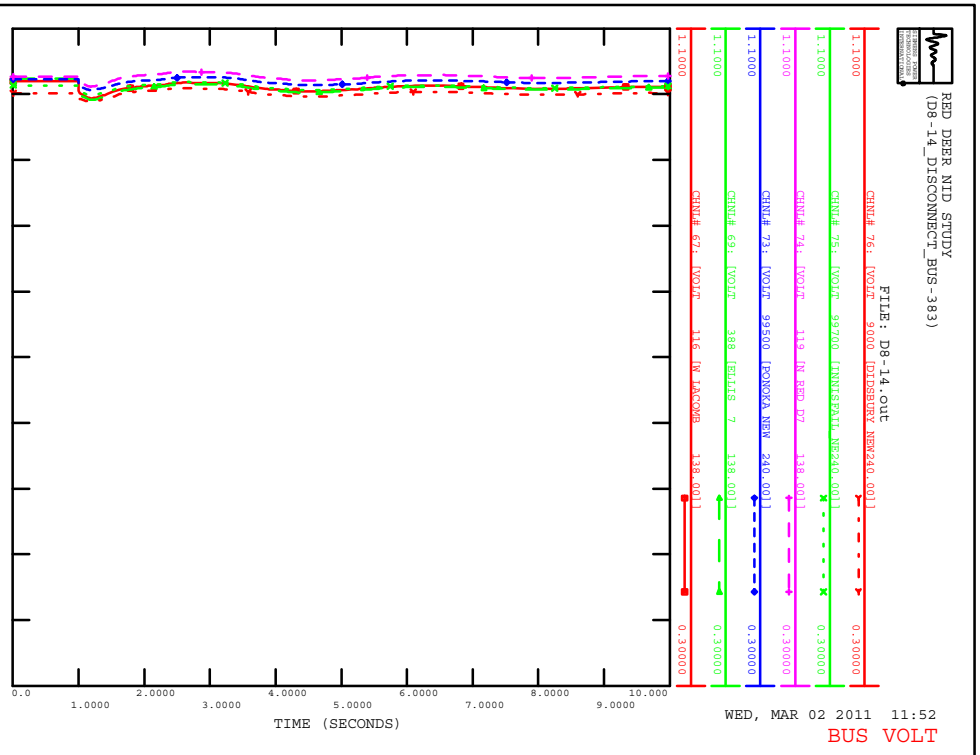

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

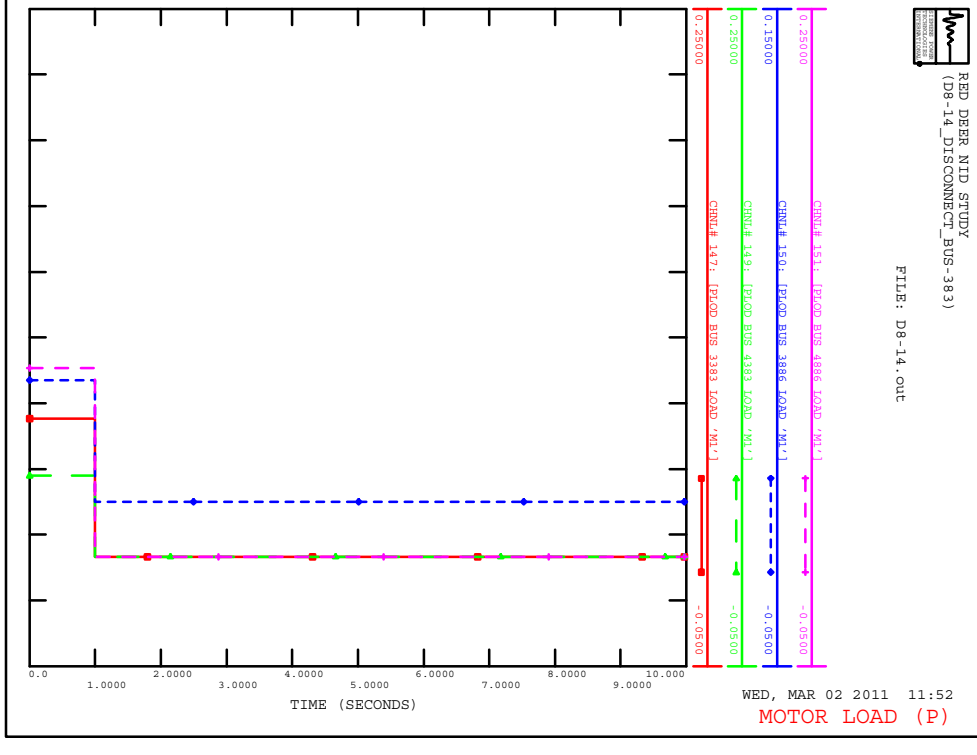

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.5000
1.5000
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

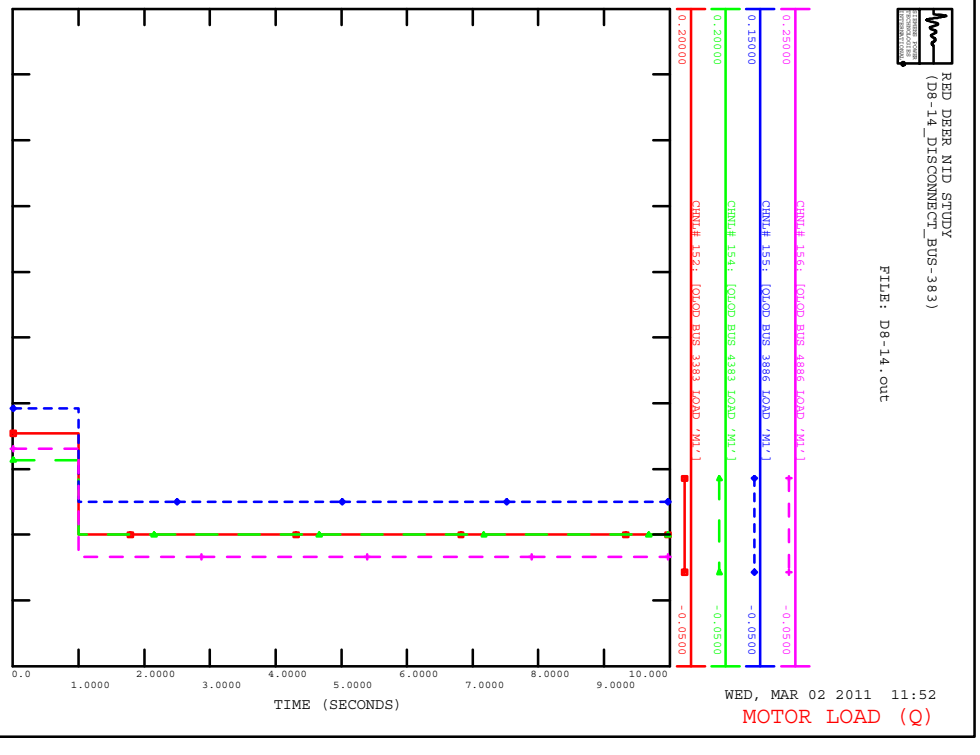

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

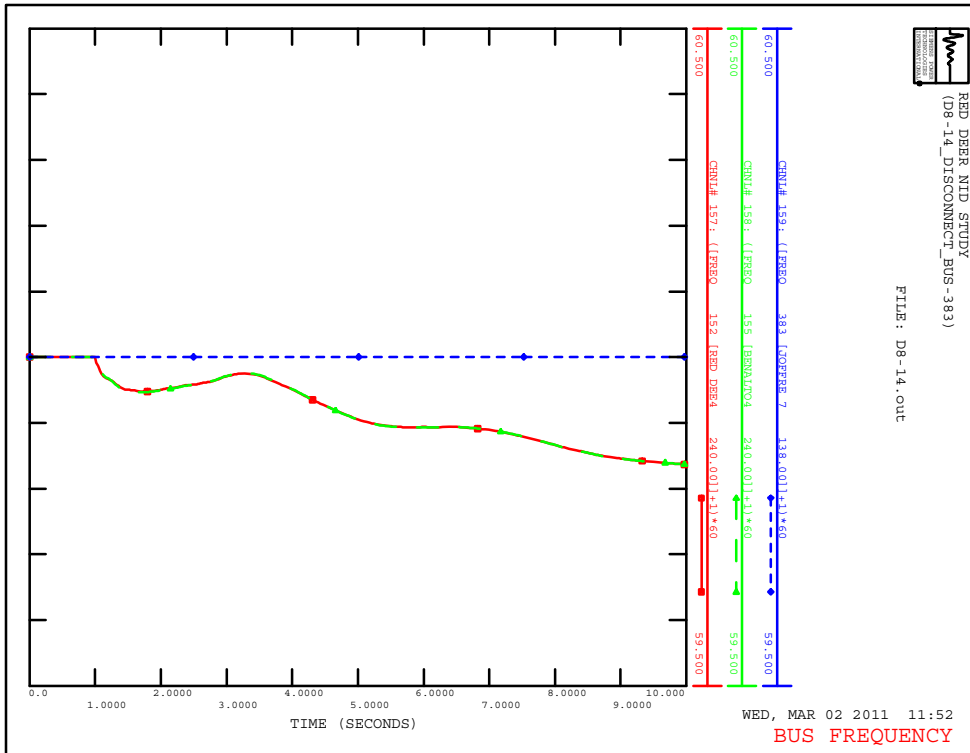

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

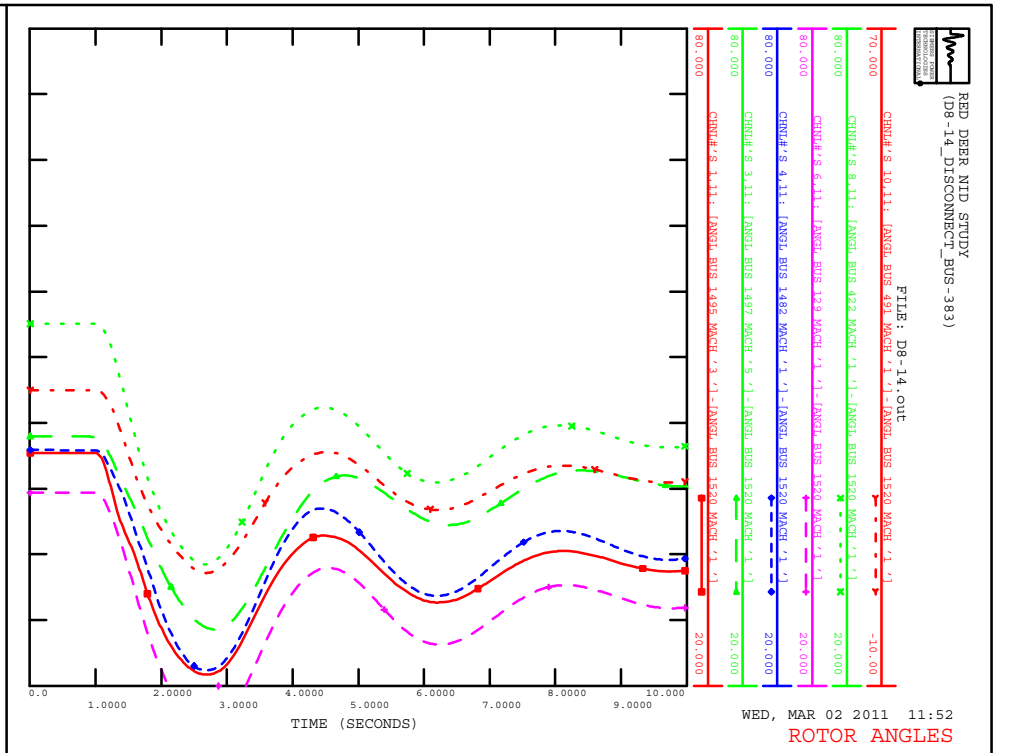

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

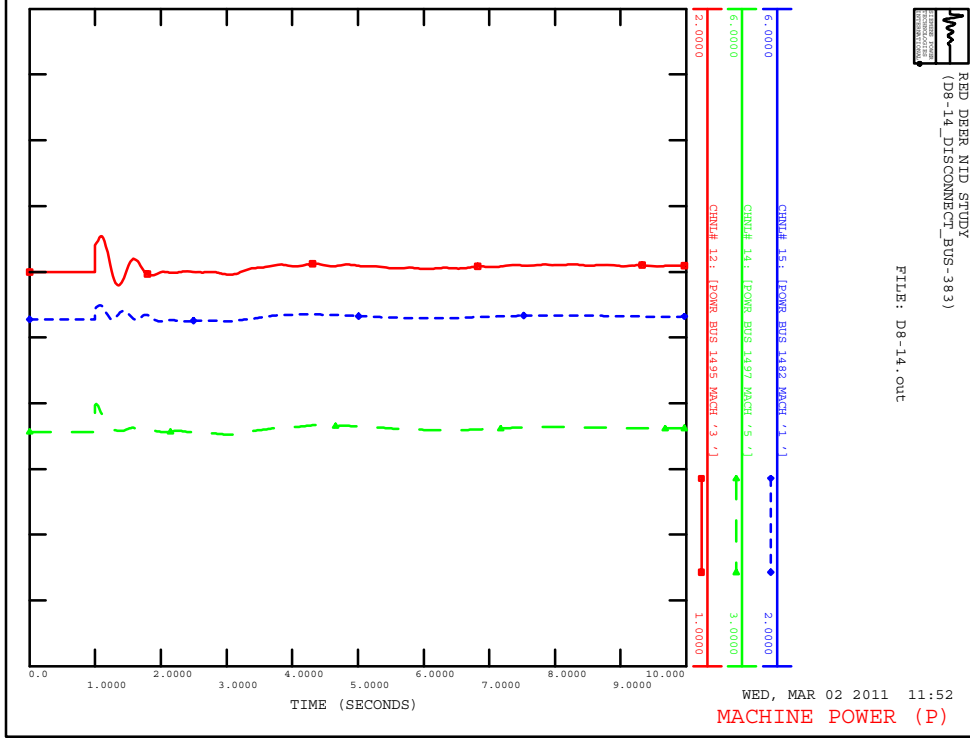

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

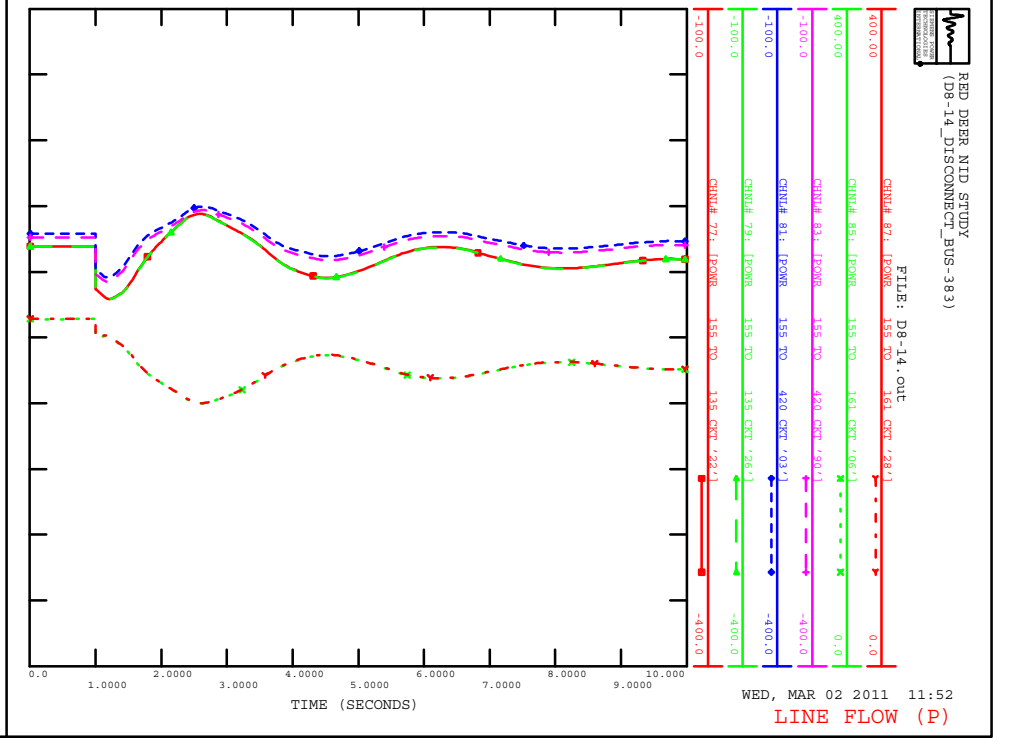

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

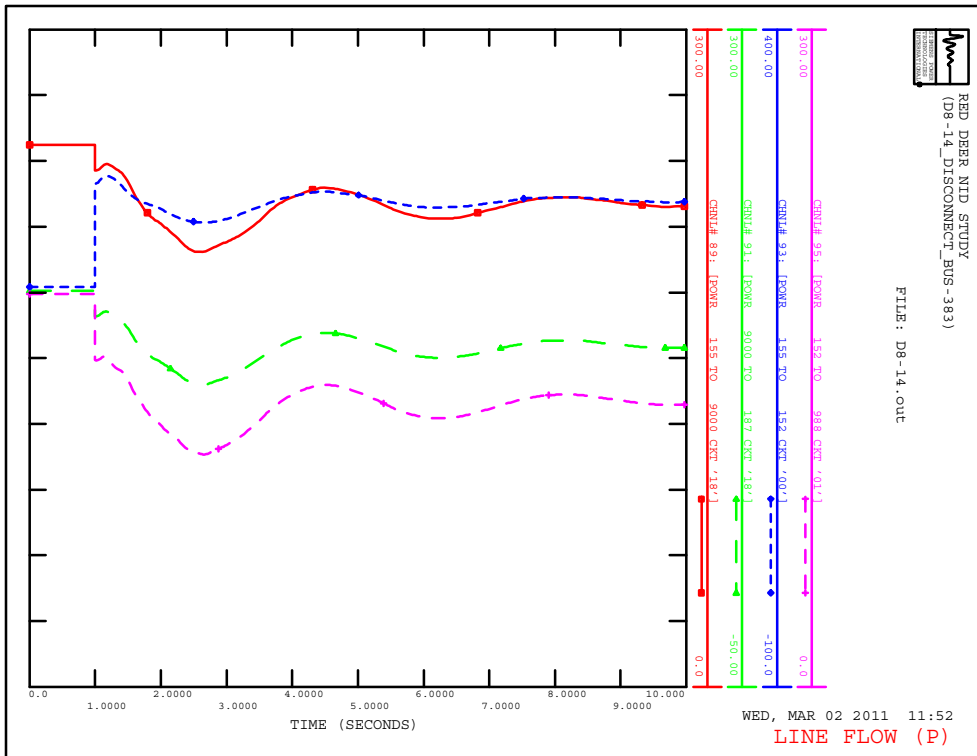

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

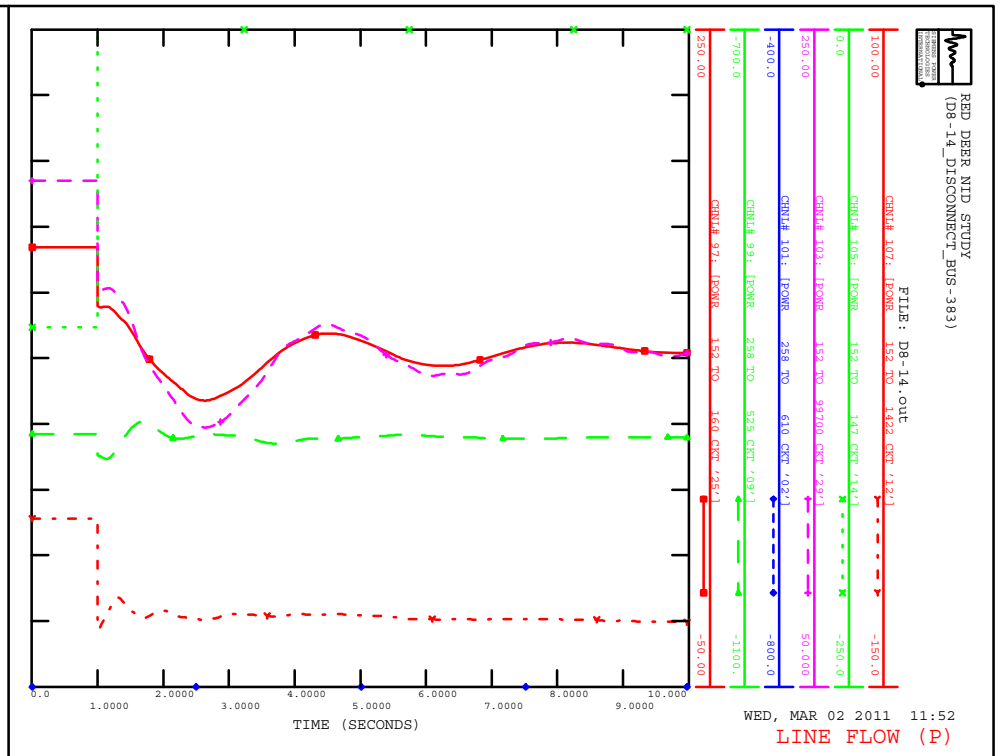

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

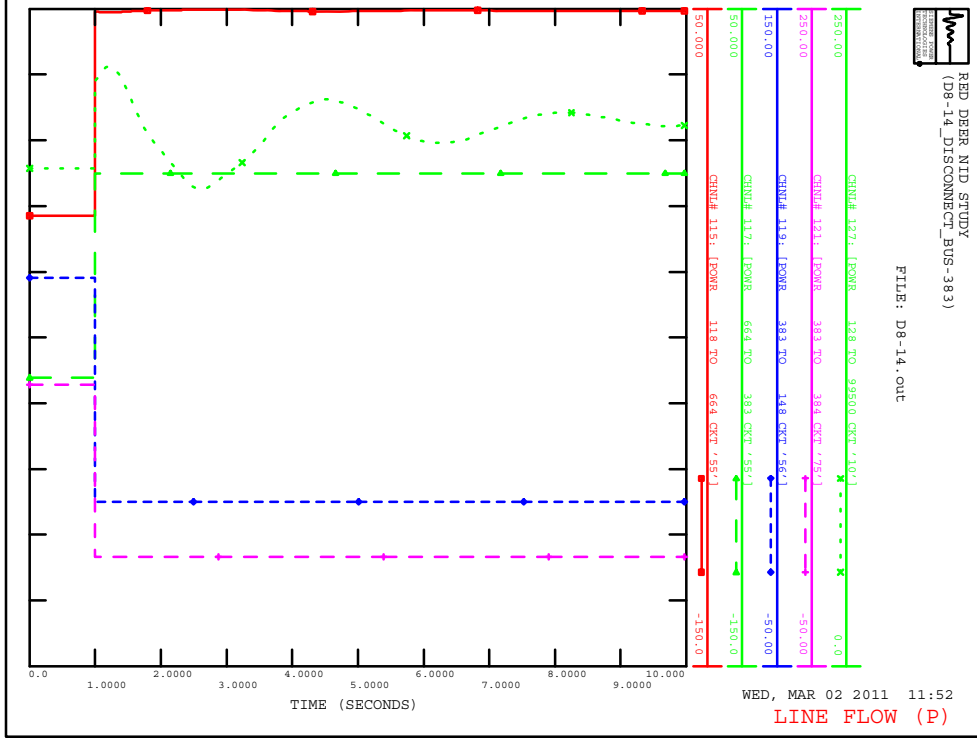

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

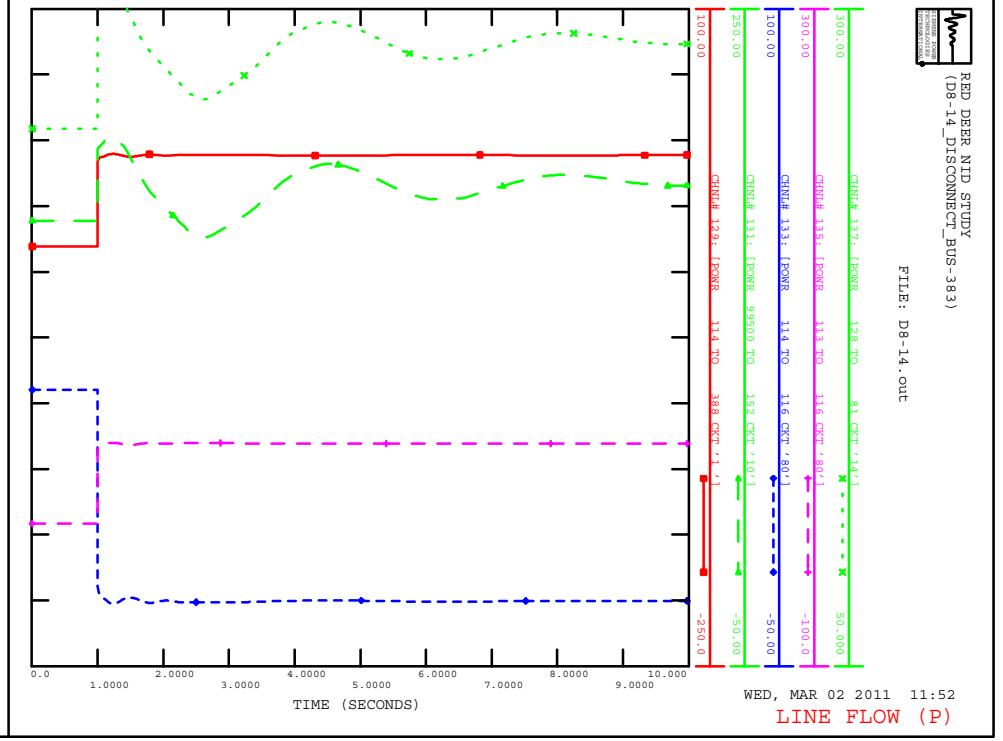

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

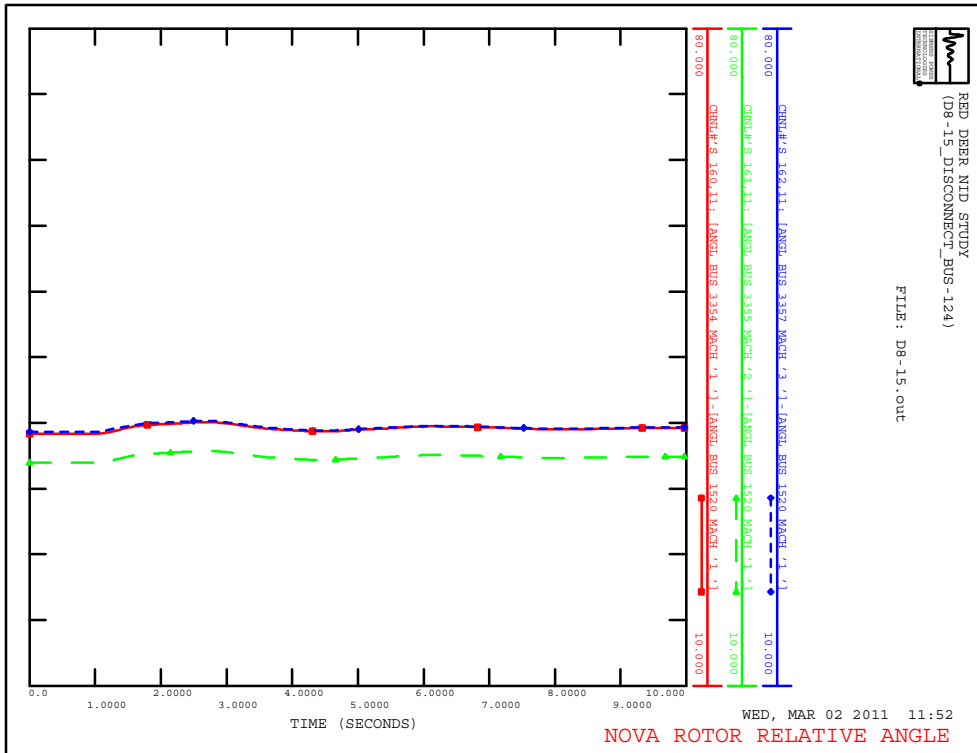

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

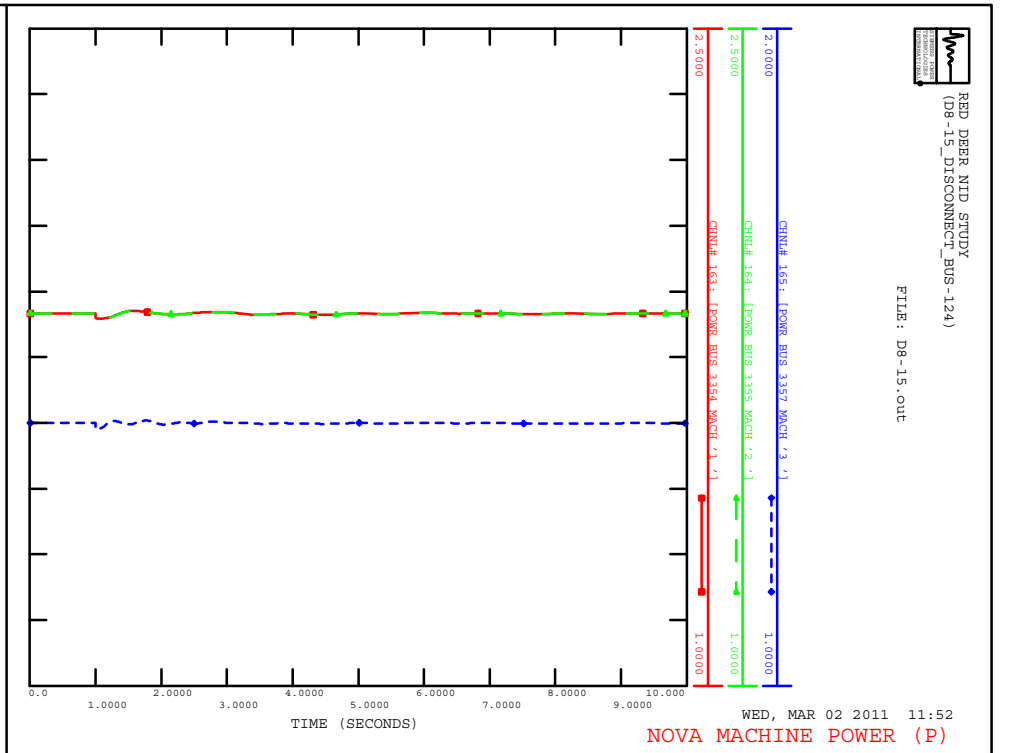

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

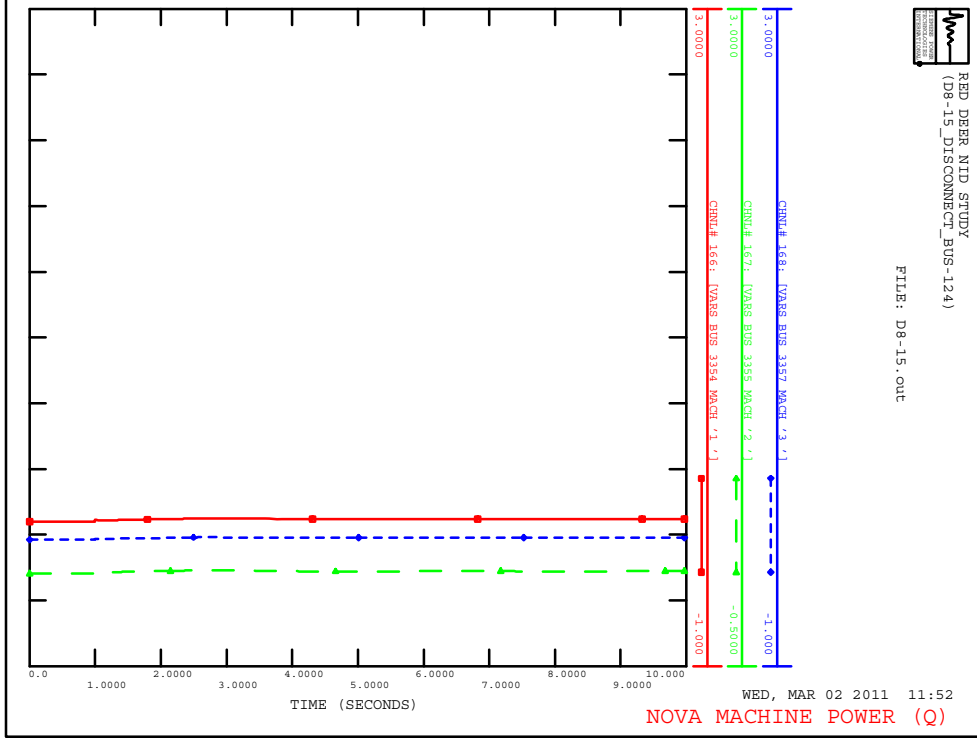

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

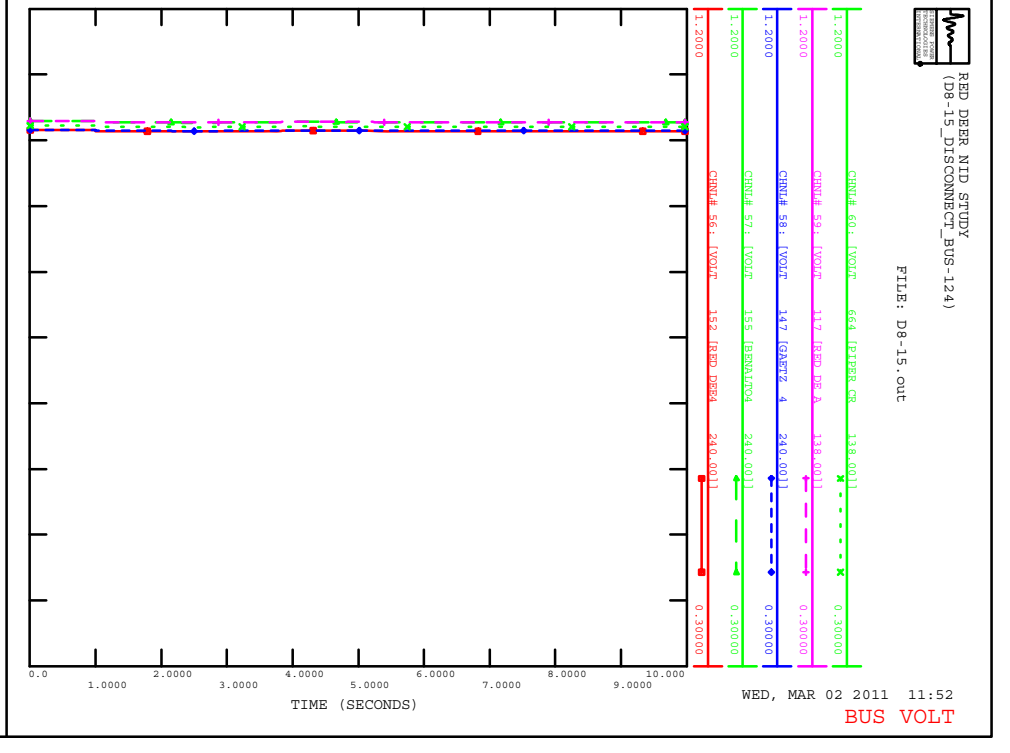

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

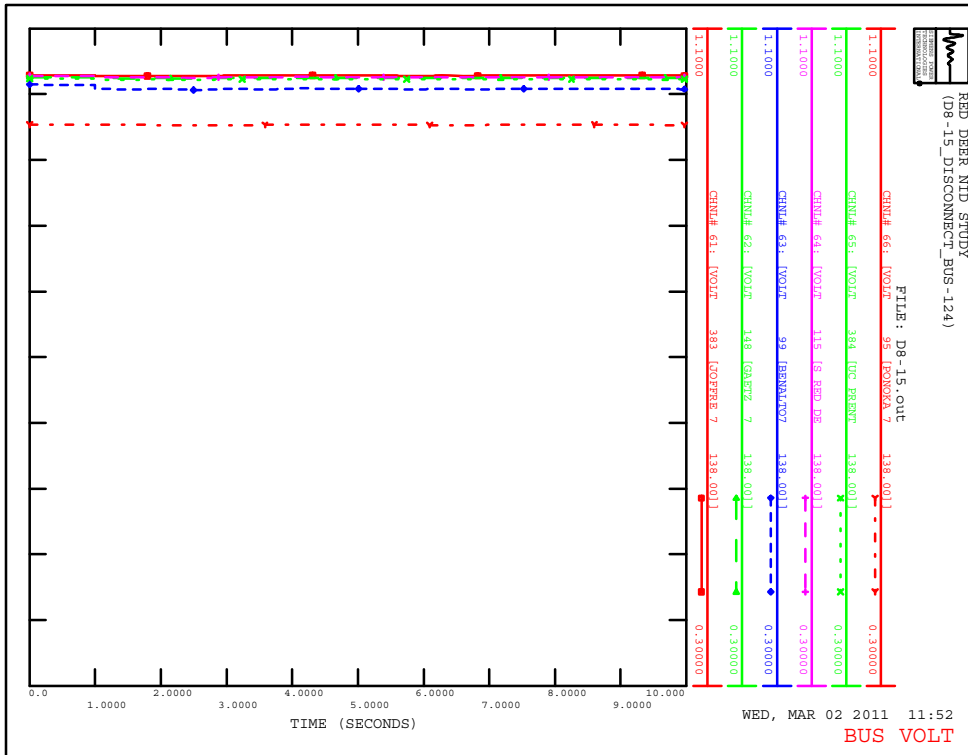

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

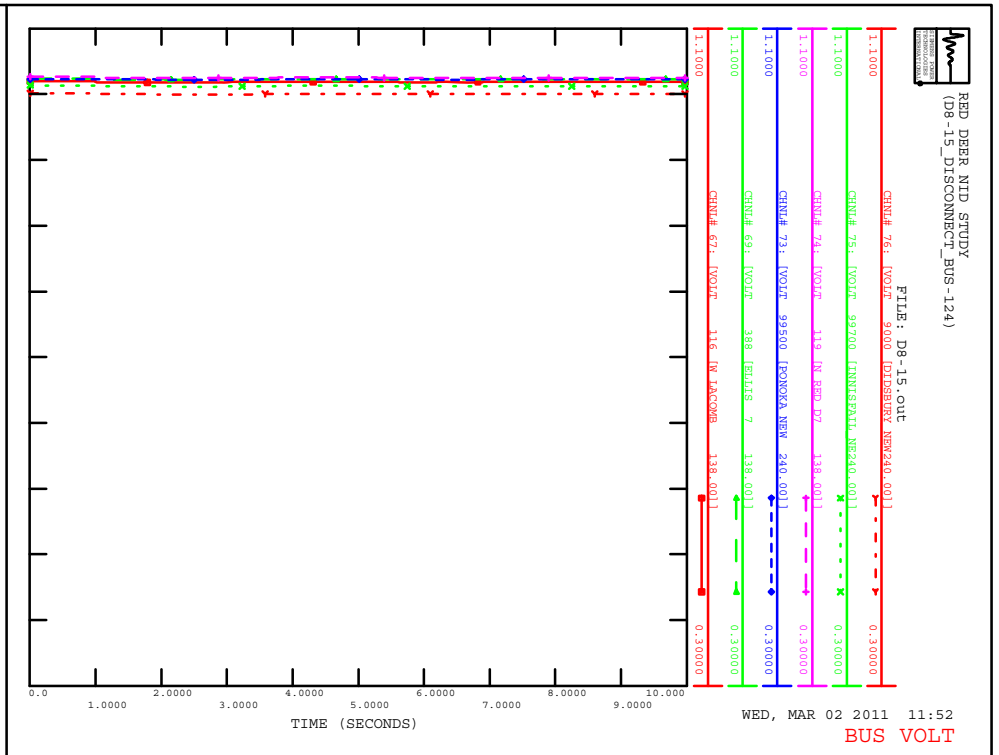

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

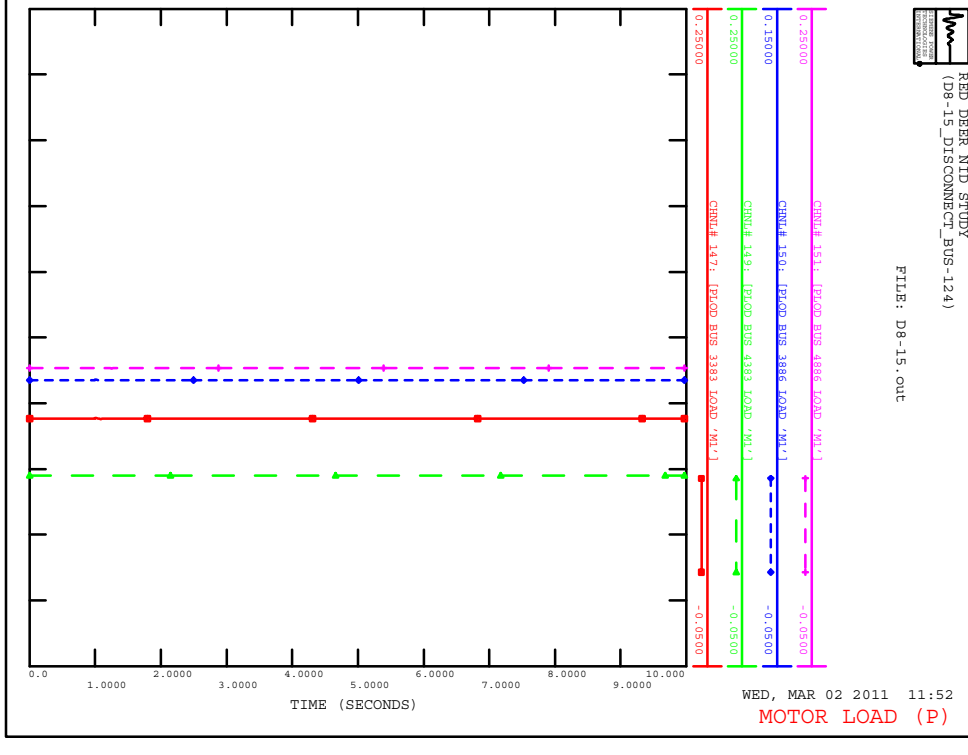

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

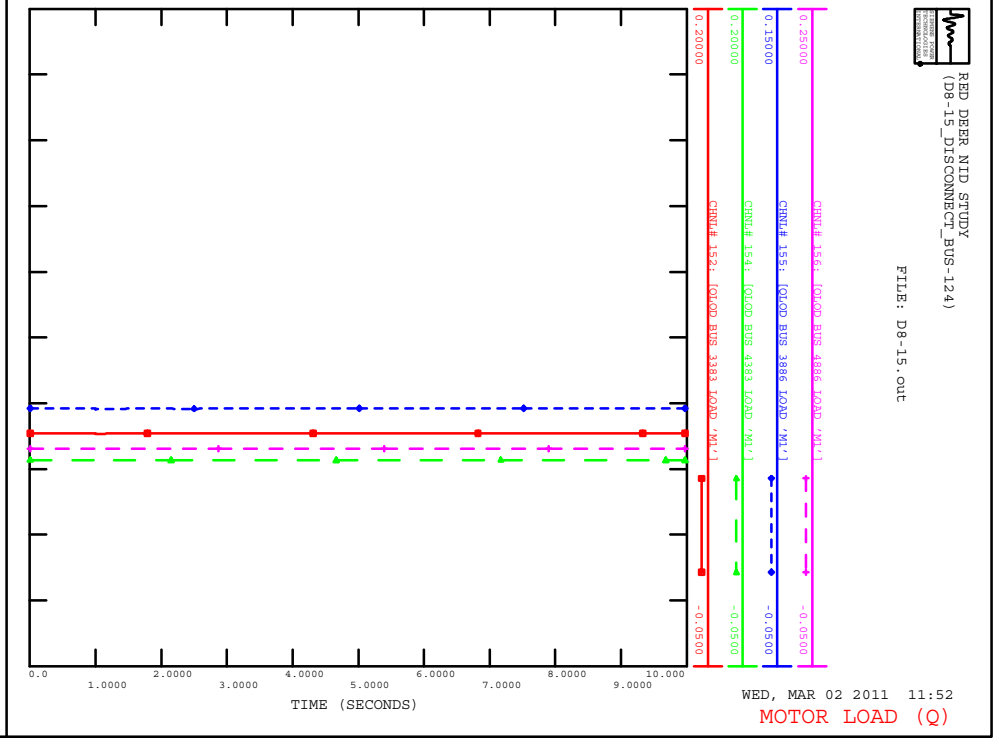

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

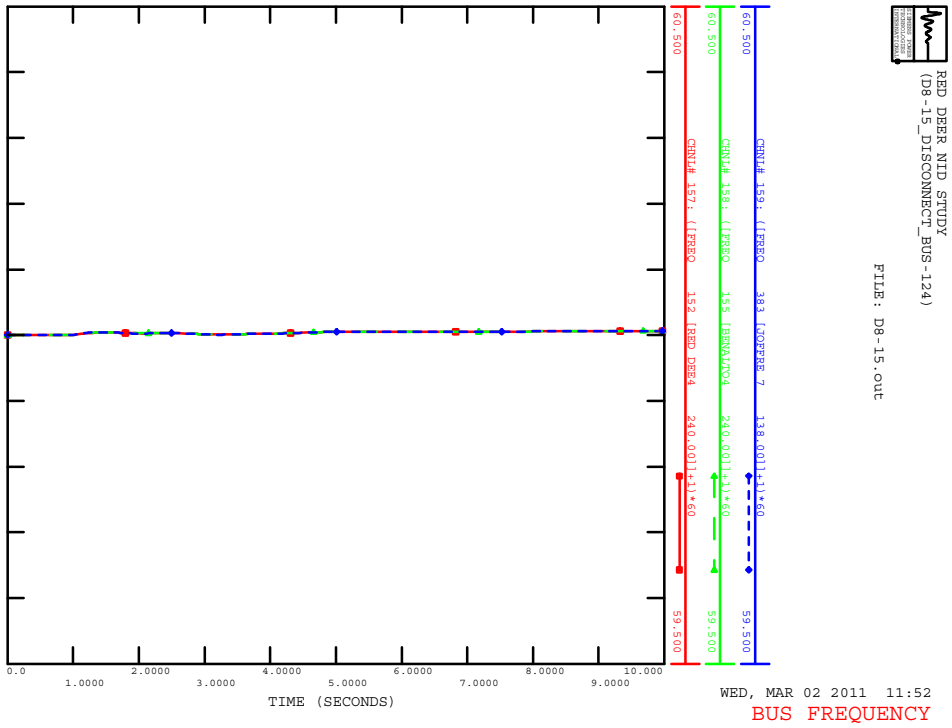

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

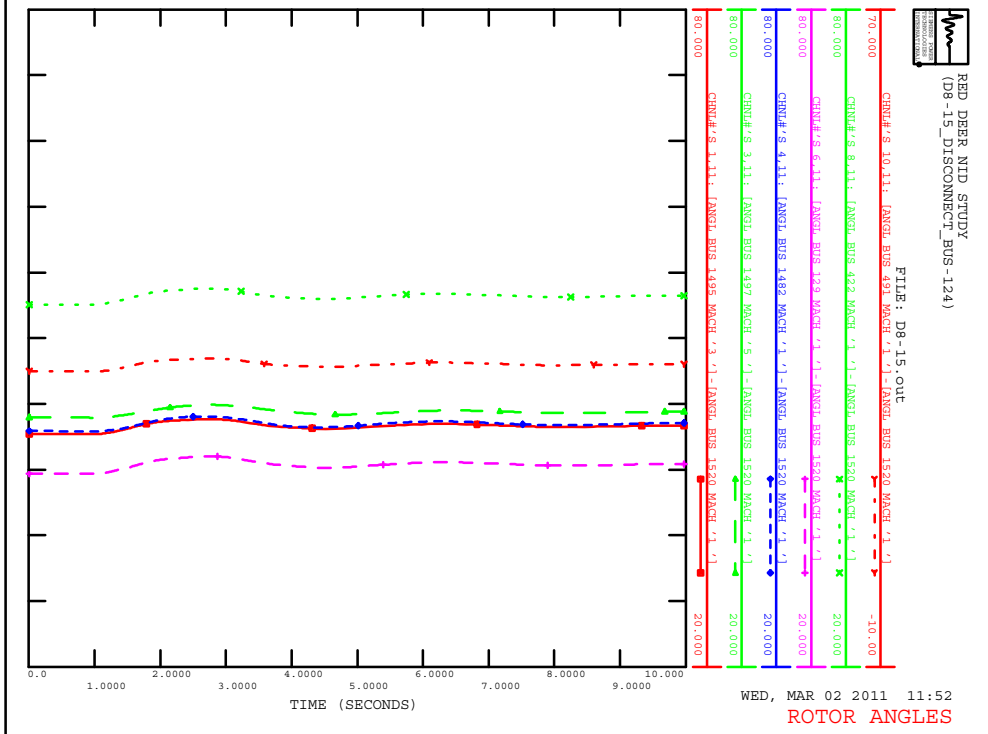

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
WED, MAR 02 2011 11:52
BUS VOLT
TIME (SECONDS)

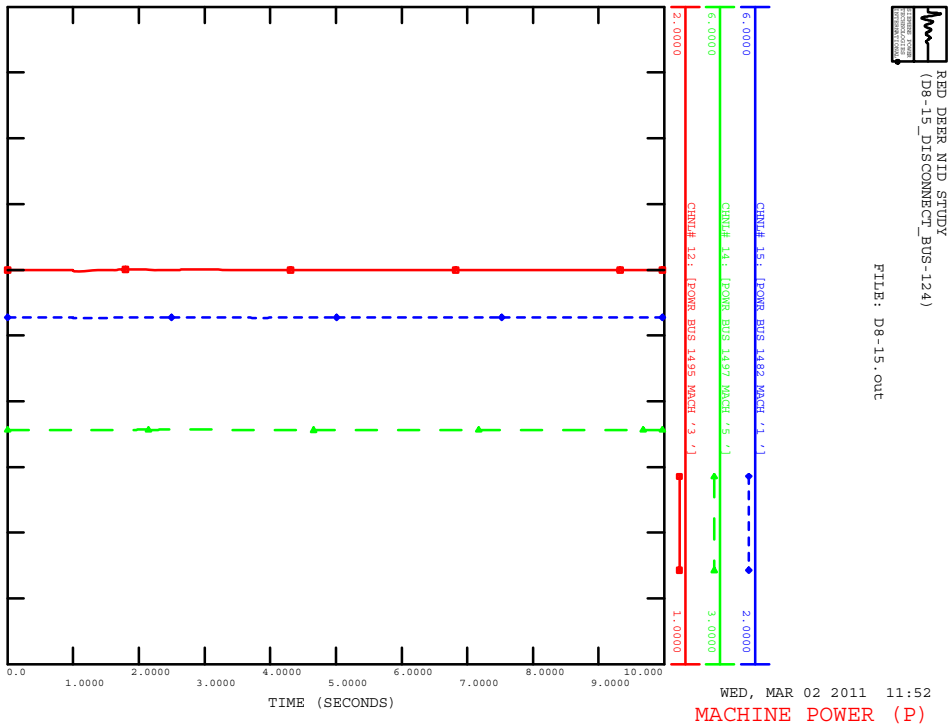

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
WED, MAR 02 2011 11:52
BUS VOLT
TIME (SECONDS)

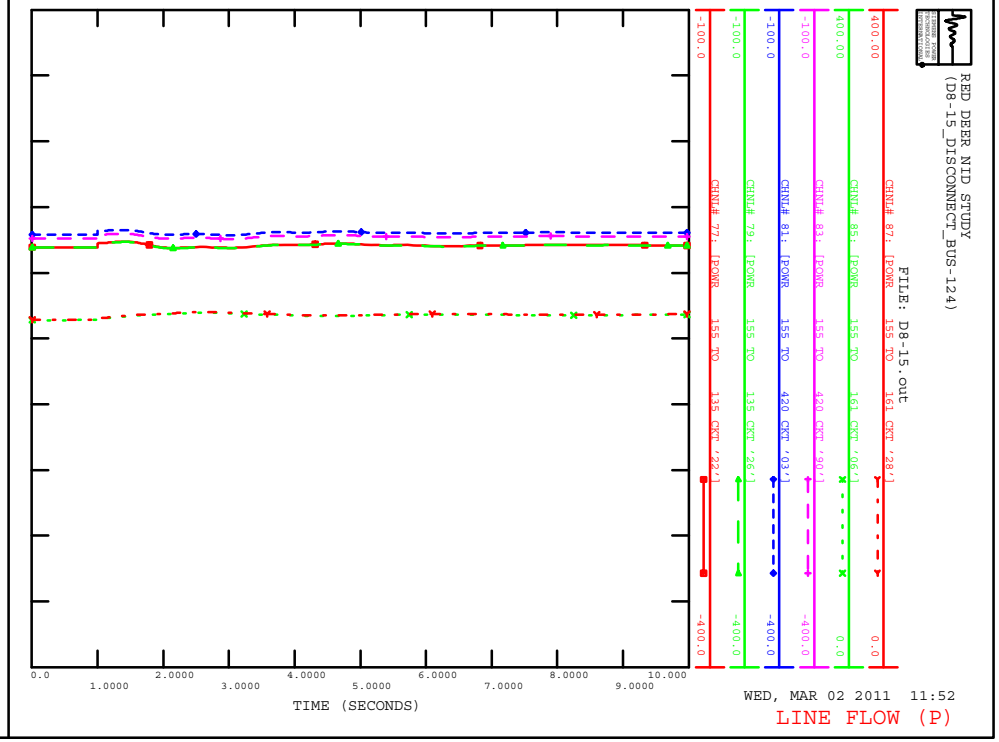

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
WED, MAR 02 2011 11:52
MOTOR LOAD (P)
TIME (SECONDS)

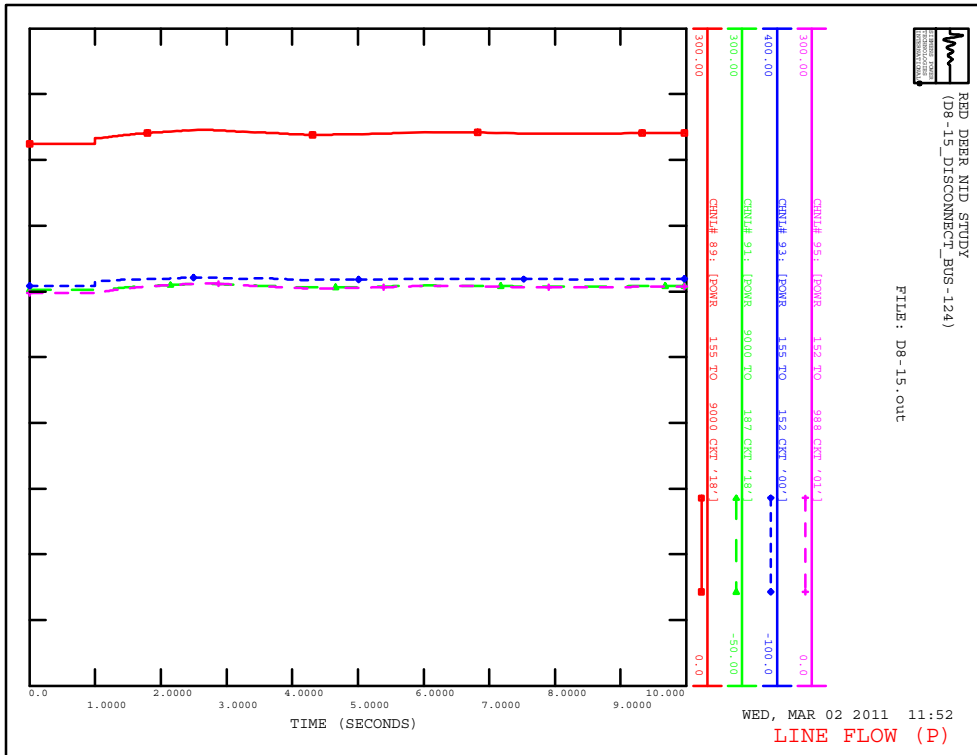

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)
TIME (SECONDS)

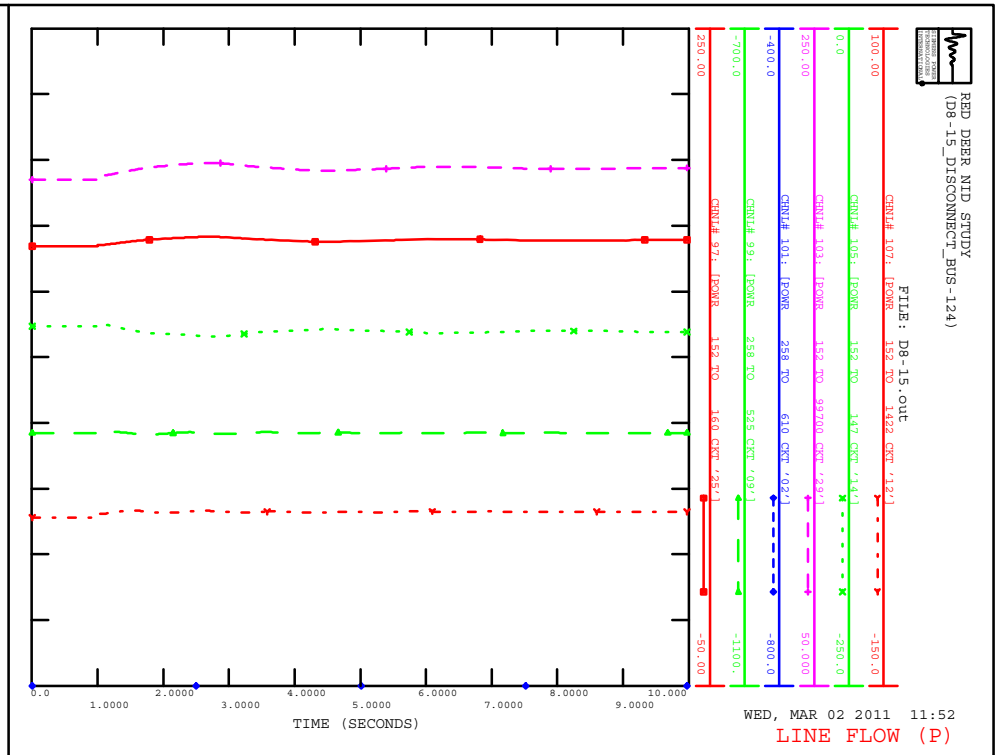

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

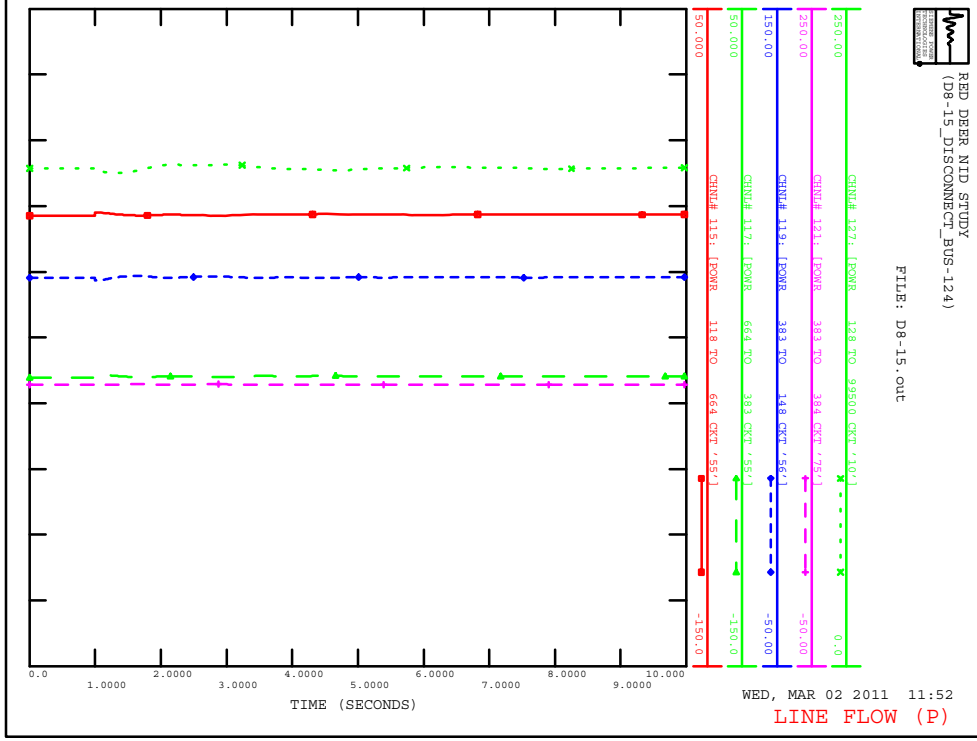

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

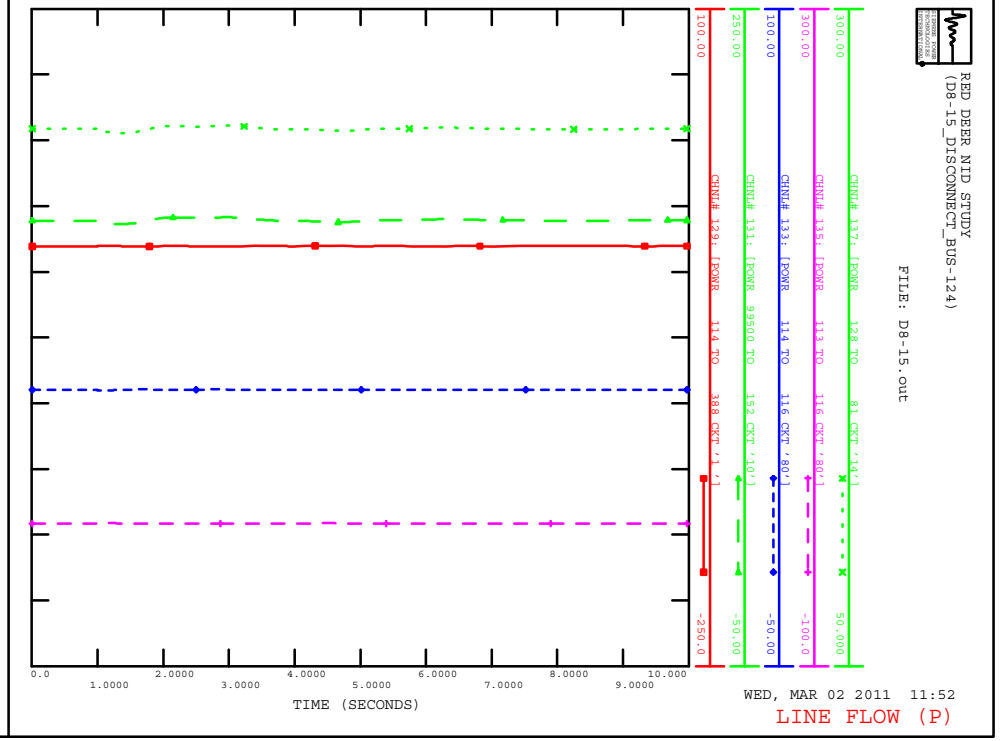

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

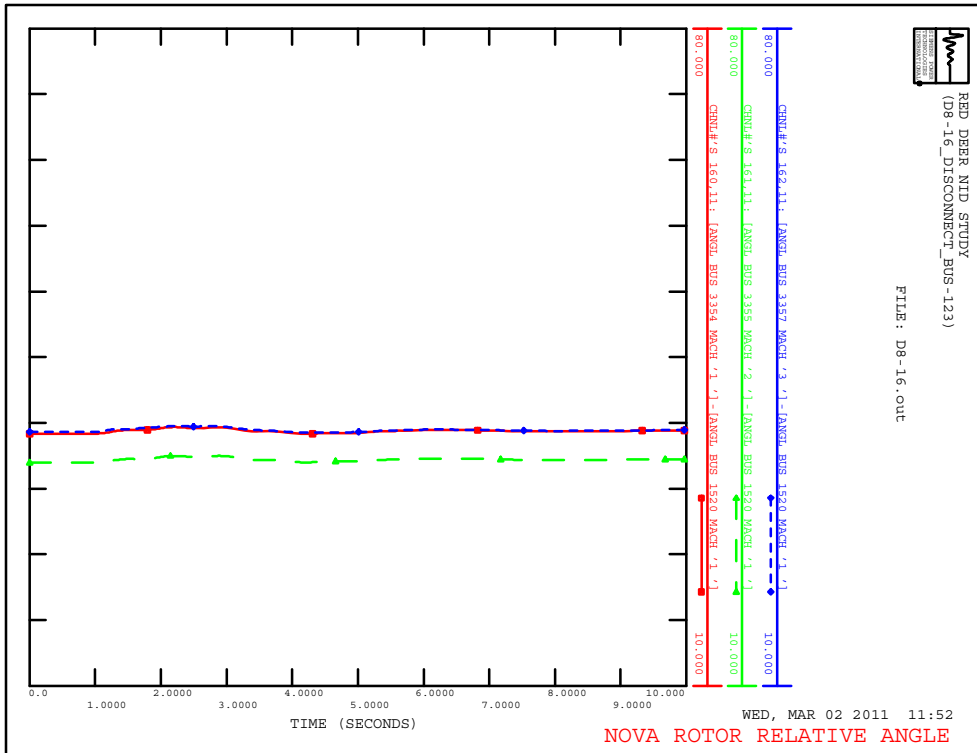

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

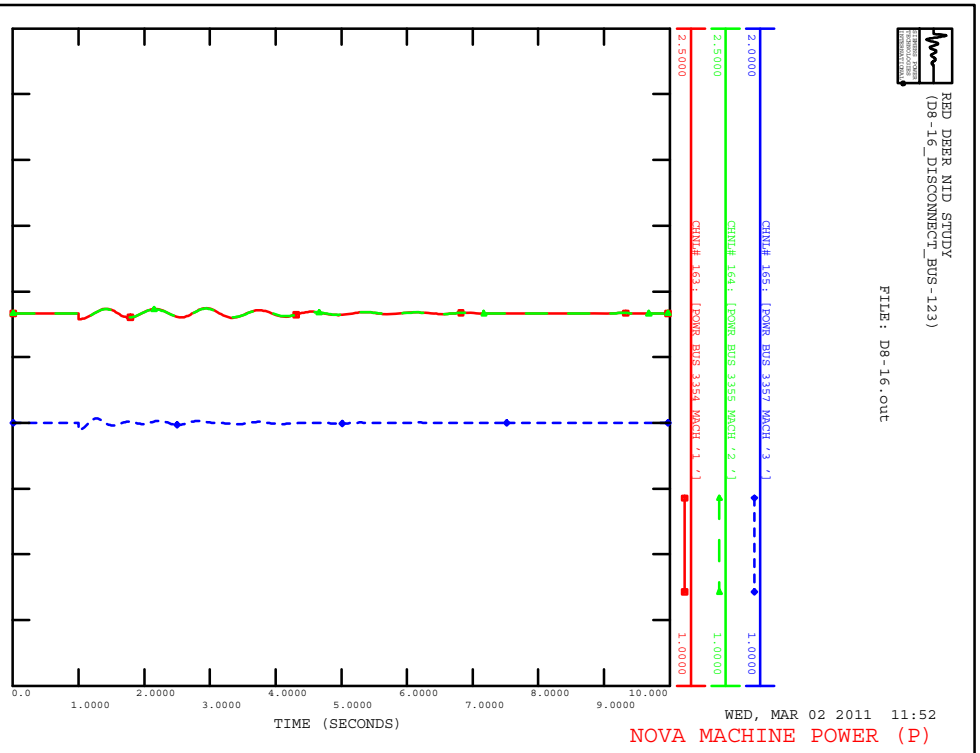

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

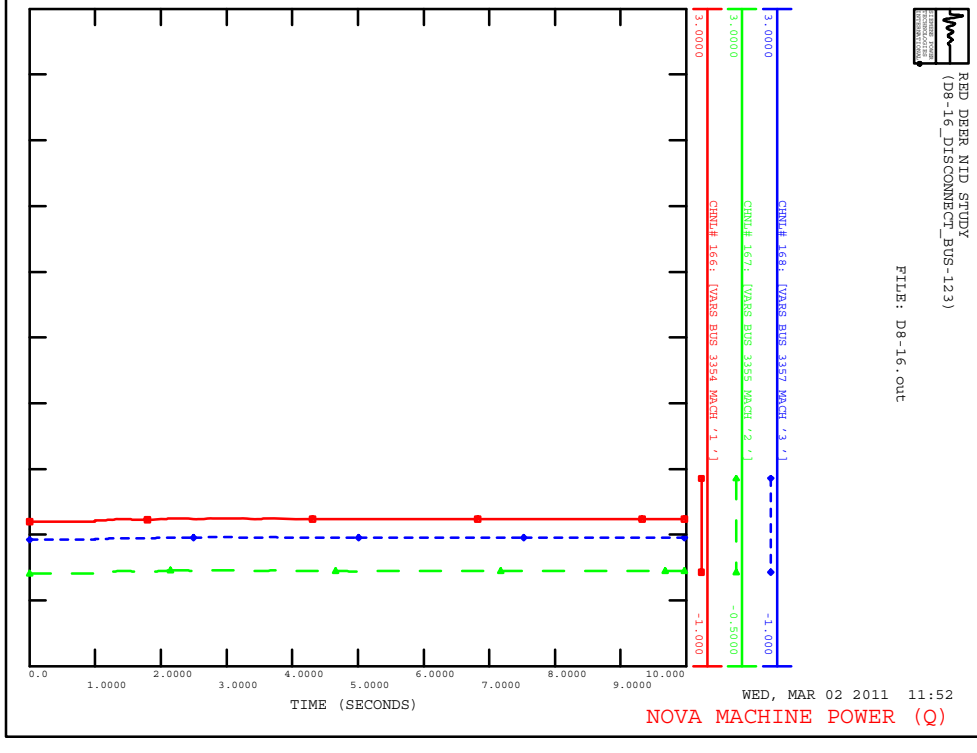

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

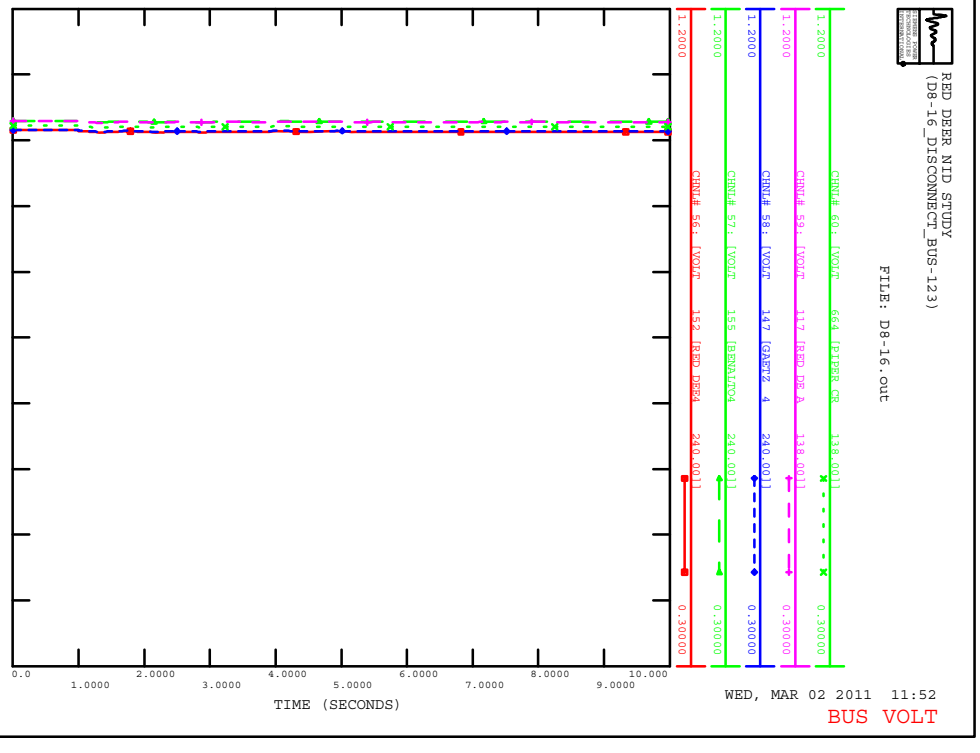

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

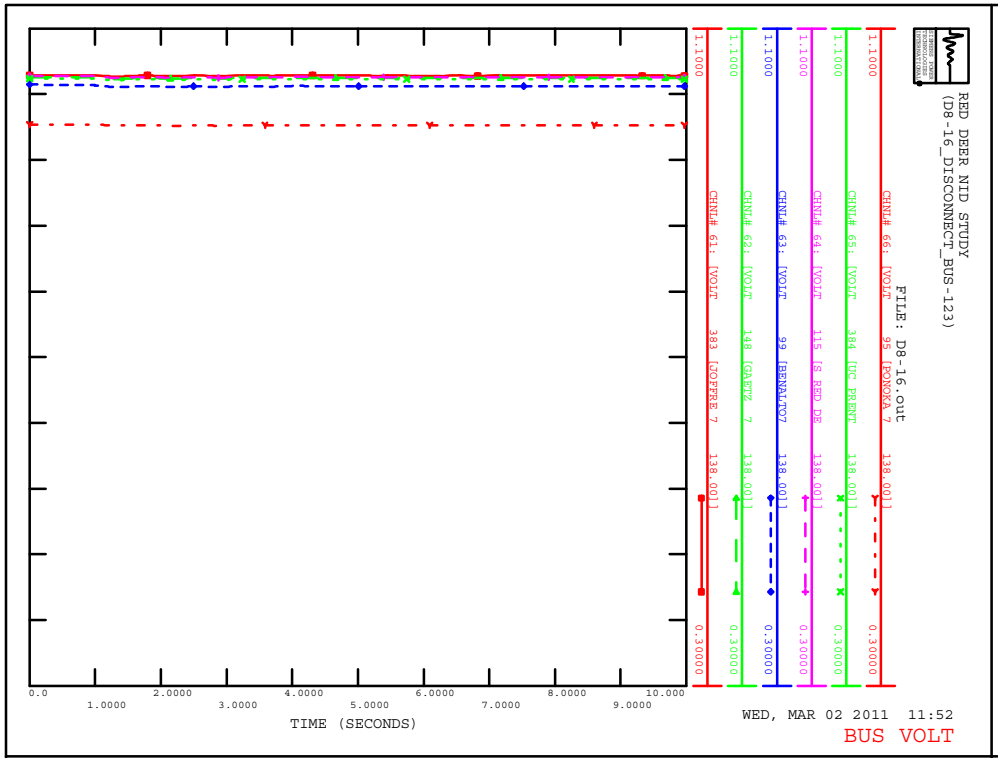

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

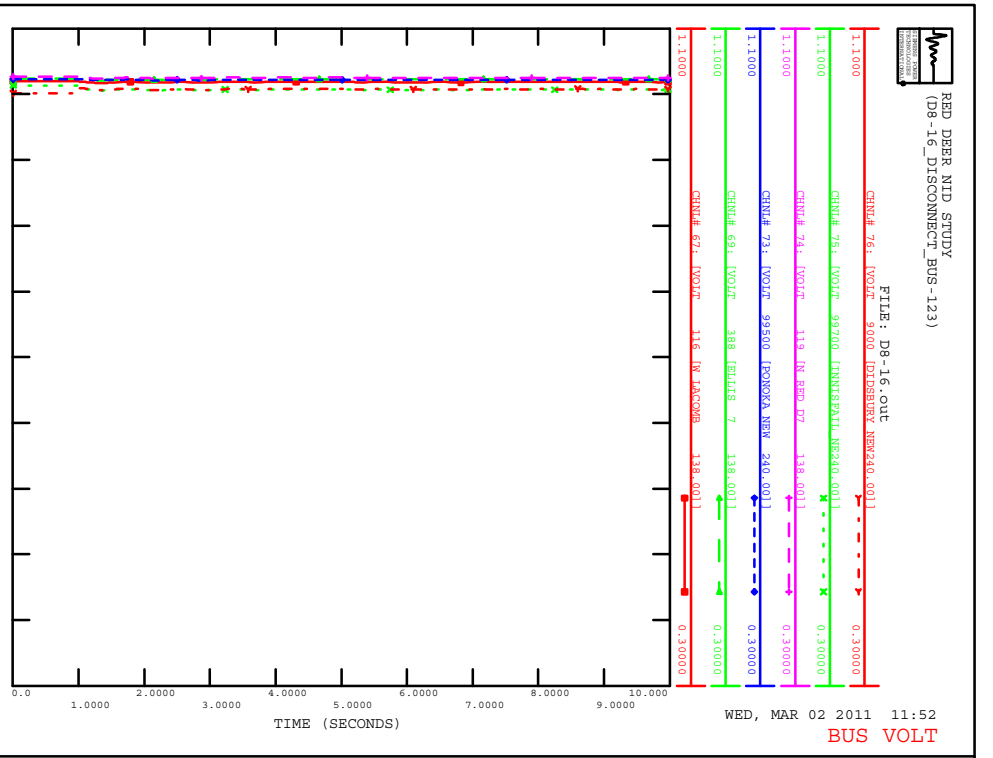

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

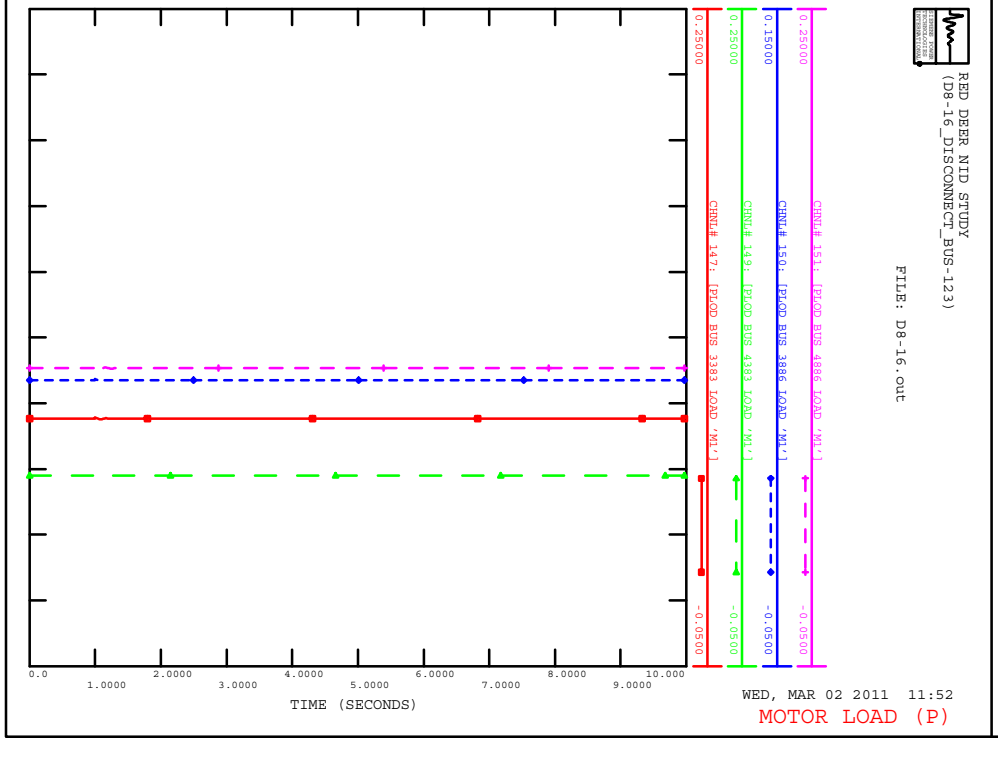

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

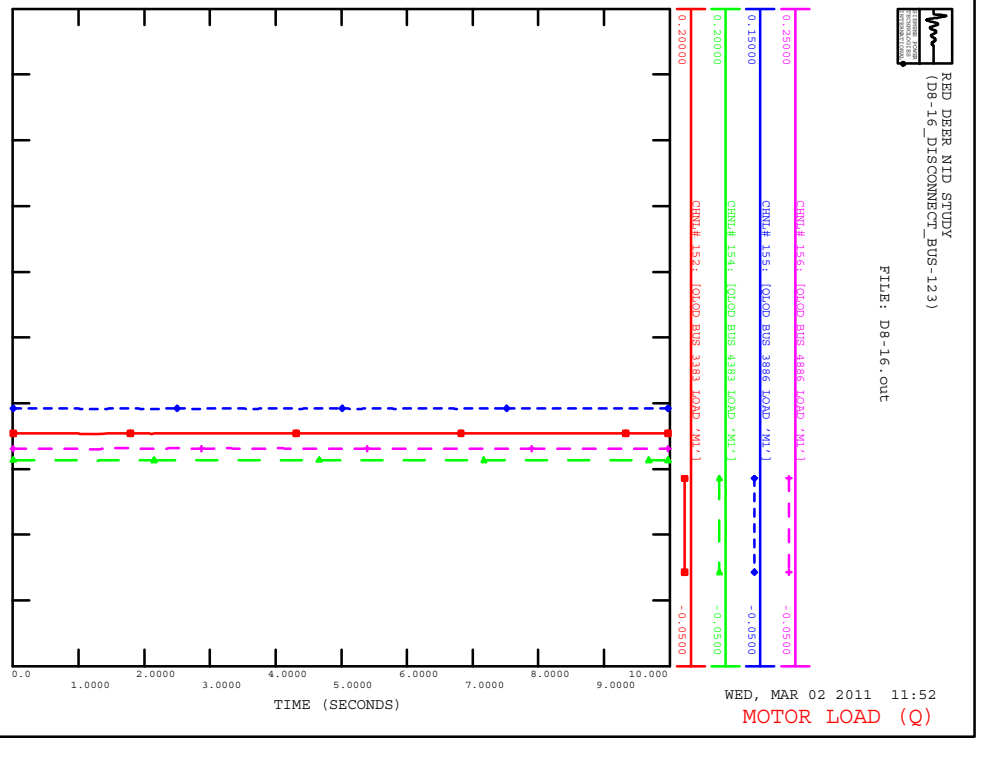

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

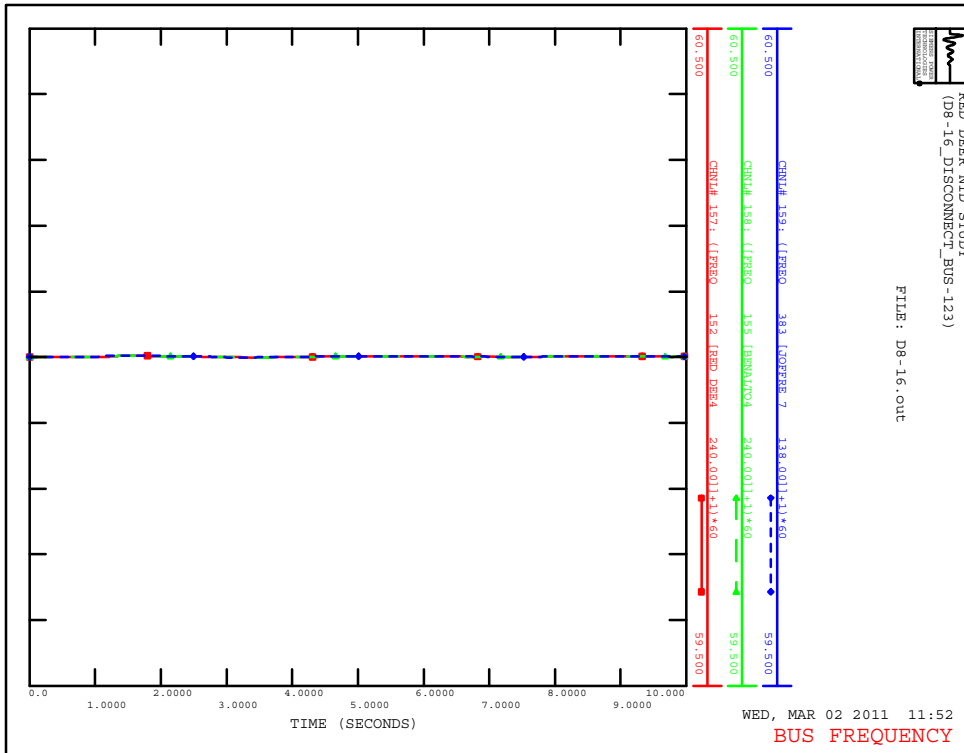

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PEP A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

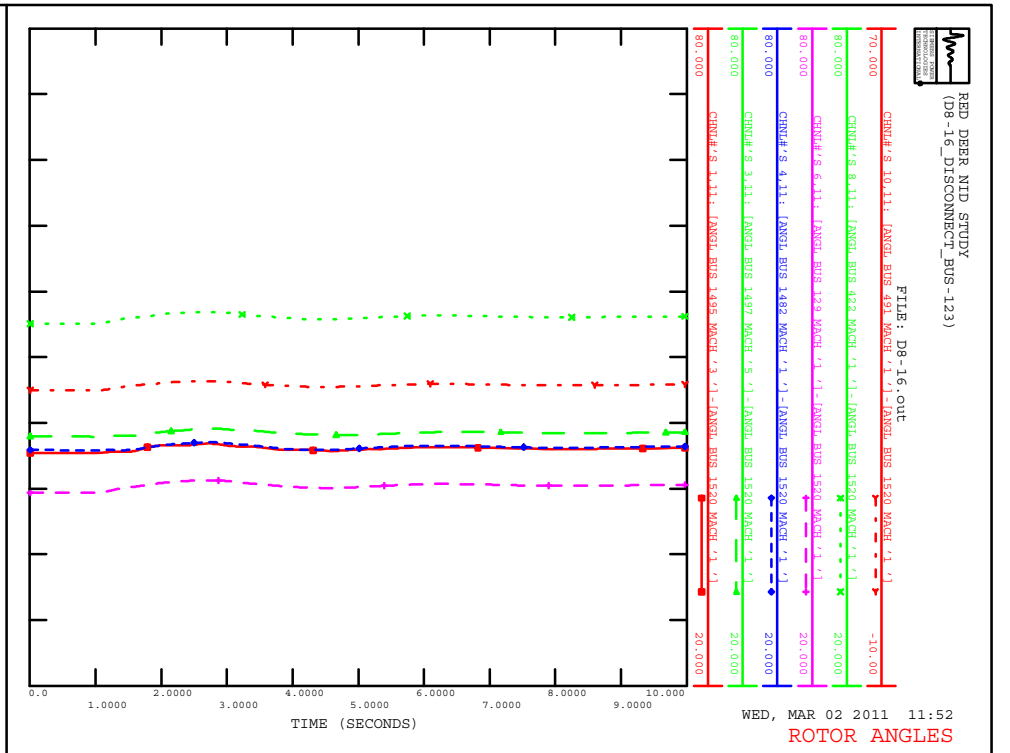

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

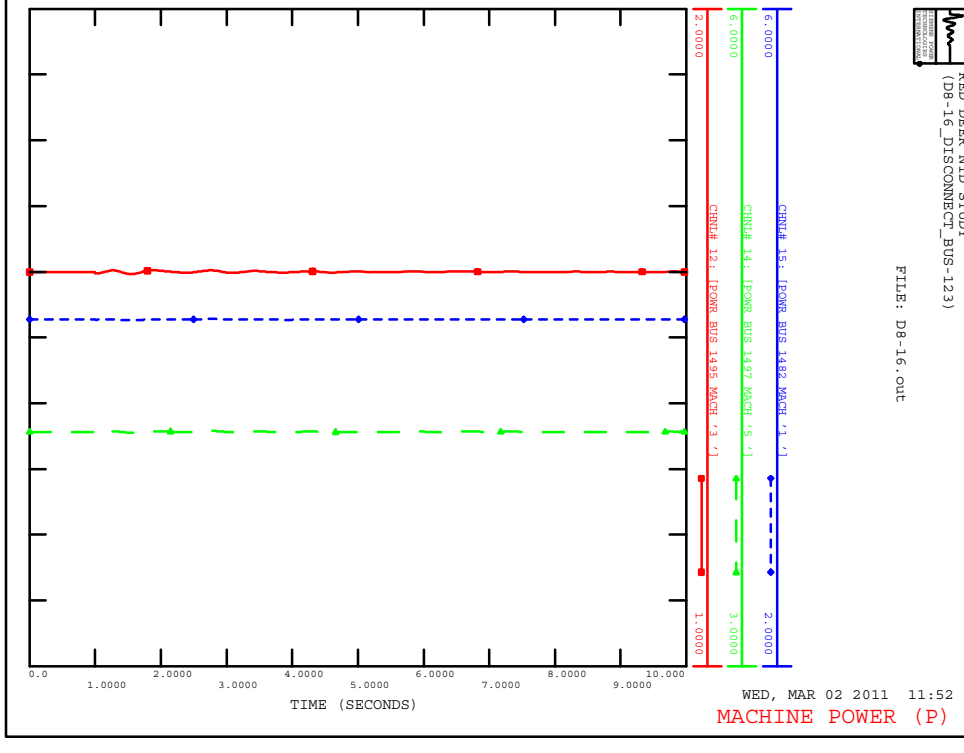

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

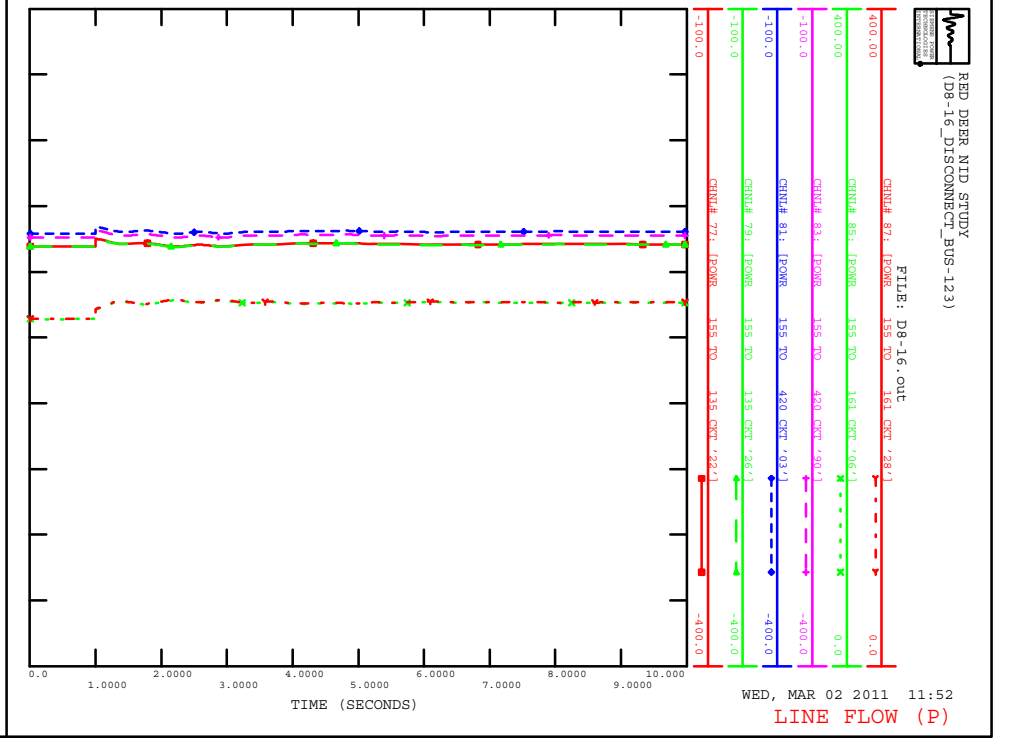

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

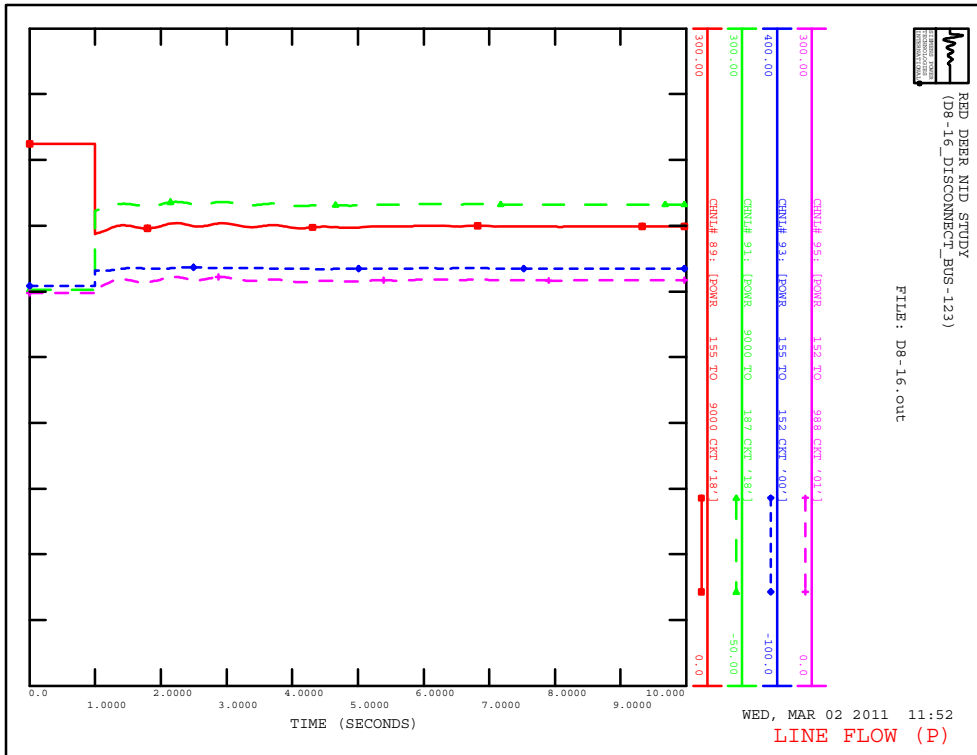

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

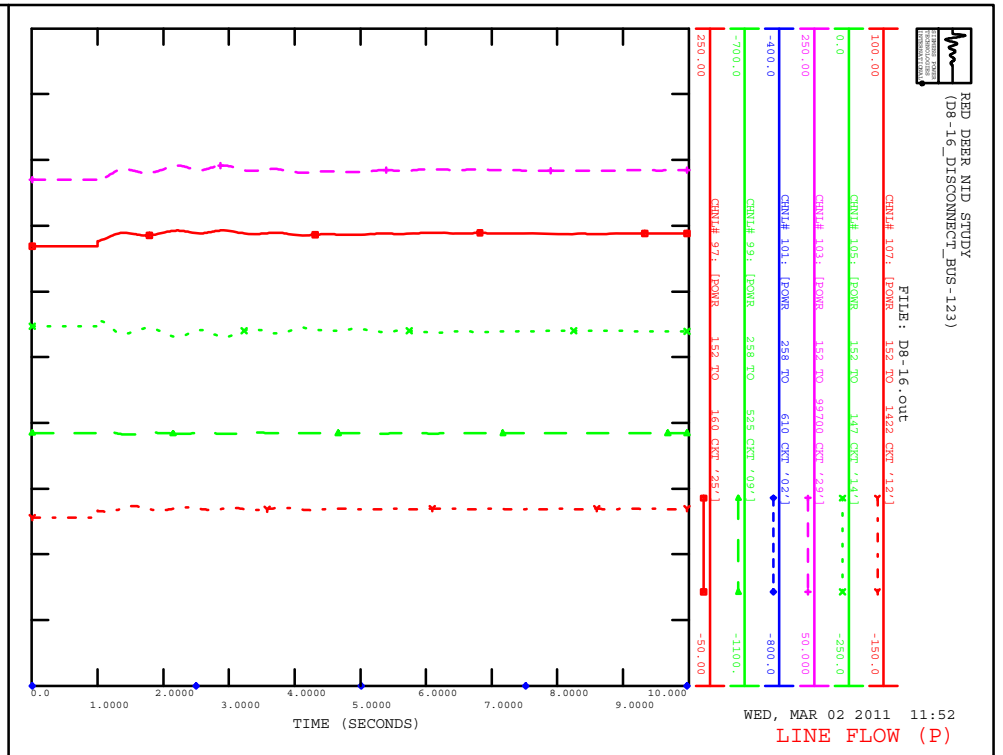

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 157: [FREQ 152 [RED DEE4 240.001]+1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.001]+1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001]+1]*60
60.500
59.500
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

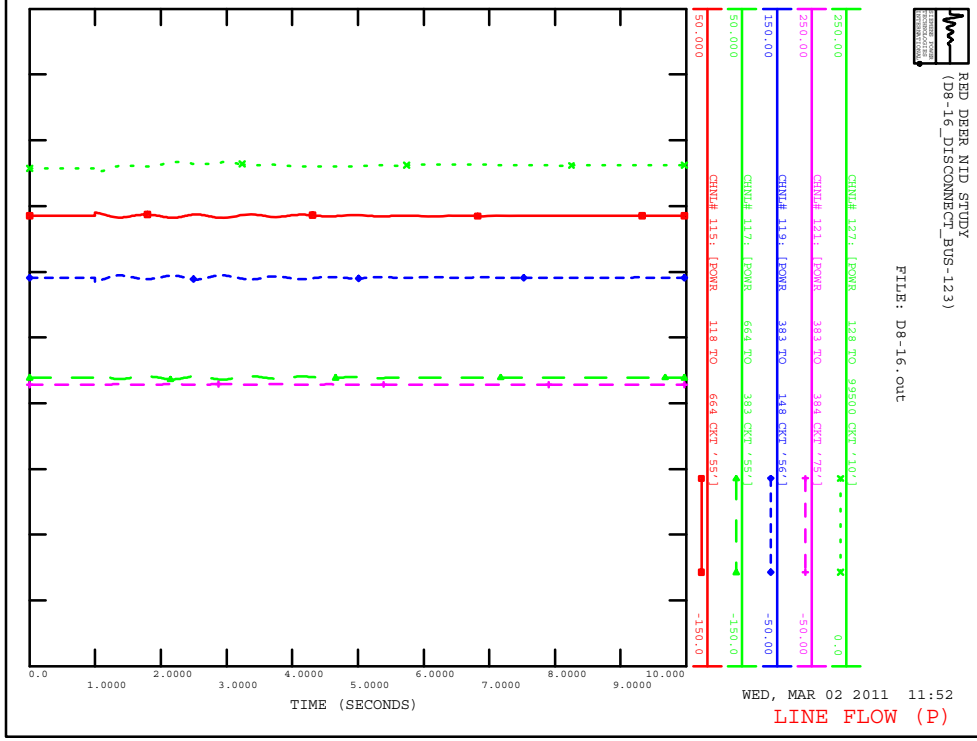

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 8 10,11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 8,11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 6,11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 4,11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 3,11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 8 1,11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
70.000
80.000
20.000
-10.00
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

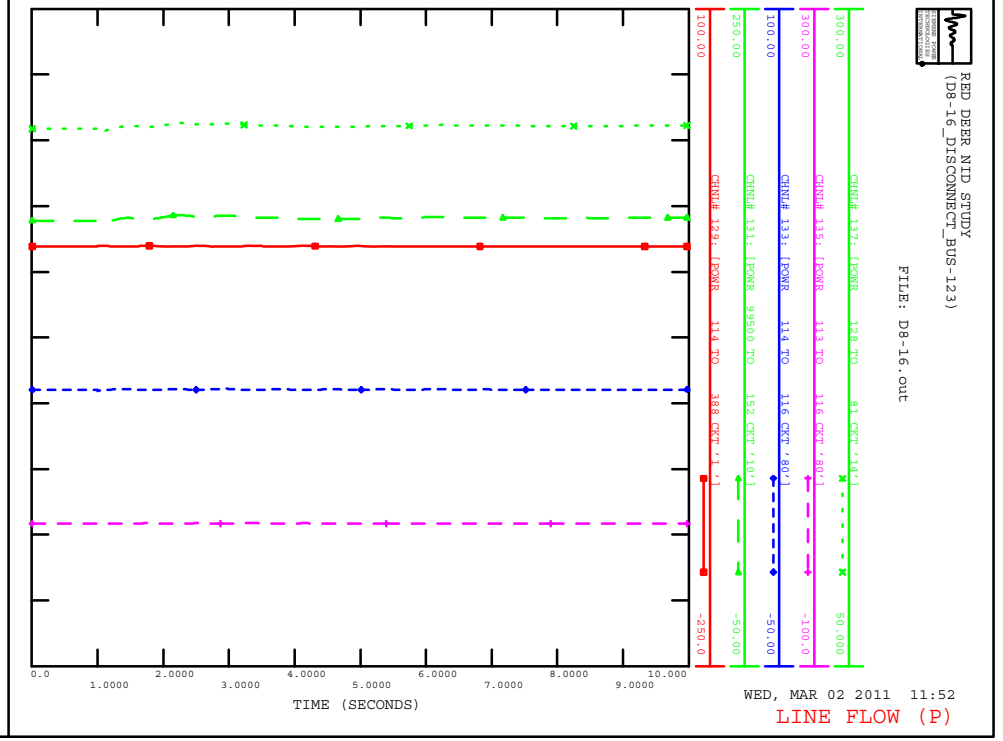

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 12: [POWR BUS 1495 MACH '3 ']
CHNL# 14: [POWR BUS 1497 MACH '5 ']
CHNL# 15: [POWR BUS 1482 MACH '1 ']
2.0000
6.0000
1.0000
3.0000
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

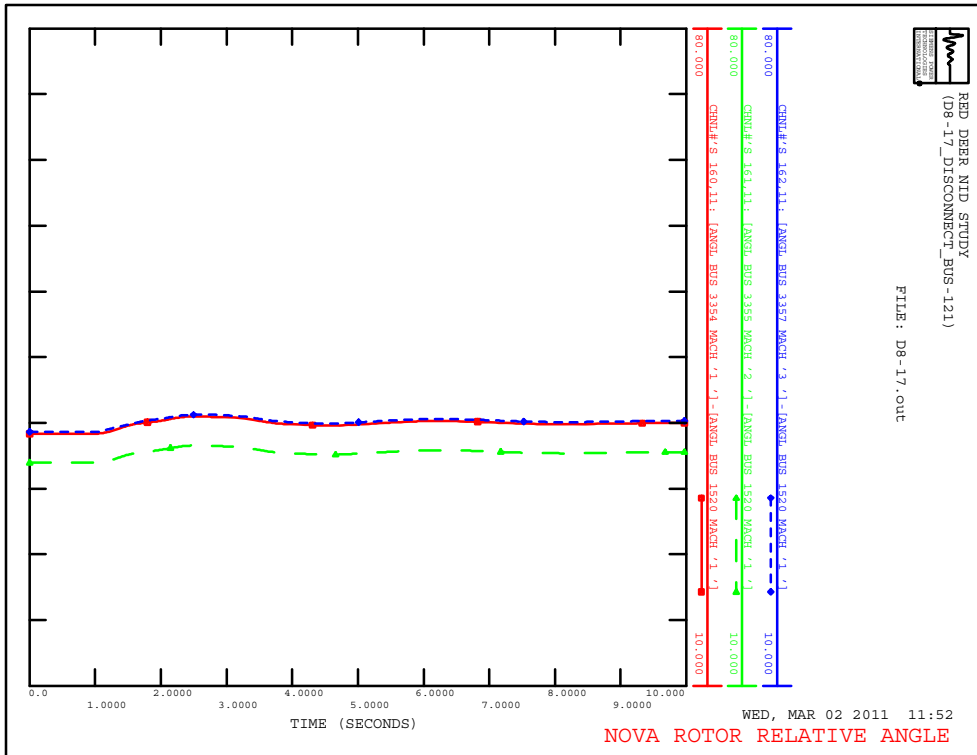

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 87: [POWR 155 TO 161 CKT '28']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 83: [POWR 155 TO 420 CKT '80']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 77: [POWR 155 TO 135 CKT '22']
400.00
-100.0
0.0
-400.0
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

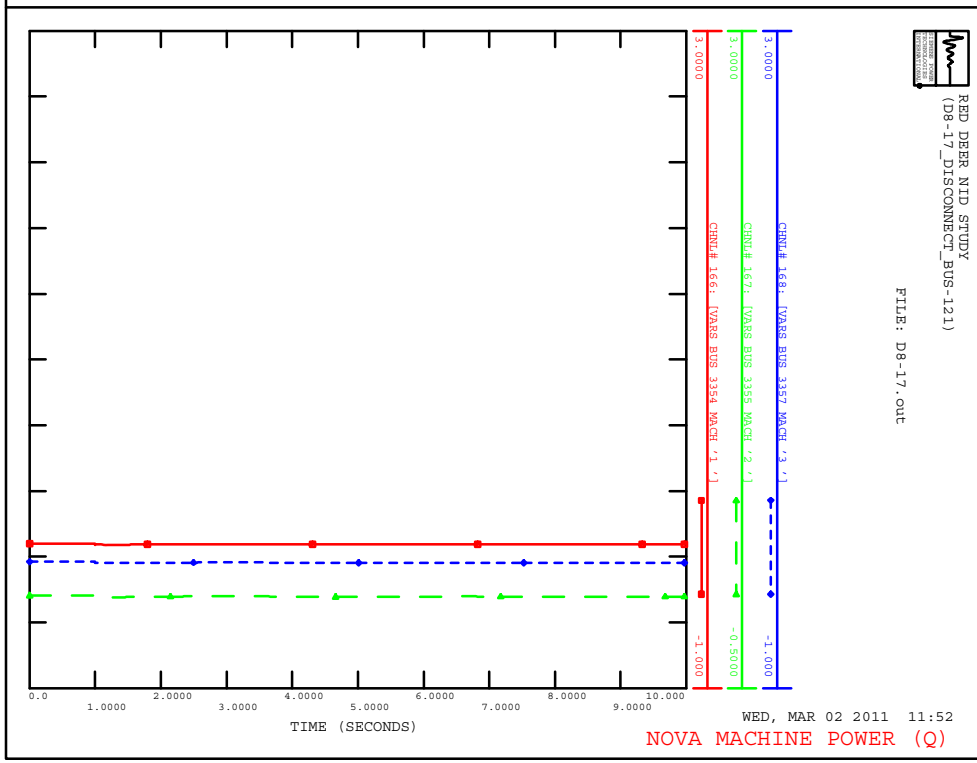

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

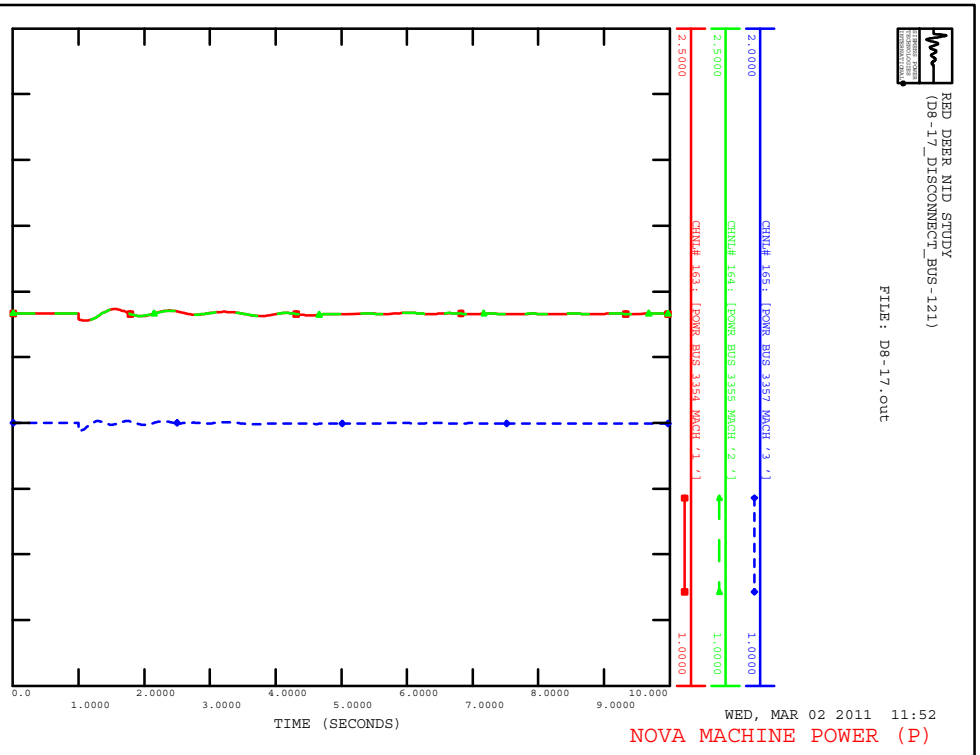

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

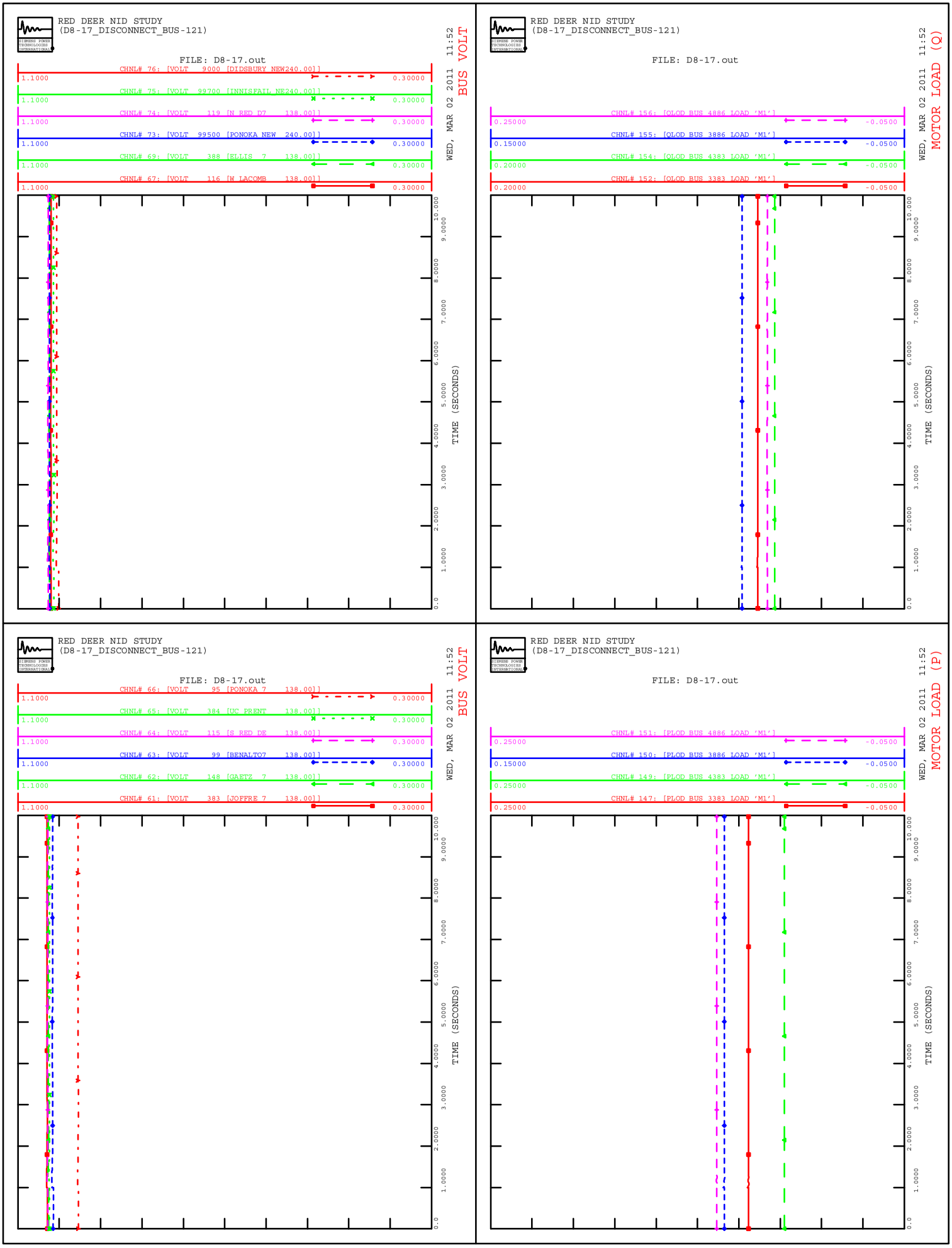

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

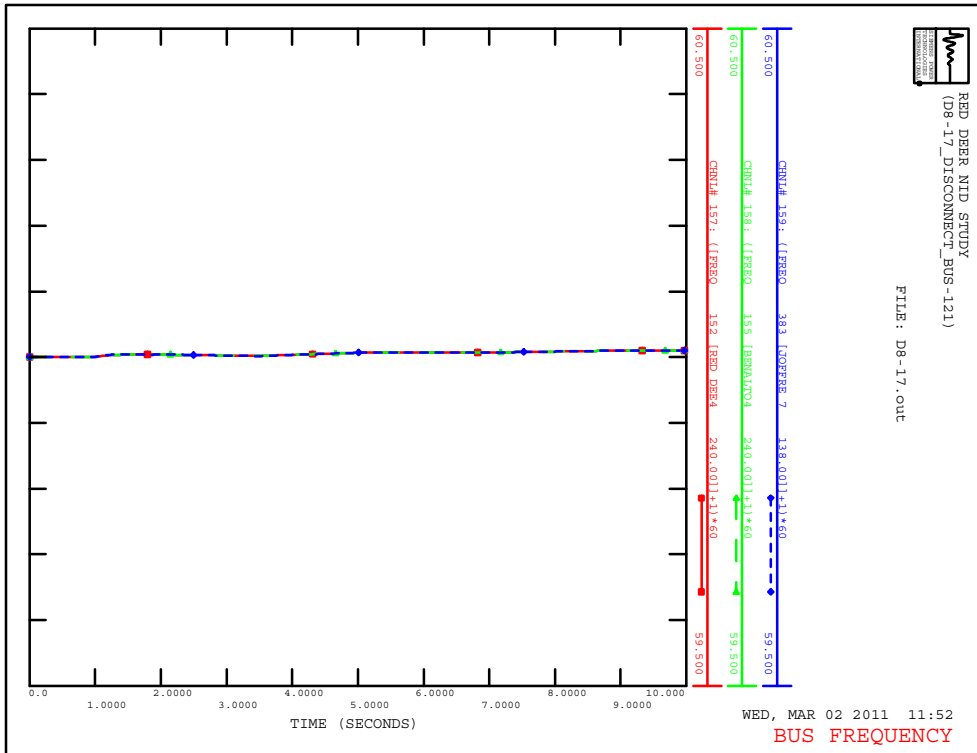

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

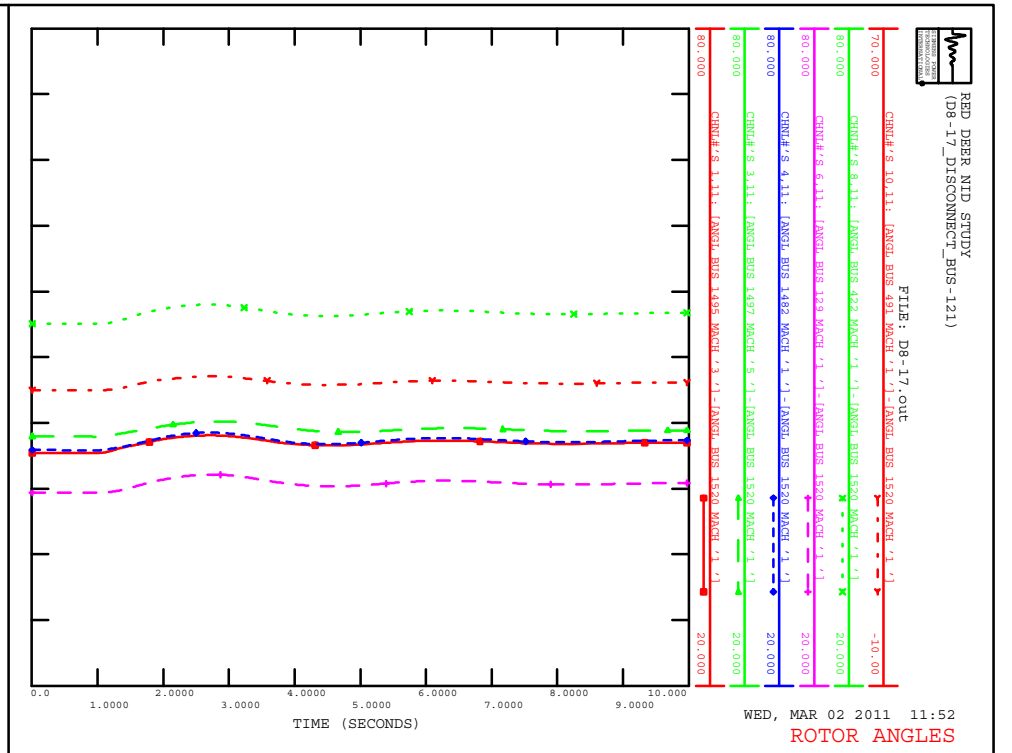

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 162, [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

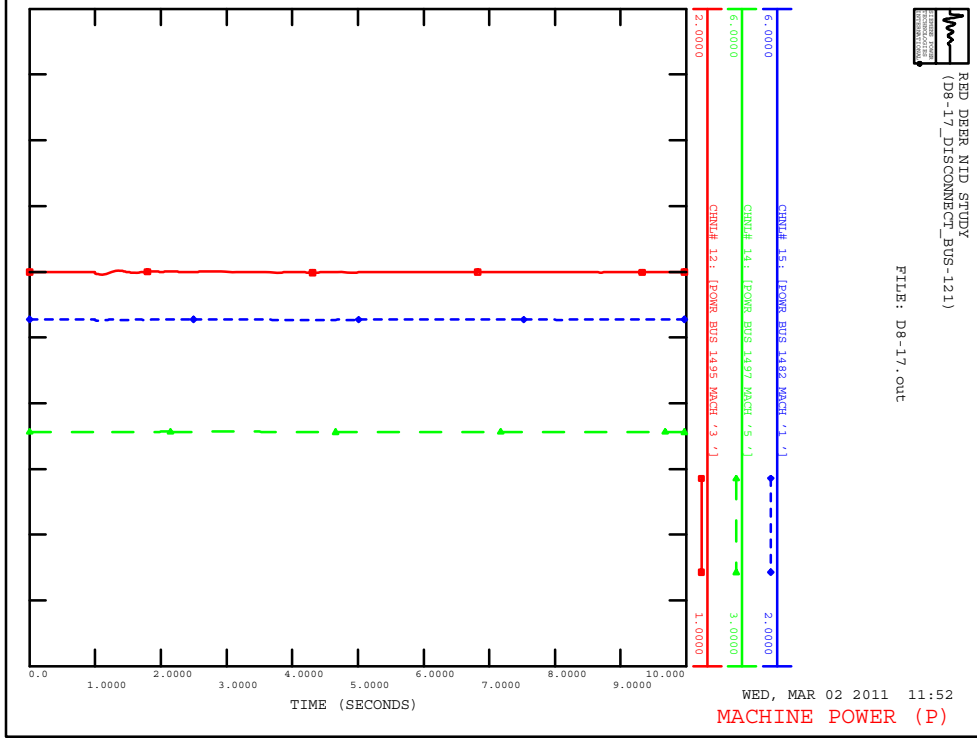

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

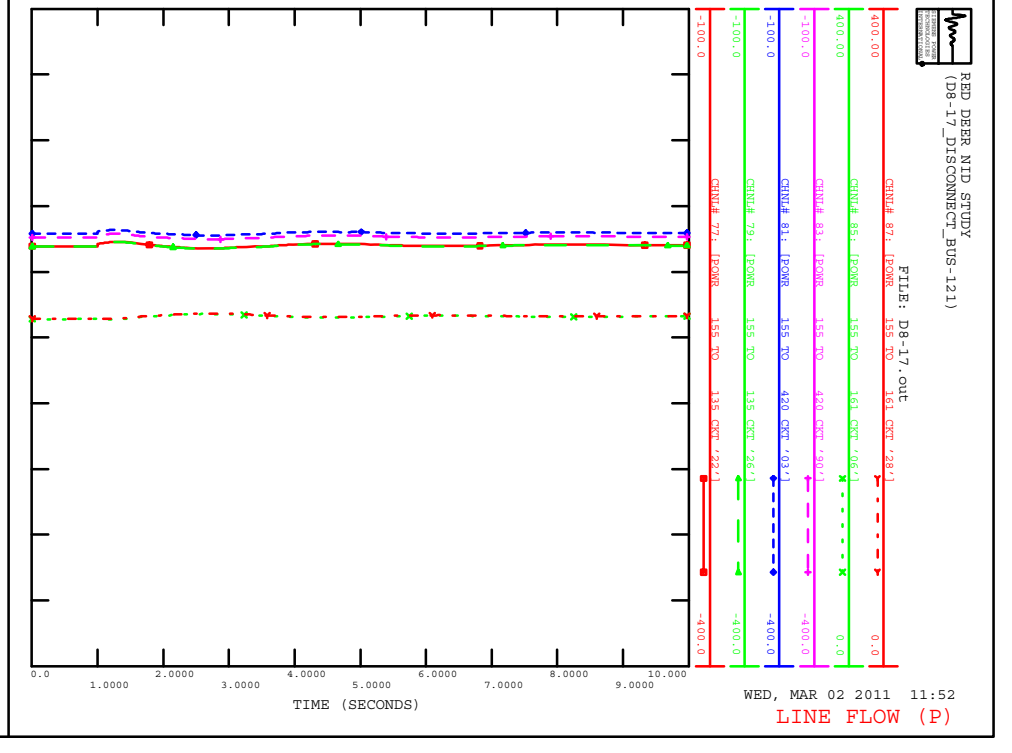
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

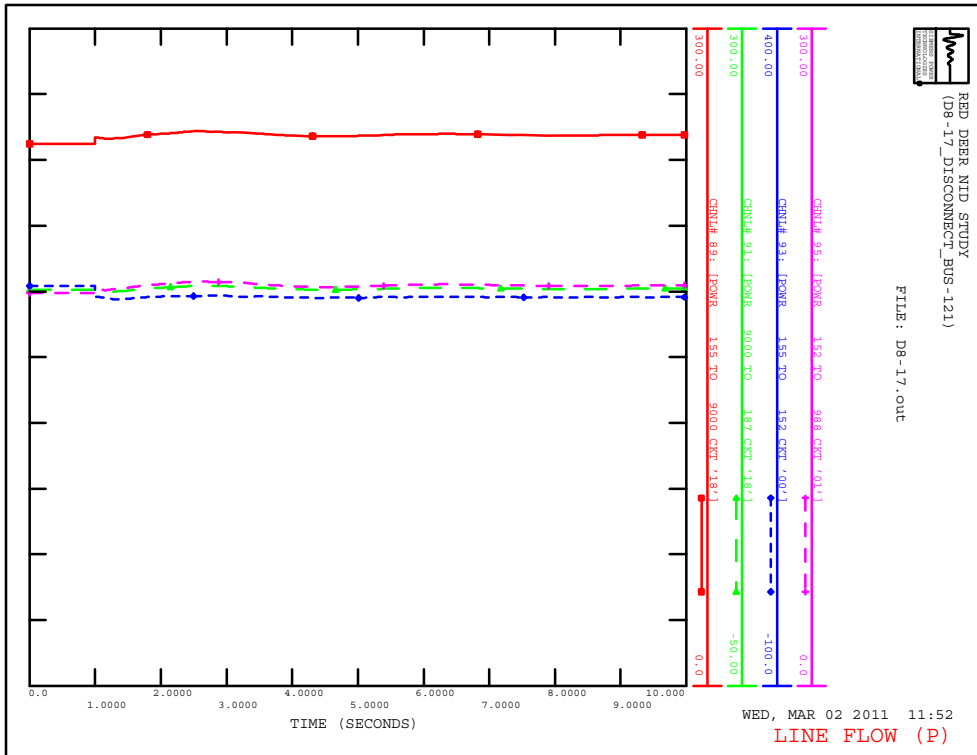

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 11:52
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
-0.0500
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 11:52
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
-0.0500
WED, MAR 02 2011 11:52
MOTOR LOAD (P)
TIME (SECONDS)

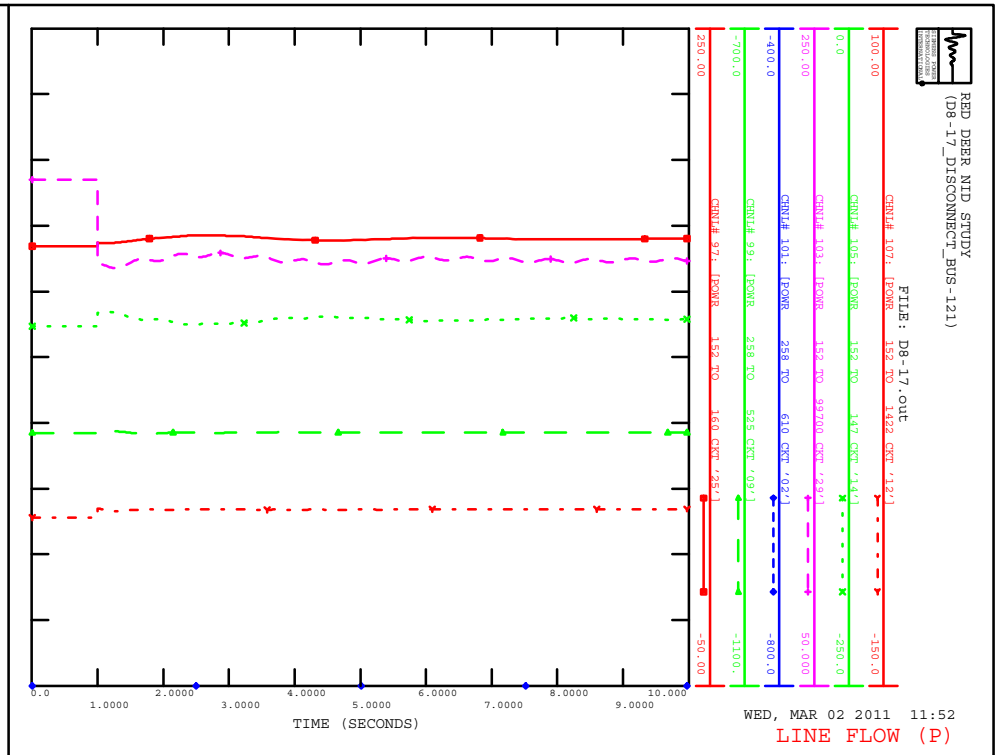

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 157: [FREQ 152 [RED DEE4 240.001]+1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.001]+1]*60
CHNL# 159: [FREQ 383 [OFFRE 7 138.001]+1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

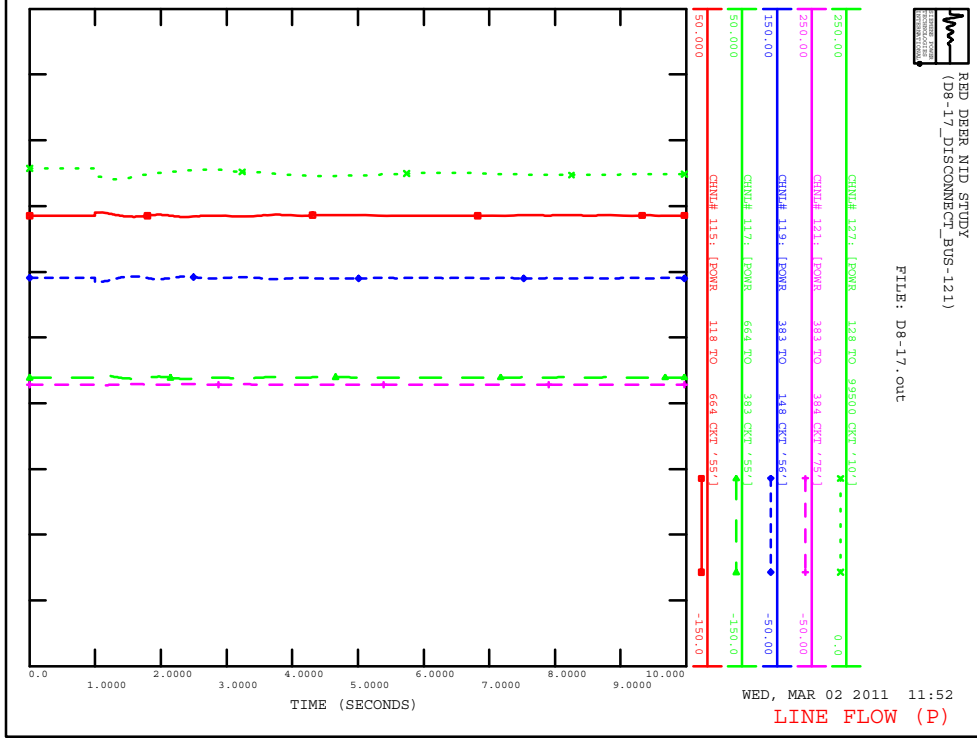

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 8 10.11: [ANGL BUS 491 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 70.000 -10.00
CHNL# 8 8.11: [ANGL BUS 422 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 6.11: [ANGL BUS 129 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 4.11: [ANGL BUS 1482 MACH '1 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 3.11: [ANGL BUS 1497 MACH '5 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
CHNL# 8 1.11: [ANGL BUS 1495 MACH '3 '] - [ANGL BUS 1520 MACH '1 '] 80.000 20.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

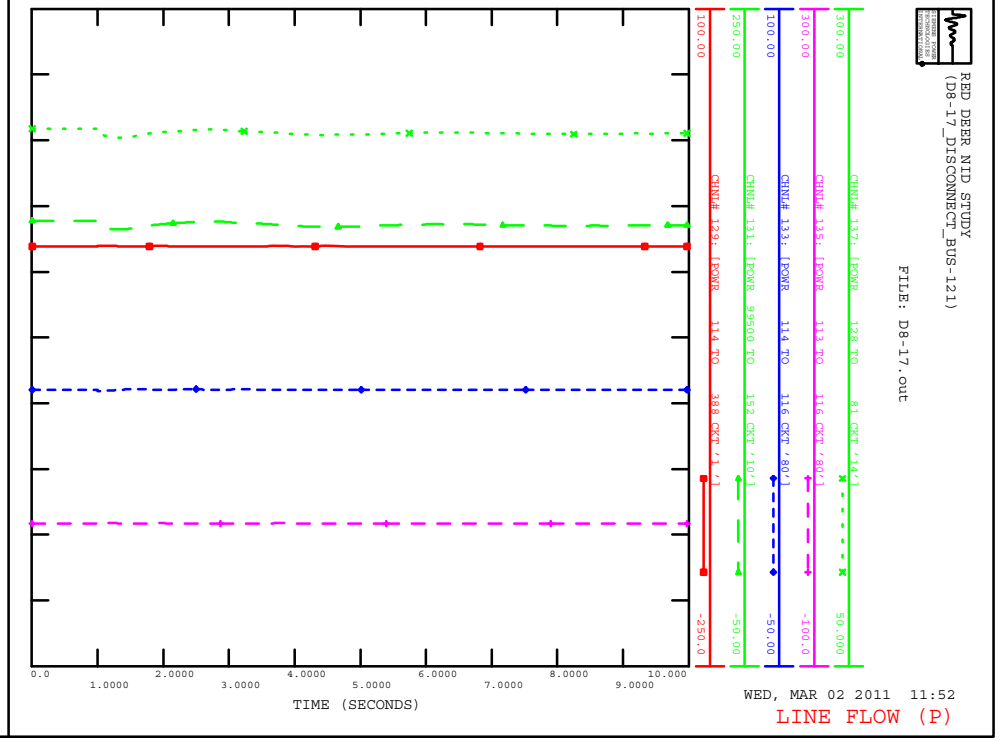

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 12: [POWR BUS 1495 MACH '3 '] 2.0000 1.0000
CHNL# 14: [POWR BUS 1497 MACH '5 '] 6.0000 3.0000
CHNL# 15: [POWR BUS 1482 MACH '1 '] 6.0000 2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

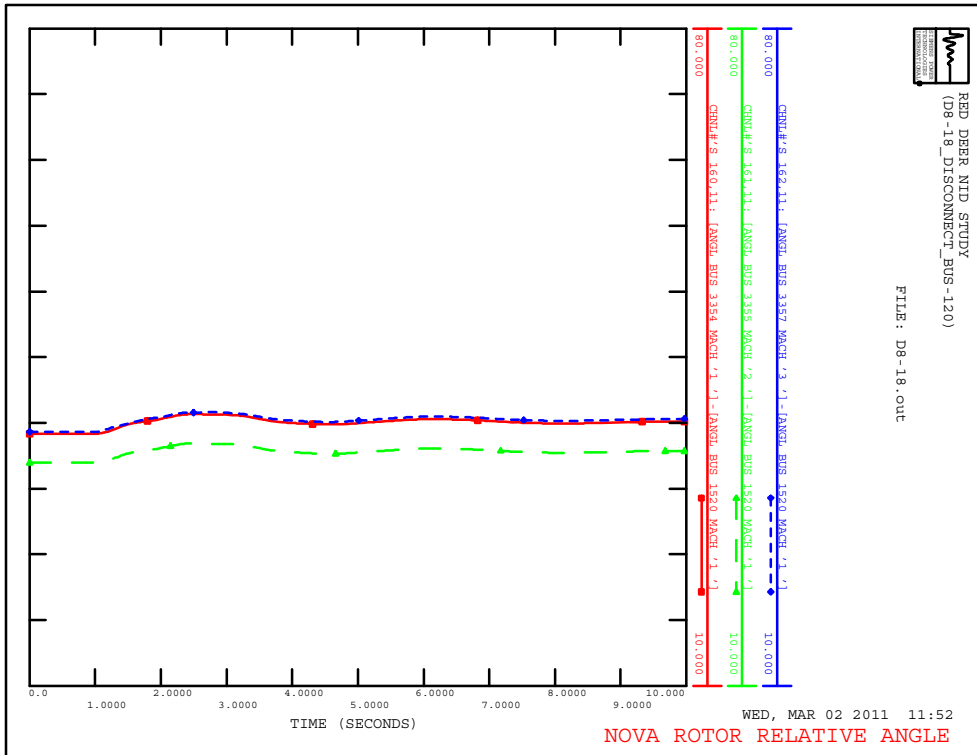

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 87: [POWR 155 TO 161 CKT '28 '] 400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06 '] 400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '80 '] -100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03 '] -100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26 '] -100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22 '] -100.0 -400.0
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

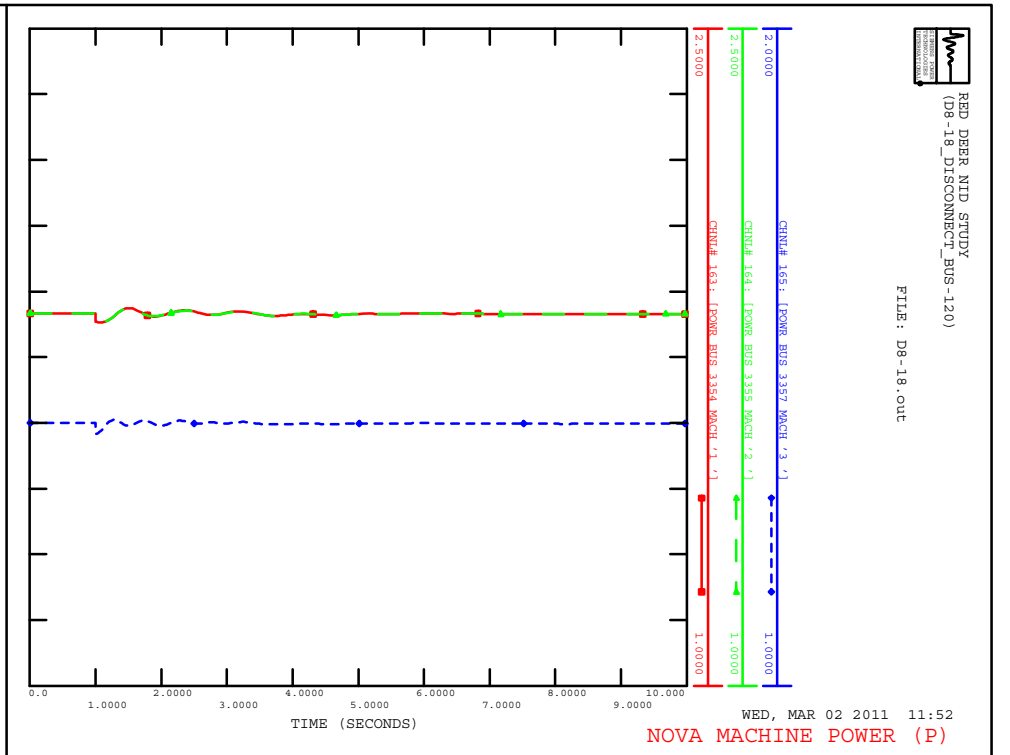

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

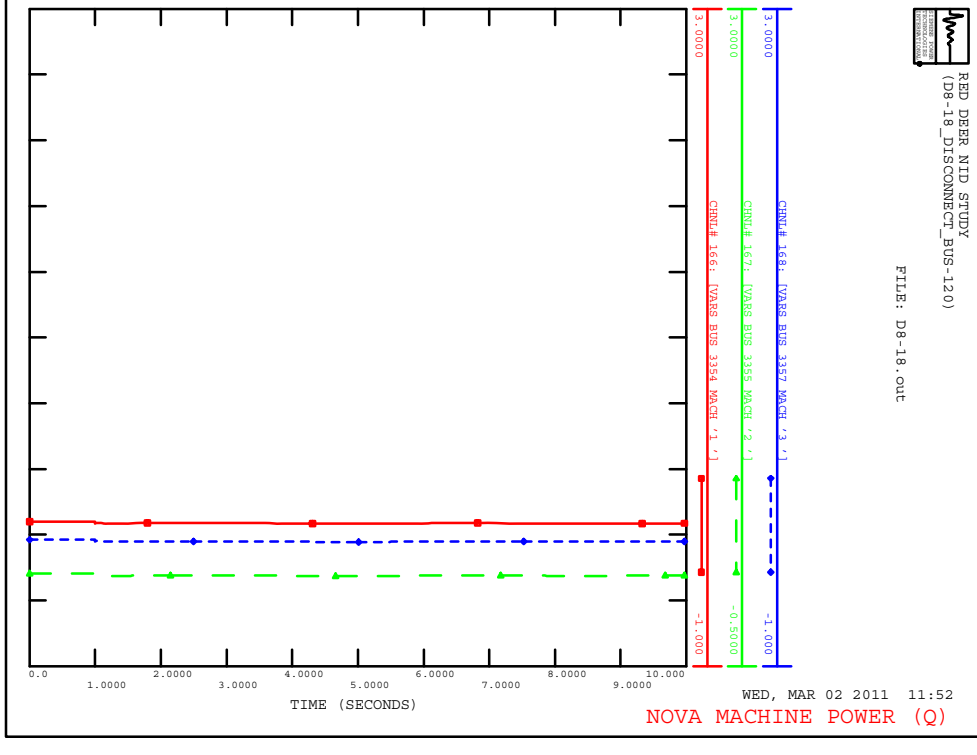

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

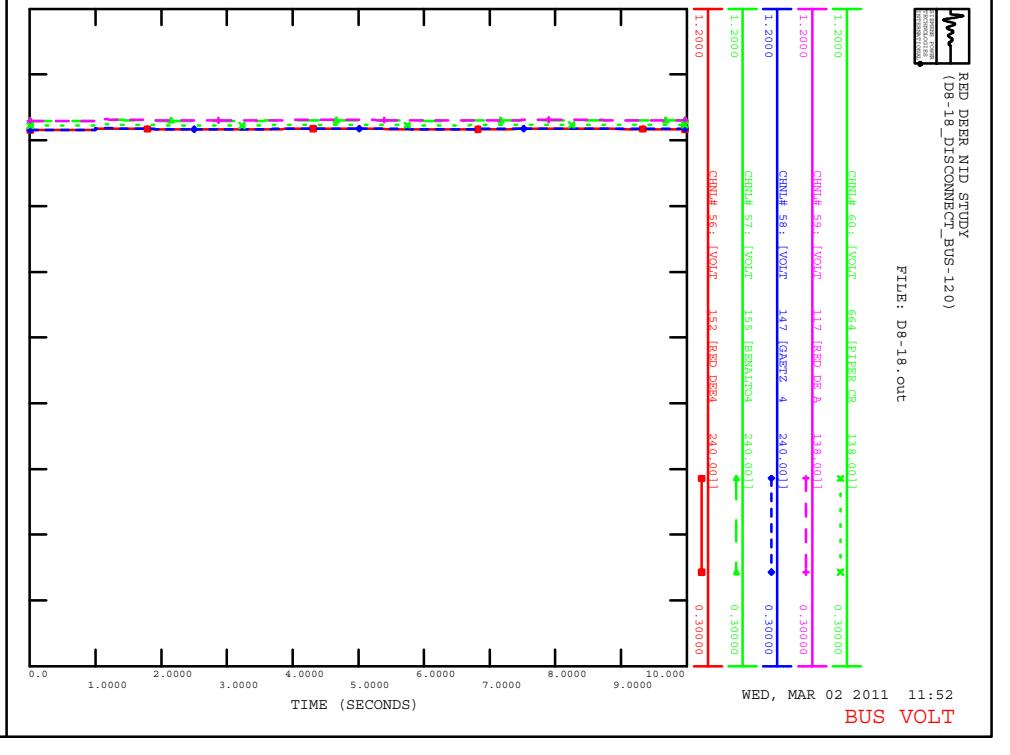

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

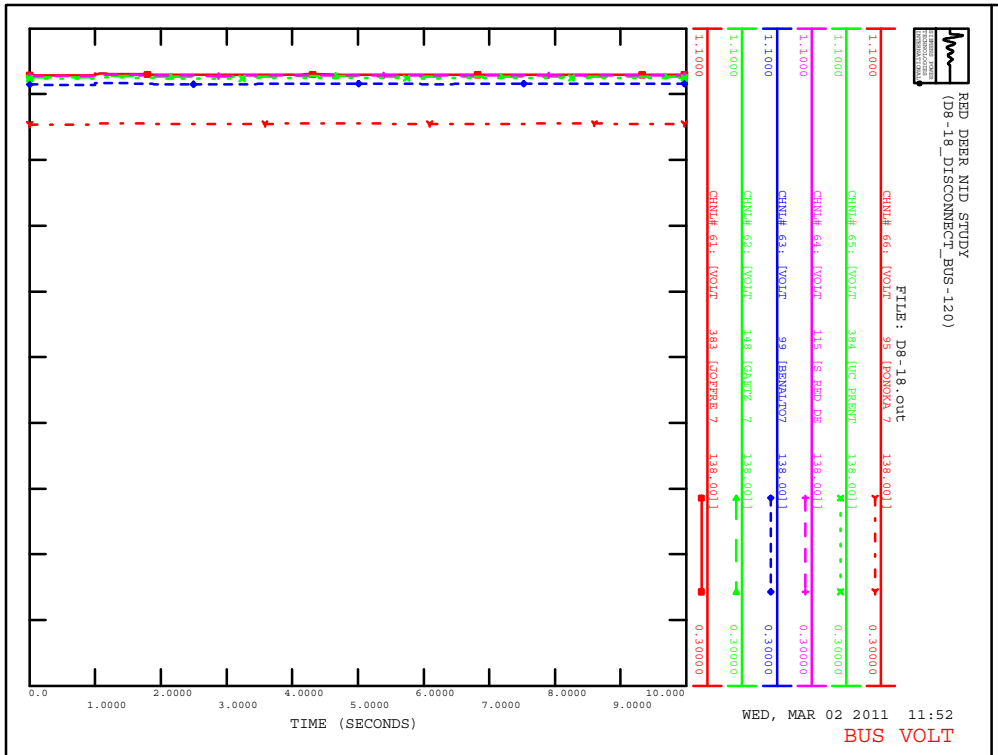

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

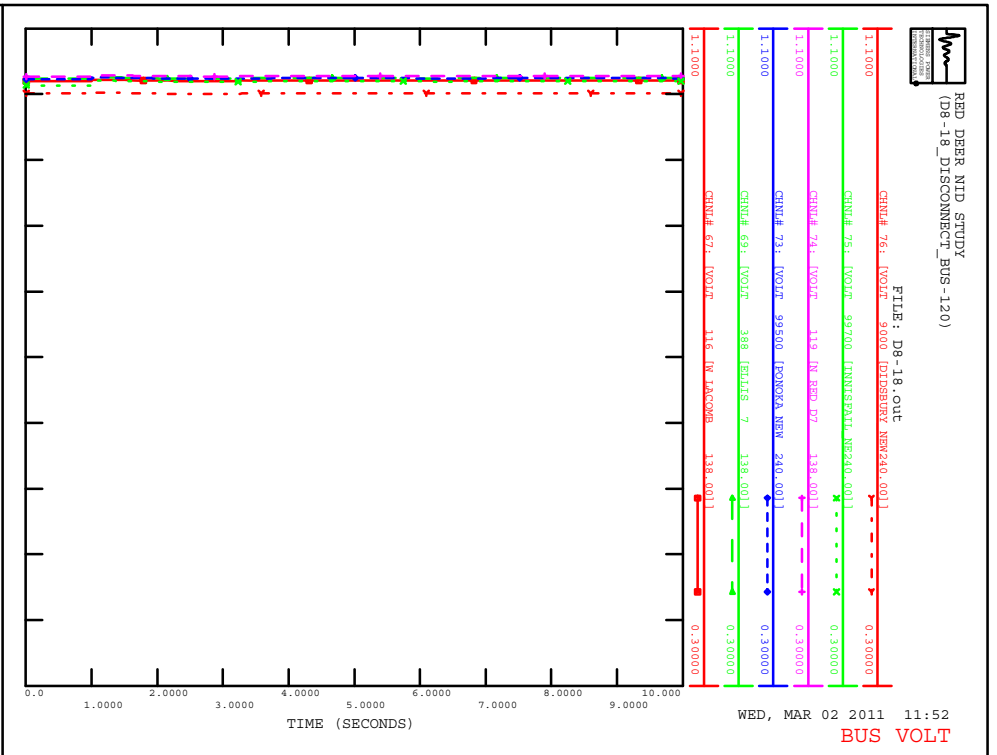

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

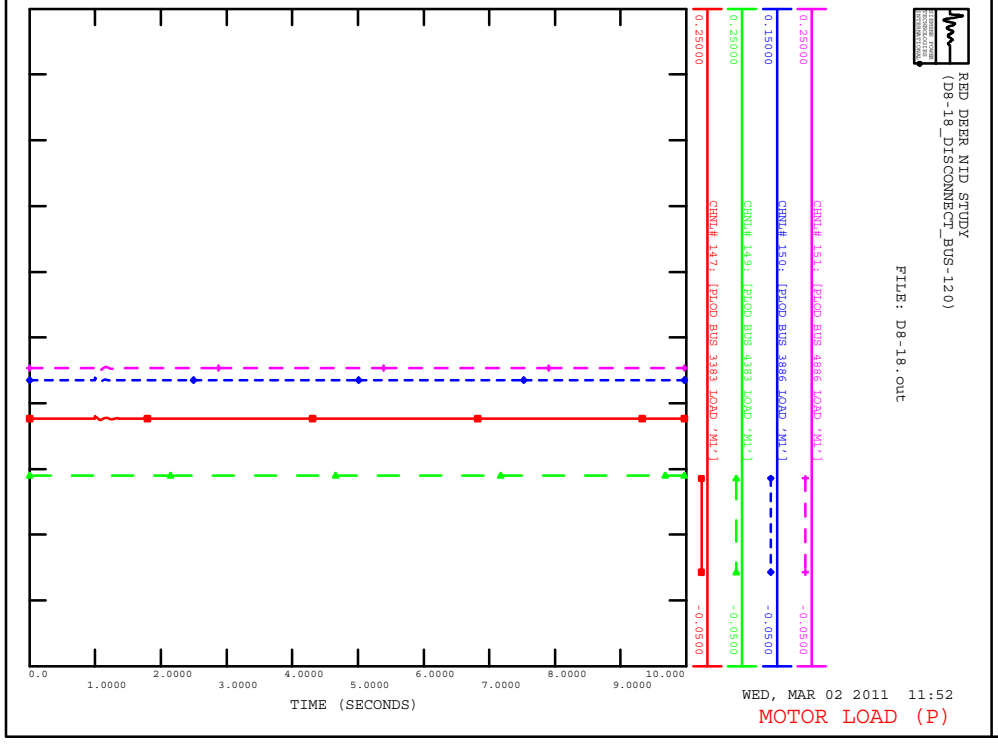

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

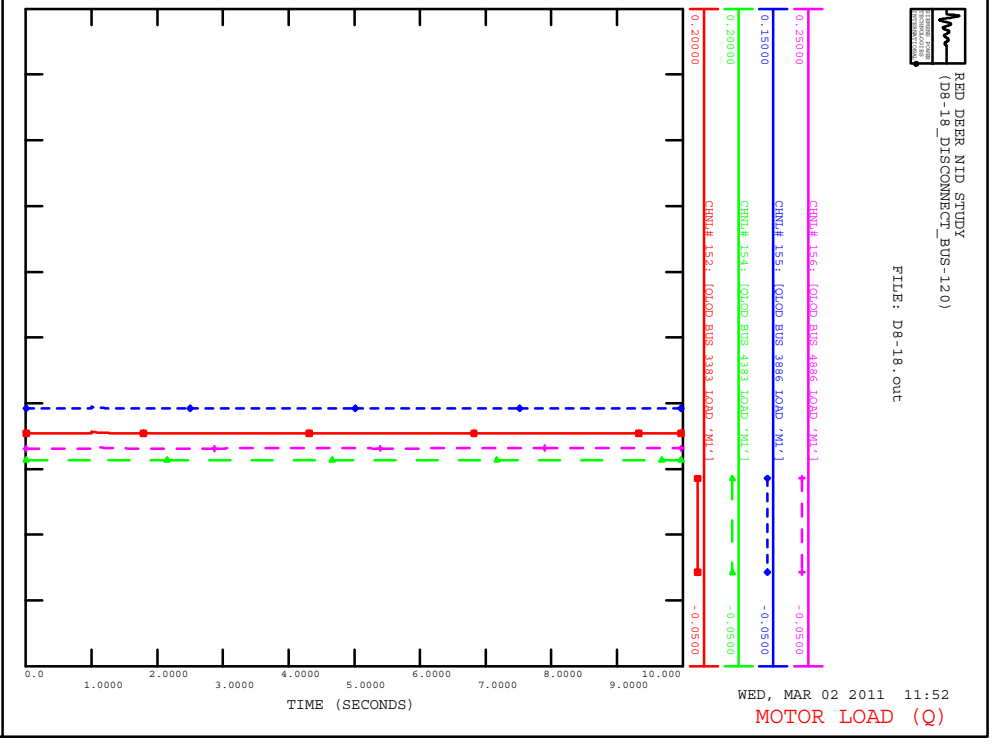

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

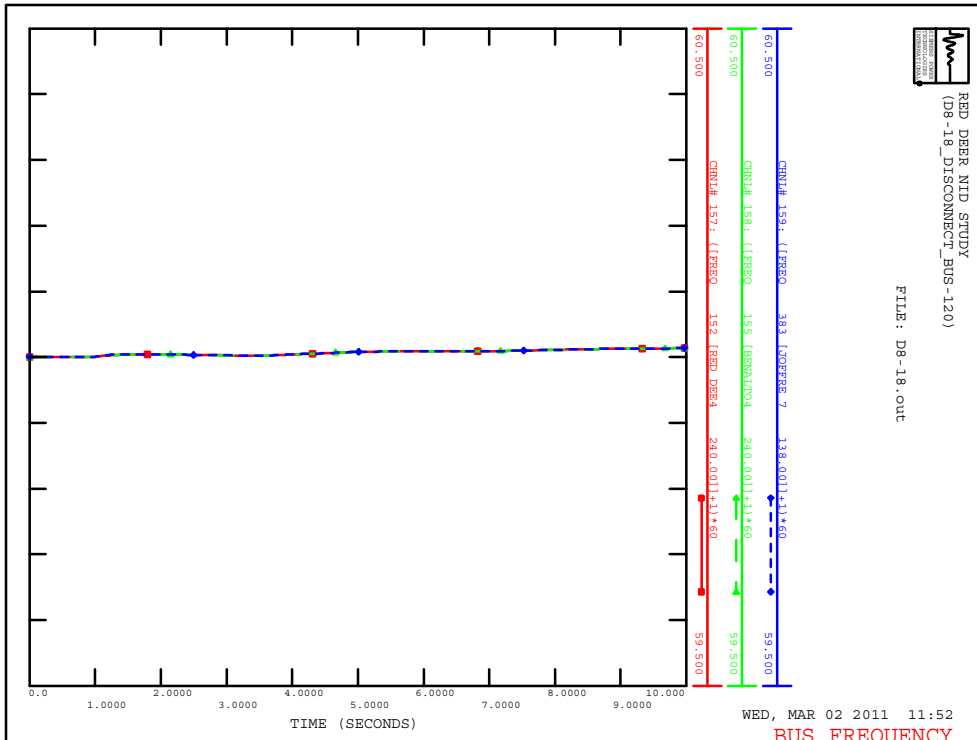

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

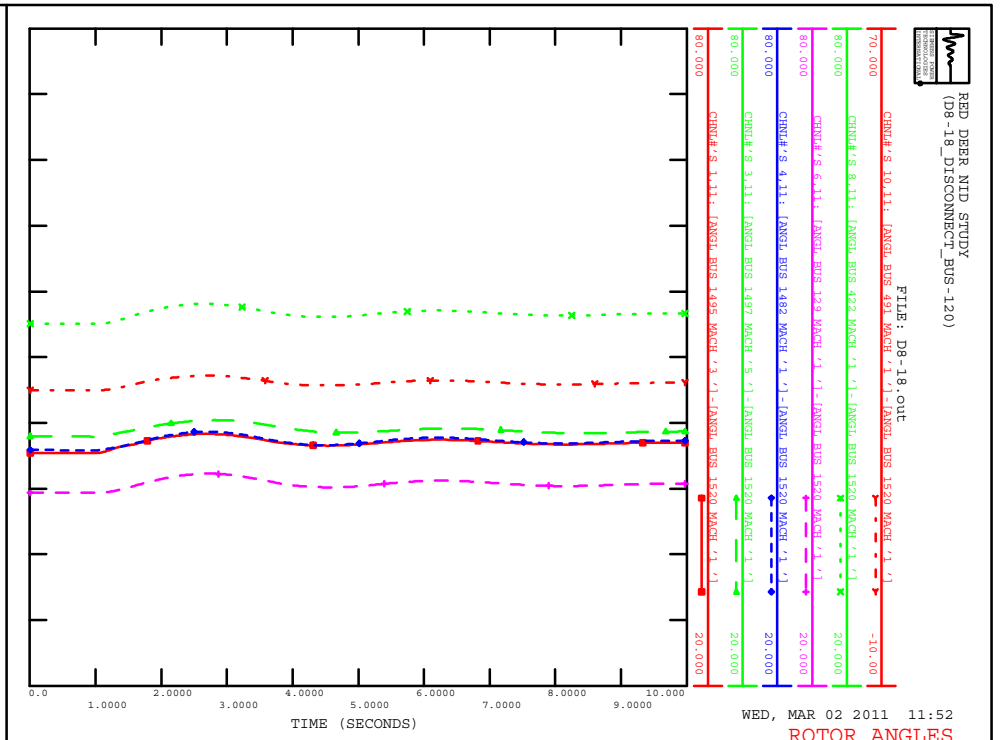

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

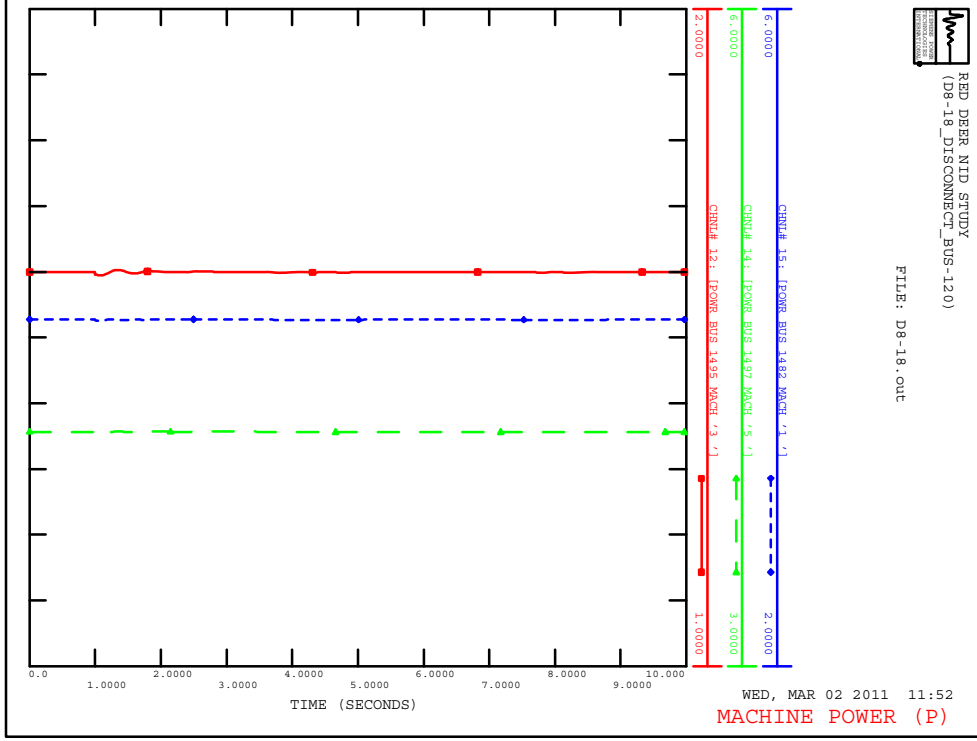

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

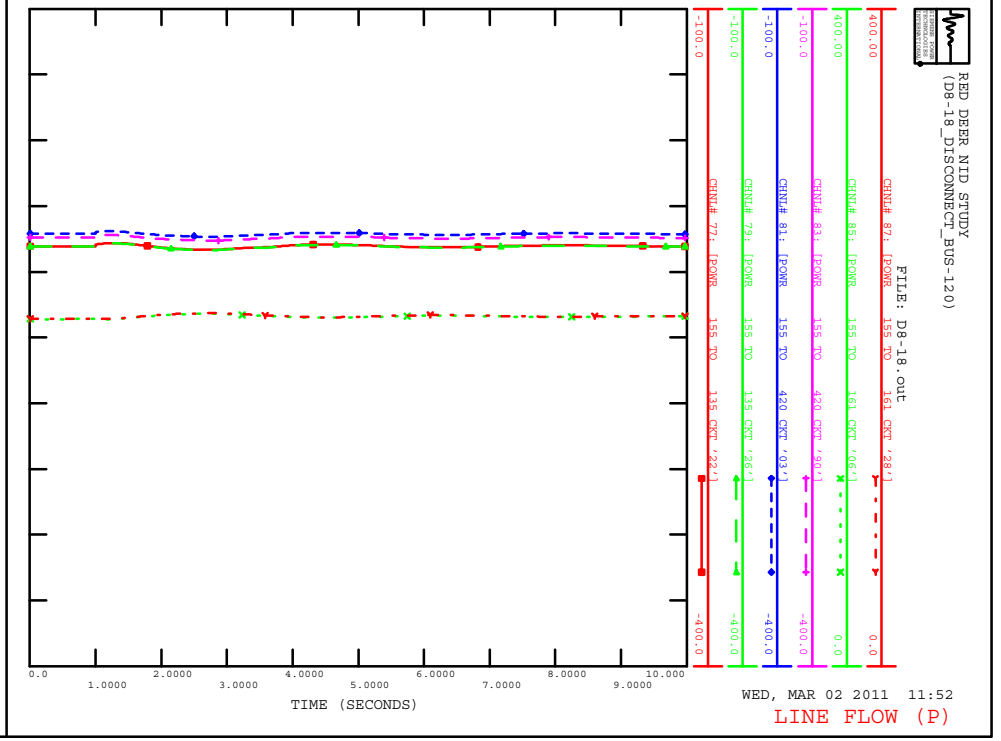

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

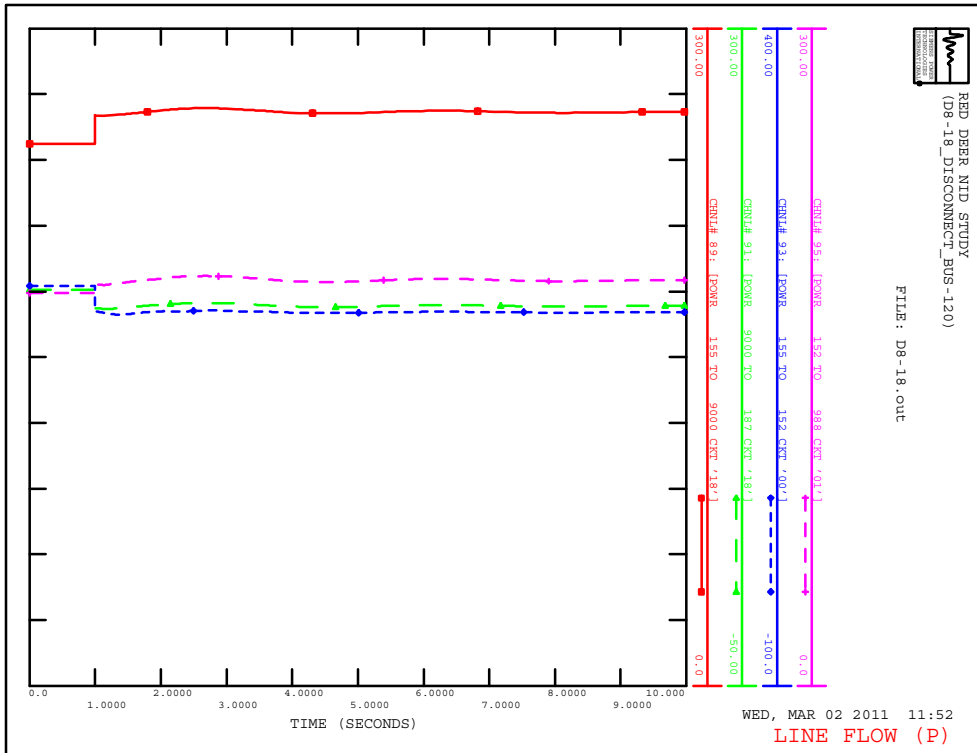

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

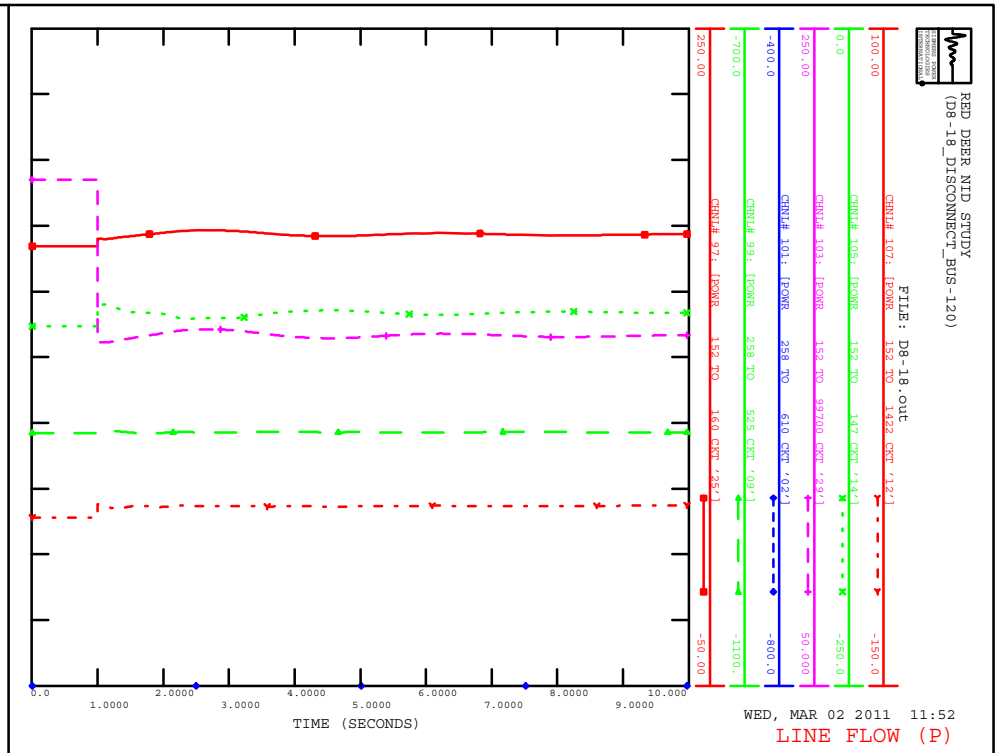

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
WED, MAR 02 2011 11:52
BUS FREQUENCY
TIME (SECONDS)

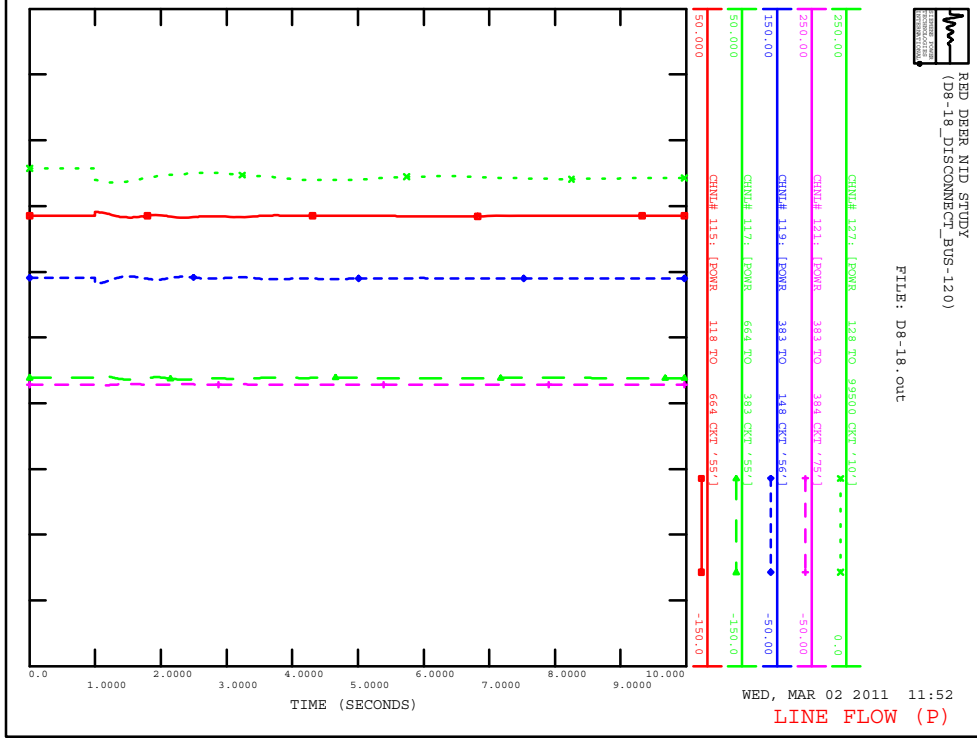

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
WED, MAR 02 2011 11:52
ROTOR ANGLES
TIME (SECONDS)

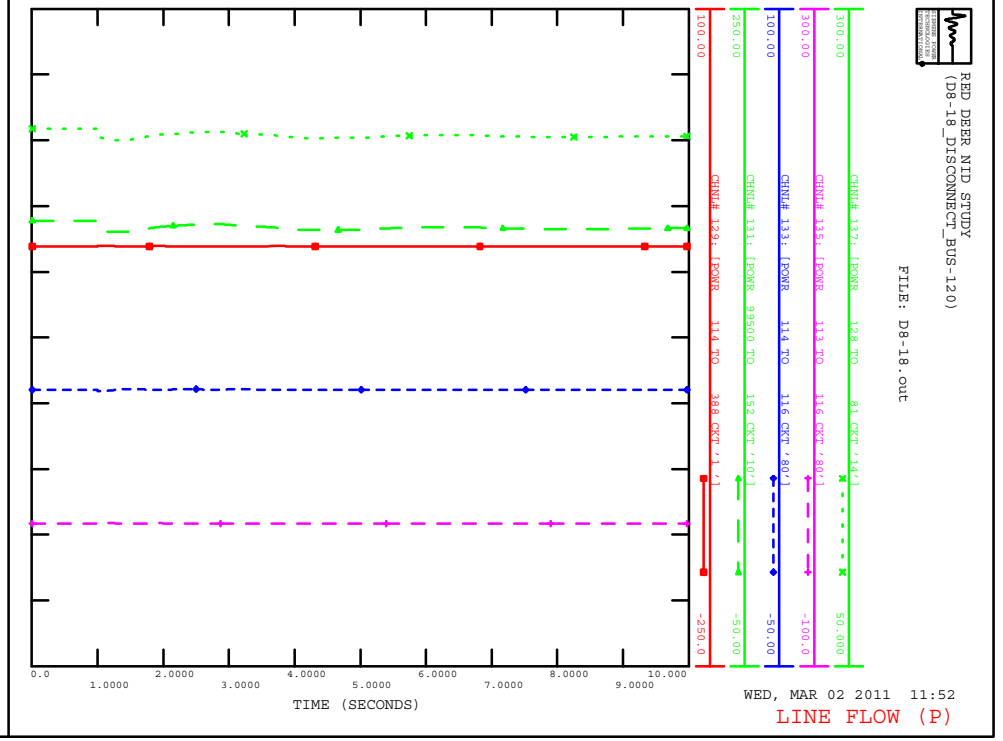

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
WED, MAR 02 2011 11:52
MACHINE POWER (P)
TIME (SECONDS)

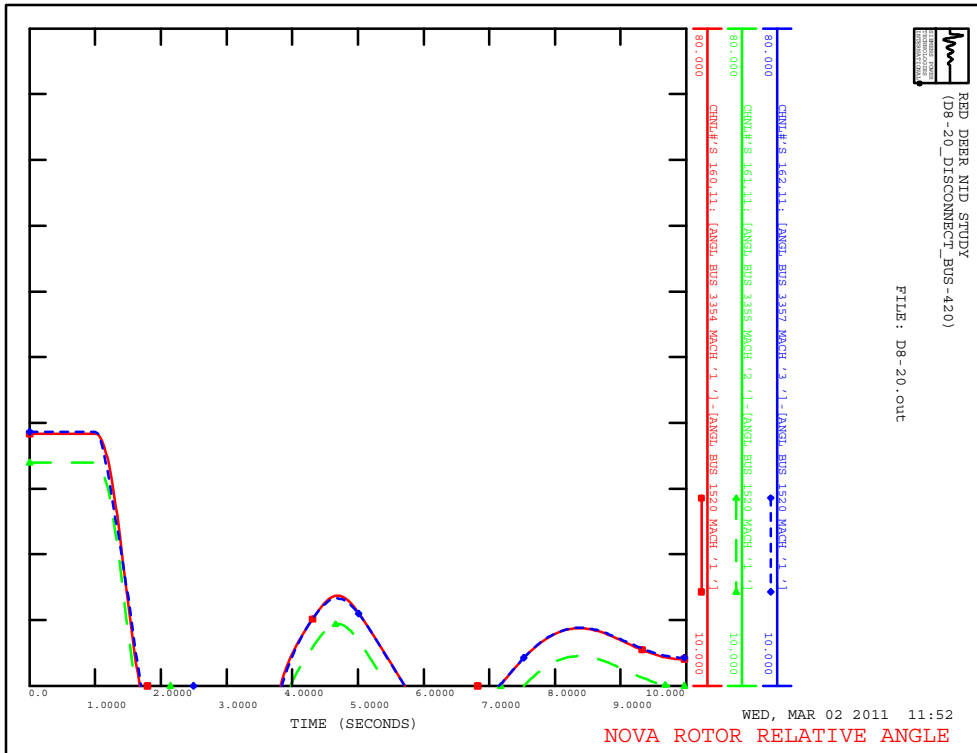

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

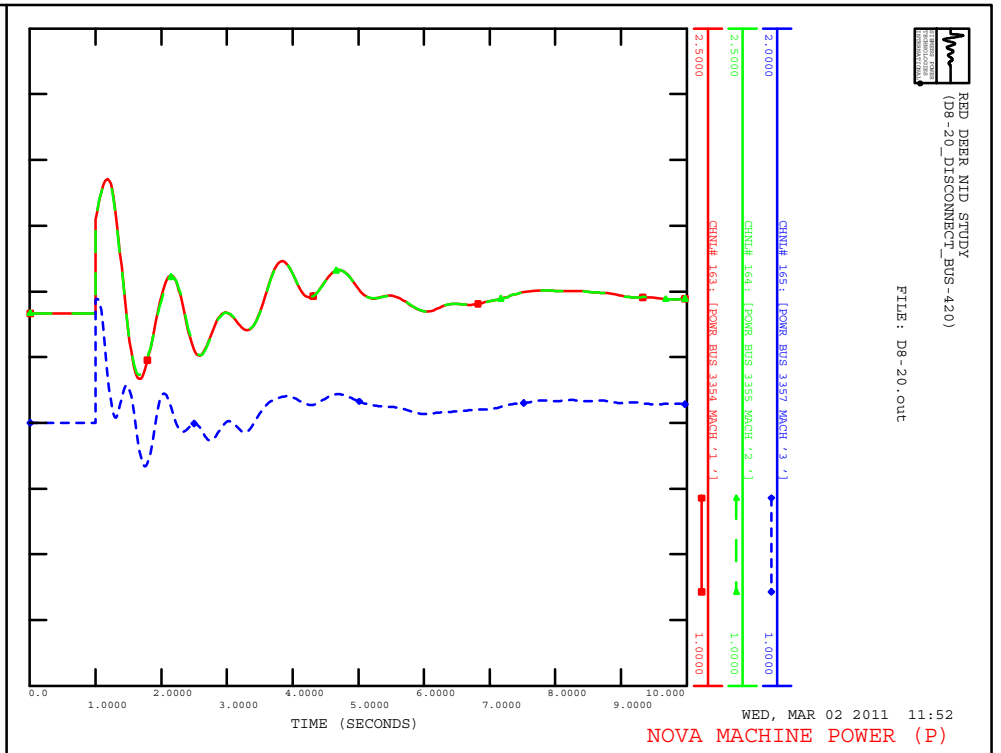

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

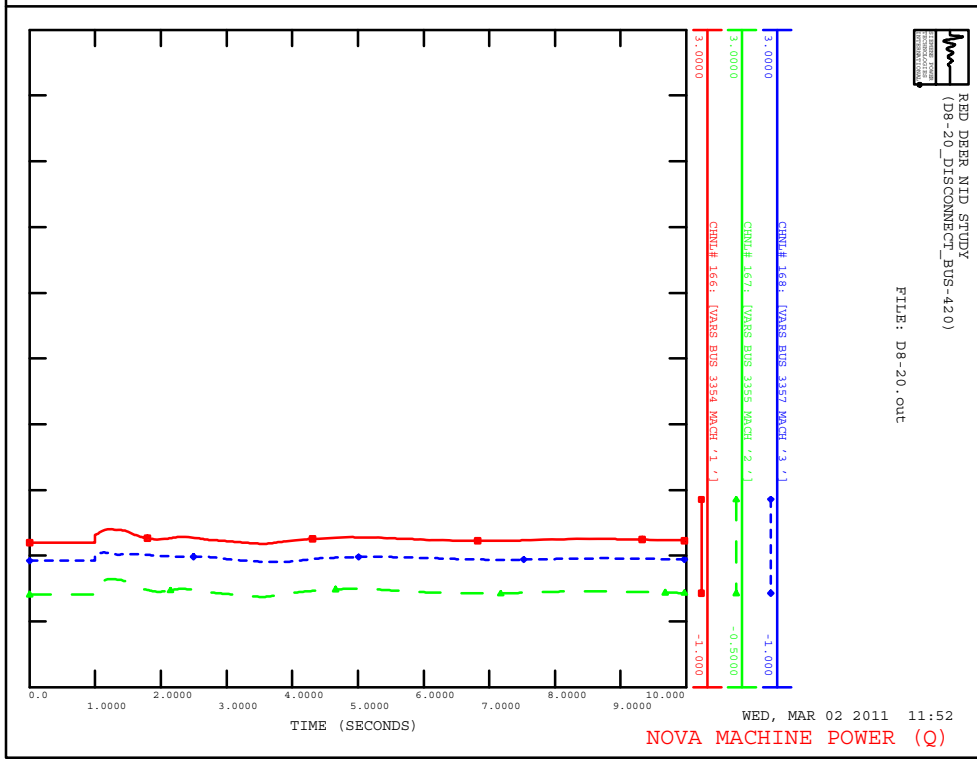

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

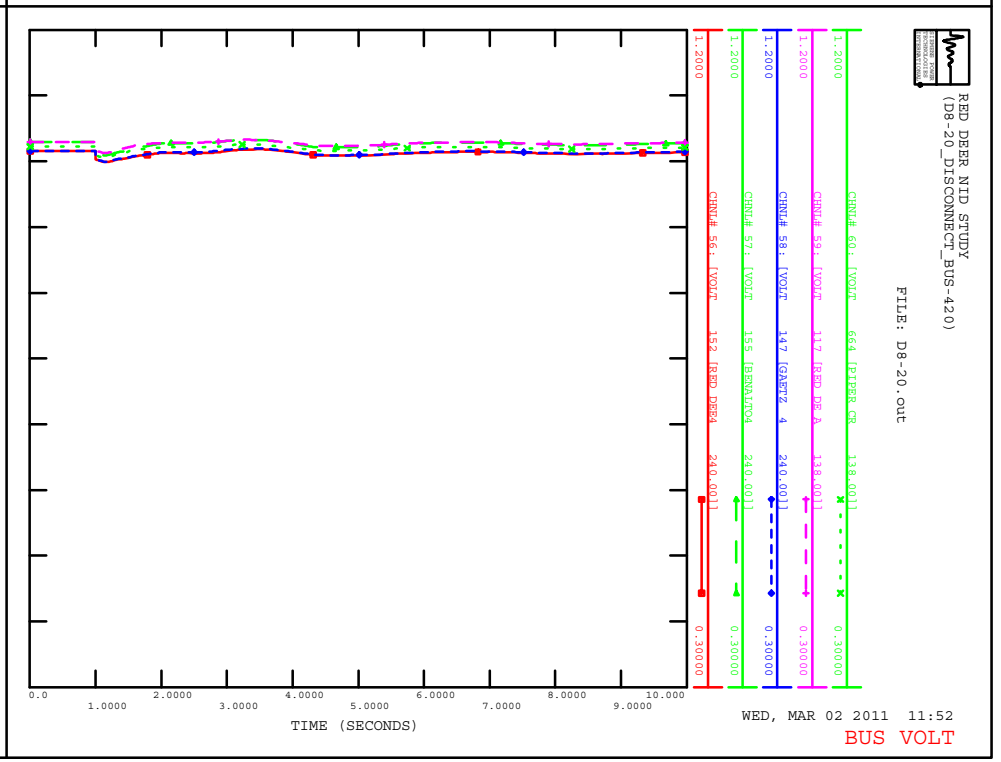

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

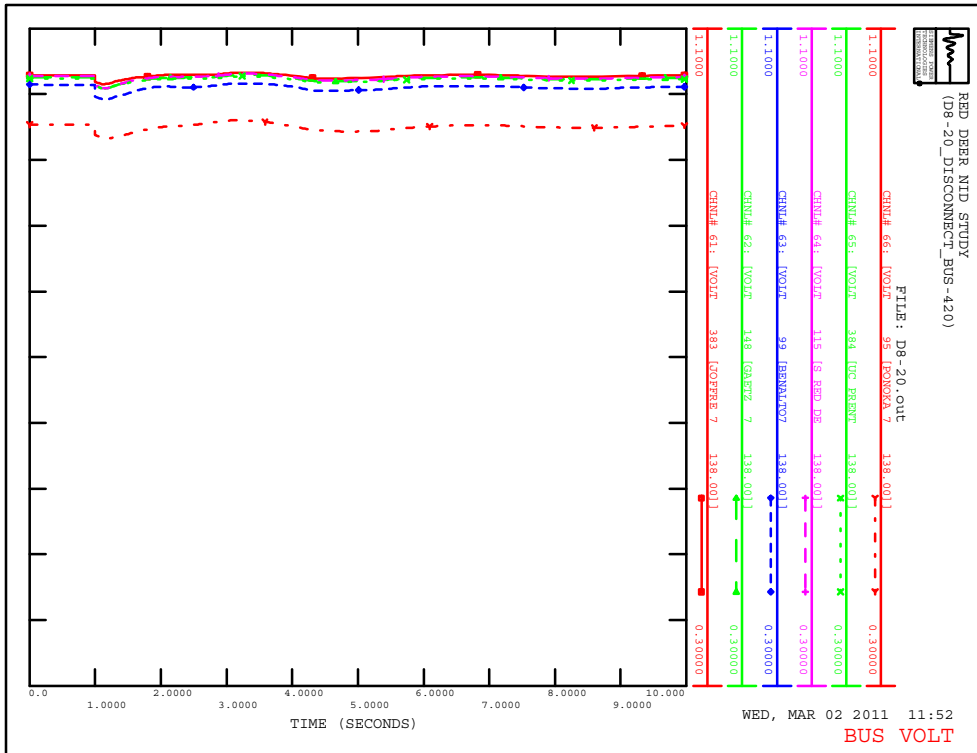

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

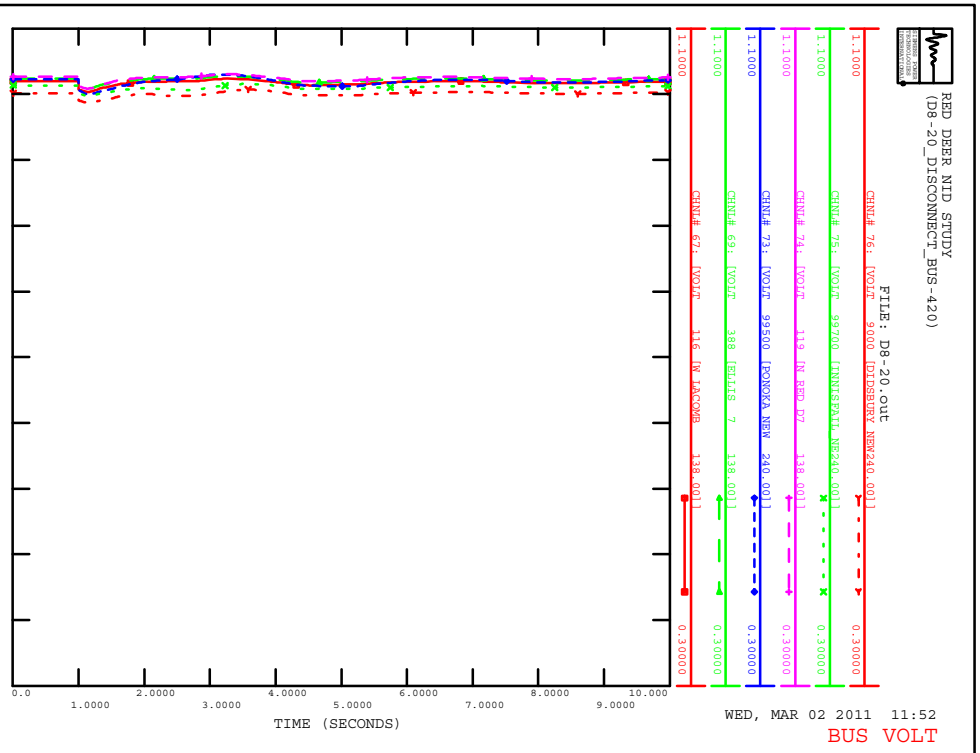

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

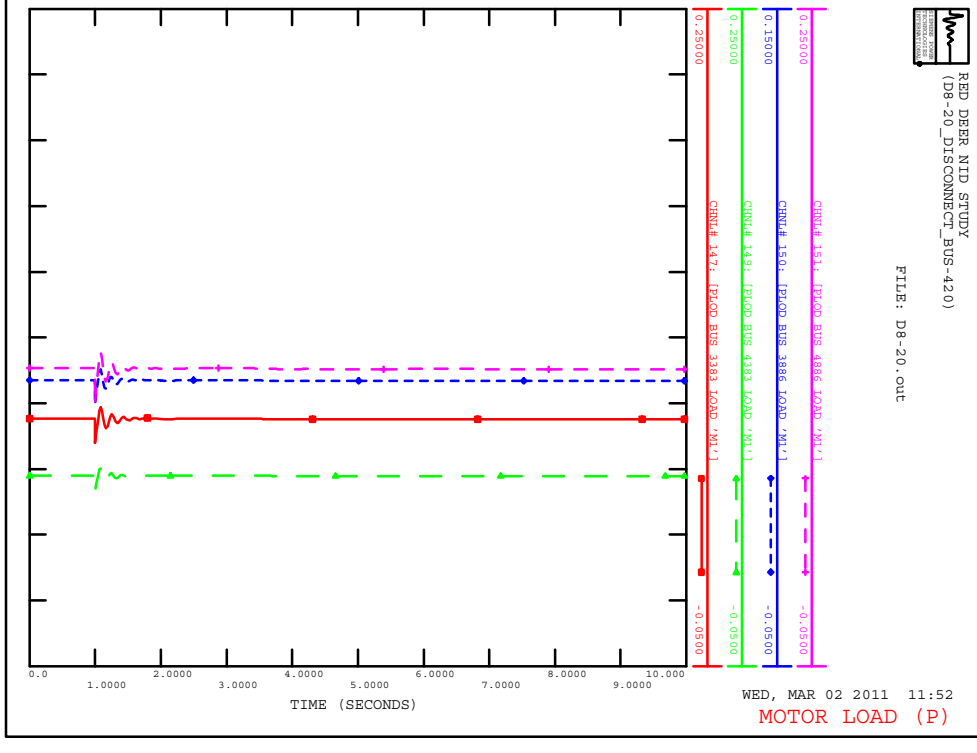

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

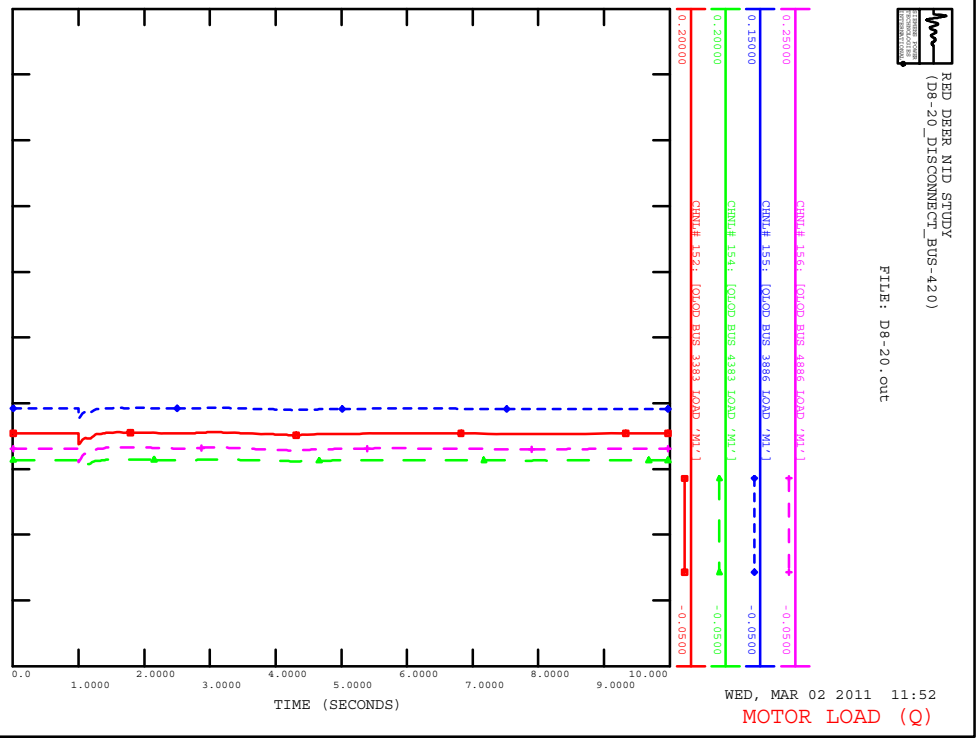

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

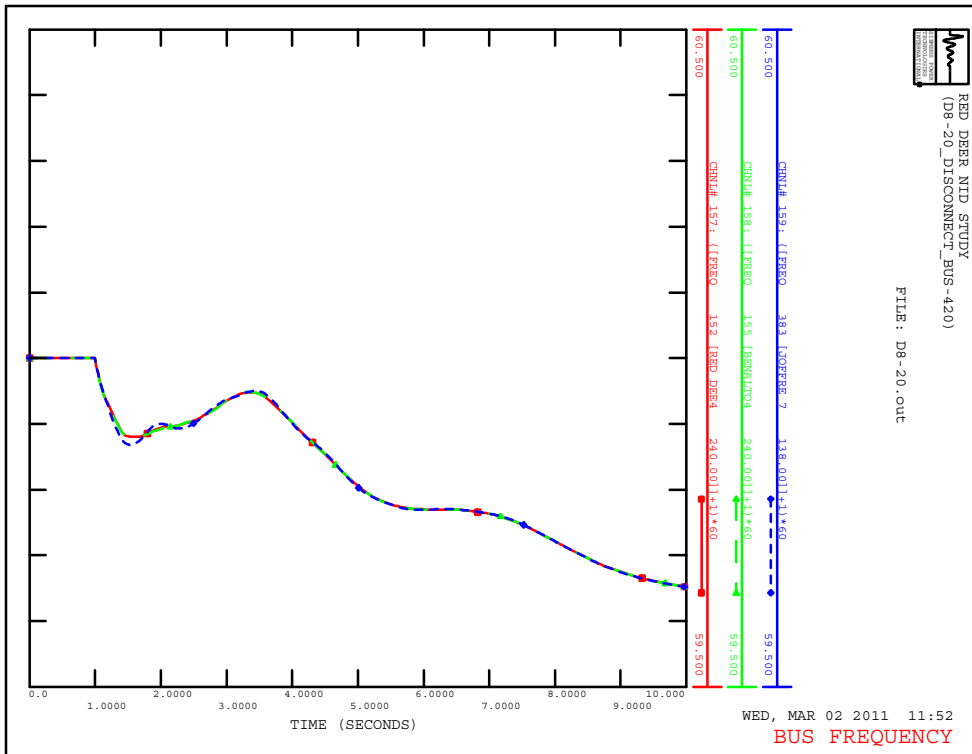

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

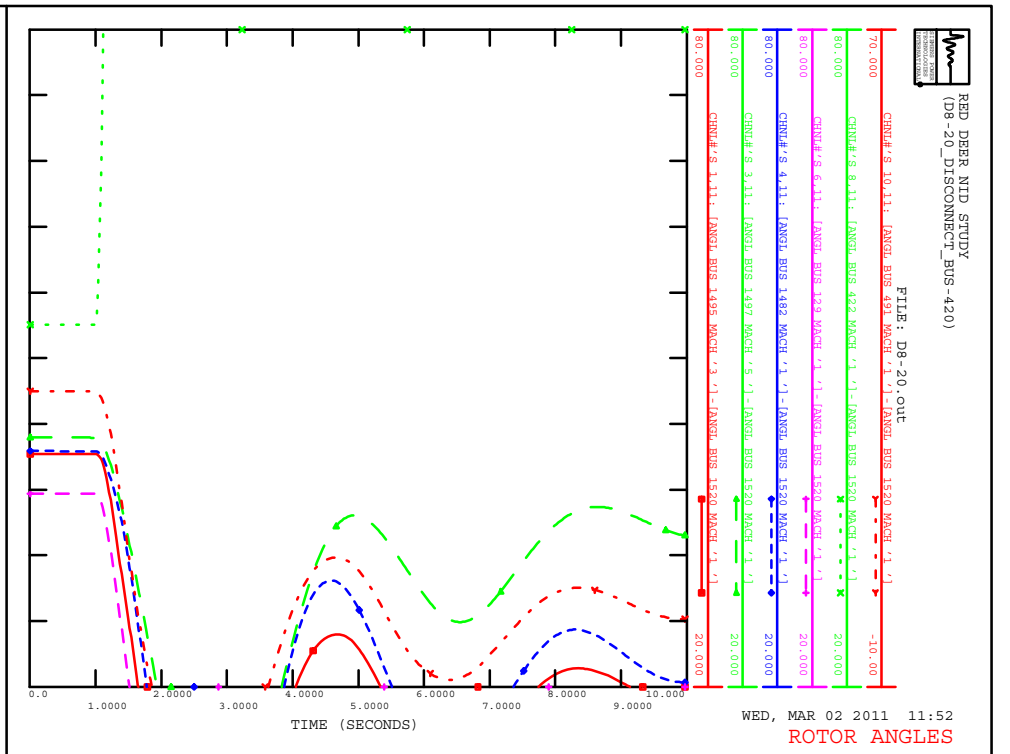

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALEW2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

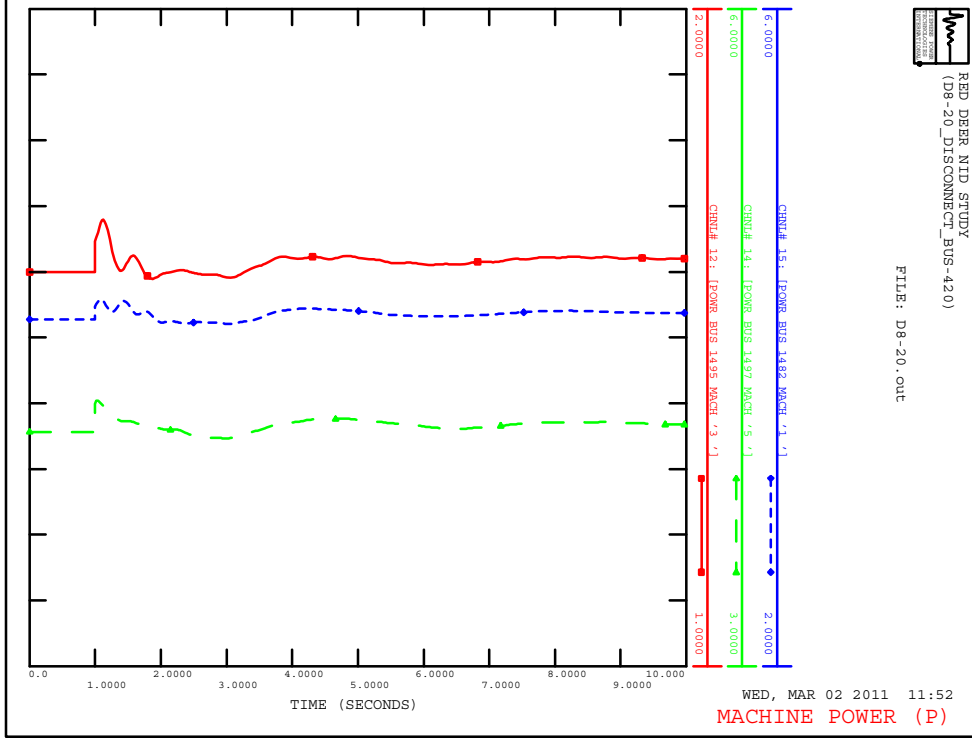

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED D7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 99000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

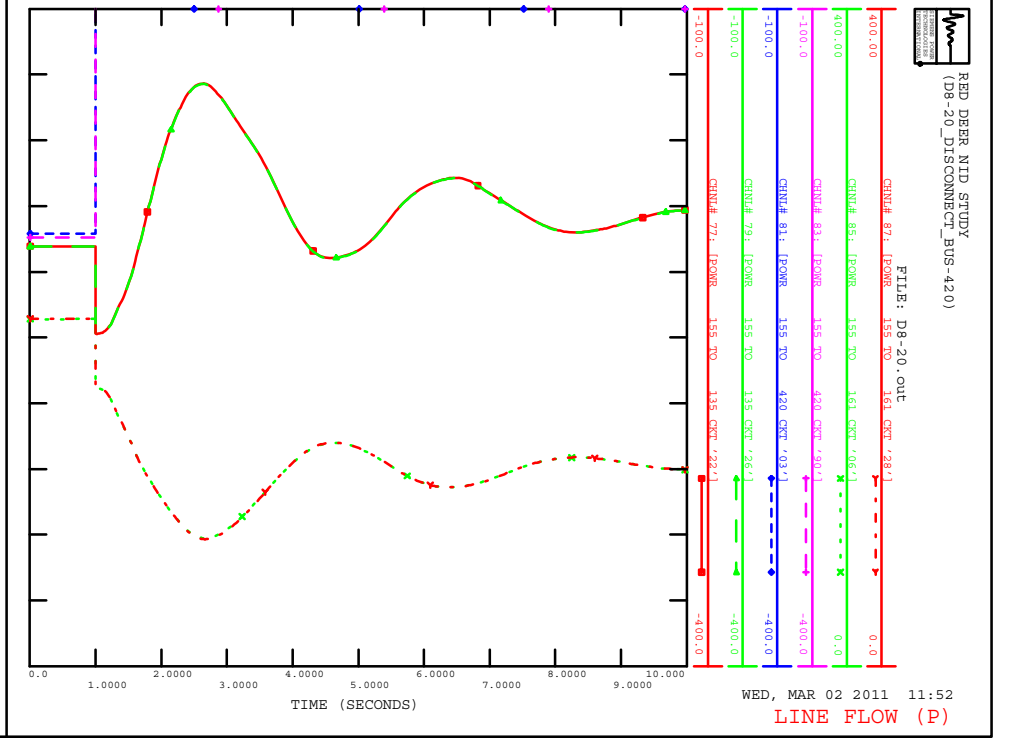

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

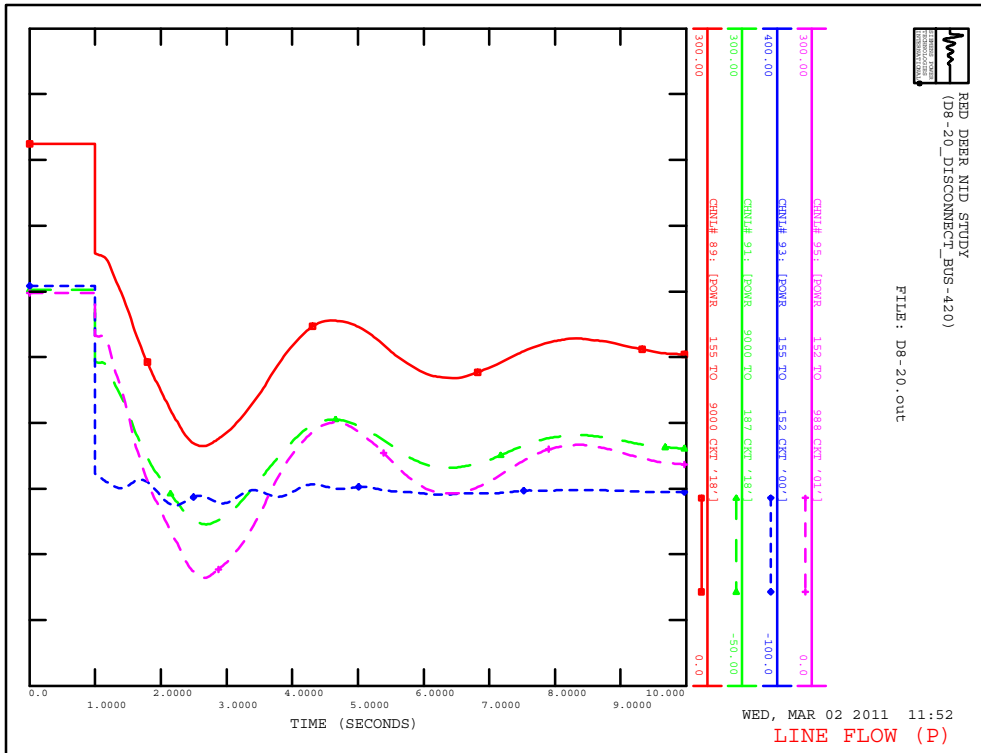

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

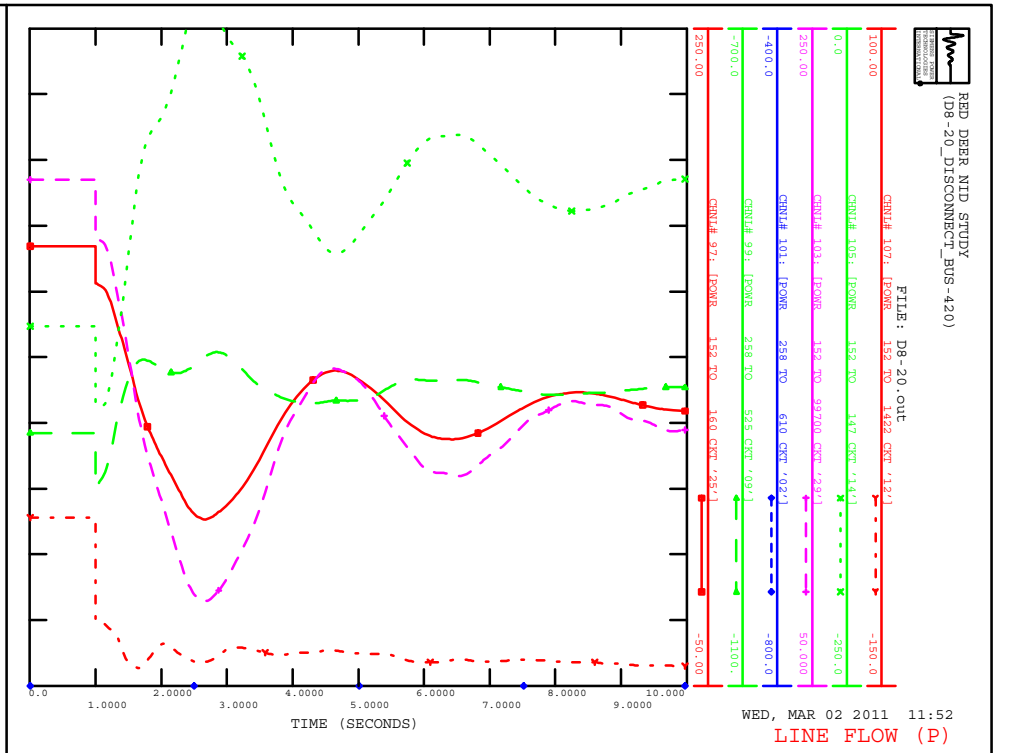

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

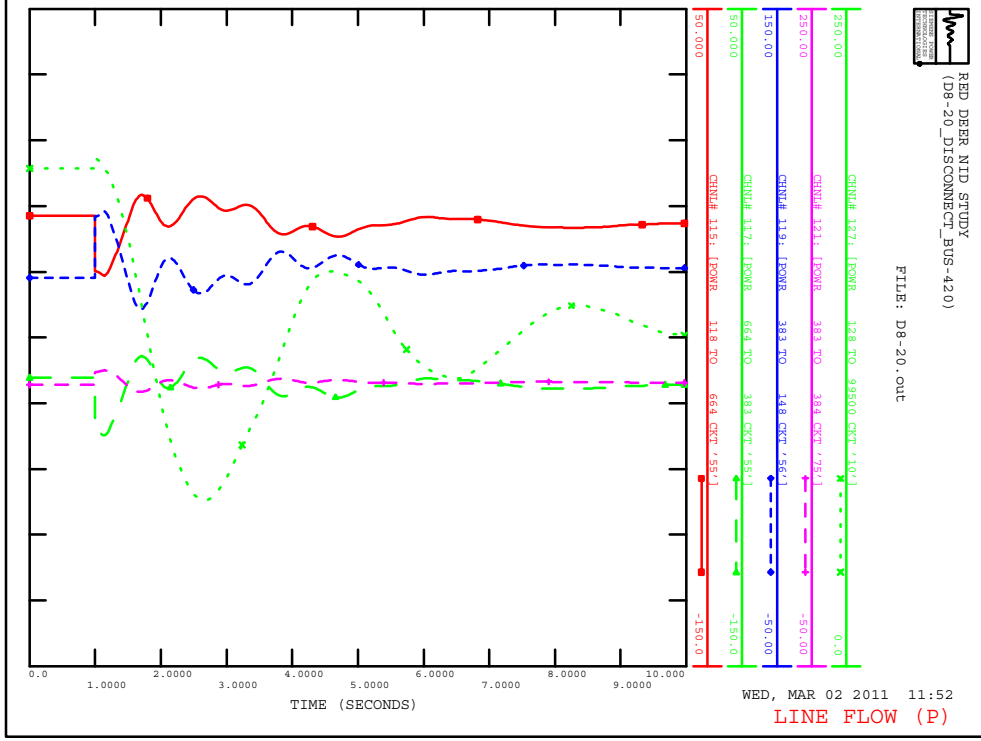

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

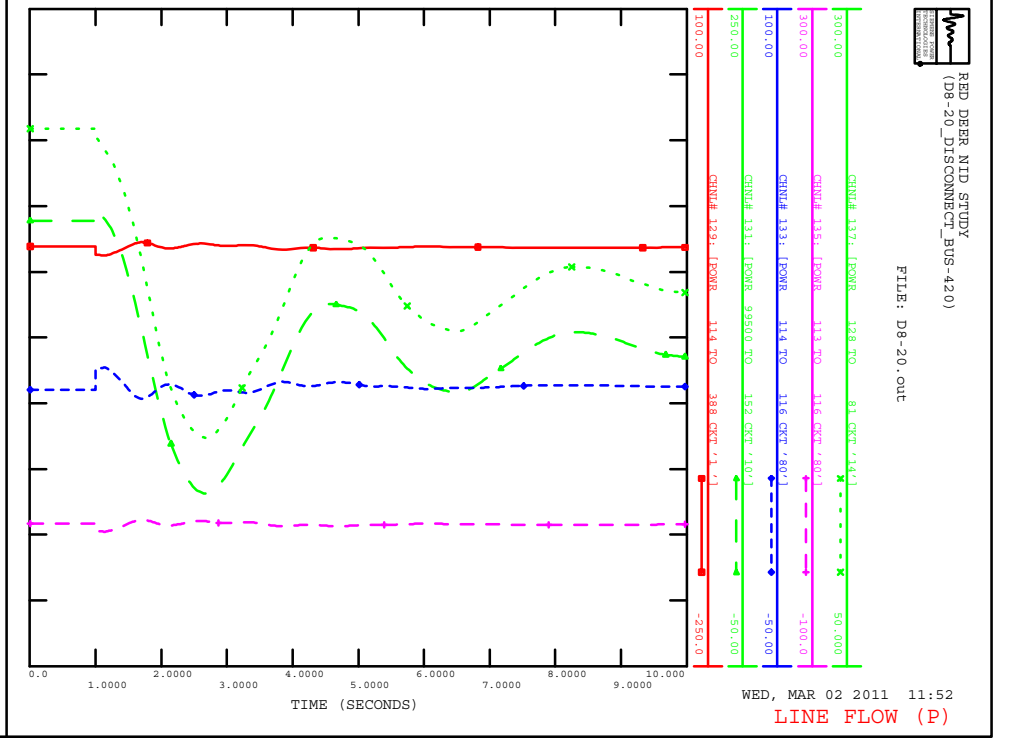

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

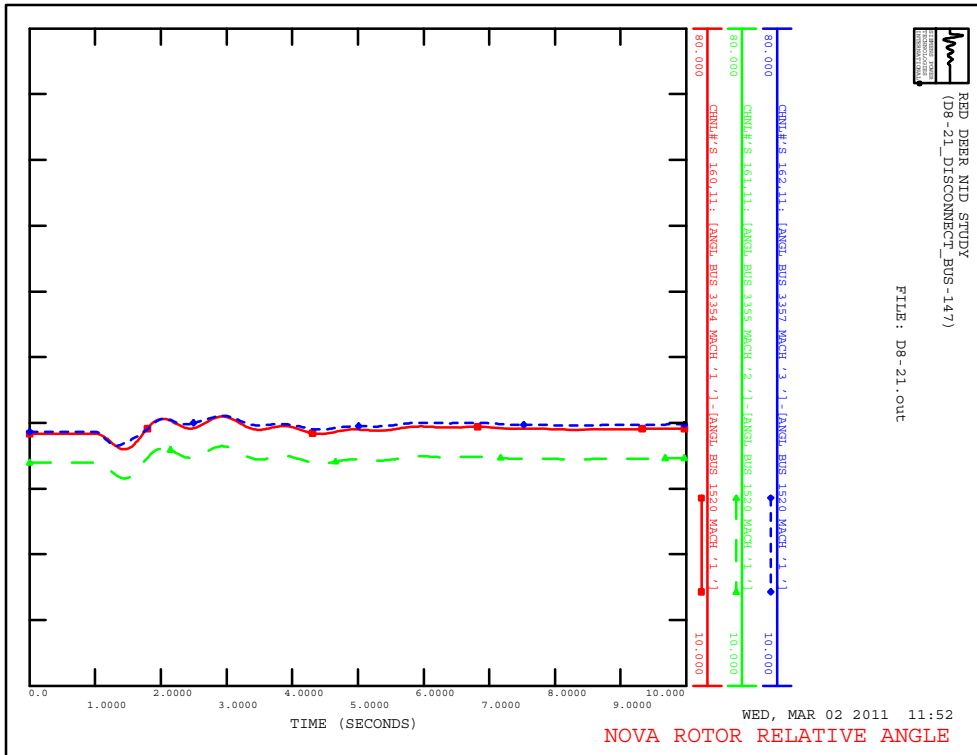

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

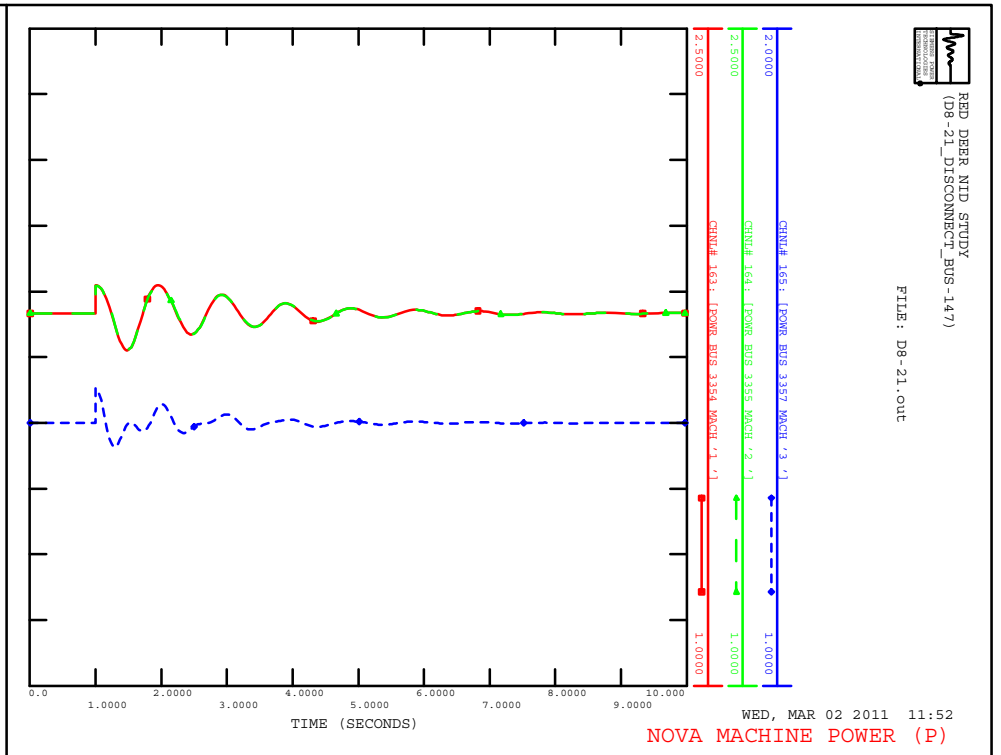

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

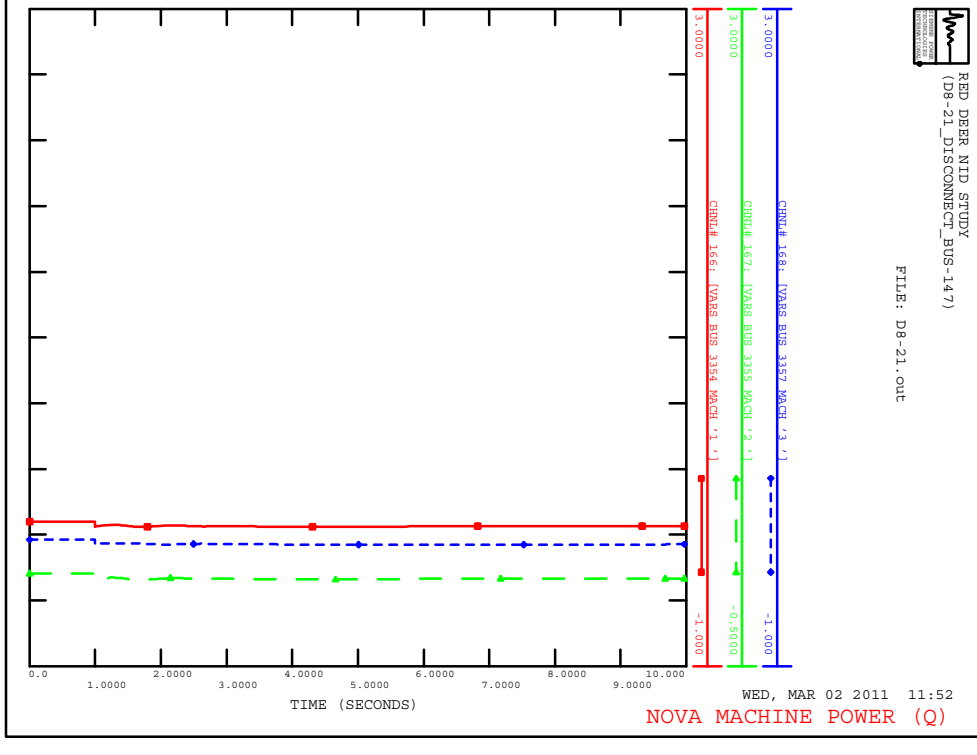

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

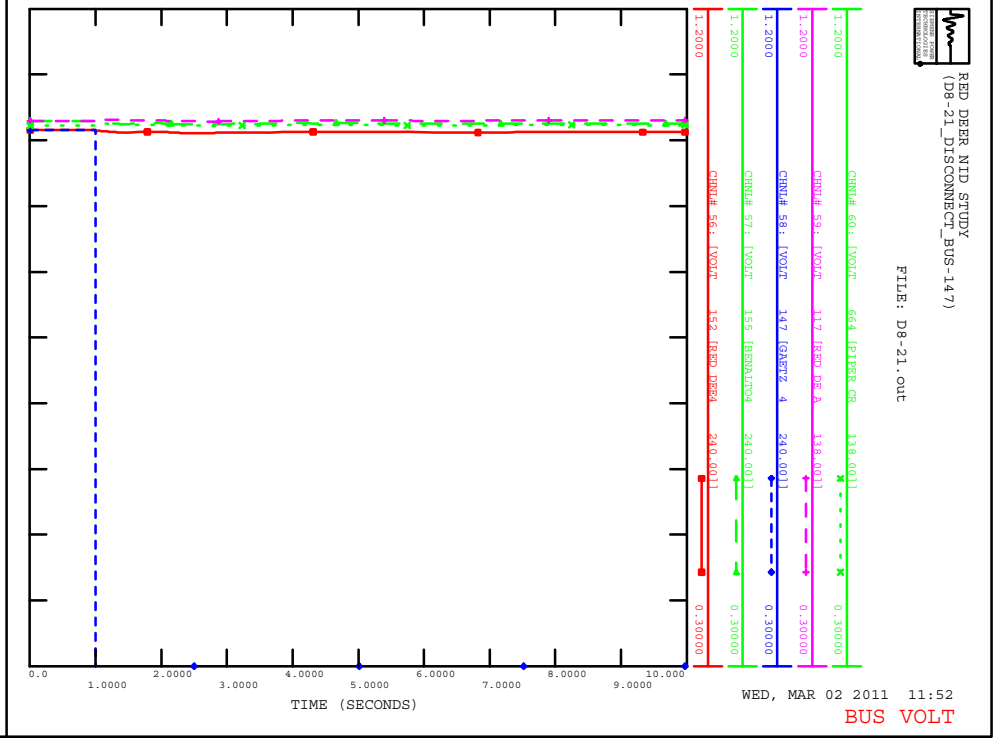

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

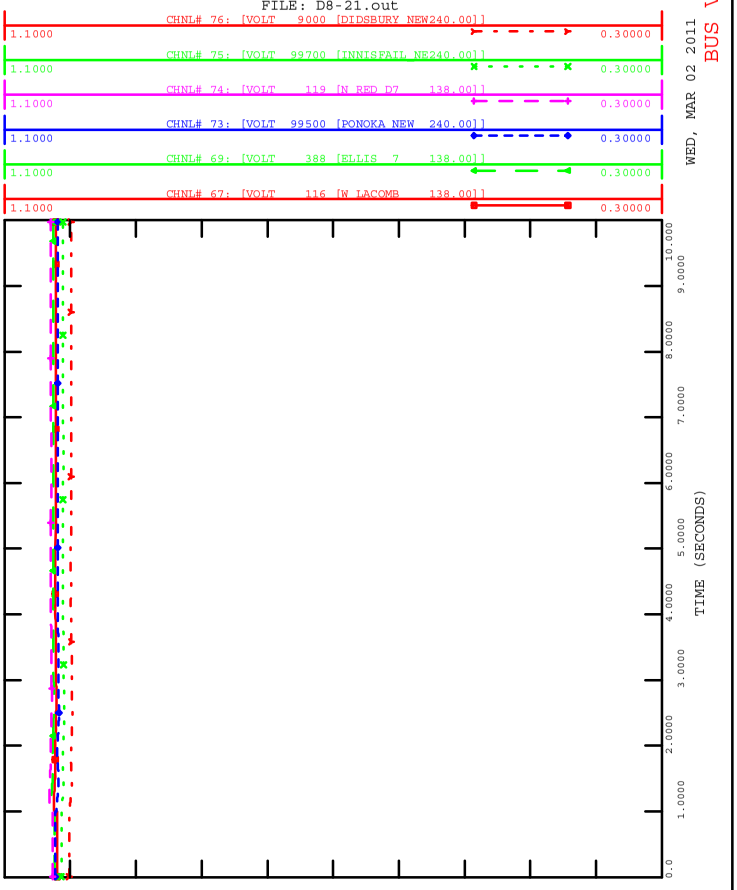

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

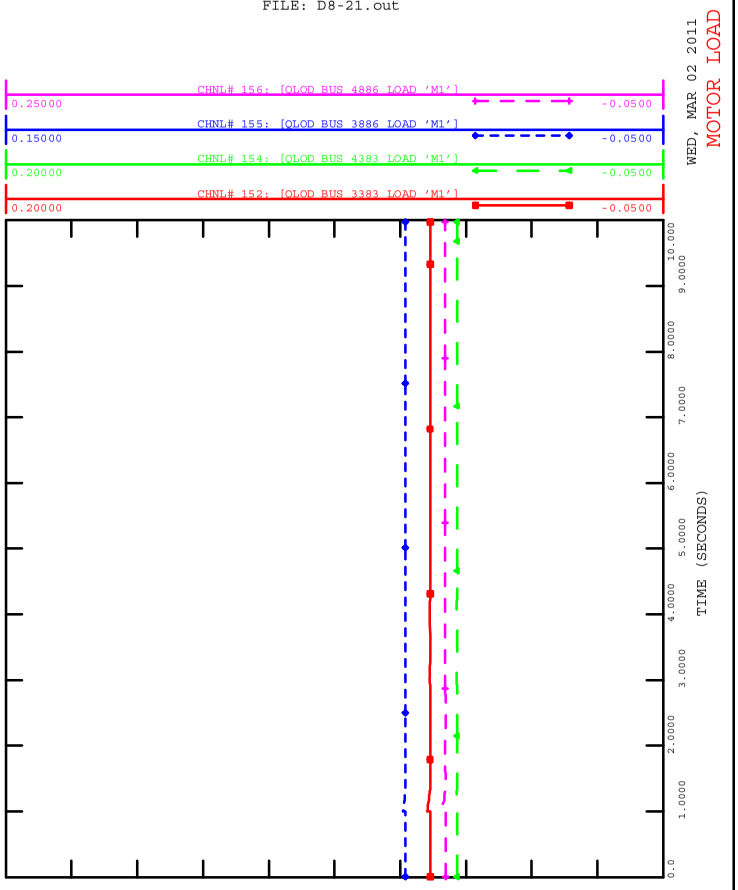
RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

FILE: D8-21.out



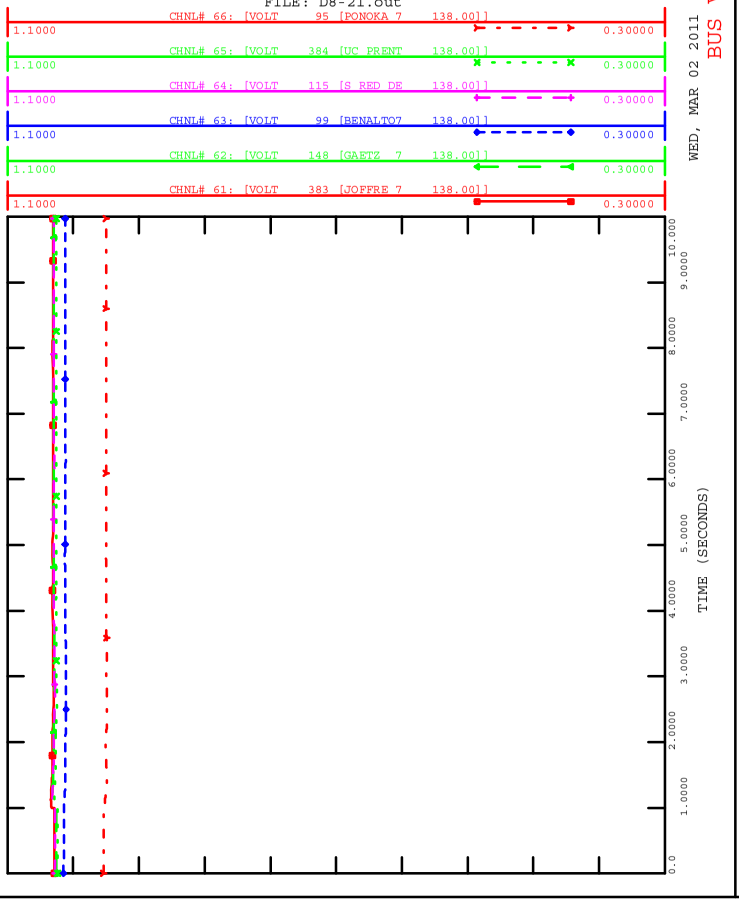
RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

FILE: D8-21.out



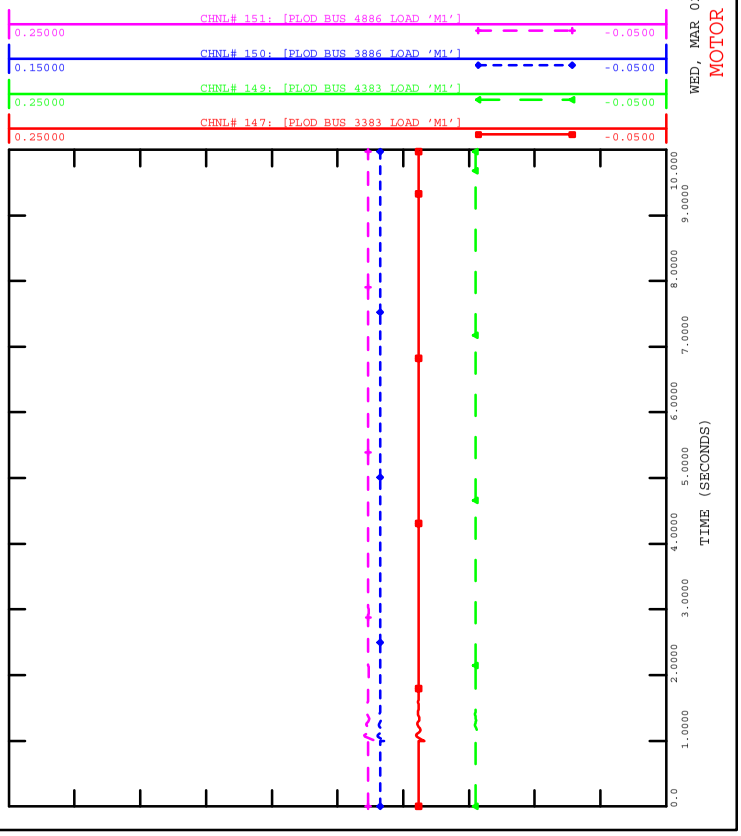
RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

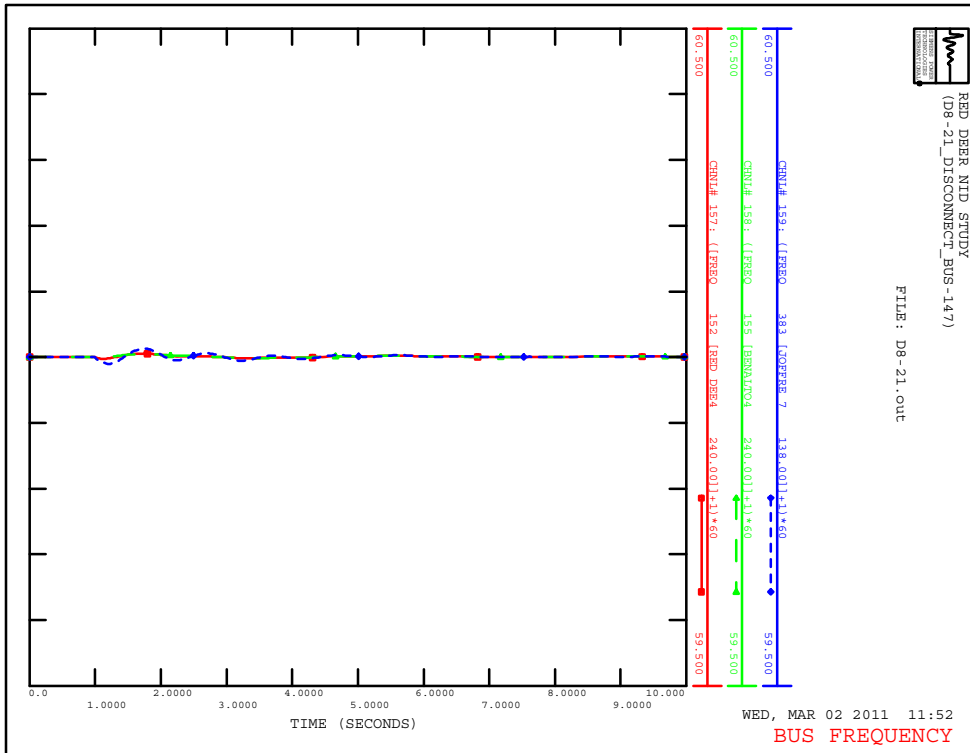
FILE: D8-21.out

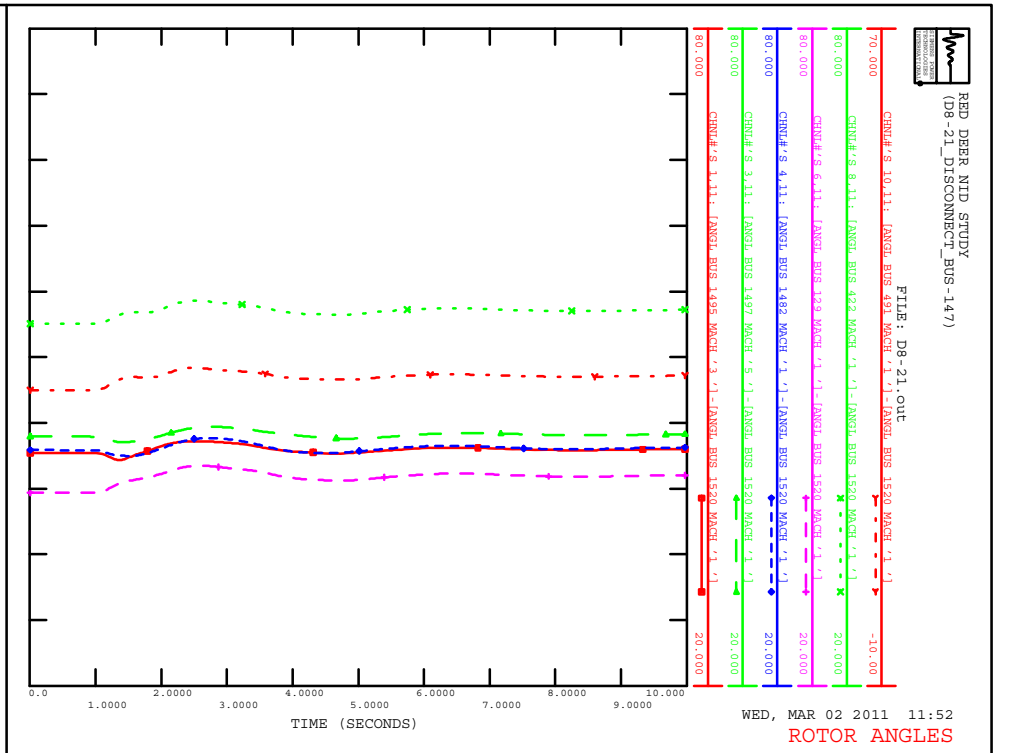


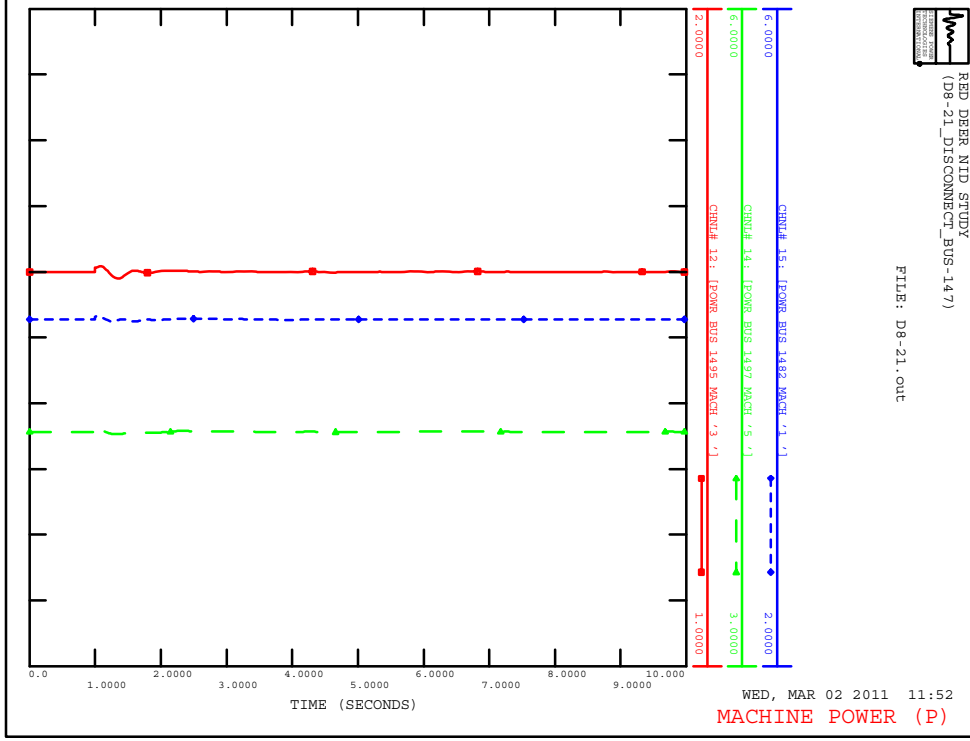
RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

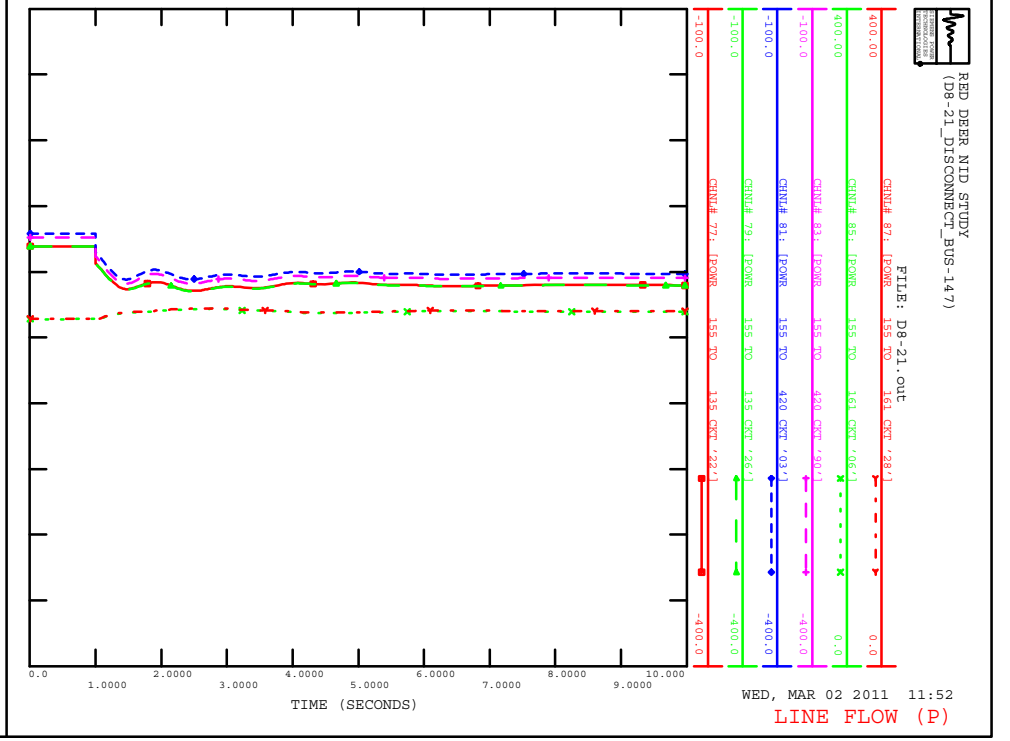
FILE: D8-21.out

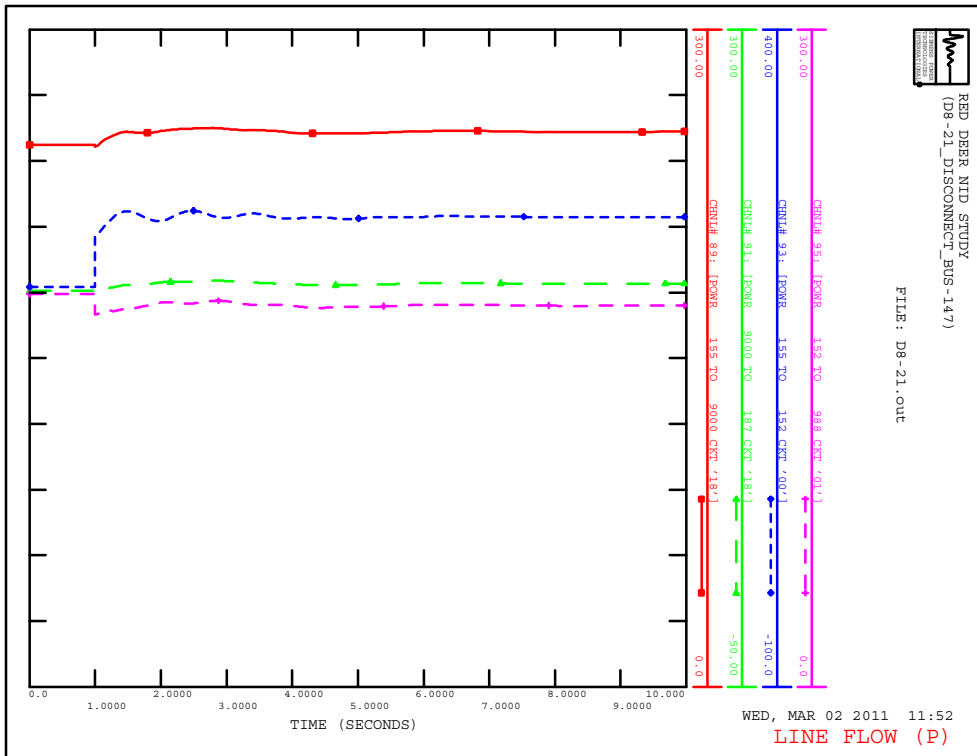


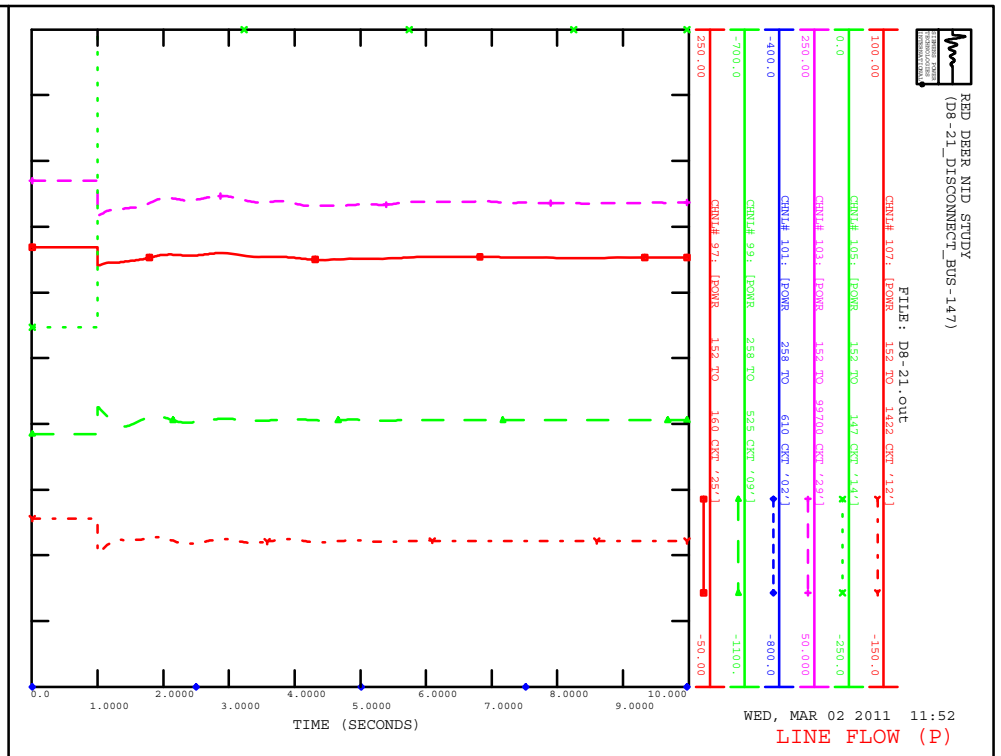

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

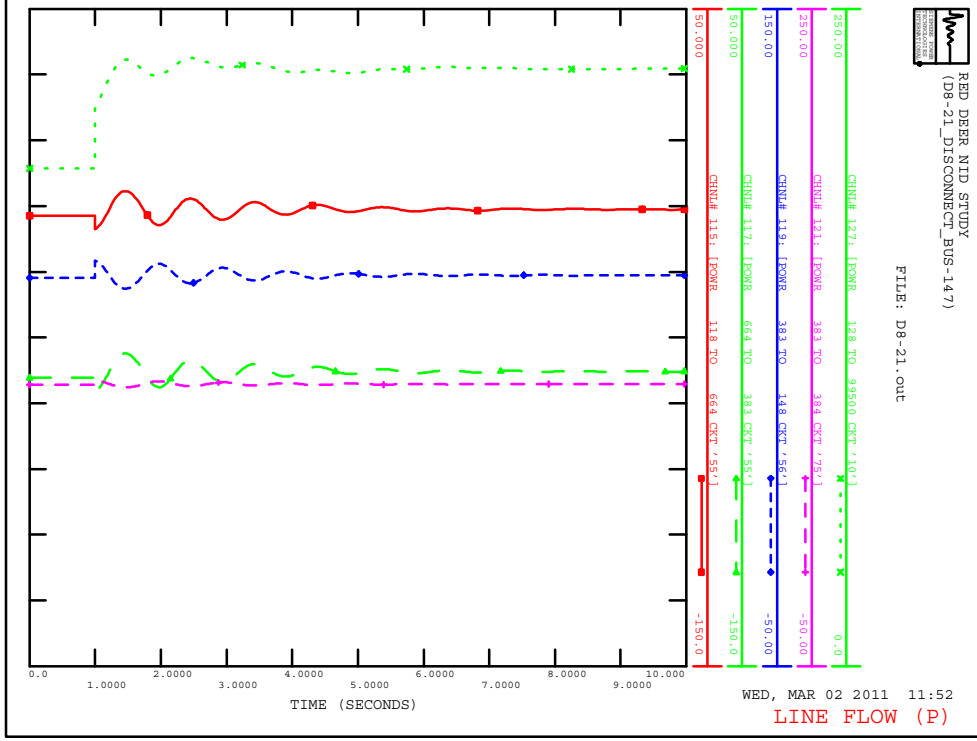

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

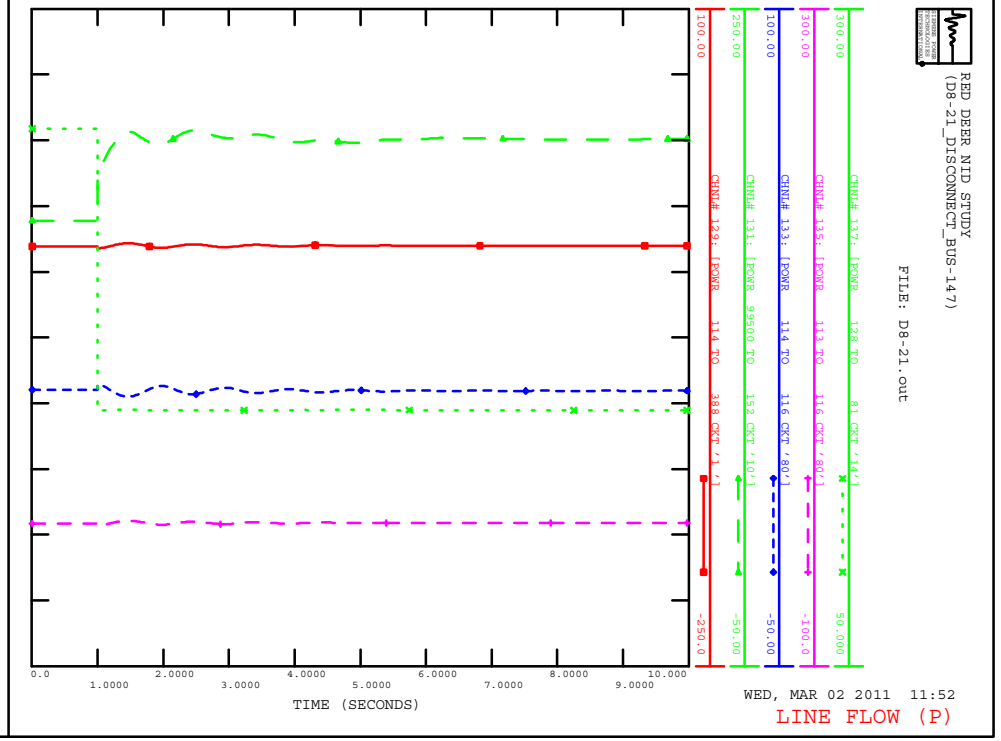

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

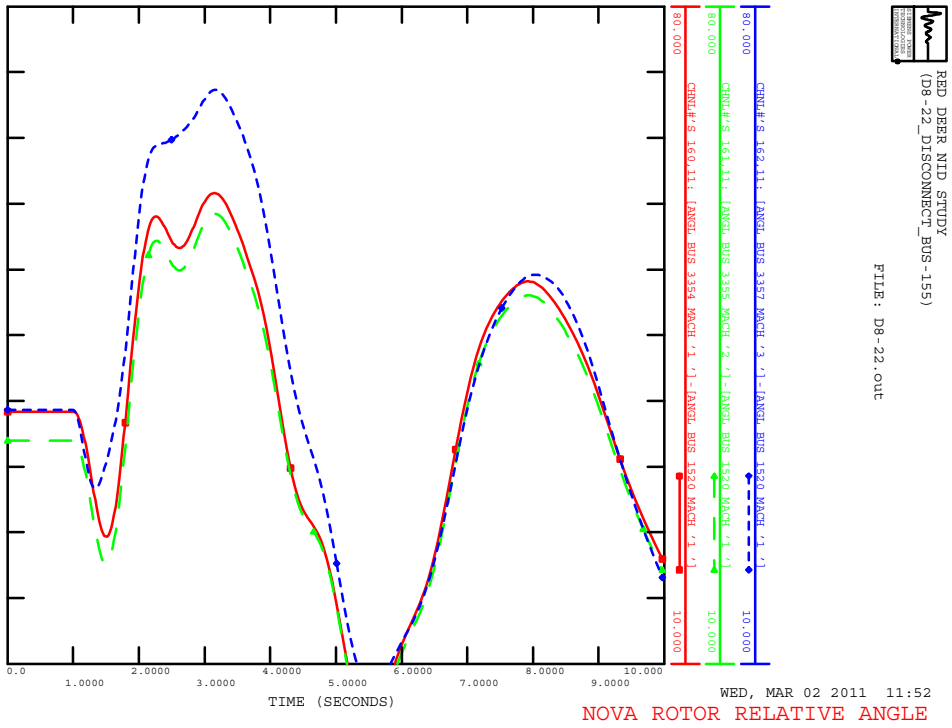

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

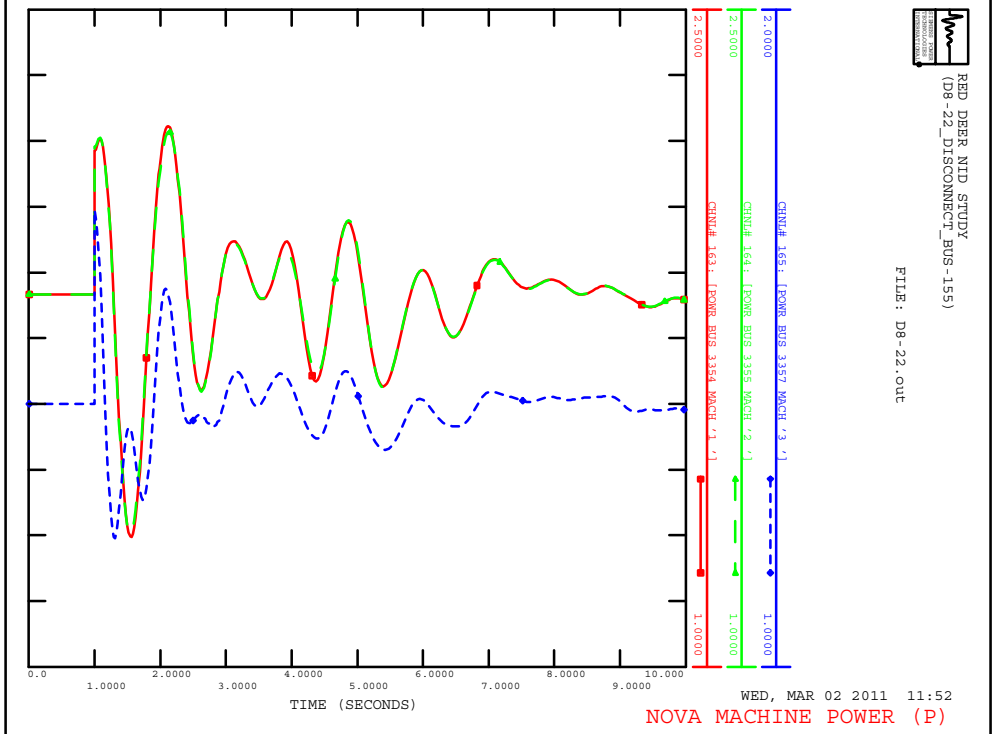

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

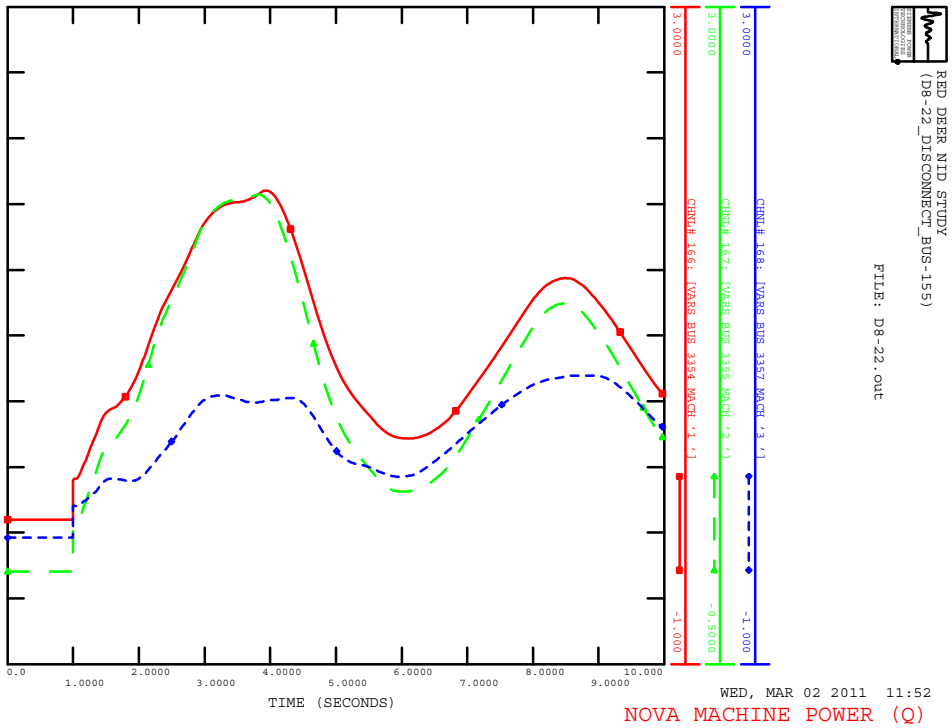

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

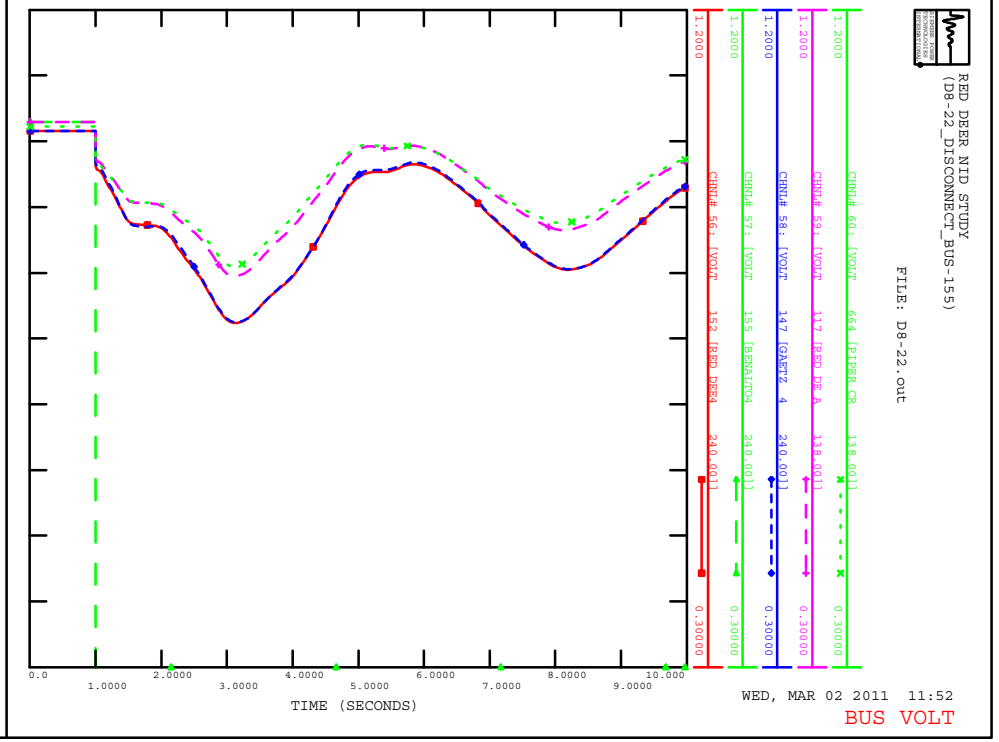

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

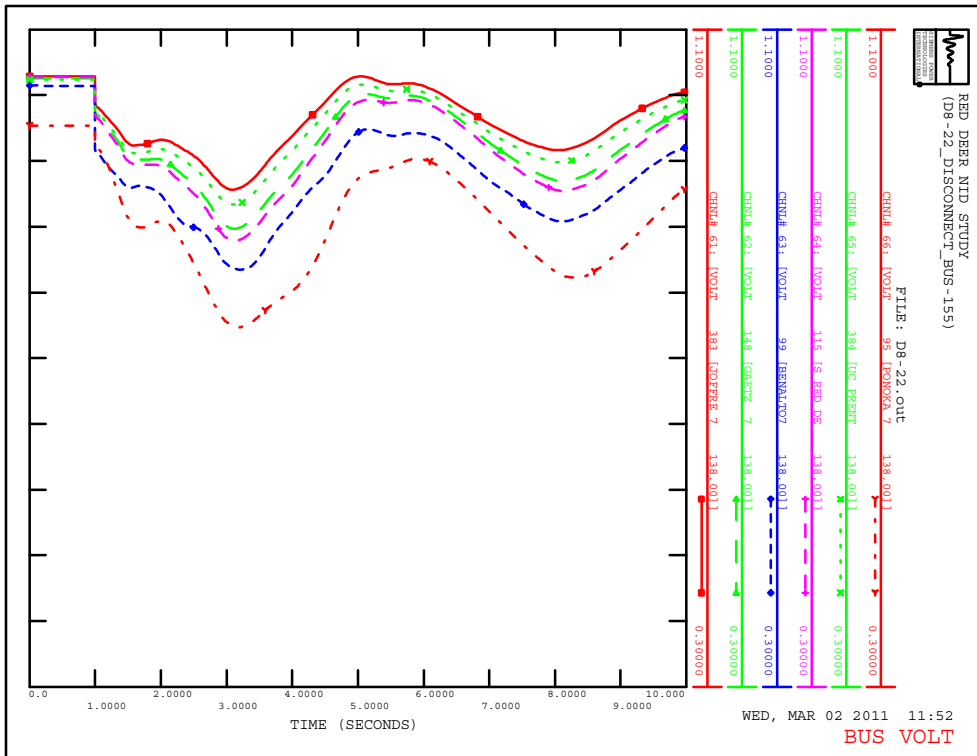

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 11:52
LINE FLOW (P)
TIME (SECONDS)

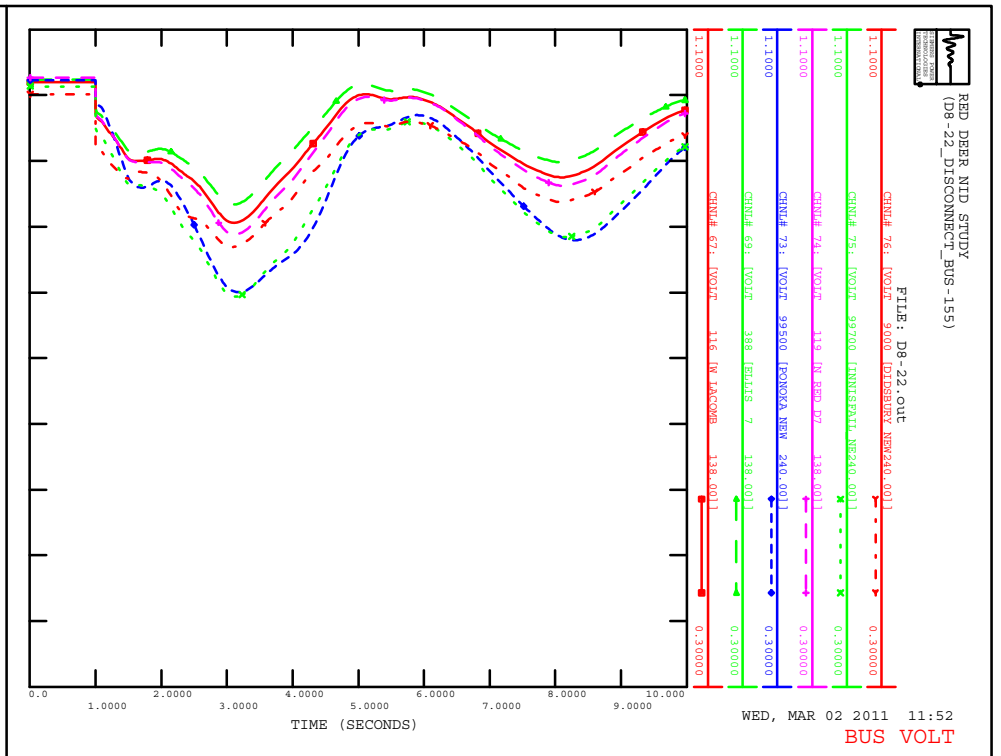

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

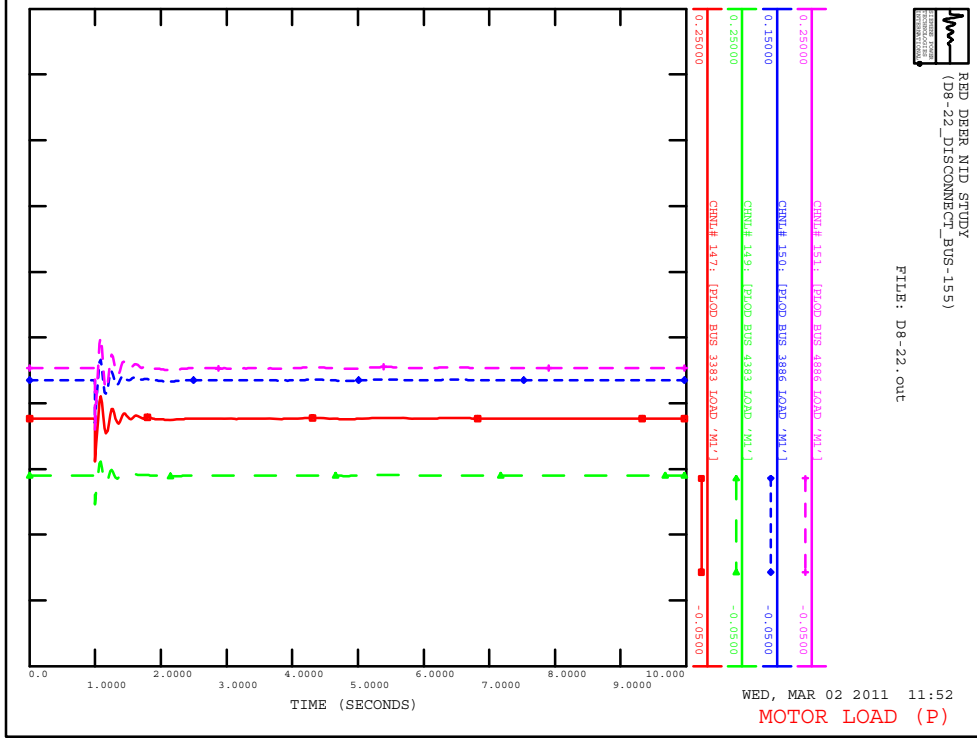

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

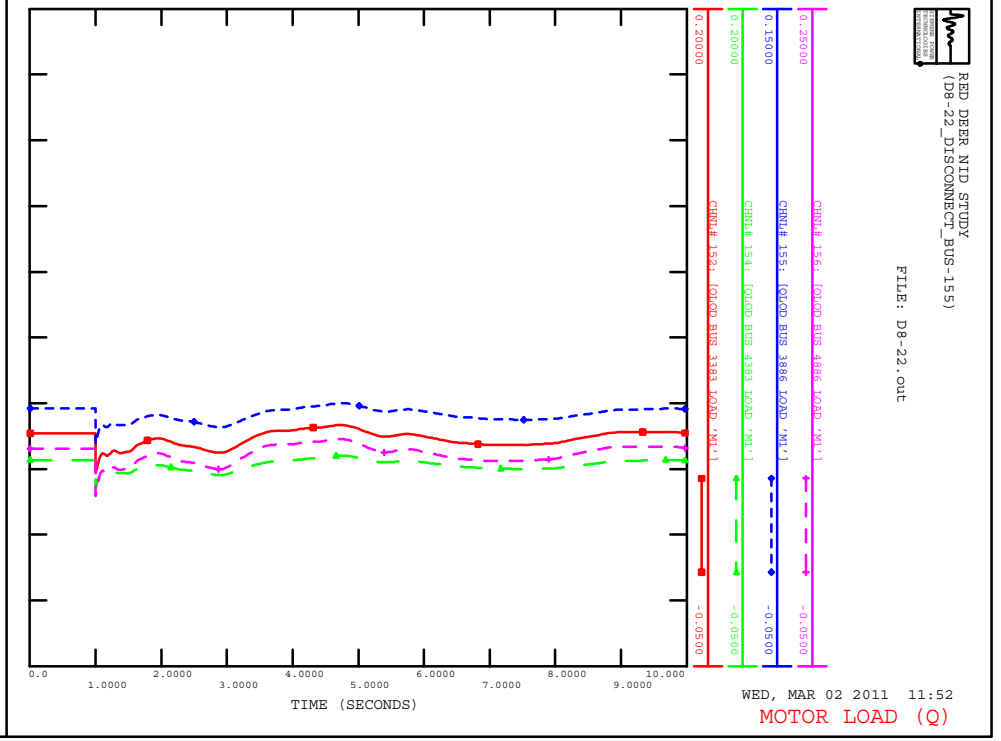

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

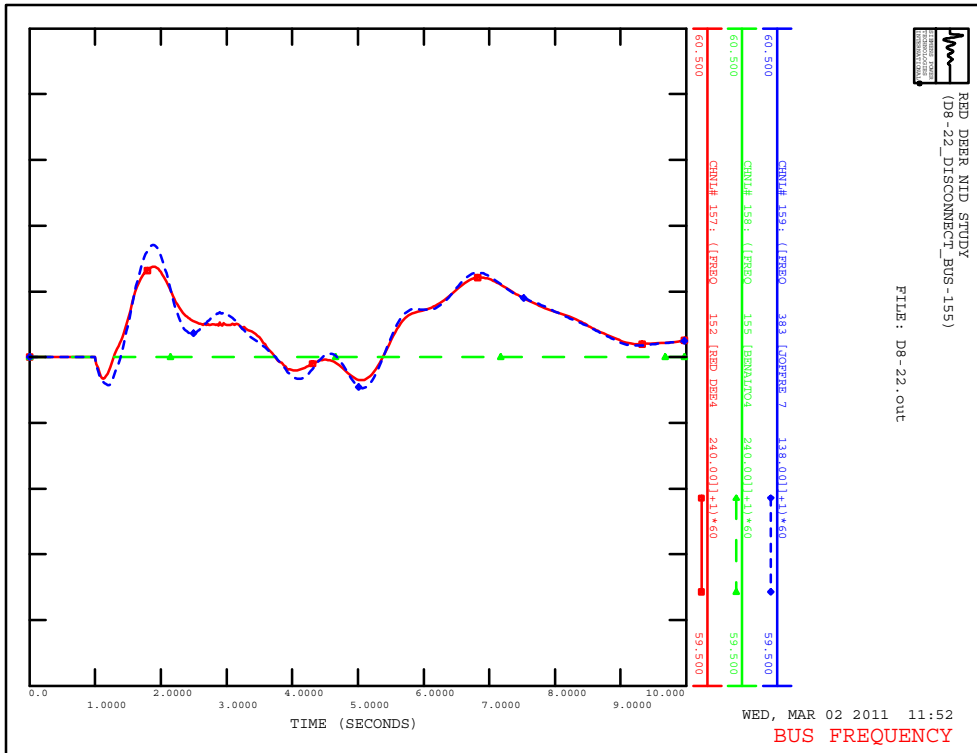

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

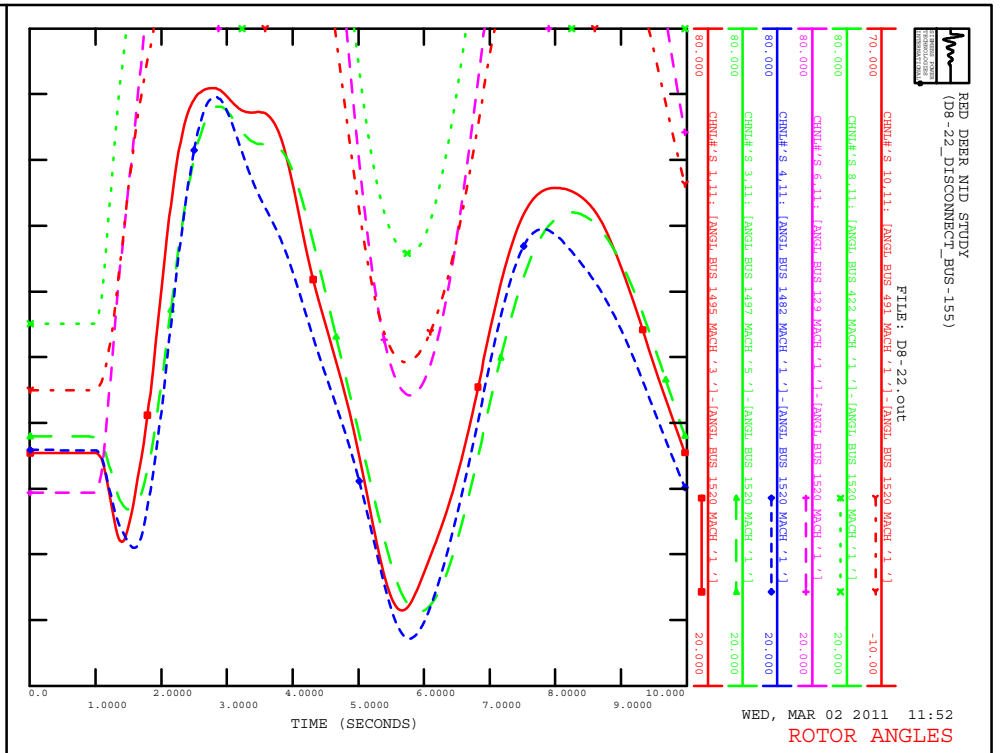

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

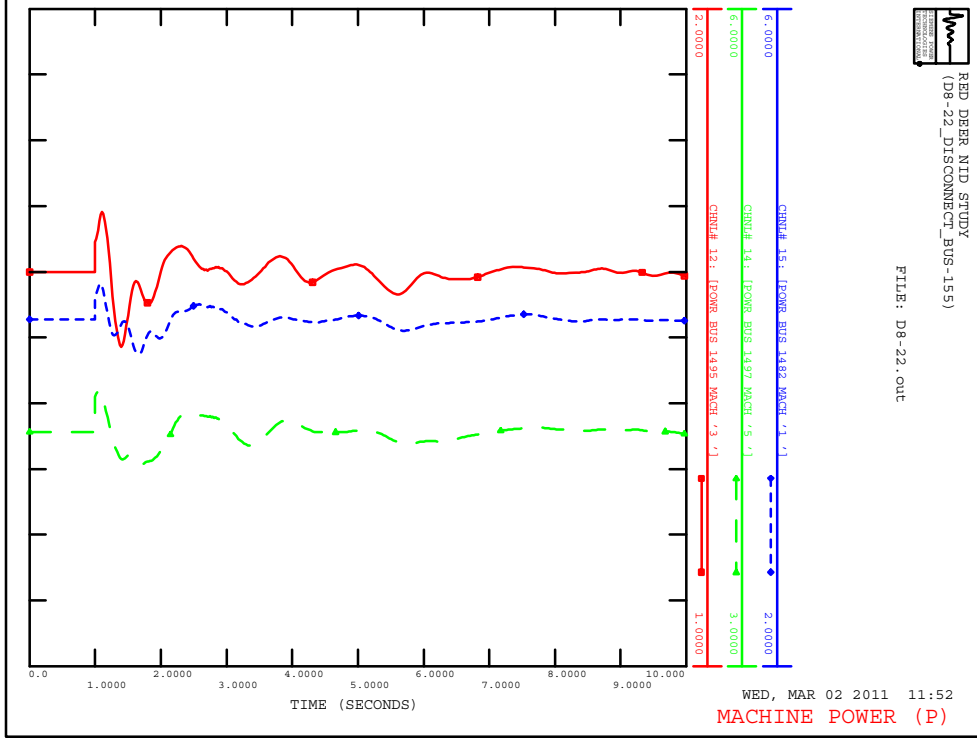

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

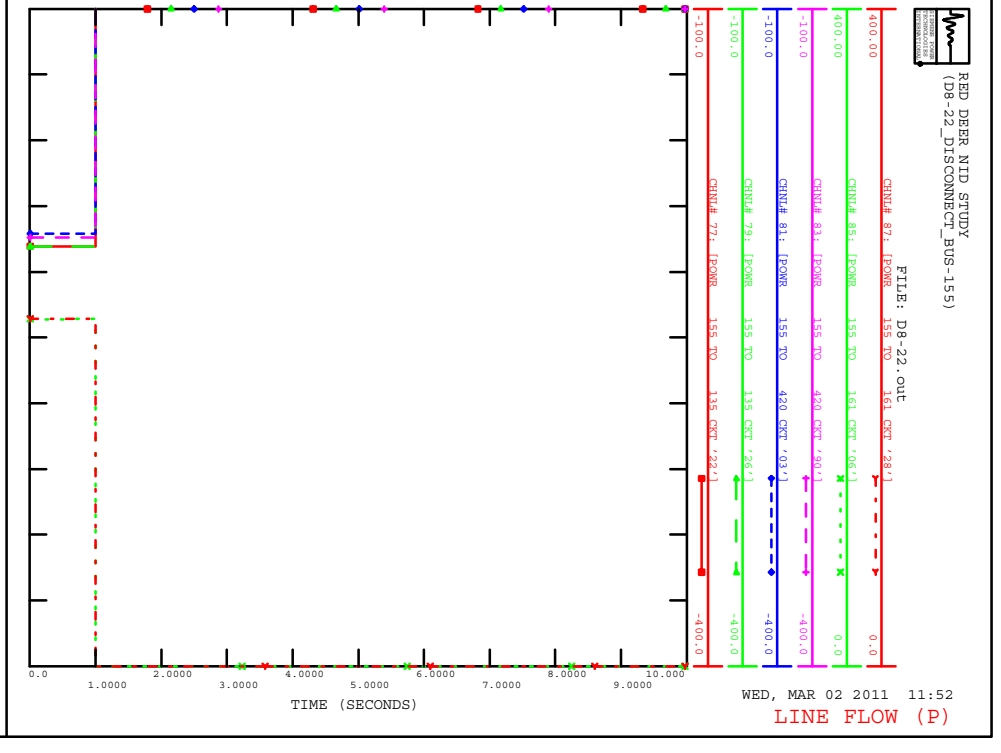

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

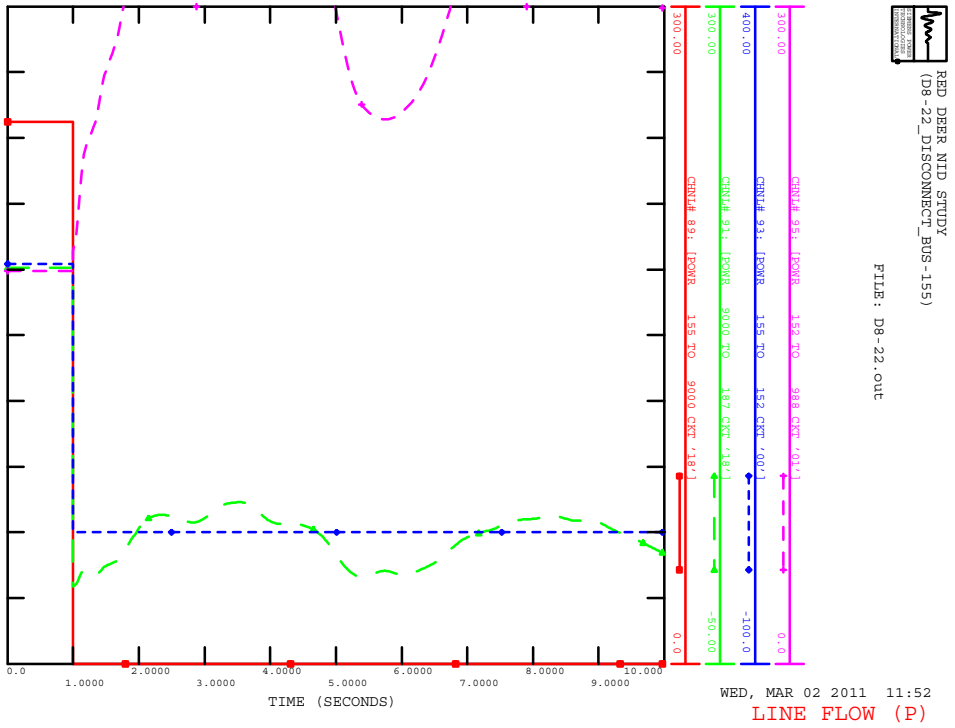

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

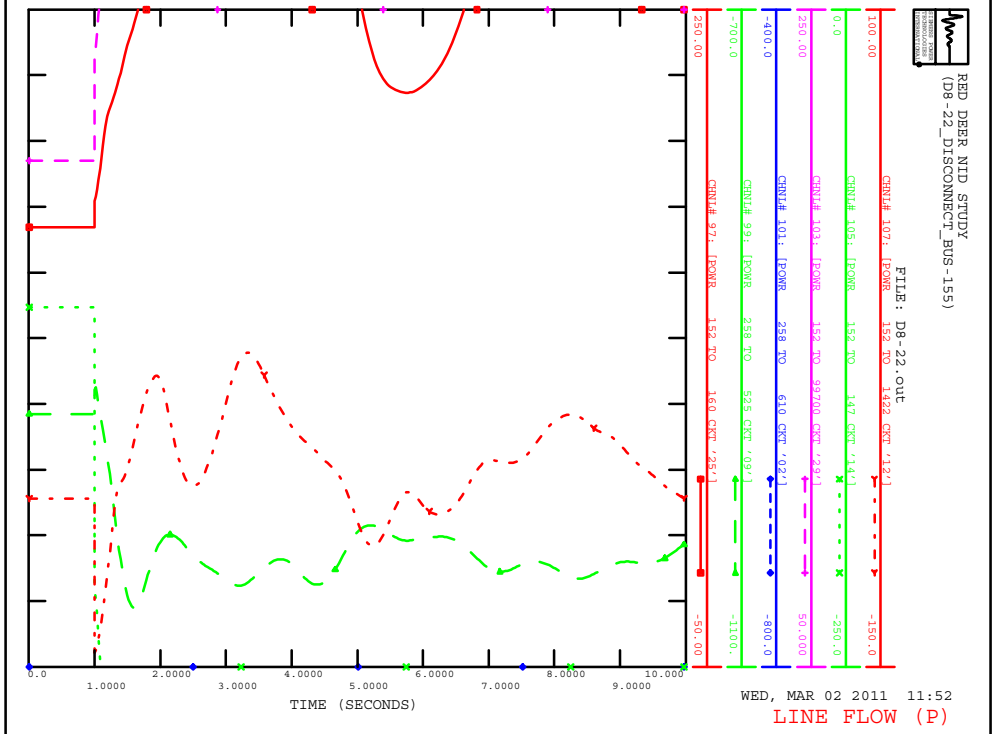

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

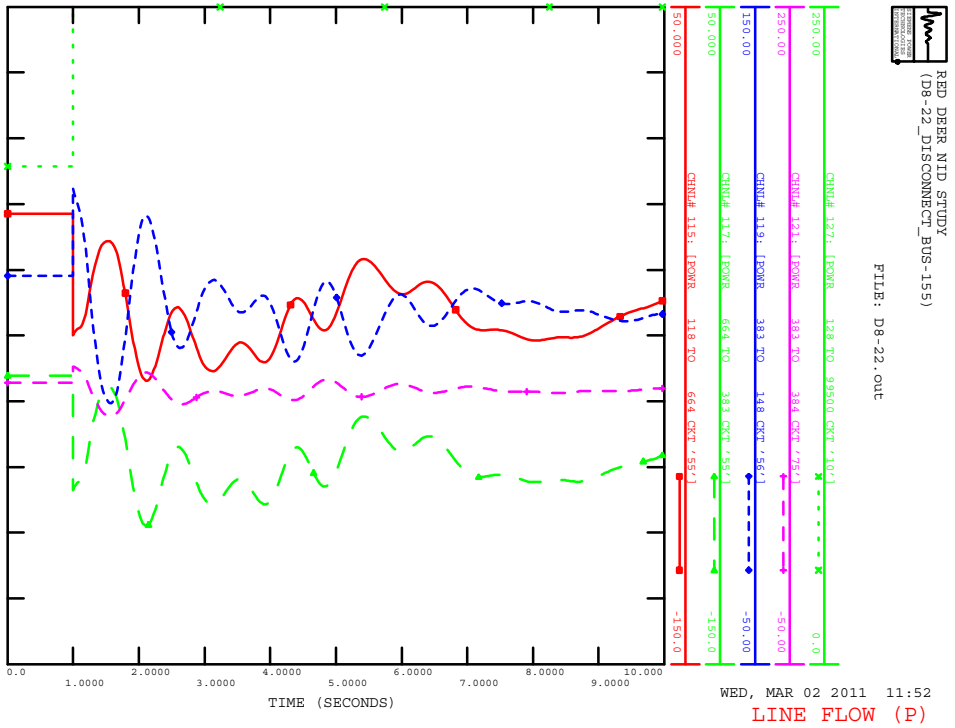

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

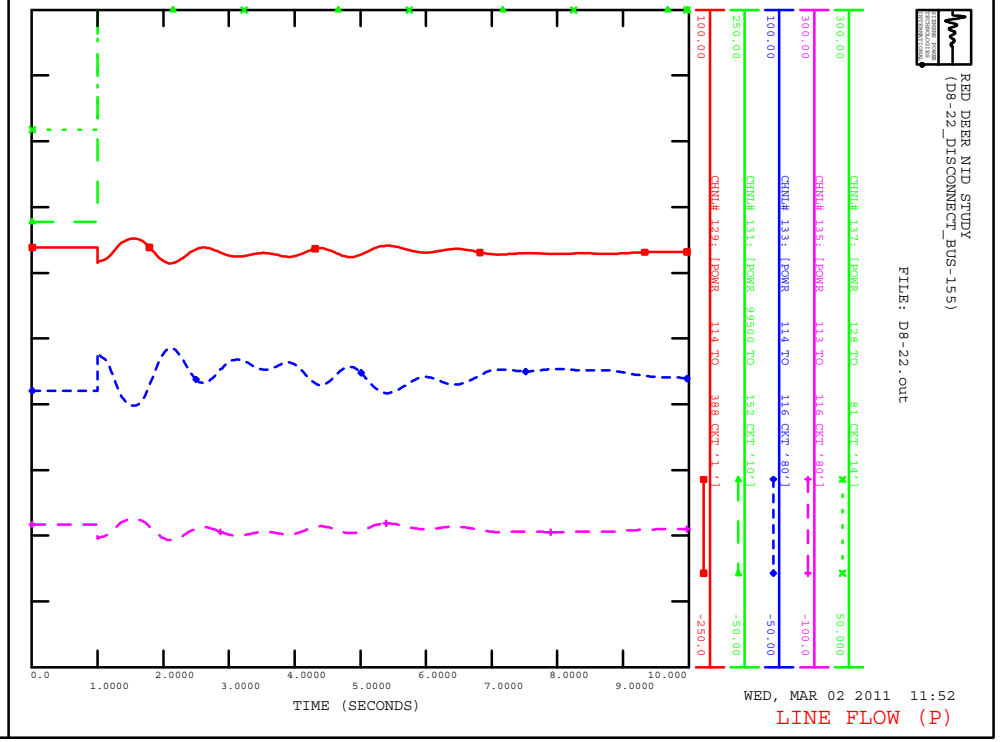

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

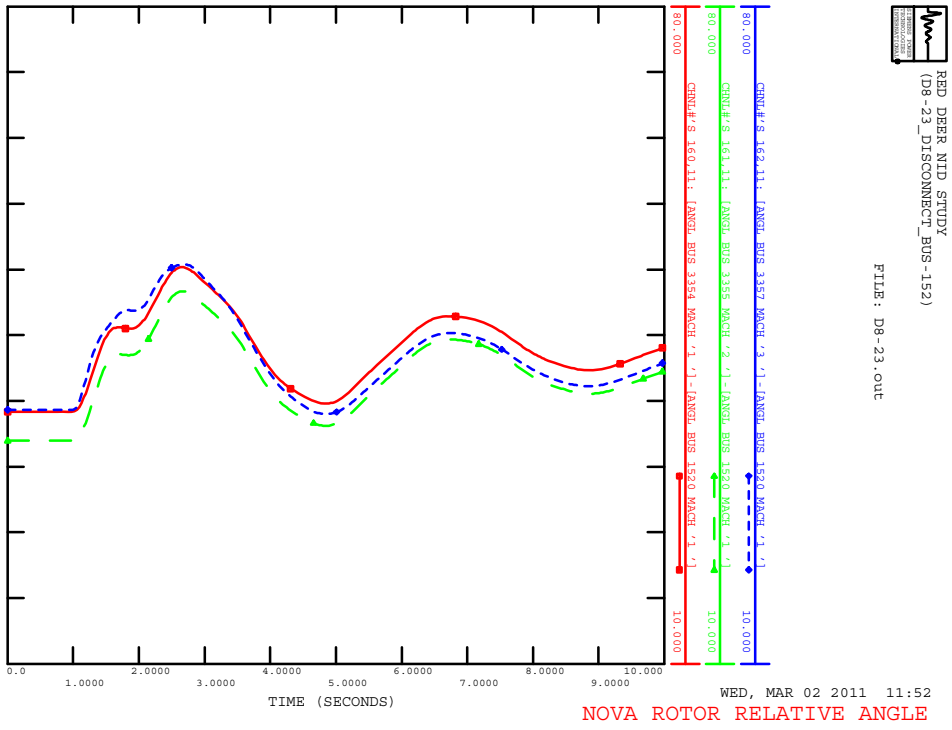

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

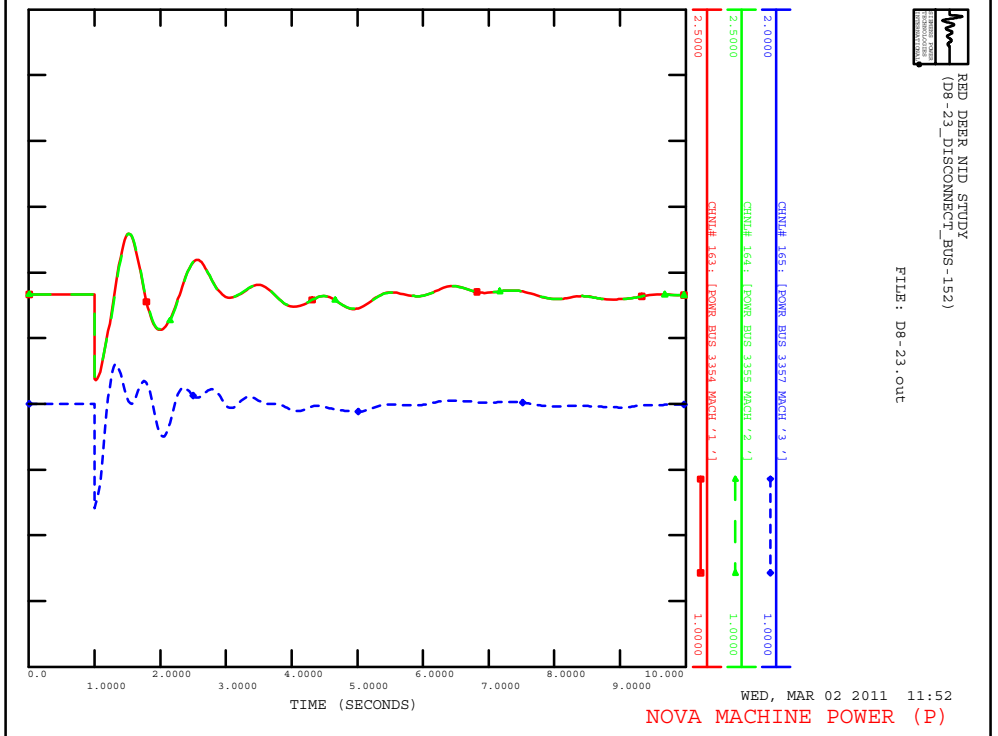

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

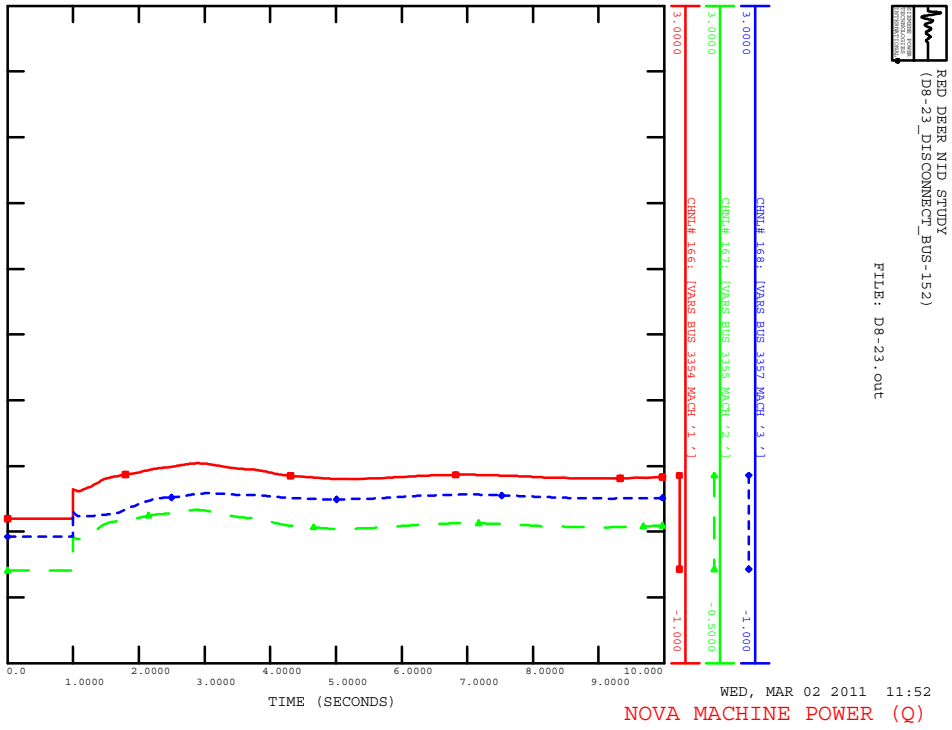

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

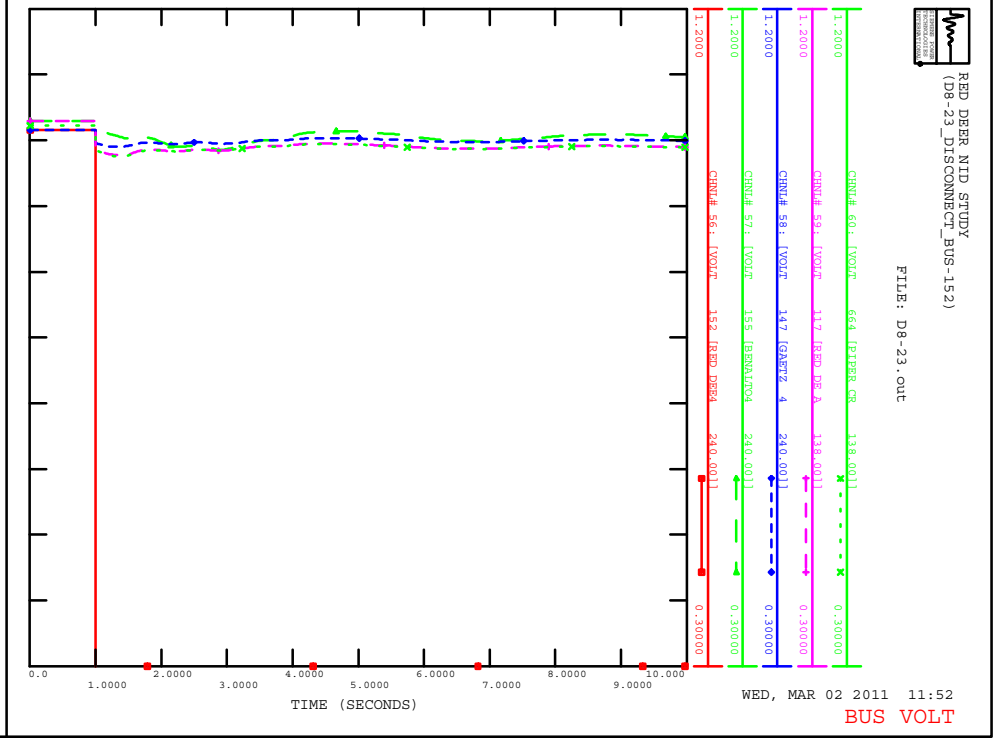

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

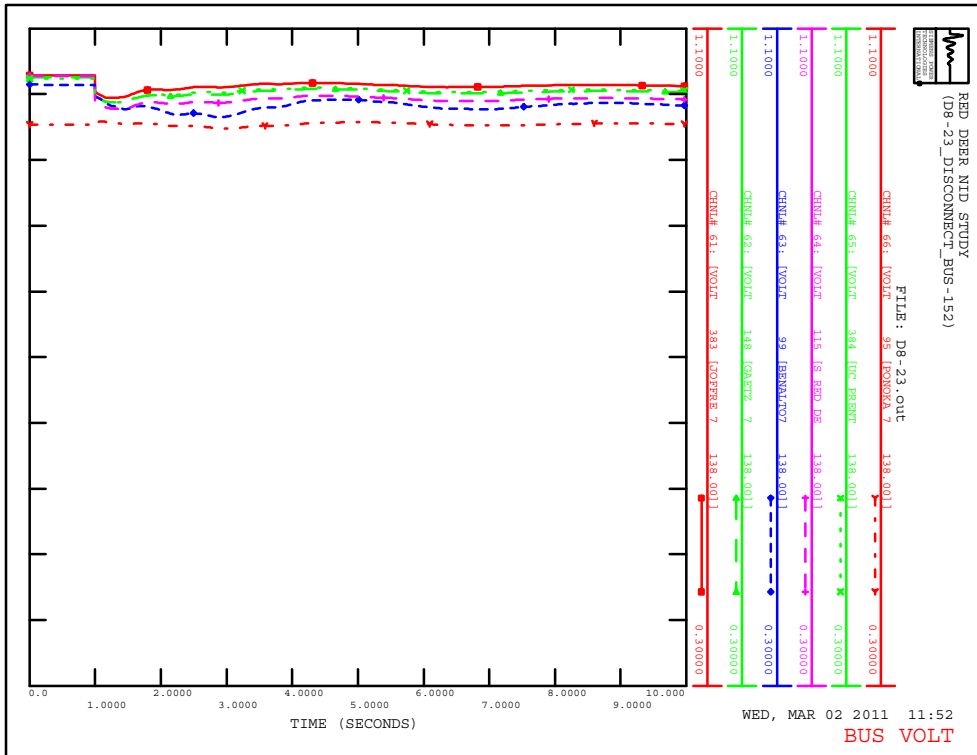

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

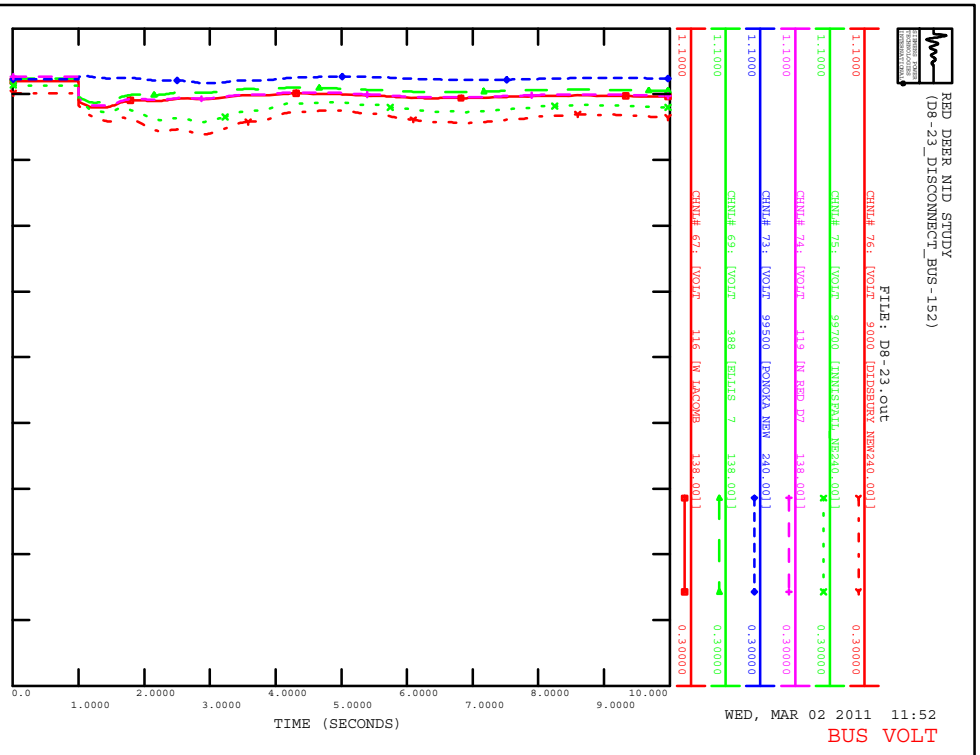

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

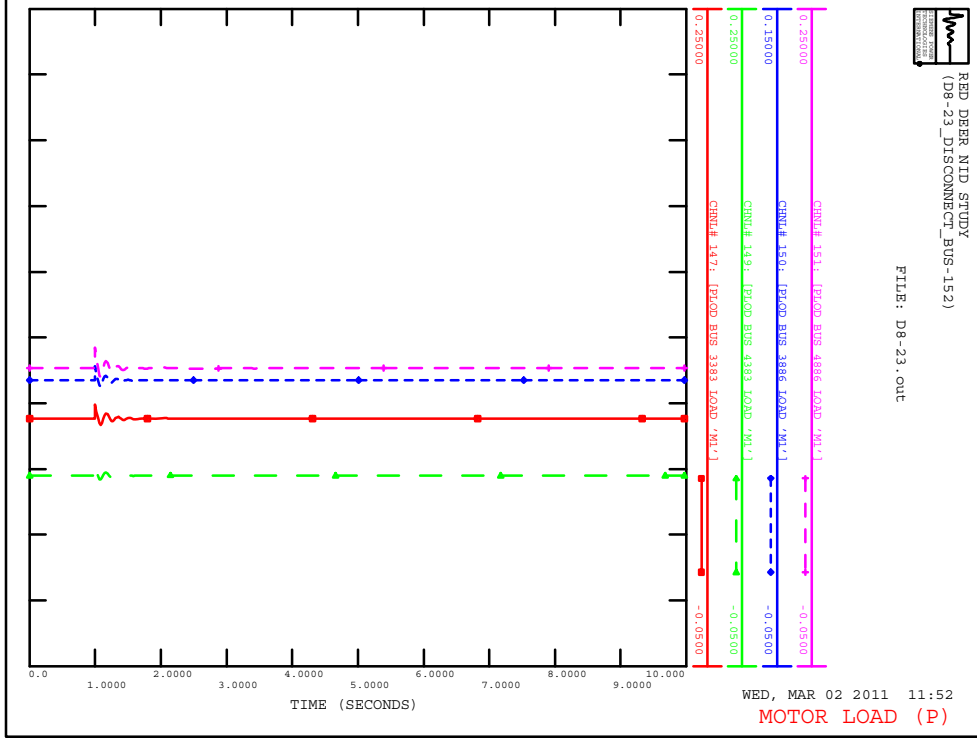

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

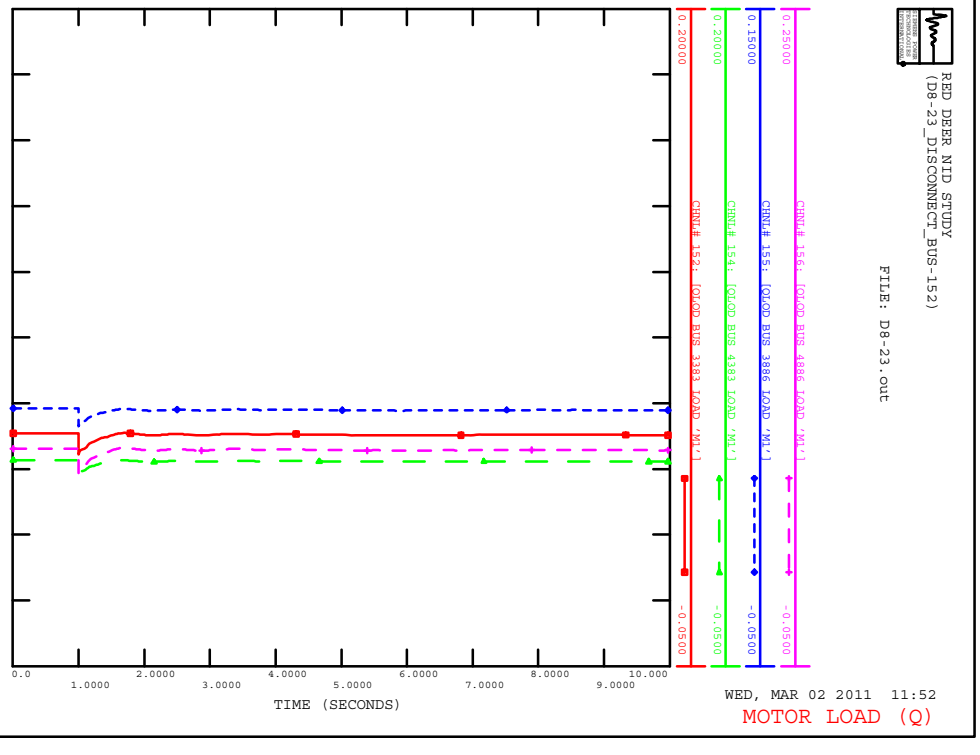

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

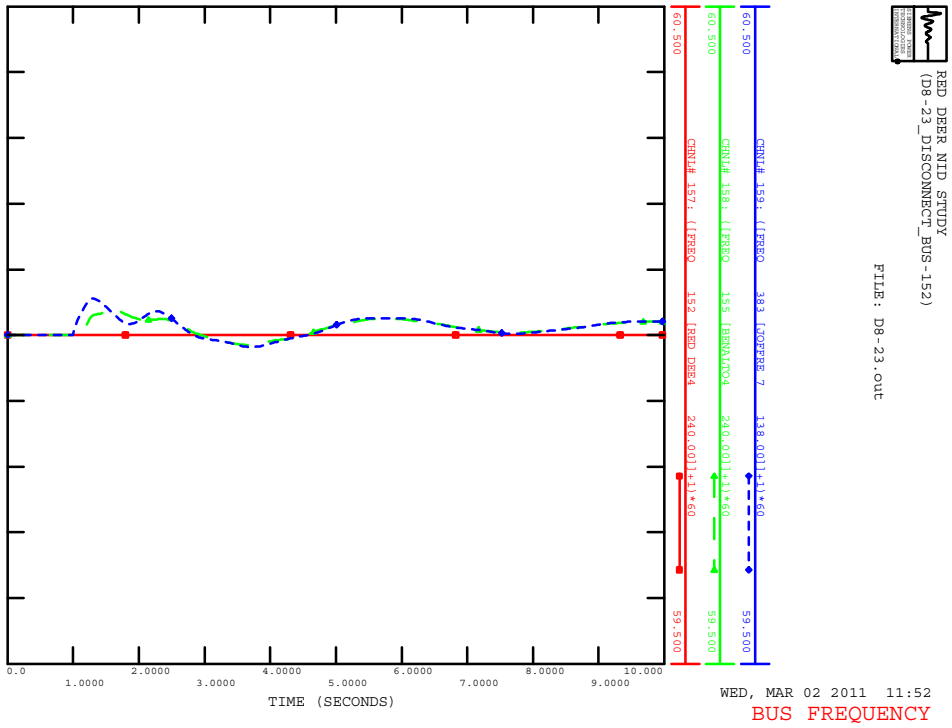

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

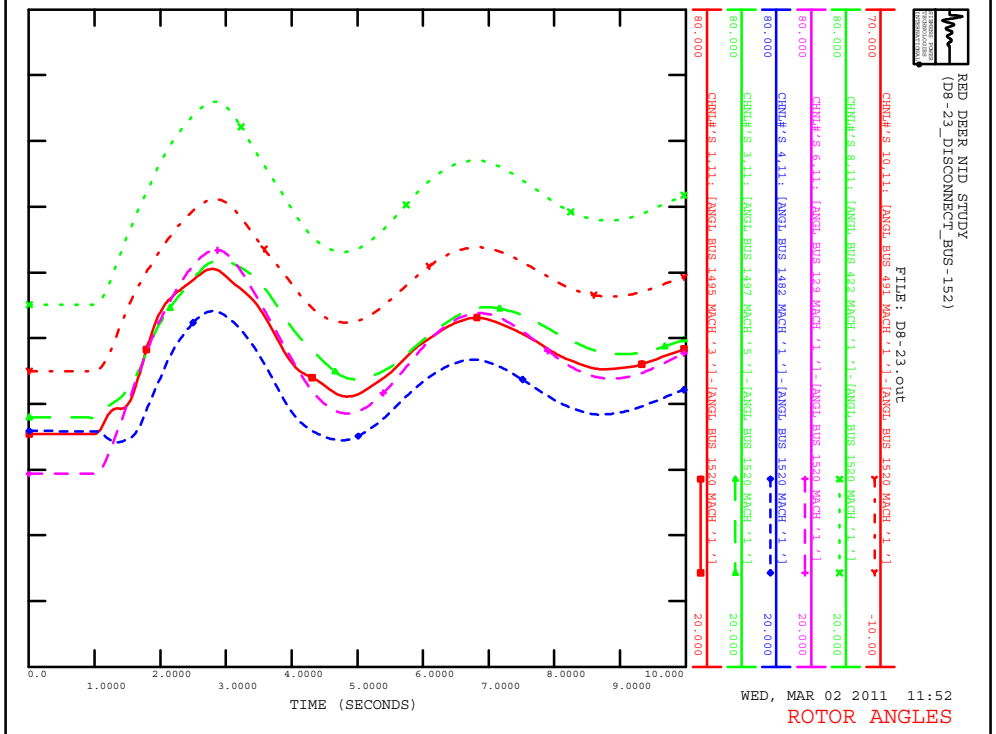

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.001]
CHNI# 62: [VOLT 148 [CALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

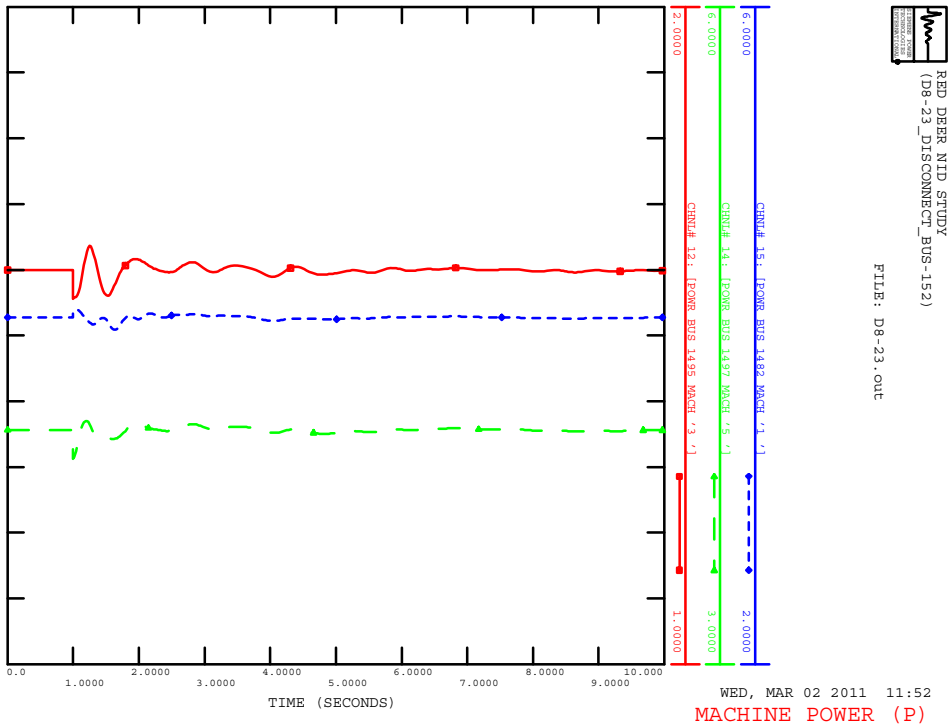

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

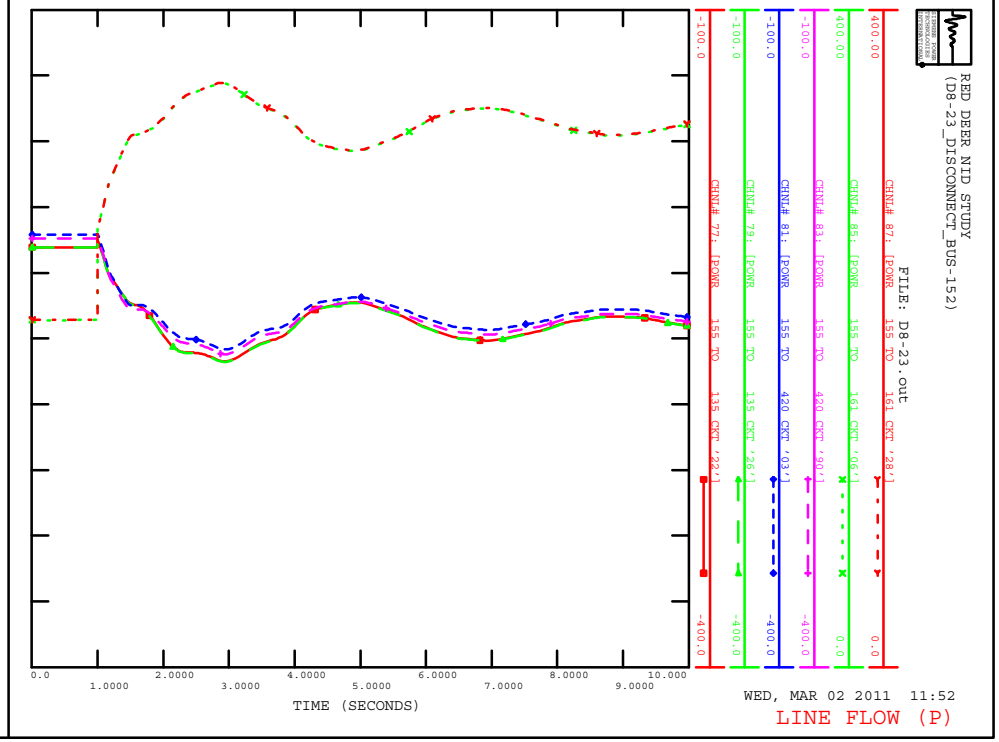

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

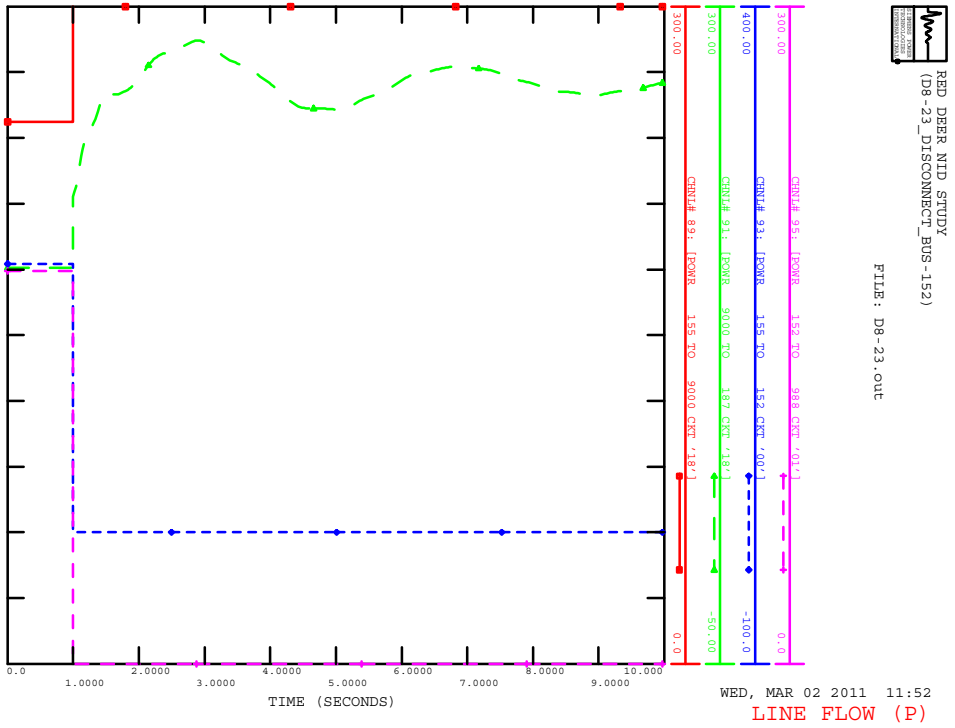

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

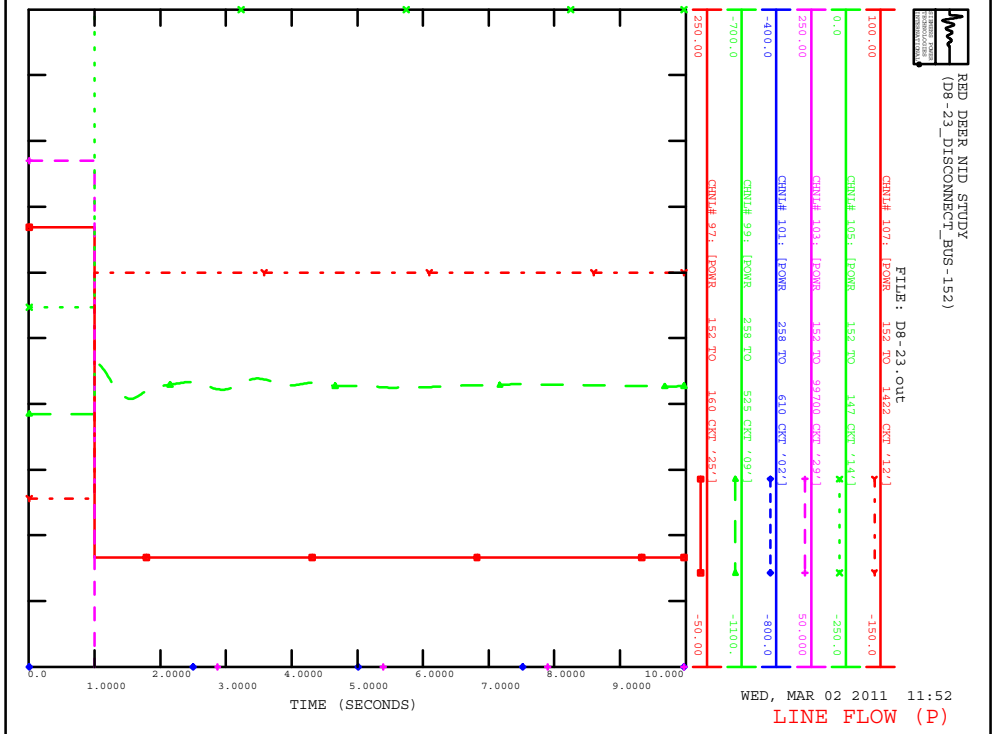

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

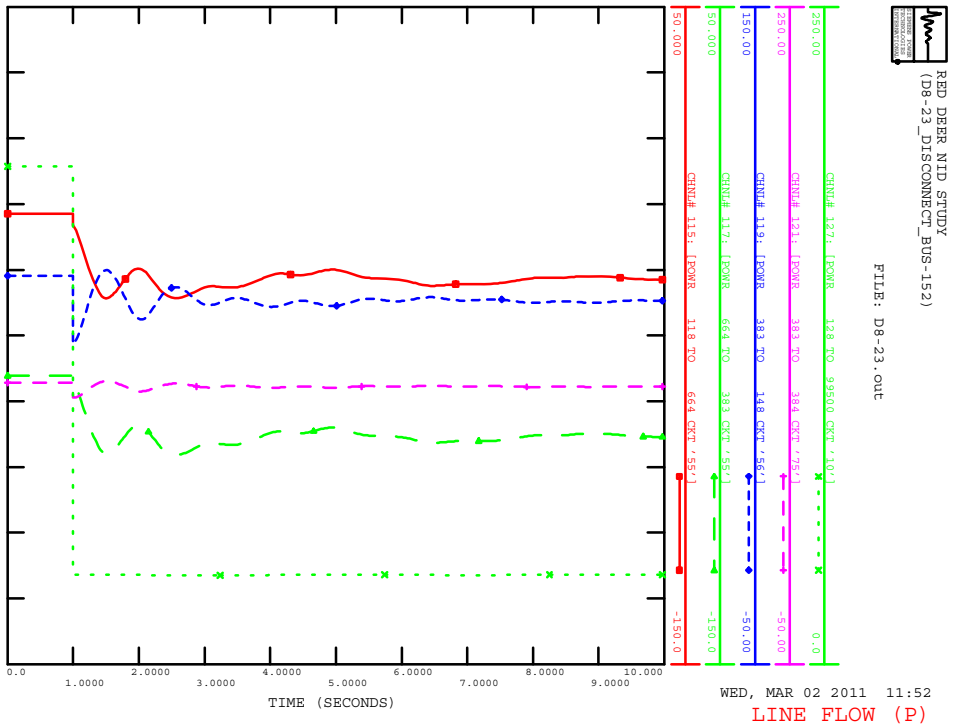

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

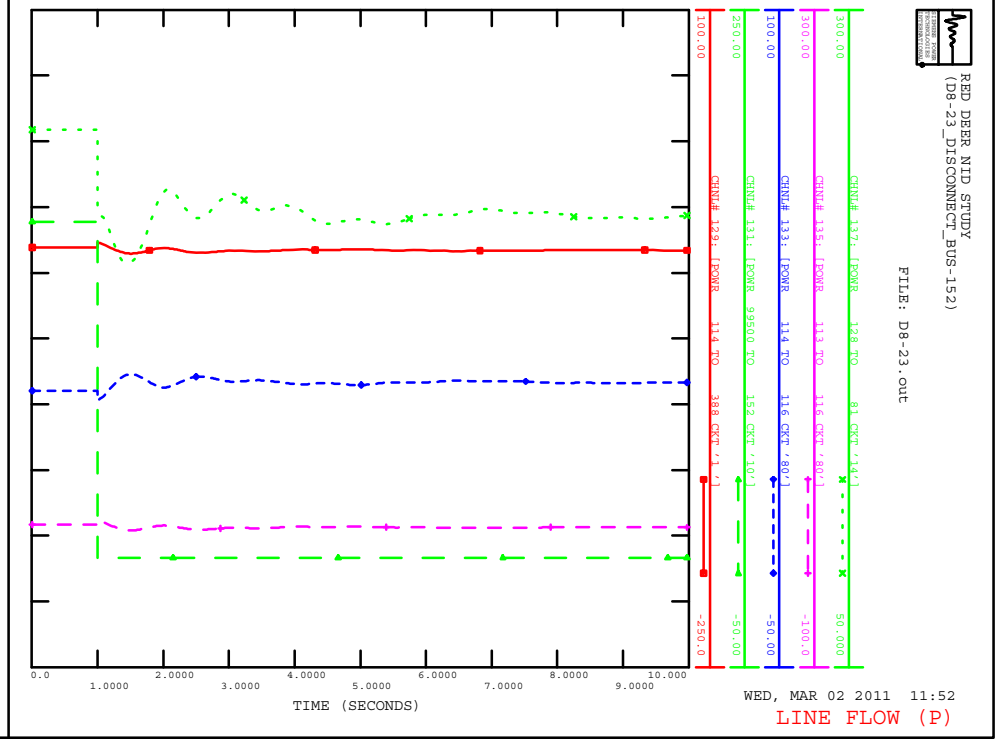

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

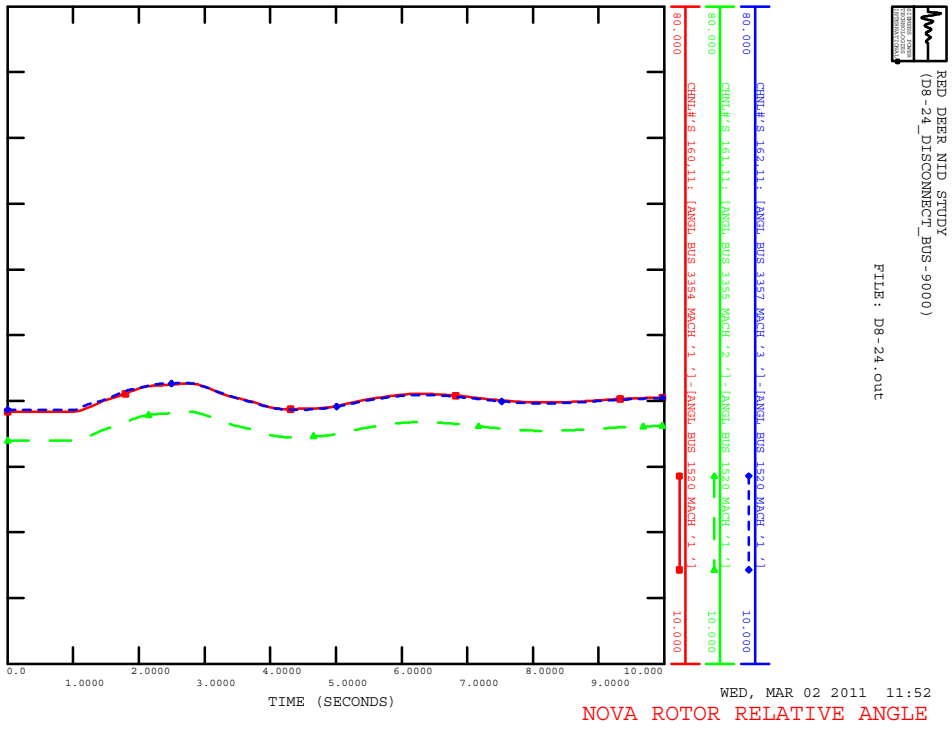

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

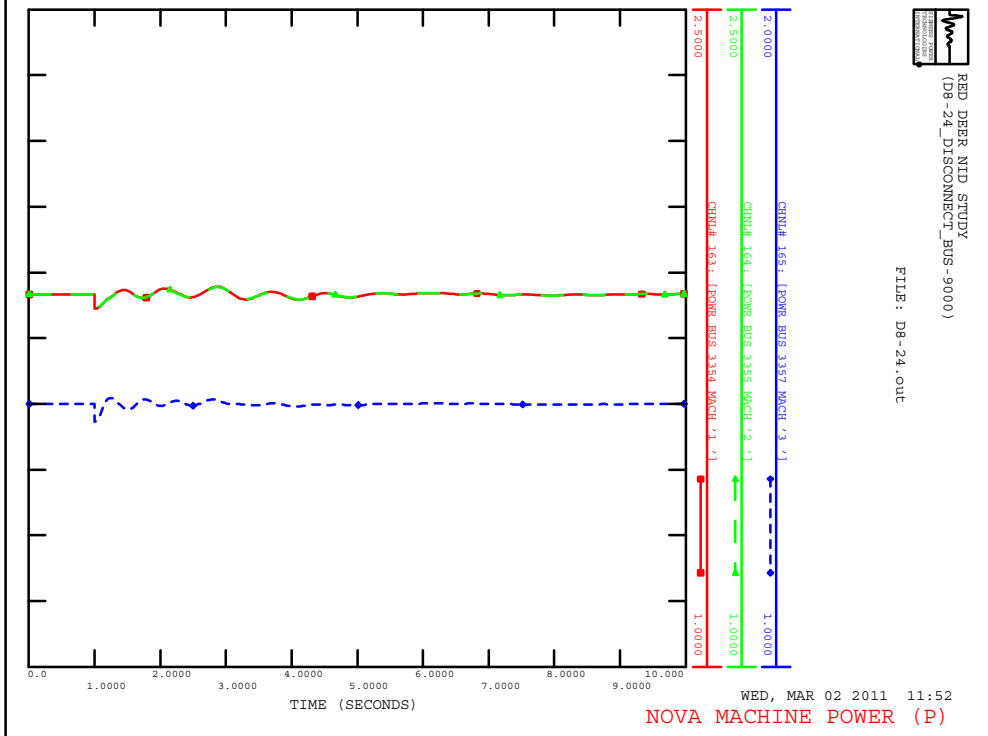

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

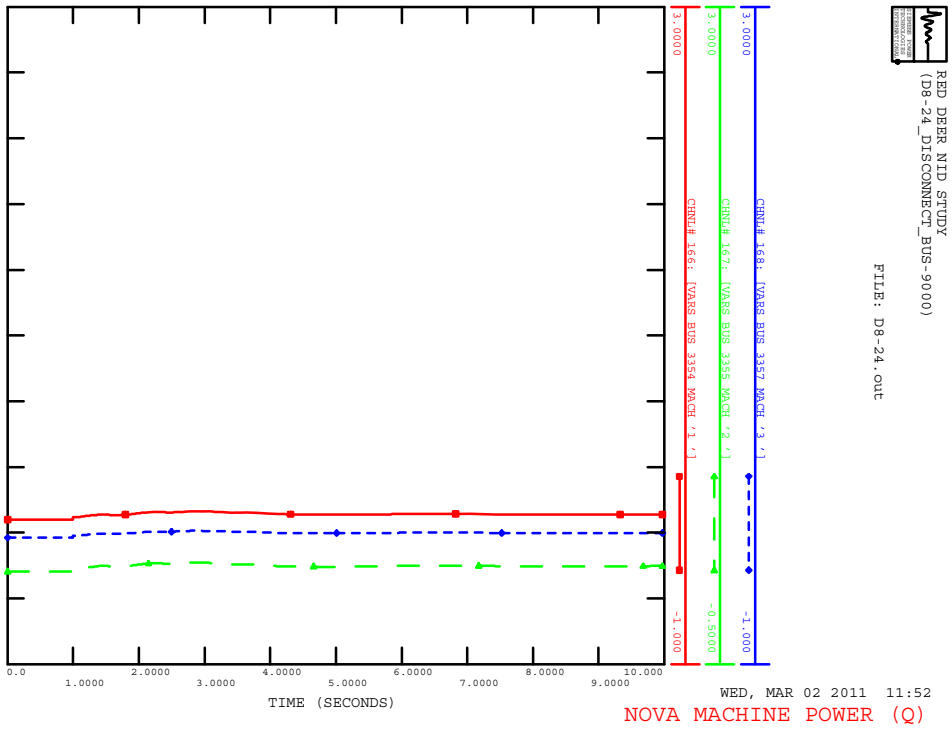

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

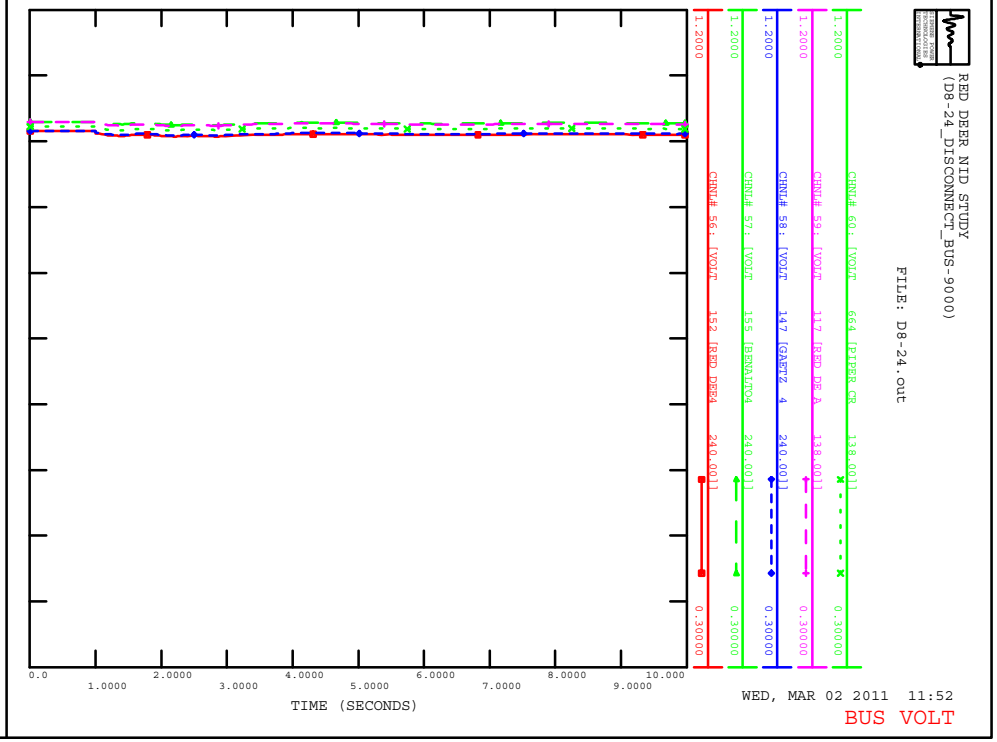

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

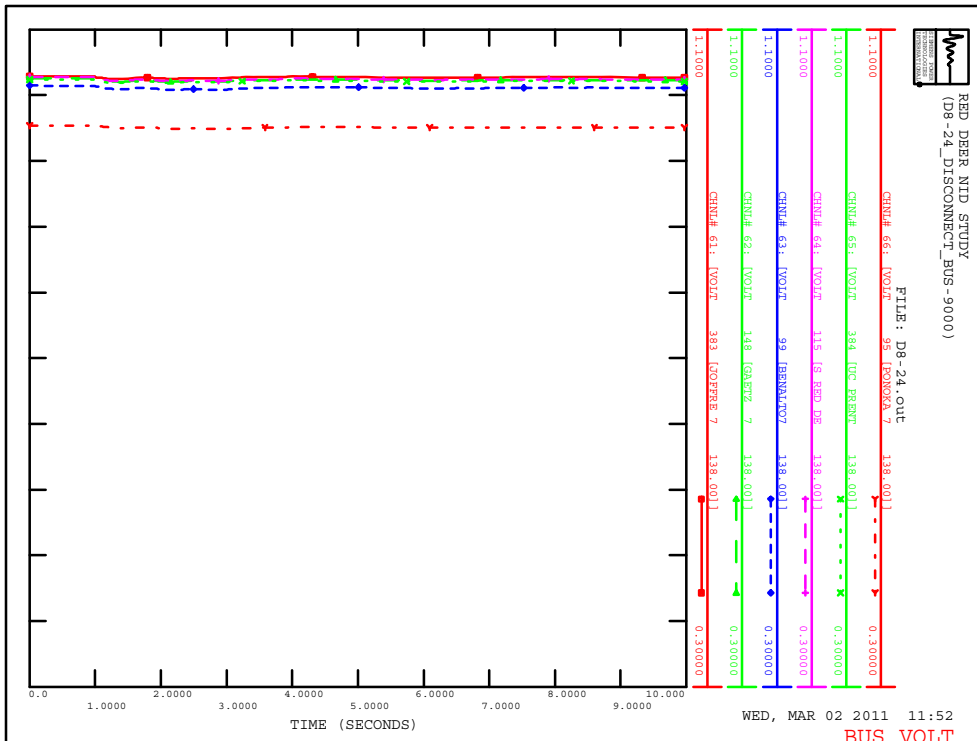

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

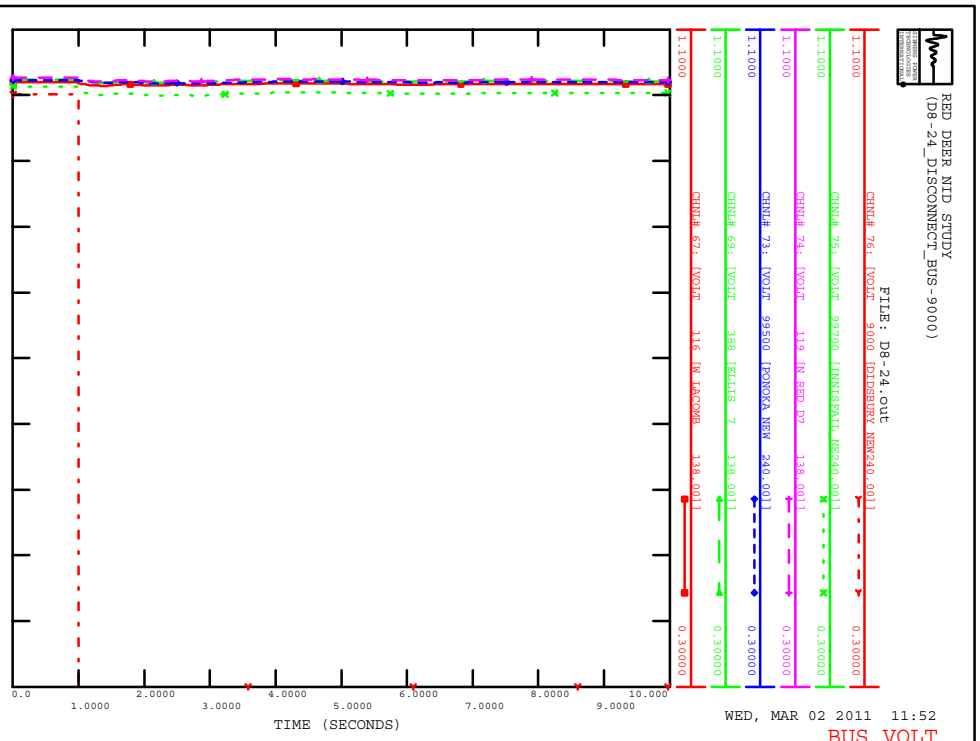

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

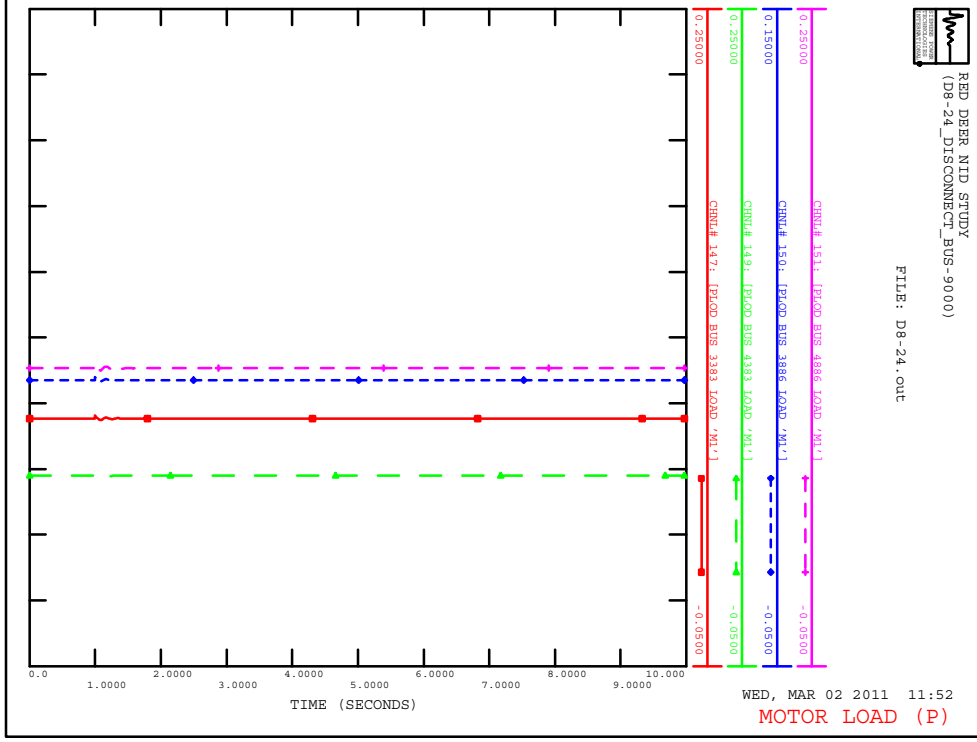

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

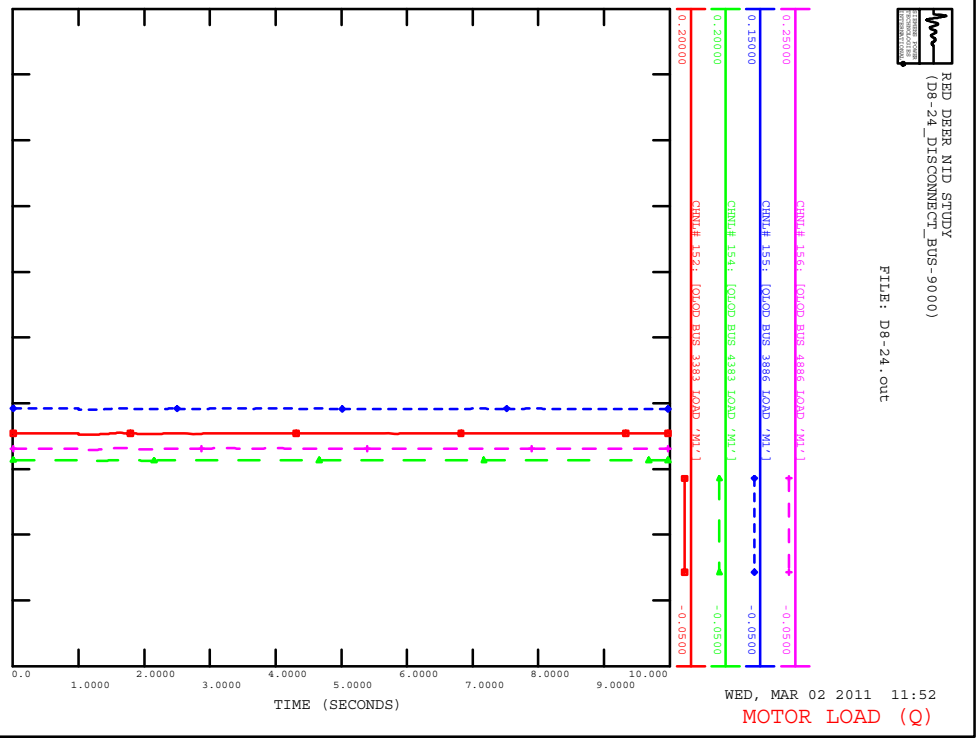

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

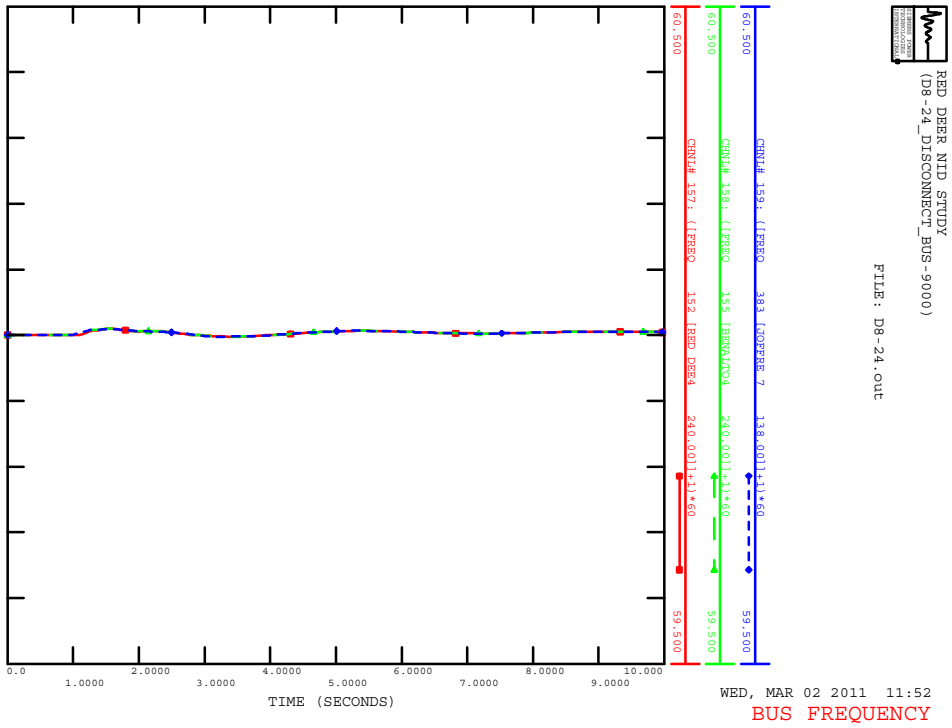

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

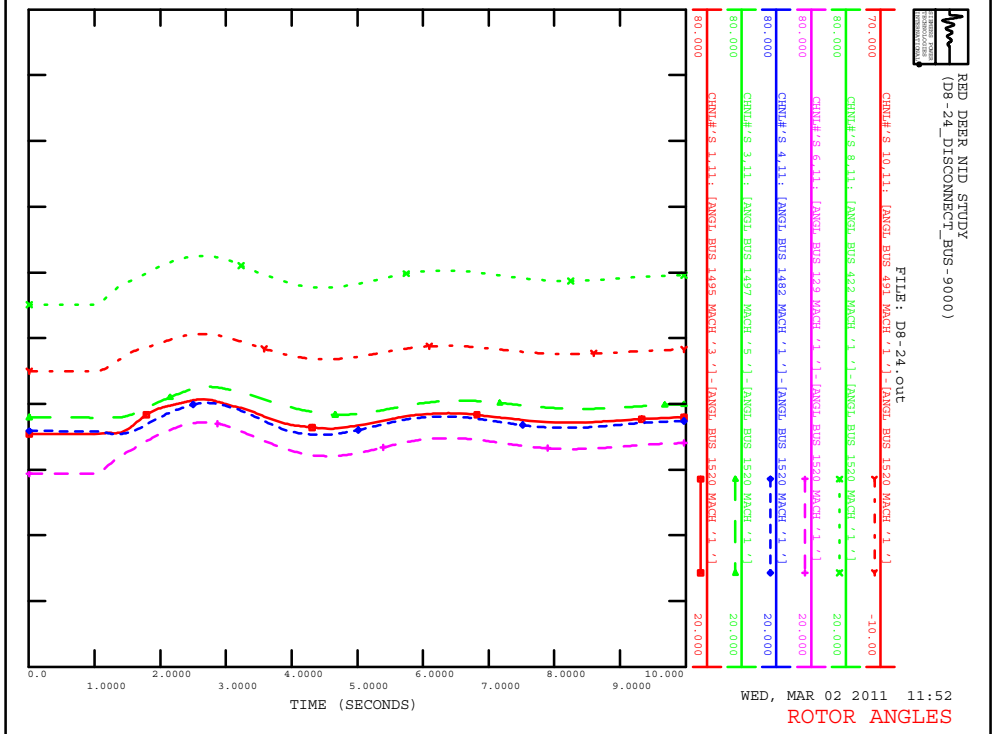

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 61: [VOLT 383 [OFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

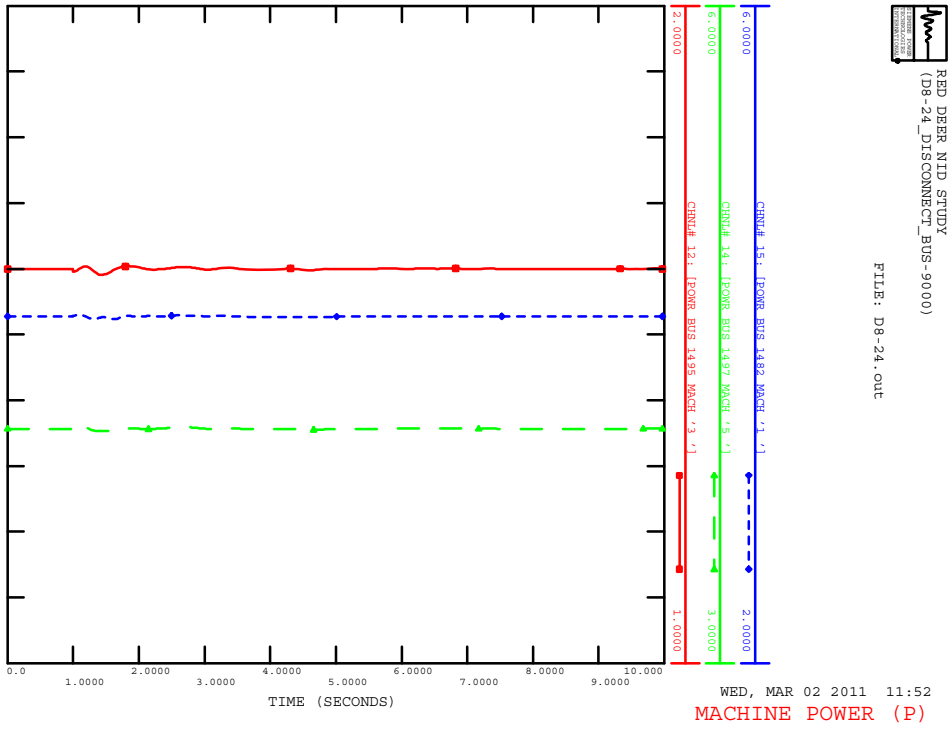

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

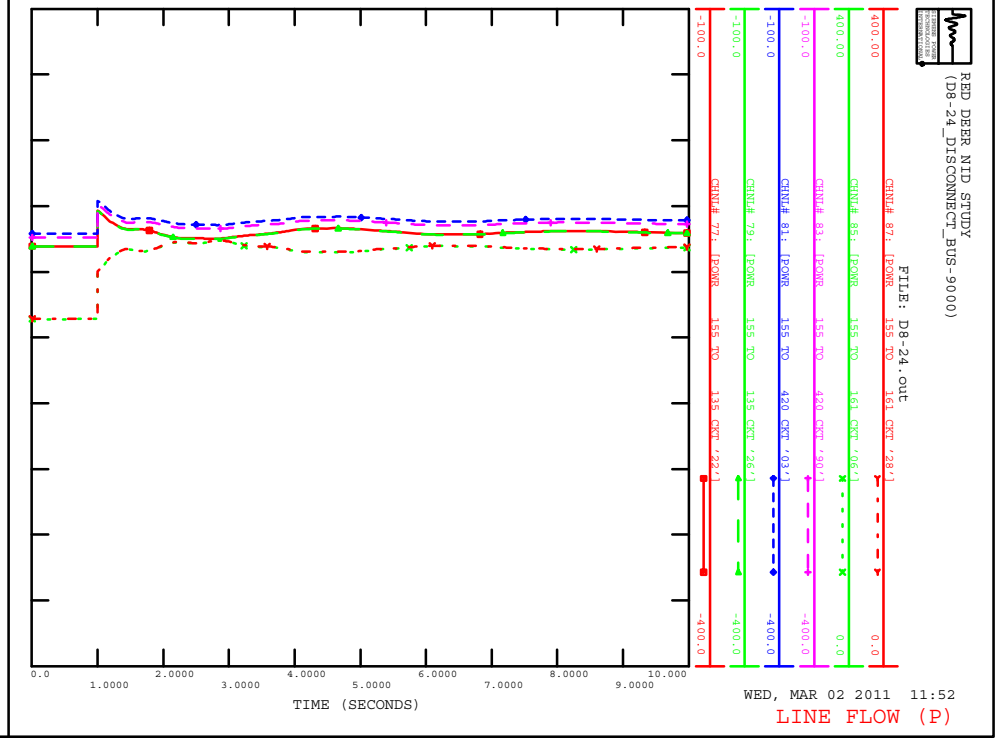

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

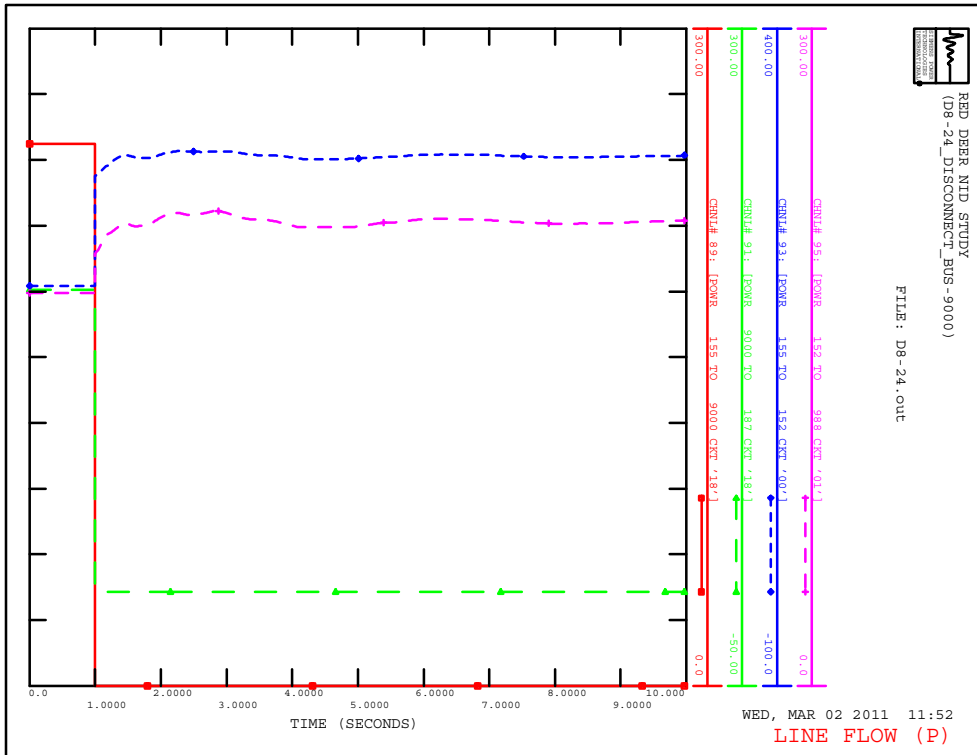

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

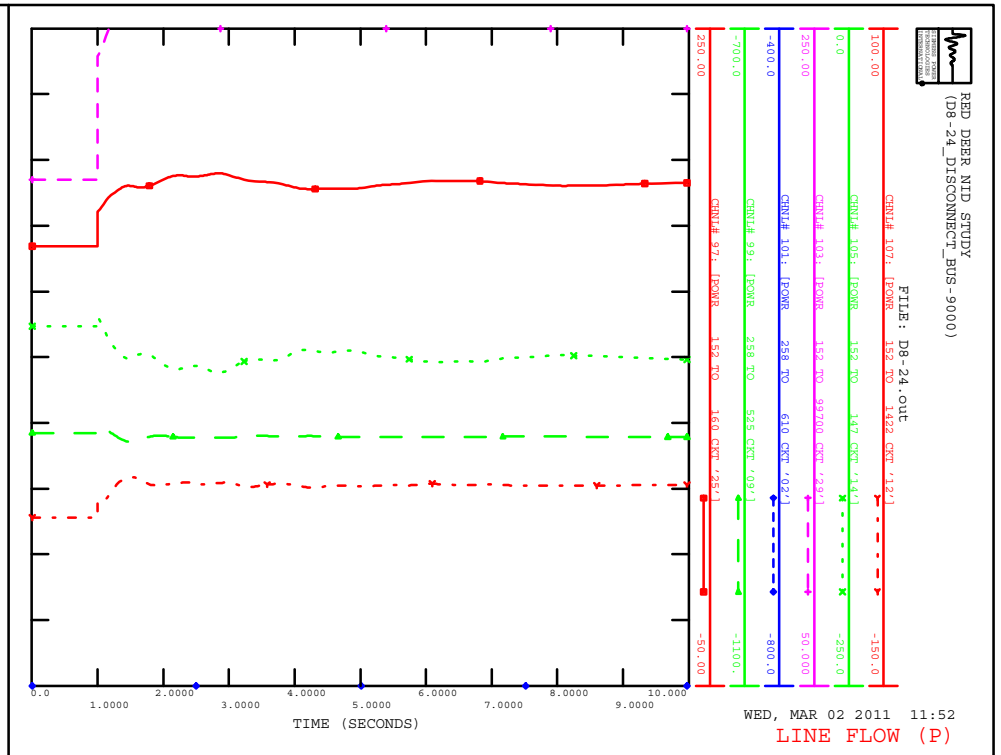

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

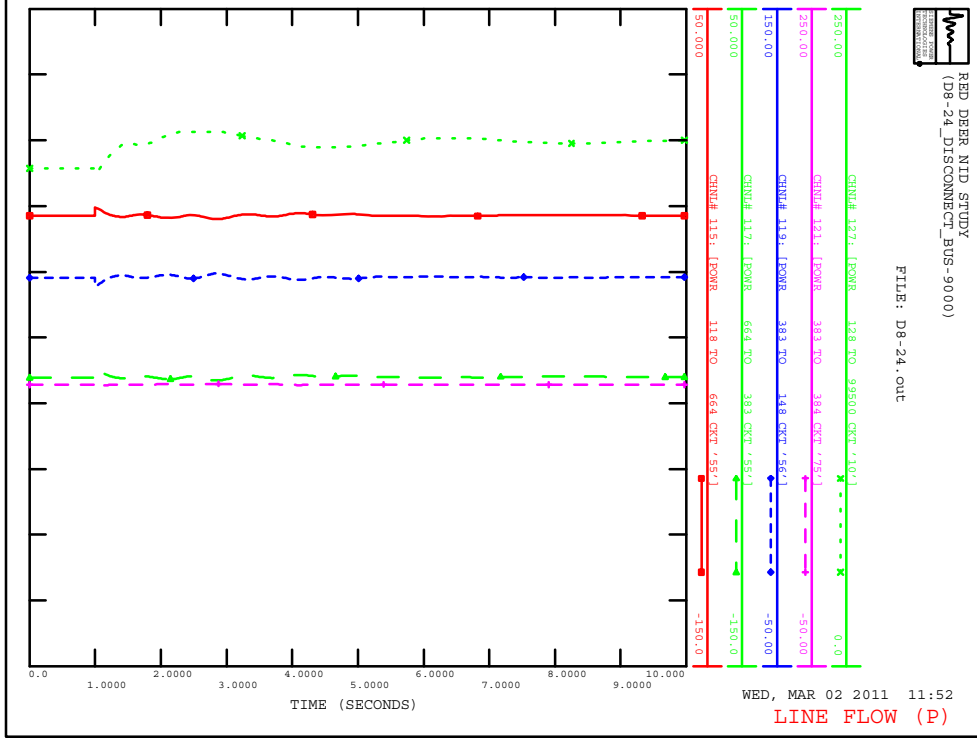

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

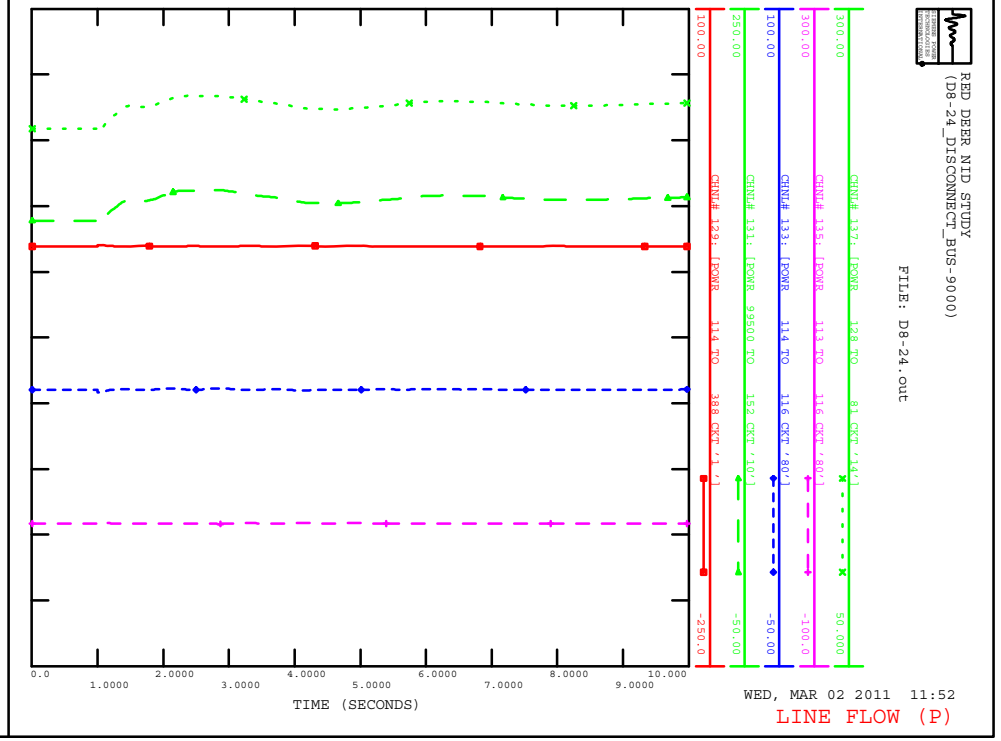

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

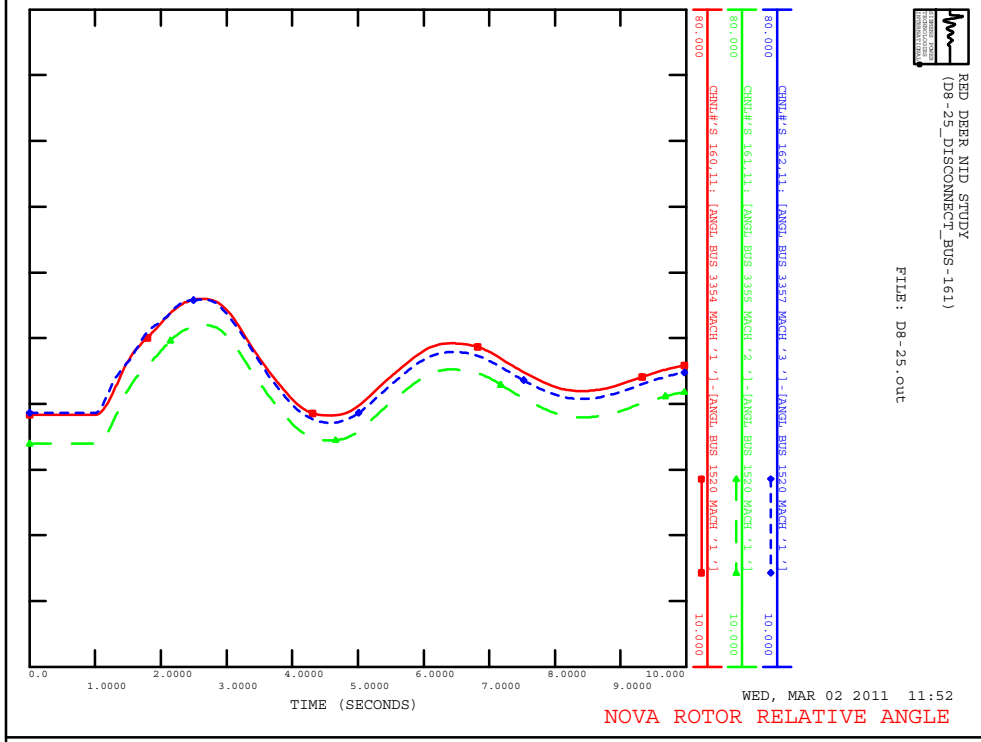

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

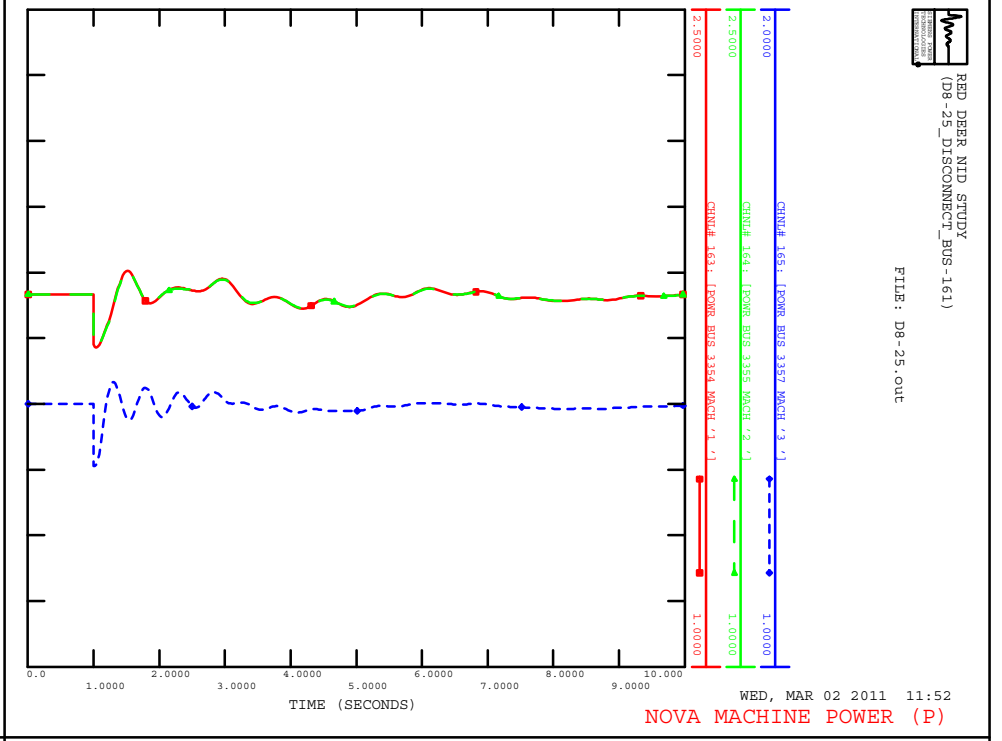

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

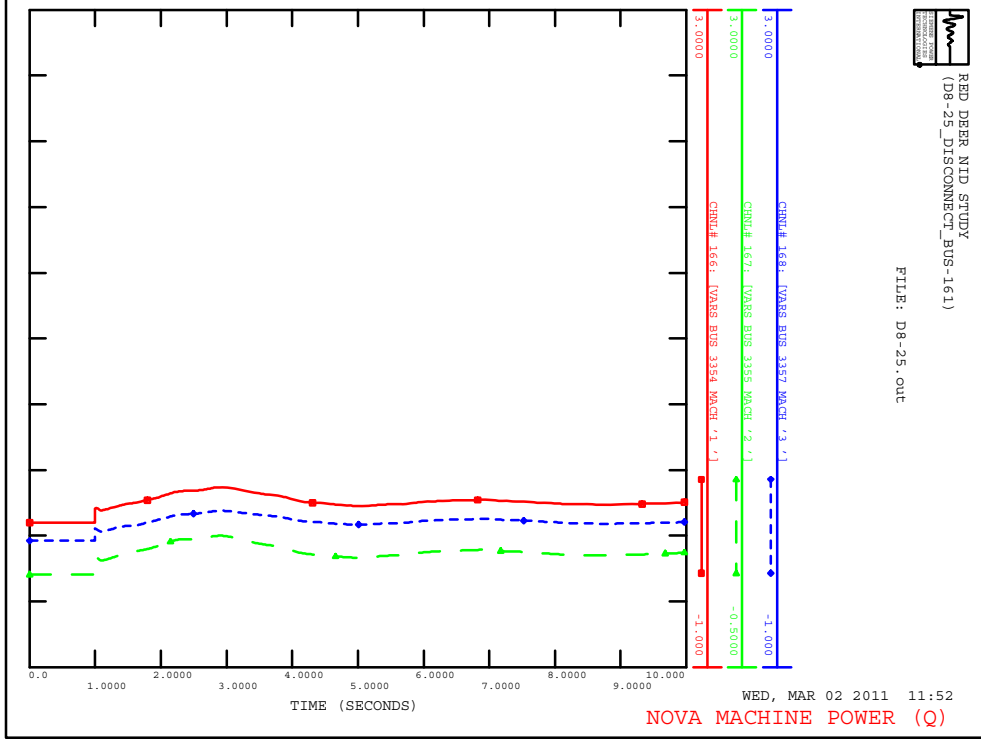

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

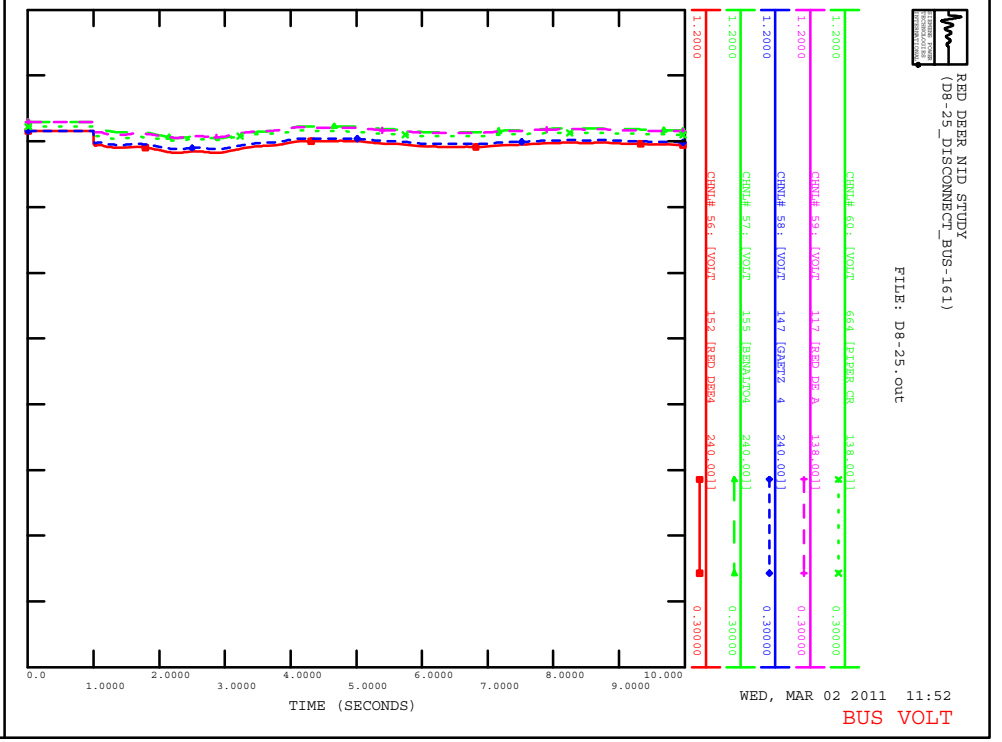

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

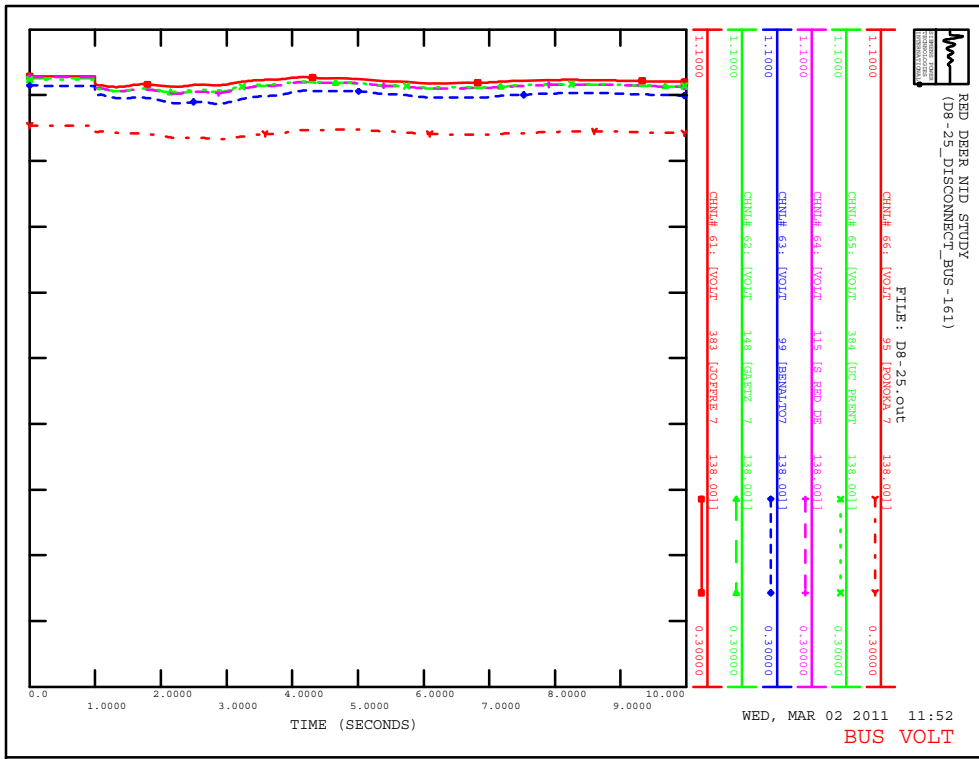

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

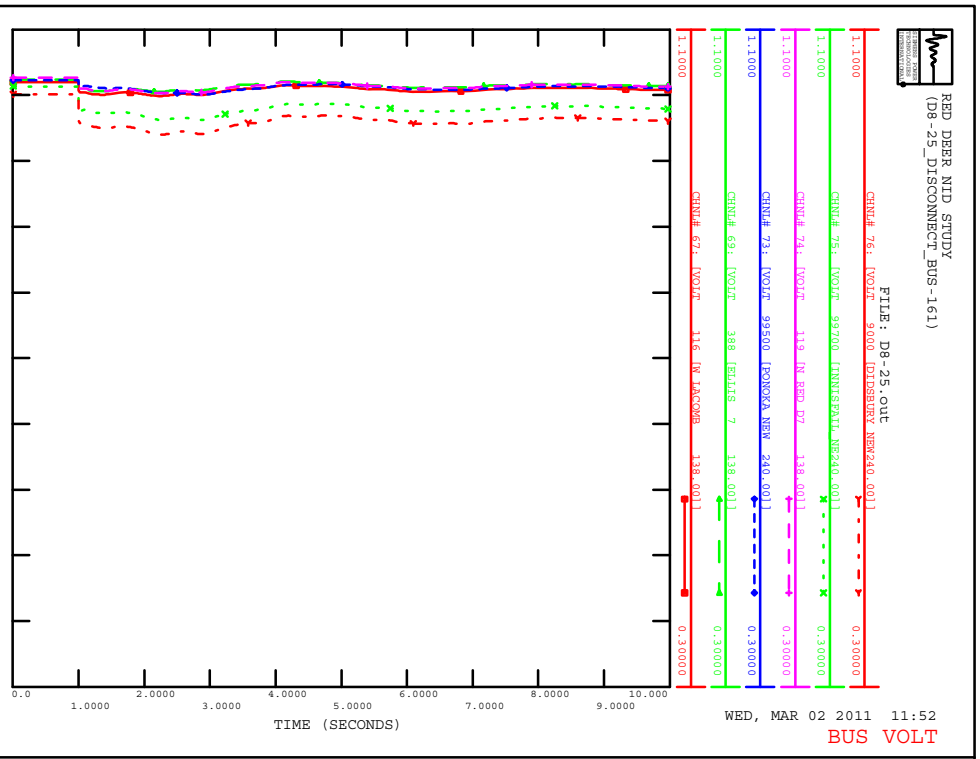

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

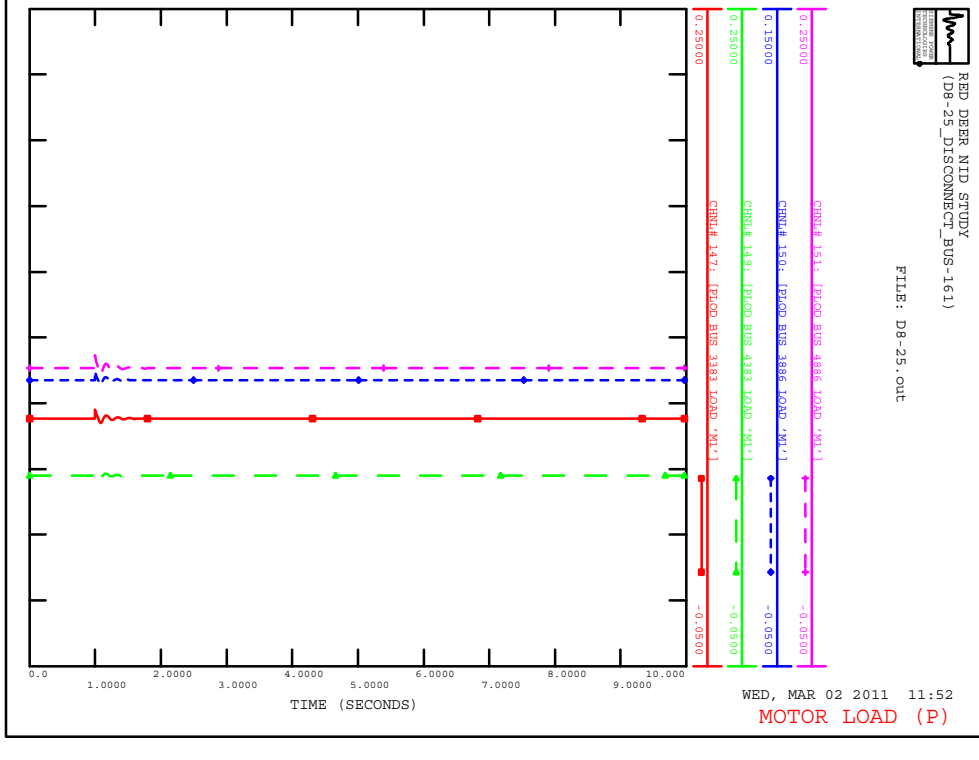

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

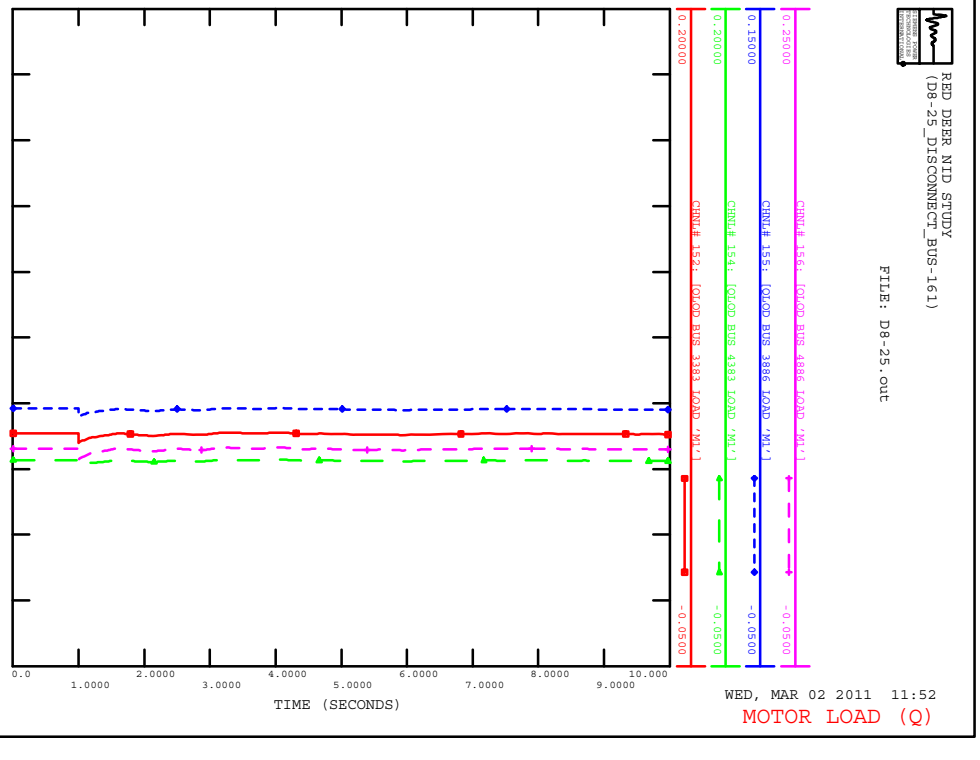

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

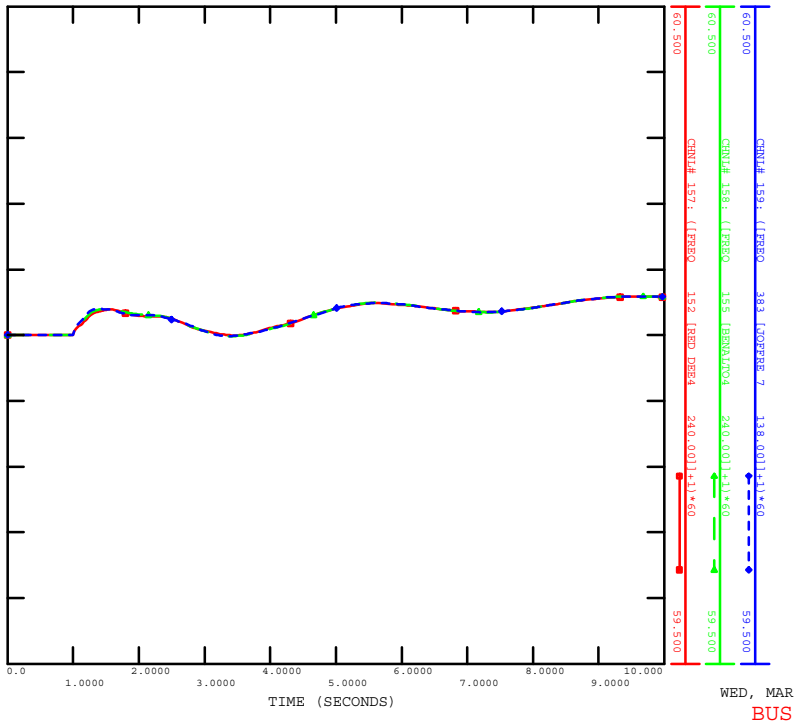

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

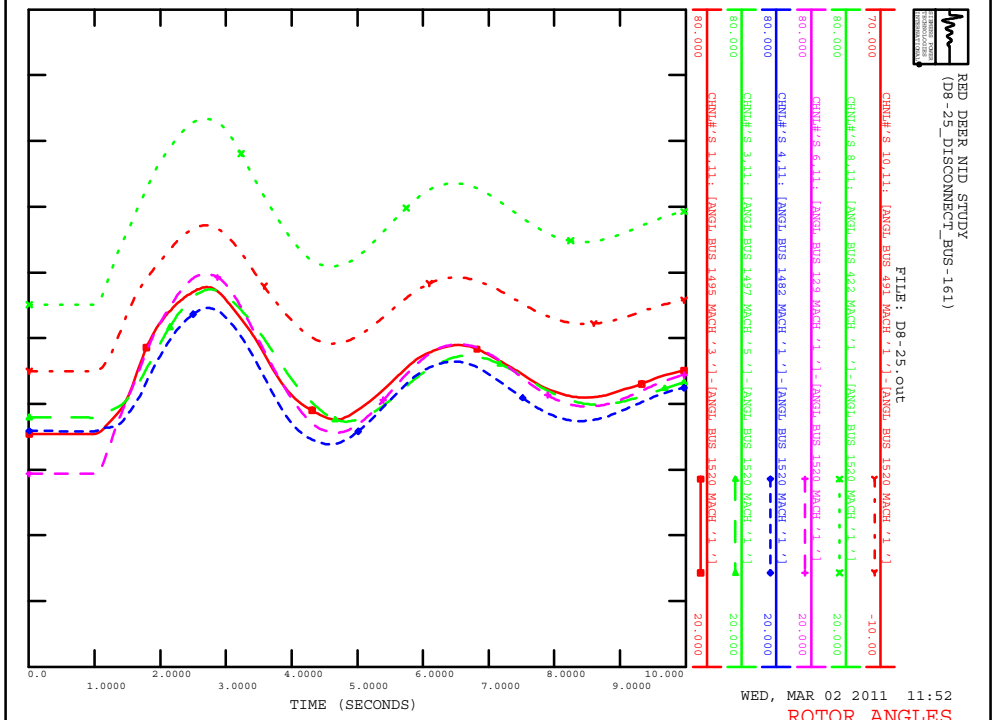

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

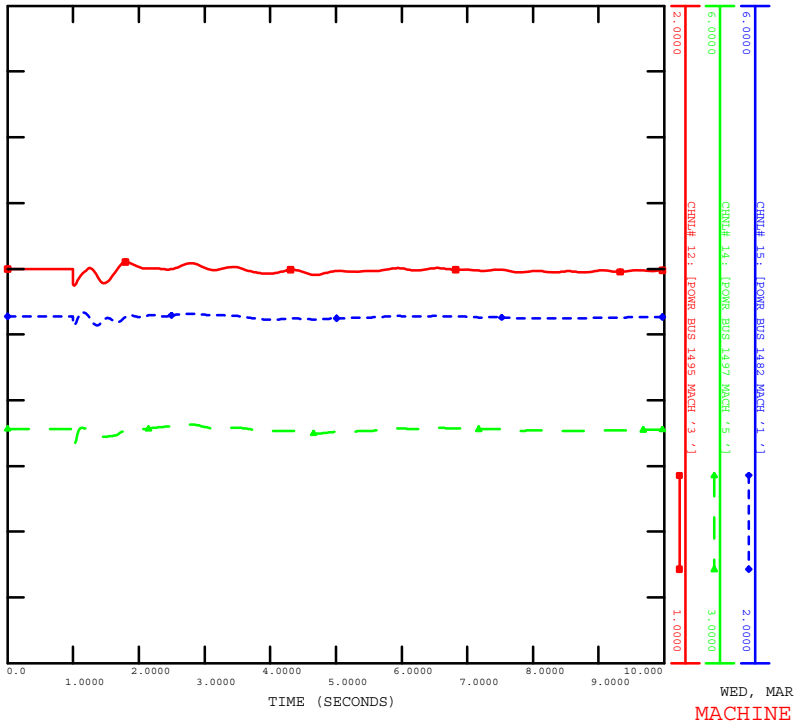

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

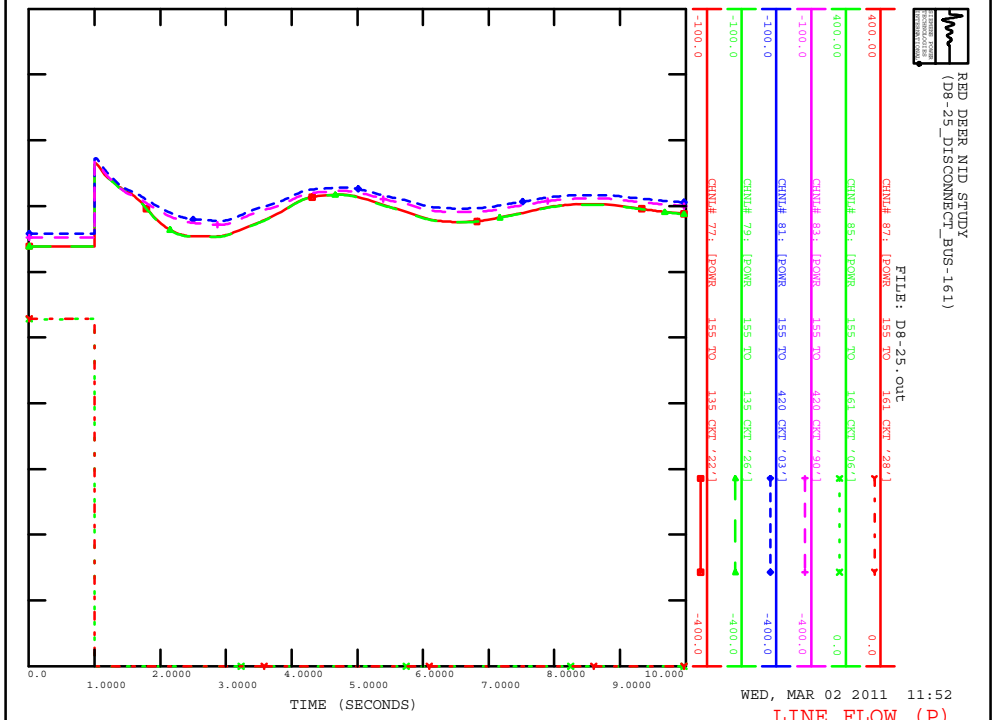

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

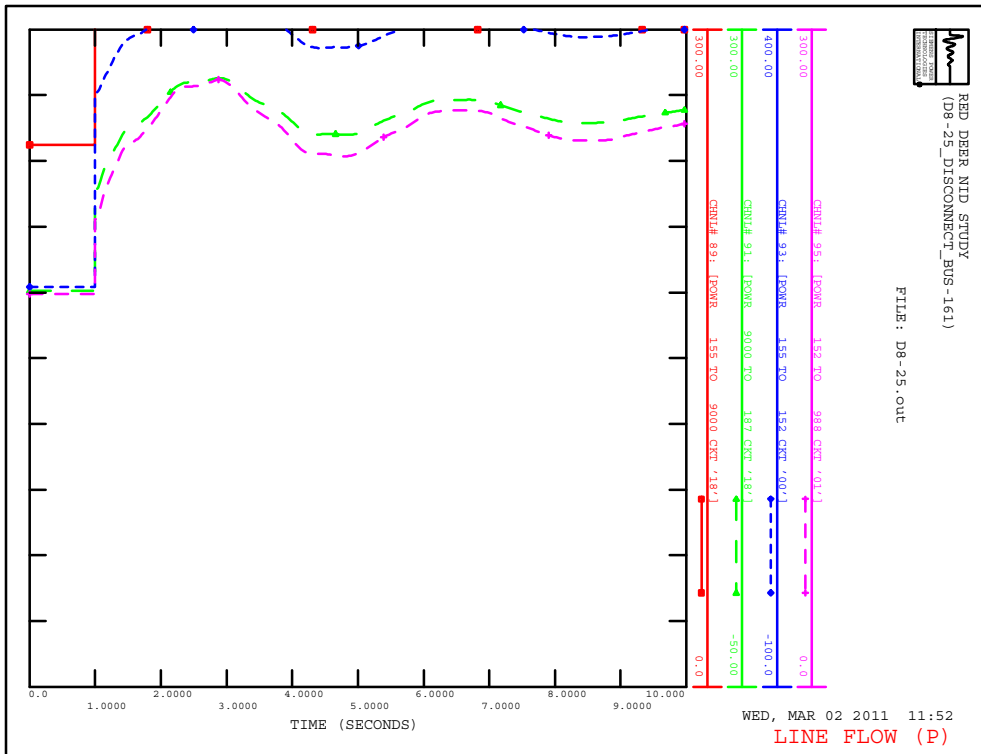

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

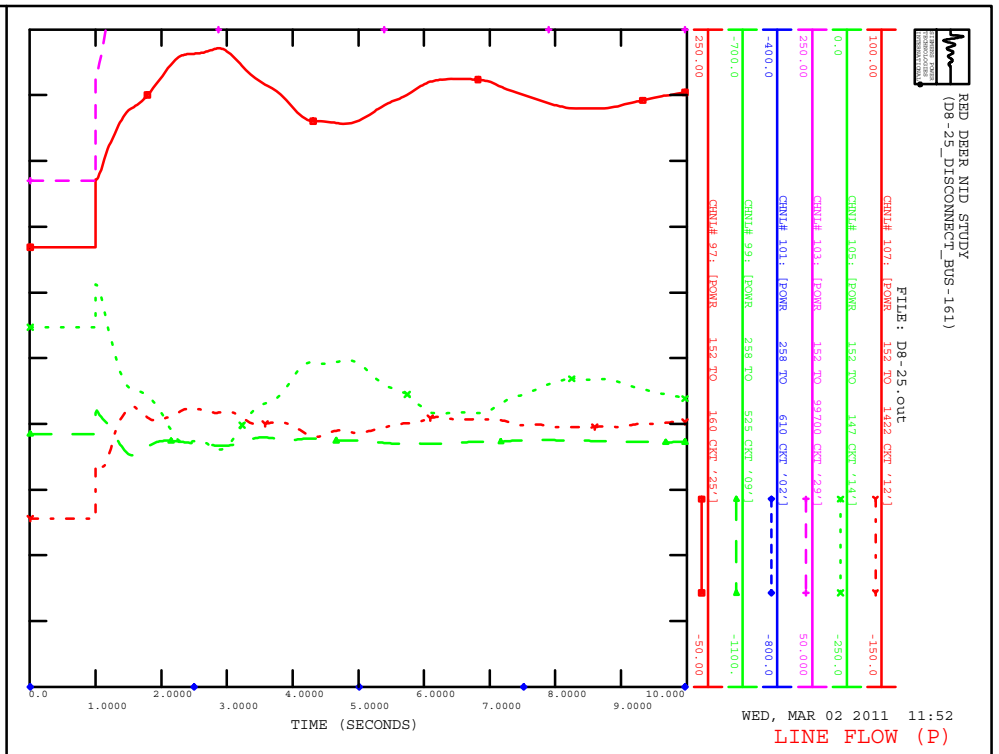

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

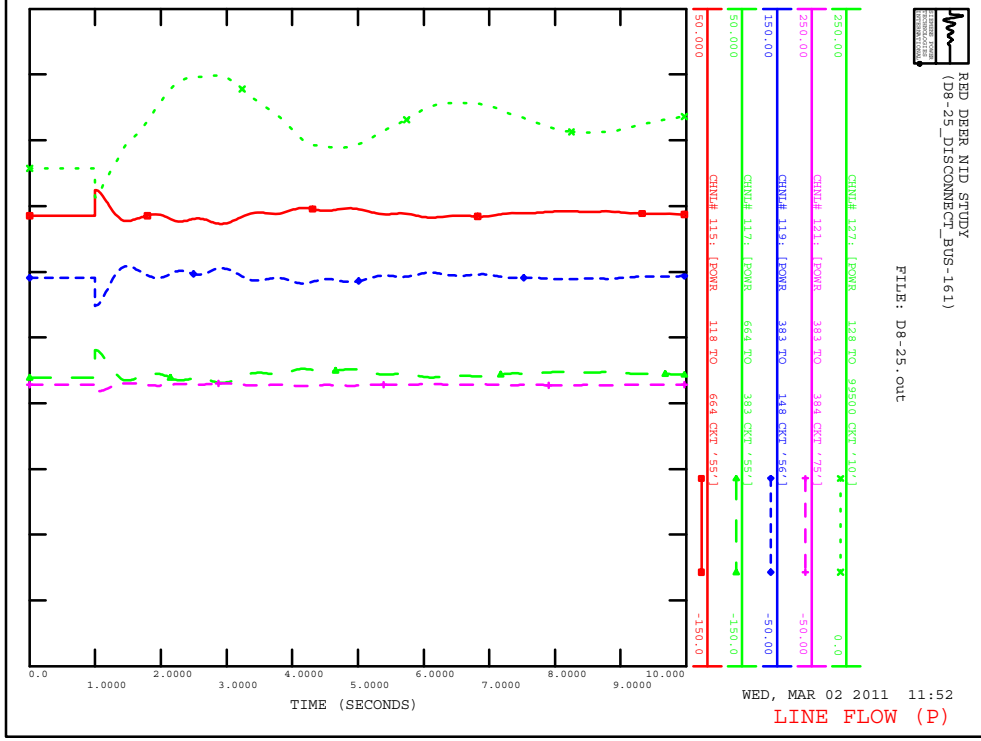

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

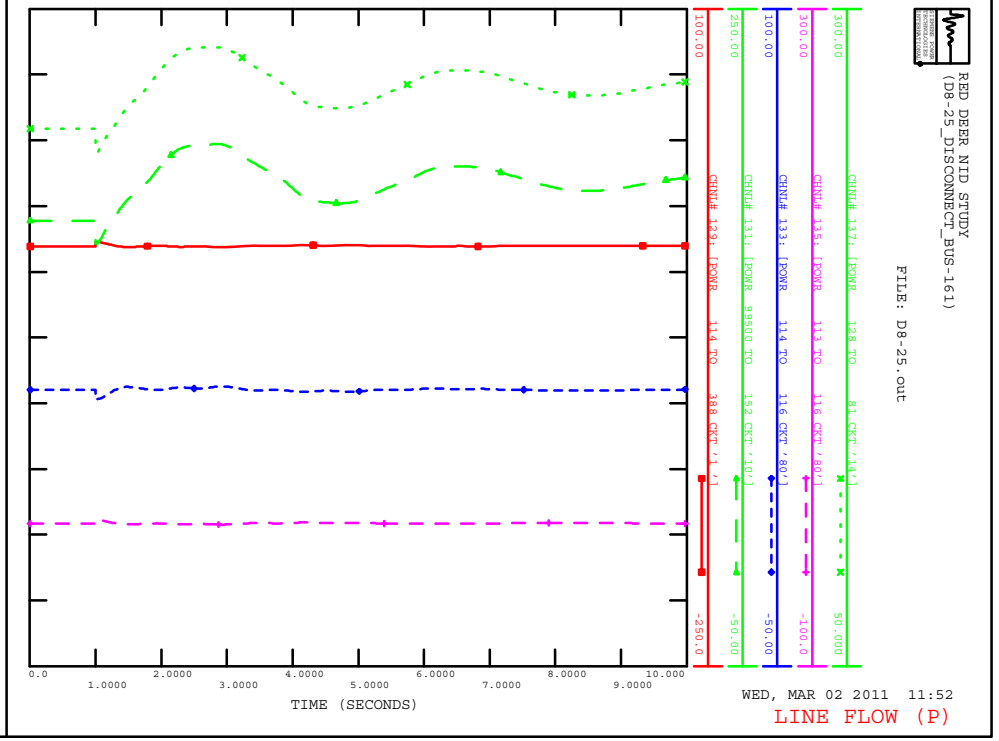

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

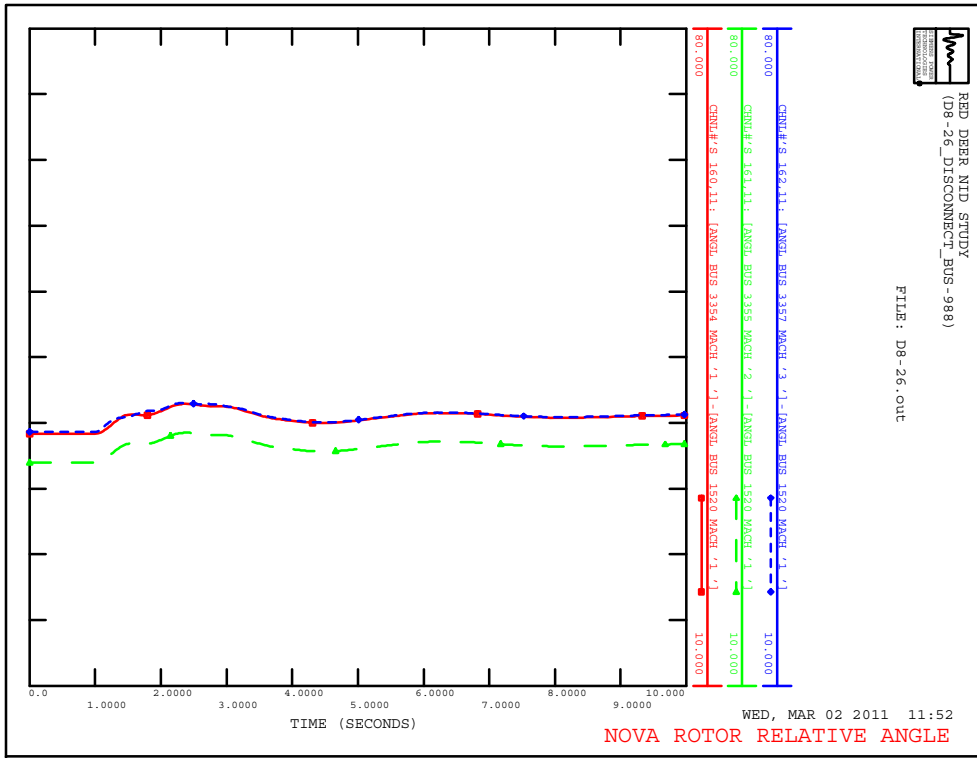

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

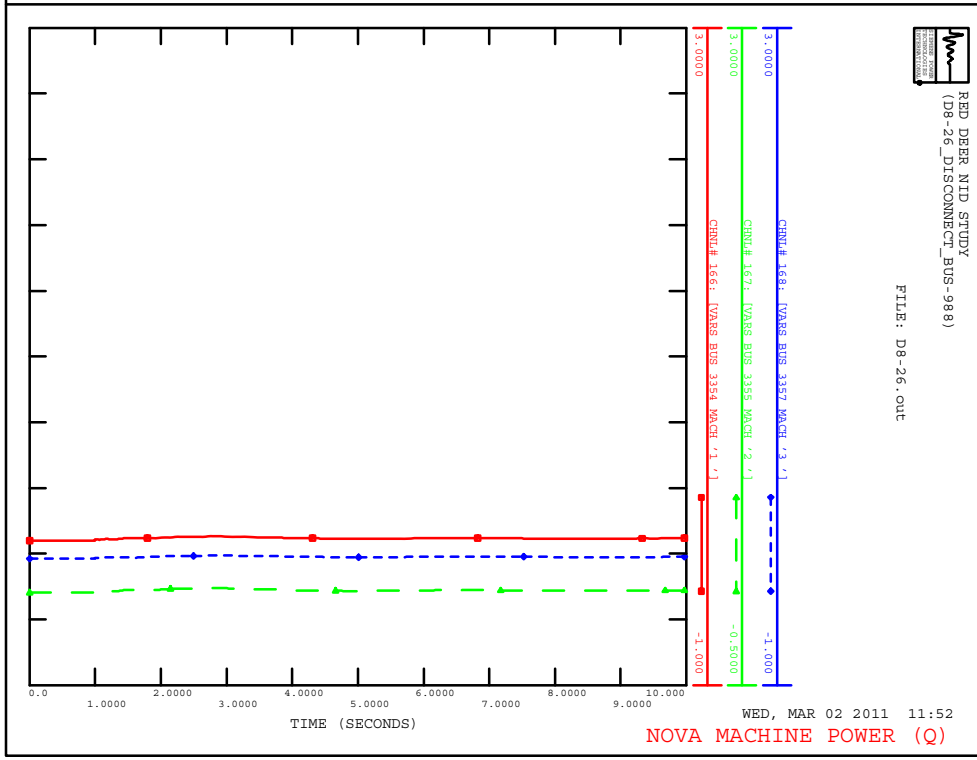

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

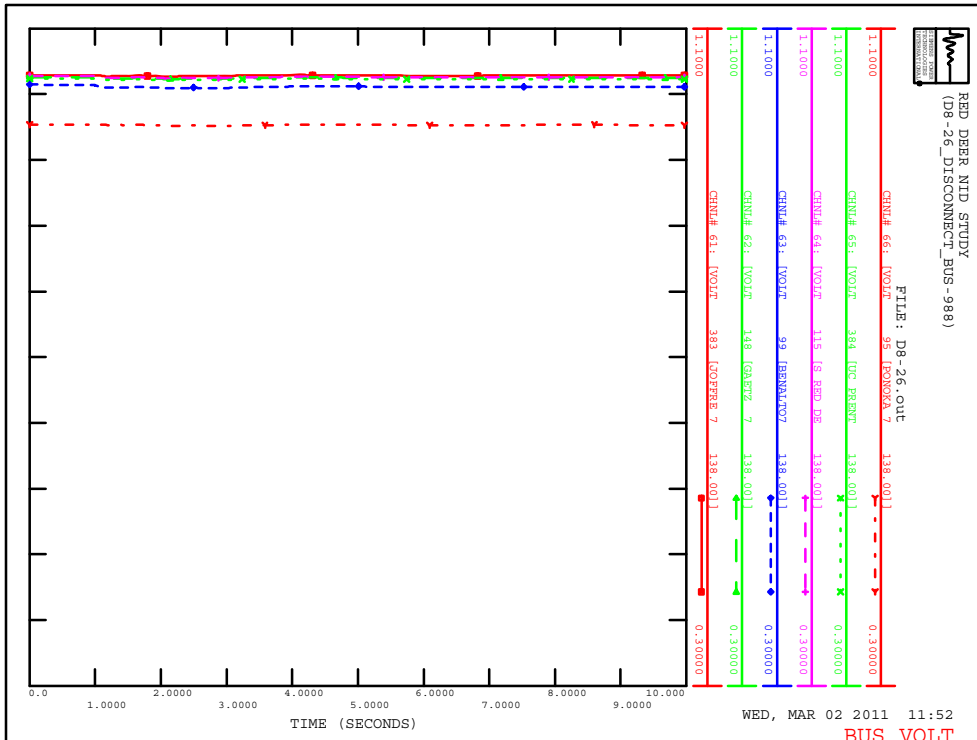

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

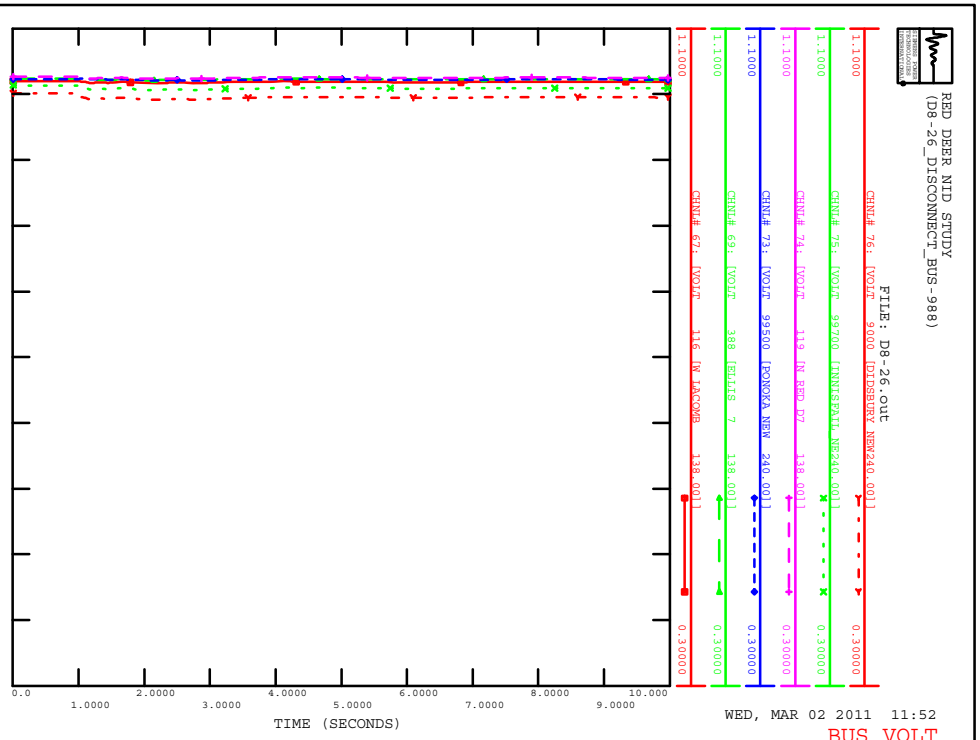

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
23.0000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

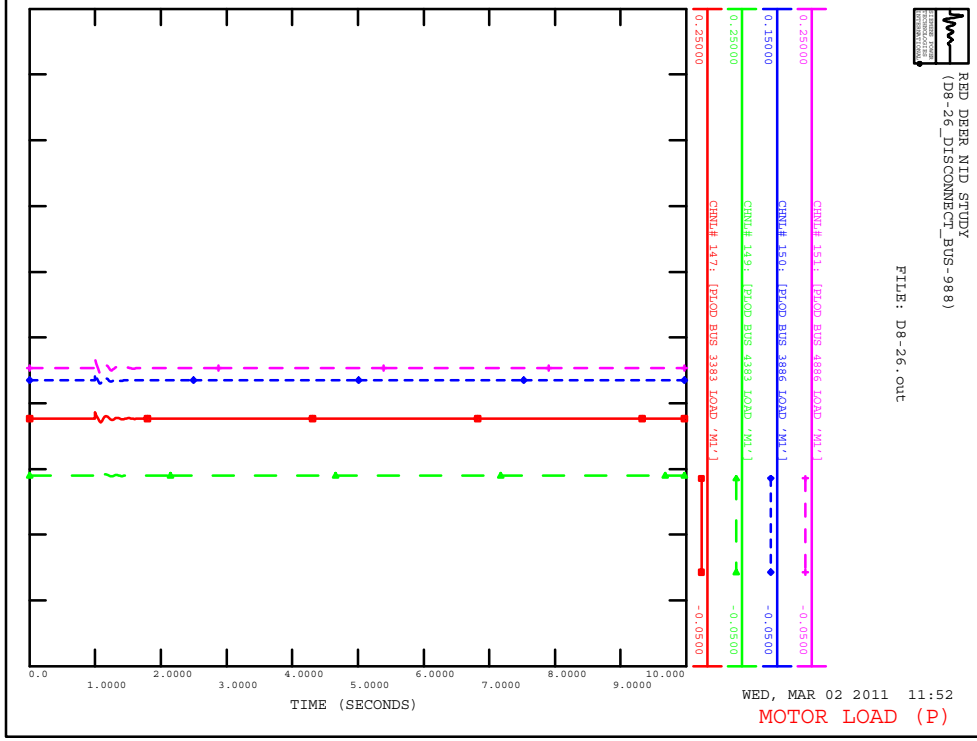

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

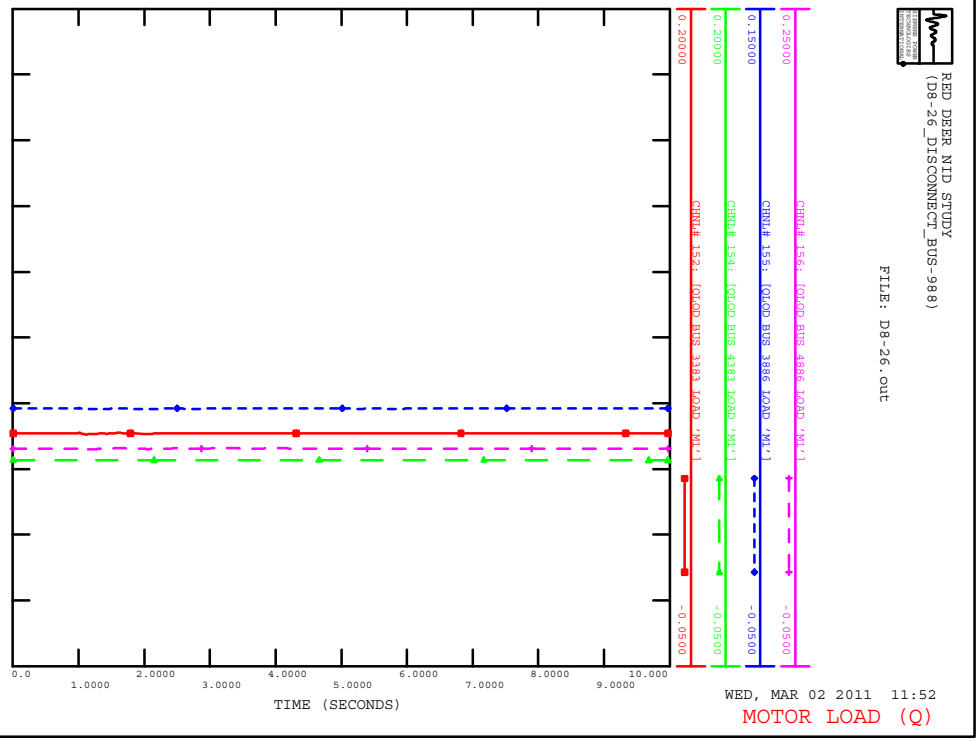
RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL#'S 162,11, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

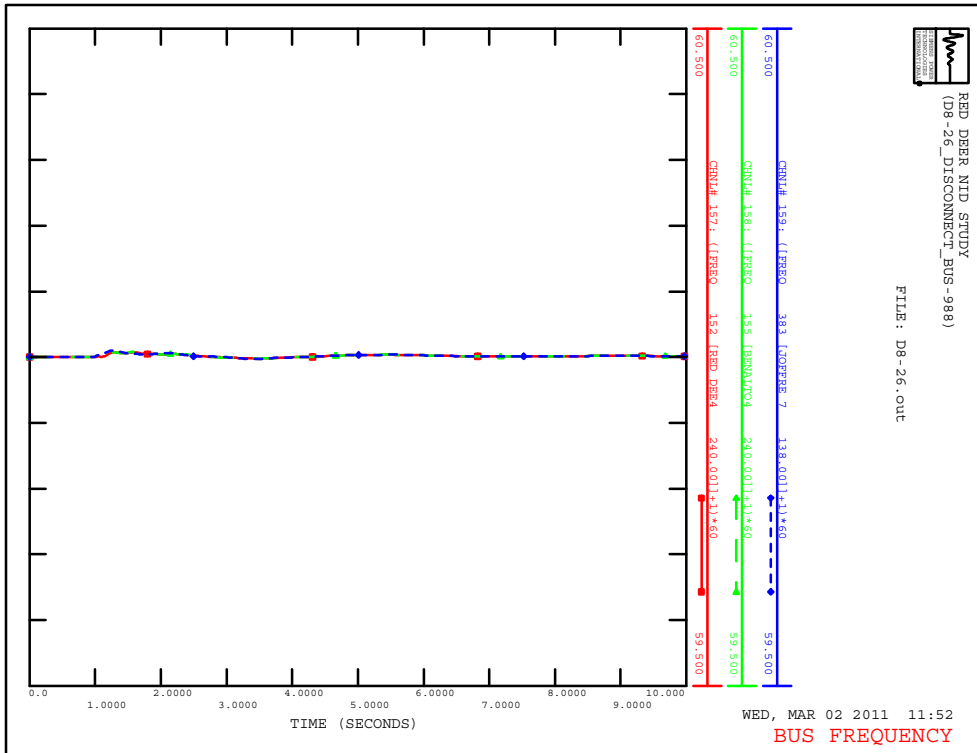
RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

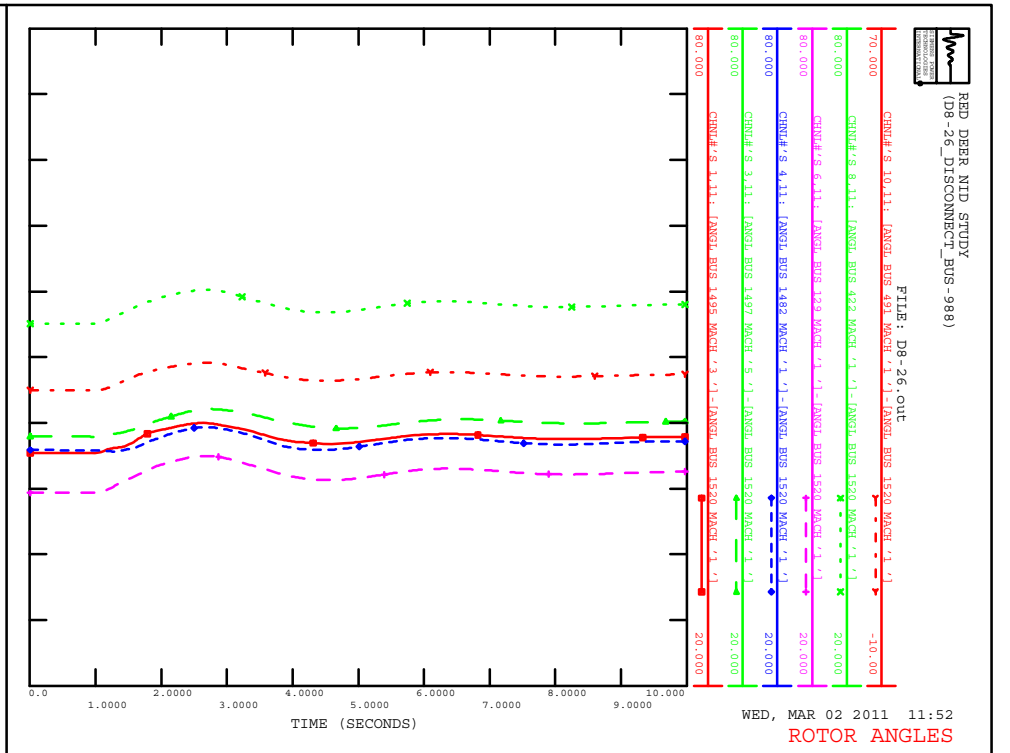

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNI# 61: [VOLT 383 [OFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GAETP2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

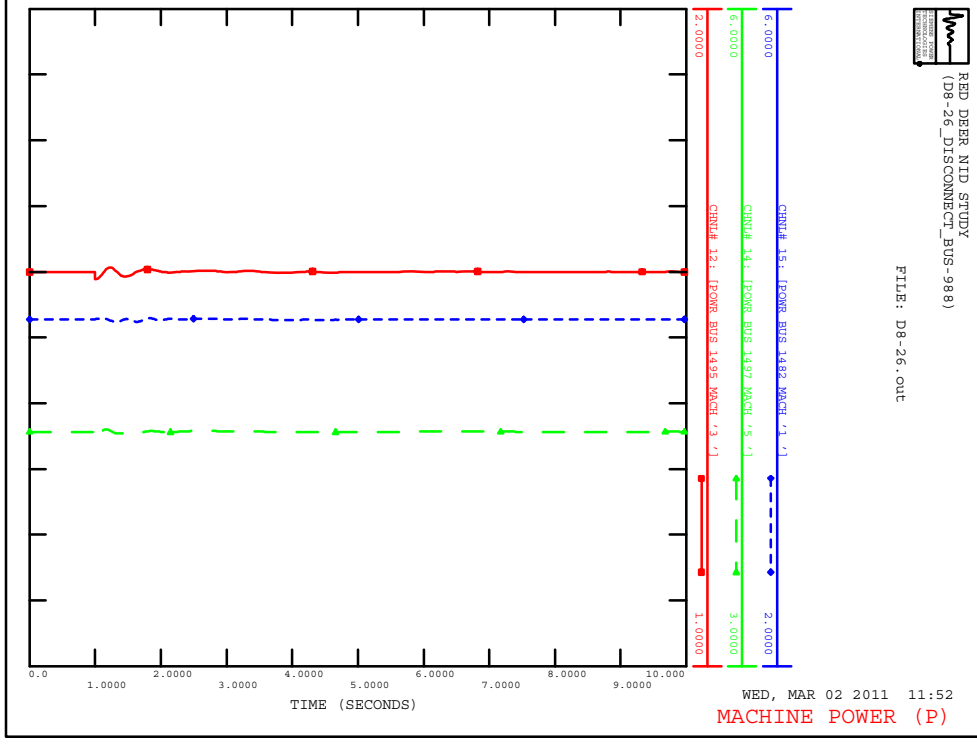

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

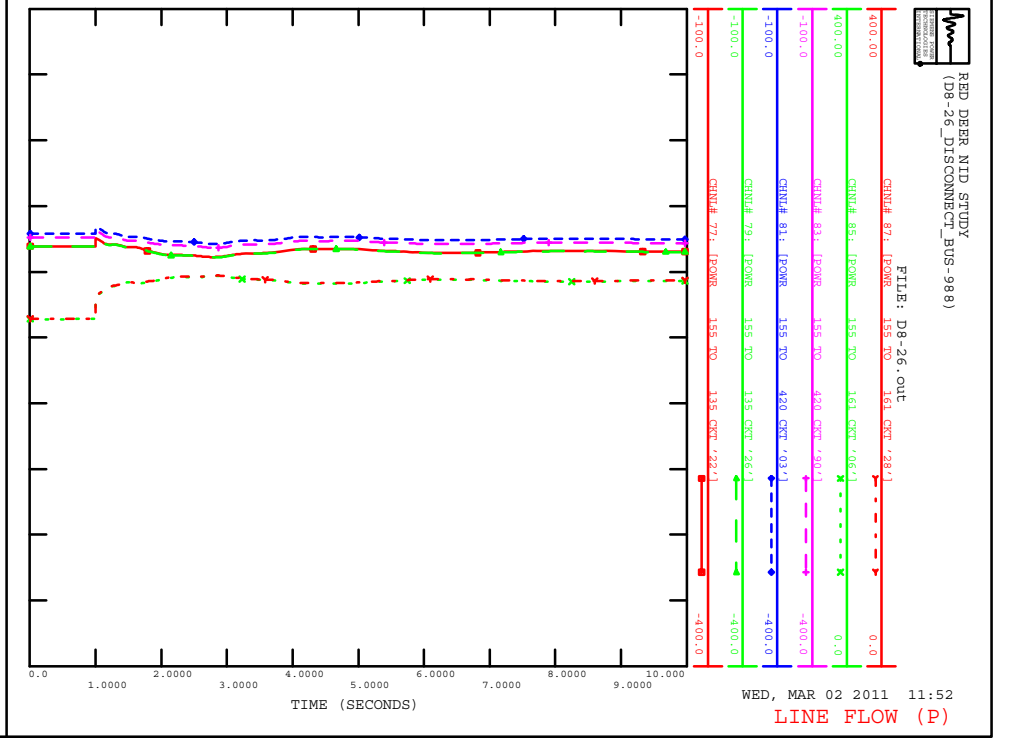

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

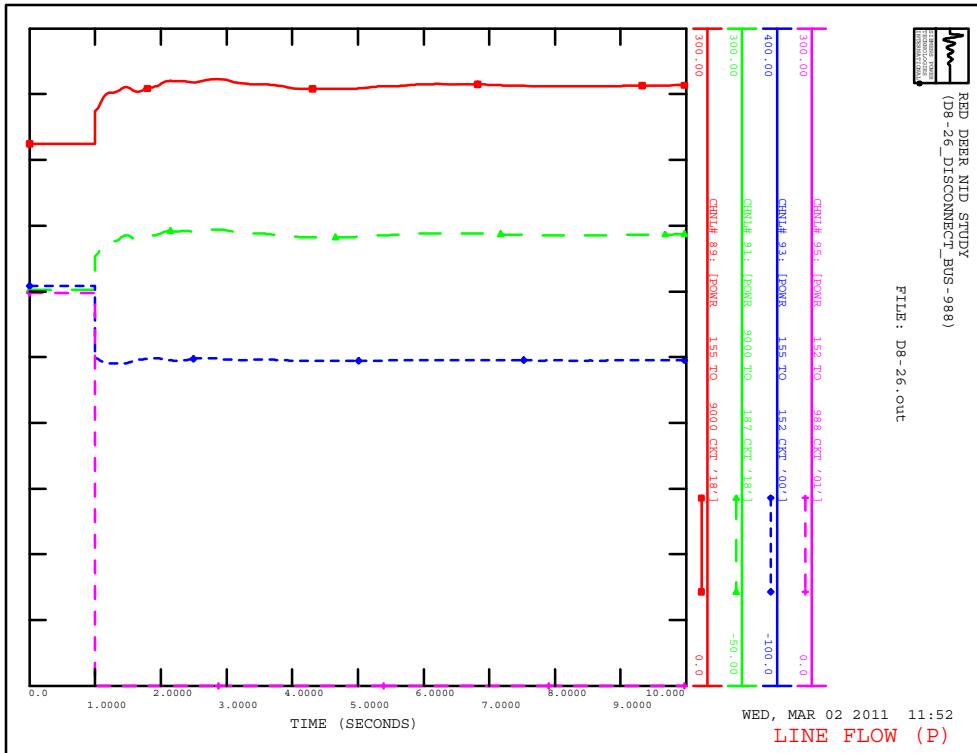

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

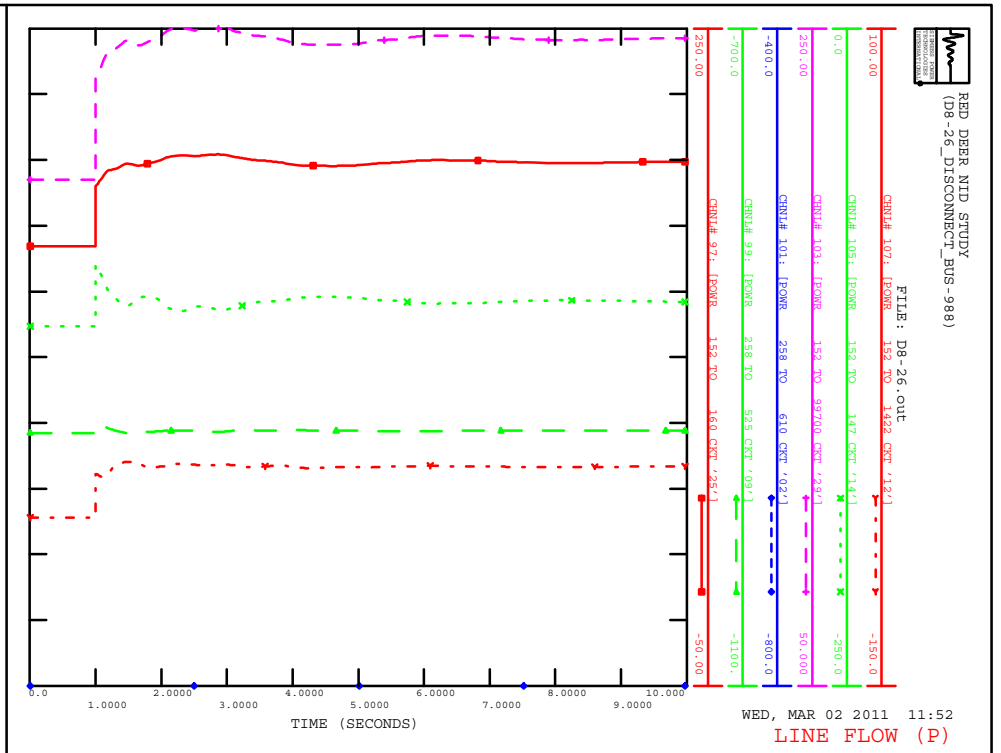

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

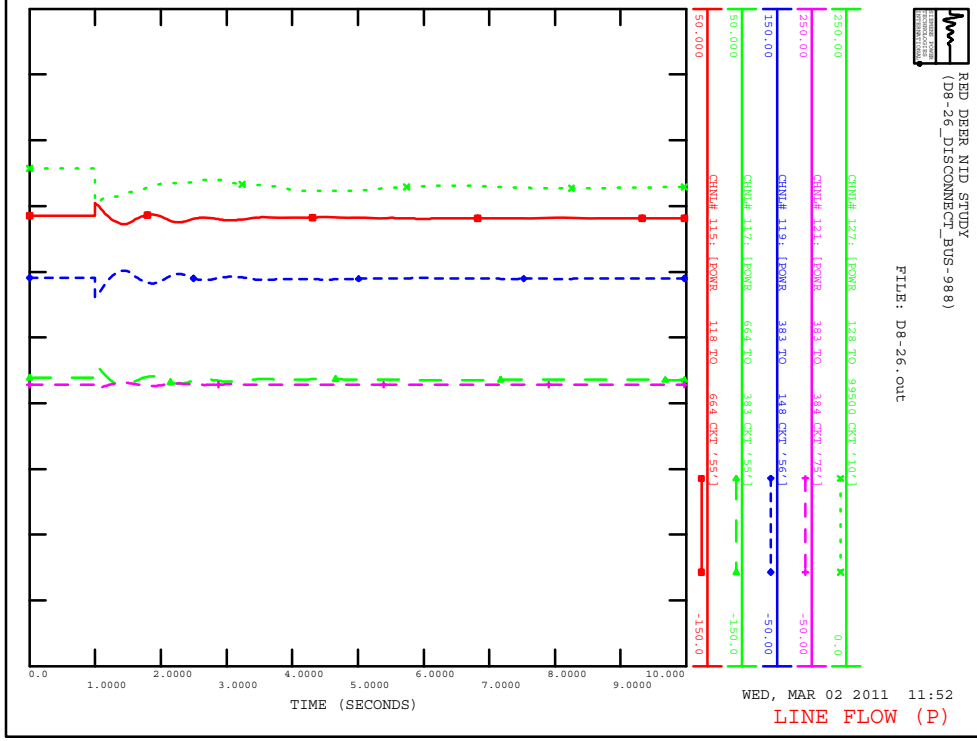

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

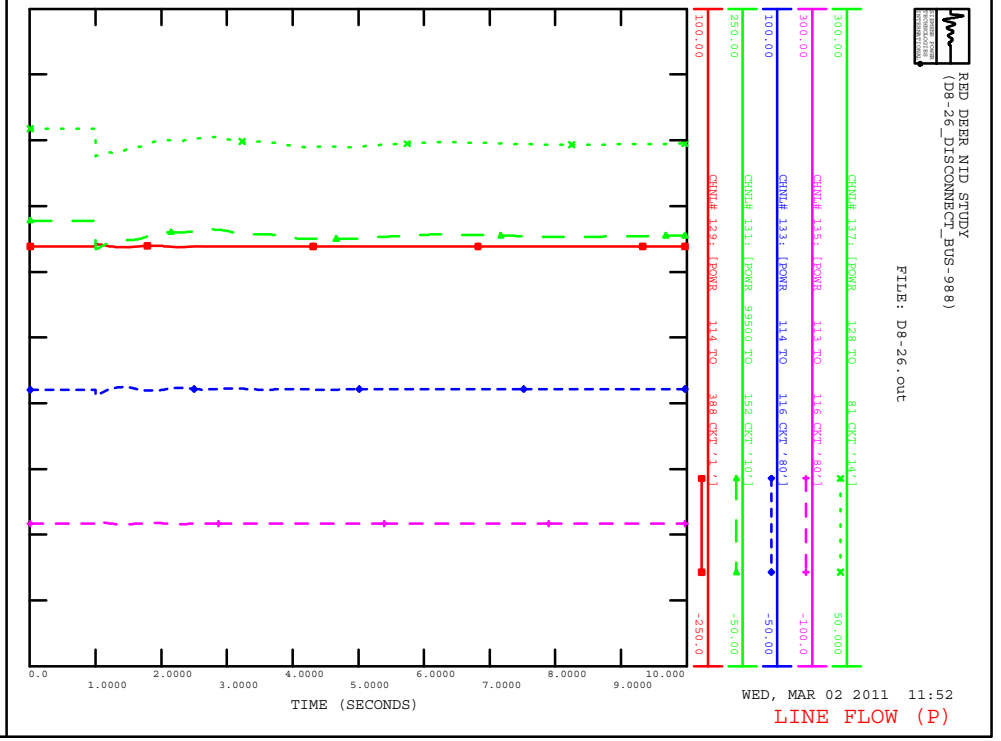

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

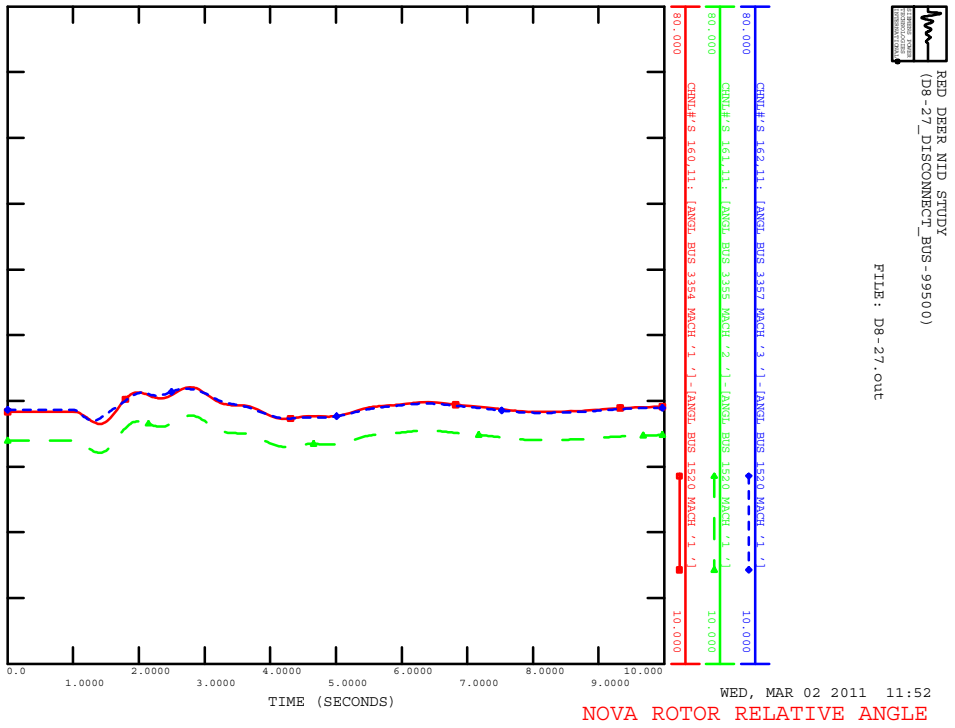

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

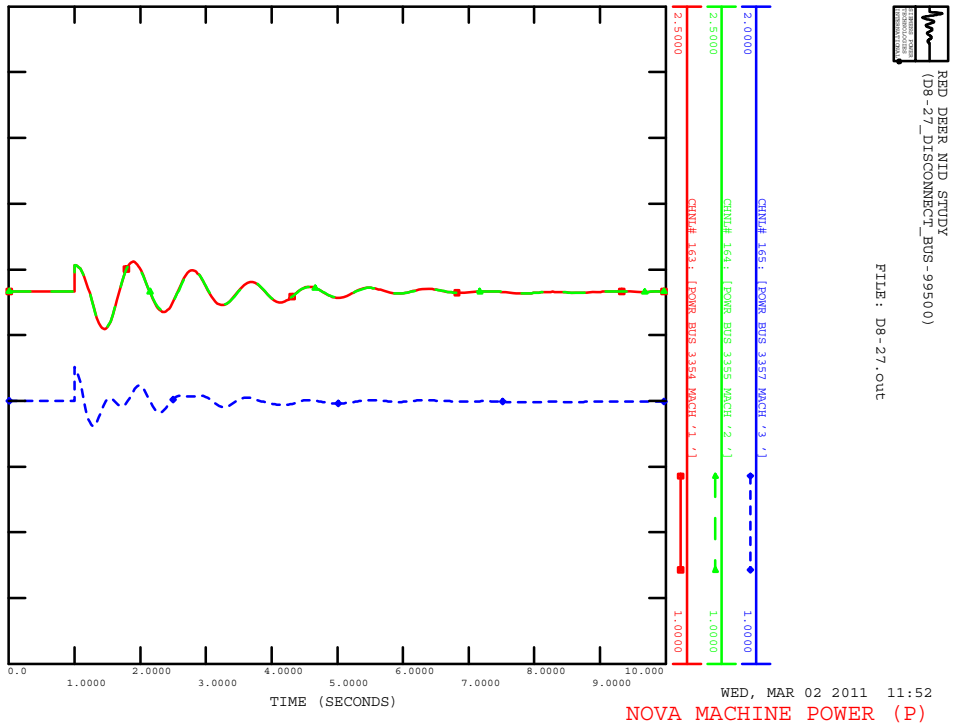

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

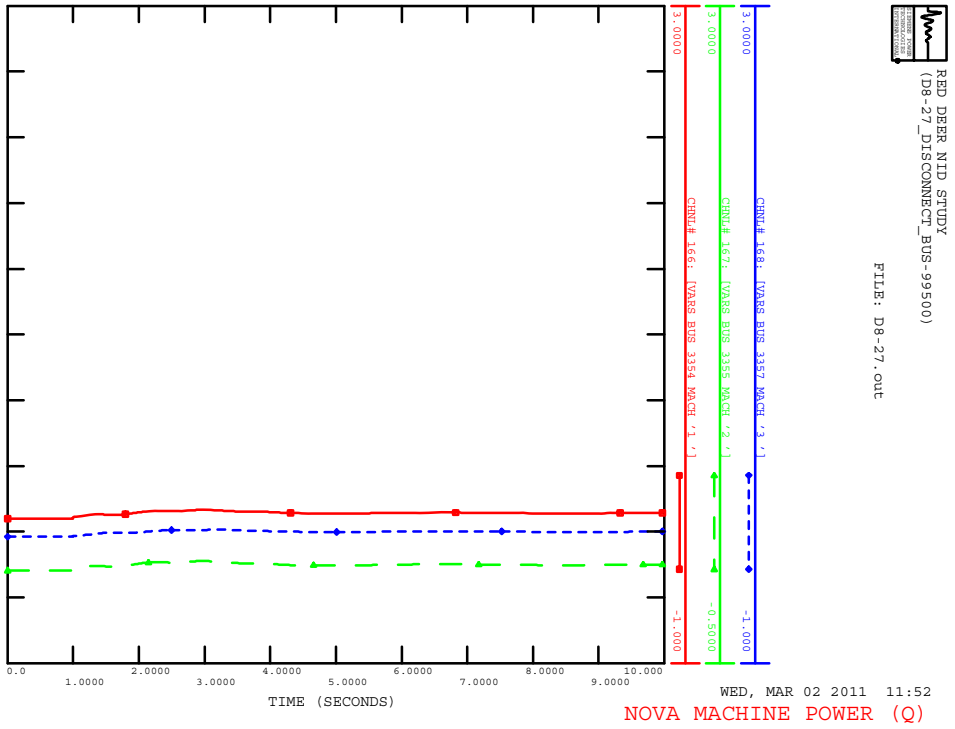

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

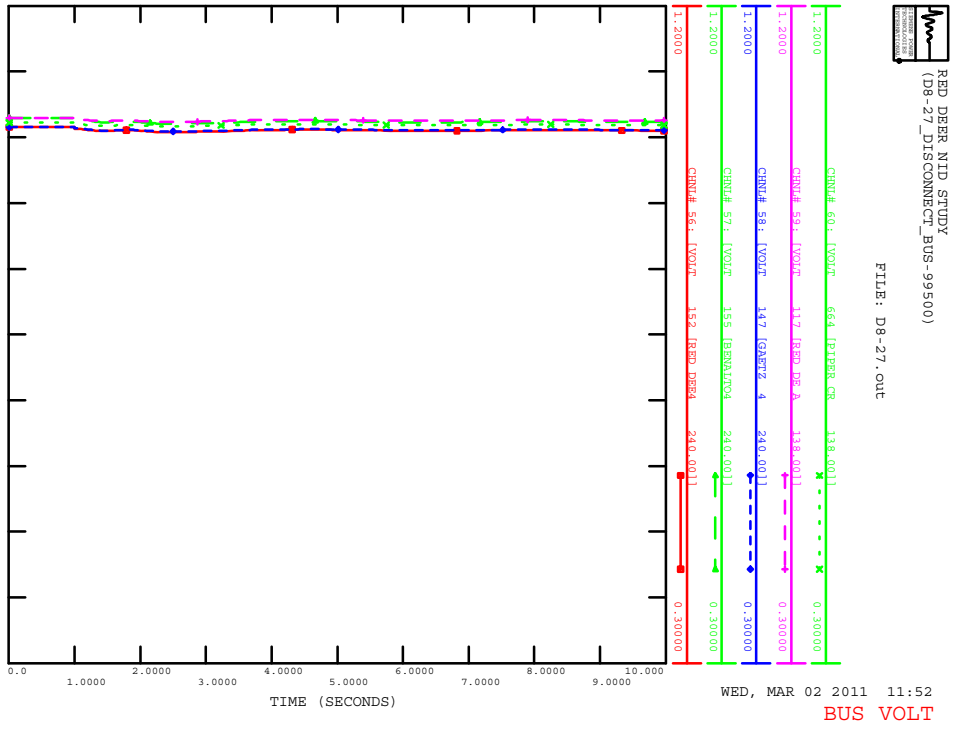

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

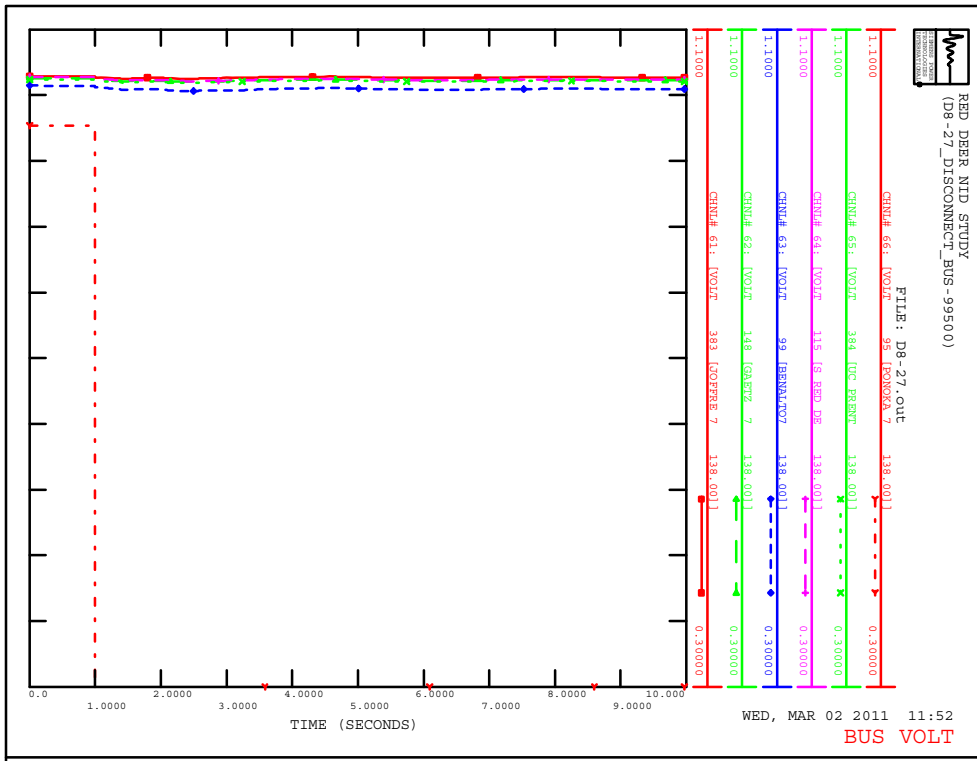

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

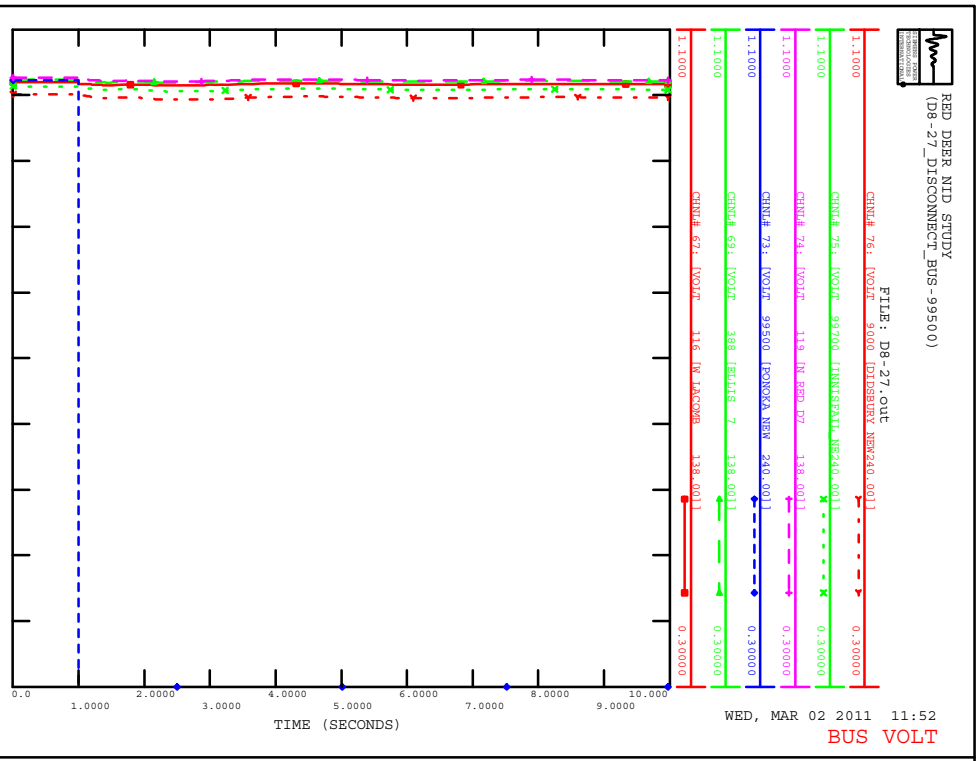

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

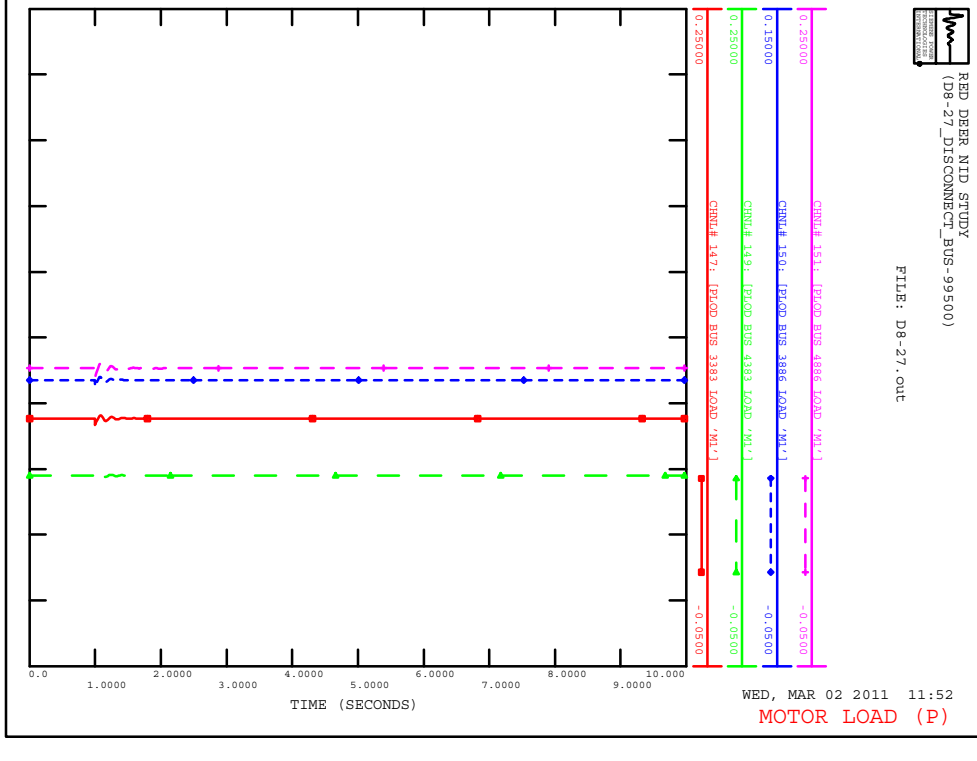

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.0000
1.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

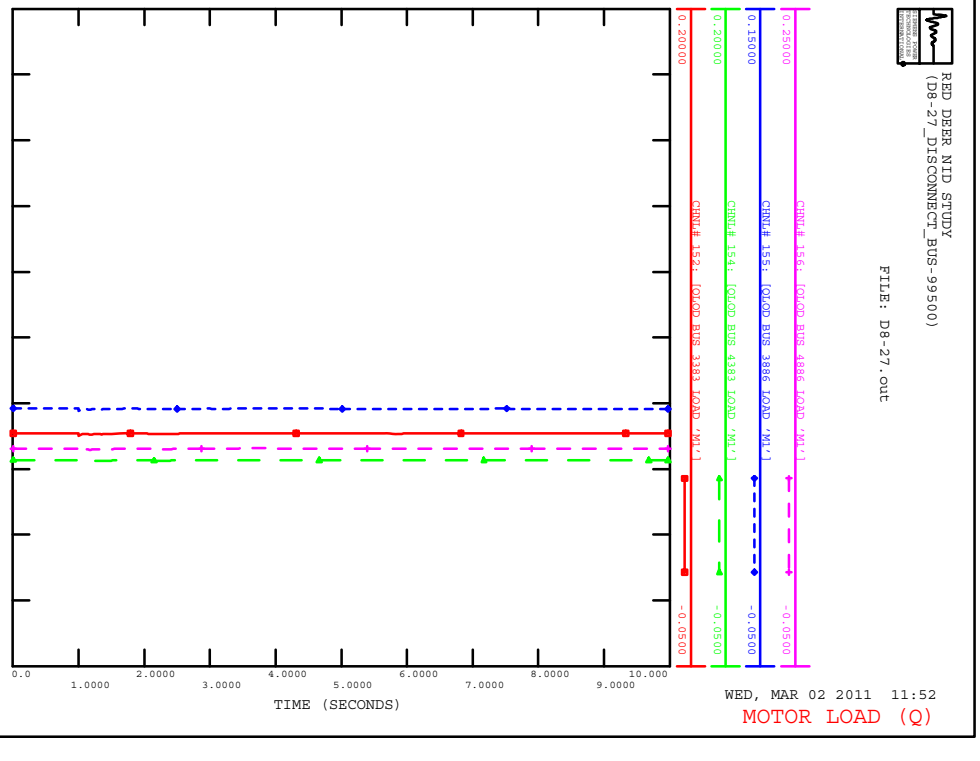

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

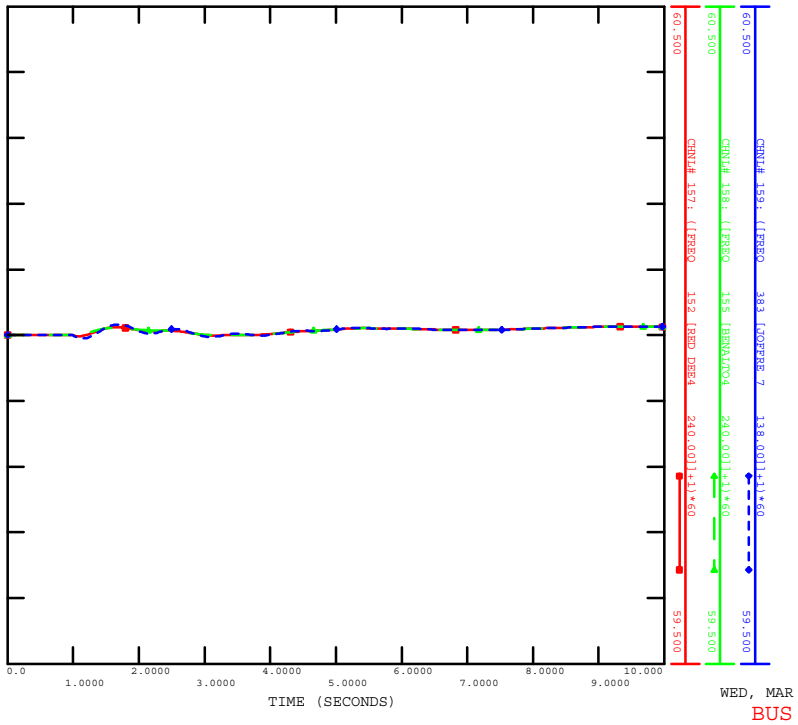

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

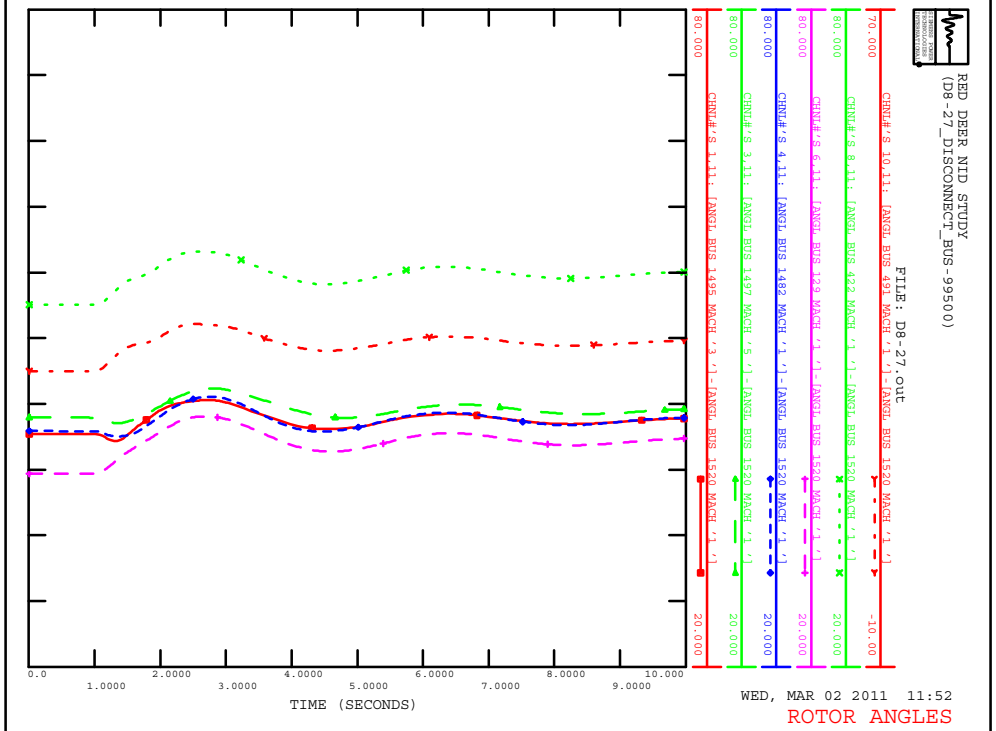

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 61: [VOLT 383 [OFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [OLETP2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

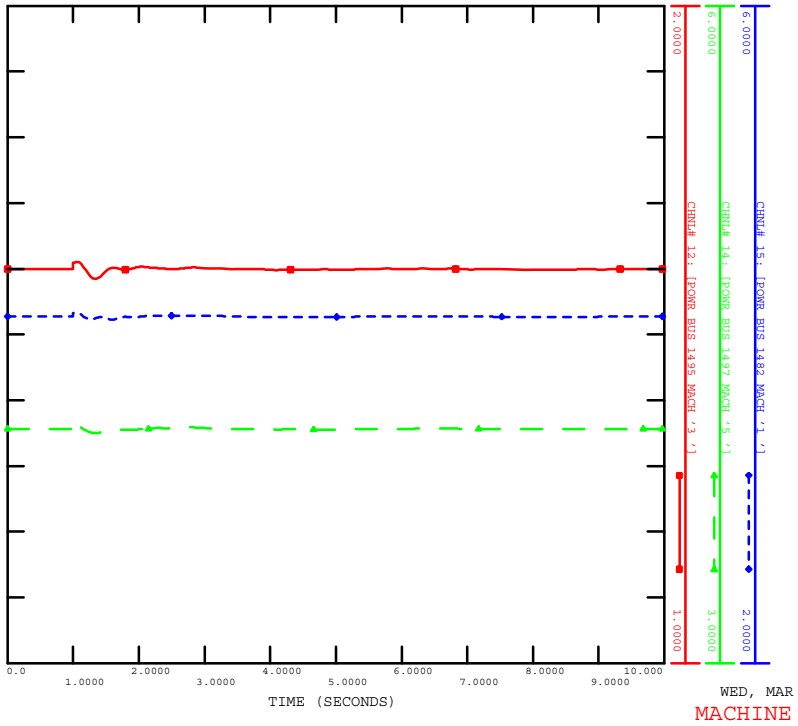

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

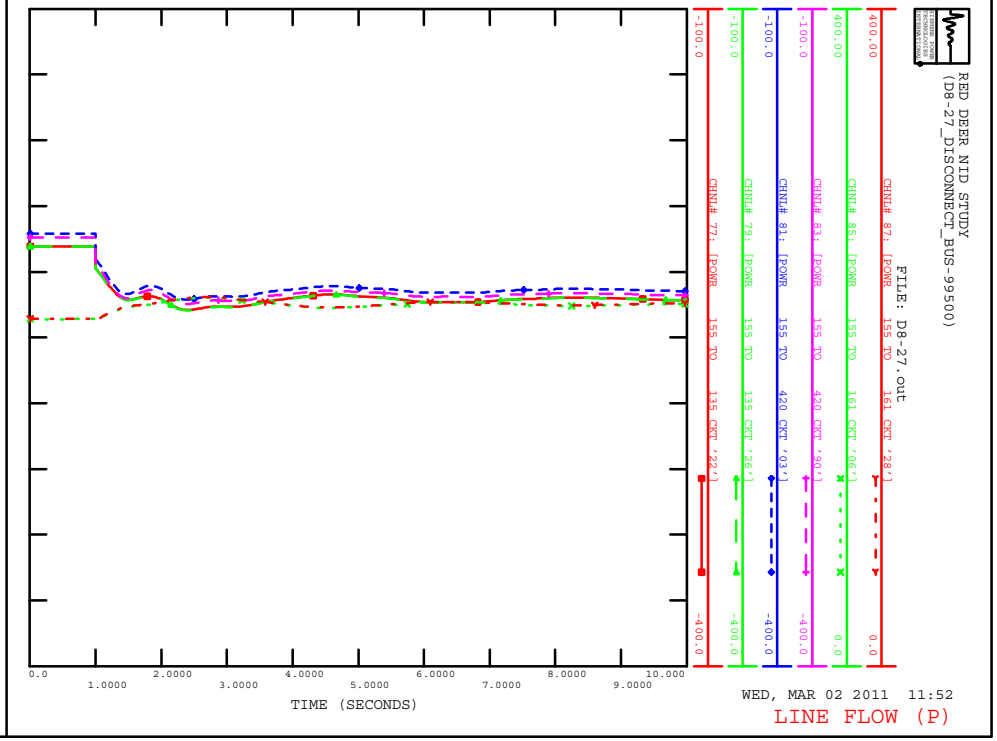

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

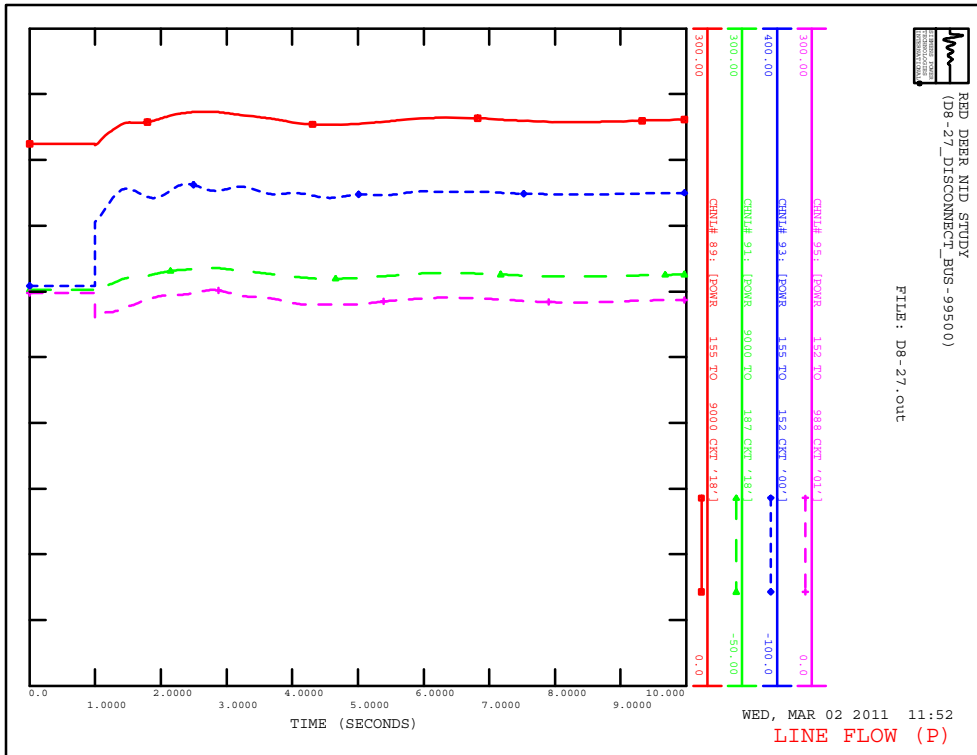

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

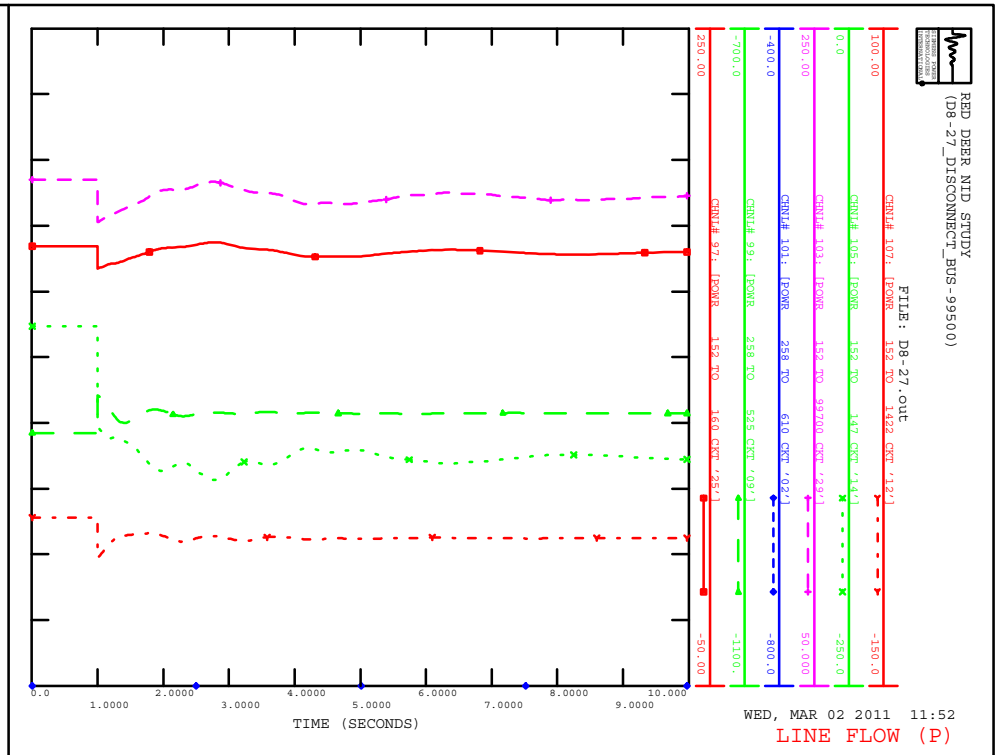

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

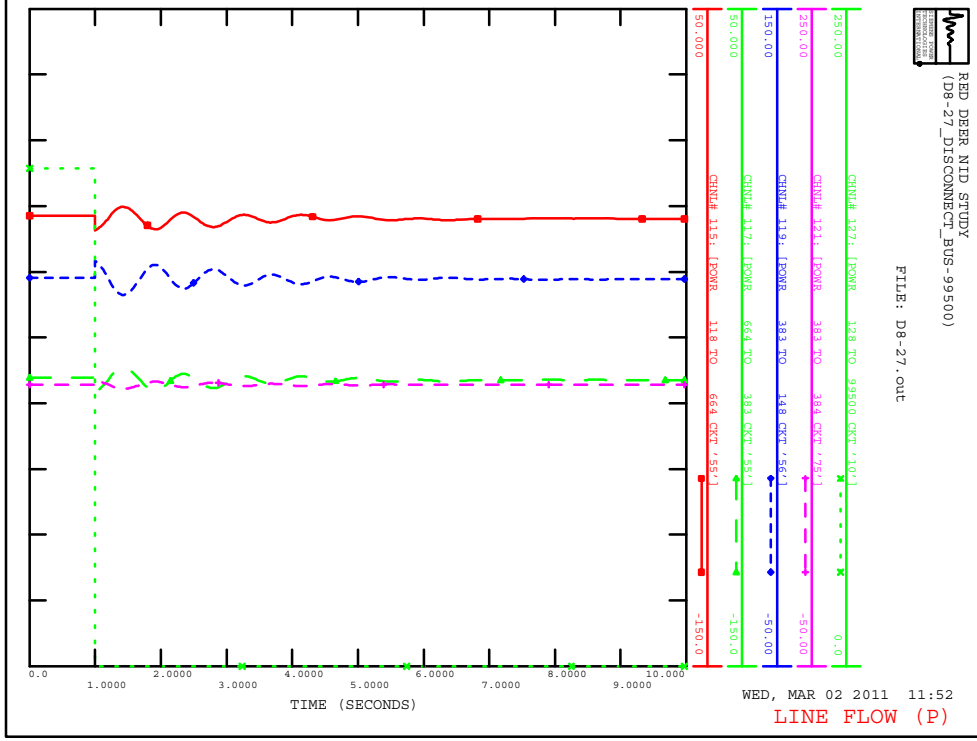

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

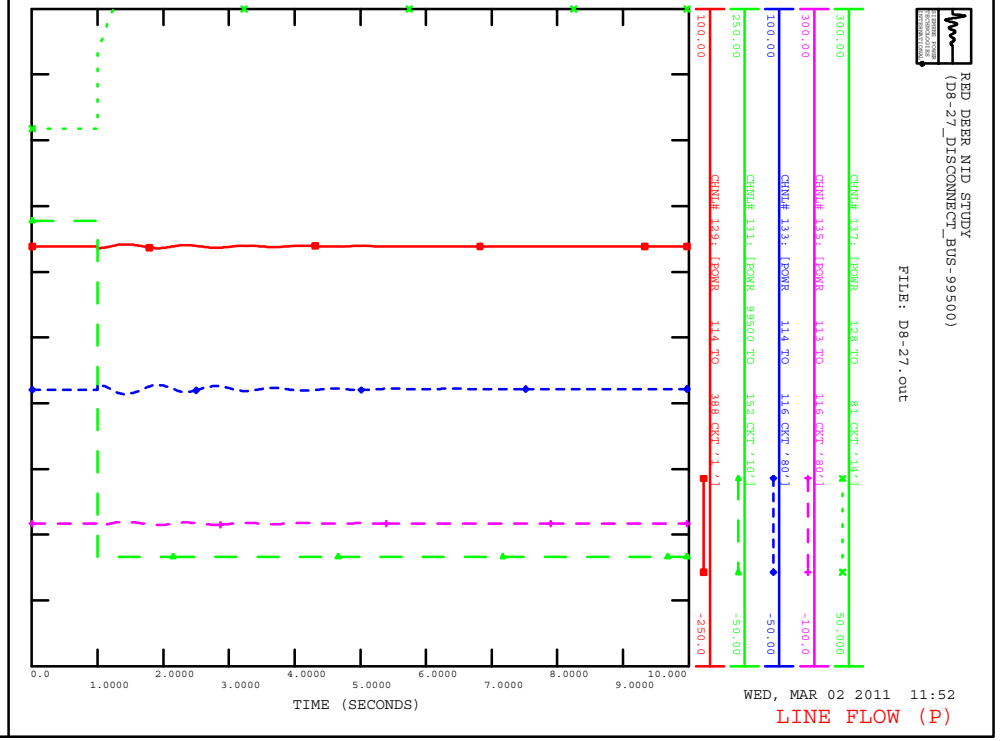

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

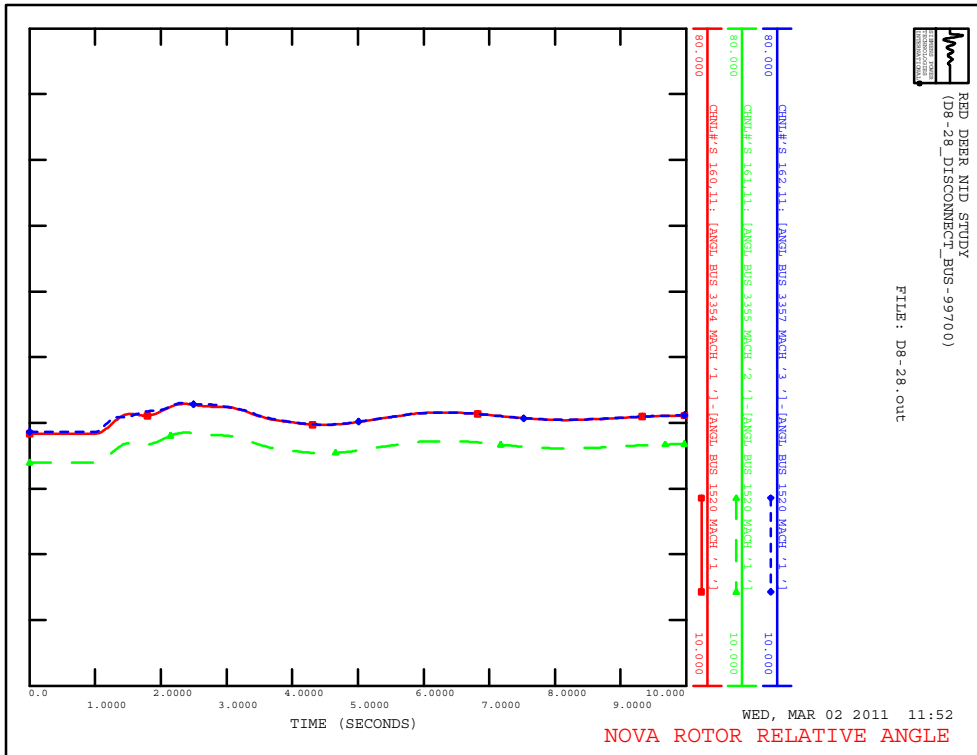

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

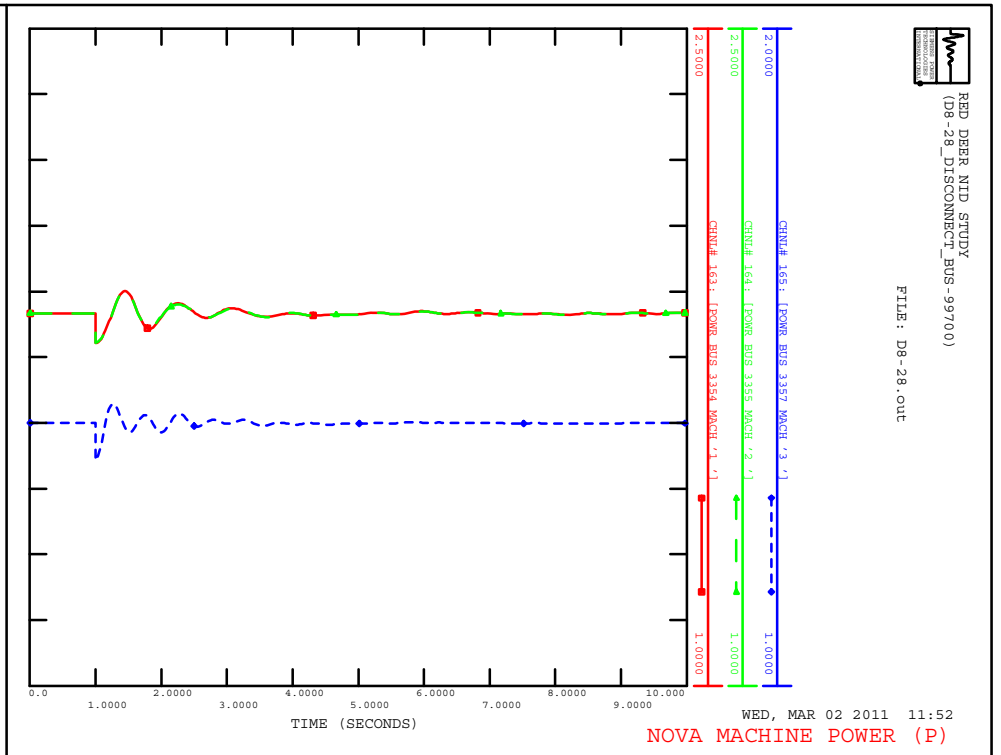

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

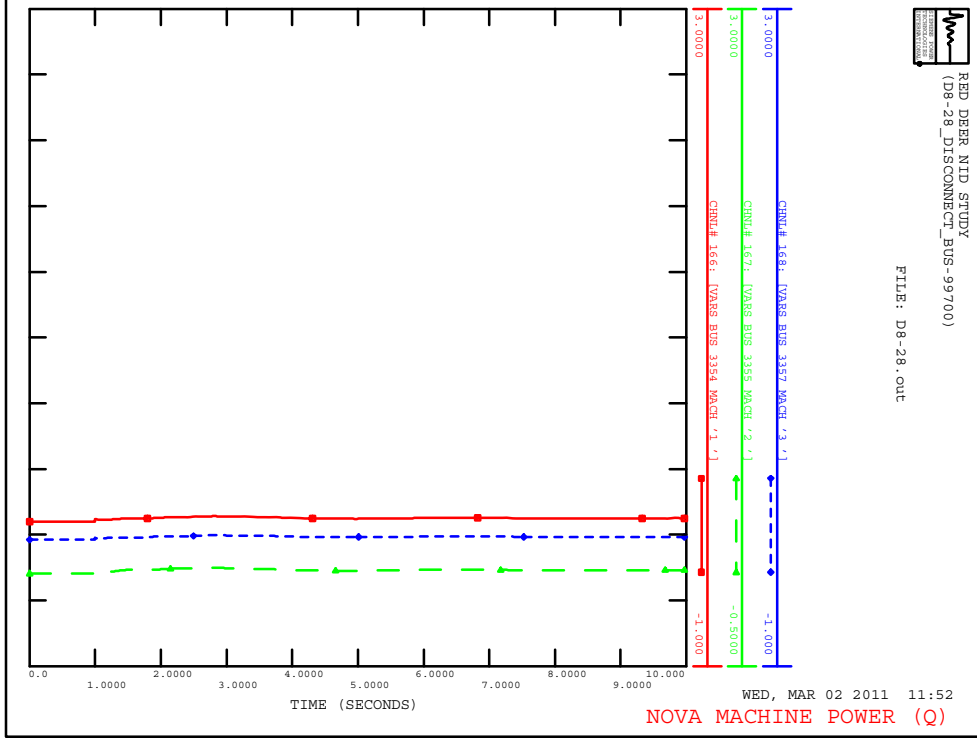

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

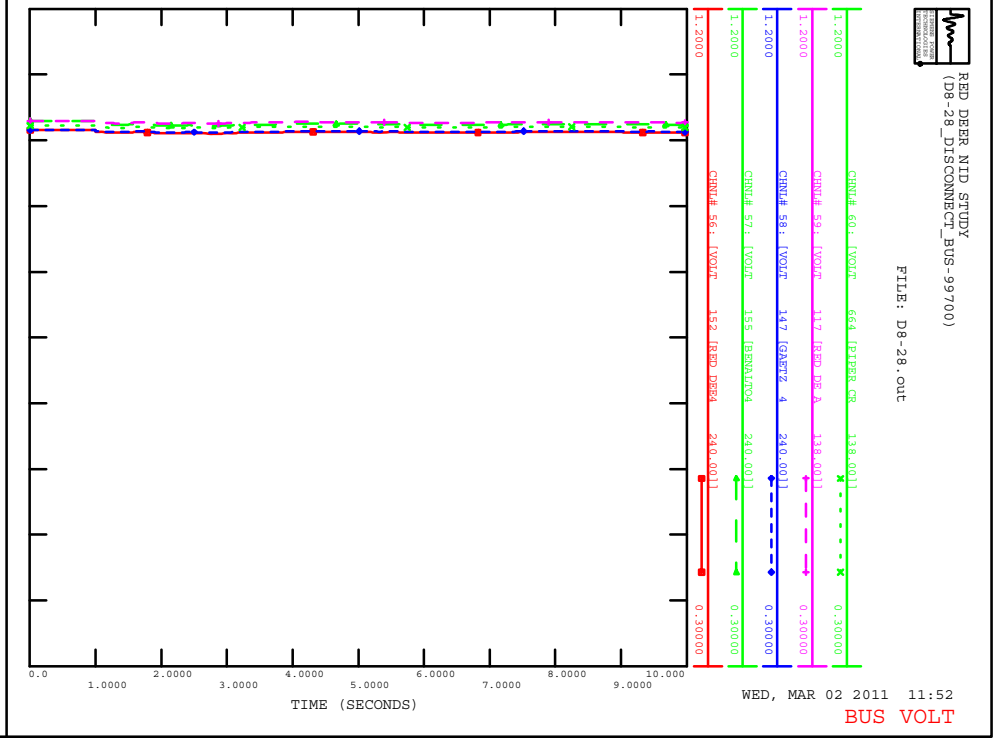

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

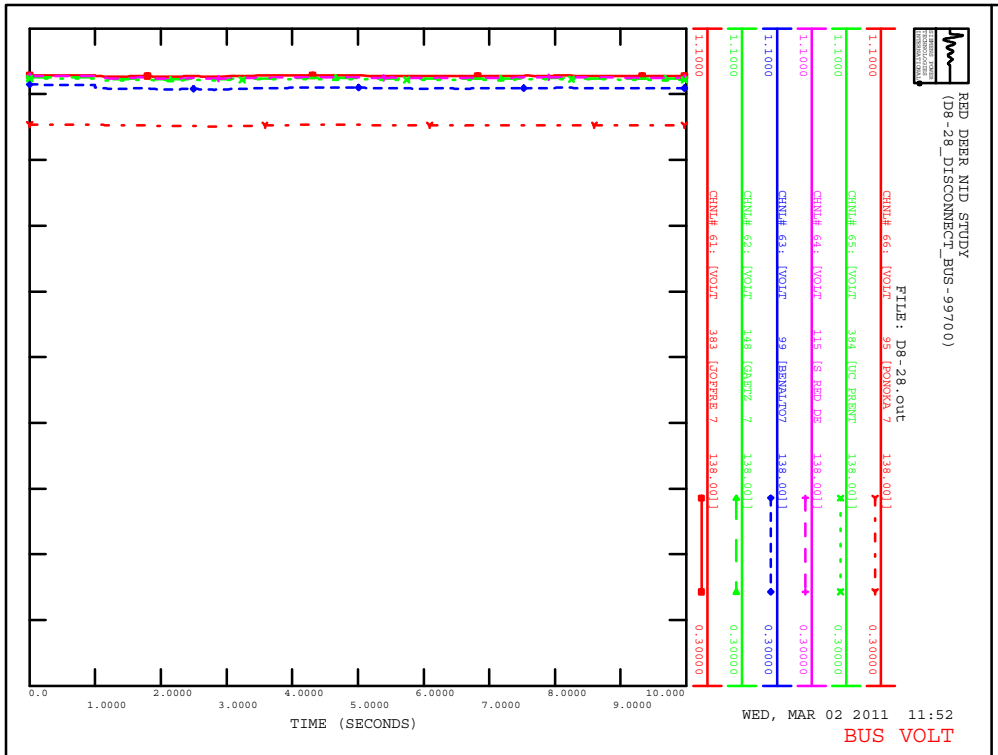

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

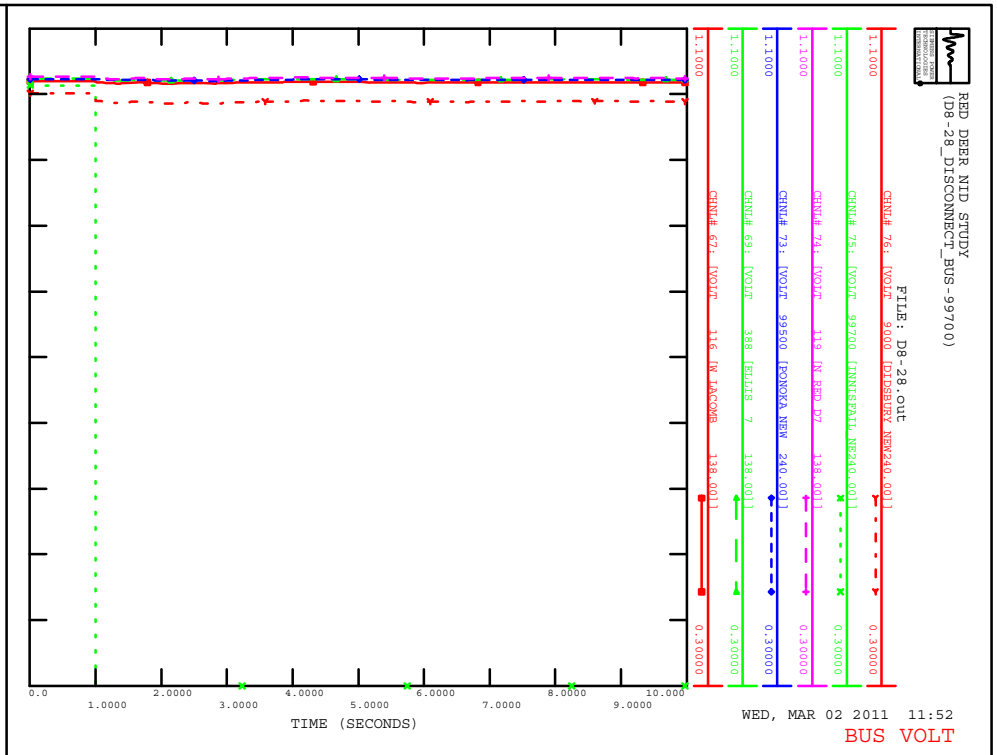

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000
80.000
80.000
10.000
10.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

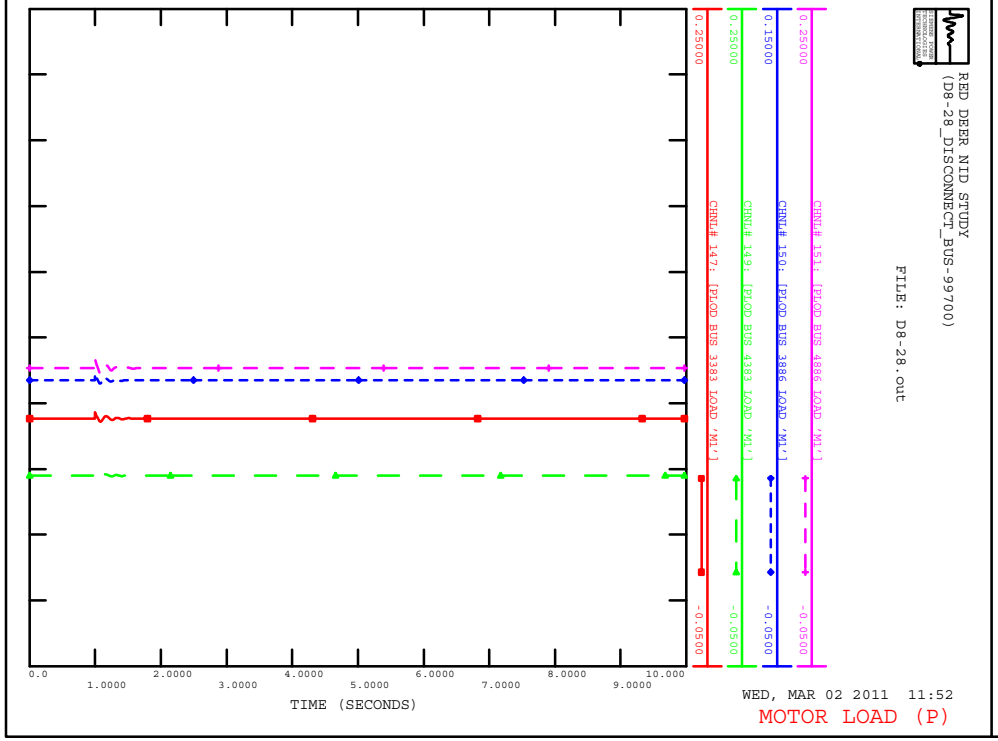

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
2.5000
2.0000
1.0000
1.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

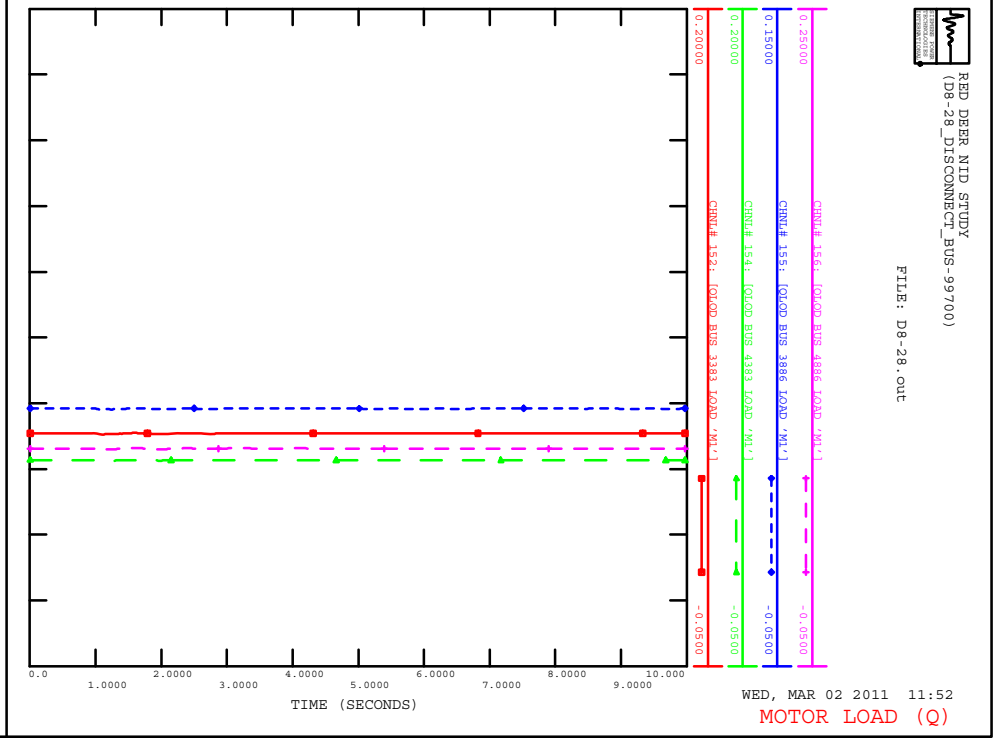

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
3.0000
3.0000
-1.000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

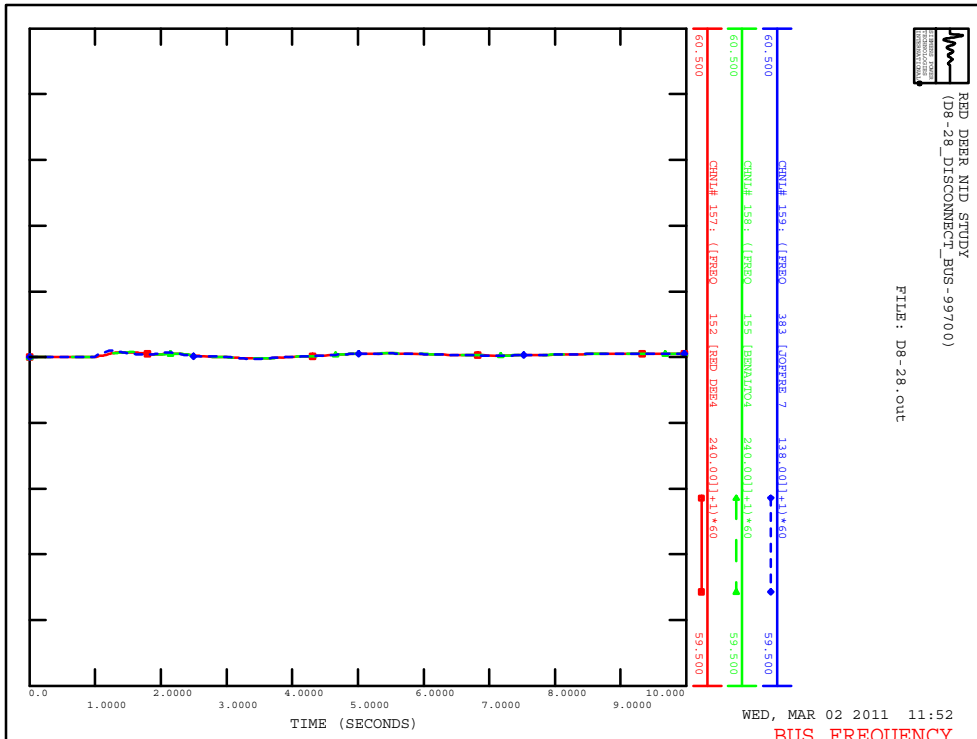

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
1.2000
1.2000
1.2000
1.2000
0.30000
0.30000
0.30000
0.30000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

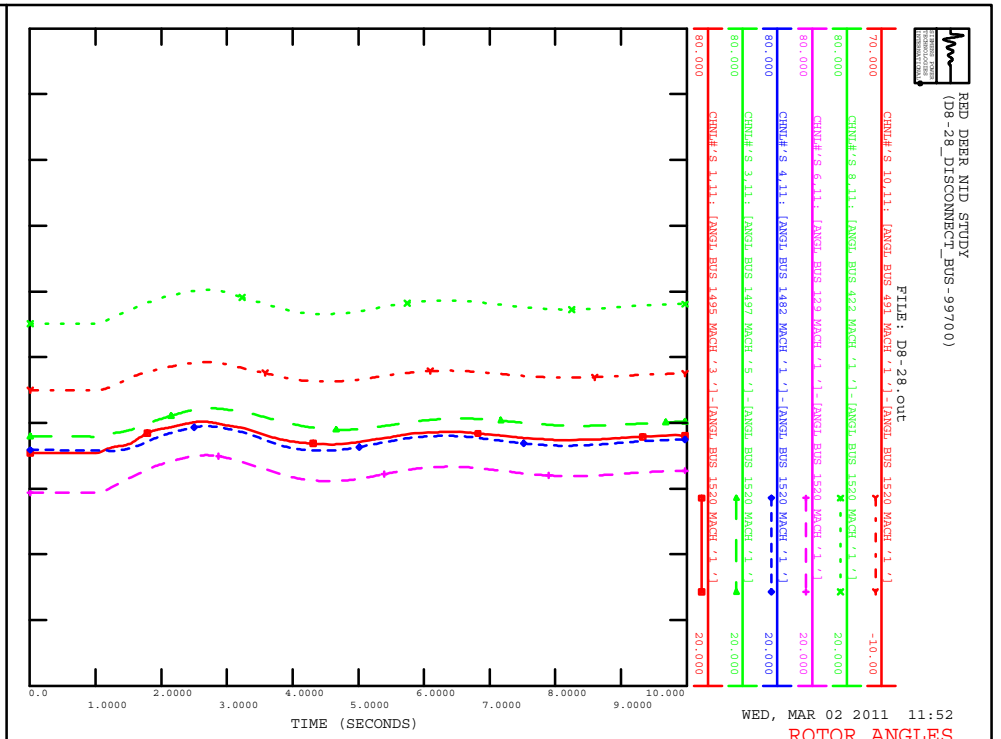

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

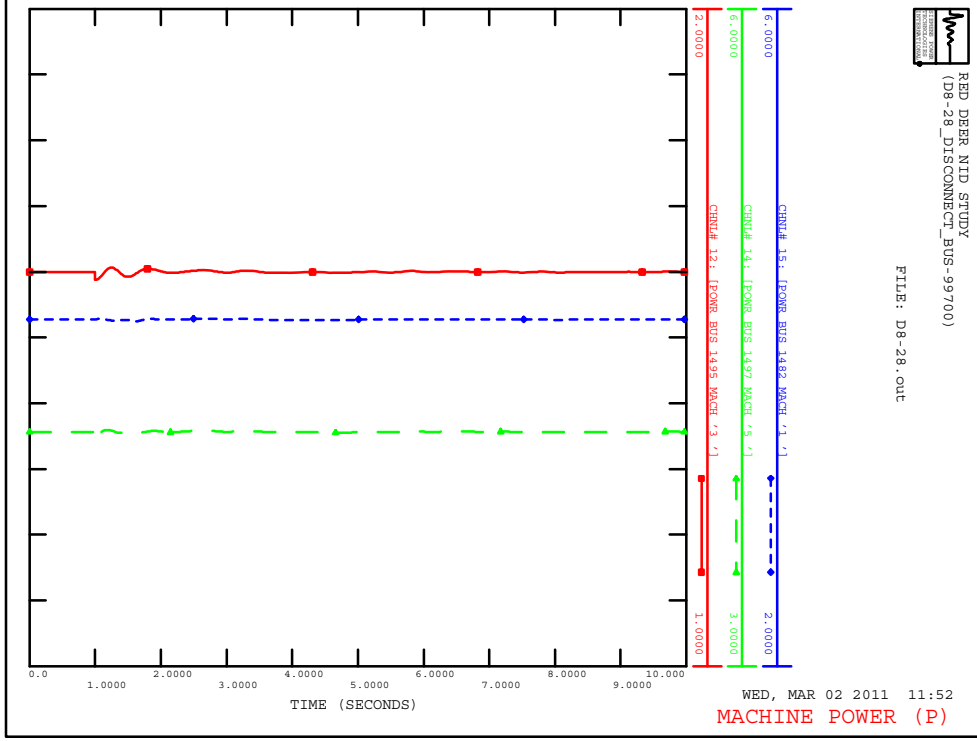

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

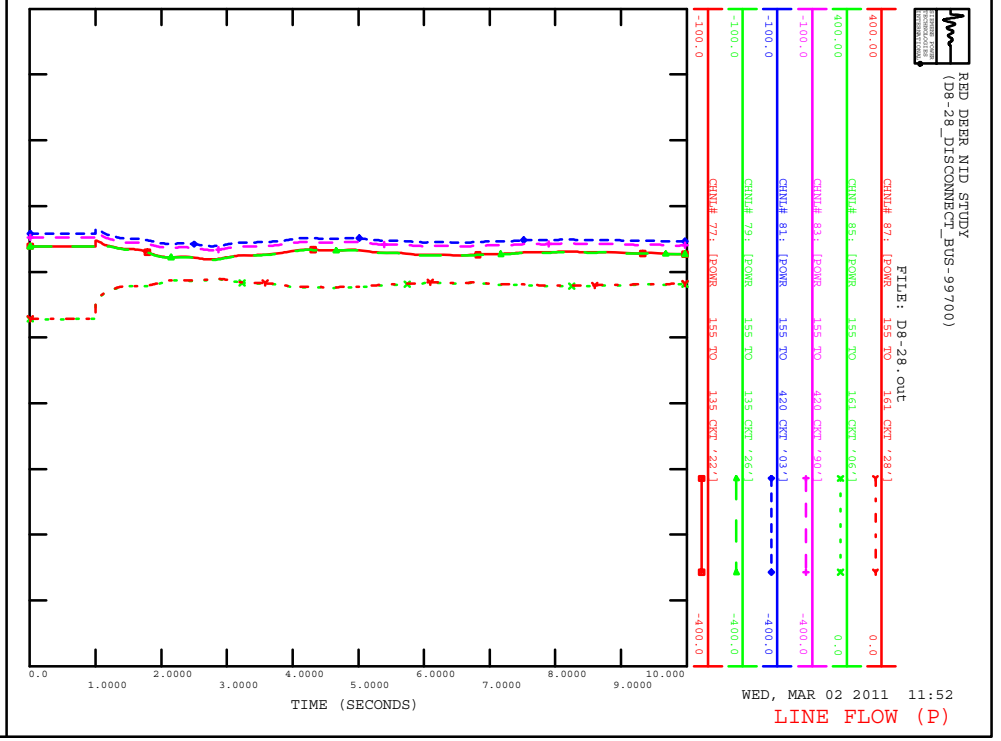

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

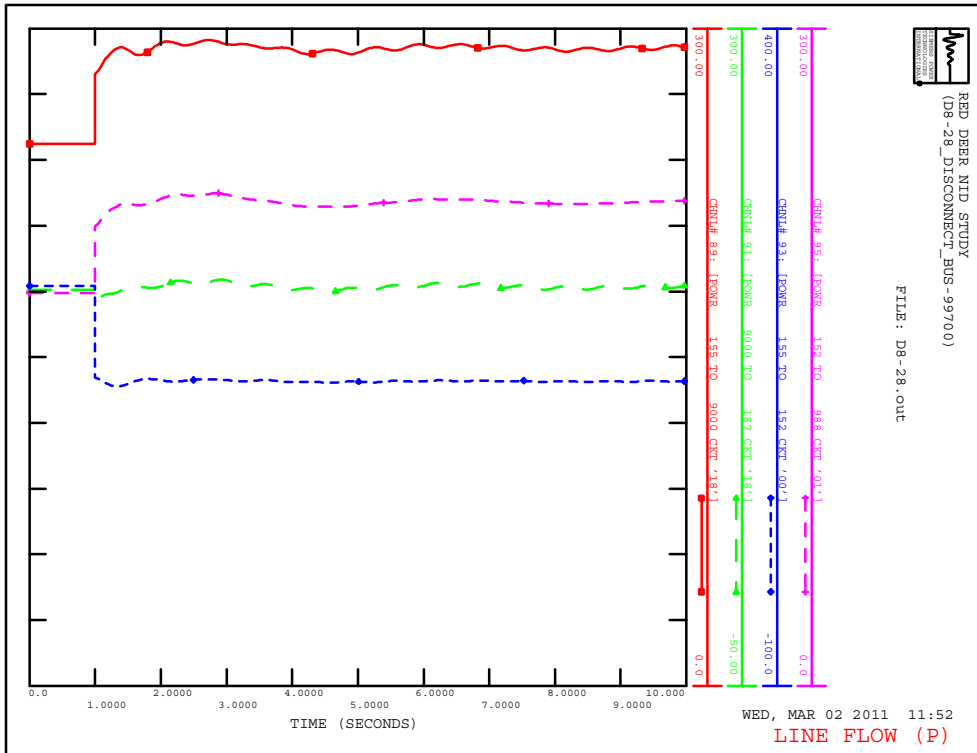

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

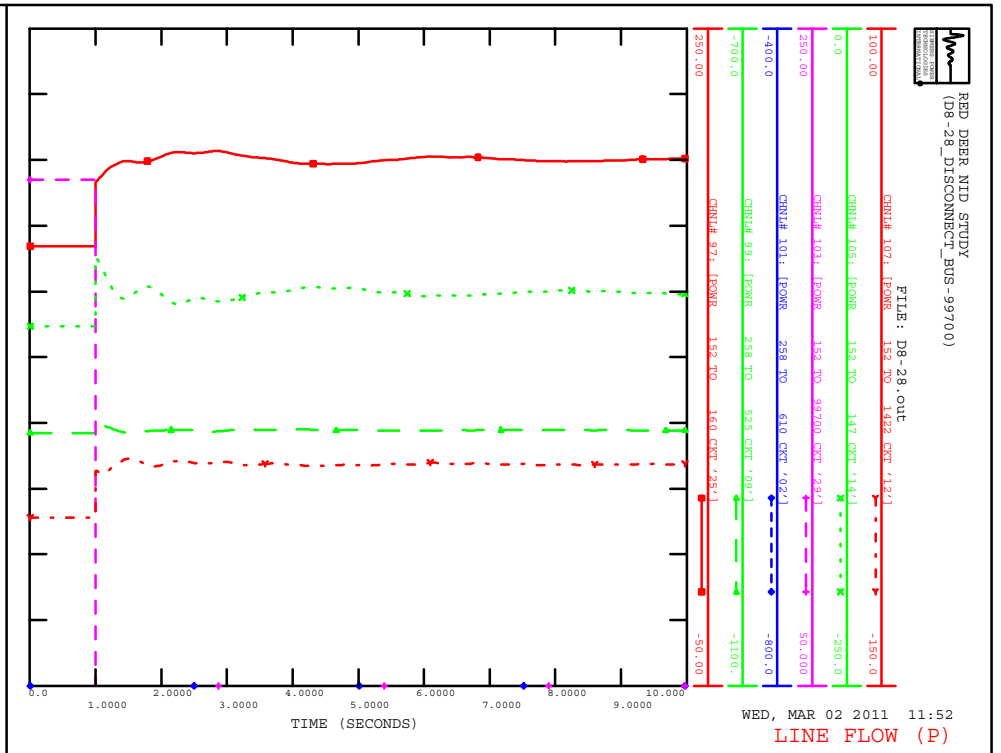

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

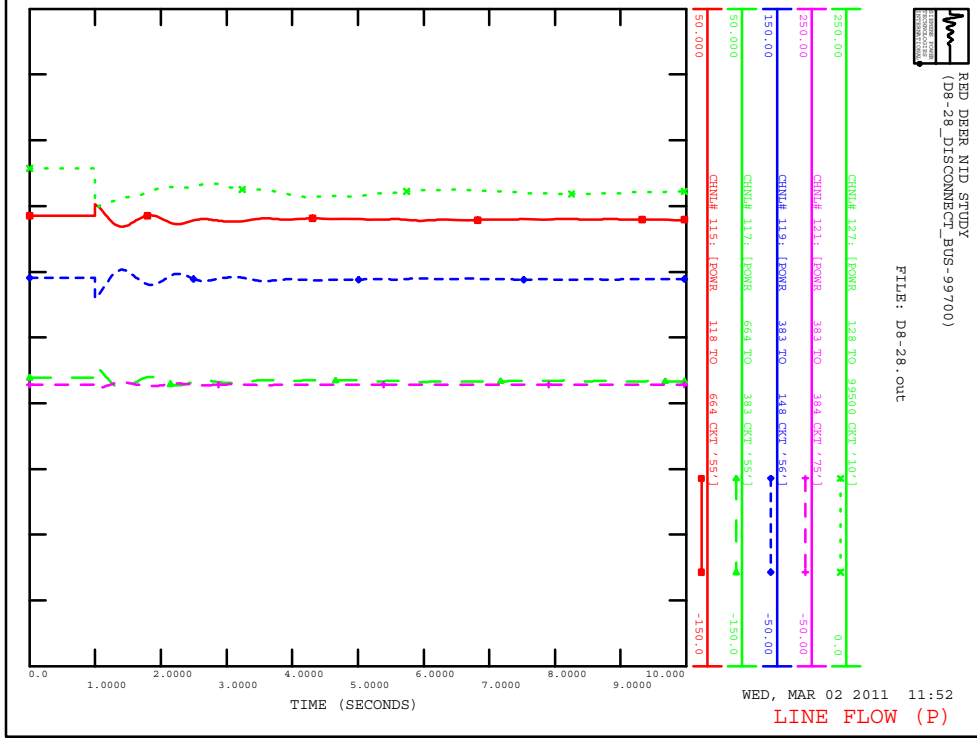

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

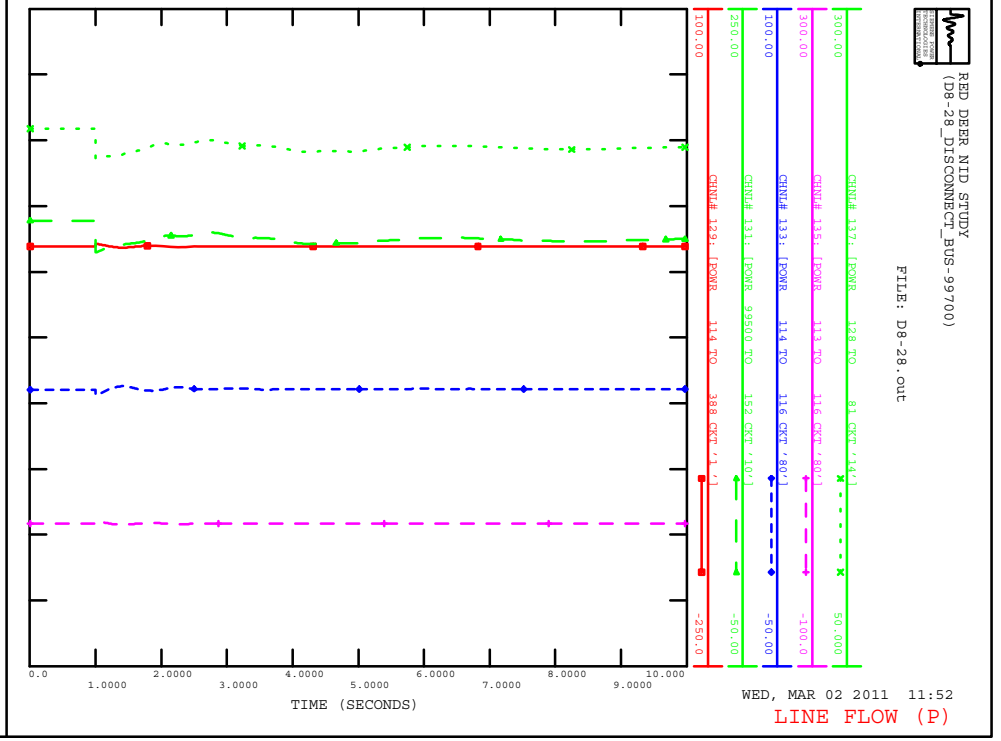

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)

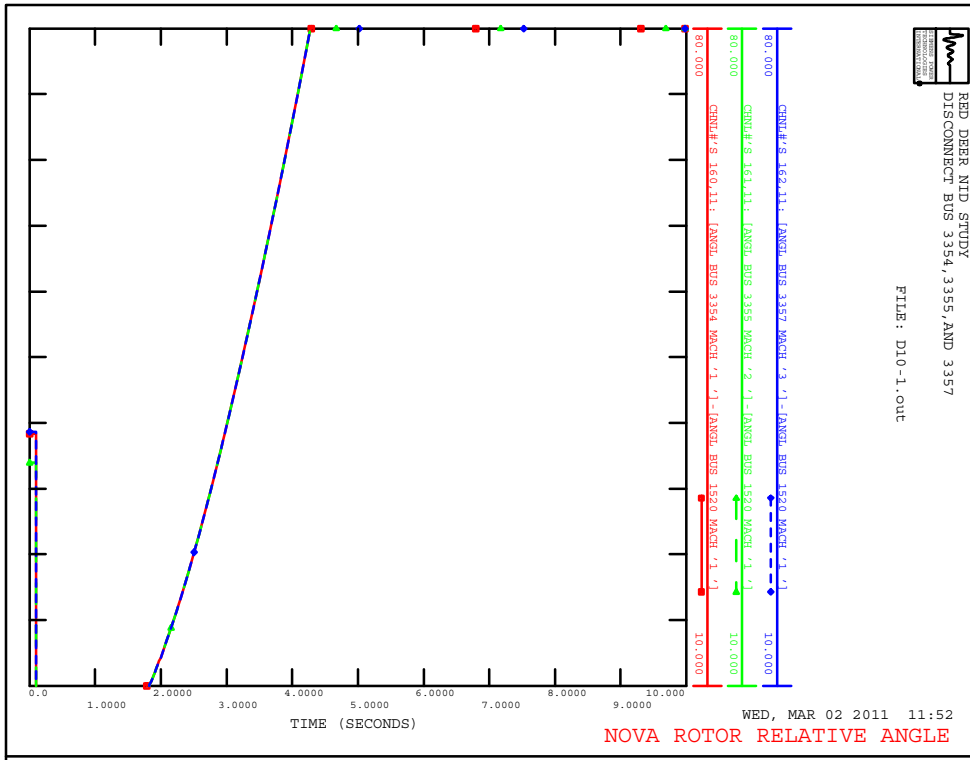

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

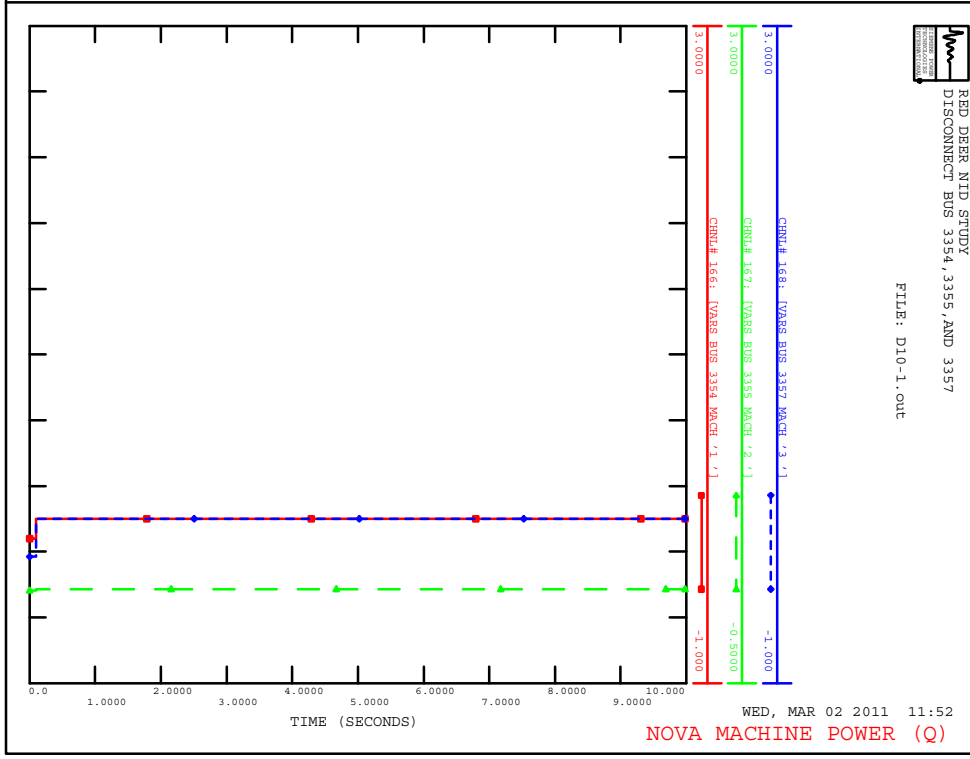

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

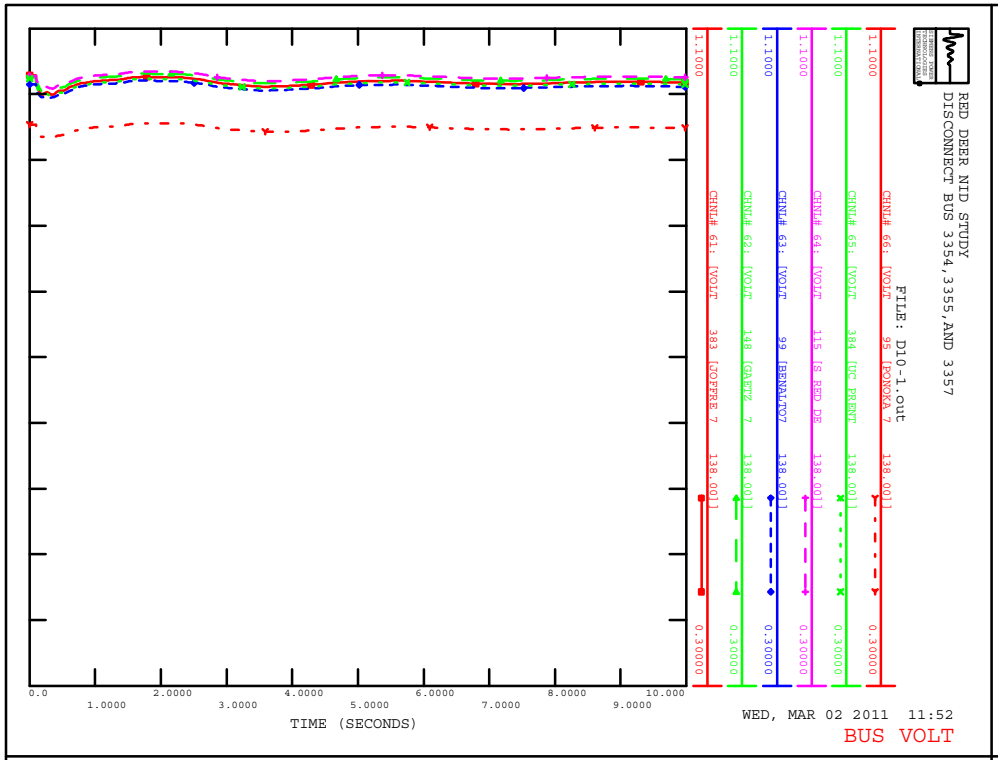

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

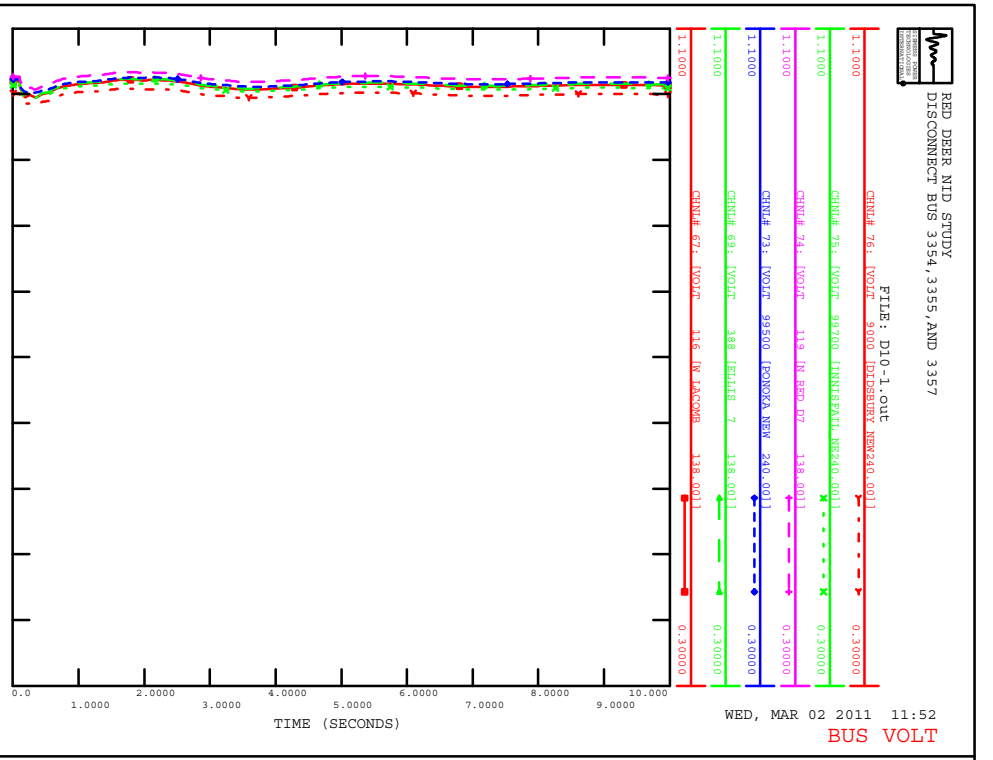

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.5000
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (P)

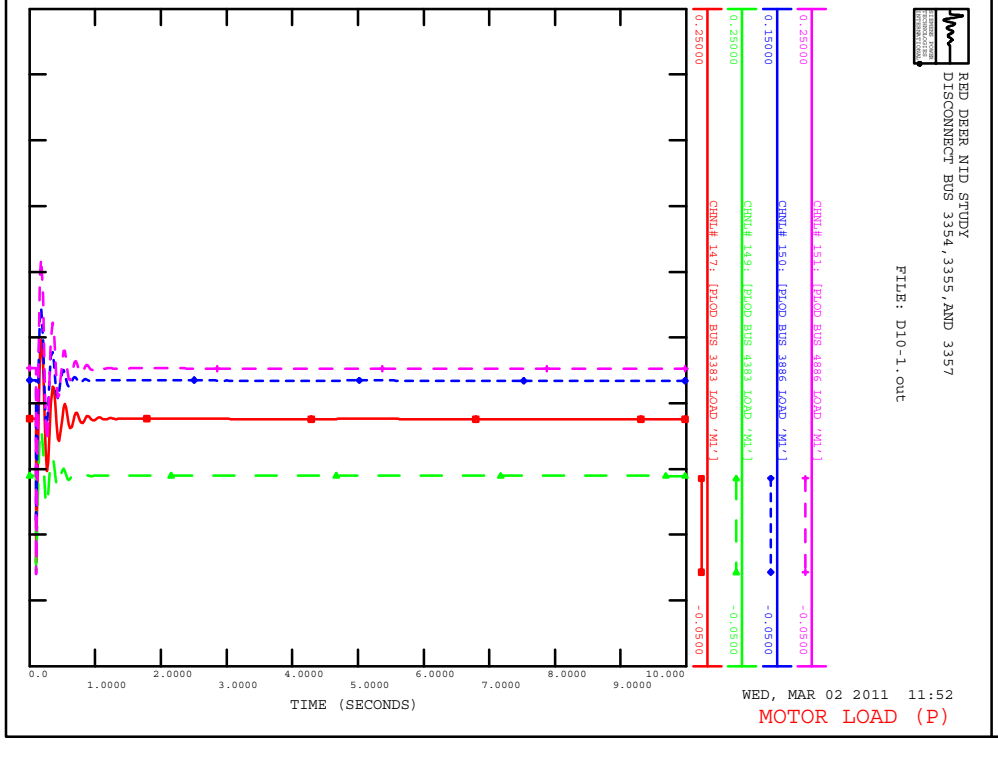

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

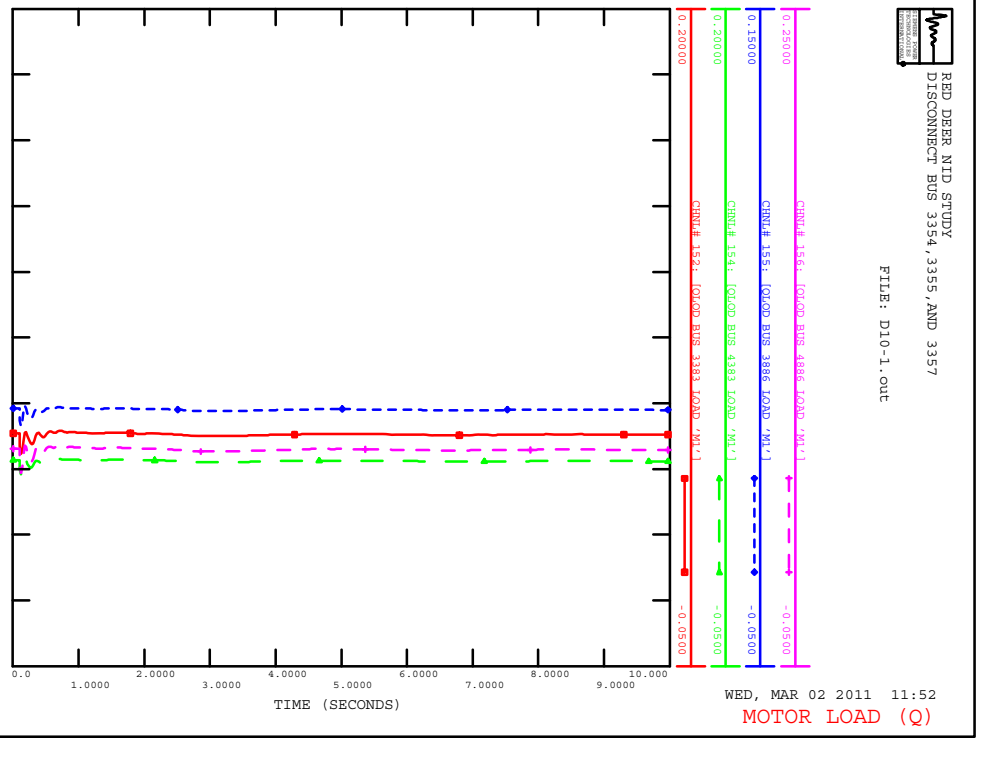
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA ROTOR RELATIVE ANGLE

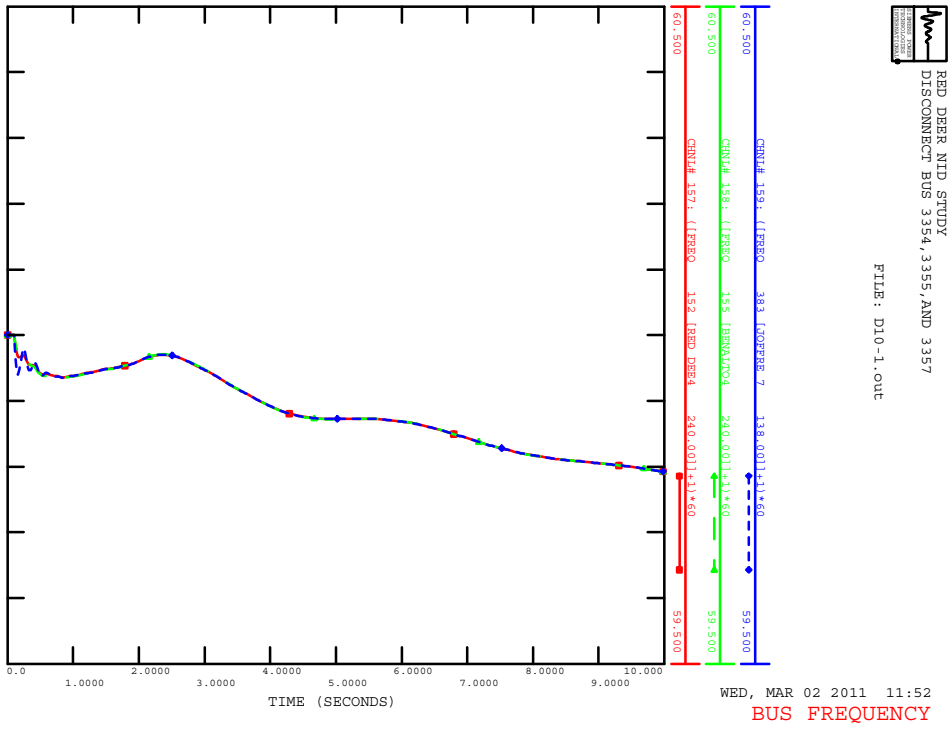
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:52
NOVA MACHINE POWER (Q)

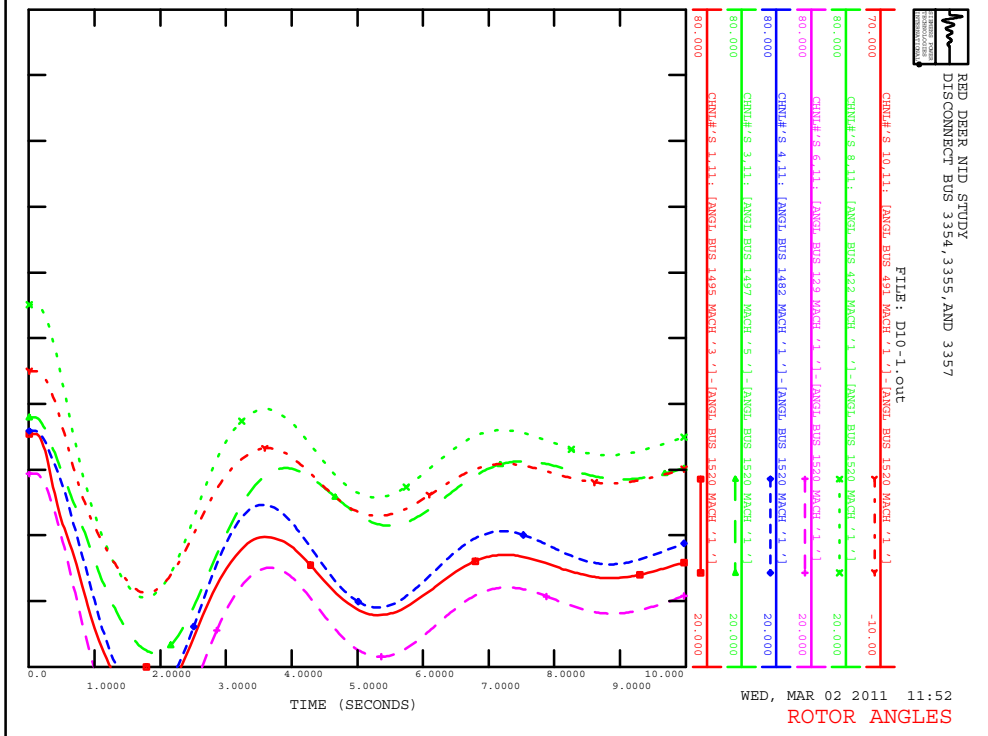

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEN2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

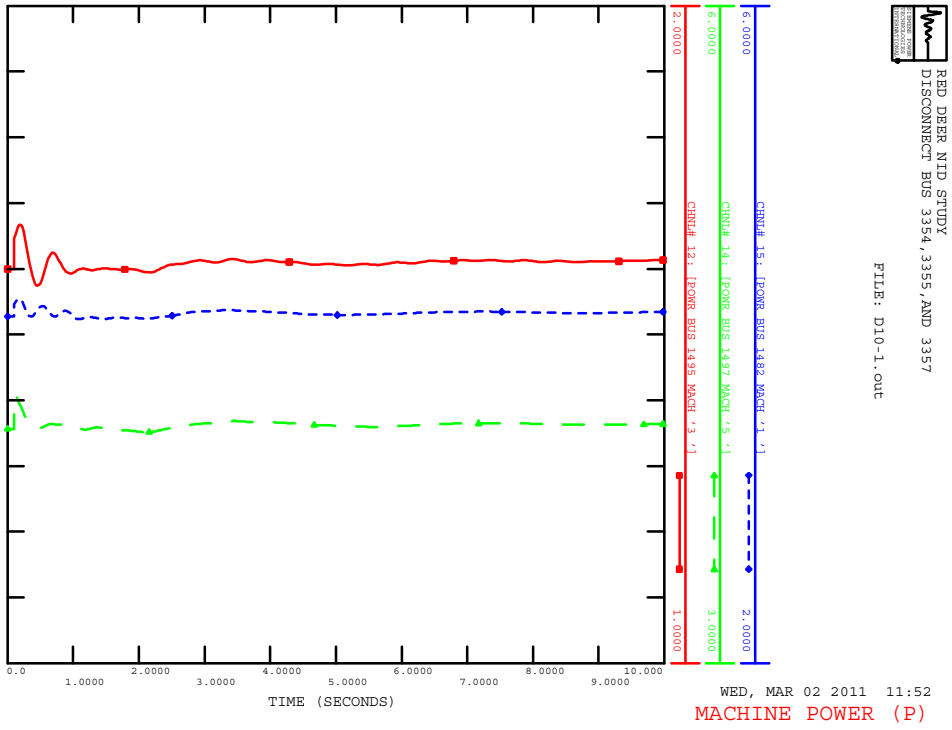

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99720 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [OLDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS VOLT

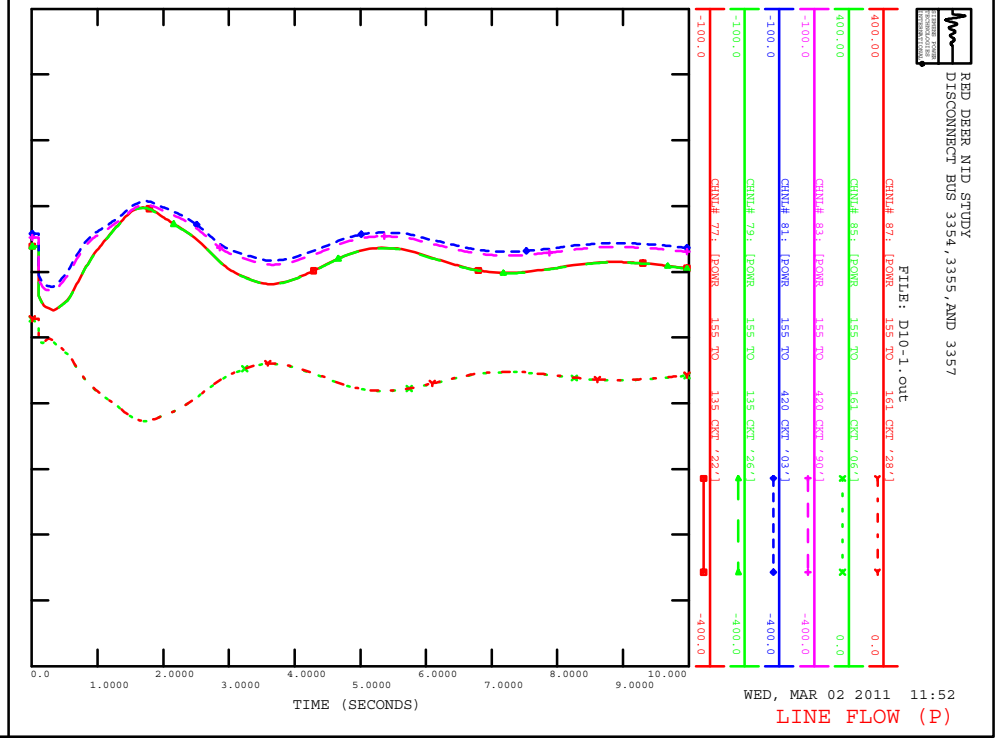

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (P)

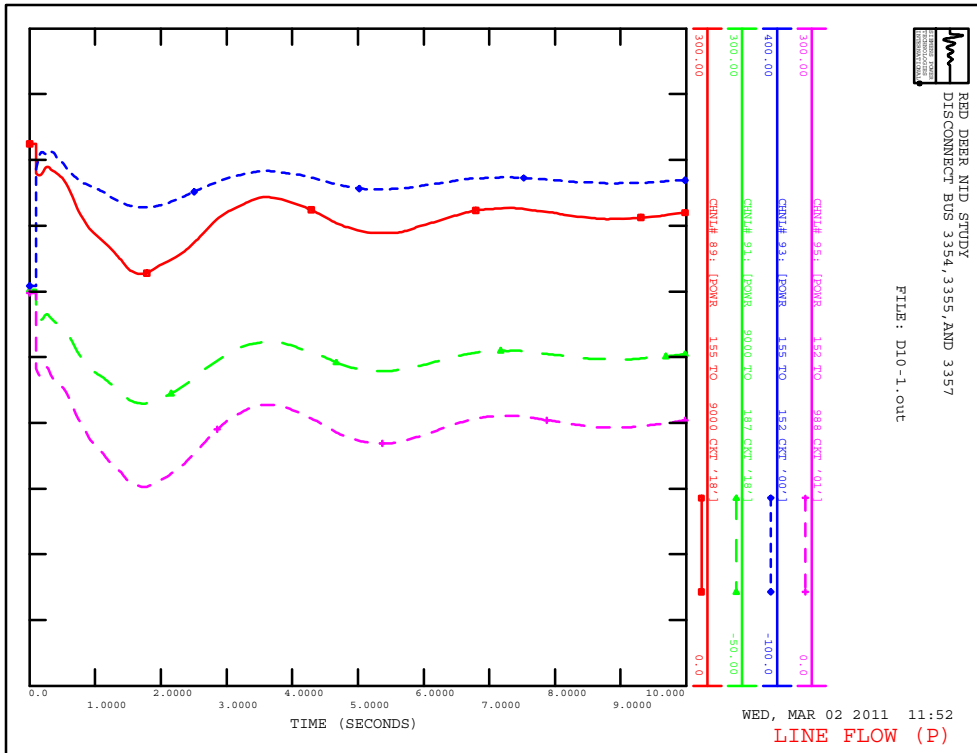

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:52
MOTOR LOAD (Q)

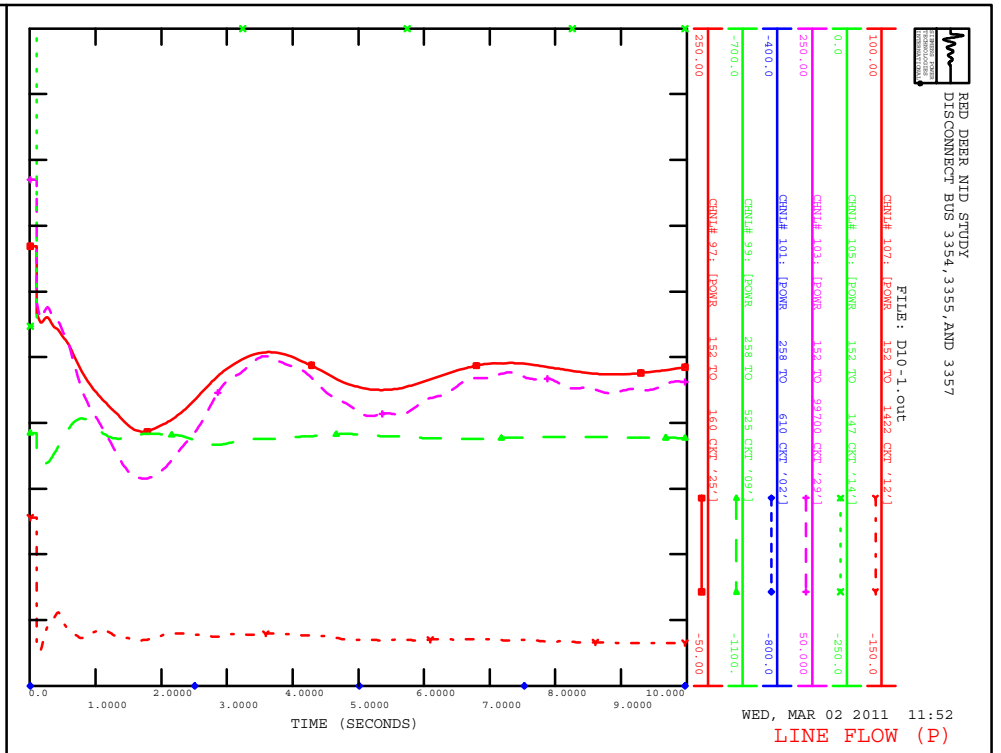

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
BUS FREQUENCY

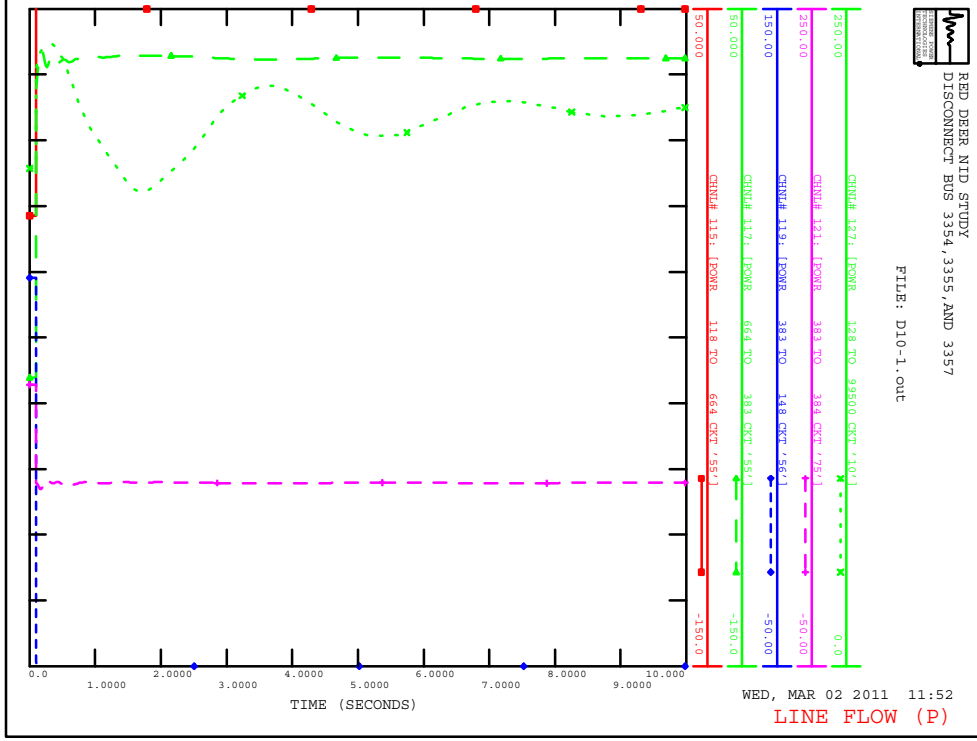

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
ROTOR ANGLES

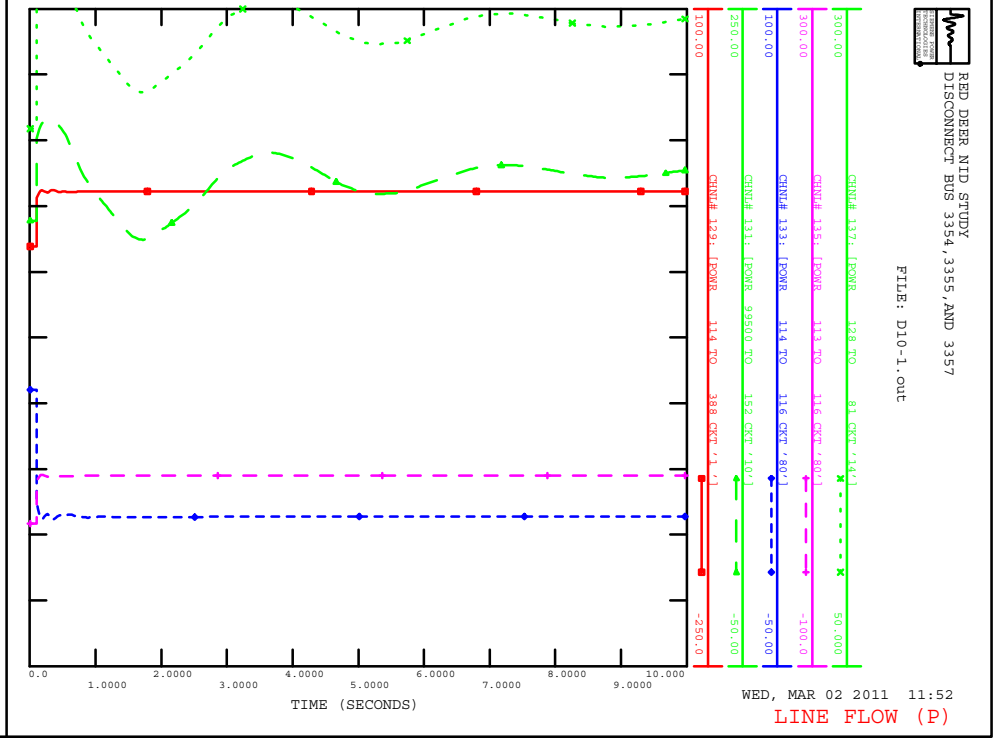

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
MACHINE POWER (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

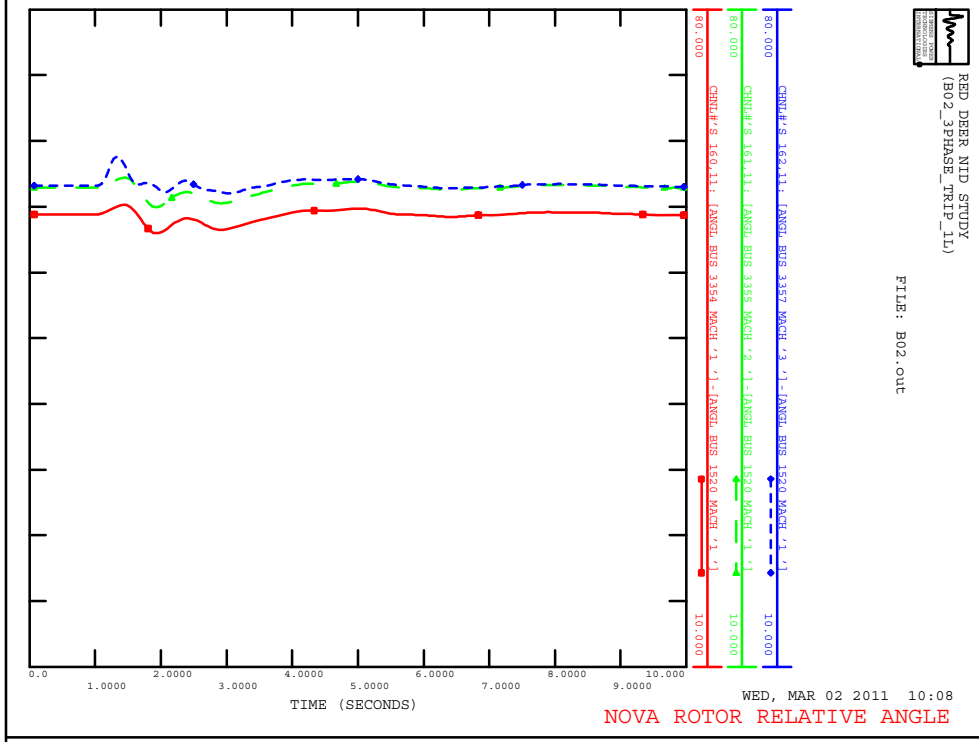

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

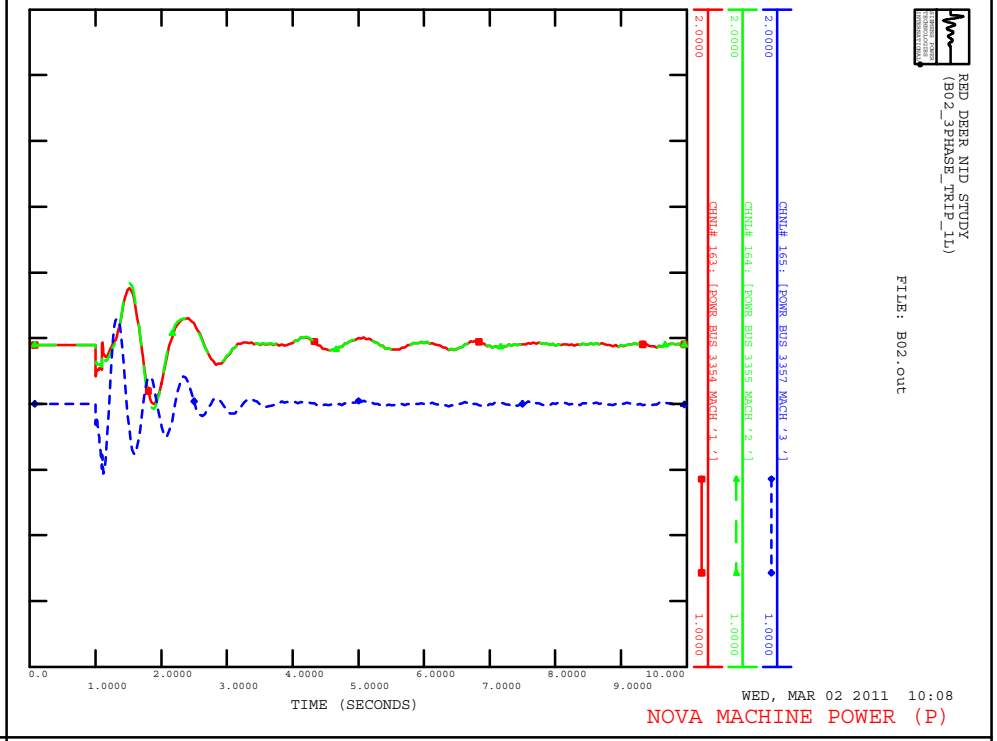

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

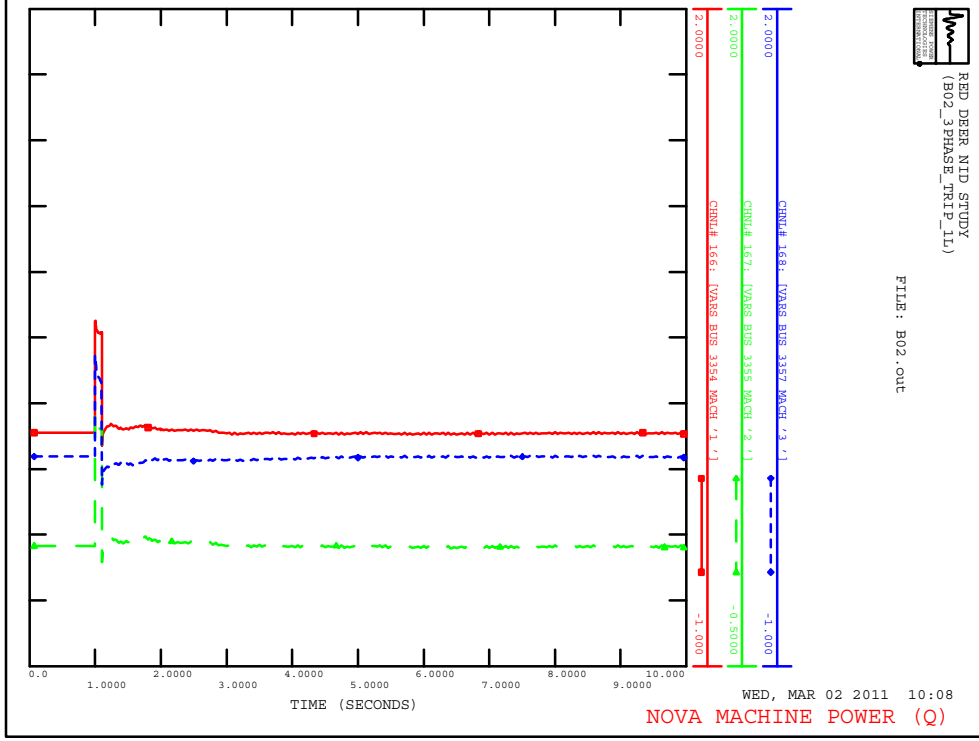

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

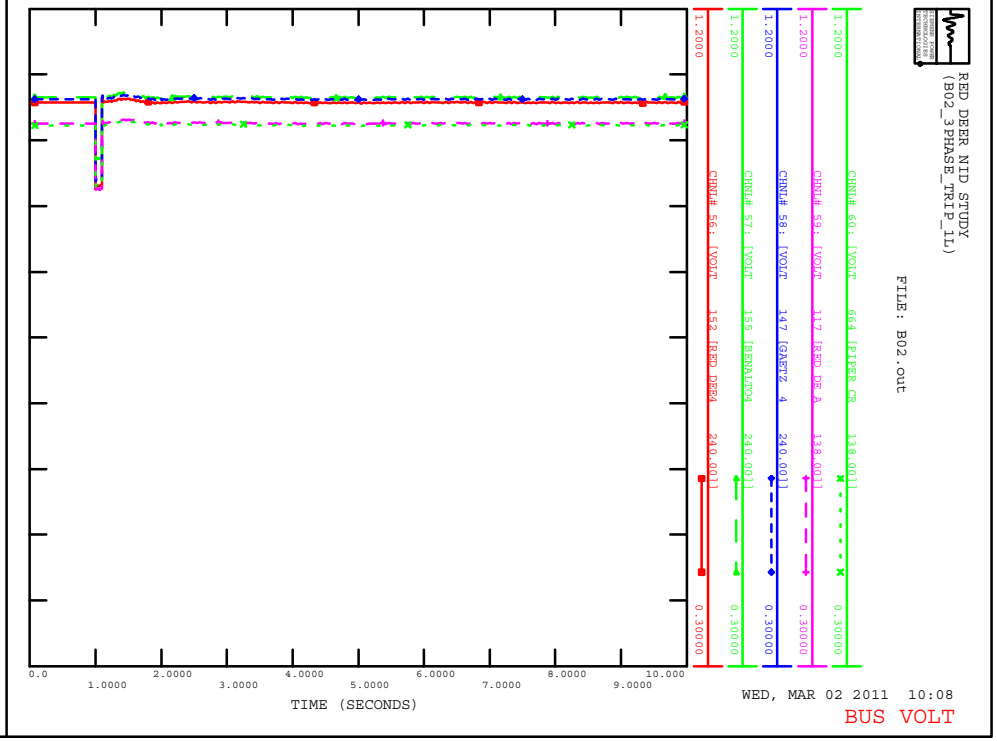

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 11:52
LINE FLOW (P)

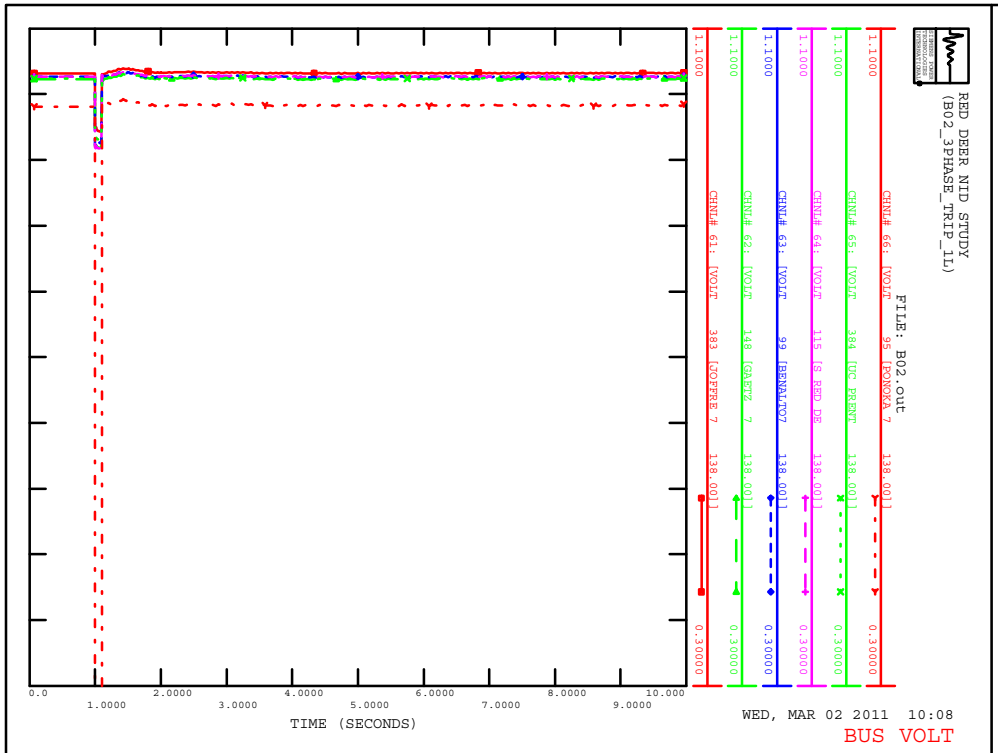
Attachment E-4 2012 Transient Stability Plot (Summer Light)

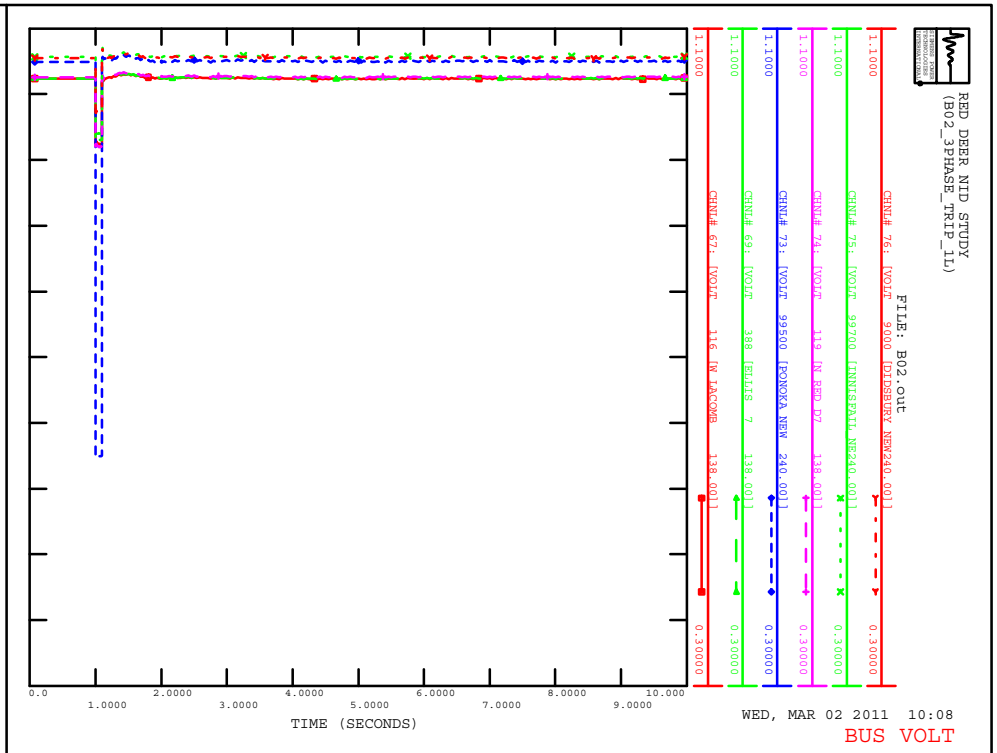

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

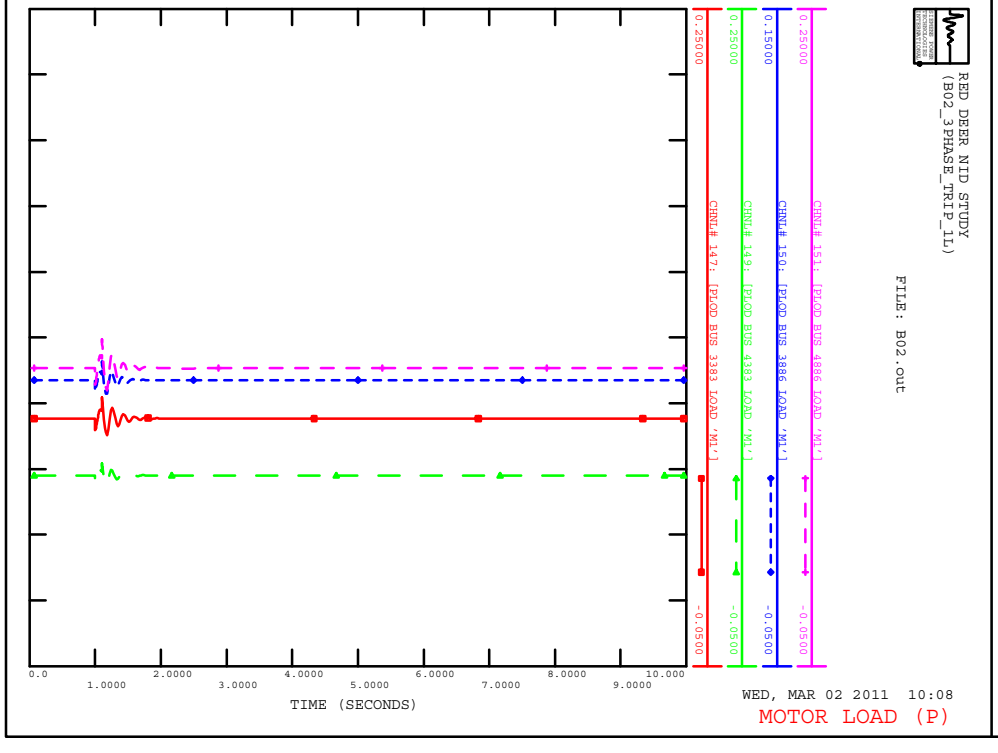

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

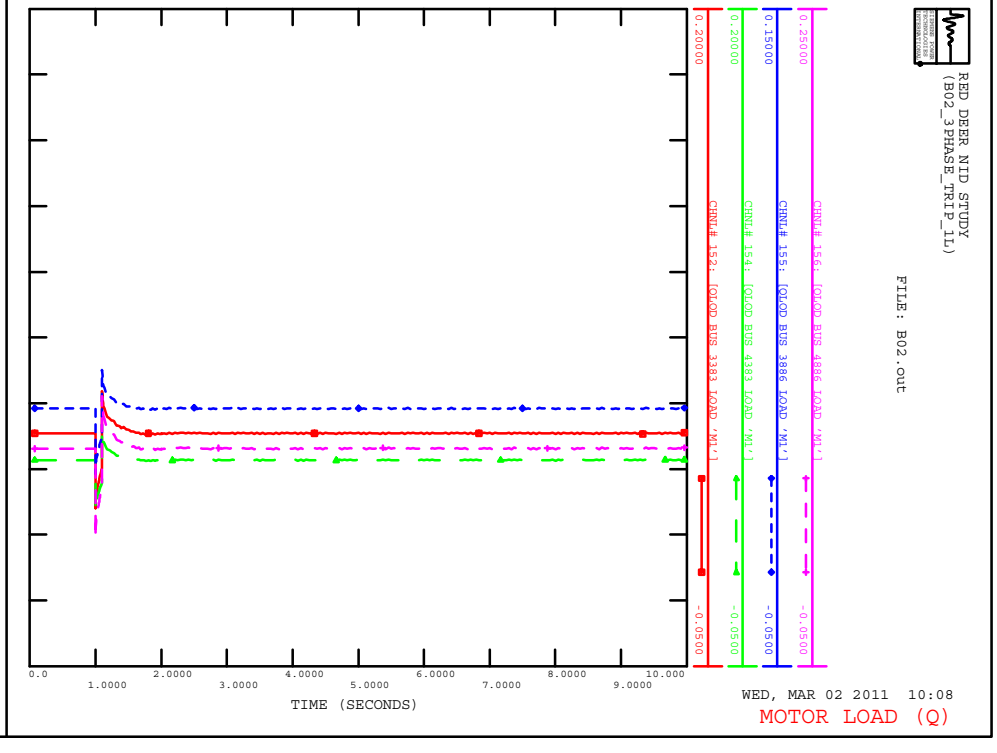

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

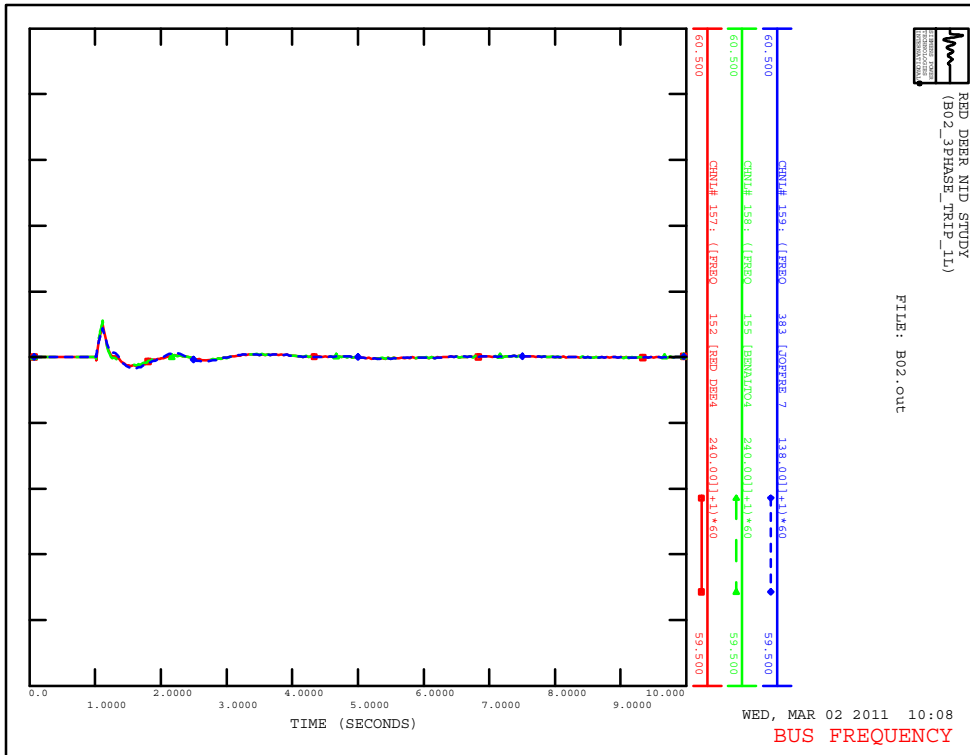

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

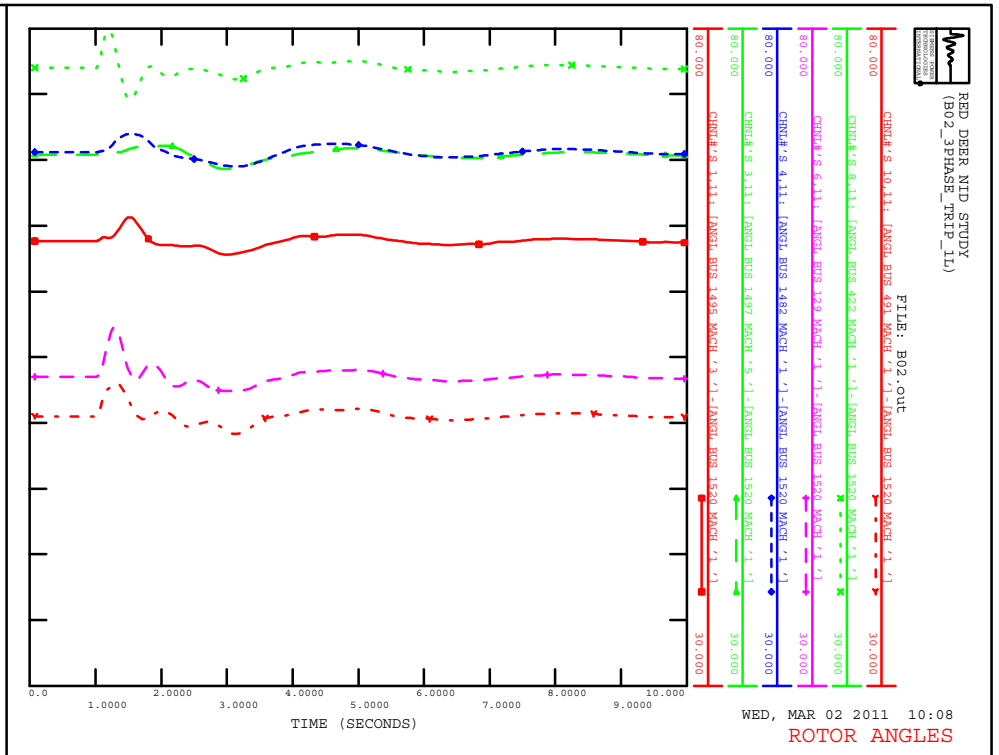

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

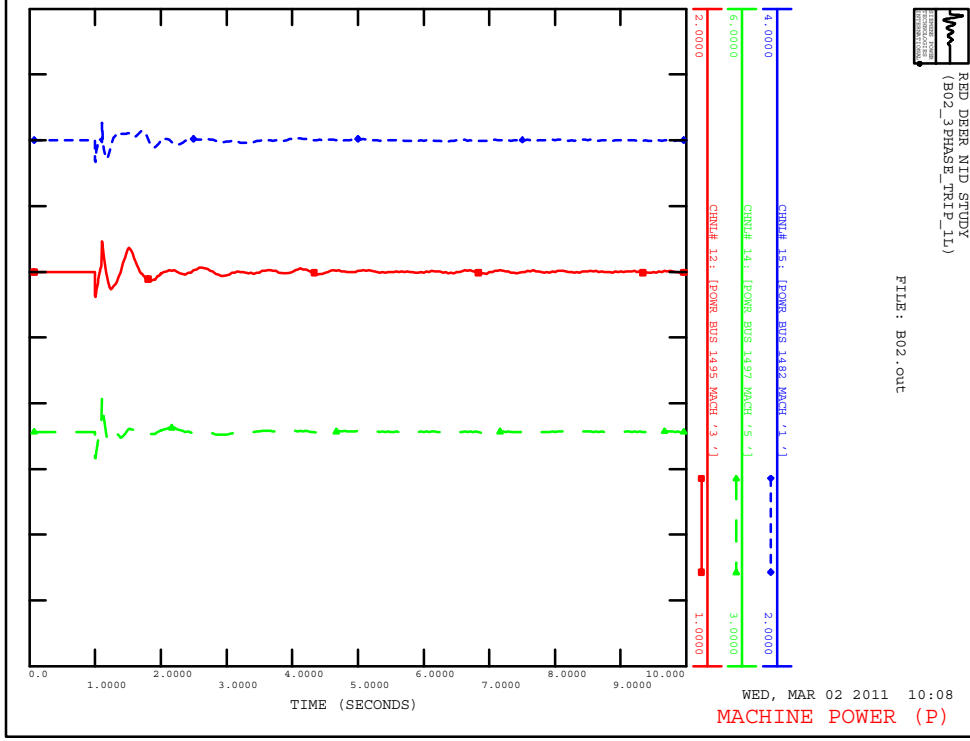

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

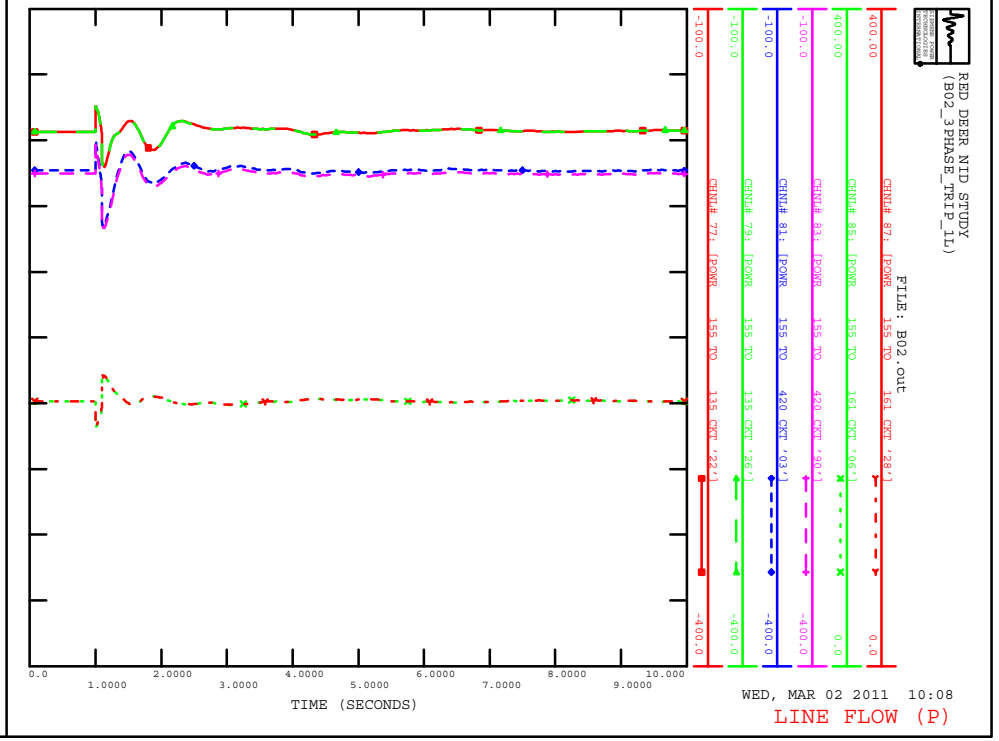

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

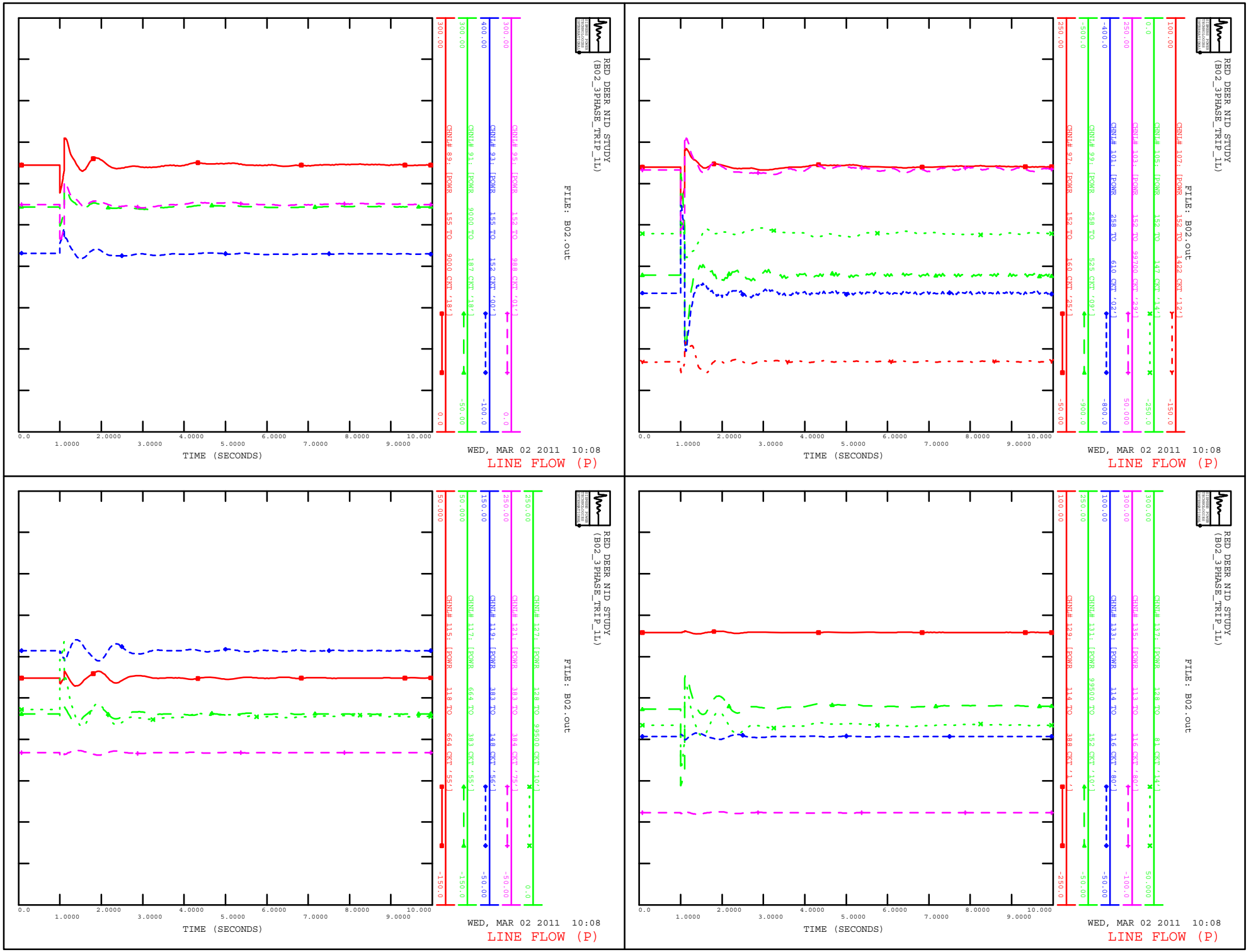

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

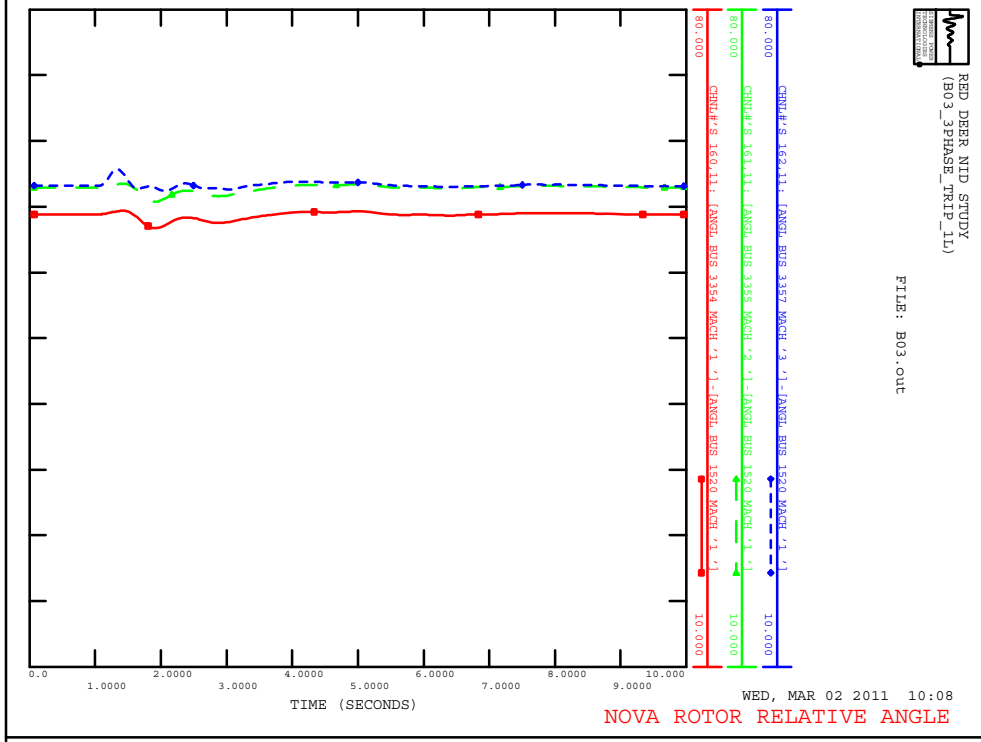

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

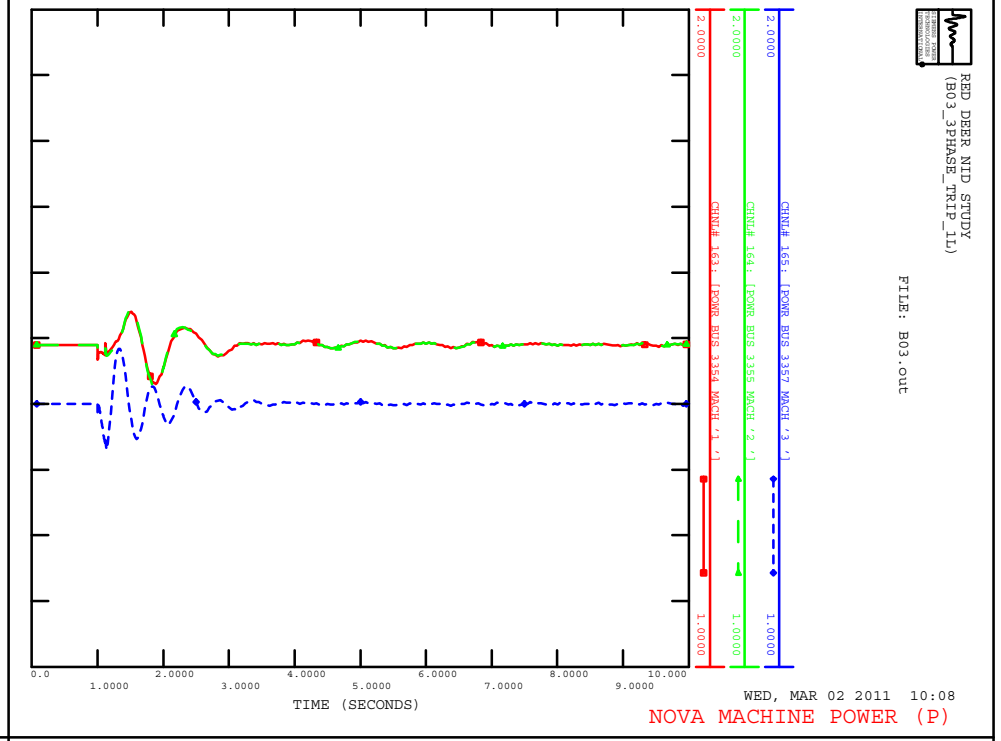

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

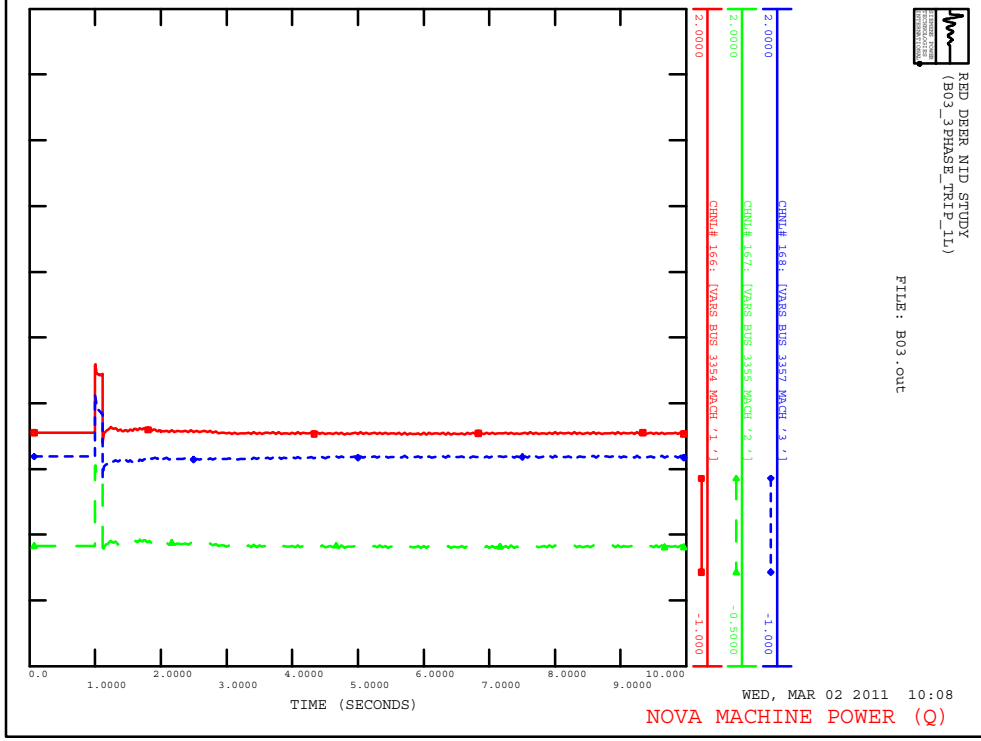

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

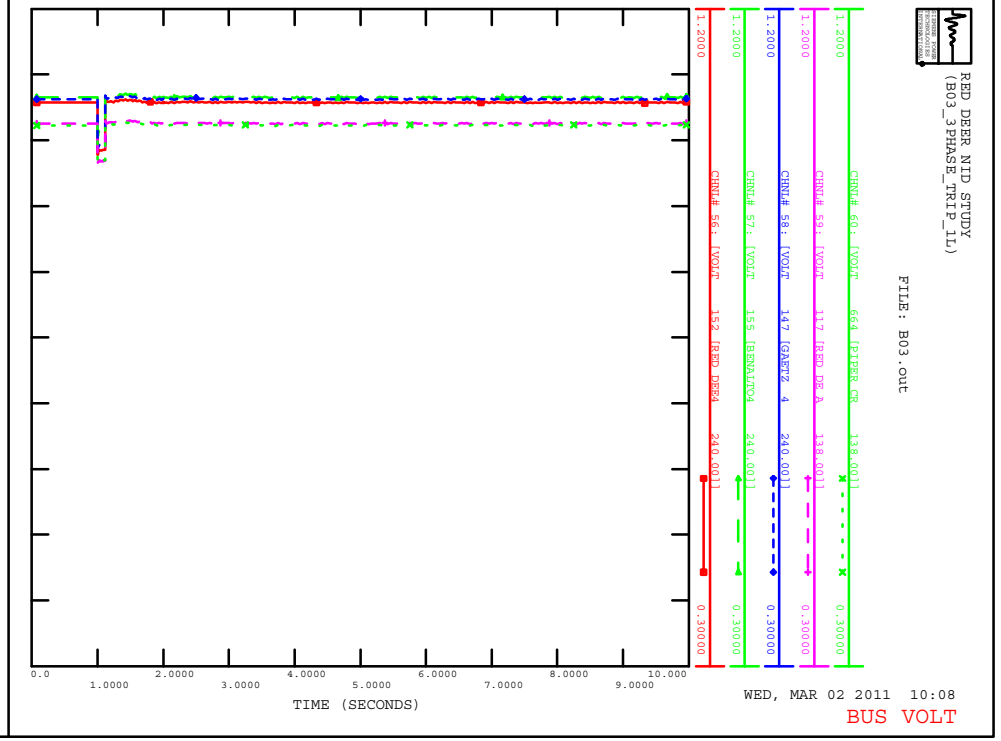

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

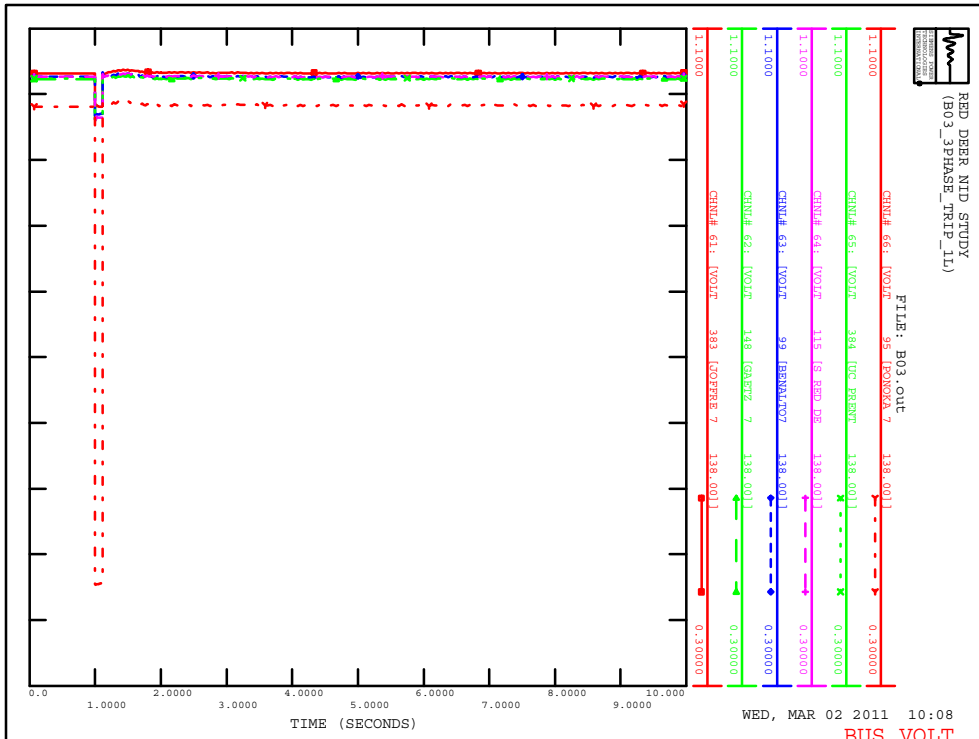

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

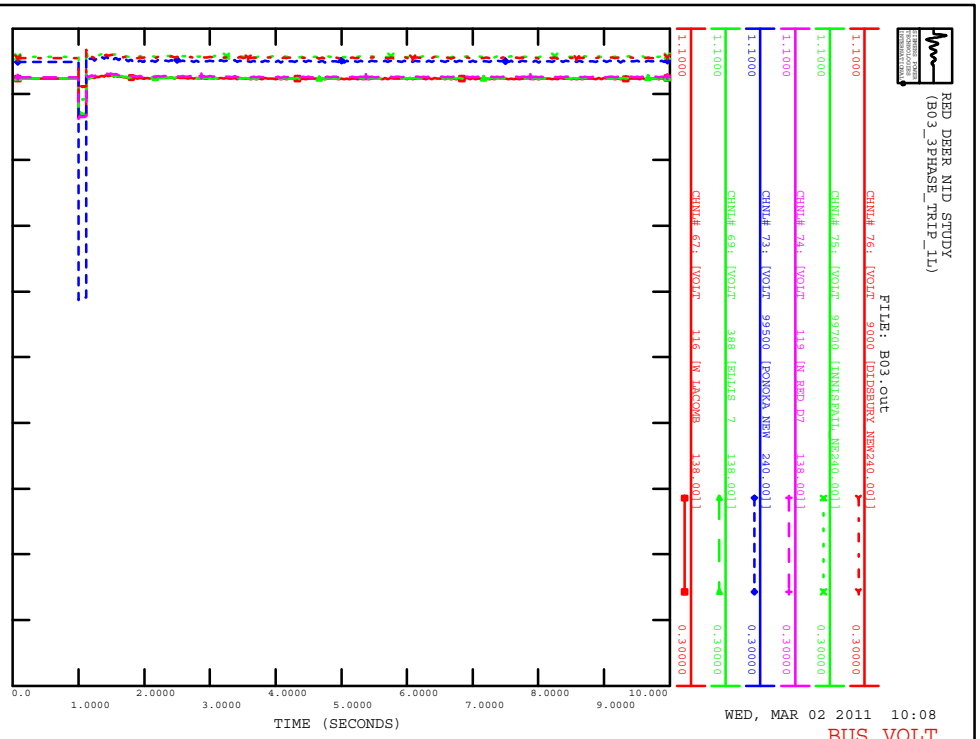

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

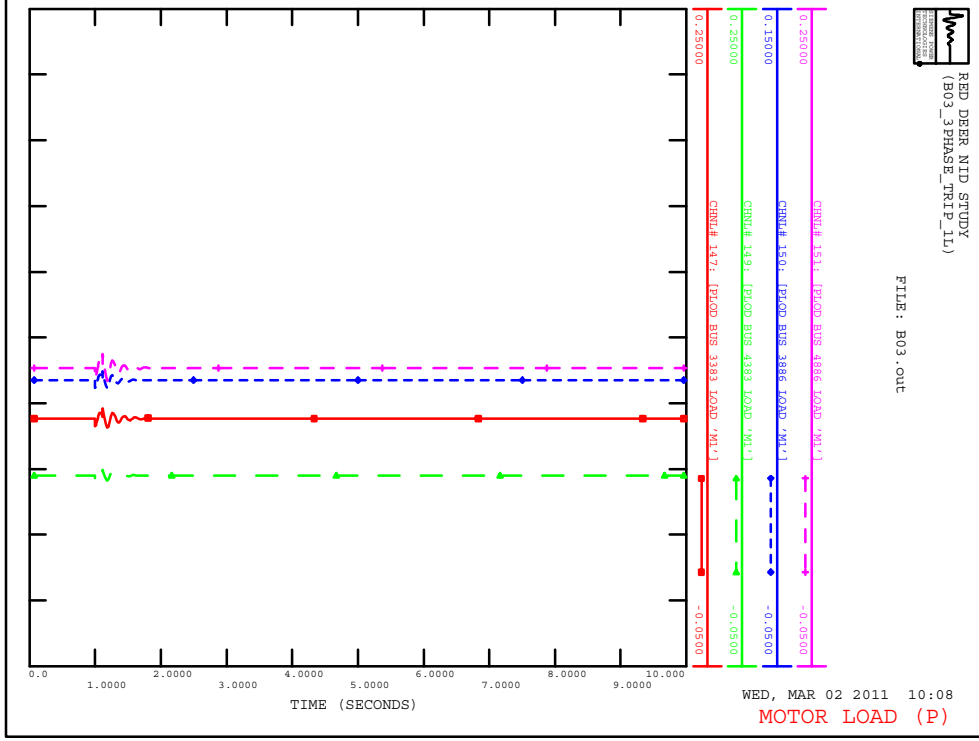

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

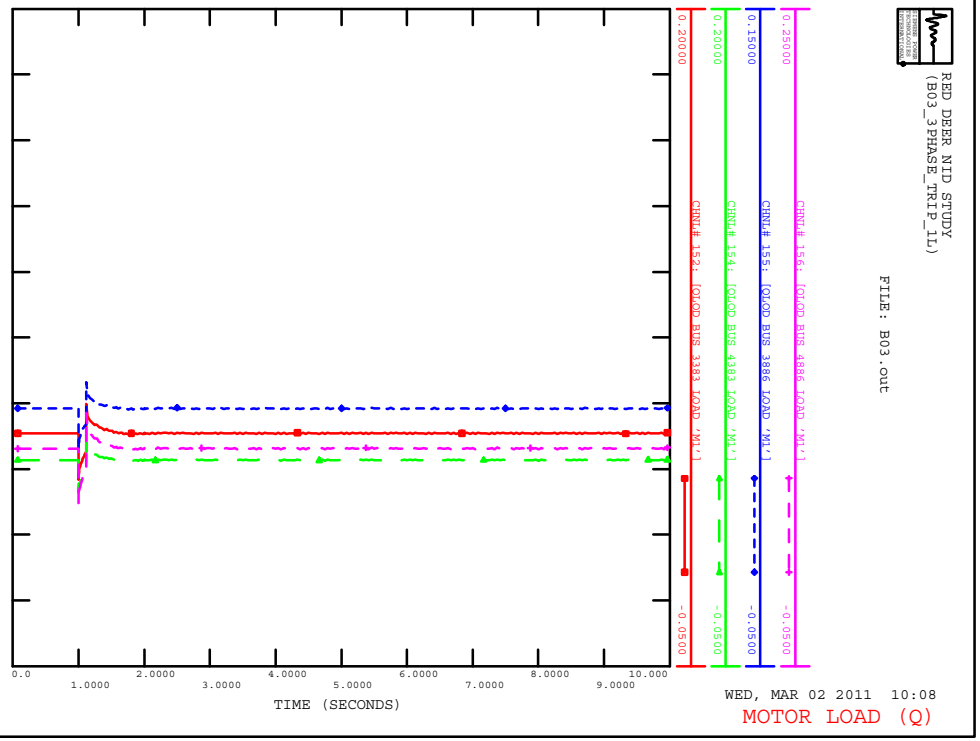

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

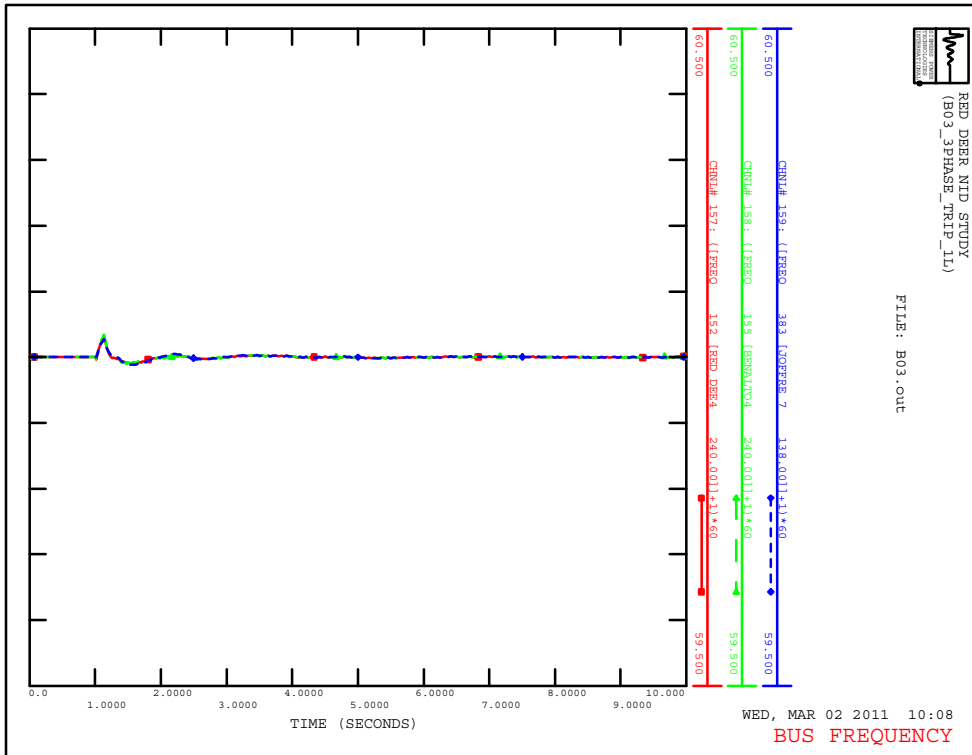

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

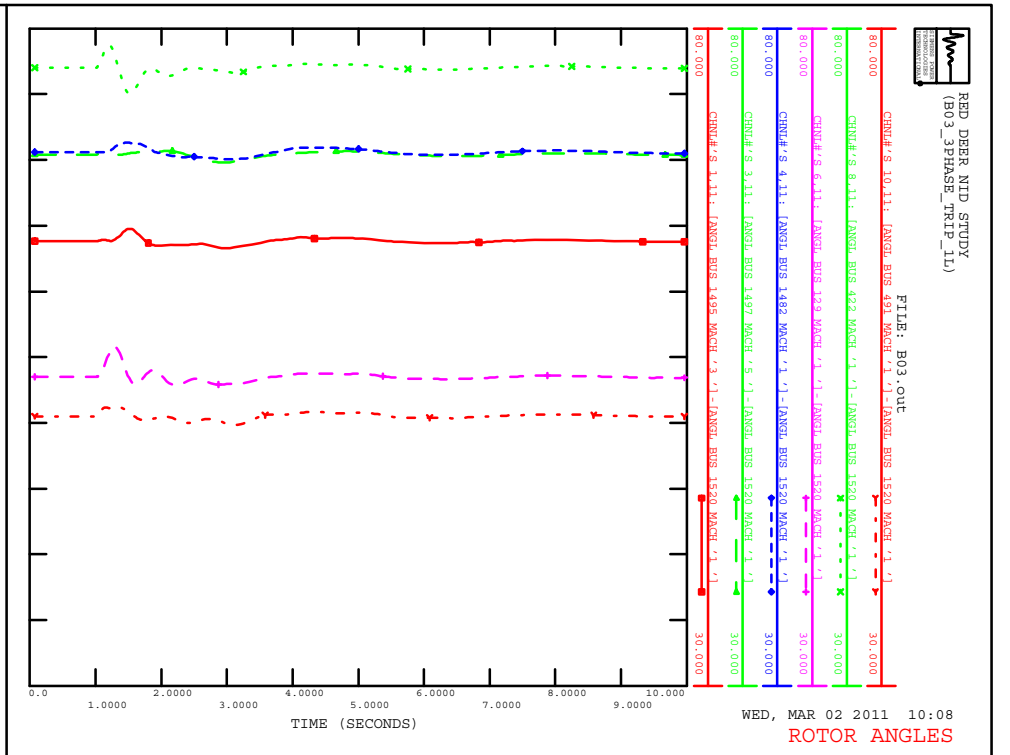

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

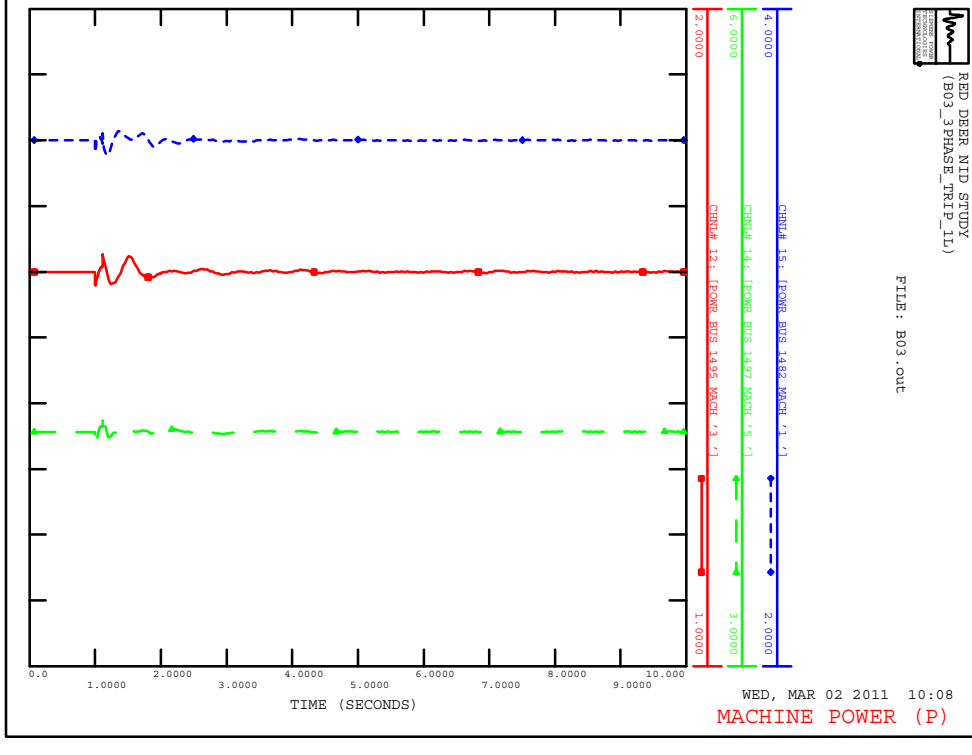

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

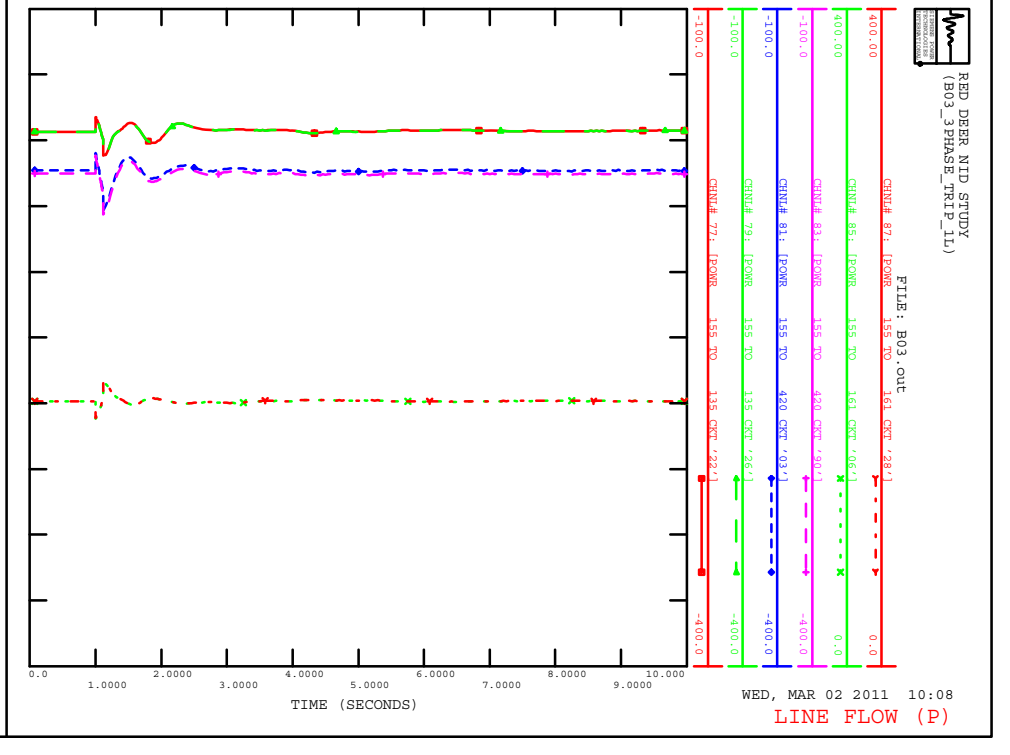

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

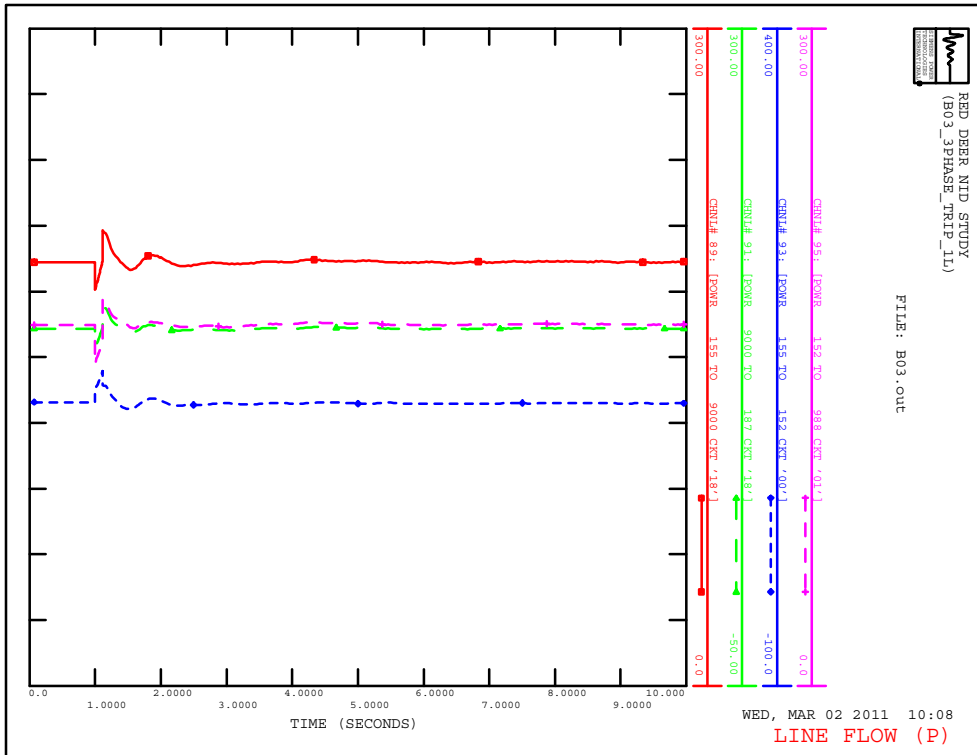

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

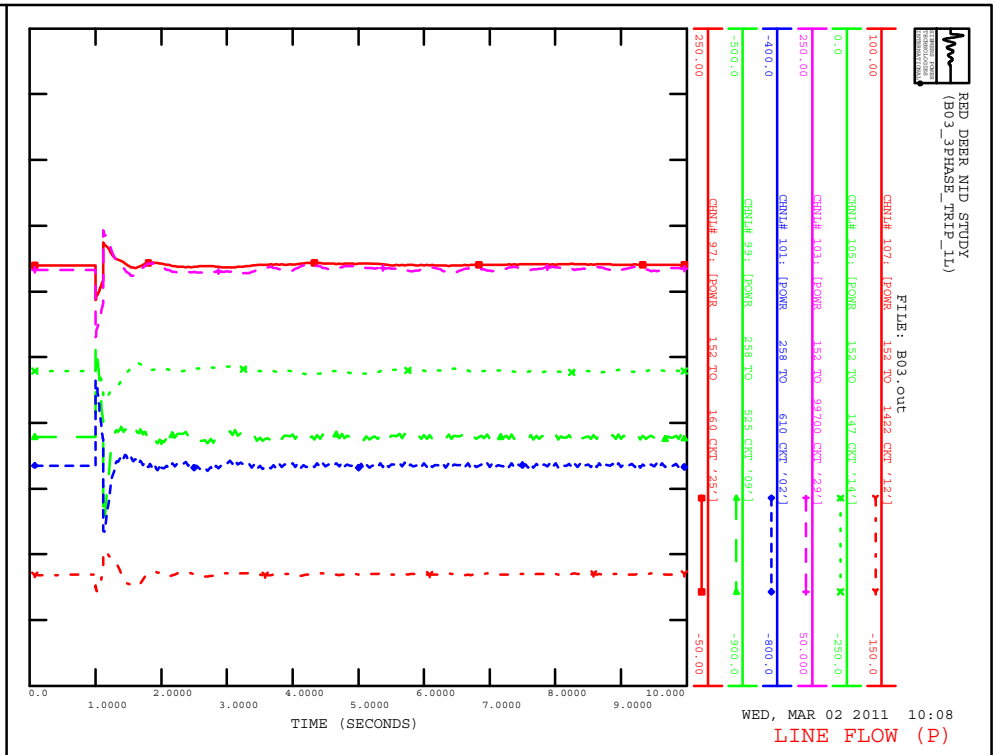

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

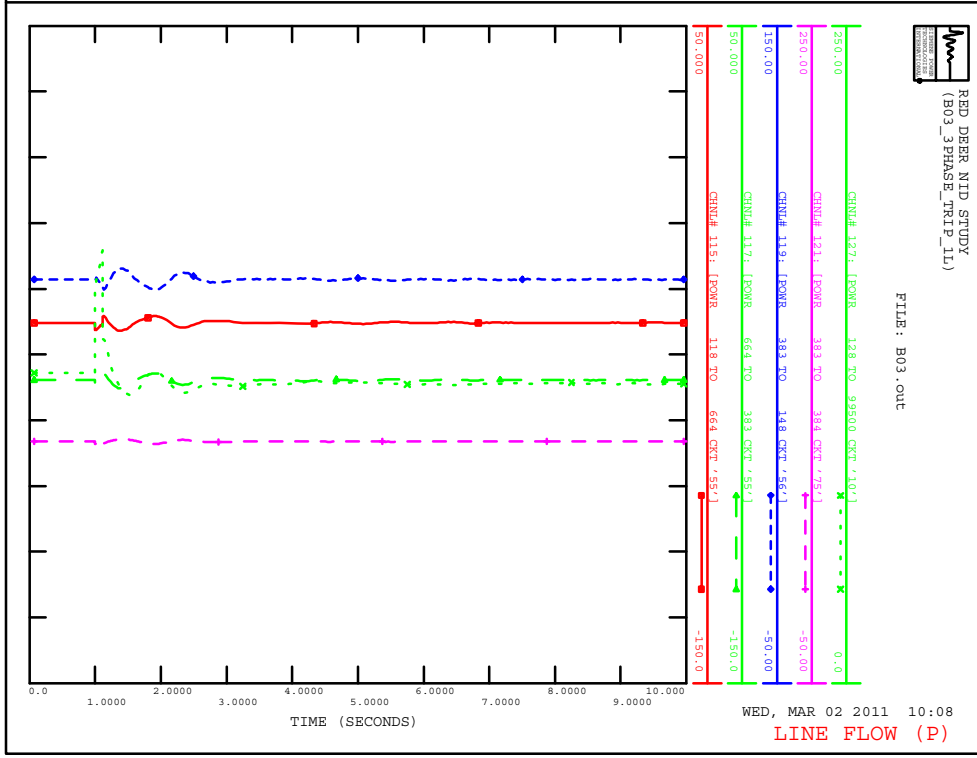

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

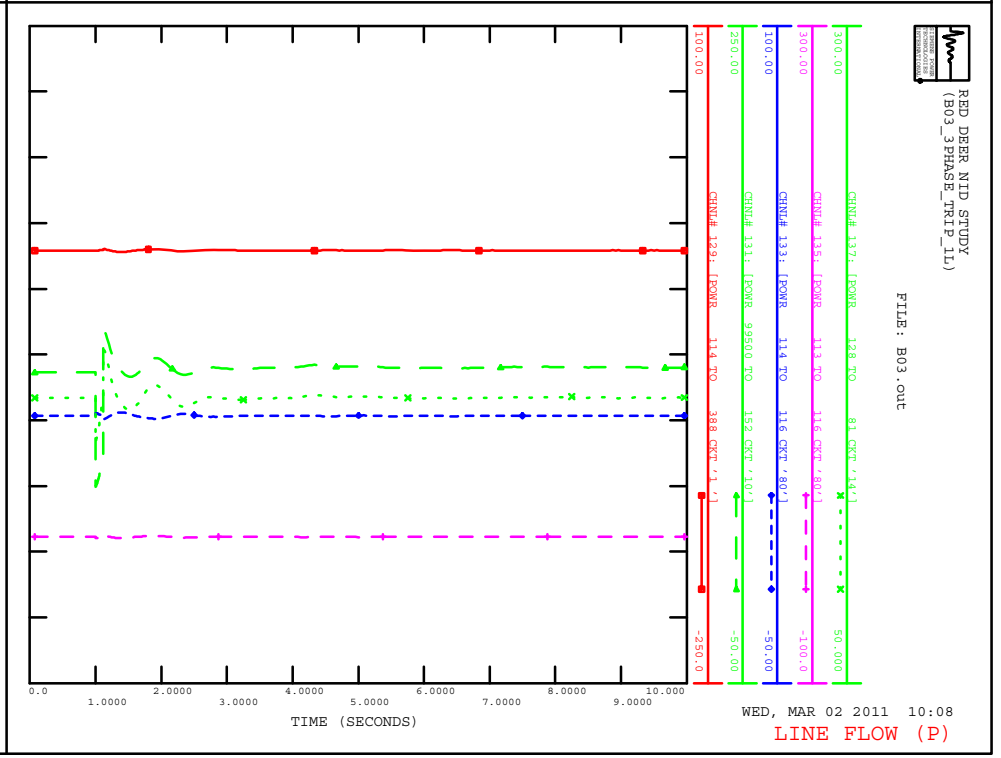

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

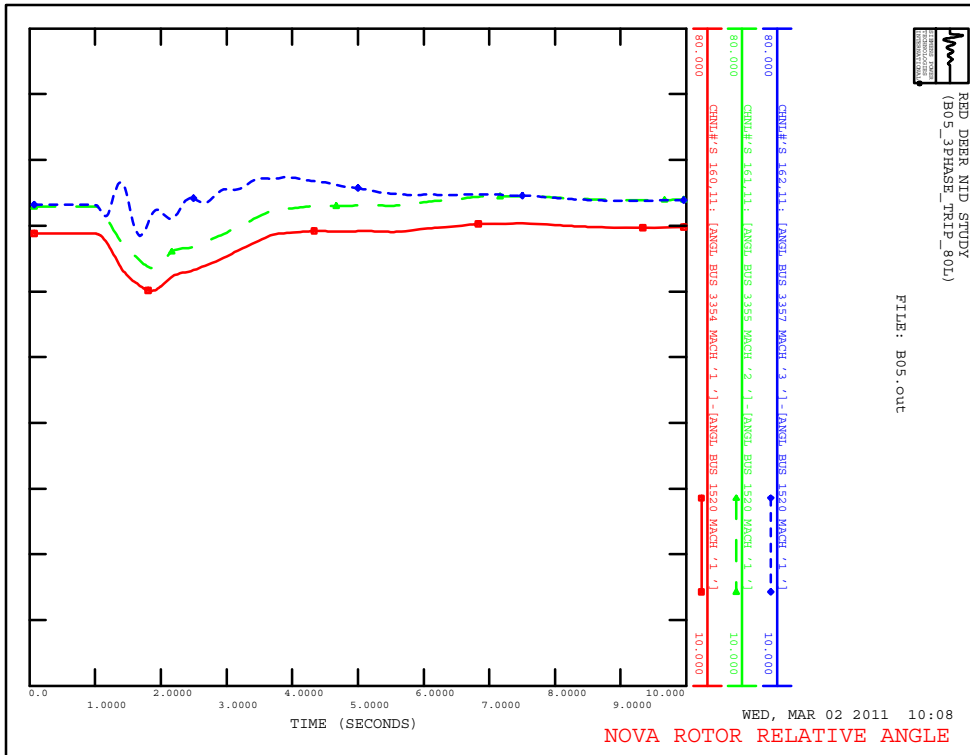

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

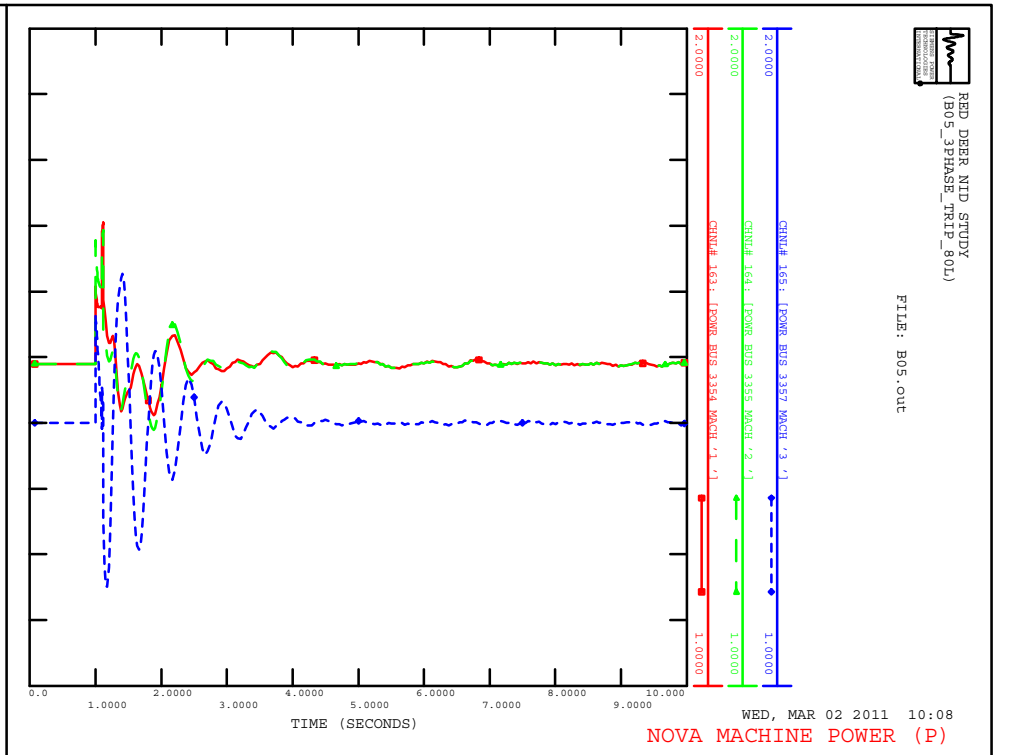

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

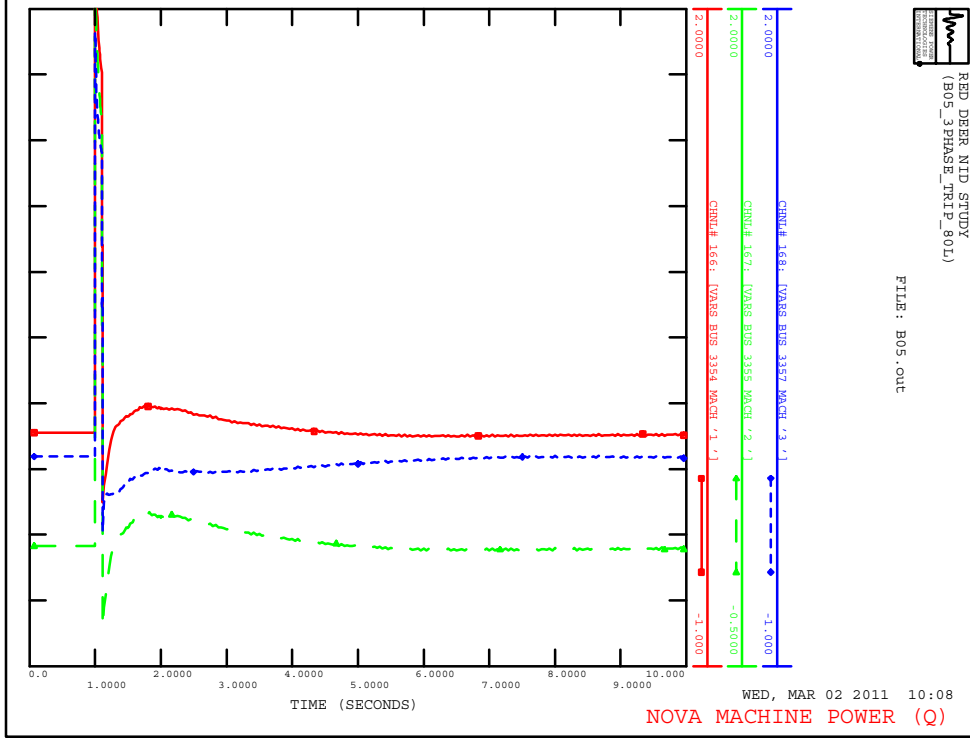

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

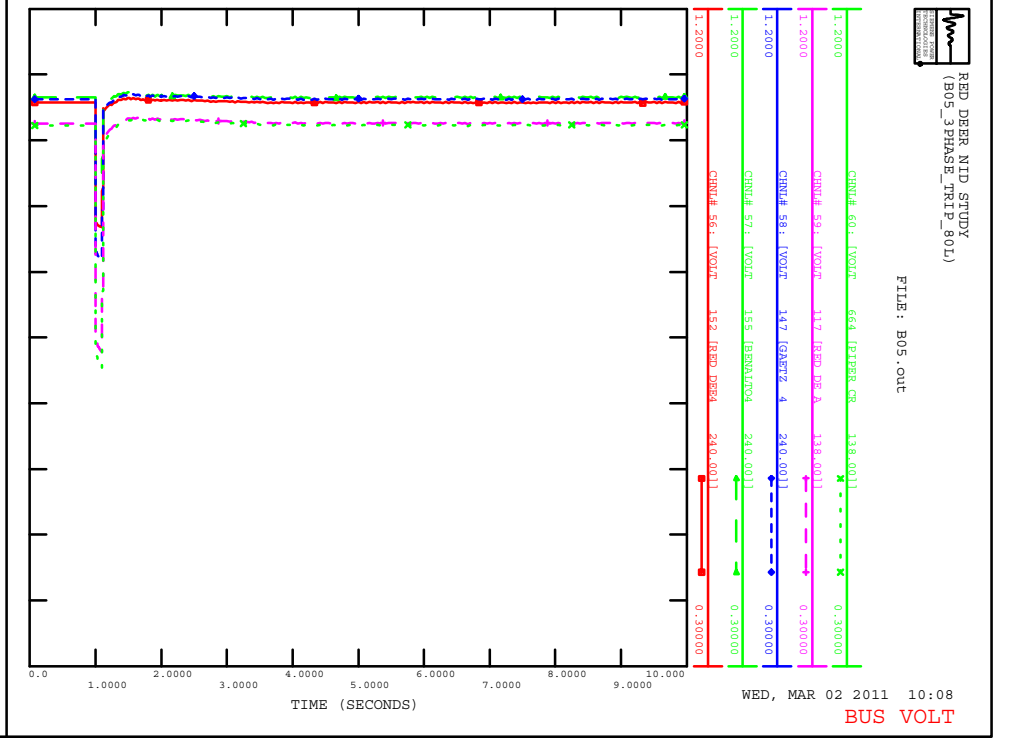

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

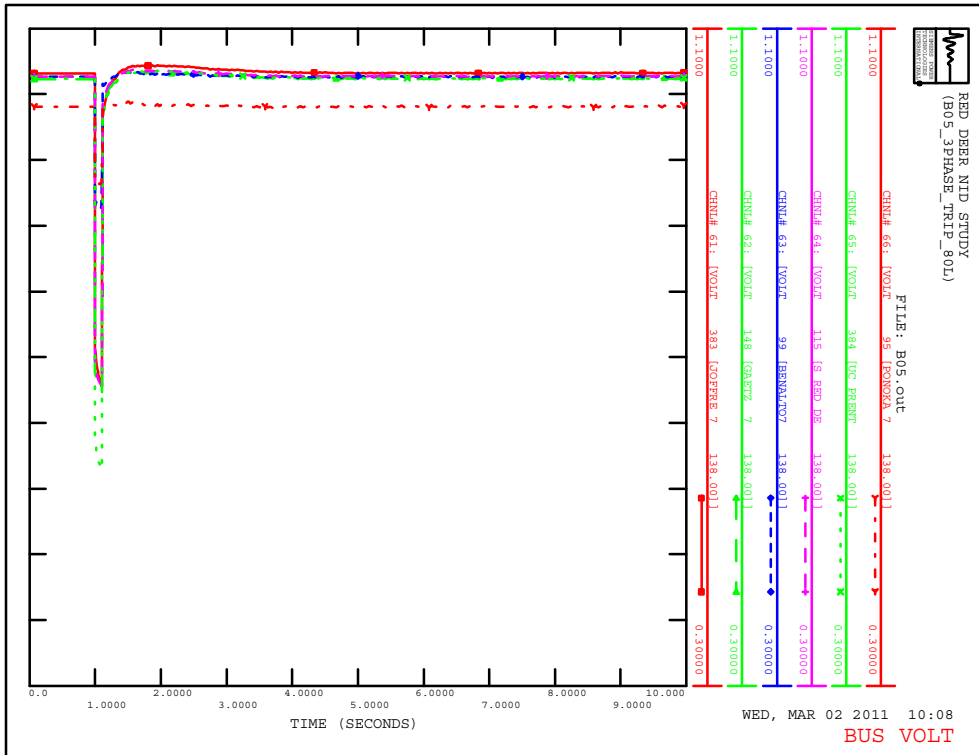

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

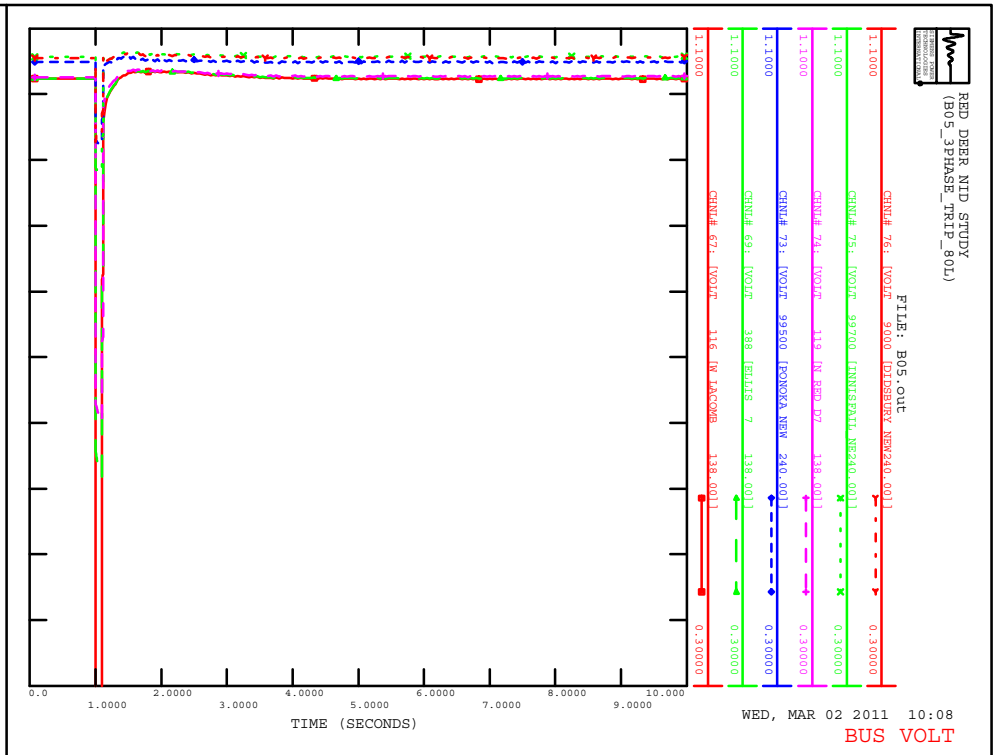

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

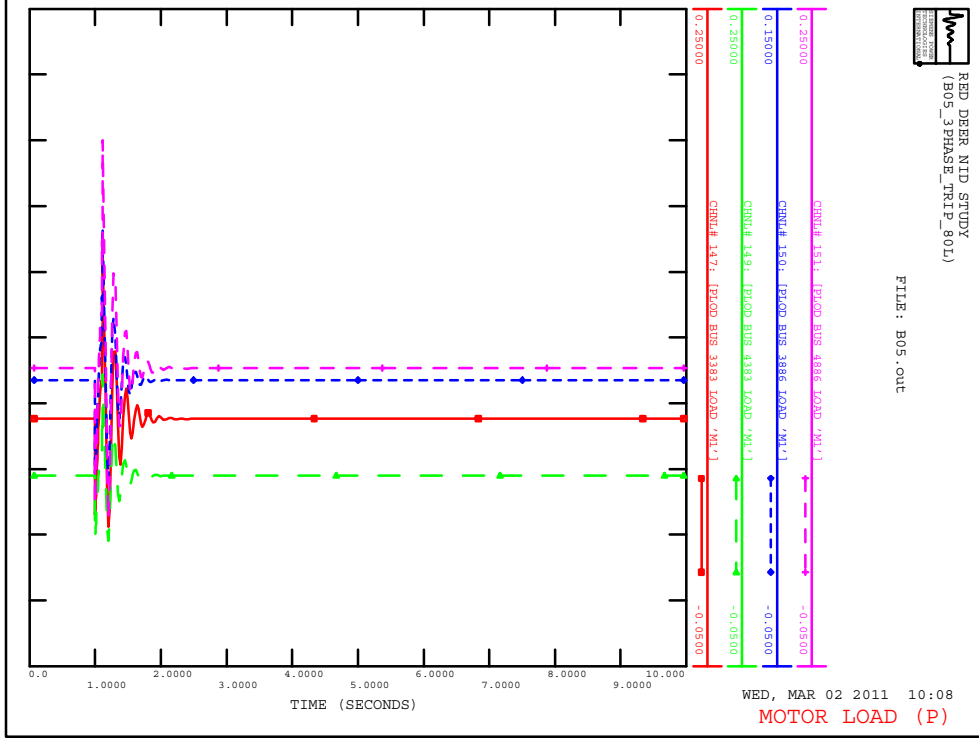

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

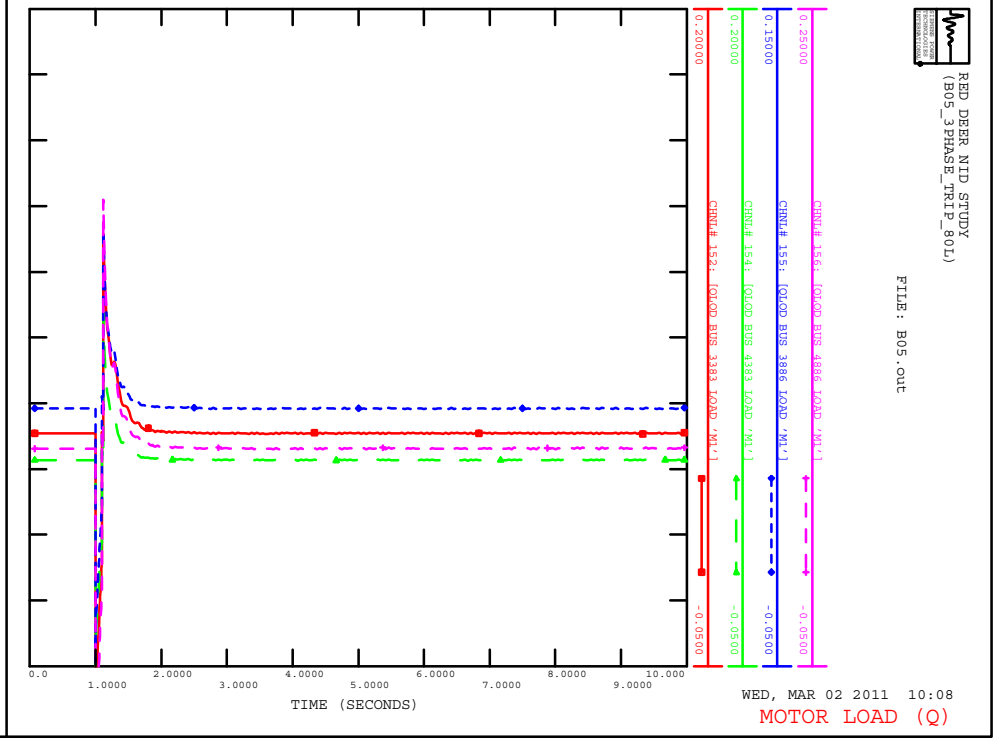

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT


RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT


RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DITSBURY NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT


RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

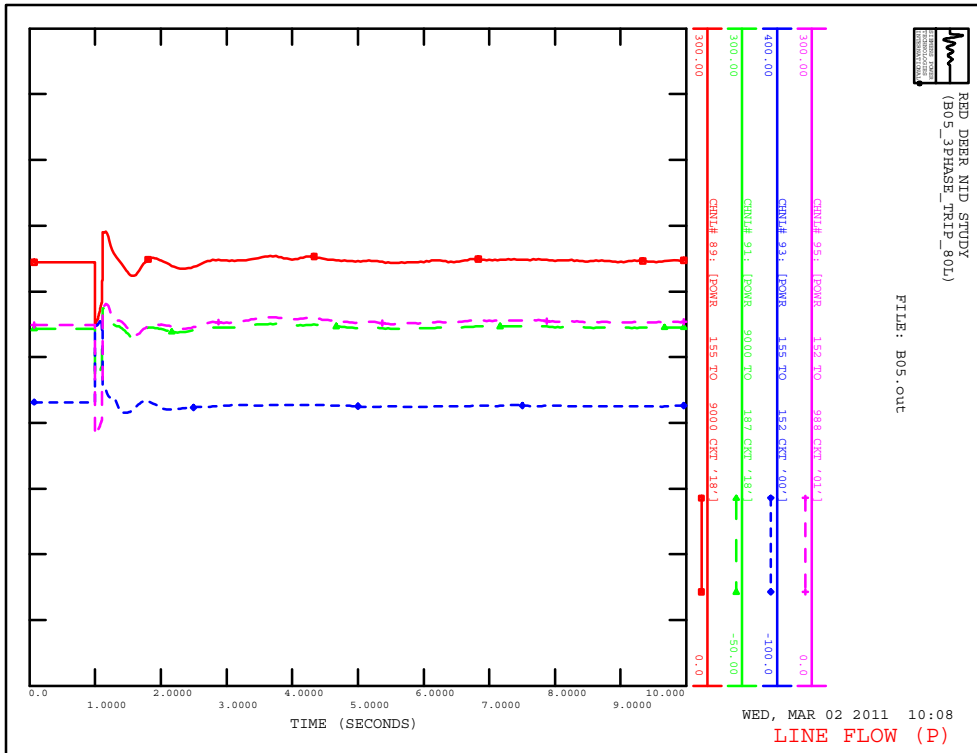

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.20000
0.15000
0.25000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

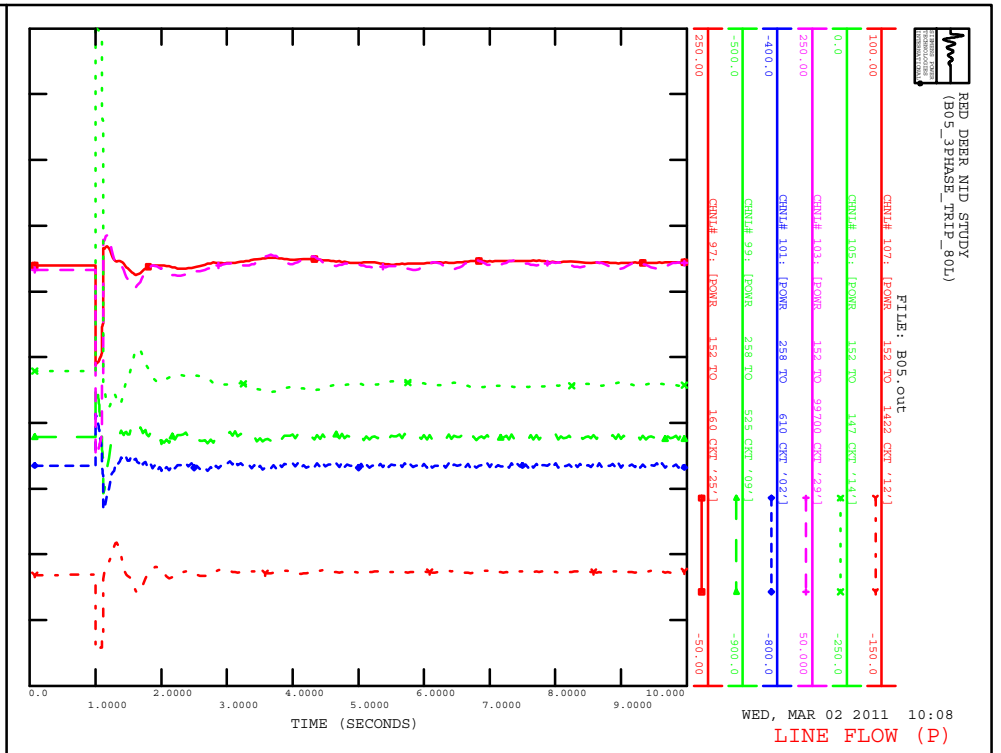
RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

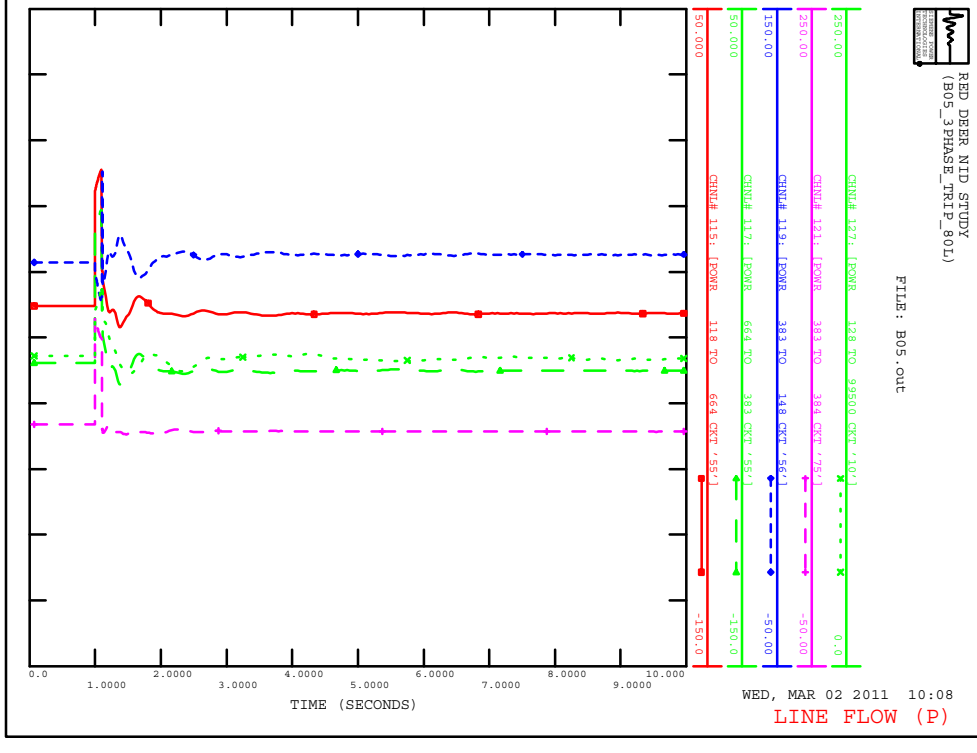
RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

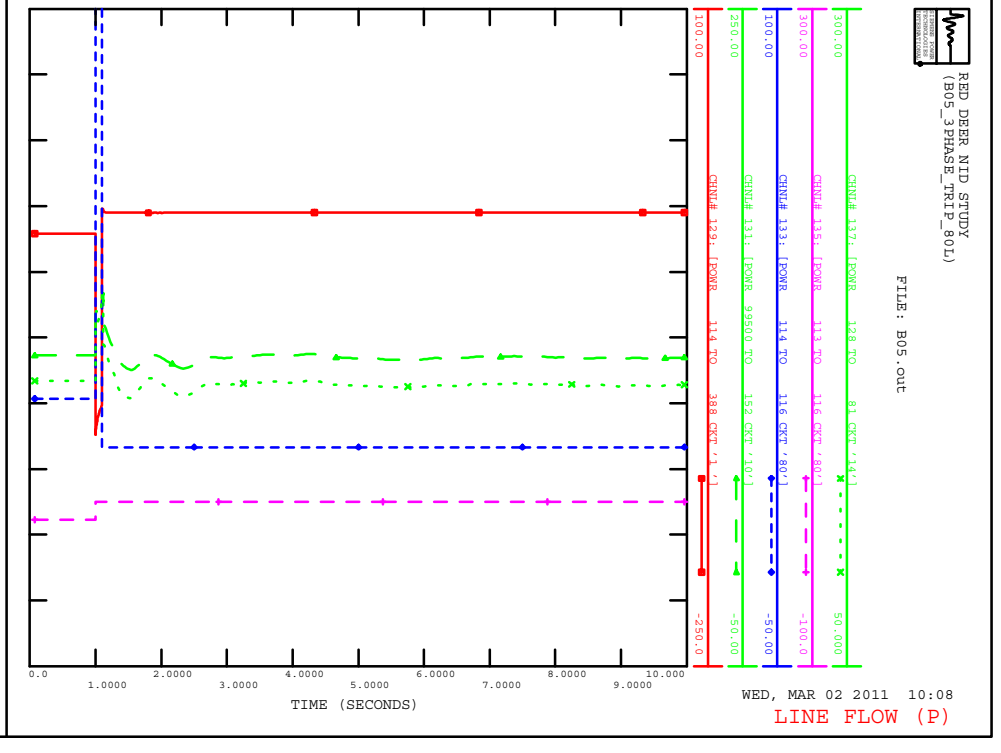
RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

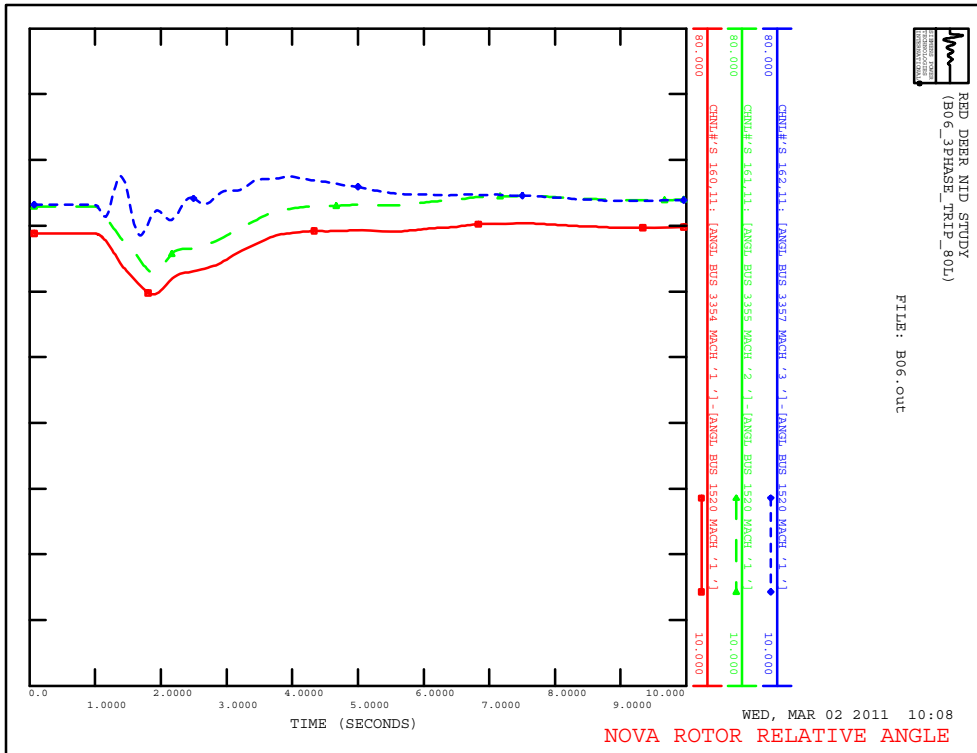
RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

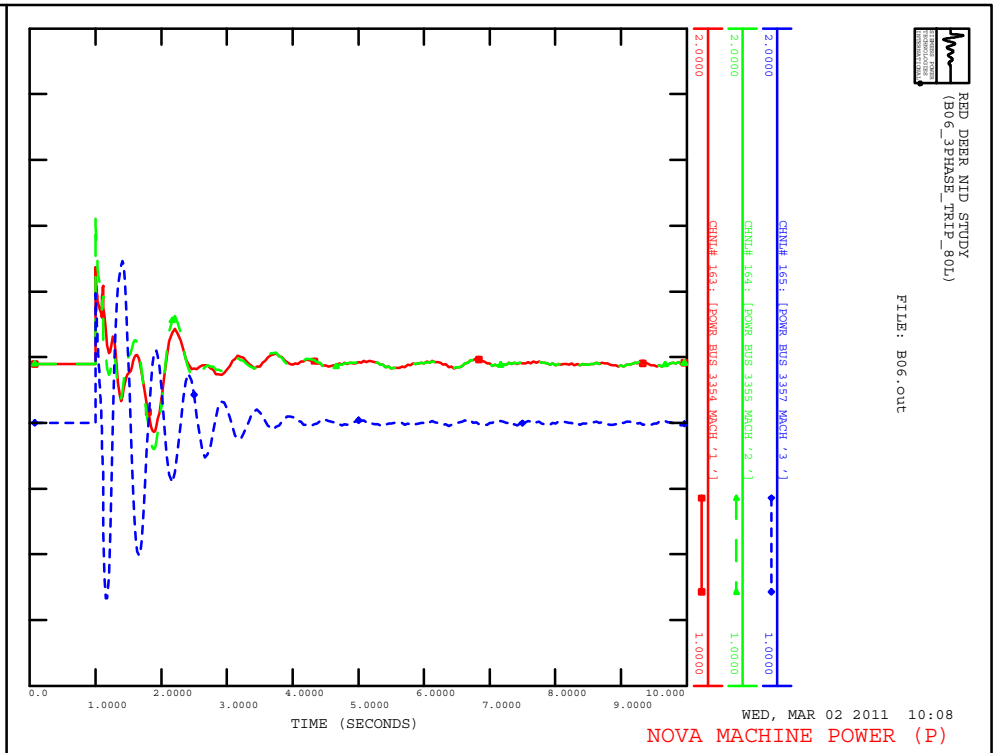

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

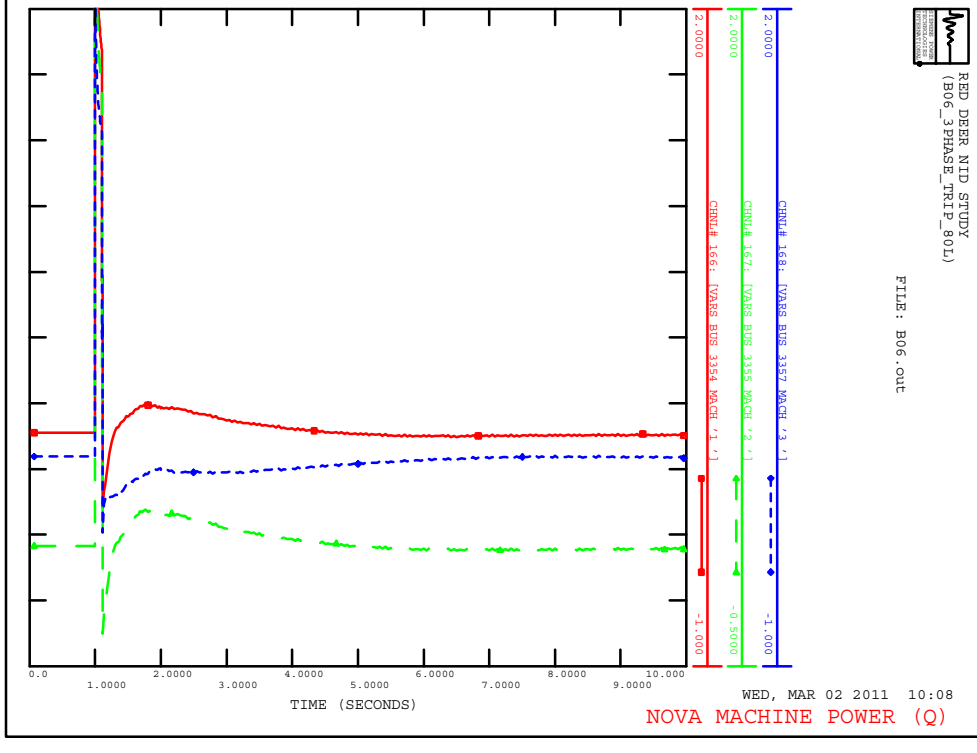

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

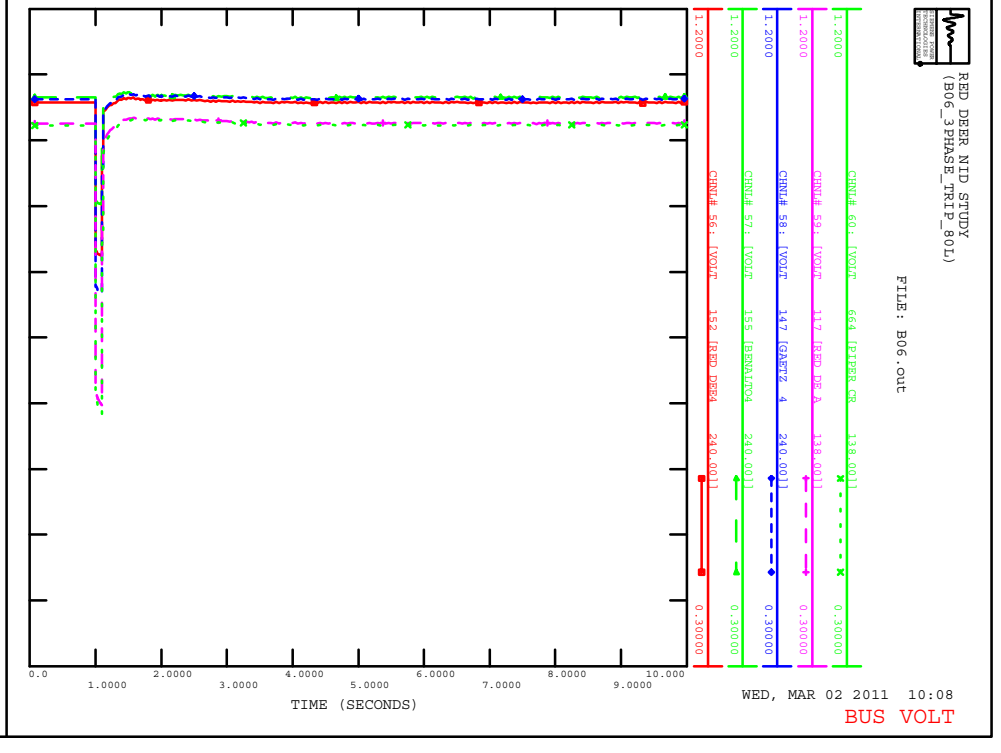

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

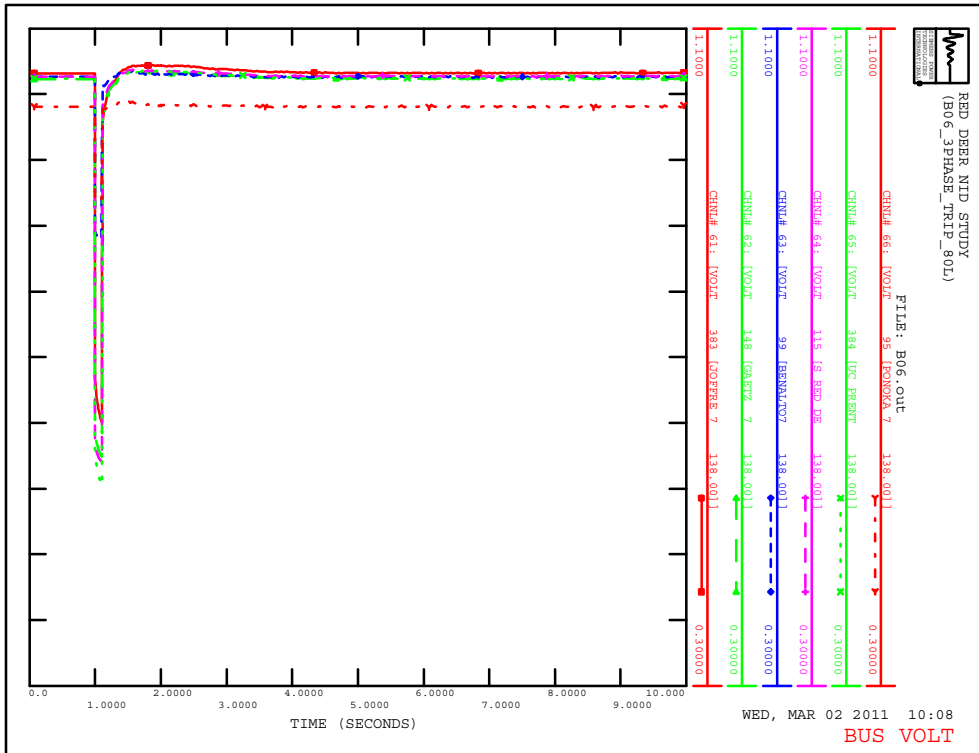

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

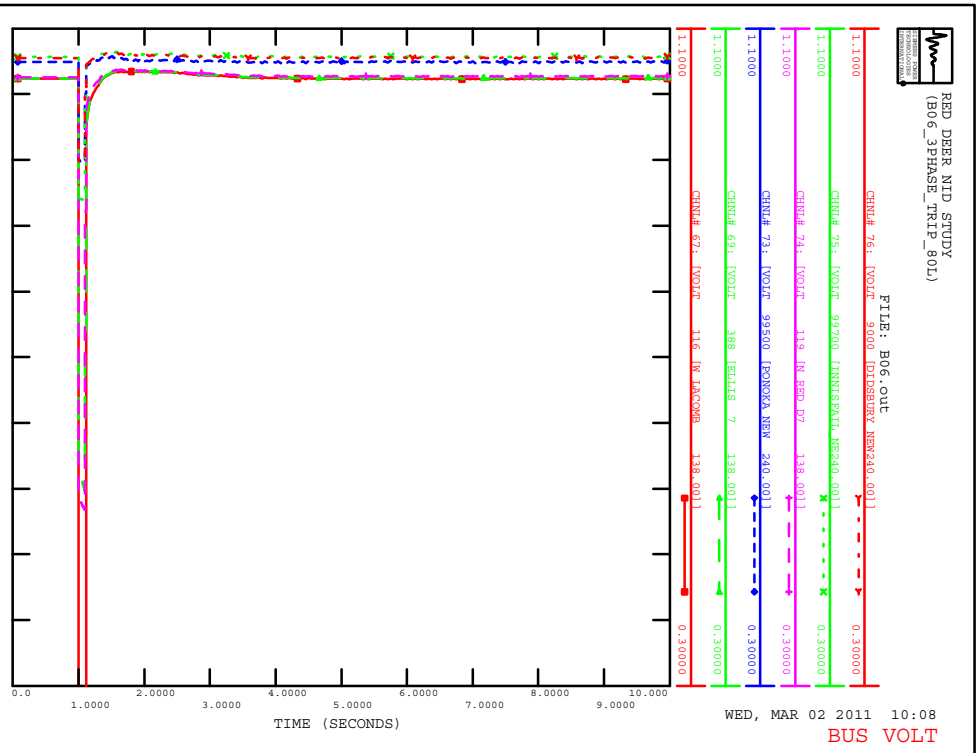

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
WED, MAR 02 2011 10:08
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

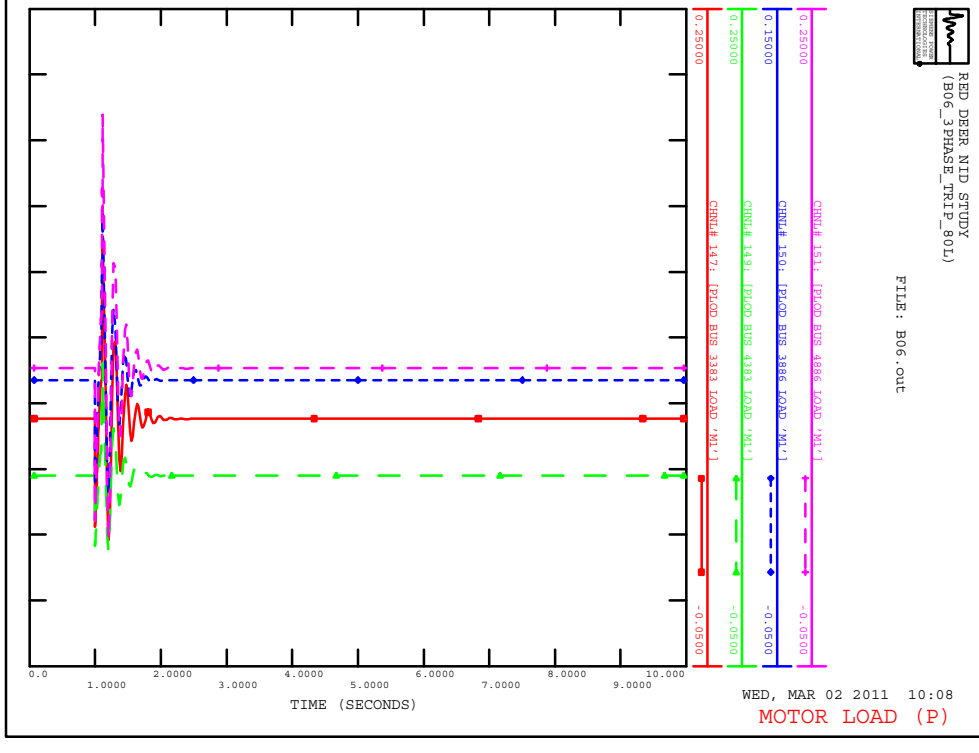

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
WED, MAR 02 2011 10:08
TIME (SECONDS)
NOVA MACHINE POWER (P)

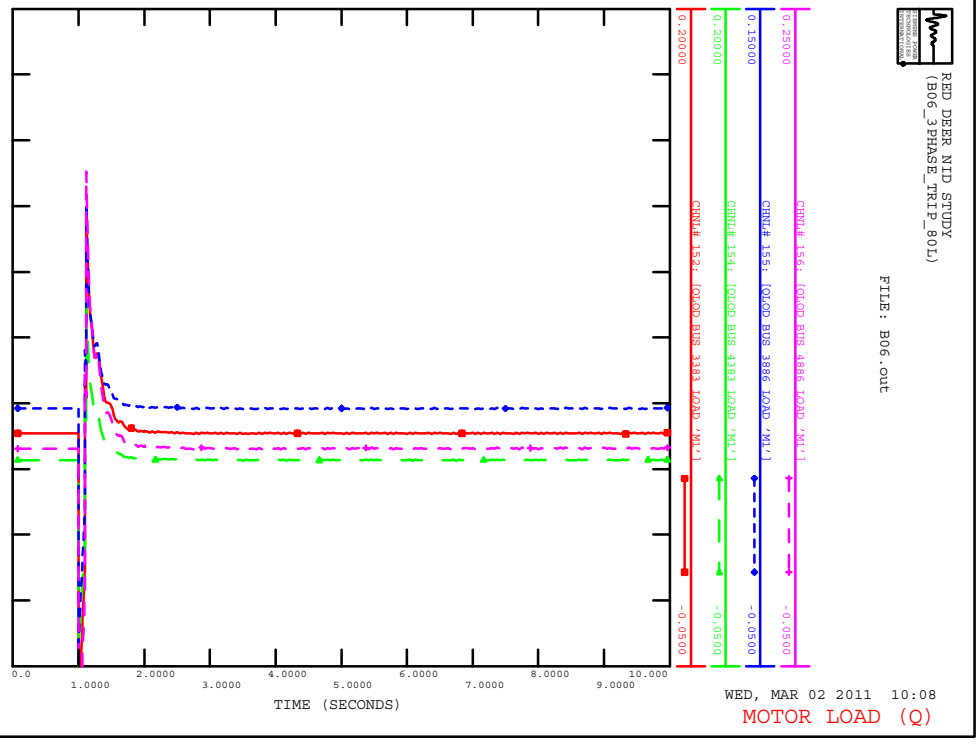

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
WED, MAR 02 2011 10:08
TIME (SECONDS)
NOVA MACHINE POWER (Q)

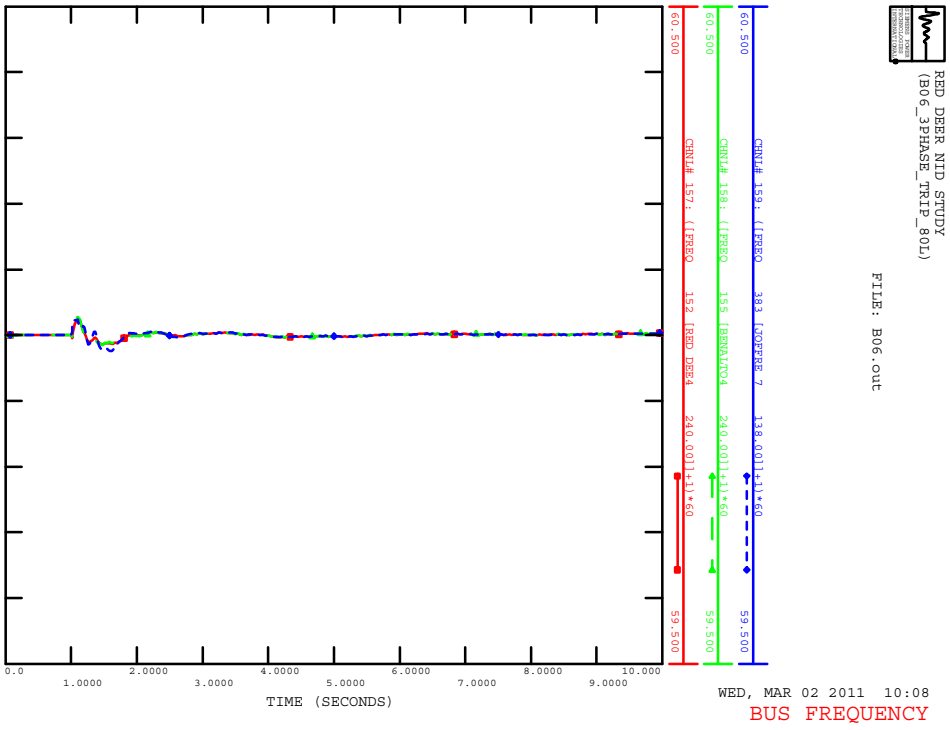

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
WED, MAR 02 2011 10:08
TIME (SECONDS)
BUS VOLT

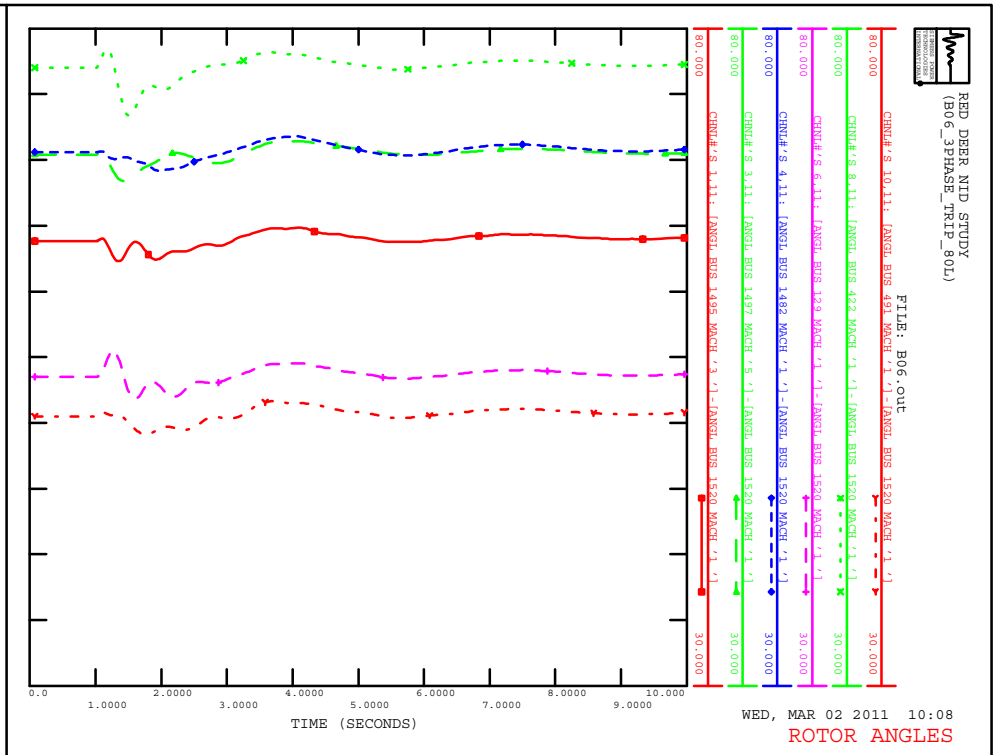

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 61: [VOLT 383 [DOFFER 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

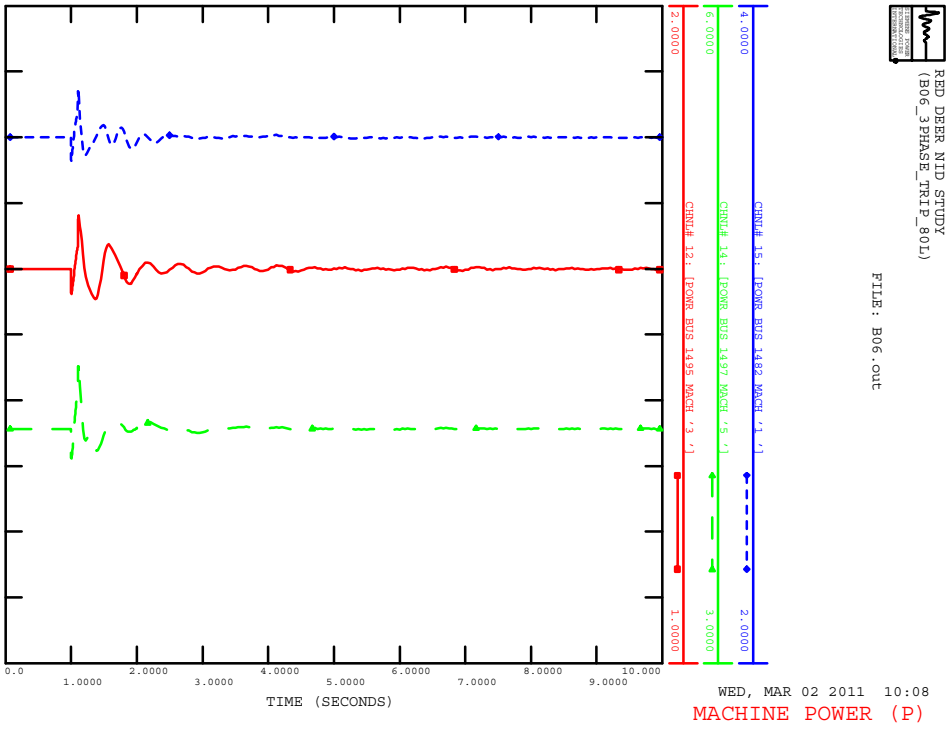

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

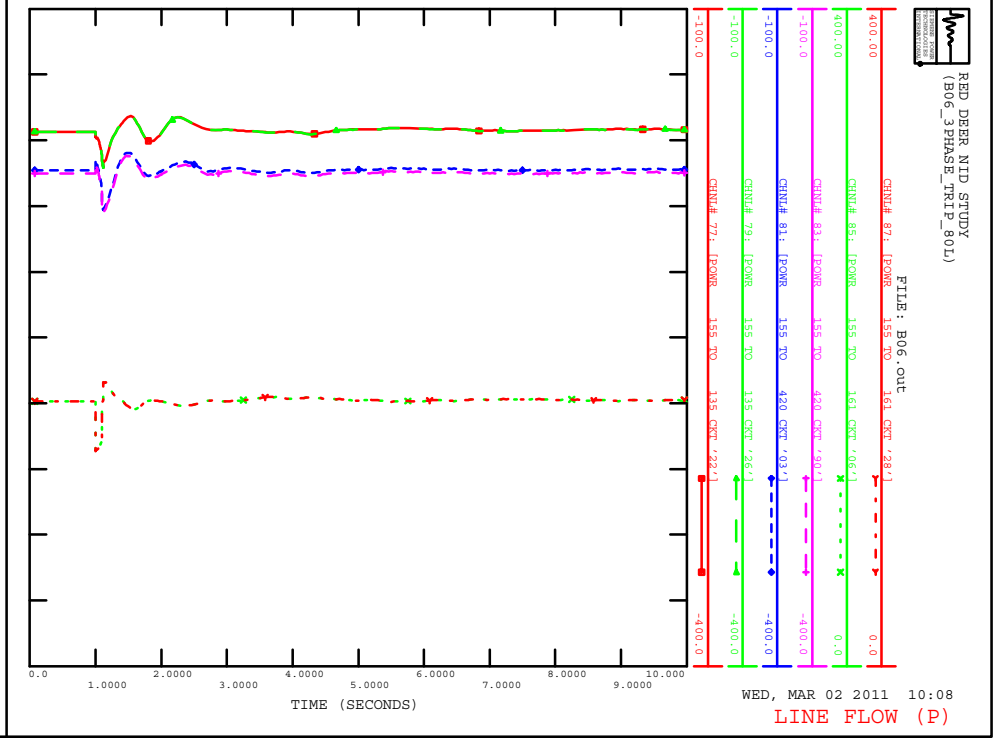

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

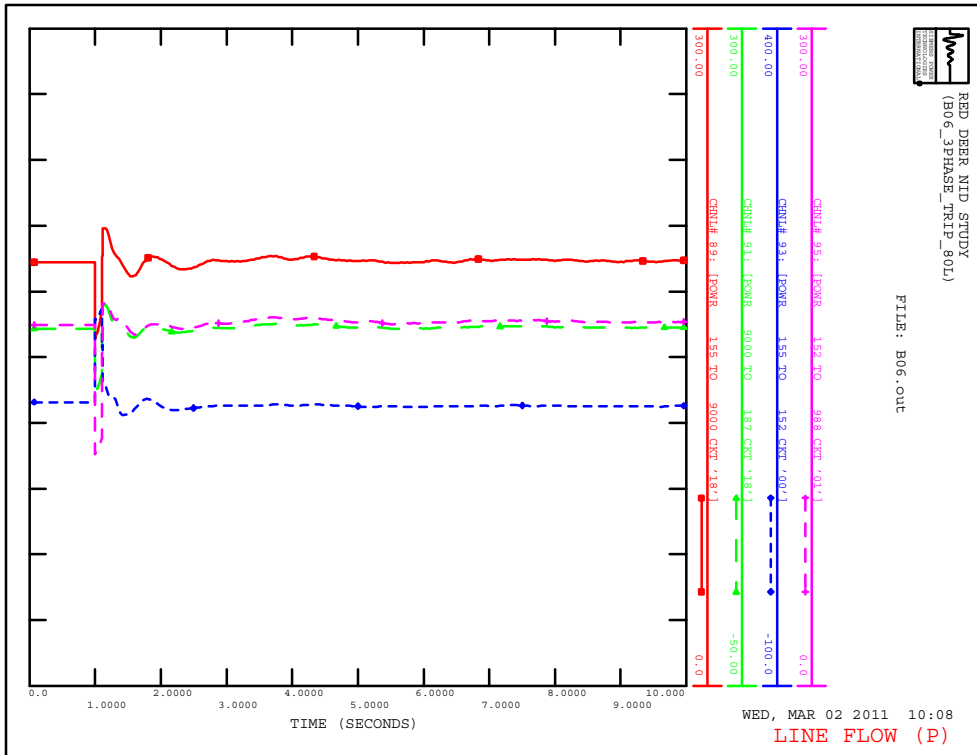

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

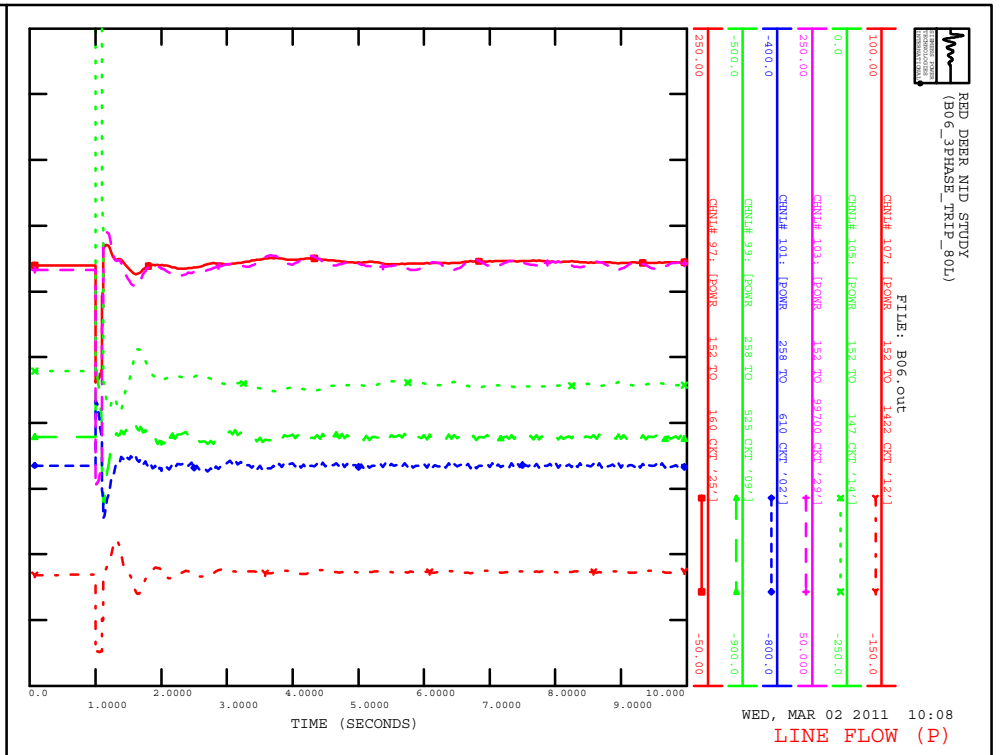

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

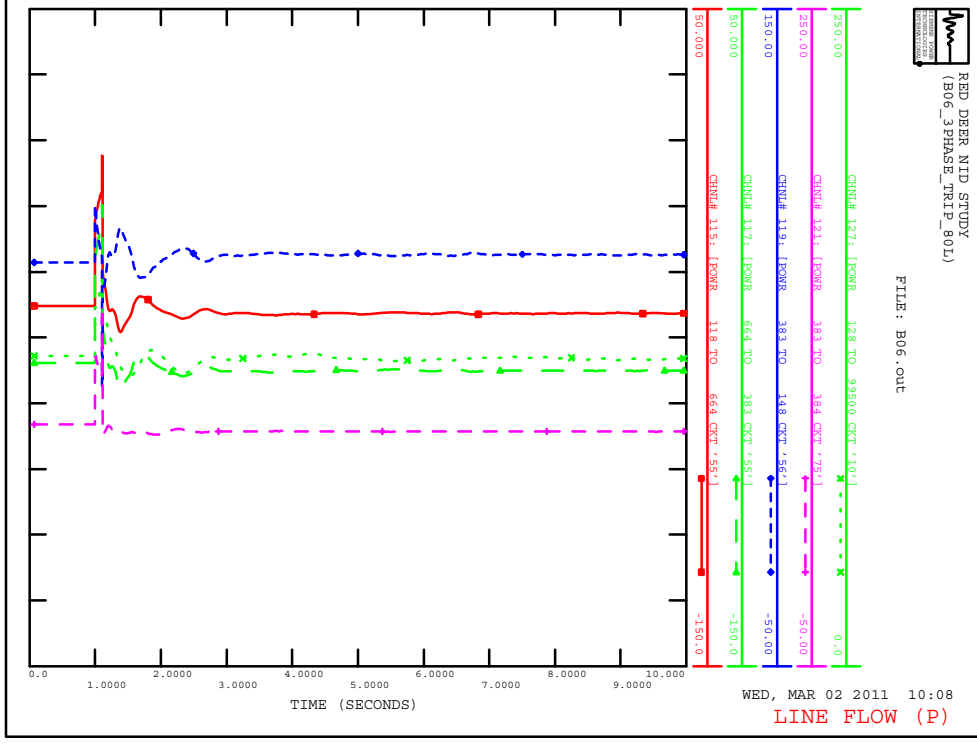

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

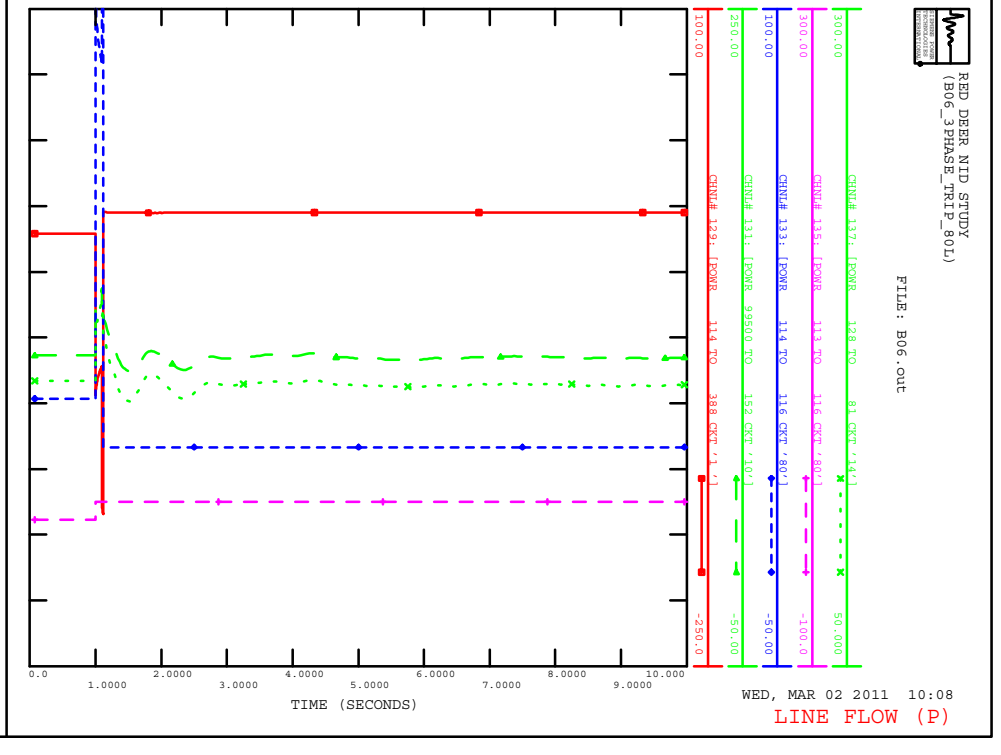

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

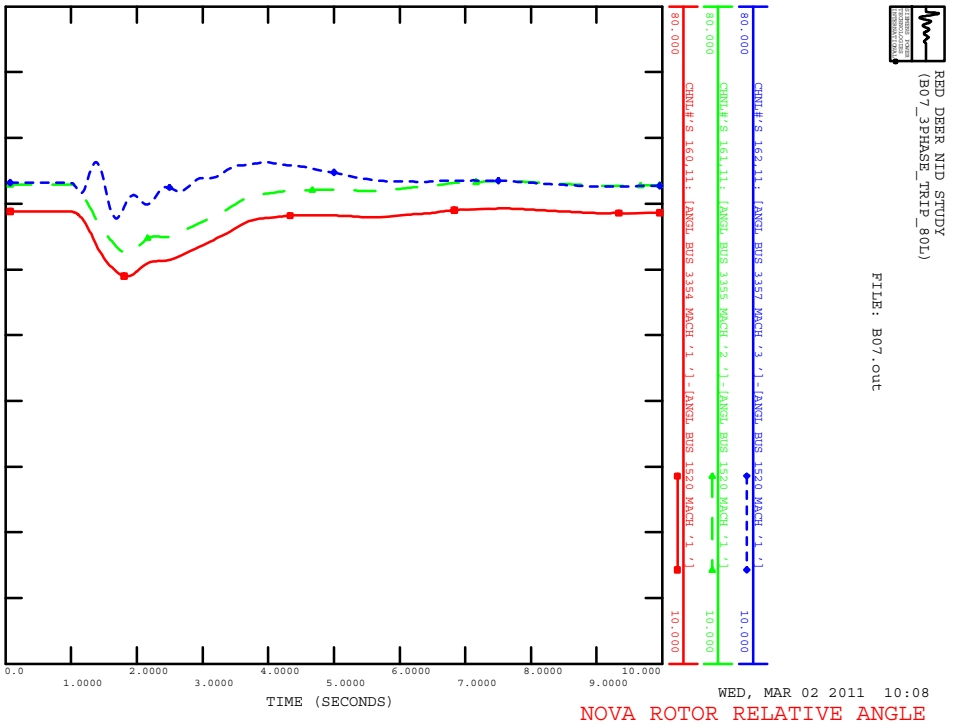

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

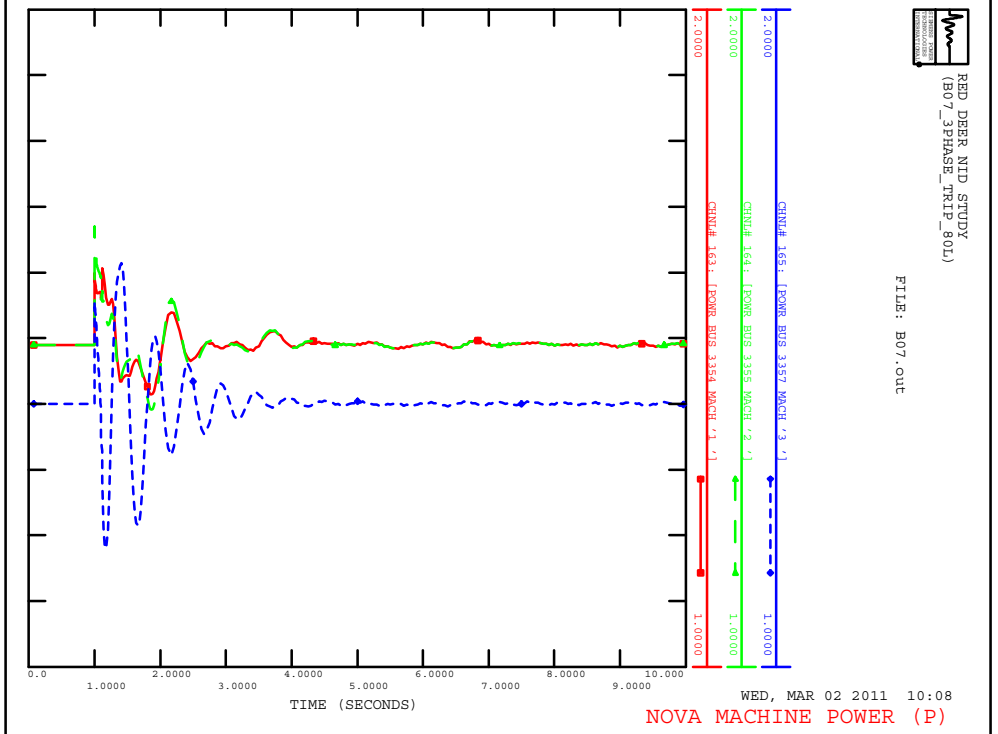

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

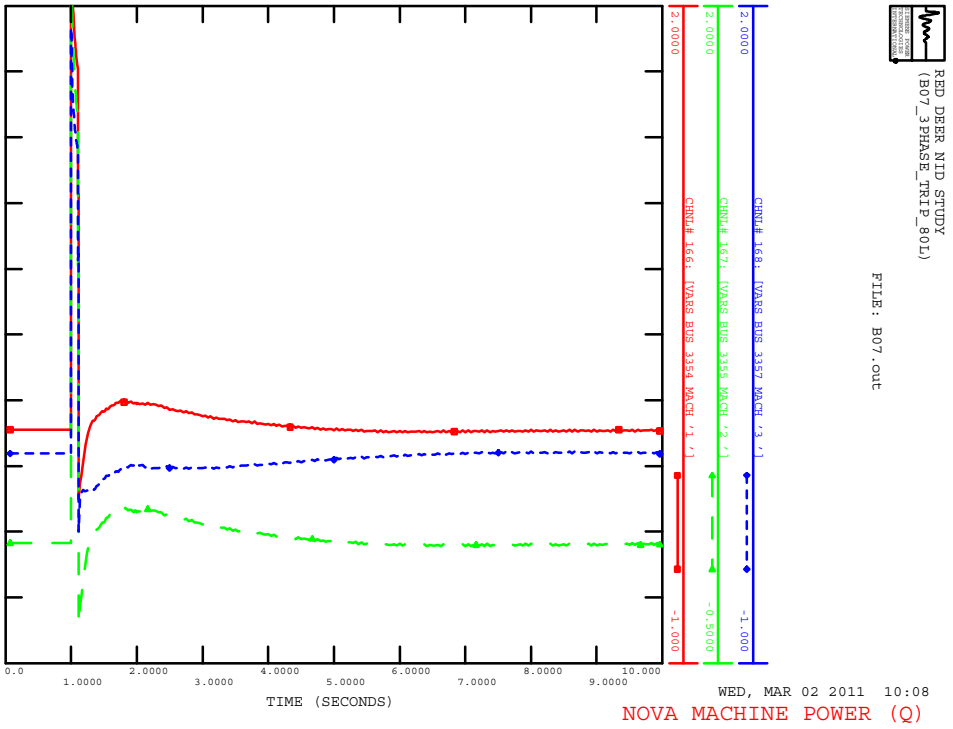

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

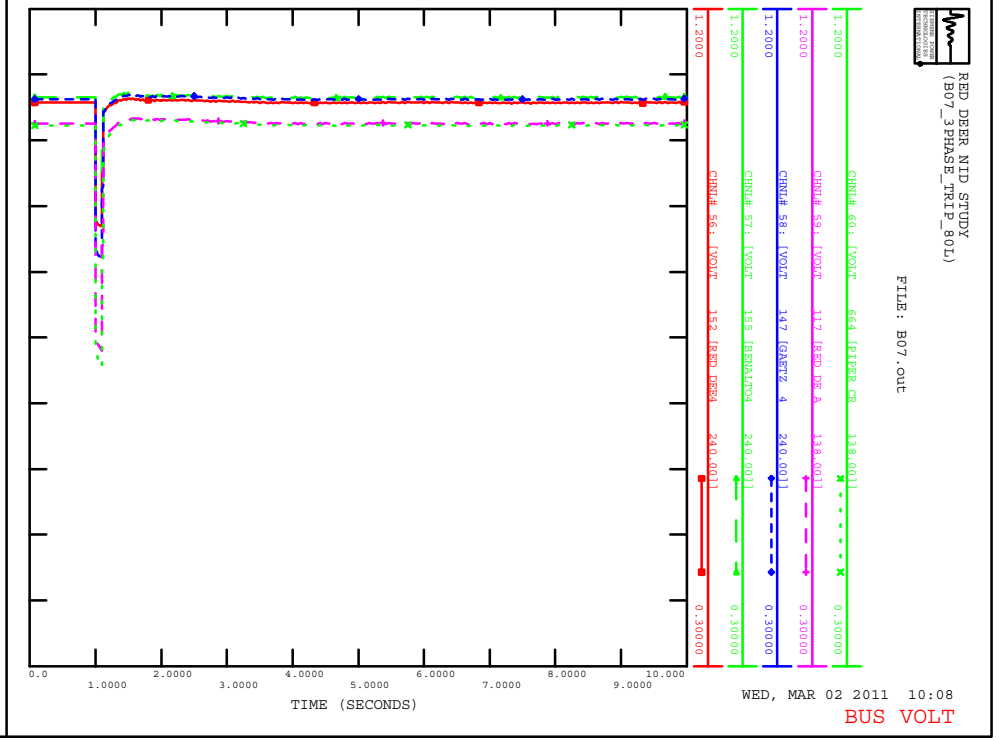

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

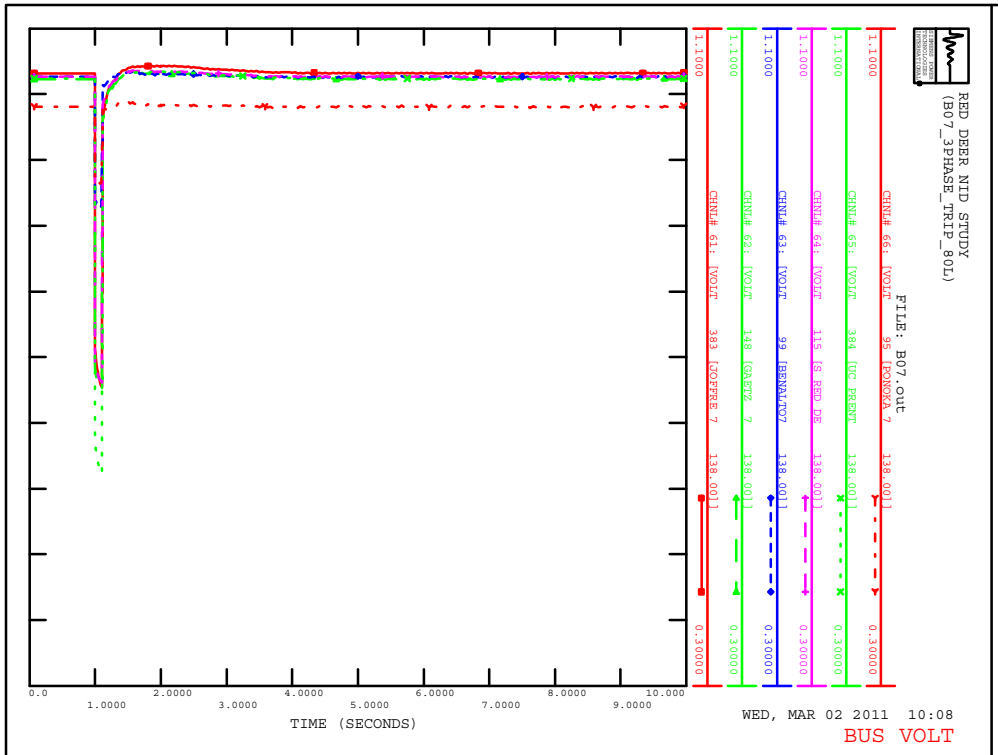

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

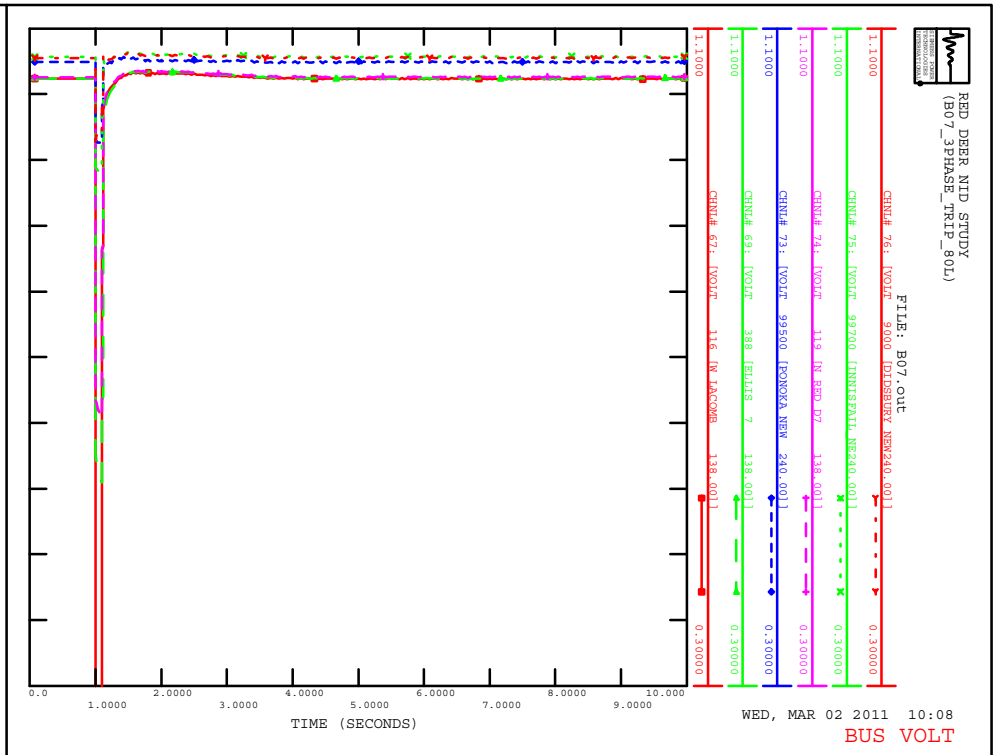

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
80.000
80.000
10.000
10.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

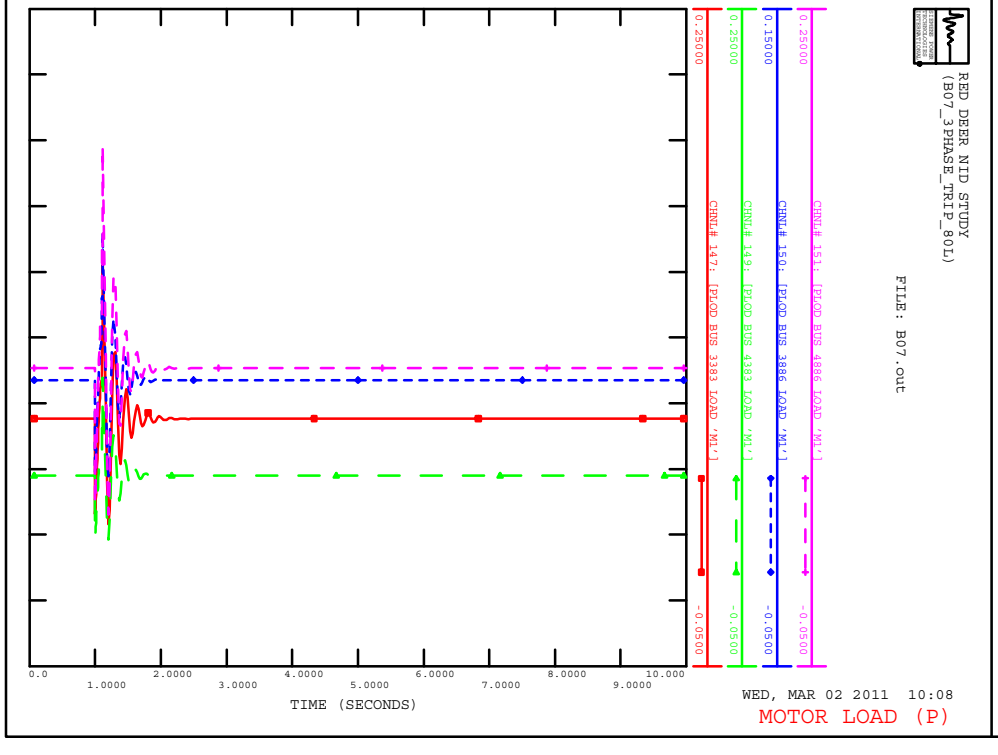

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
2.0000
2.0000
1.0000
1.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

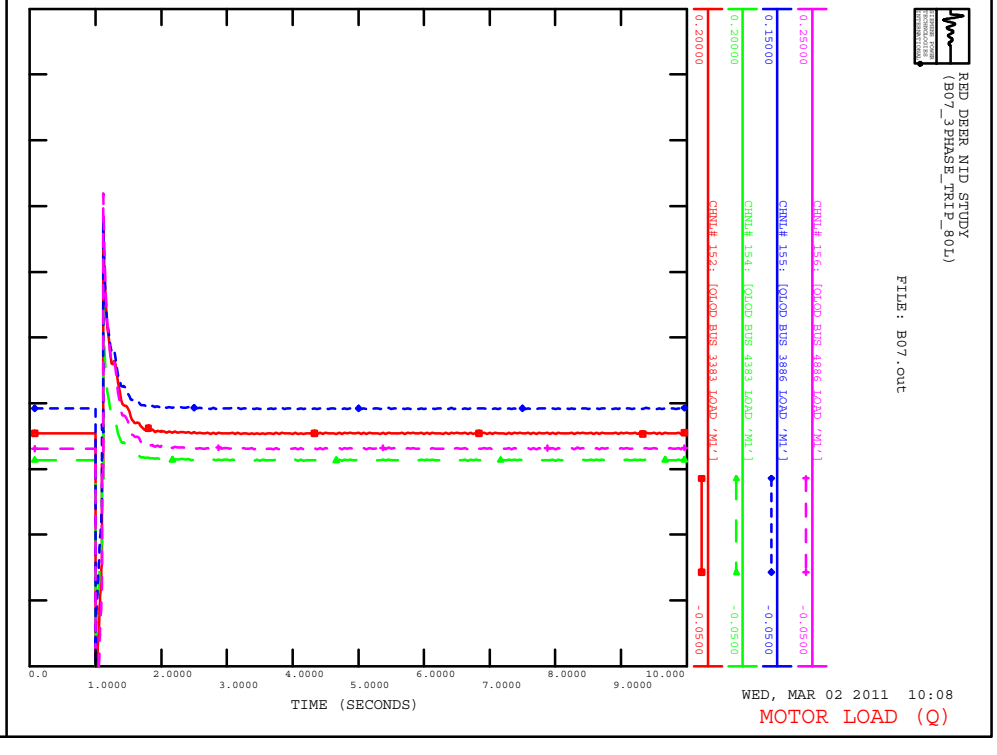

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
2.0000
2.0000
-1.000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

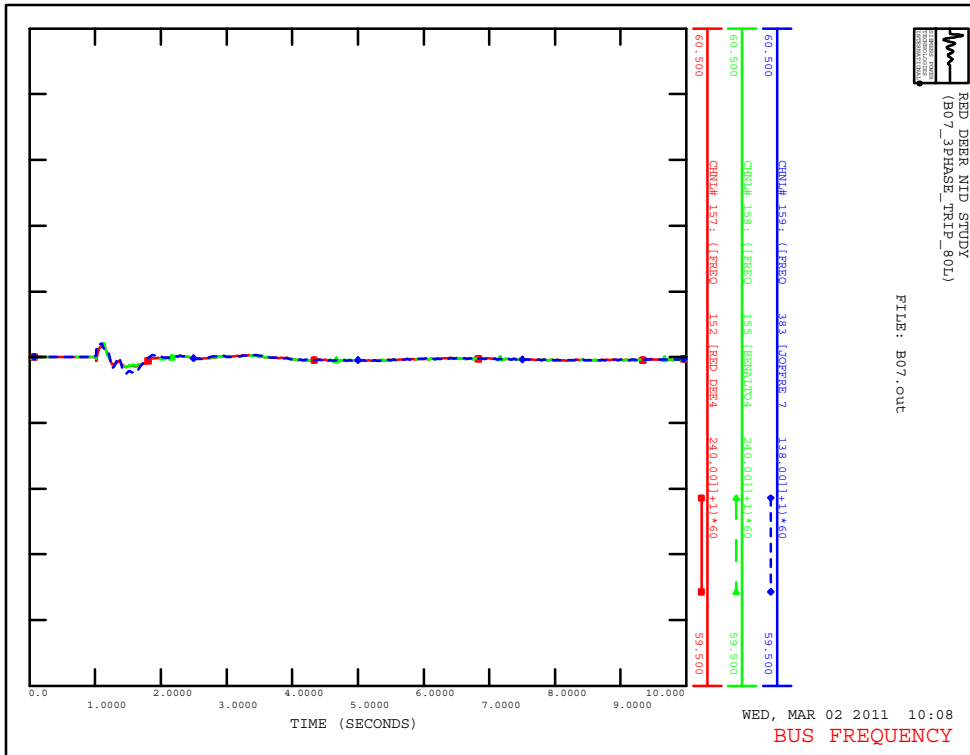

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
1.2000
1.2000
1.2000
1.2000
0.30000
0.30000
0.30000
0.30000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

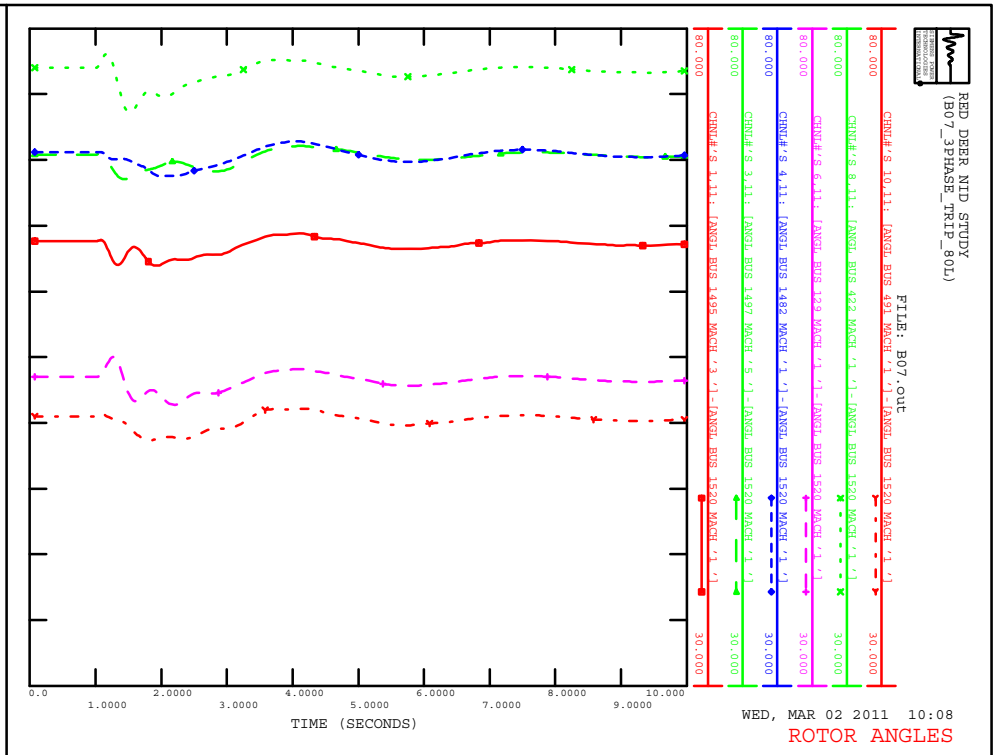

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

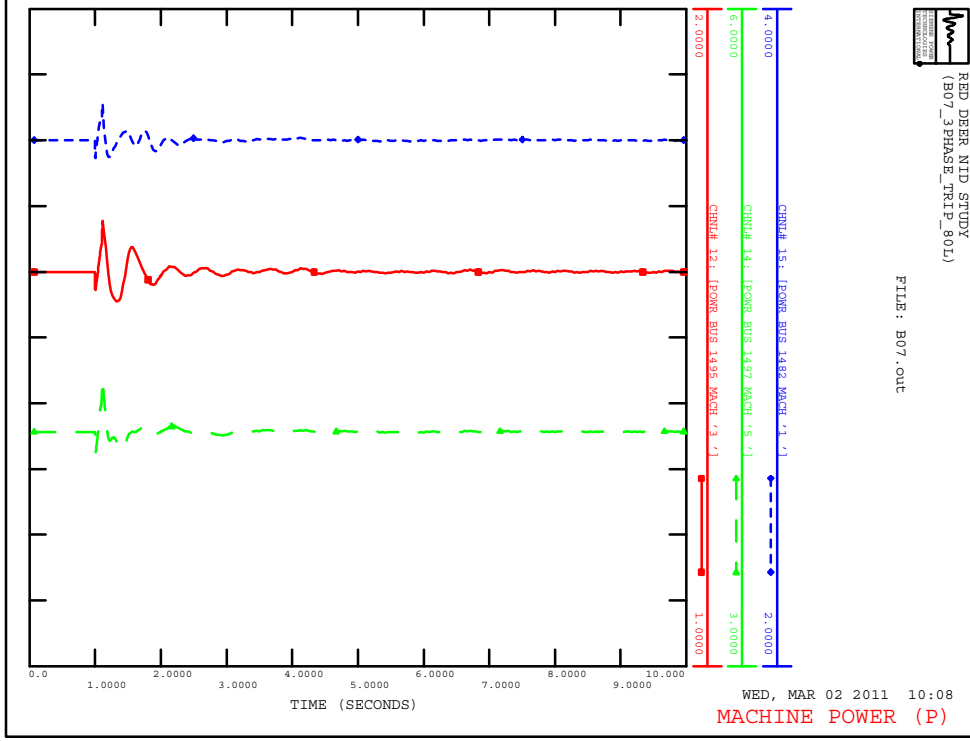

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

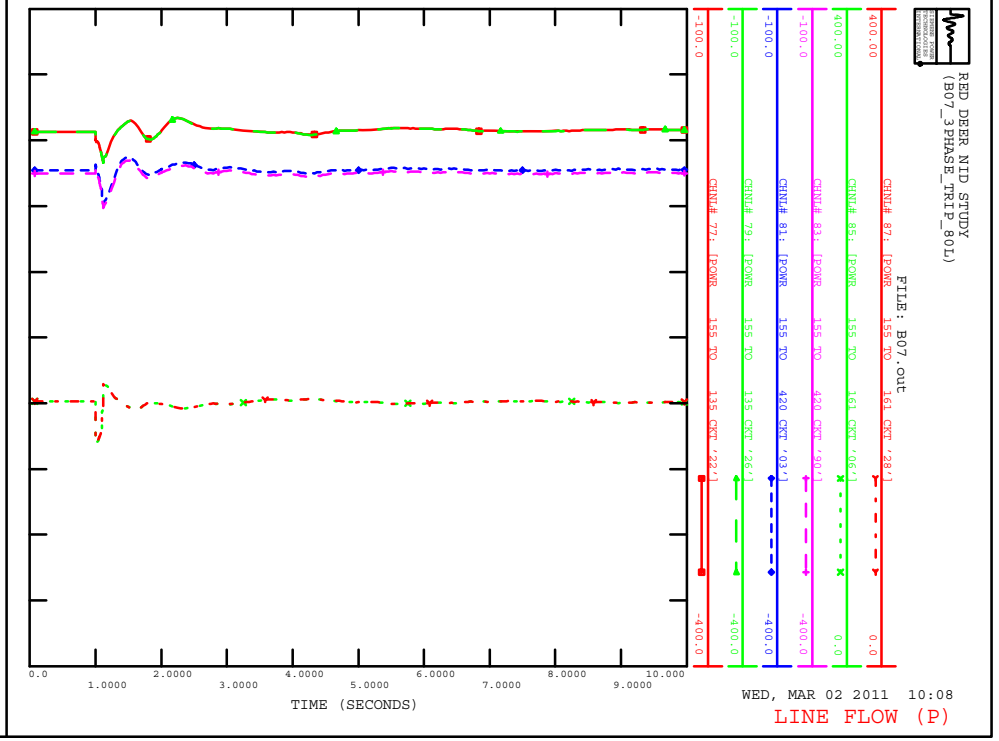

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

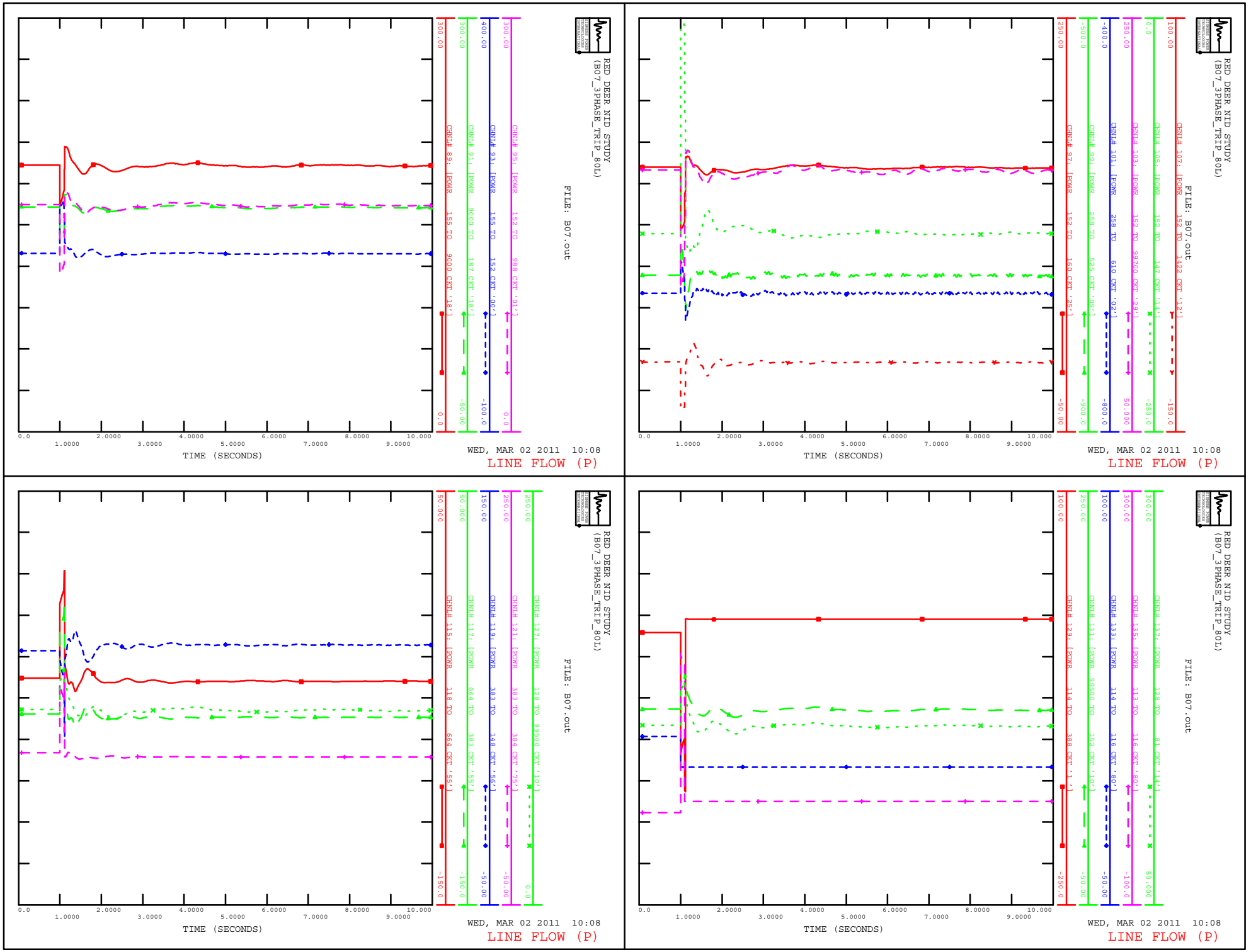

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

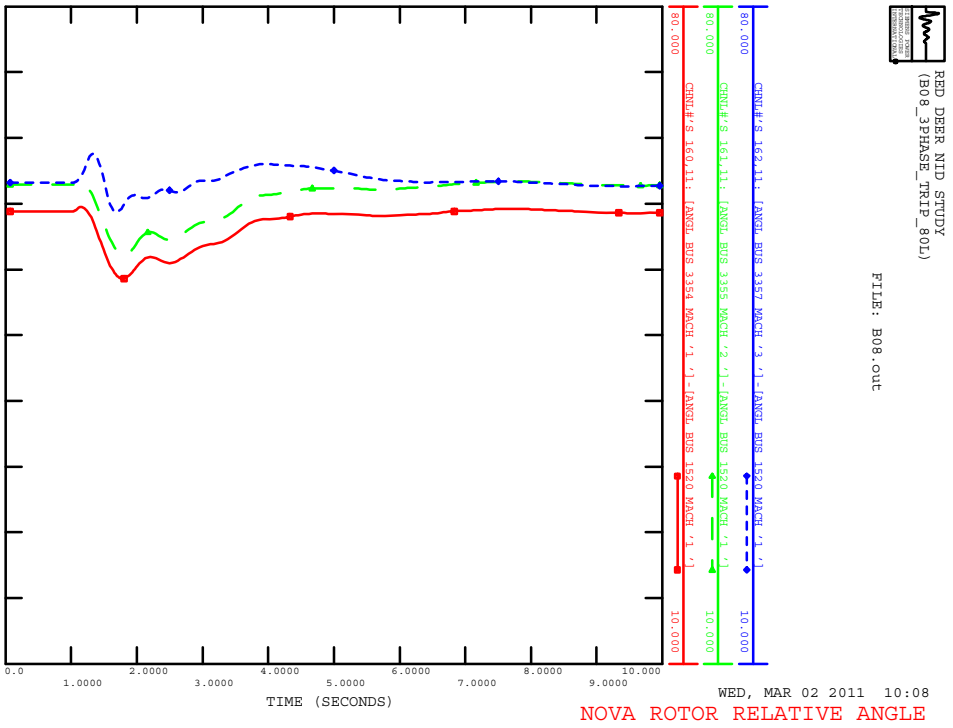

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

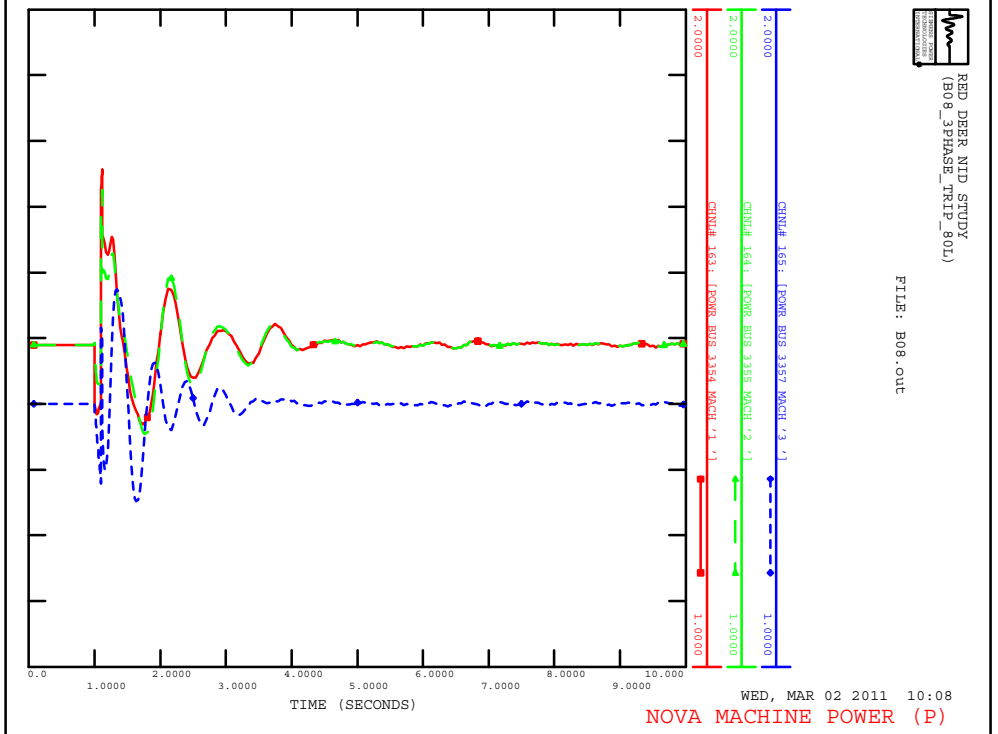

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

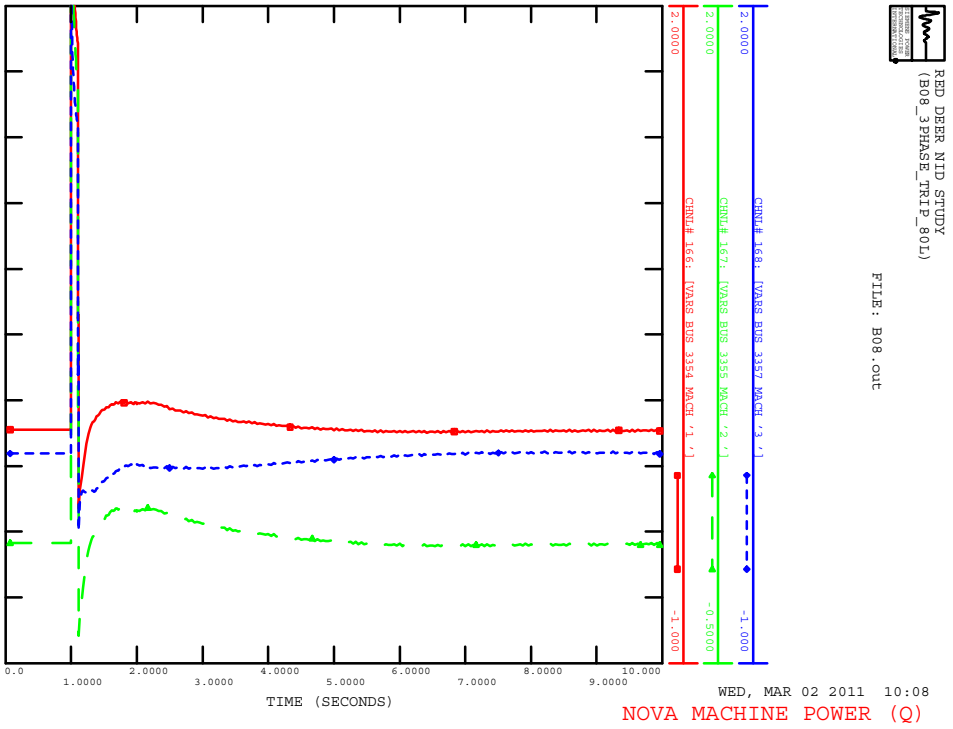

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

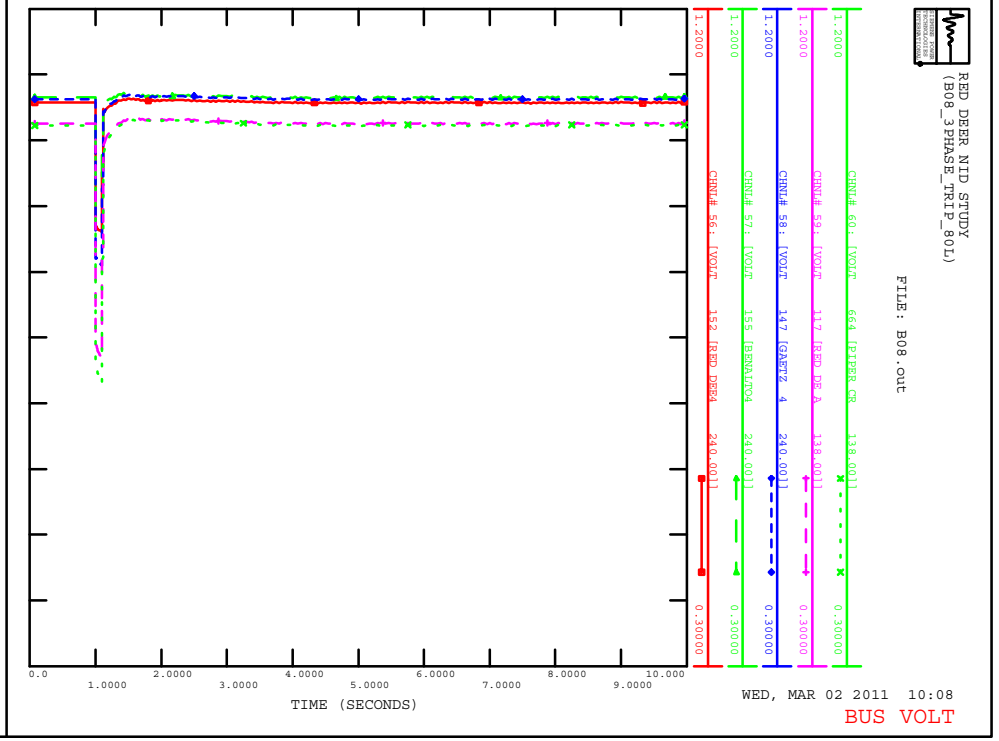

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

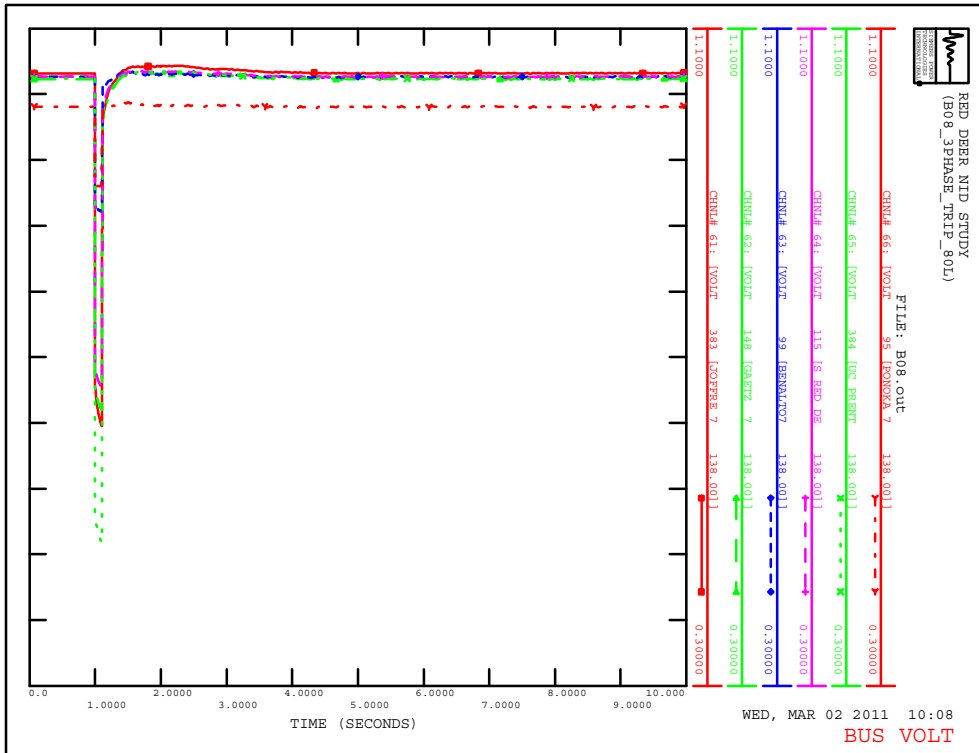

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

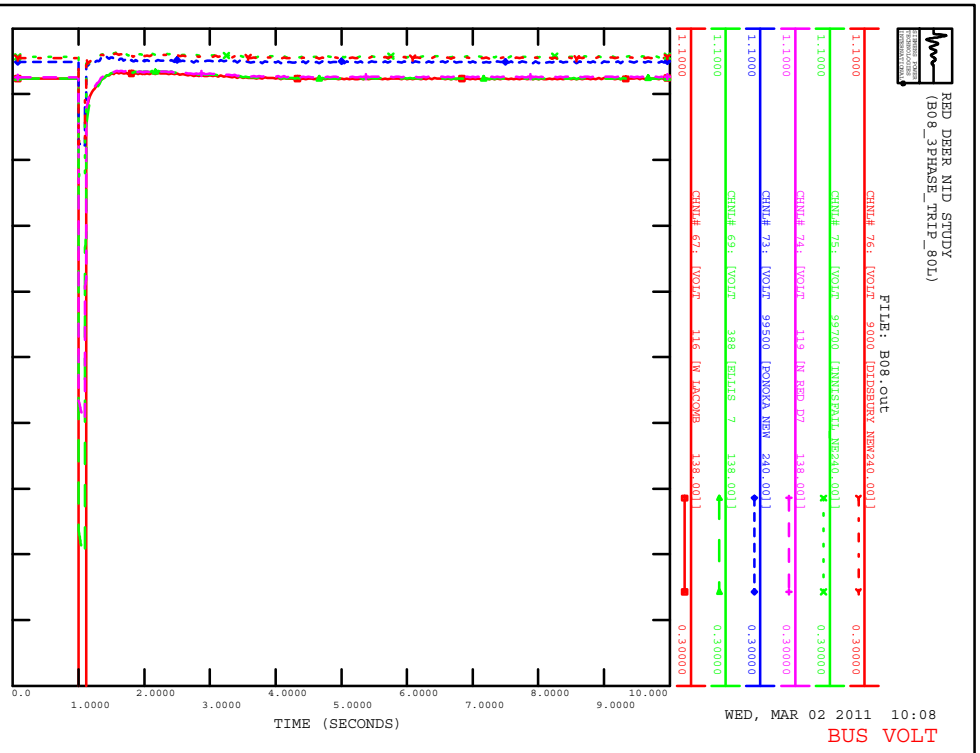

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

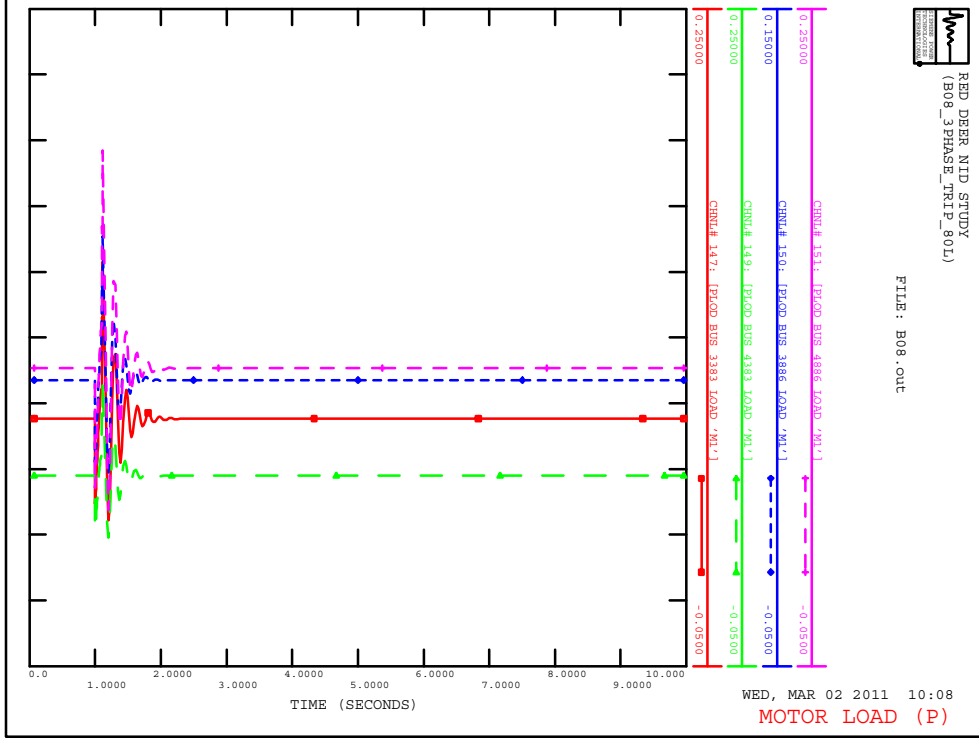

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

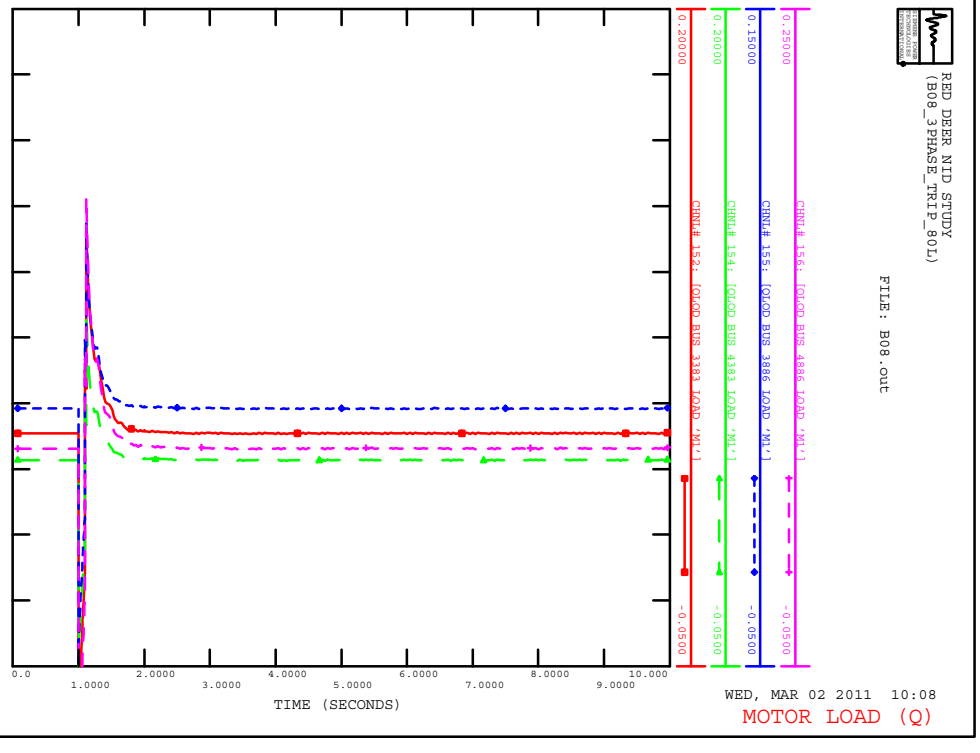

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

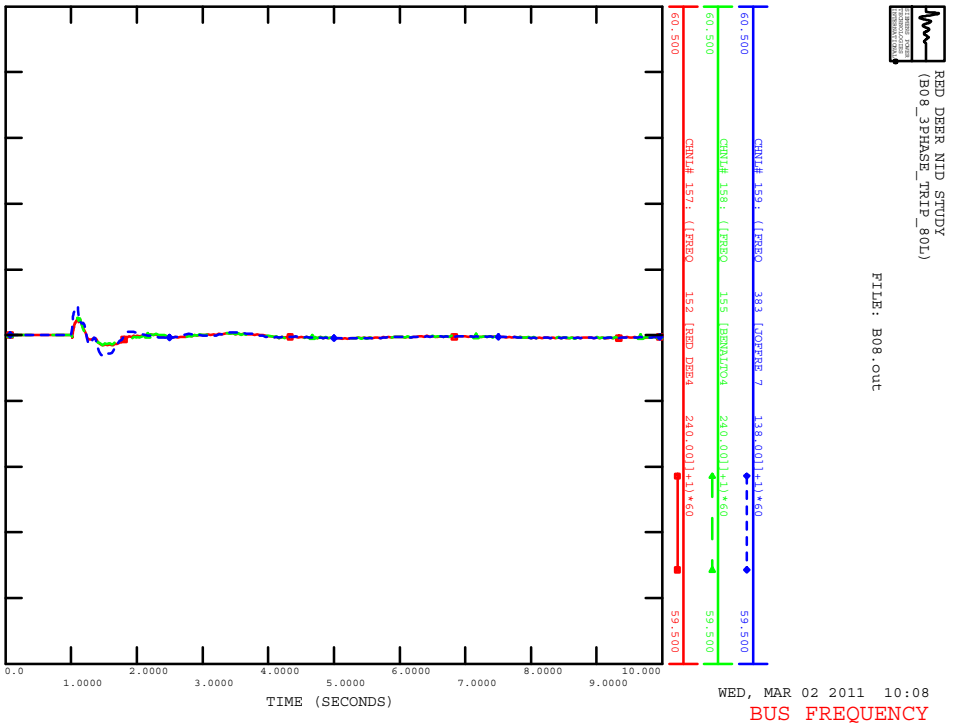

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

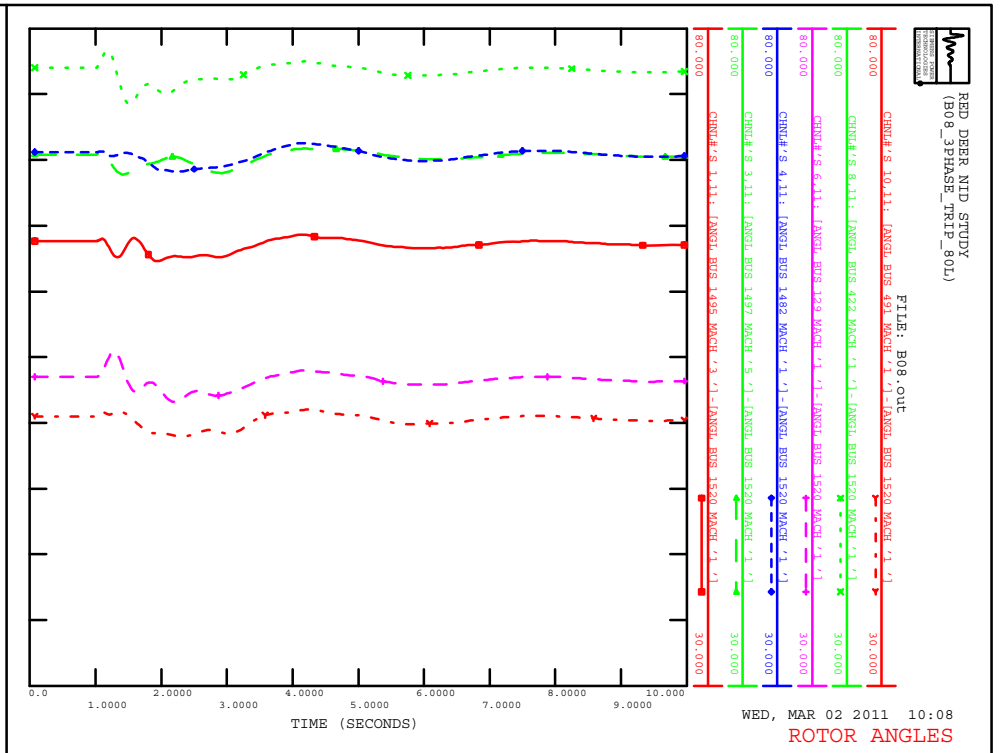

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

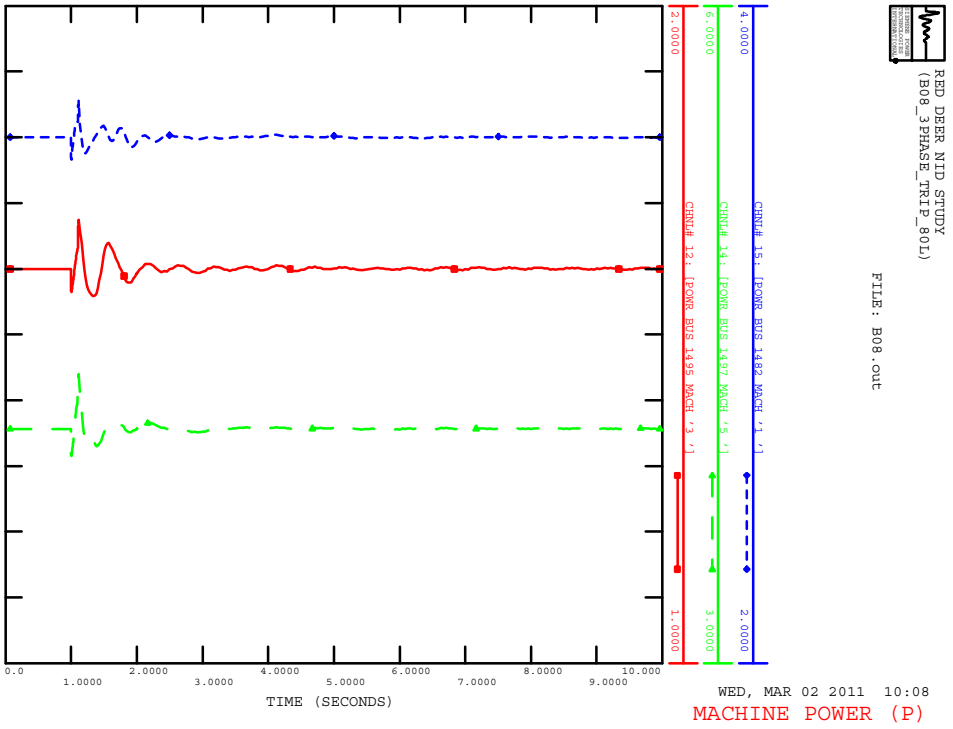

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

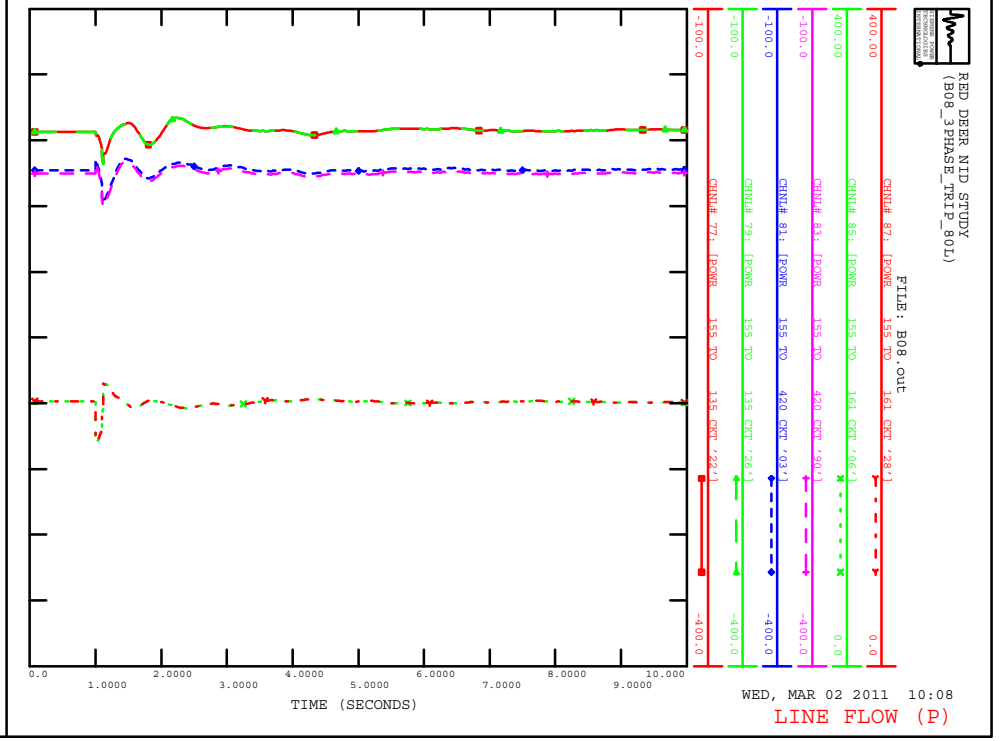

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

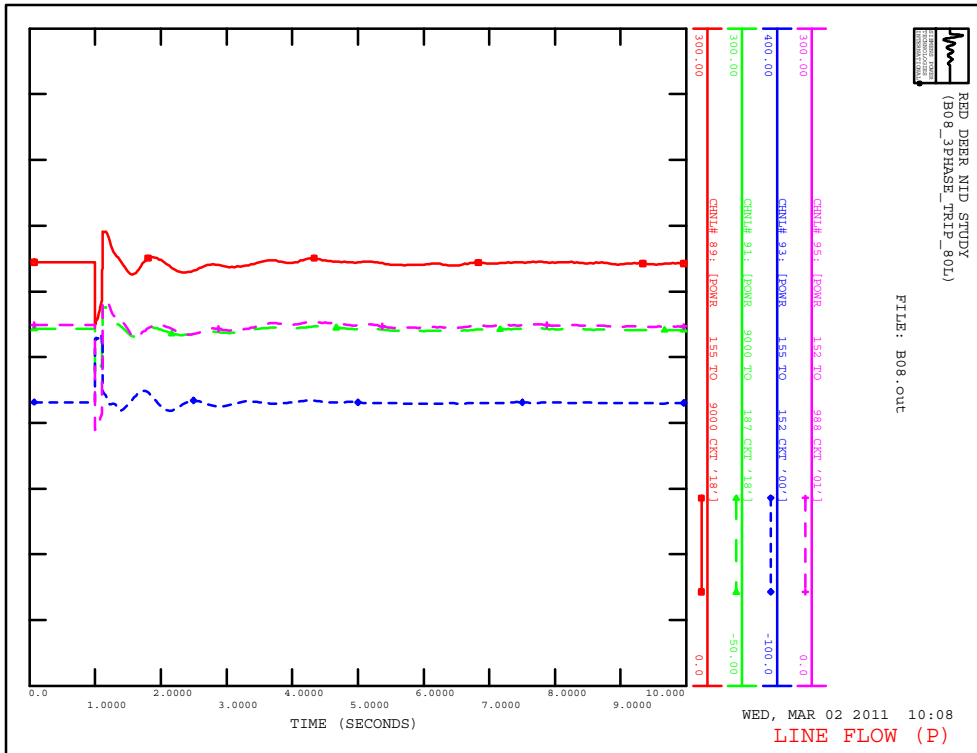

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

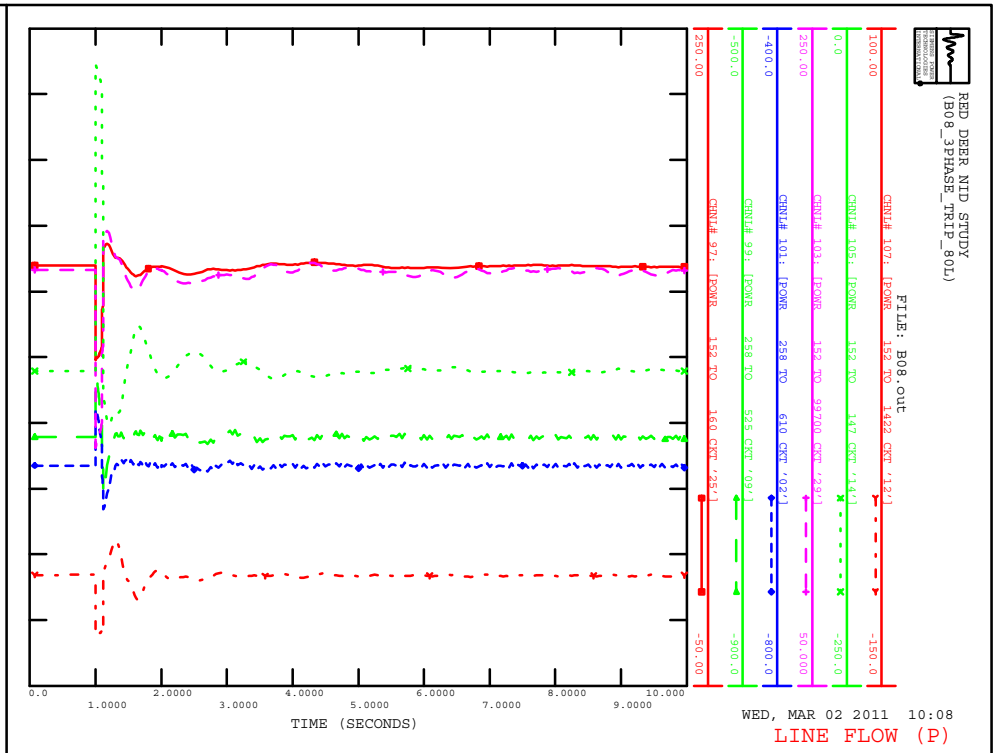

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

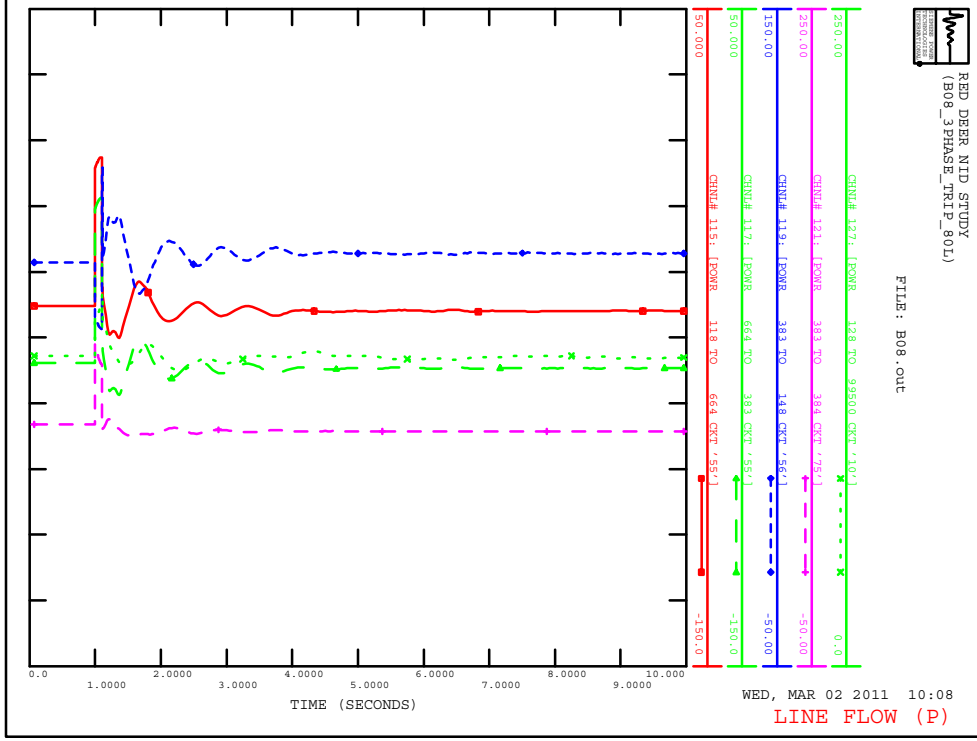

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

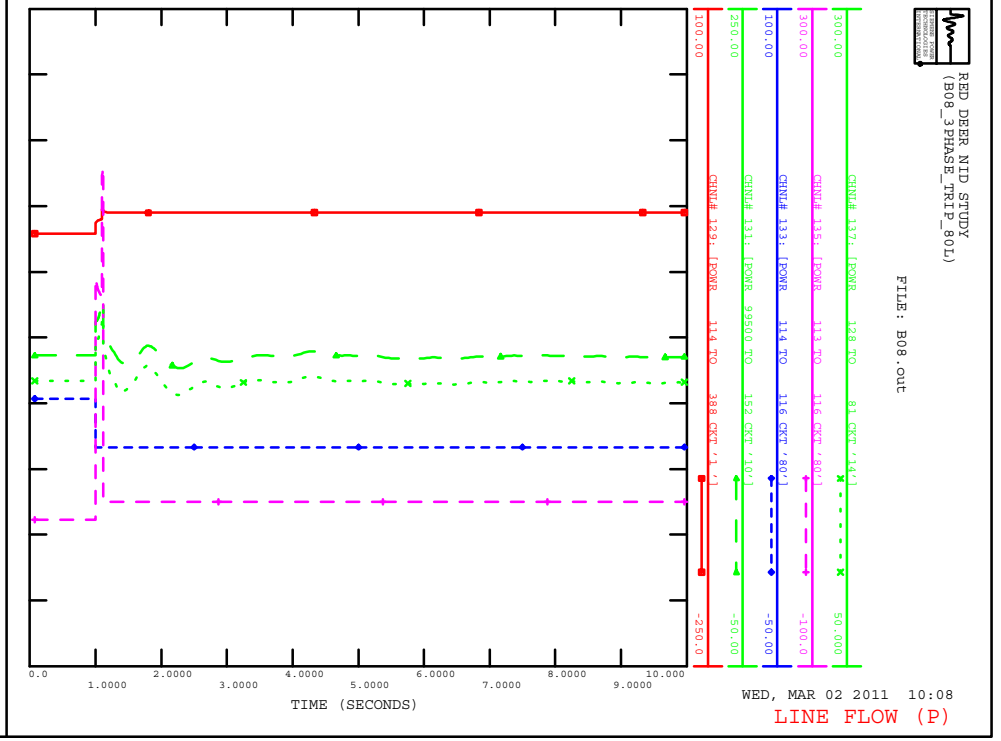

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

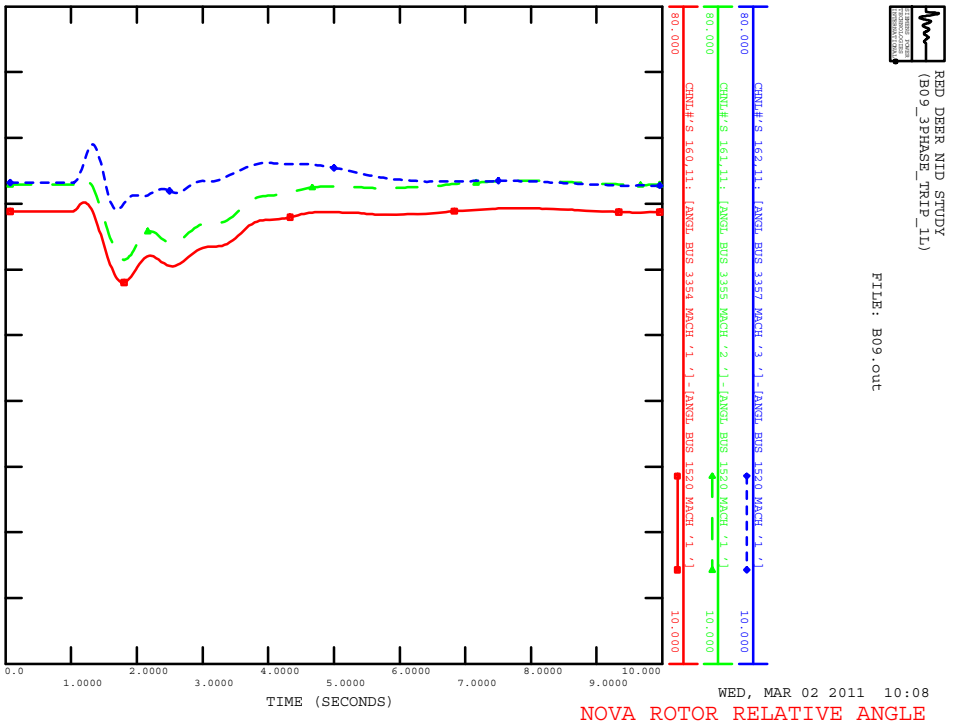

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

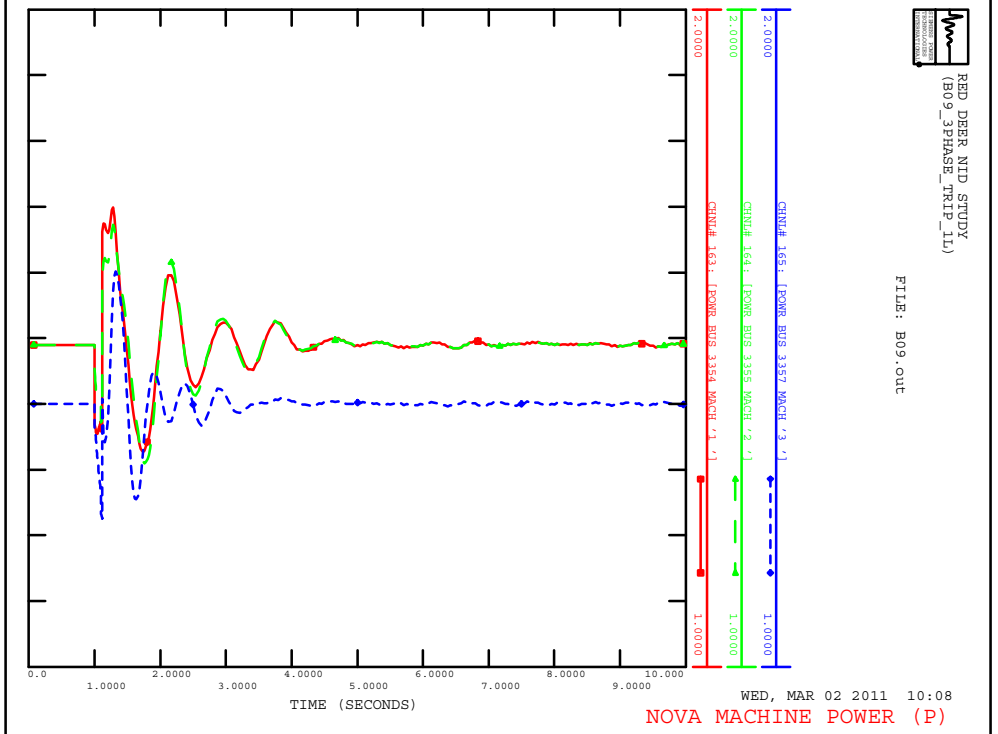

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

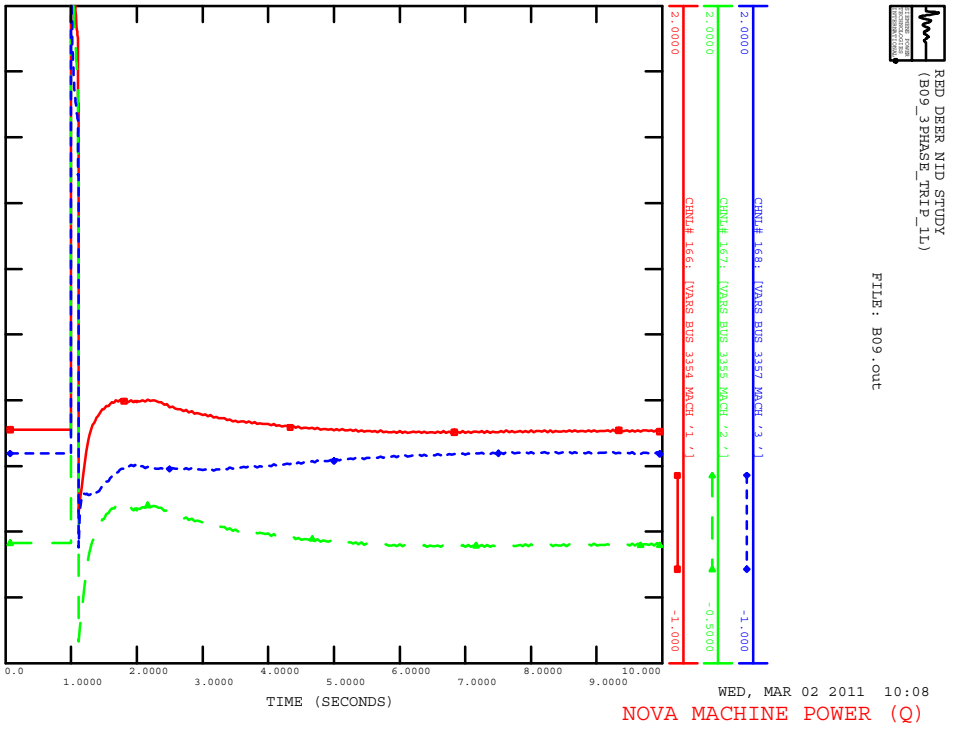

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

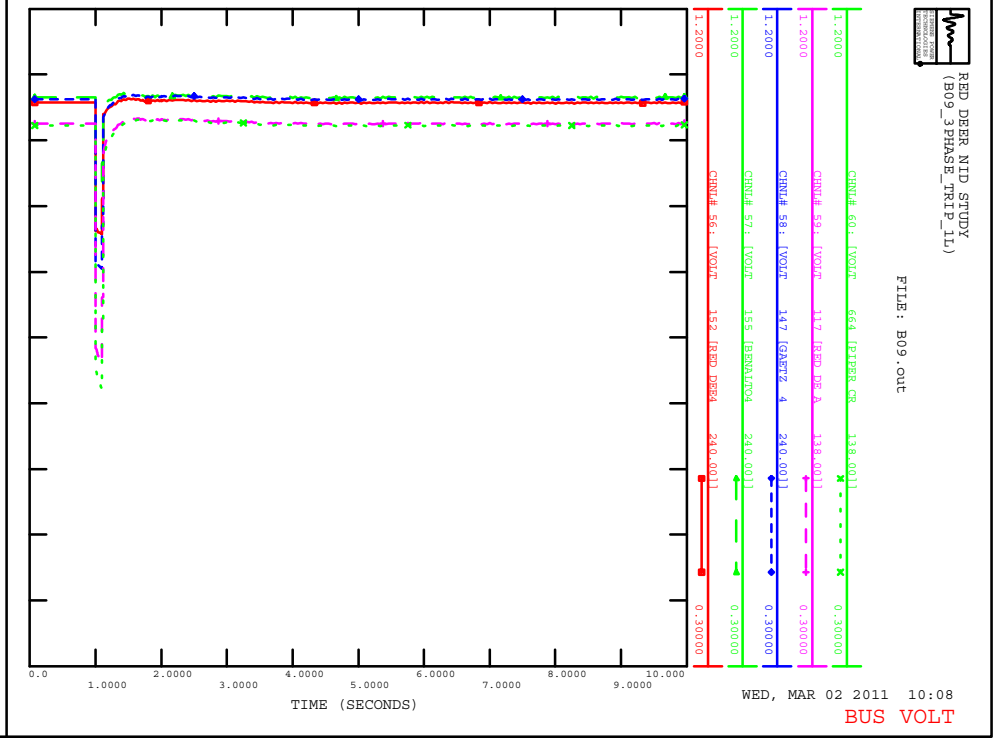

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

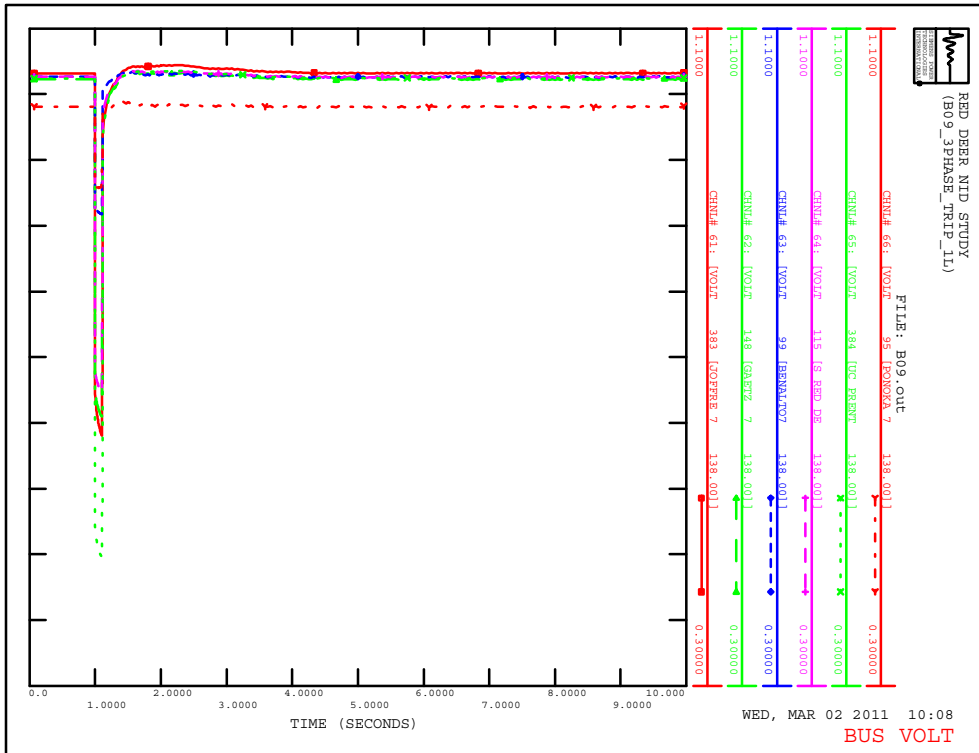

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

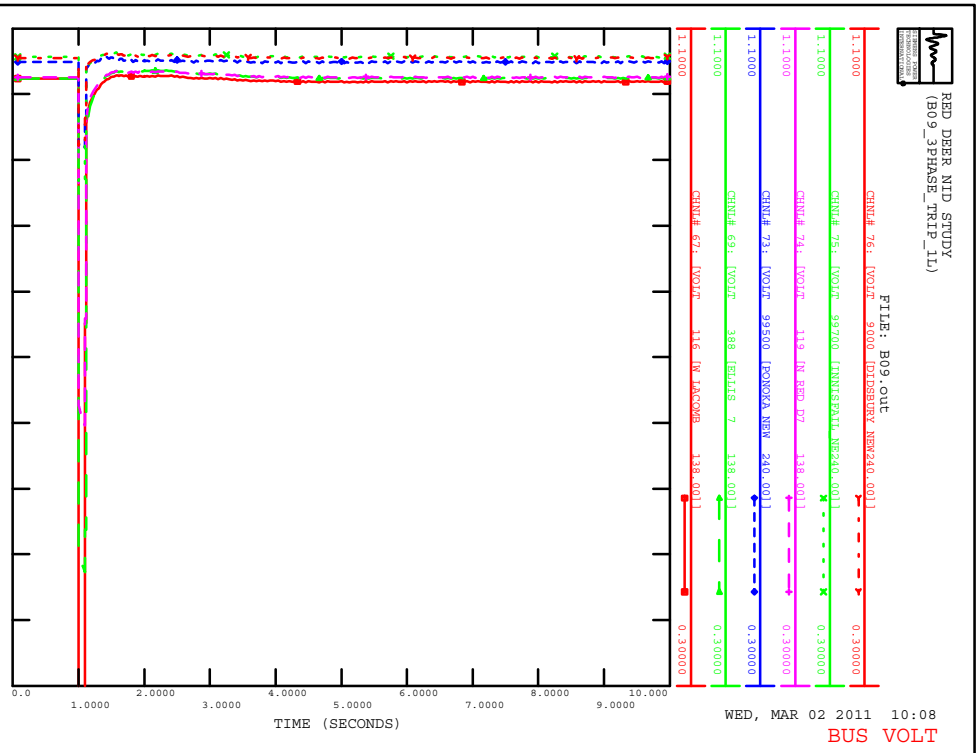

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

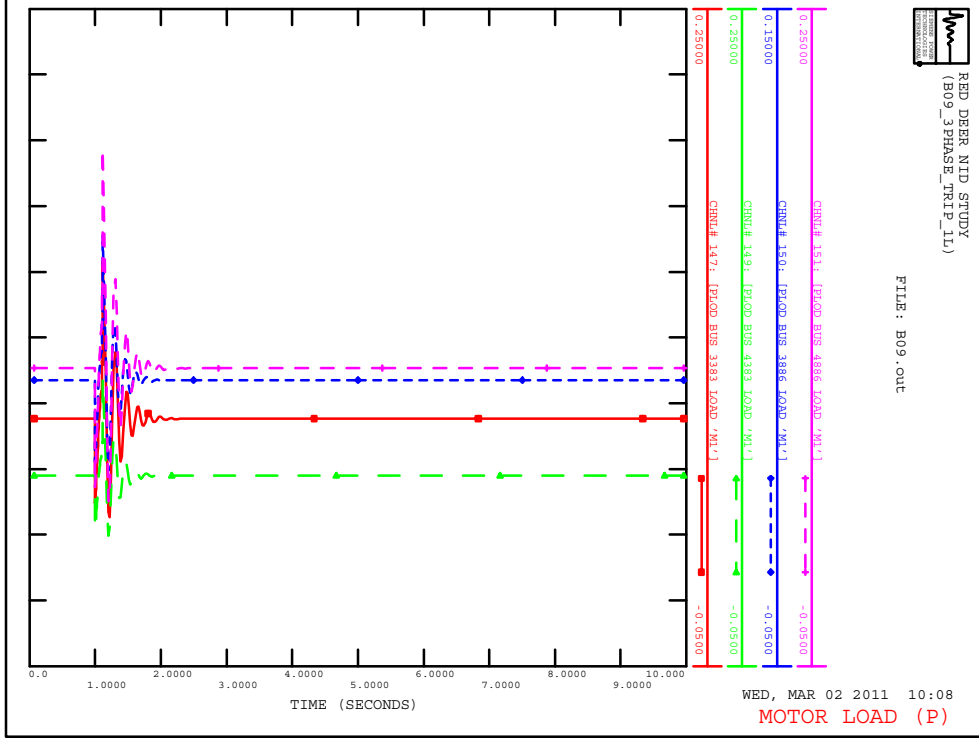

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

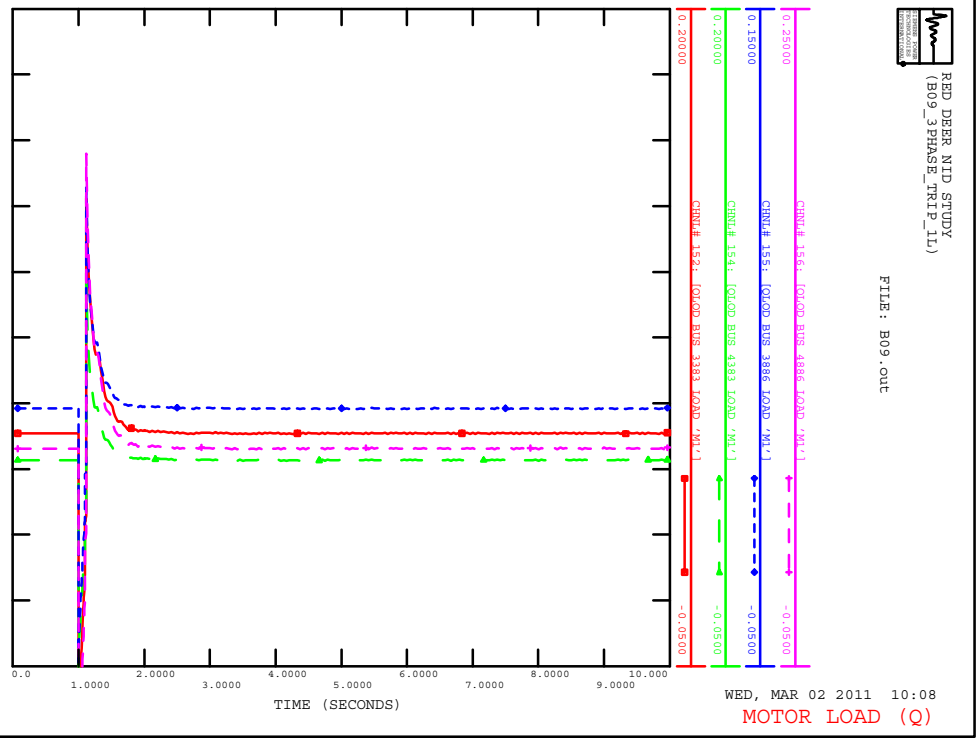

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

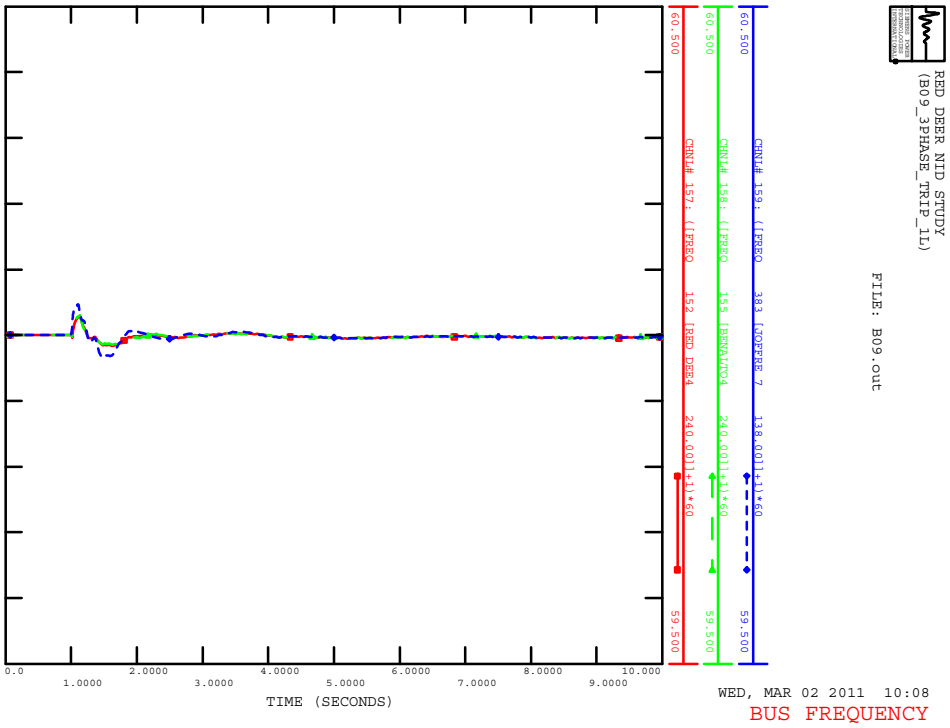

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

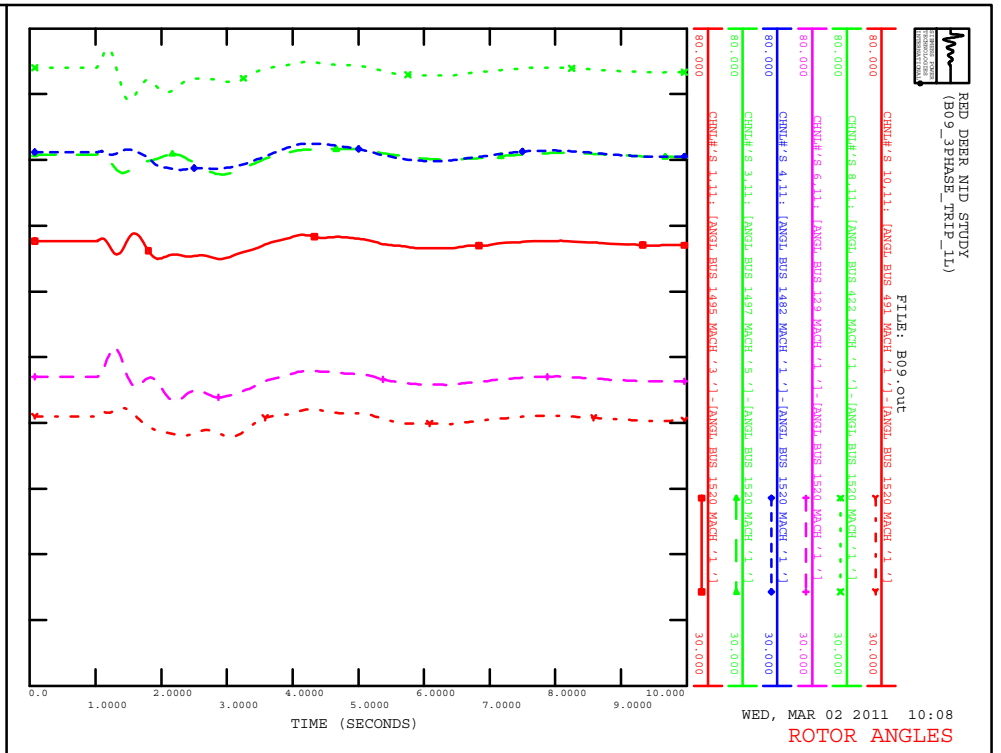

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

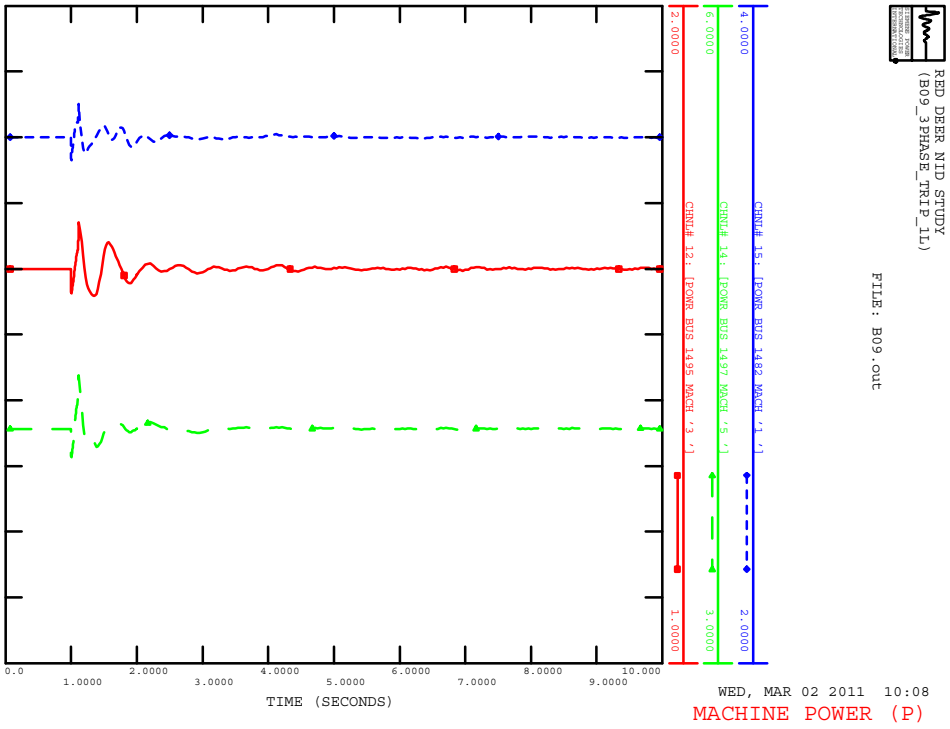

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

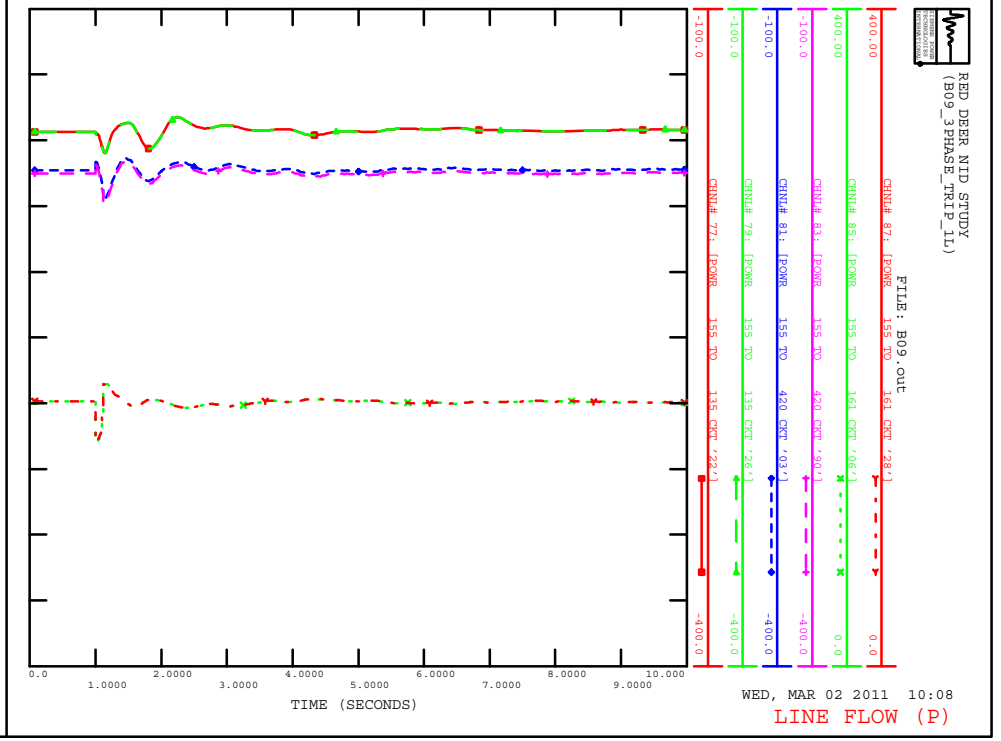

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

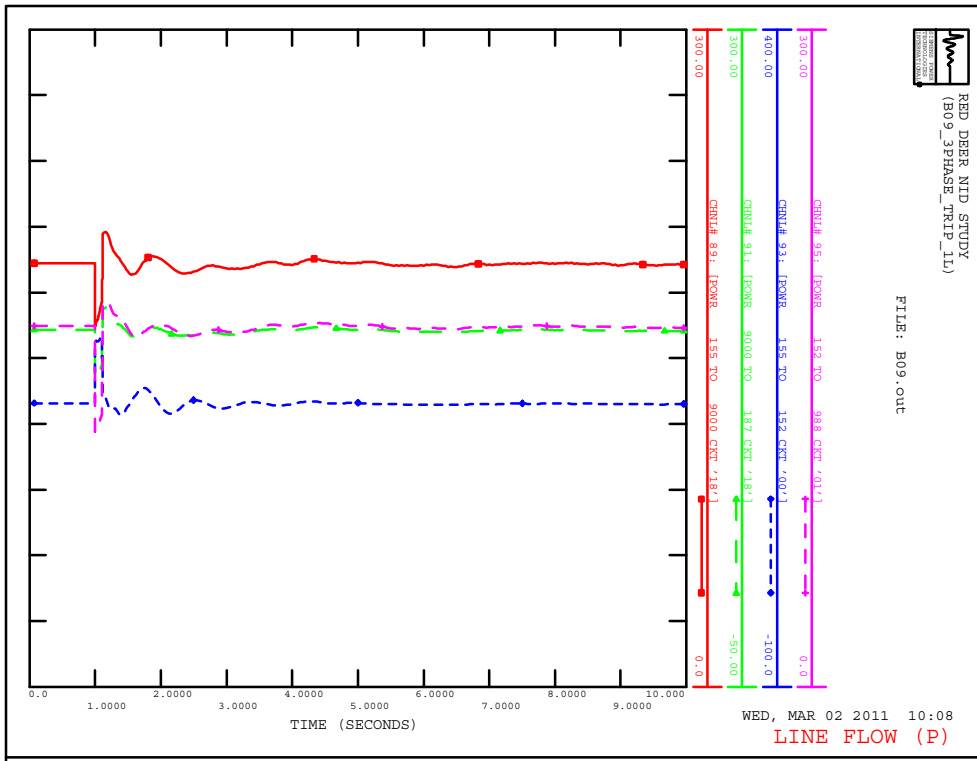

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

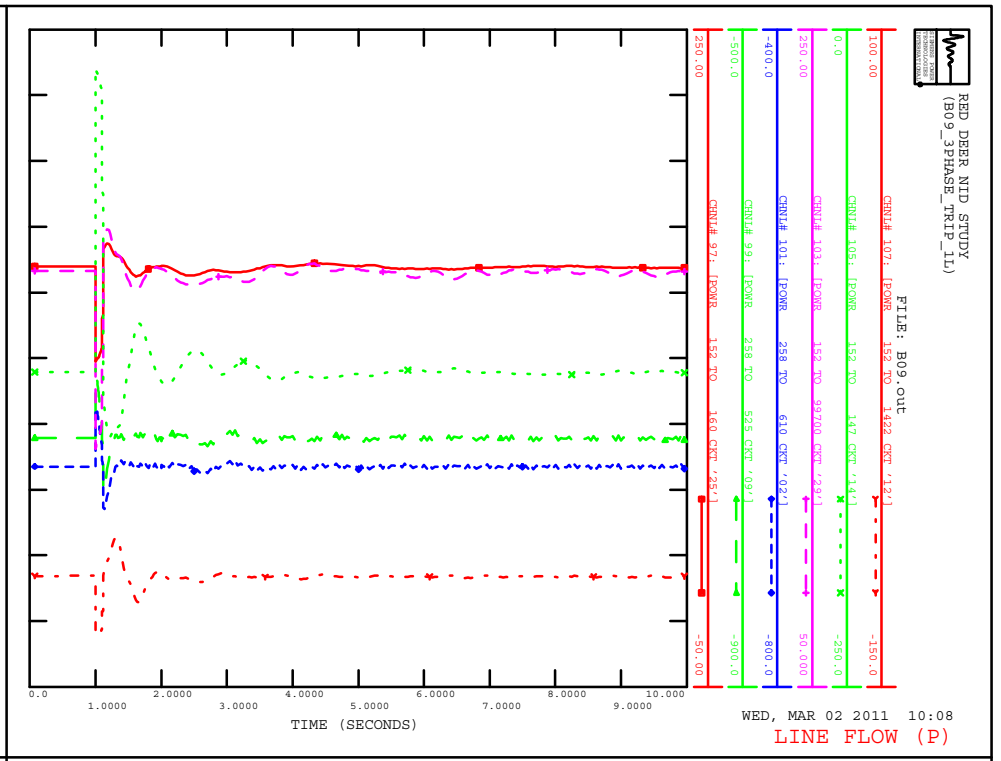

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

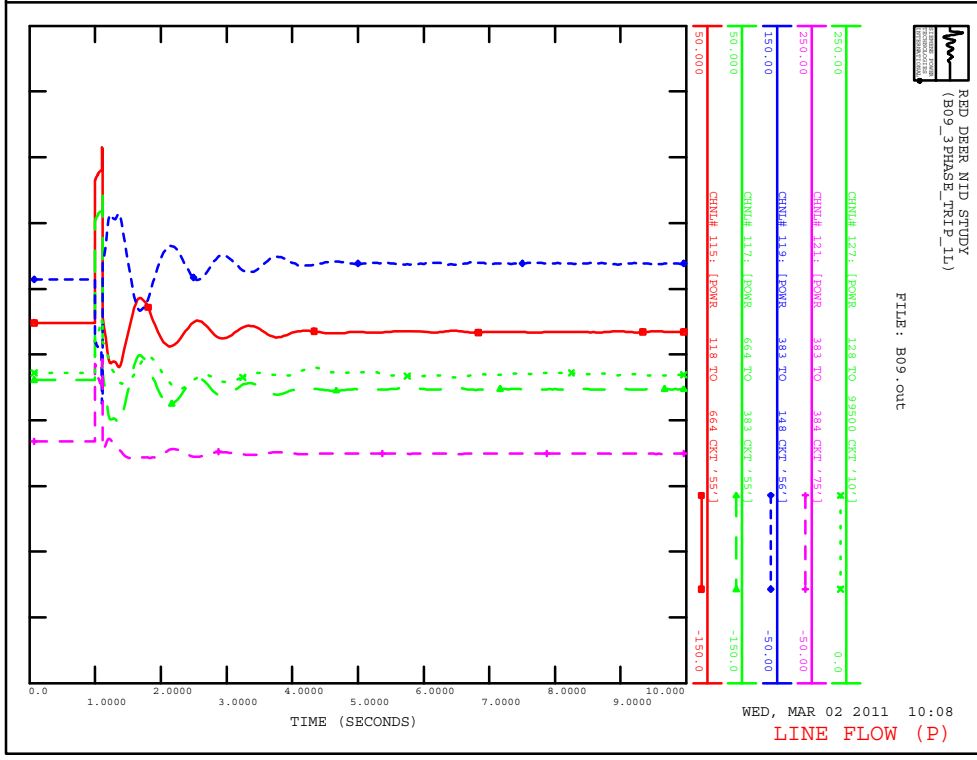

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

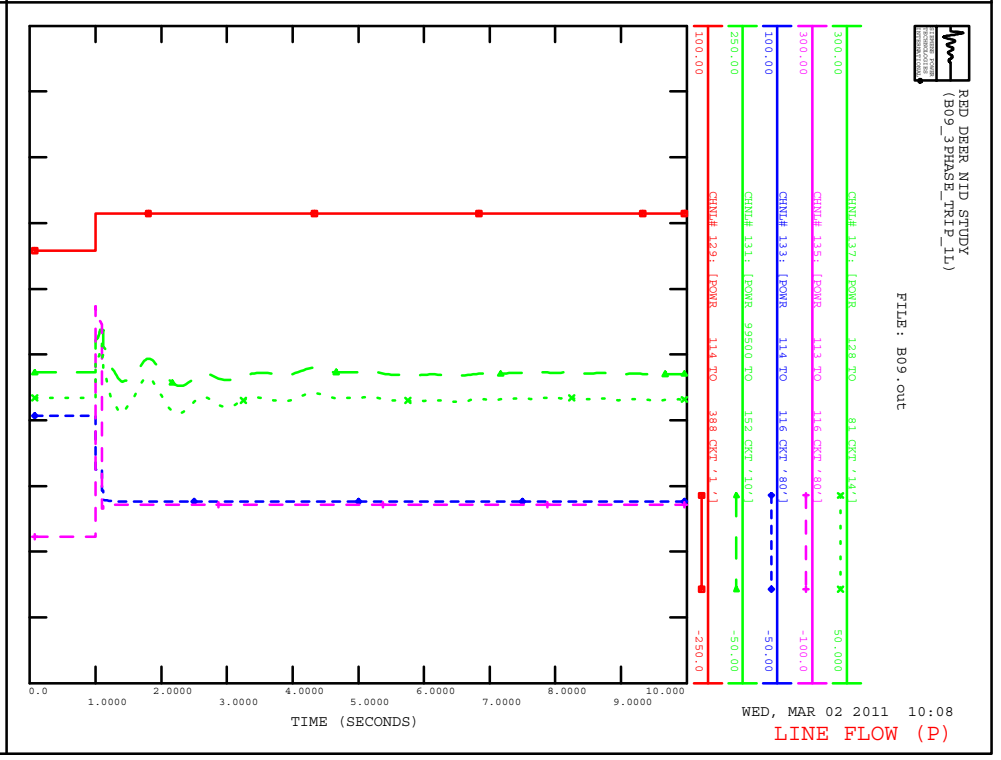

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

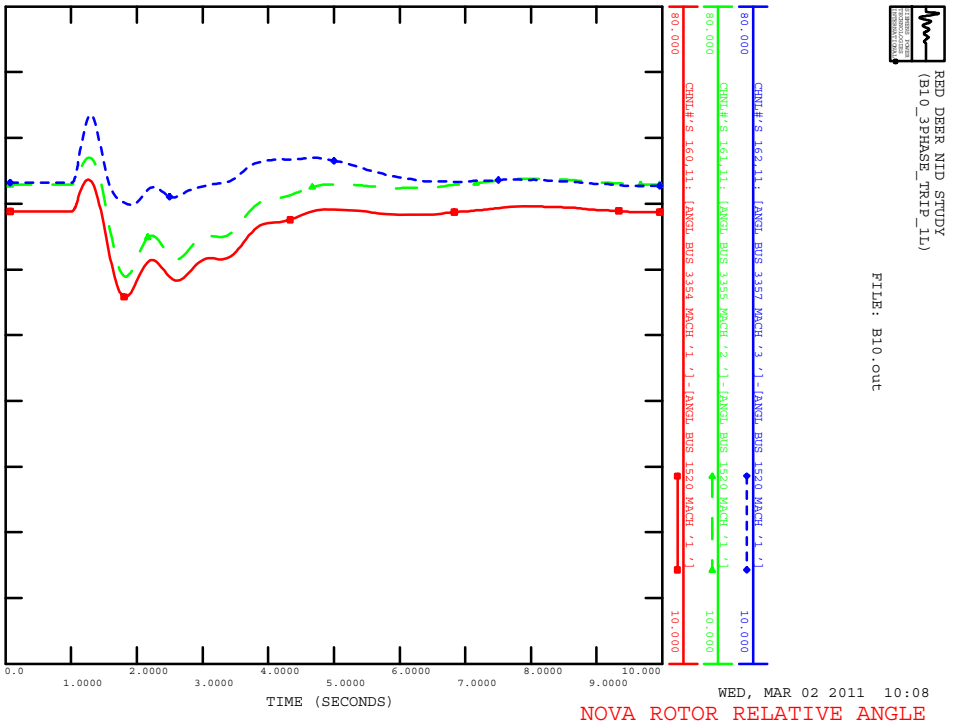

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

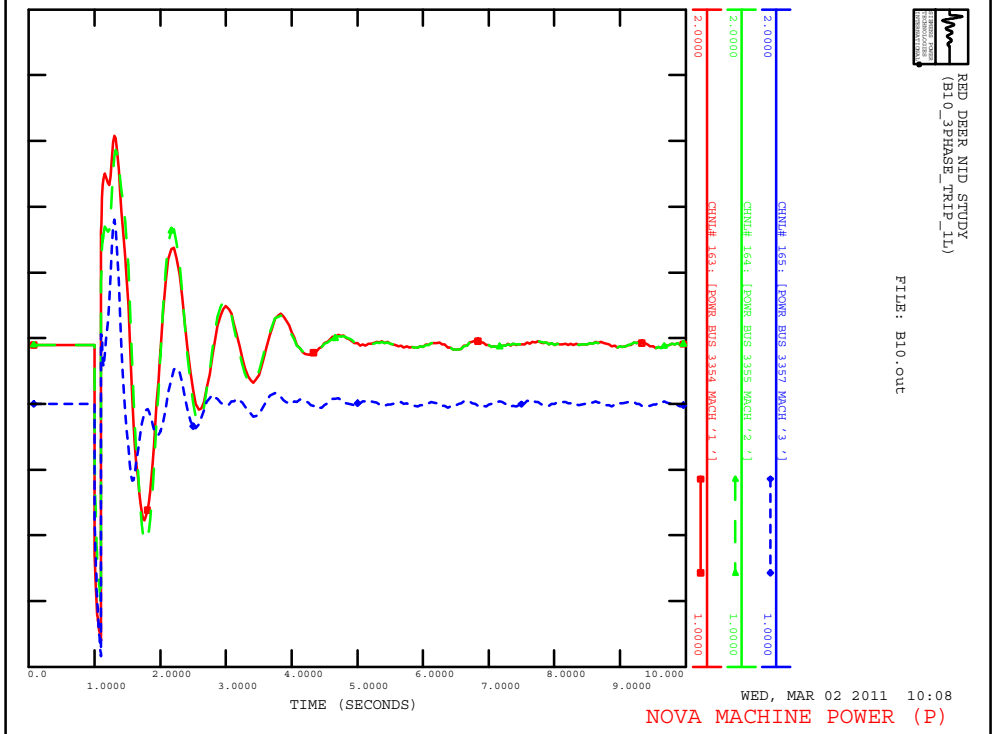

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

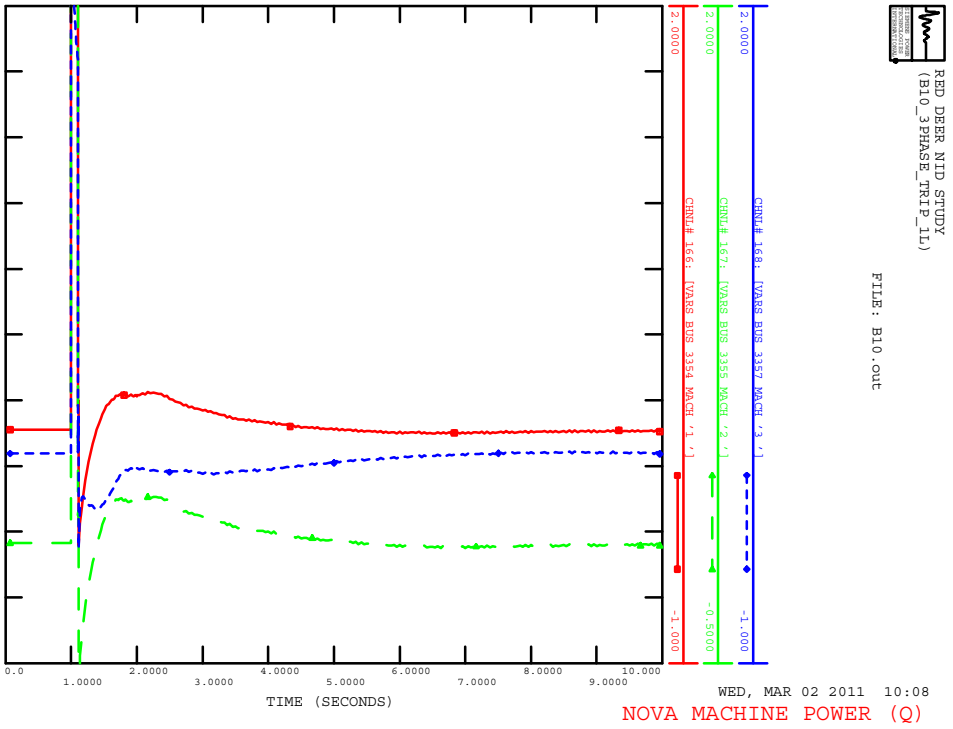

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

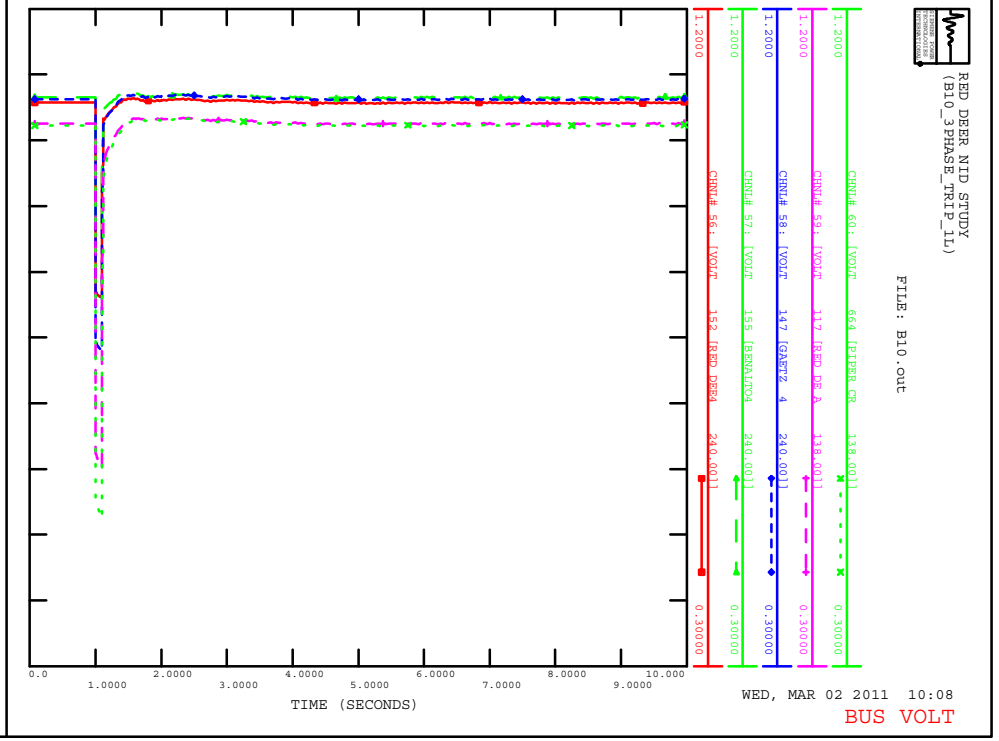

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

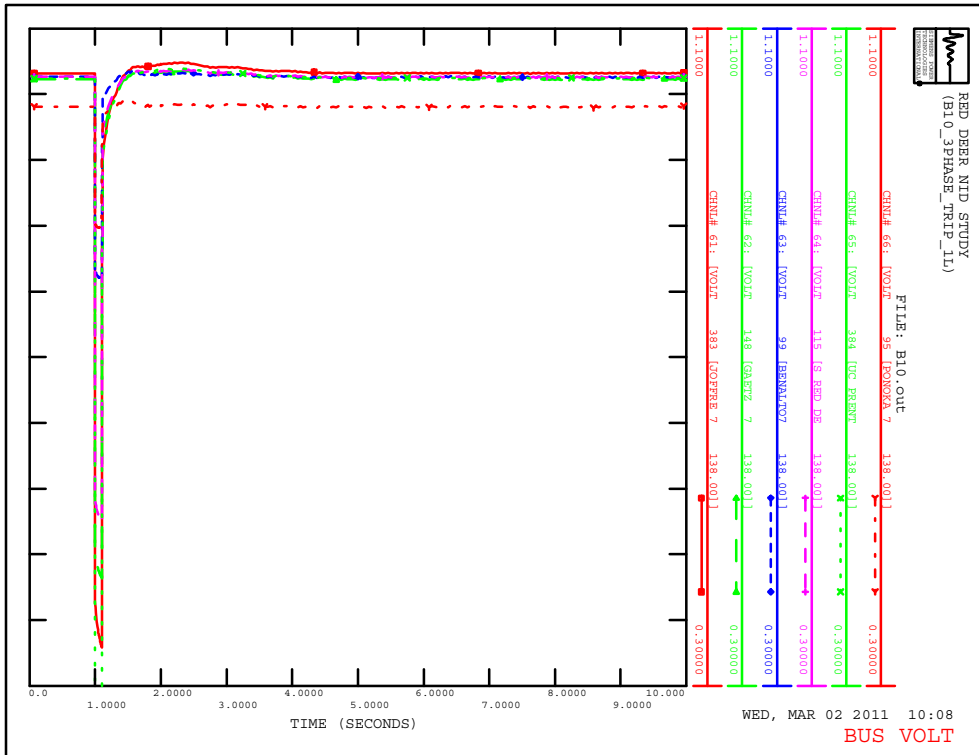

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

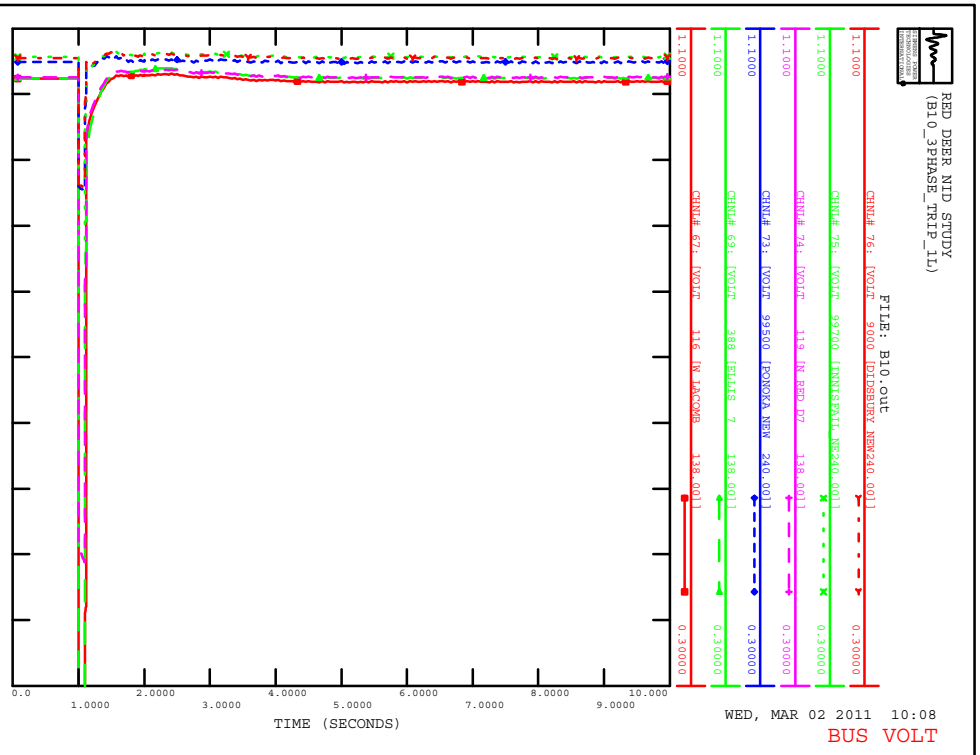

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

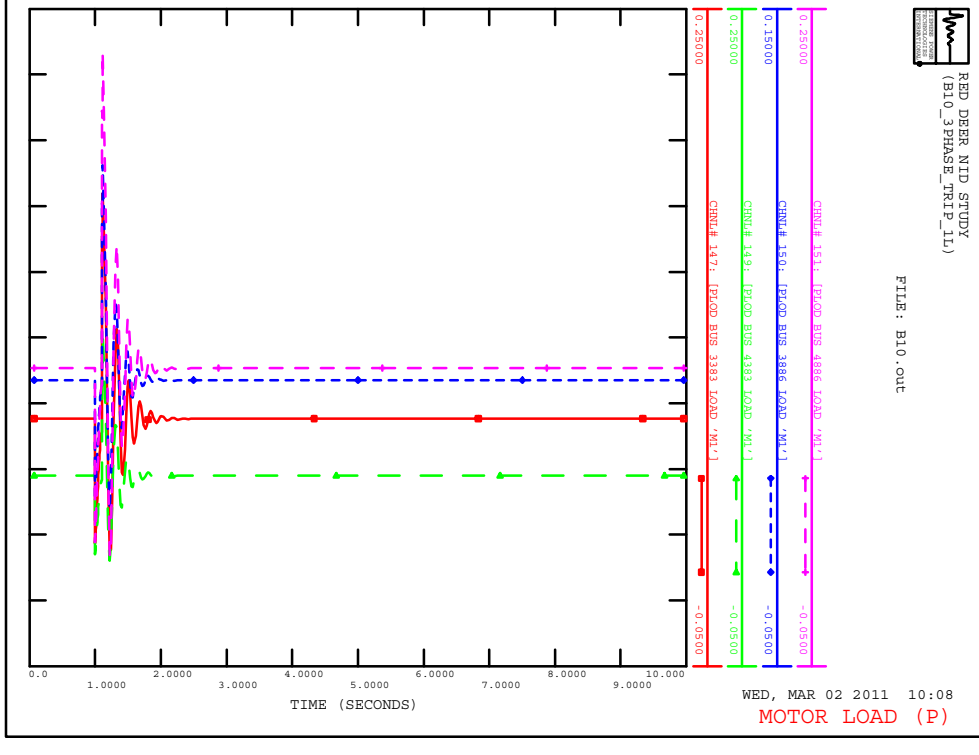

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

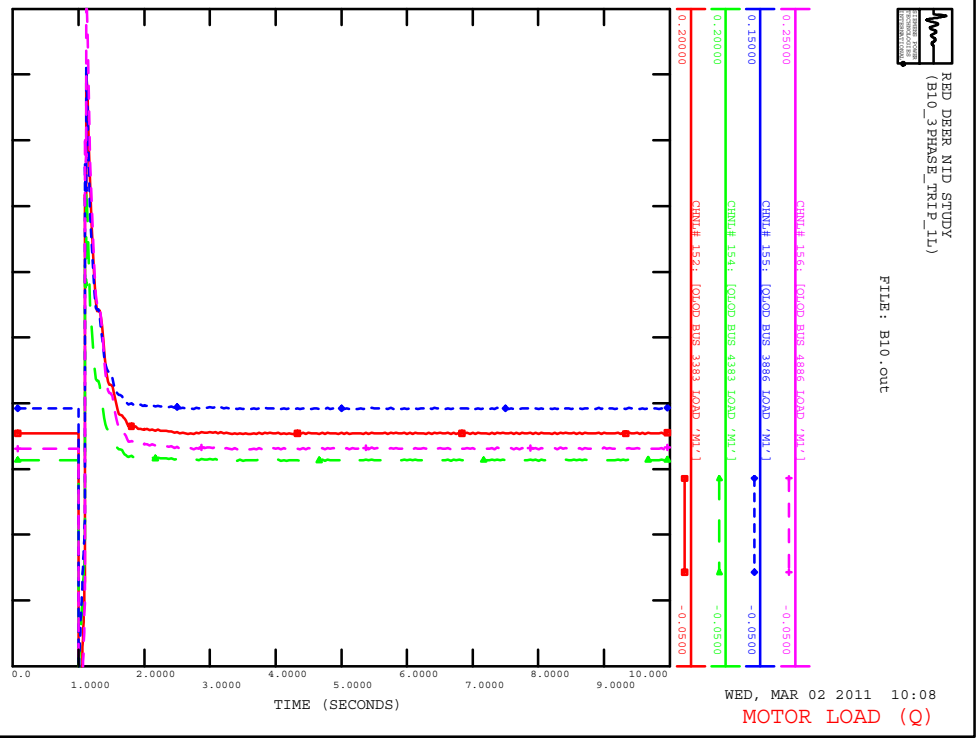

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

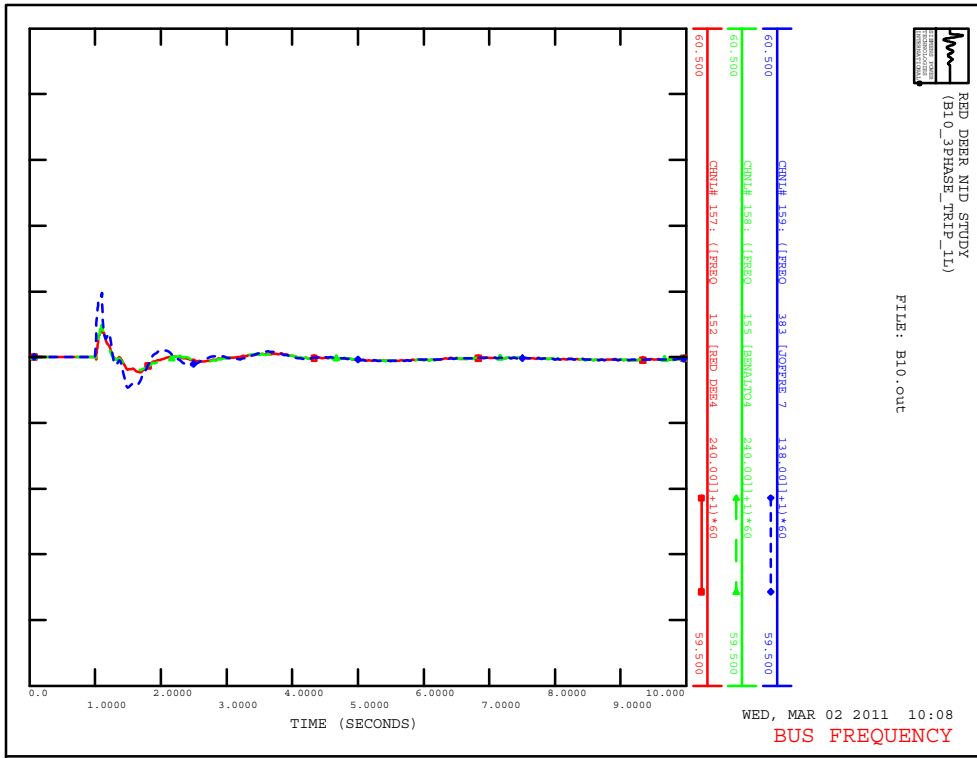

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

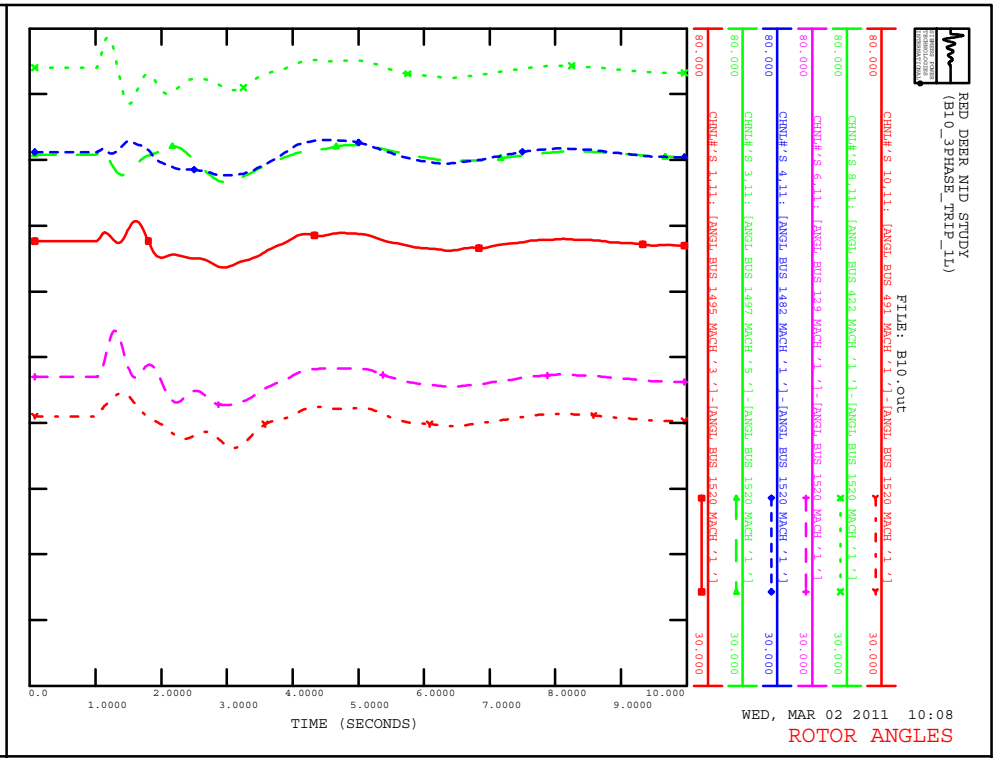

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

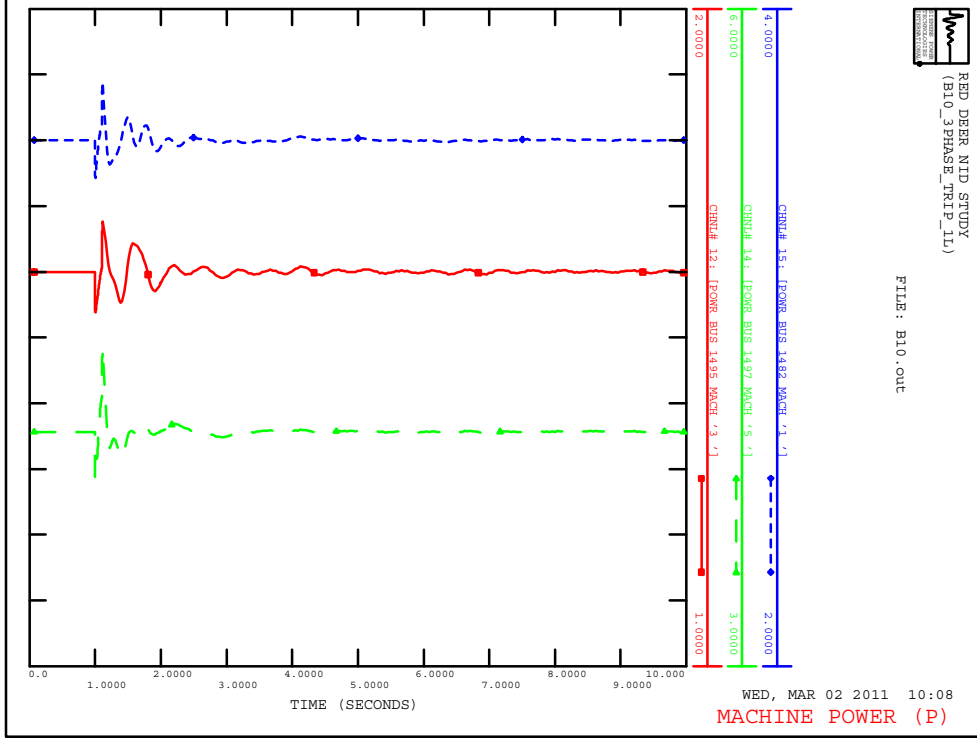

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DISBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

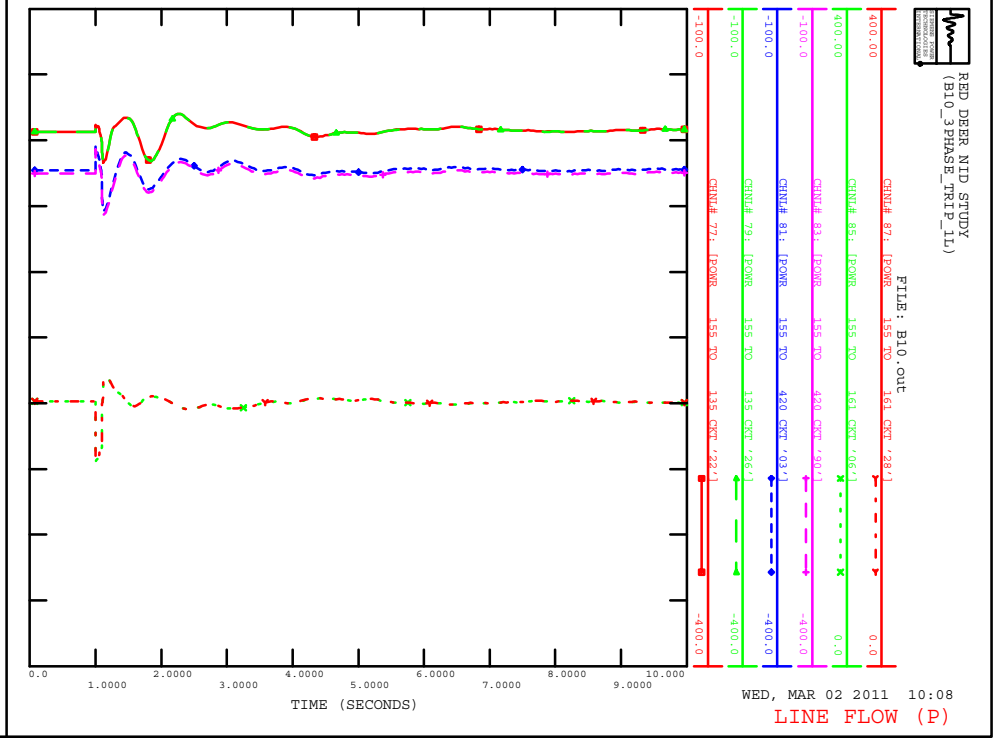

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

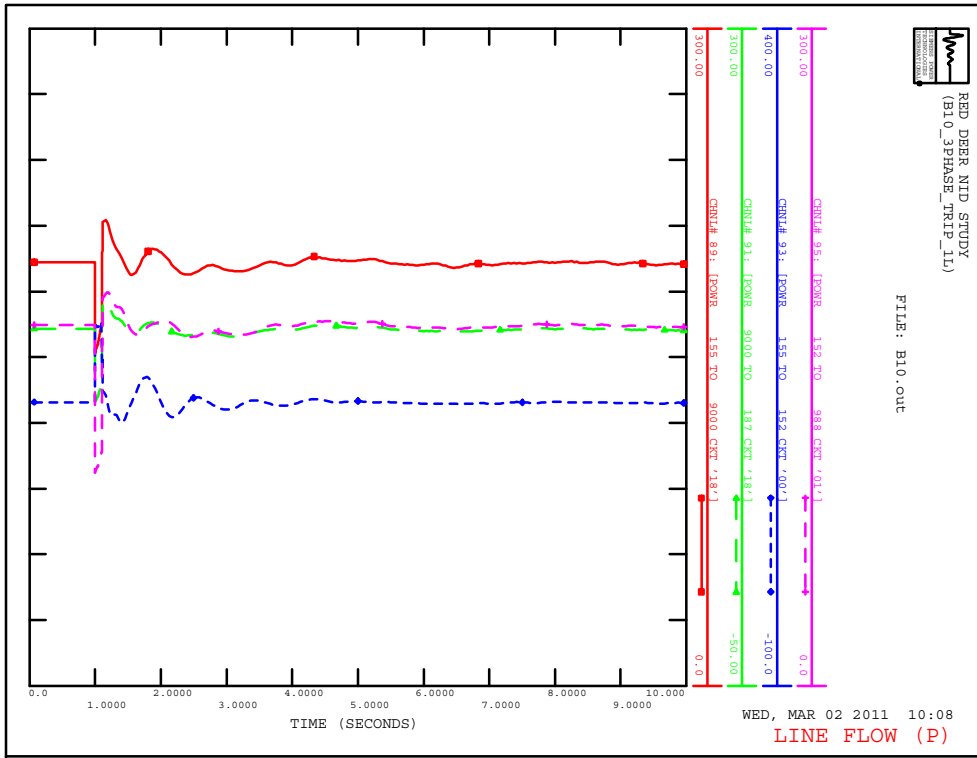

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

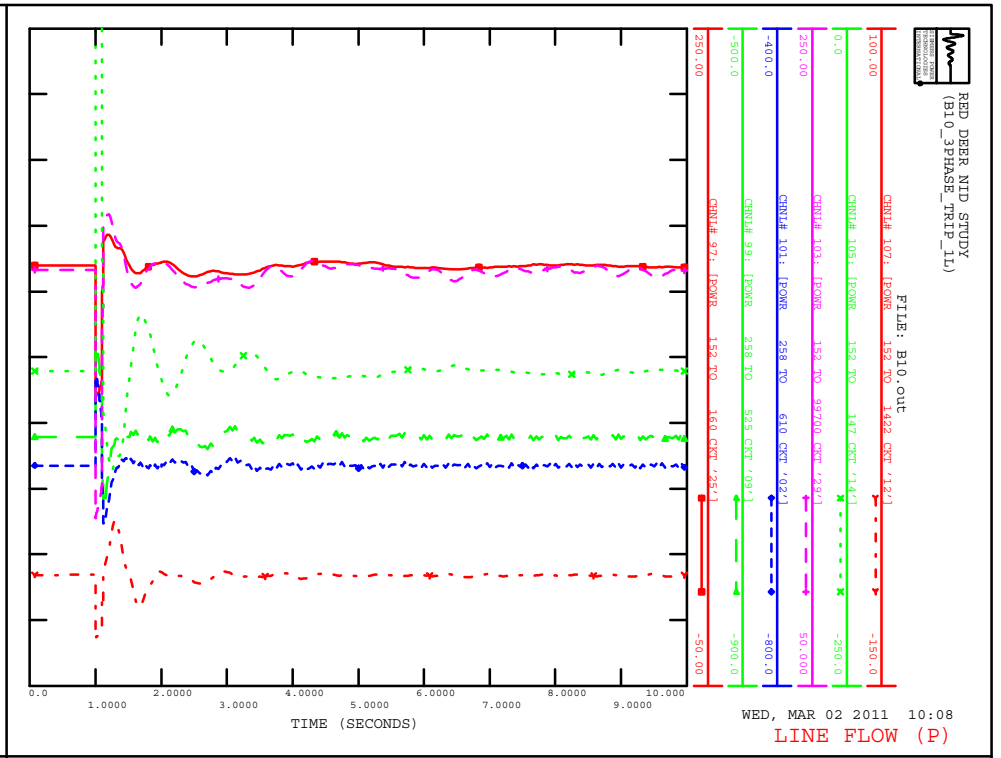

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

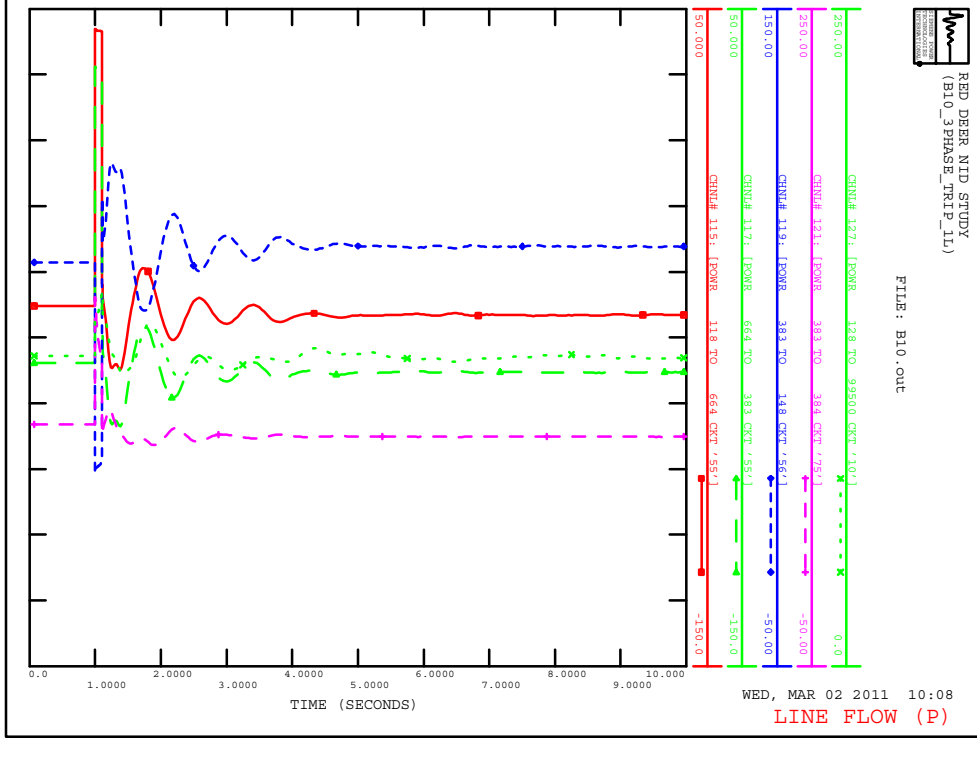

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

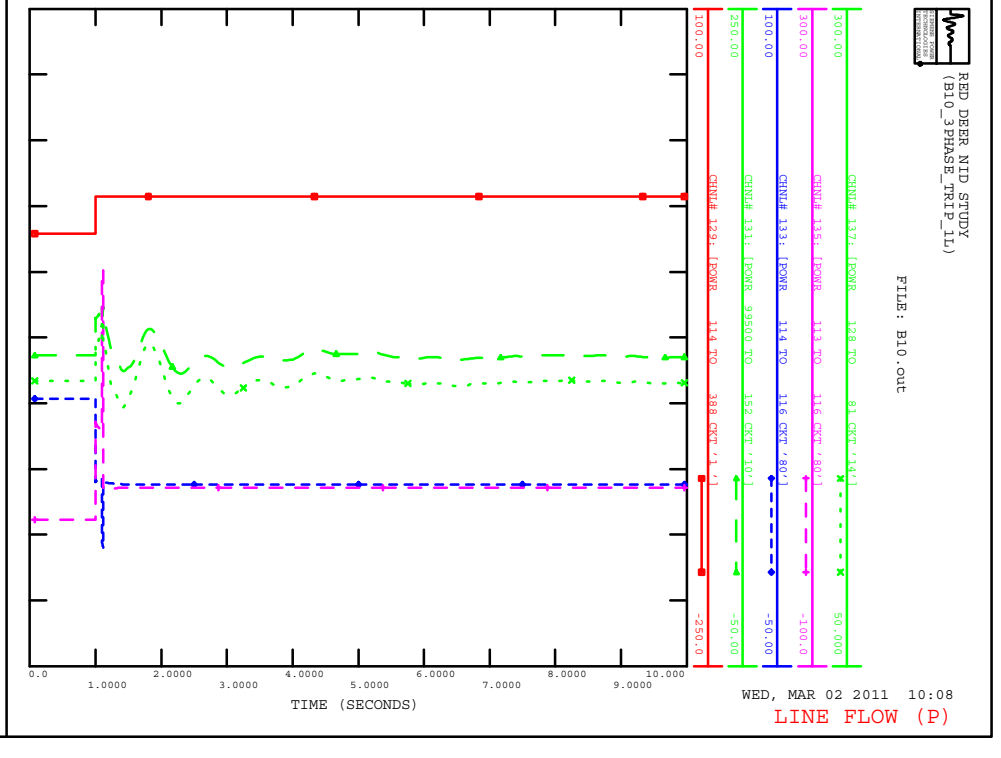

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

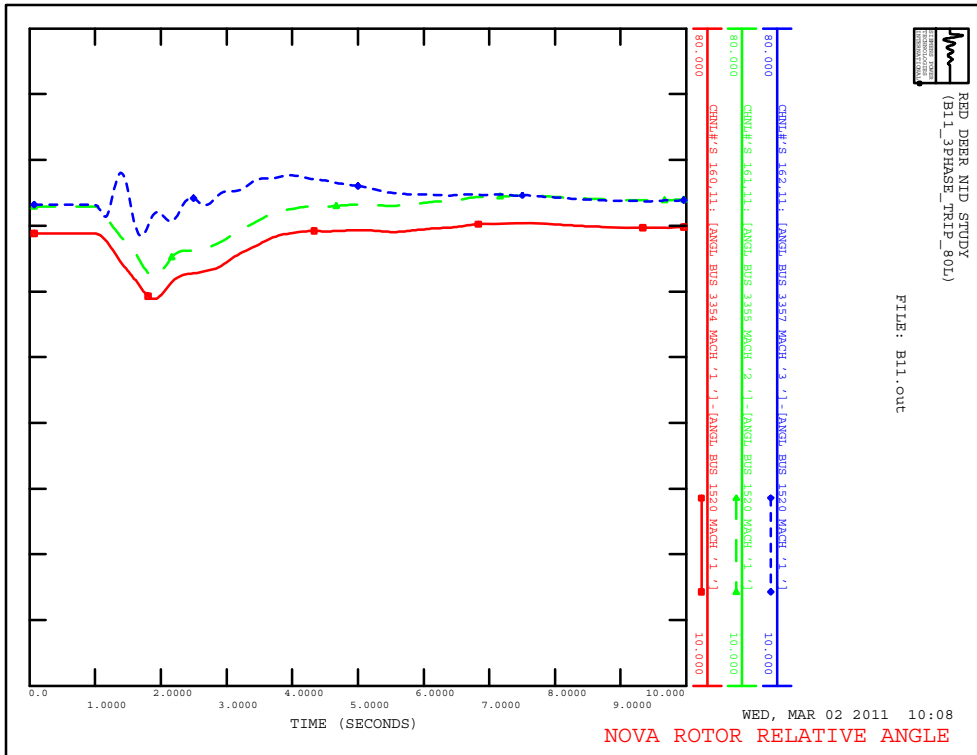

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

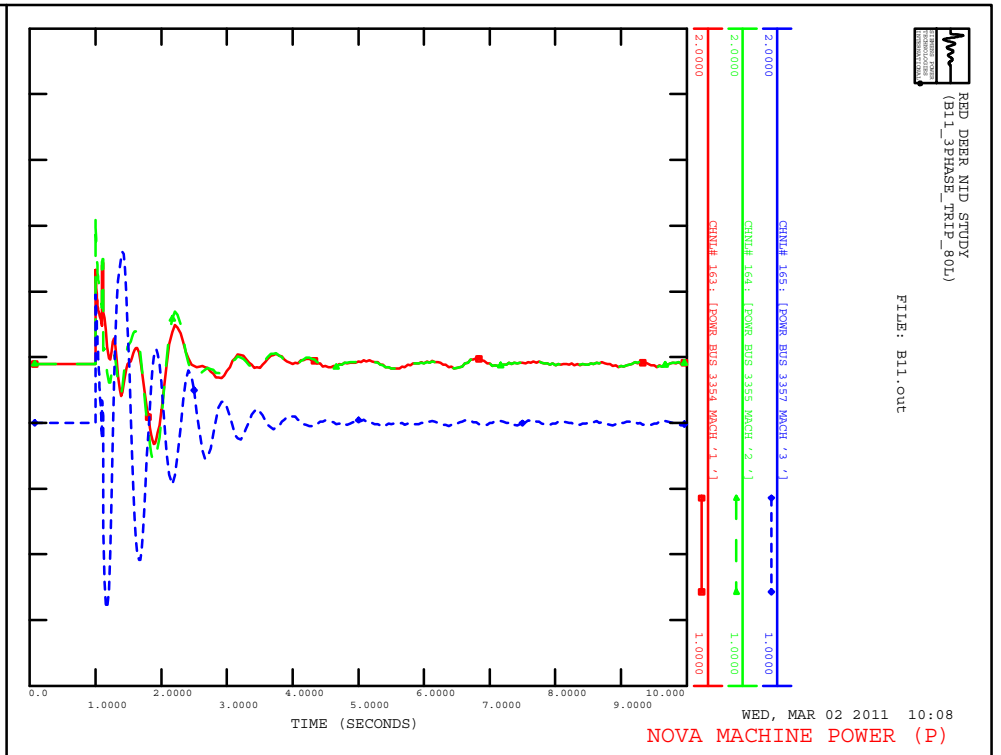

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

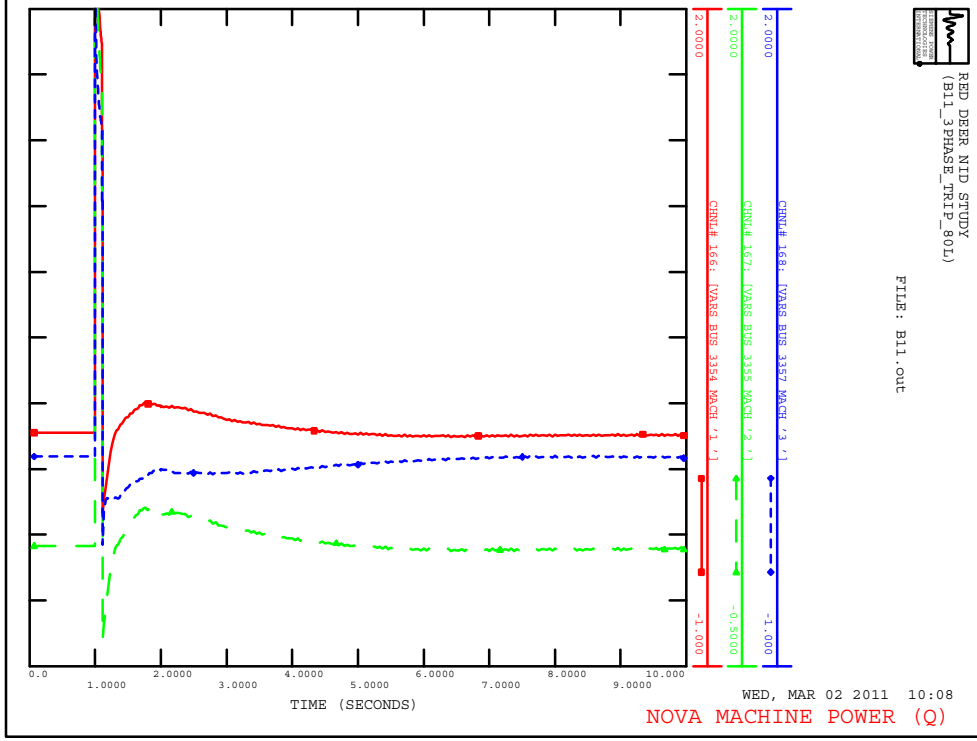

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

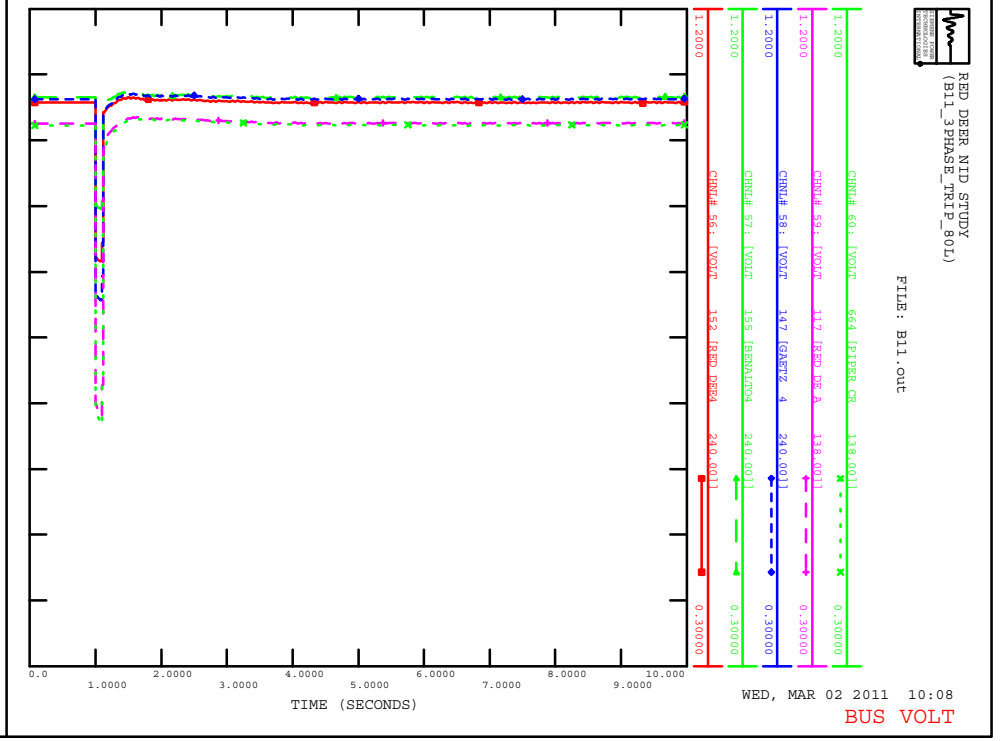

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

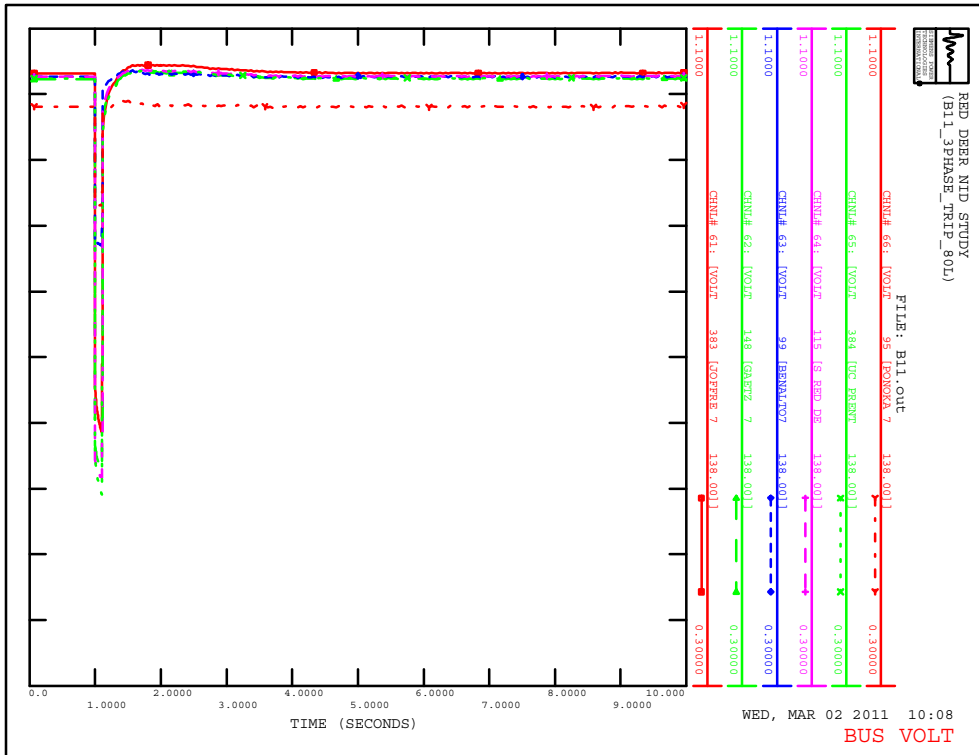

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

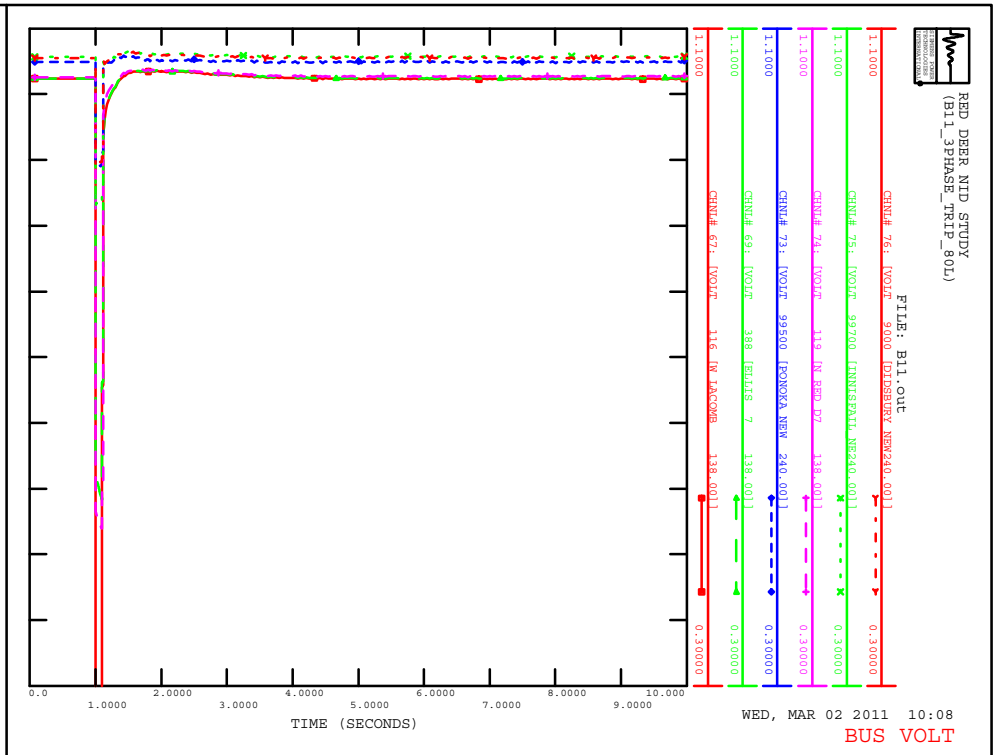

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

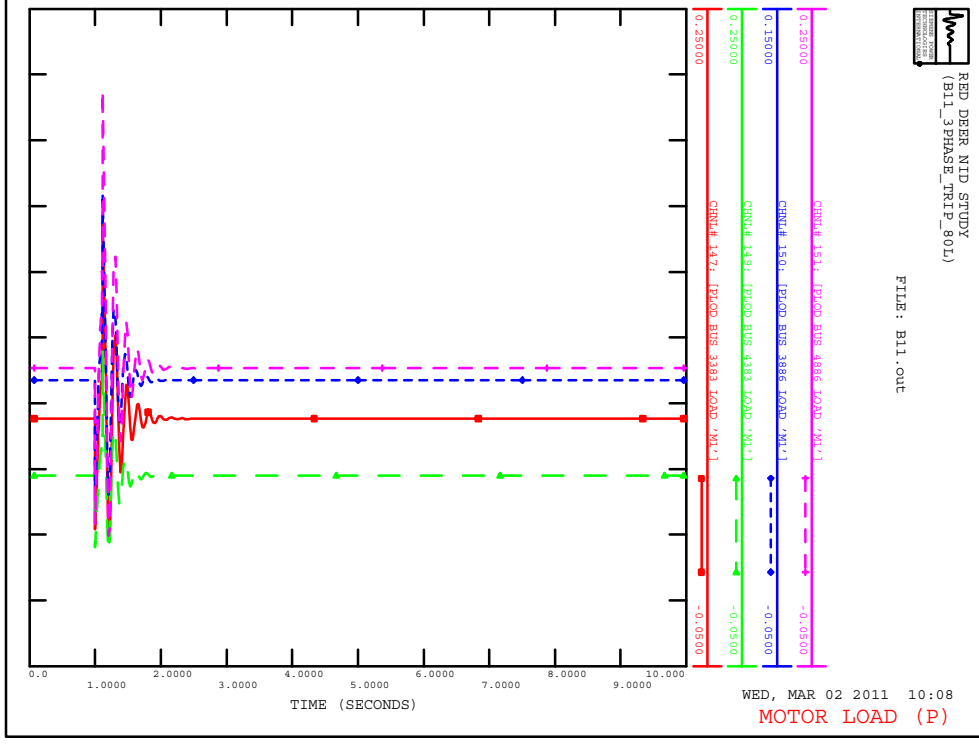

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

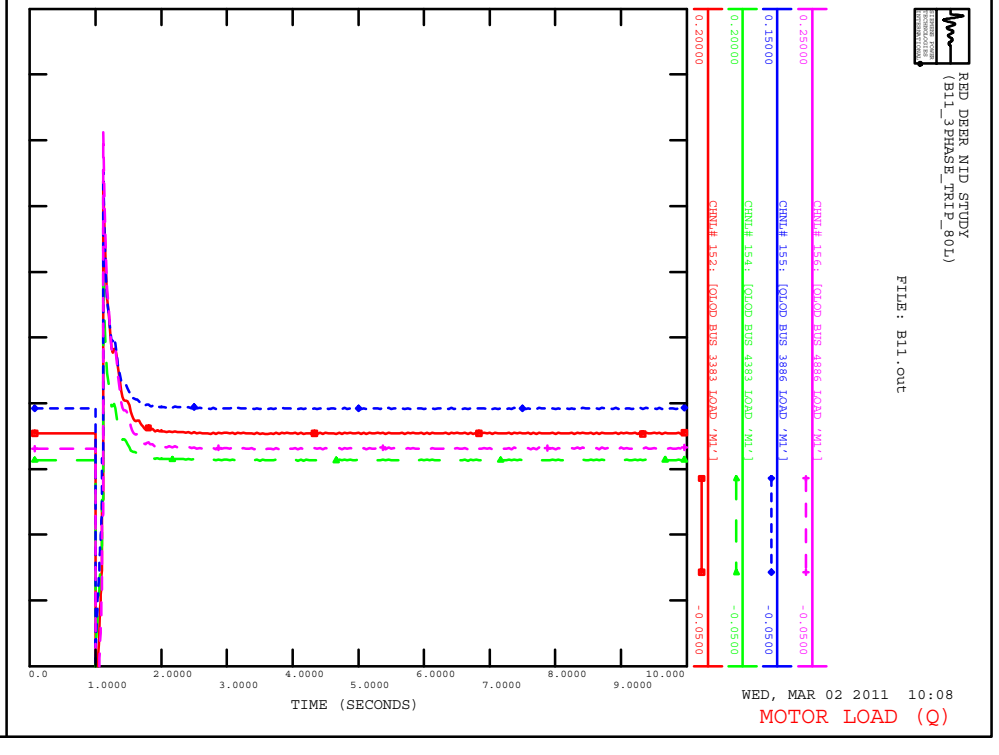

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

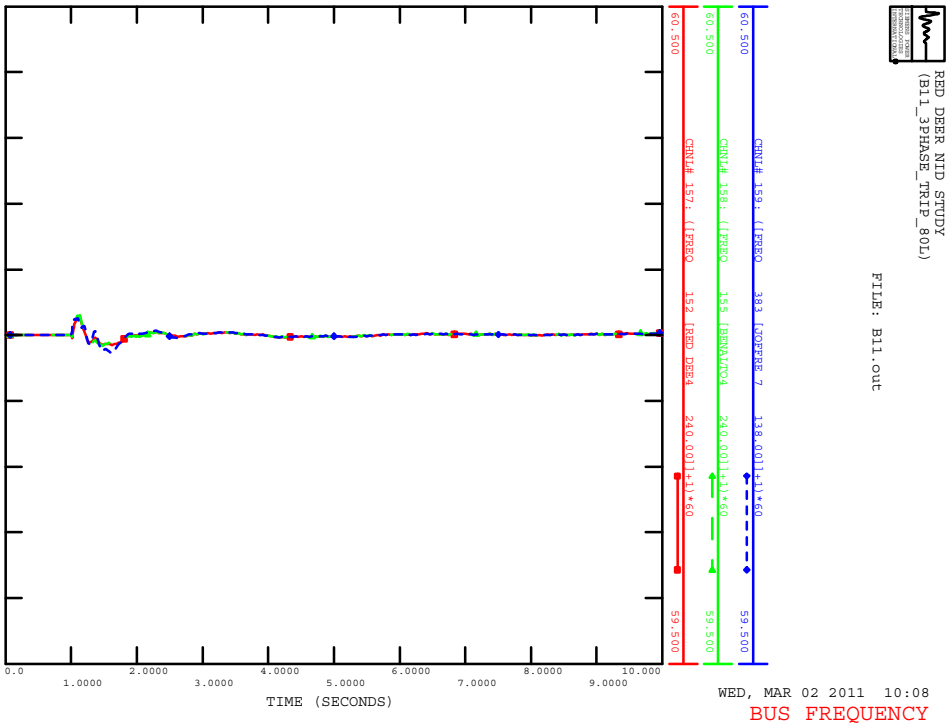

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

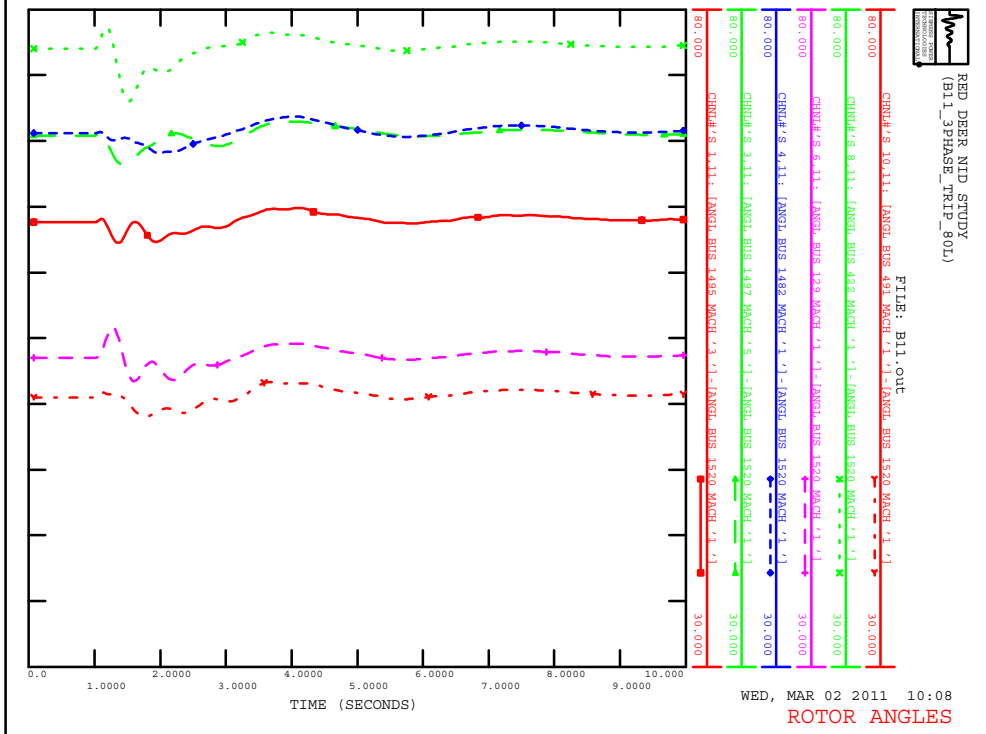

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

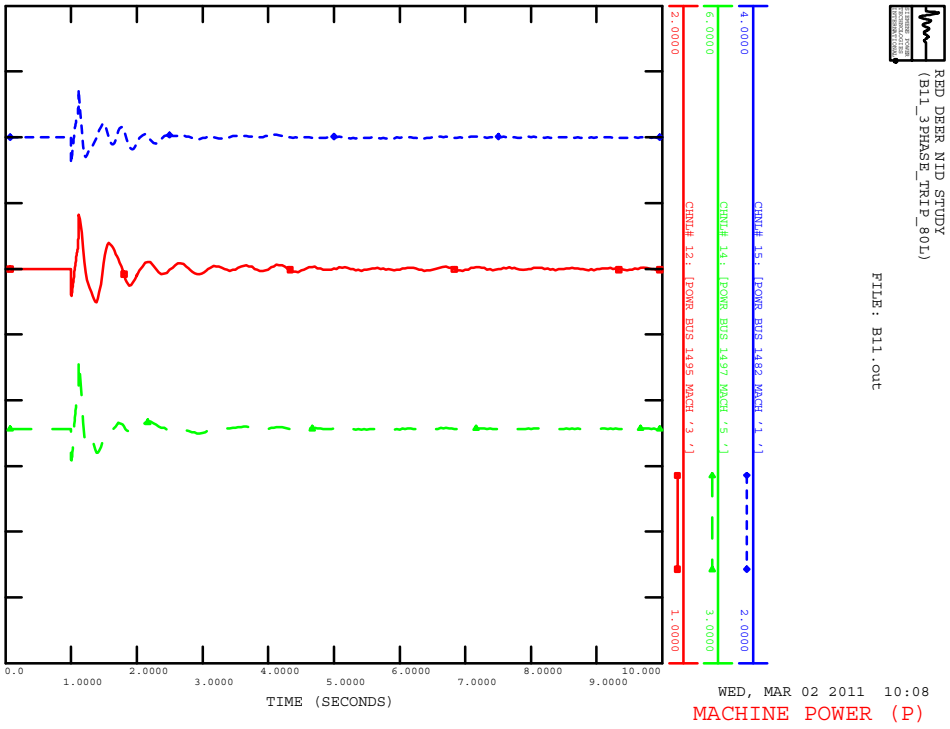

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESSERY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

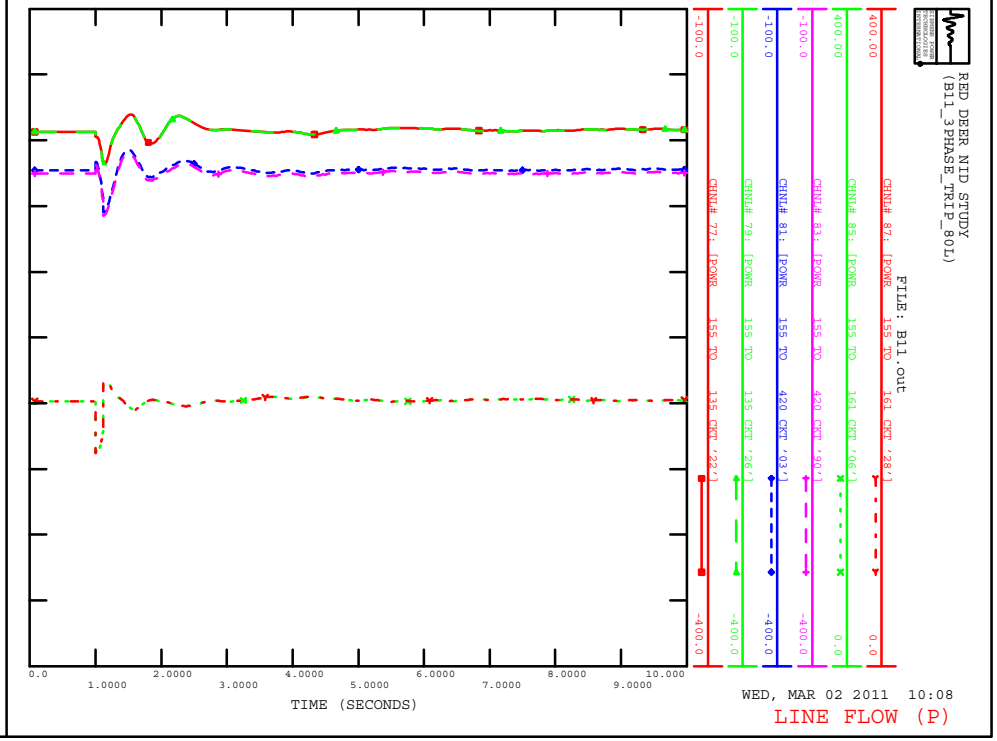

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

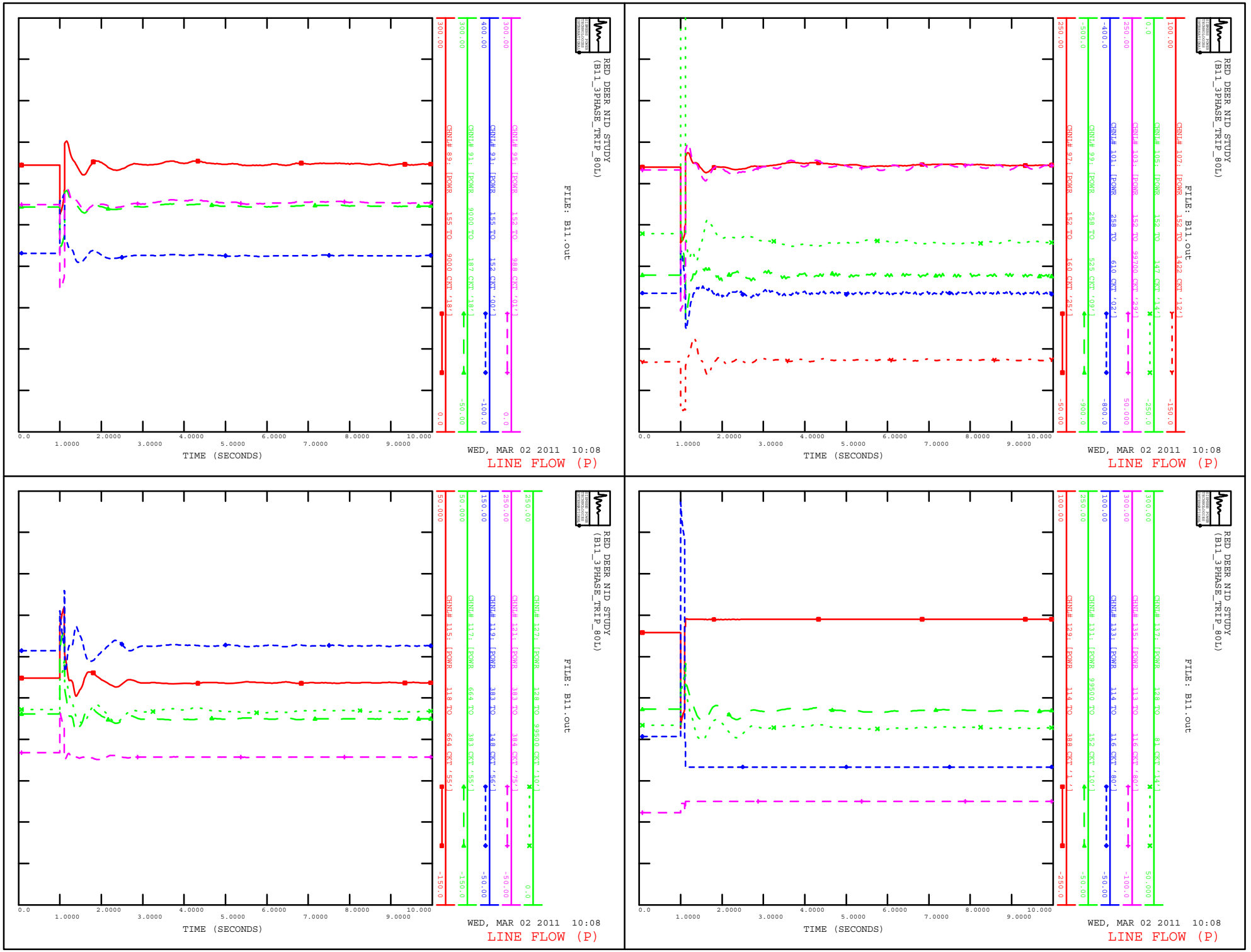

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

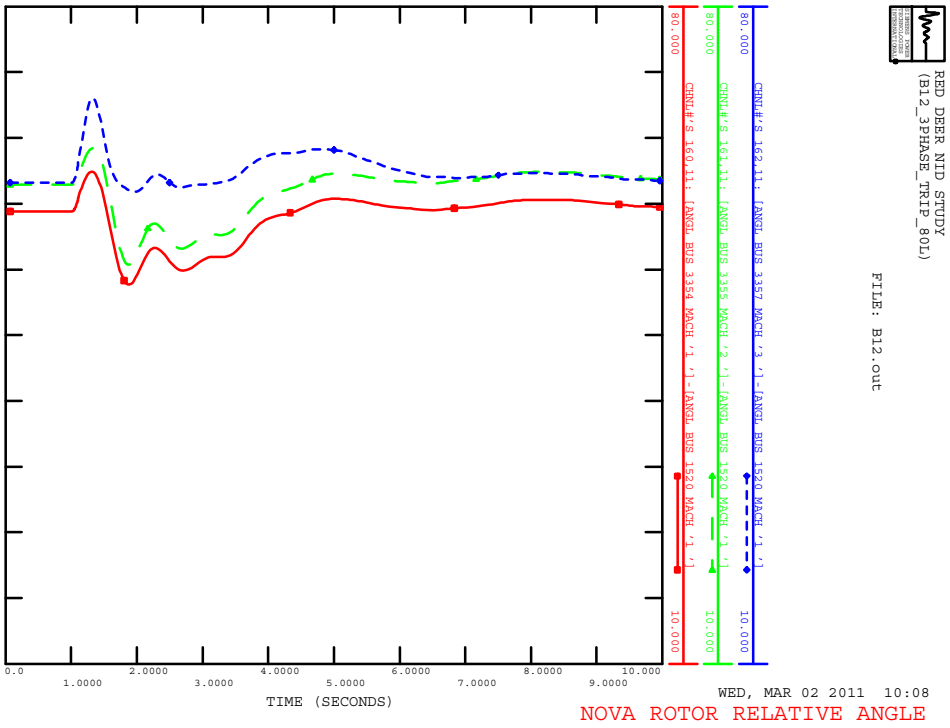

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

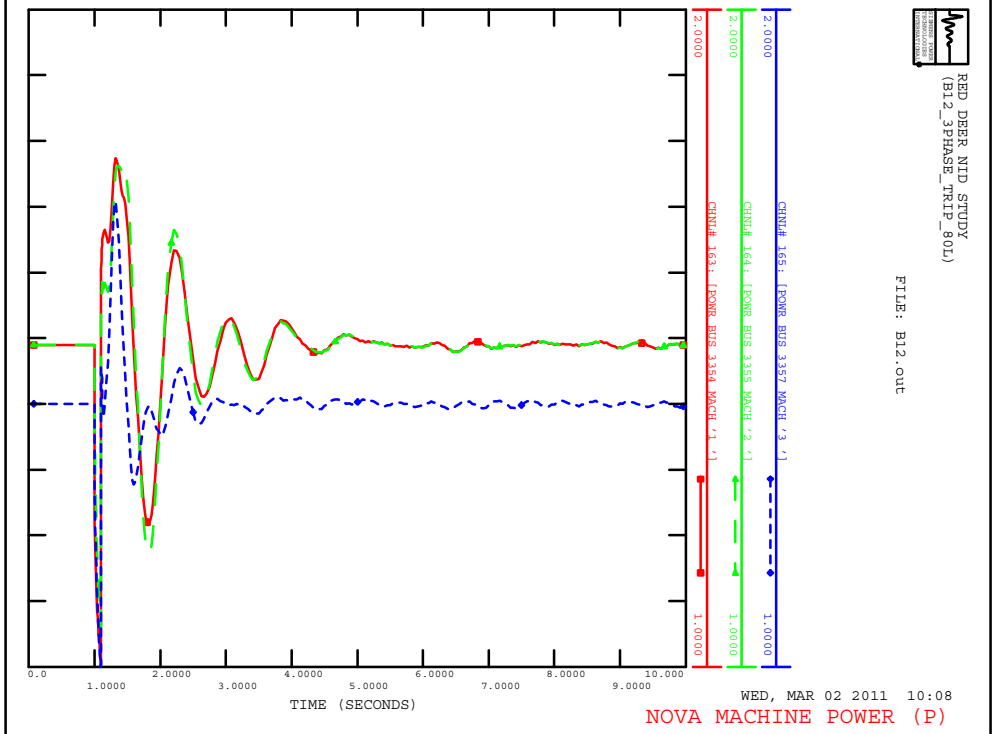

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

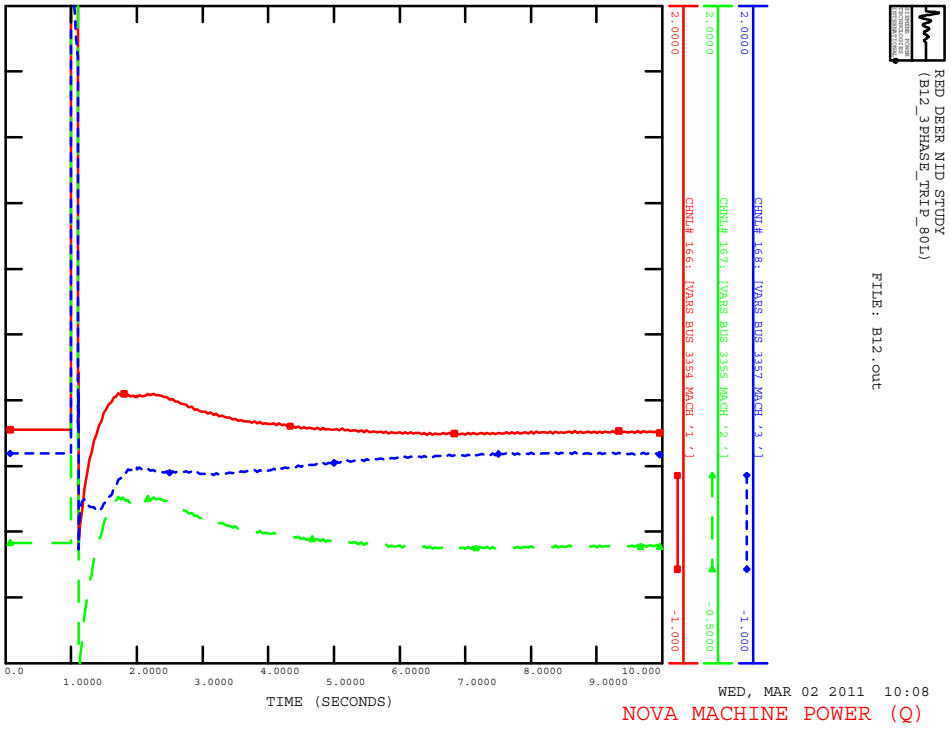

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

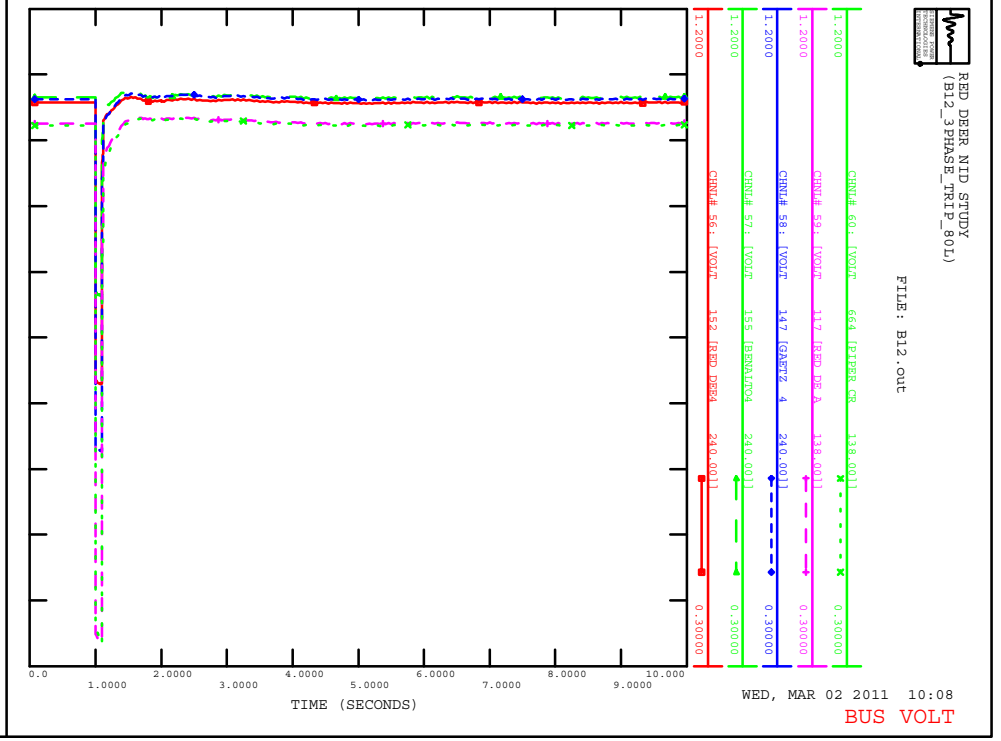

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

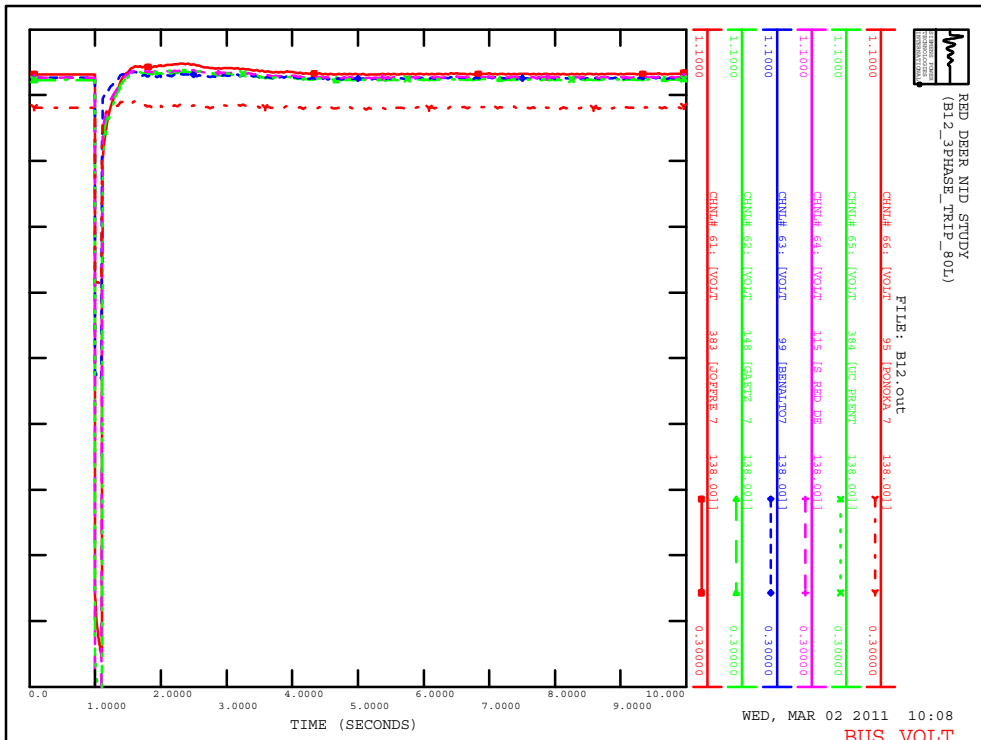

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

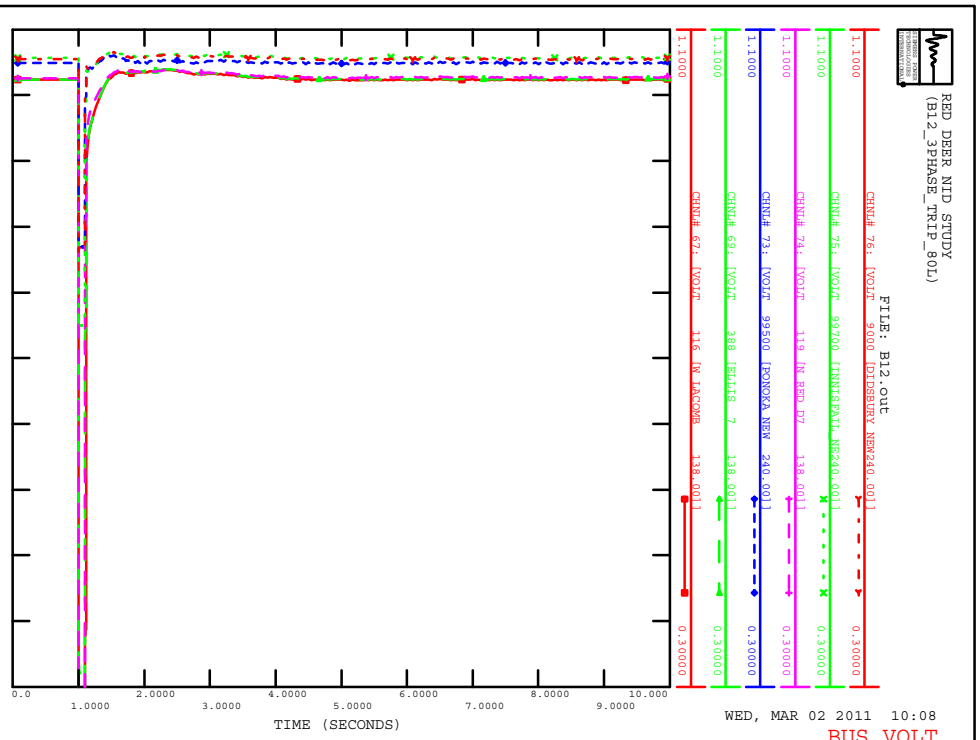

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

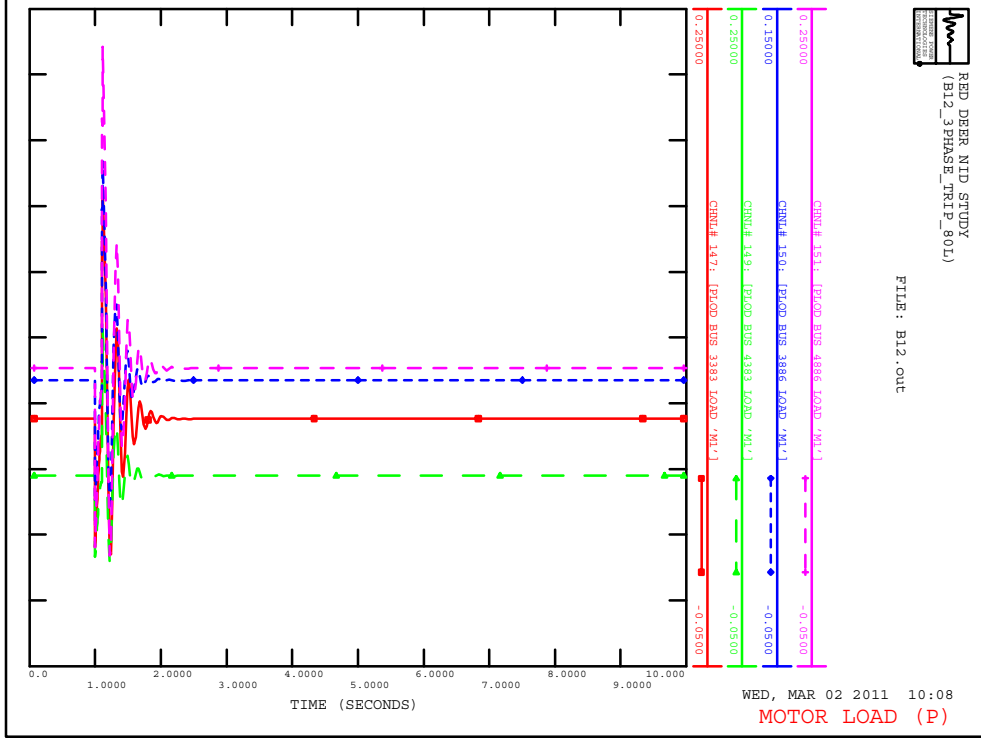

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

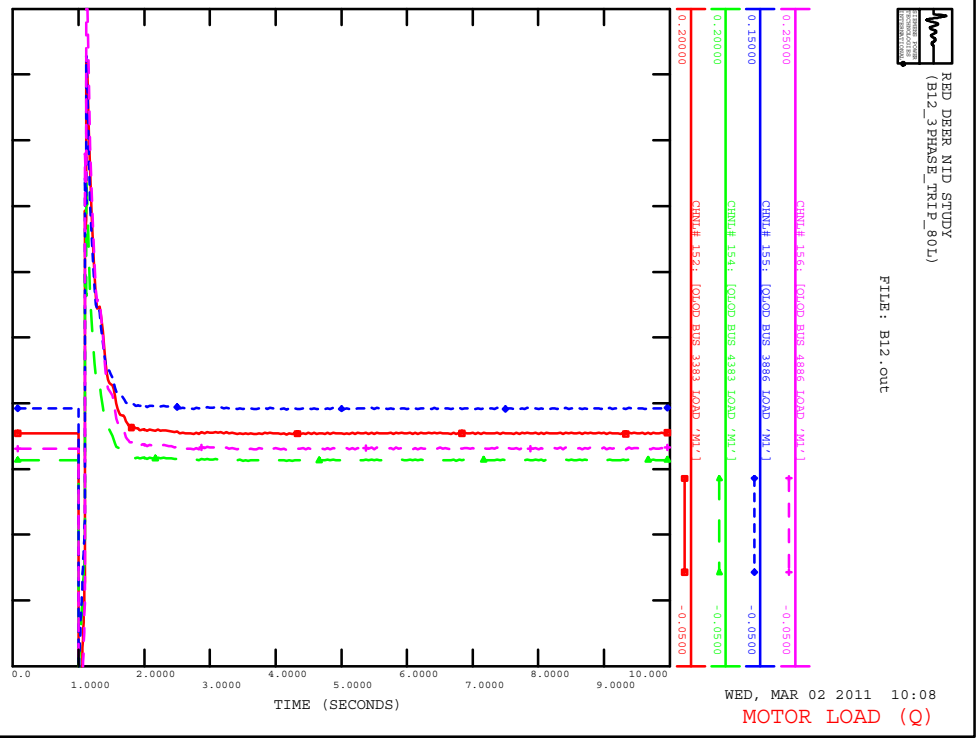

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

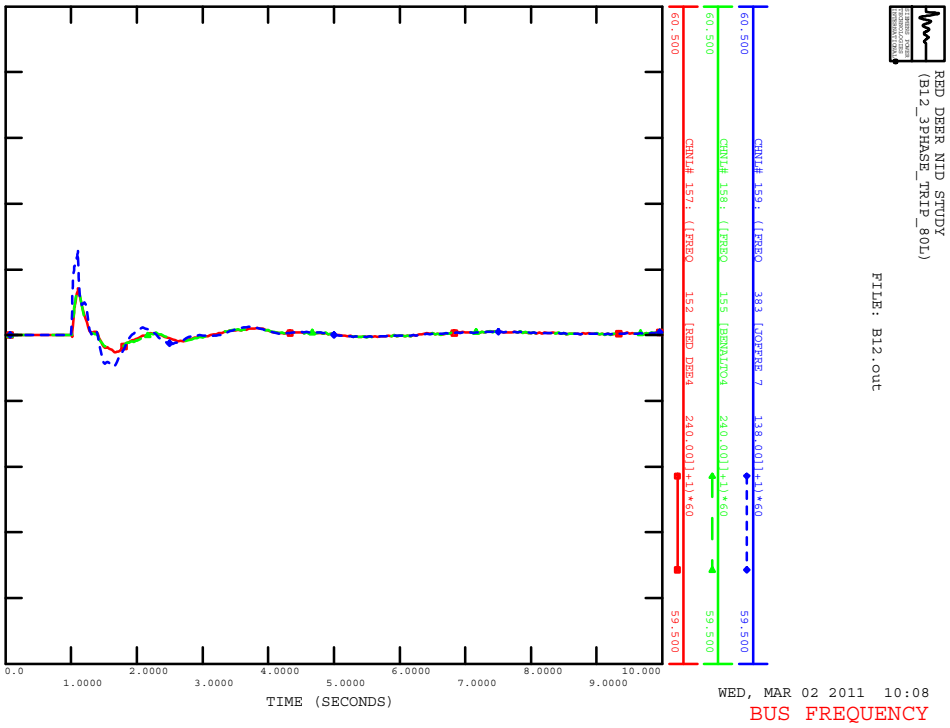

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

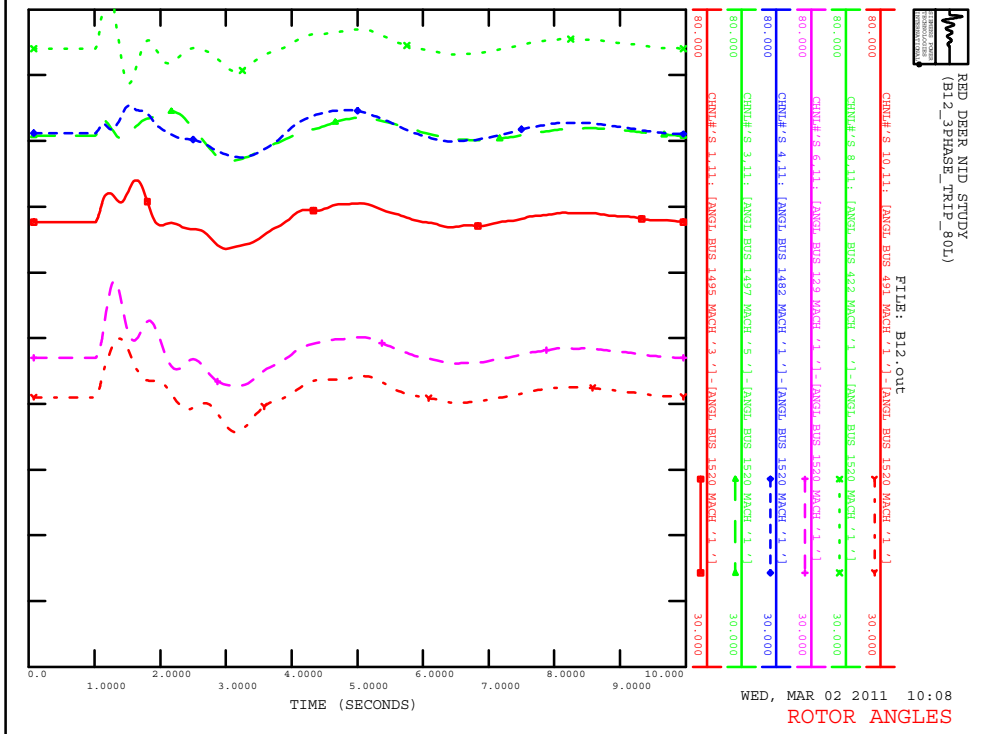

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 61: [VOLT 383 [KOPFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

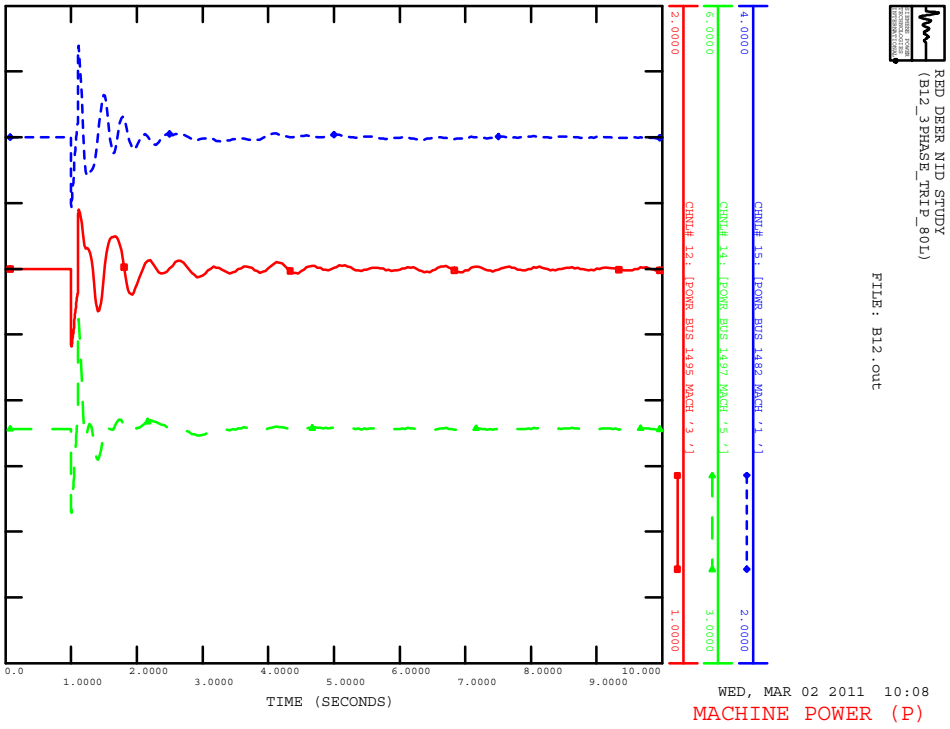

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

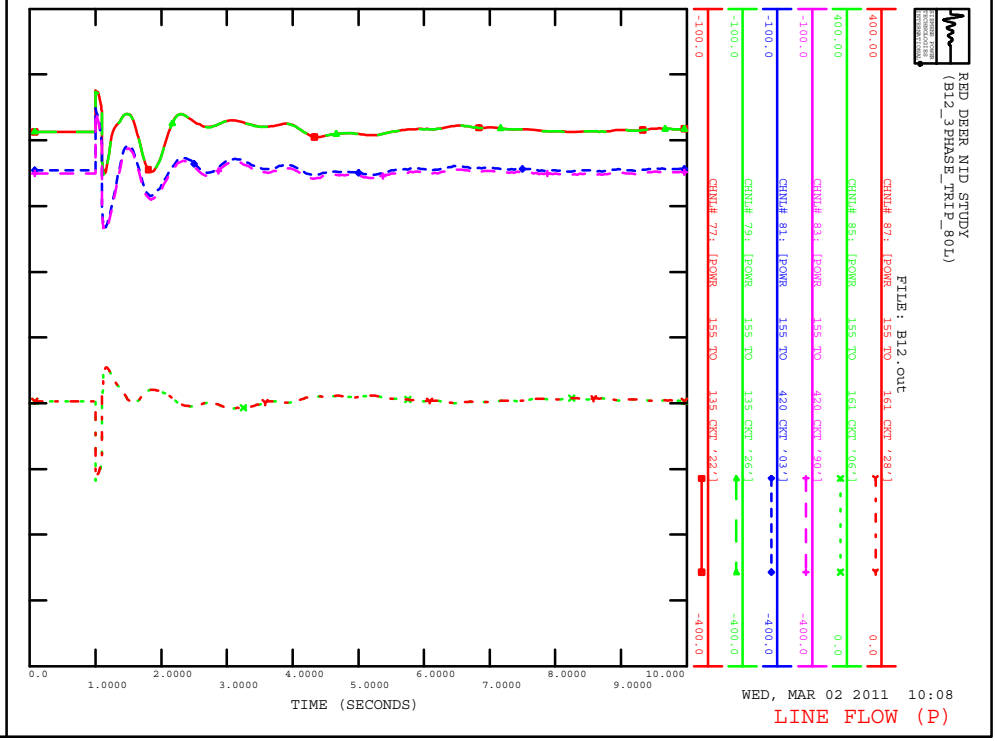

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

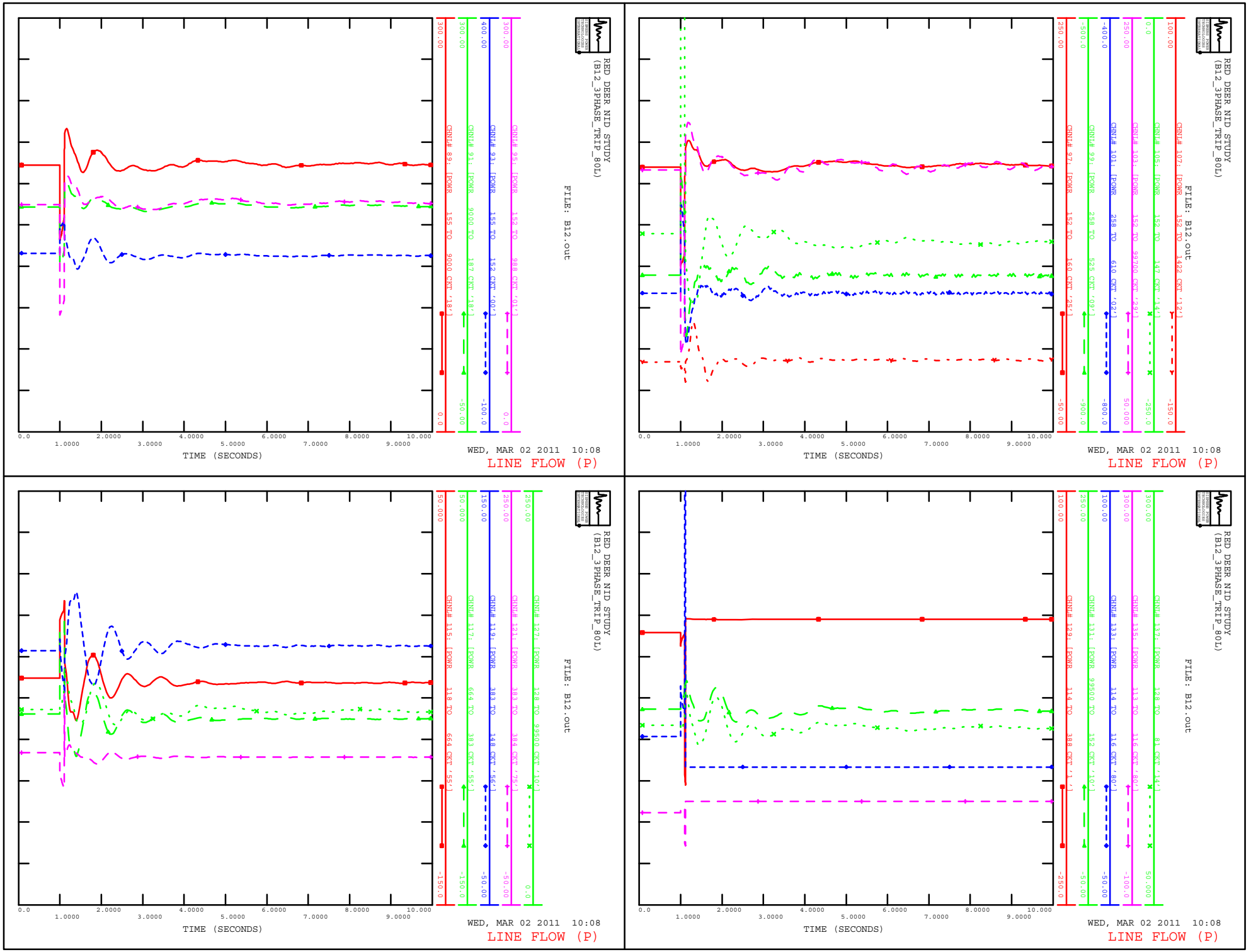

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

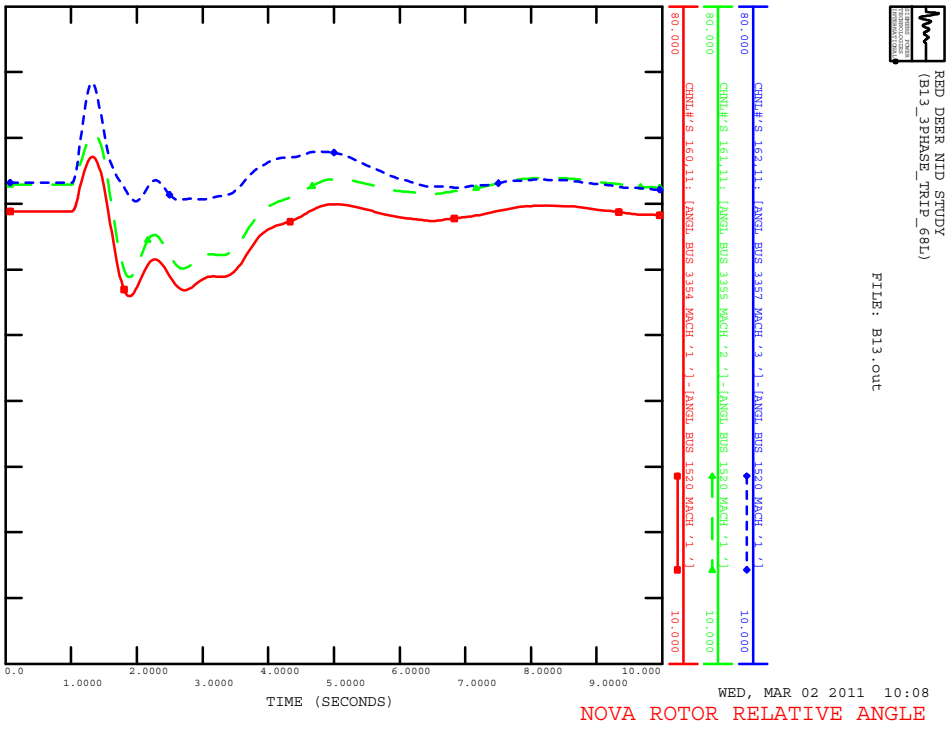

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

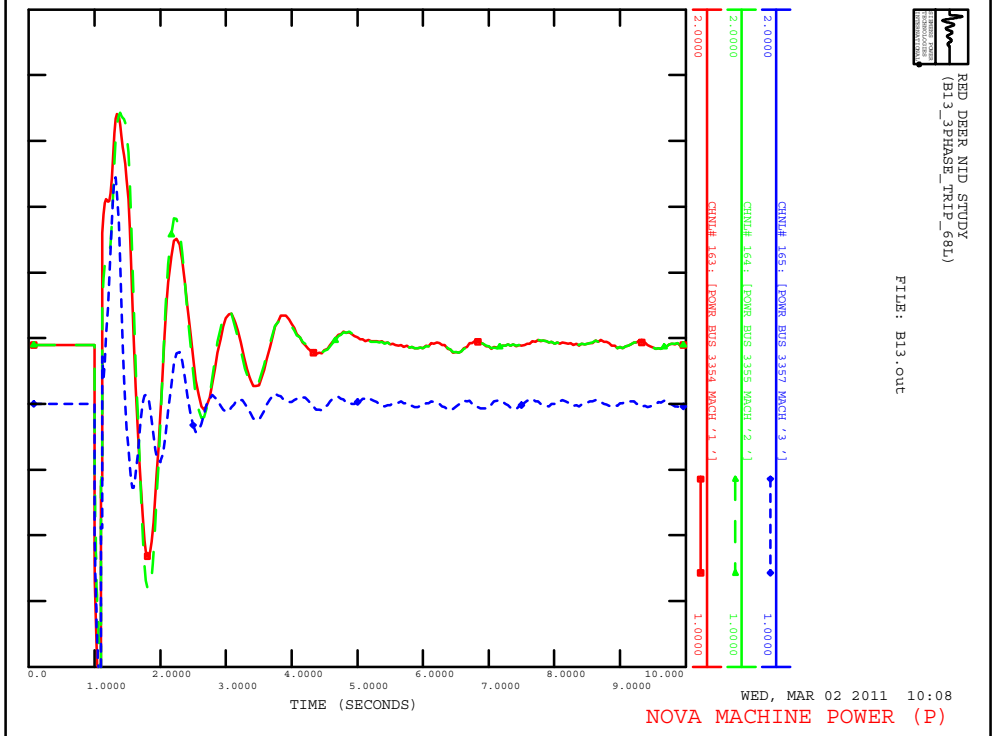

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

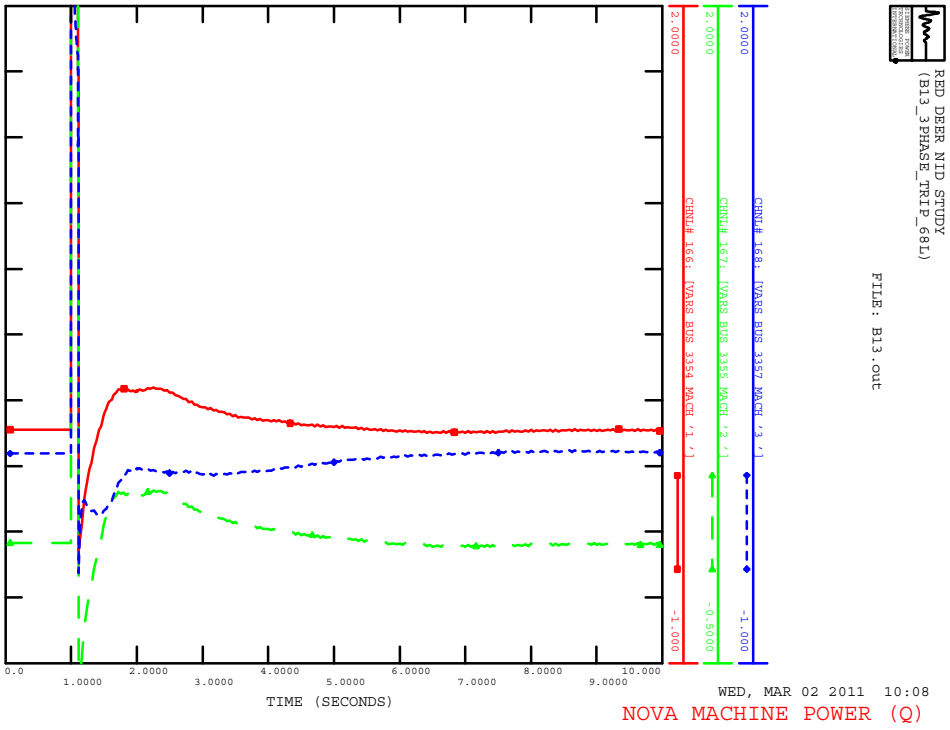

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

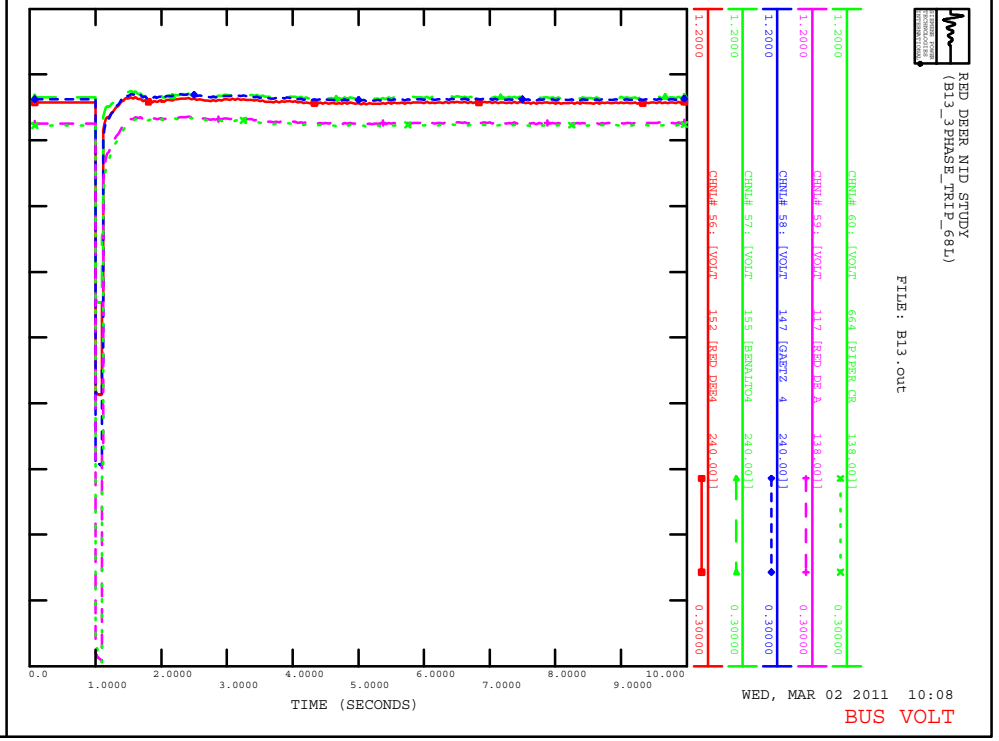

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

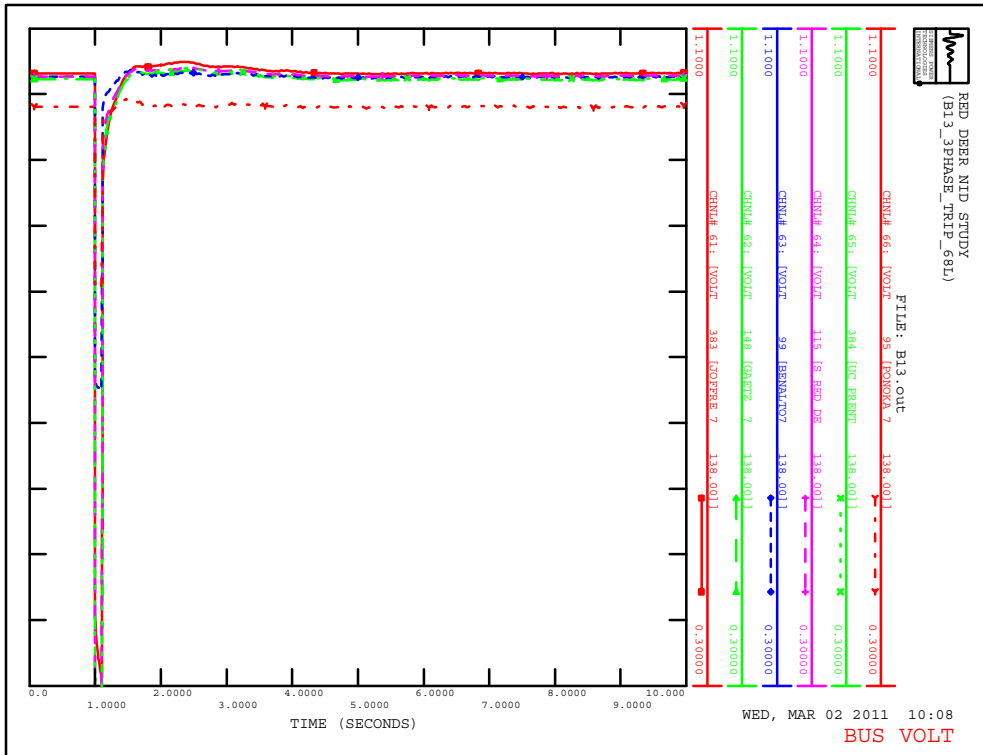

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

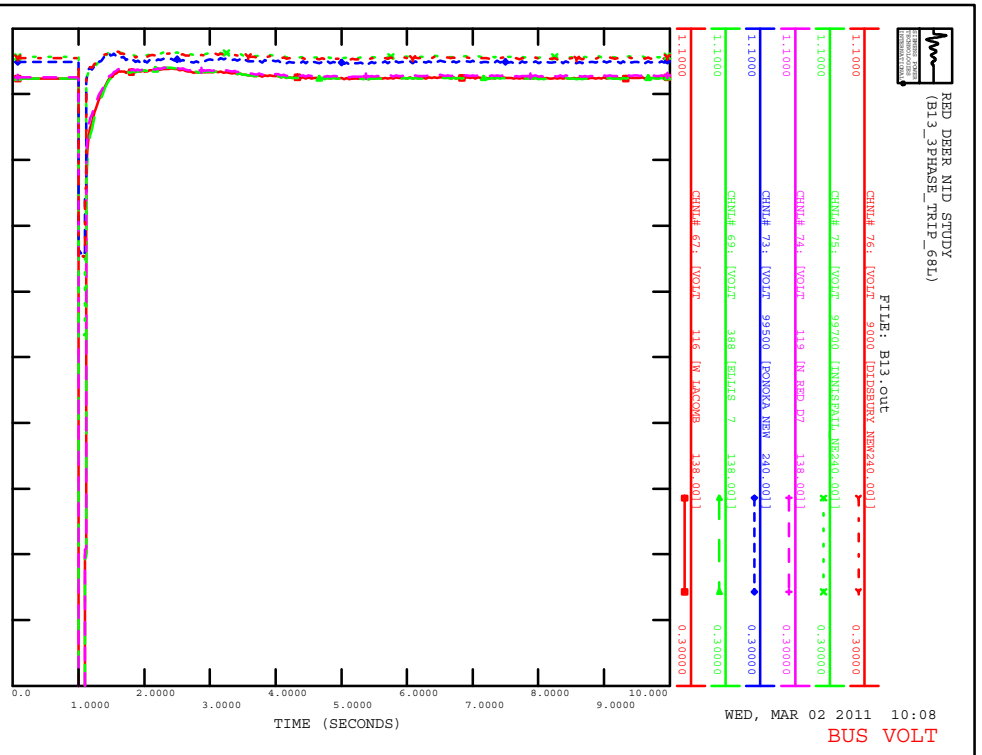

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

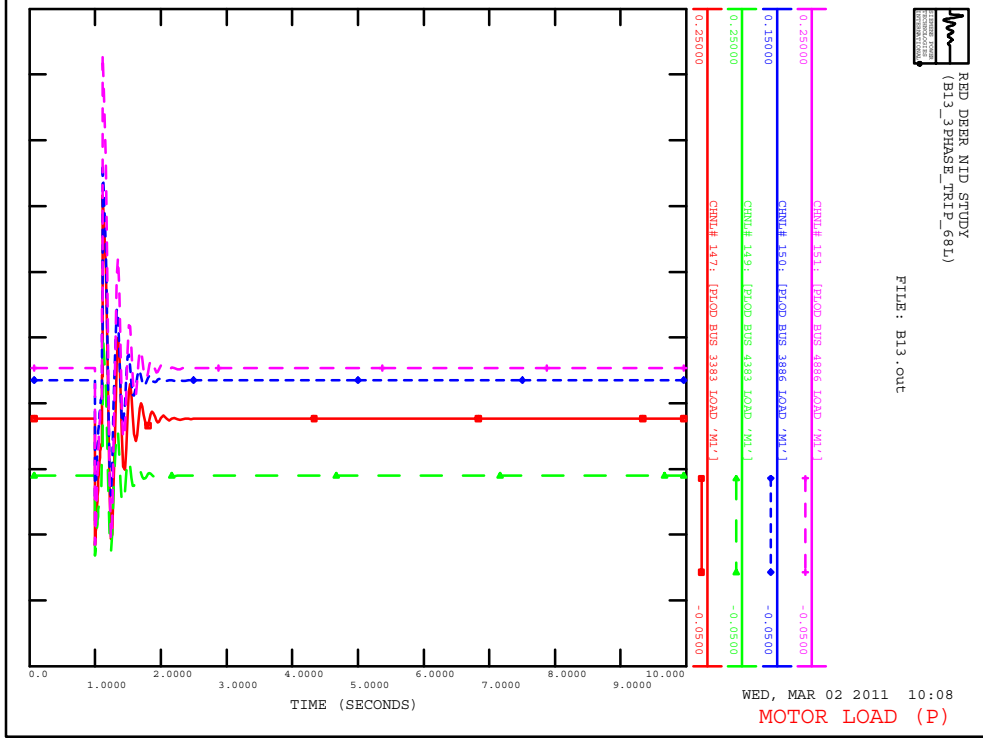

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

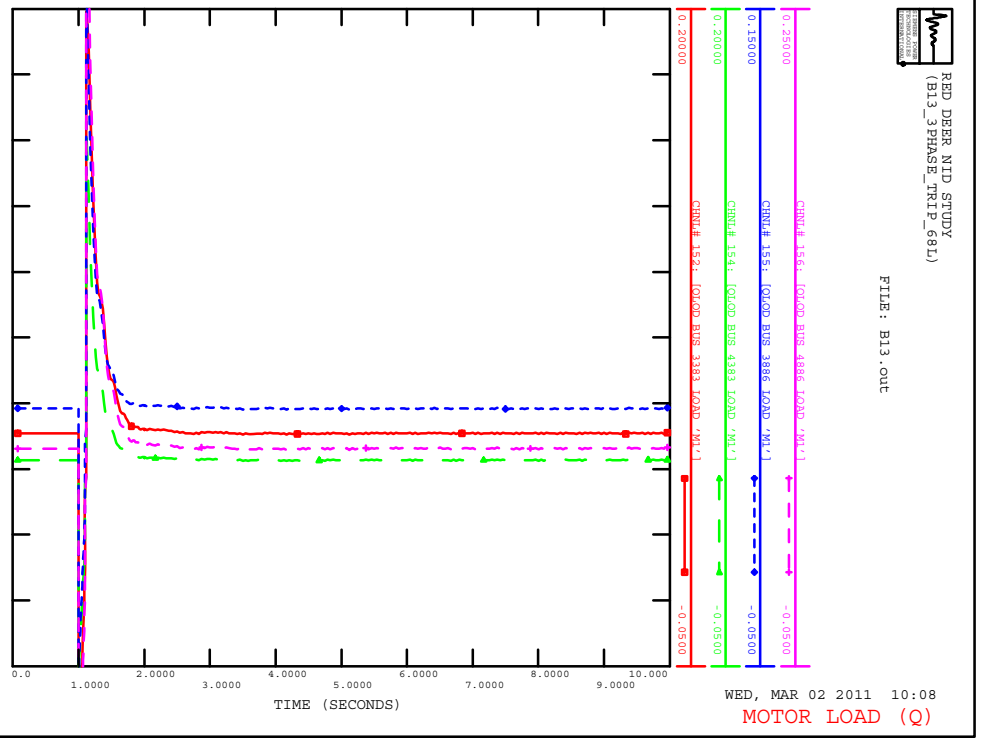

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

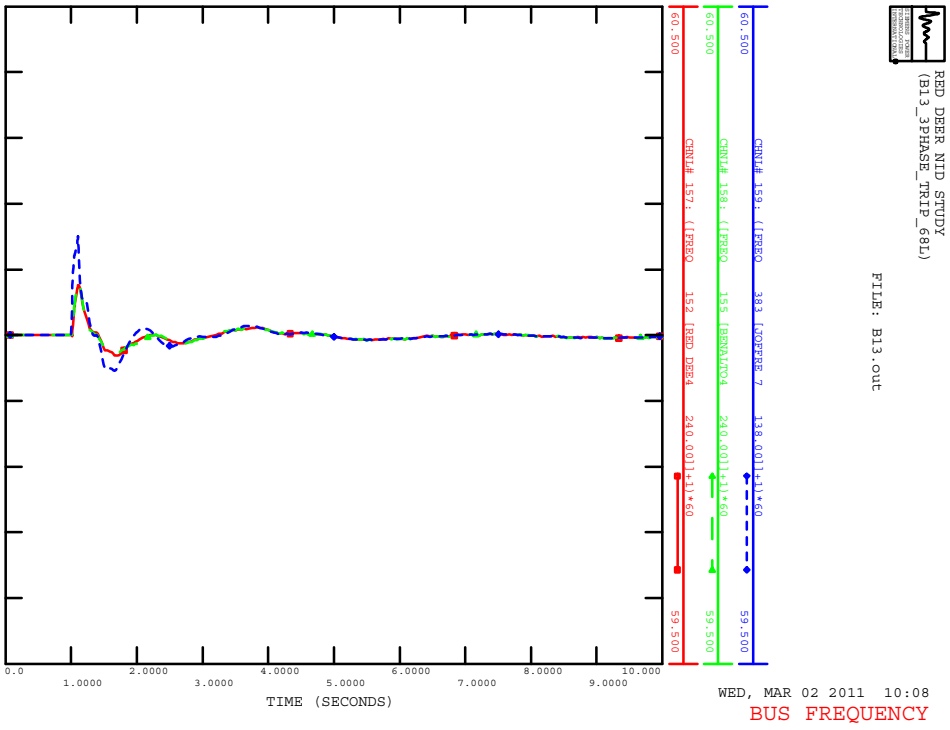

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

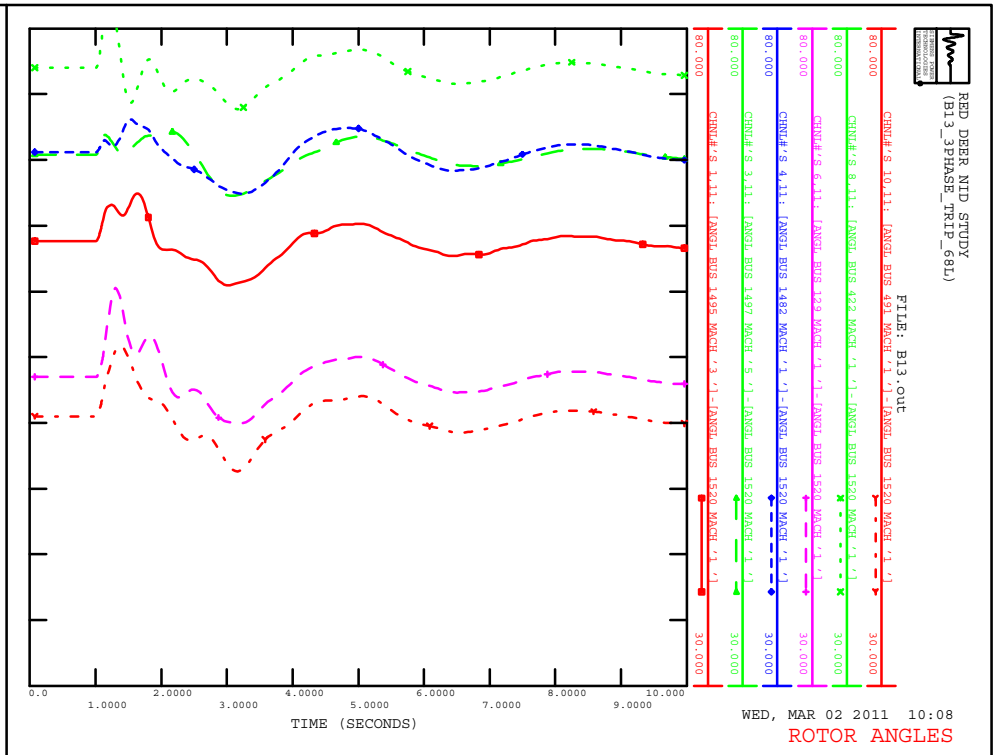

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

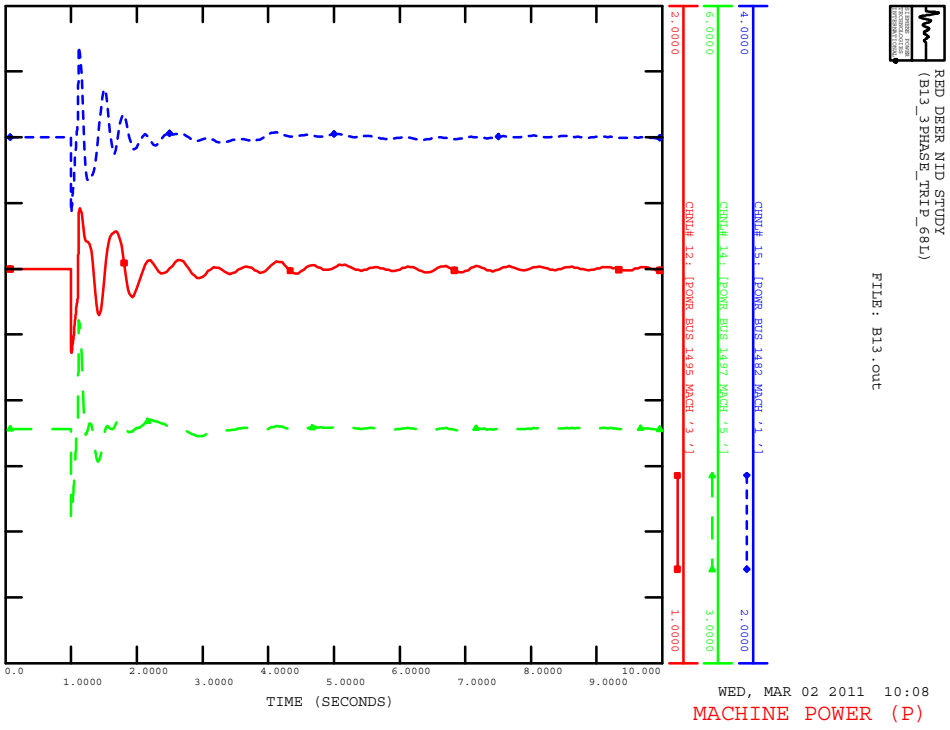

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

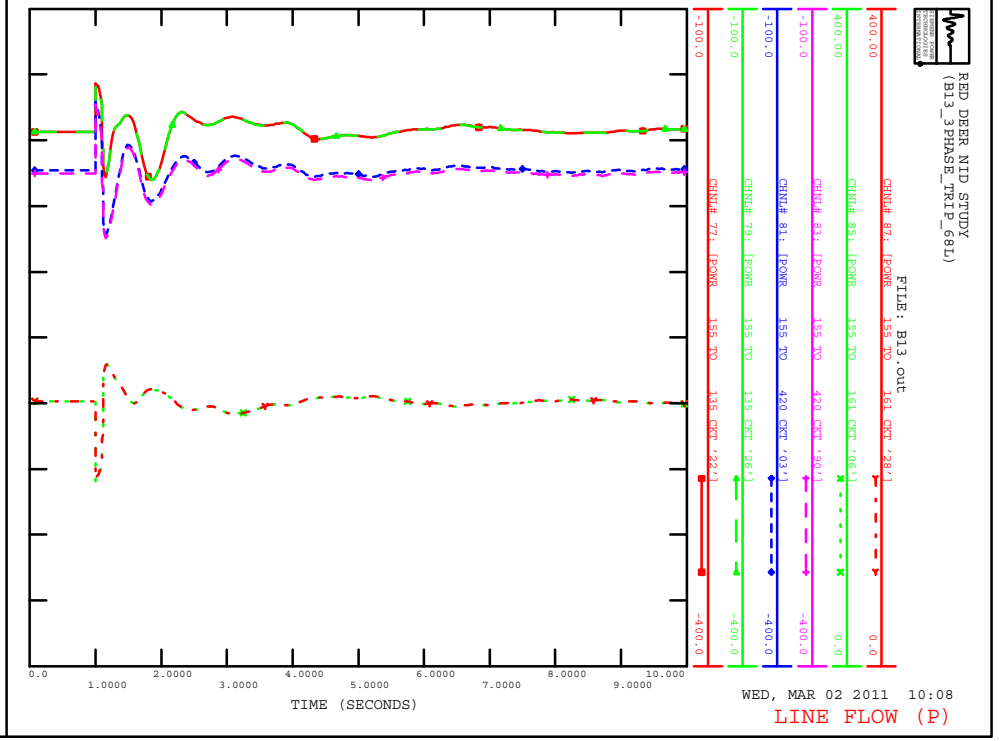

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

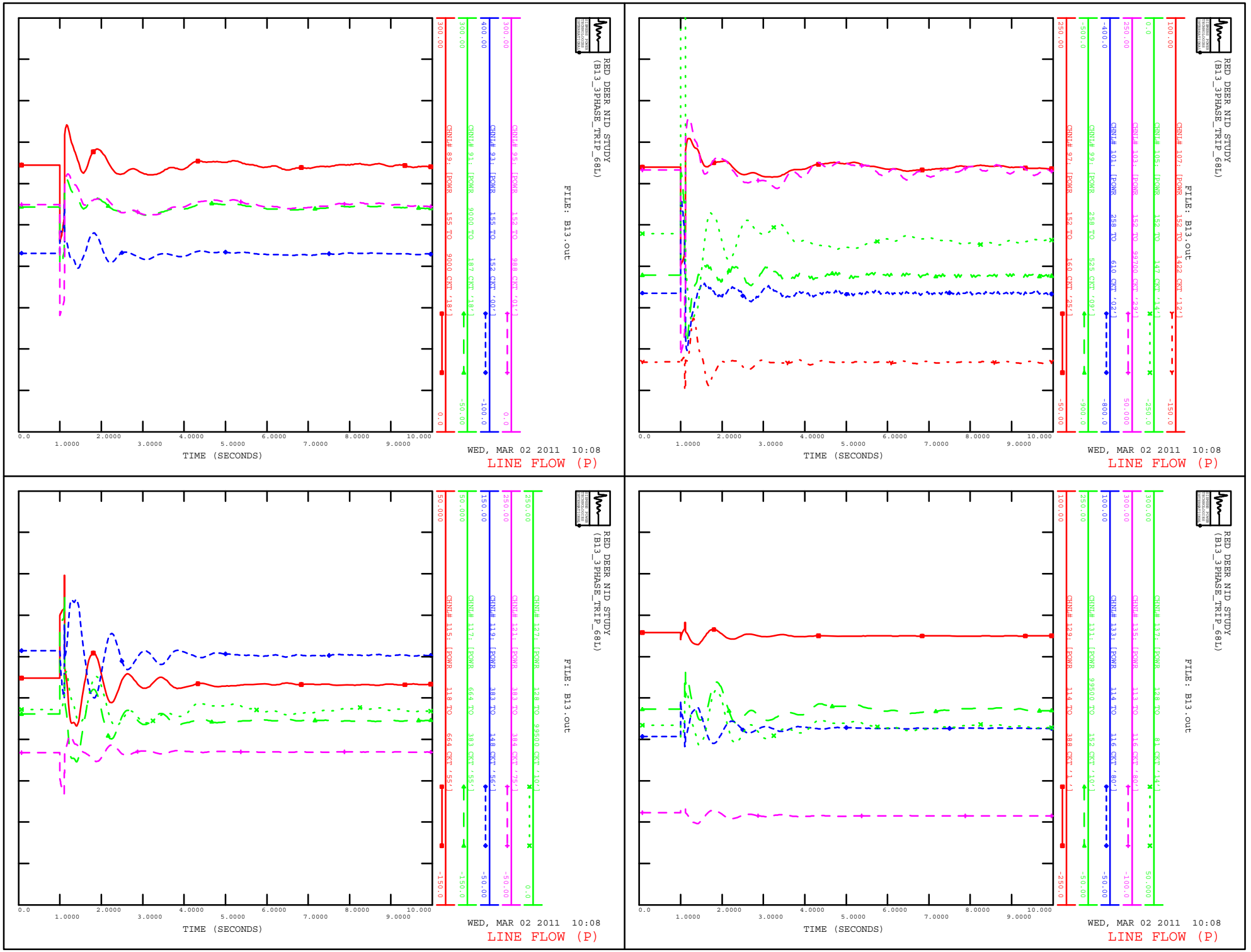

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

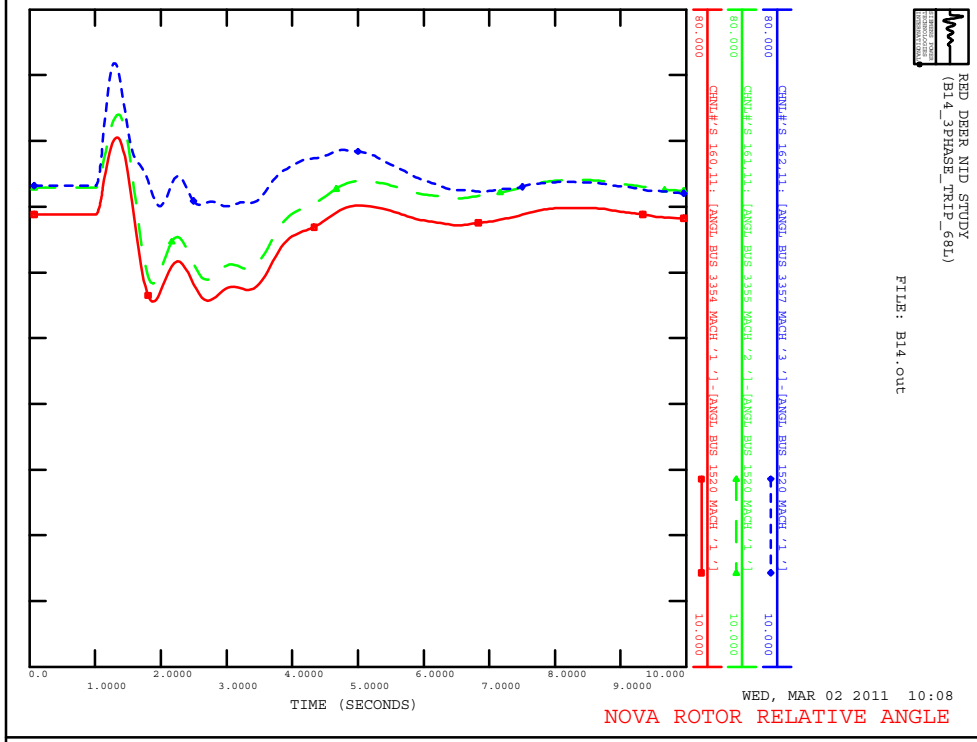

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

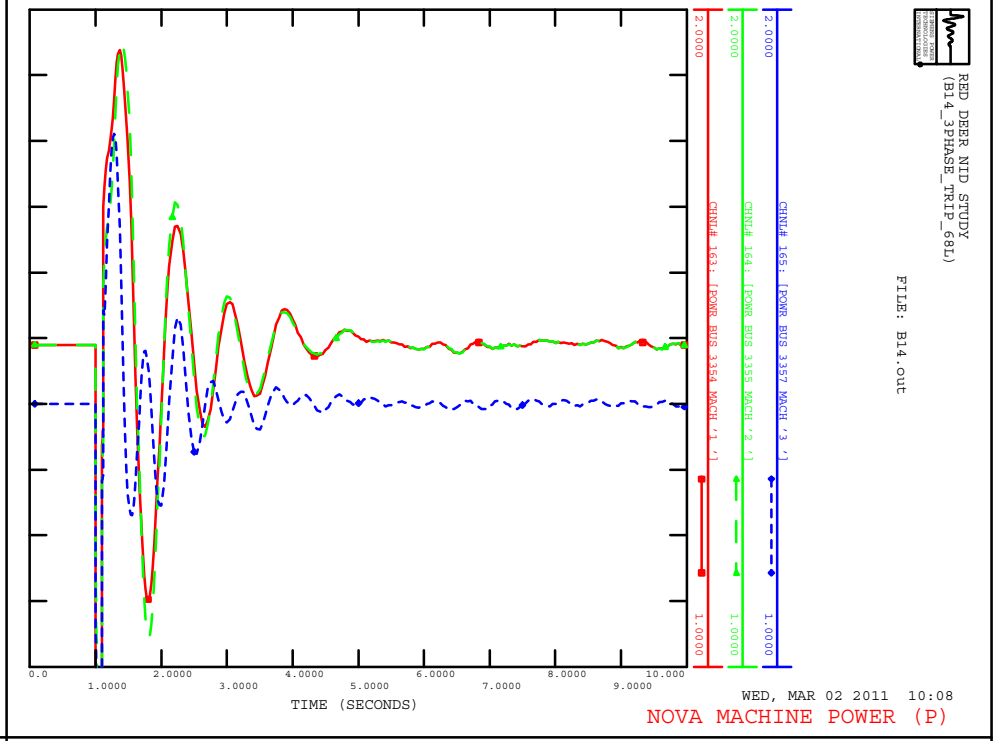

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

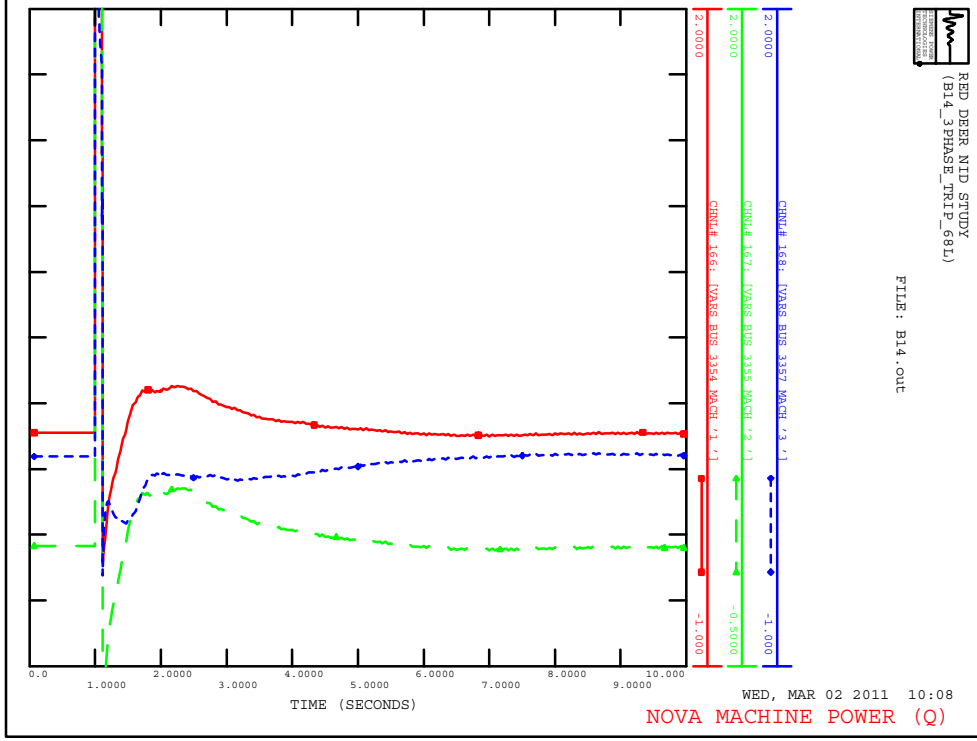

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

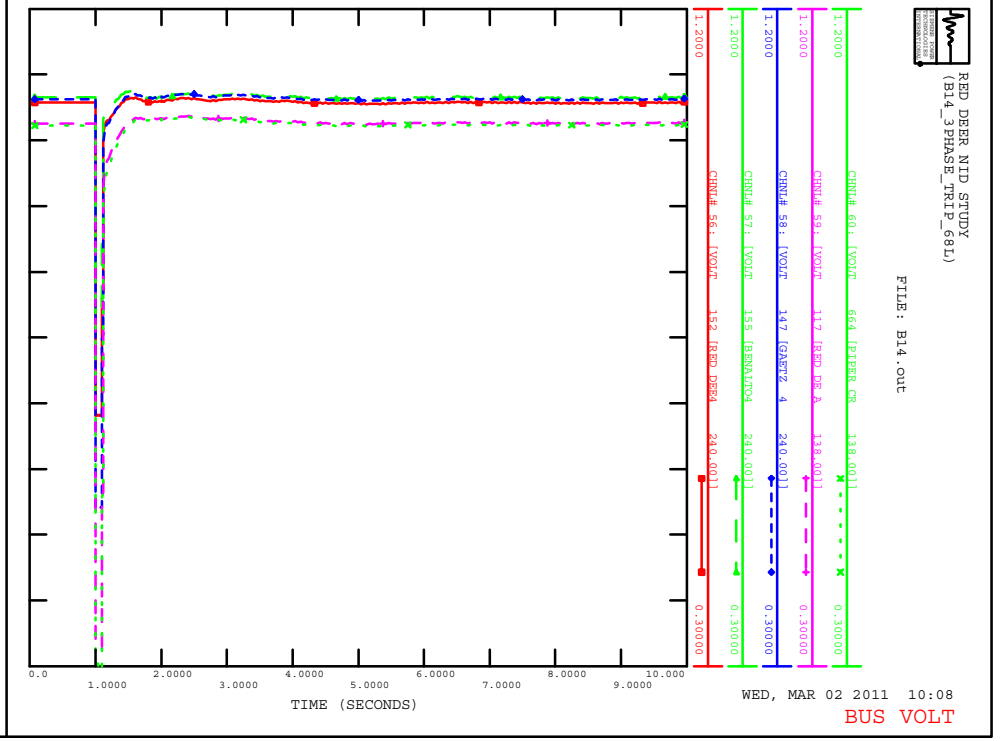

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

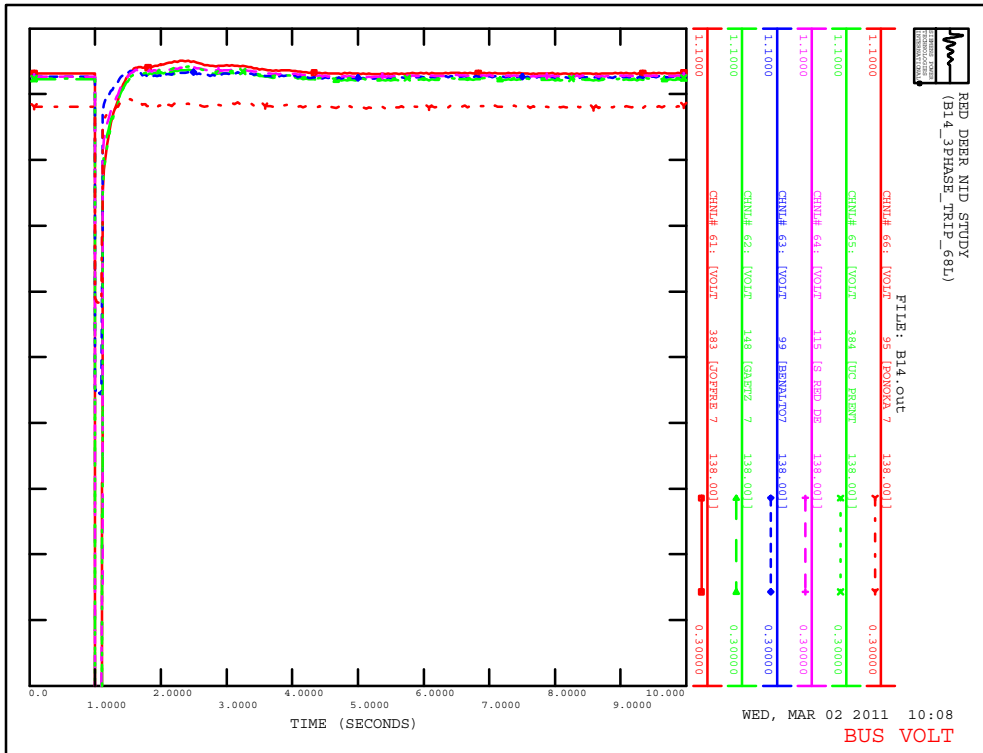

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

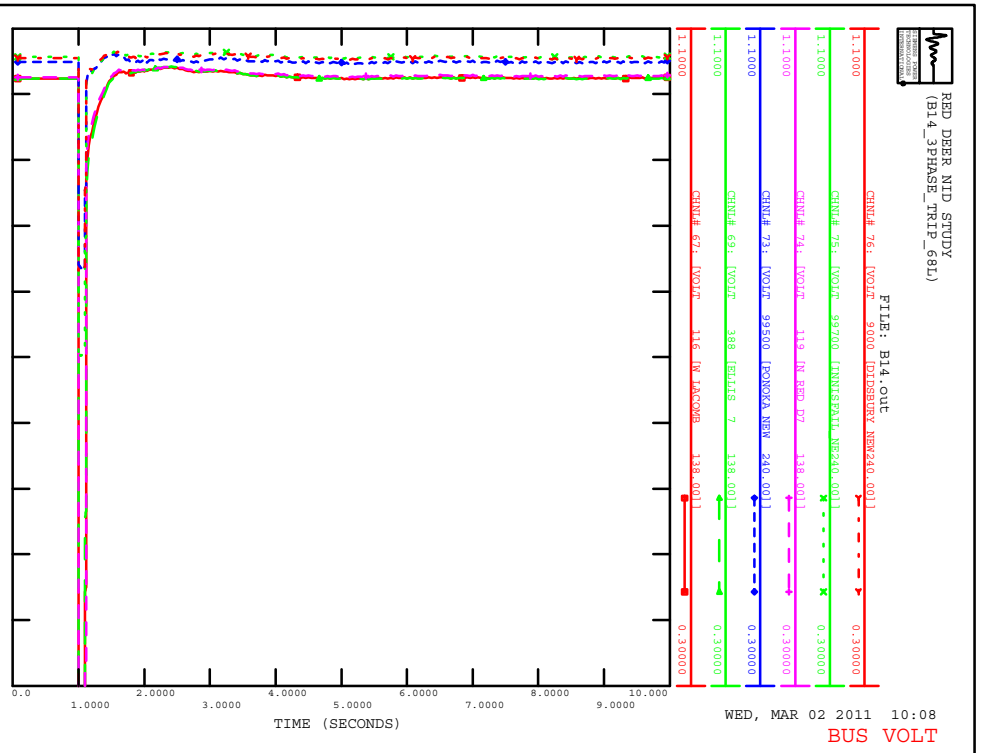

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

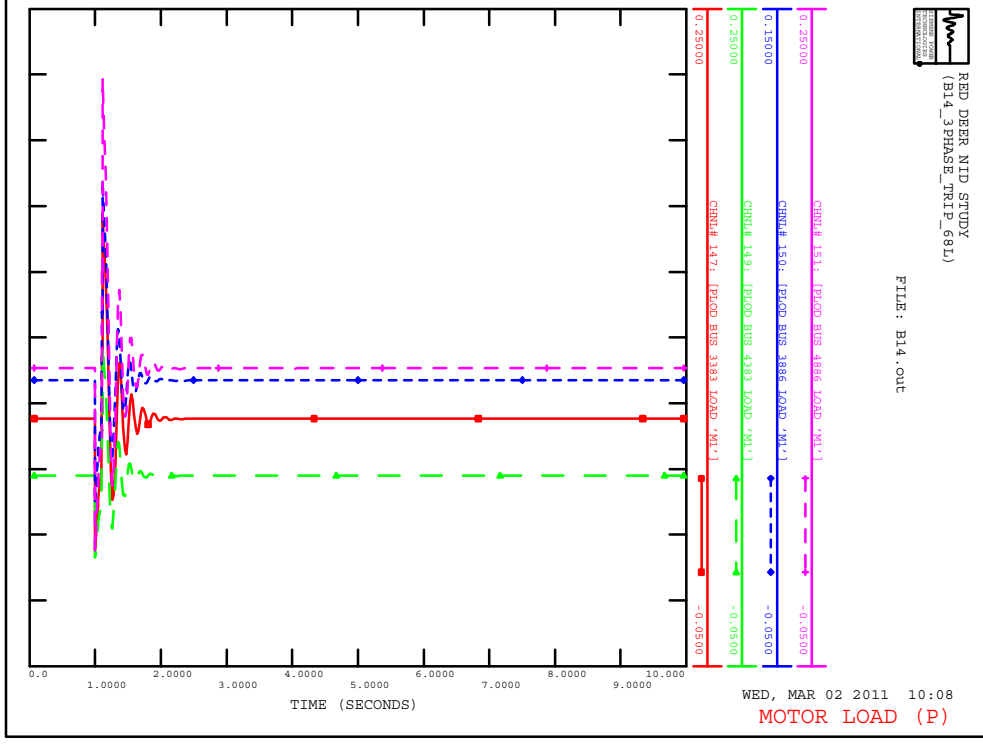

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

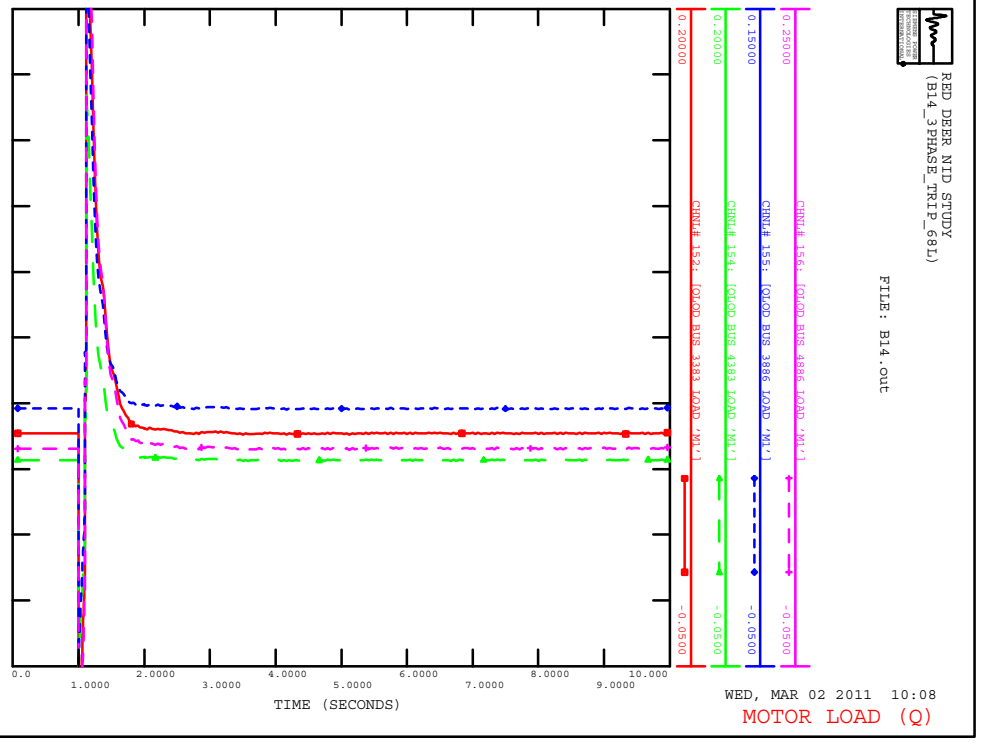

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

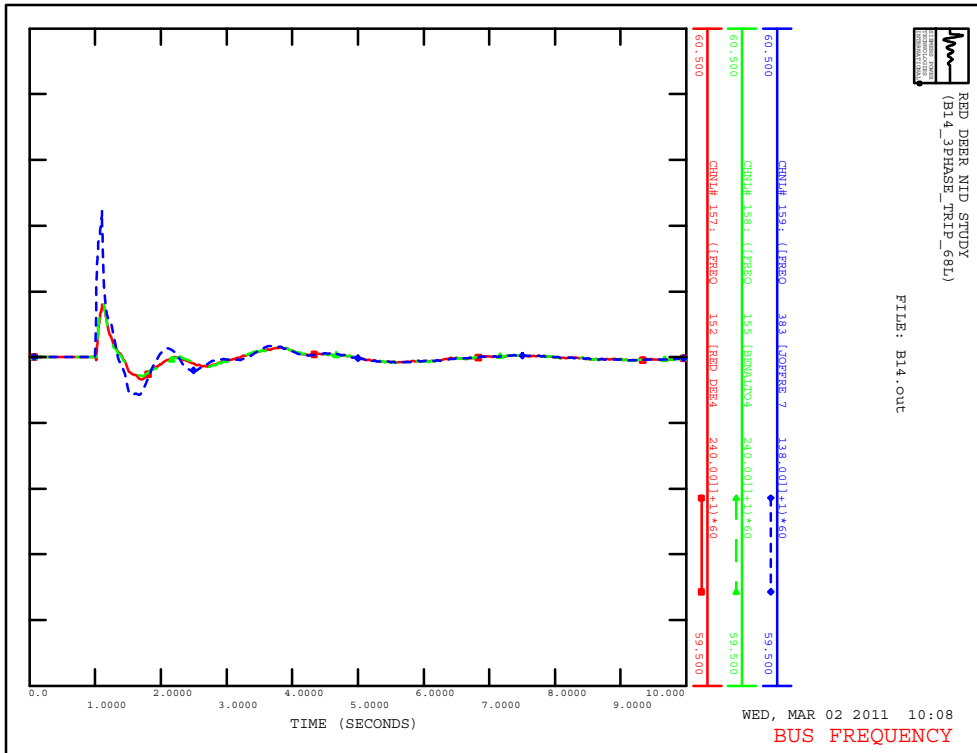

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

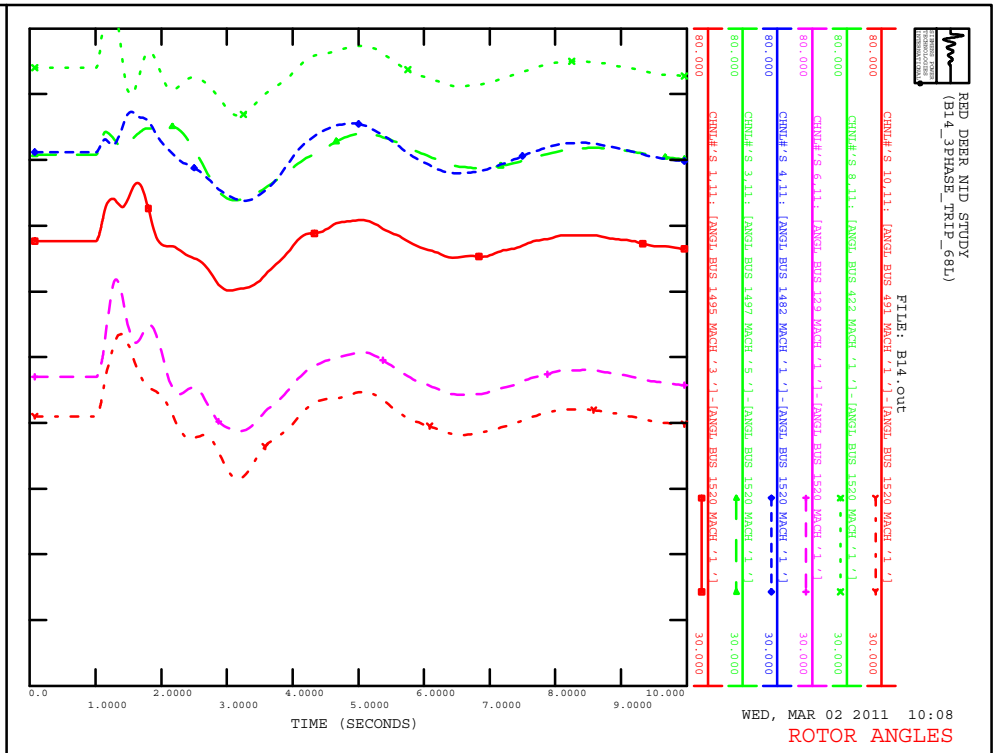

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNI# 61: [VOLT 383 [DOFFER 7 138.00]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

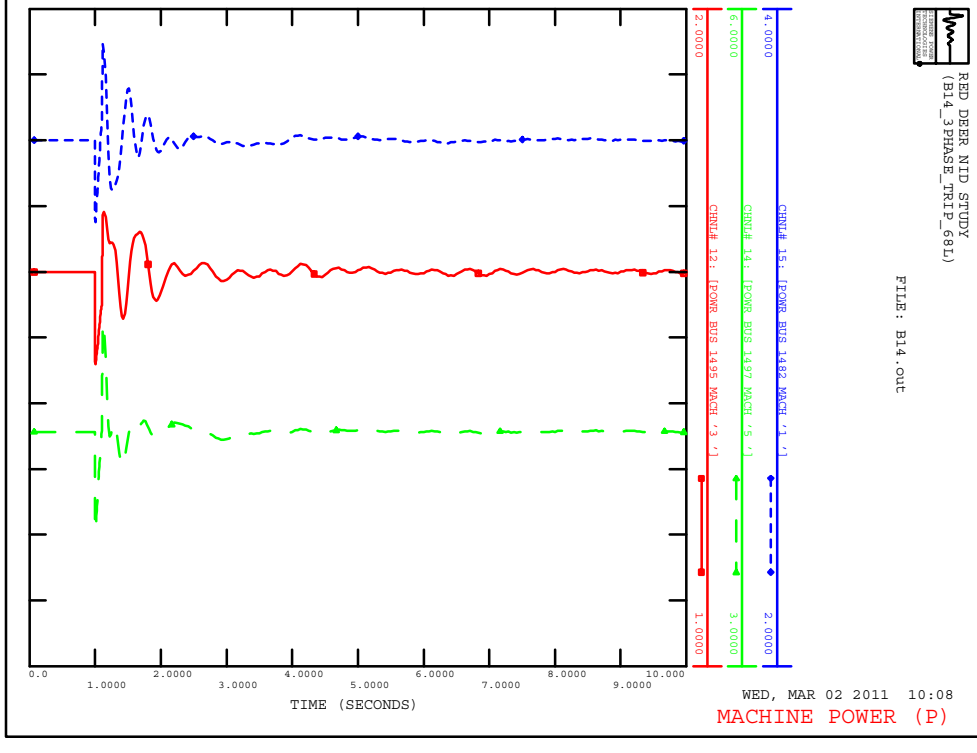

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

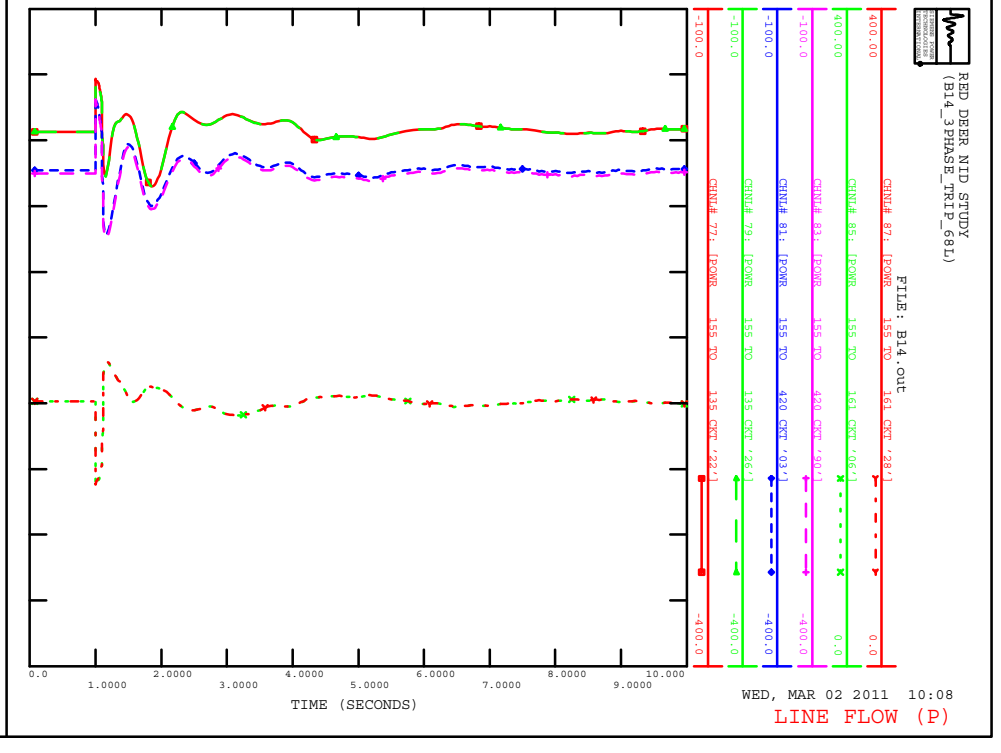

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

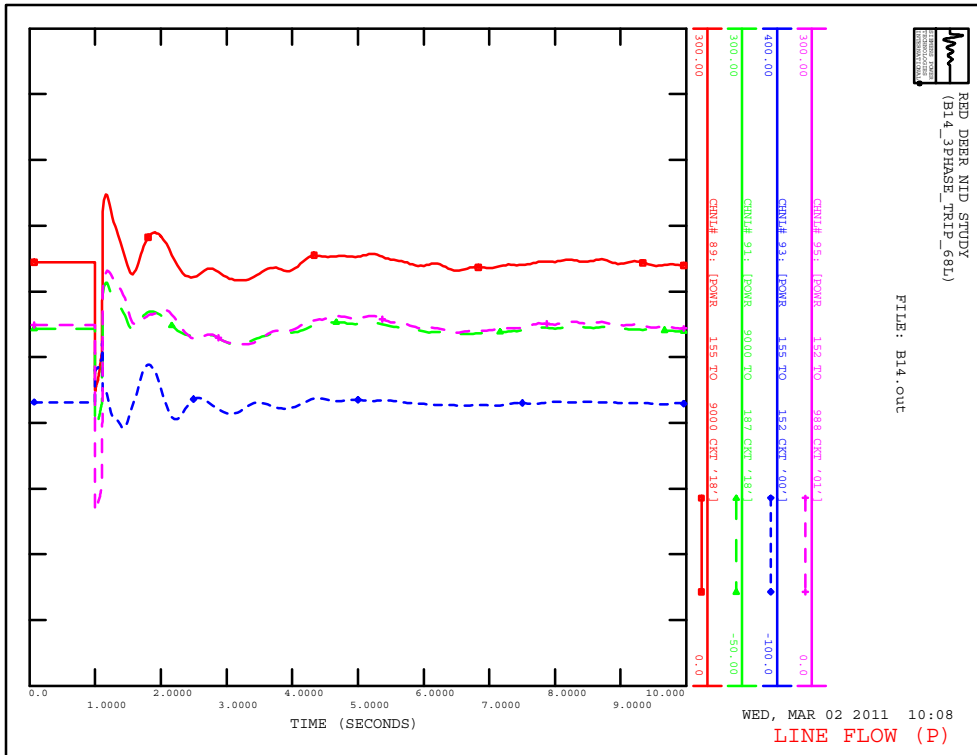

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

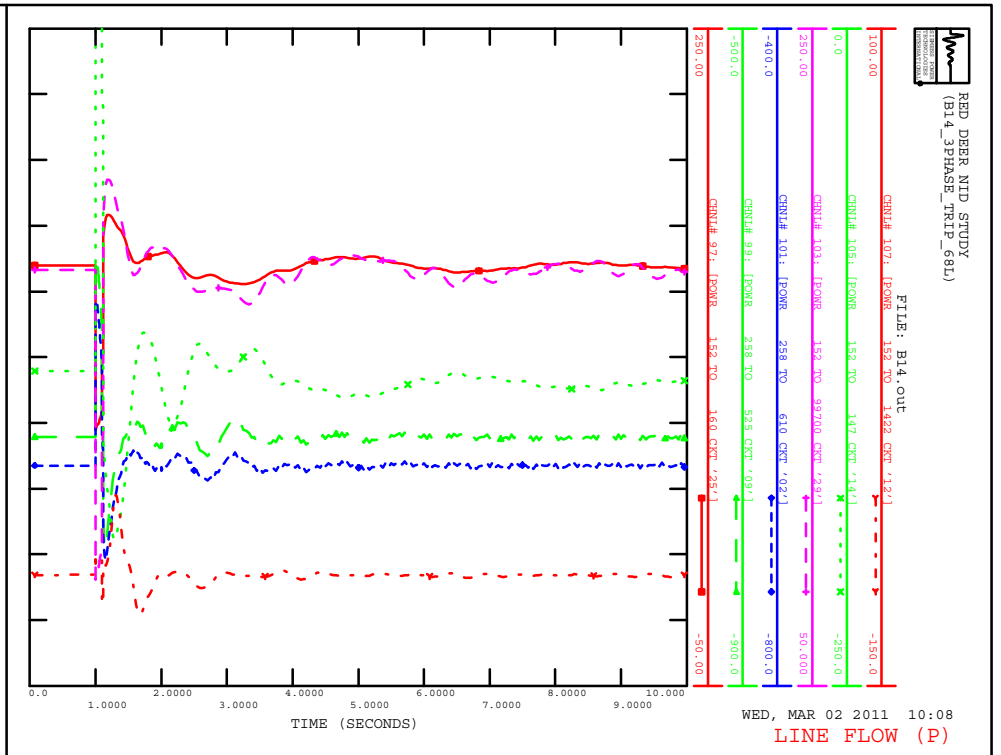

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

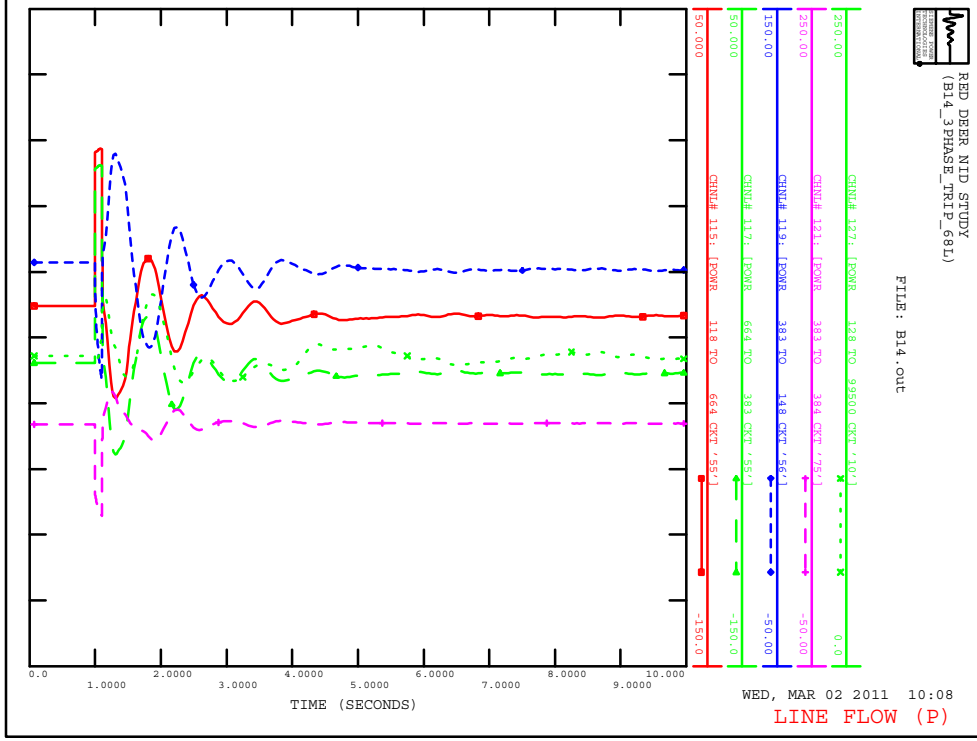

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

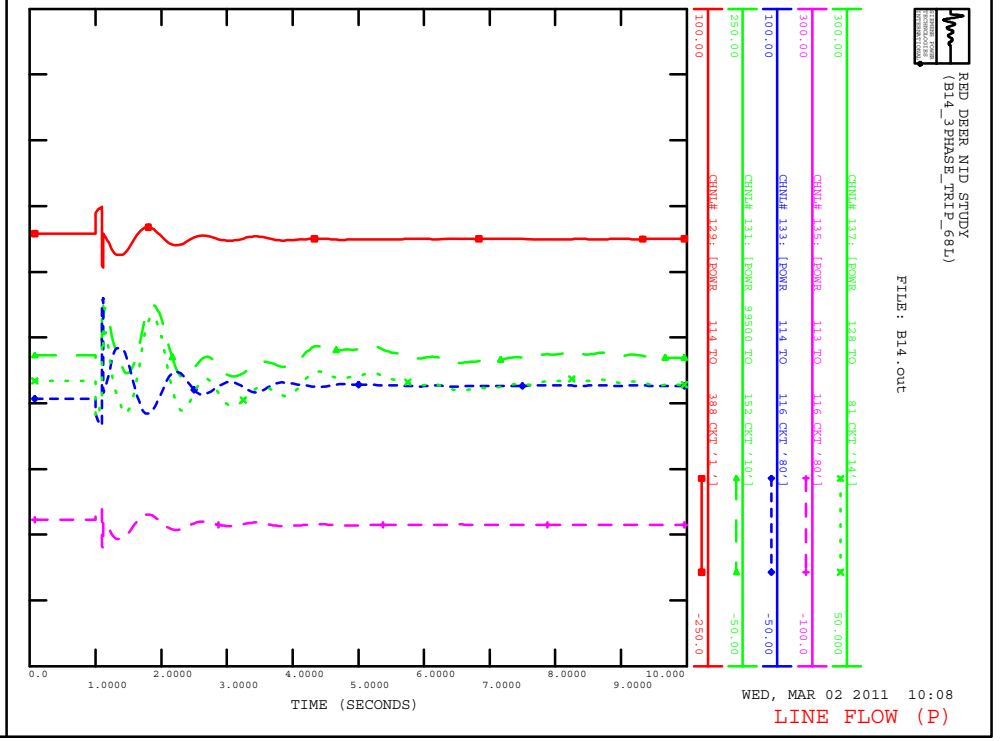

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

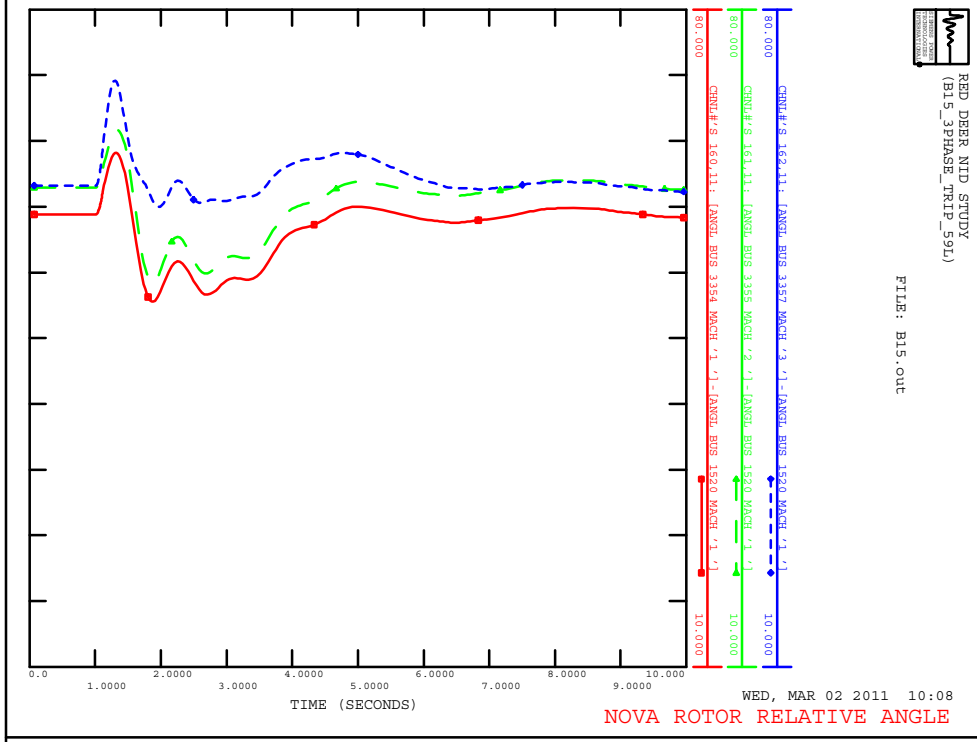

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

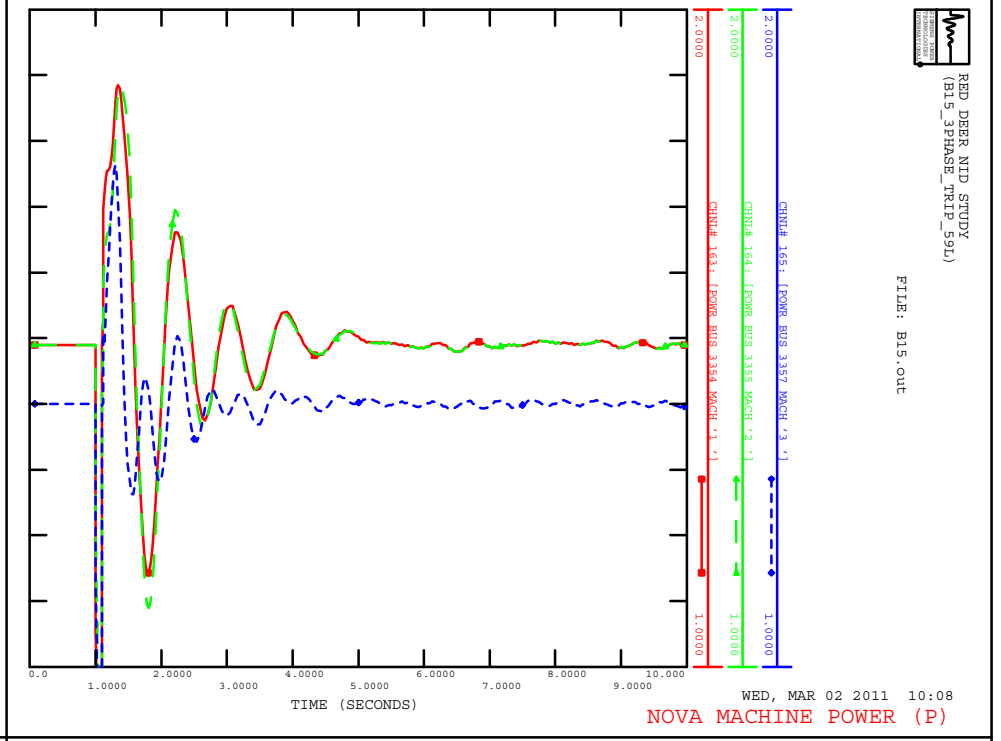

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

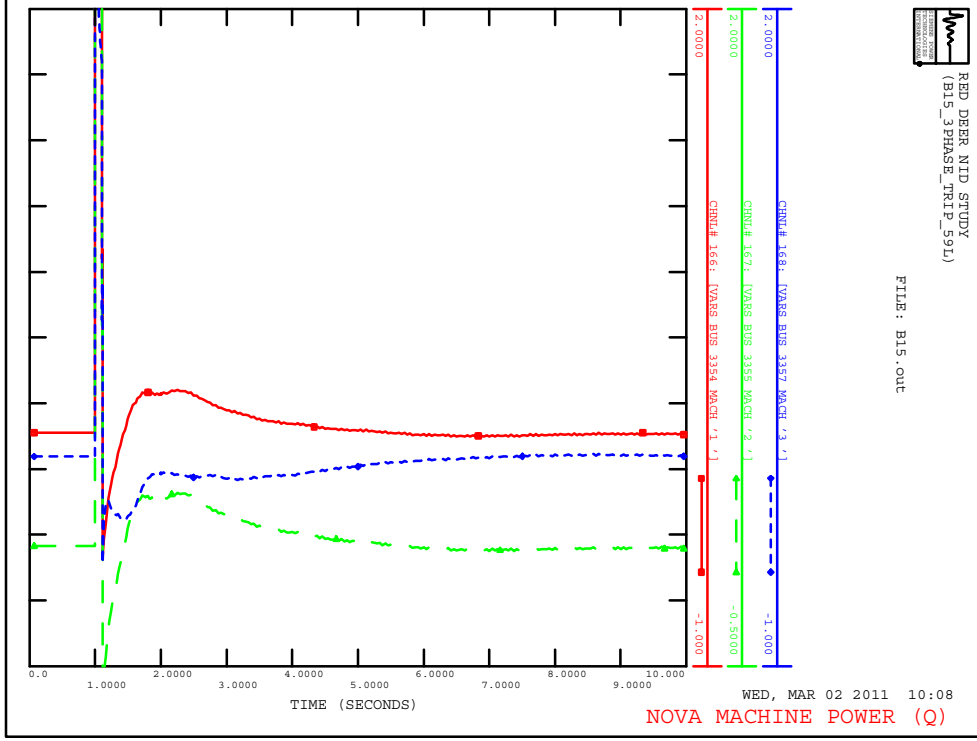

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

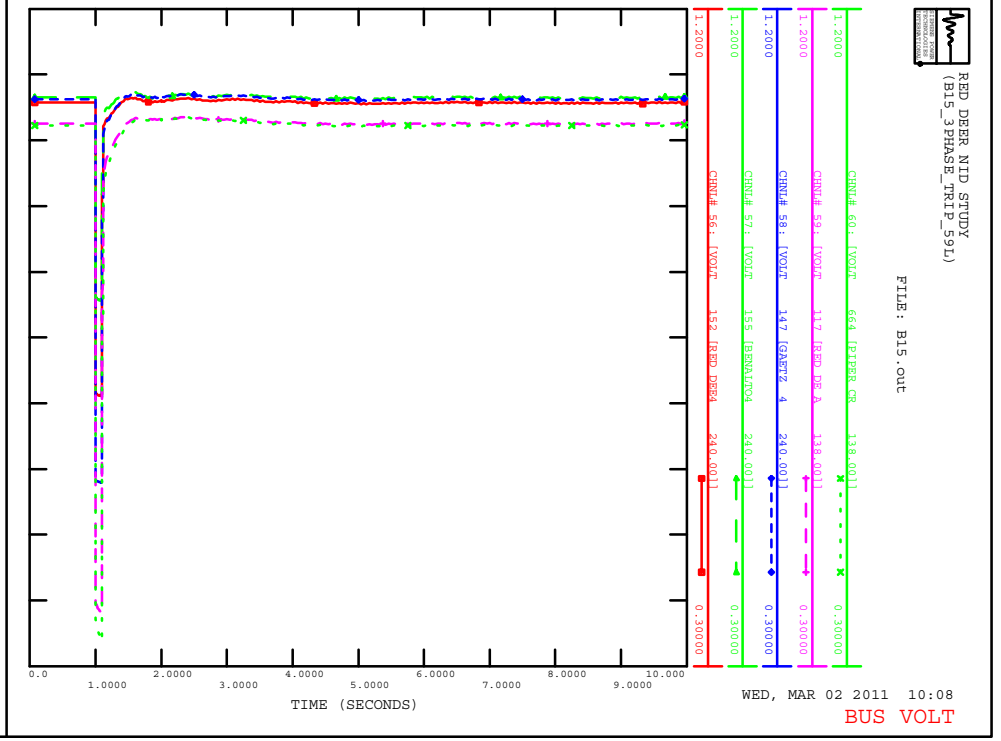

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

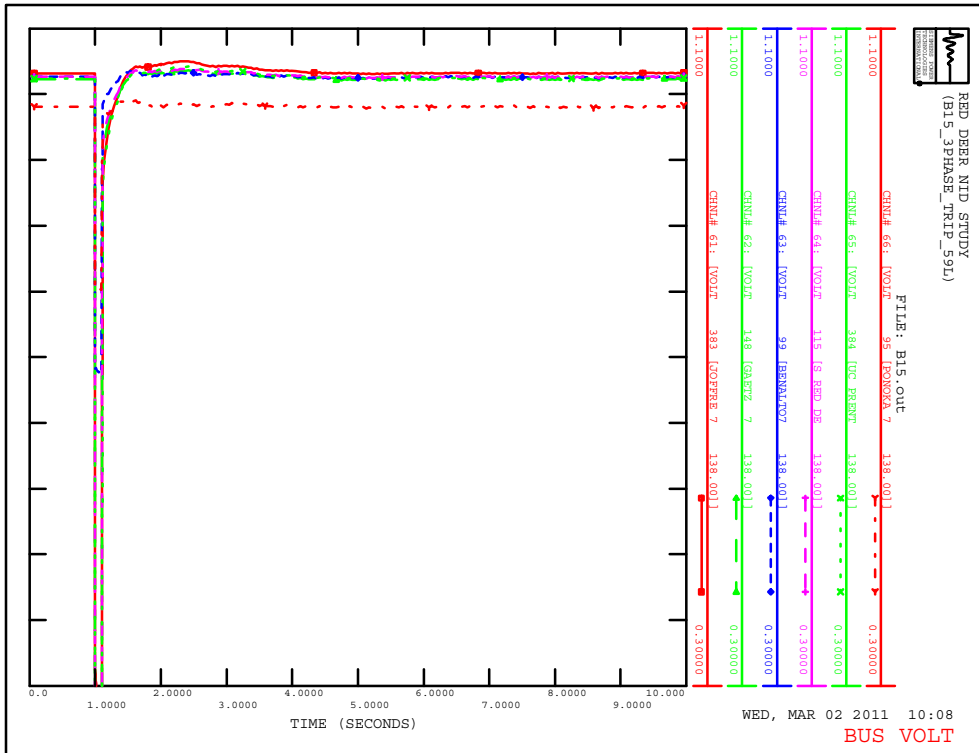

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

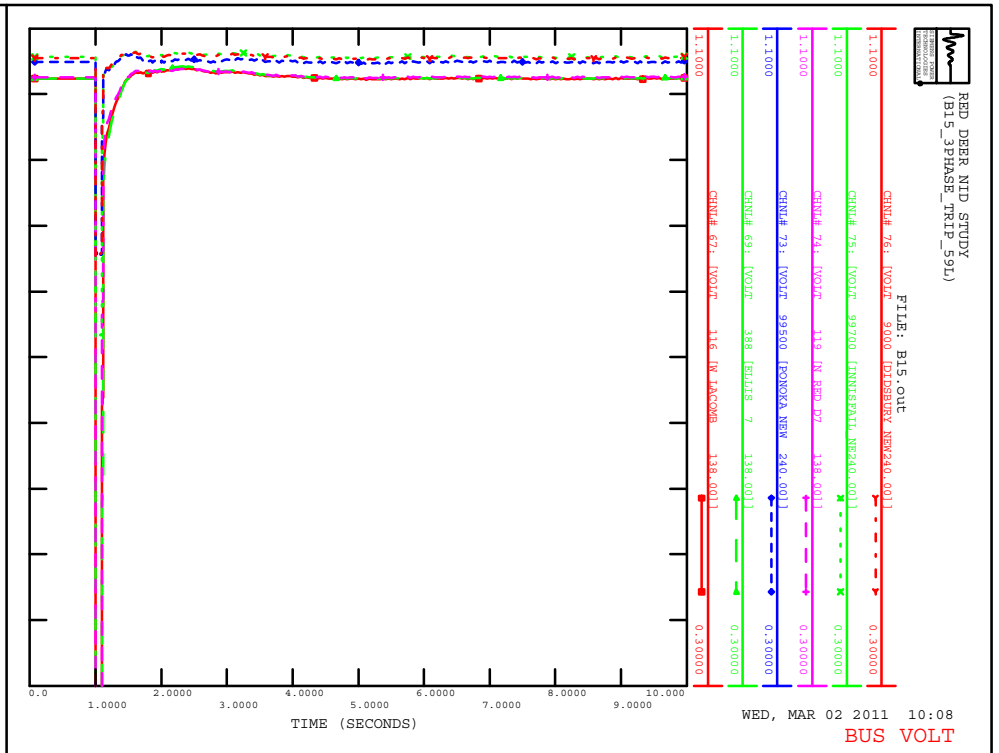

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

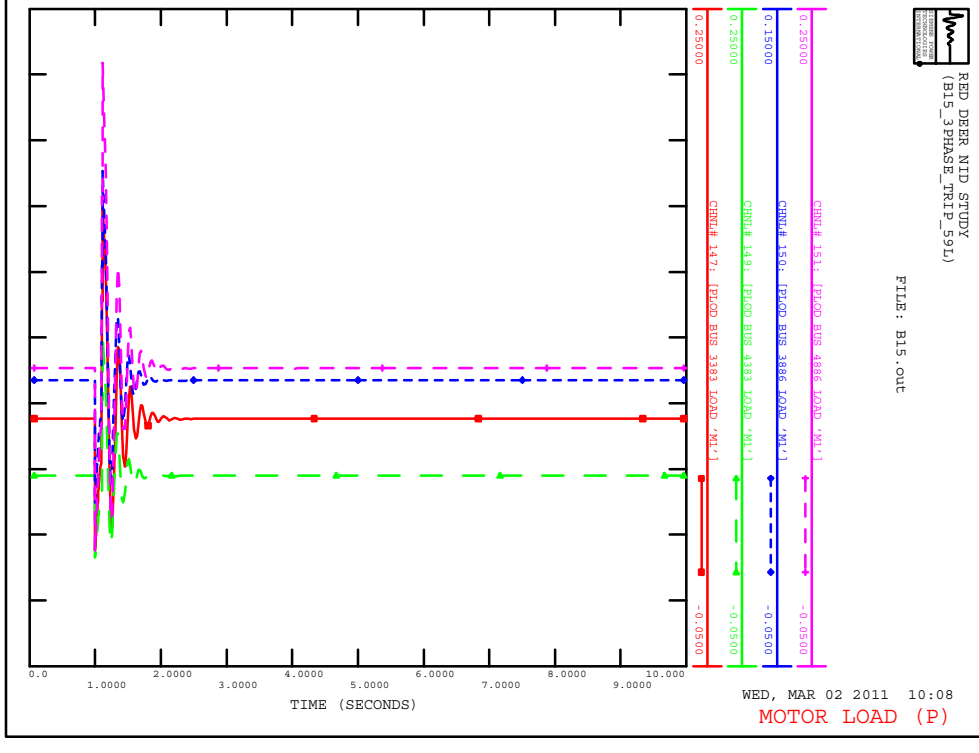

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

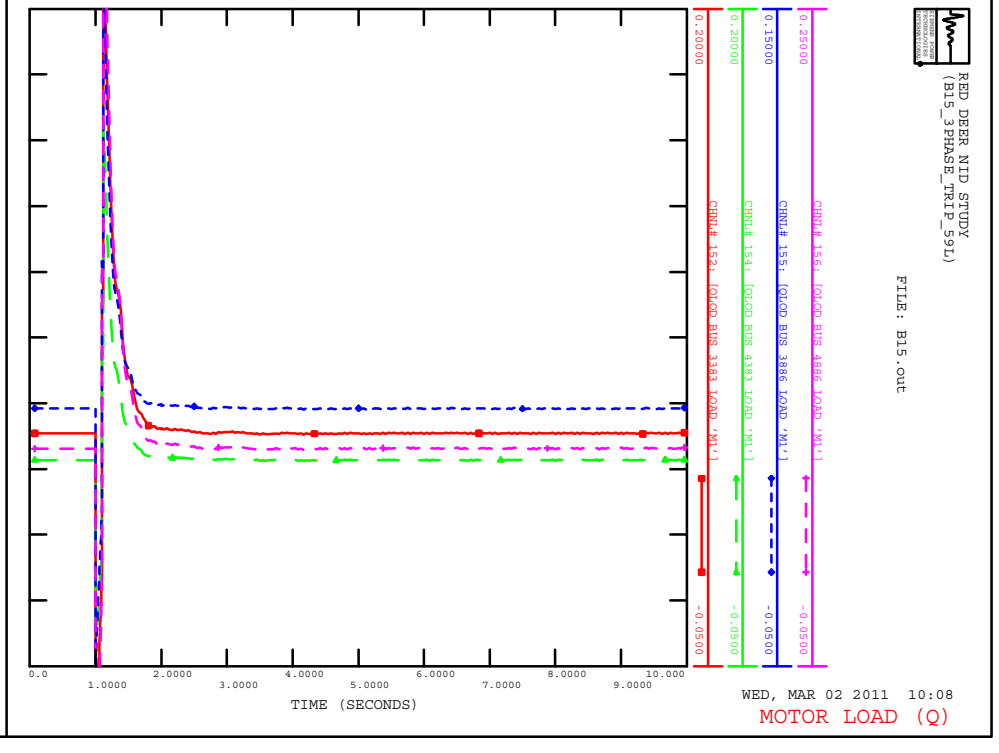

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

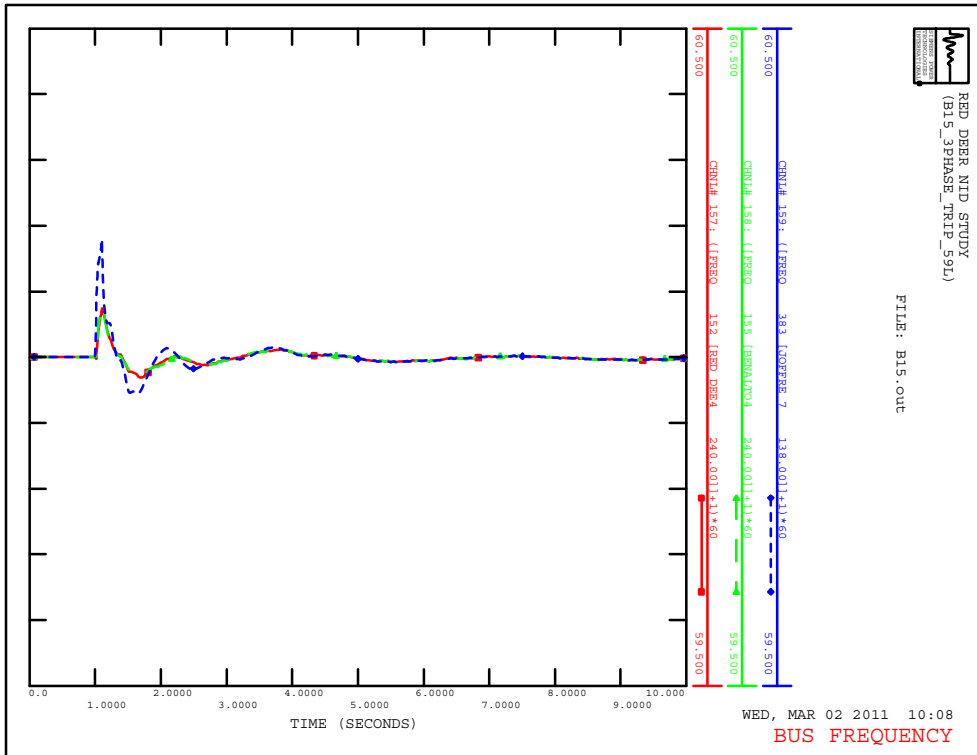

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

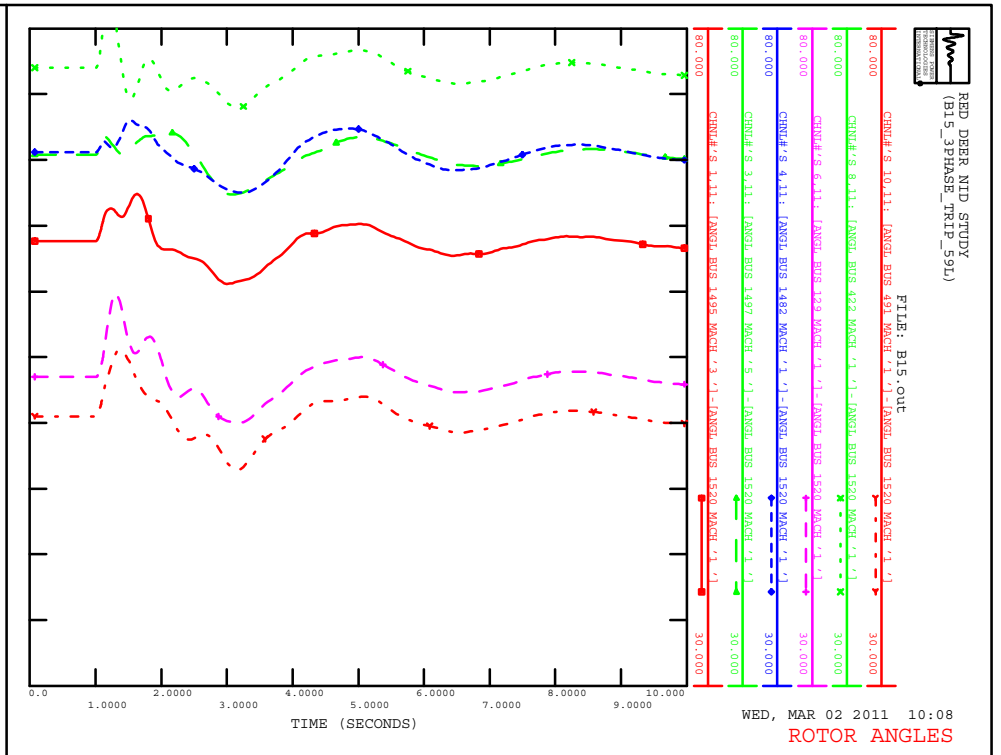

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

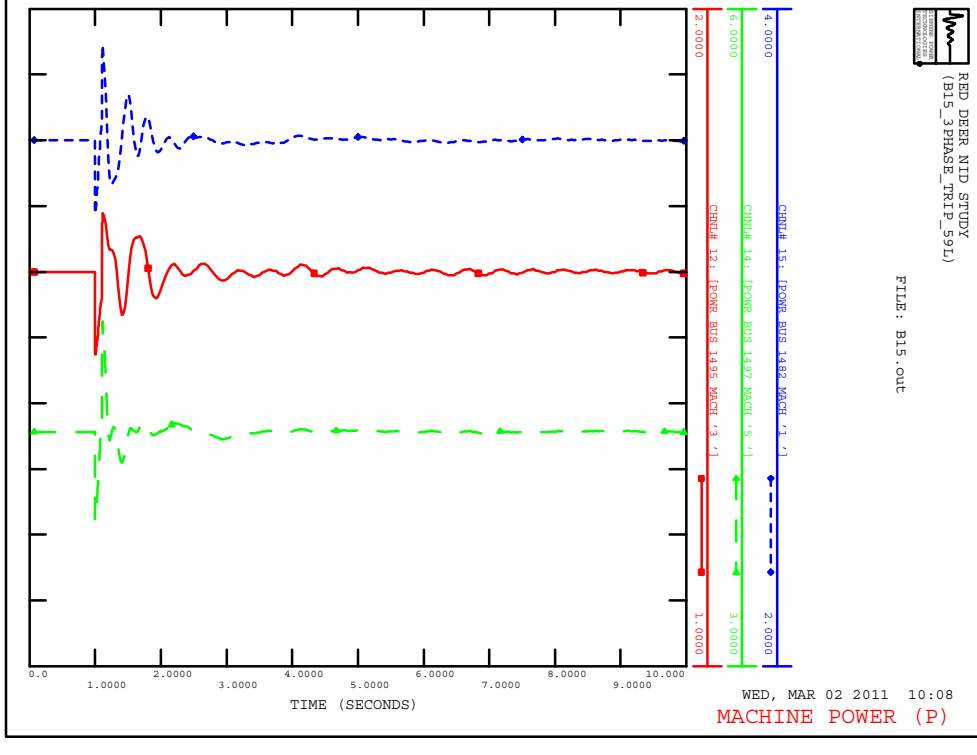

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

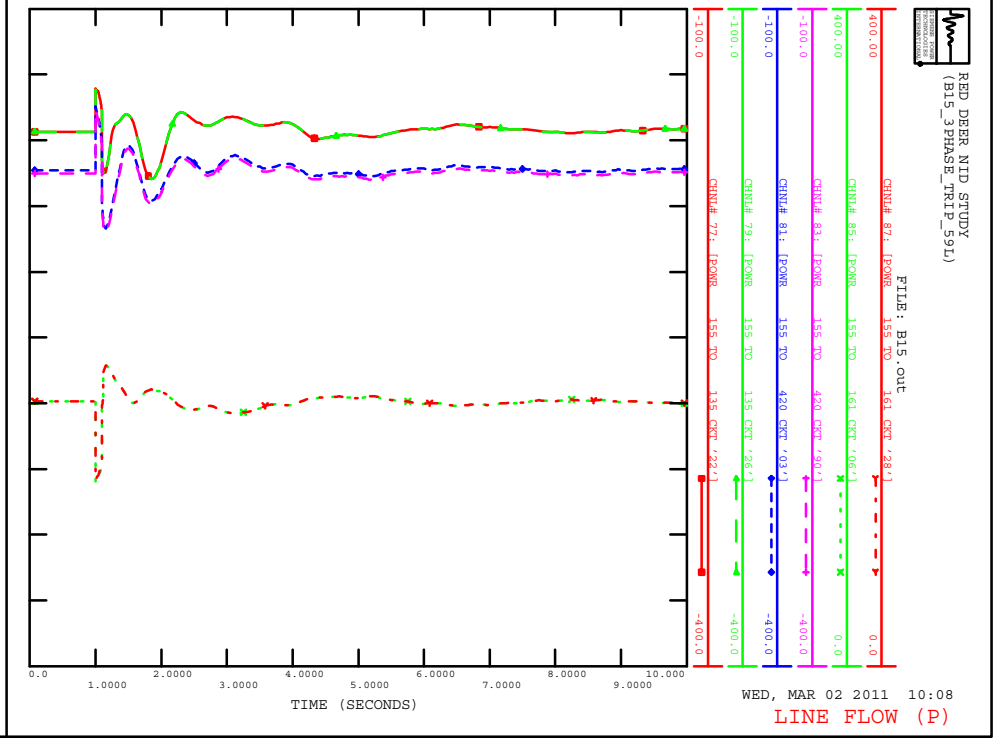

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

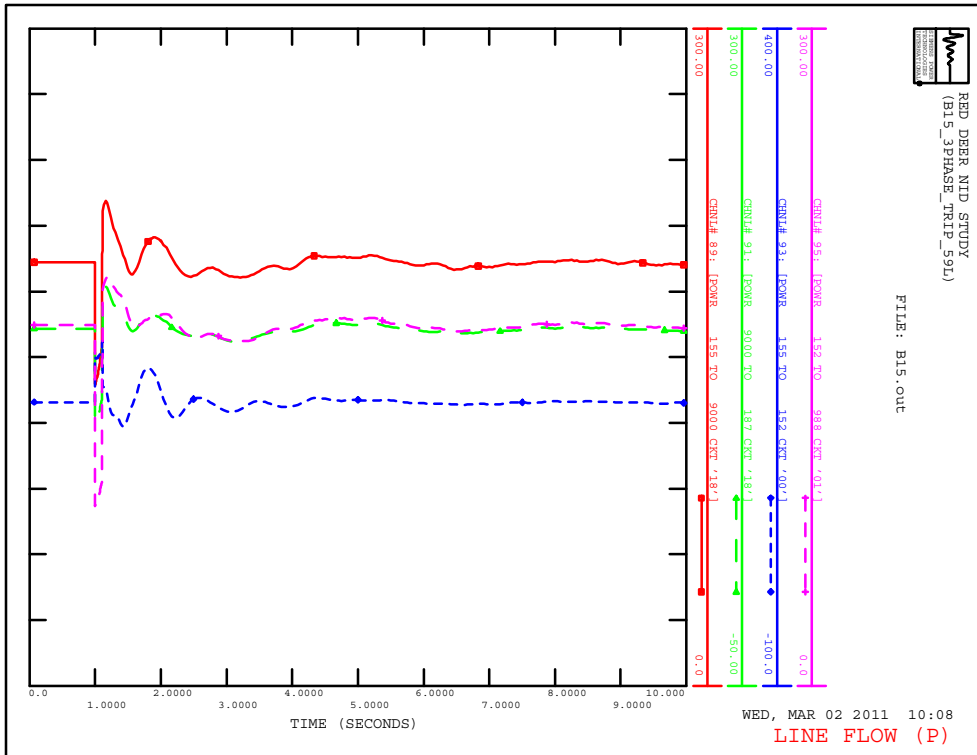

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

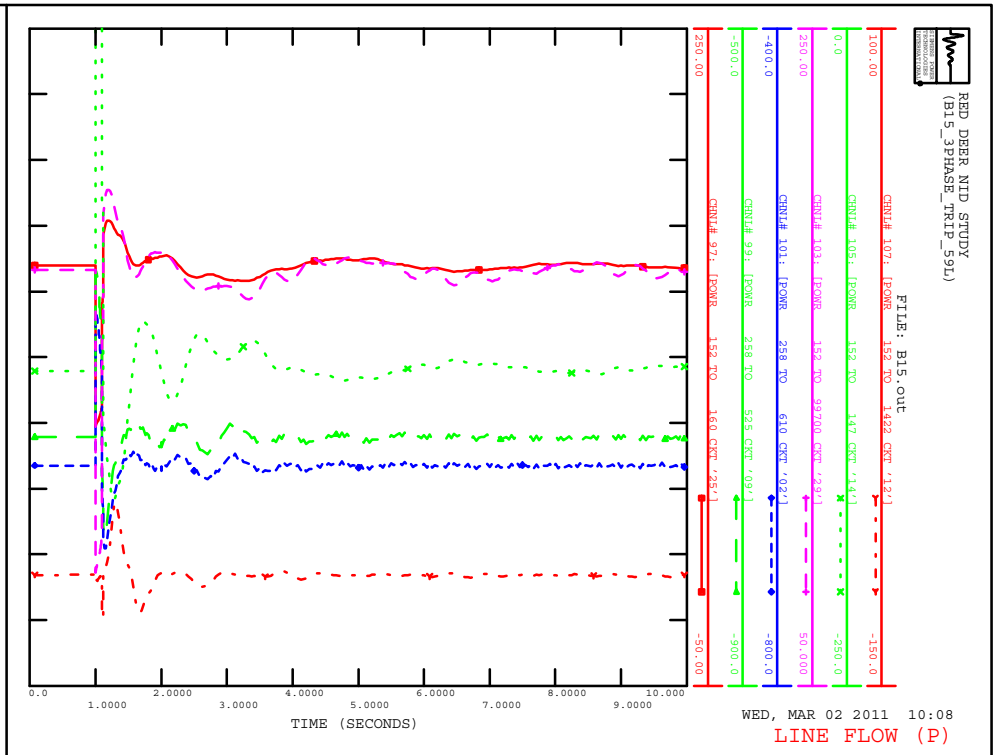

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

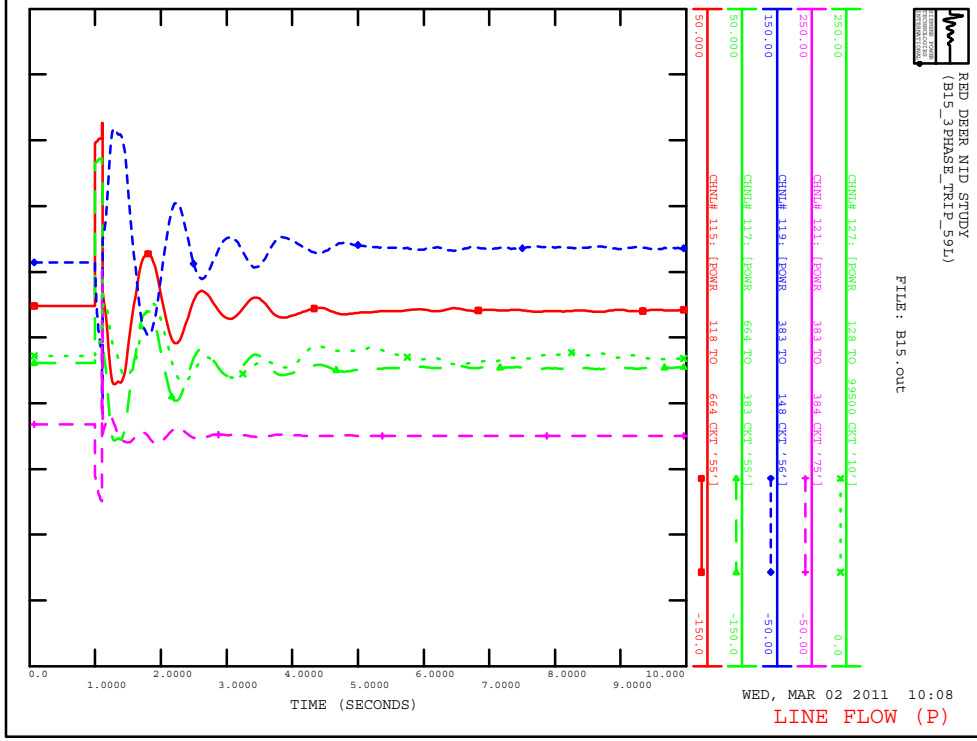

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

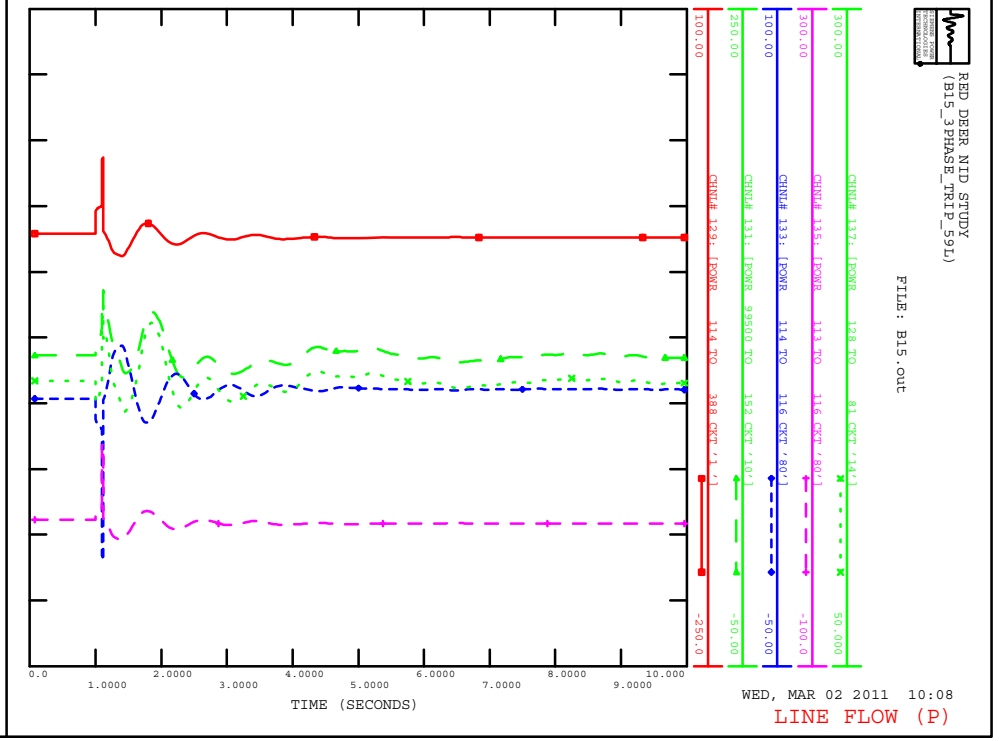

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

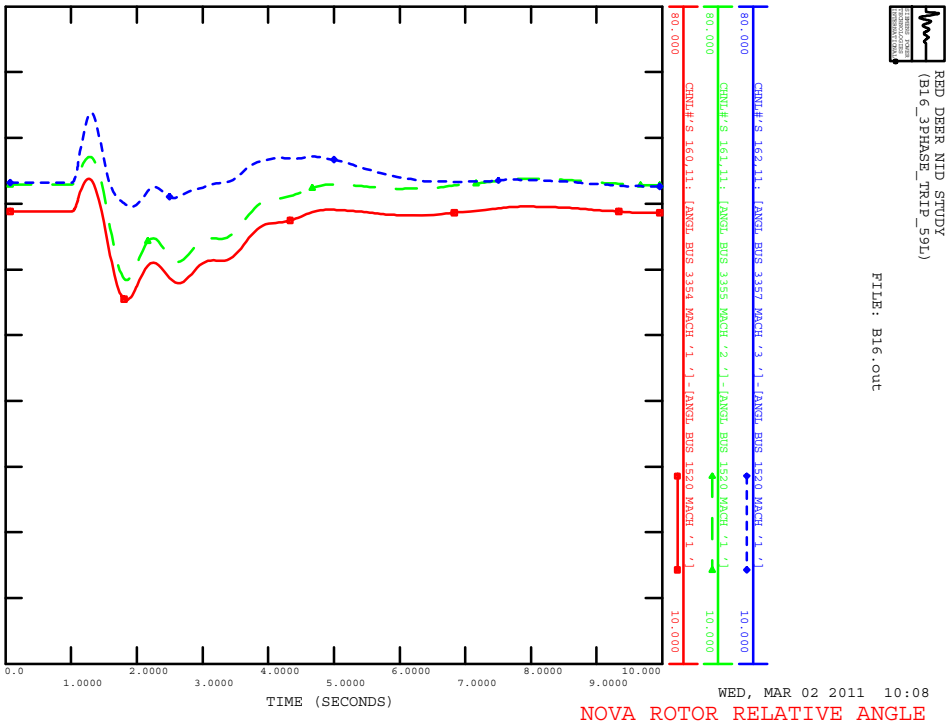

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

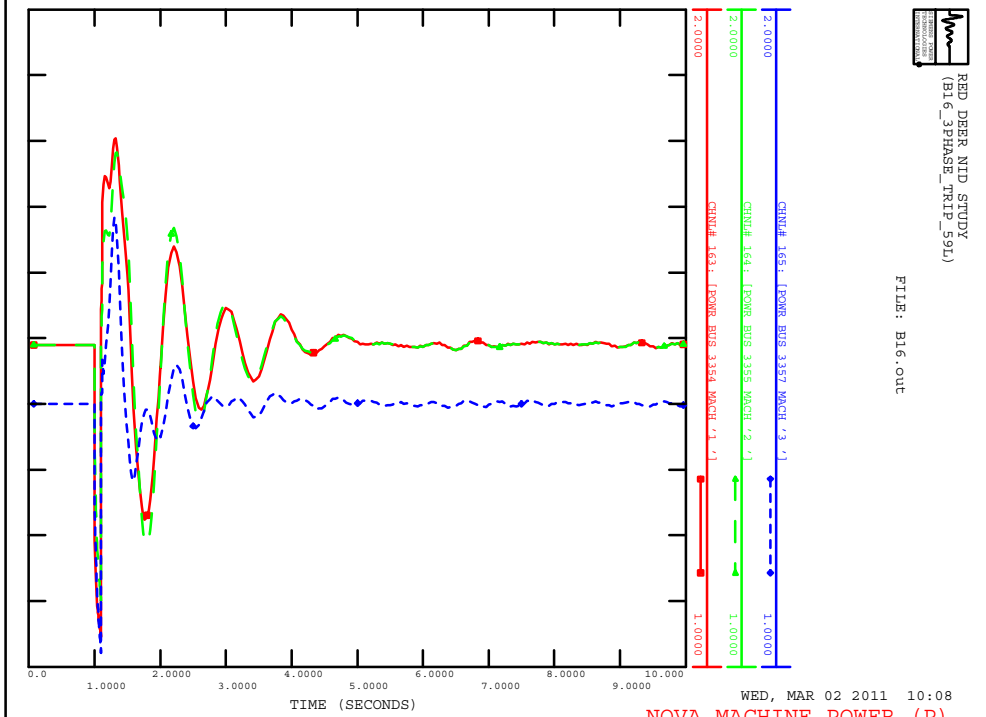

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

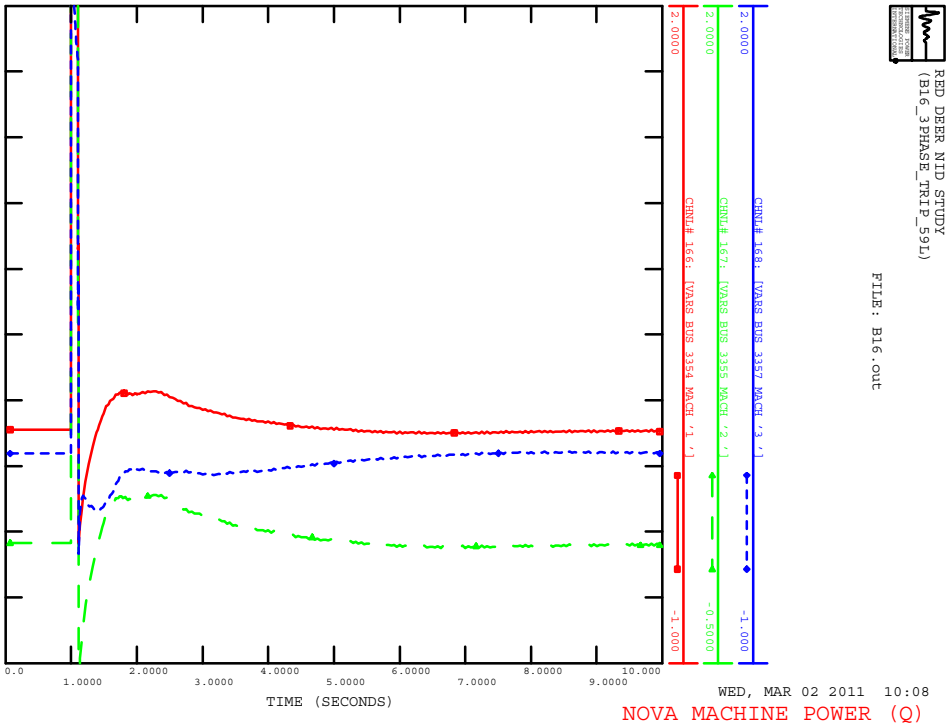

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

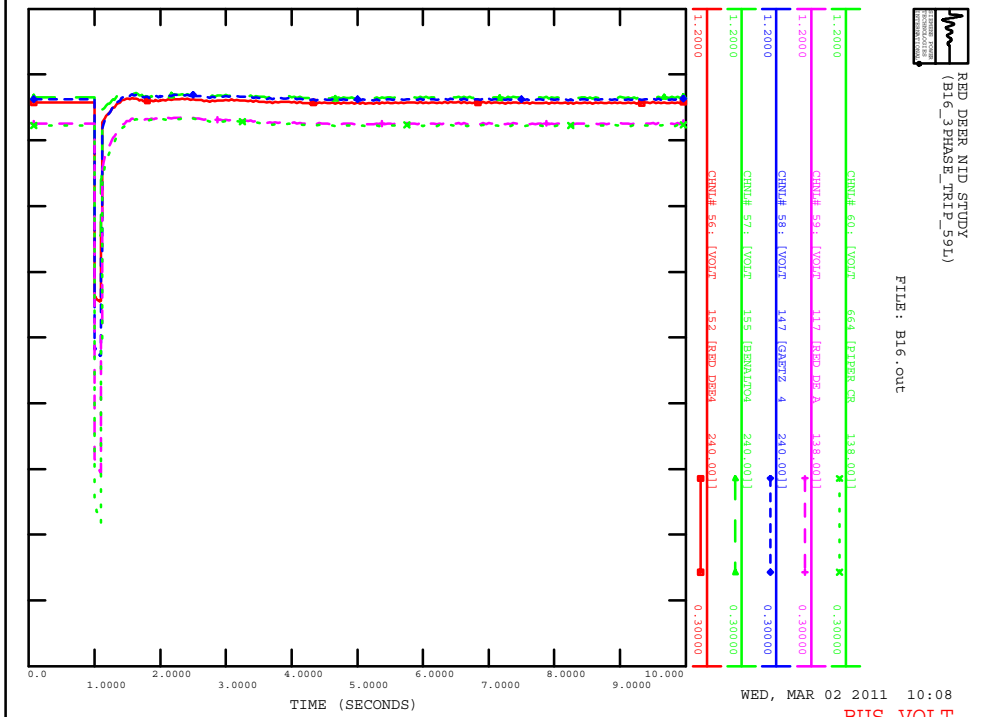

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

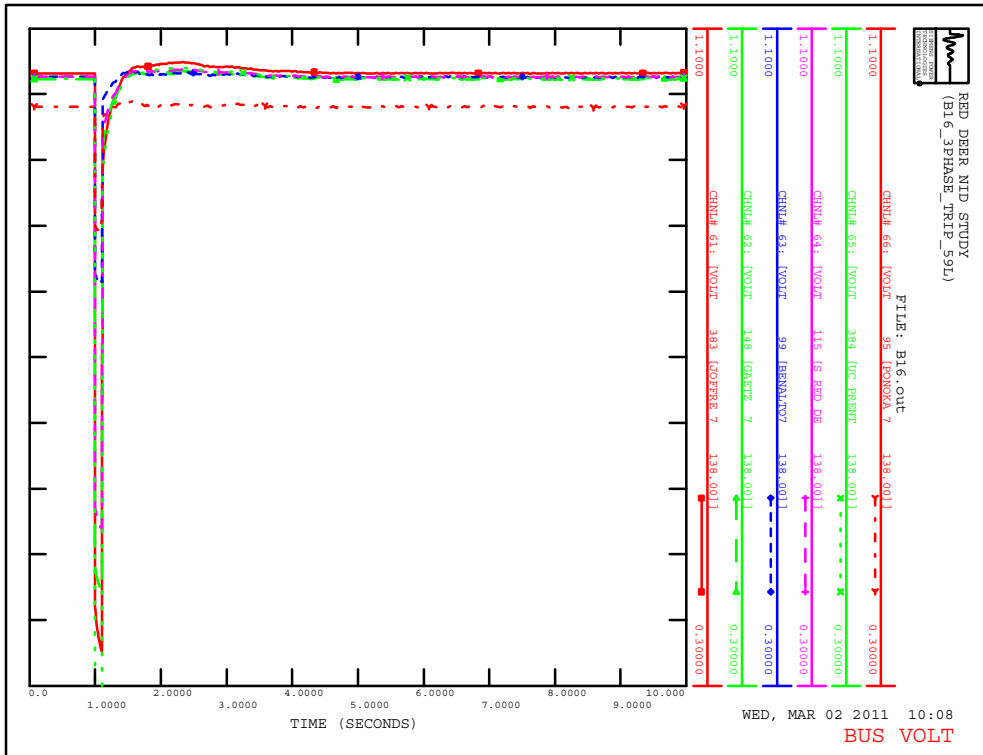

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

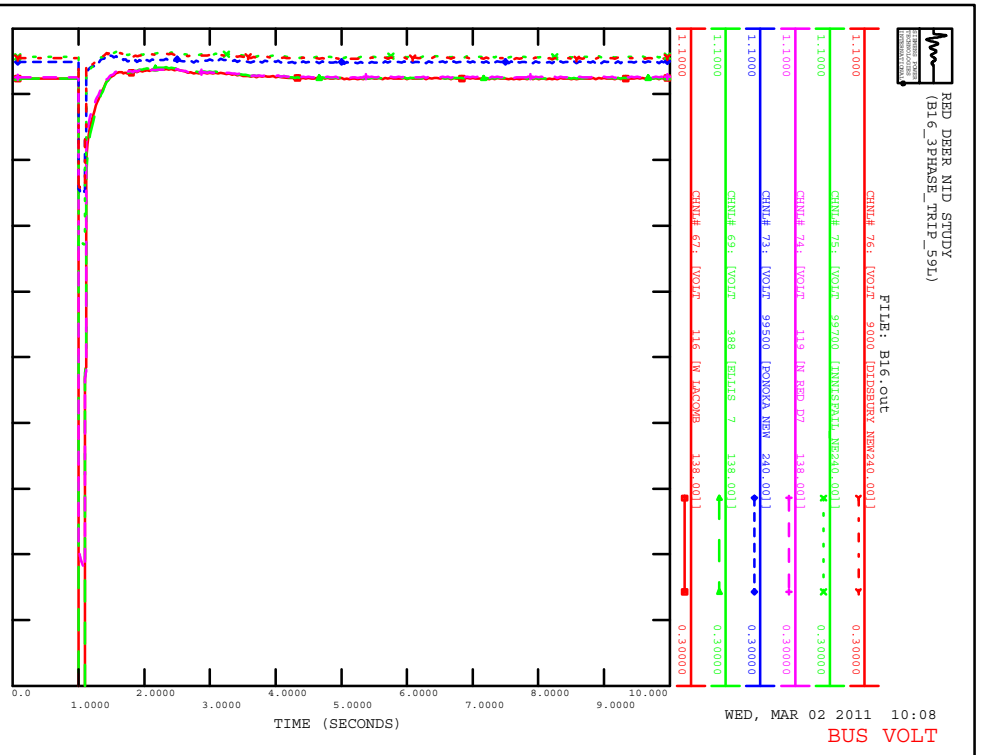

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

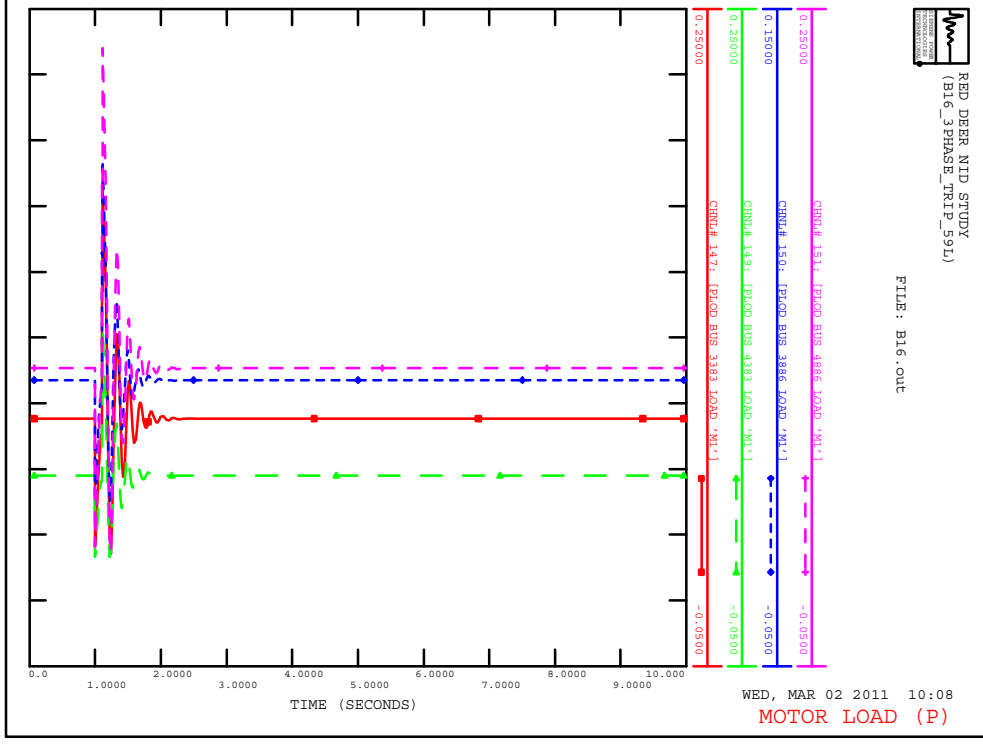

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

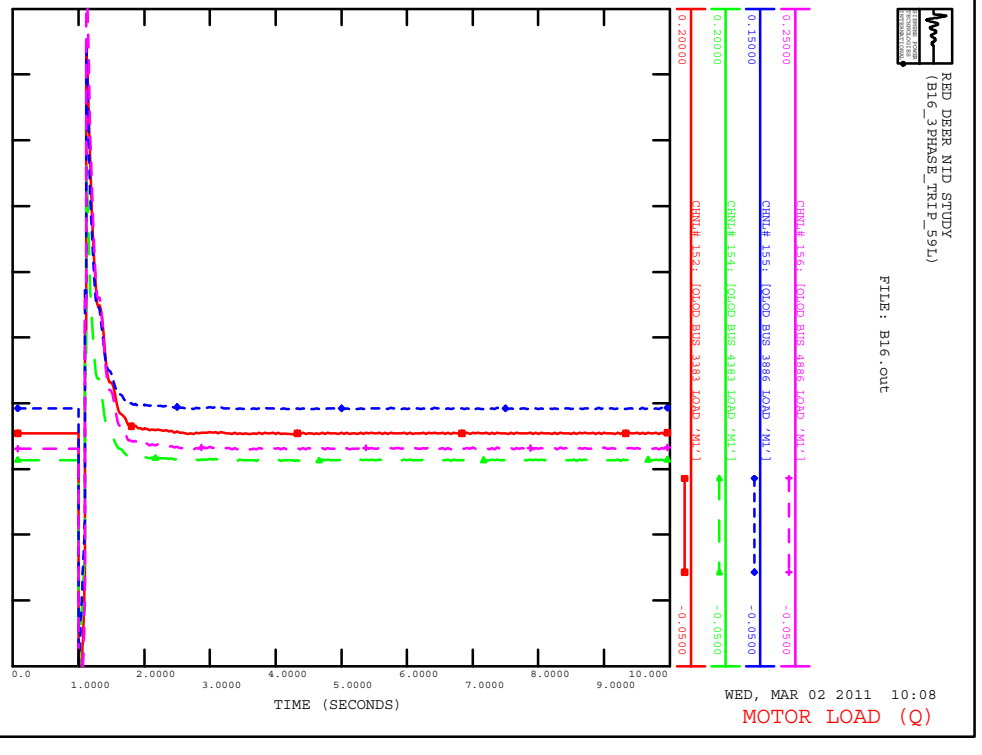

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

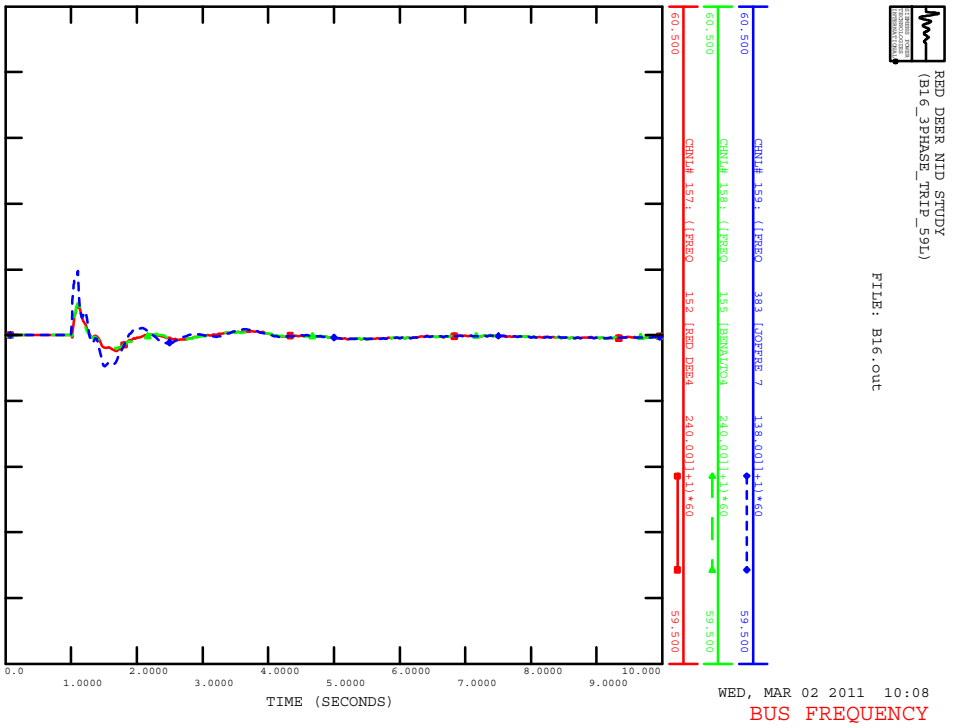

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

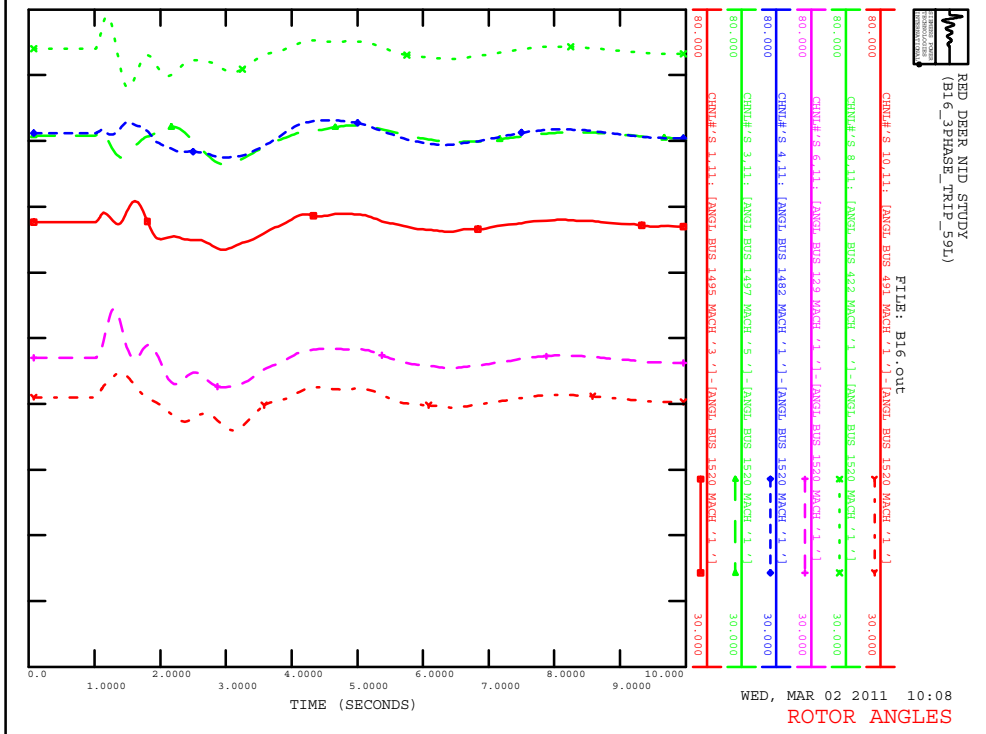

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNI# 61: [VOLT 383 [DOFFER 7 138.001]
CHNI# 62: [VOLT 148 [GAL#T2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

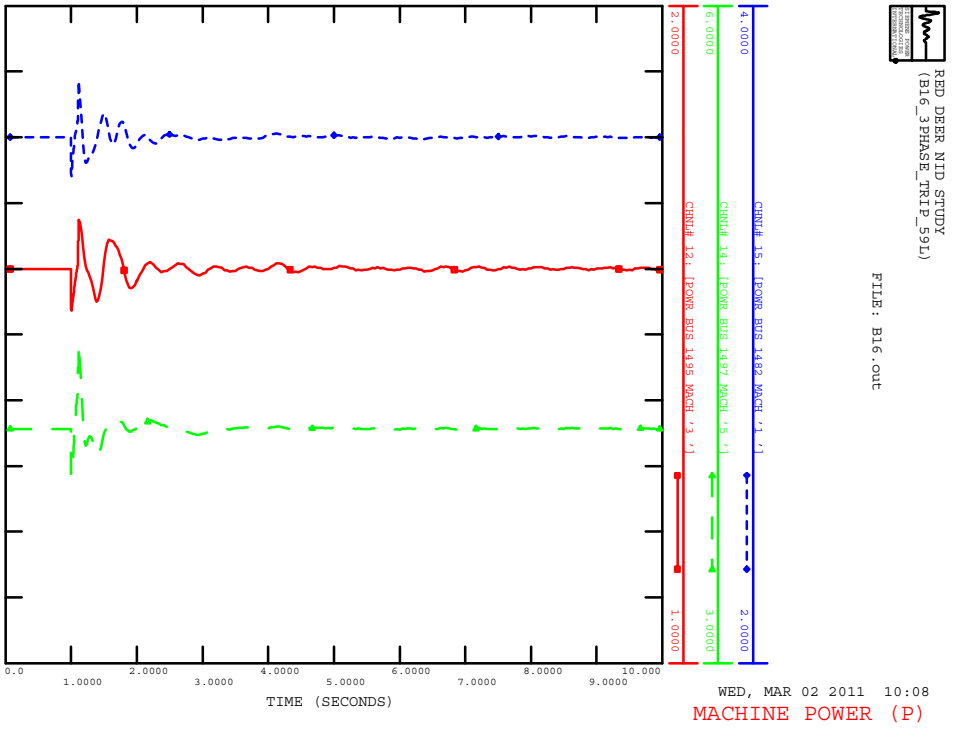

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 68: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

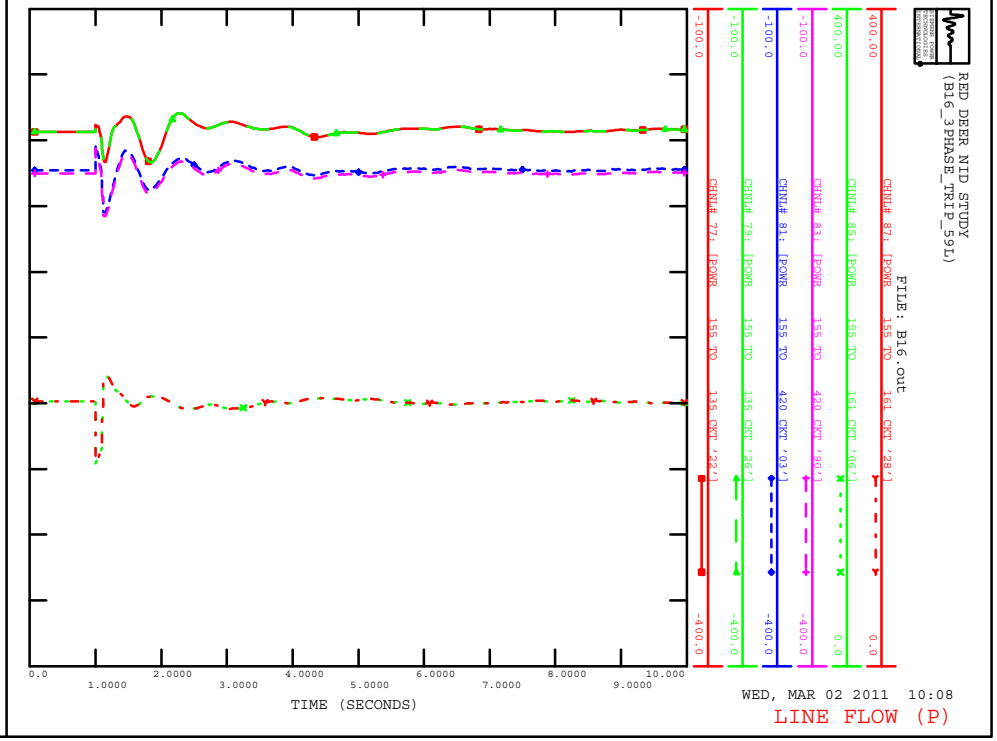

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

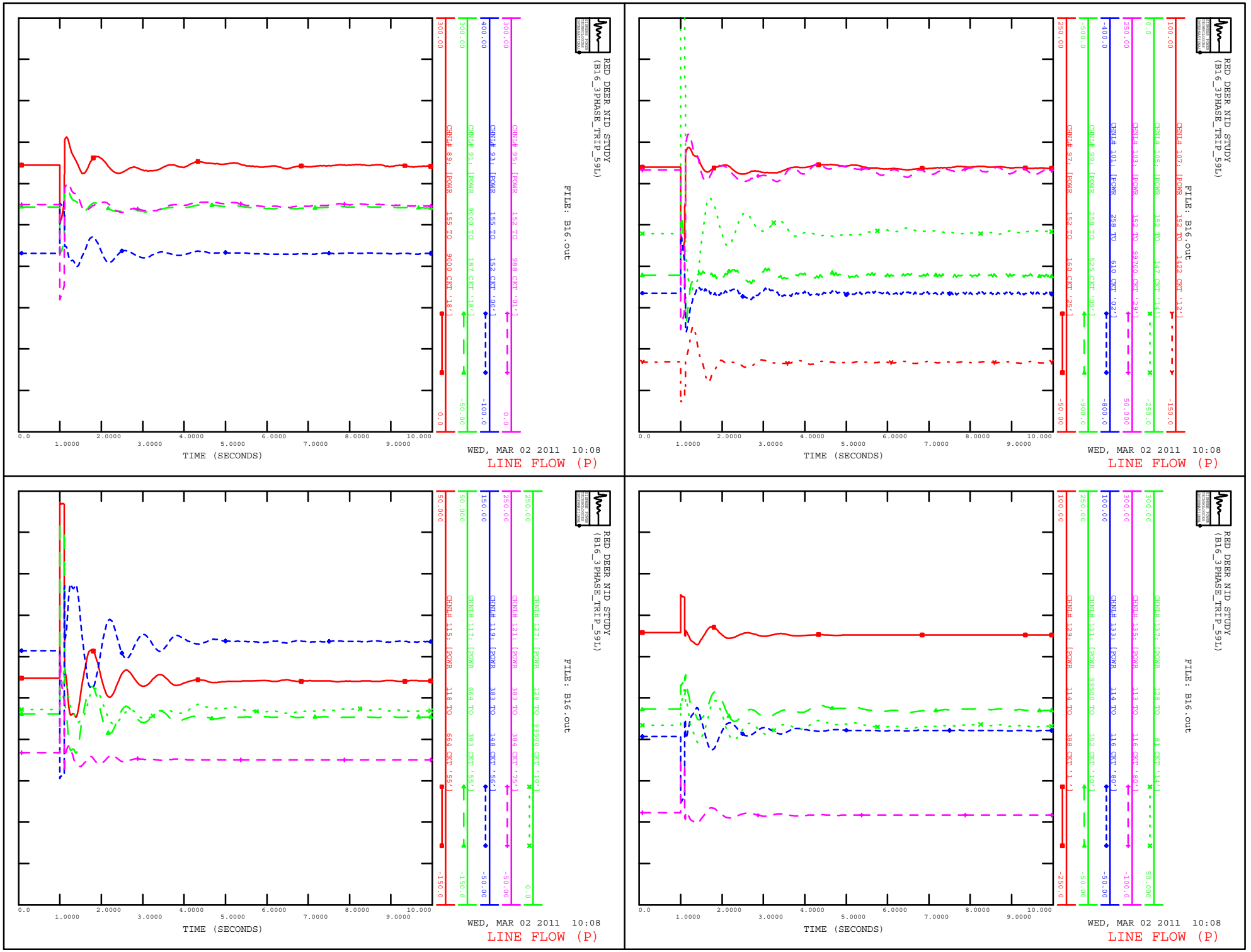

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

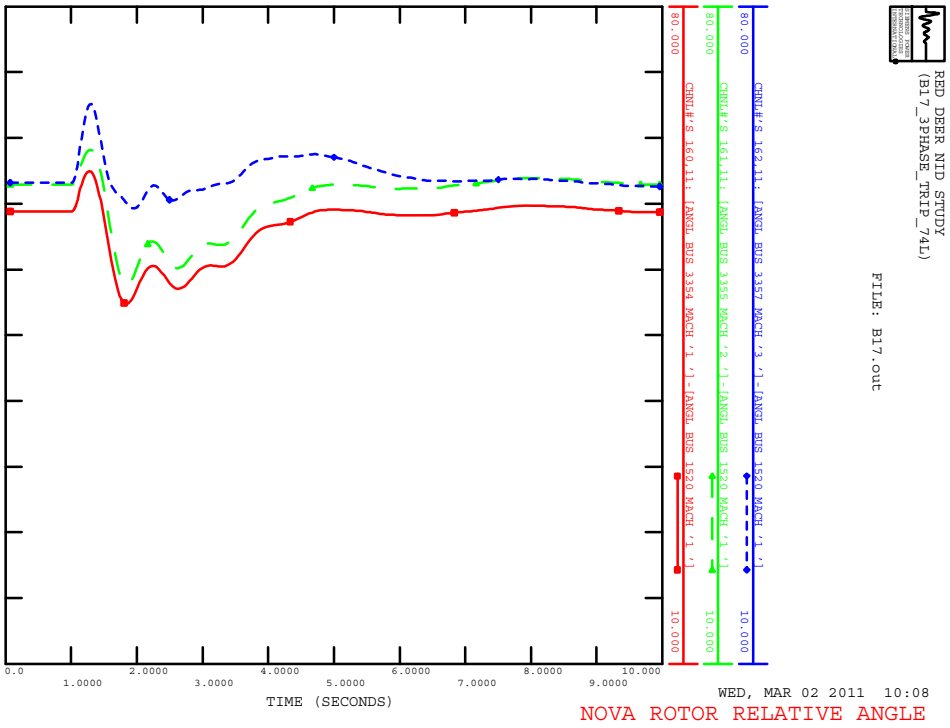

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

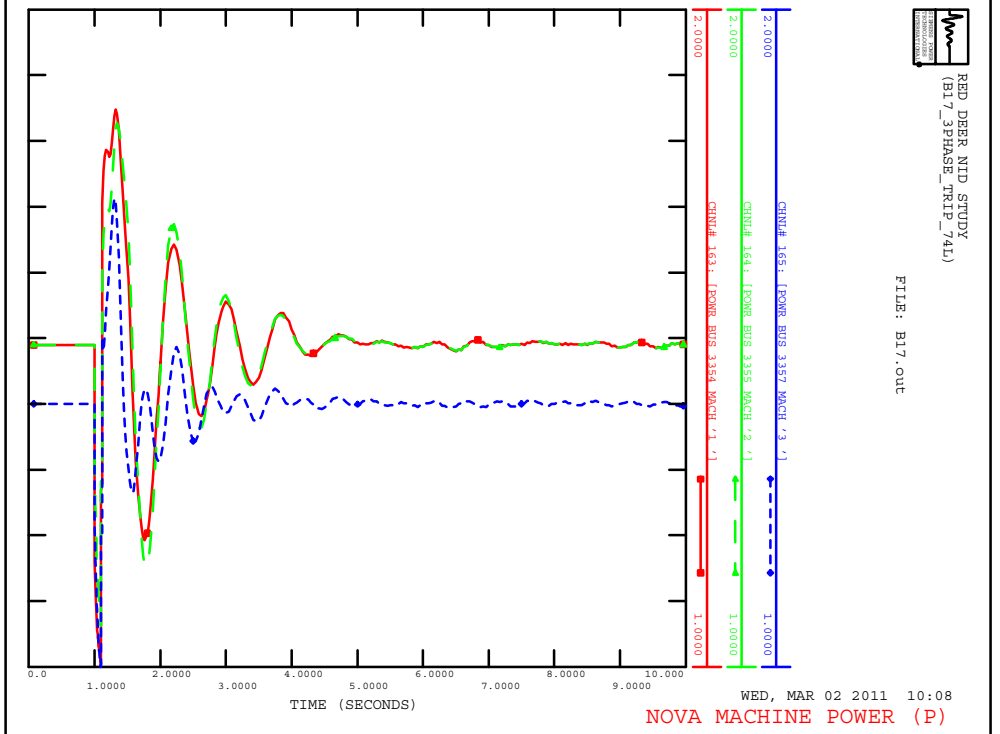

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

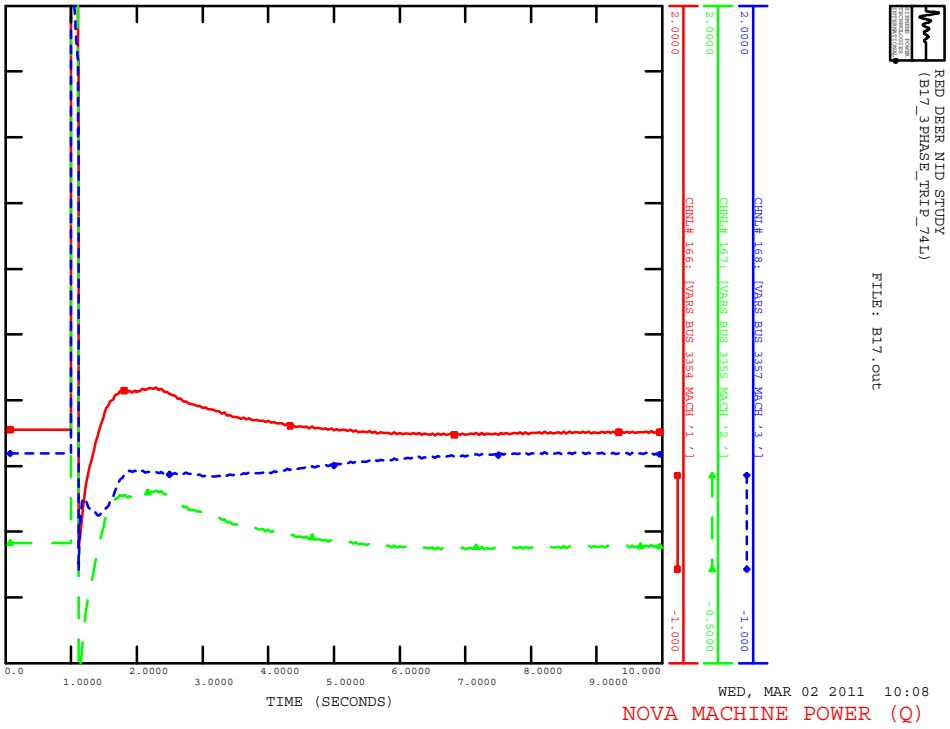

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

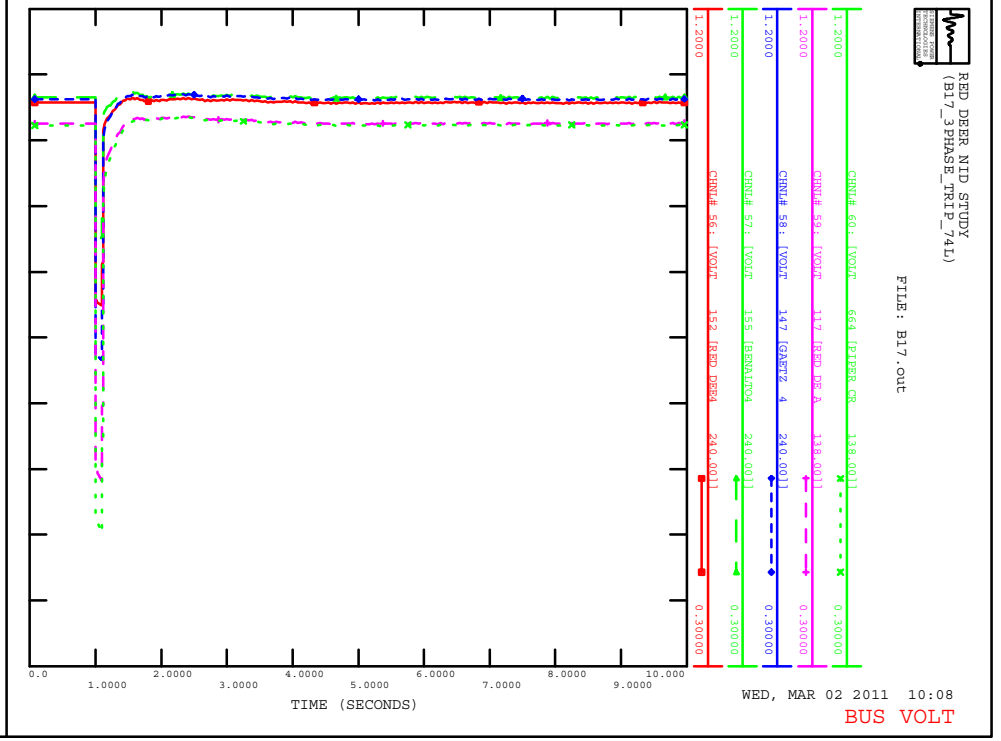

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

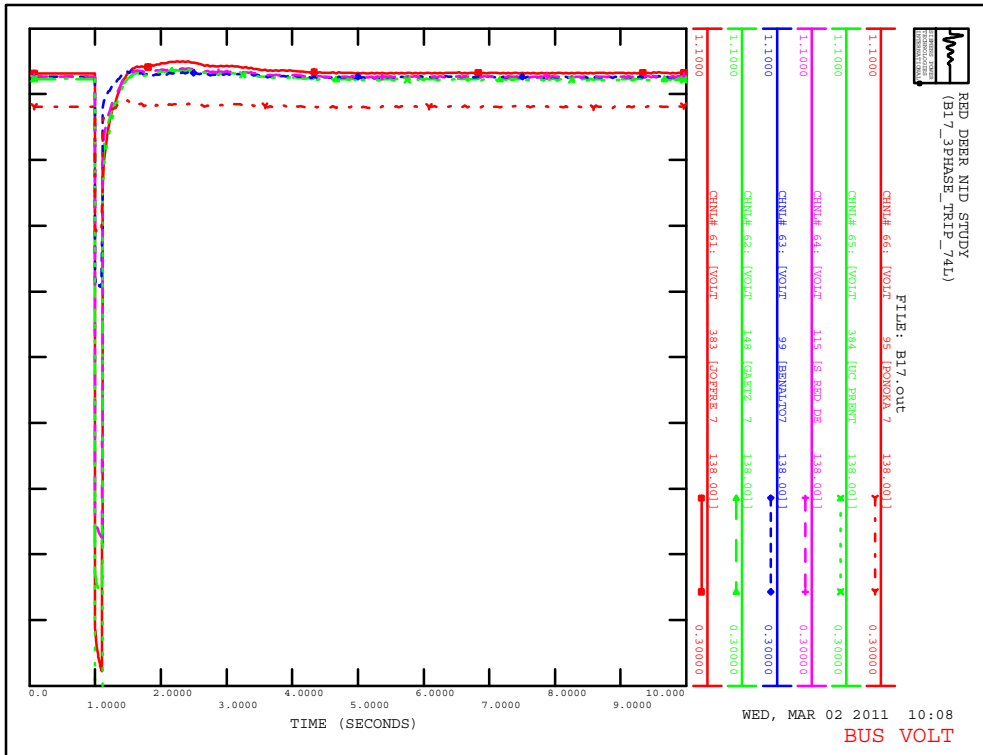

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

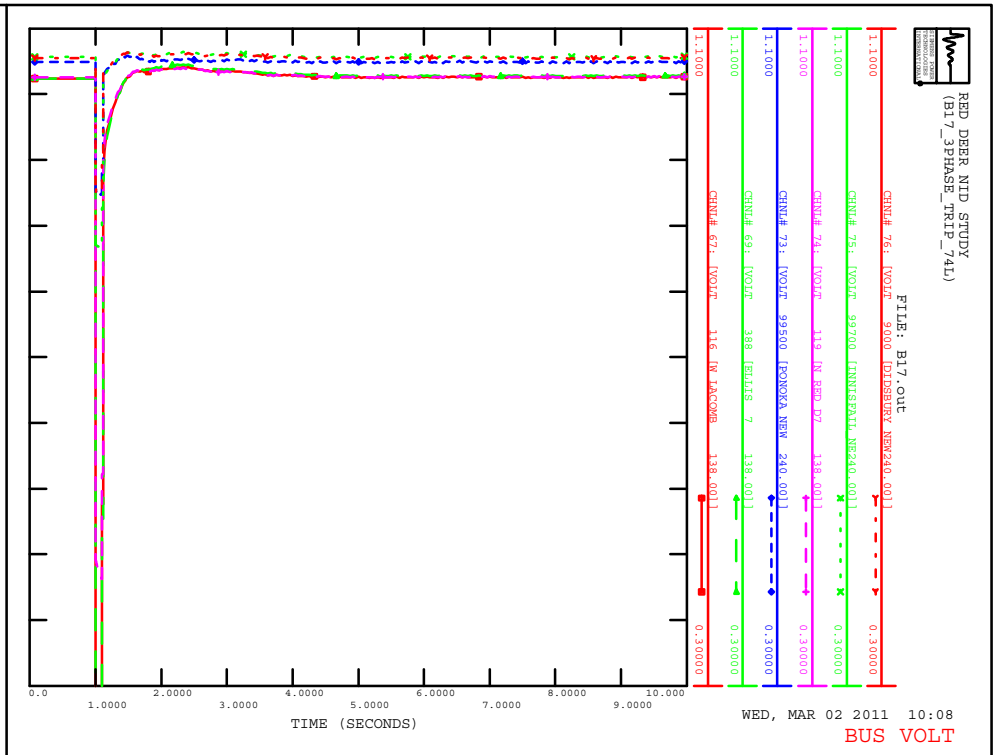

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

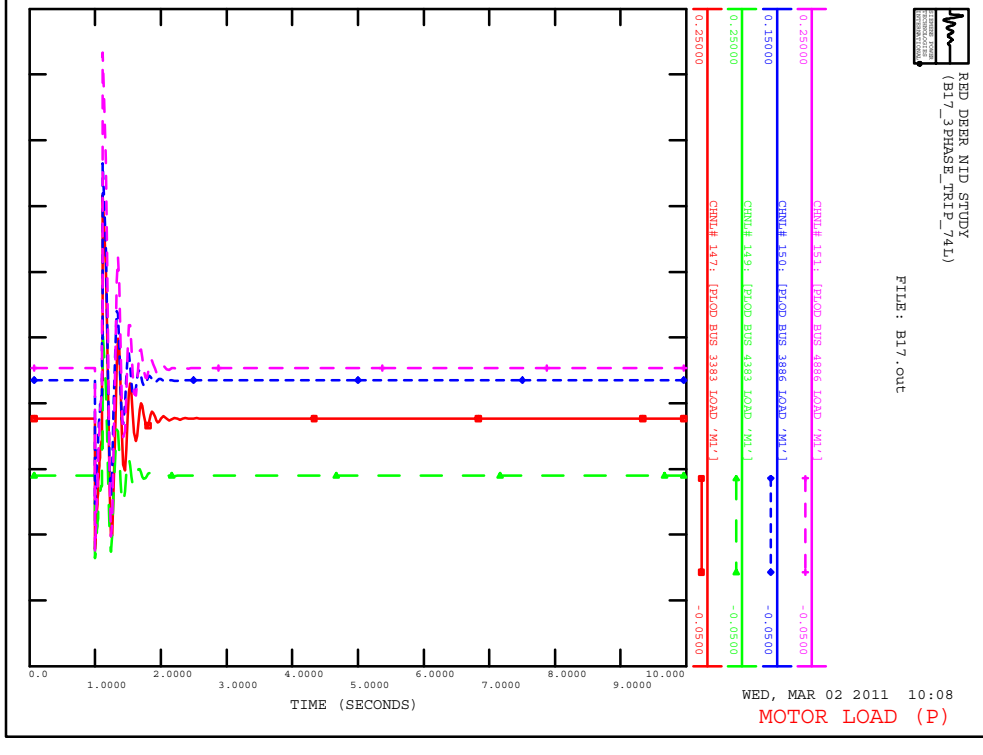

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

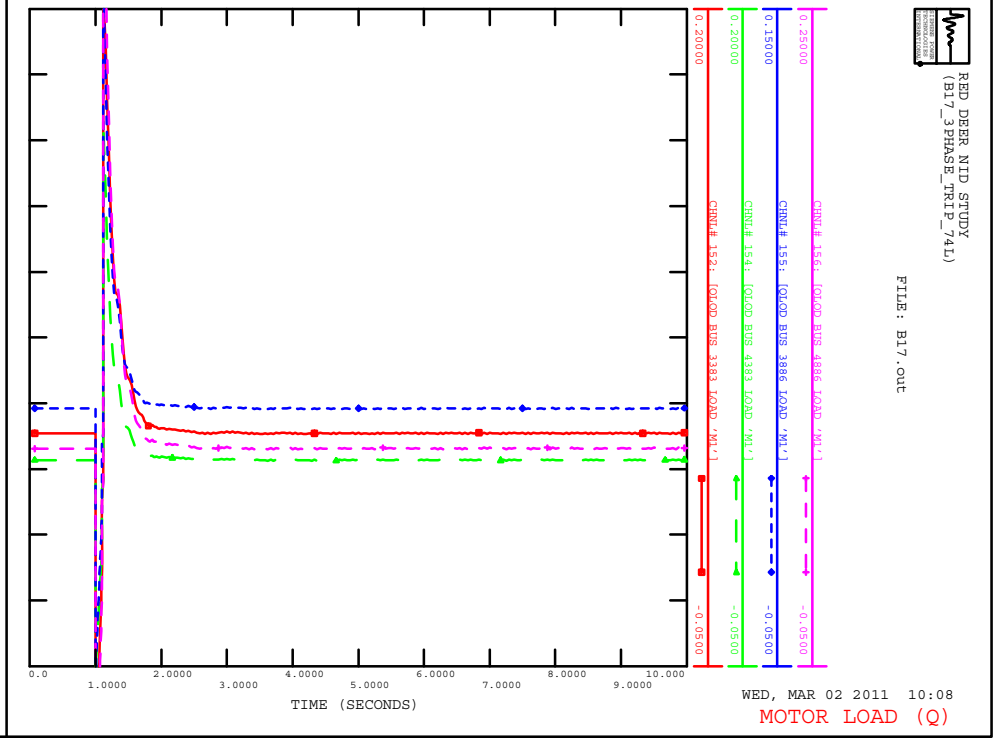

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

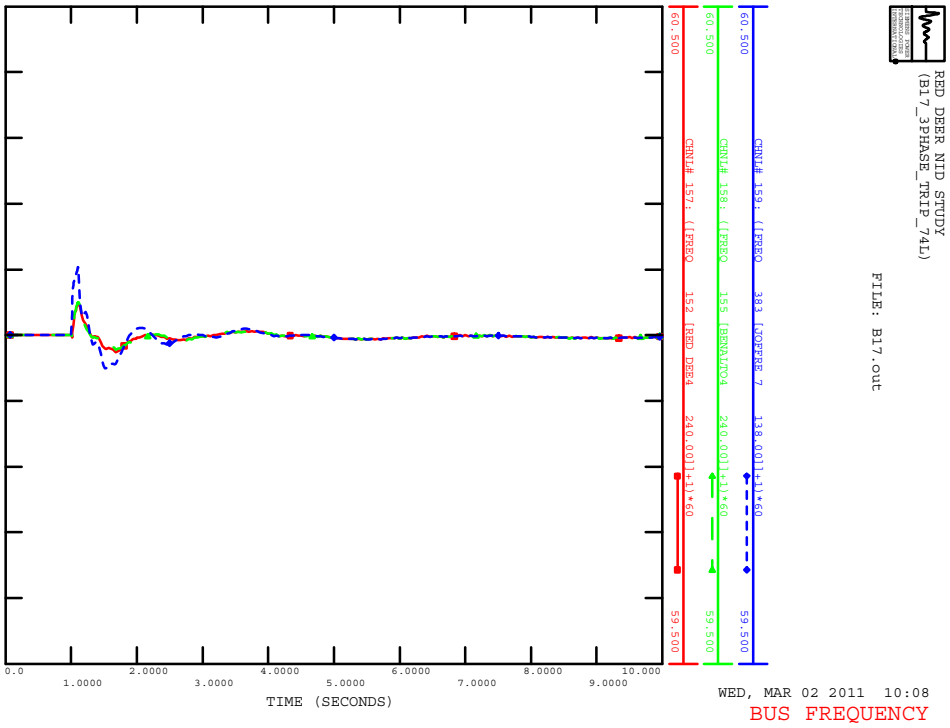

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

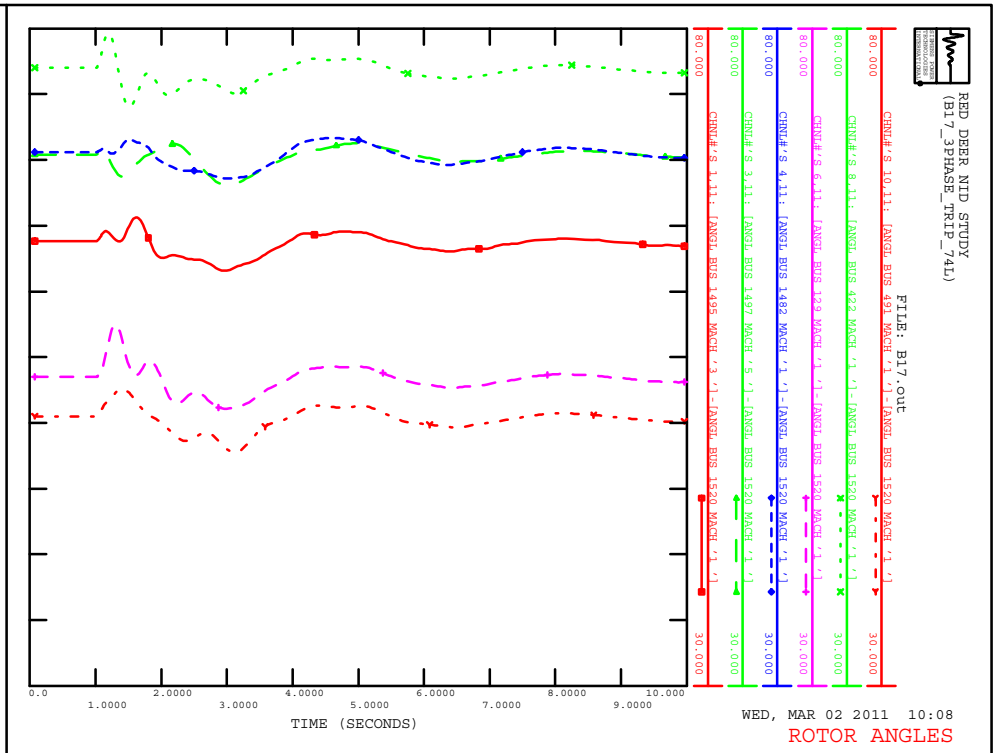

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

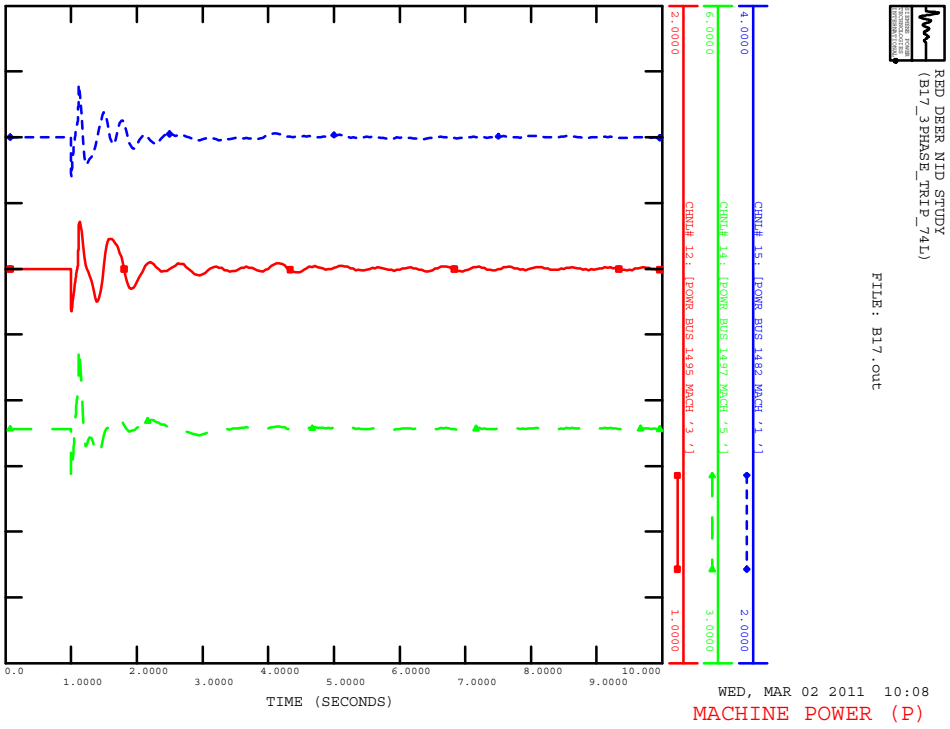

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

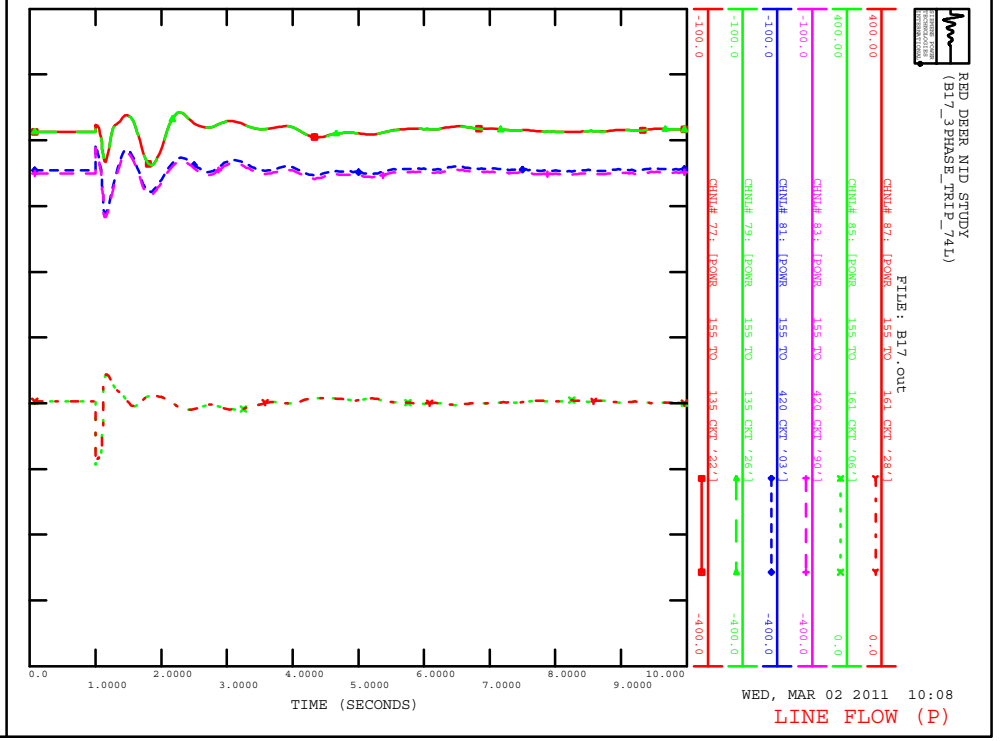

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

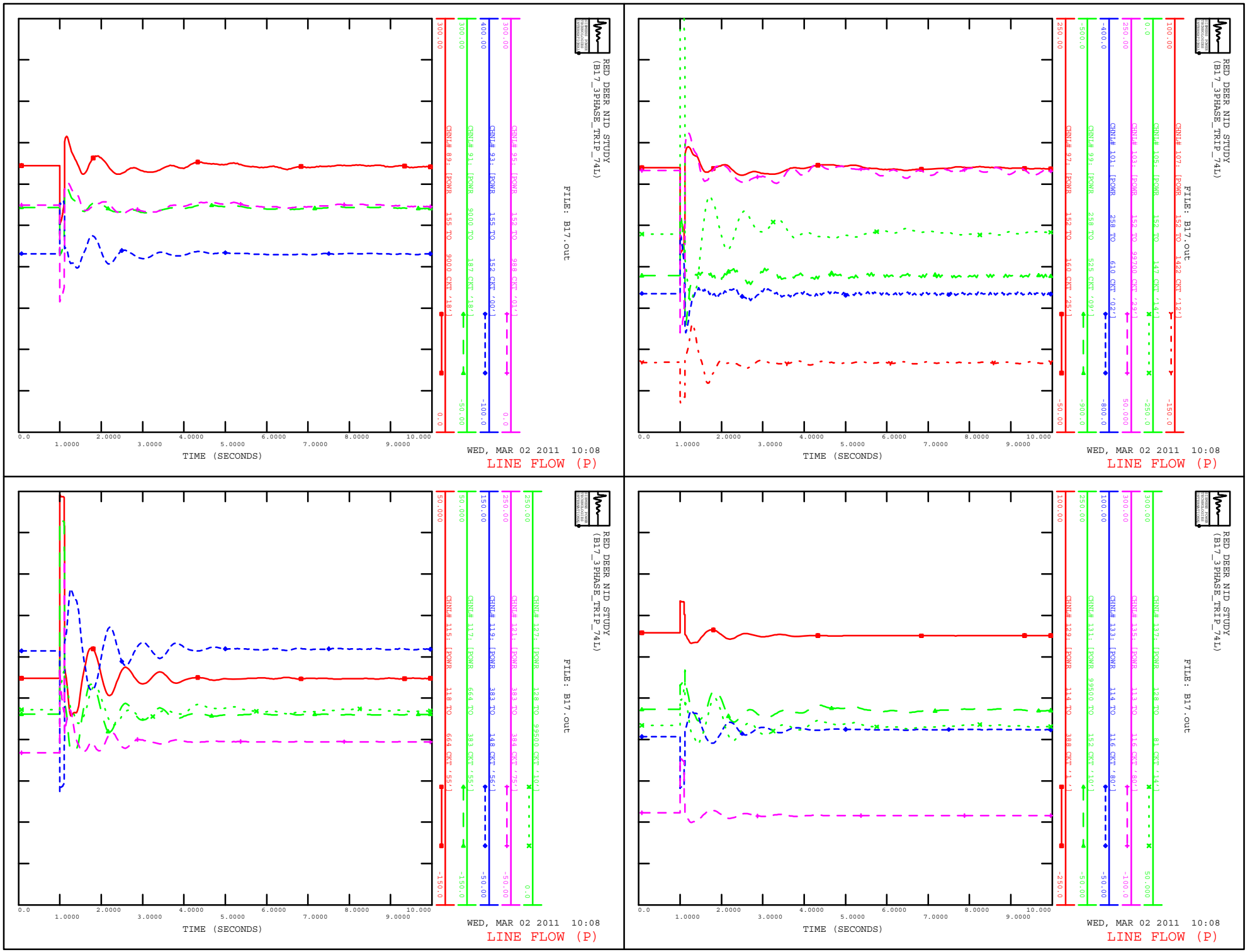

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

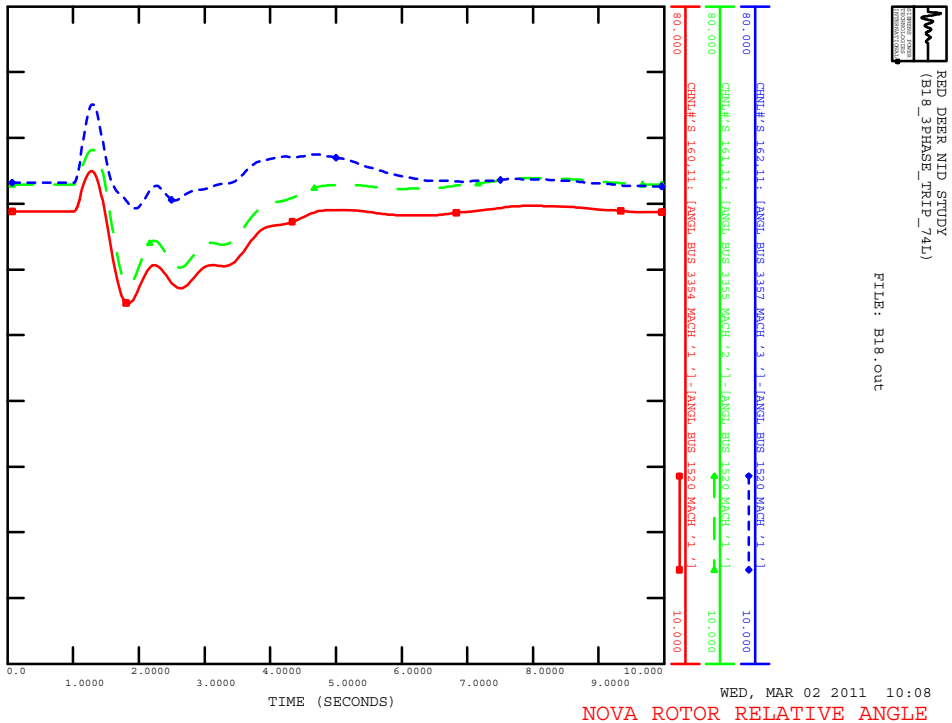

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

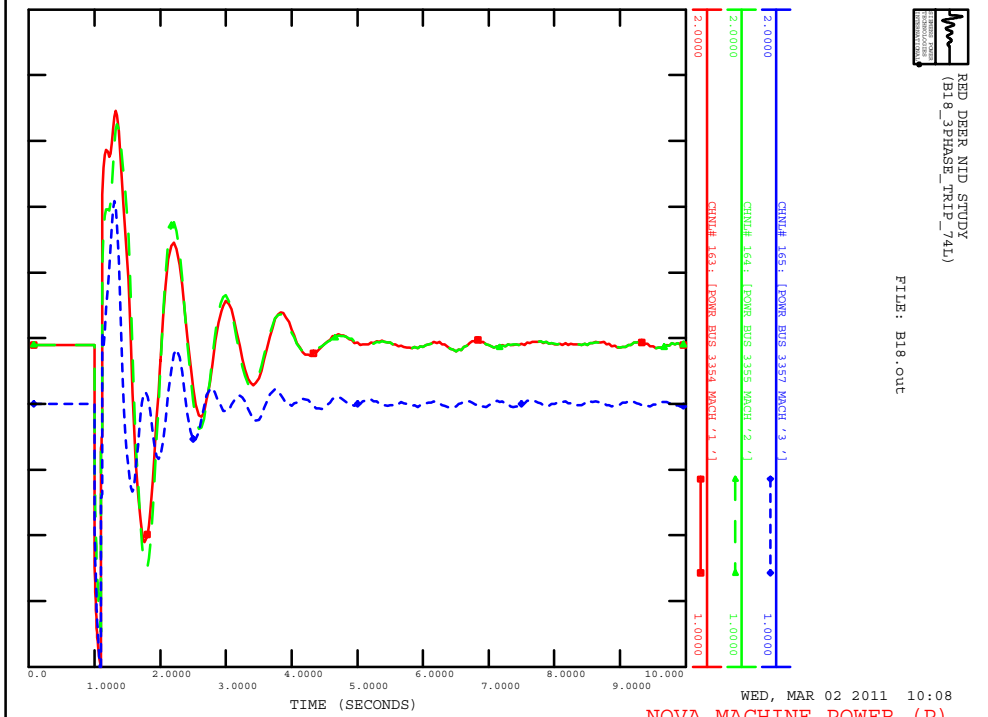

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

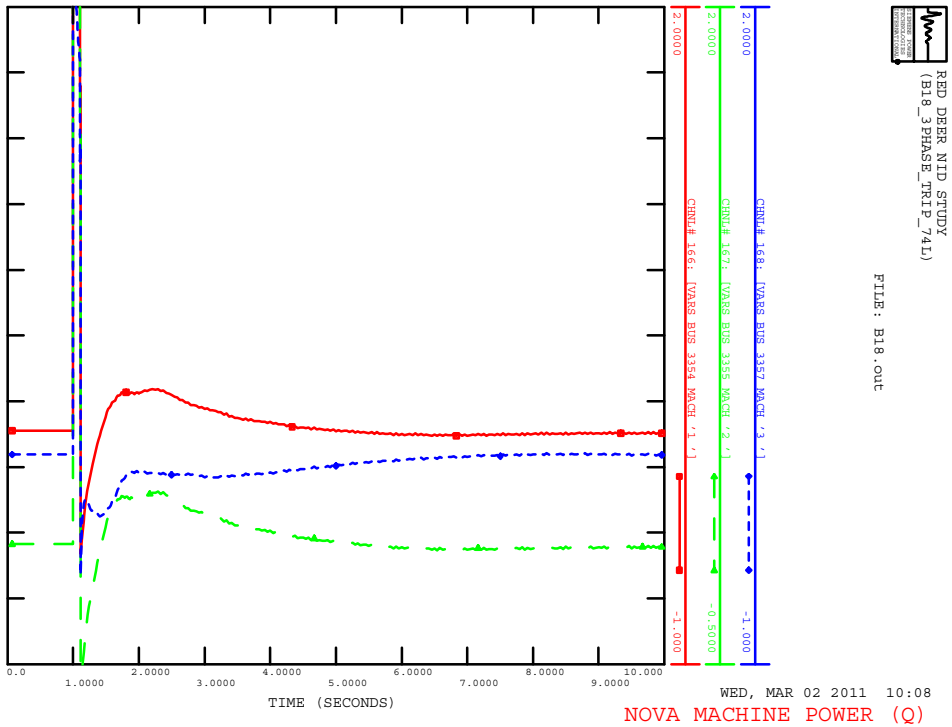

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

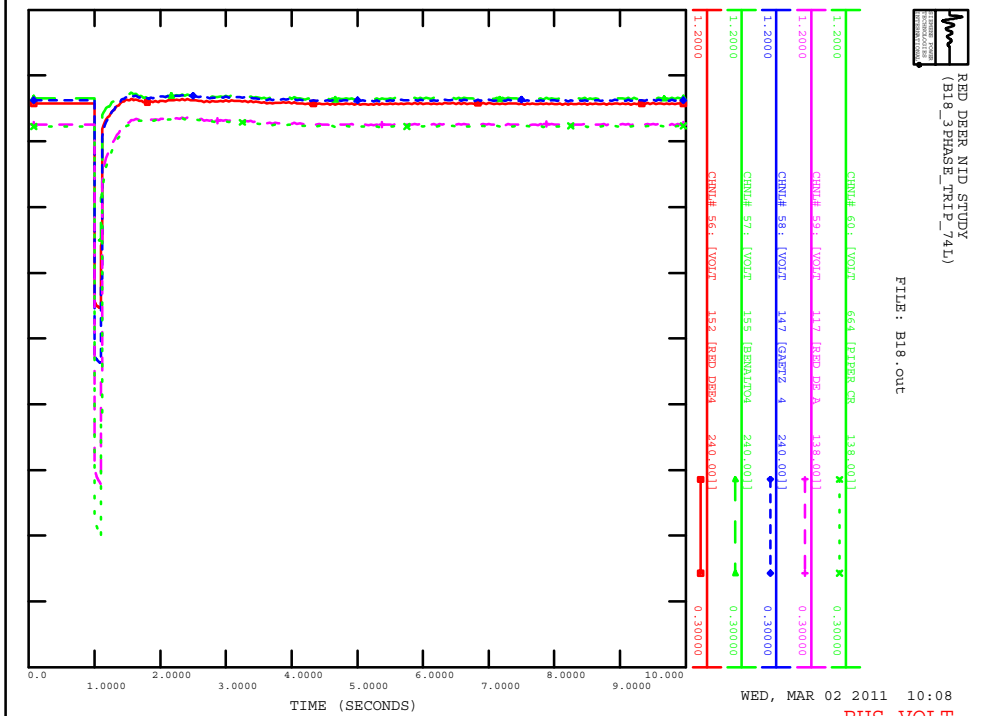

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

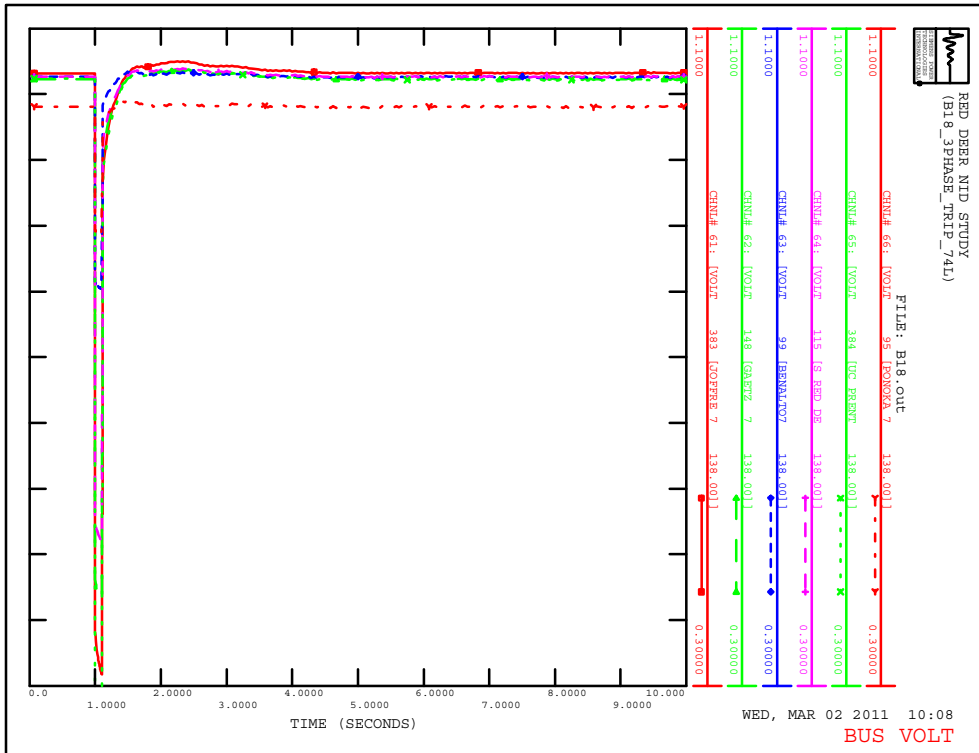

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

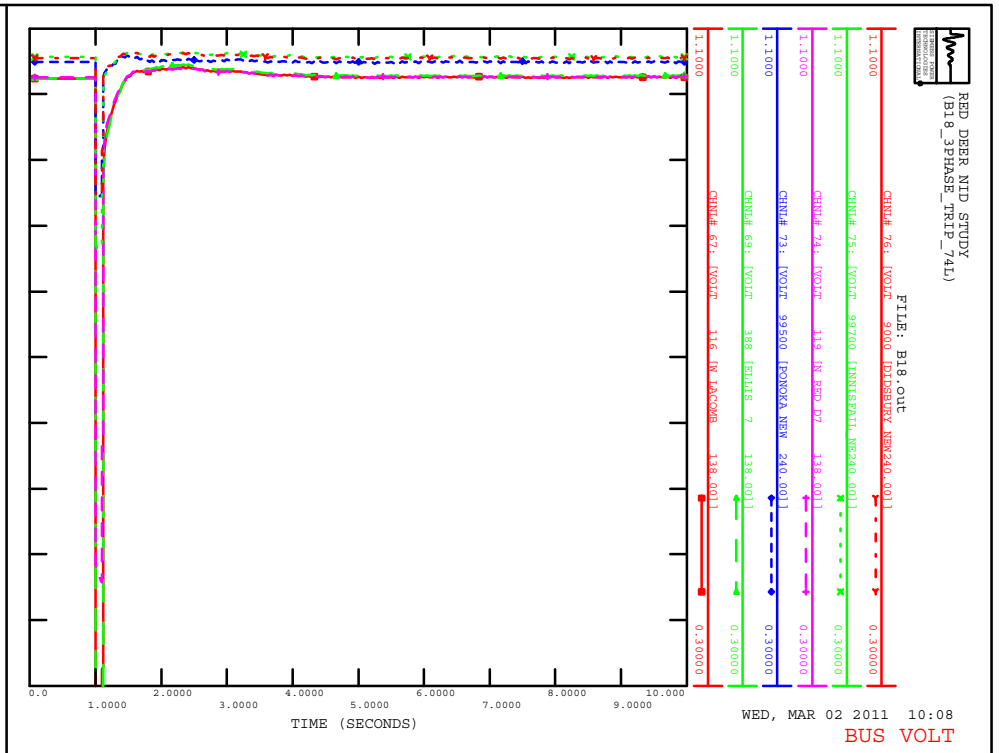

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

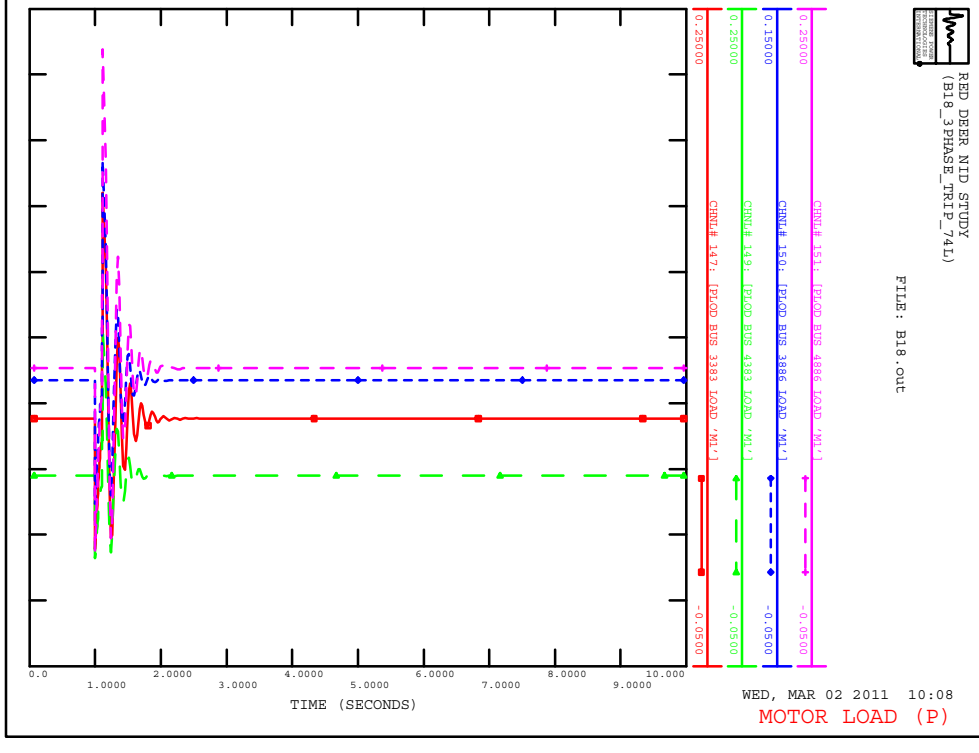

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

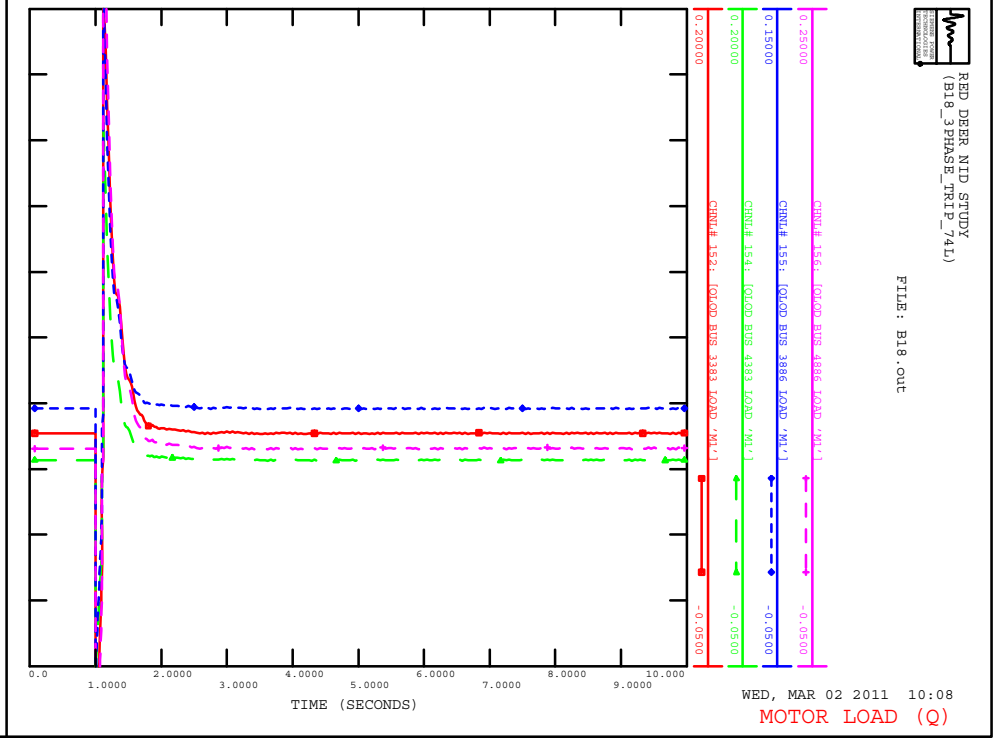

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

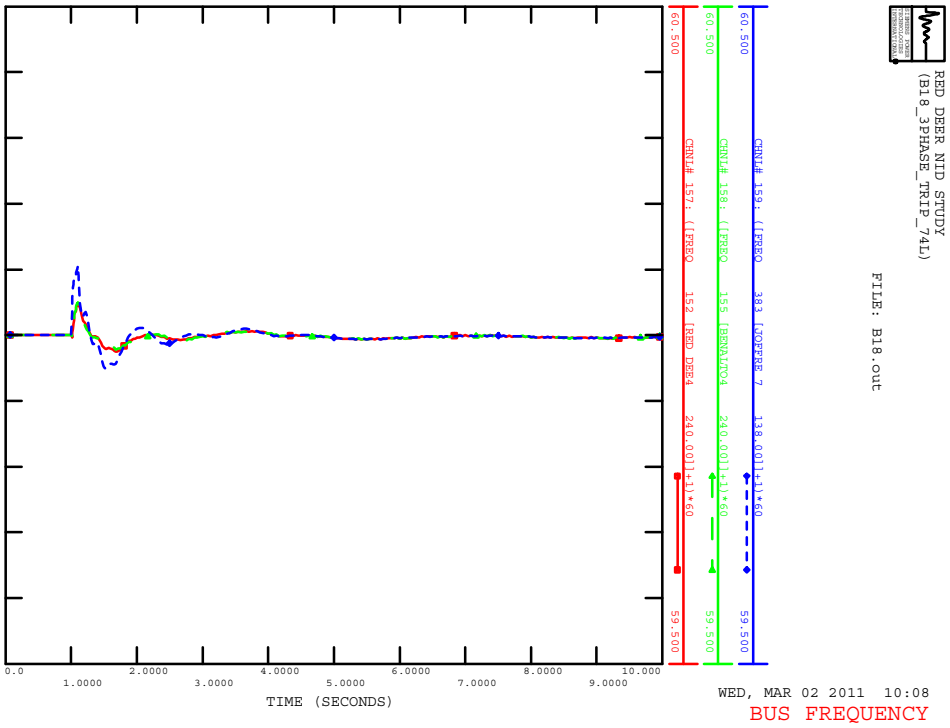

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

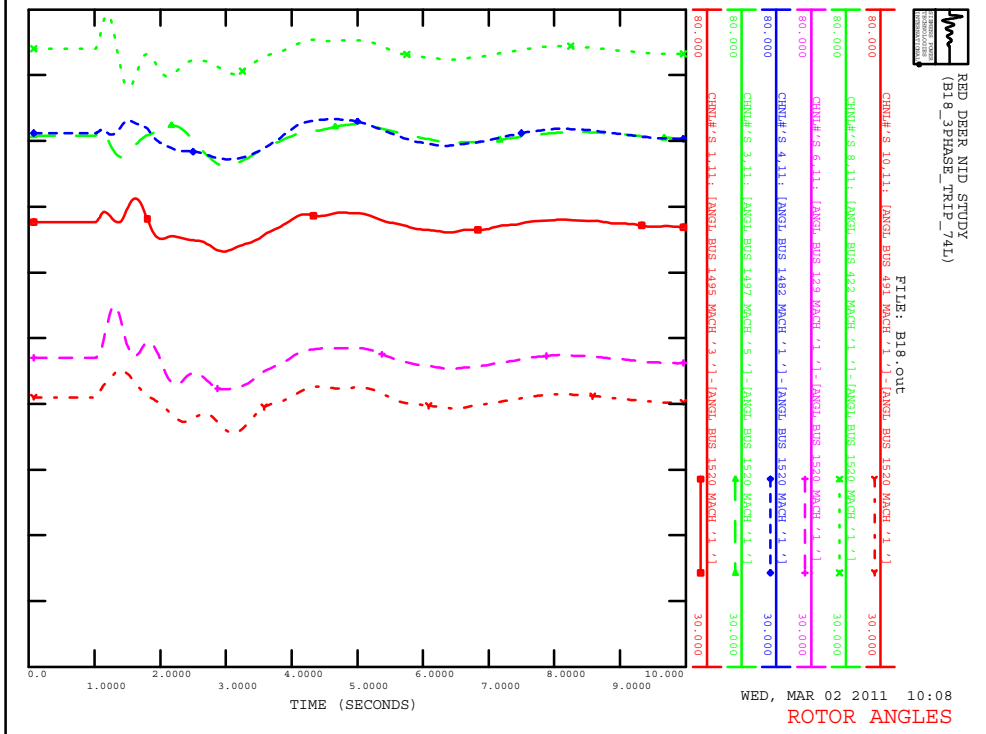

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

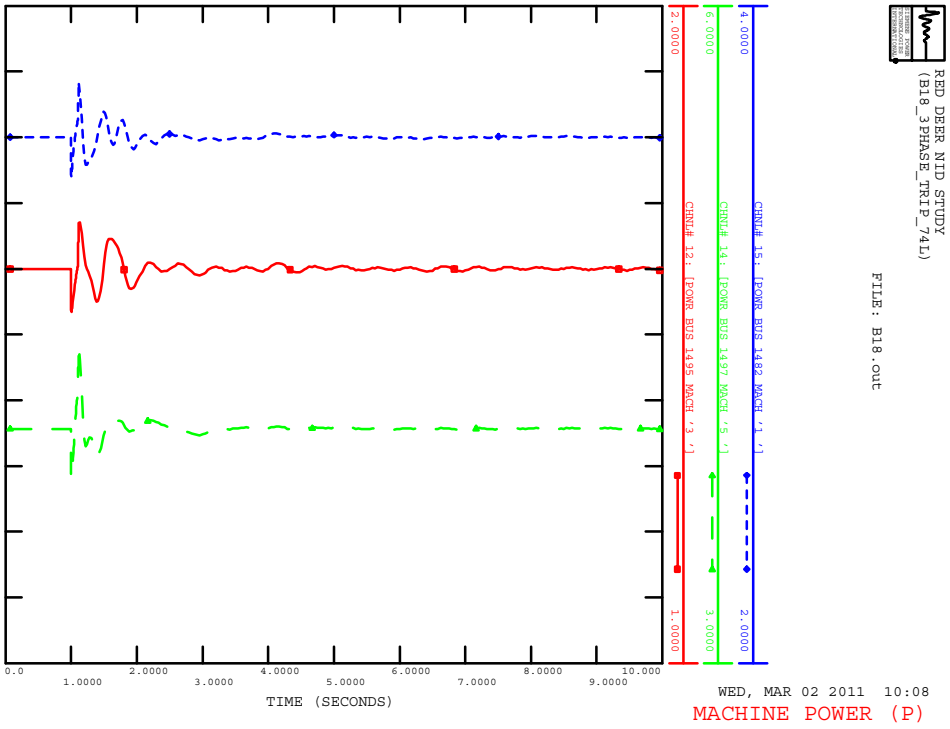

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

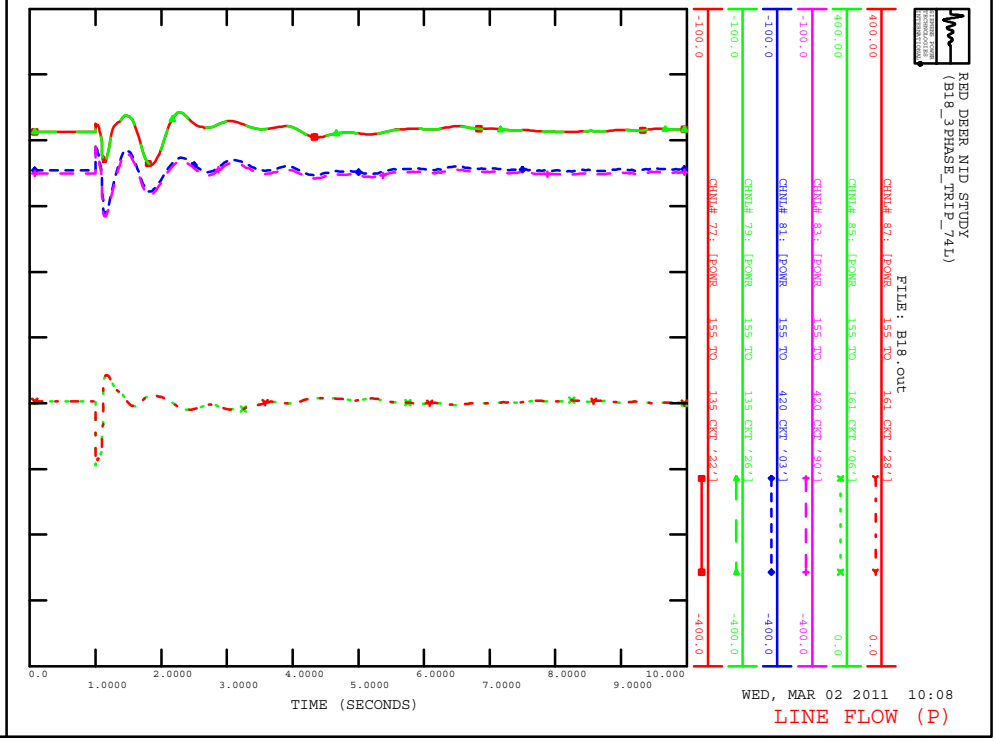

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

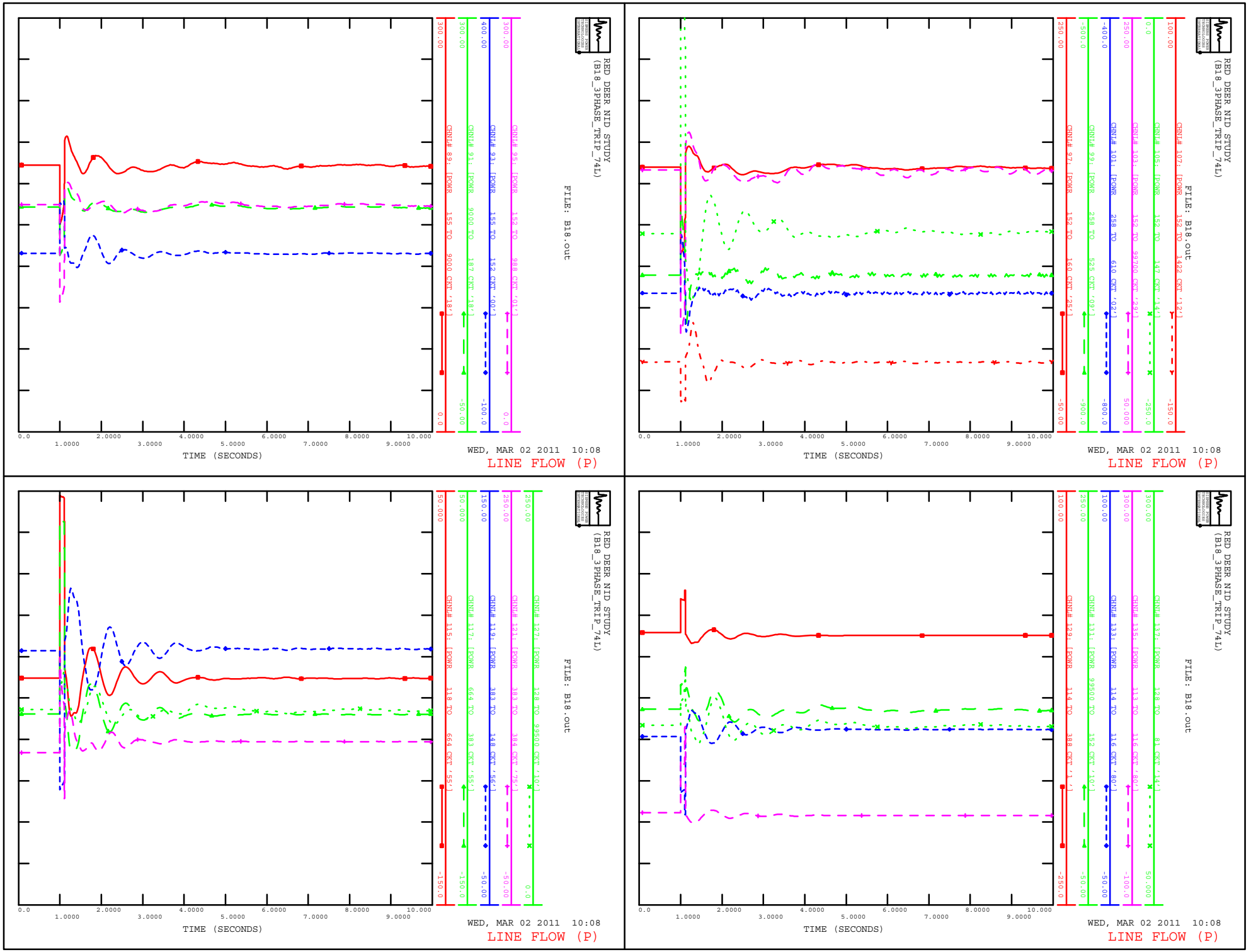

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

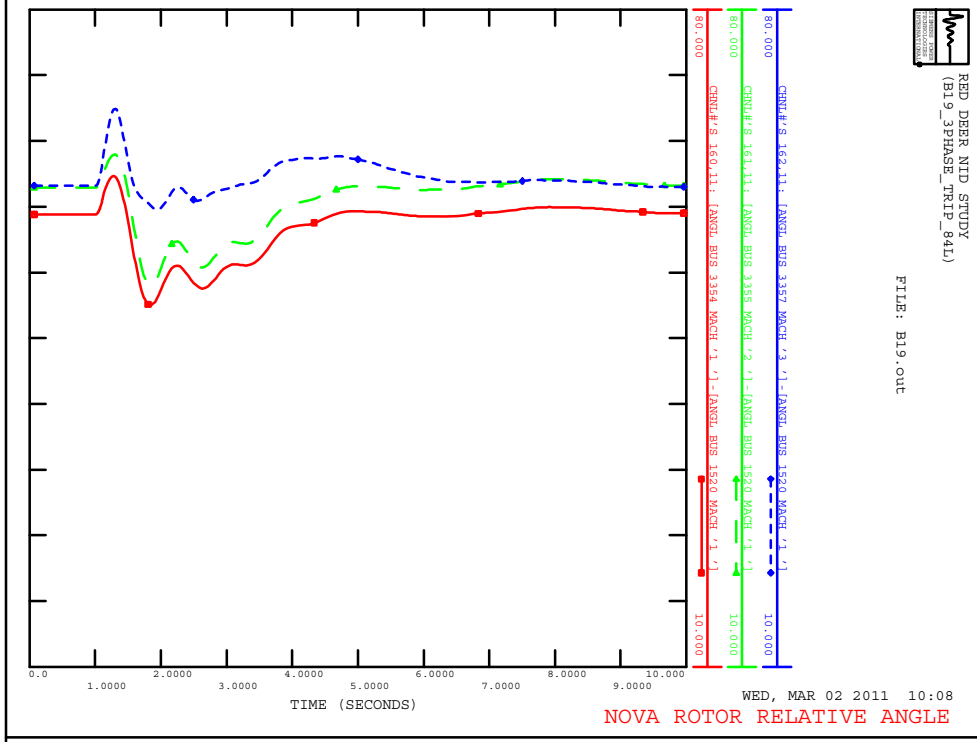

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

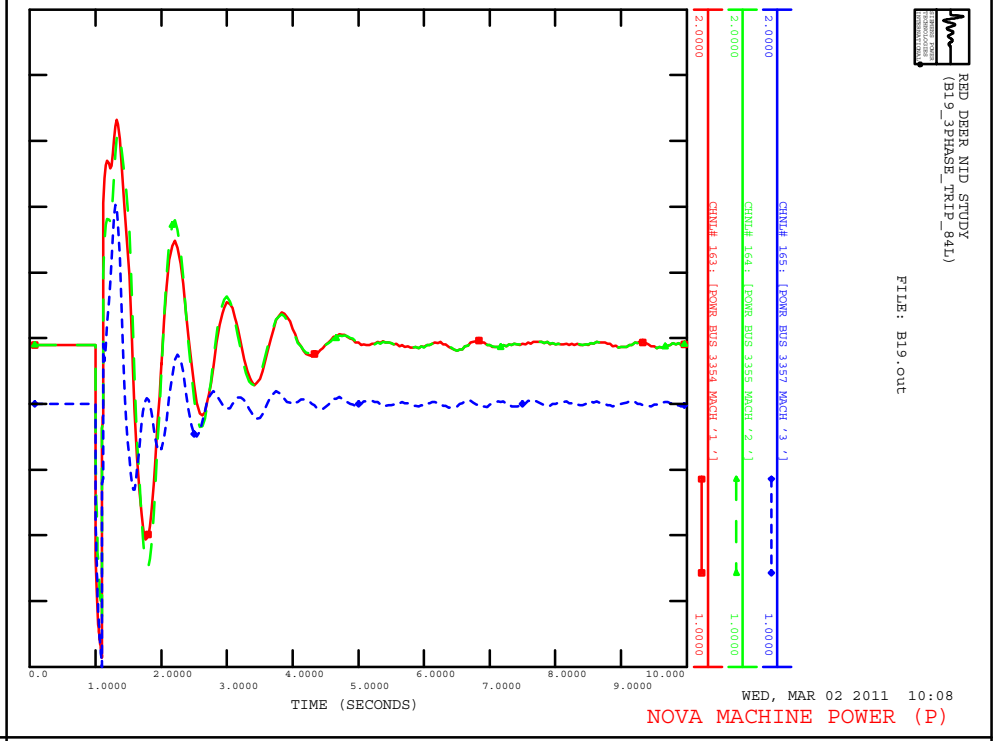

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

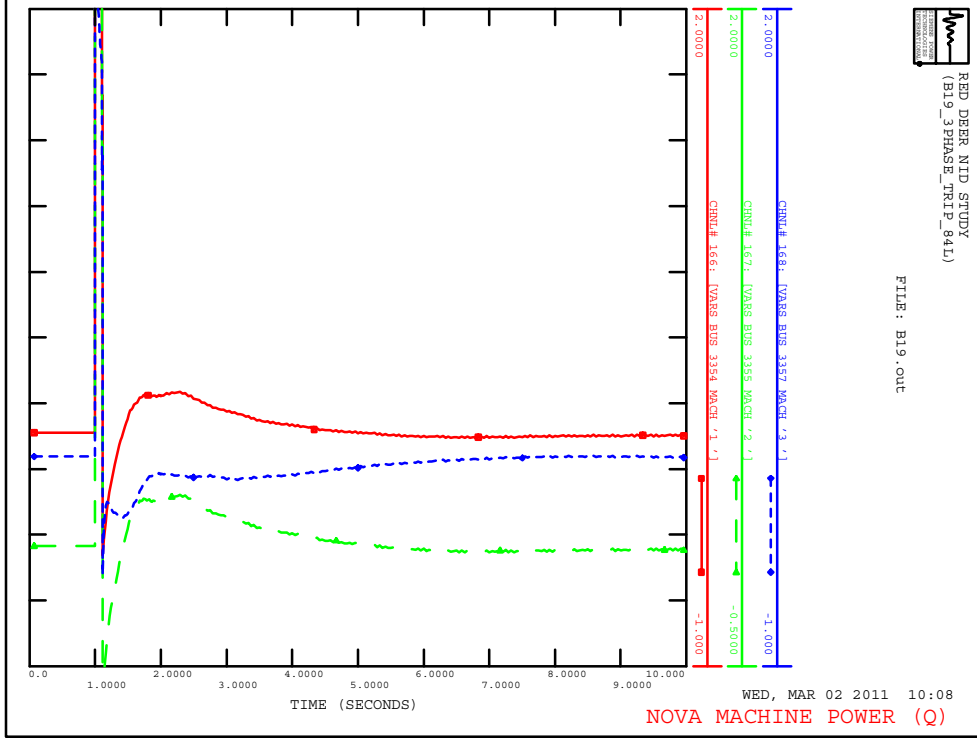

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

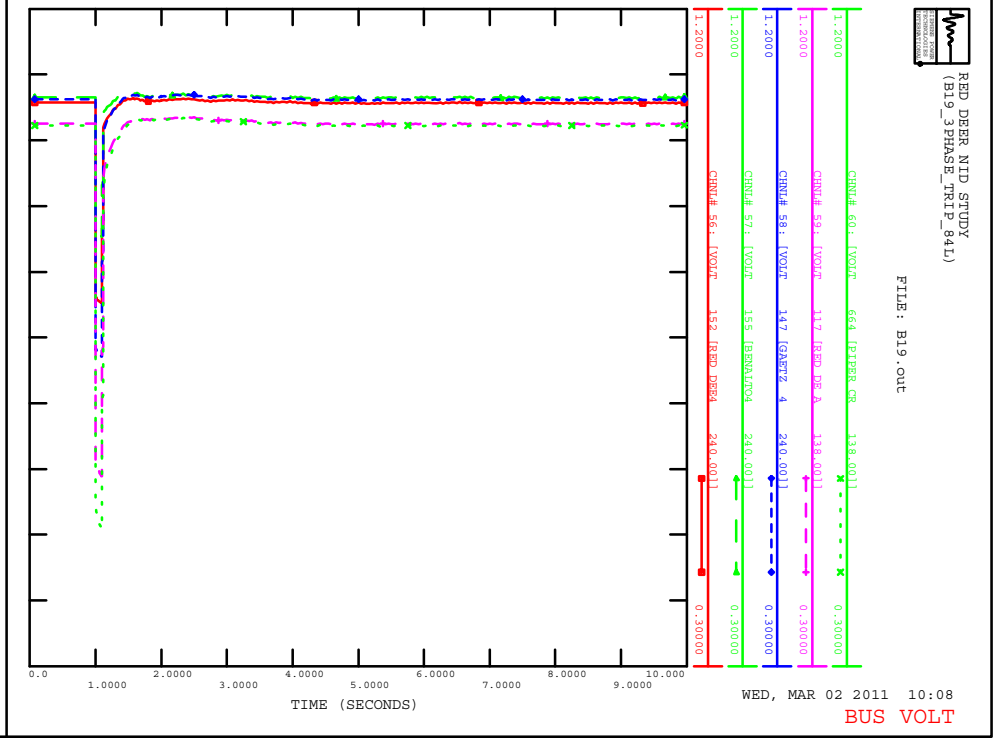

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

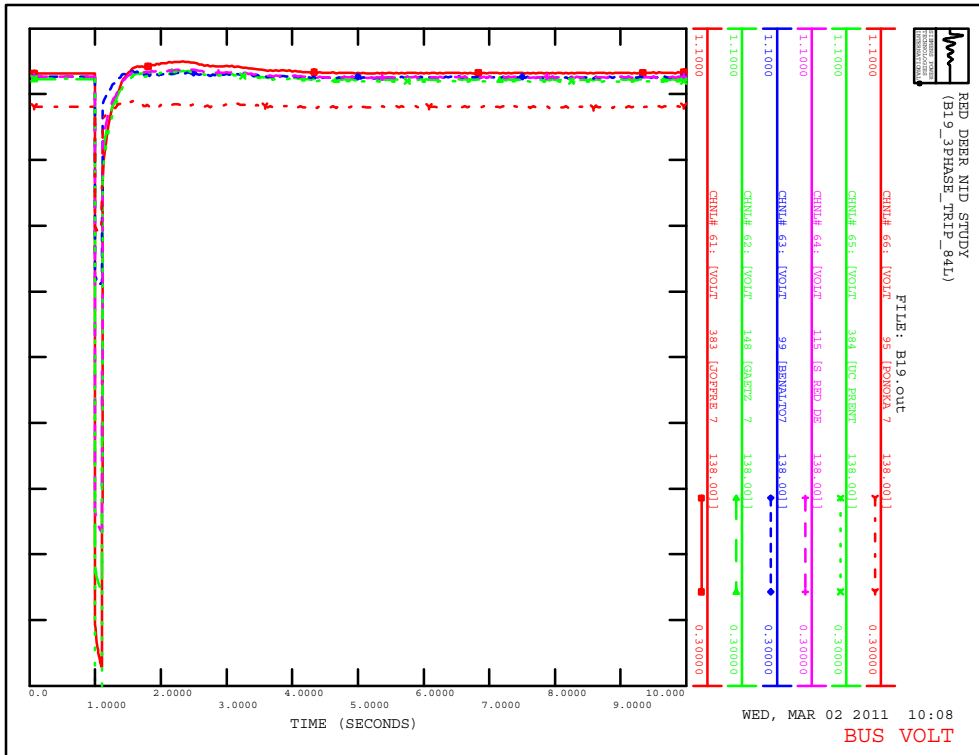

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)
RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

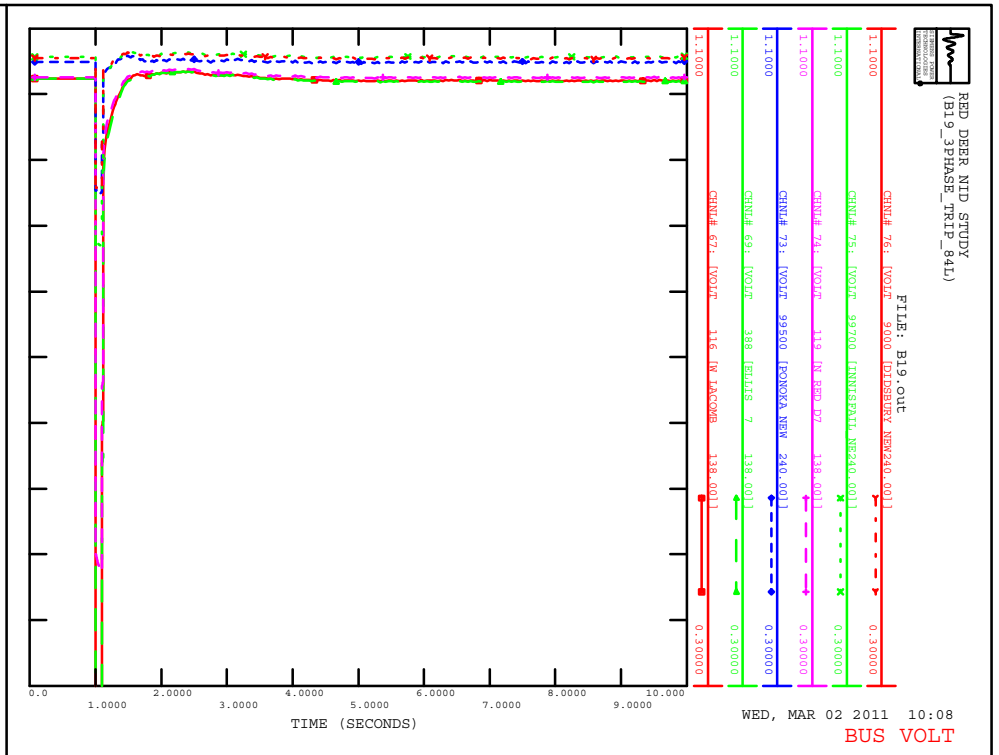

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

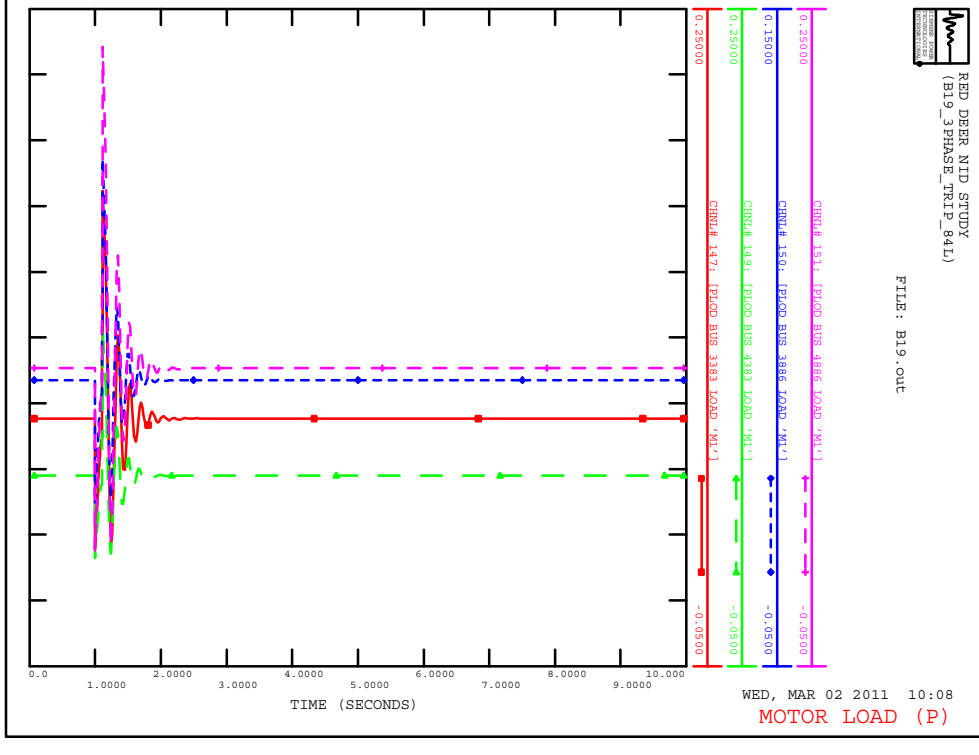

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

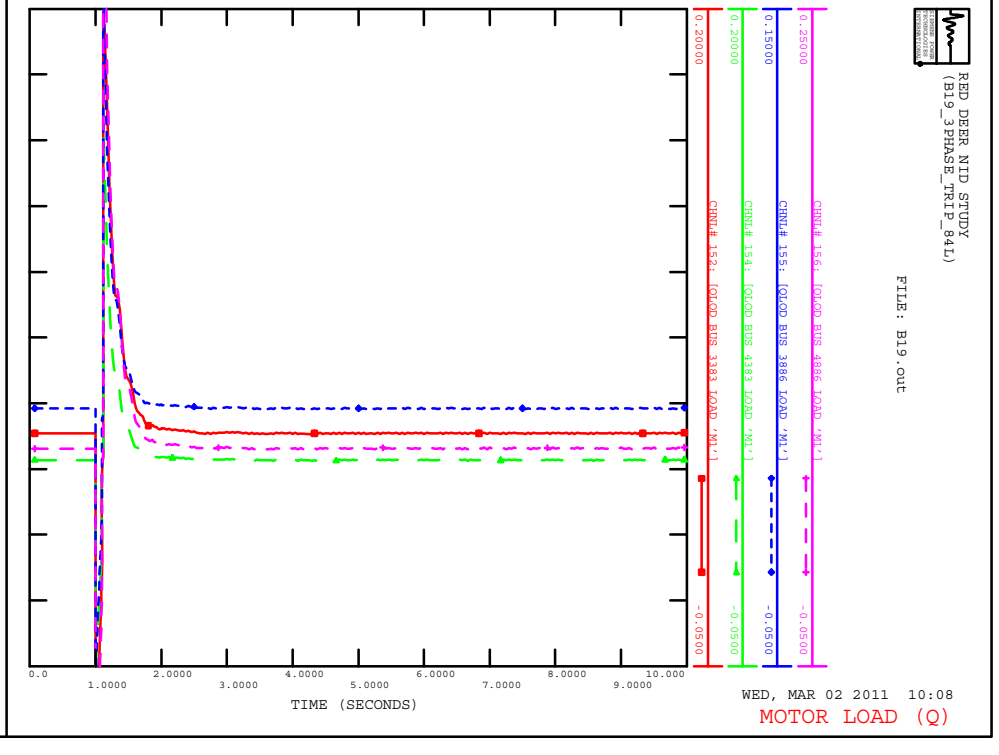

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

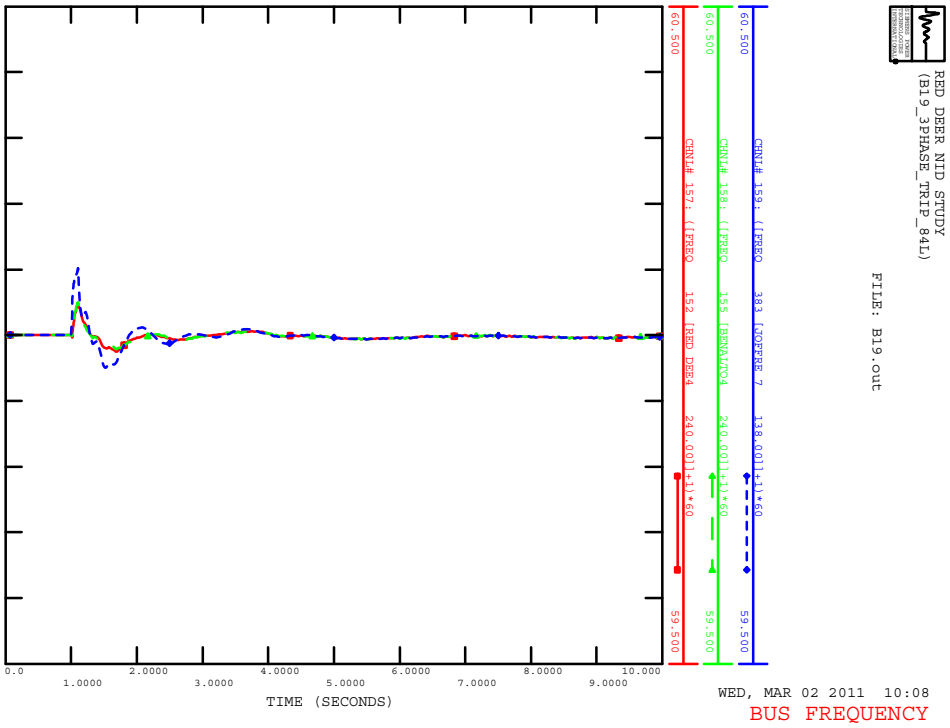

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

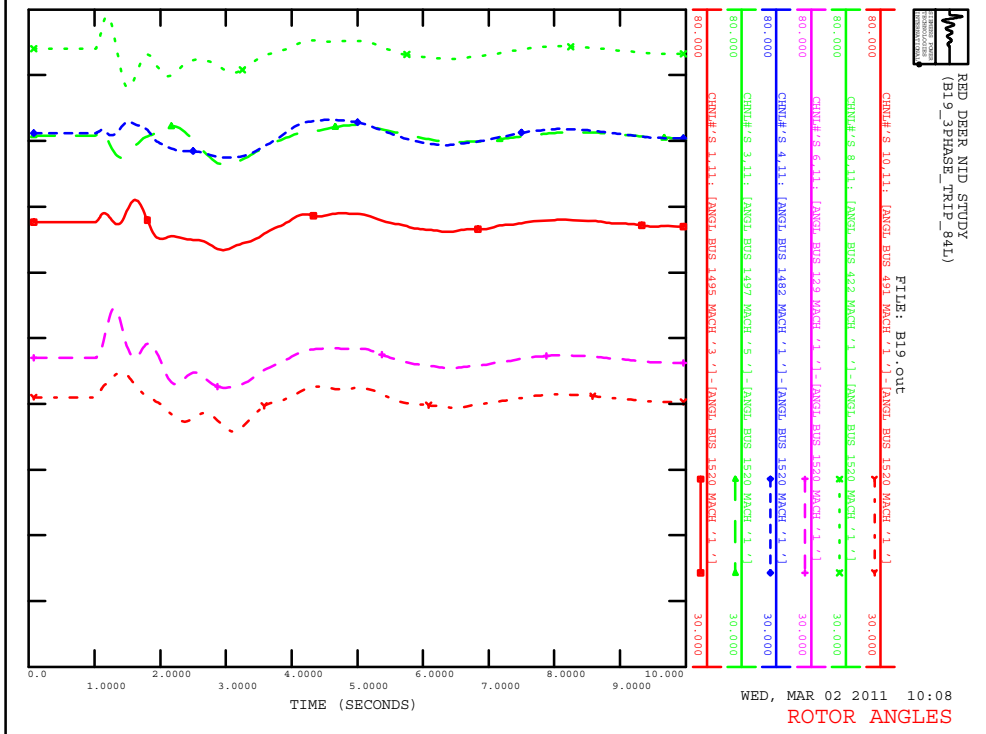

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 61: [VOLT 383 [DOFFER 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

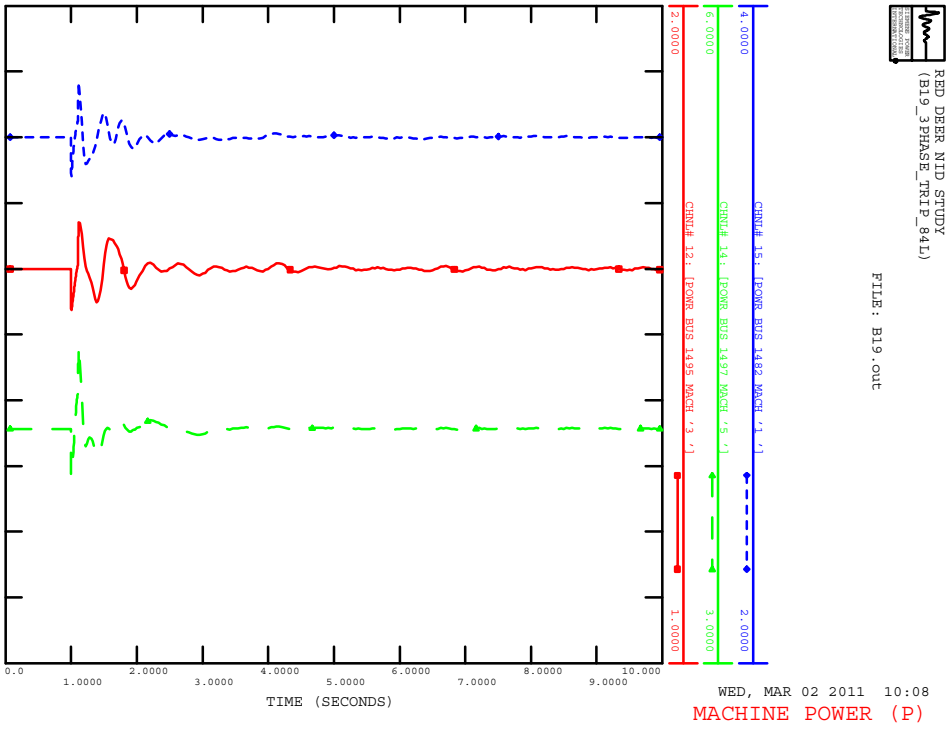

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

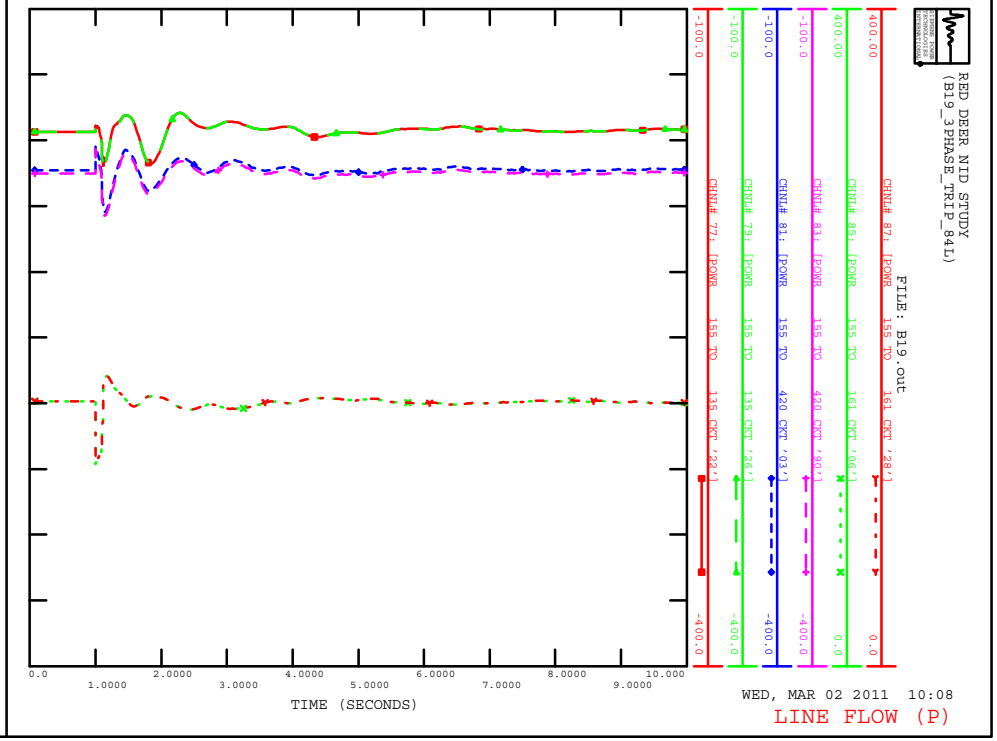

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

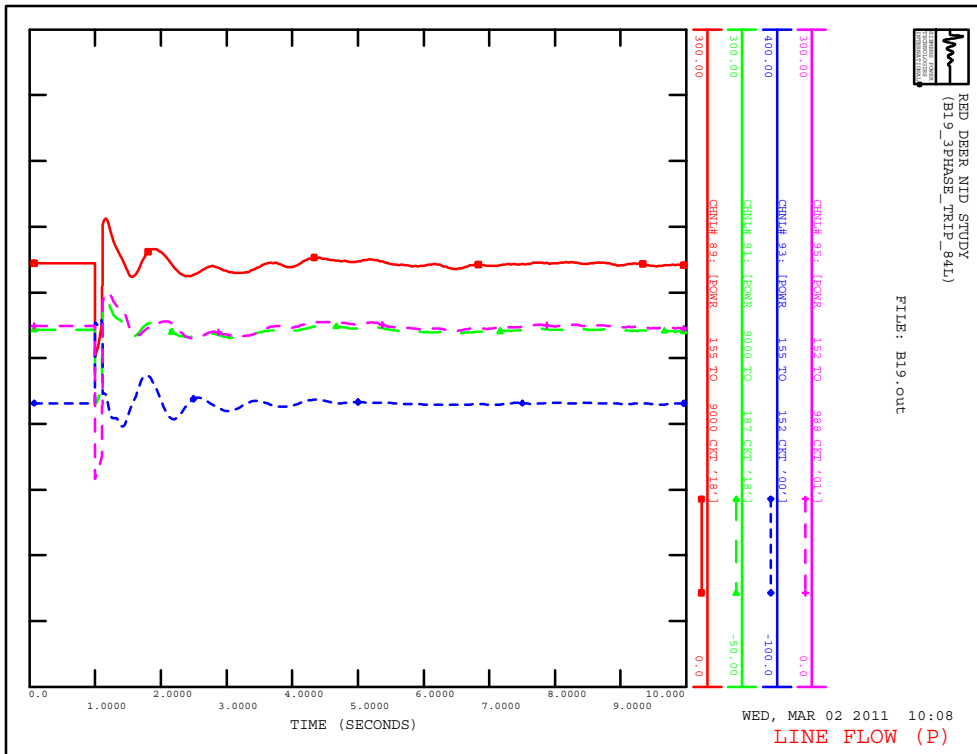

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

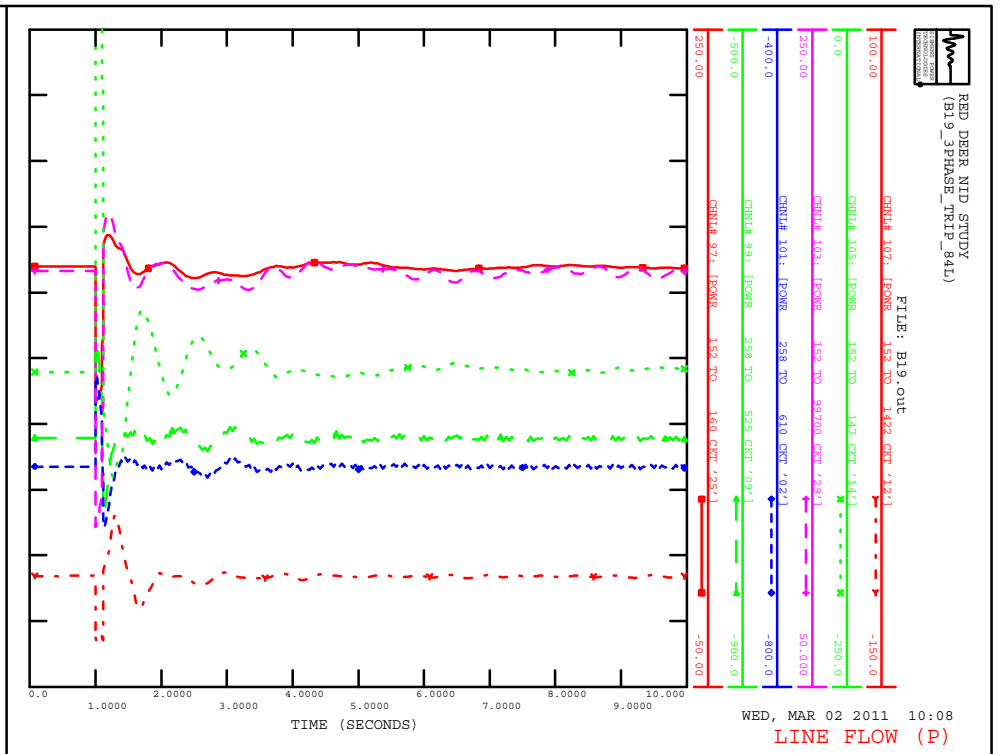

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

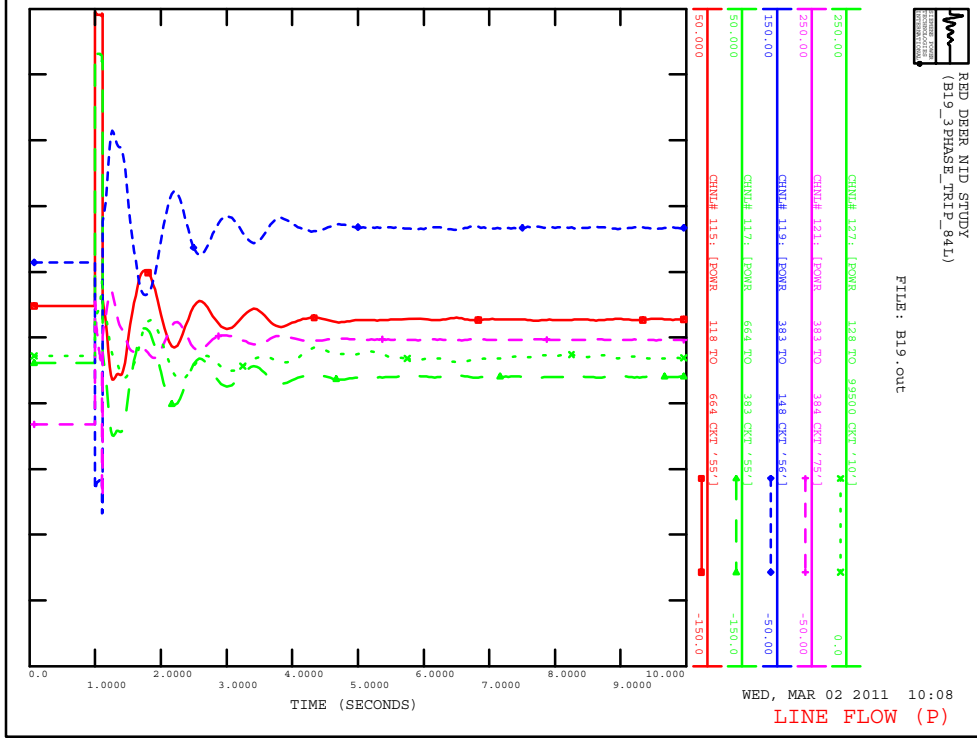

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

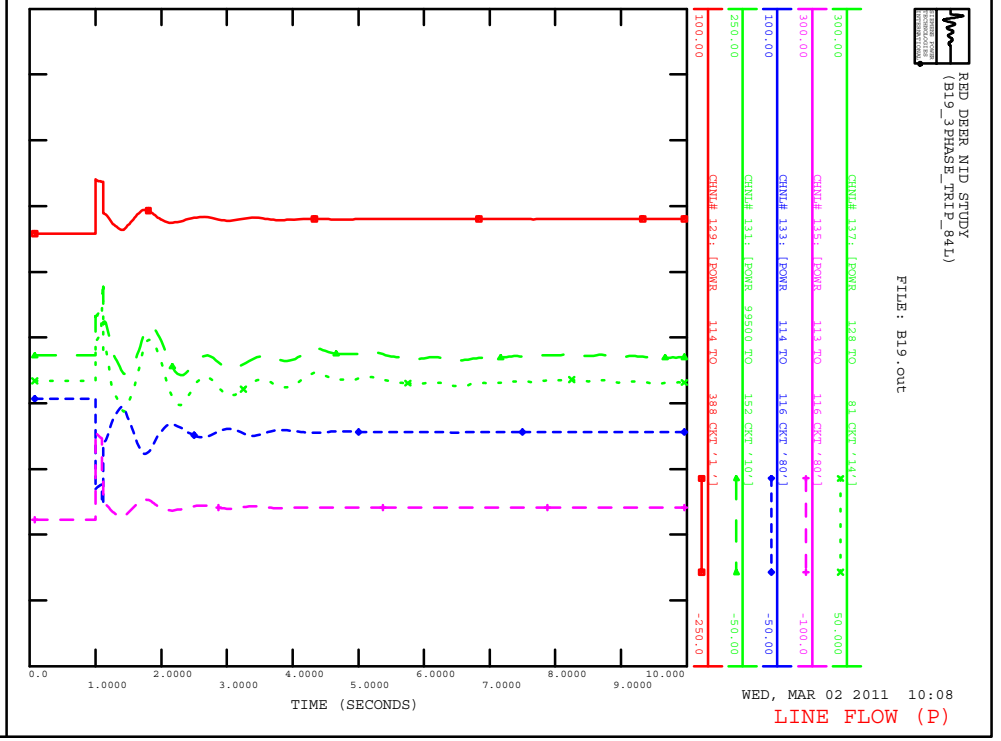

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

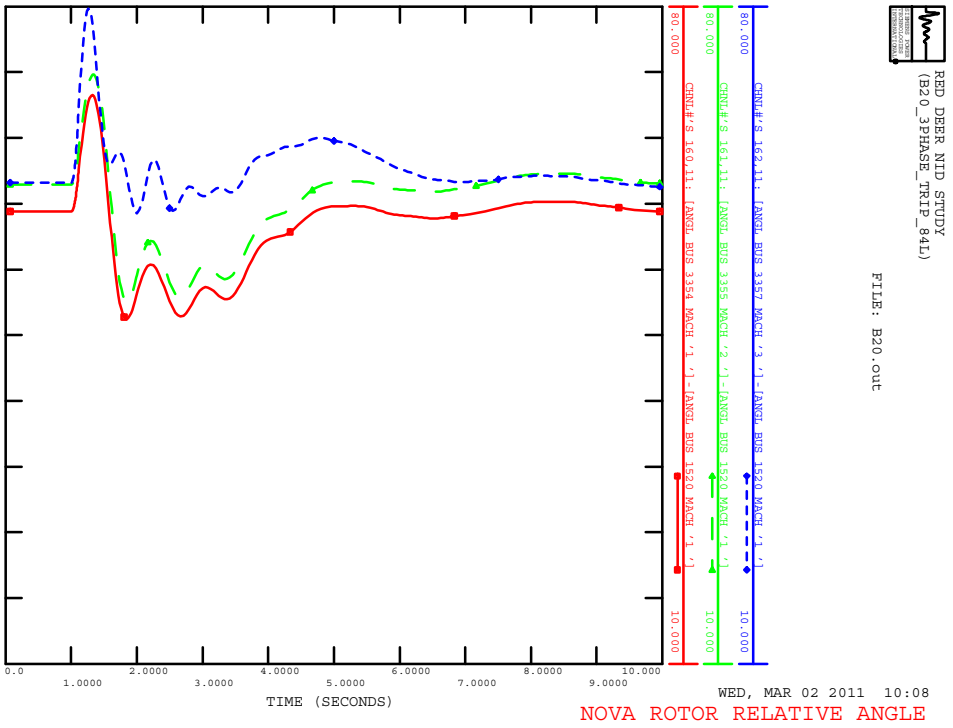

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

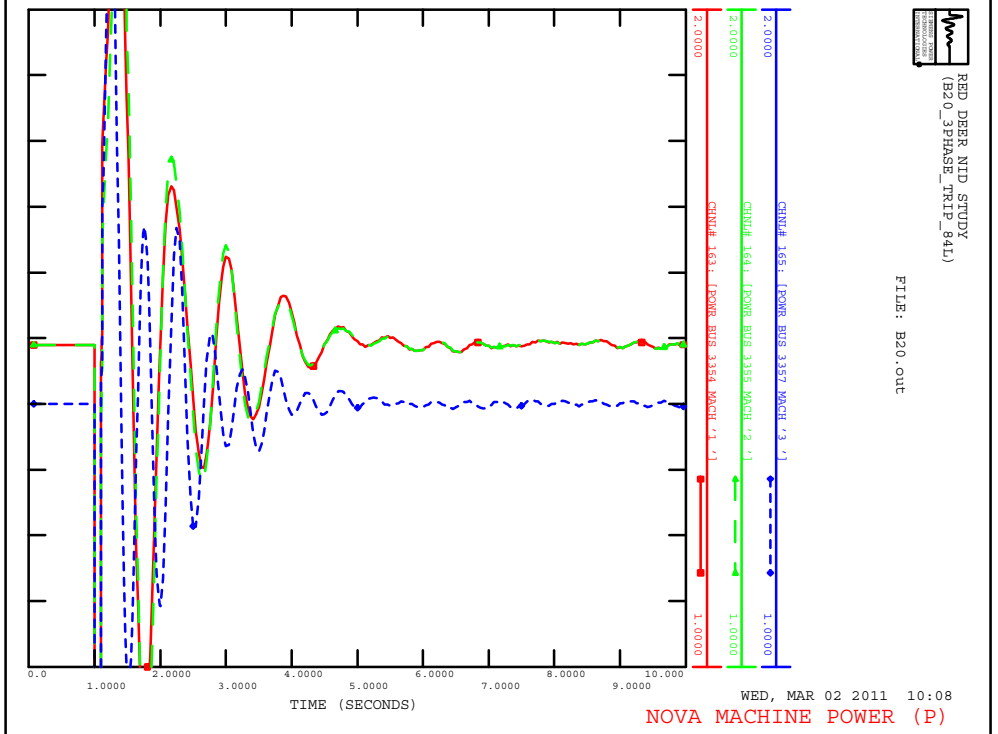

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

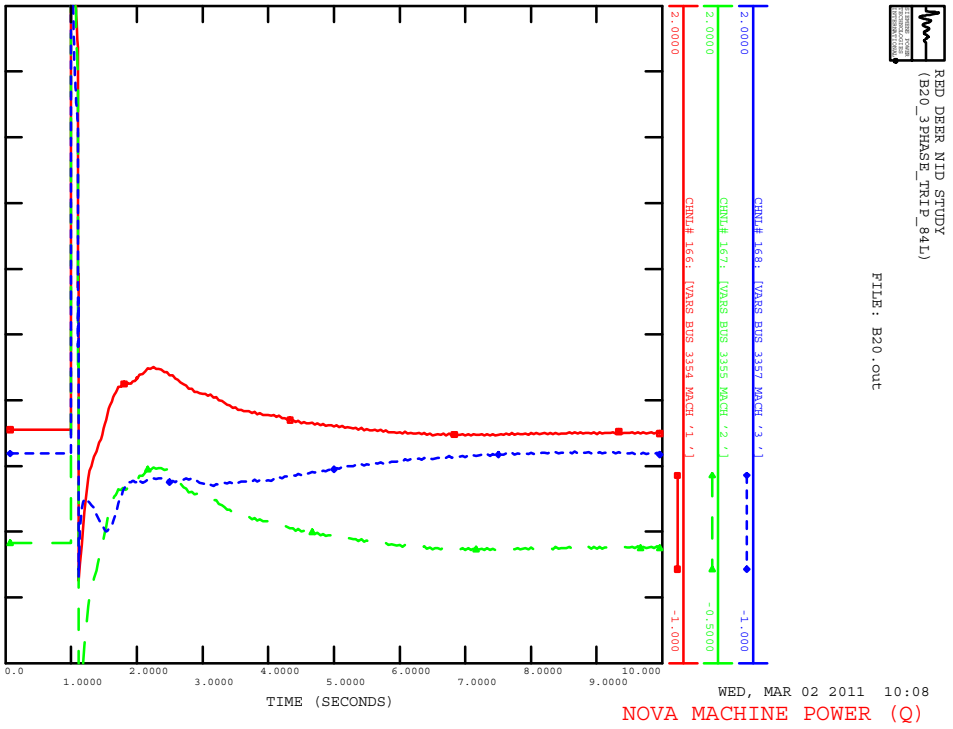

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

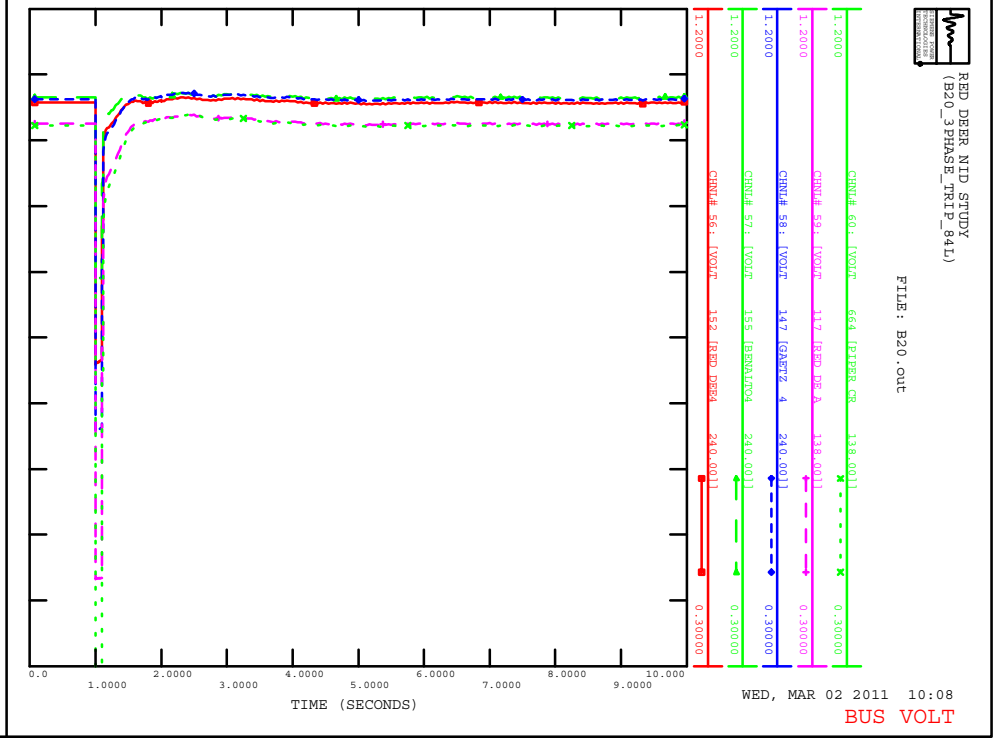

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

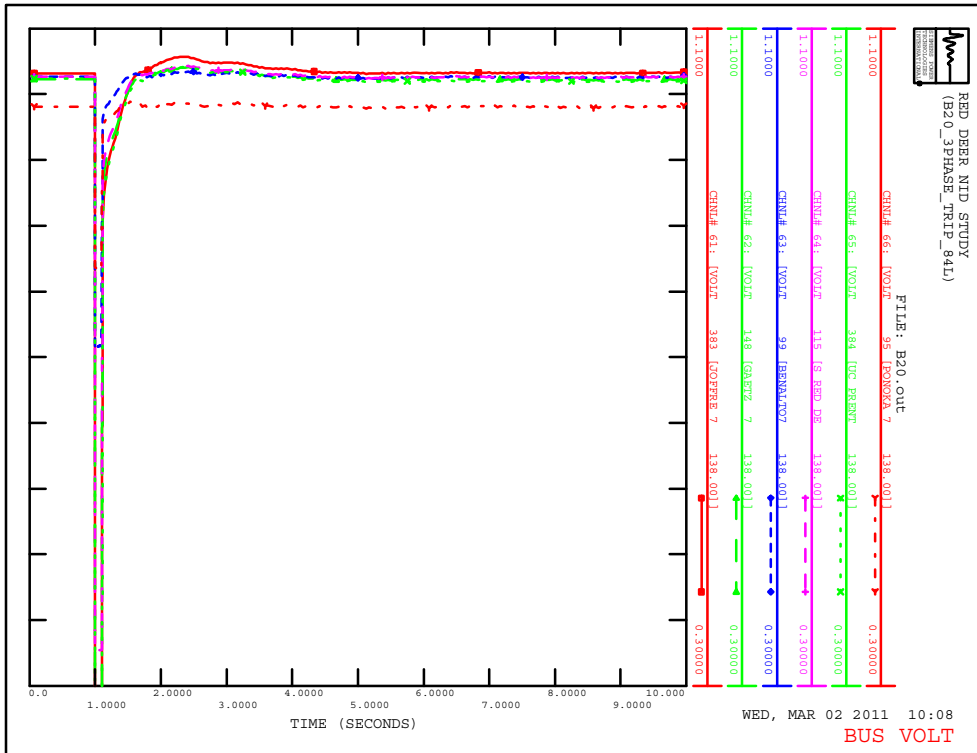

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

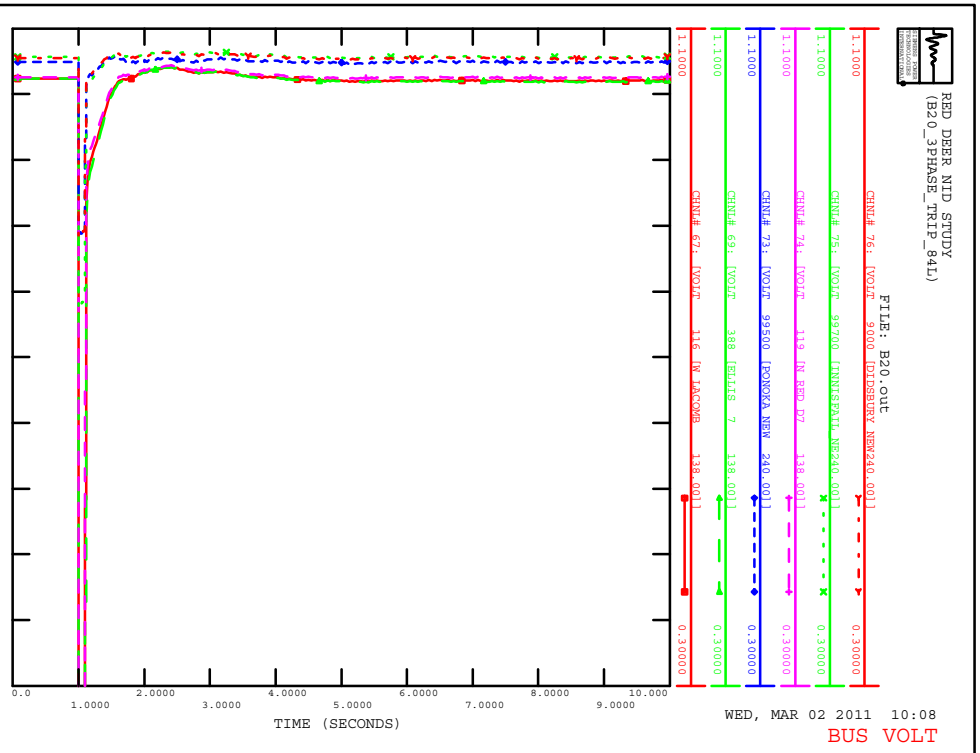

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

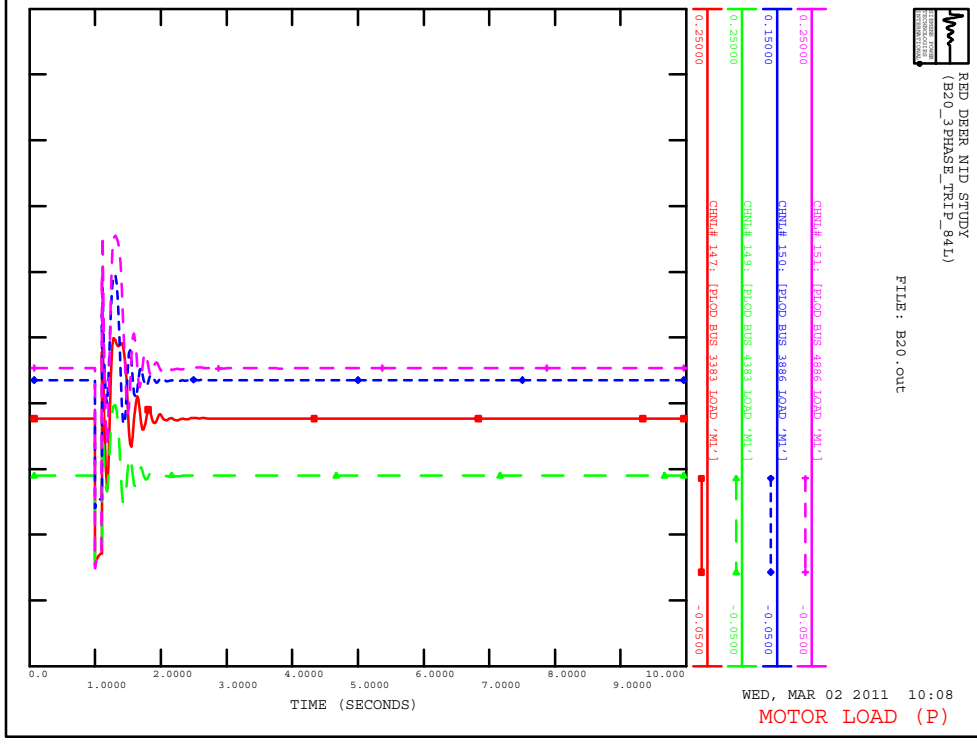

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

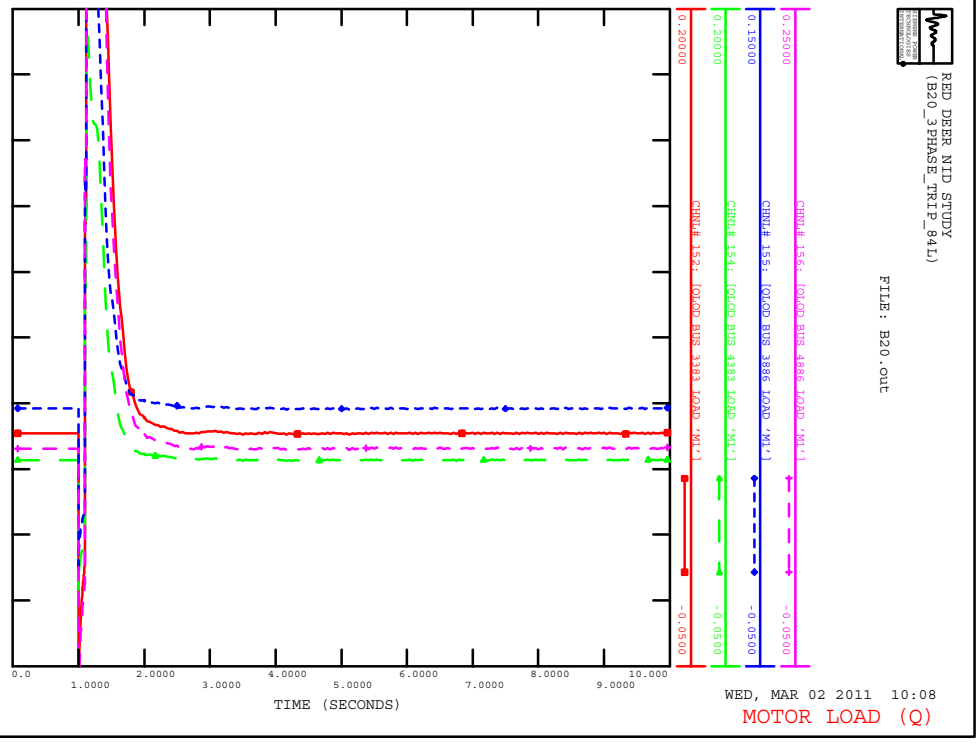

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

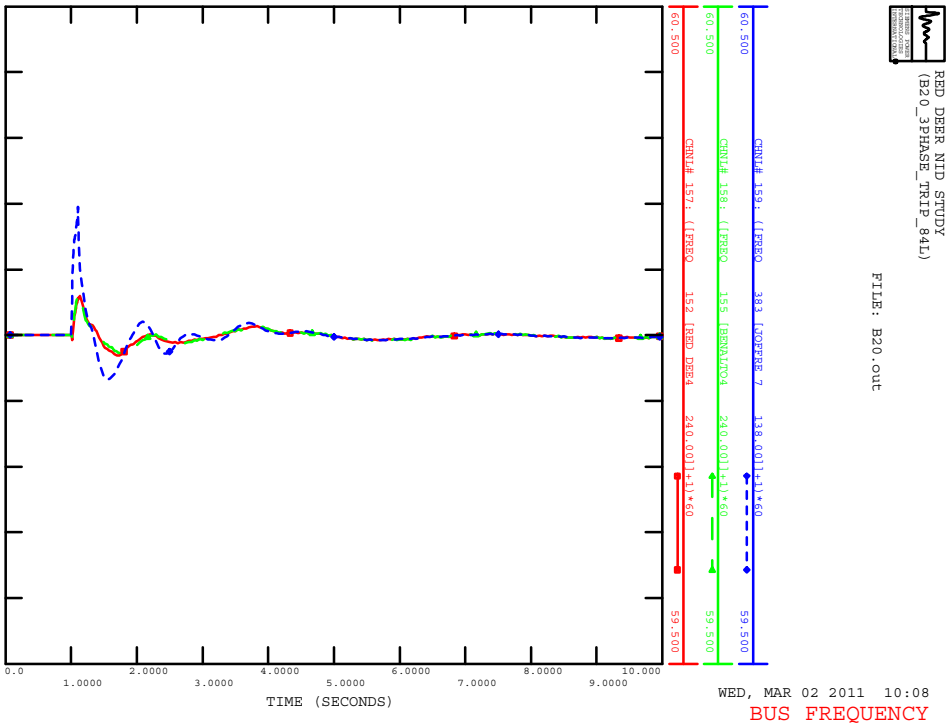

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

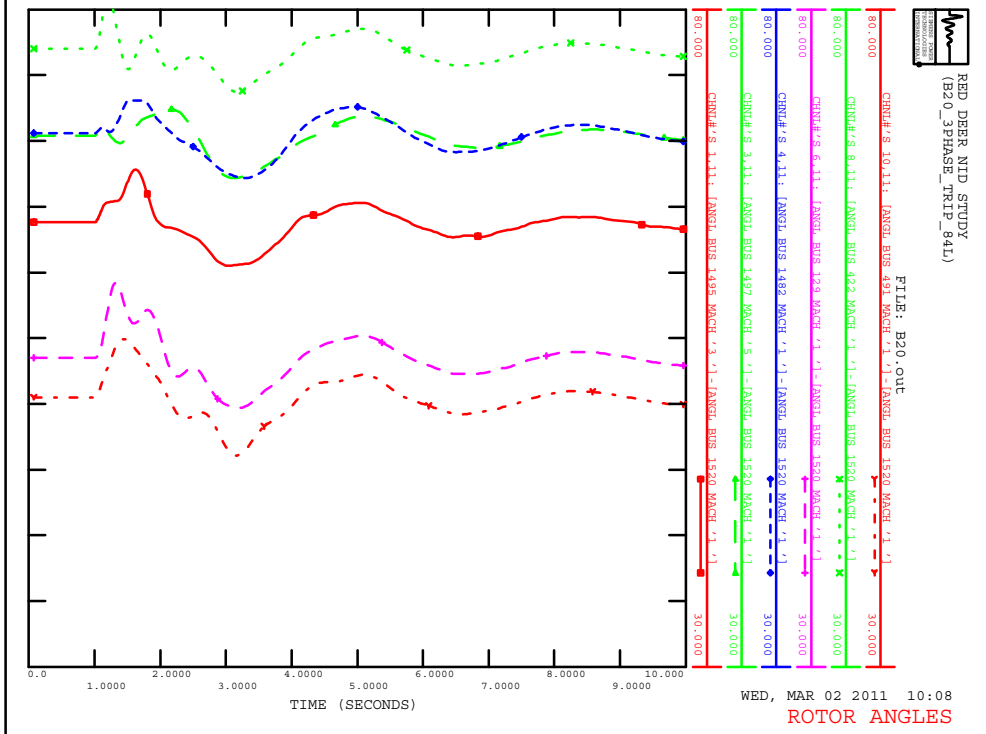

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

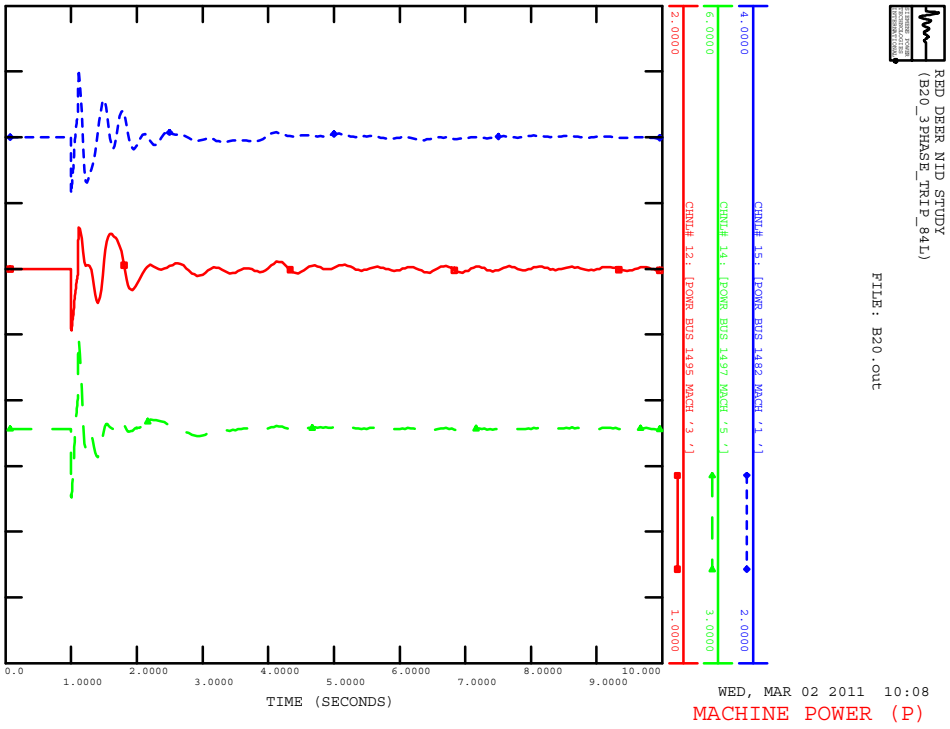

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [ELLIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

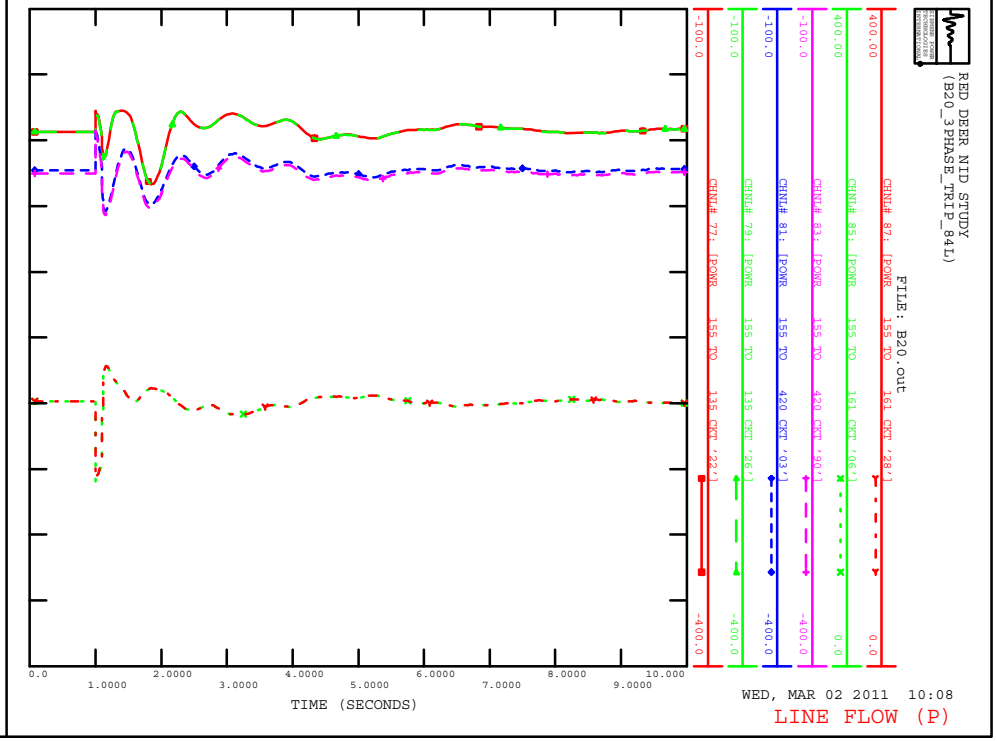

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

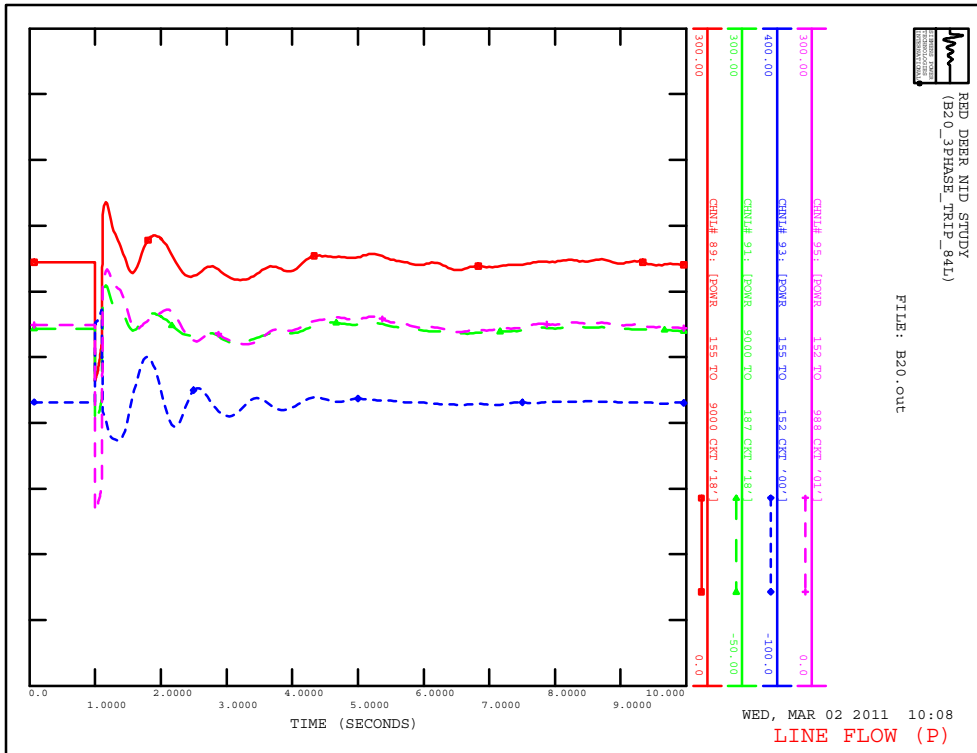

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

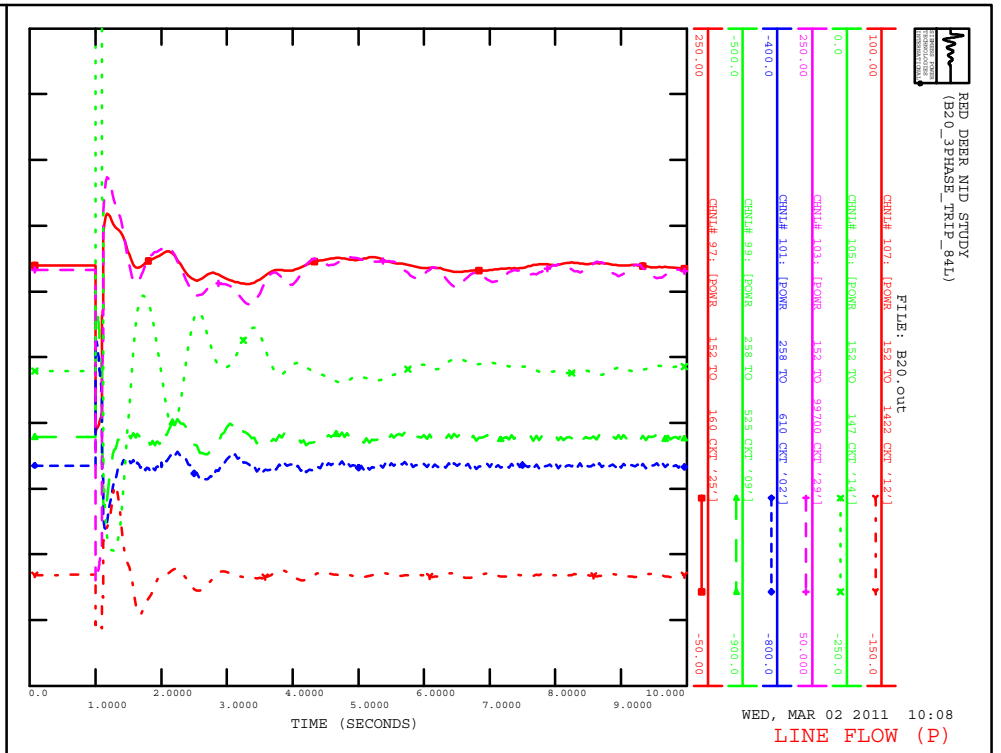

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

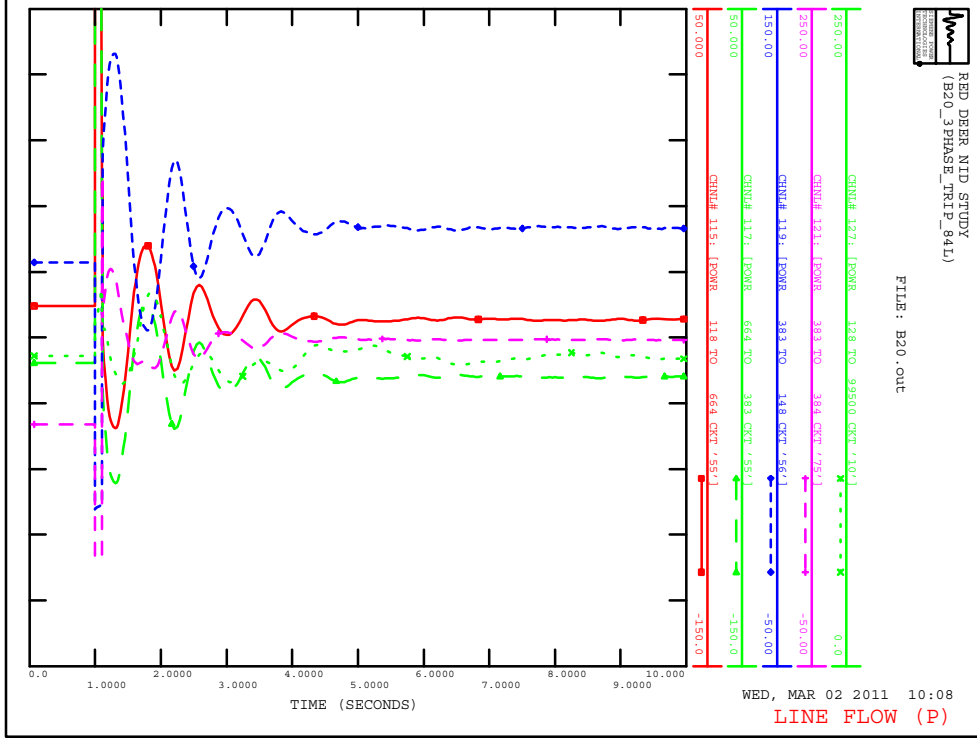

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

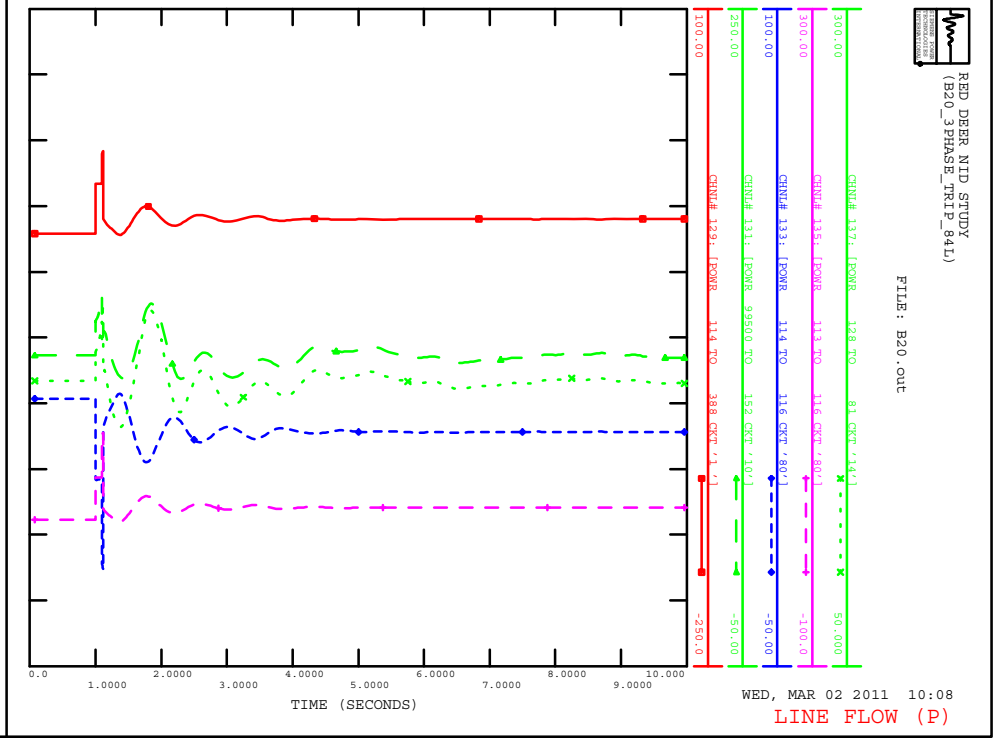

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

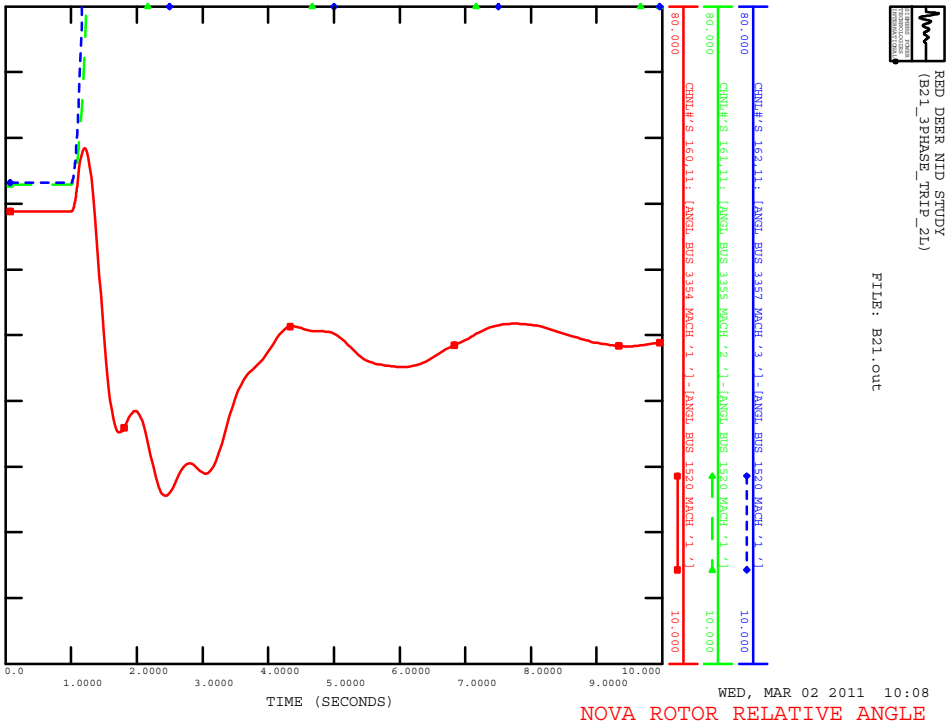

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

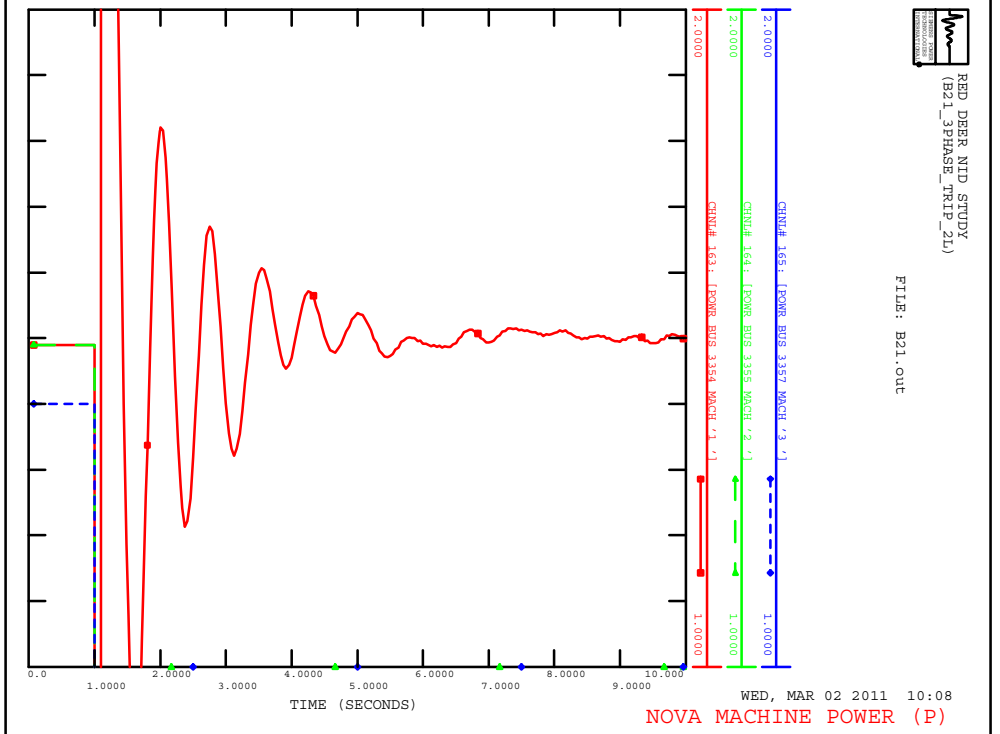

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

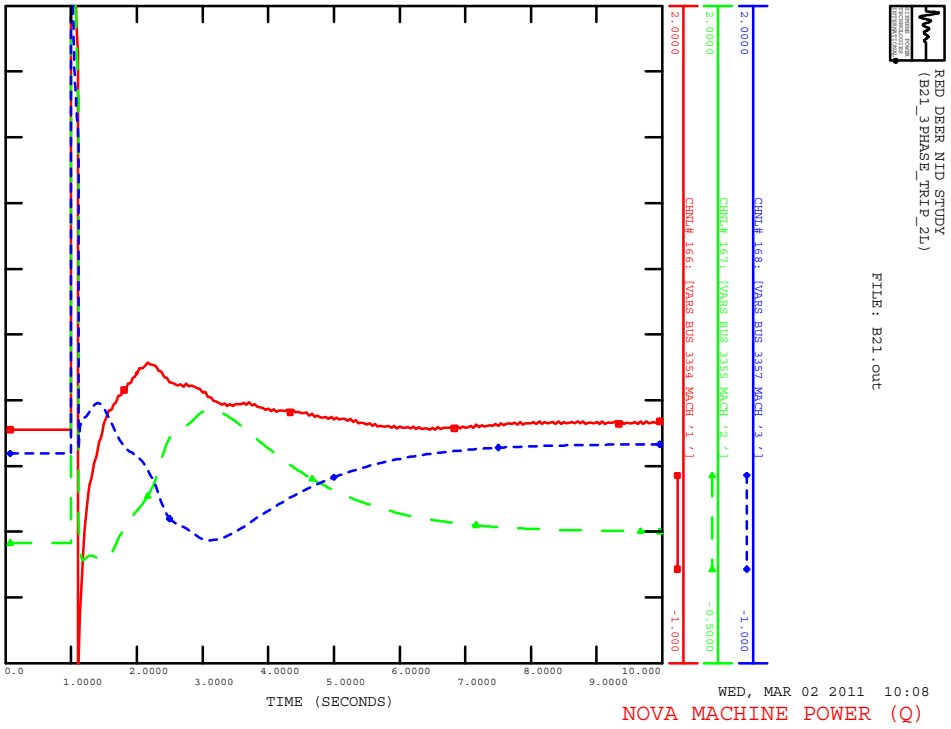

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

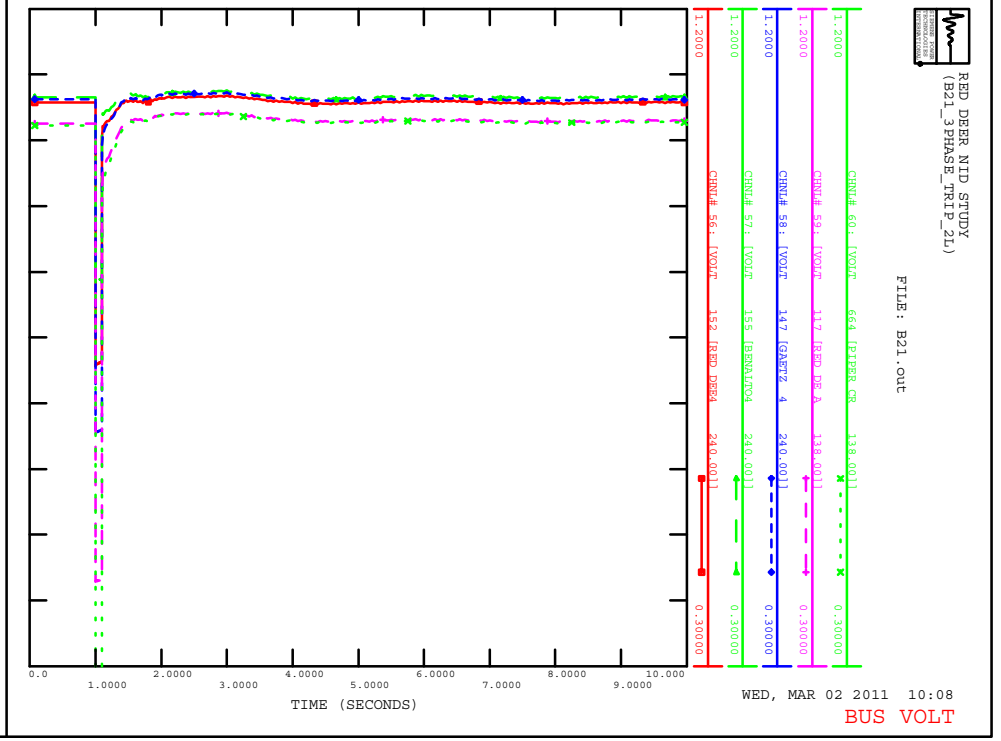

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

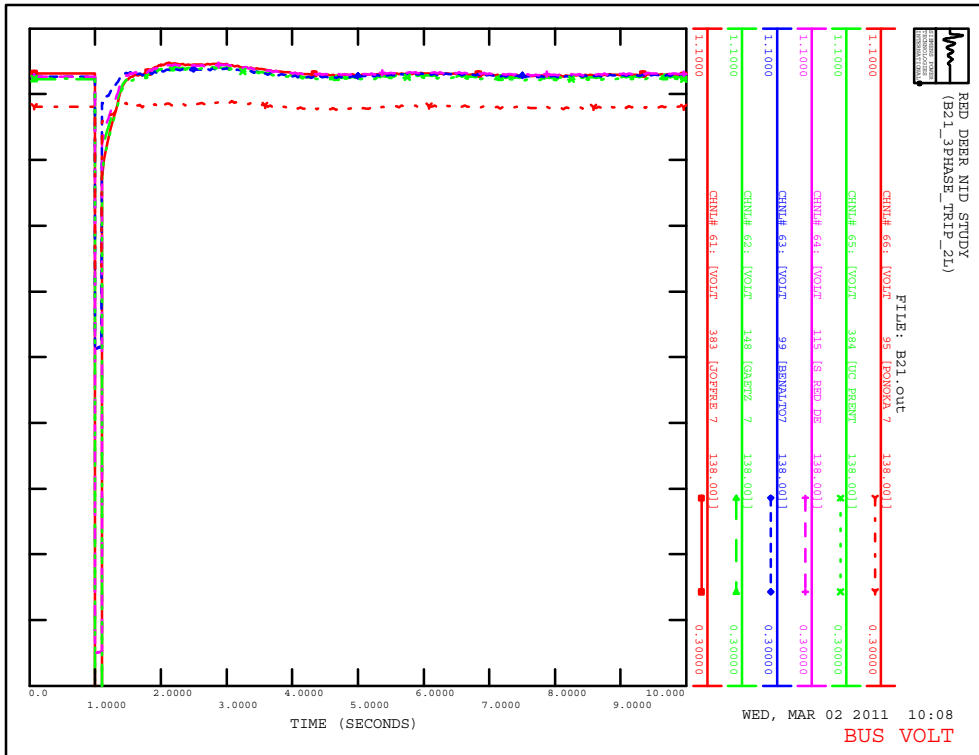

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

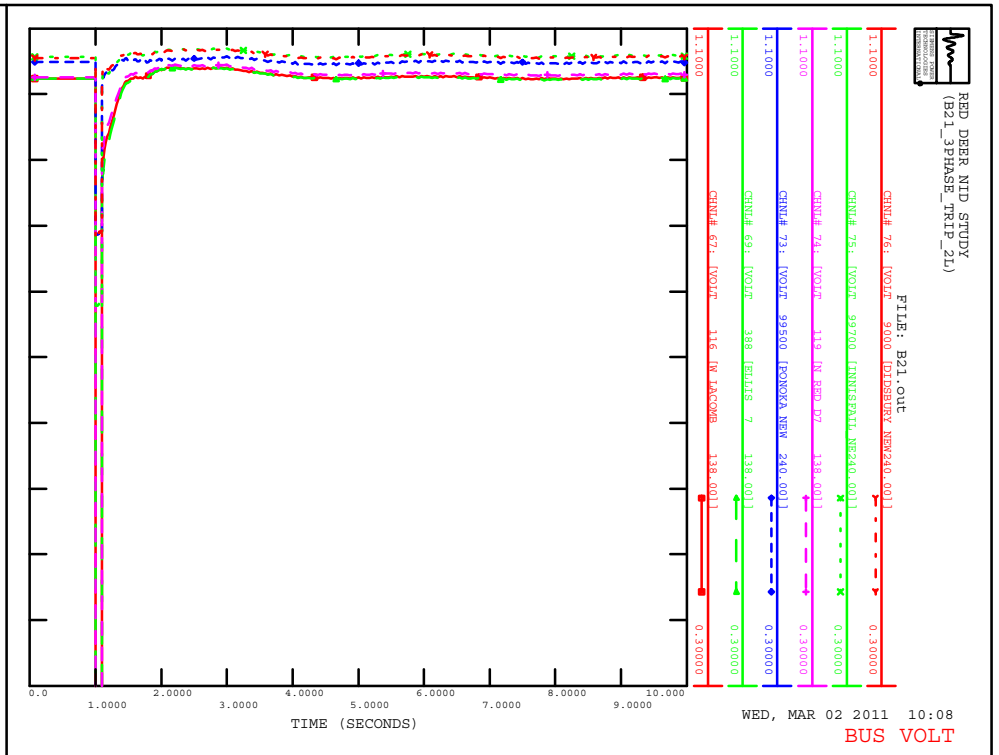

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

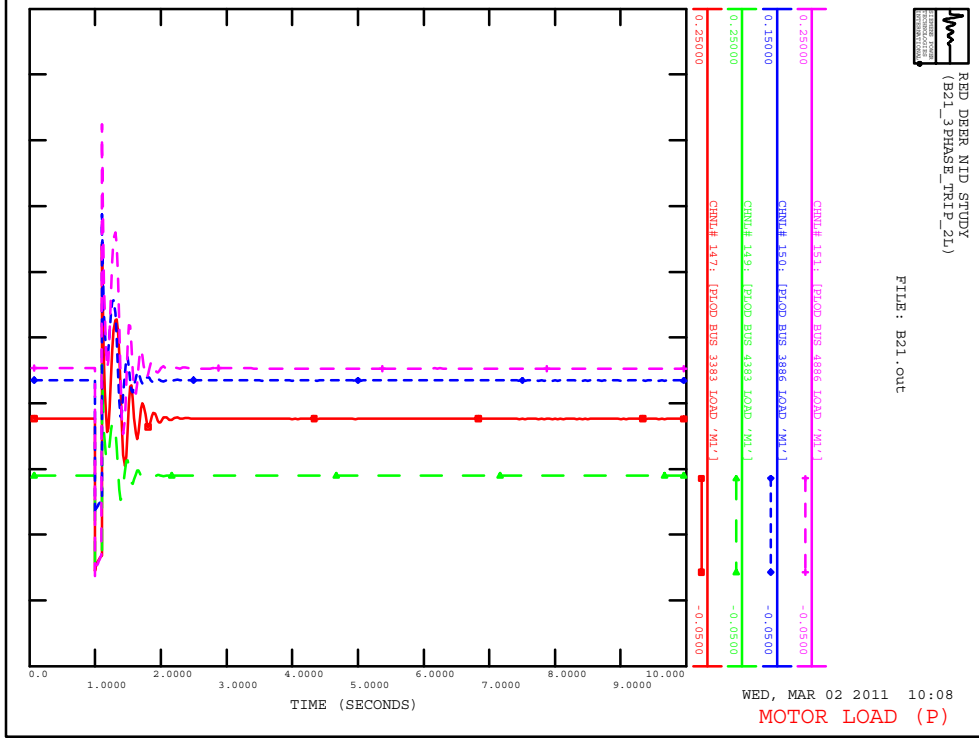

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

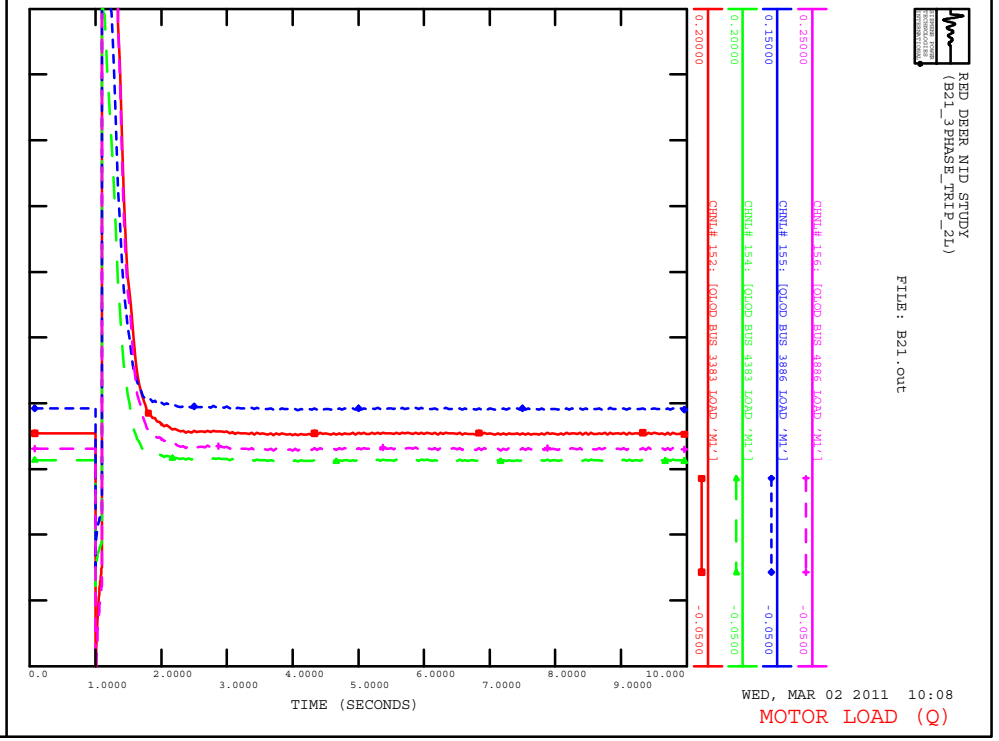

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

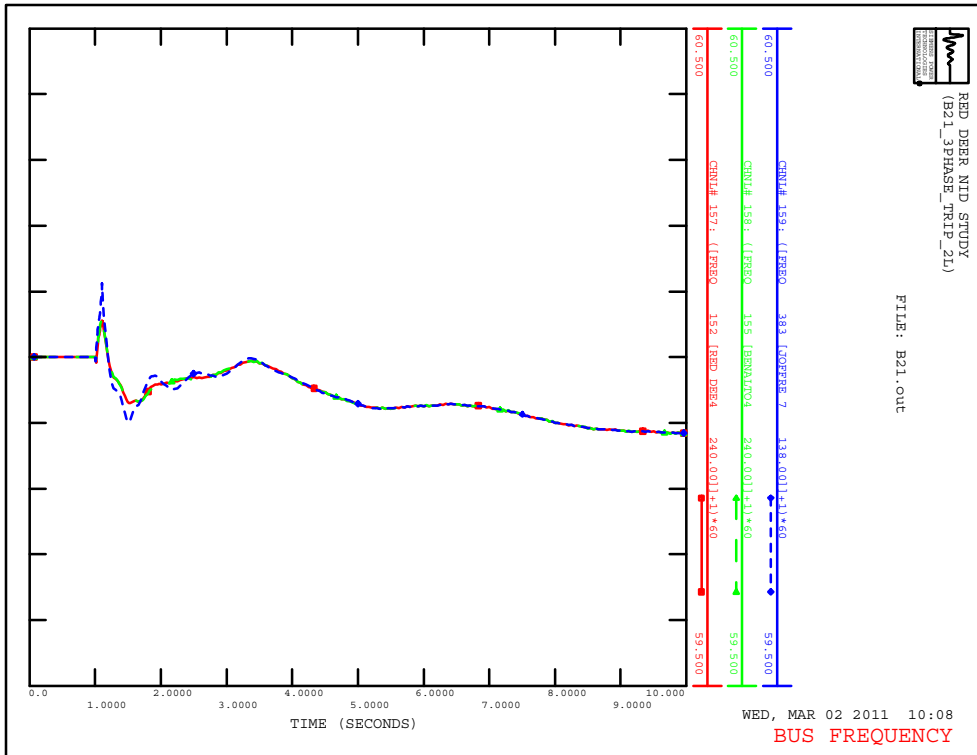

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

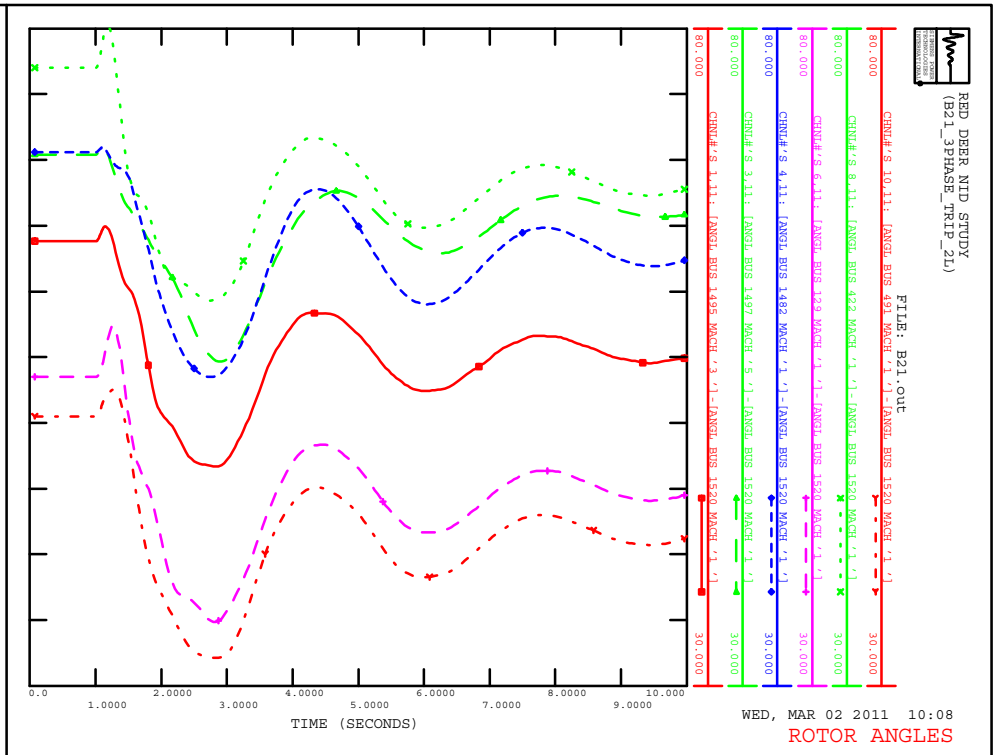

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

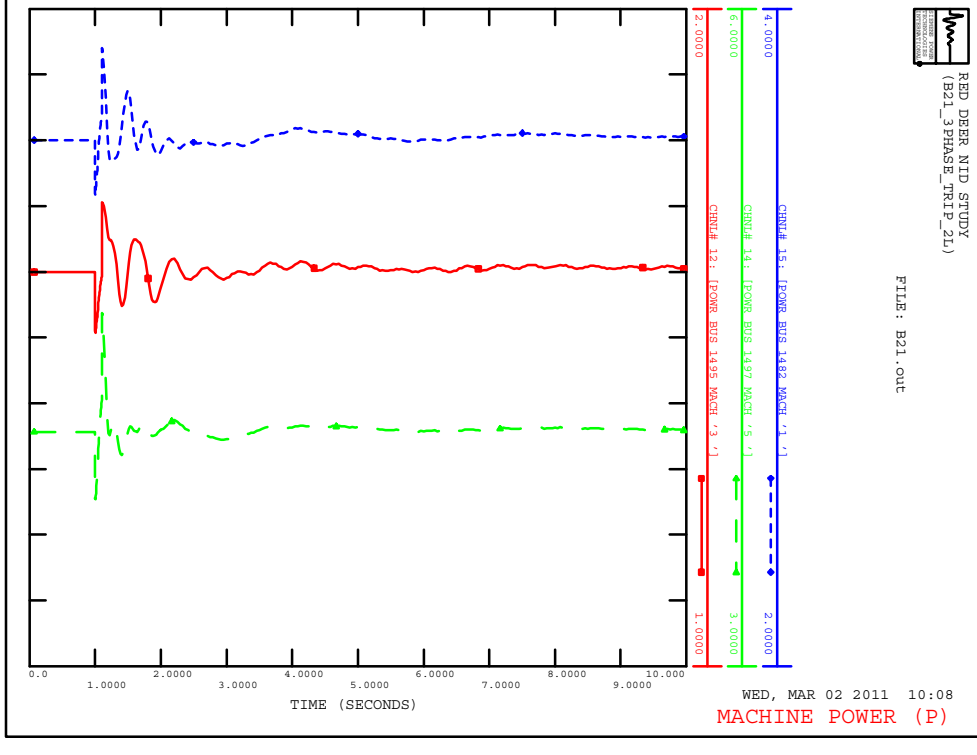

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

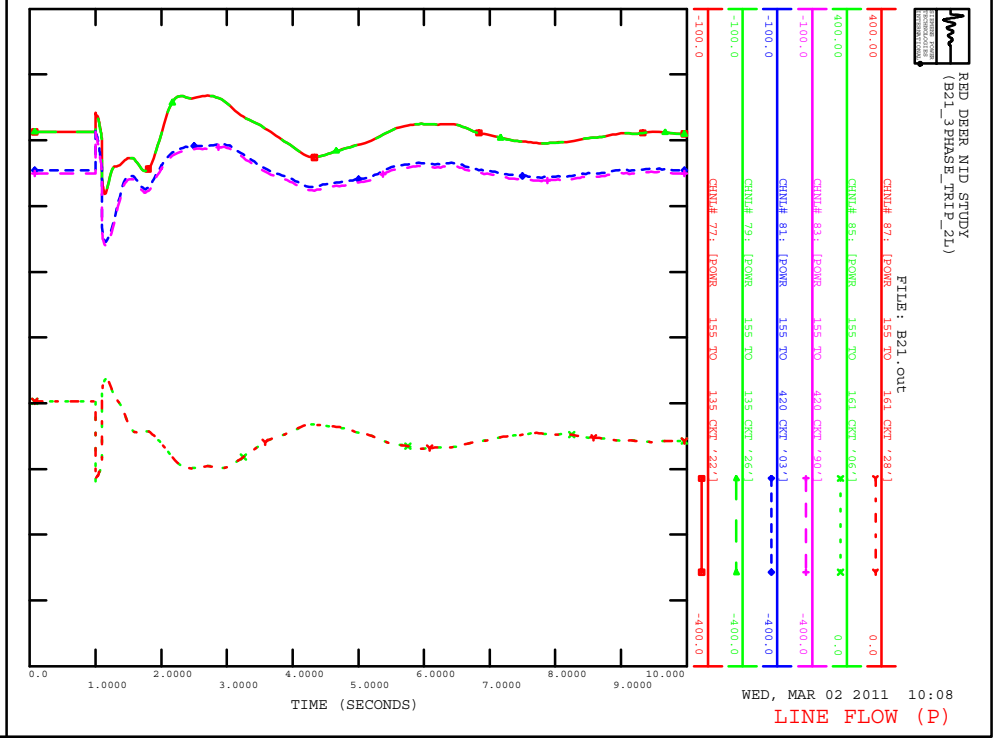

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

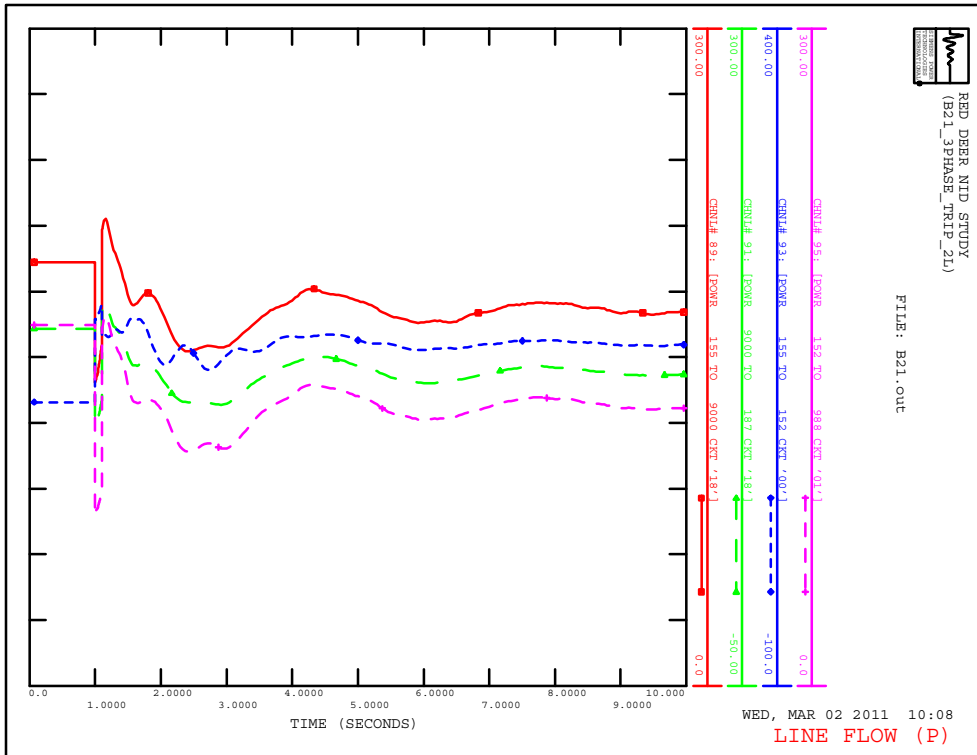

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

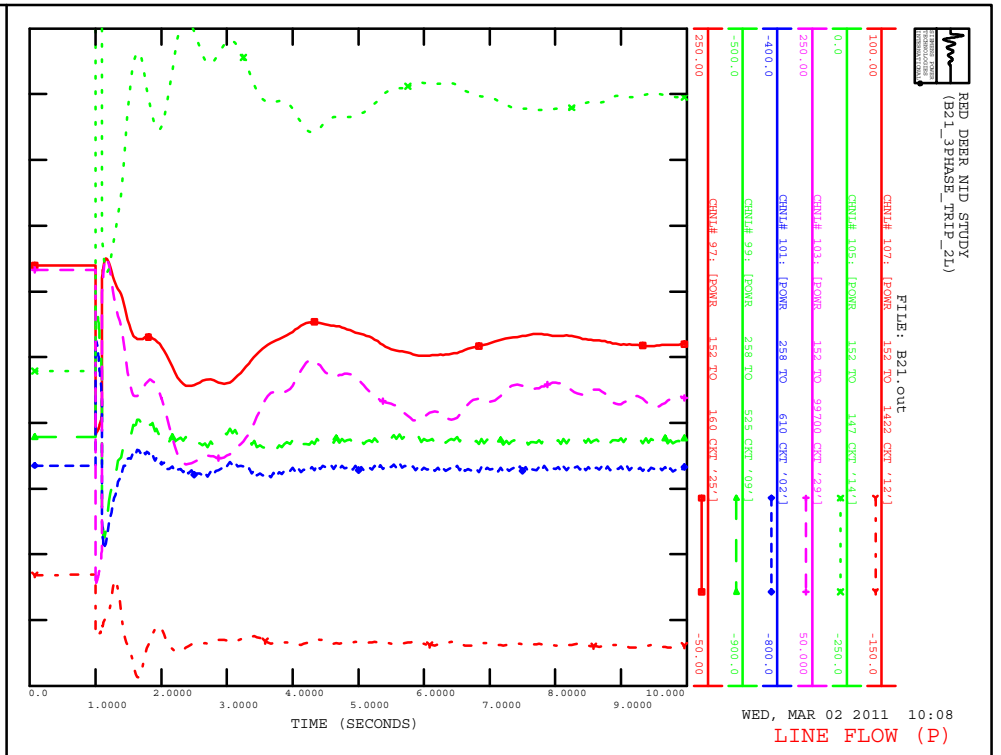

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

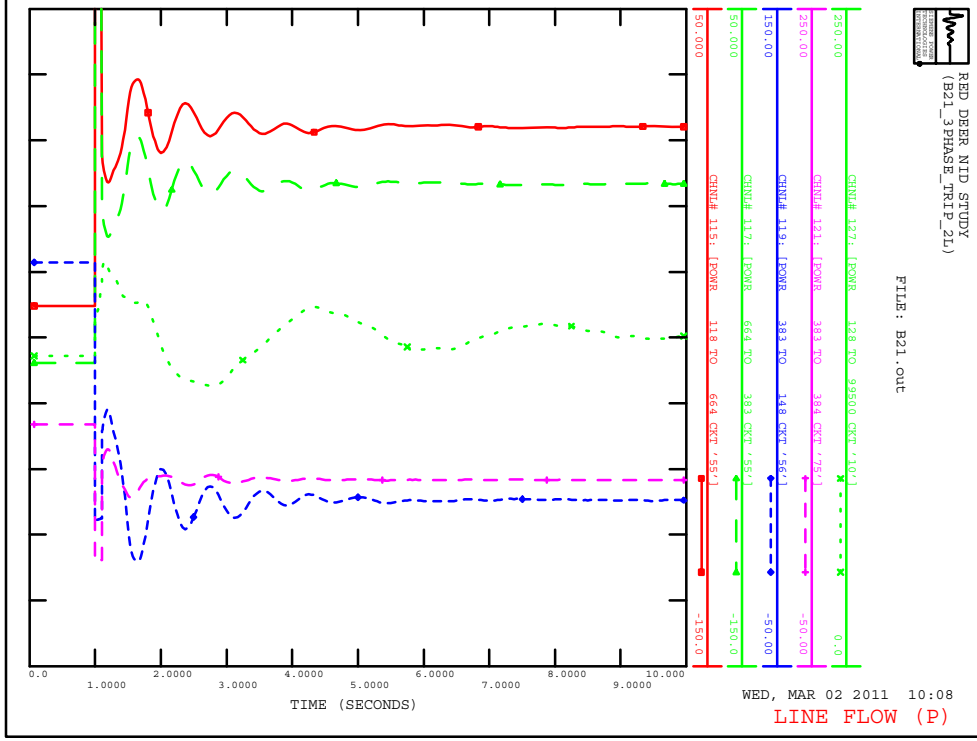

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

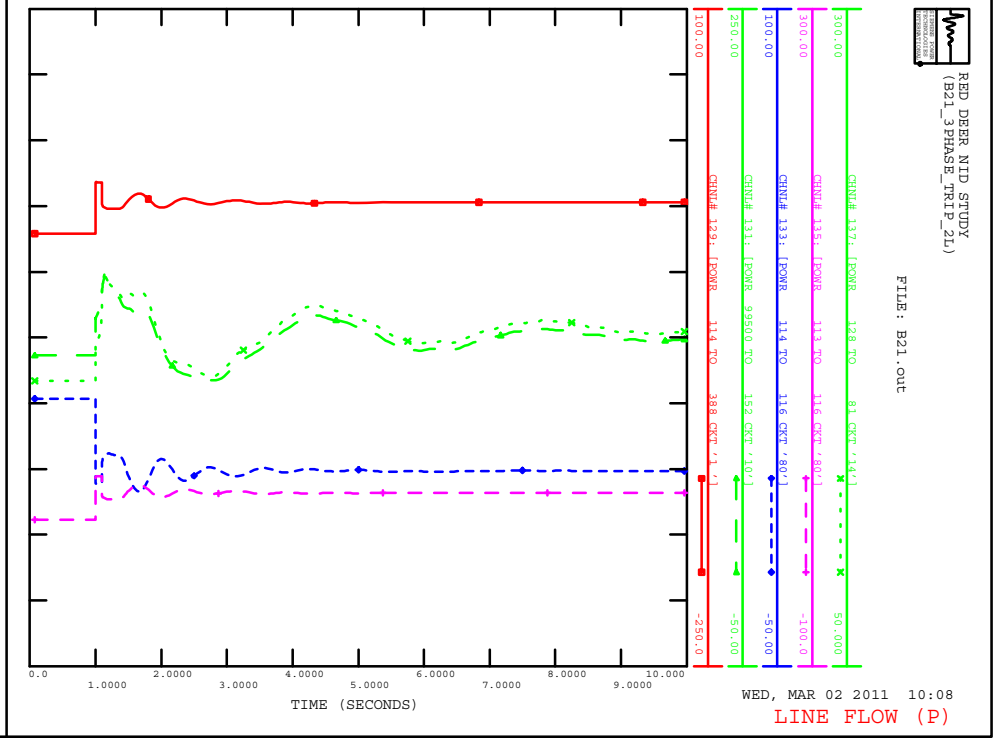

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

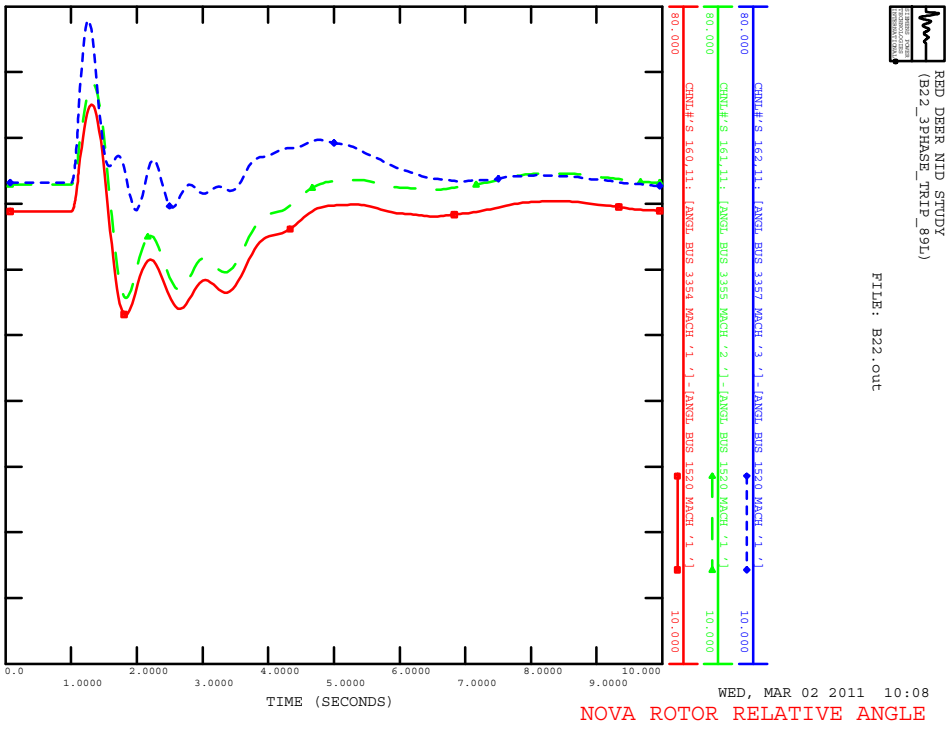

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

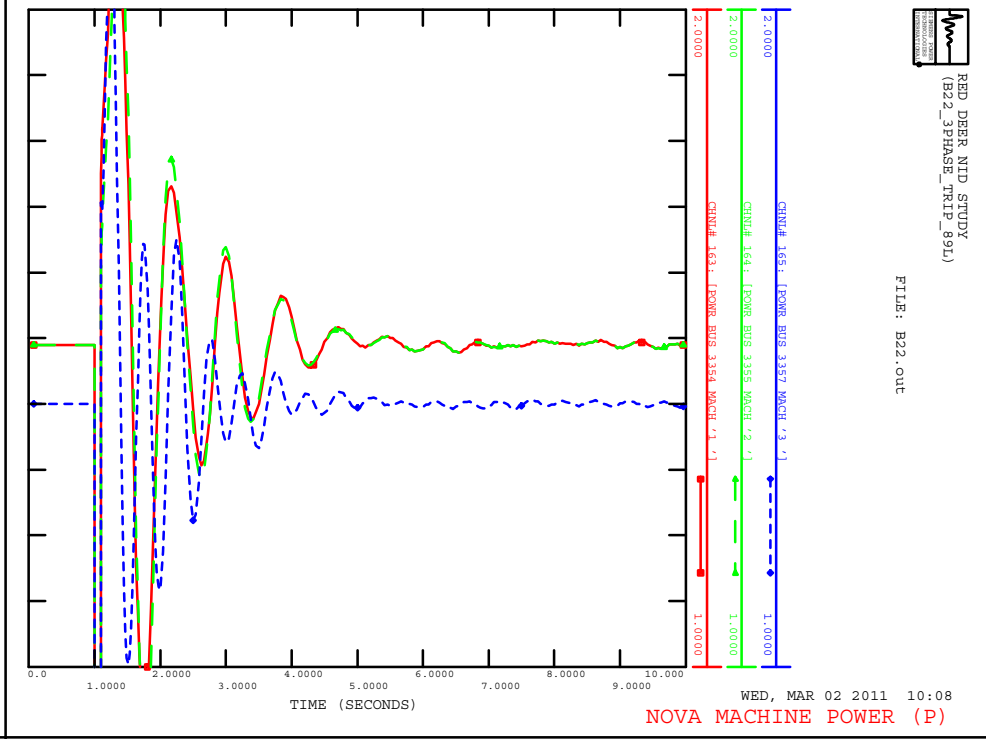

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

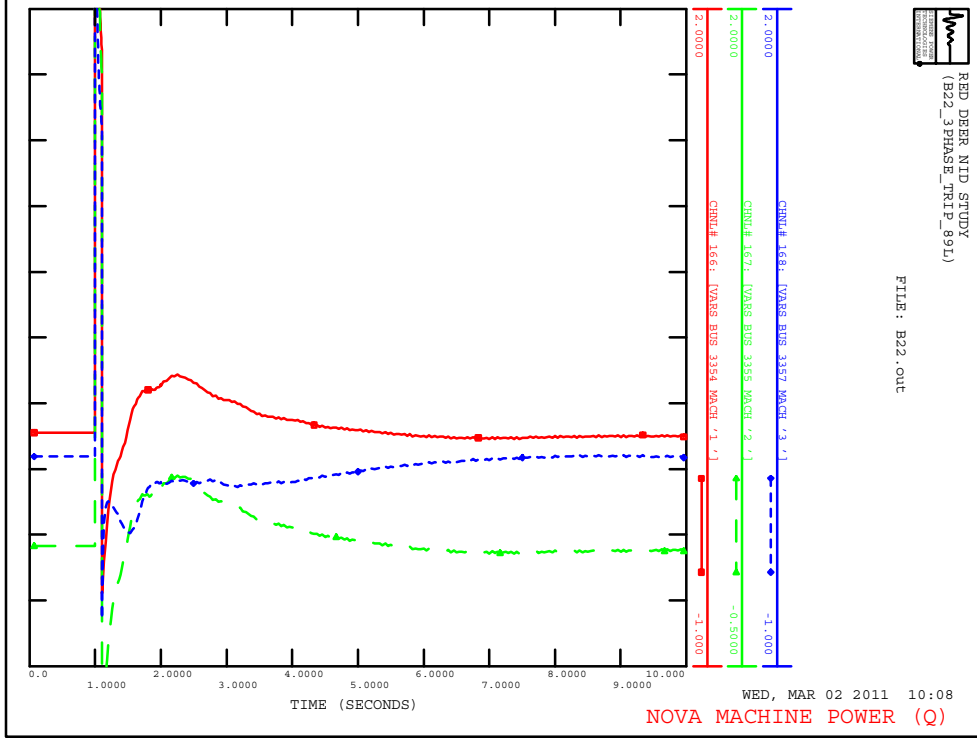

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

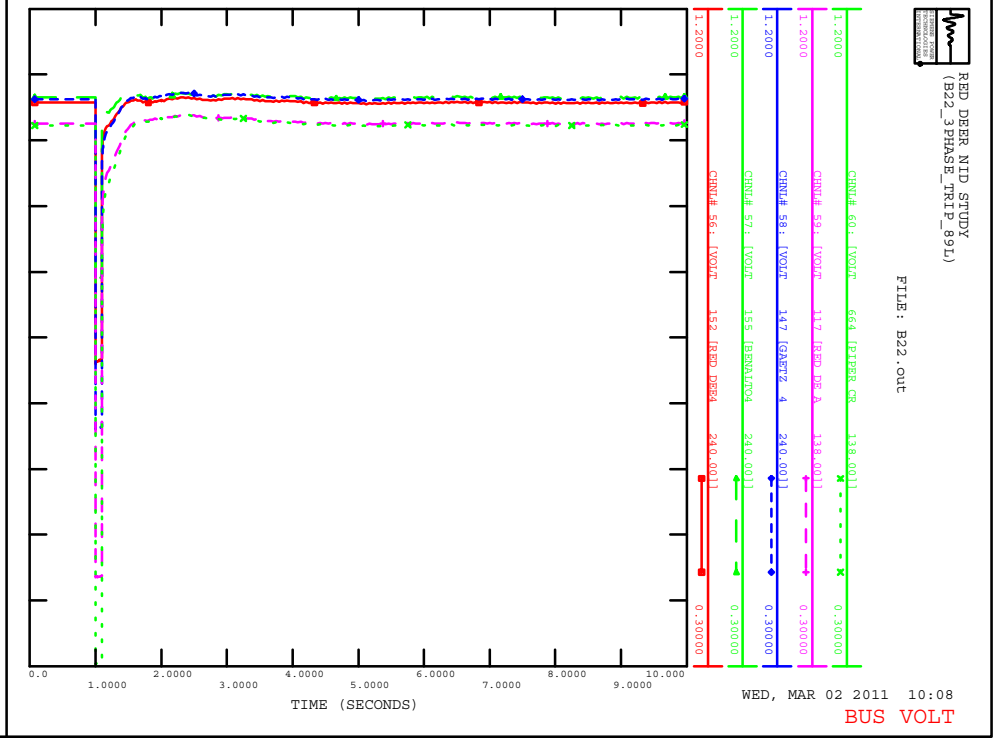

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

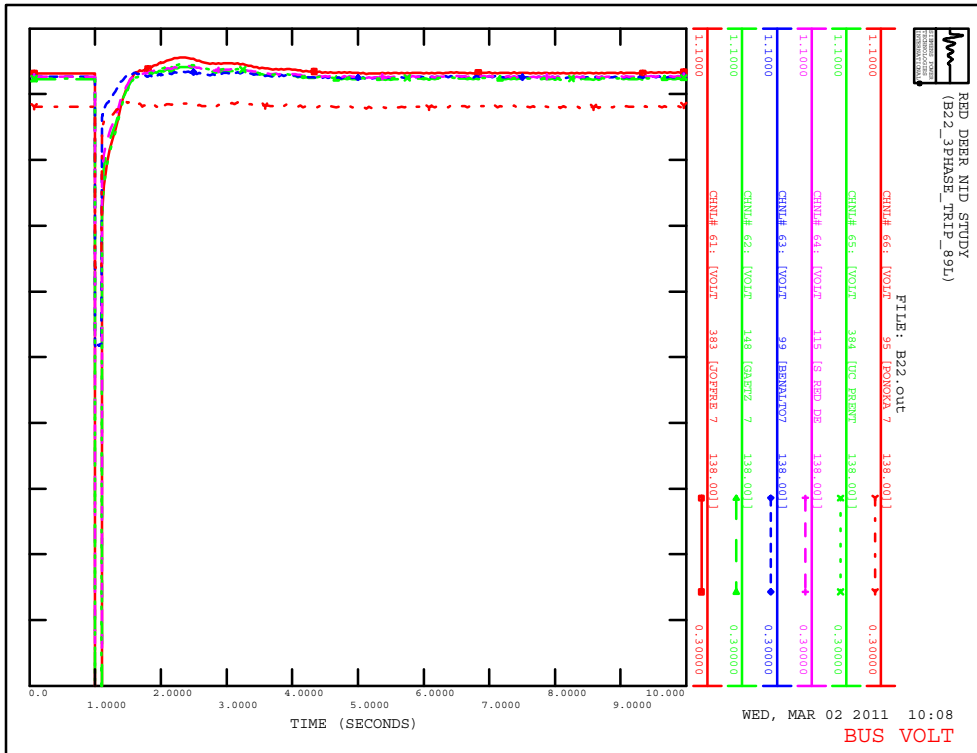

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

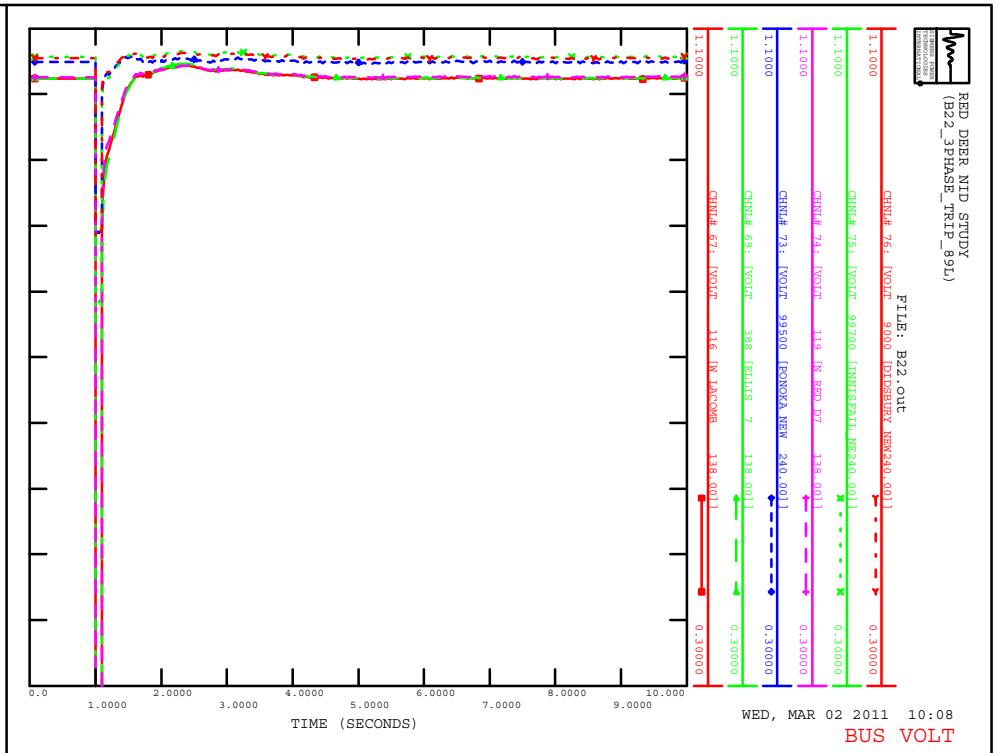

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

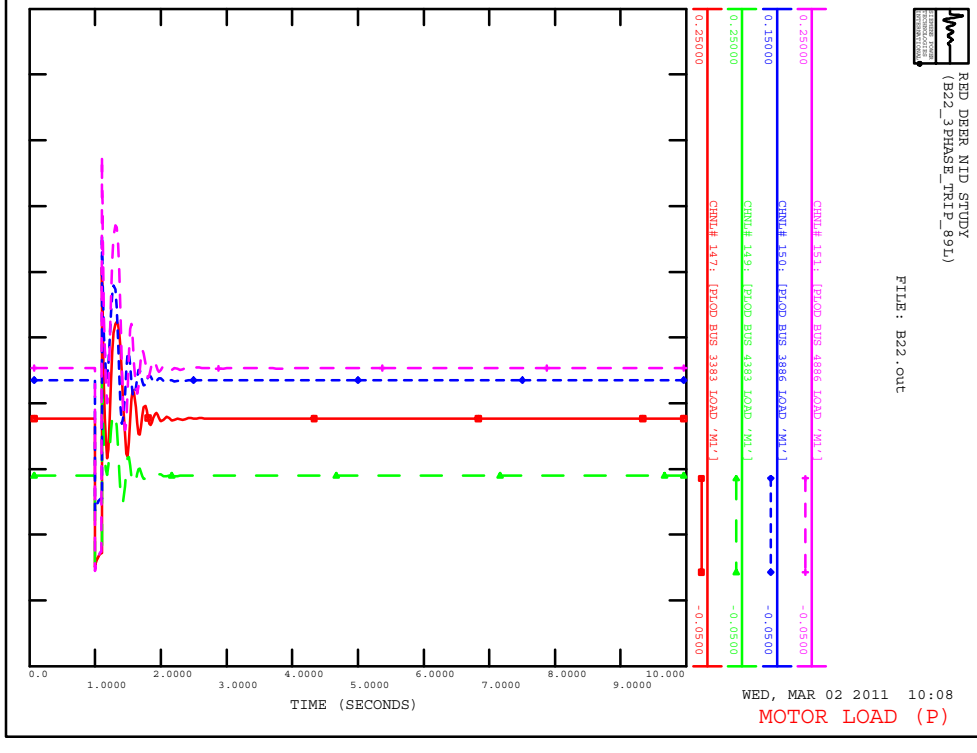

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

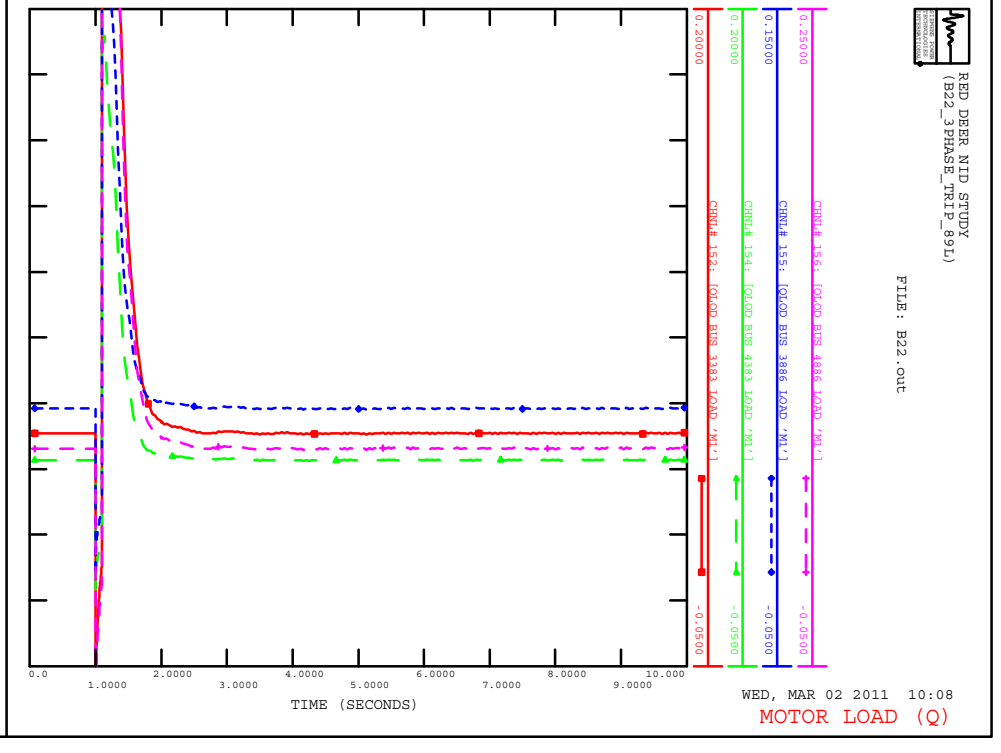

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

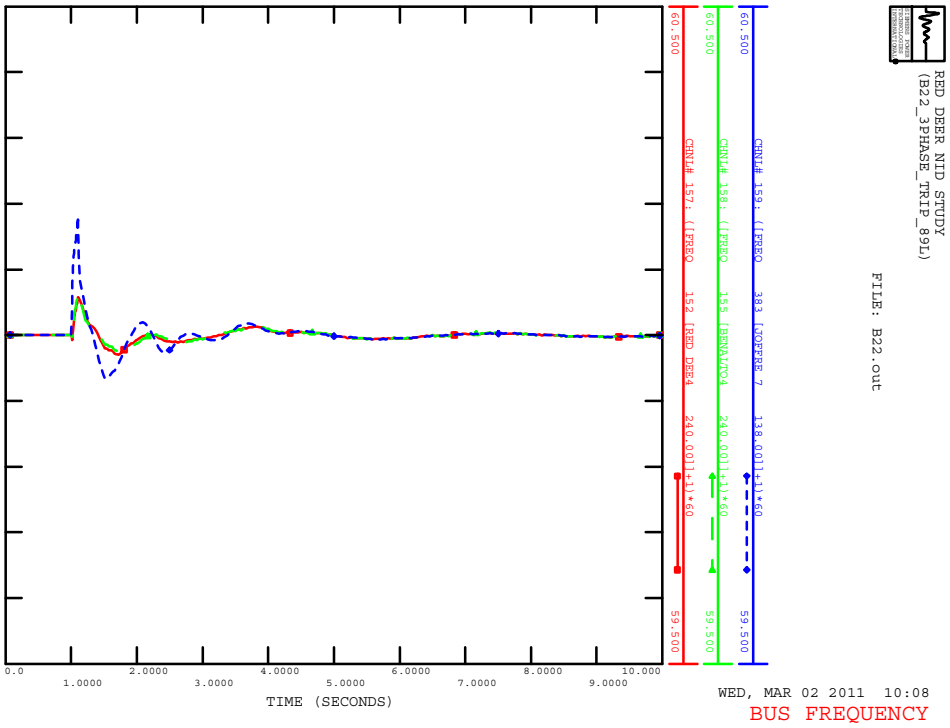

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

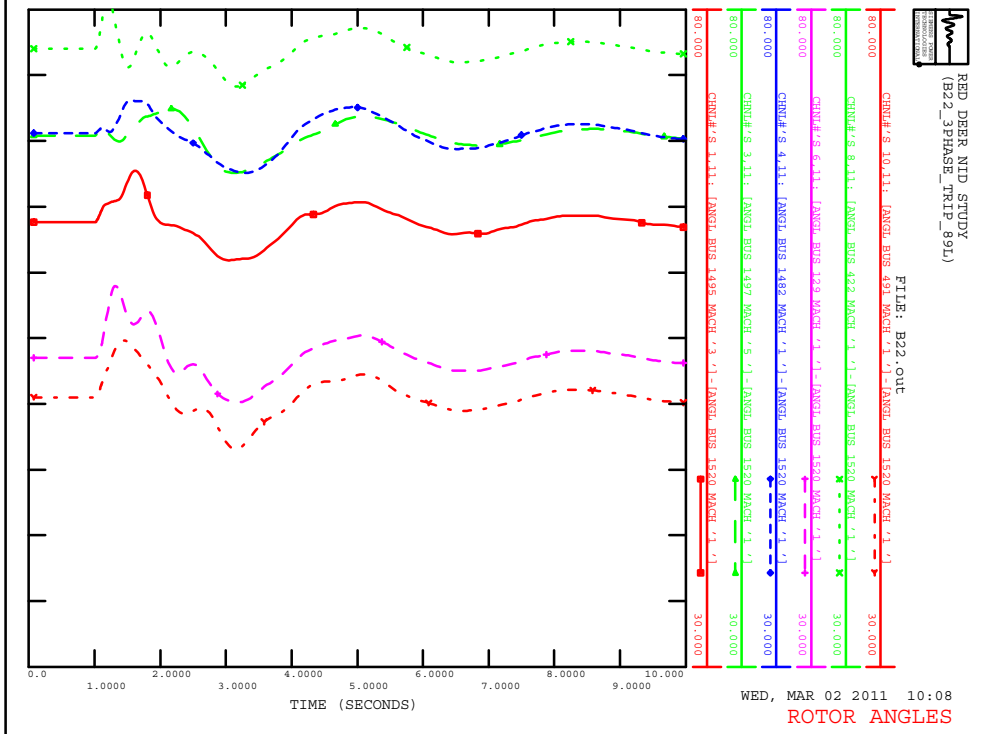

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

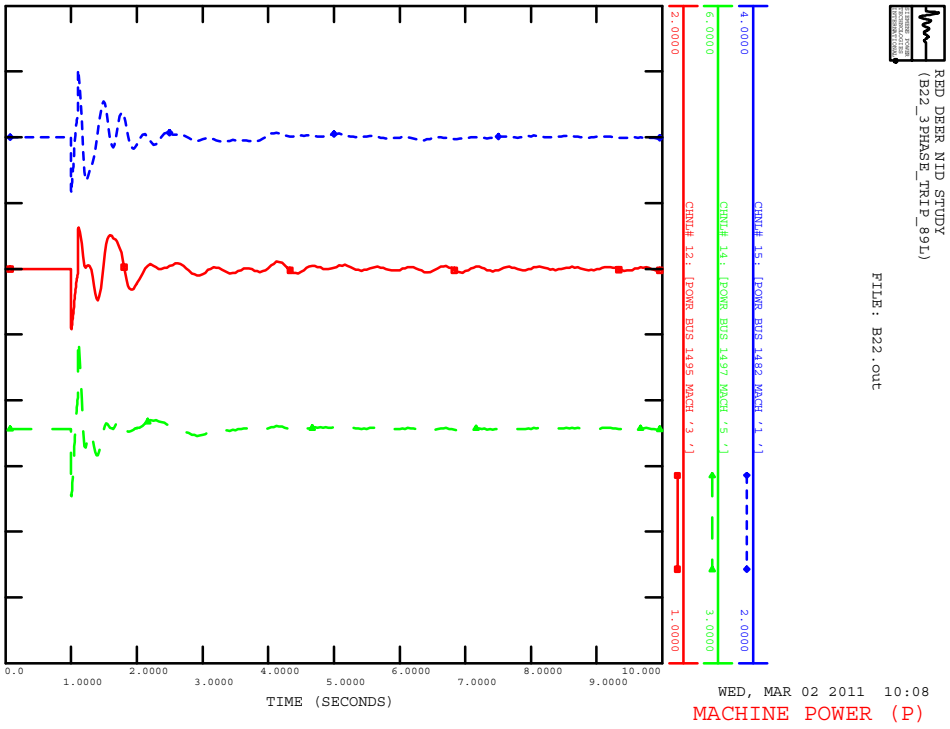

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

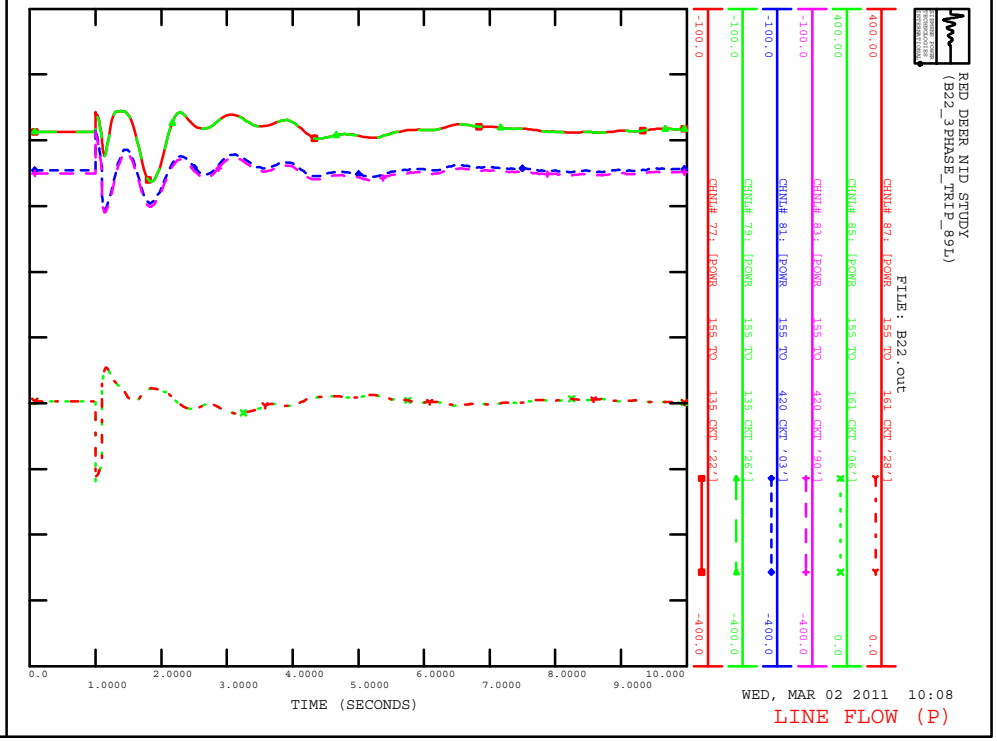

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

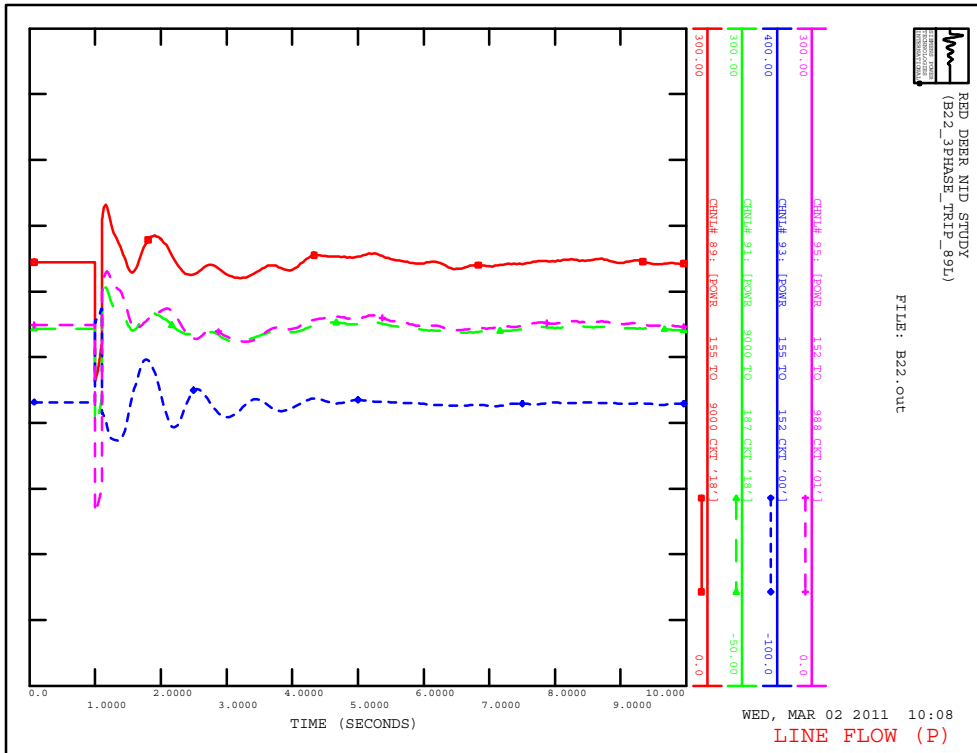

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

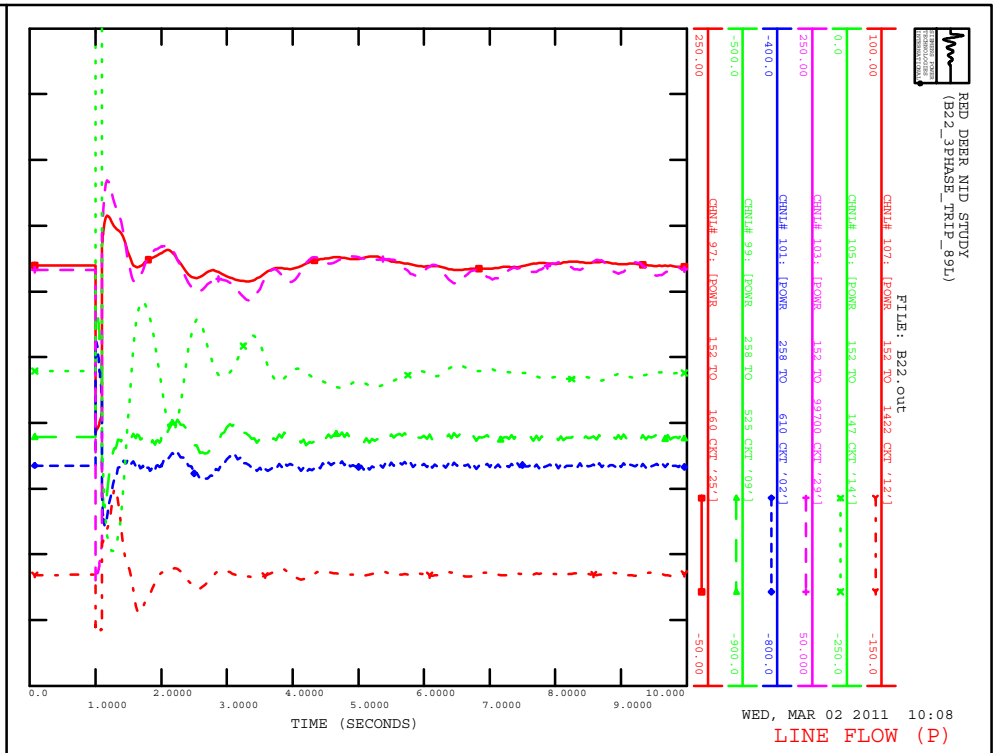

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

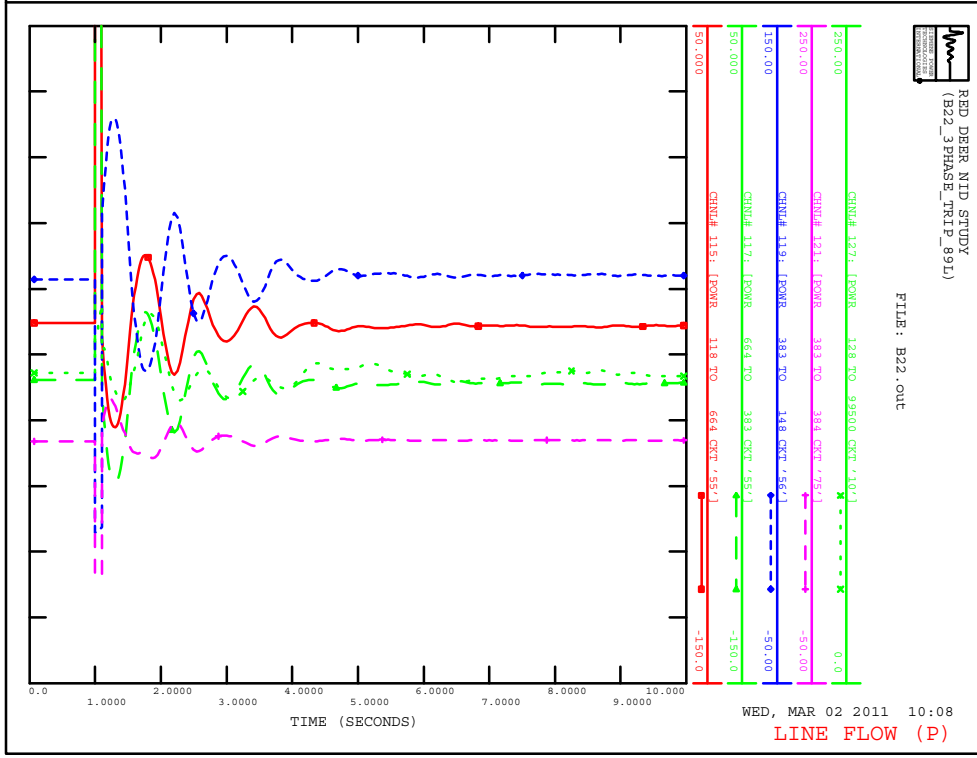

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

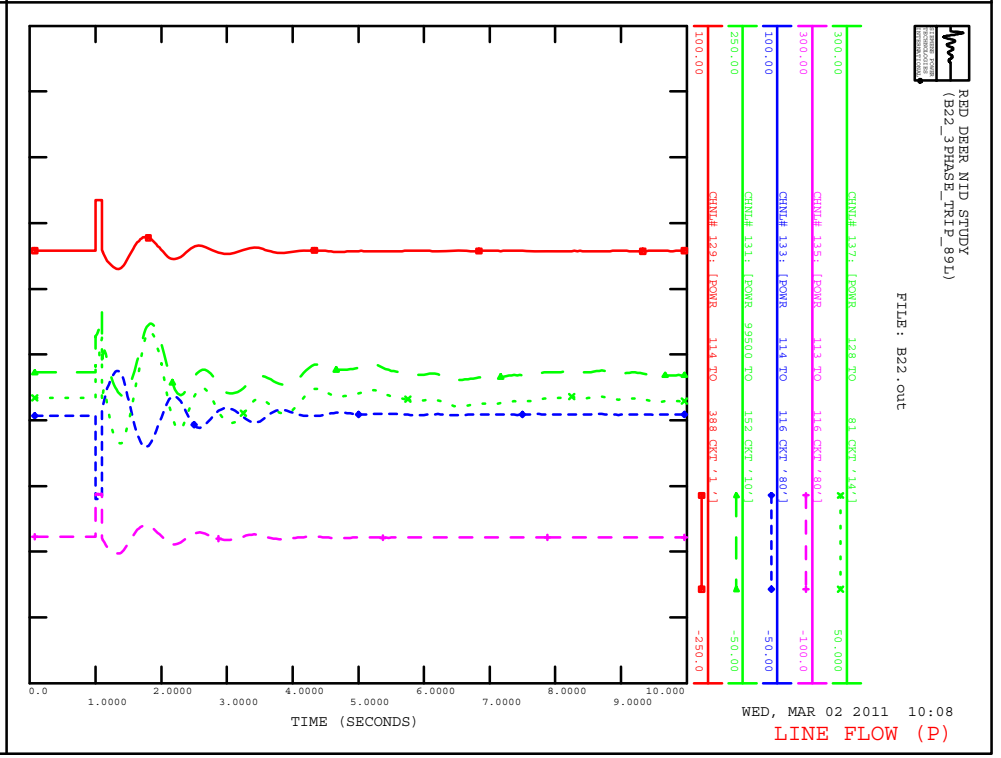

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)


RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)


RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

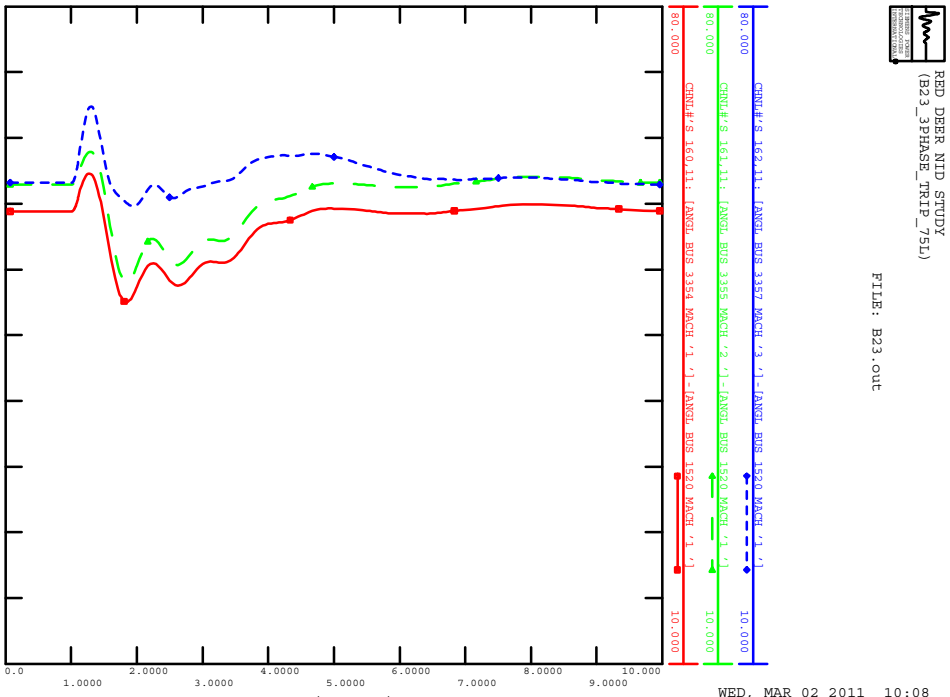

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)


RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)


RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)

FILE: B23.out

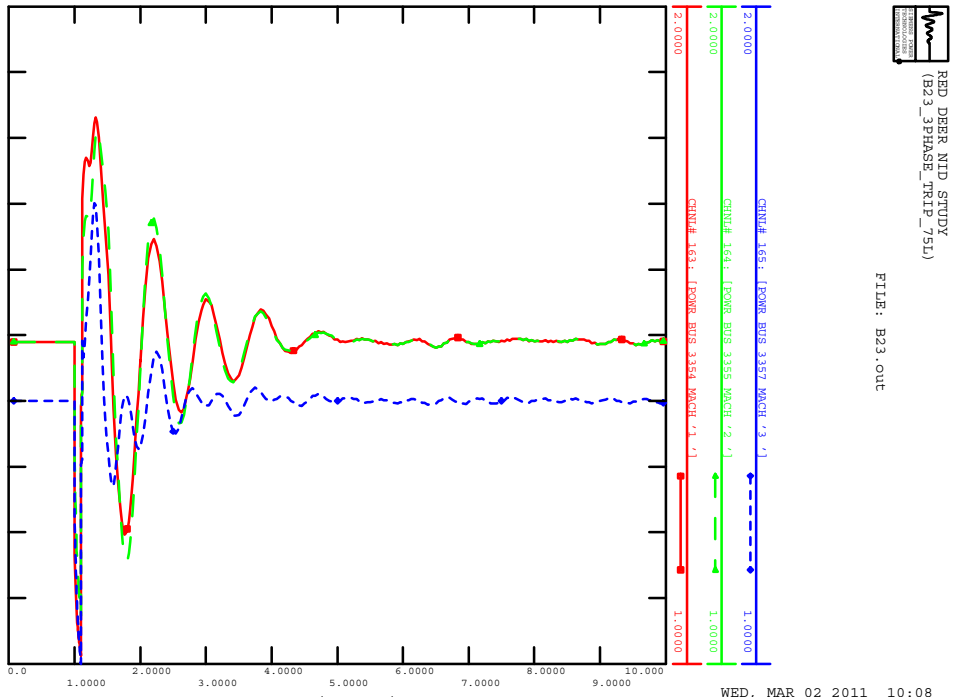


WED, MAR 02 2011 10:08

NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)

FILE: B23.out

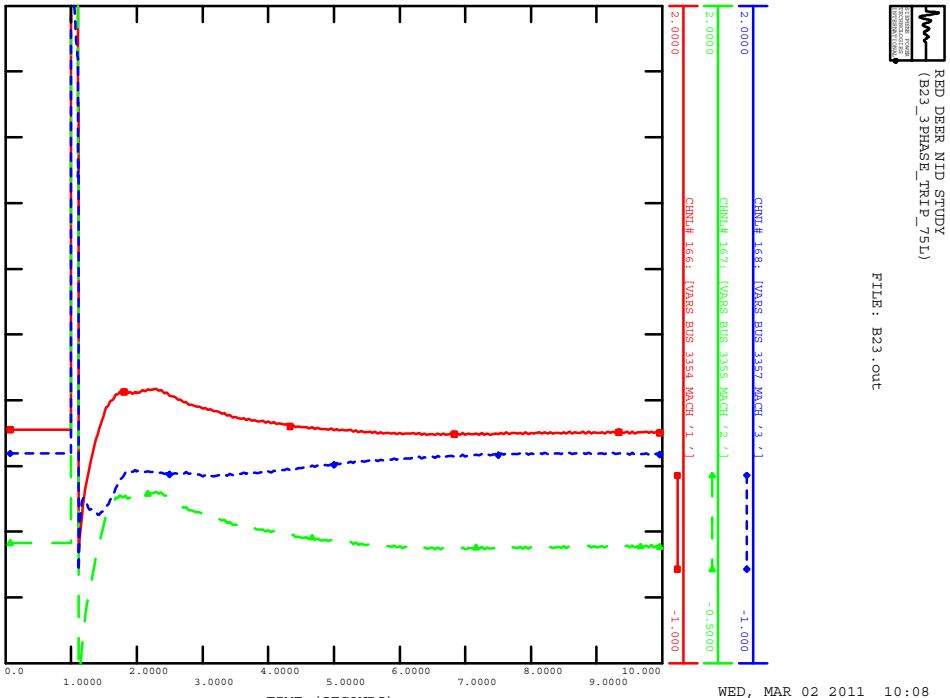


WED, MAR 02 2011 10:08

NOVA MACHINE POWER (P)

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)

FILE: B23.out

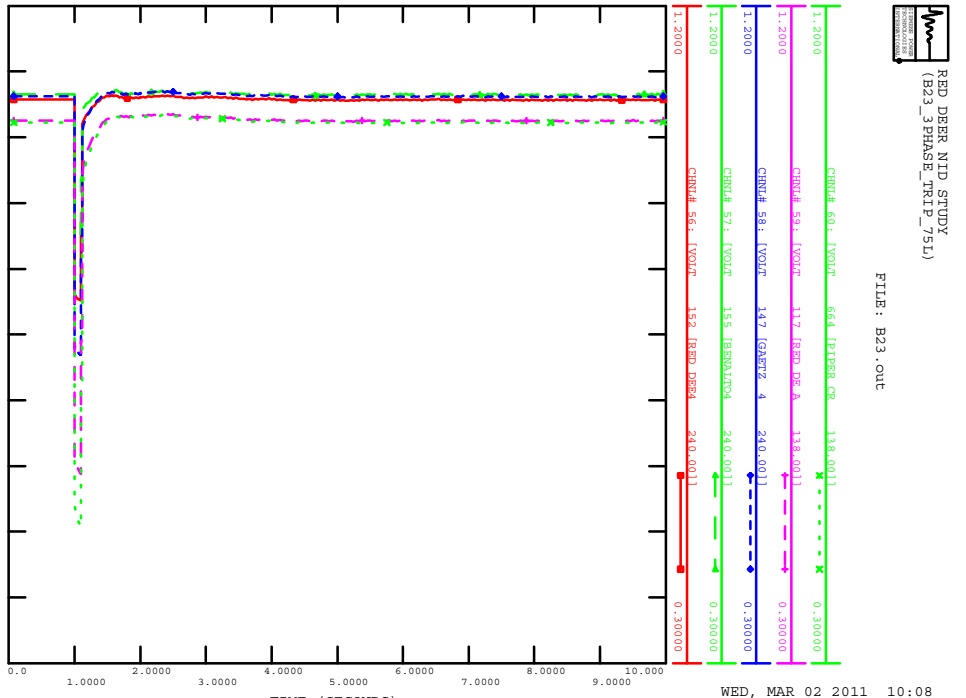


WED, MAR 02 2011 10:08

NOVA MACHINE POWER (Q)

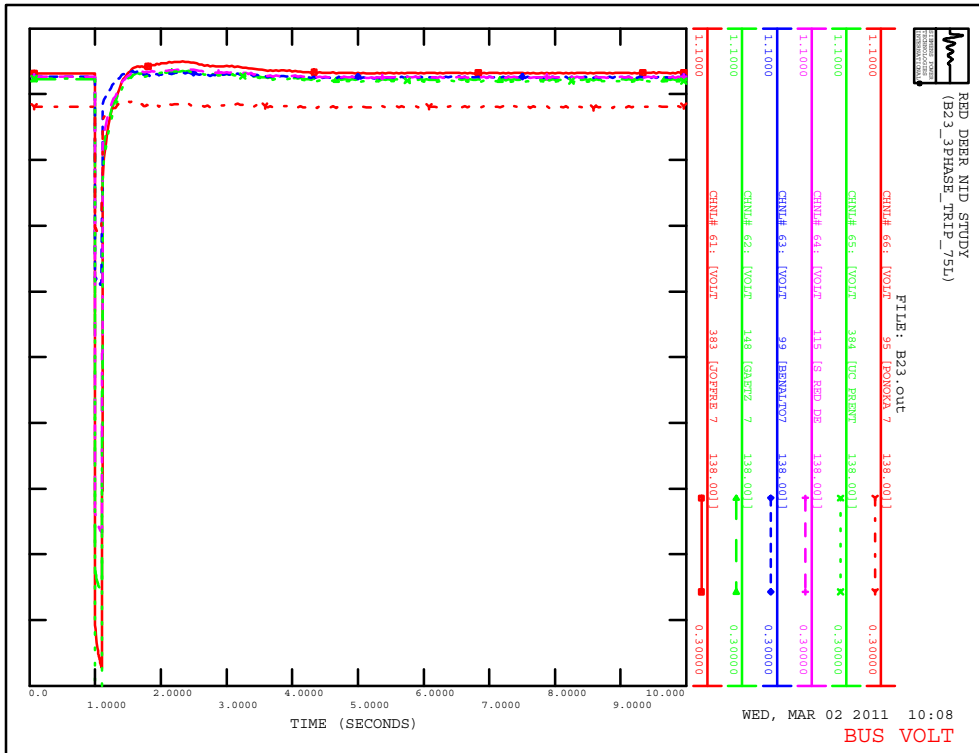
RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)

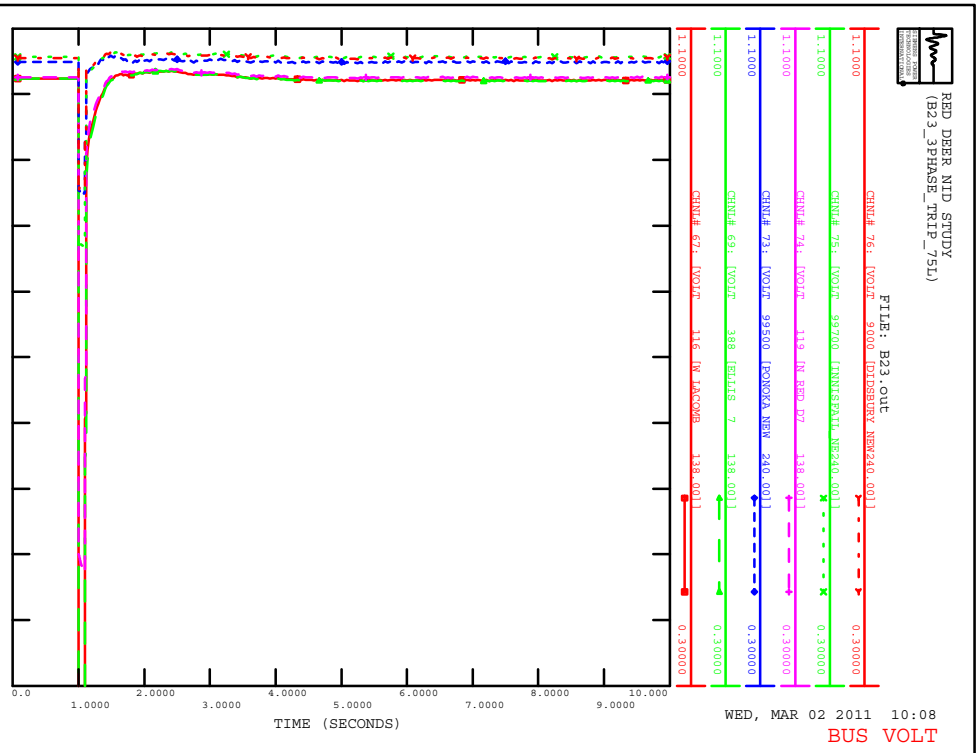
FILE: B23.out

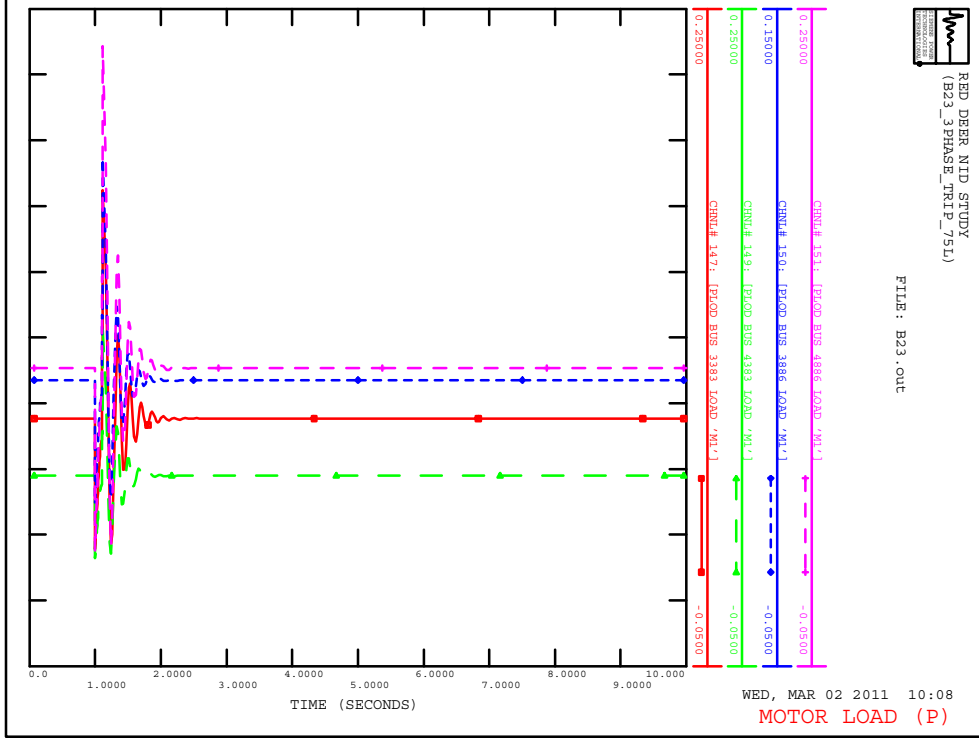


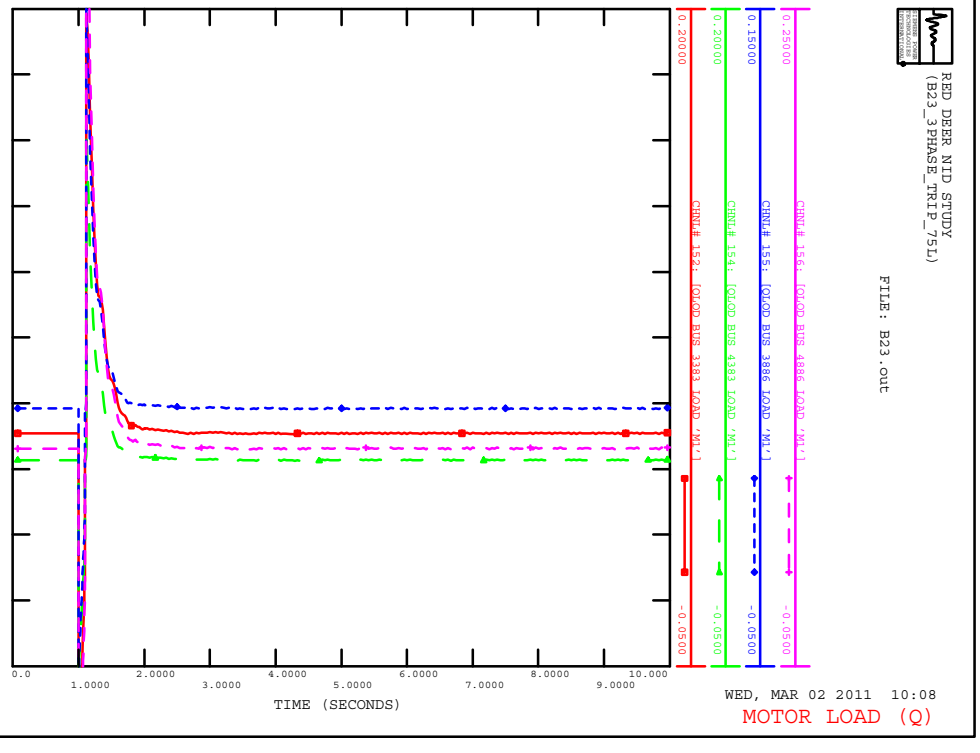
WED, MAR 02 2011 10:08

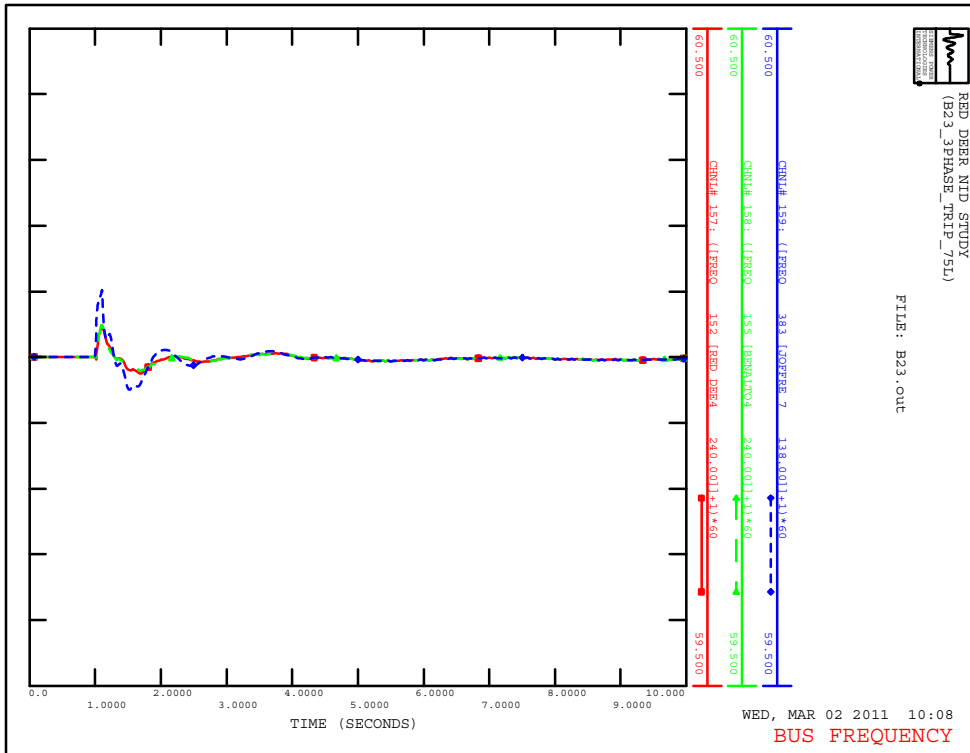
BUS VOLT

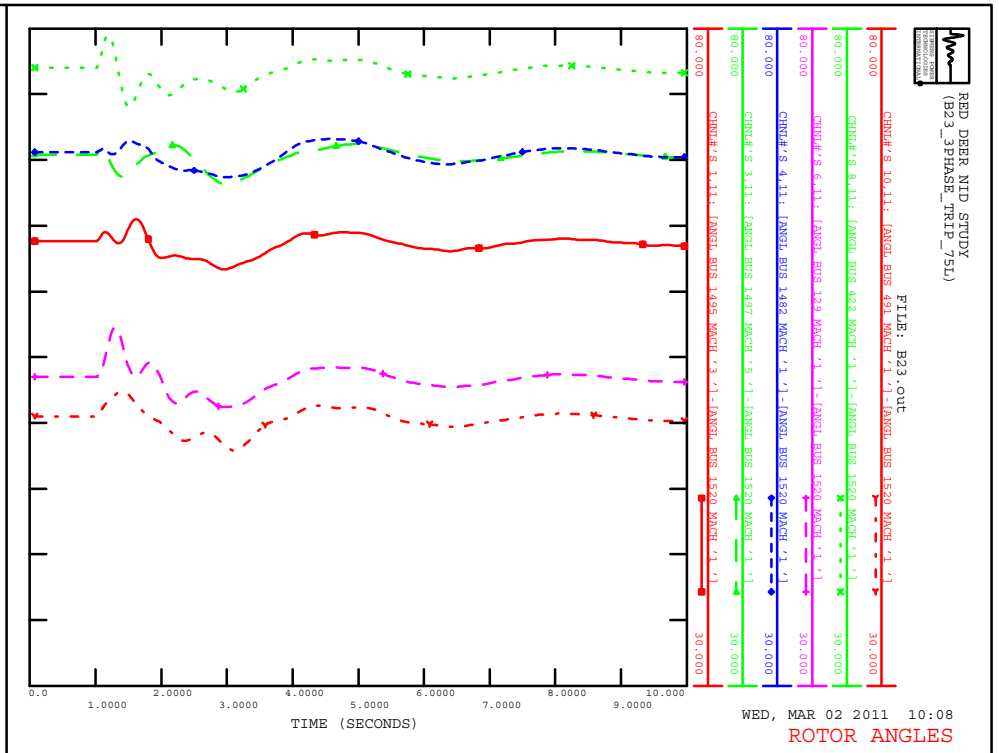

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

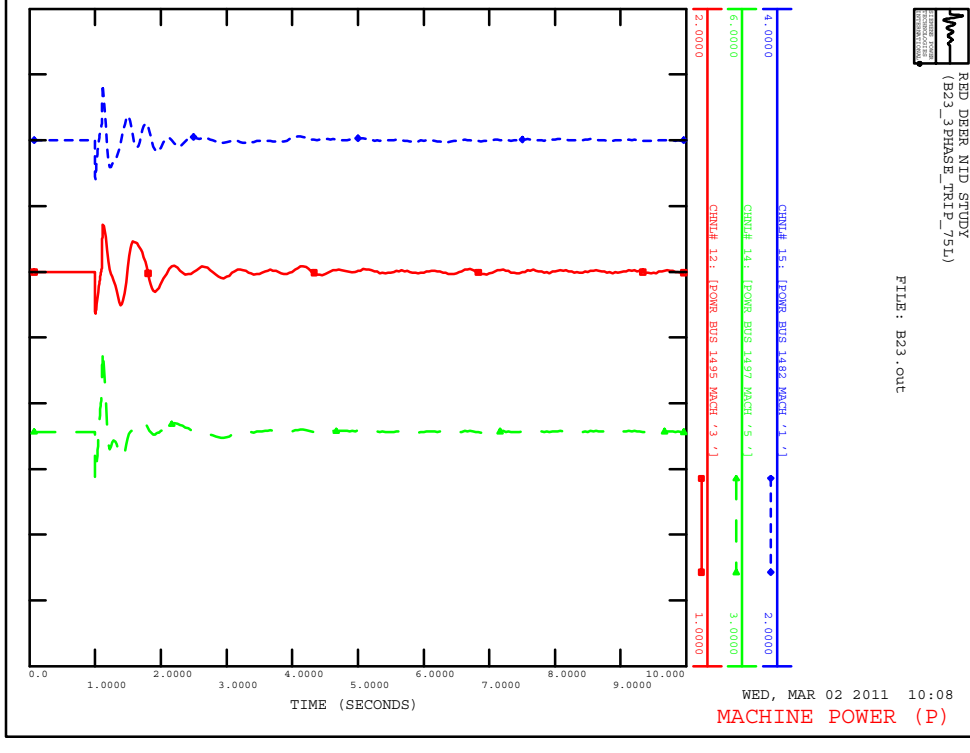

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

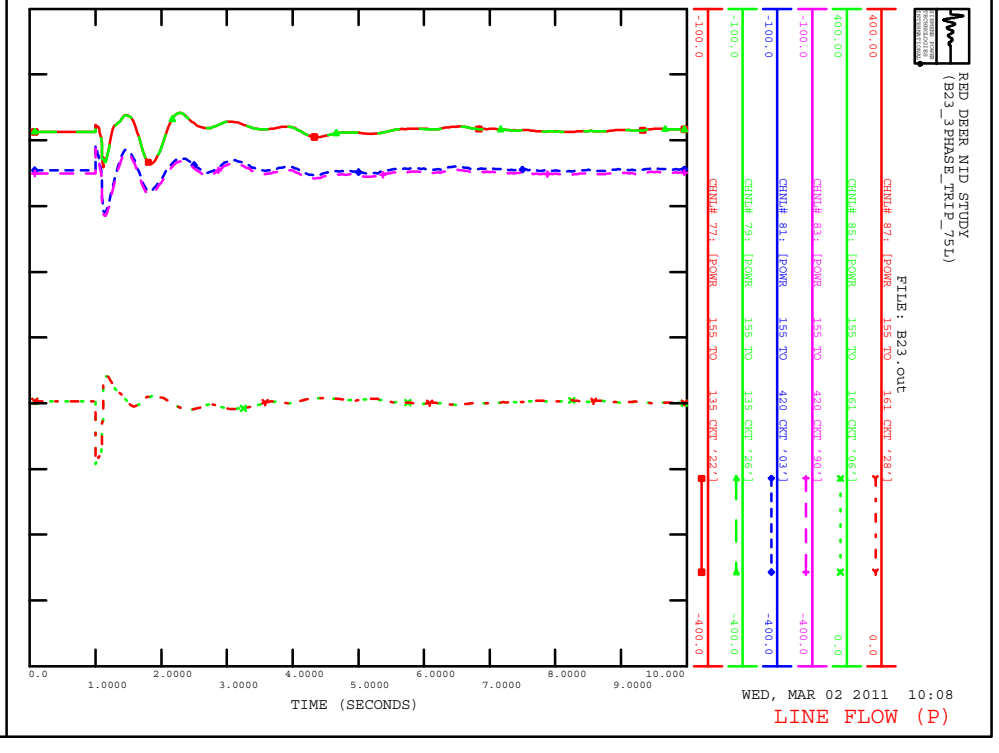

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

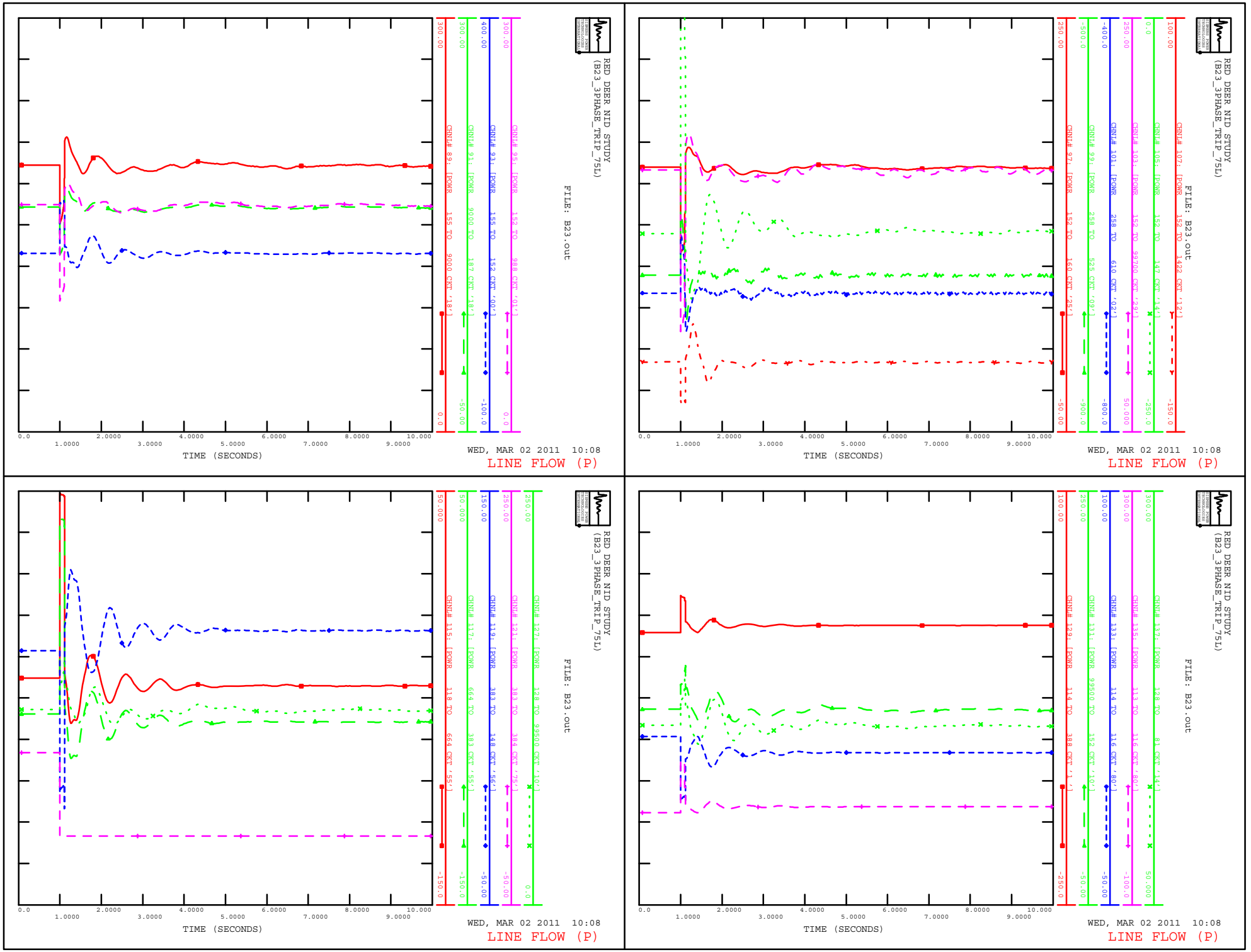

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

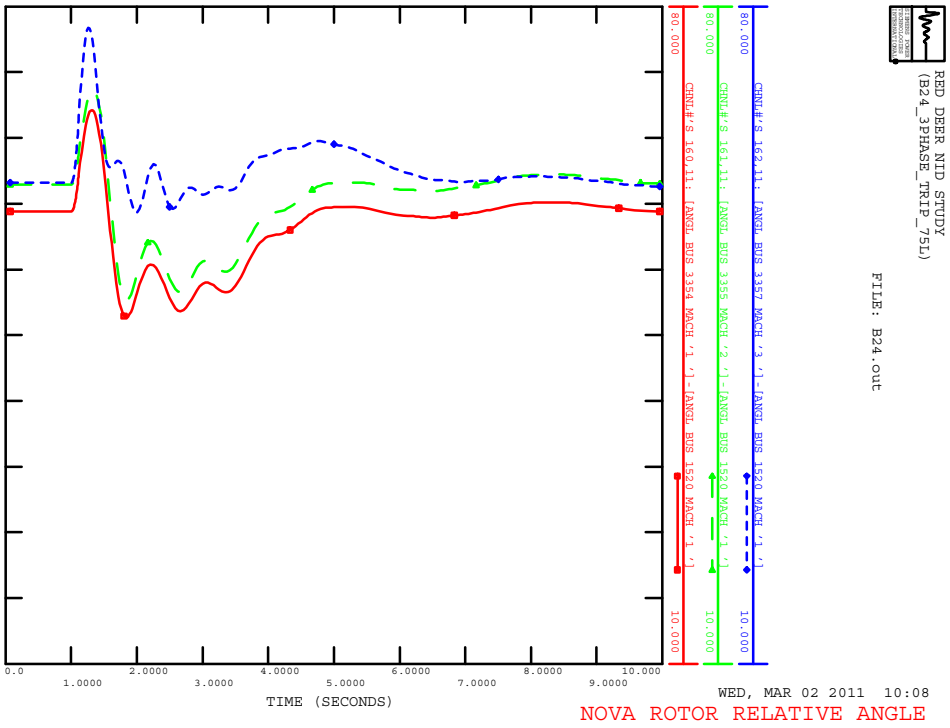

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

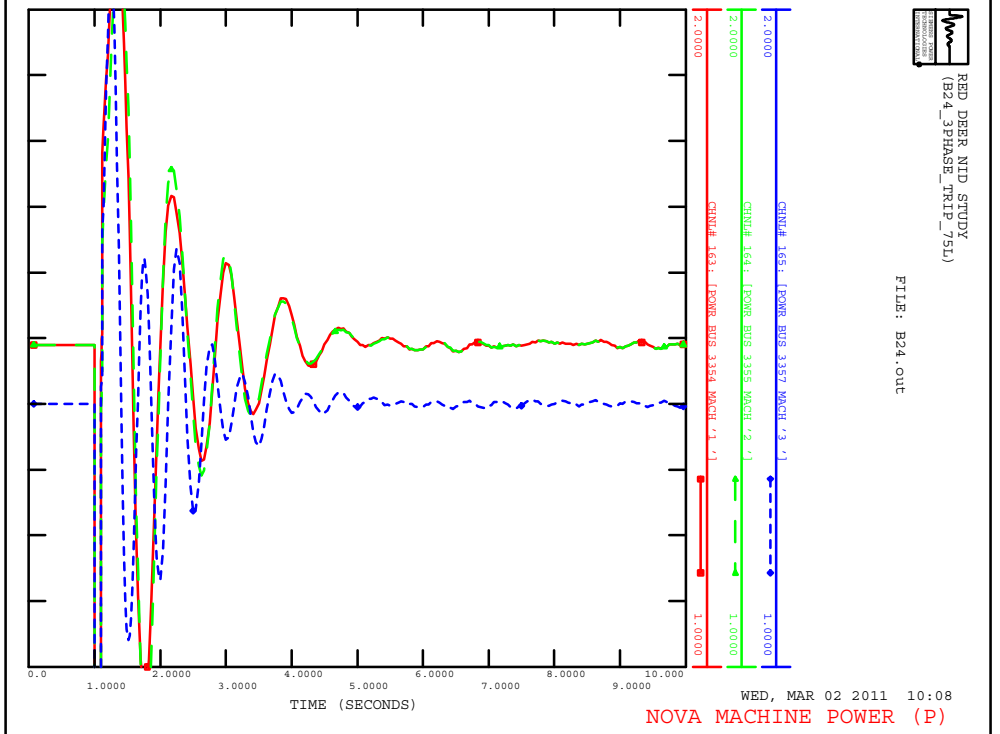

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

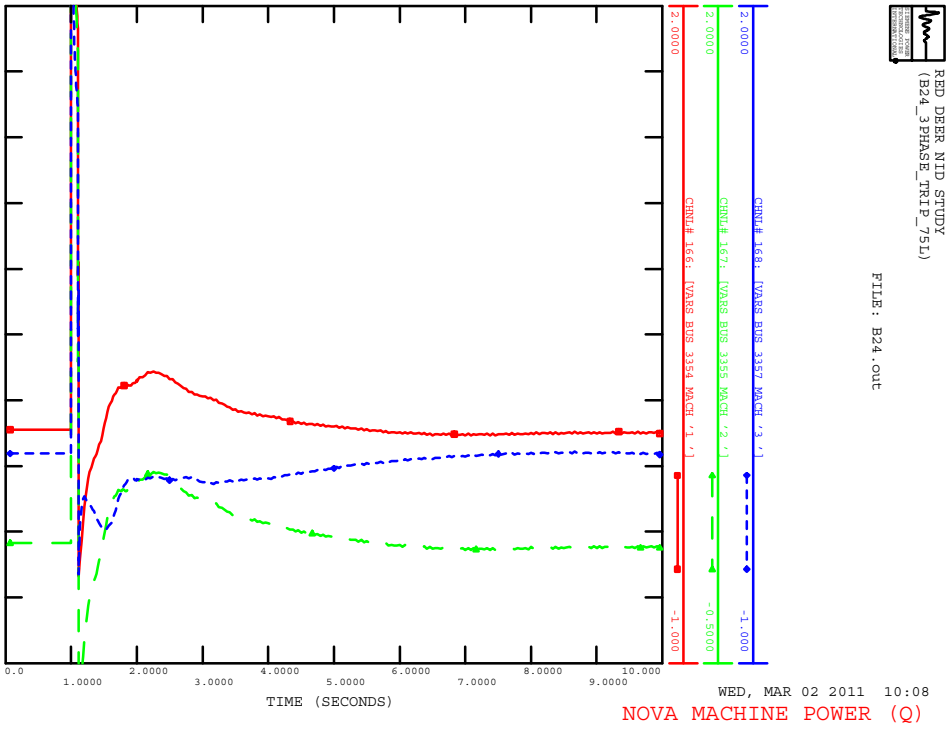

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

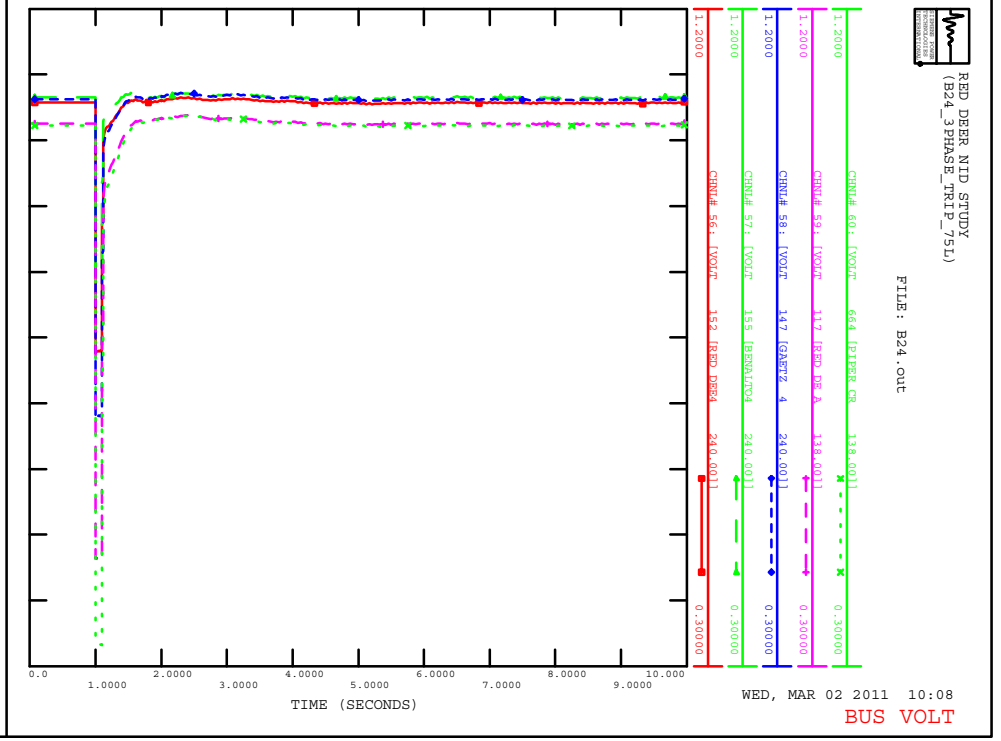

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

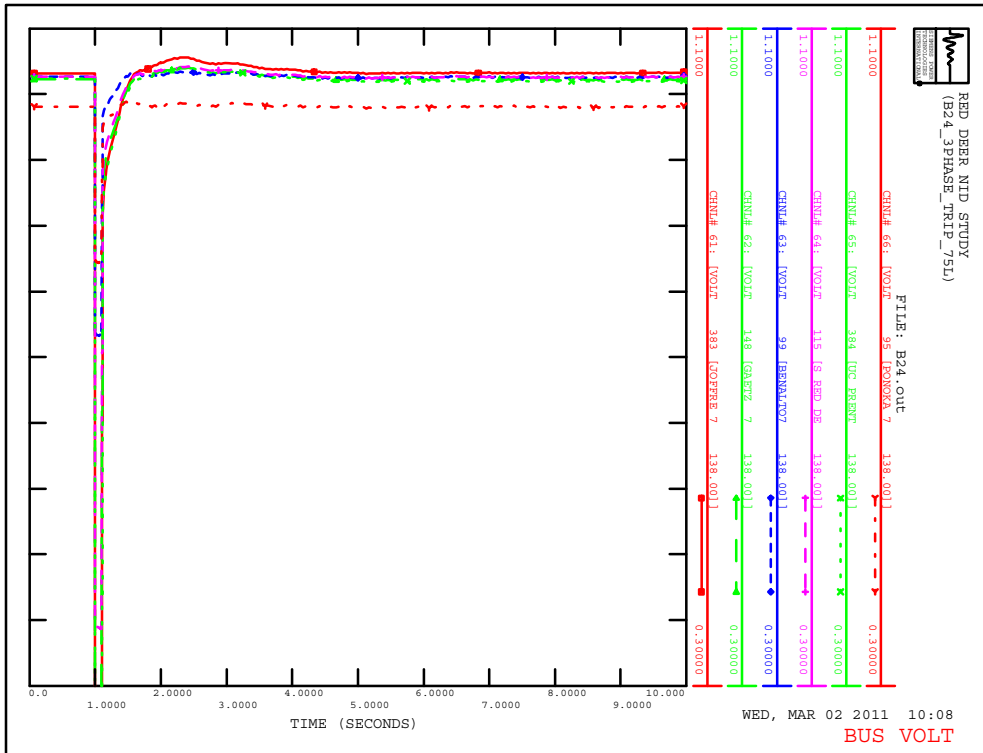

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

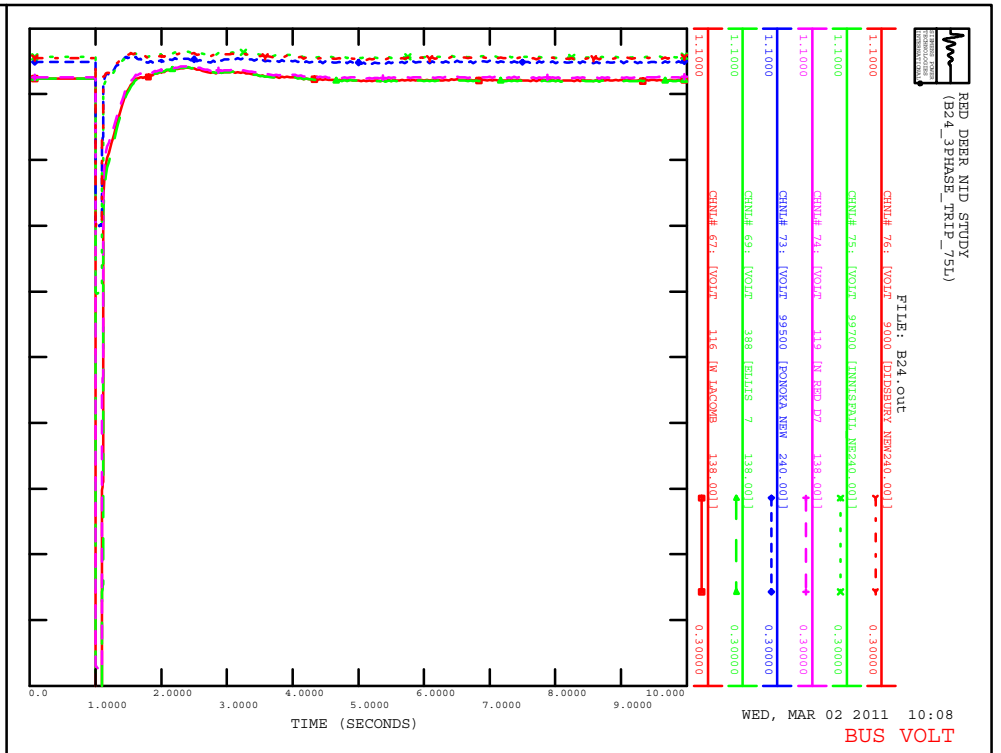

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

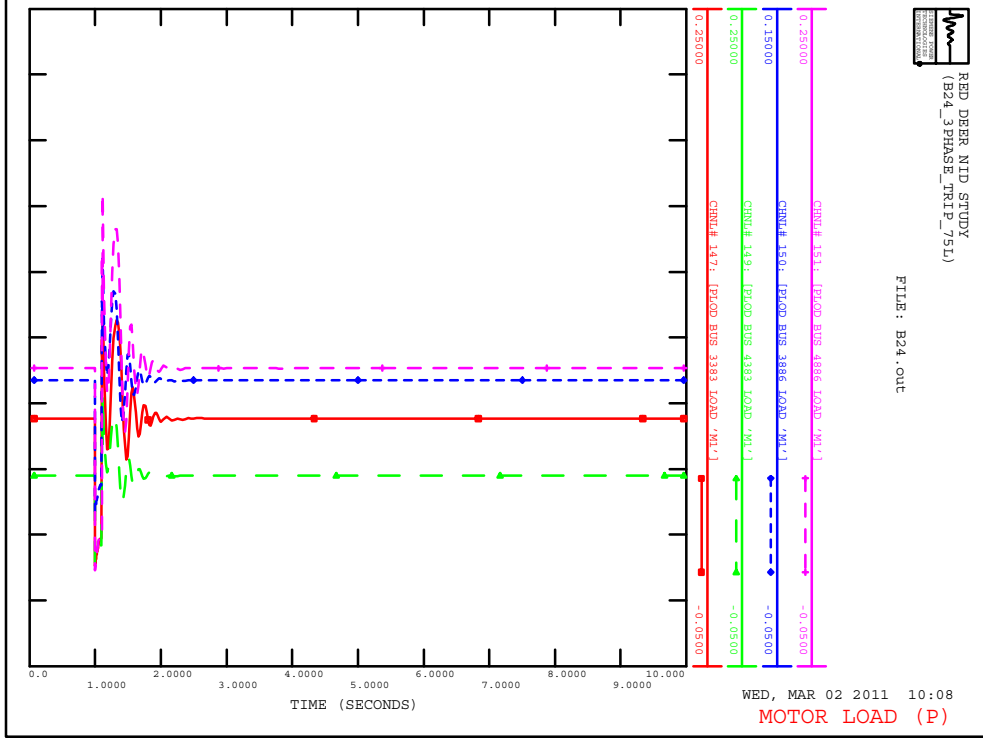

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

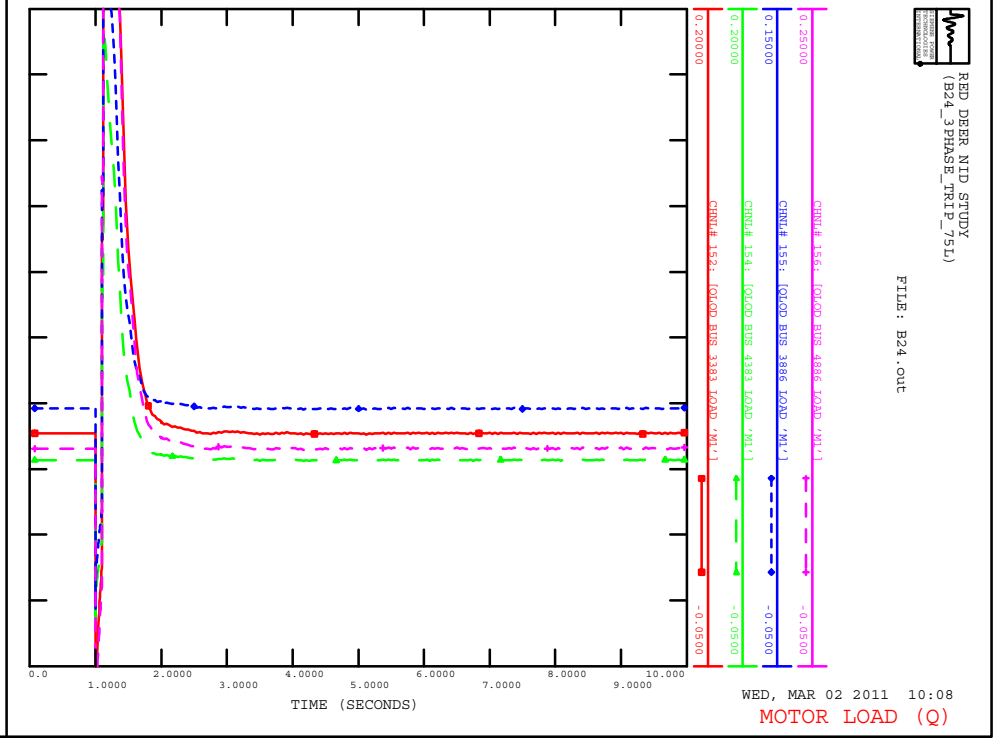

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

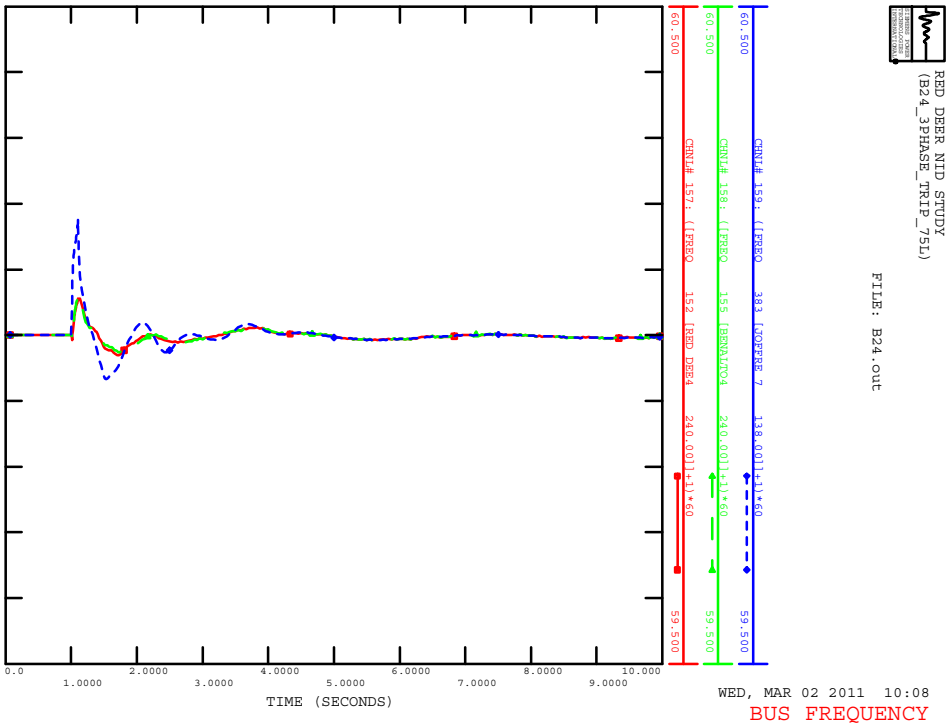

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

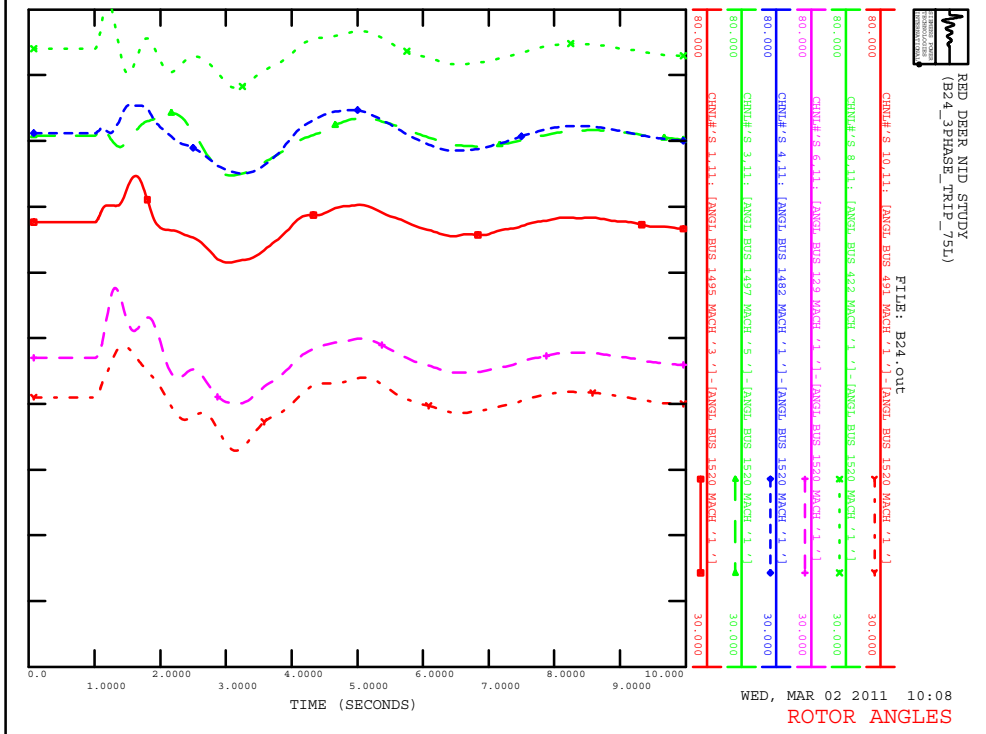

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

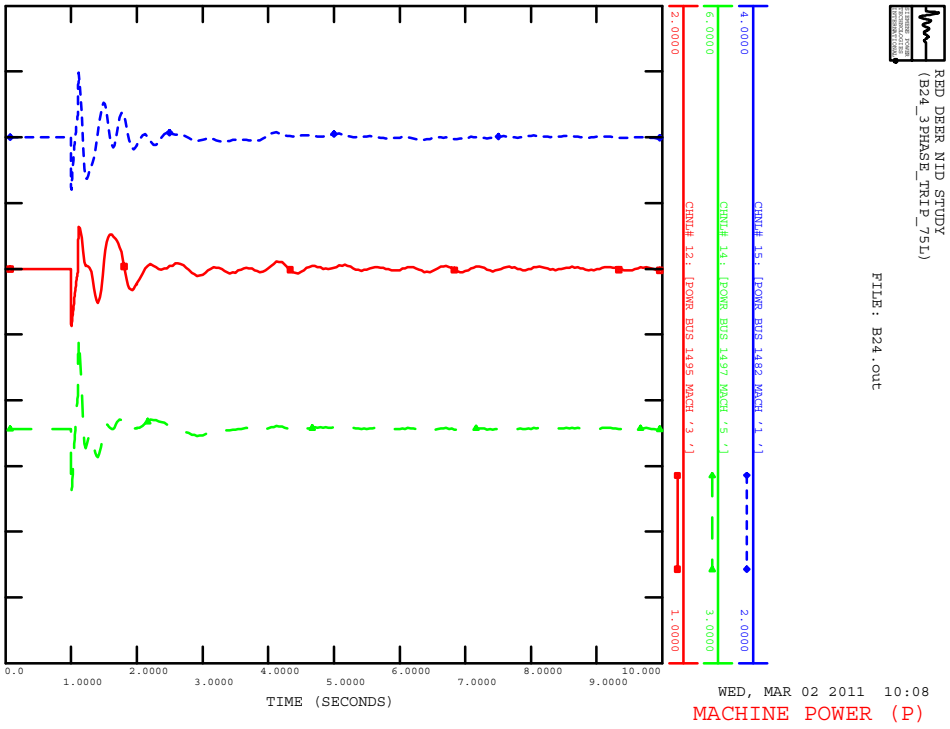

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

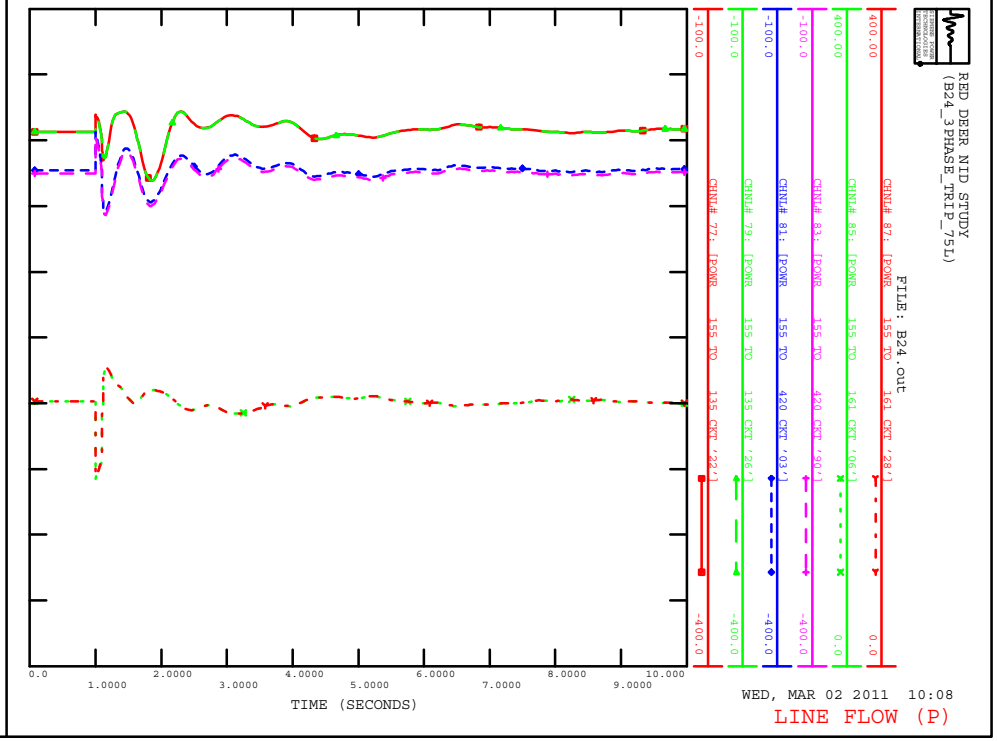

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

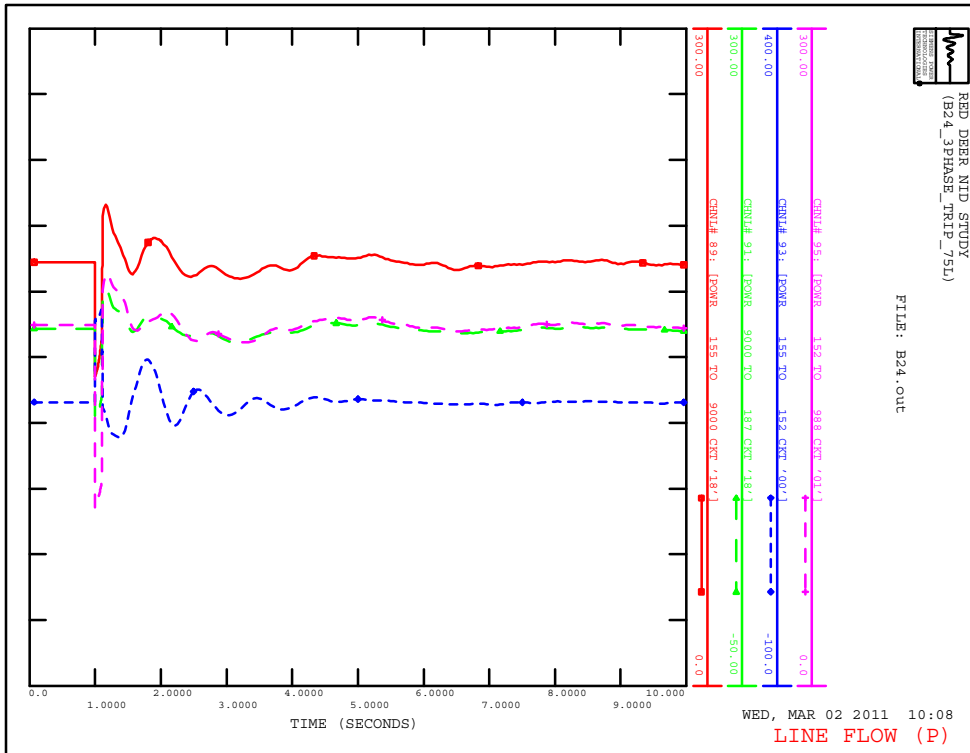

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

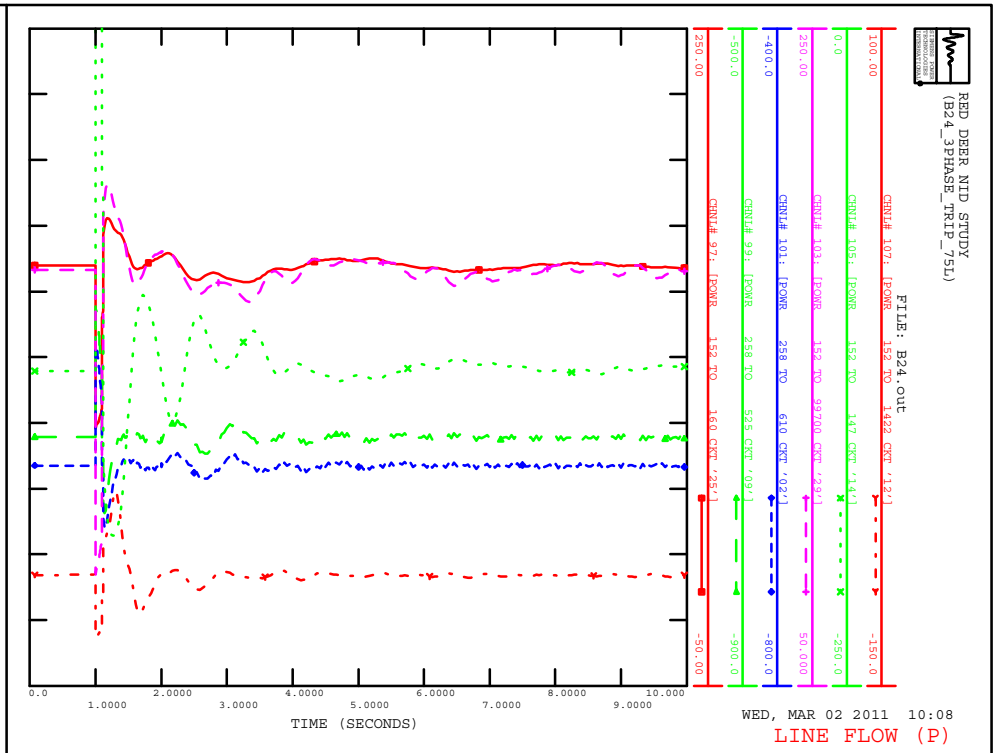

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

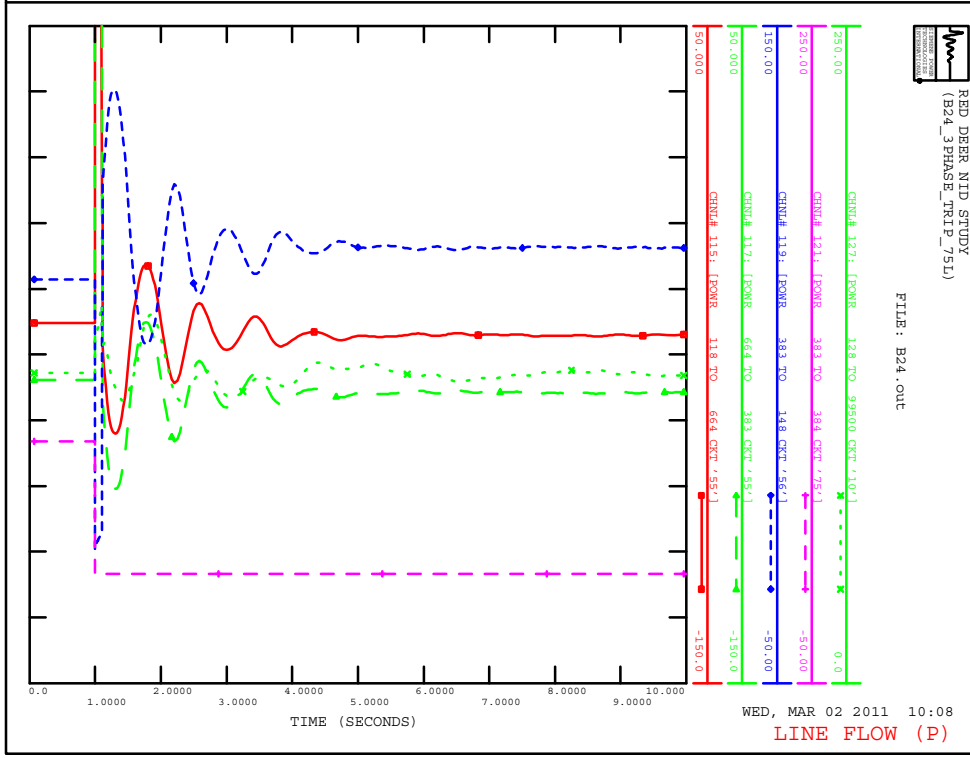

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

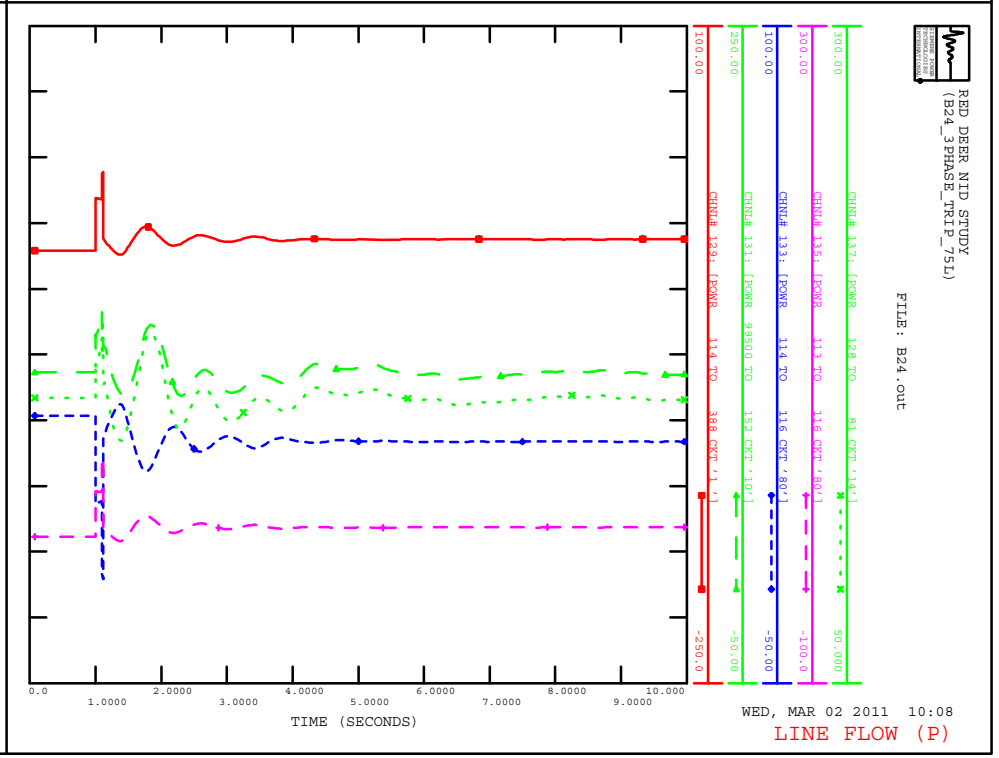

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

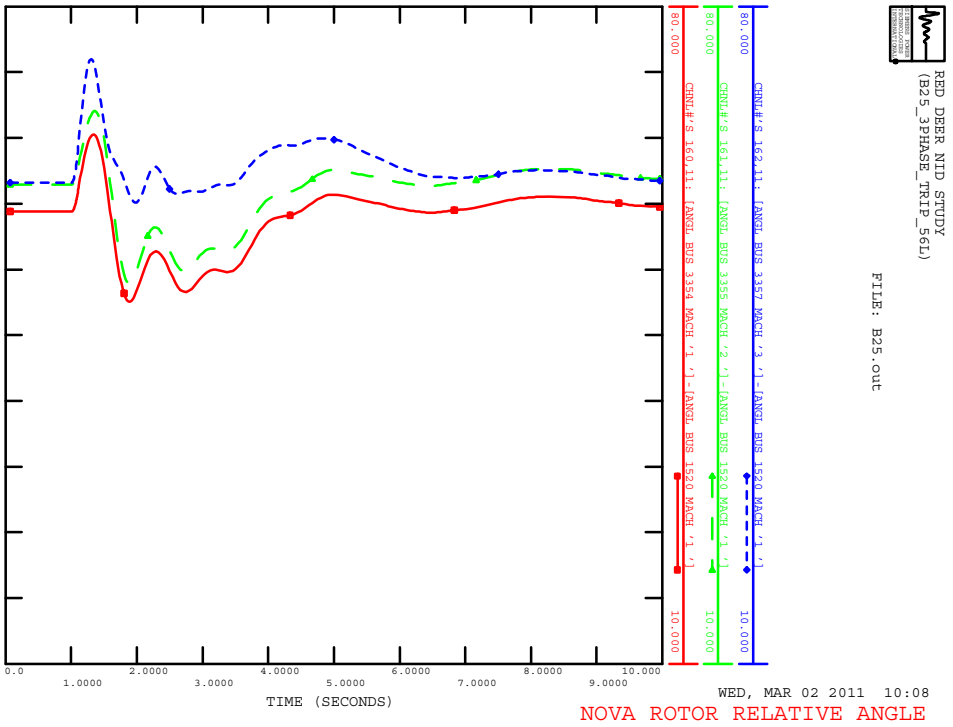

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

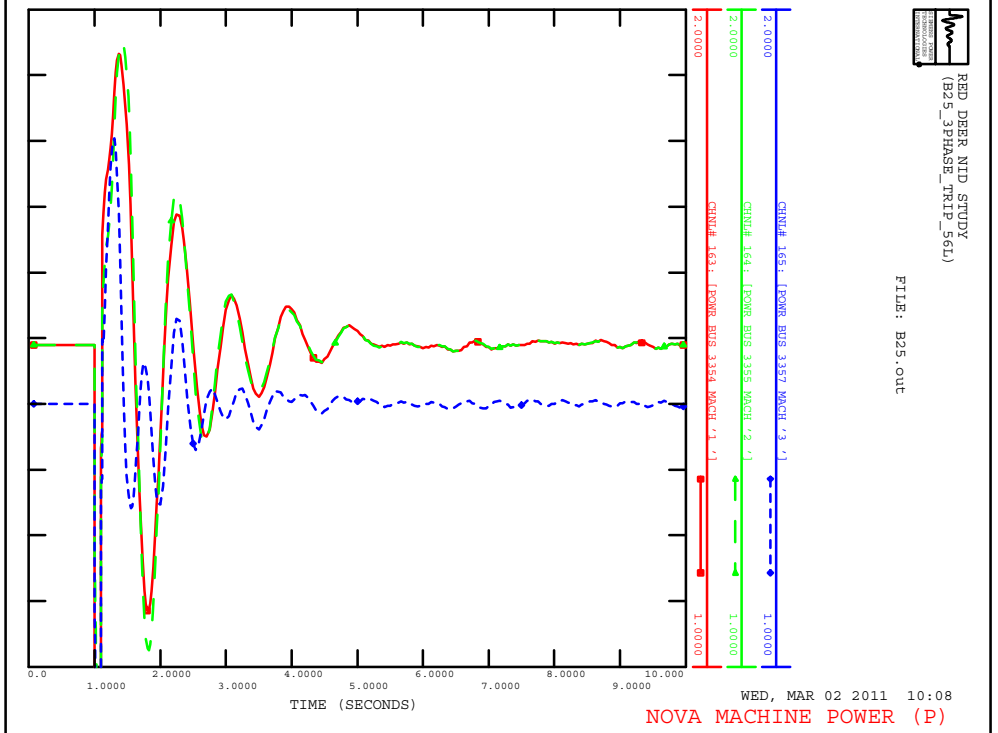

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

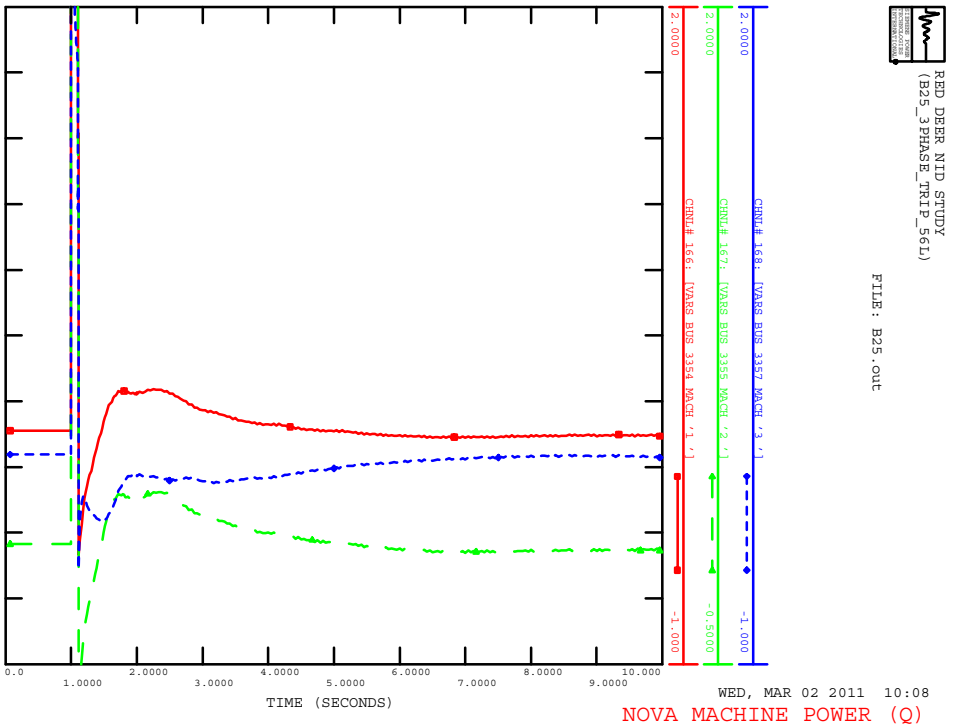

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

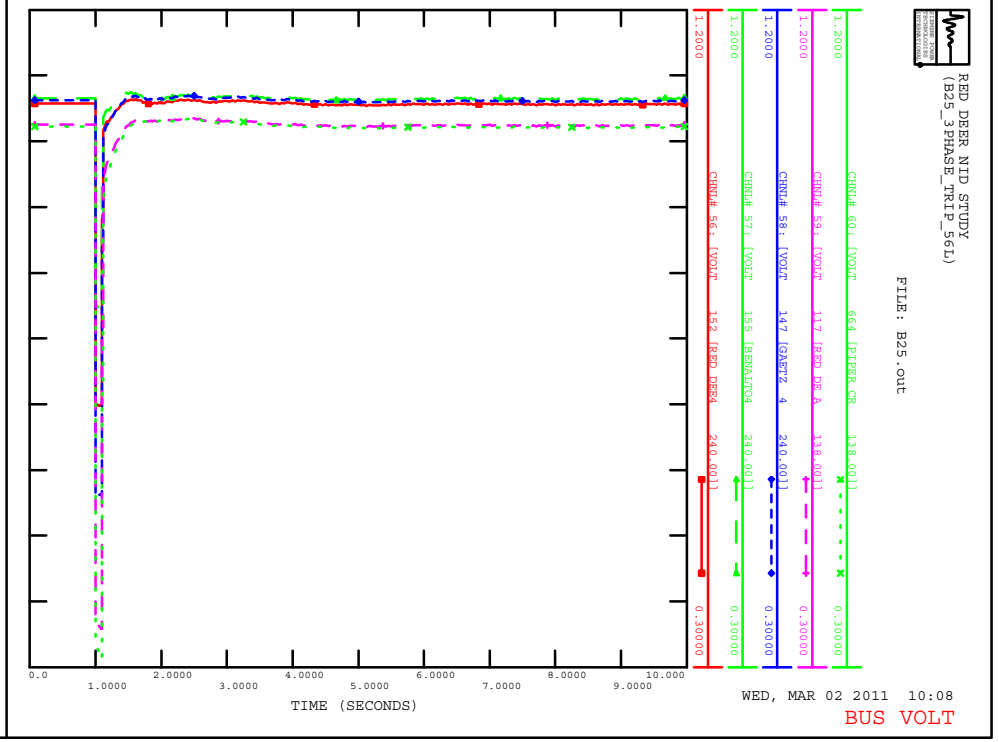

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

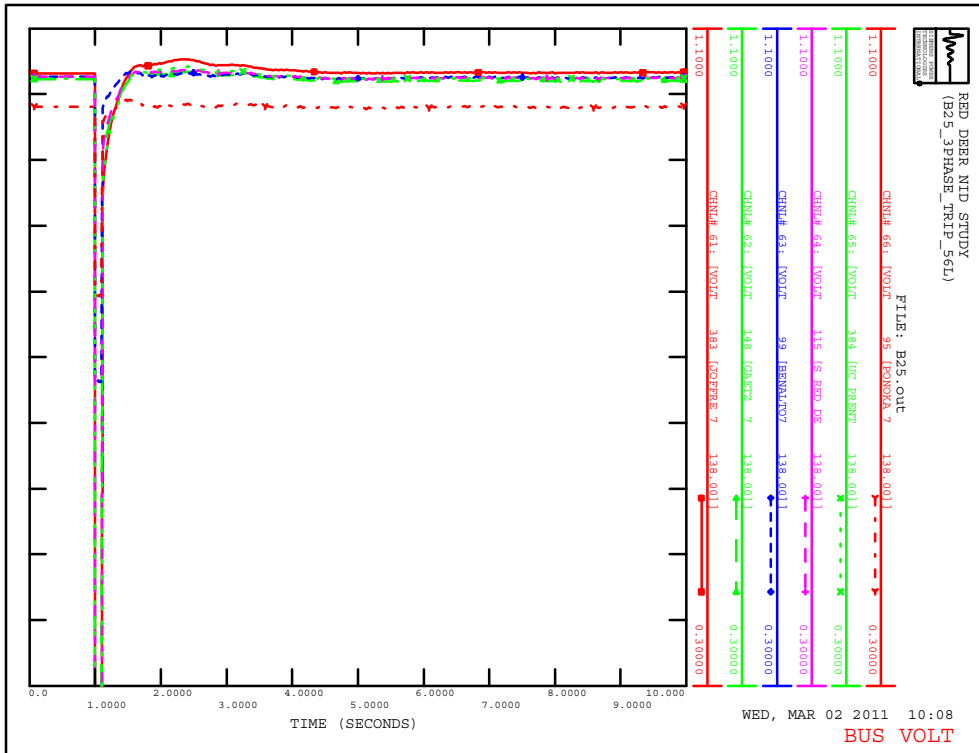

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

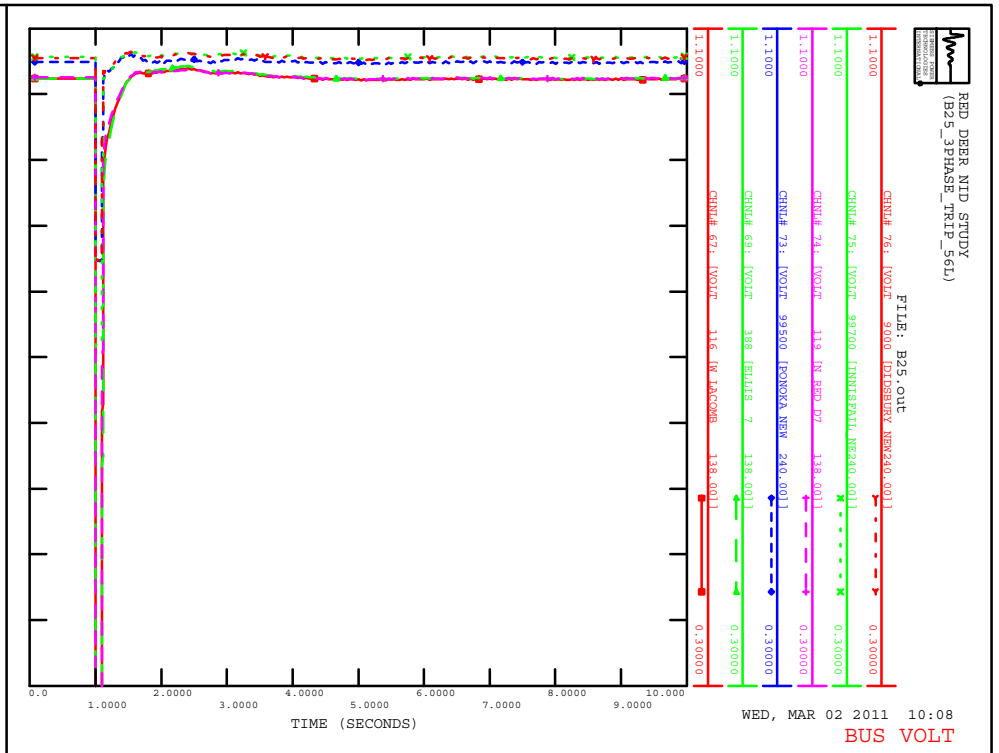

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

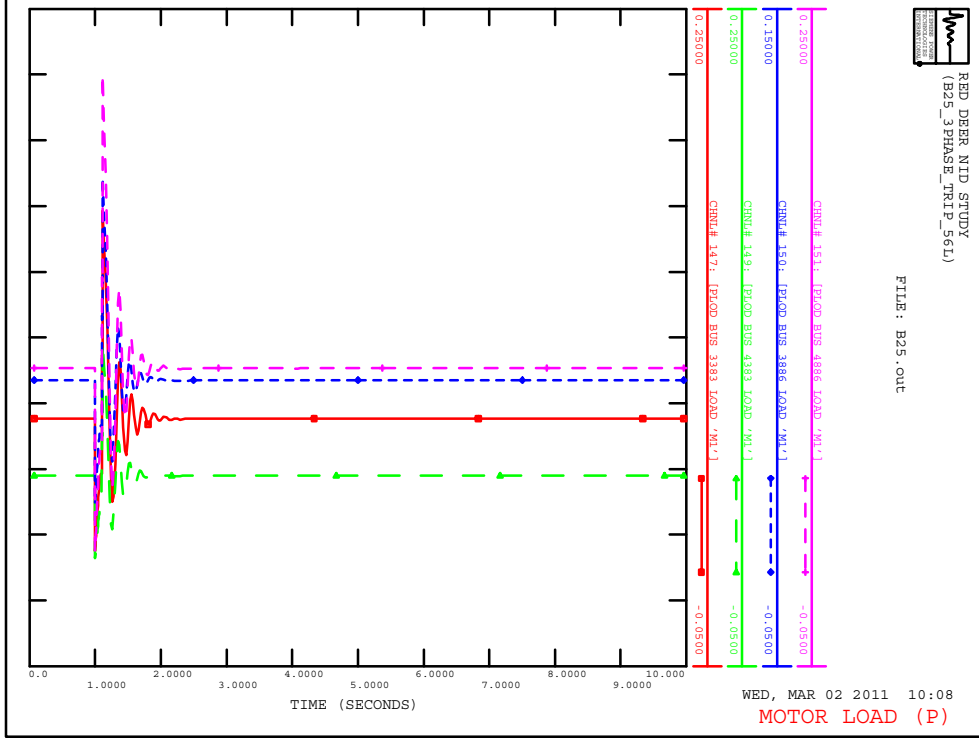

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

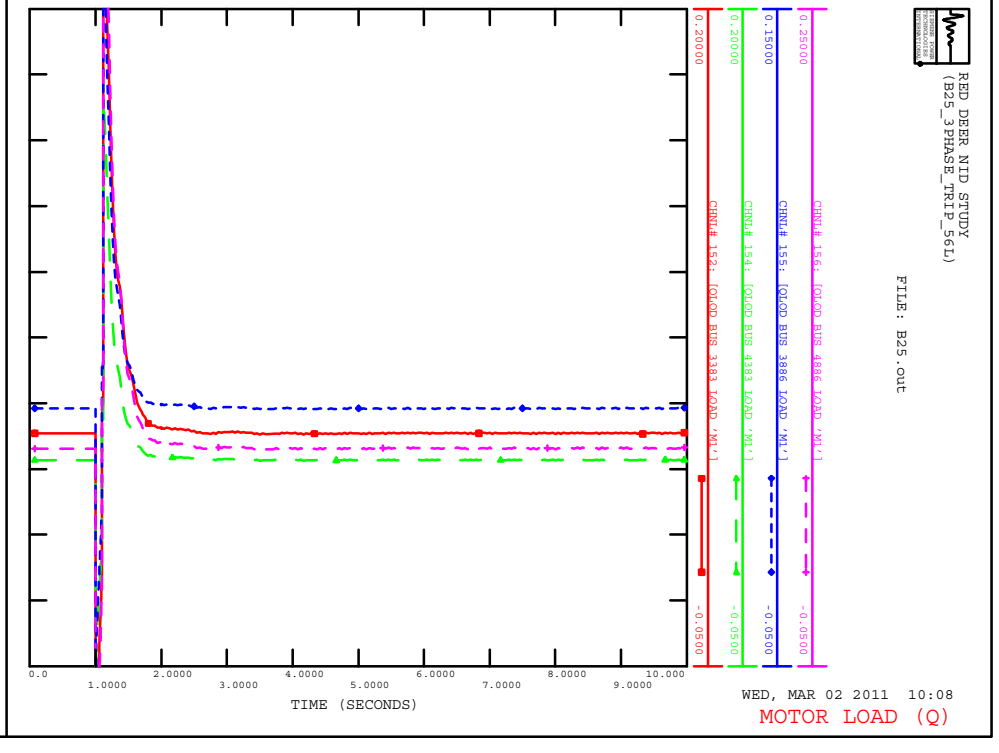

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

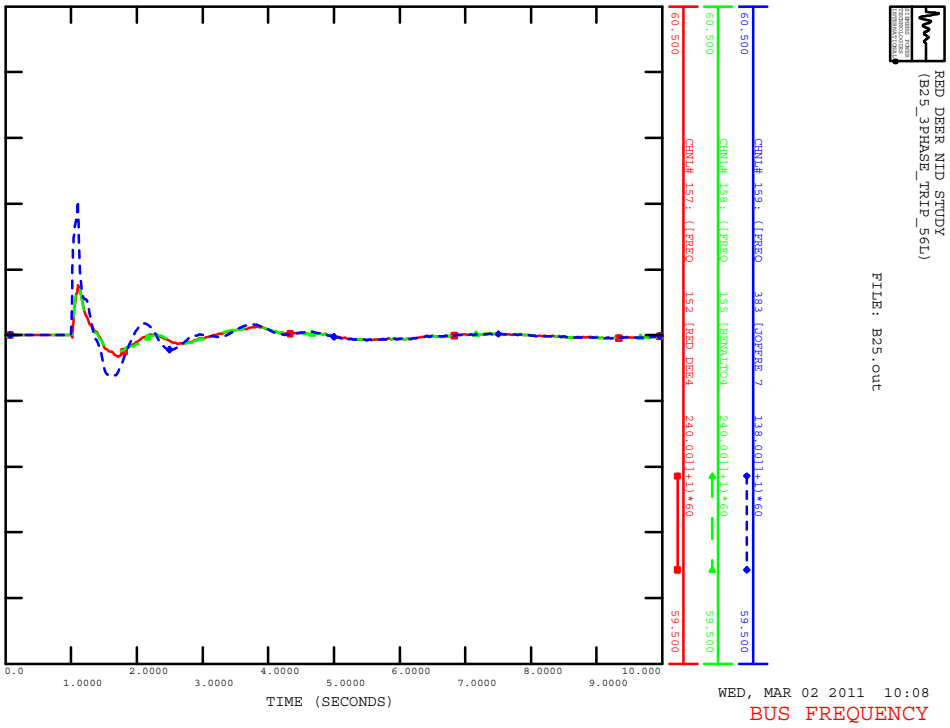

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

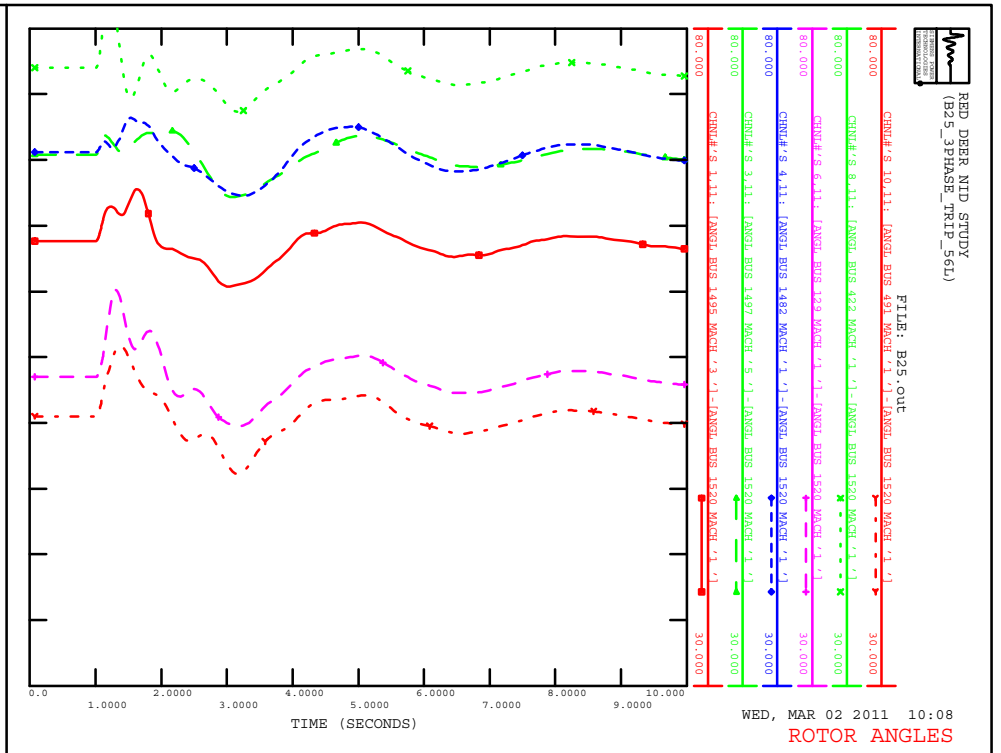

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

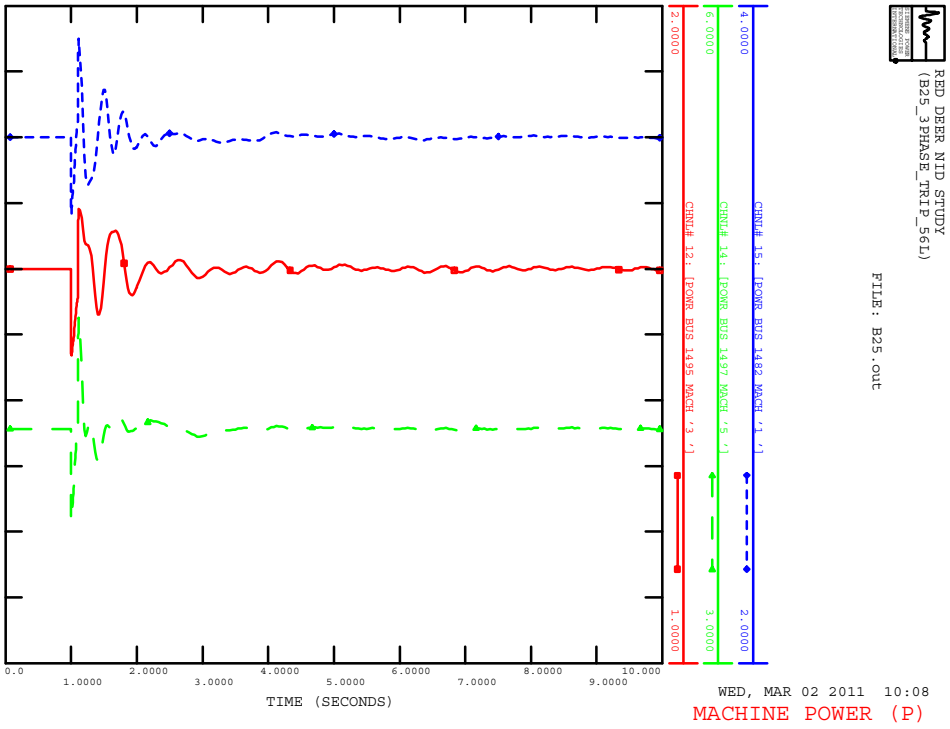

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

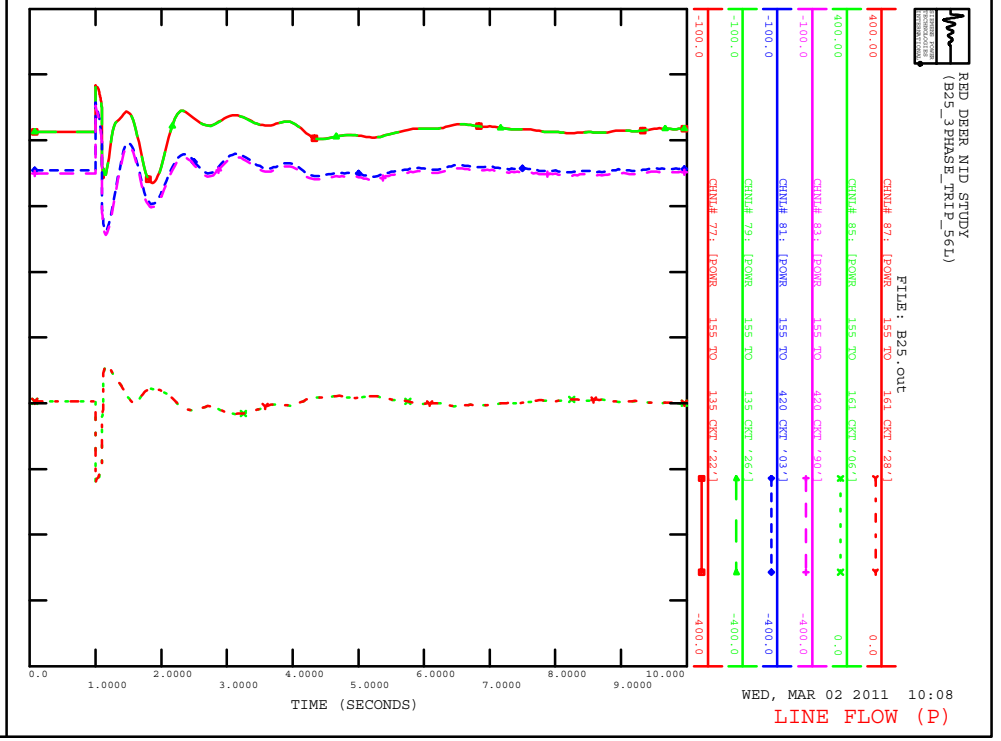

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

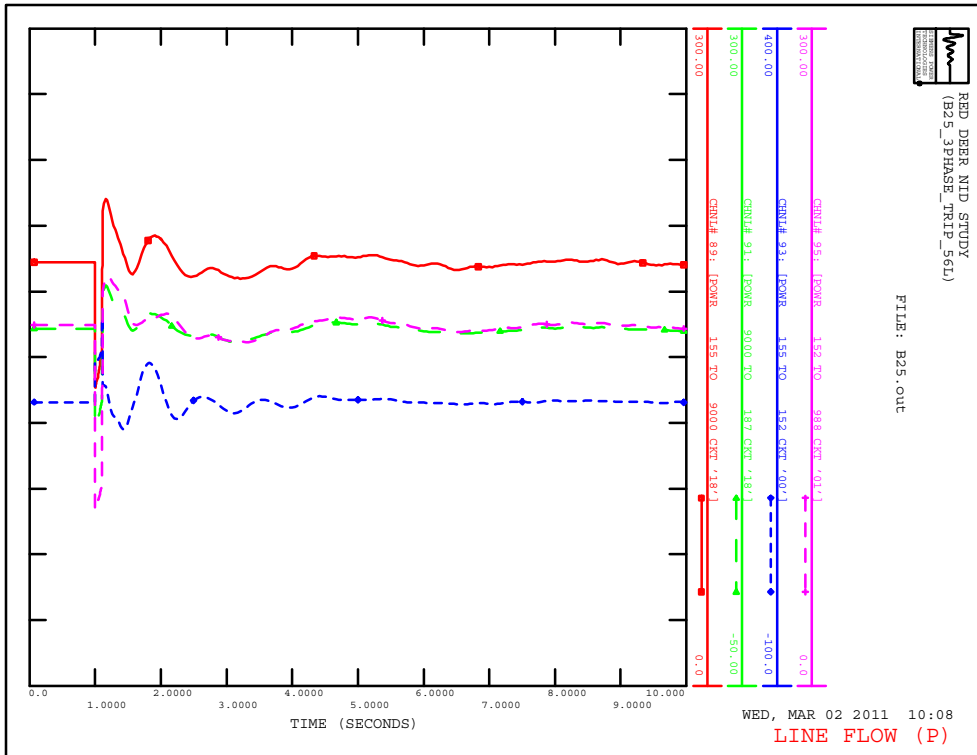

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

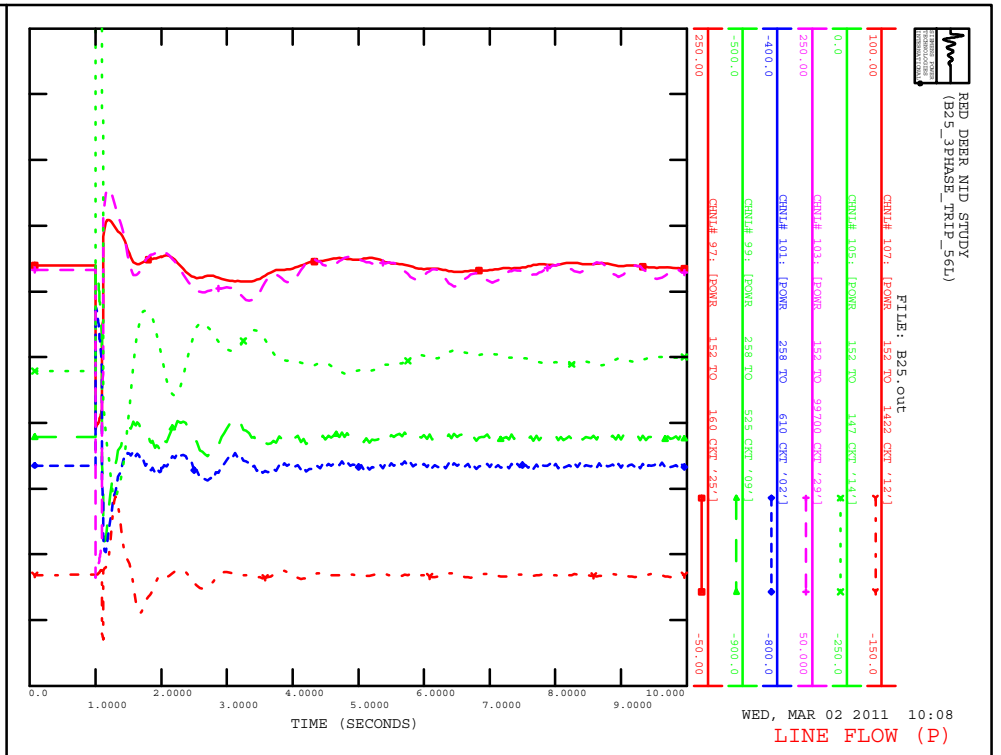

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

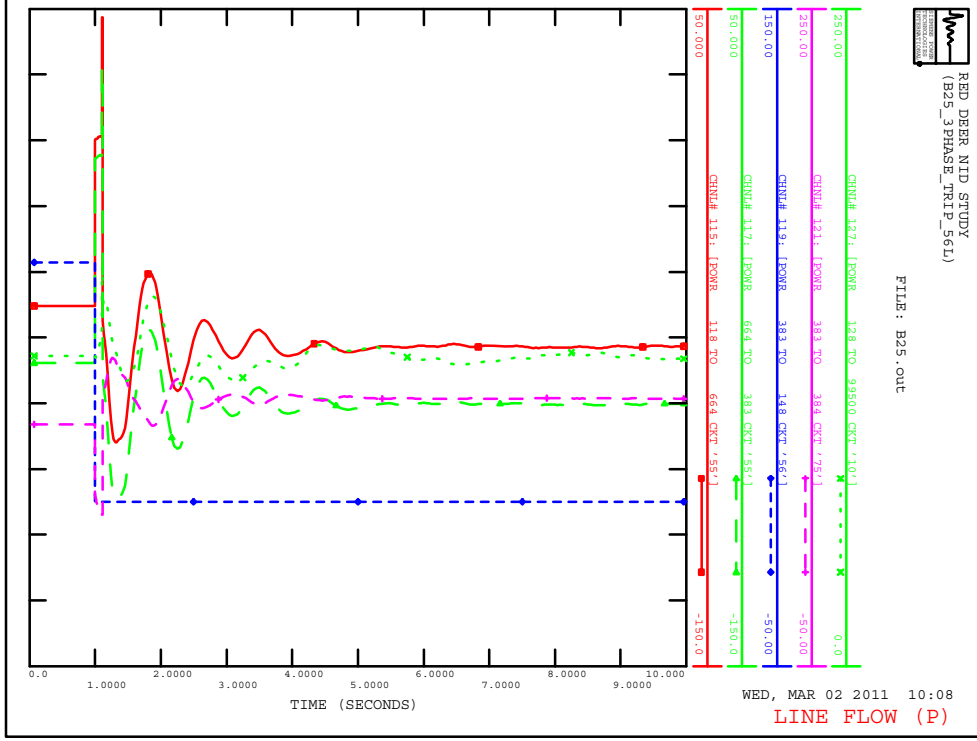

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

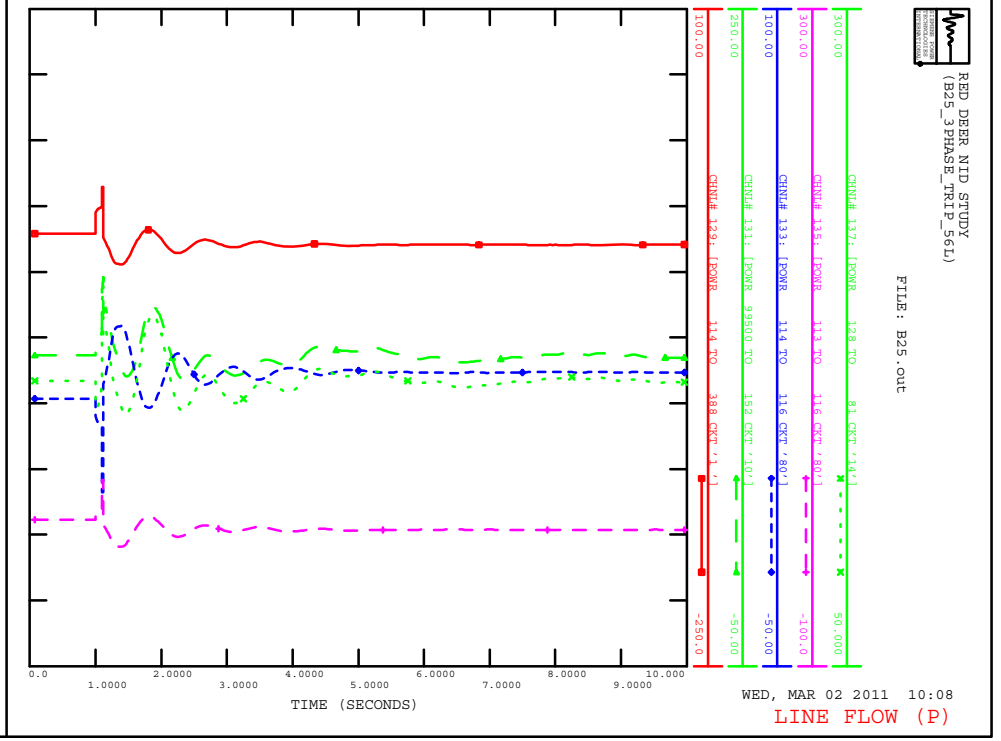

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

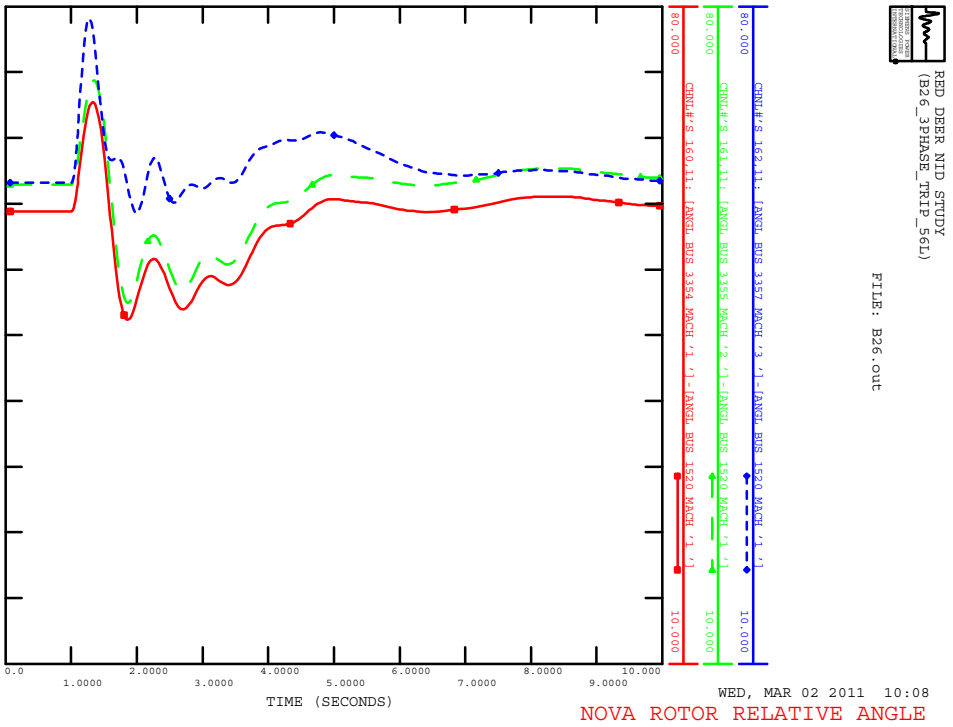

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

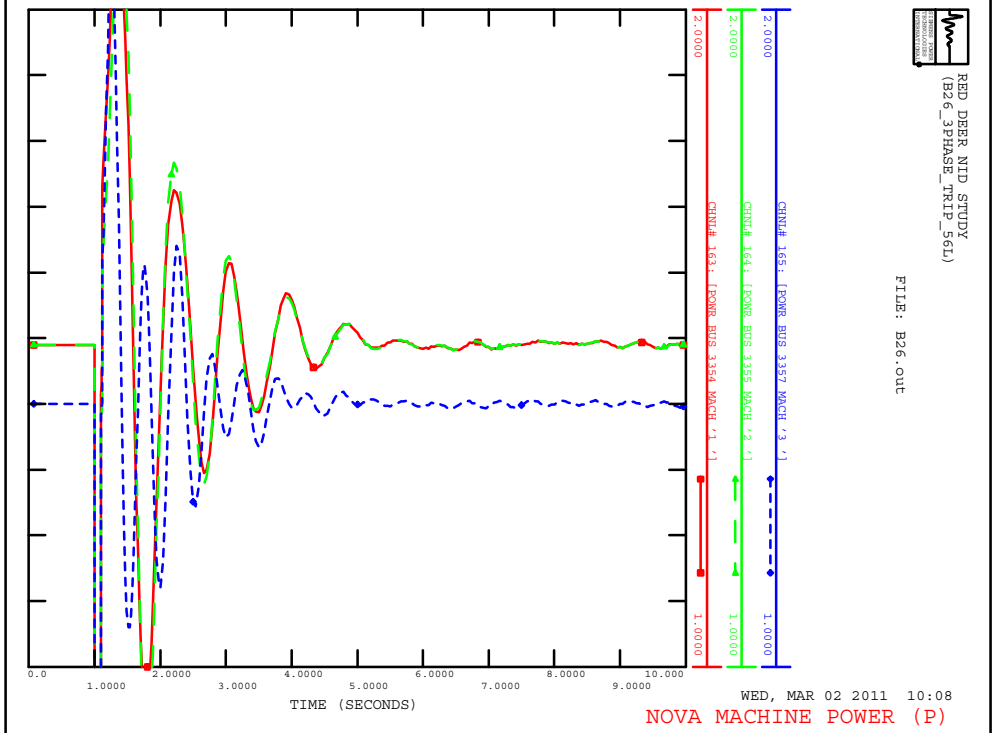

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

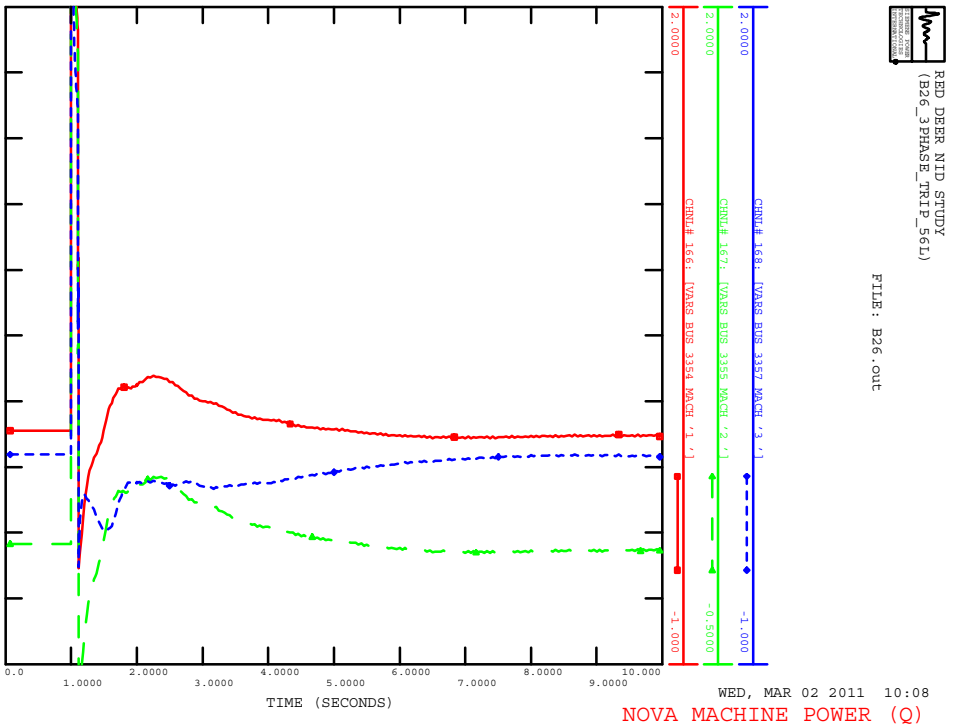

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

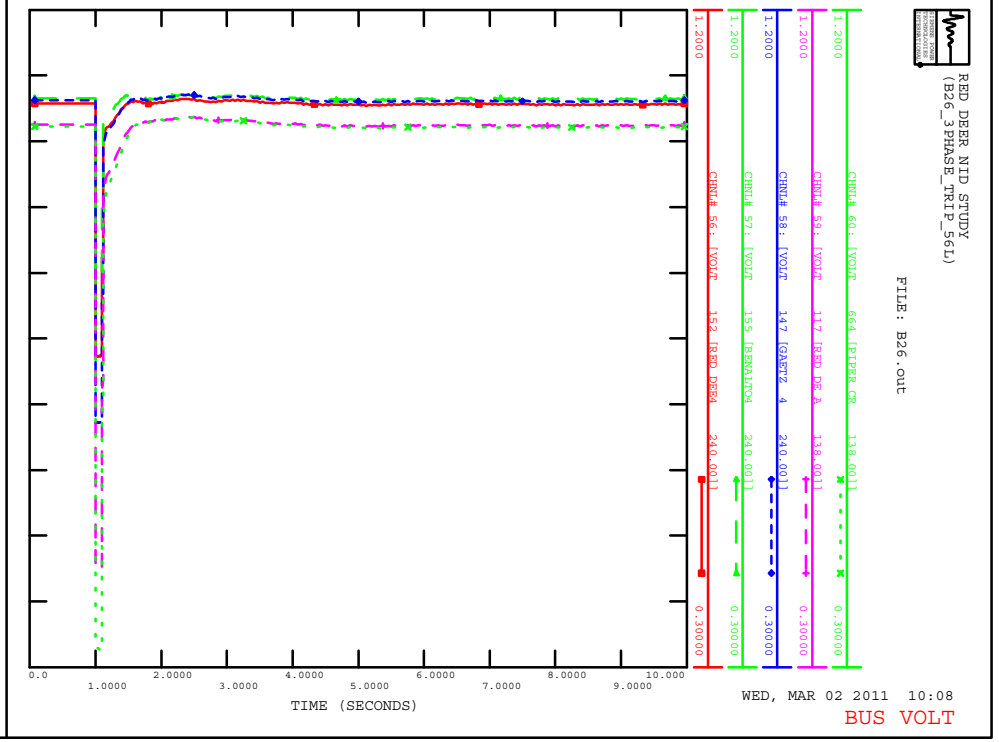

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

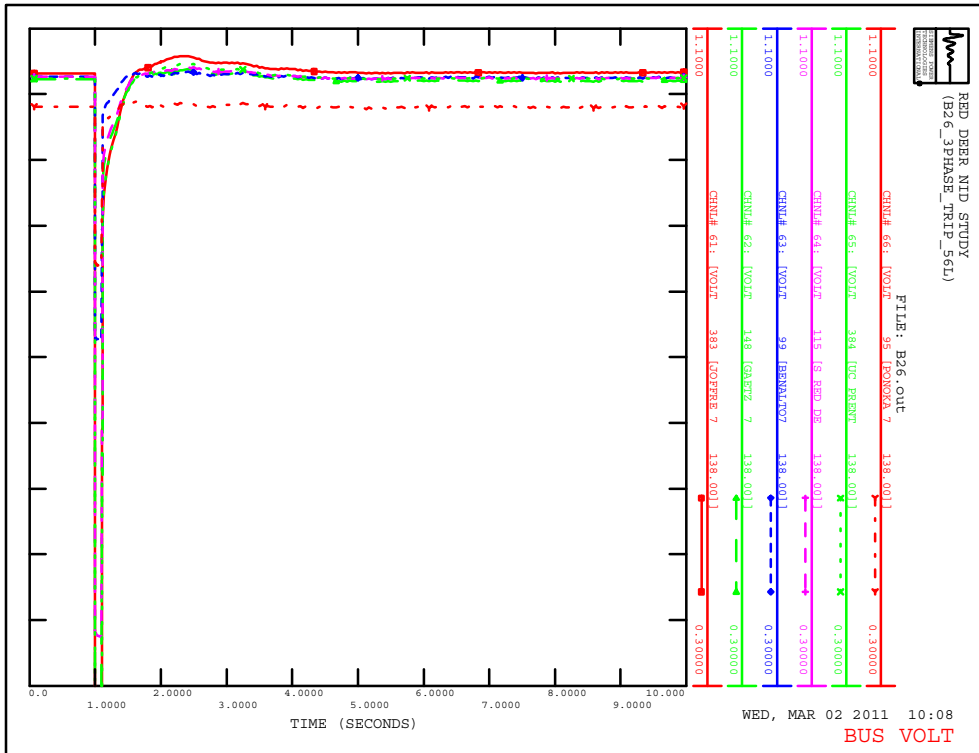

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

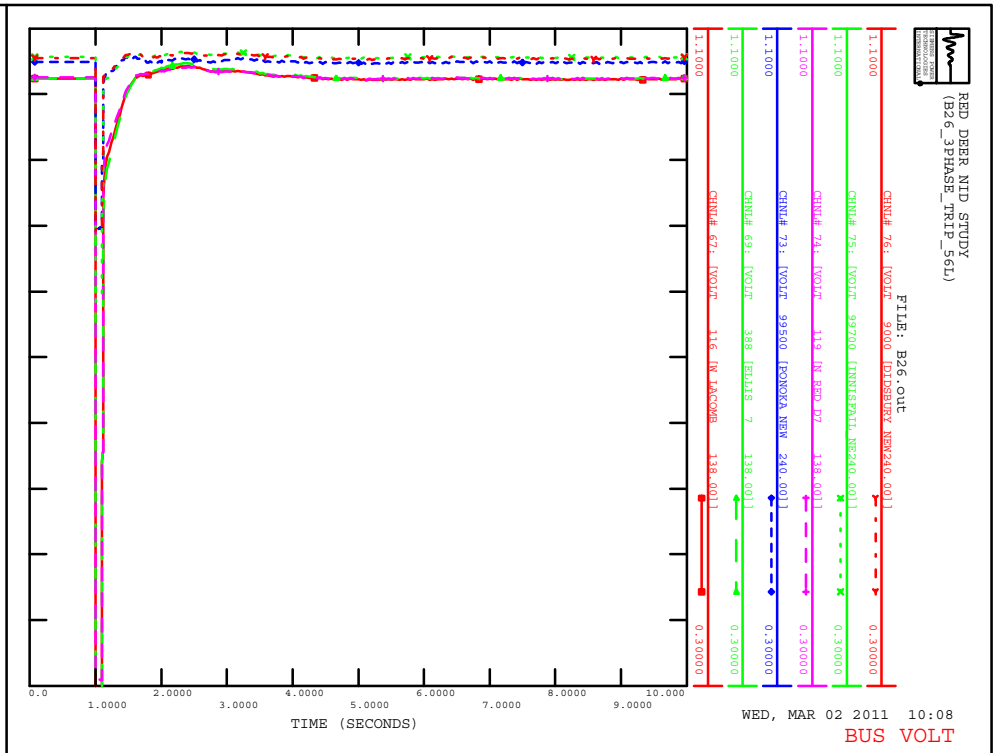

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

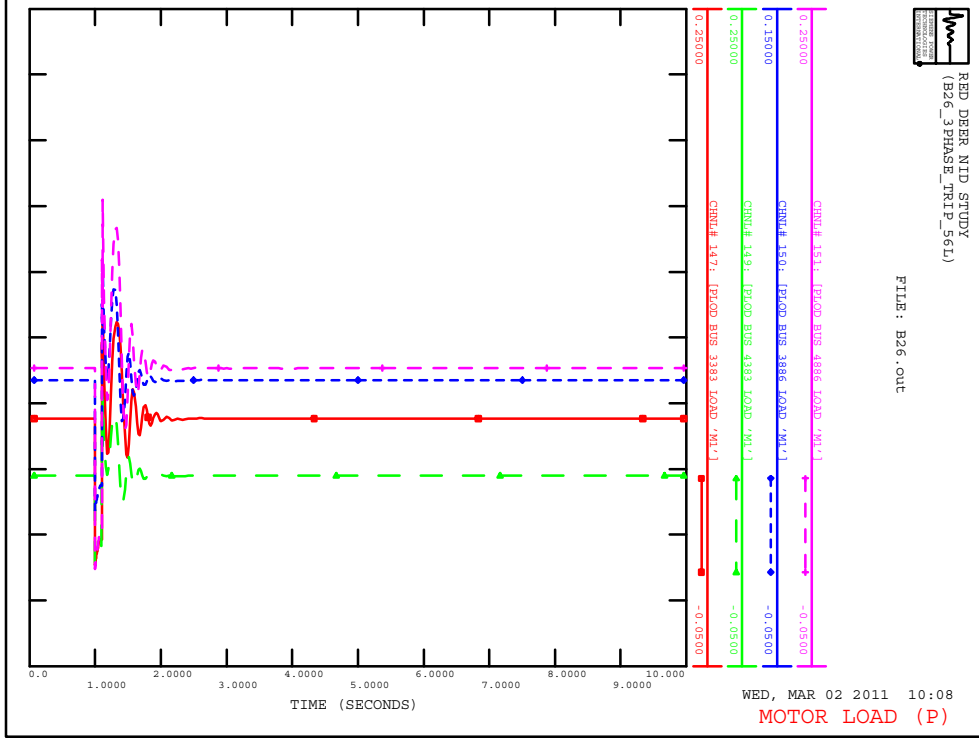

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

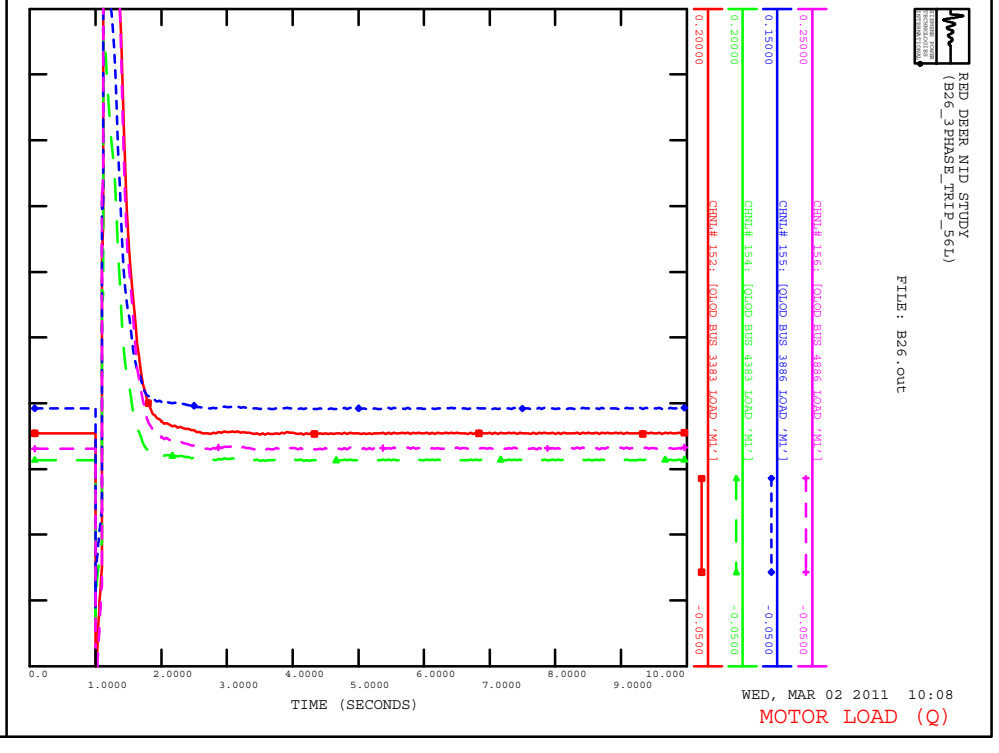

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

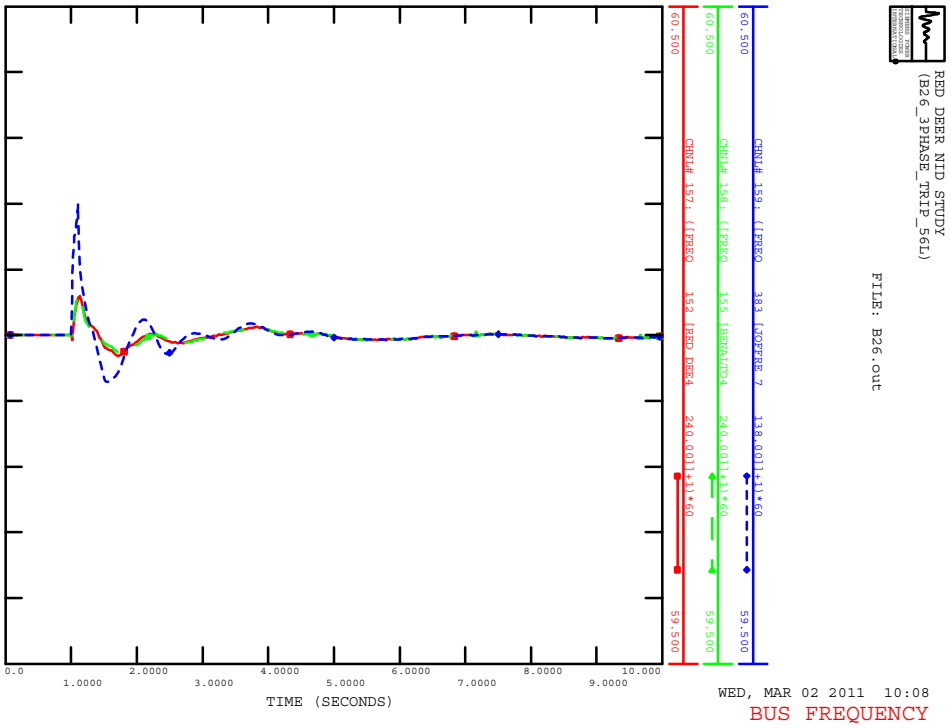

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

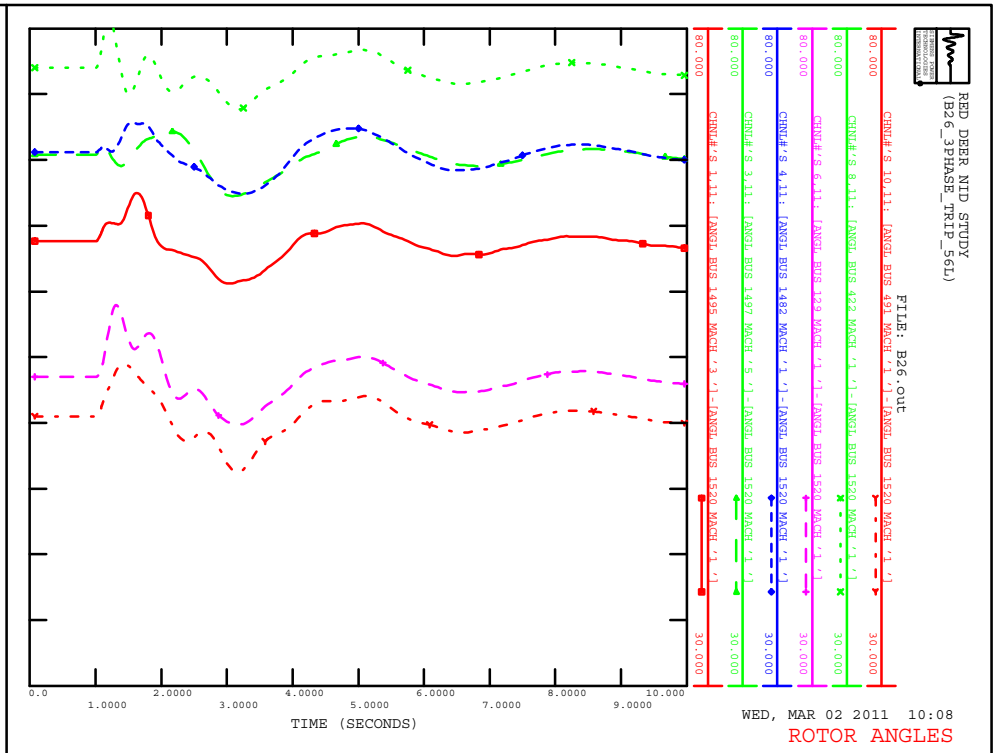

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

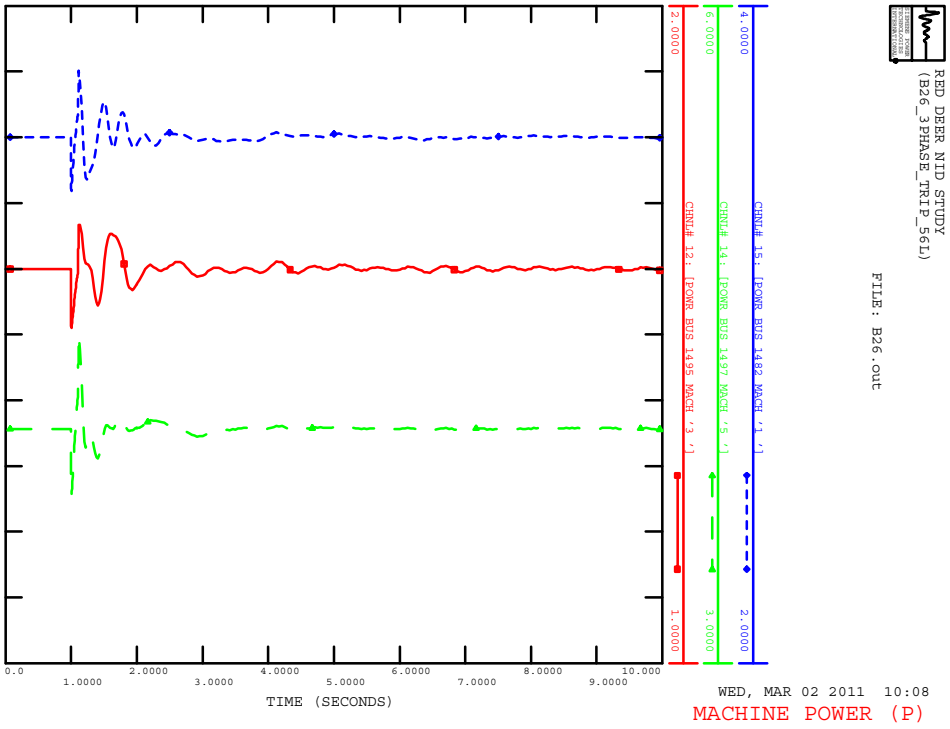

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

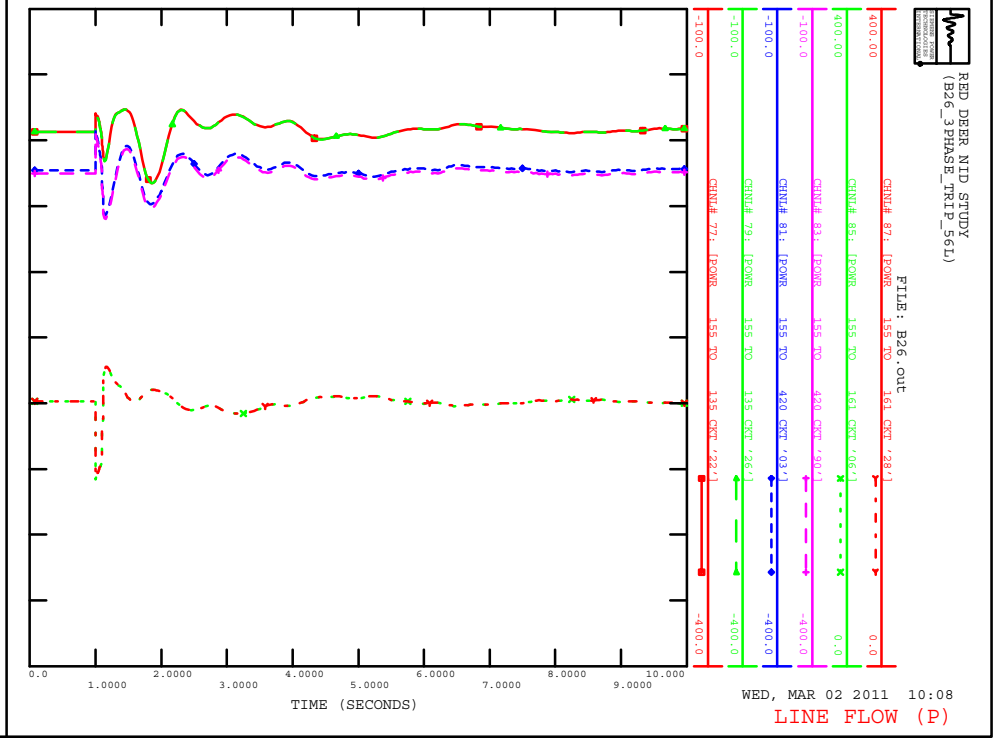

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

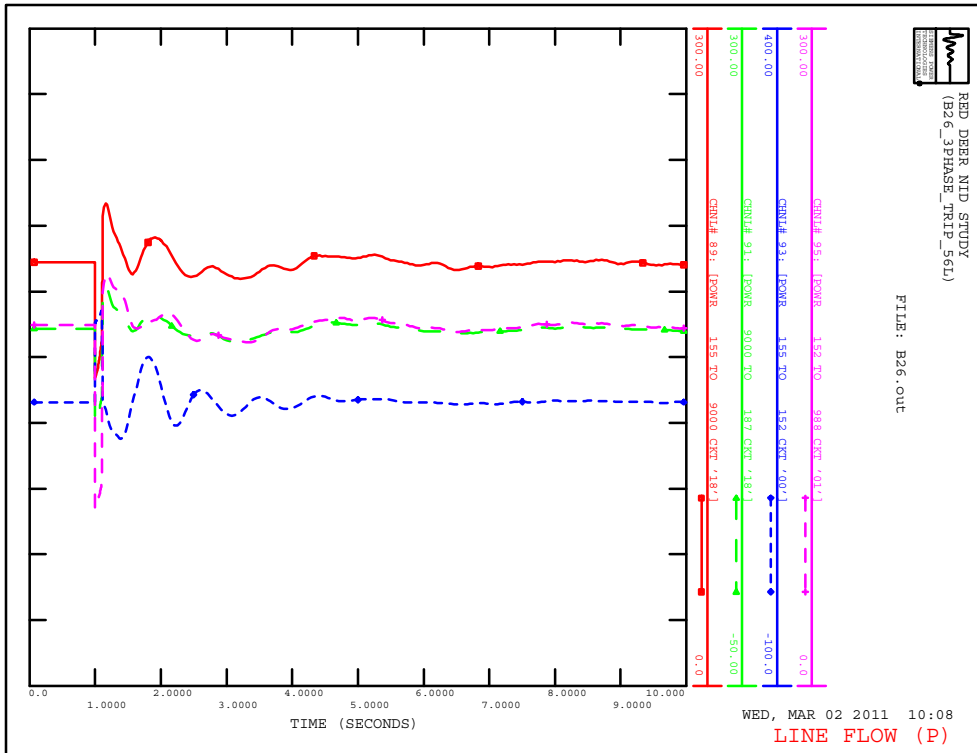

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

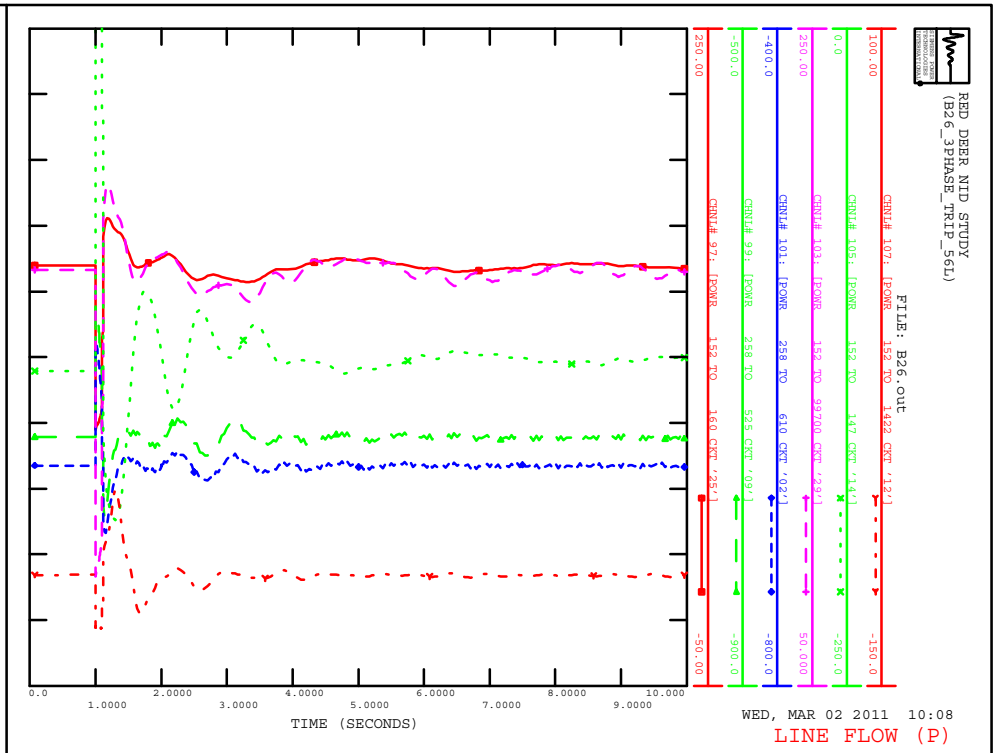

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

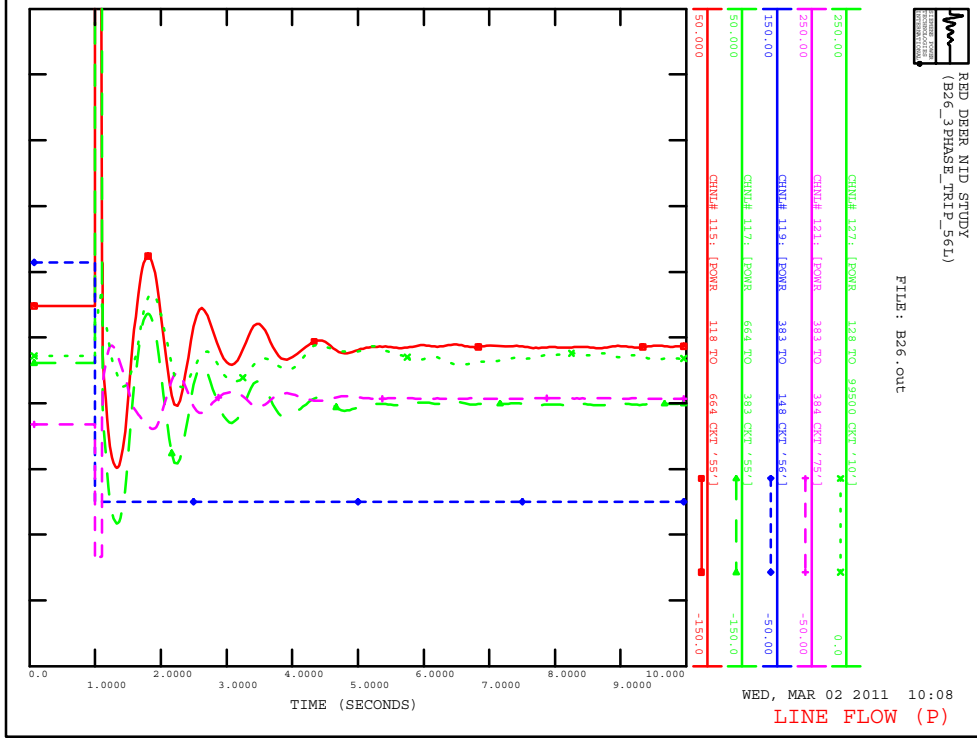

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

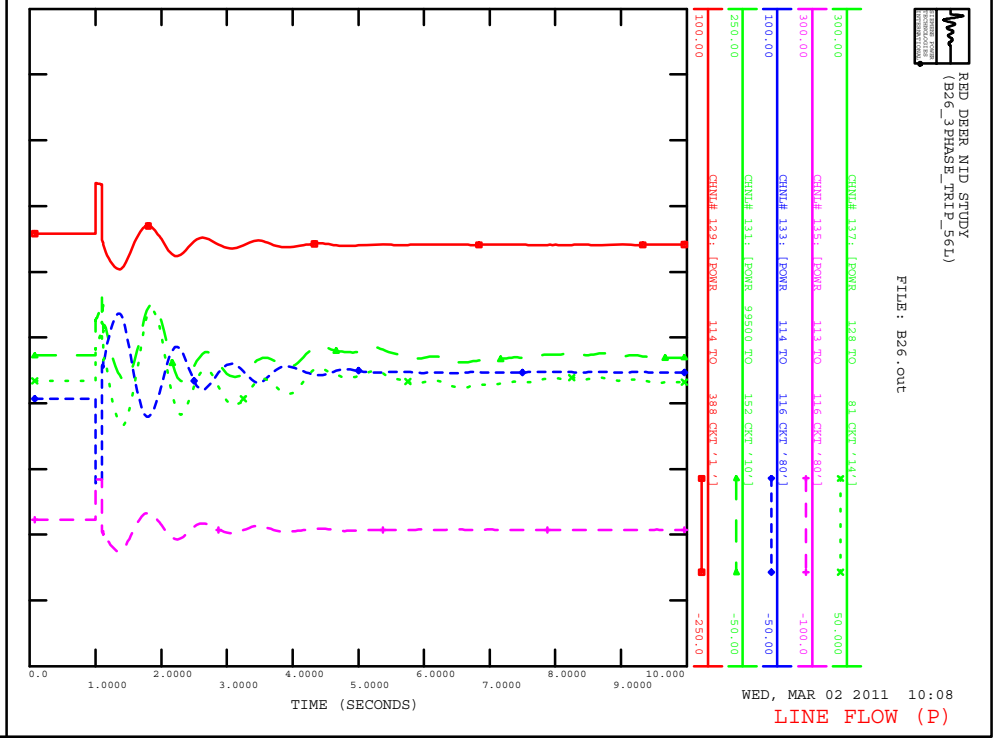

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

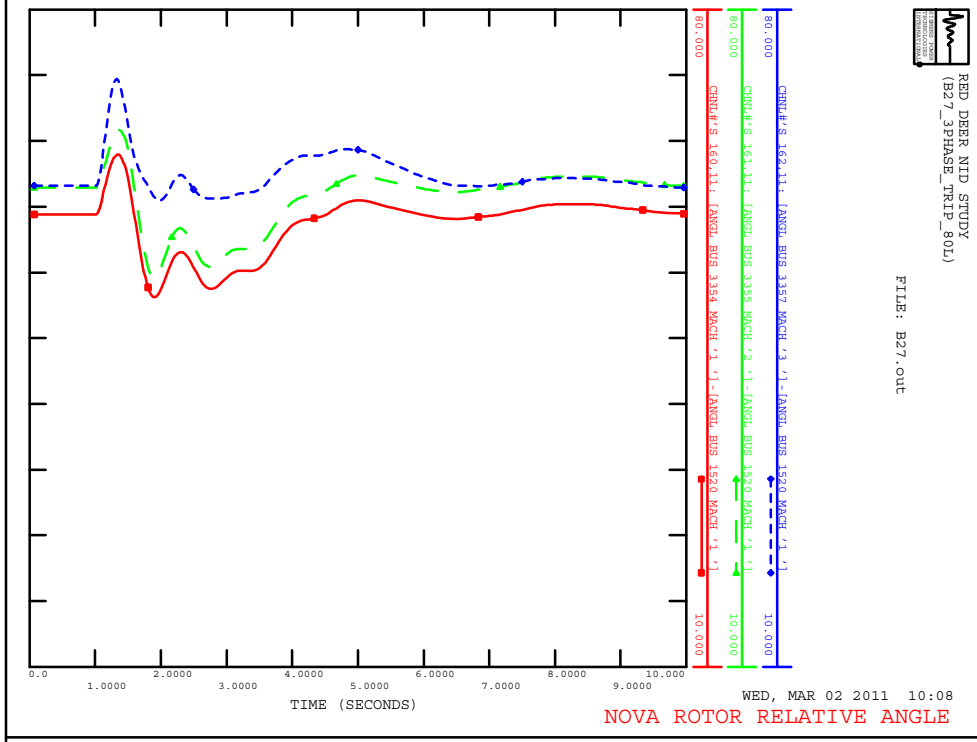

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

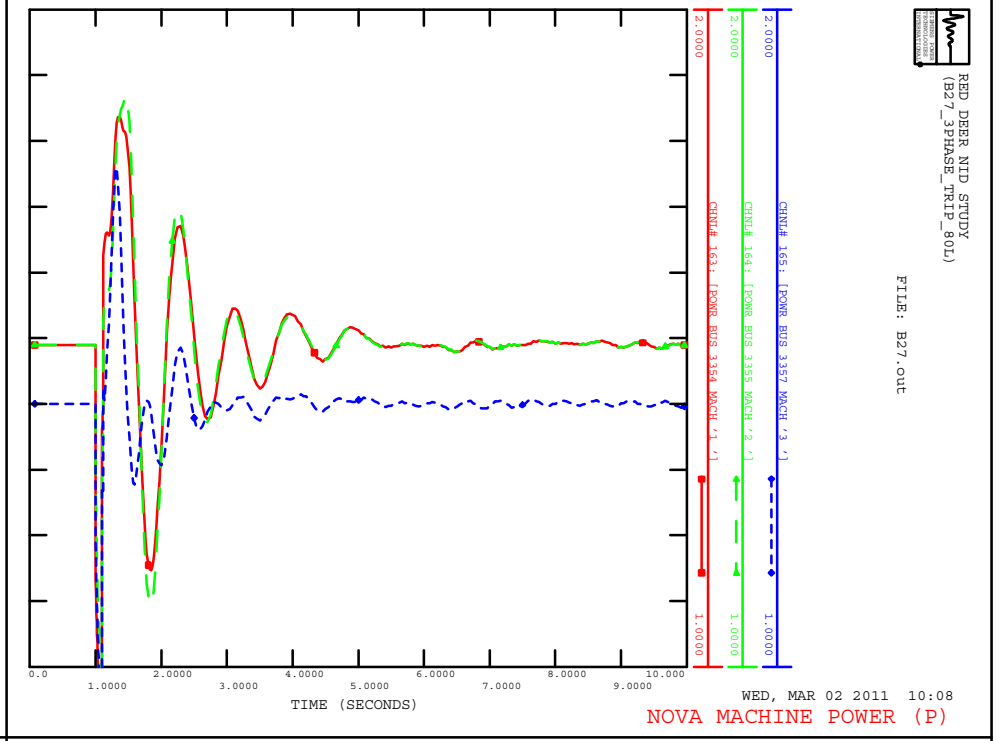

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

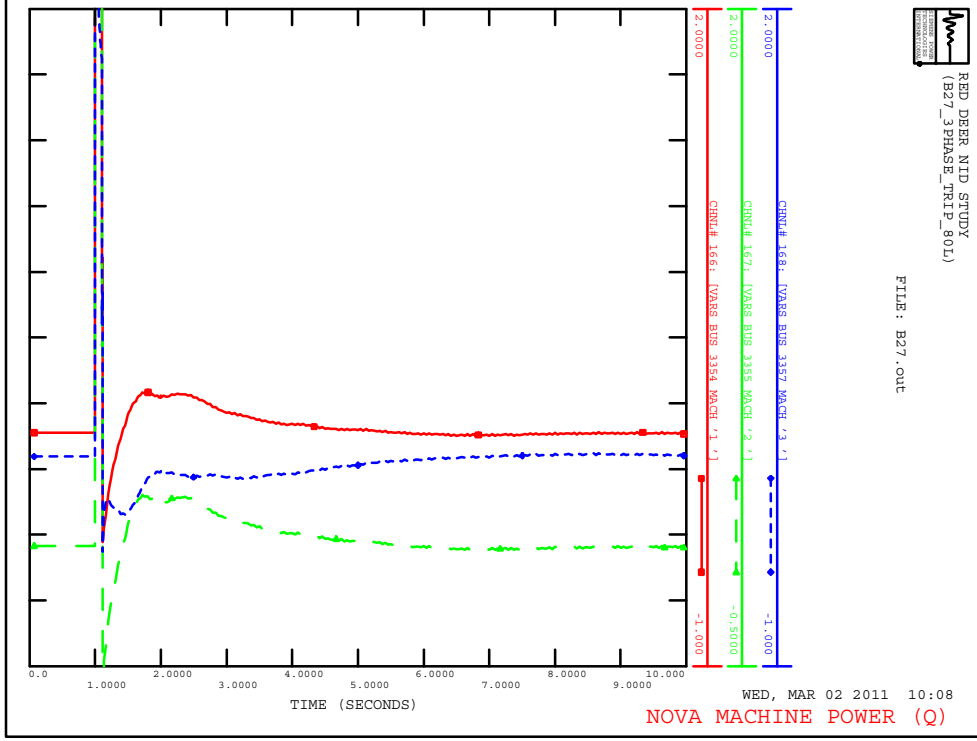

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

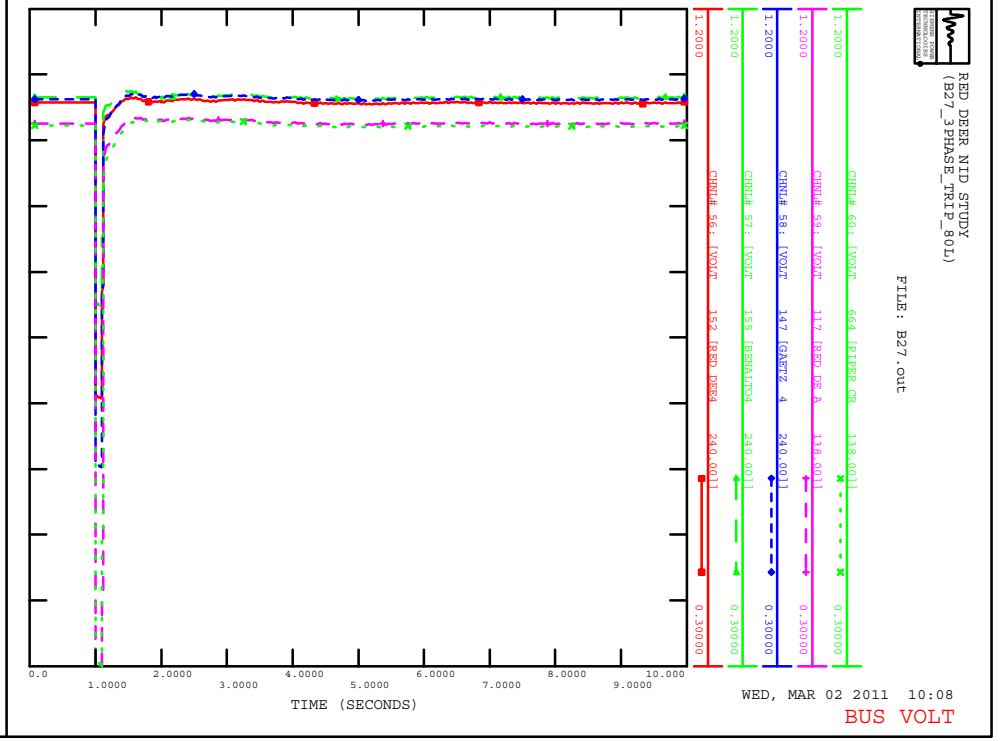

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

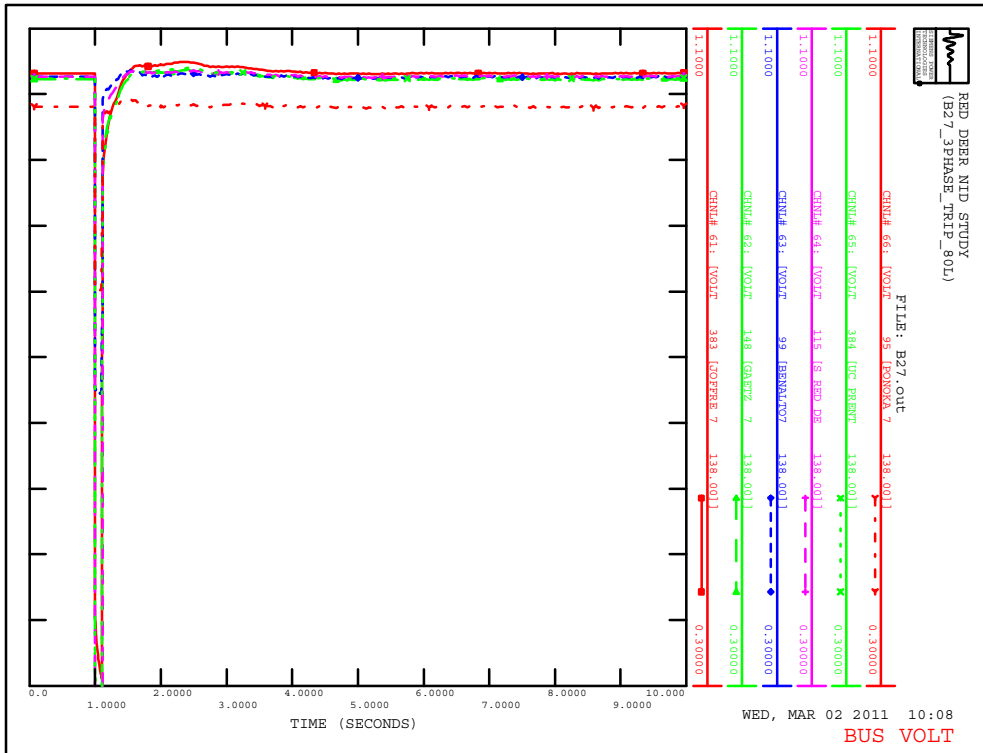

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

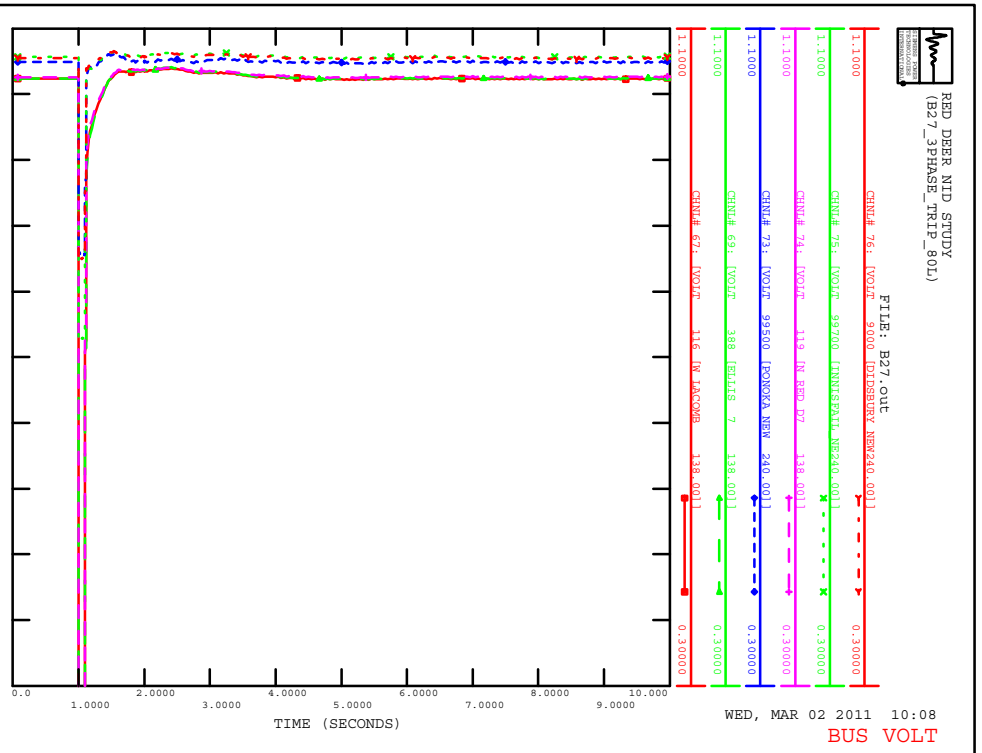

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

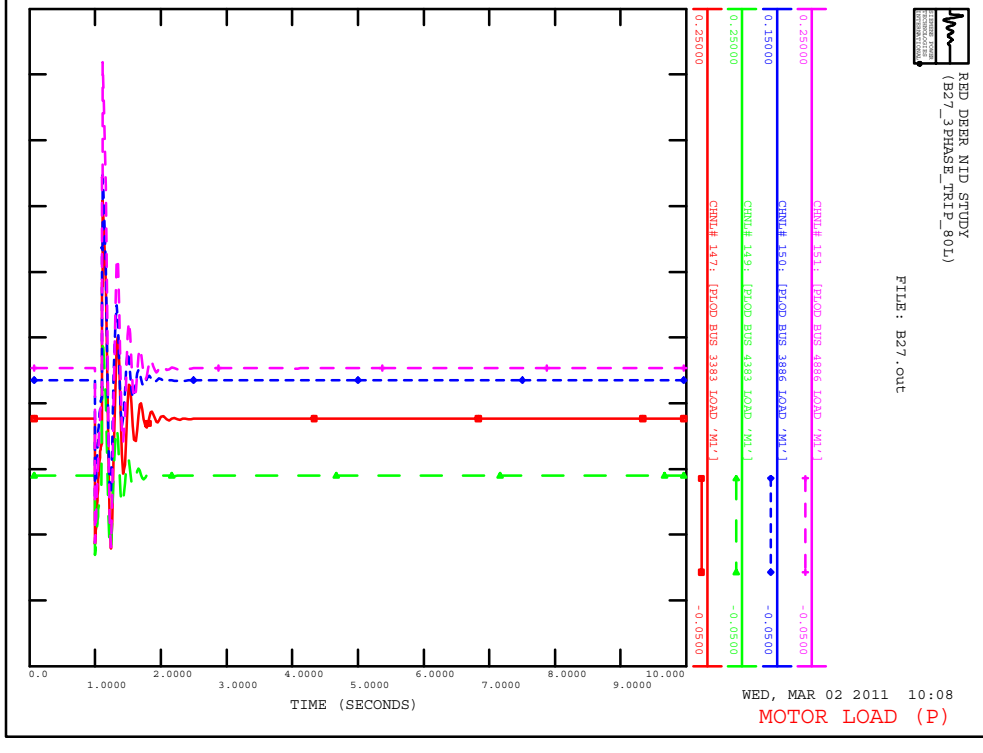

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

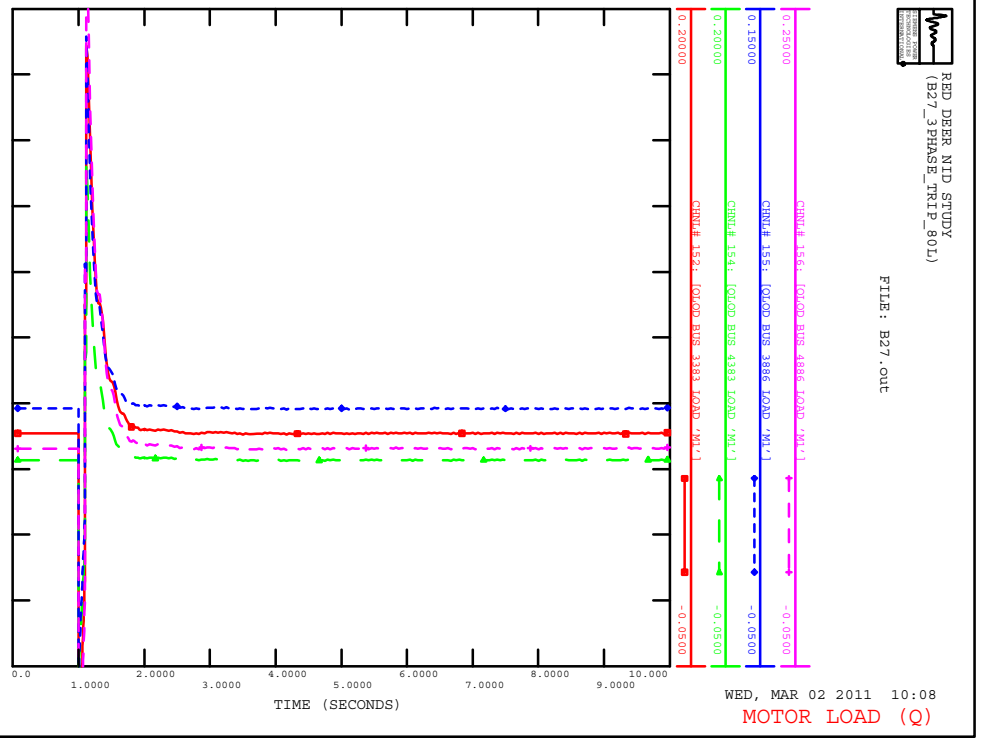

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

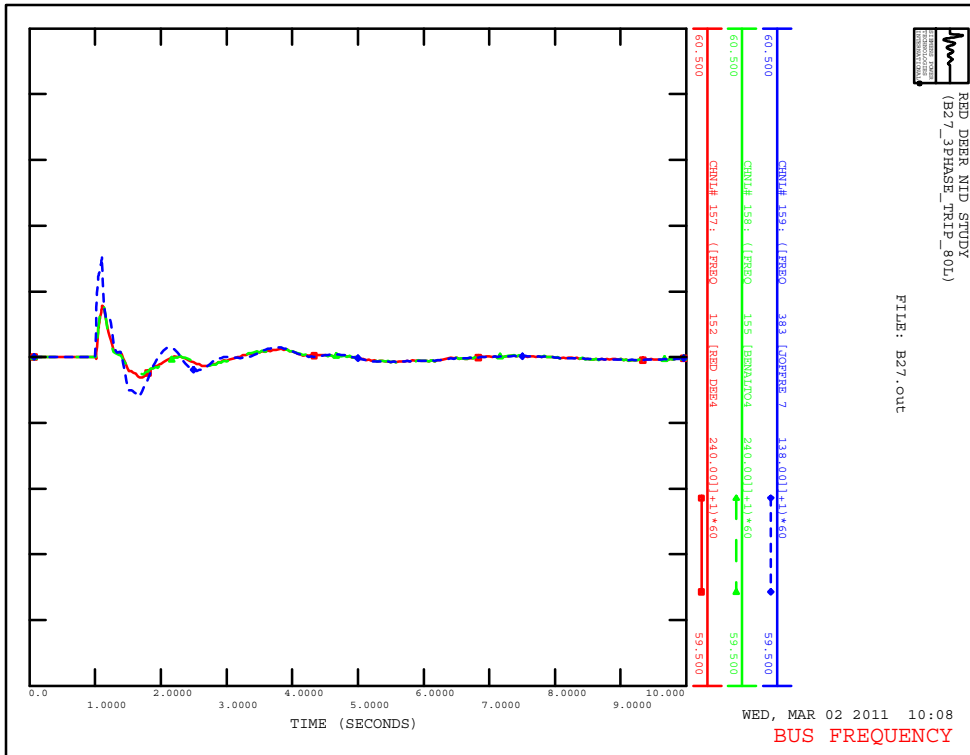

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

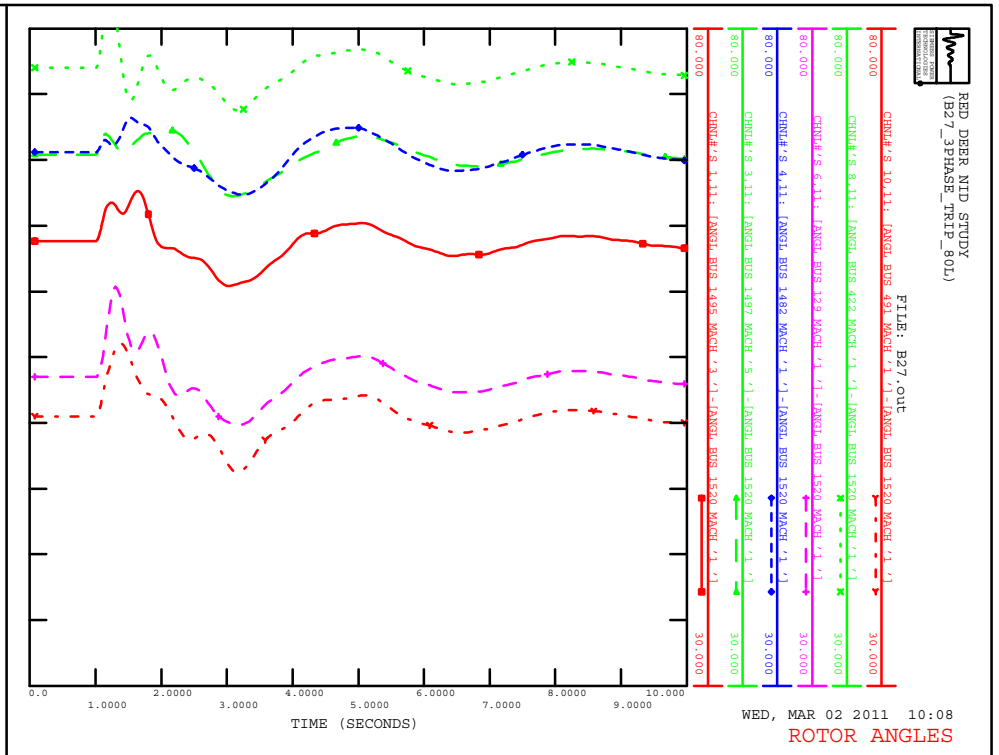

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

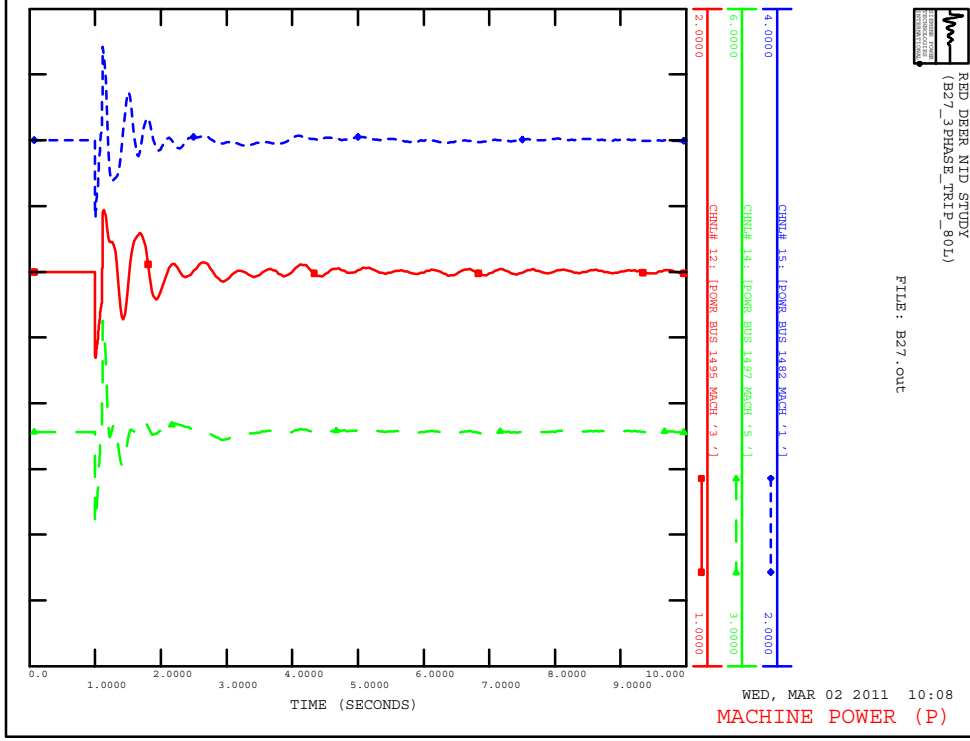

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

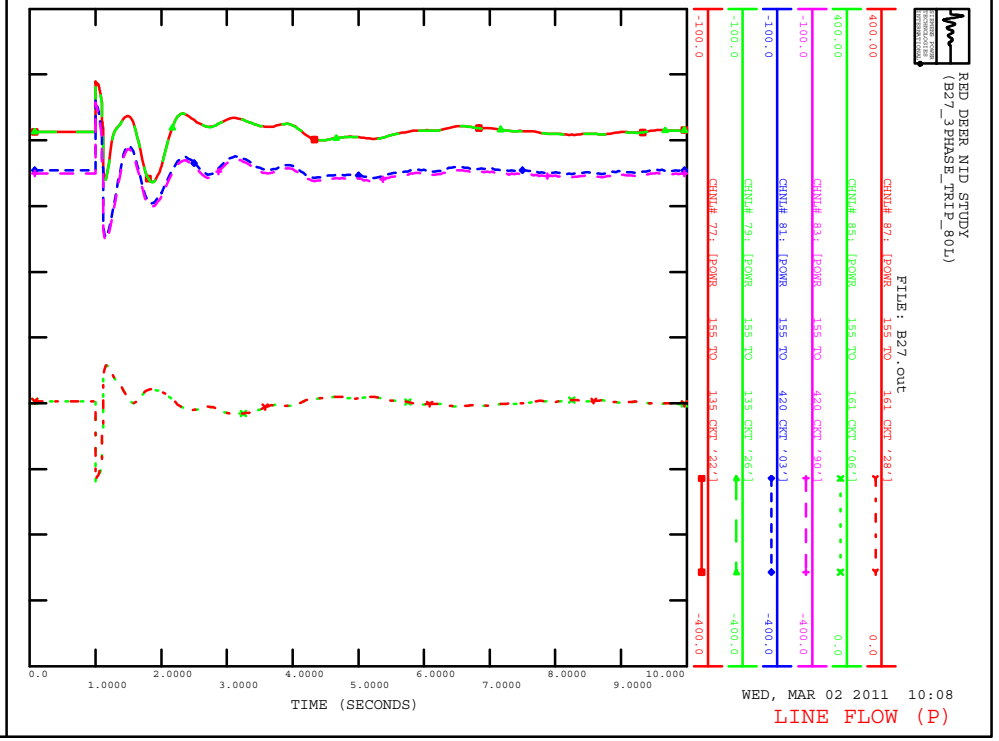

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

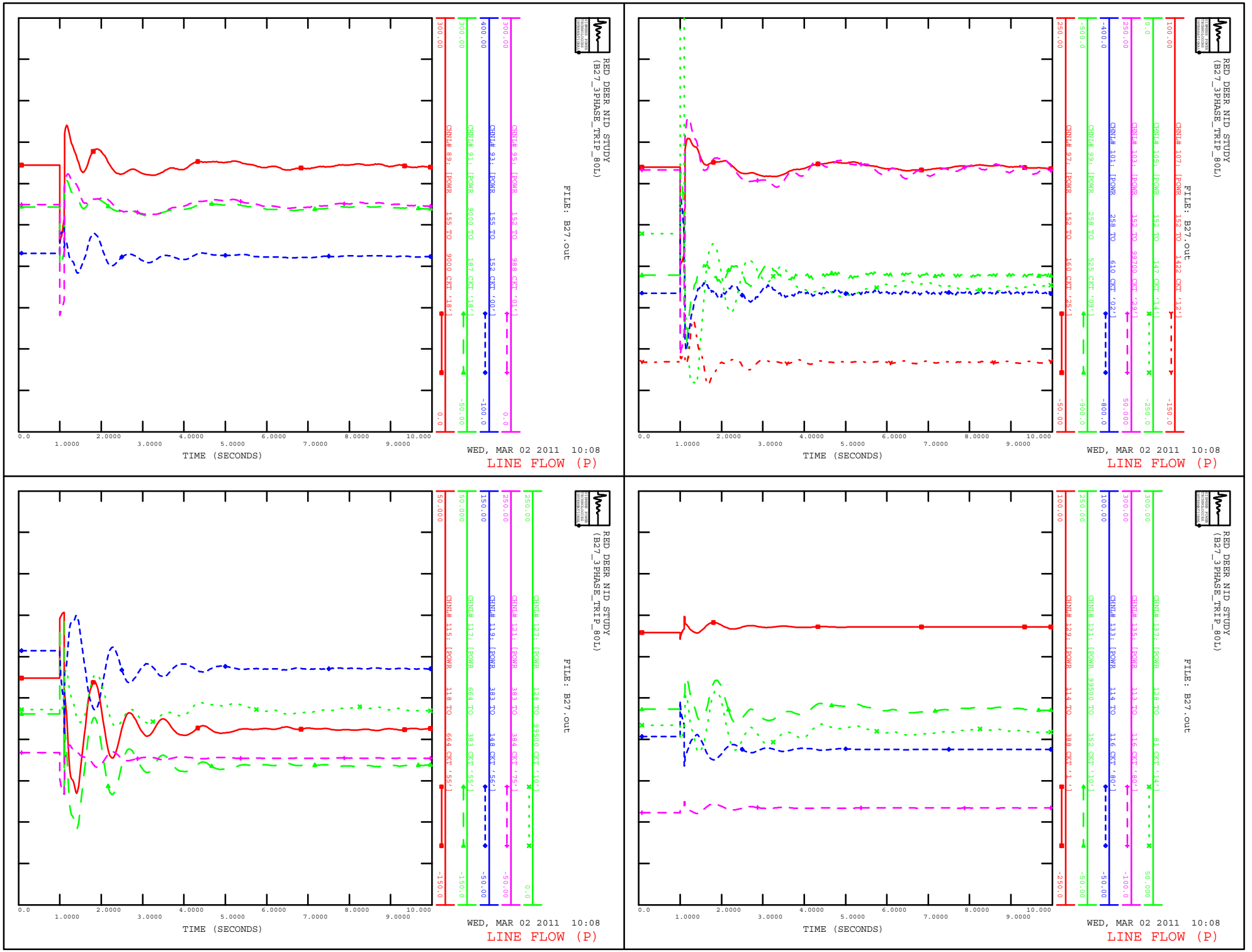

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

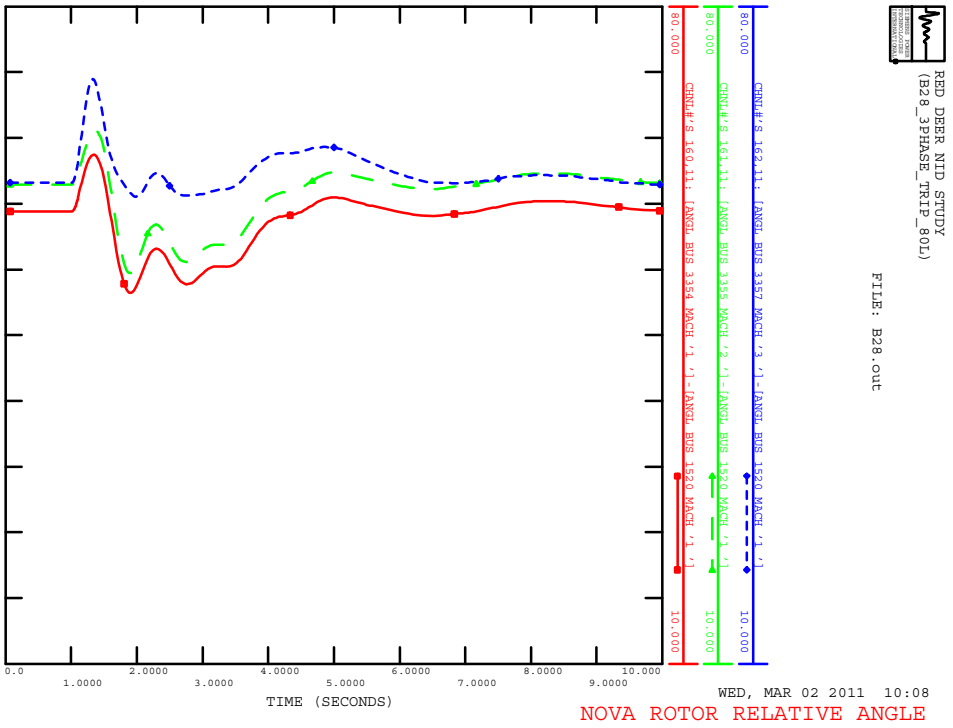

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

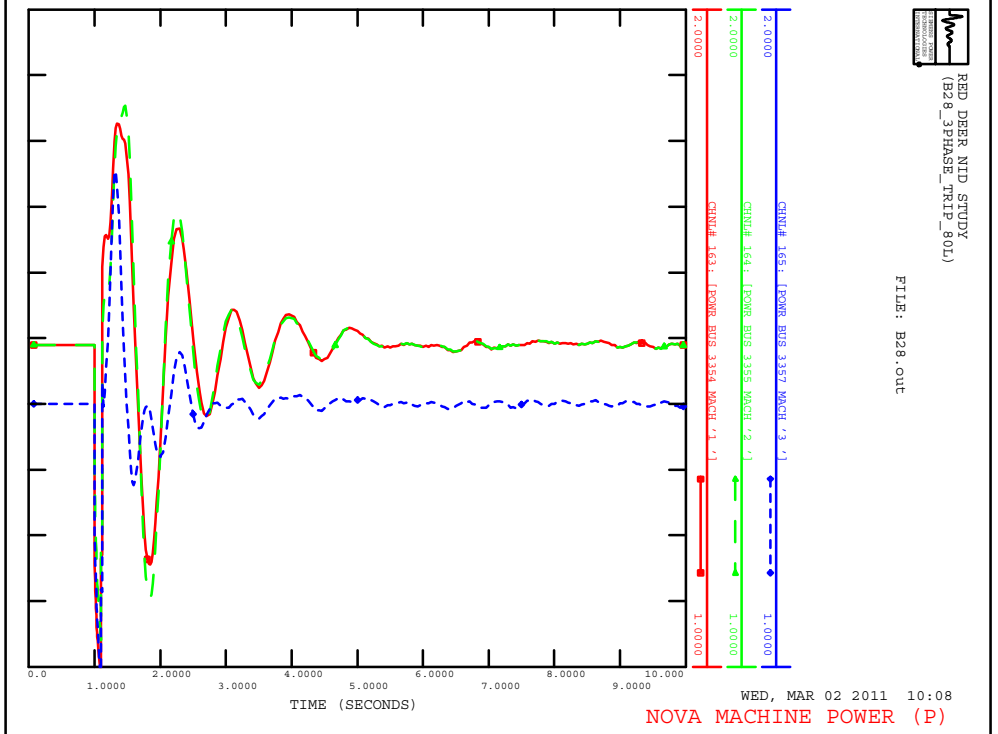

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

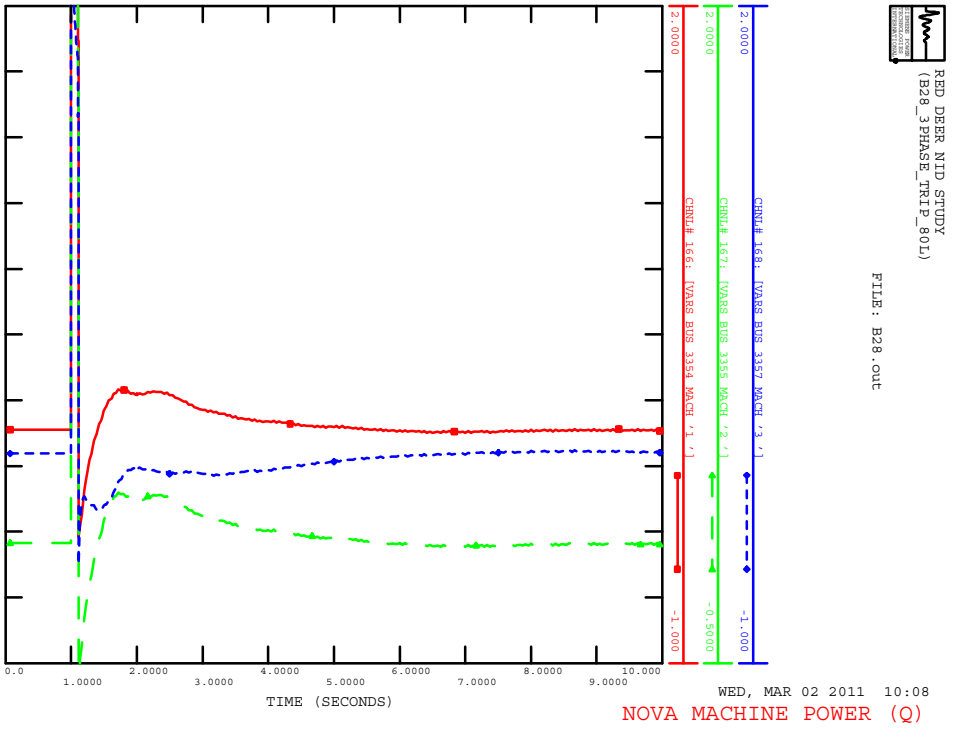

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

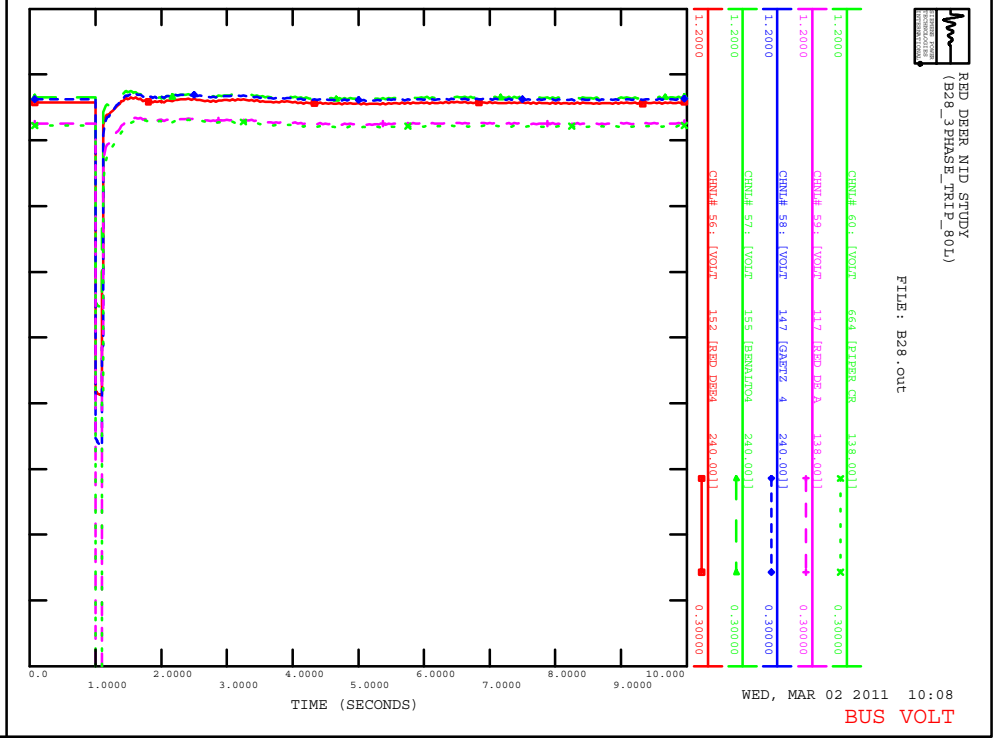

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

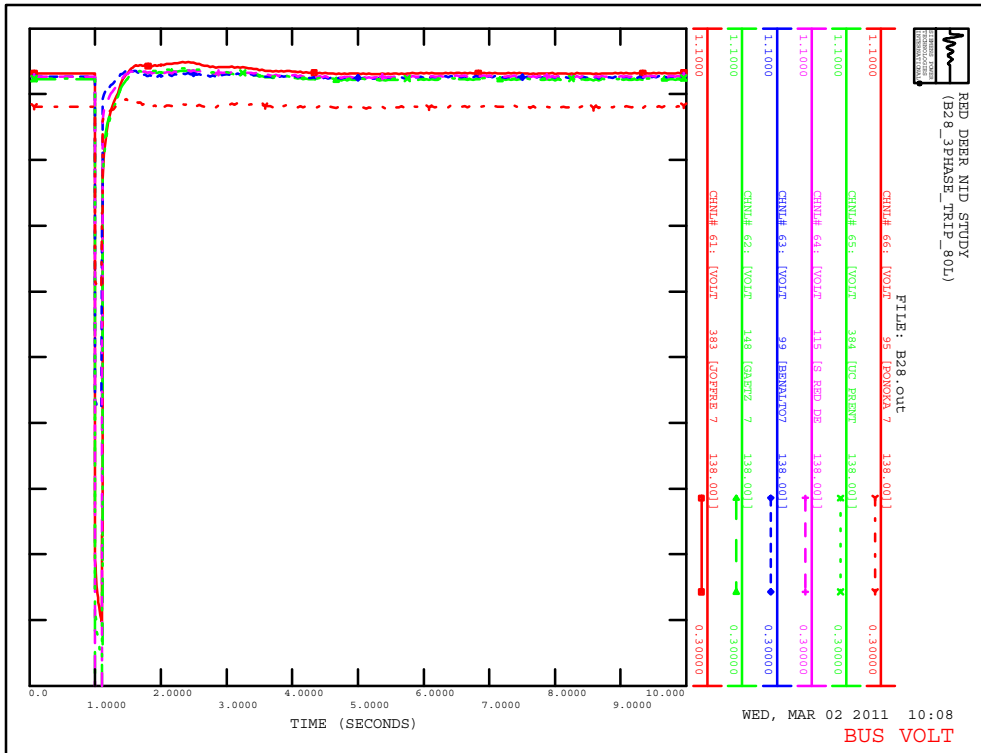

RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

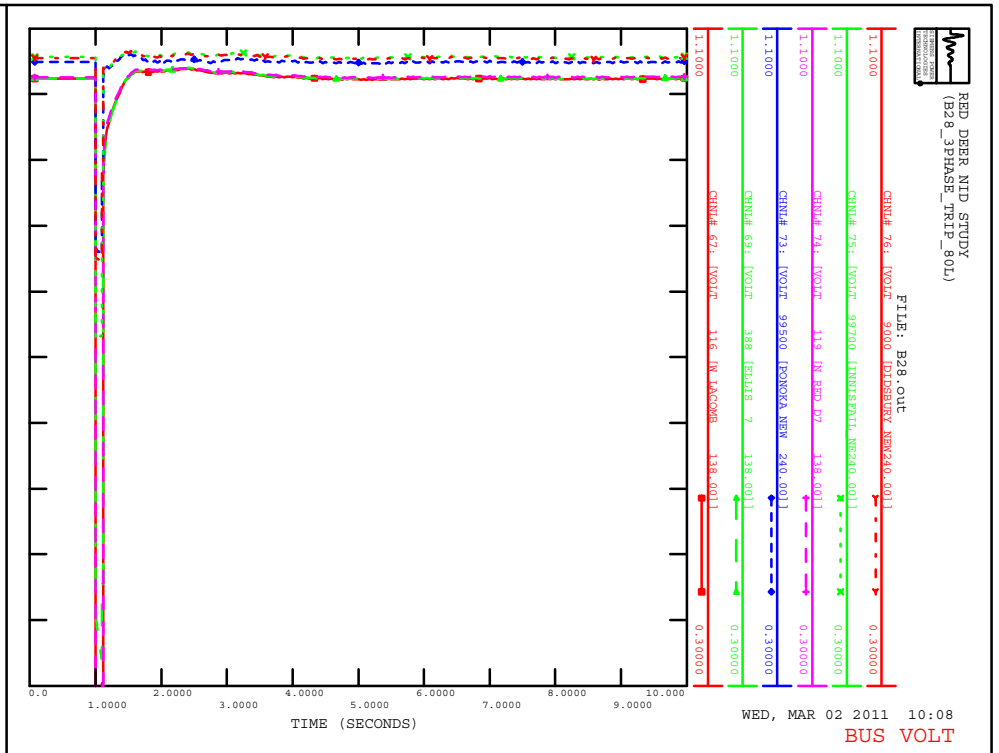

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

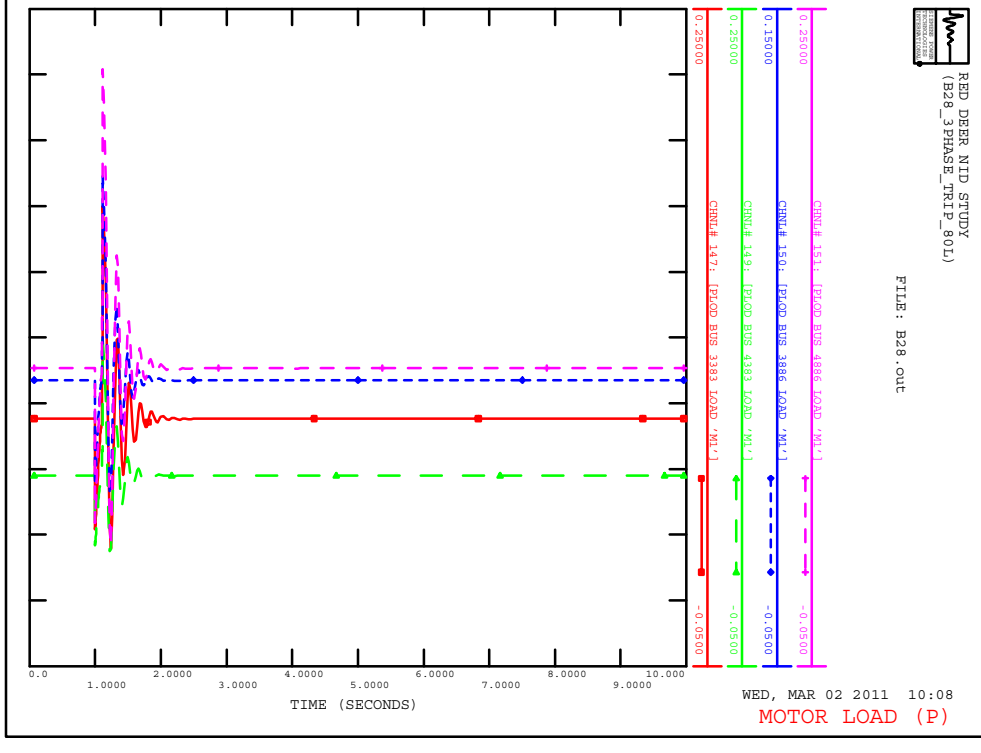

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

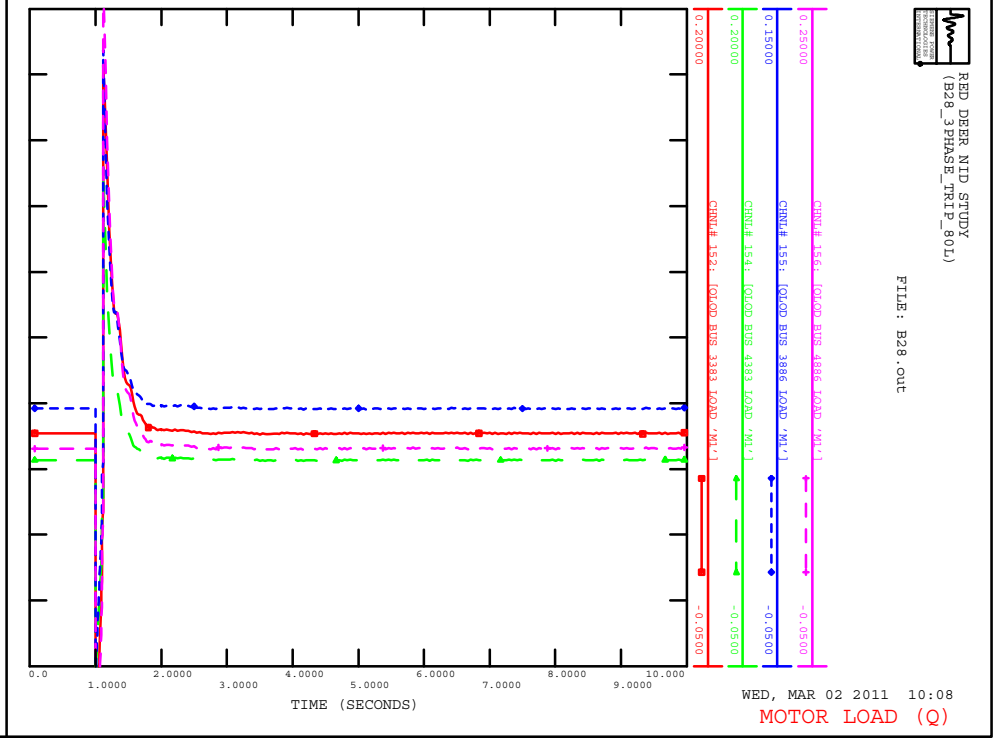

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

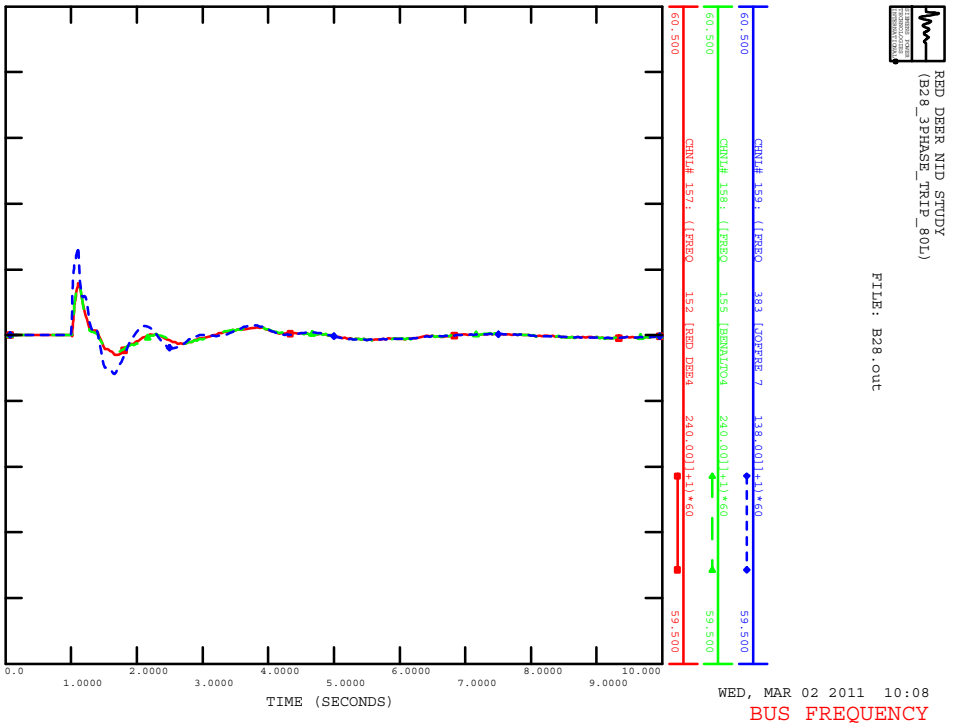

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

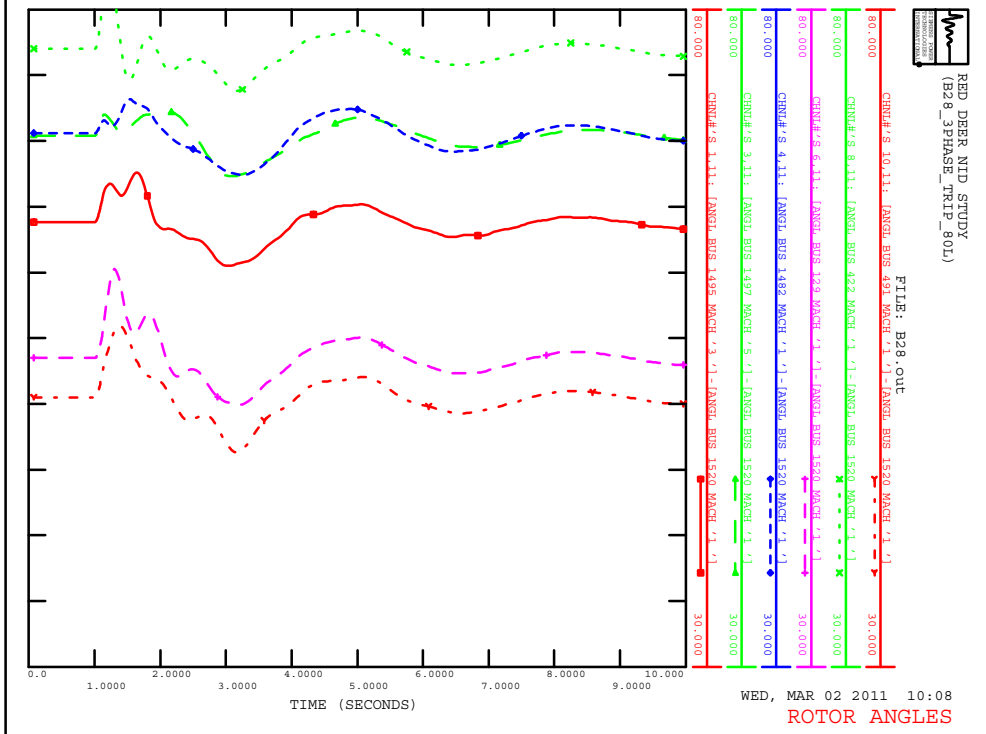

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNL# 62: [VOLT 148 [GALE72 7 138.001]
CHNL# 63: [VOLT 99 [BENALTC7 138.001]
CHNL# 64: [VOLT 115 [S RED DE 138.001]
CHNL# 65: [VOLT 384 [UC PRENT 138.001]
CHNL# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

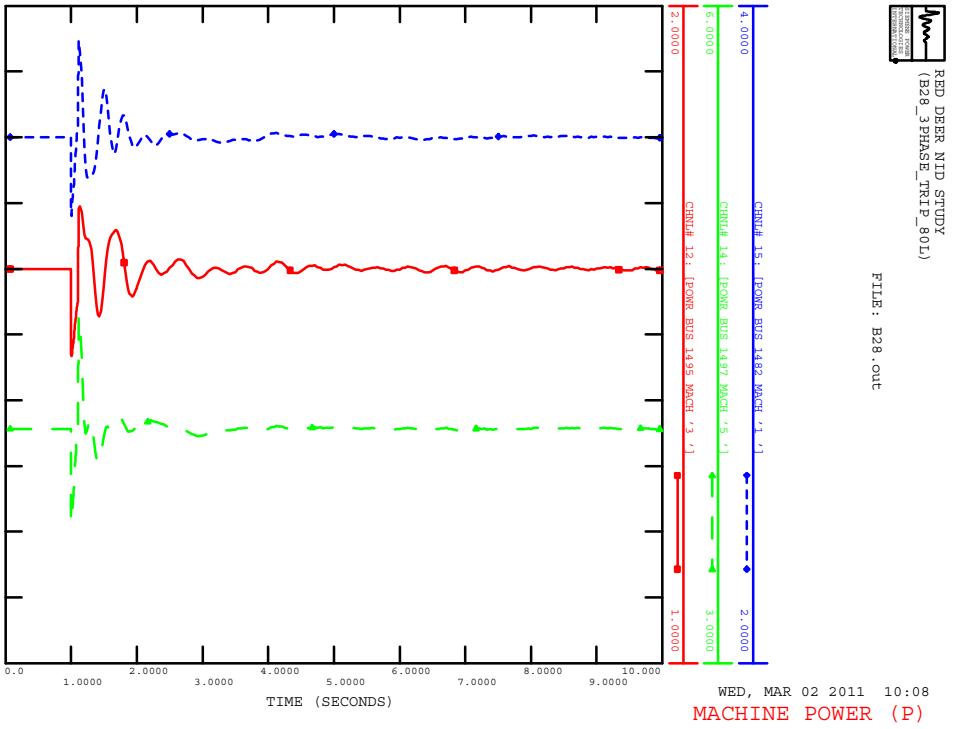

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 67: [VOLT 116 [N JACOMB 138.001]
CHNL# 69: [VOLT 388 [EDJIS 7 138.001]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNL# 74: [VOLT 119 [N RED P7 138.001]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

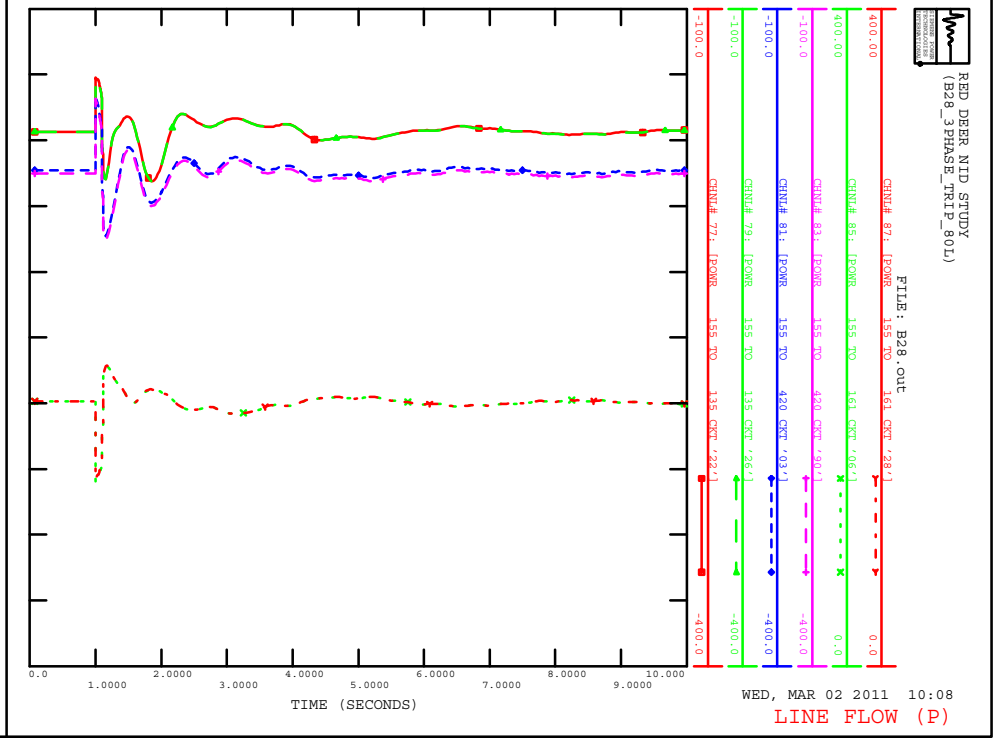

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

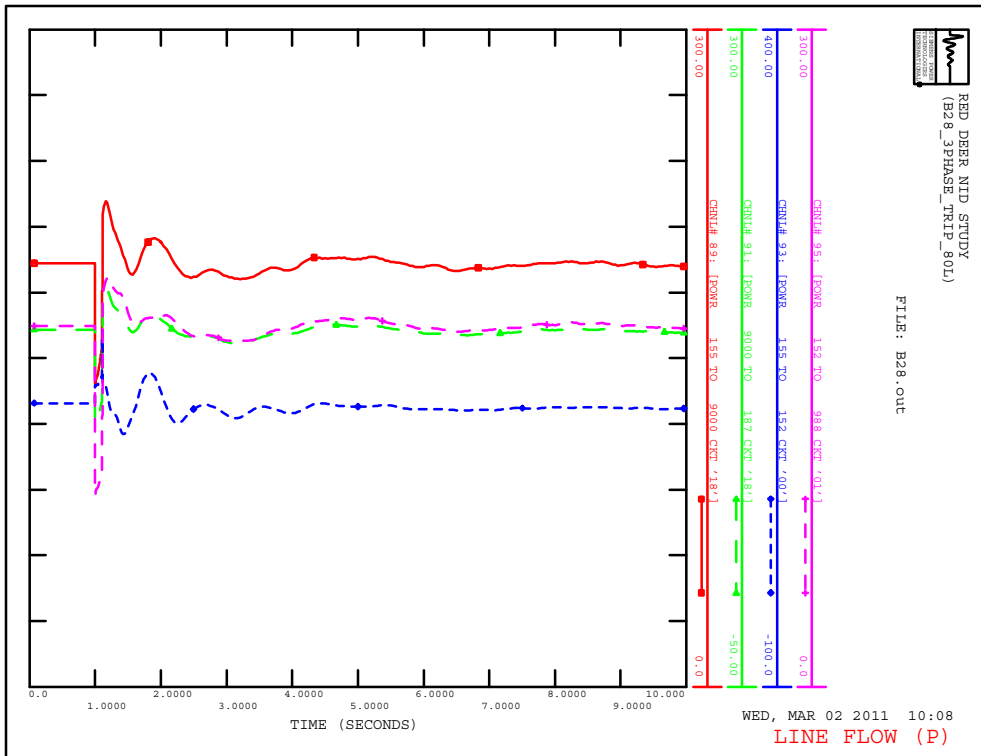

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

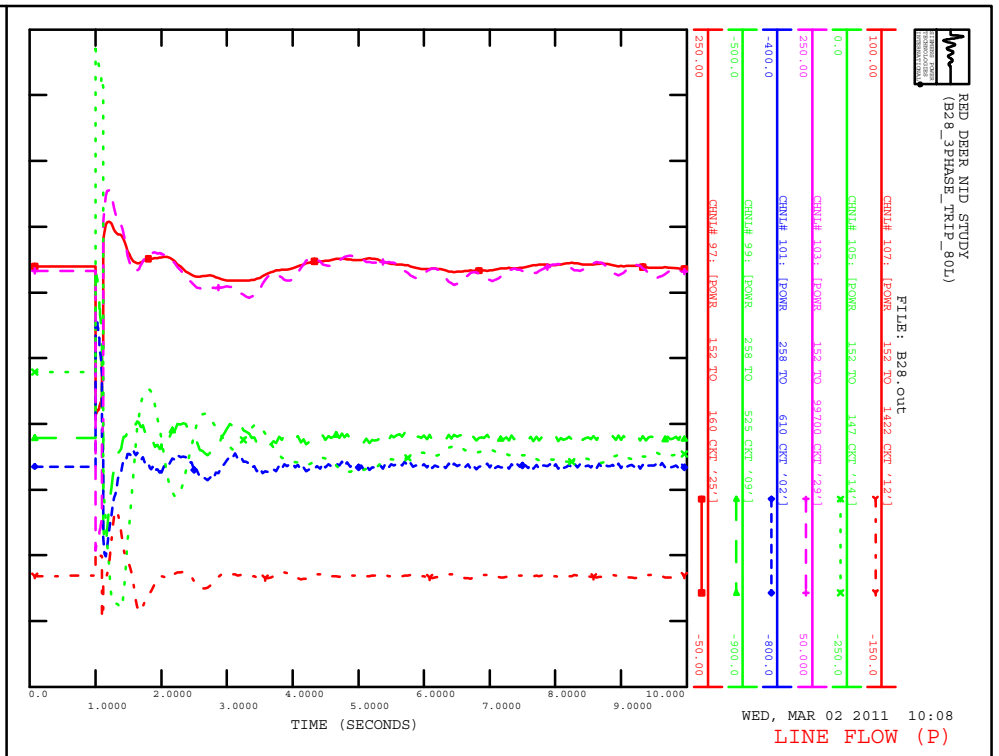

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

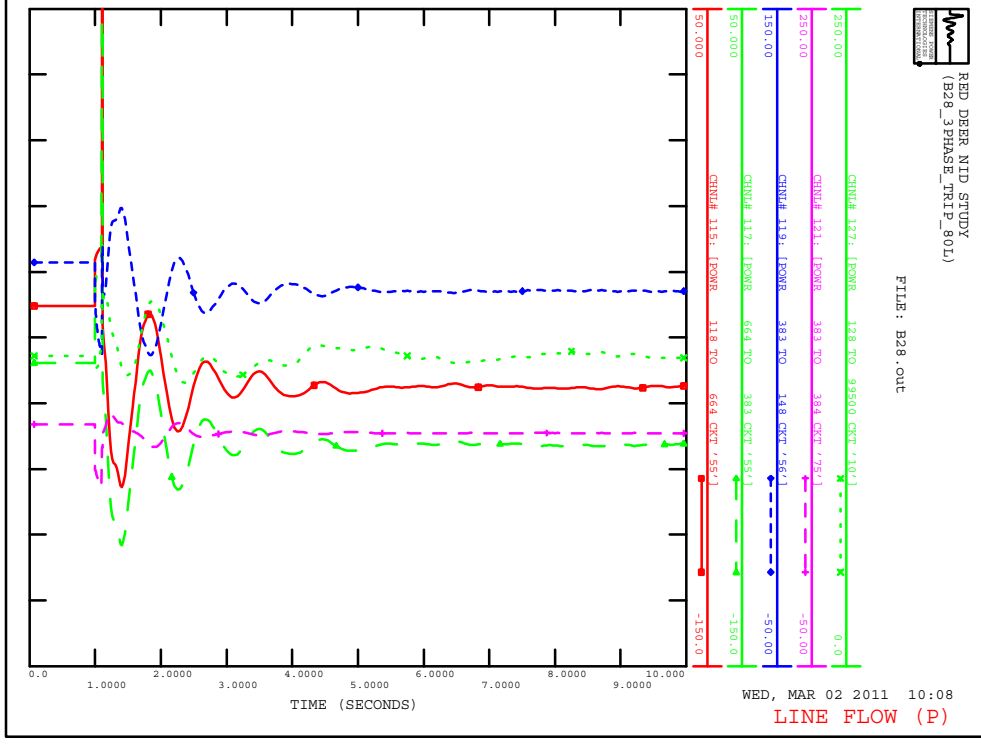

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

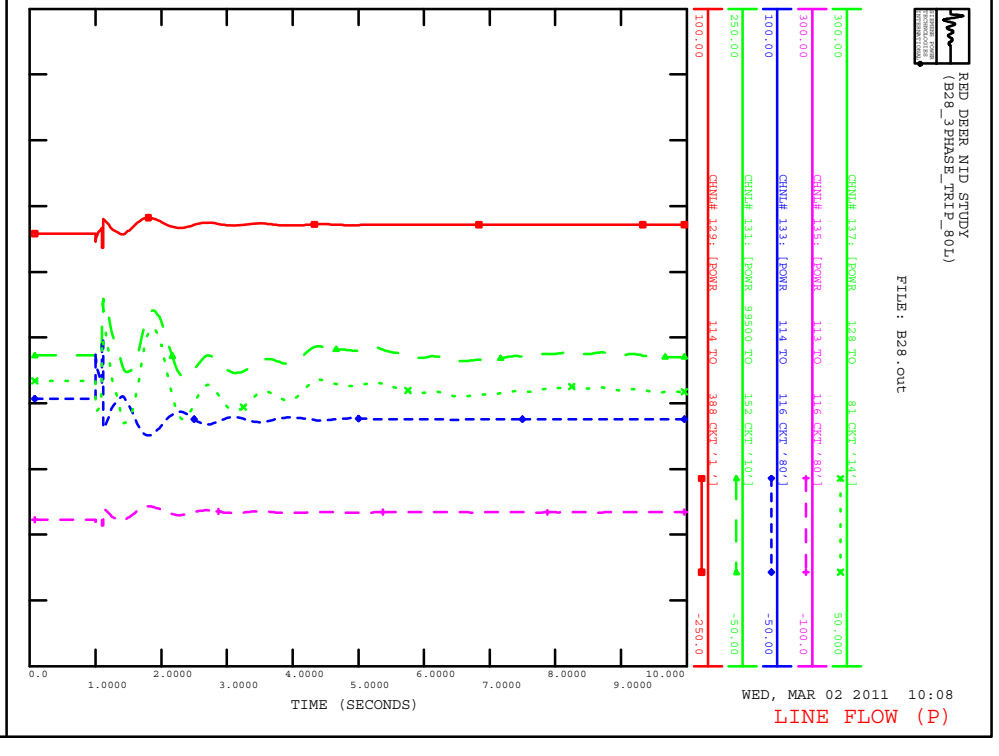

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

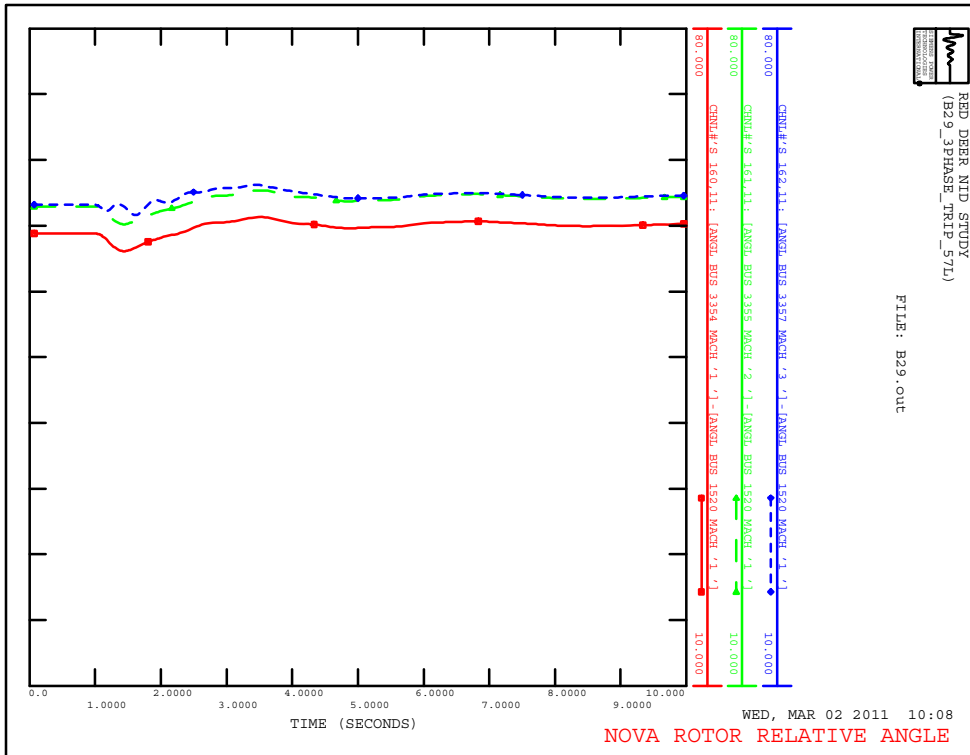

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

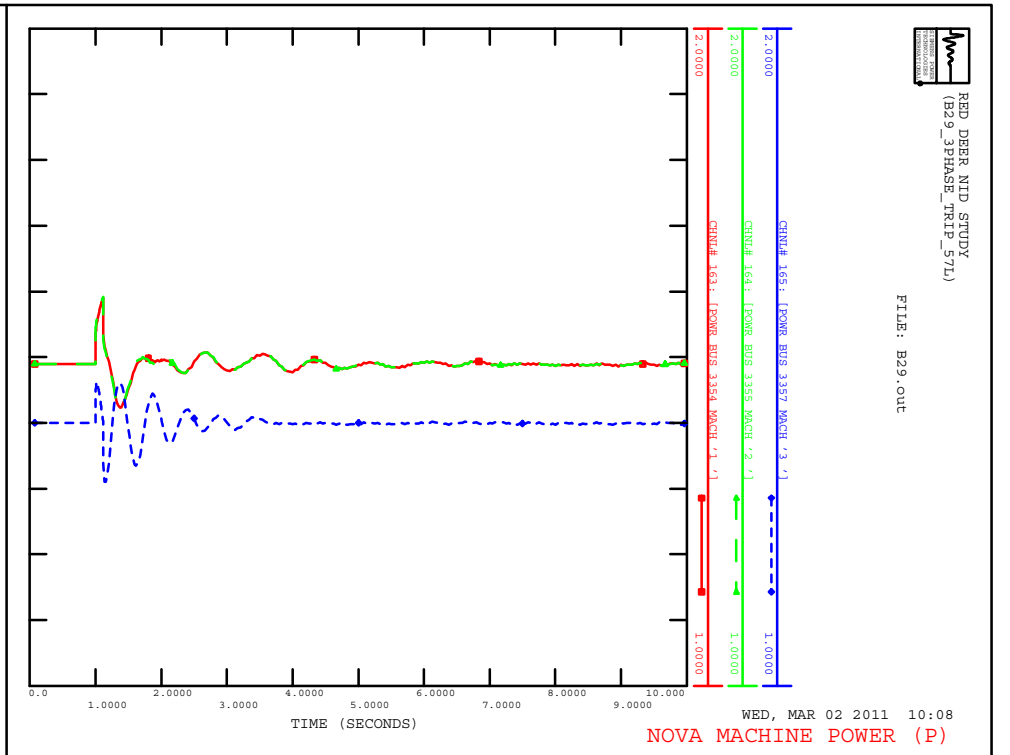

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

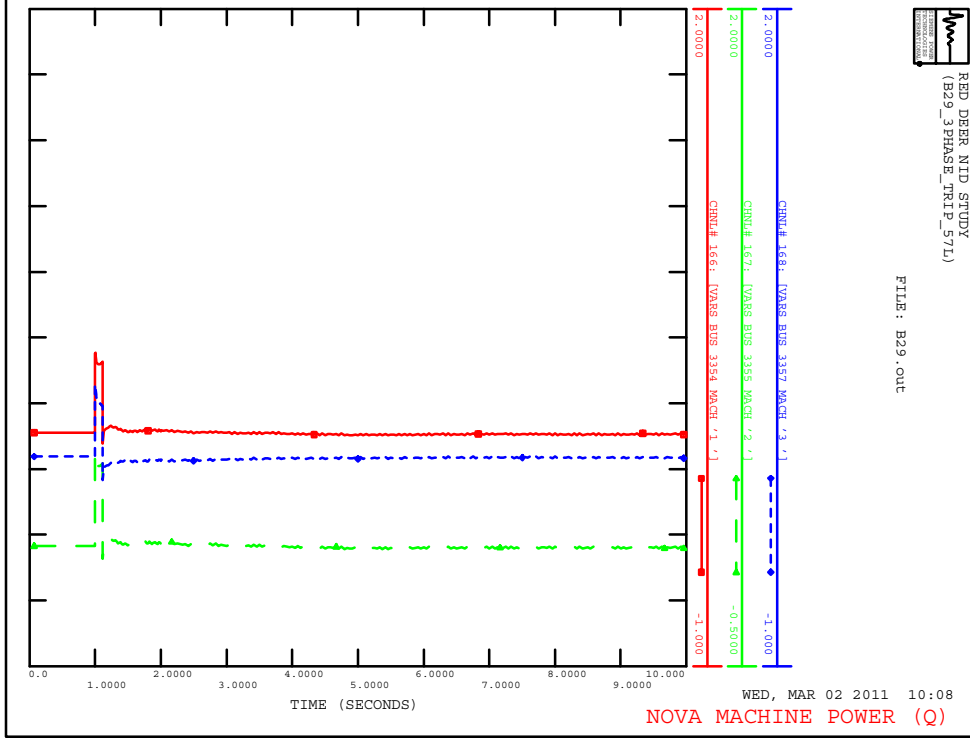

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

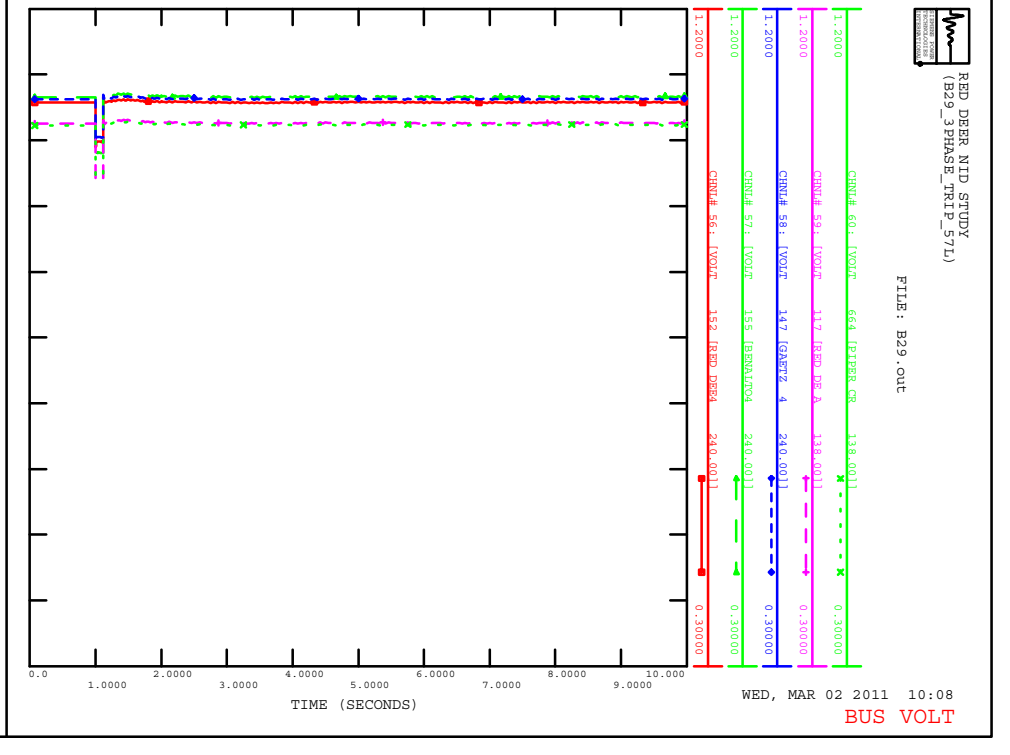

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

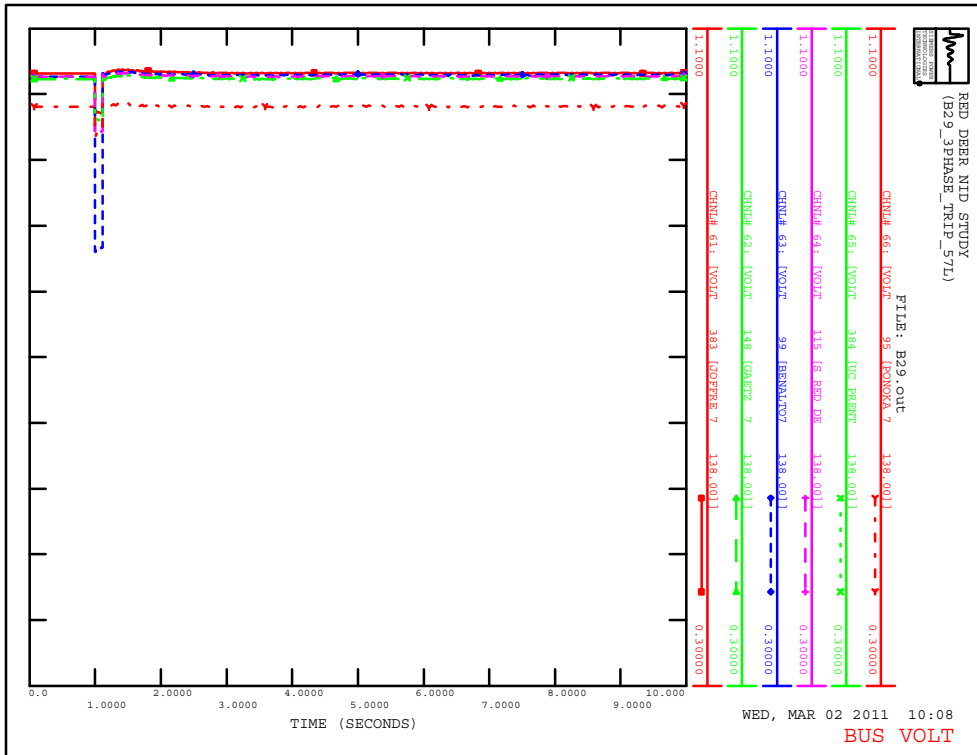

RED DEER NID STUDY
(B28_3PHASE_TRIP_80L)
FILE: B28.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

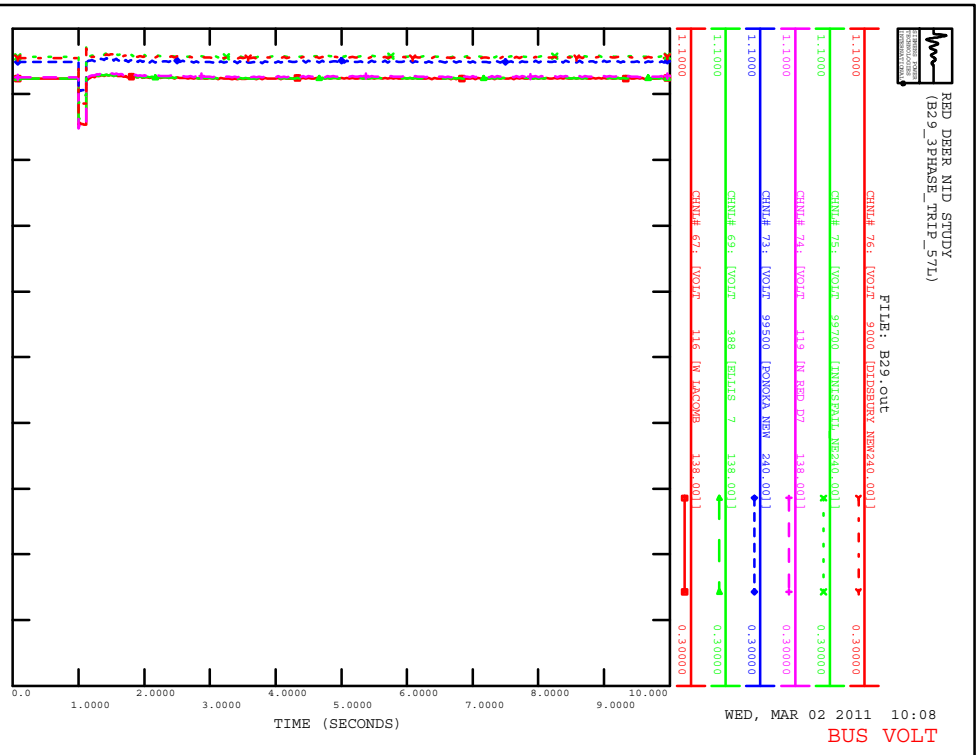

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

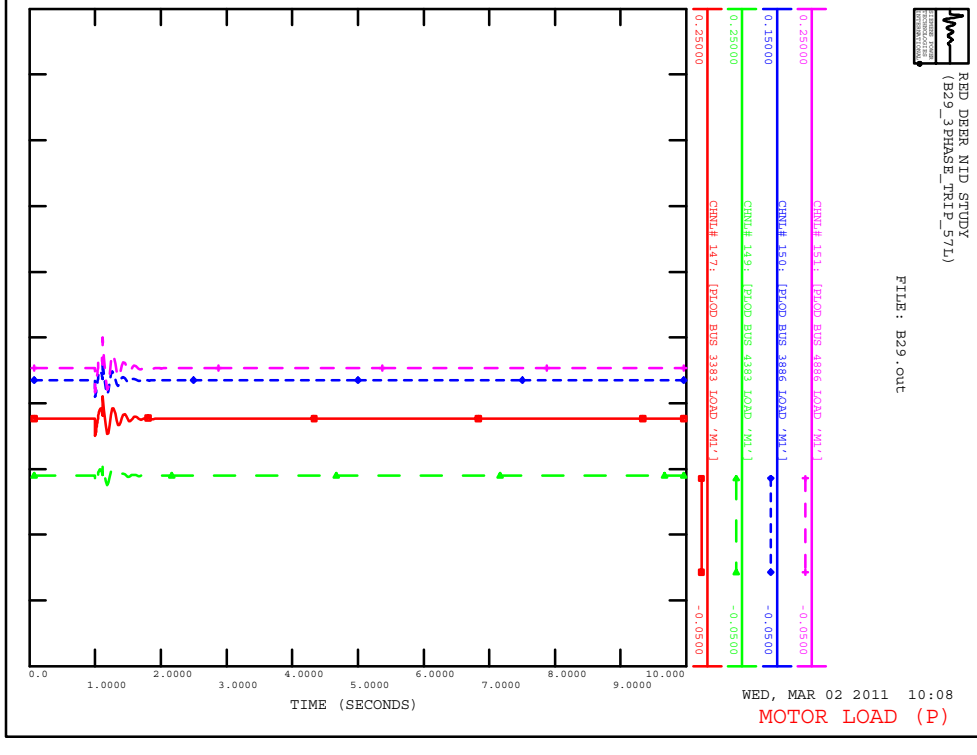

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

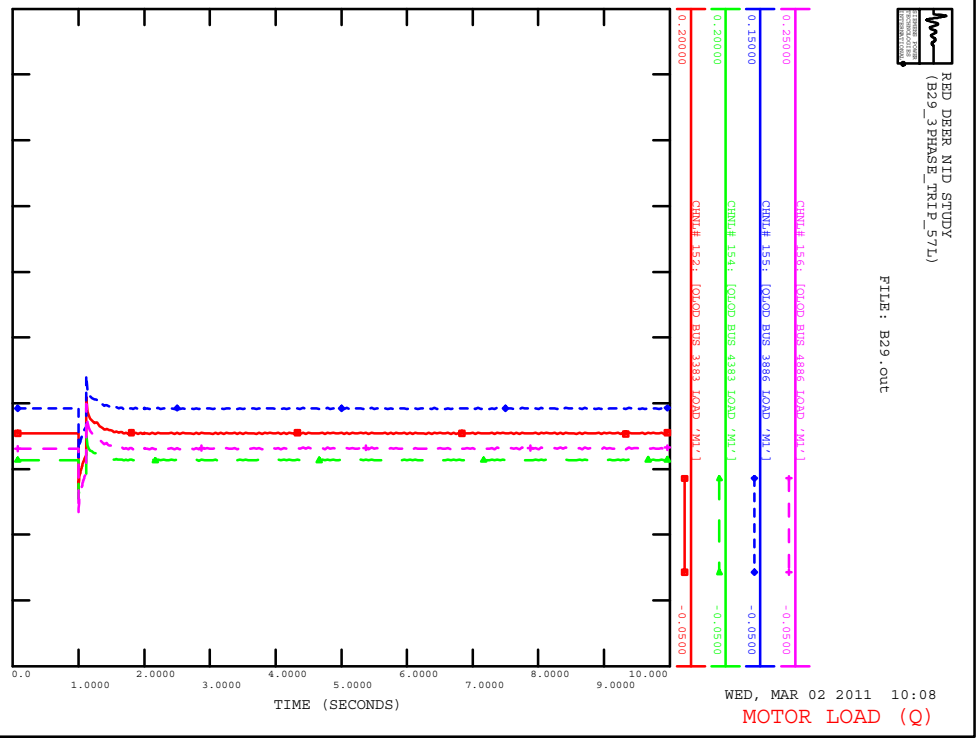

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

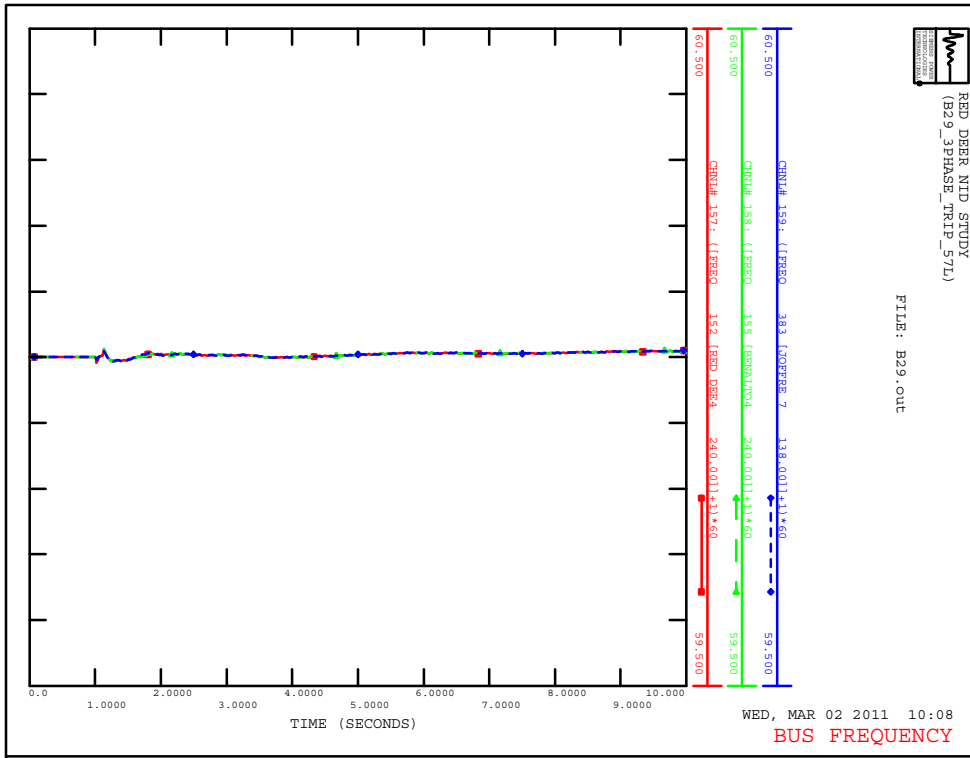

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

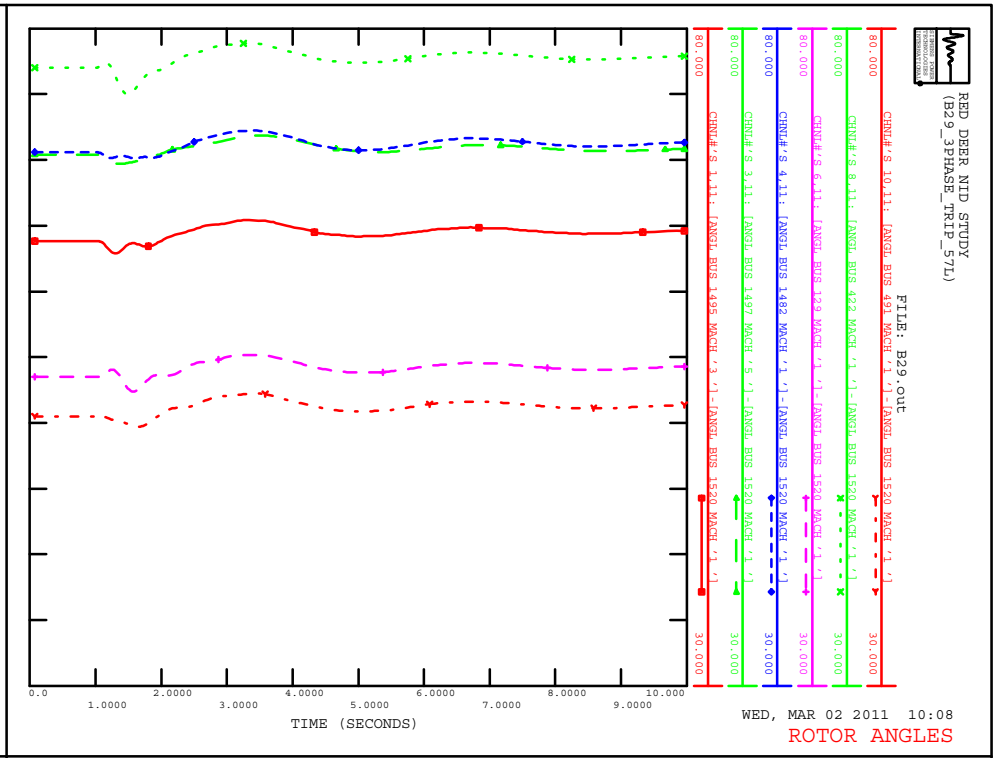

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

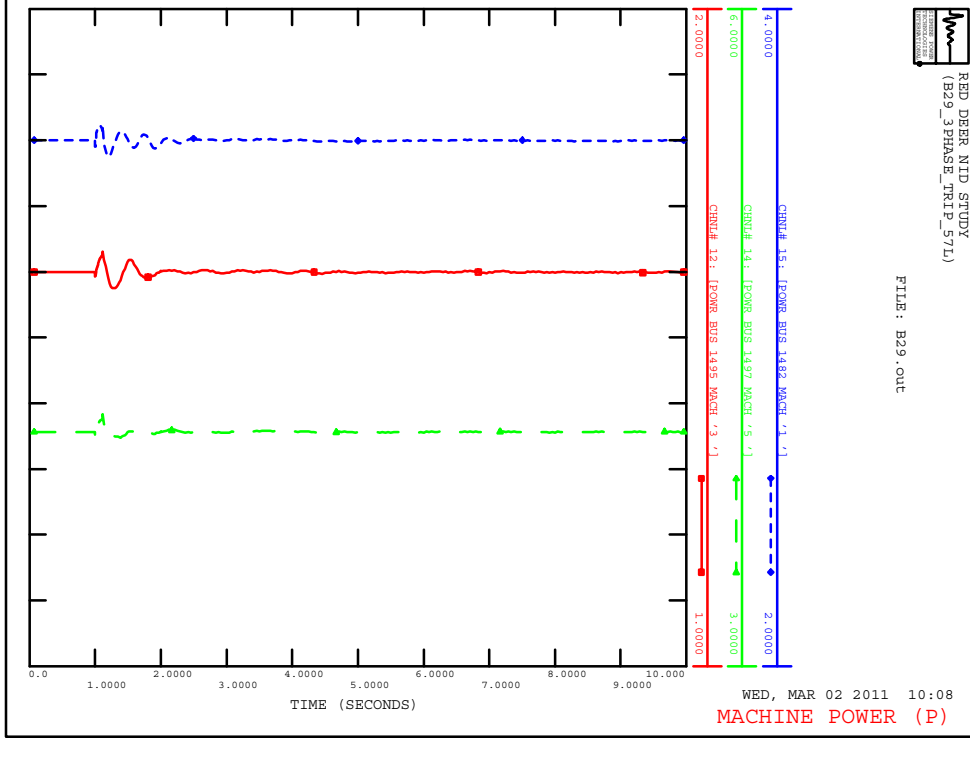

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DISBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS VOLT

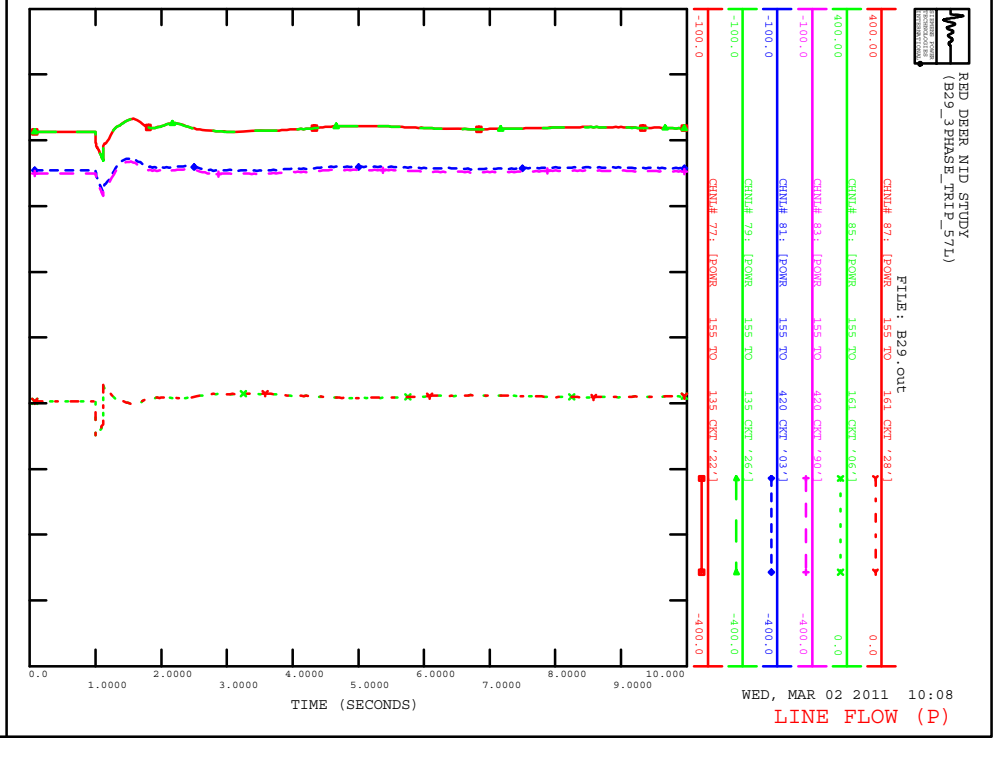

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (P)

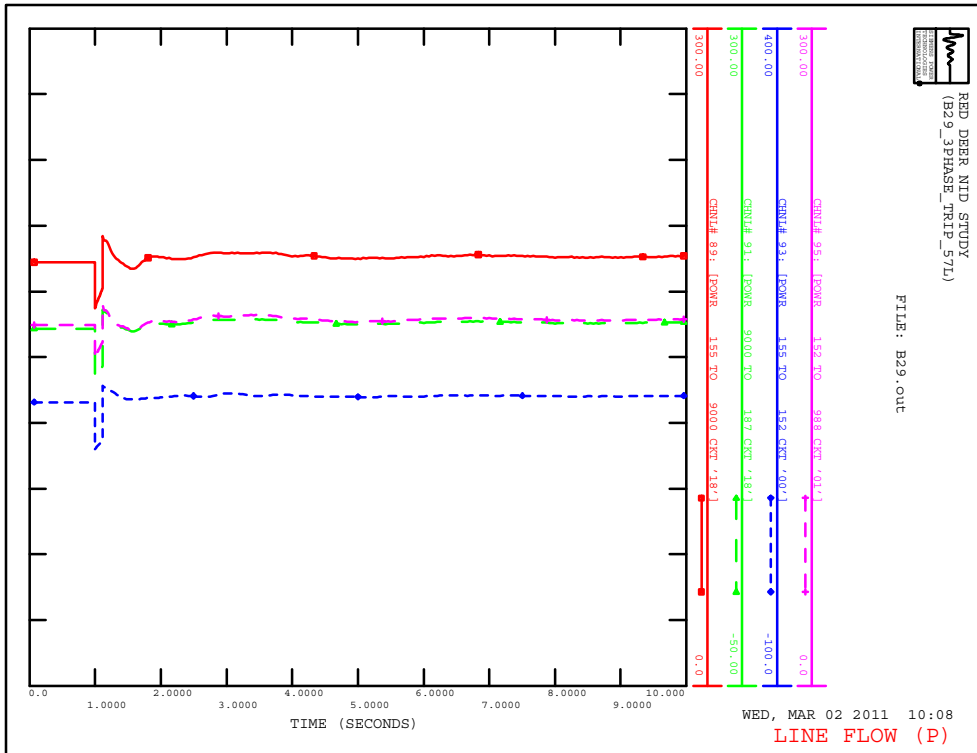

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:08
MOTOR LOAD (Q)

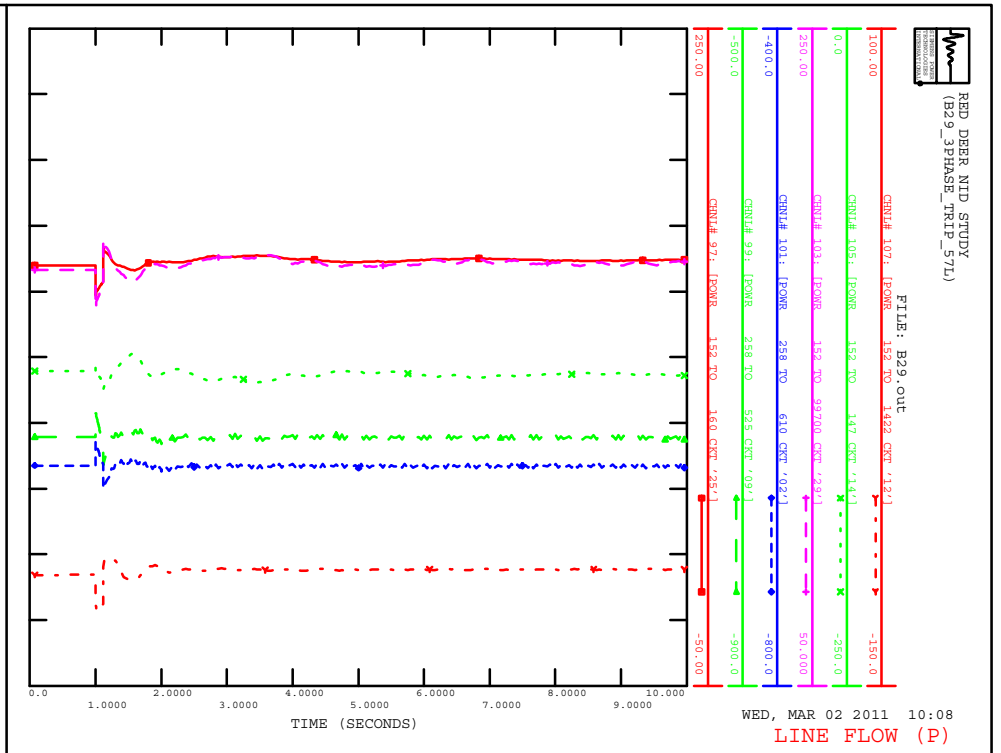

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
BUS FREQUENCY

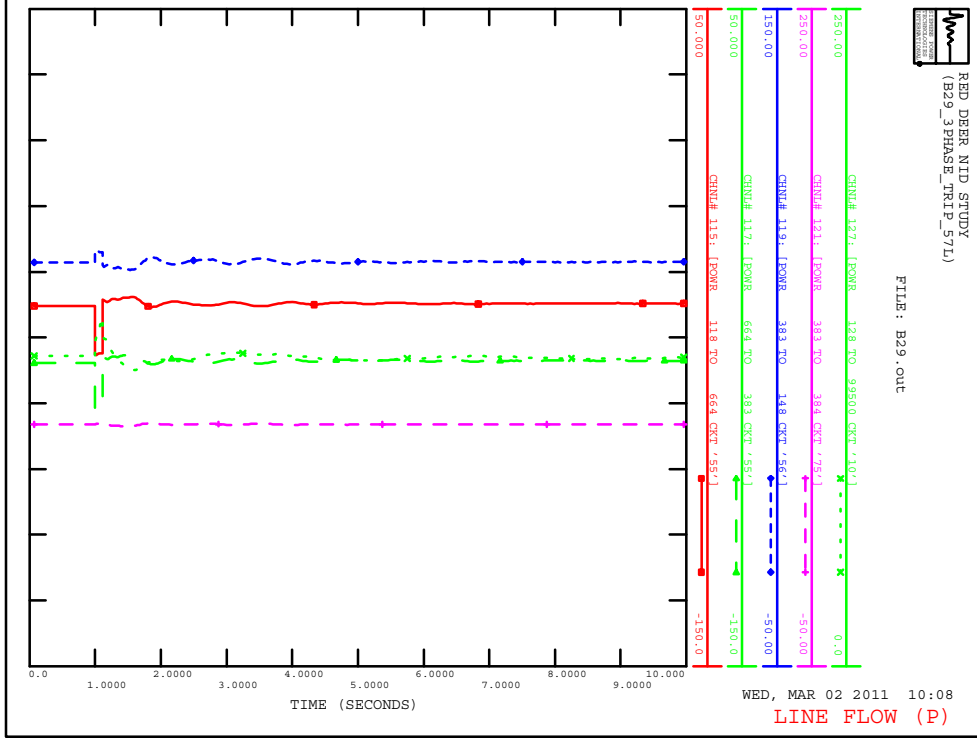

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
ROTOR ANGLES

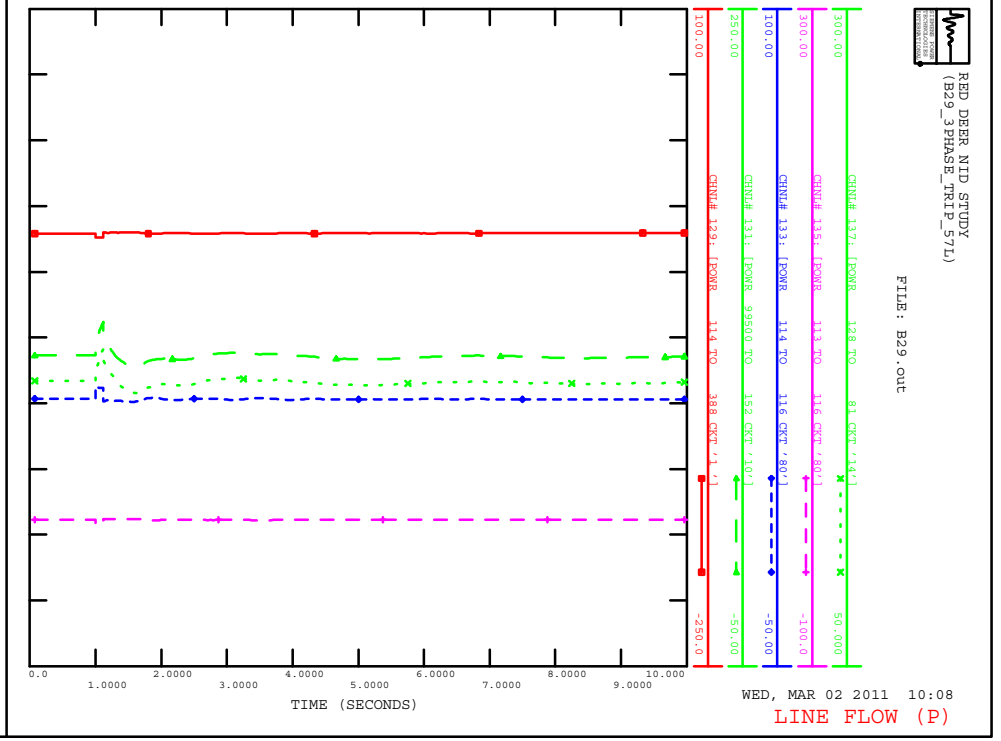

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
MACHINE POWER (P)

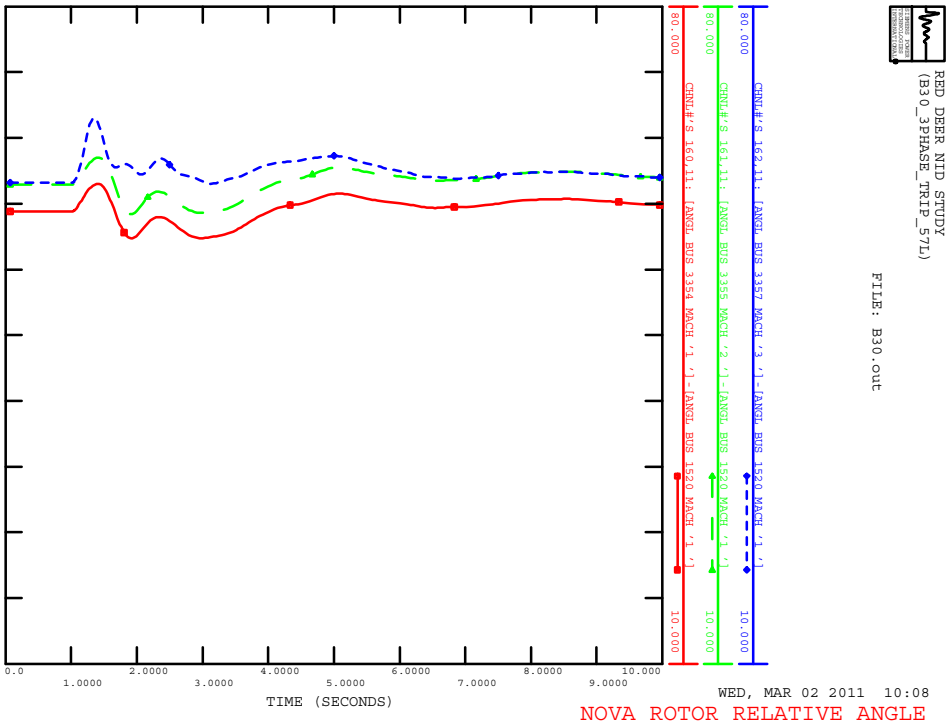

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

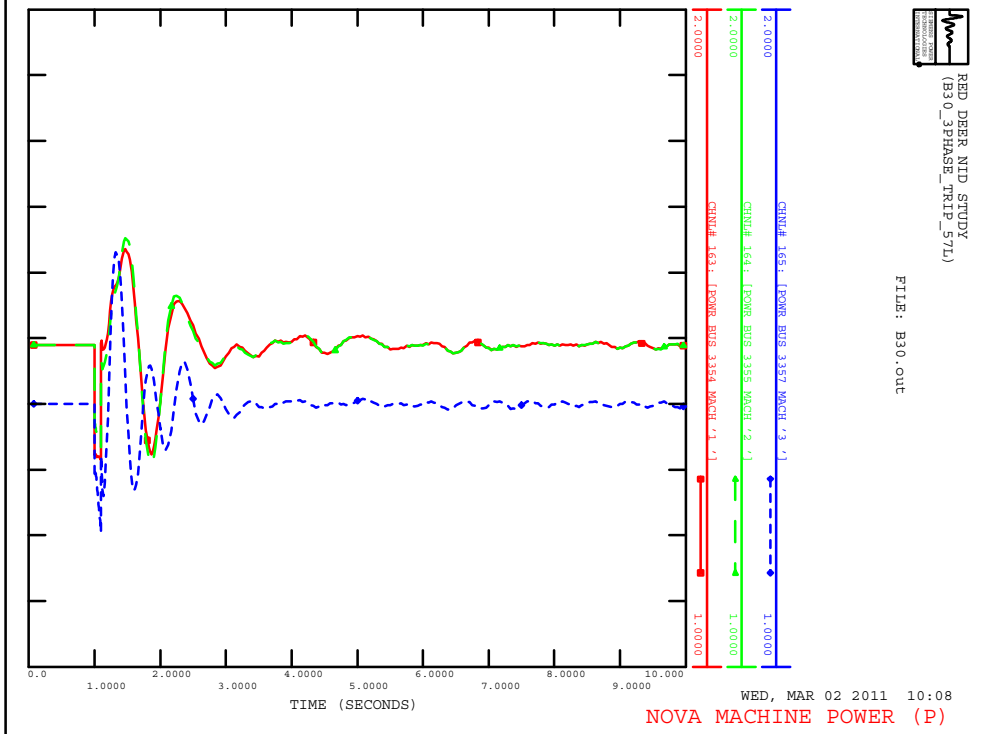

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

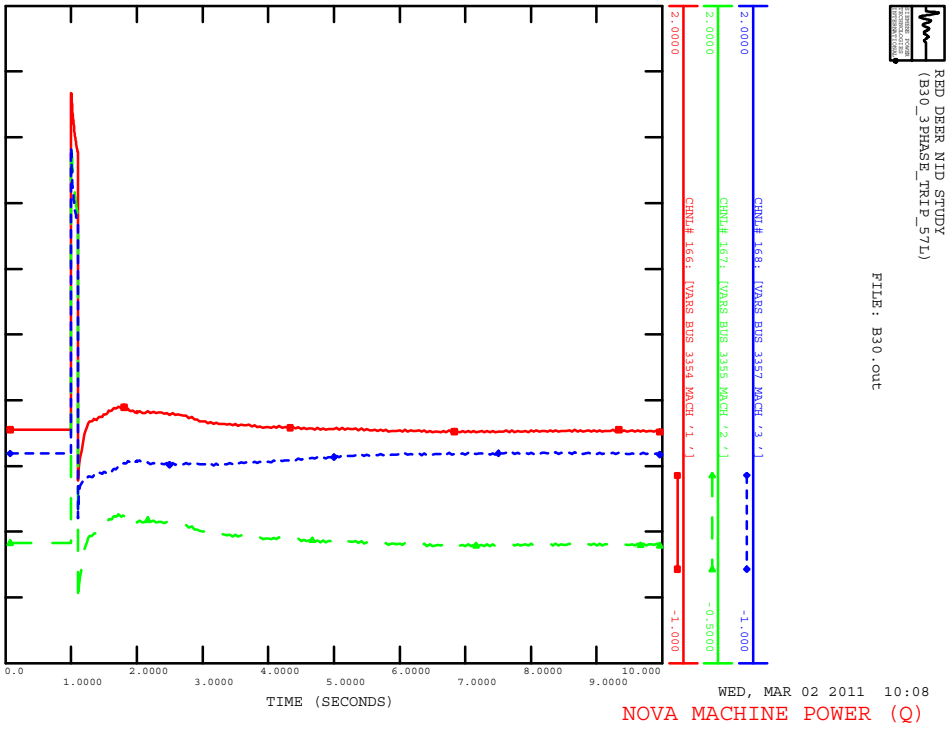

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

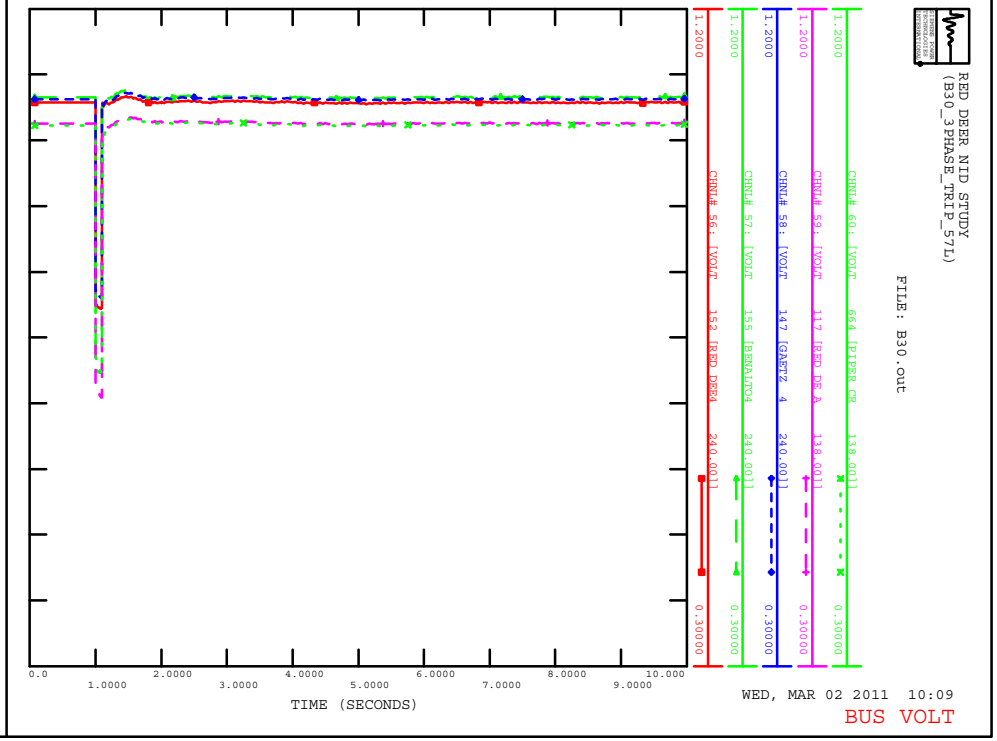

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

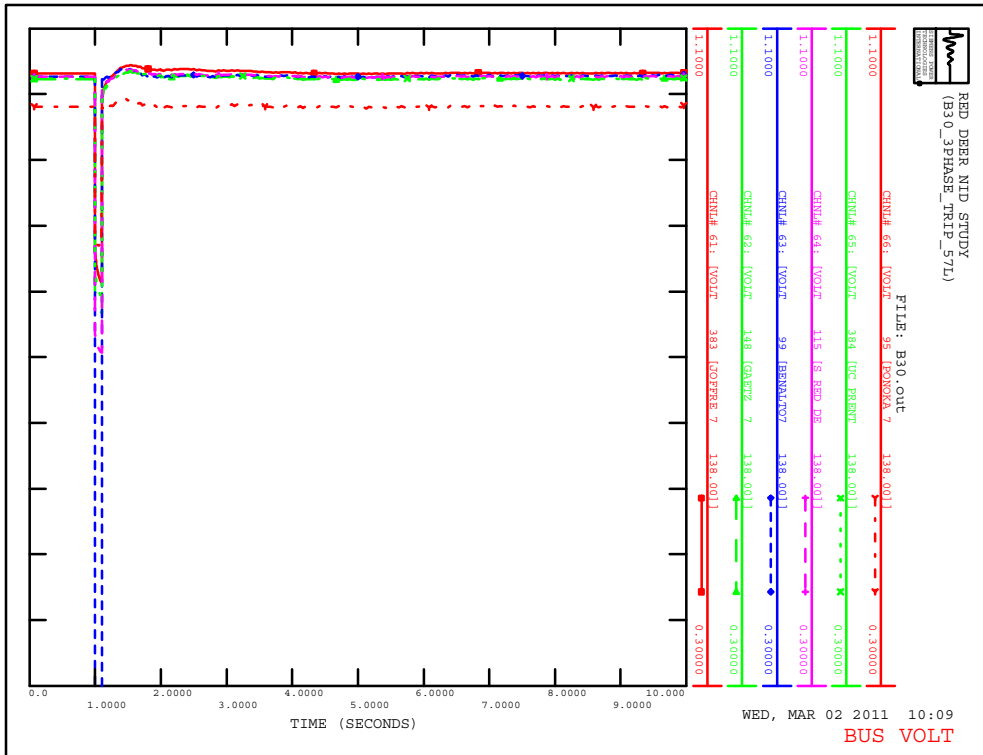

RED DEER NID STUDY
(B29_3PHASE_TRIP_57L)
FILE: B29.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
LINE FLOW (P)

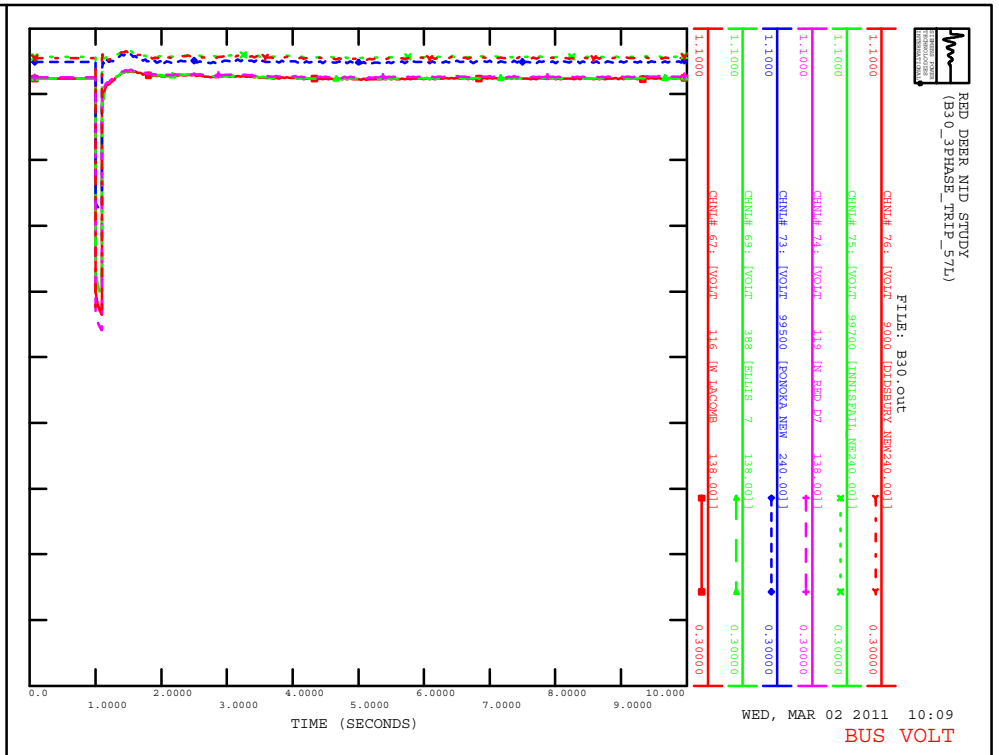

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA ROTOR RELATIVE ANGLE

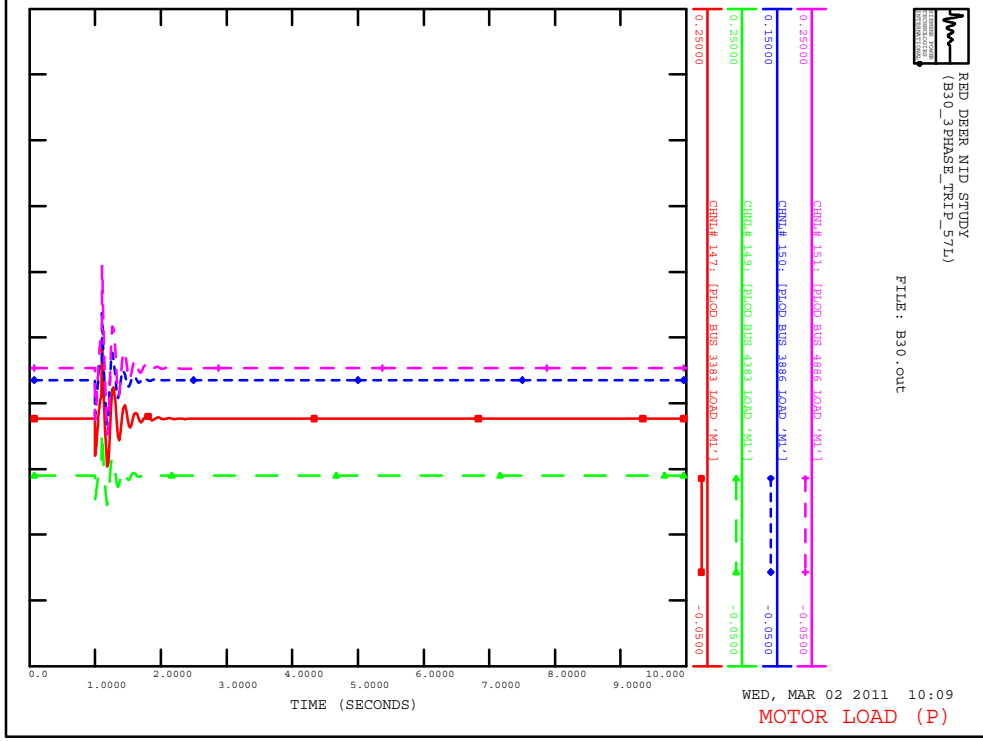

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (P)

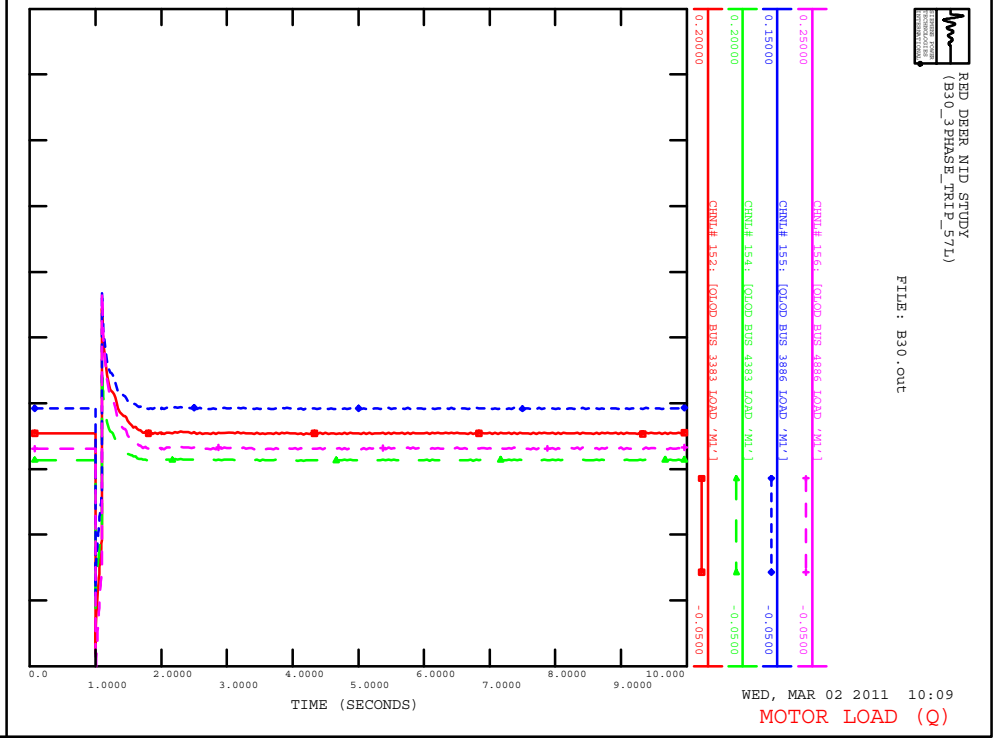

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:08
NOVA MACHINE POWER (Q)

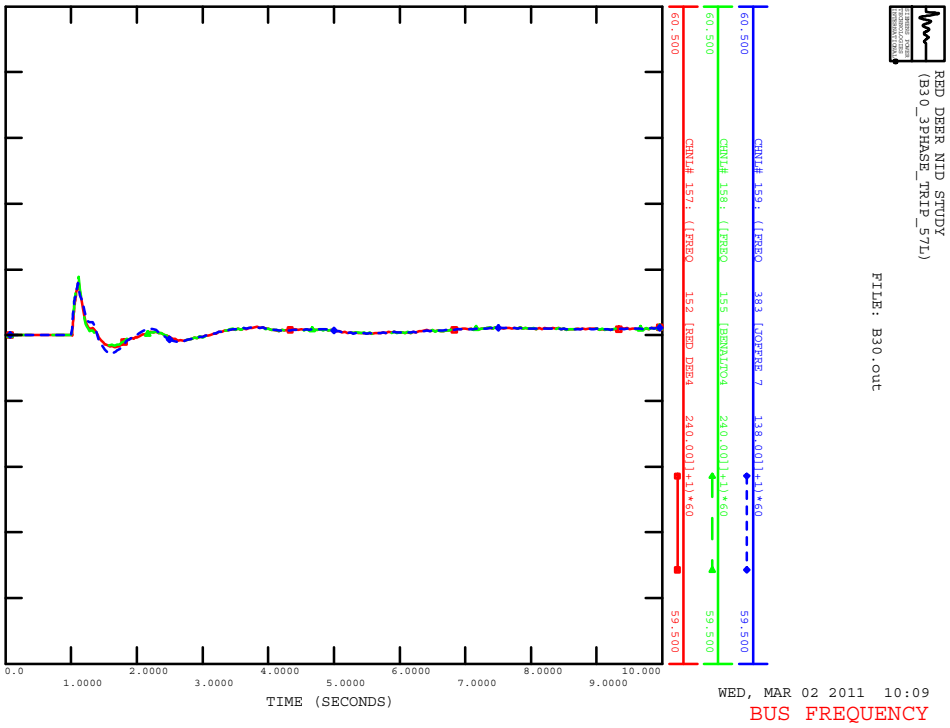

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

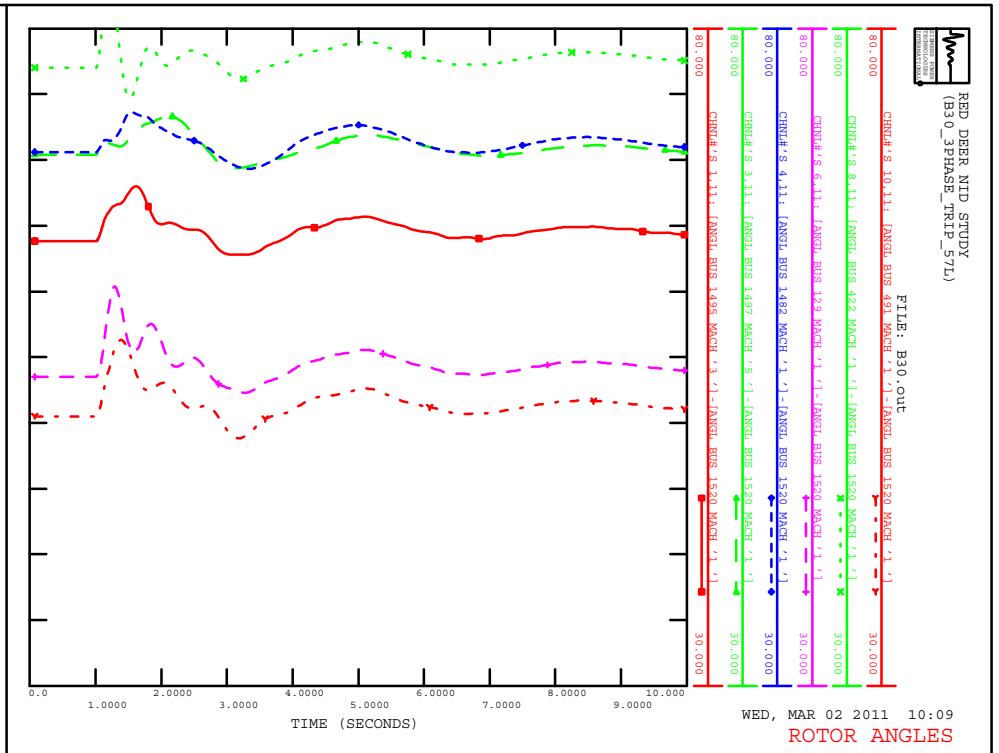

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

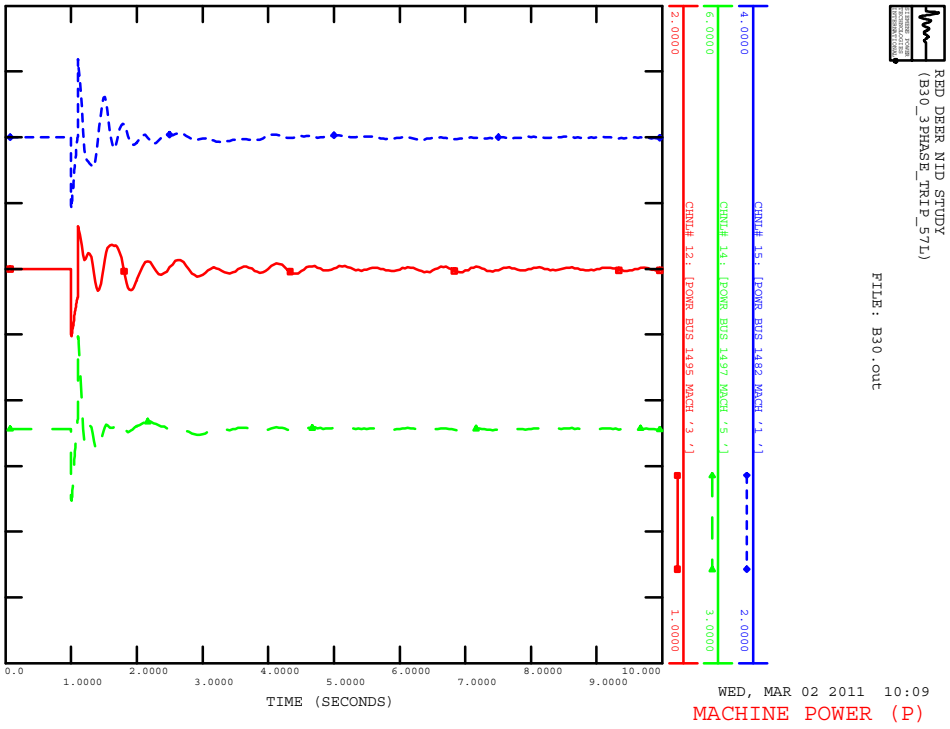

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

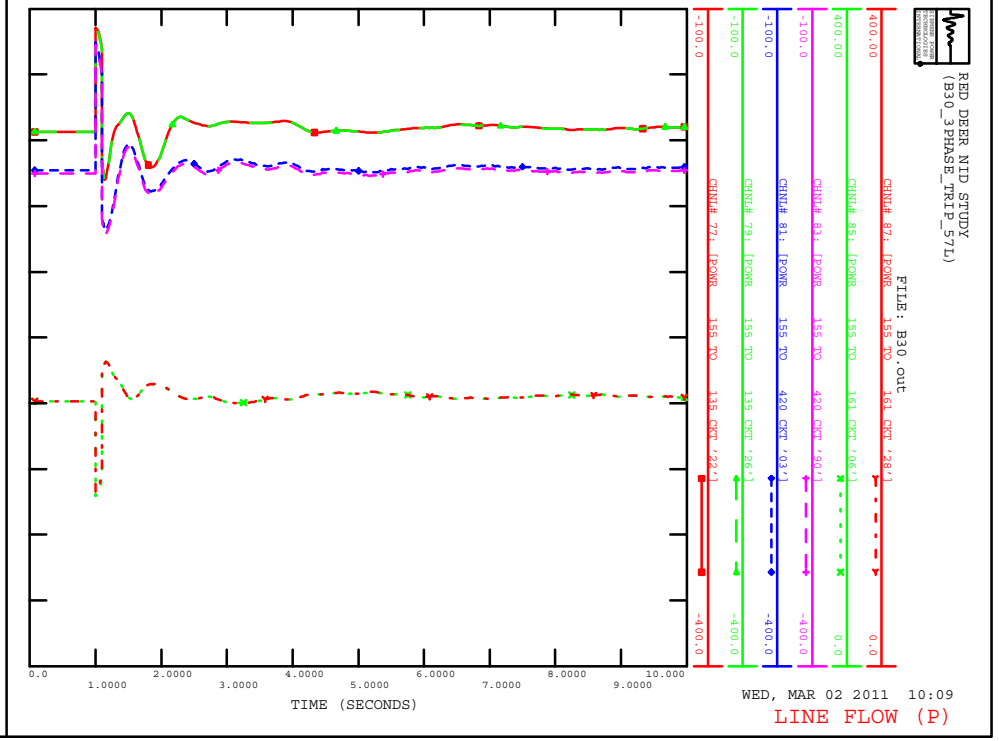

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

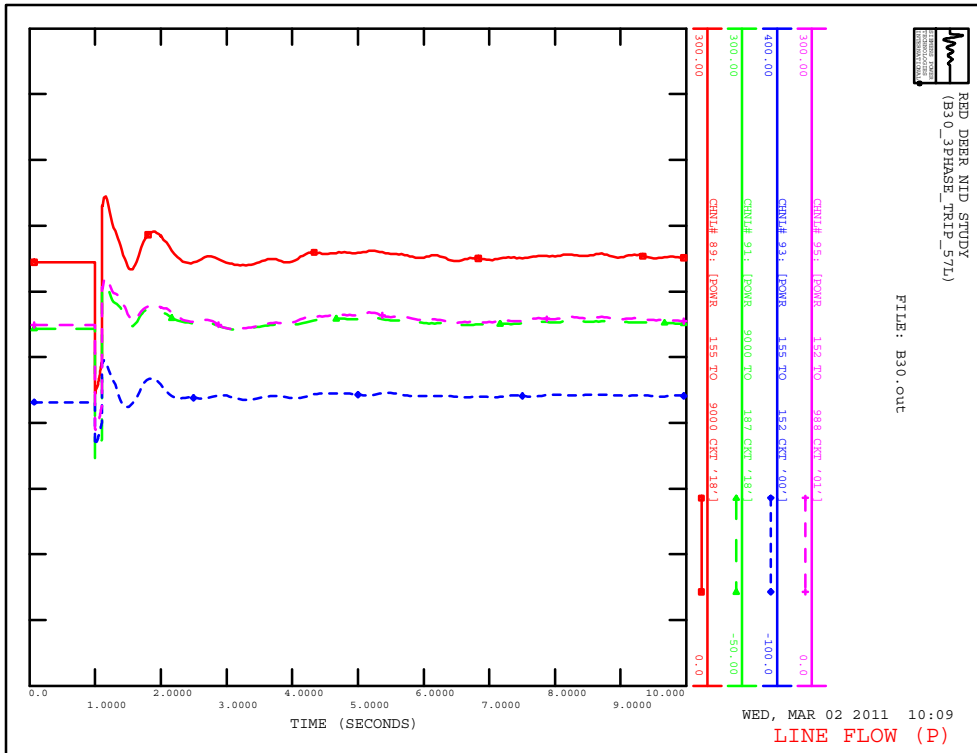

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

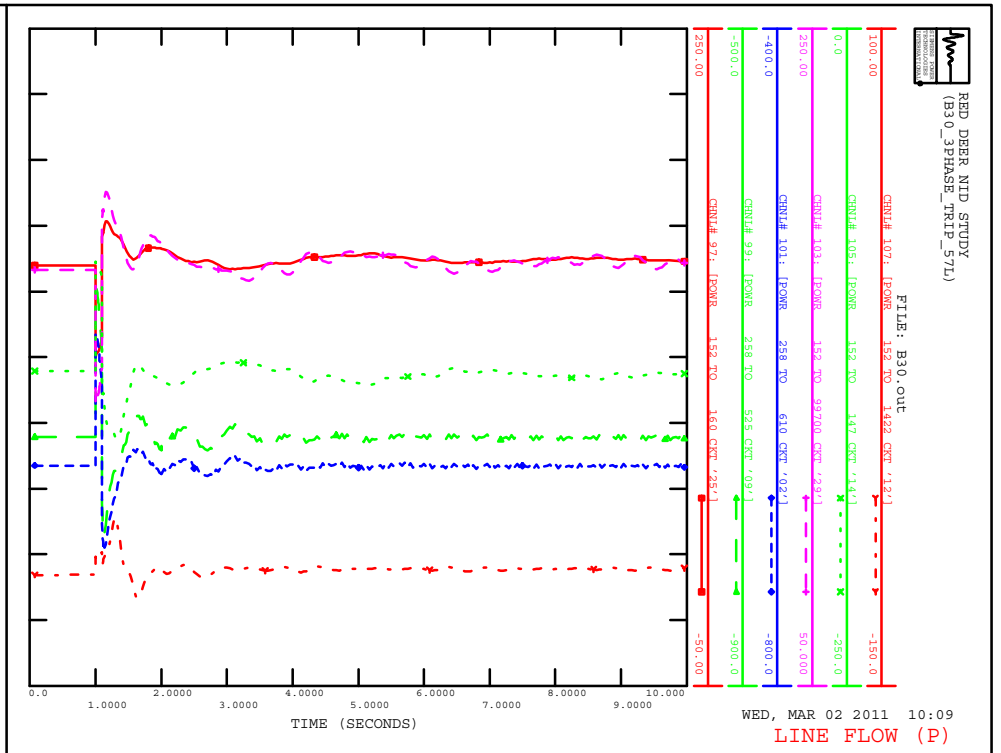

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

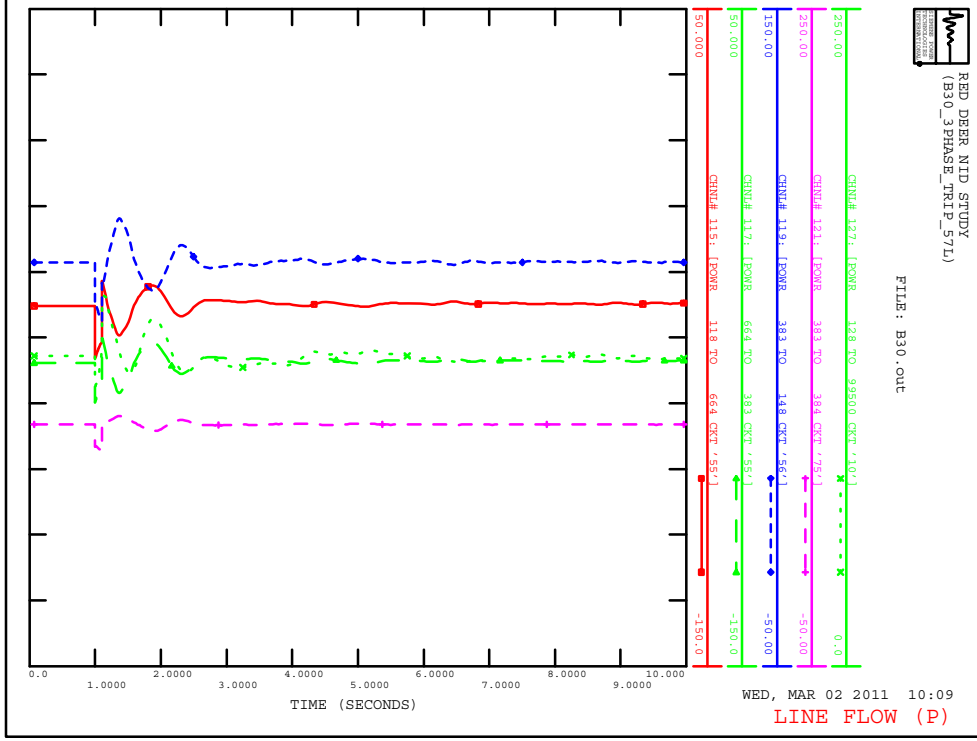

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

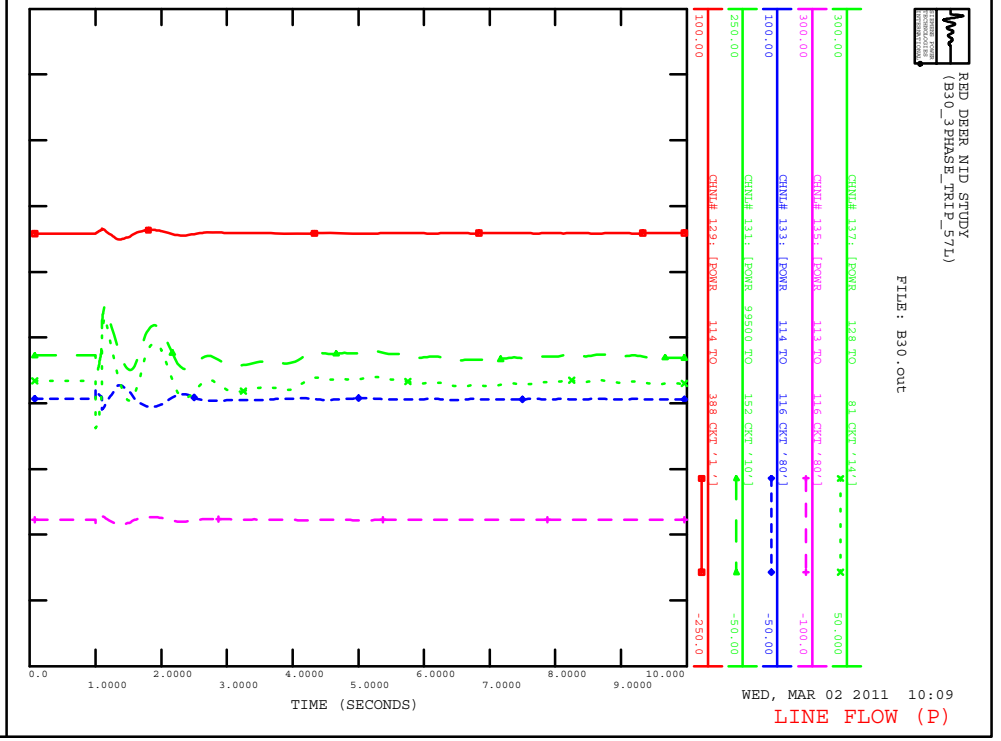

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

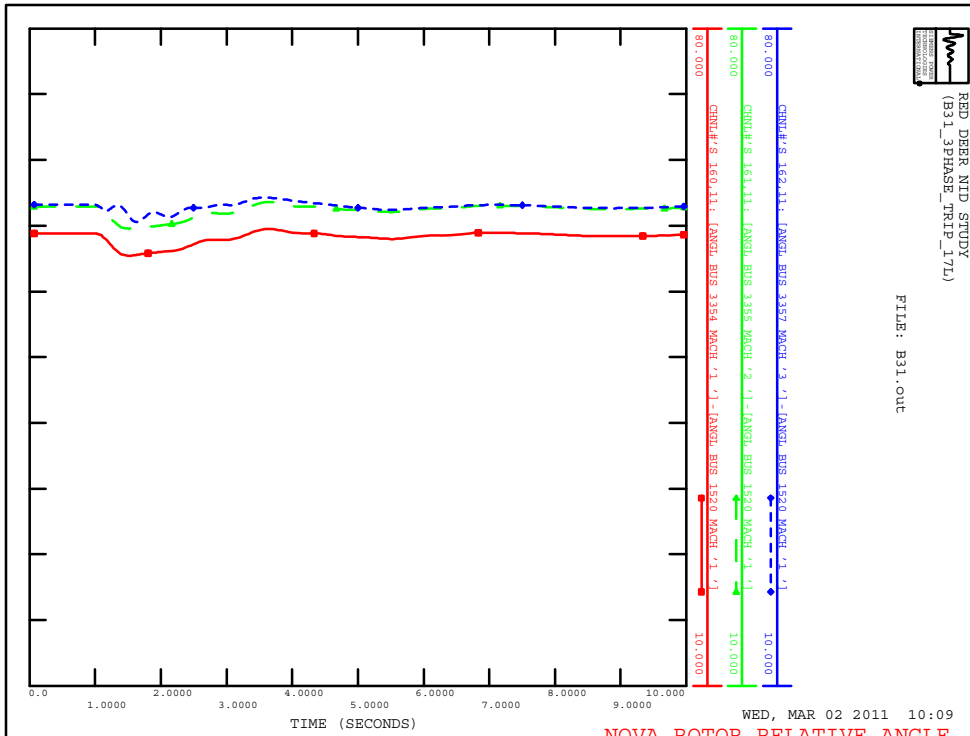

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

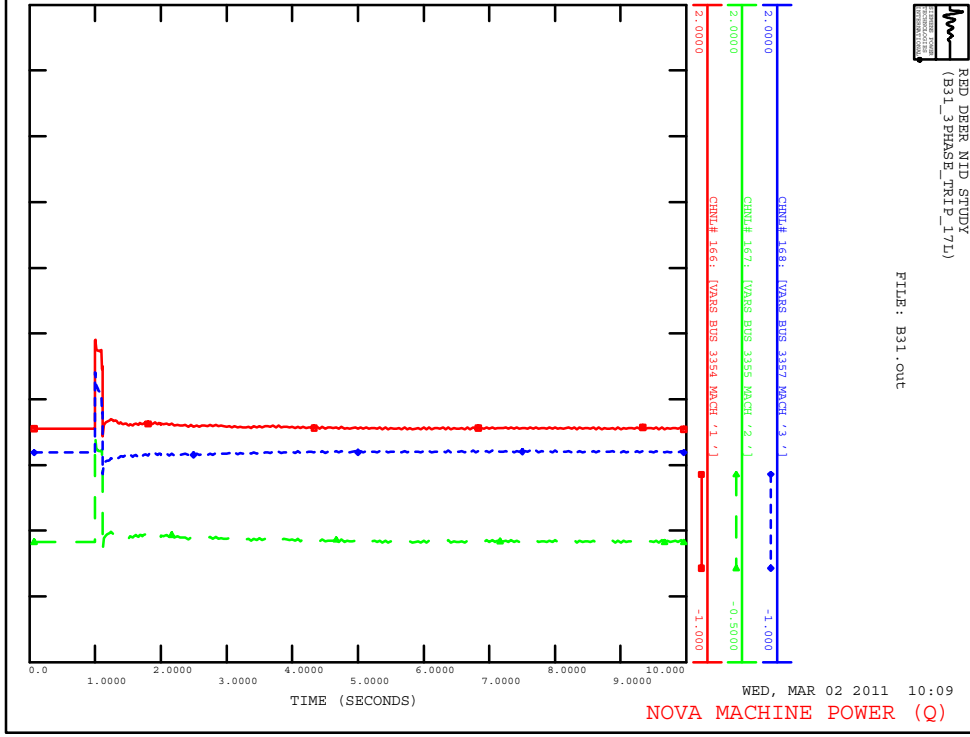

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

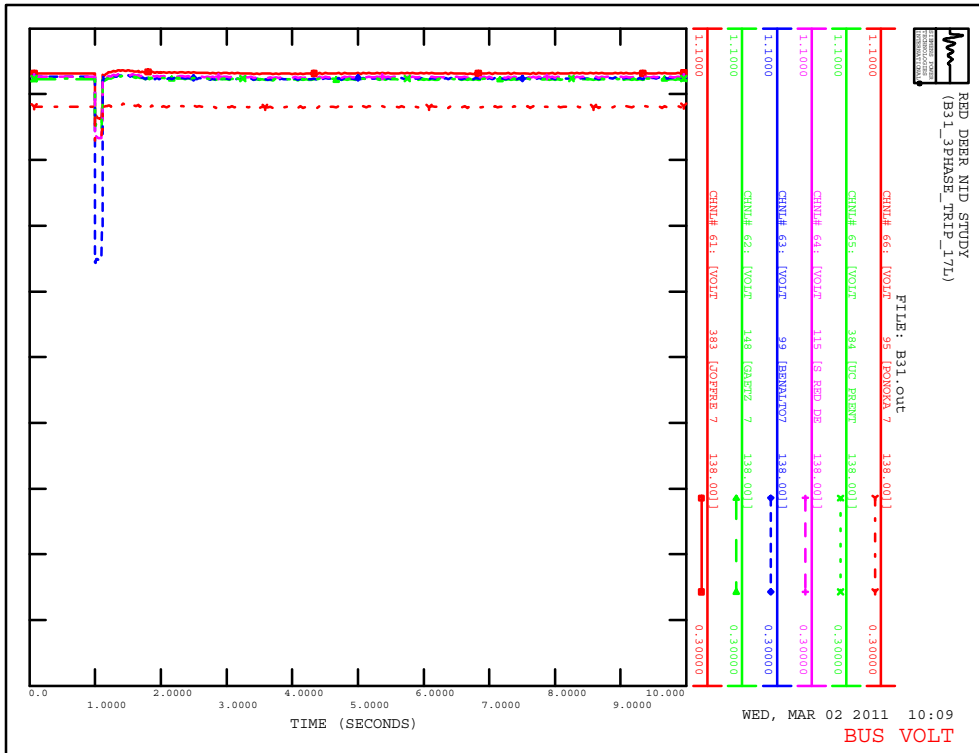

RED DEER NID STUDY
(B30_3PHASE_TRIP_57L)
FILE: B30.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

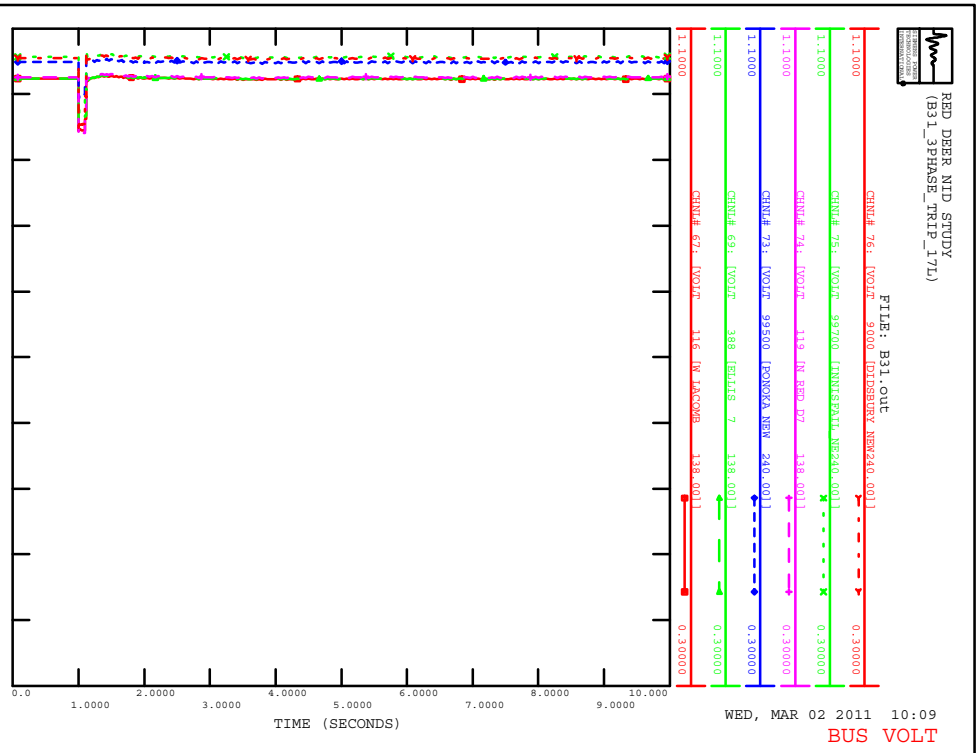

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

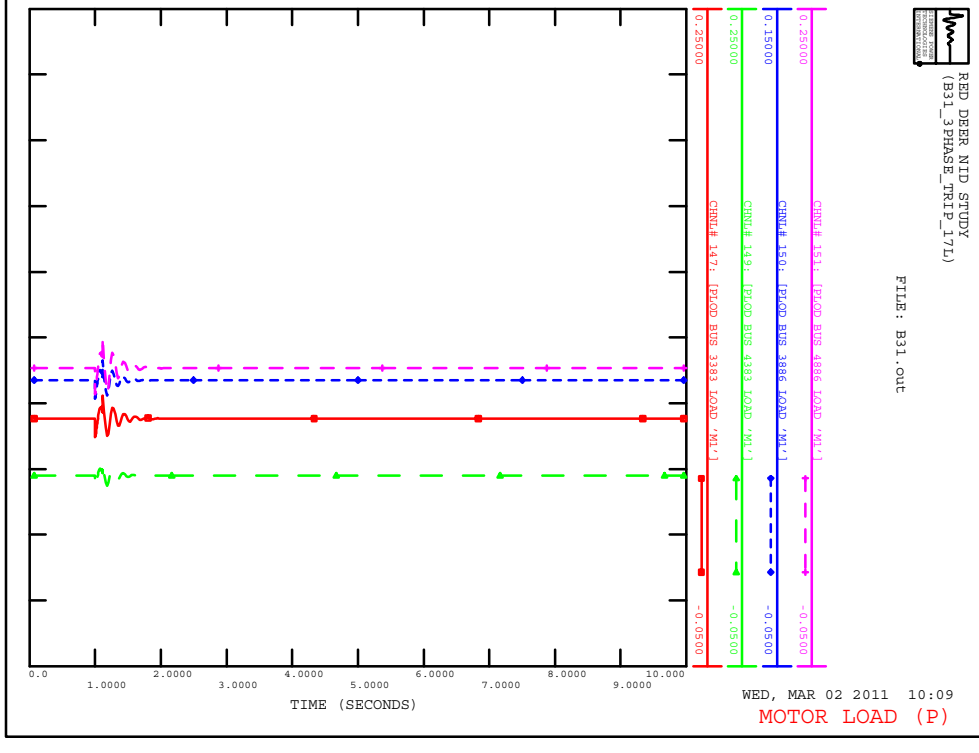

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

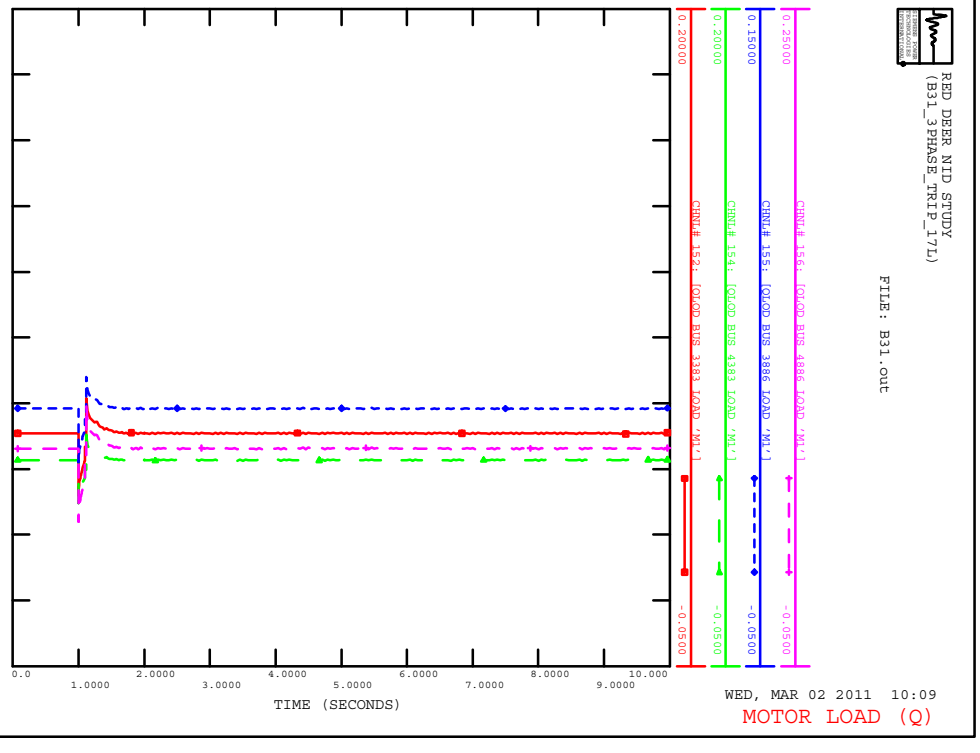
RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

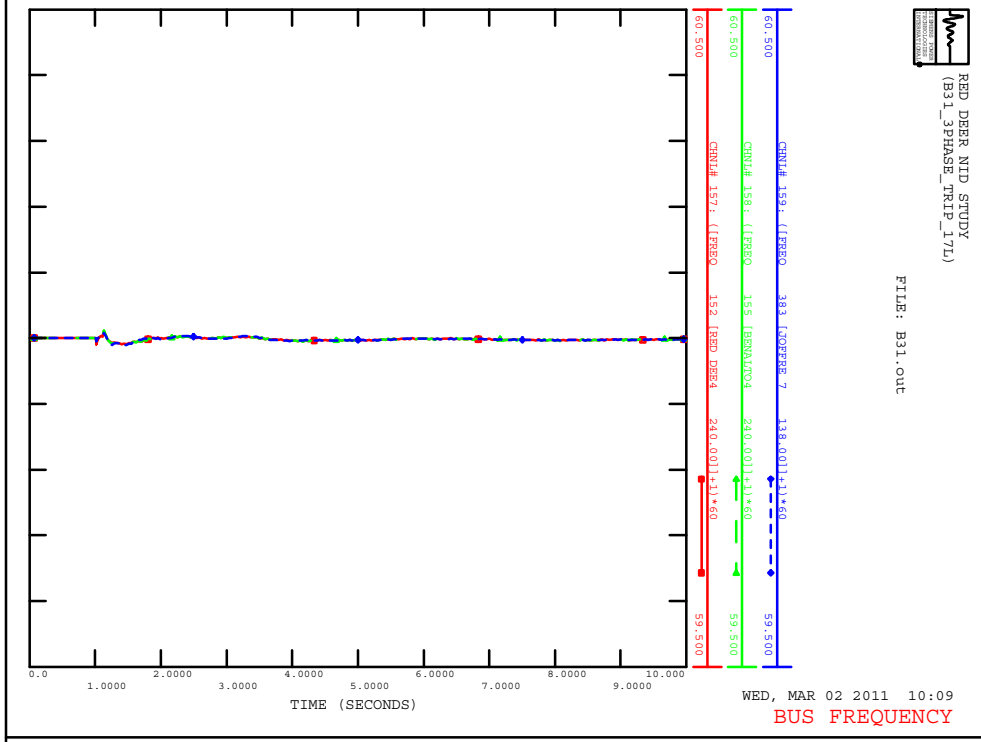
RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

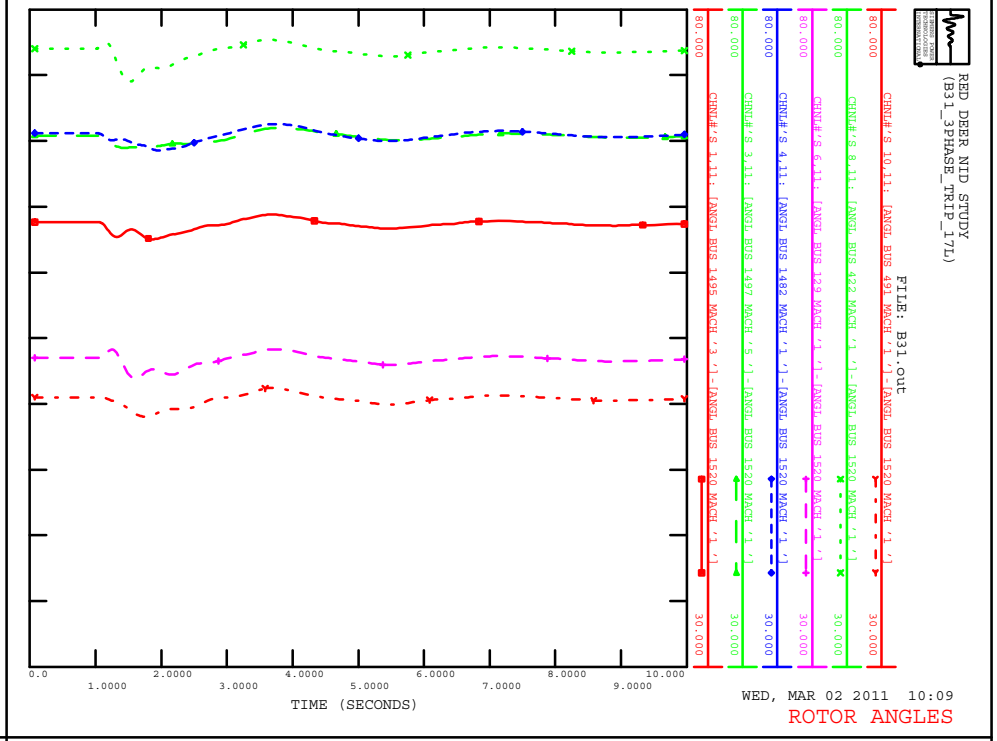

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

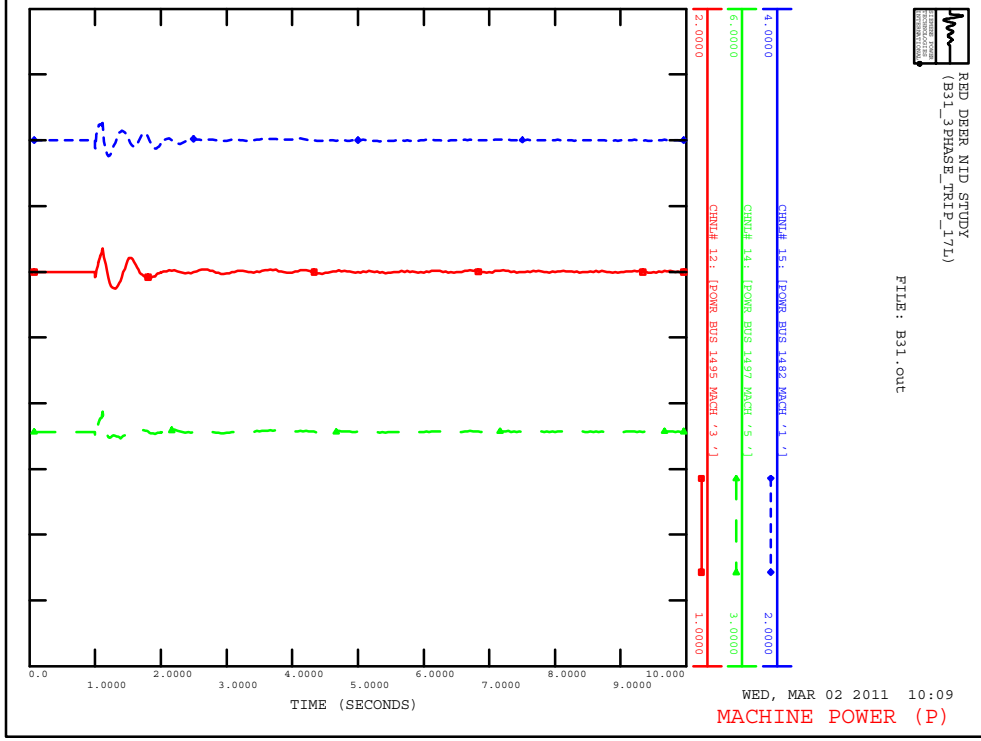

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

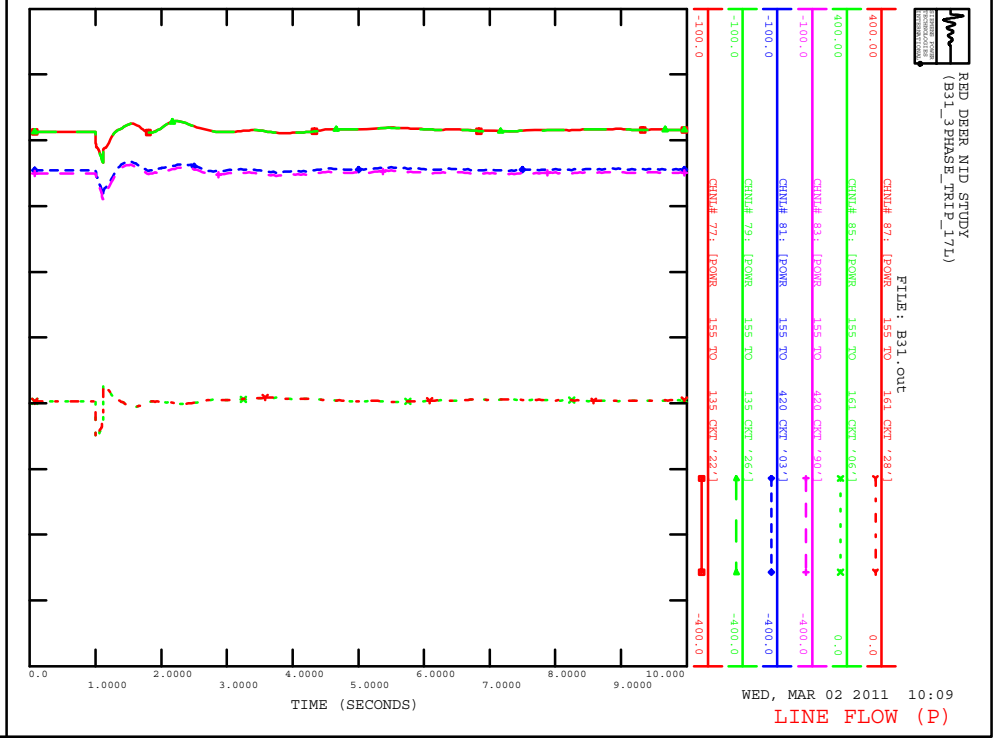

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

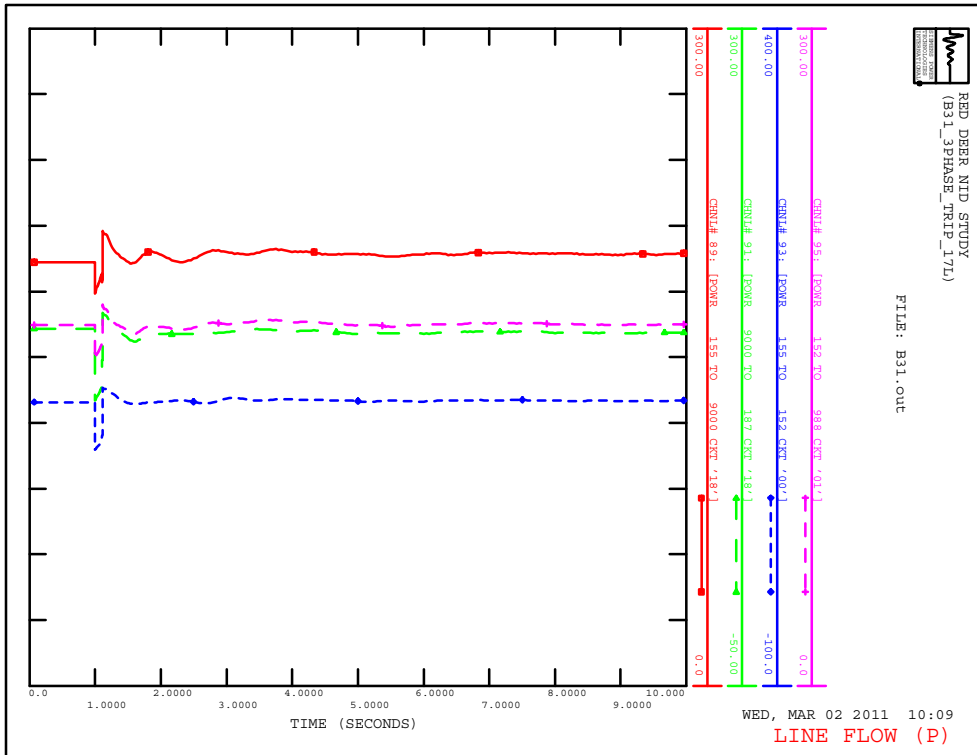

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

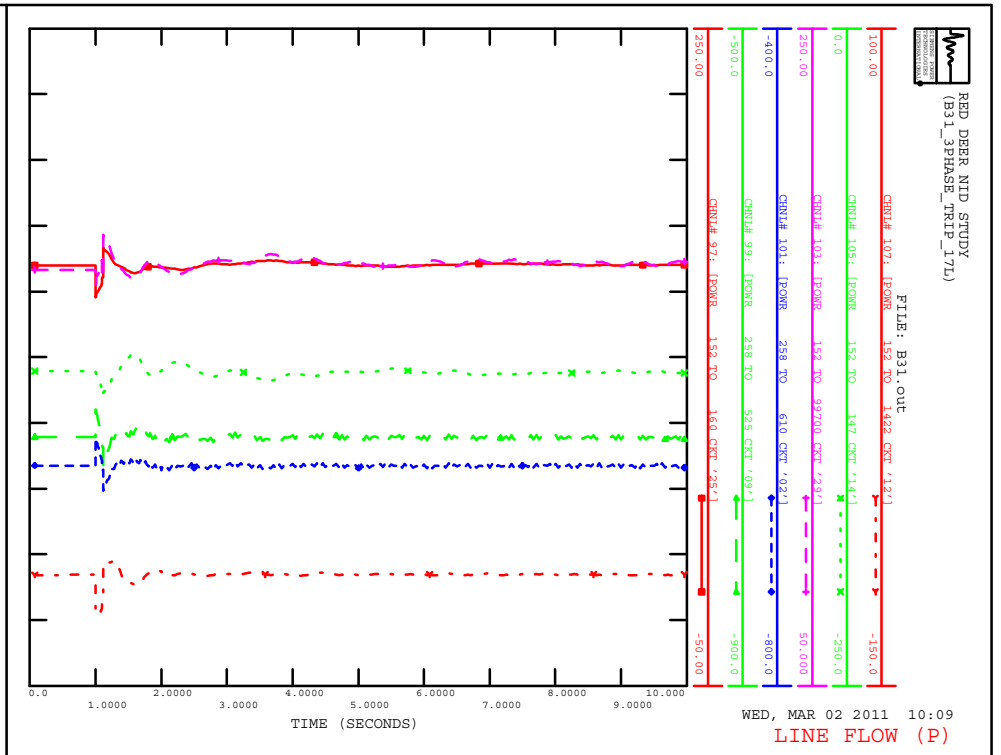

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

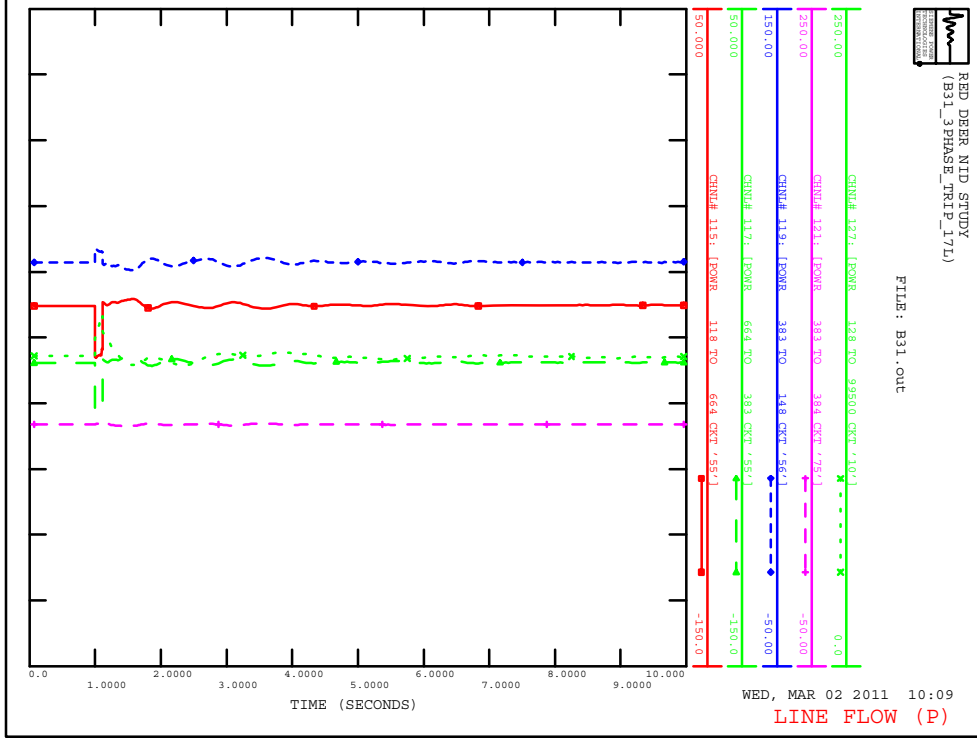

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

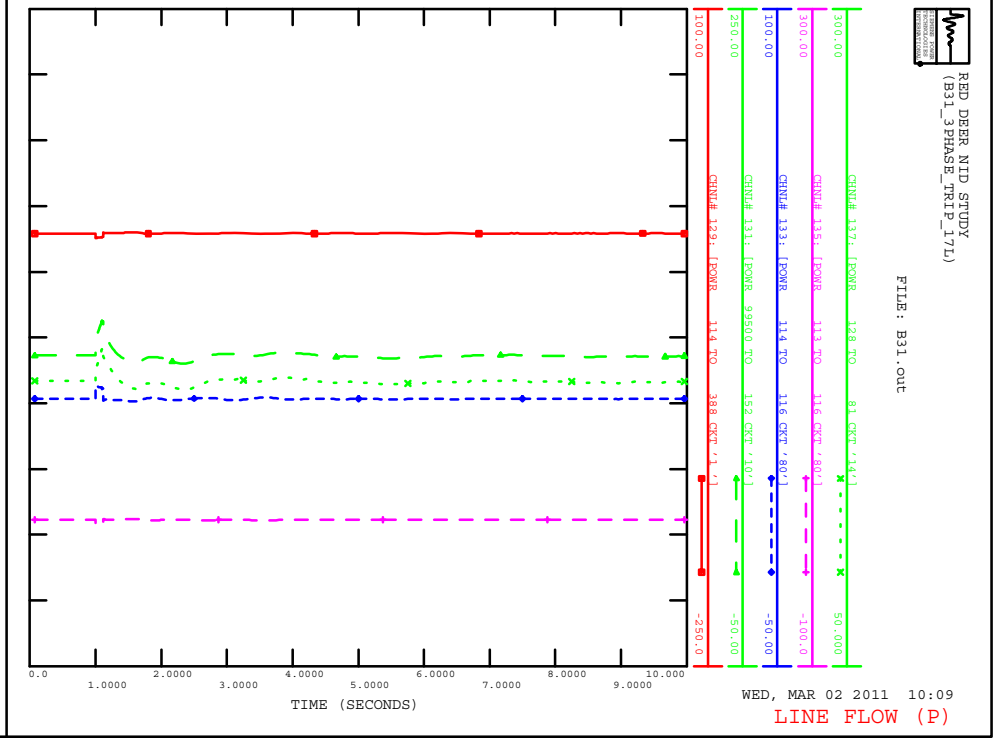

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

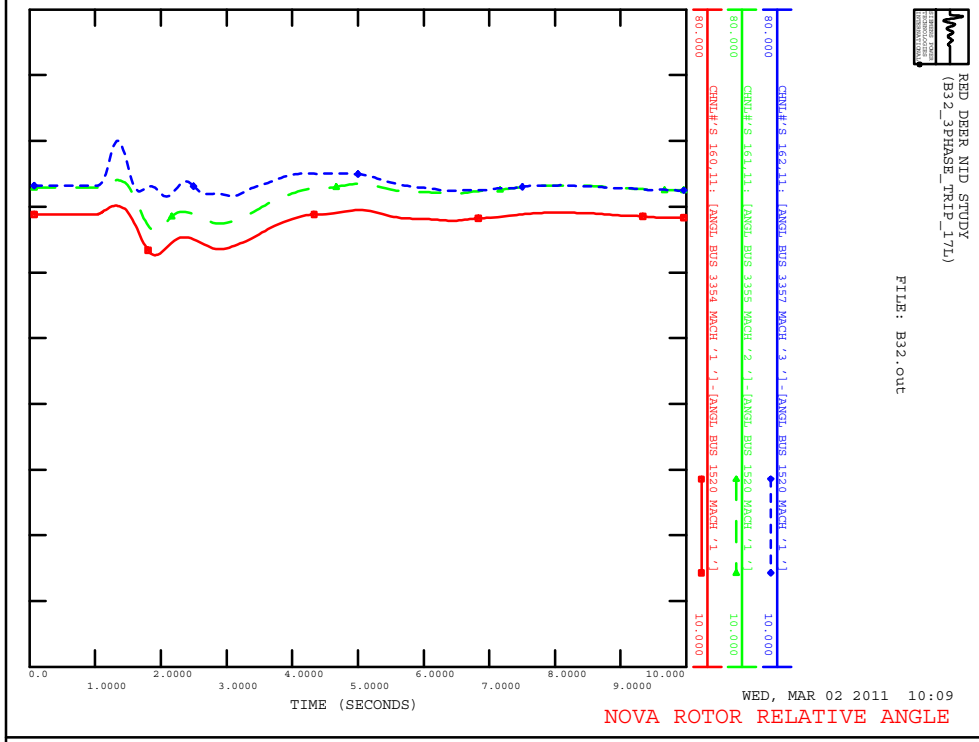

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

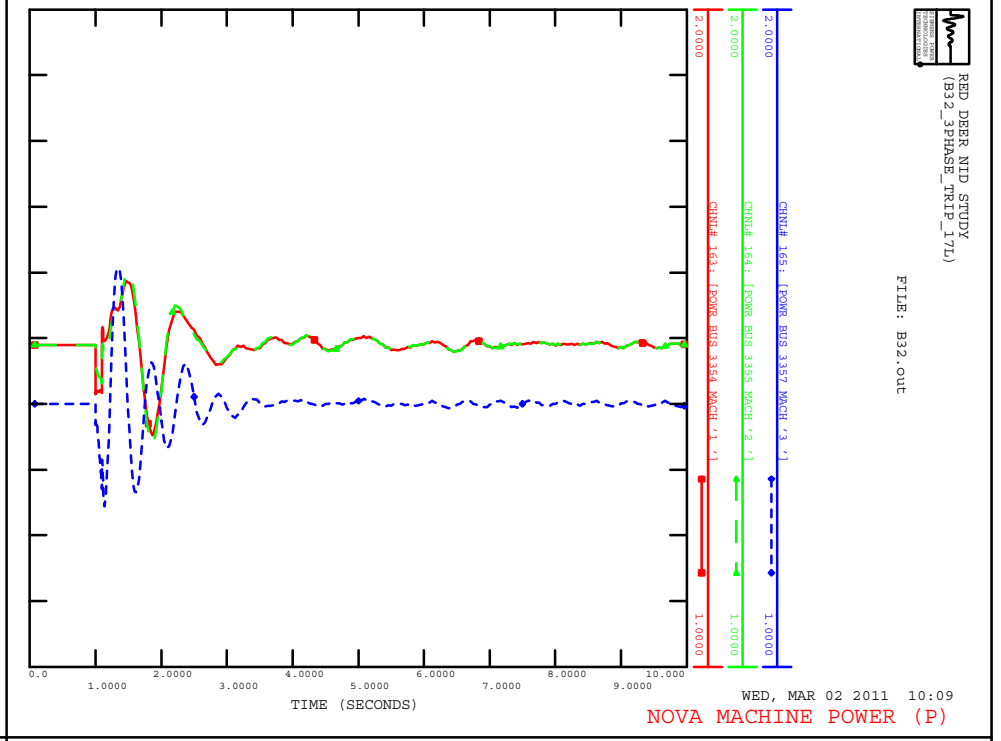

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

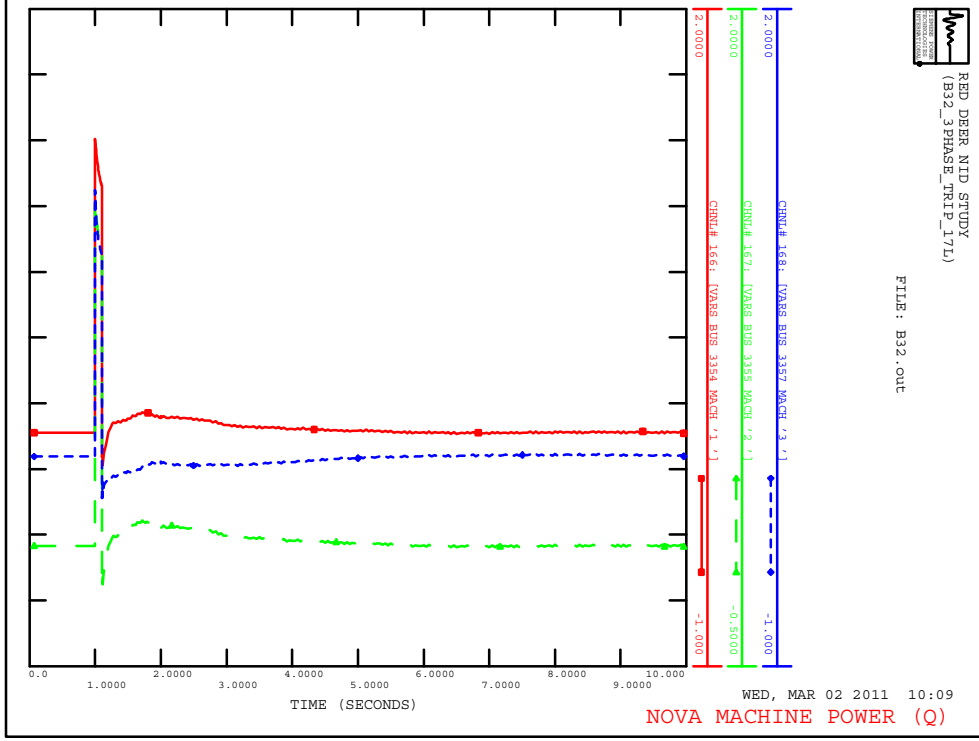

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

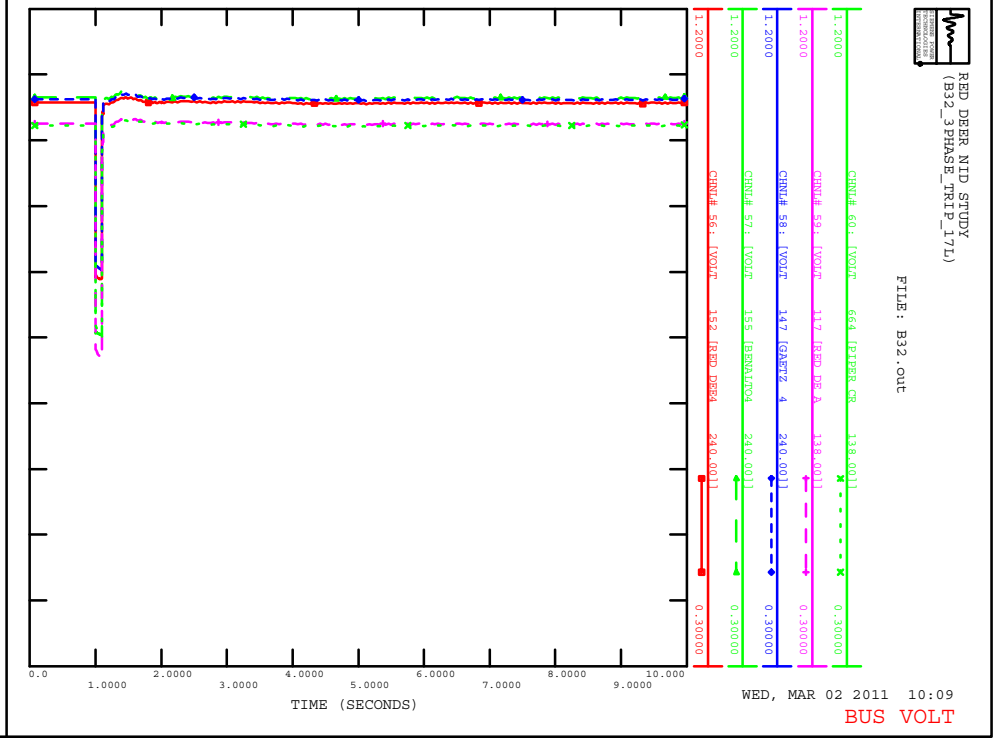

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

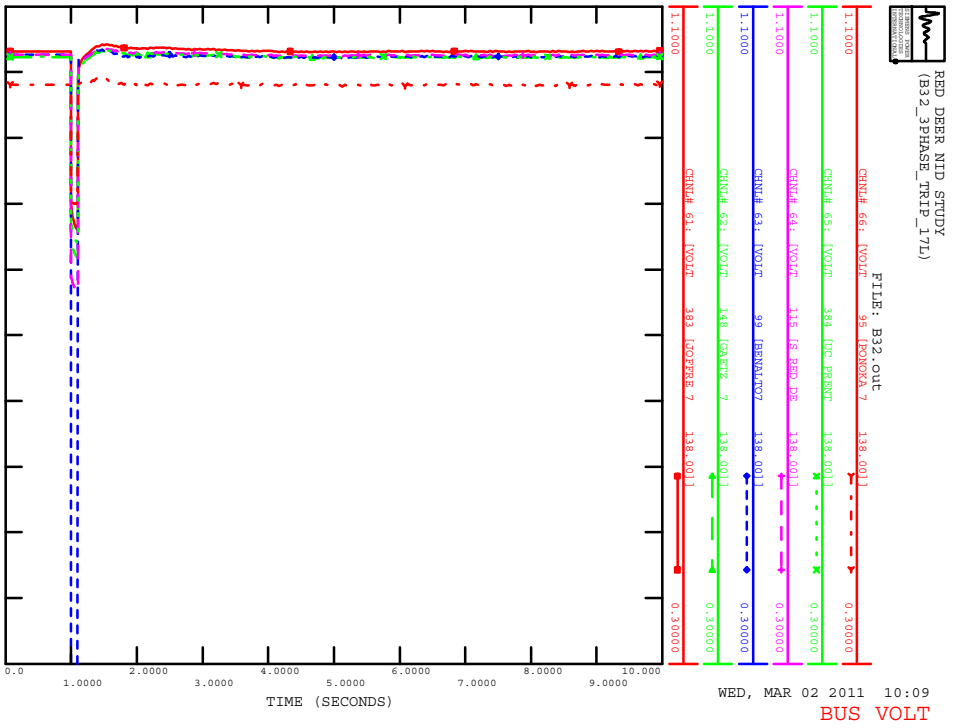

RED DEER NID STUDY
(B31_3PHASE_TRIP_17L)
FILE: B31.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

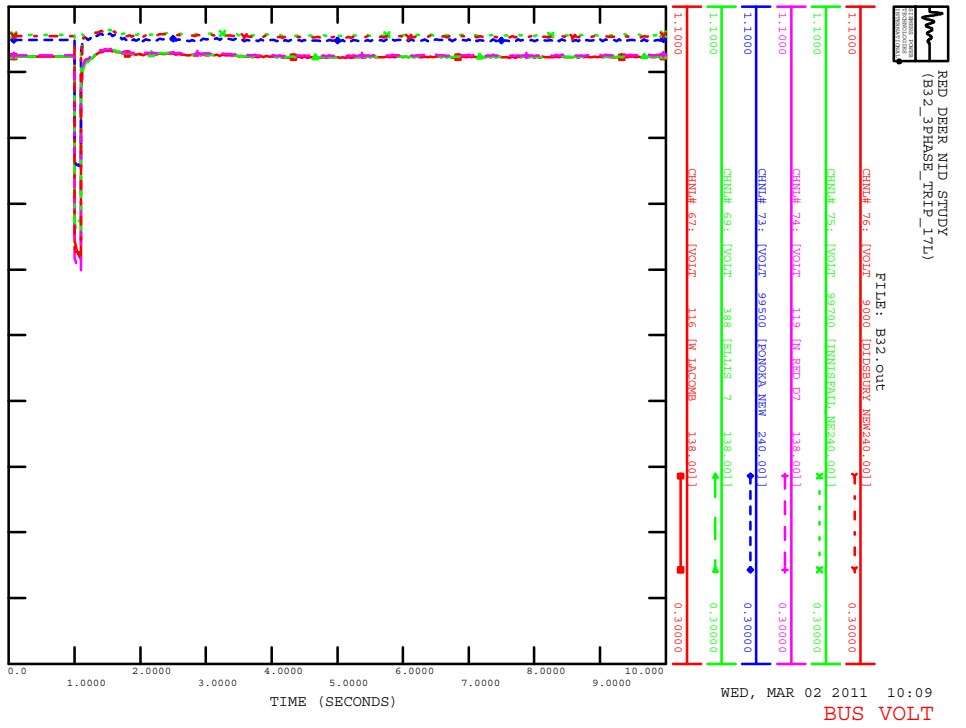

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '1-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

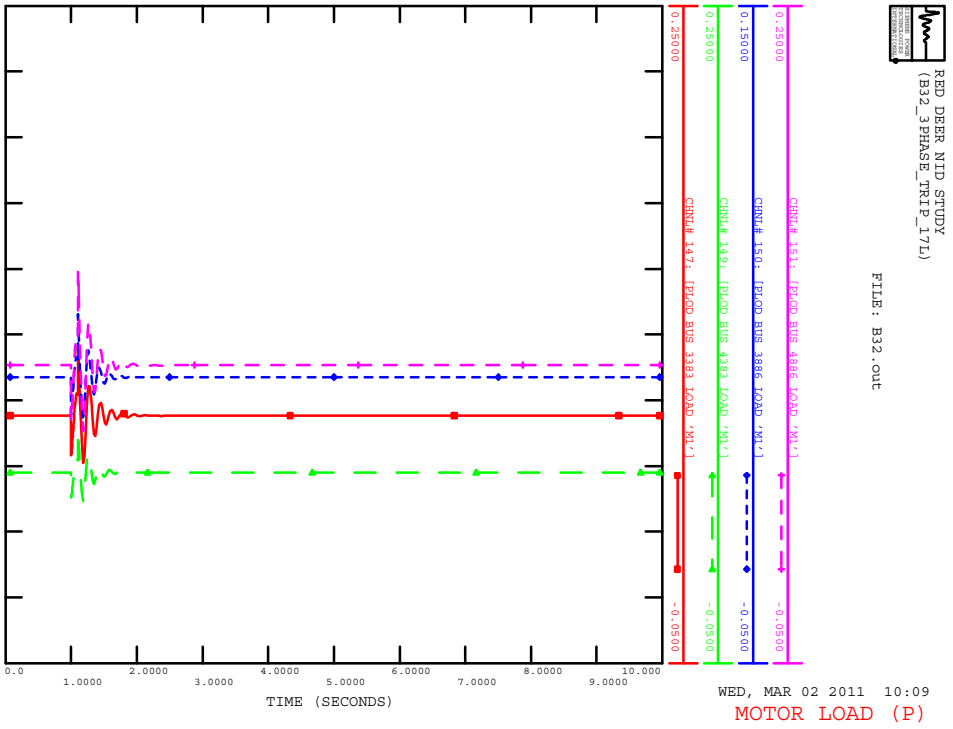

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

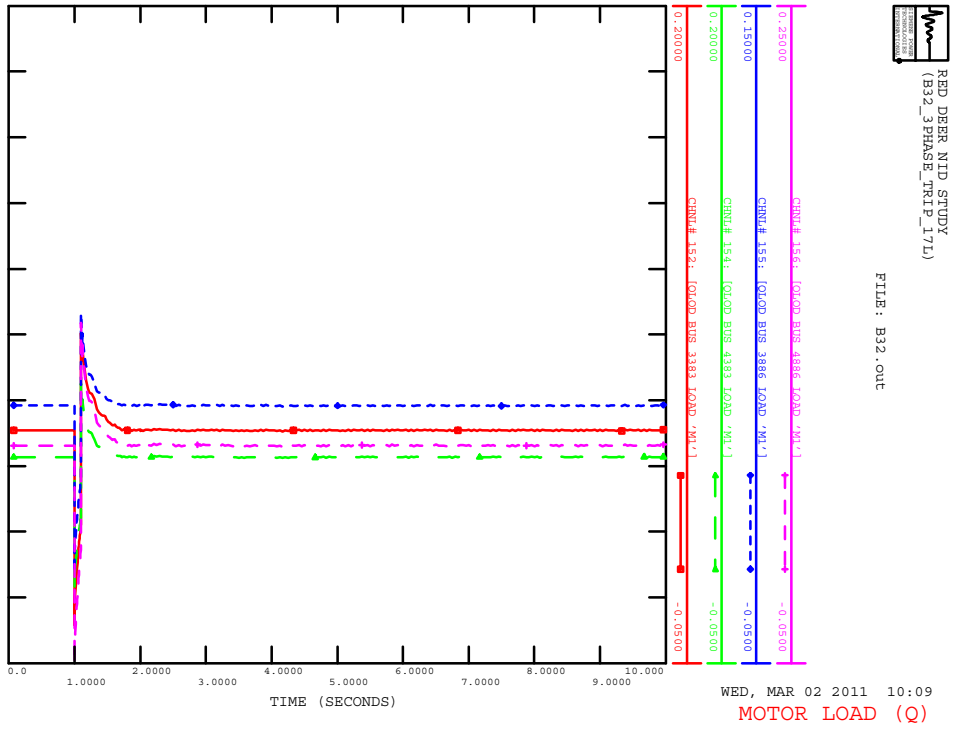

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

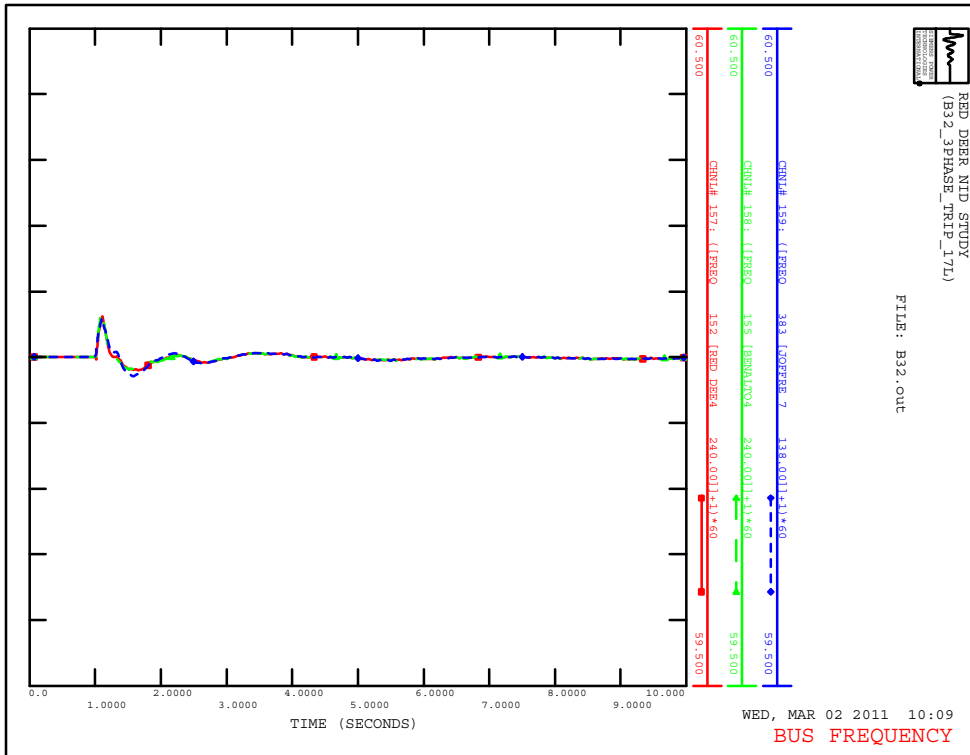

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

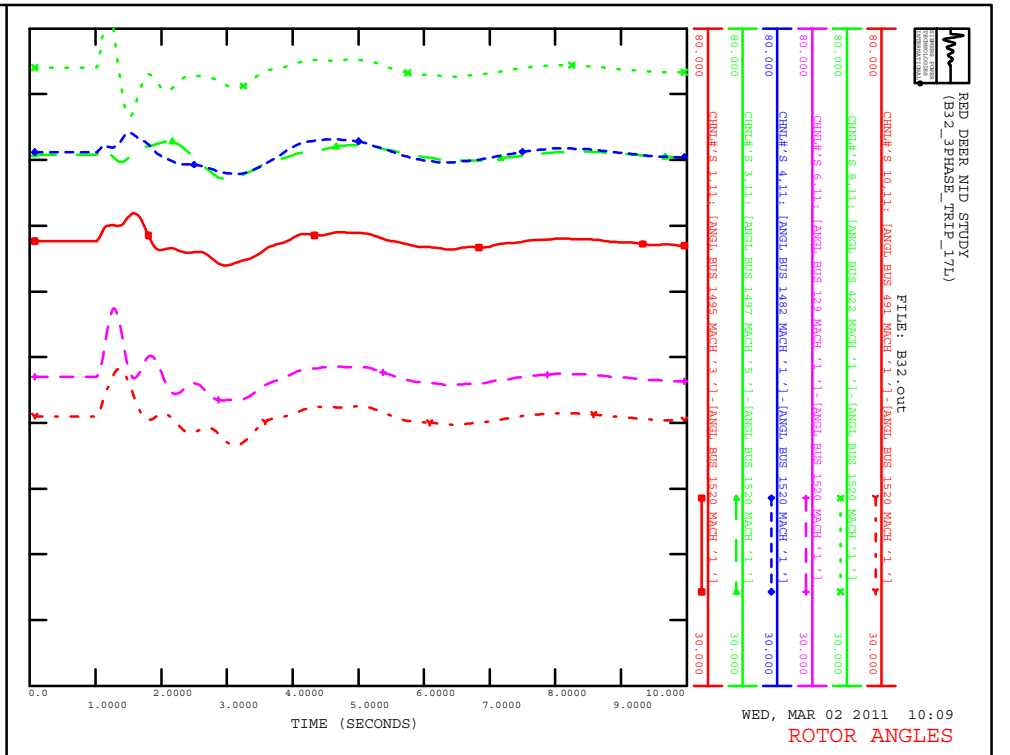

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

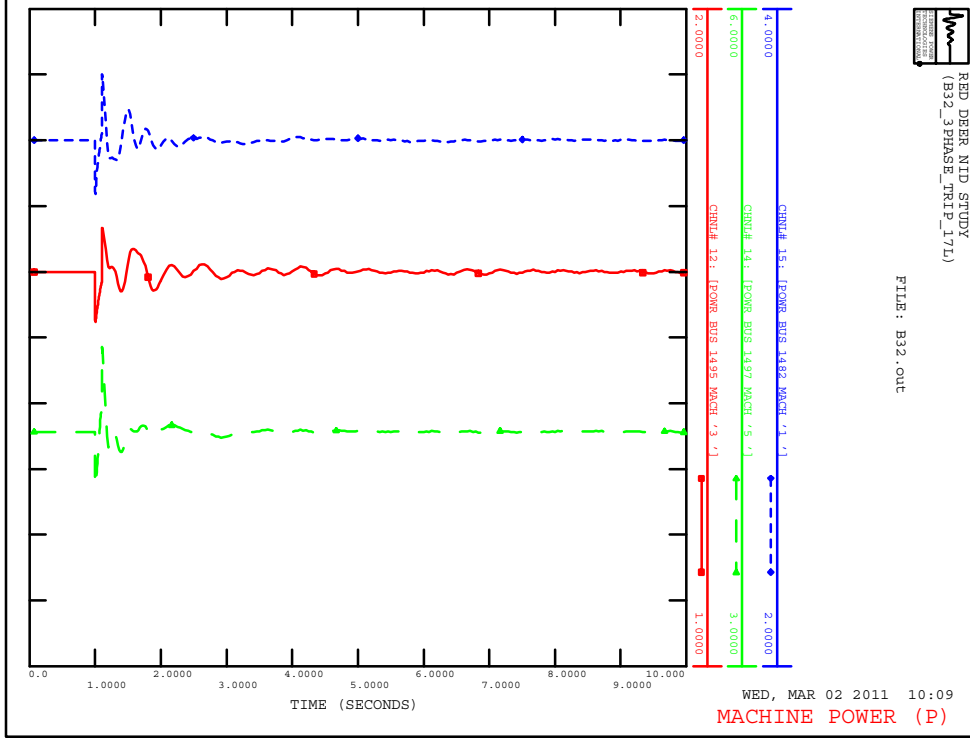

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

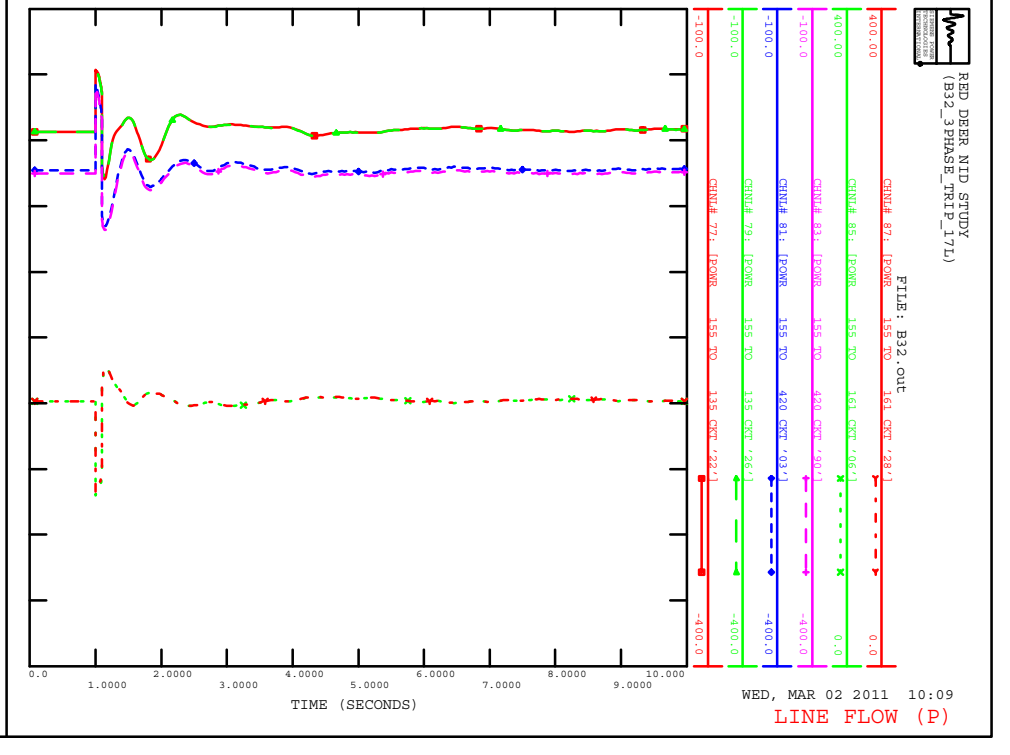

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

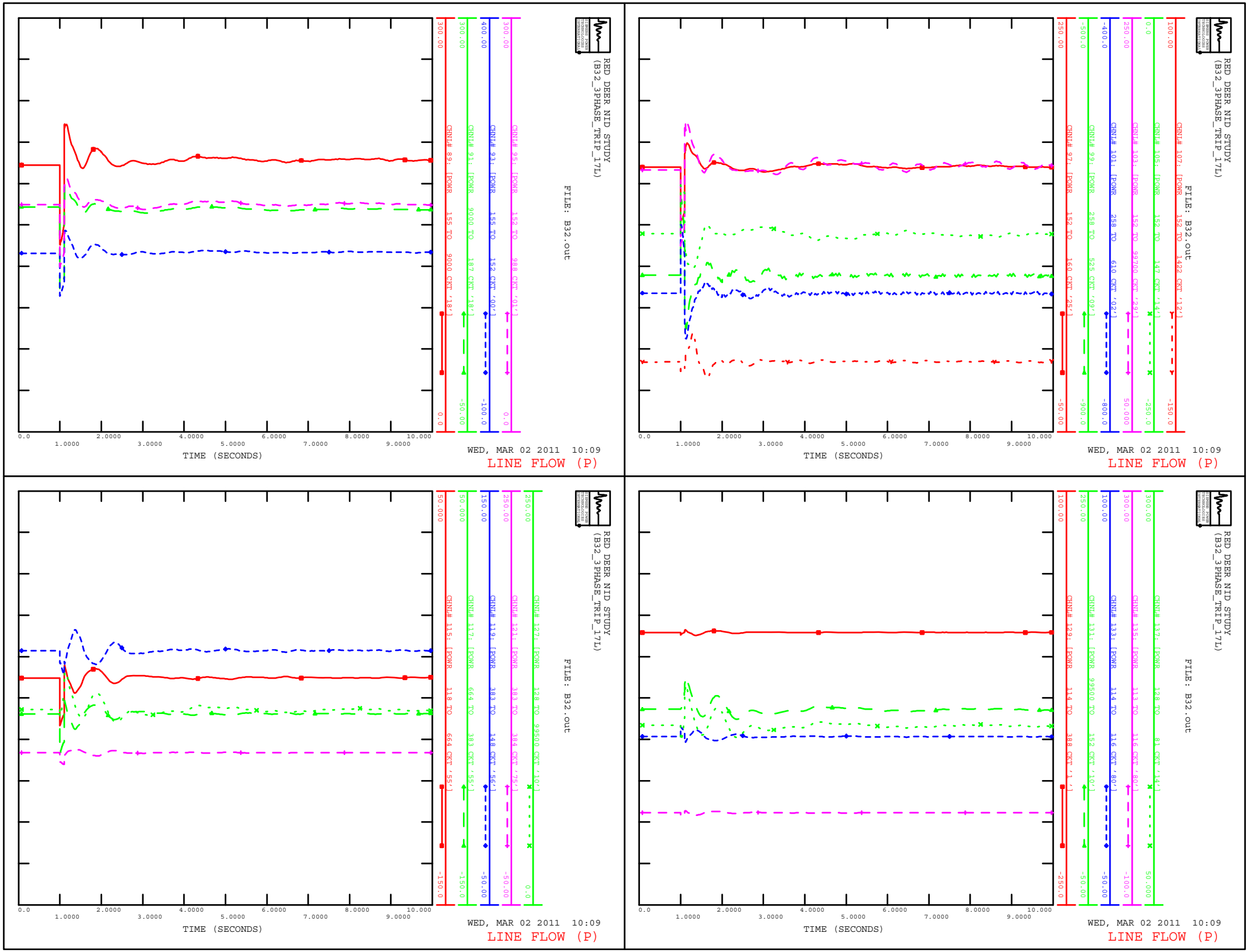

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

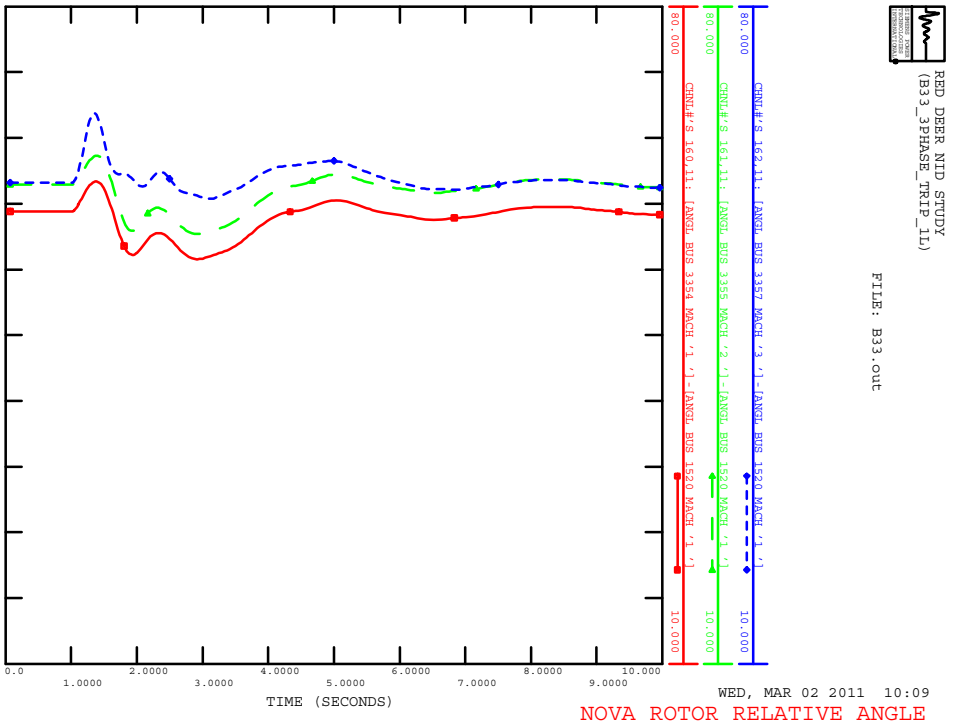

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

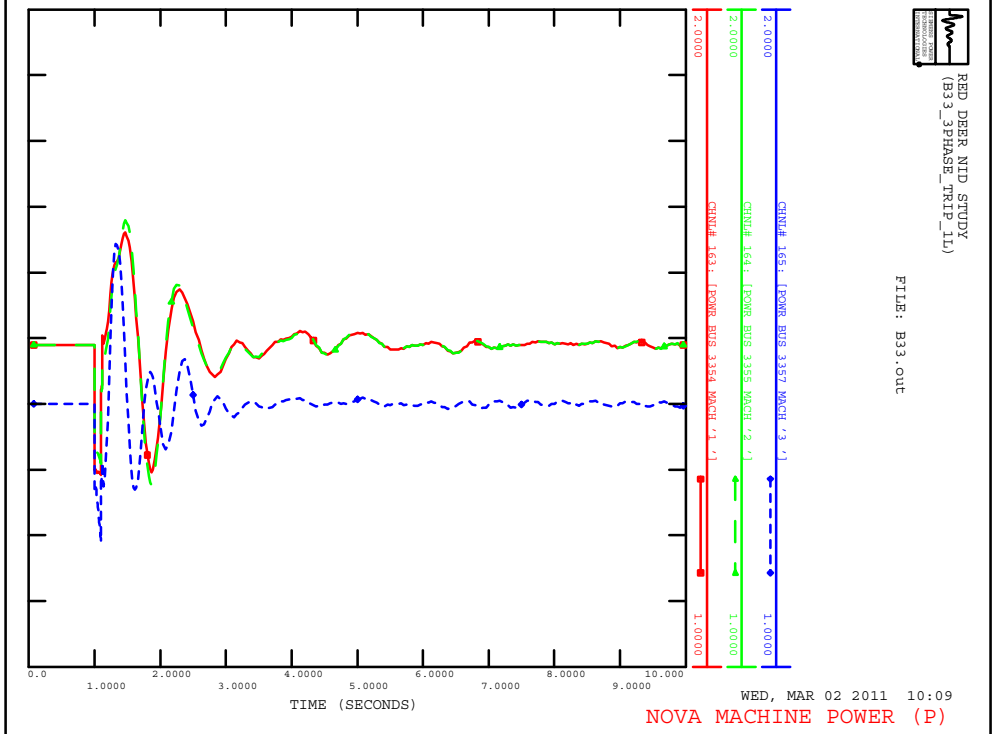

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

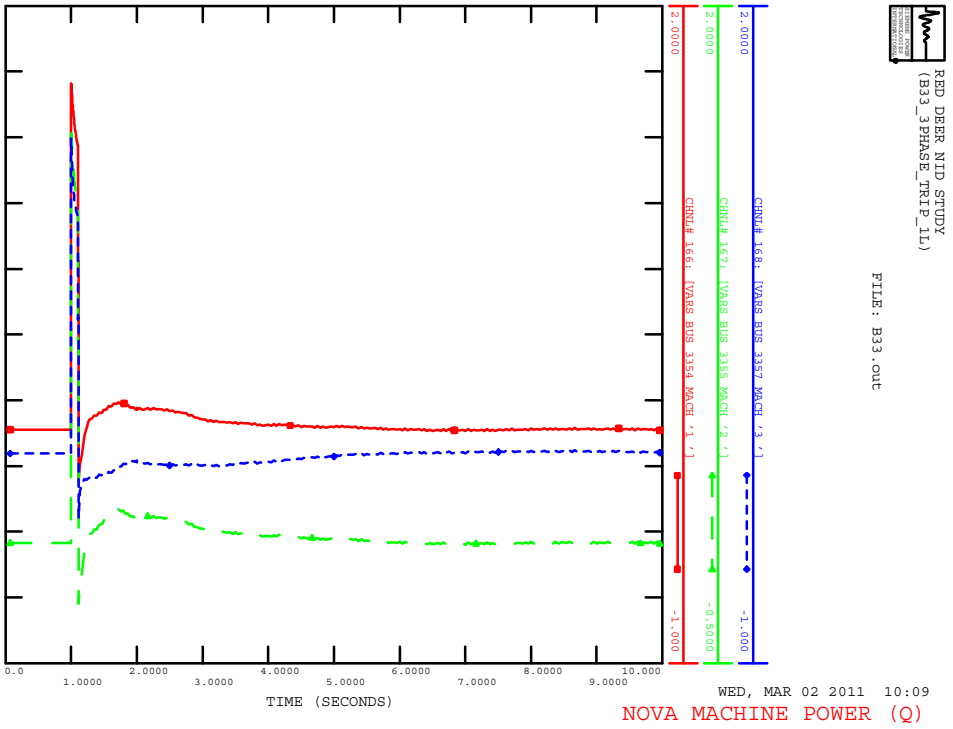

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

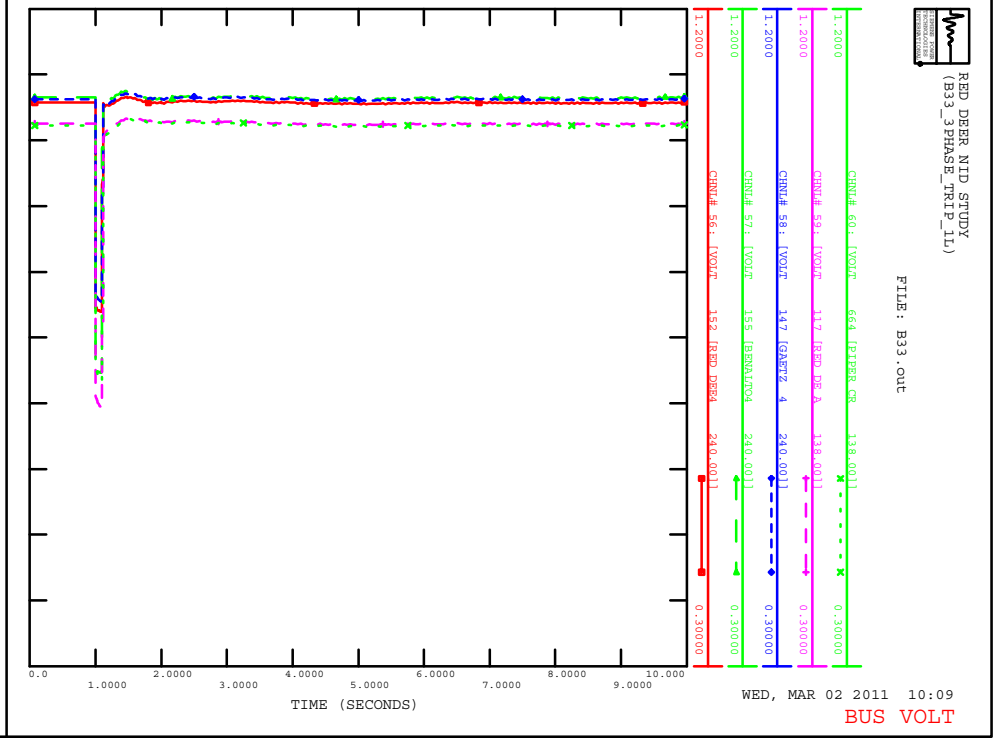

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

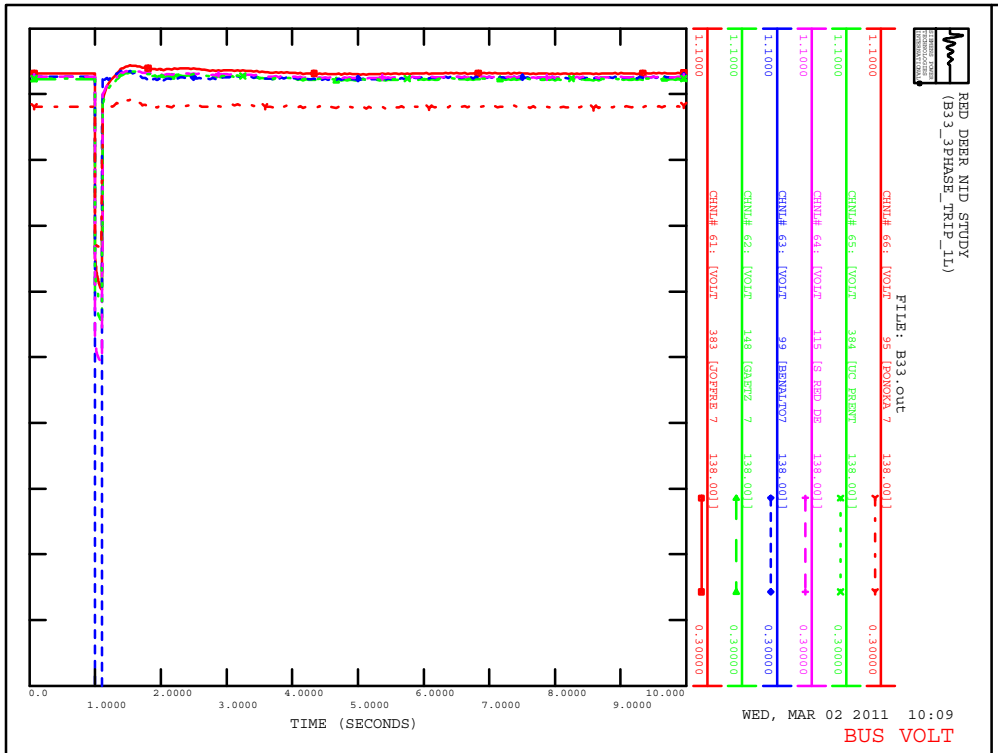

RED DEER NID STUDY
(B32_3PHASE_TRIP_17L)
FILE: B32.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

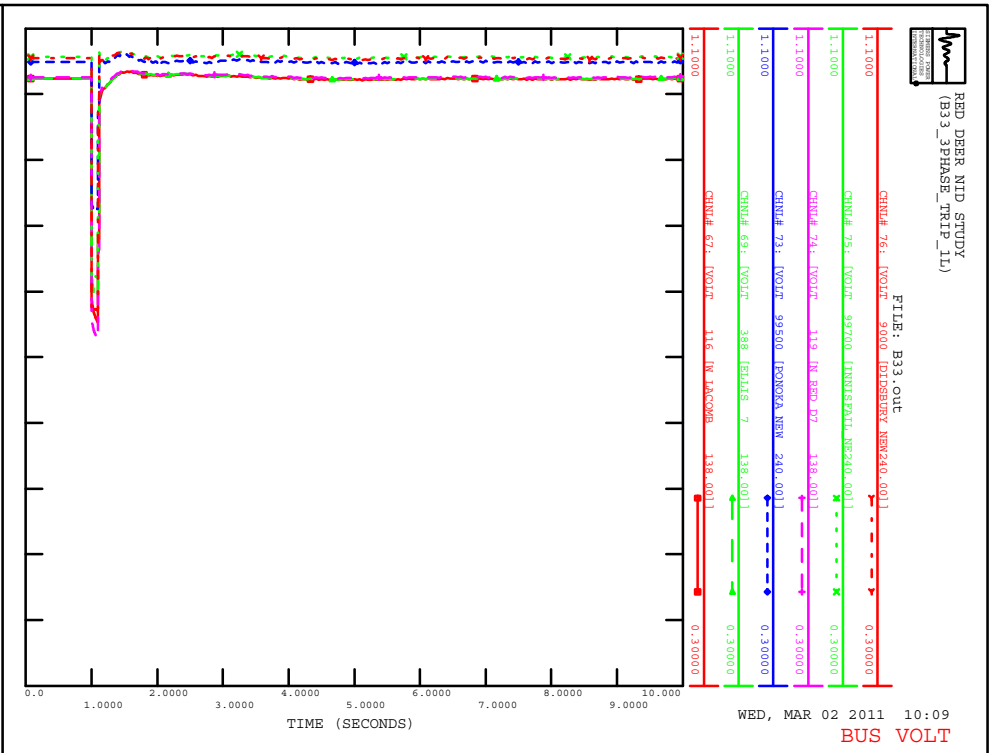

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

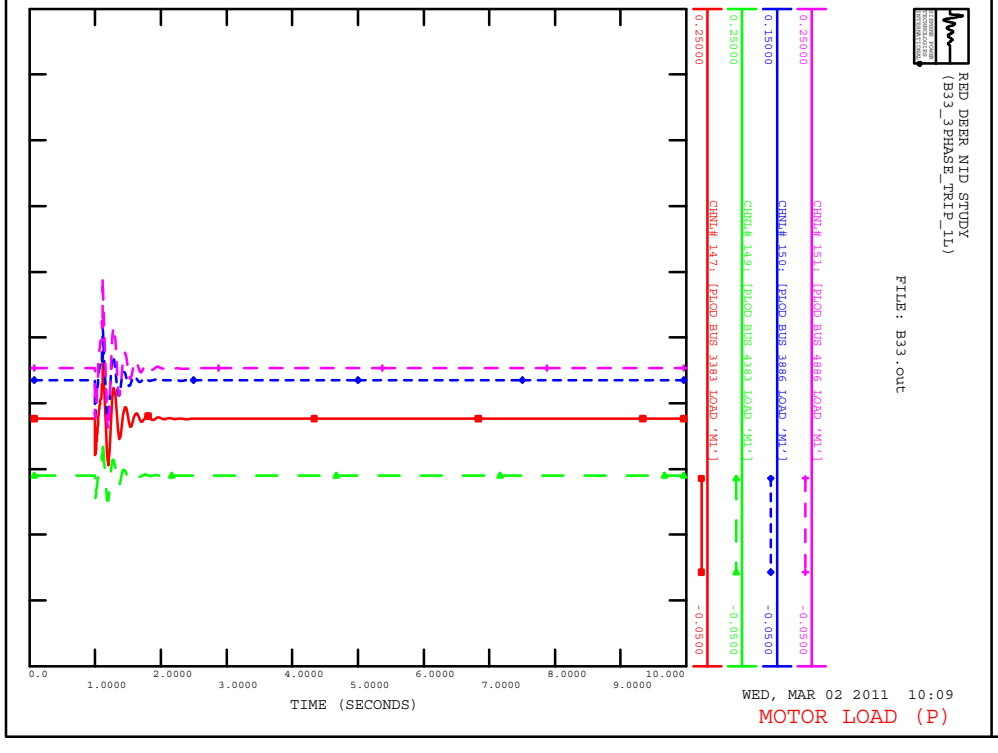

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

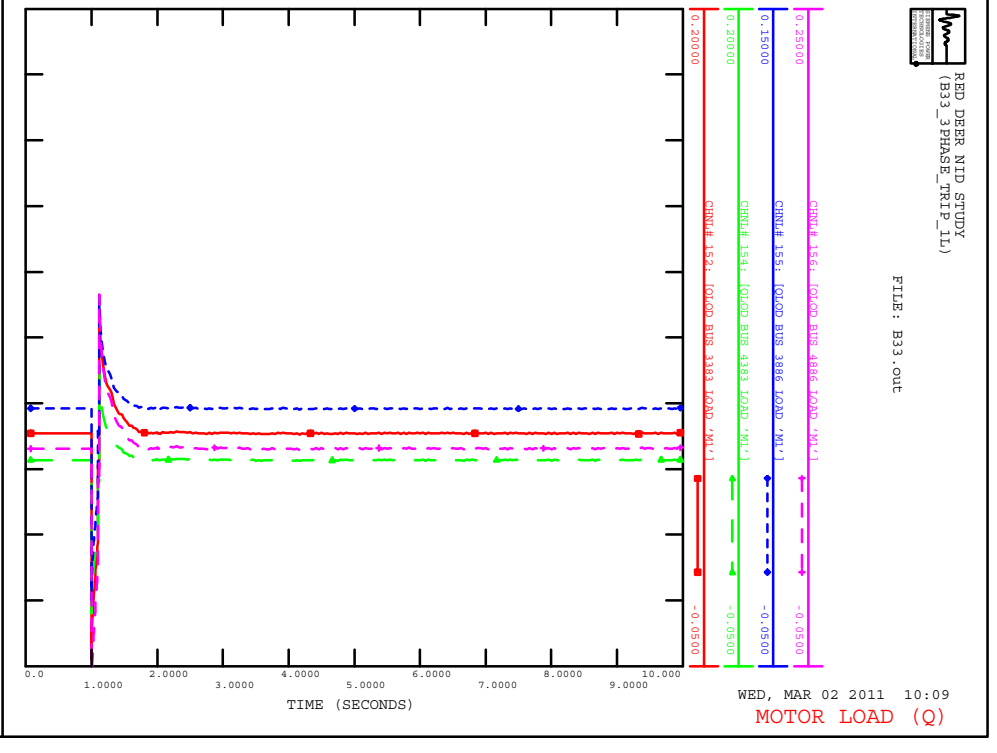

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

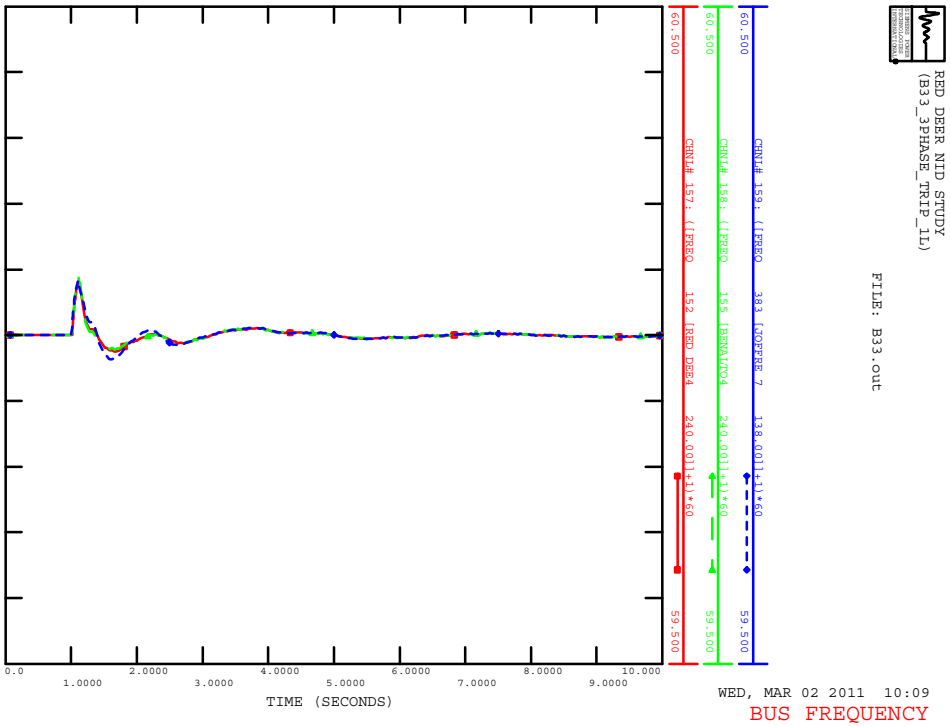

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

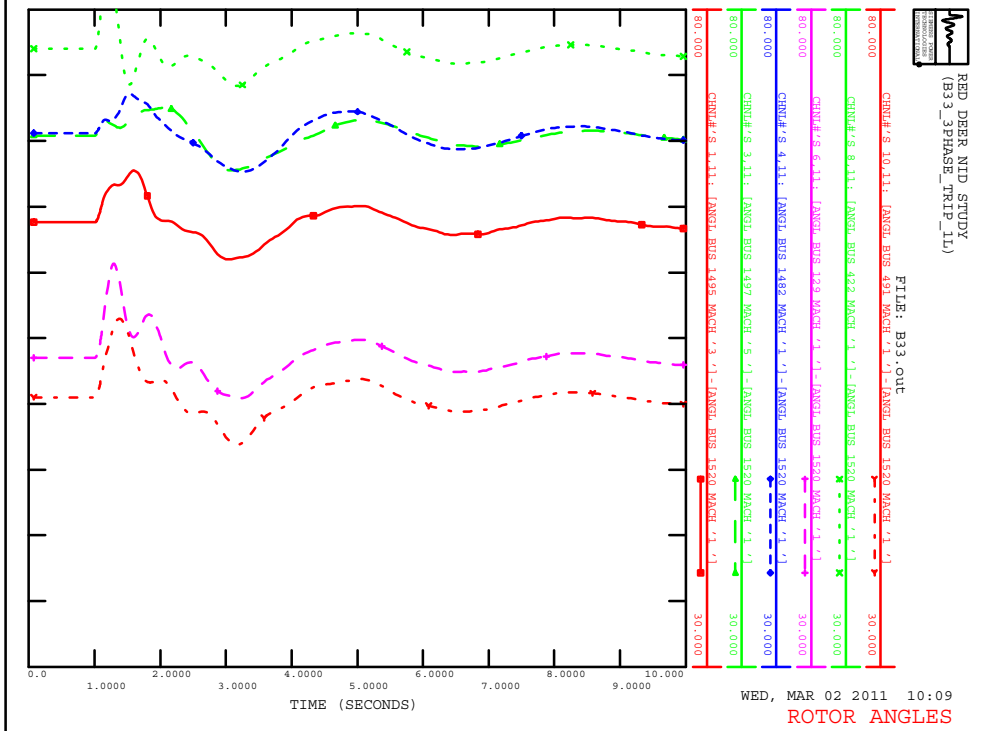

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

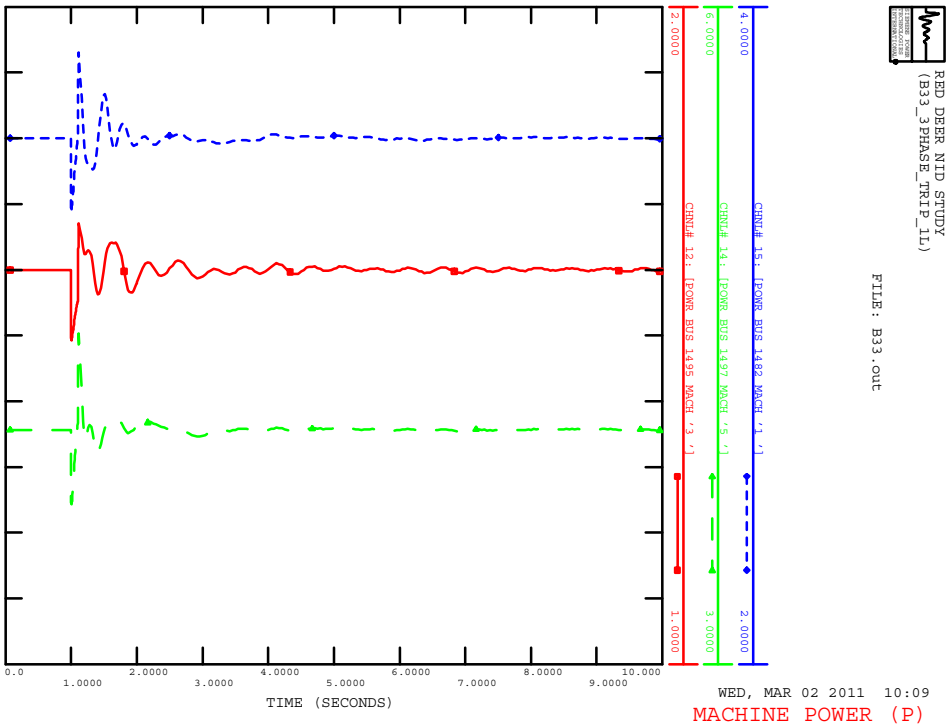

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

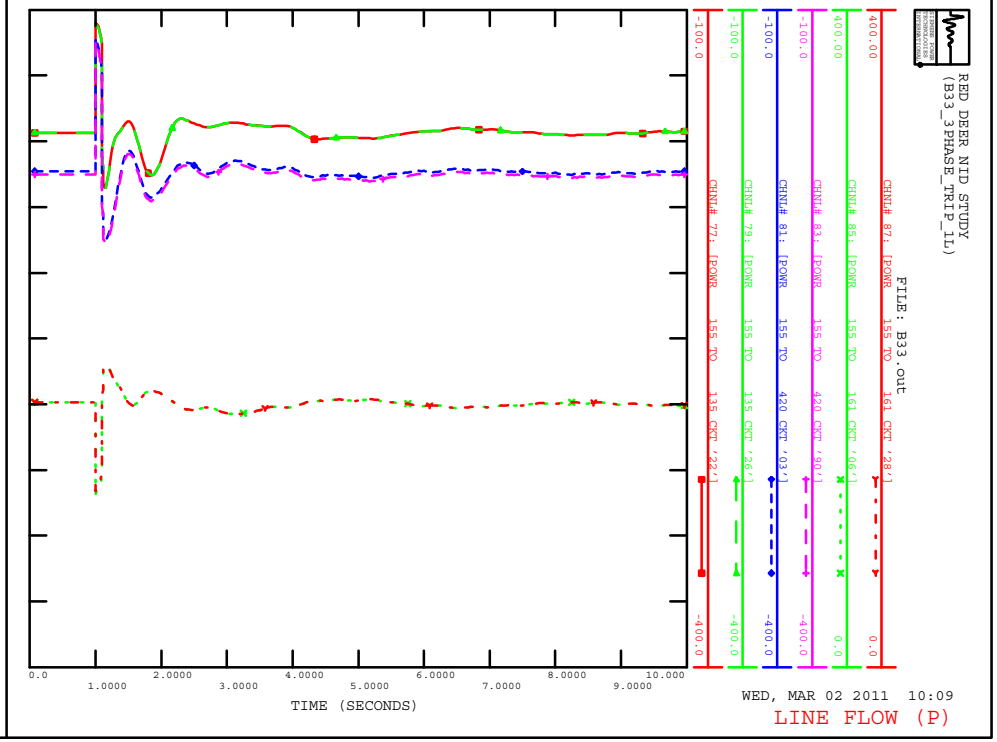

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

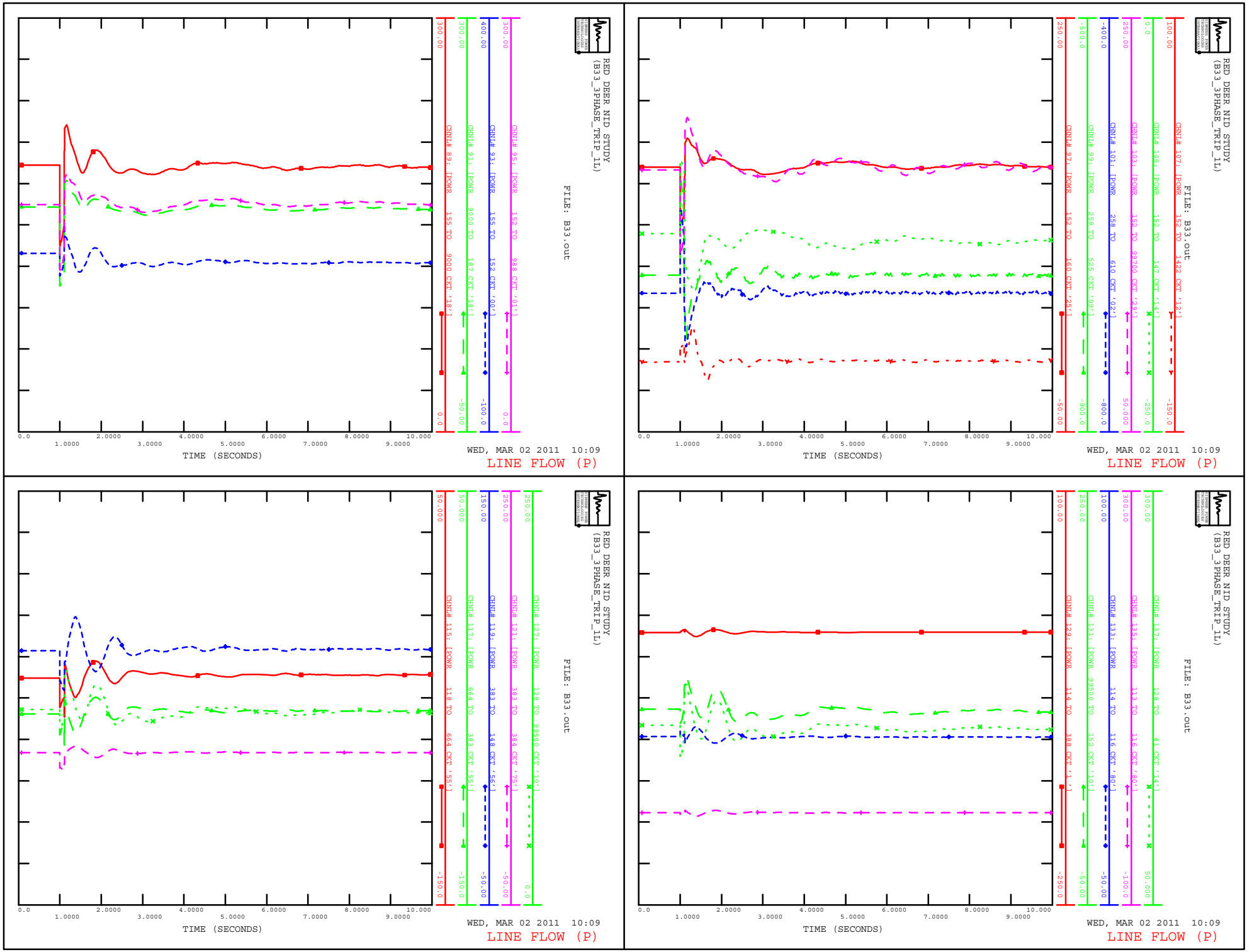

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

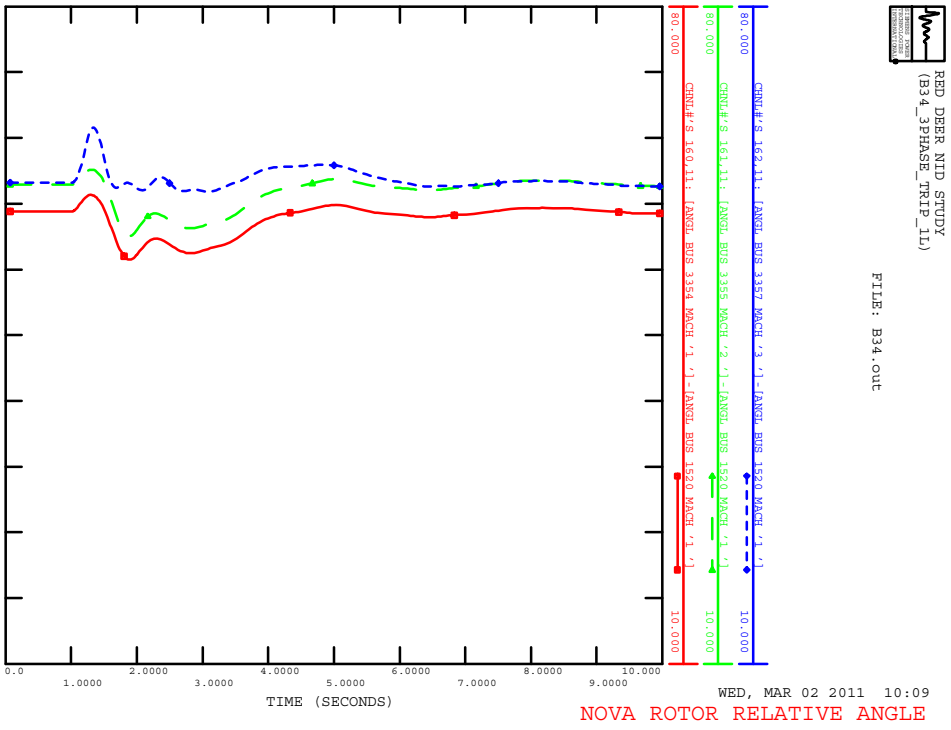

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

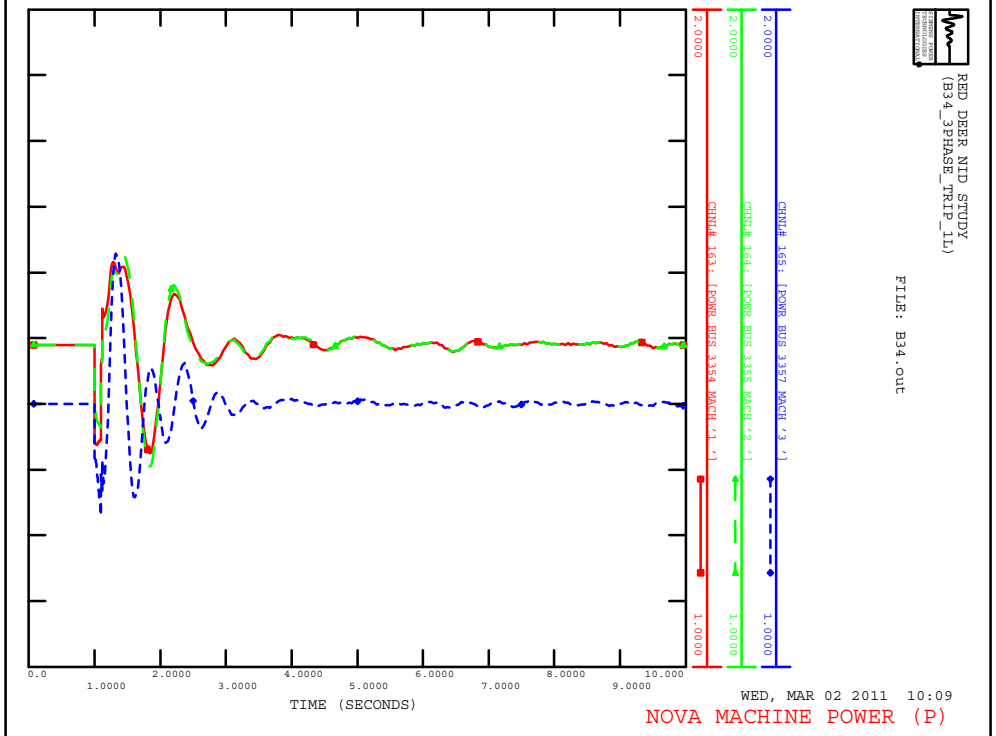

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

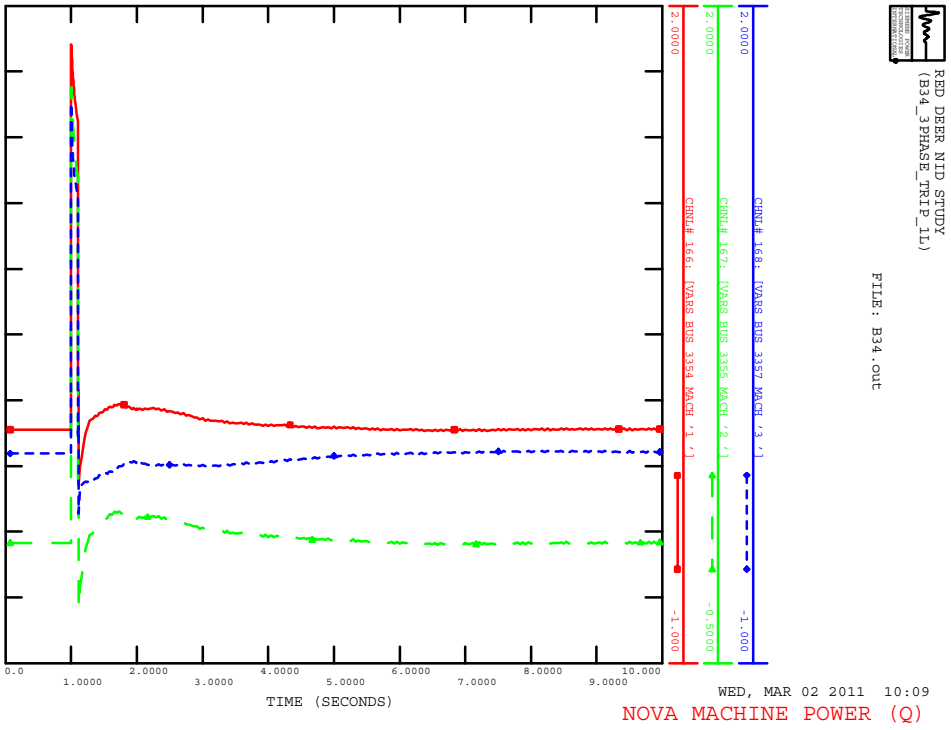

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

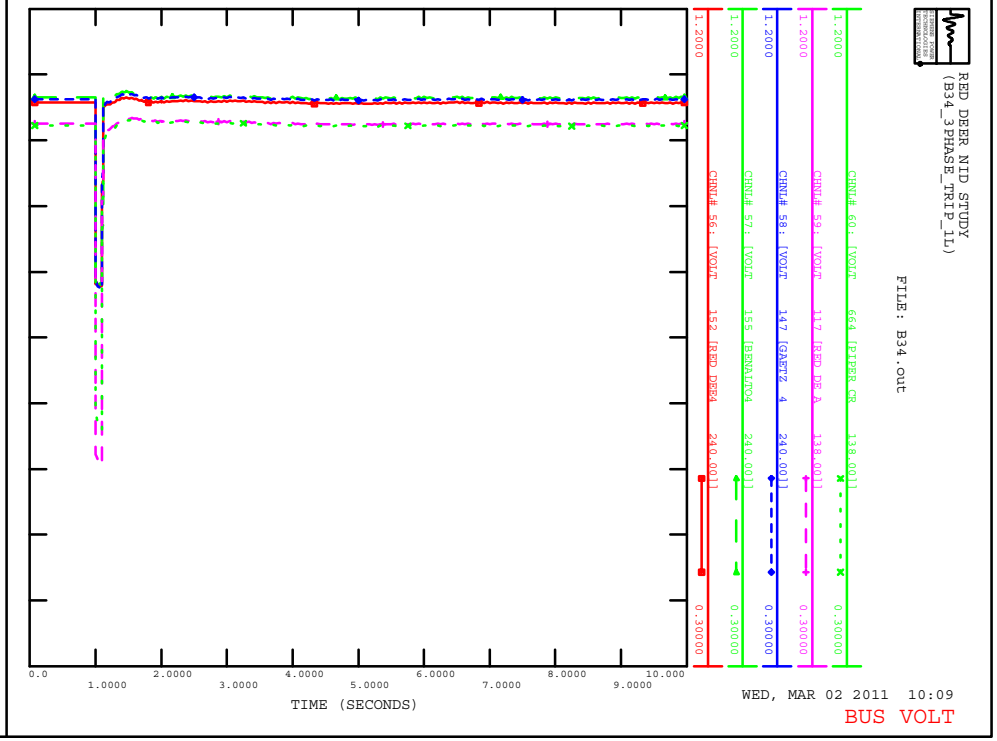

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

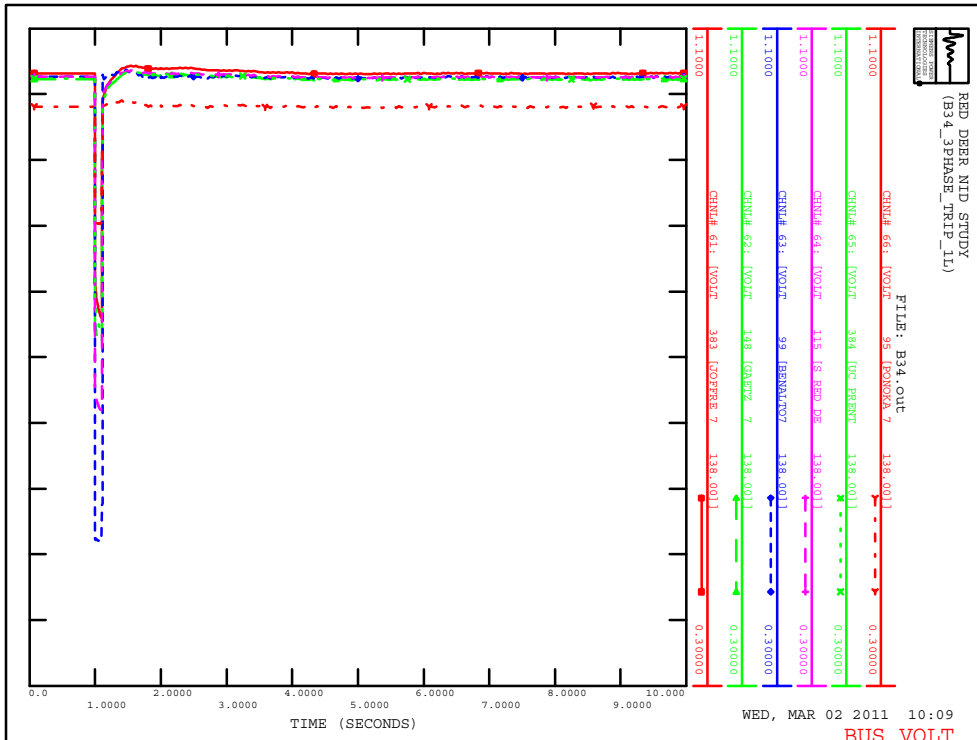

RED DEER NID STUDY
(B33_3PHASE_TRIP_1L)
FILE: B33.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

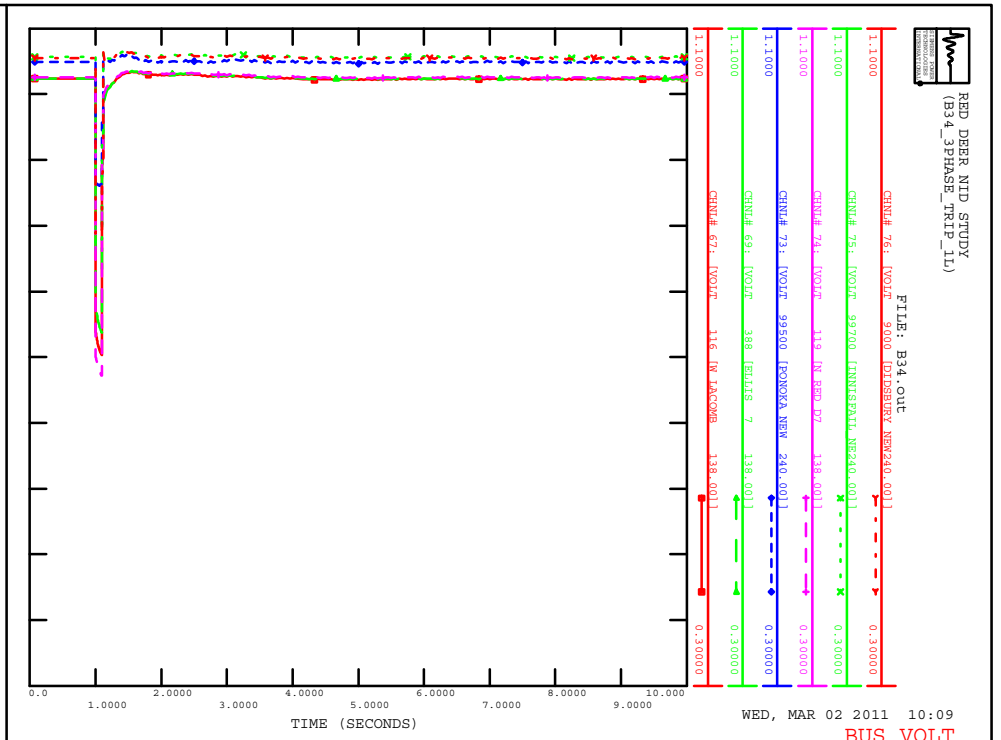

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

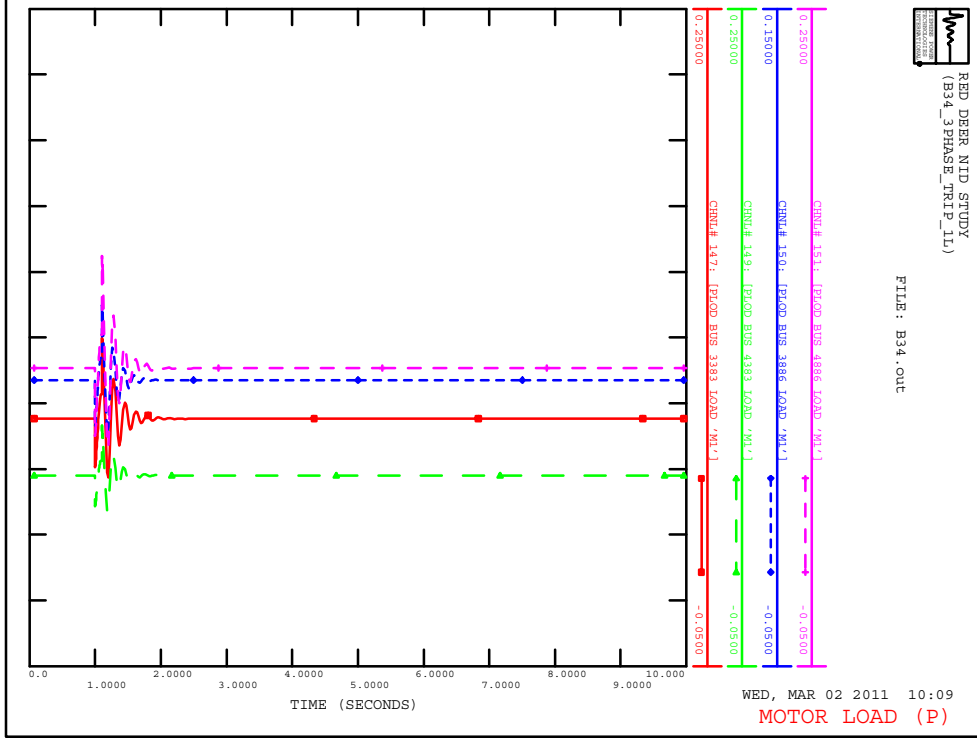

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

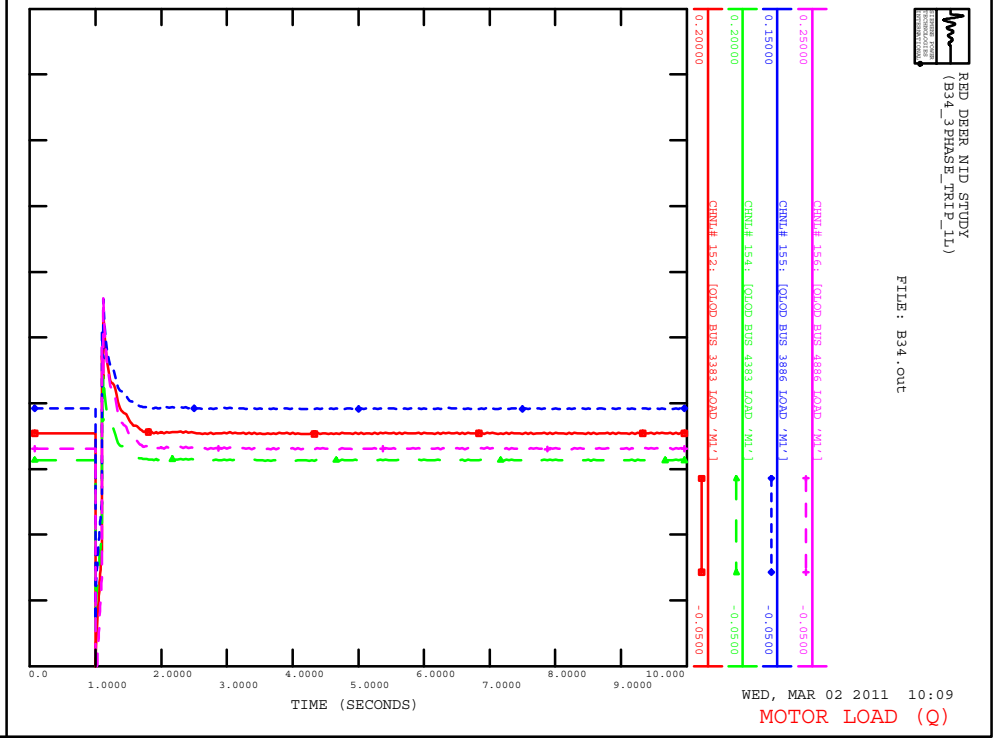

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

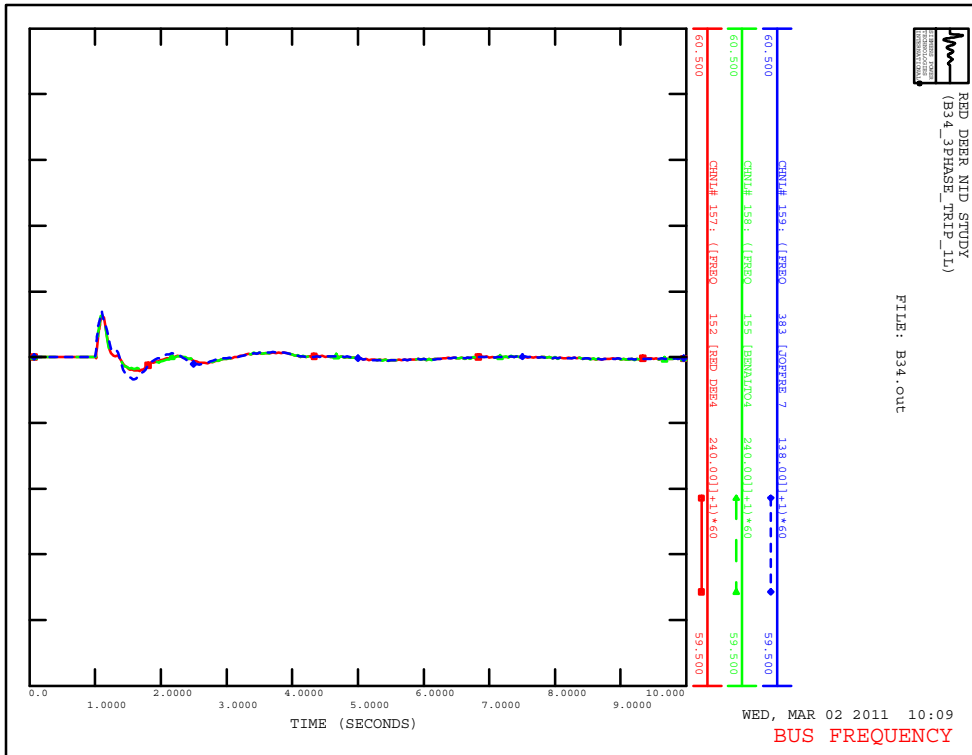

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

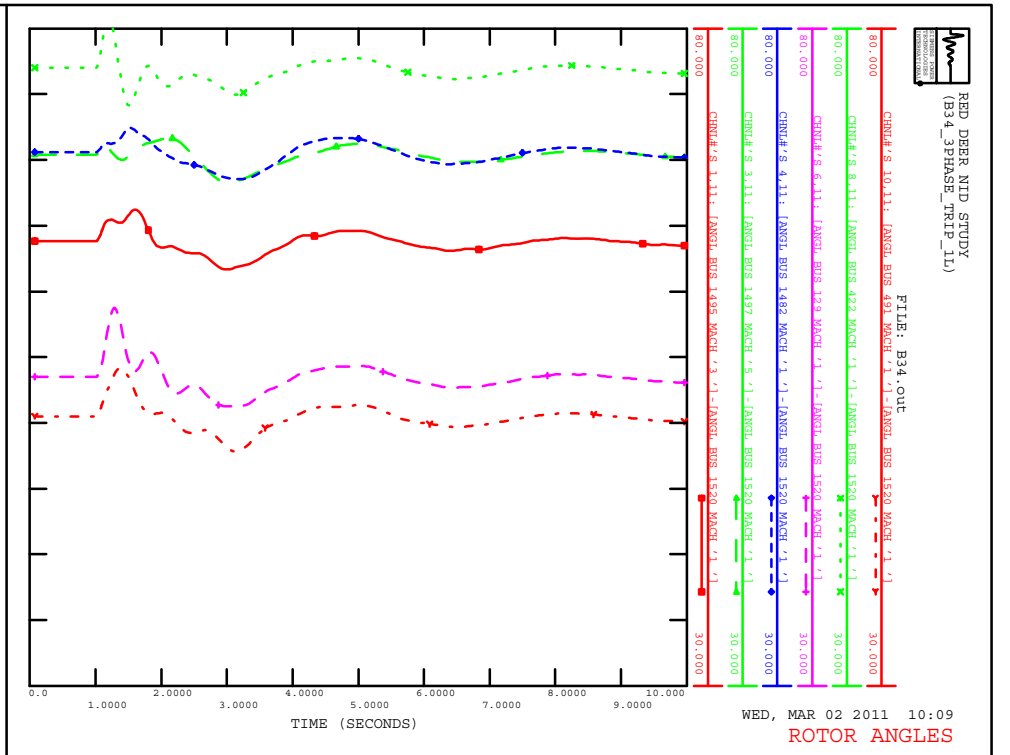

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

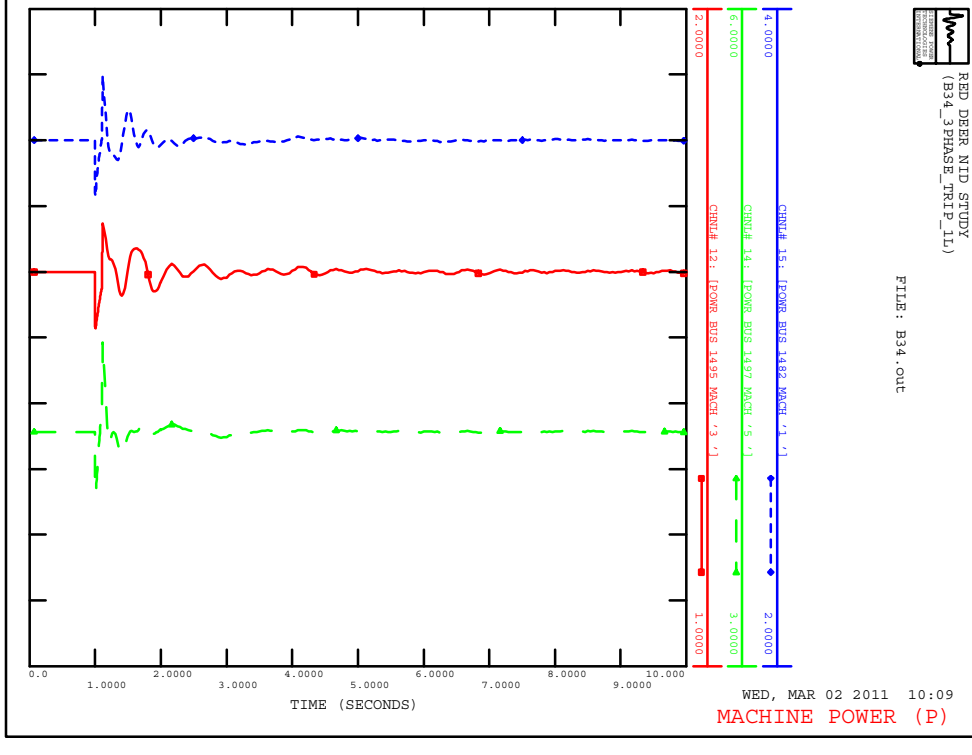

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

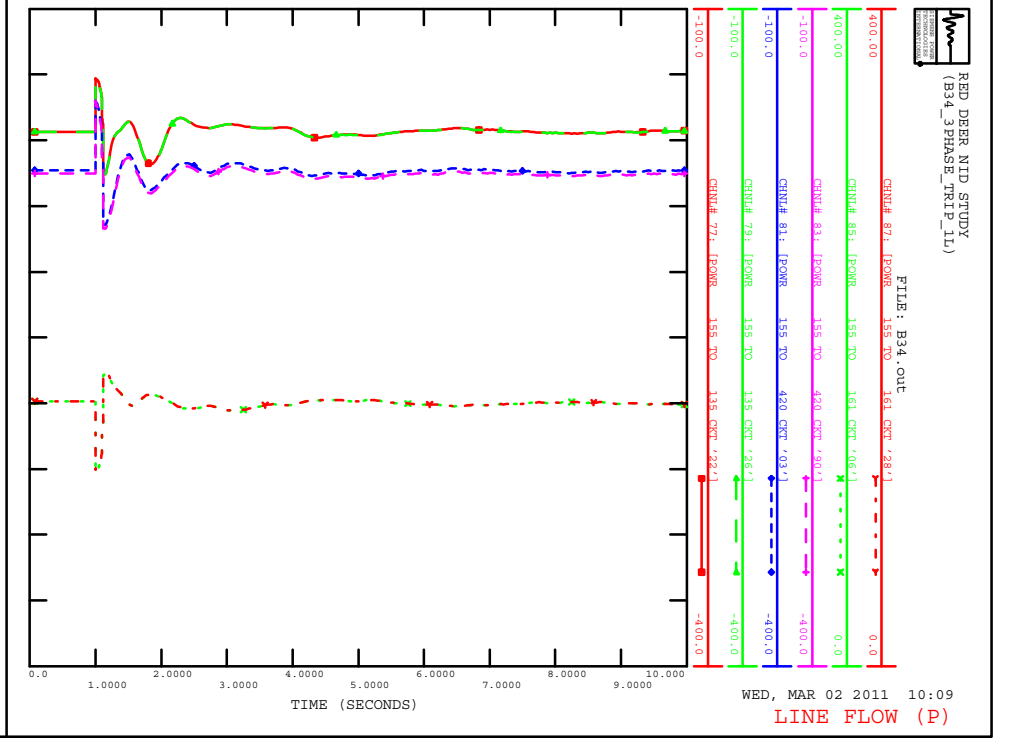

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

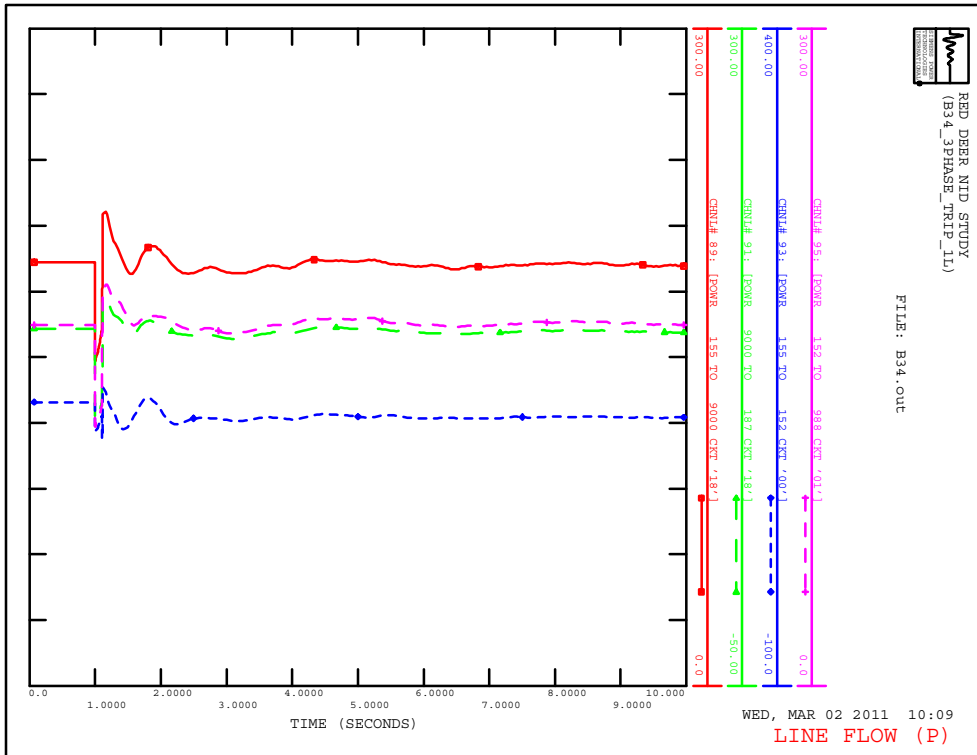

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

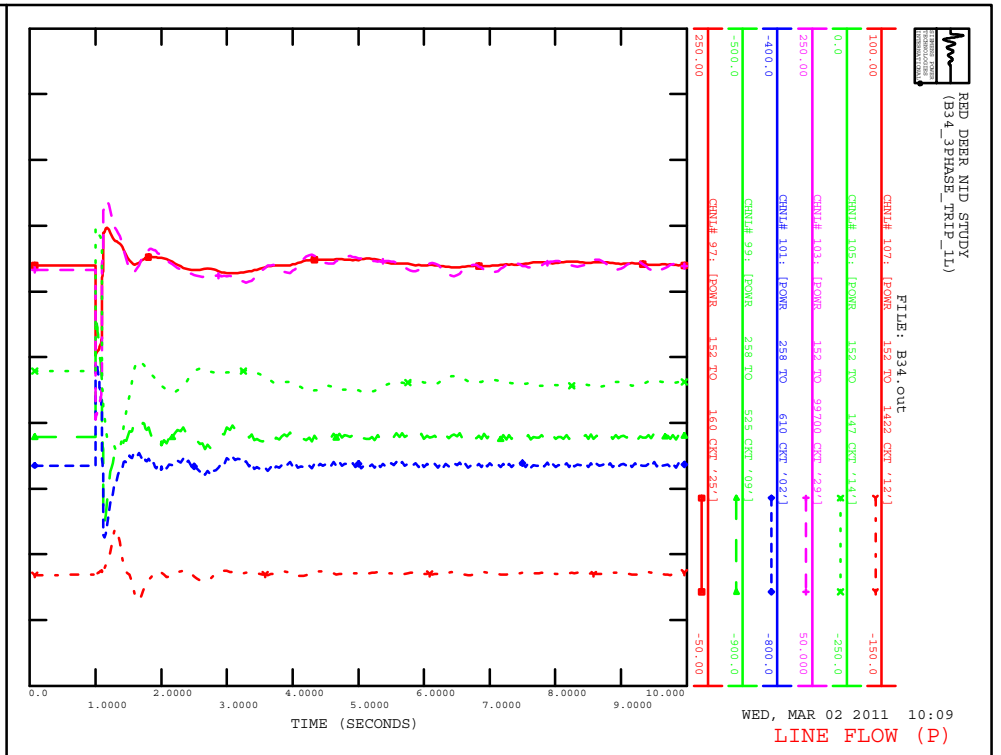

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

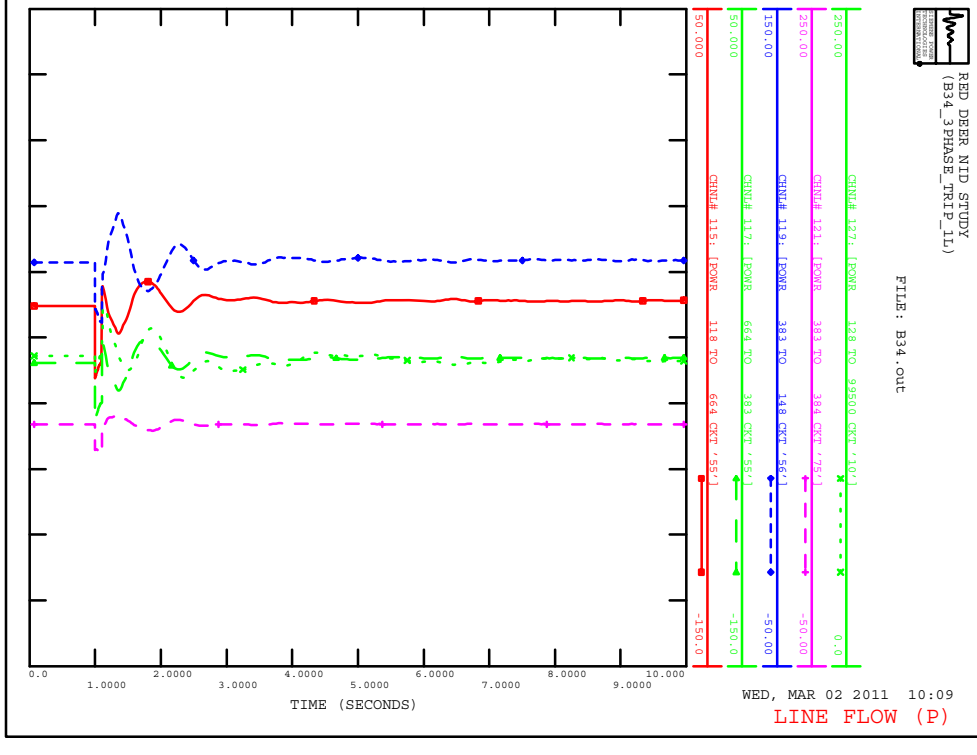

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

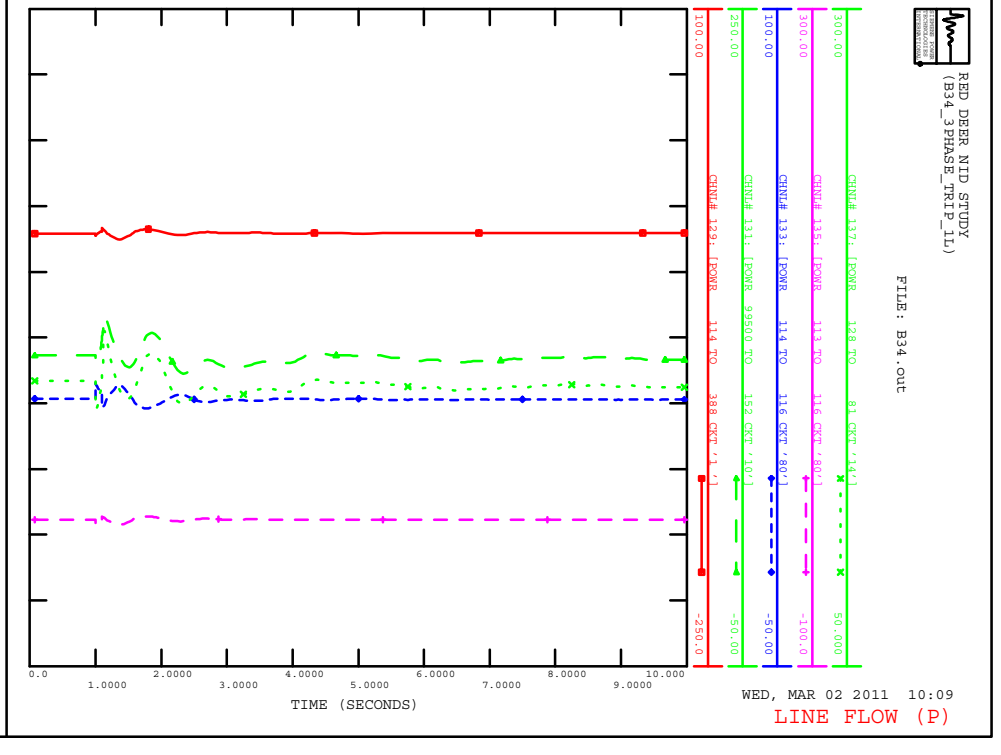

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

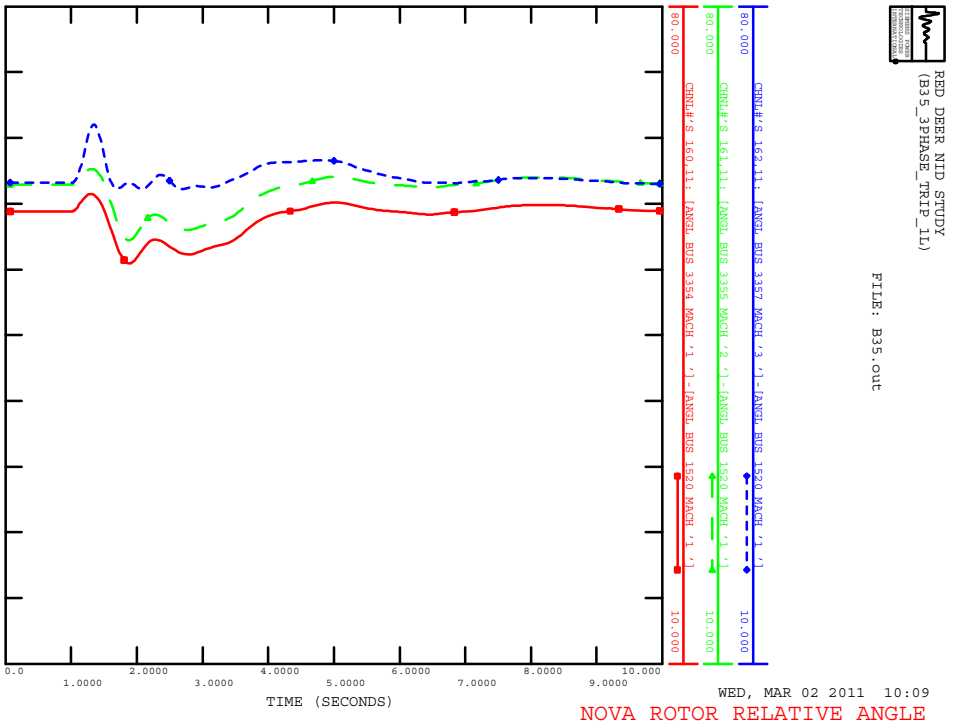

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

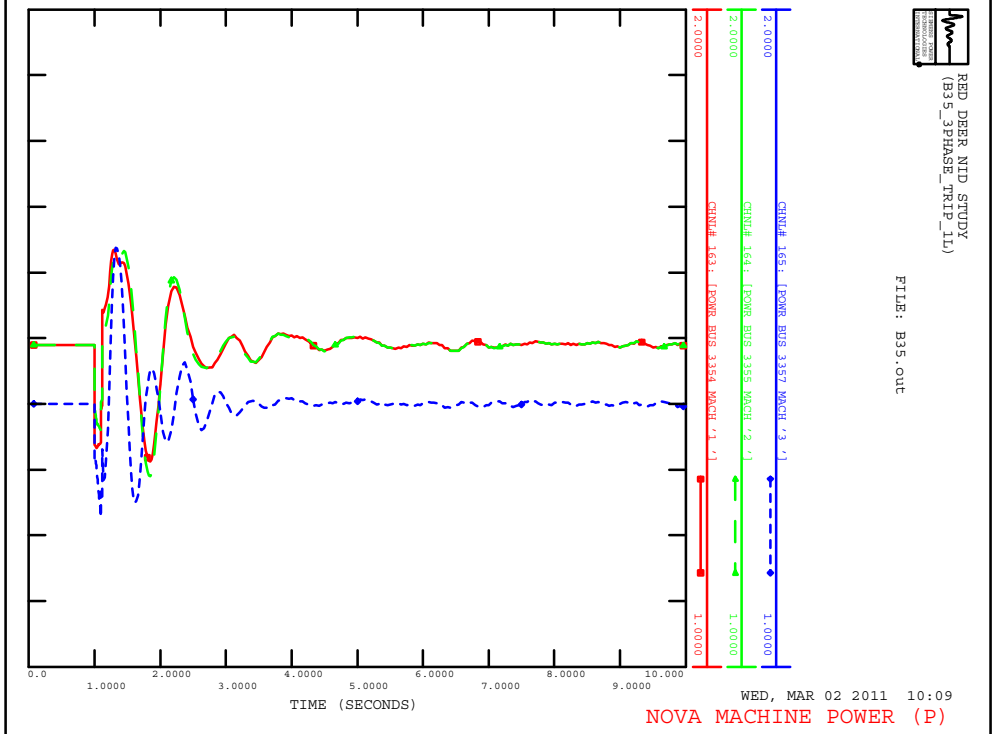

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

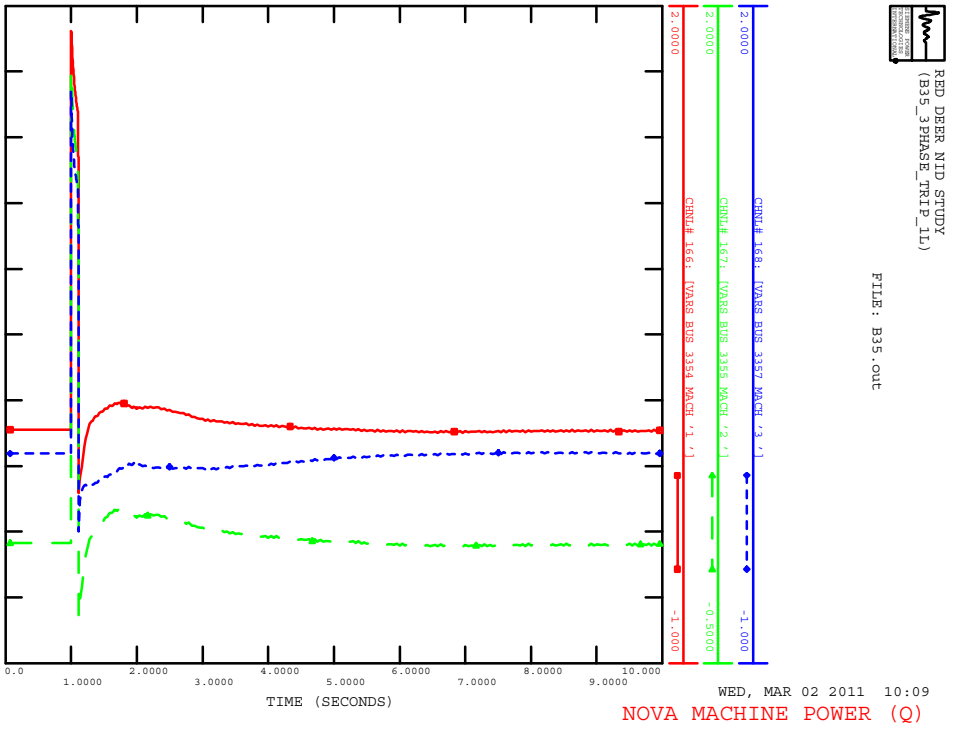

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

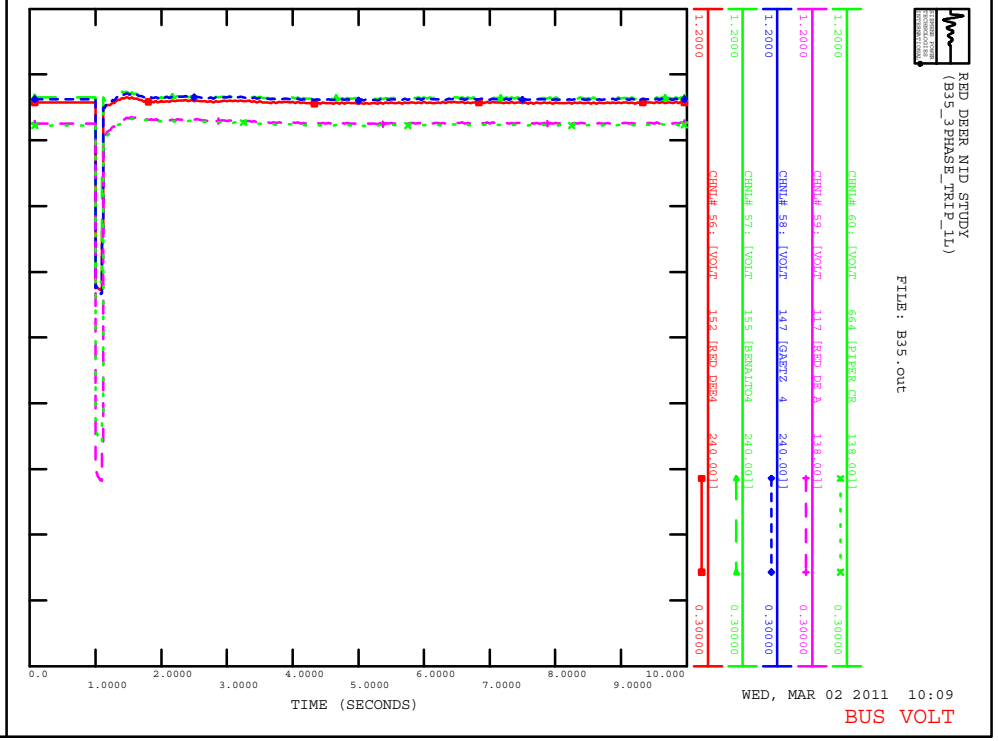

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

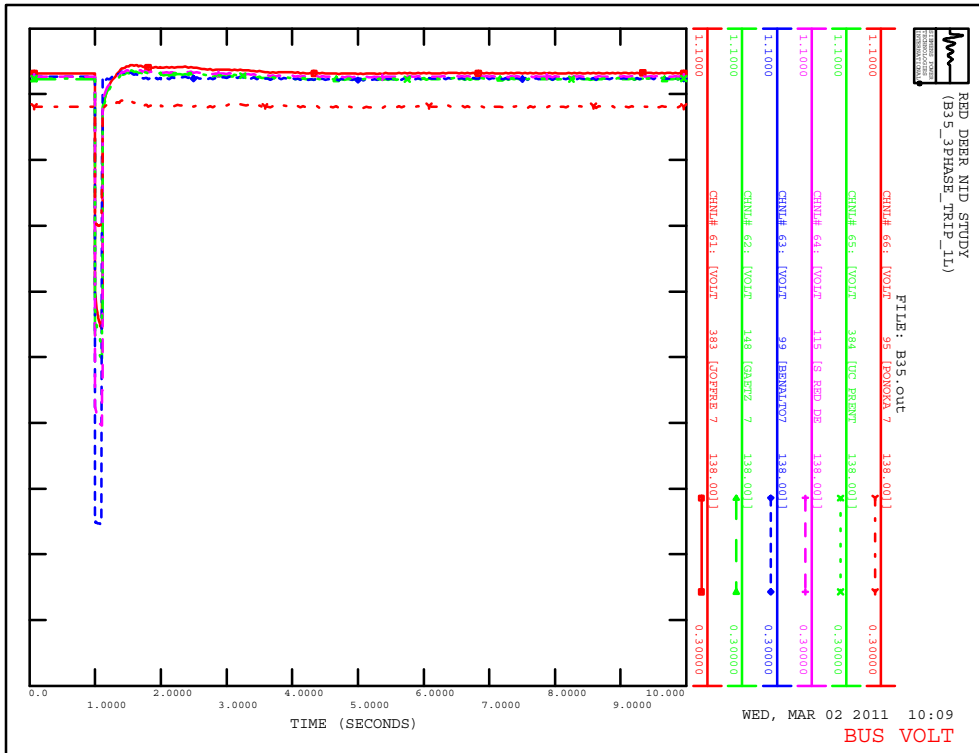

RED DEER NID STUDY
(B34_3PHASE_TRIP_1L)
FILE: B34.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

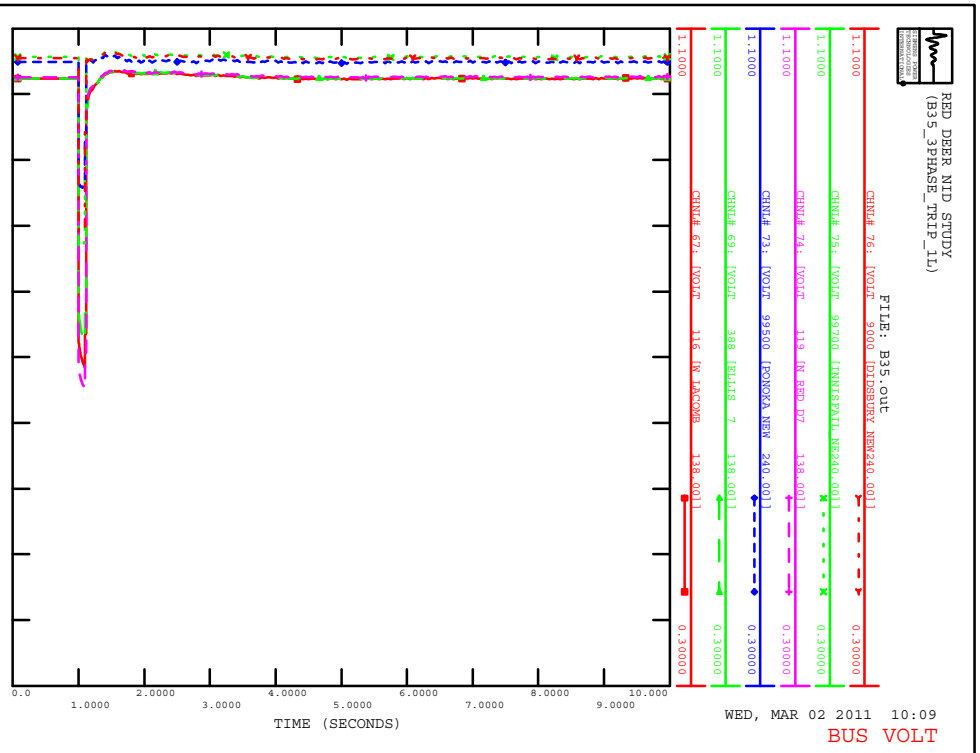

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

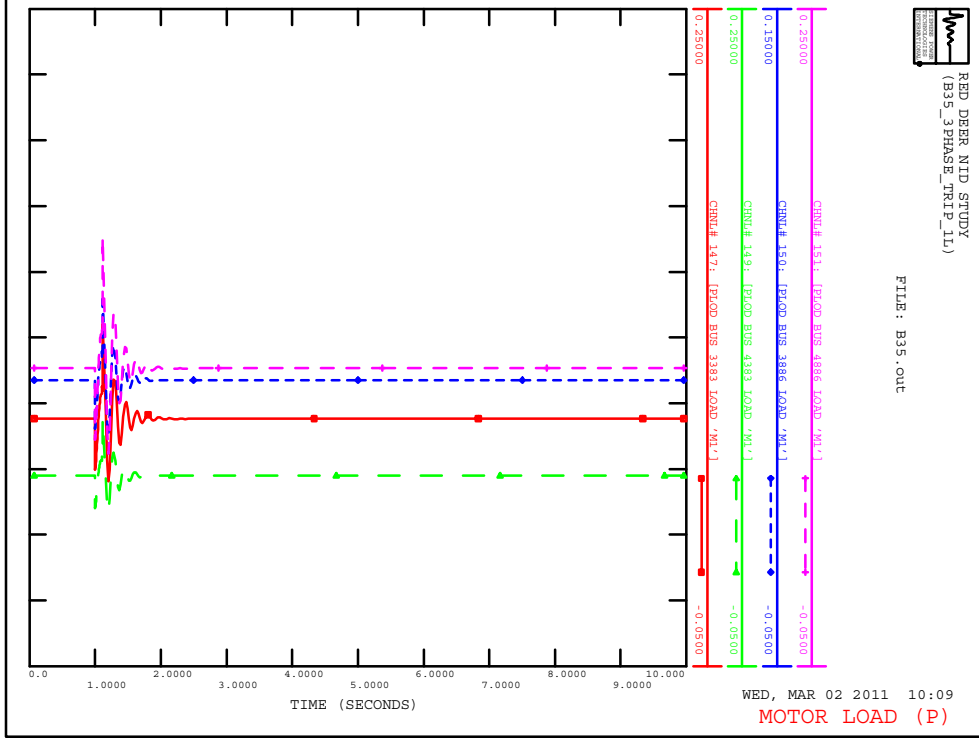

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

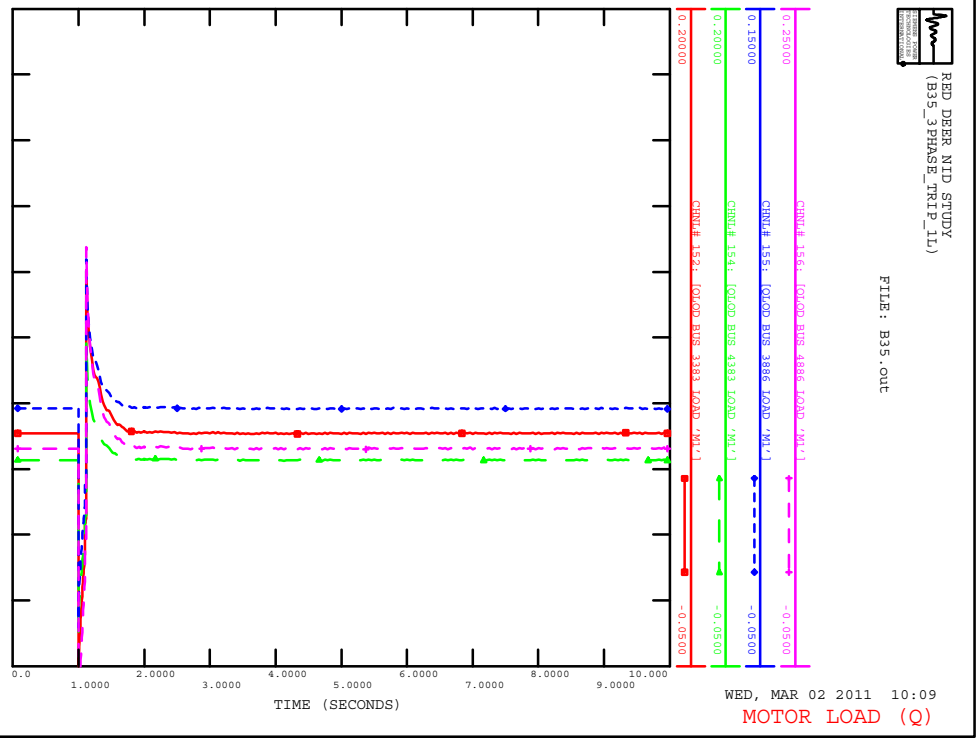

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

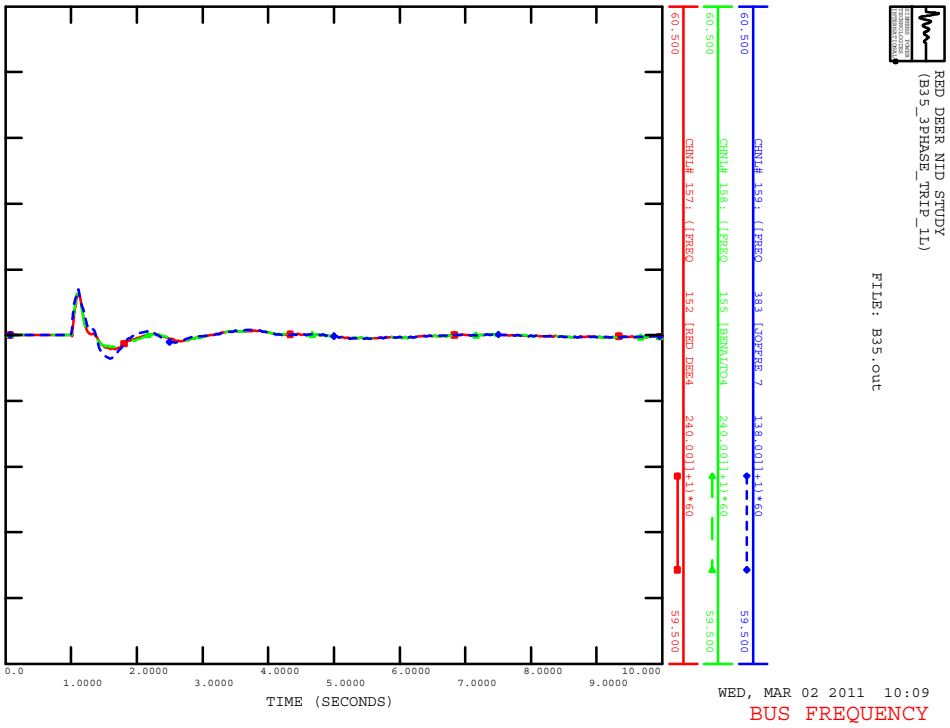

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

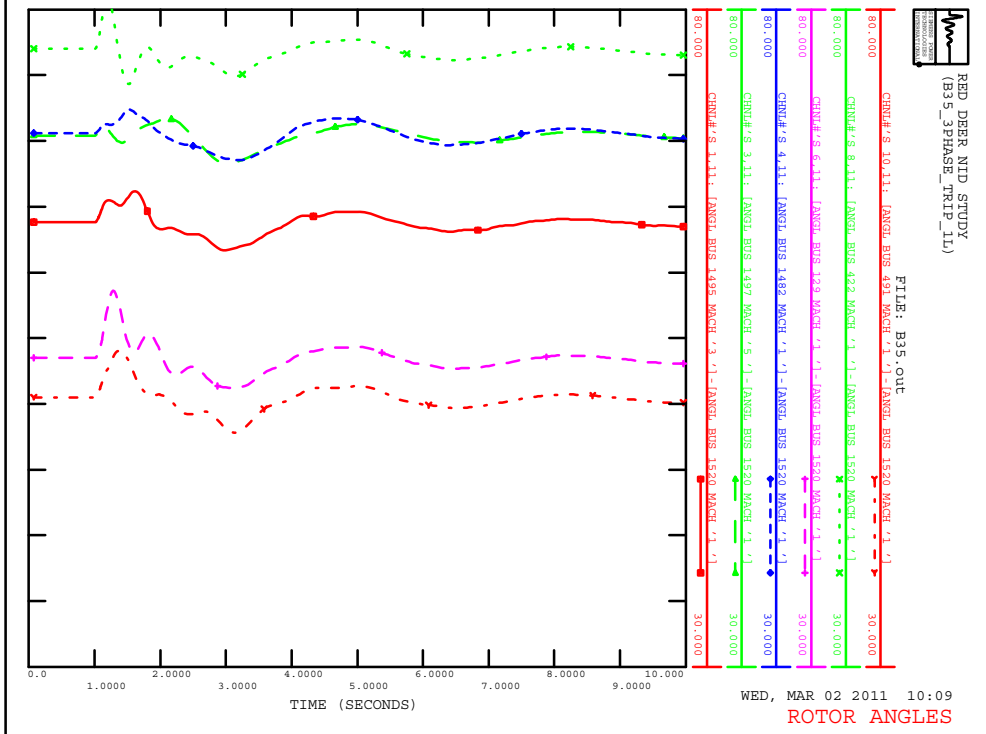

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

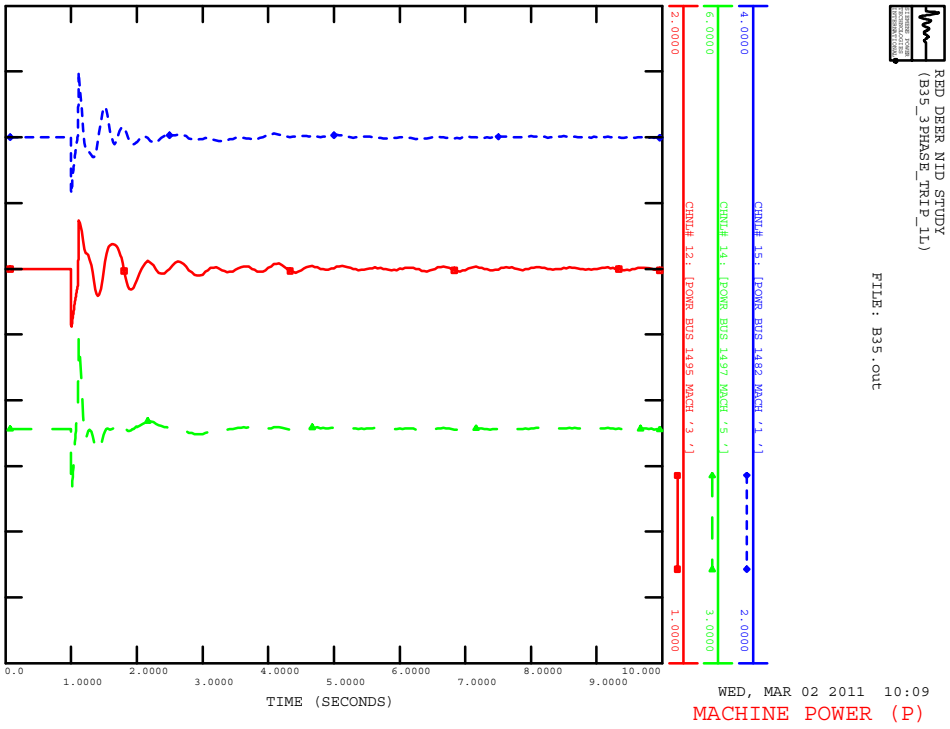

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
CHNI# 67: [VOLT 116 [N TACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

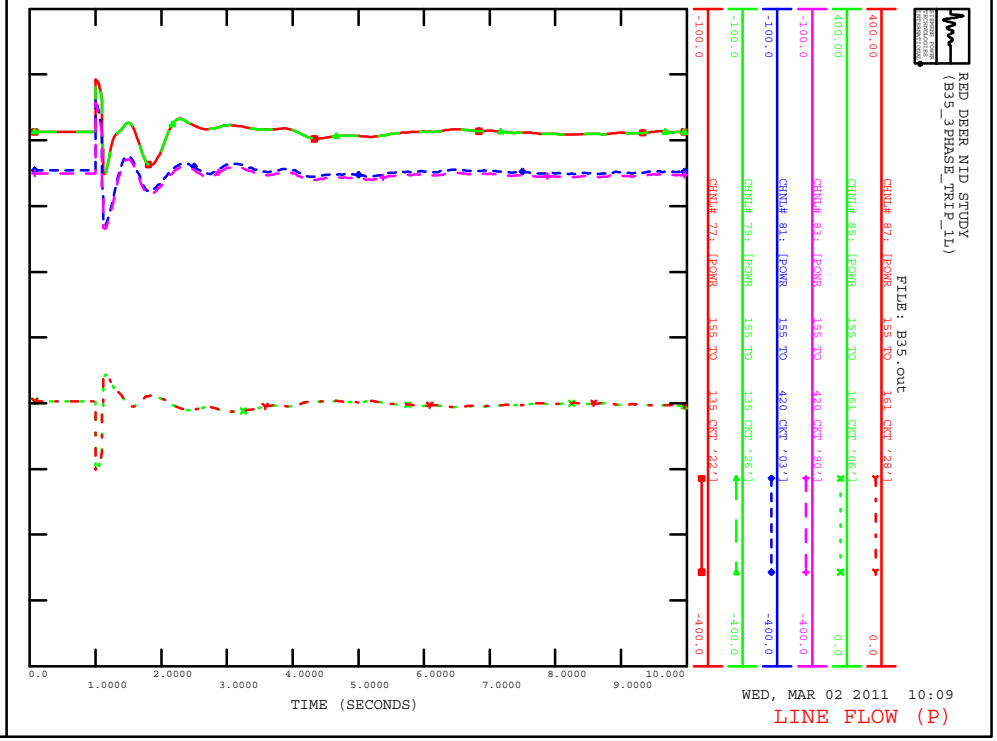

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

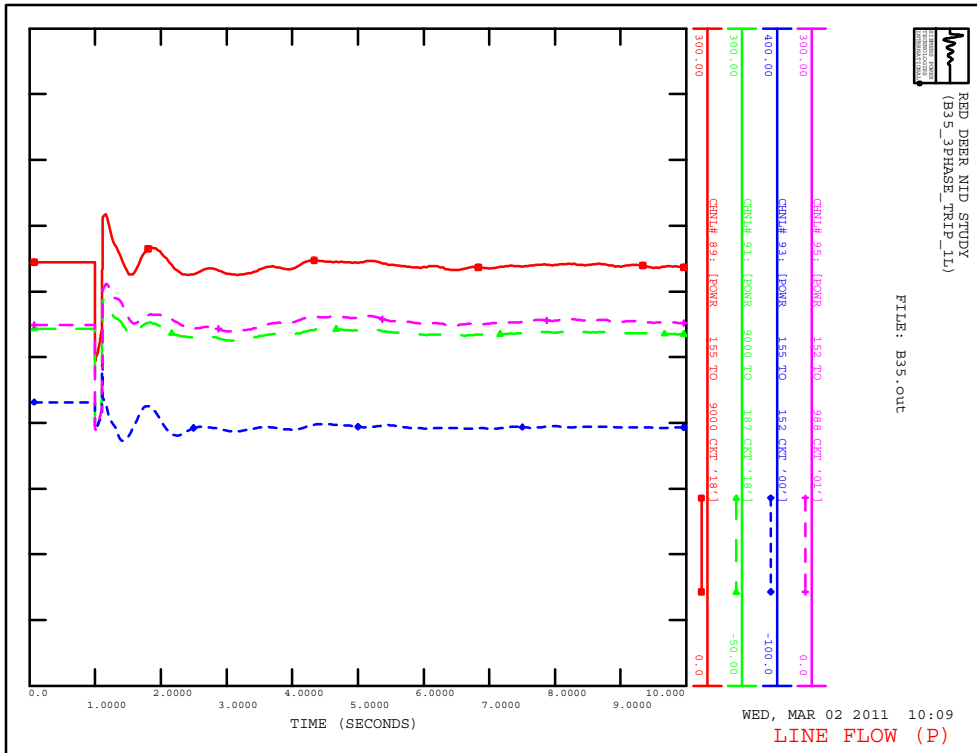

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

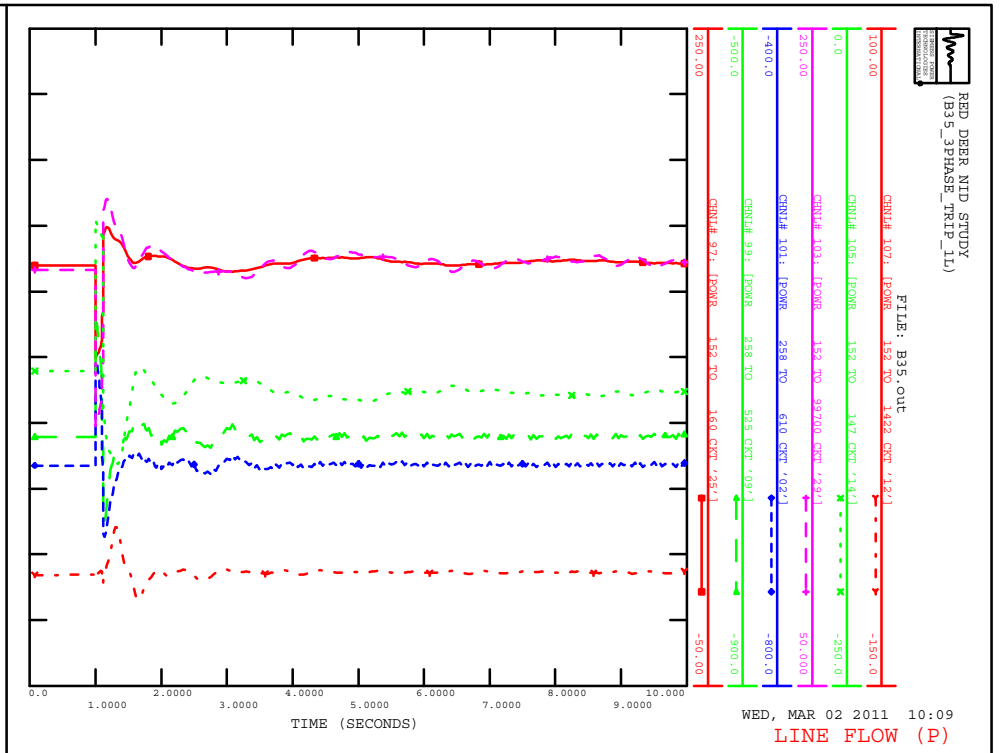

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

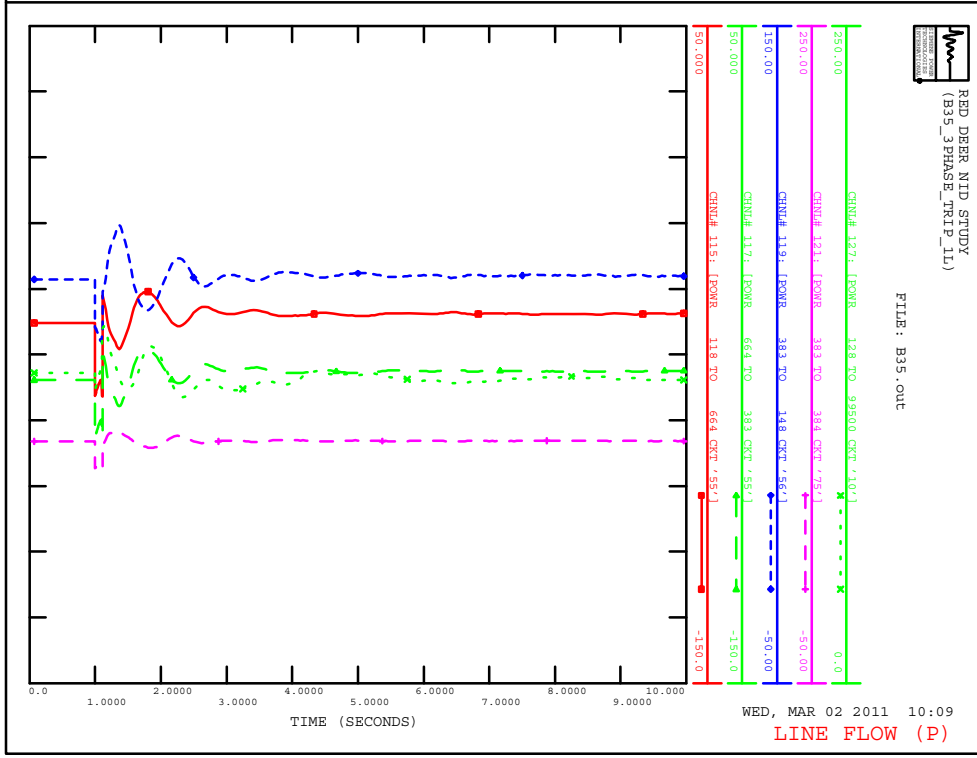

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

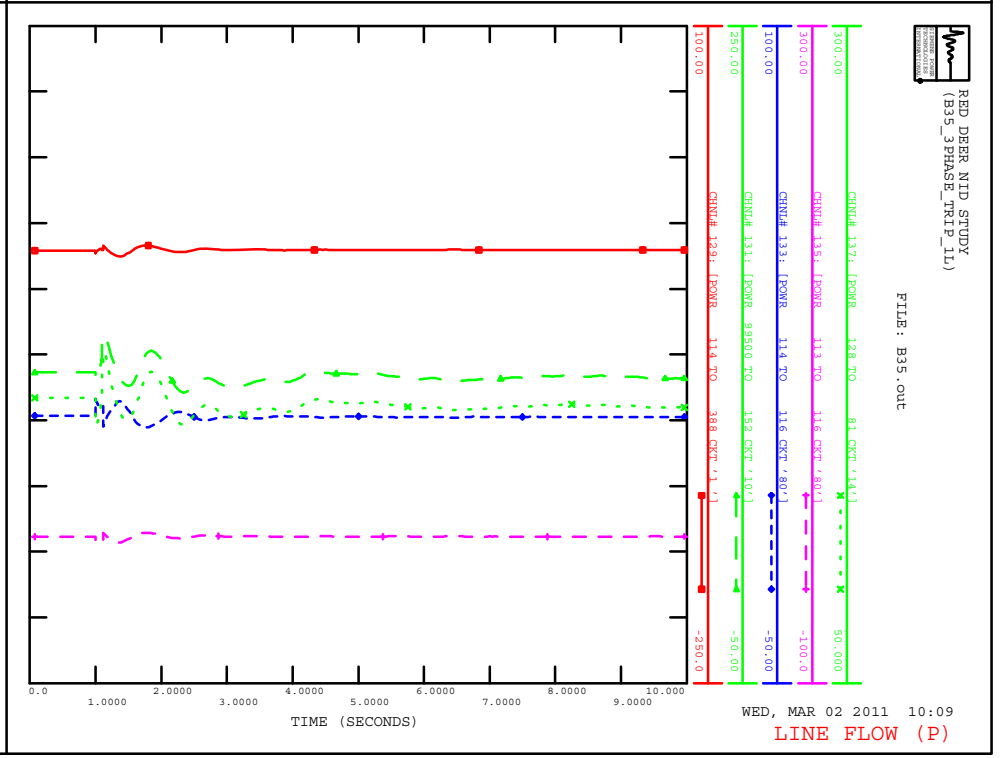

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

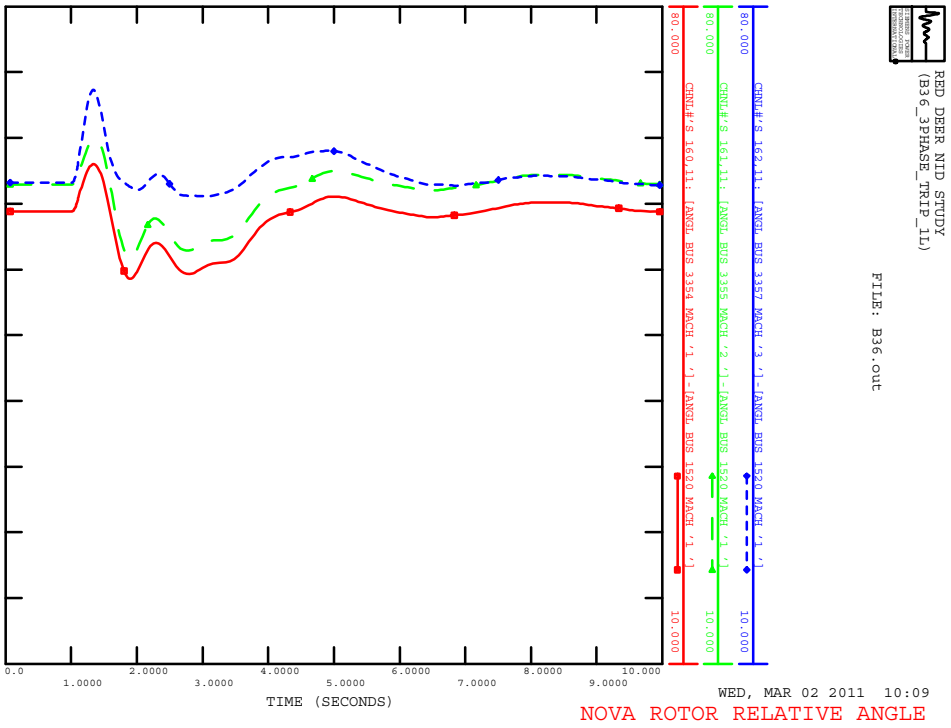

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

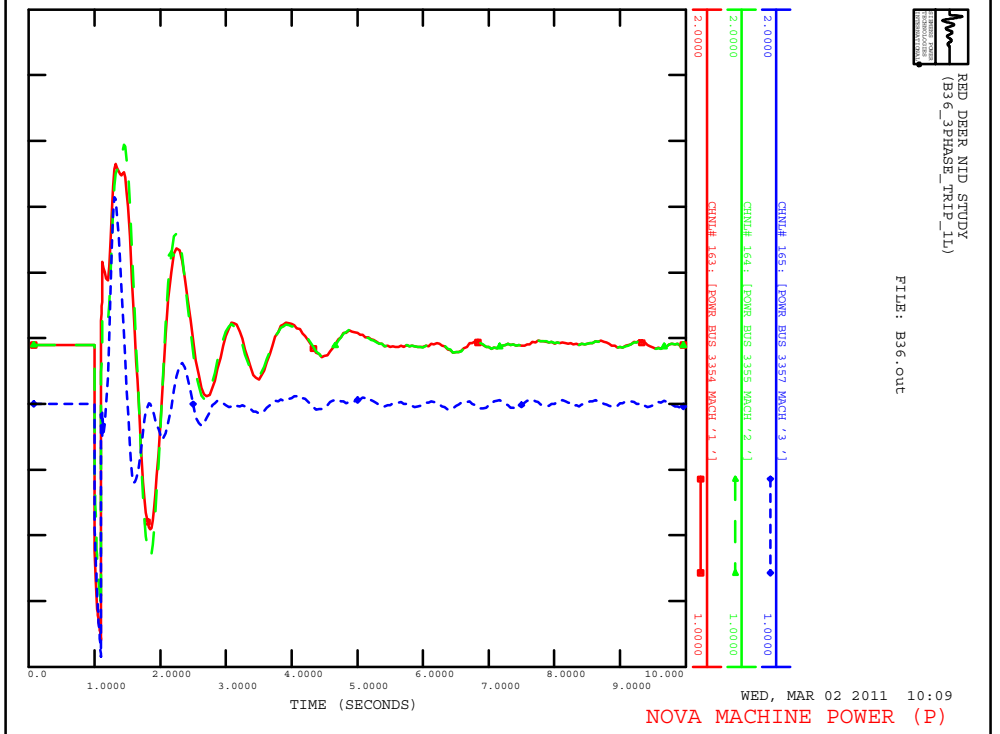

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

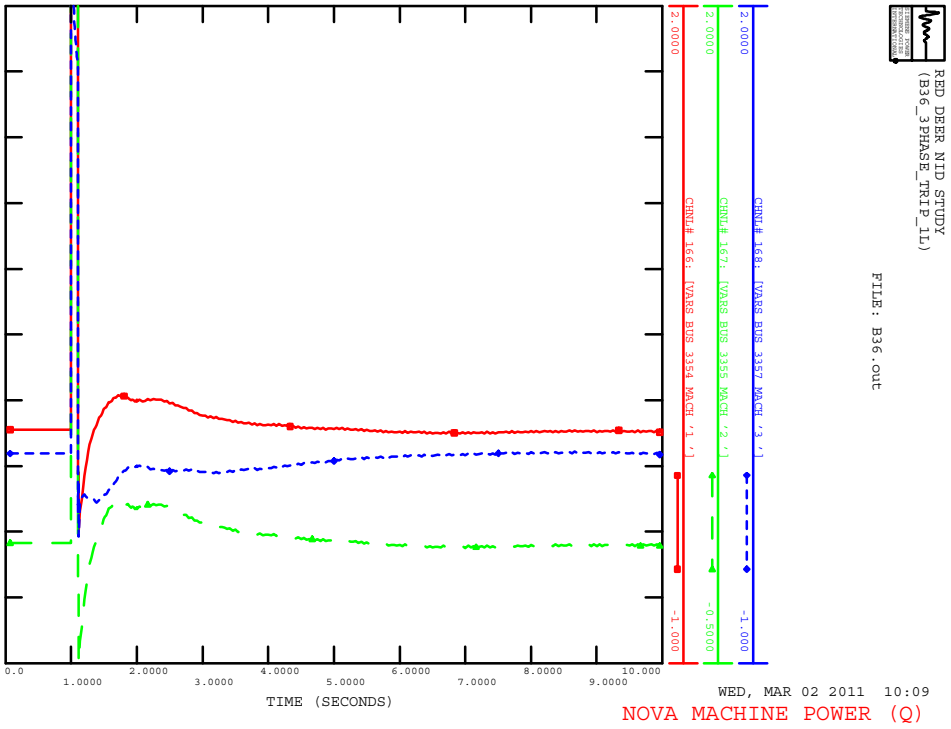

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

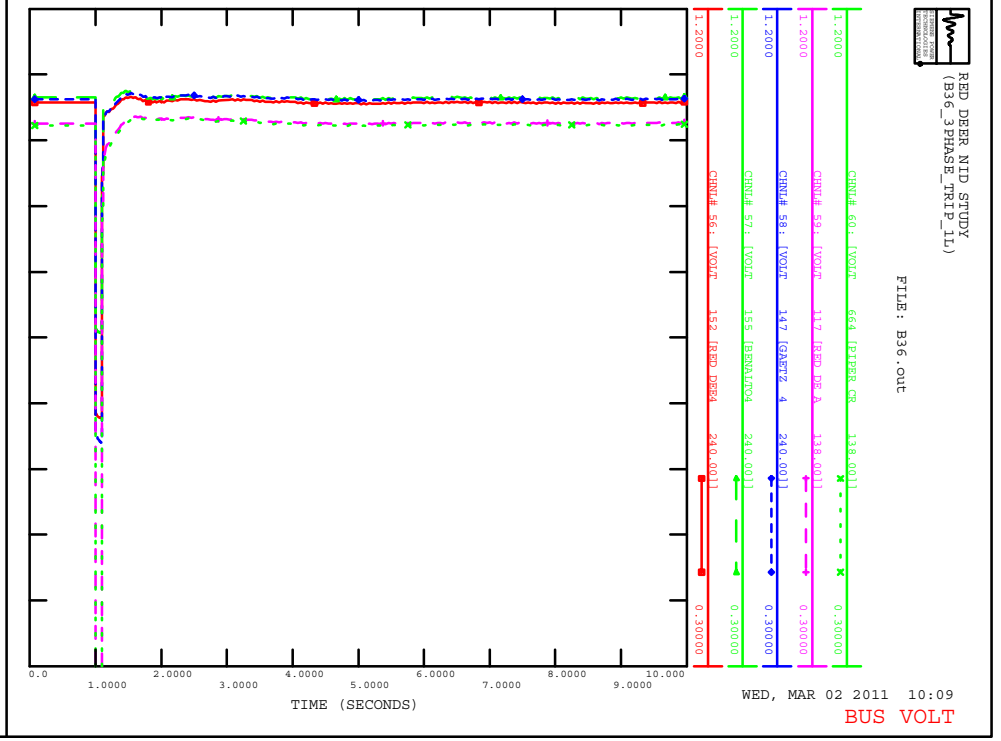

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

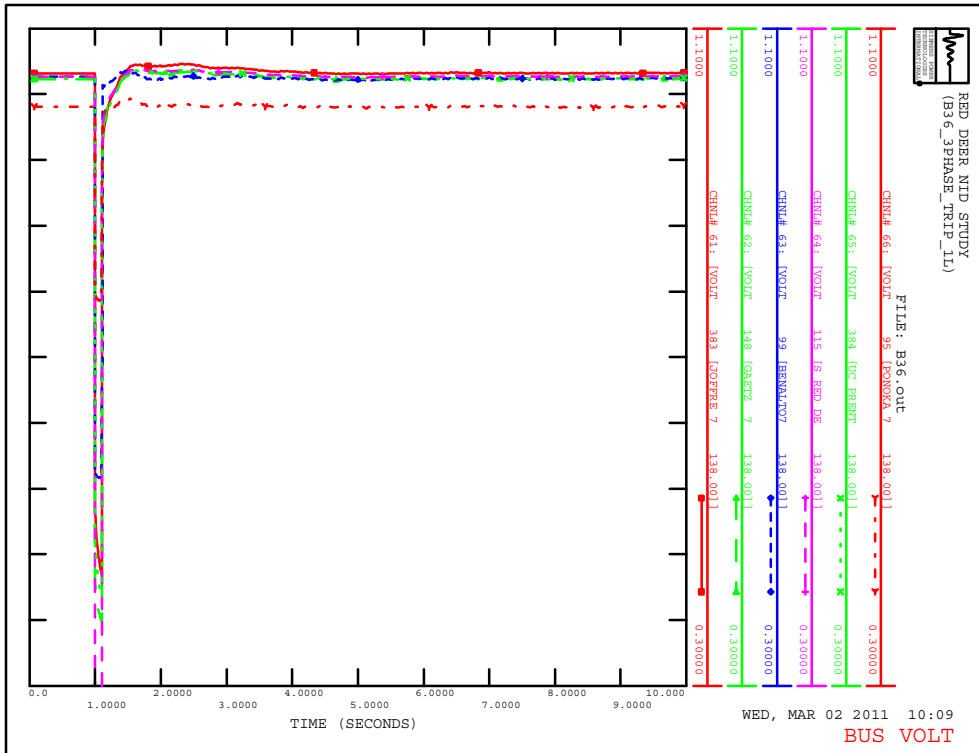

RED DEER NID STUDY
(B35_3PHASE_TRIP_1L)
FILE: B35.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

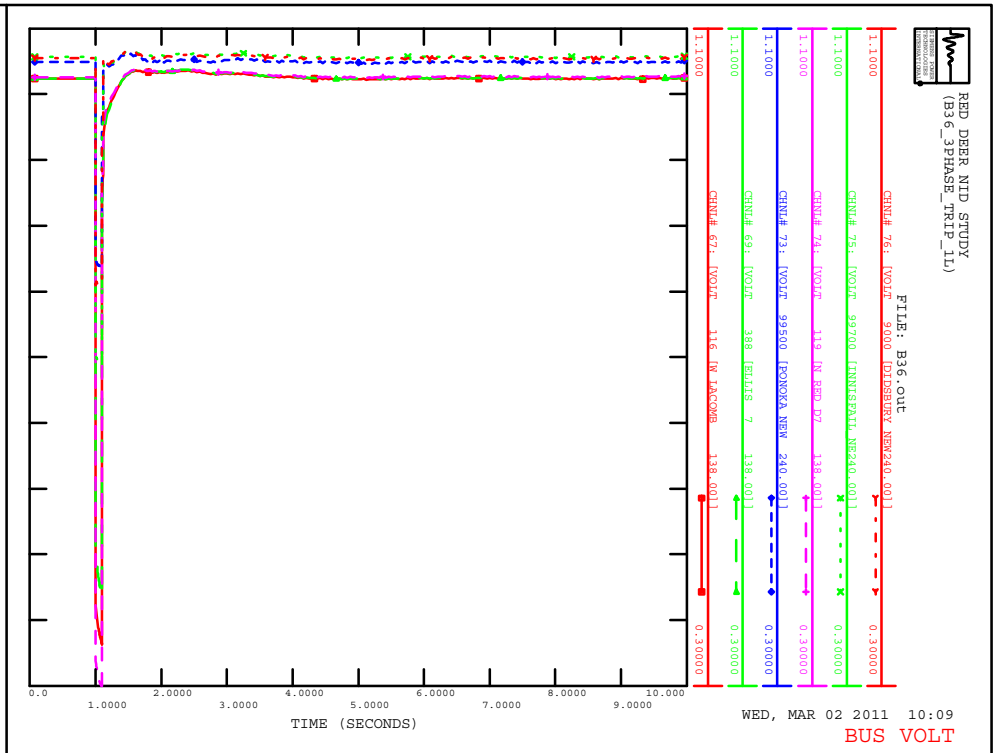

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

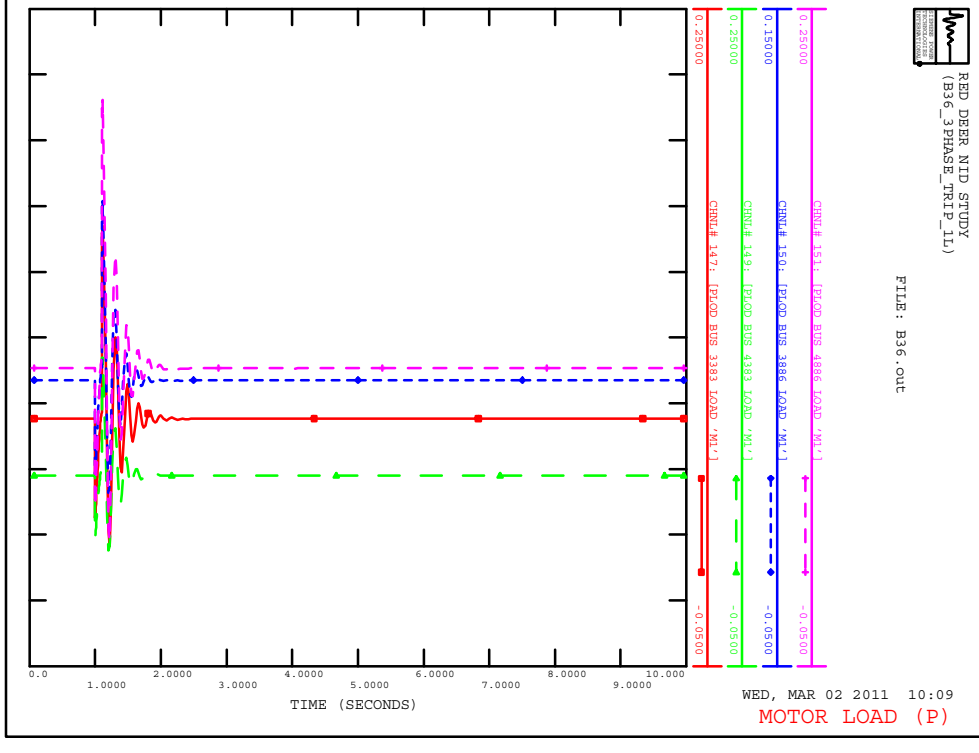

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

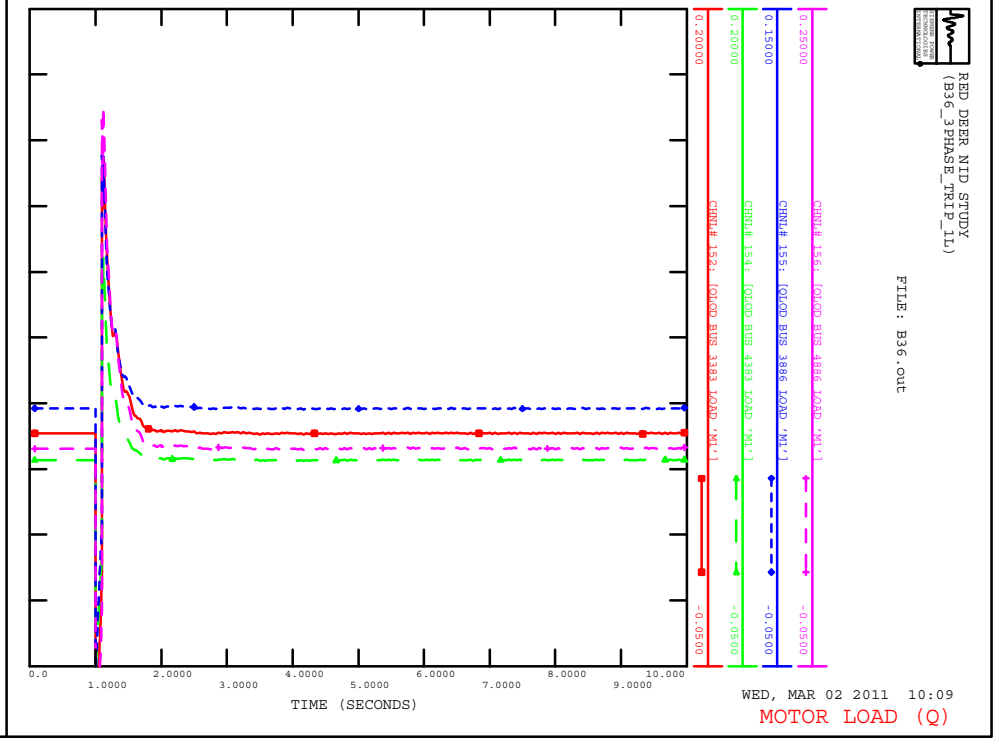

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

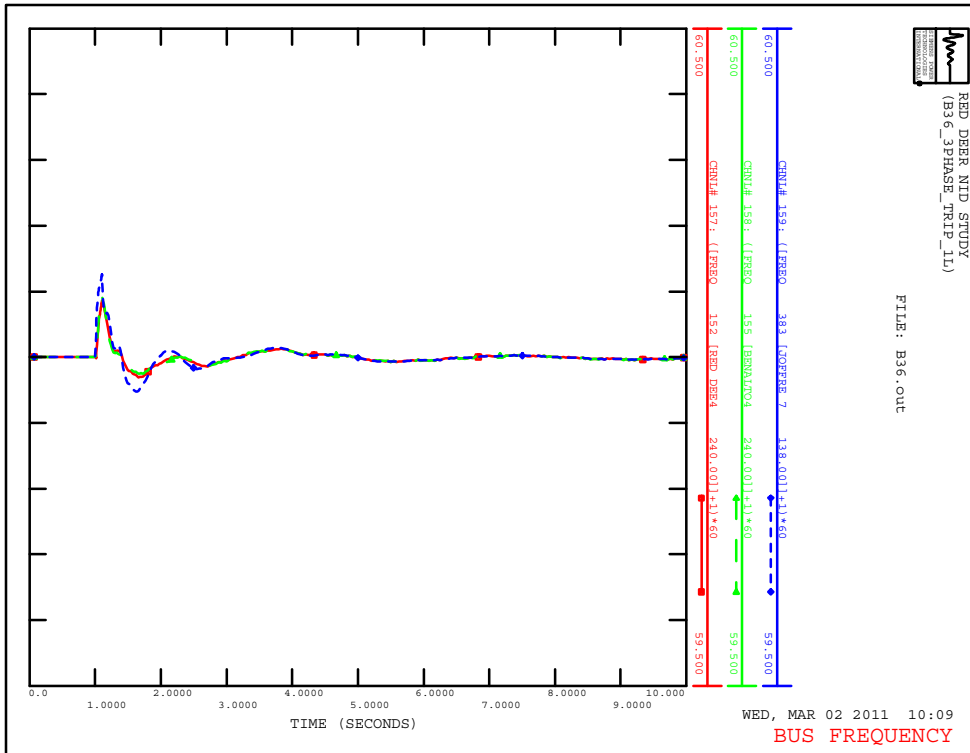

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

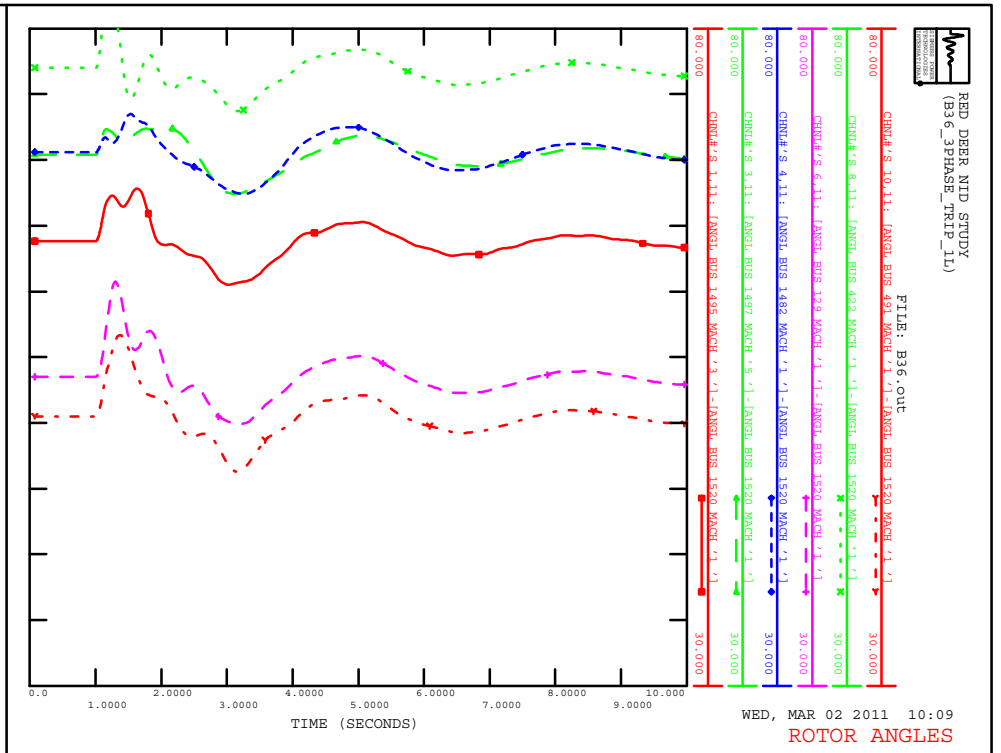

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

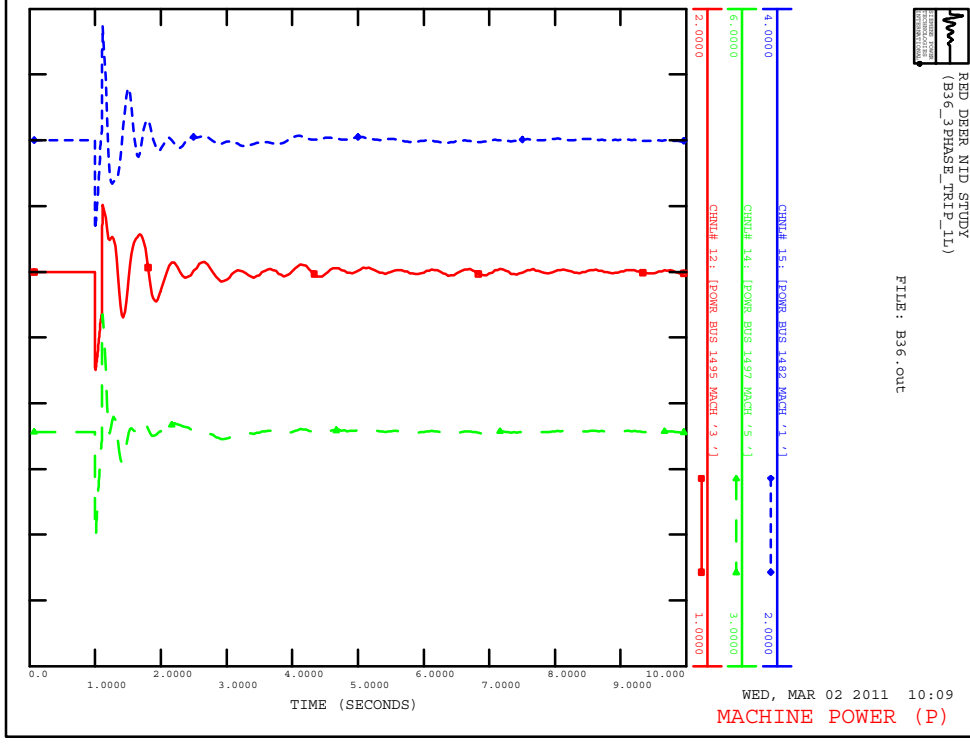

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

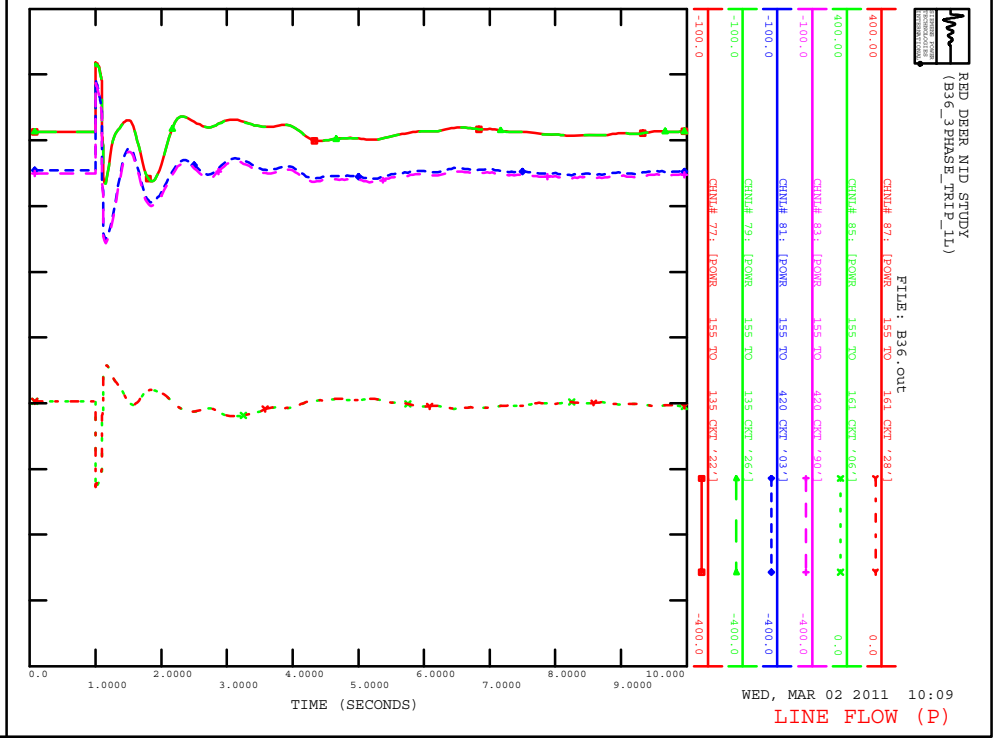

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

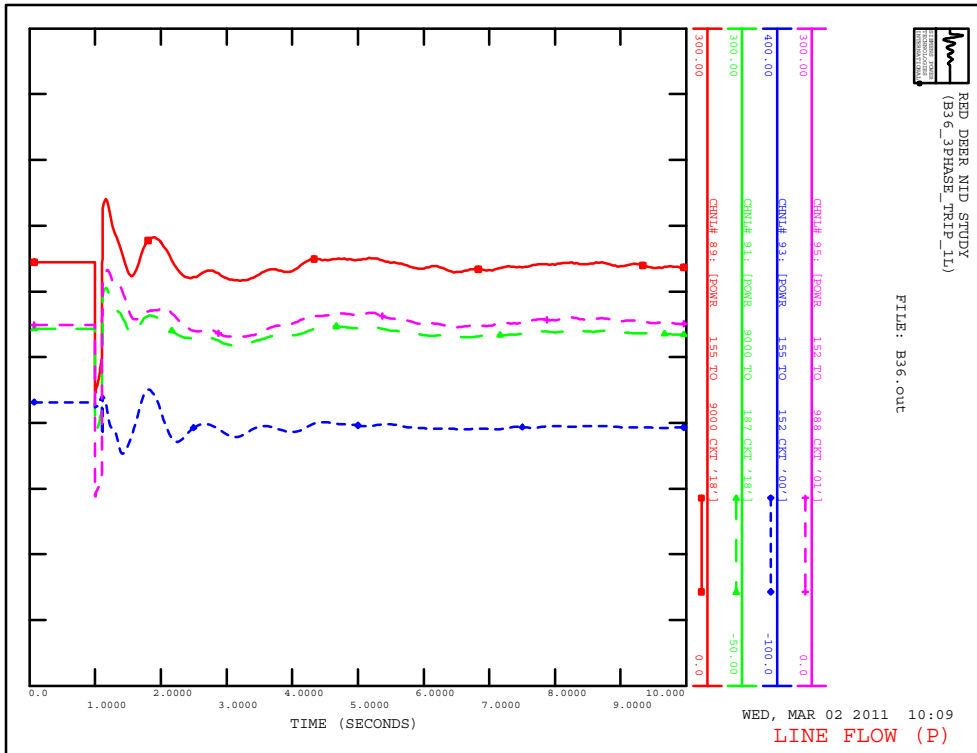

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

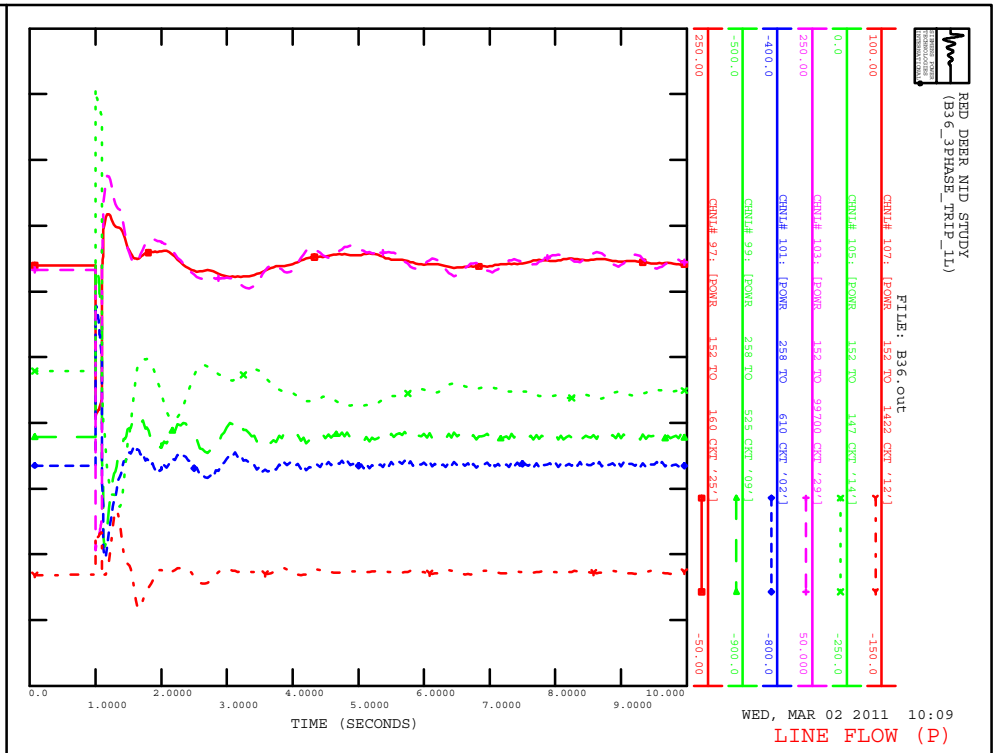

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

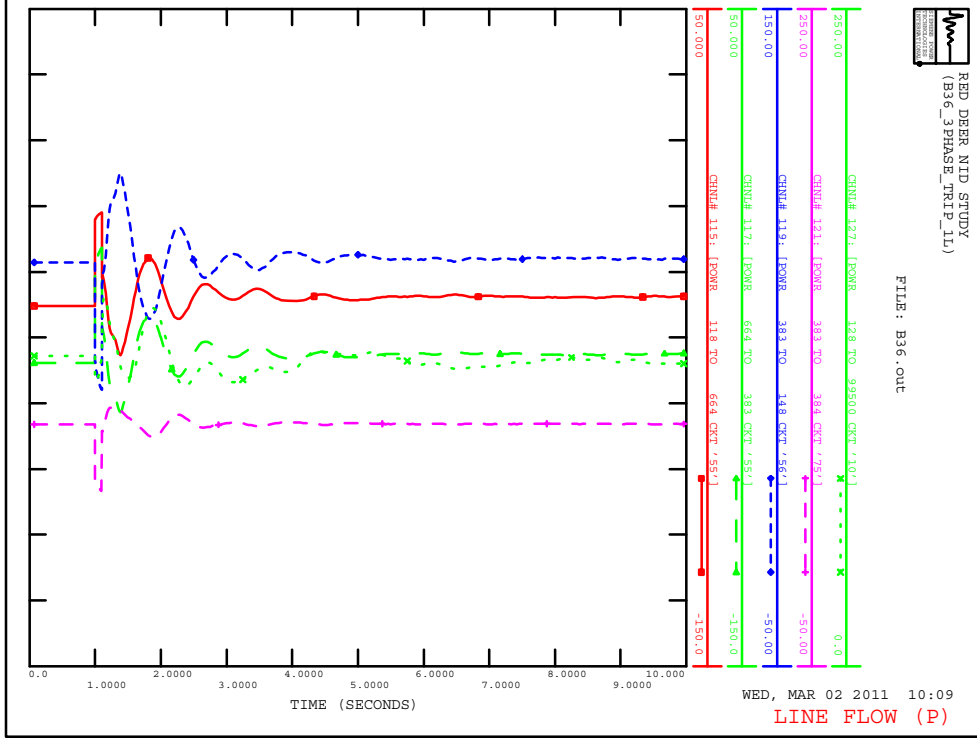

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

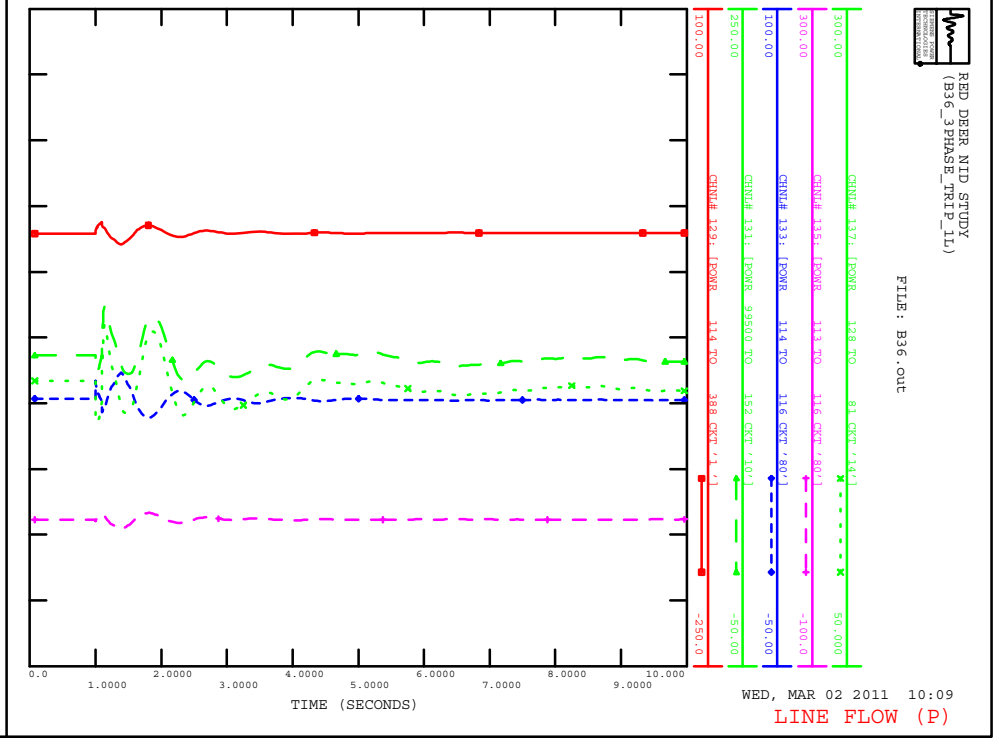

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

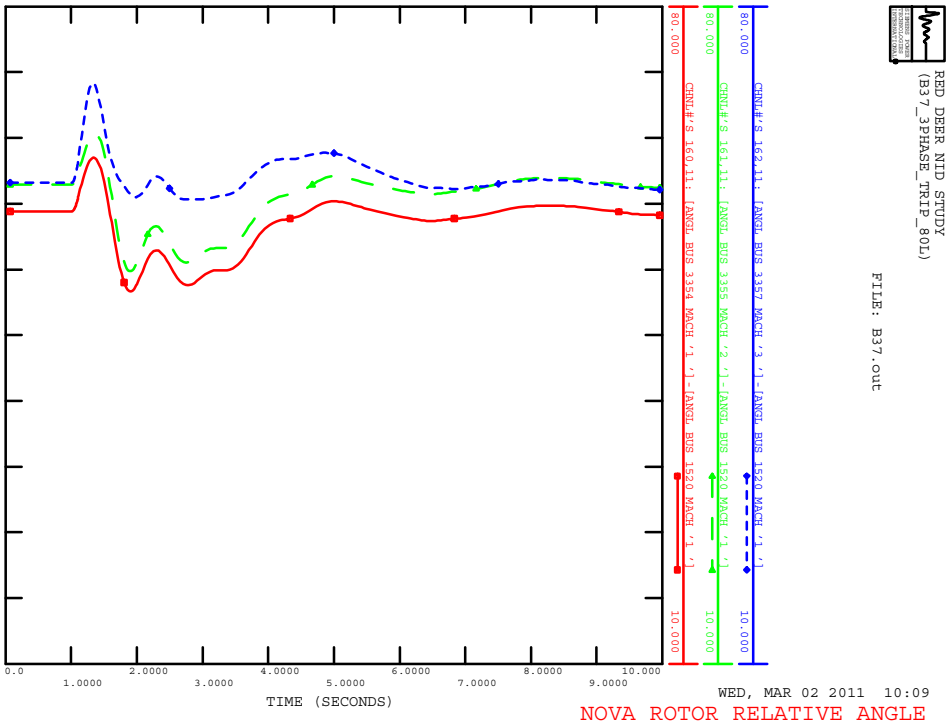

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

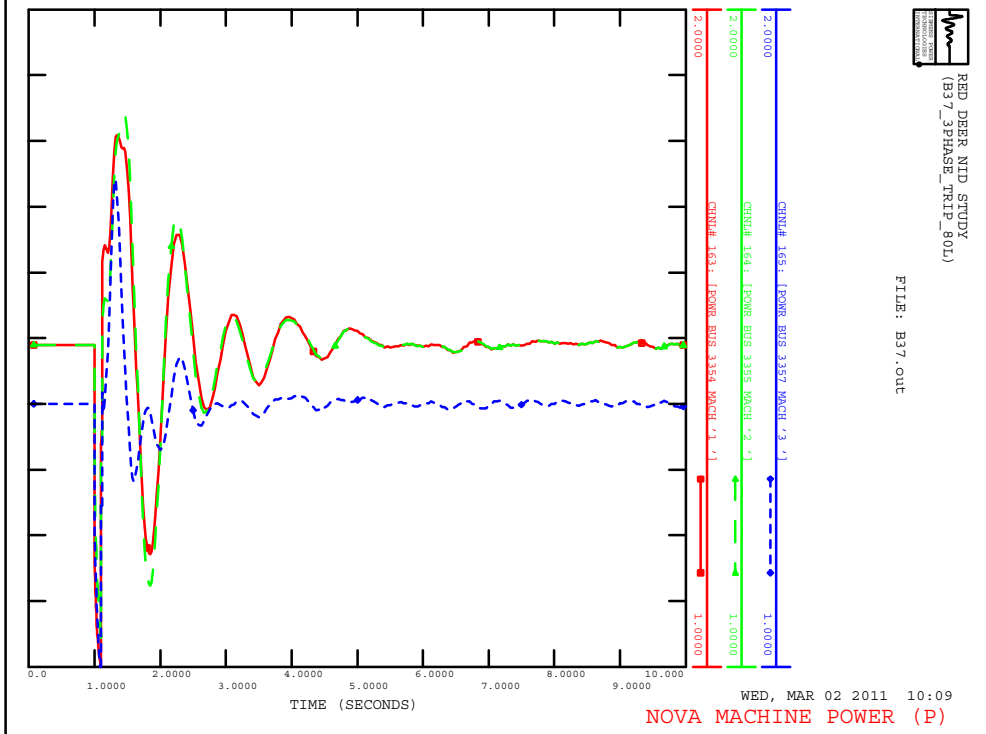

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

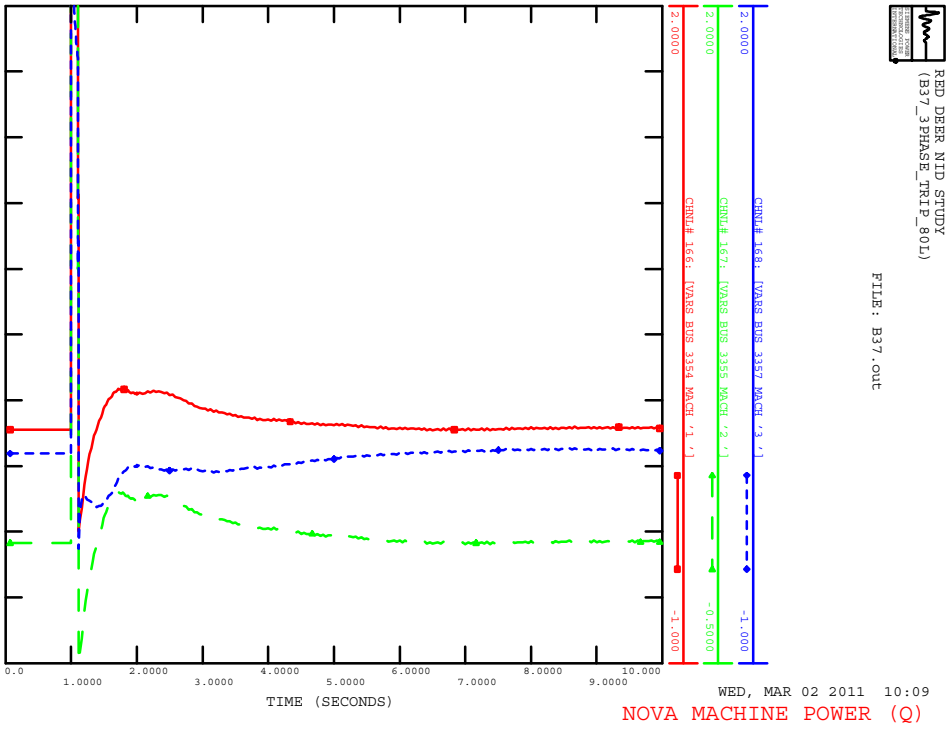

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

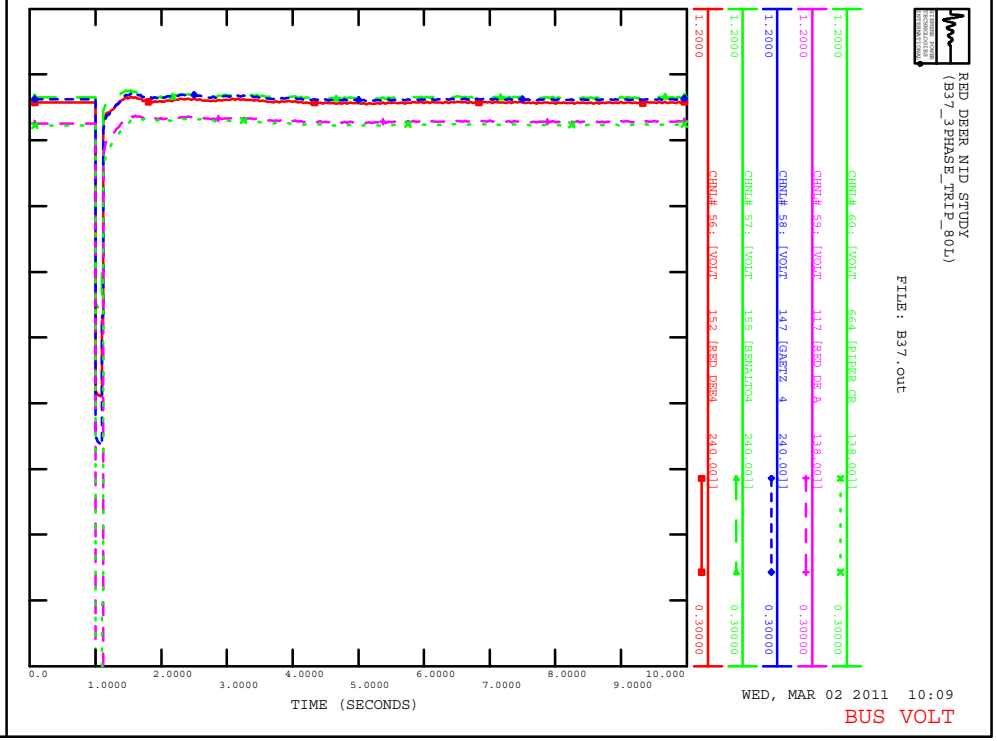

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

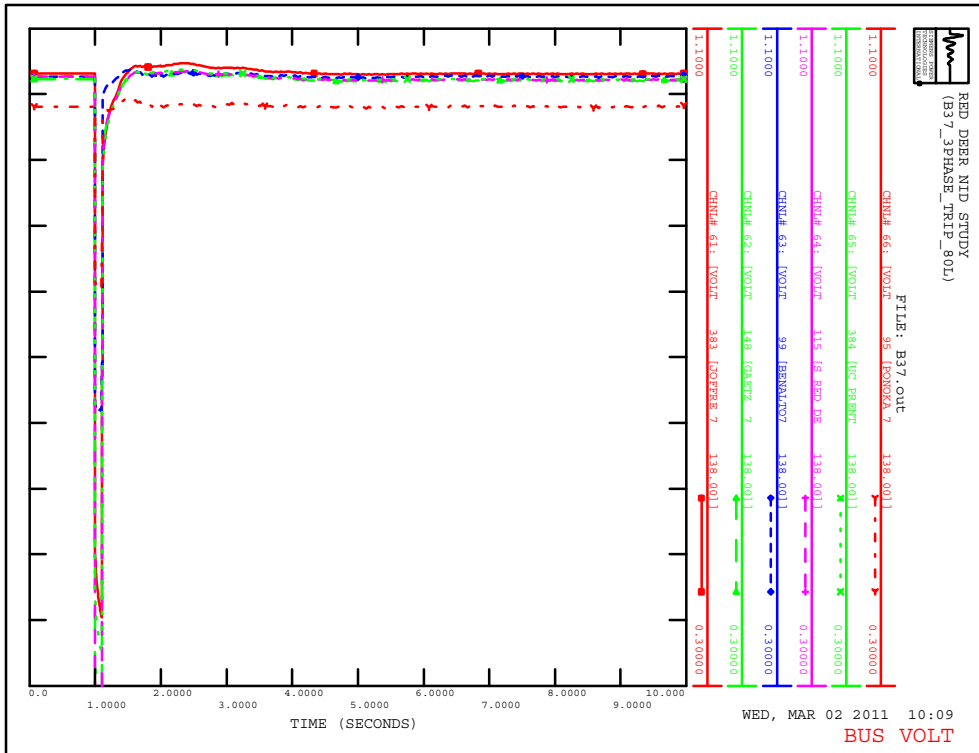

RED DEER NID STUDY
(B36_3PHASE_TRIP_1L)
FILE: B36.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

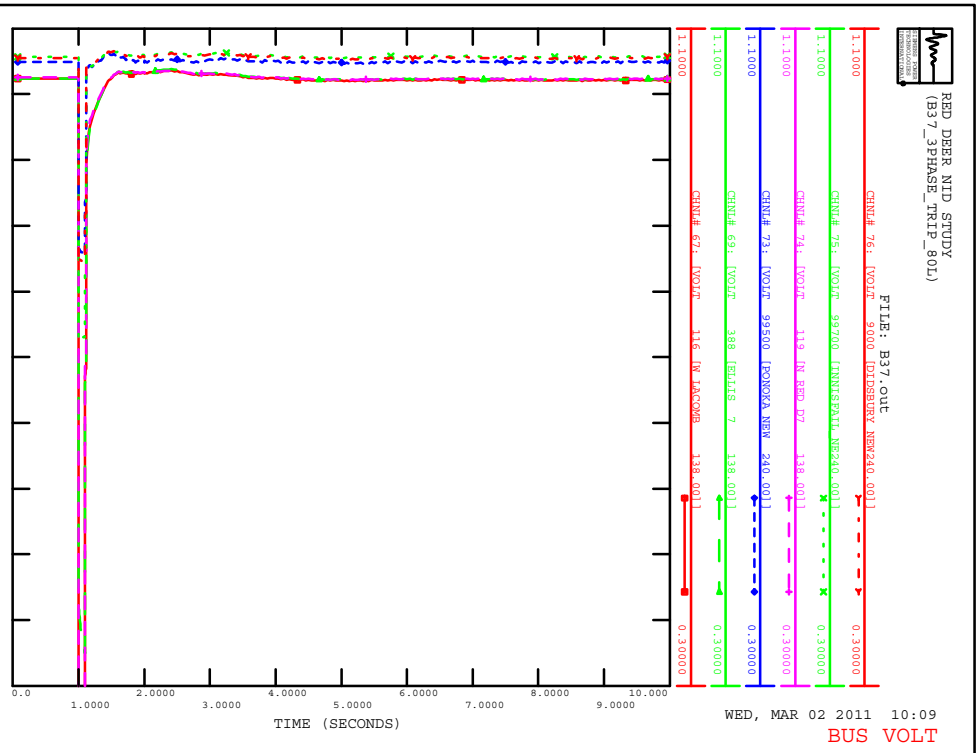

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

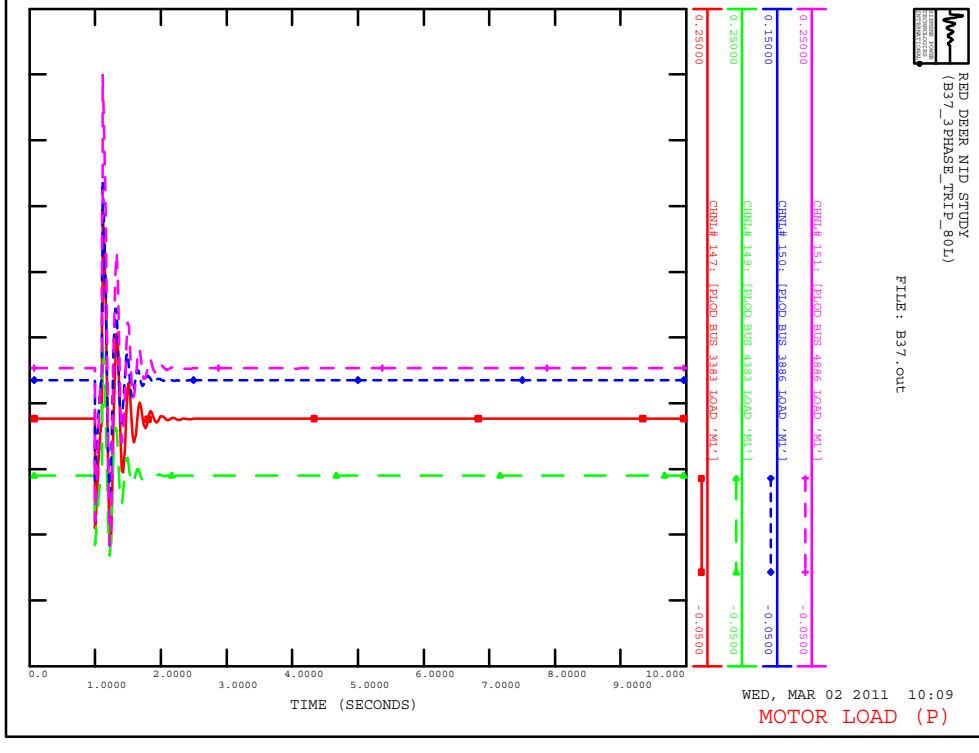

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

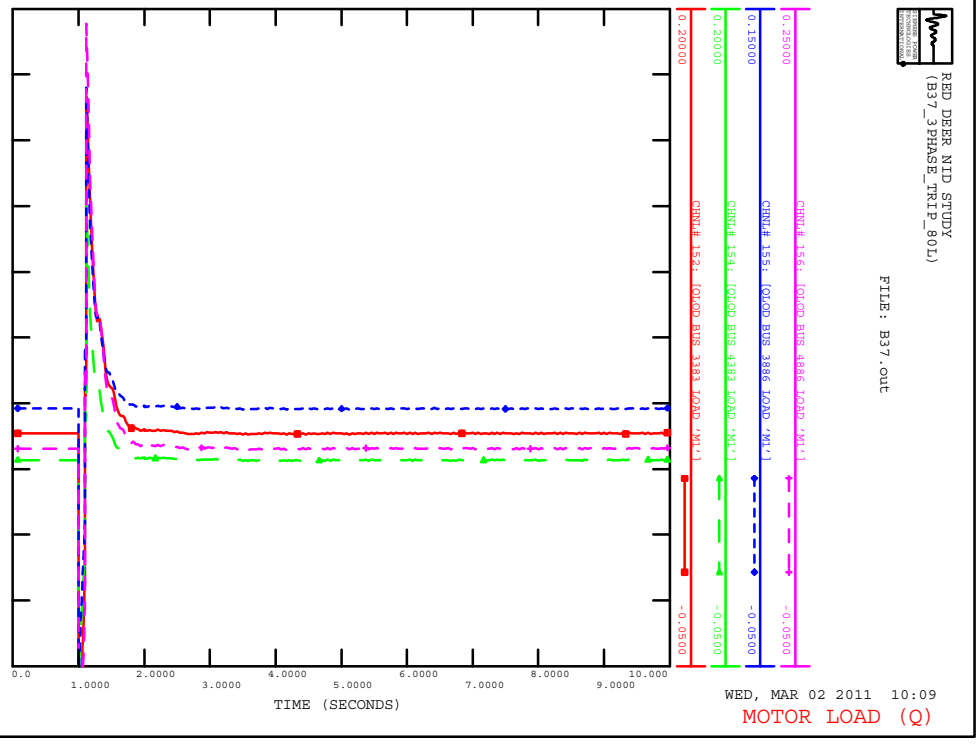

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

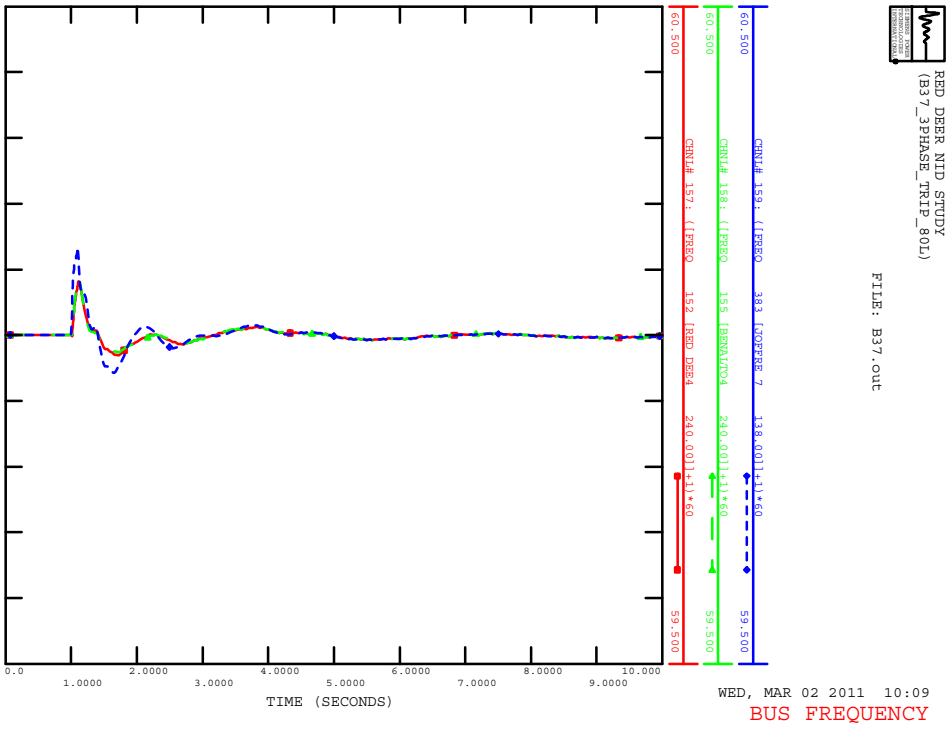

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

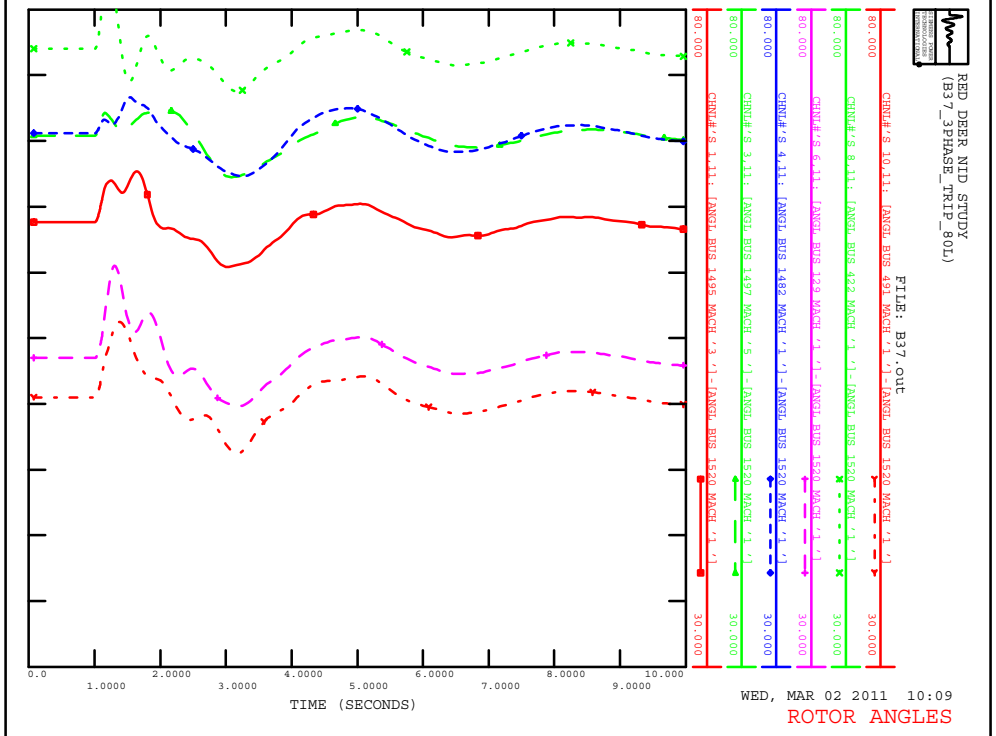

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
CHNI# 61: [VOLT 383 [DOFFER 7 138.00]
CHNI# 62: [VOLT 148 [GALE72 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

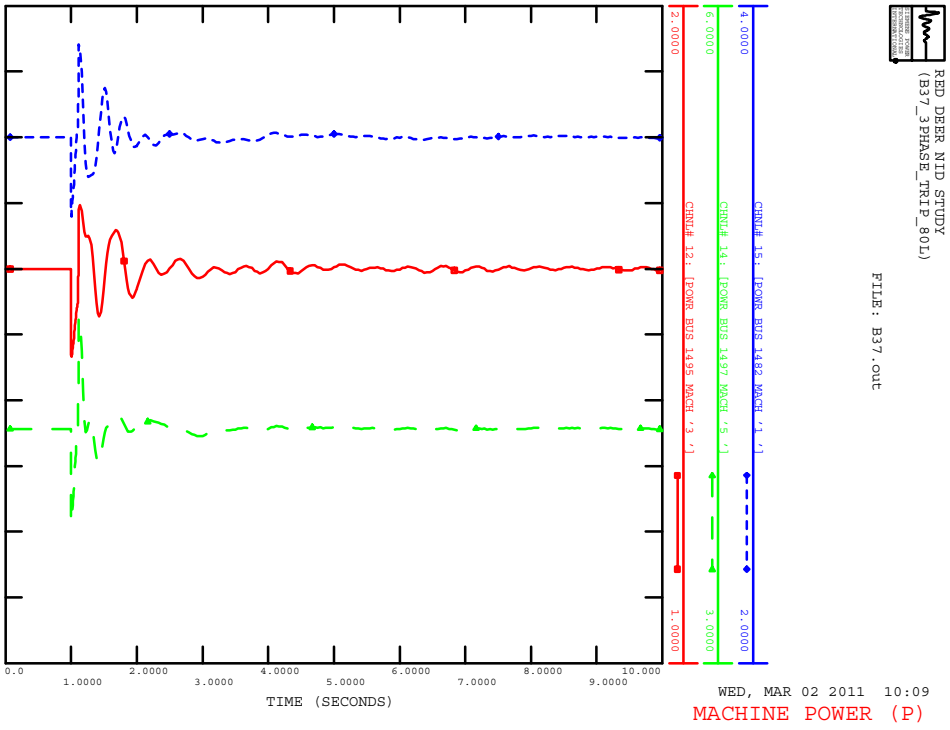

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

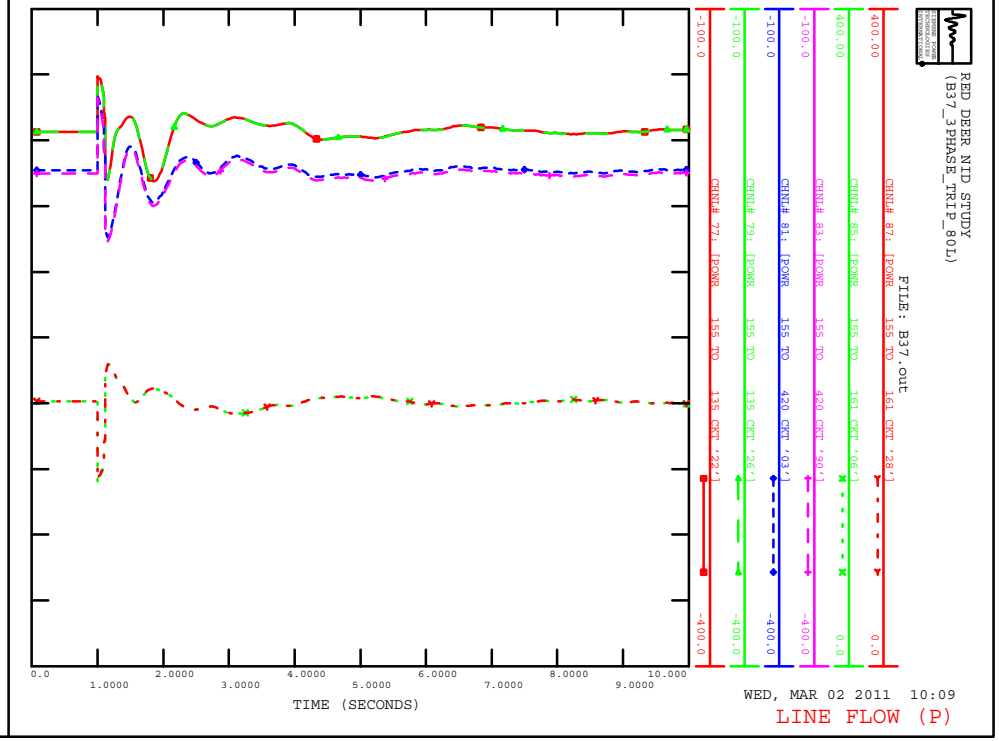

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

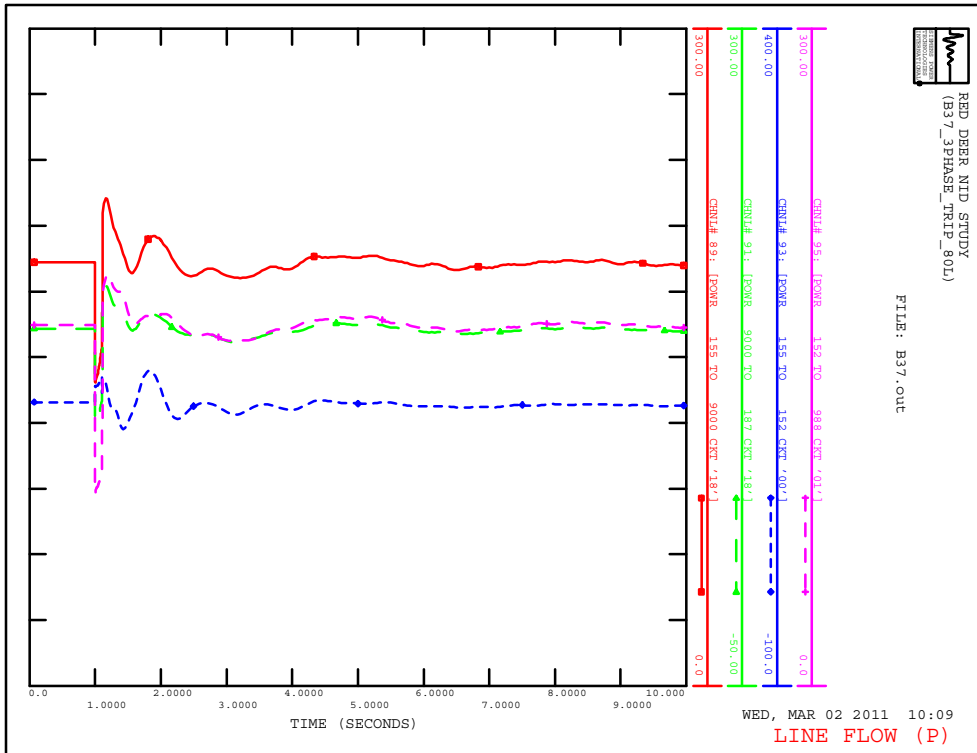

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

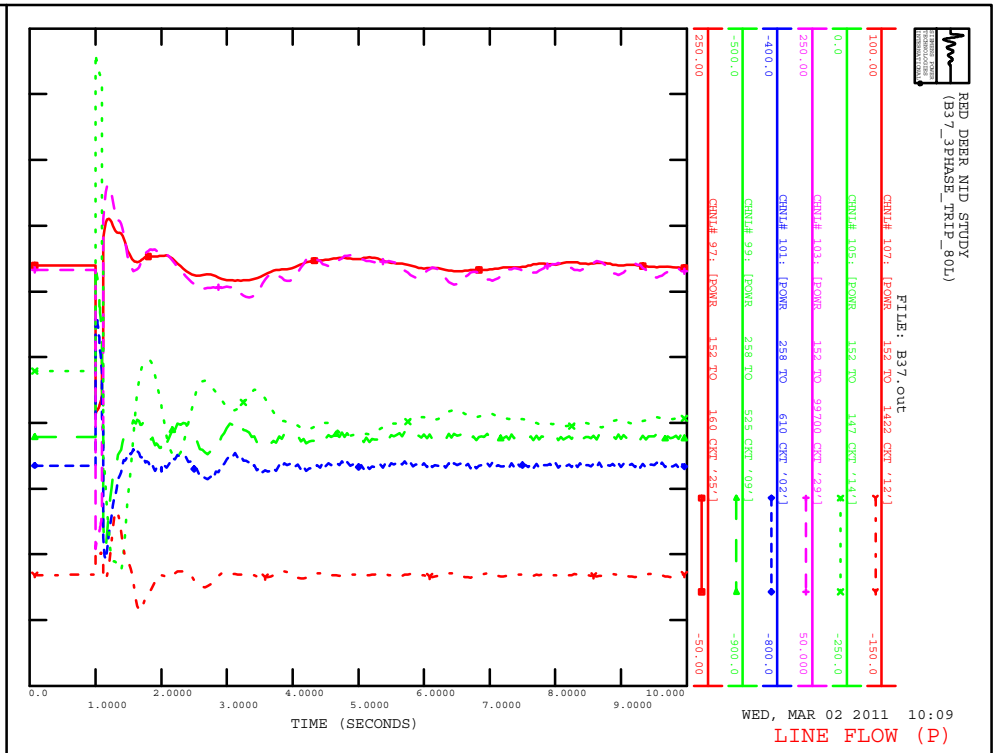

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

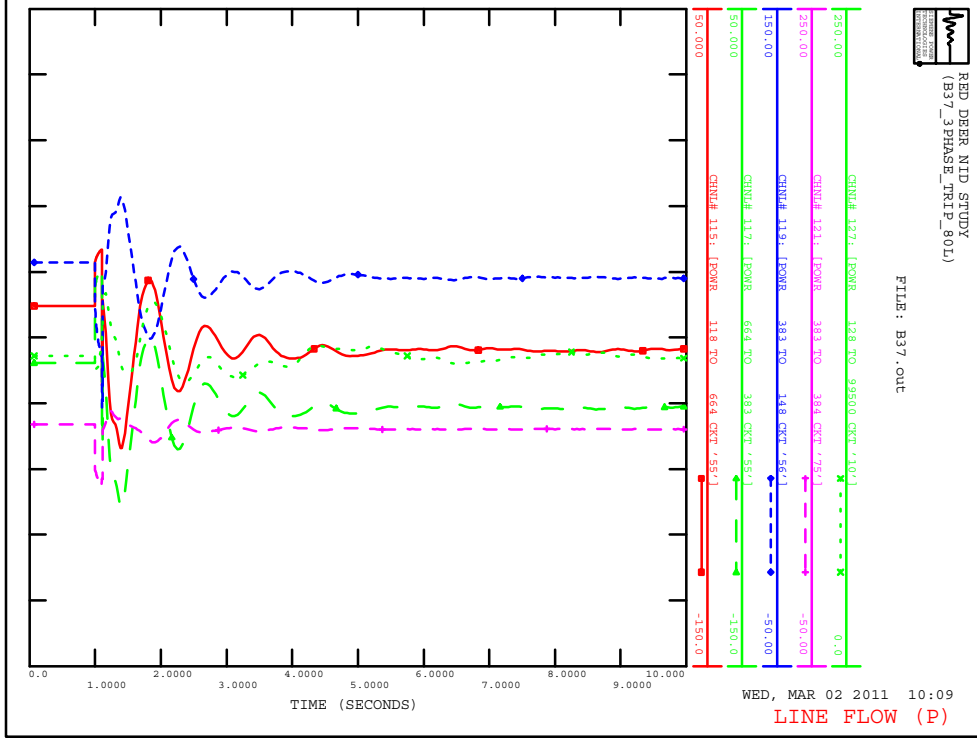

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

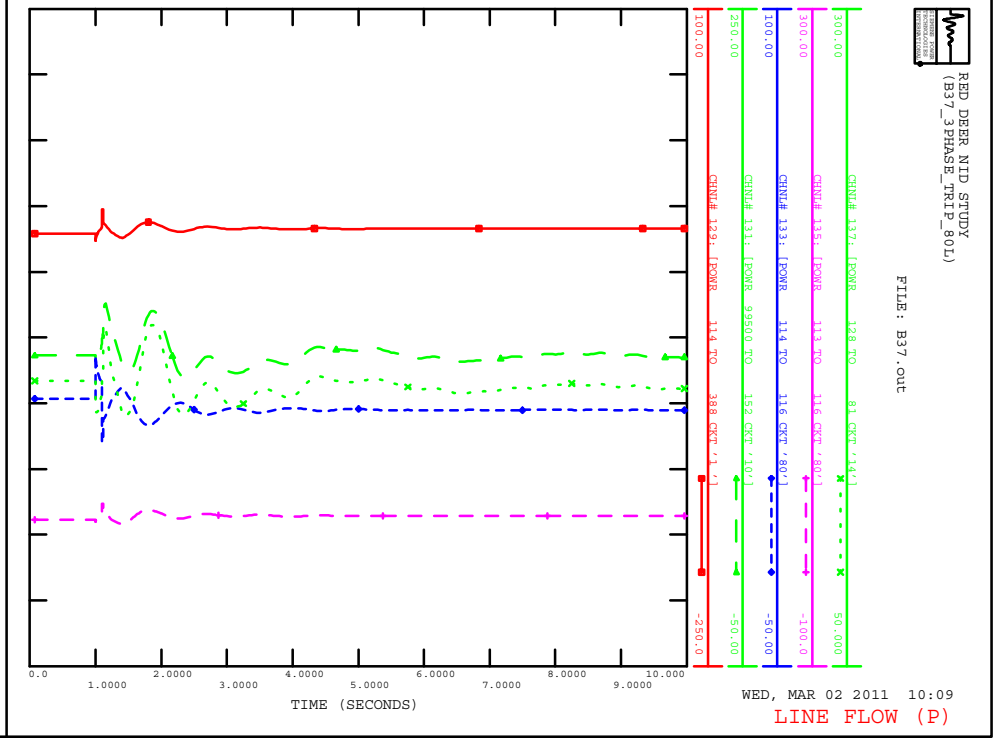

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

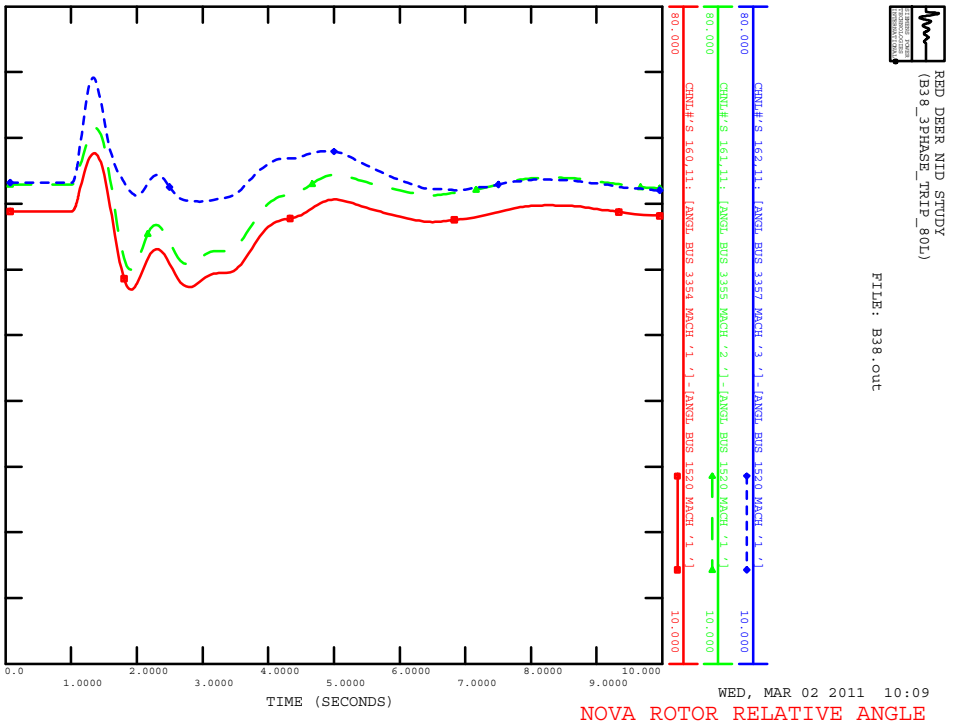

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

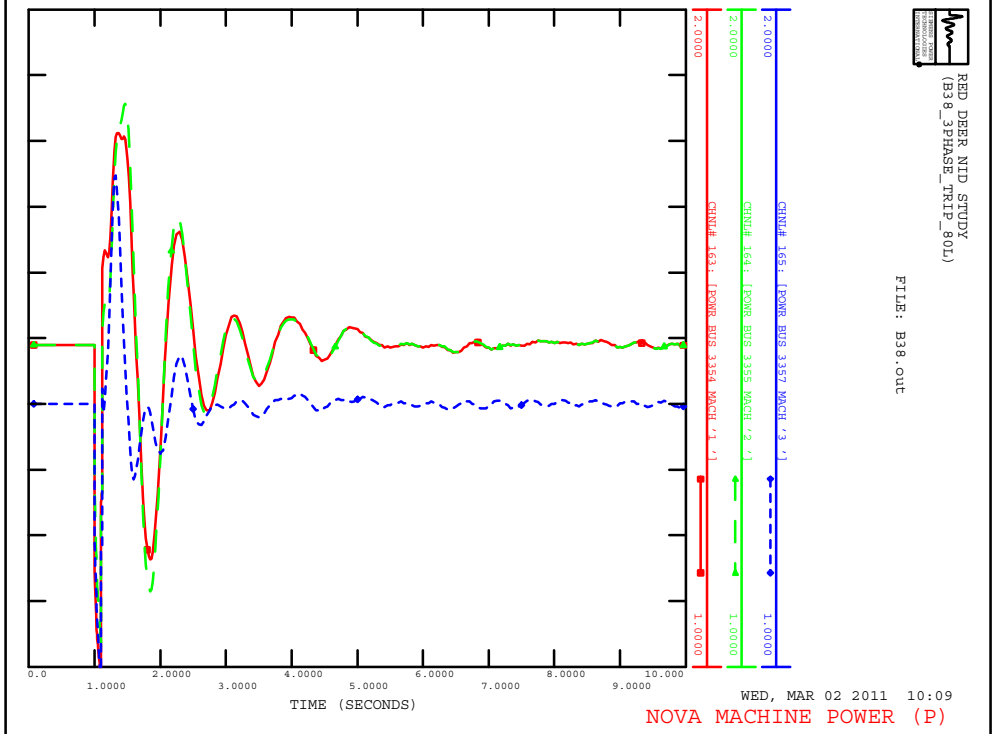

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

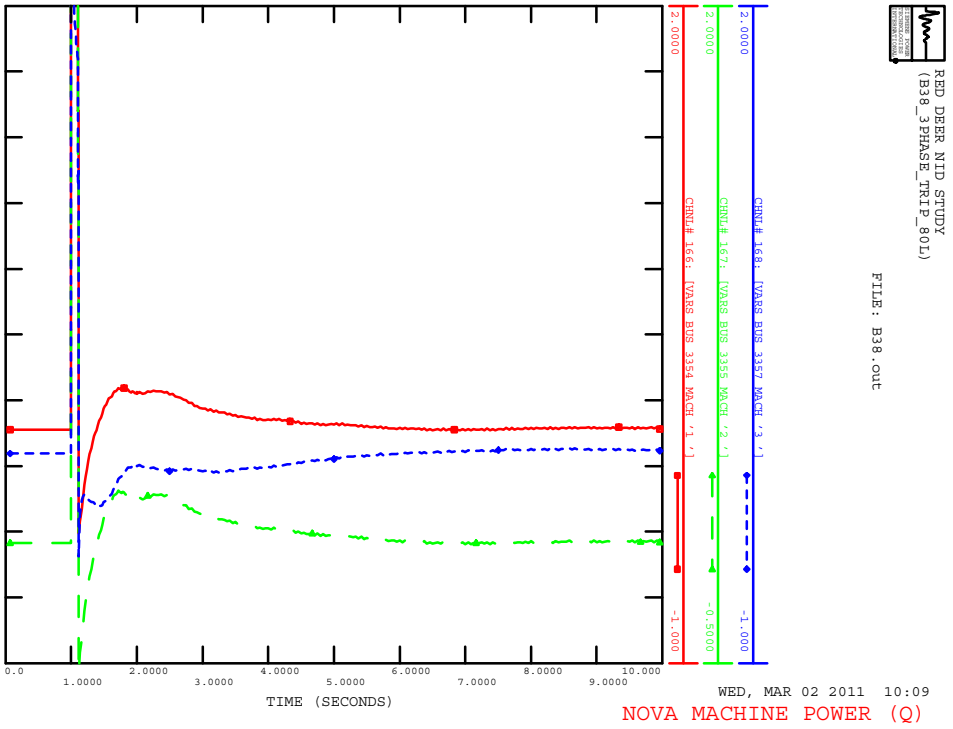

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

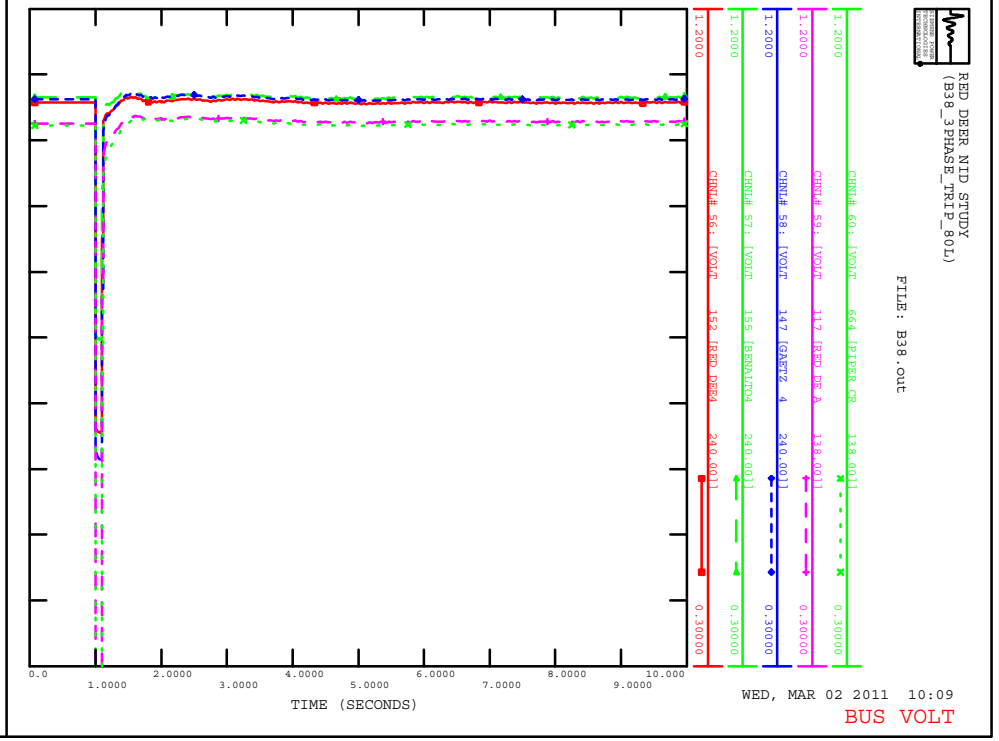

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

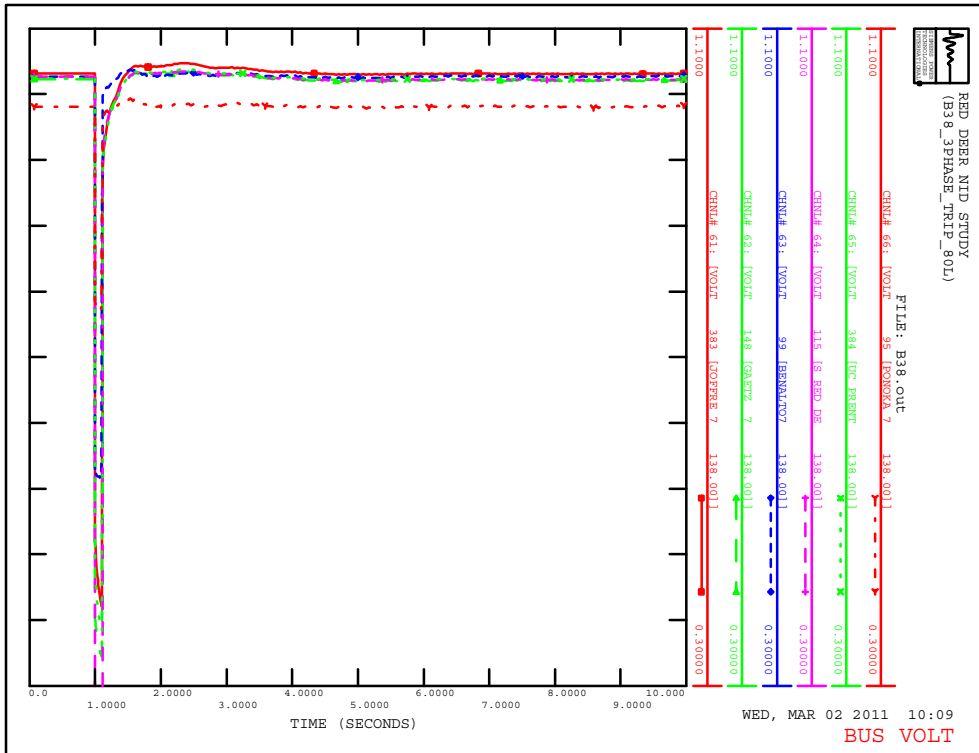

RED DEER NID STUDY
(B37_3PHASE_TRIP_80L)
FILE: B37.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

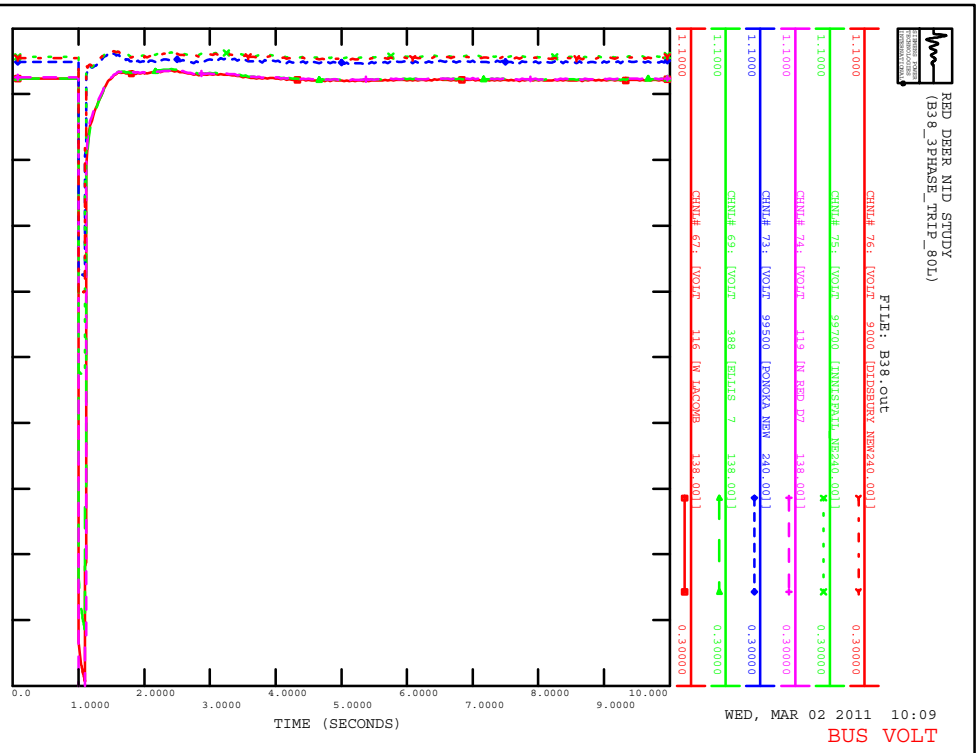

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

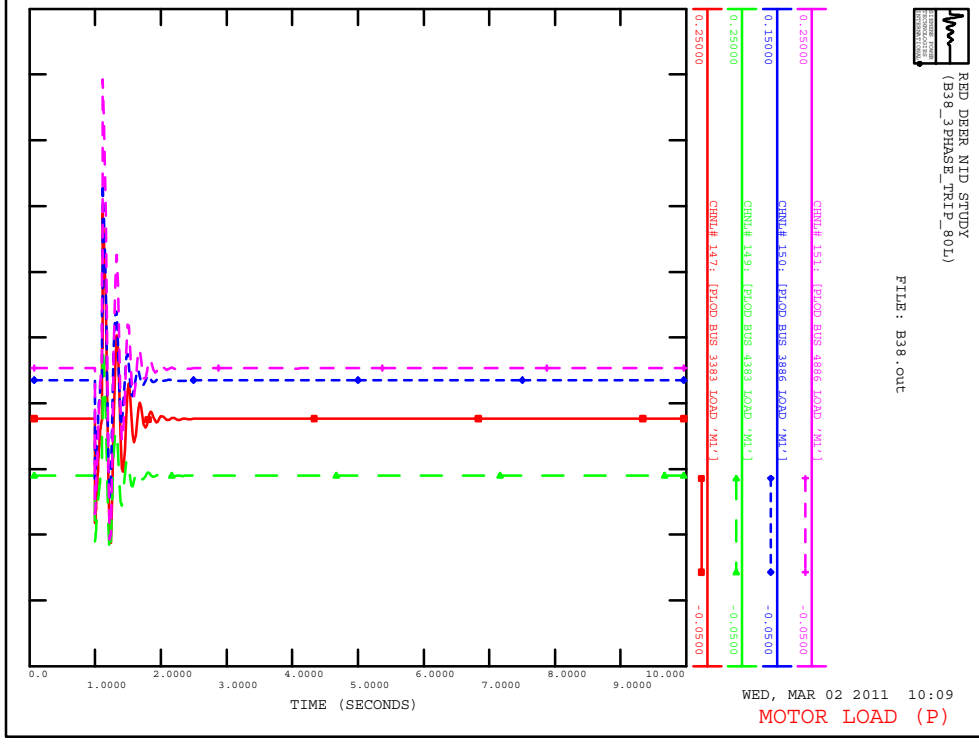

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

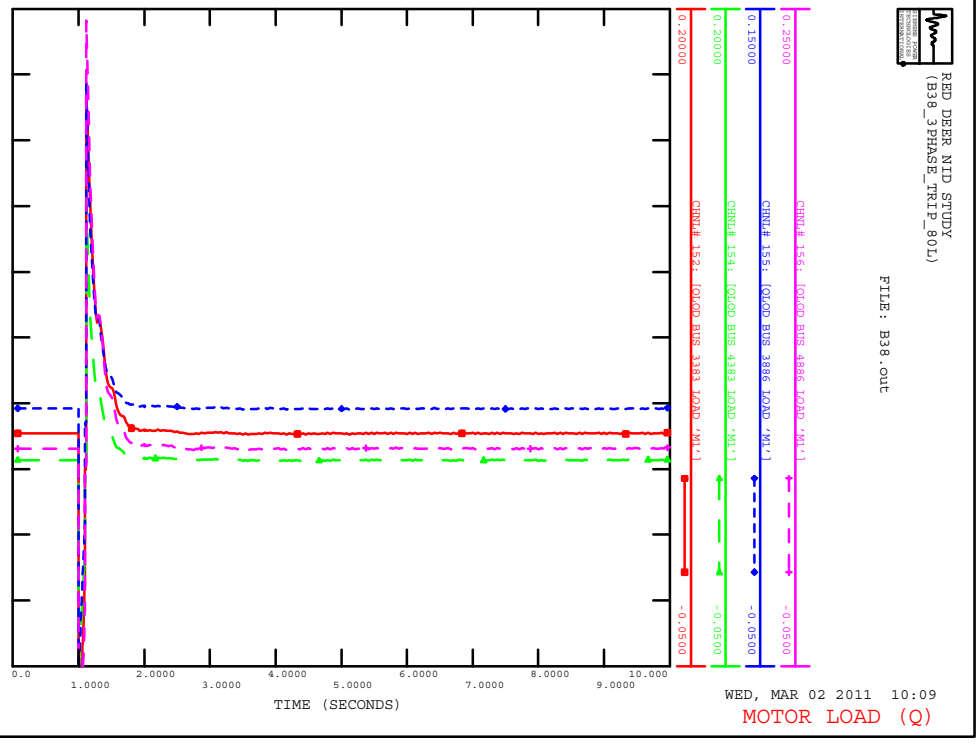

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

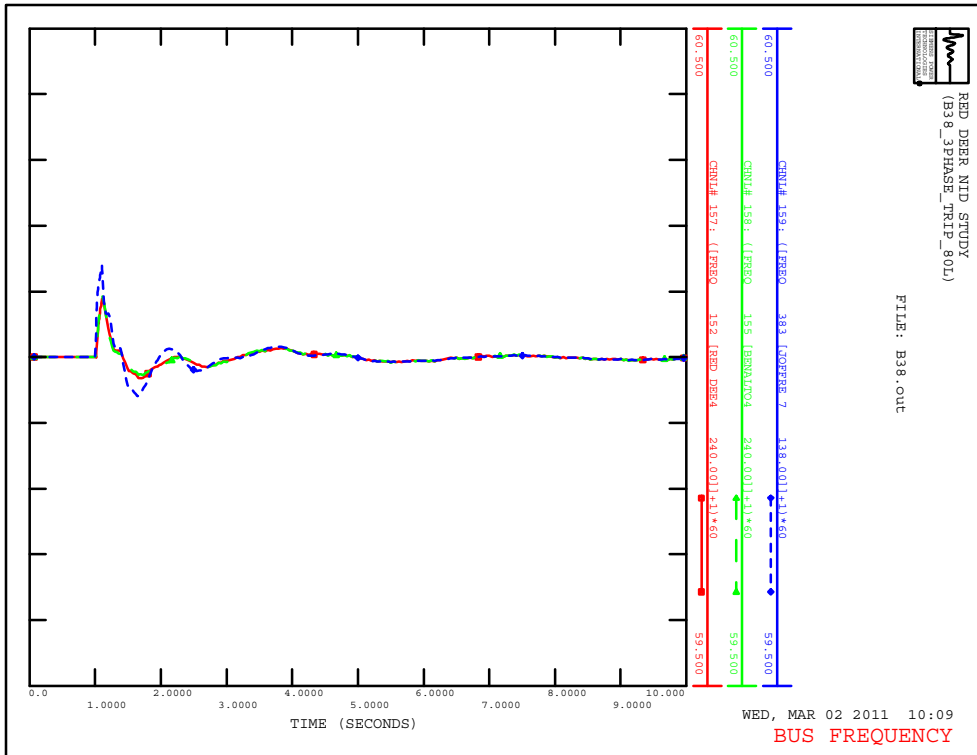

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

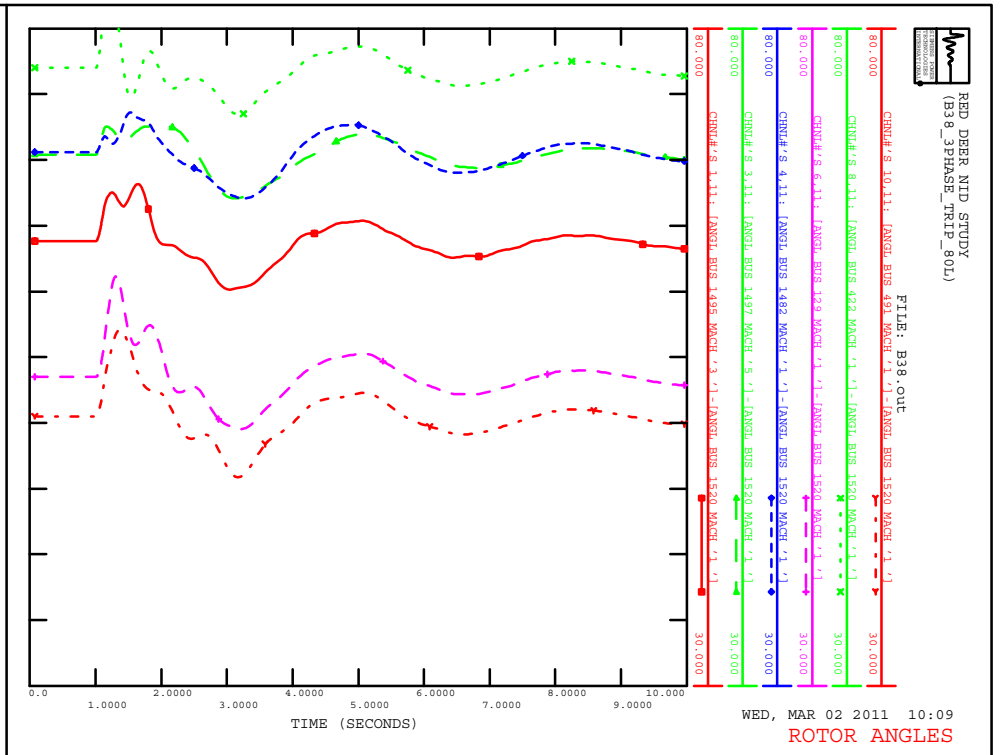

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

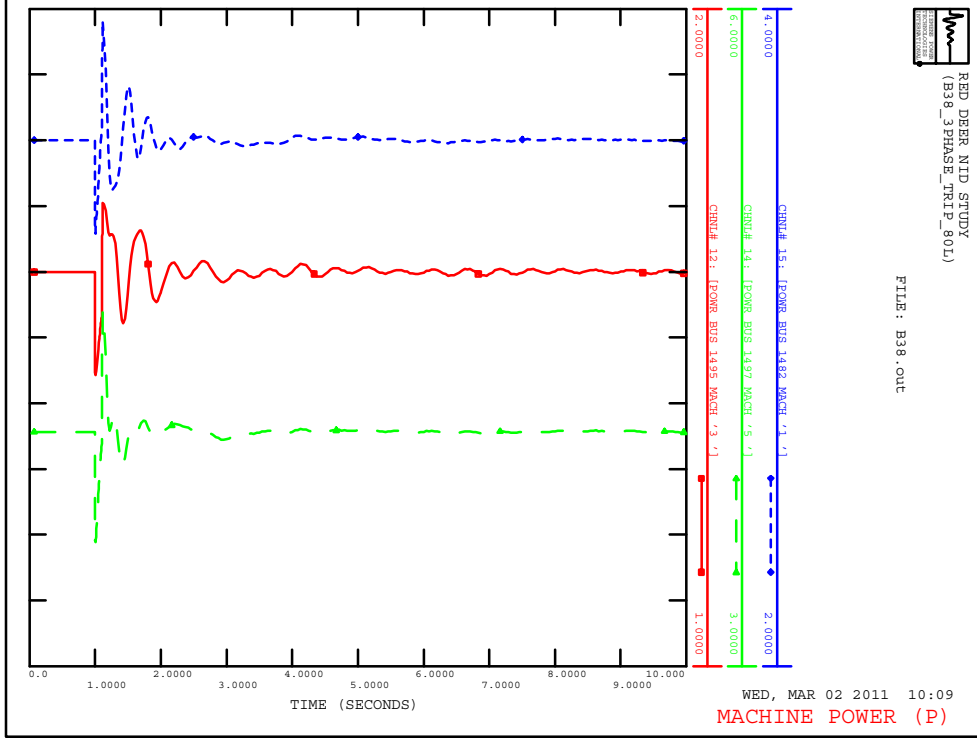

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

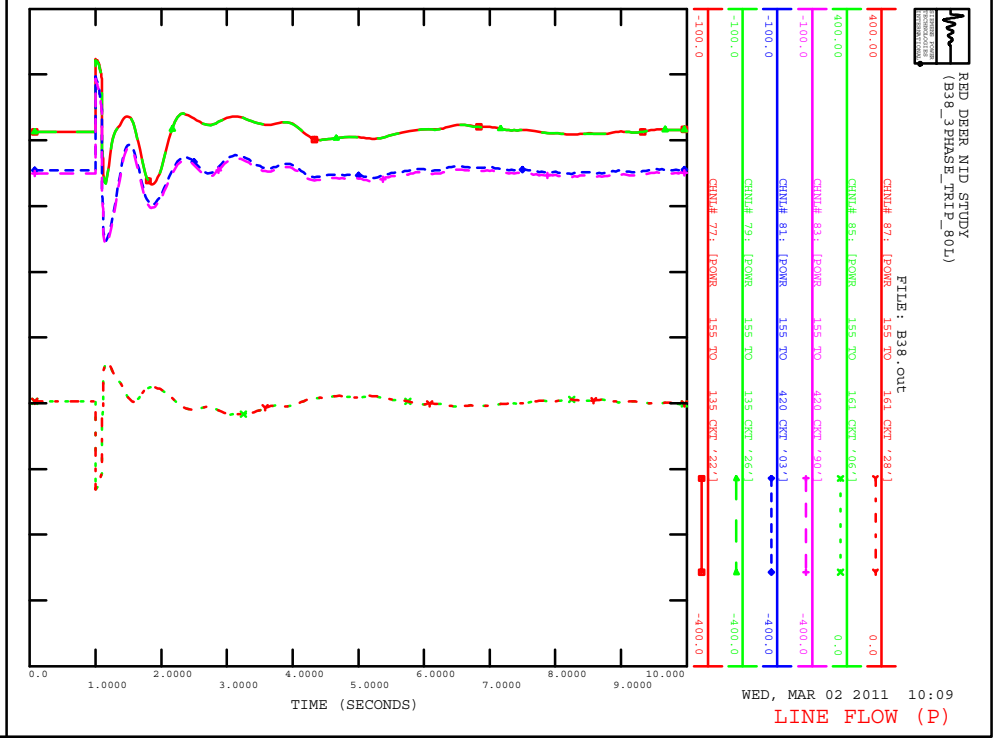

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

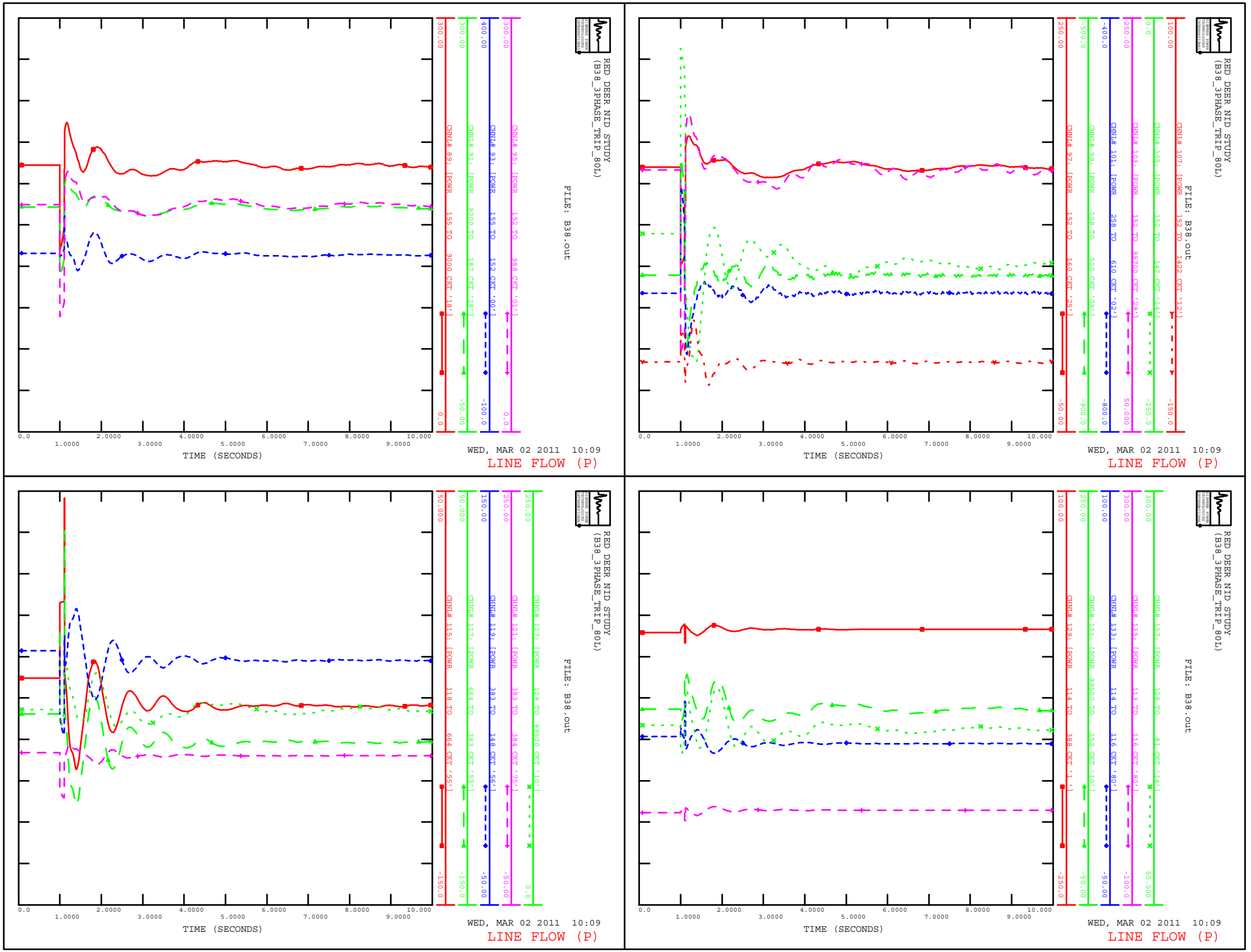

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

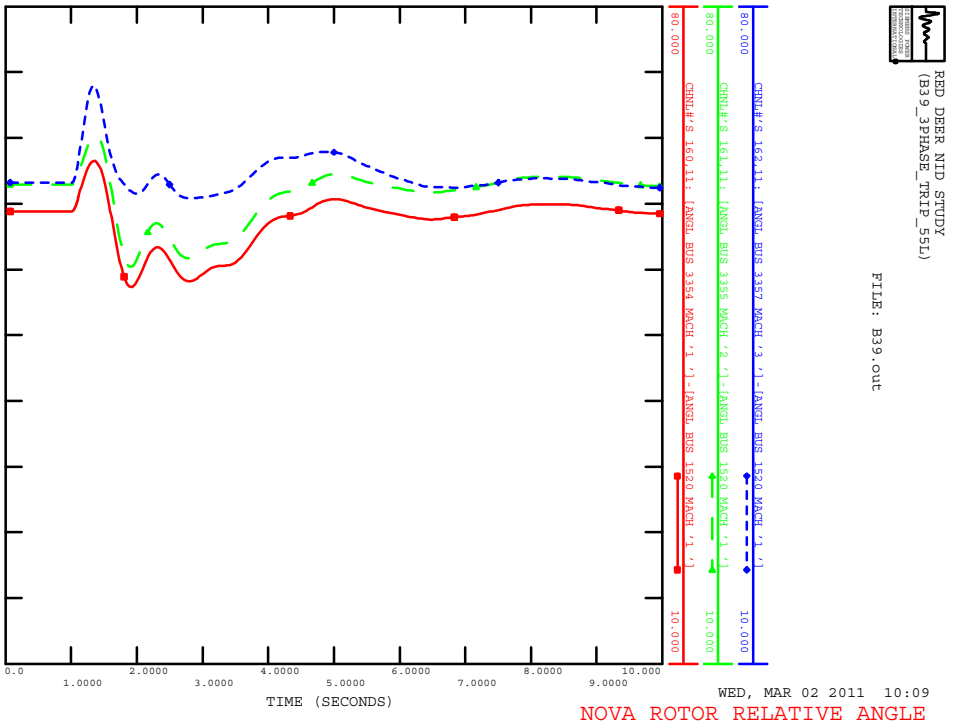

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

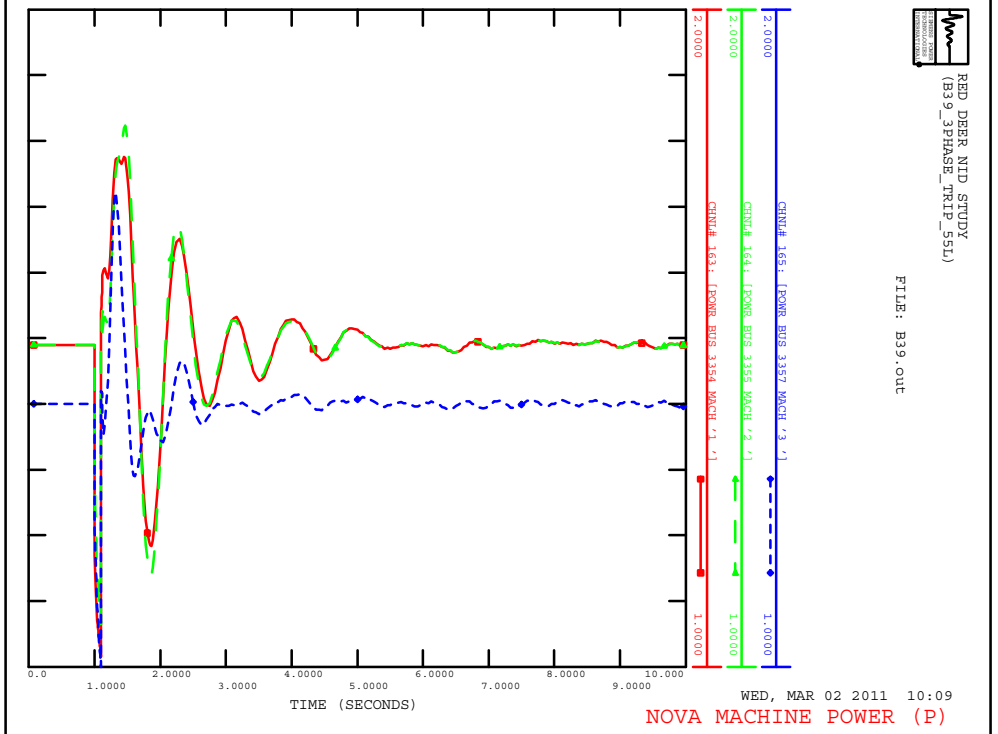

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

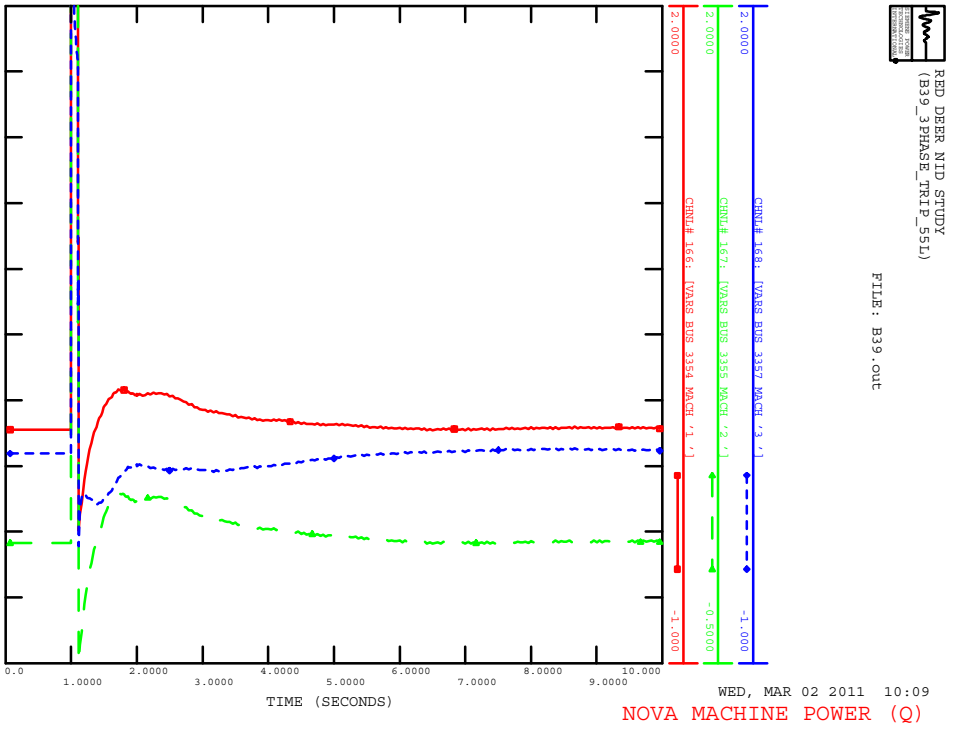

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

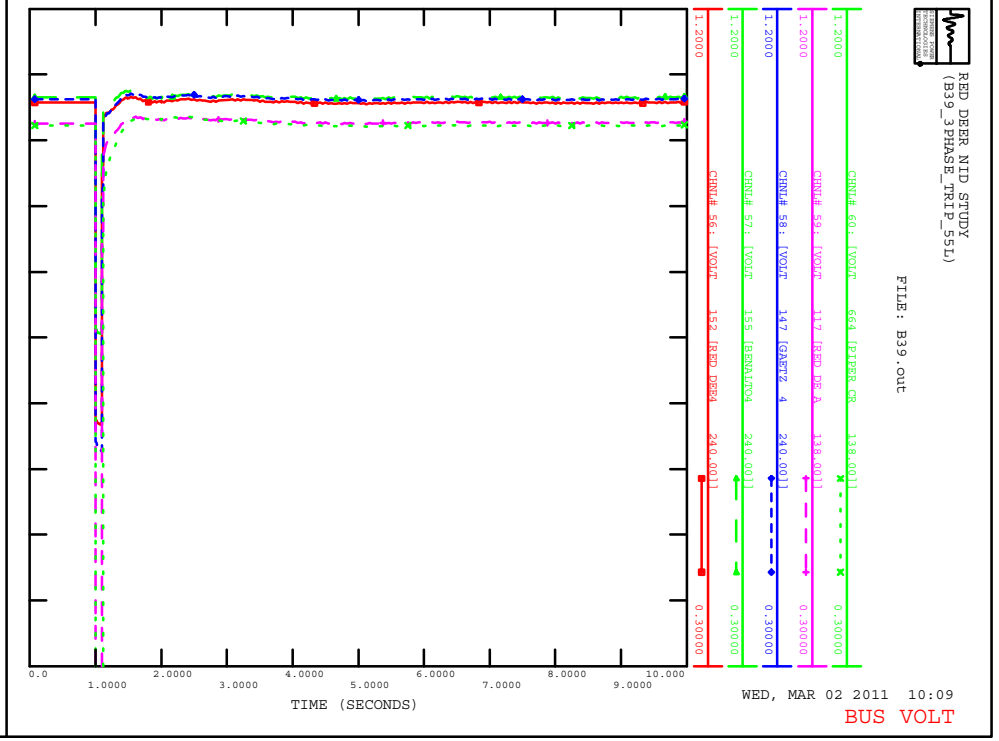

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

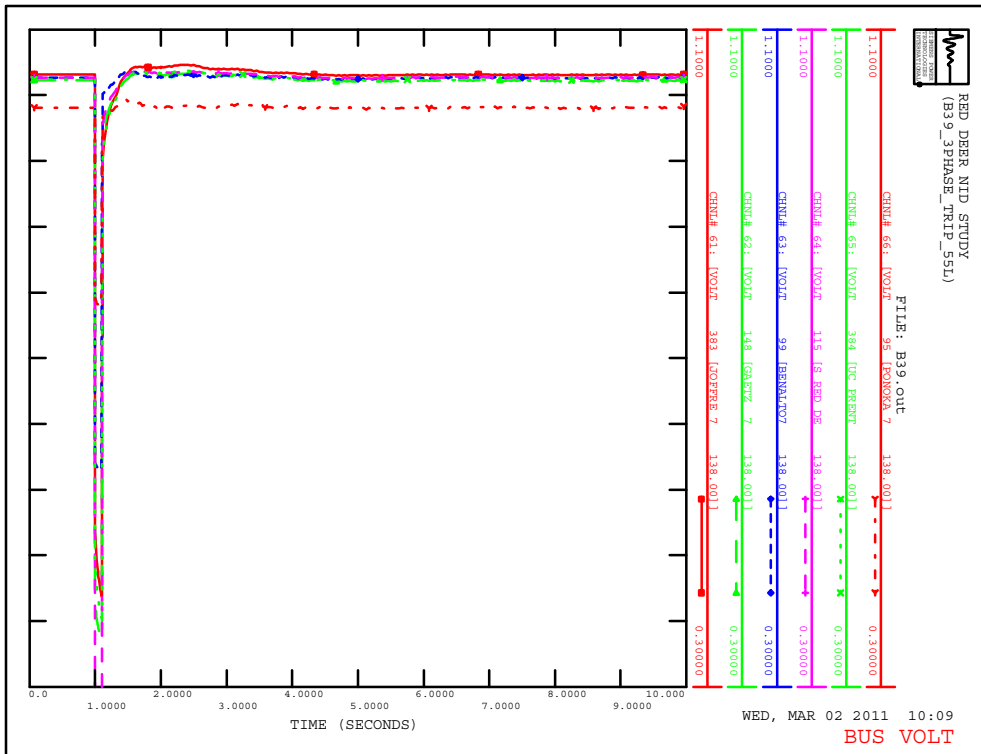

RED DEER NID STUDY
(B38_3PHASE_TRIP_80L)
FILE: B38.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

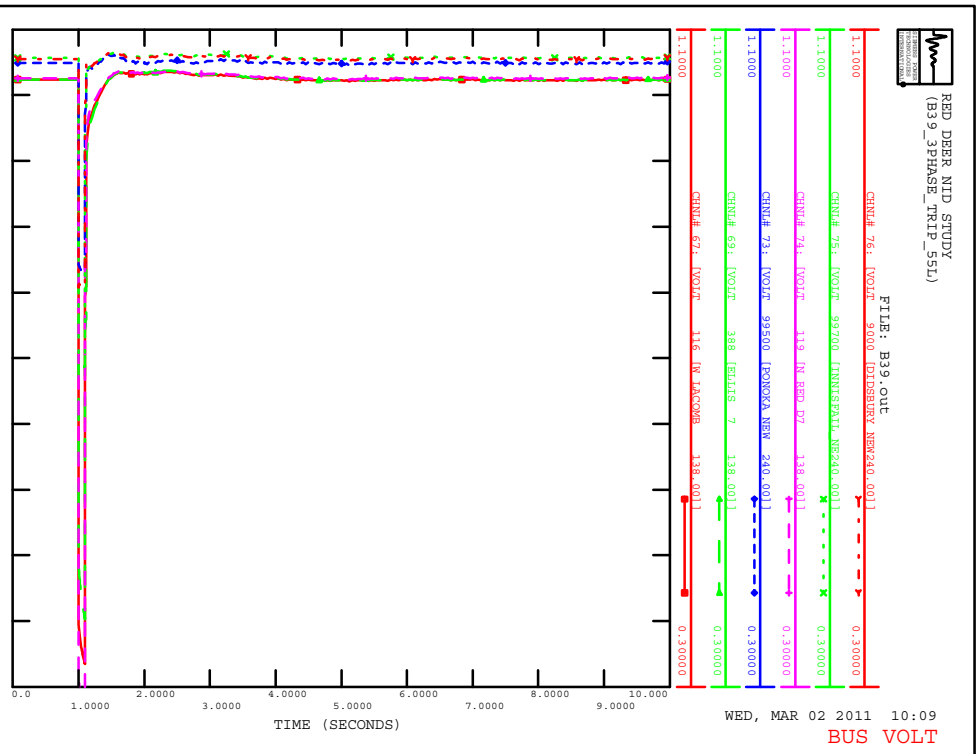

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

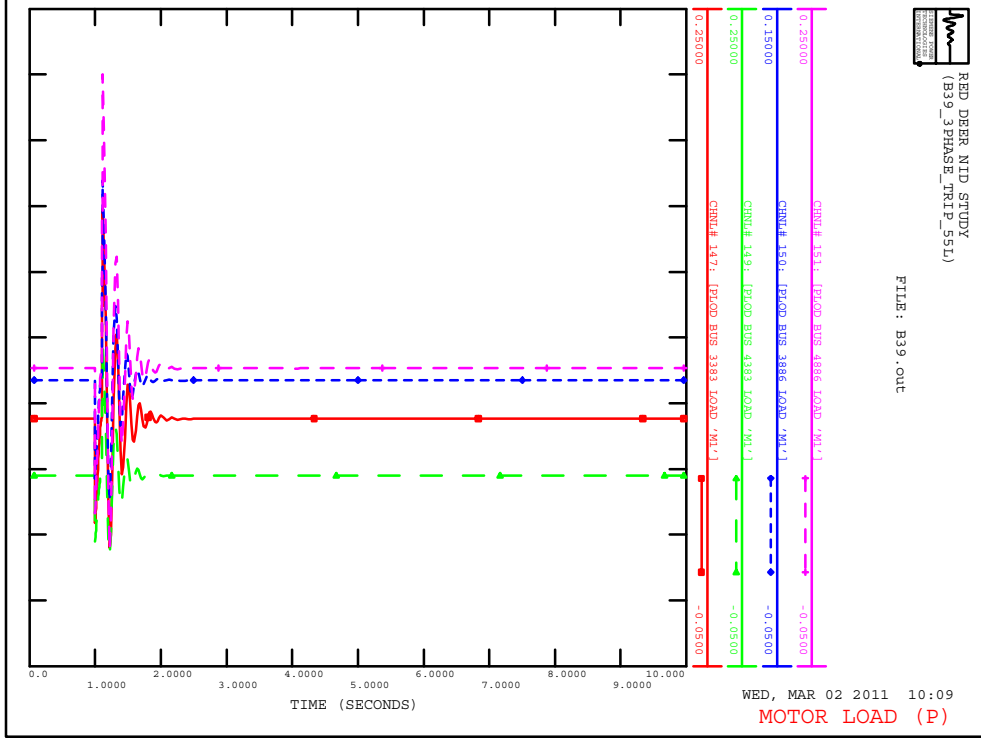

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

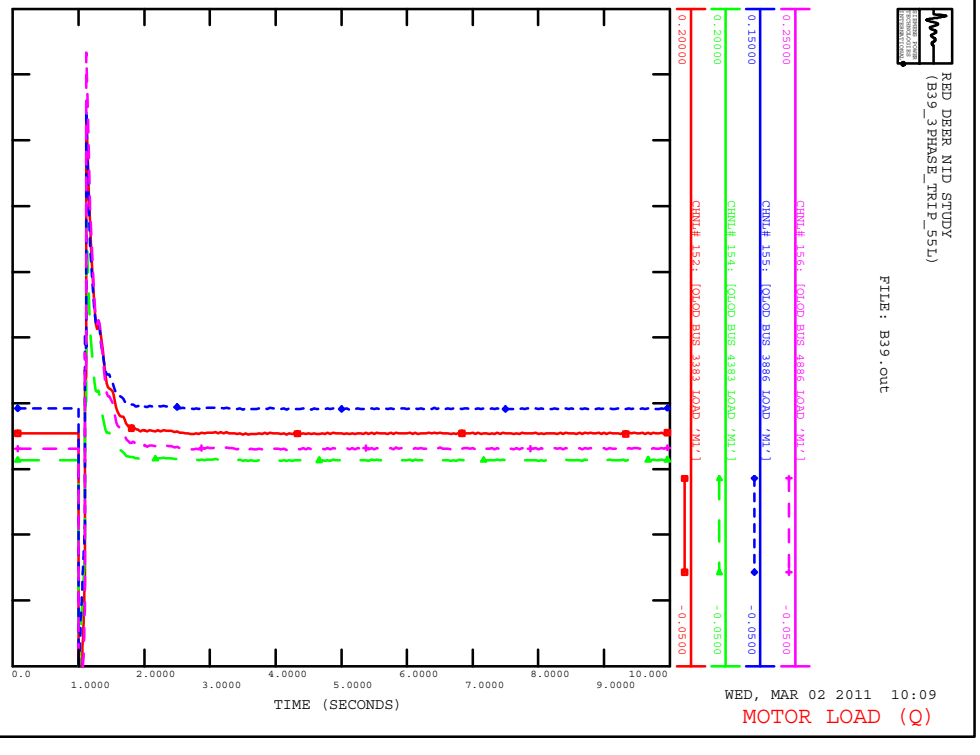

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

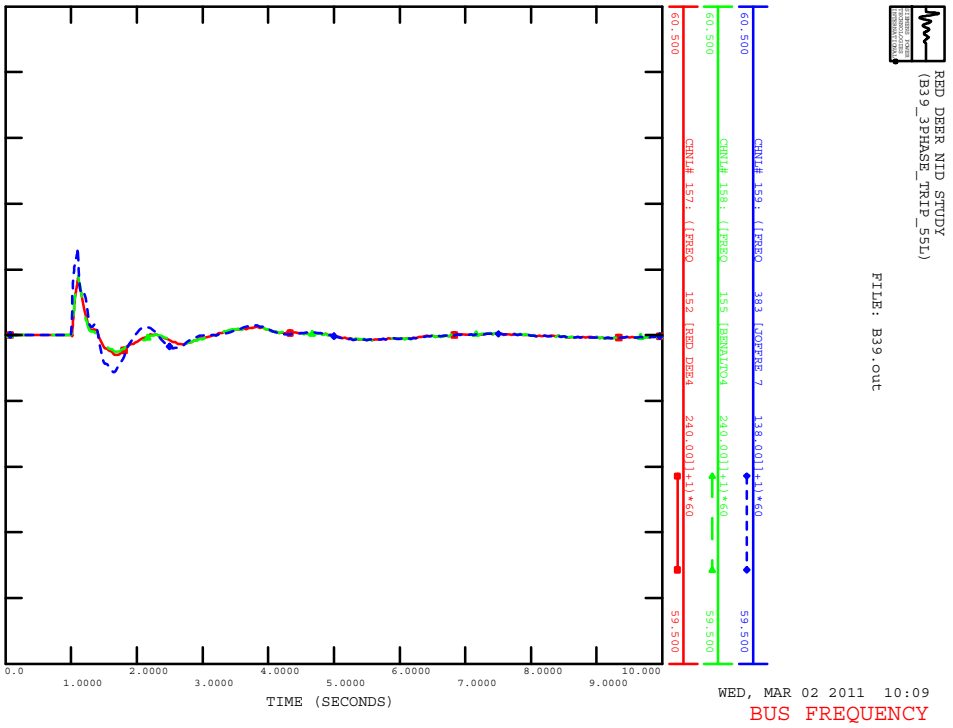

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

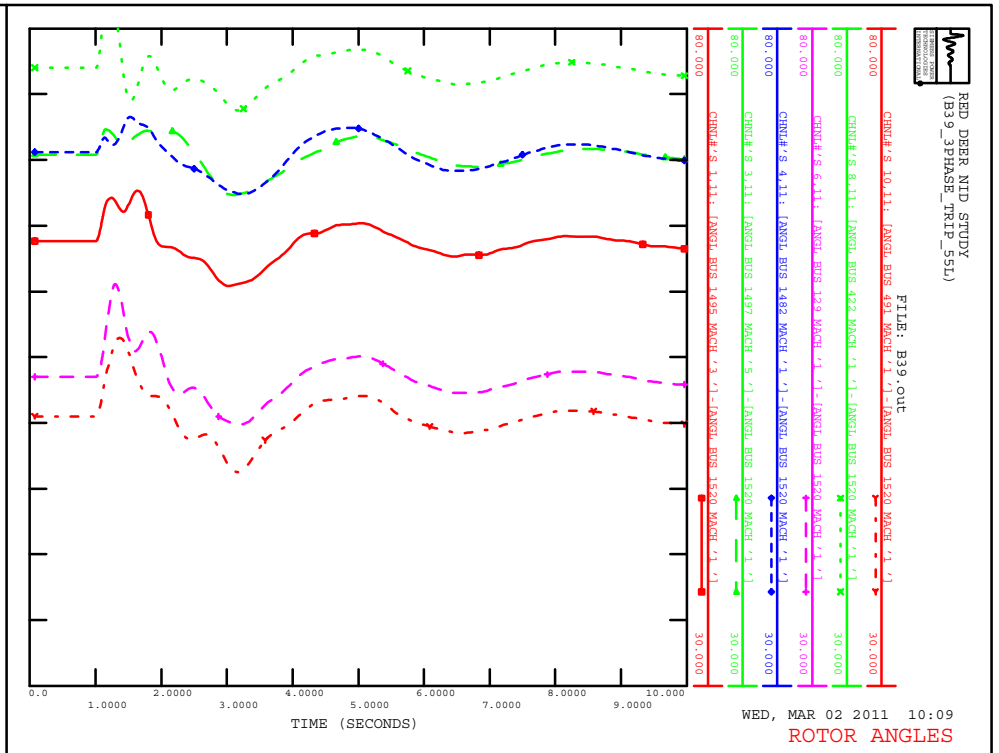

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALE72 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

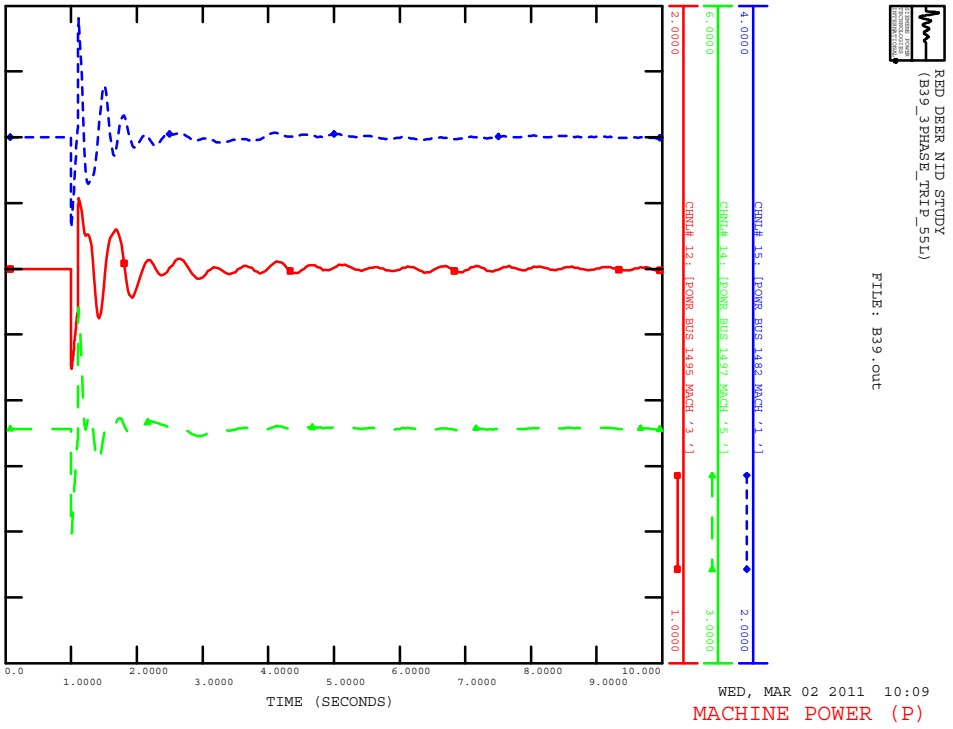

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DISBURY NEW340.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

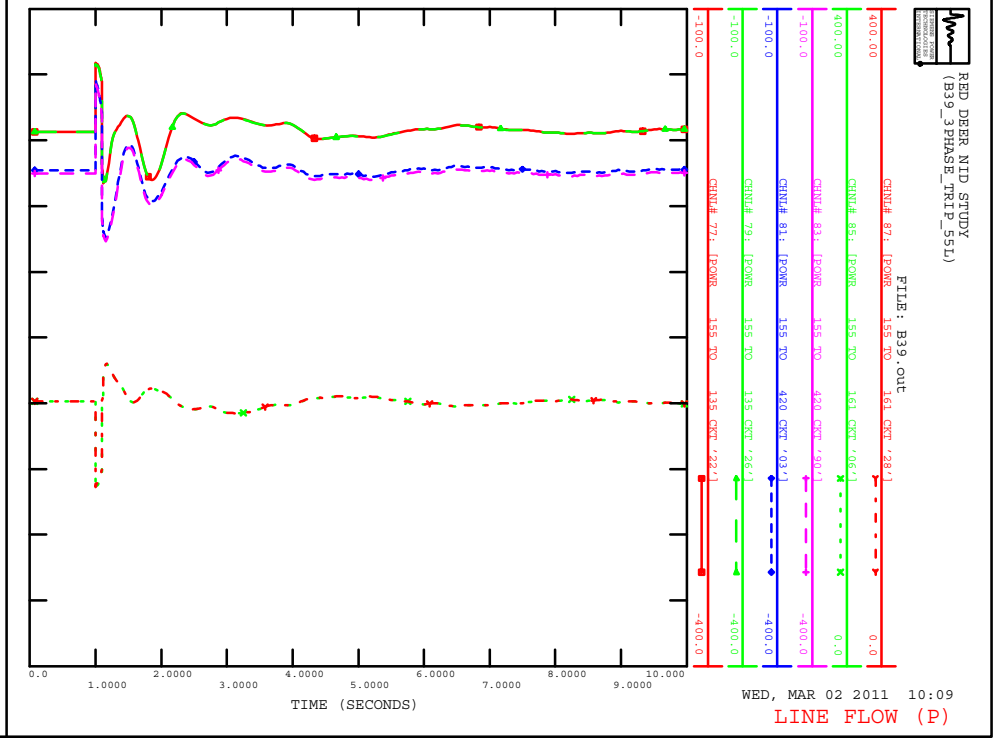

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

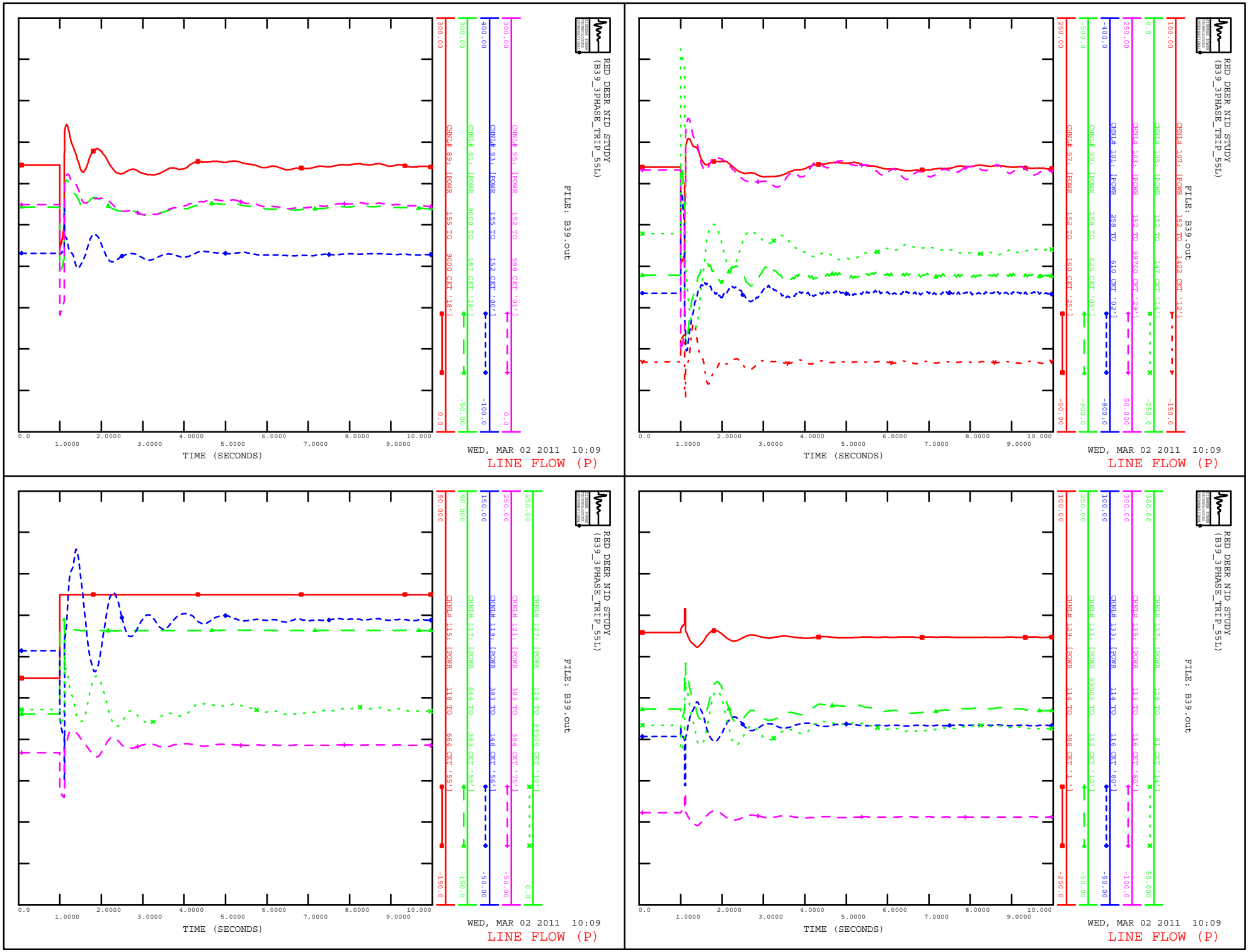

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

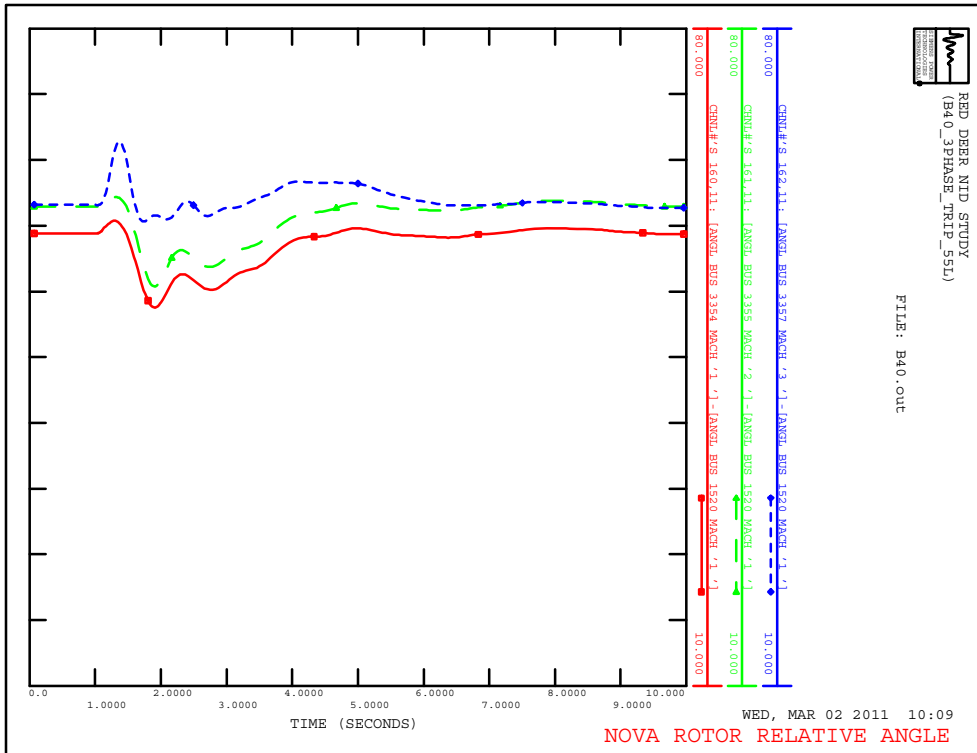

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

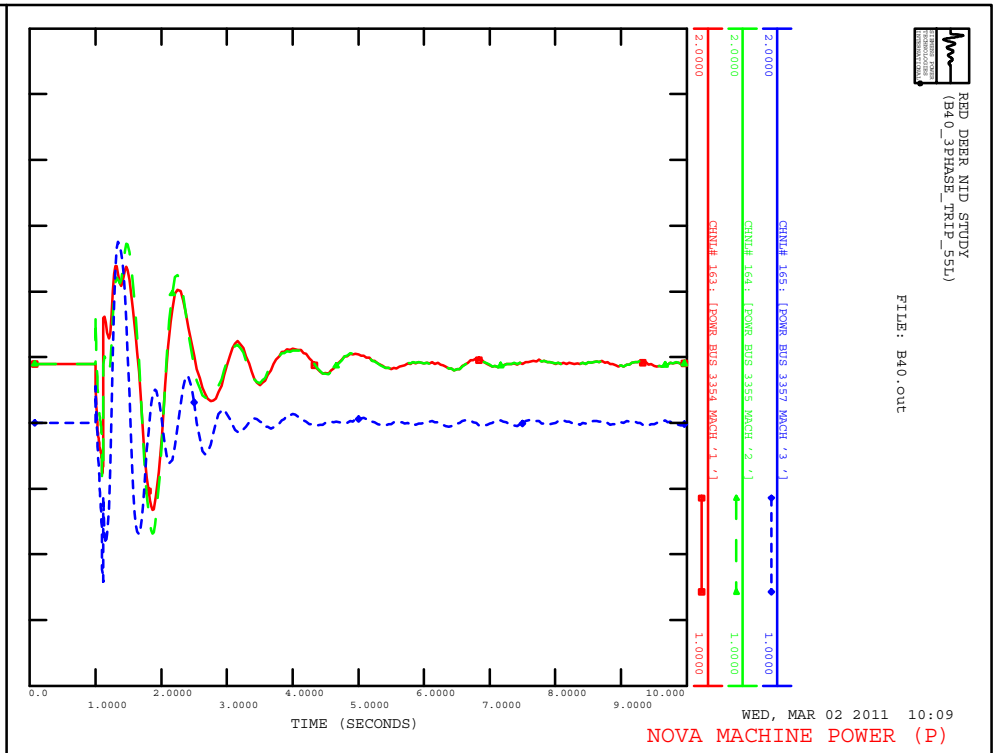

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

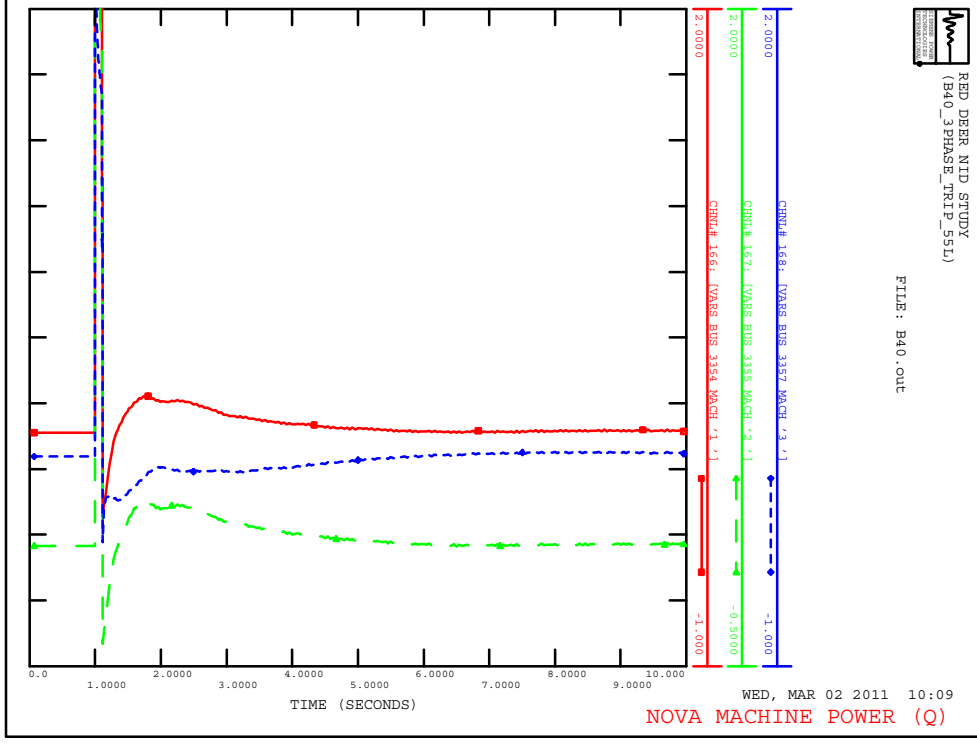

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

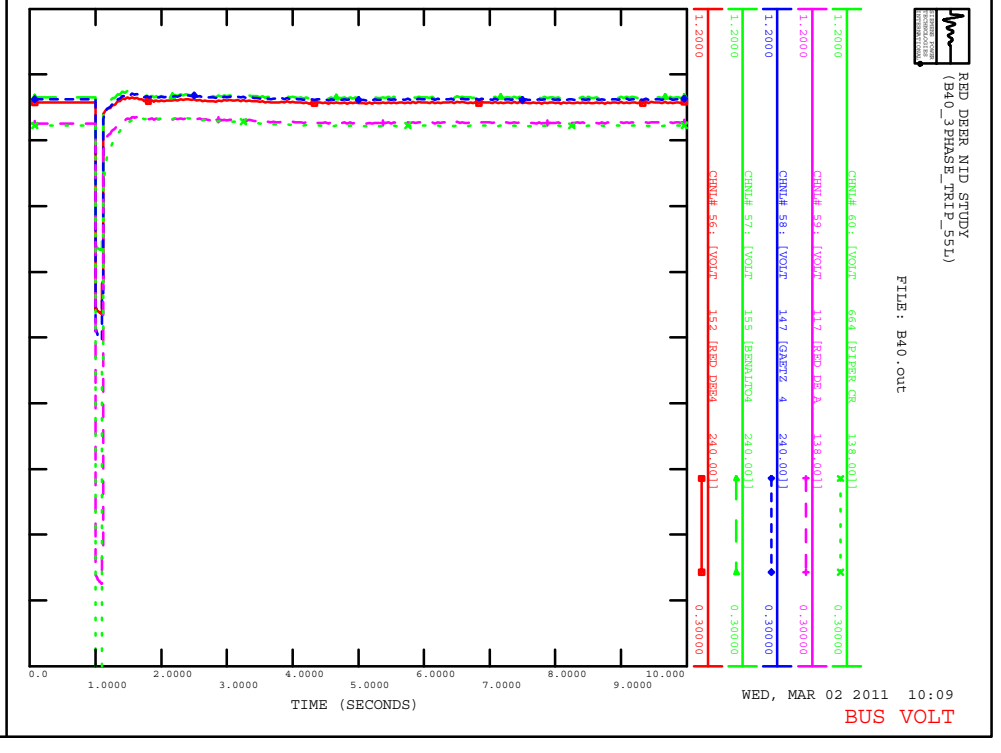

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

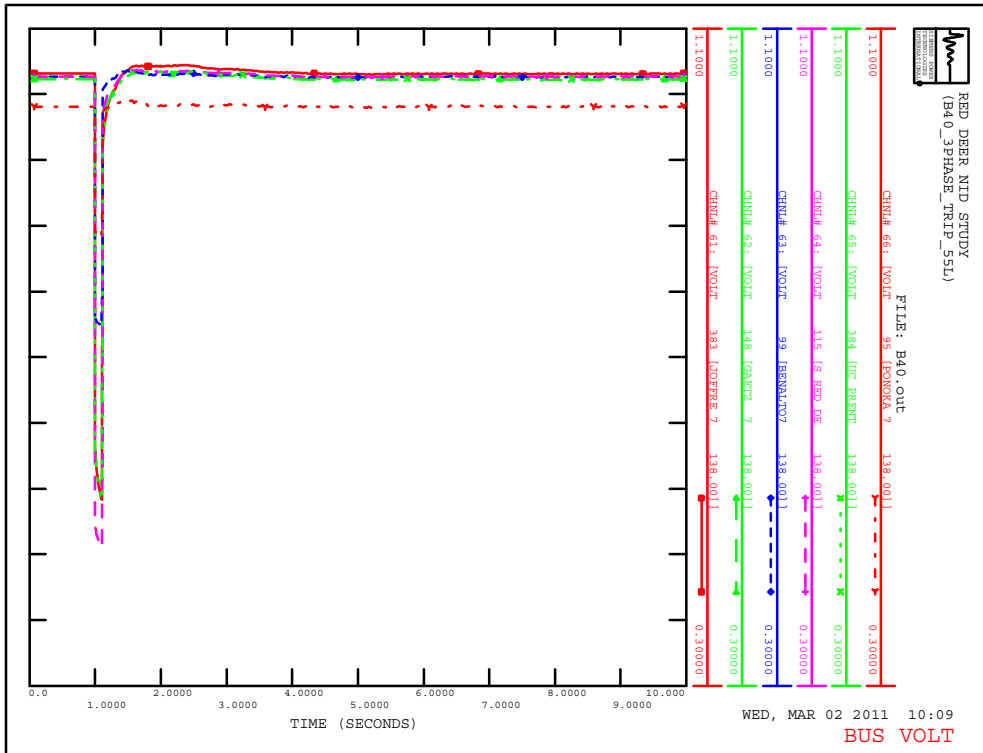

RED DEER NID STUDY
(B39_3PHASE_TRIP_55L)
FILE: B39.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

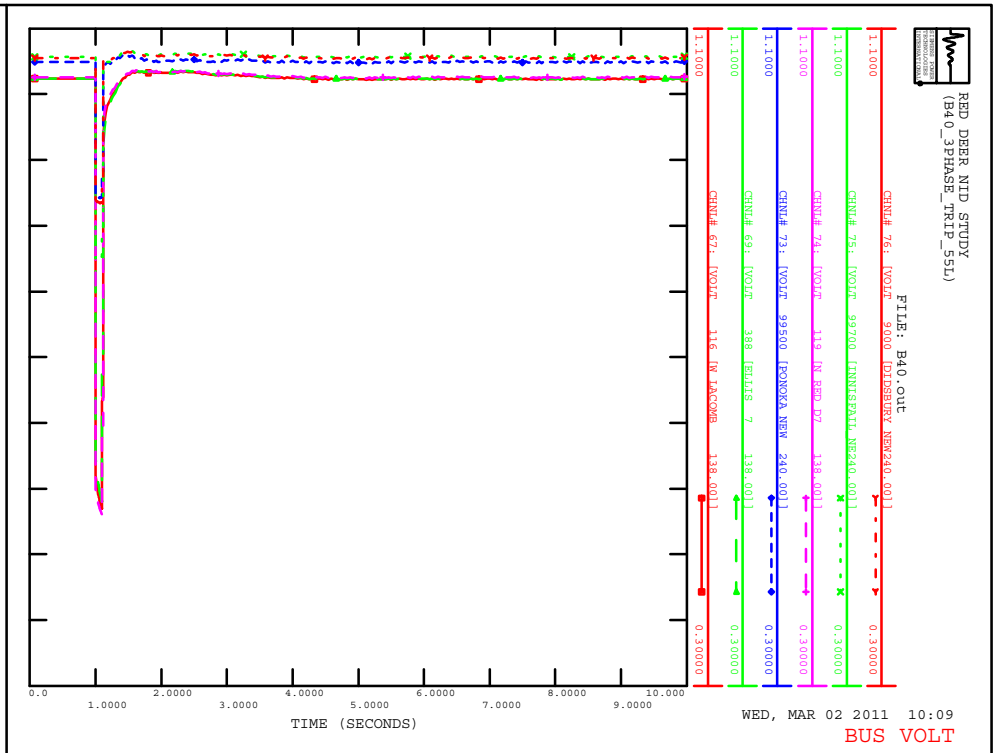

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

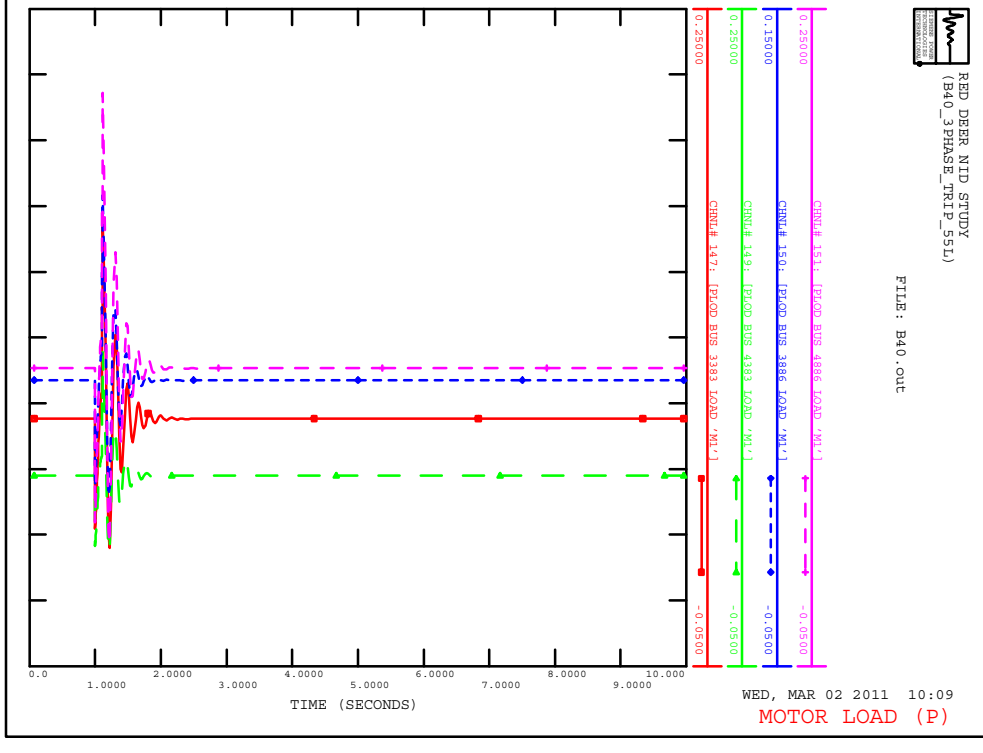

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

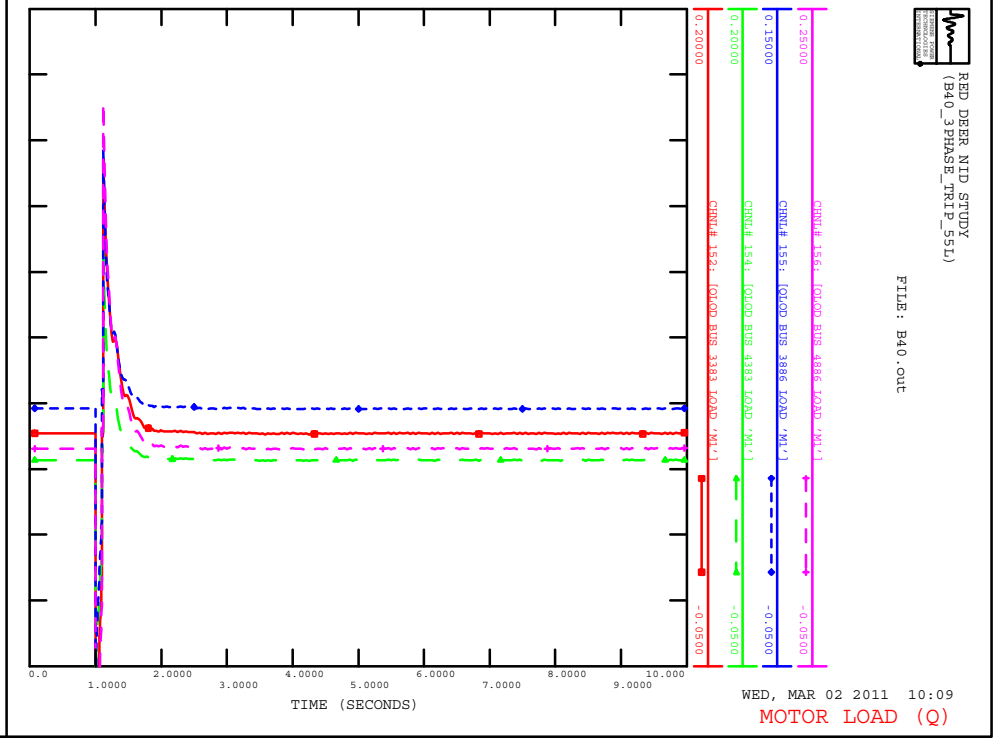

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

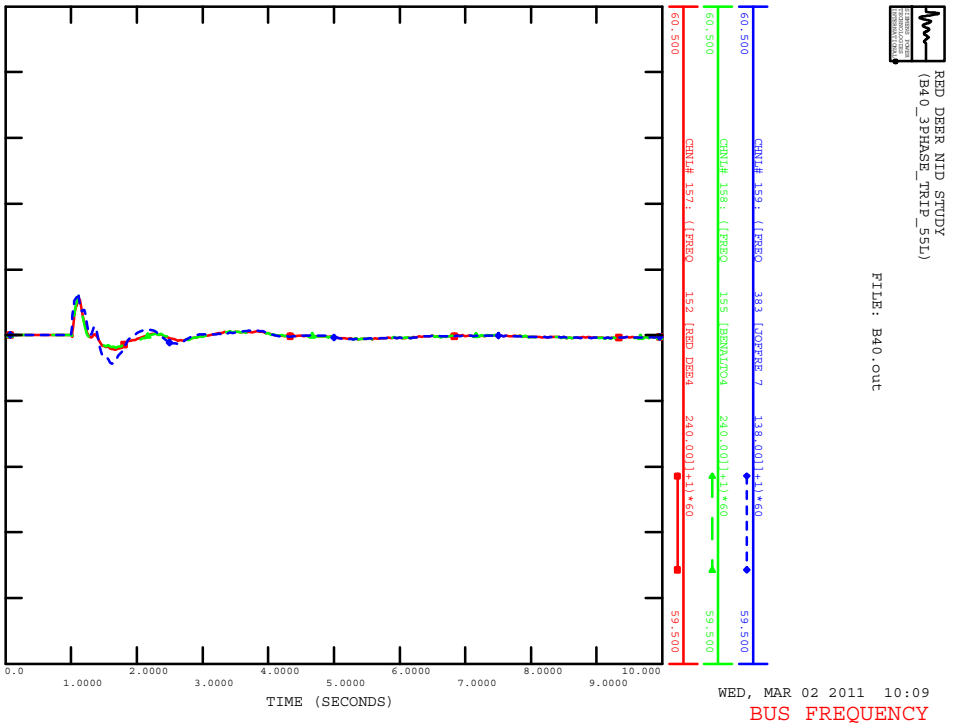

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

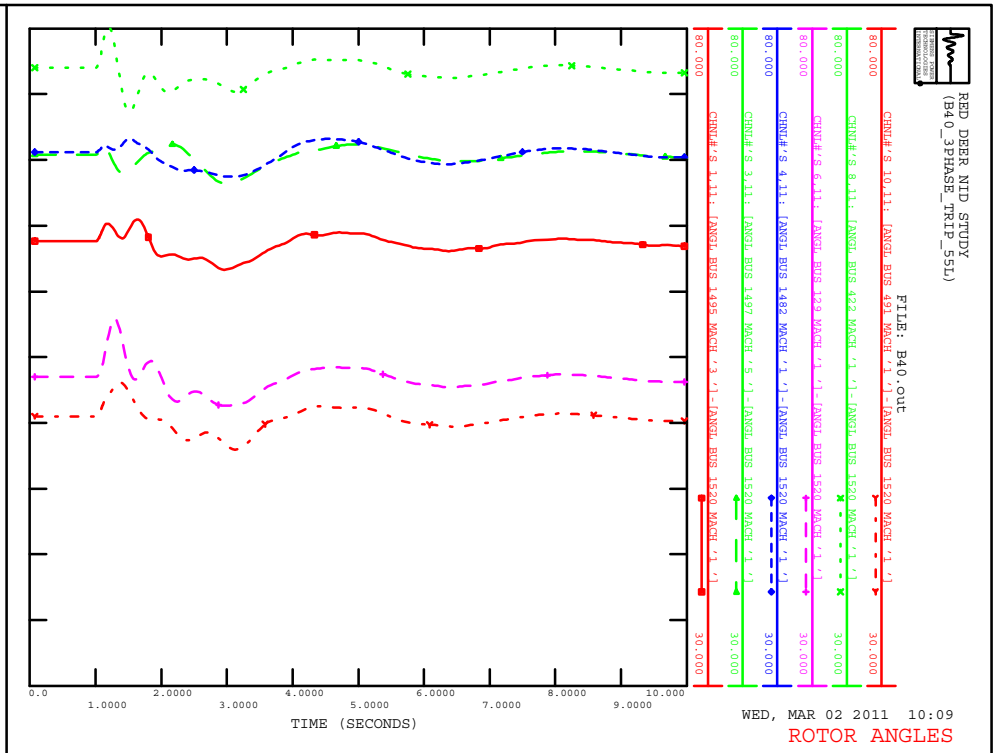

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

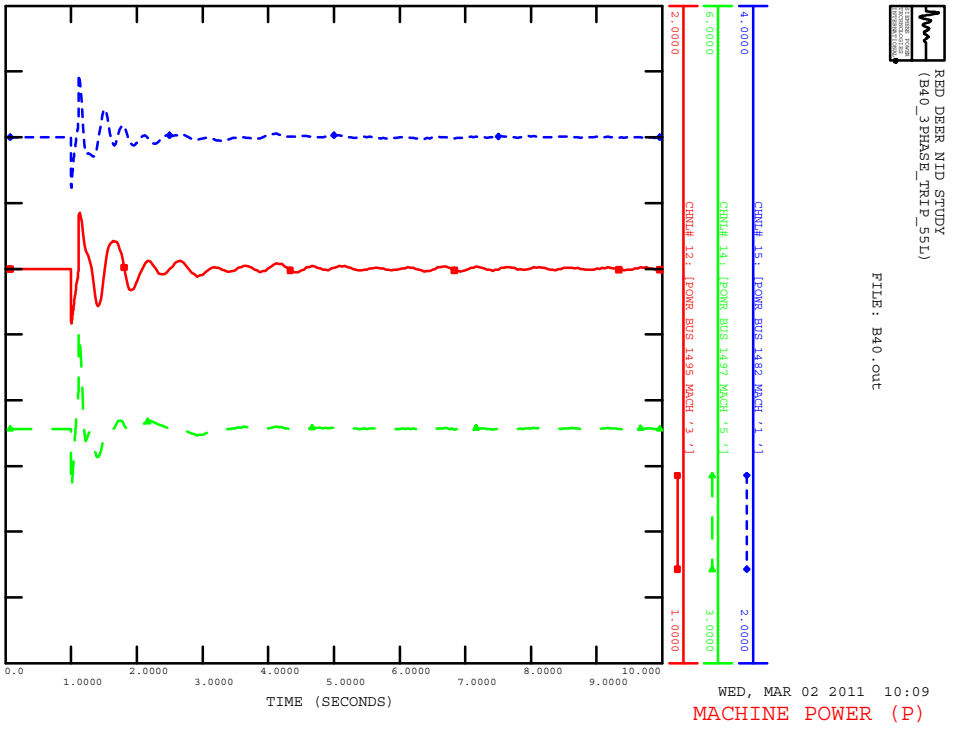

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

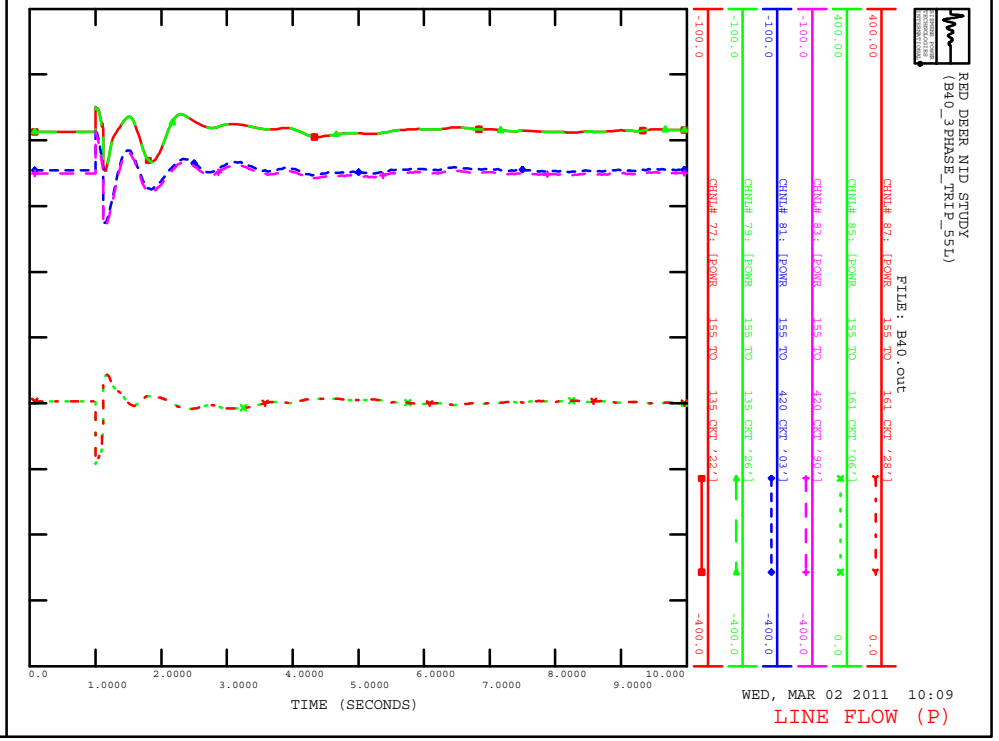

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

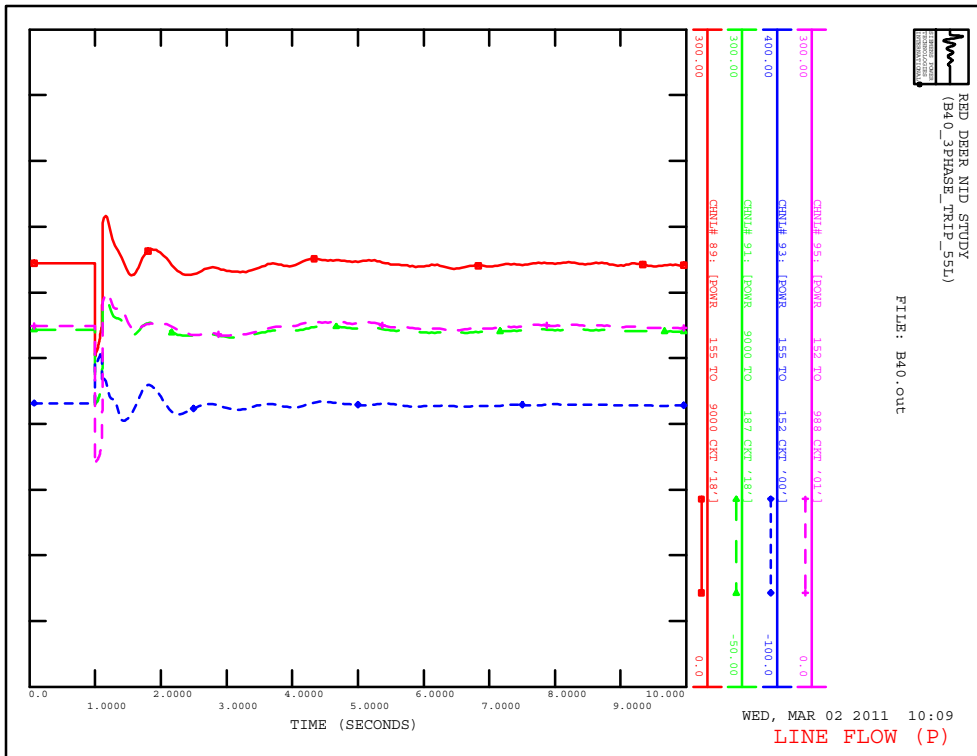

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

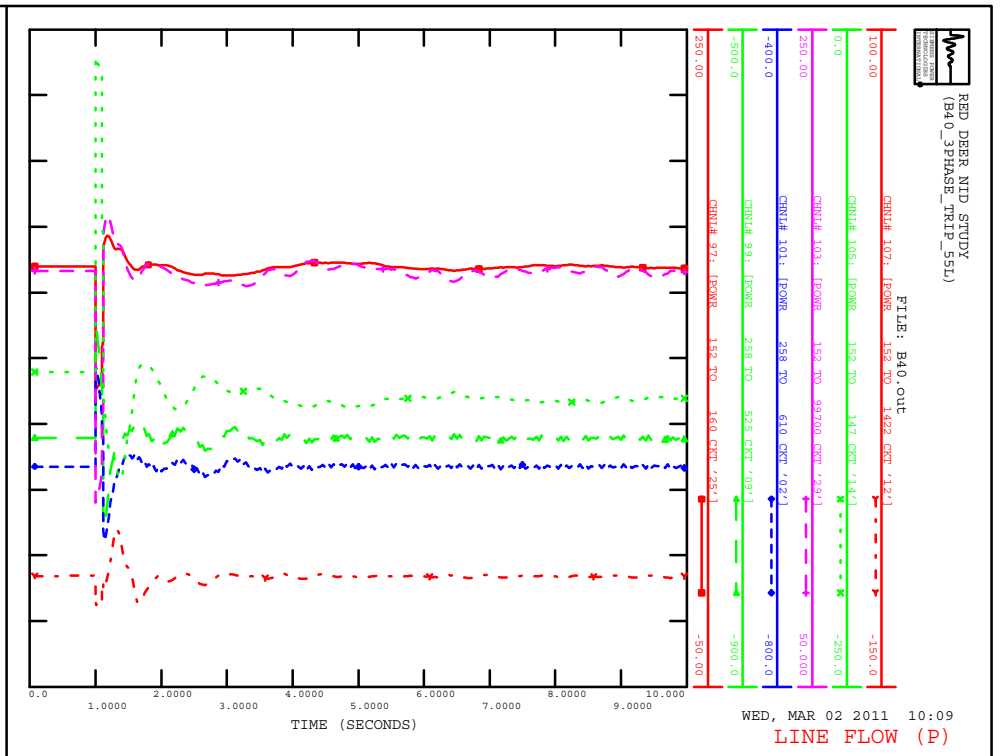

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

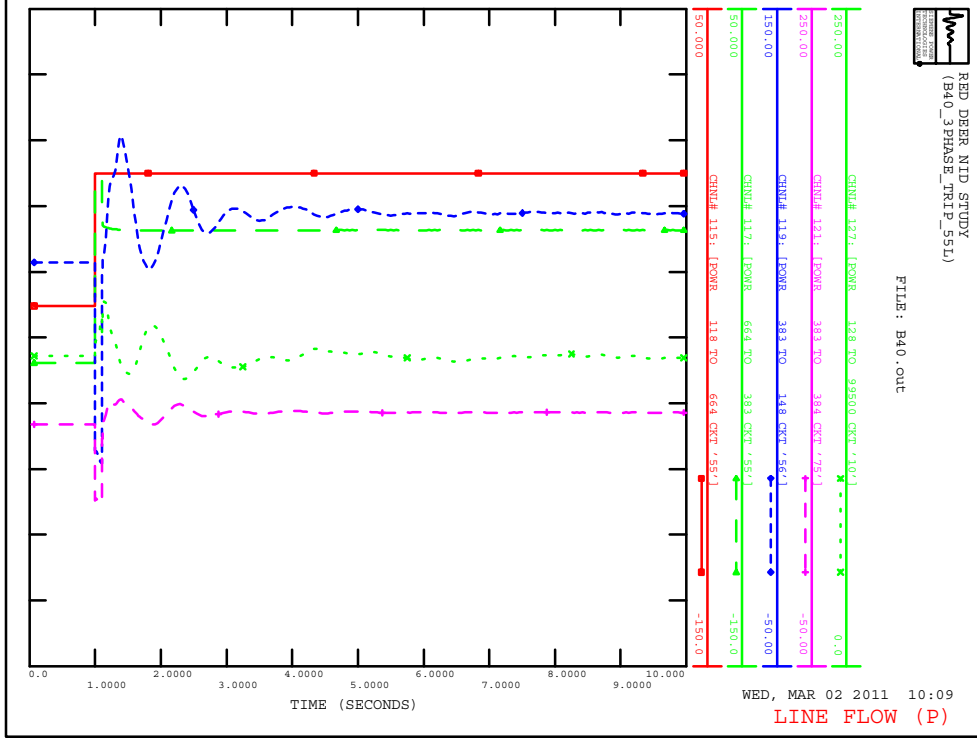

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

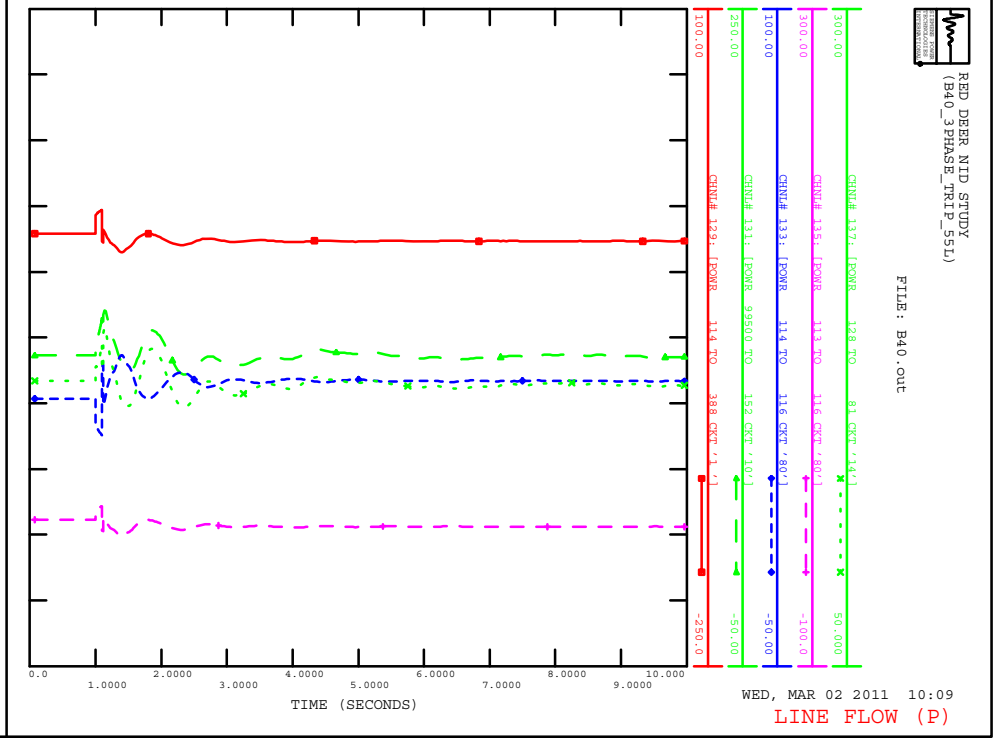

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

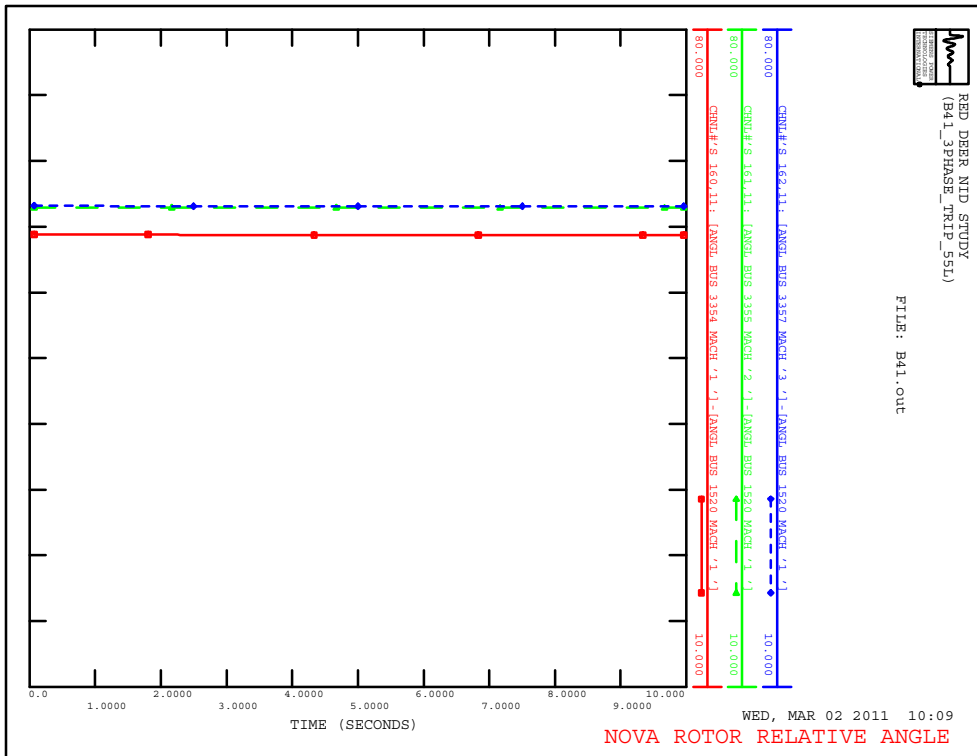

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

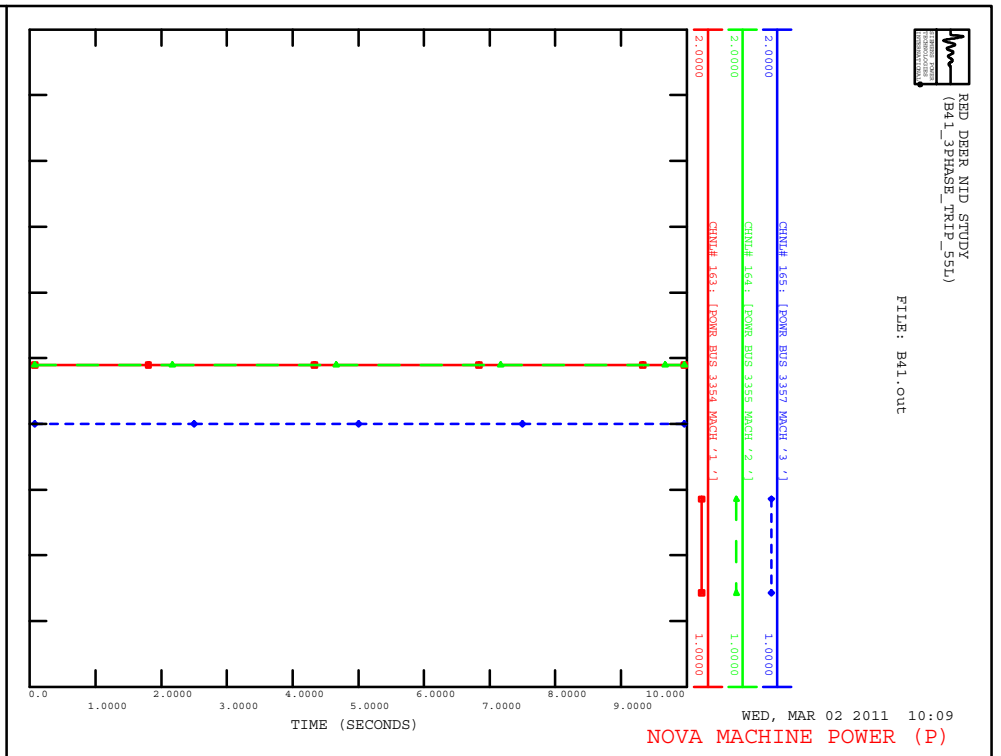

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

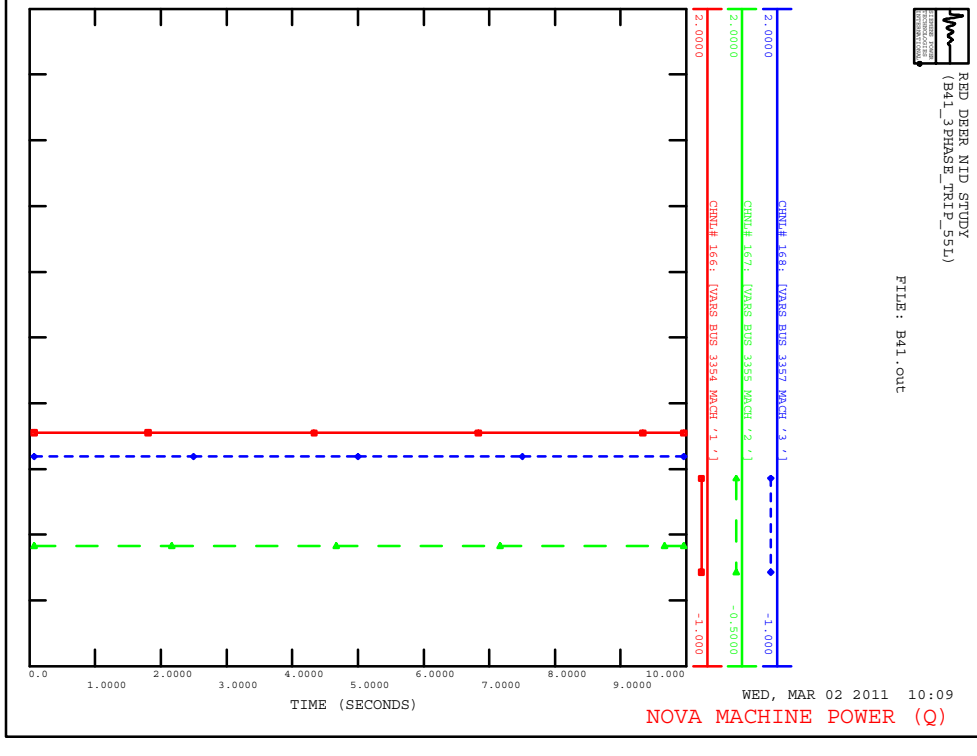

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

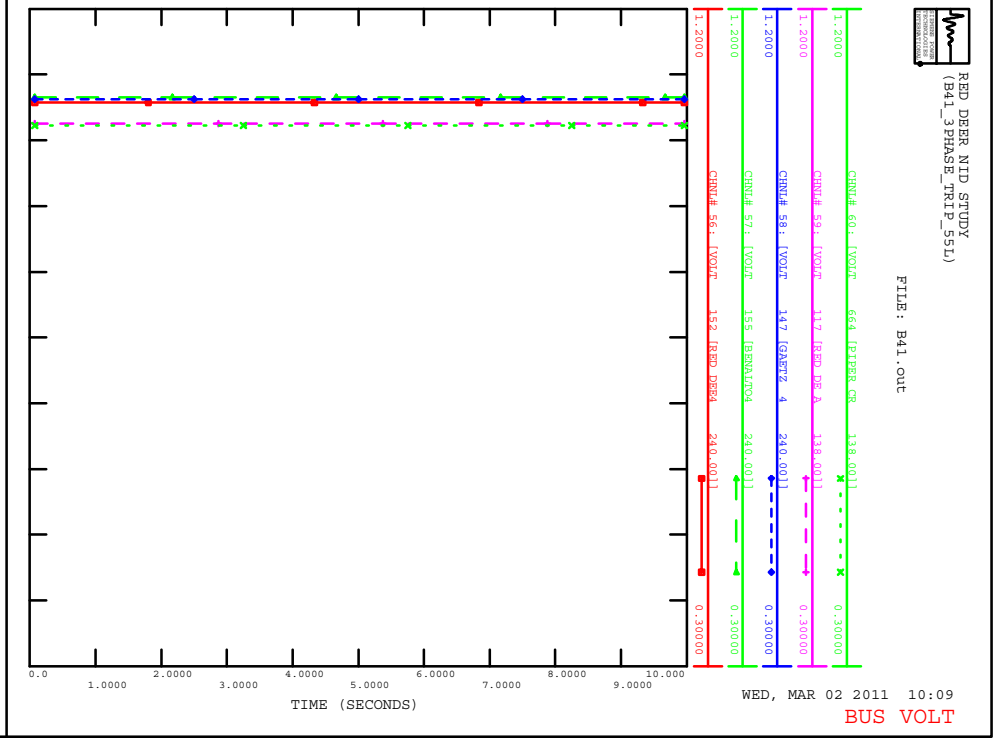

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

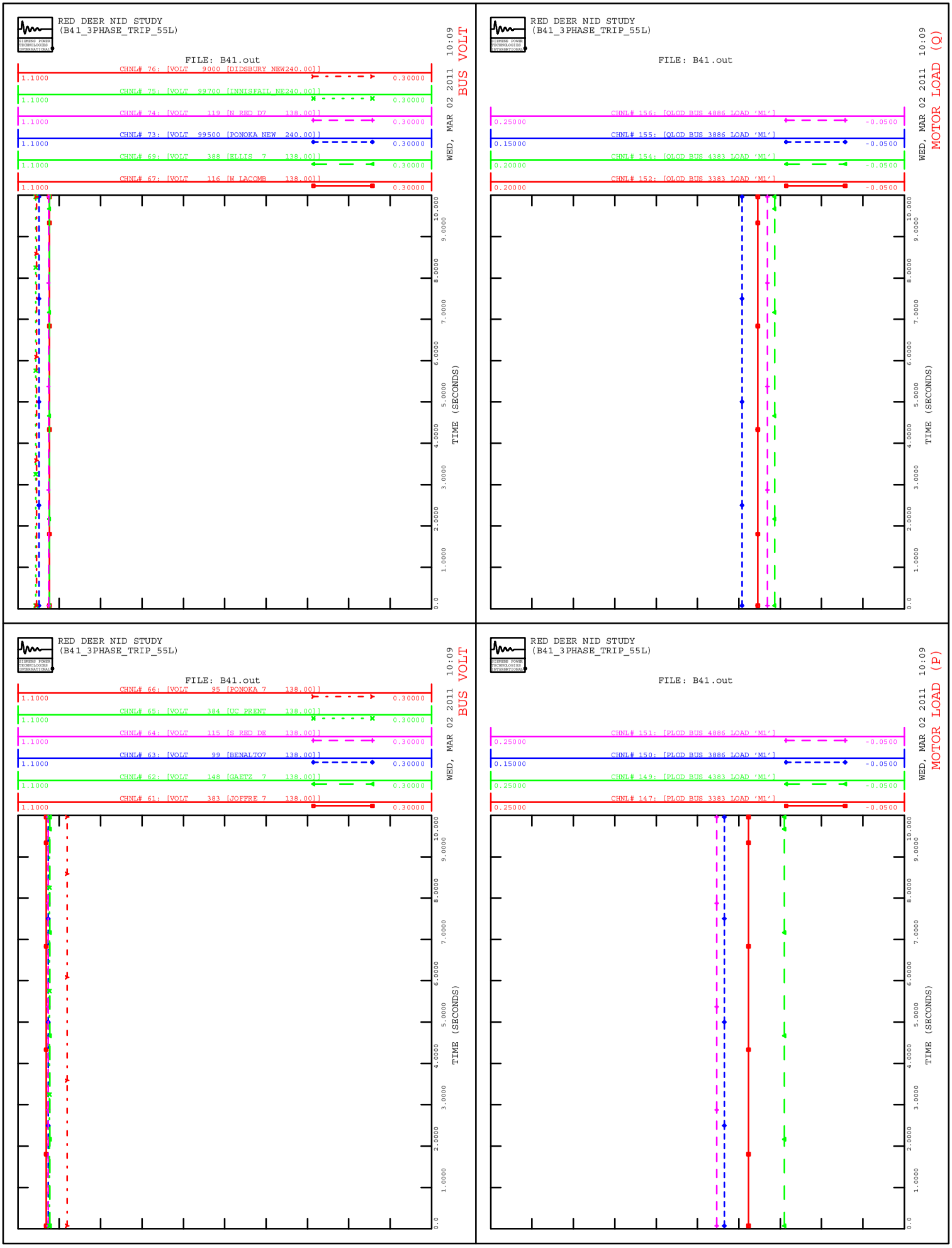

RED DEER NID STUDY
(B40_3PHASE_TRIP_55L)
FILE: B40.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
80.000
80.000
10.000
10.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
2.0000
2.0000
1.0000
1.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
2.0000
2.0000
-1.000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
1.2000
1.2000
1.2000
1.2000
0.30000
0.30000
0.30000
0.30000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)

FILE: B41.out

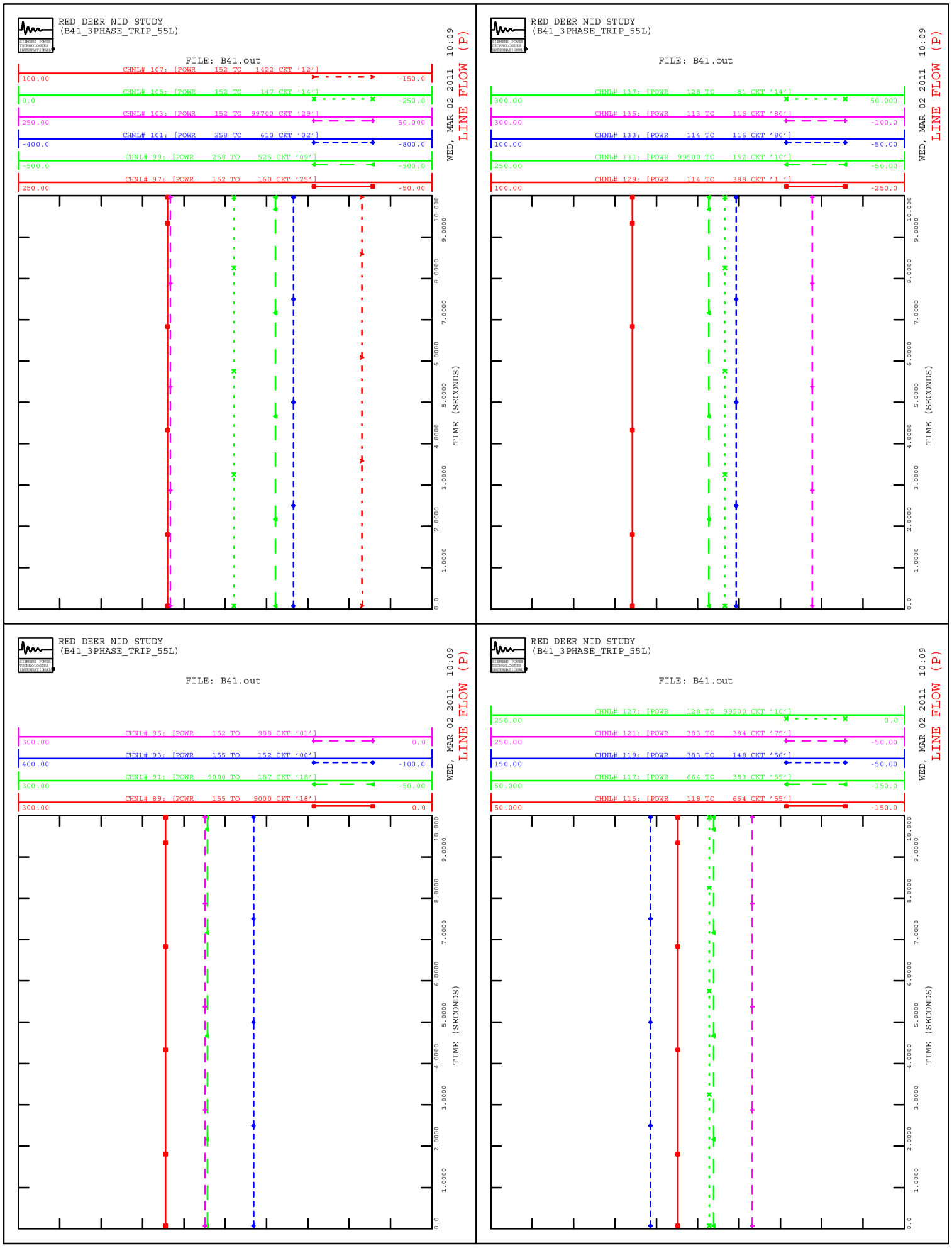
WED, MAR 02 2011 10:09

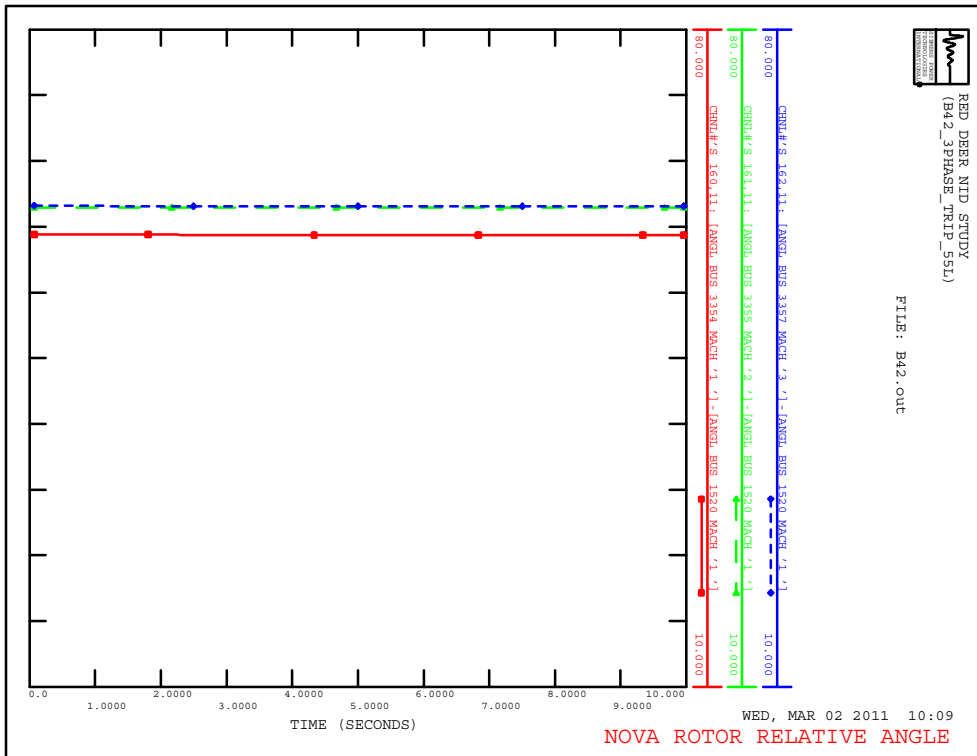
MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

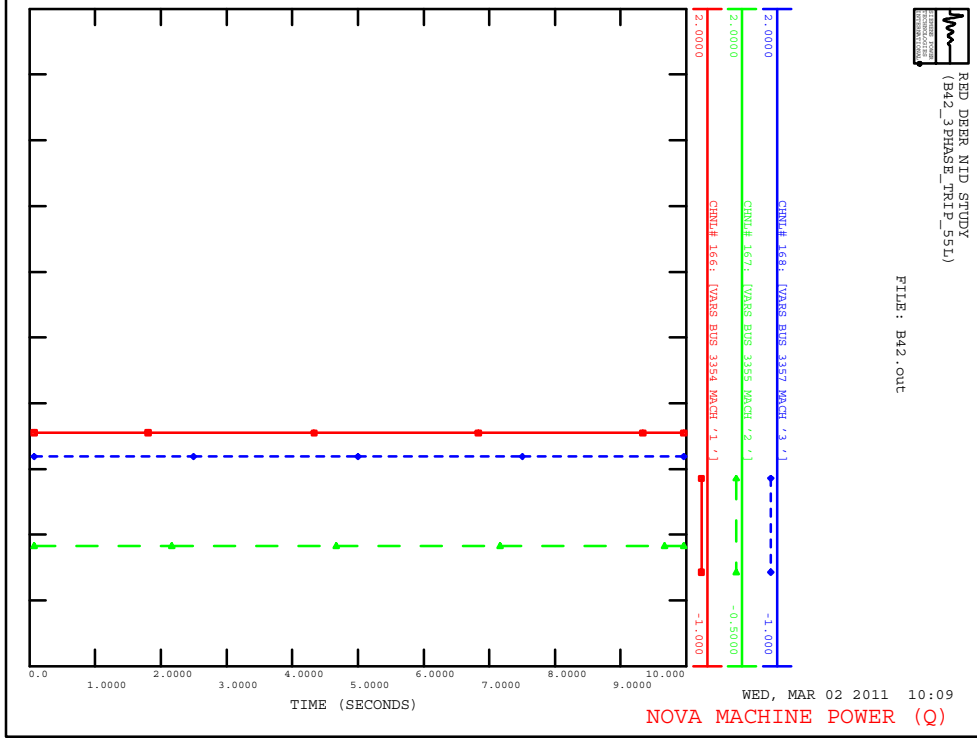
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

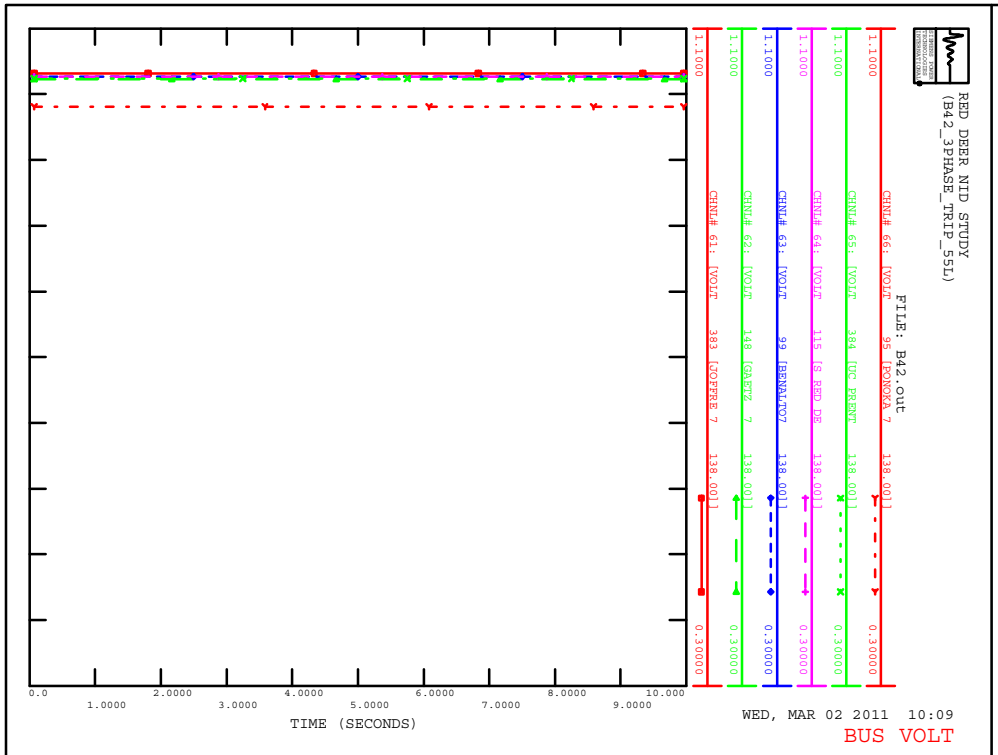

RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(B41_3PHASE_TRIP_55L)
FILE: B41.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

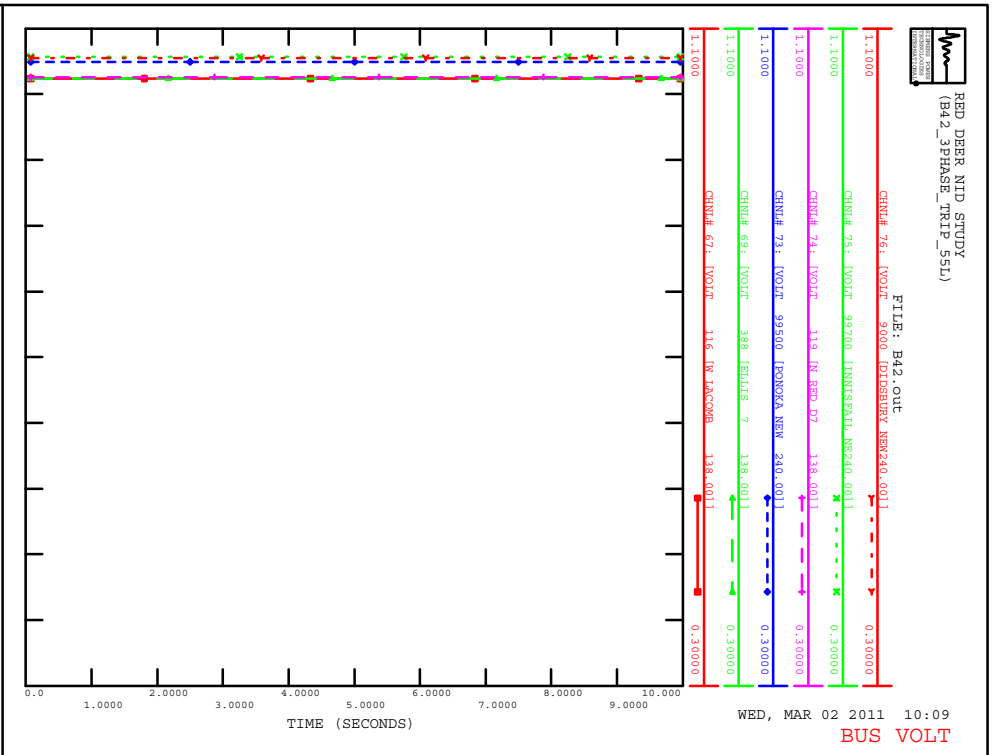

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

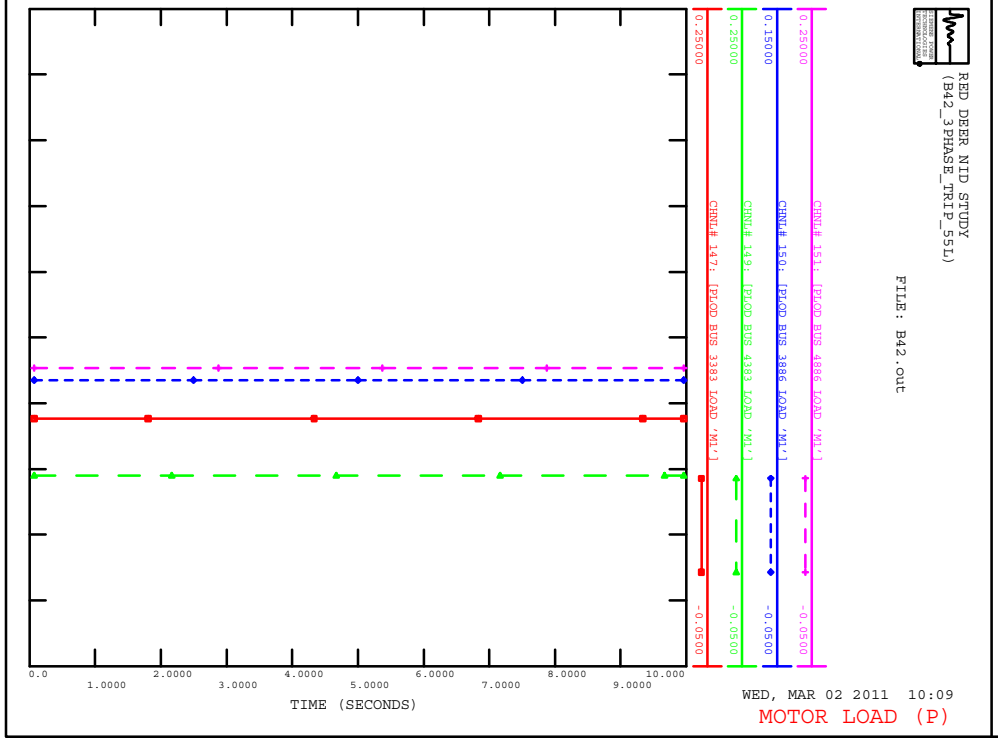
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

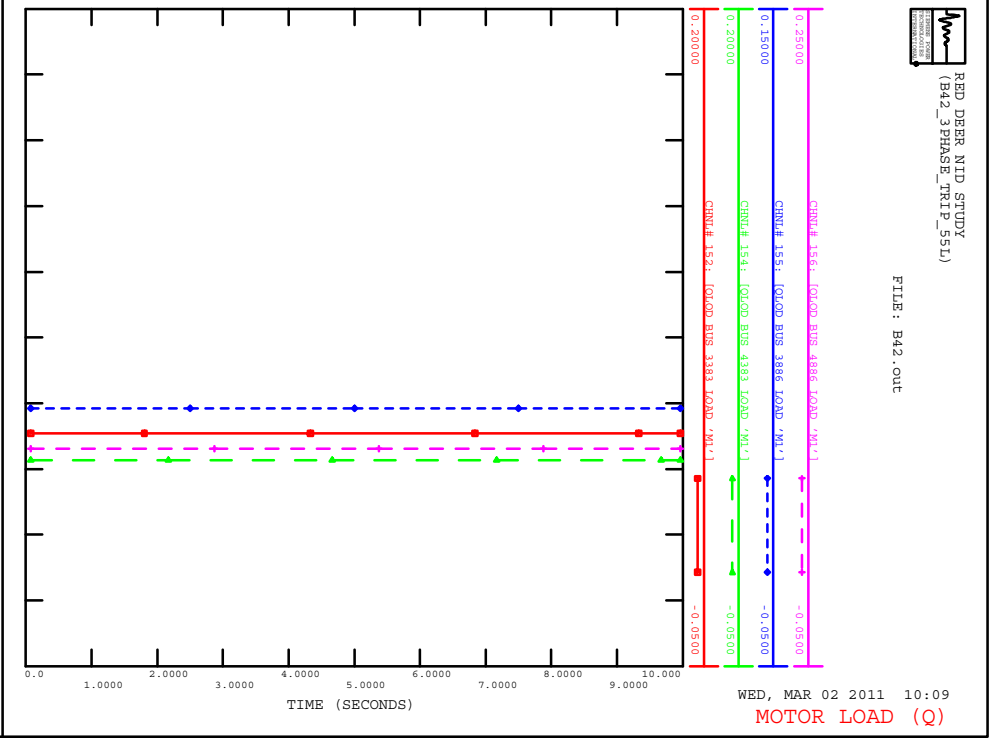

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.00]
CHNI# 62: [VOLT 148 [GALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)


RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)
FILE: B42.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

WED, MAR 02 2011 10:09

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

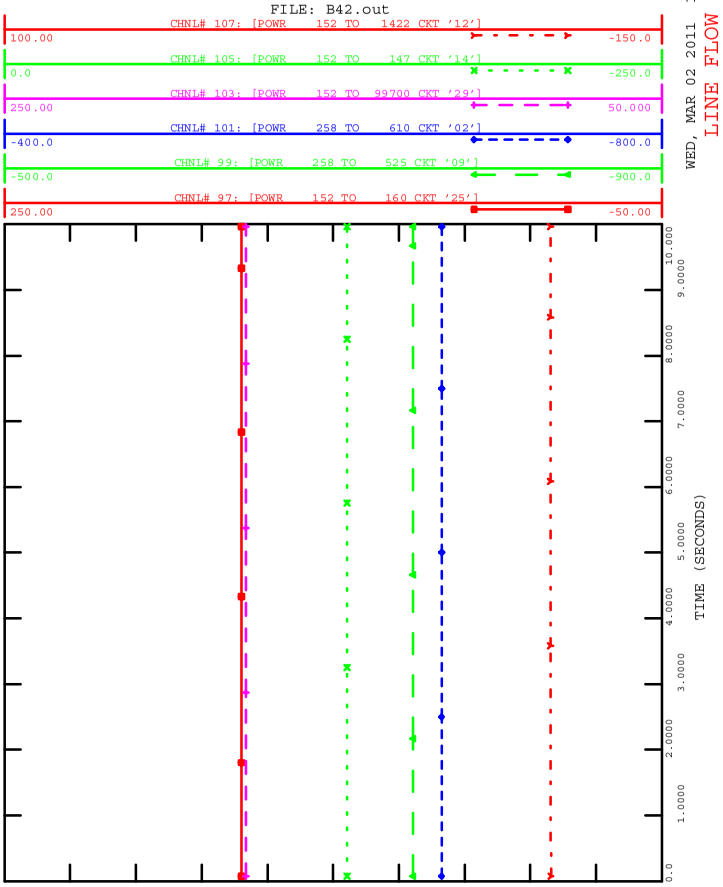
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

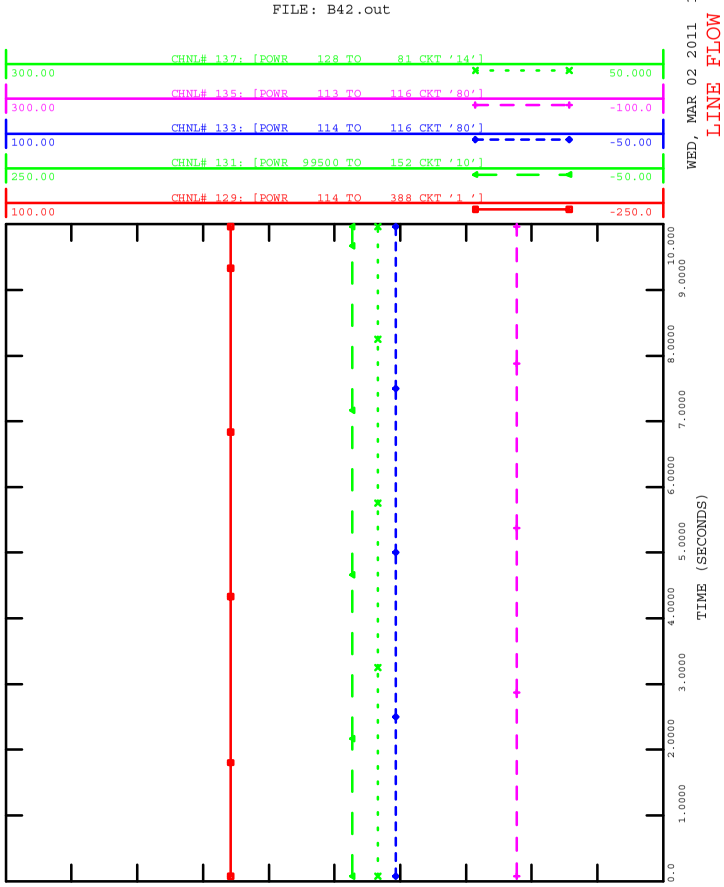
WED, MAR 02 2011 10:09



RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

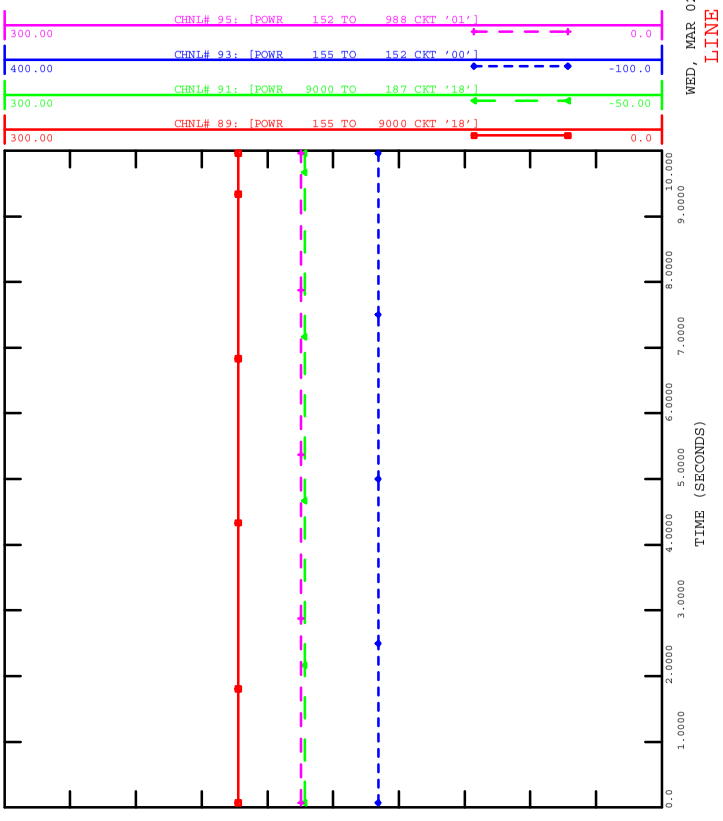
WED, MAR 02 2011 10:09



RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

FILE: B42.out

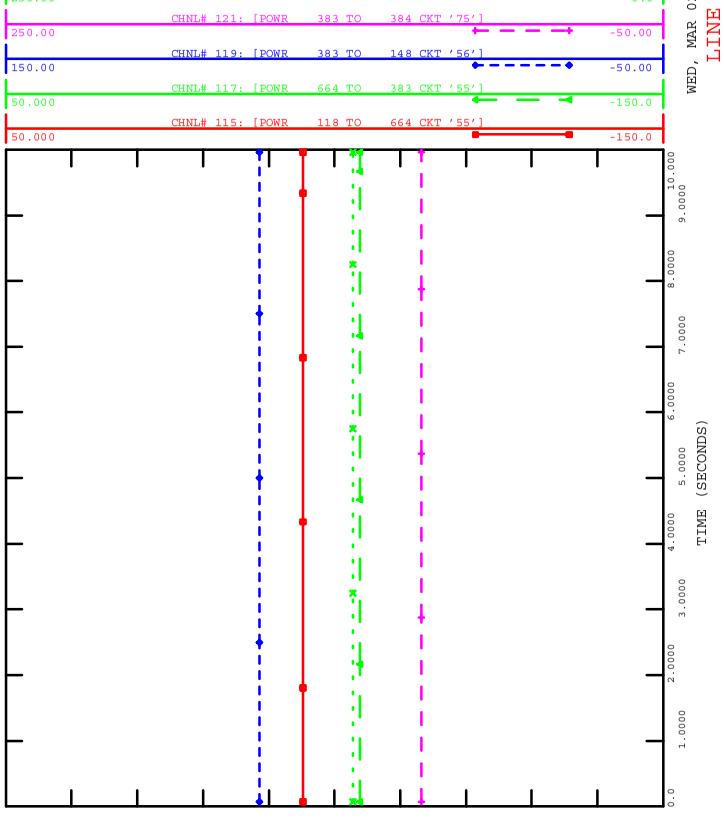
WED, MAR 02 2011 10:09

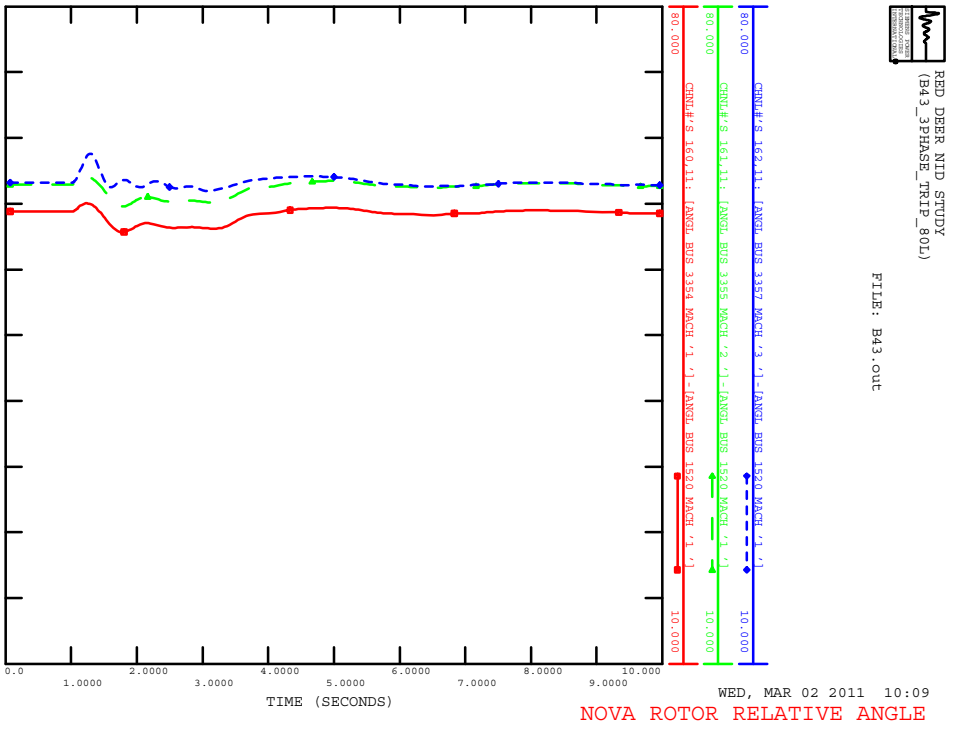


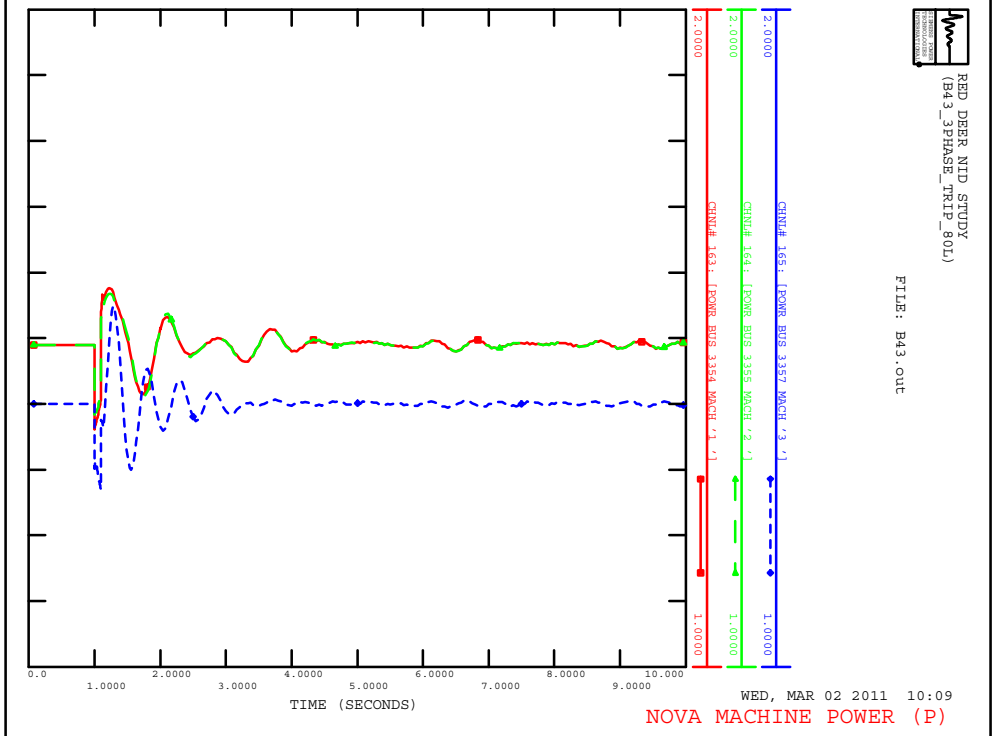
RED DEER NID STUDY
(B42_3PHASE_TRIP_55L)

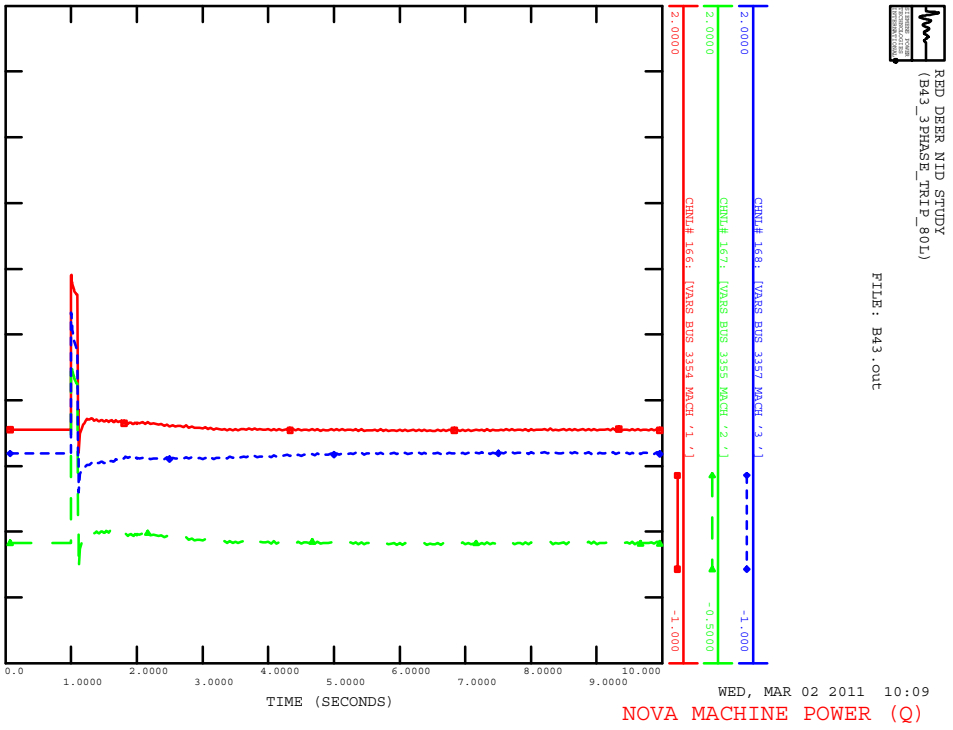
FILE: B42.out

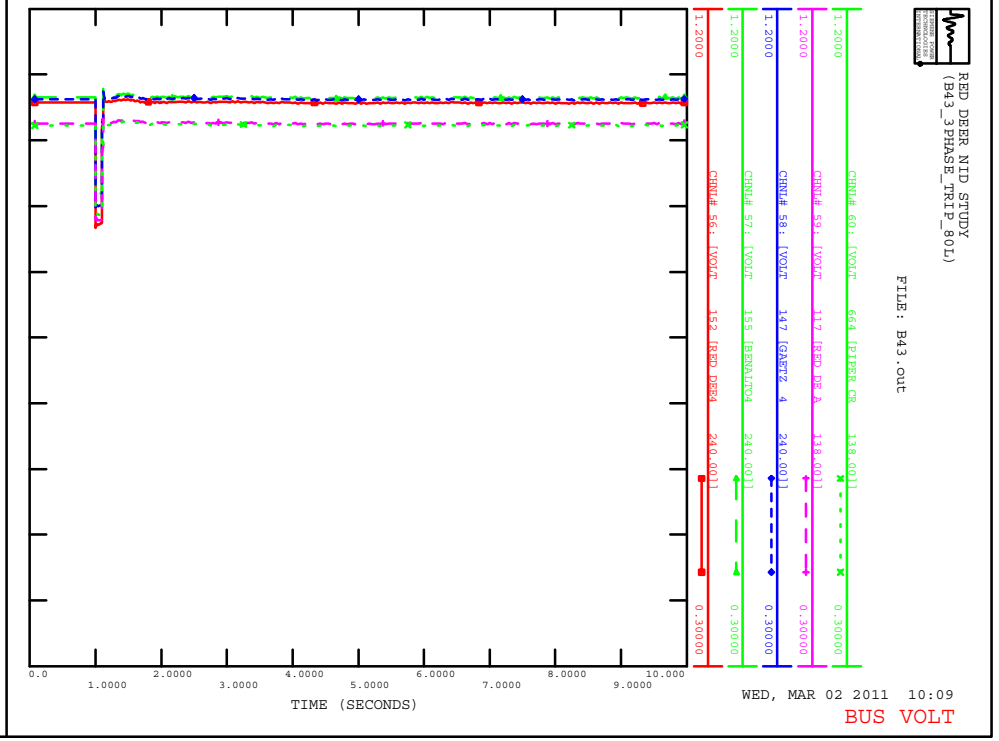
WED, MAR 02 2011 10:09

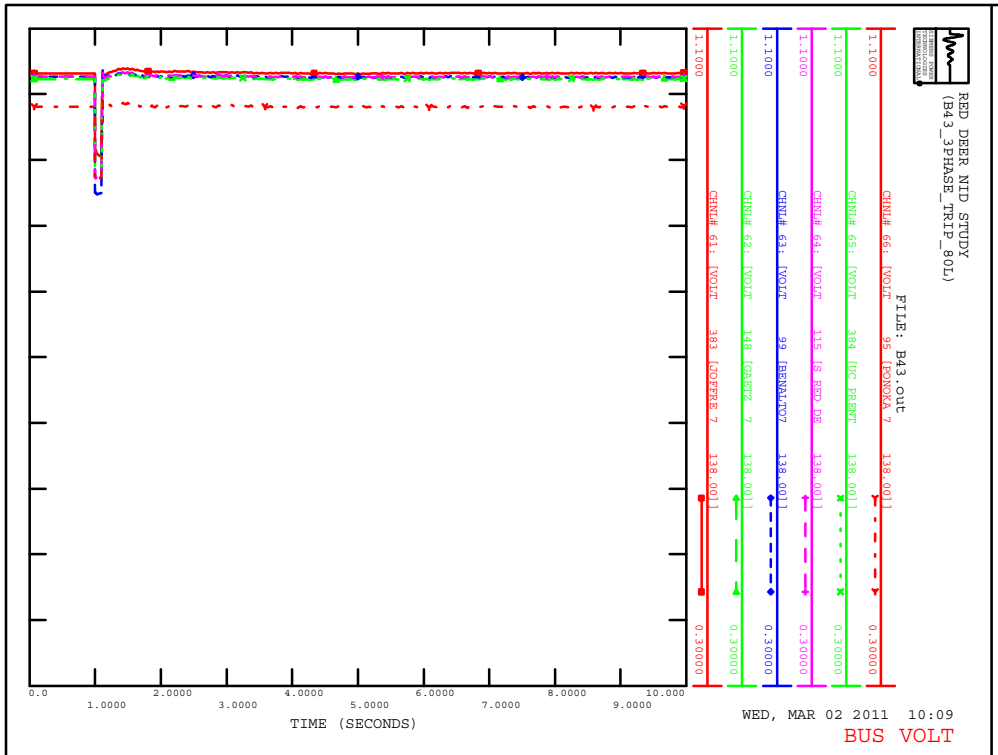


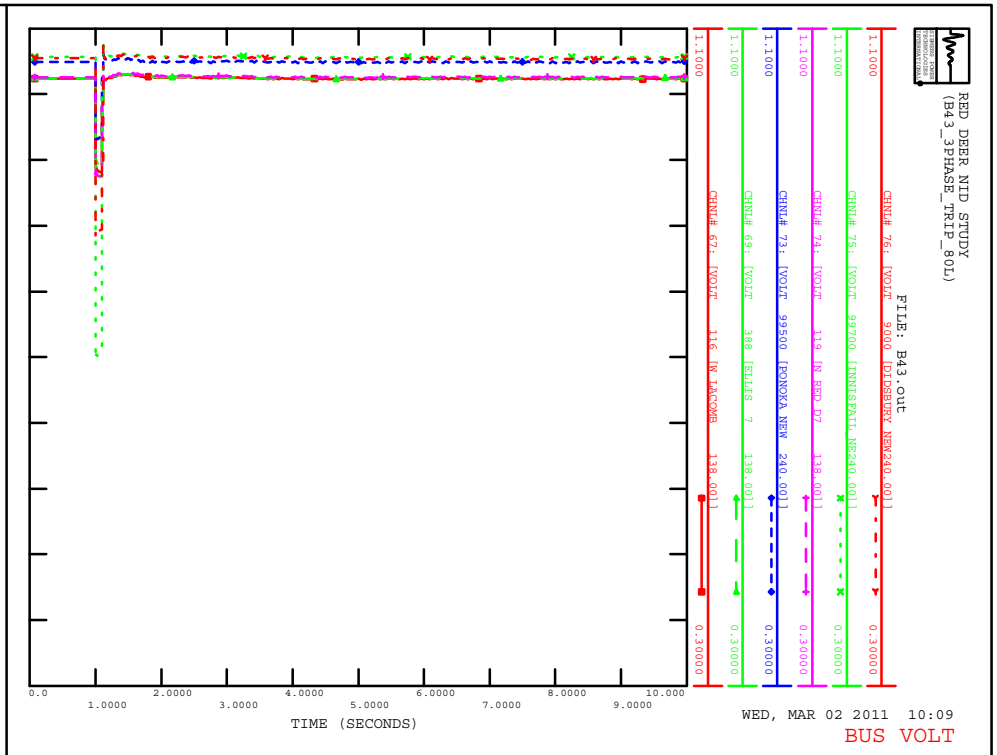

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

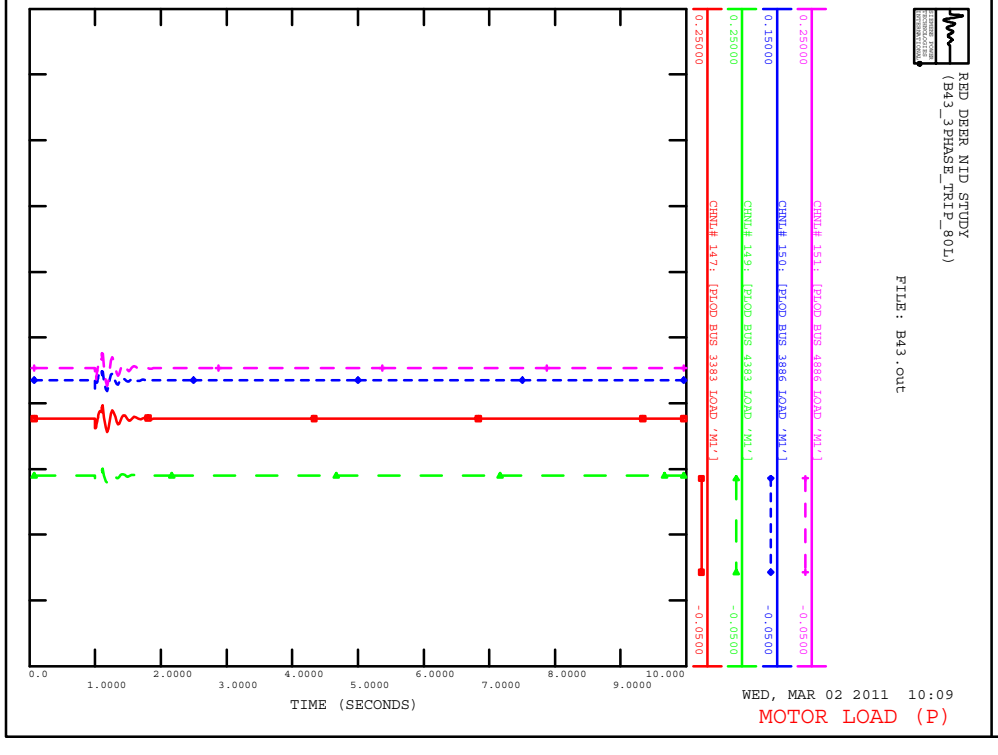

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

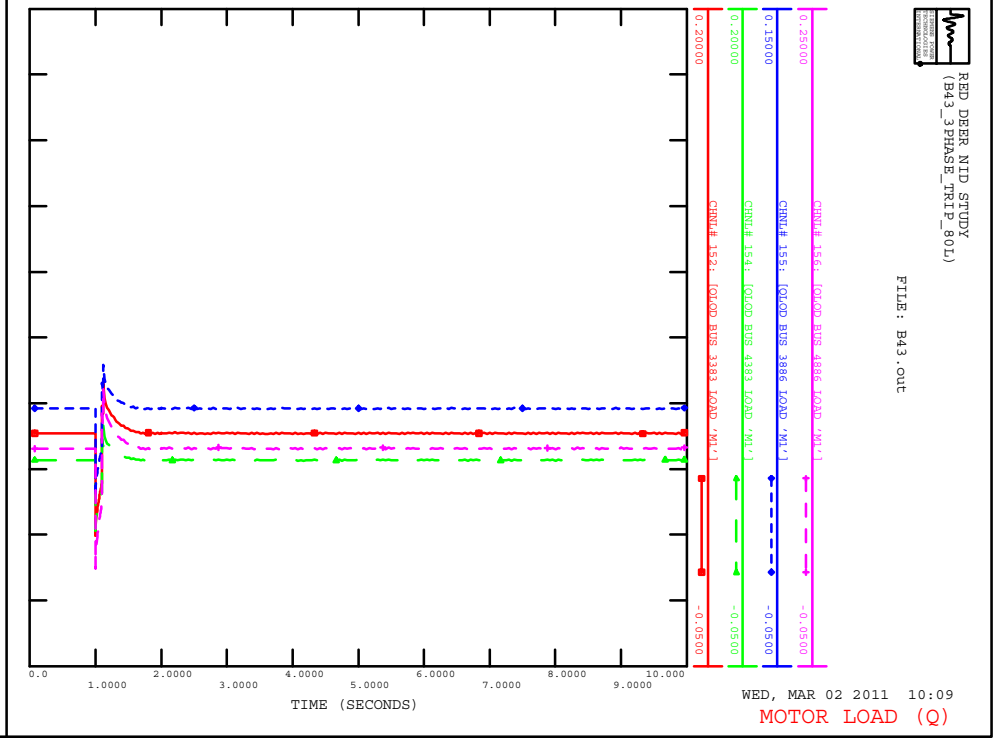

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

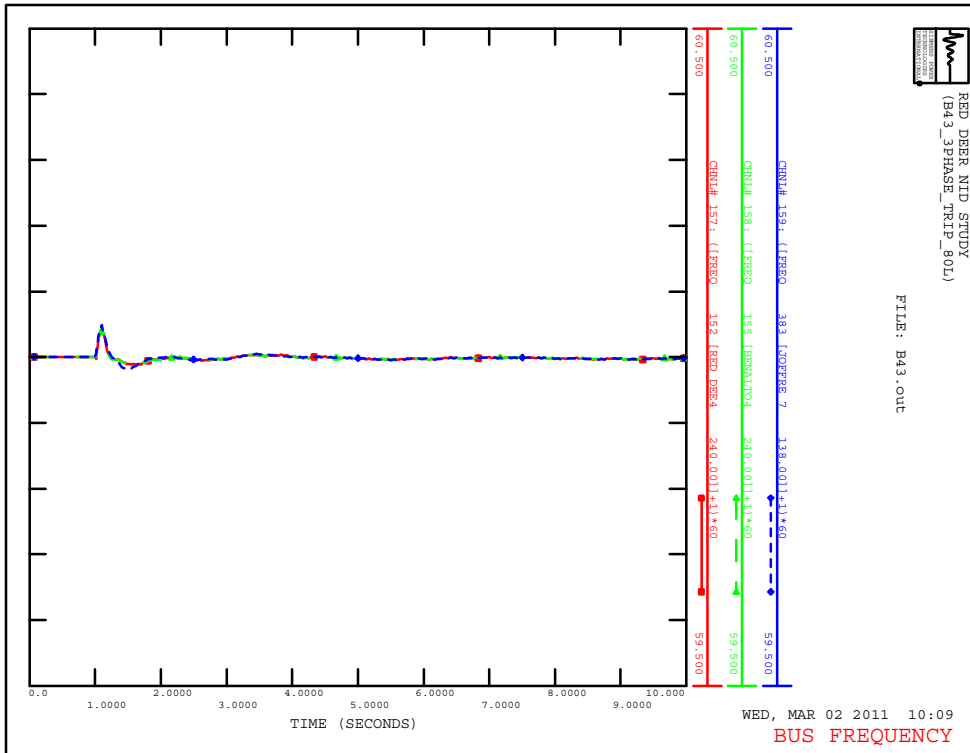

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

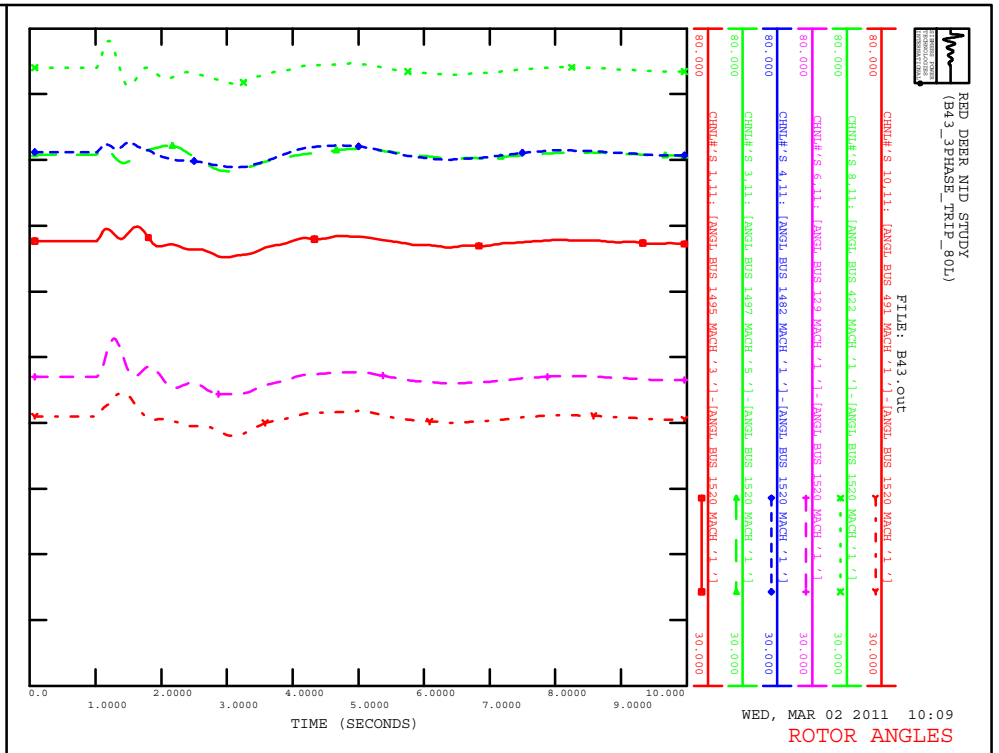

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

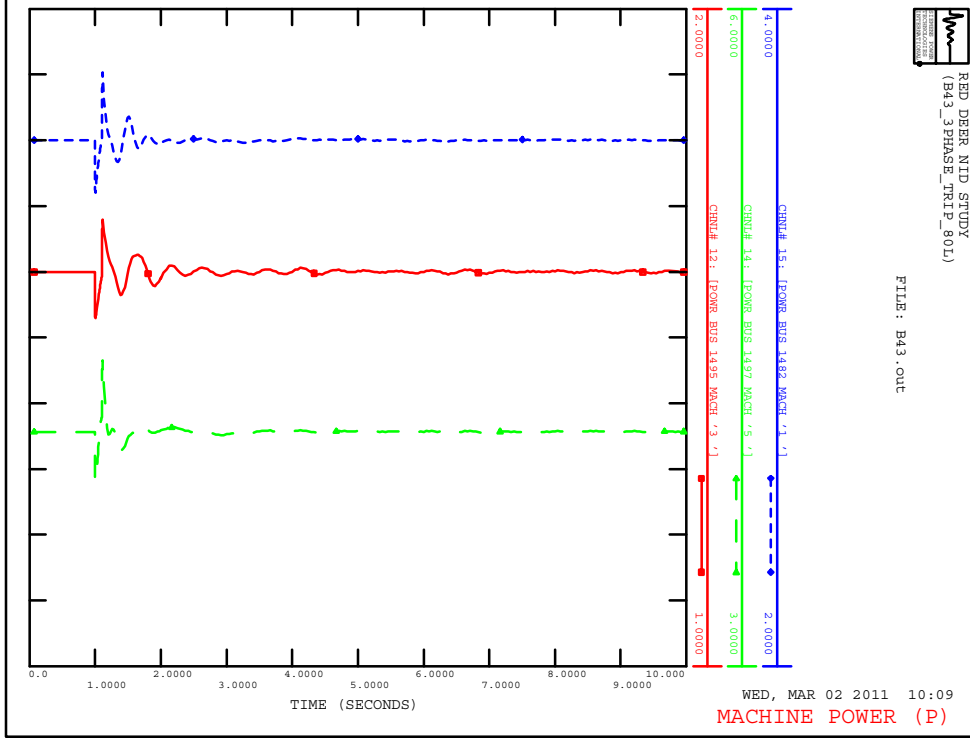

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

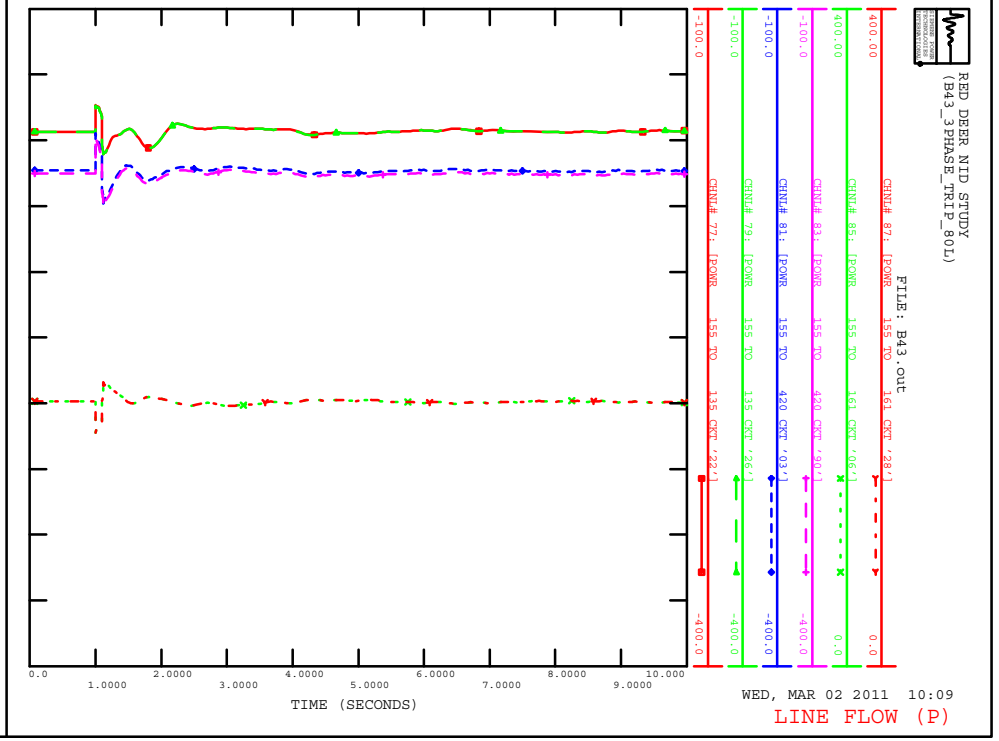

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

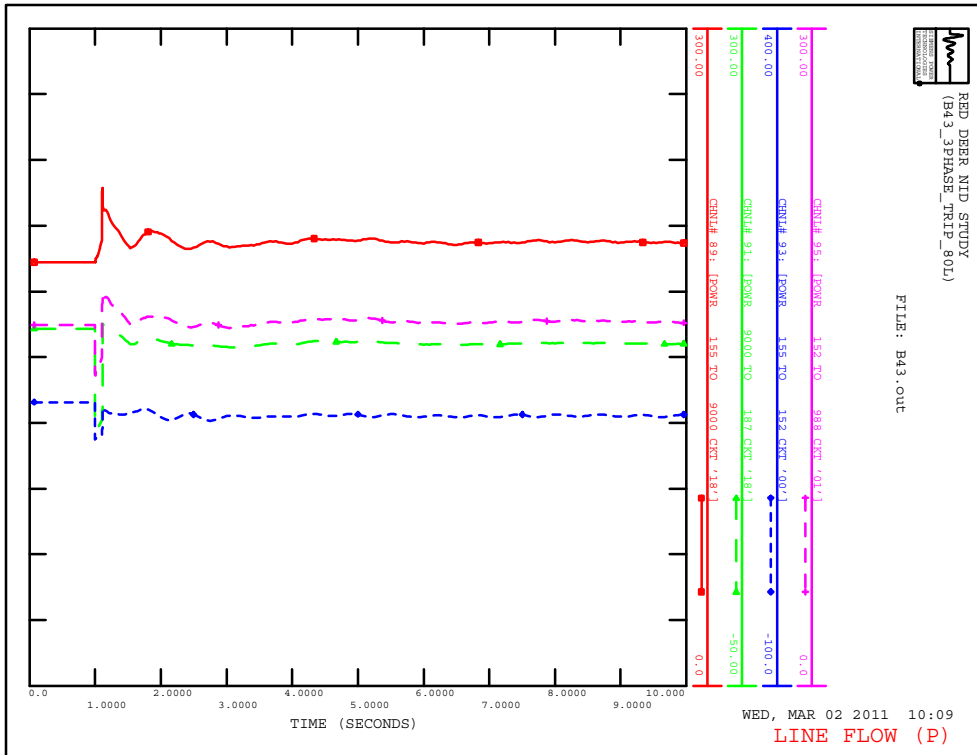

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

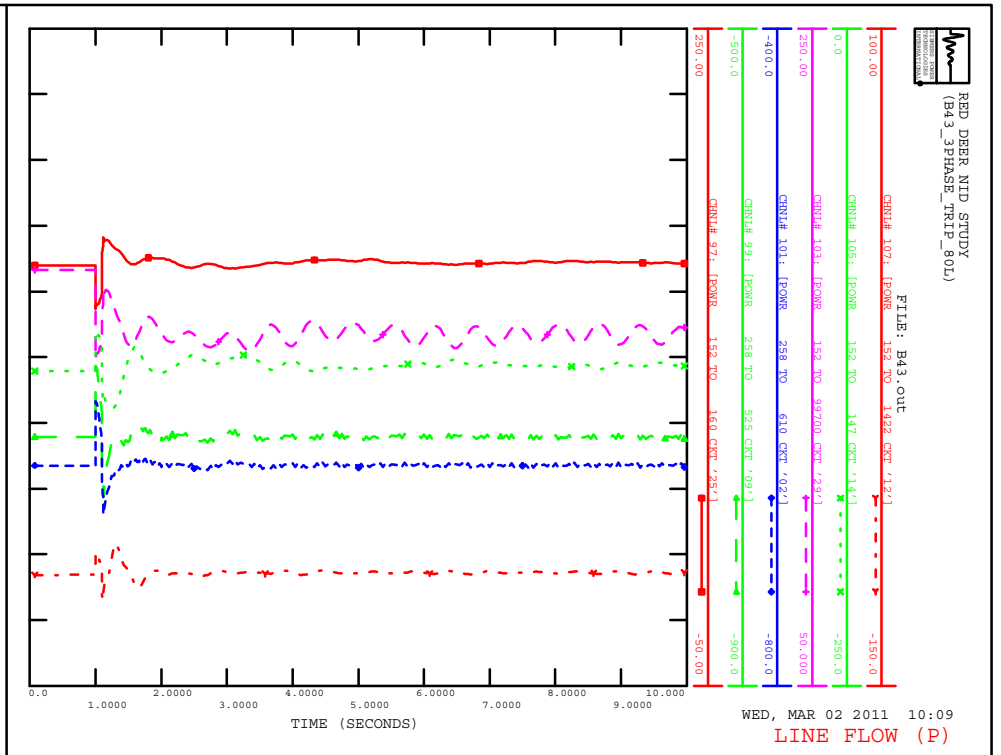

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS FREQUENCY

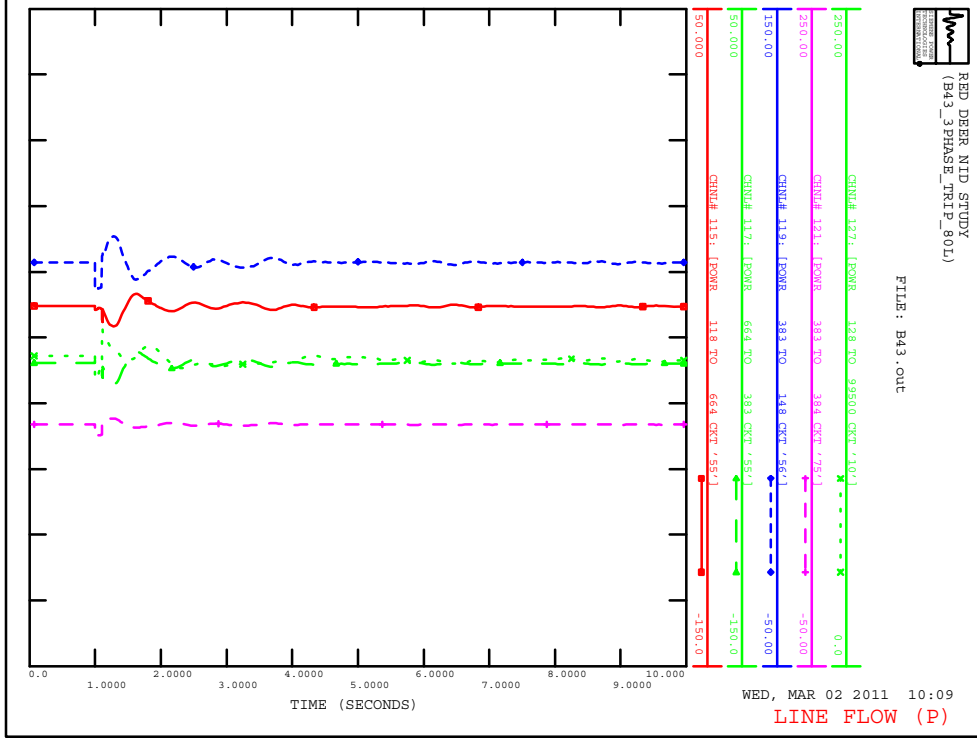

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
ROTOR ANGLES

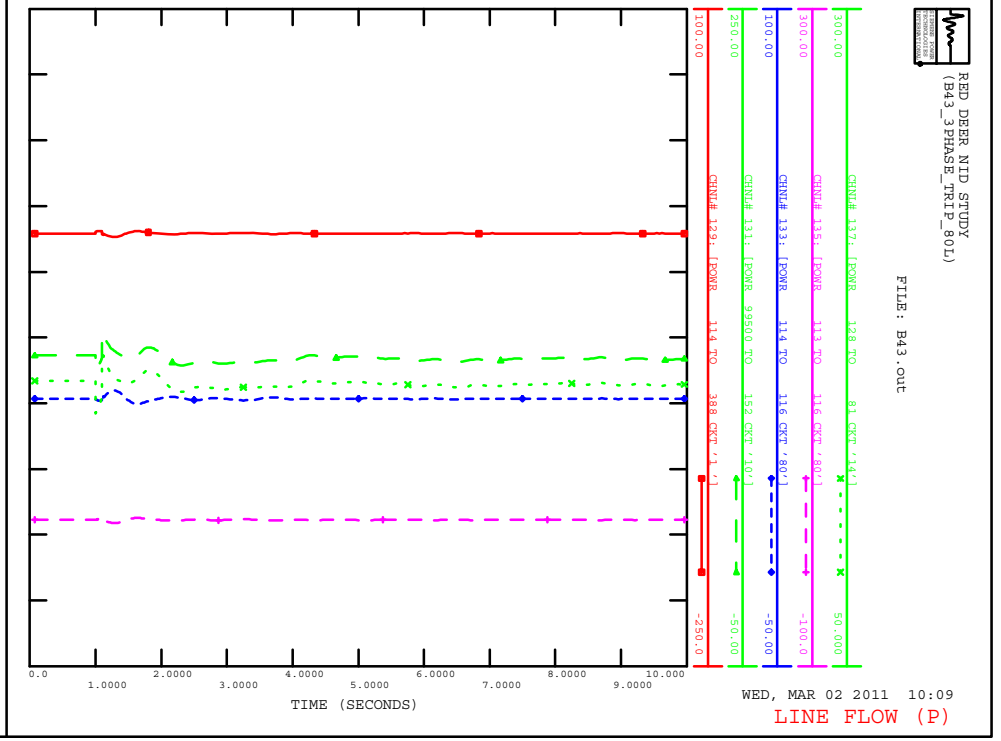

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
MACHINE POWER (P)

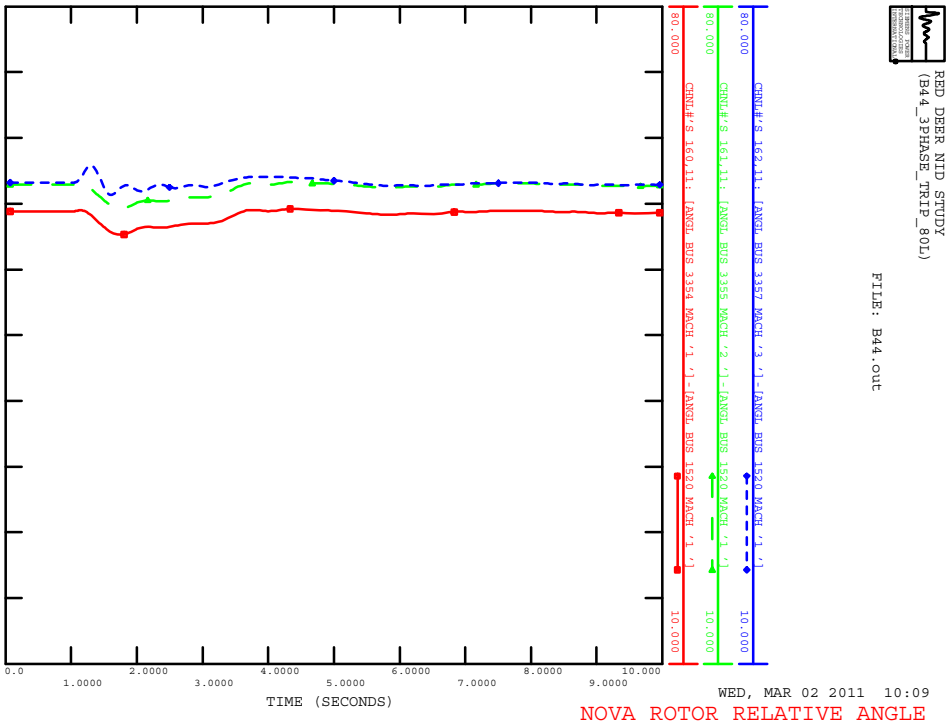

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
LINE FLOW (P)

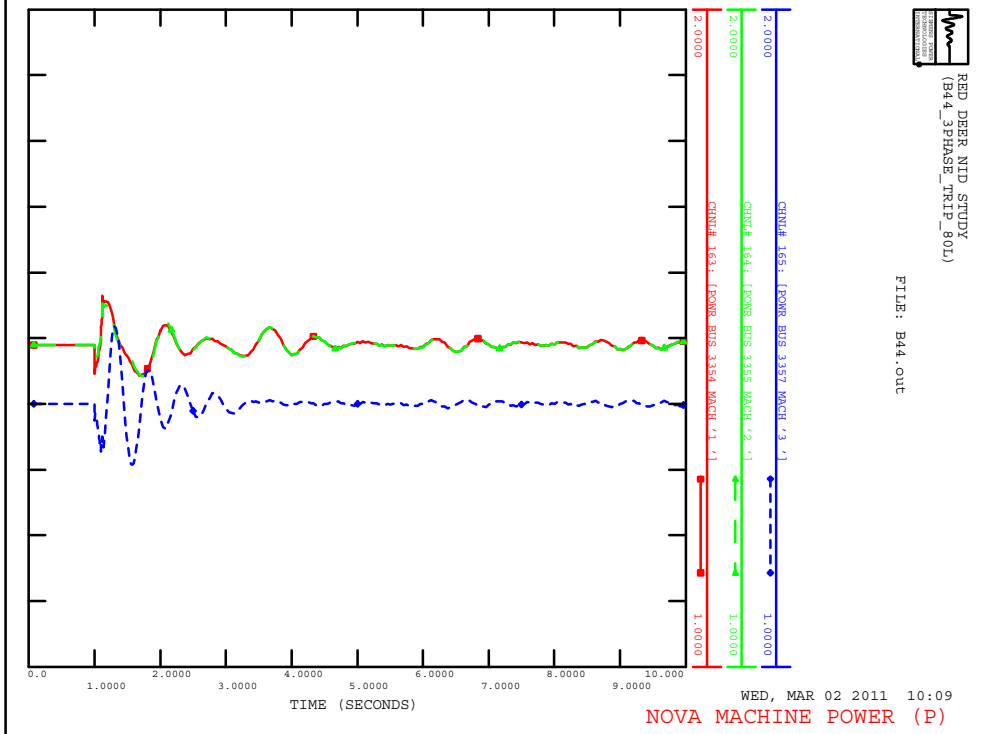

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

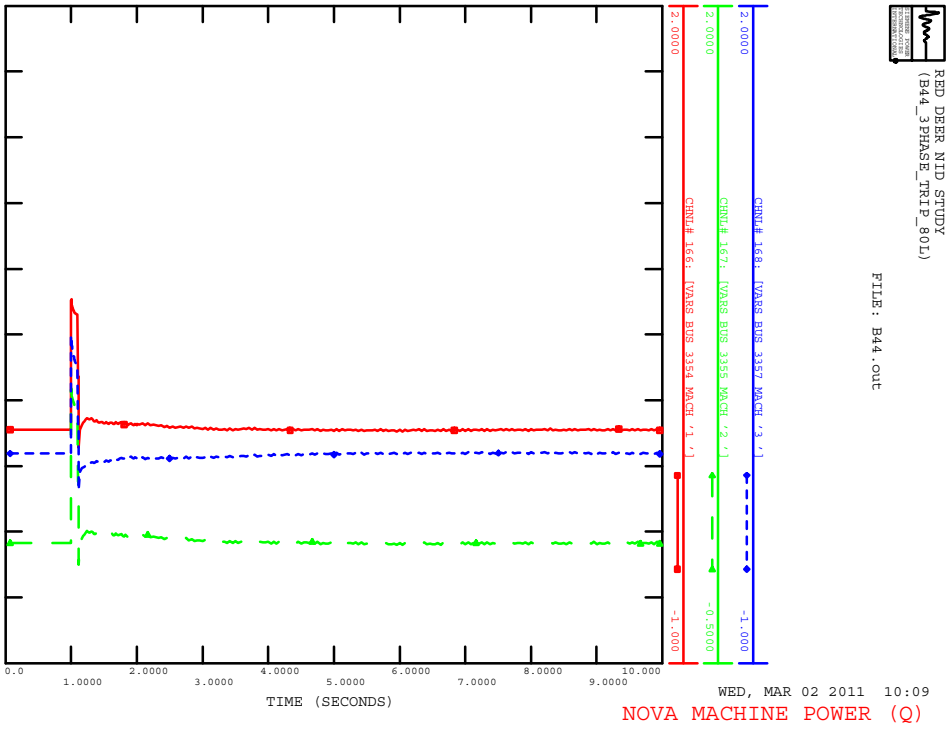

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

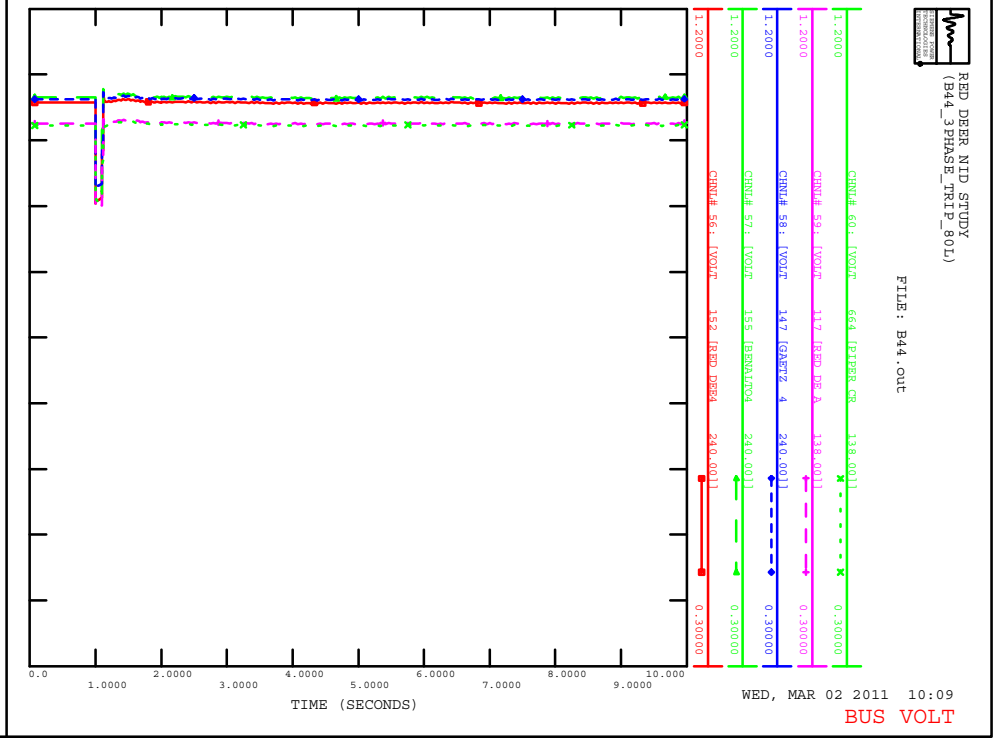

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

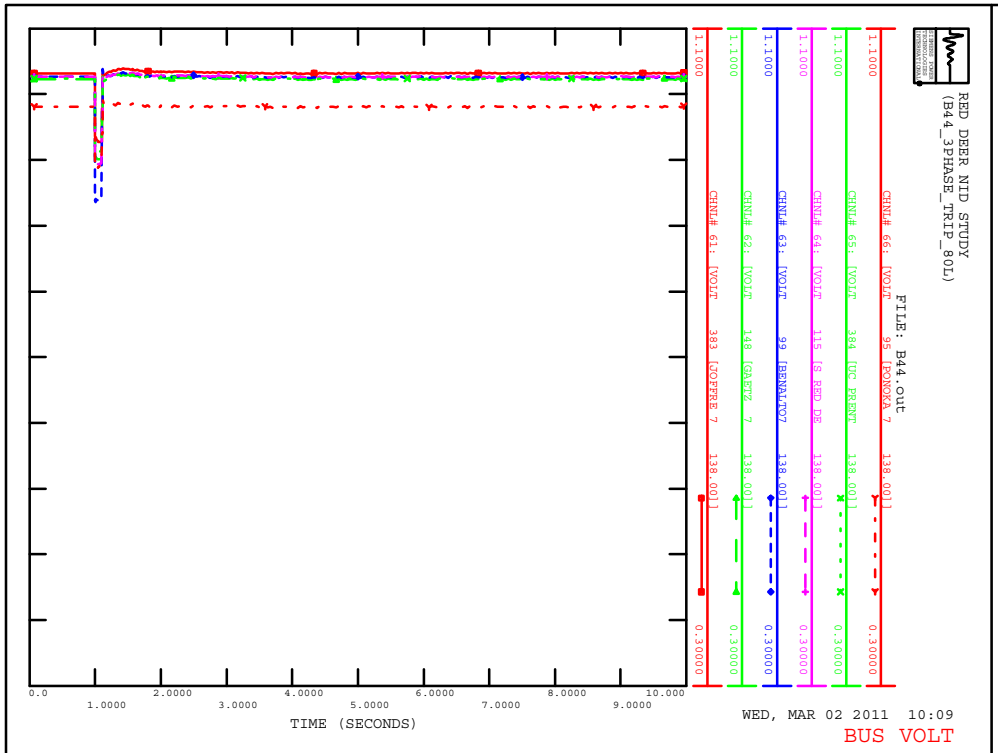

RED DEER NID STUDY
(B43_3PHASE_TRIP_80L)
FILE: B43.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

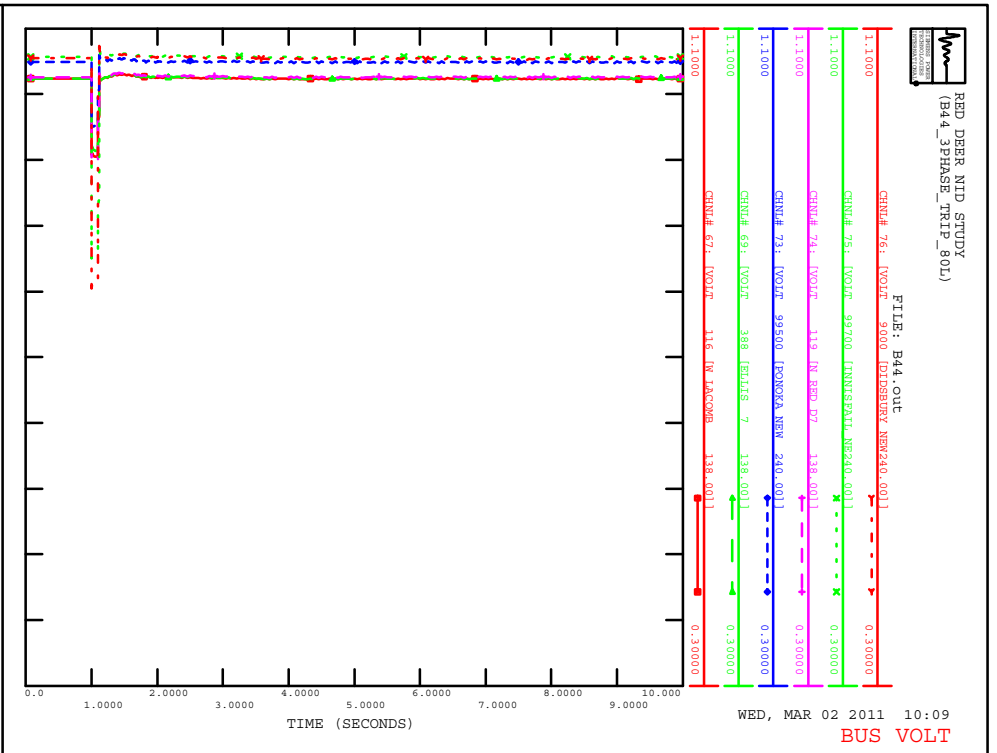

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

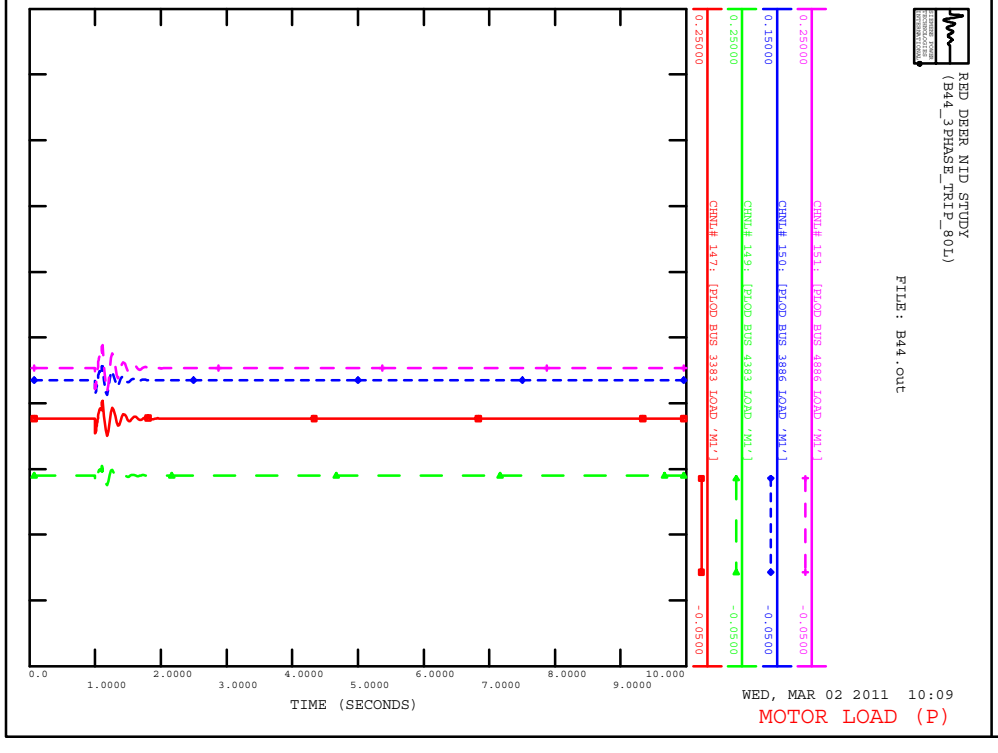

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

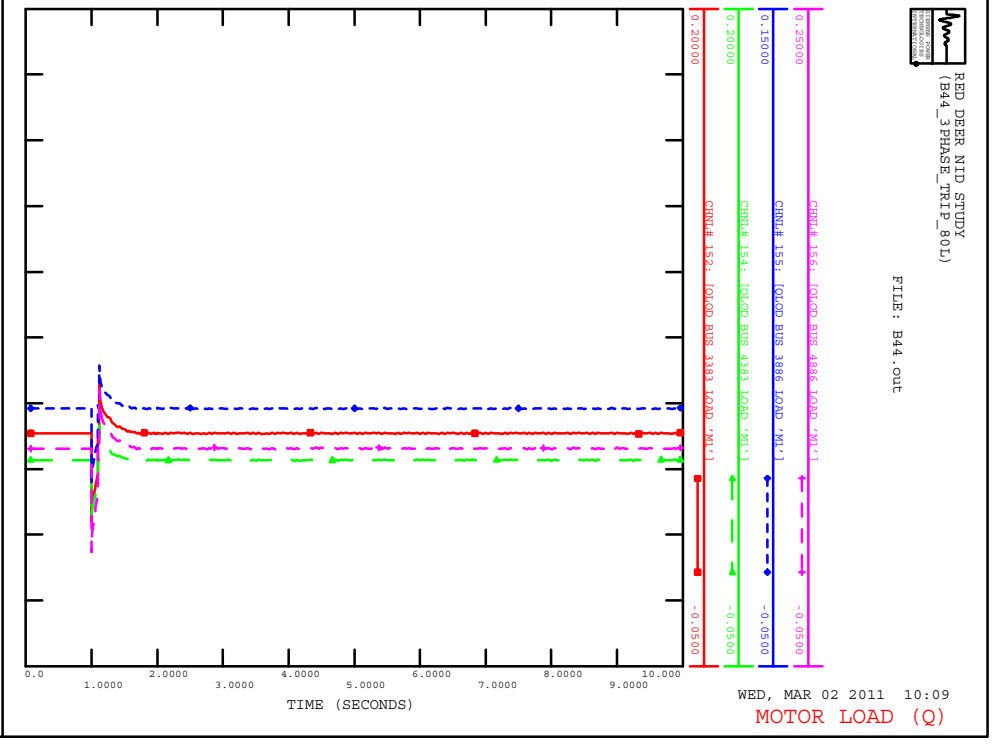

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GALEWZ 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

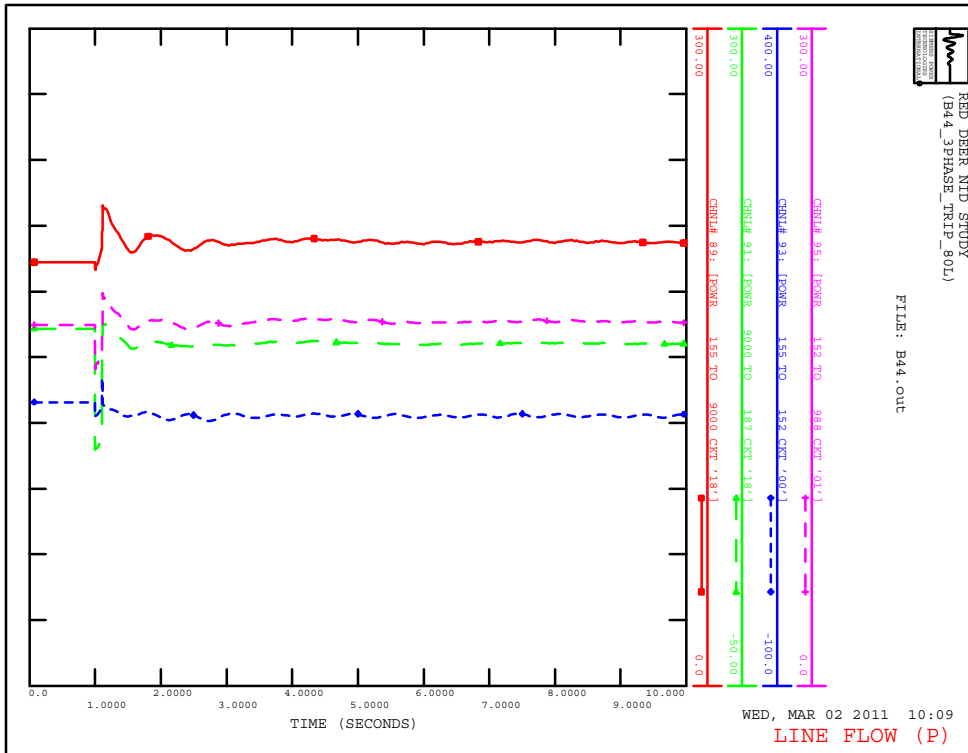

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

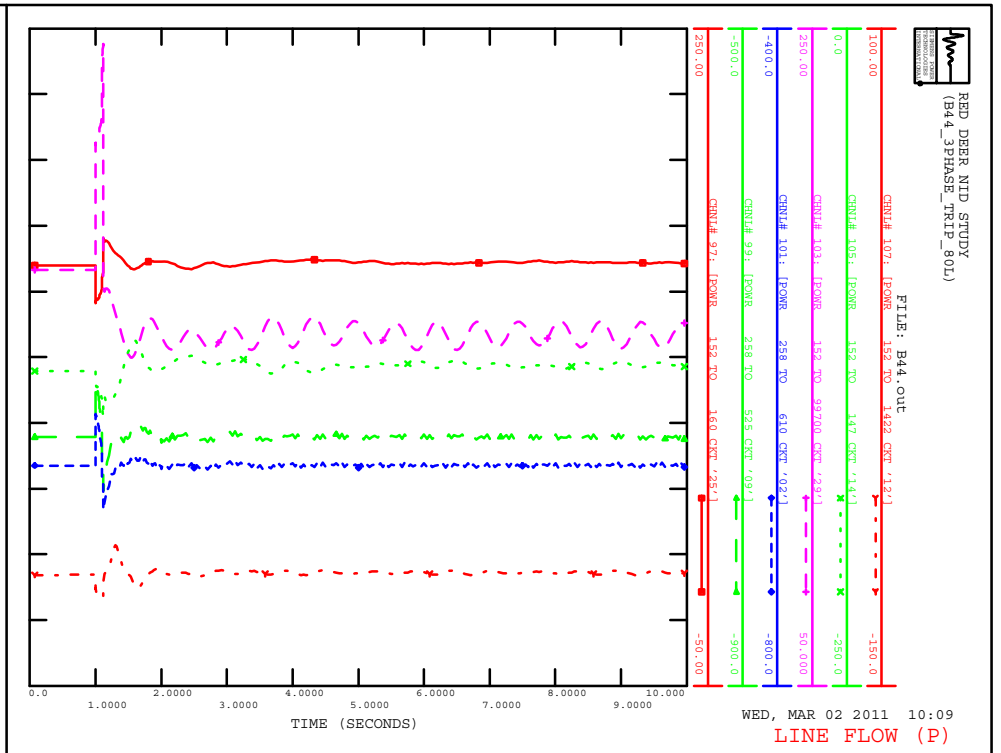
RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

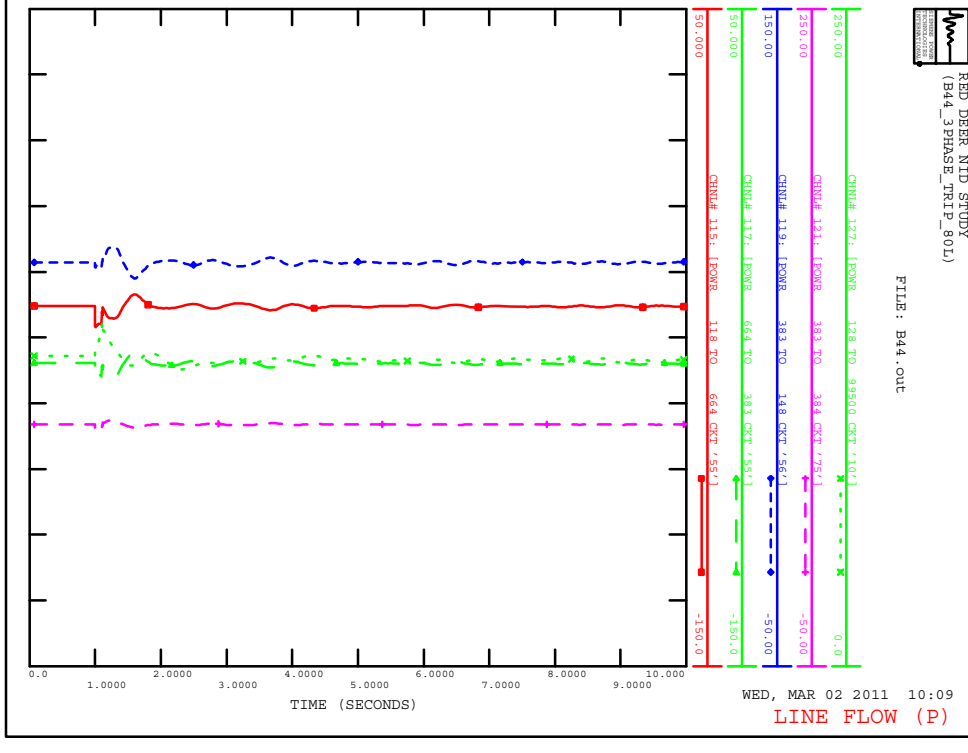
RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

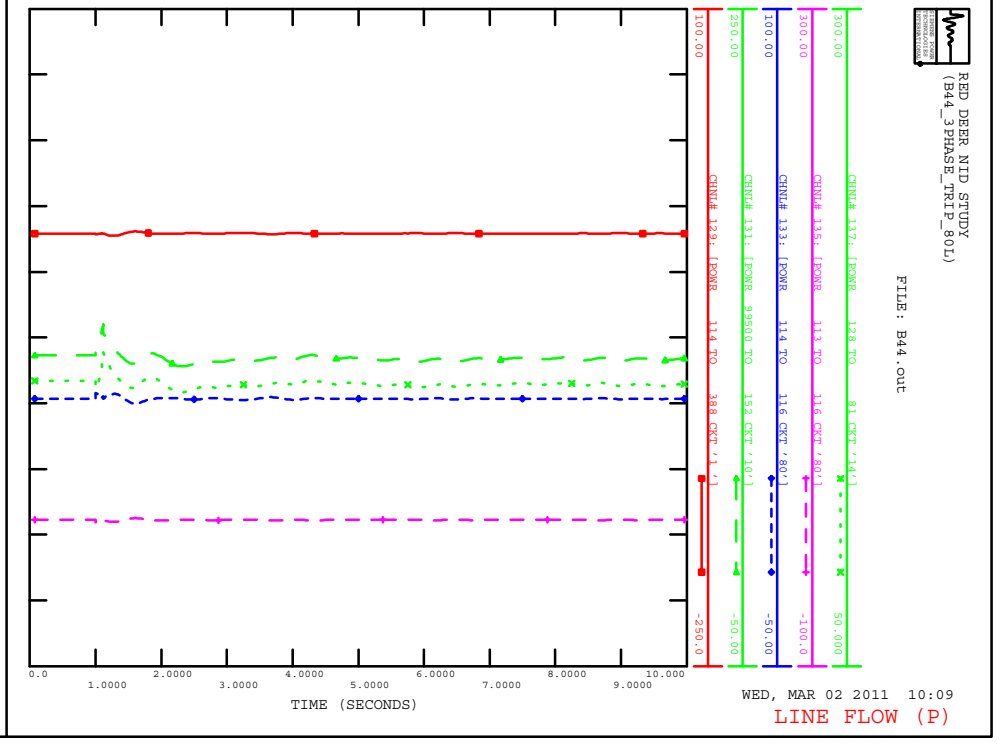
RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

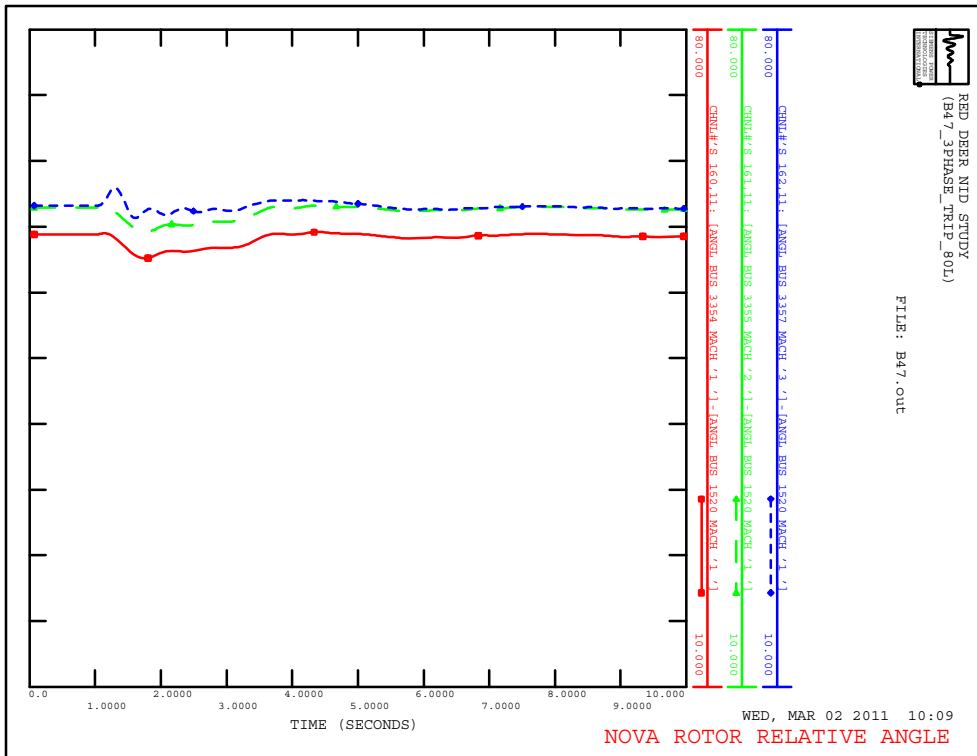
RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

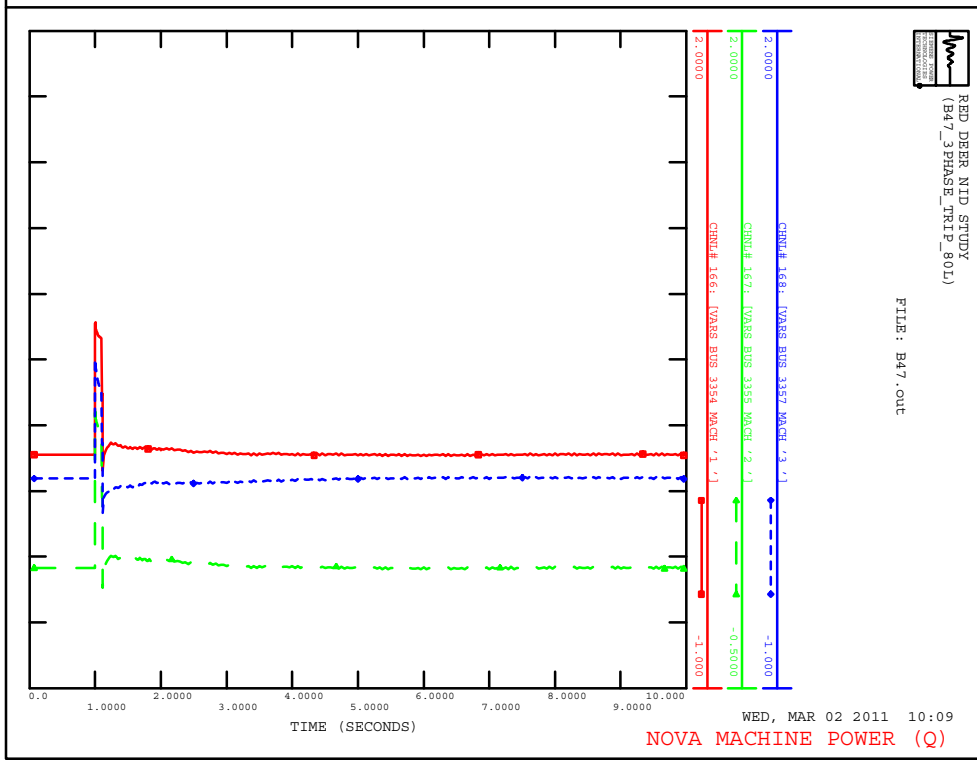

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

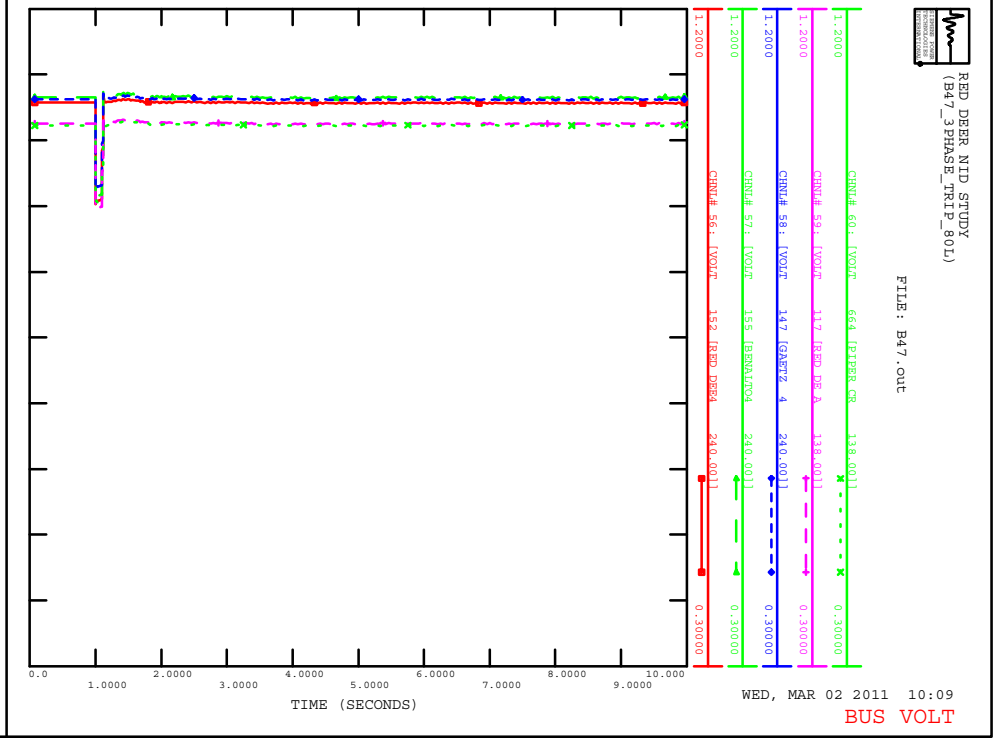

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

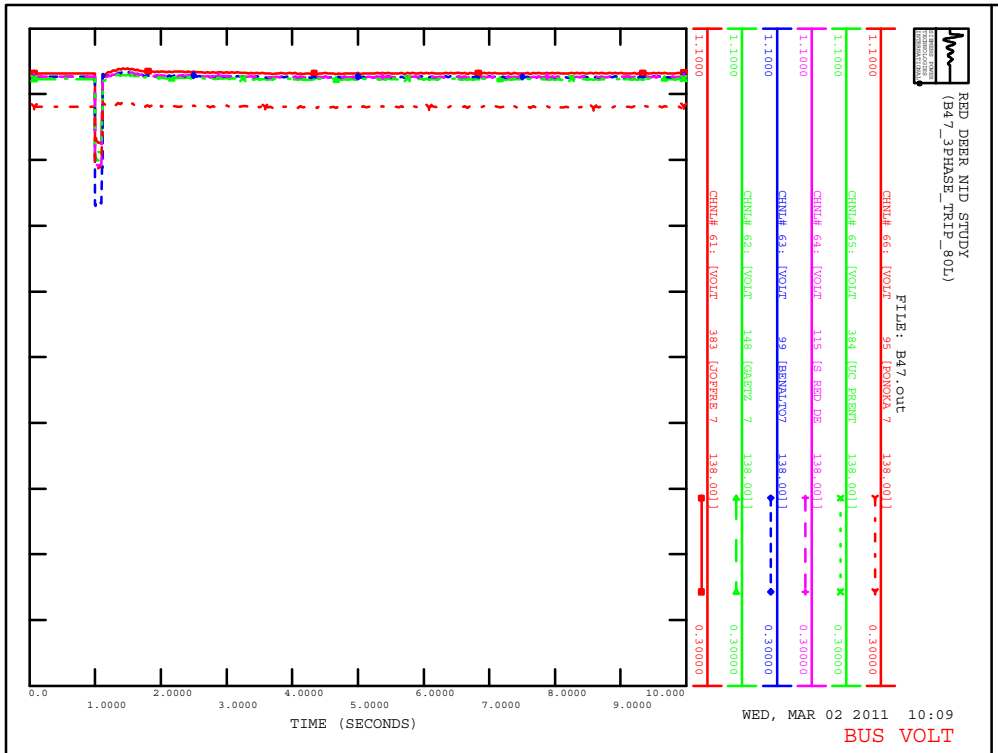

RED DEER NID STUDY
(B44_3PHASE_TRIP_80L)
FILE: B44.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

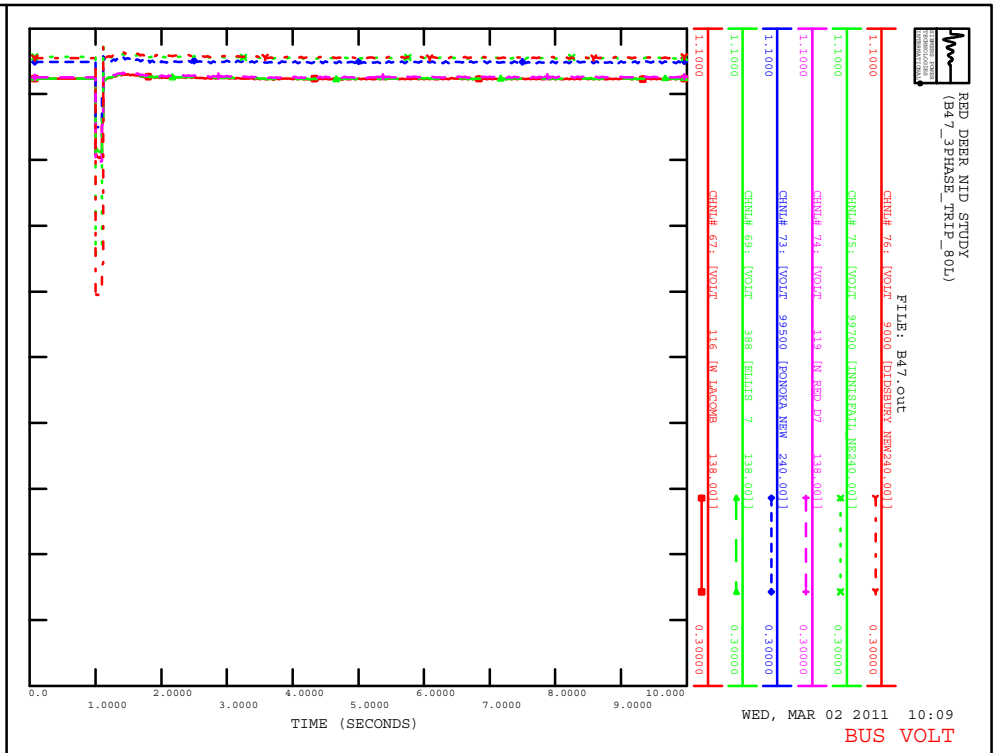

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

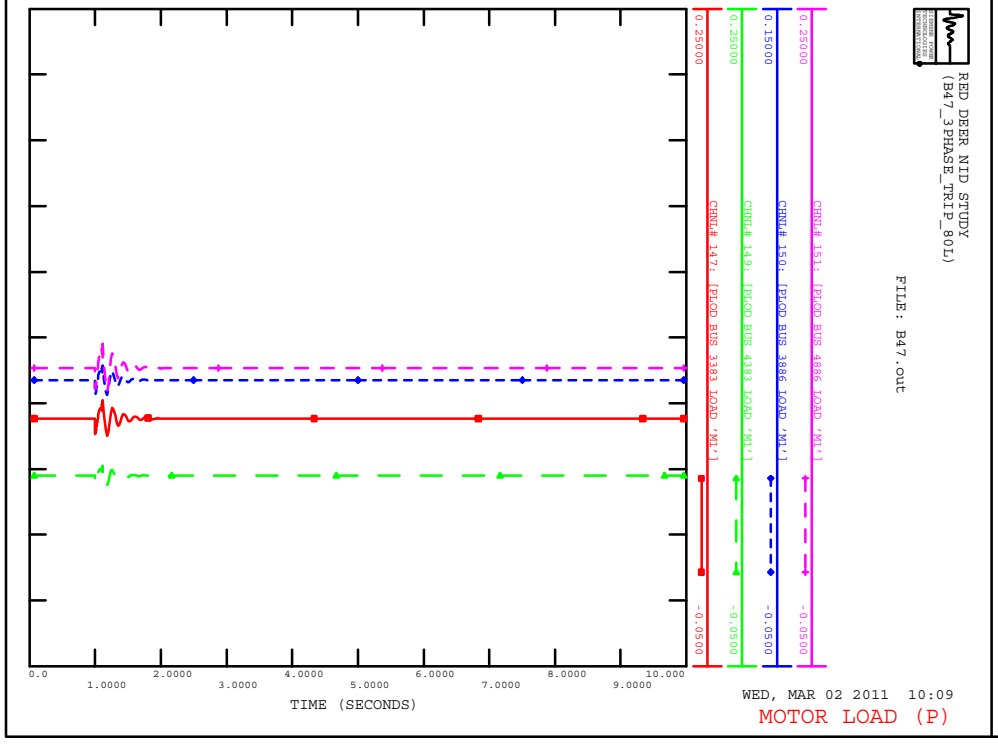

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL#S 162,11, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

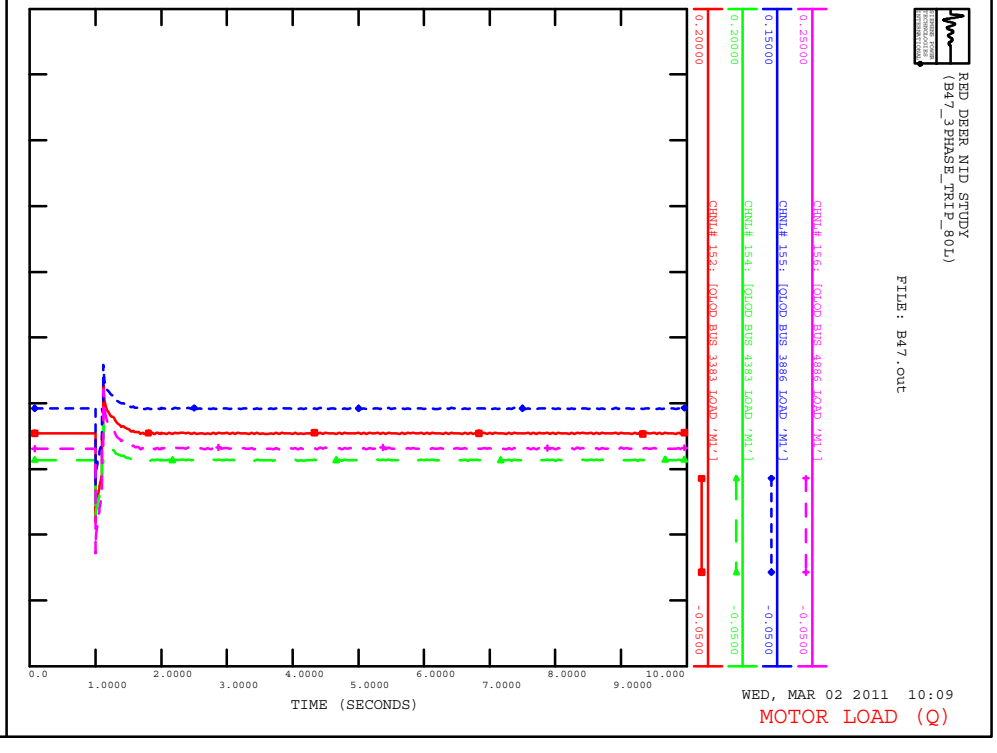

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

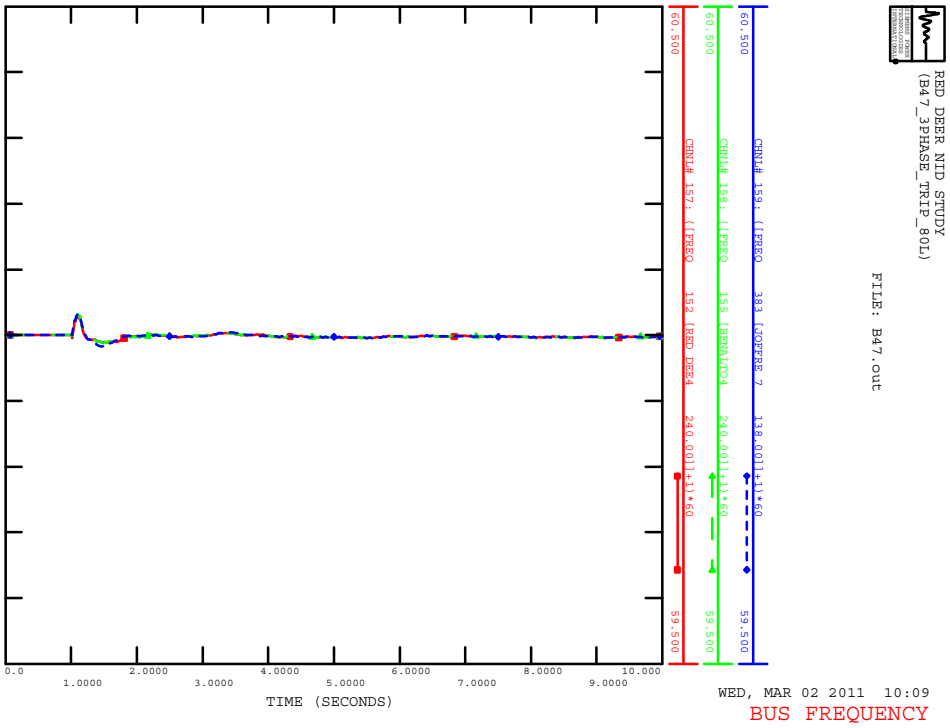
RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

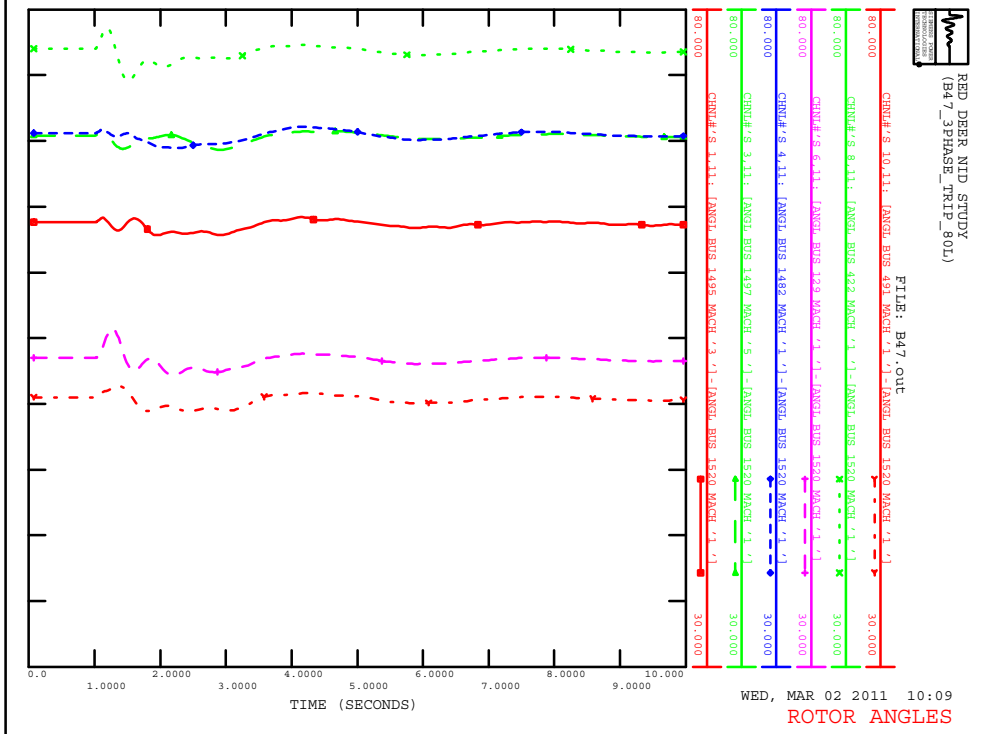

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

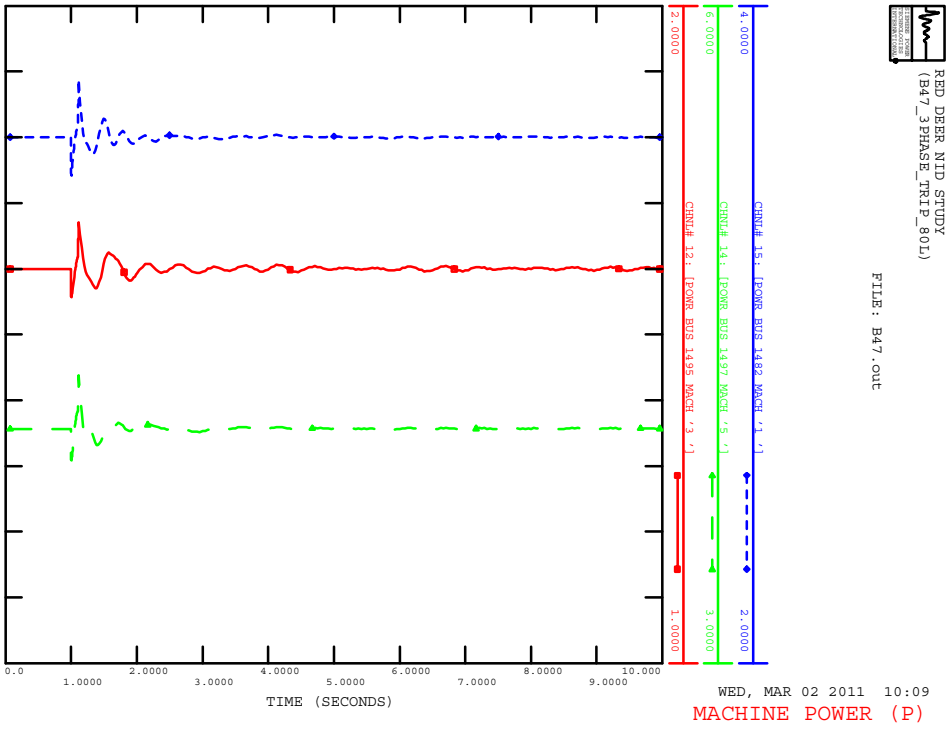

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

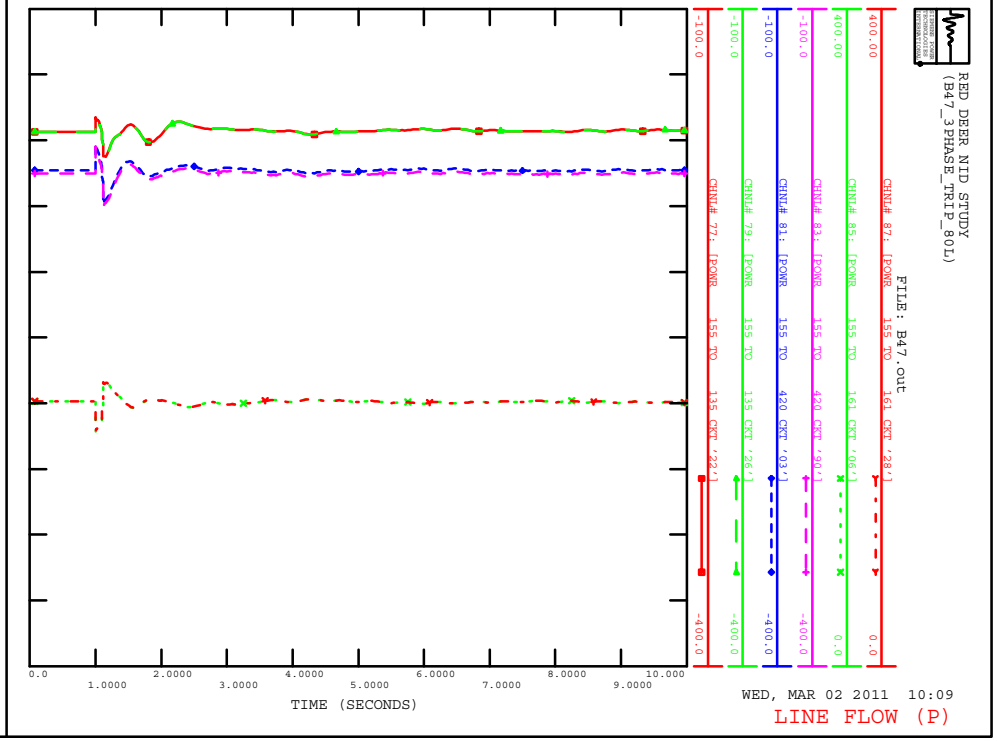

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

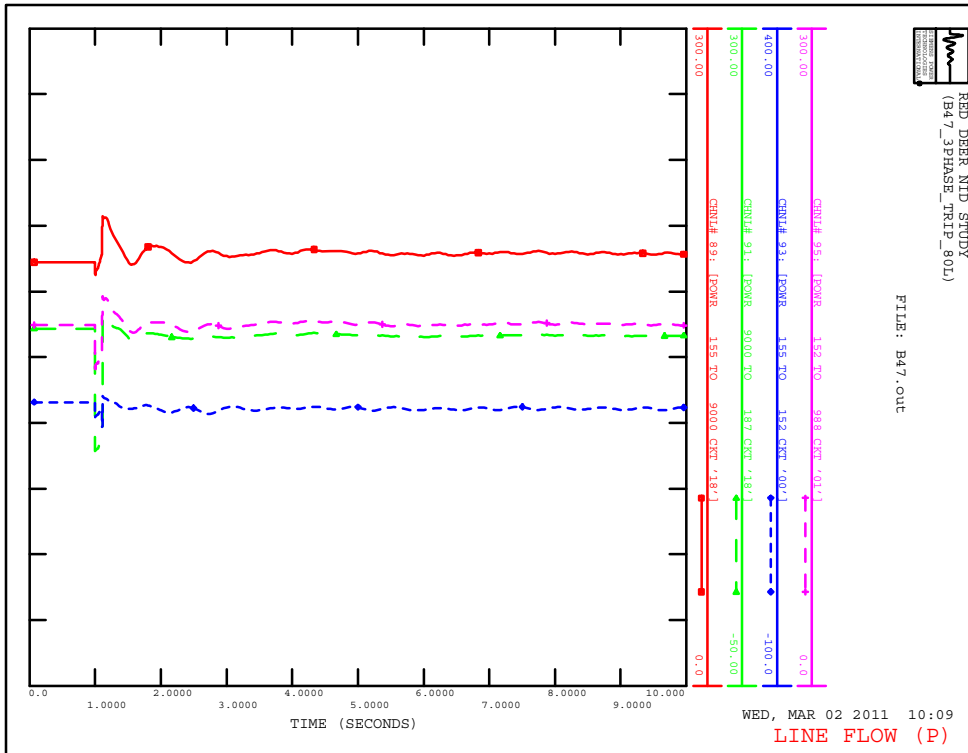

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

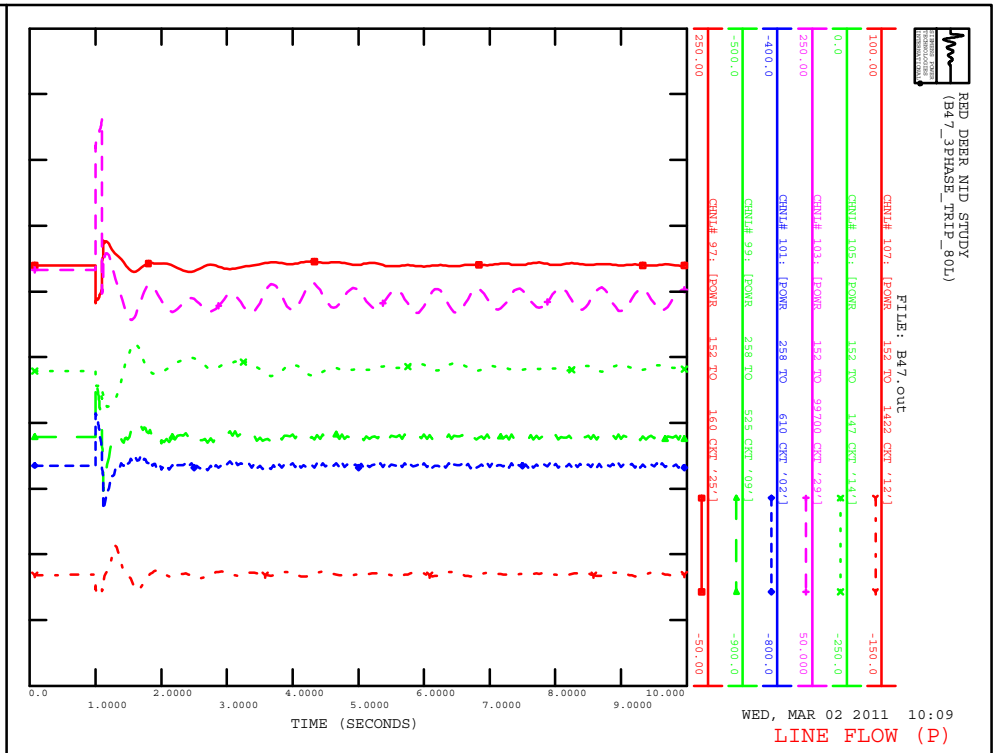

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

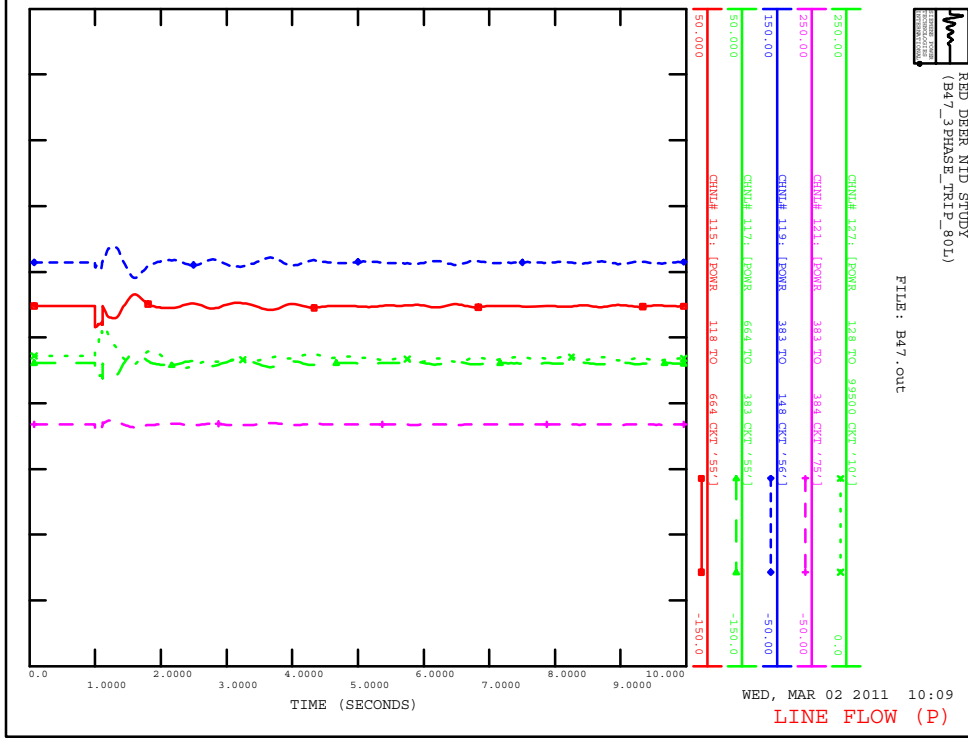

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

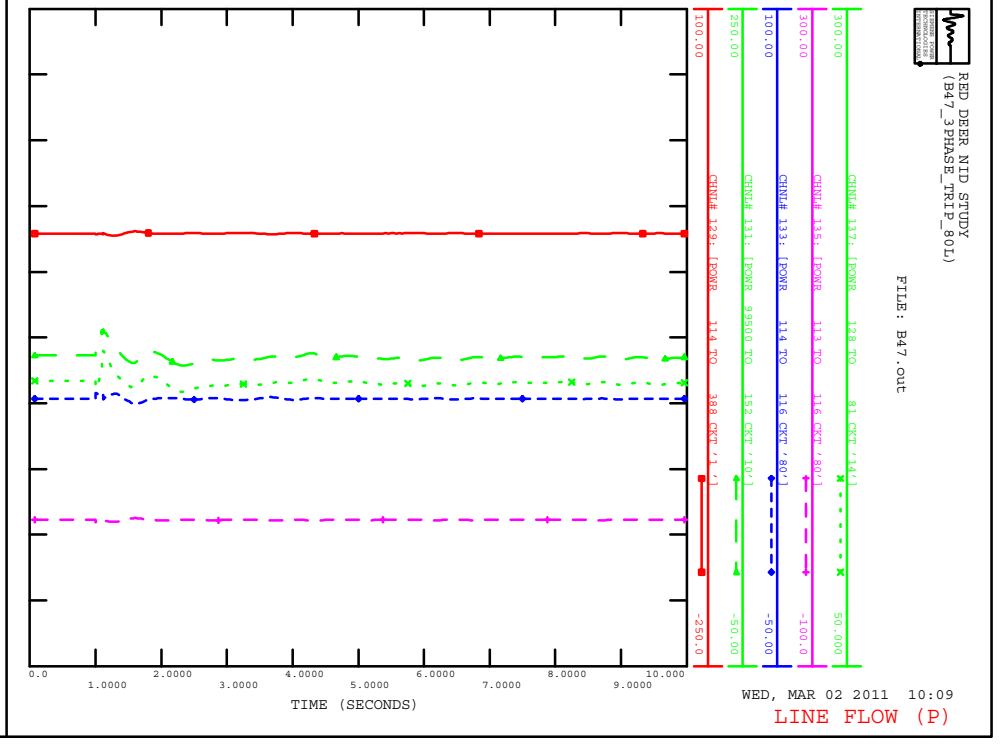

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

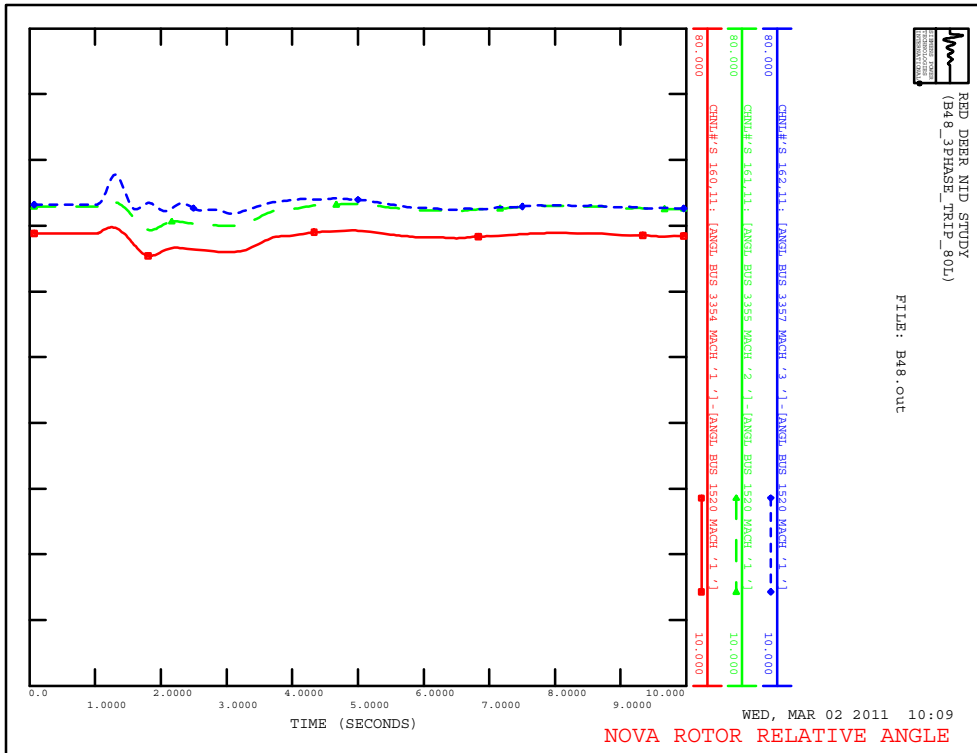

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

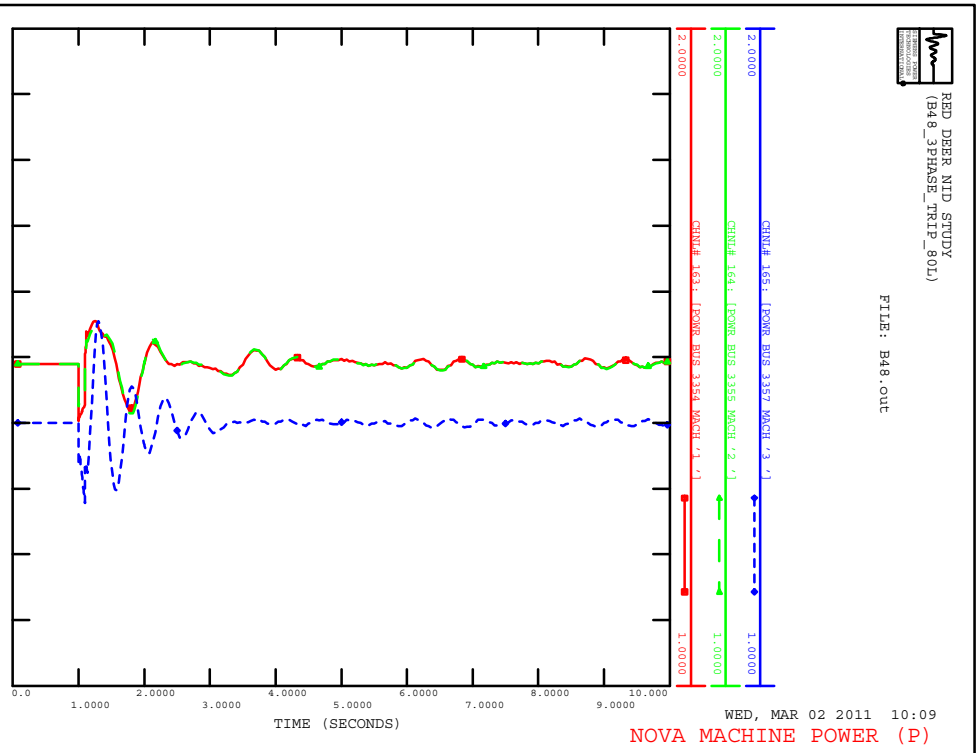

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

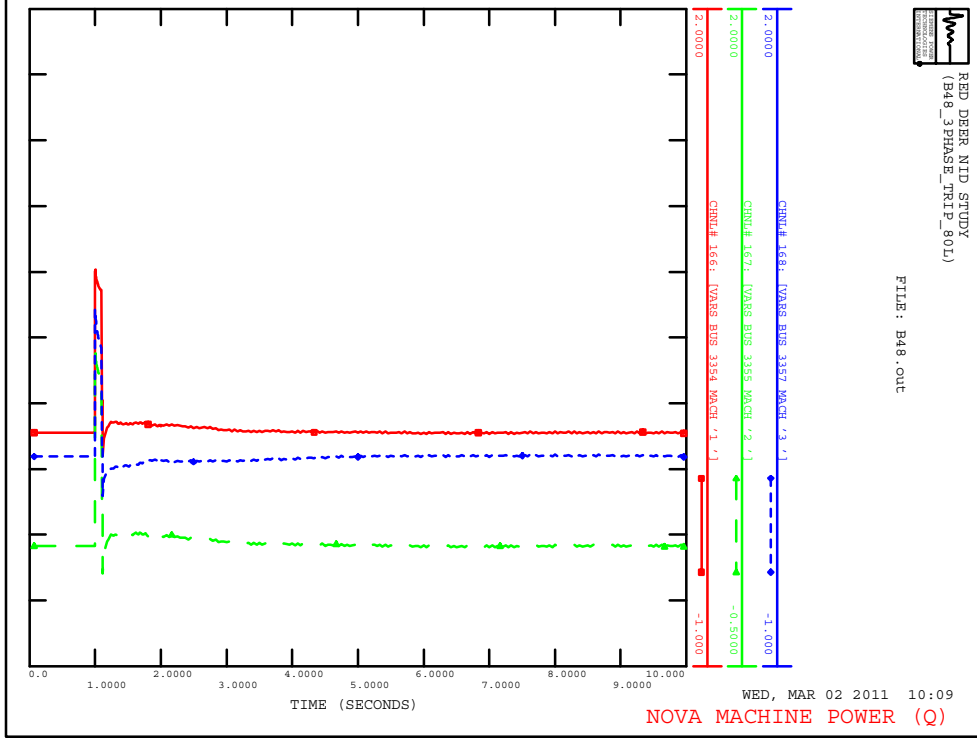

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

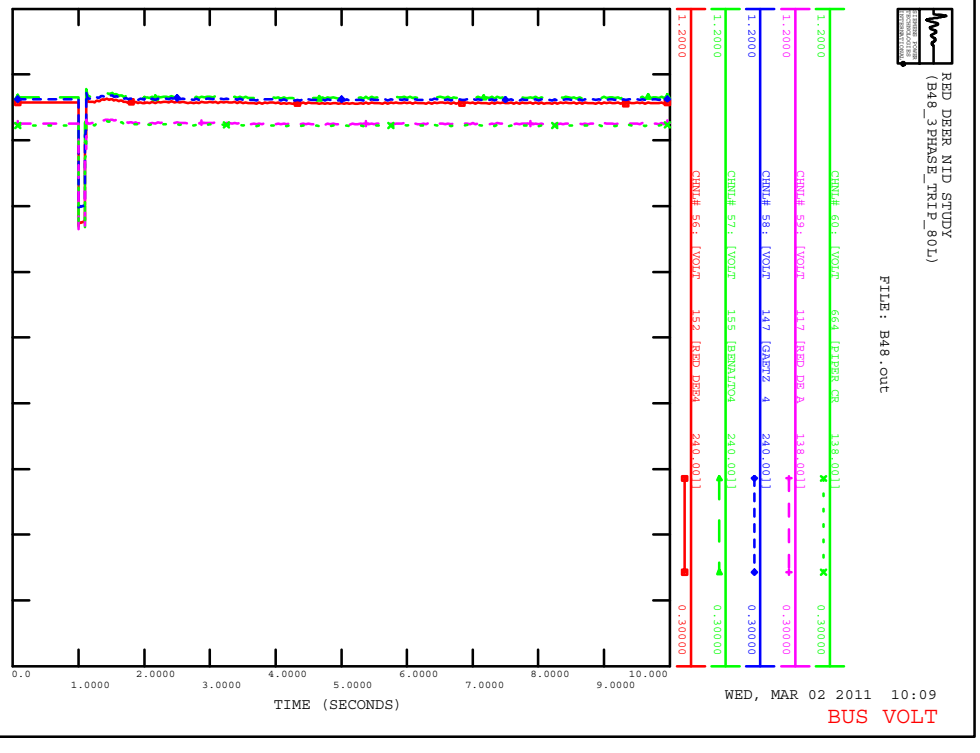

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

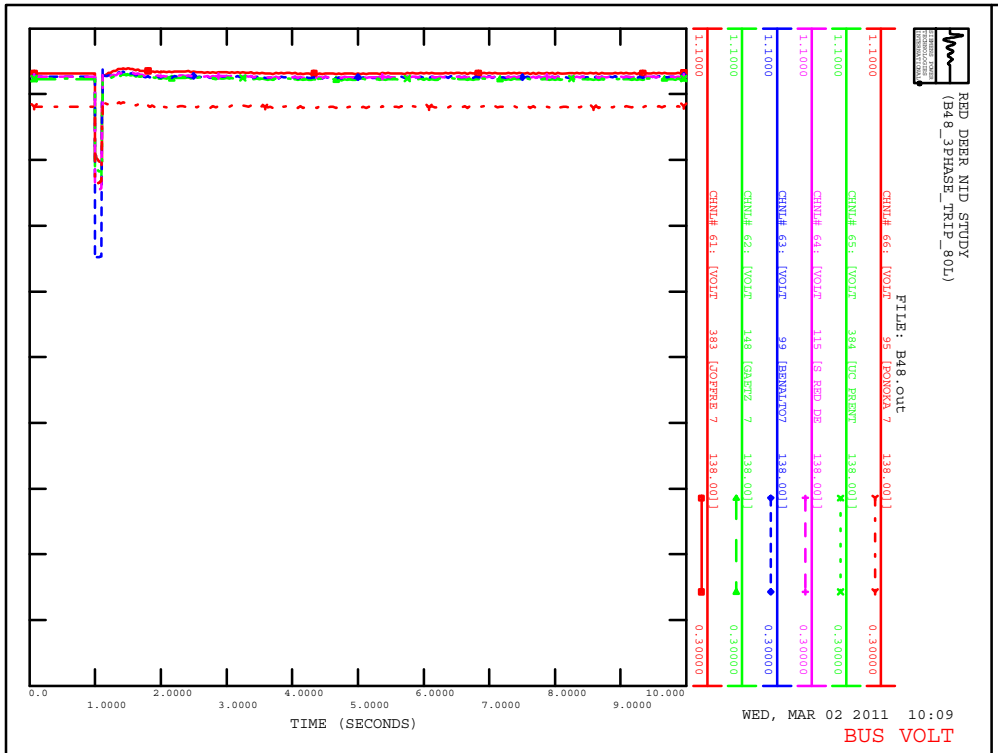

RED DEER NID STUDY
(B47_3PHASE_TRIP_80L)
FILE: B47.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

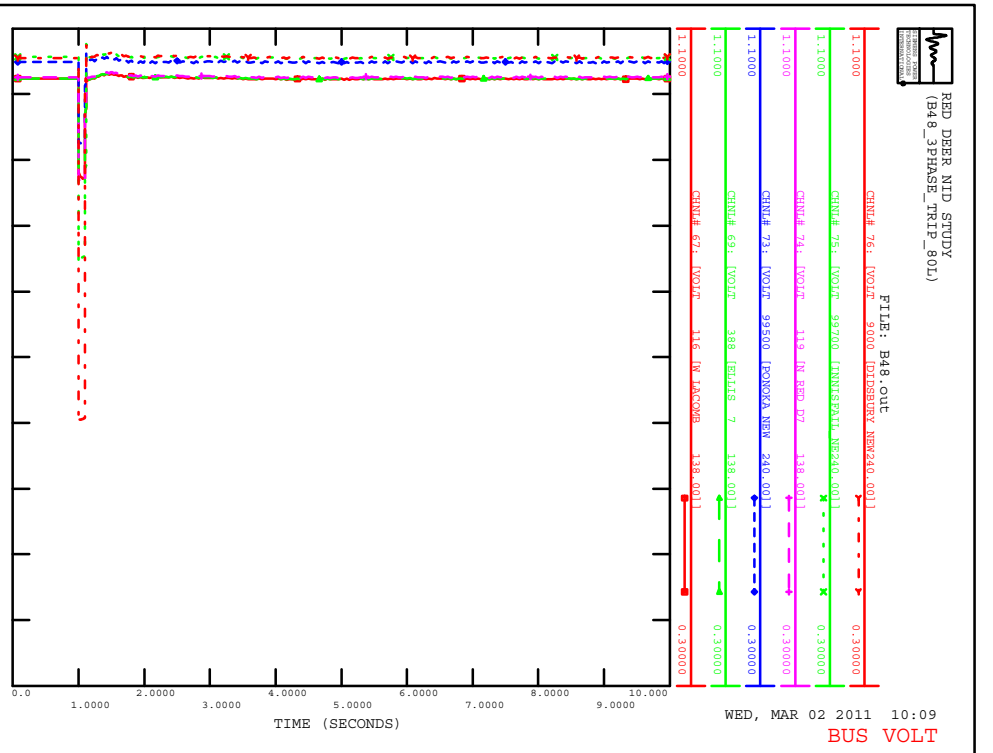

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

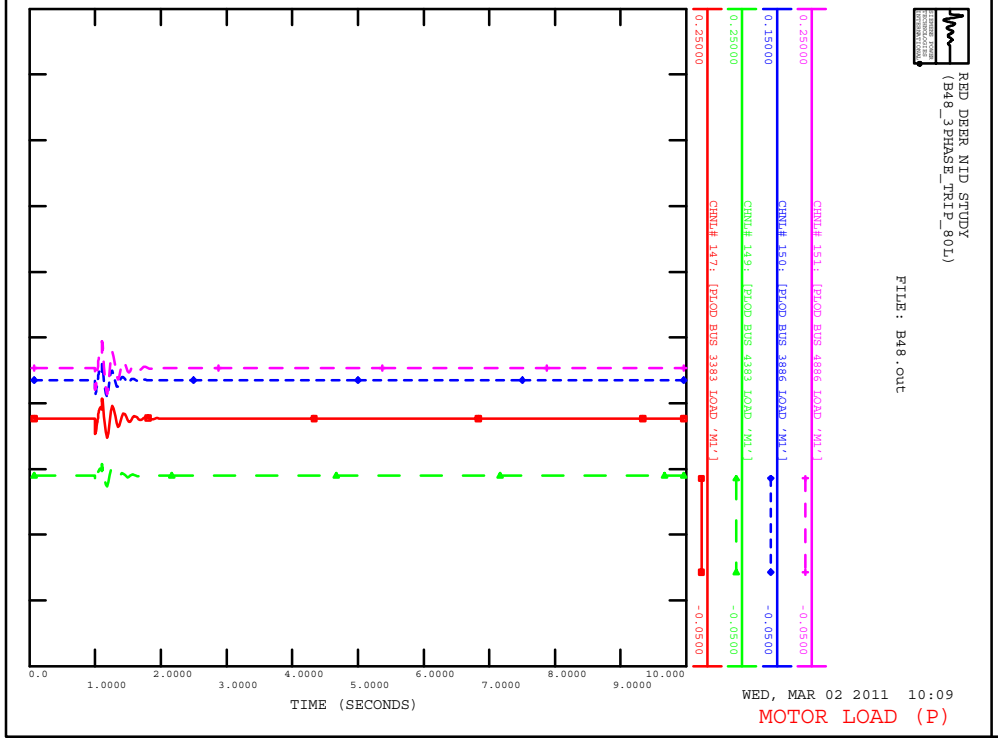

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

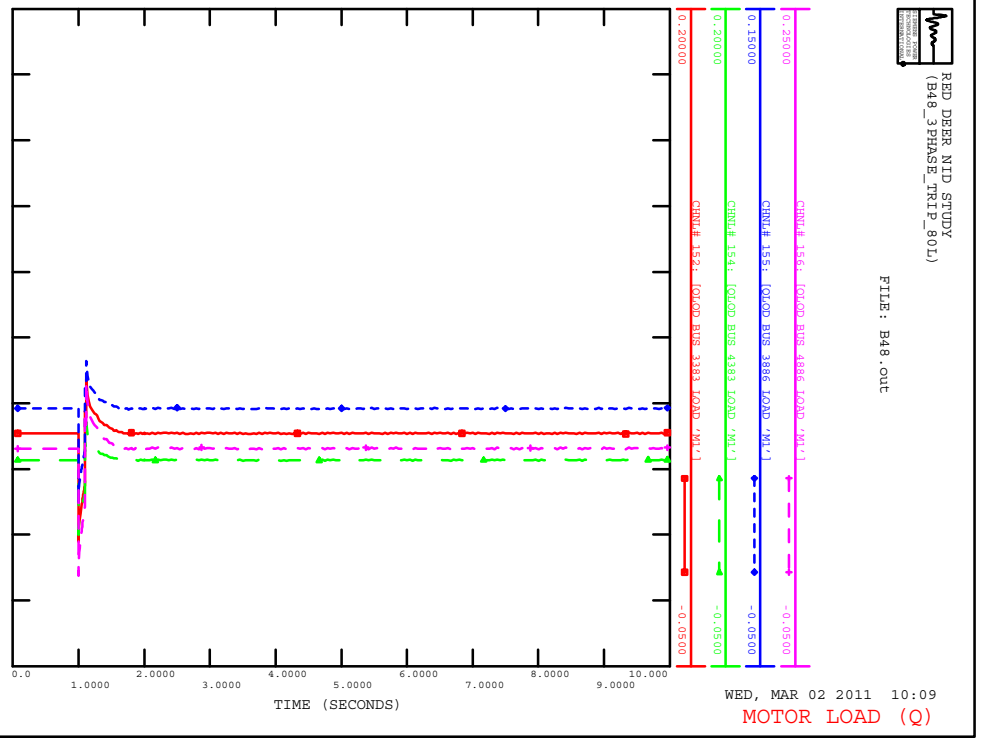

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

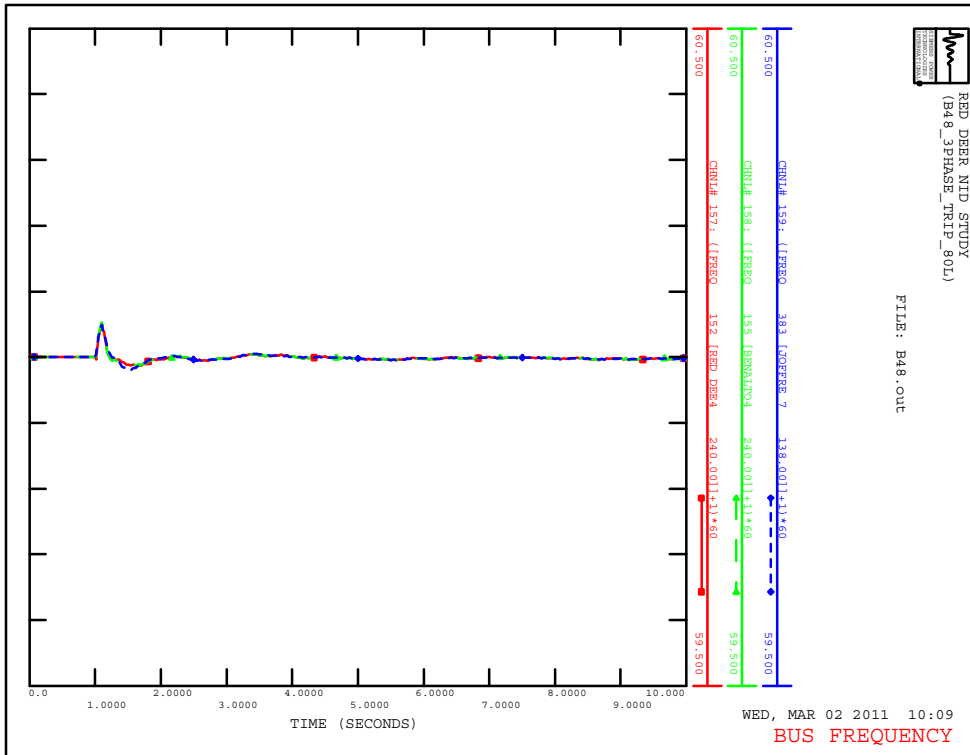

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

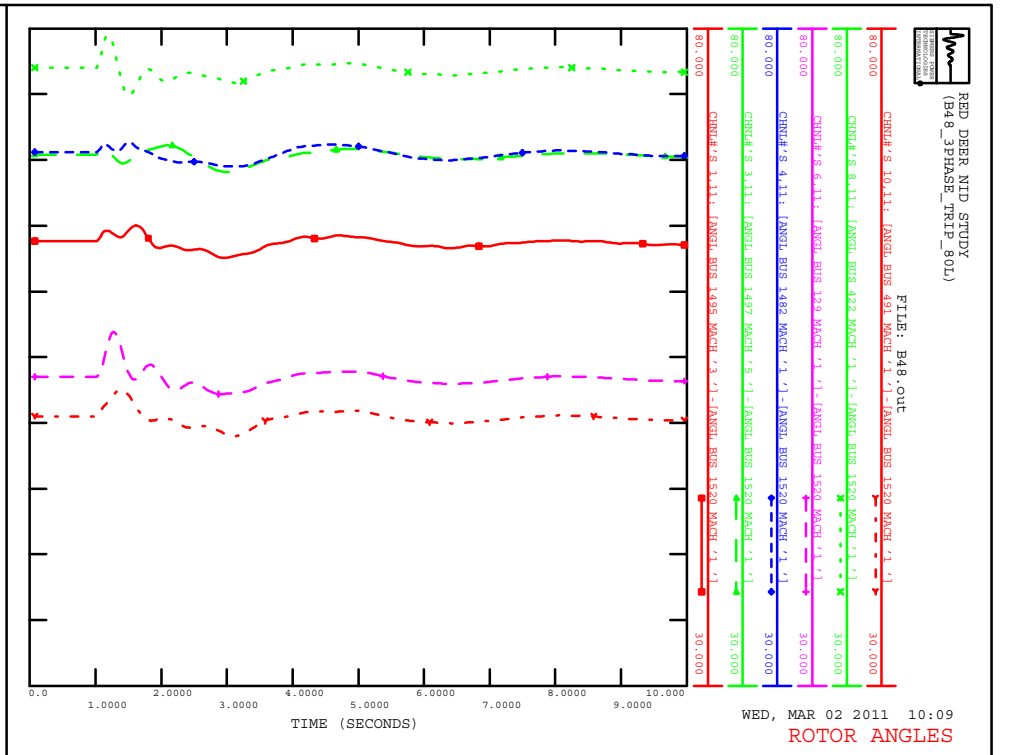

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

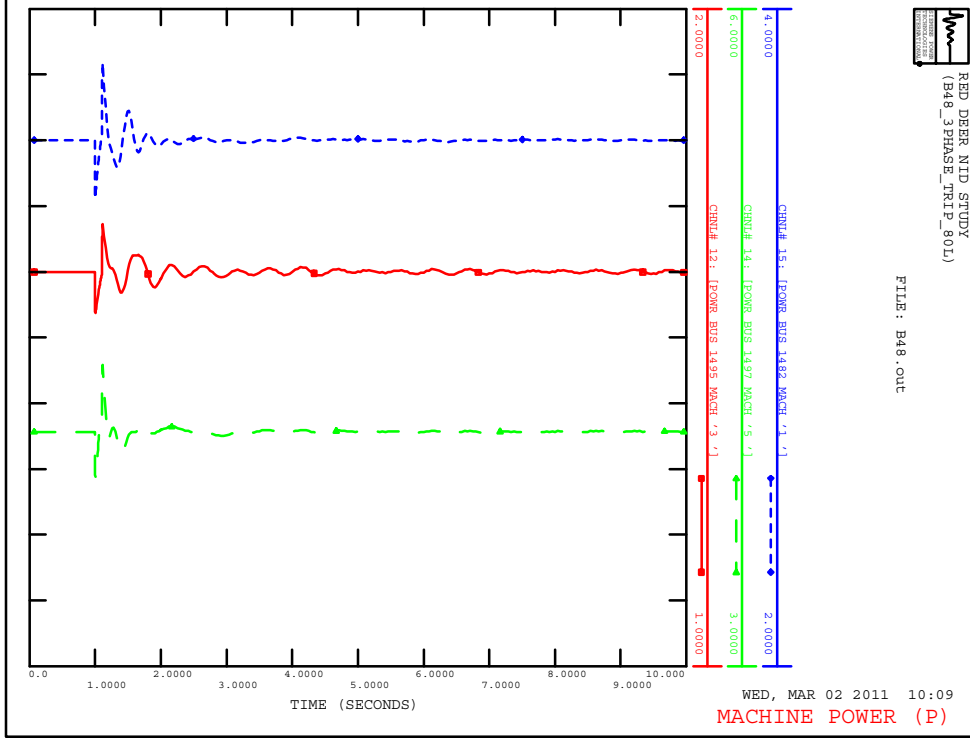

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

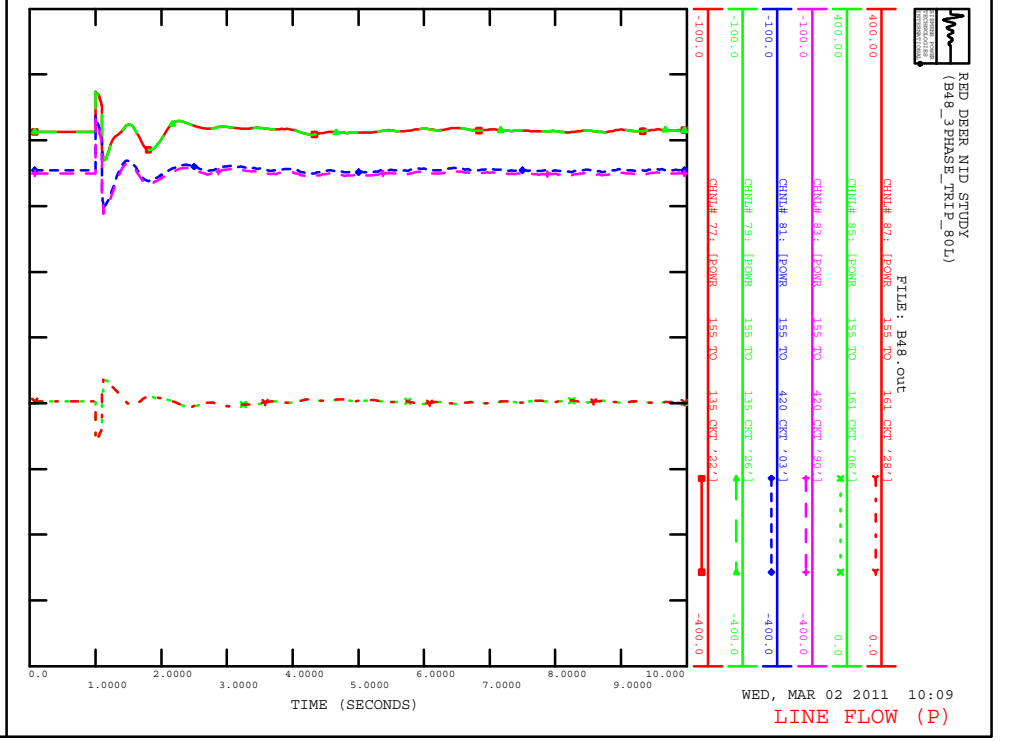

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

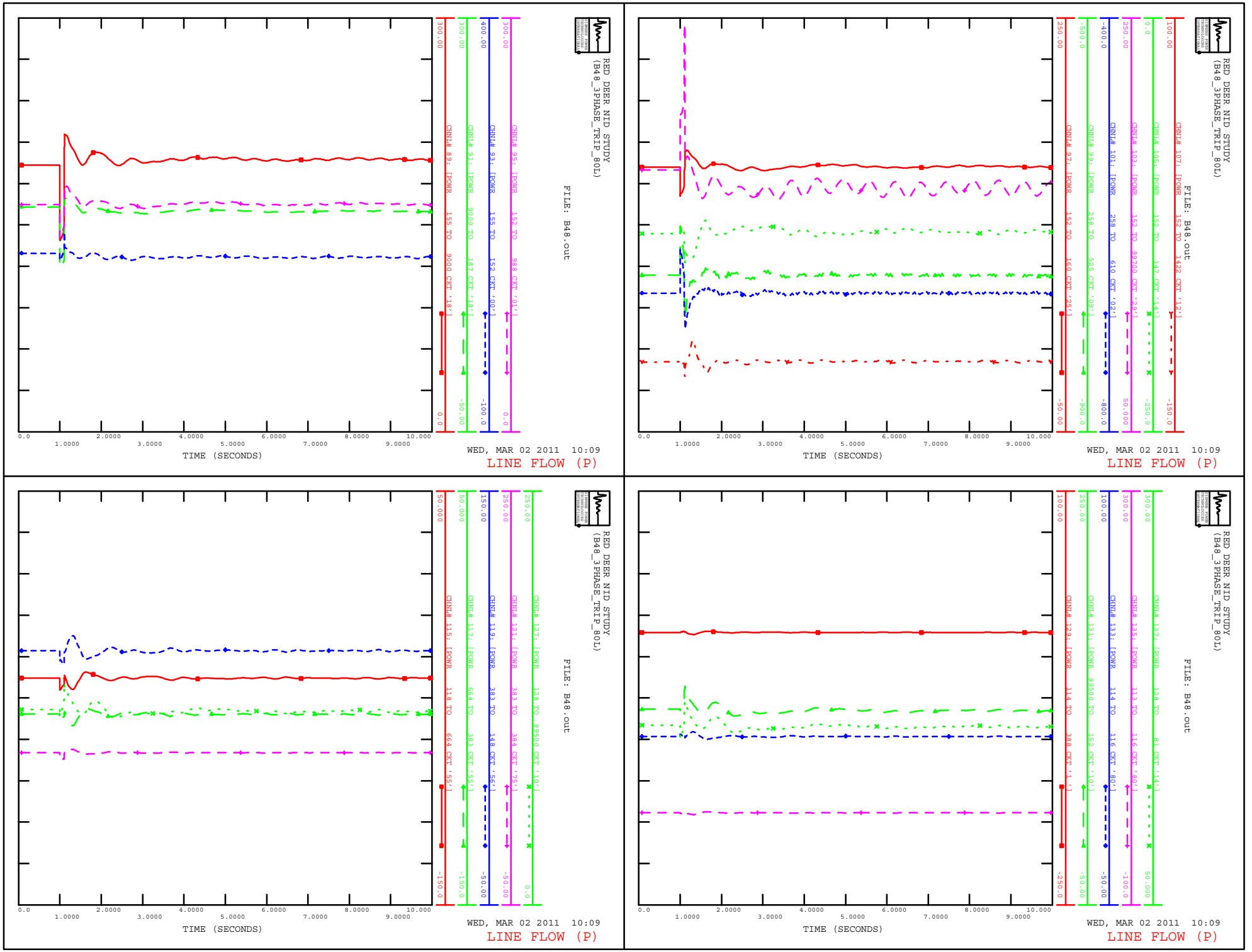

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

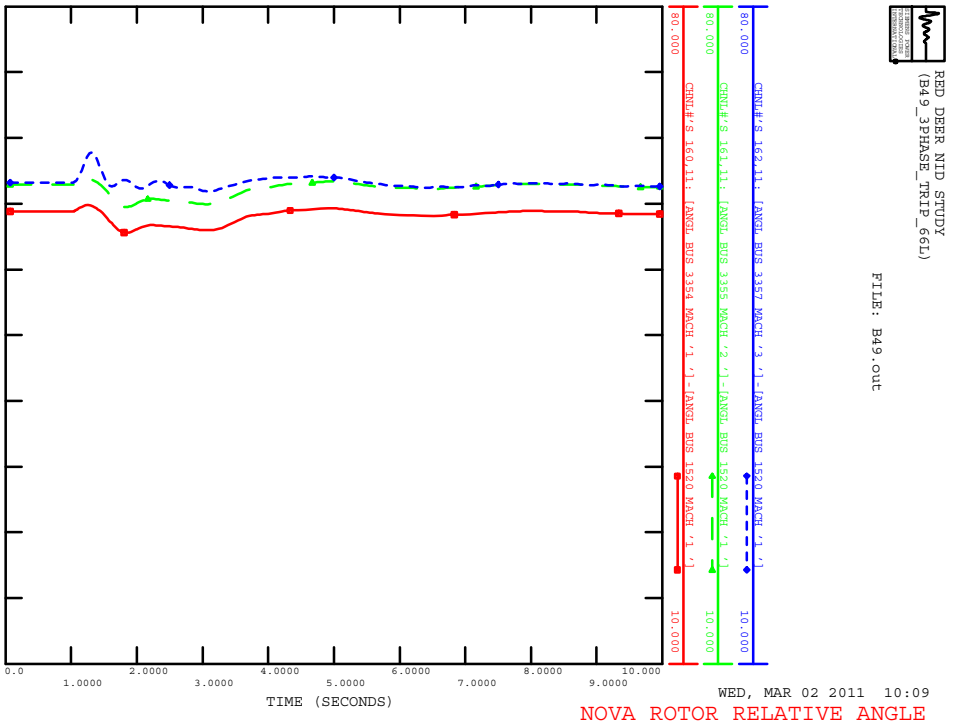

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

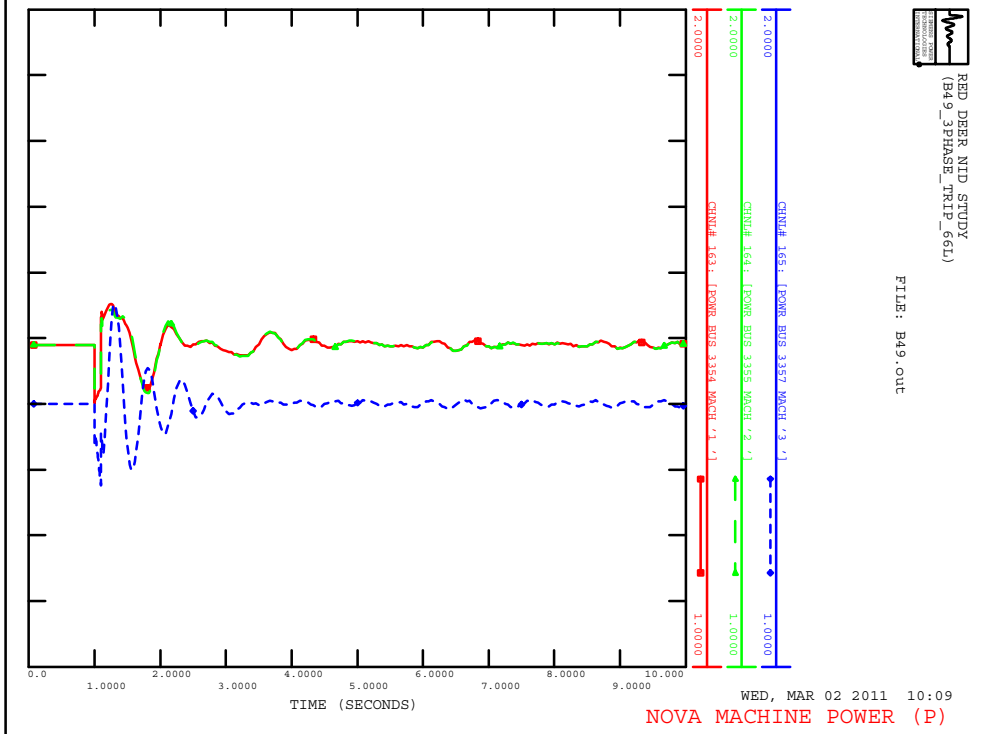

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

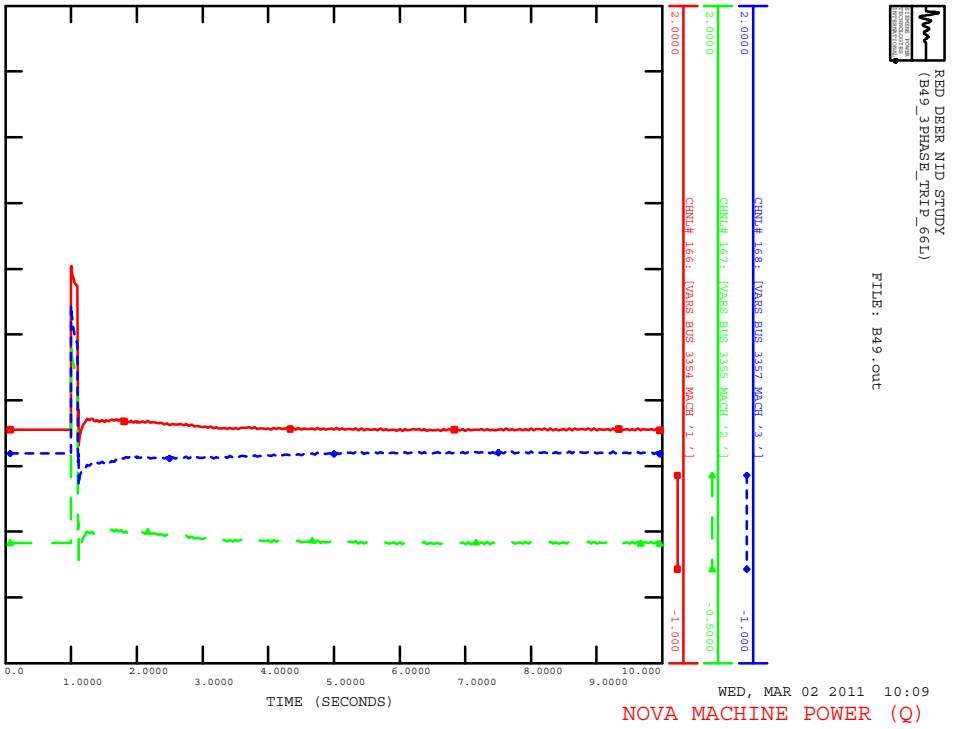

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

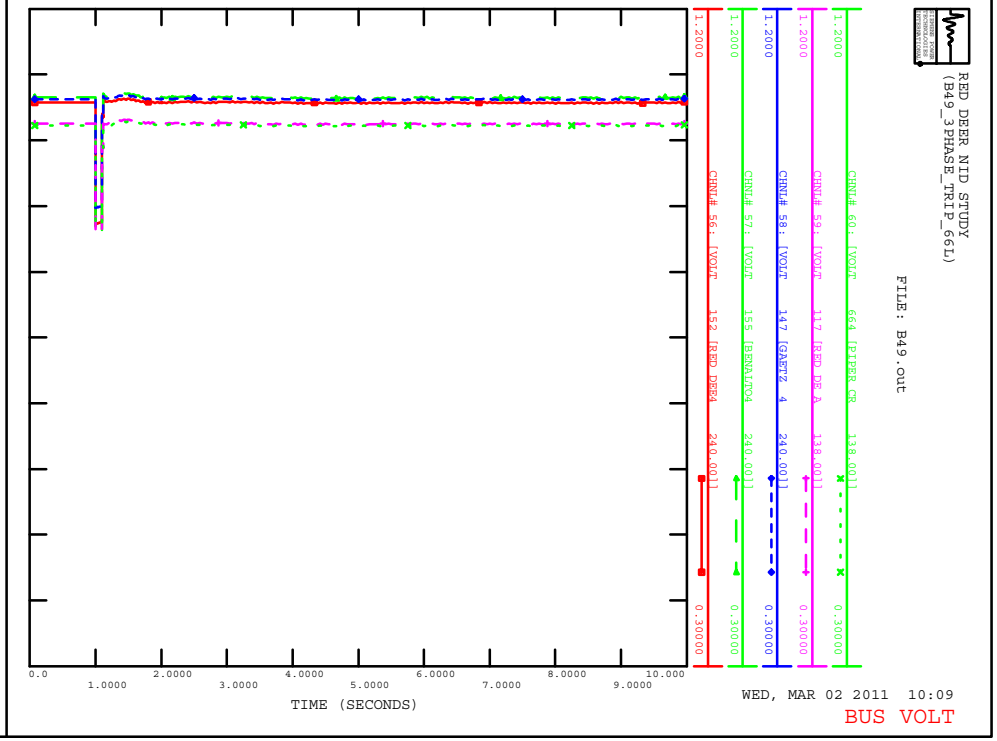

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

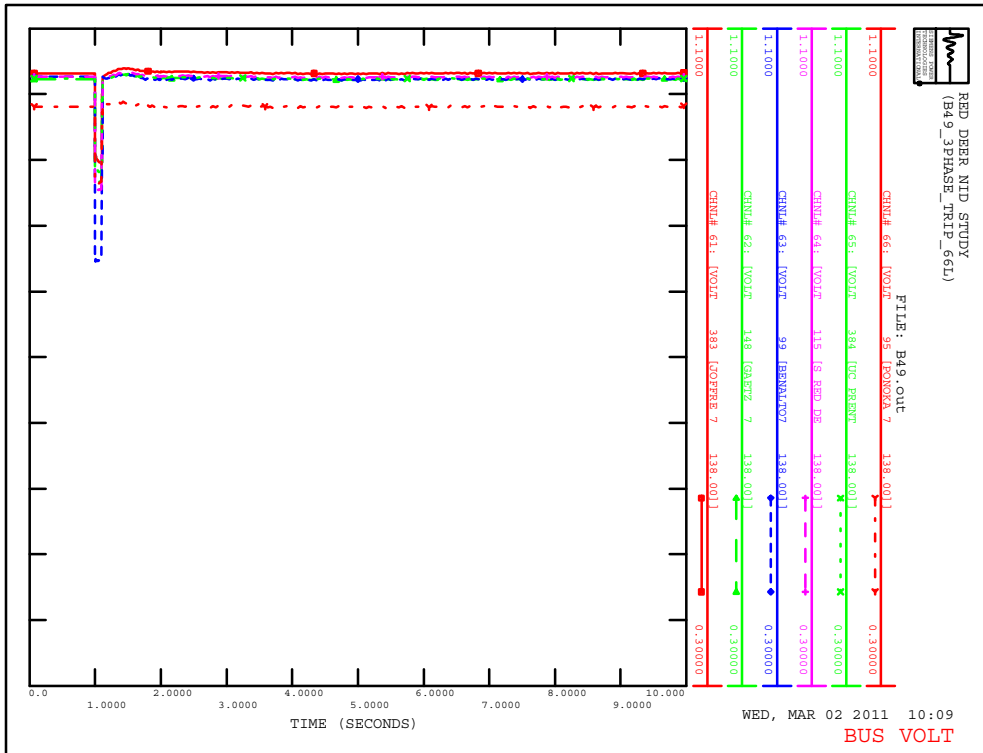

RED DEER NID STUDY
(B48_3PHASE_TRIP_80L)
FILE: B48.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

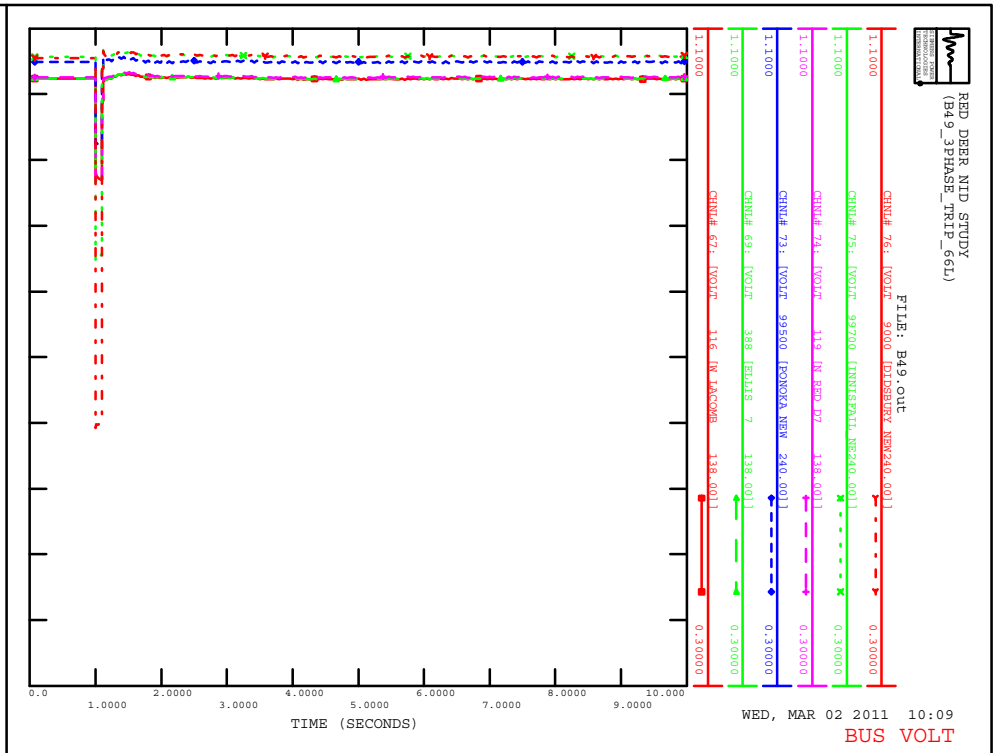

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

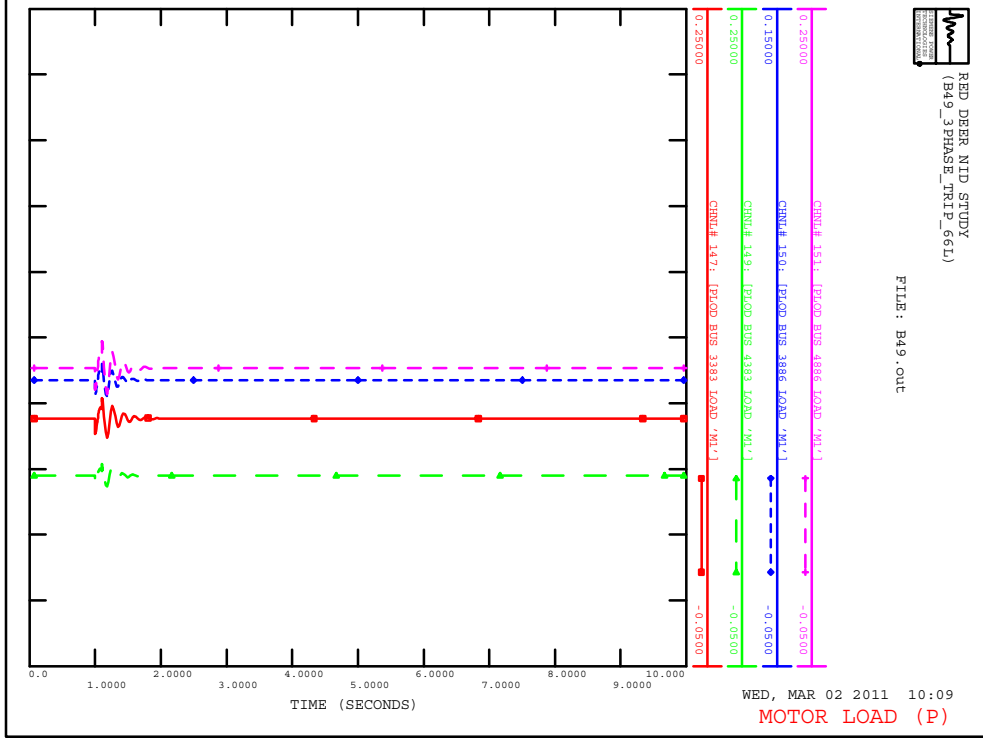

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

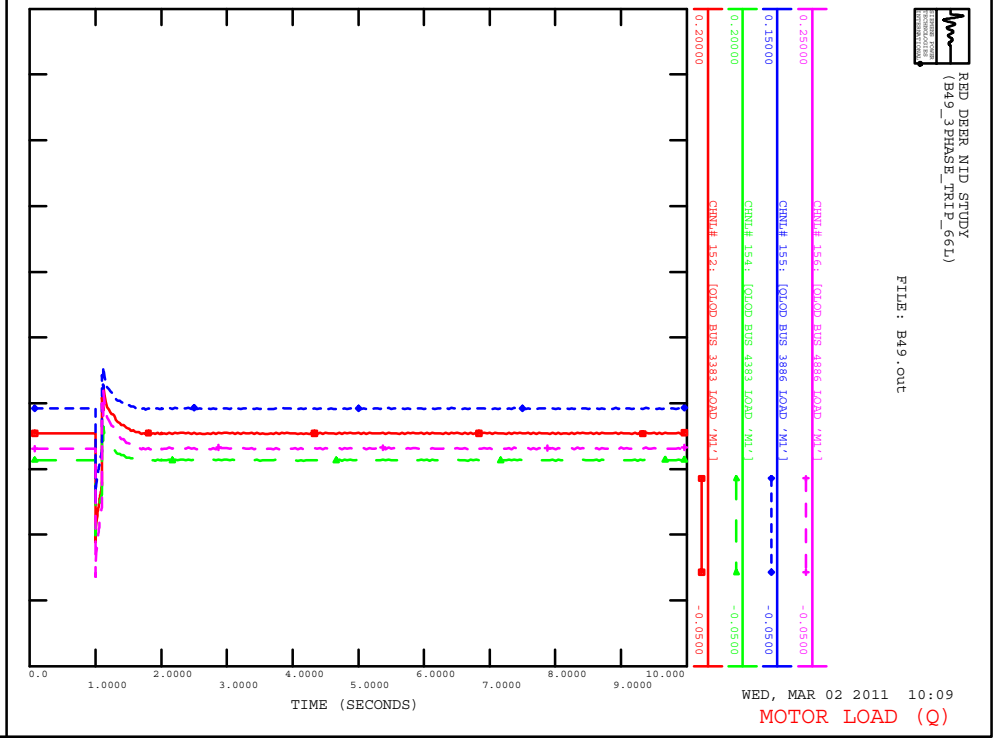

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

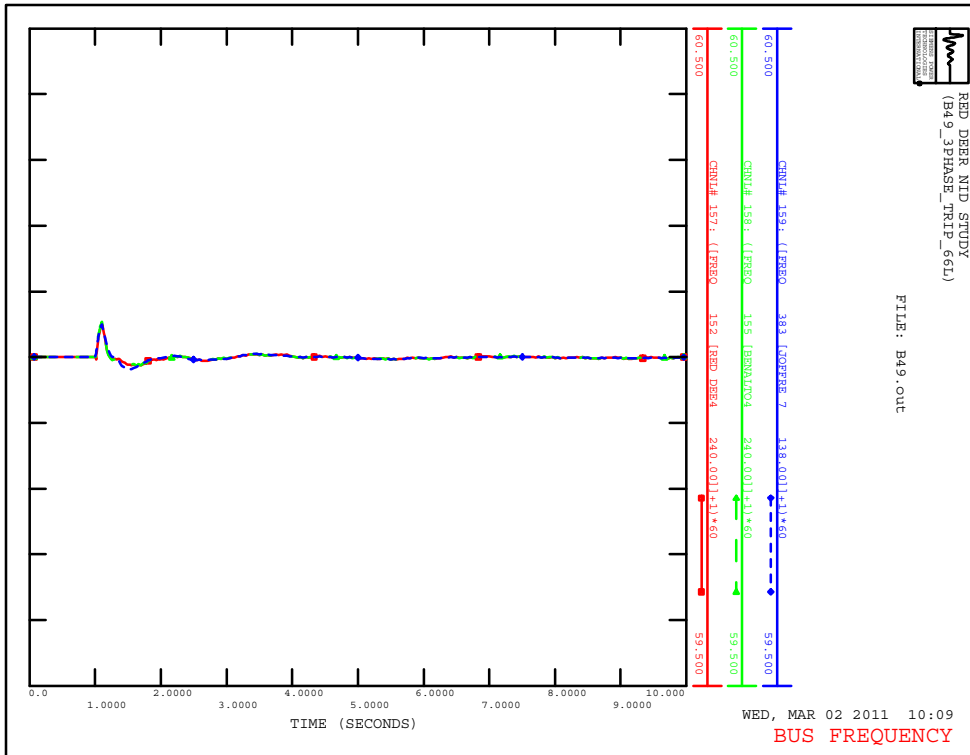

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

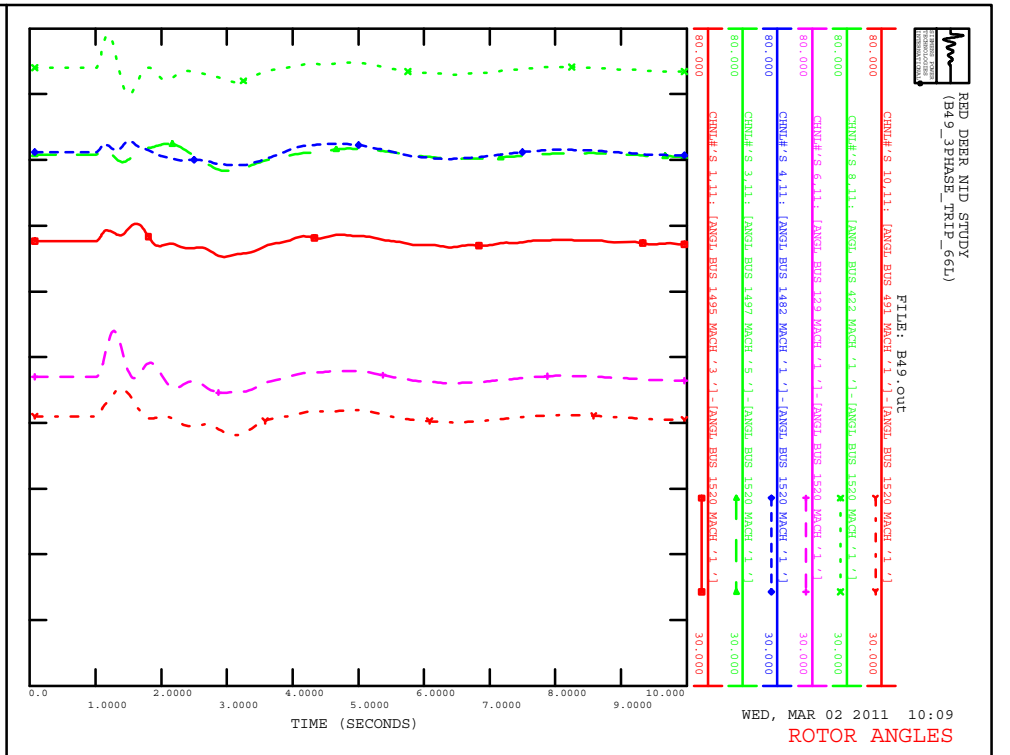

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

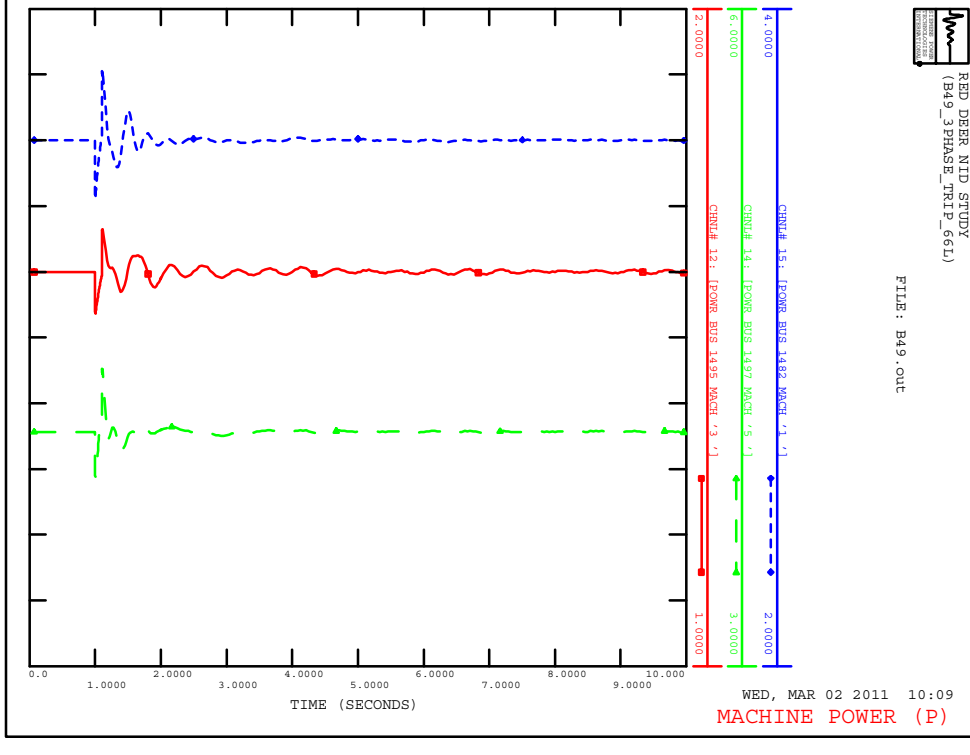

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

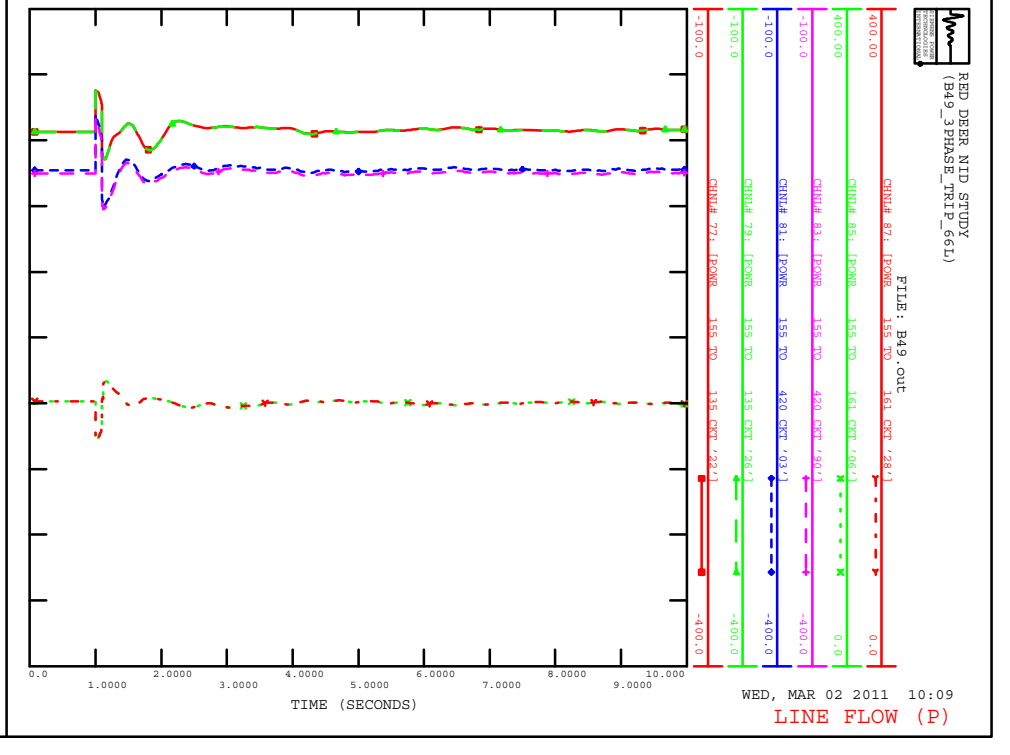

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

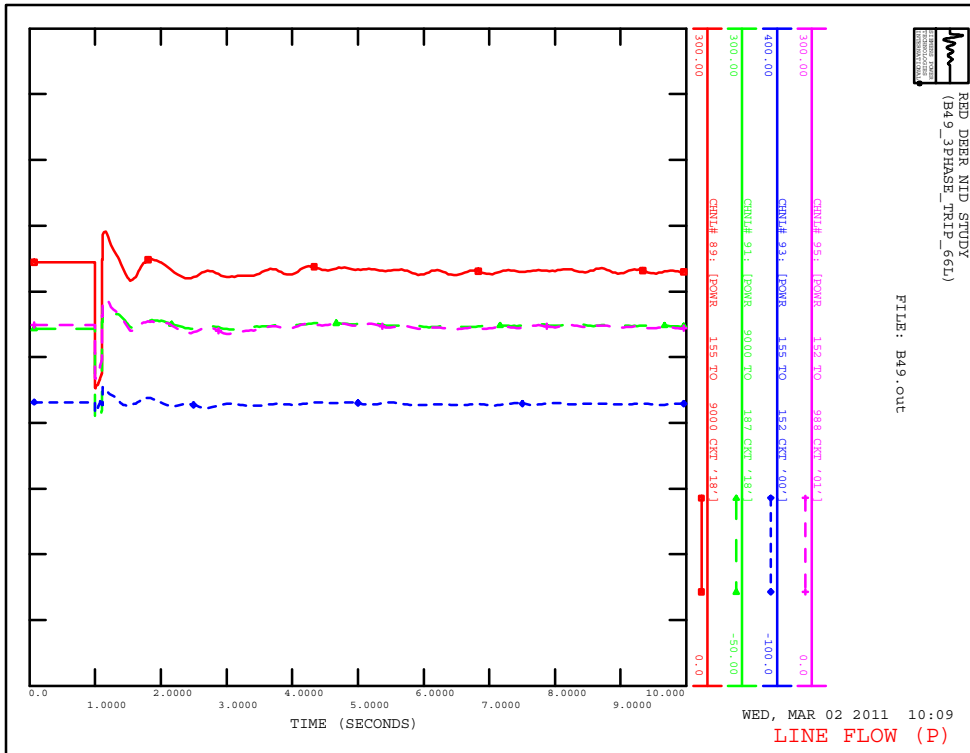

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

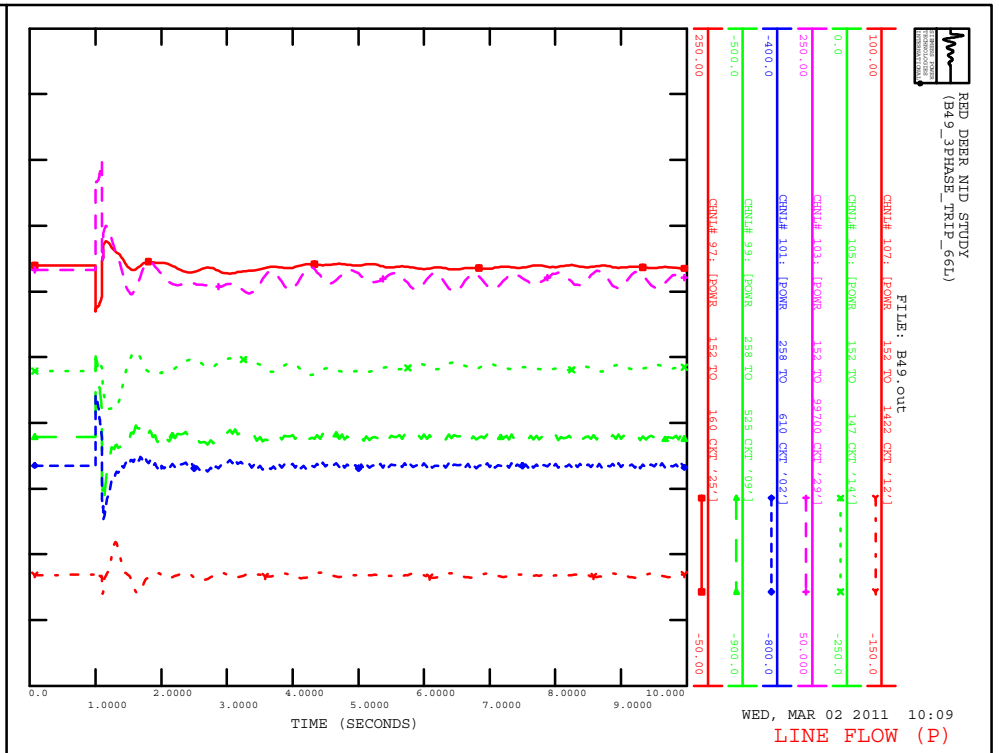

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

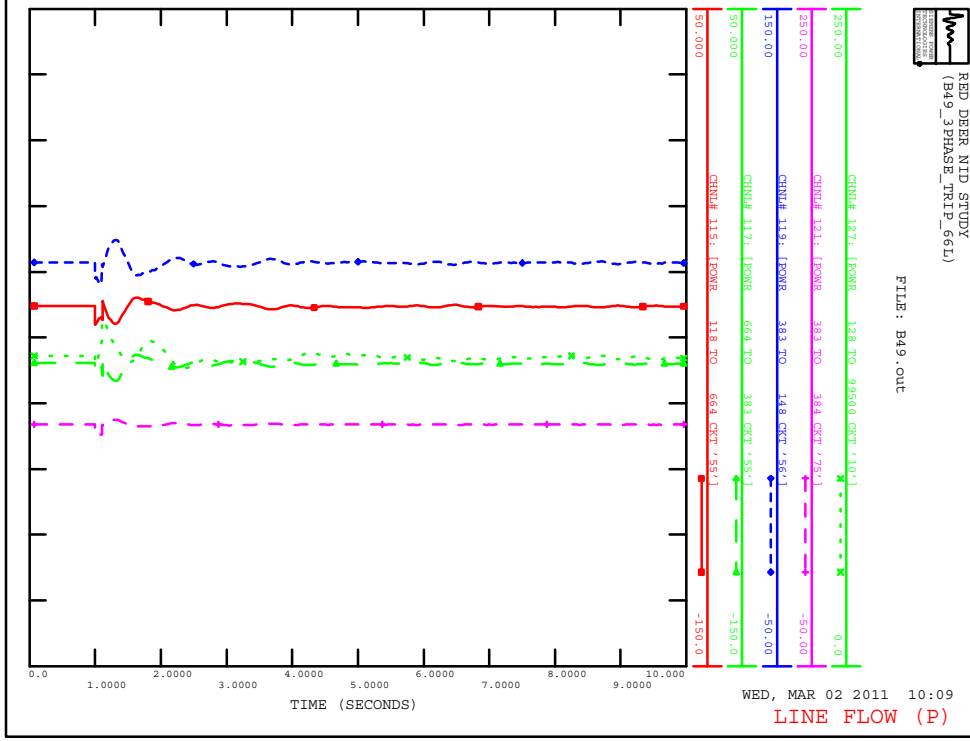

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

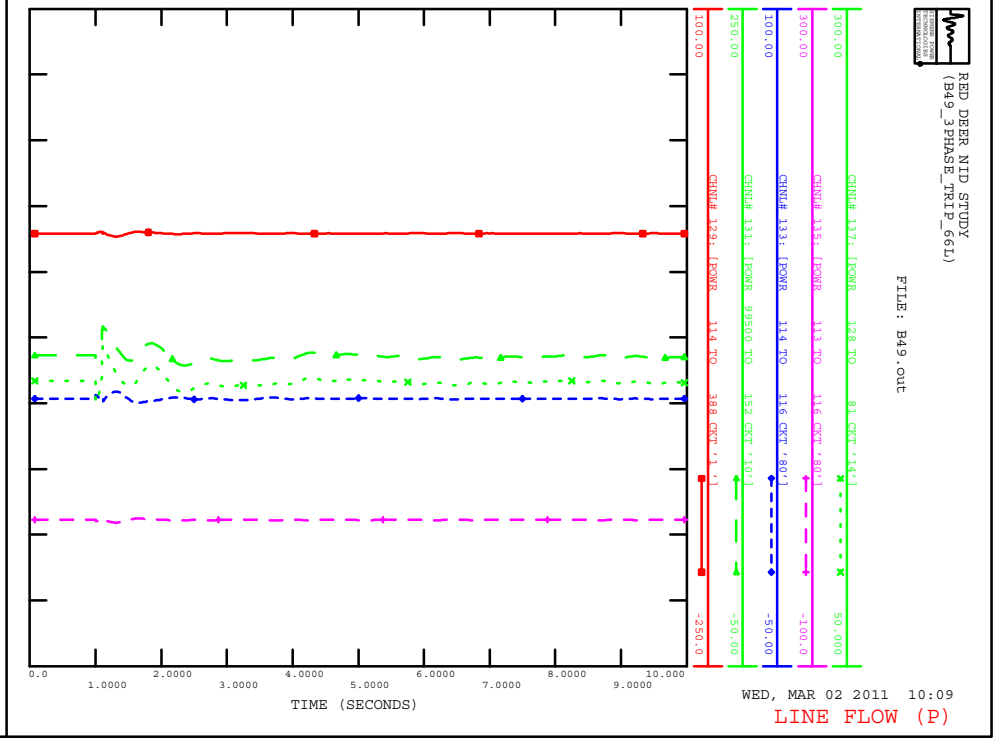

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

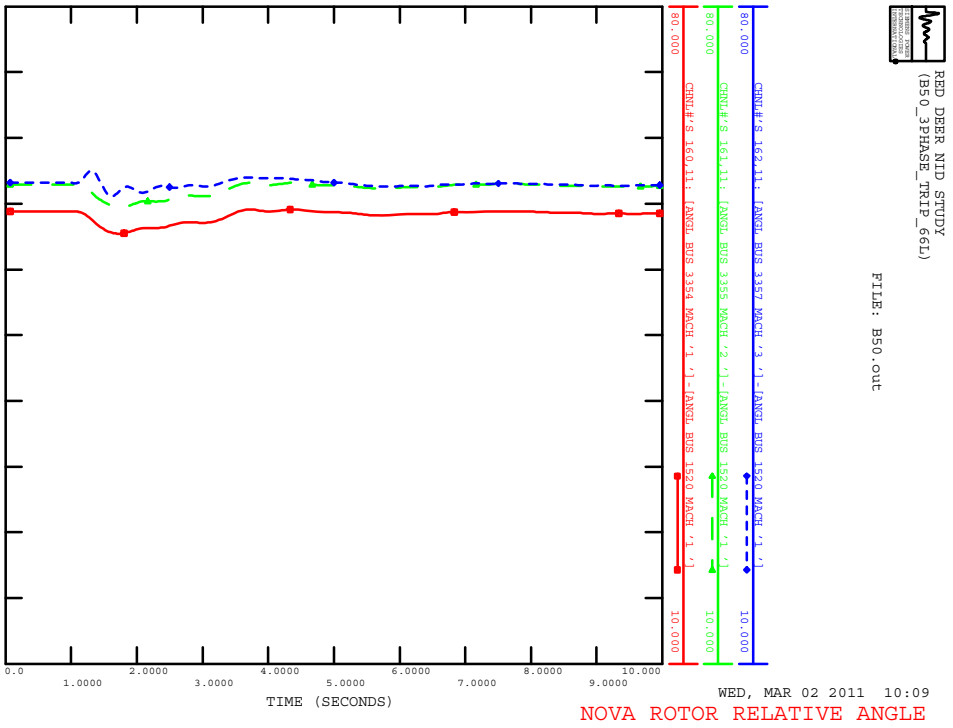

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

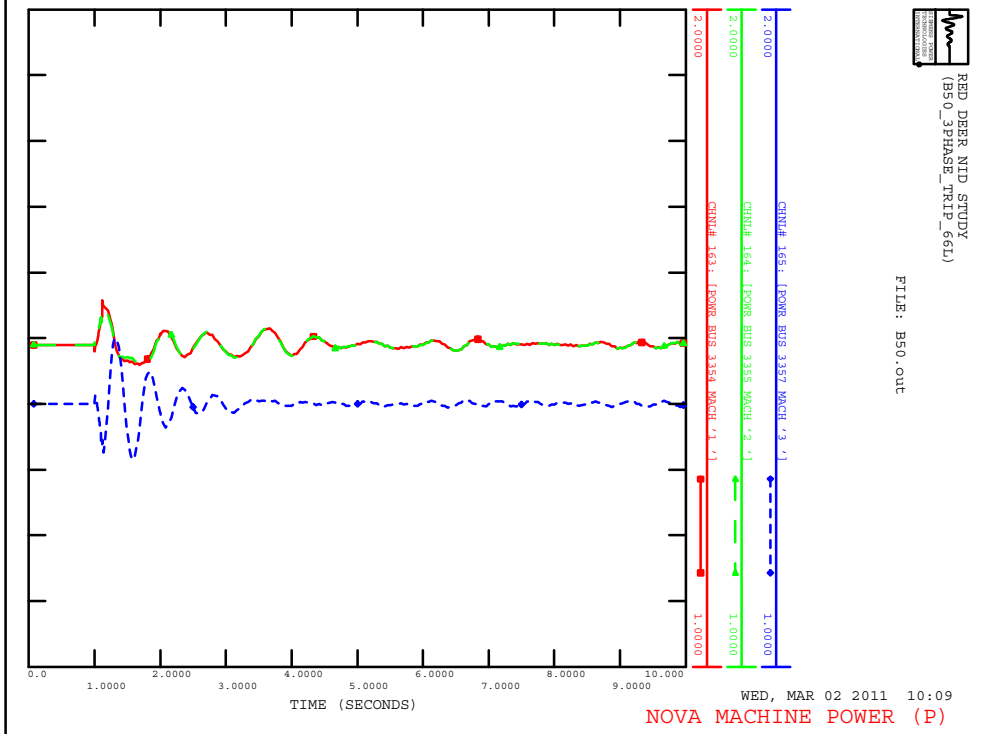

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

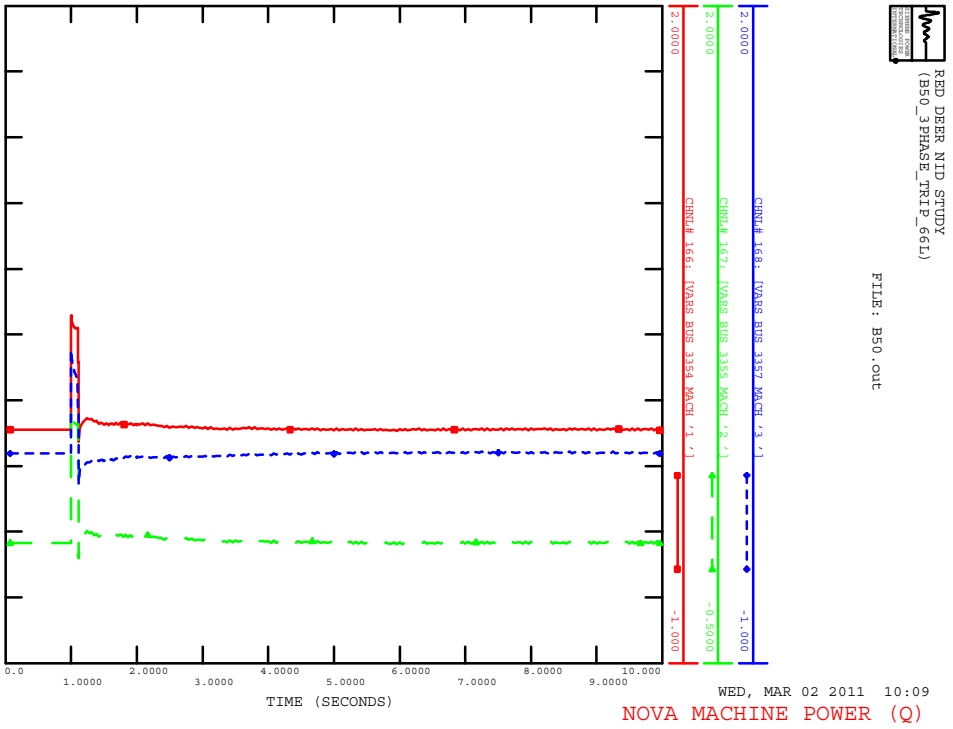

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

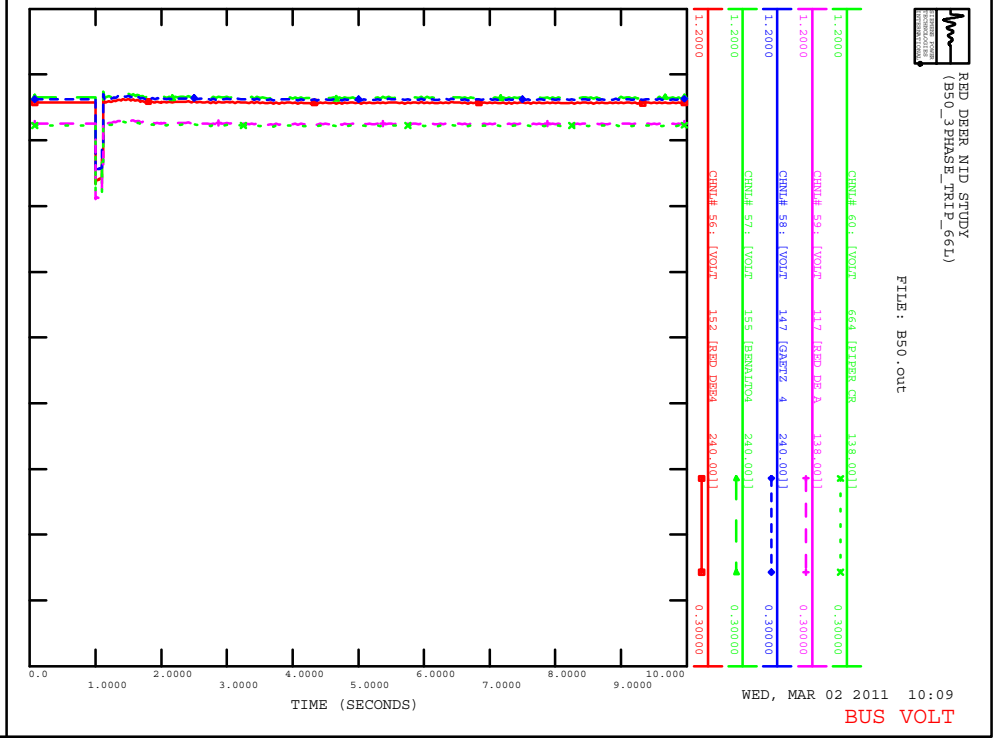

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

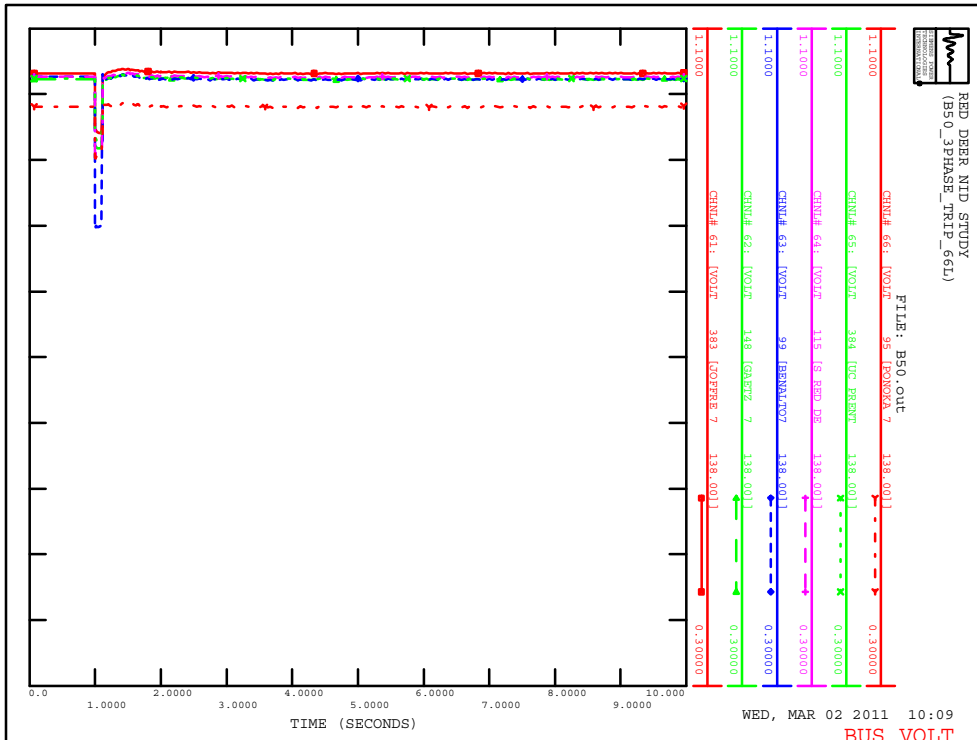

RED DEER NID STUDY
(B49_3PHASE_TRIP_66L)
FILE: B49.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

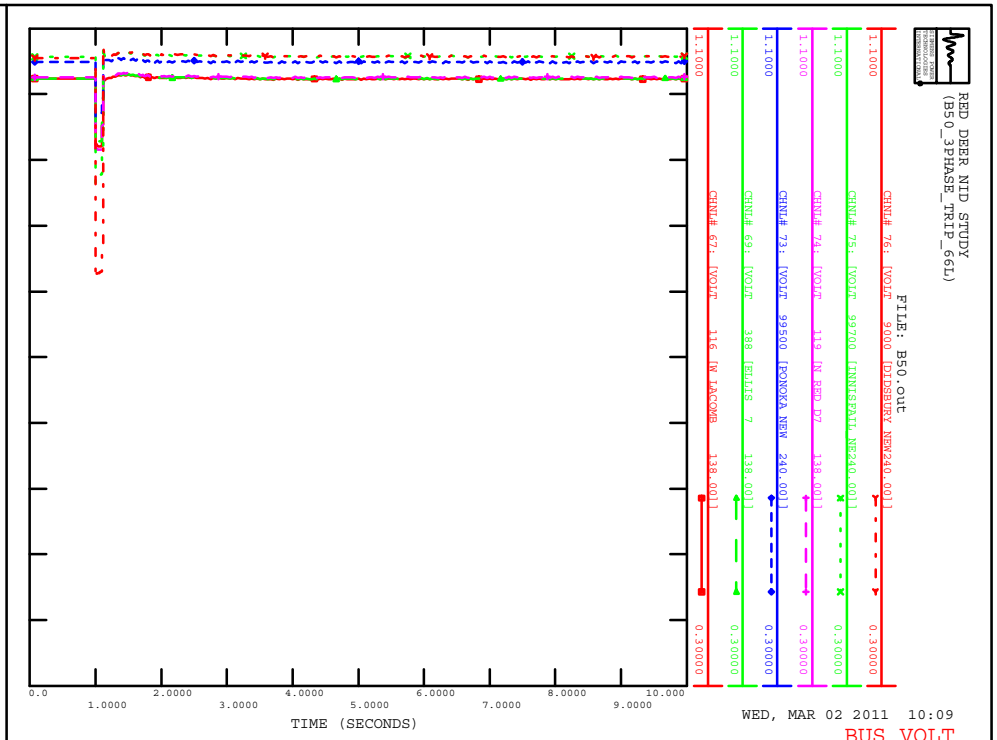

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

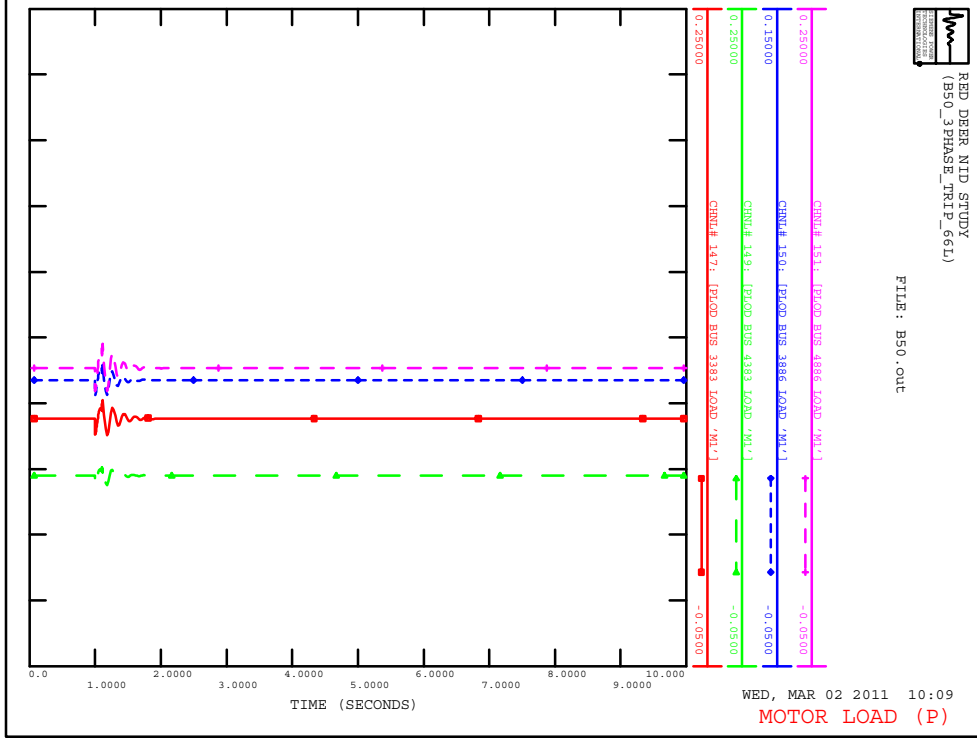

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

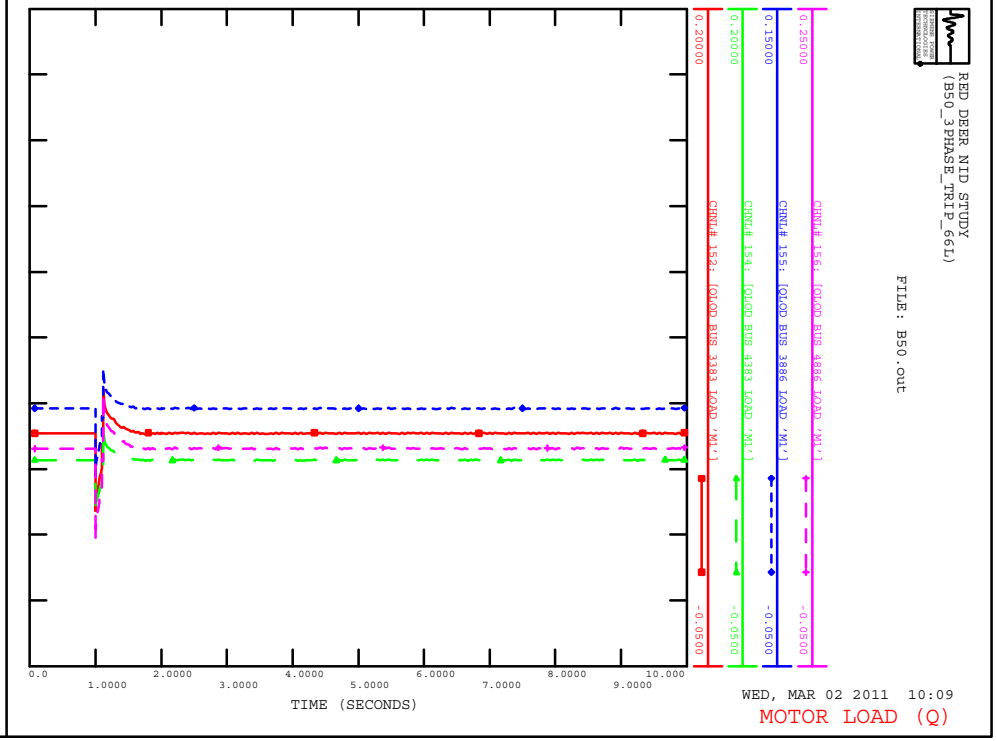

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

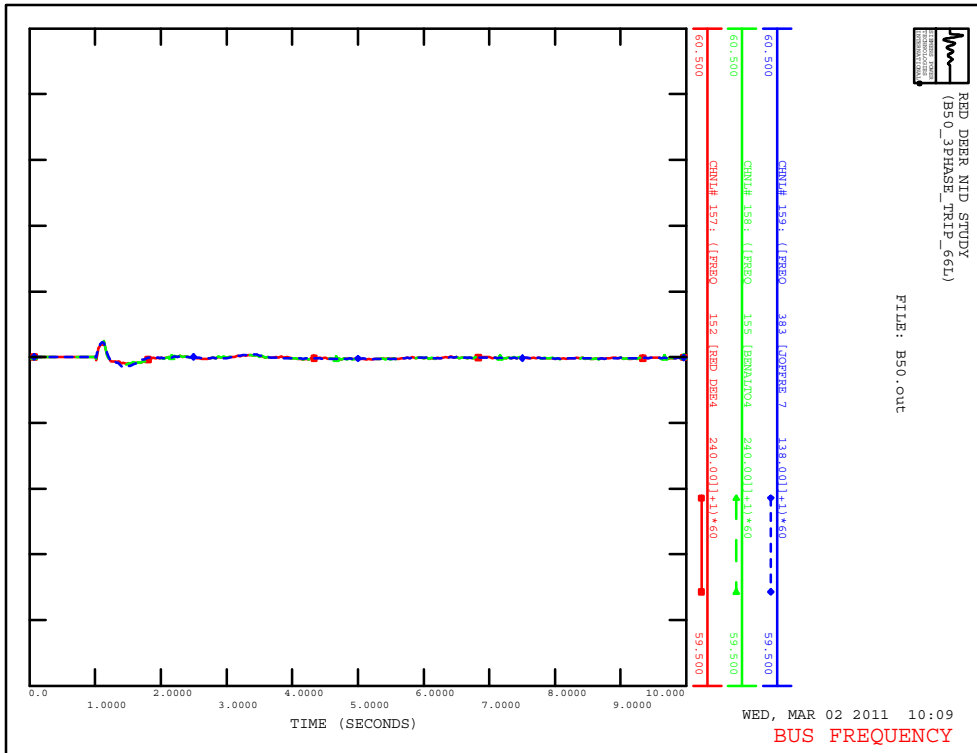

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

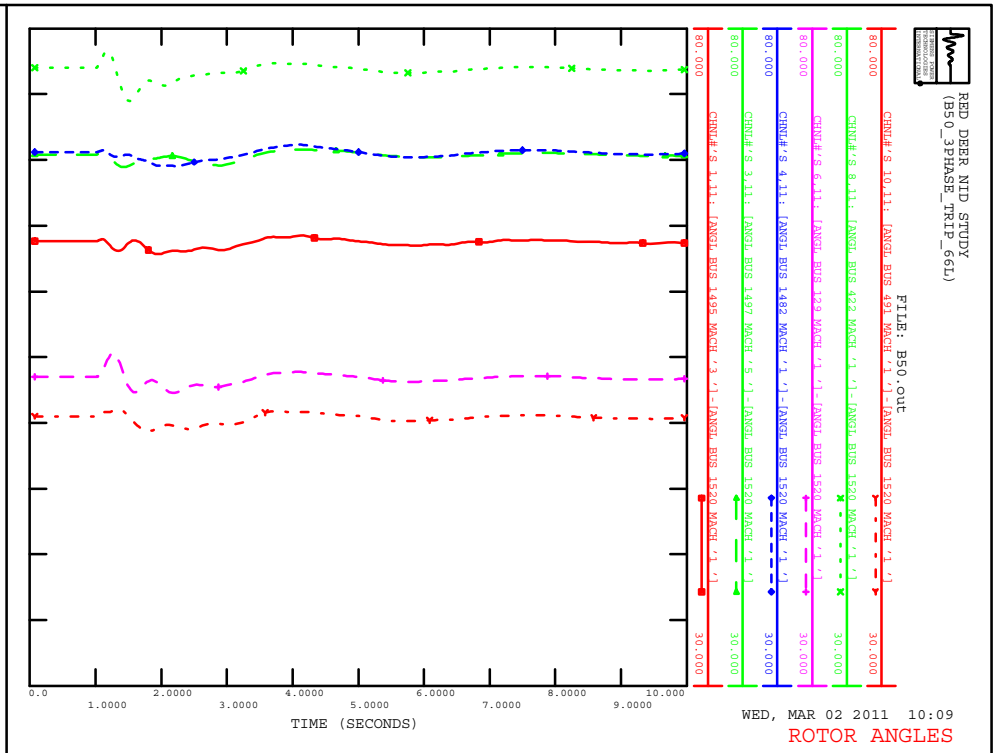

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

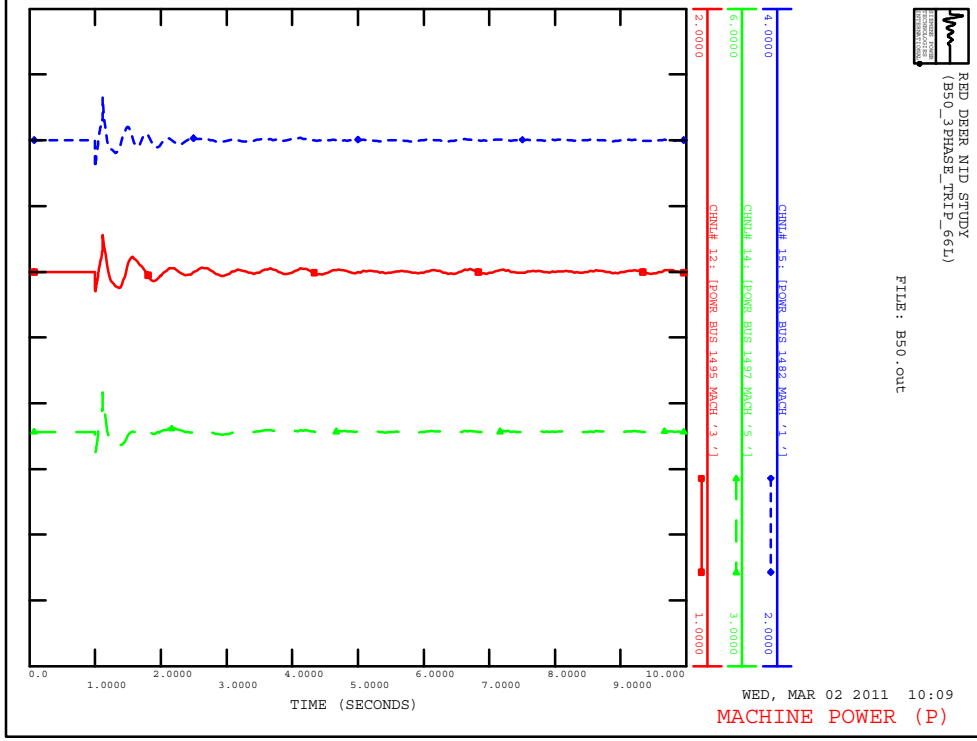

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

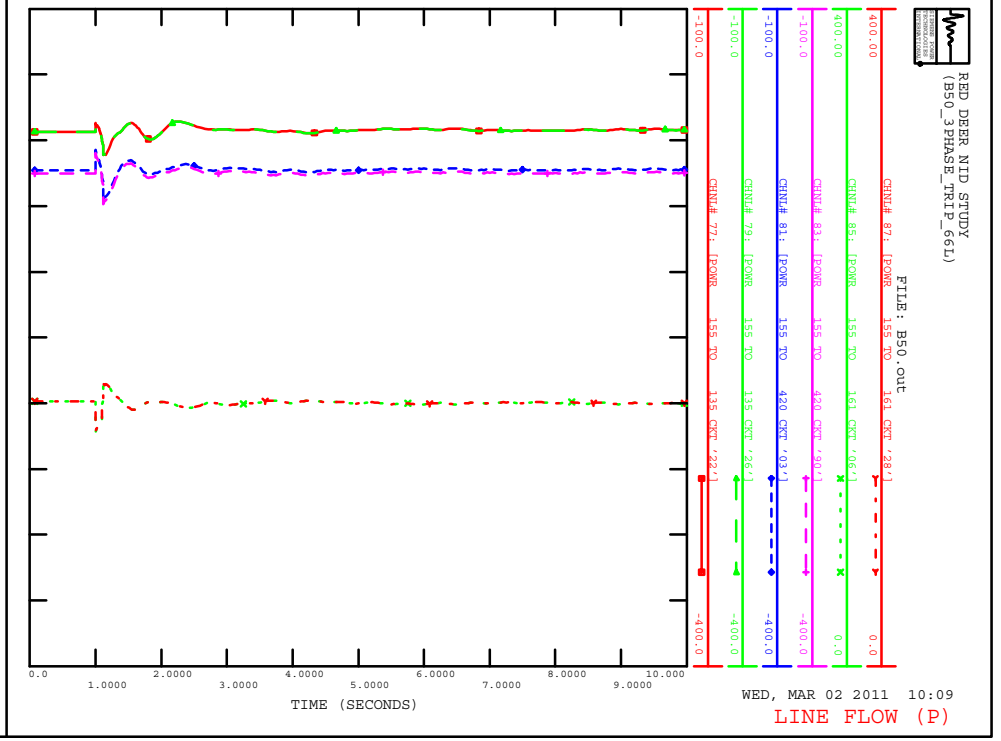

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

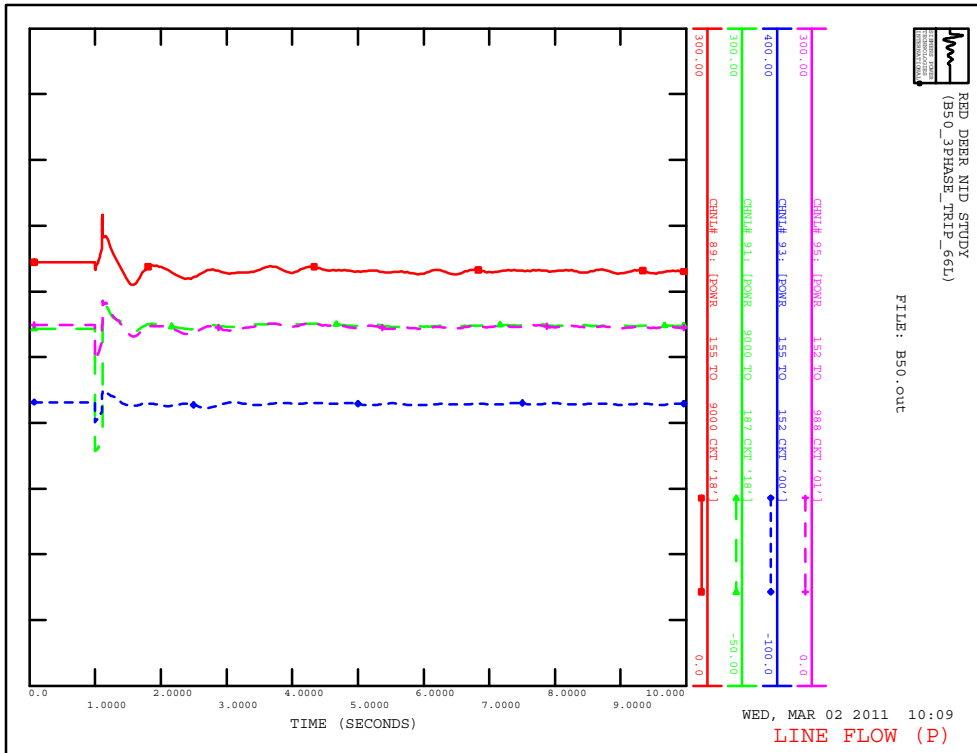

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

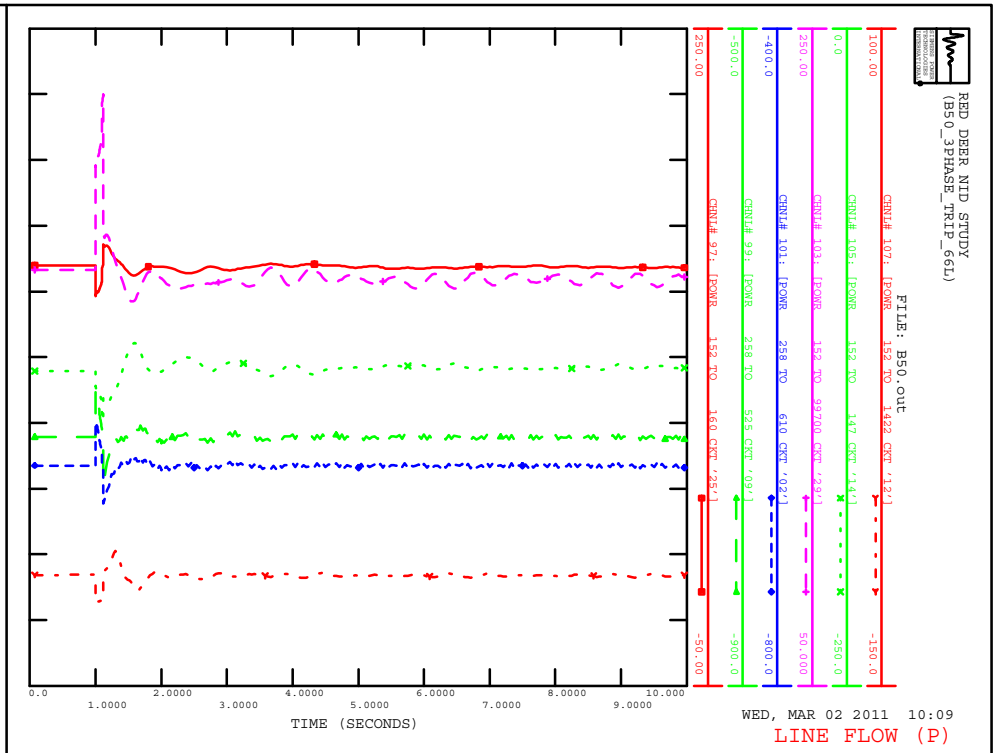

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS FREQUENCY

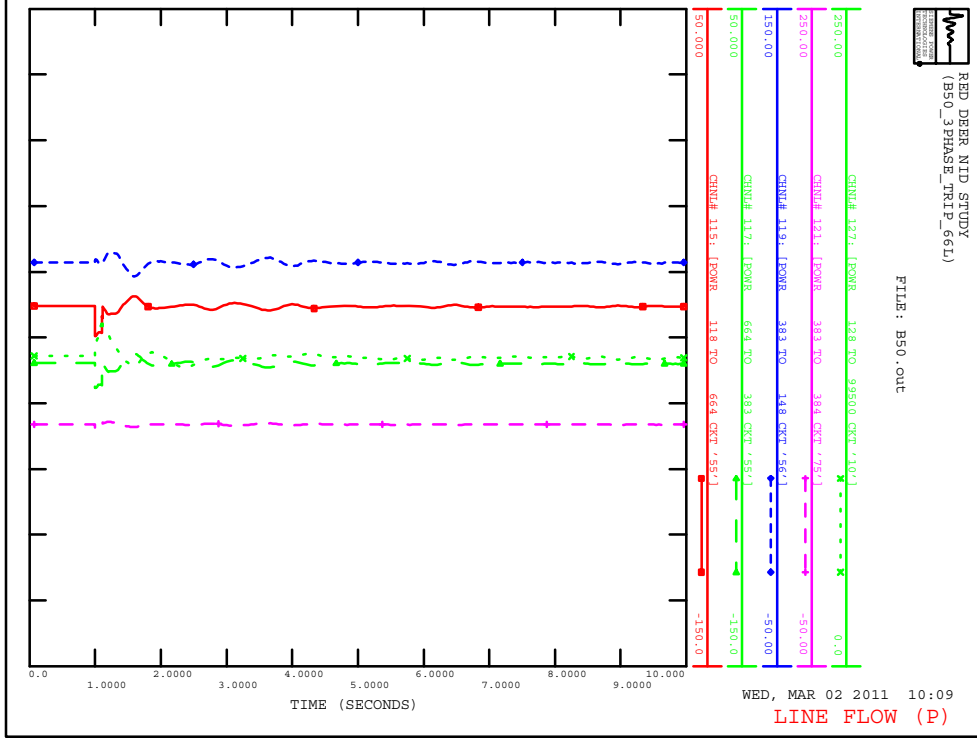

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
ROTOR ANGLES

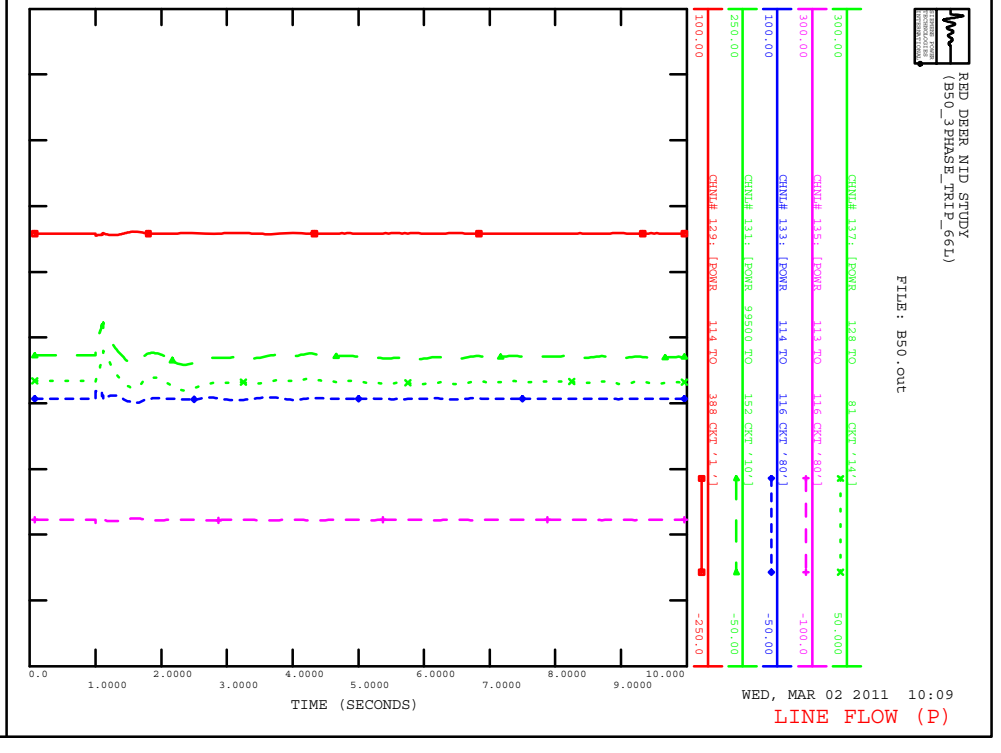

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
MACHINE POWER (P)

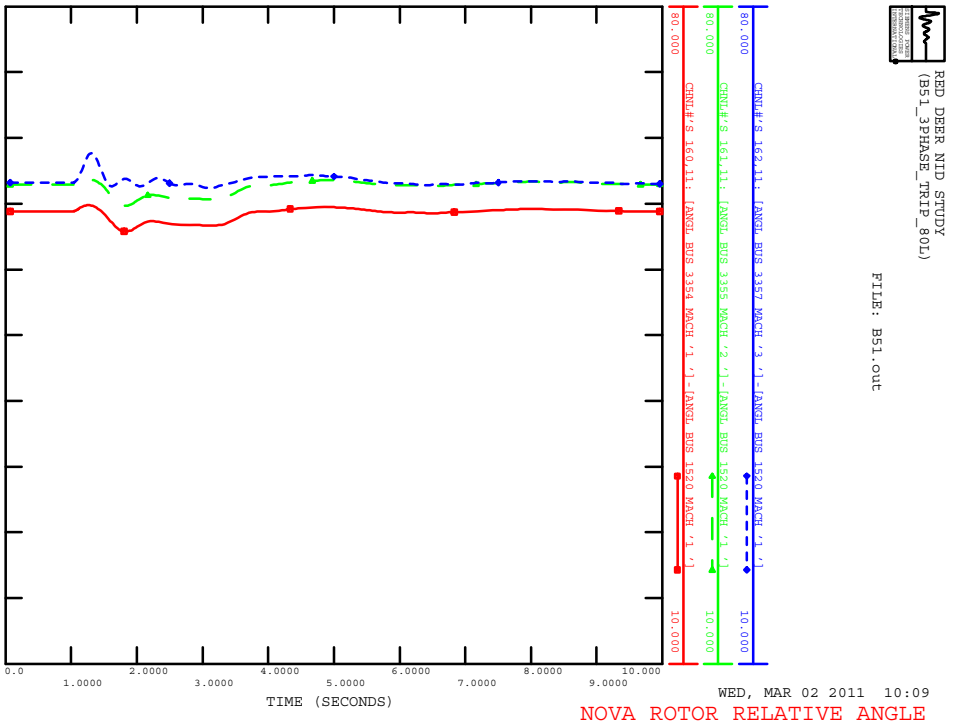

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
LINE FLOW (P)

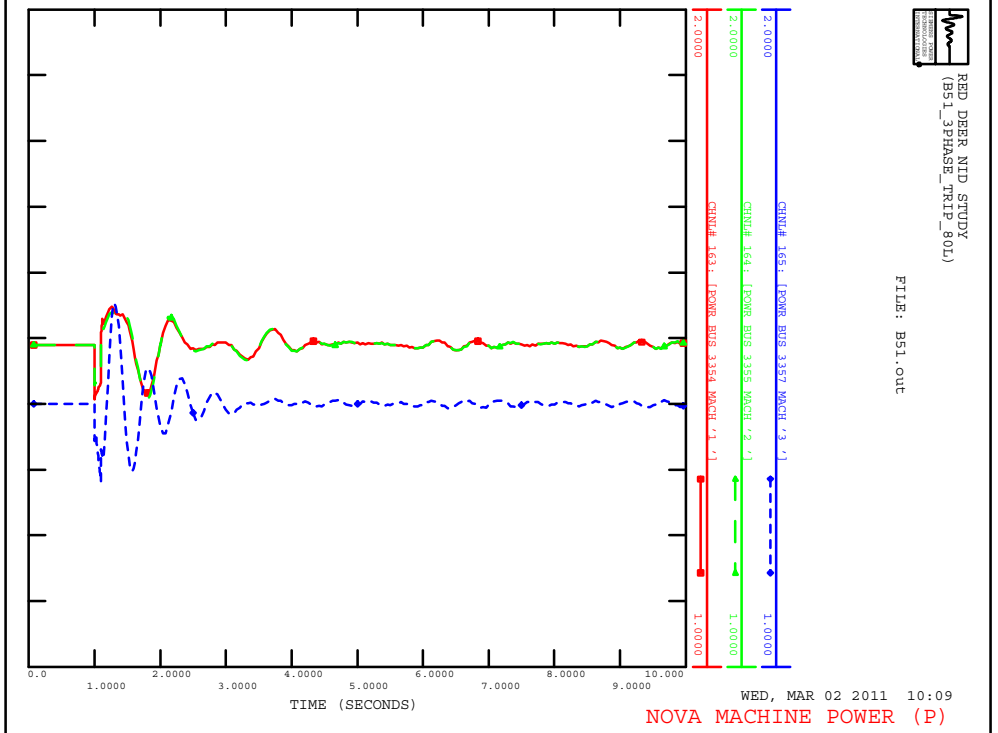

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

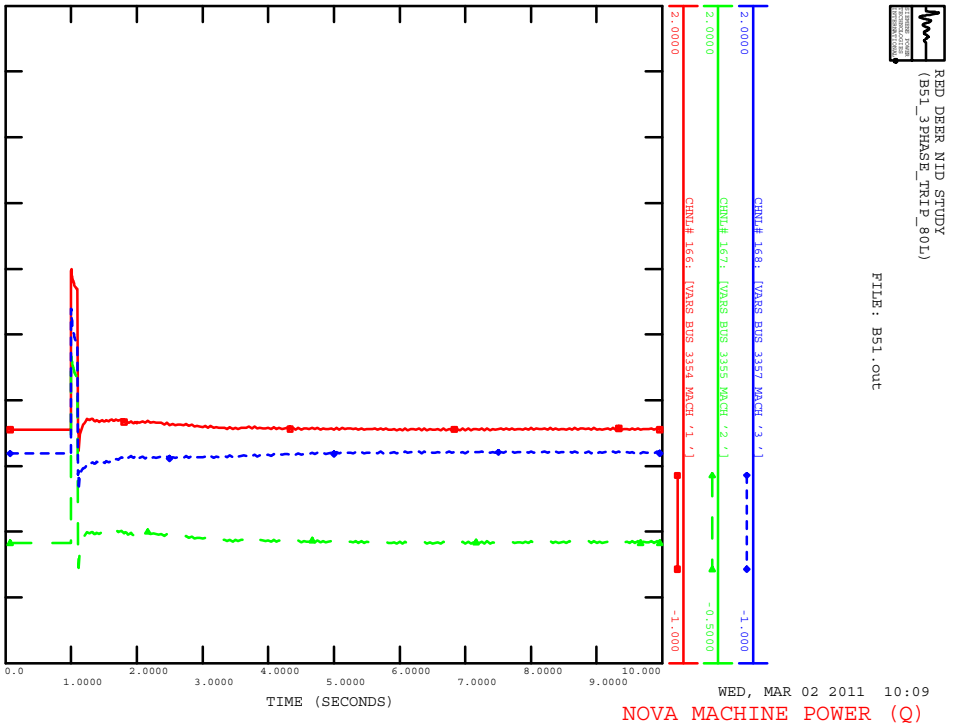

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

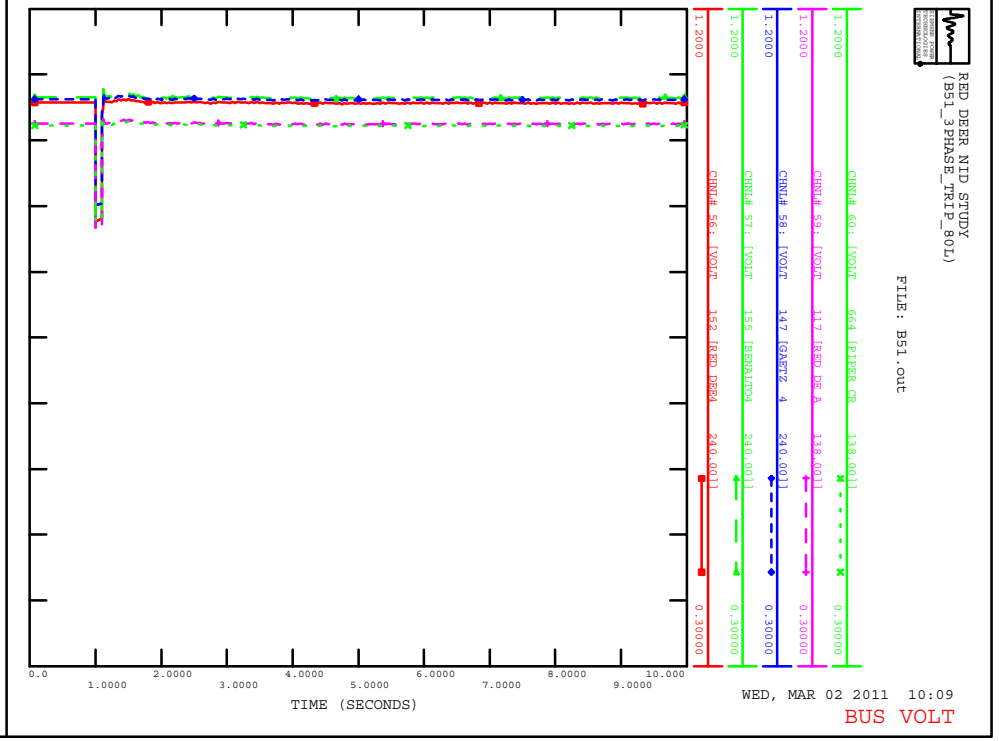

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

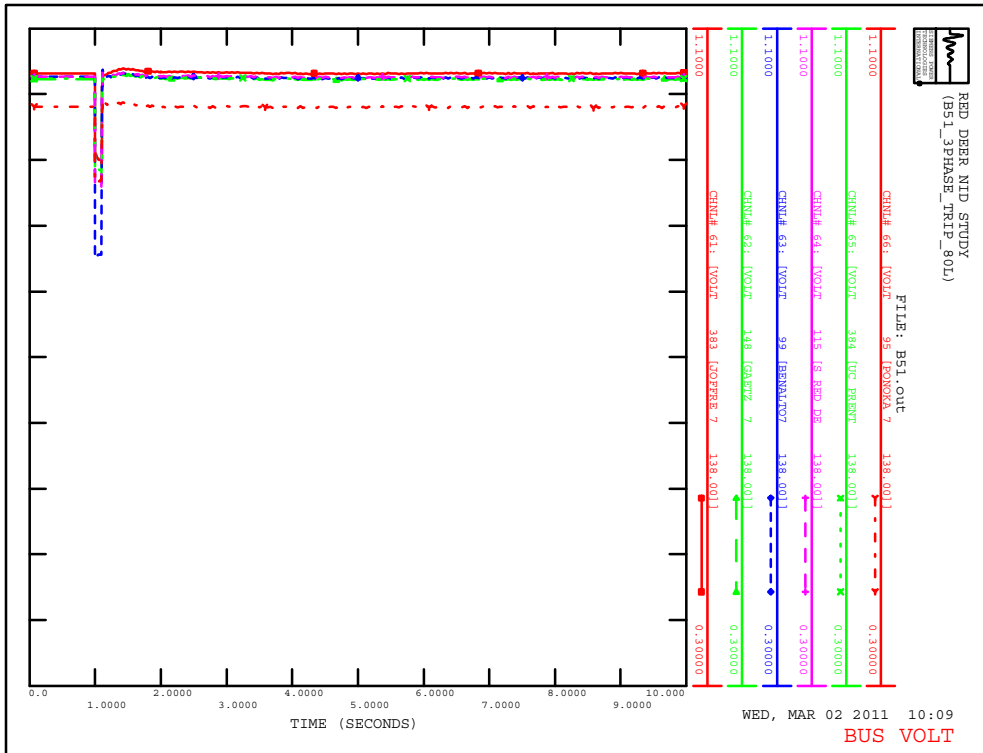

RED DEER NID STUDY
(B50_3PHASE_TRIP_66L)
FILE: B50.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

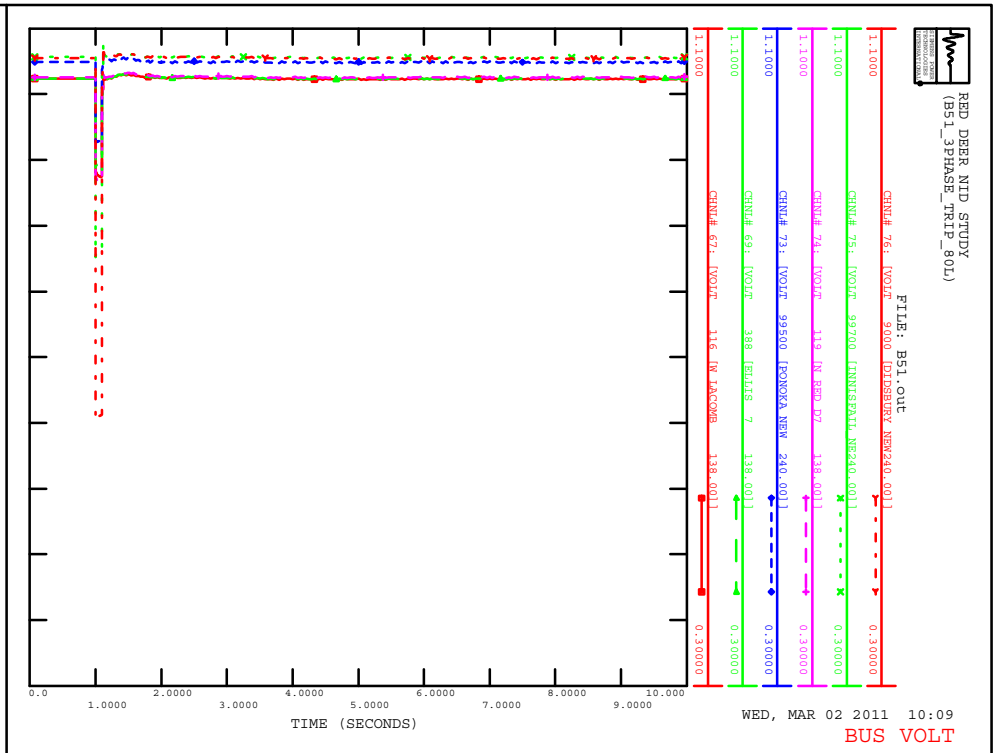

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

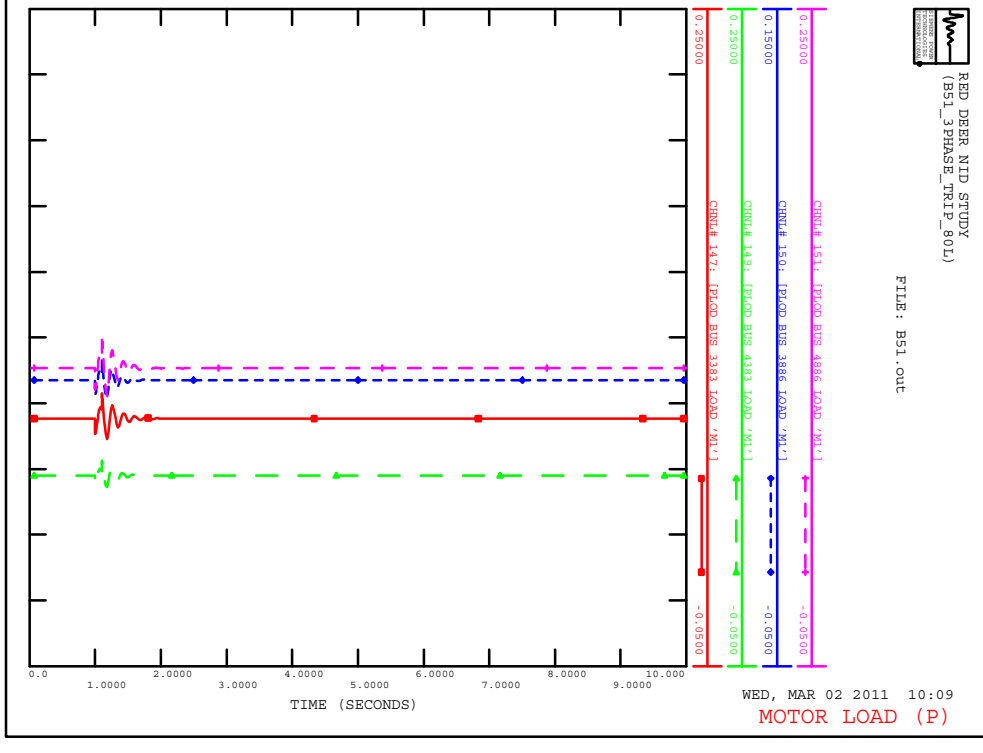

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

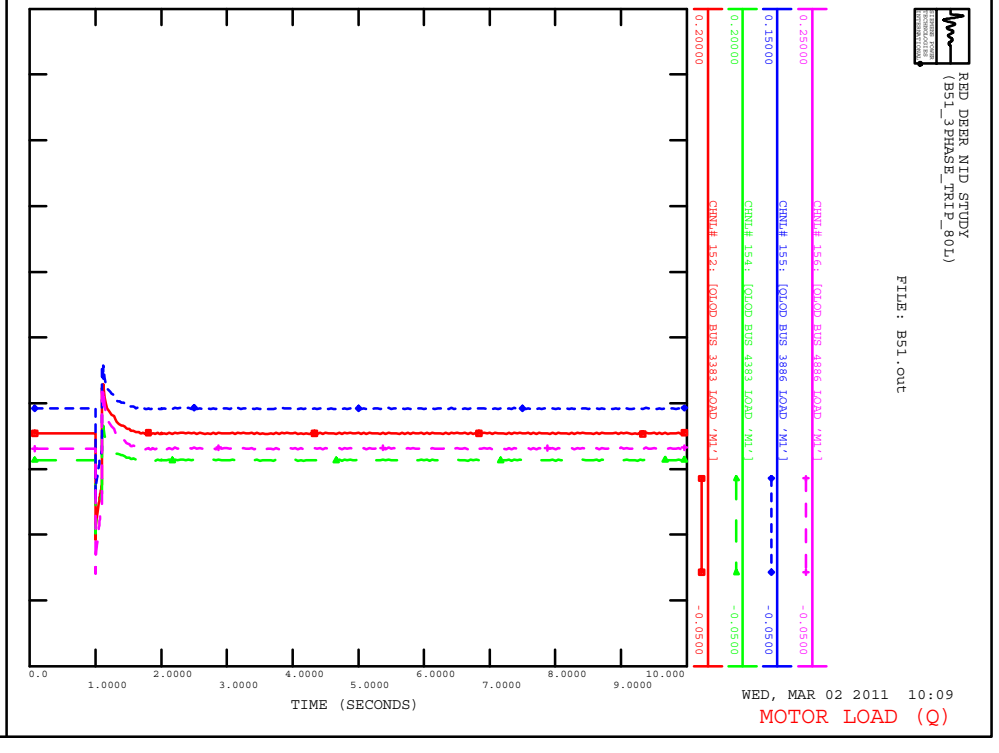

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

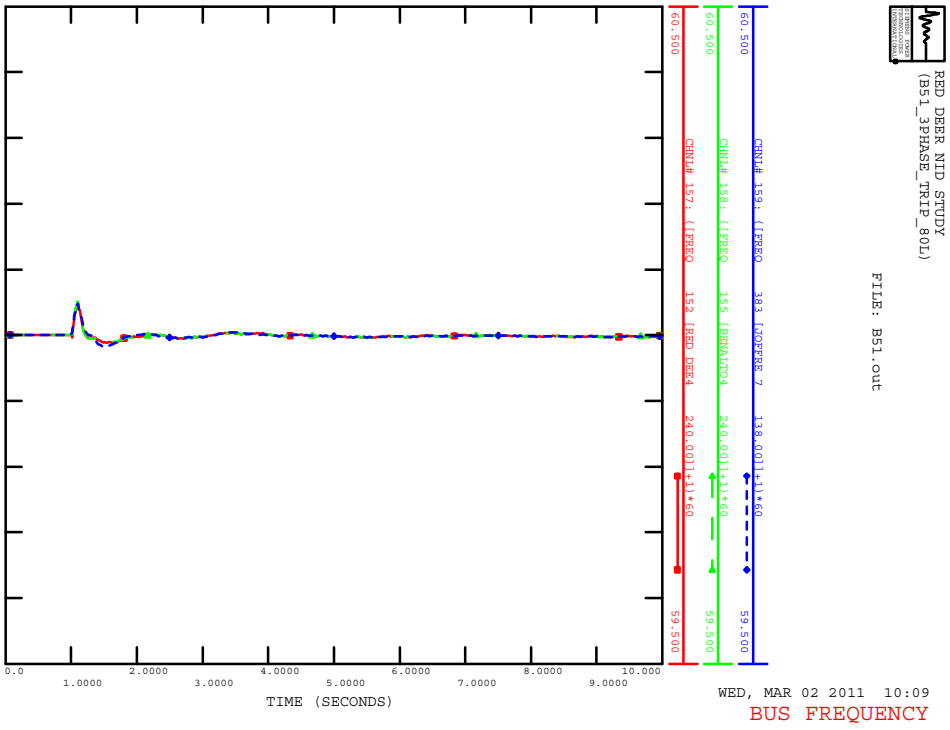

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

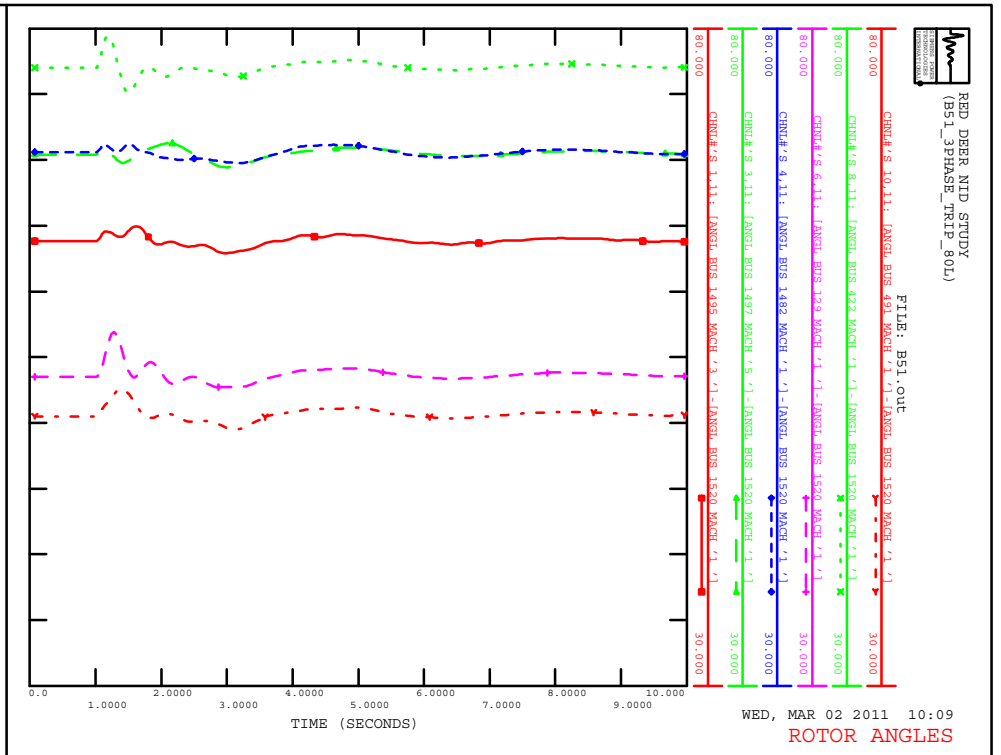

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

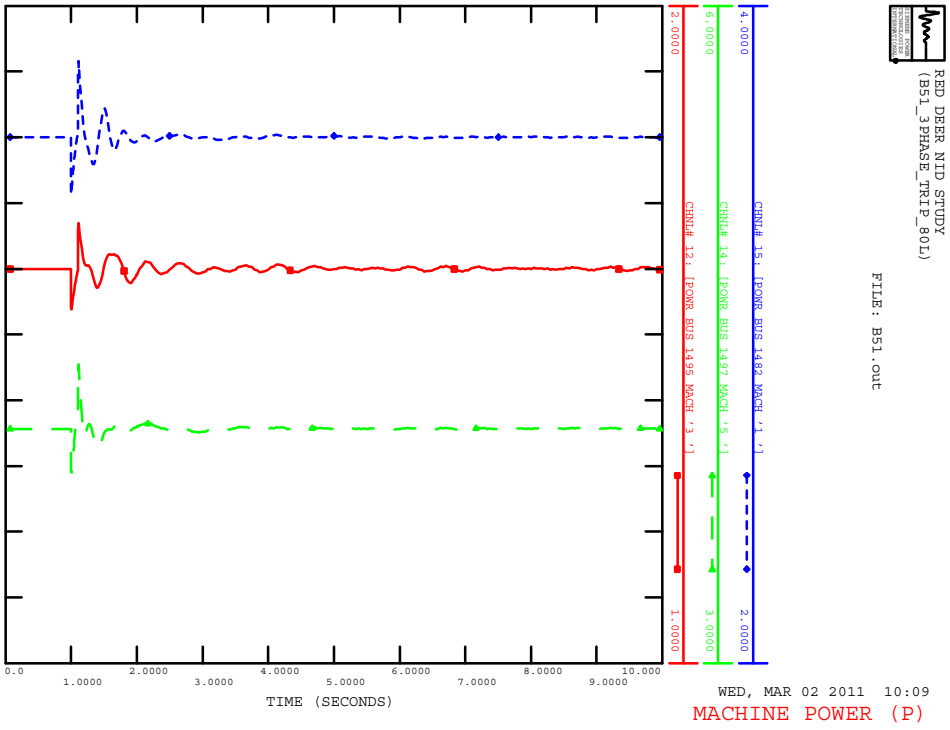

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

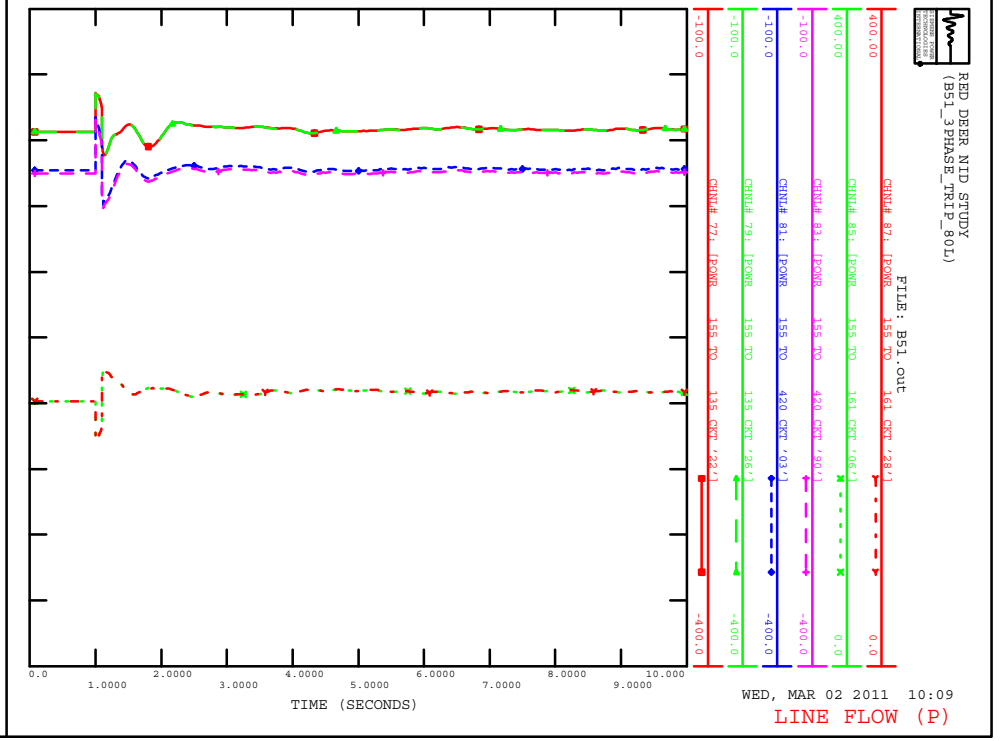

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

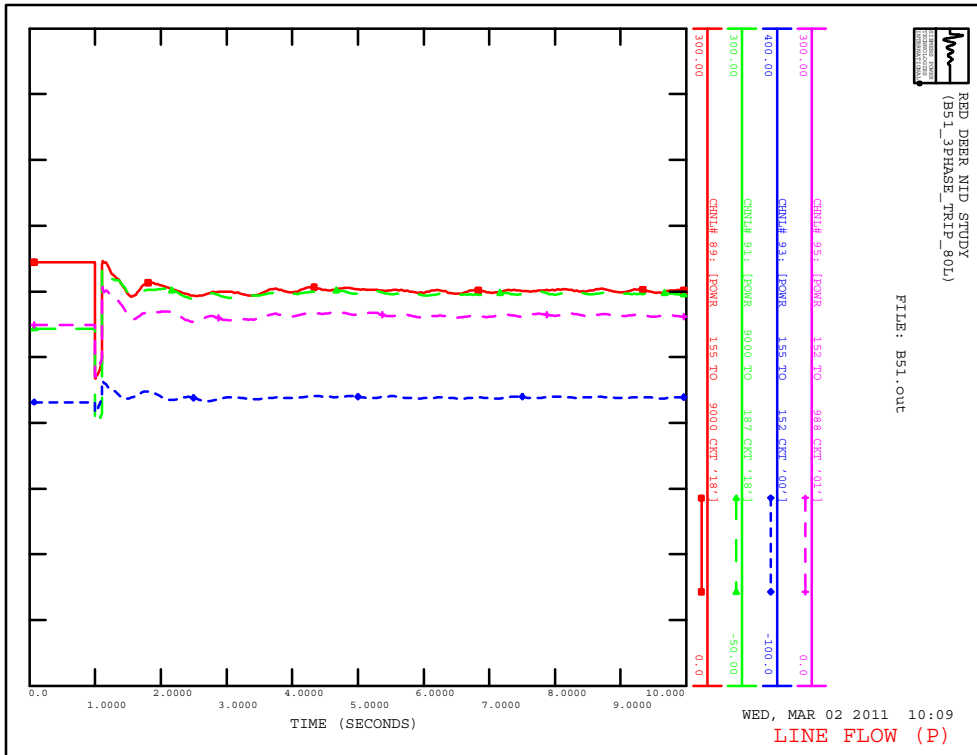

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

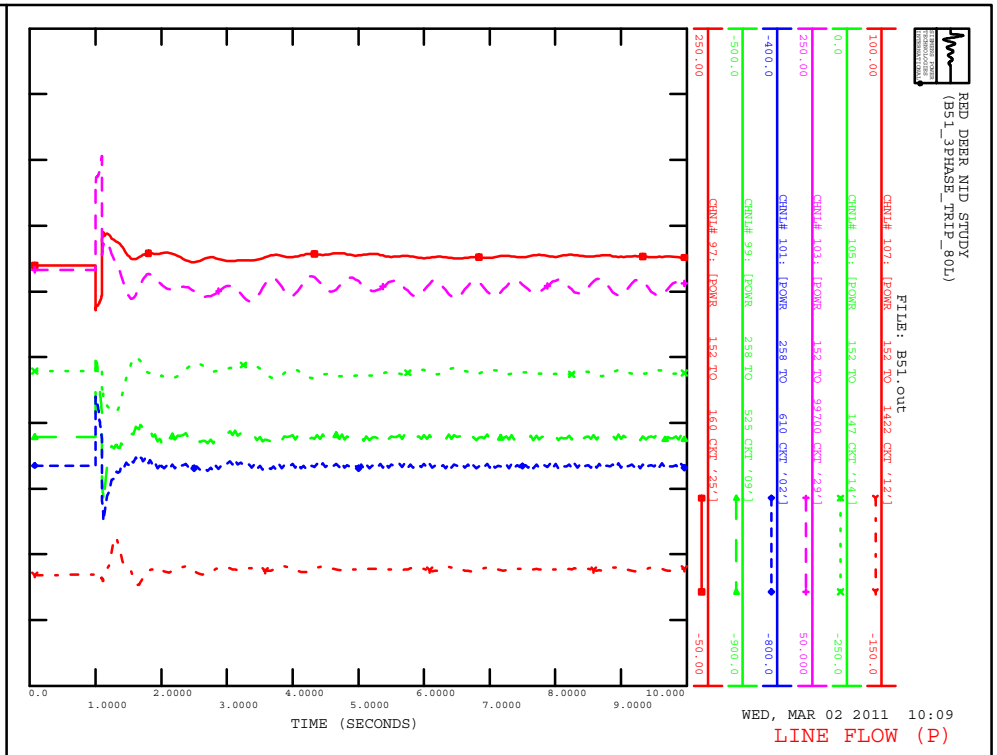

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

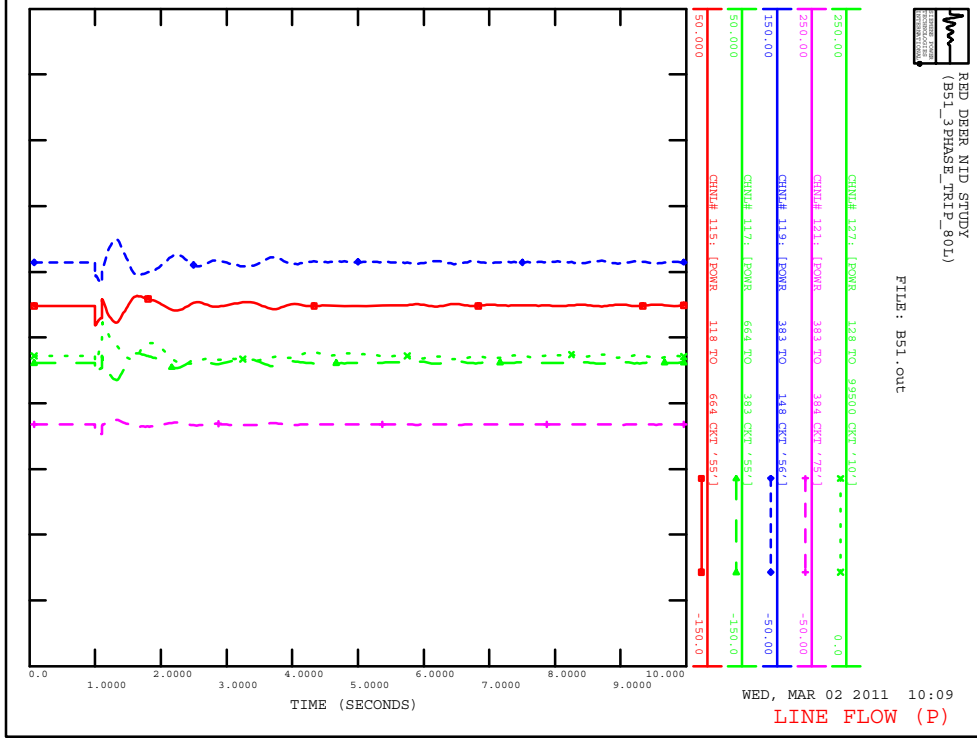

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

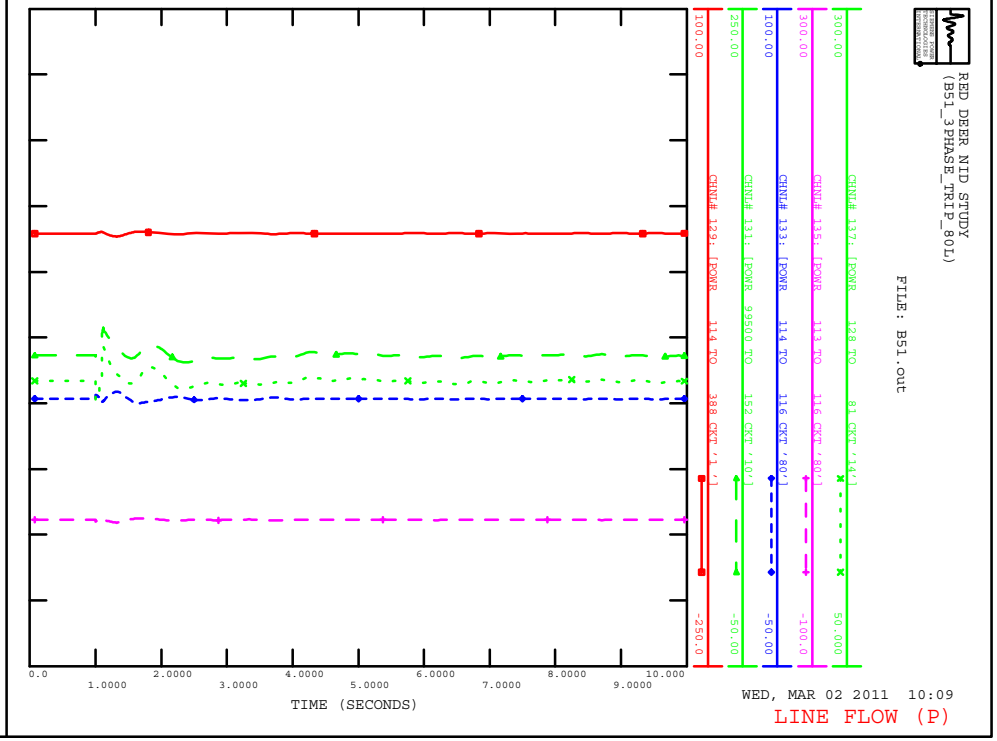

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

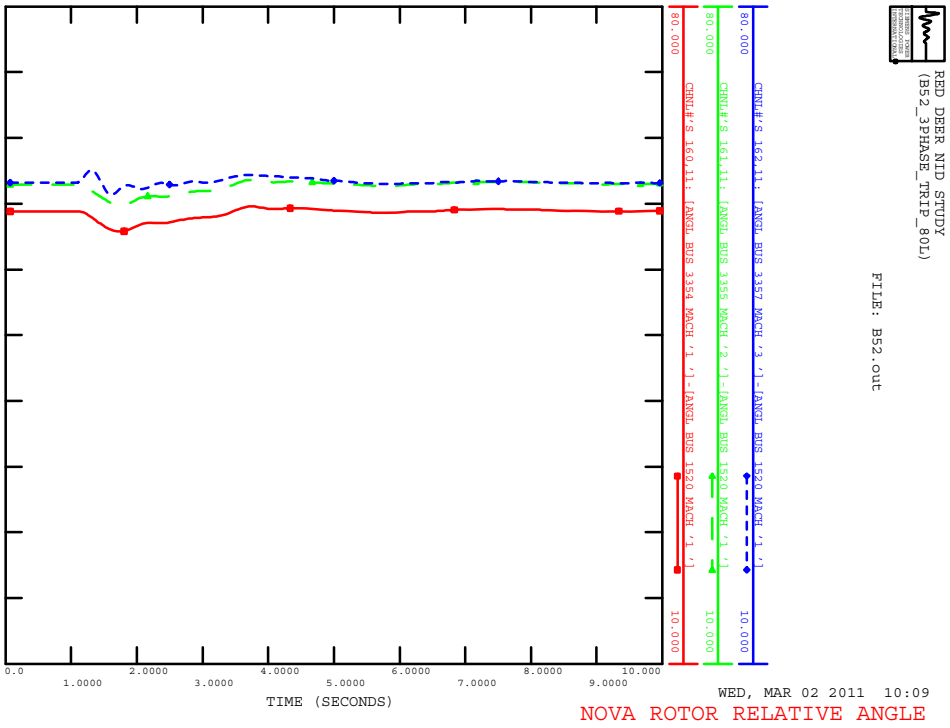

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

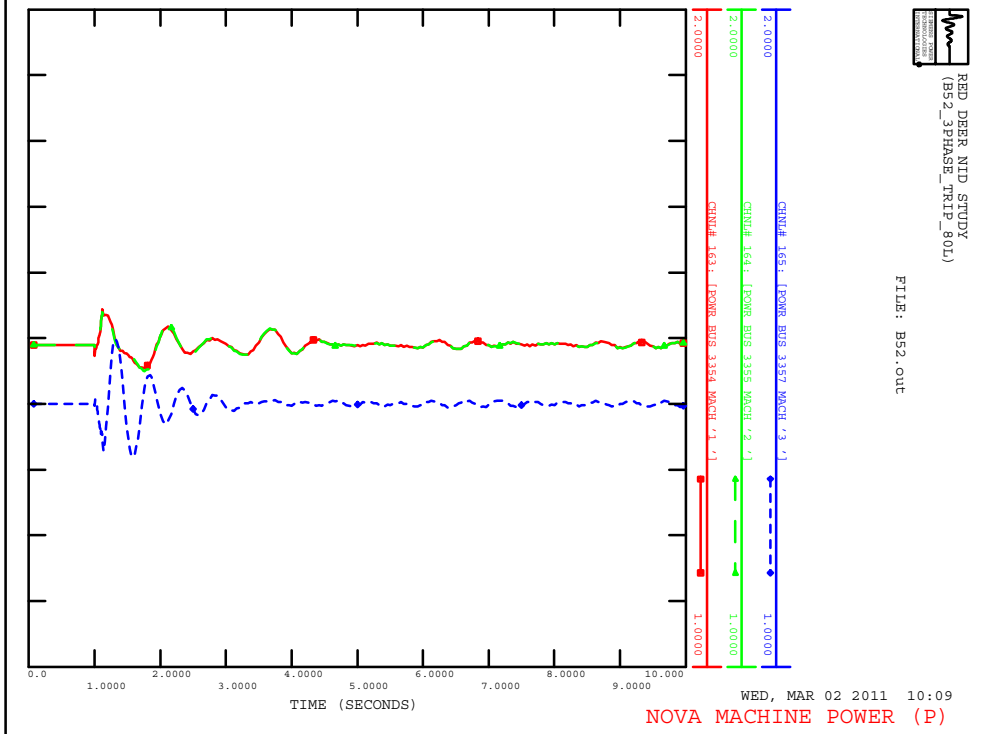

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

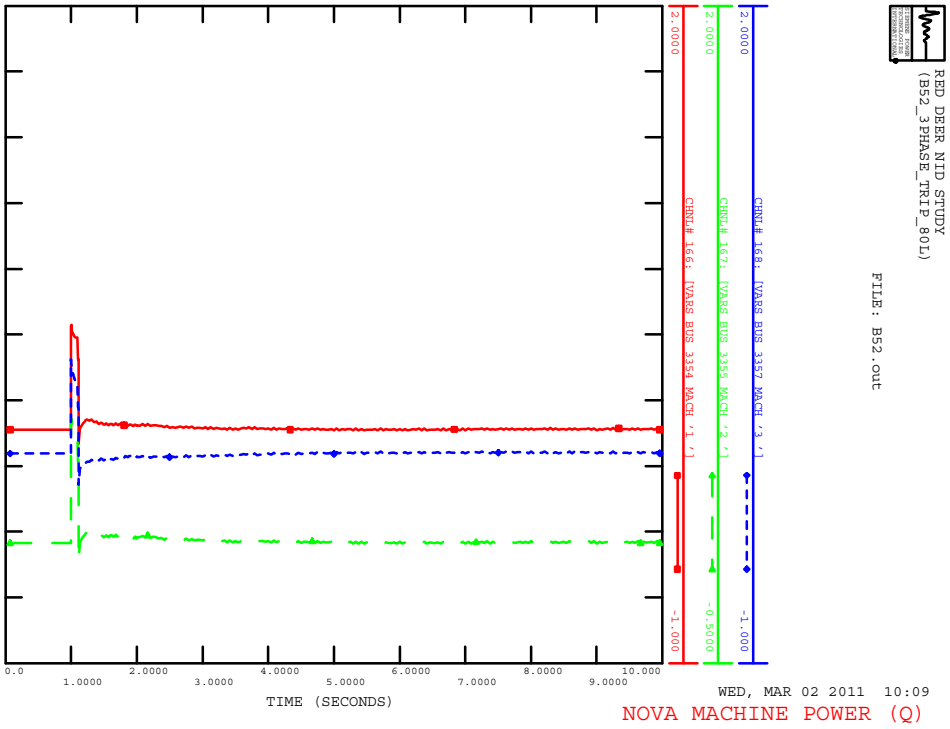

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

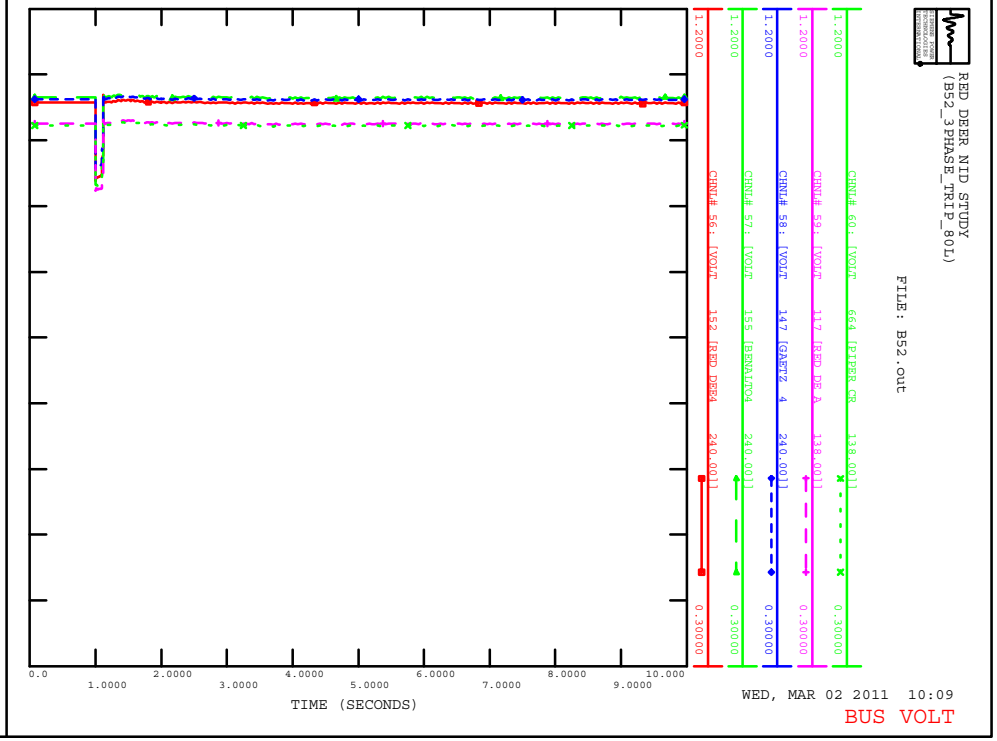

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

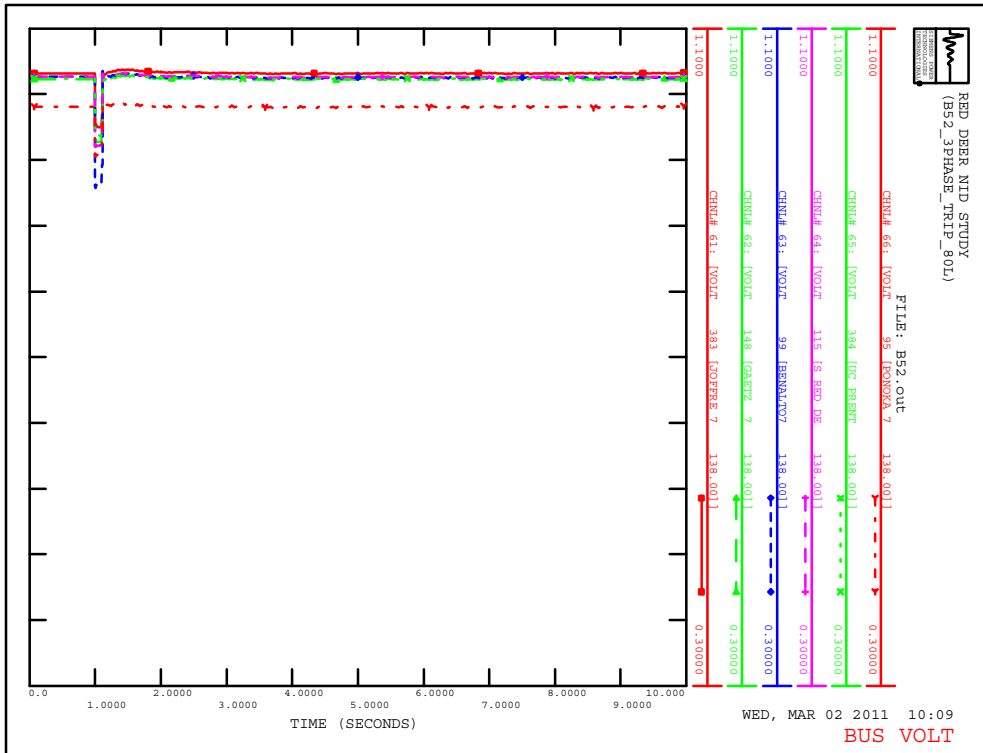

RED DEER NID STUDY
(B51_3PHASE_TRIP_80L)
FILE: B51.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

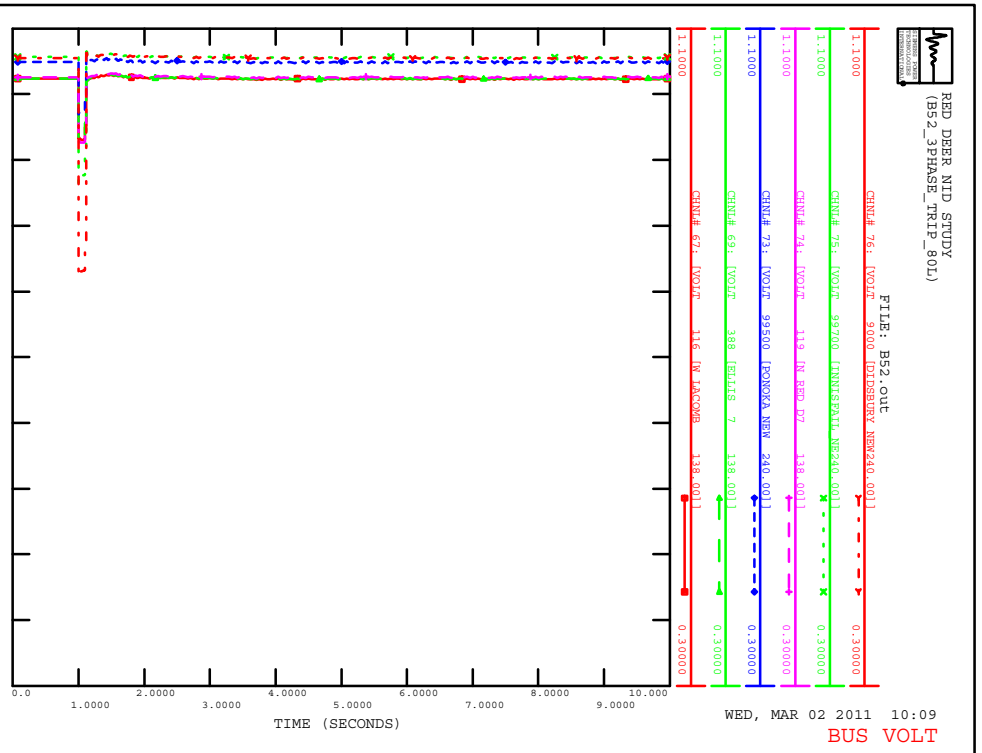

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

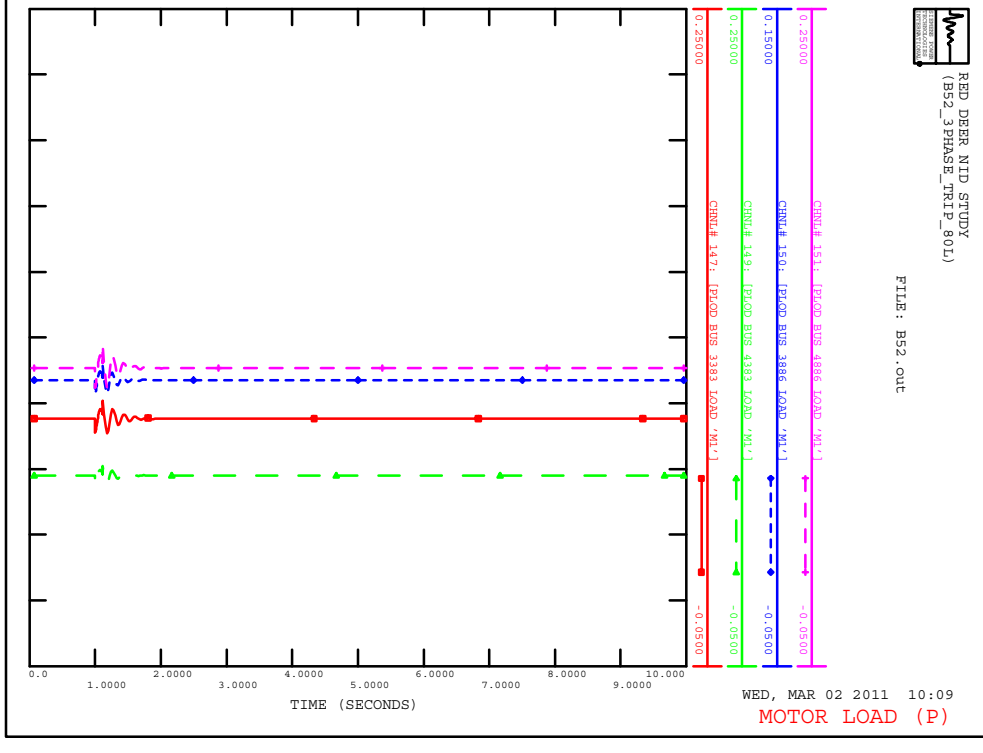

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

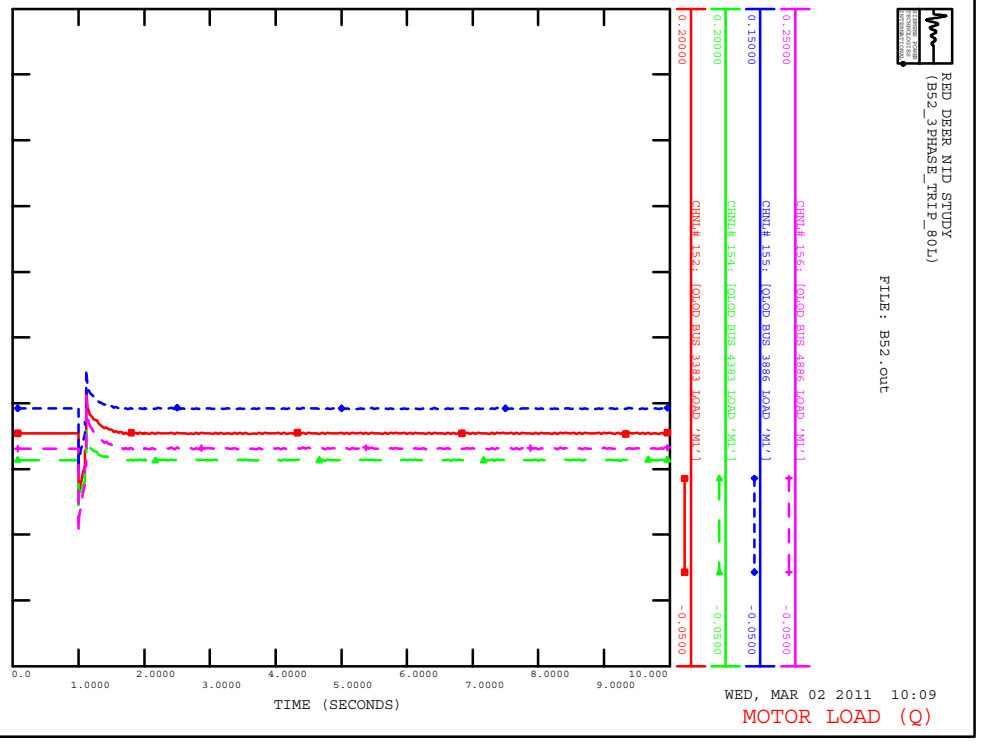

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

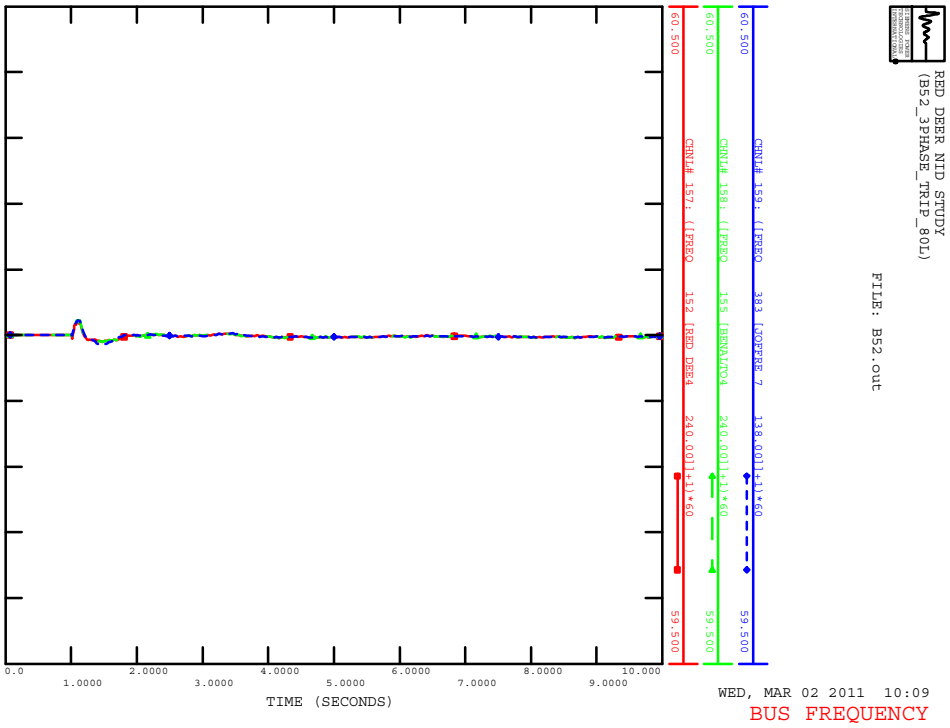

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

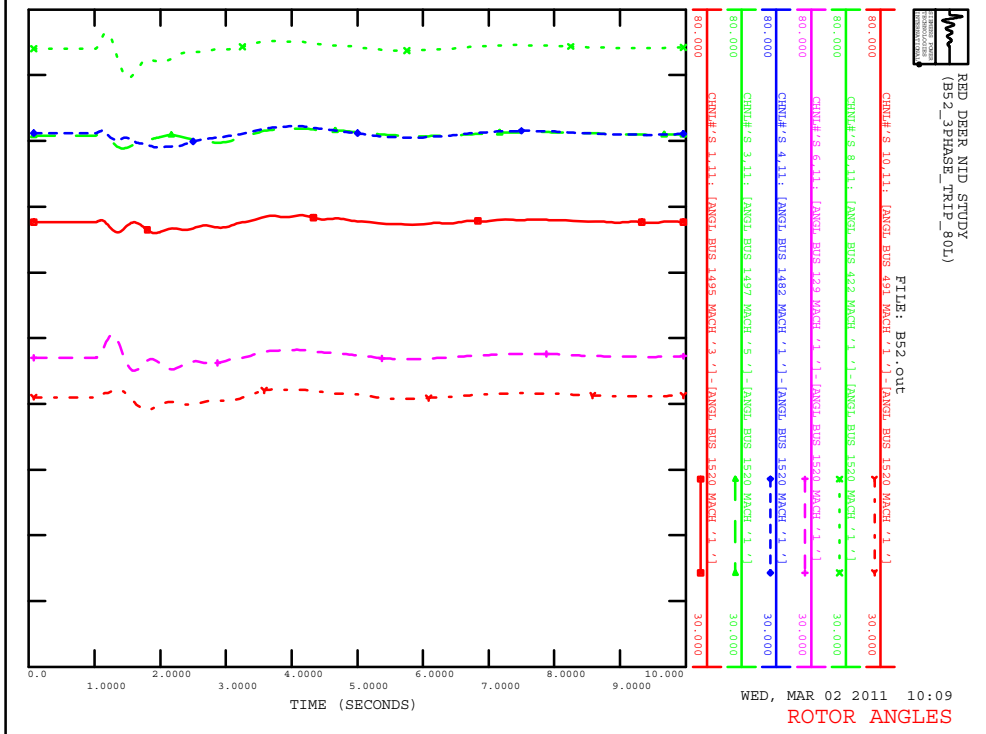

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY#2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

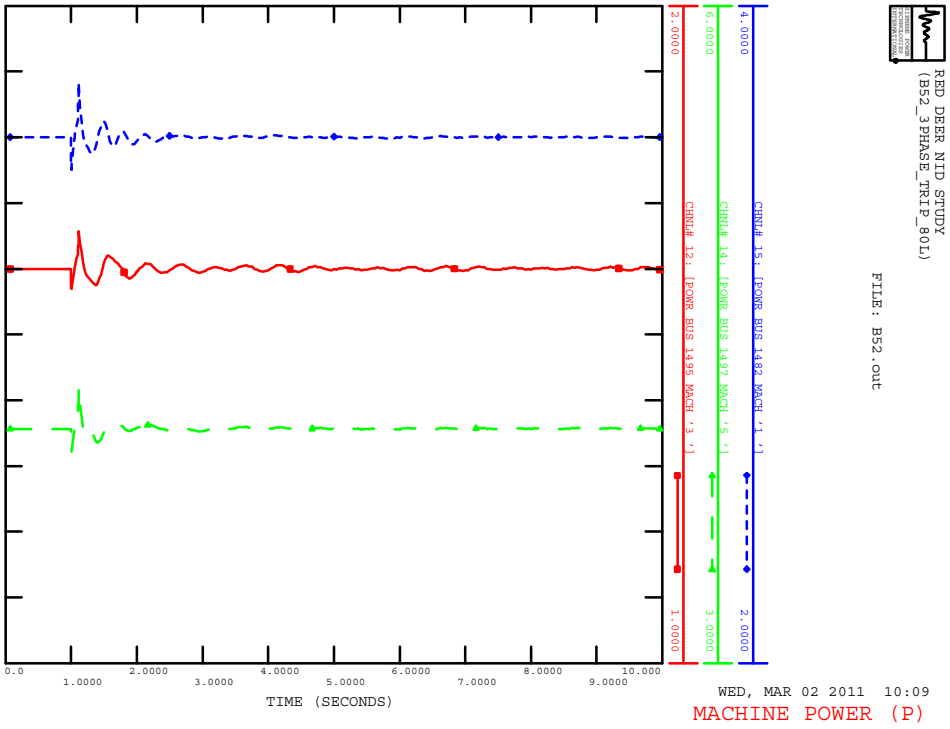

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

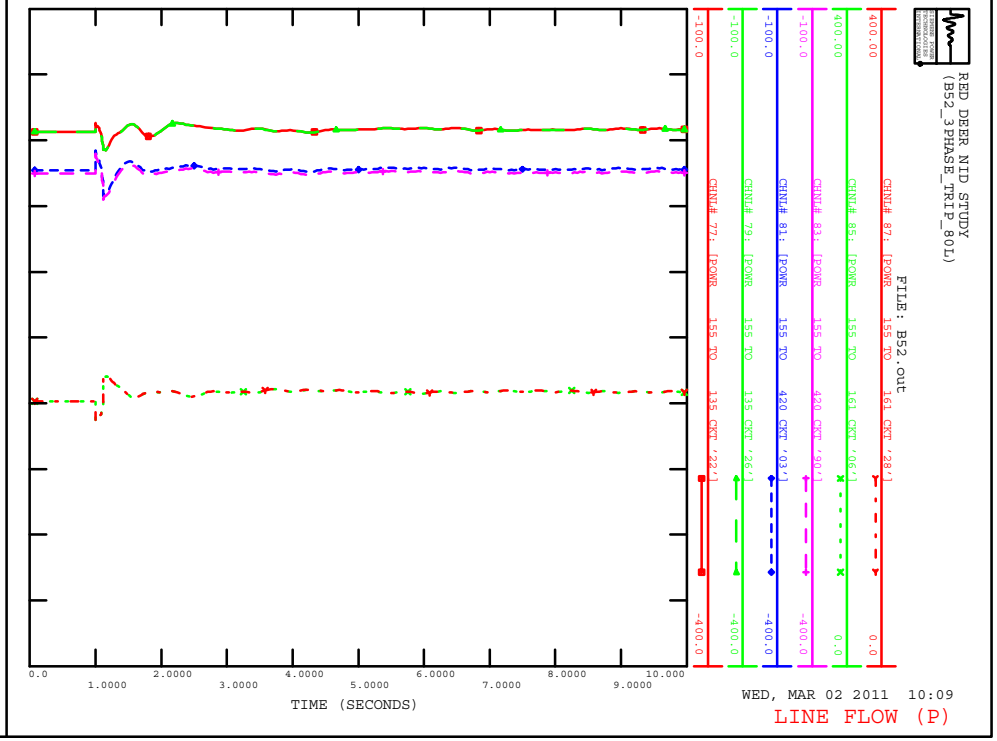

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

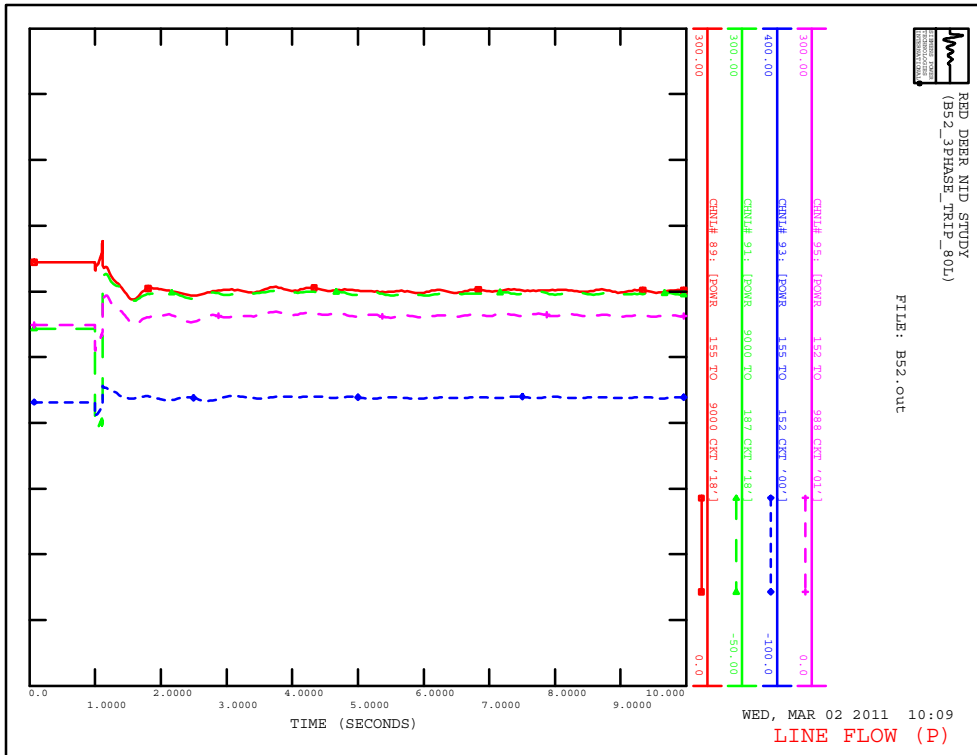

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

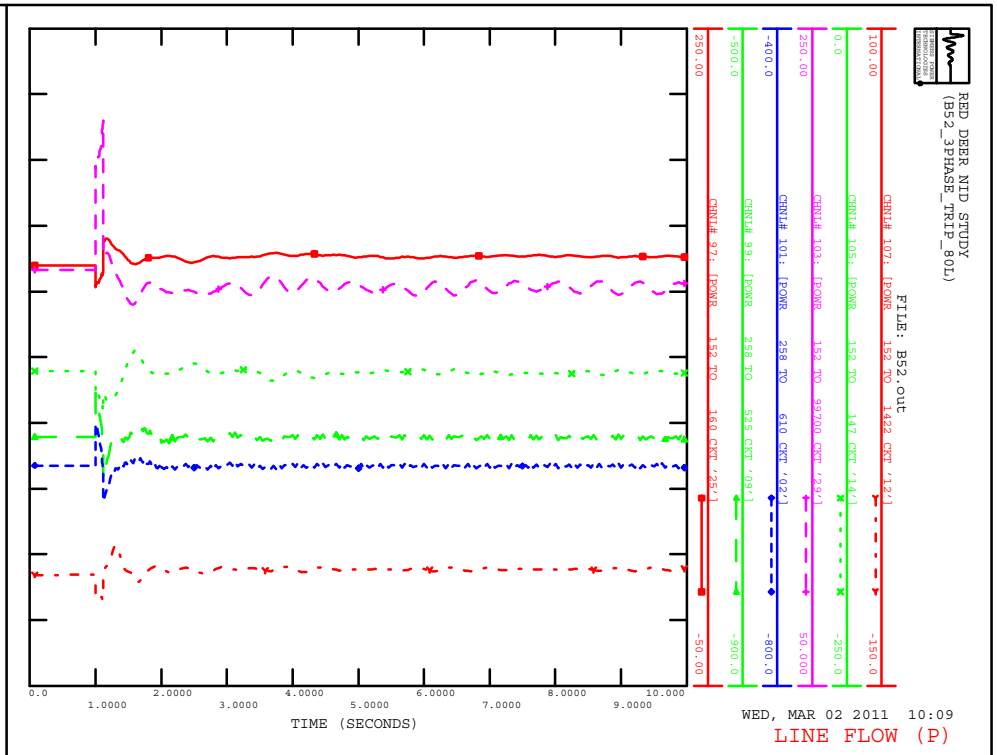

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

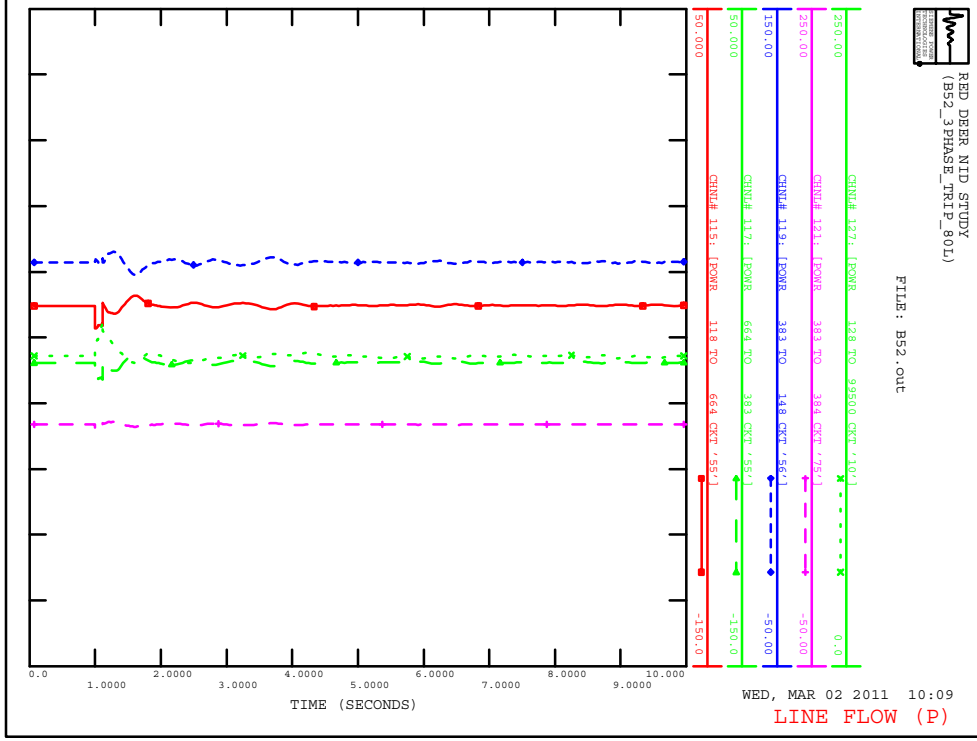

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

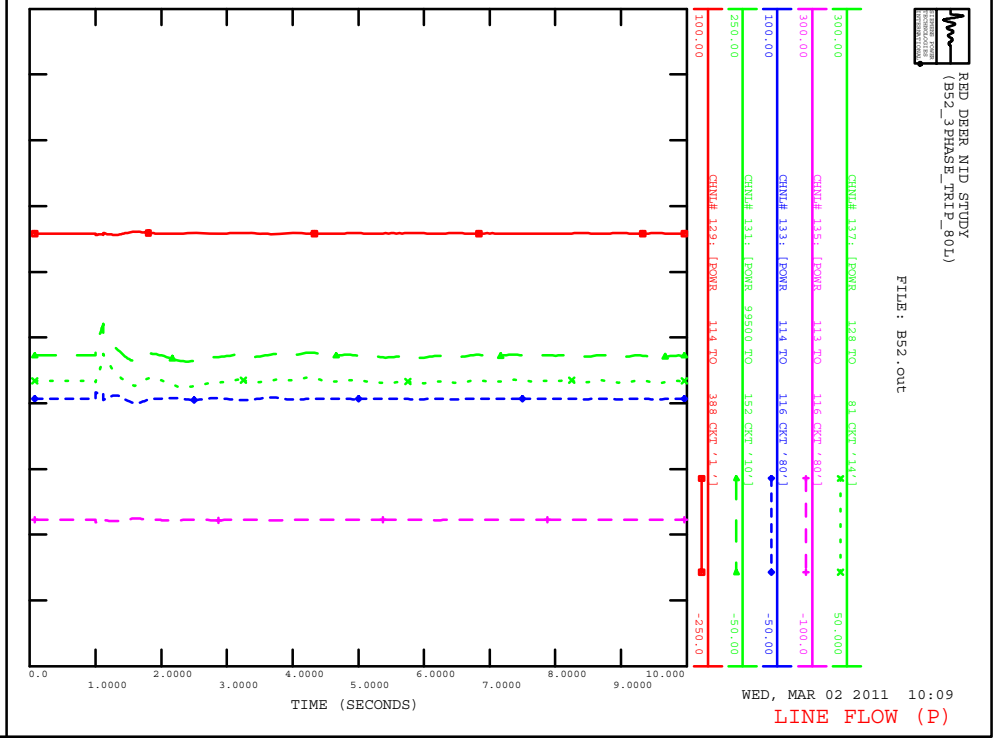

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

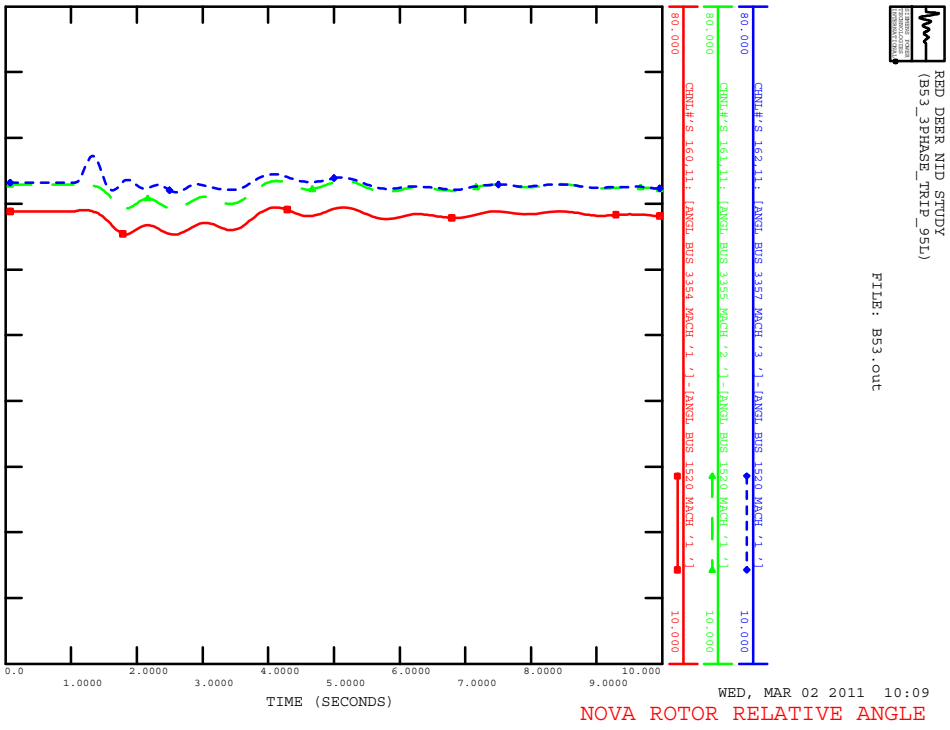

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

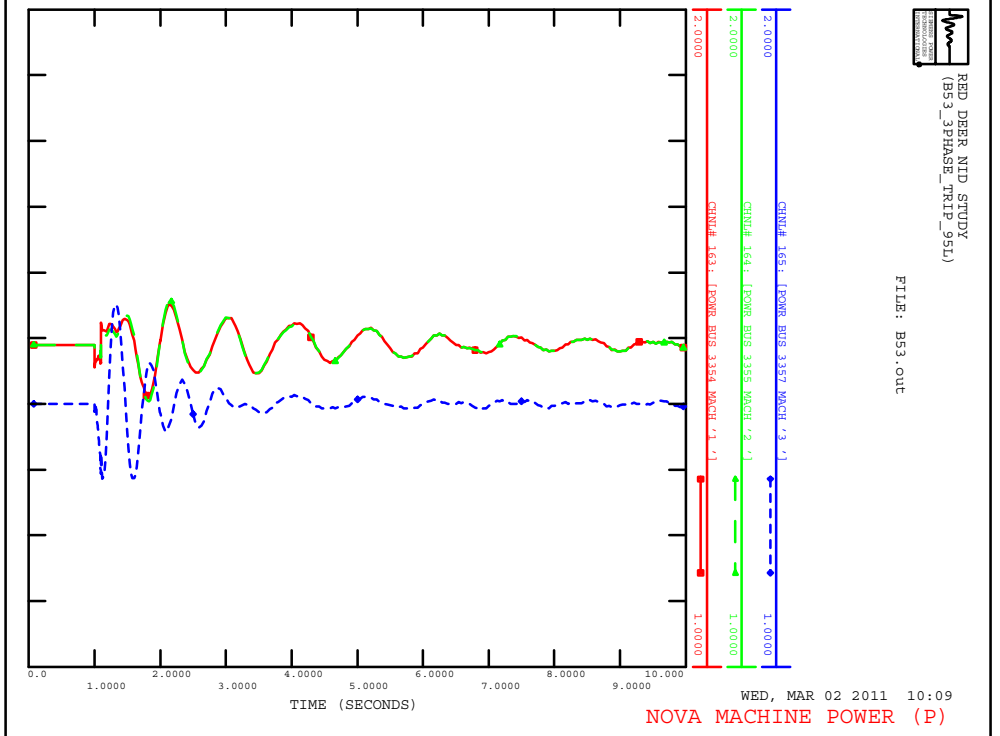

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

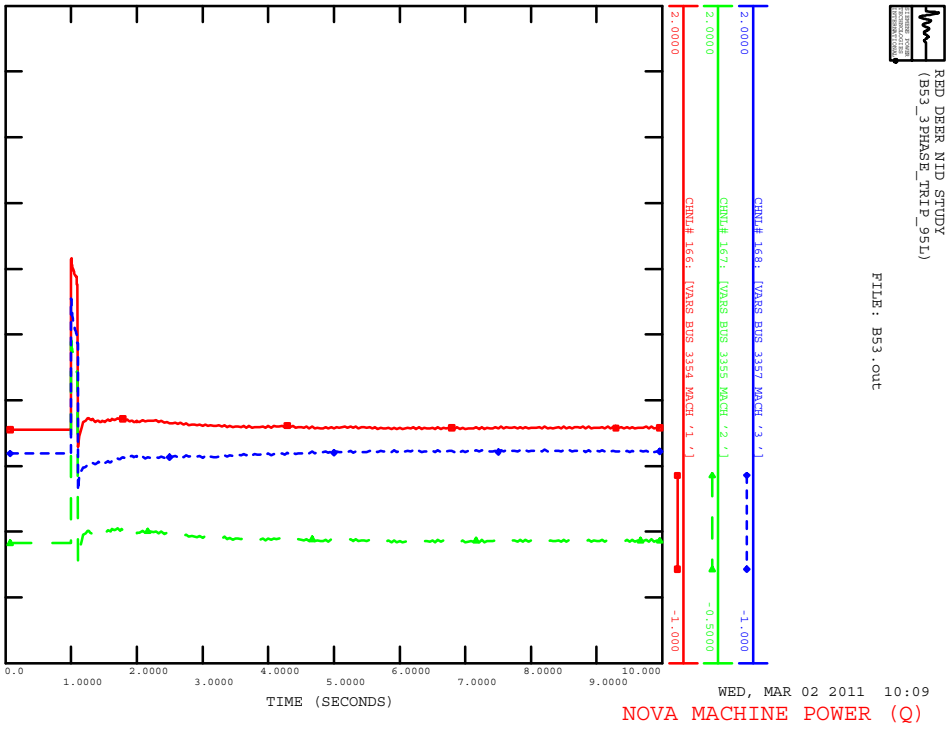

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

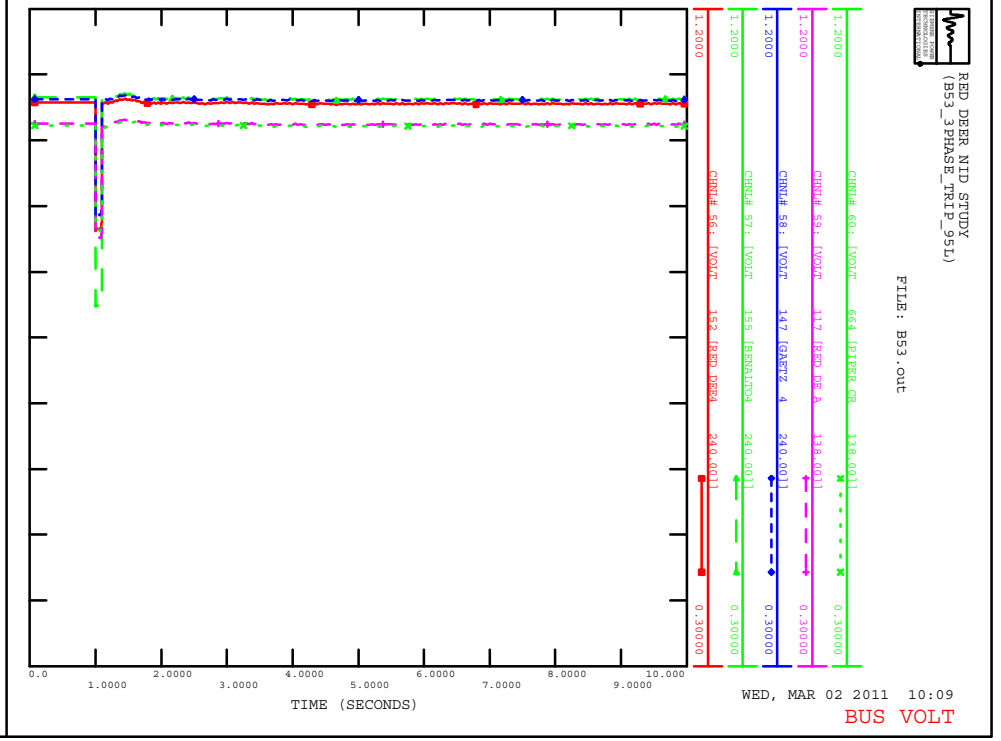

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

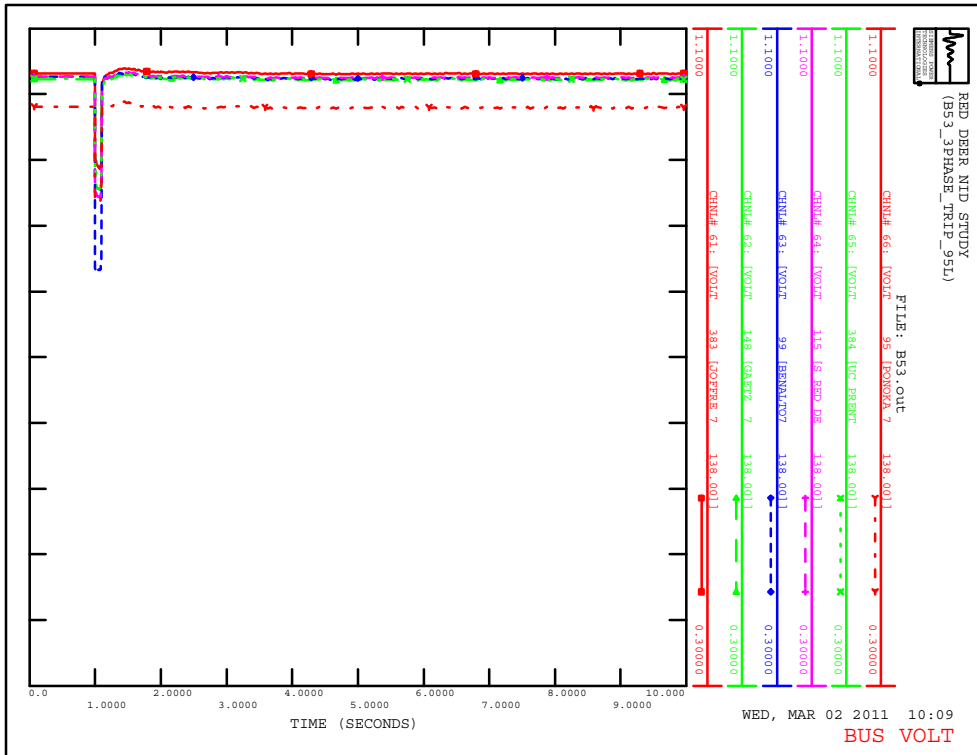

RED DEER NID STUDY
(B52_3PHASE_TRIP_80L)
FILE: B52.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

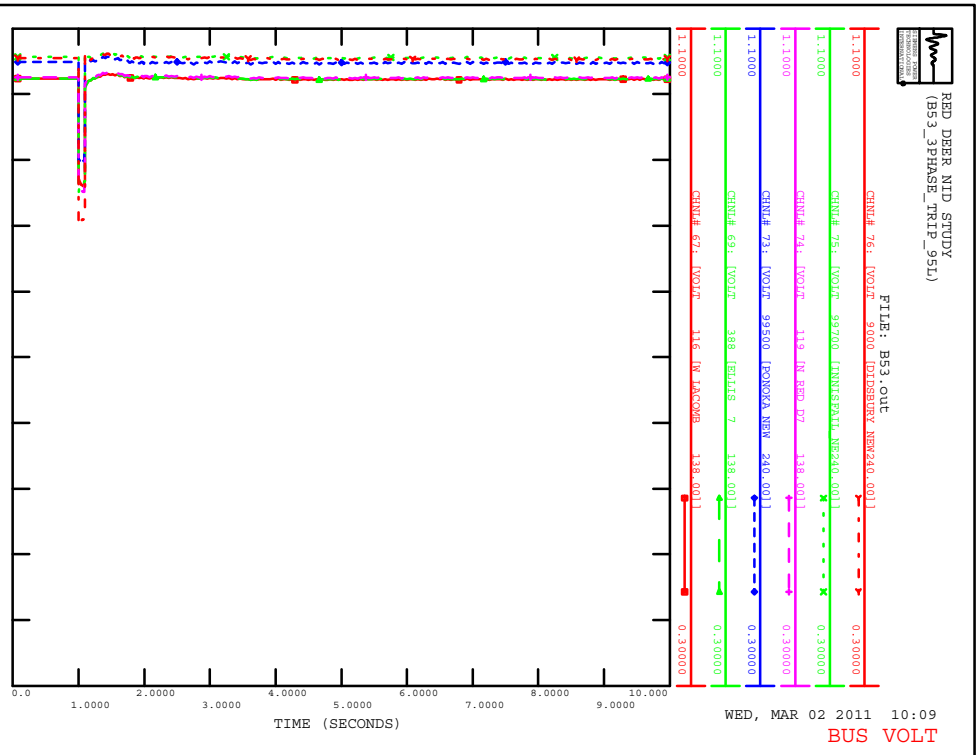

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

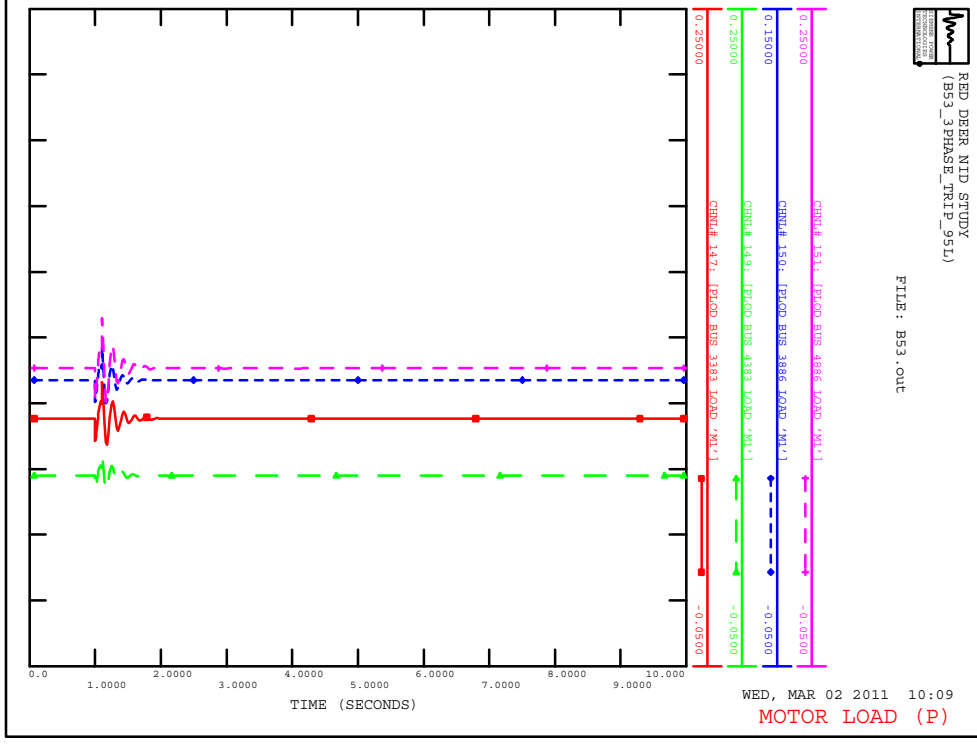

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

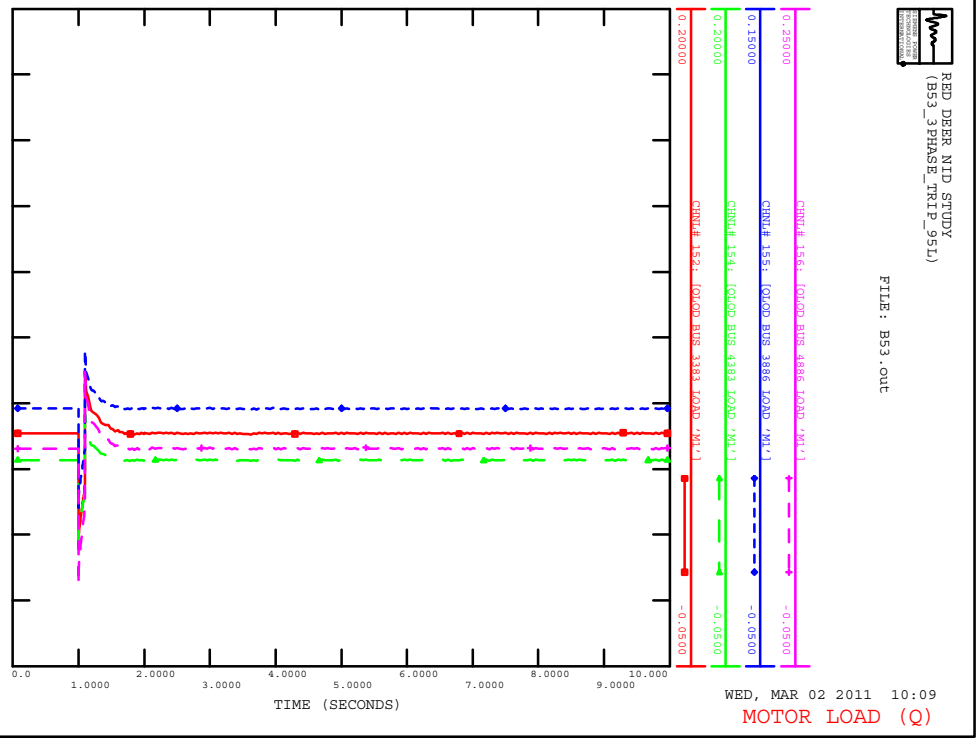

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

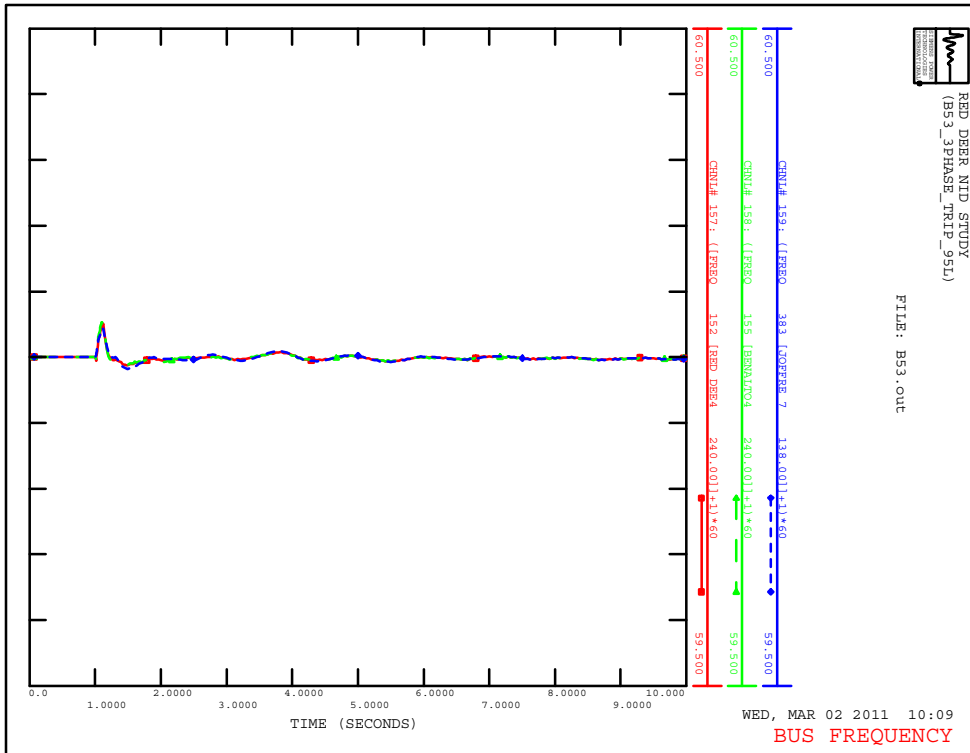

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

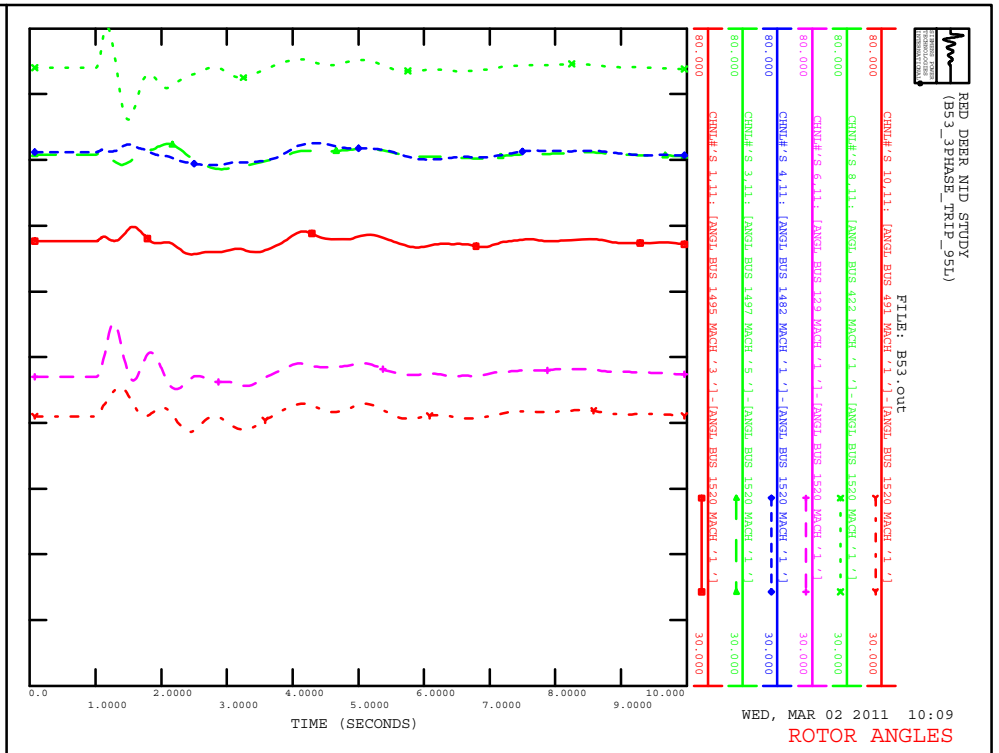

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

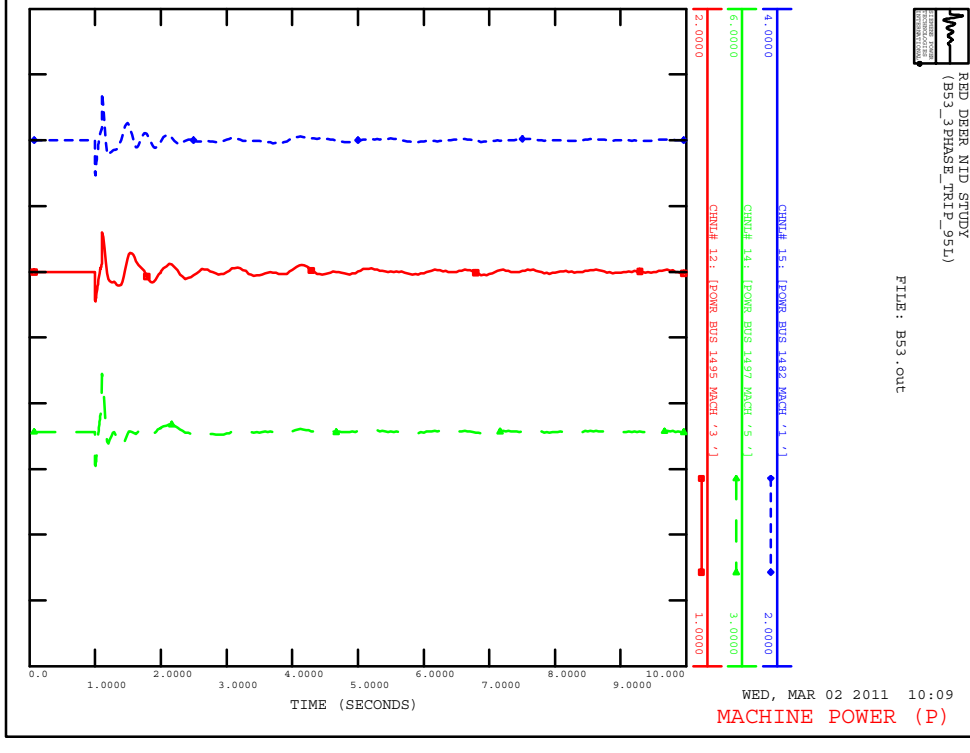

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

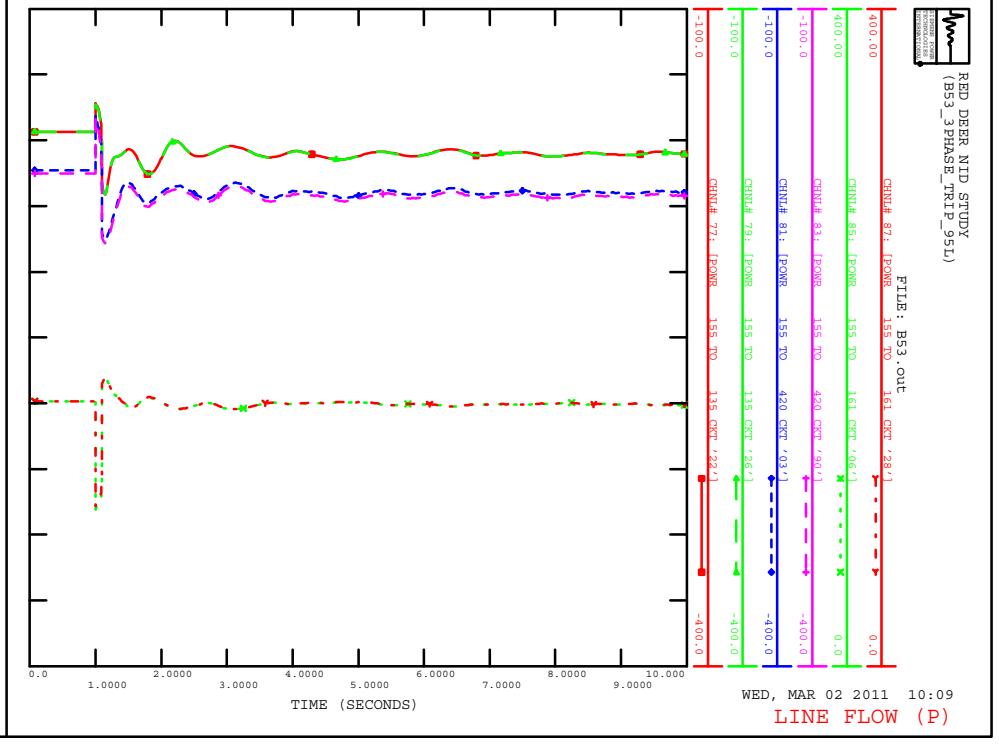

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

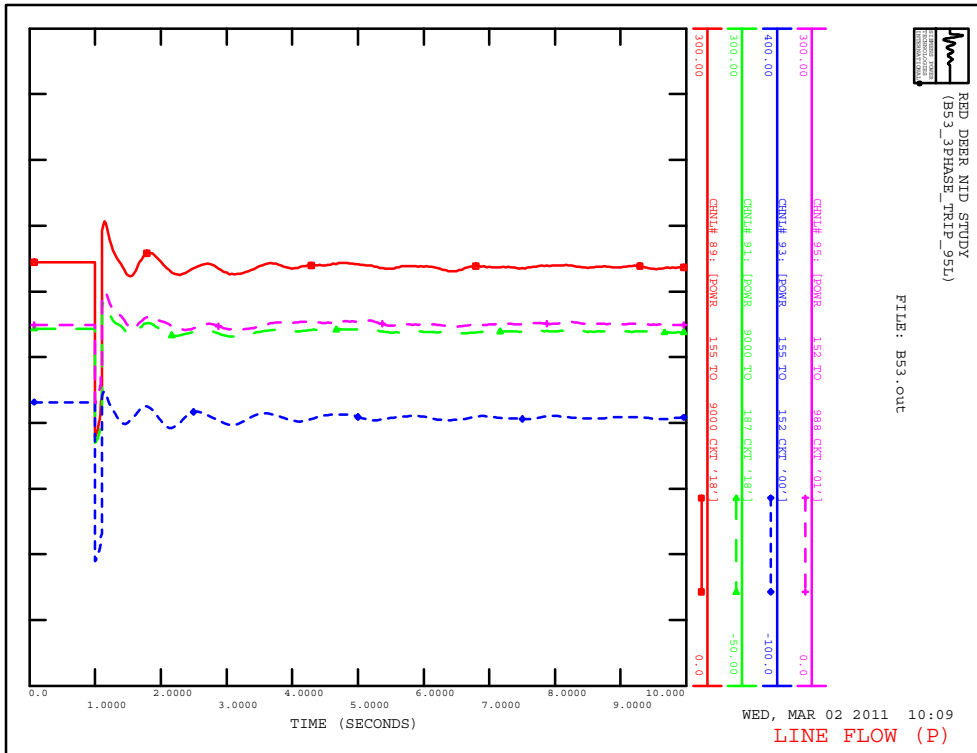

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

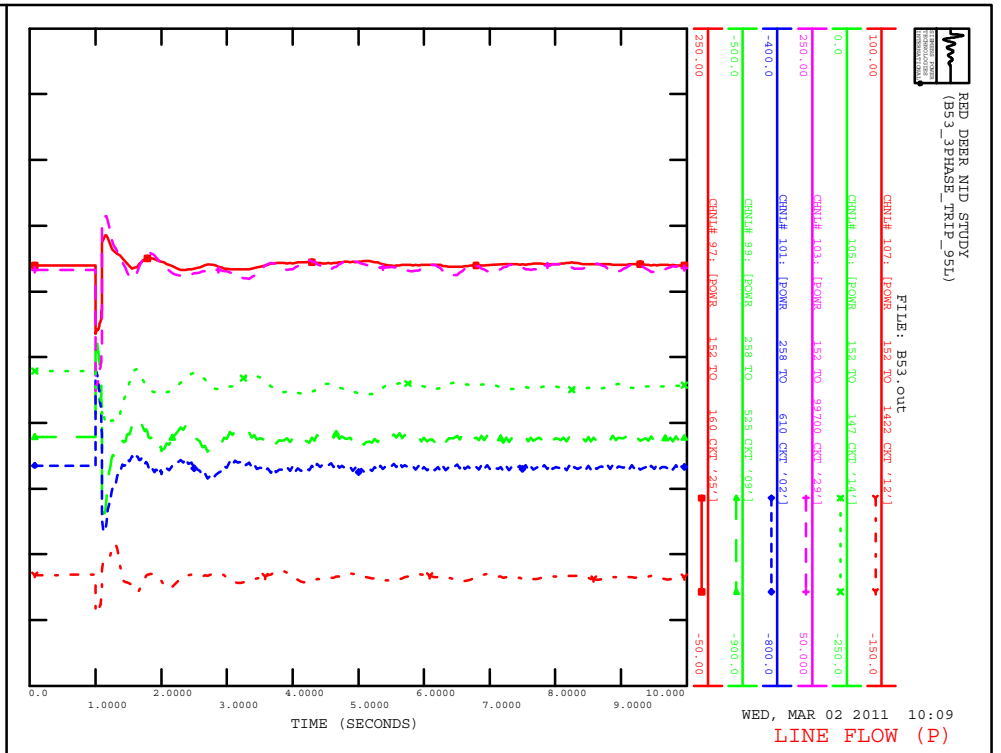

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

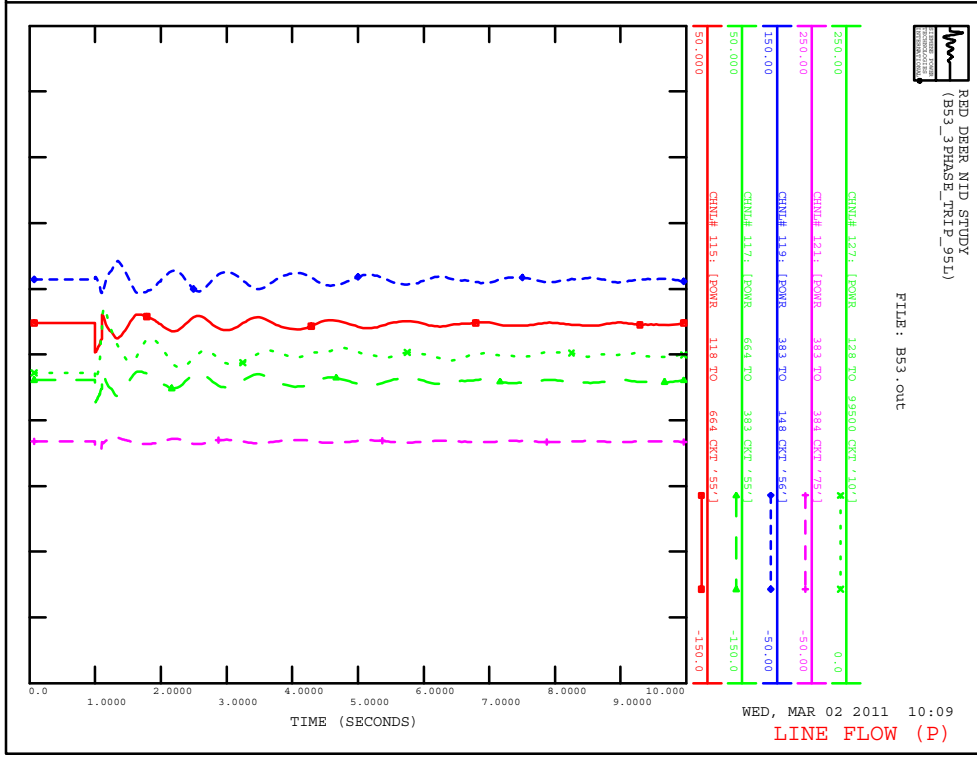

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

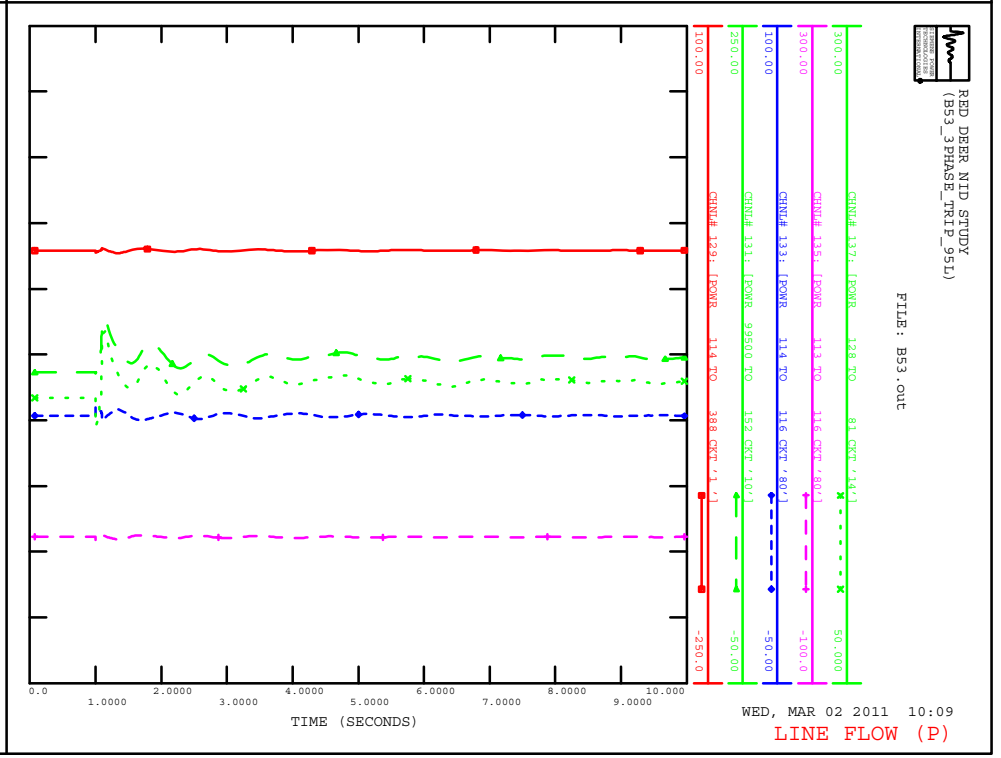

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

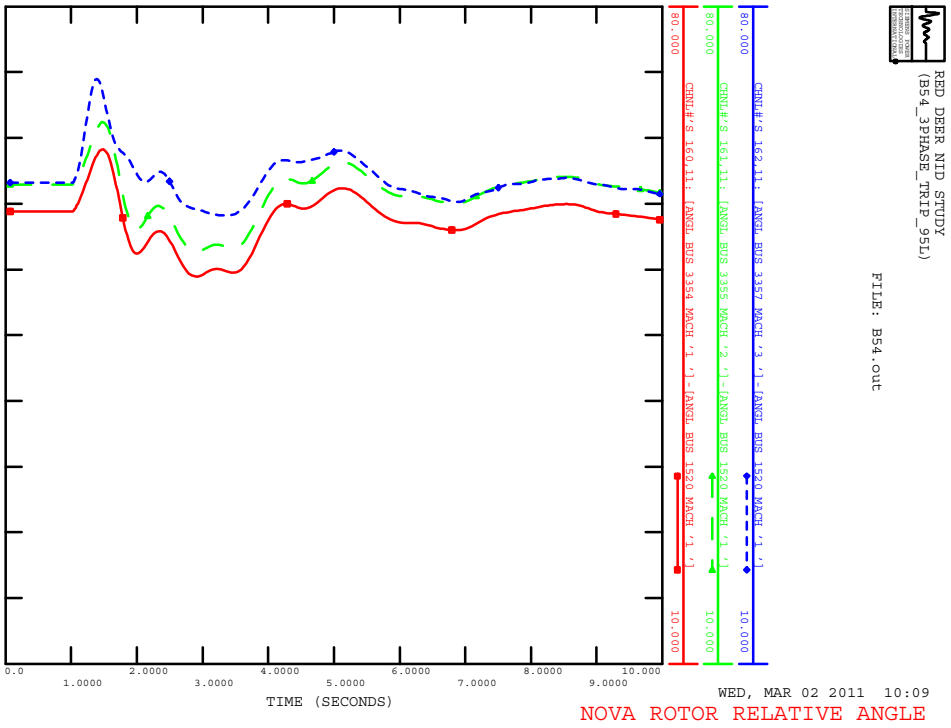

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

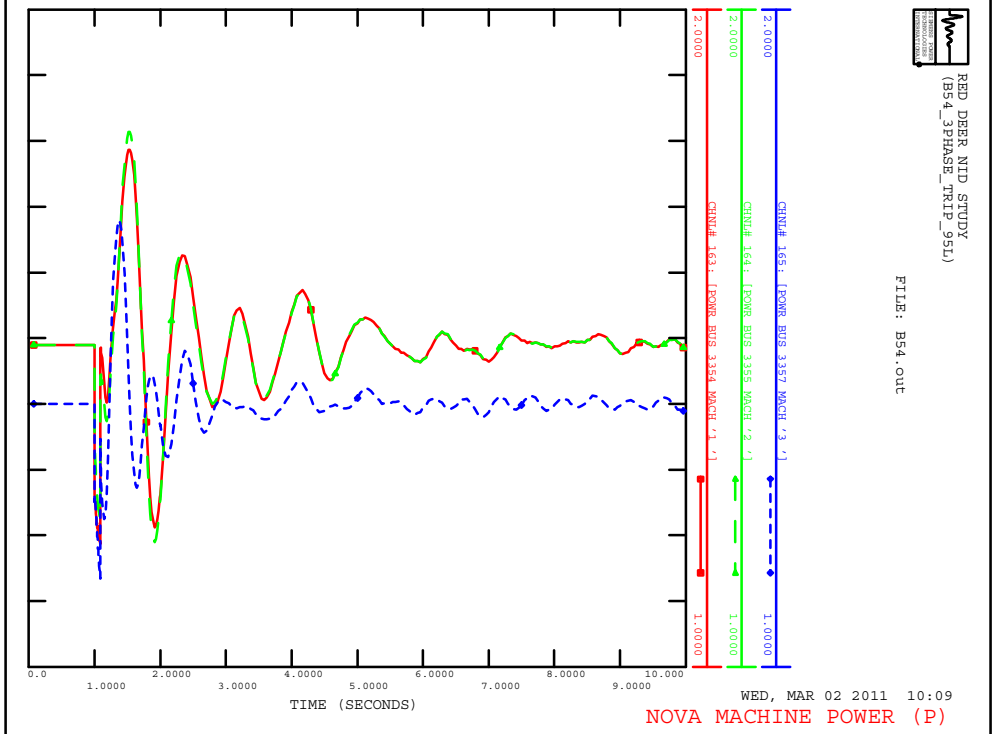

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

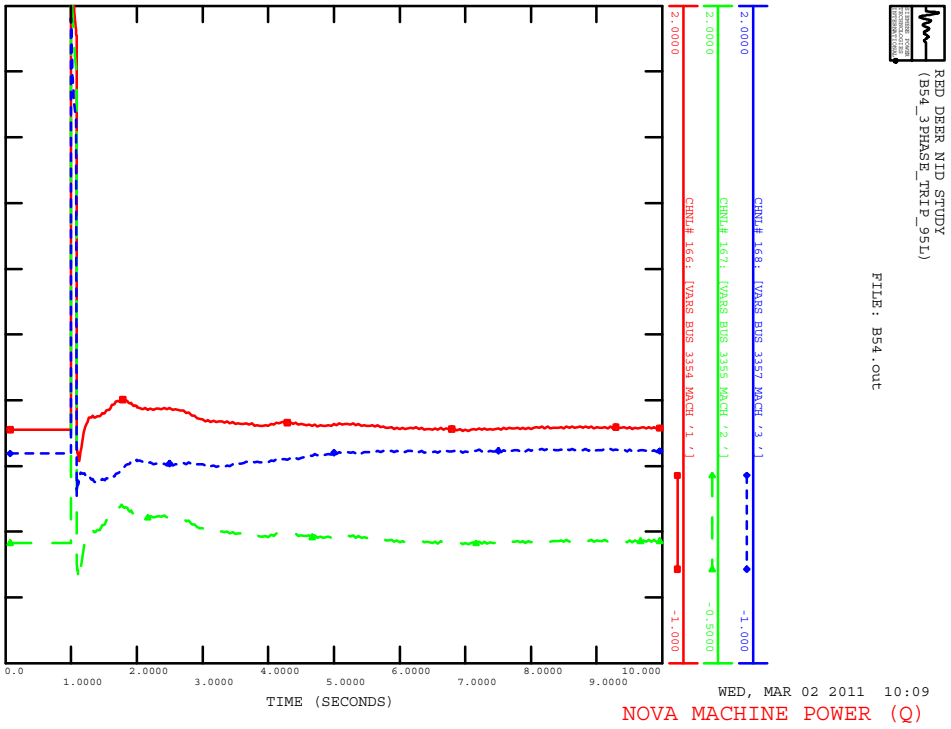

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

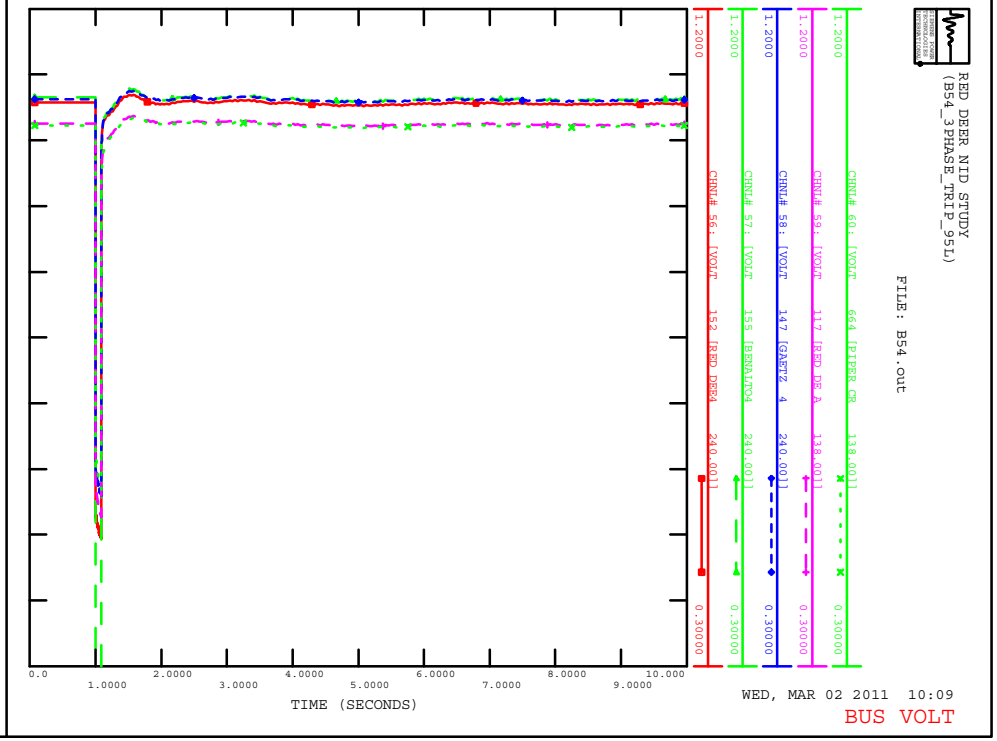

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

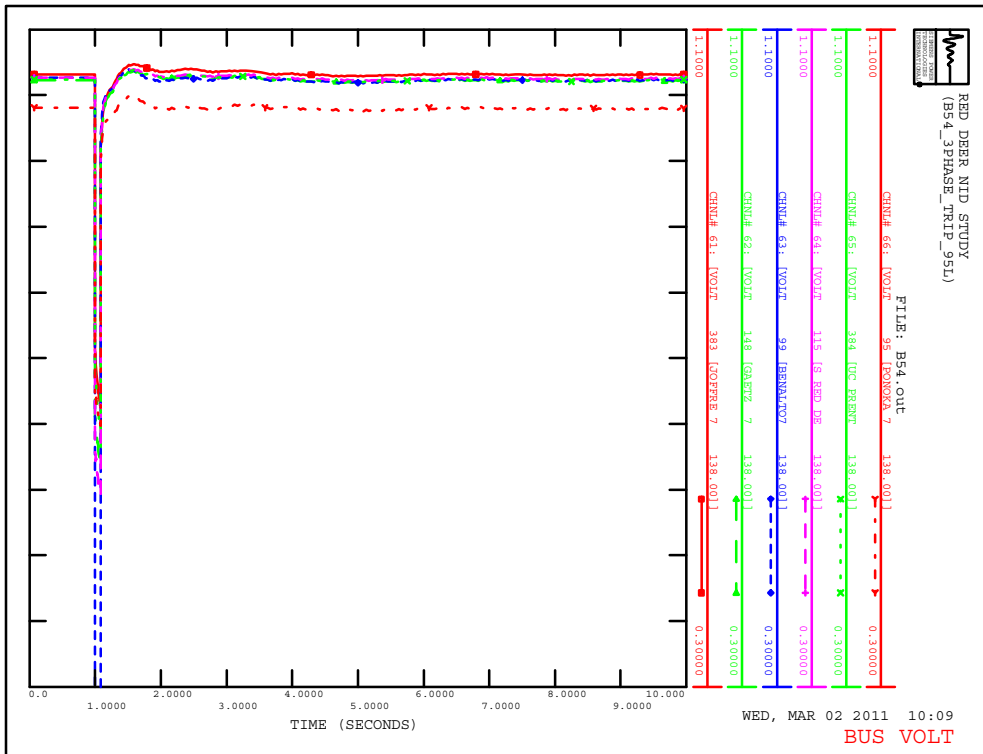

RED DEER NID STUDY
(B53_3PHASE_TRIP_95L)
FILE: B53.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

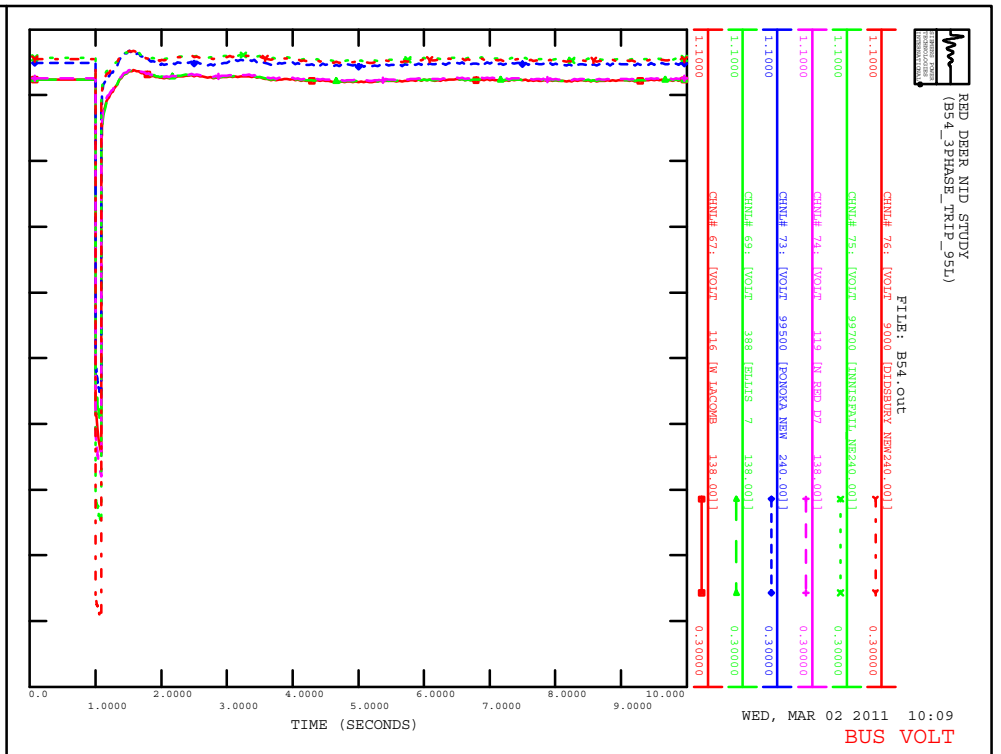

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

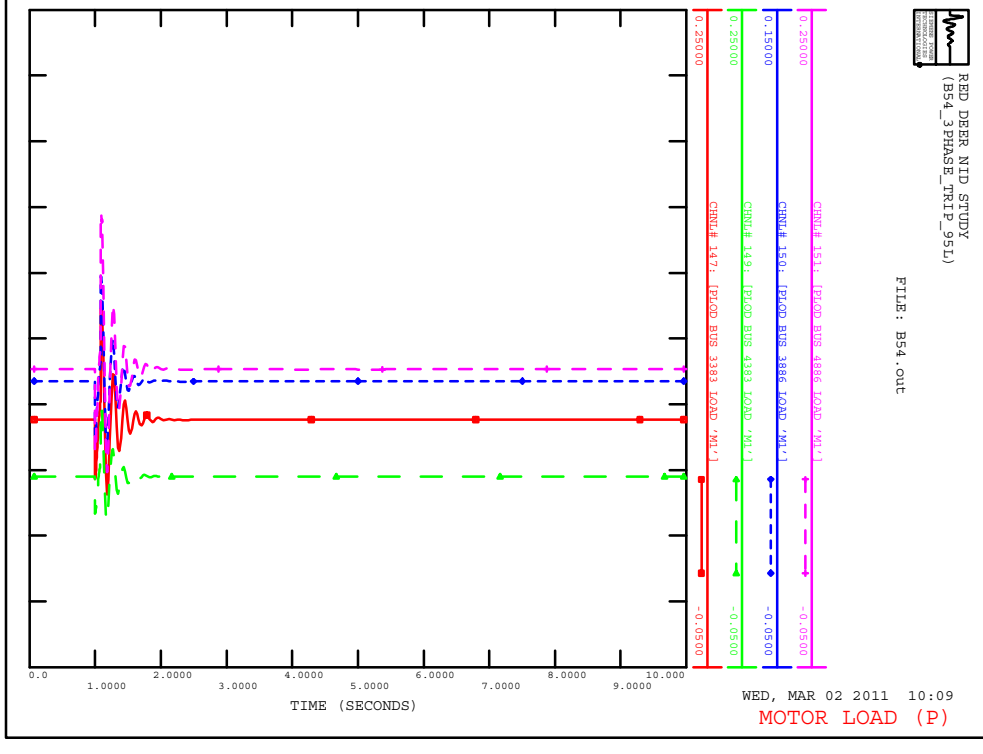

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

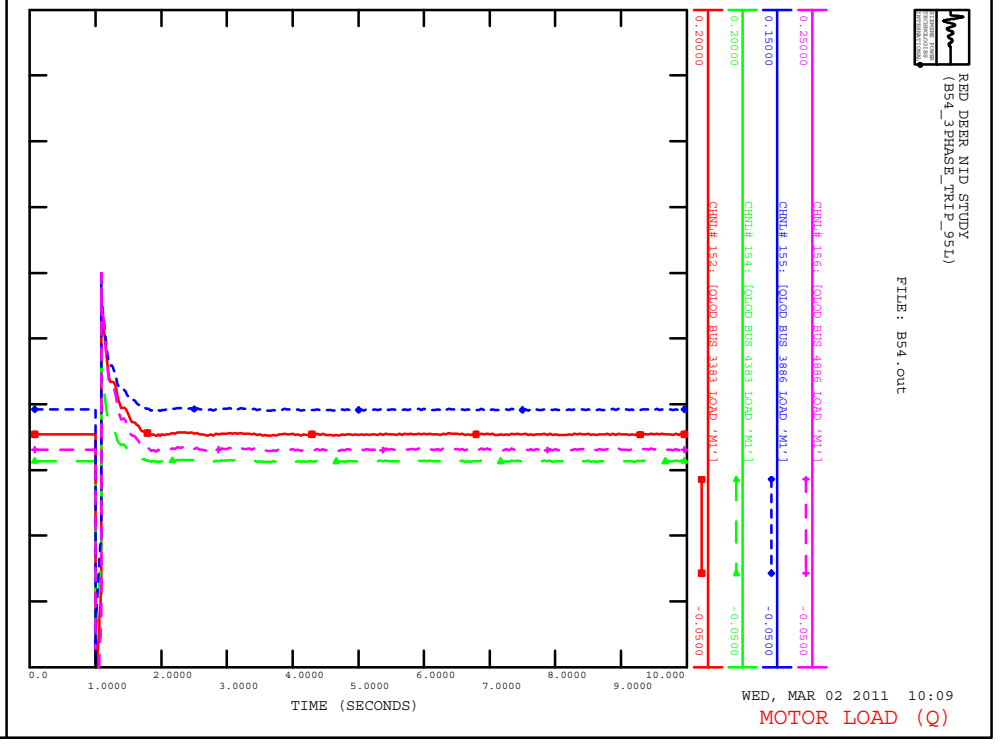

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

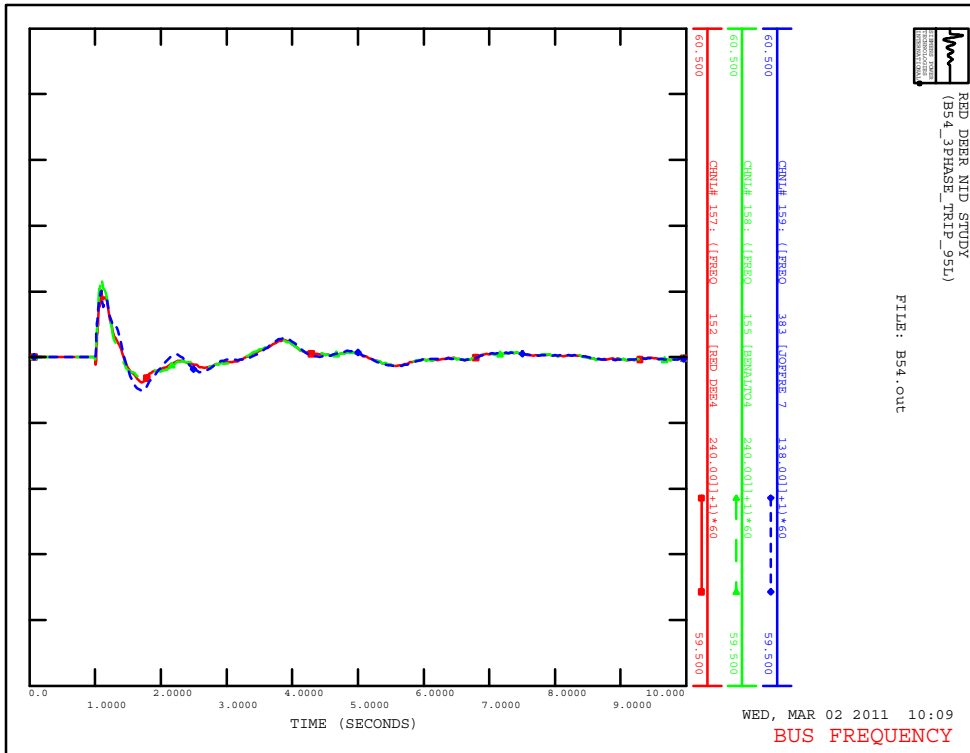

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

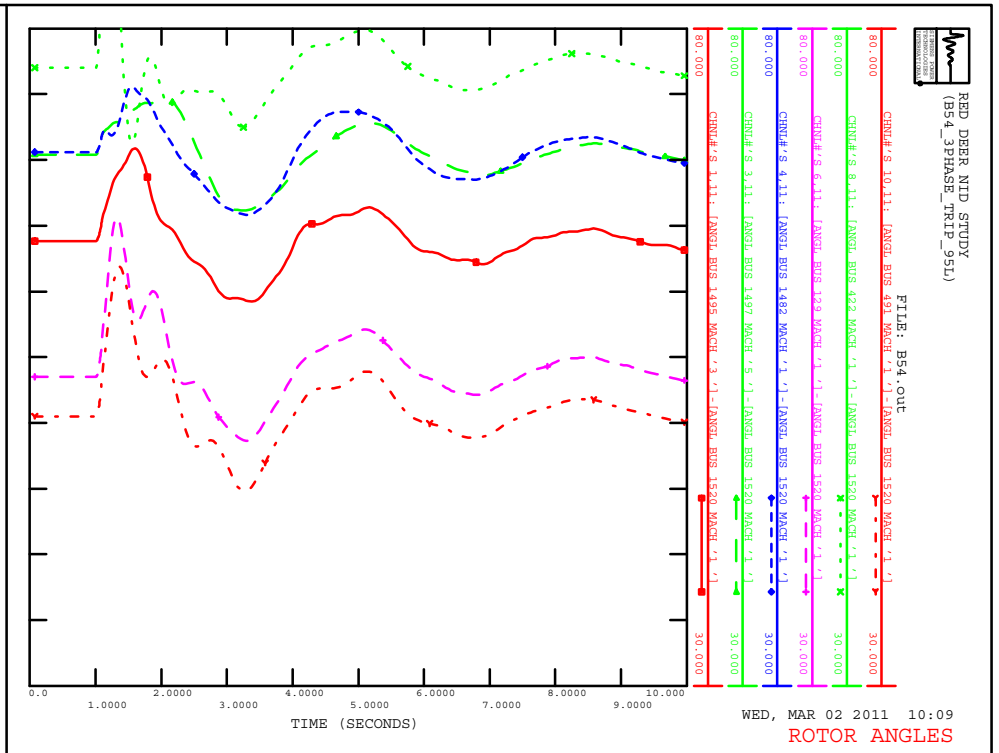

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

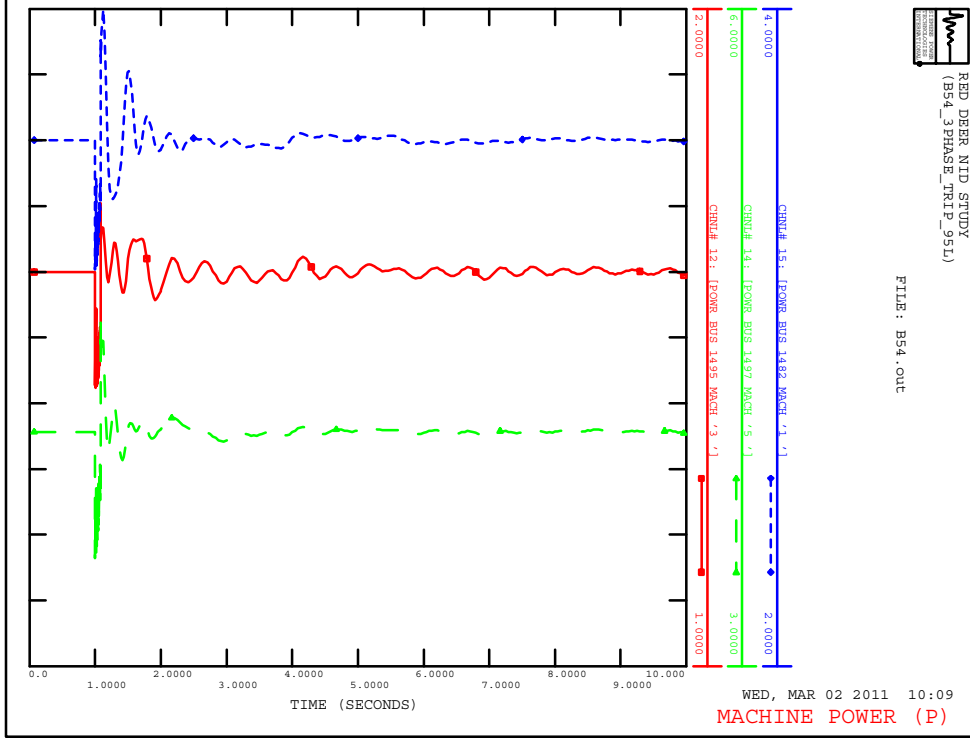

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

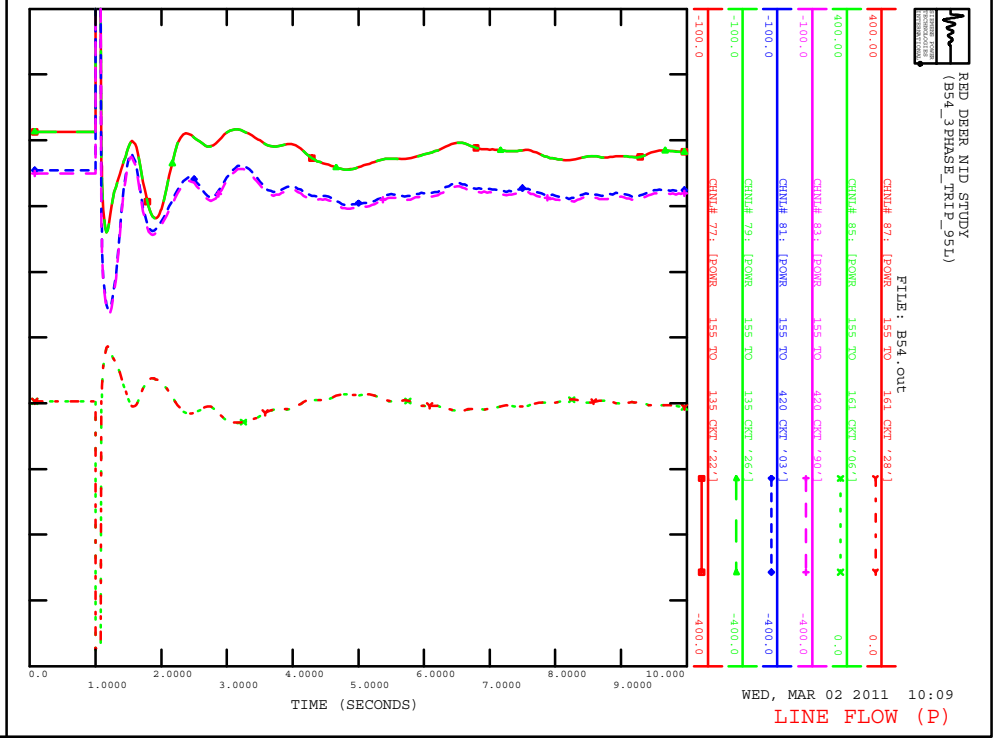

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

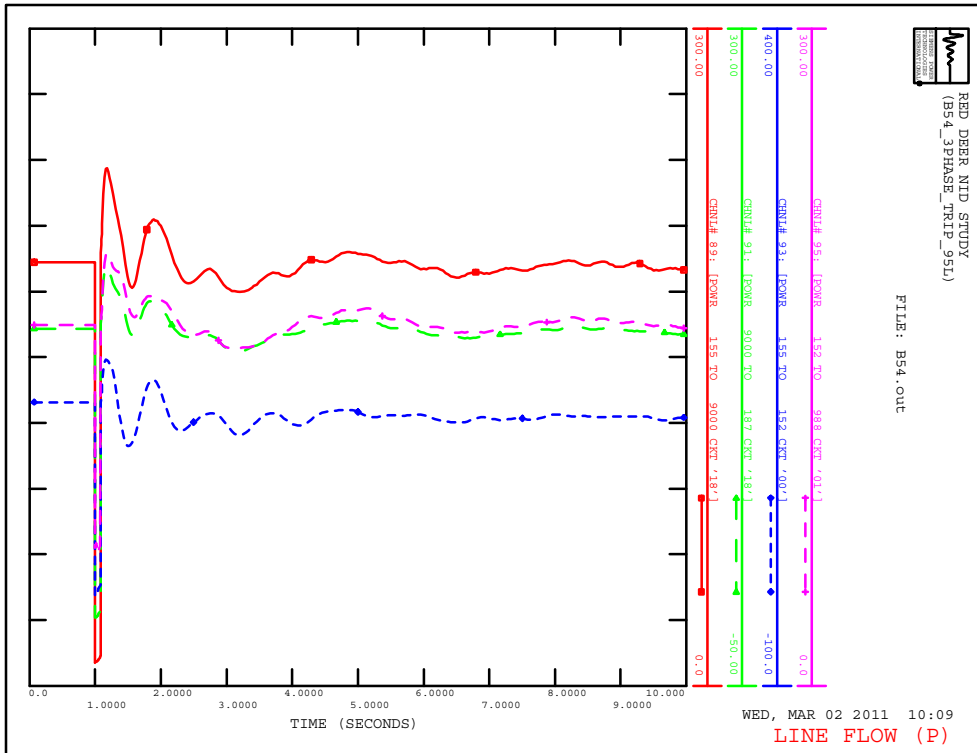

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

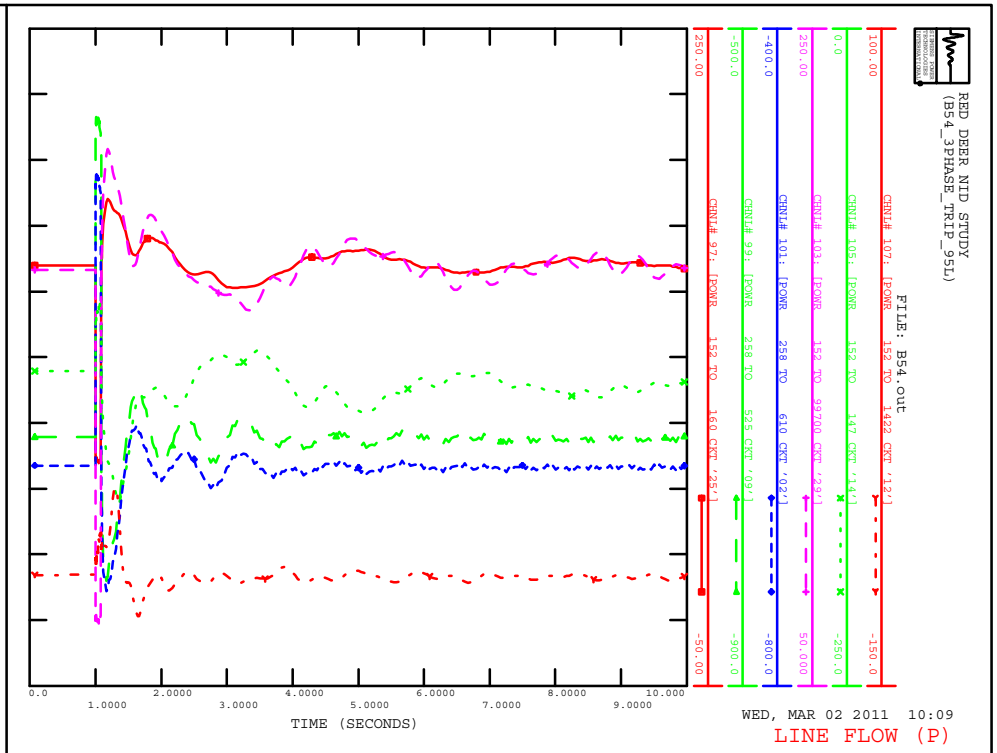

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

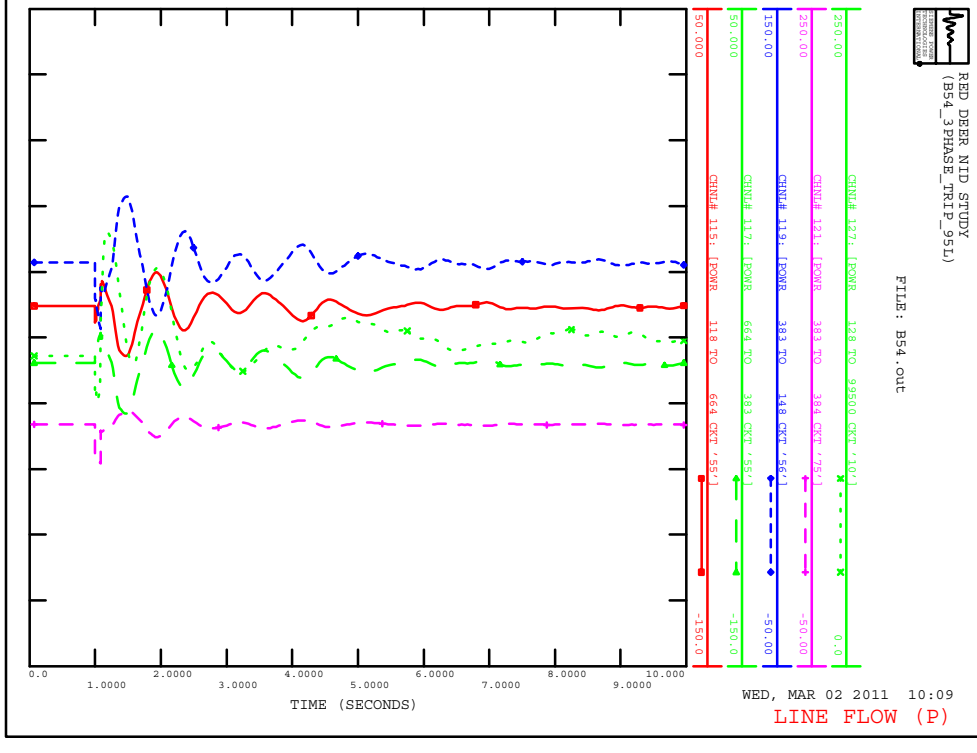

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

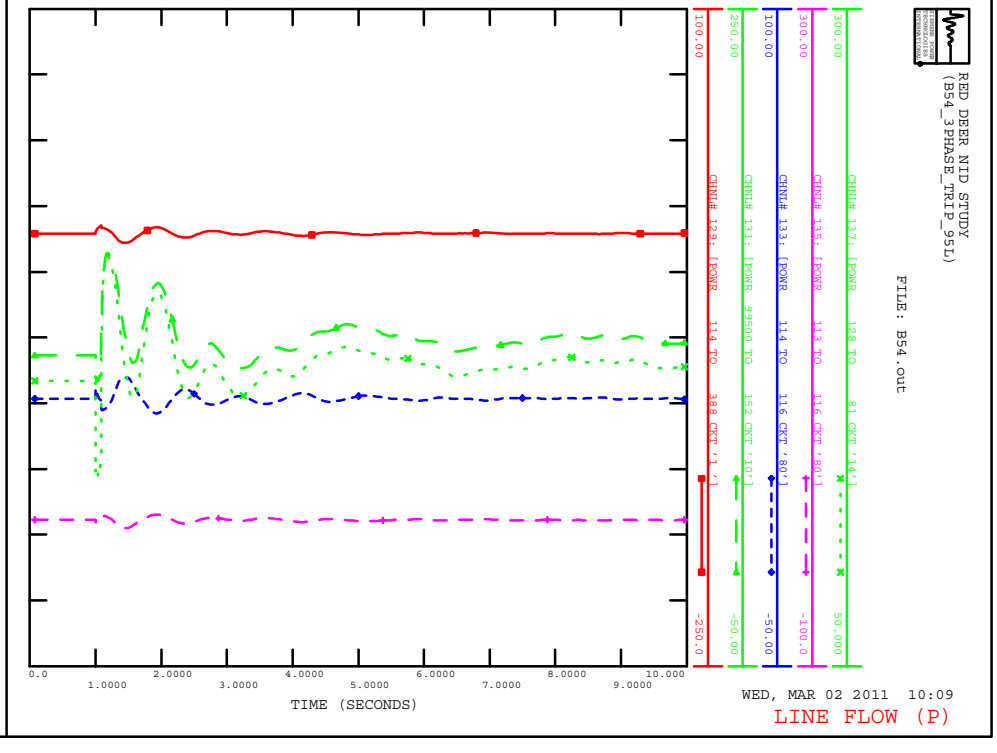

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

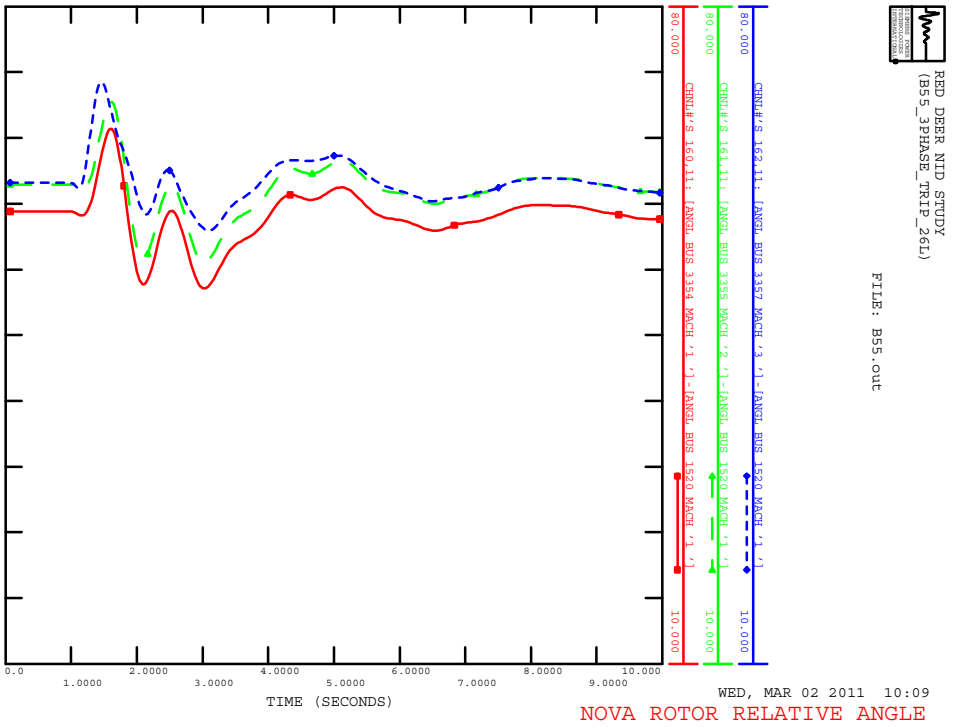

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

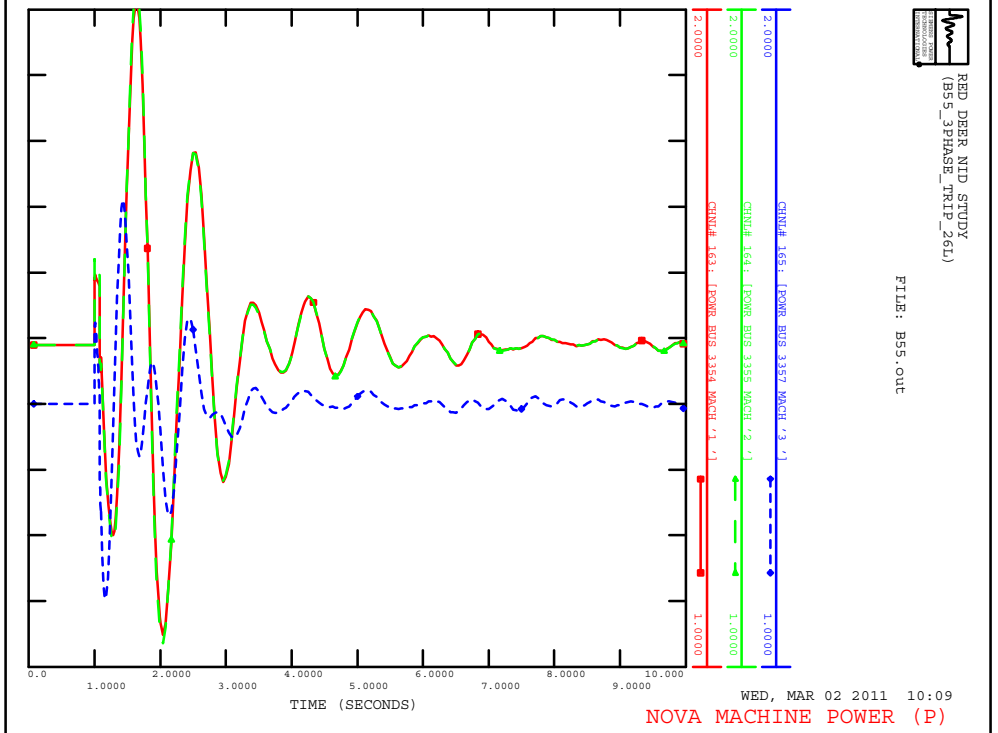

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

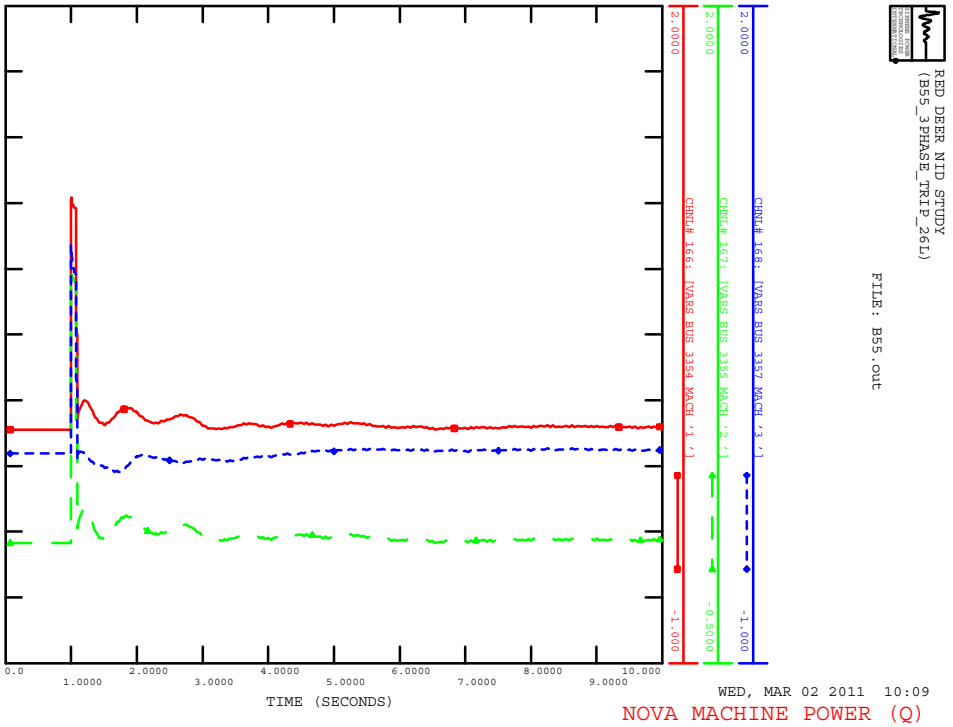

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

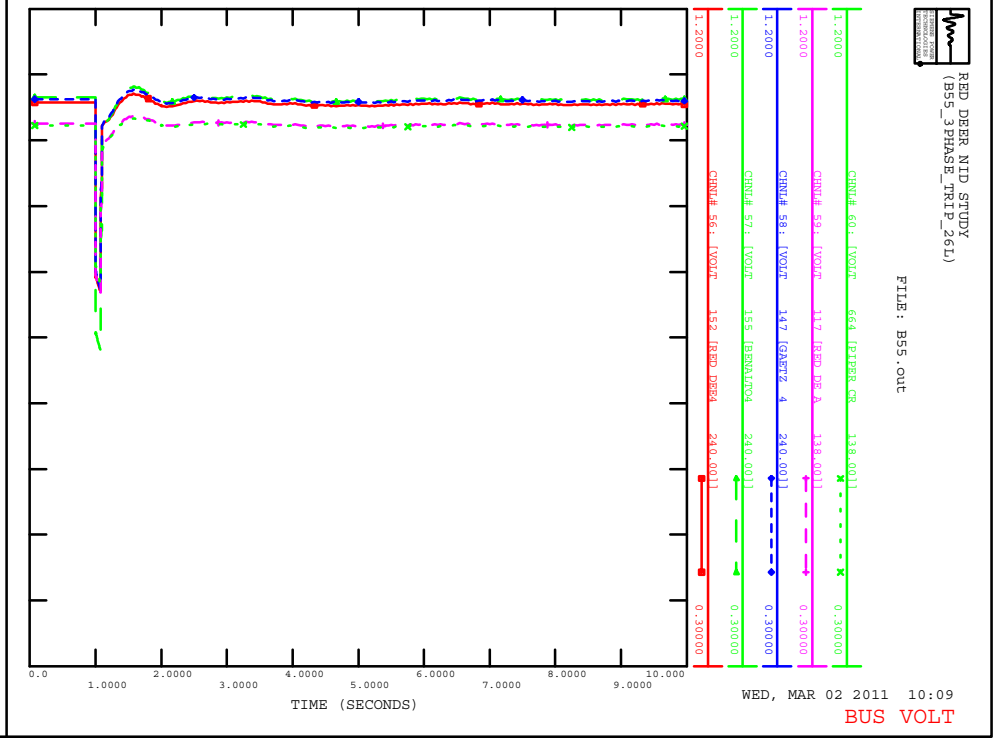

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

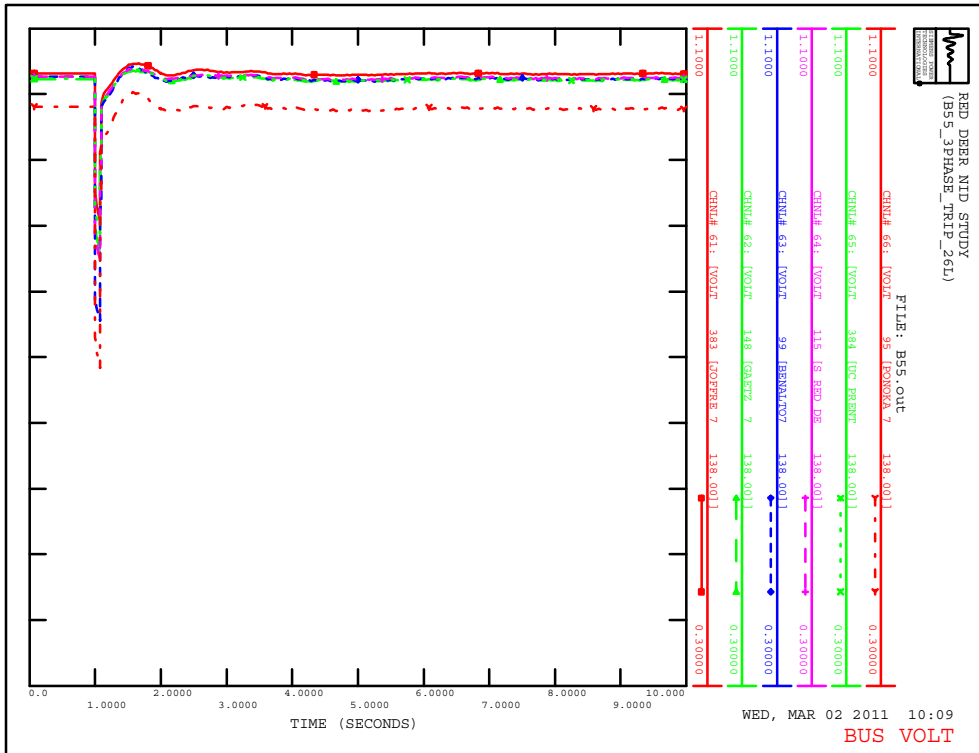

RED DEER NID STUDY
(B54_3PHASE_TRIP_95L)
FILE: B54.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

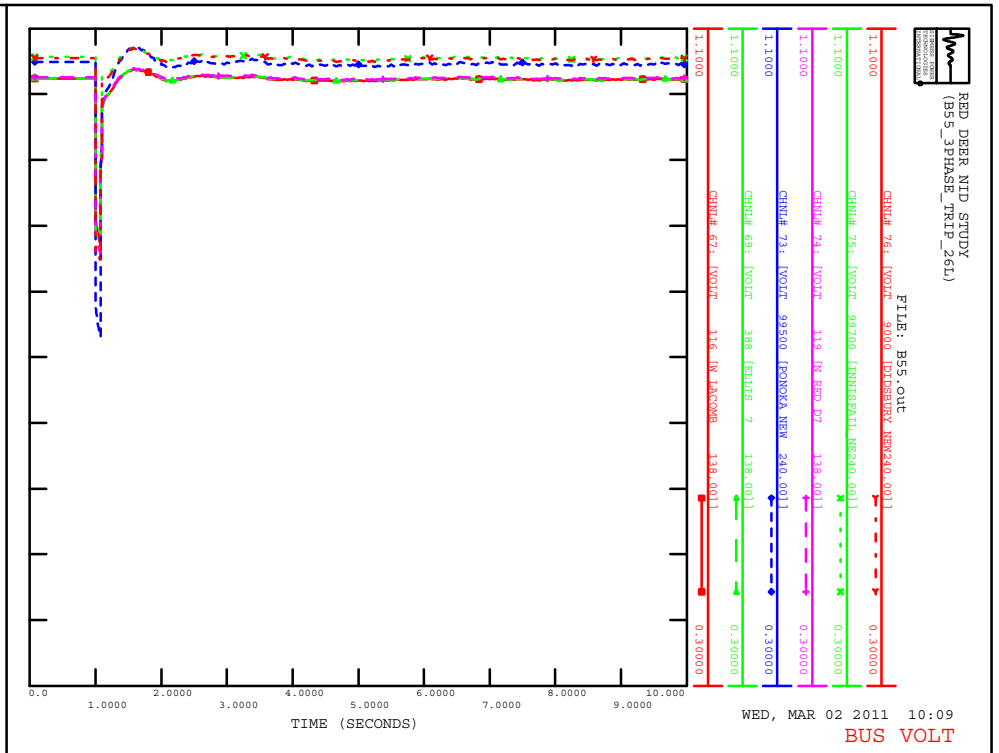

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

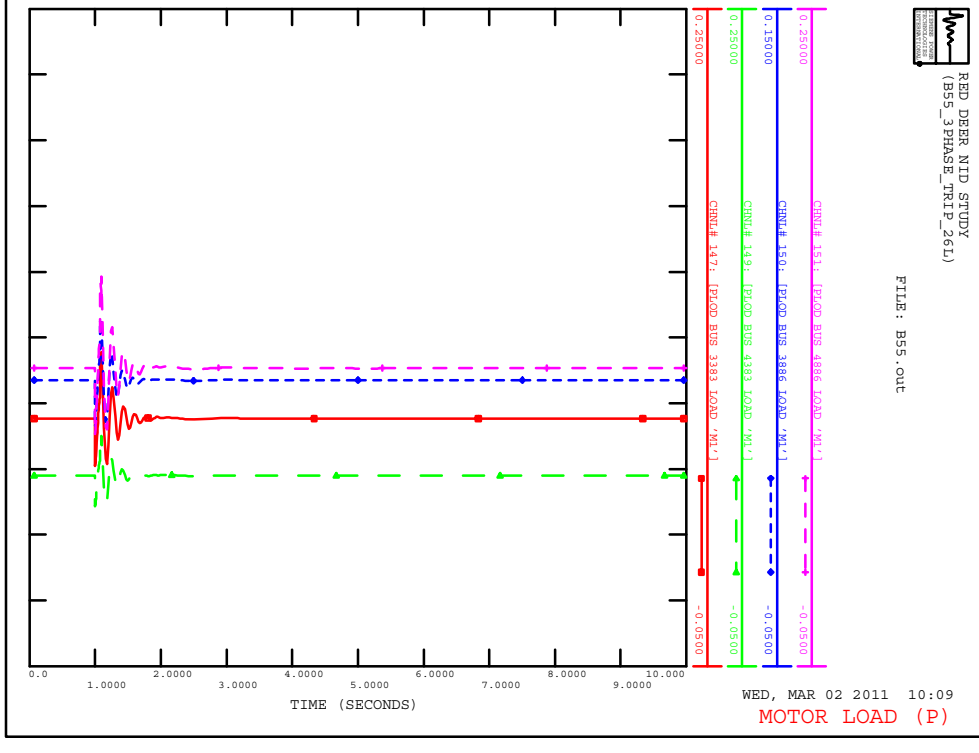

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

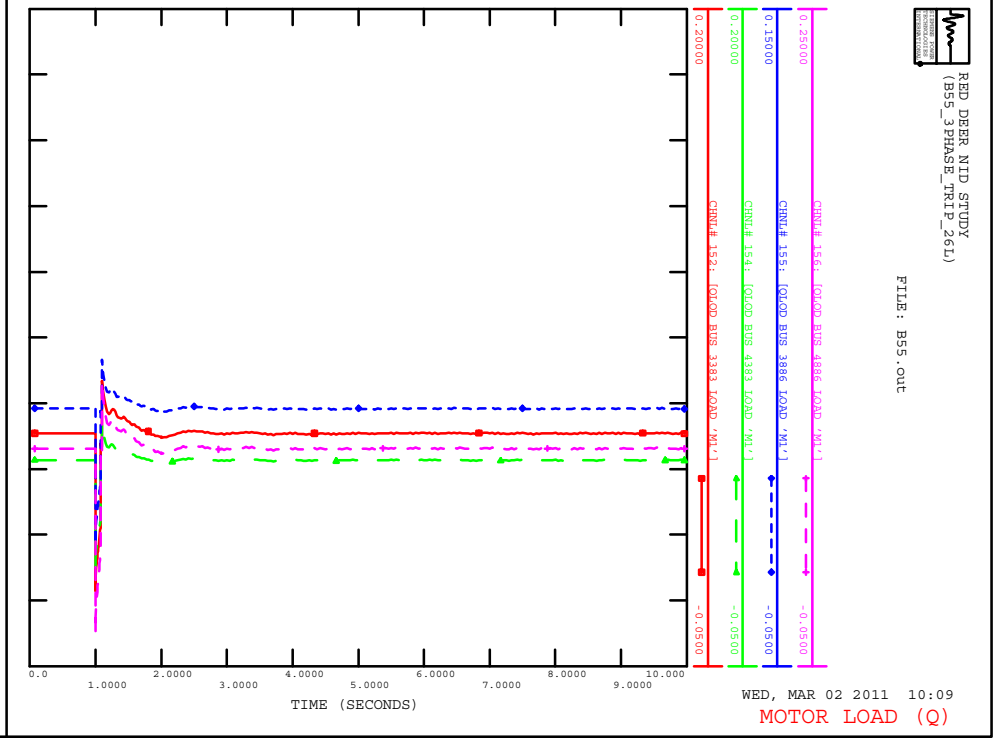

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

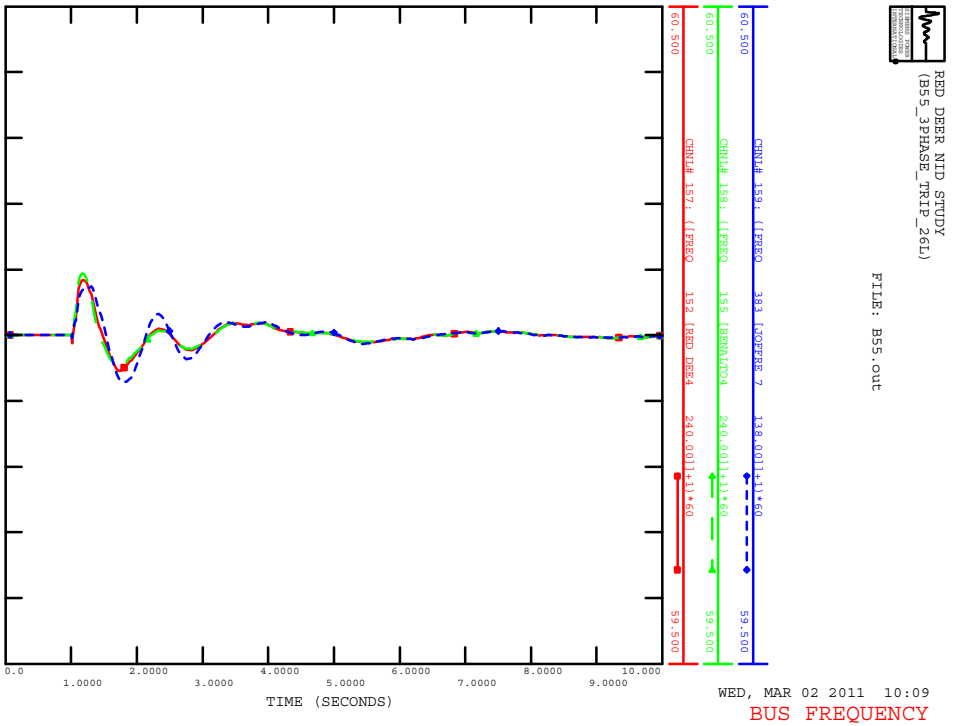

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

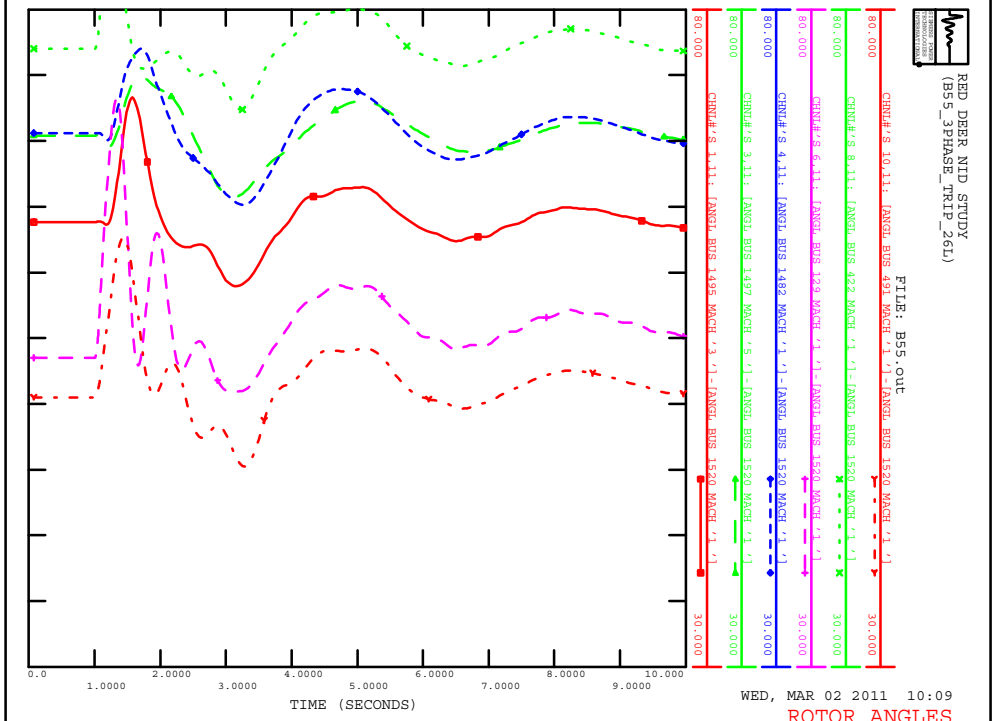

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

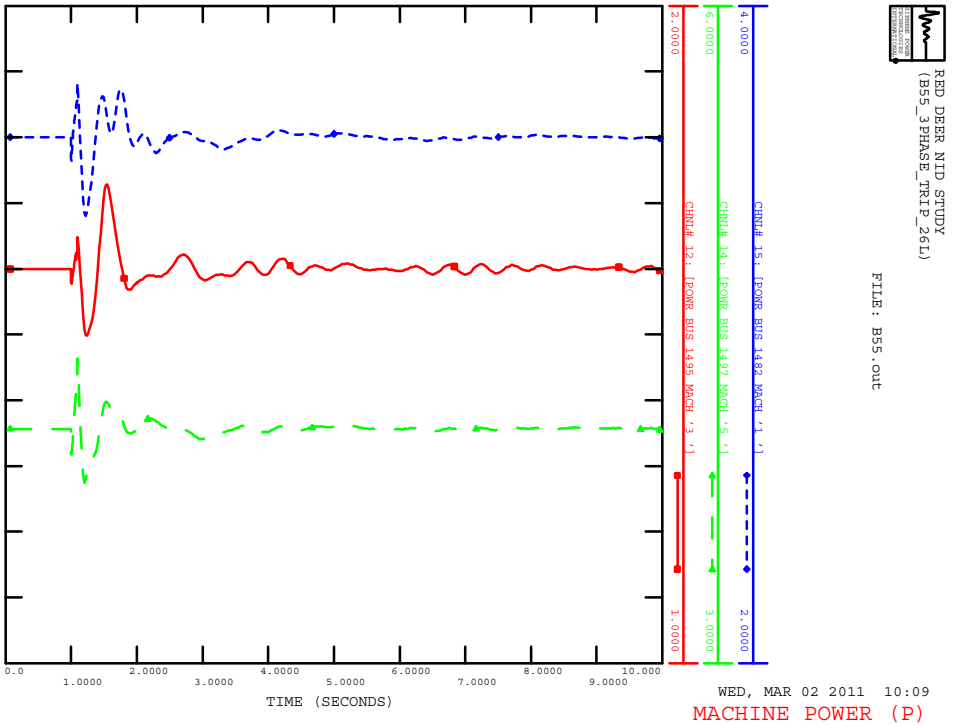

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

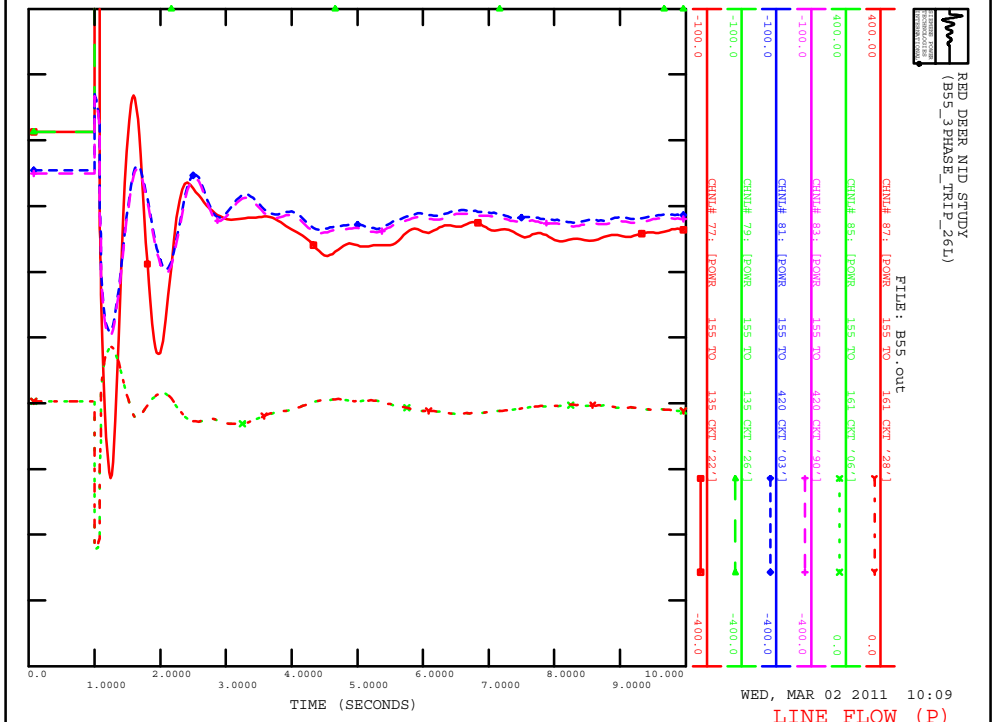

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
-0.0500
0.15000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

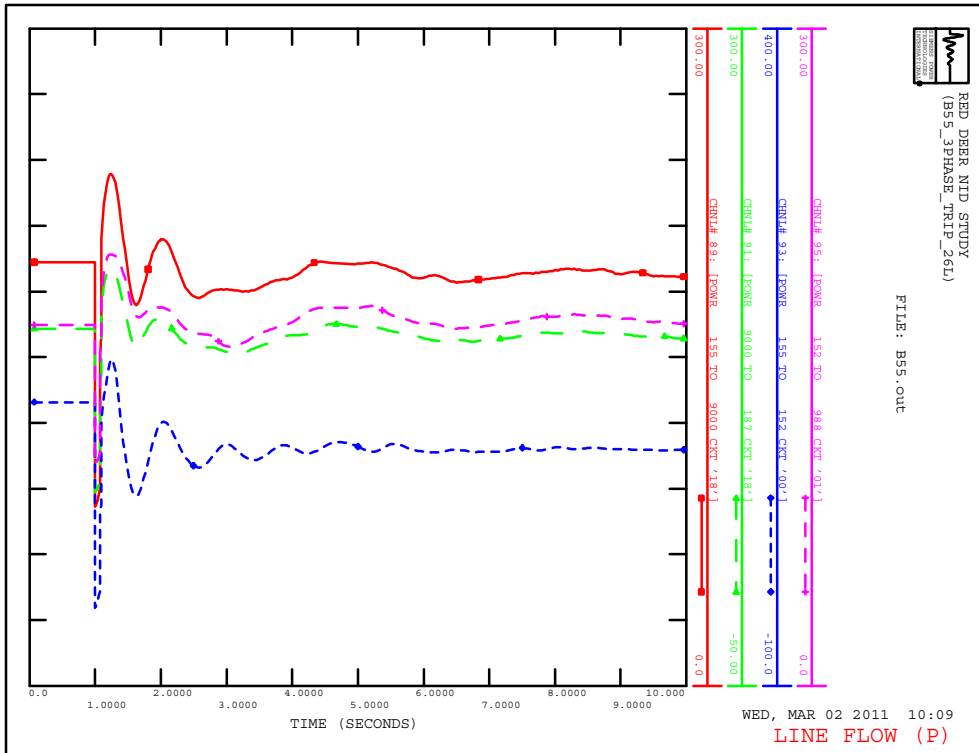

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.20000
-0.0500
0.15000
0.25000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

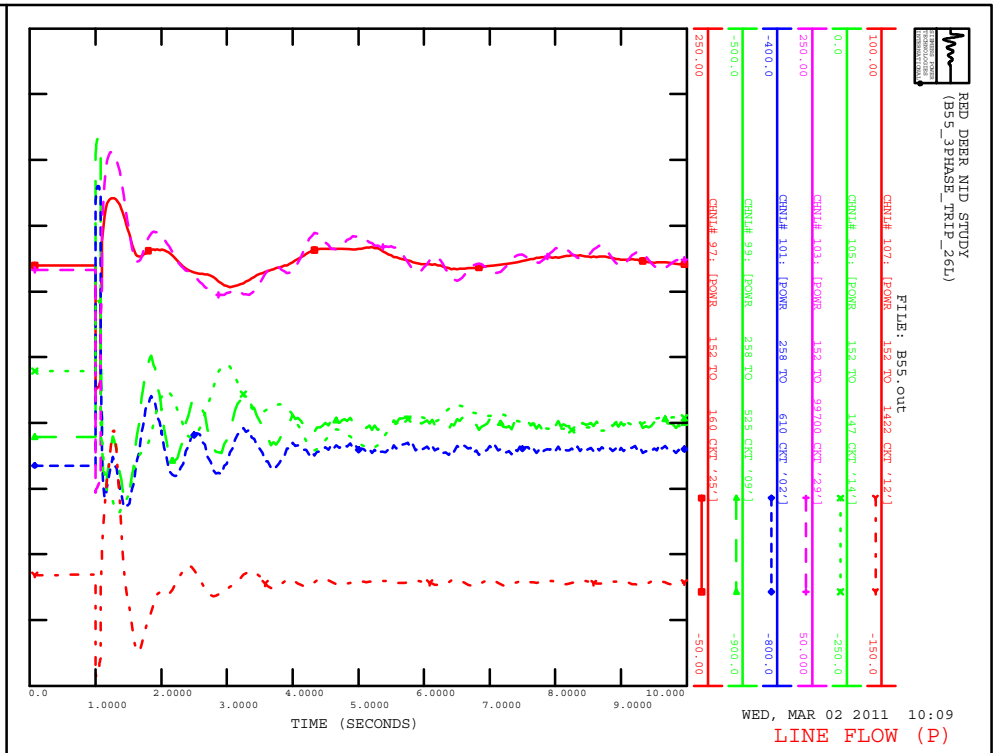

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

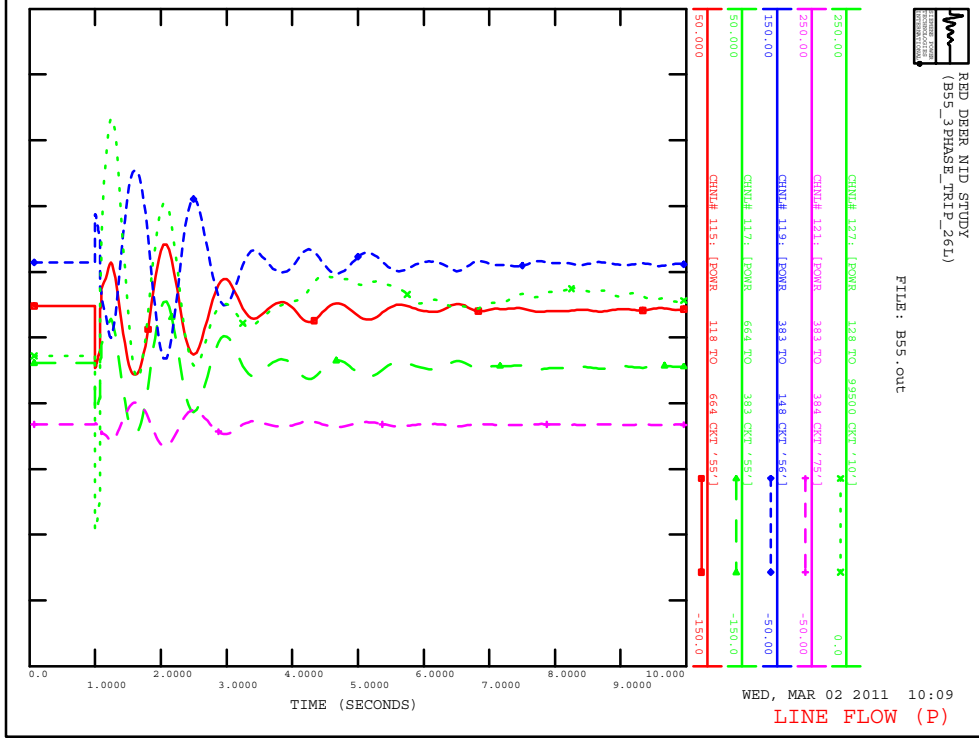

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

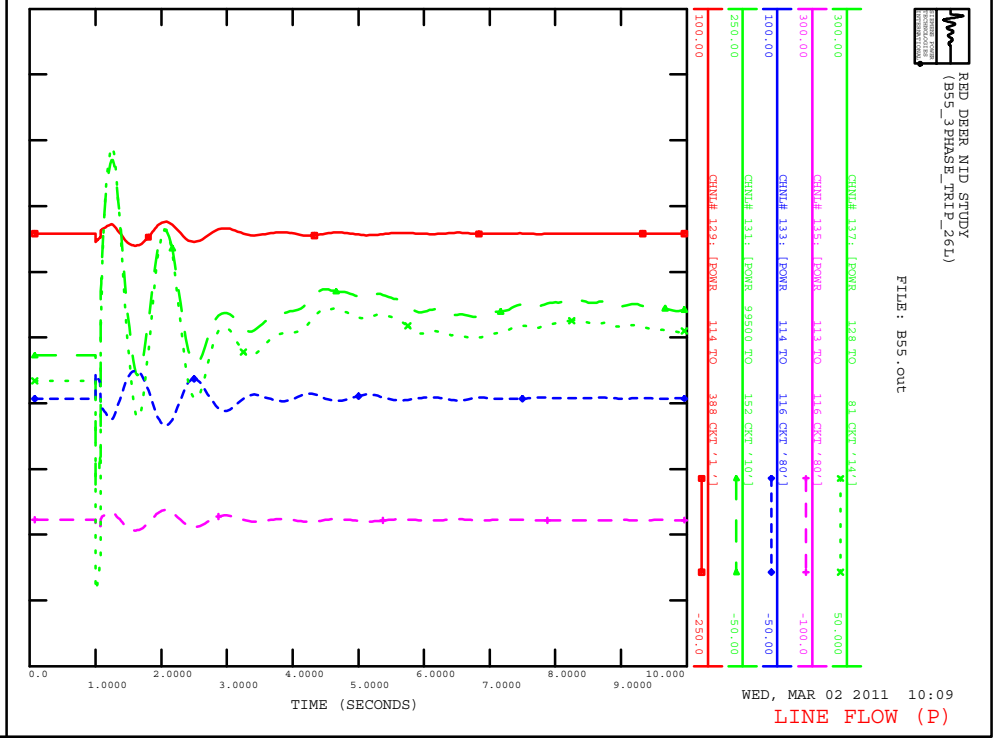

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

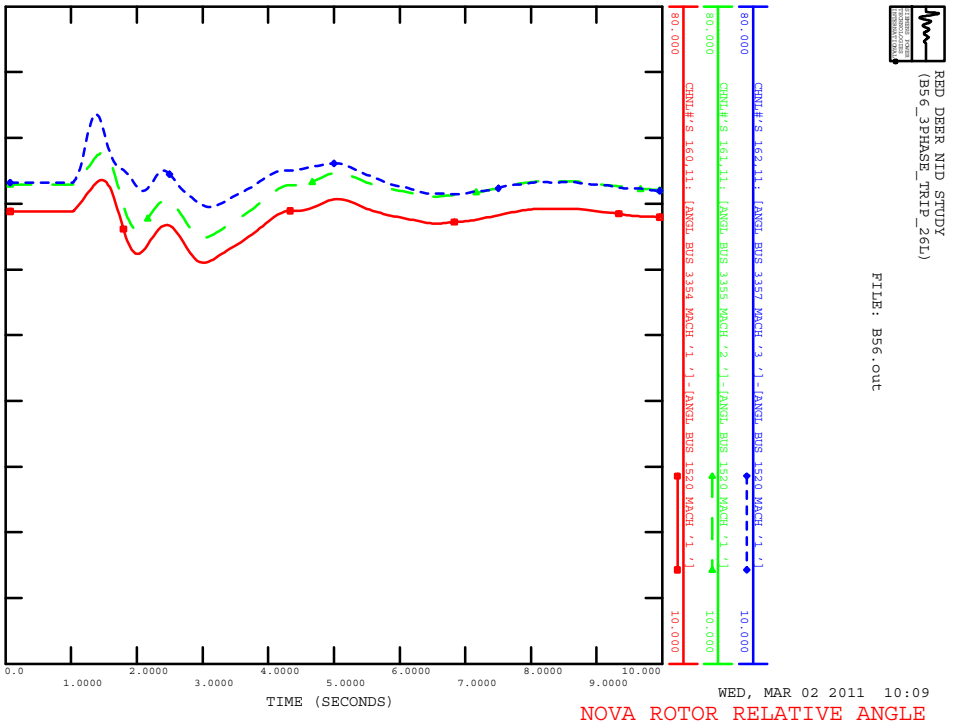

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

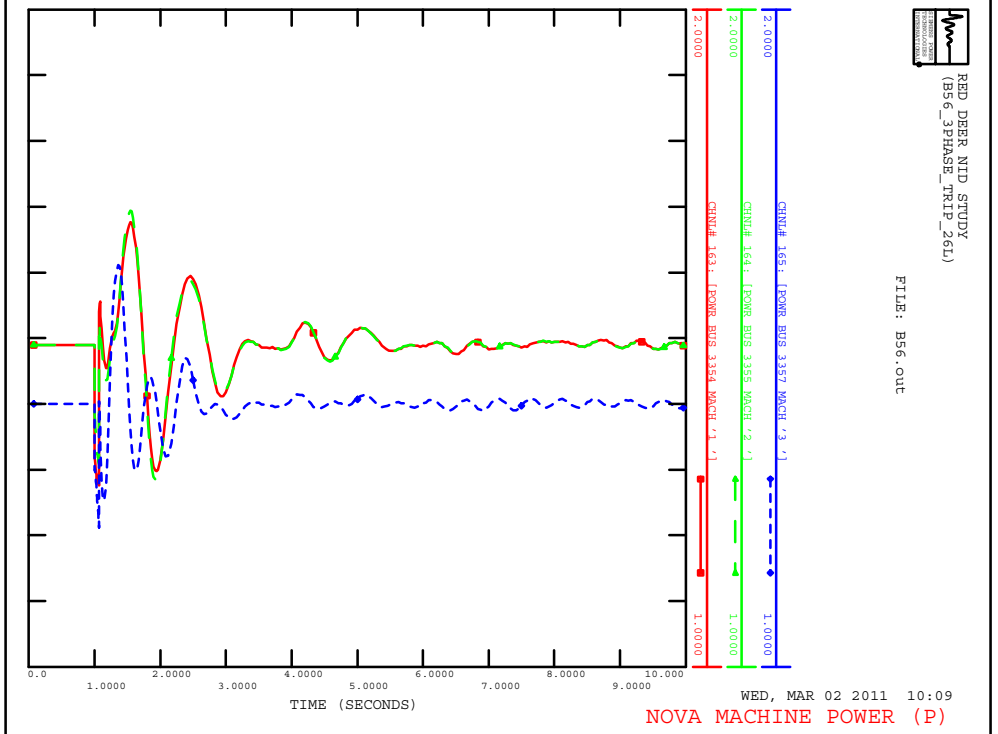

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

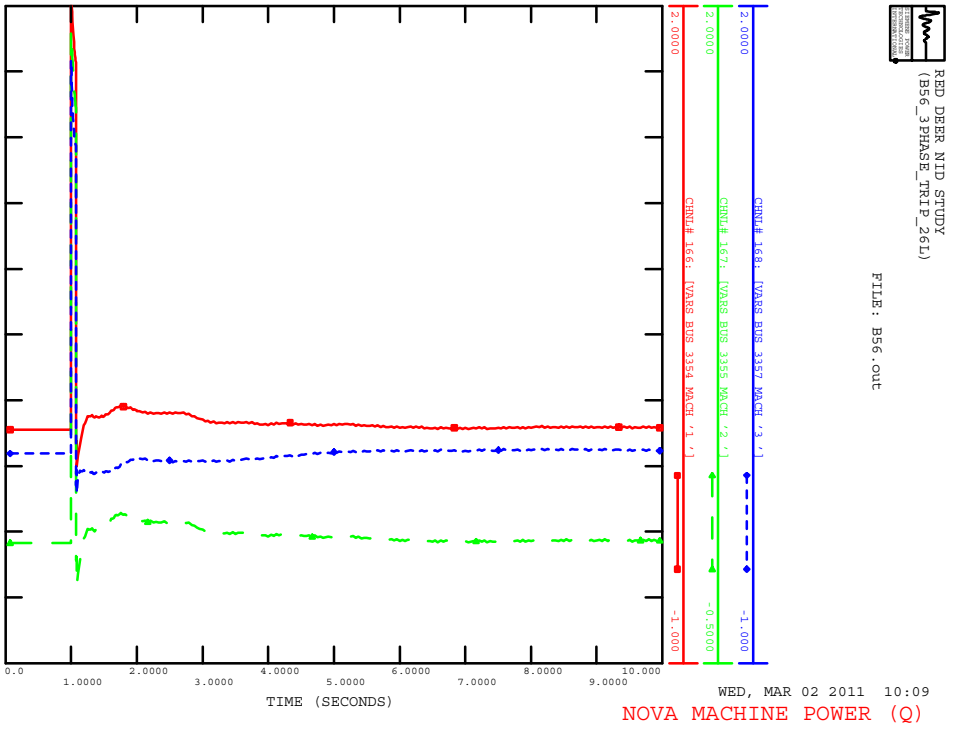

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

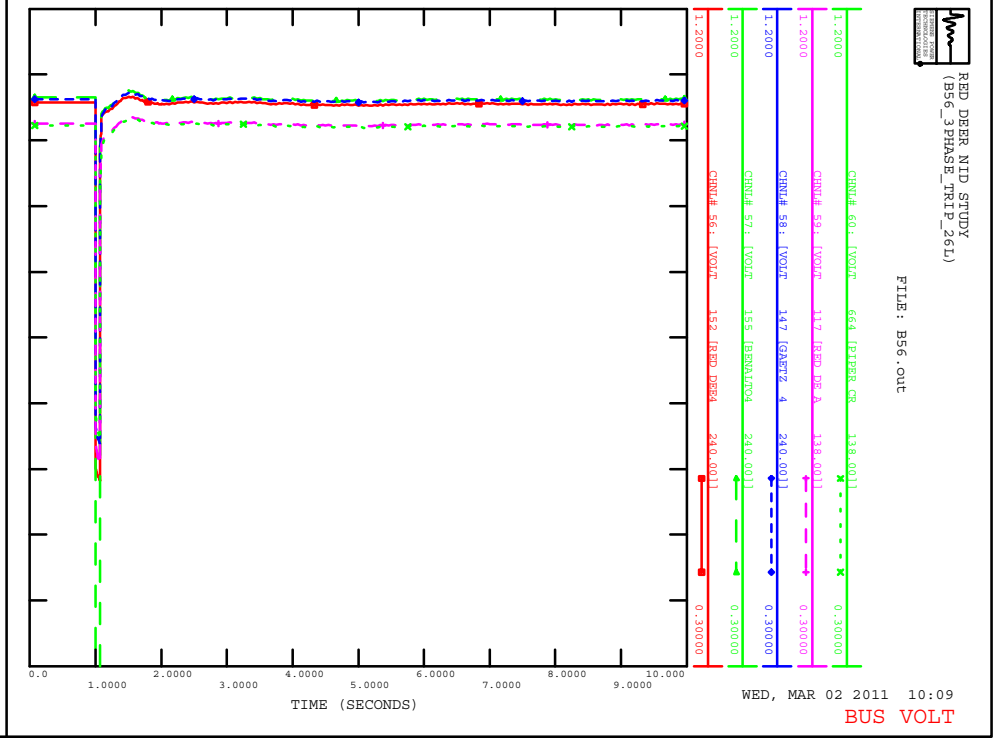

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

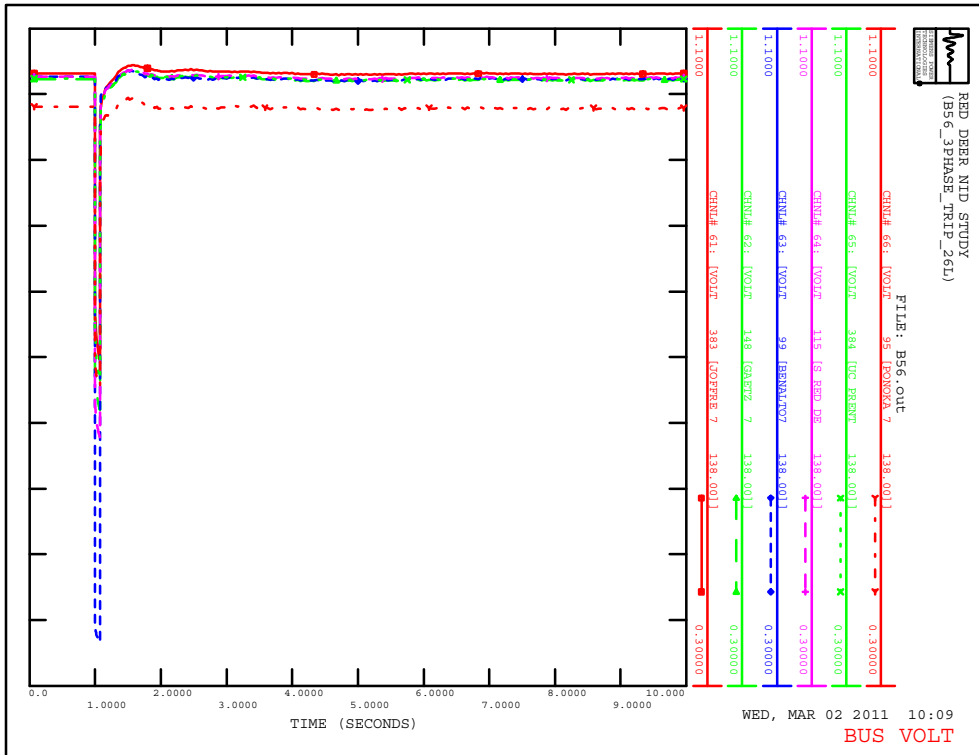

RED DEER NID STUDY
(B55_3PHASE_TRIP_26L)
FILE: B55.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

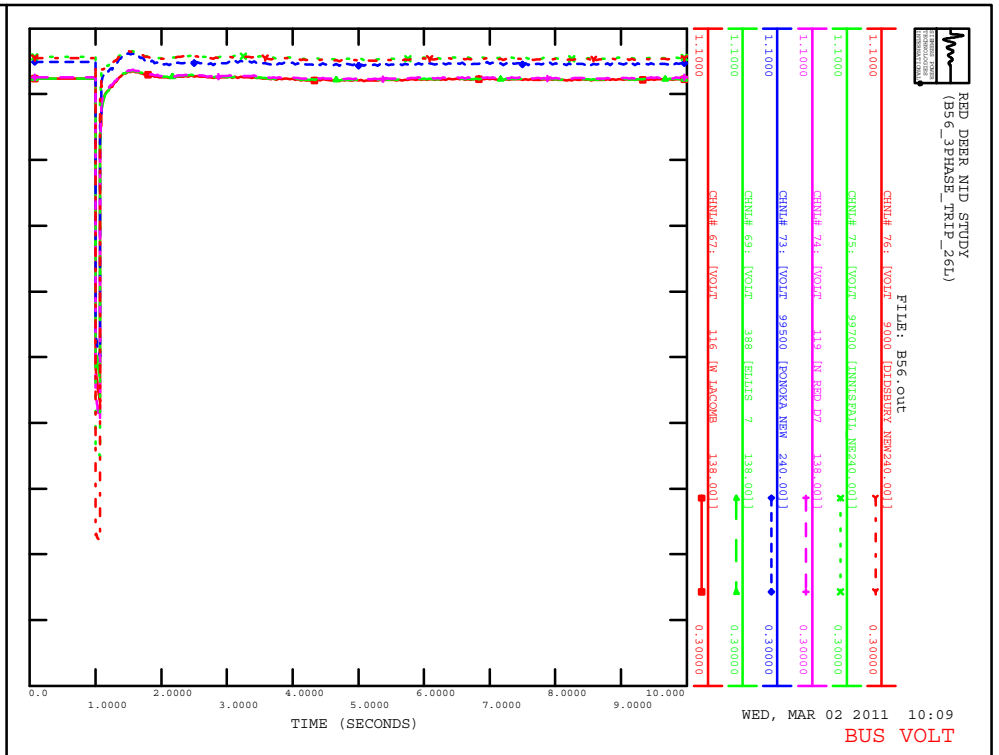

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

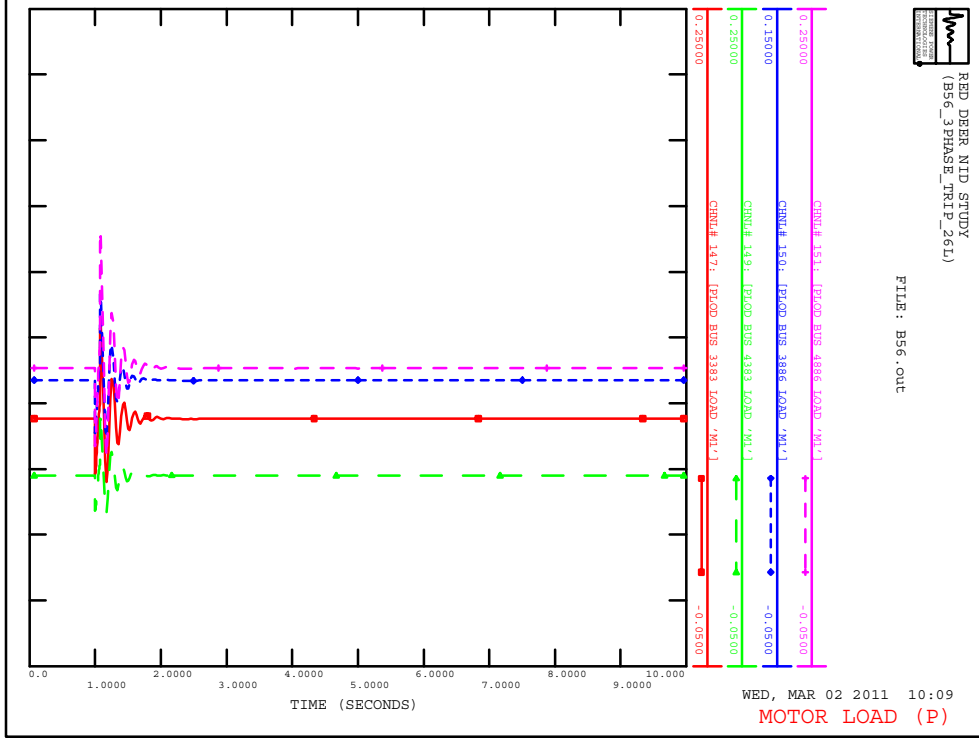

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

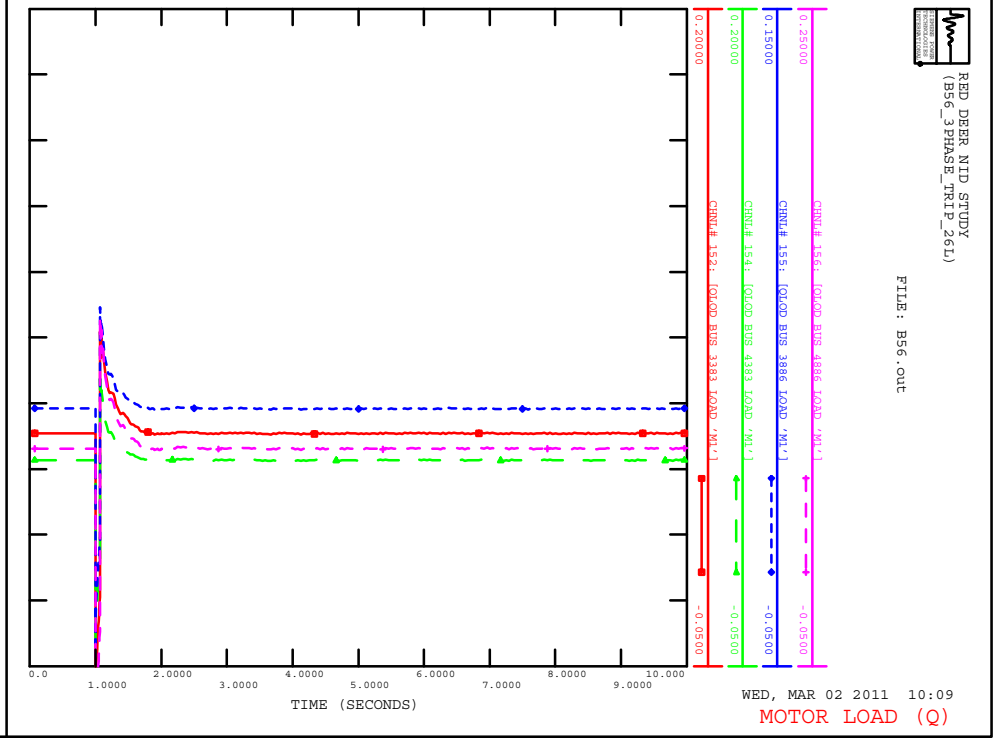

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

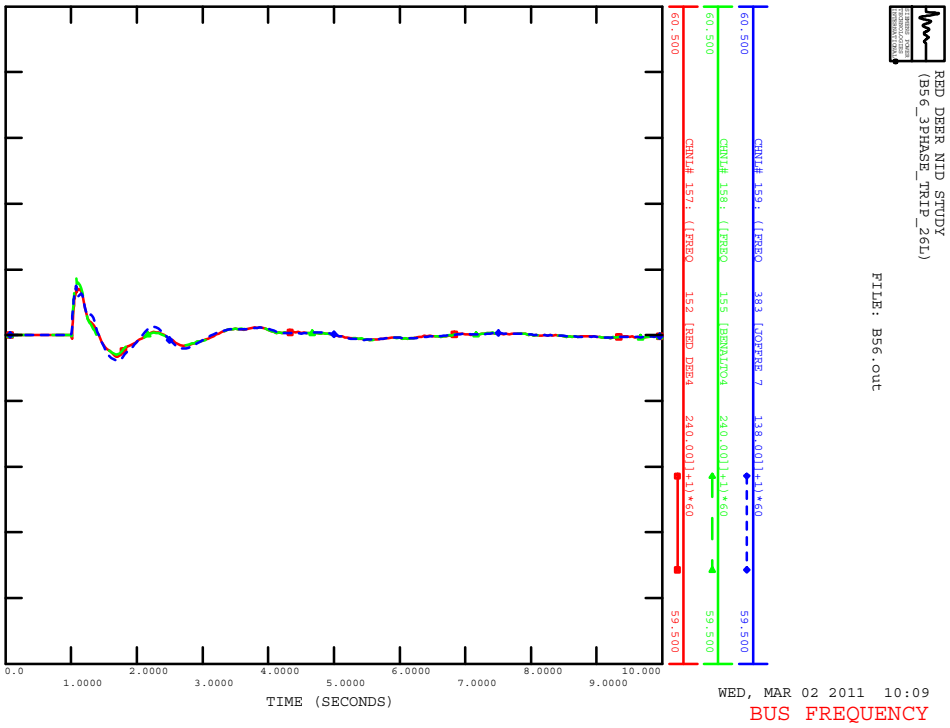

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

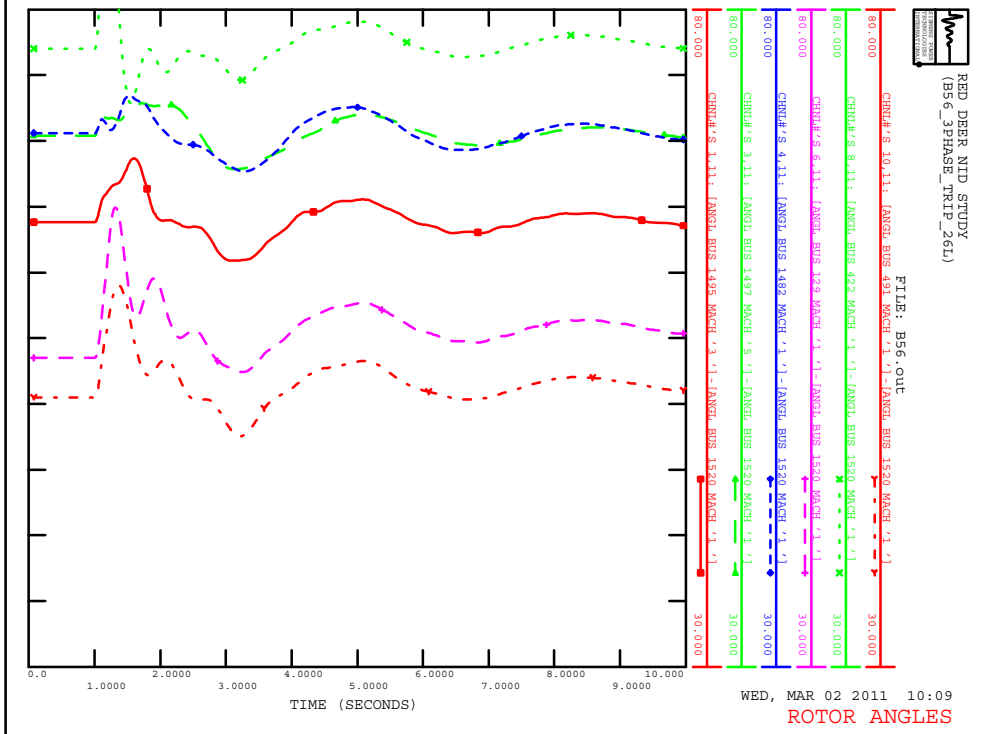

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

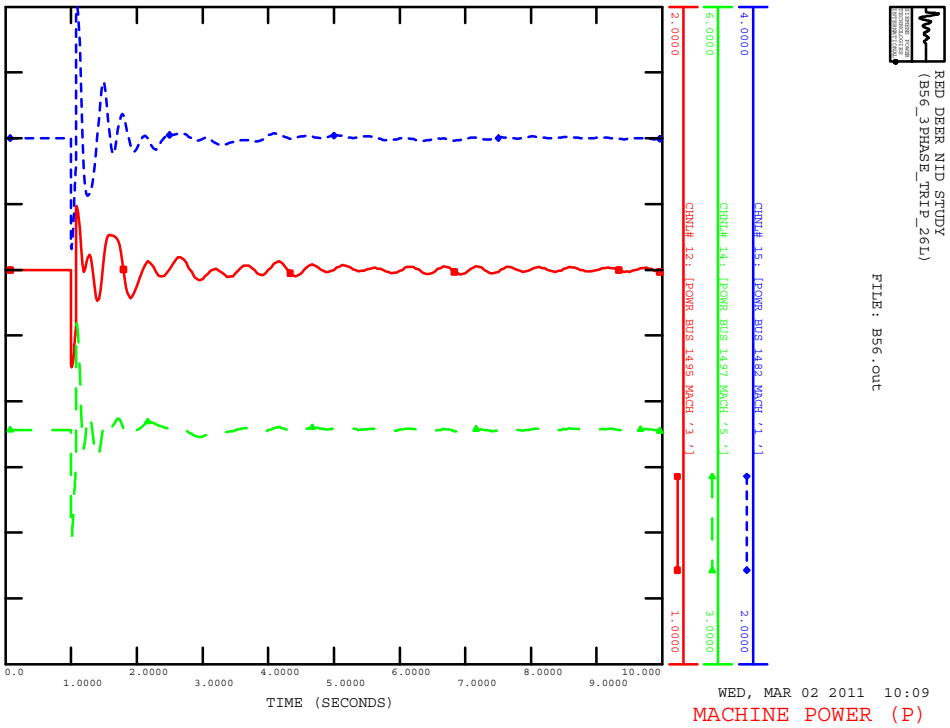

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

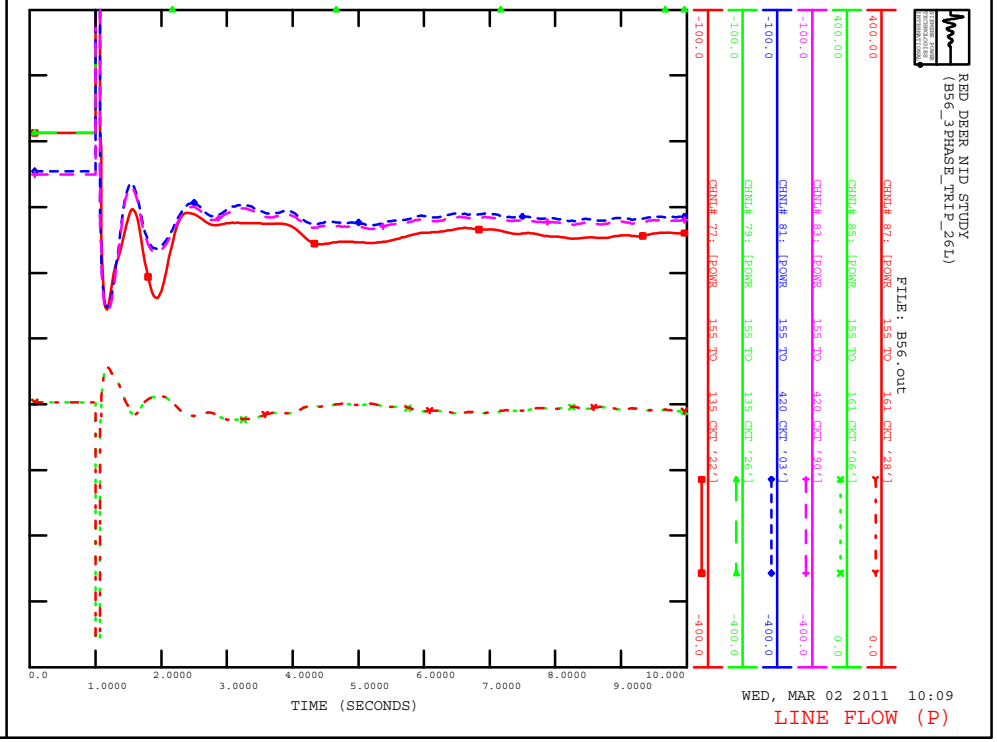

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

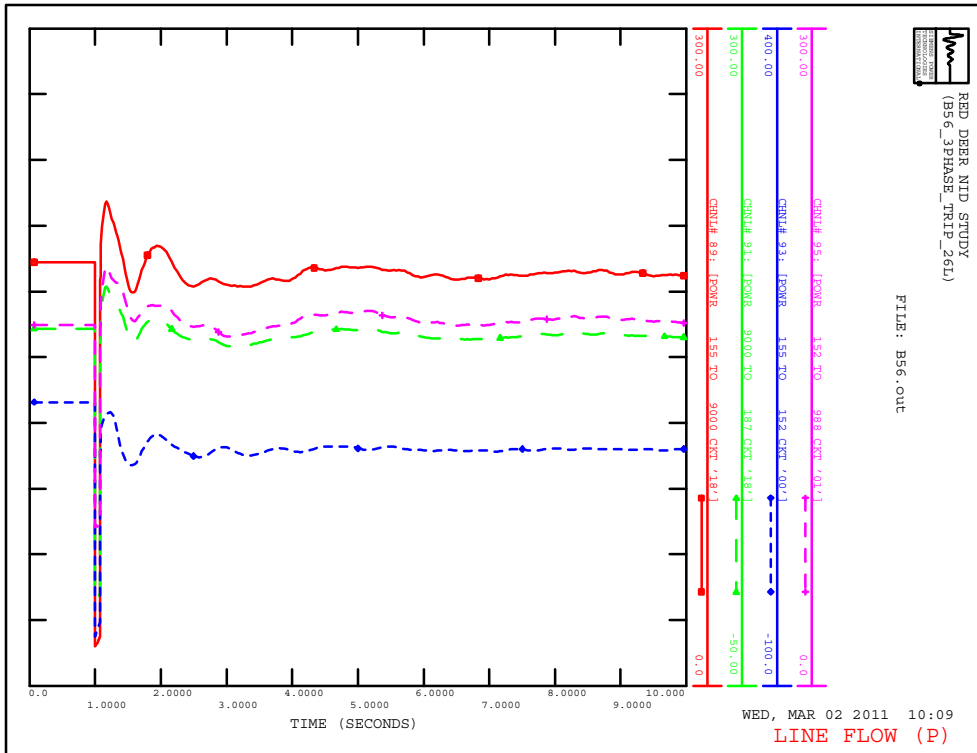

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

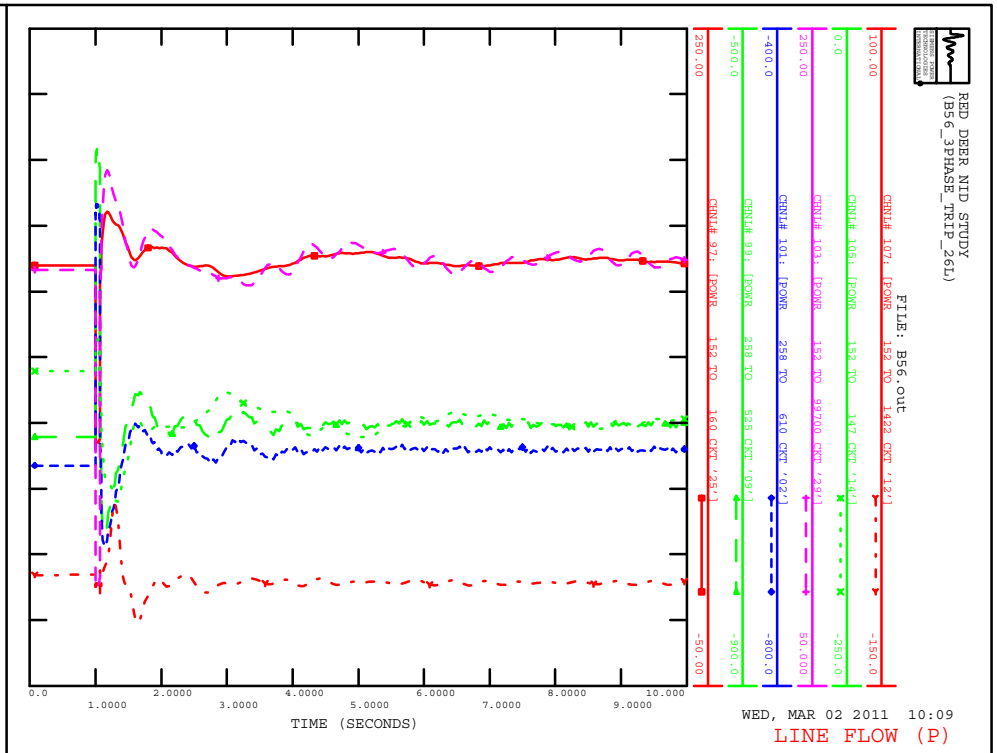

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

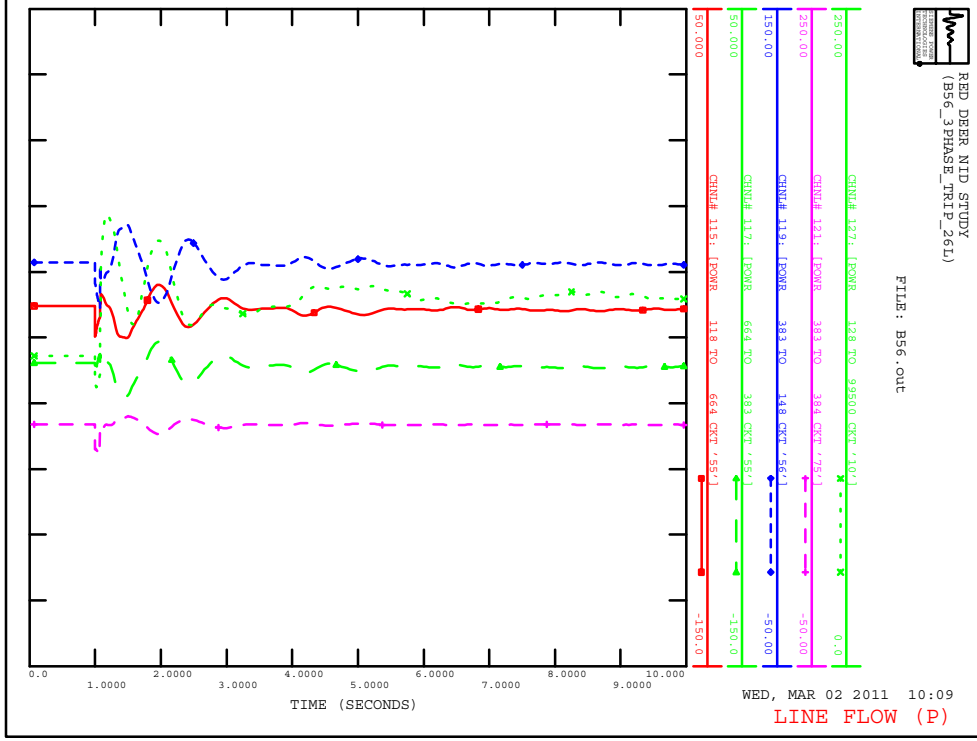

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

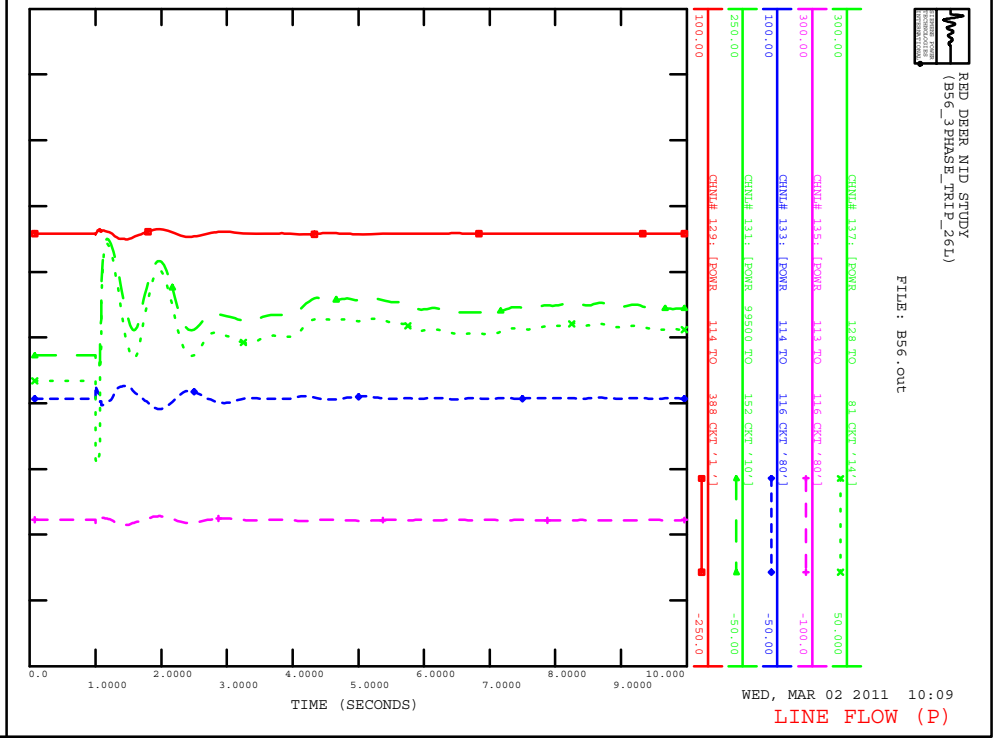

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

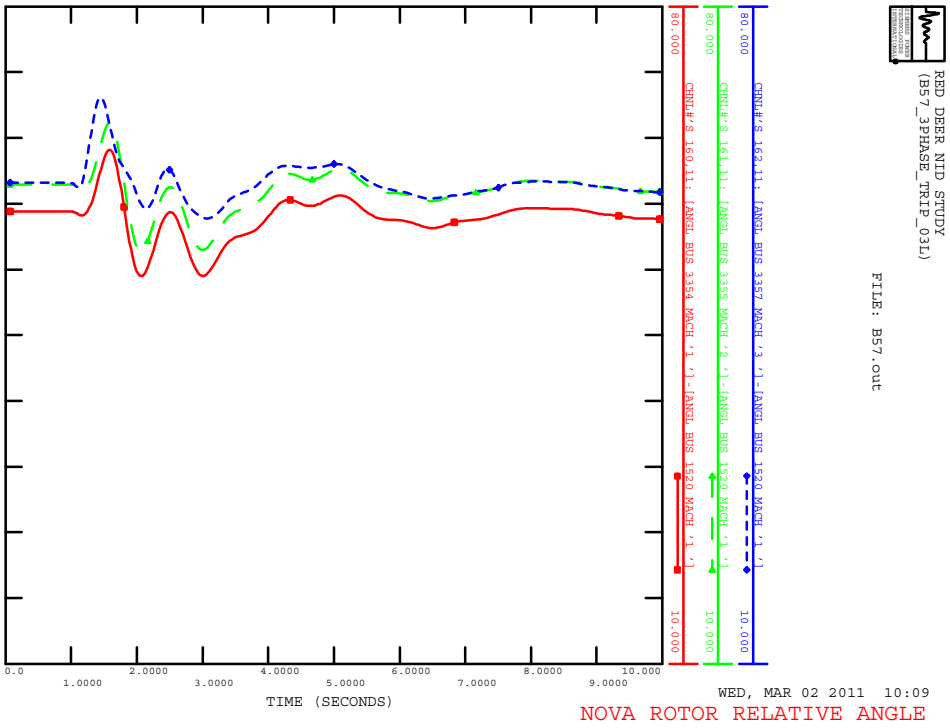

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

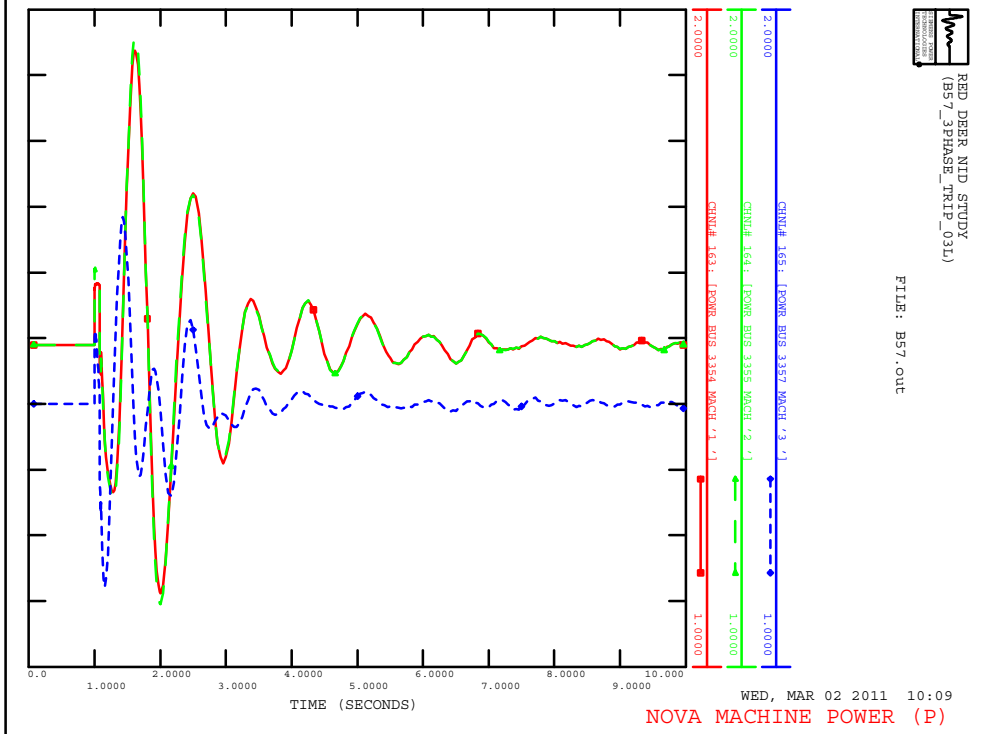

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

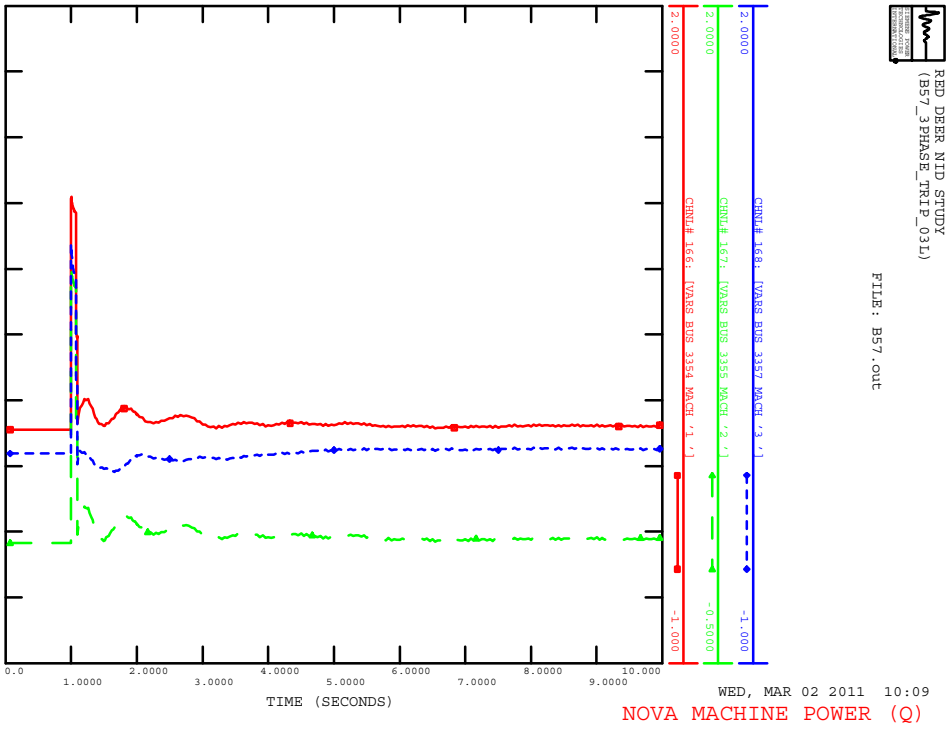

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

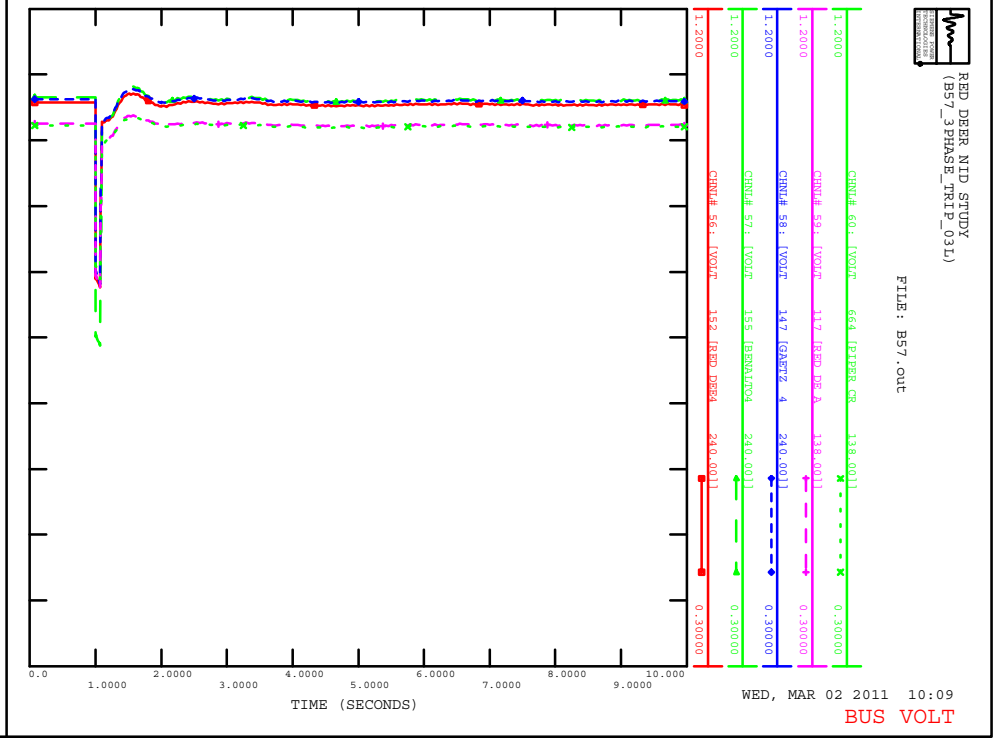

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

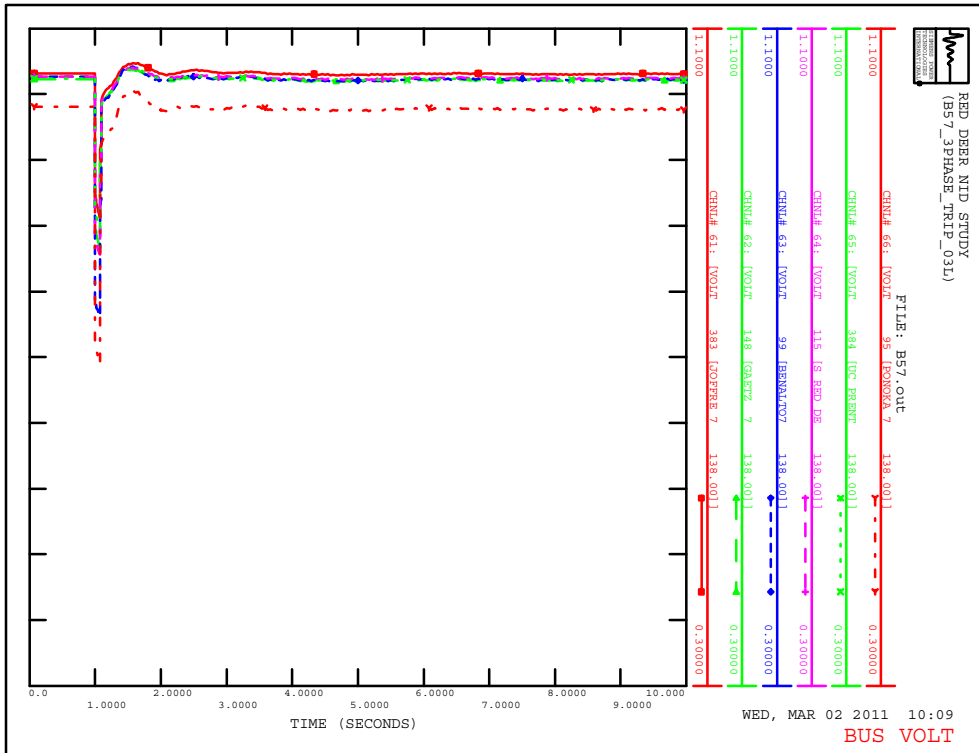

RED DEER NID STUDY
(B56_3PHASE_TRIP_26L)
FILE: B56.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

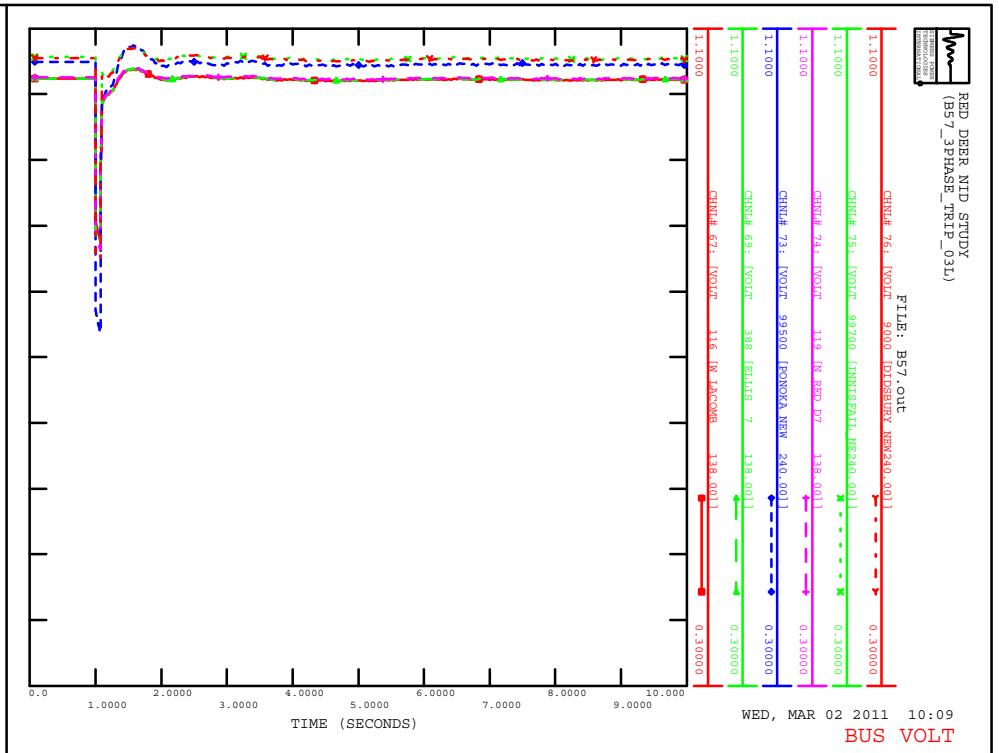

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

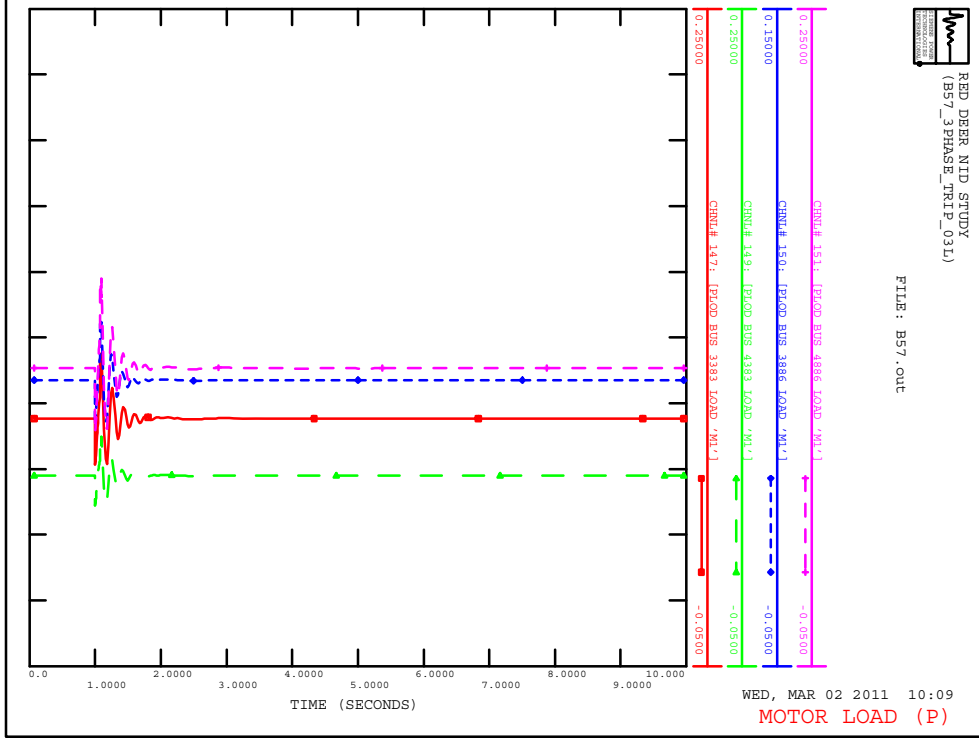

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

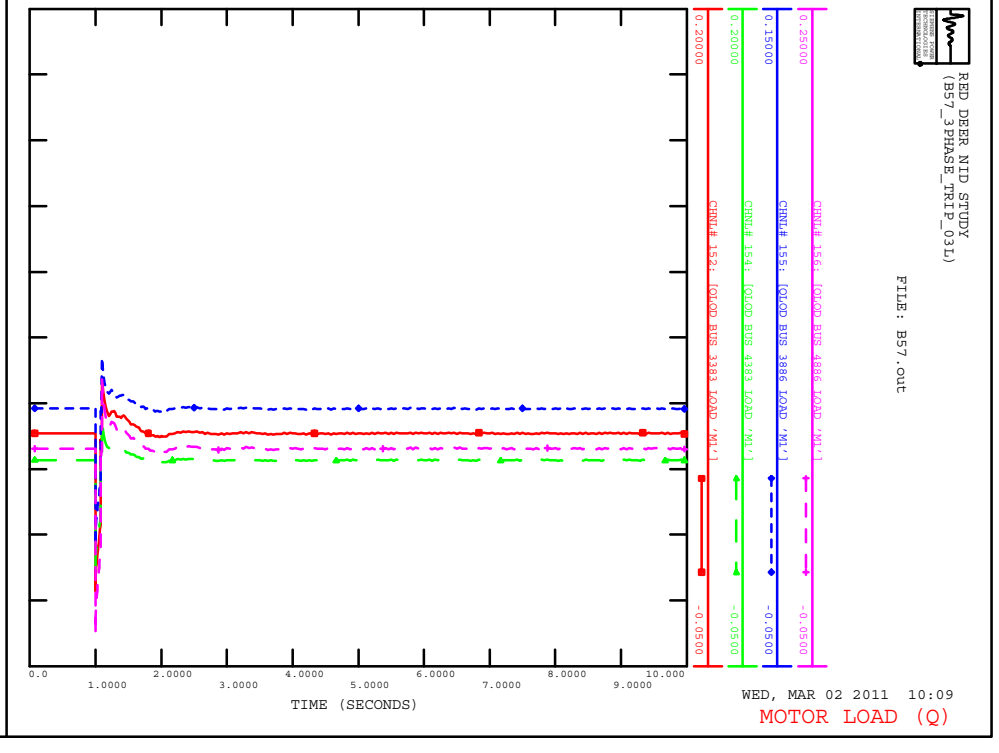

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

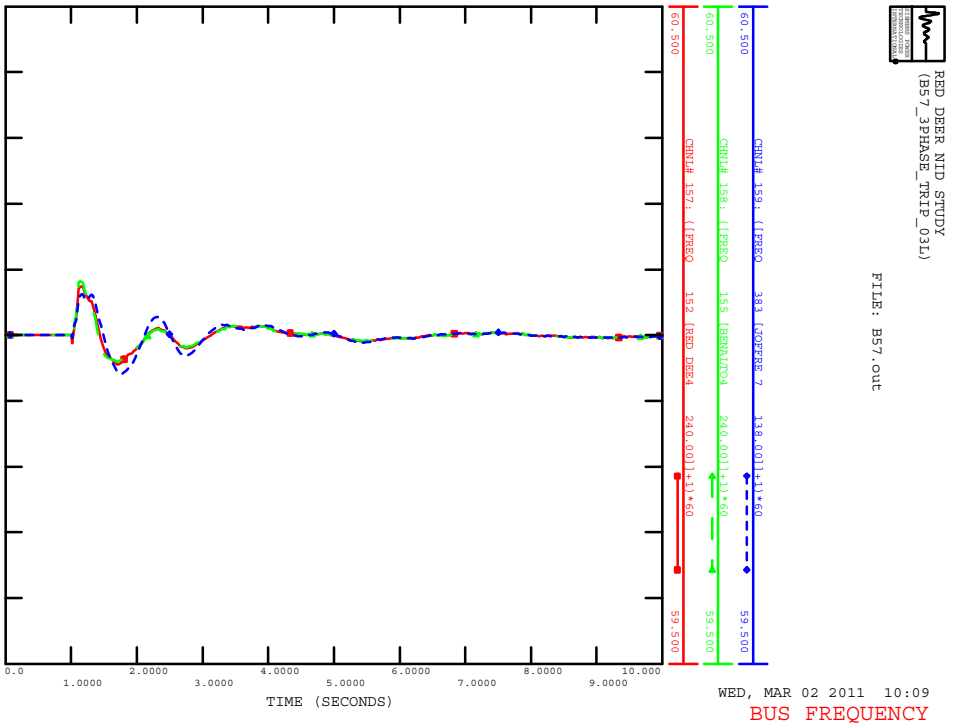

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

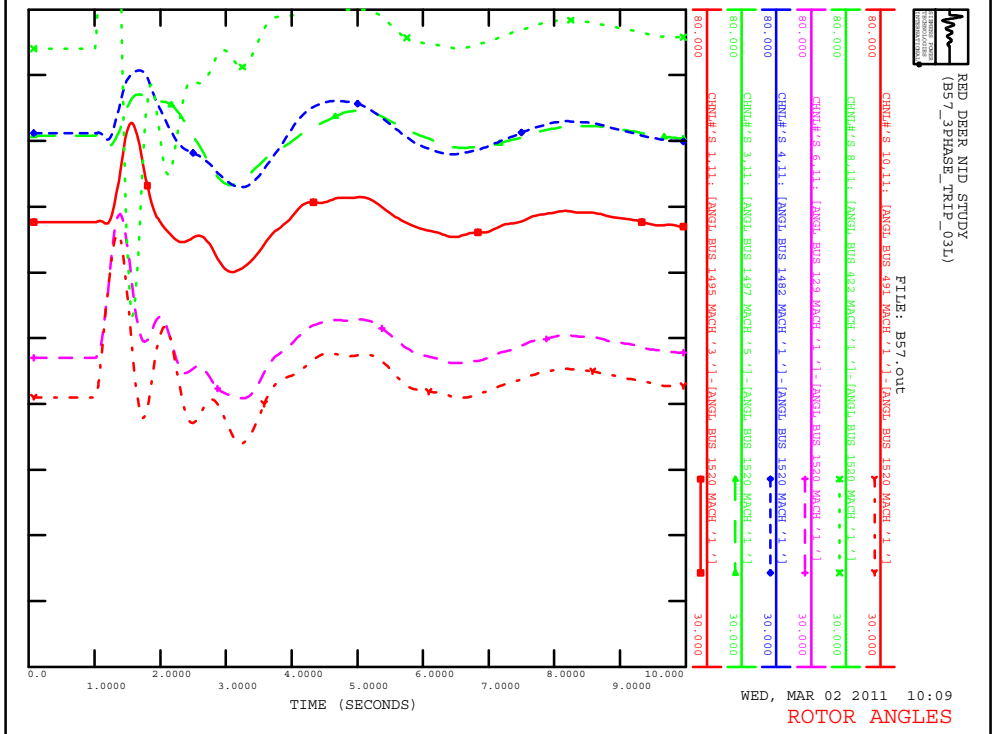

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

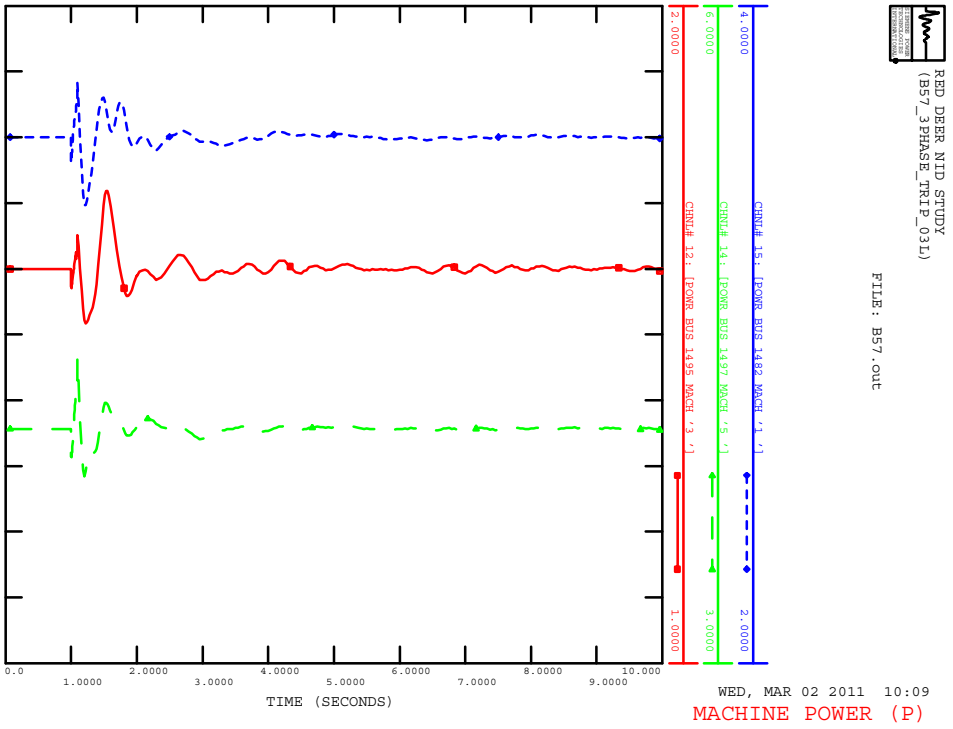

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

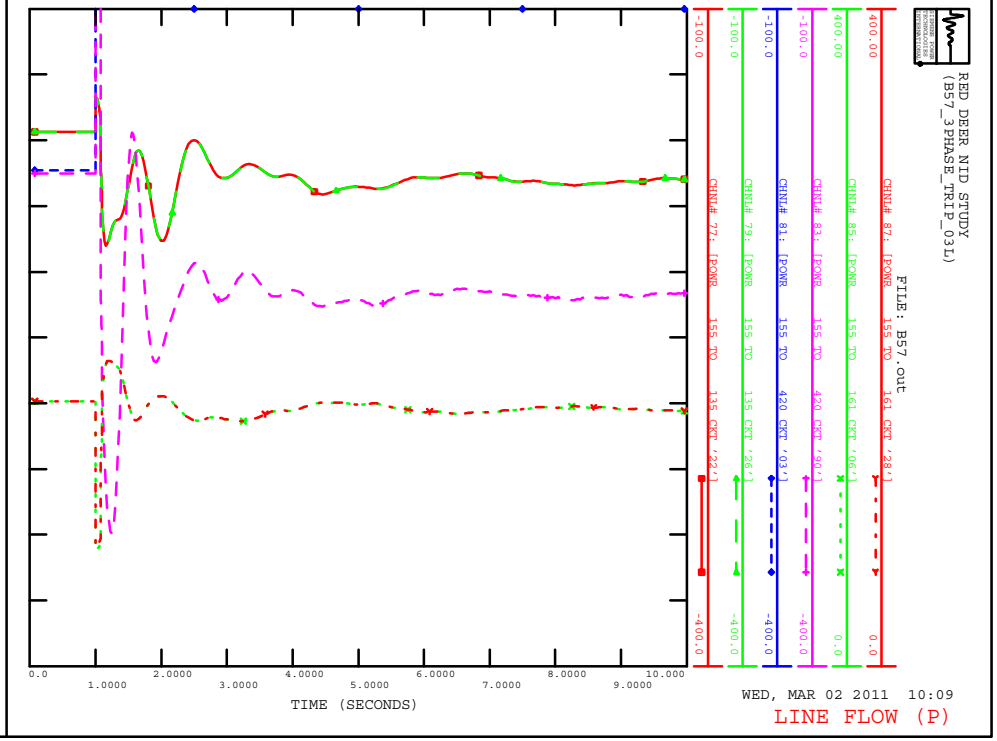

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

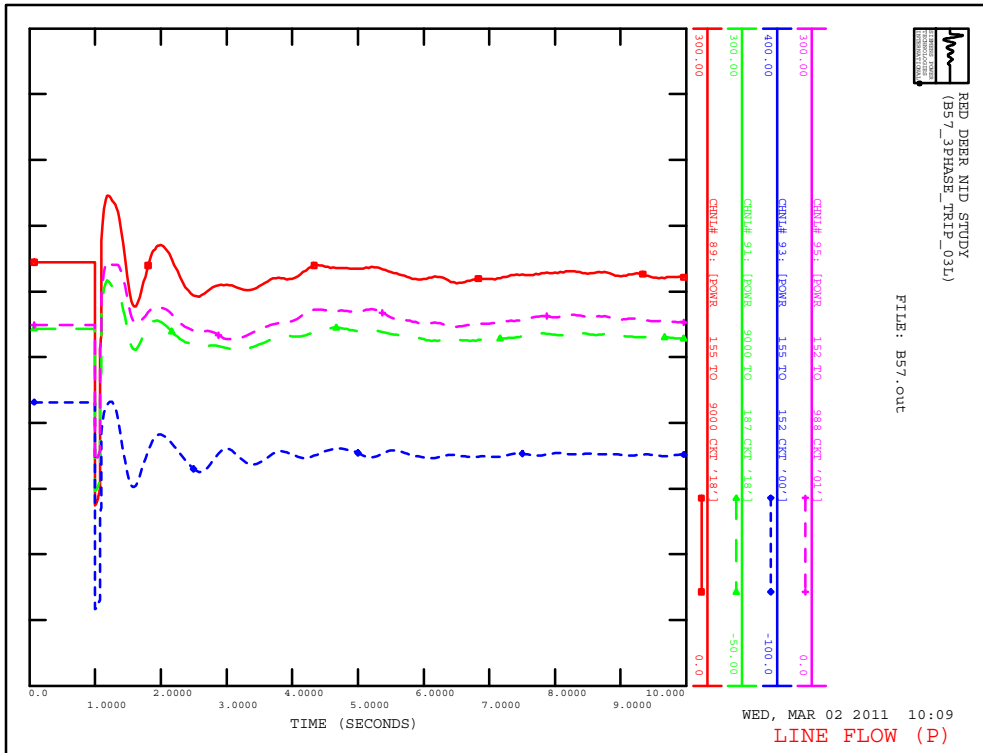

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

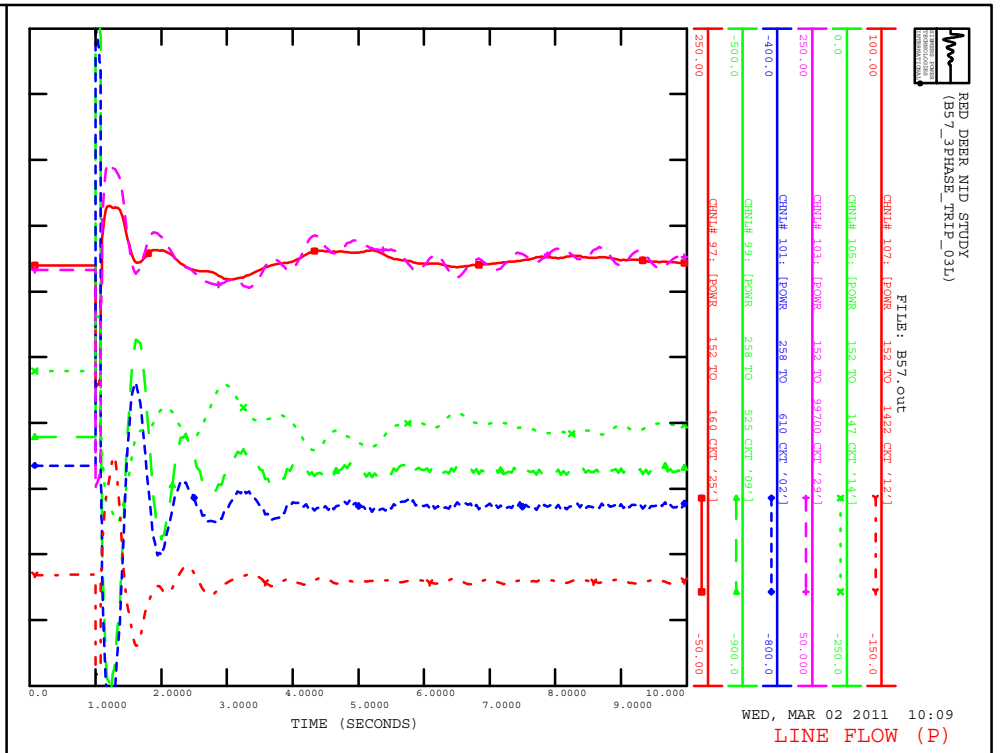

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

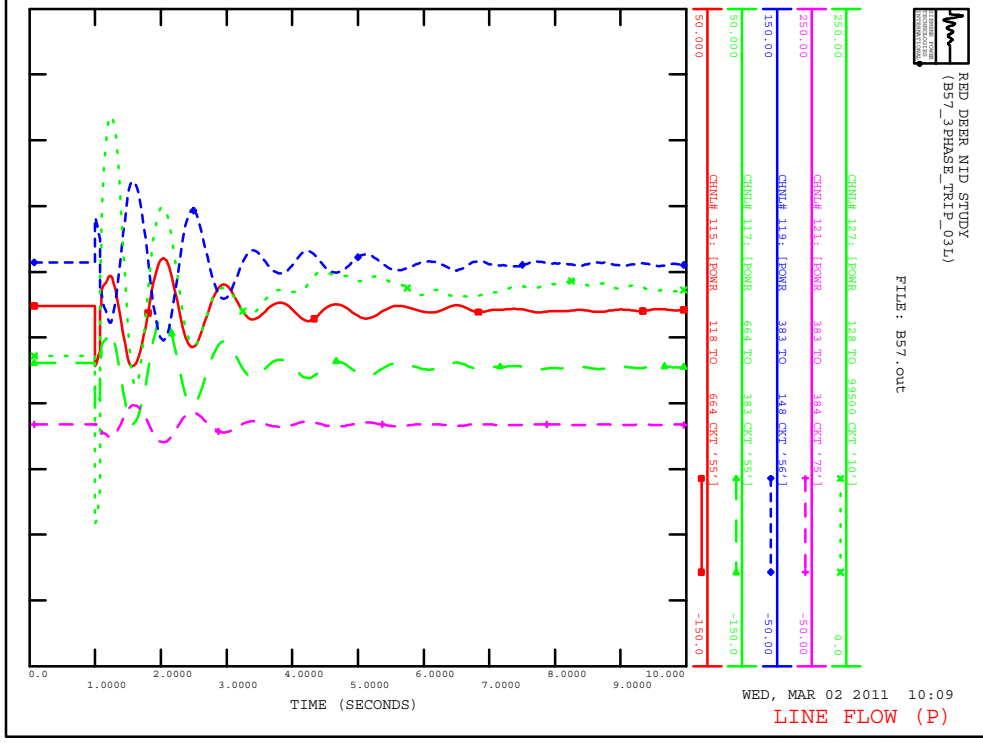

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

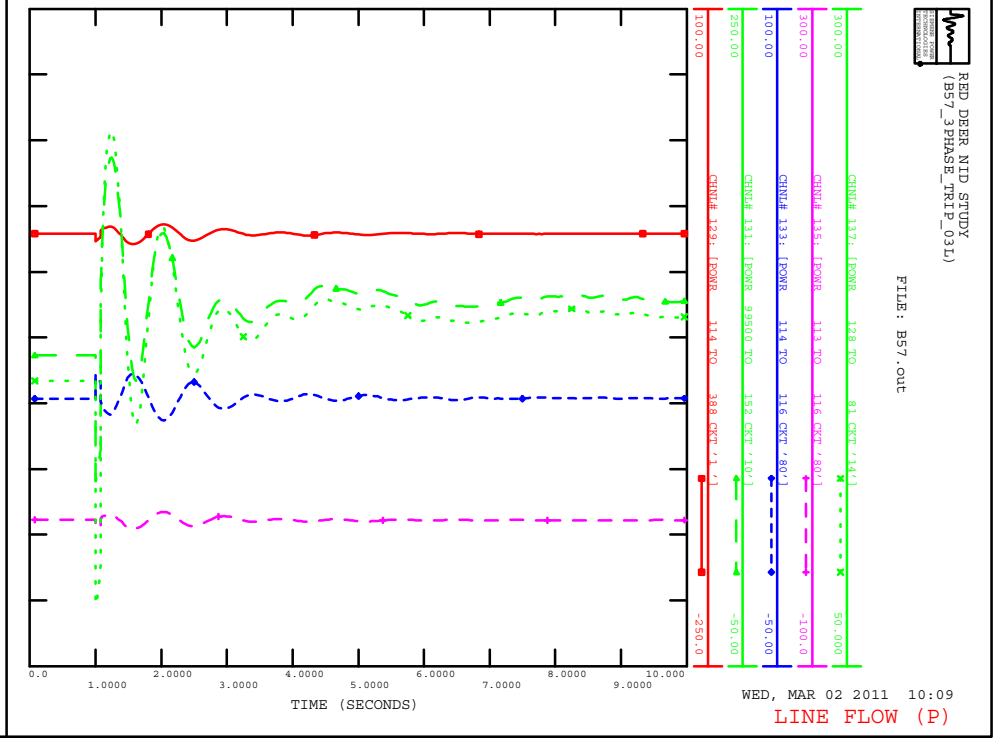

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

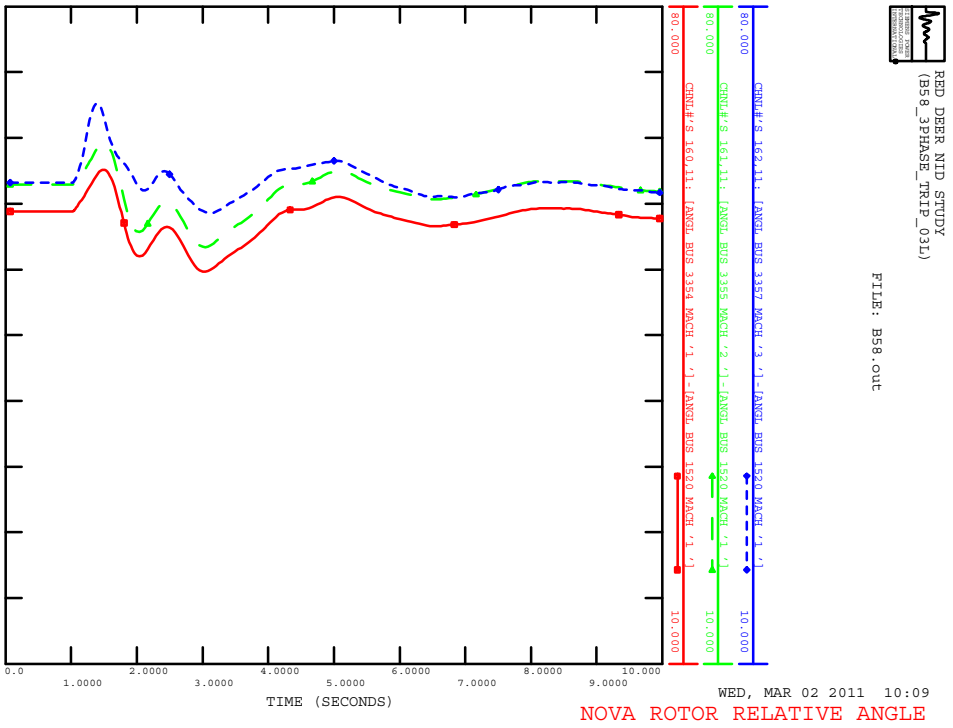

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

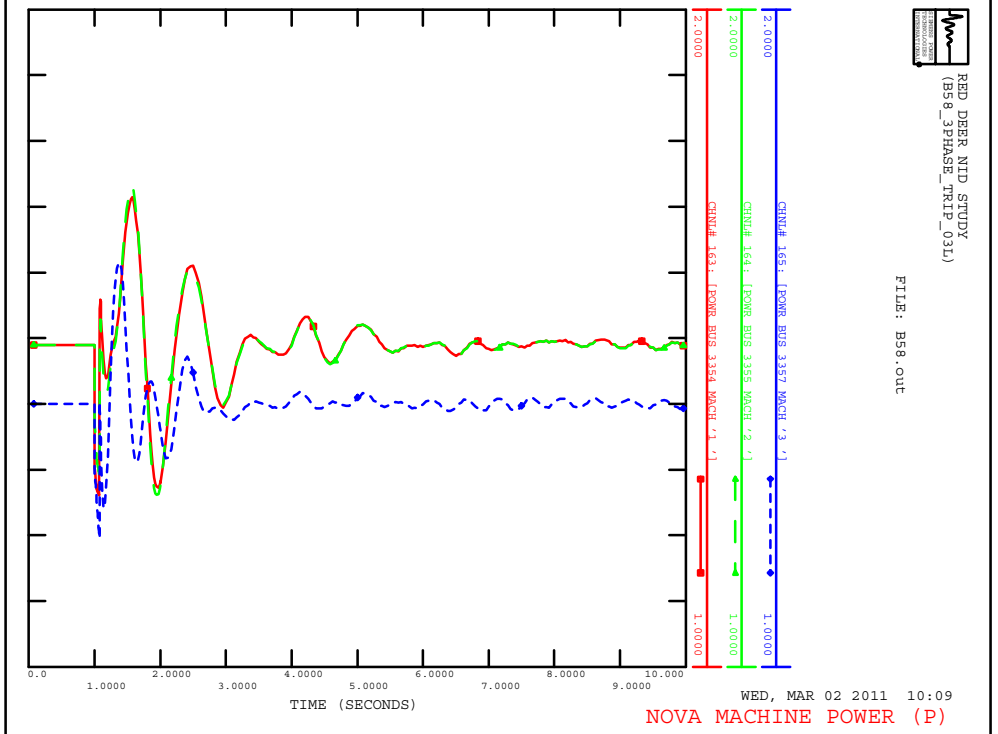

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

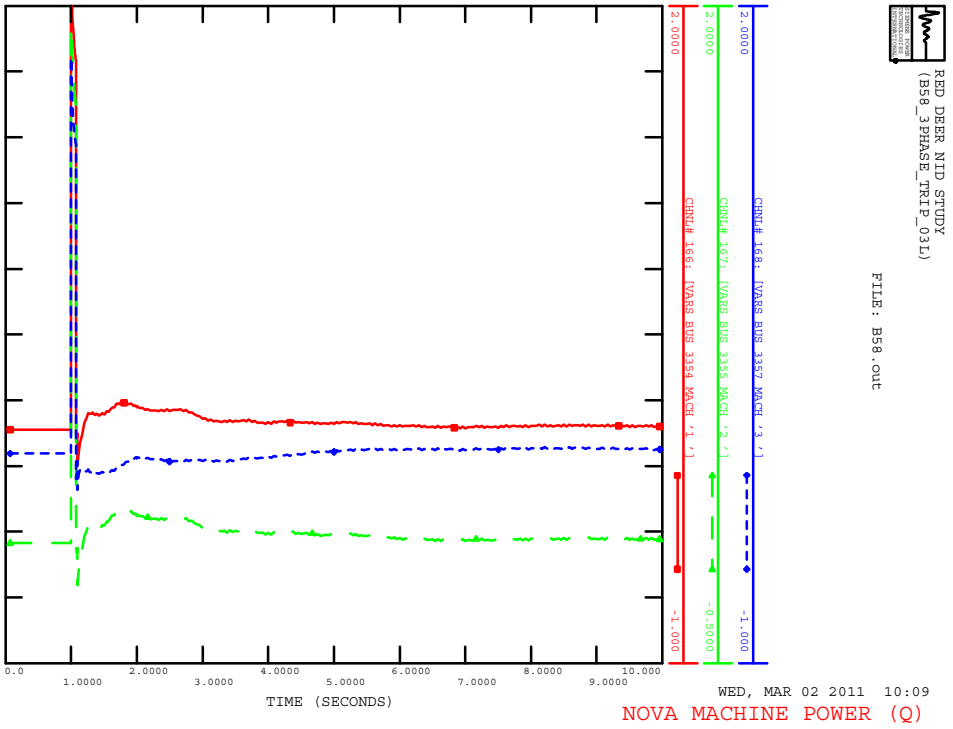

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

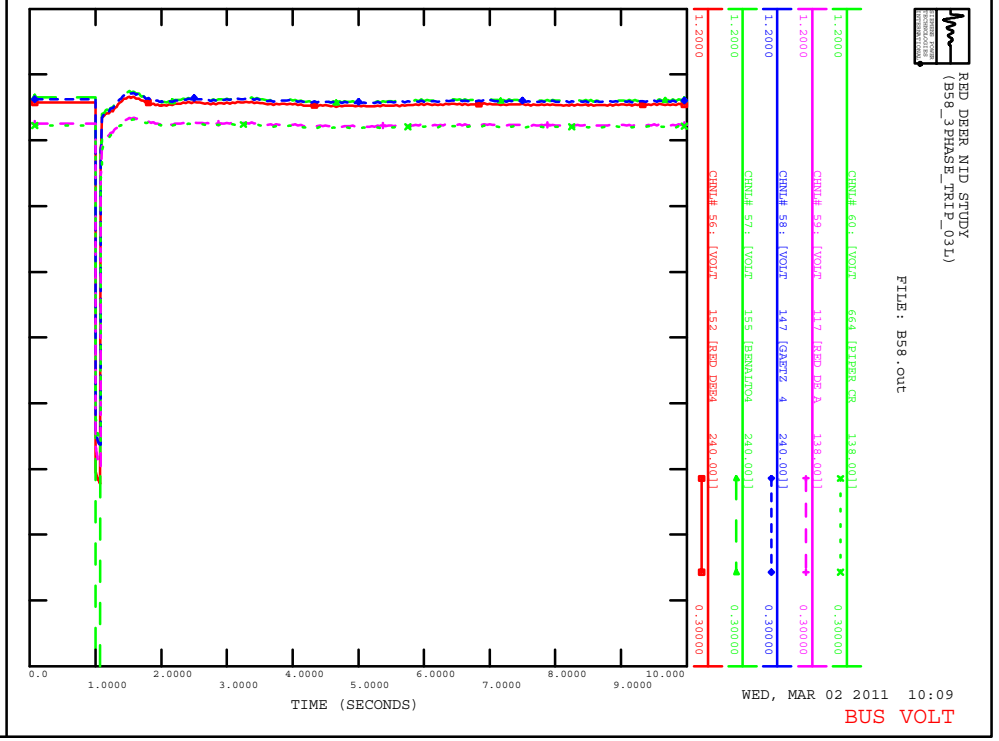

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

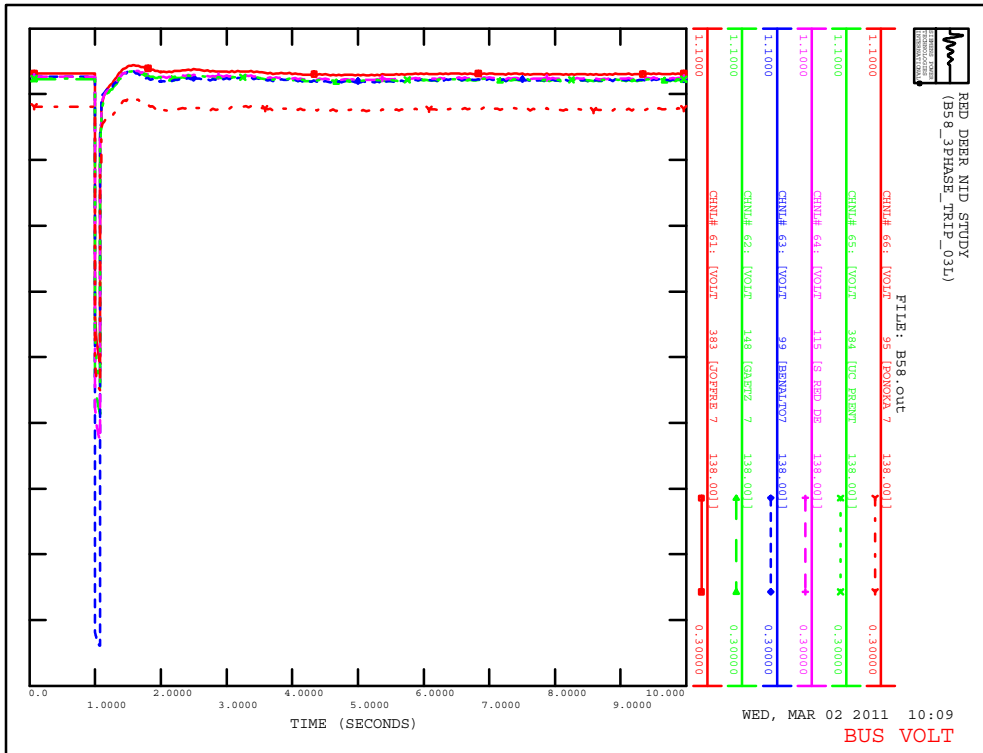

RED DEER NID STUDY
(B57_3PHASE_TRIP_03L)
FILE: B57.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

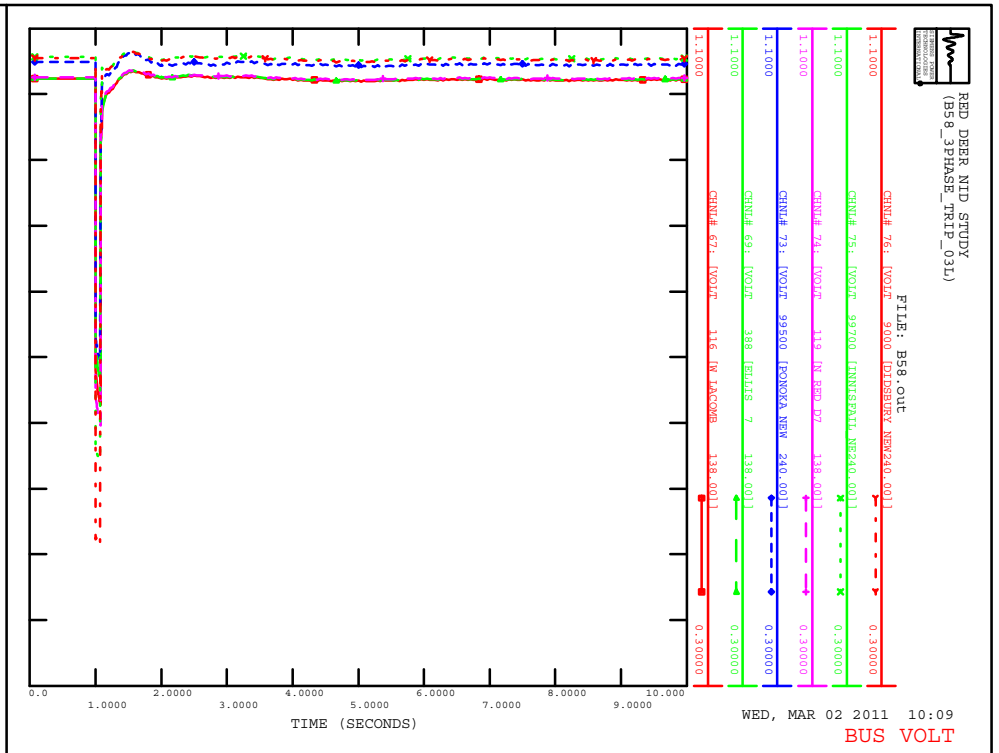

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

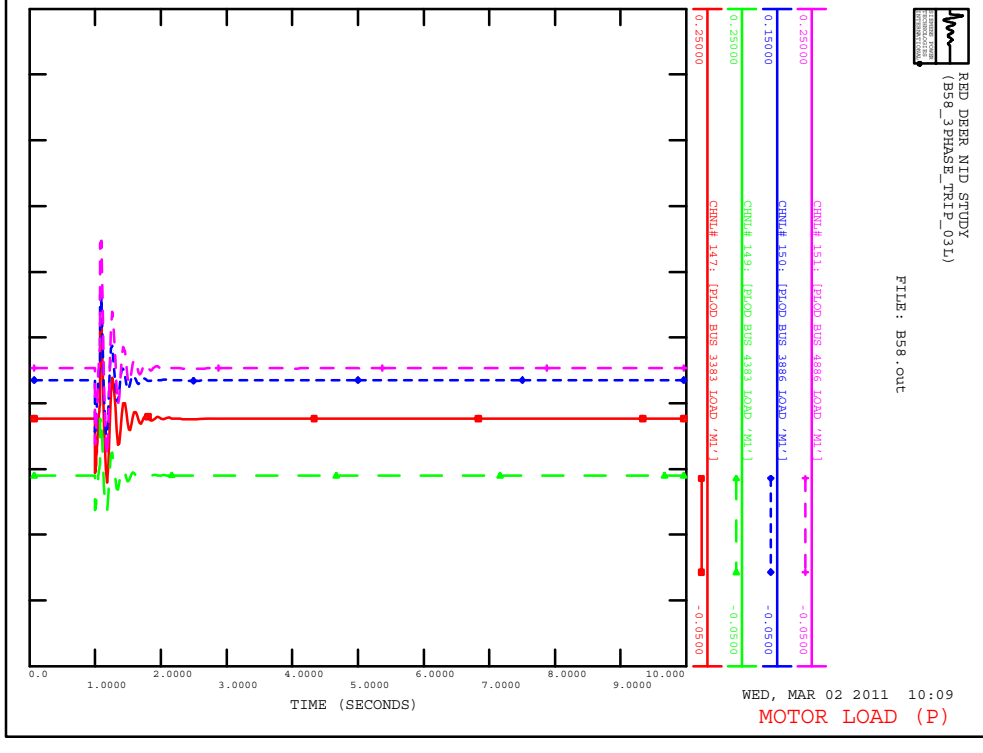

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

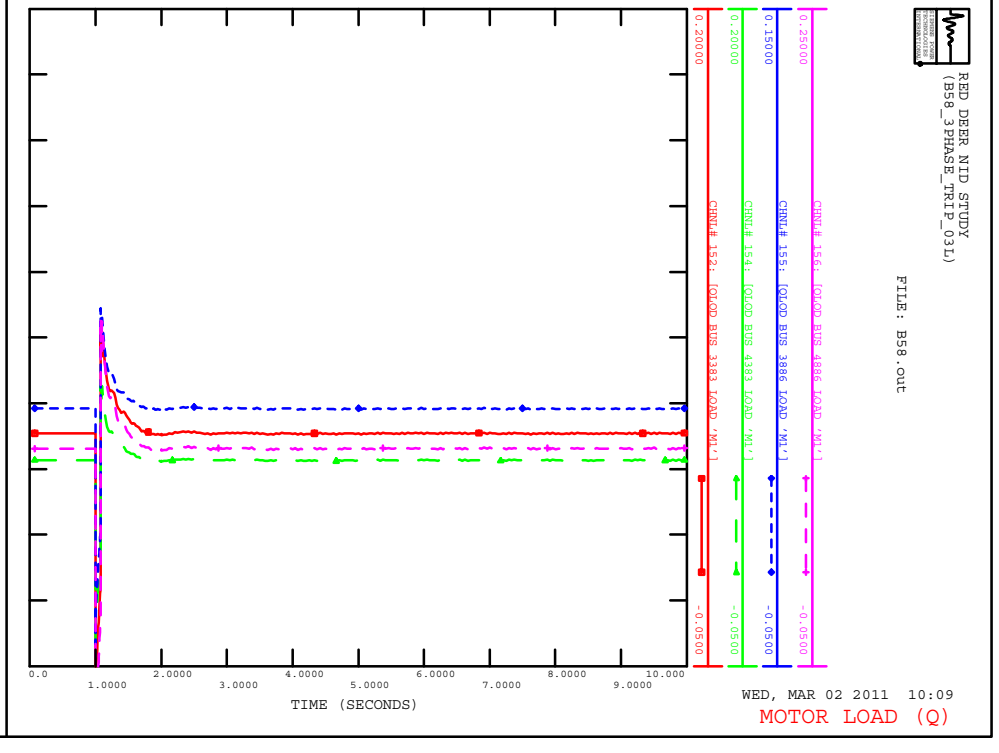

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

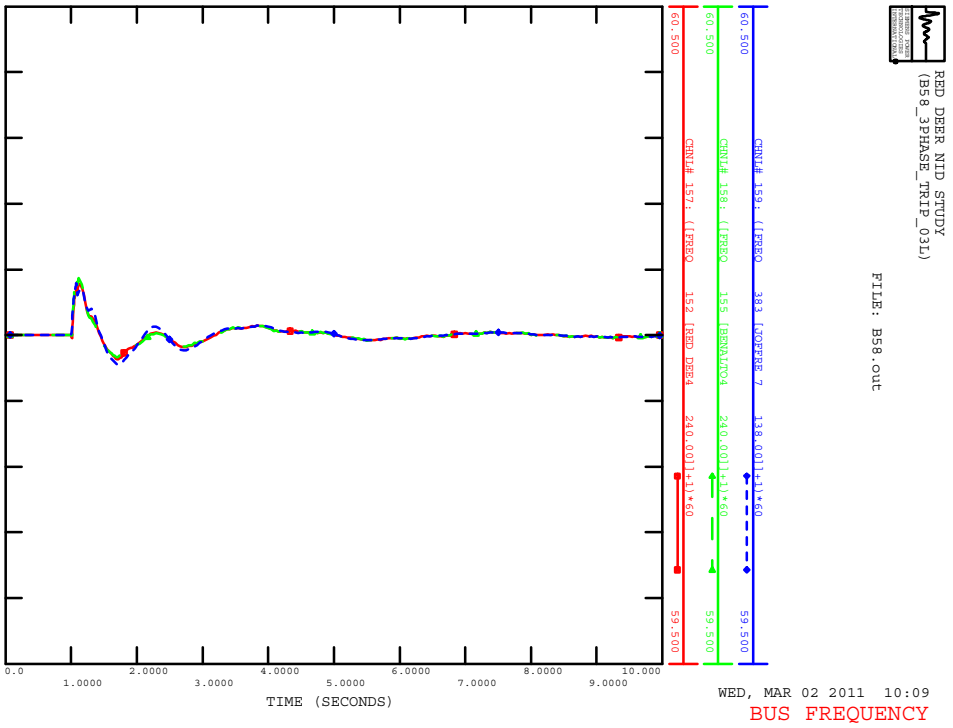

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

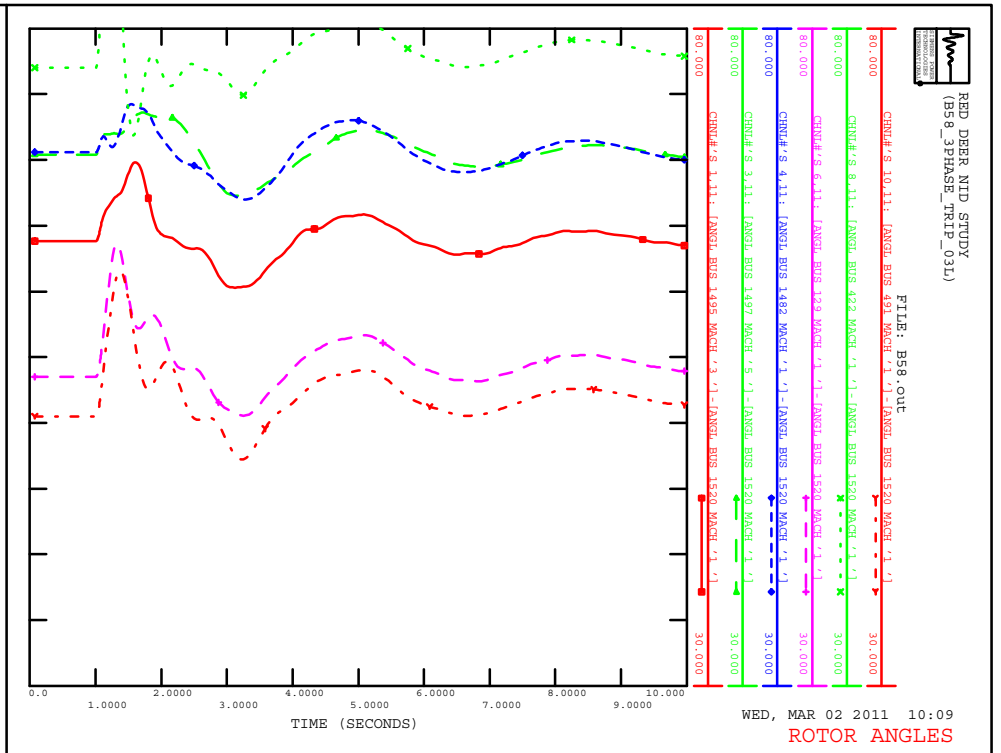

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

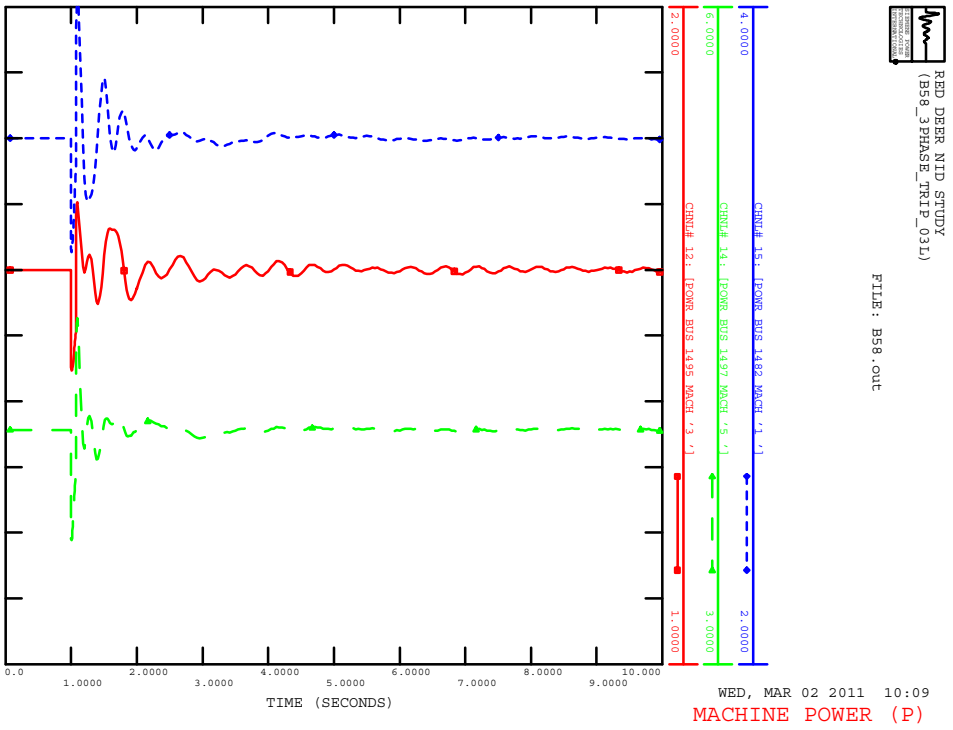

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

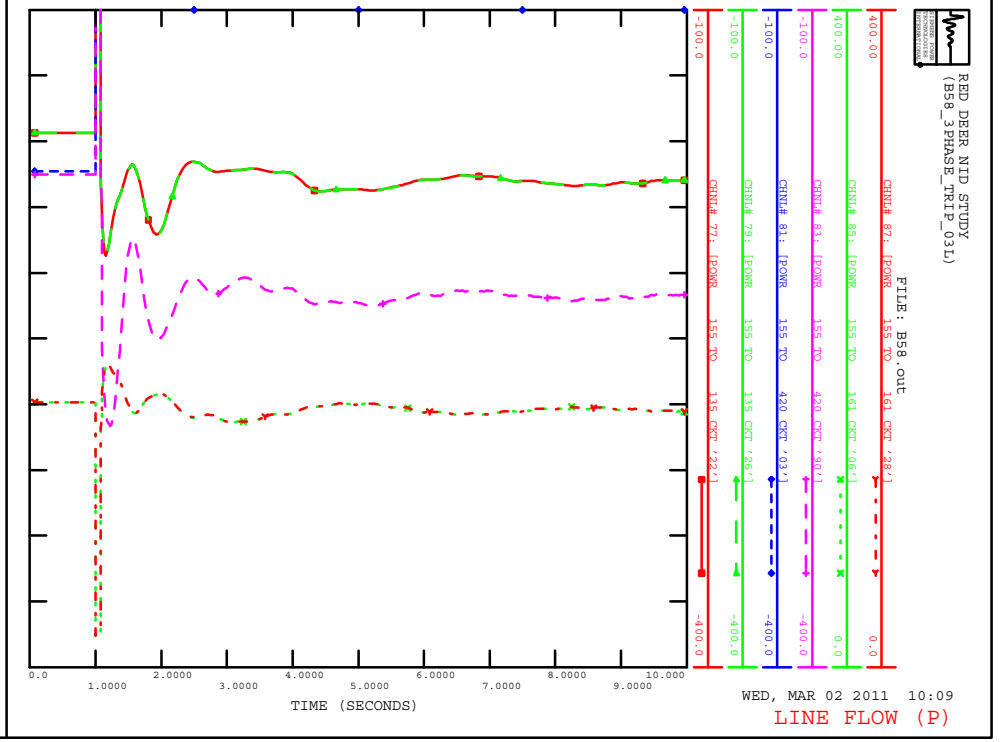

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

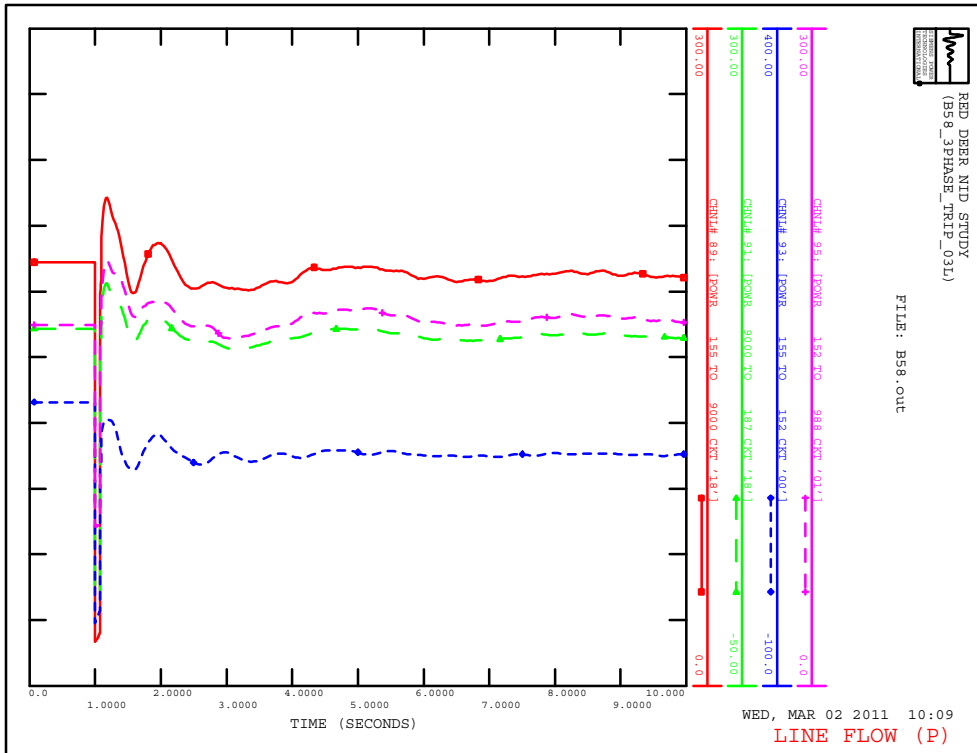

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

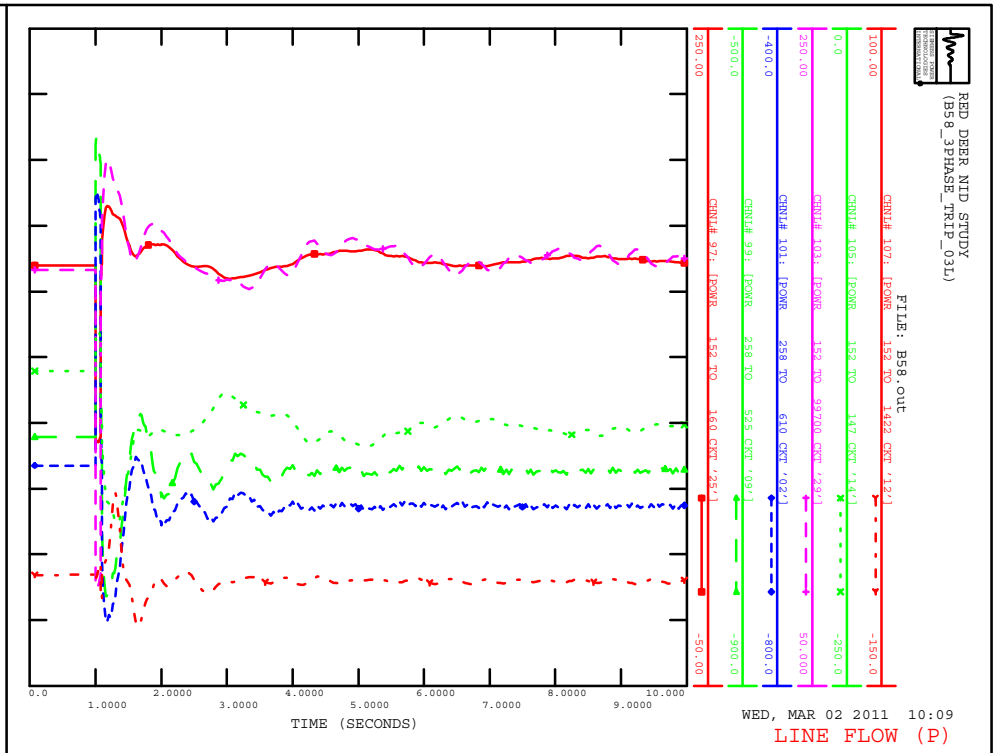

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

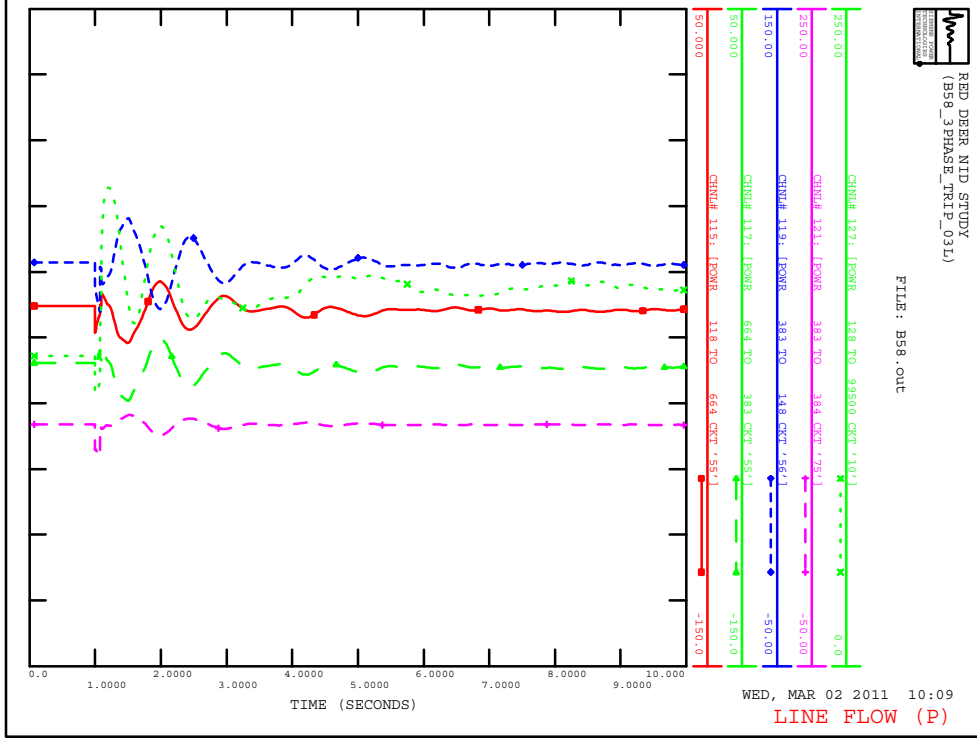

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

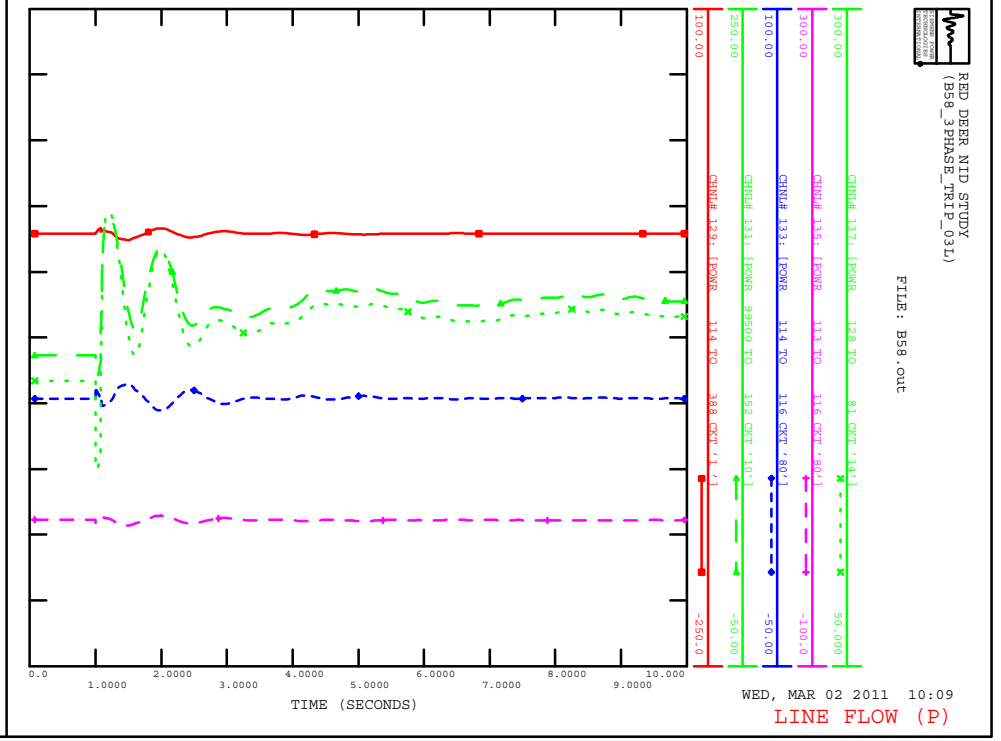

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

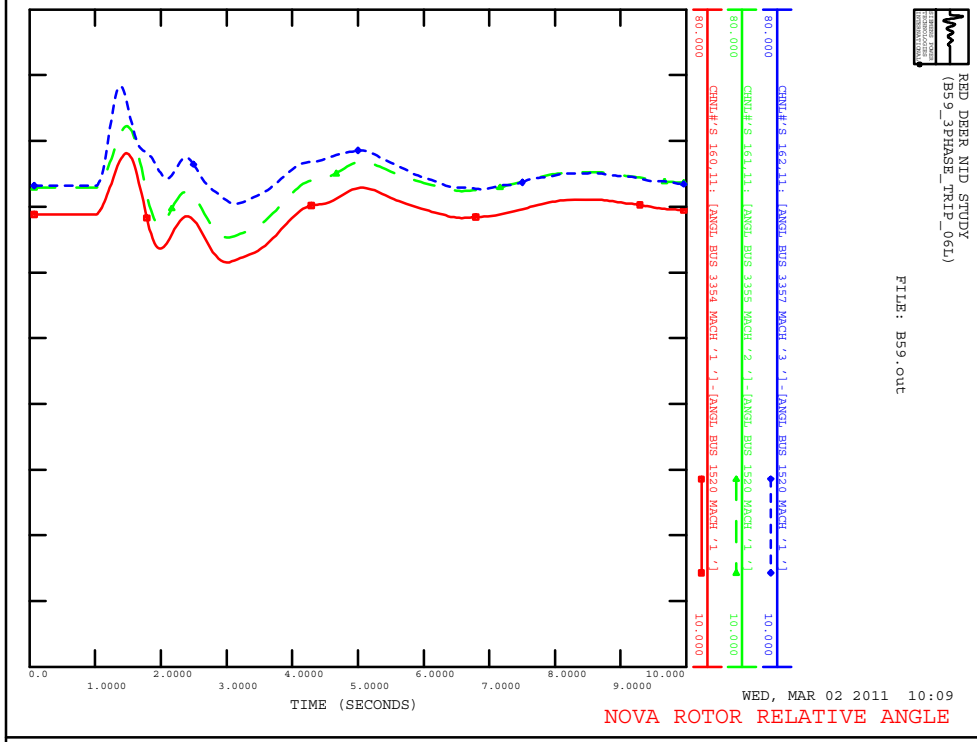

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

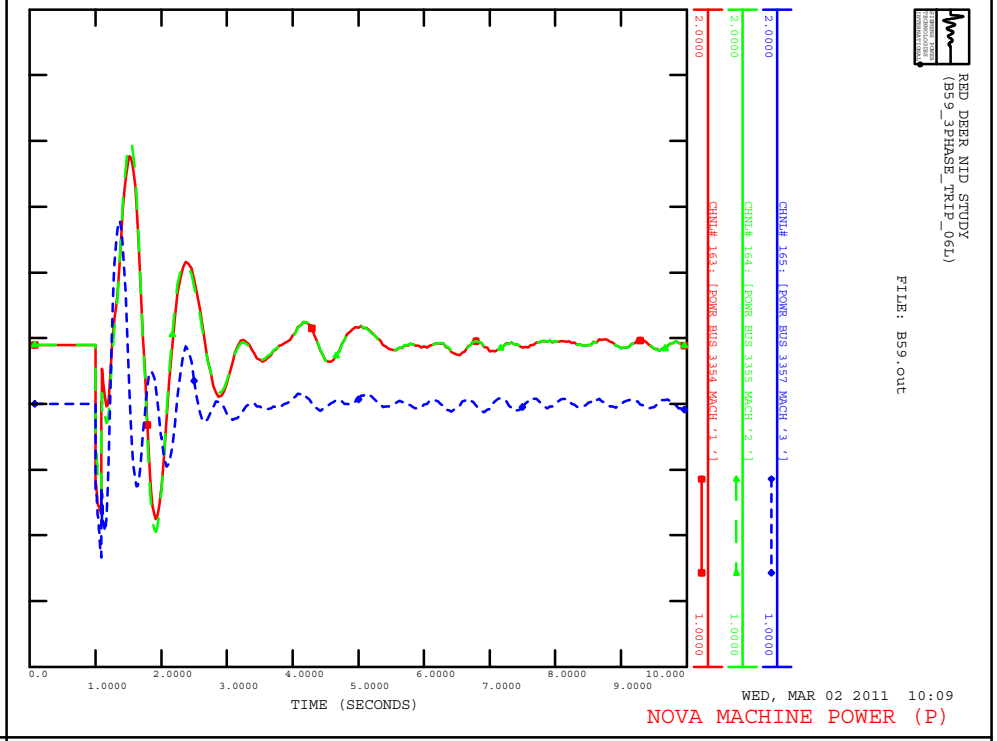

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

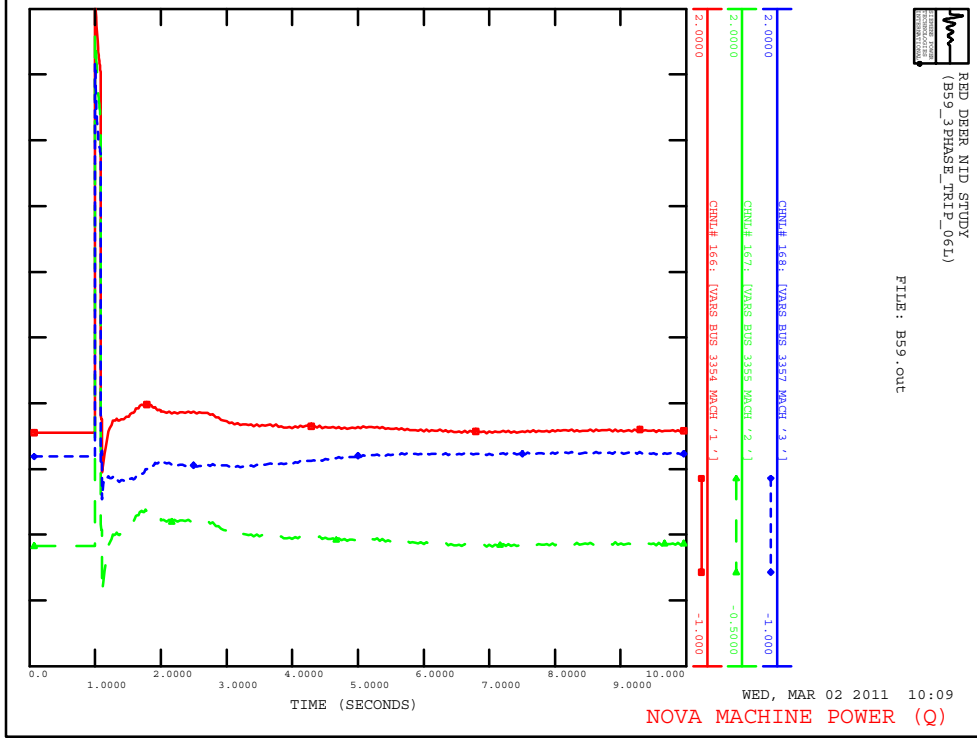

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

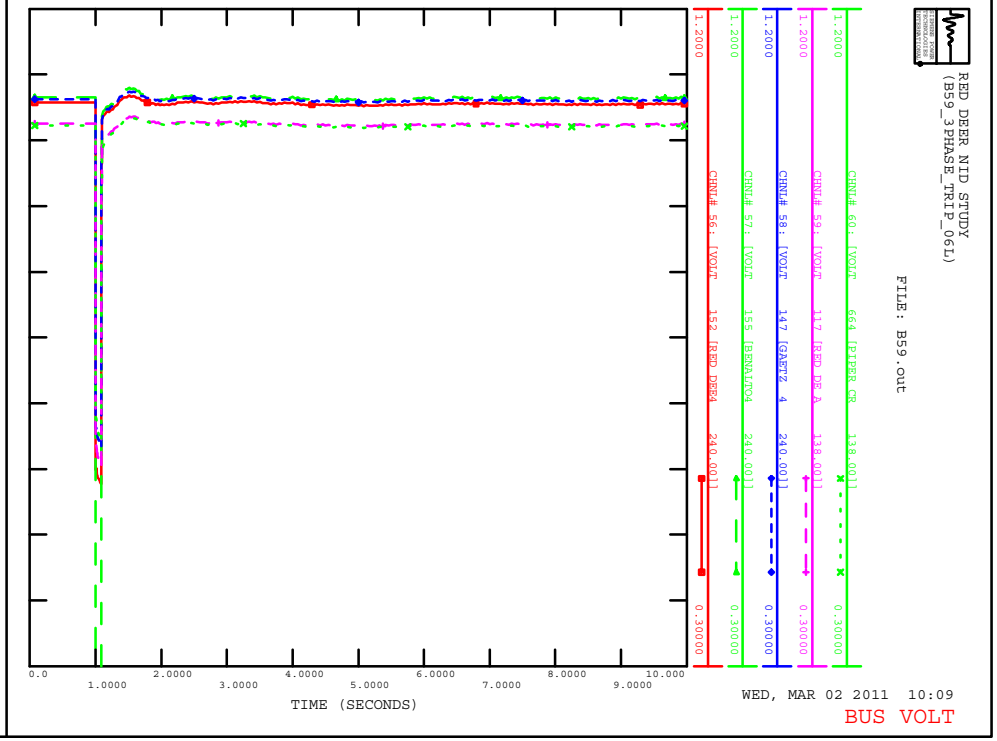

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

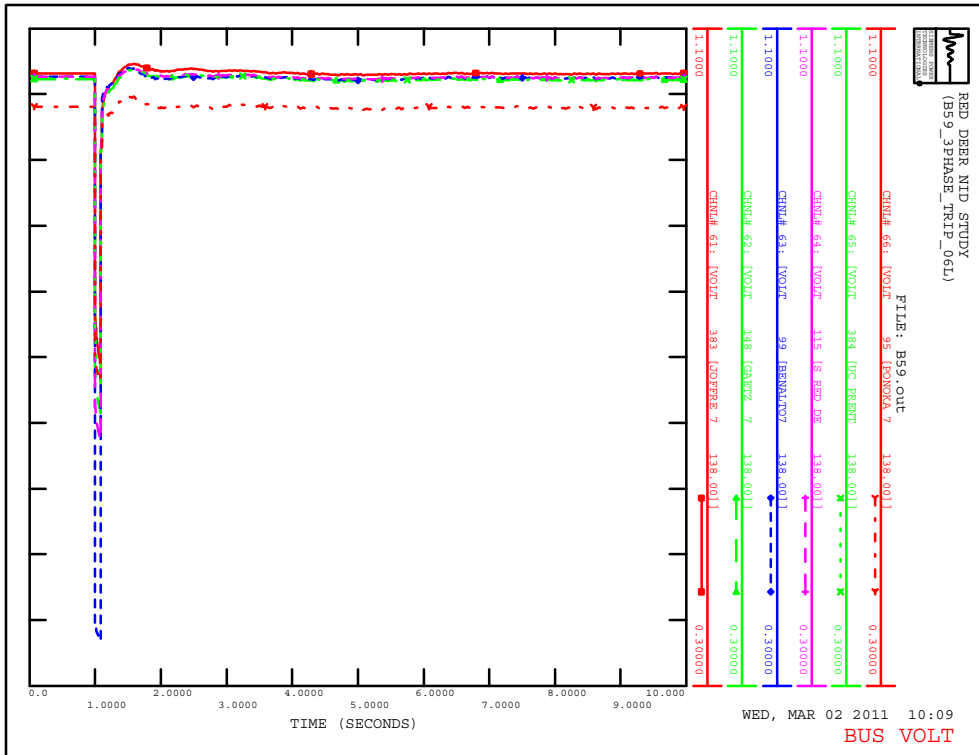

RED DEER NID STUDY
(B58_3PHASE_TRIP_03L)
FILE: B58.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

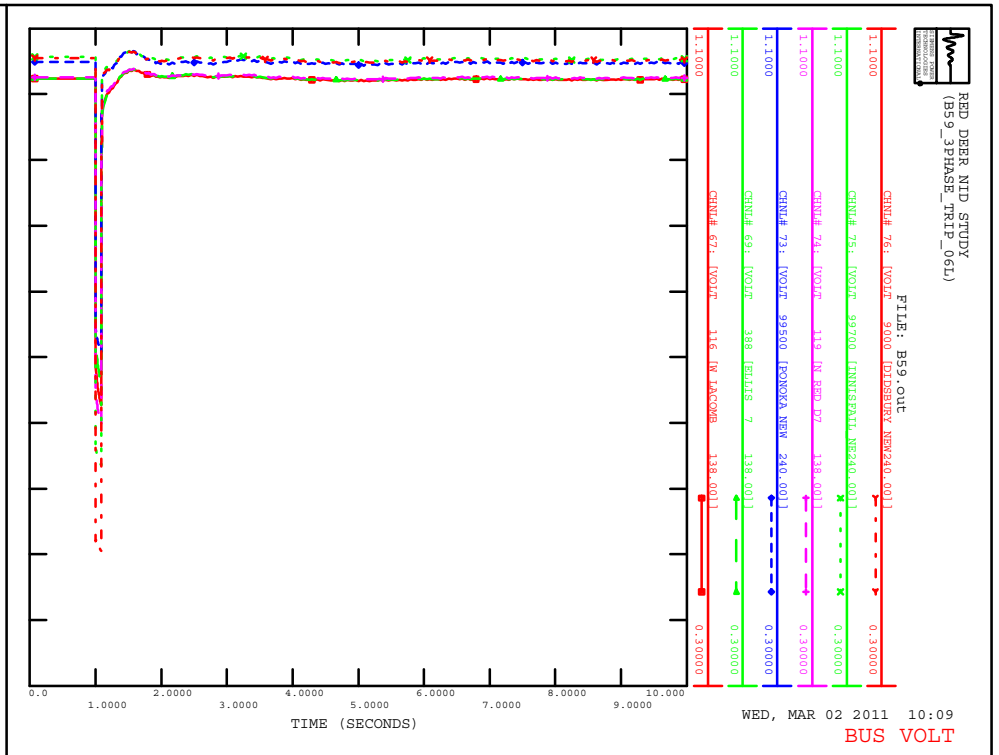

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

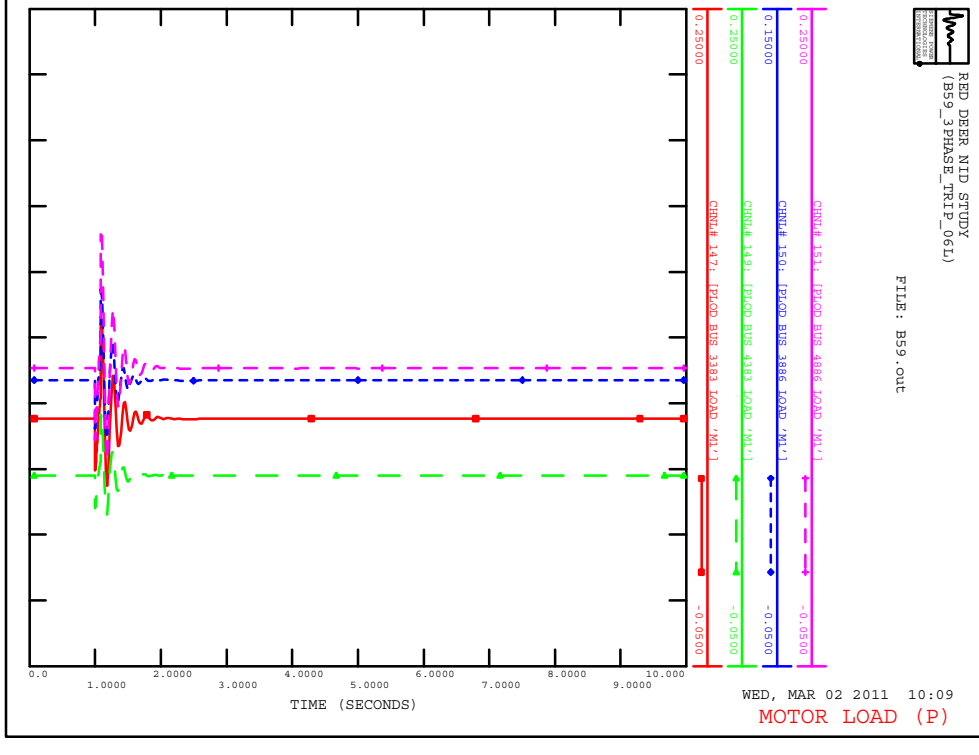

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

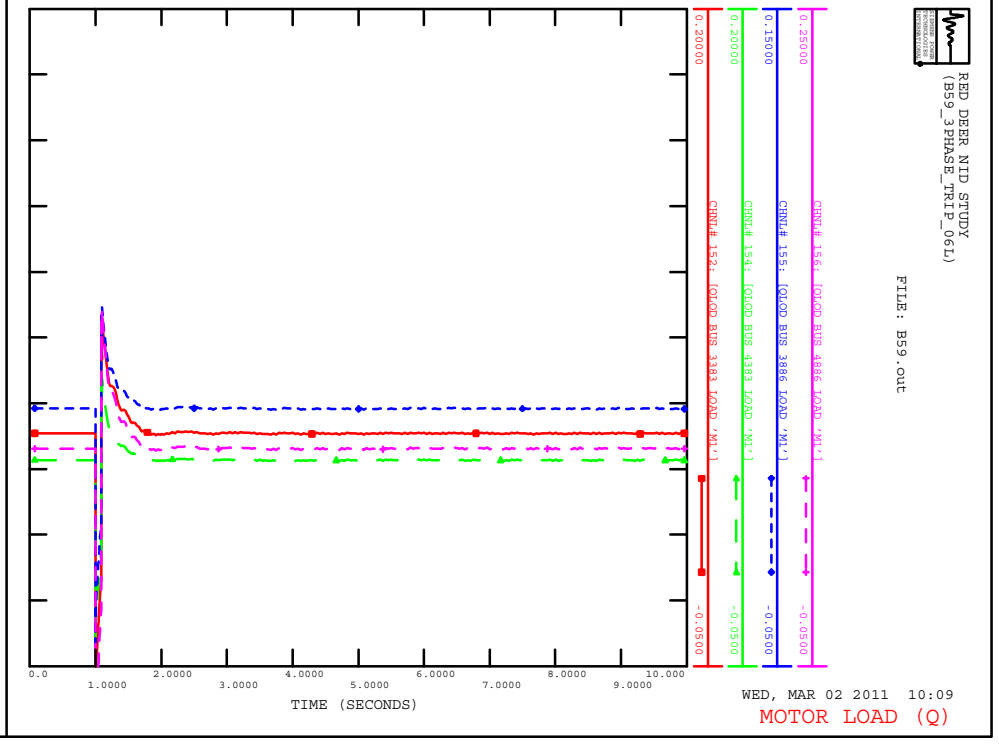

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

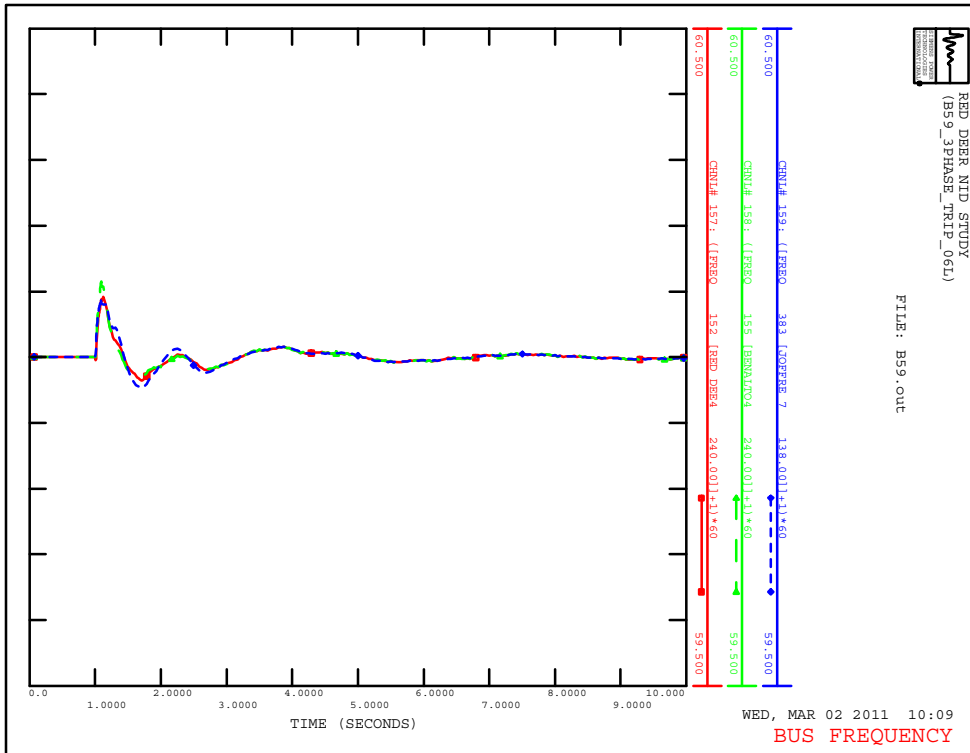

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

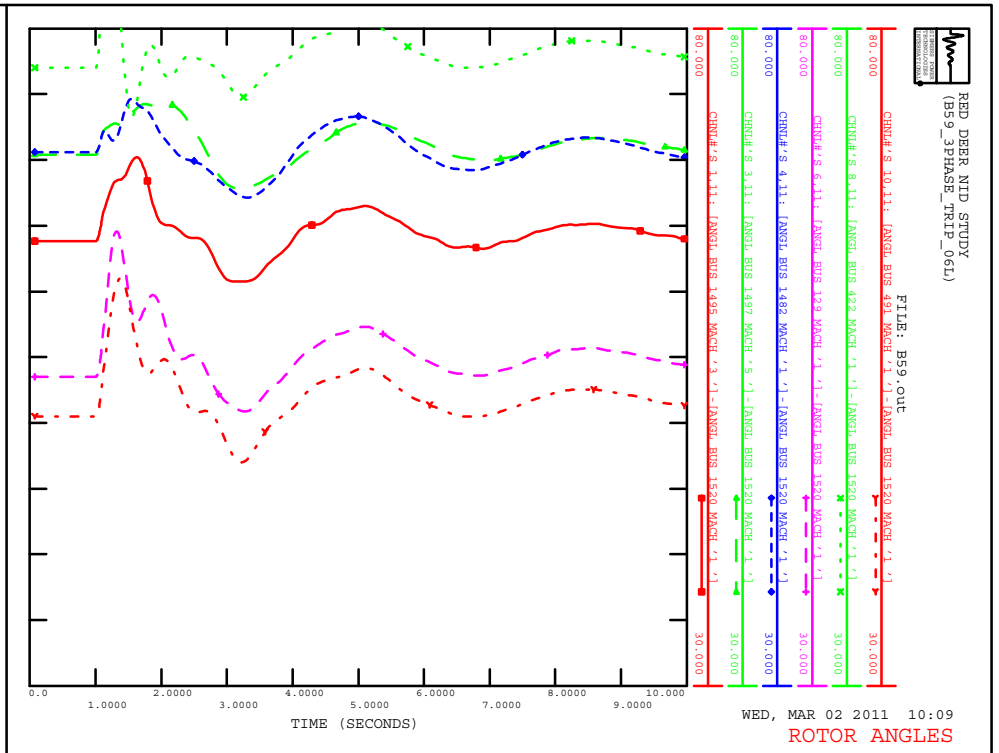

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)

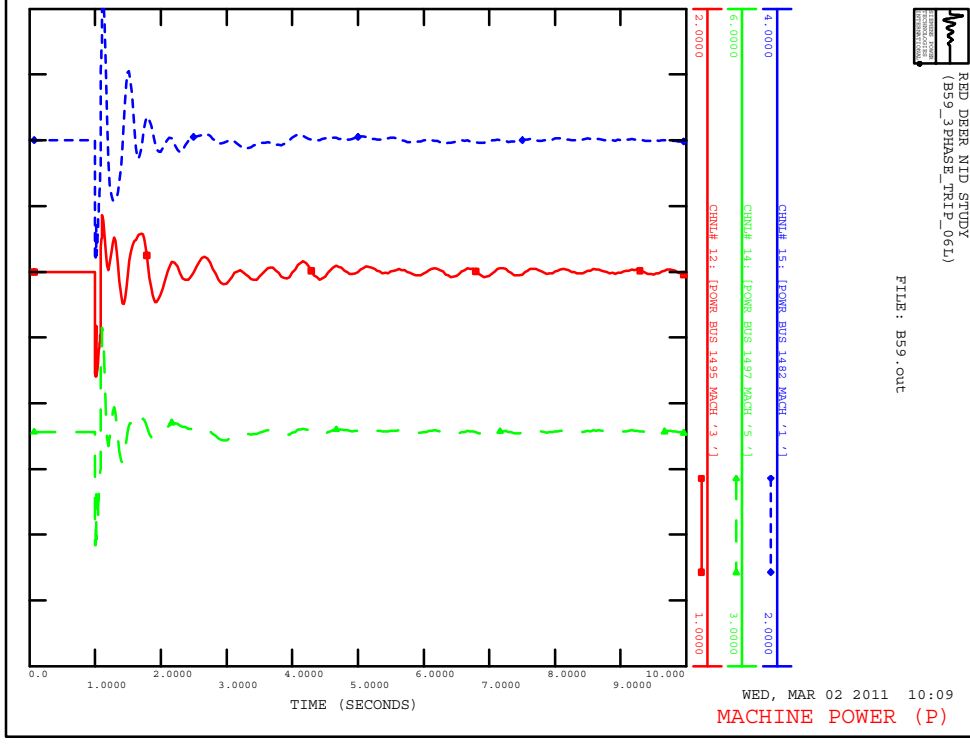

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)

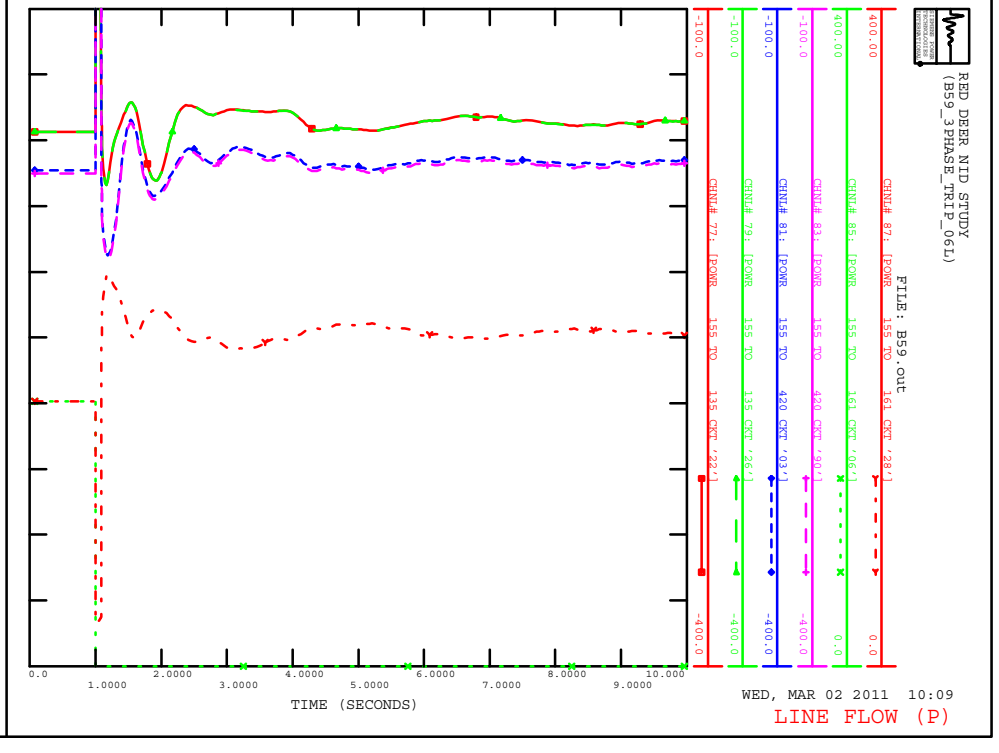

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
WED, MAR 02 2011 10:09
MOTOR LOAD (P)
TIME (SECONDS)

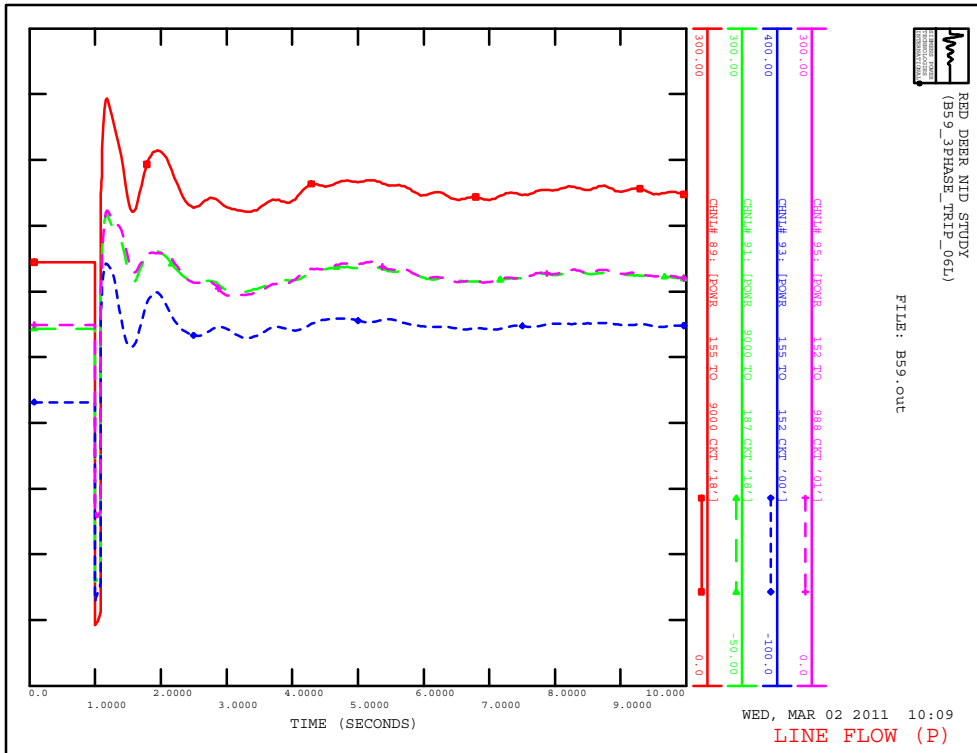

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)
TIME (SECONDS)

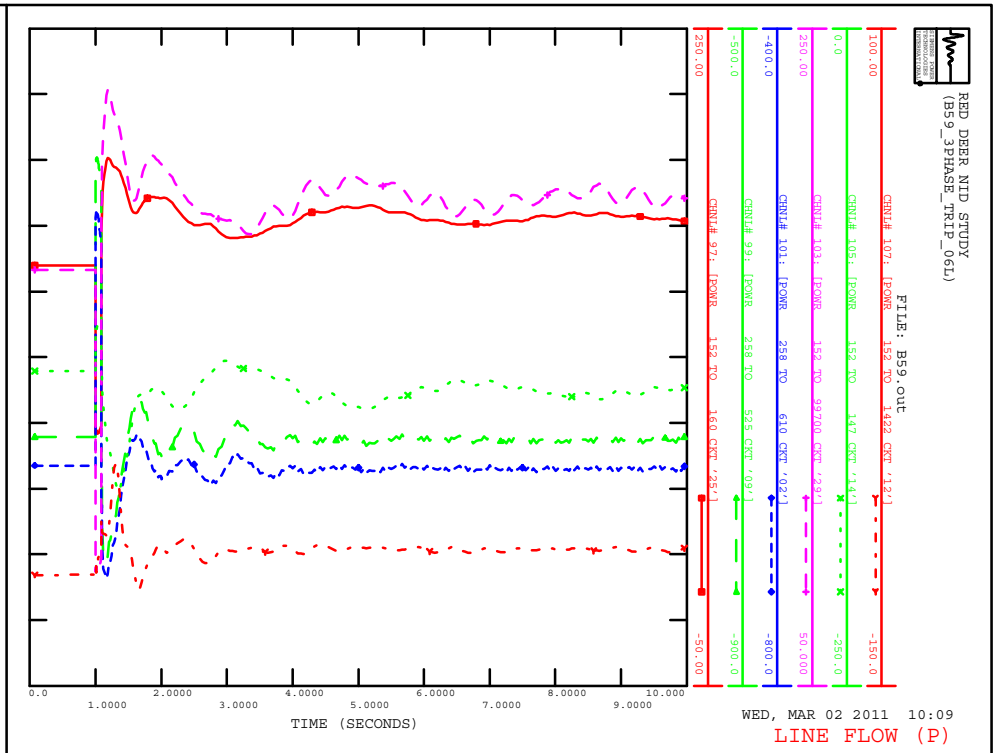

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

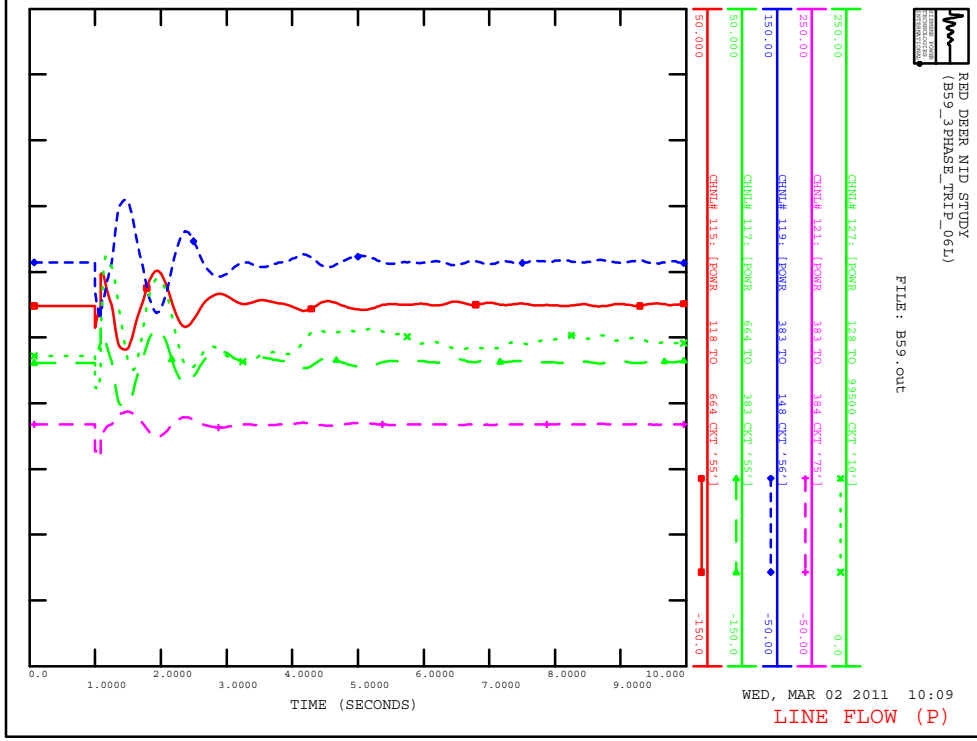

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

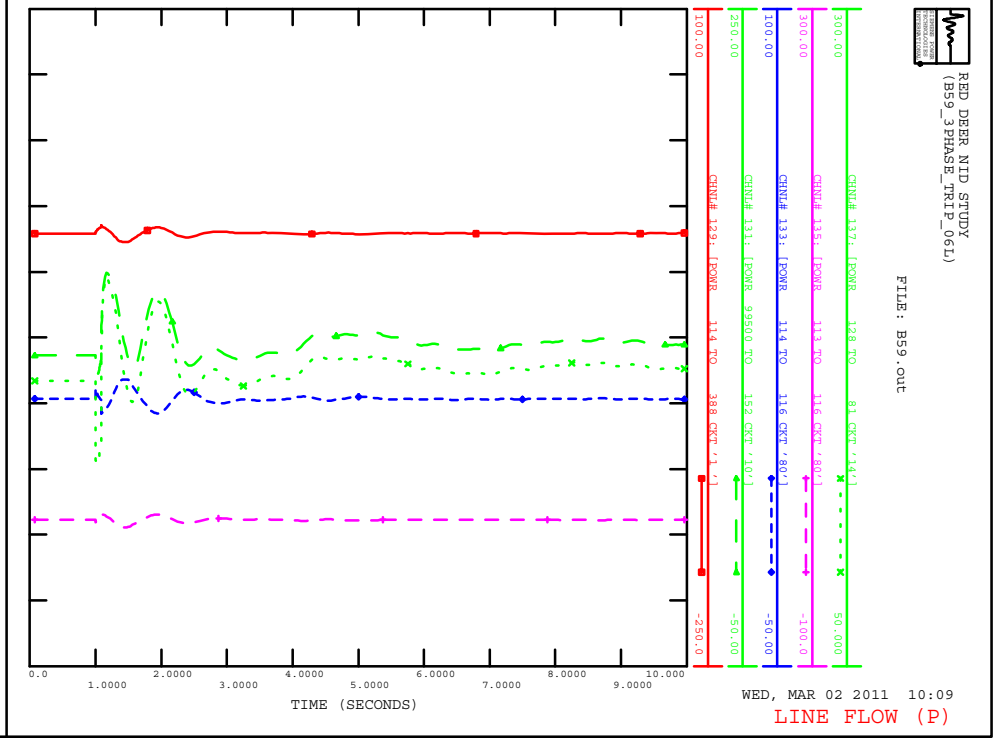

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

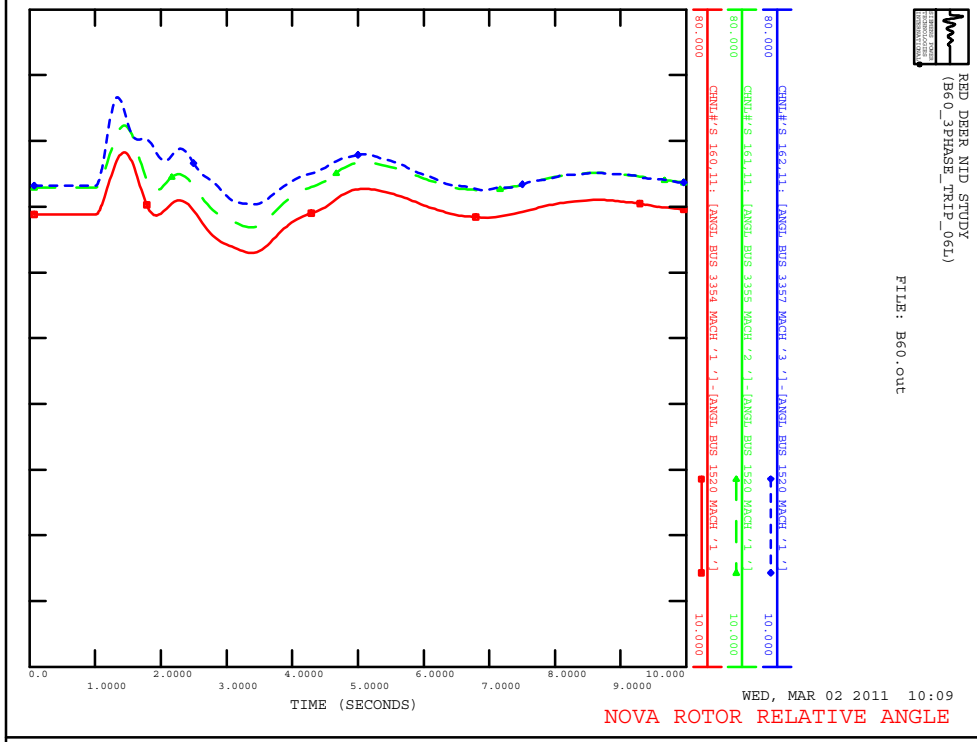

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

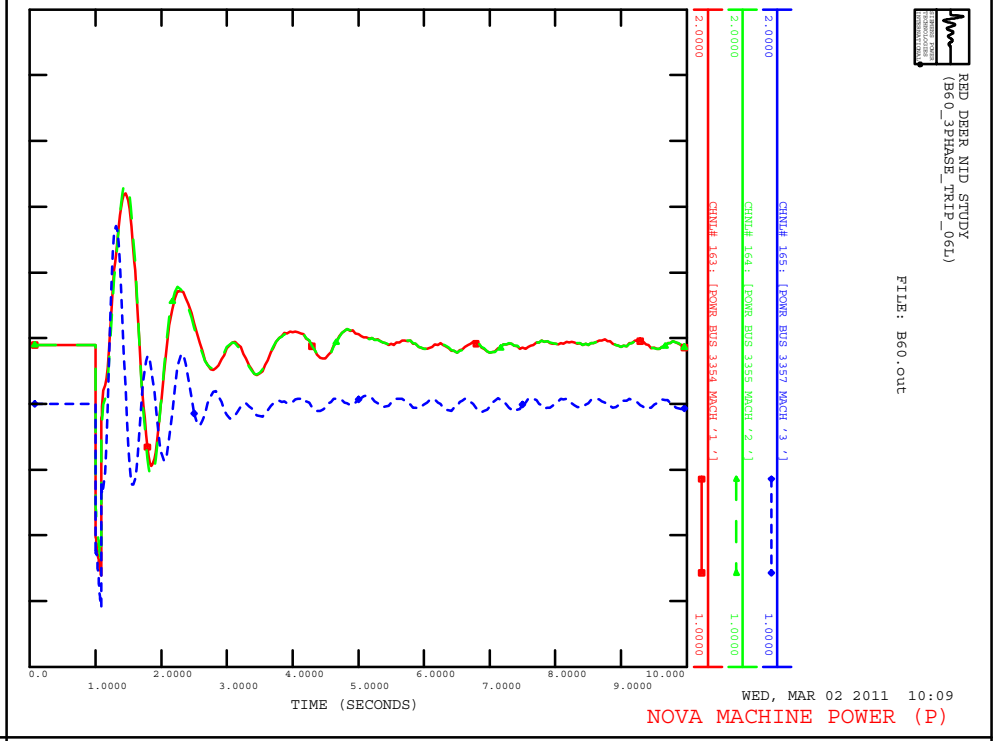

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

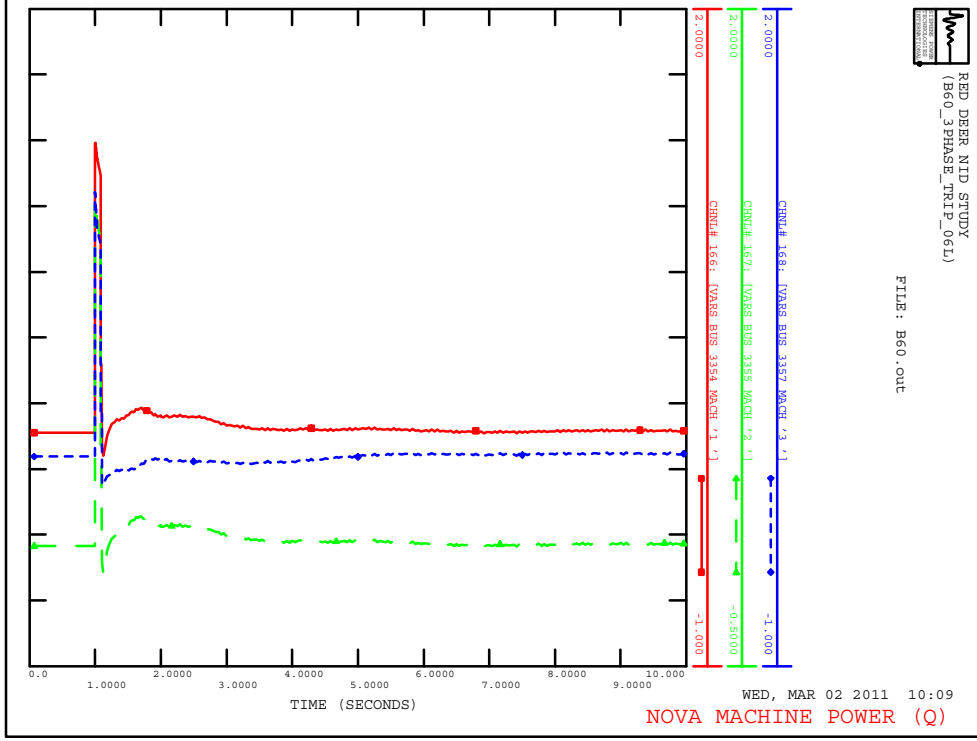

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

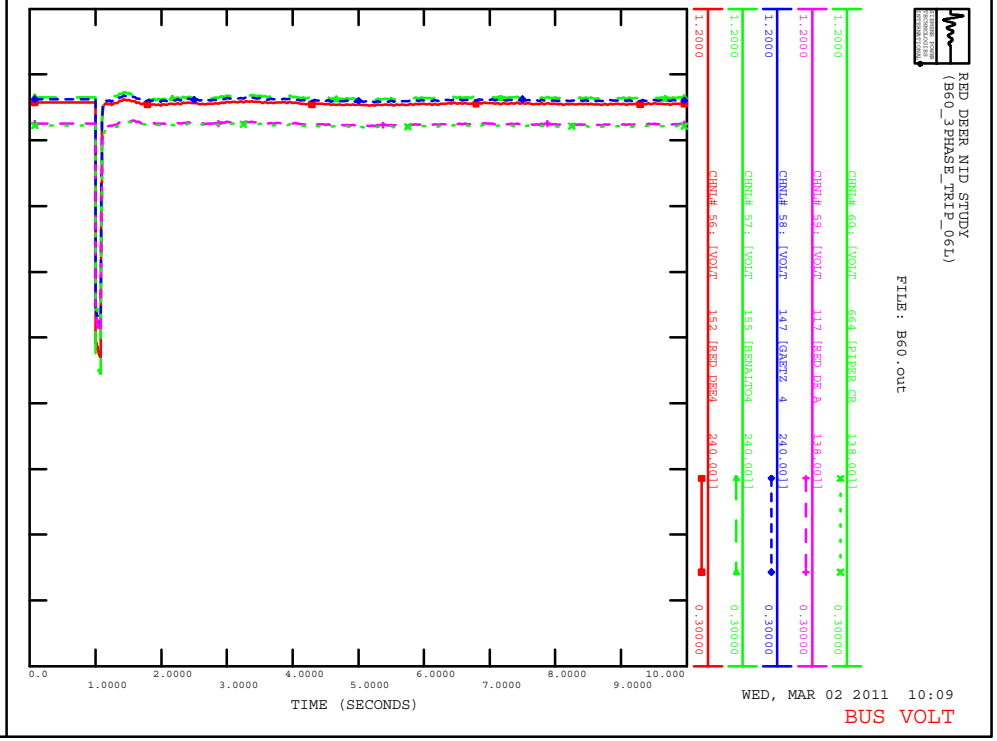

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

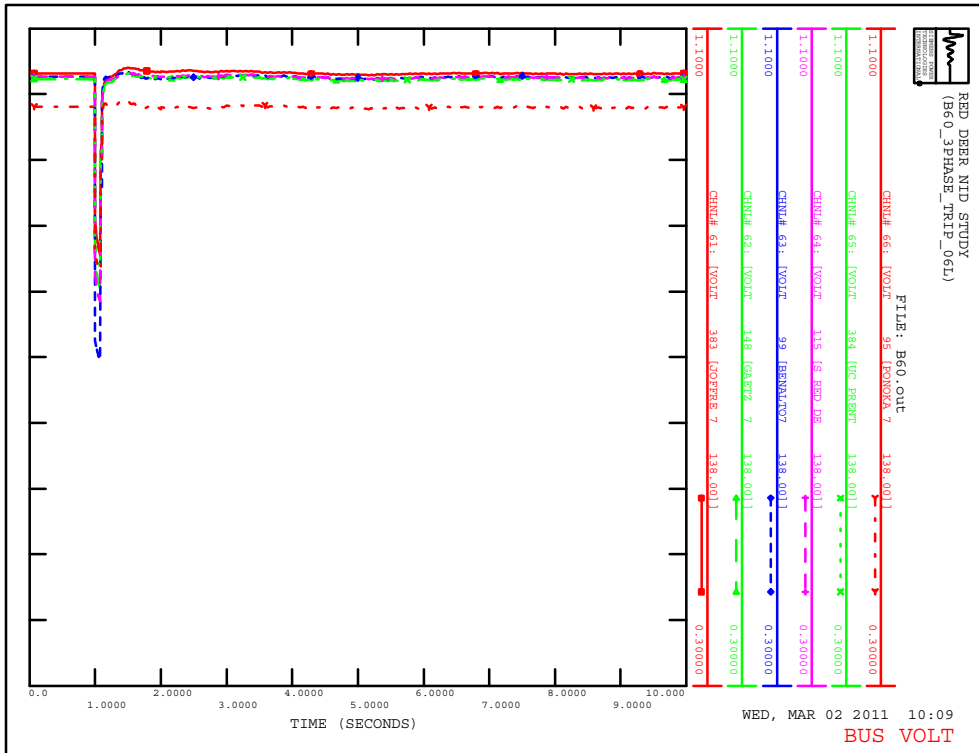

RED DEER NID STUDY
(B59_3PHASE_TRIP_06L)
FILE: B59.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

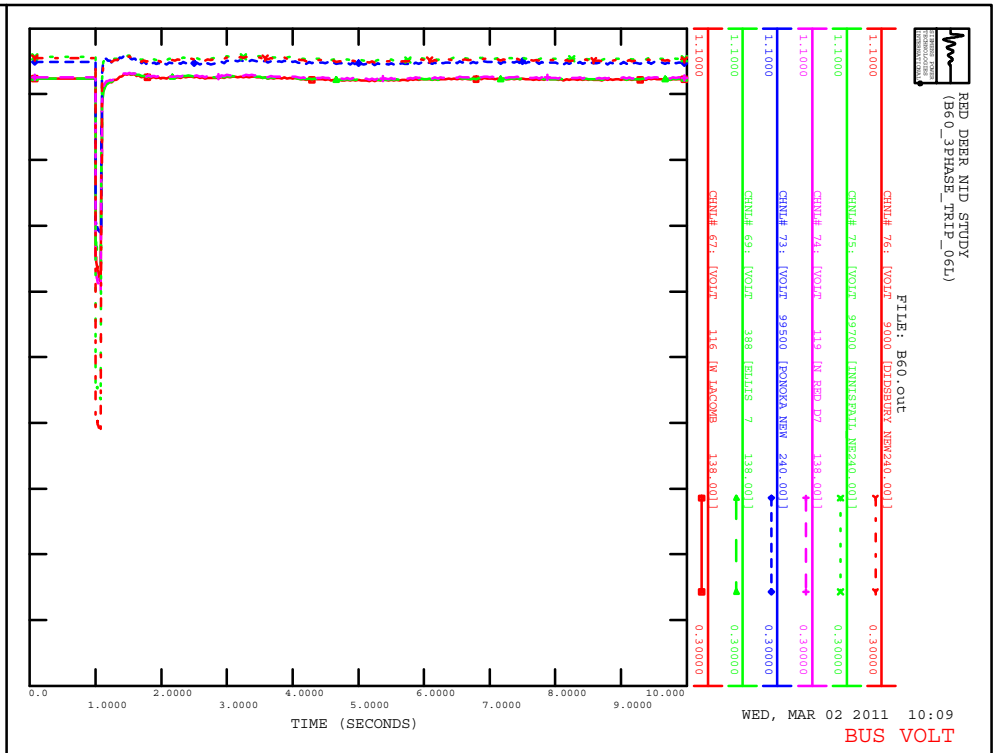

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

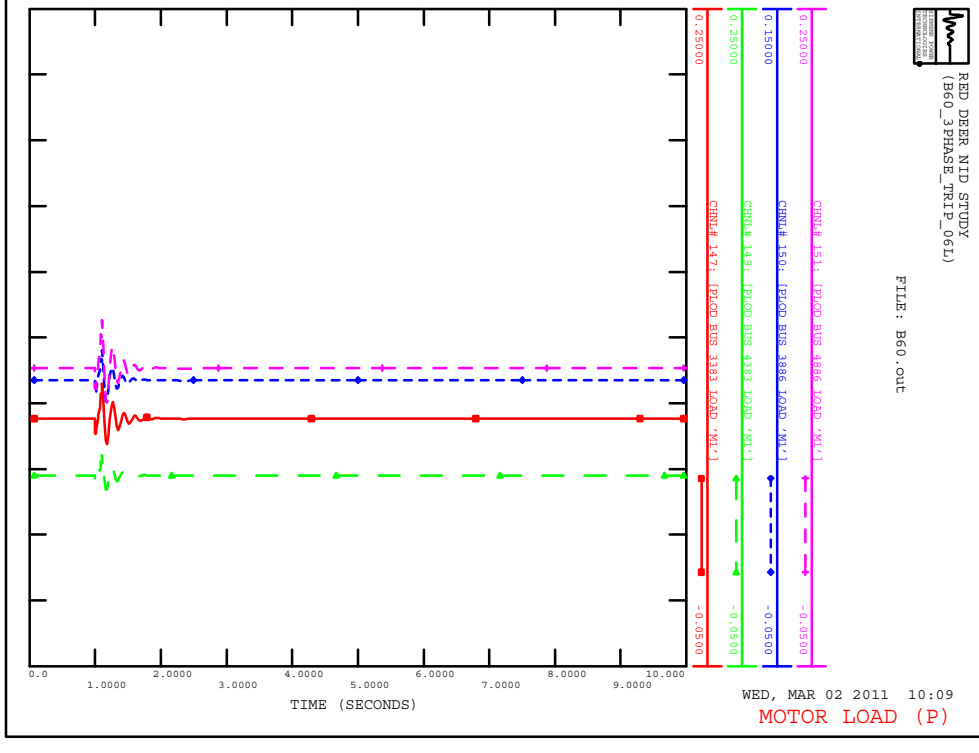

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

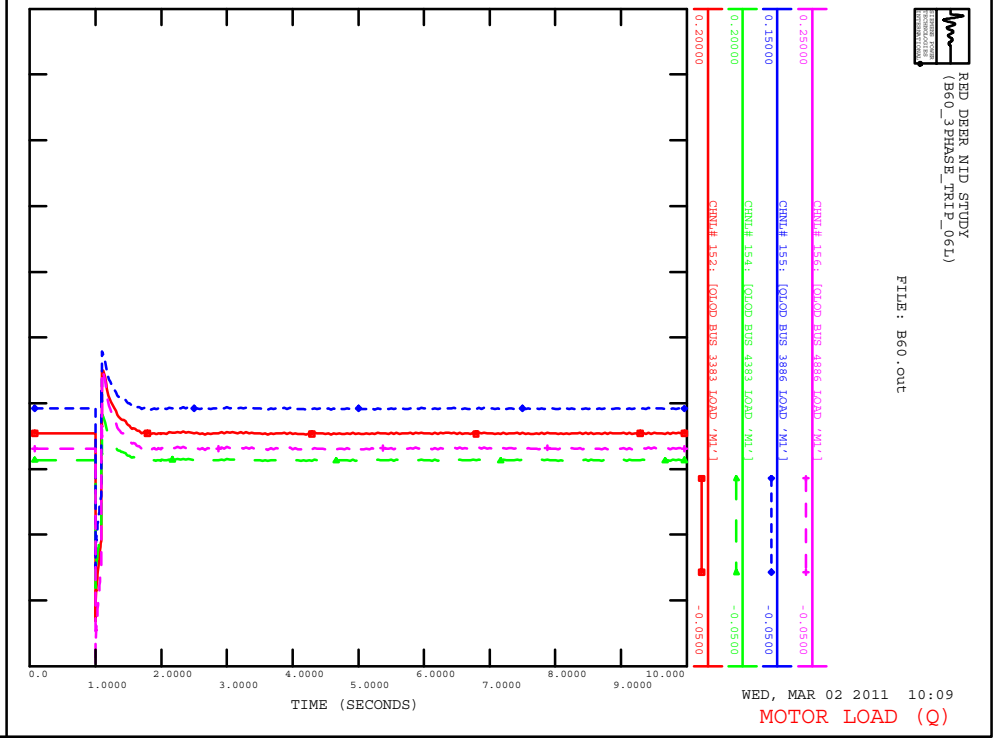

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

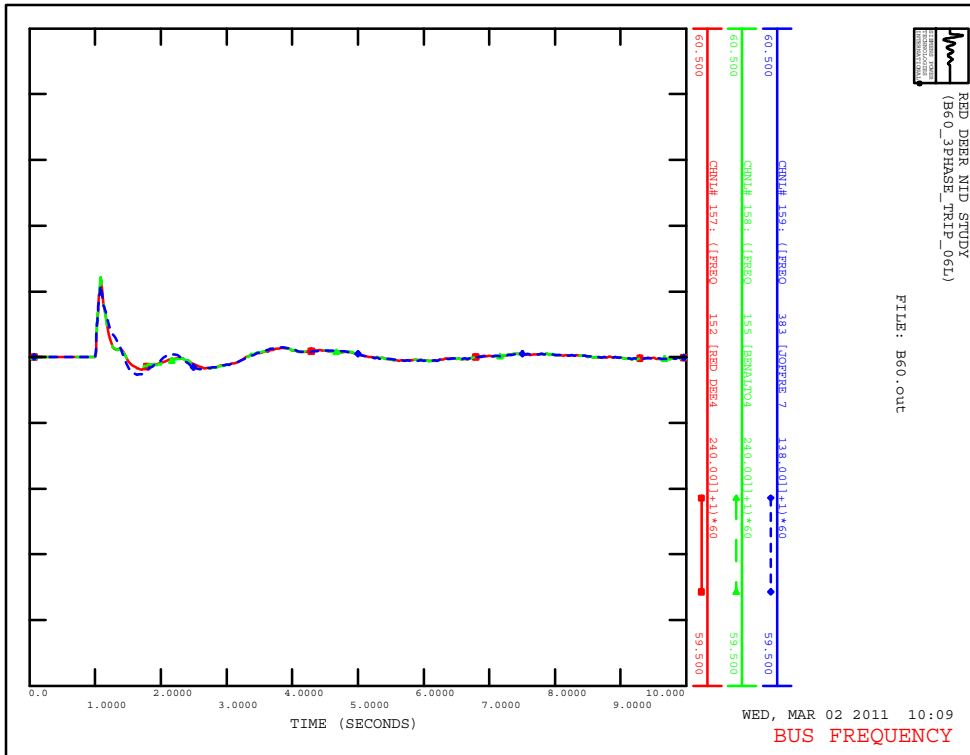

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

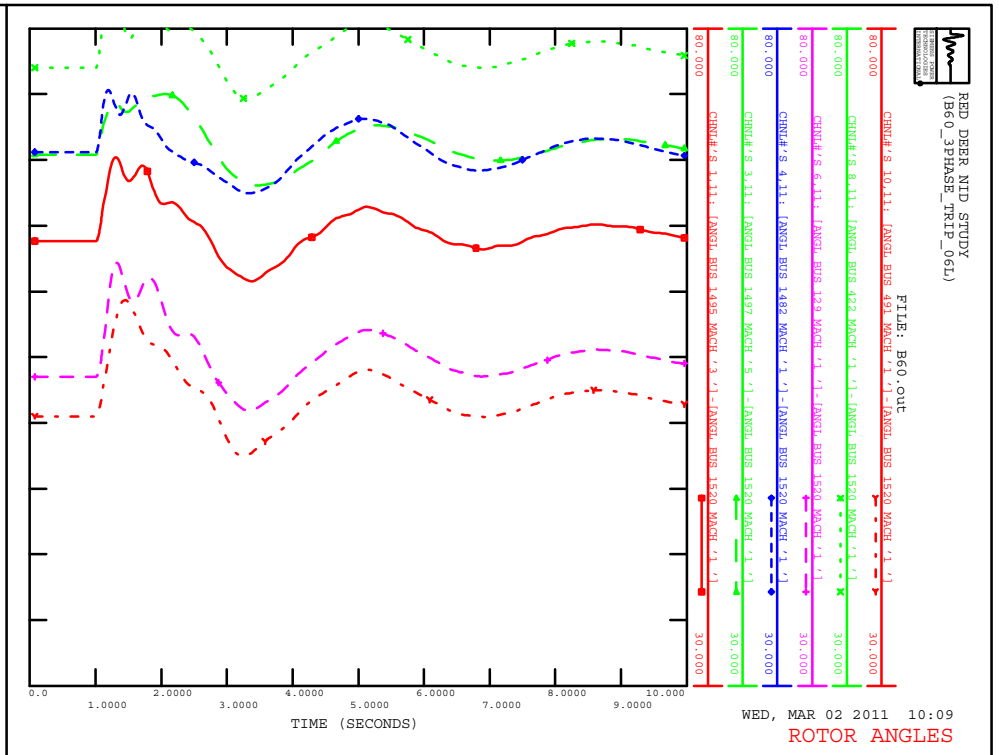

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

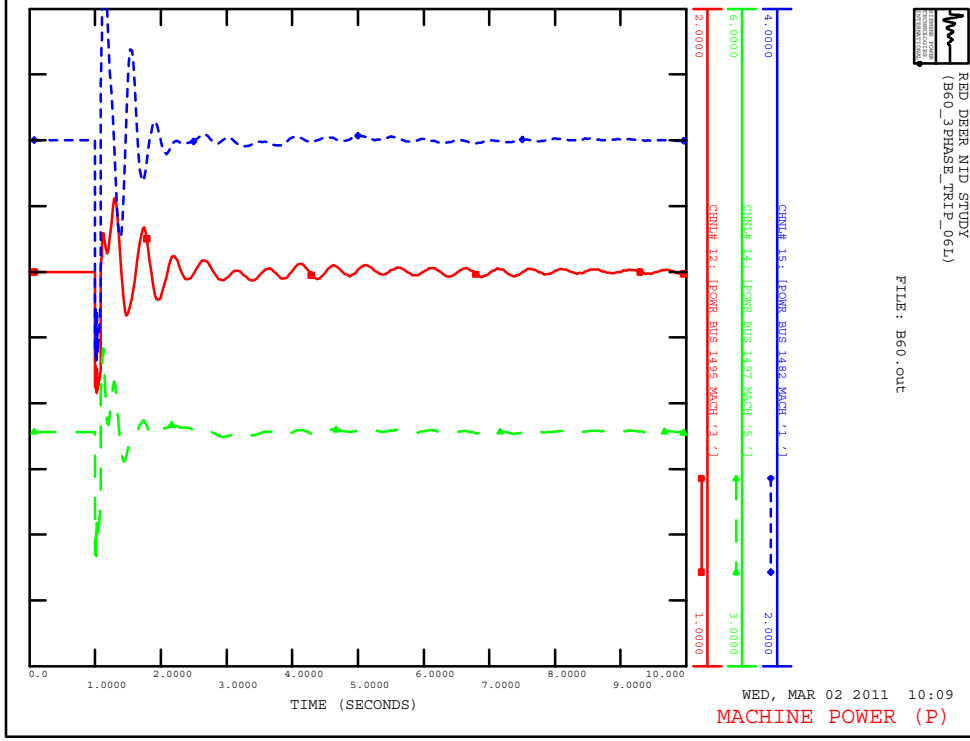

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

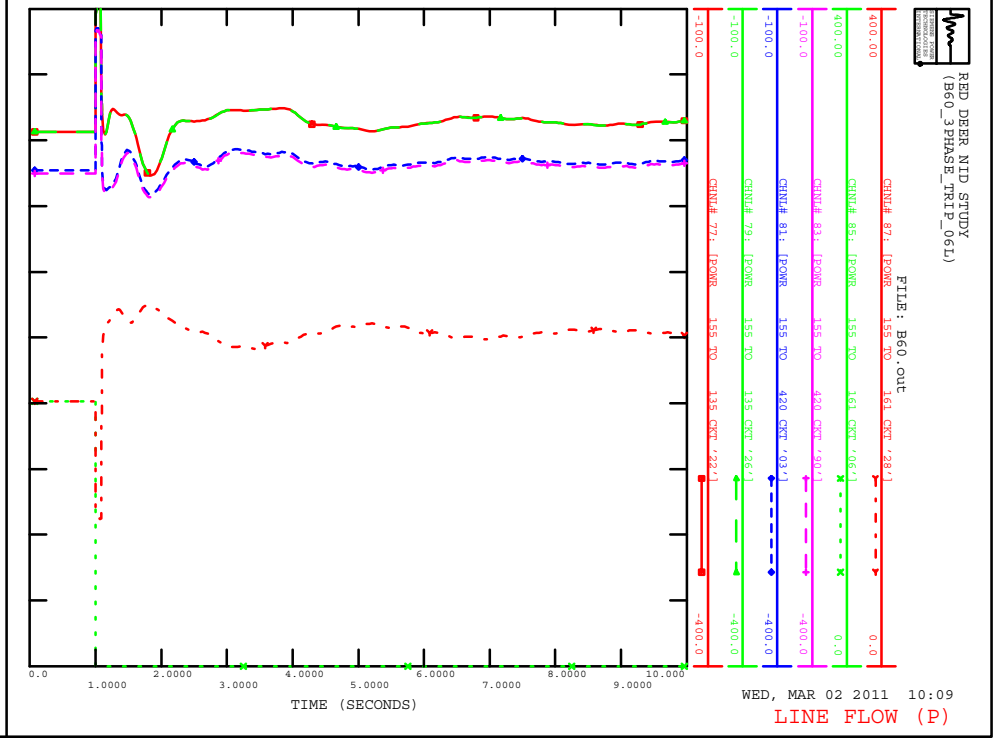

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

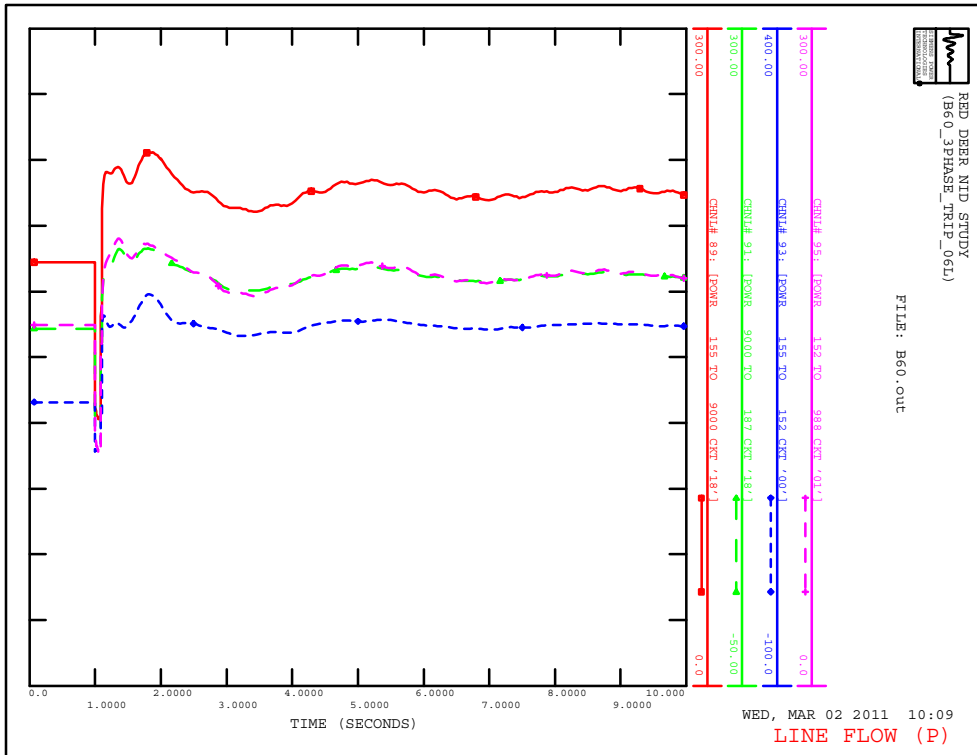

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

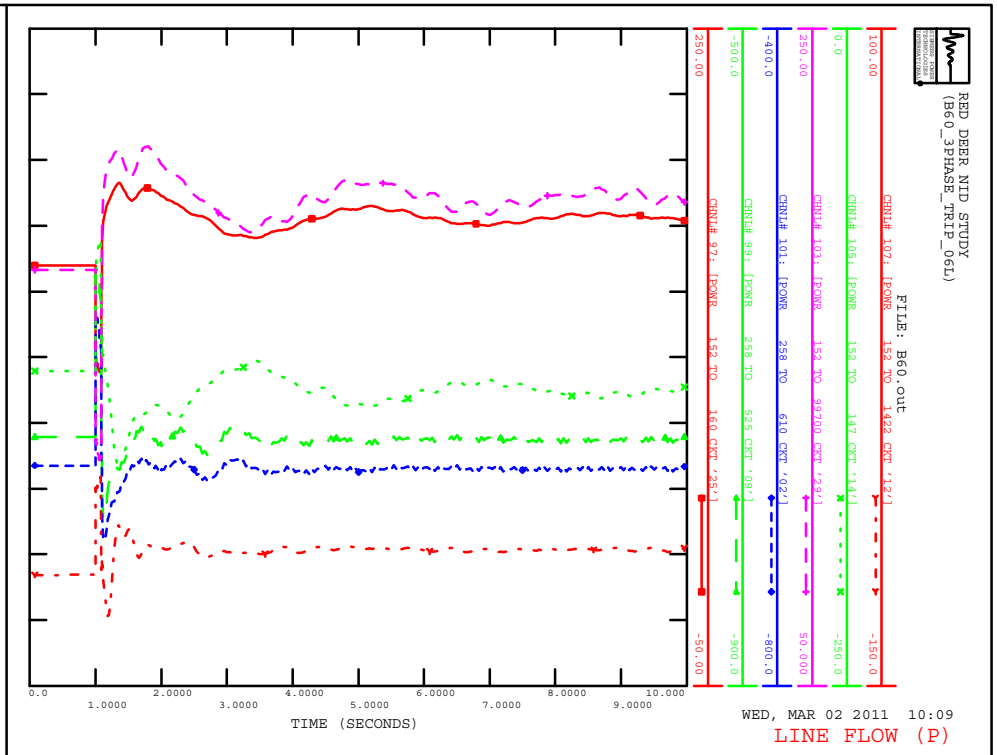

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

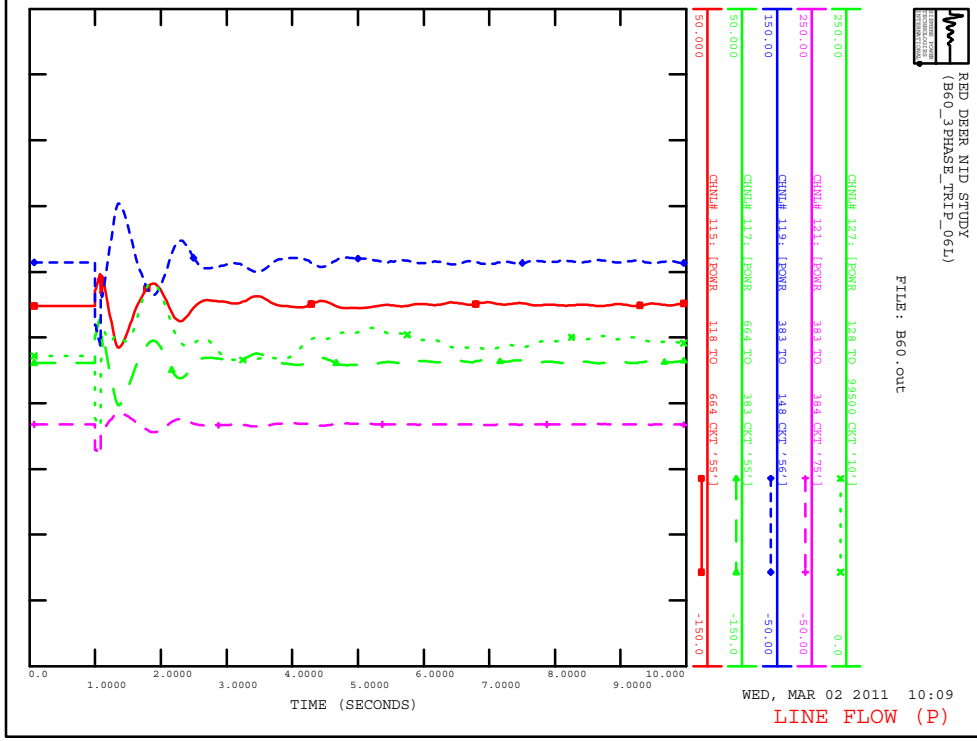

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

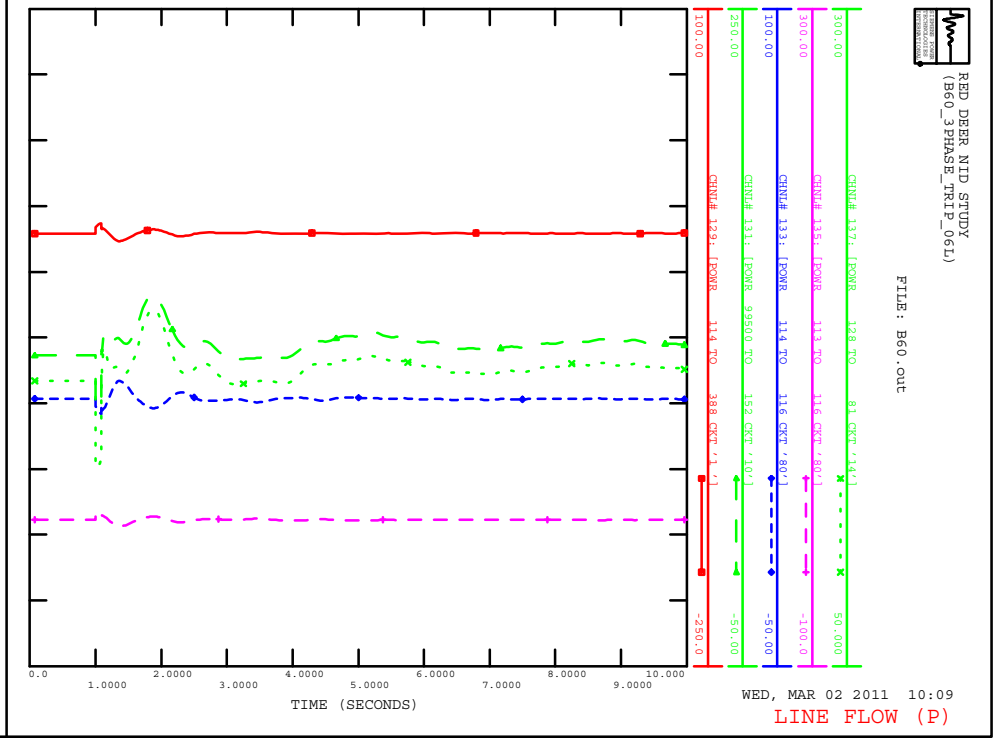

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)


RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

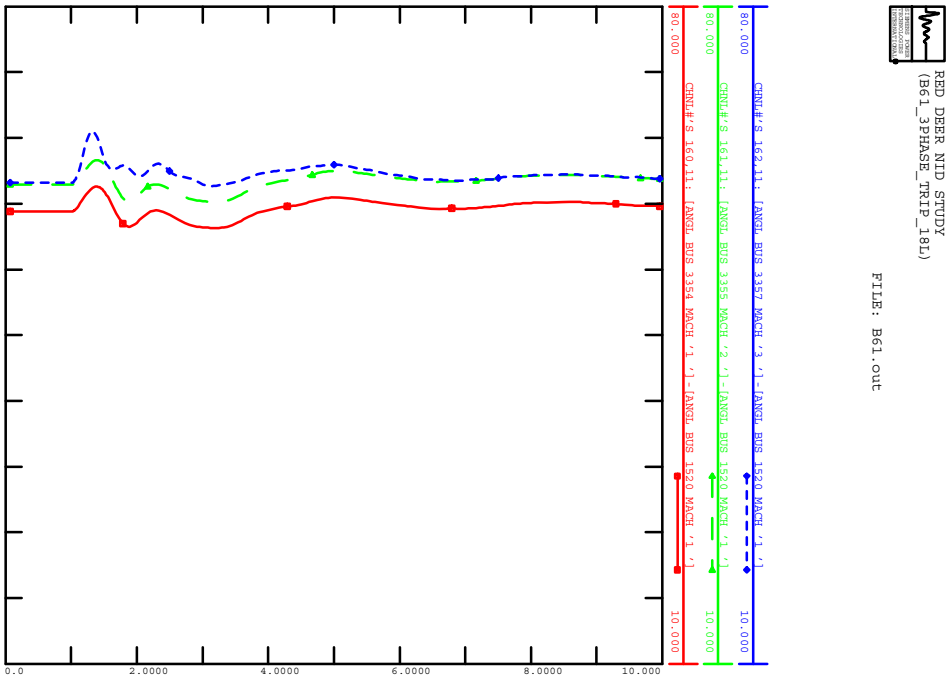

RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY
(B60_3PHASE_TRIP_06L)
FILE: B60.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)

FILE: B61.out

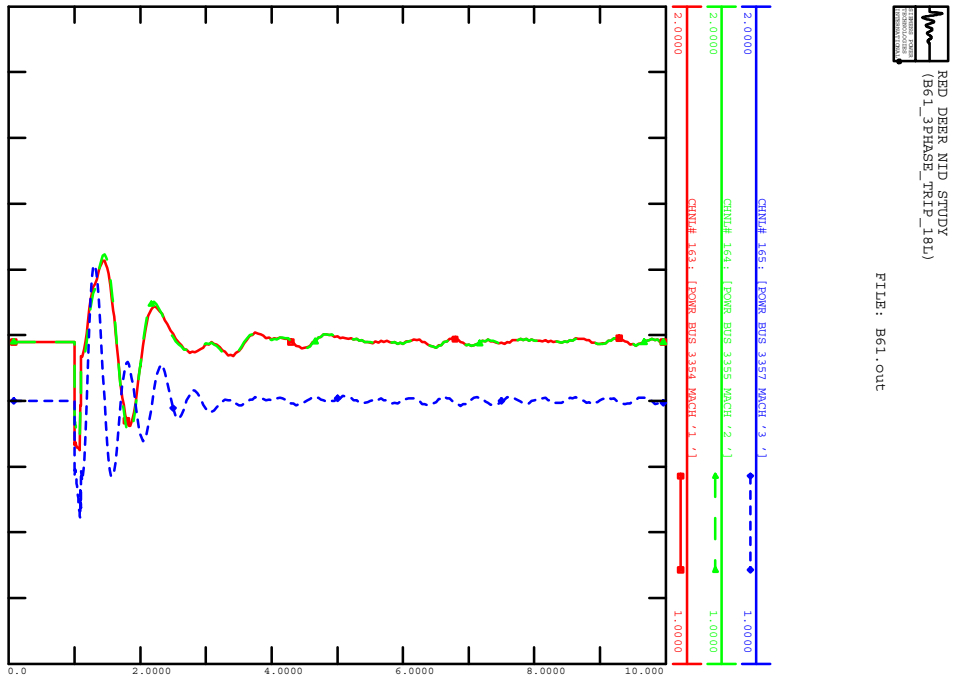


WED, MAR 02 2011 10:09

NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)

FILE: B61.out

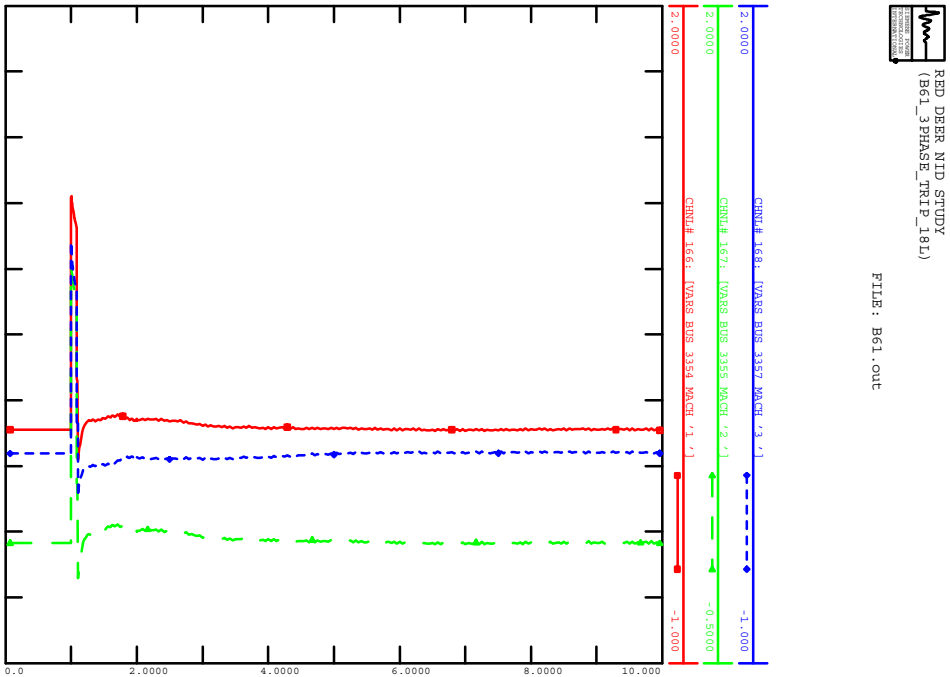


WED, MAR 02 2011 10:09

NOVA MACHINE POWER (P)

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)

FILE: B61.out

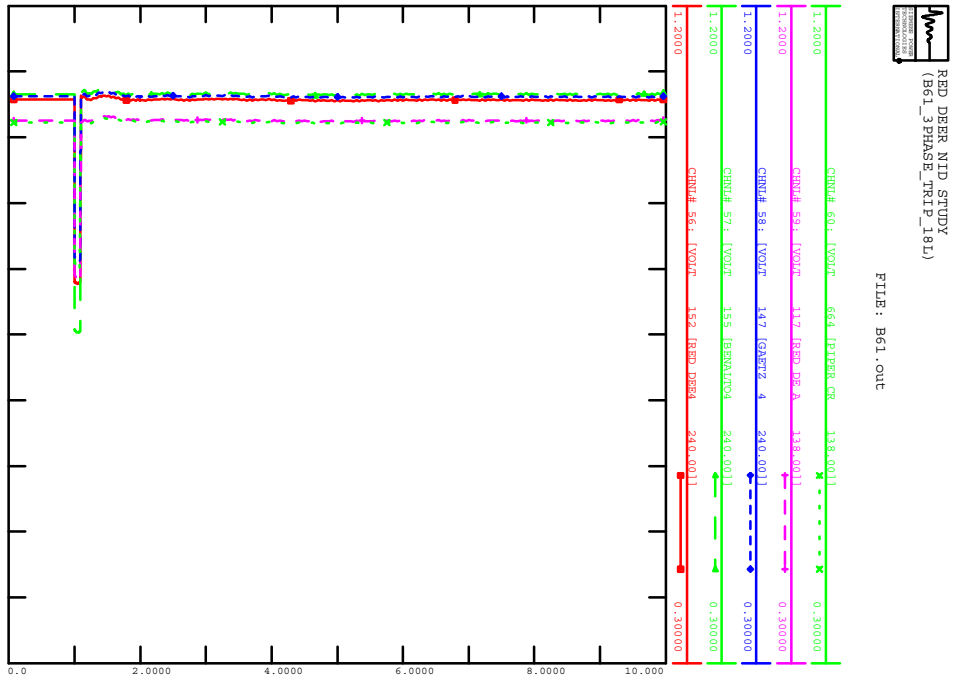


WED, MAR 02 2011 10:09

NOVA MACHINE POWER (Q)

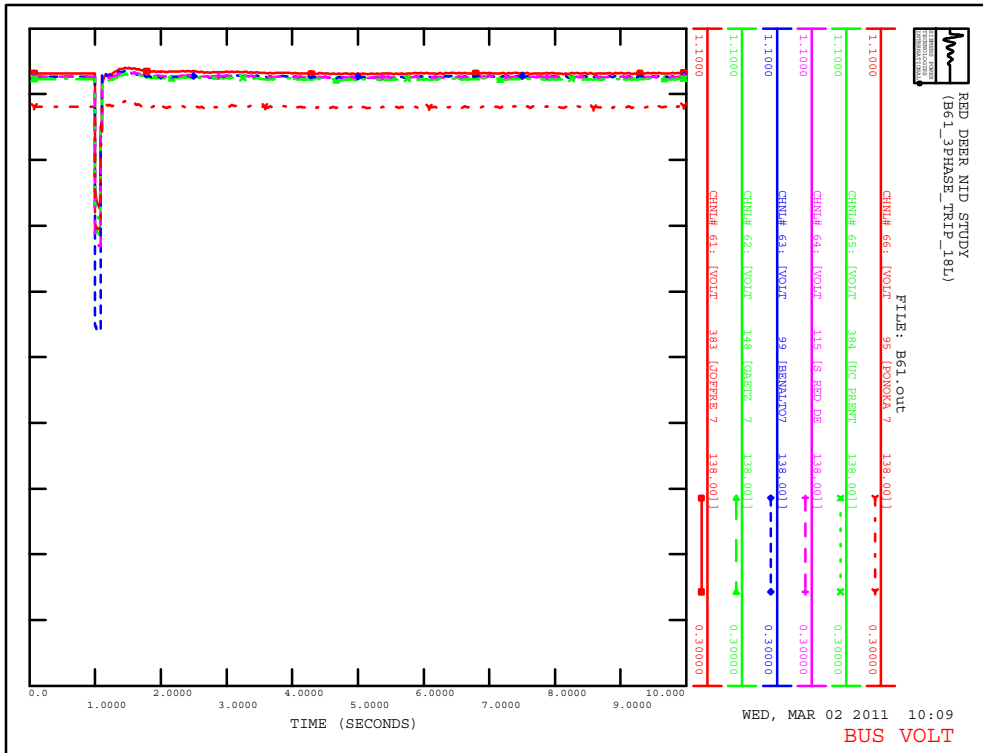
RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)

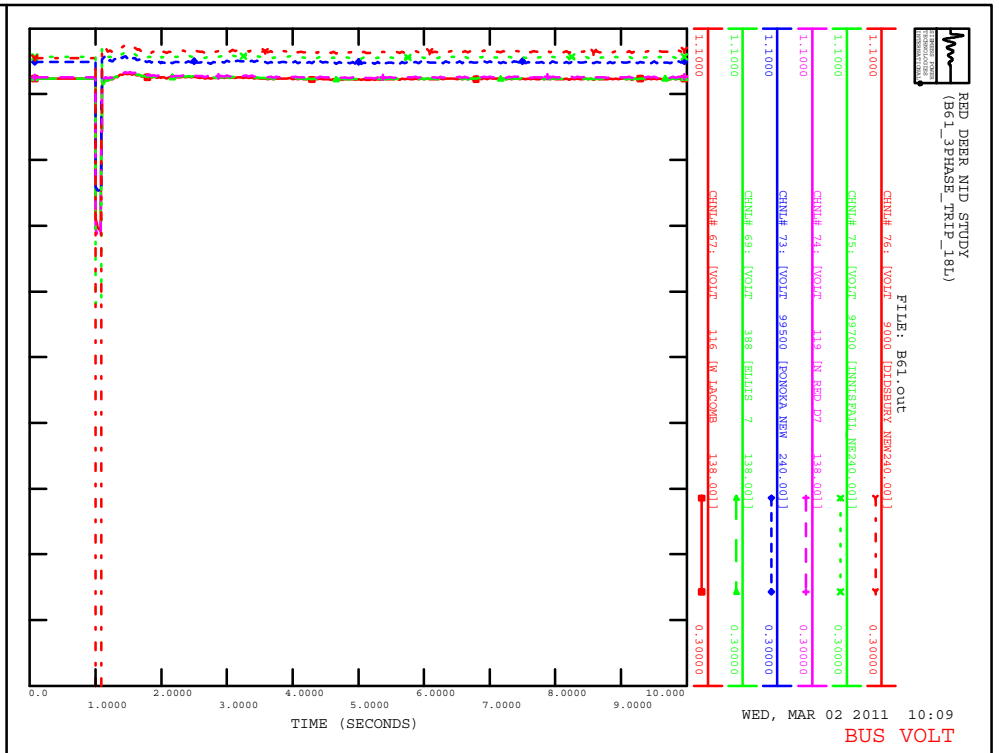
FILE: B61.out

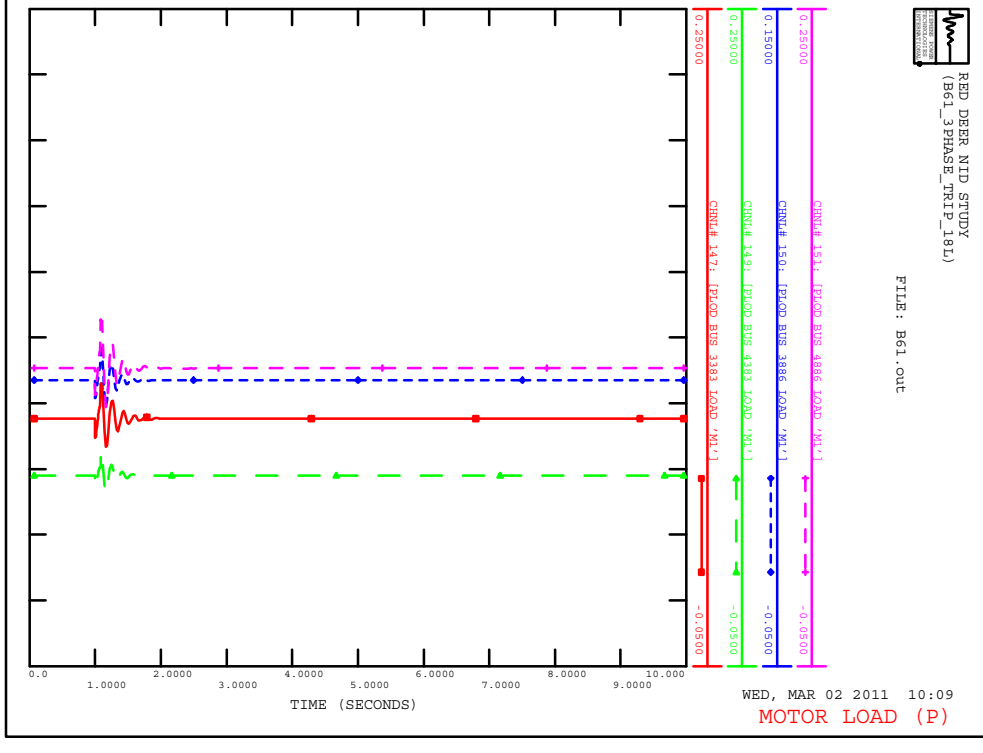


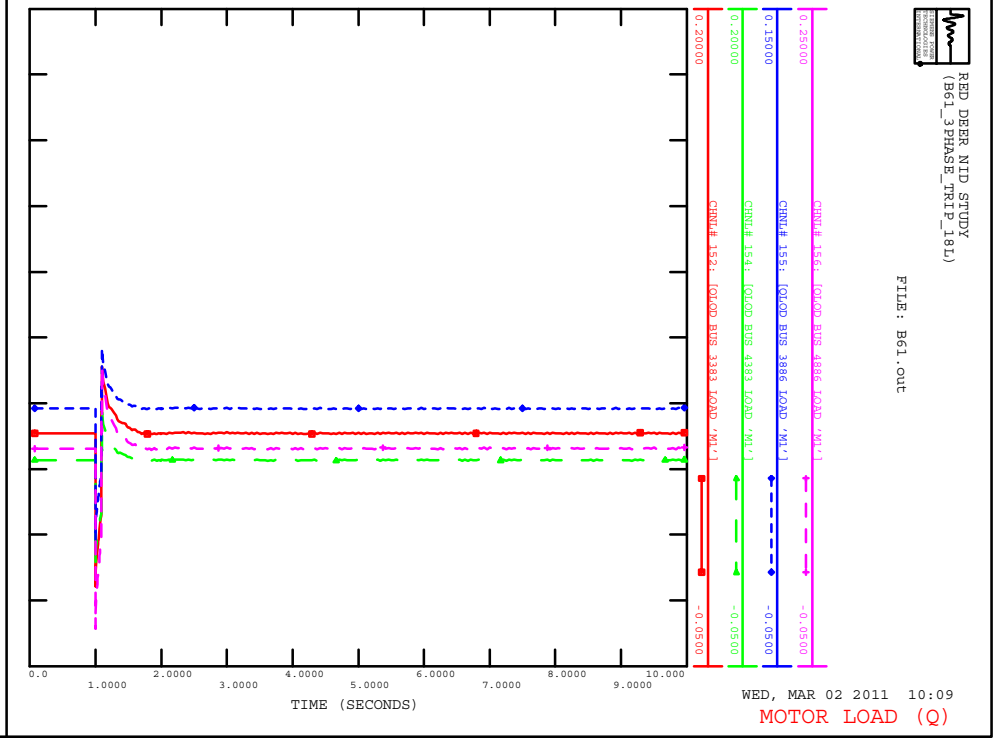
WED, MAR 02 2011 10:09

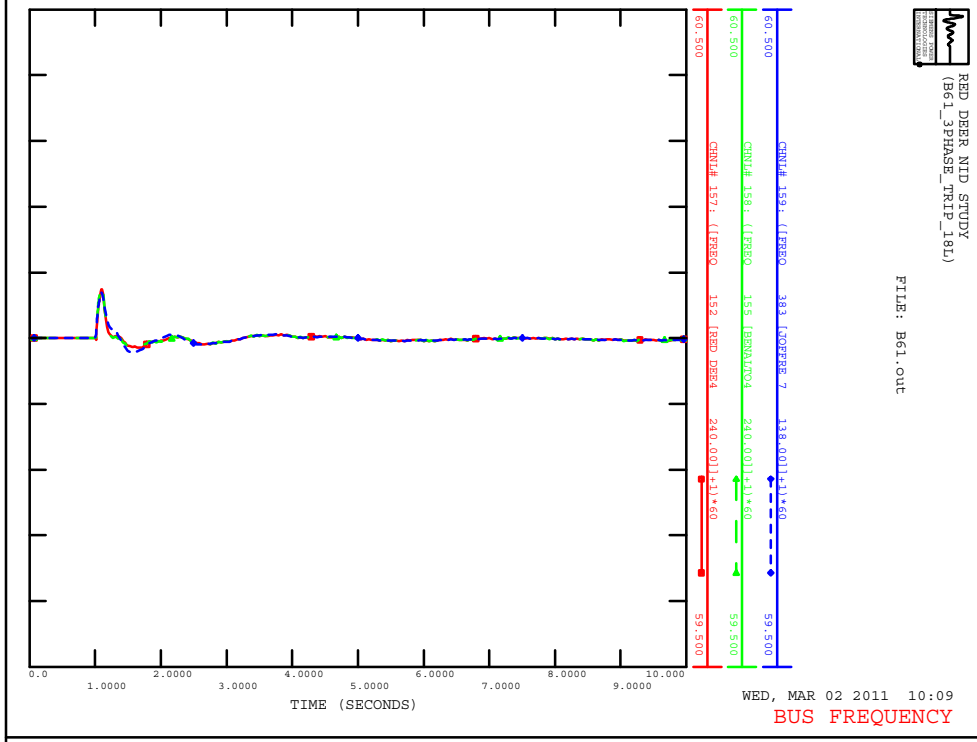
BUS VOLT

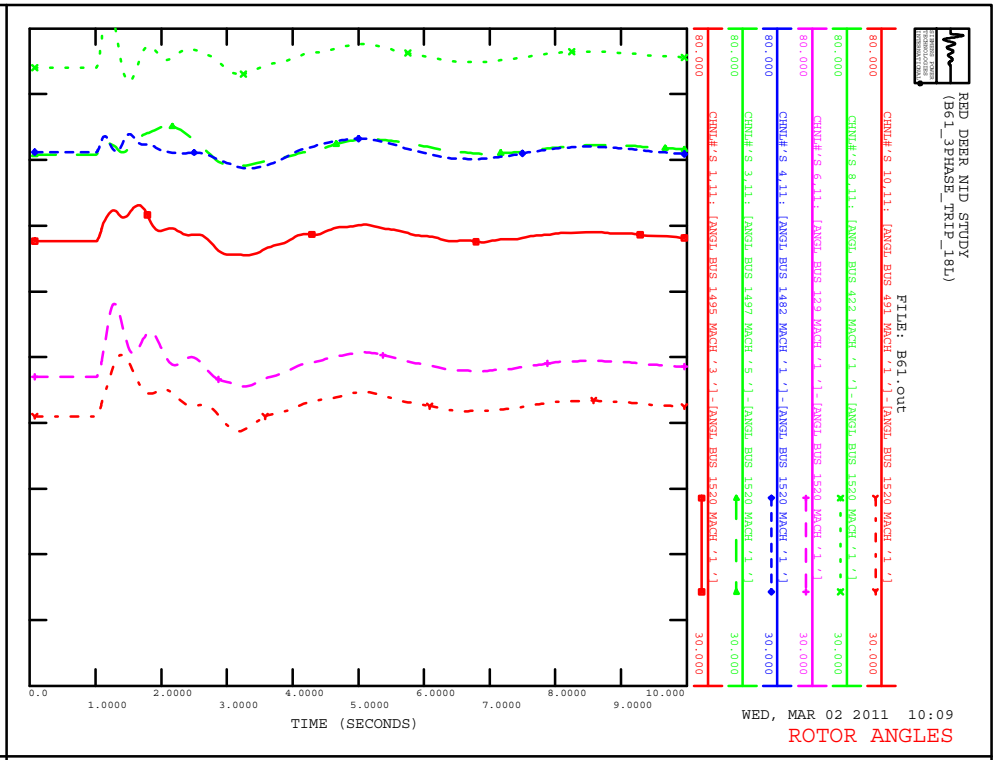

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

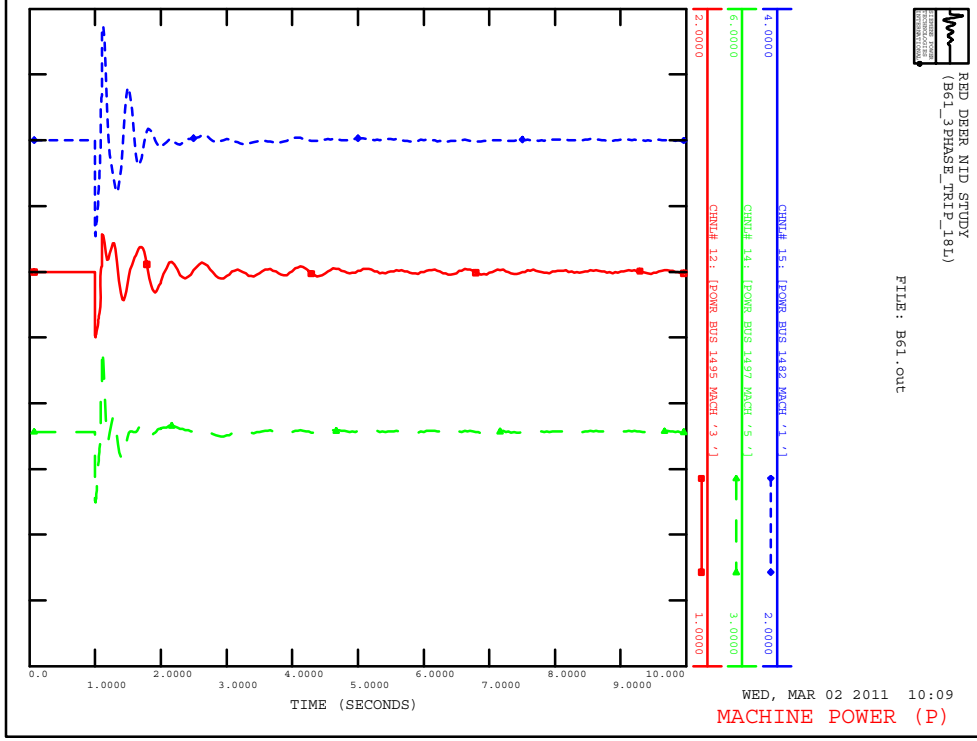

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

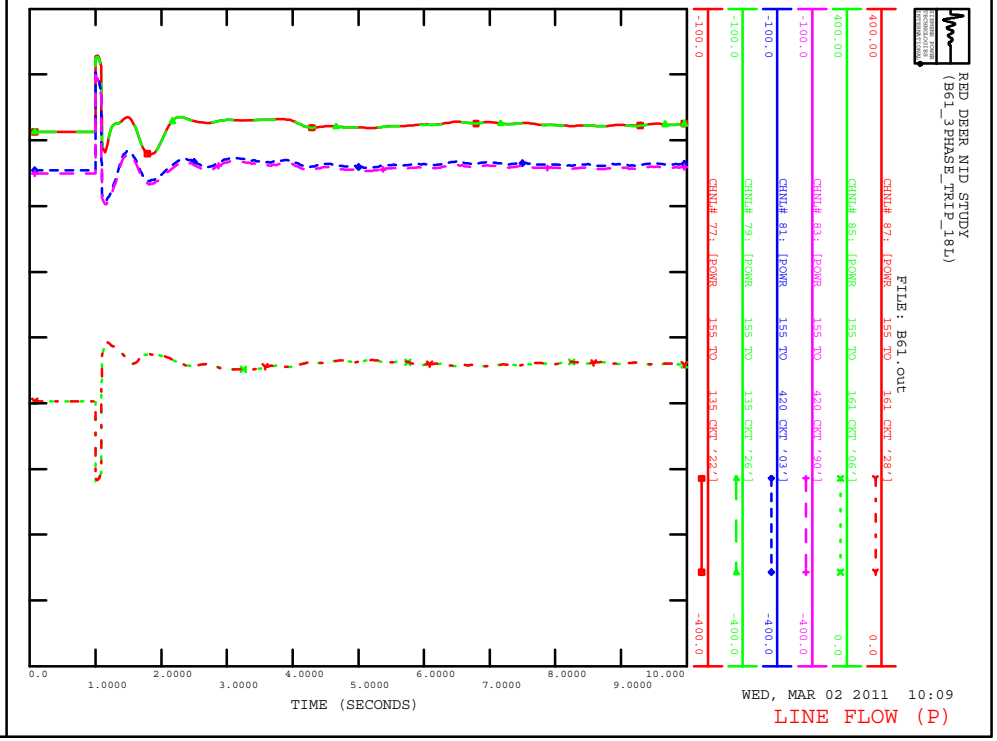

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

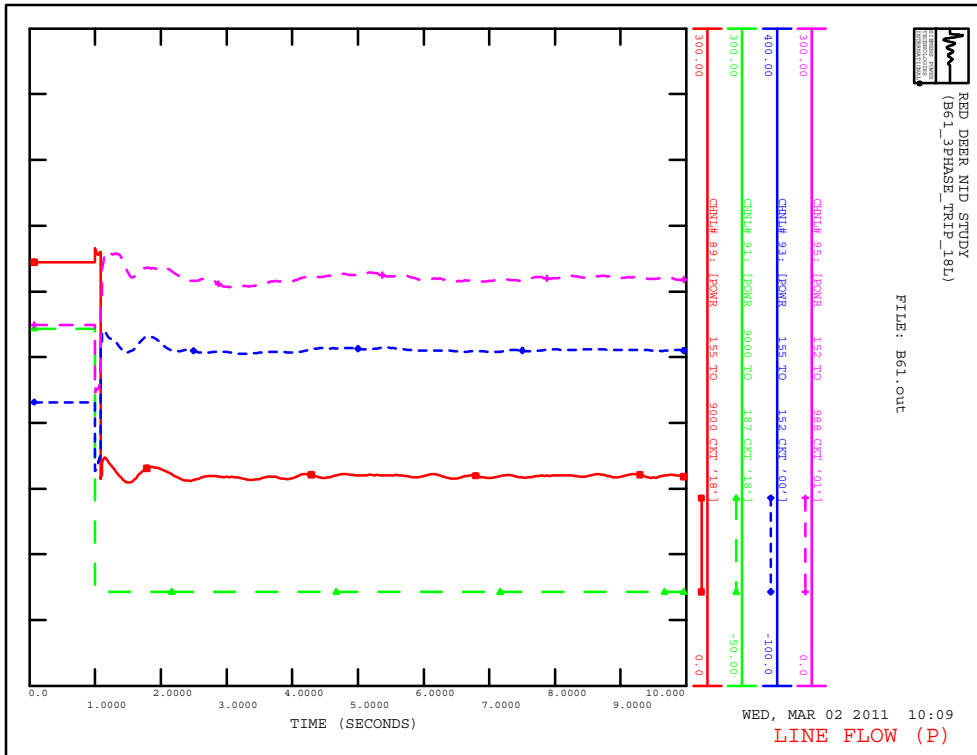

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

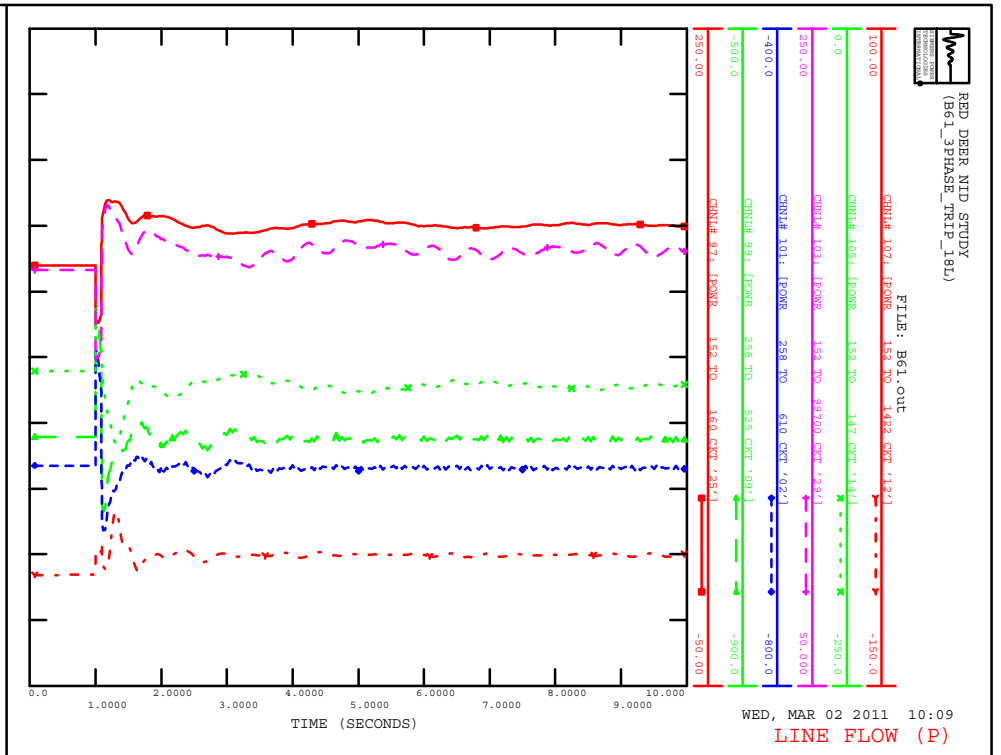

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

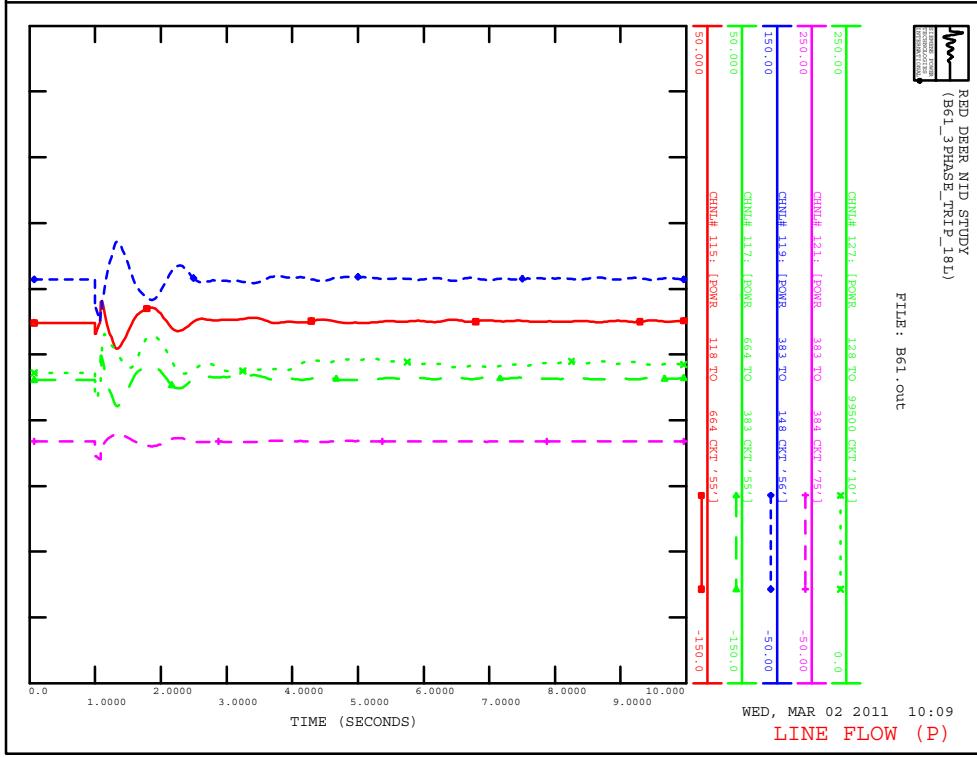

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

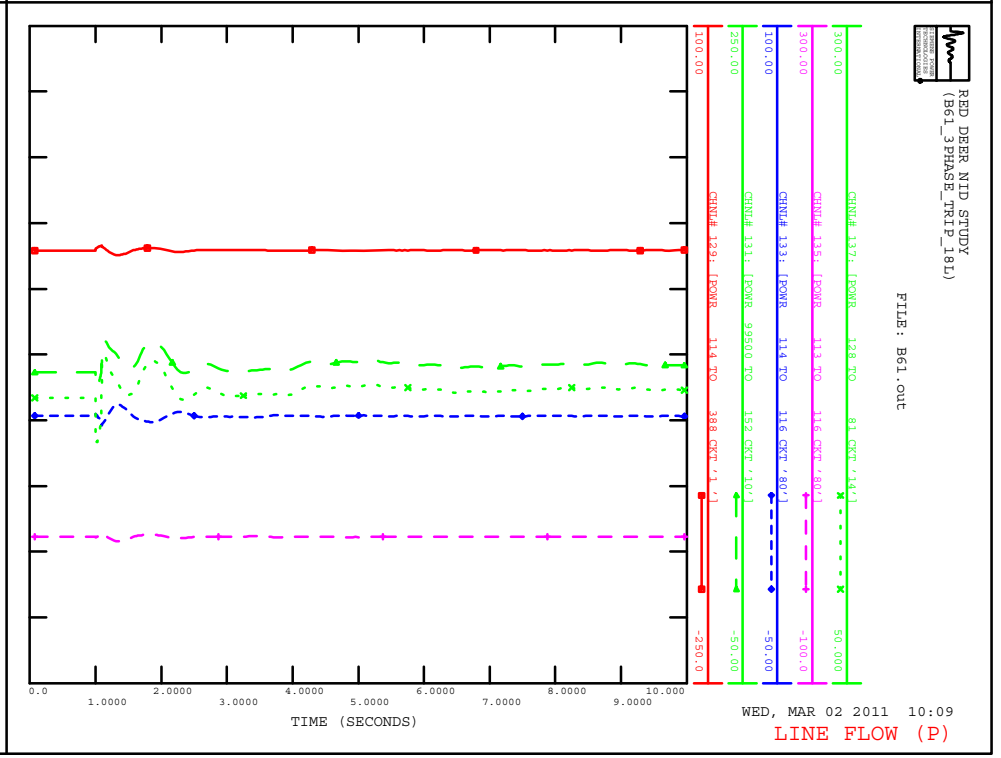

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

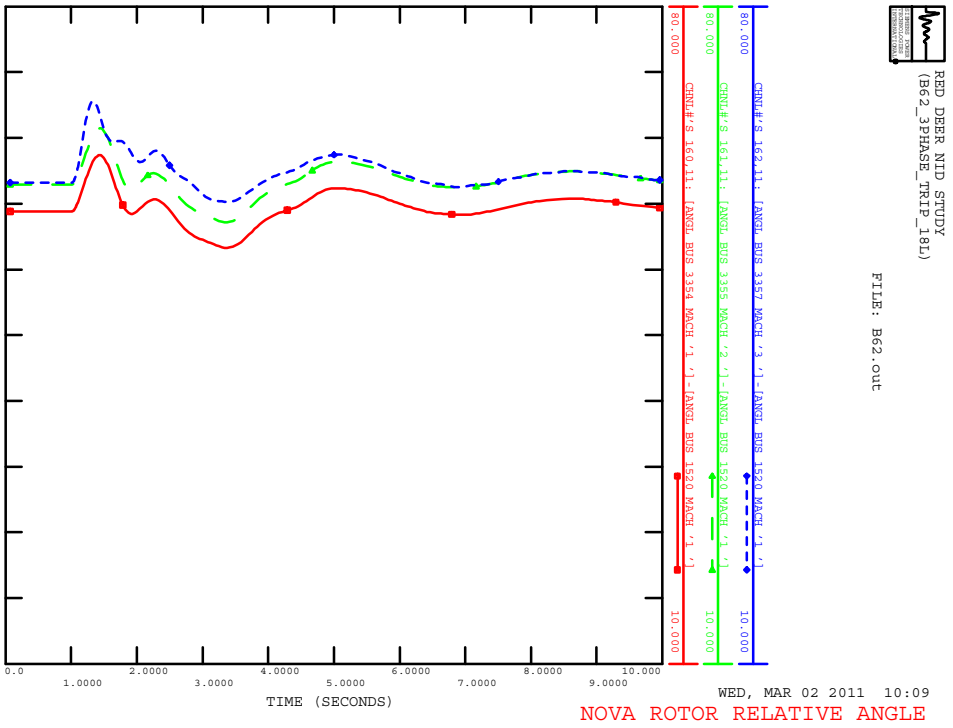

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

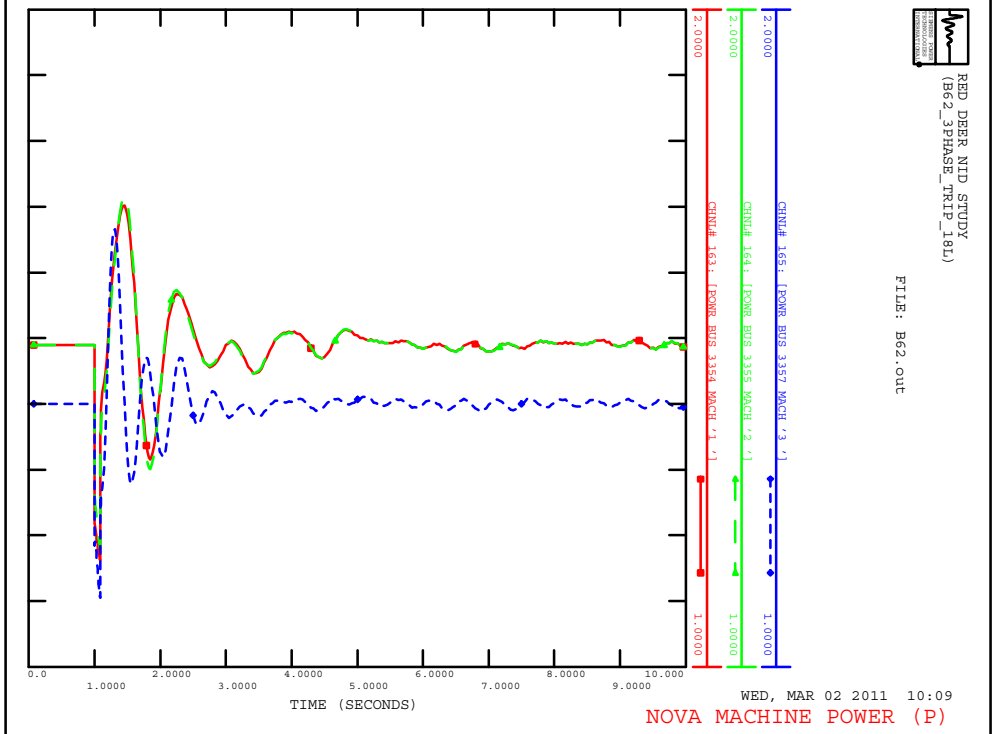

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

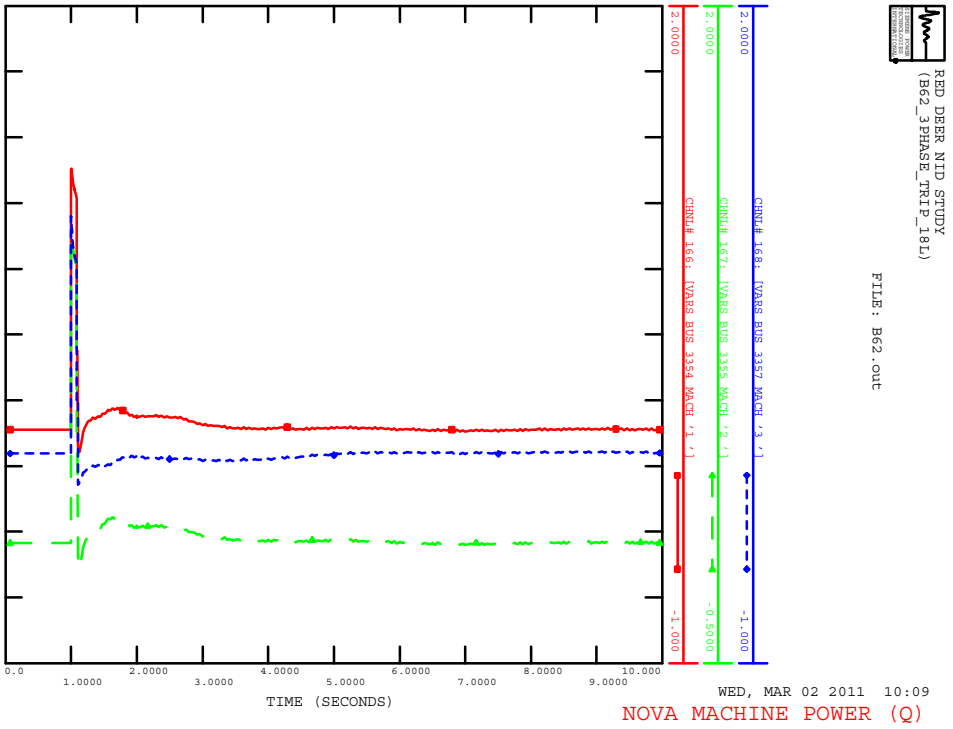

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

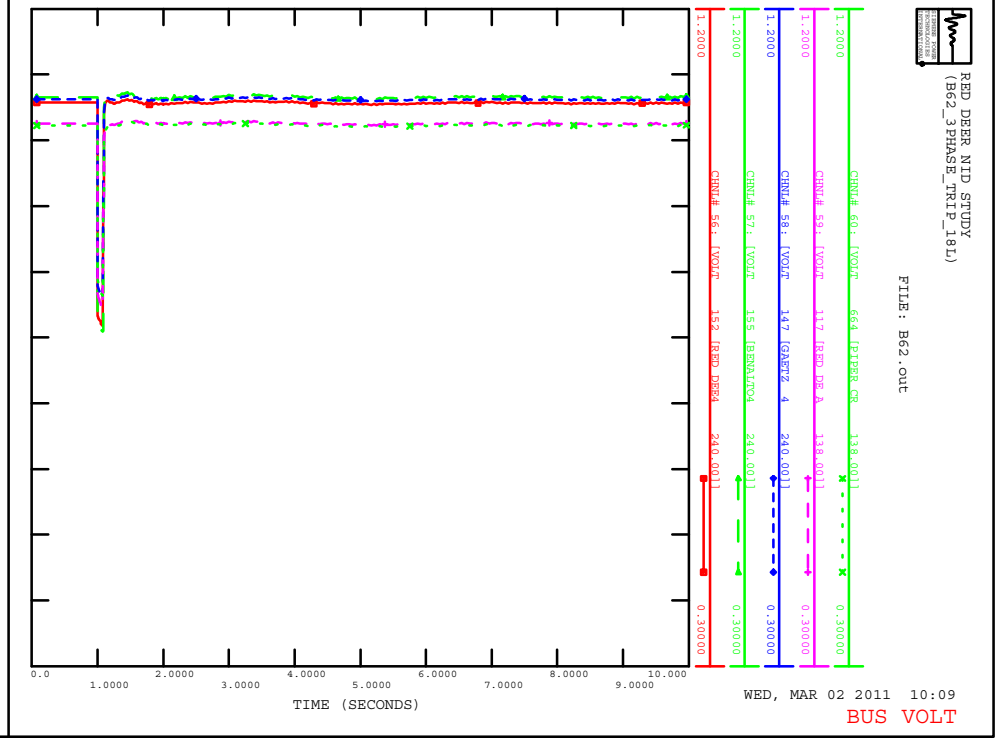

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

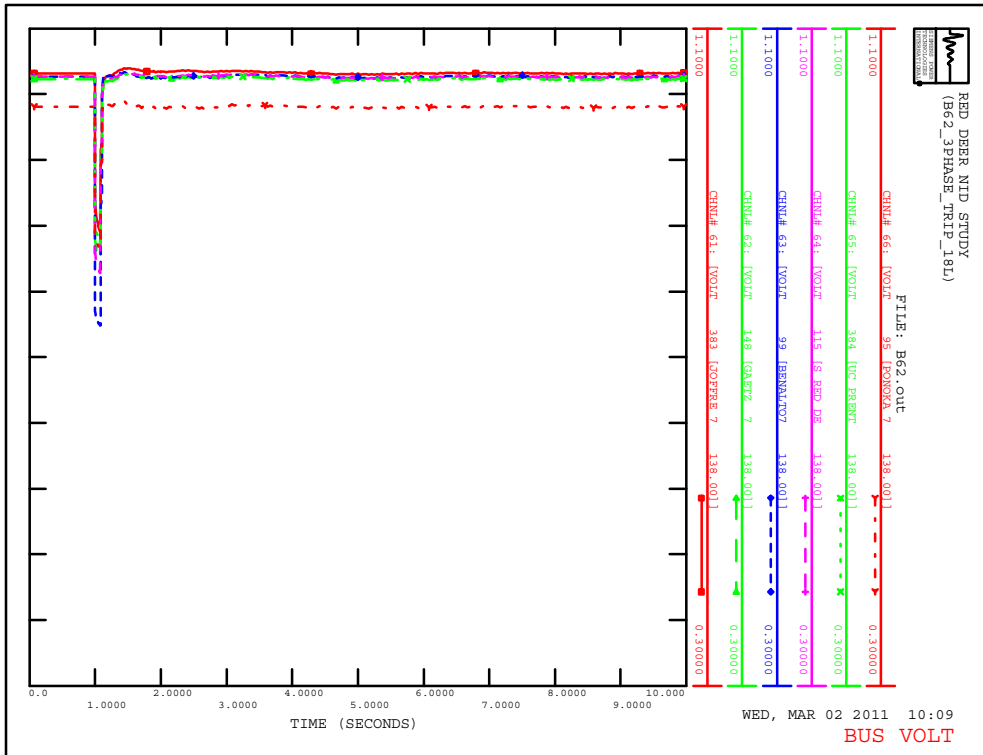

RED DEER NID STUDY
(B61_3PHASE_TRIP_18L)
FILE: B61.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

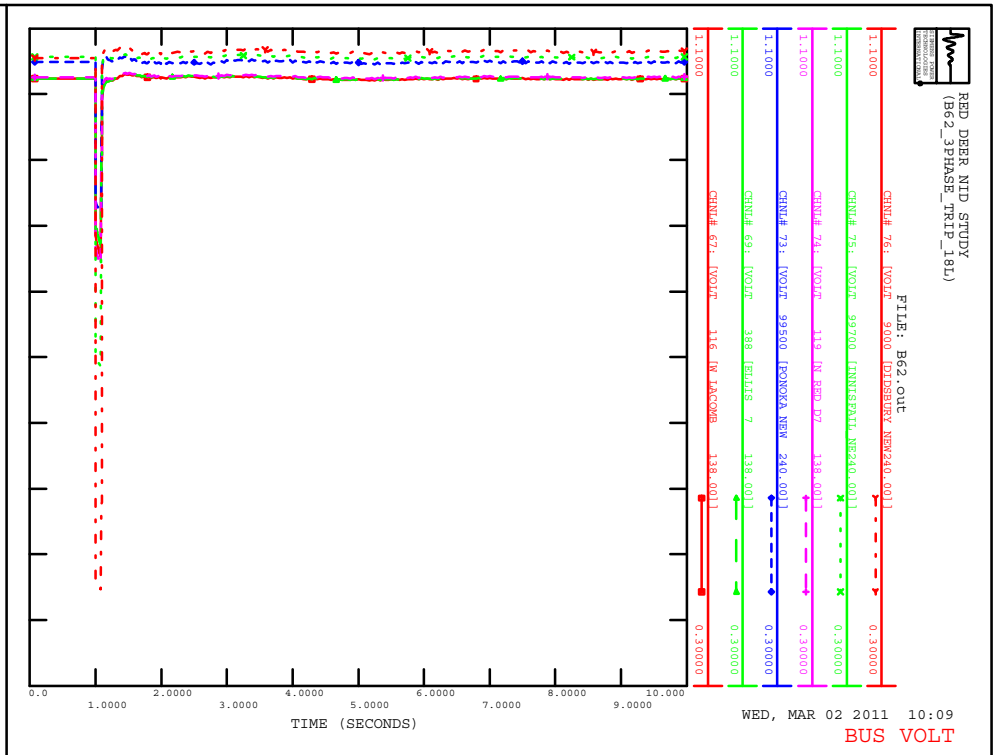

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

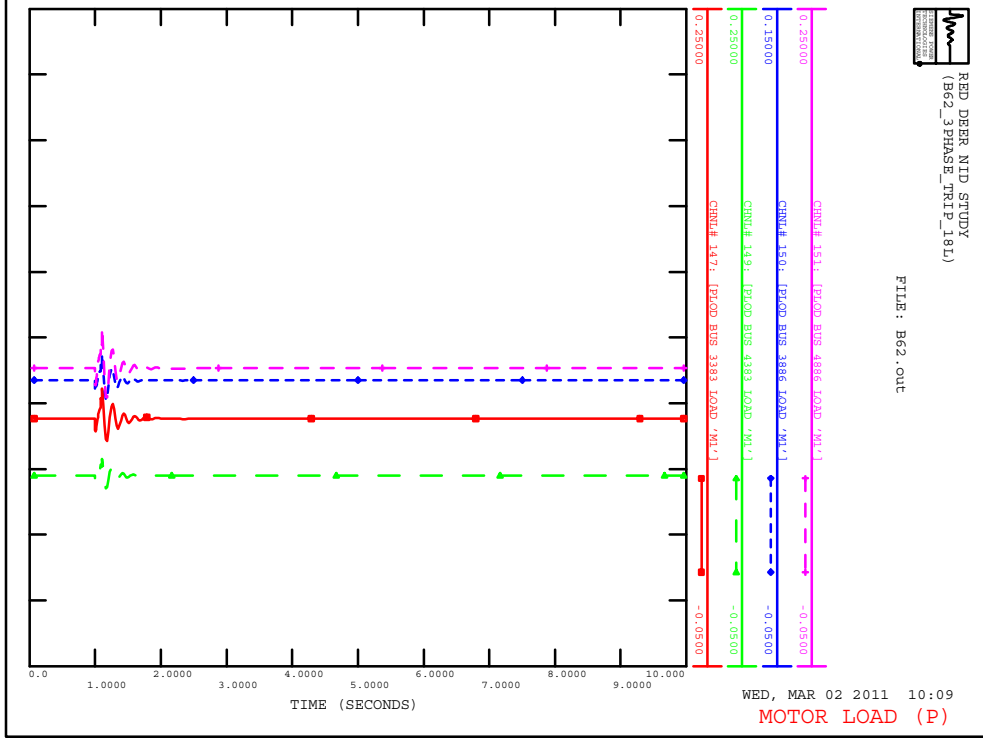

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

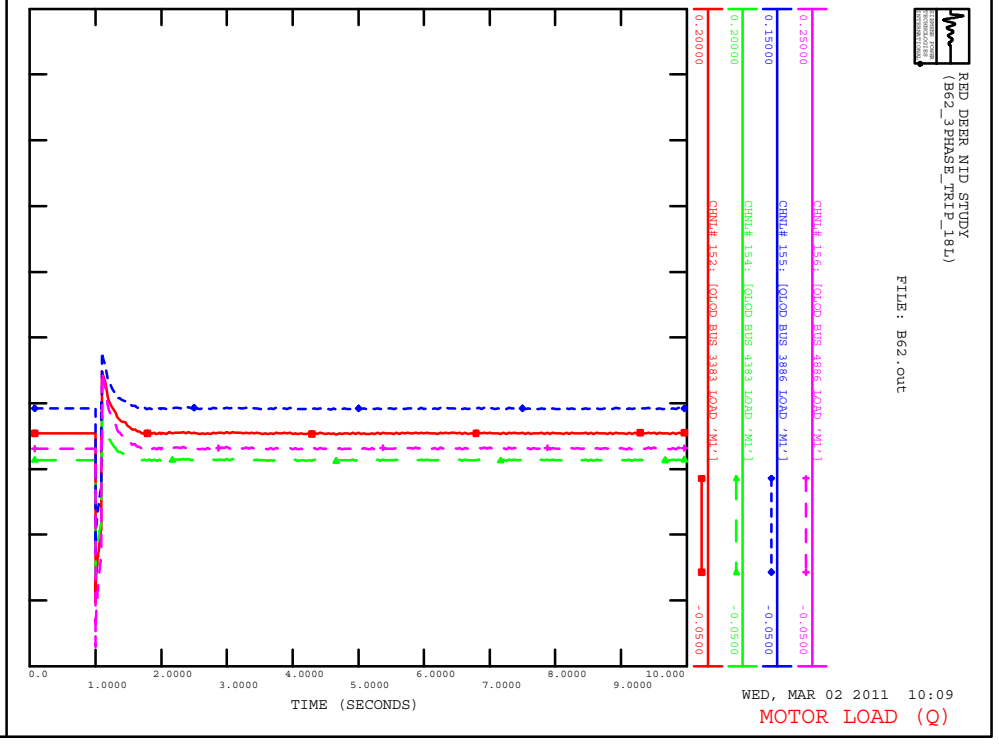

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

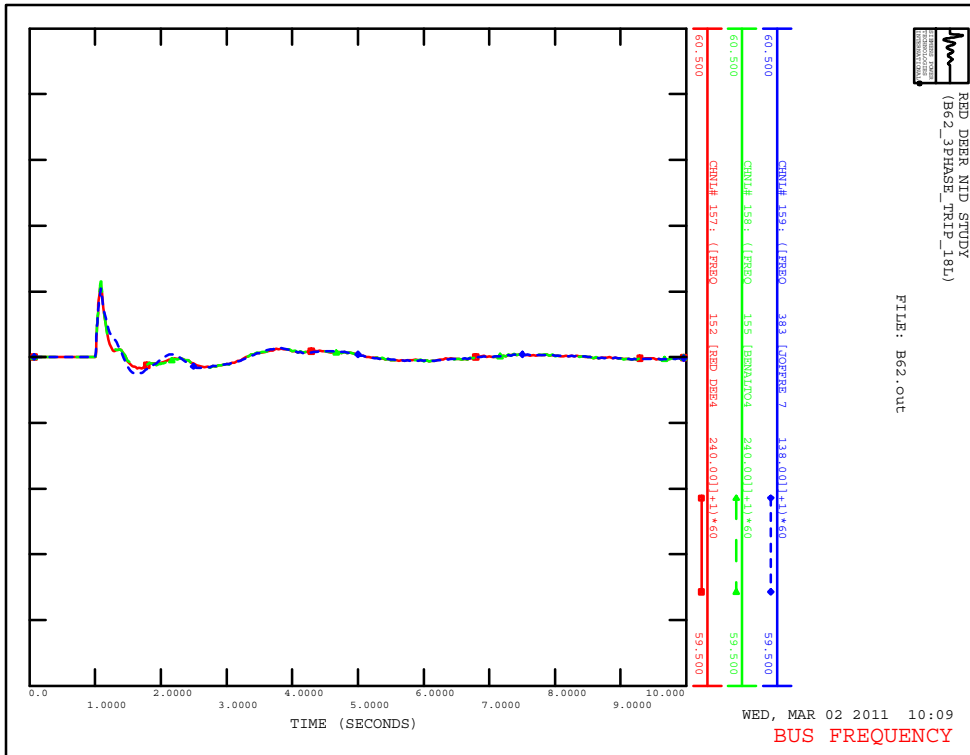

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

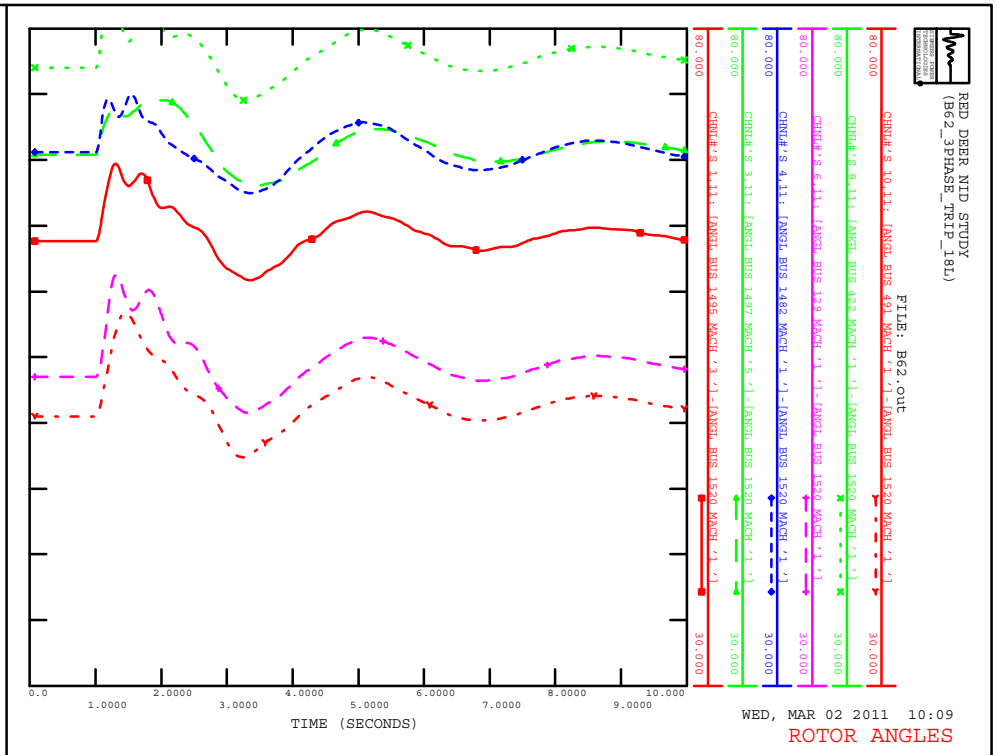

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

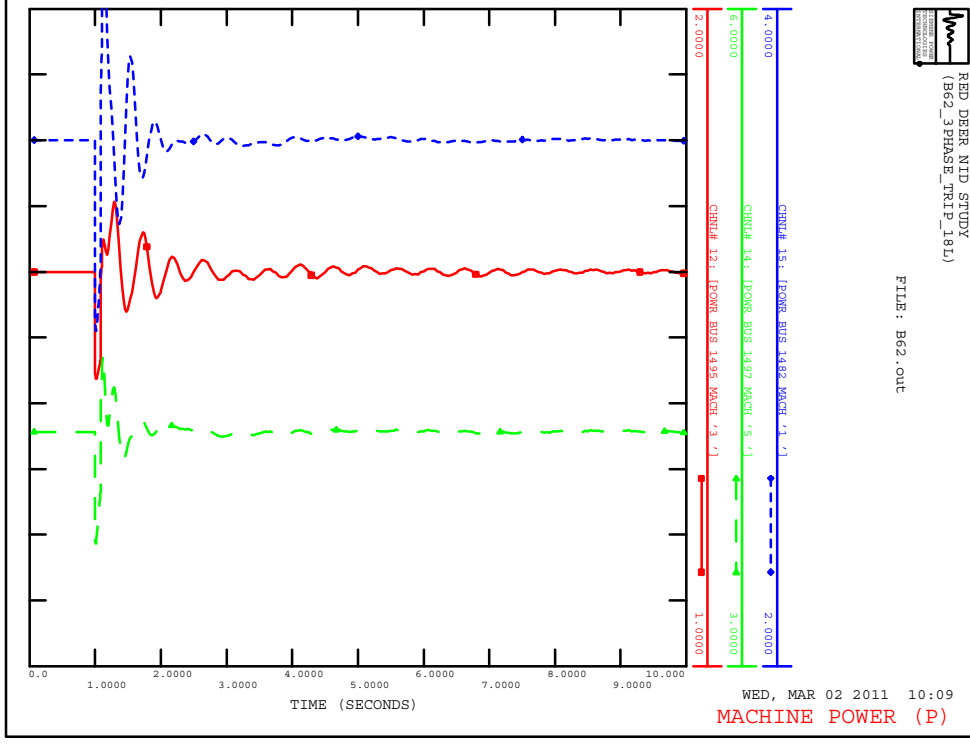

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

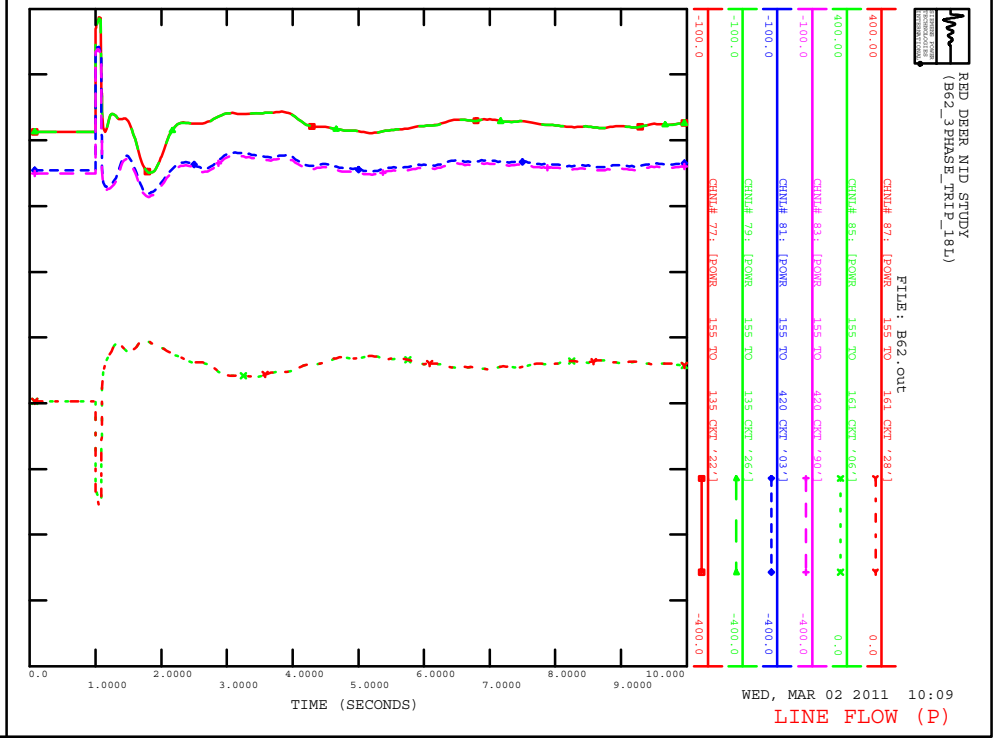

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

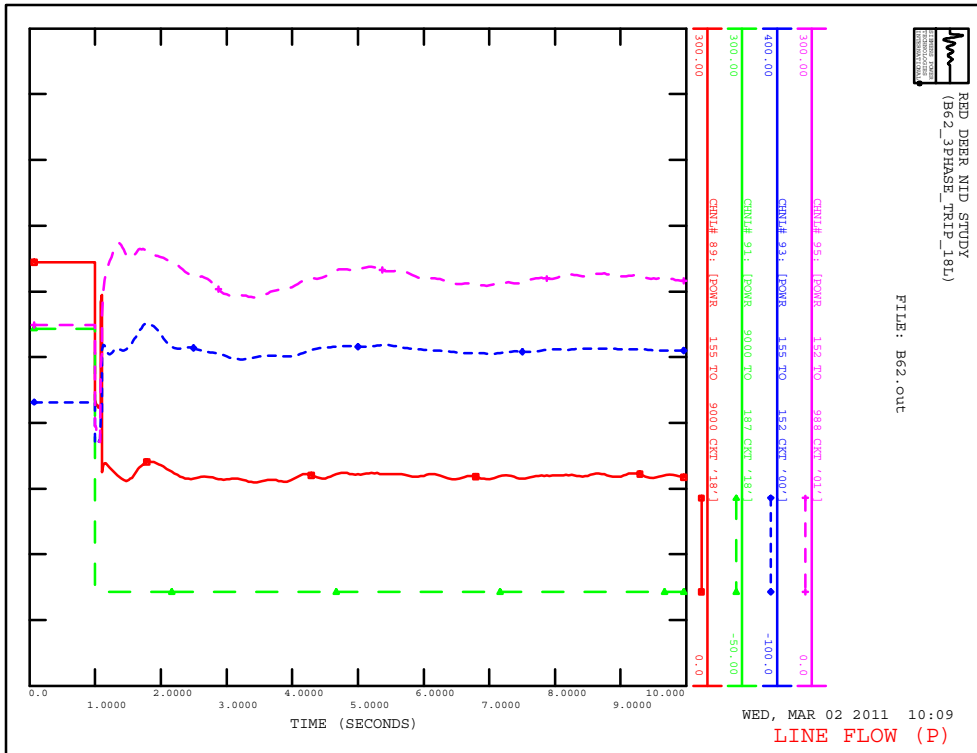

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

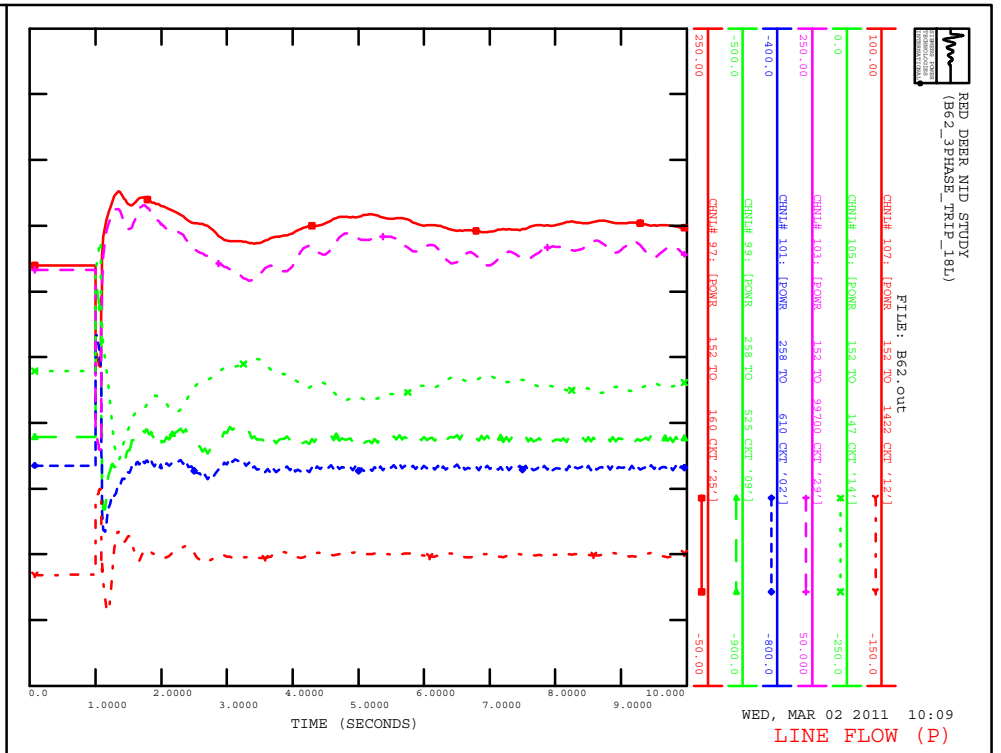

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

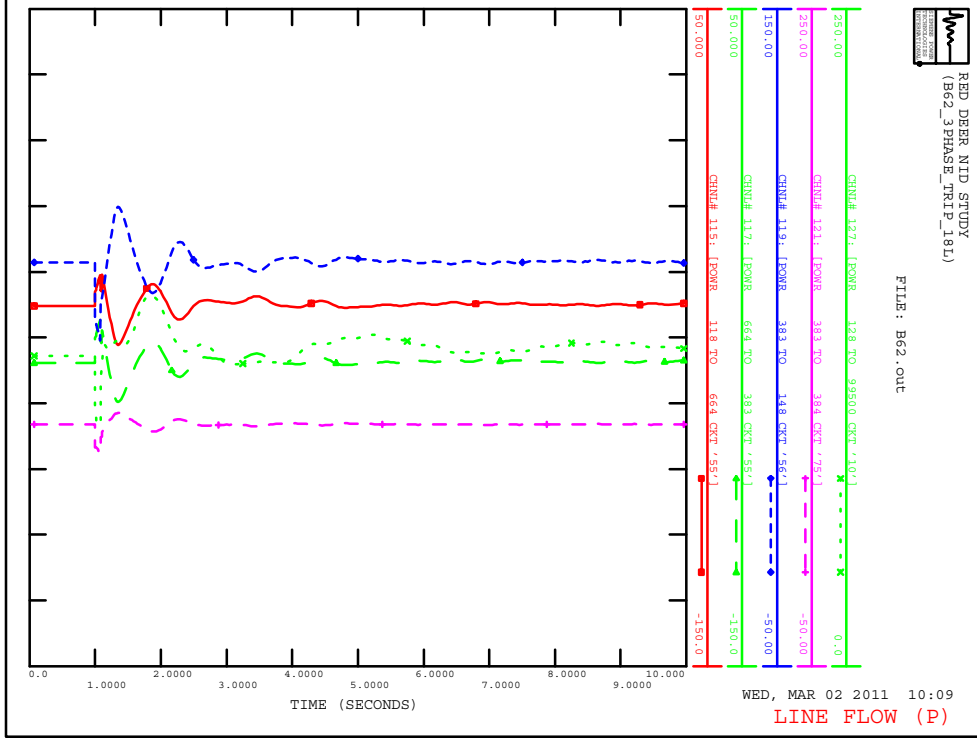

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

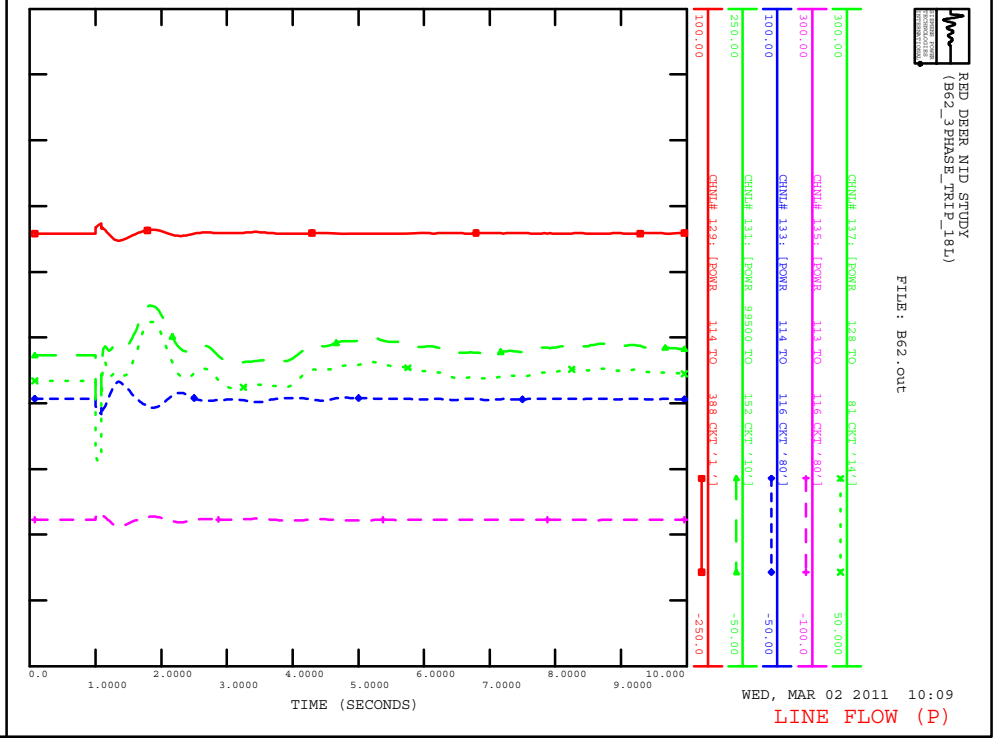

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

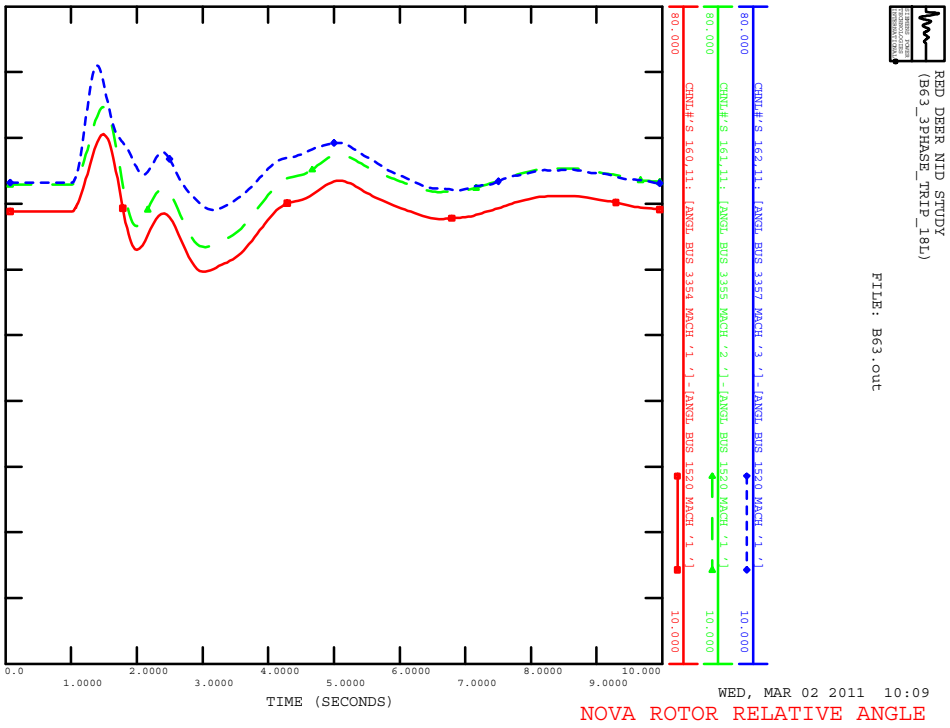

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

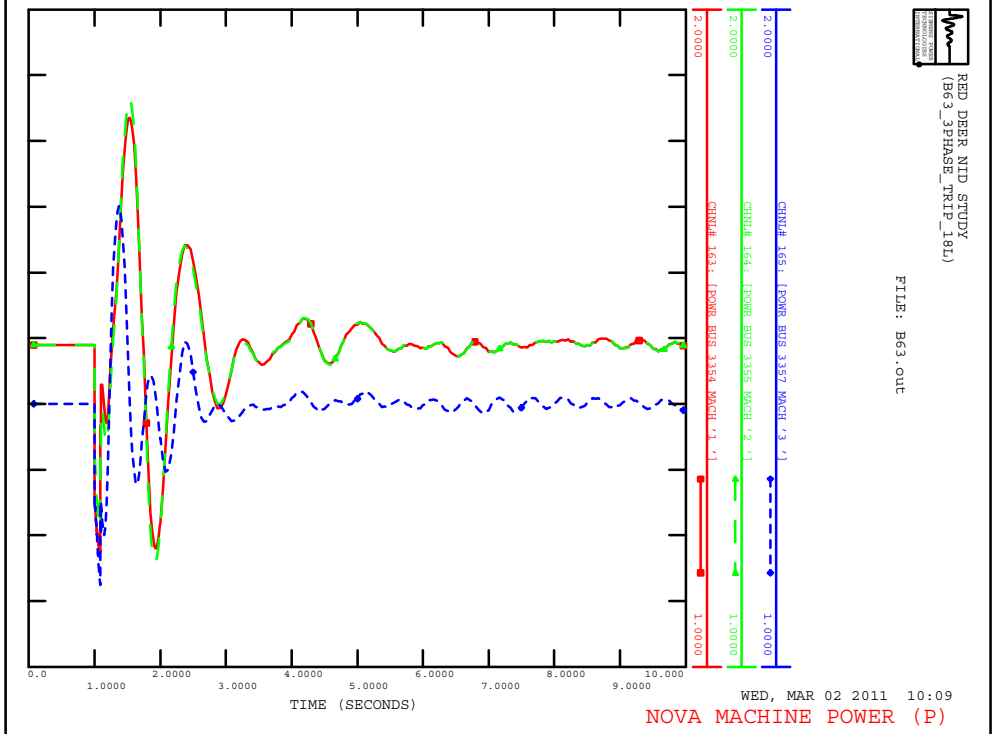

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

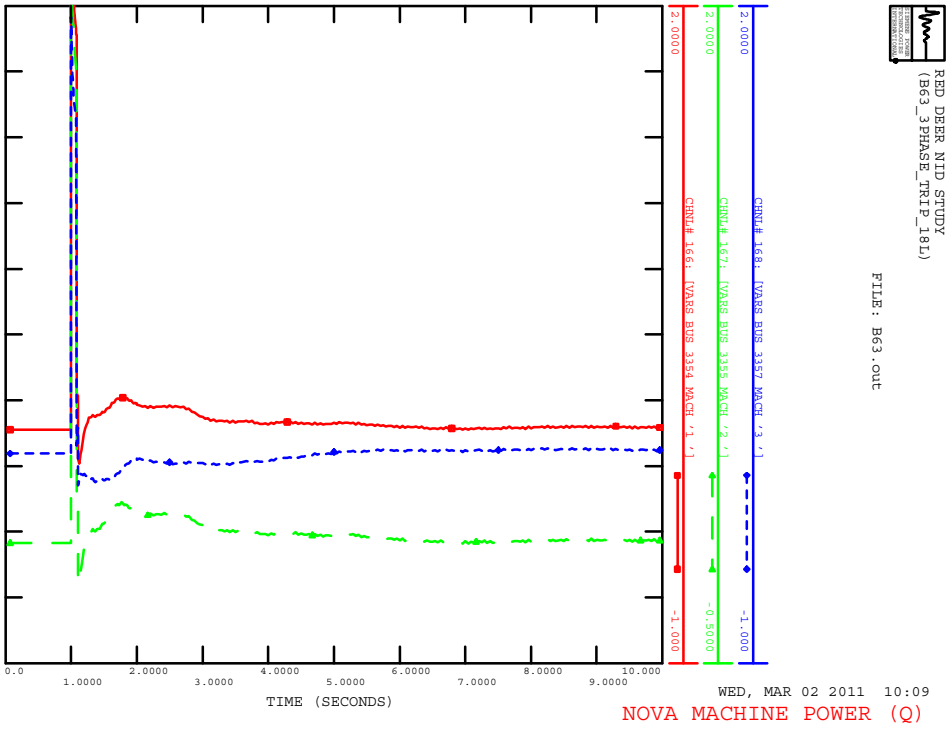

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

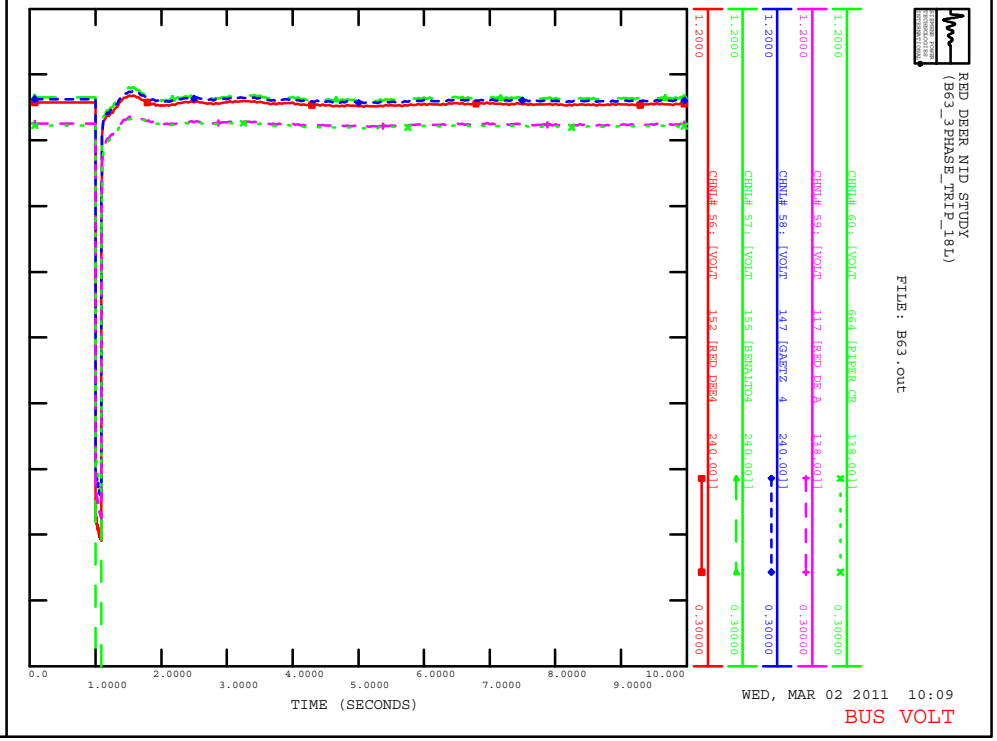

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

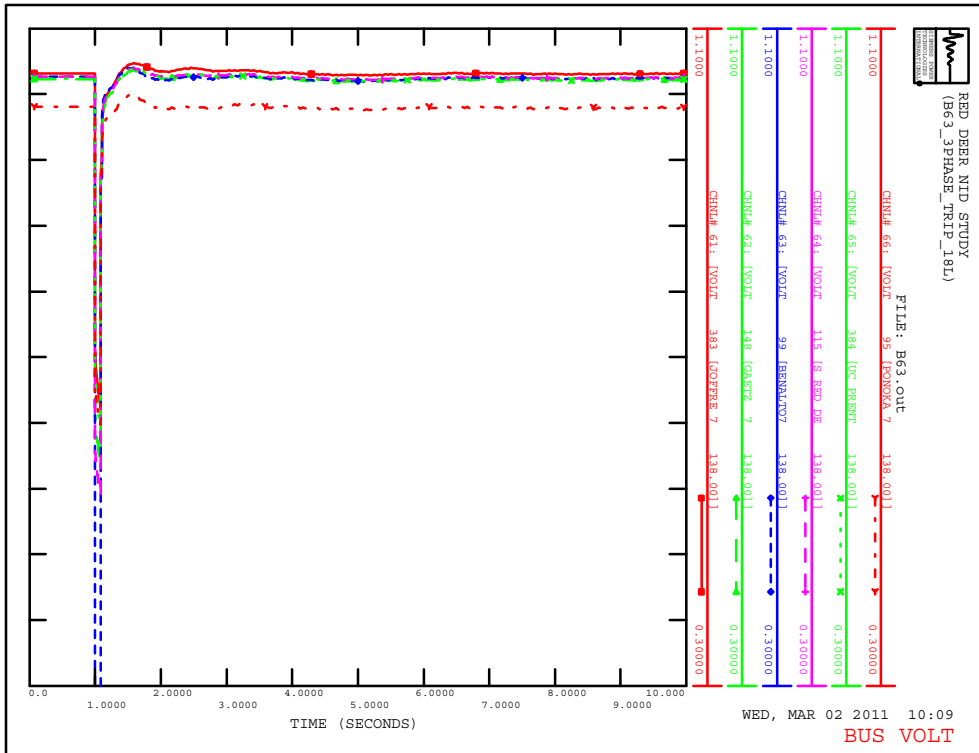

RED DEER NID STUDY
(B62_3PHASE_TRIP_18L)
FILE: B62.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

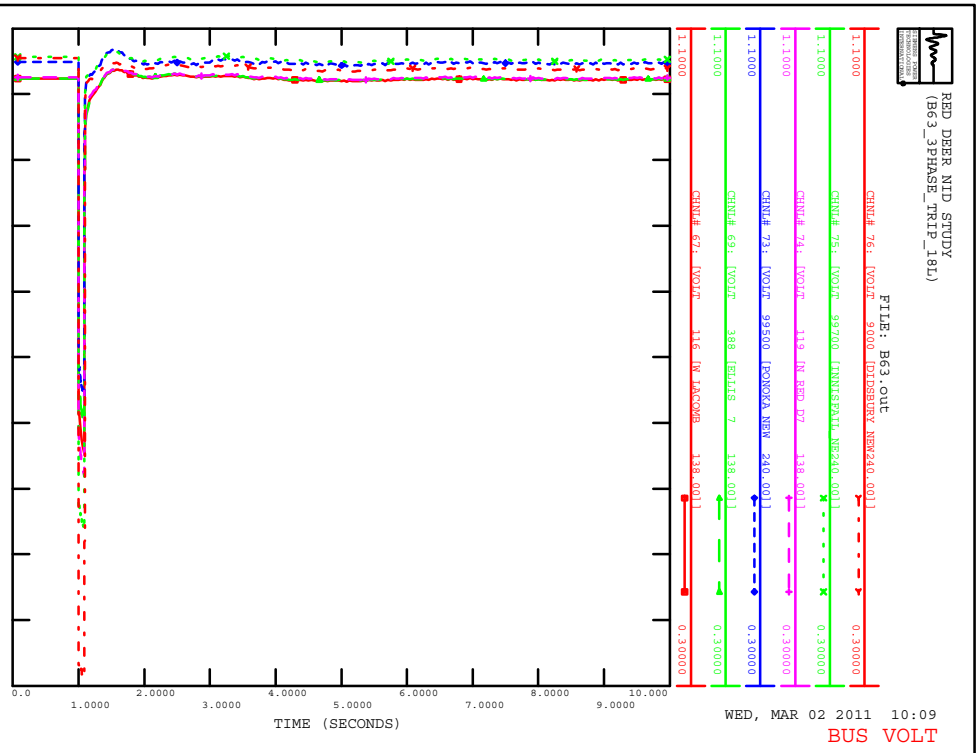

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

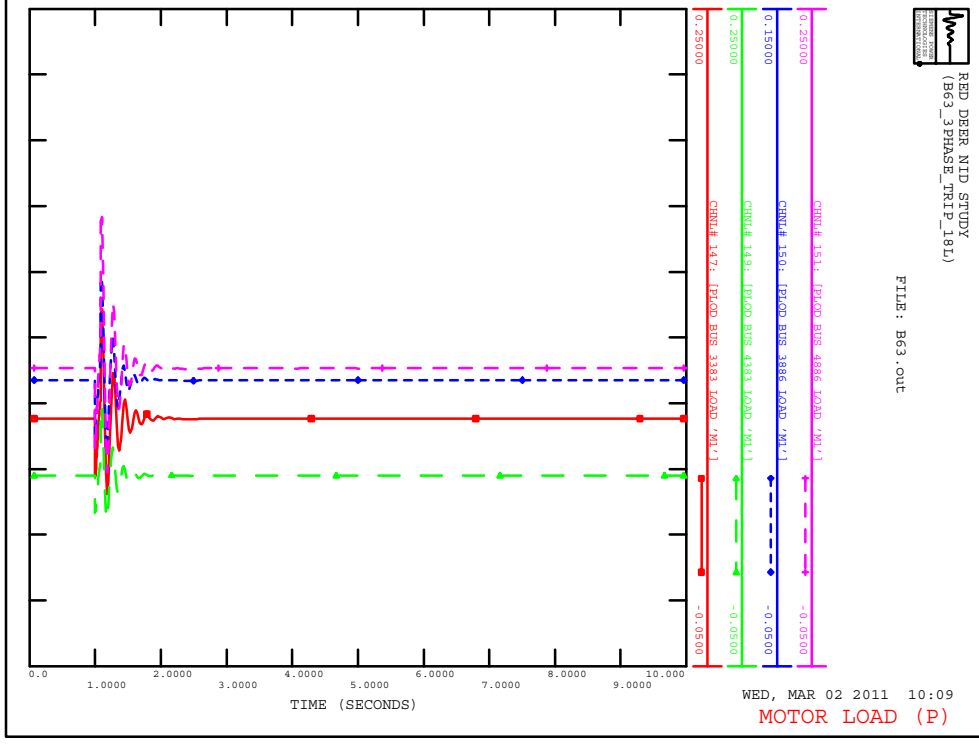

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

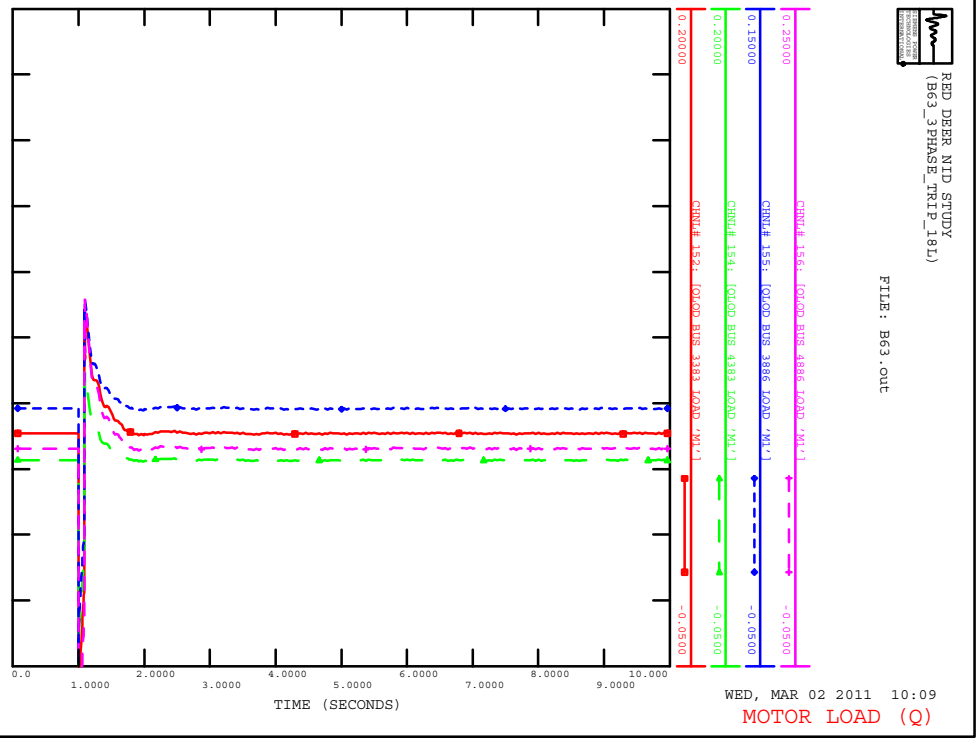

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

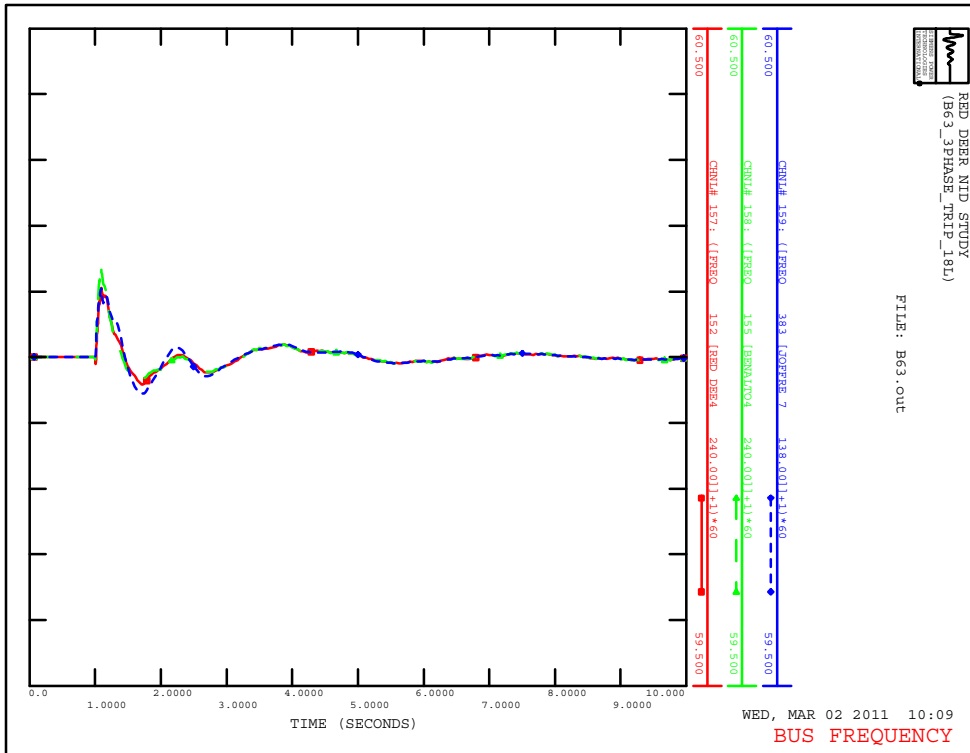

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

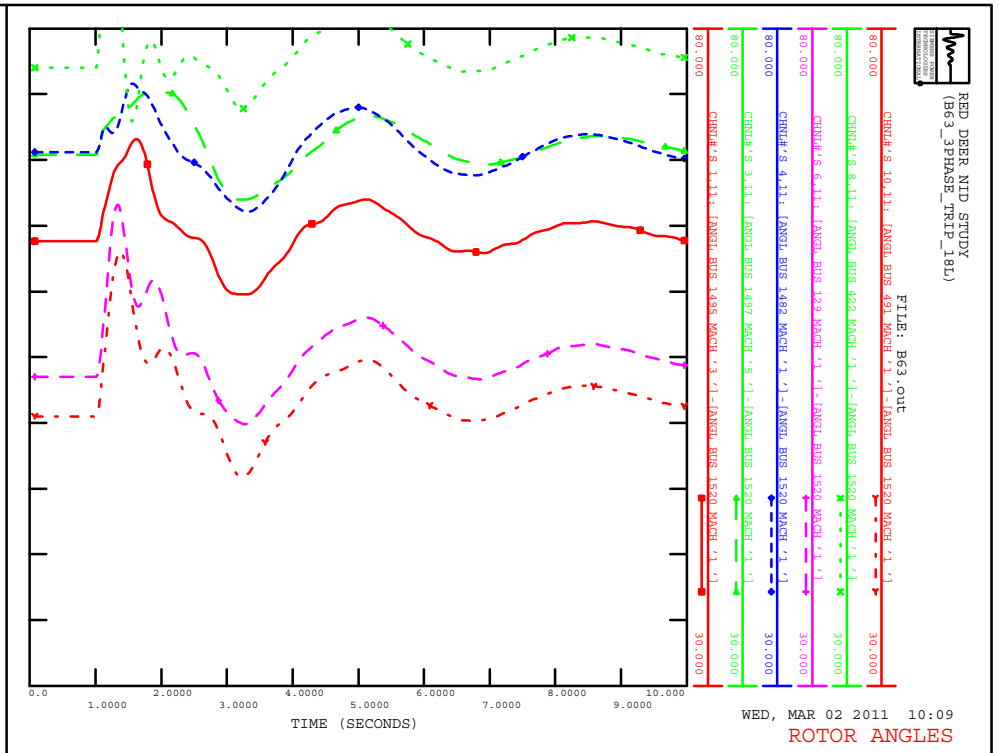

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.001]
CHNL# 62: [VOLT 148 [GALE72 7 138.001]
CHNL# 63: [VOLT 99 [BENALTC7 138.001]
CHNL# 64: [VOLT 115 [S RED DE 138.001]
CHNL# 65: [VOLT 384 [UC PRENT 138.001]
CHNL# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

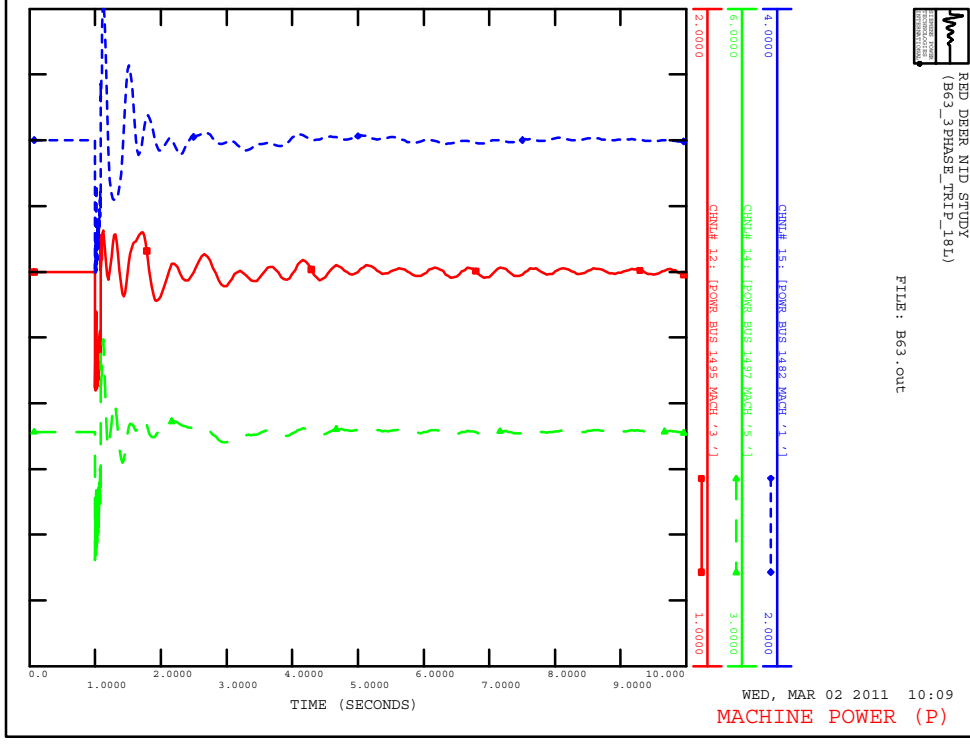

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
CHNL# 67: [VOLT 116 [N TACOMB 138.001]
CHNL# 69: [VOLT 388 [EDJIS 7 138.001]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNL# 74: [VOLT 119 [N RED P7 138.001]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

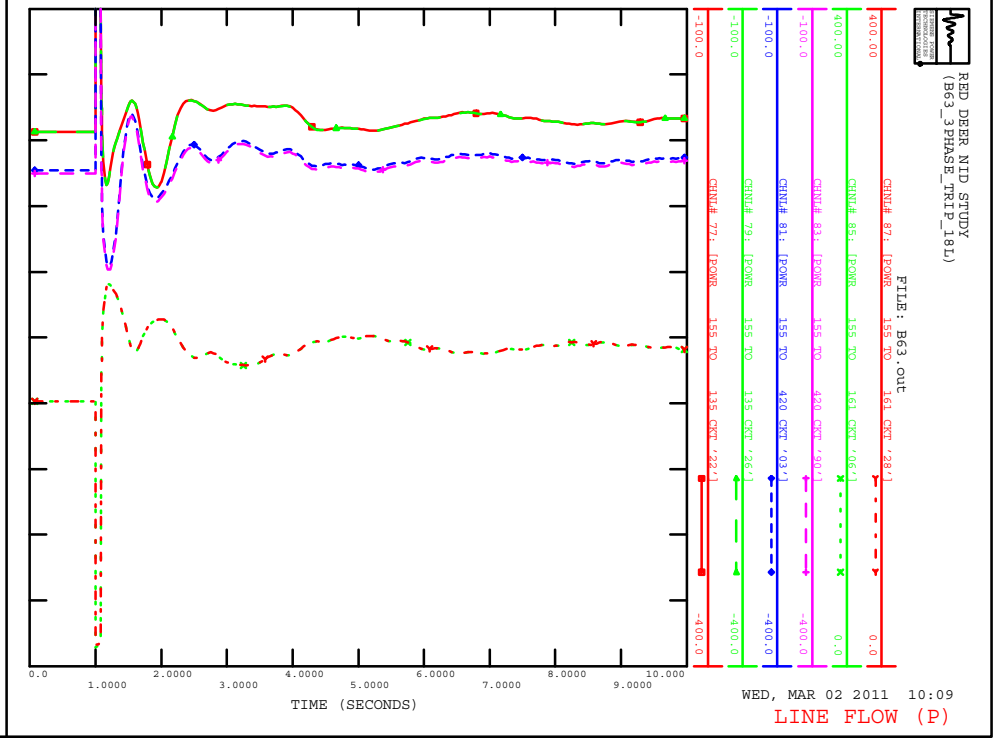

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

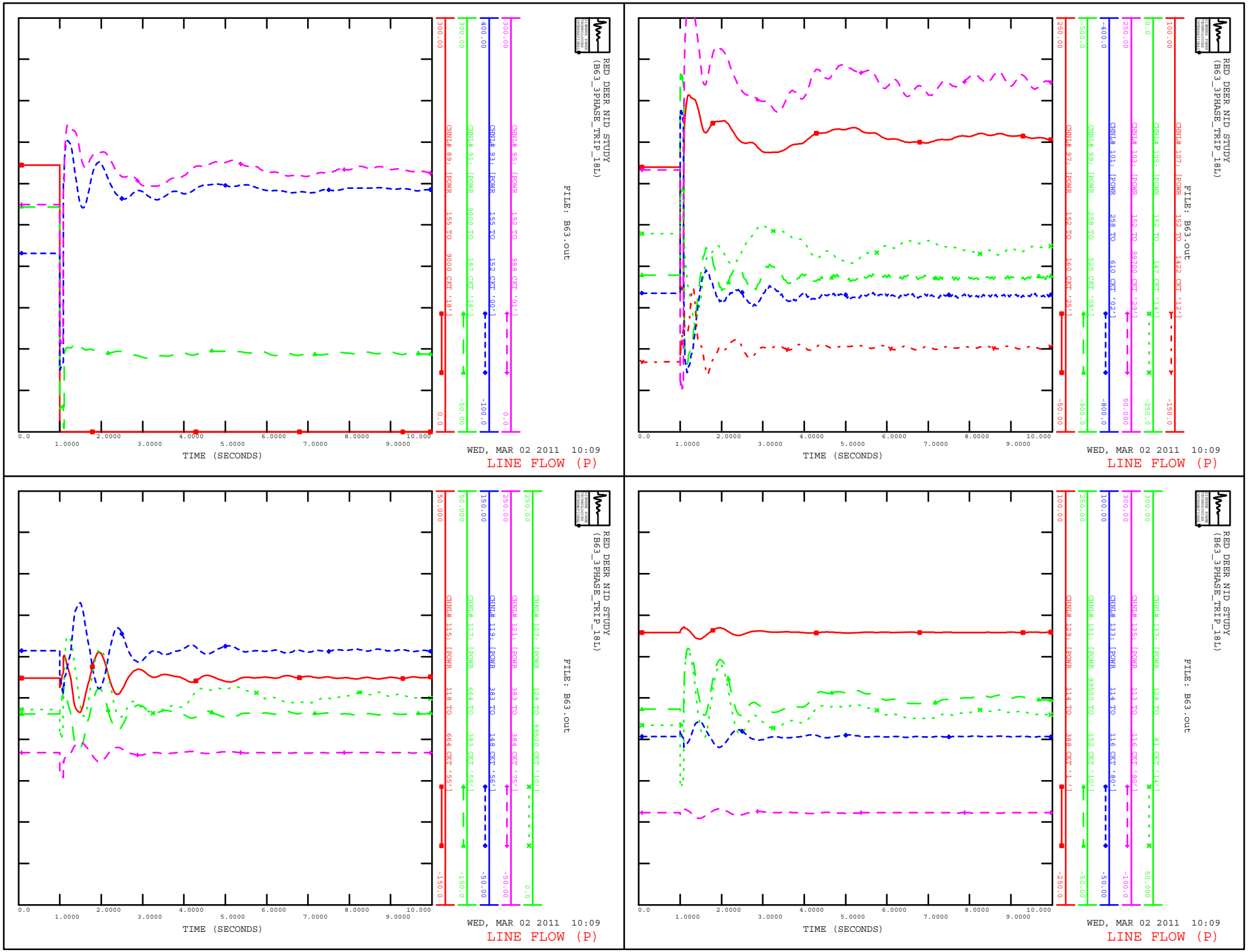

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

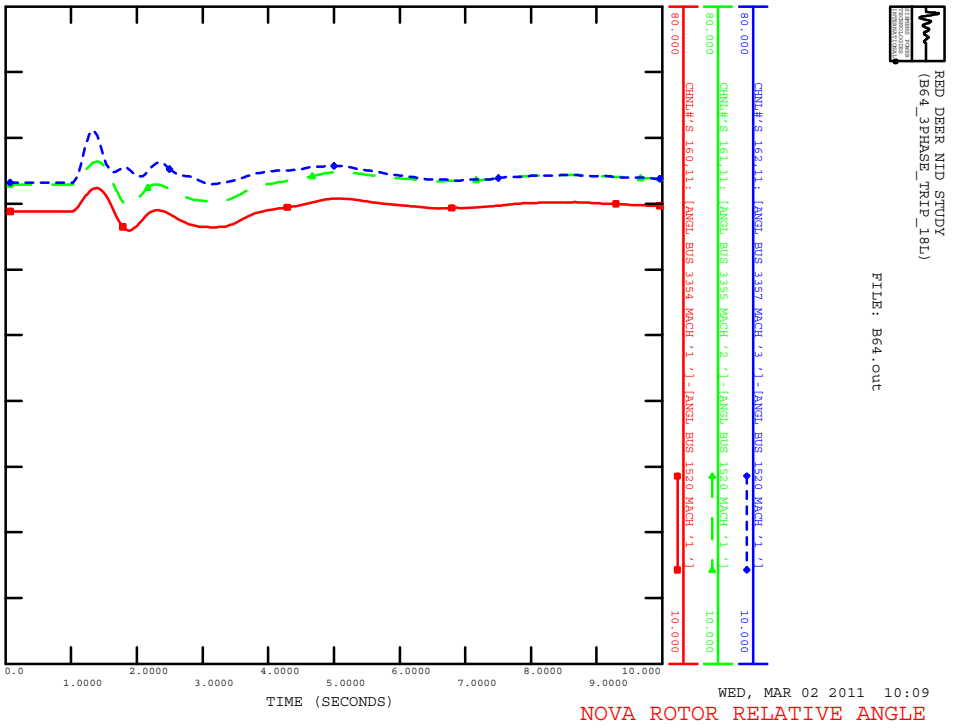

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

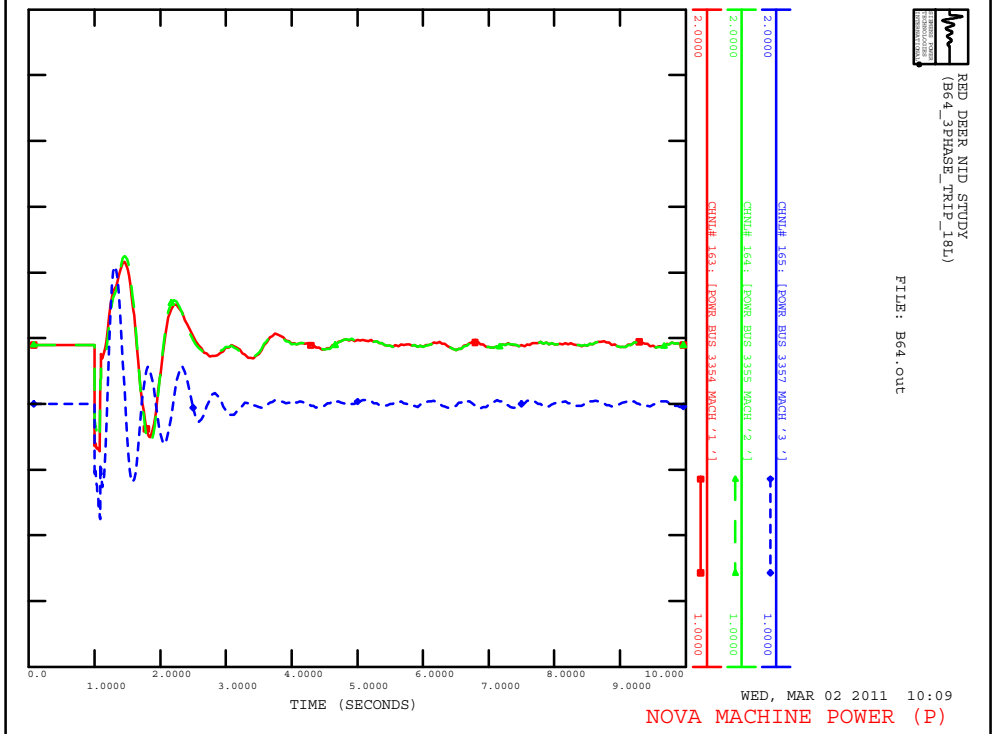

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

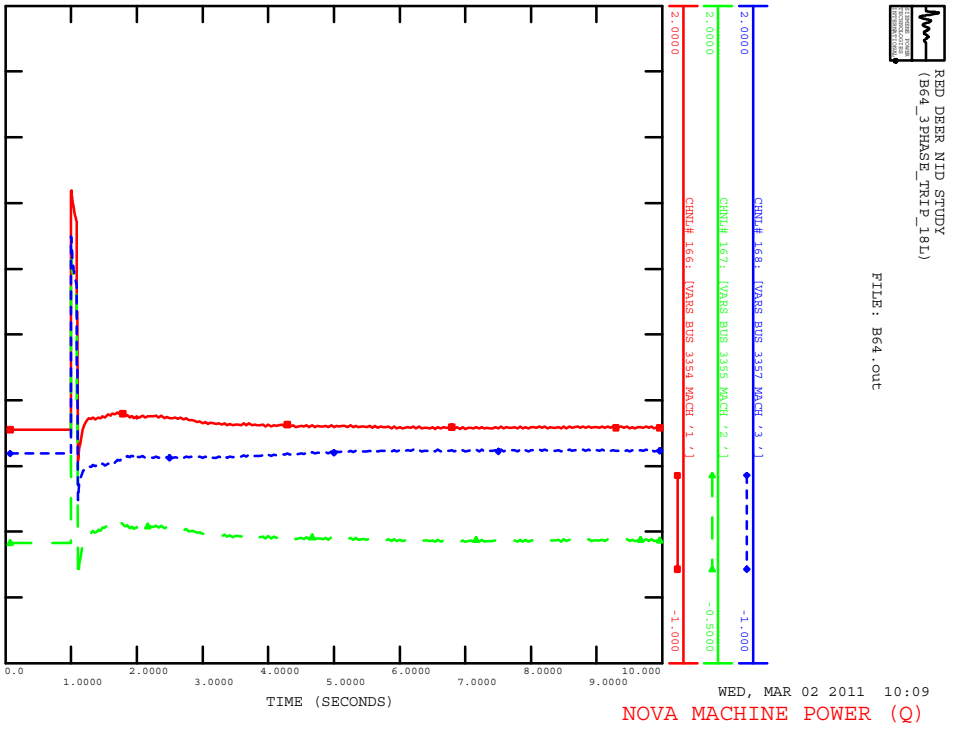

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

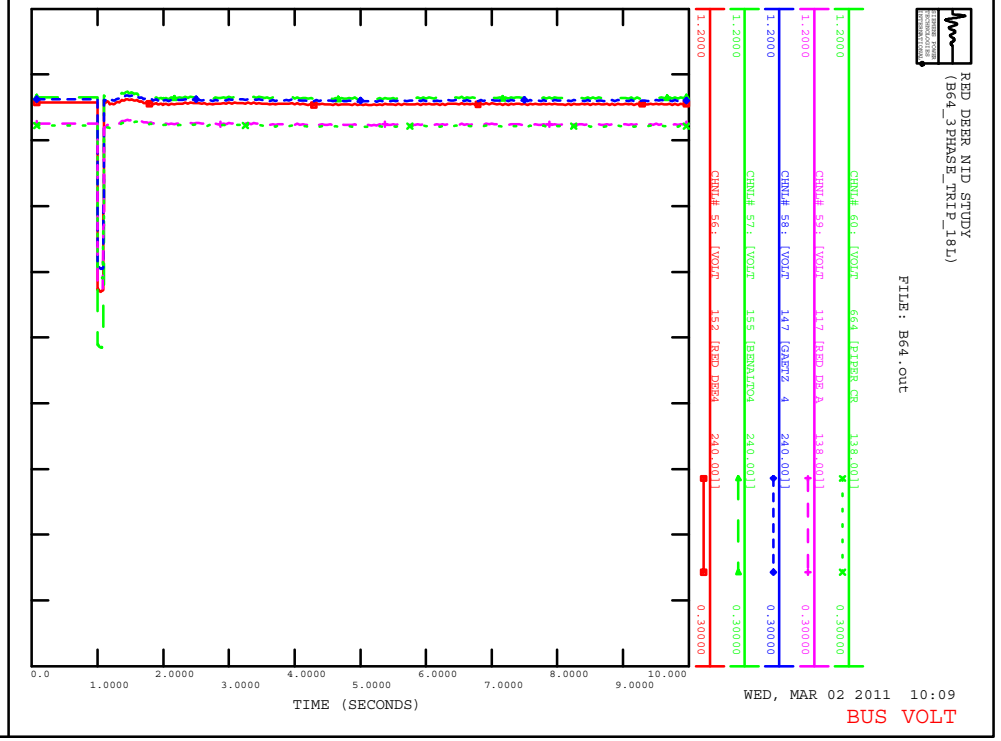

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

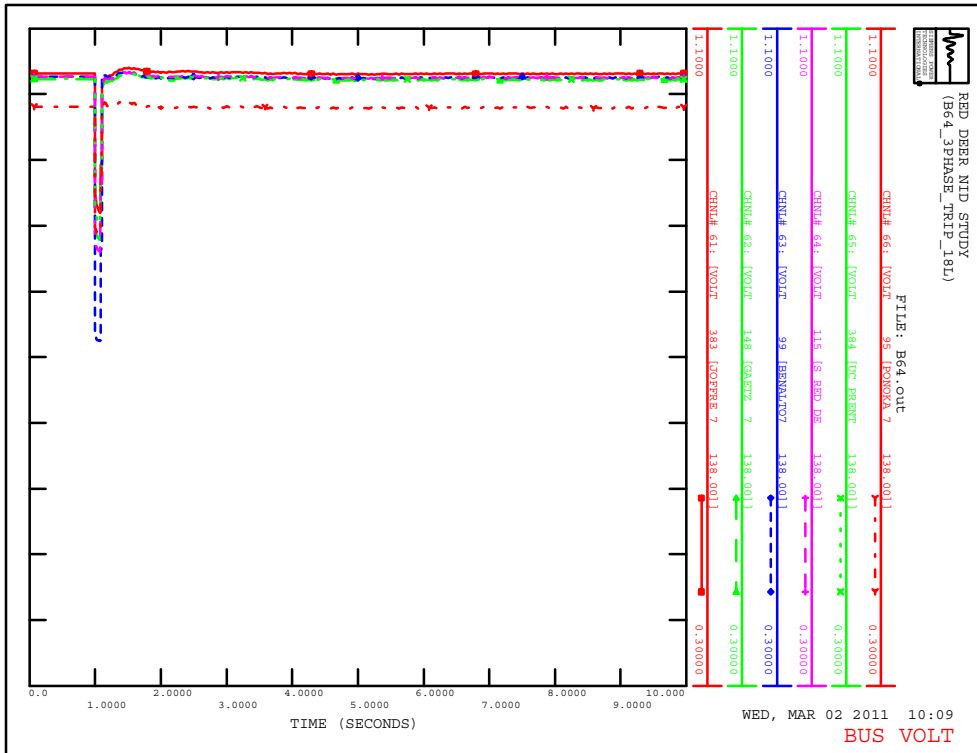

RED DEER NID STUDY
(B63_3PHASE_TRIP_18L)
FILE: B63.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

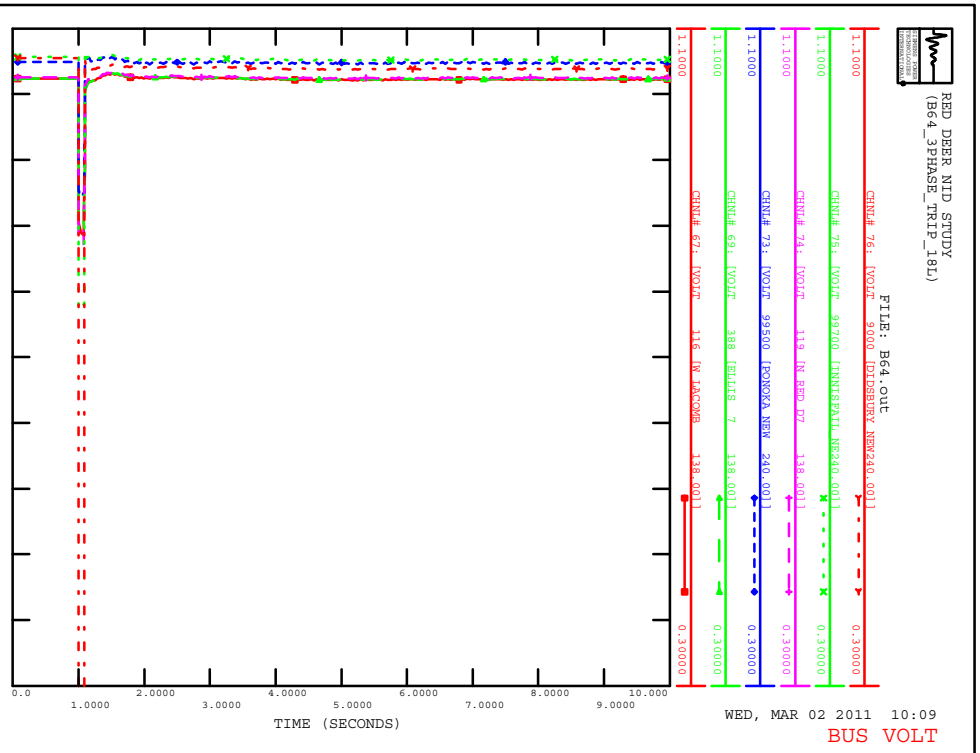

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

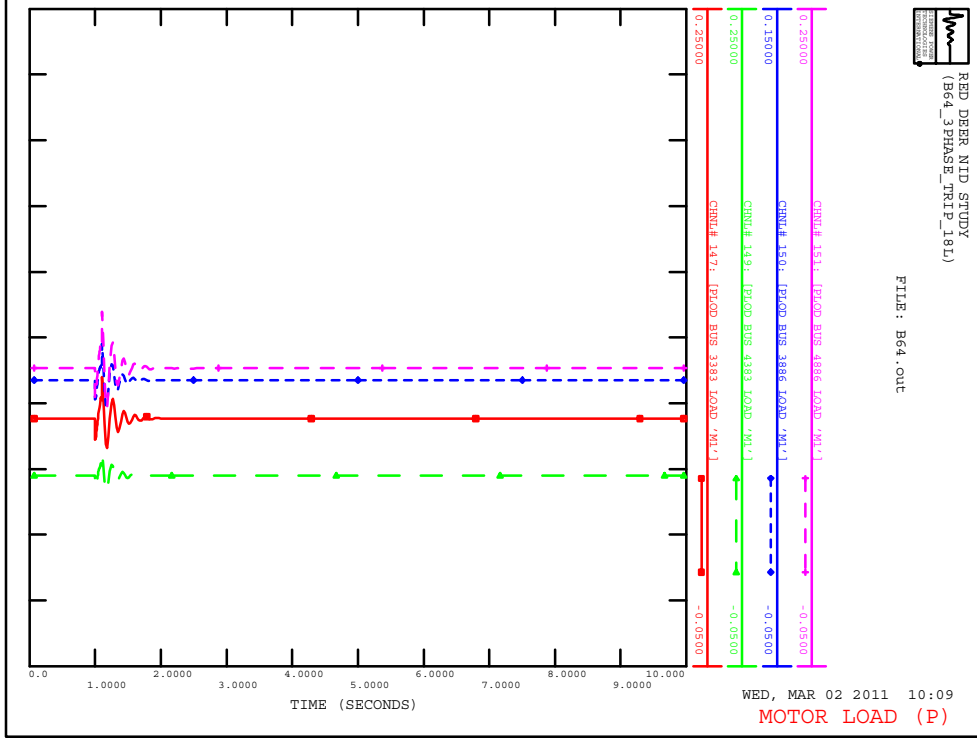

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

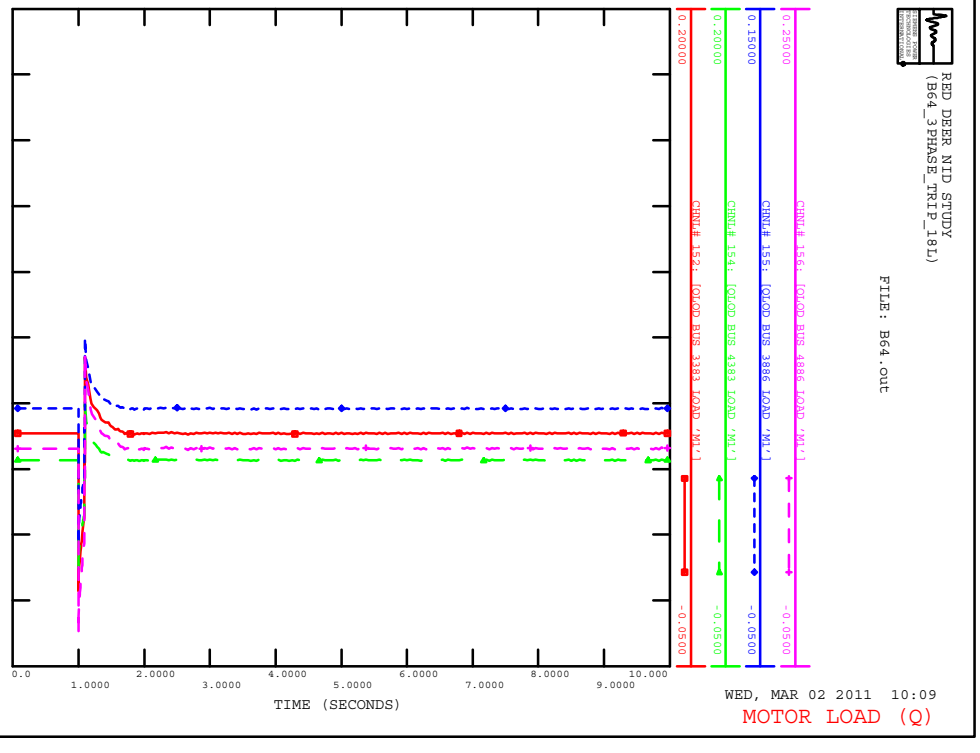

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

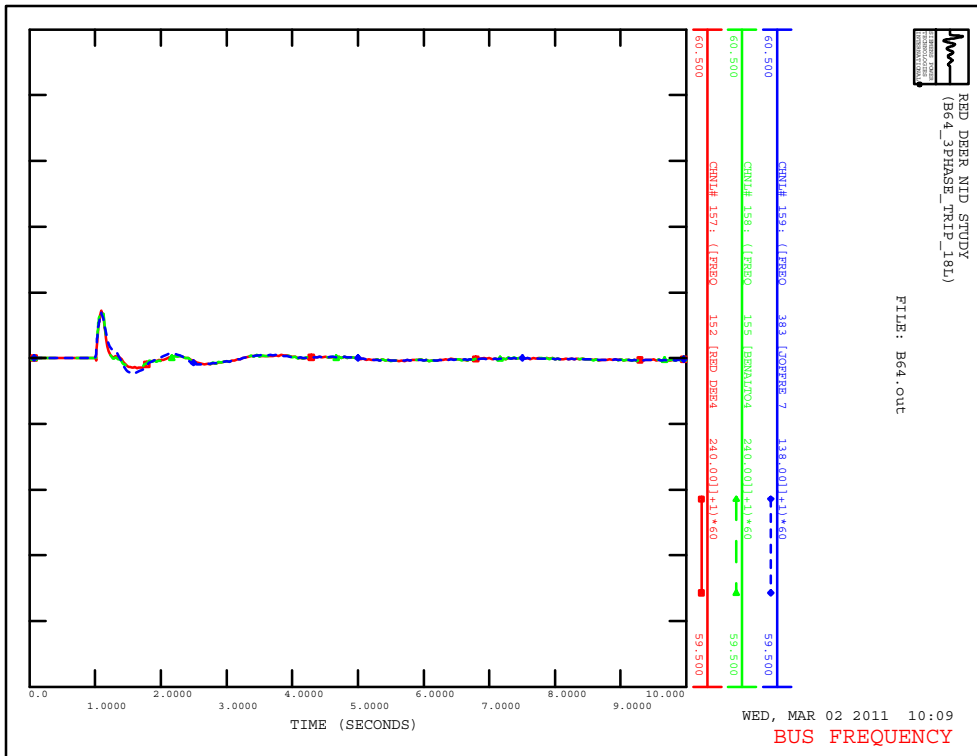

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

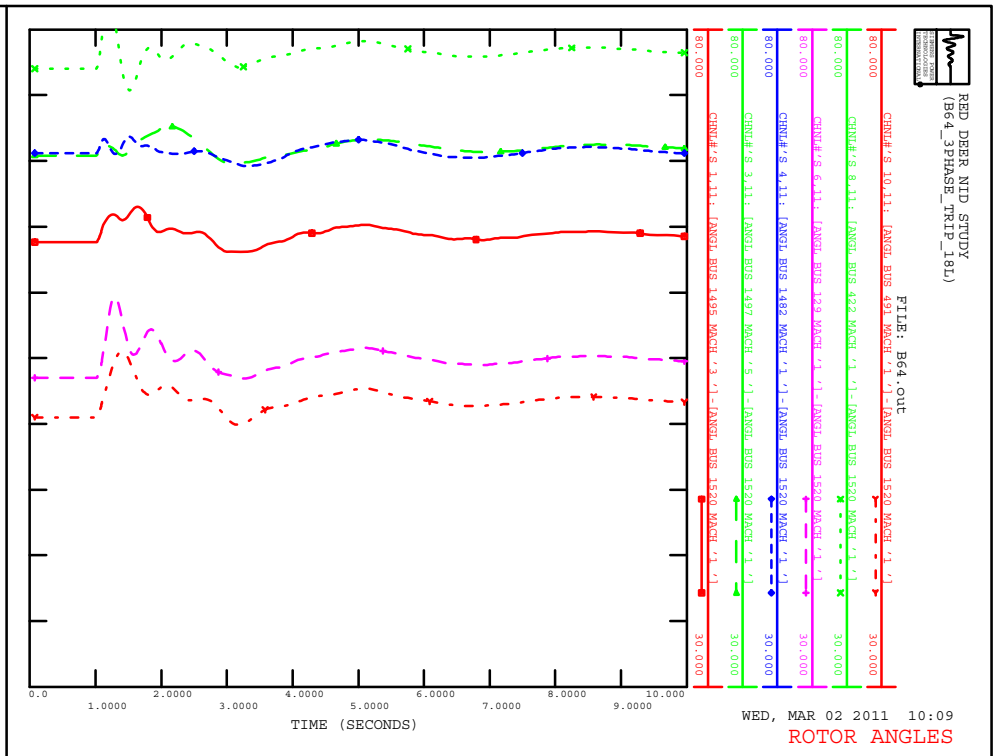

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

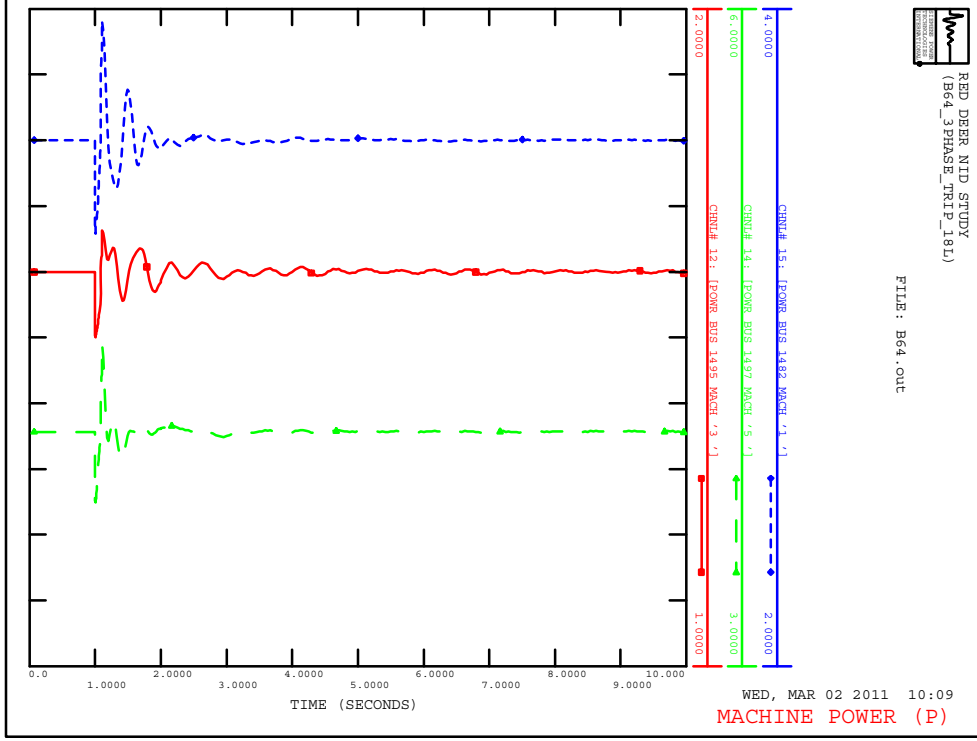

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

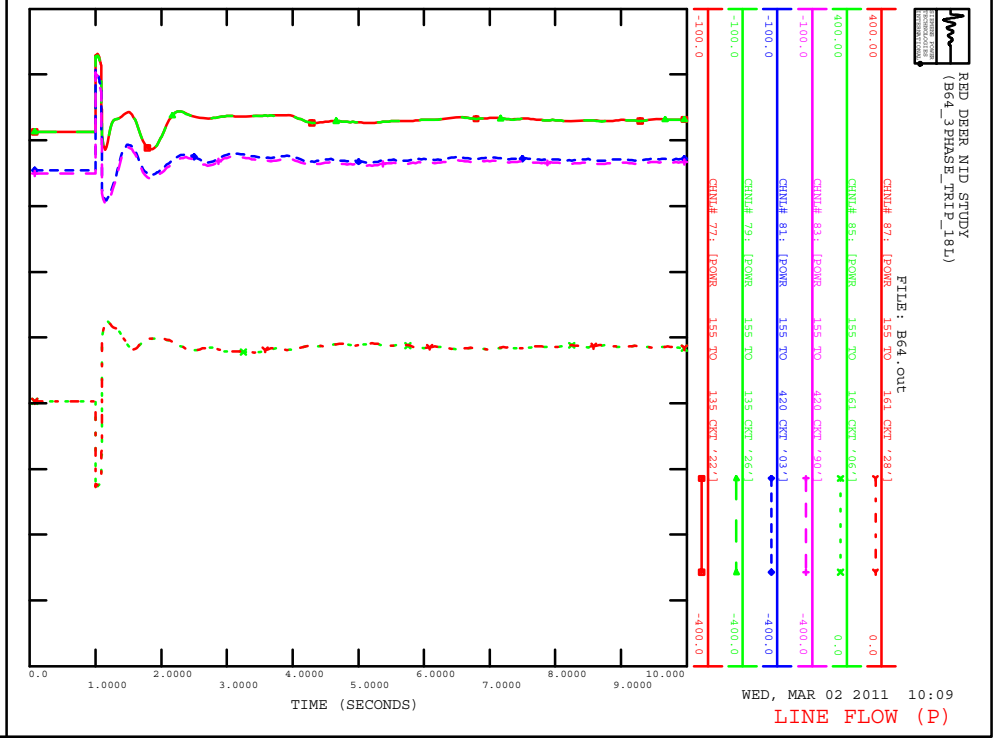

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

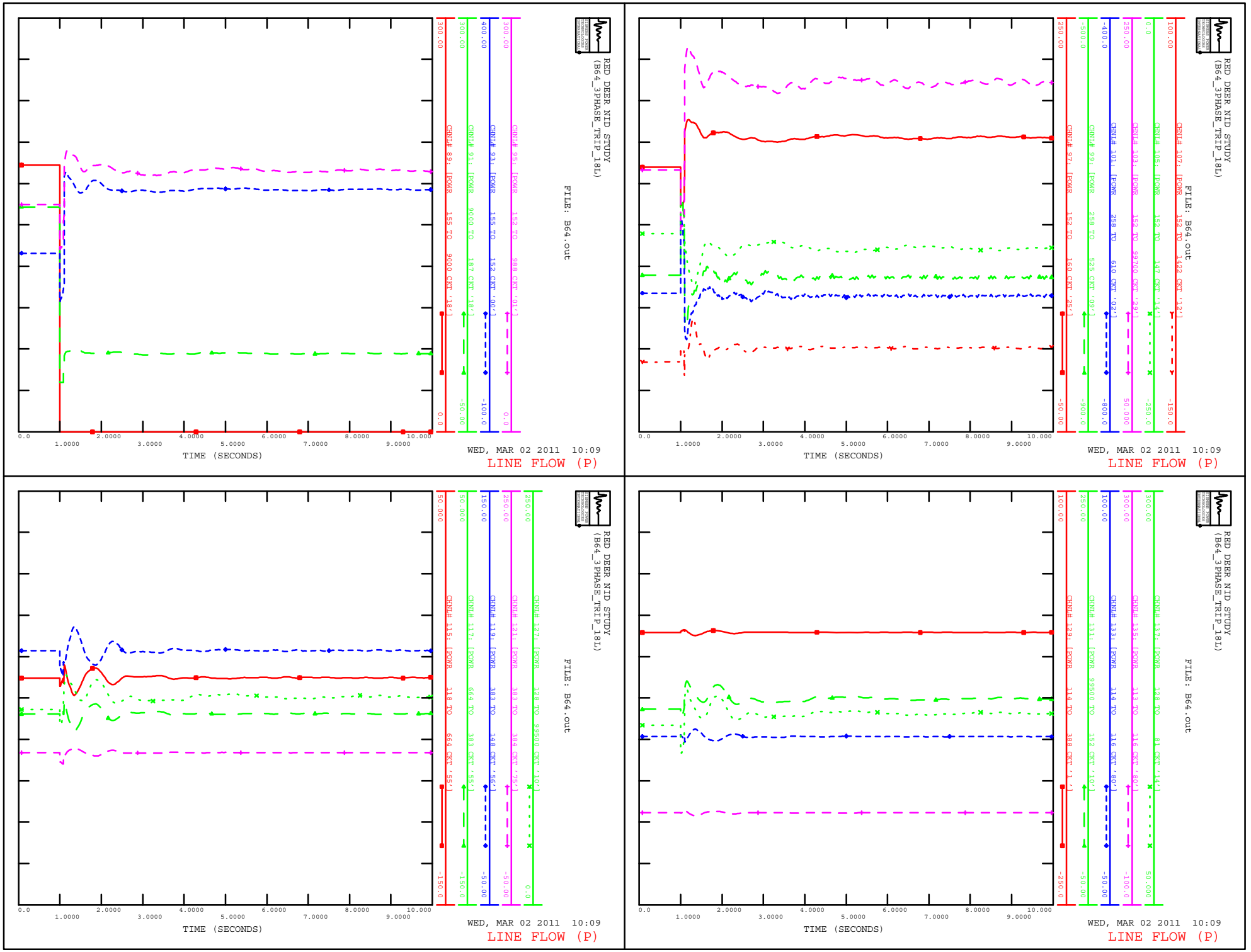

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

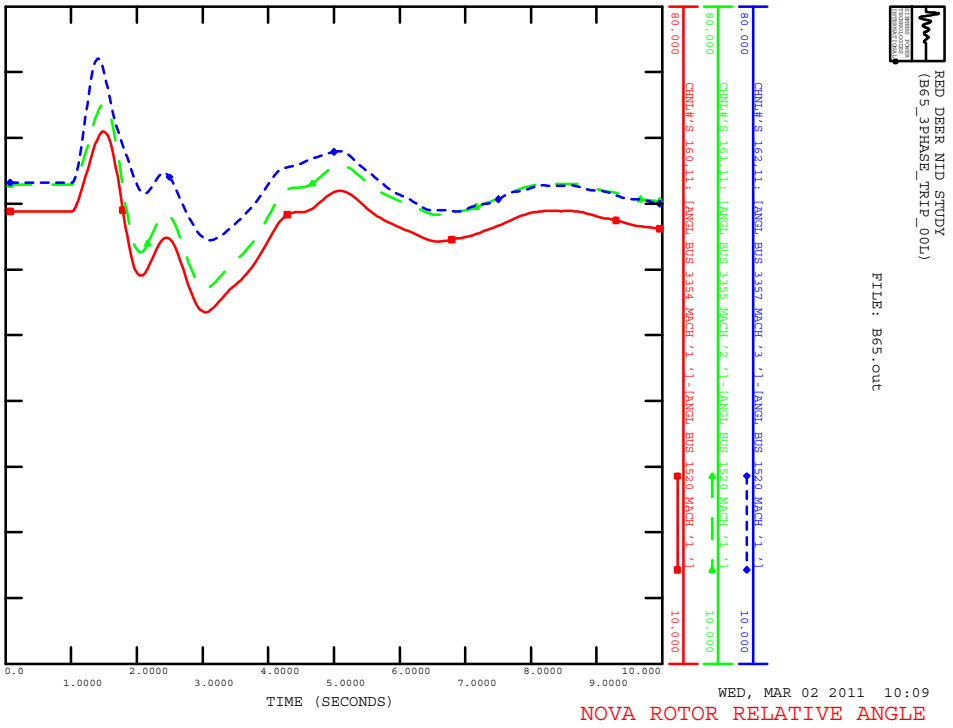

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

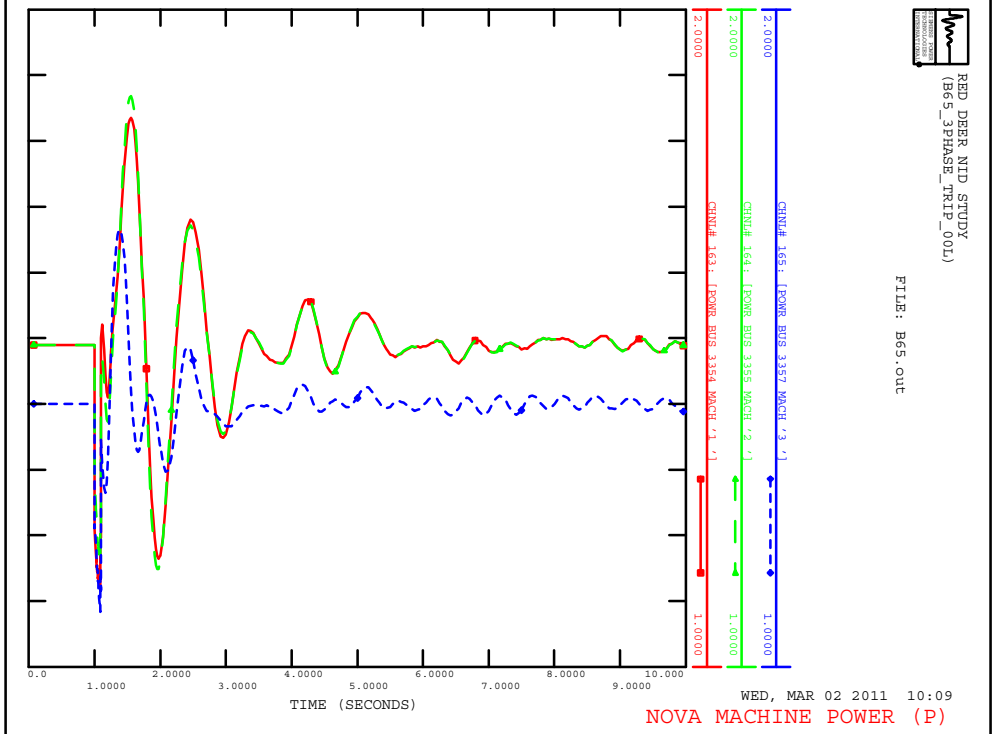

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

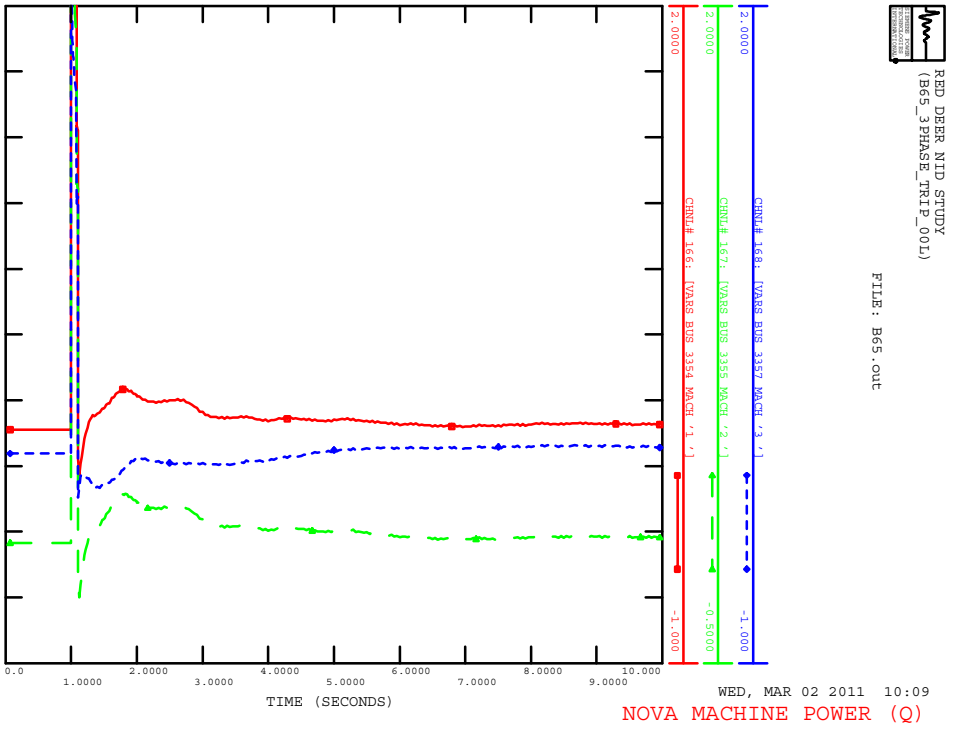

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

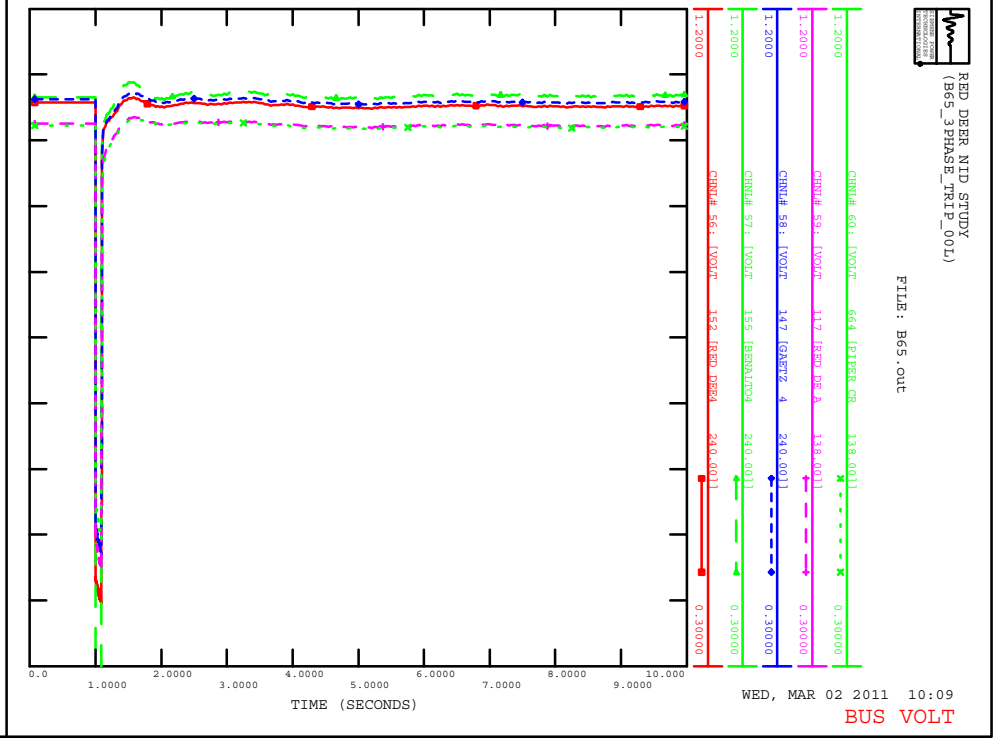

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

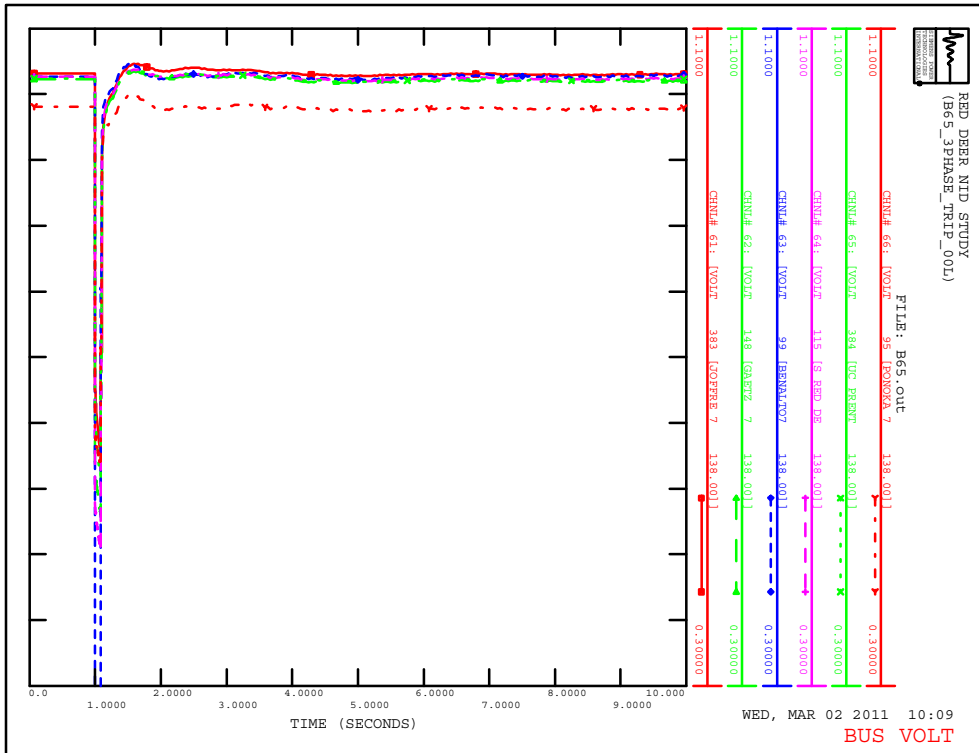

RED DEER NID STUDY
(B64_3PHASE_TRIP_18L)
FILE: B64.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

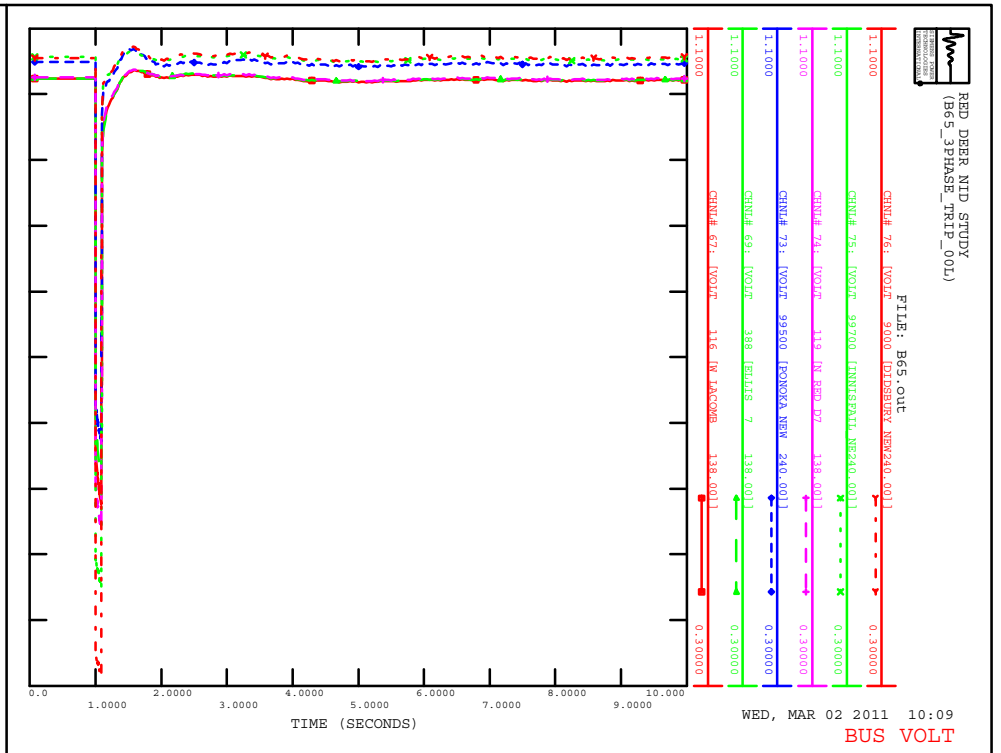

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

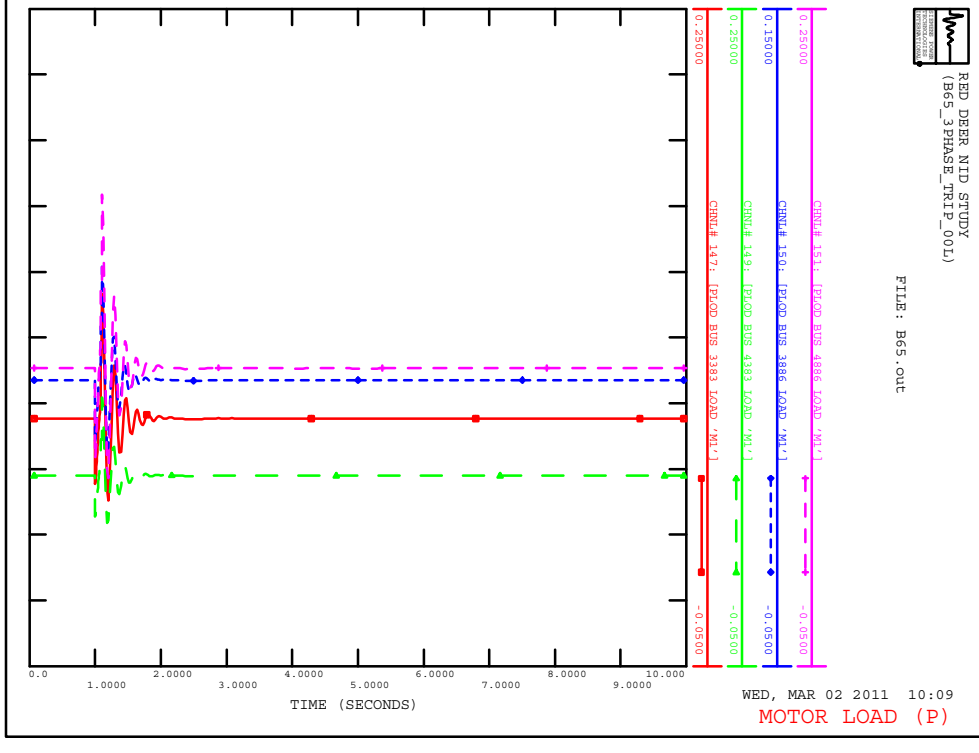

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

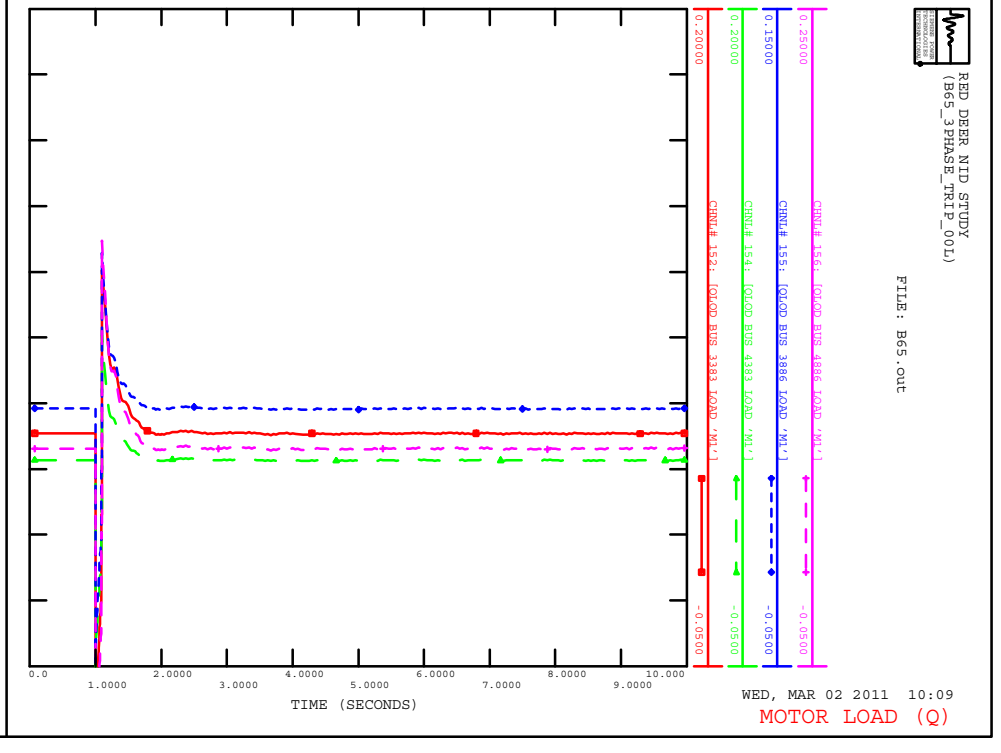

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

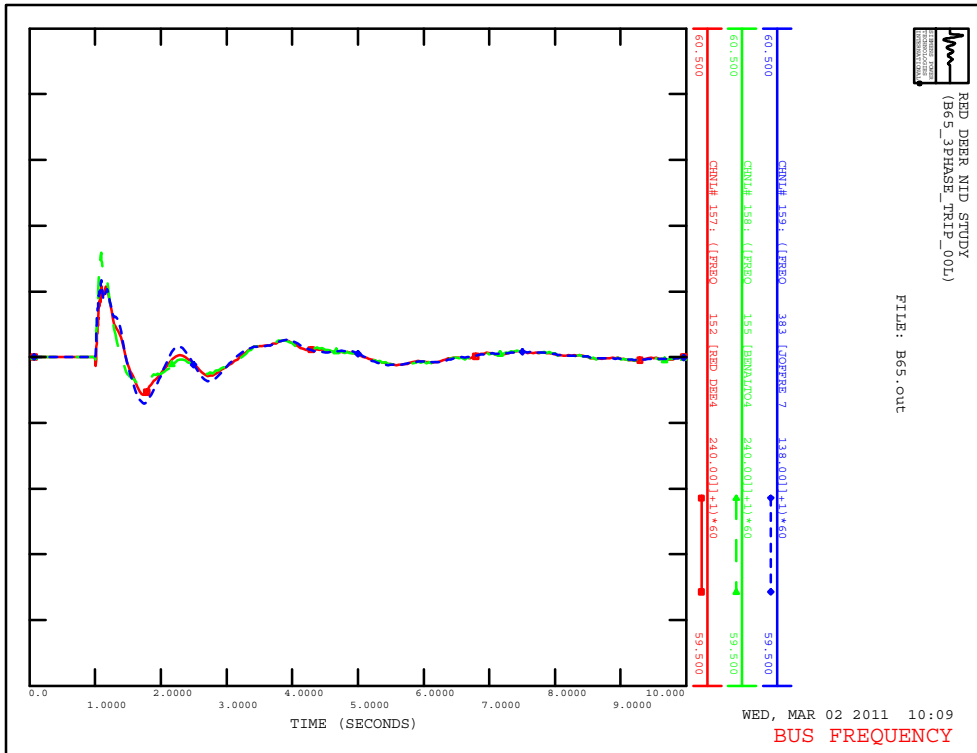

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

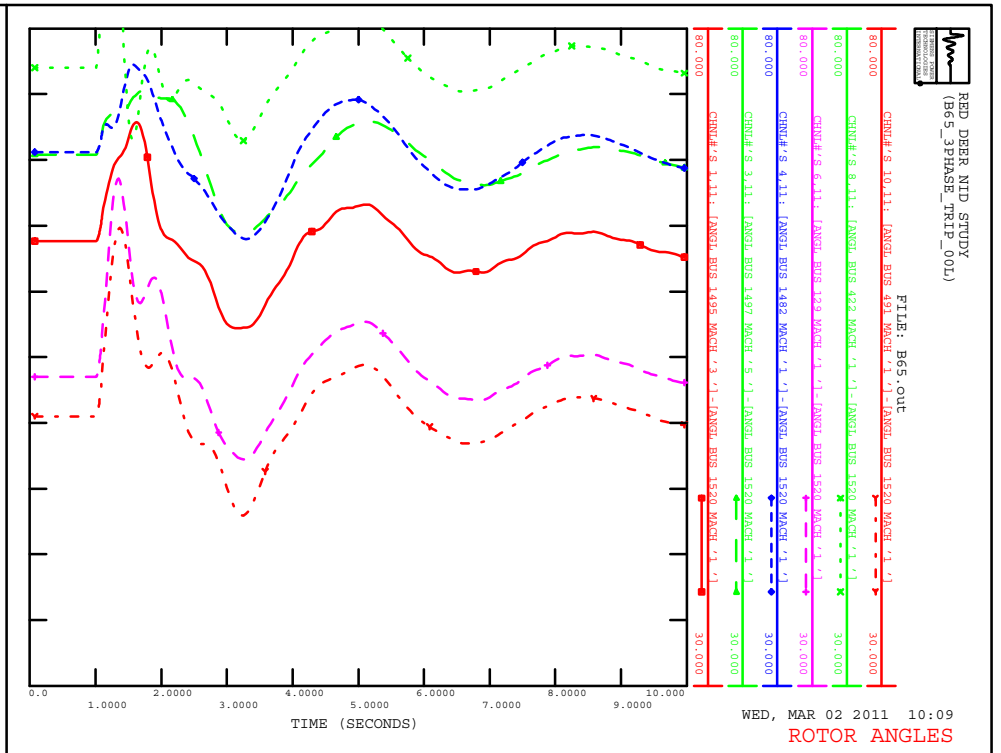

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

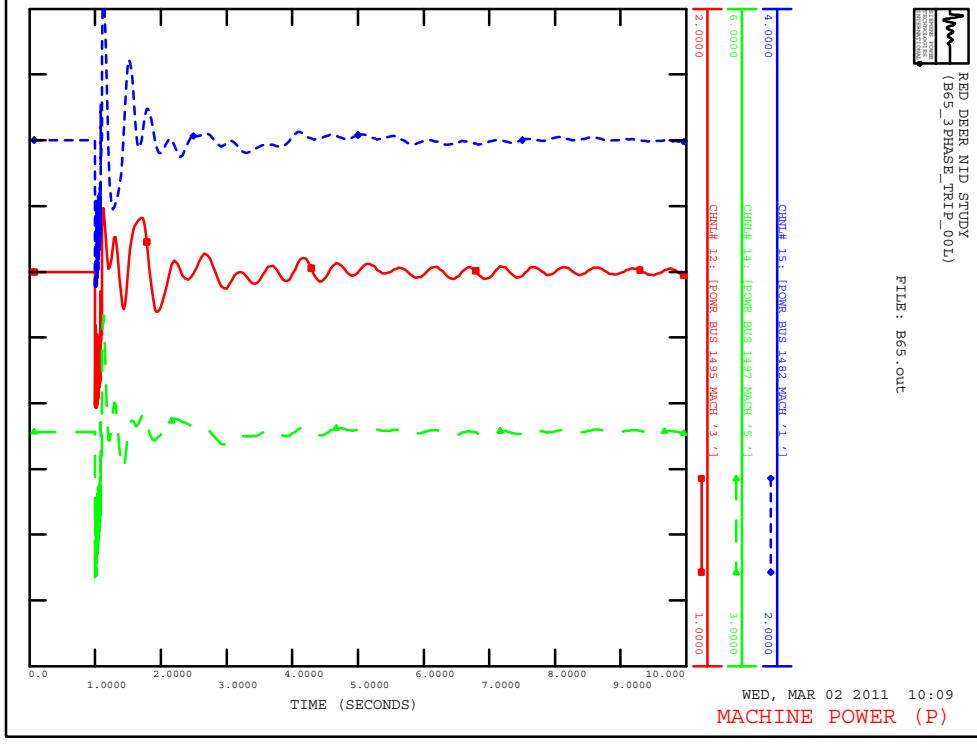

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

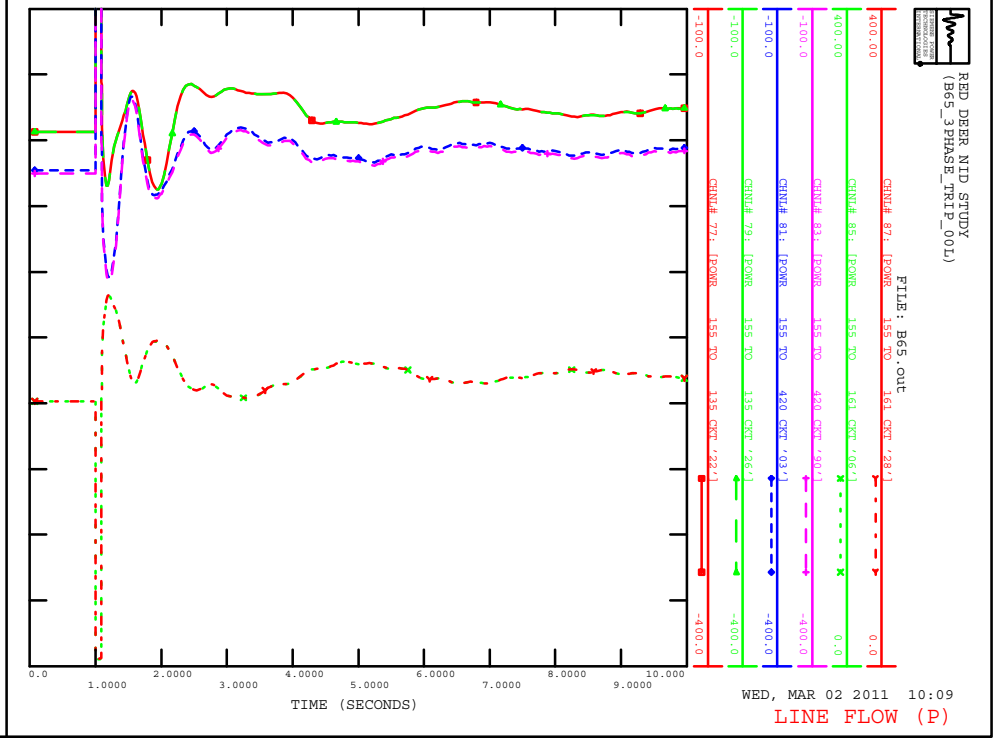

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

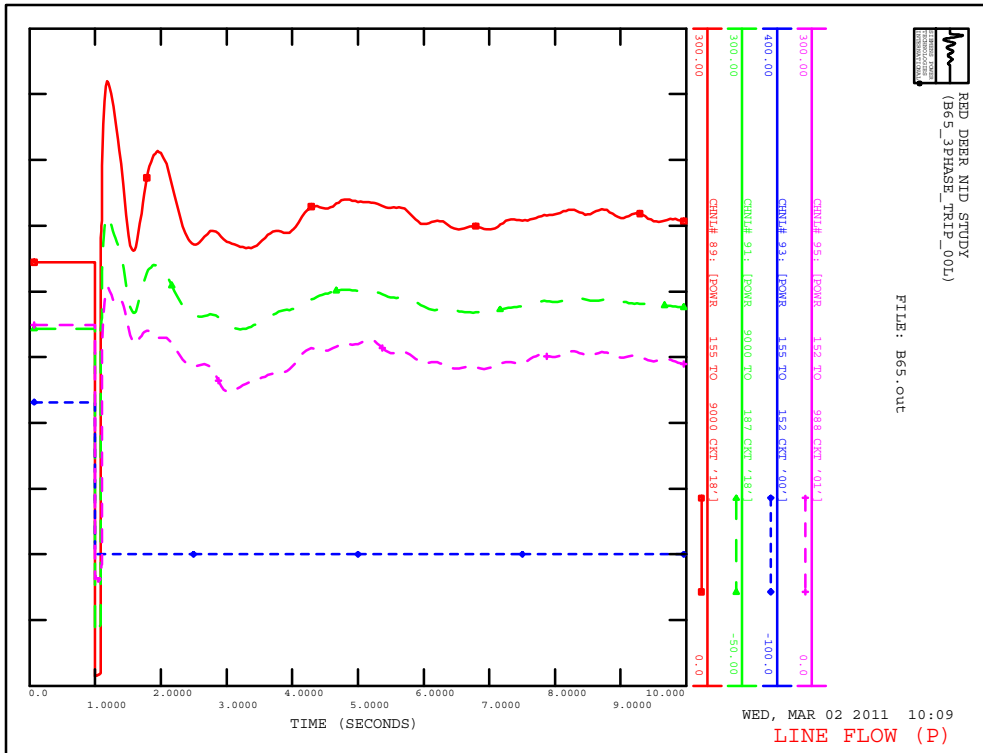

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

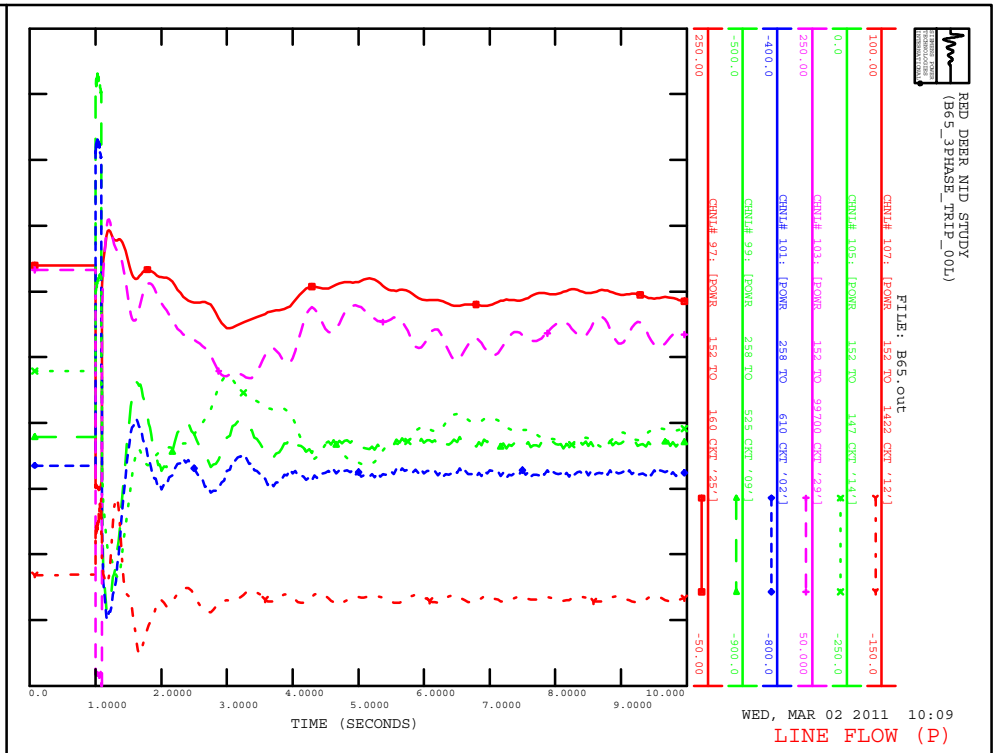

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

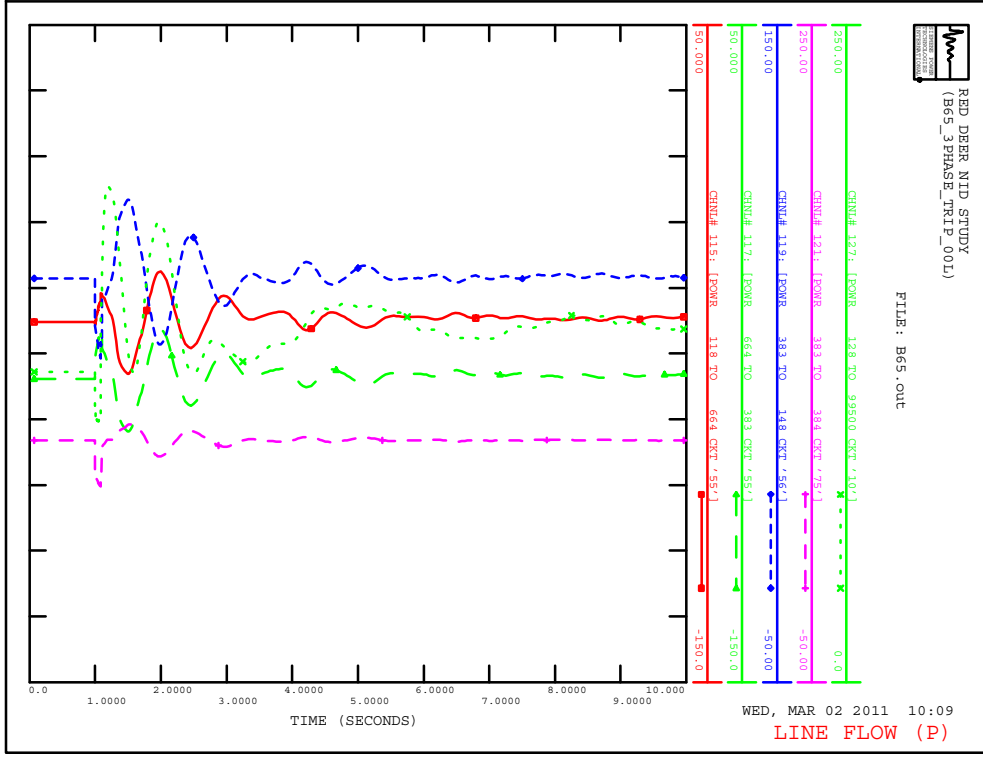

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

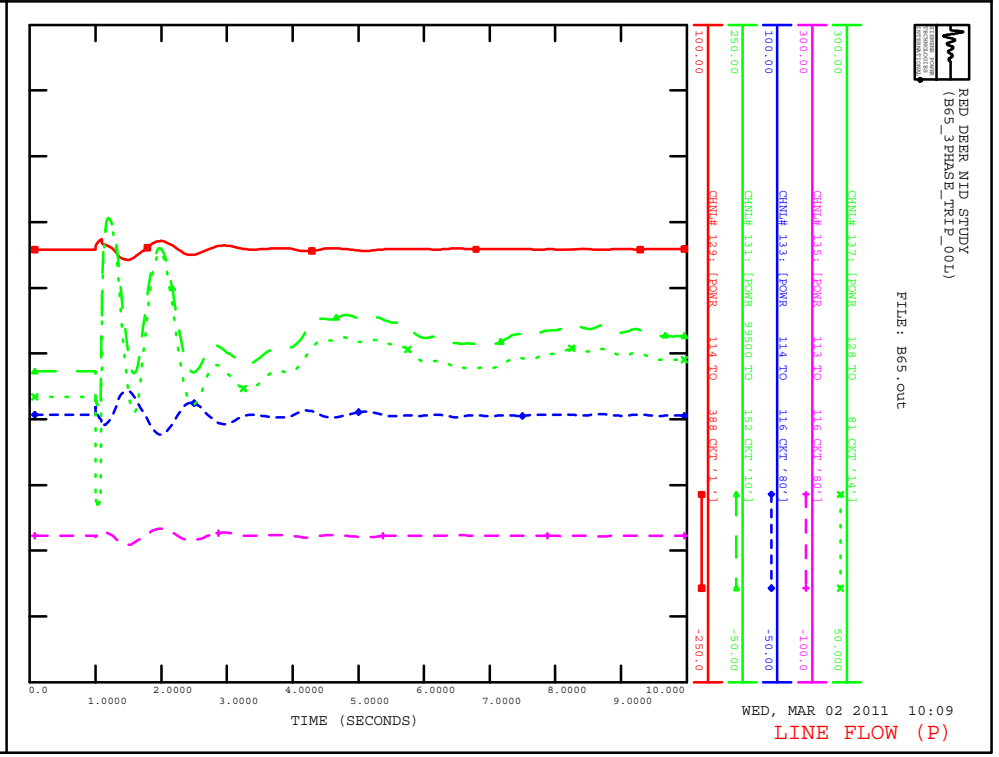

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

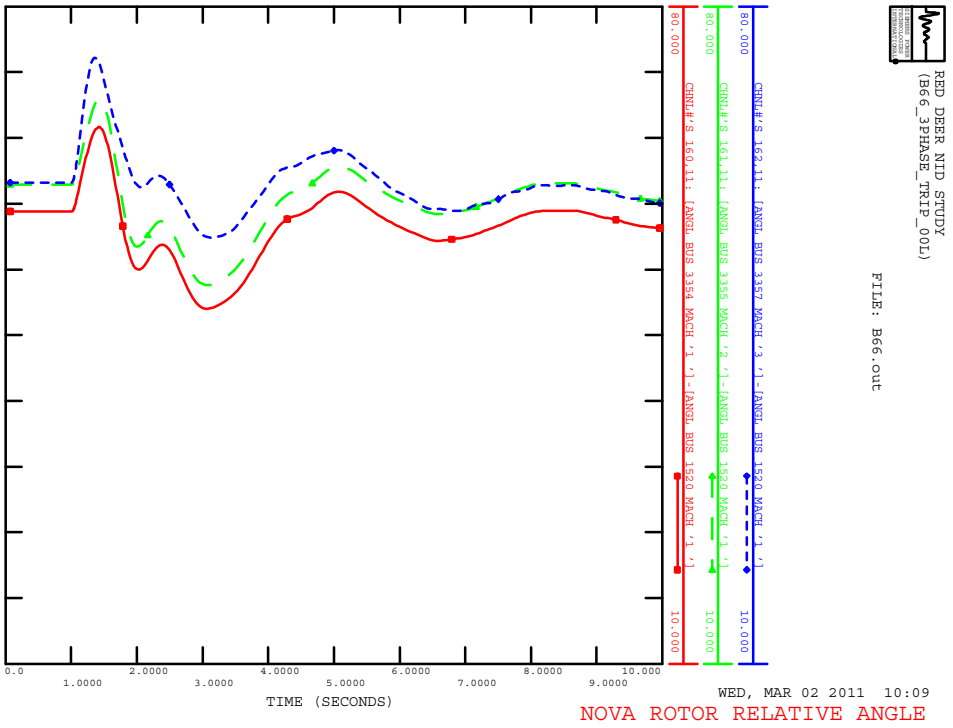

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

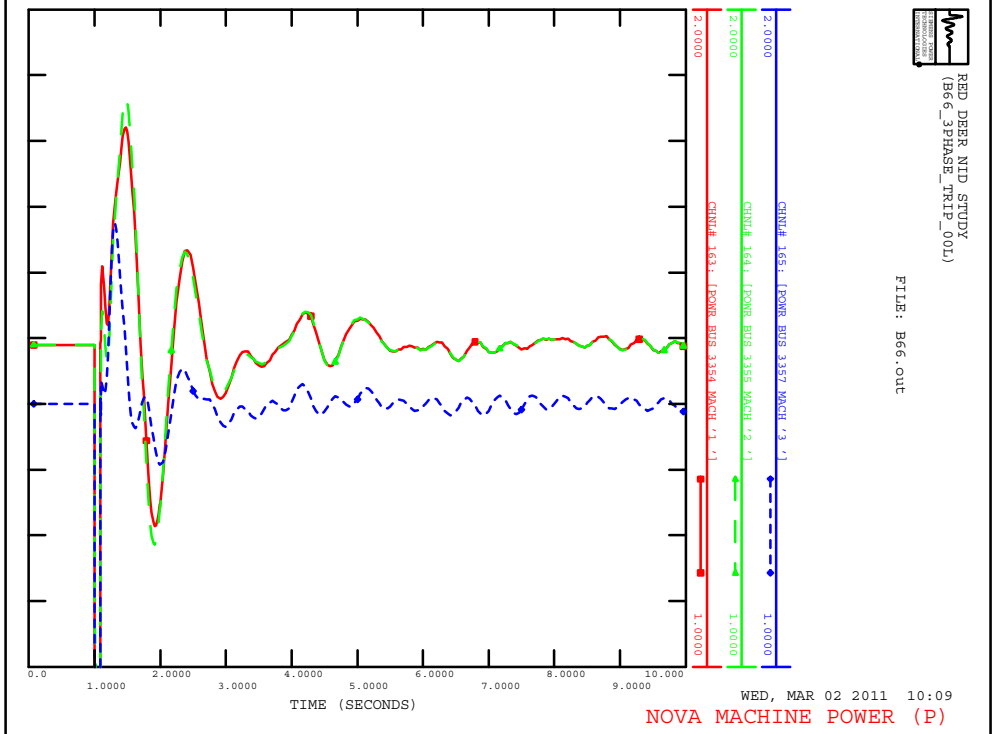

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

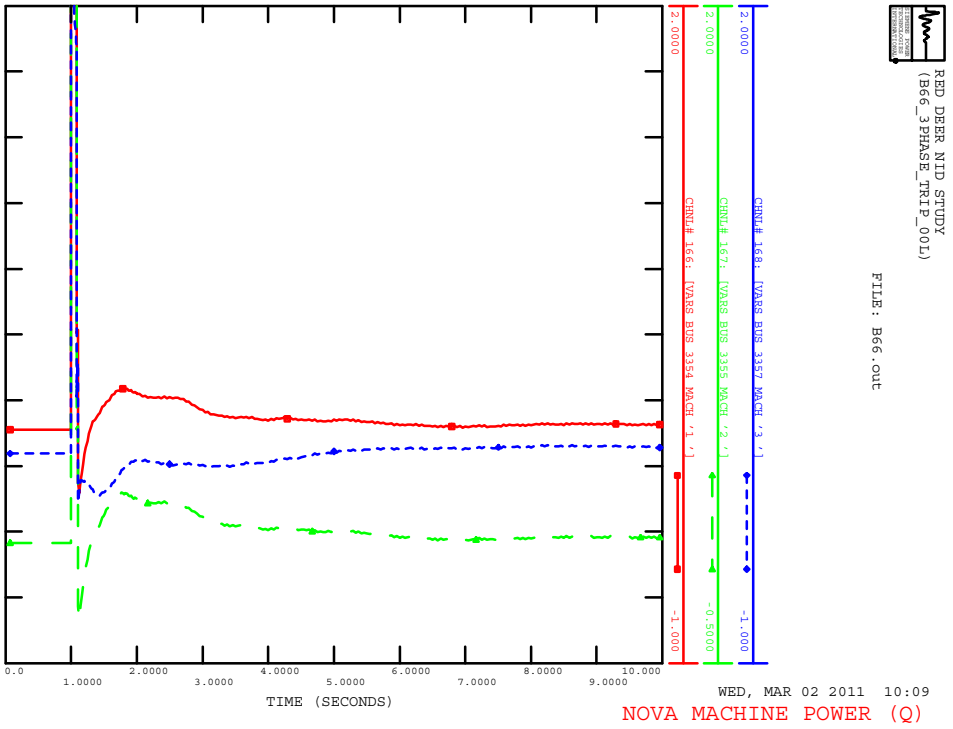

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

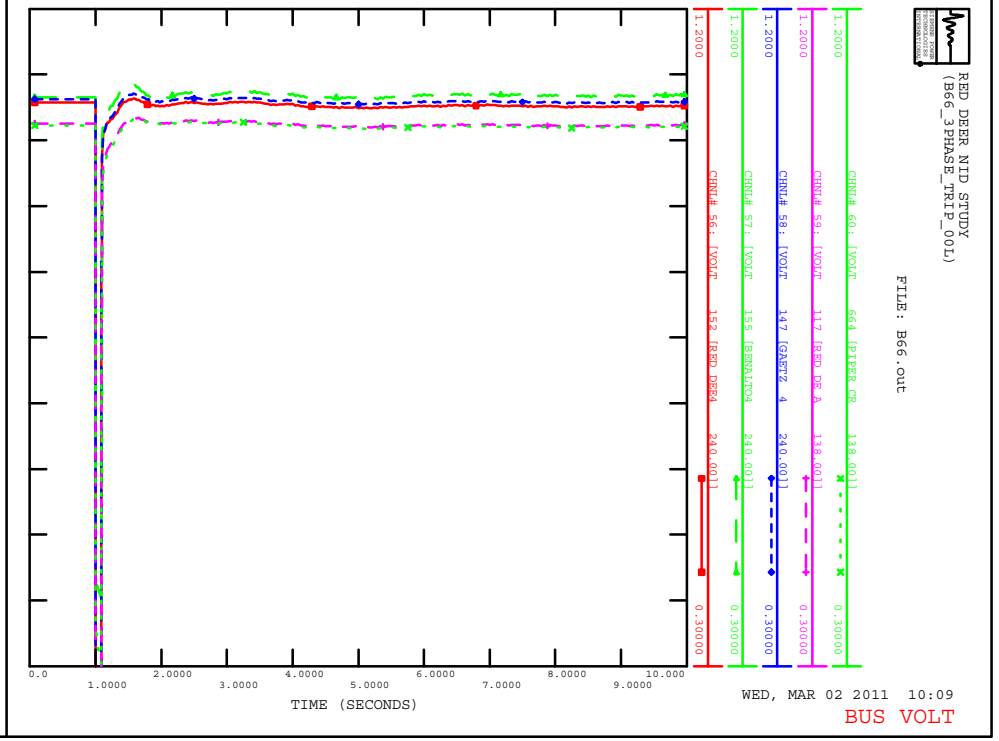

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

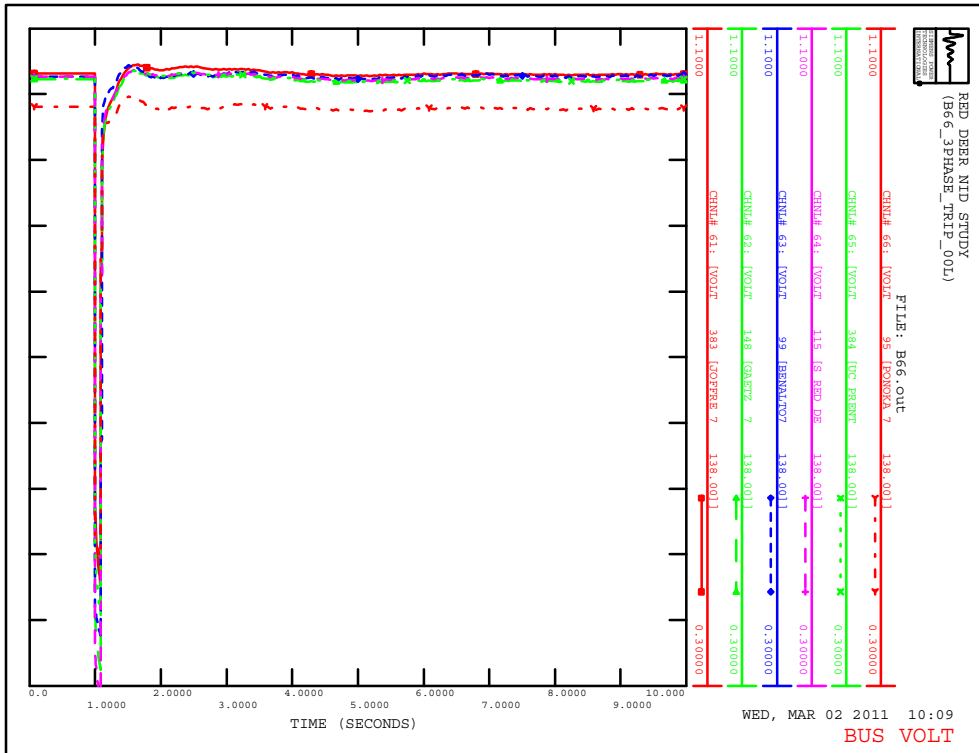

RED DEER NID STUDY
(B65_3PHASE_TRIP_00L)
FILE: B65.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

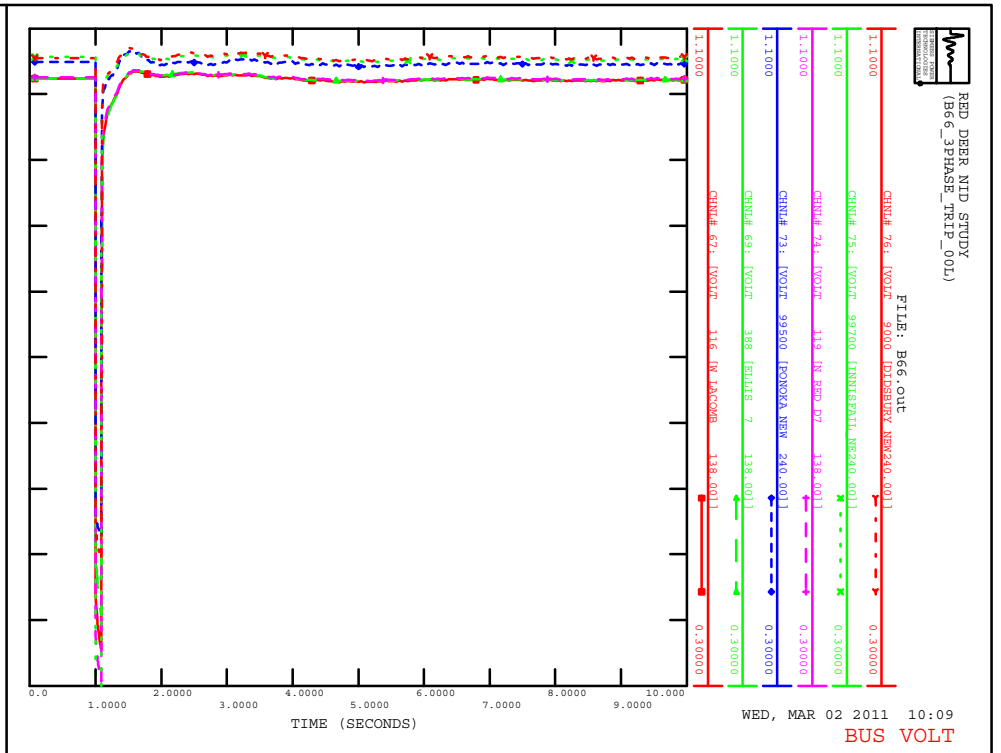

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

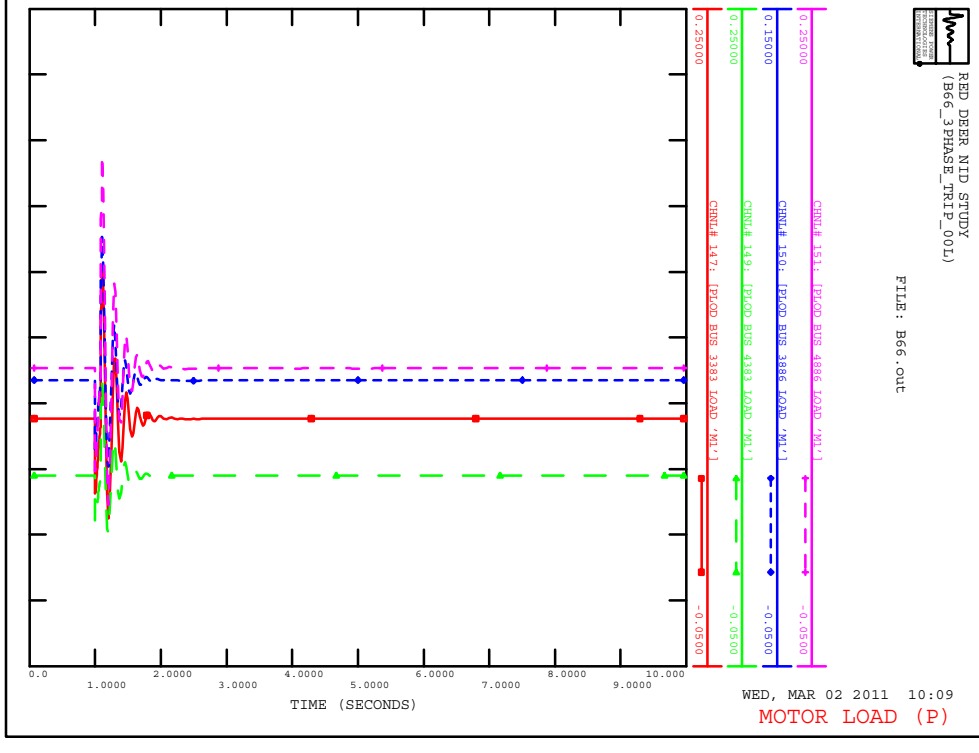

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

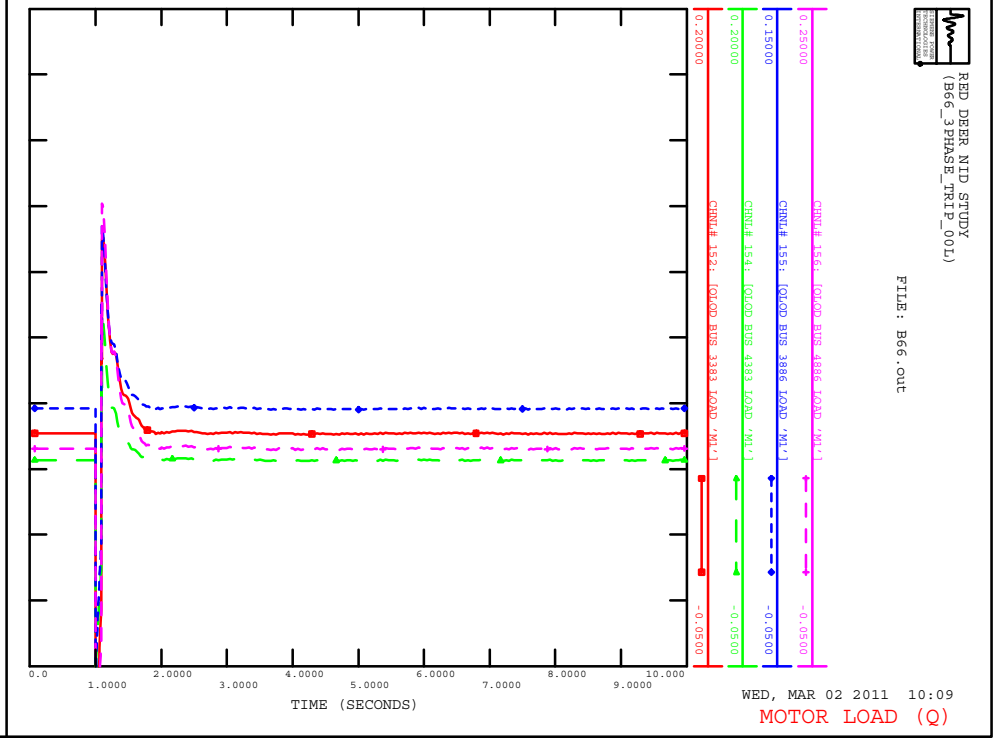

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

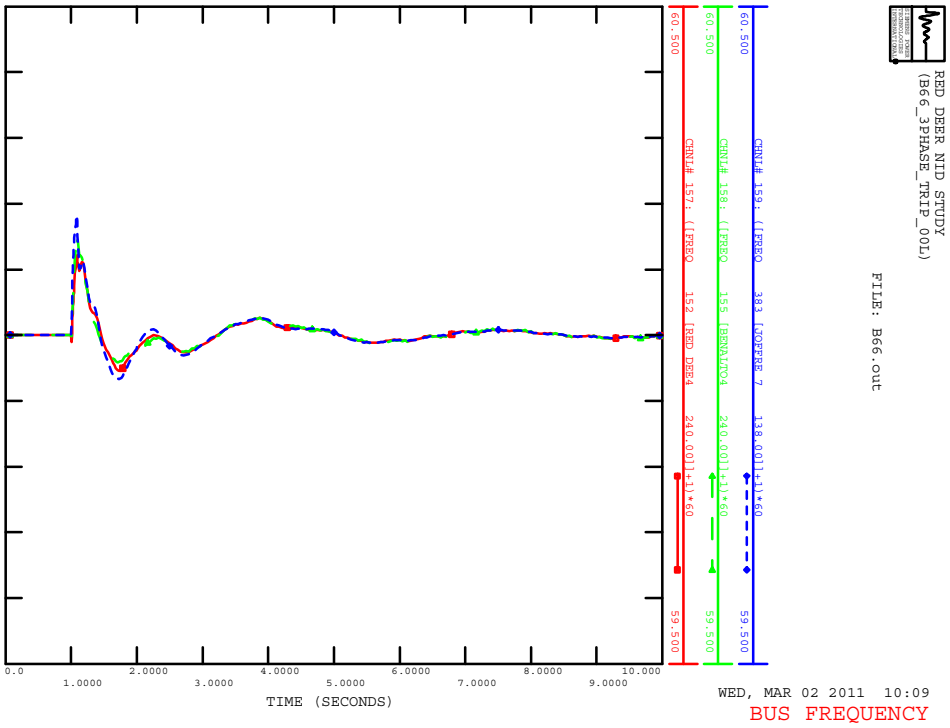

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

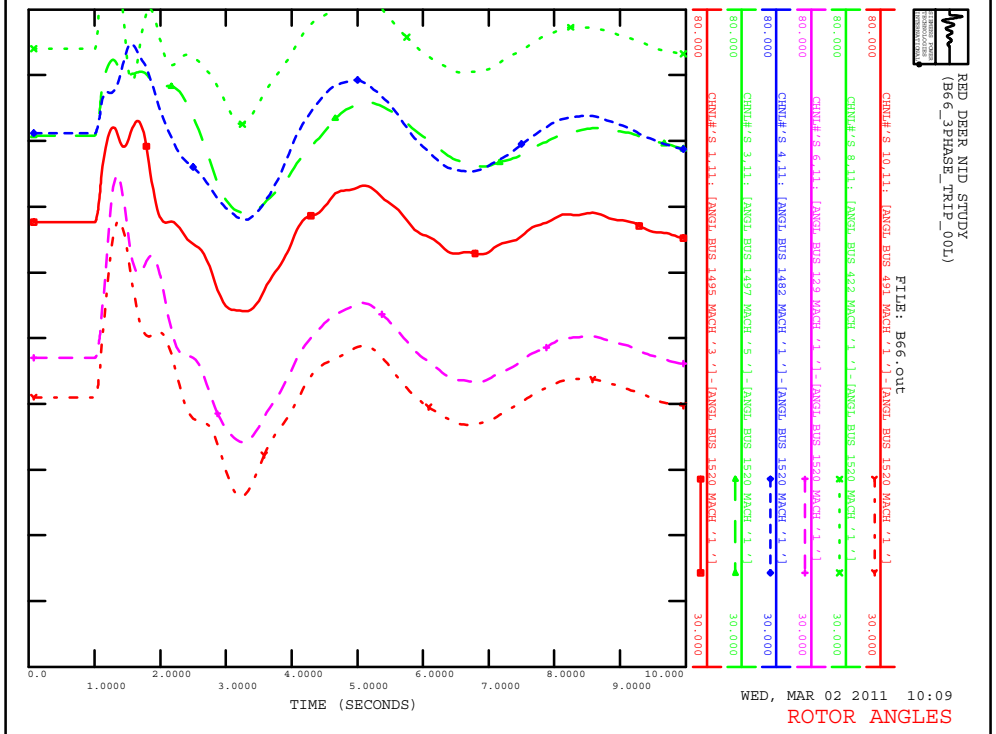

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

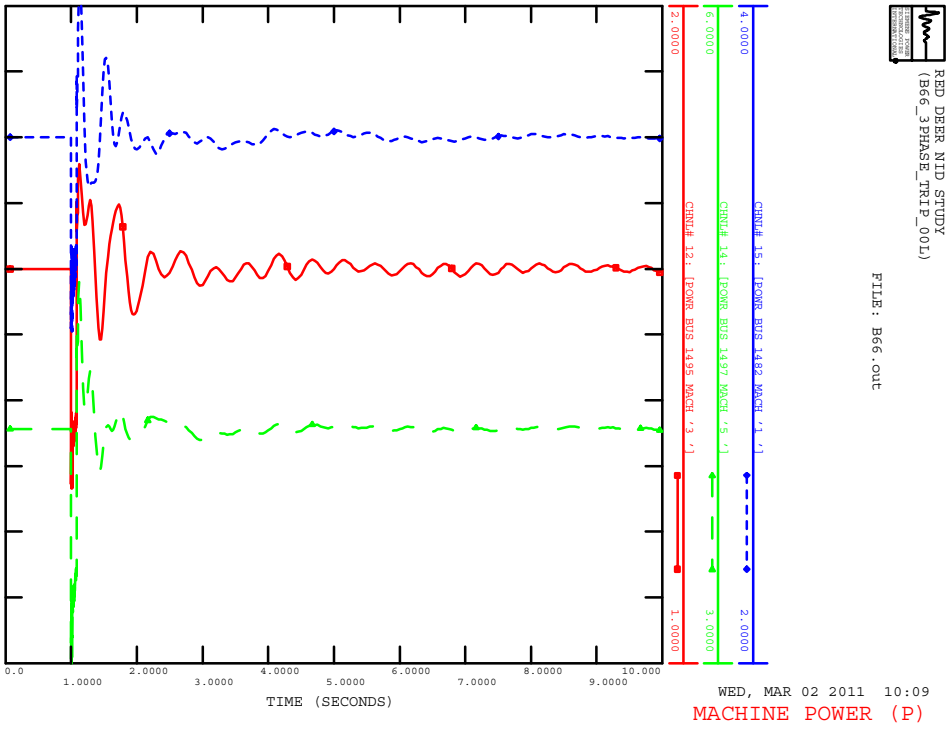

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

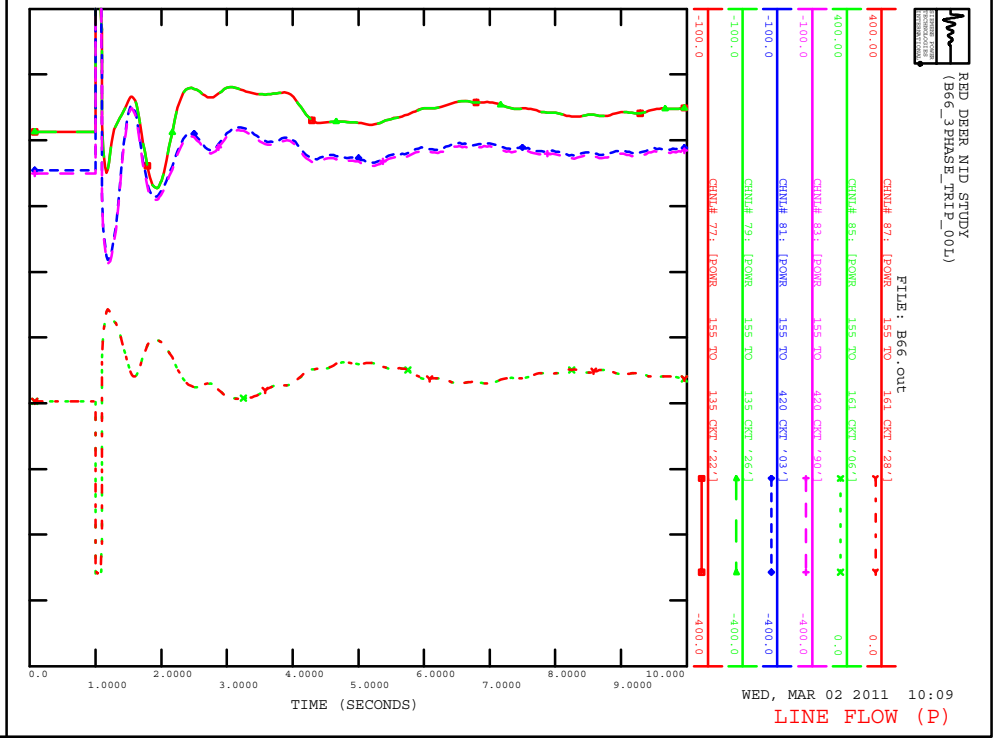

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

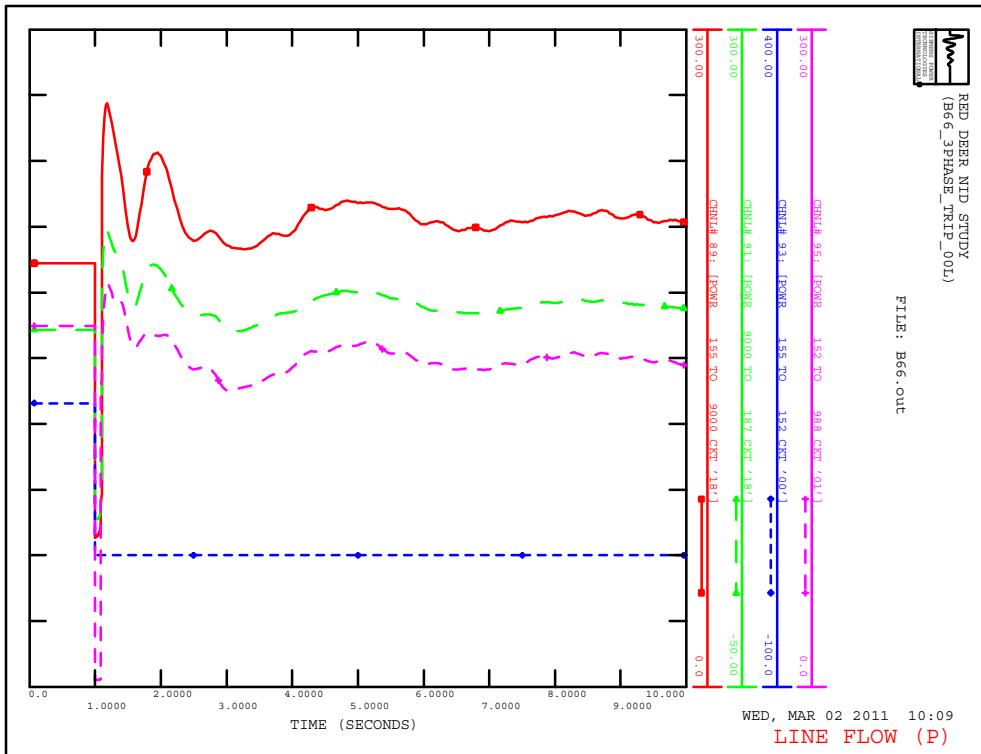

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

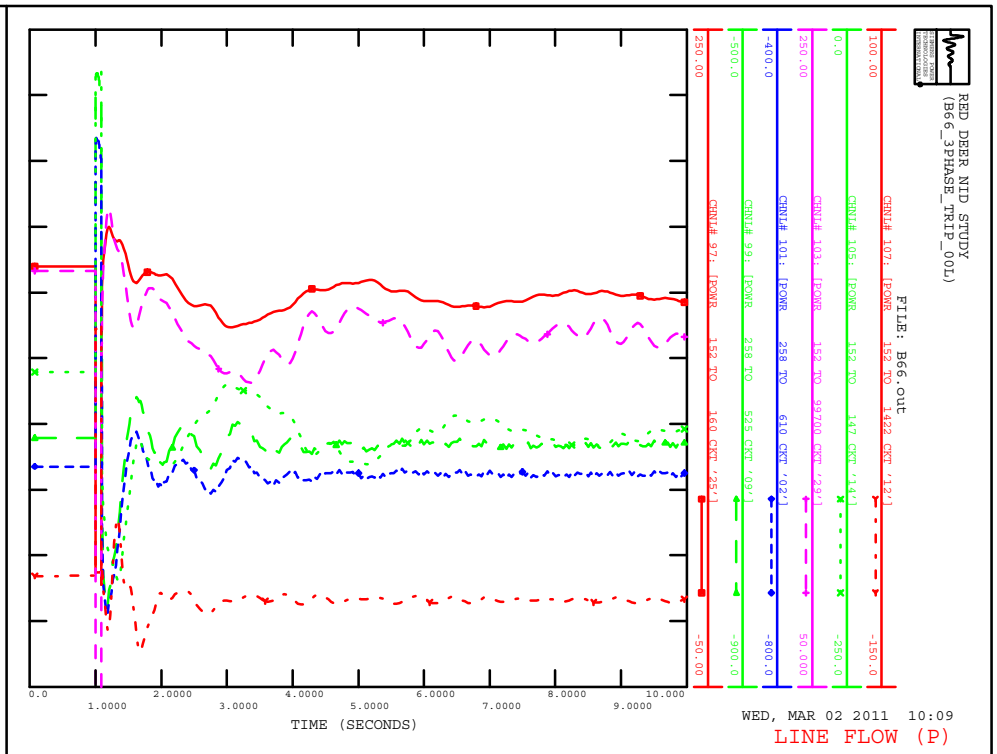

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

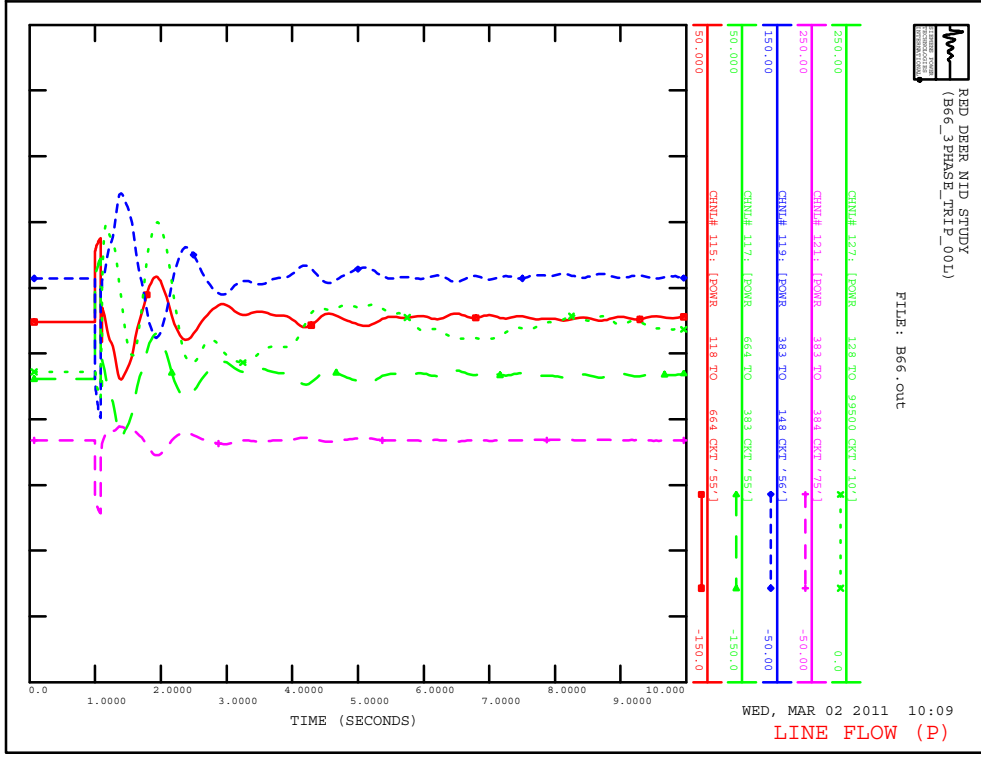

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

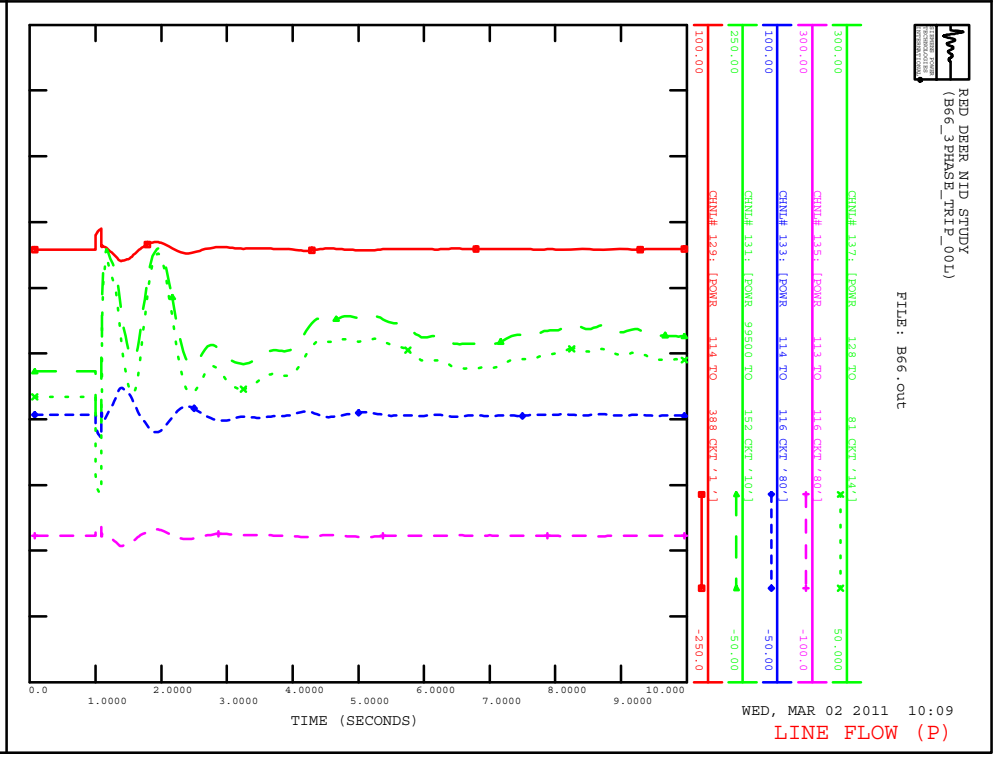

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

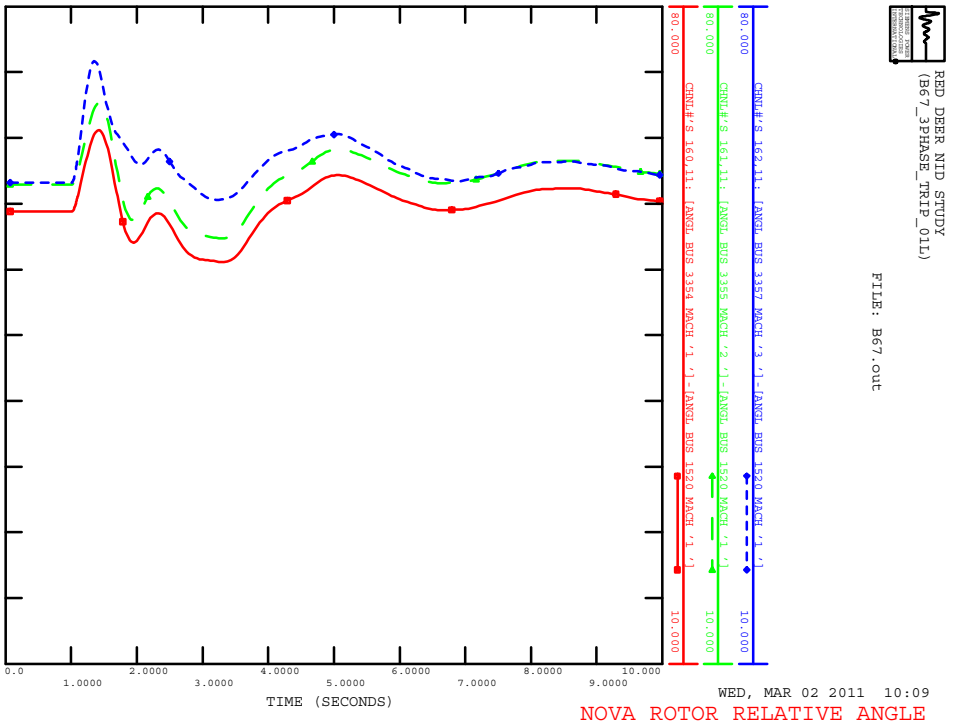

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

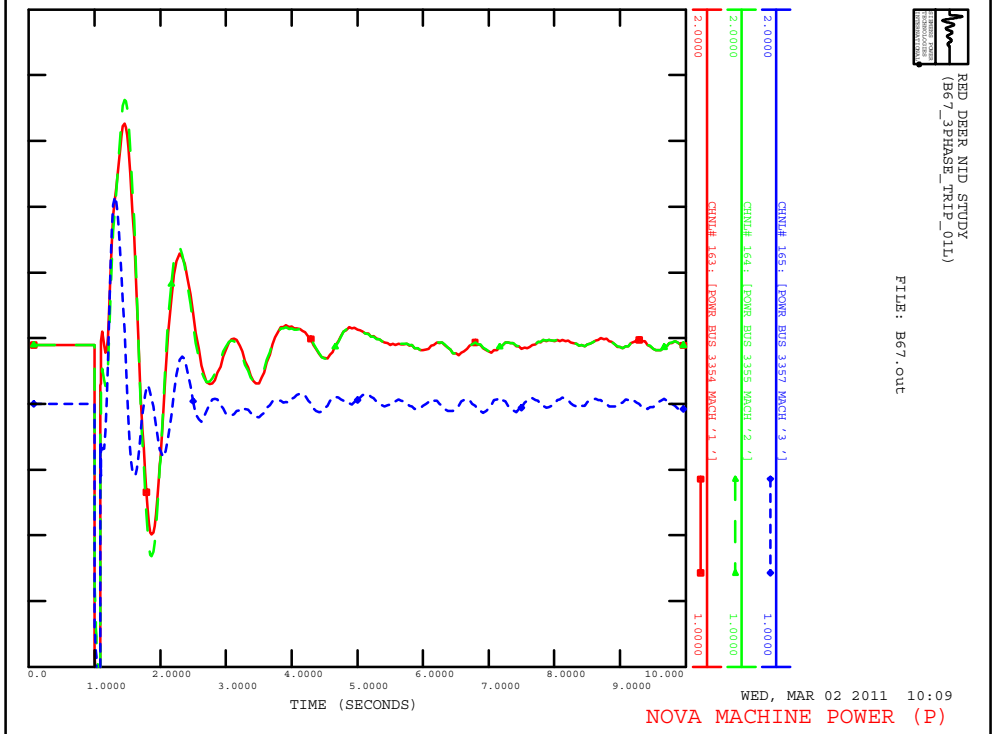

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

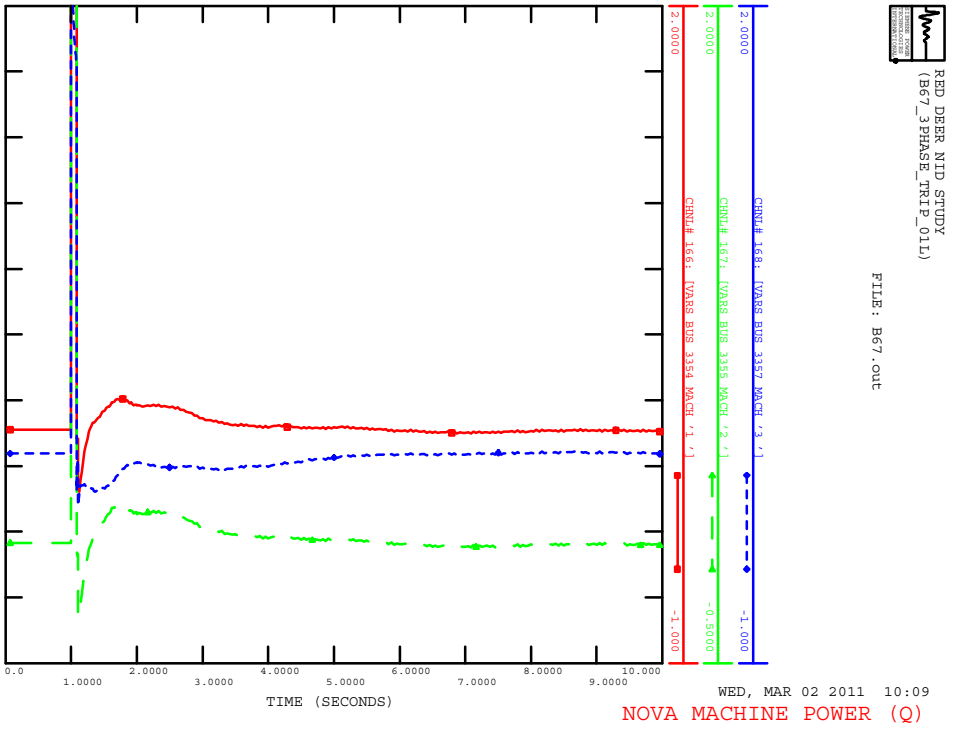

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

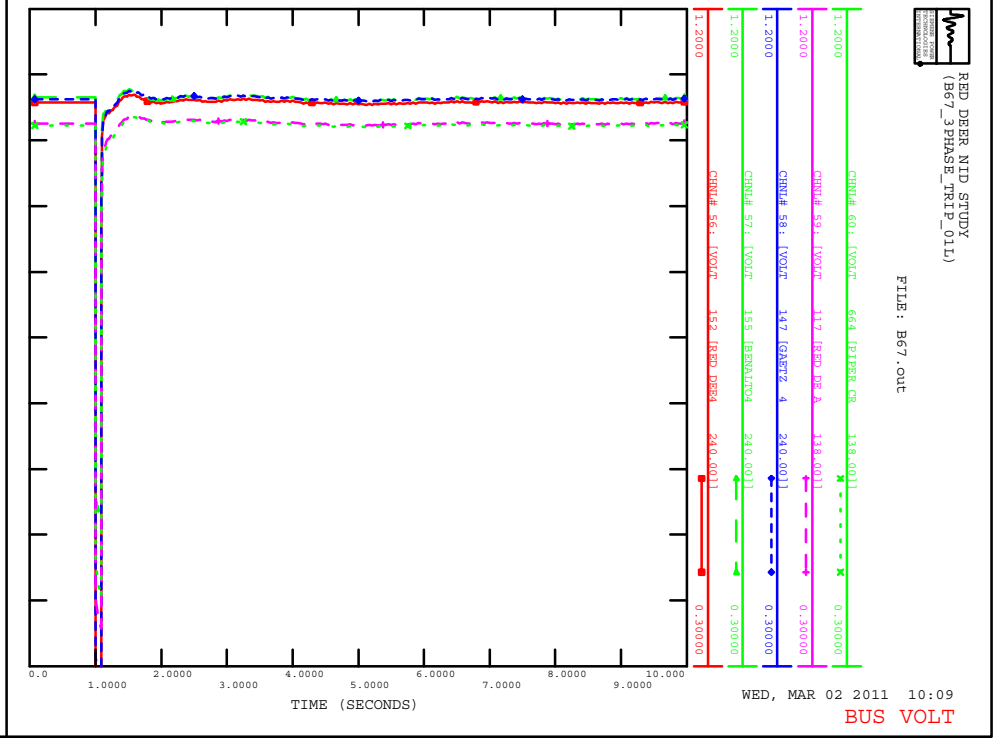

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

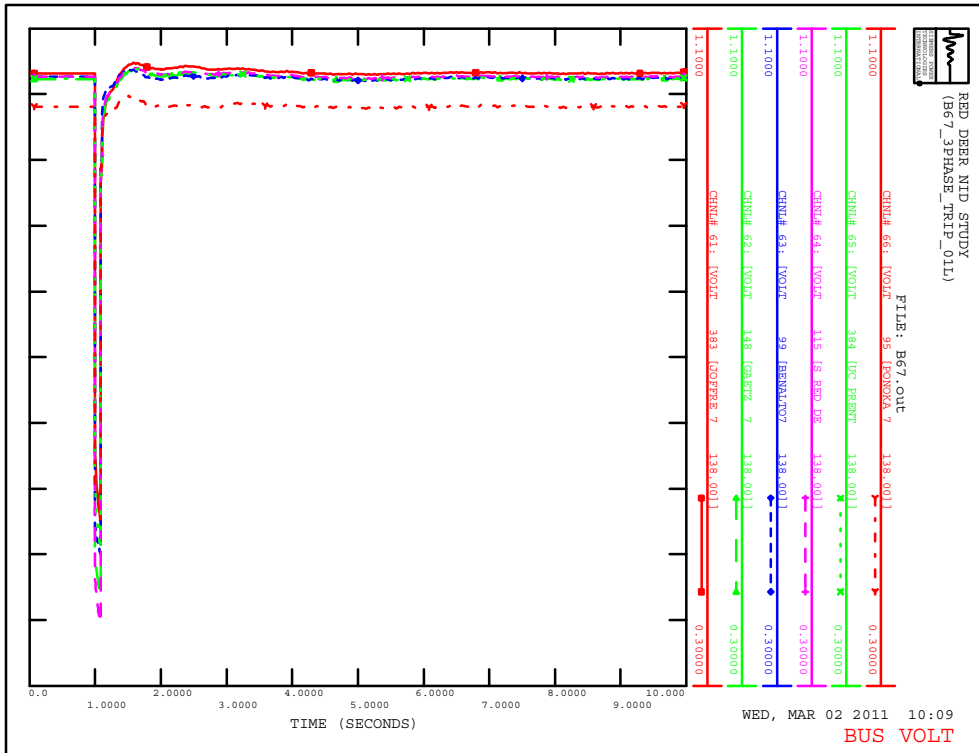

RED DEER NID STUDY
(B66_3PHASE_TRIP_00L)
FILE: B66.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

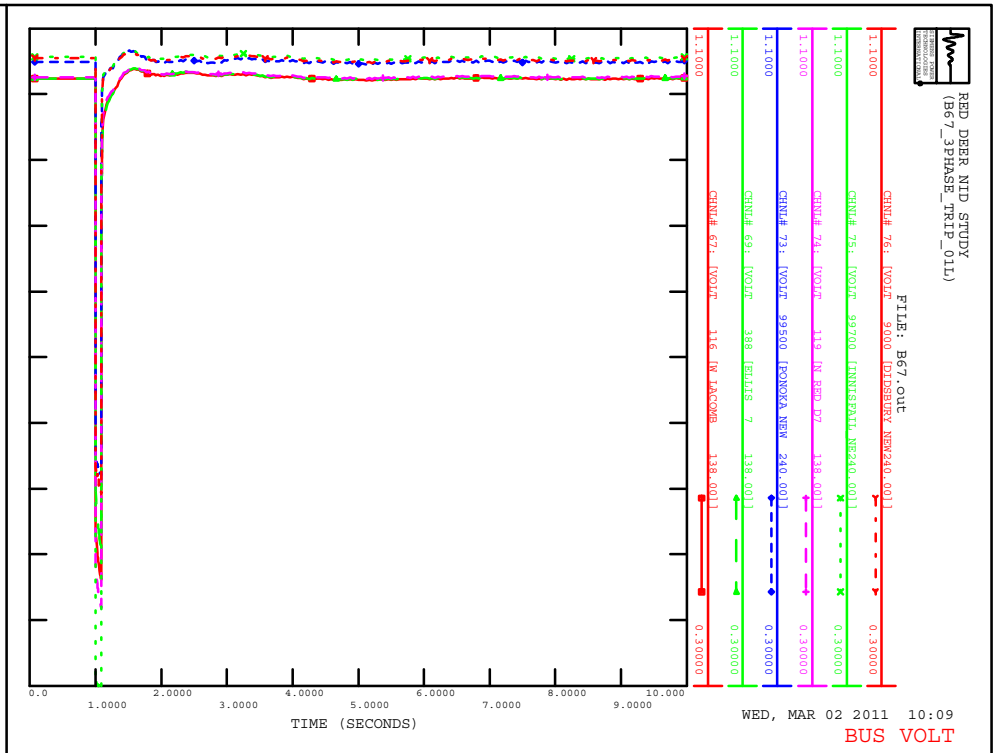

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

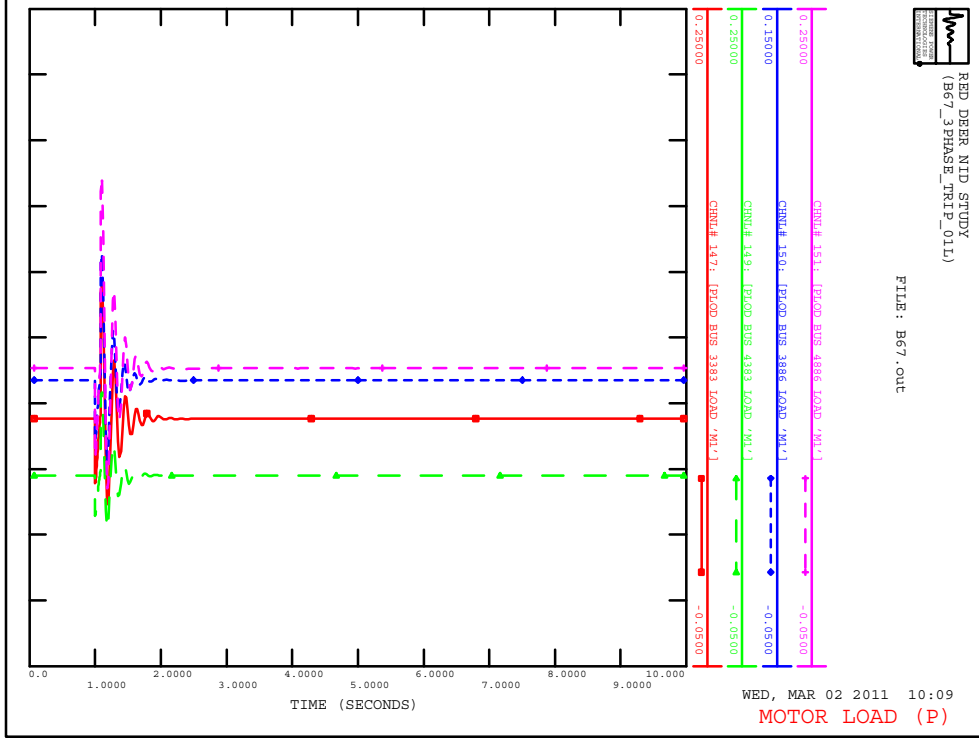

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

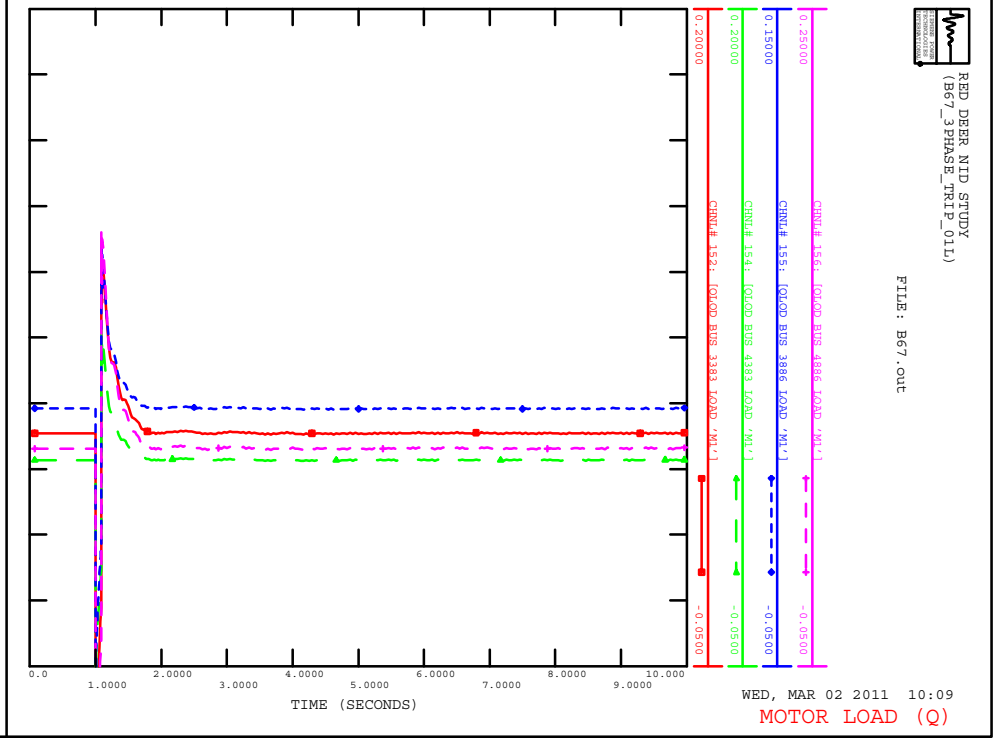

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

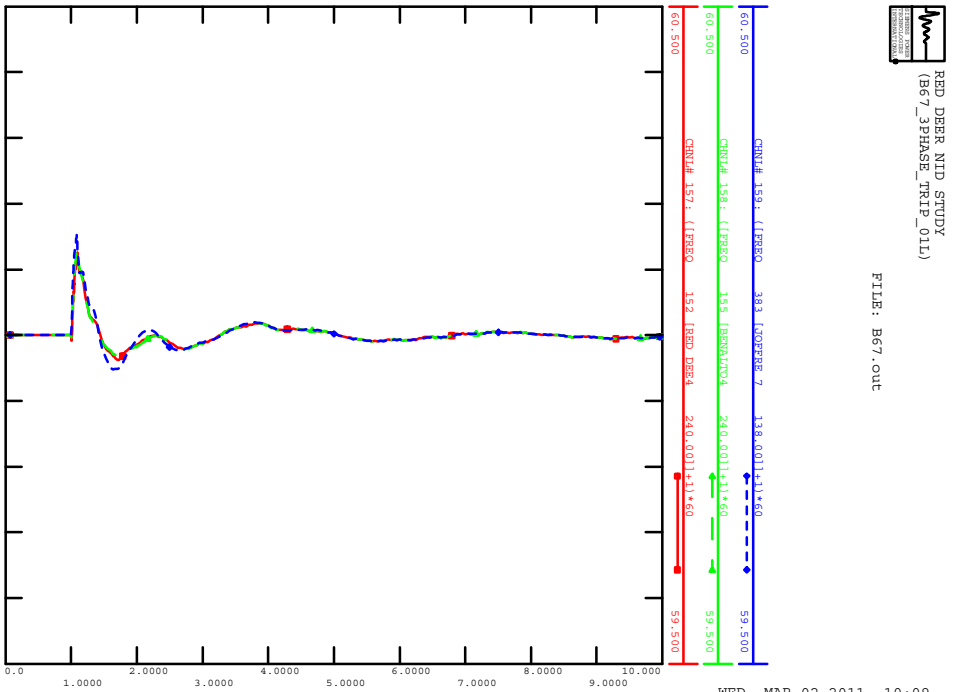

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

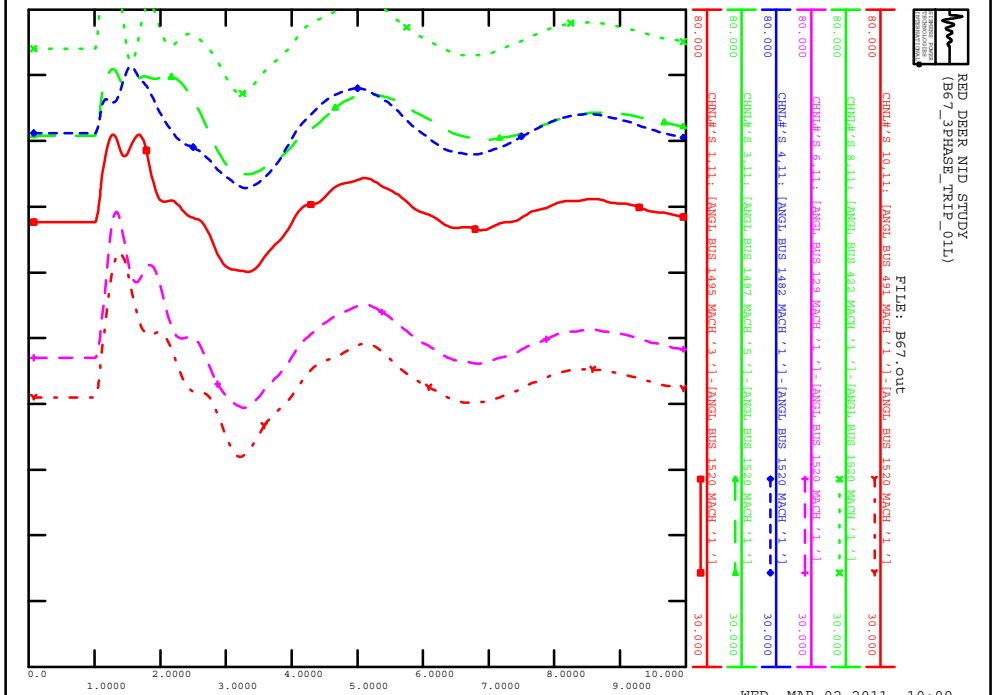

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

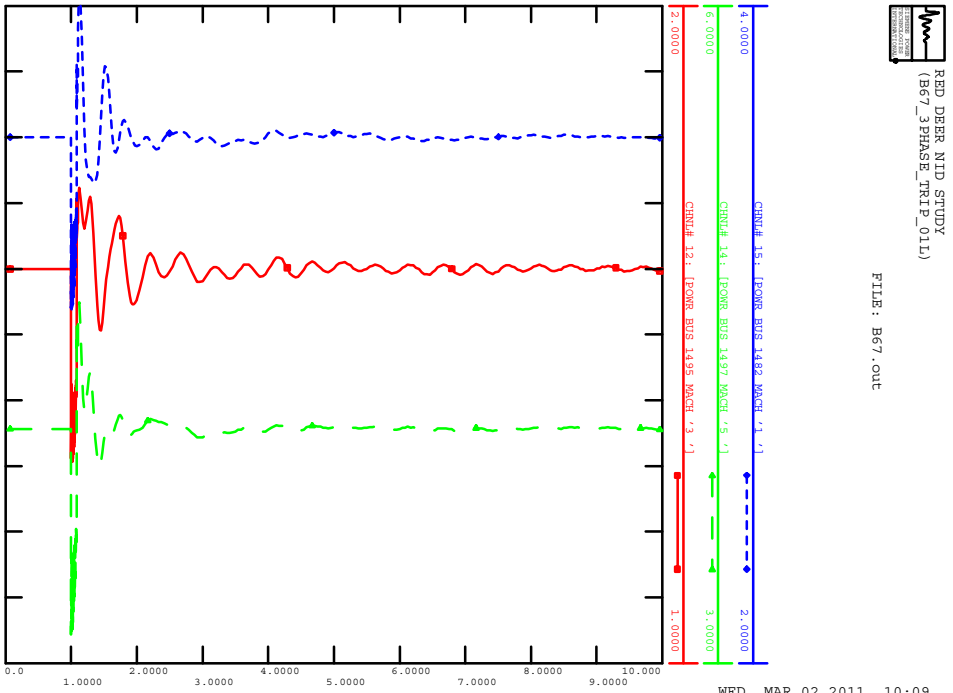

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

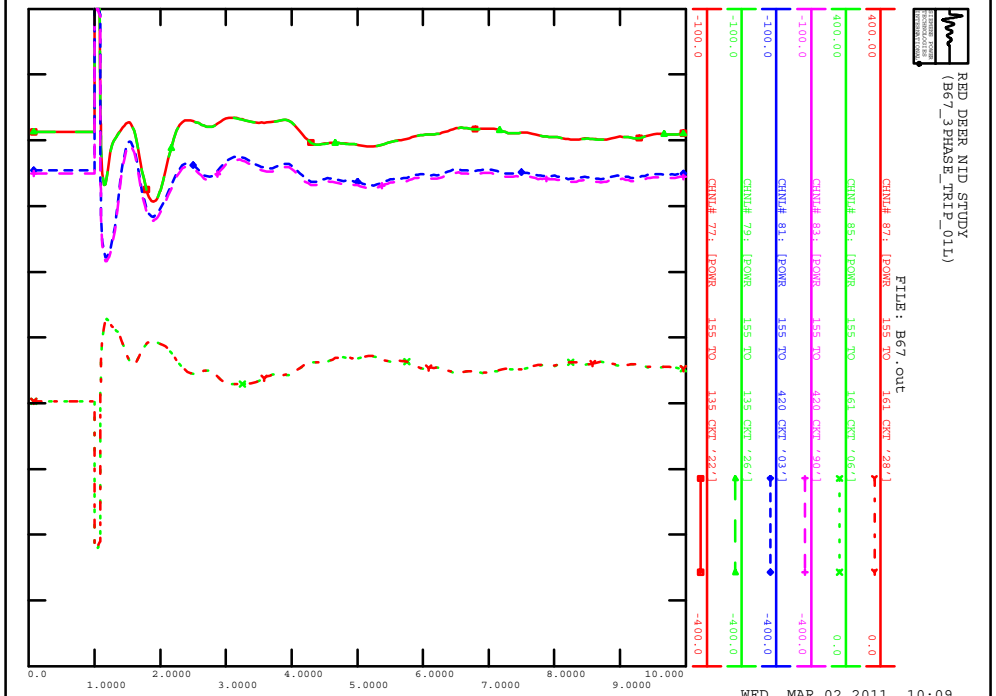

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

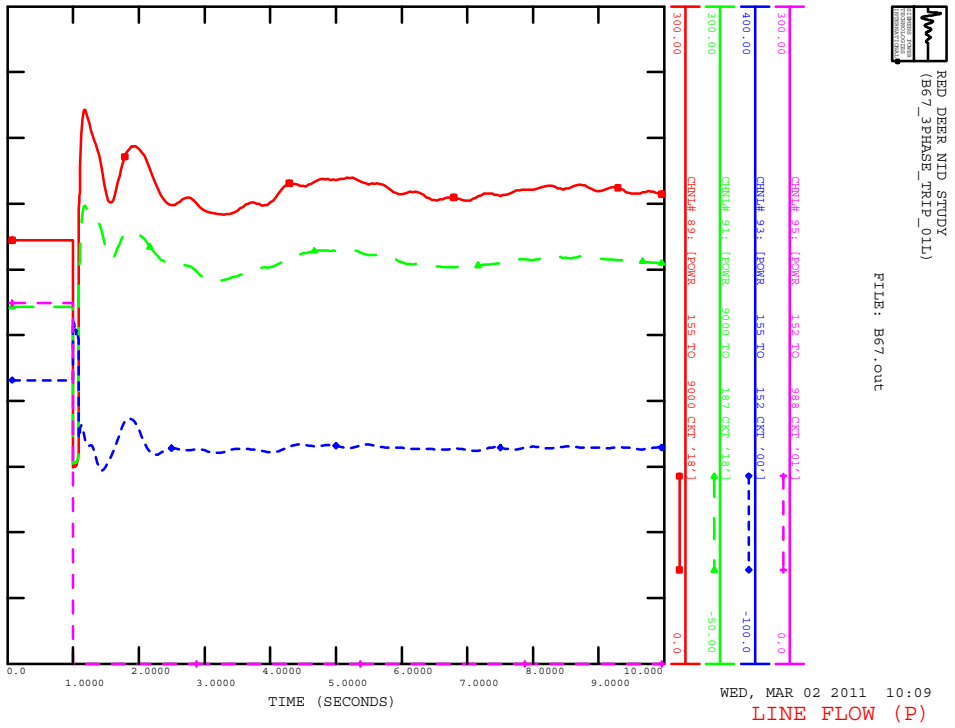

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

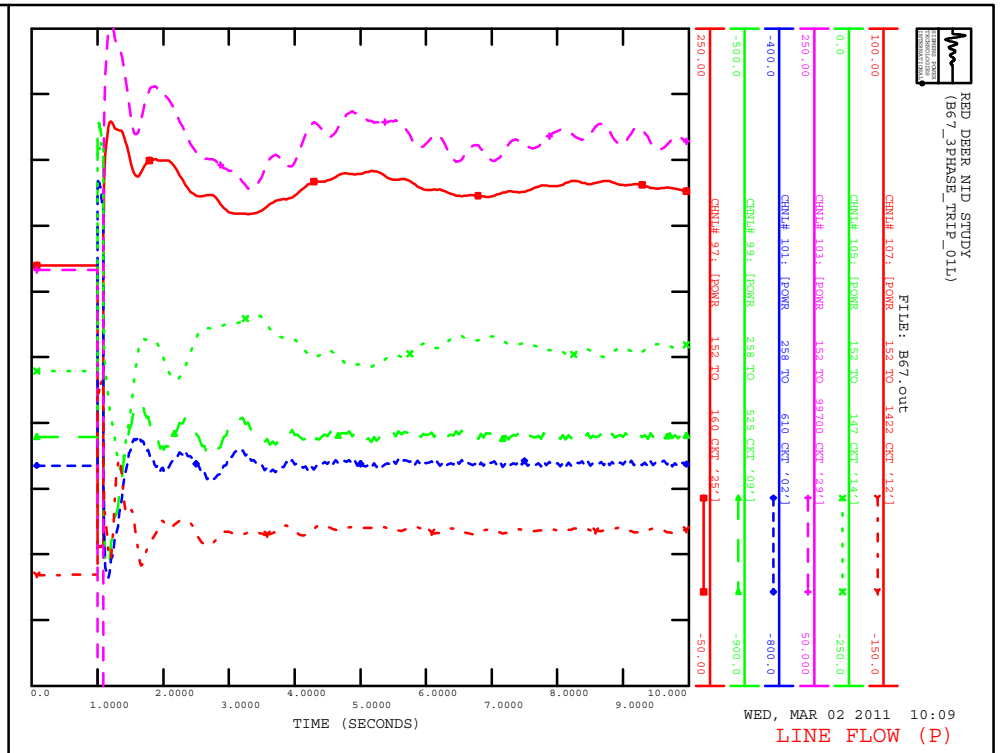

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

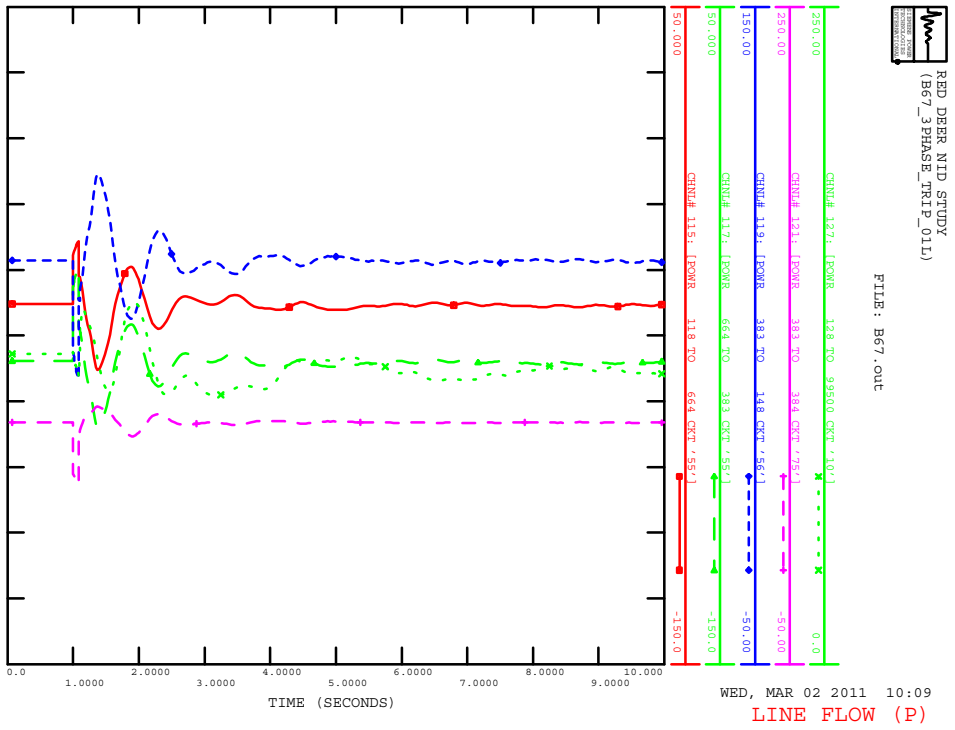

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

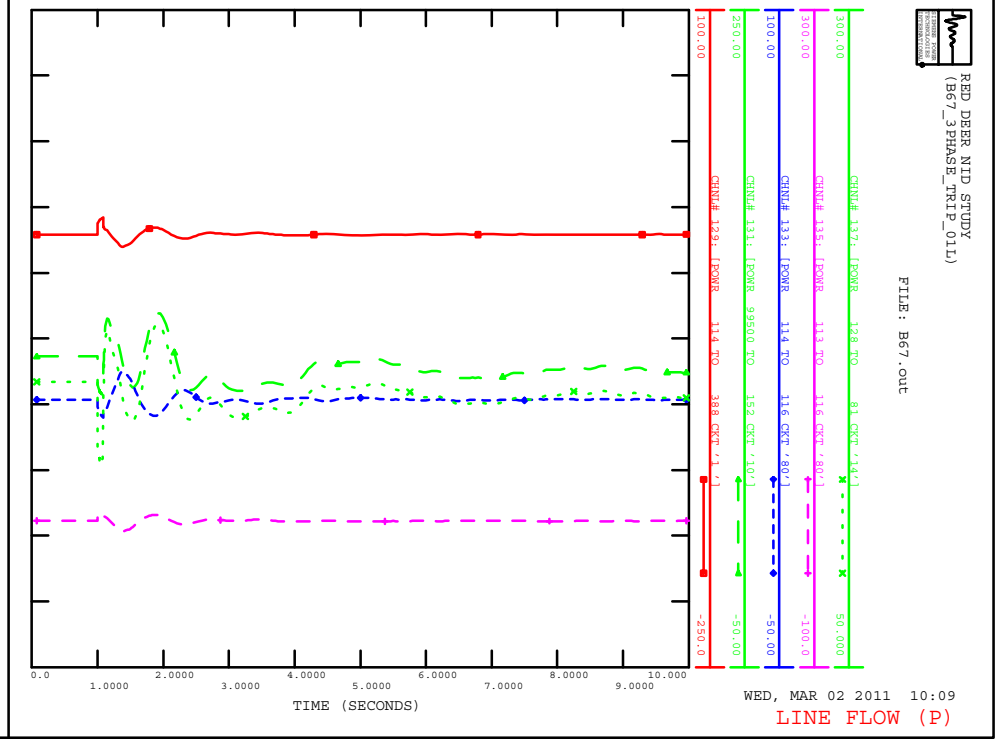

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

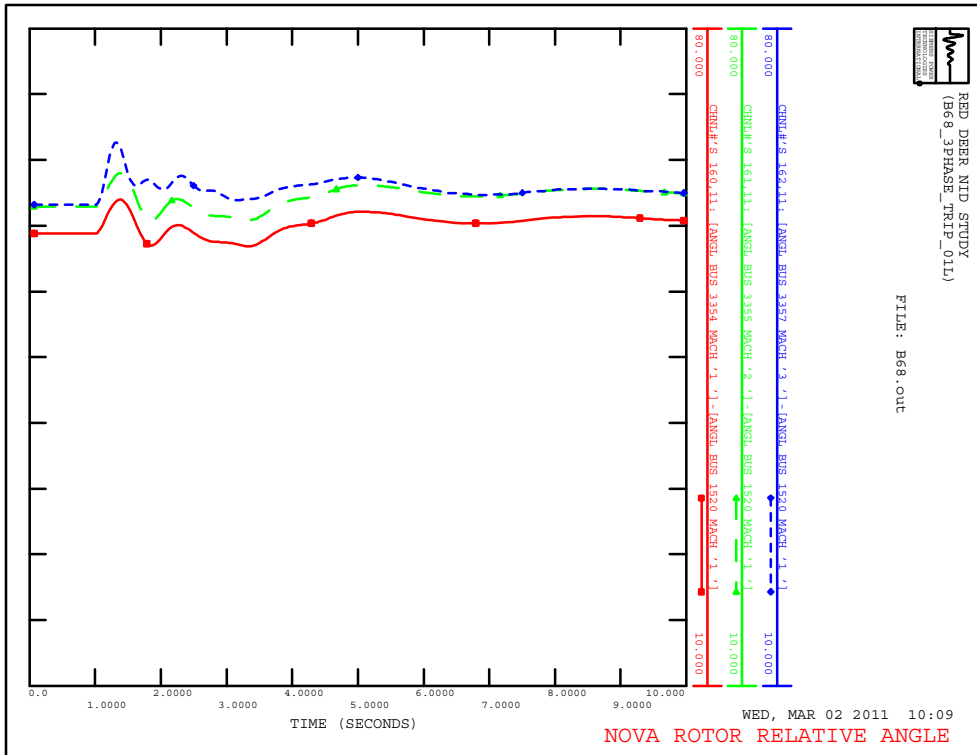

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

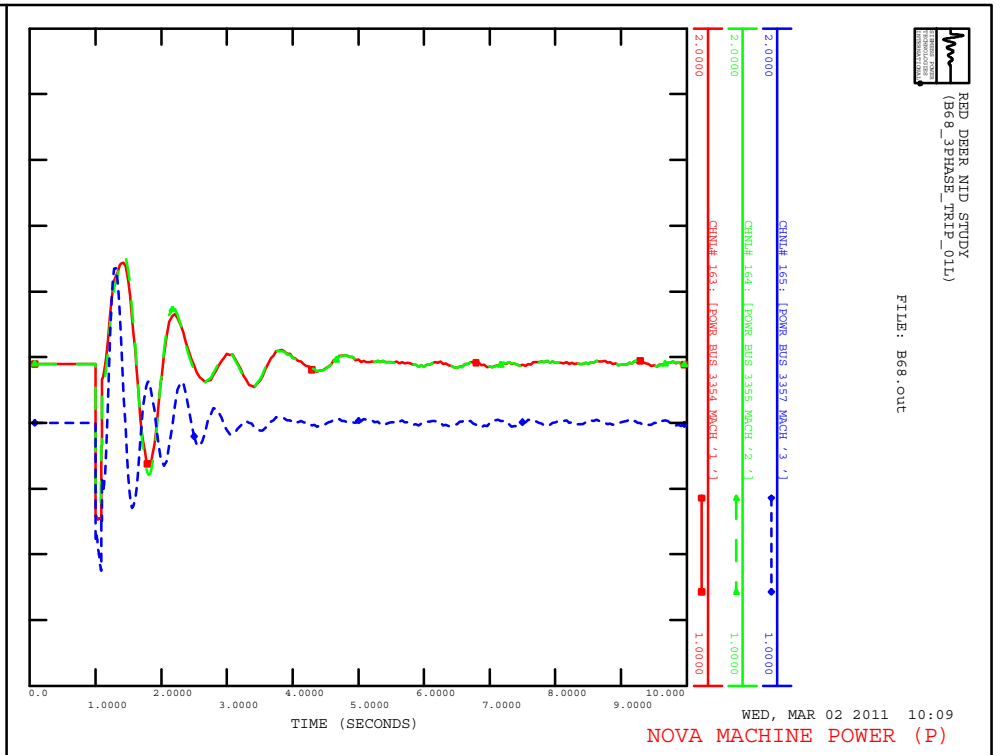

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

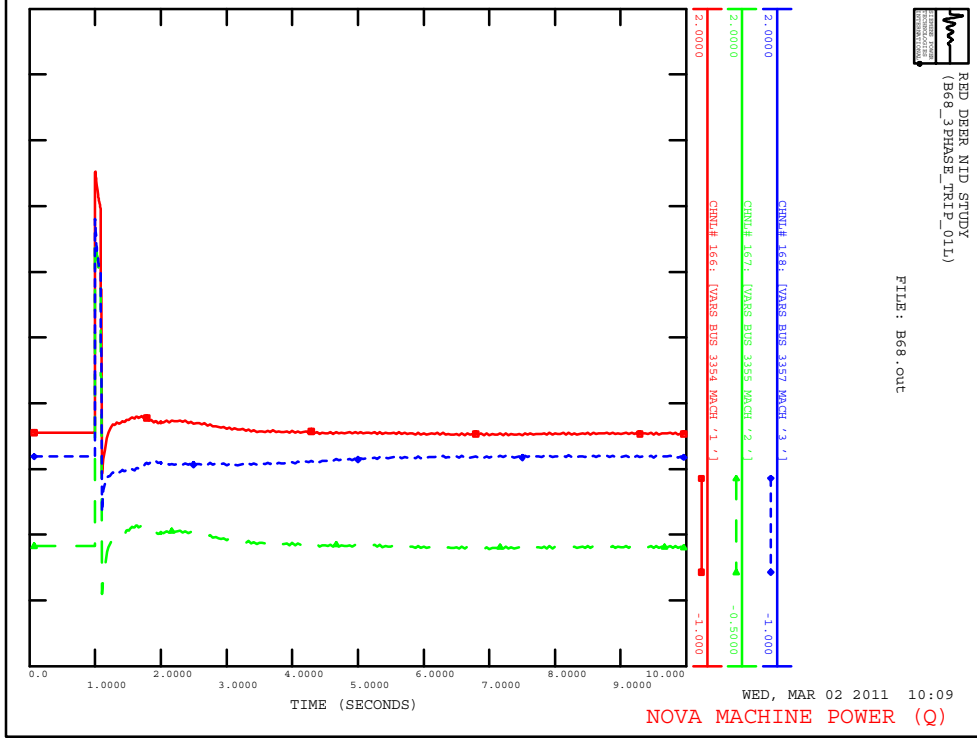

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

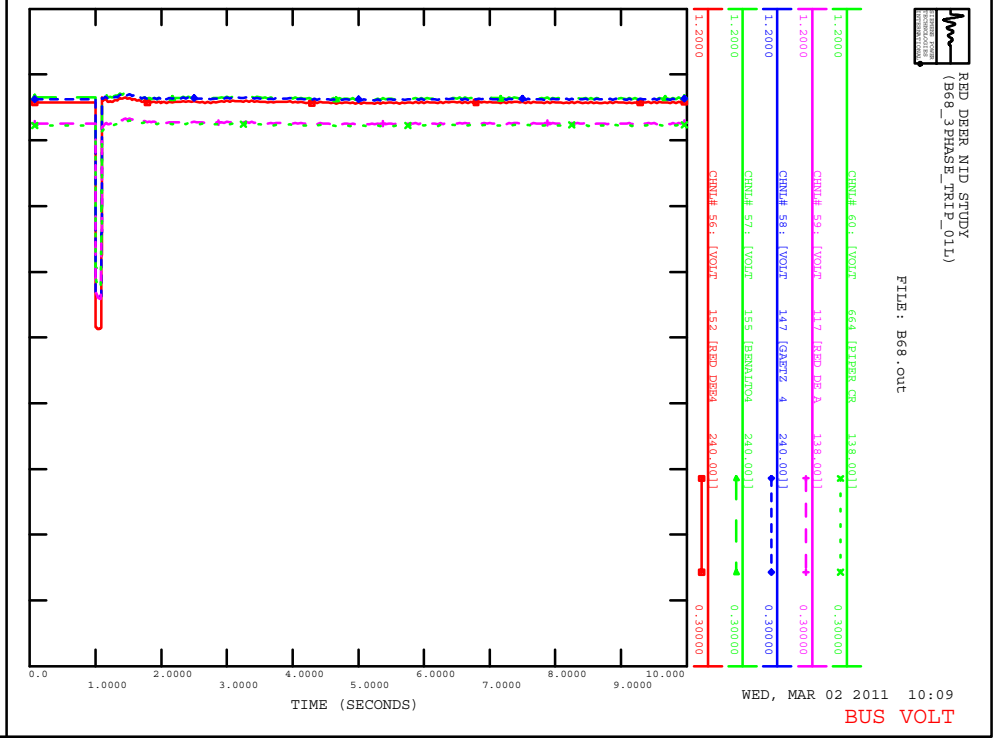

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

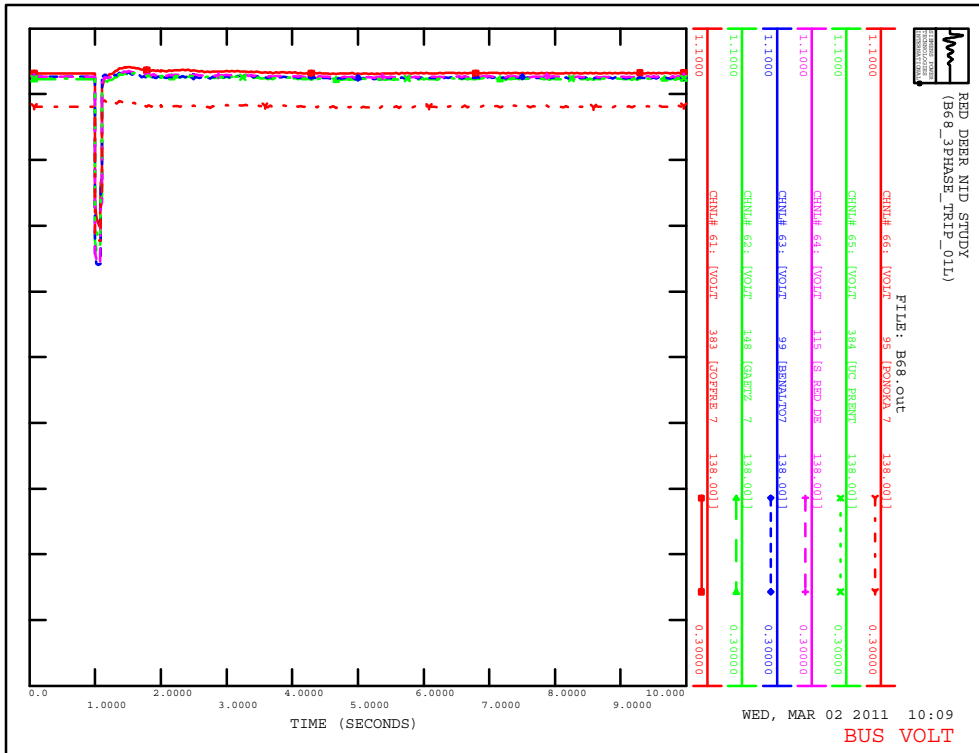

RED DEER NID STUDY
(B67_3PHASE_TRIP_01L)
FILE: B67.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

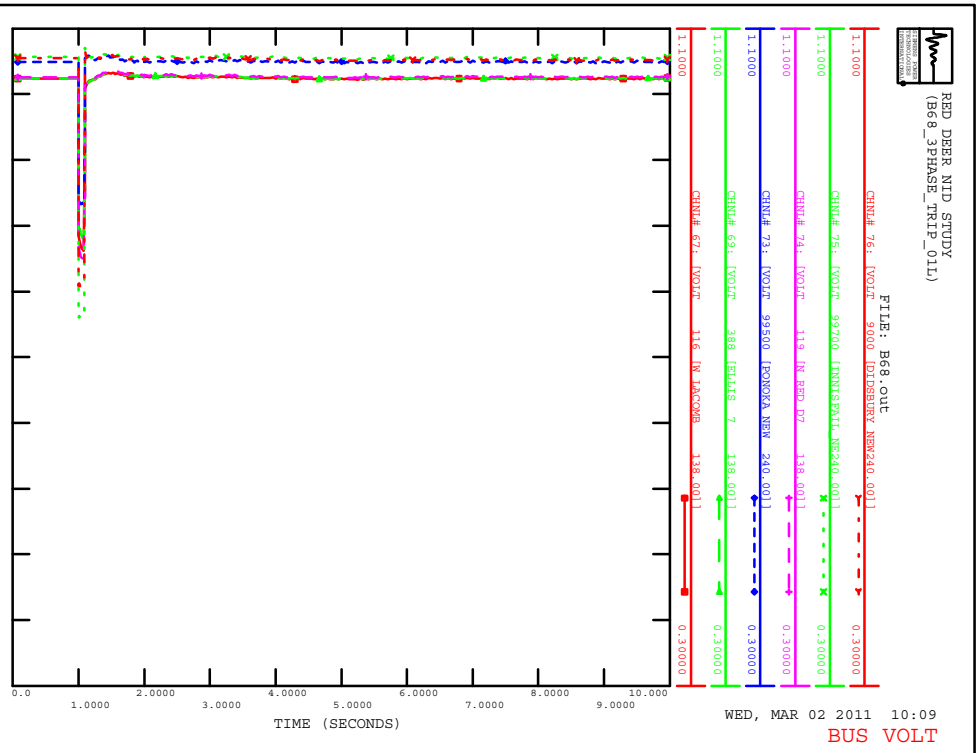

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

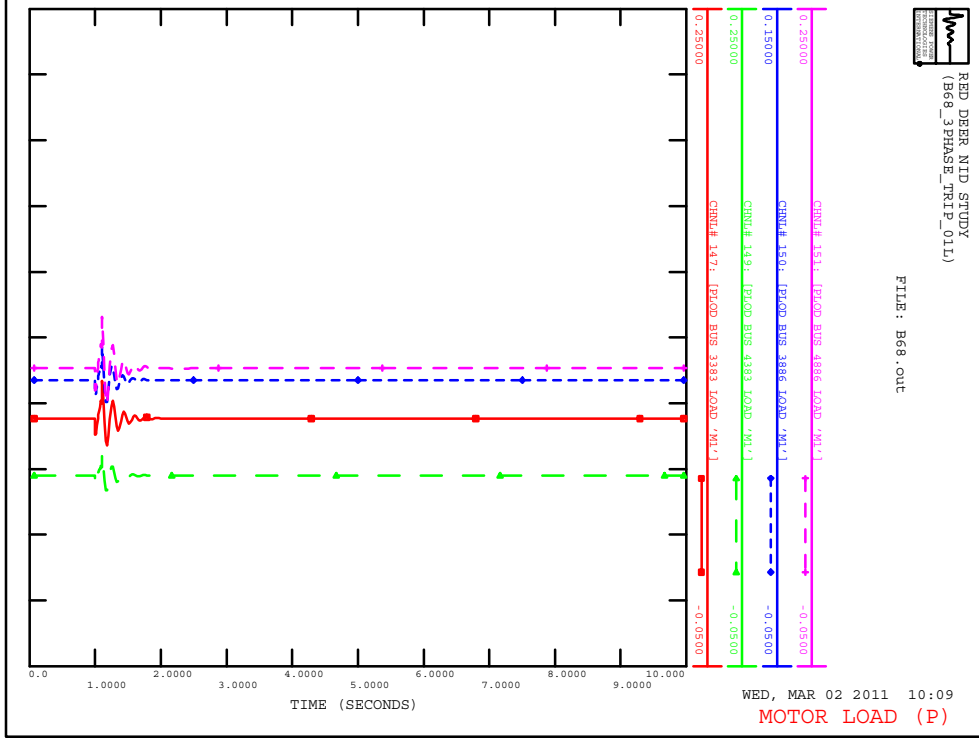

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

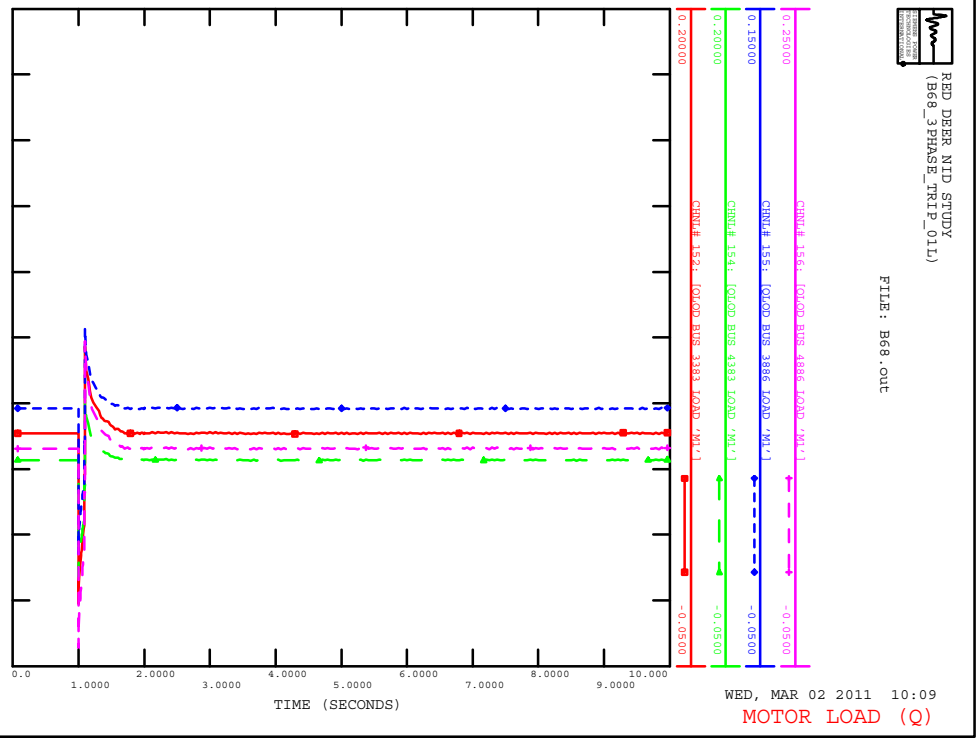

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

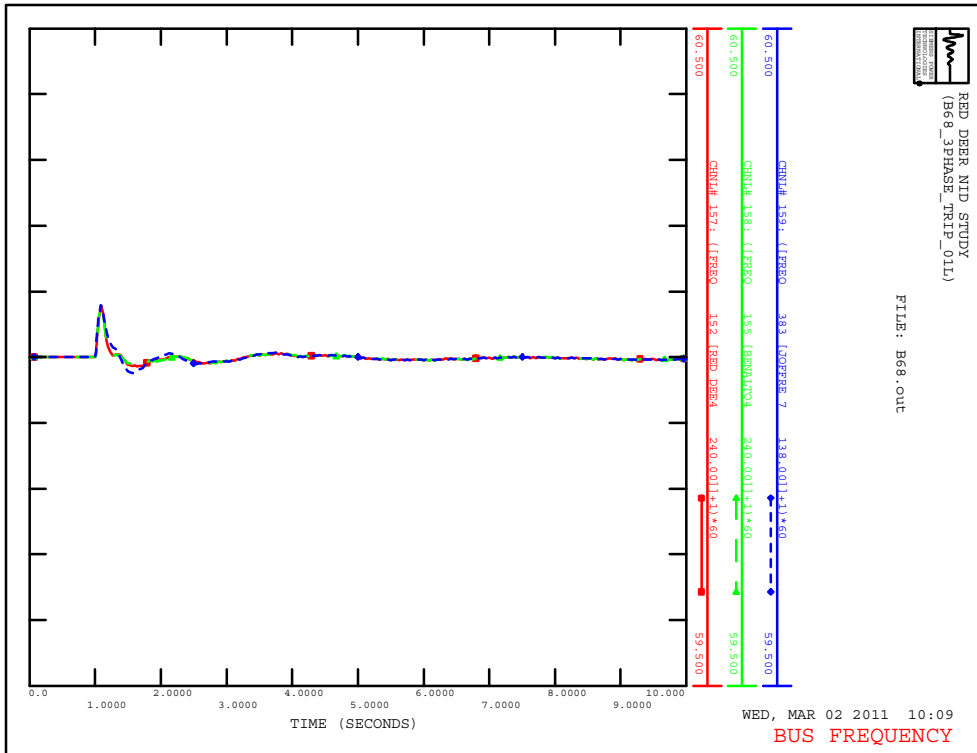

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

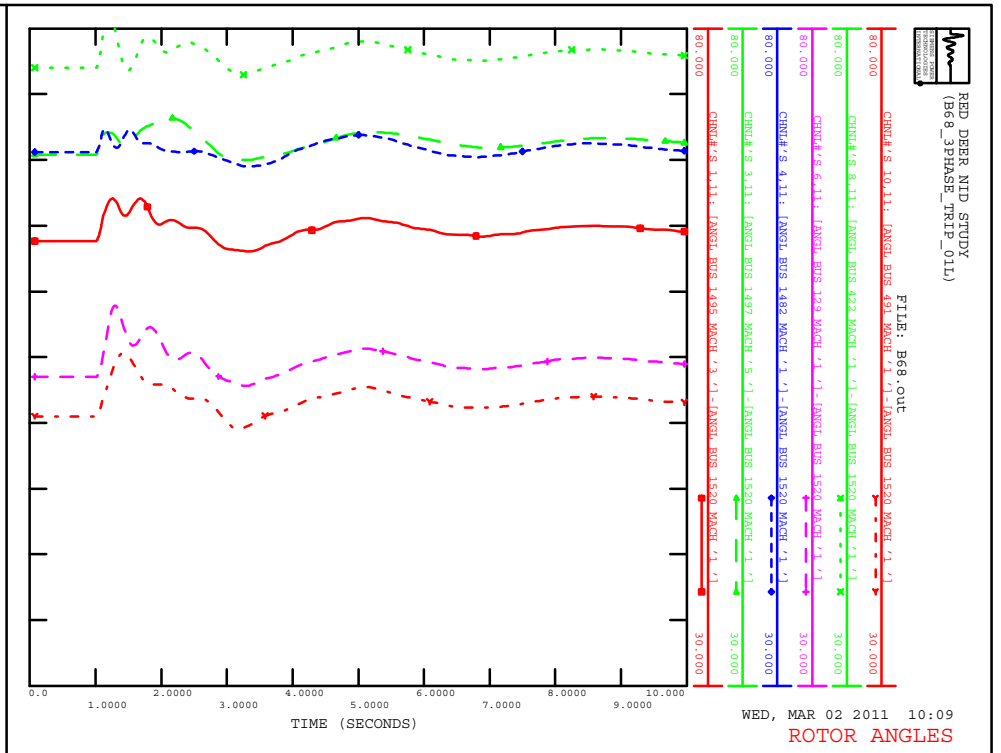

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

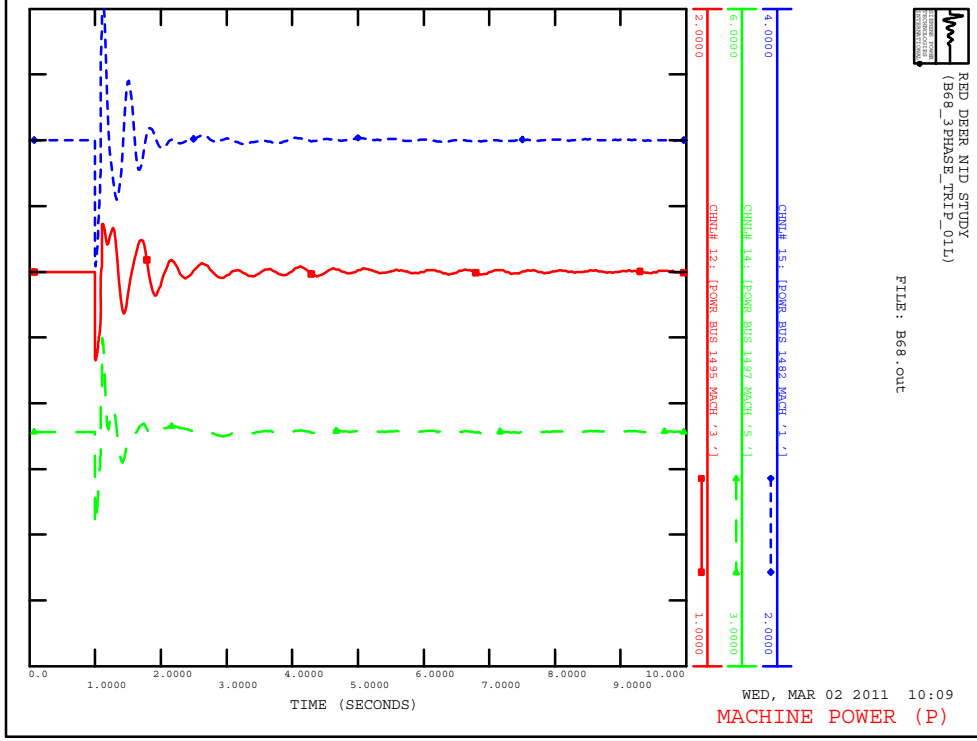

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

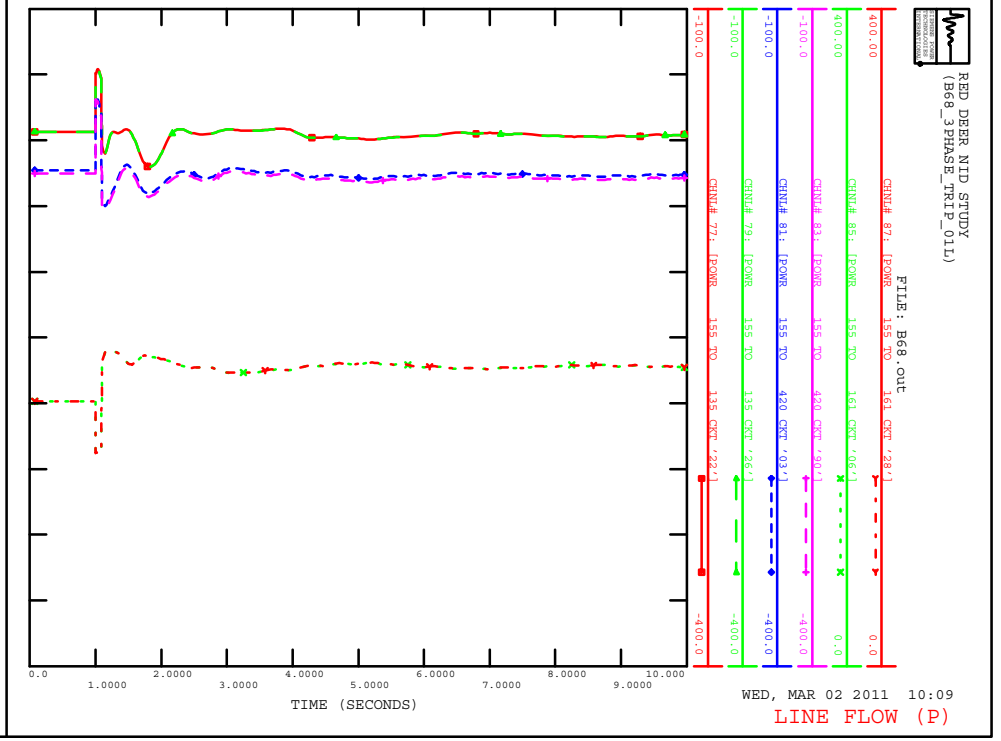

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

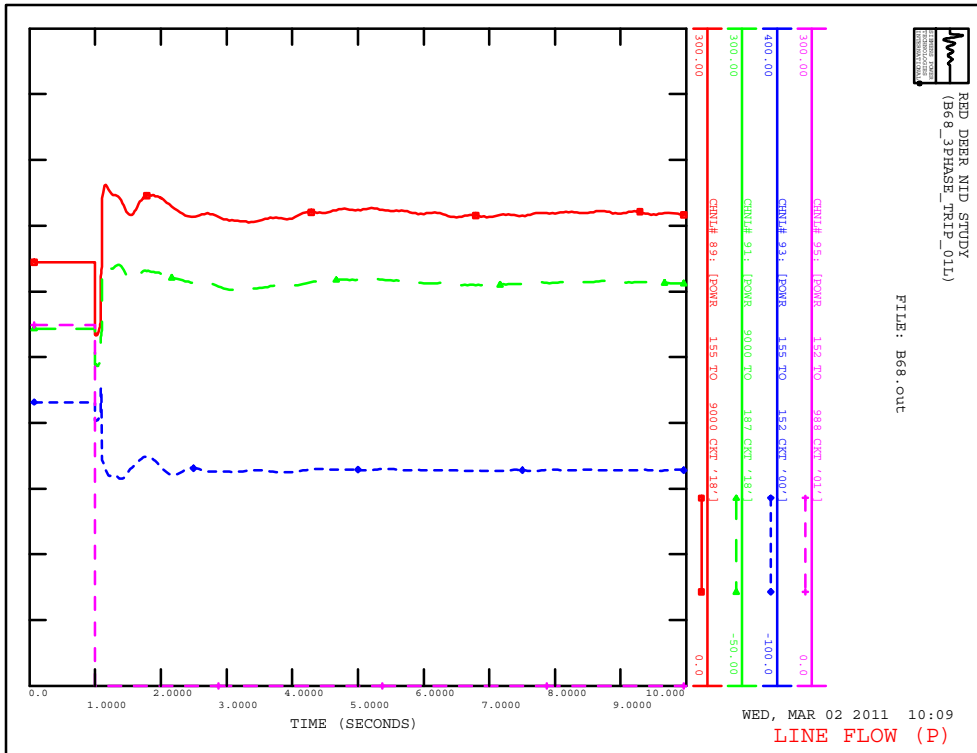

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

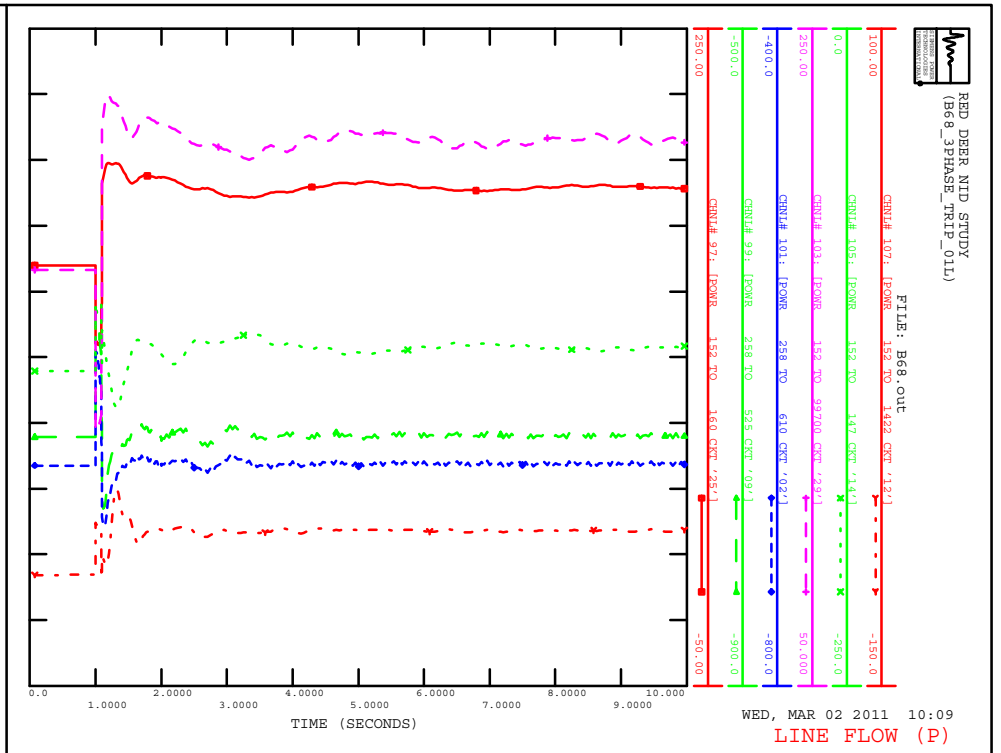

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

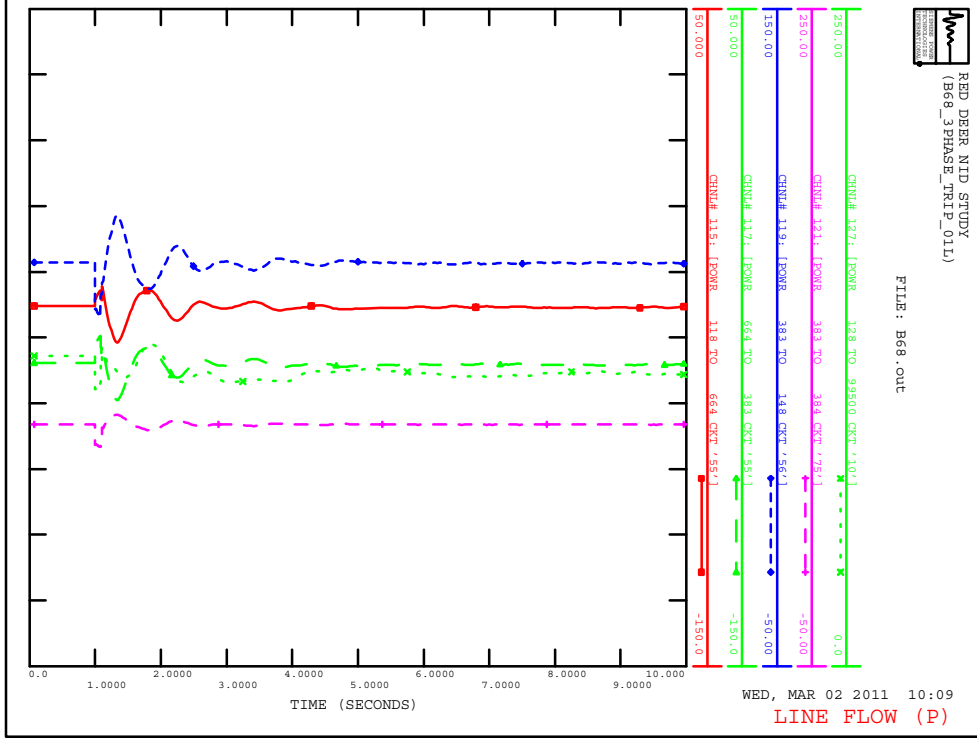

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

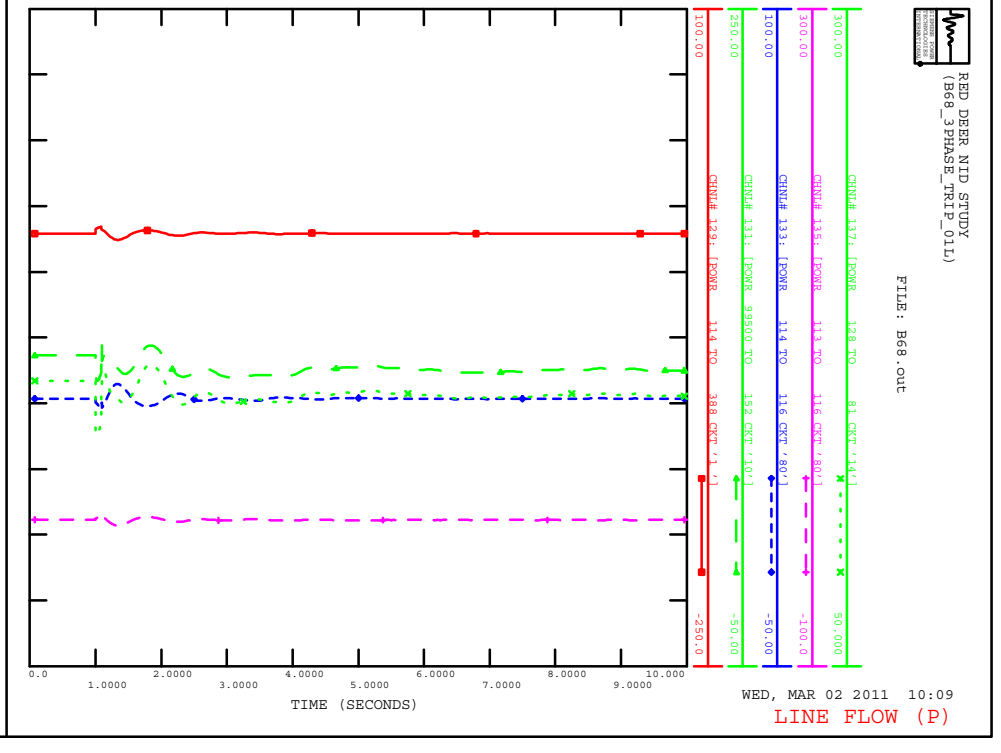

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

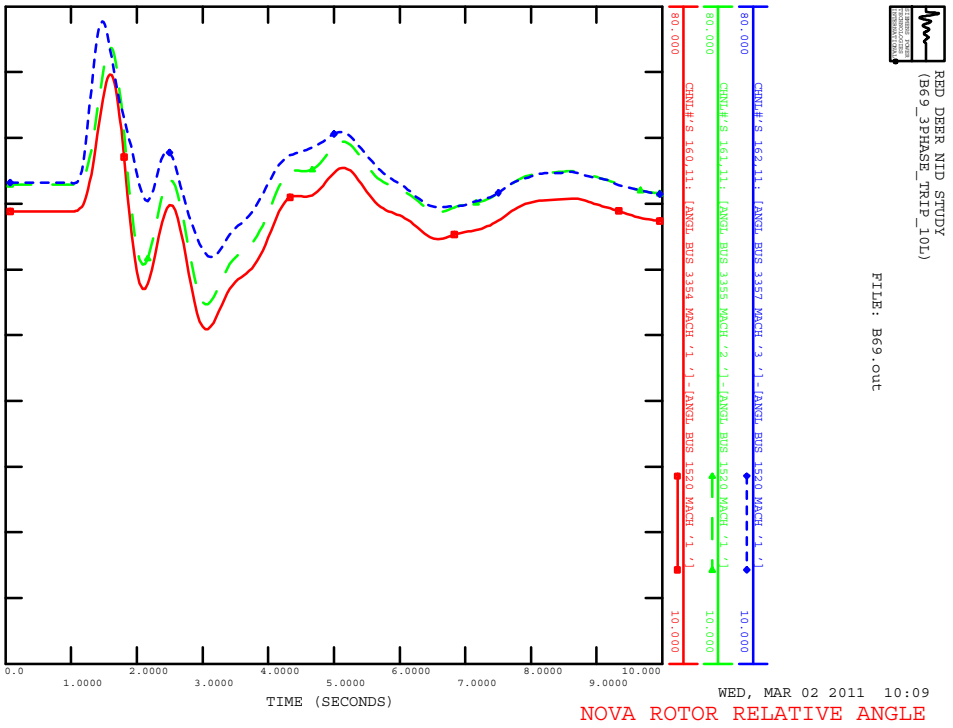

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

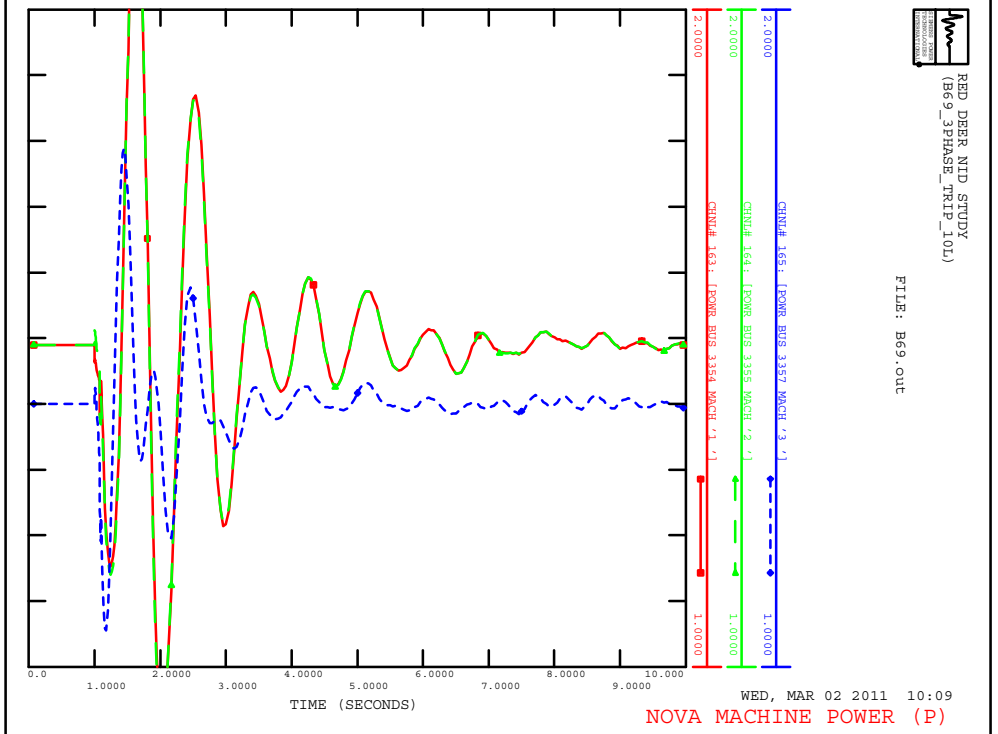

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

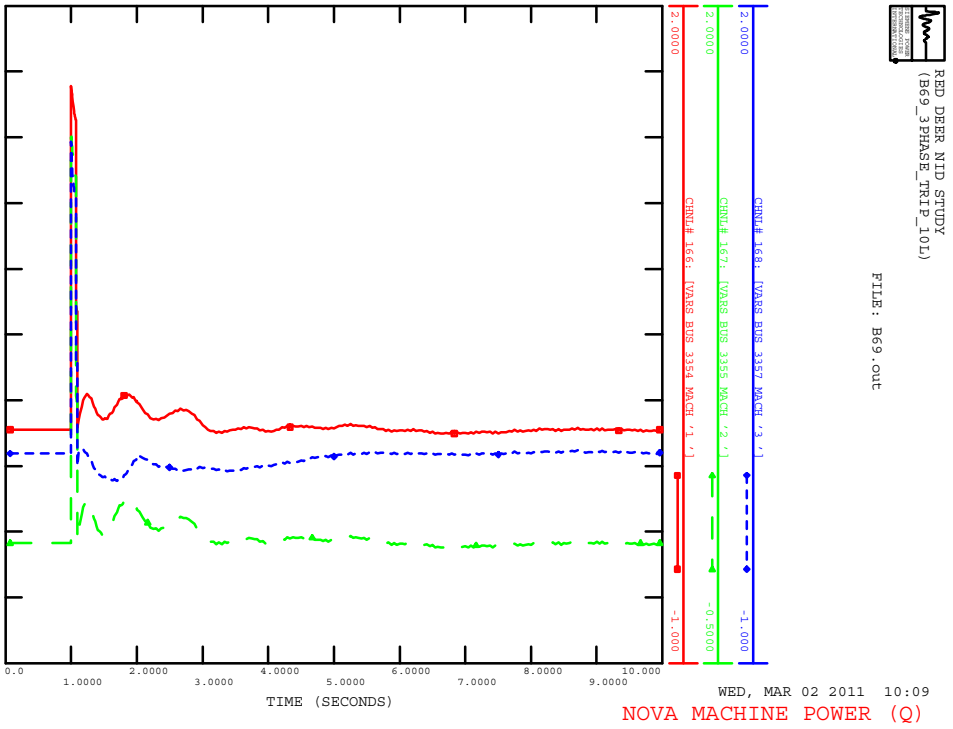

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

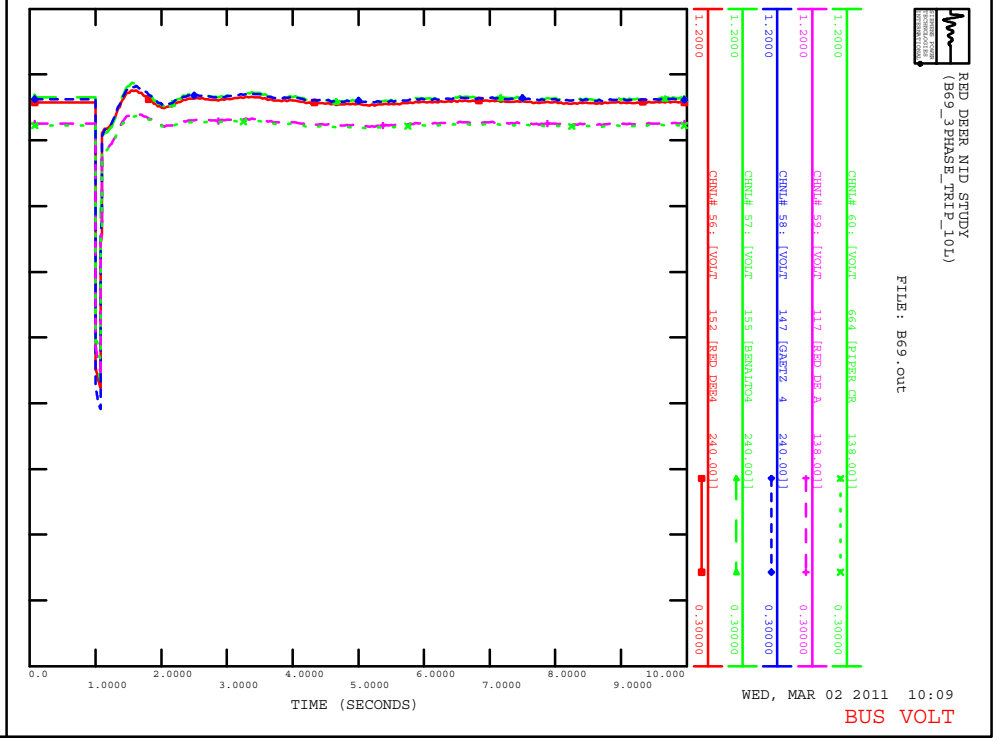

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

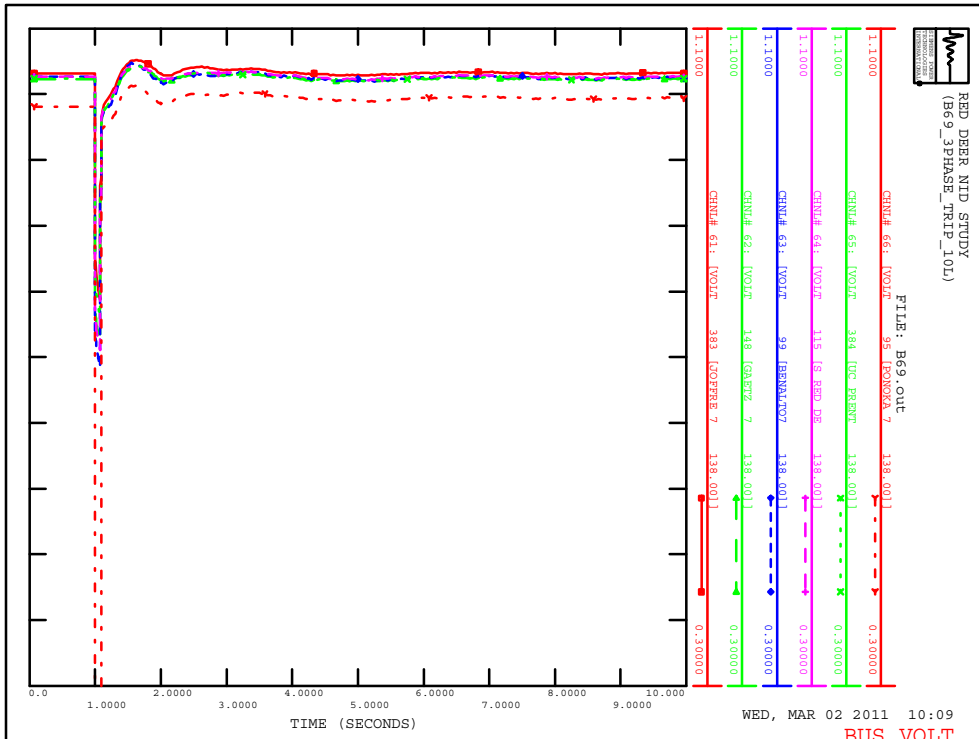

RED DEER NID STUDY
(B68_3PHASE_TRIP_01L)
FILE: B68.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

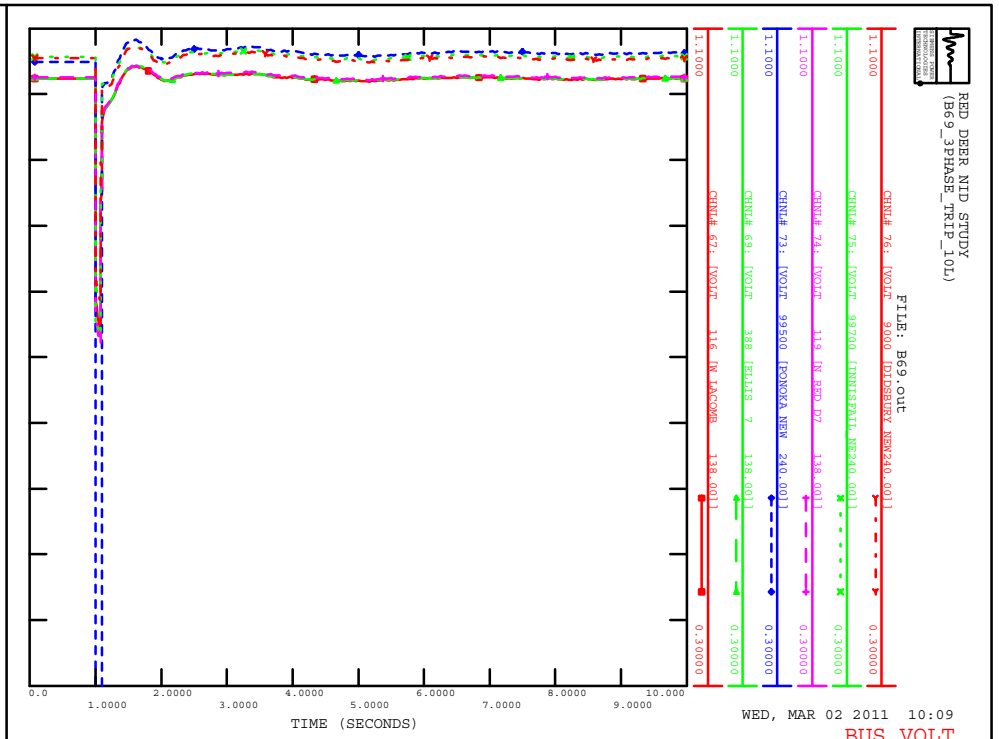

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

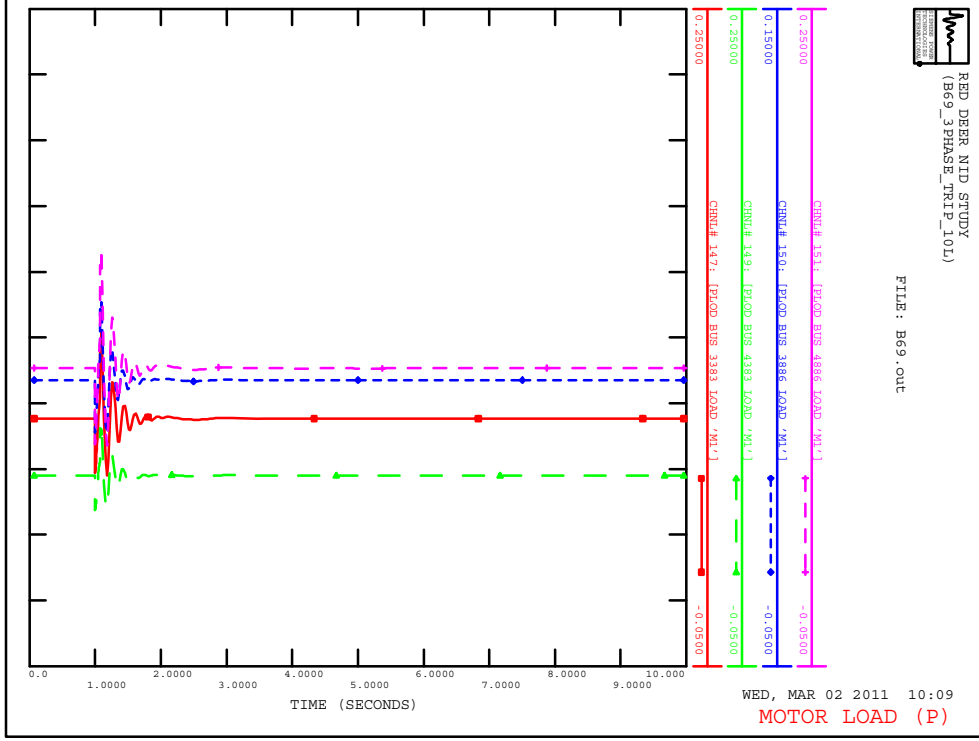

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

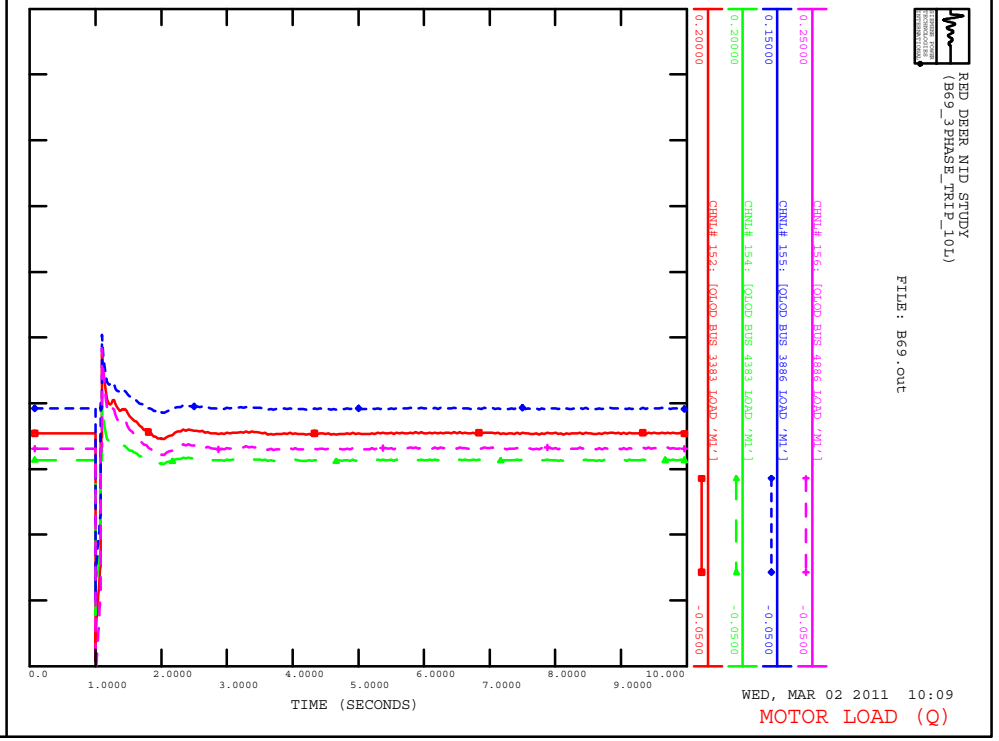

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

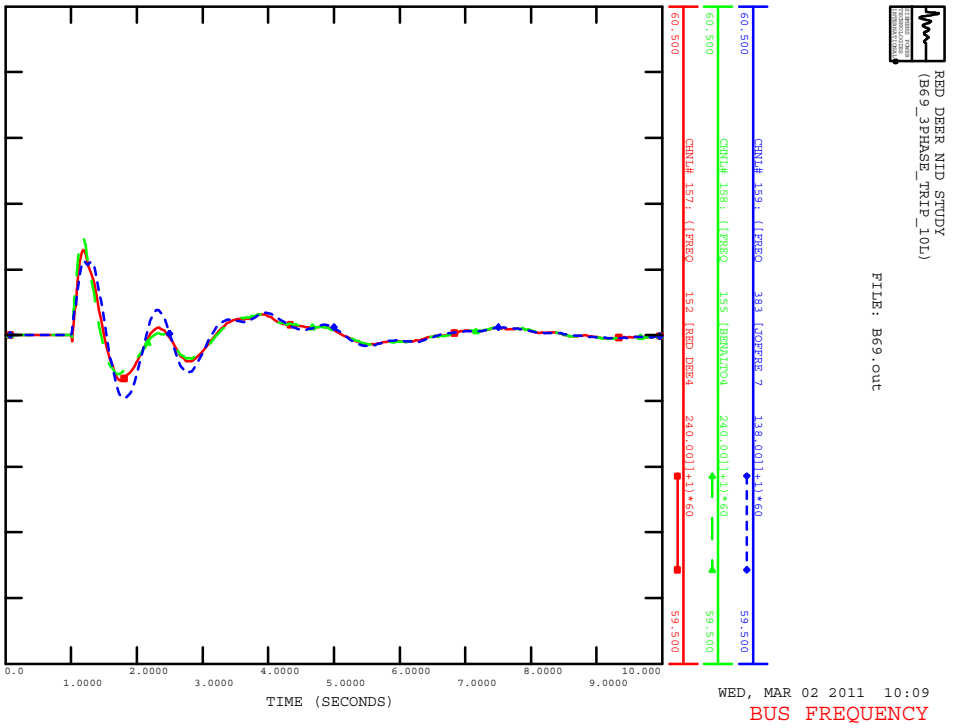

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

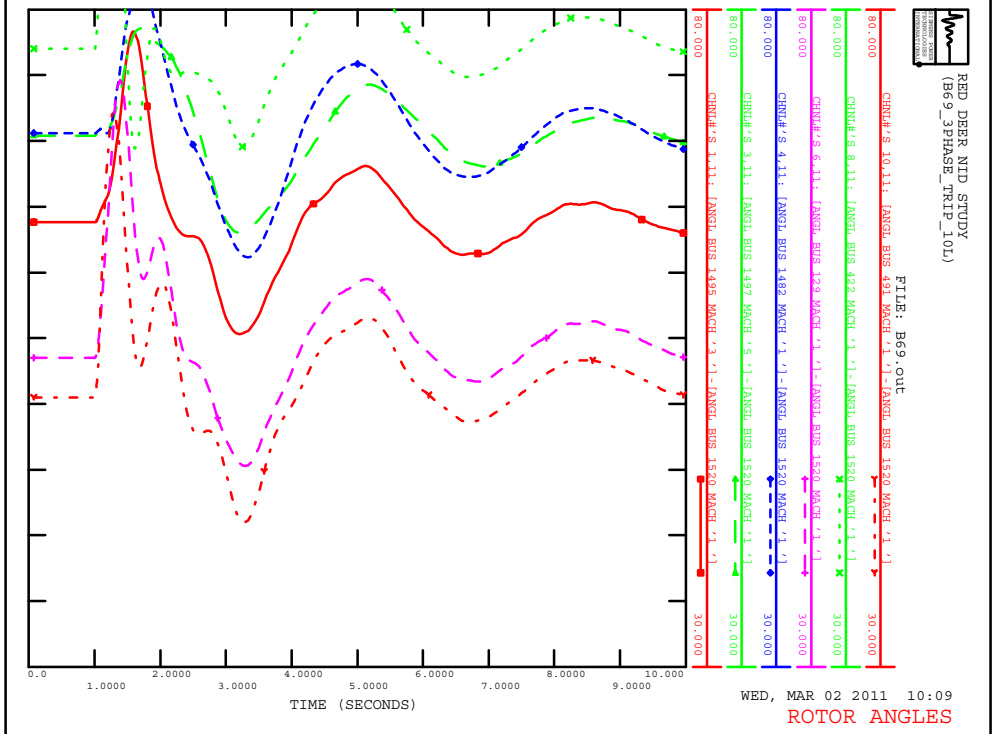

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

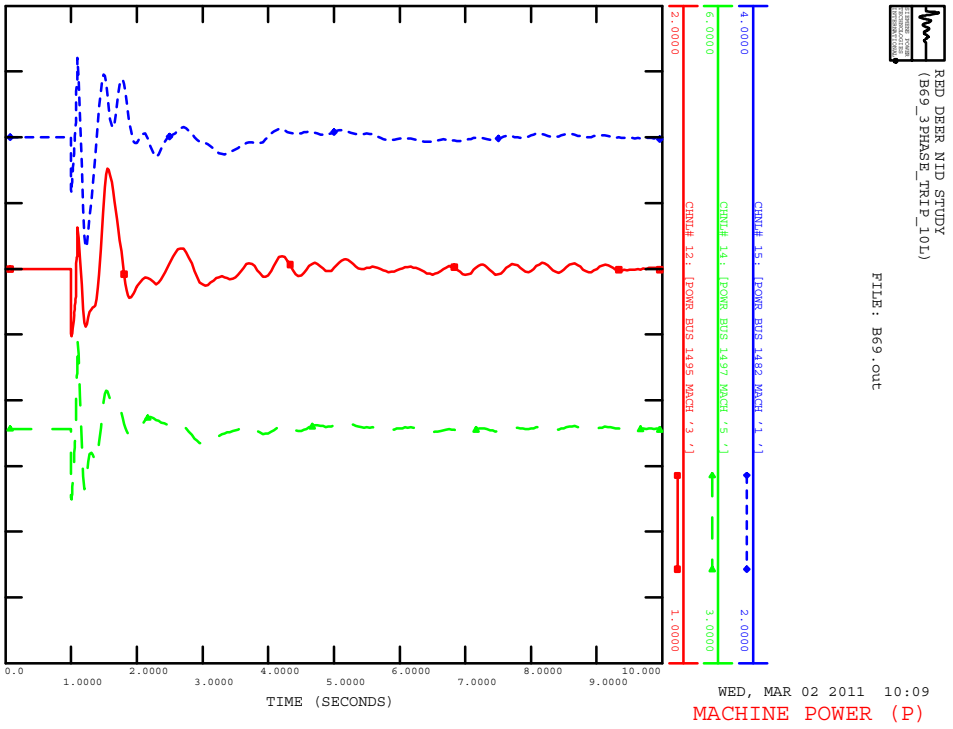

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

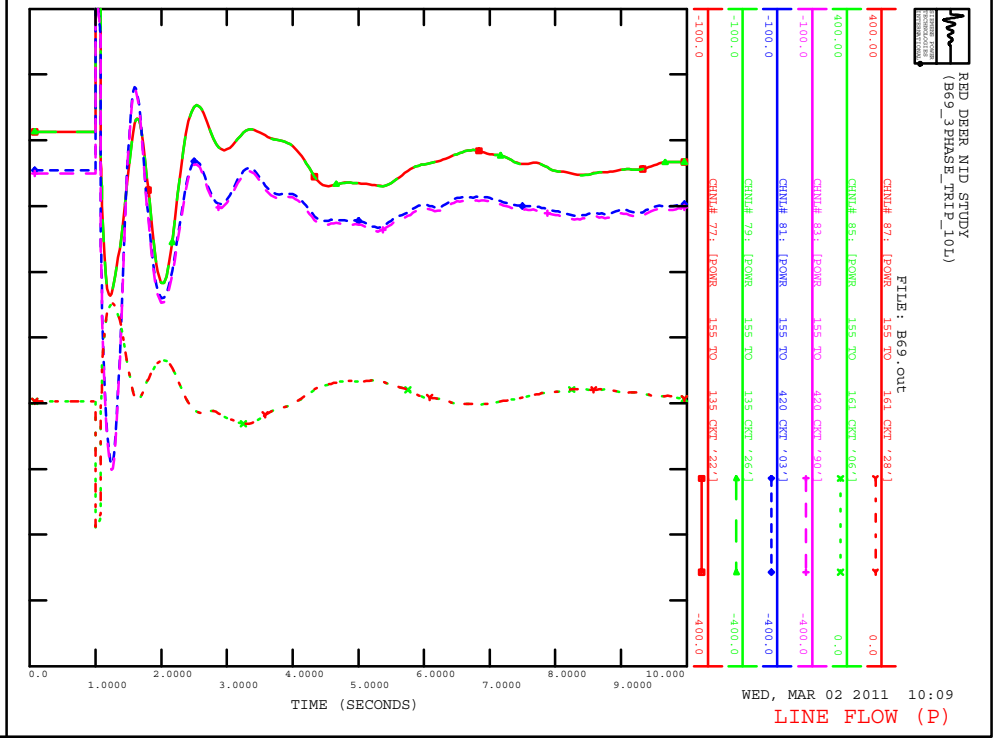

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

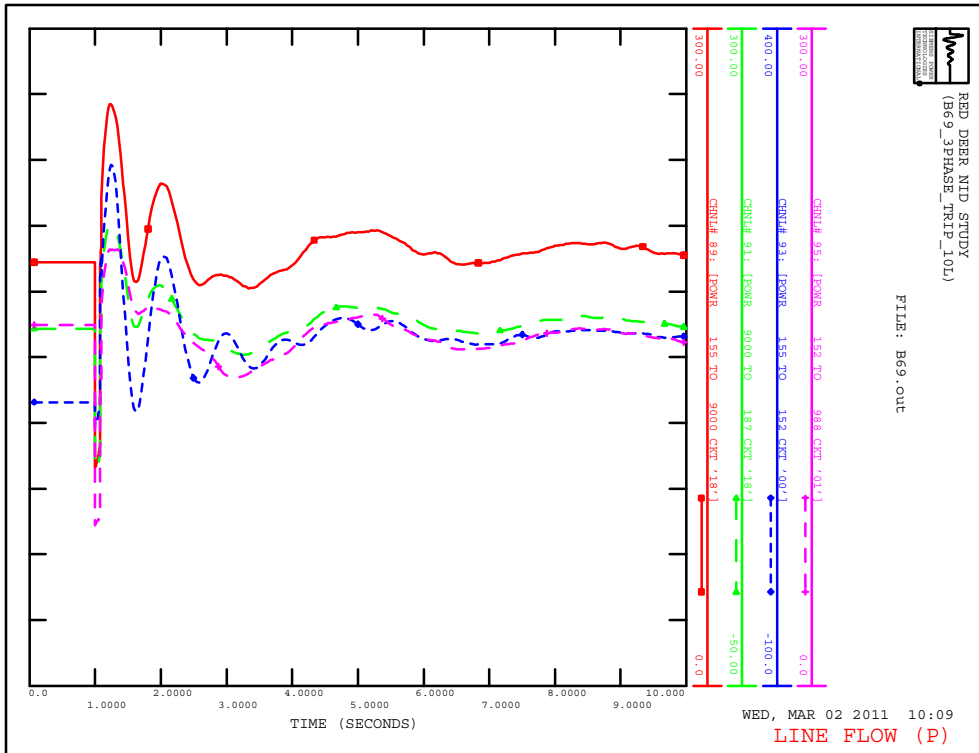

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

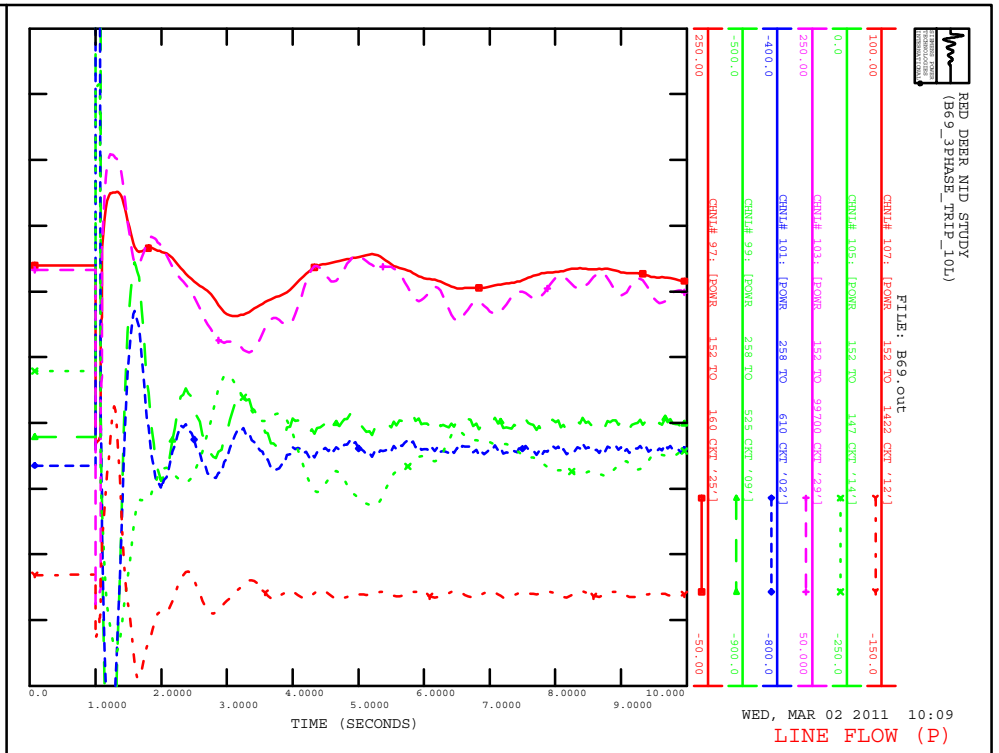

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

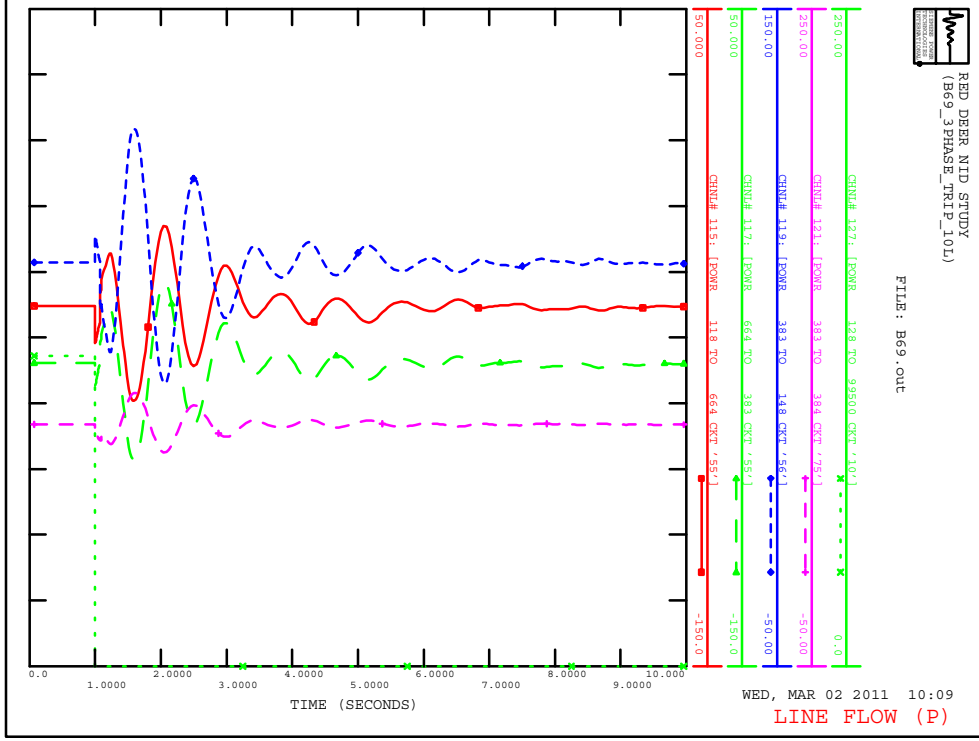

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

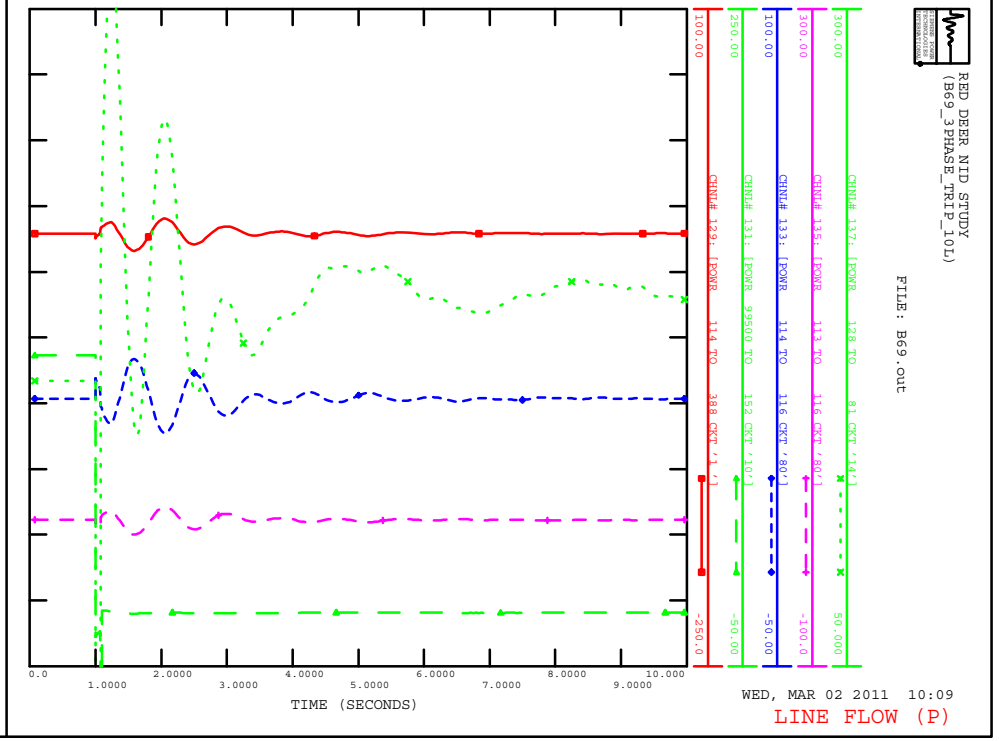

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

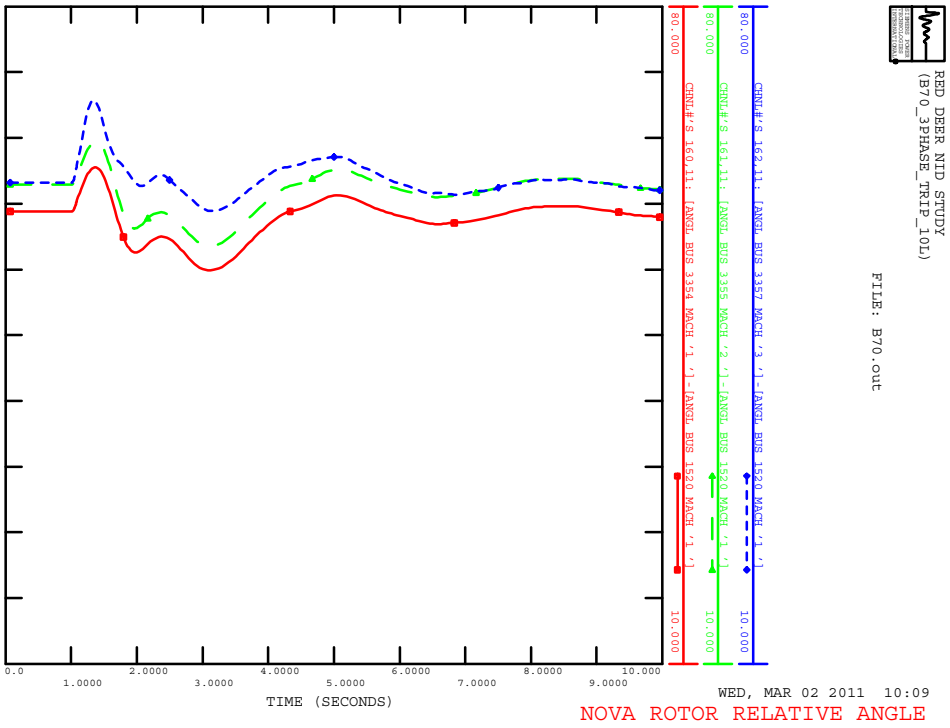

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

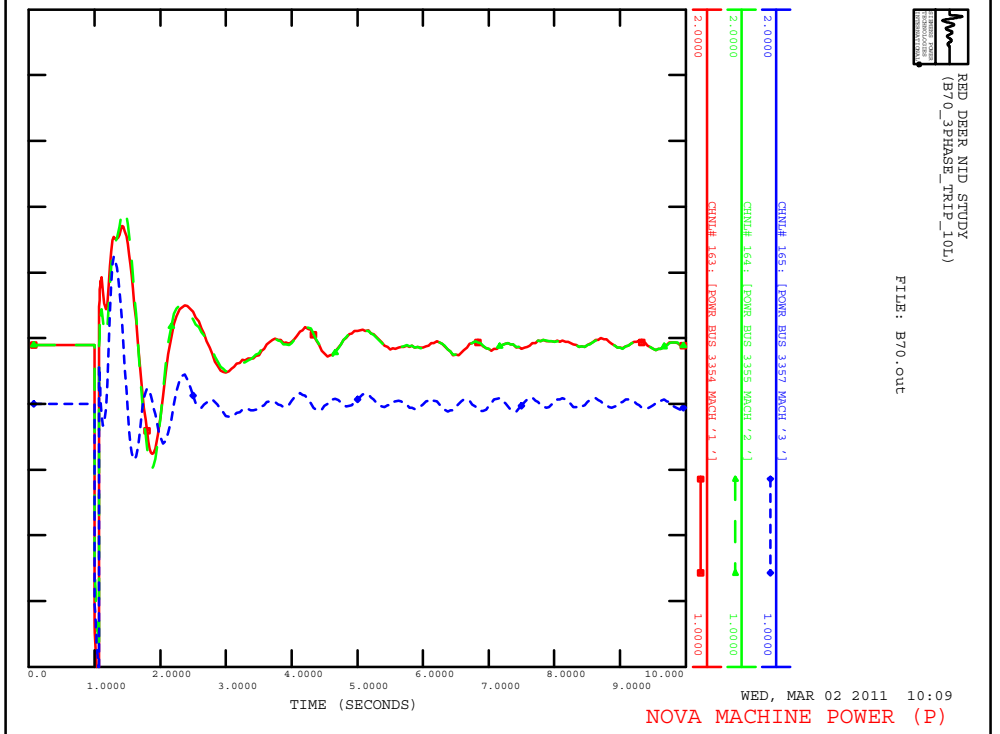

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

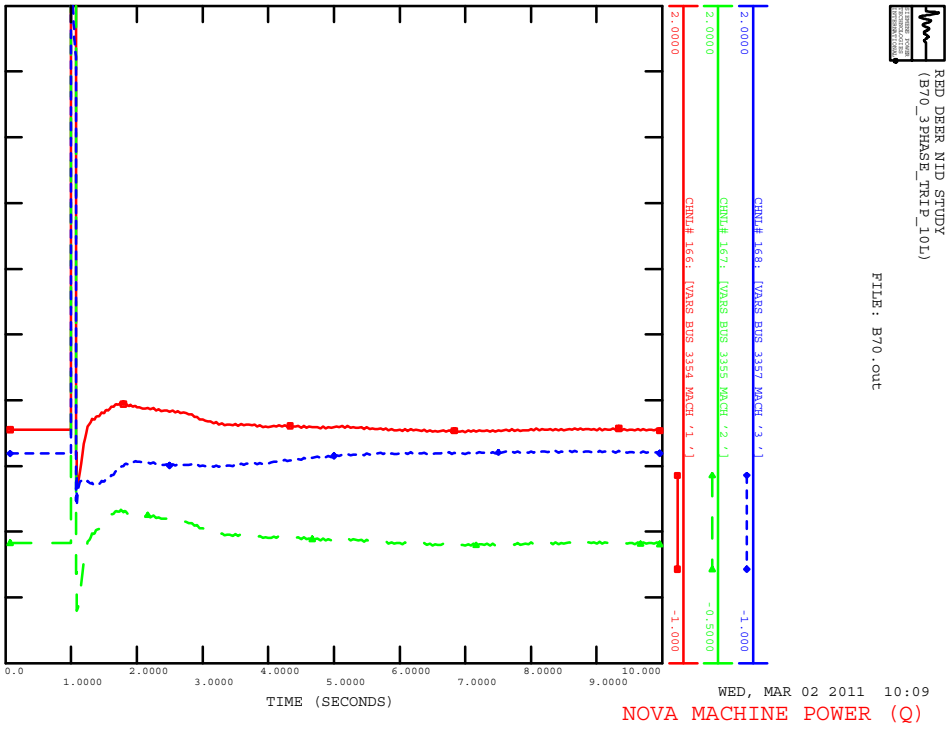

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

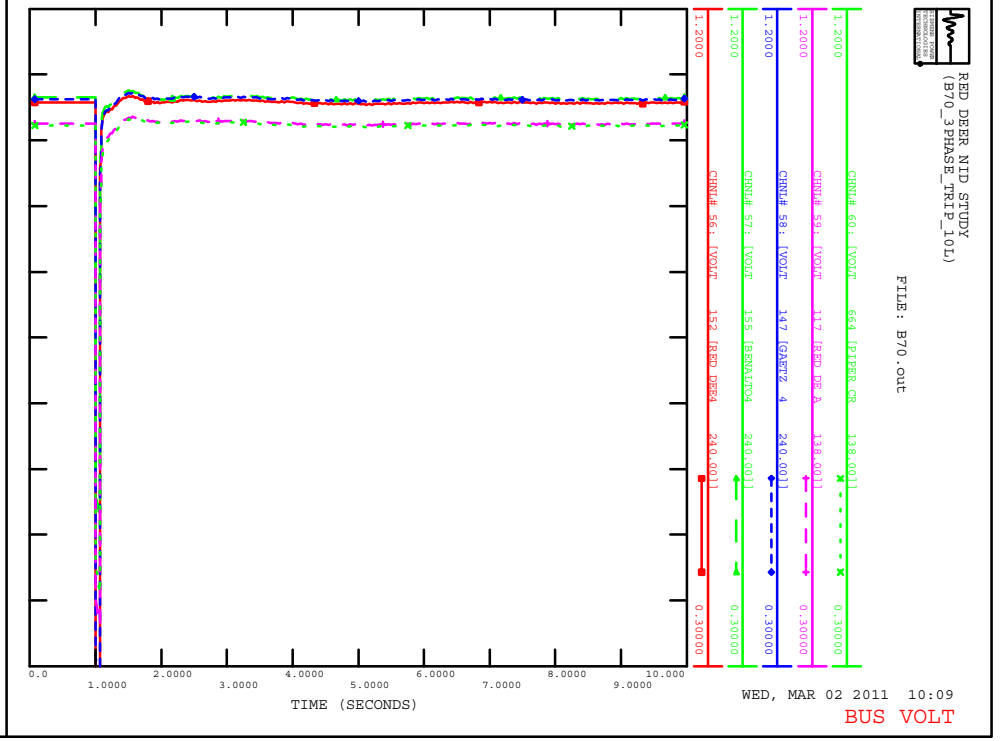

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

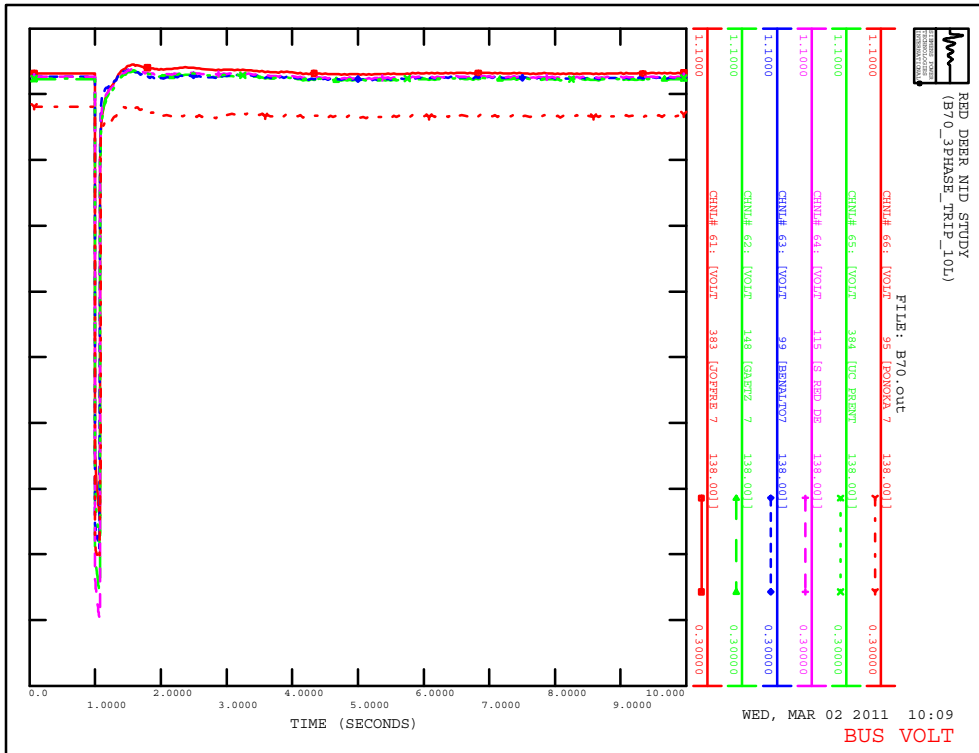

RED DEER NID STUDY
(B69_3PHASE_TRIP_10L)
FILE: B69.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

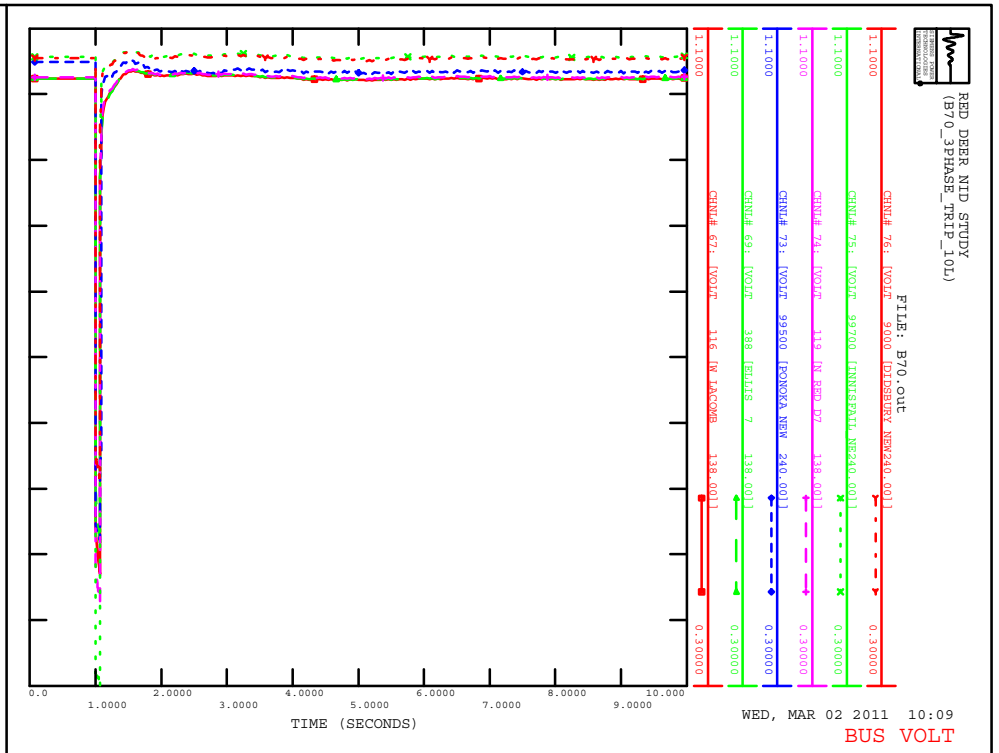

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

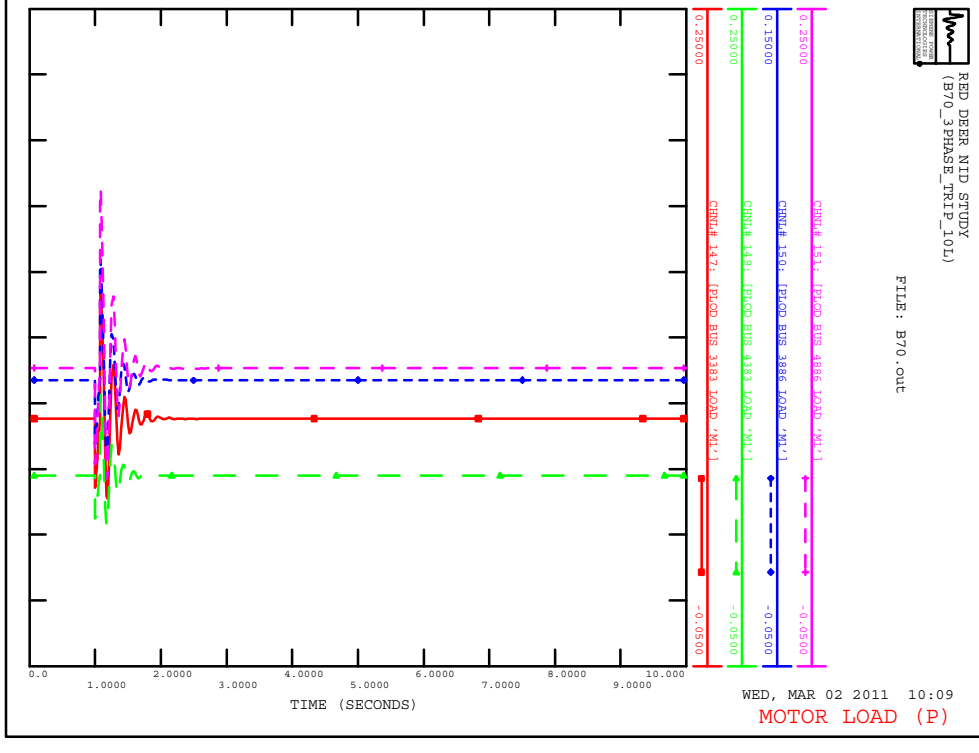

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

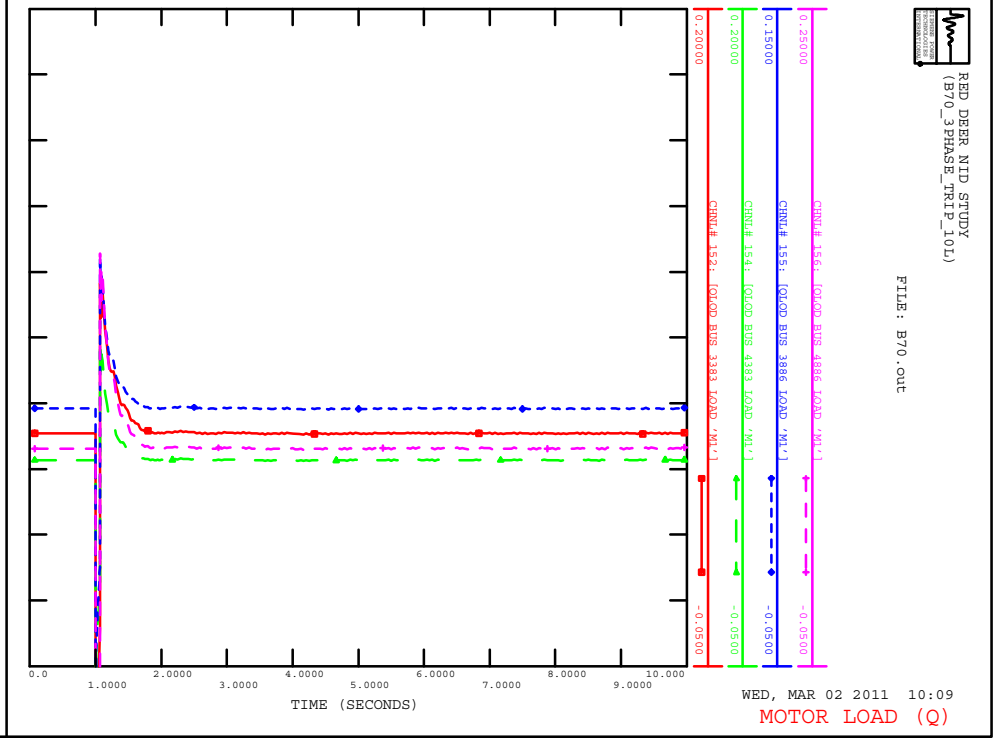

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

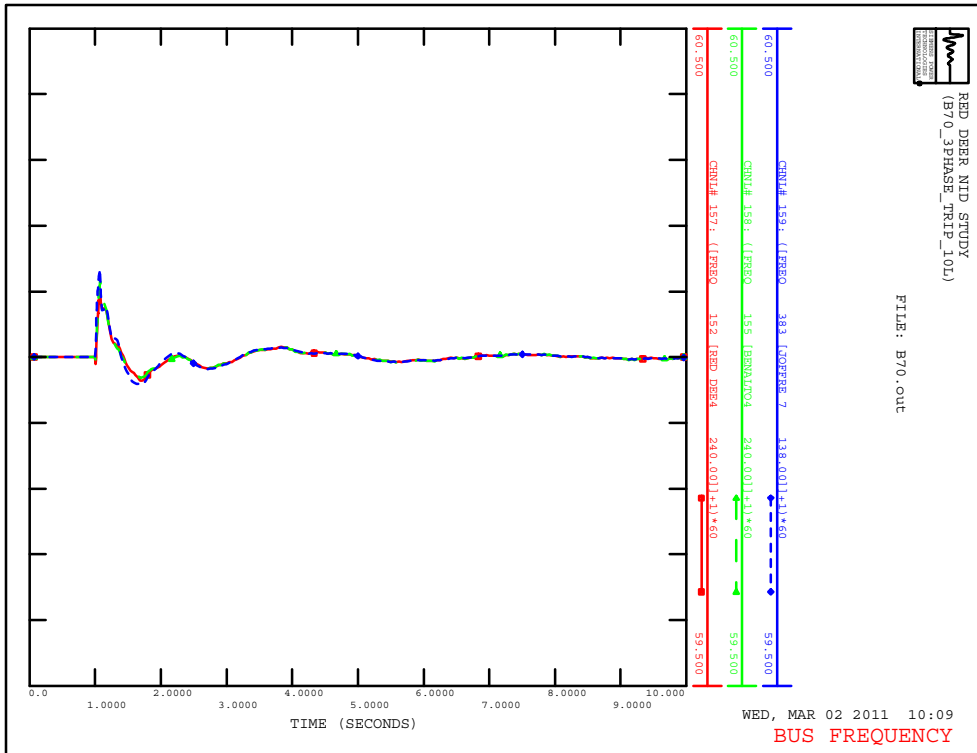

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

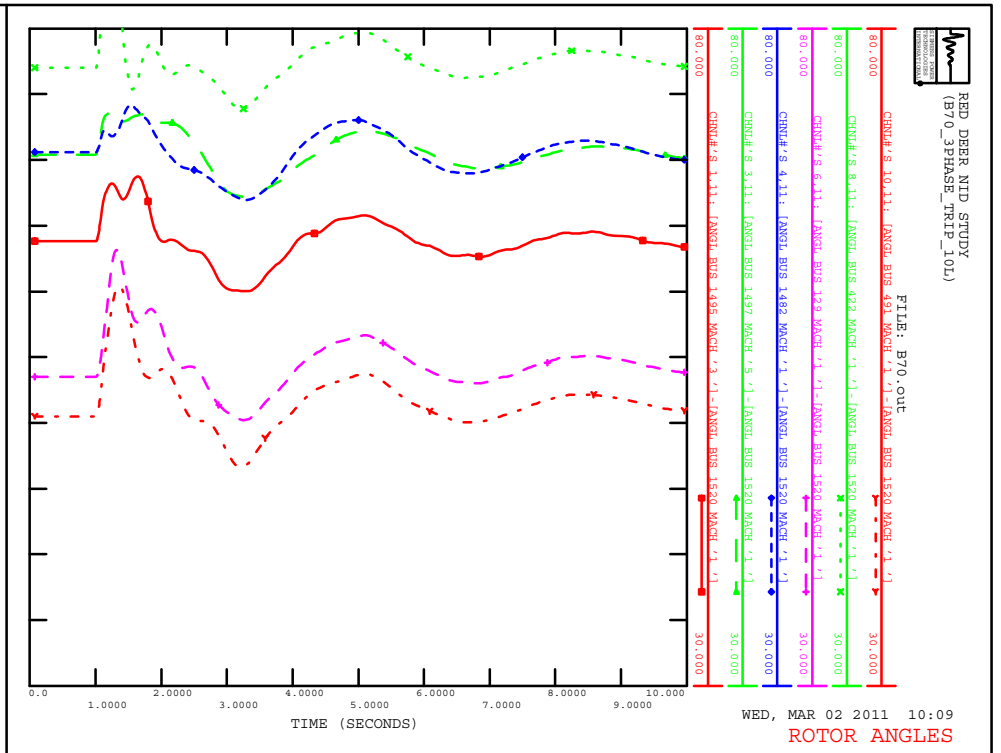

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

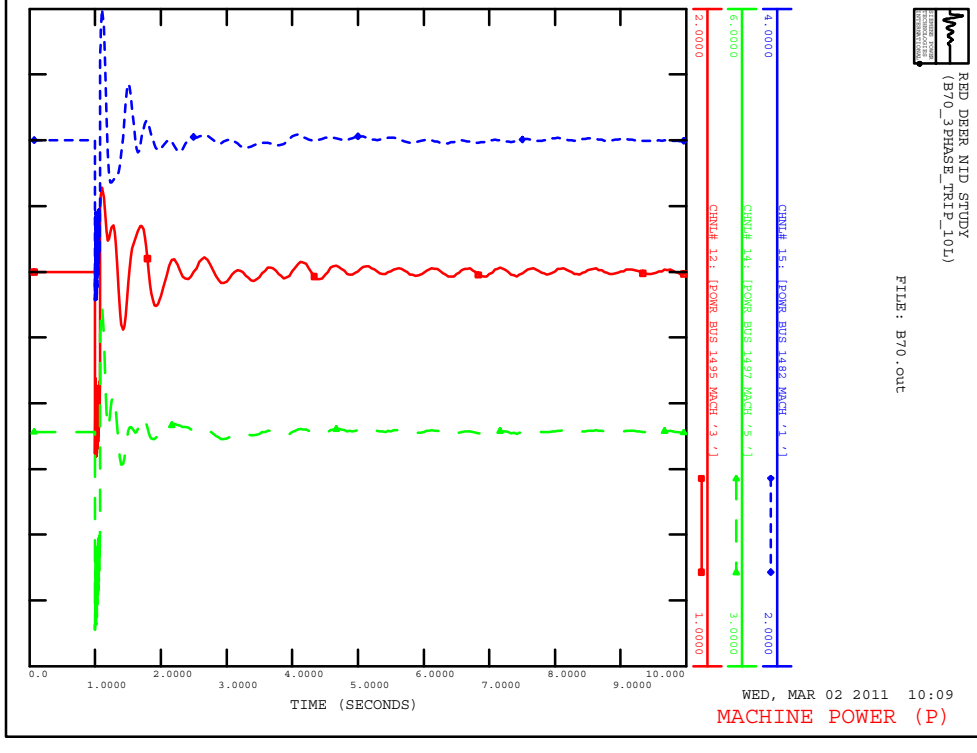

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

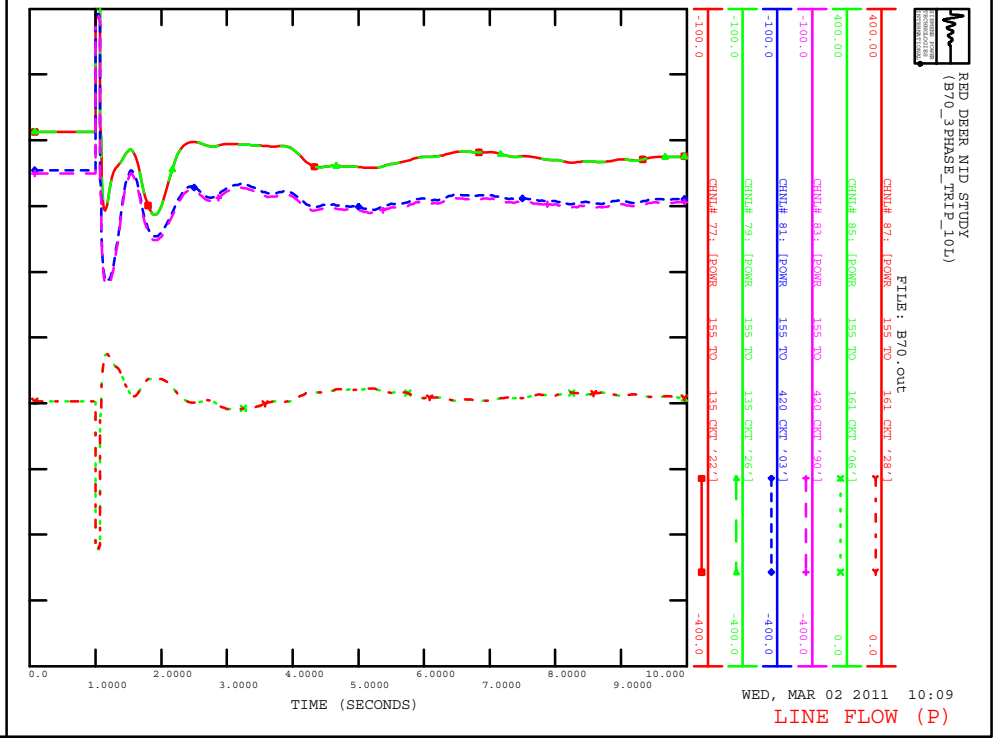

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

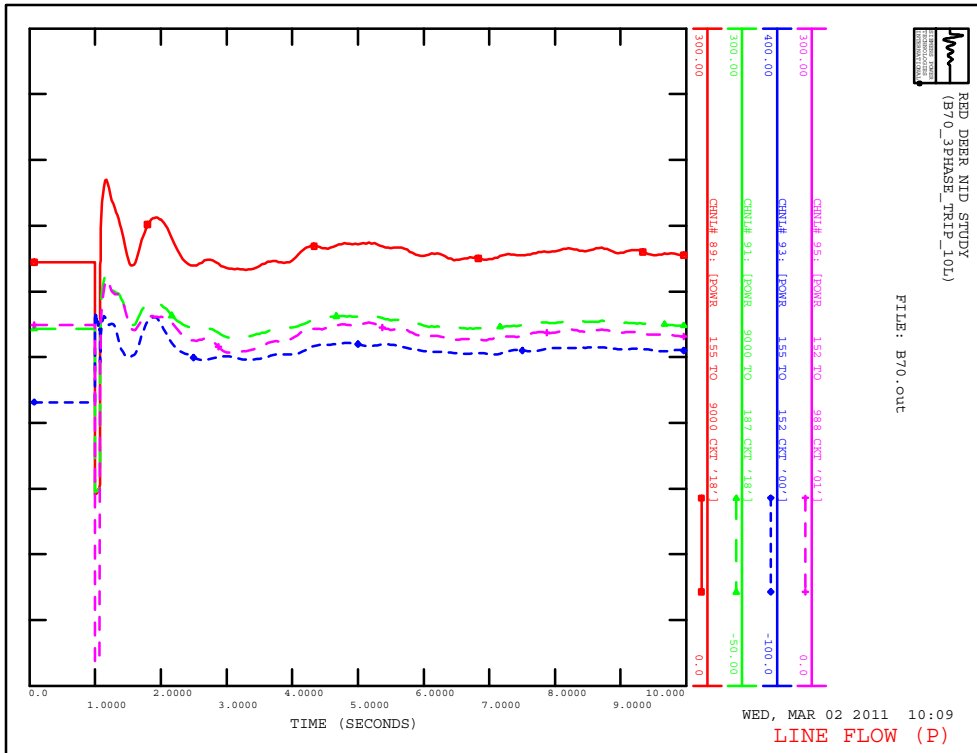

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

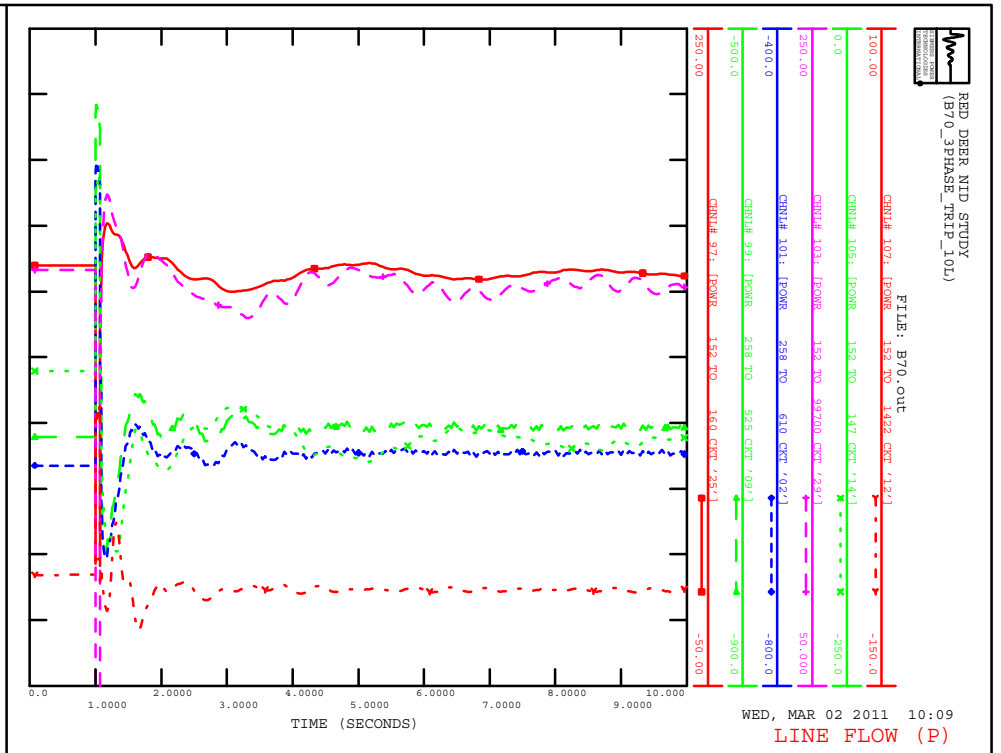

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

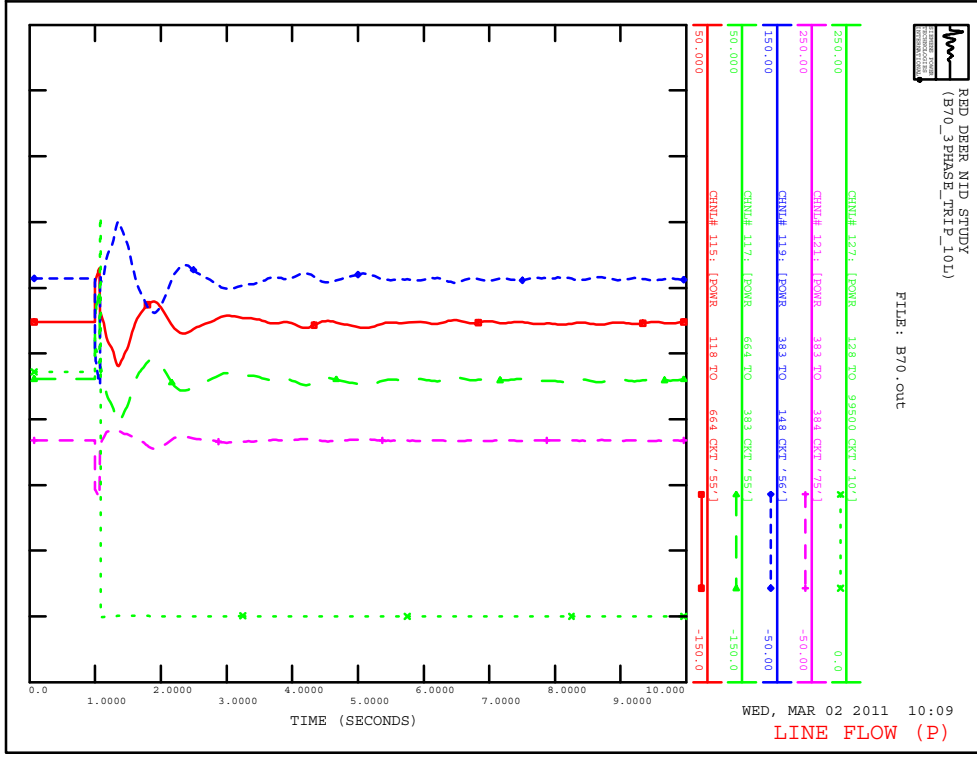

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

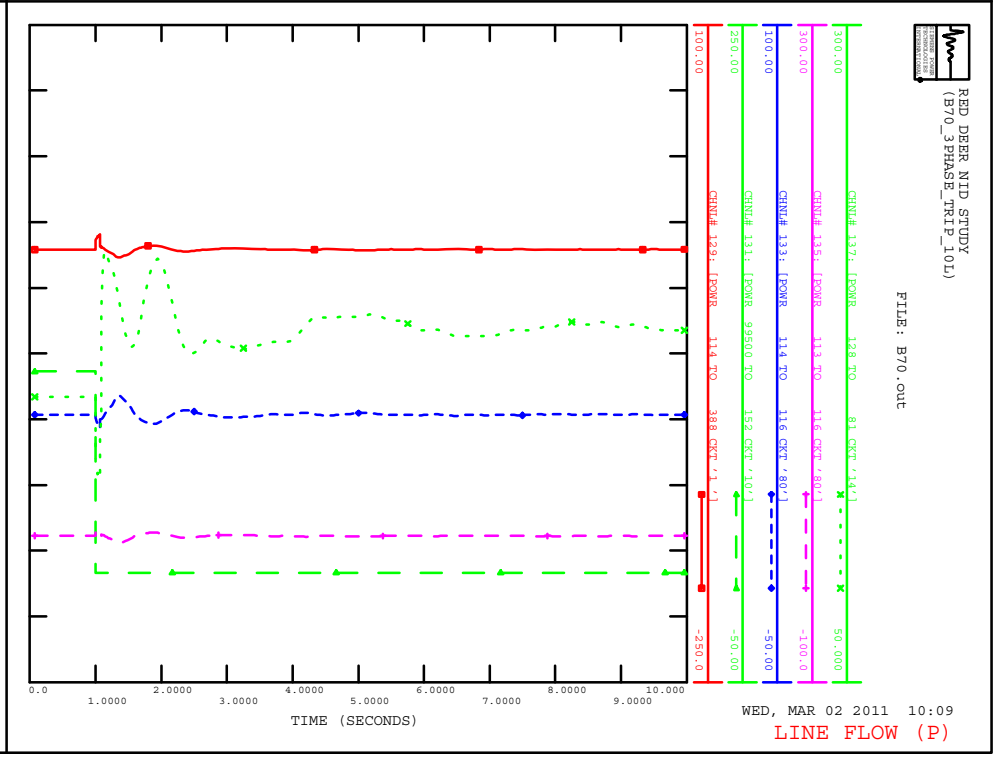

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

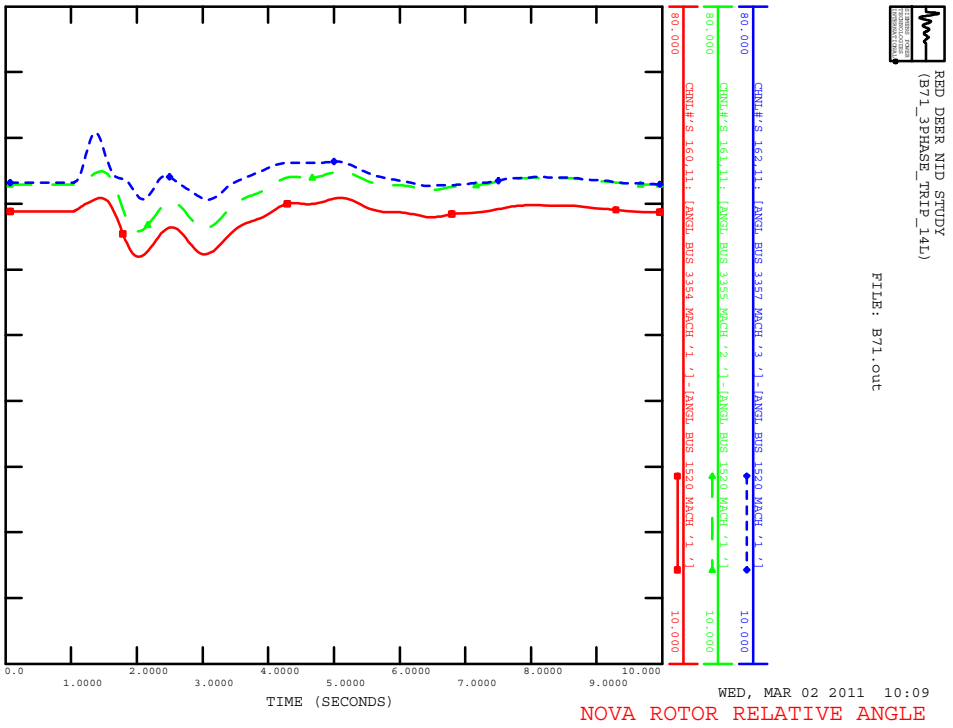

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

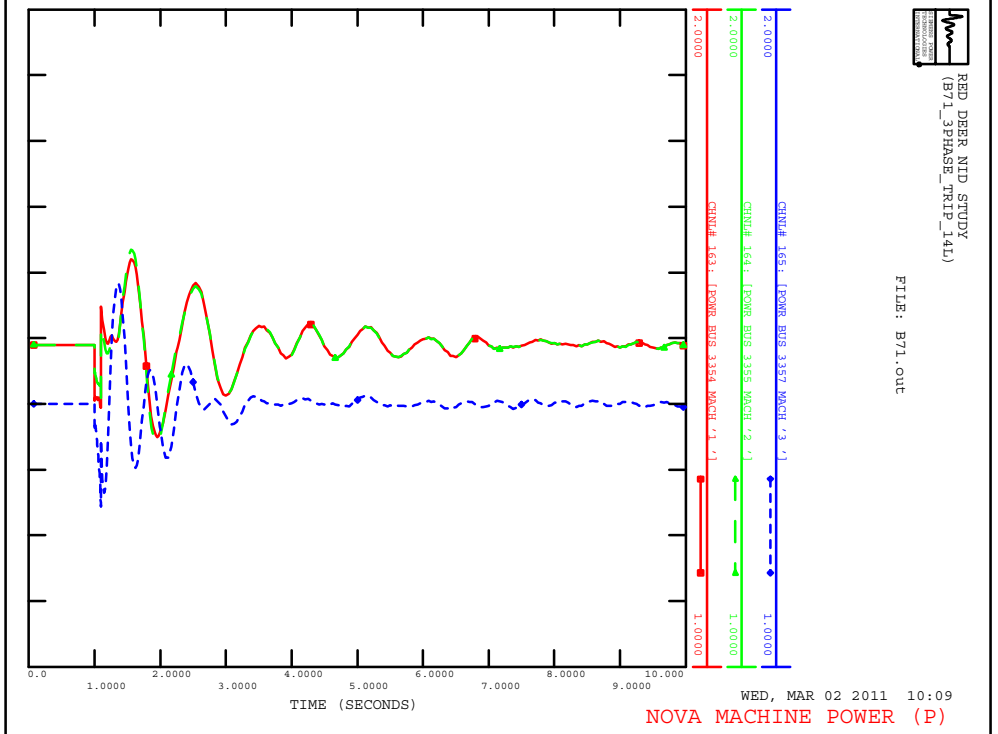

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

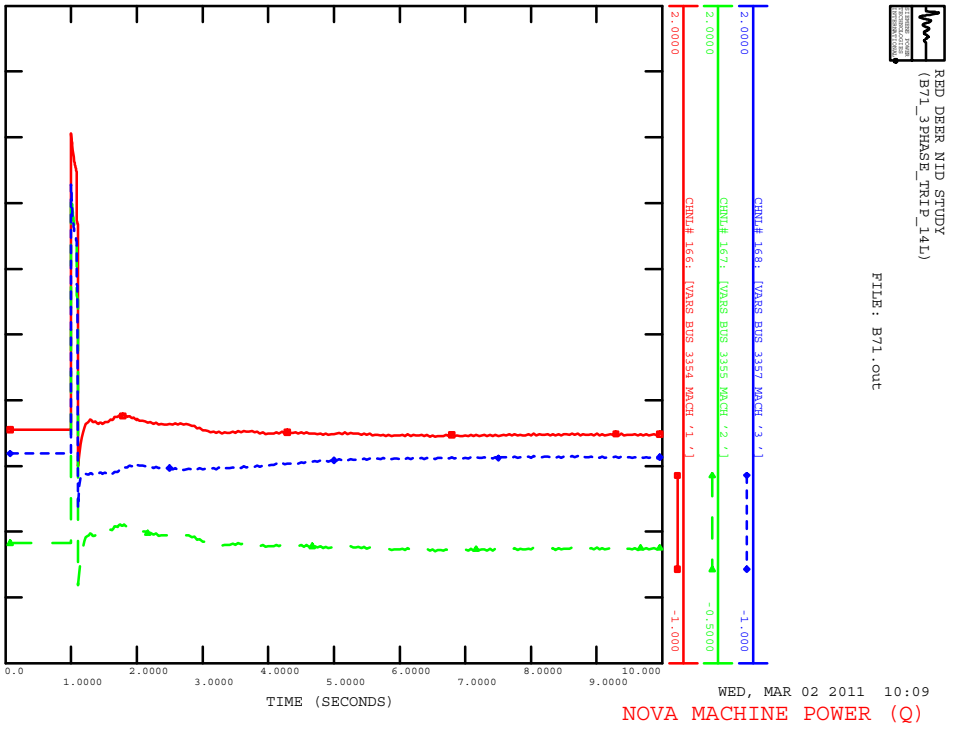

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

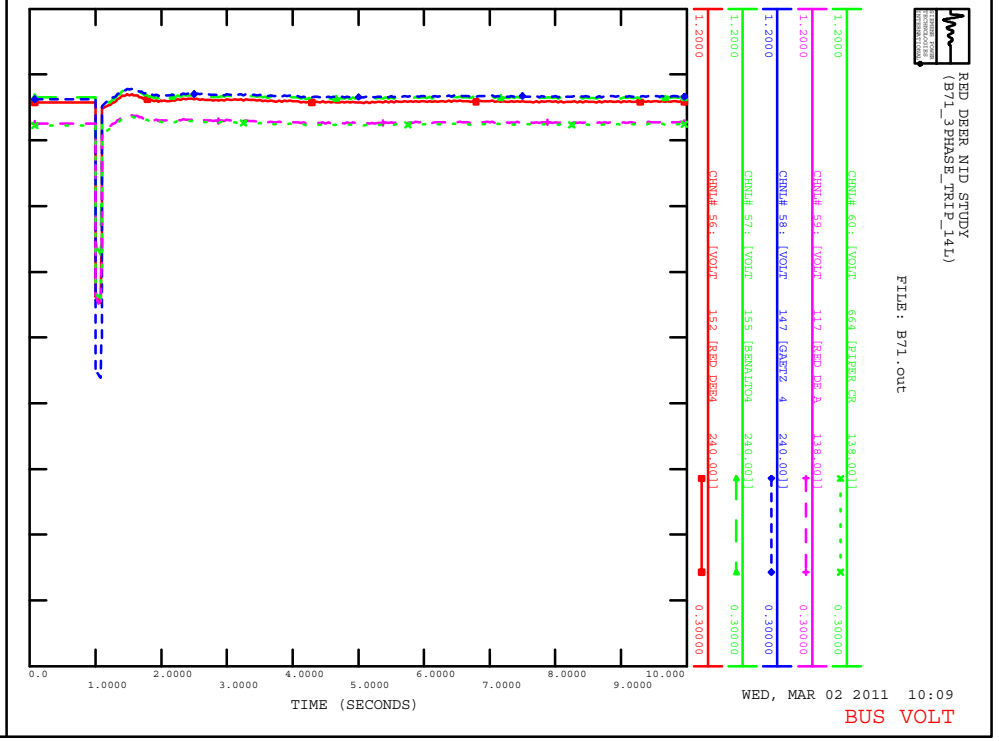

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

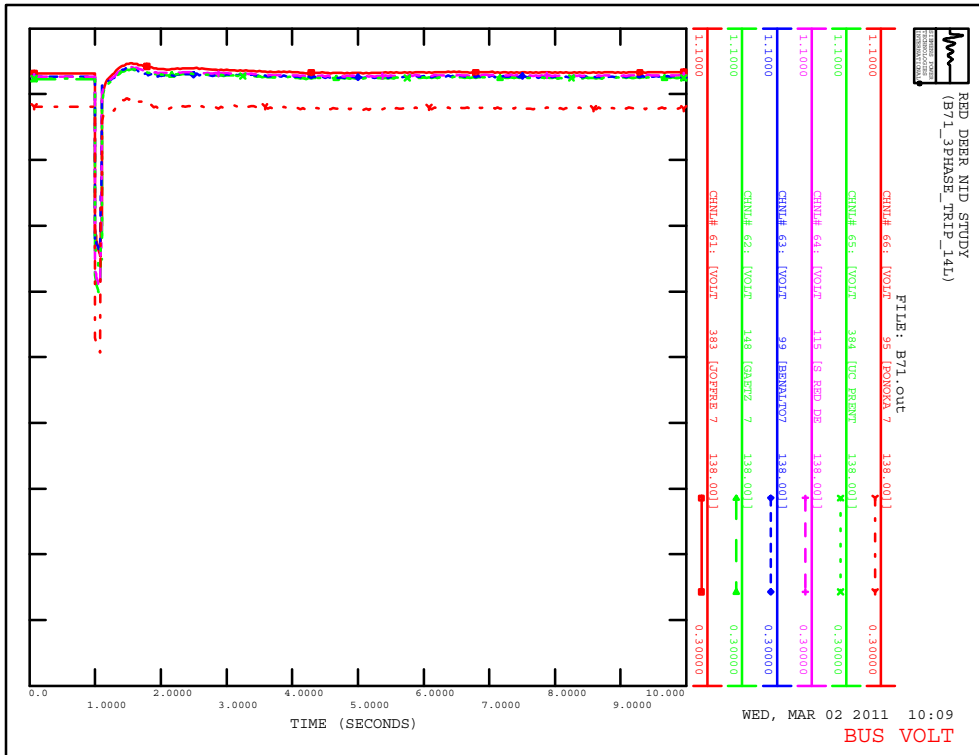

RED DEER NID STUDY
(B70_3PHASE_TRIP_10L)
FILE: B70.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

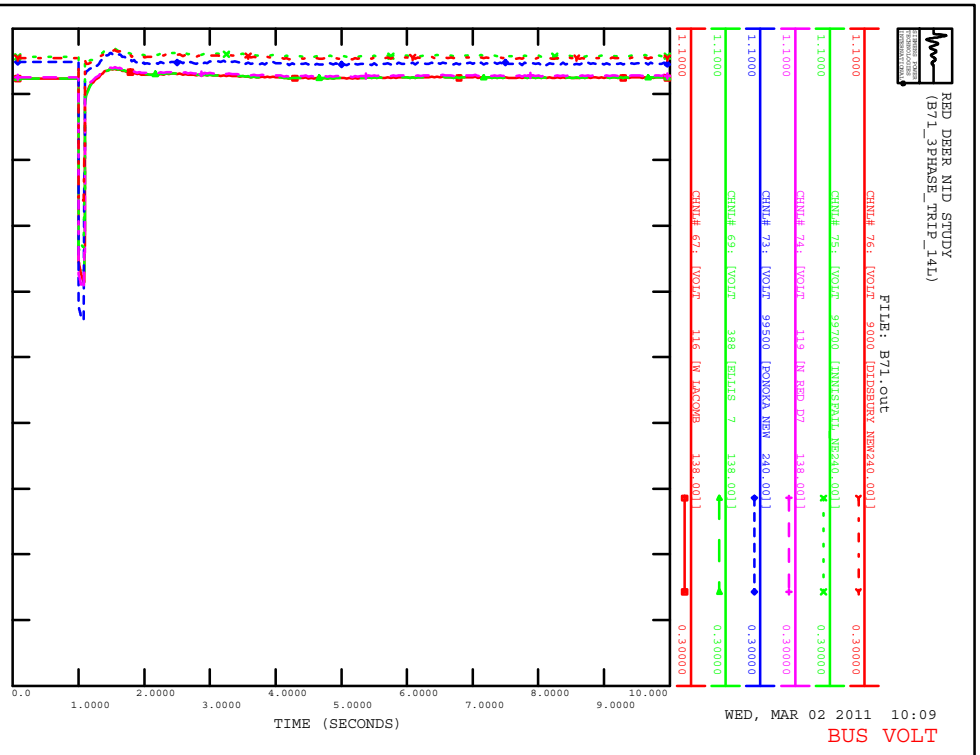

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

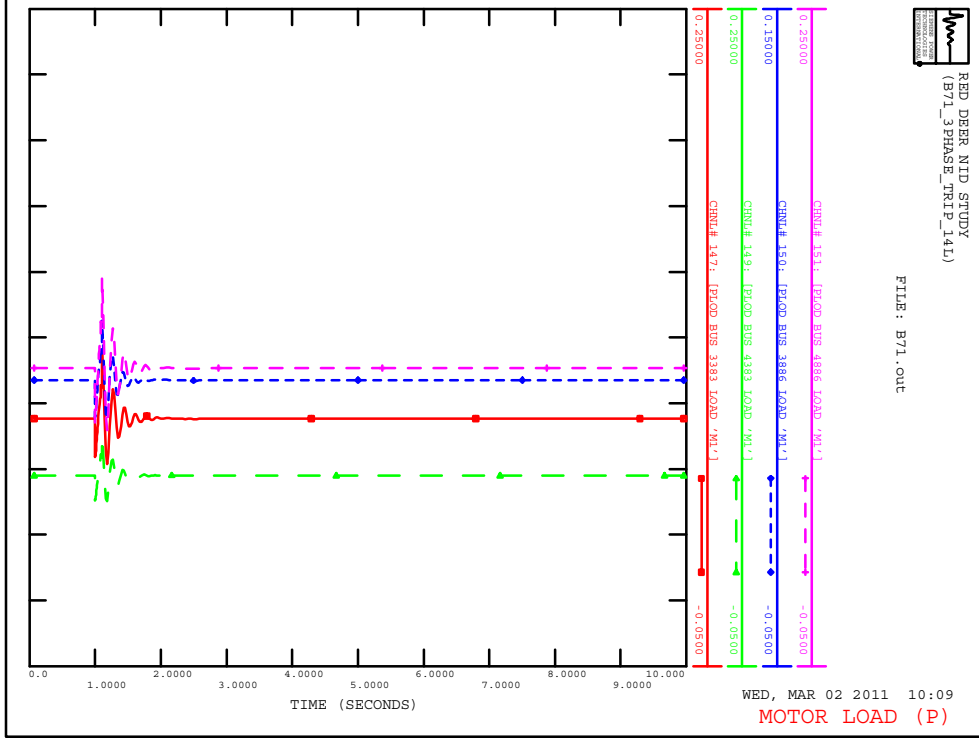

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

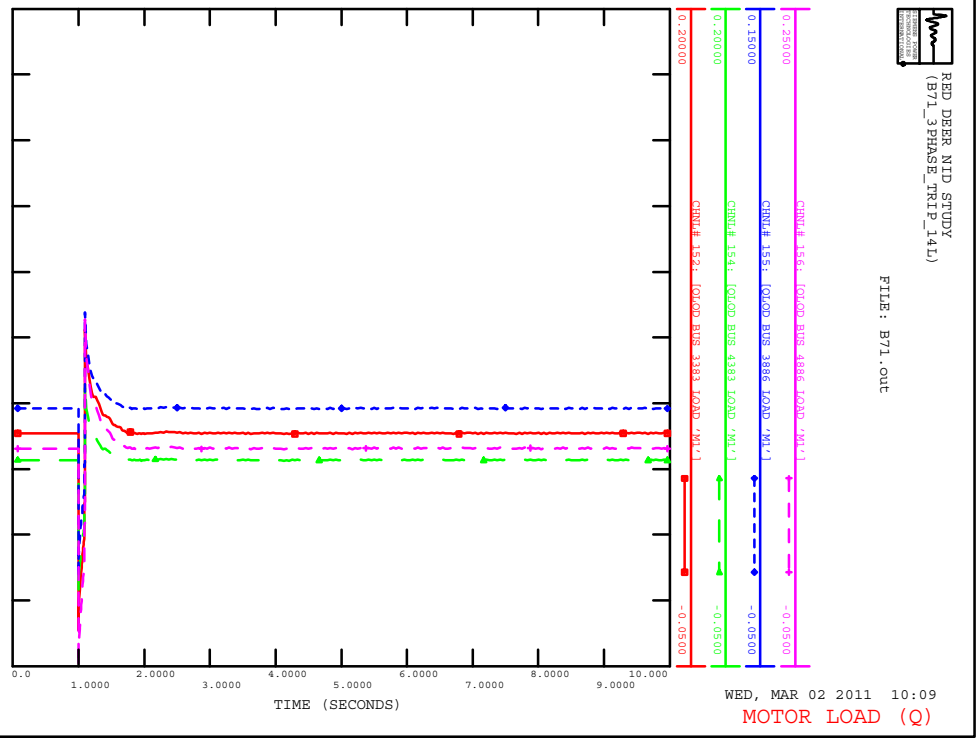

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

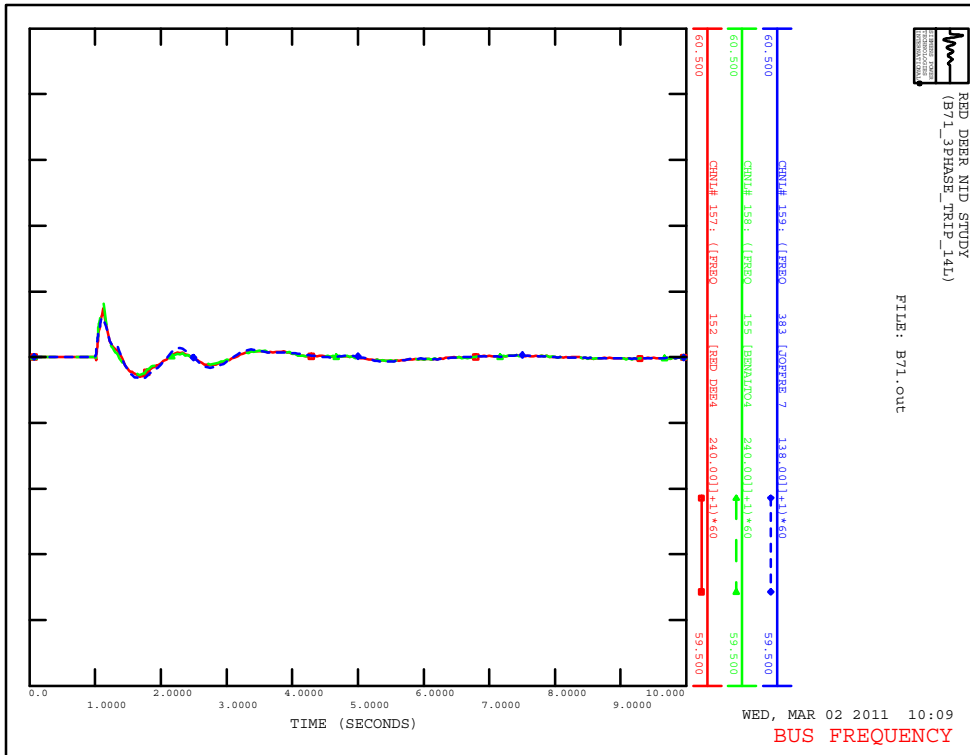

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

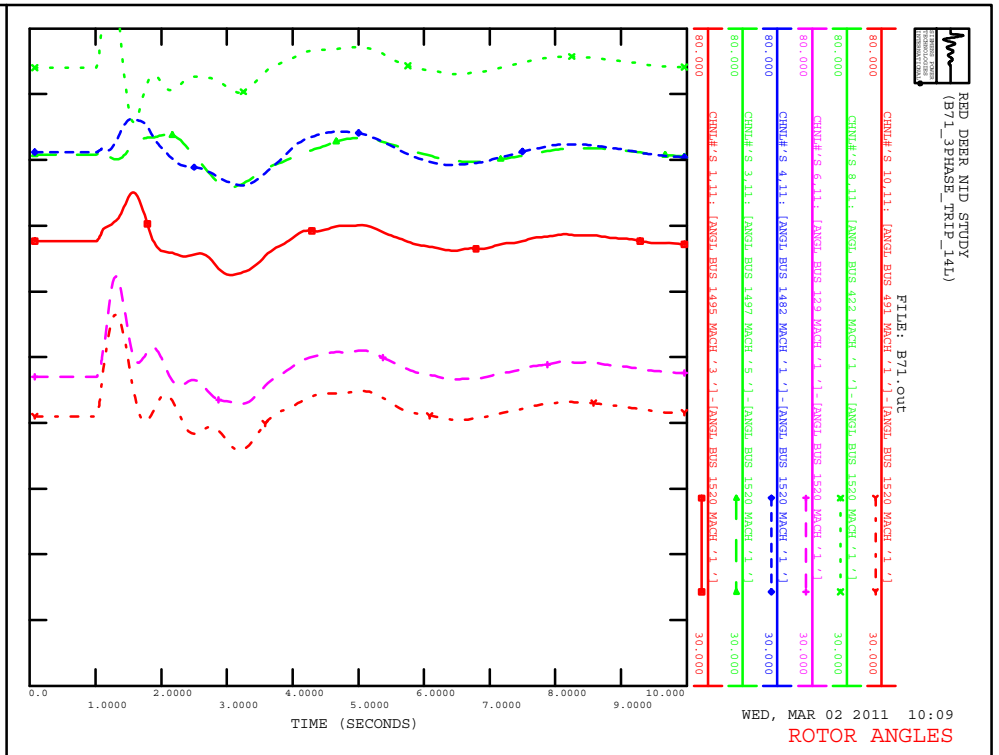

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC FRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

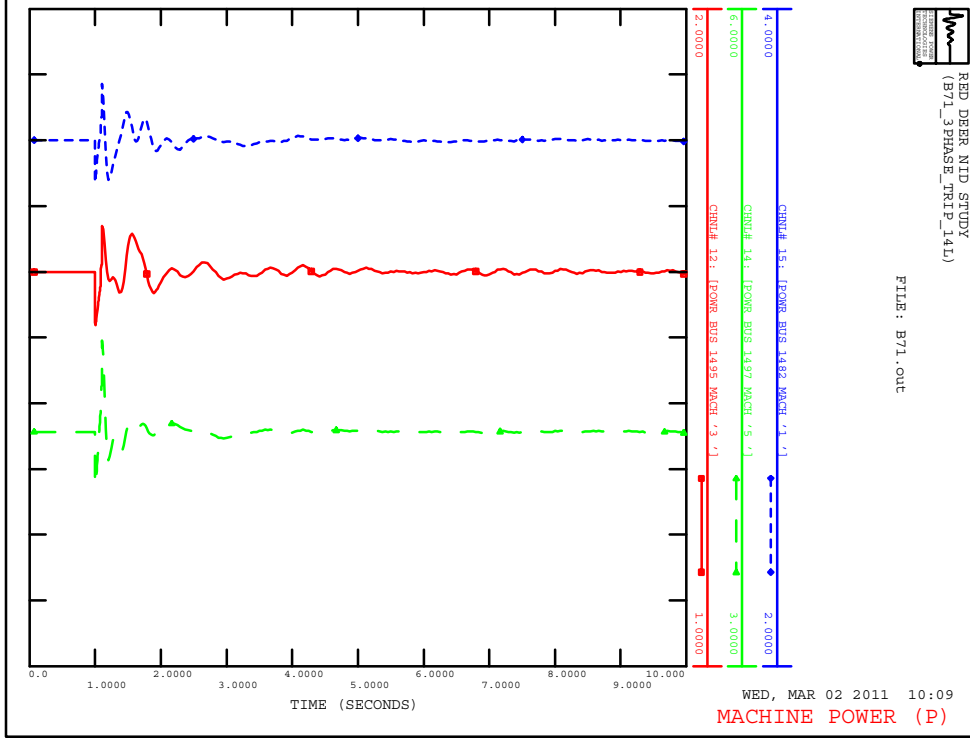

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

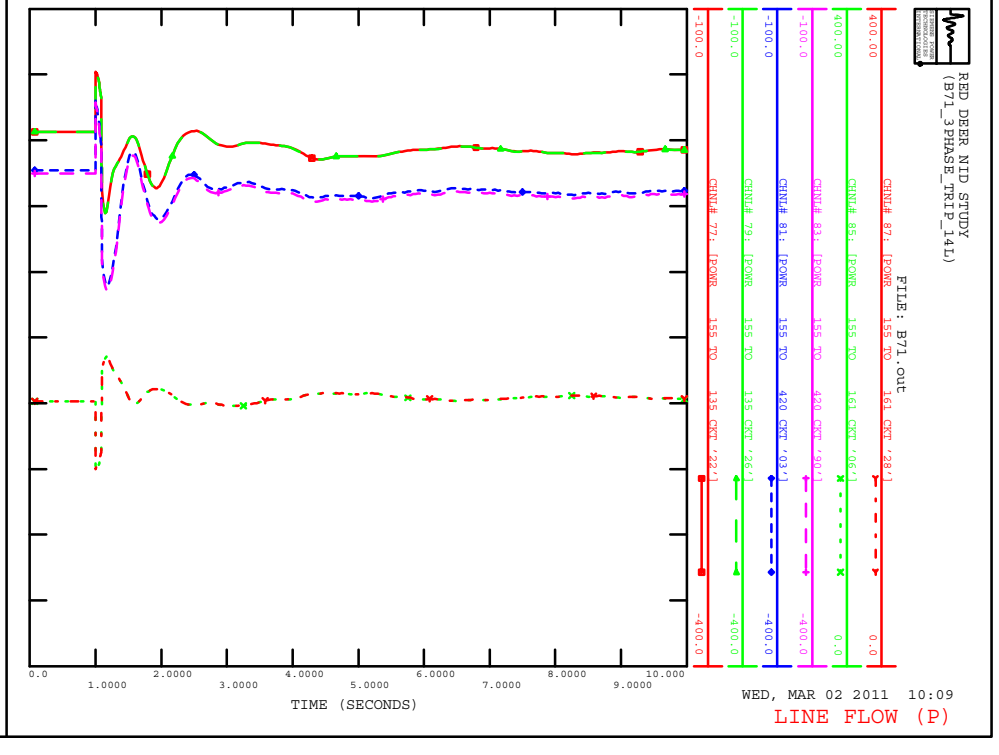

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

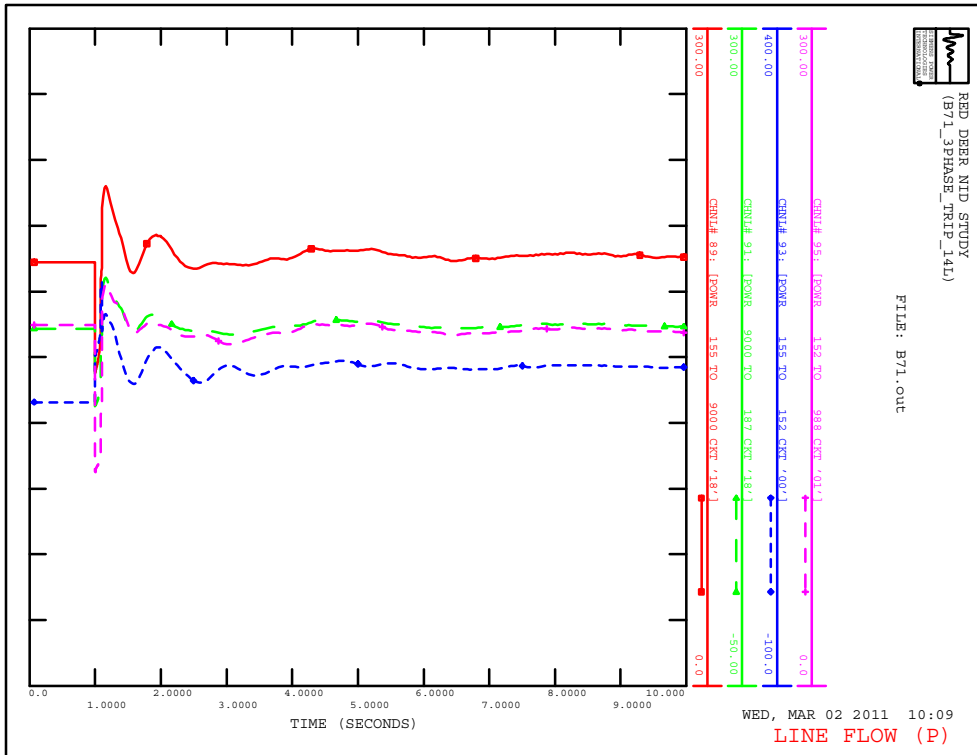

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

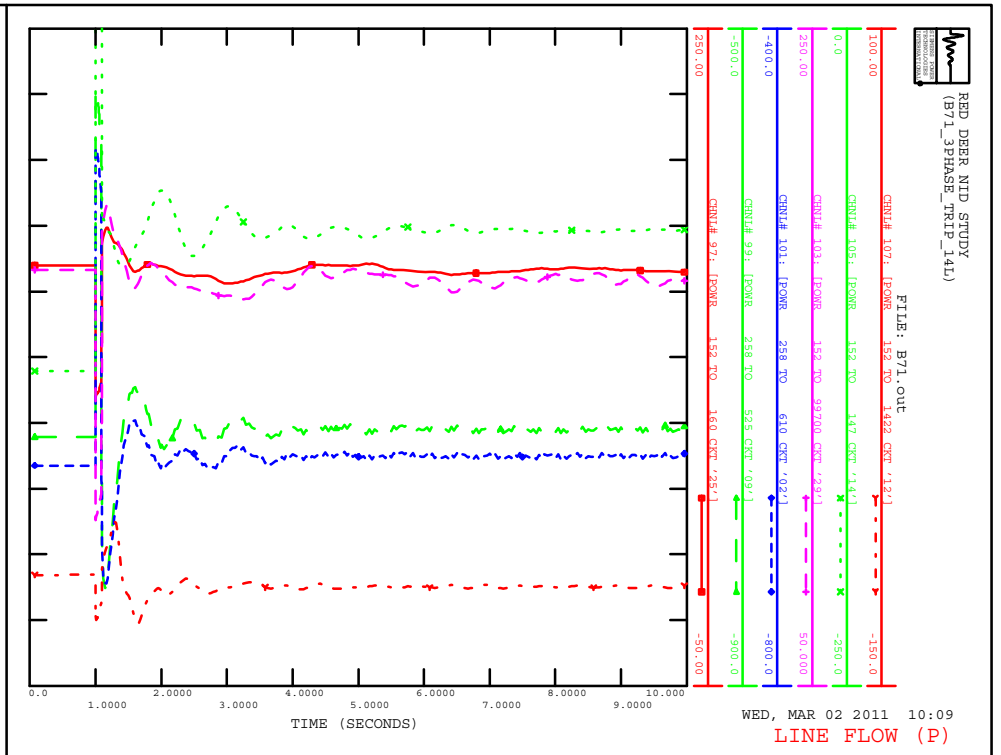

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

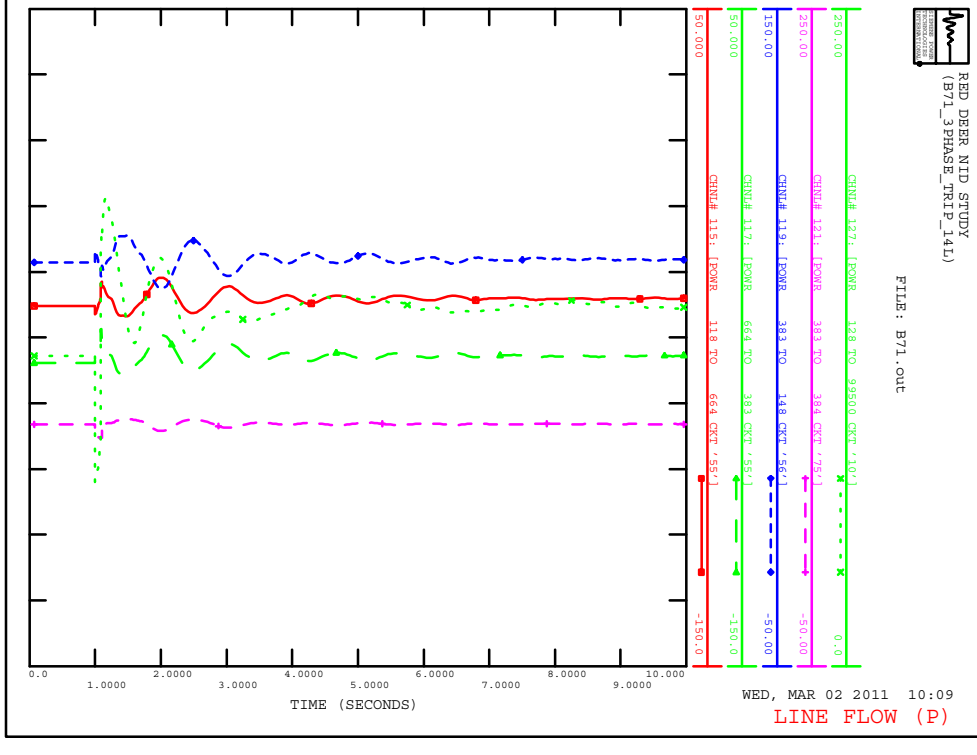

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

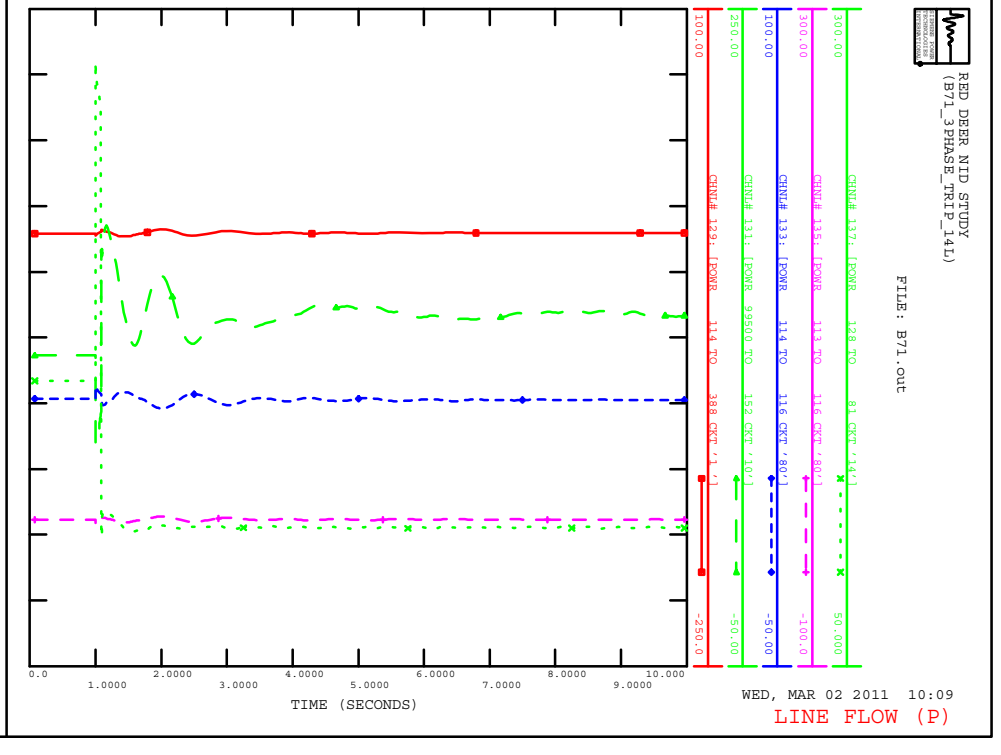

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

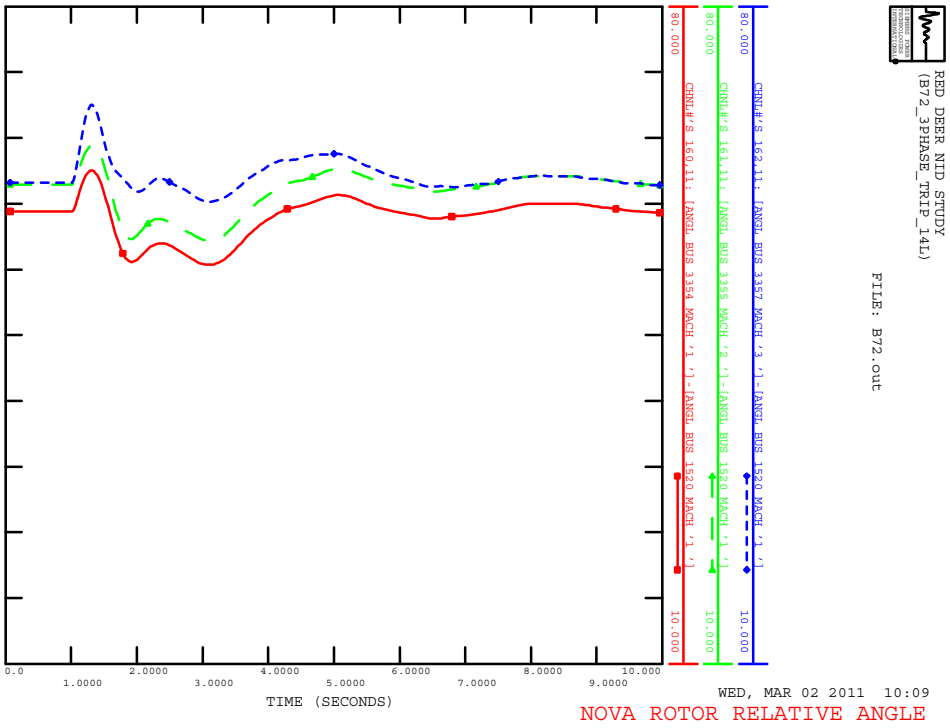

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

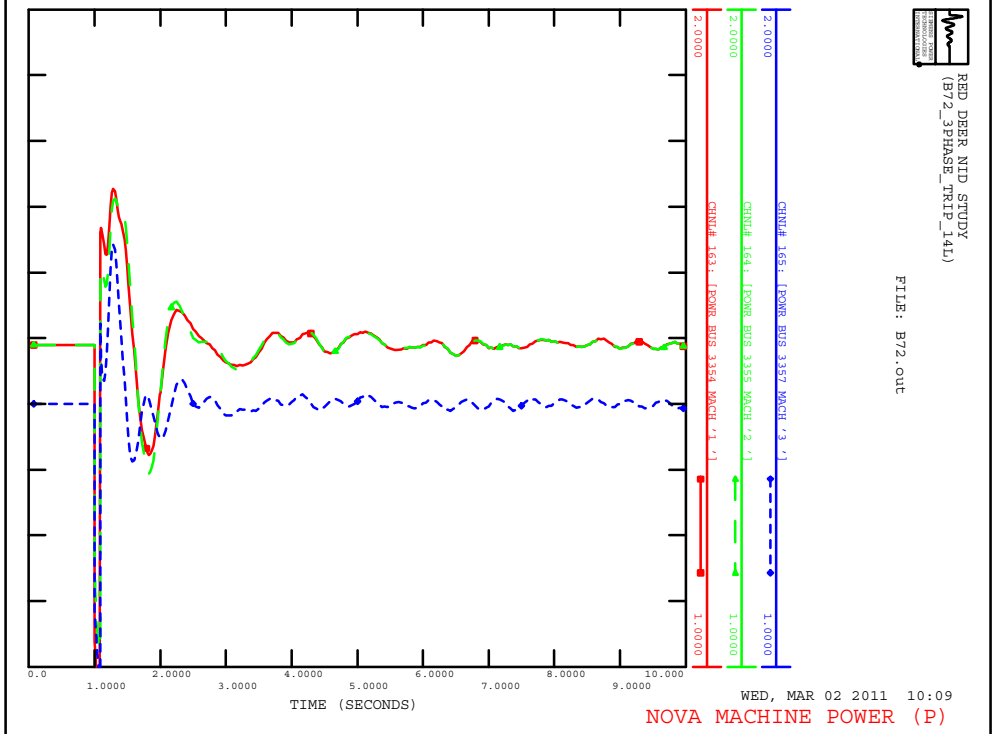

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

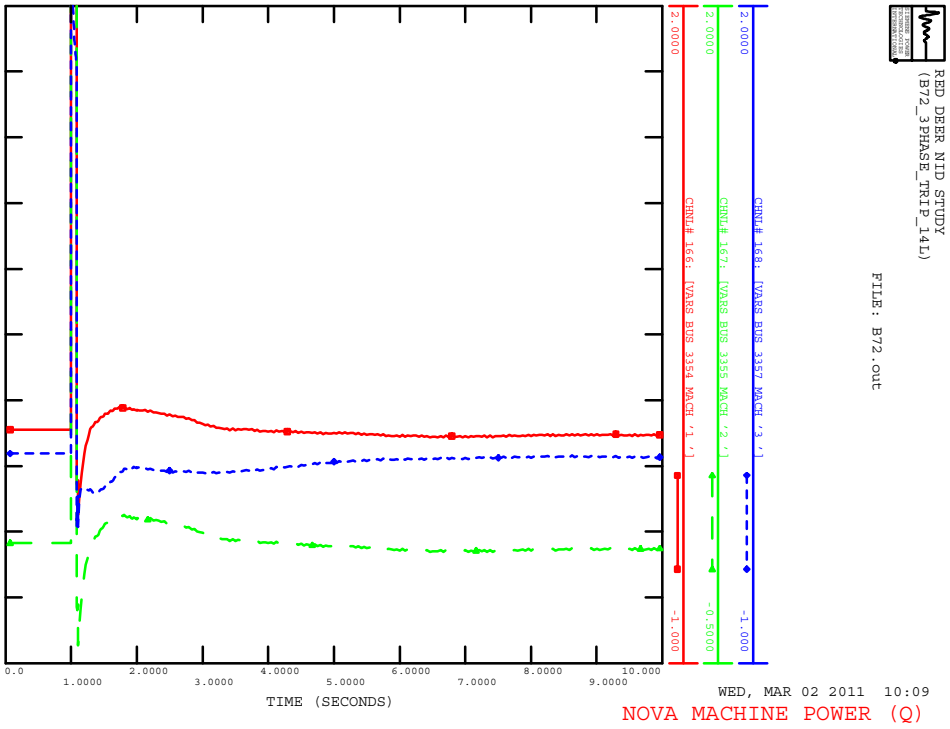

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

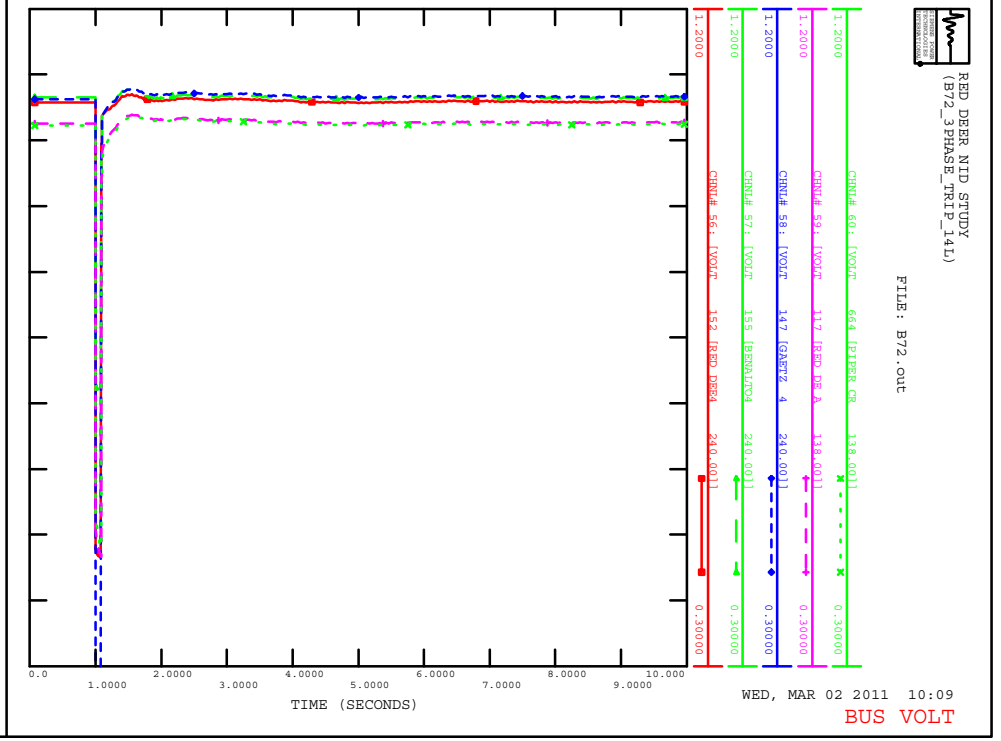

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

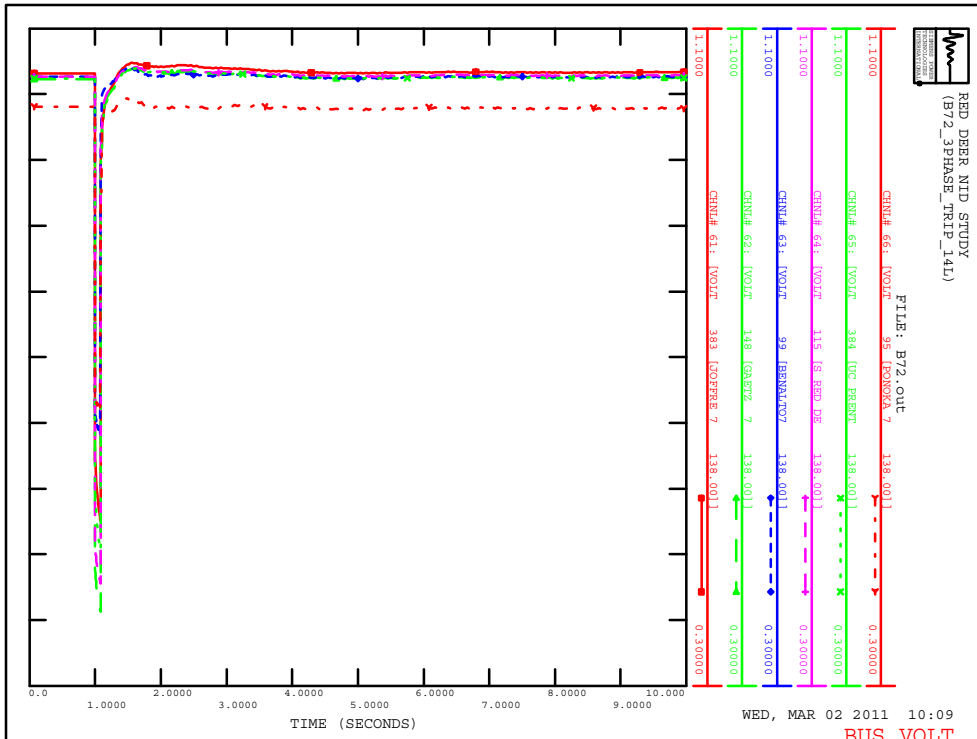

RED DEER NID STUDY
(B71_3PHASE_TRIP_14L)
FILE: B71.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

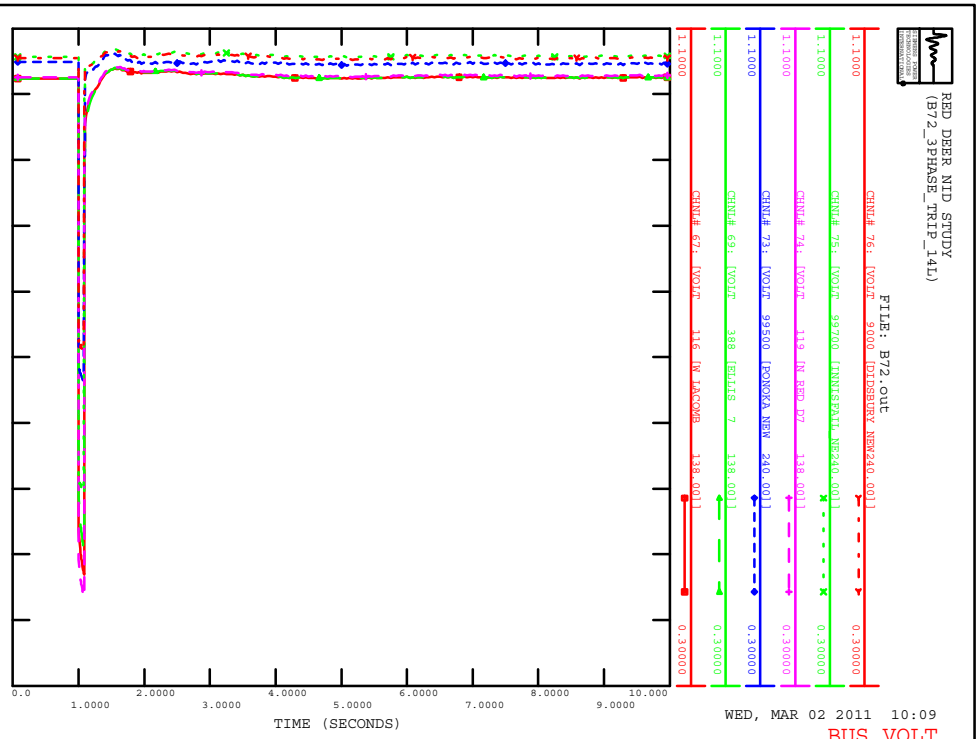

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

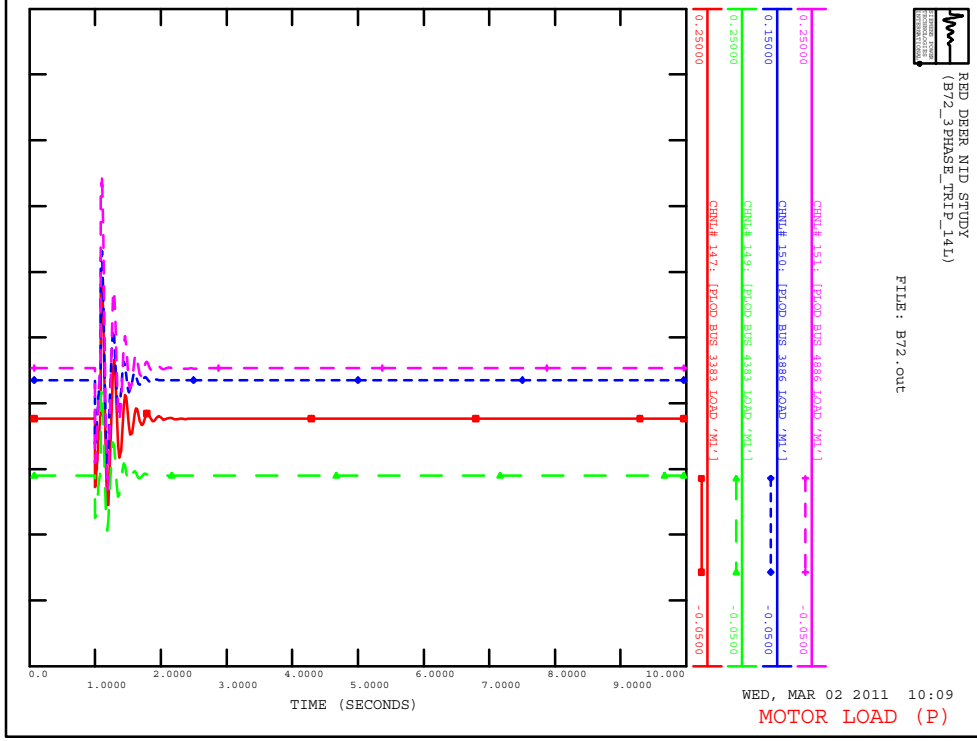

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

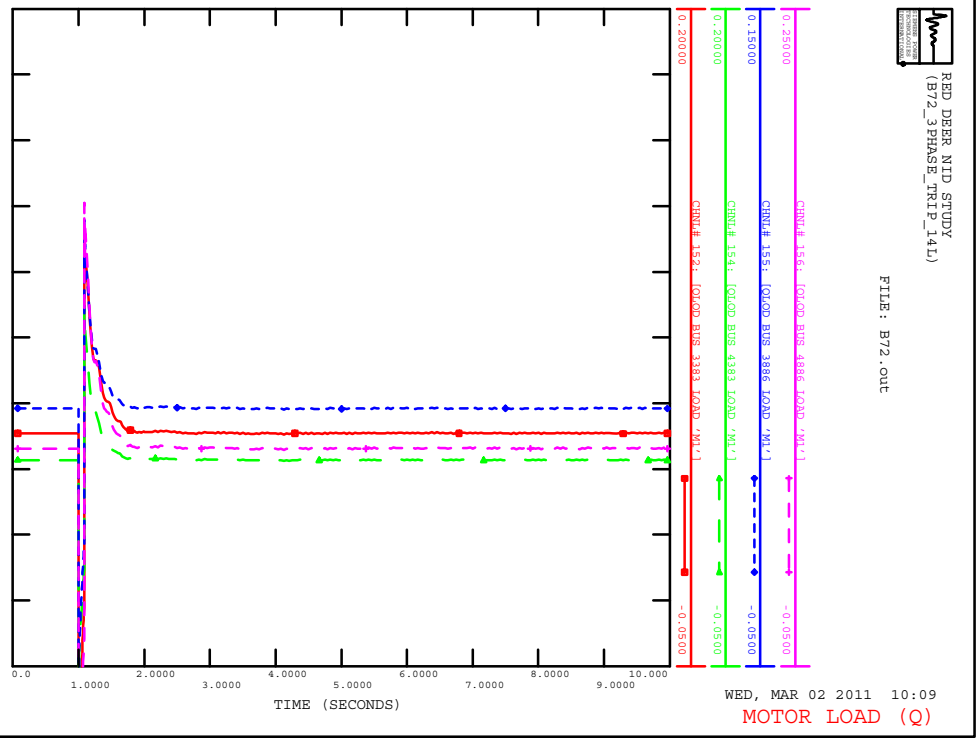

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

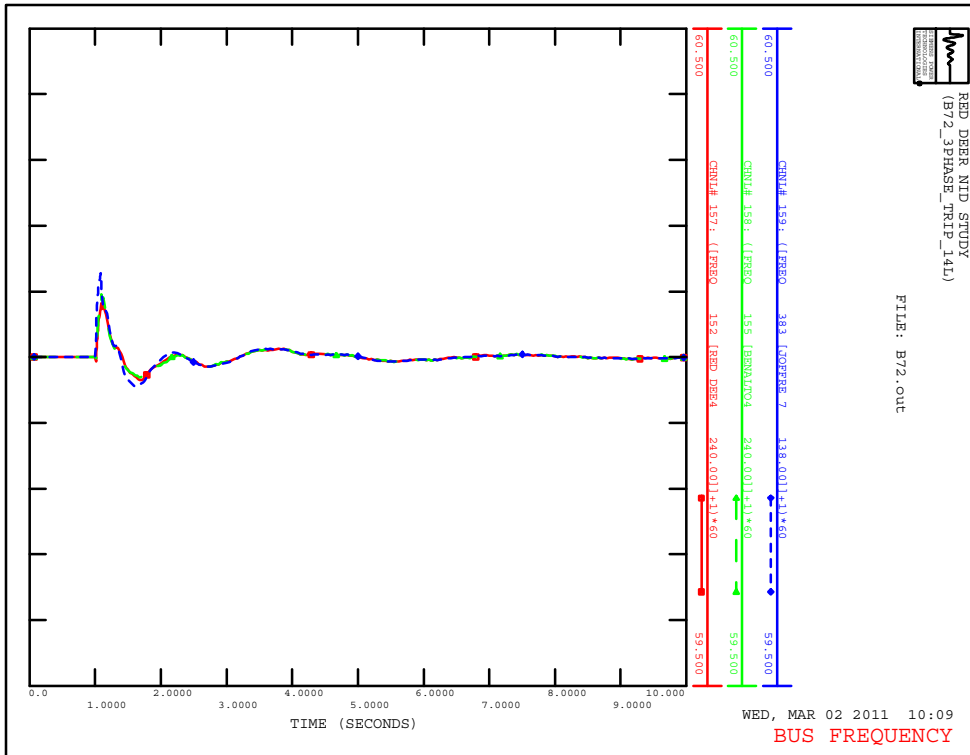

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

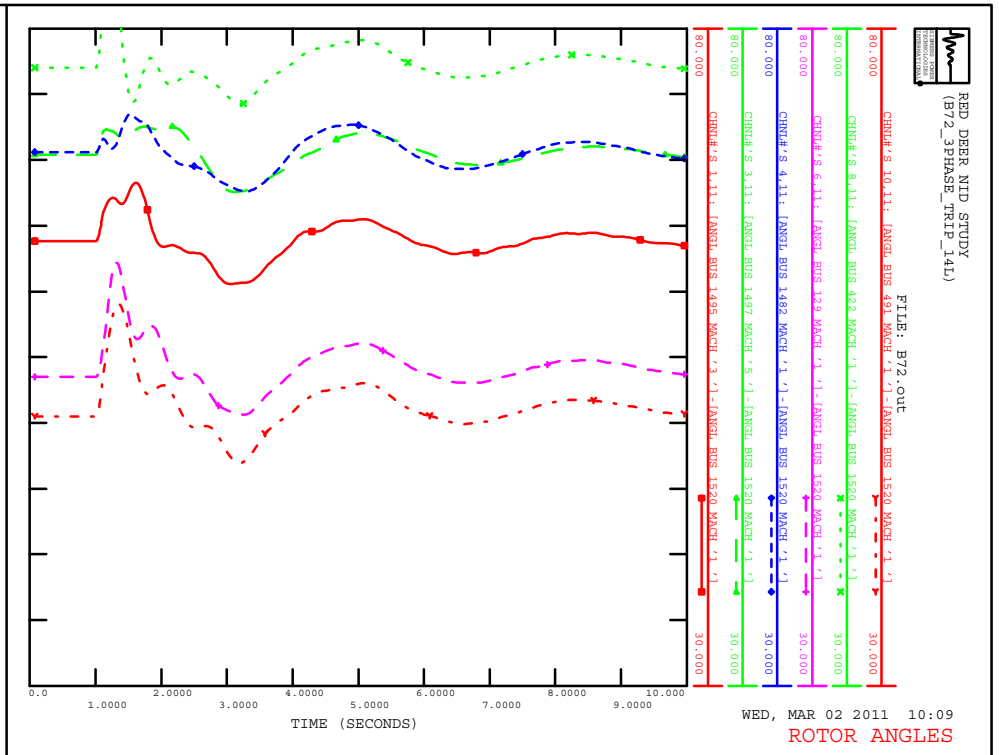

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 61: [VOLT 383 [OOFER 7 138.001]
CHNL# 62: [VOLT 148 [GALE72 7 138.001]
CHNL# 63: [VOLT 99 [BENALTO7 138.001]
CHNL# 64: [VOLT 115 [S RED DE 138.001]
CHNL# 65: [VOLT 384 [UC PRENT 138.001]
CHNL# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

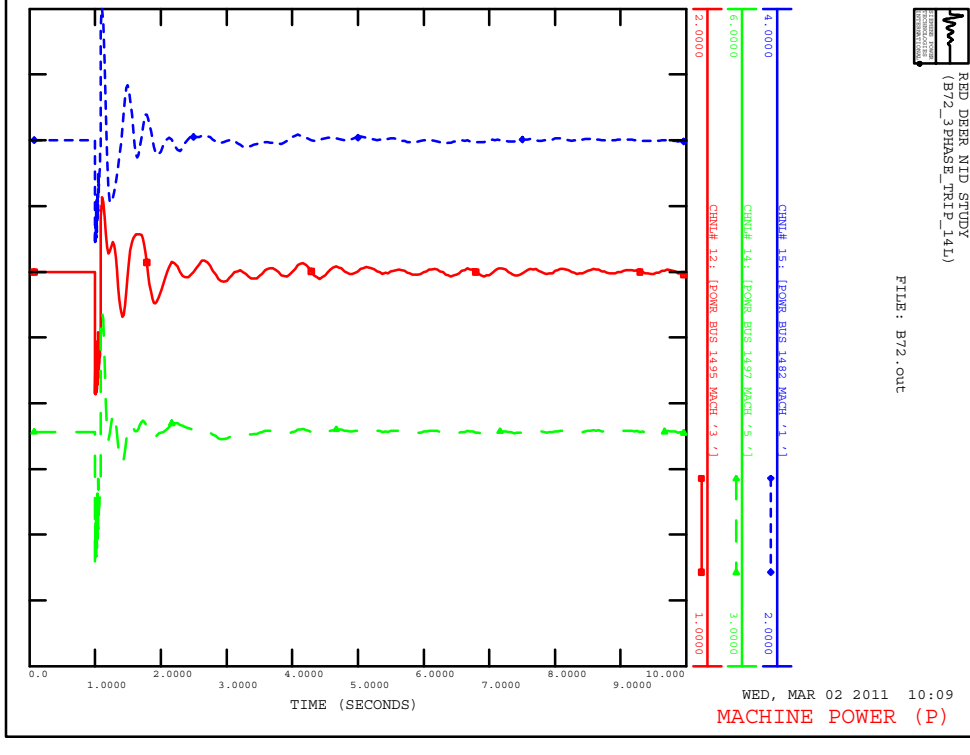

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 67: [VOLT 116 [N JACOMB 138.001]
CHNL# 68: [VOLT 388 [EDJIS 7 138.001]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNL# 74: [VOLT 119 [N RED P7 138.001]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

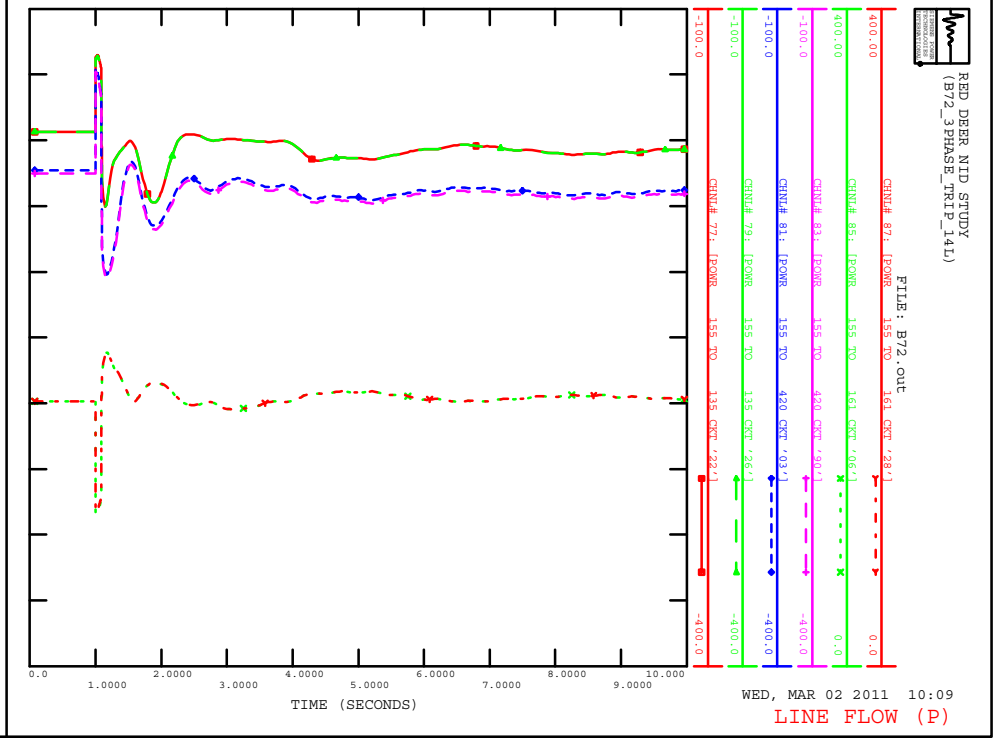

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

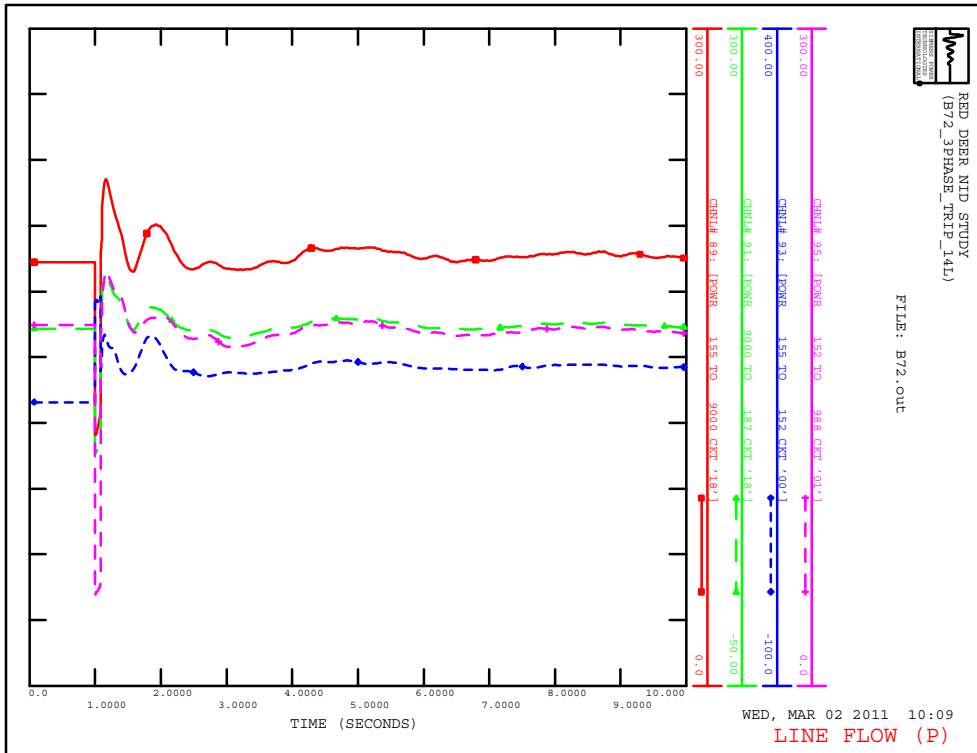

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

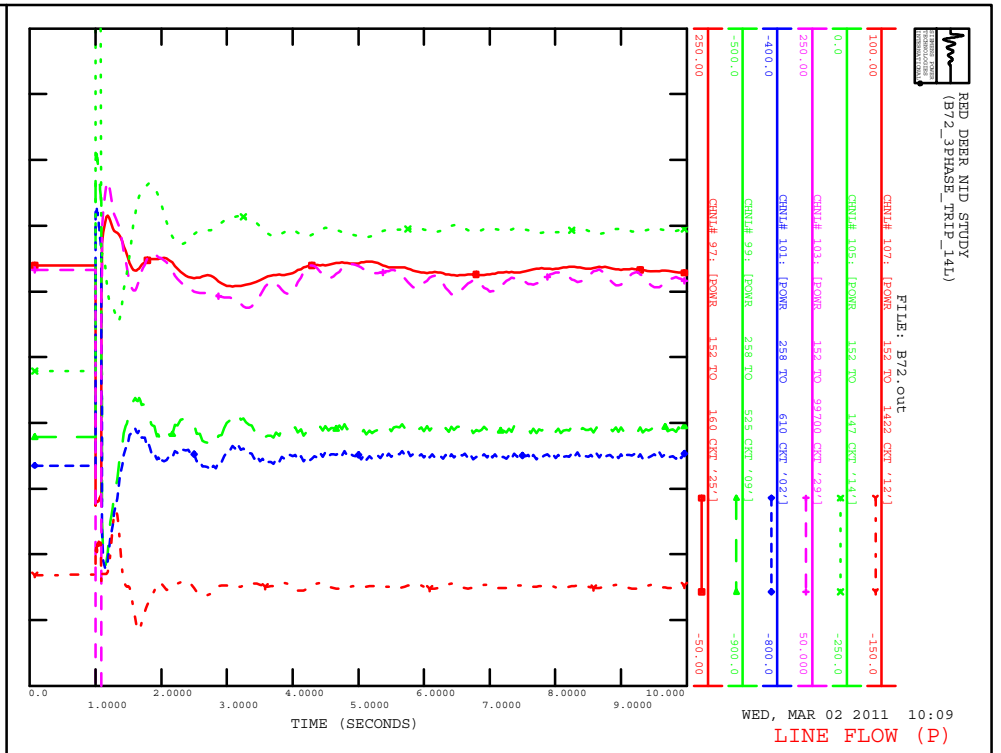

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

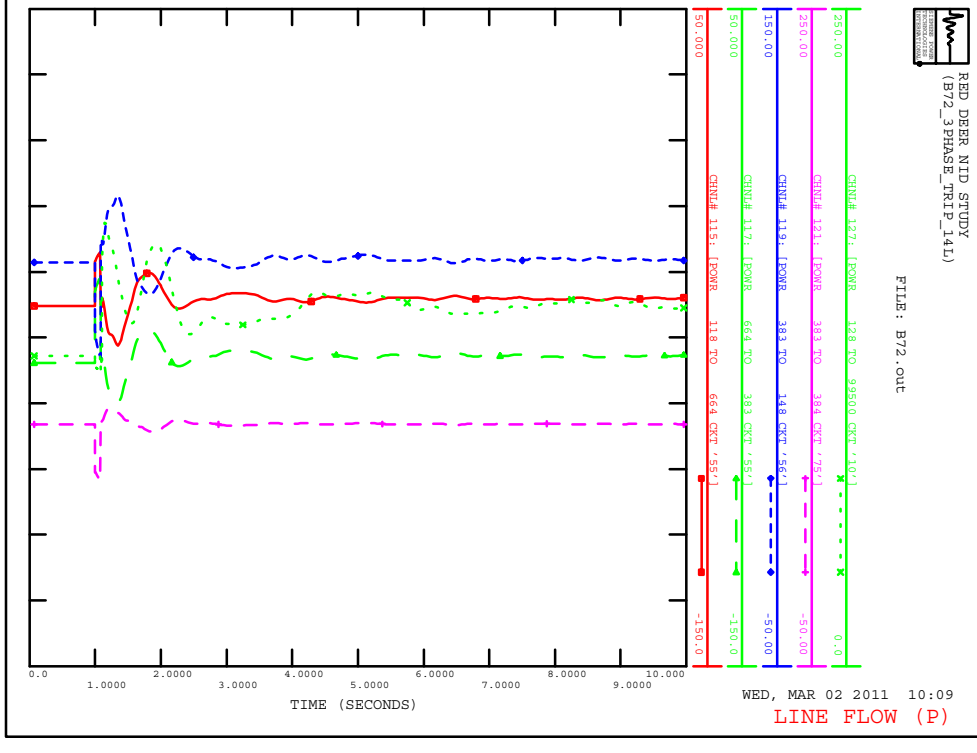

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

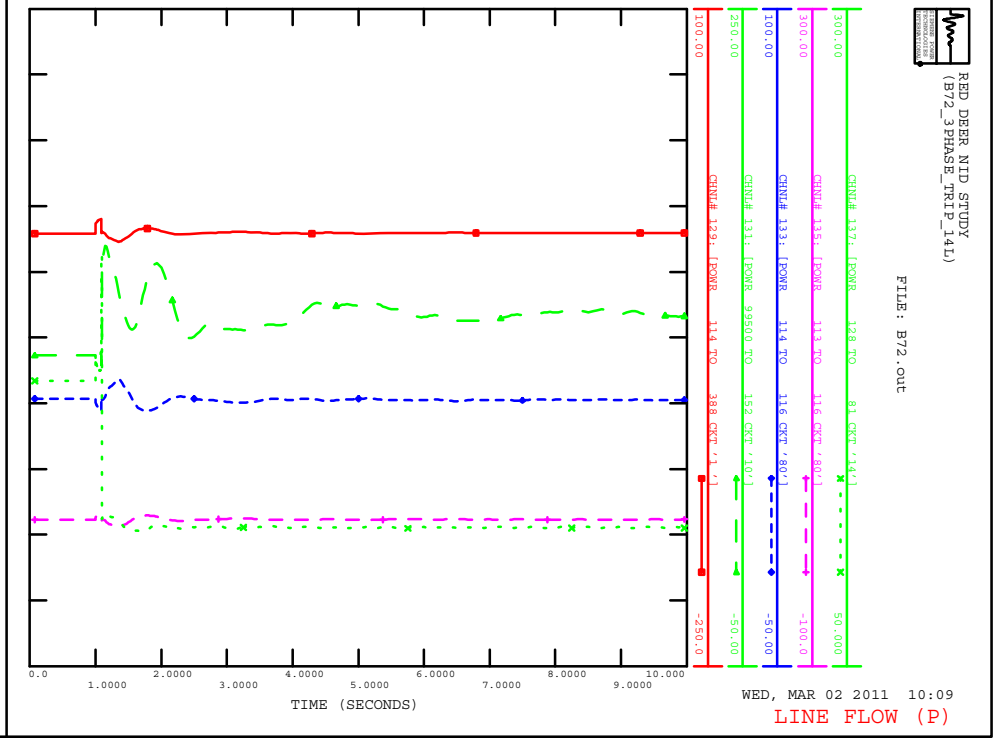

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

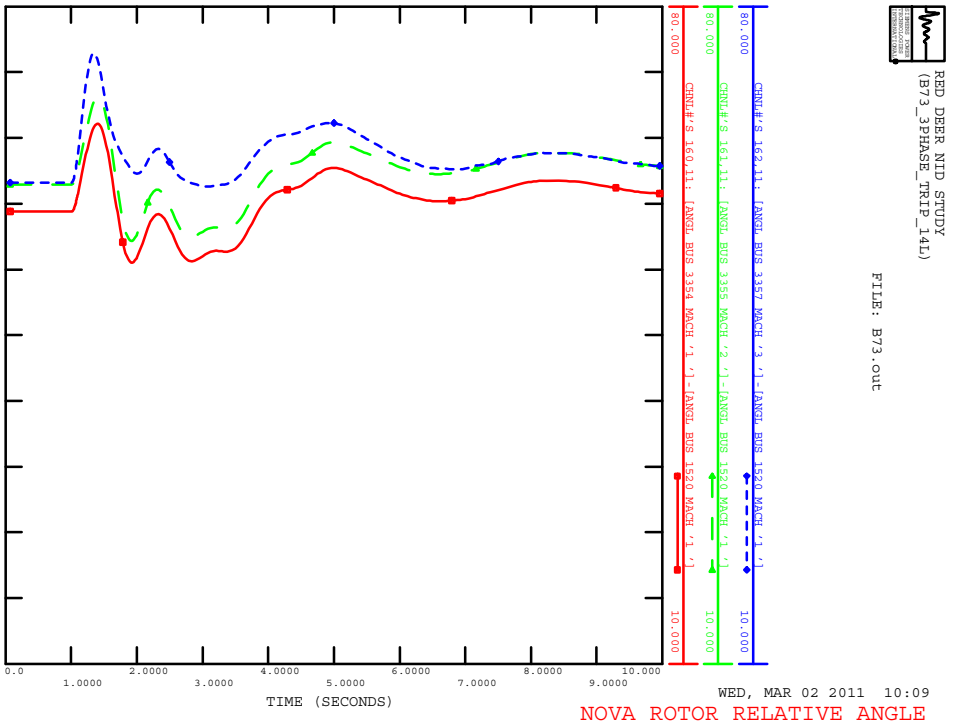

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

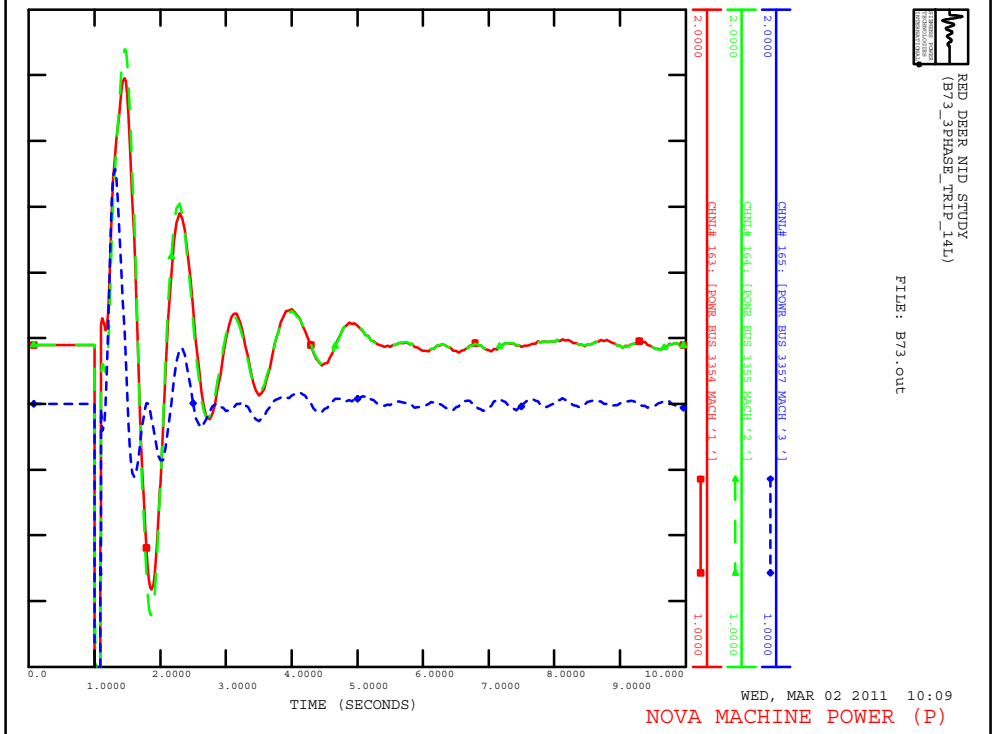

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

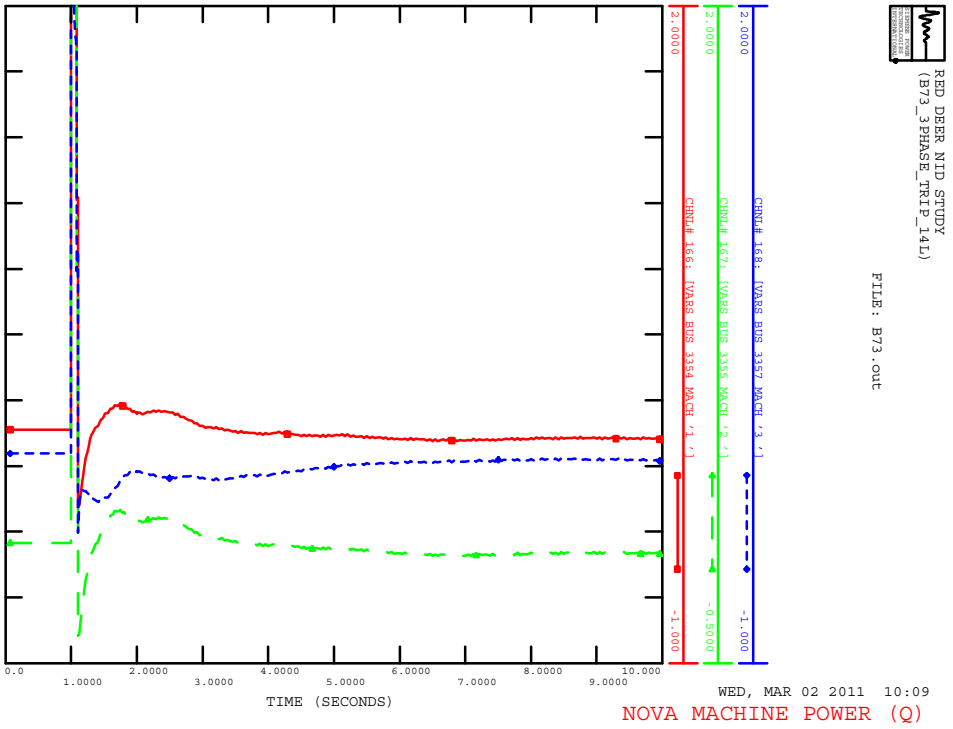

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

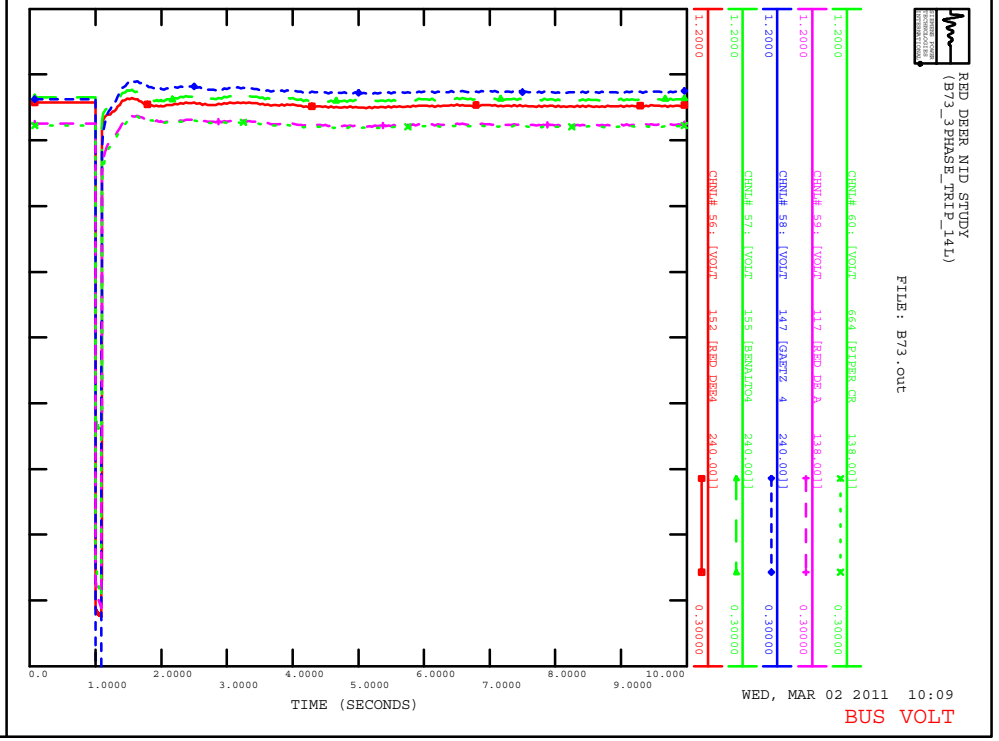

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

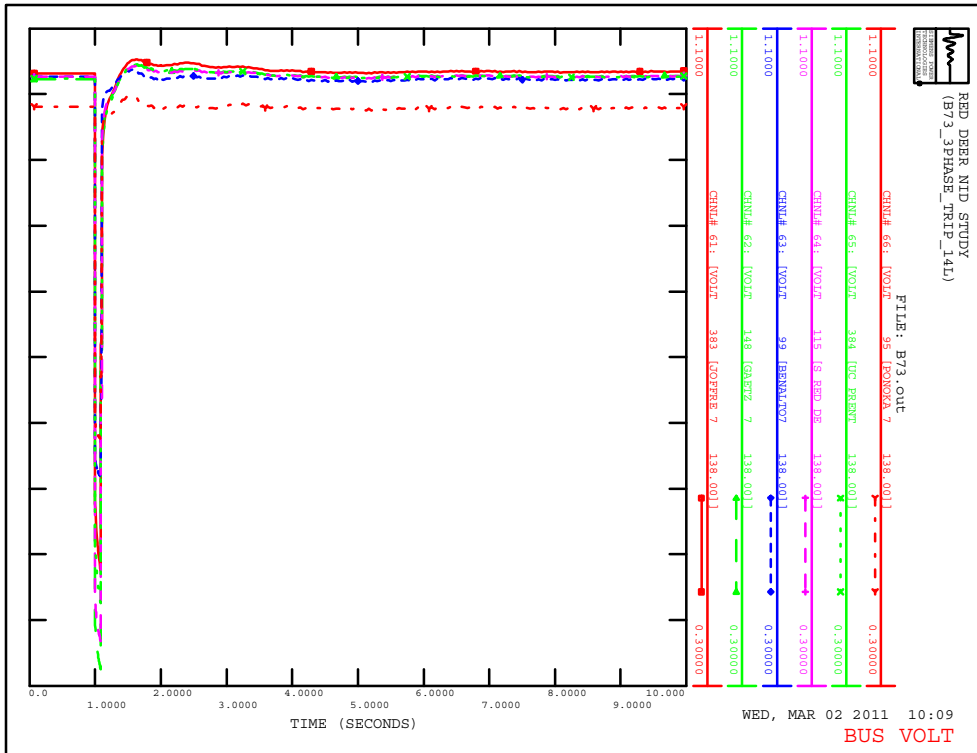

RED DEER NID STUDY
(B72_3PHASE_TRIP_14L)
FILE: B72.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

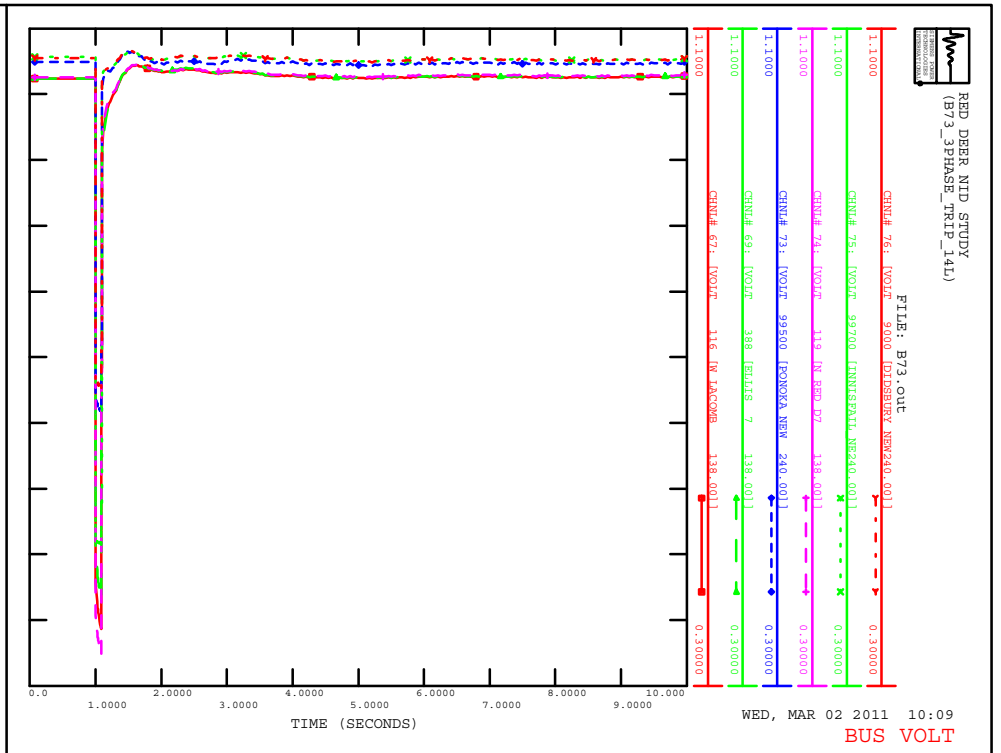

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

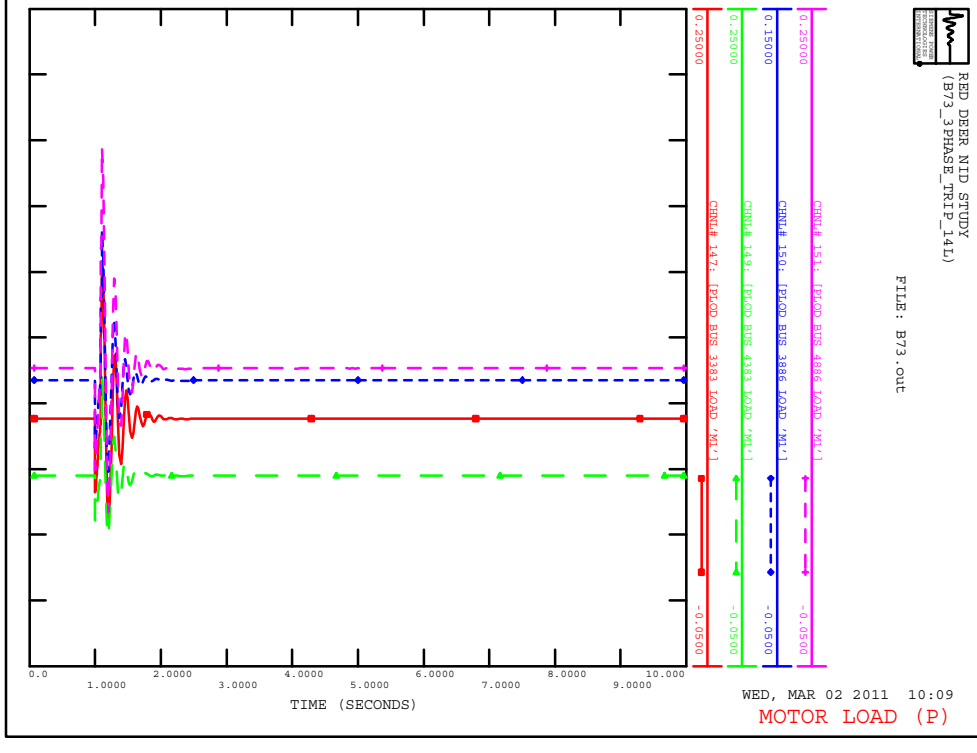

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

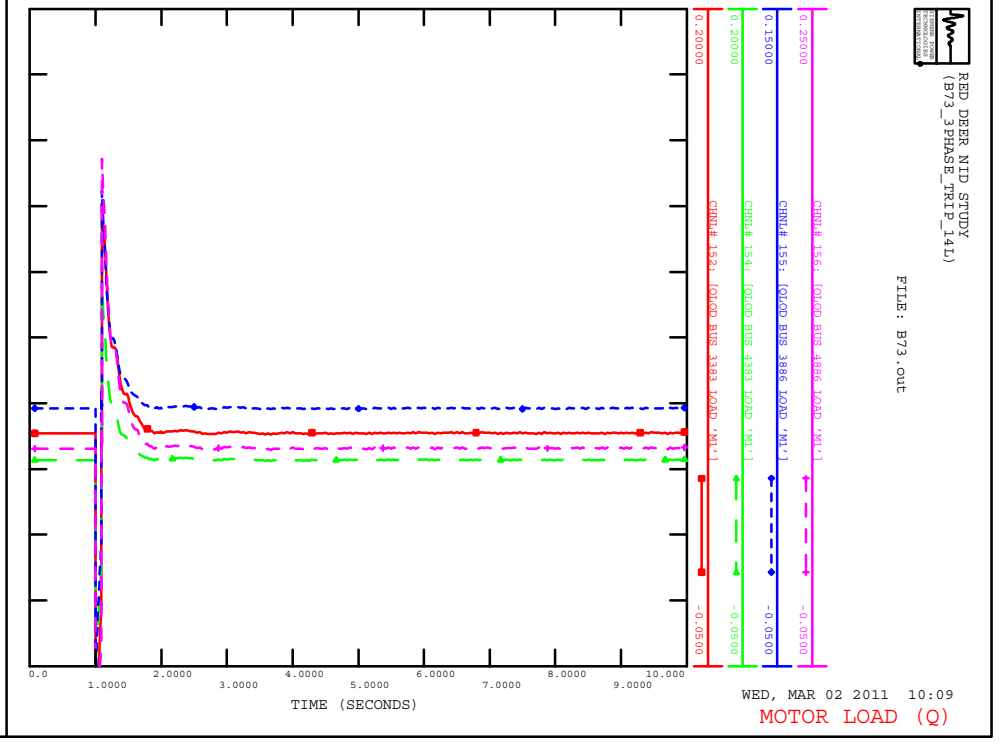

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

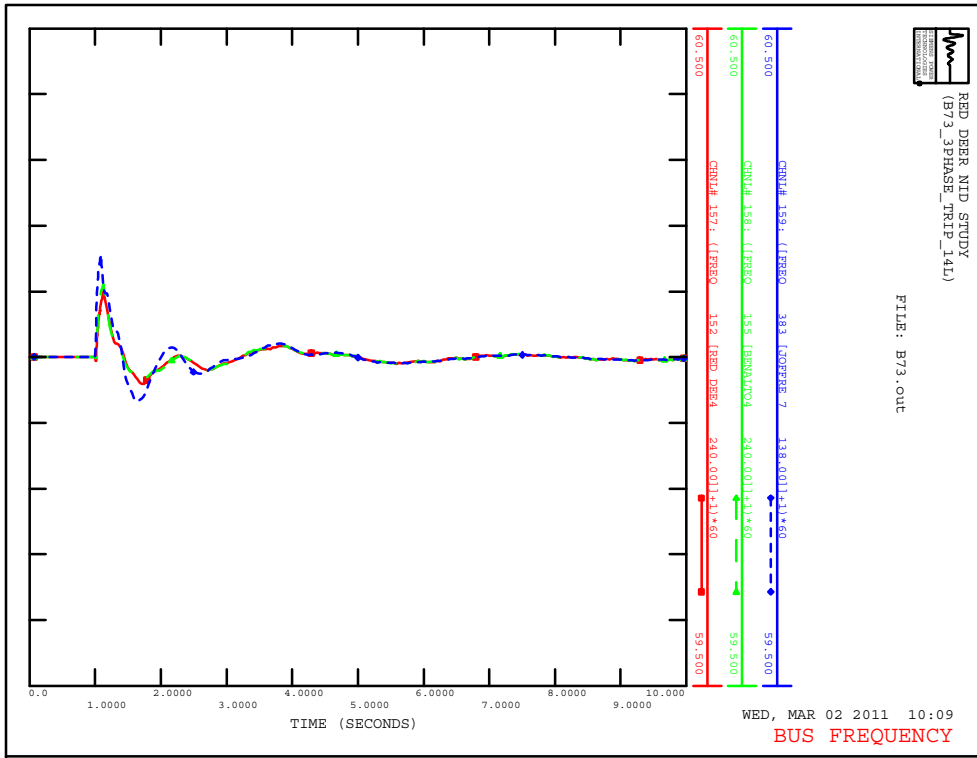

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

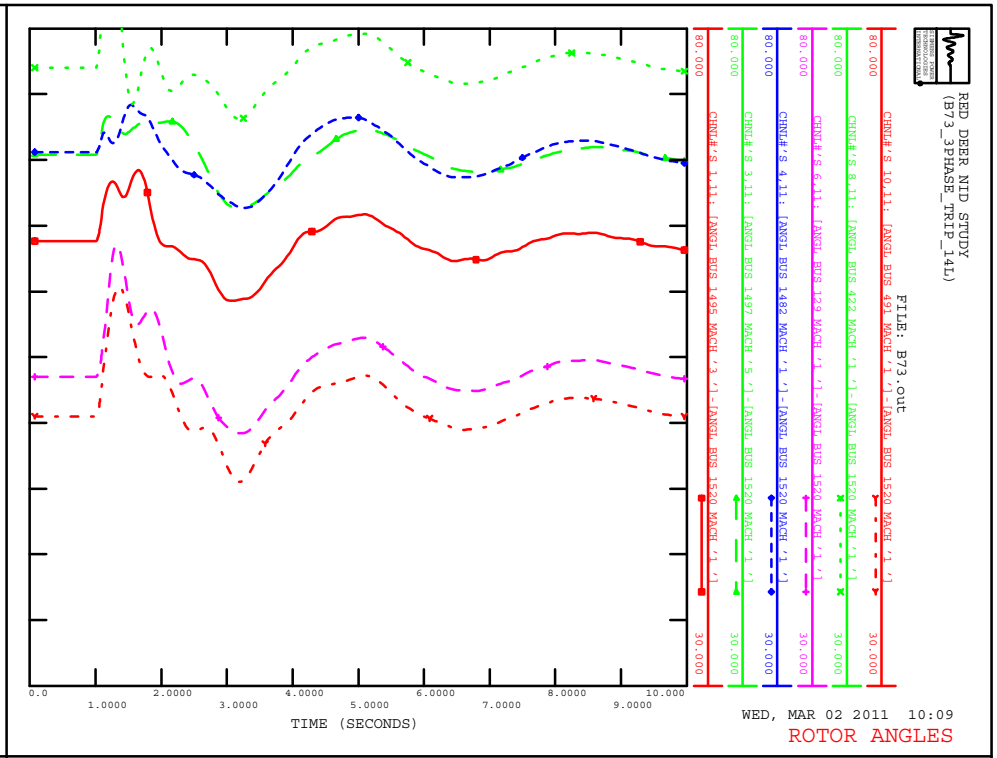

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

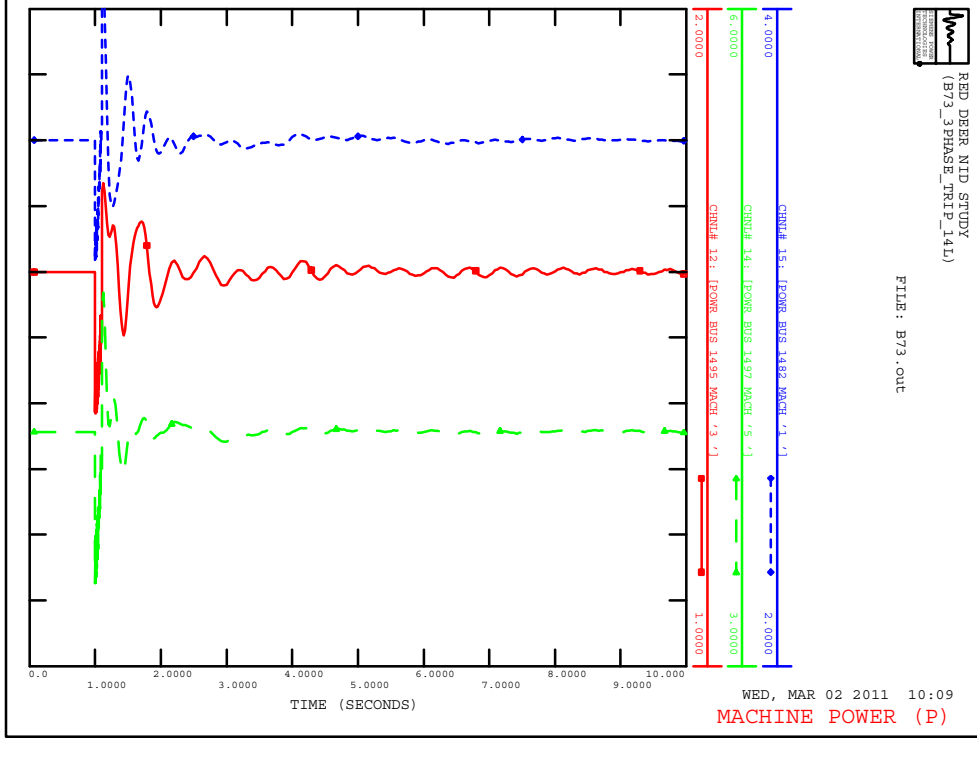

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

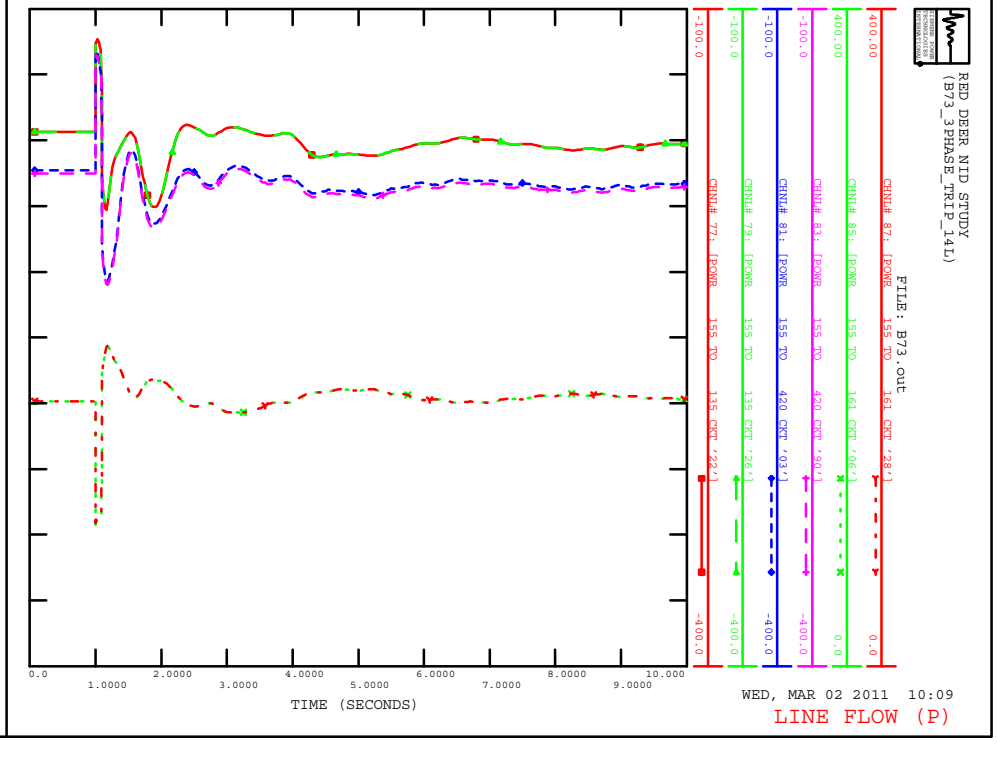

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

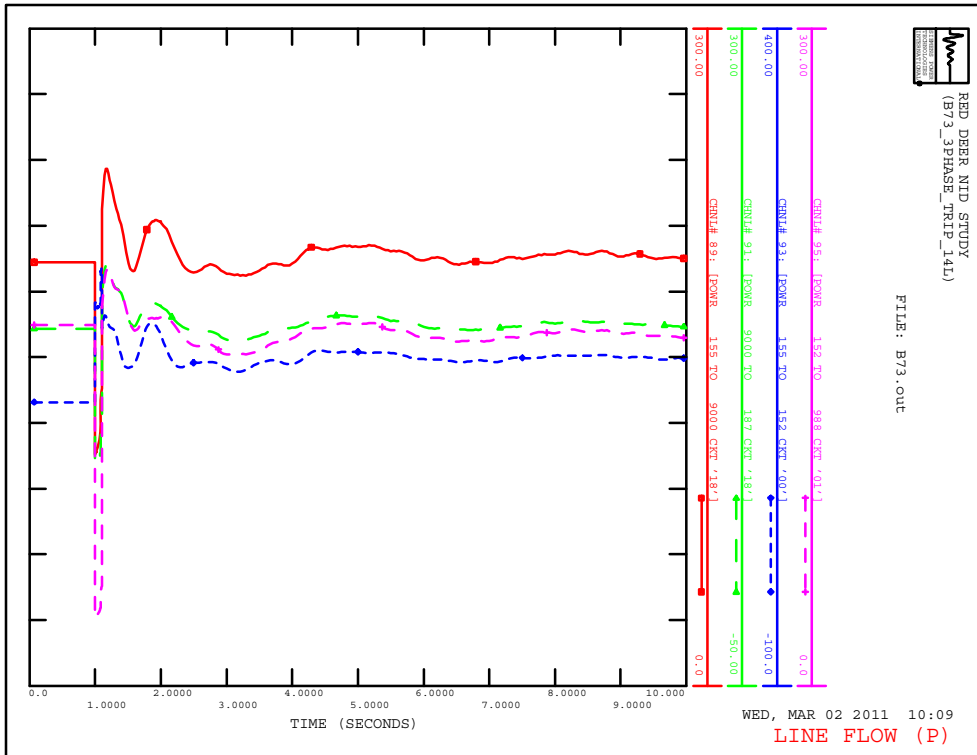

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

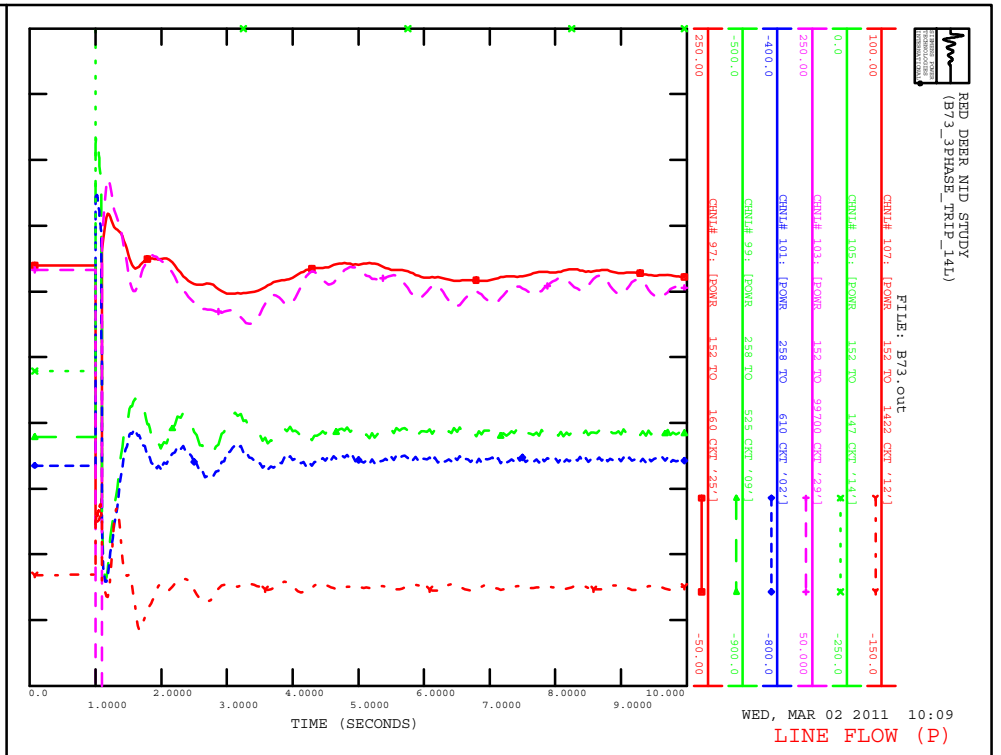

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

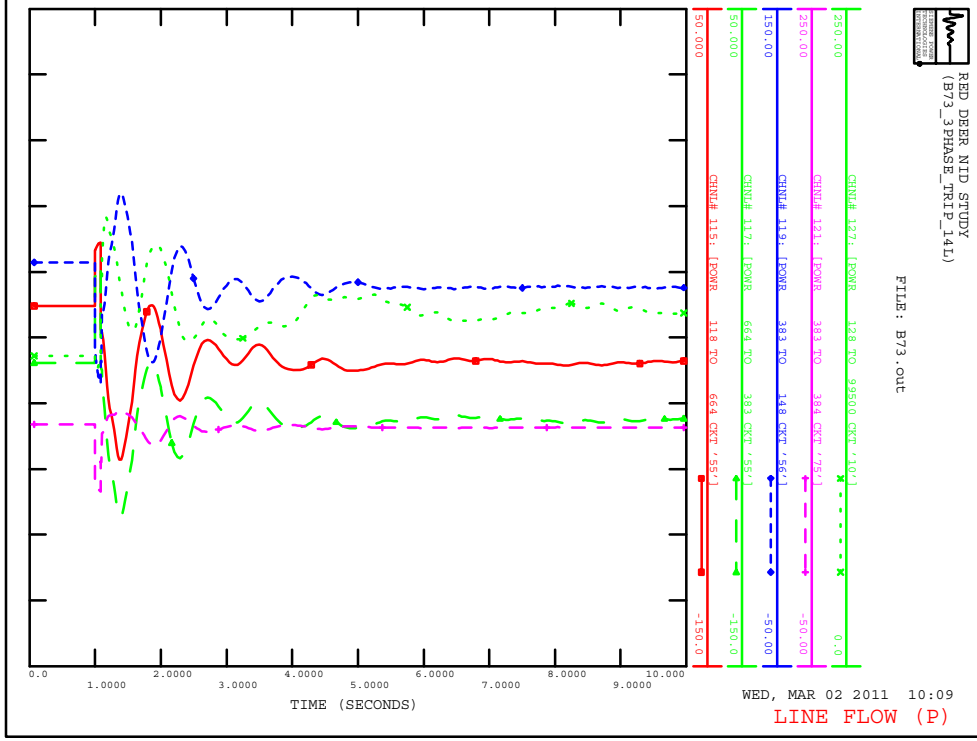

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

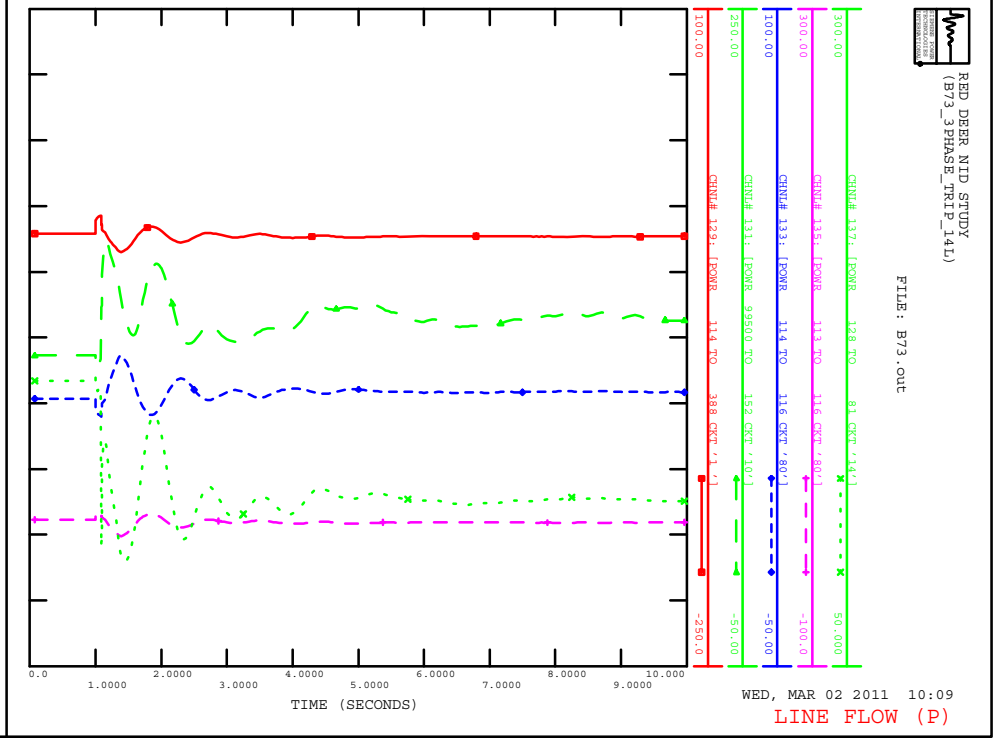

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

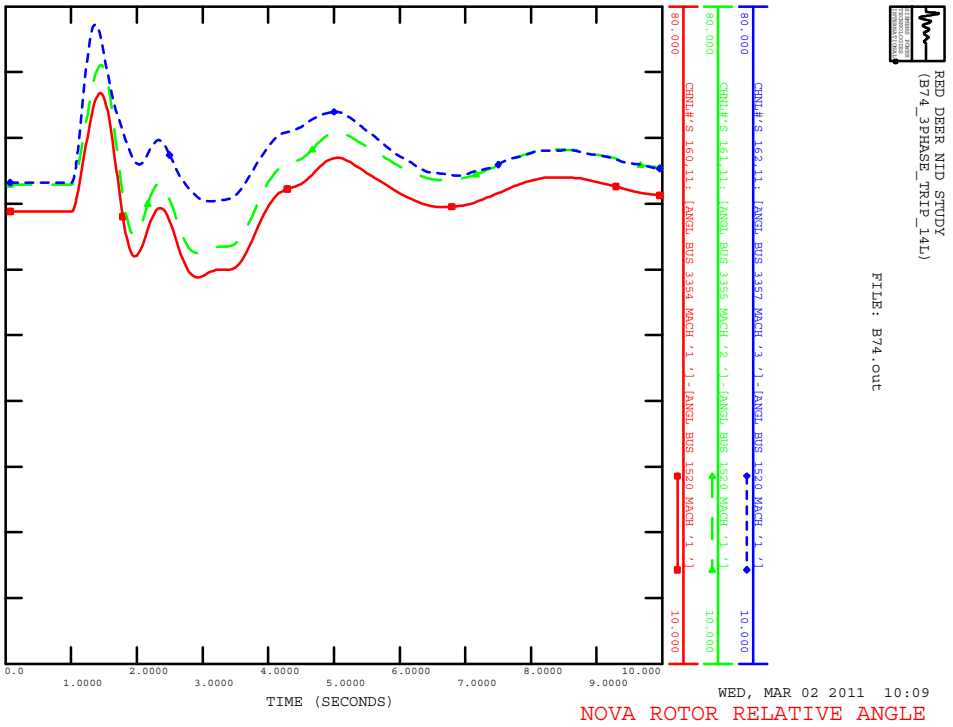

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

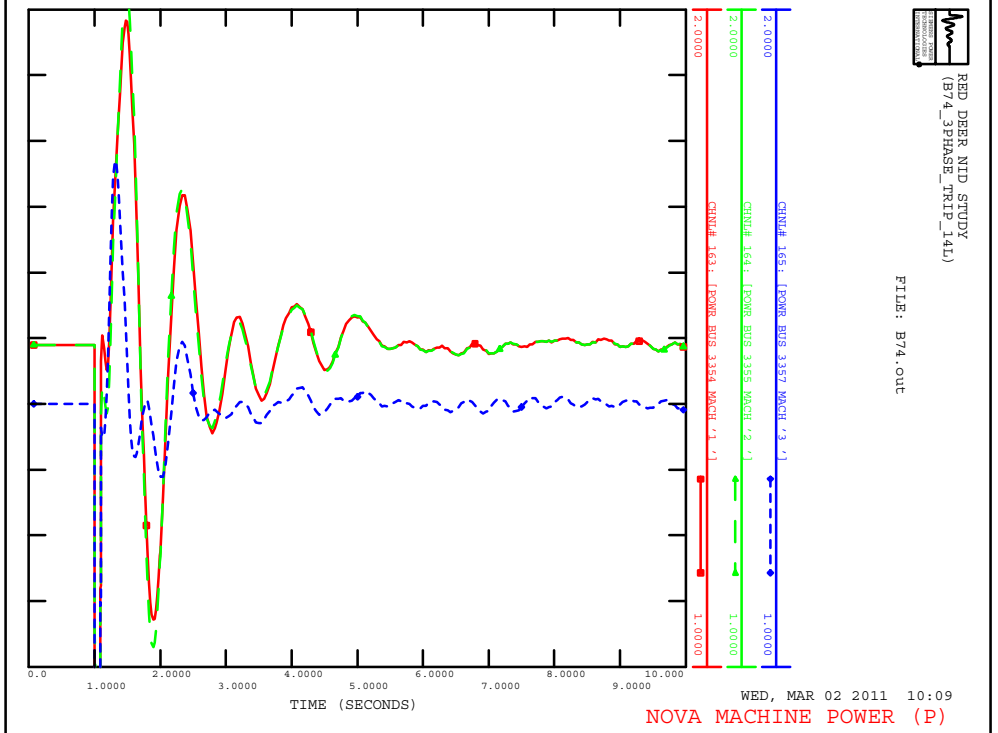

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

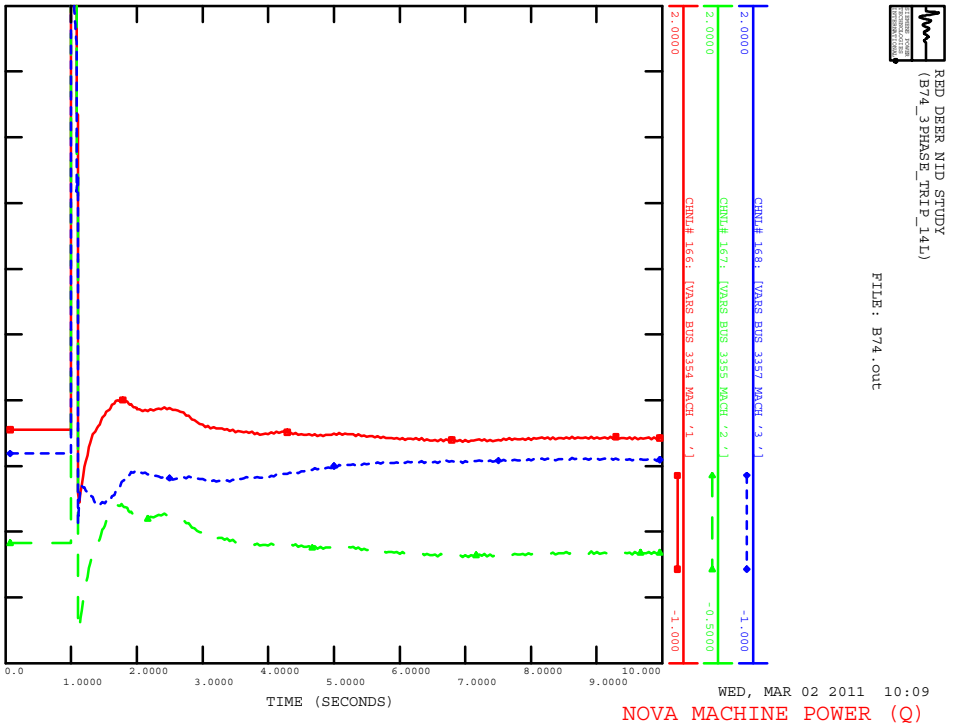

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

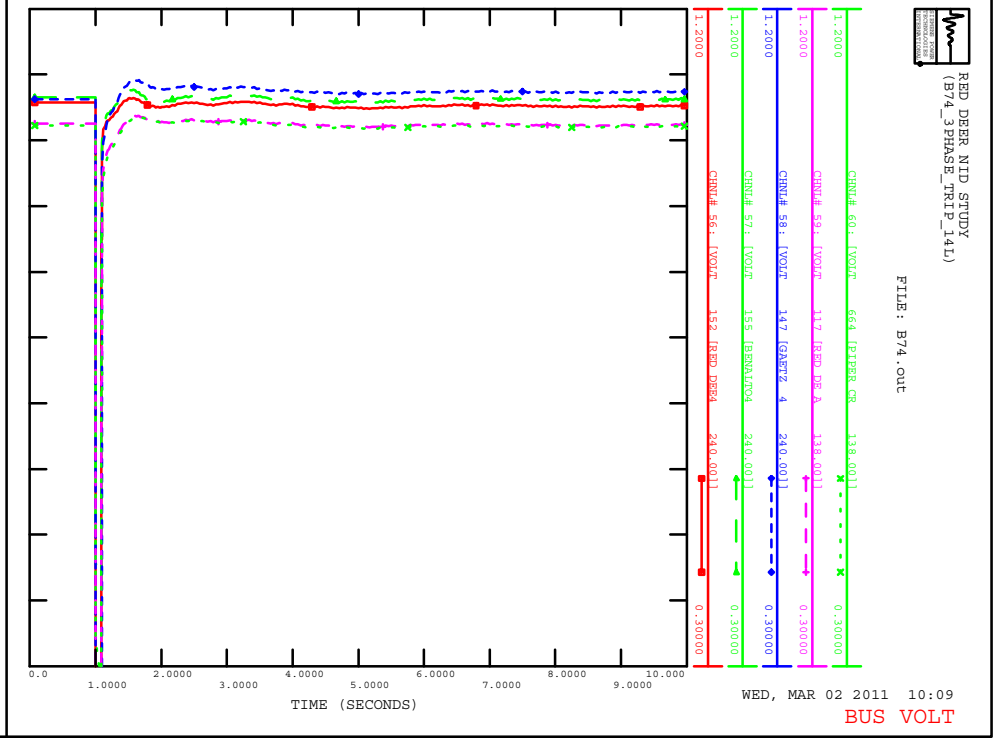

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

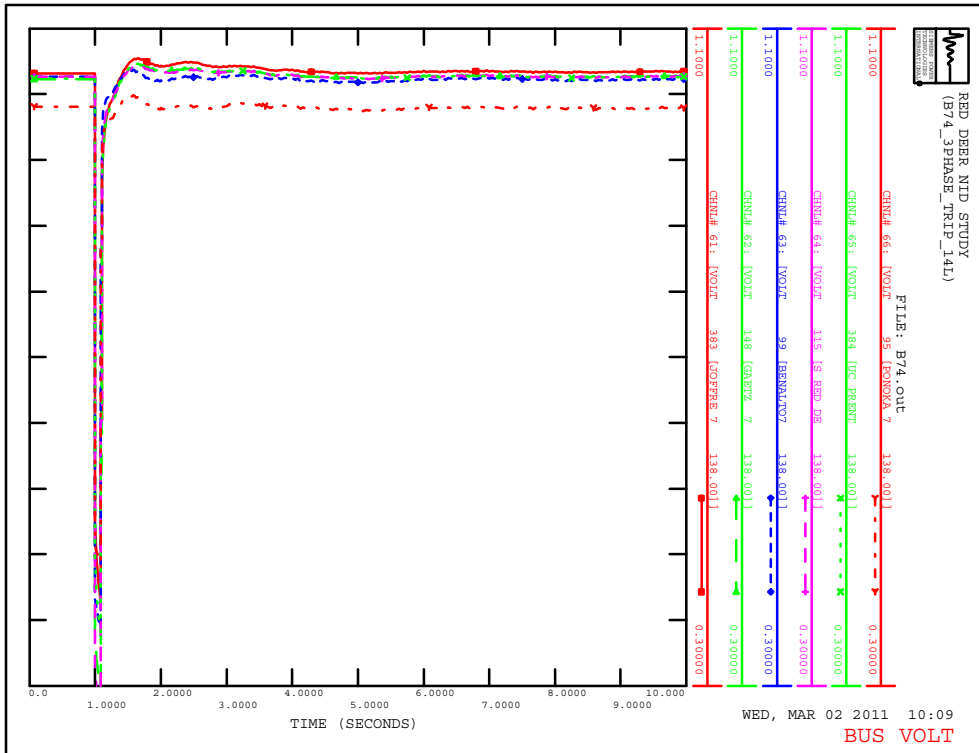

RED DEER NID STUDY
(B73_3PHASE_TRIP_14L)
FILE: B73.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

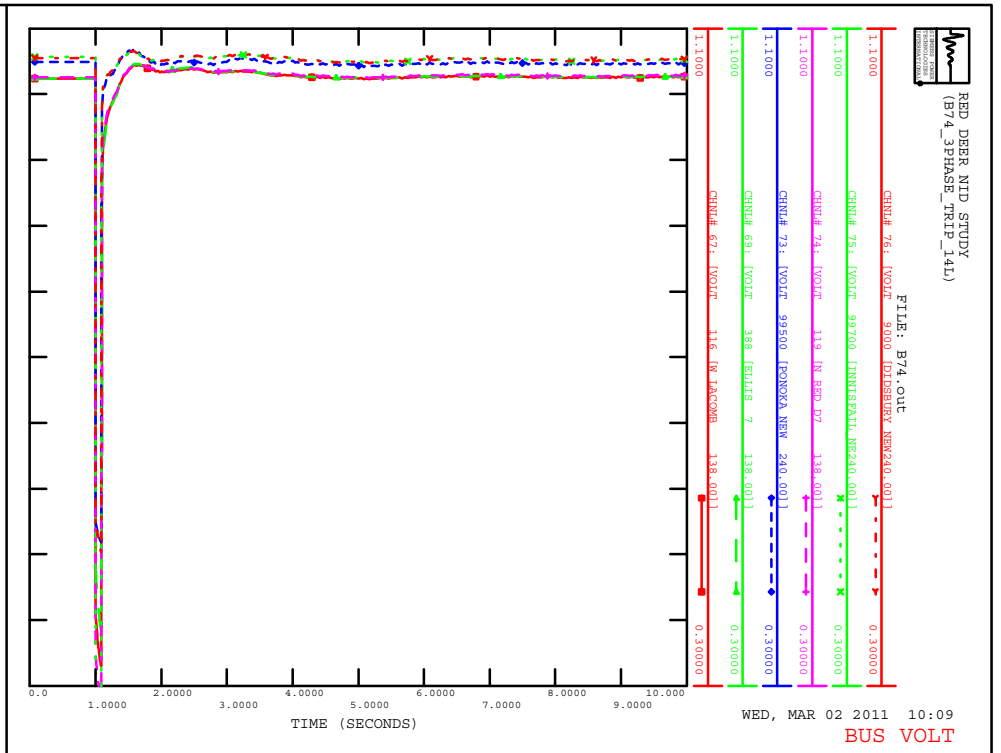

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

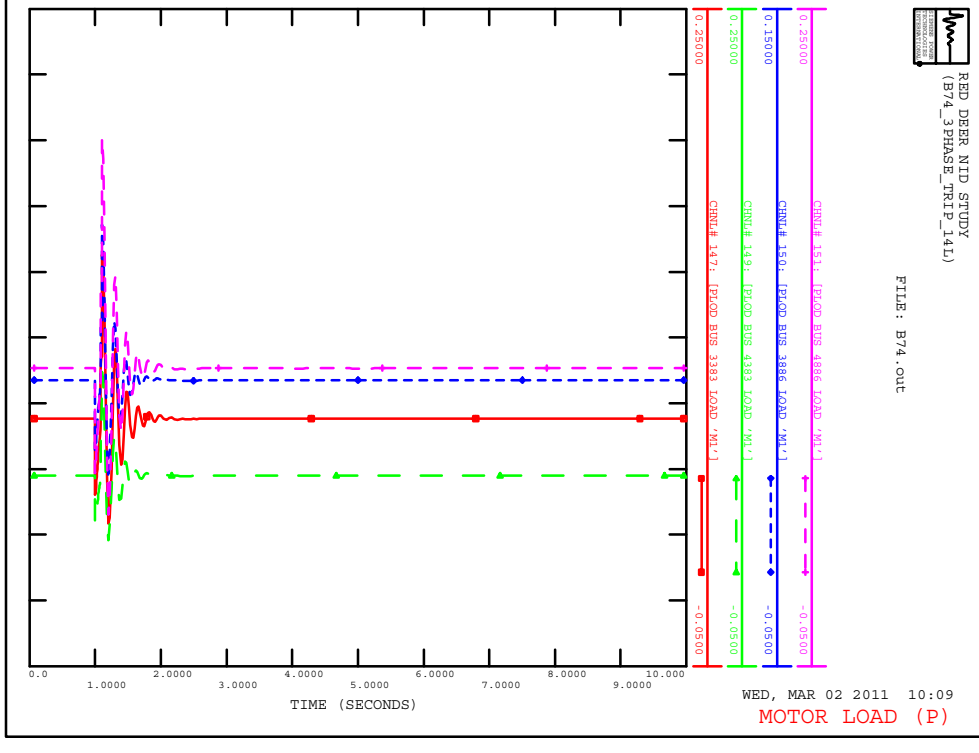

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

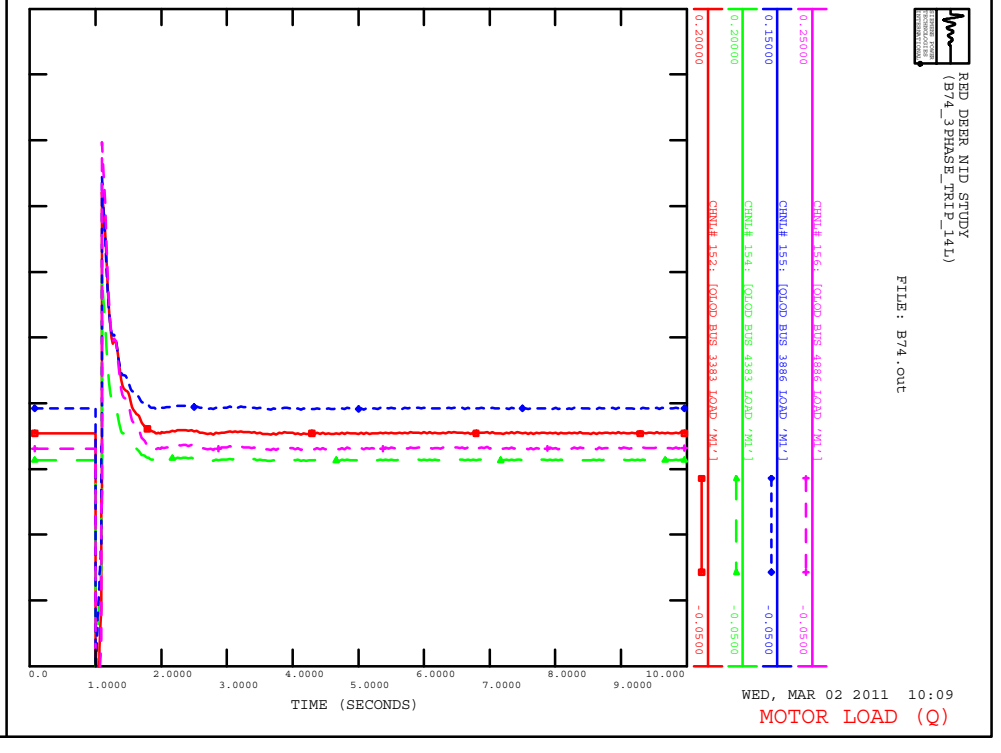

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

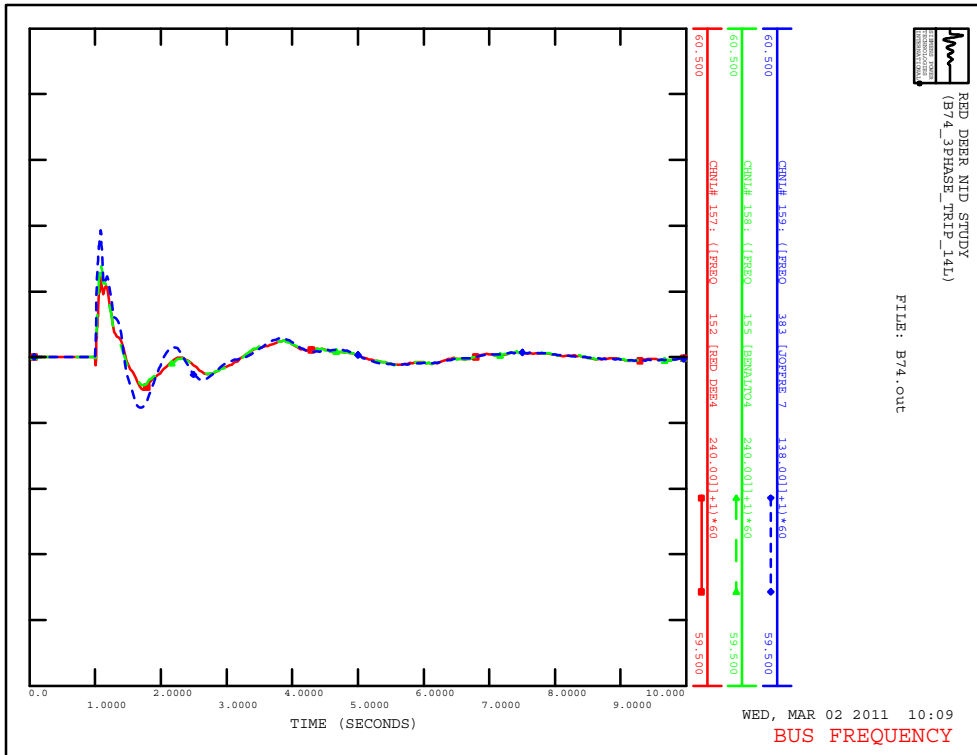

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

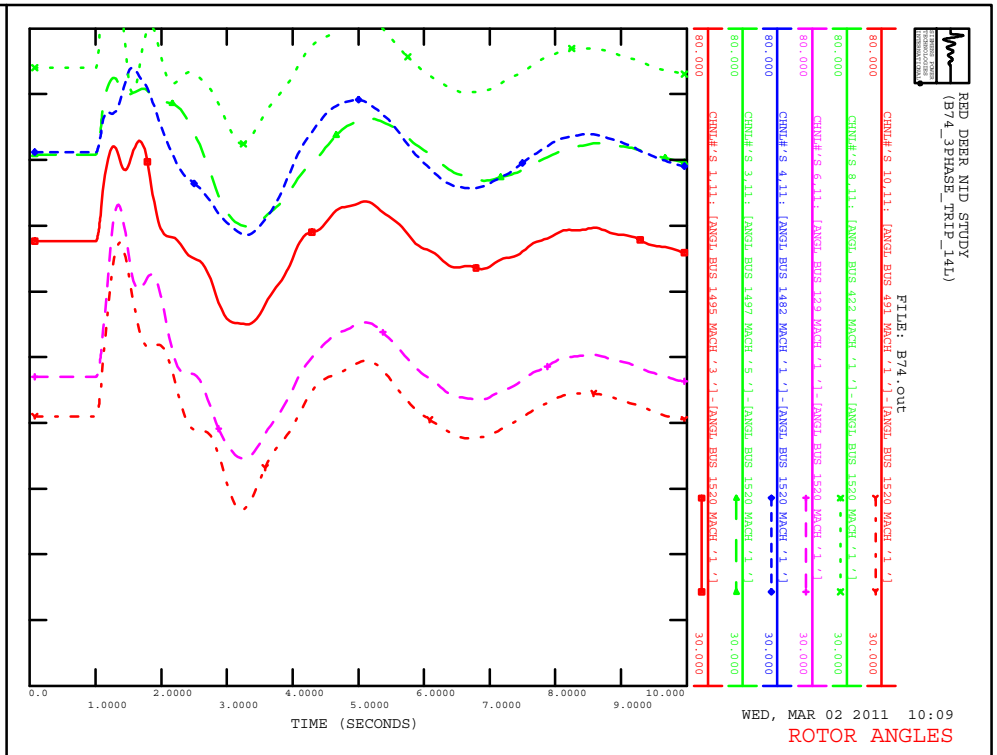

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

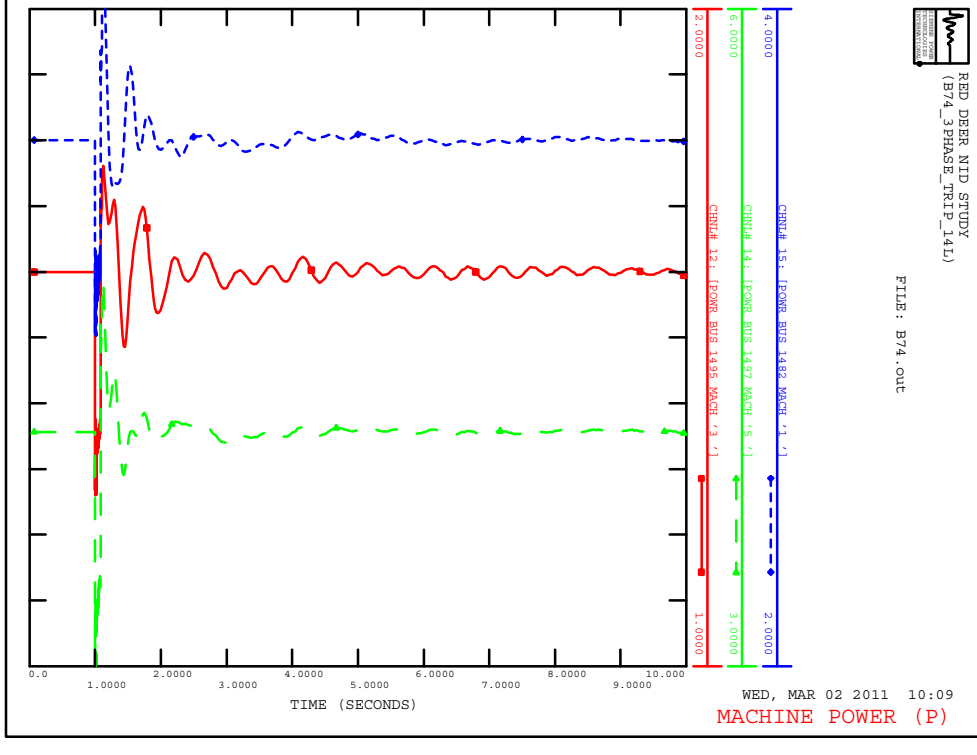

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [OLDSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

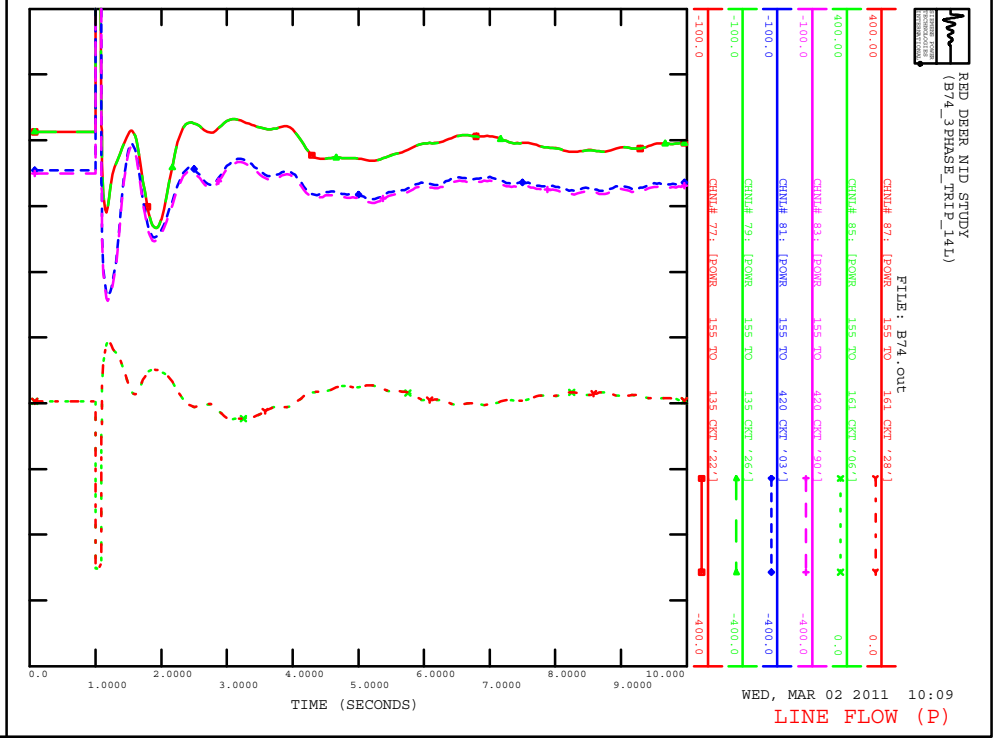

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

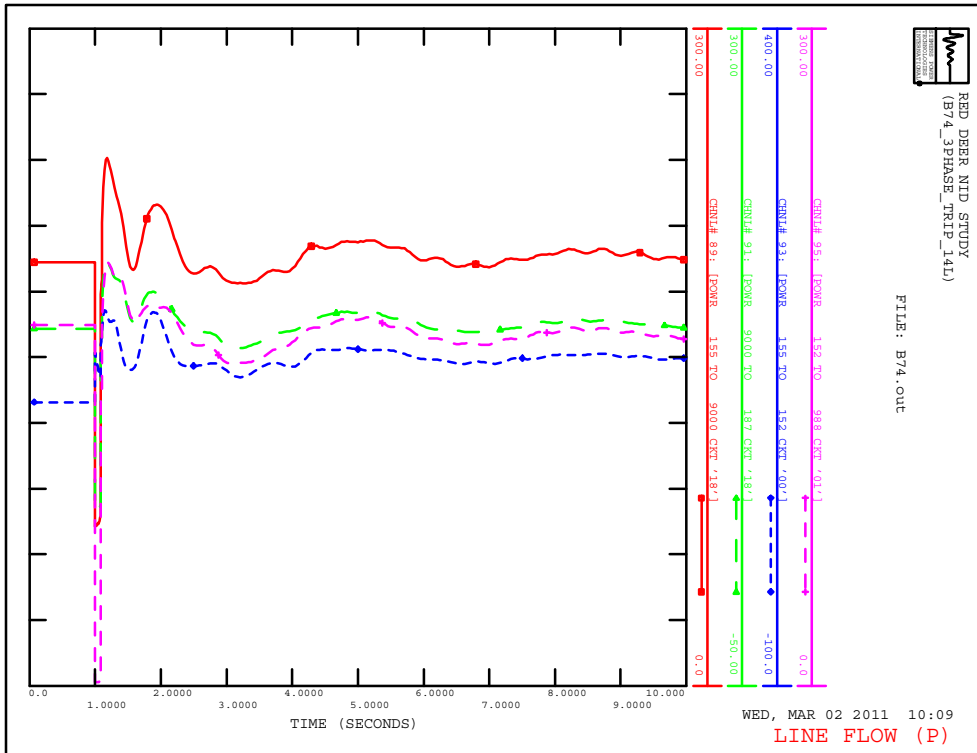

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

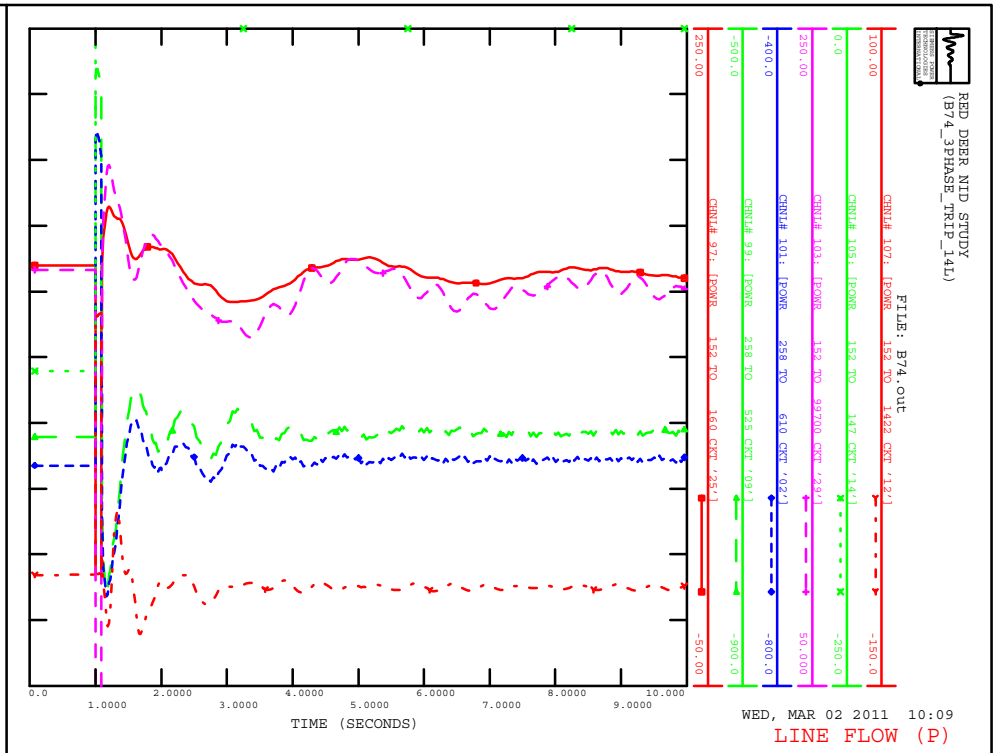

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

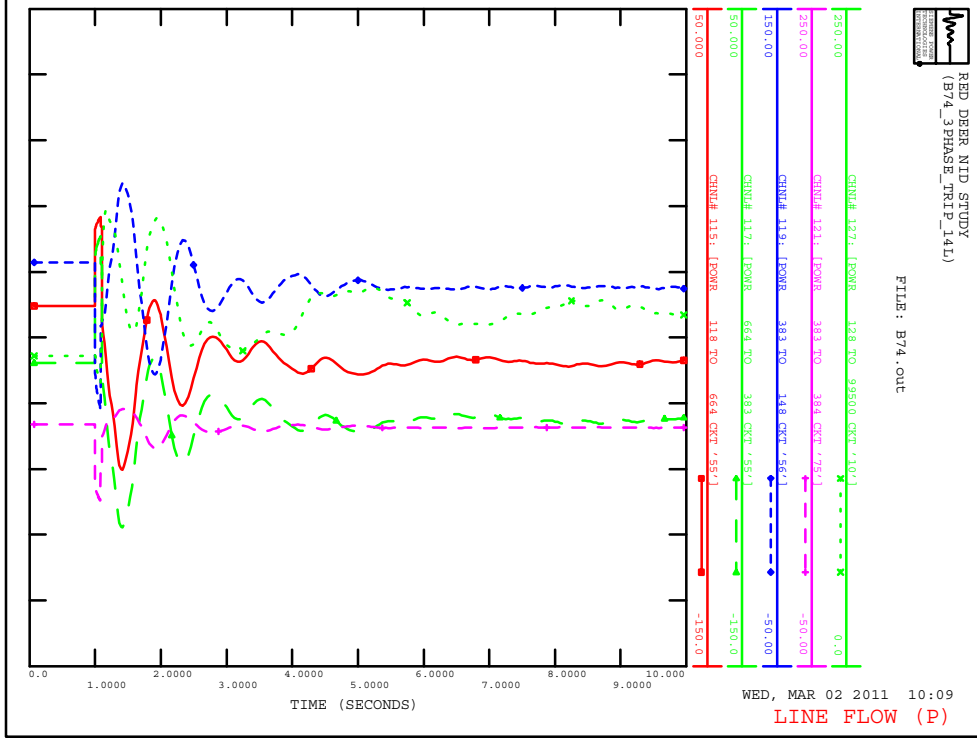

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

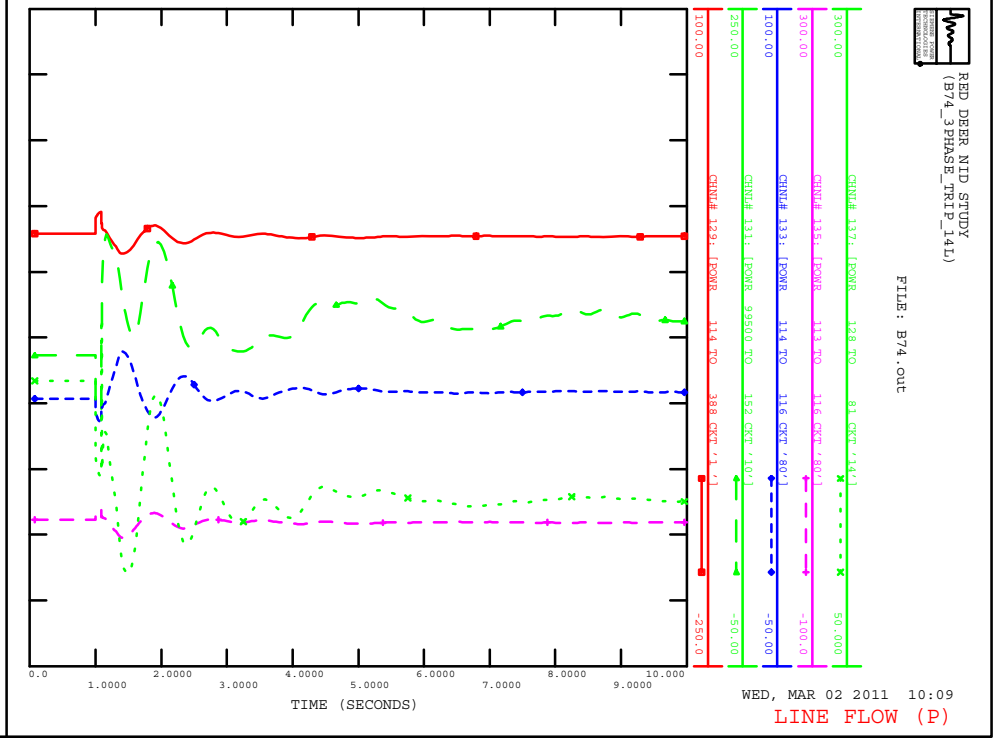

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

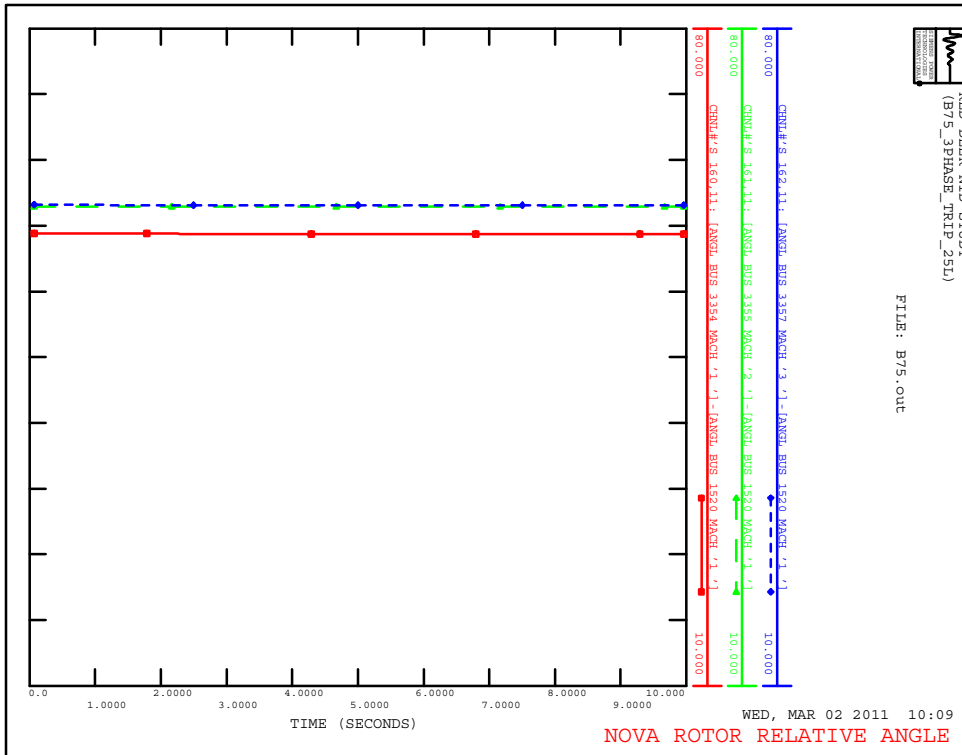

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

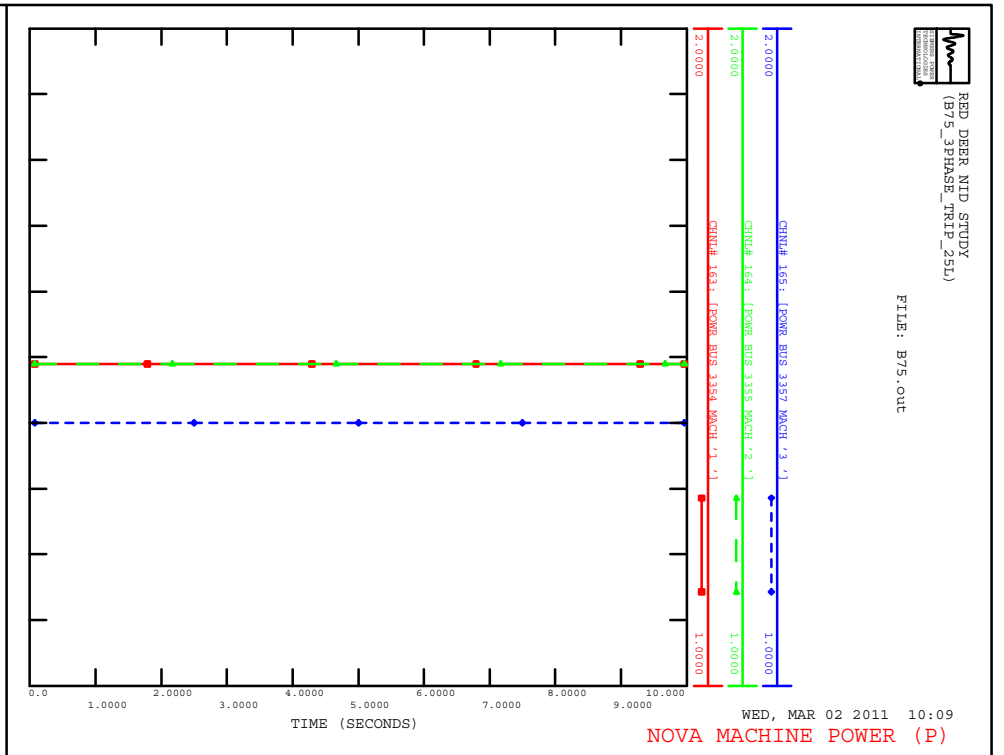

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

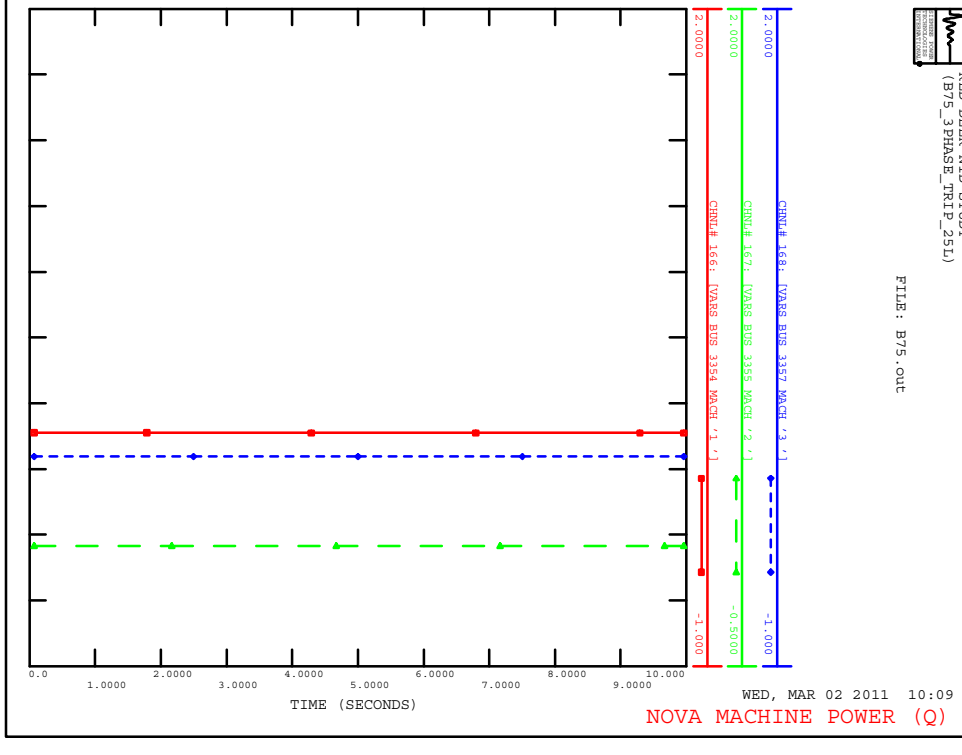

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

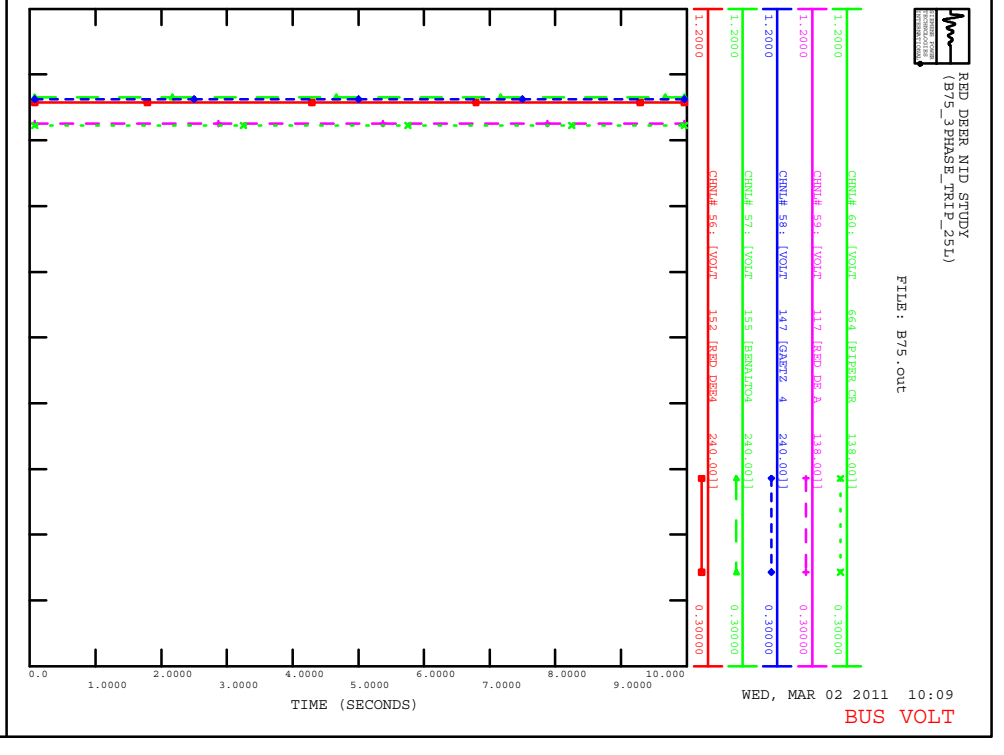

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

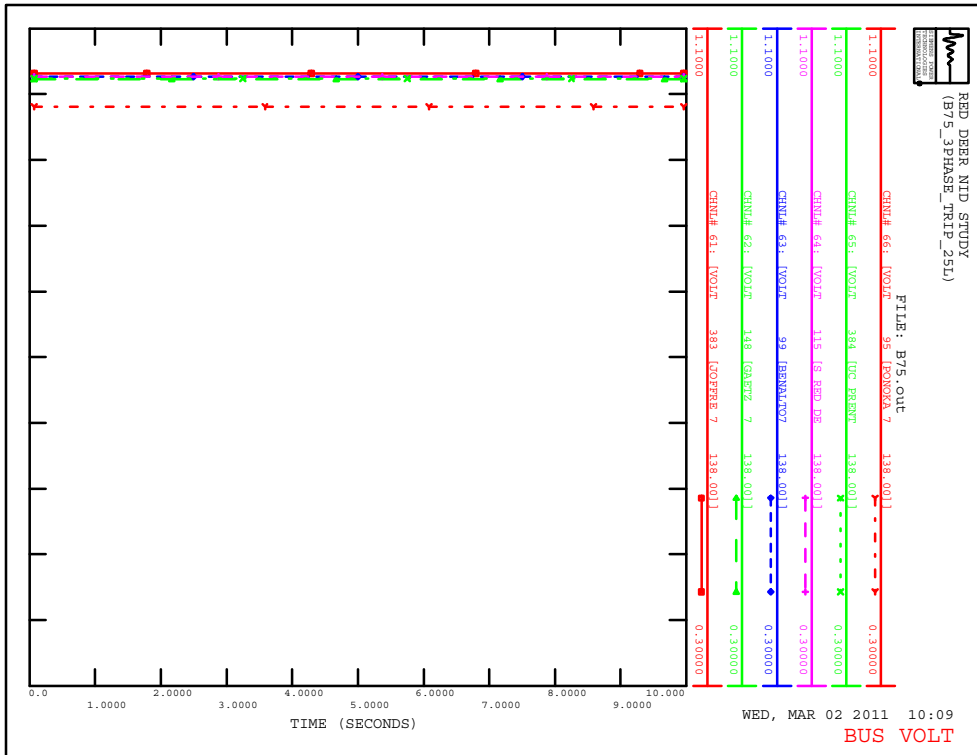

RED DEER NID STUDY
(B74_3PHASE_TRIP_14L)
FILE: B74.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

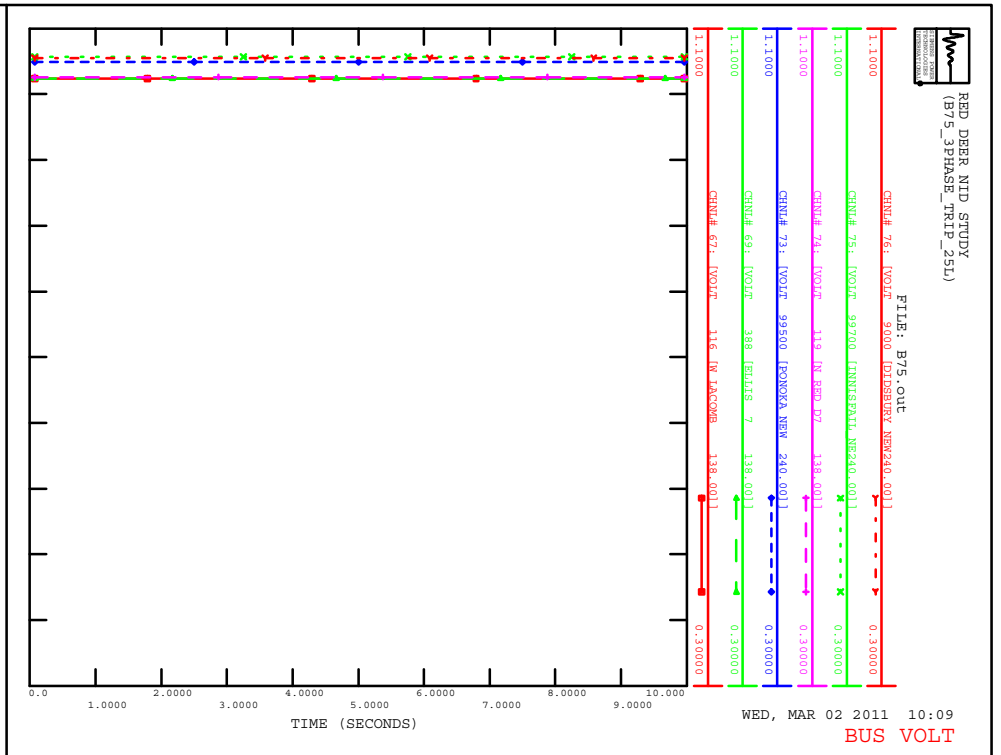

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

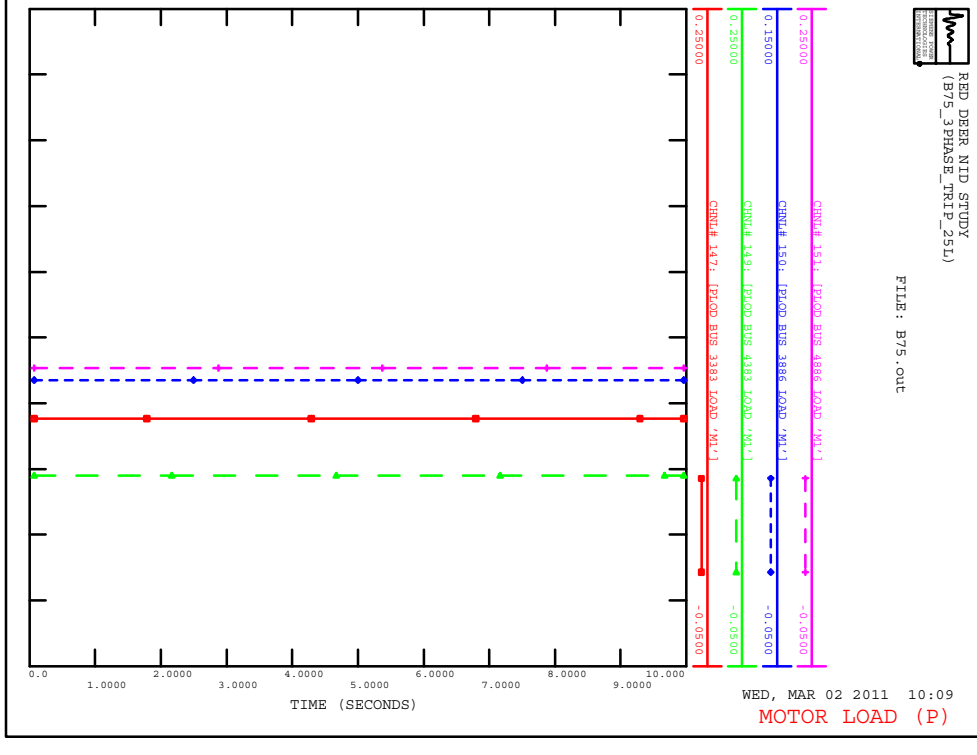

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

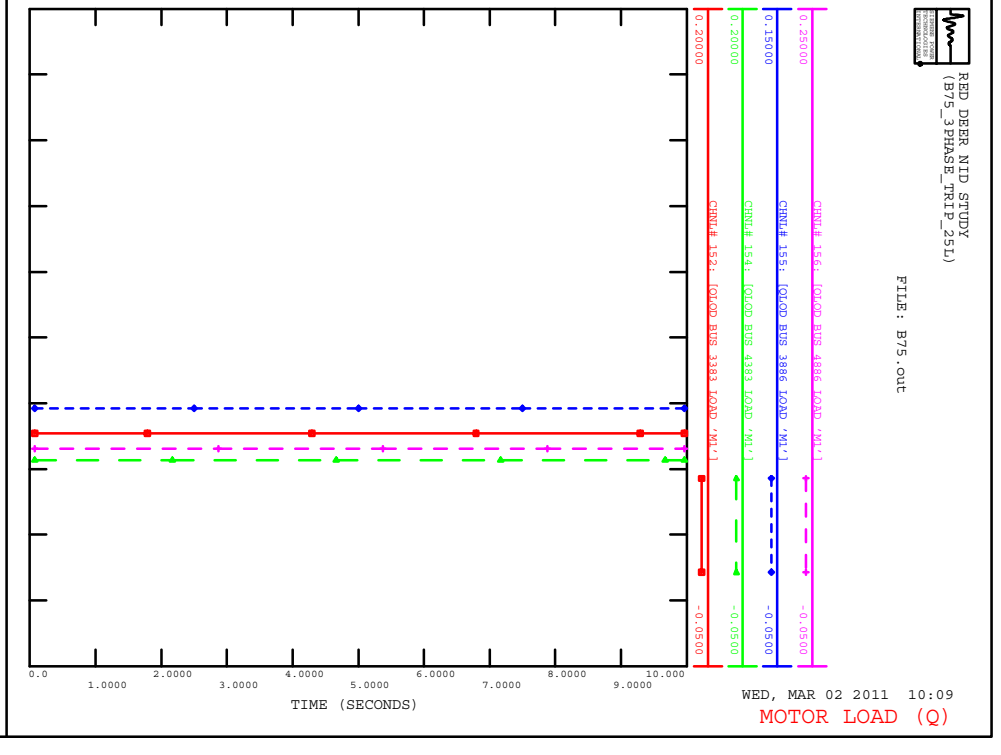

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)


RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

FILE: B75.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

FILE: B75.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0

CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0

CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0

CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0

CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0

CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

FILE: B75.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500

CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500

CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)

FILE: B75.out

WED, MAR 02 2011 10:09

MACHINE POWER (P)

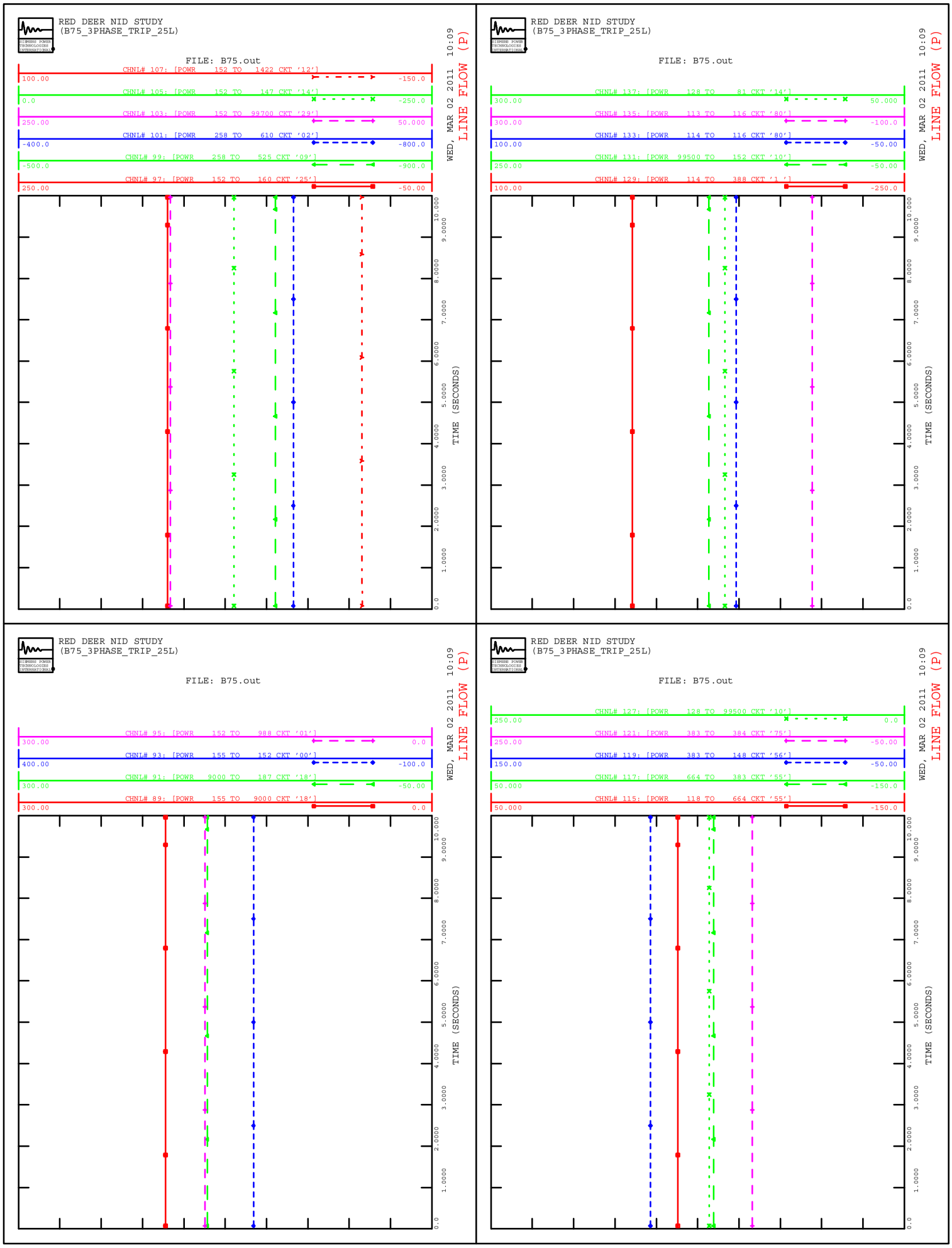
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000

CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000

CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

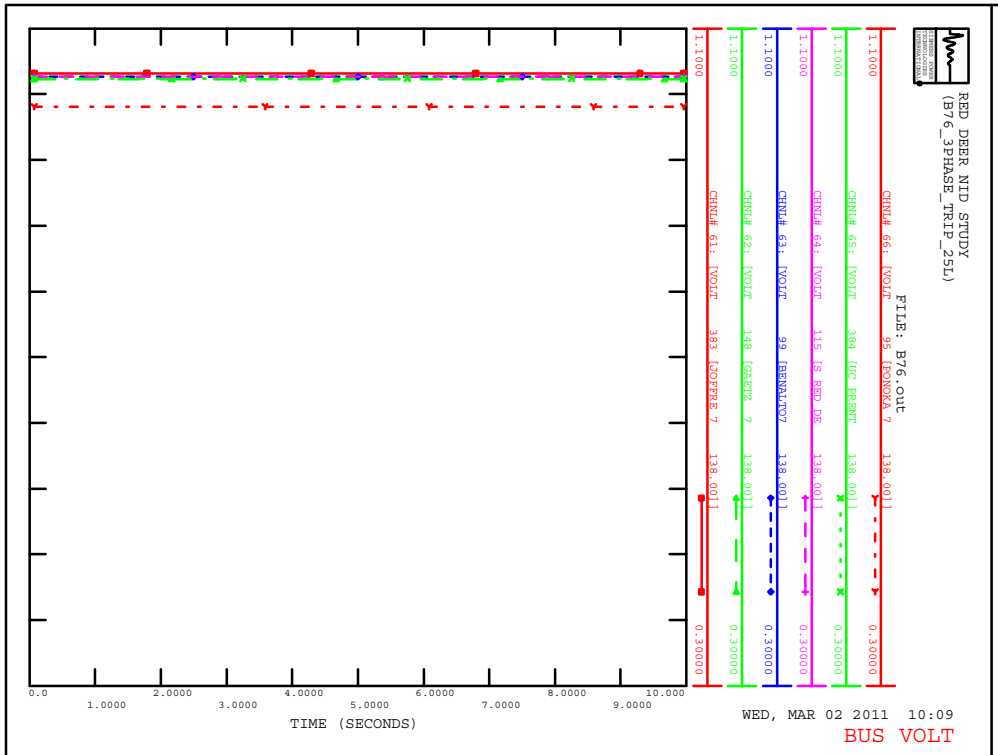

RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(B75_3PHASE_TRIP_25L)
FILE: B75.out
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

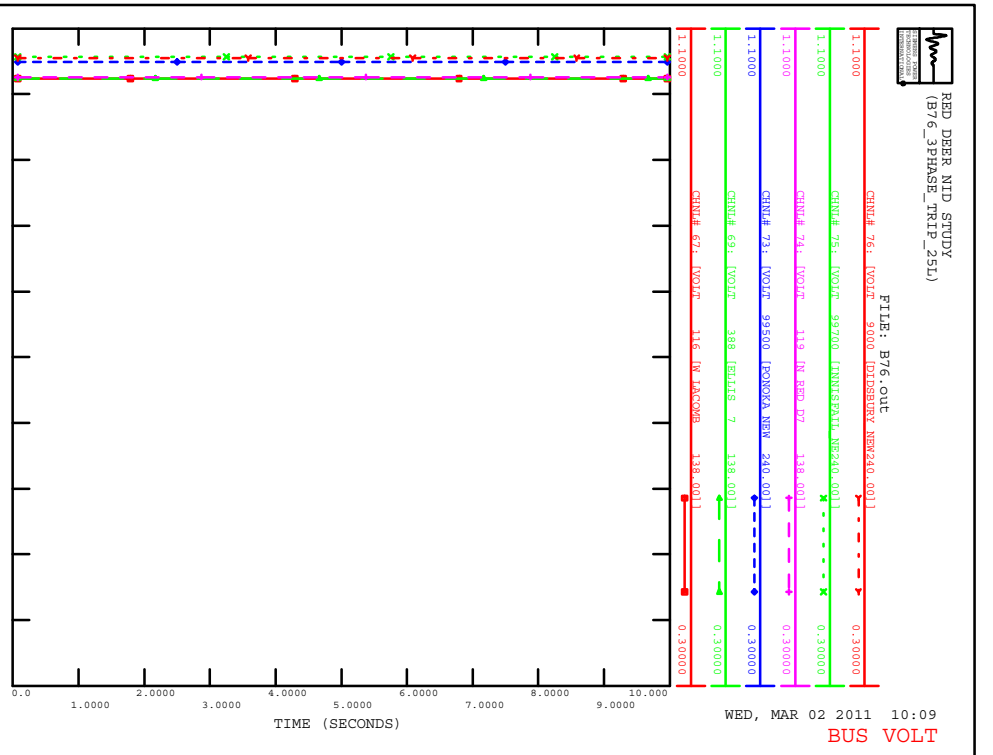
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

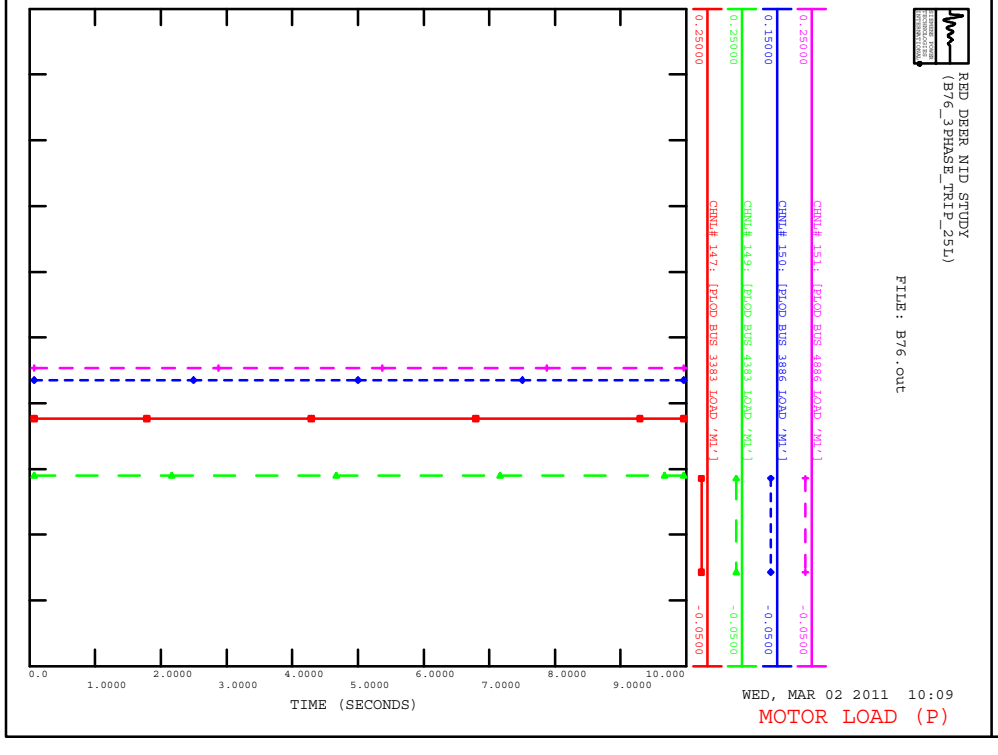
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

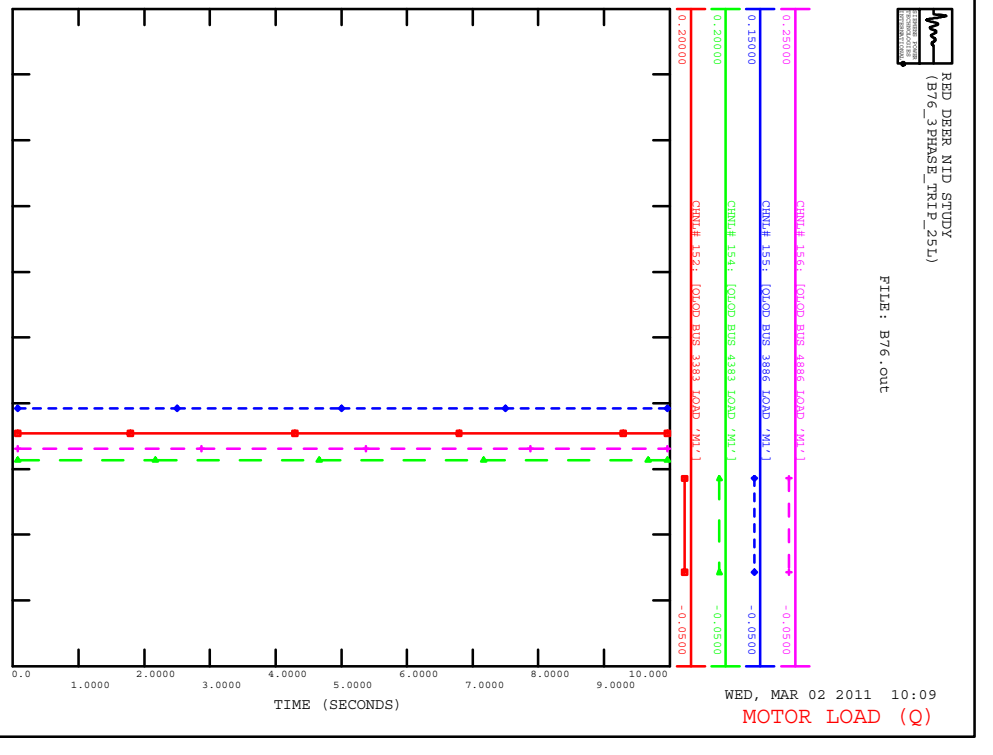
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)


RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)
FILE: B76.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

FILE: B76.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

FILE: B76.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0

CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0

CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0

CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0

CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0

CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

FILE: B76.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500

CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500

CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

FILE: B76.out

WED, MAR 02 2011 10:09

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000

CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000

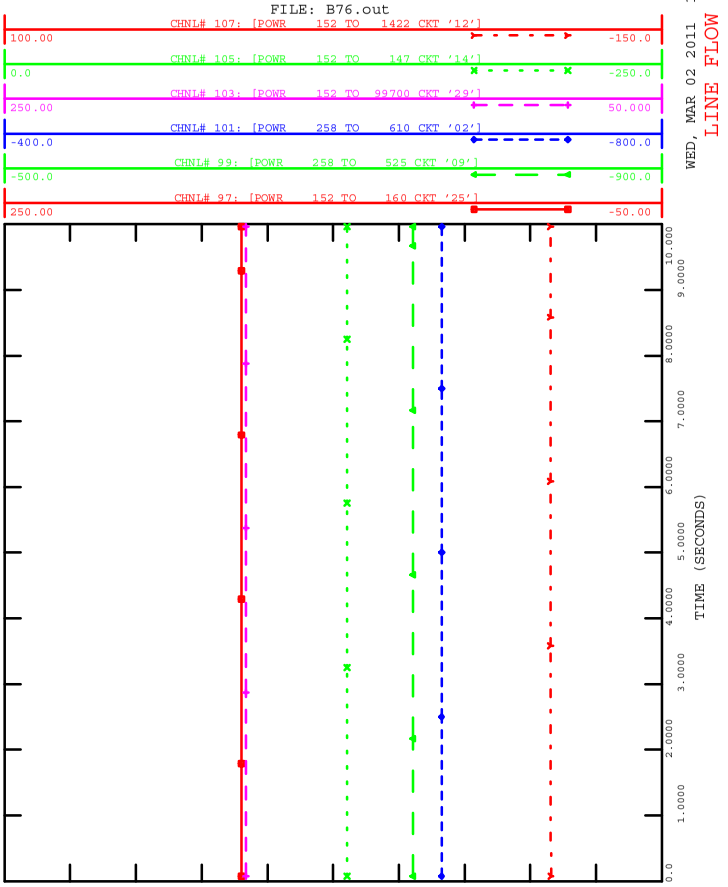
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

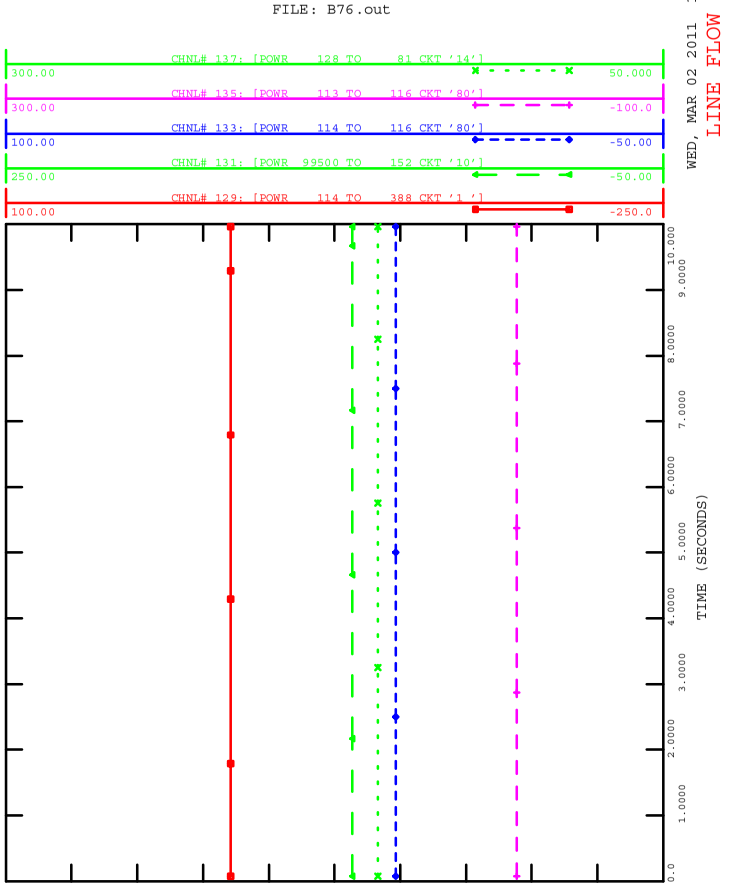
FILE: B76.out



WED, MAR 02 2011 10:09
LINE FLOW (P)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

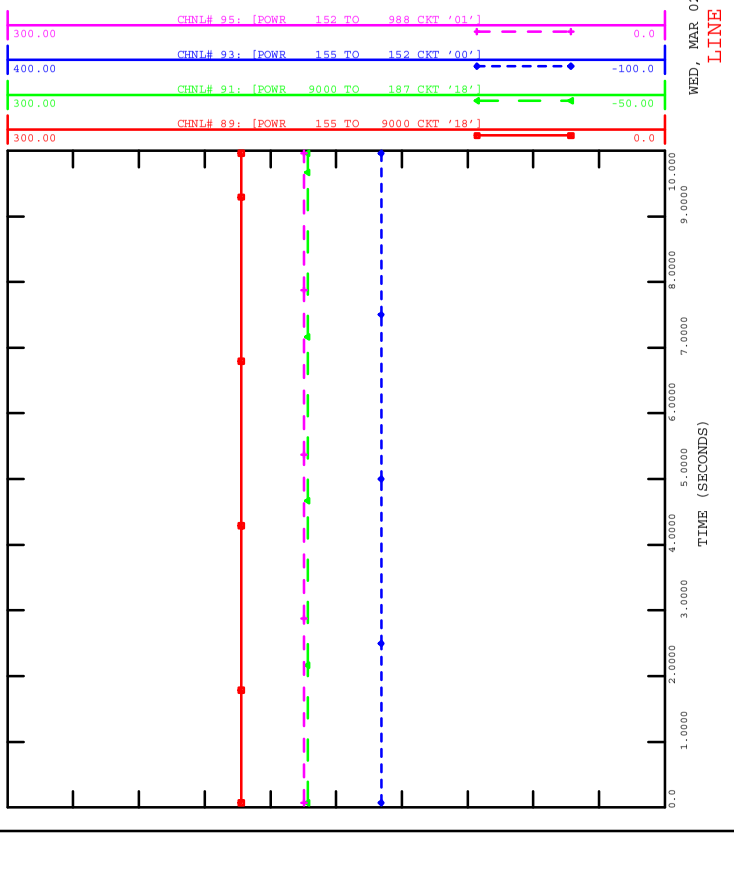
FILE: B76.out



WED, MAR 02 2011 10:09
LINE FLOW (P)

RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

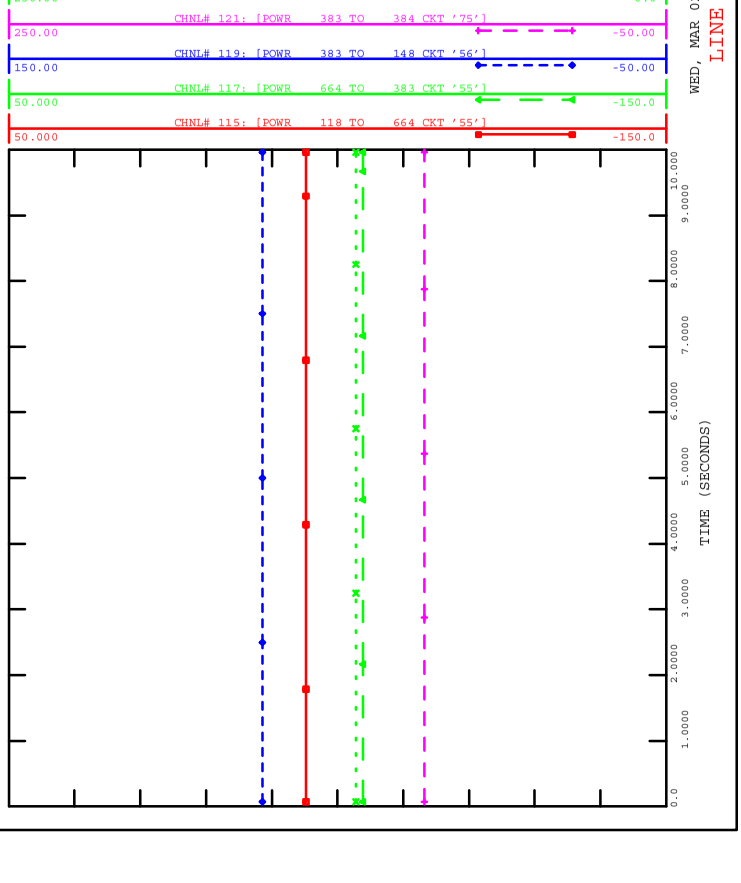
FILE: B76.out



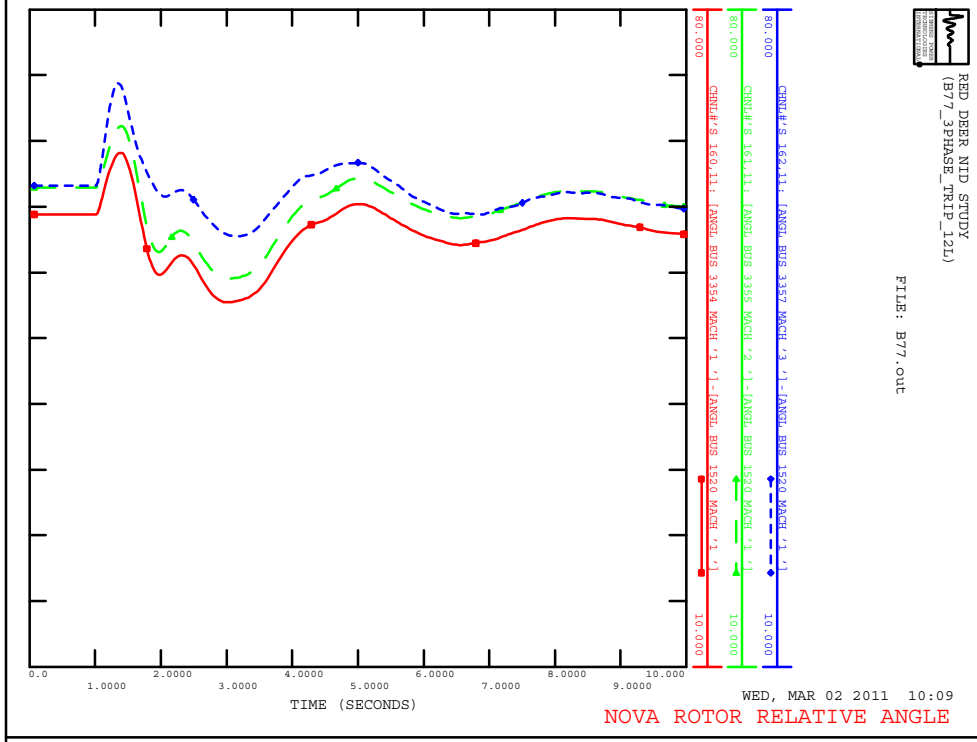
WED, MAR 02 2011 10:09
LINE FLOW (P)

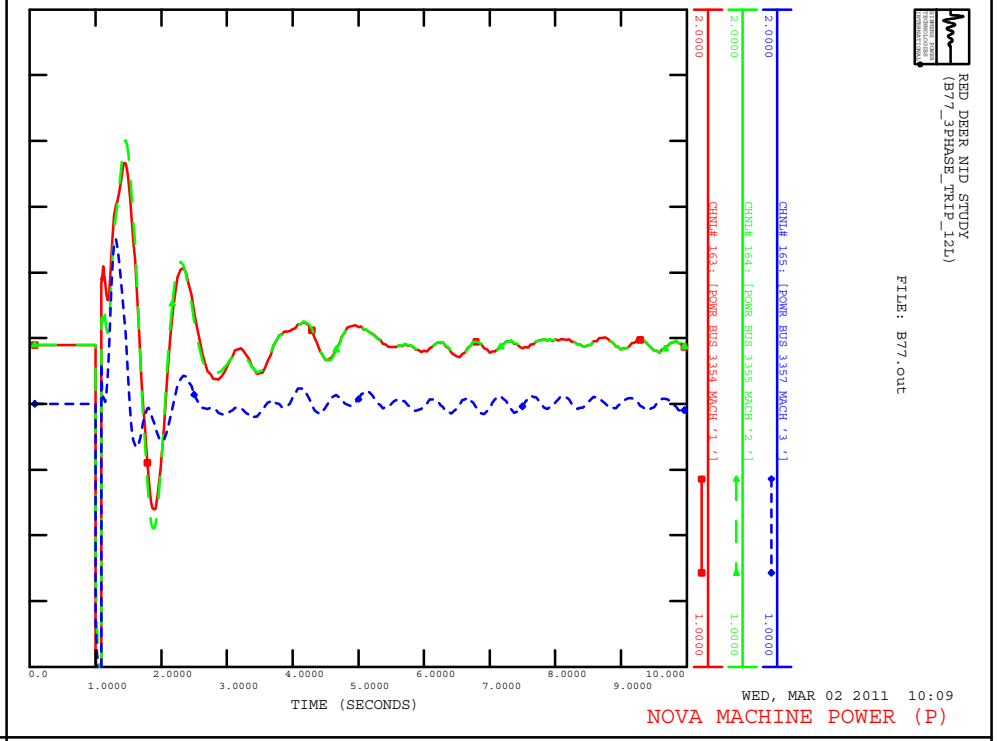
RED DEER NID STUDY
(B76_3PHASE_TRIP_25L)

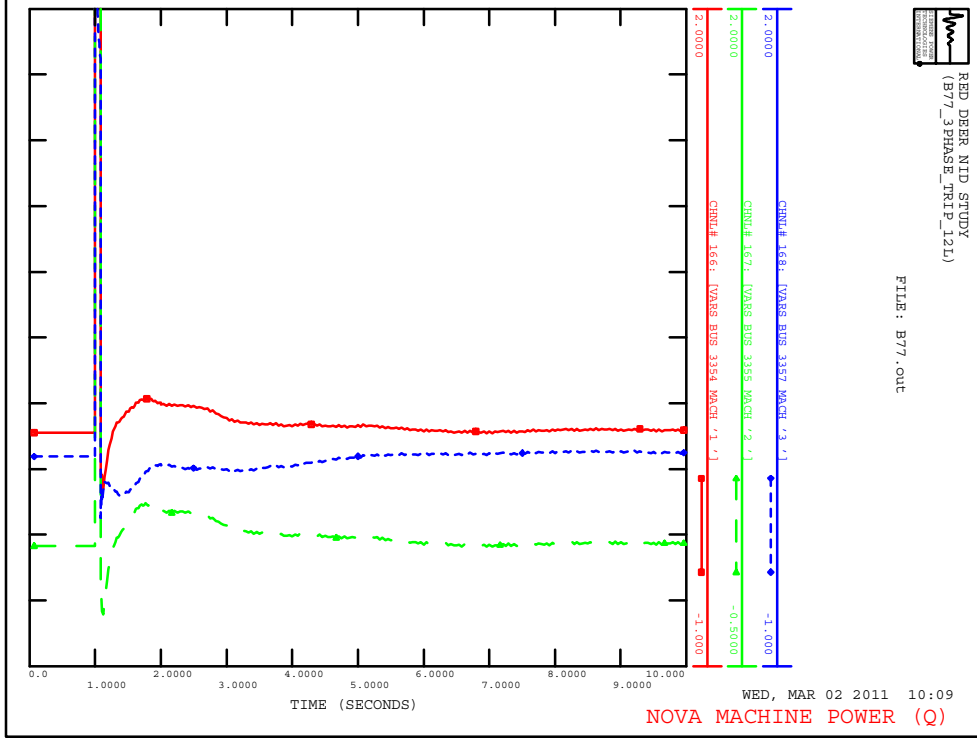
FILE: B76.out

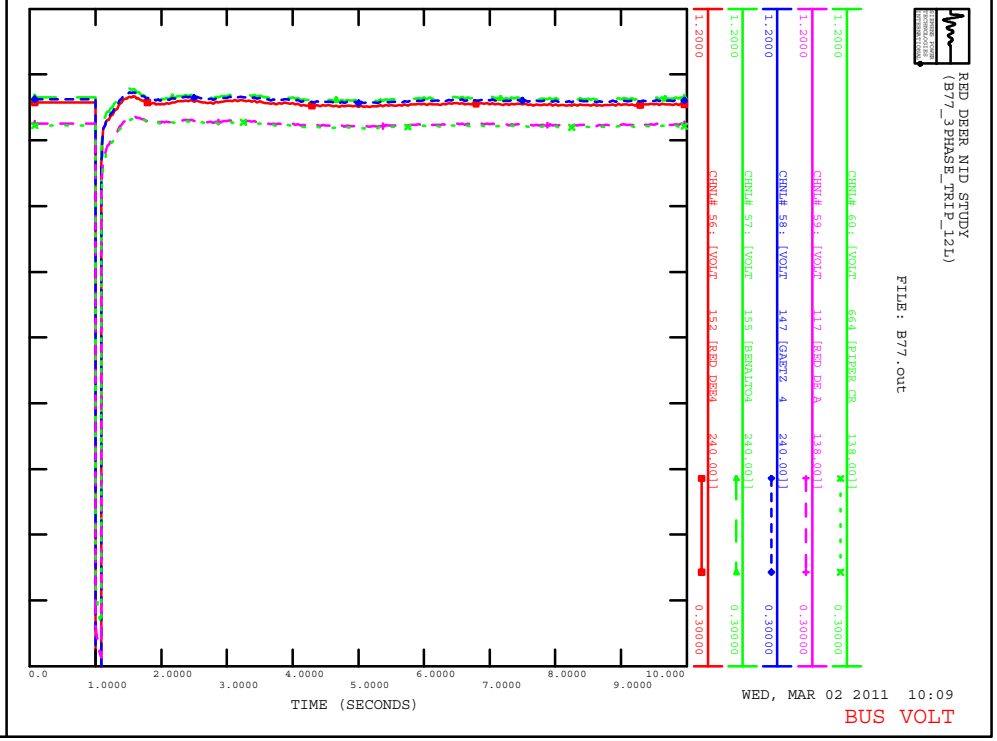


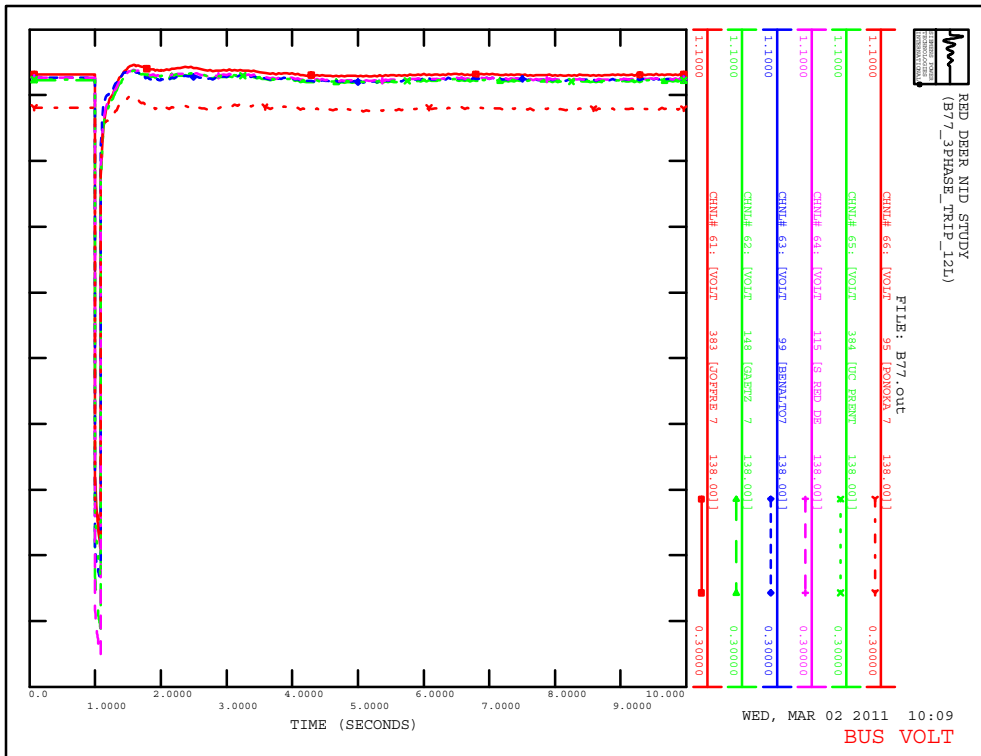
WED, MAR 02 2011 10:09
LINE FLOW (P)

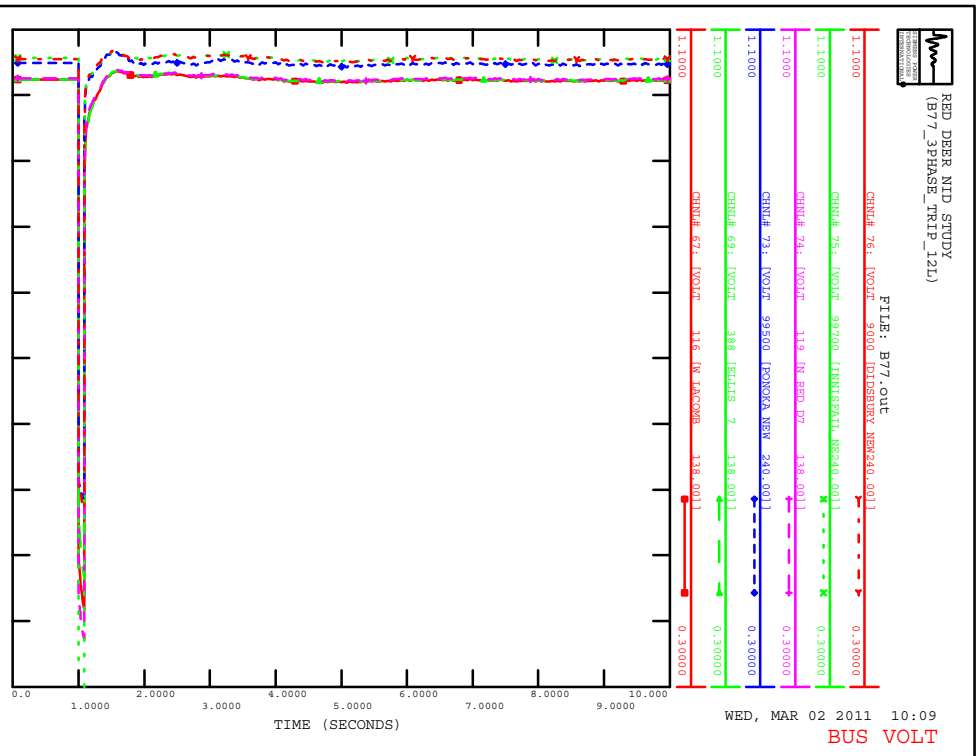

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

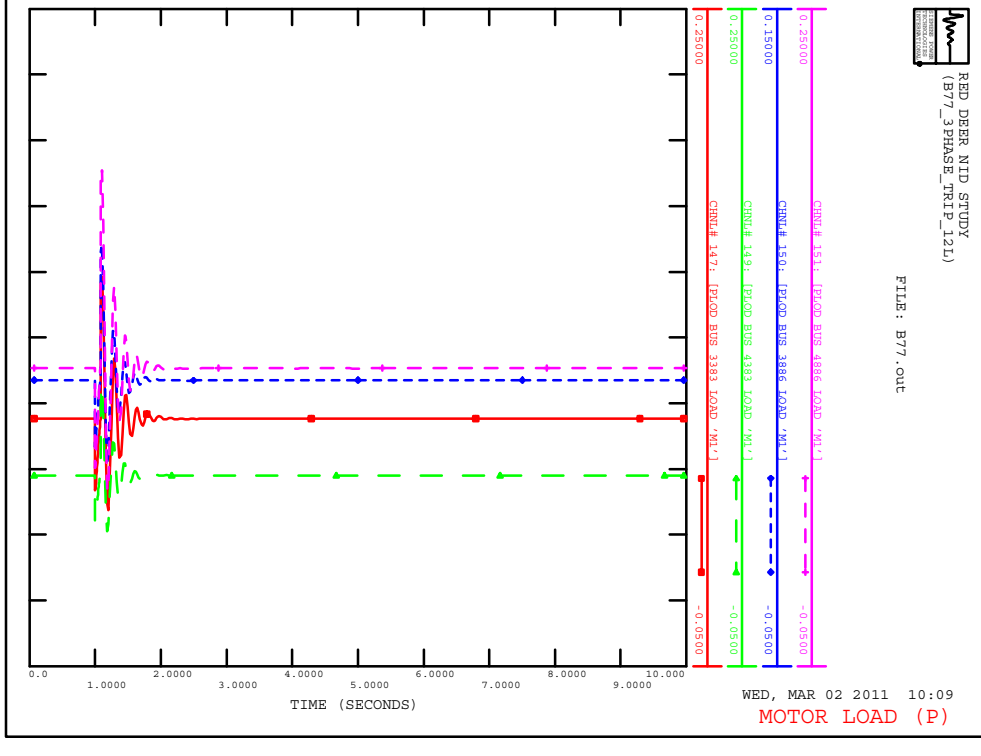

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

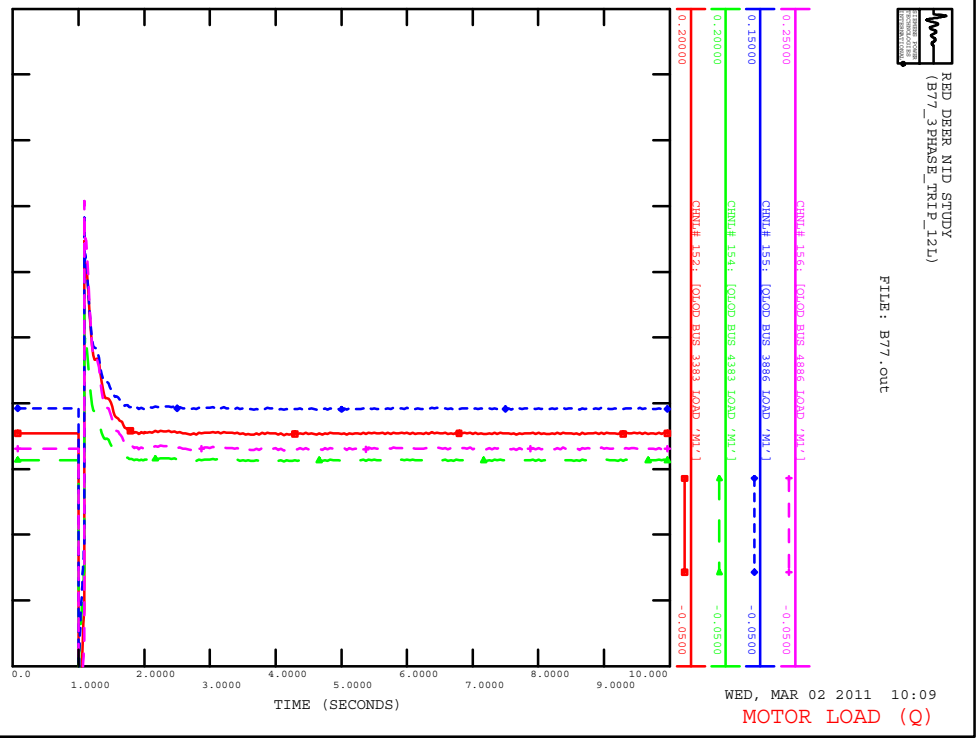

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

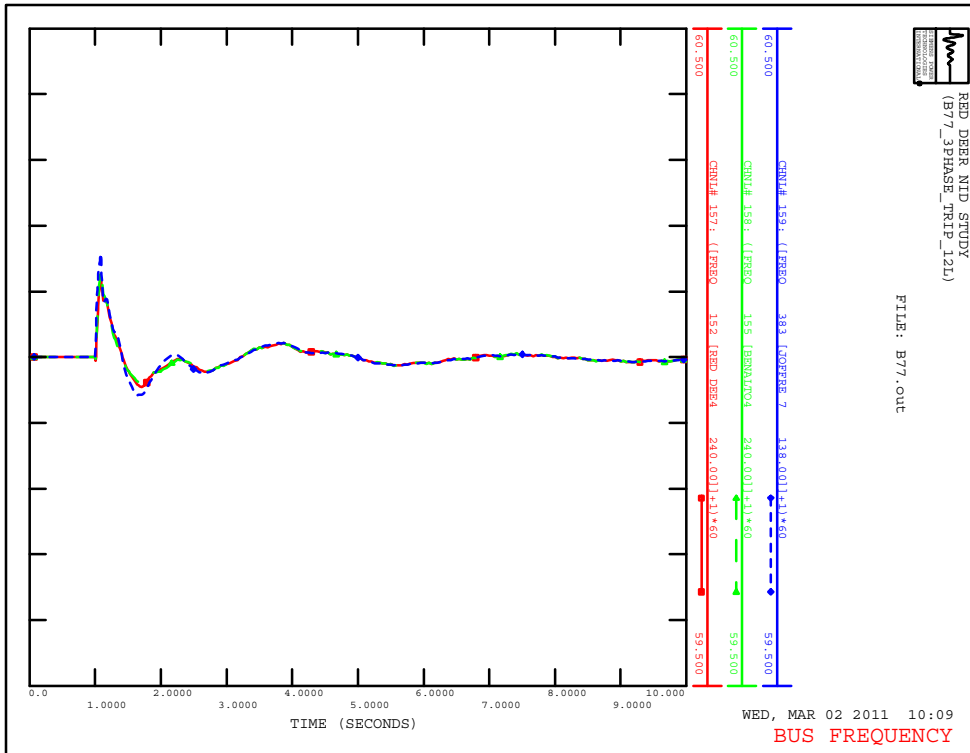

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

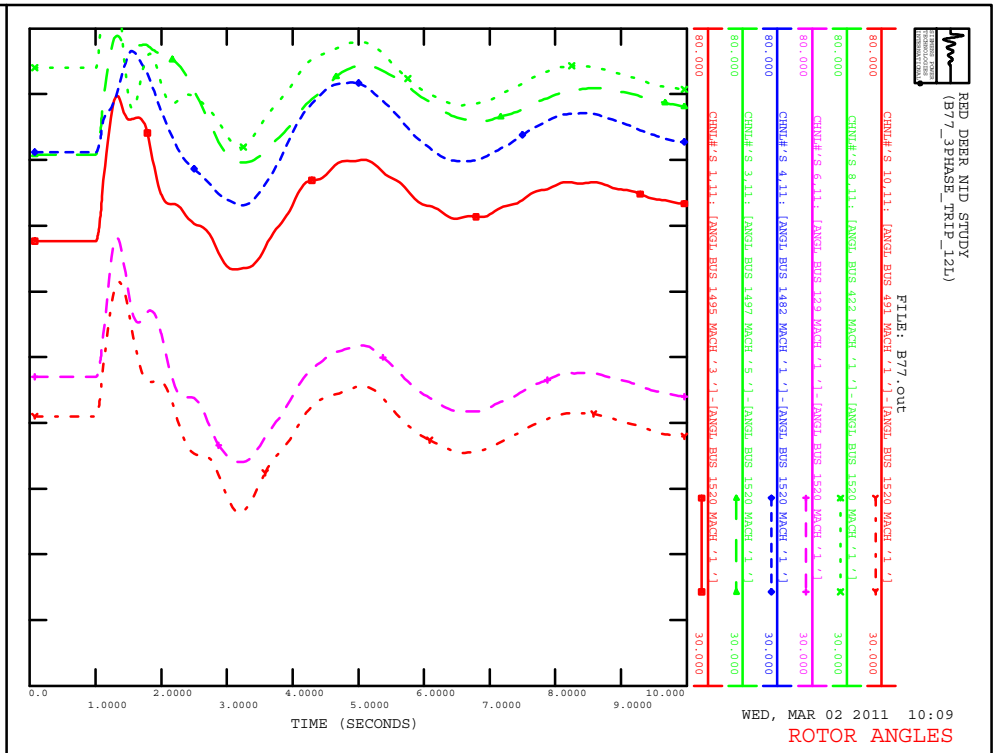

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

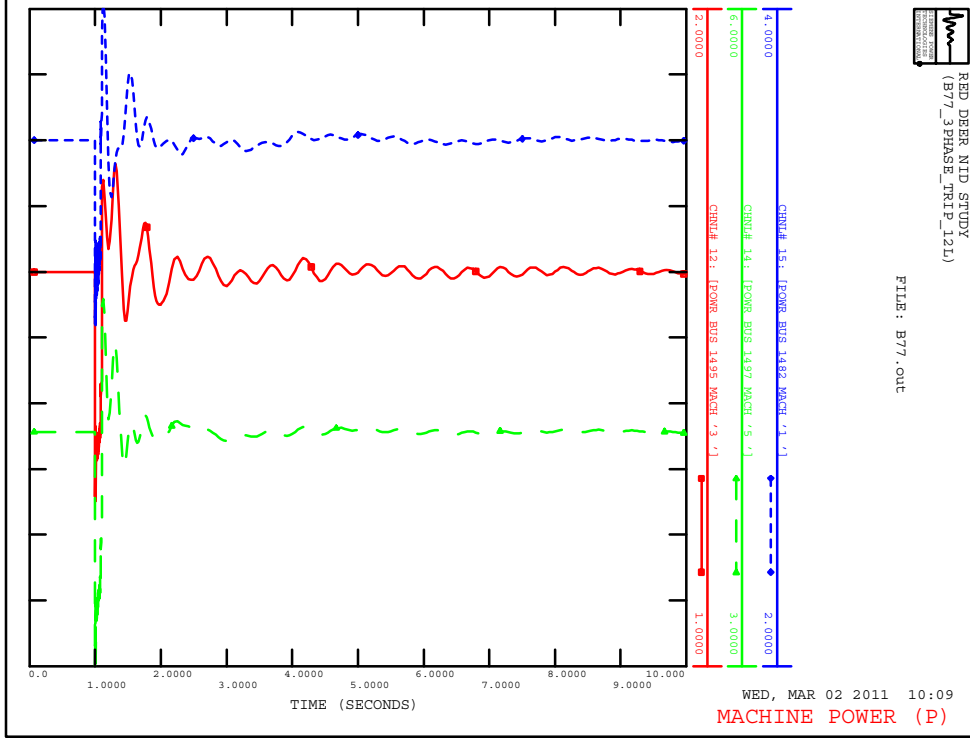

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNI# 67: [VOLT 116 [N TACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [OLDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

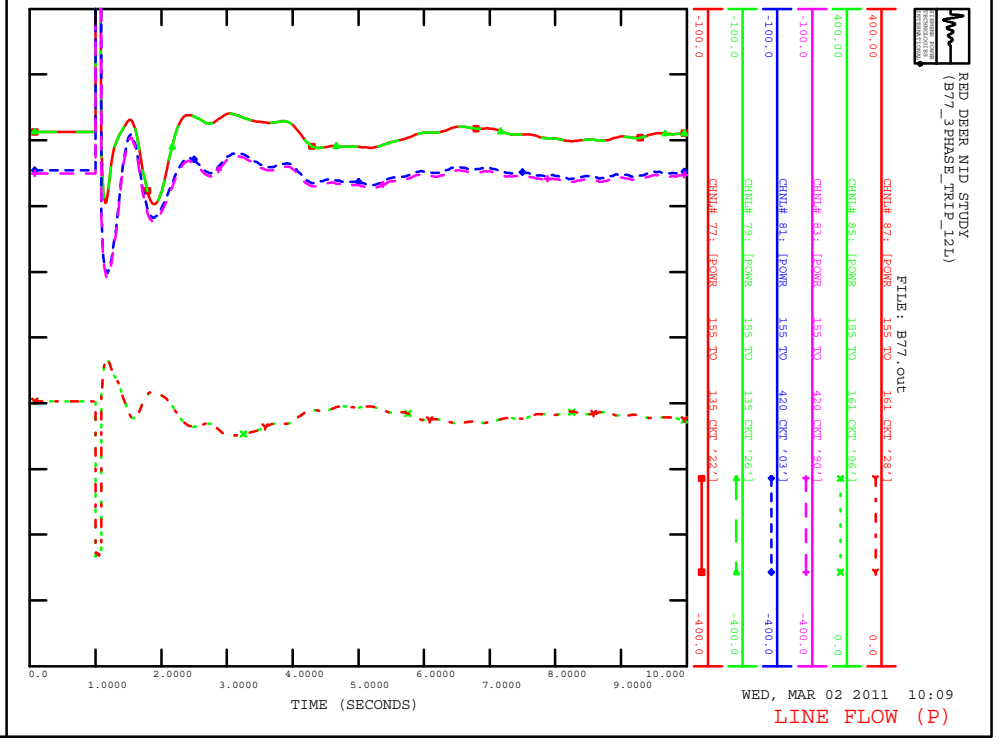

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

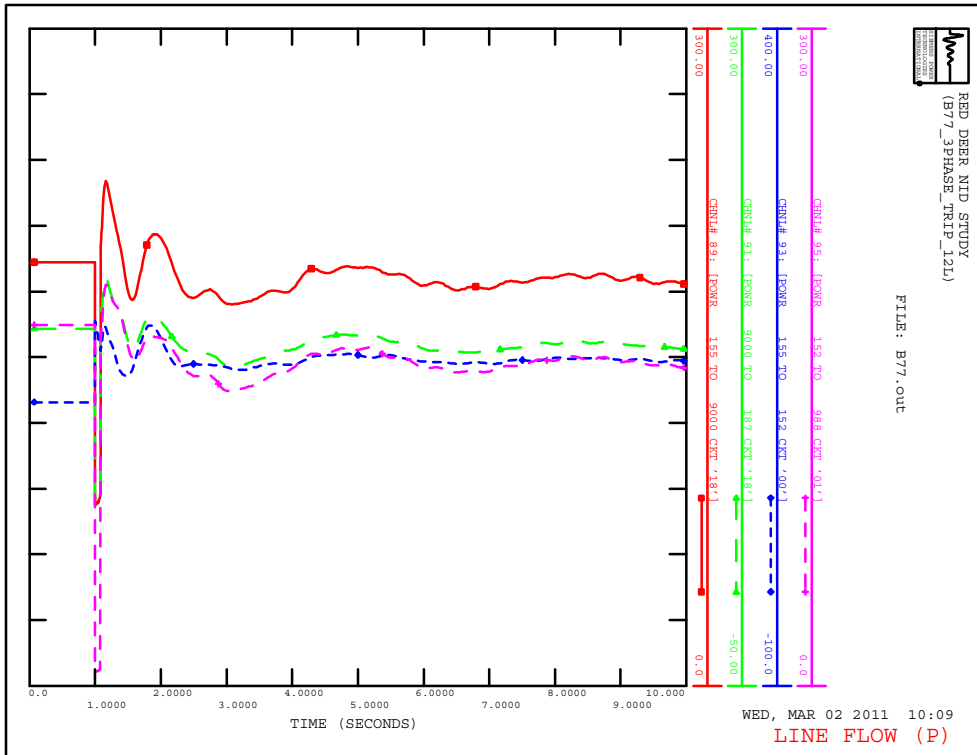

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

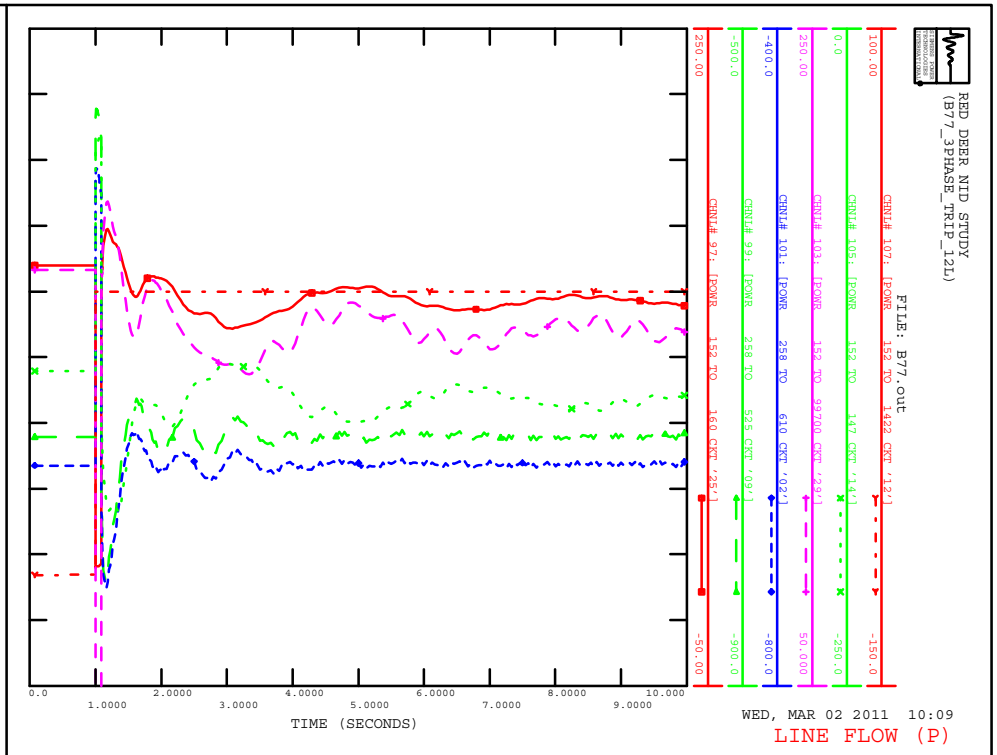

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

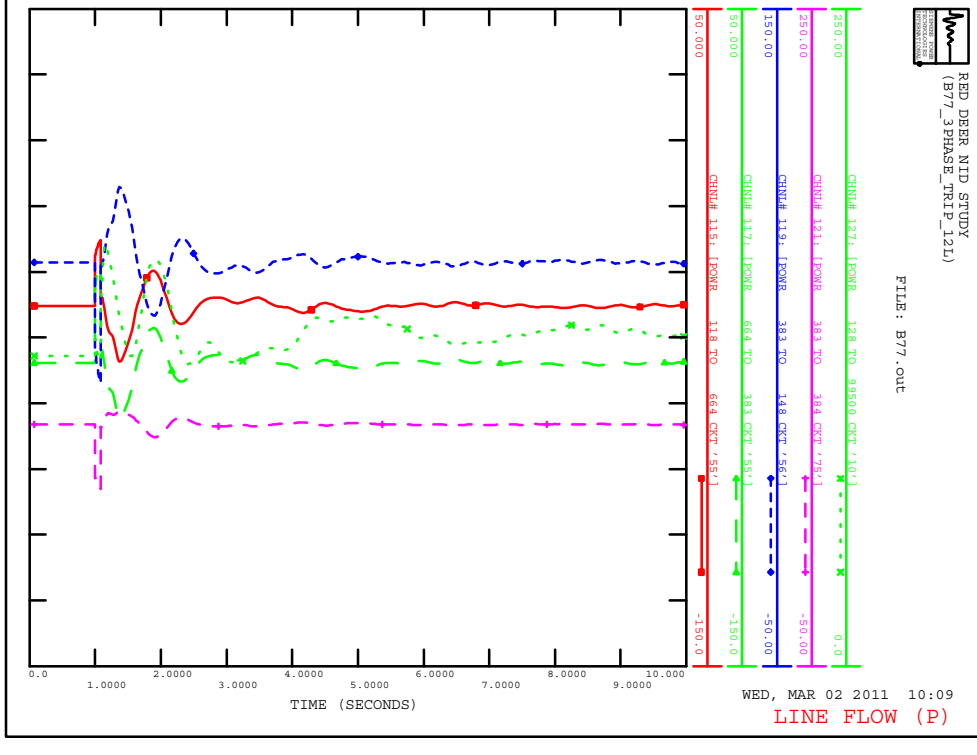

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

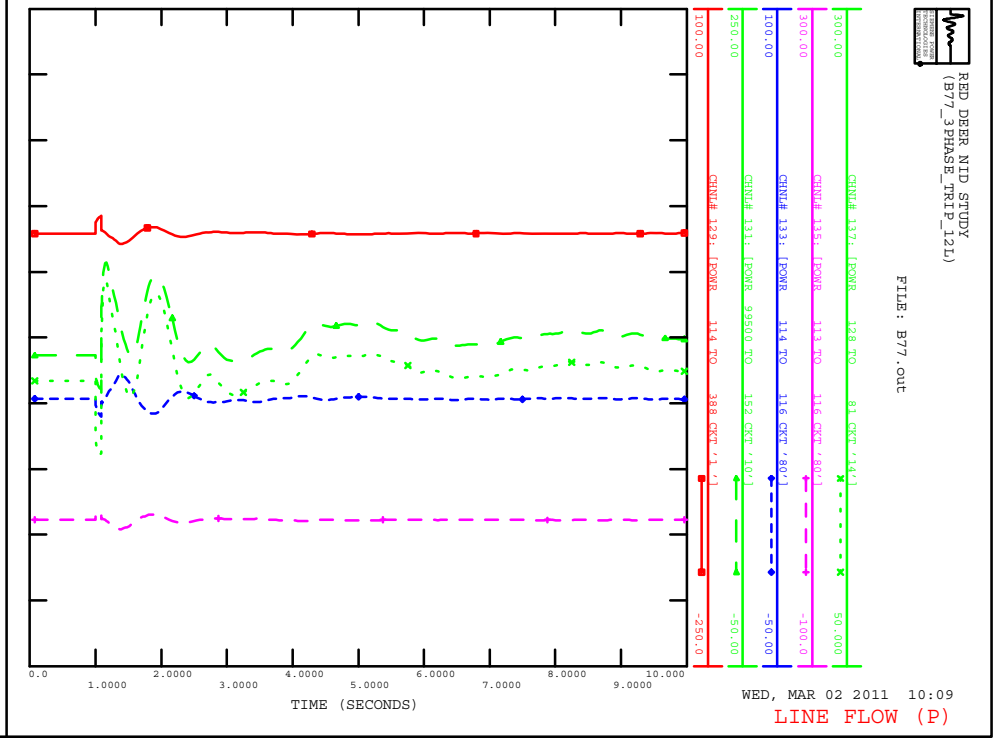

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

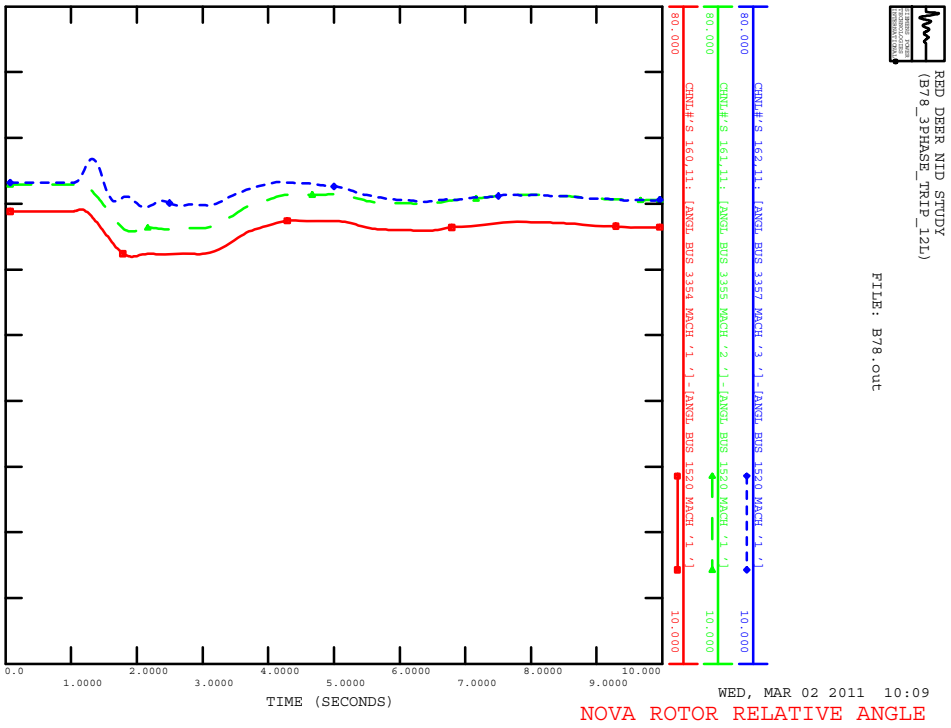

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

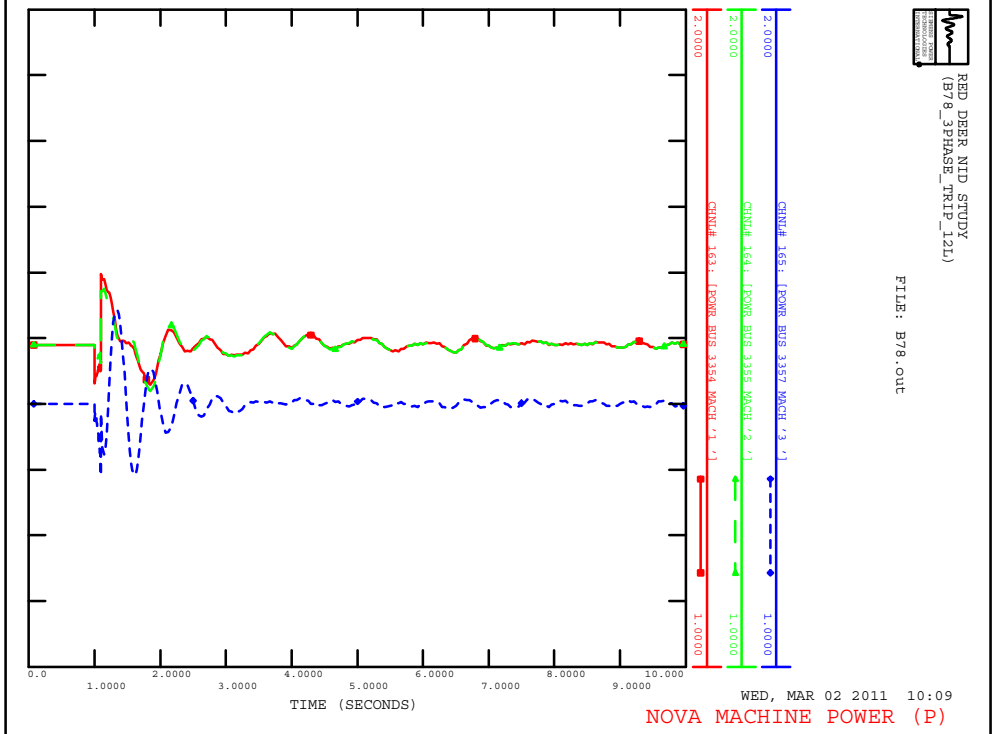

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

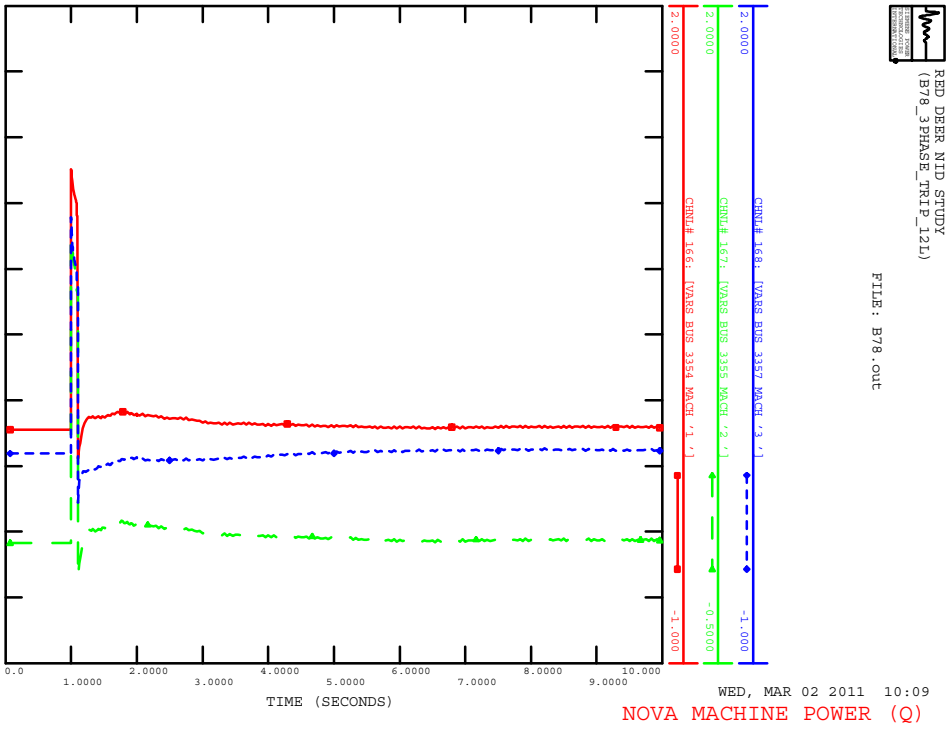

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

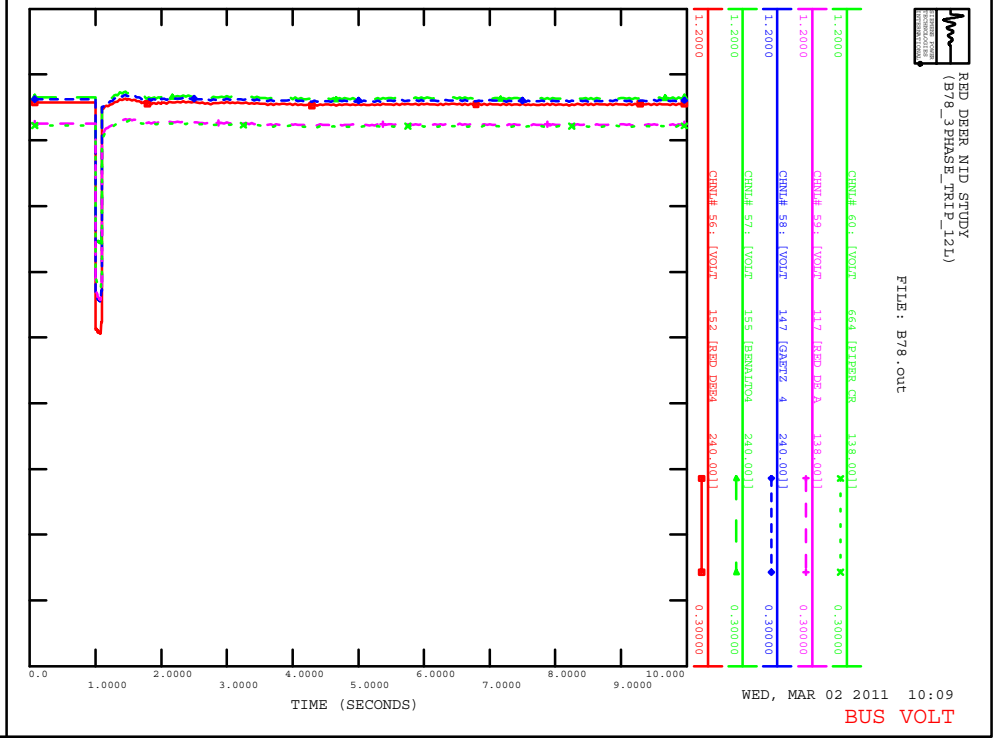

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

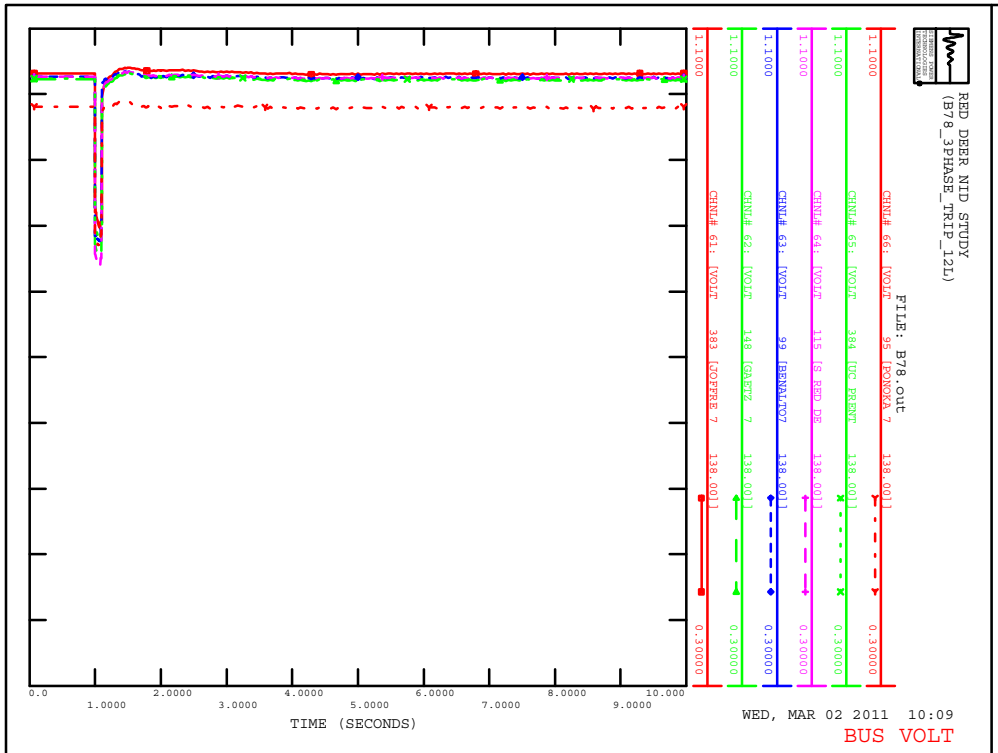

RED DEER NID STUDY
(B77_3PHASE_TRIP_12L)
FILE: B77.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

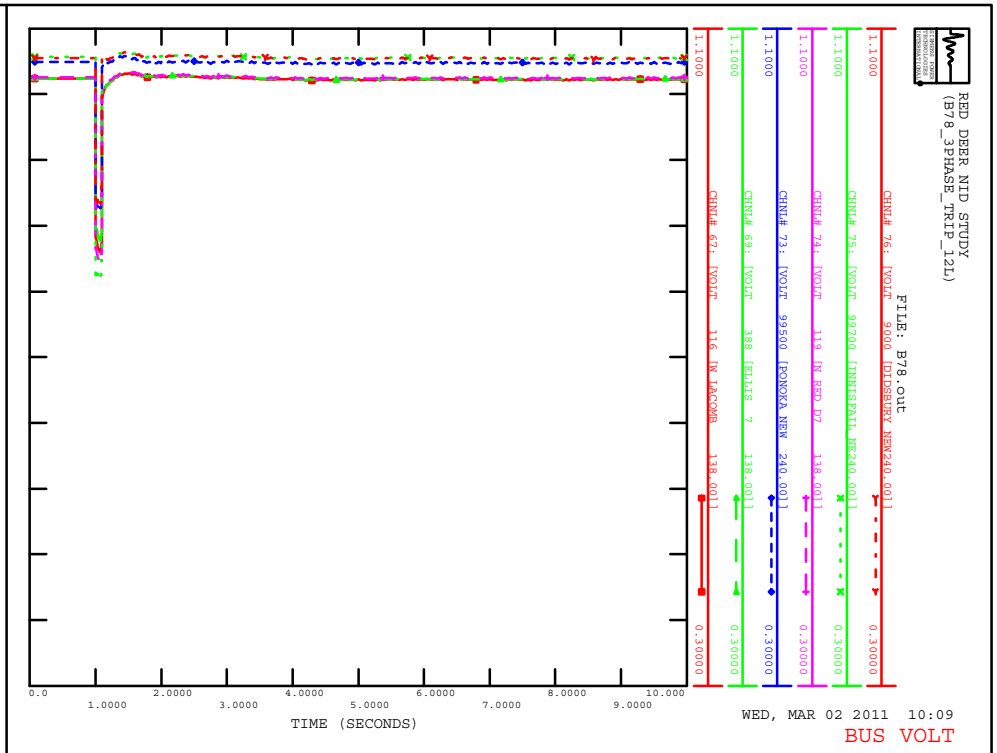

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

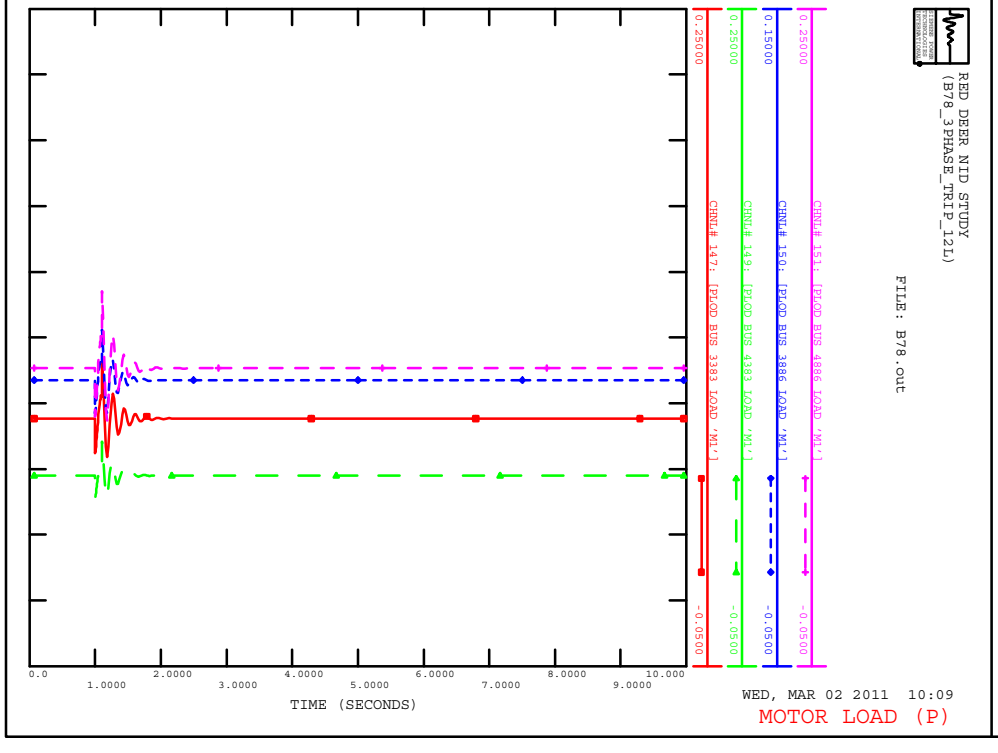

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

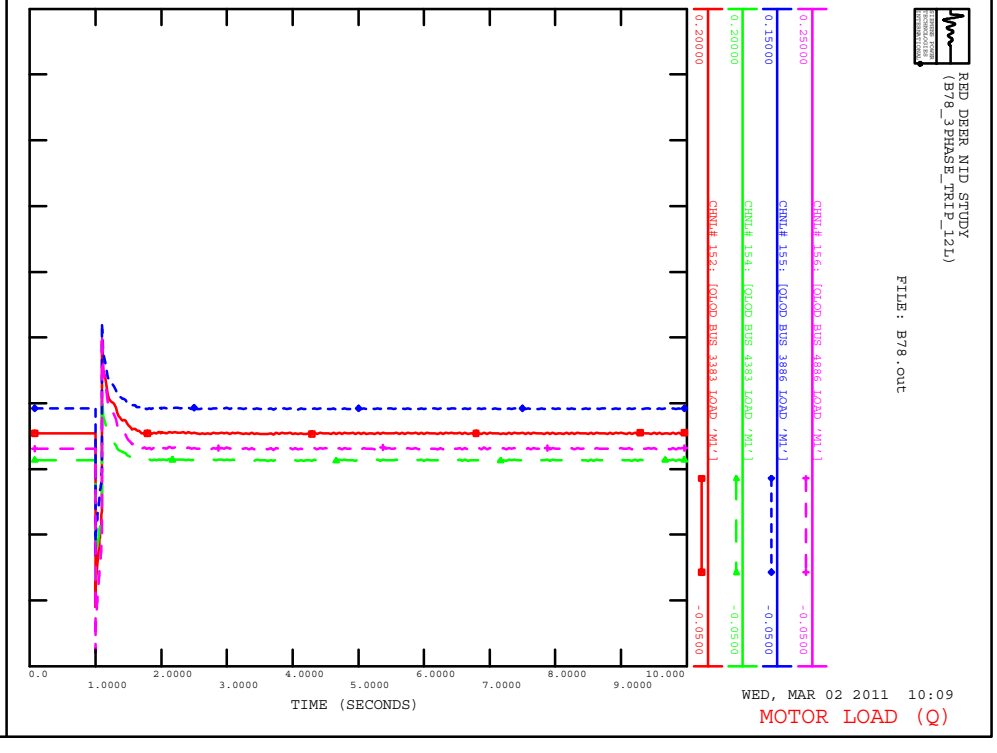

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

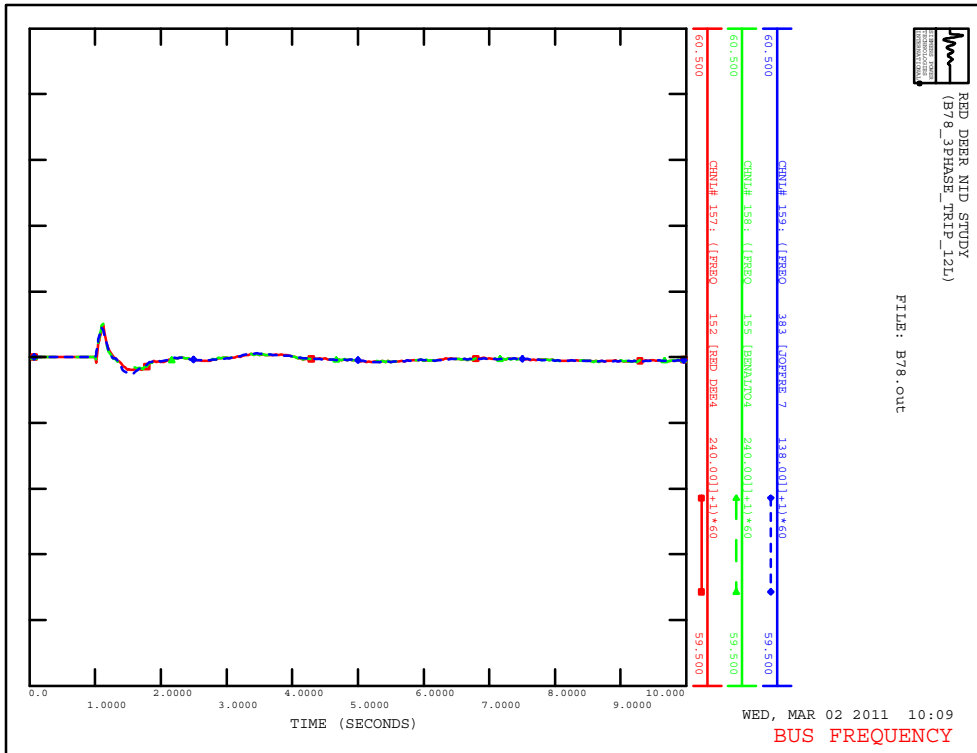

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

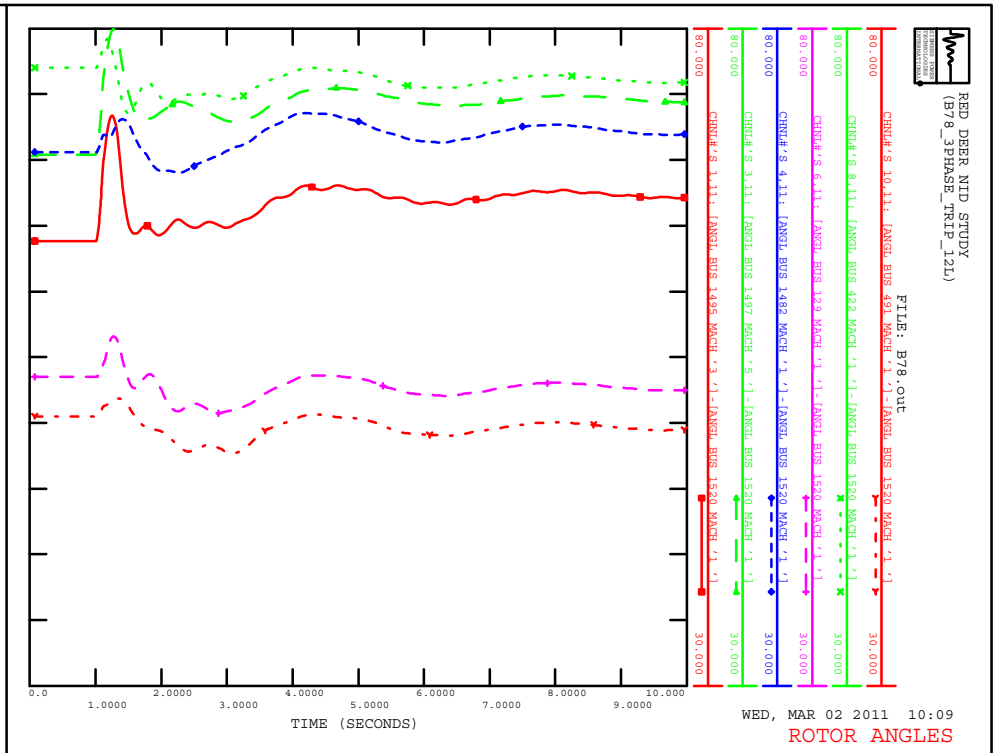

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALEY2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

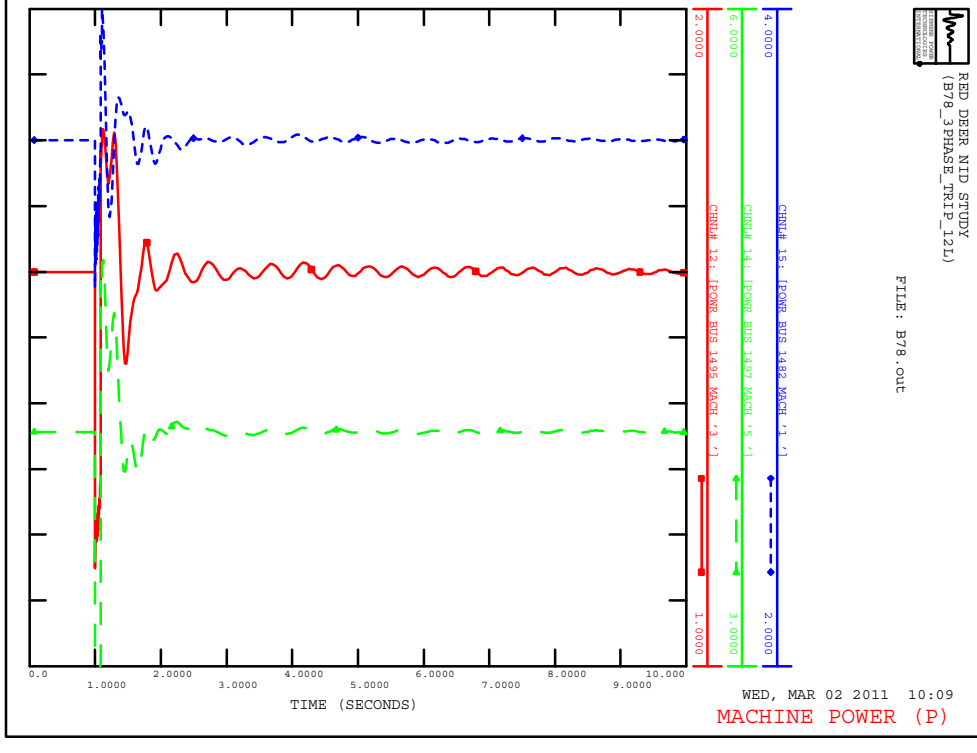

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

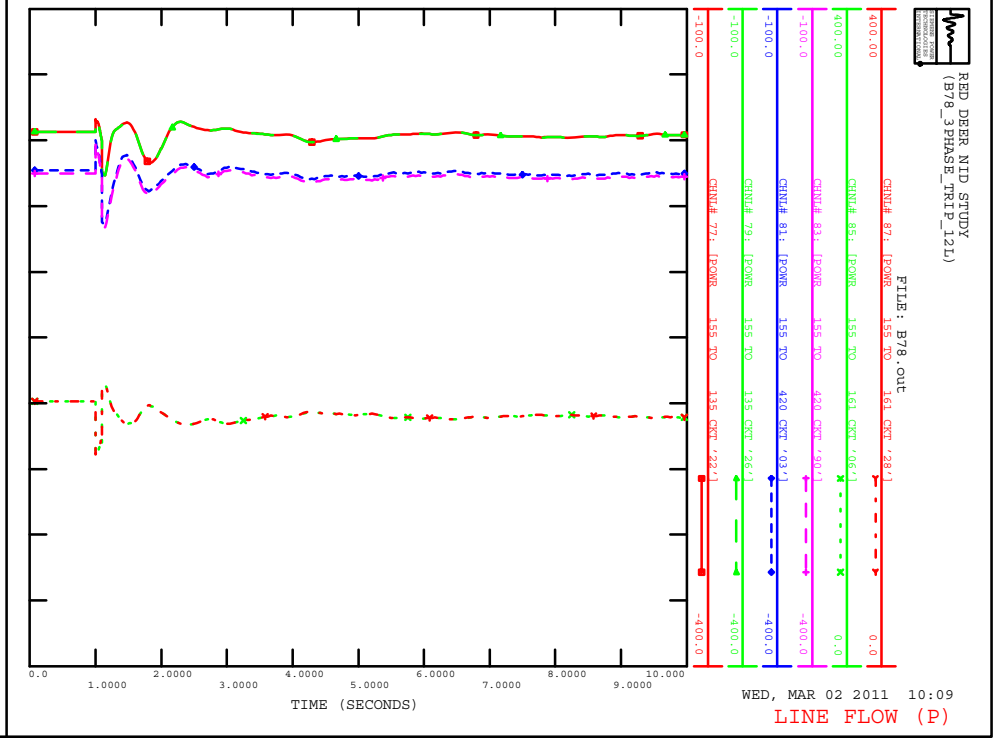

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

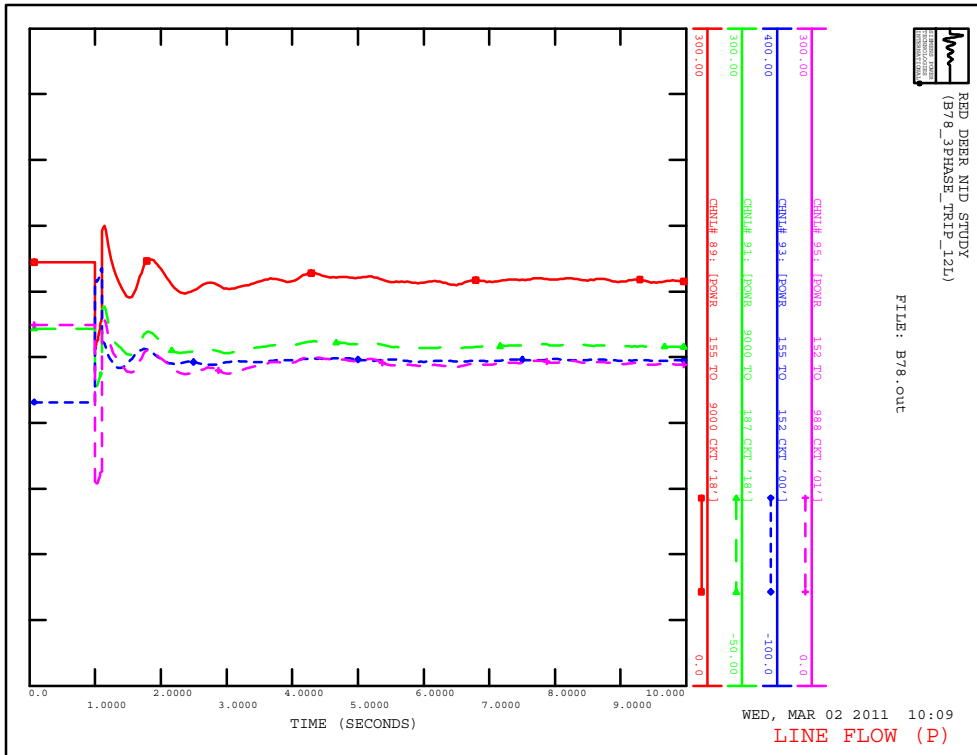

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

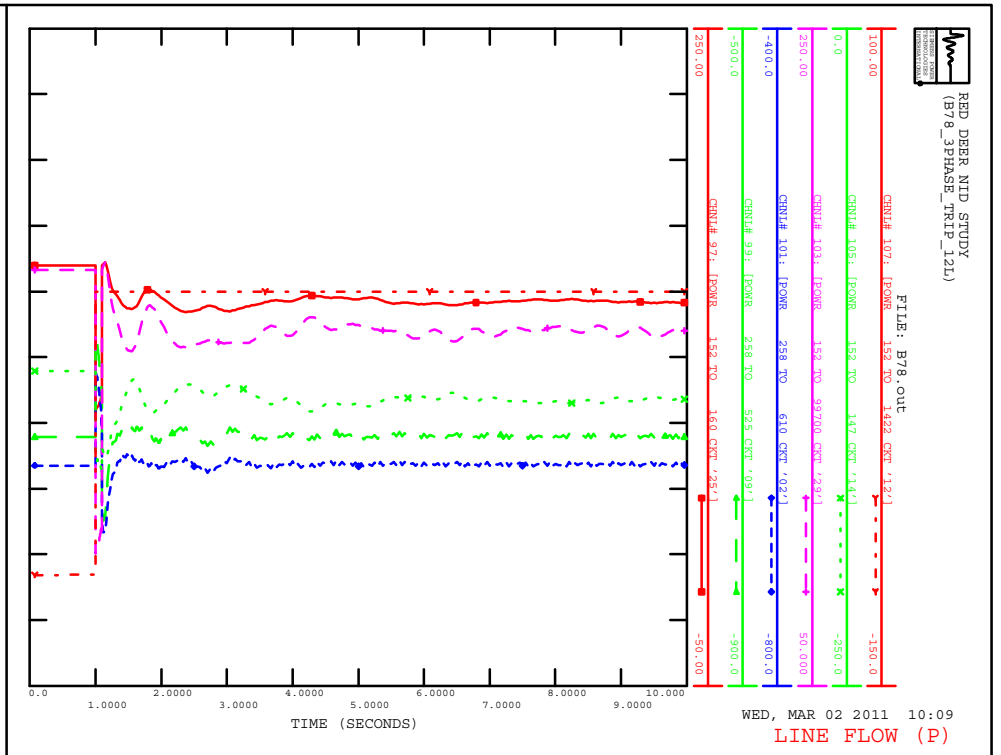

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

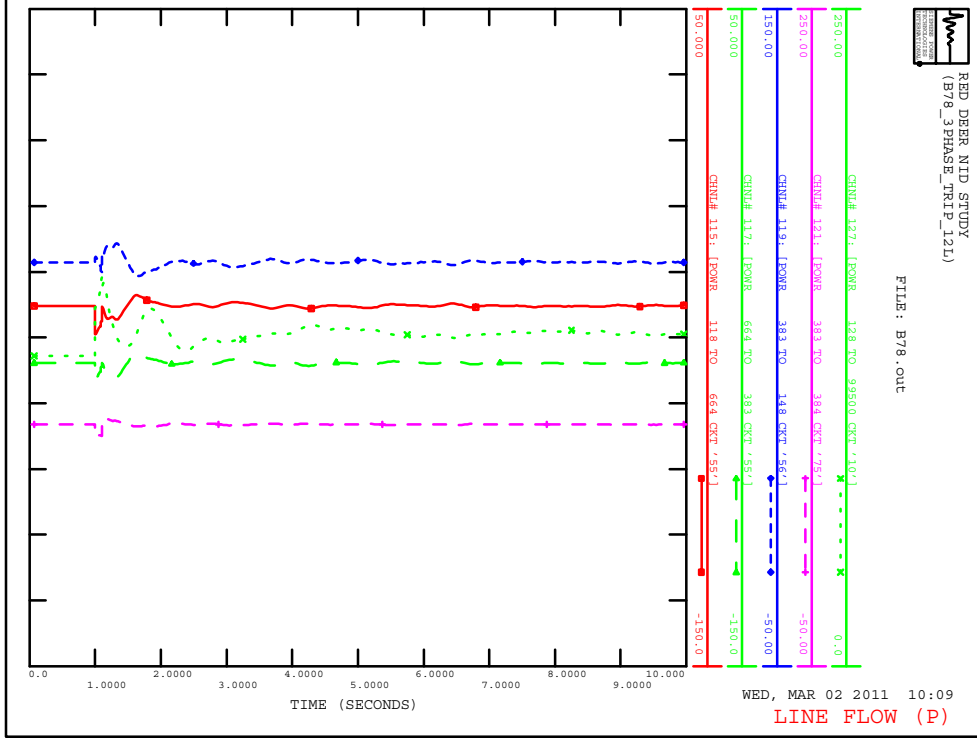

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

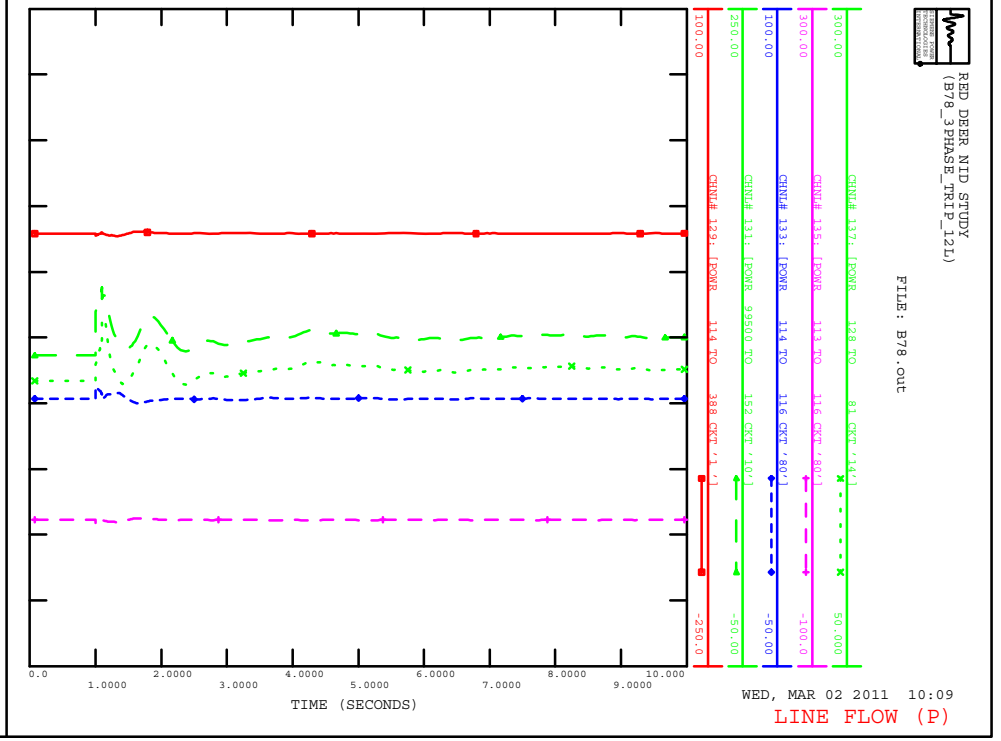

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

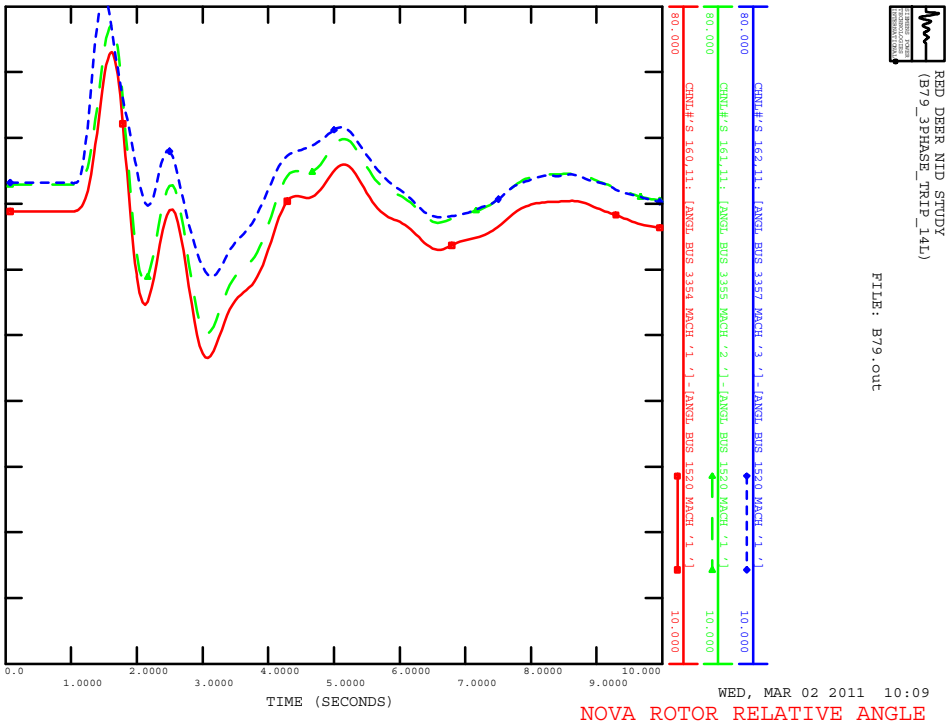

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

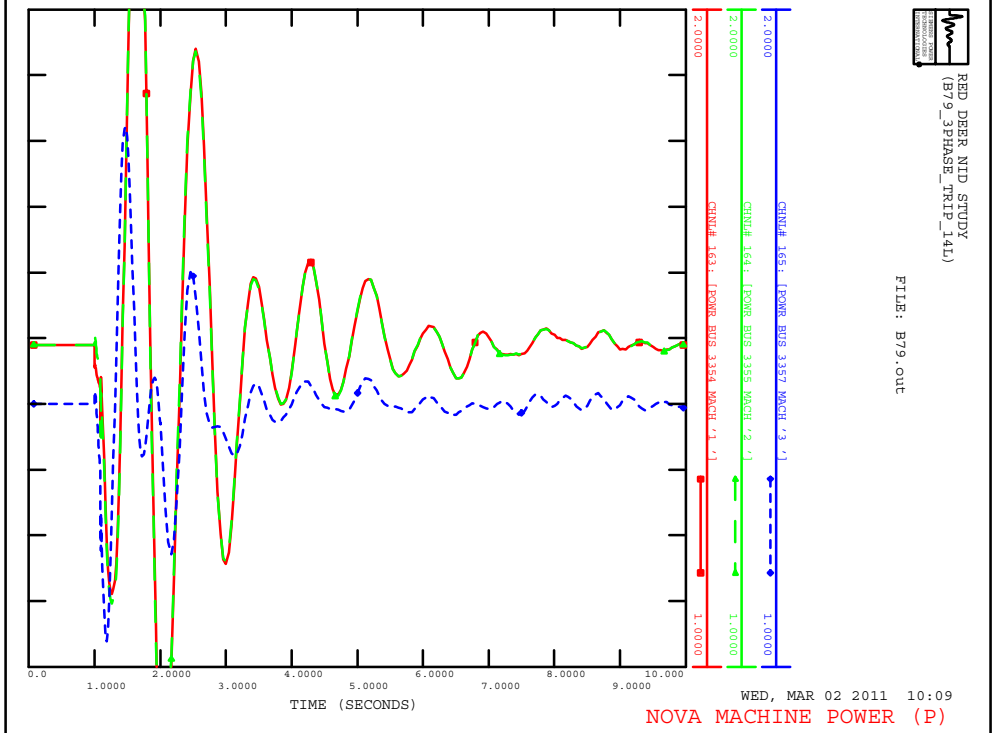

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

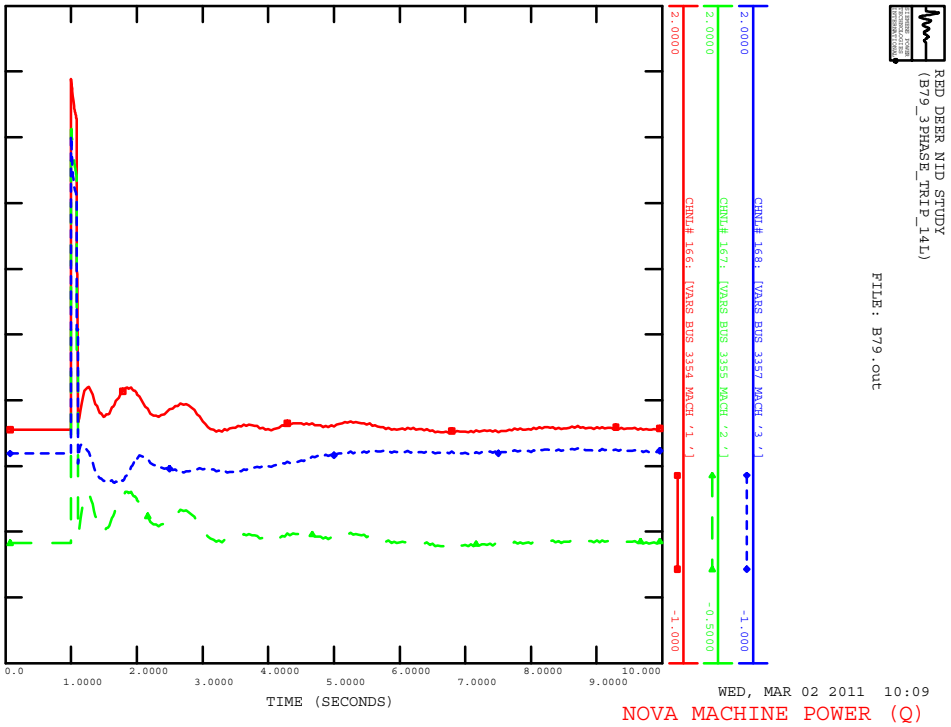

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

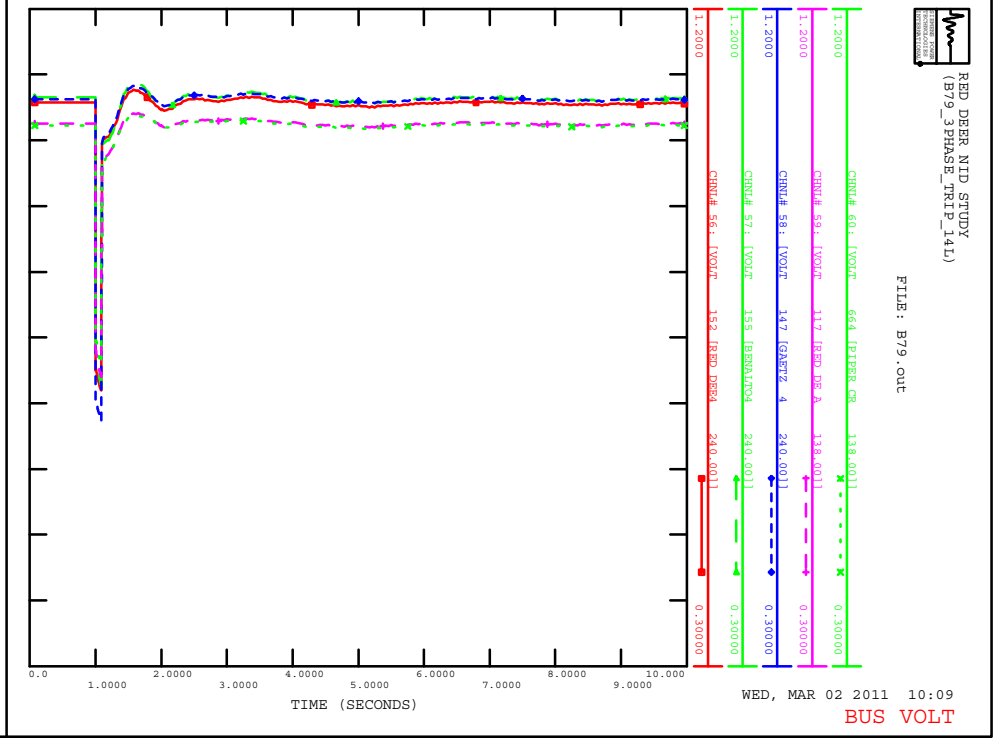

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

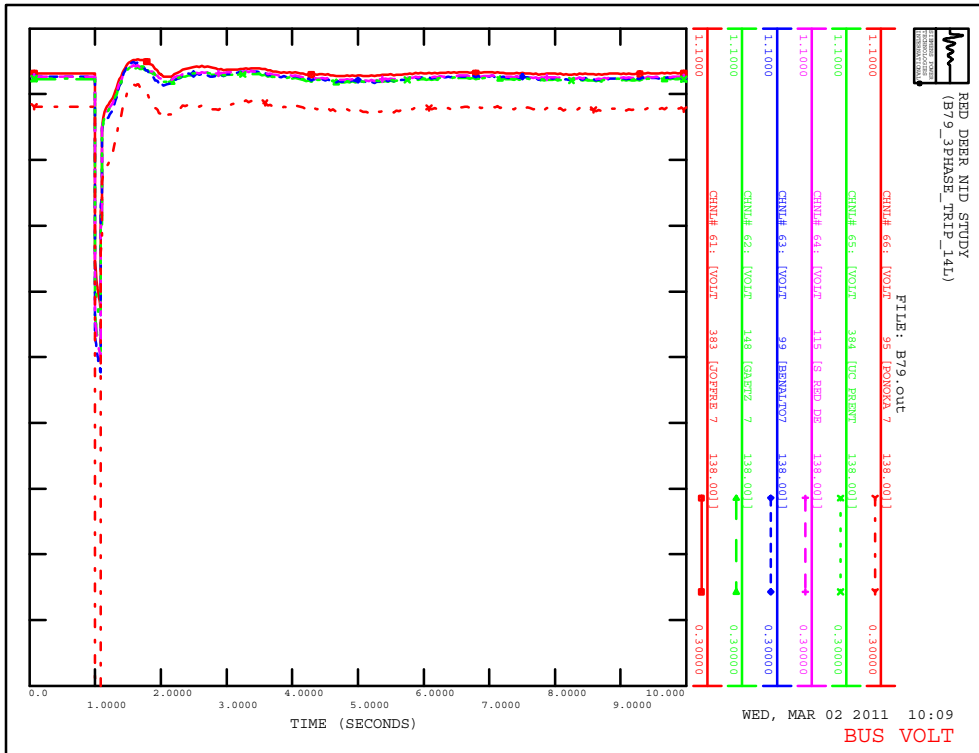

RED DEER NID STUDY
(B78_3PHASE_TRIP_12L)
FILE: B78.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

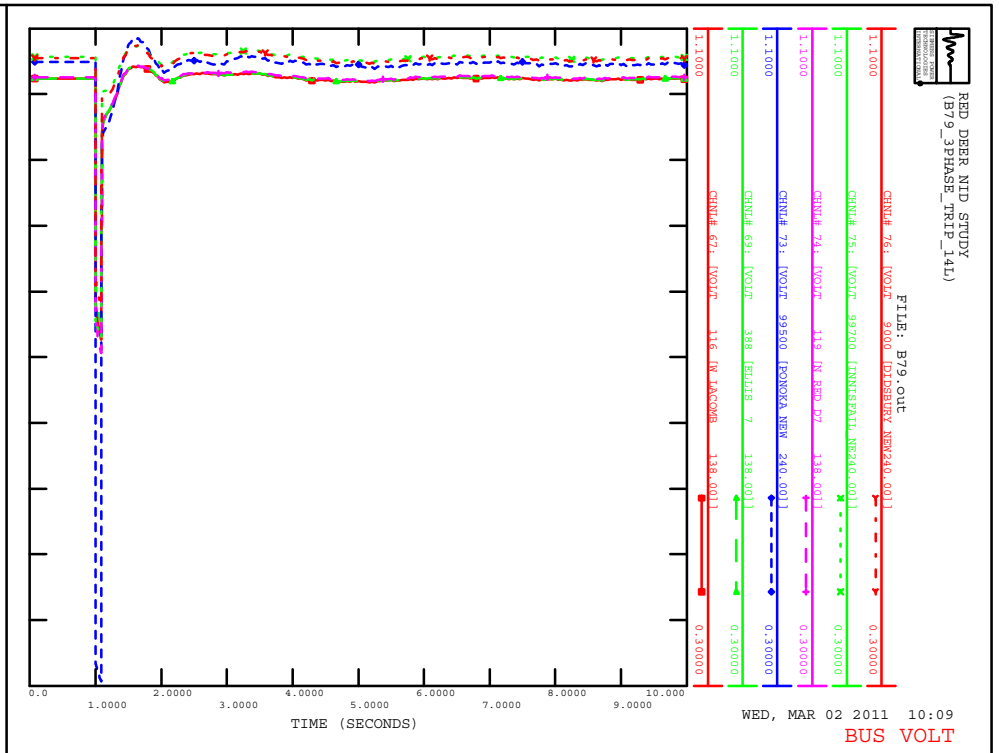

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

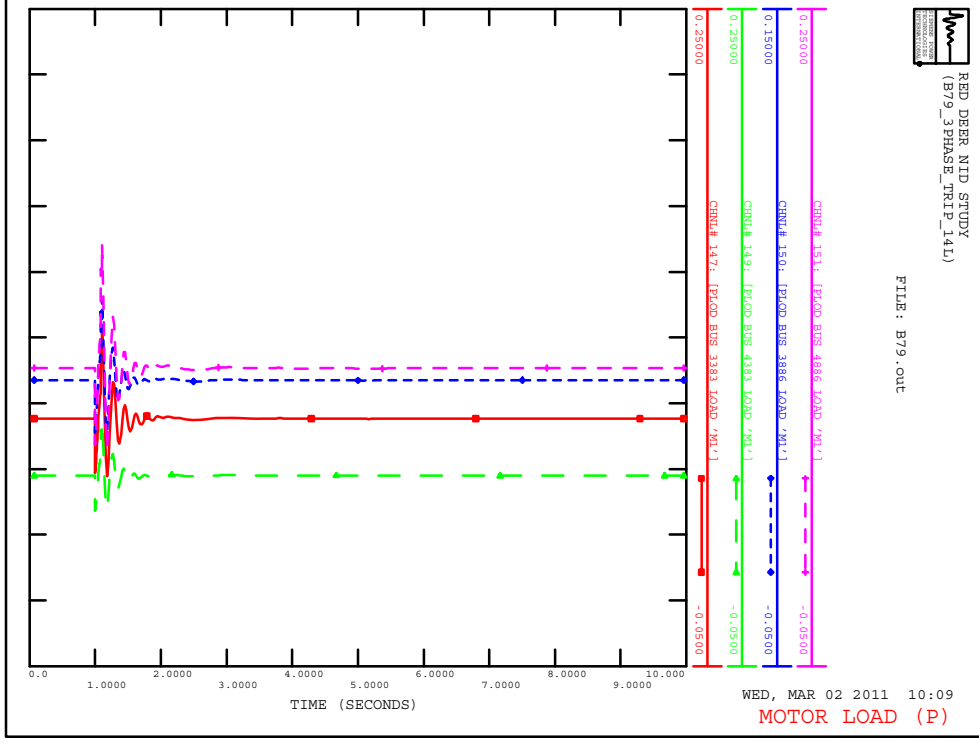

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

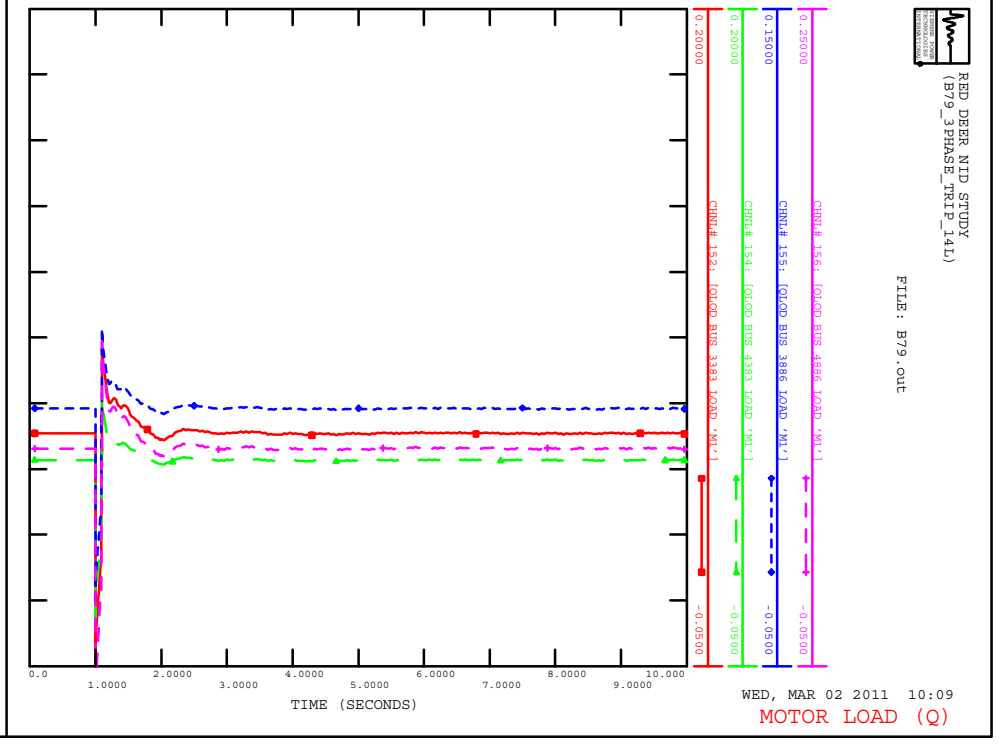

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

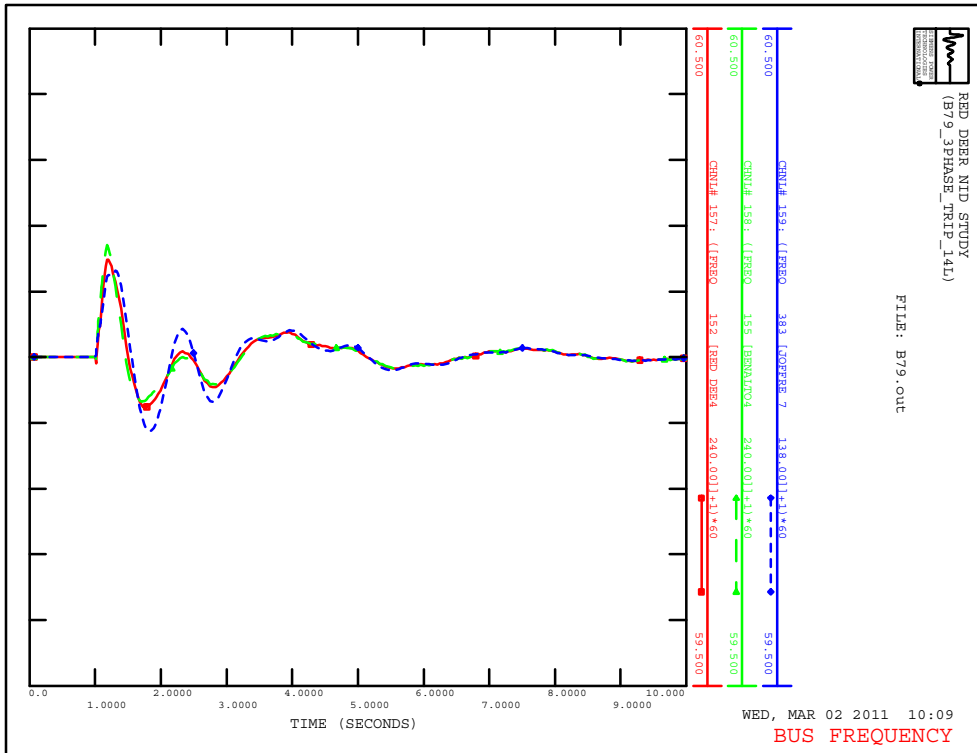

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

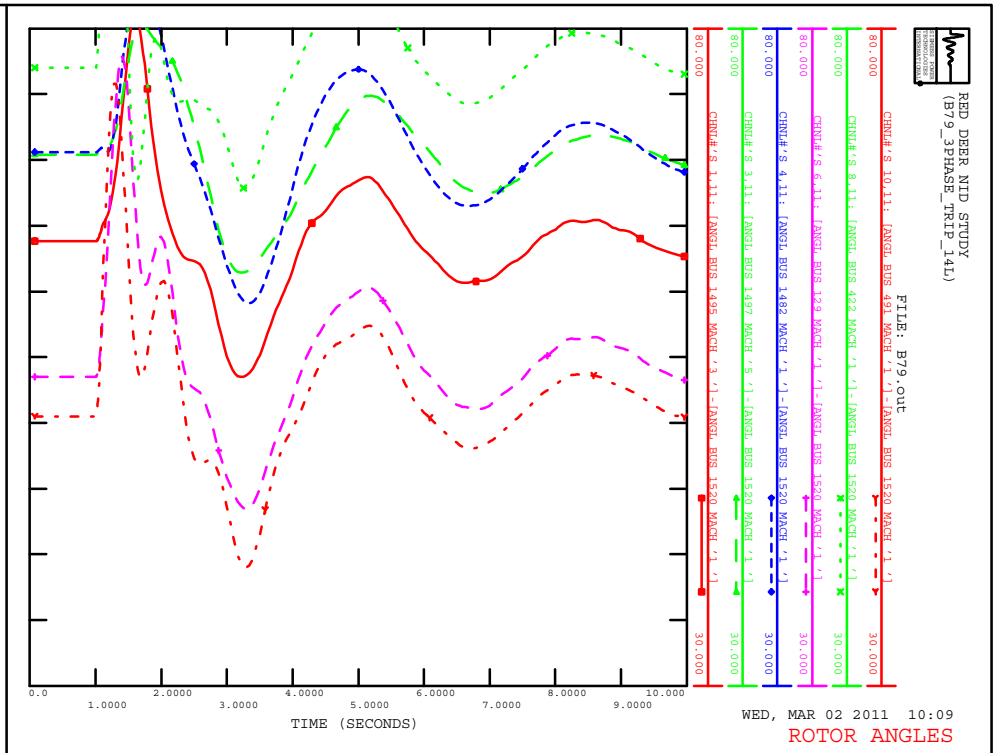

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

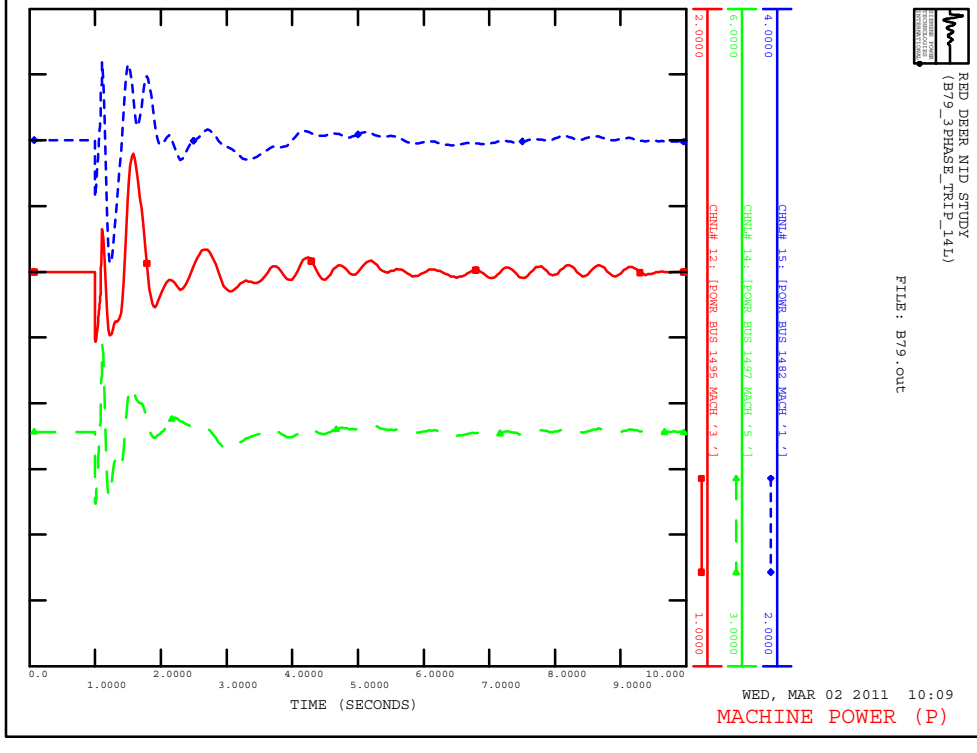

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

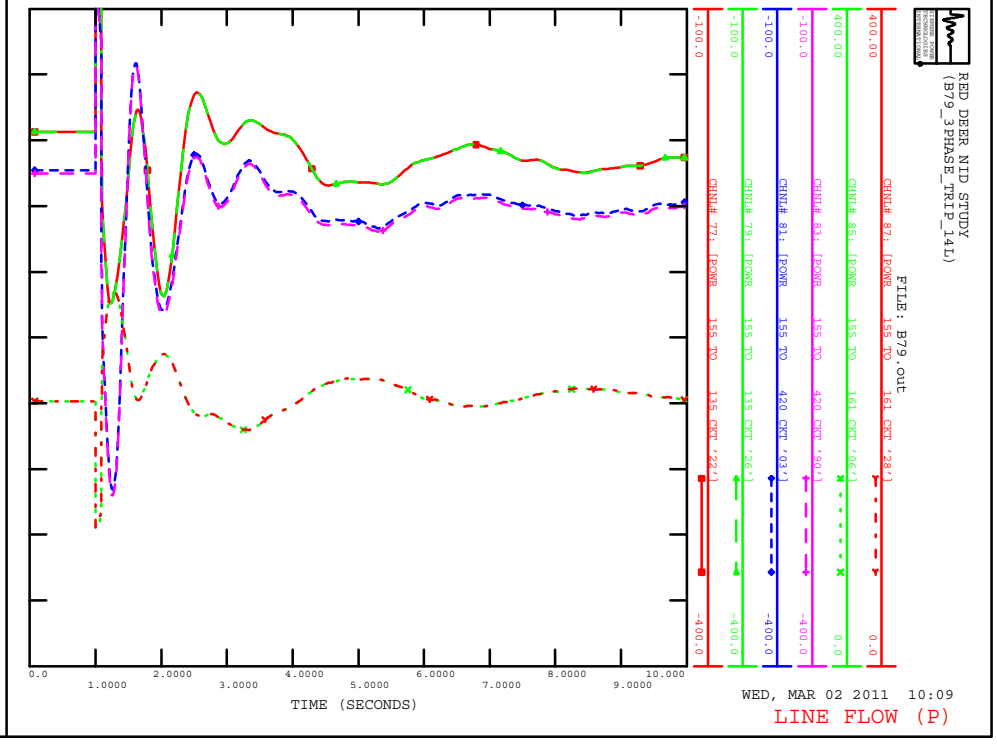

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

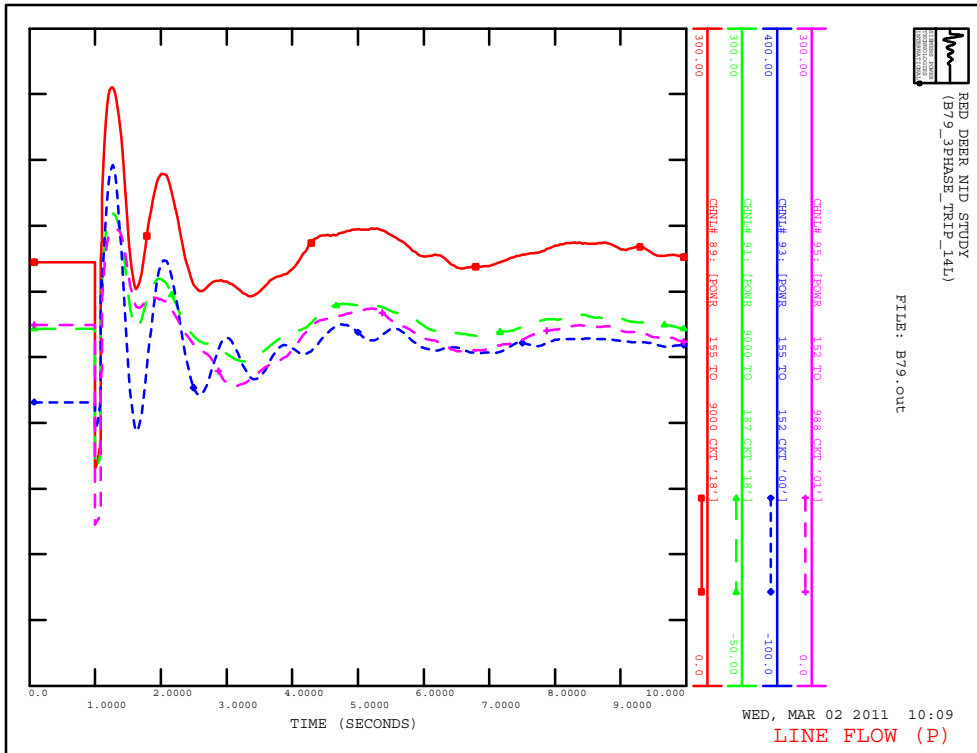

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

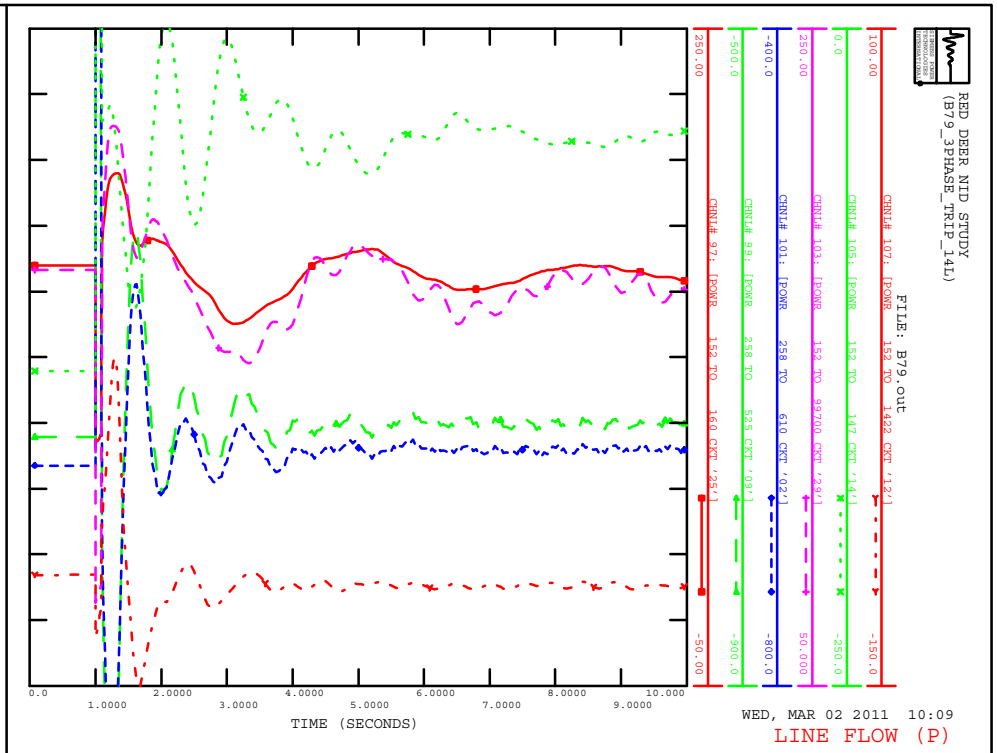

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

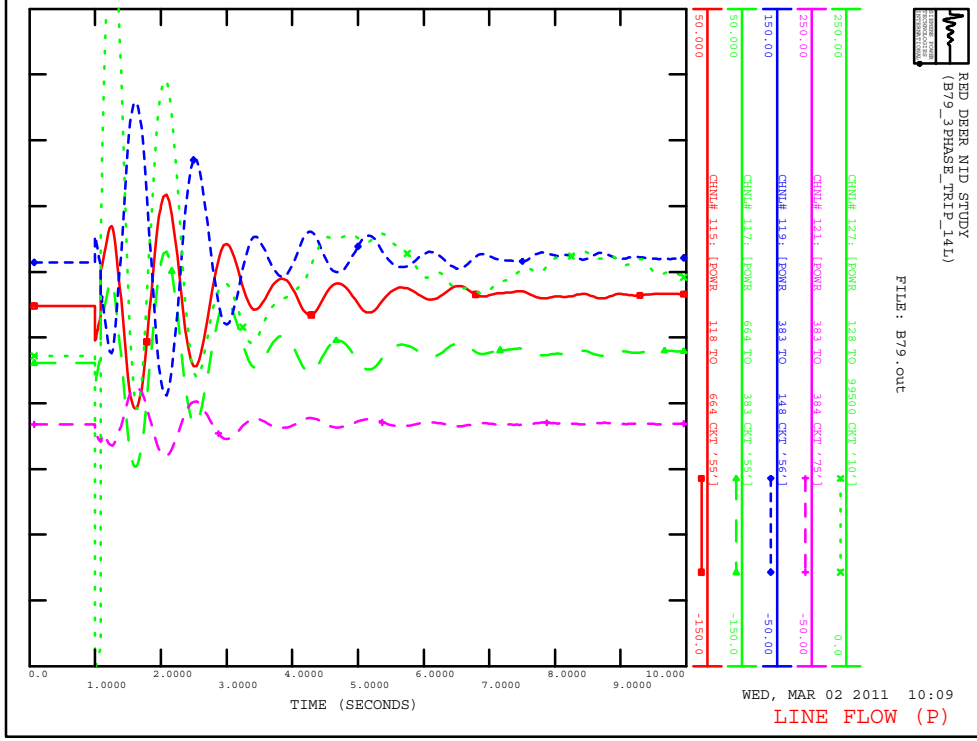

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

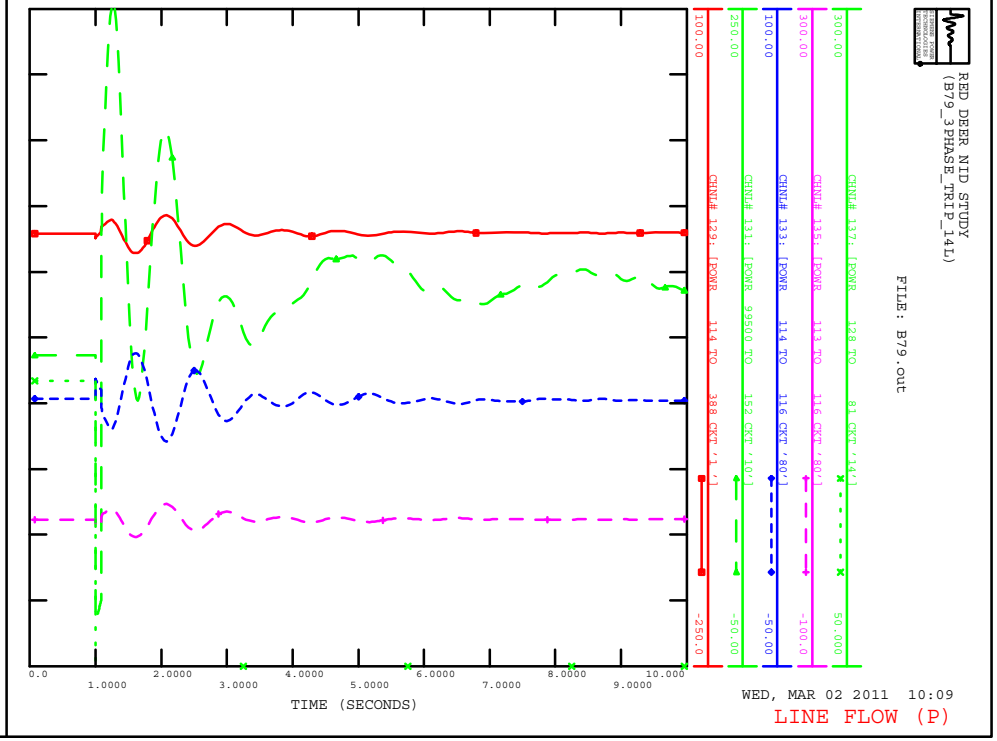

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

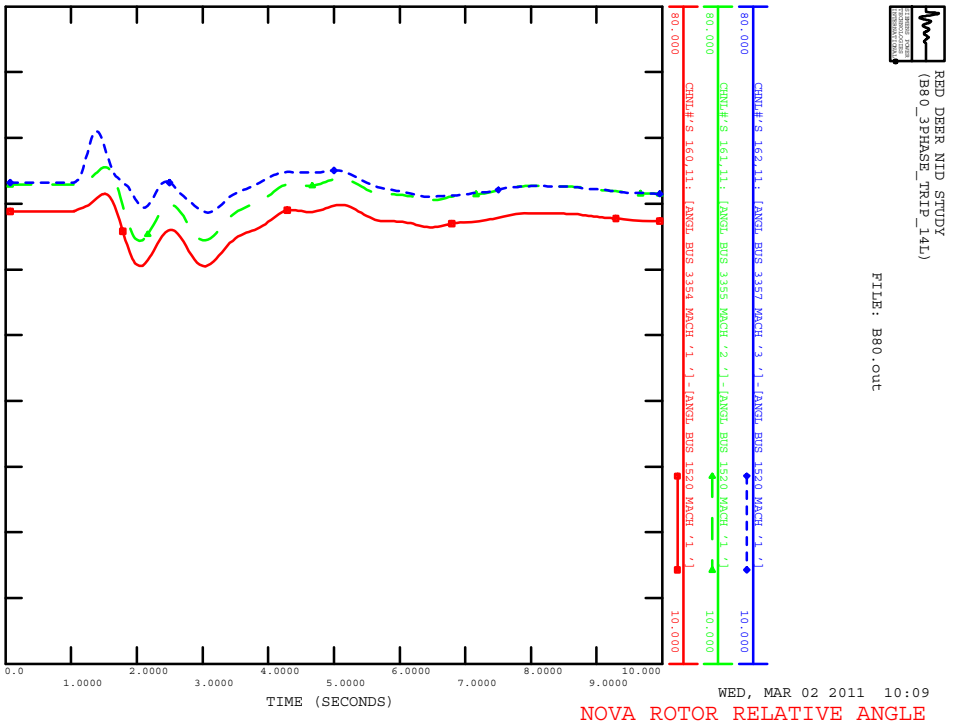

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

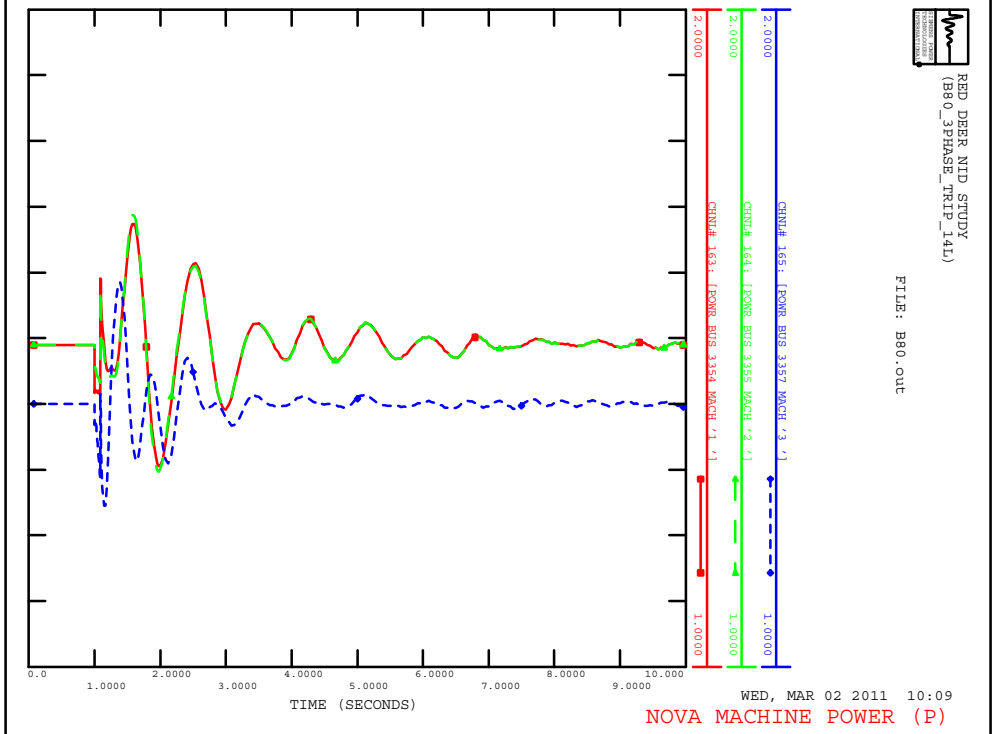

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

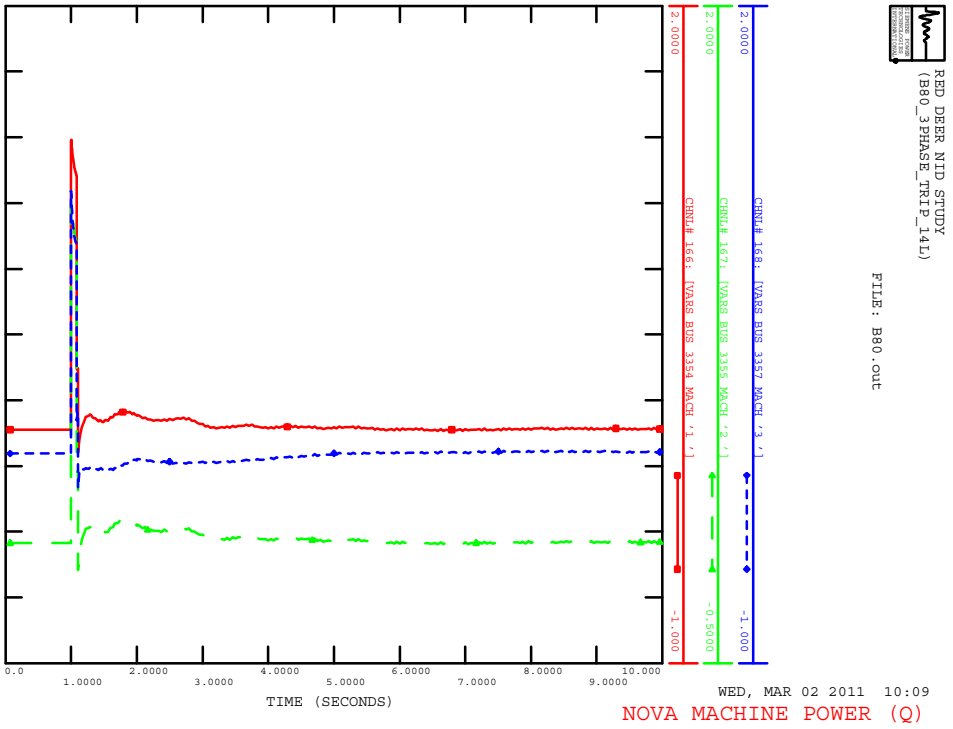

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

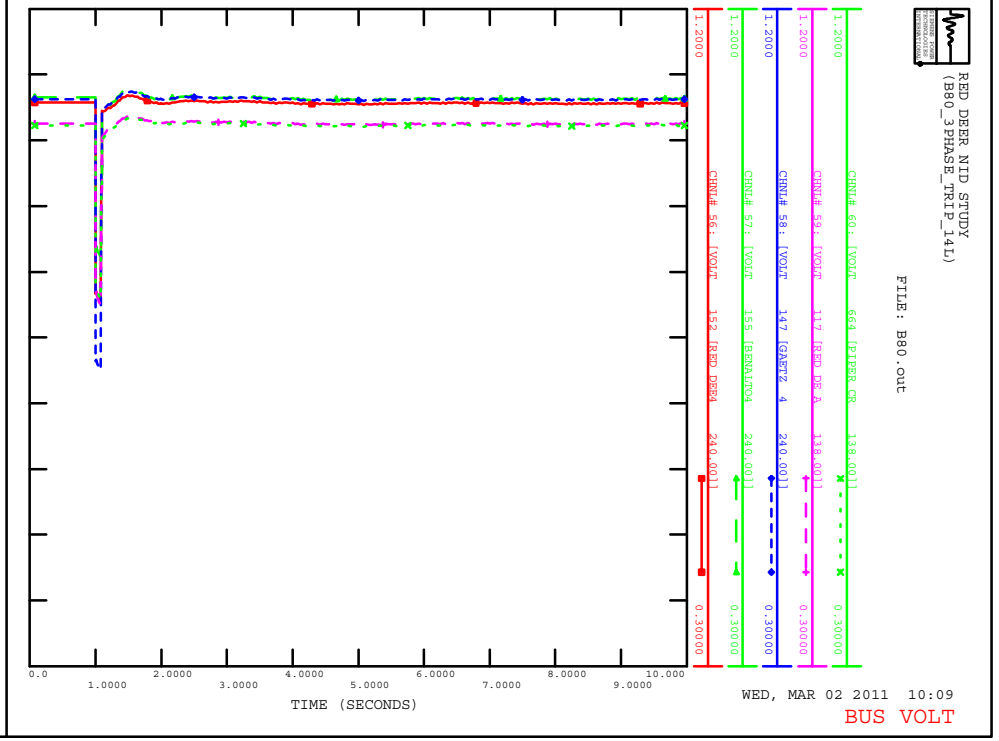

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

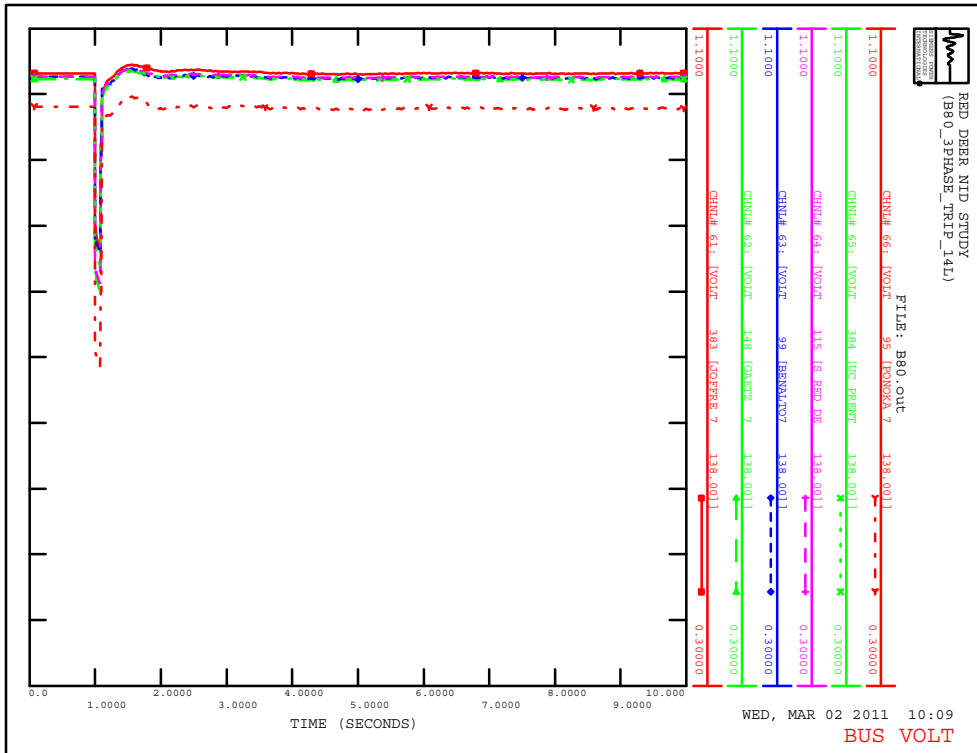

RED DEER NID STUDY
(B79_3PHASE_TRIP_14L)
FILE: B79.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

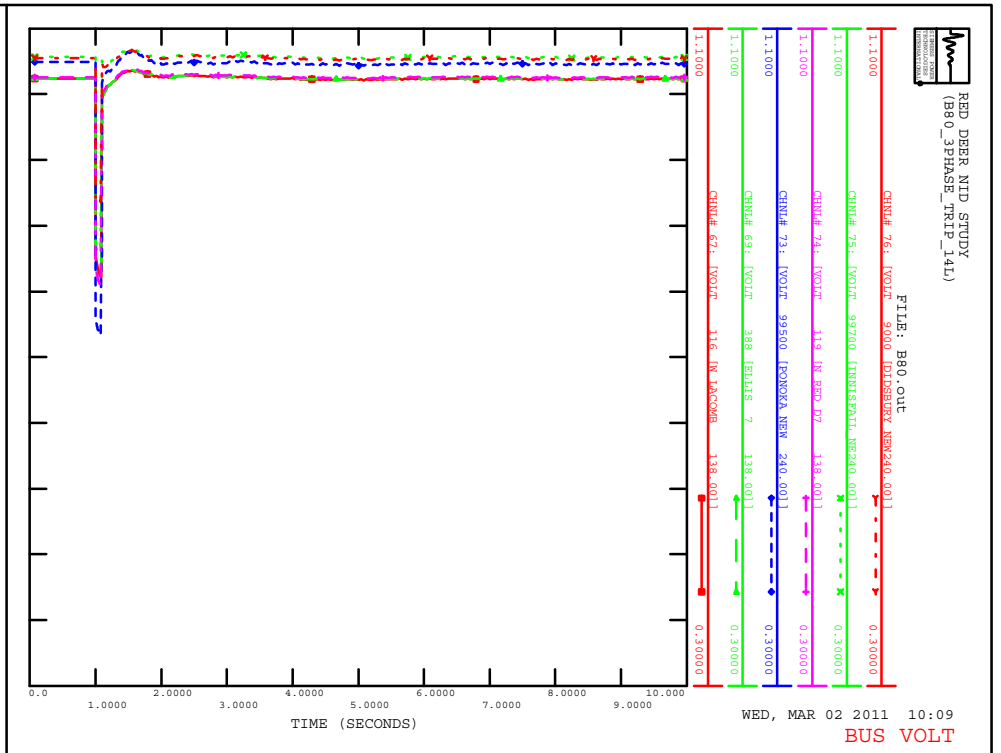

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

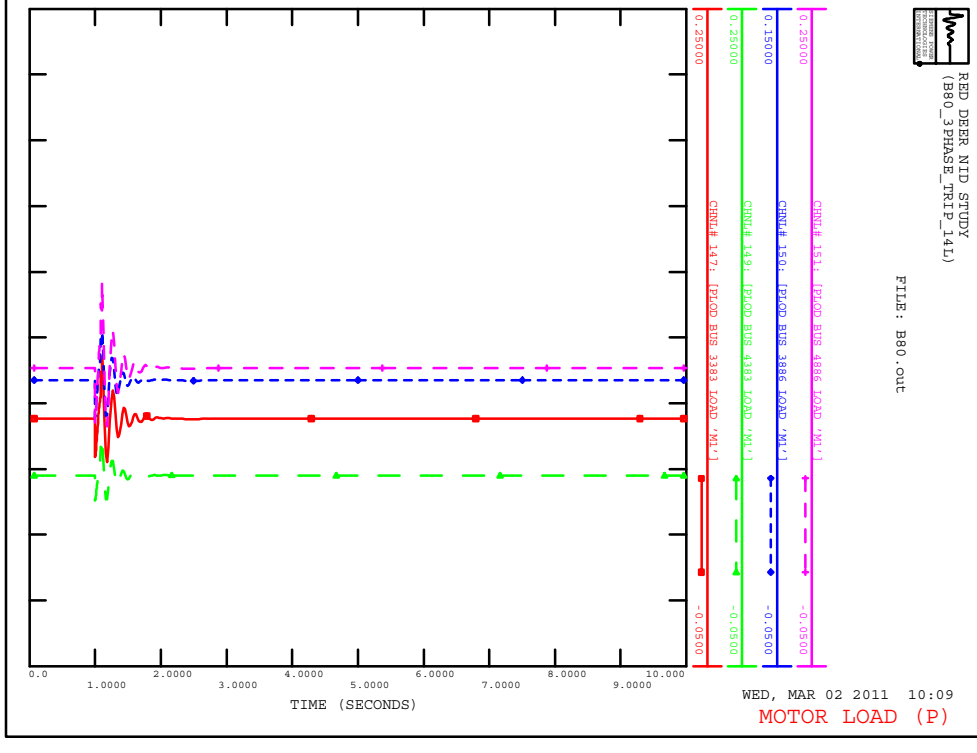

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

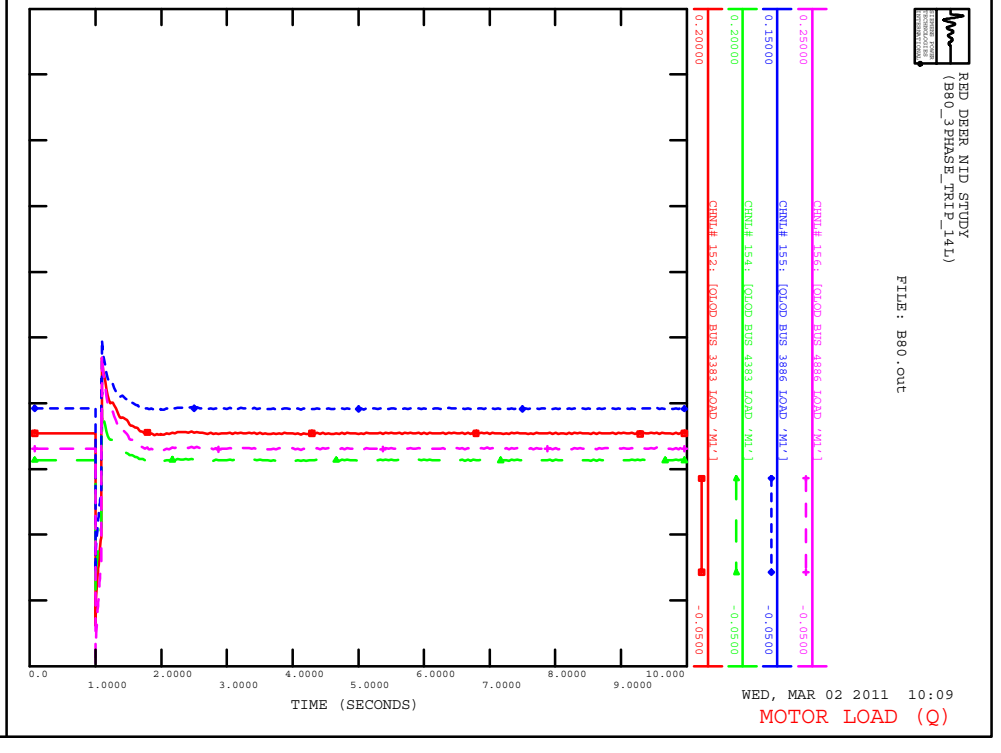

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

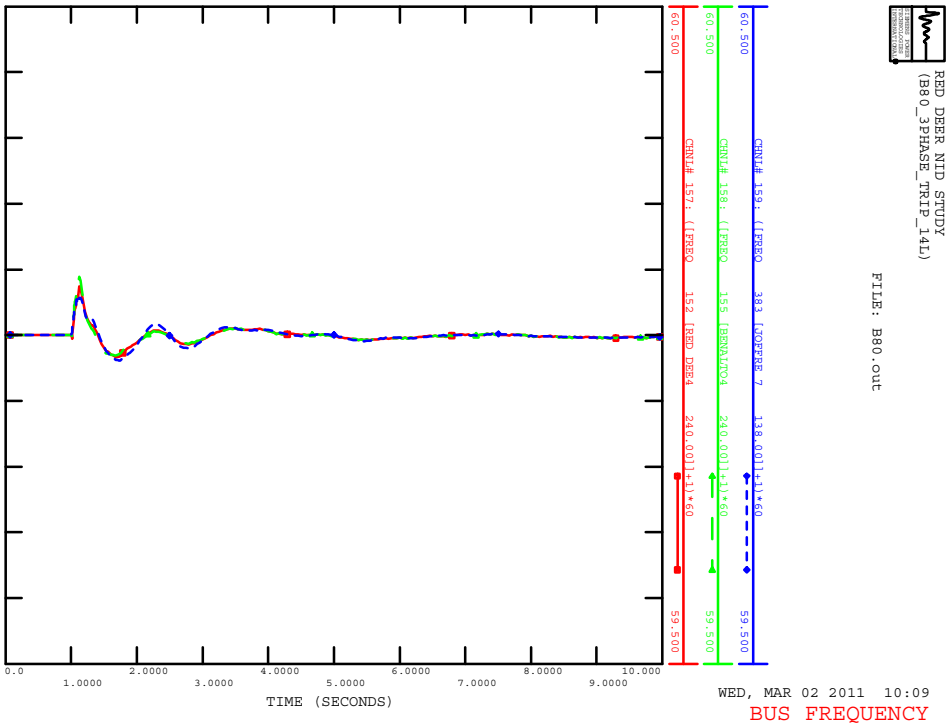

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

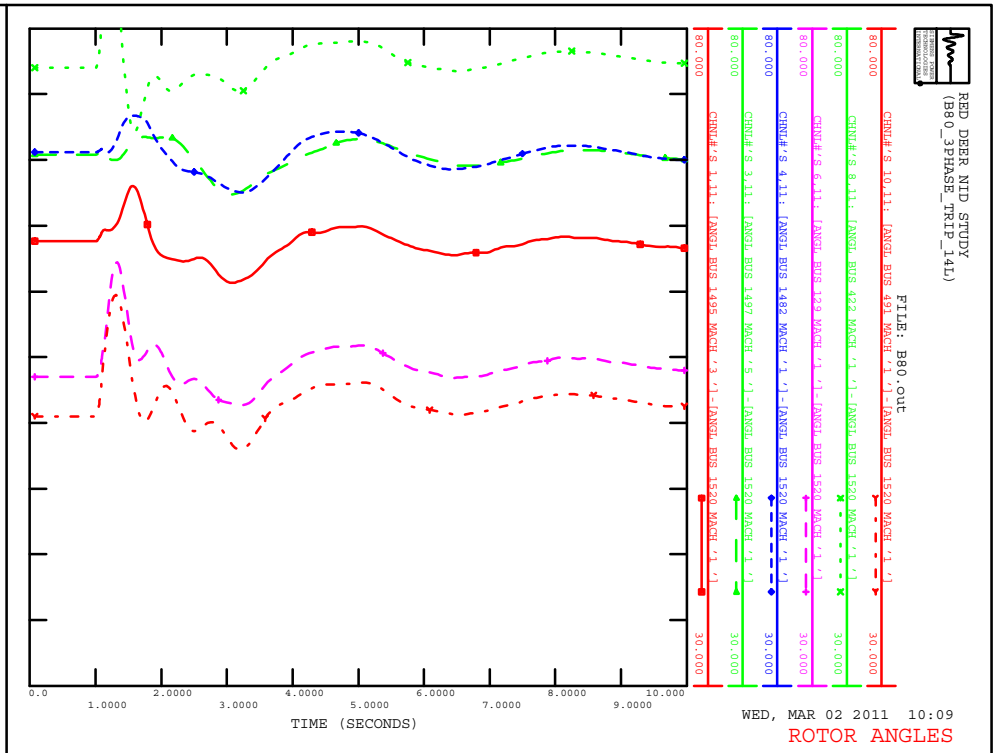

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

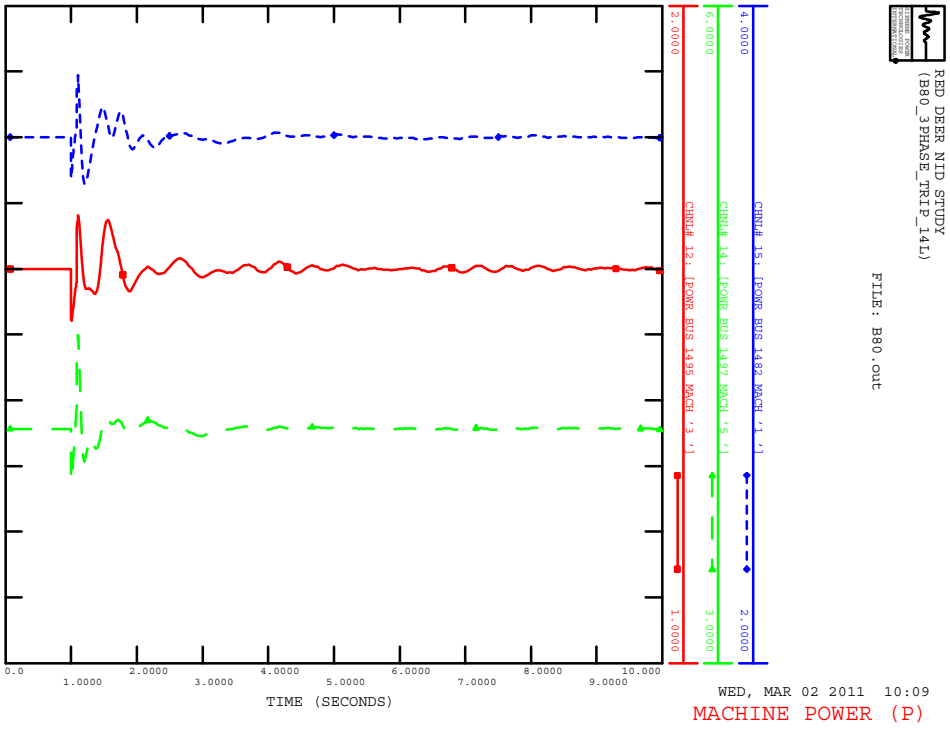

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

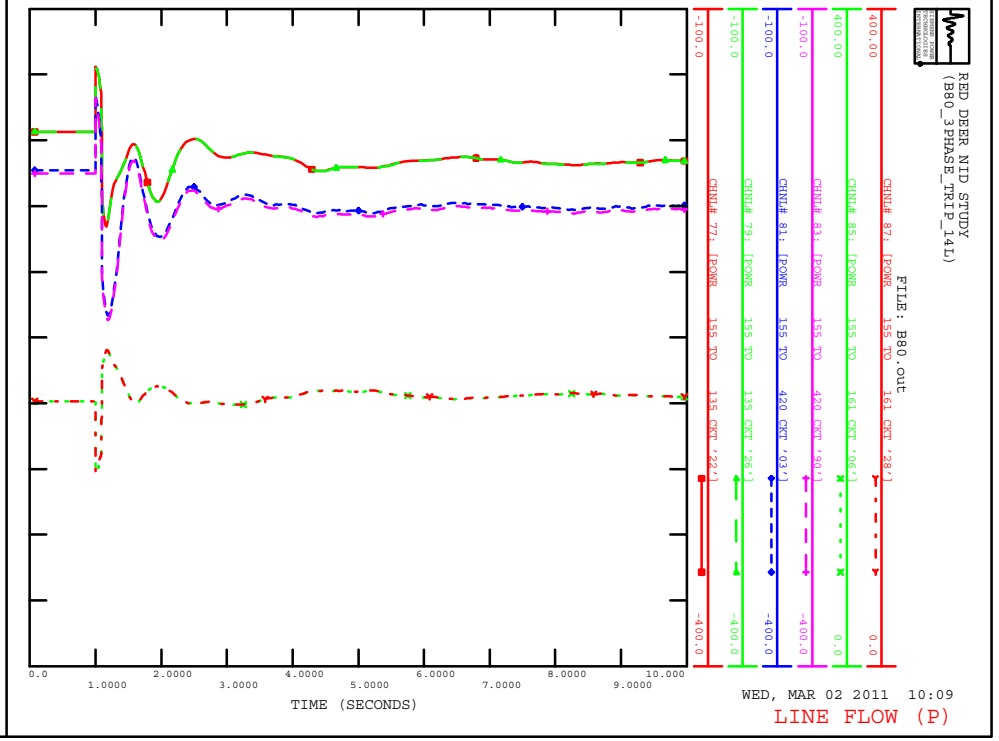

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

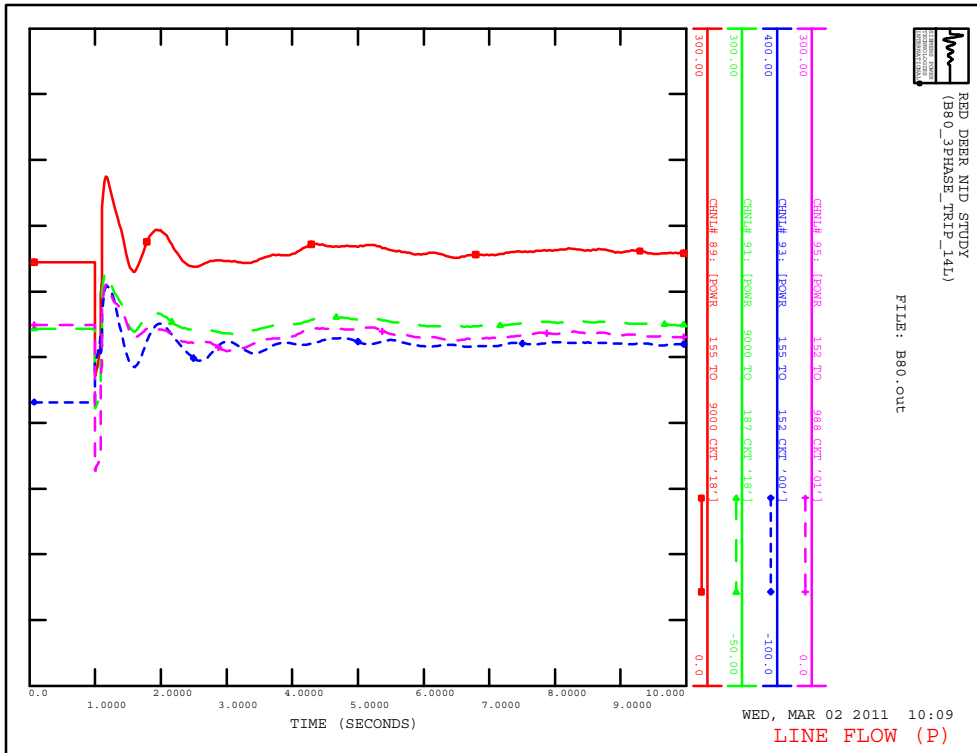

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

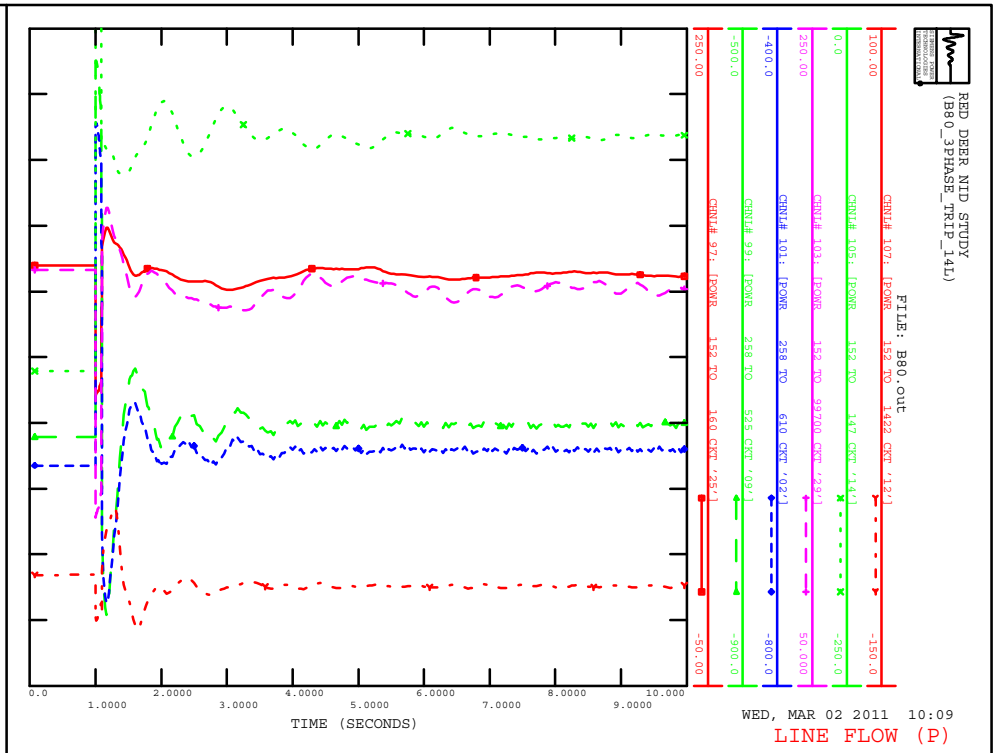

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

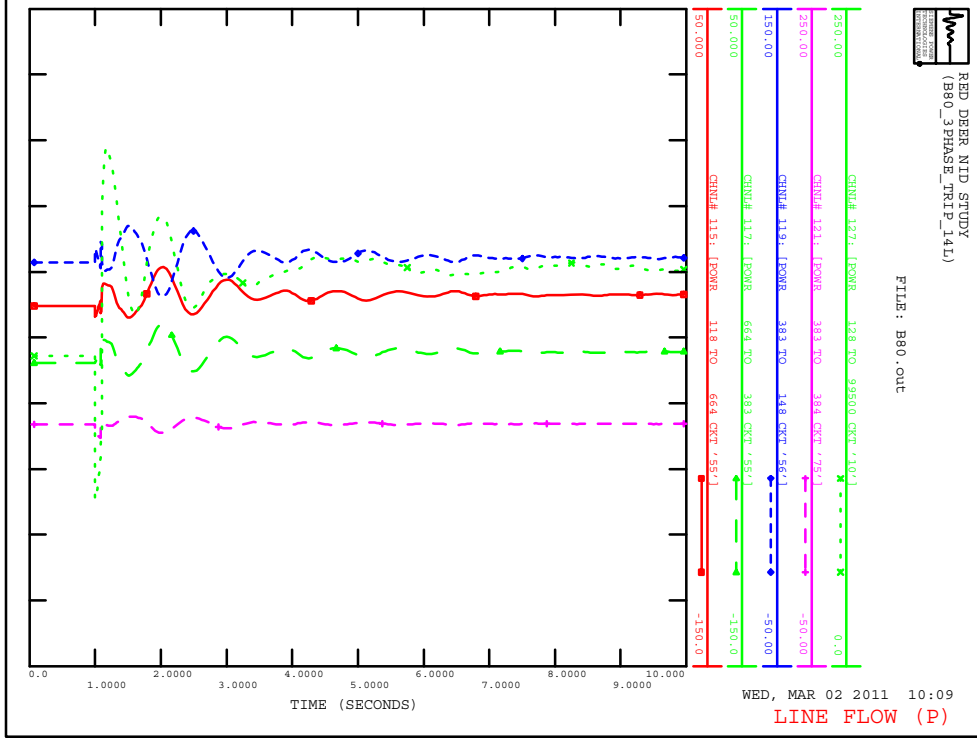

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

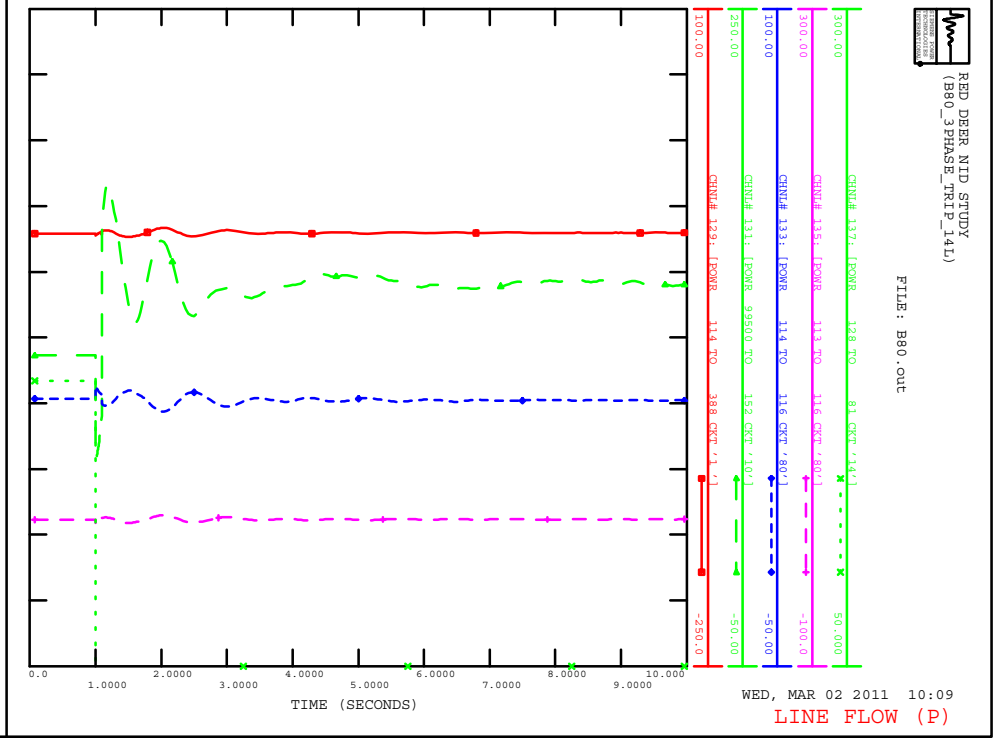

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

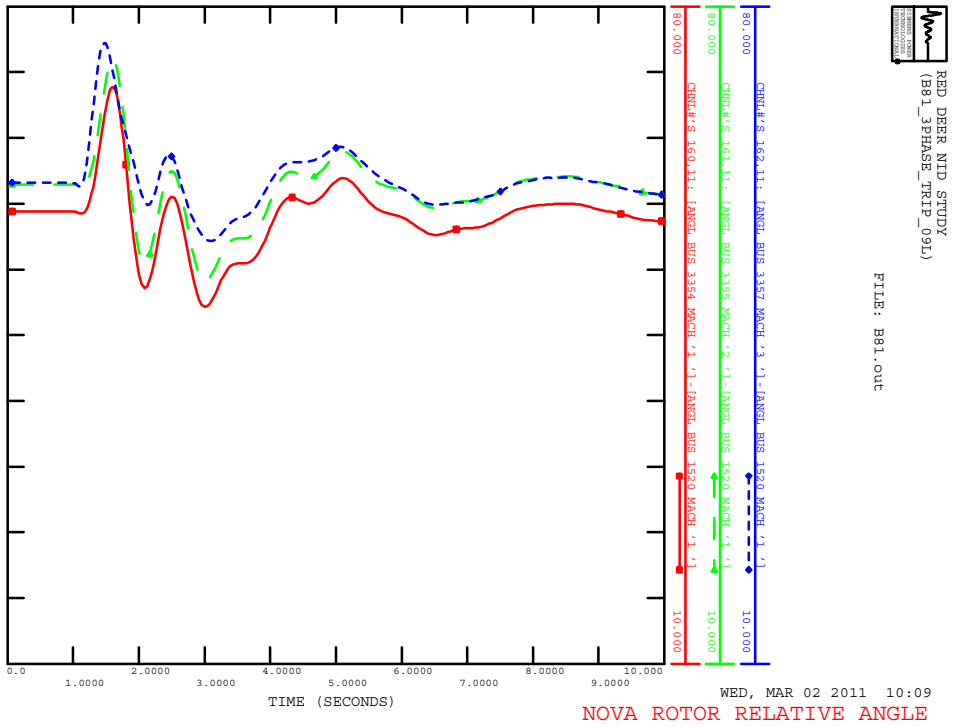

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

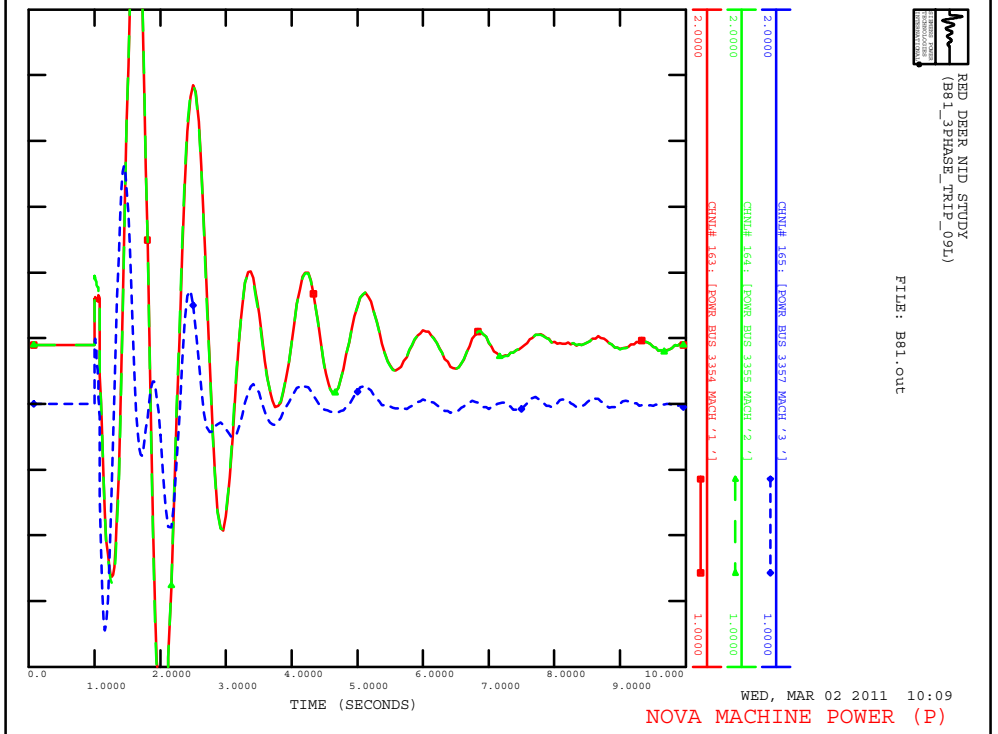

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

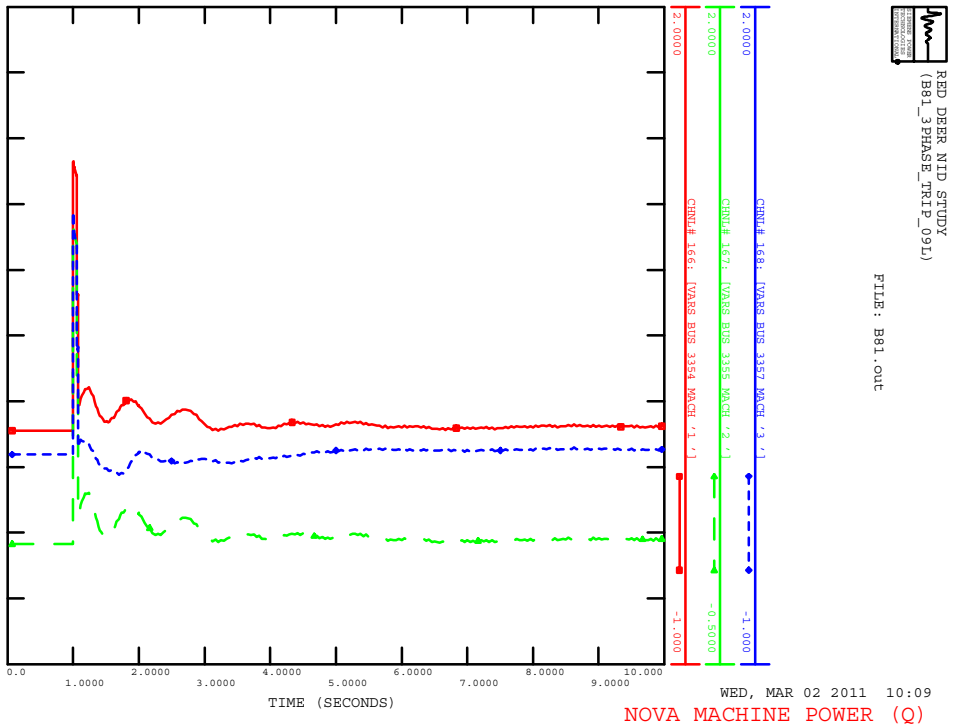

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

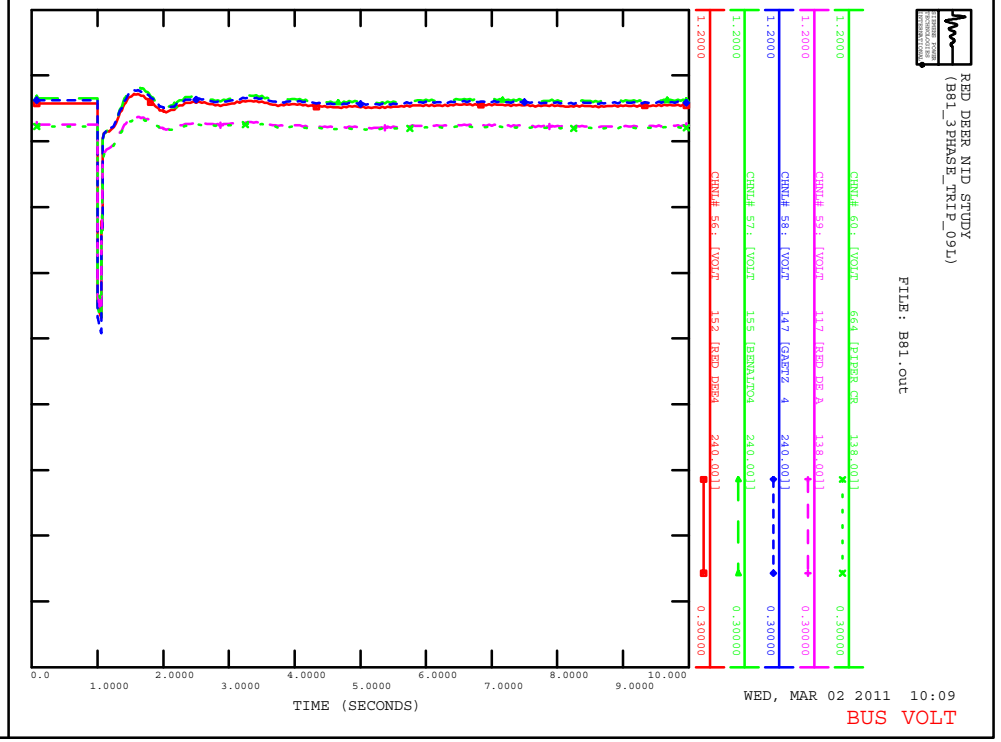

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

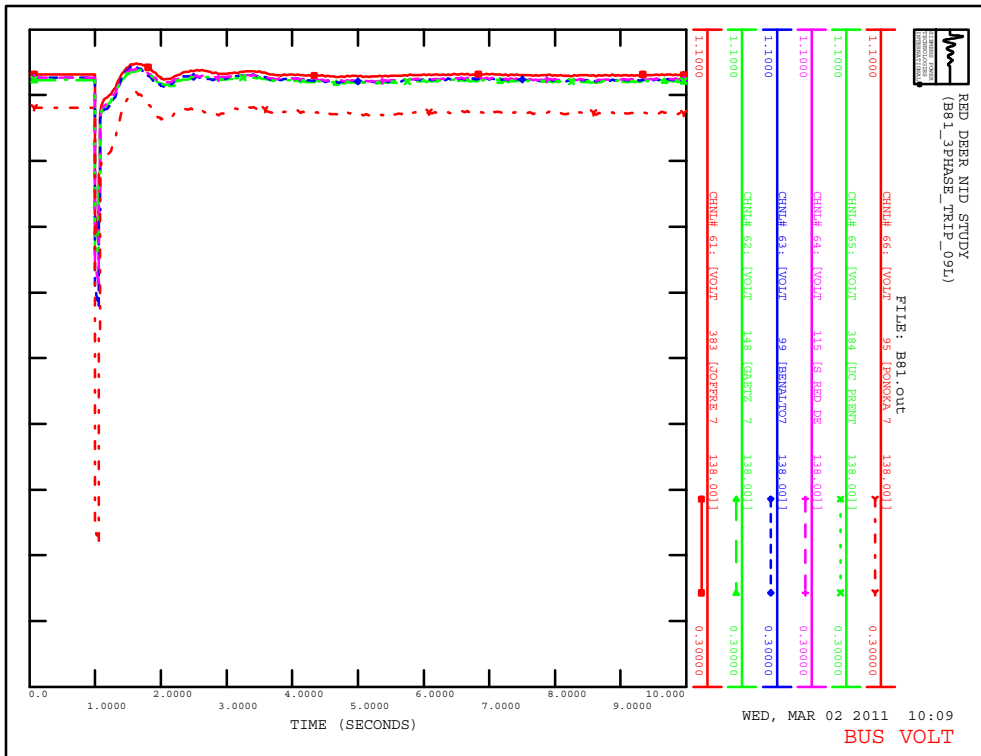

RED DEER NID STUDY
(B80_3PHASE_TRIP_14L)
FILE: B80.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

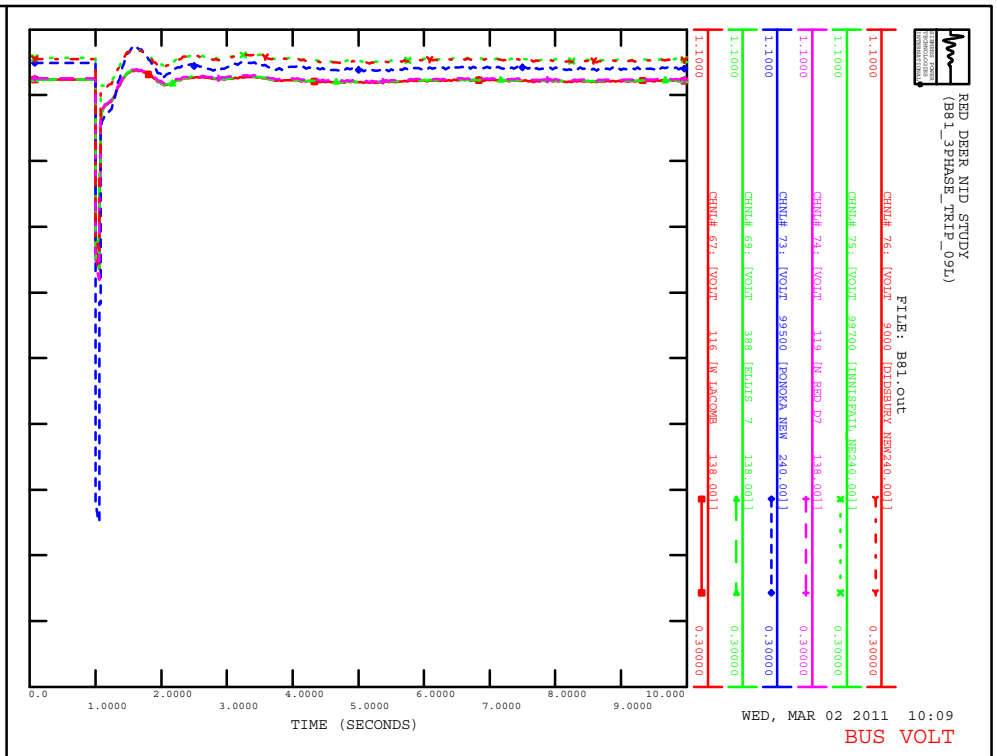

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

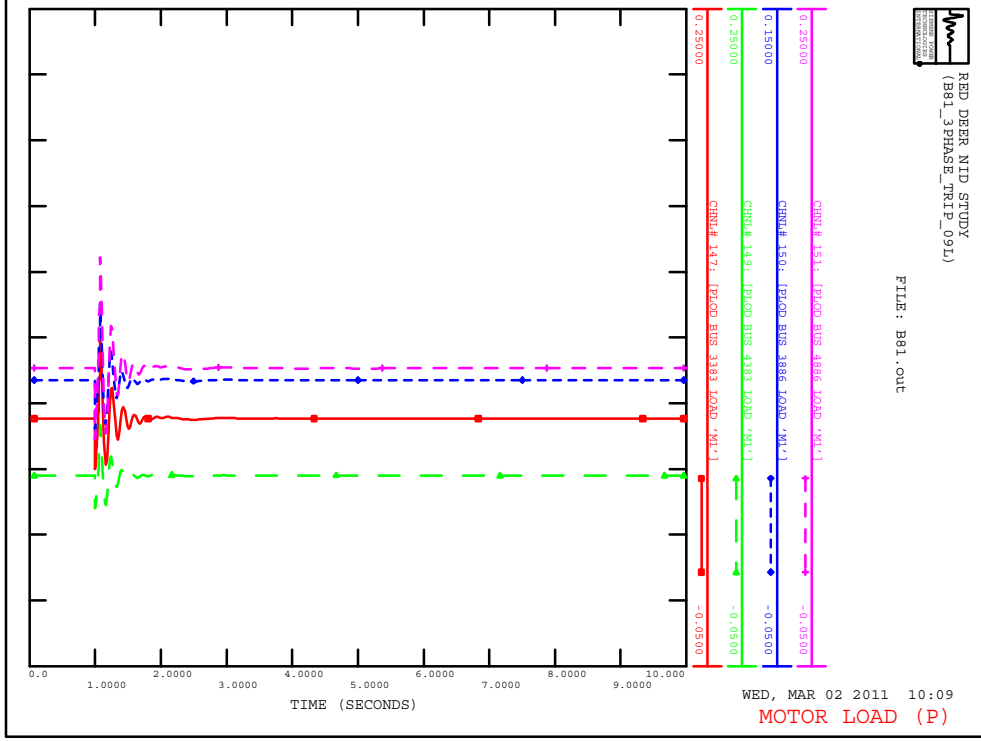

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

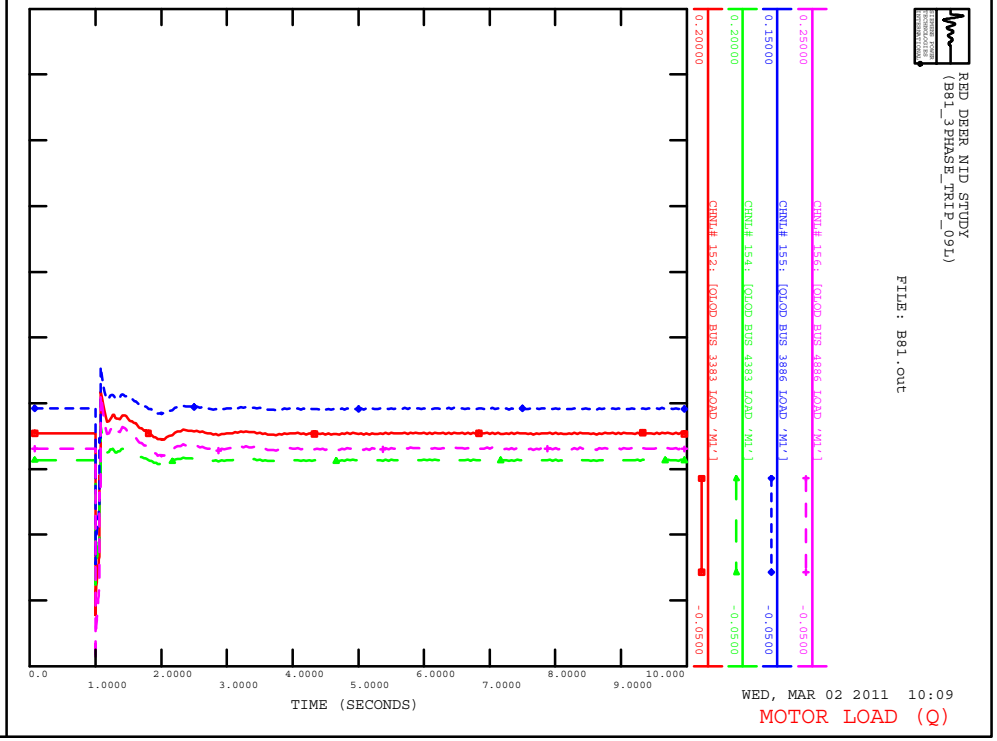

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

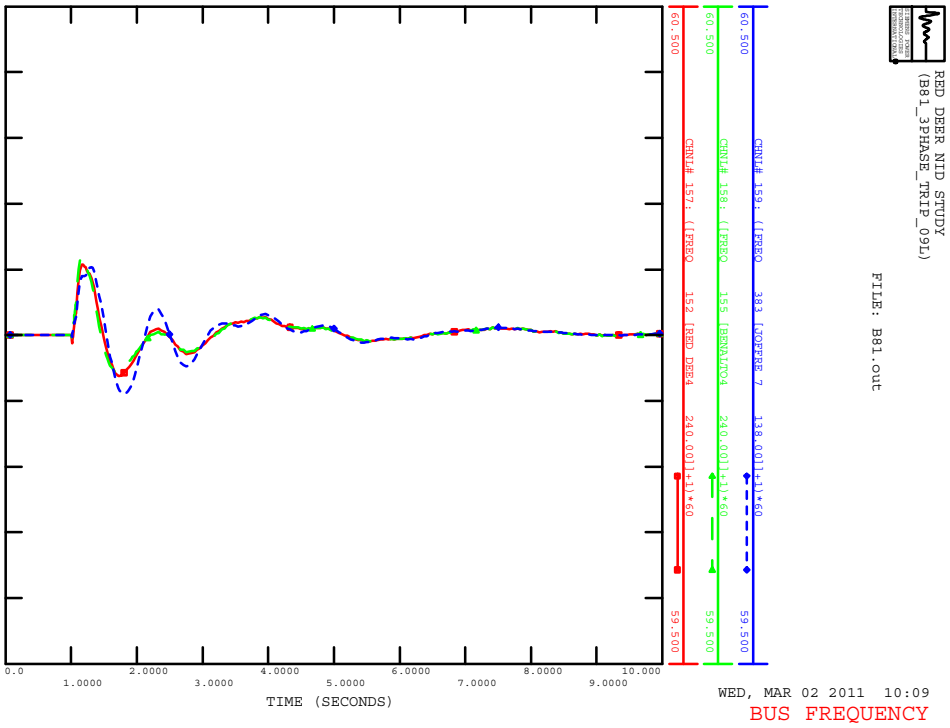

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

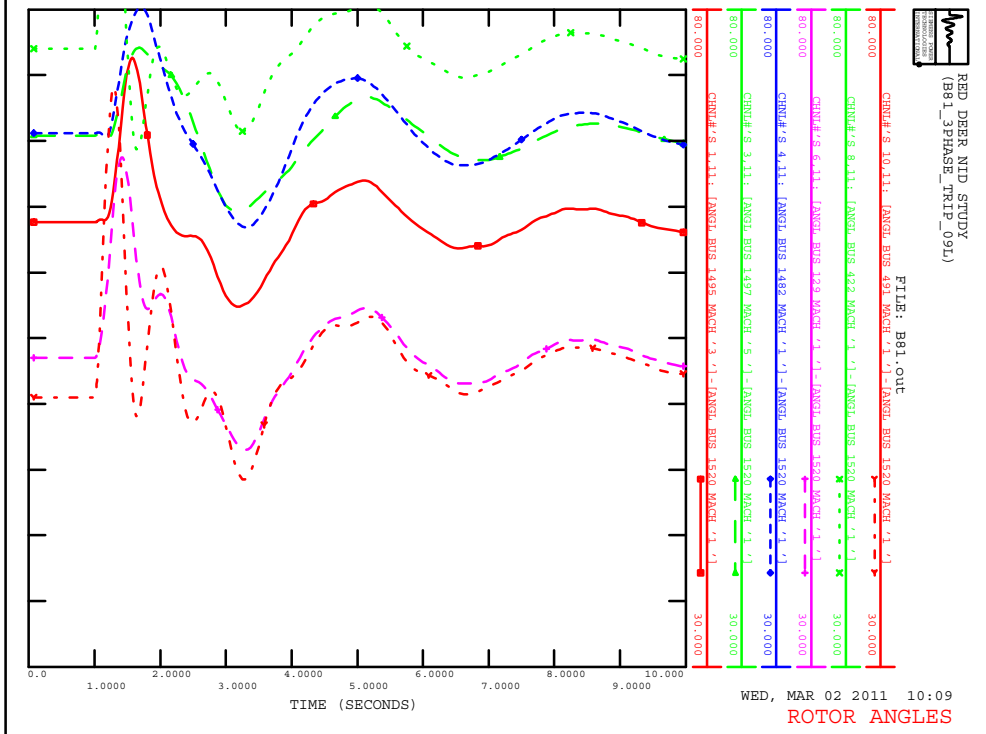

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

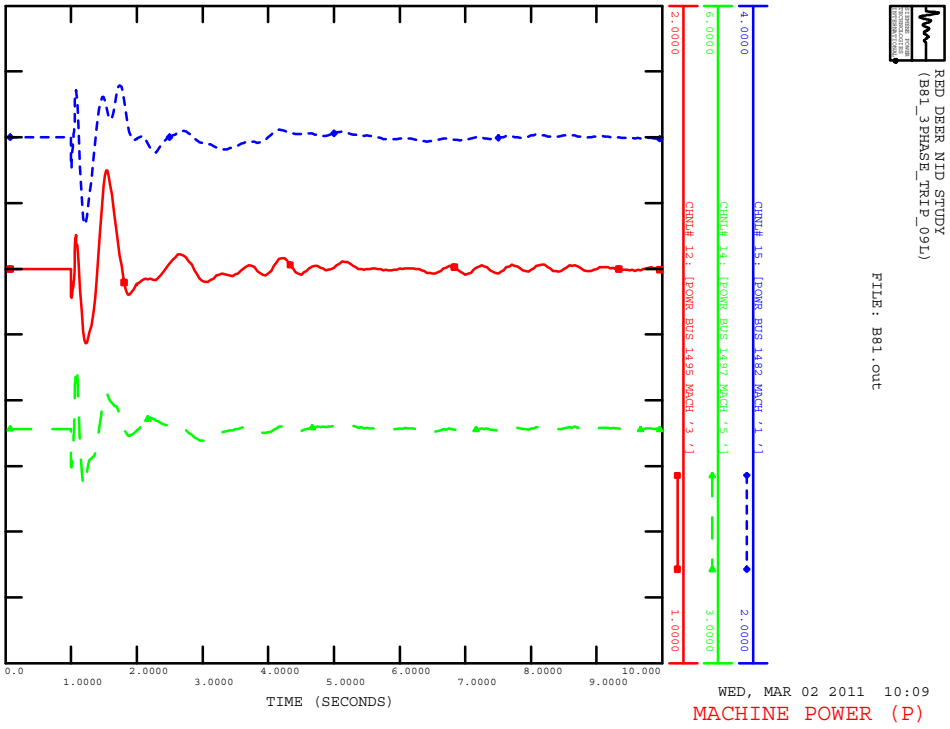

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

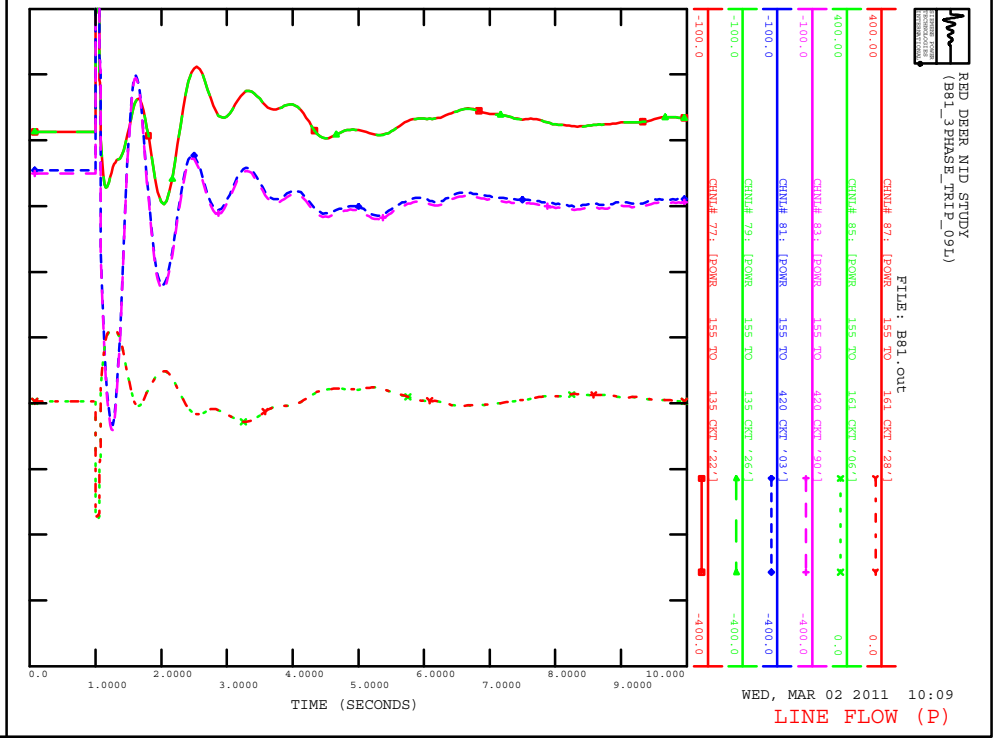

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

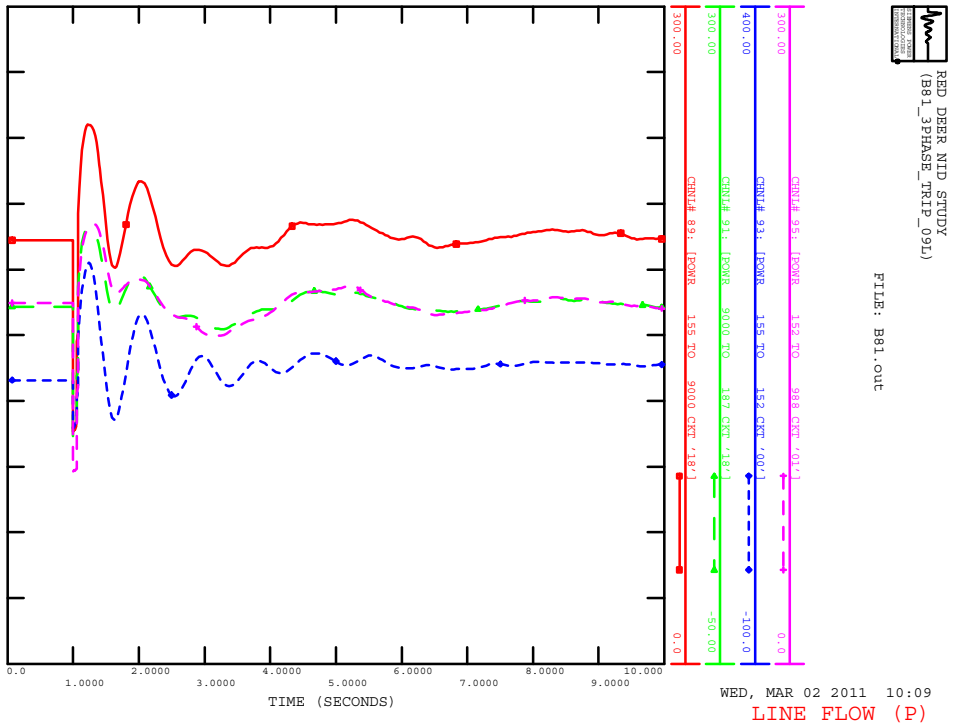

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

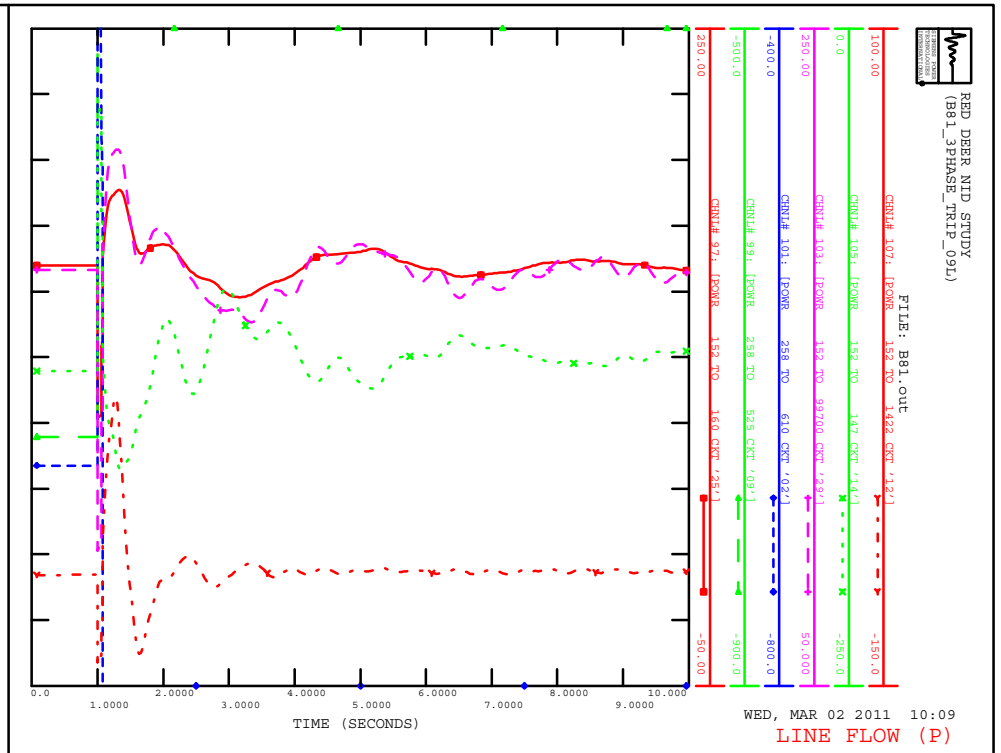

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

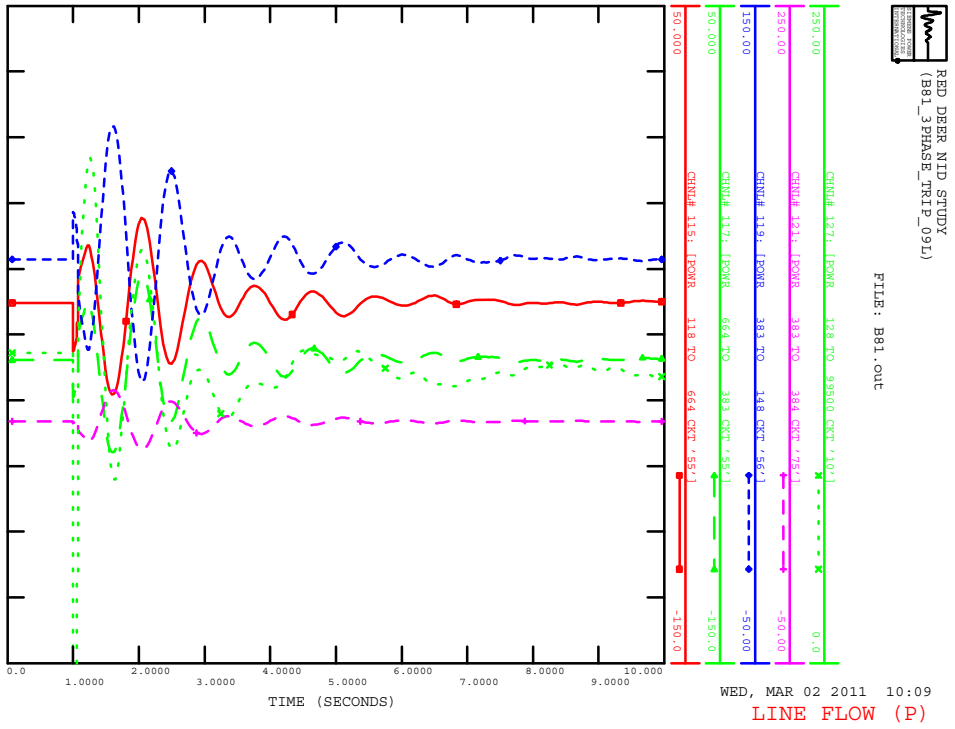

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

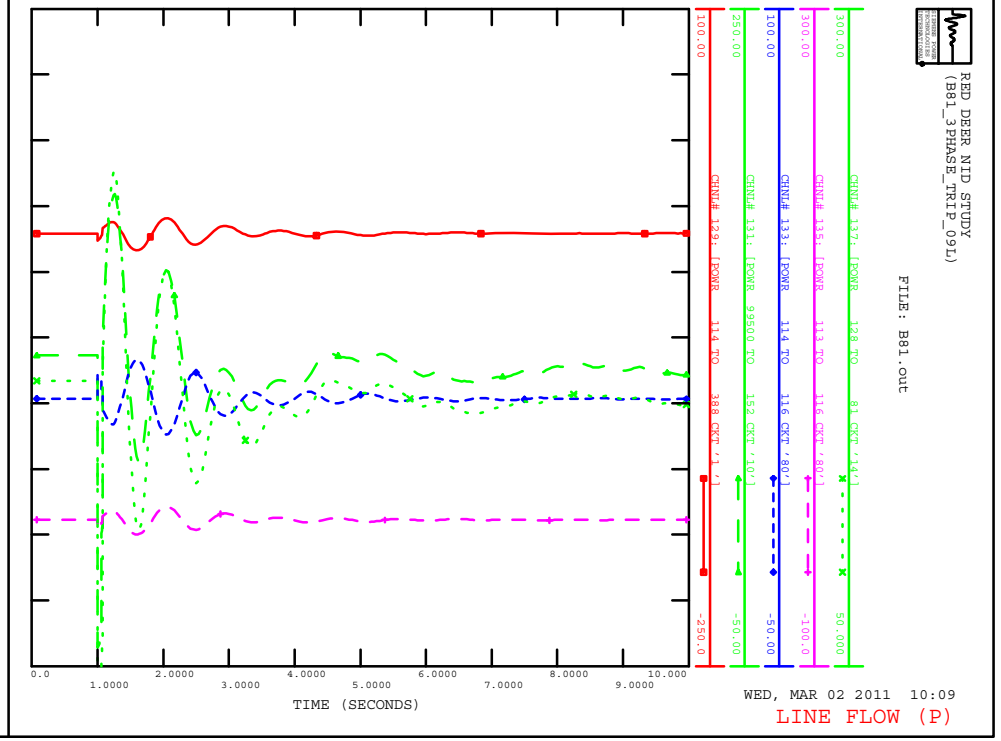

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

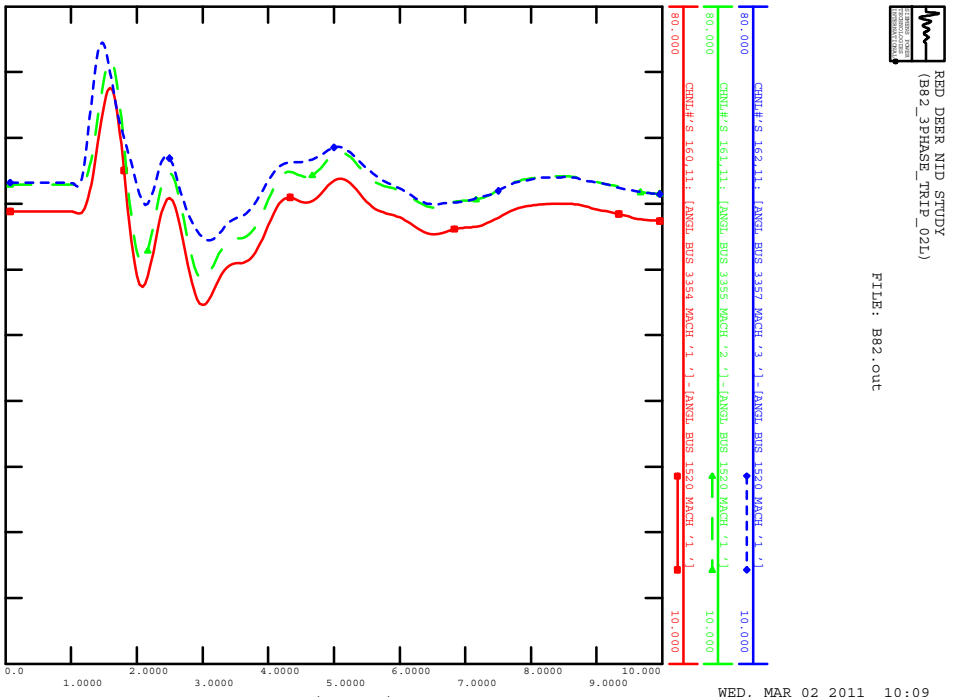

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

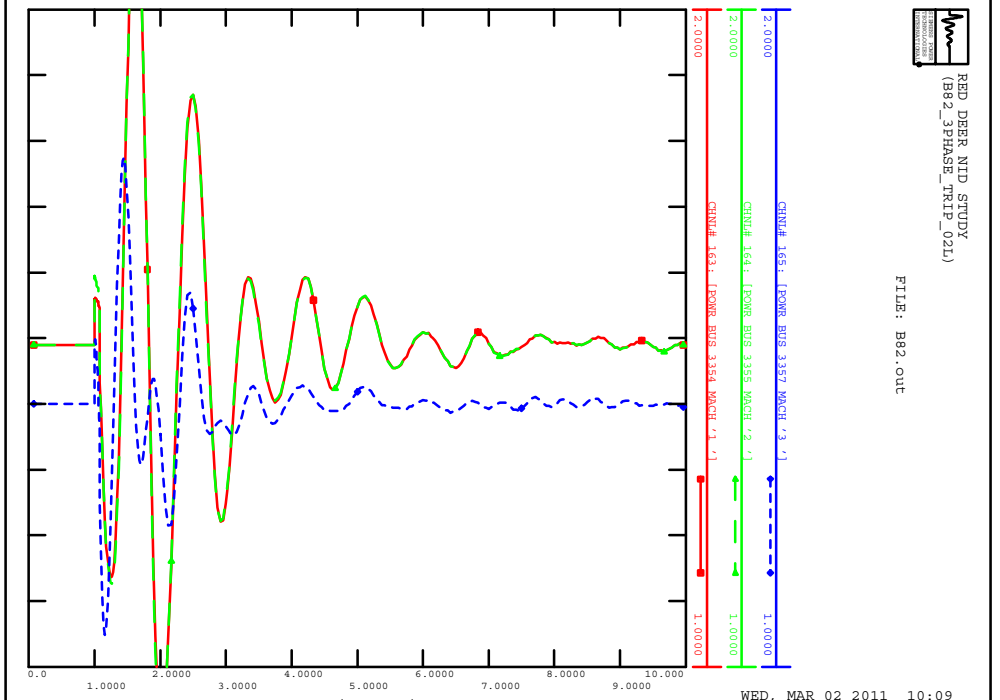

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

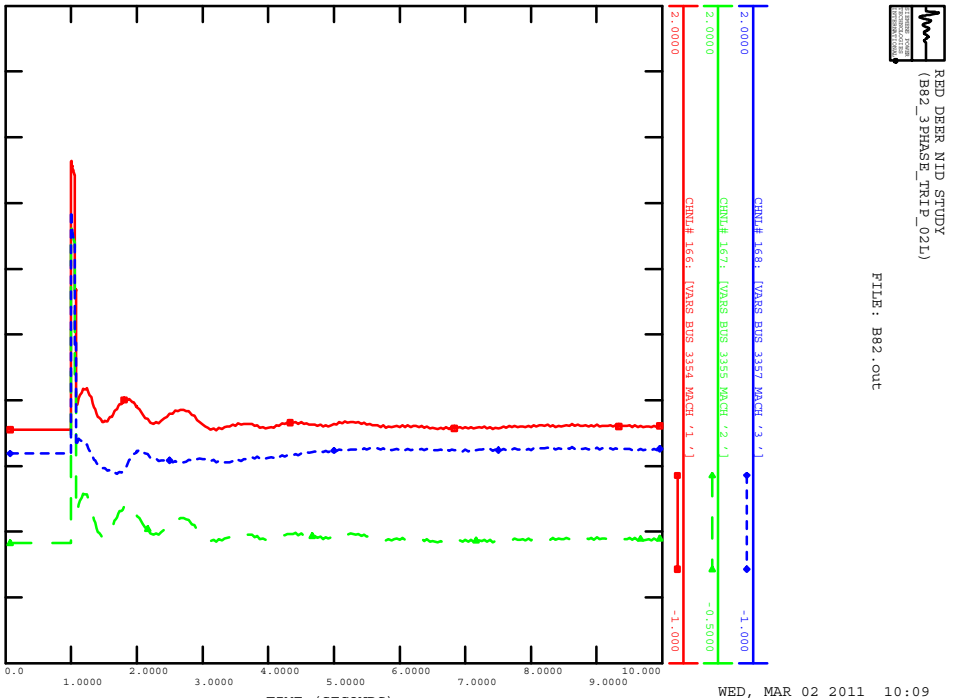

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

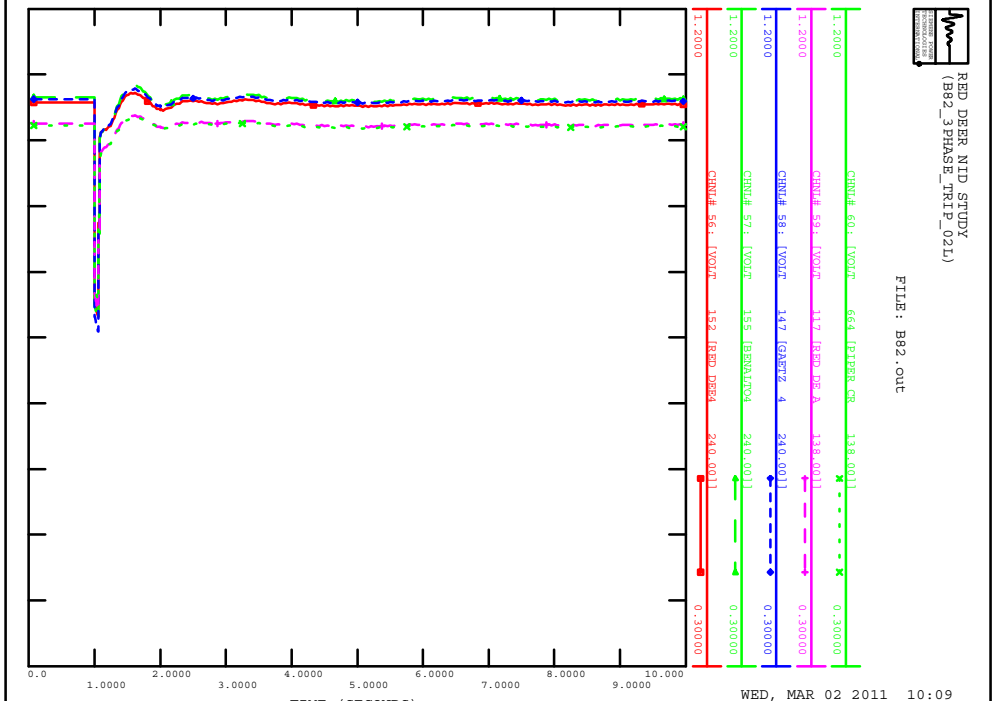

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

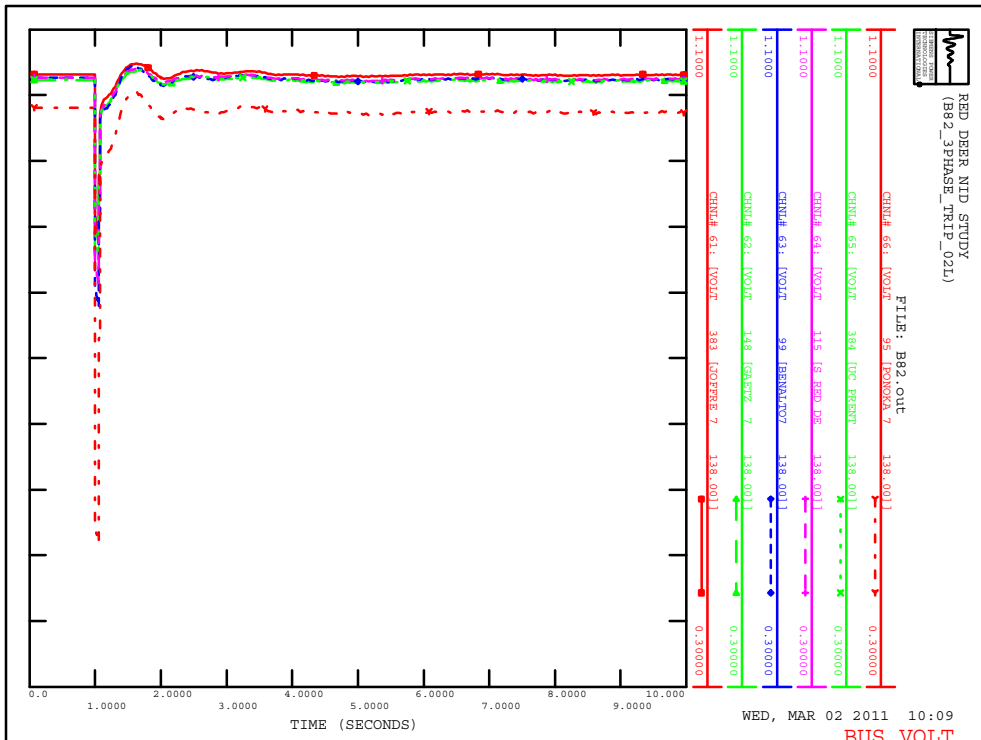

RED DEER NID STUDY
(B81_3PHASE_TRIP_09L)
FILE: B81.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

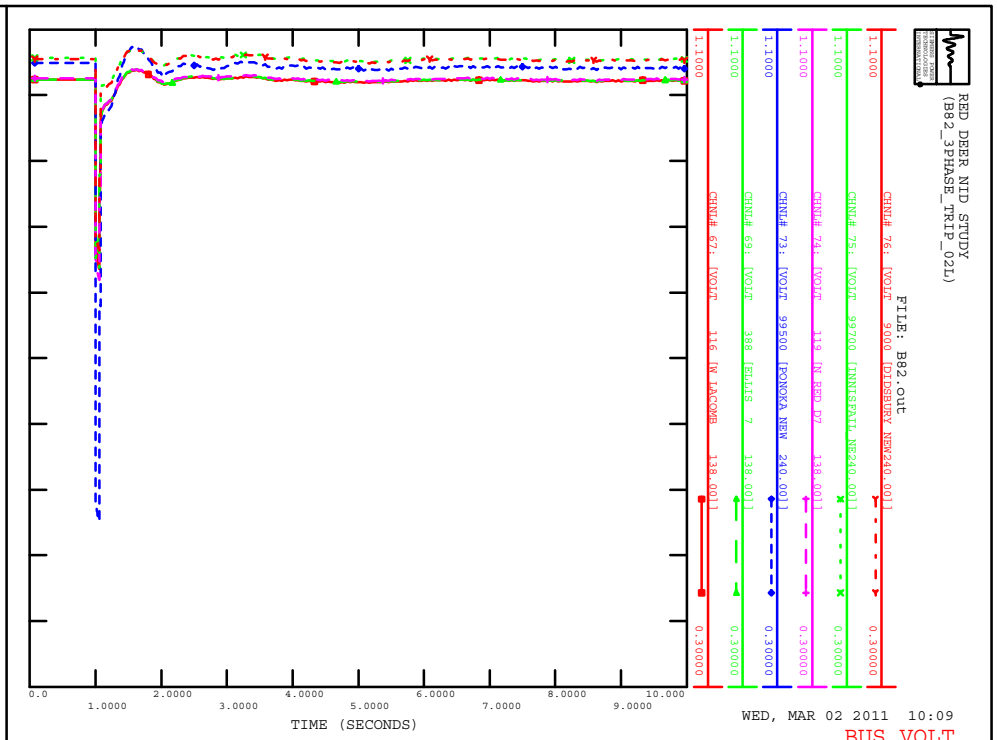

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

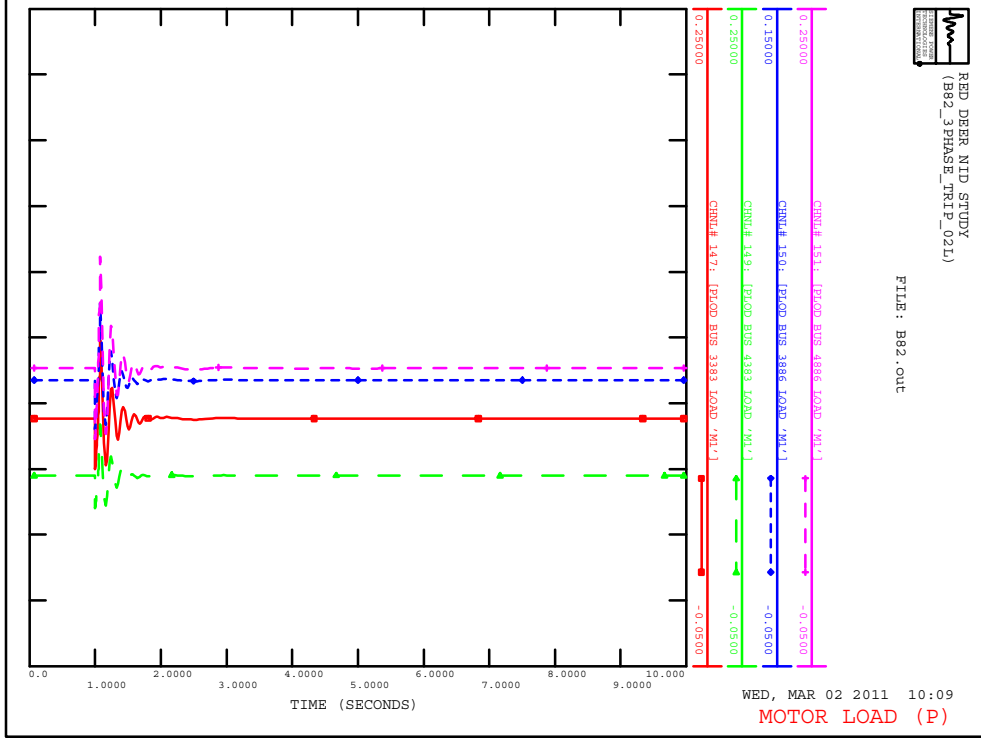

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

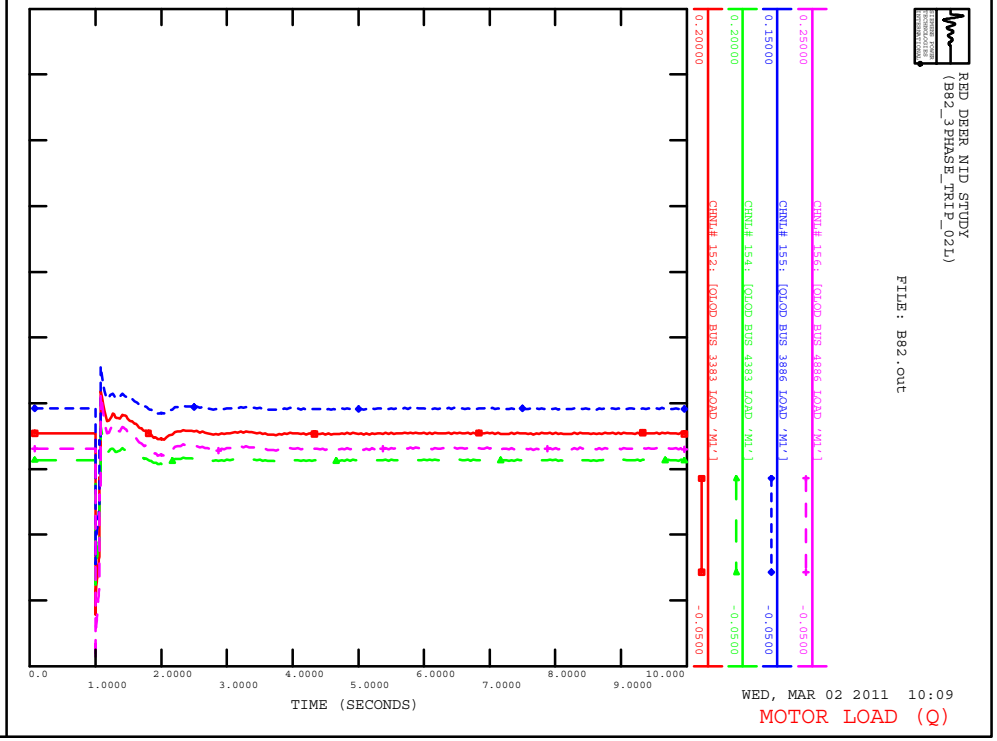

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

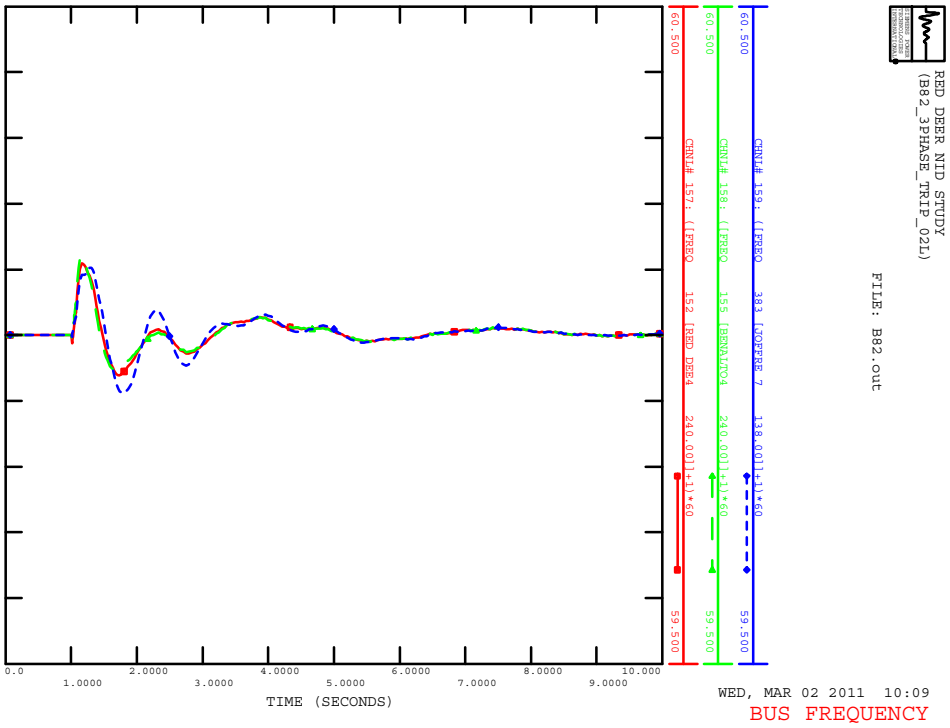

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

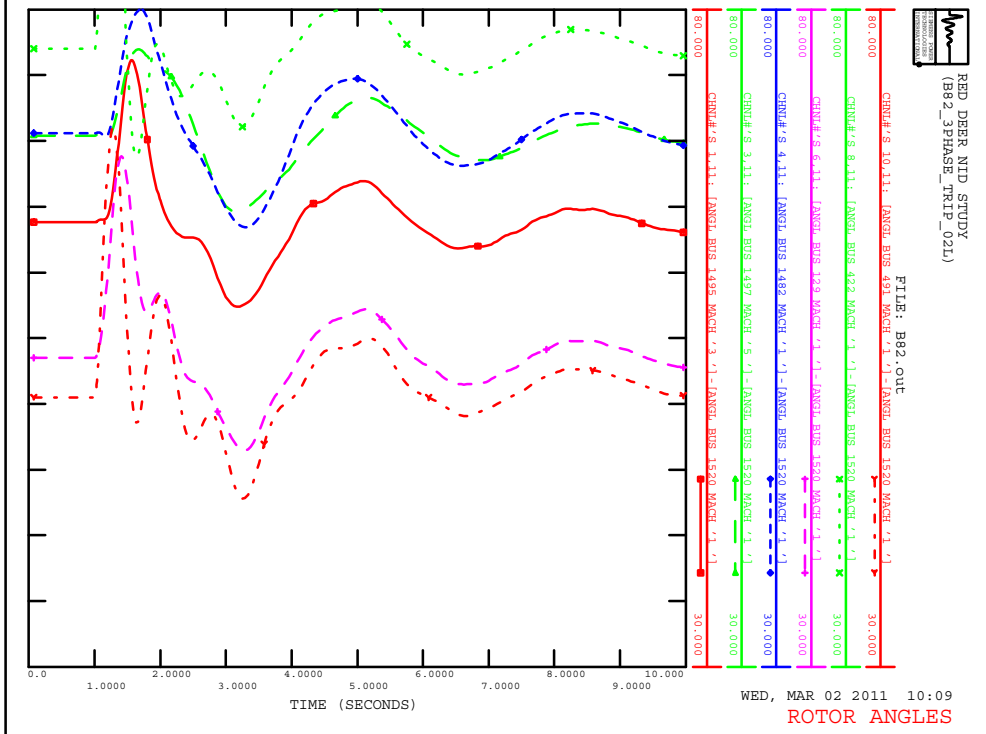

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

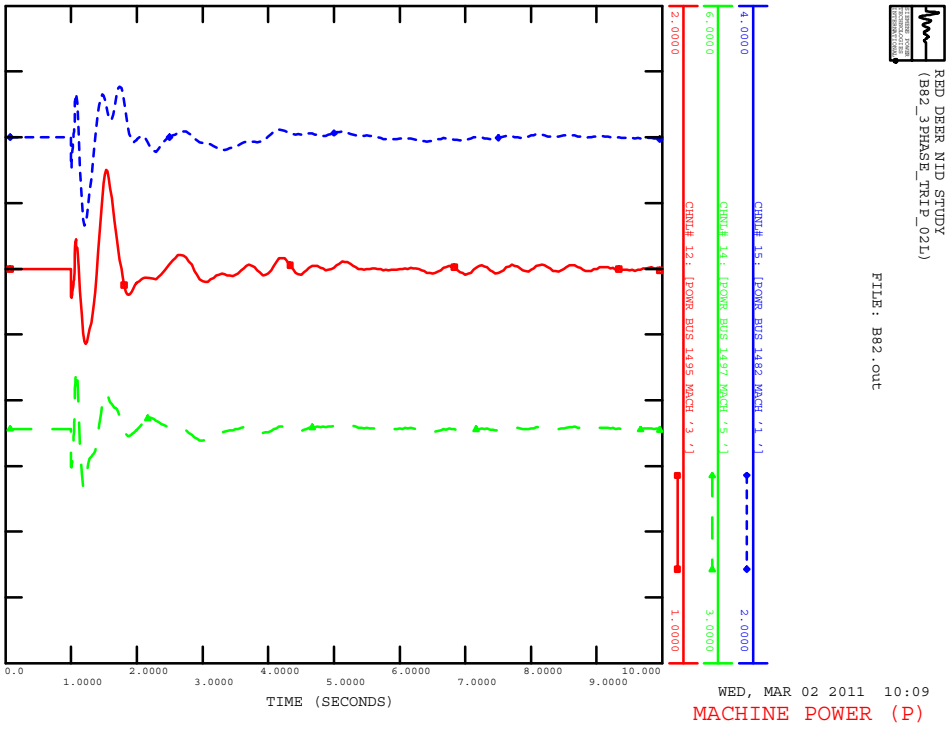

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

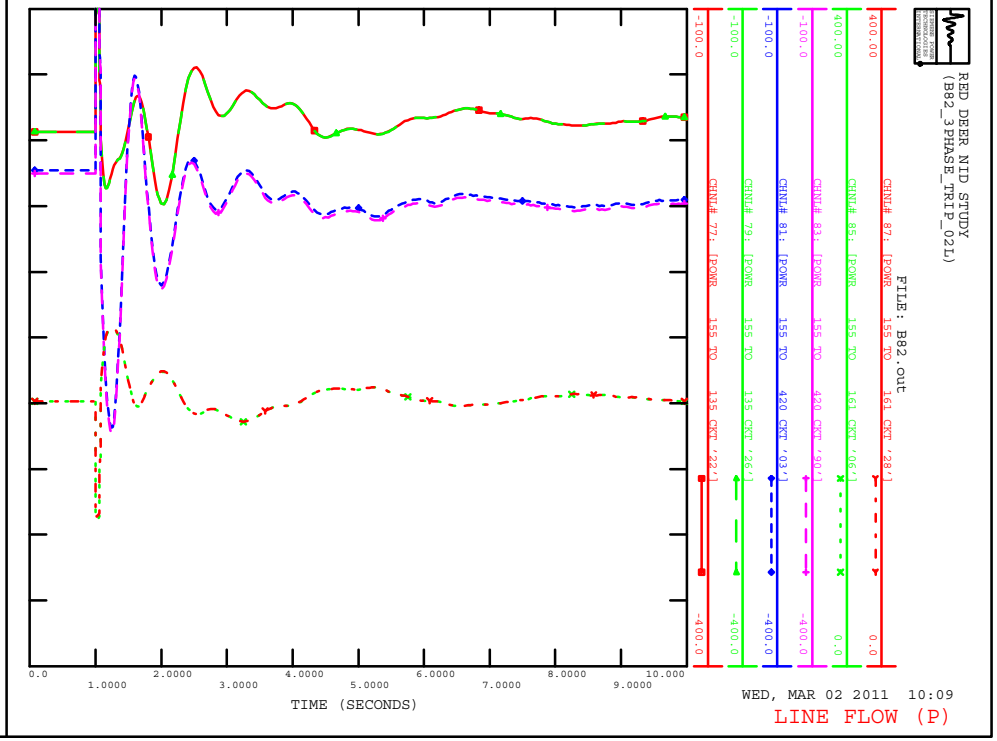

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

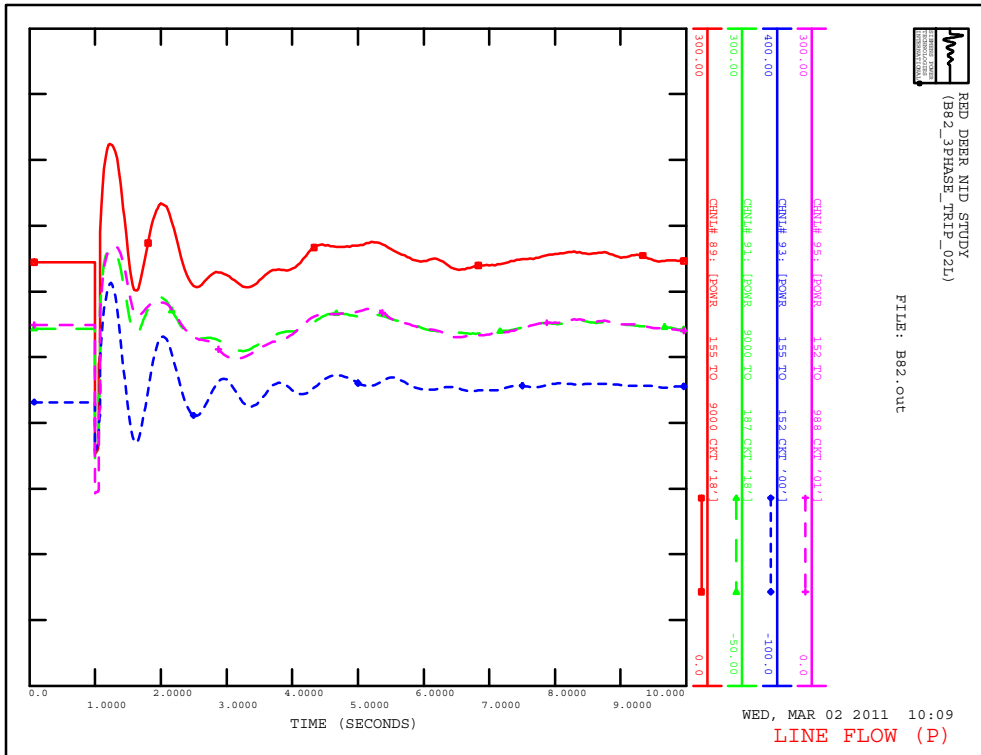

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

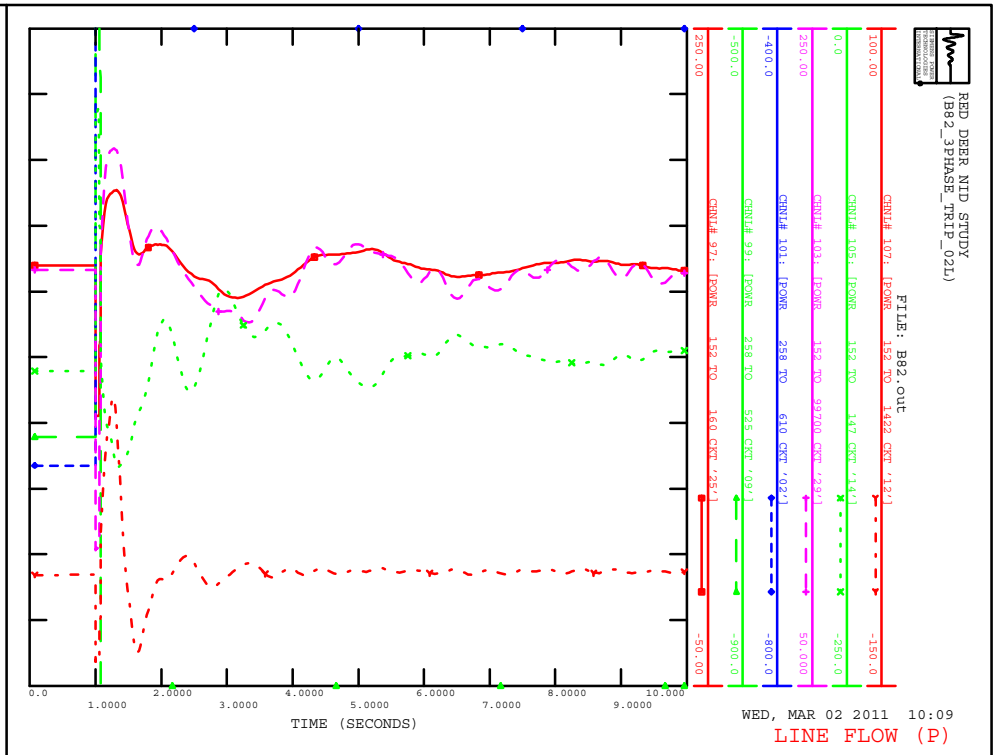

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

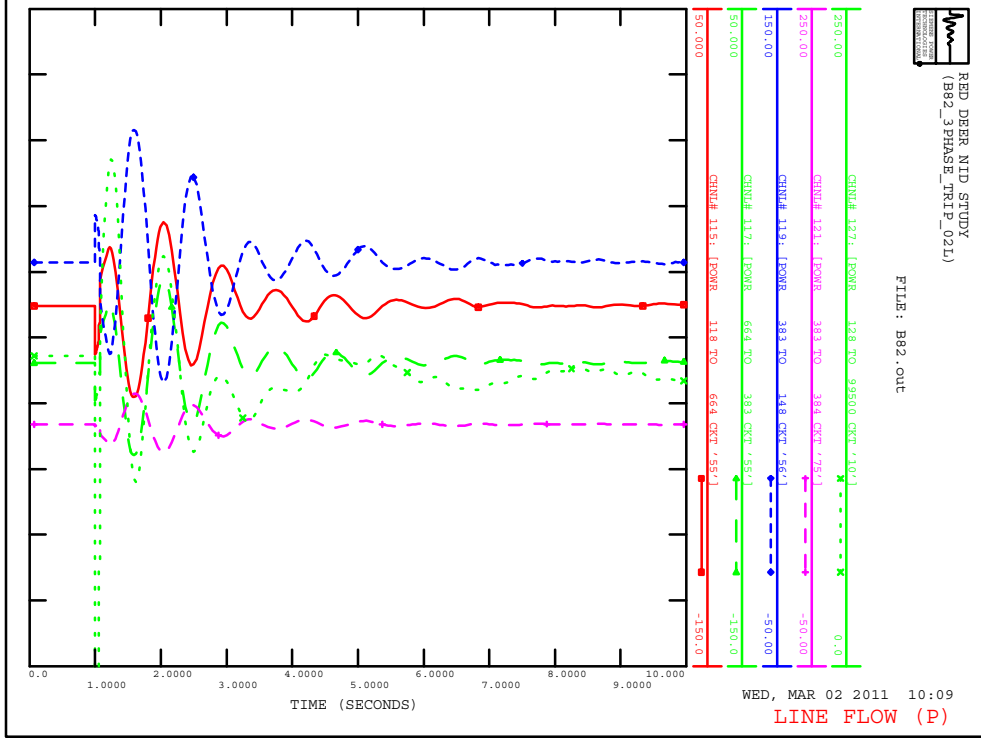

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

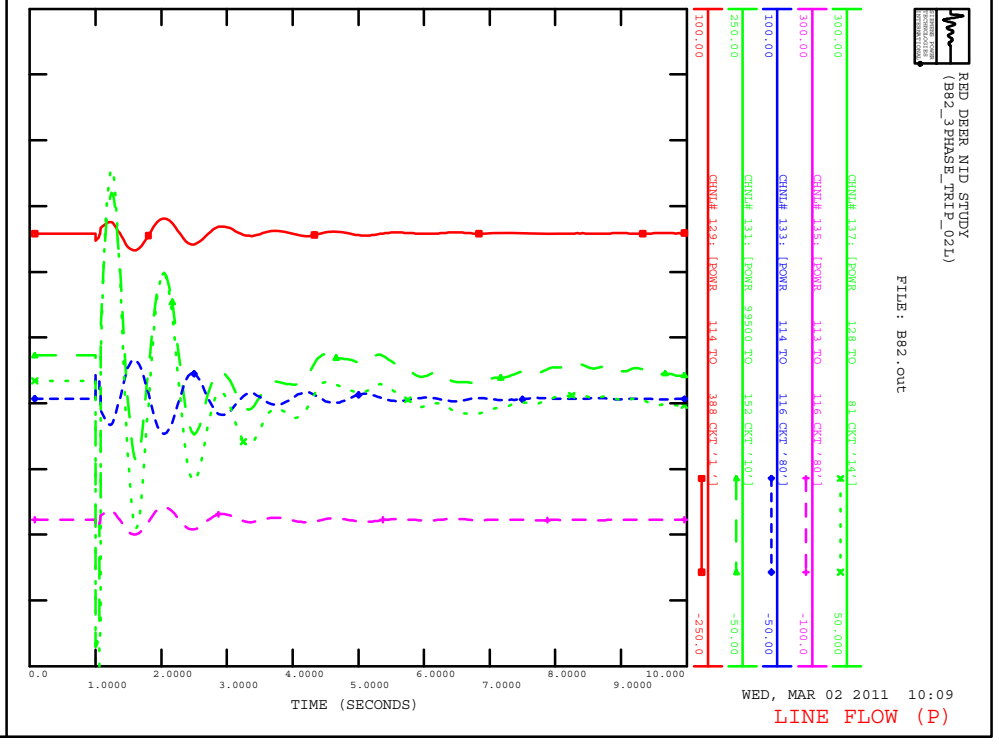

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

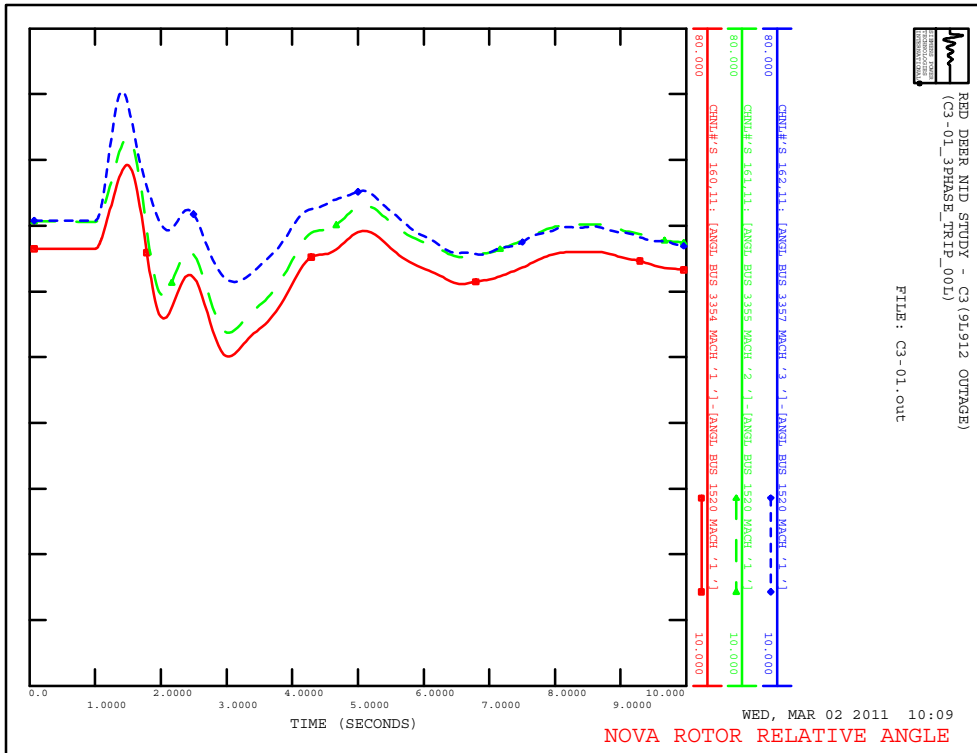

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

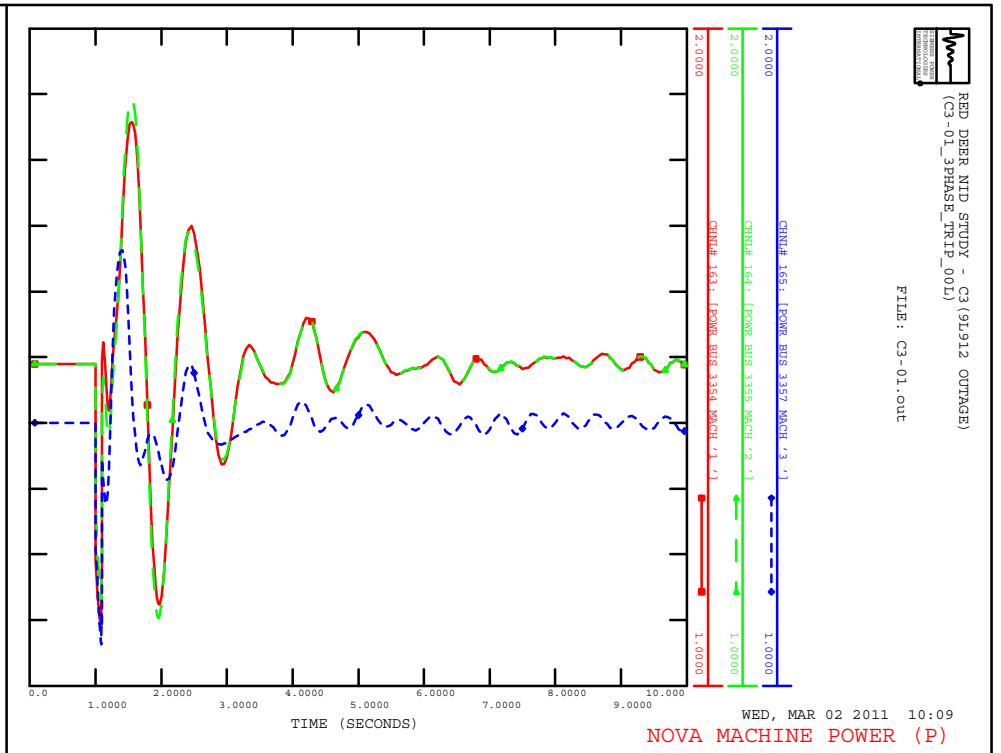

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

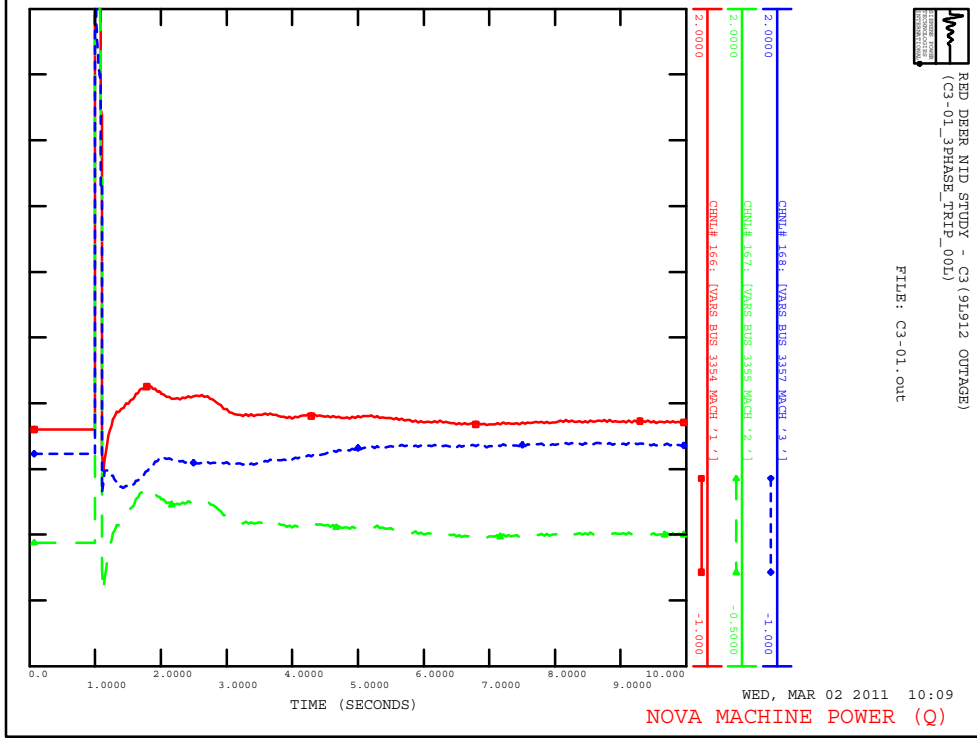

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

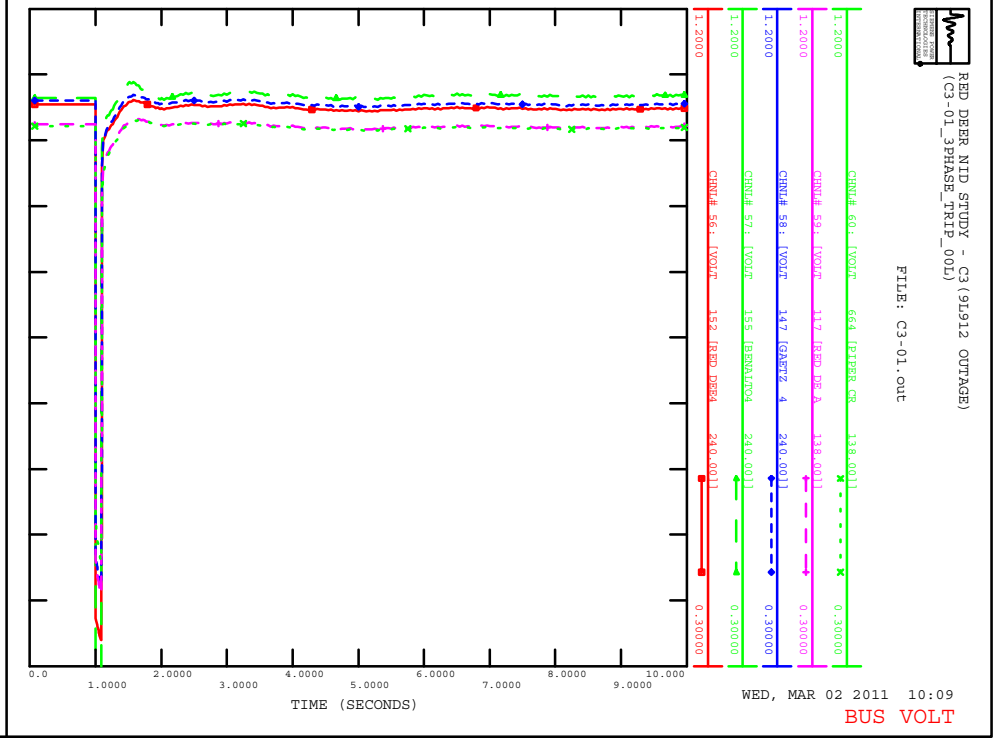

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

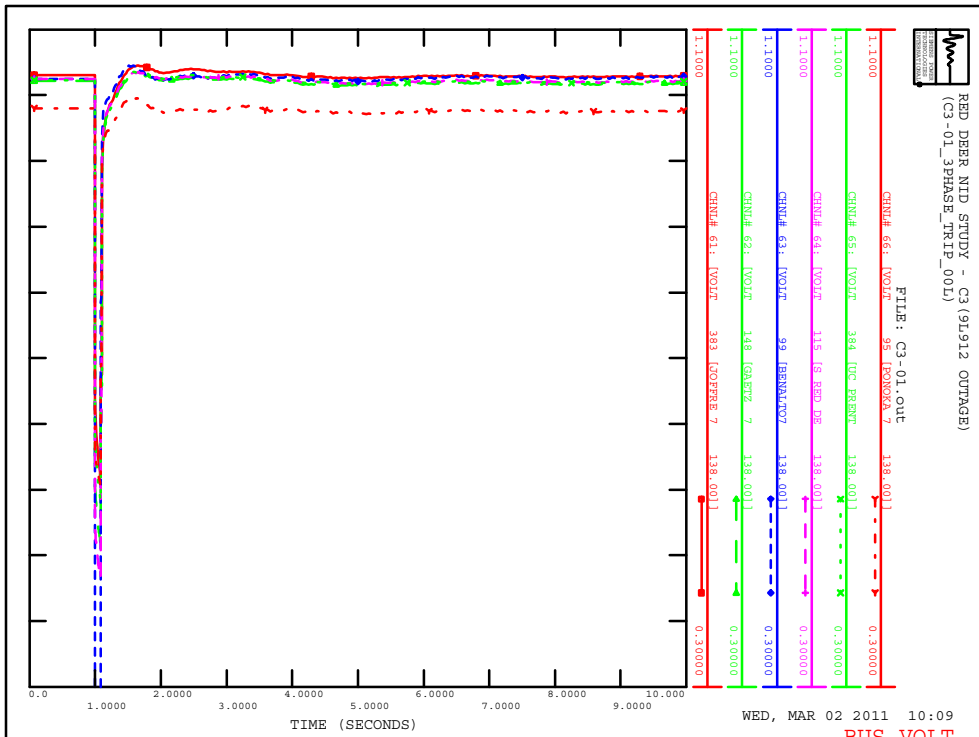

RED DEER NID STUDY
(B82_3PHASE_TRIP_02L)
FILE: B82.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

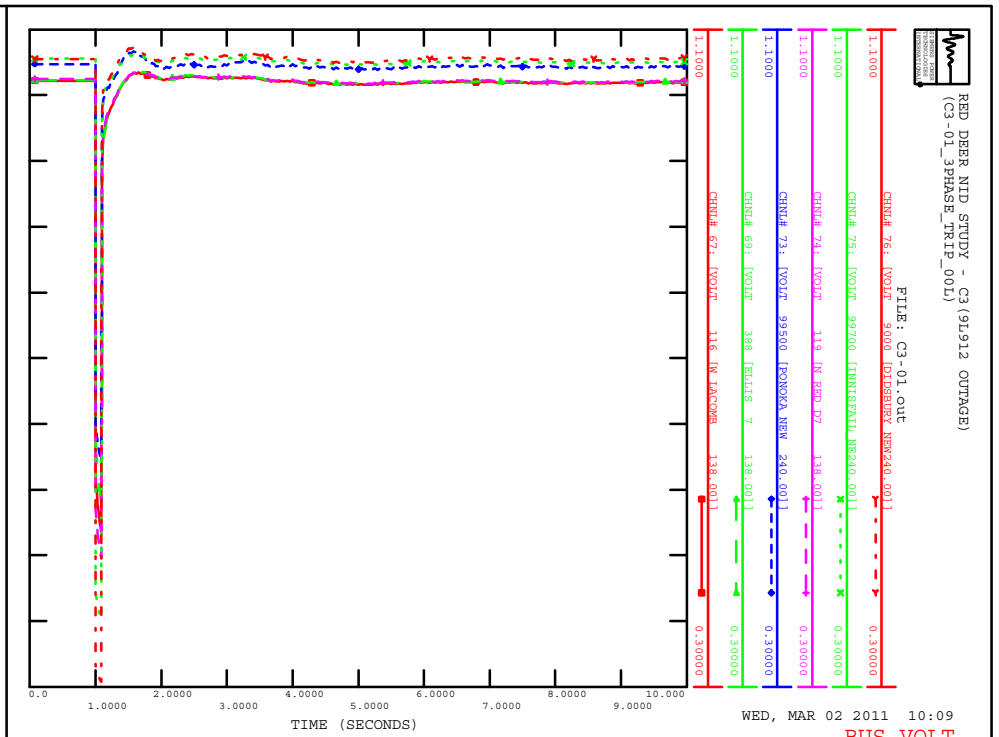

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

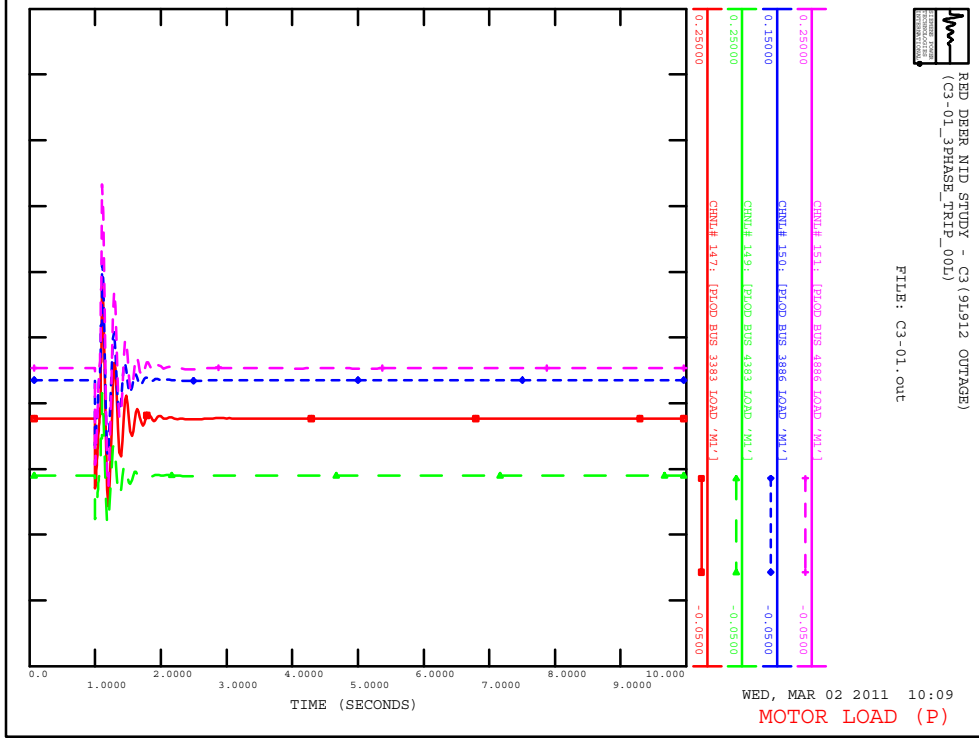

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

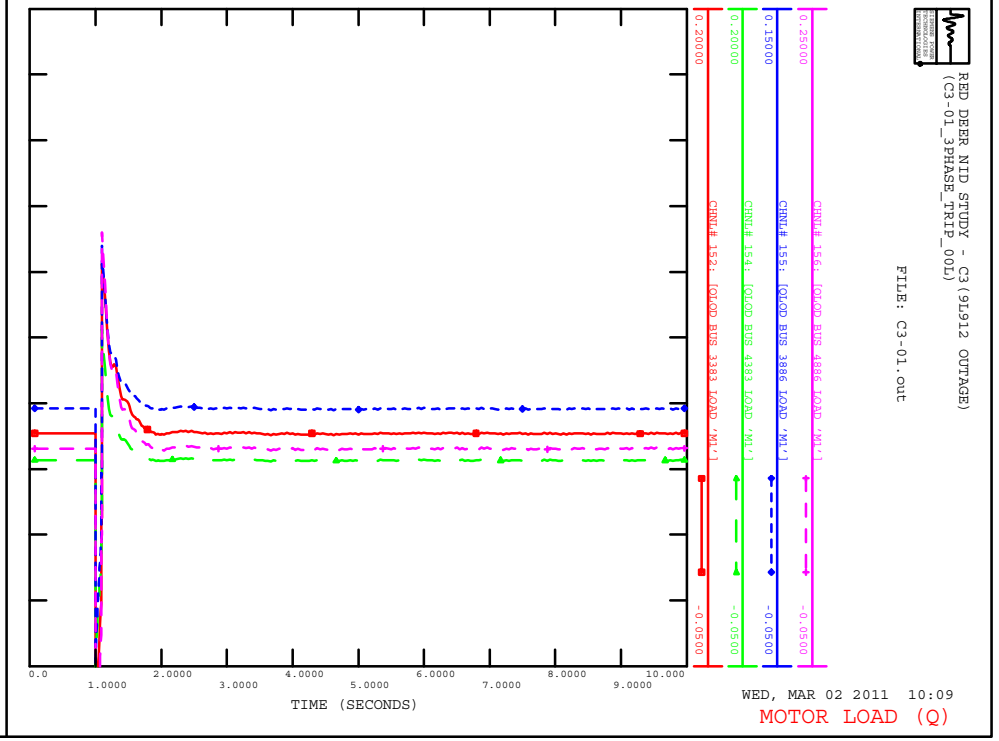

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

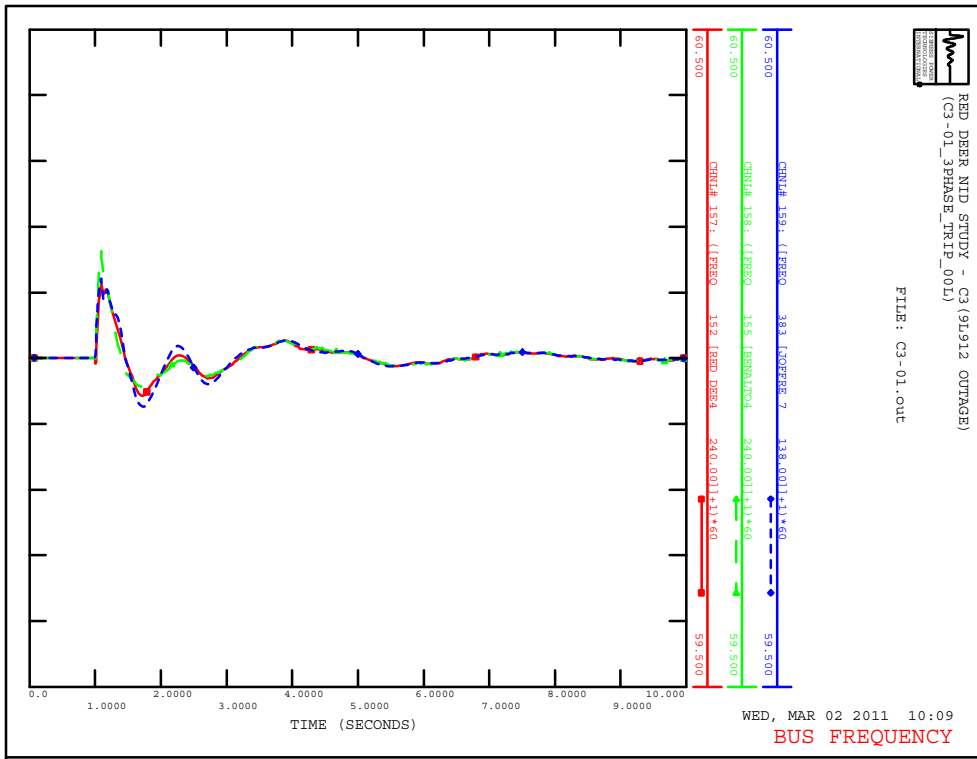

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

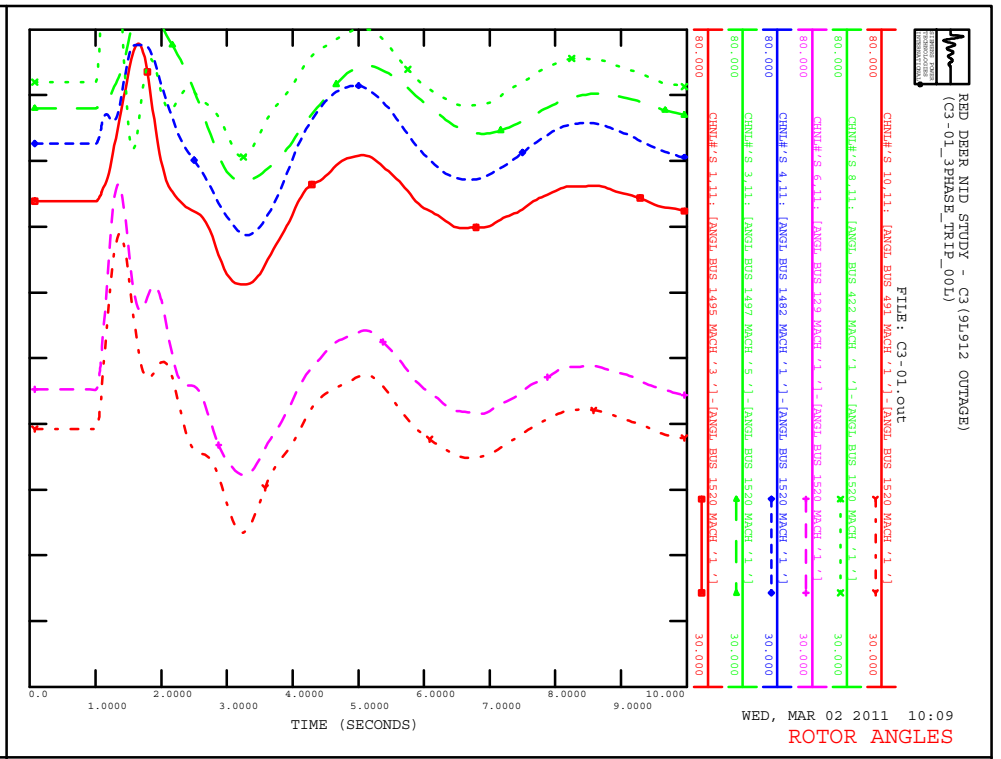

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

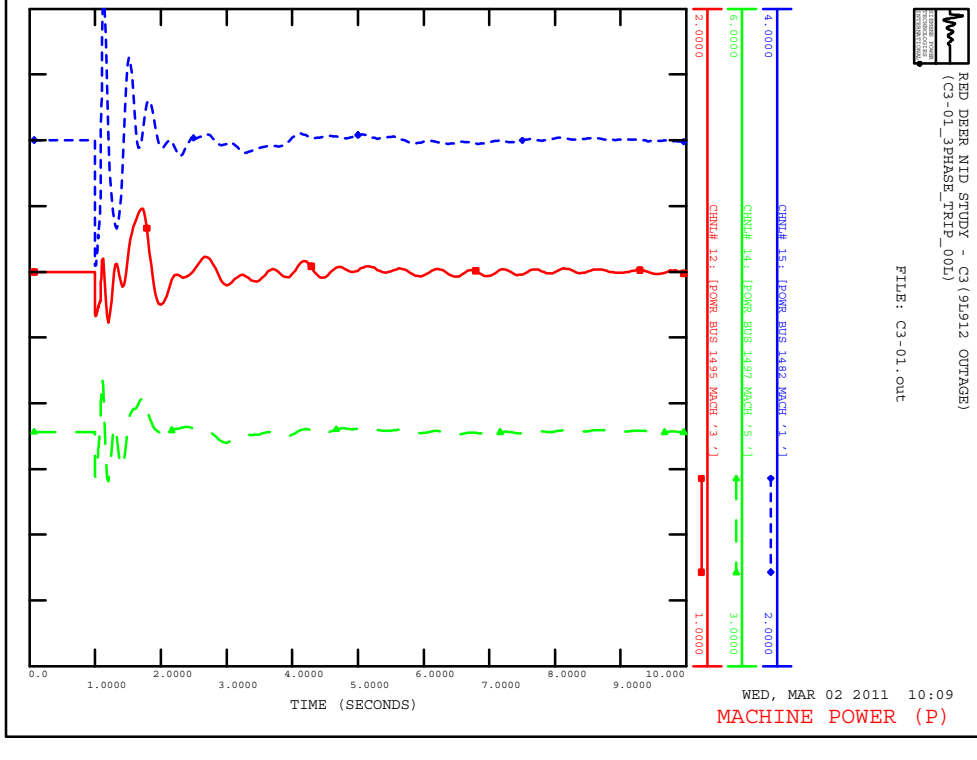

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

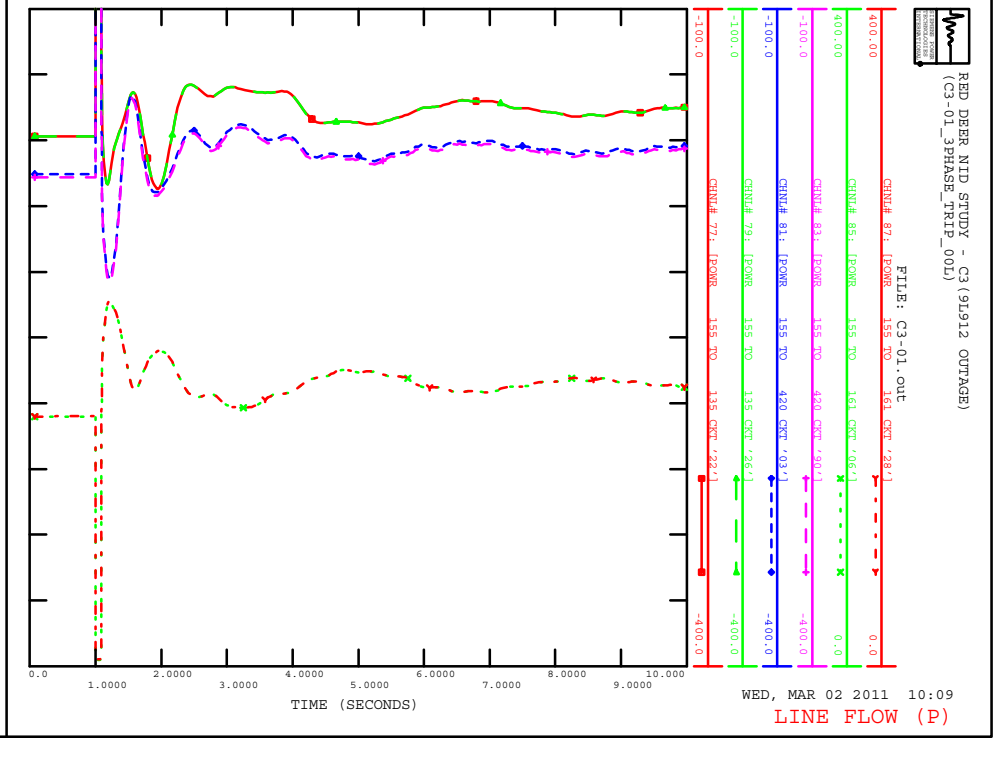

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

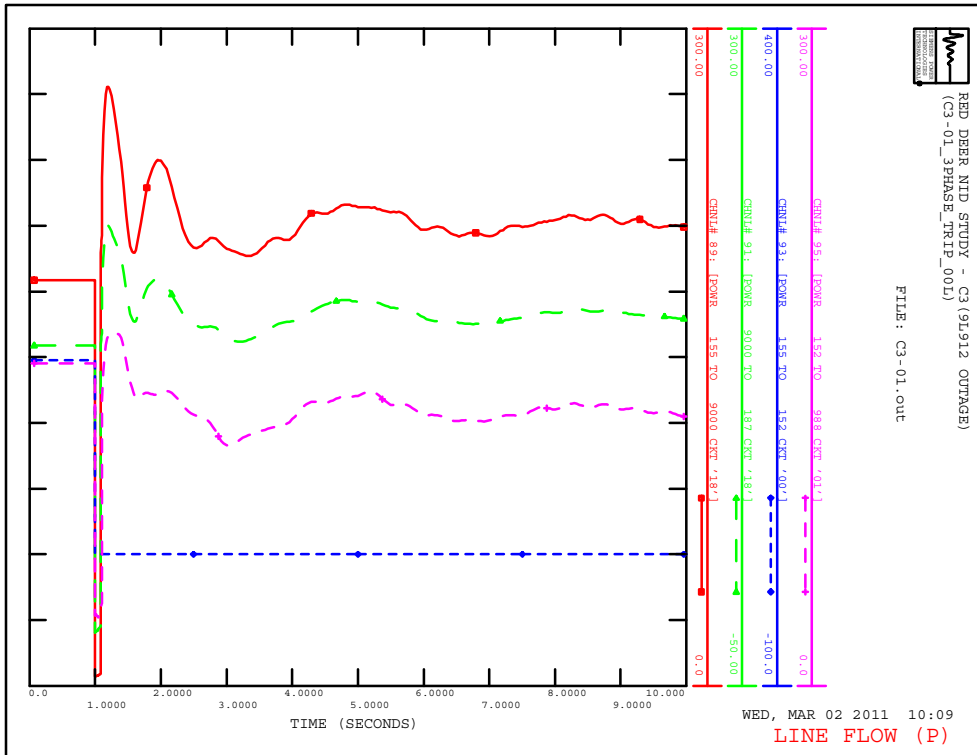

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

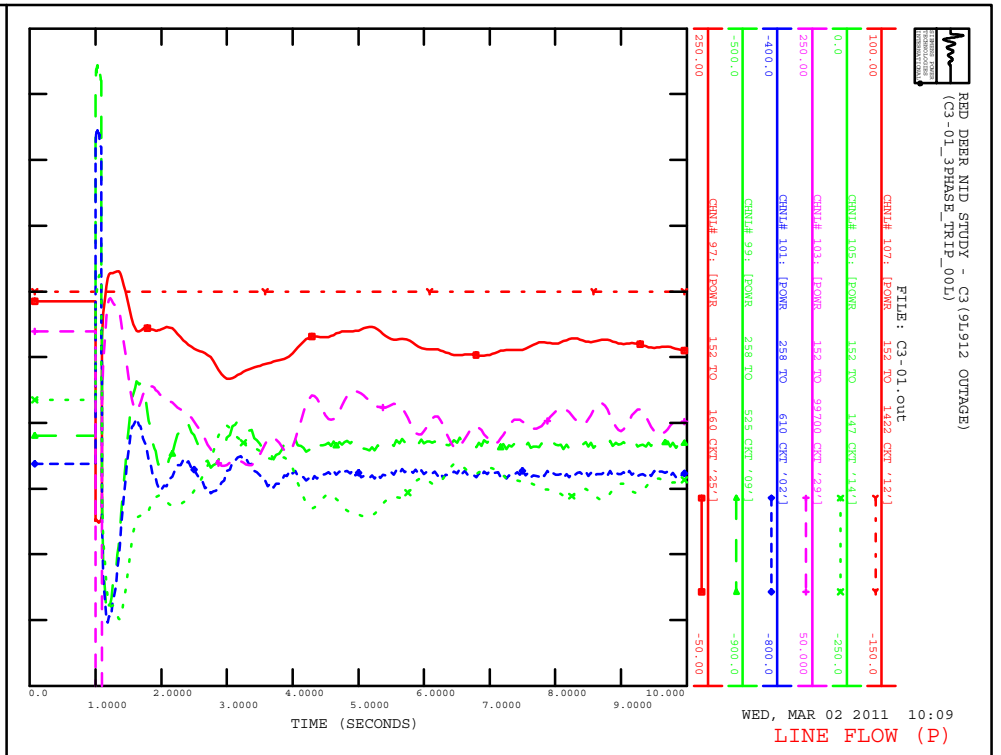

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

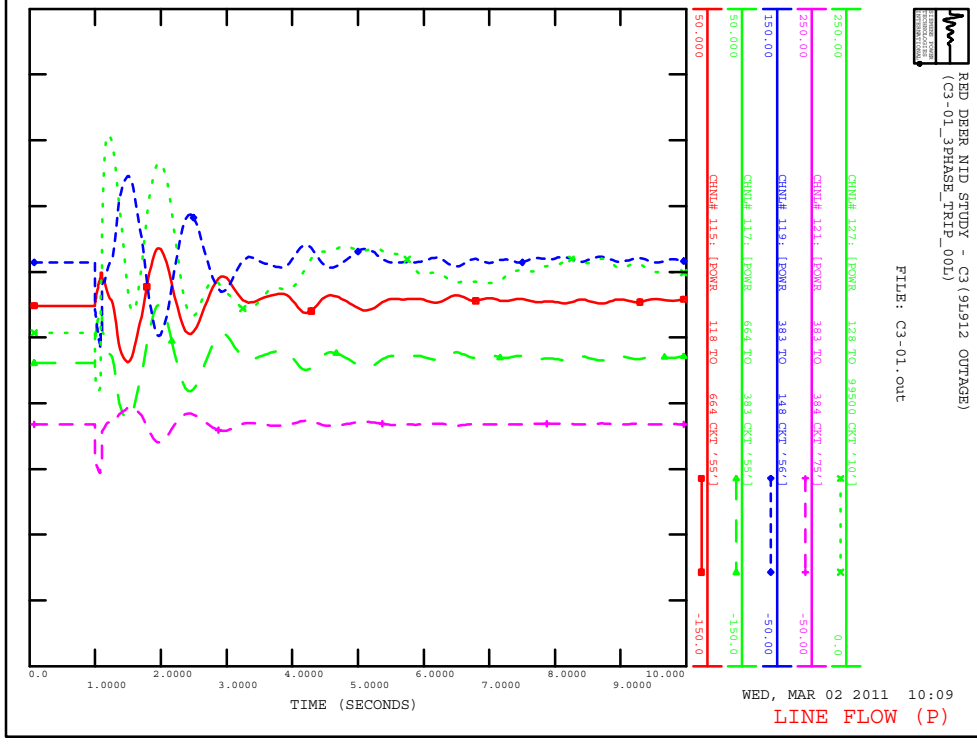

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

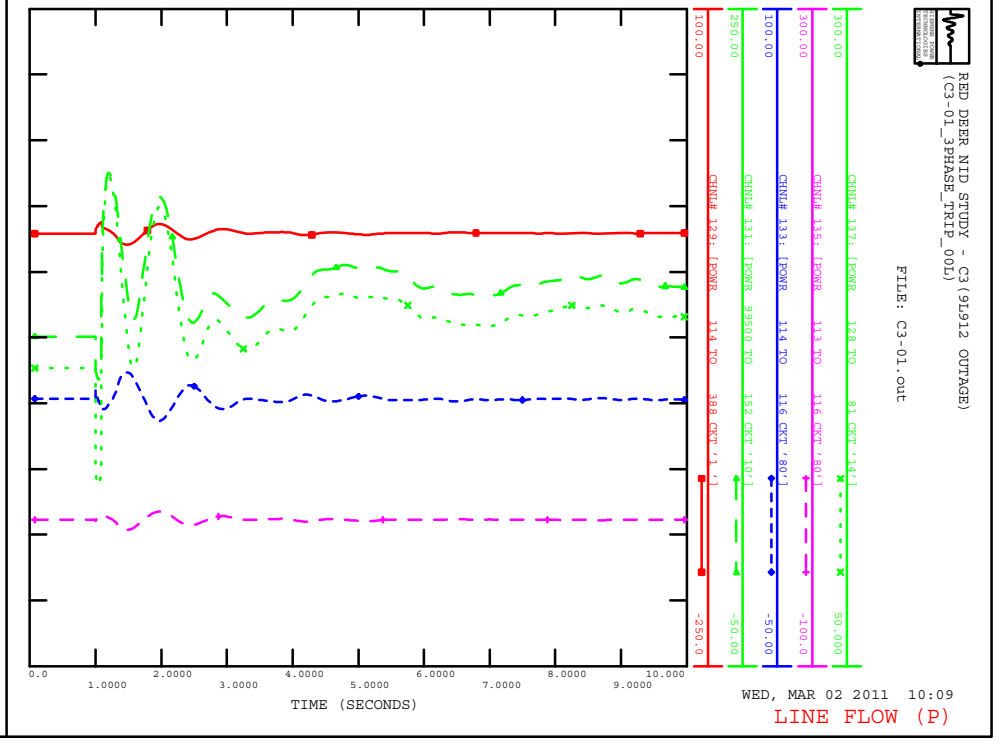

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

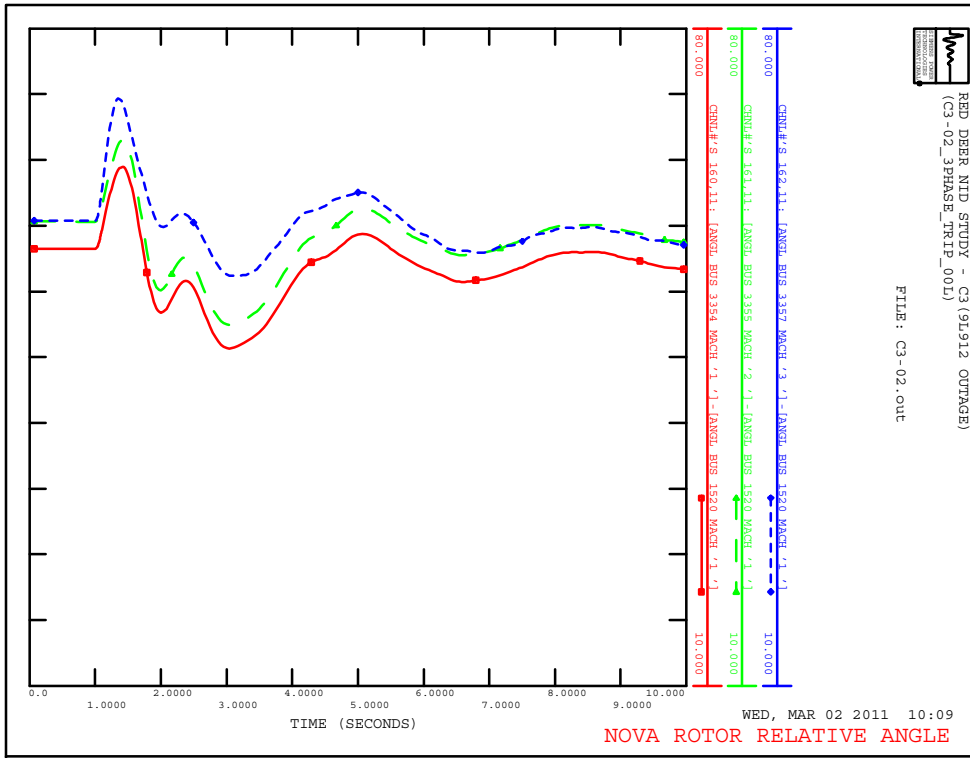

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

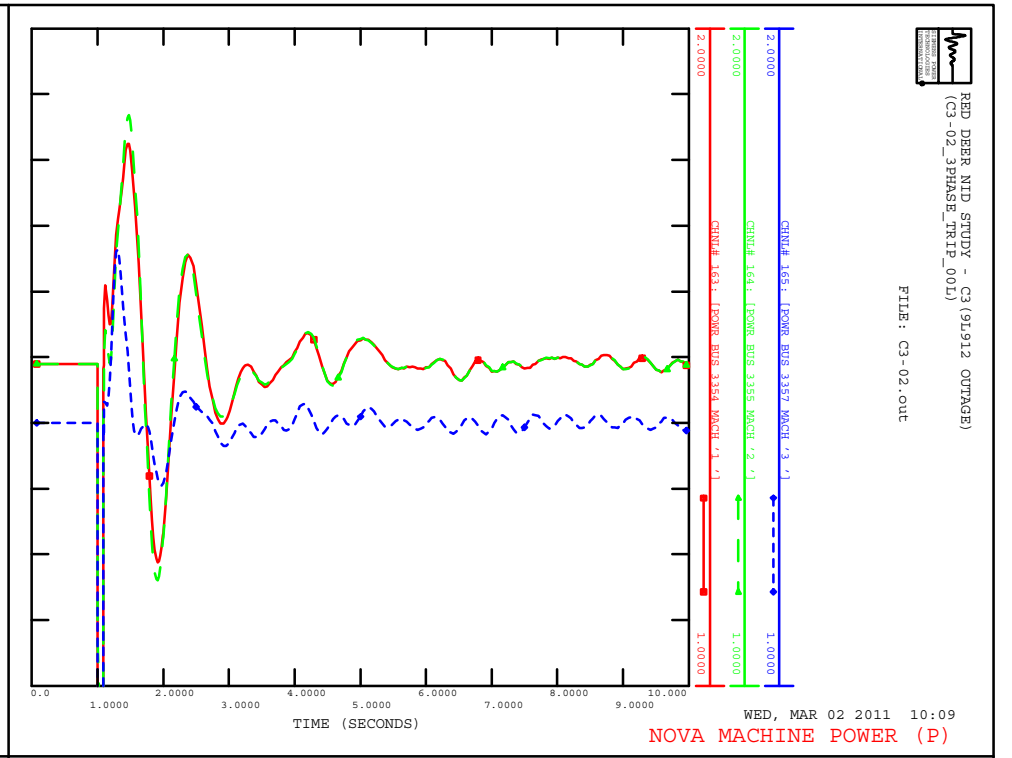

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

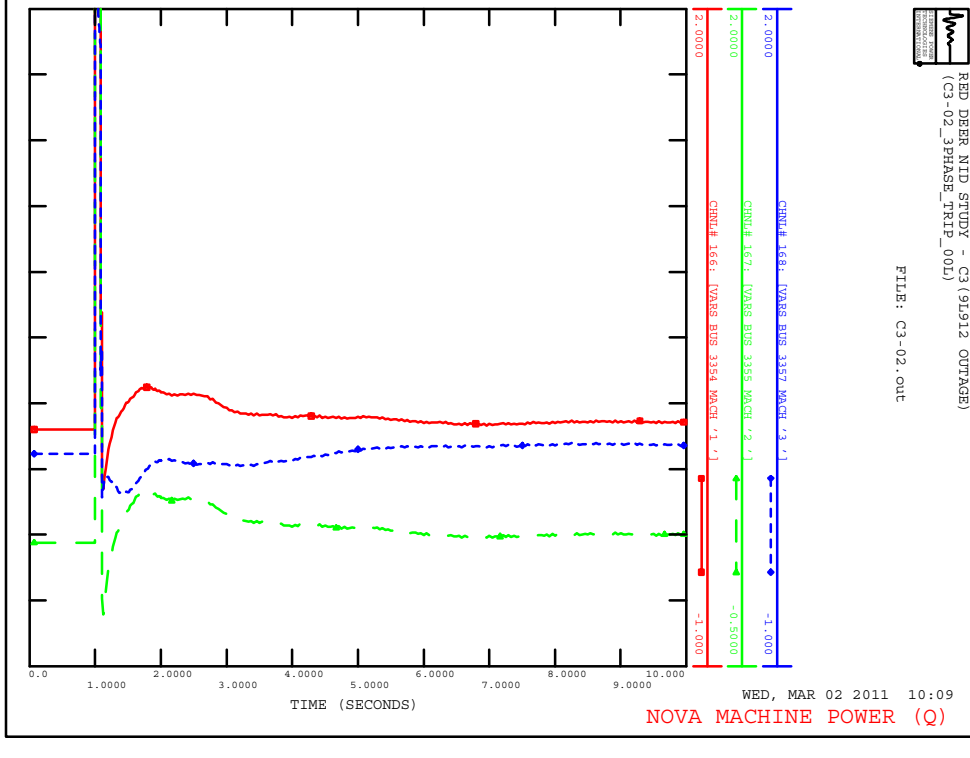

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

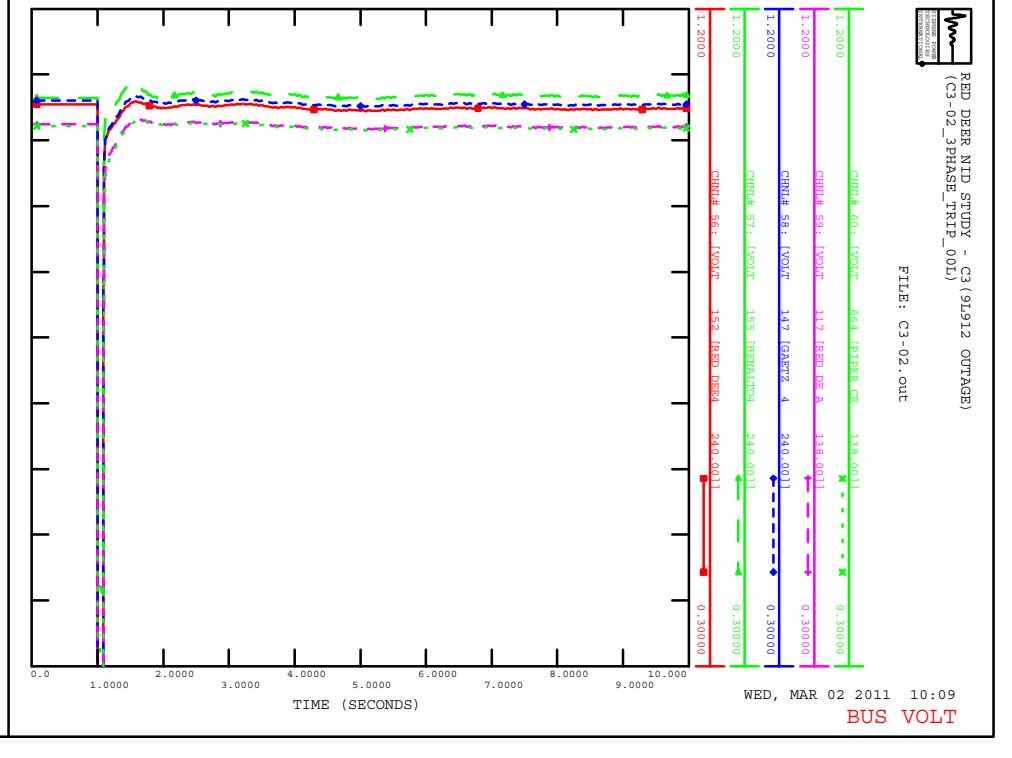

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

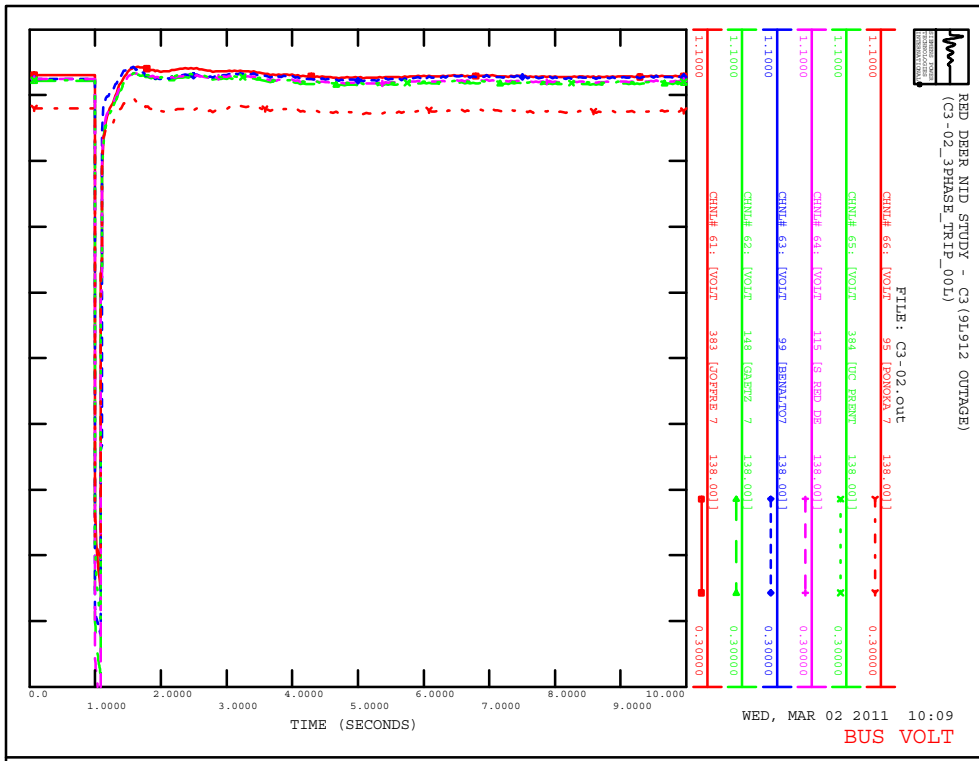

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-01_3PHASE_TRIP_00L)
FILE: C3-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

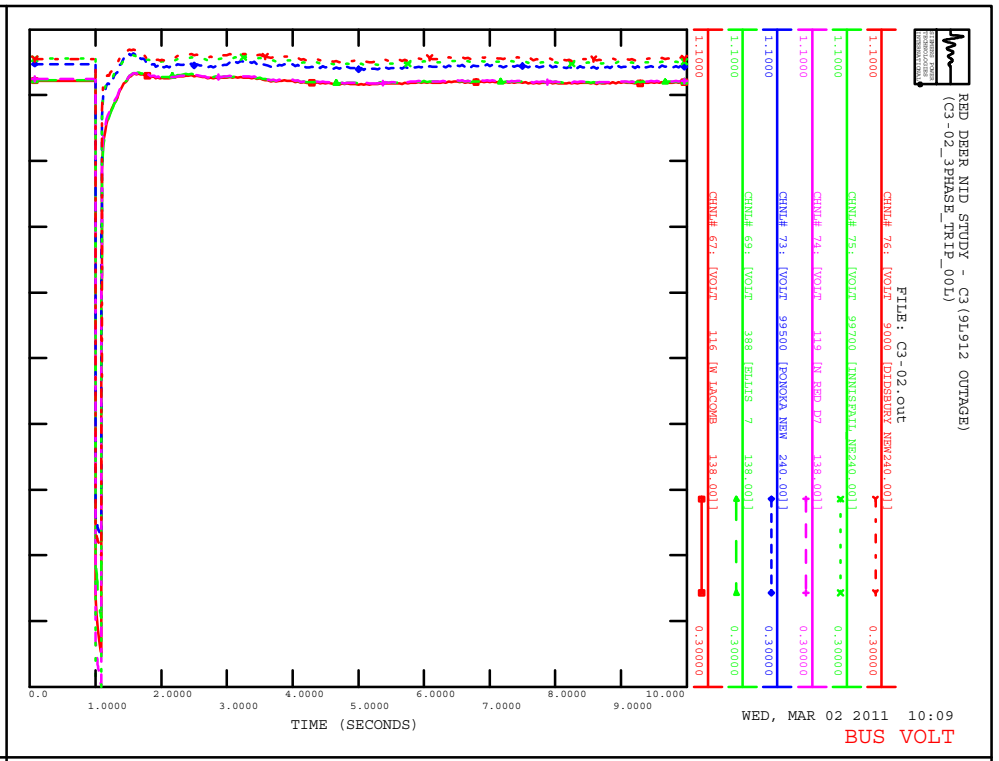

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

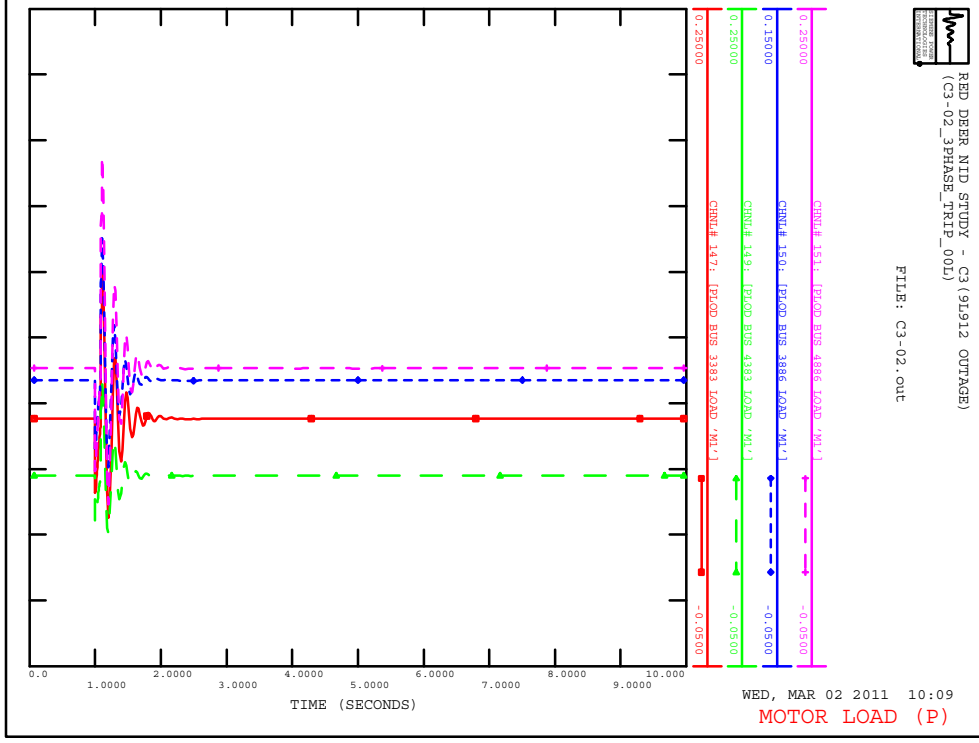

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

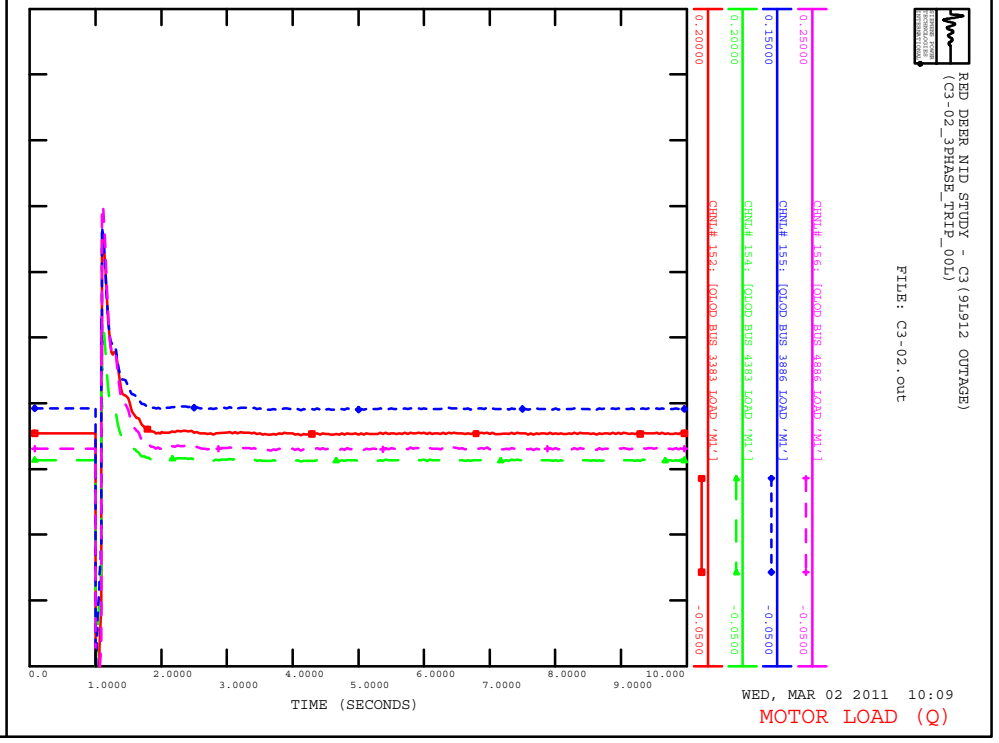

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

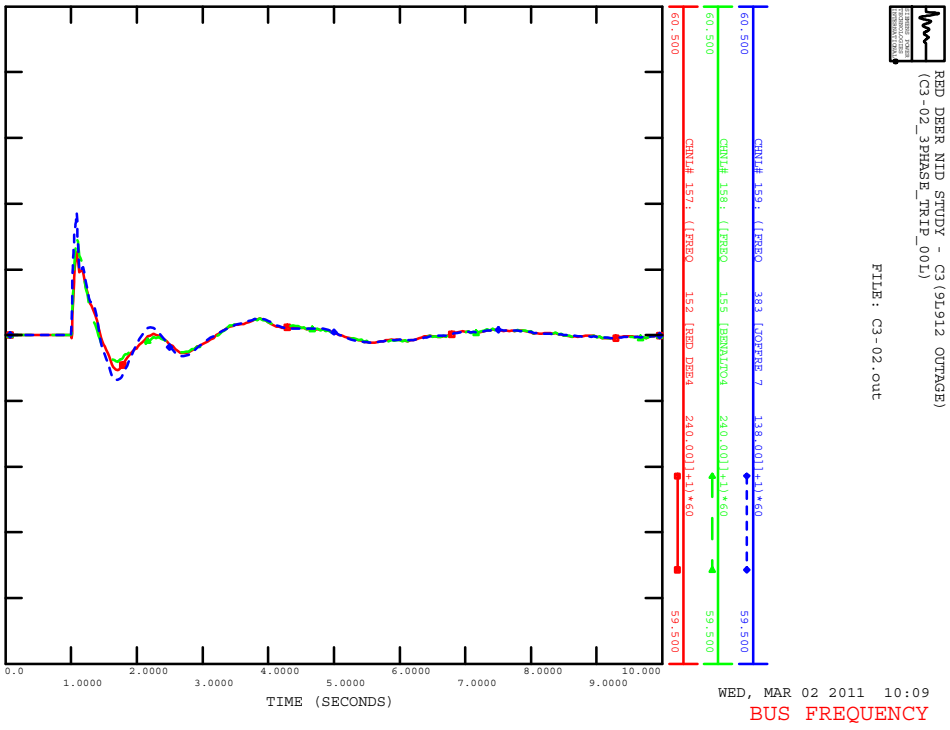

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

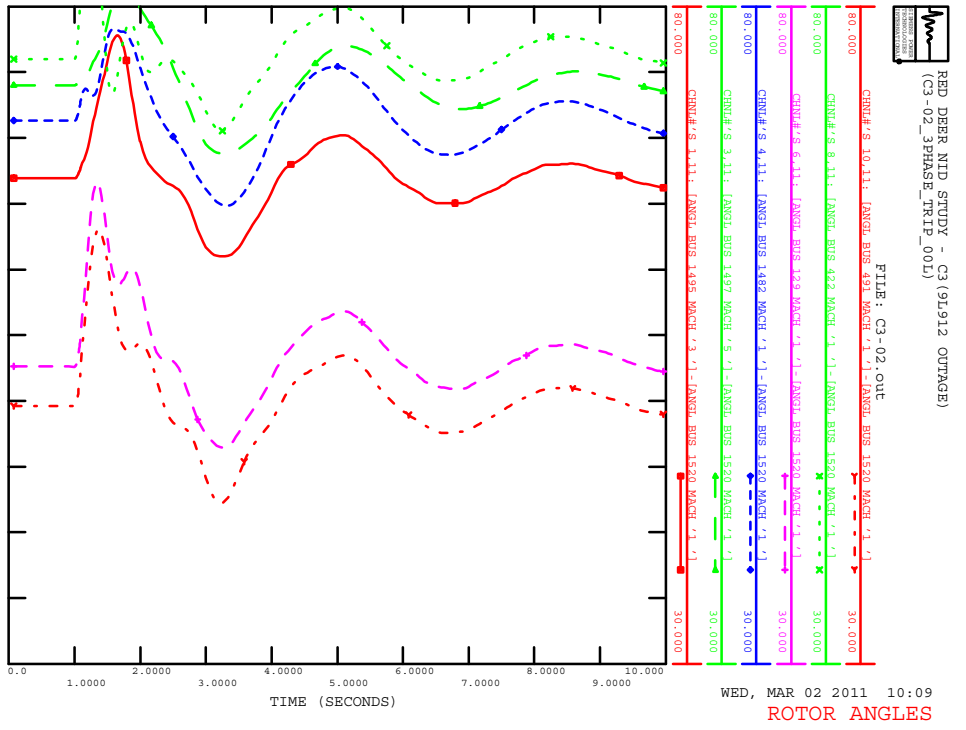

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

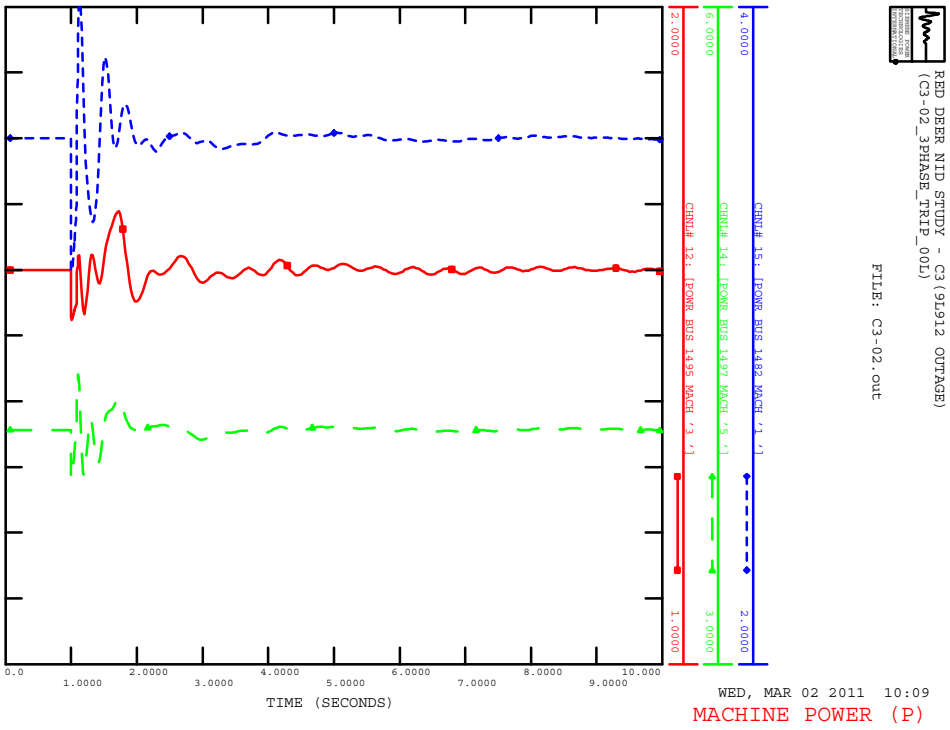

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

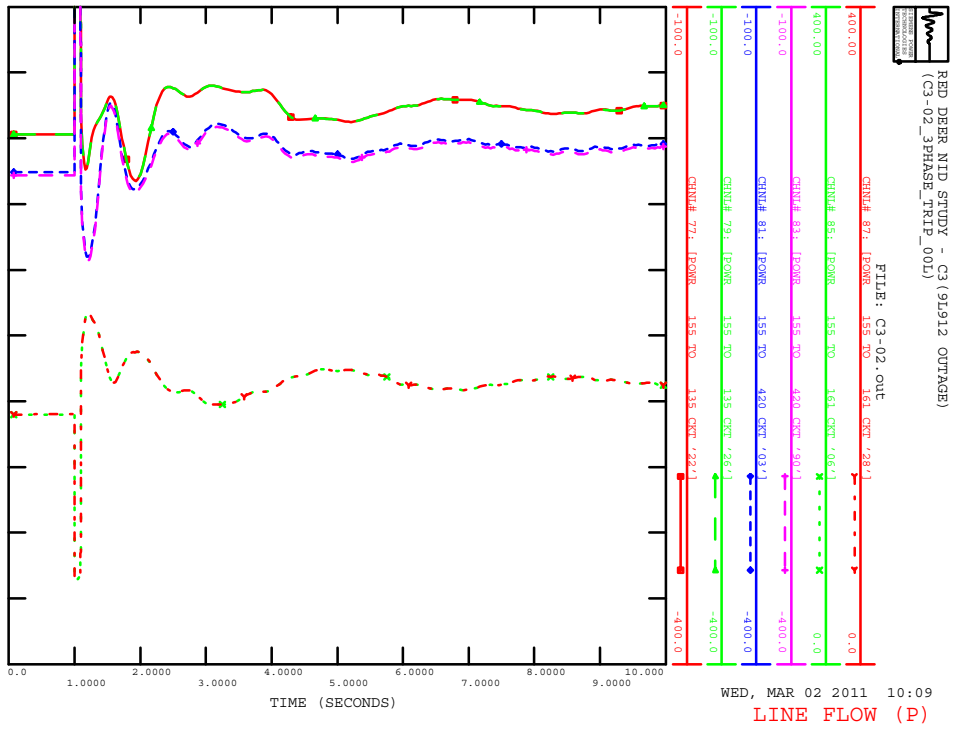

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

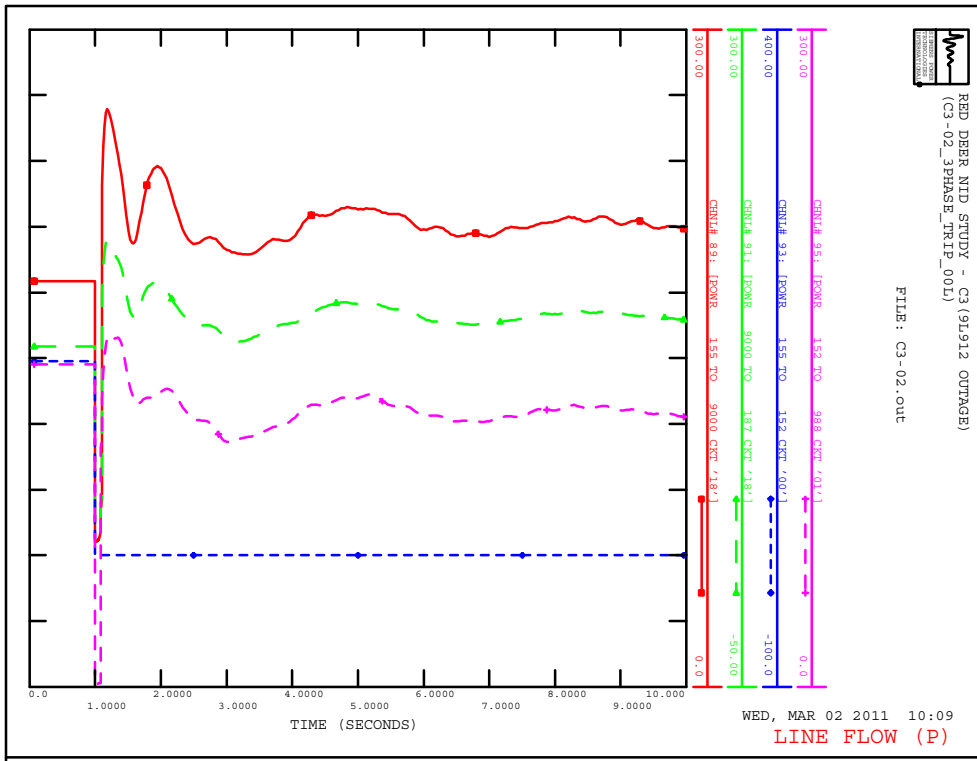

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

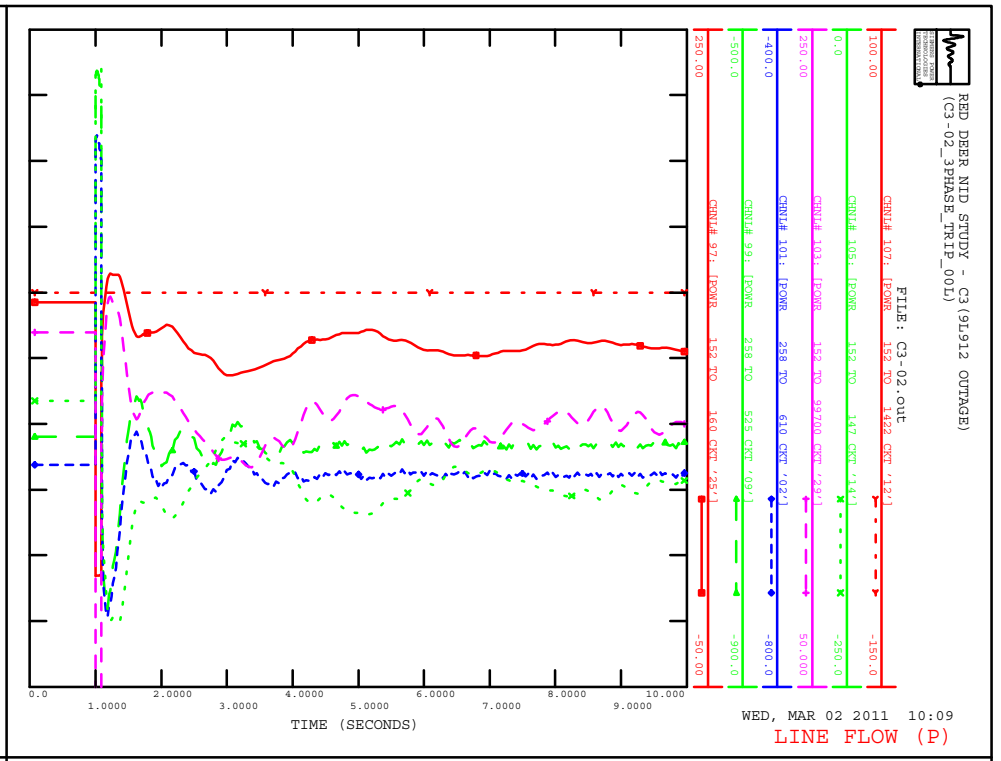

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

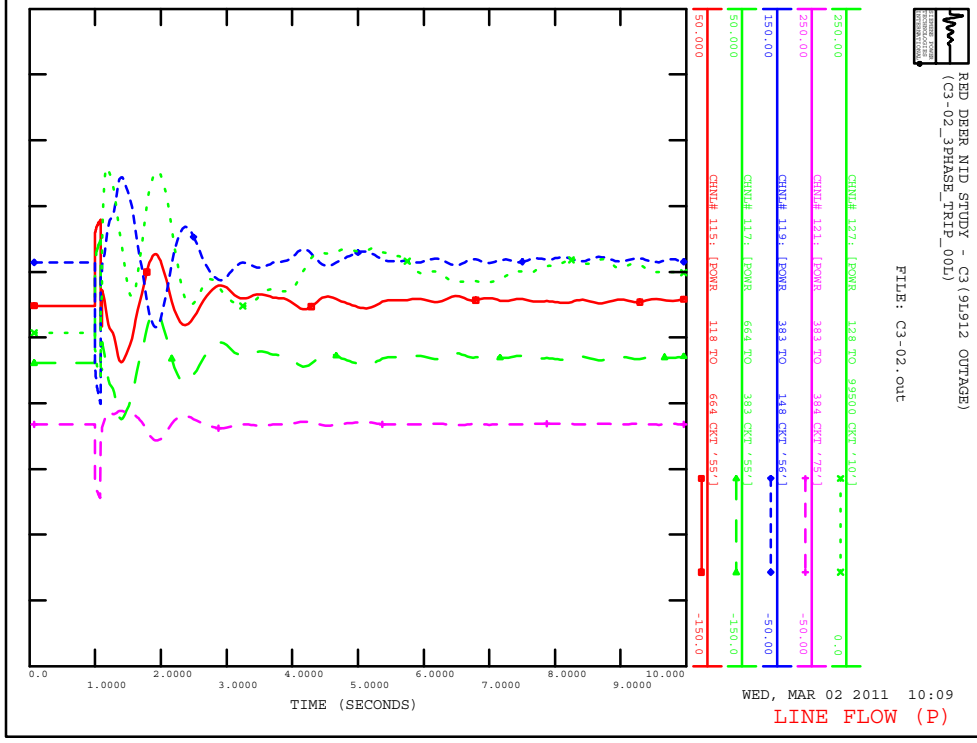

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

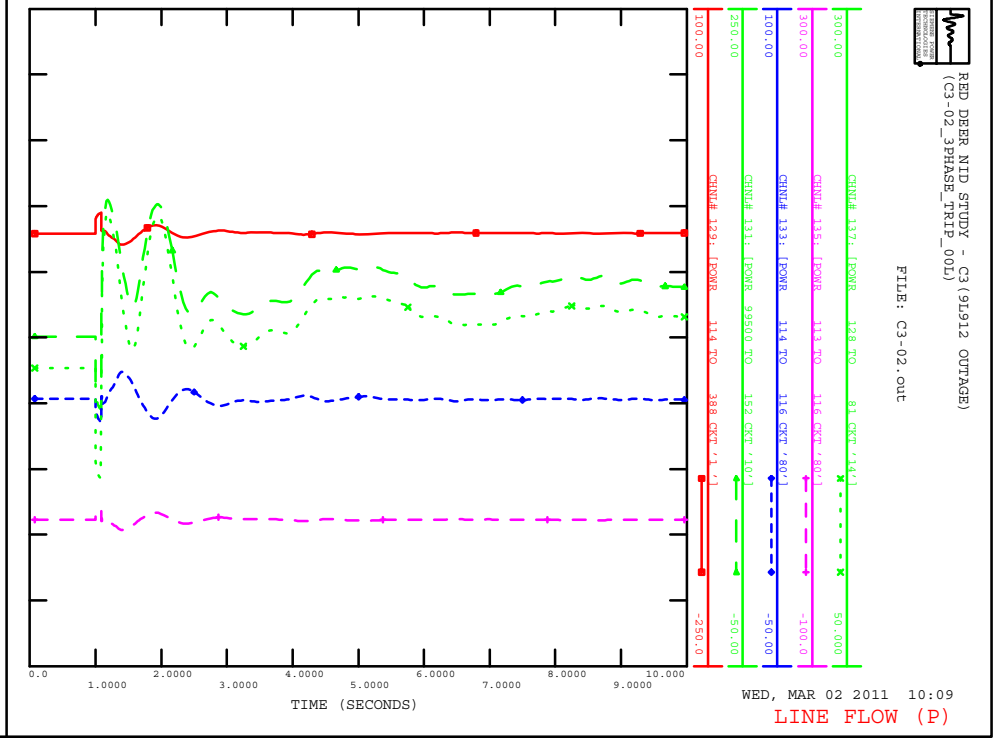

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

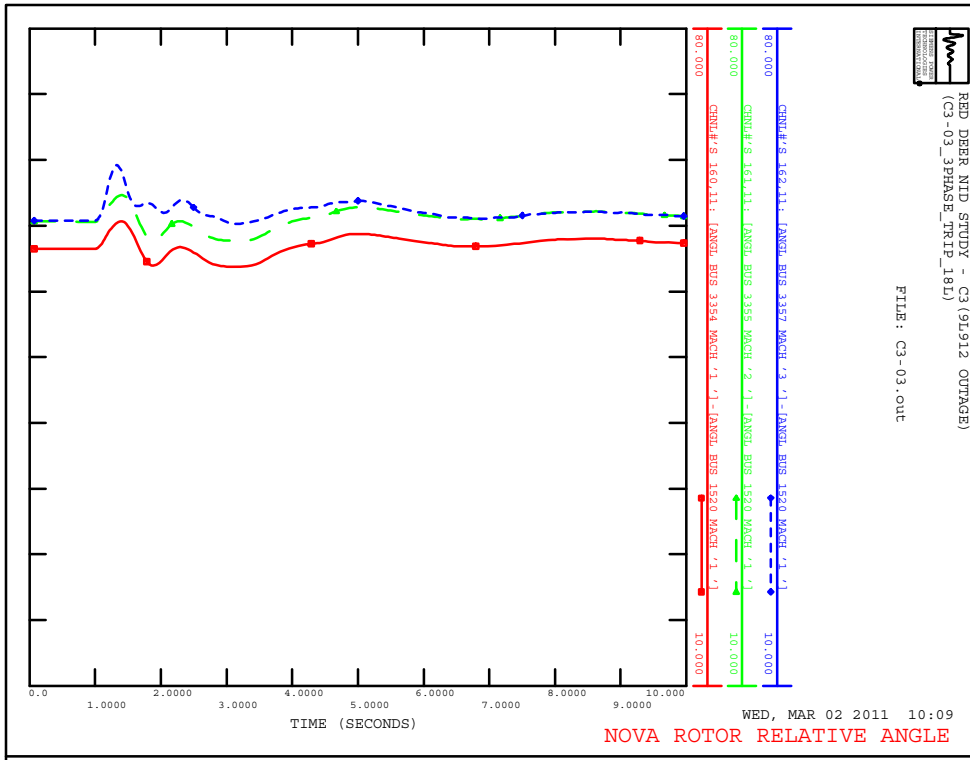

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

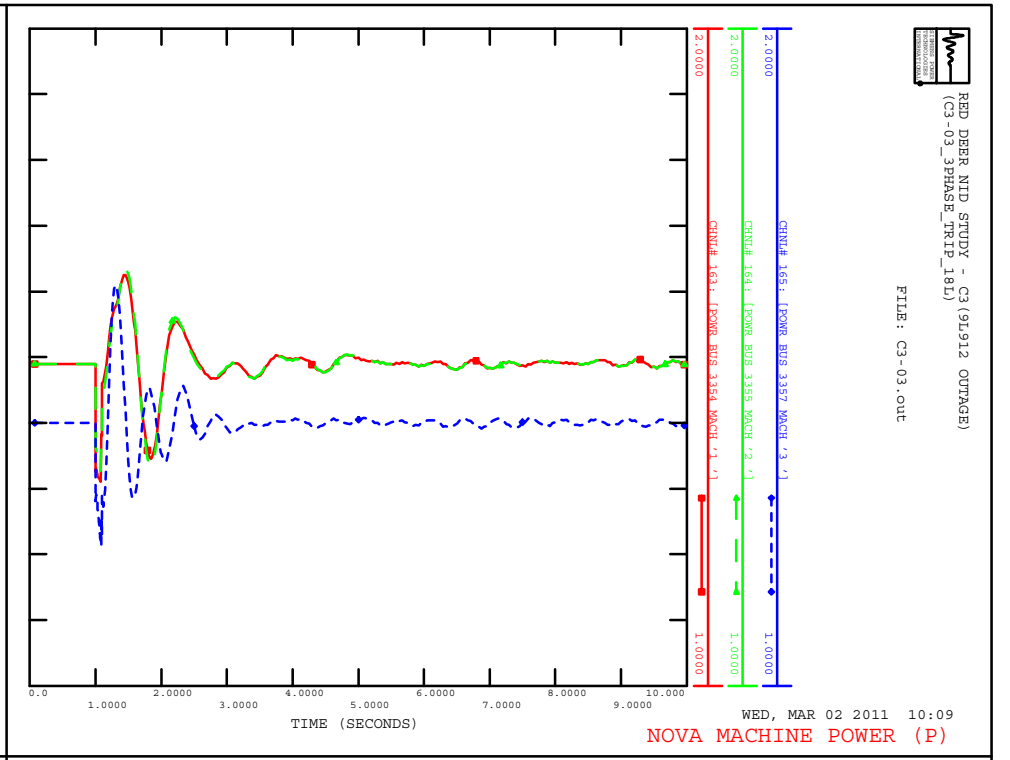

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

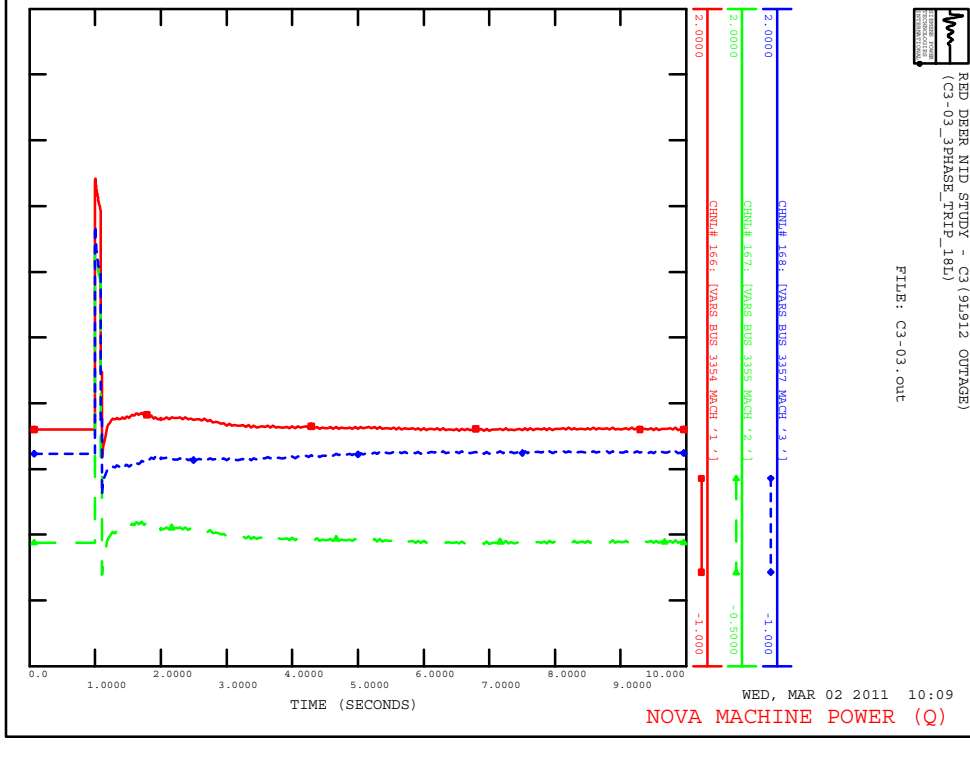

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

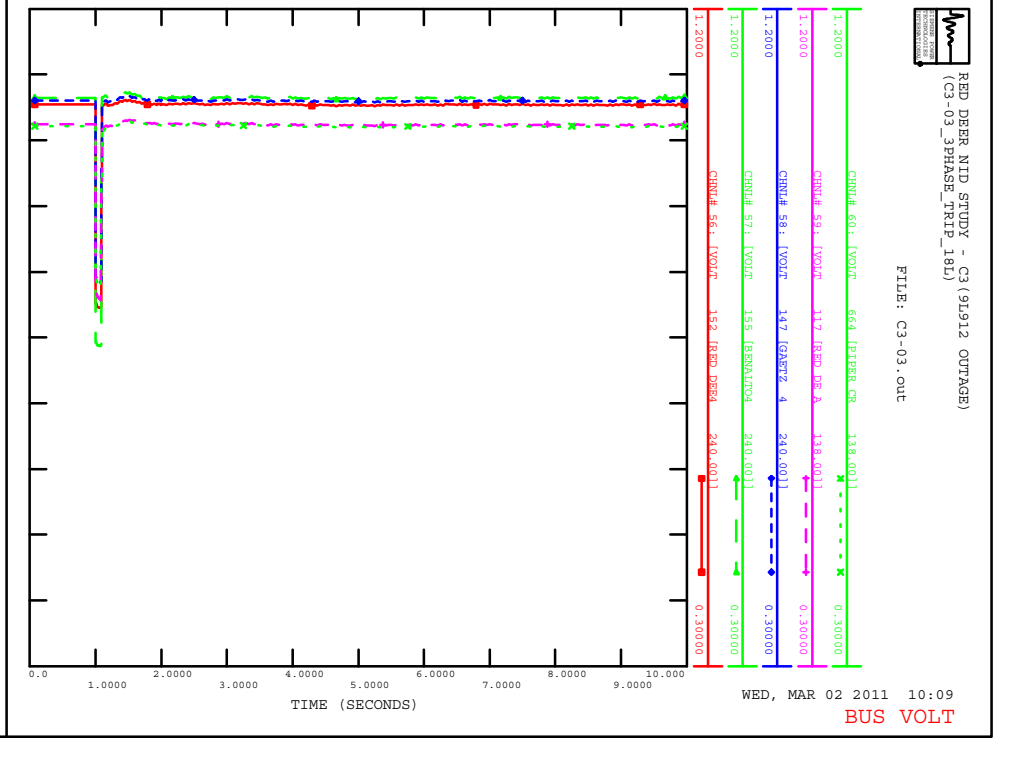

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

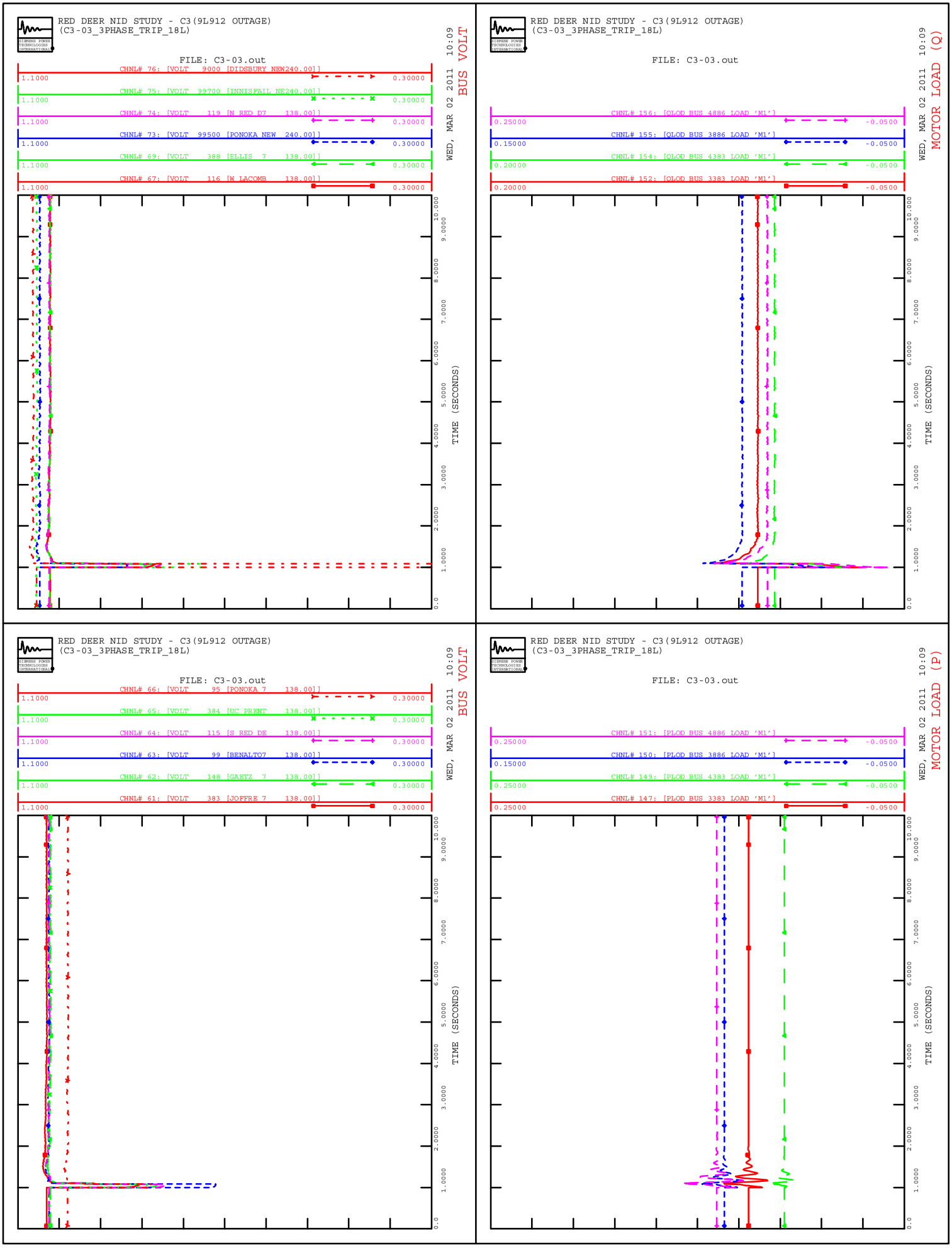

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-02_3PHASE_TRIP_00L)
FILE: C3-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

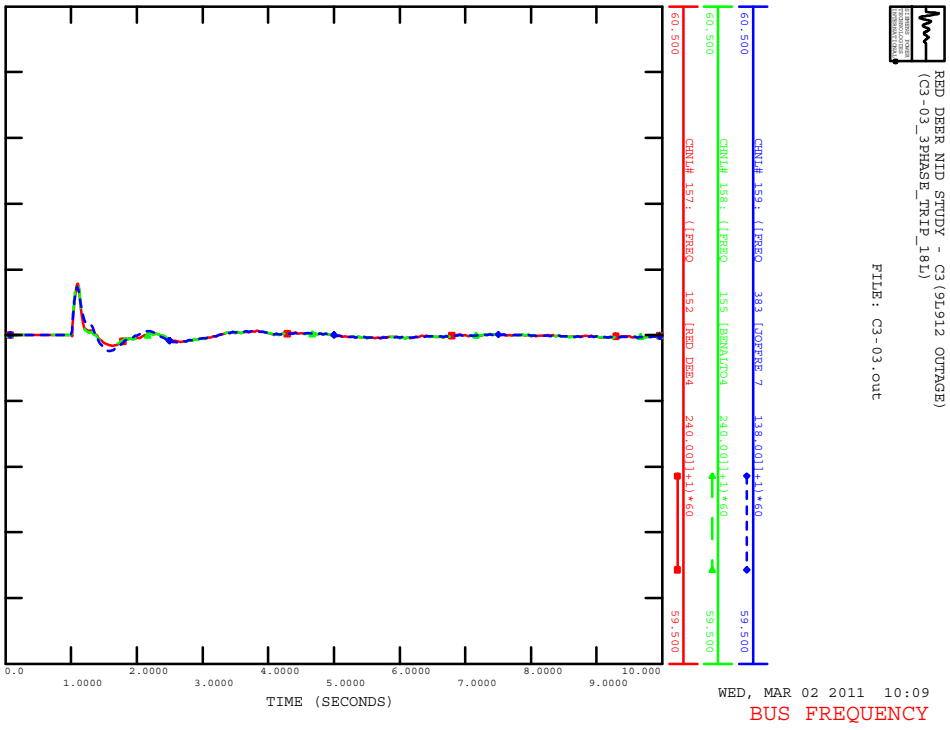

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

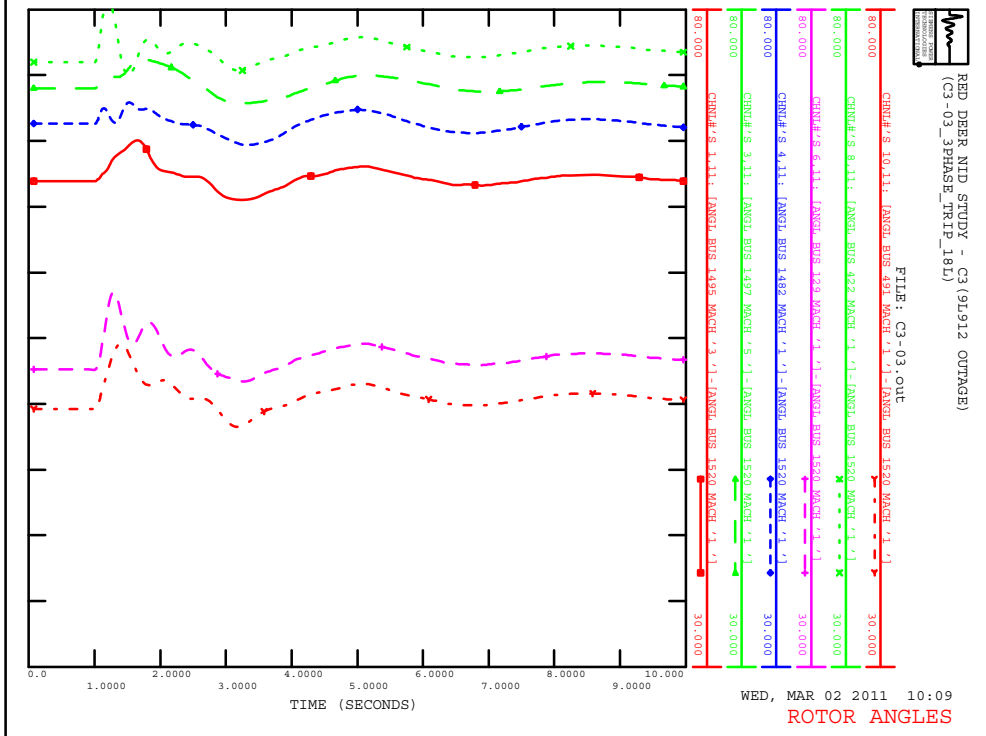

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

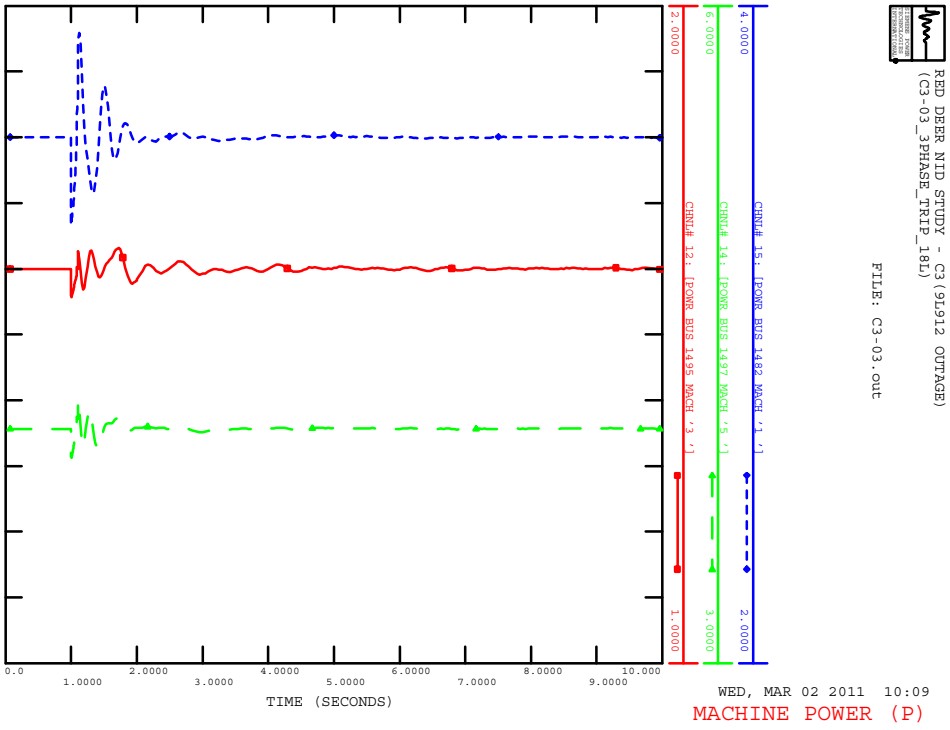

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

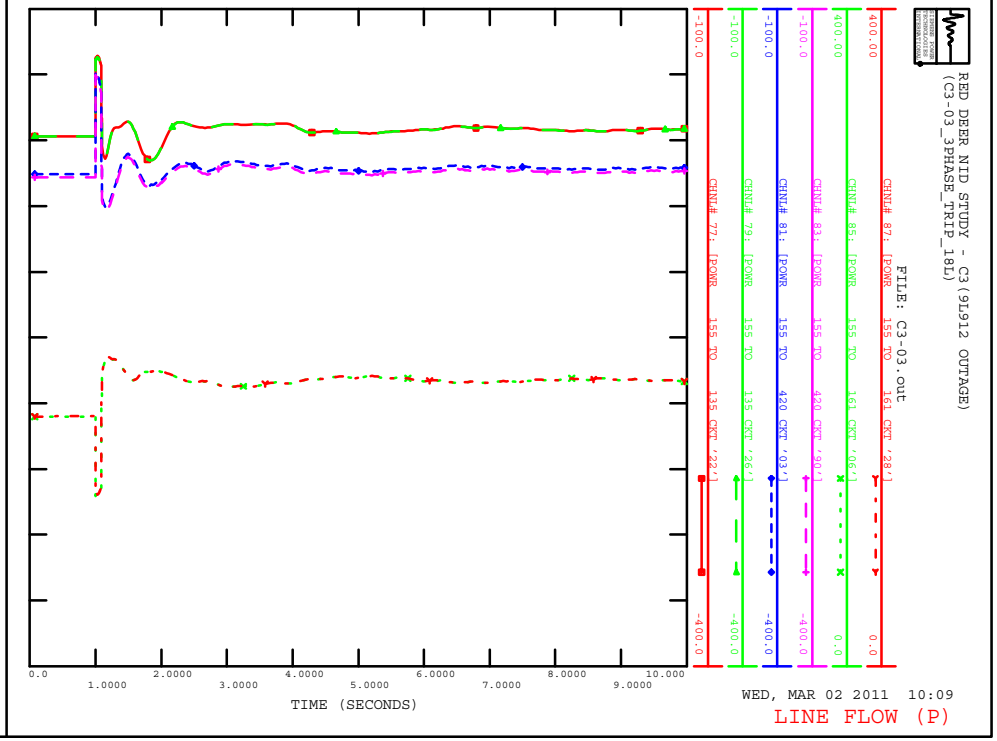

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 3 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

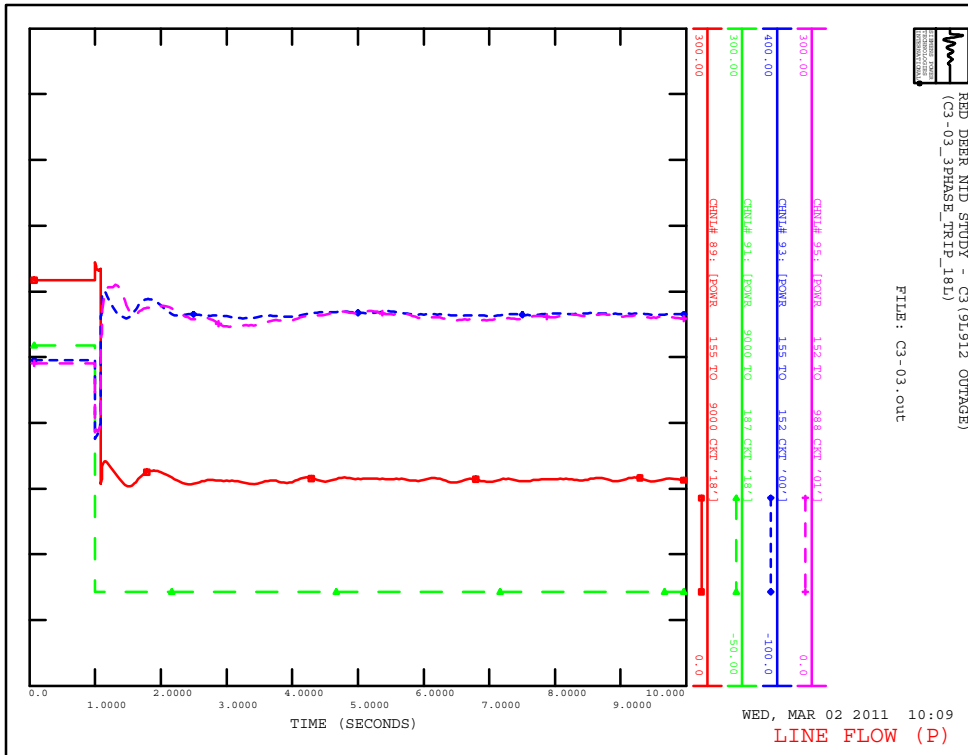

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 156: [QLOD BUS 4886 LOAD '1']
CHNL# 155: [QLOD BUS 3886 LOAD '1']
CHNL# 154: [QLOD BUS 4383 LOAD '1']
CHNL# 152: [QLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
CHNL# 151: [PLOD BUS 4886 LOAD '1']
CHNL# 150: [PLOD BUS 3886 LOAD '1']
CHNL# 149: [PLOD BUS 4383 LOAD '1']
CHNL# 147: [PLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (P)
TIME (SECONDS)

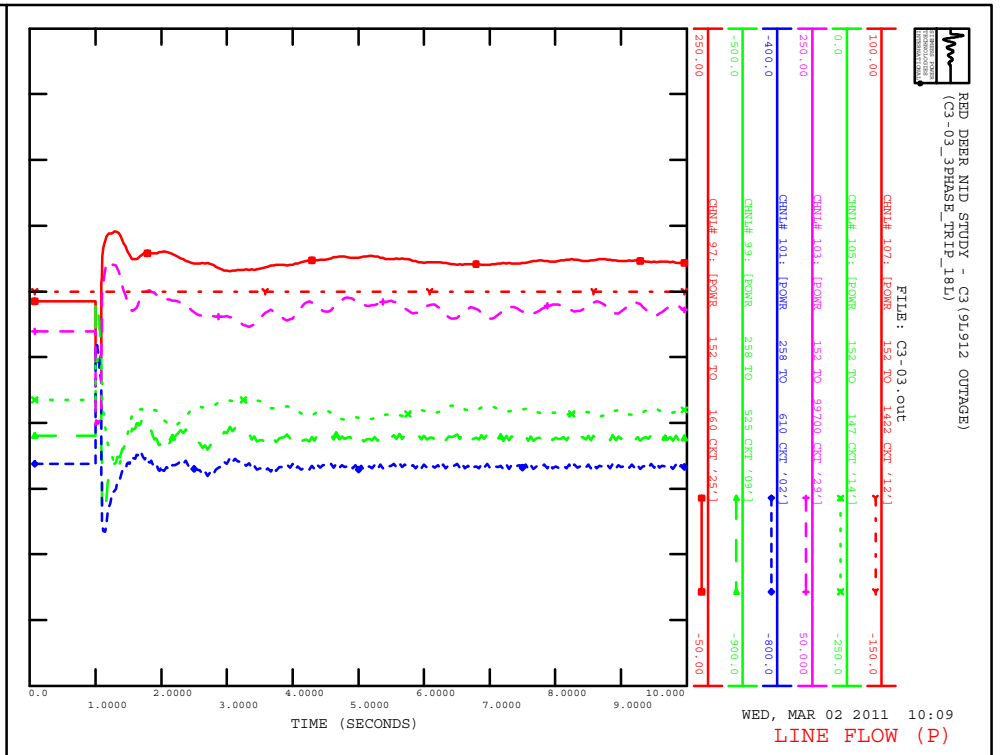

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

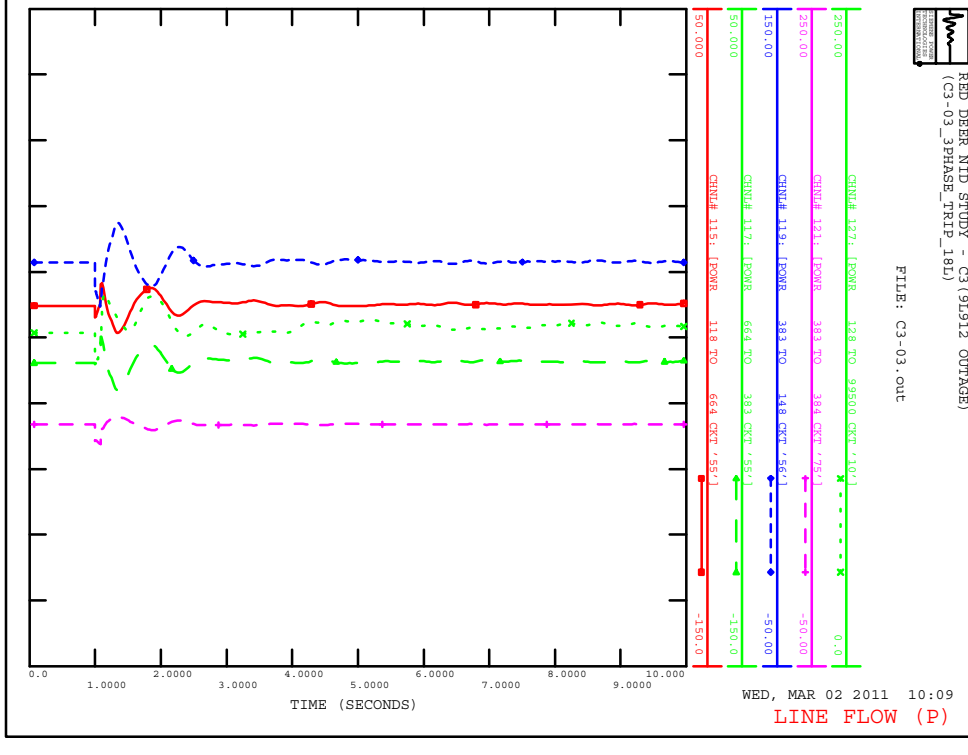

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

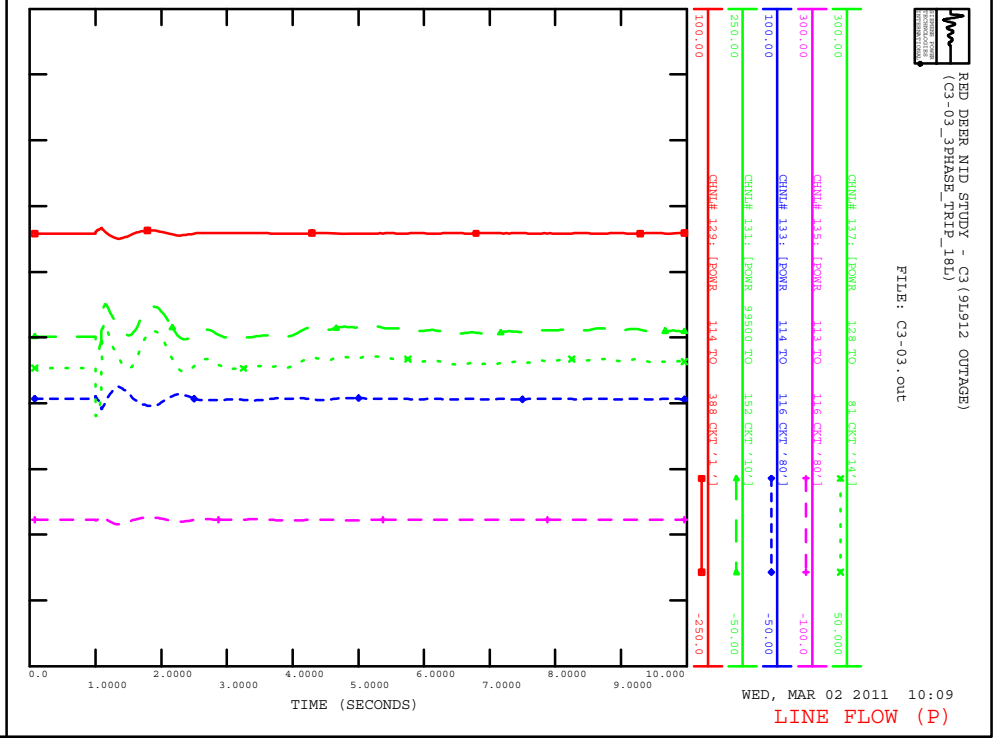

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

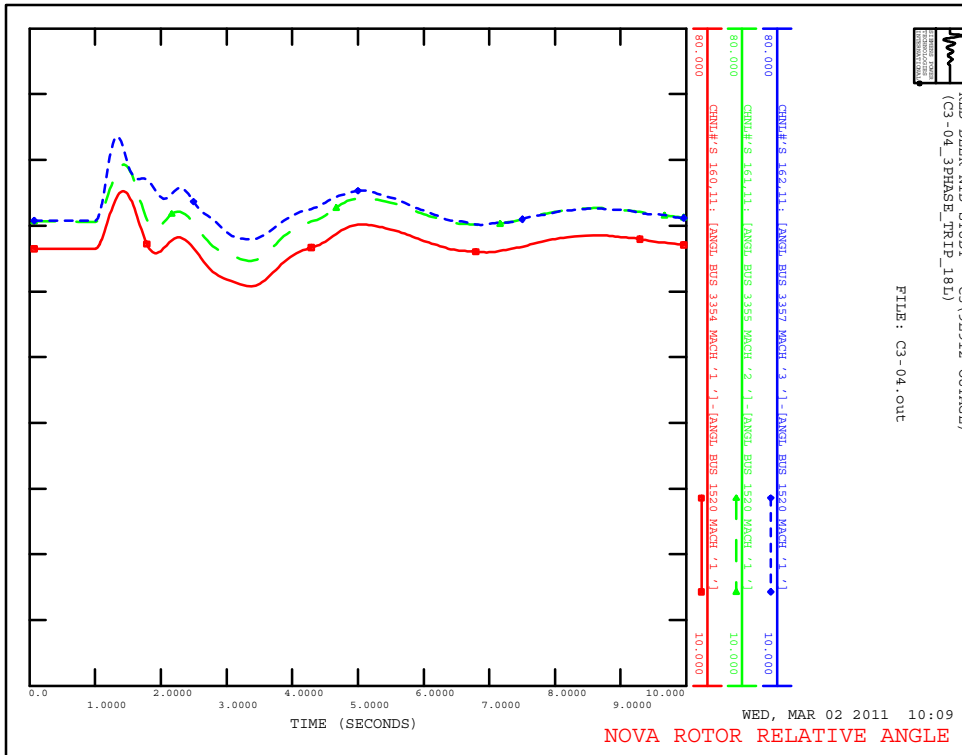

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

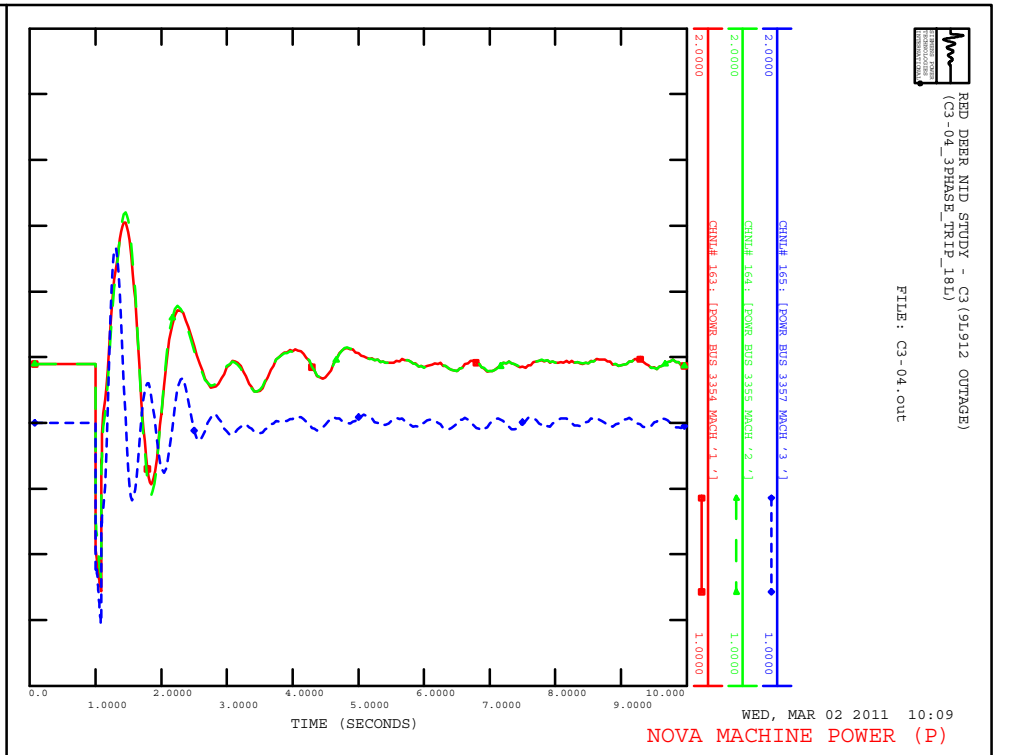

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

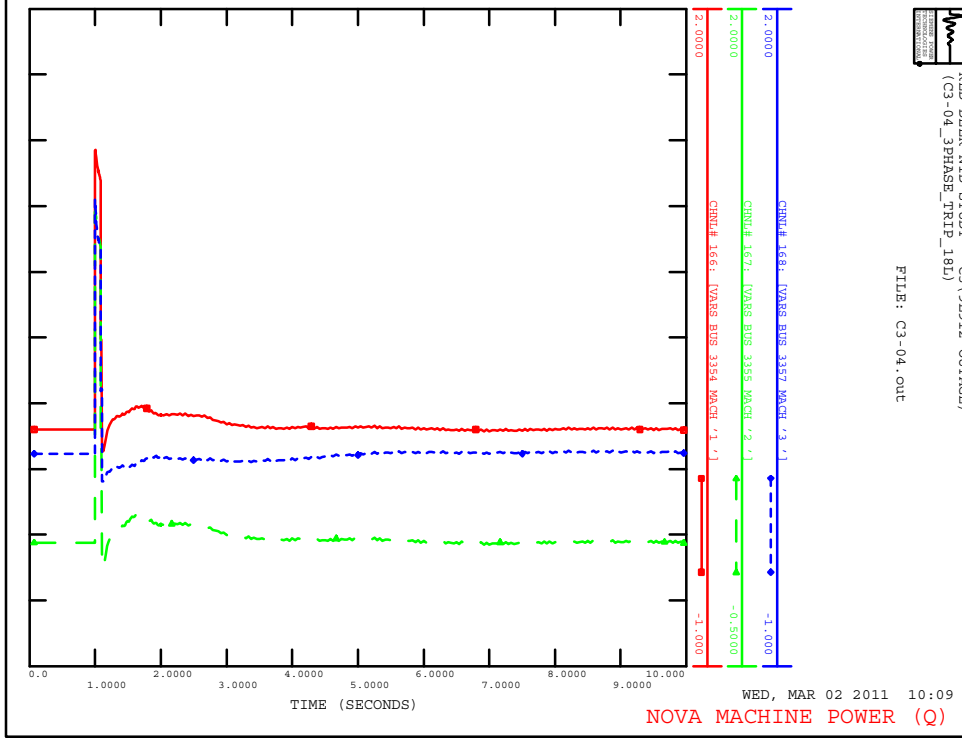

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

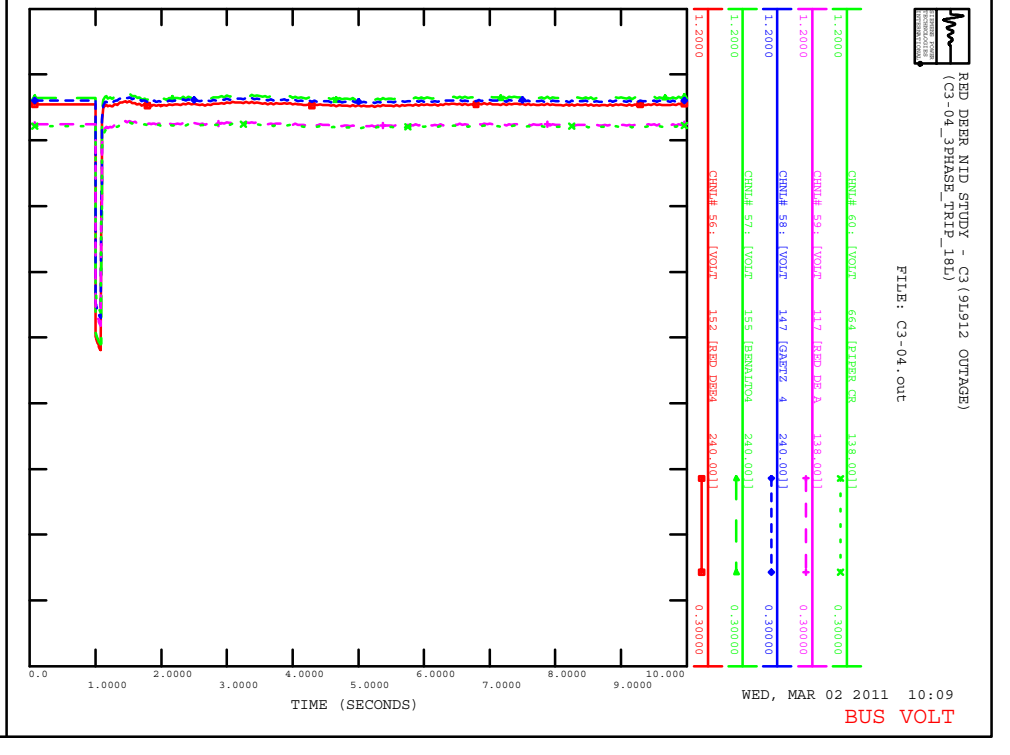

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-03_3PHASE_TRIP_18L)
FILE: C3-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

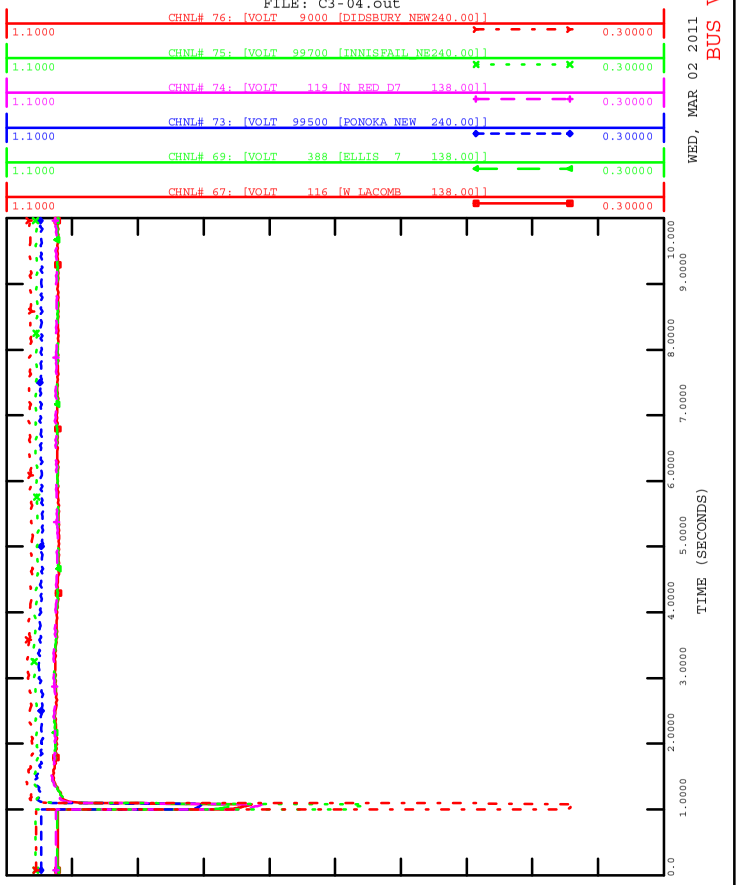

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)


RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)


RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

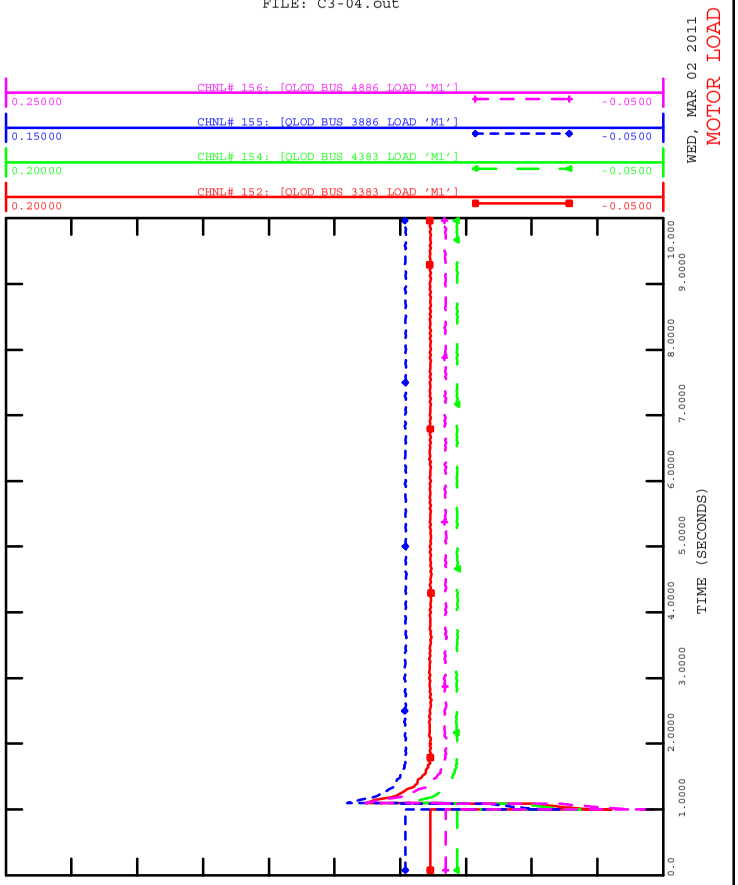
FILE: C3-04.out



WED, MAR 02 2011 10:09 BUS VOLT

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

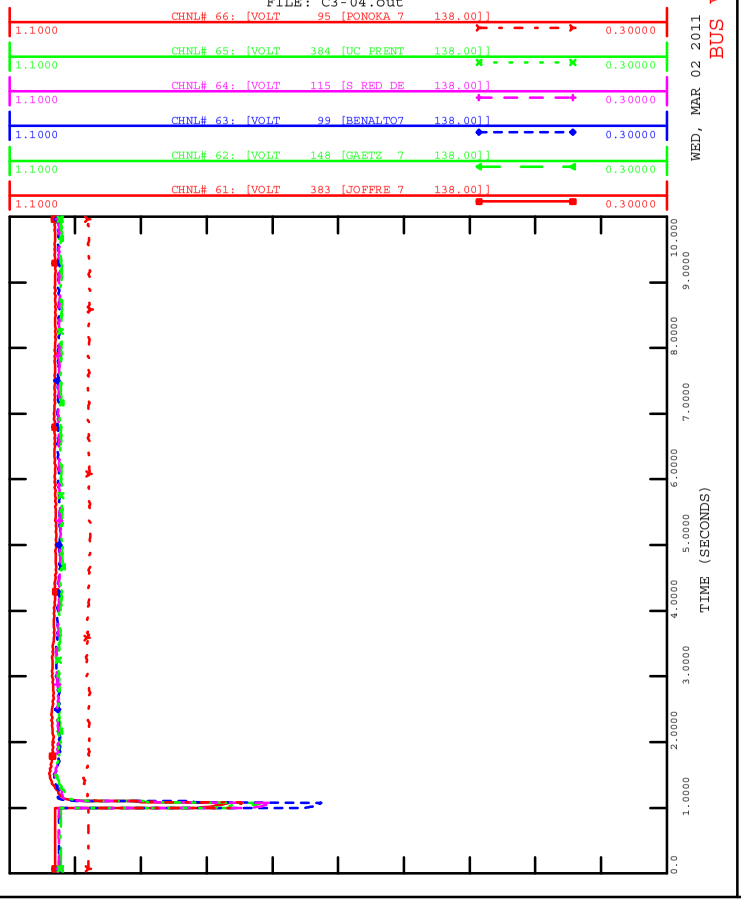
FILE: C3-04.out



WED, MAR 02 2011 10:09 MOTOR LOAD (Q)

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

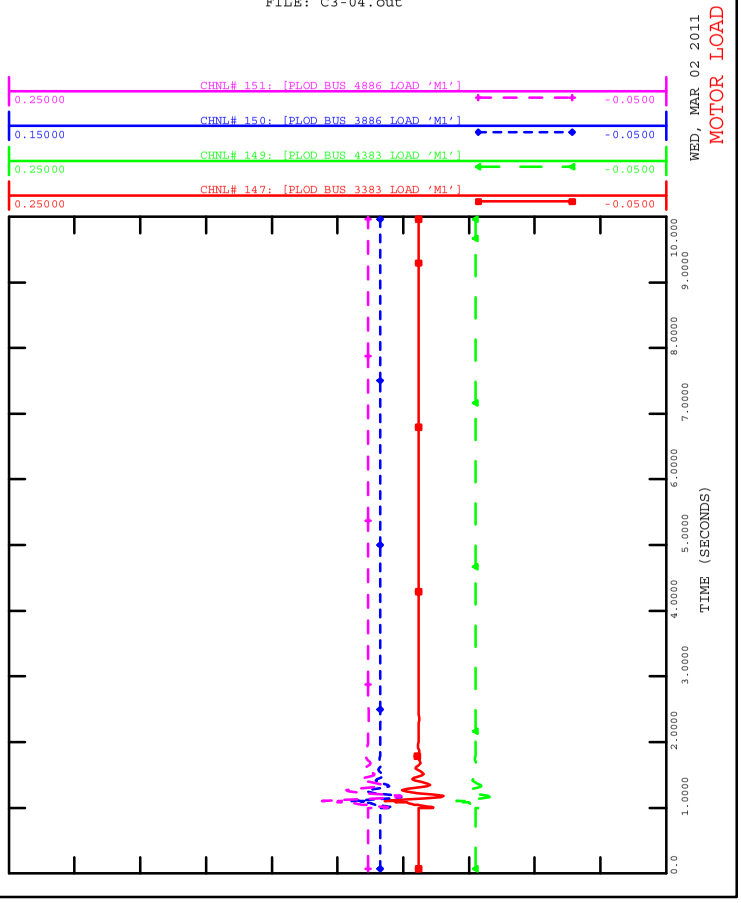
FILE: C3-04.out



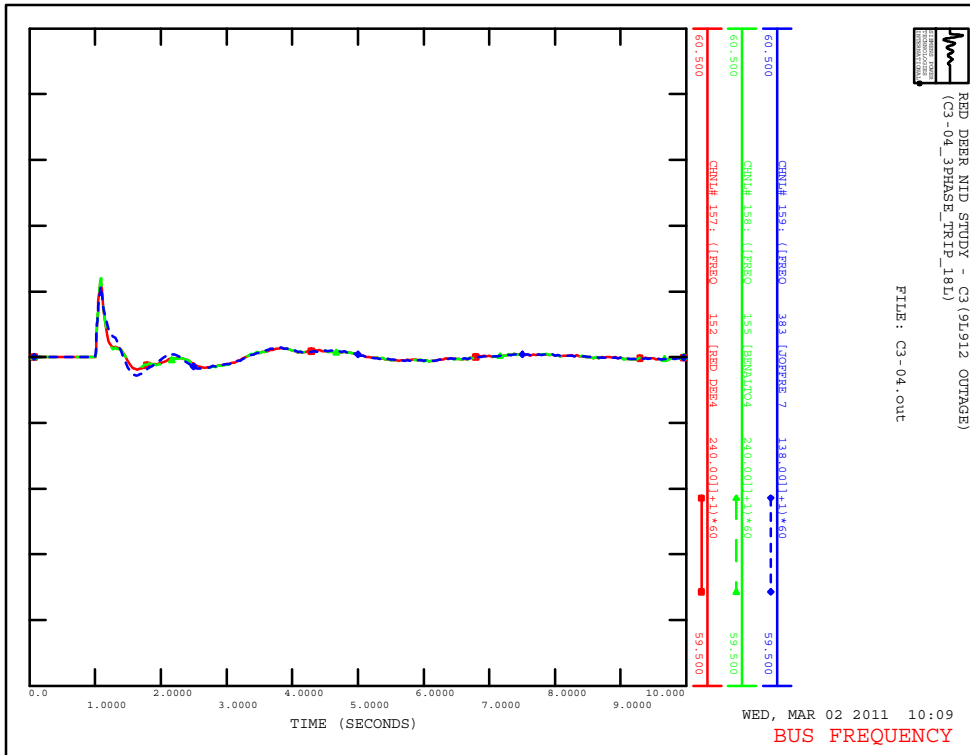
WED, MAR 02 2011 10:09 BUS VOLT

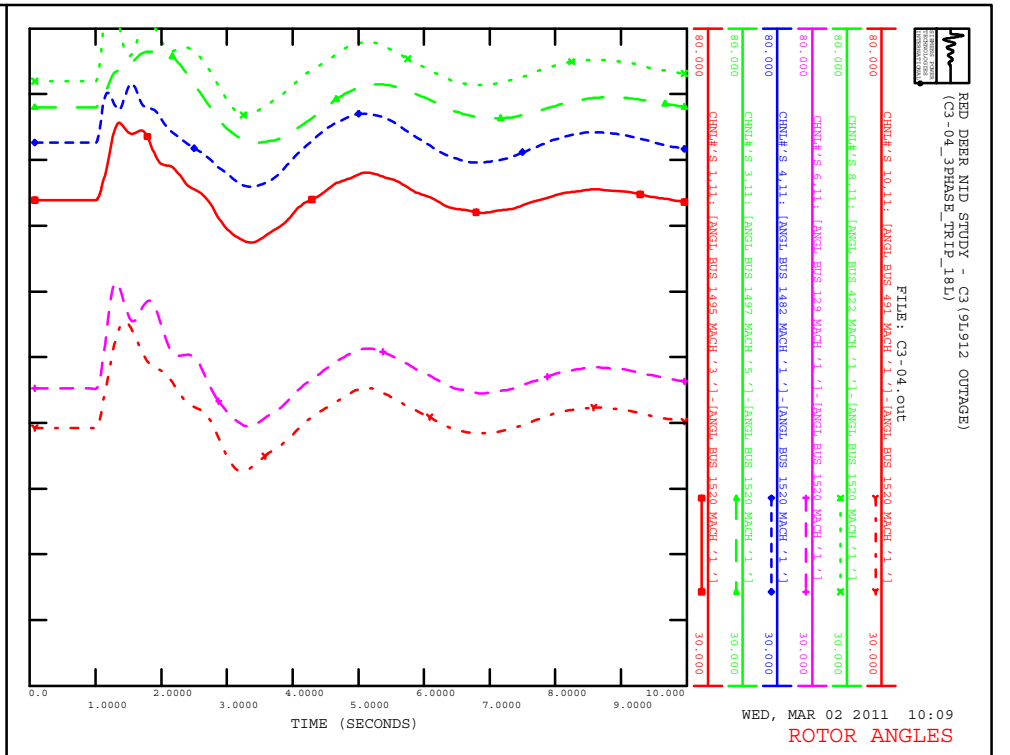
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

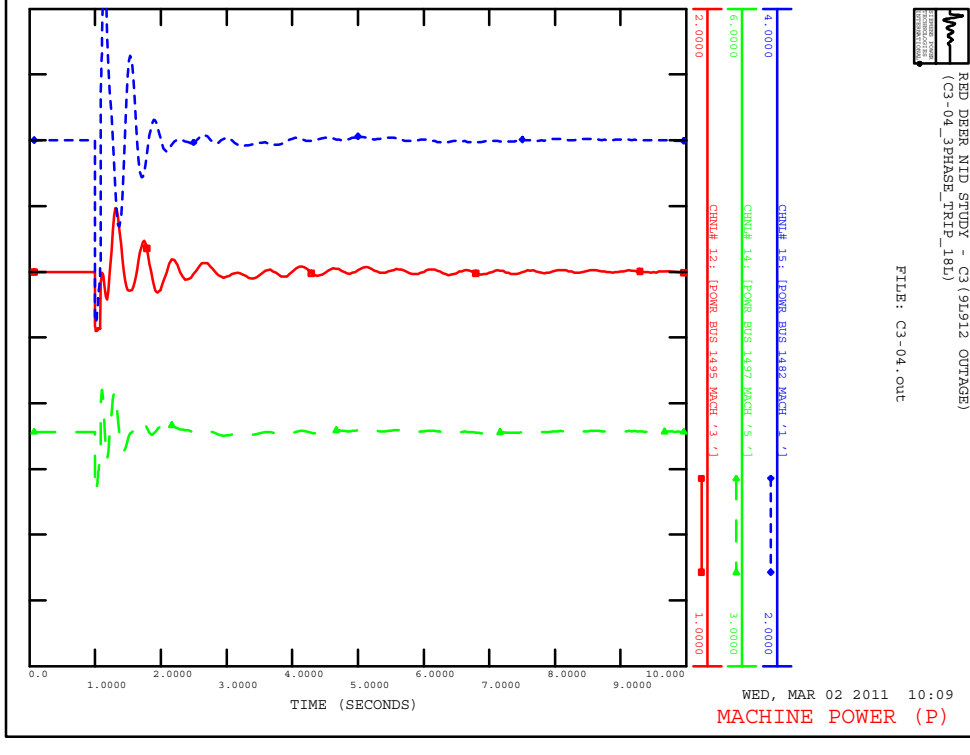
FILE: C3-04.out

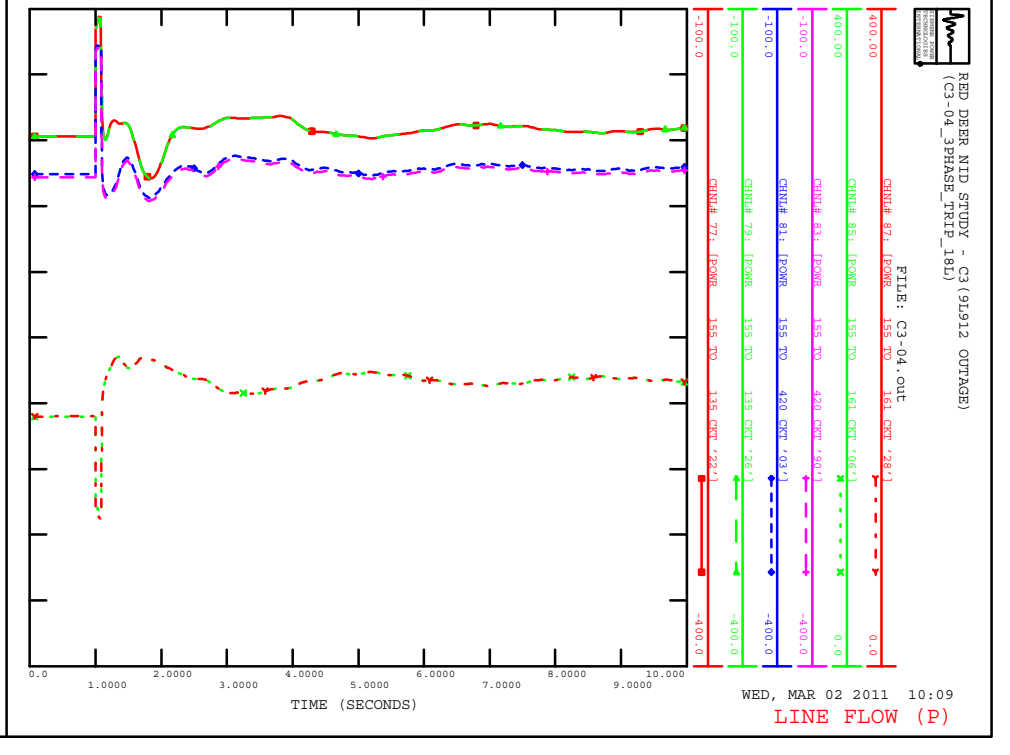


WED, MAR 02 2011 10:09 MOTOR LOAD (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)
FILE: C3-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

FILE: C3-04.out

CHNL# 107: [POWR 152 TO 1422 CKT '12'] 100.00 -150.0
CHNL# 105: [POWR 152 TO 147 CKT '14'] 0.0 -250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29'] 250.00 50.000
CHNL# 101: [POWR 258 TO 610 CKT '02'] -400.0 -800.0
CHNL# 99: [POWR 258 TO 525 CKT '09'] -500.0 -900.0
CHNL# 97: [POWR 152 TO 160 CKT '25'] 250.00 -50.00

WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

FILE: C3-04.out

CHNL# 137: [POWR 128 TO 81 CKT '14'] 300.00 50.000
CHNL# 135: [POWR 113 TO 116 CKT '80'] 300.00 -100.0
CHNL# 133: [POWR 114 TO 116 CKT '80'] 100.00 -50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10'] 250.00 -50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 '] 100.00 -250.0

WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

FILE: C3-04.out

CHNL# 95: [POWR 152 TO 988 CKT '01'] 300.00 0.0
CHNL# 93: [POWR 155 TO 152 CKT '00'] 400.00 -100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18'] 300.00 -50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18'] 300.00 0.0

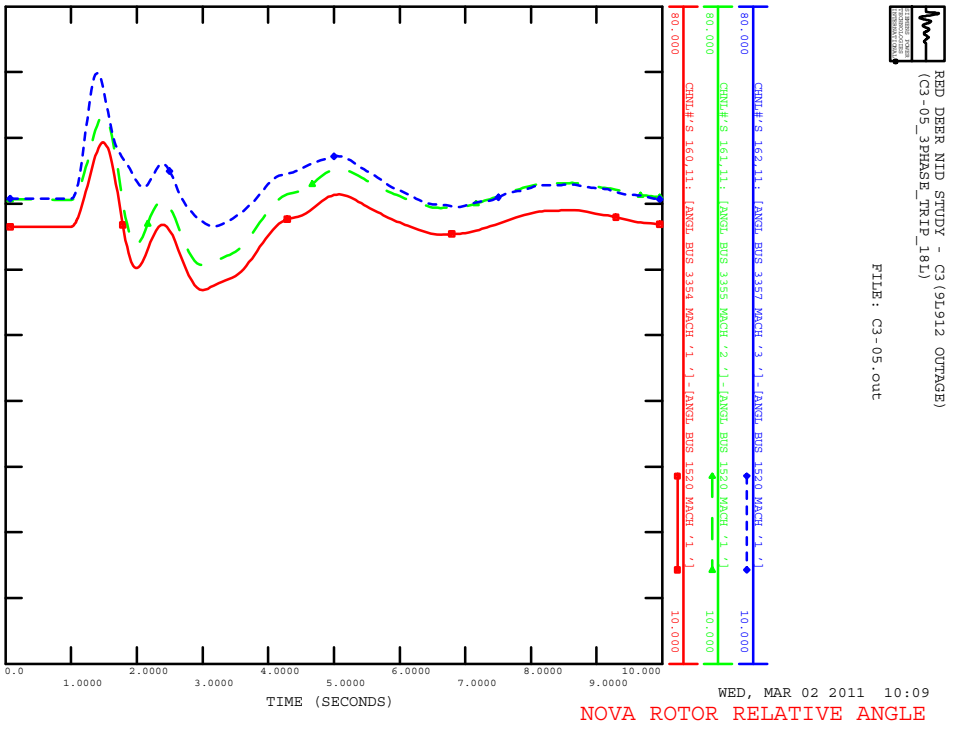
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

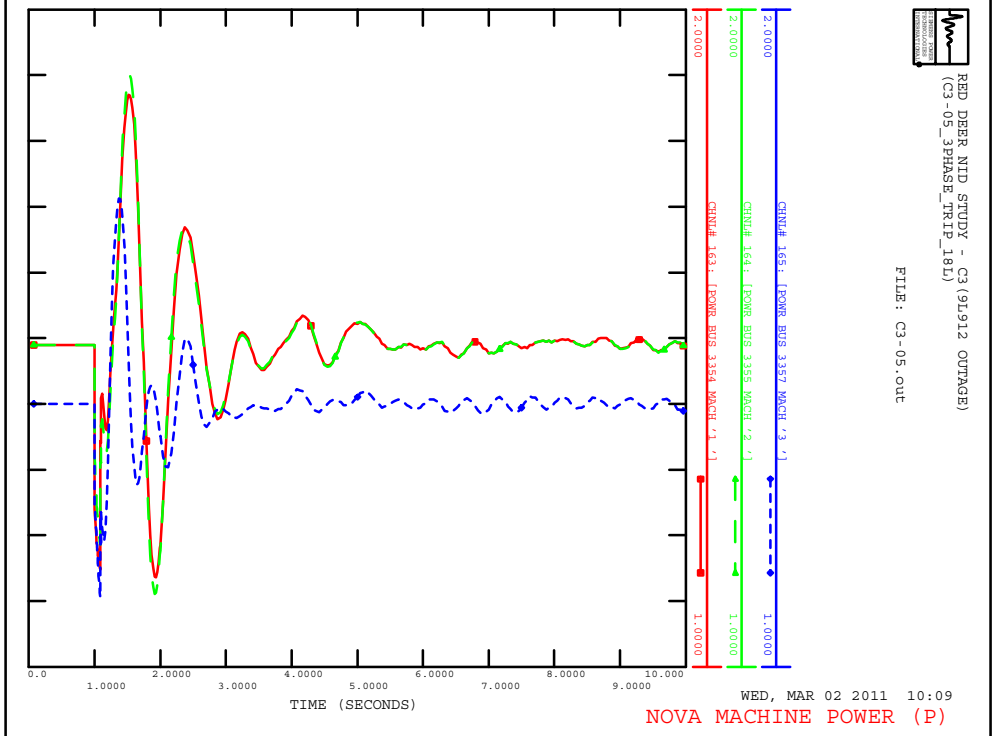
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-04_3PHASE_TRIP_18L)

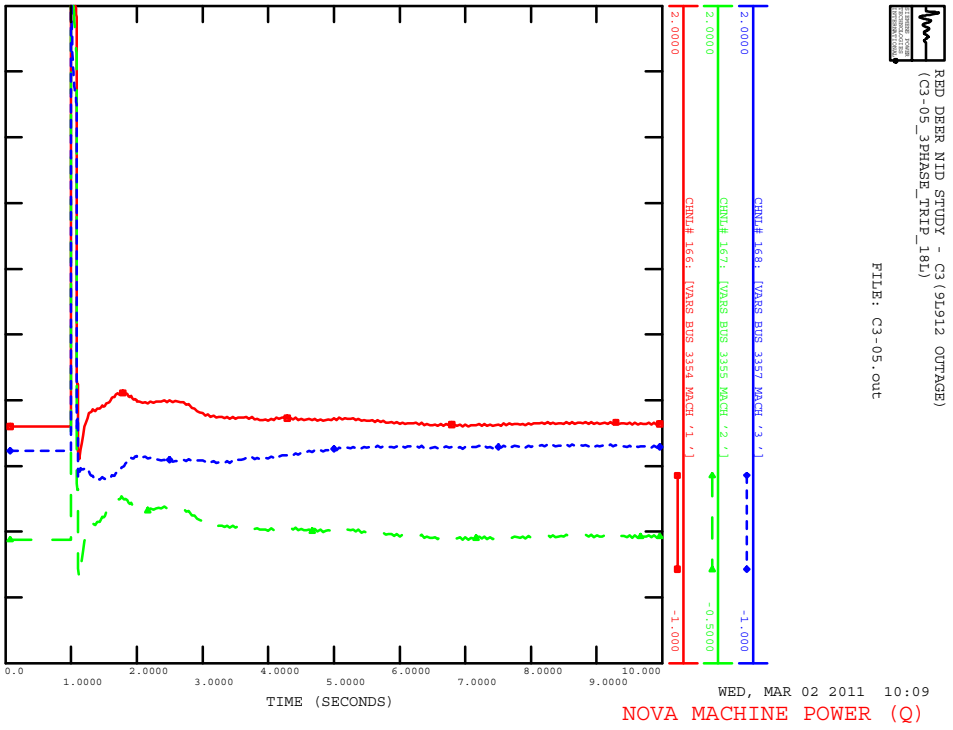
FILE: C3-04.out

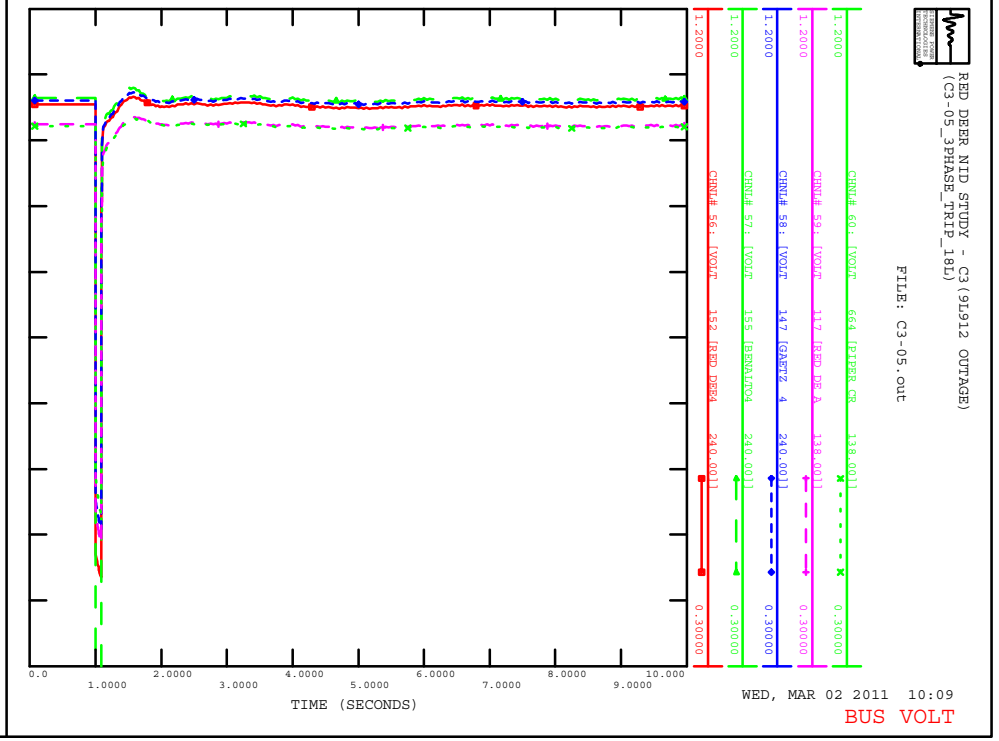
CHNL# 127: [POWR 128 TO 99500 CKT '10'] 250.00 0.0
CHNL# 121: [POWR 383 TO 384 CKT '75'] 250.00 -50.00
CHNL# 119: [POWR 383 TO 148 CKT '56'] 150.00 -50.00
CHNL# 117: [POWR 664 TO 383 CKT '55'] 50.000 -150.0
CHNL# 115: [POWR 118 TO 664 CKT '55'] 50.000 -150.0

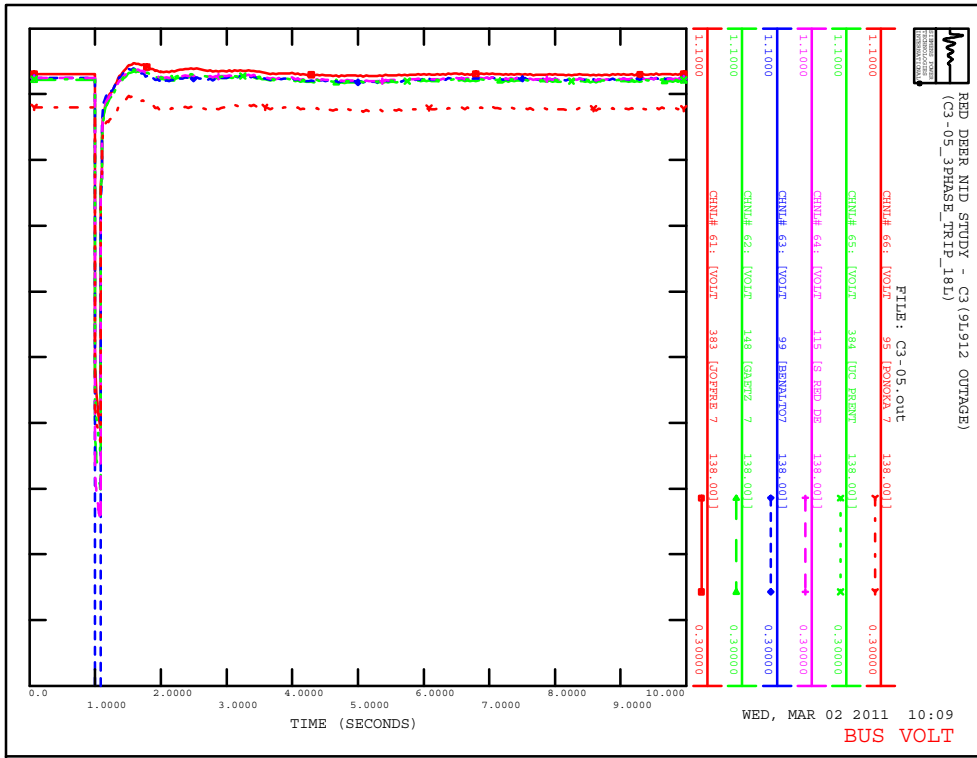
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

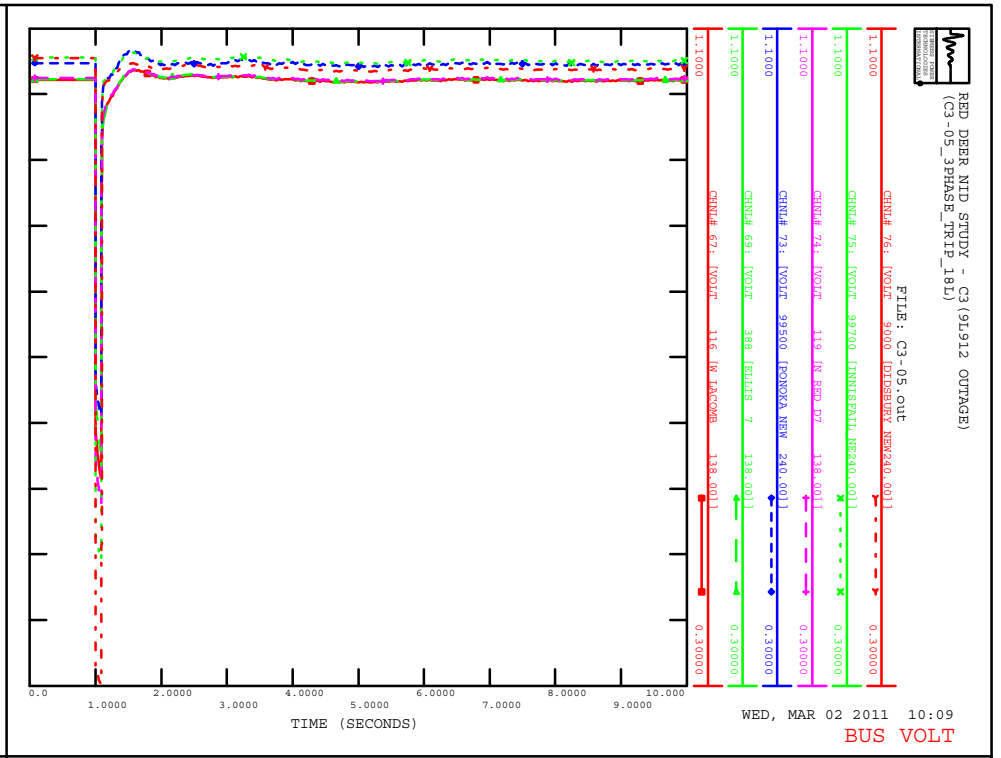

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

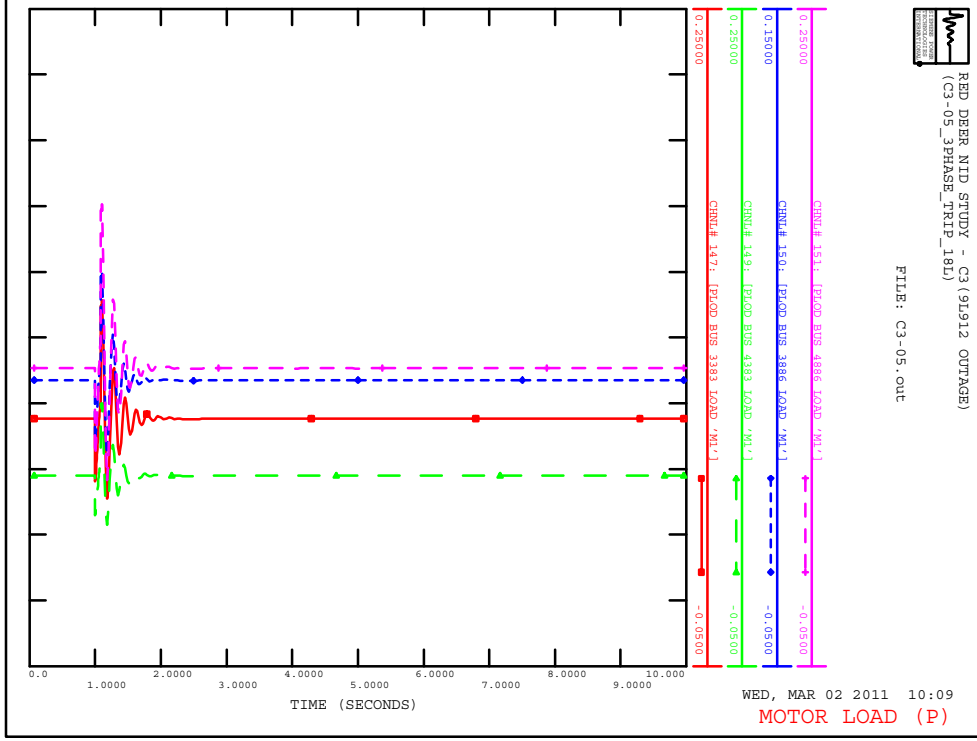

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

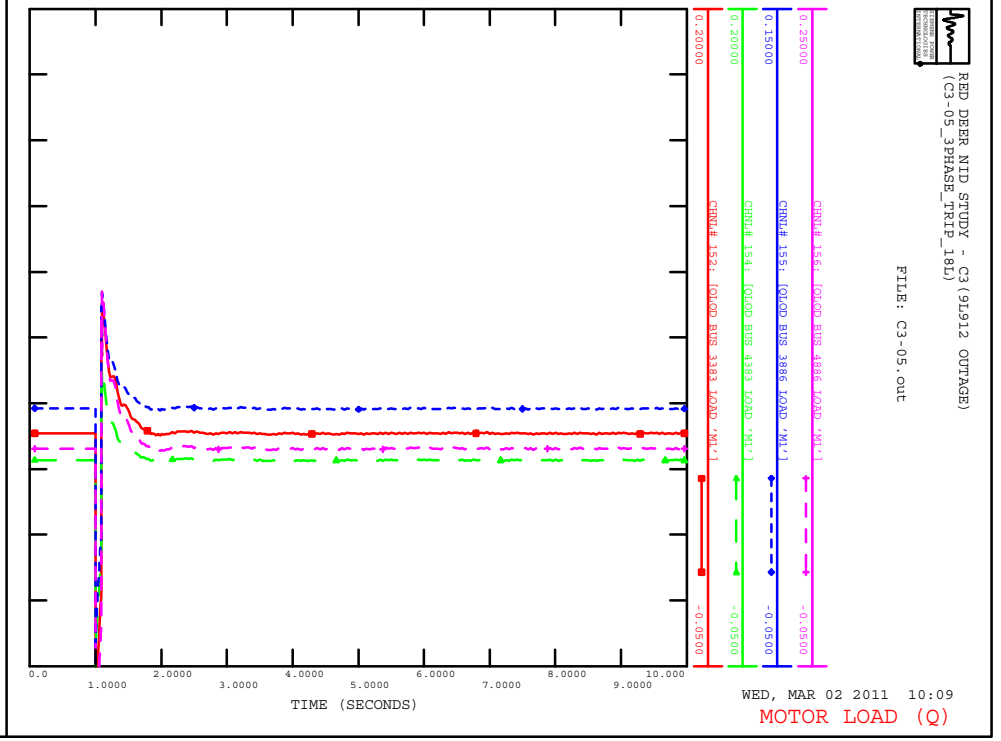

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

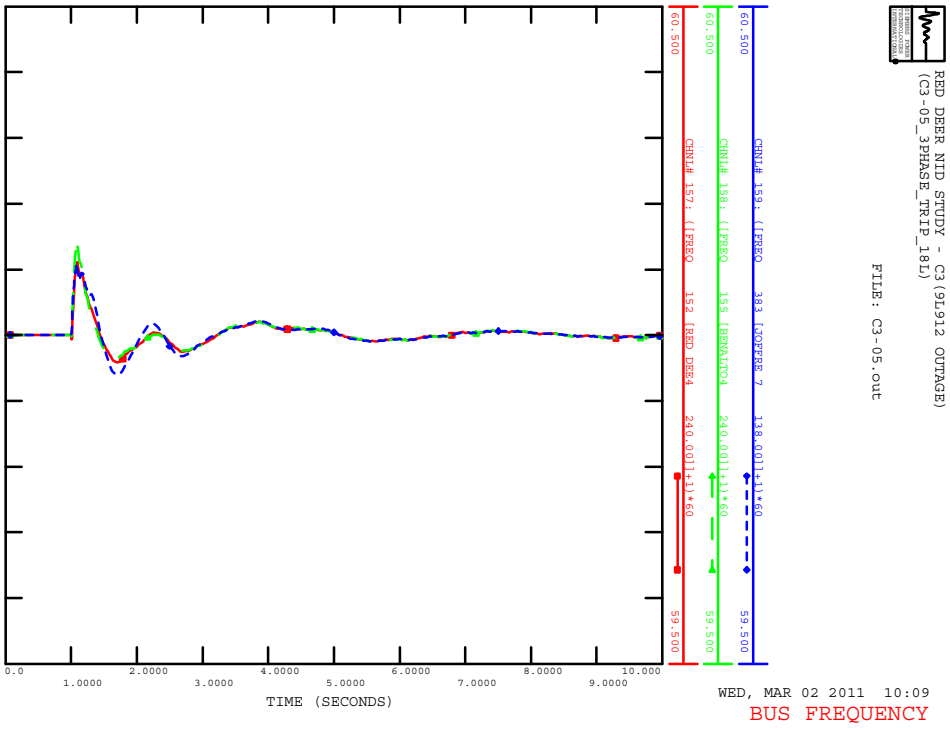

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

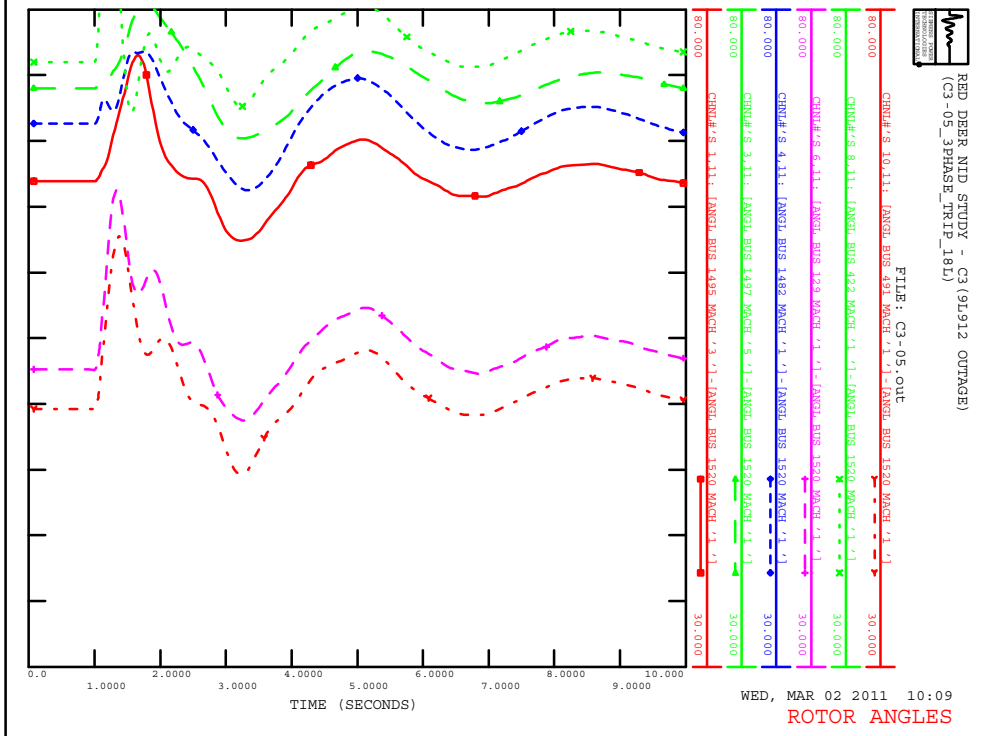

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

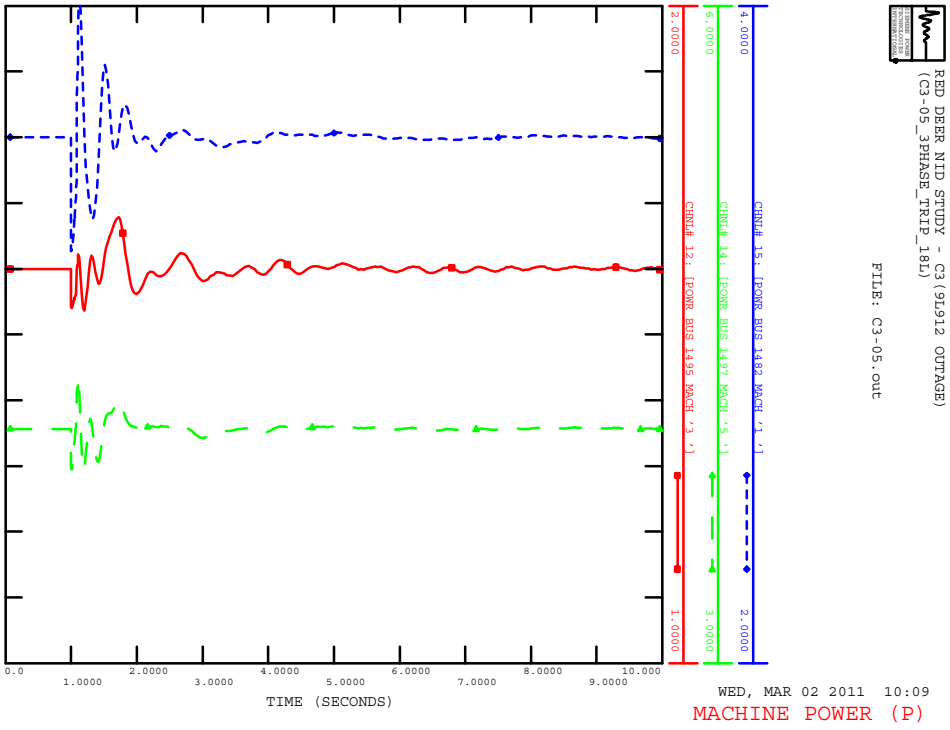

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

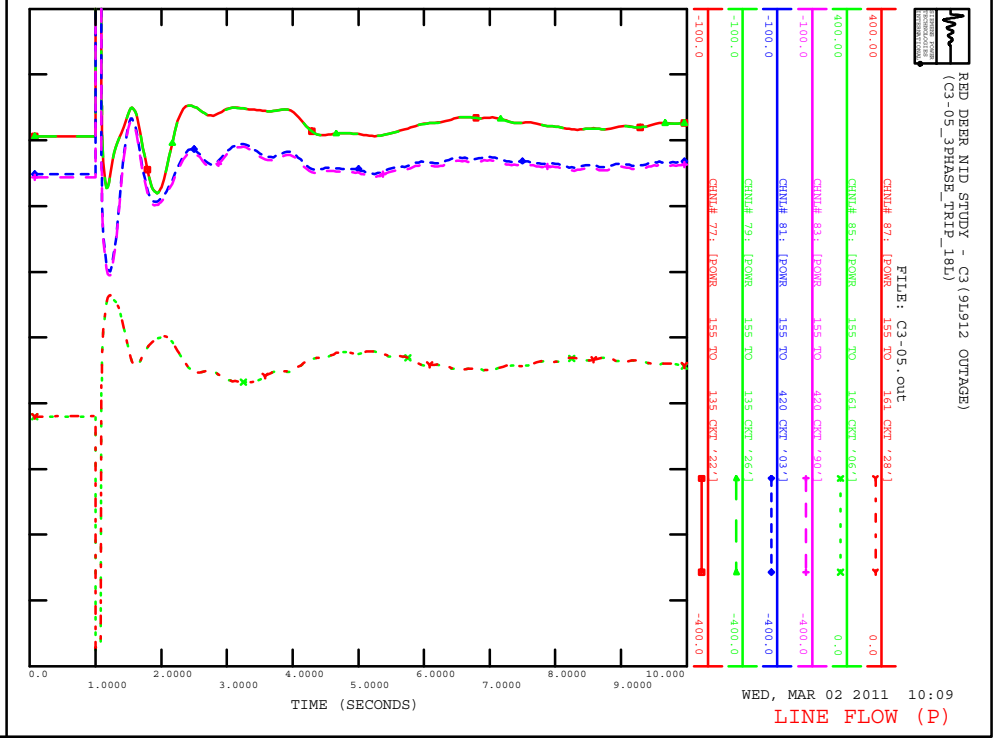

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

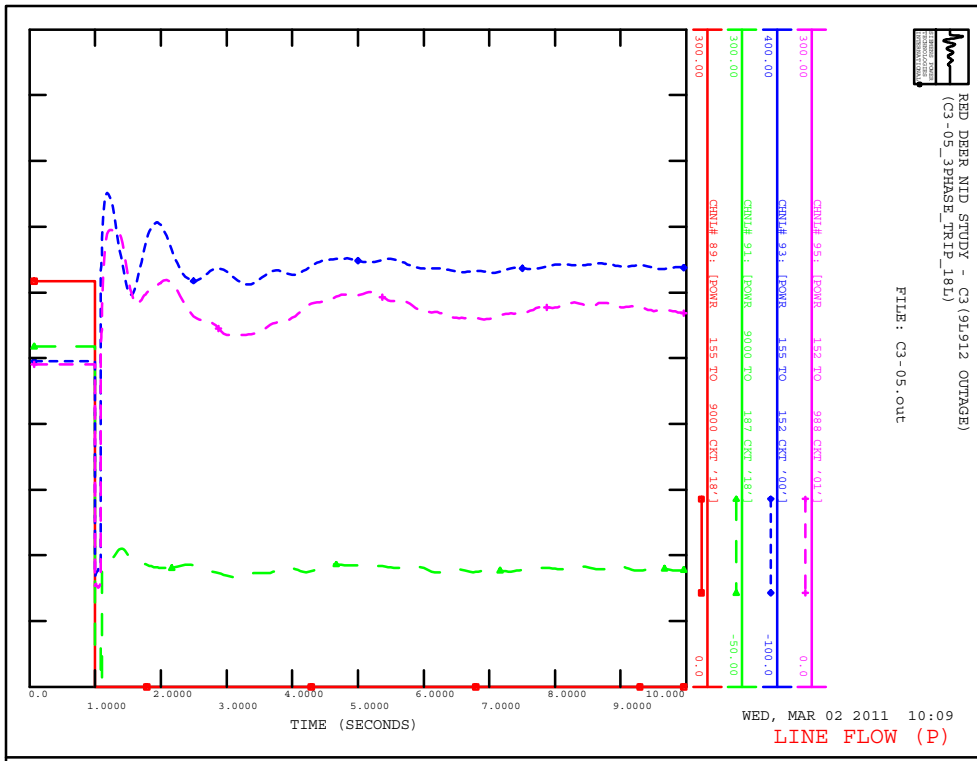

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

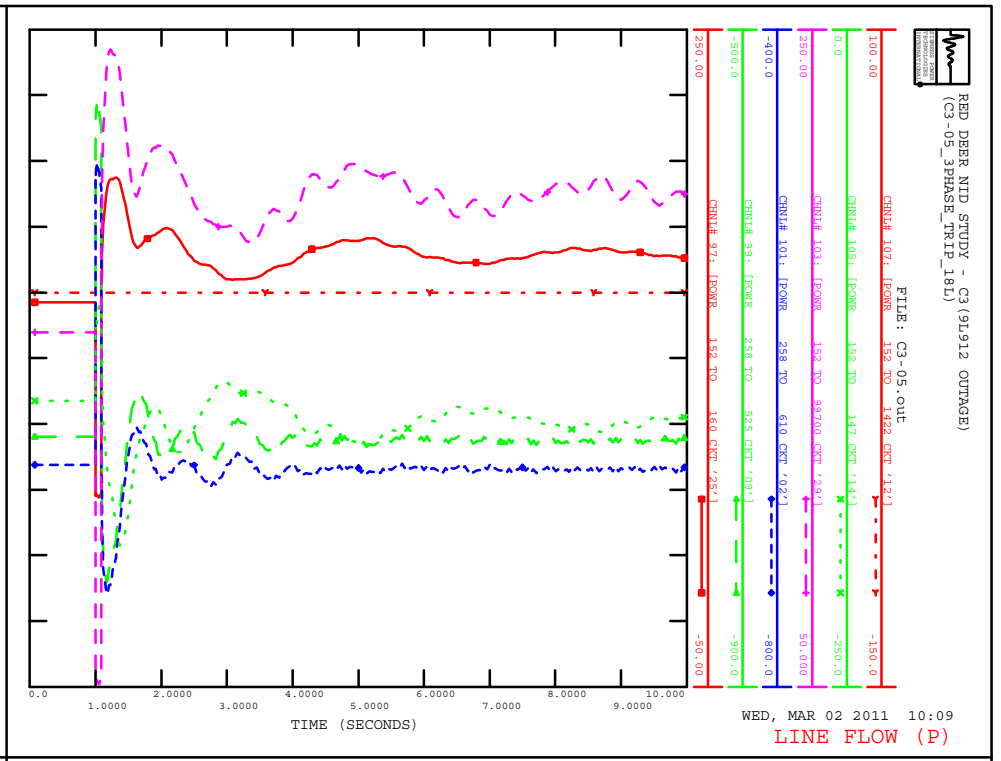

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

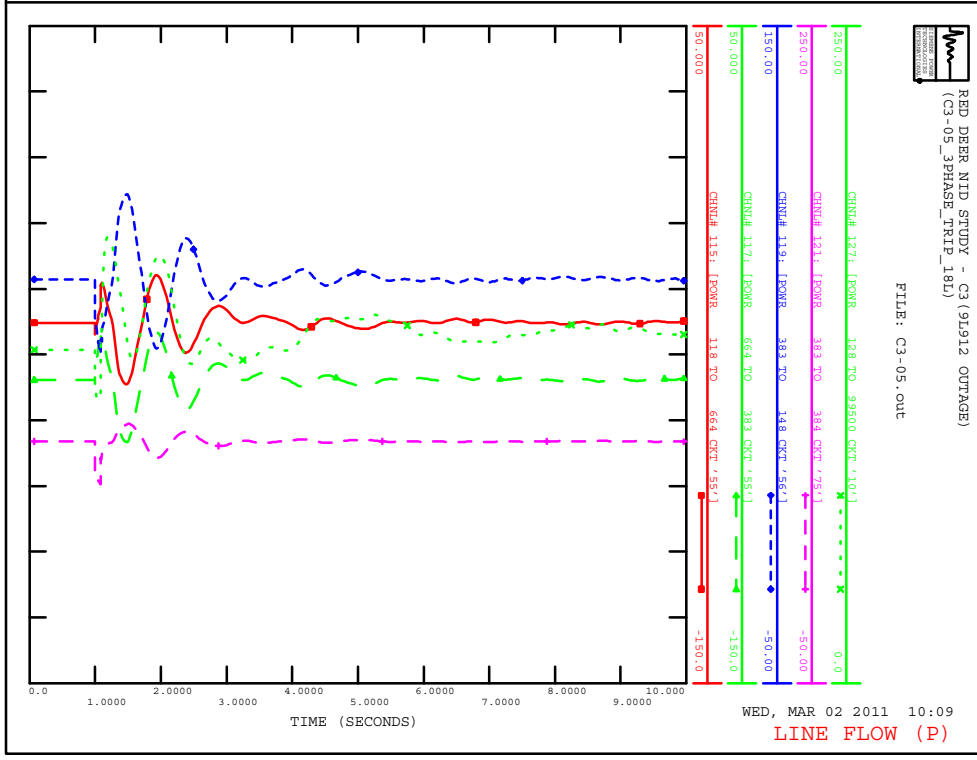

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

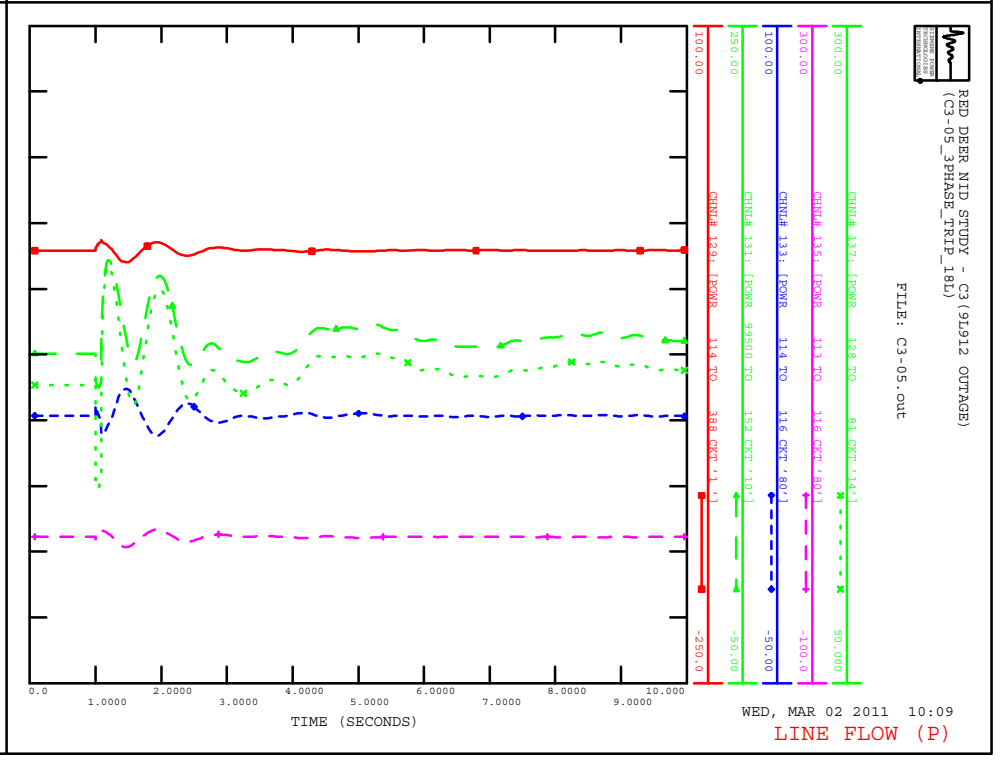

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

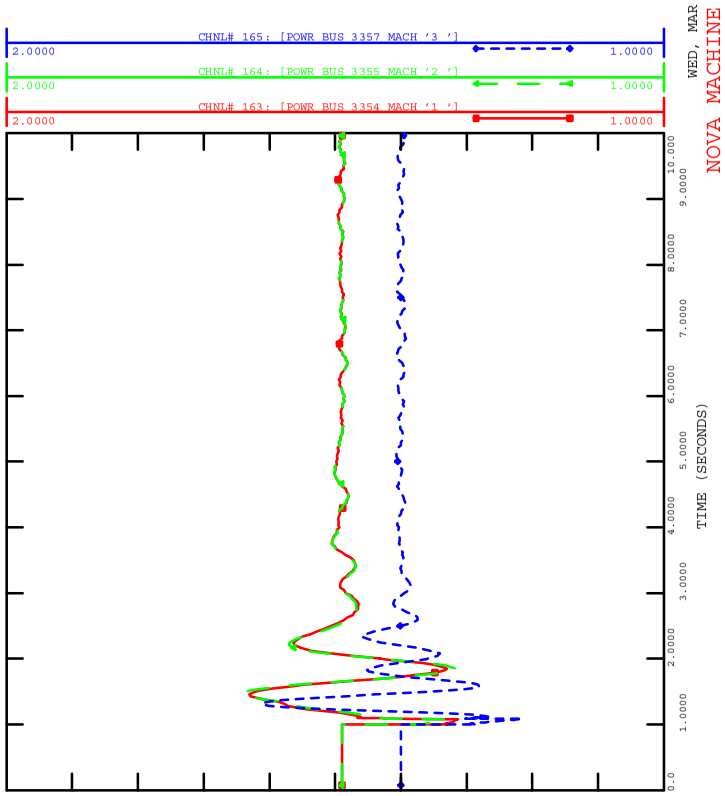

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-05_3PHASE_TRIP_18L)
FILE: C3-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

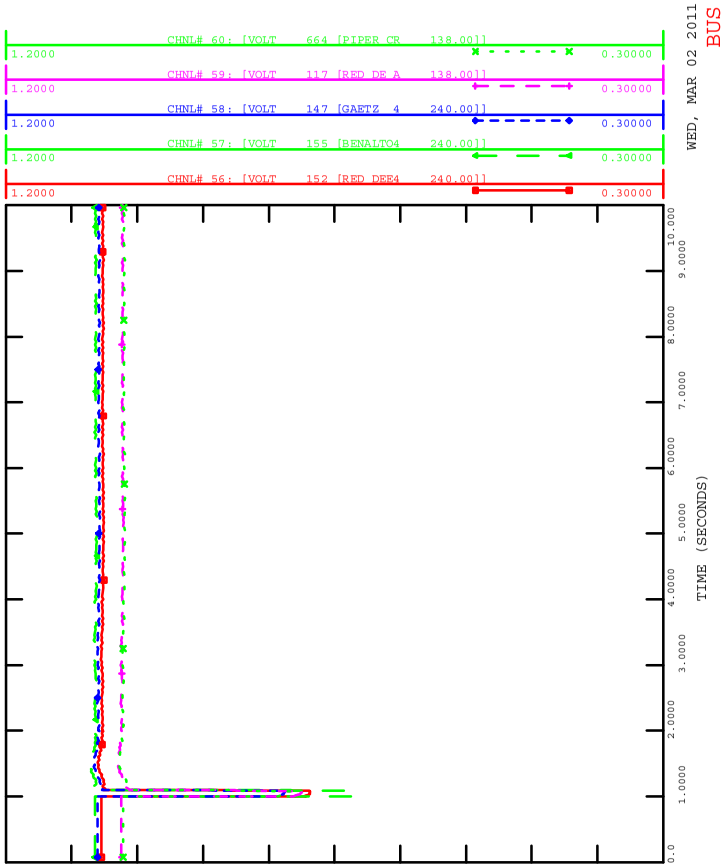


NOVA MACHINE POWER (P)

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

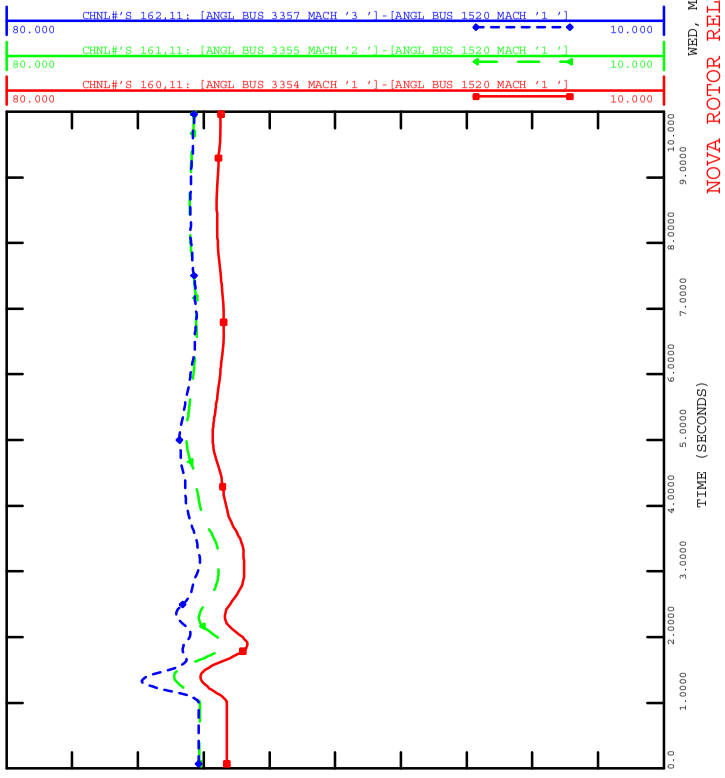


BUS VOLT

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

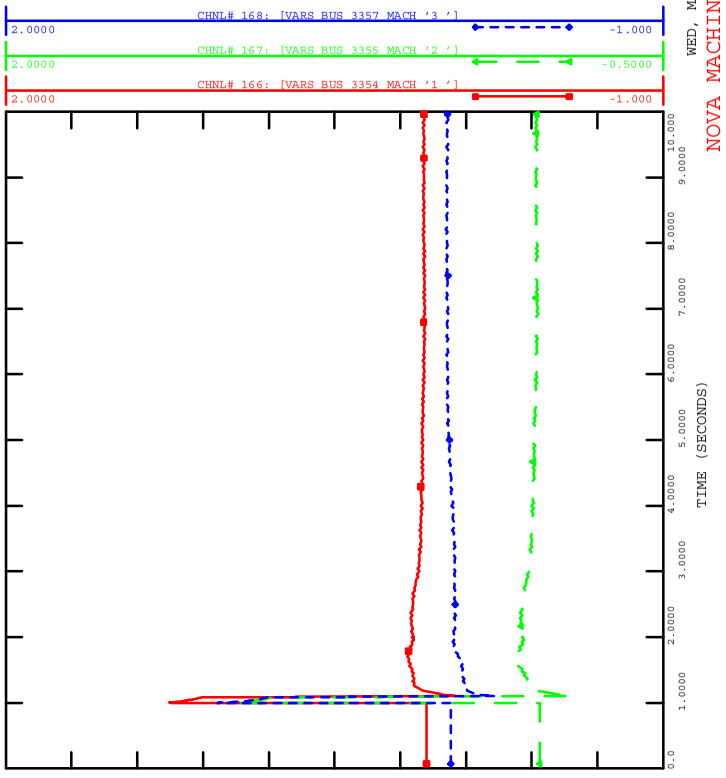


NOVA ROTOR RELATIVE ANGLE

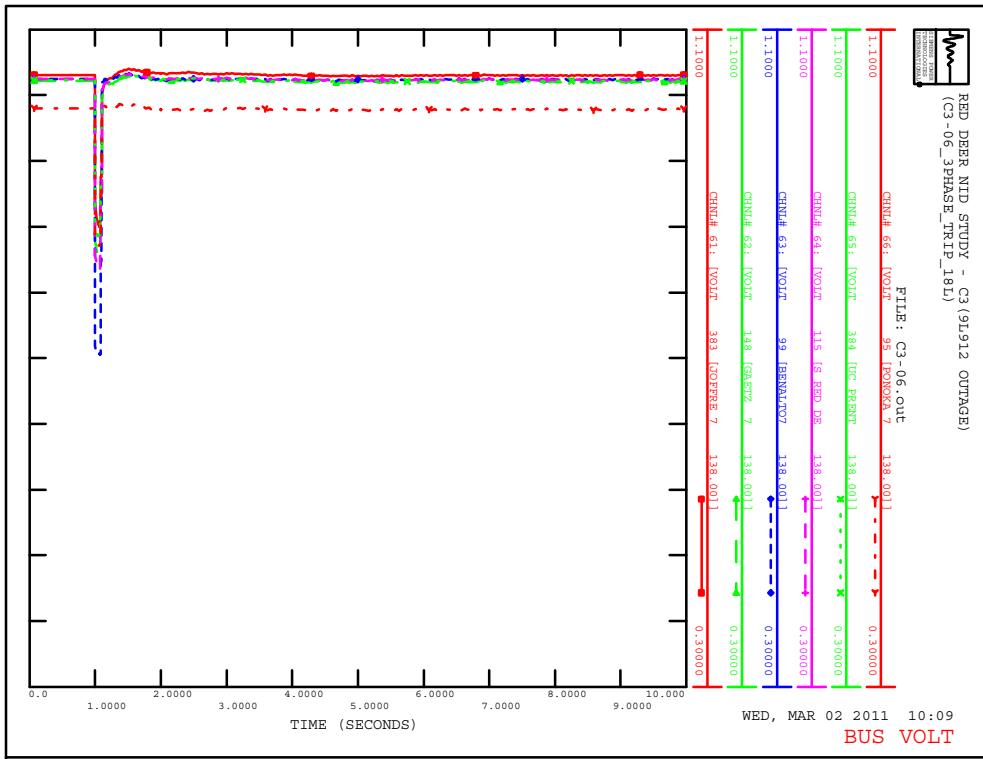
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

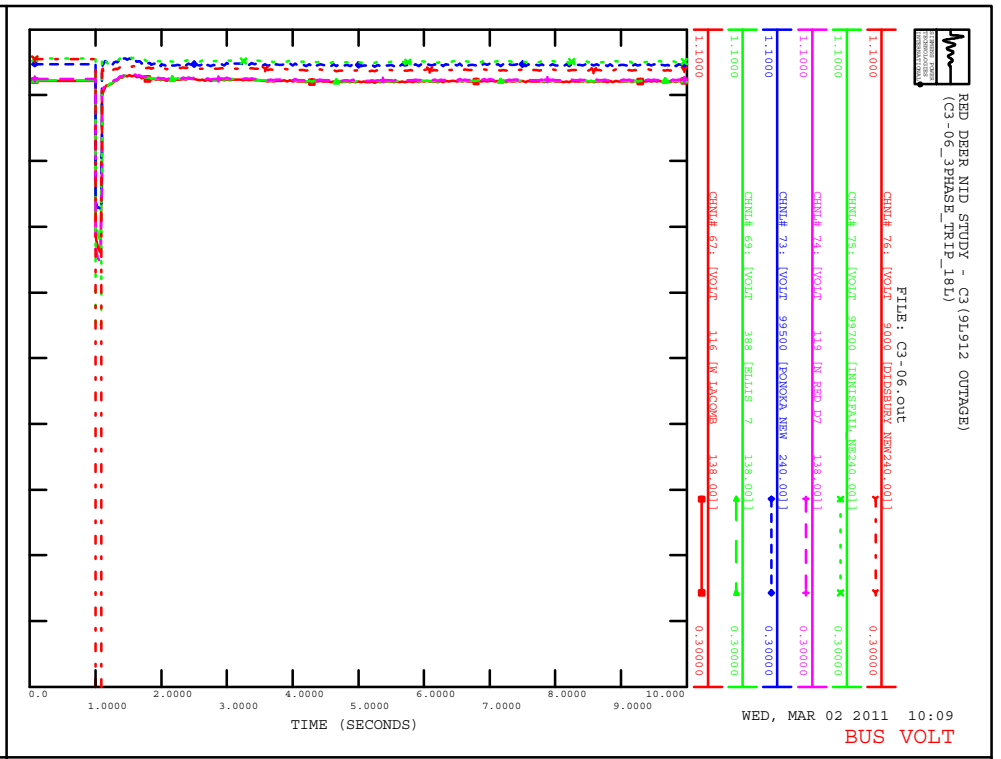
FILE: C3-06.out

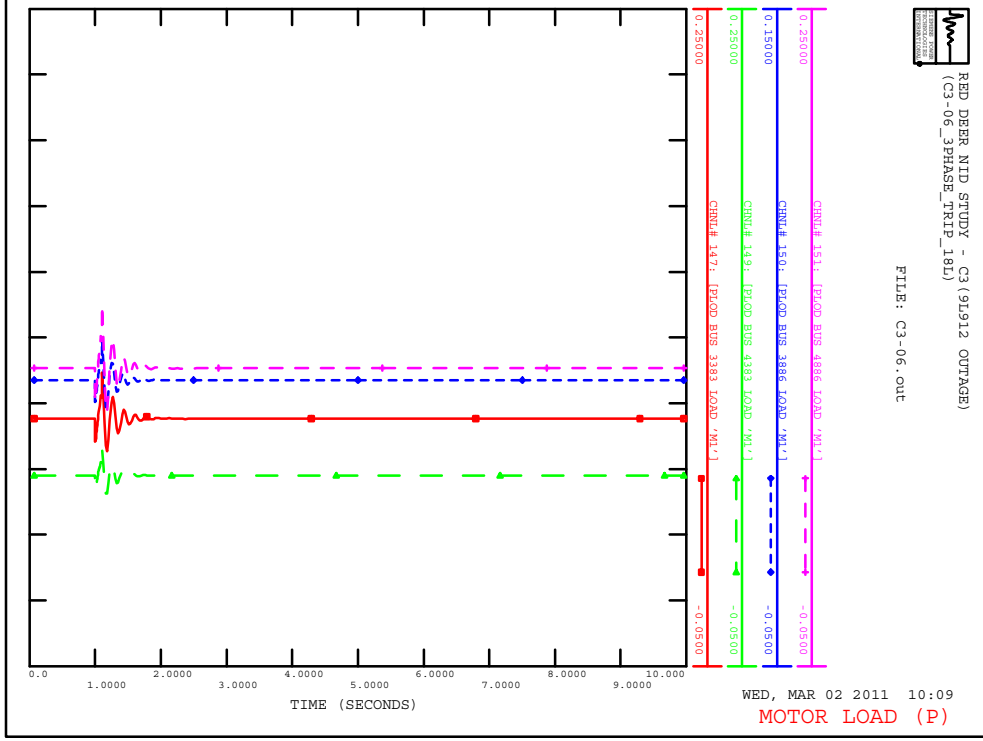
WED, MAR 02 2011 10:09

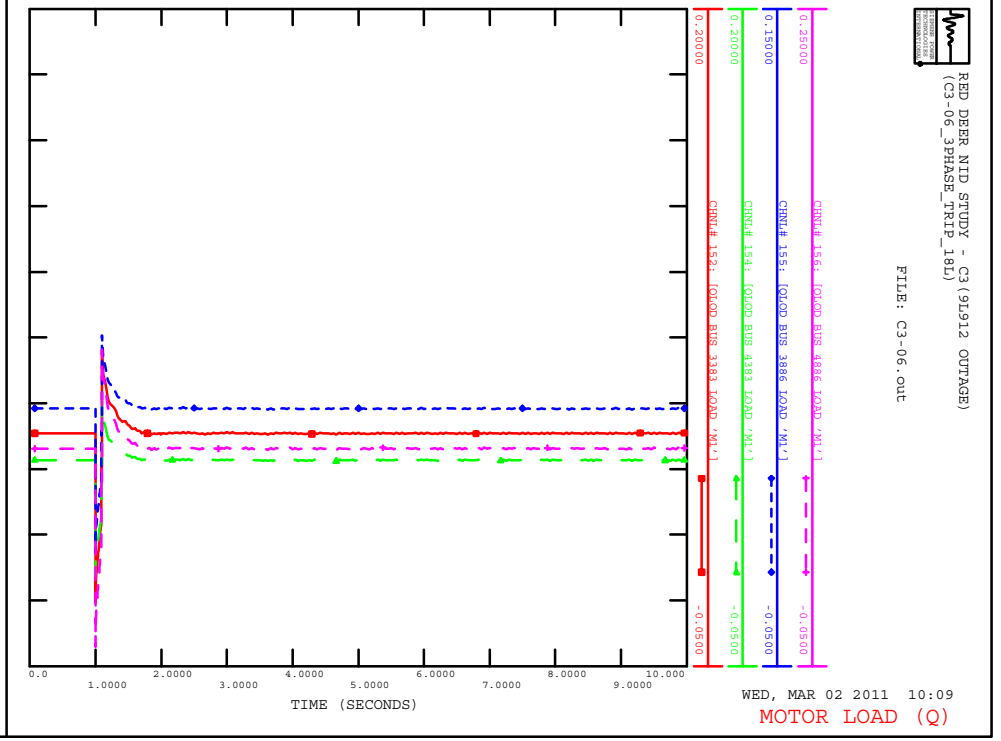


NOVA MACHINE POWER (Q)


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT


RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

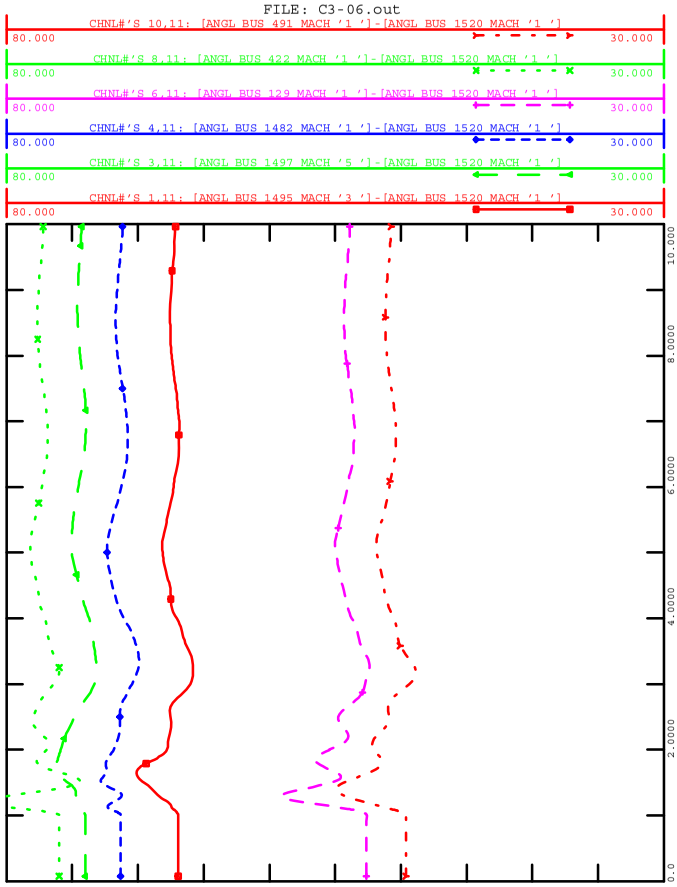

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

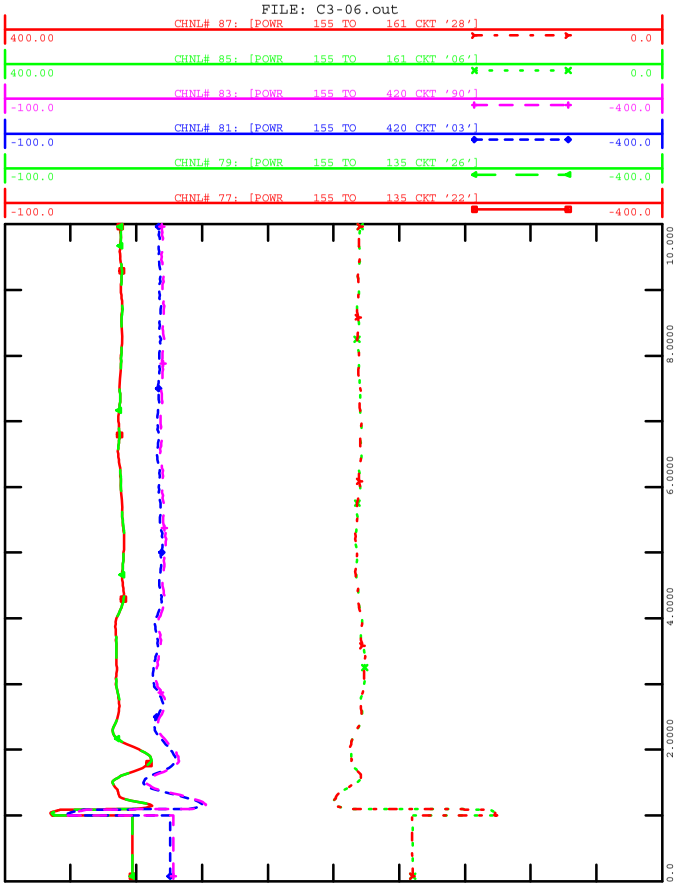


RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

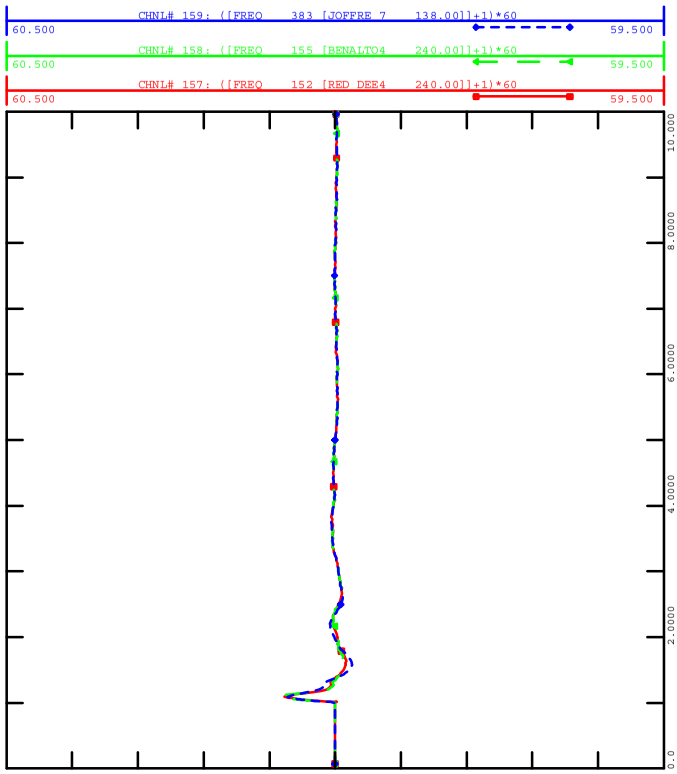


RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

FILE: C3-06.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

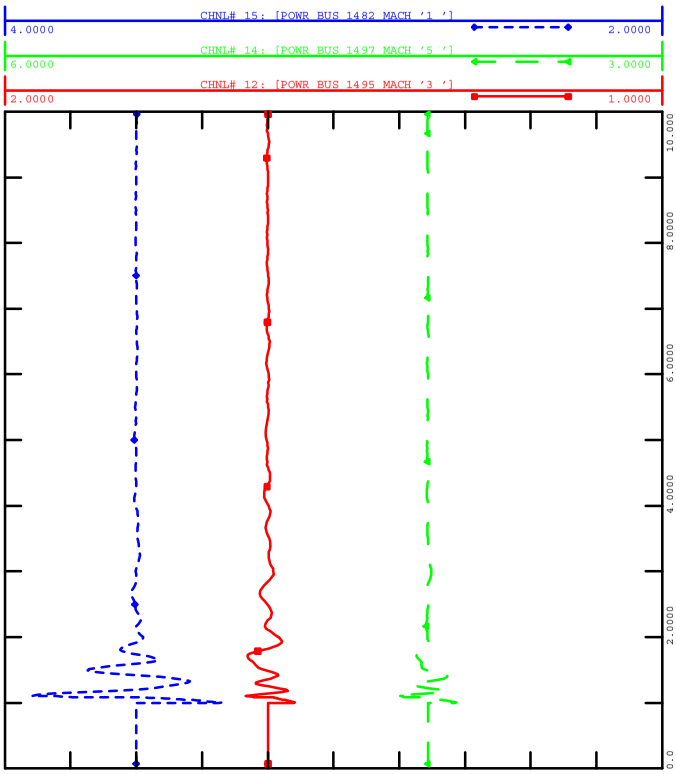


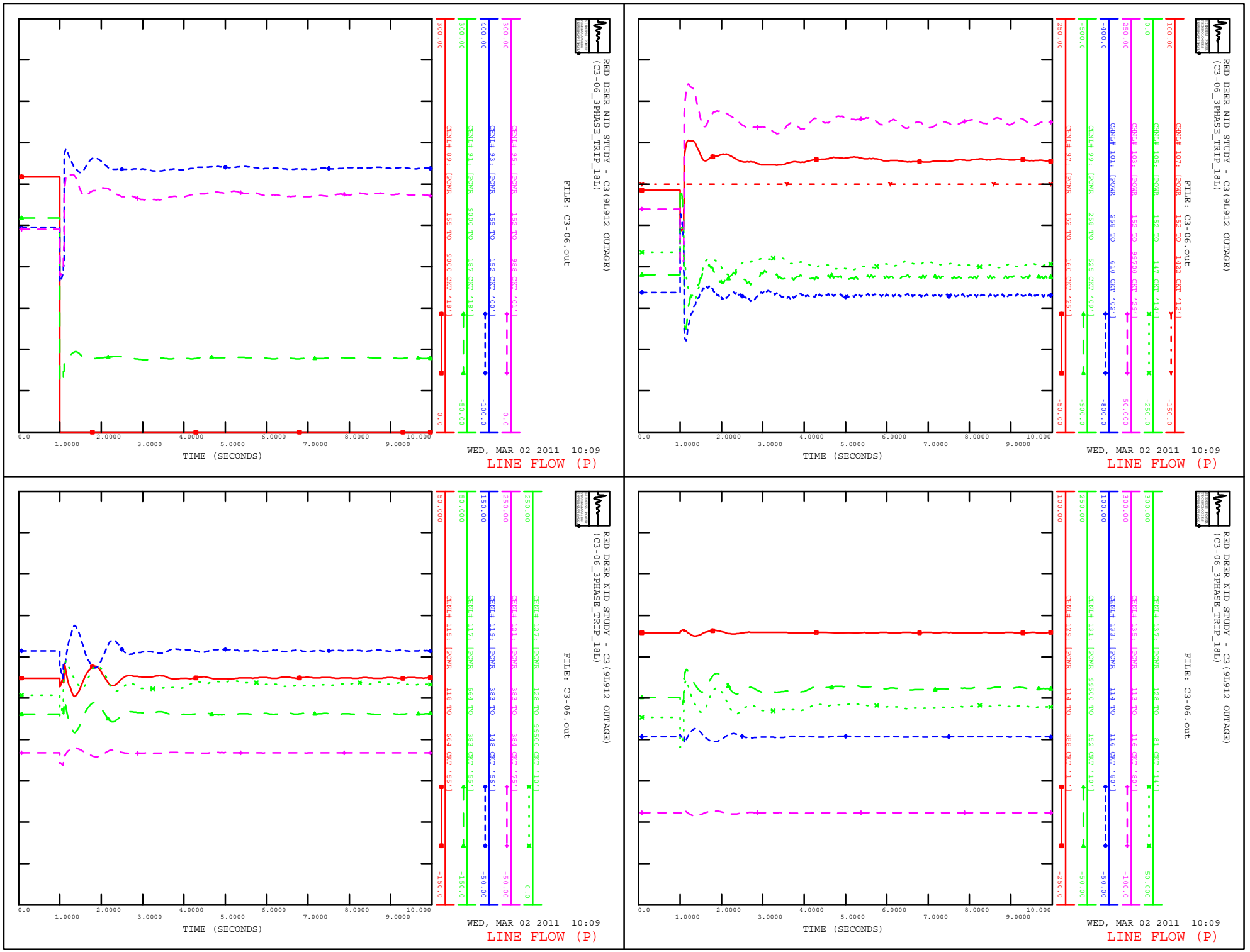
RED DEER NID STUDY - C3(9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)

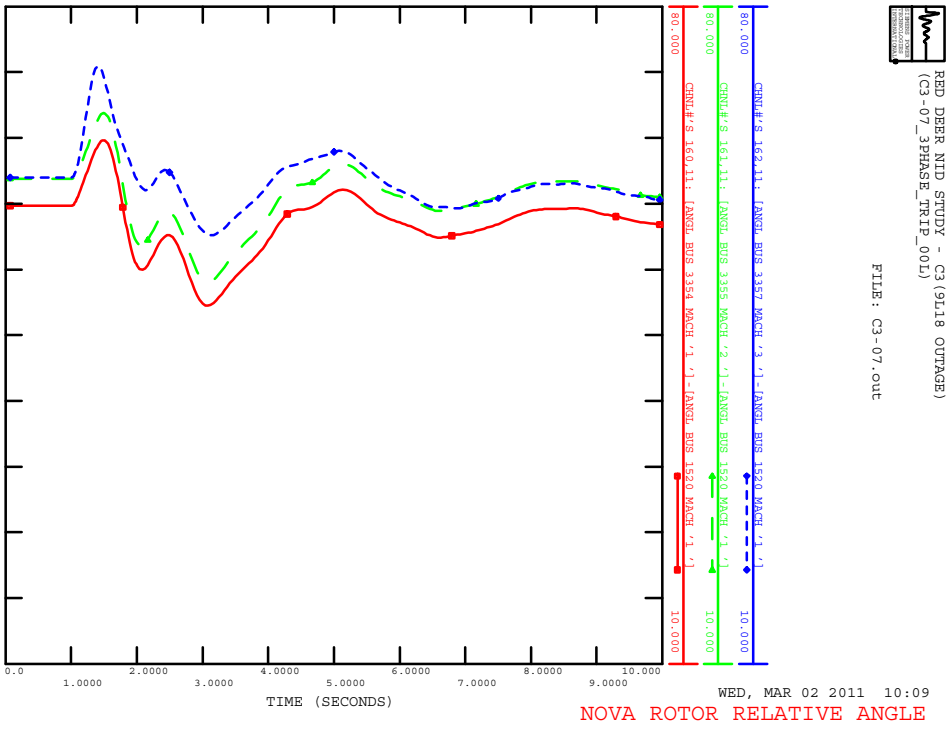
FILE: C3-06.out

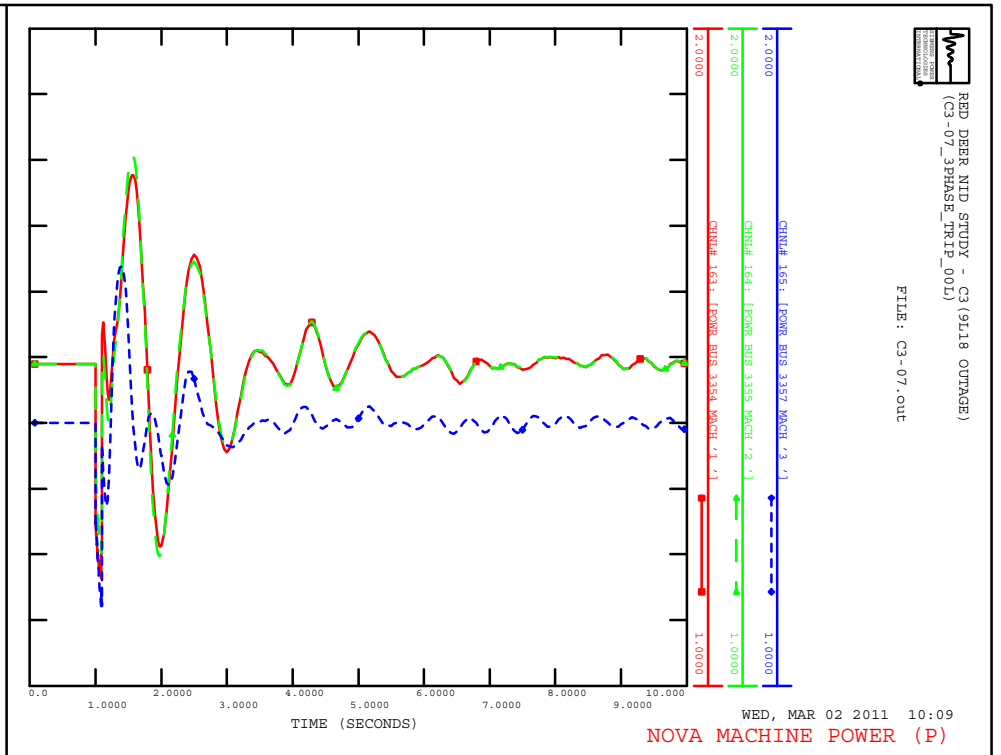
WED, MAR 02 2011 10:09

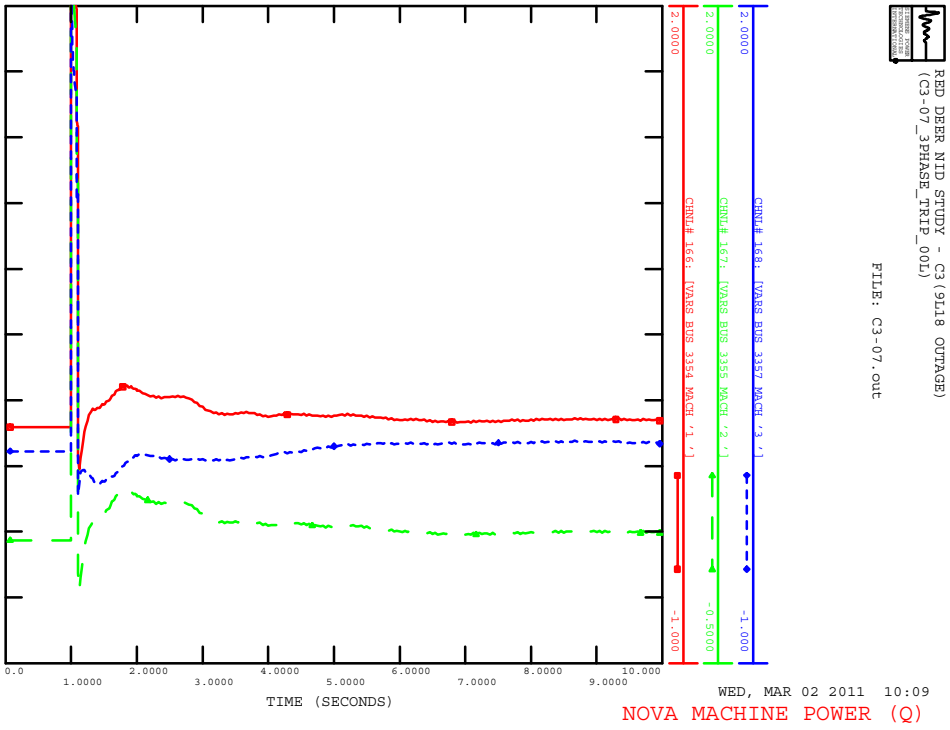
MACHINE POWER (P)

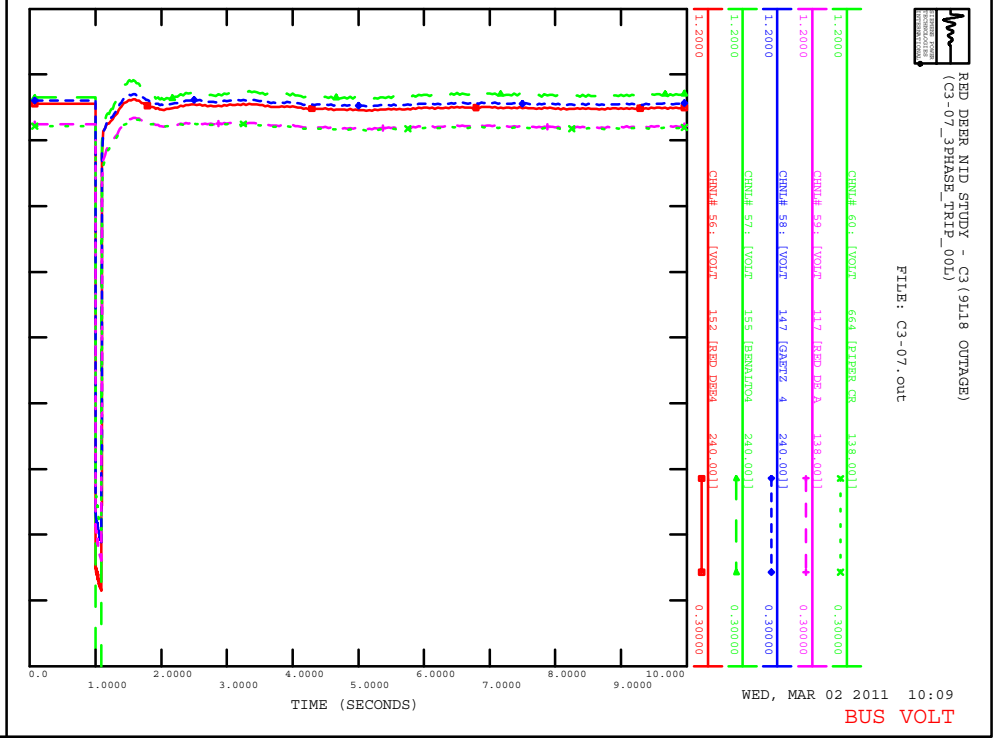


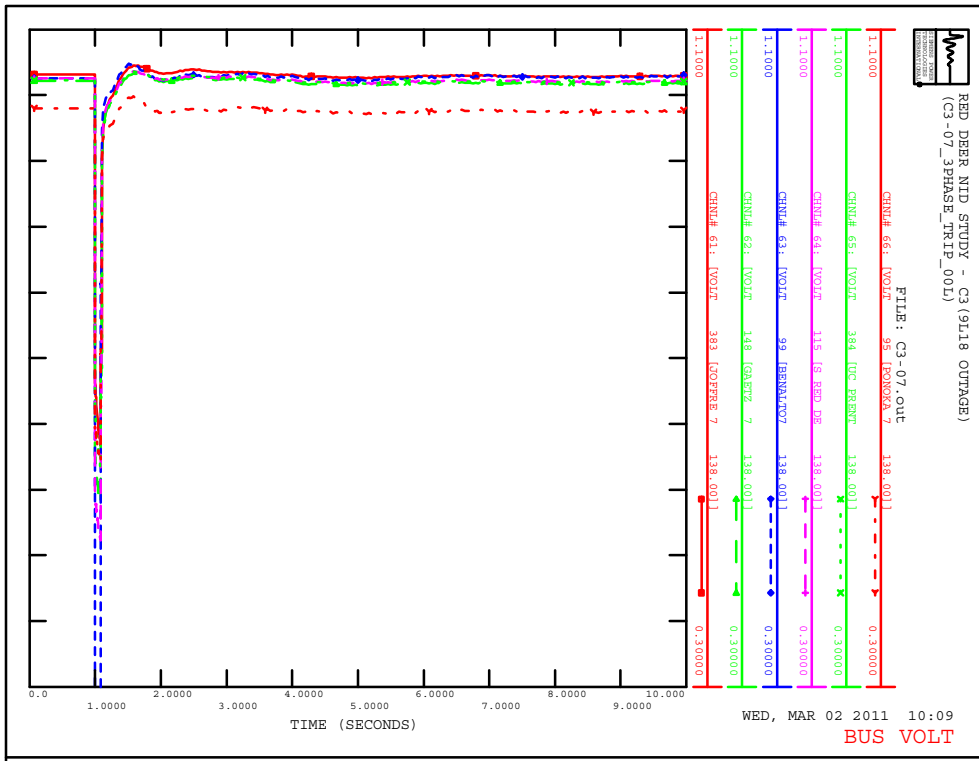

RED DEER NID STUDY - C3 (9L912 OUTAGE)
(C3-06_3PHASE_TRIP_18L)
FILE: C3-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

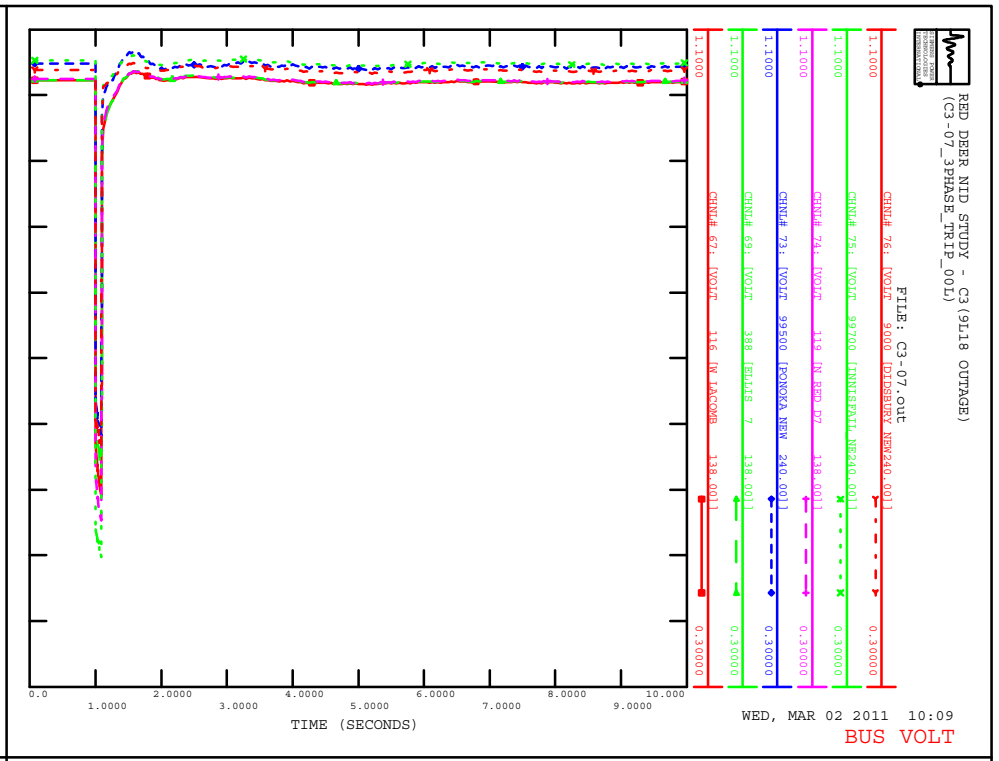

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

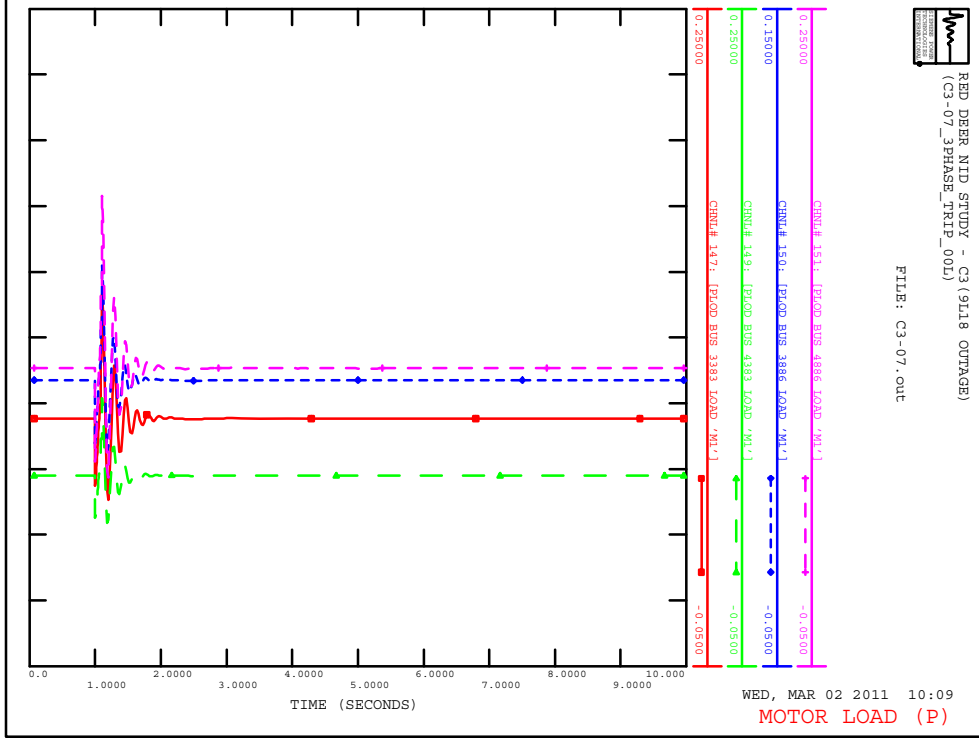

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

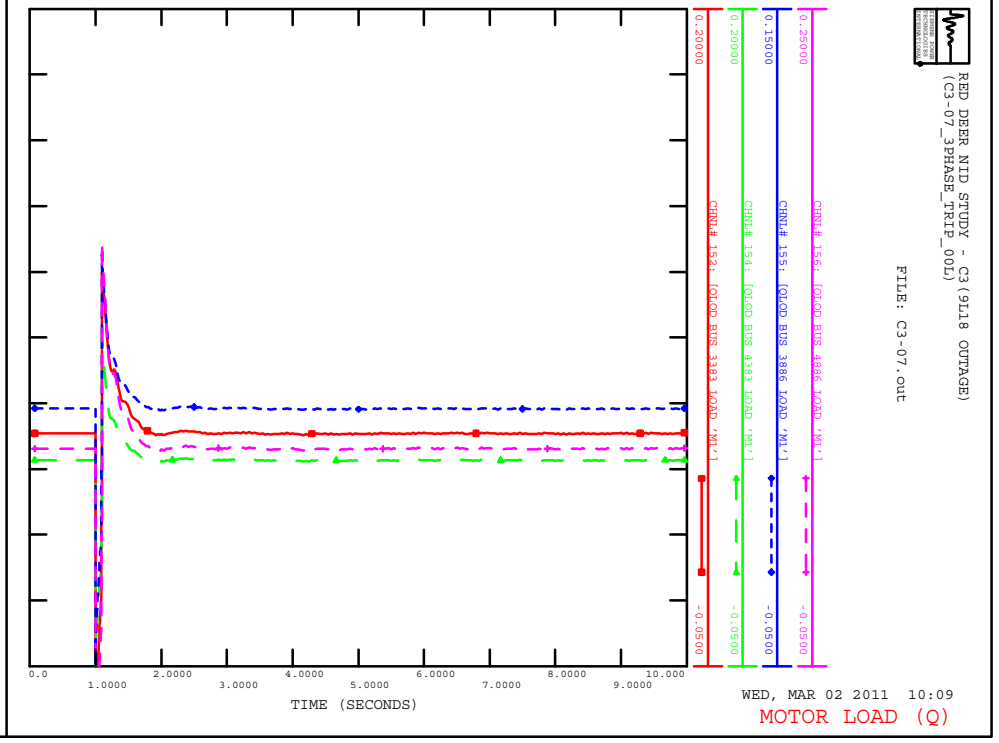

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

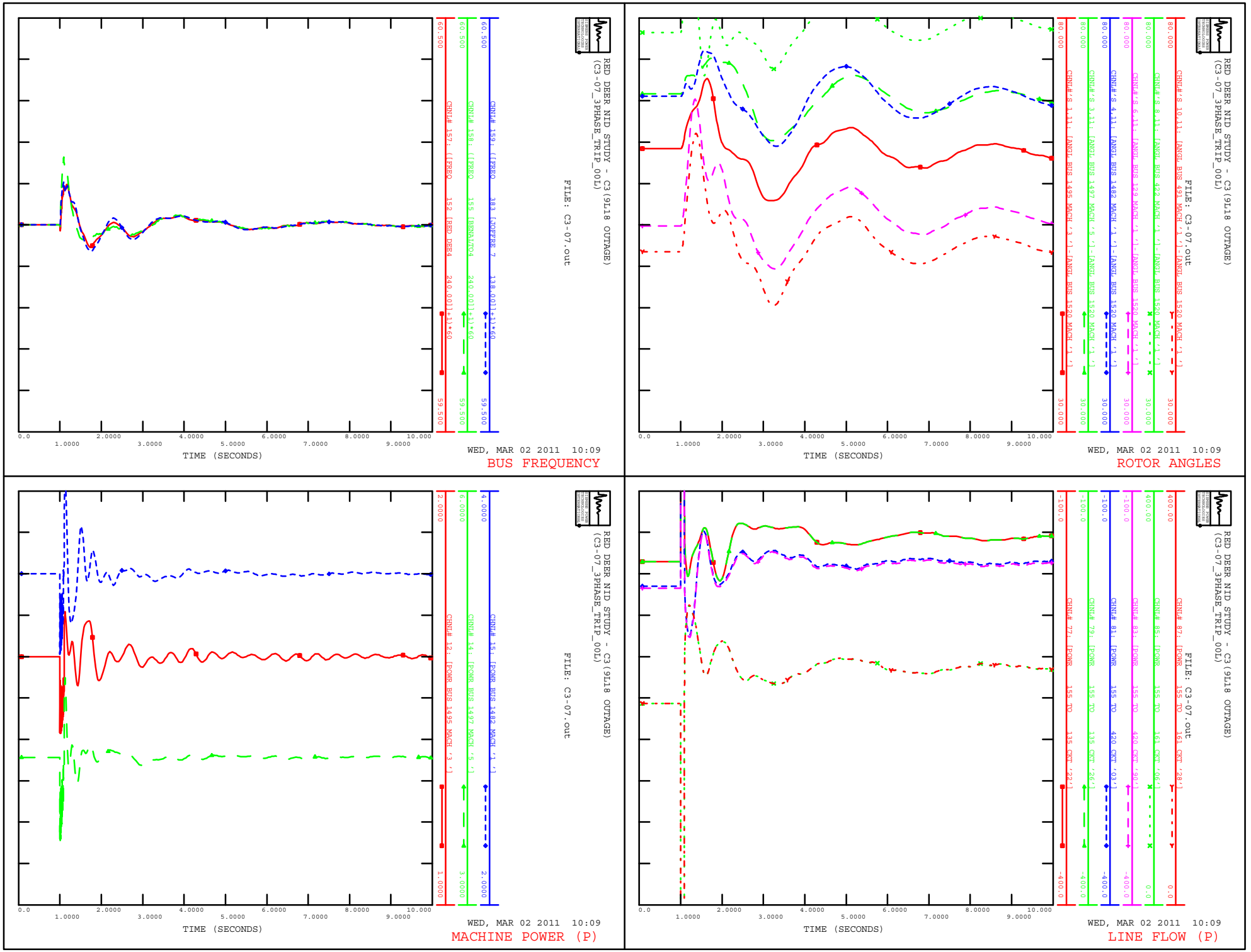

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

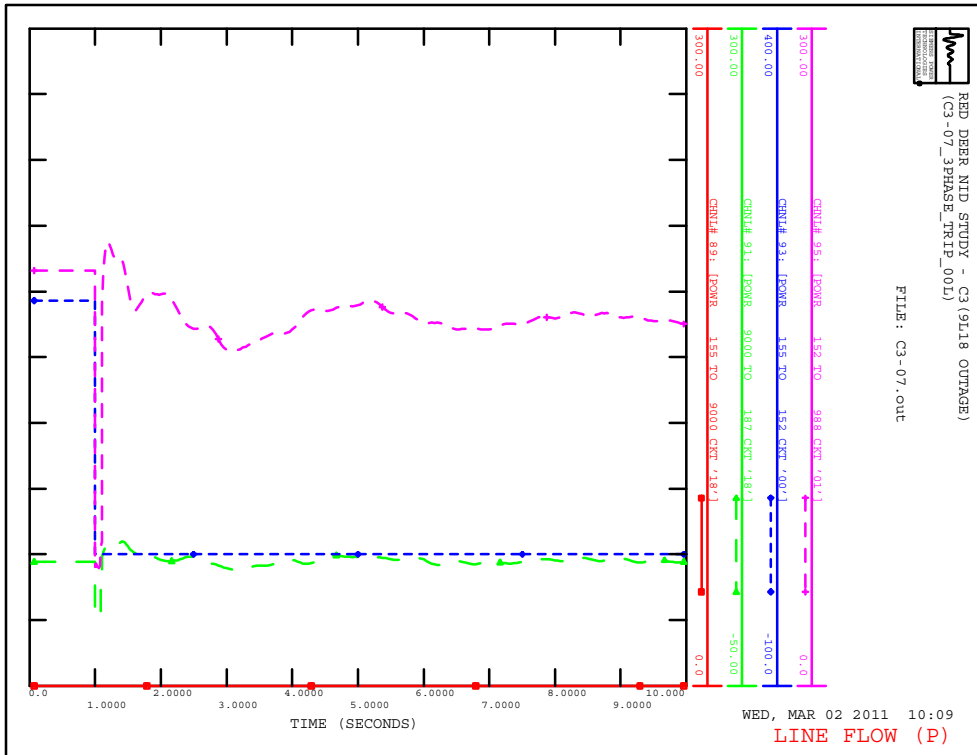

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

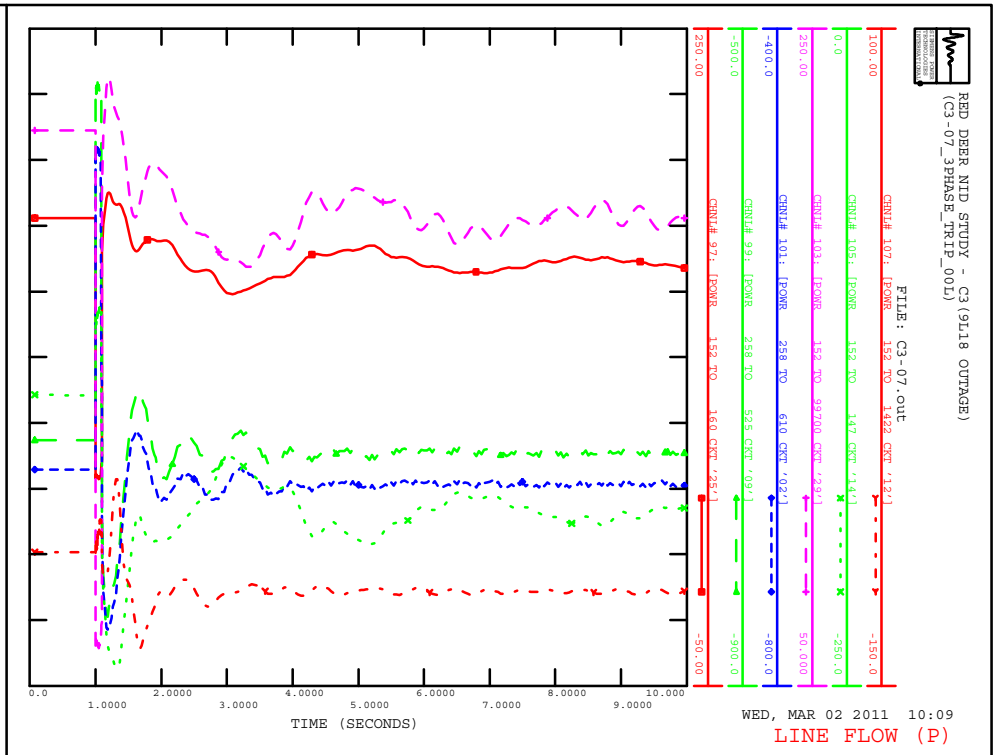

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

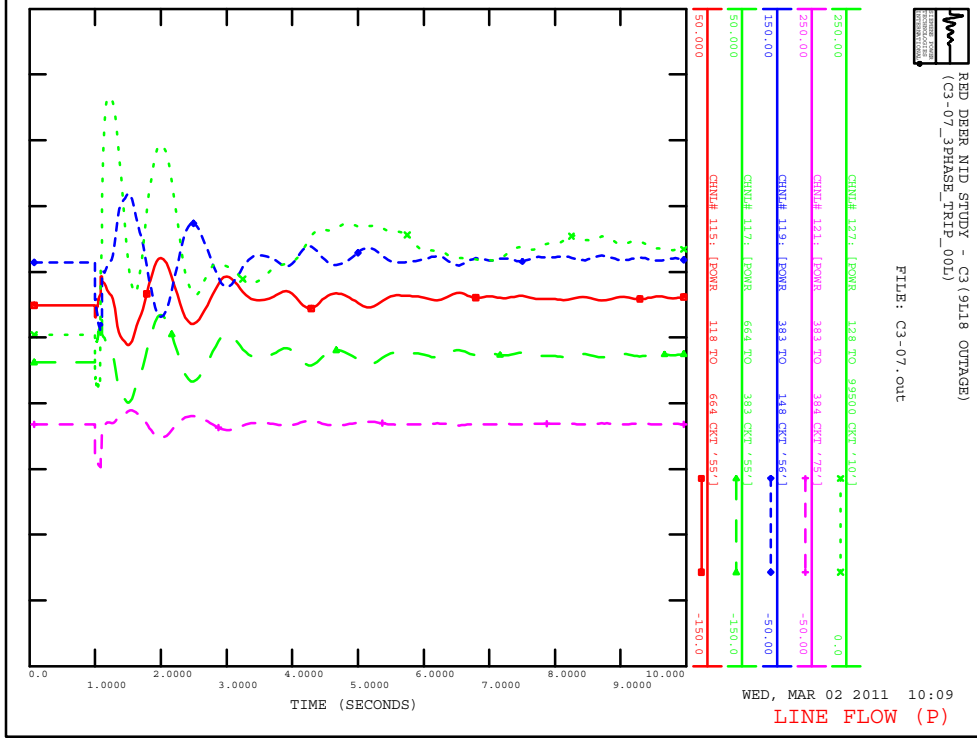

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

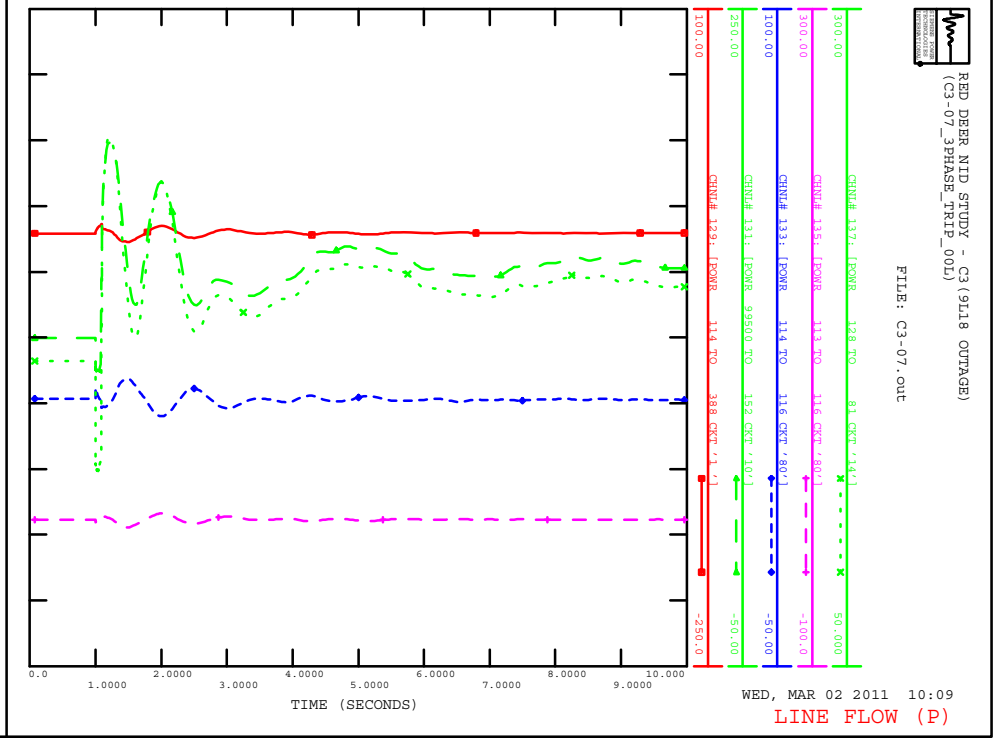

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

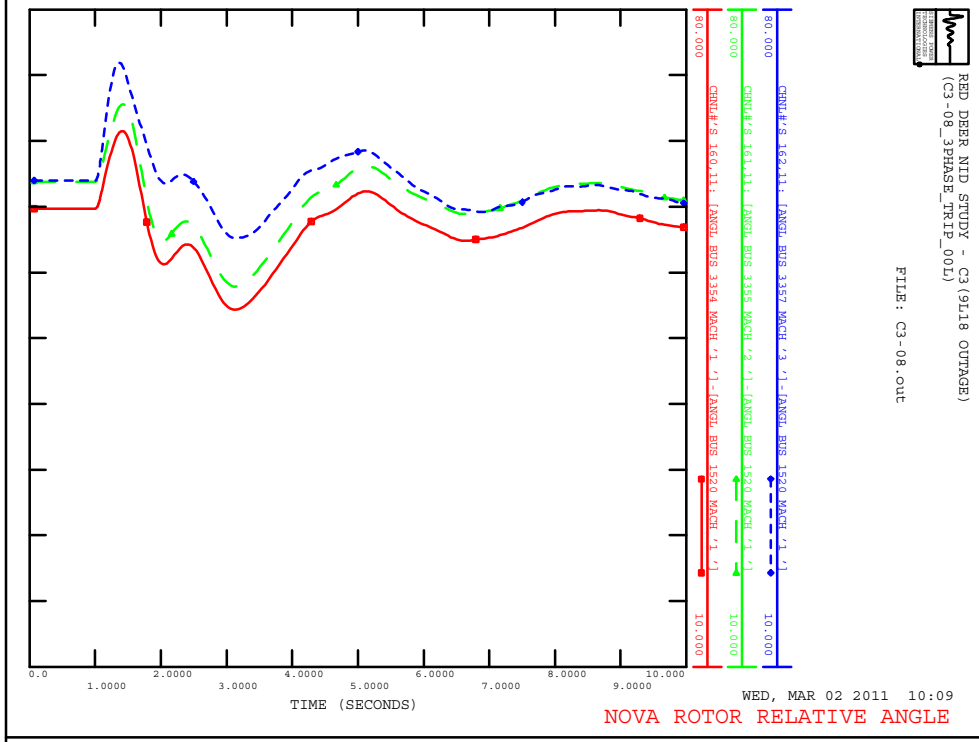

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY
ROTOR ANGLES
LINE FLOW (P)
MACHINE POWER (P)

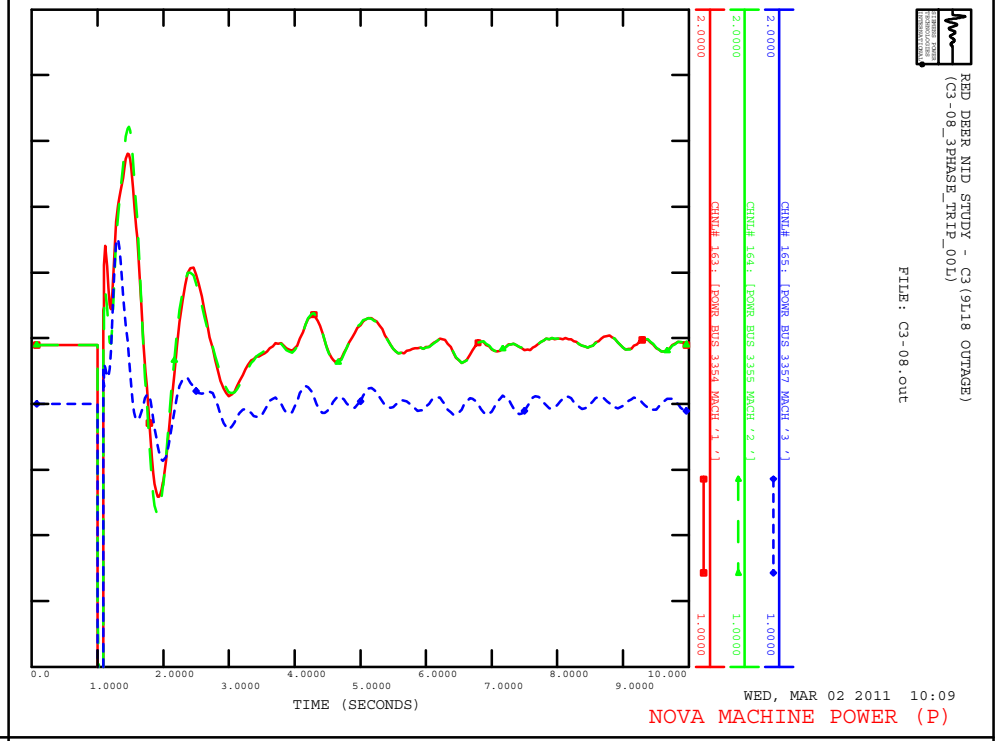

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

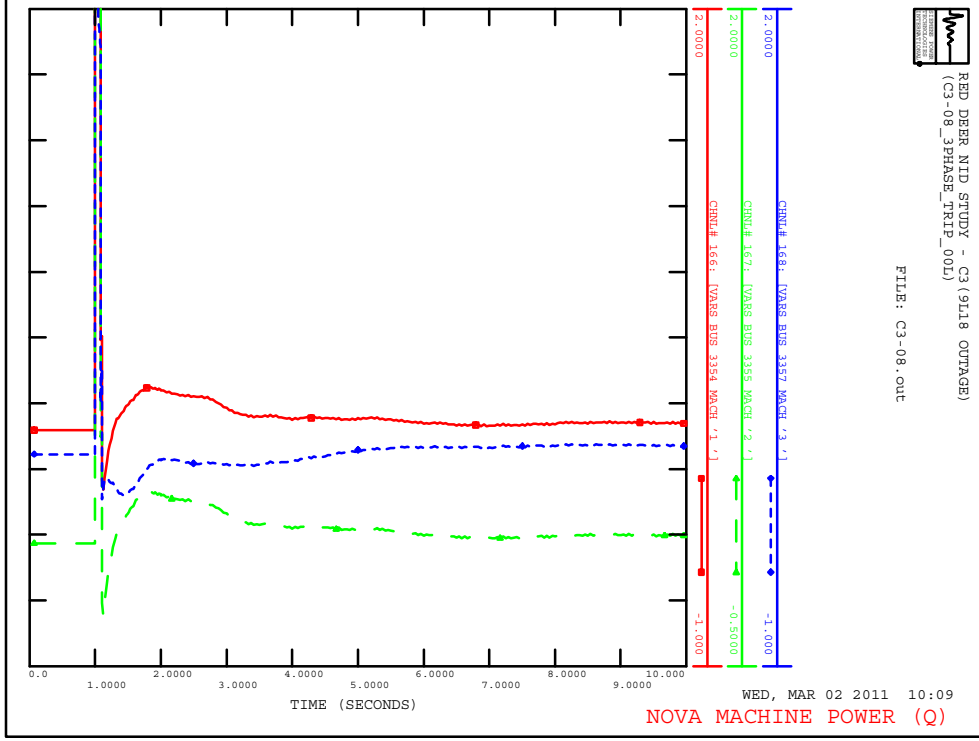

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

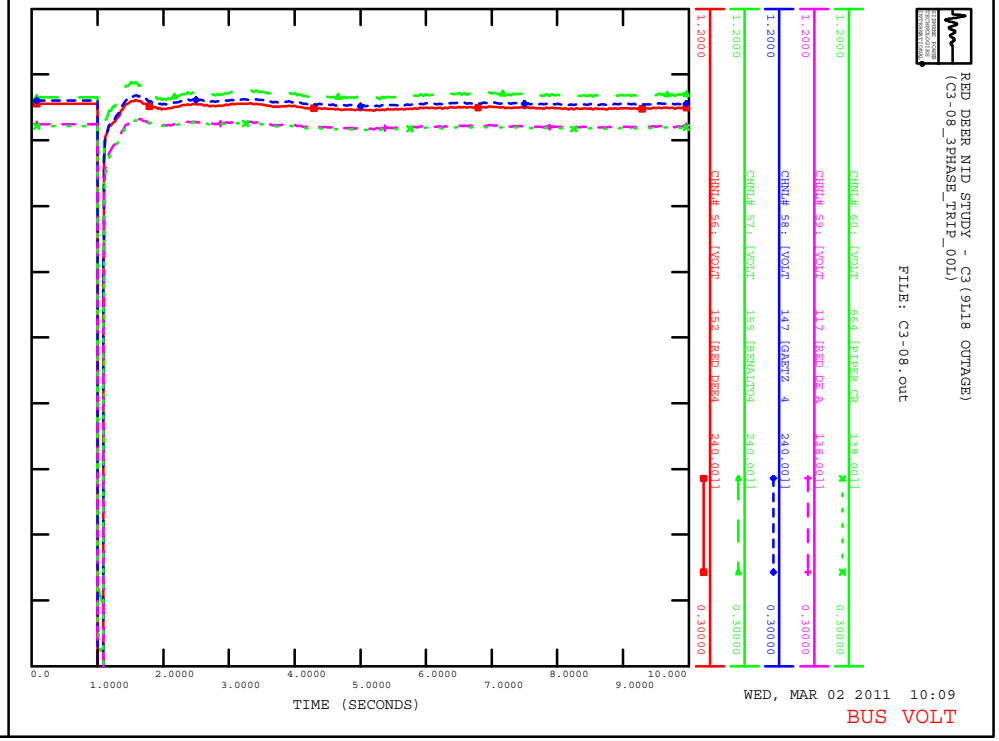

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

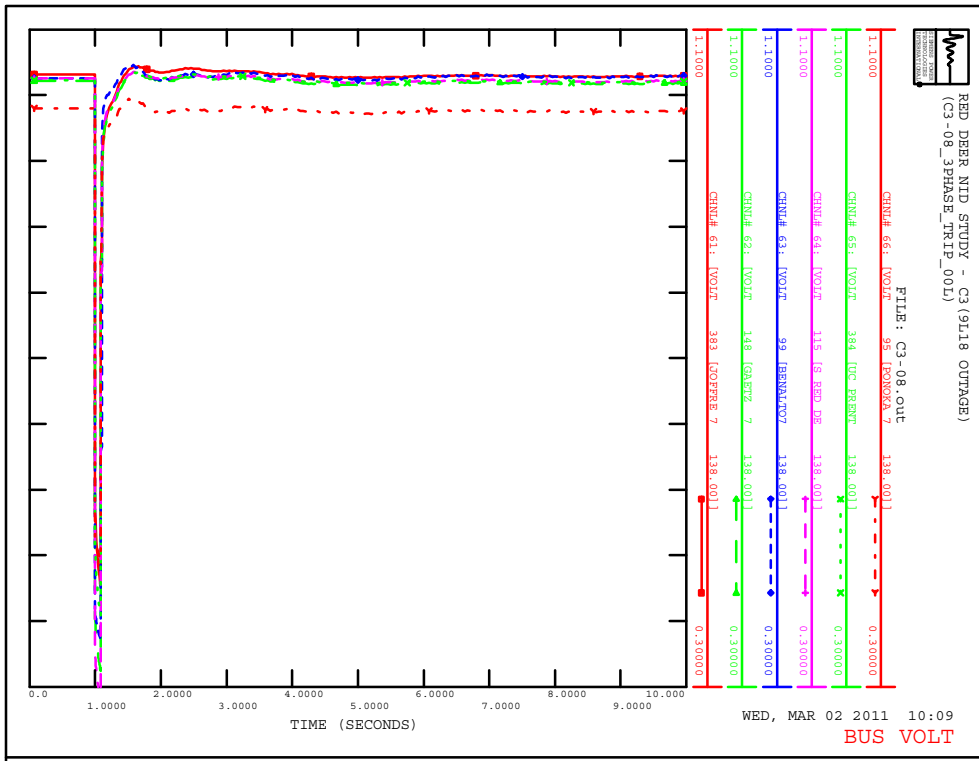

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-07_3PHASE_TRIP_00L)
FILE: C3-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

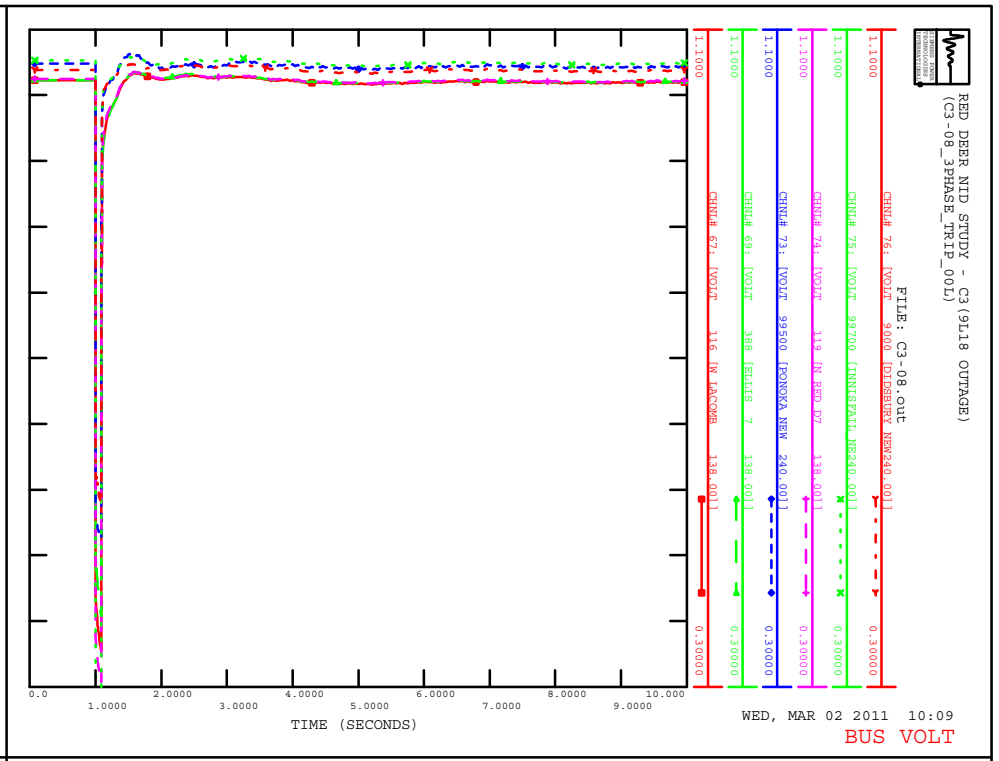

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

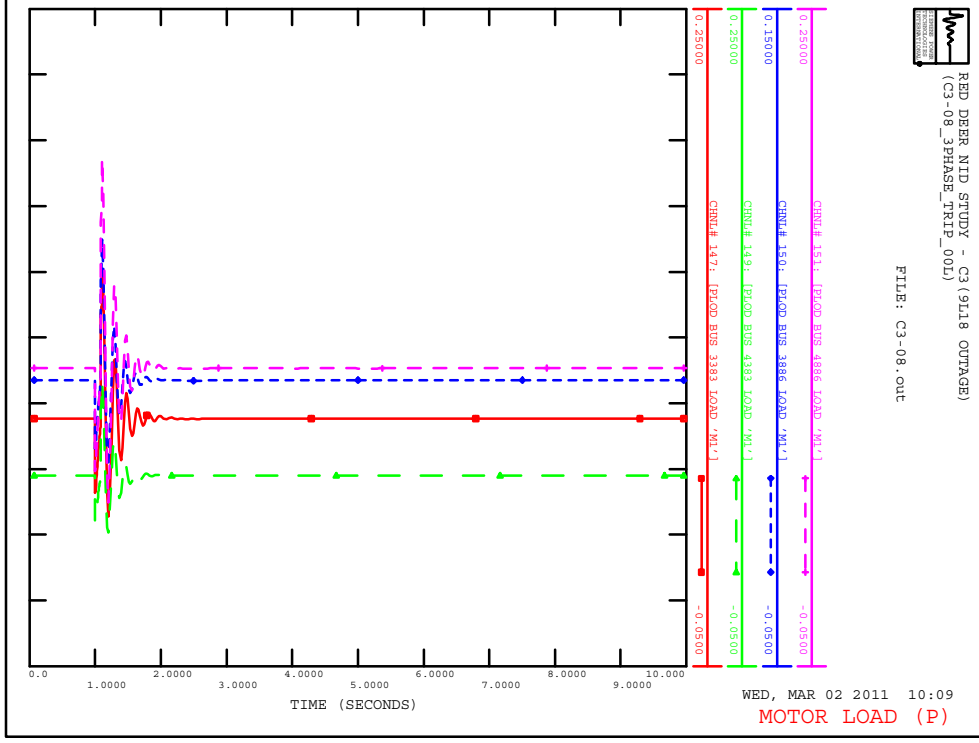

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

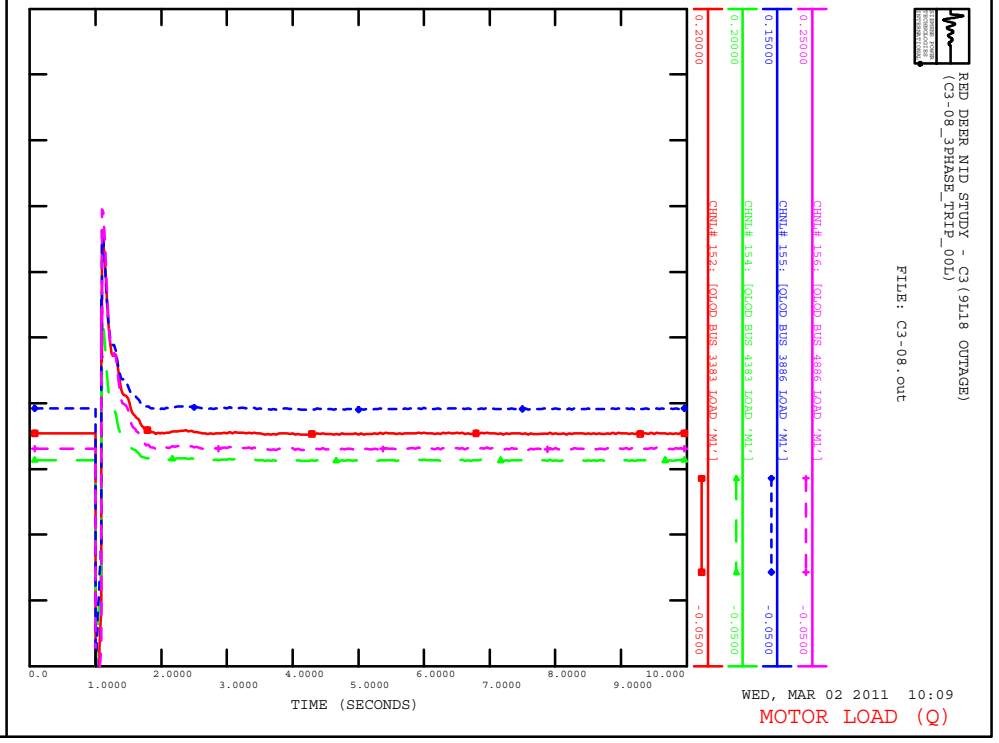

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

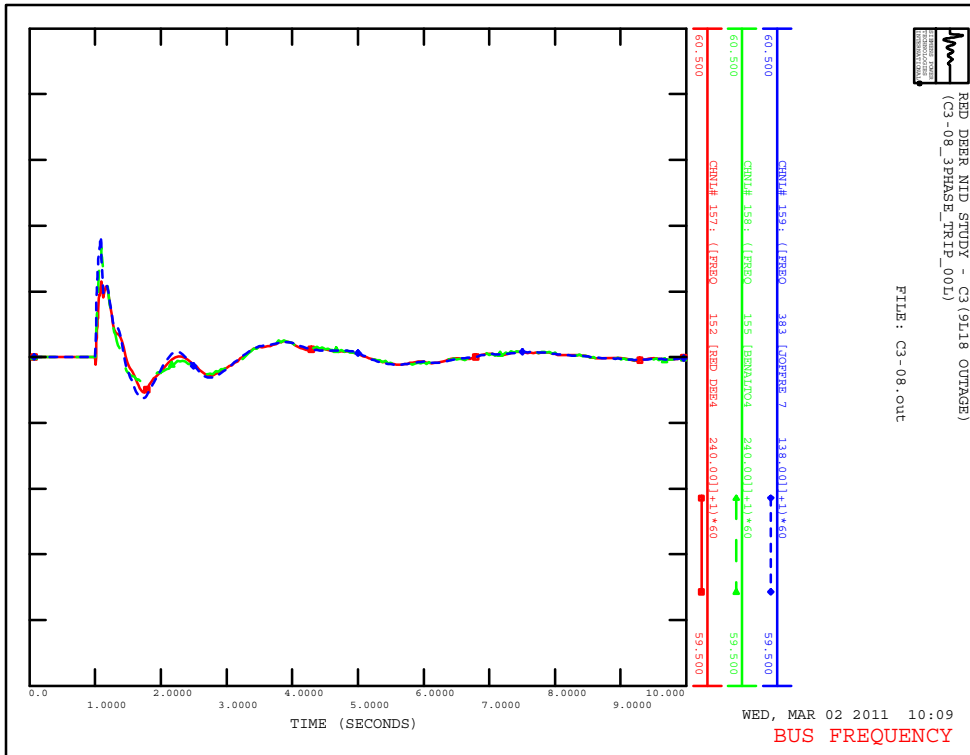

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

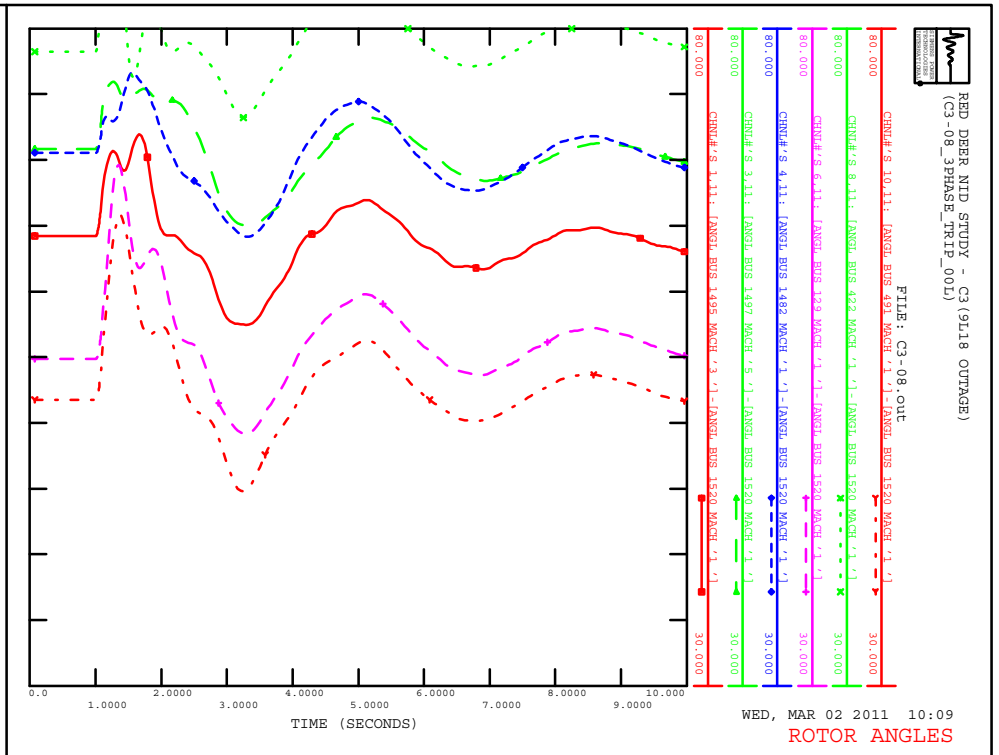

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

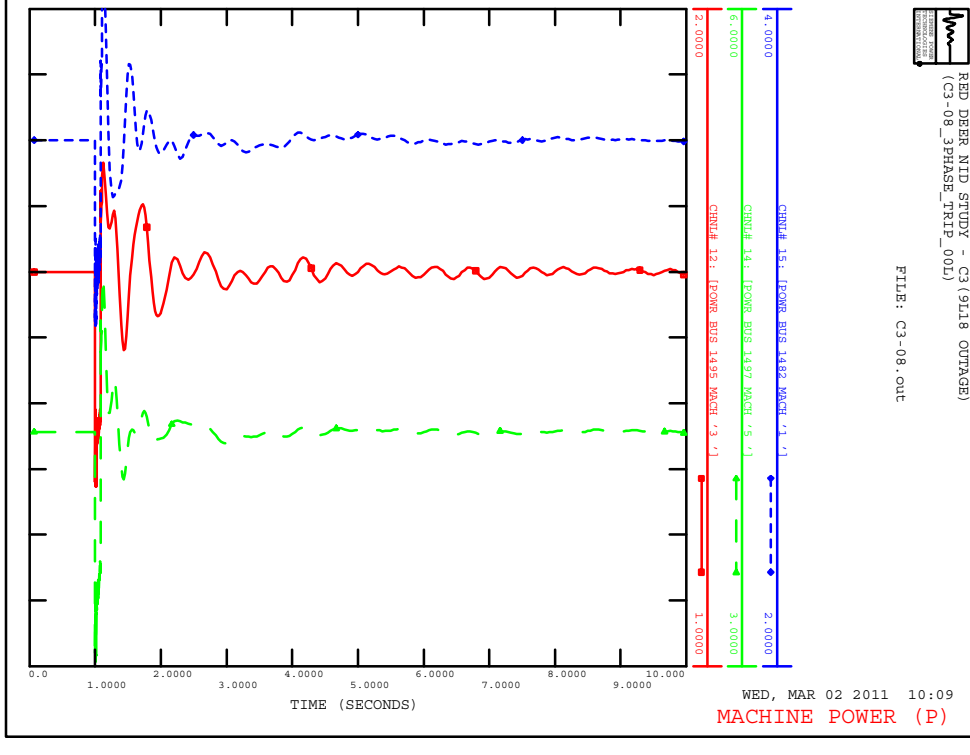

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

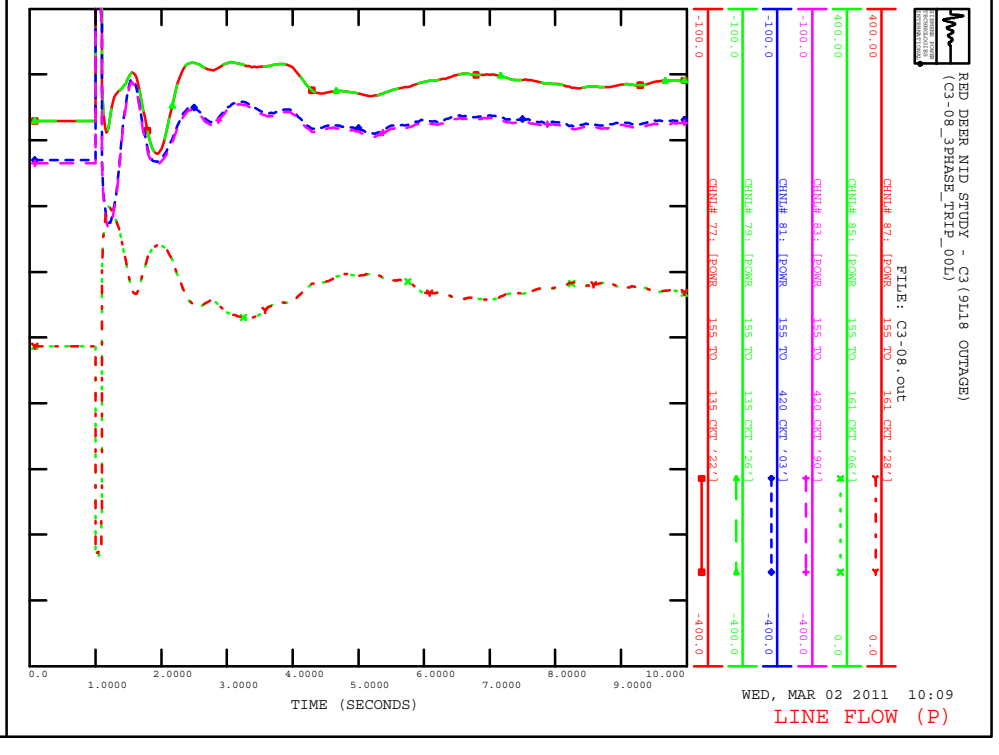

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

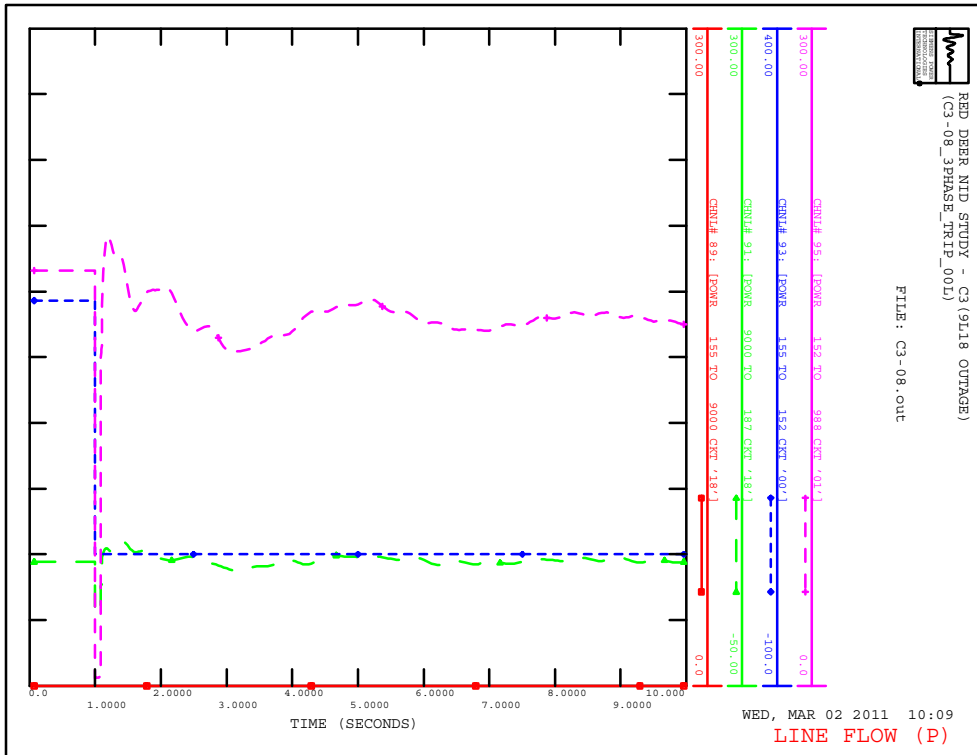

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

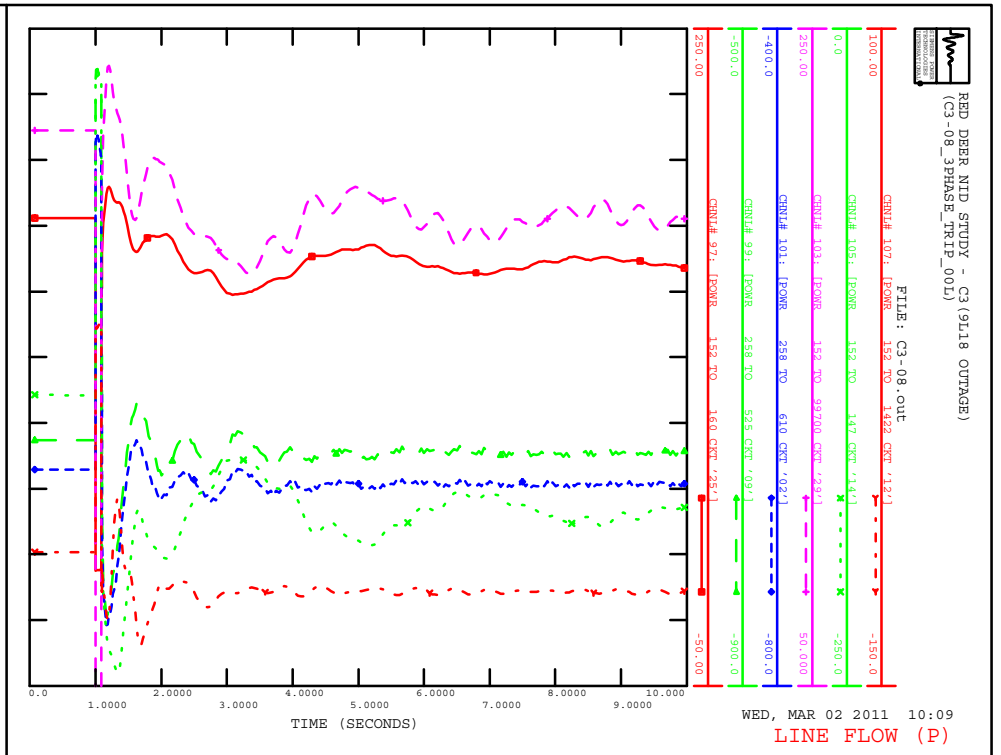

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

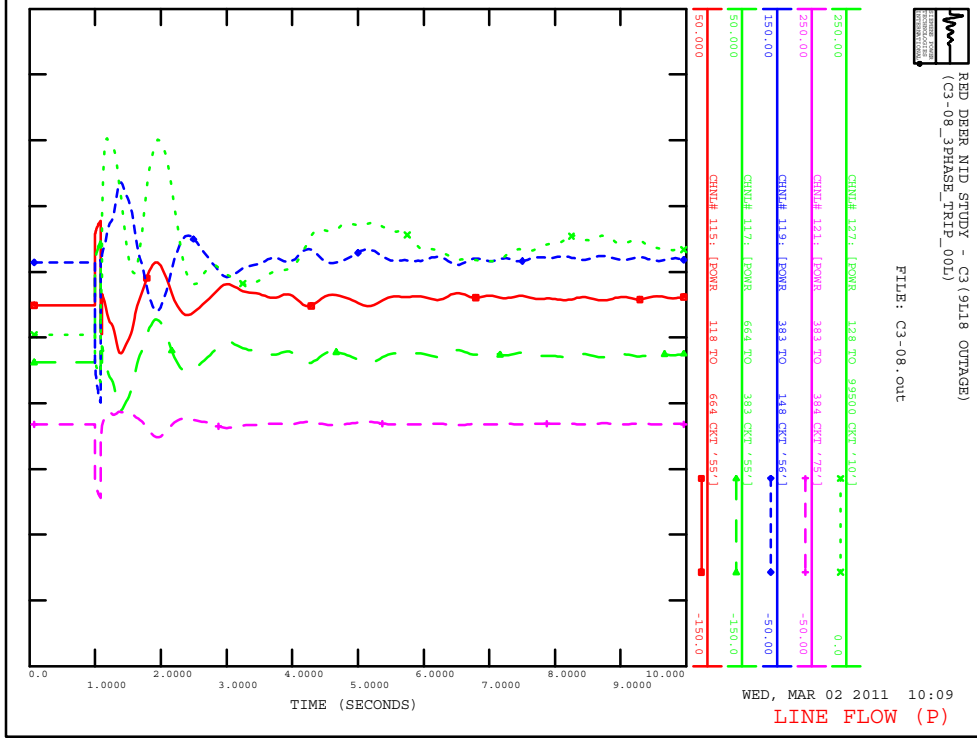

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

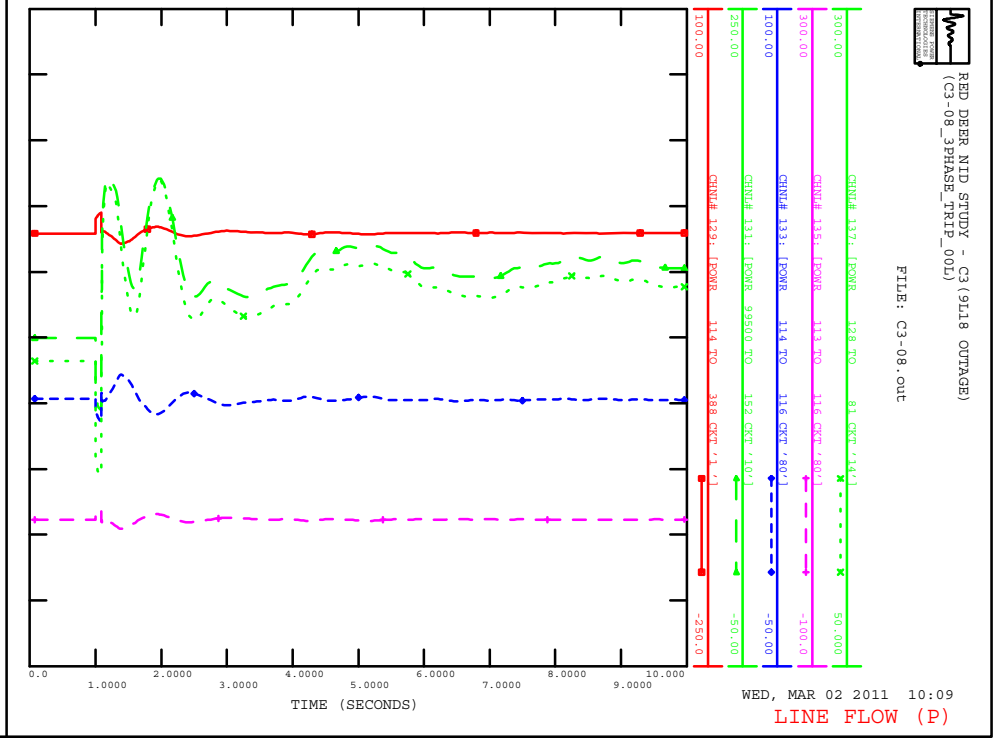

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

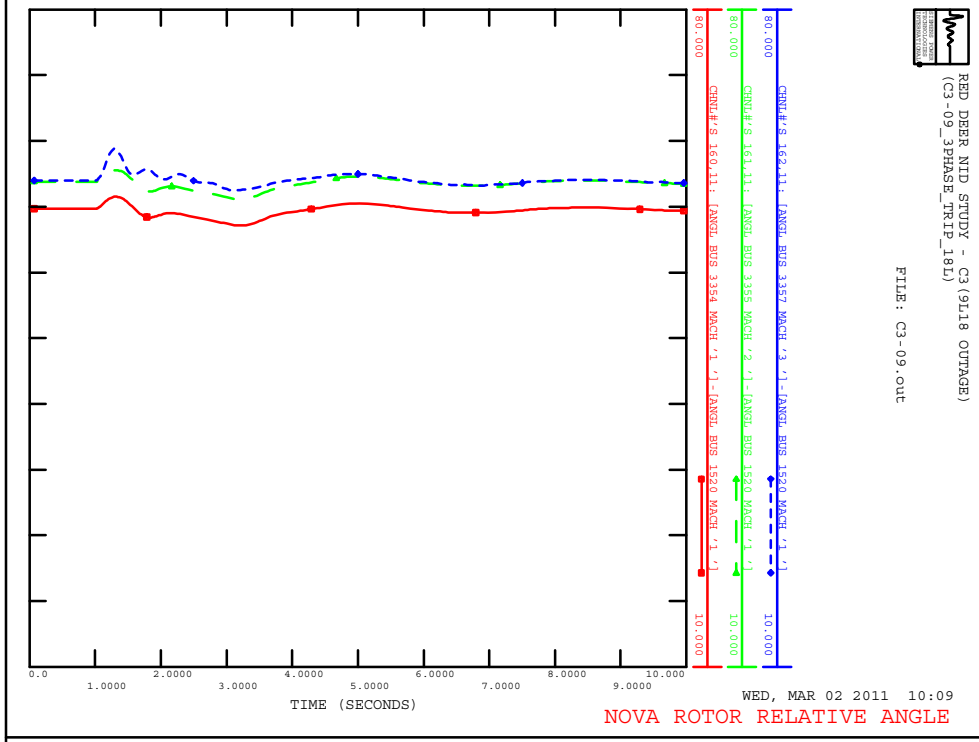

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

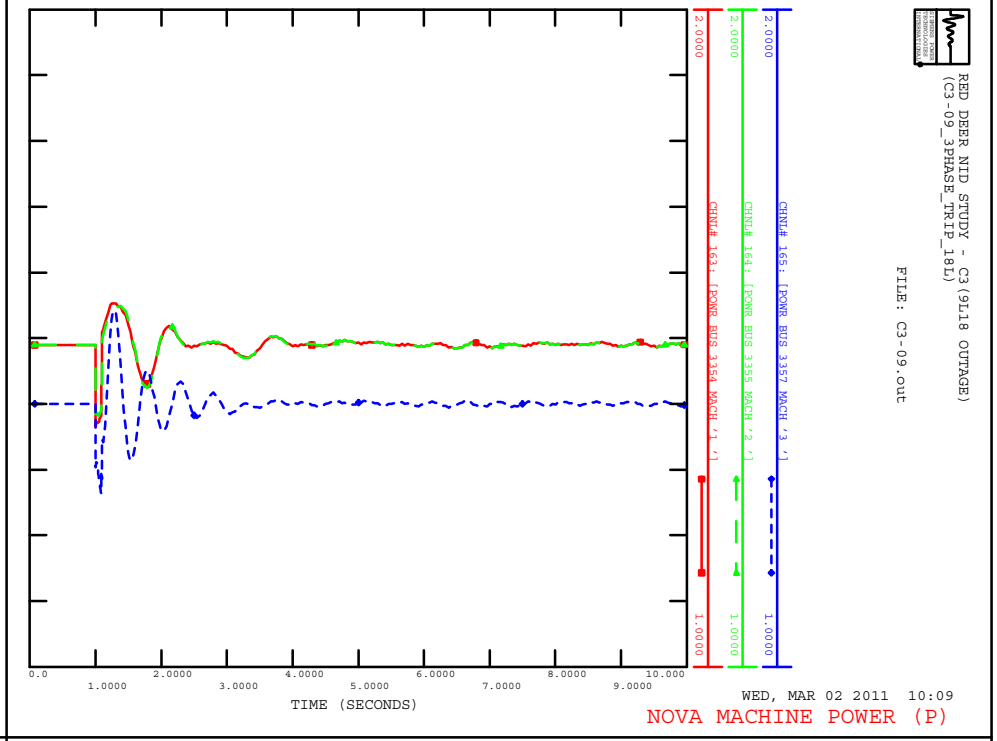

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

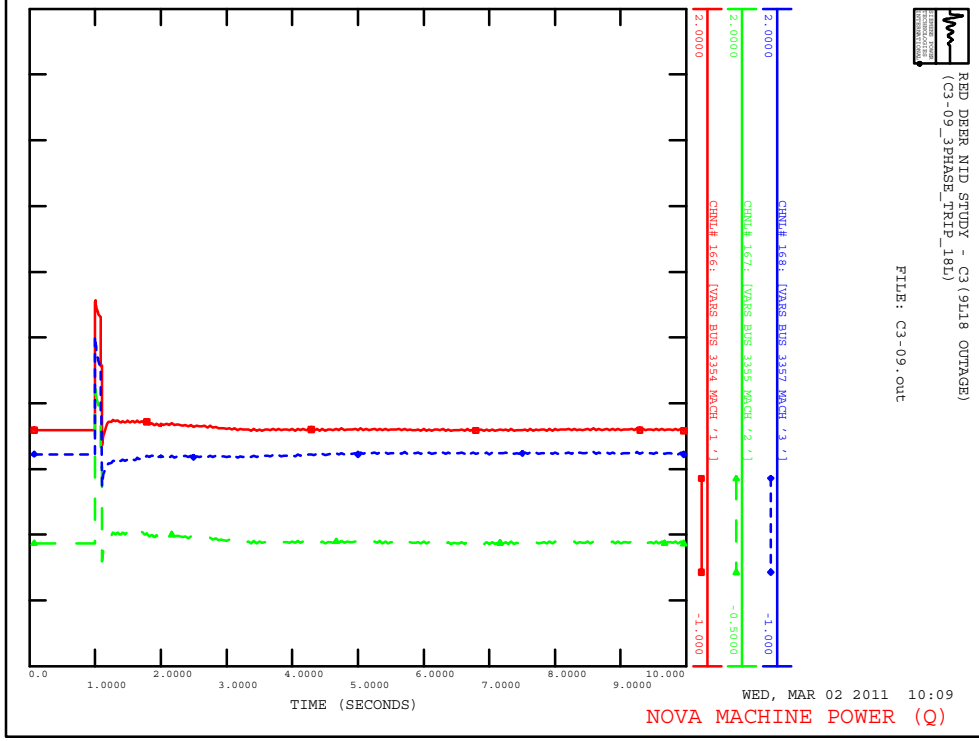

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

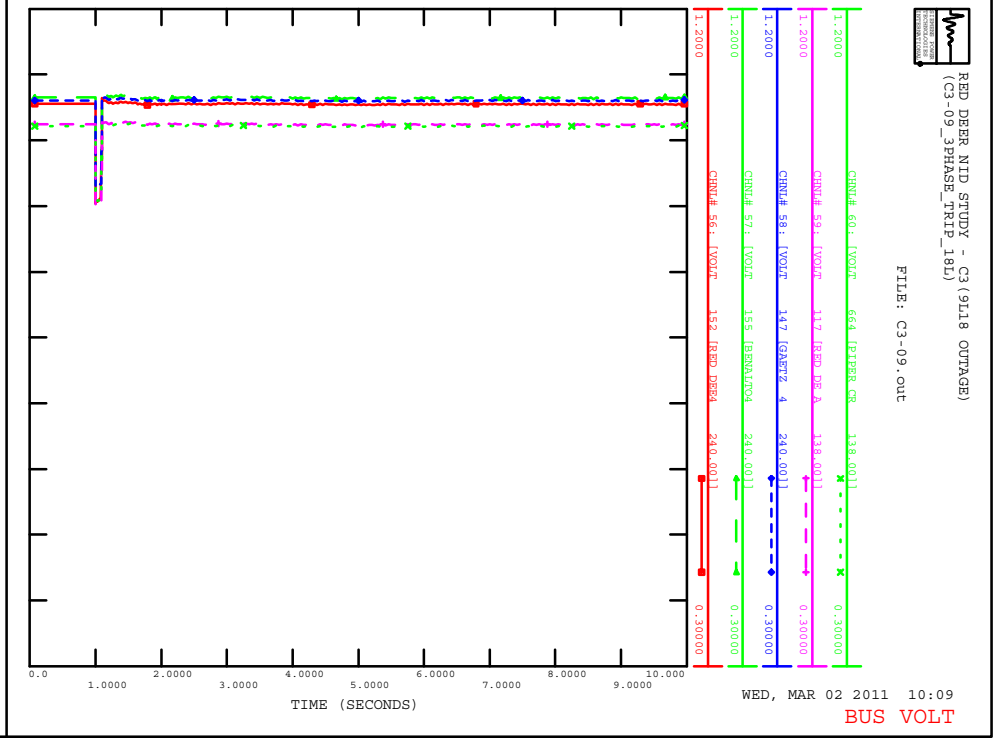

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

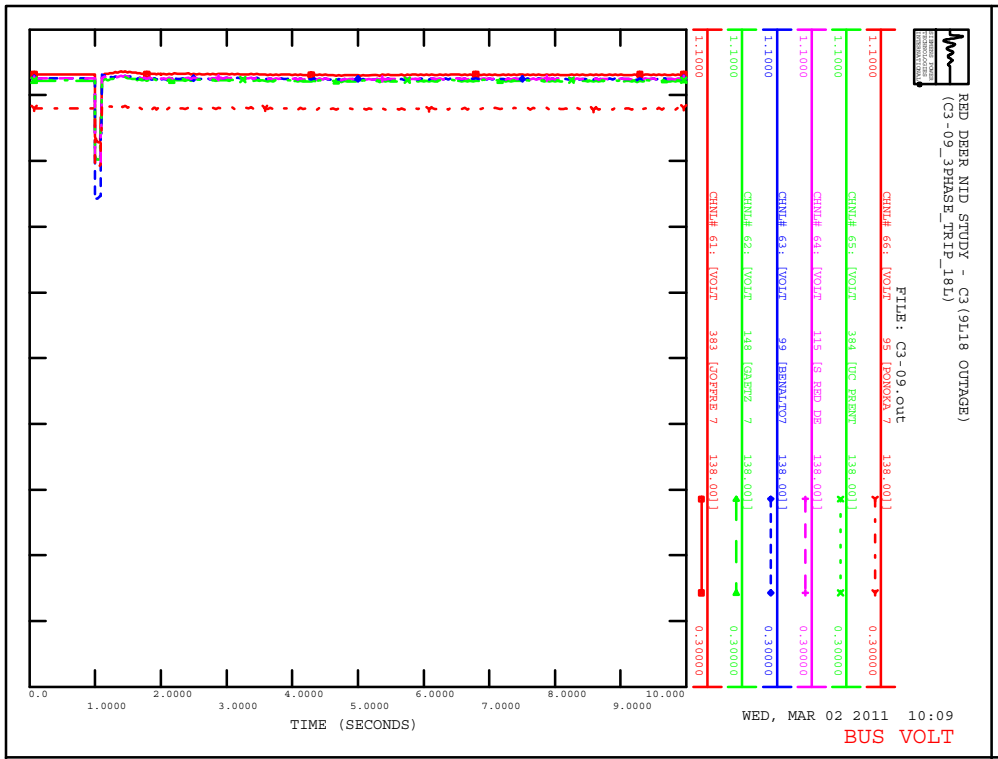

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-08_3PHASE_TRIP_00L)
FILE: C3-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

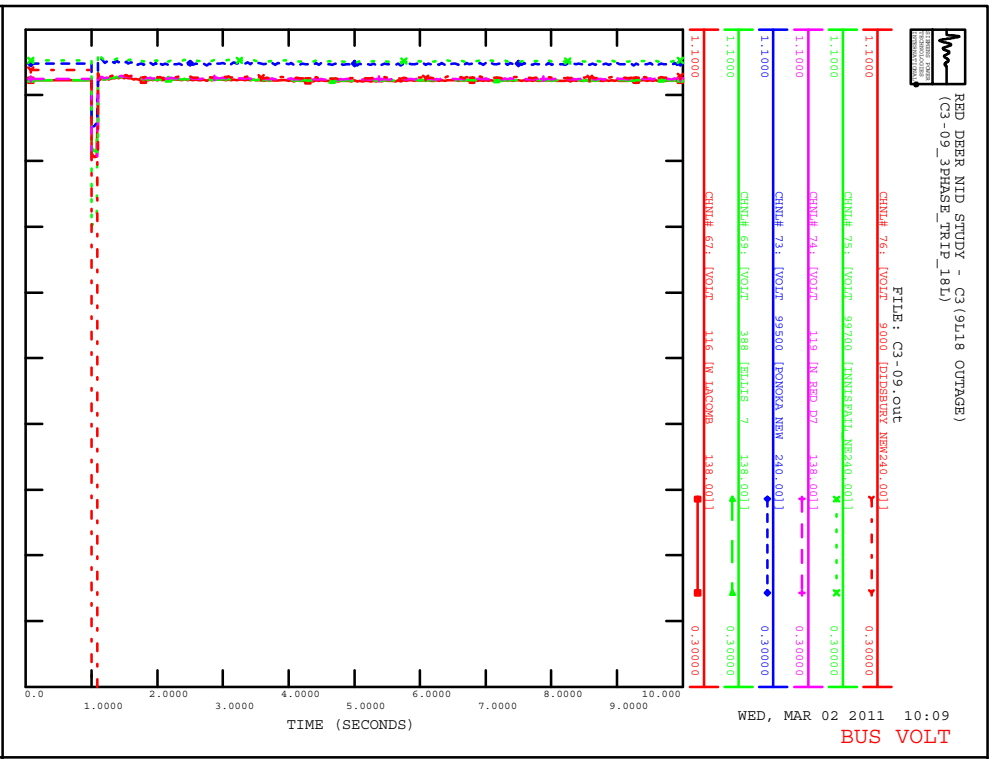

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

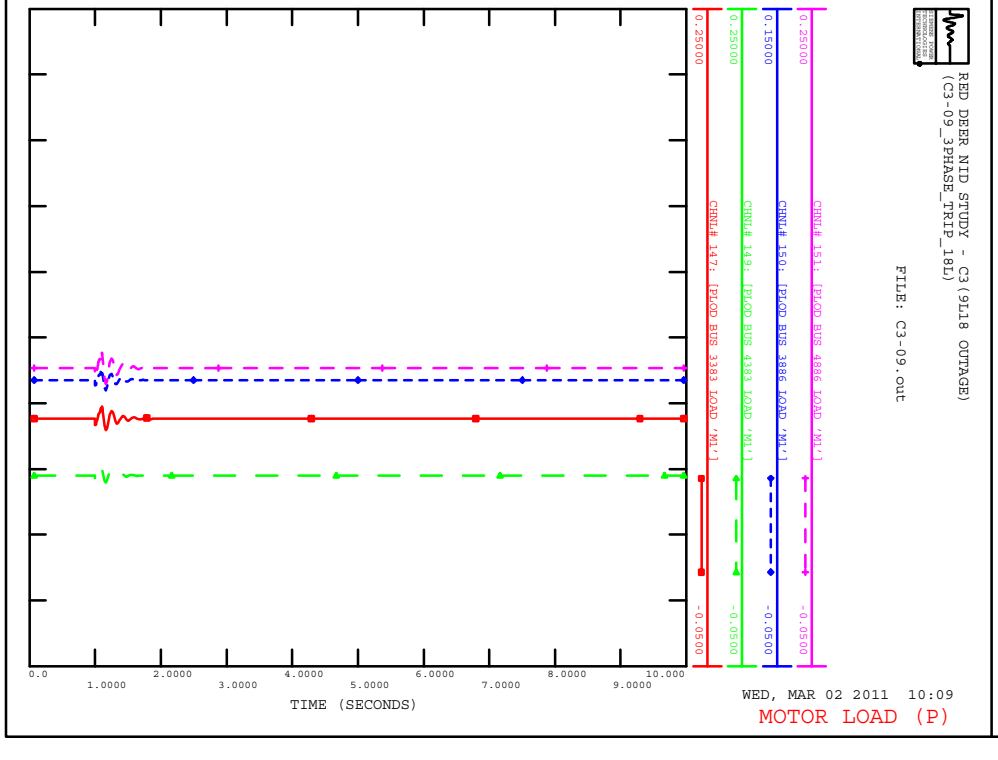

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

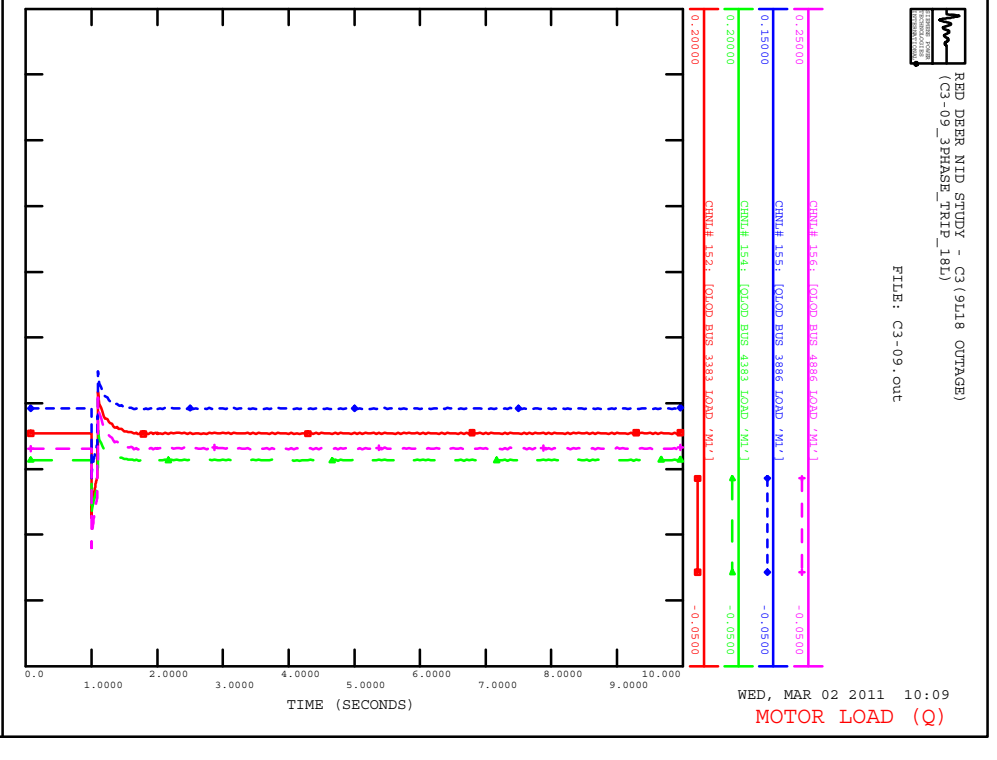

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

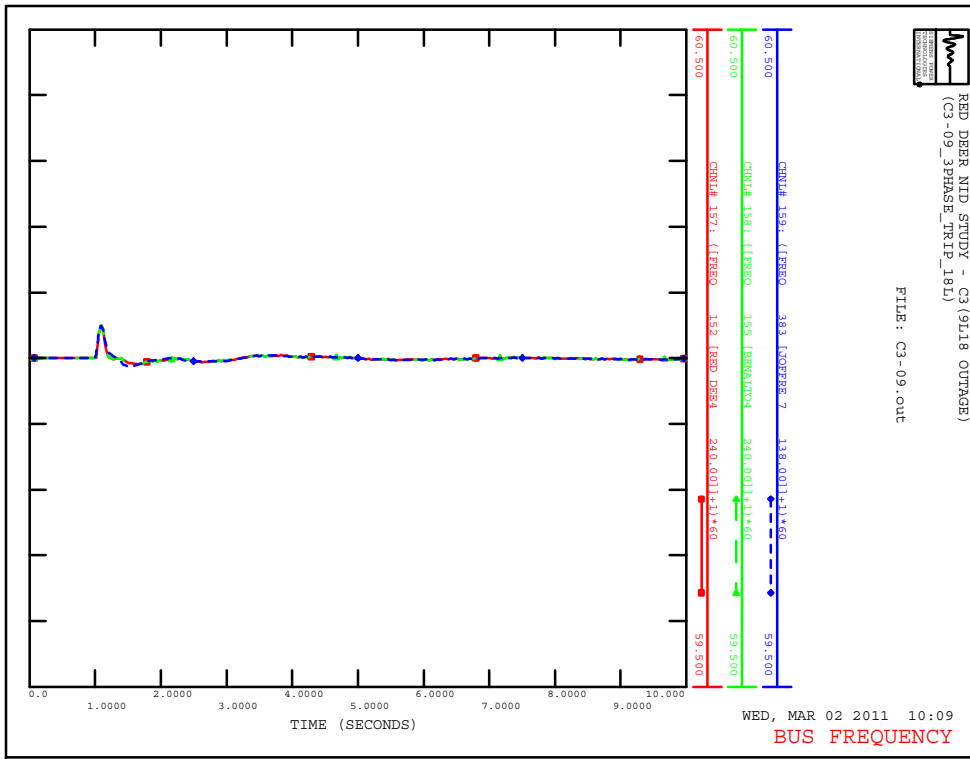

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

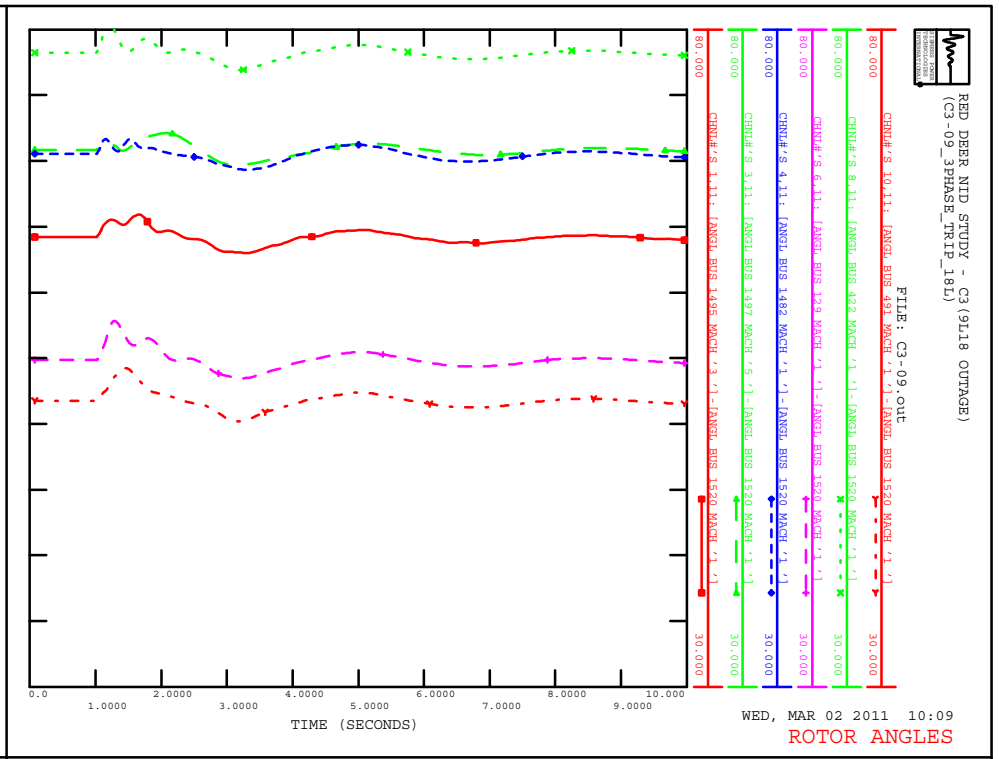

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 61: [VOLT 383 [OOFRR 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

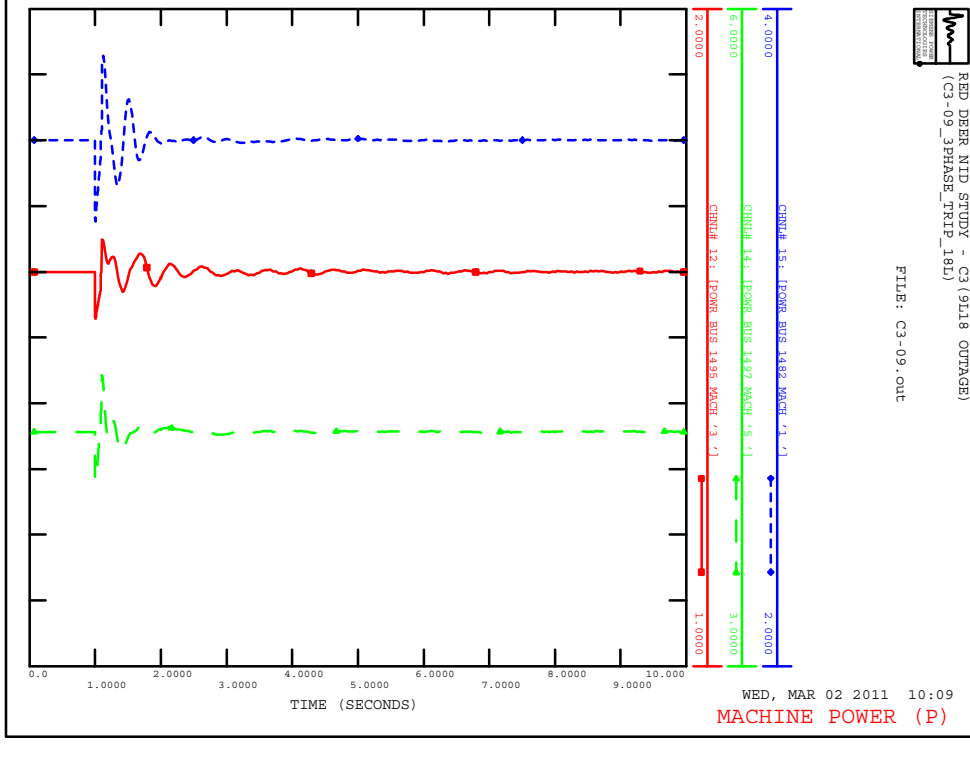

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]
CHNL# 68: [VOLT 388 [ELLIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

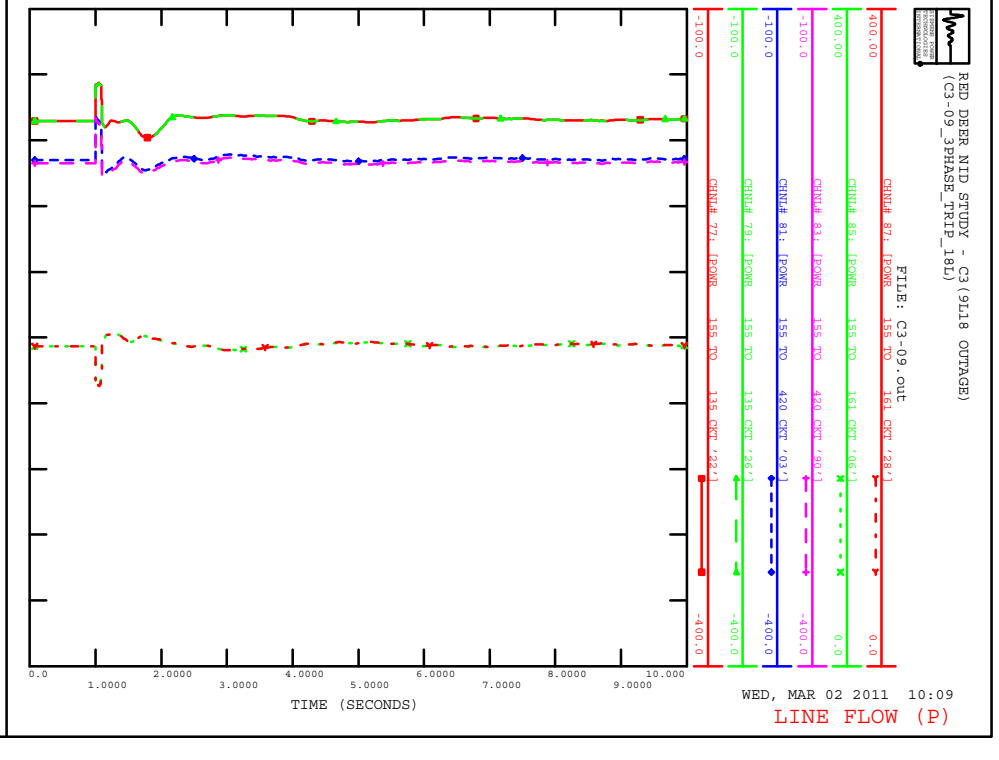

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

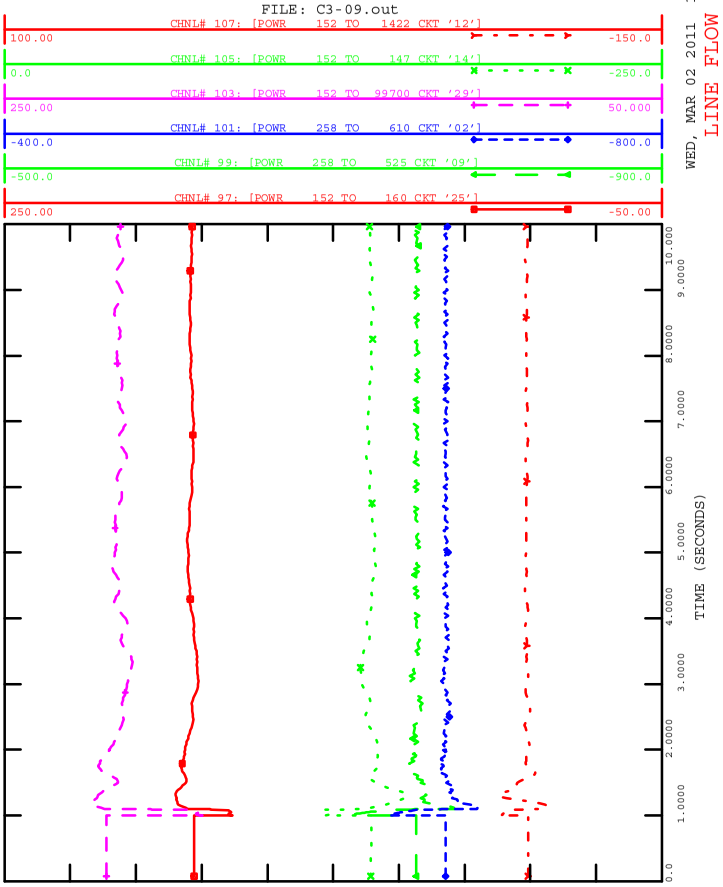

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)
FILE: C3-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

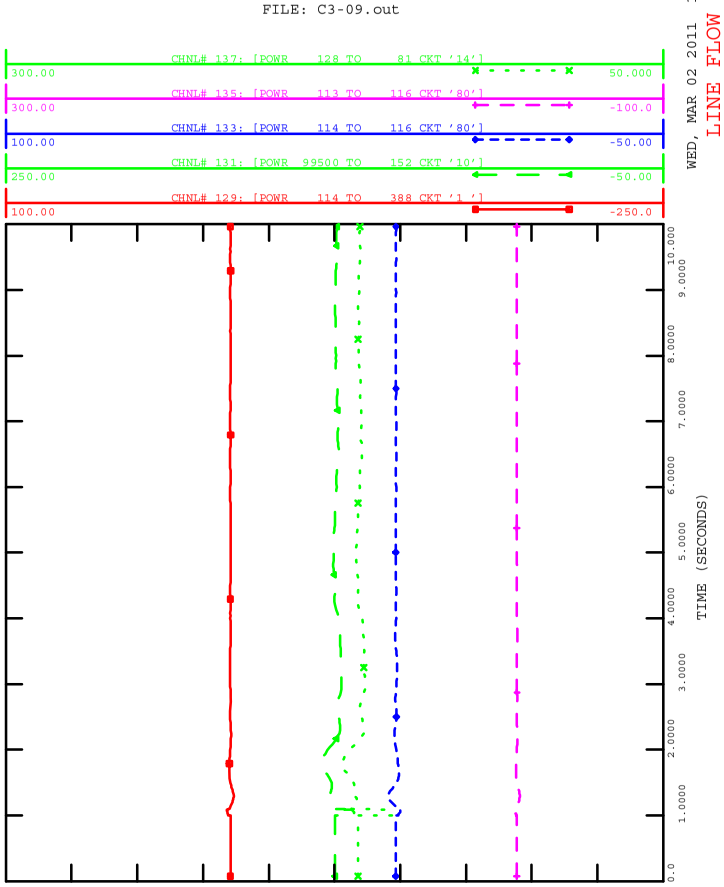
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)

FILE: C3-09.out



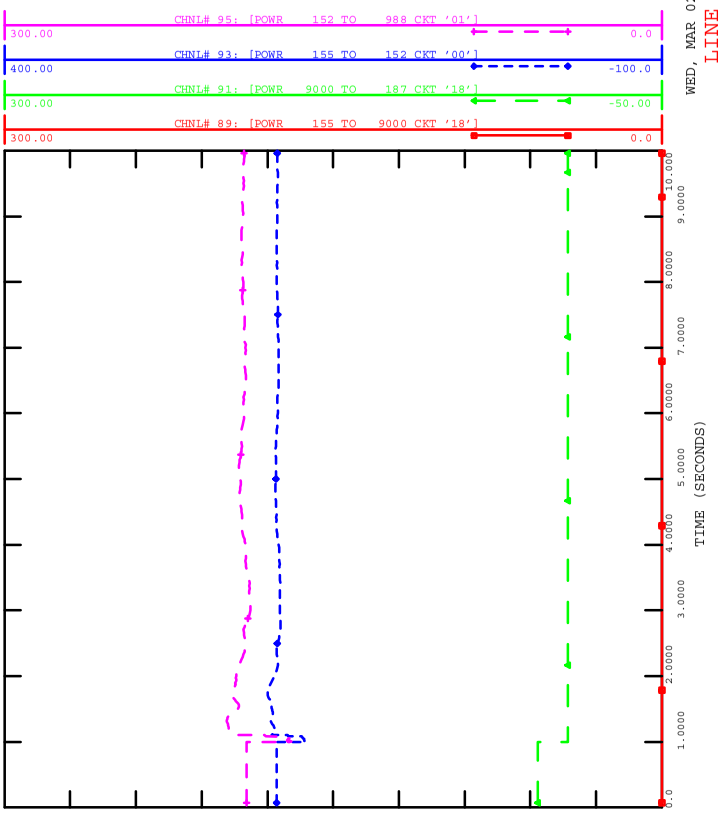
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)

FILE: C3-09.out



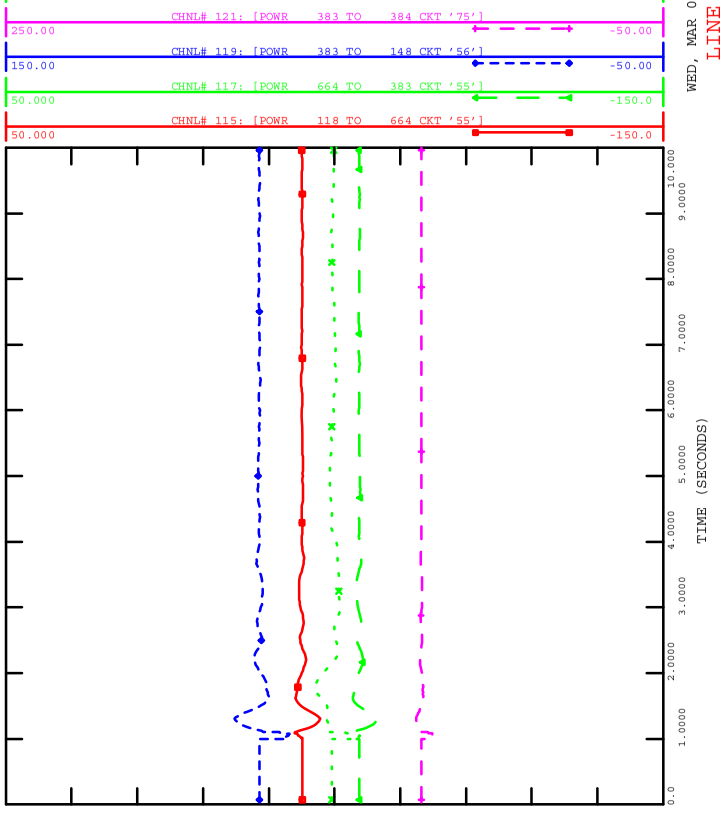
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)

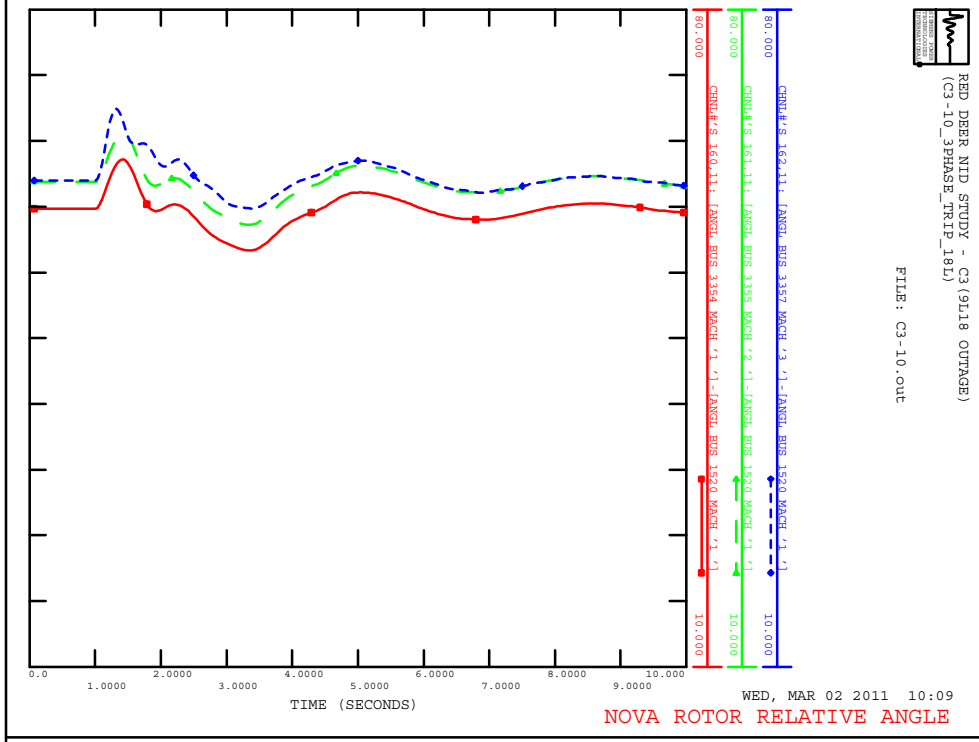
FILE: C3-09.out

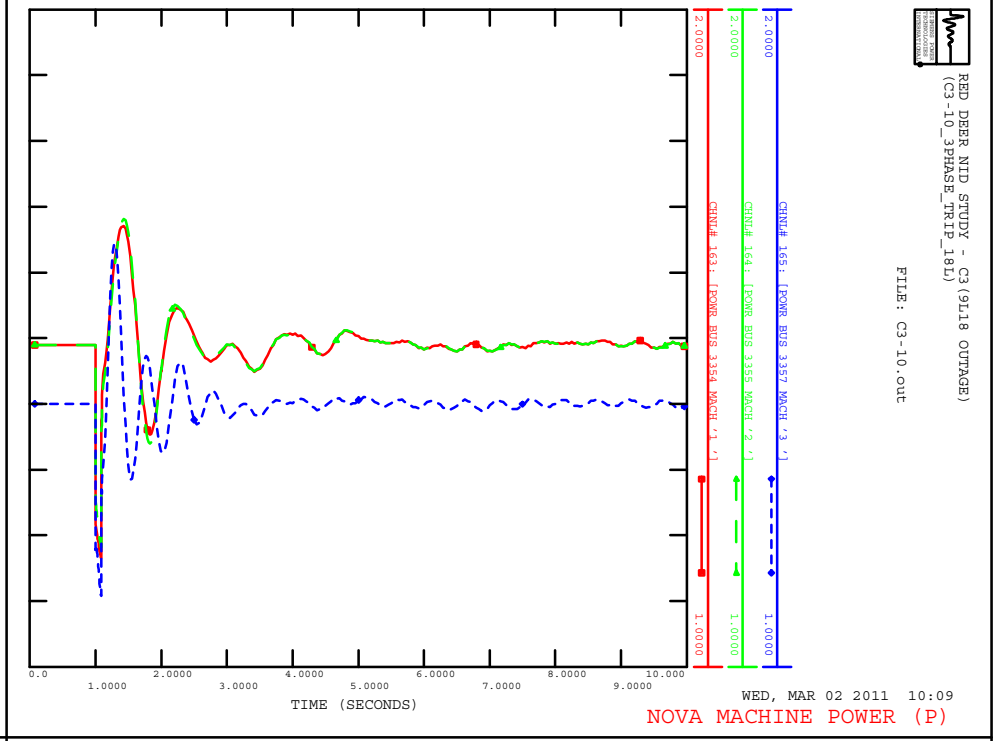


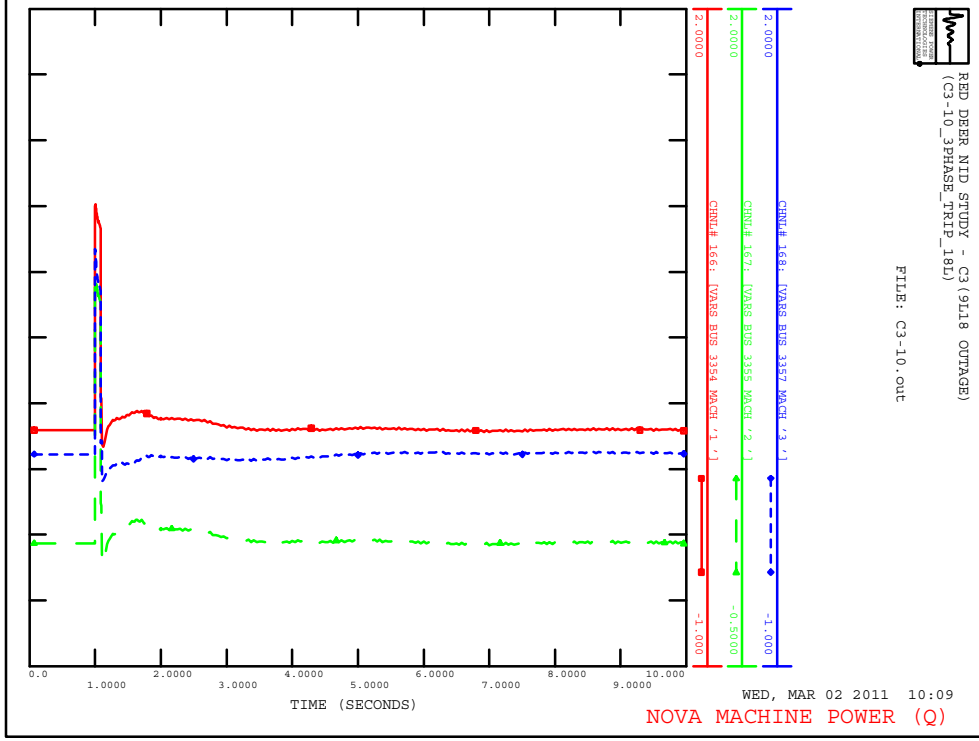
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-09_3PHASE_TRIP_18L)

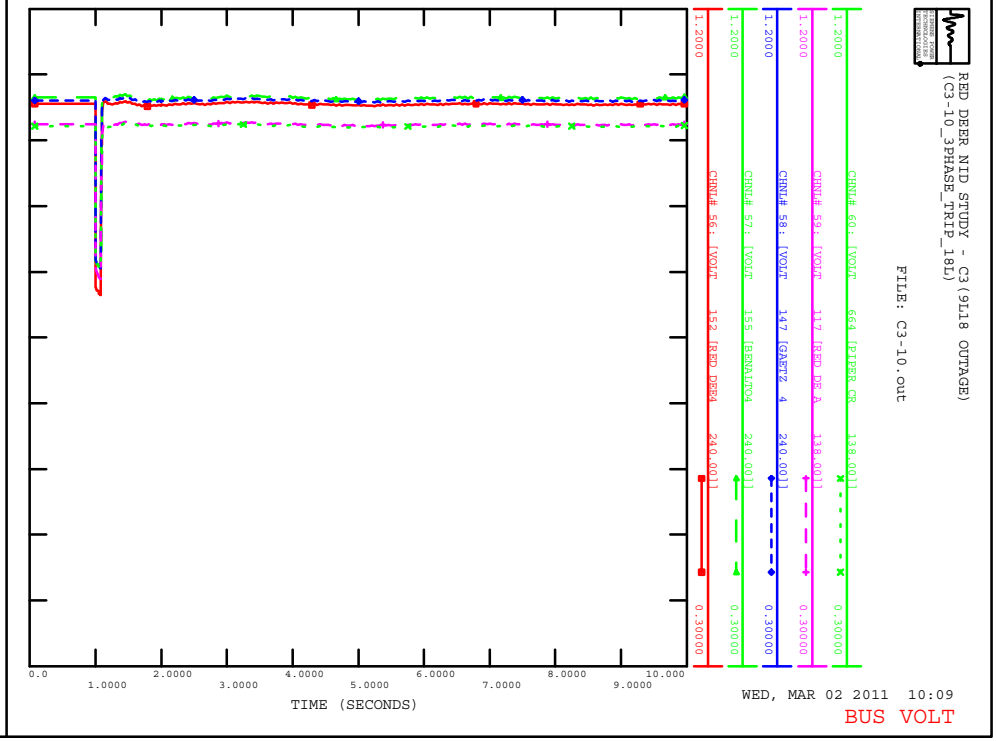
FILE: C3-09.out

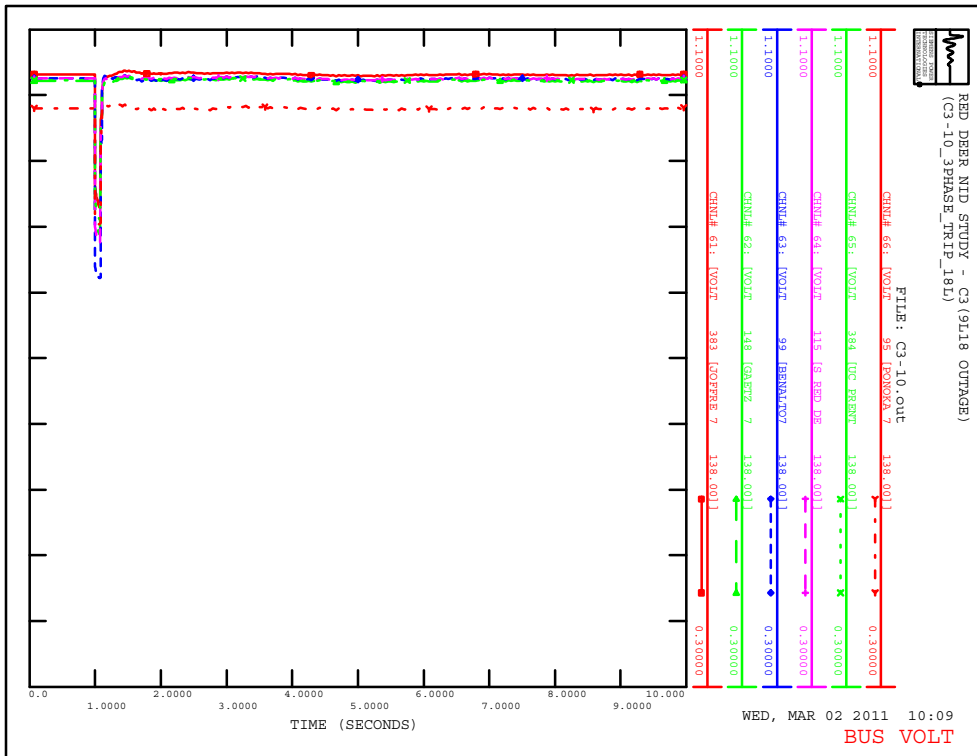


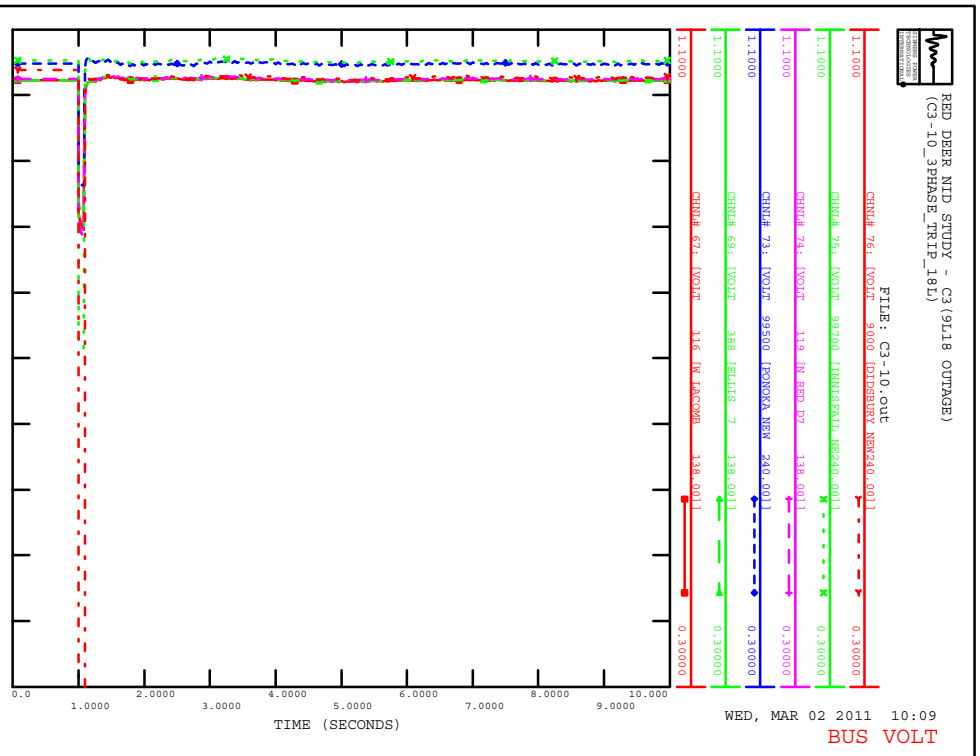

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

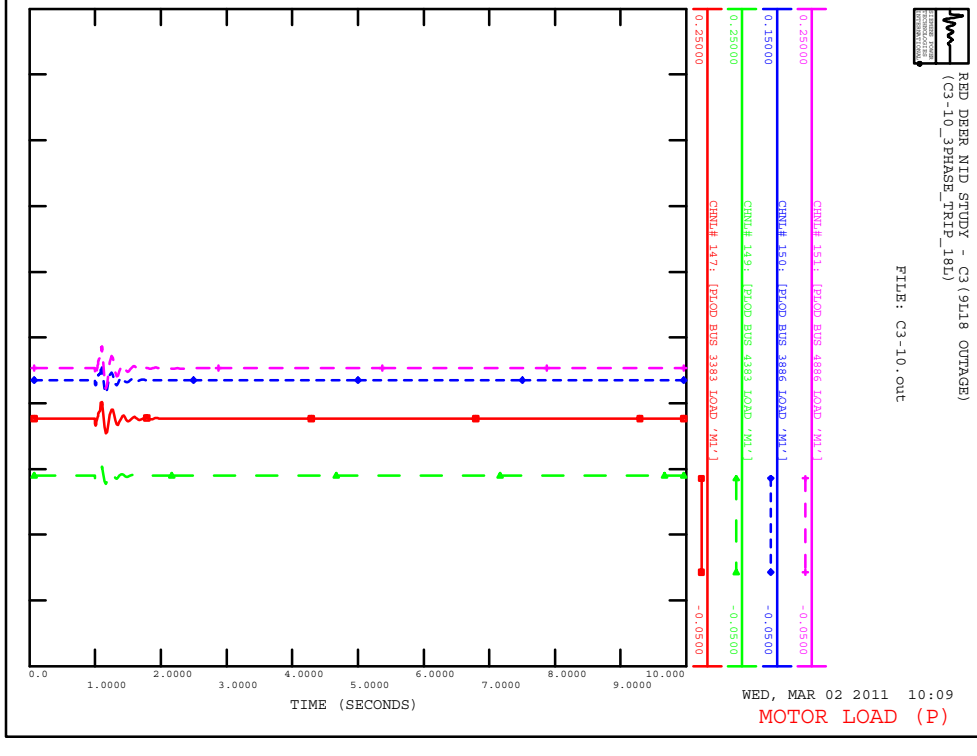

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

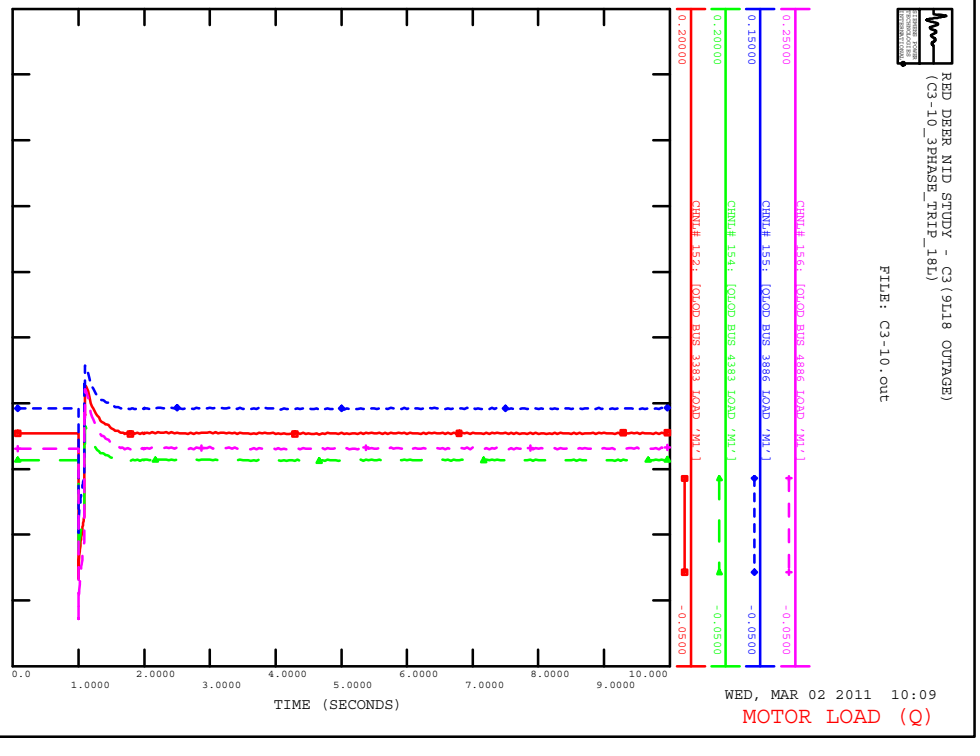

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

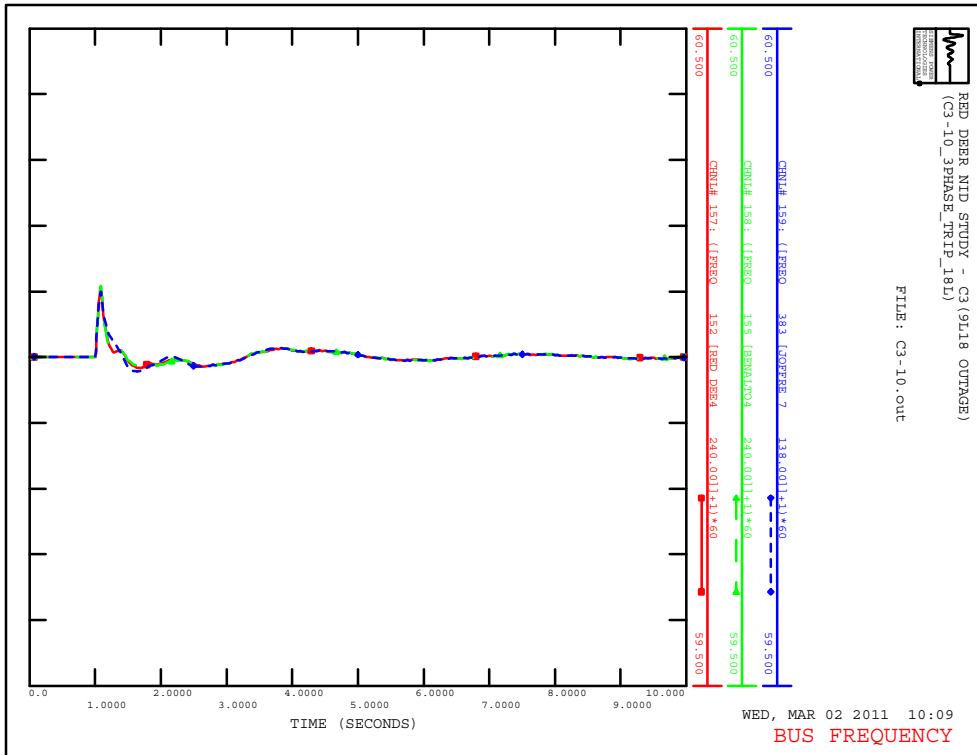

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

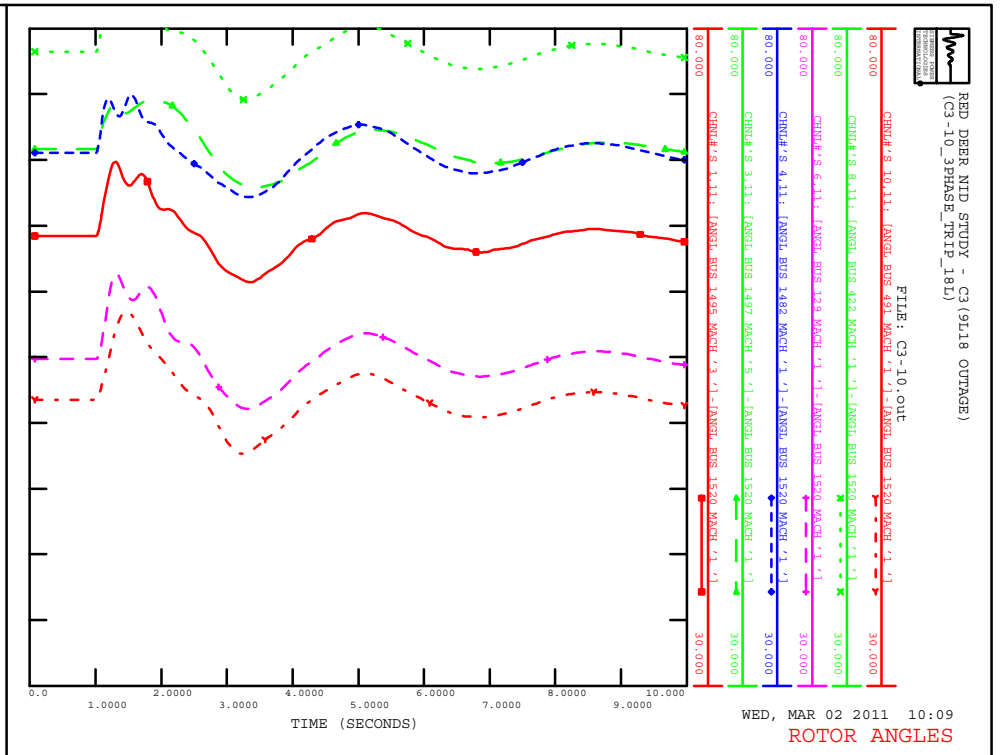

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNL# 61: [VOLT 383 [OOFRB 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

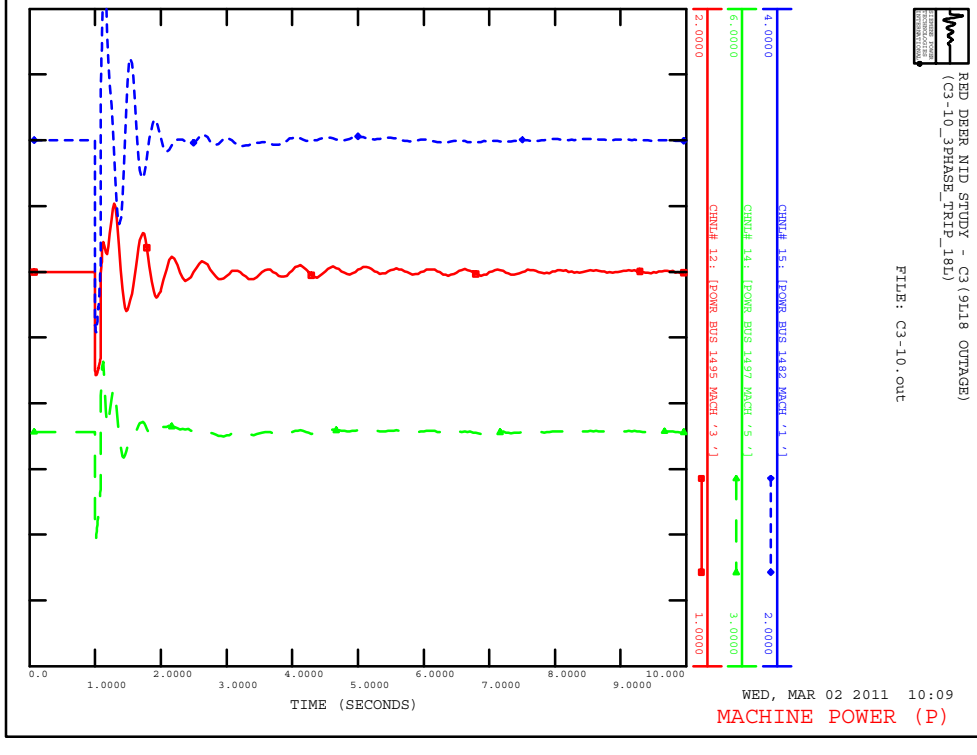

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DITCHBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

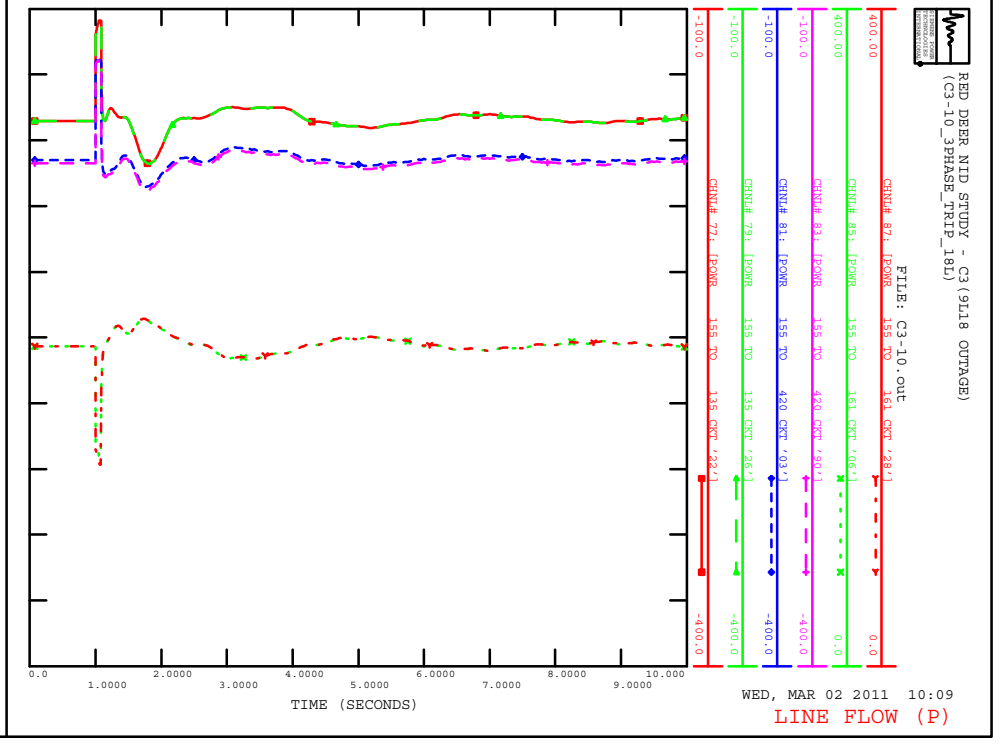

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

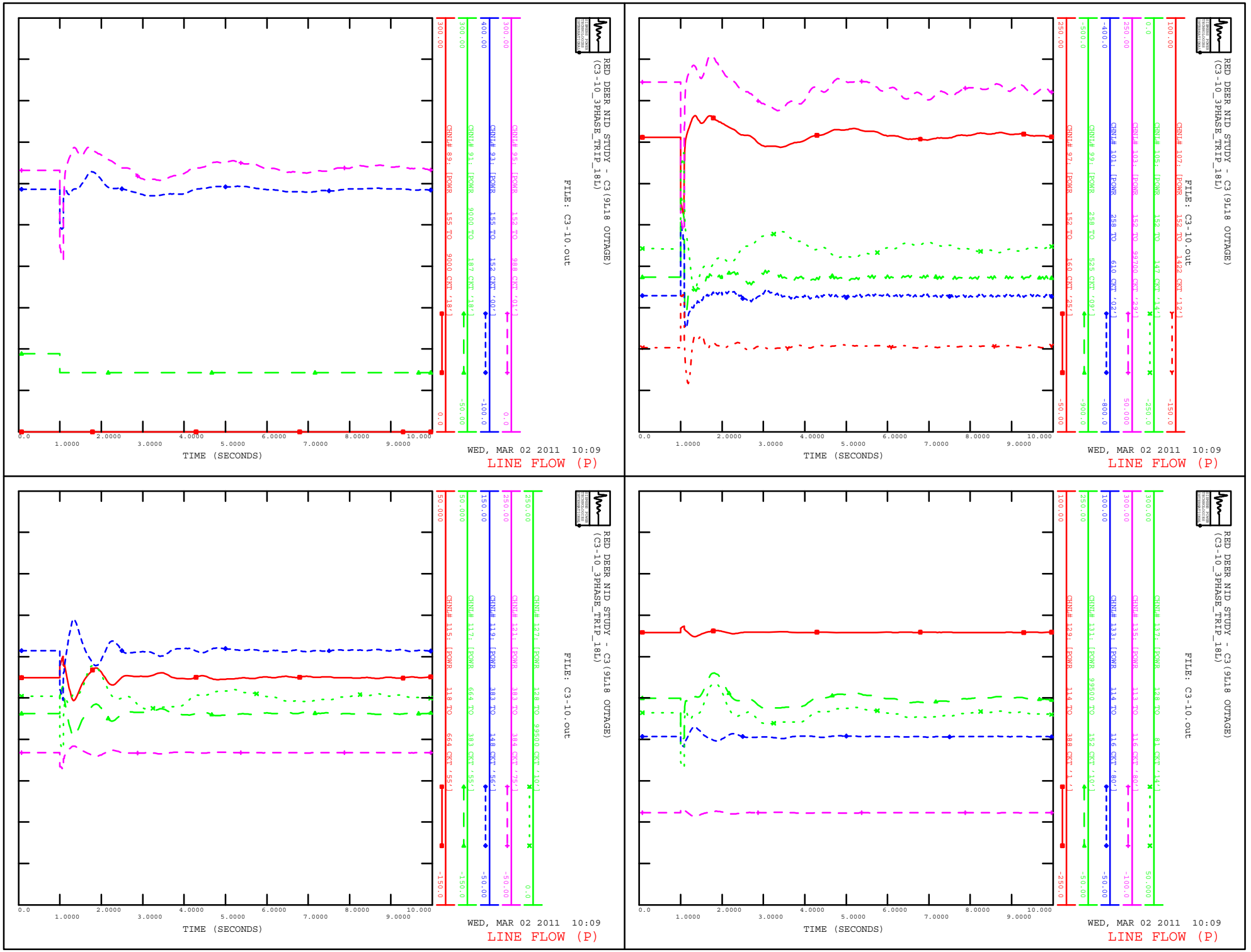

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

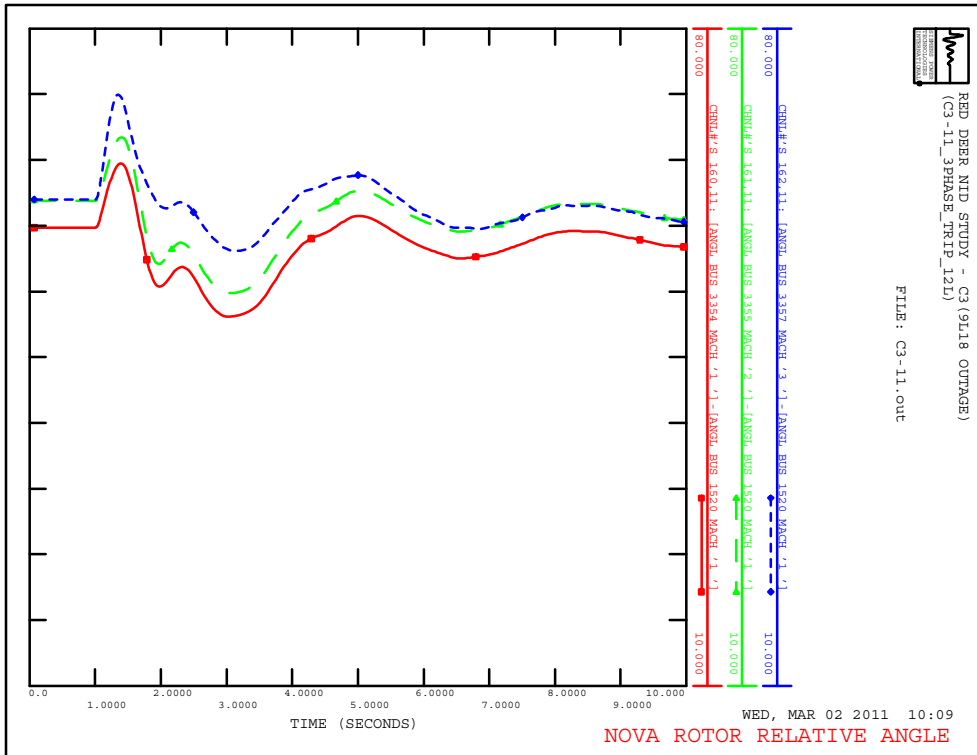

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

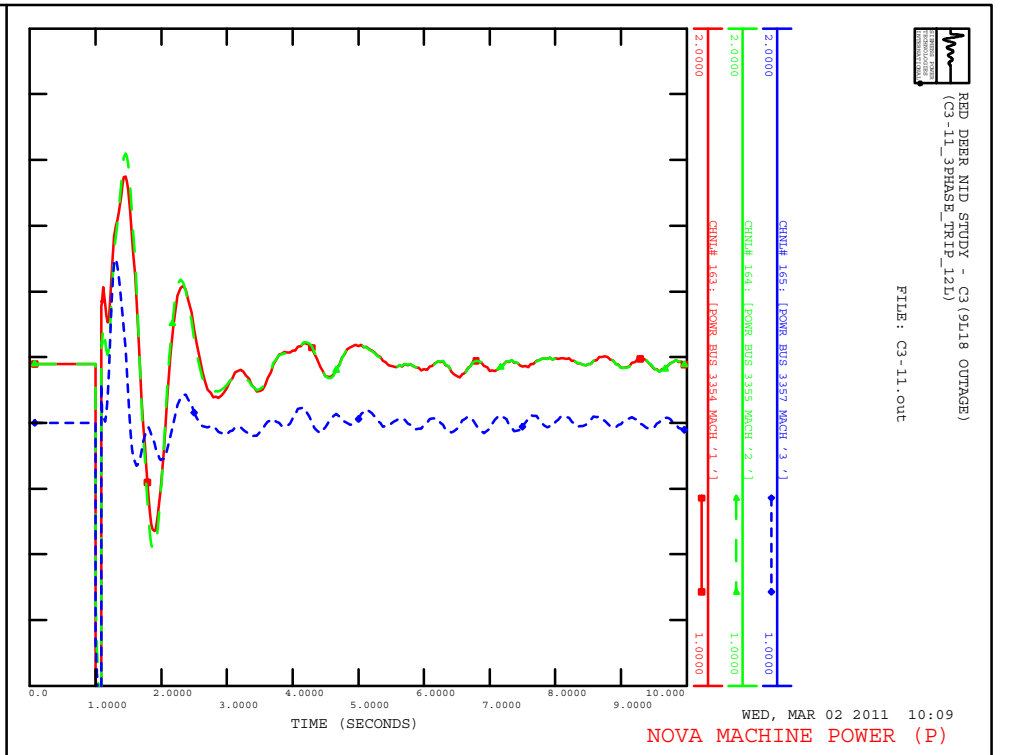

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

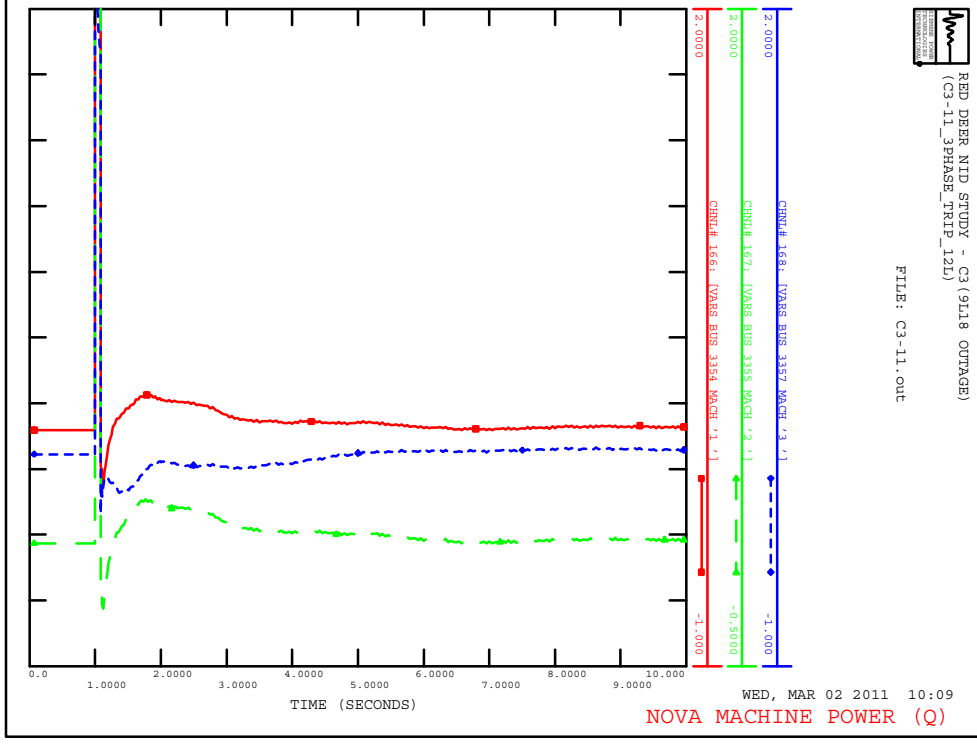

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

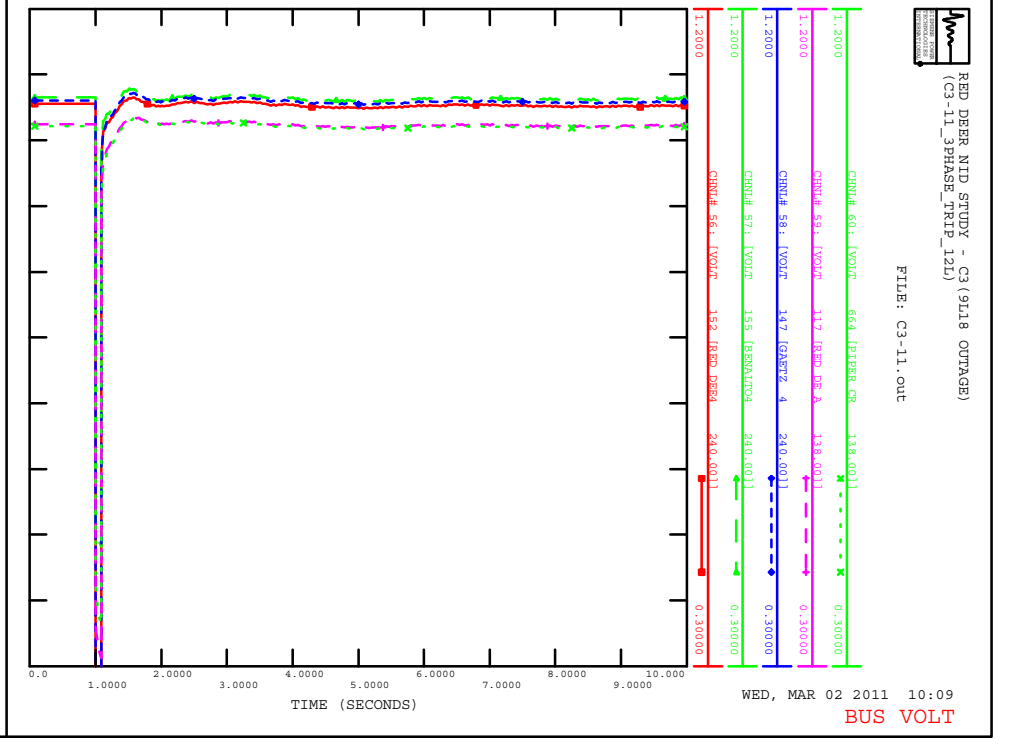

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

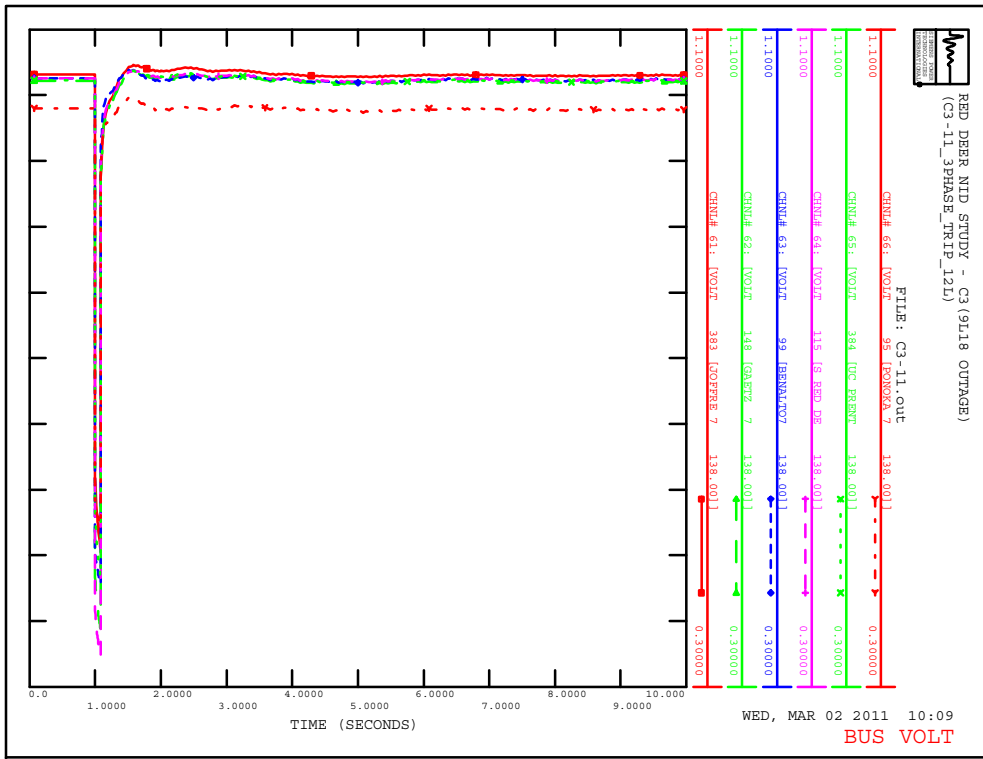

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)
RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-10_3PHASE_TRIP_18L)
FILE: C3-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

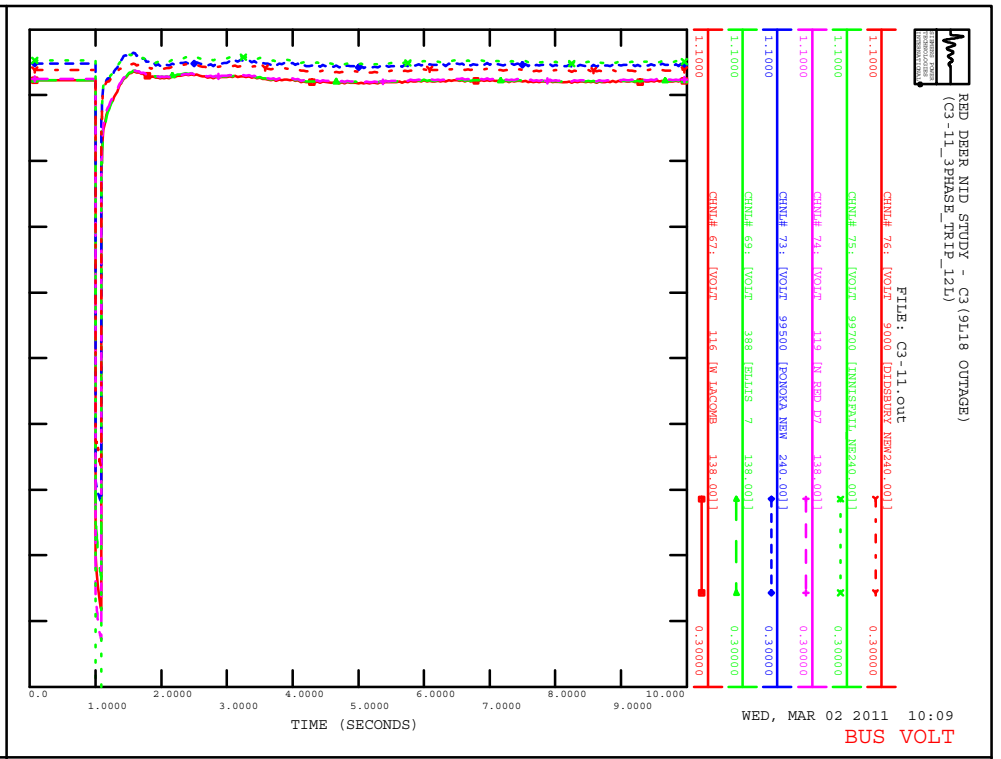

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

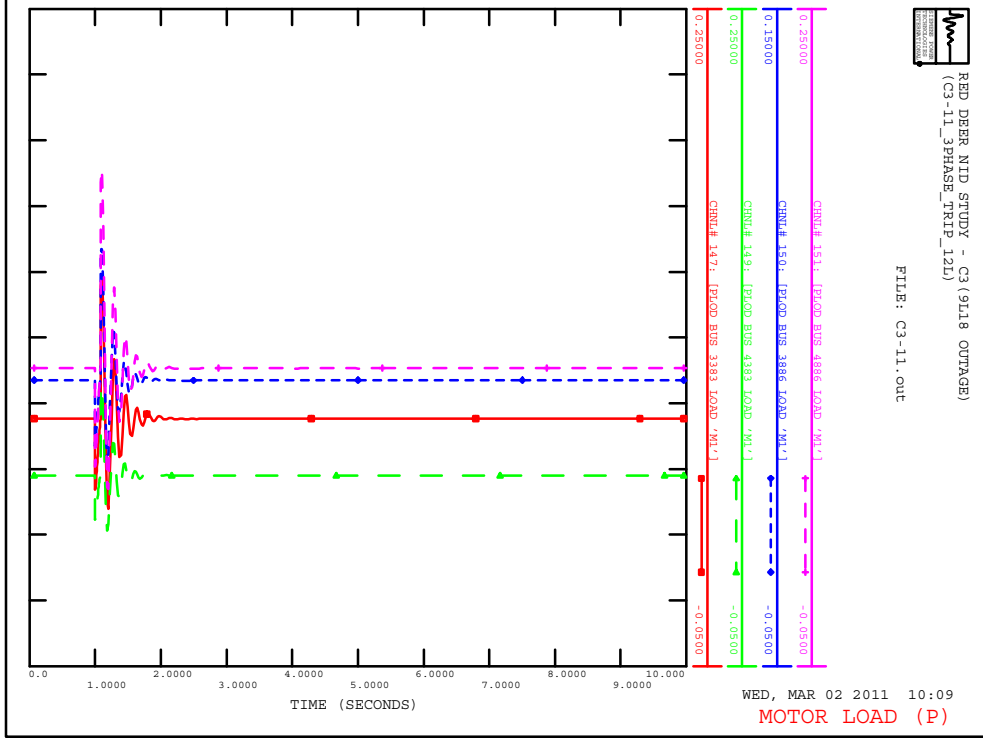

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

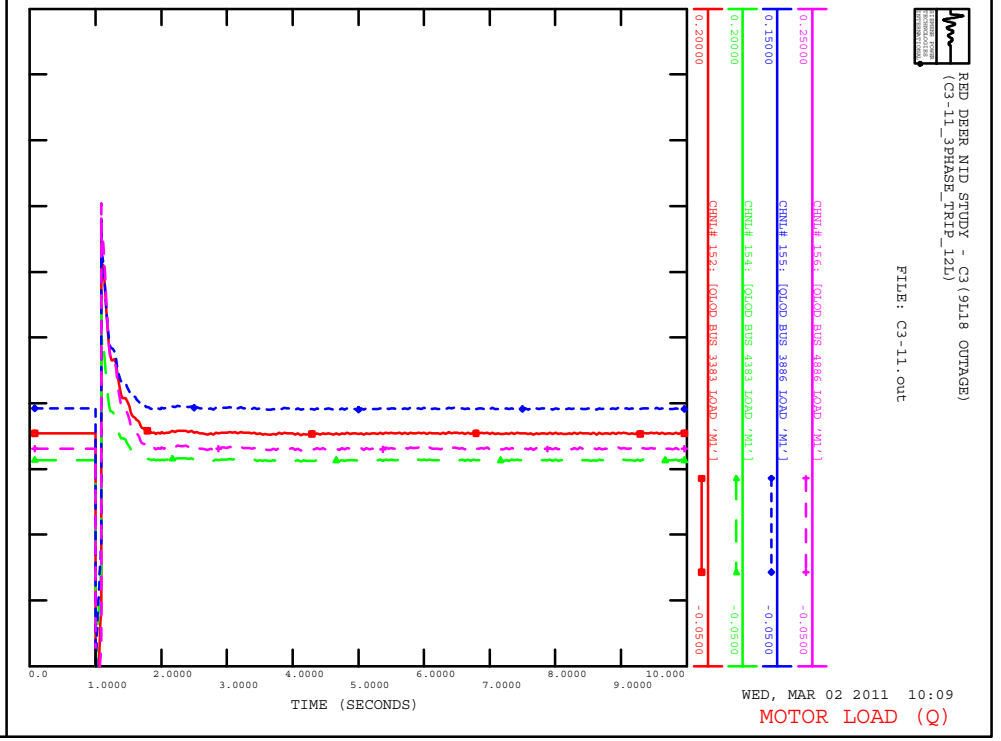

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

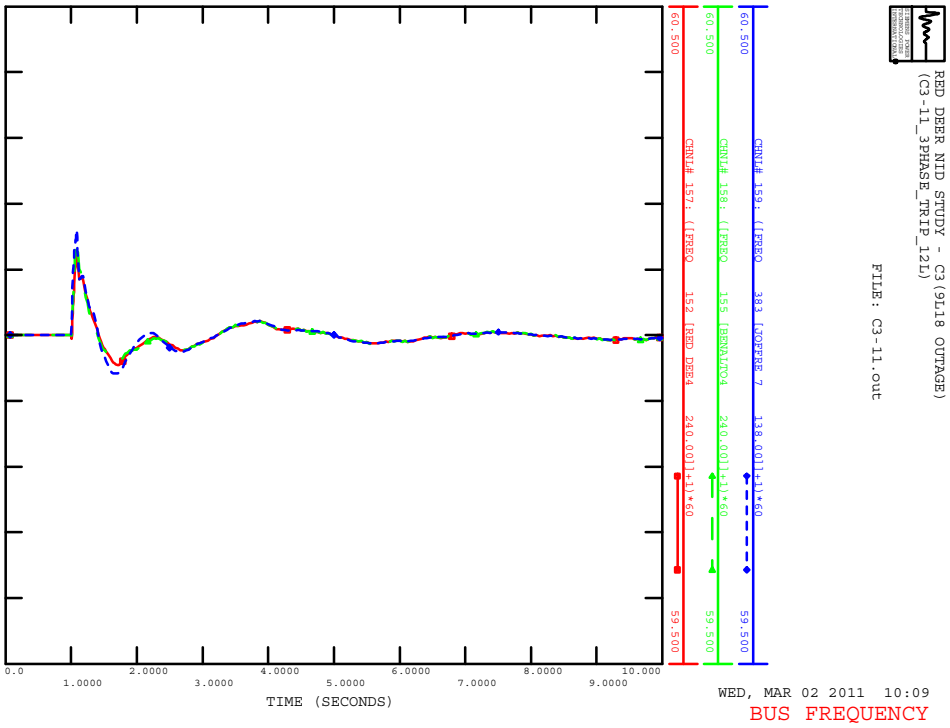

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

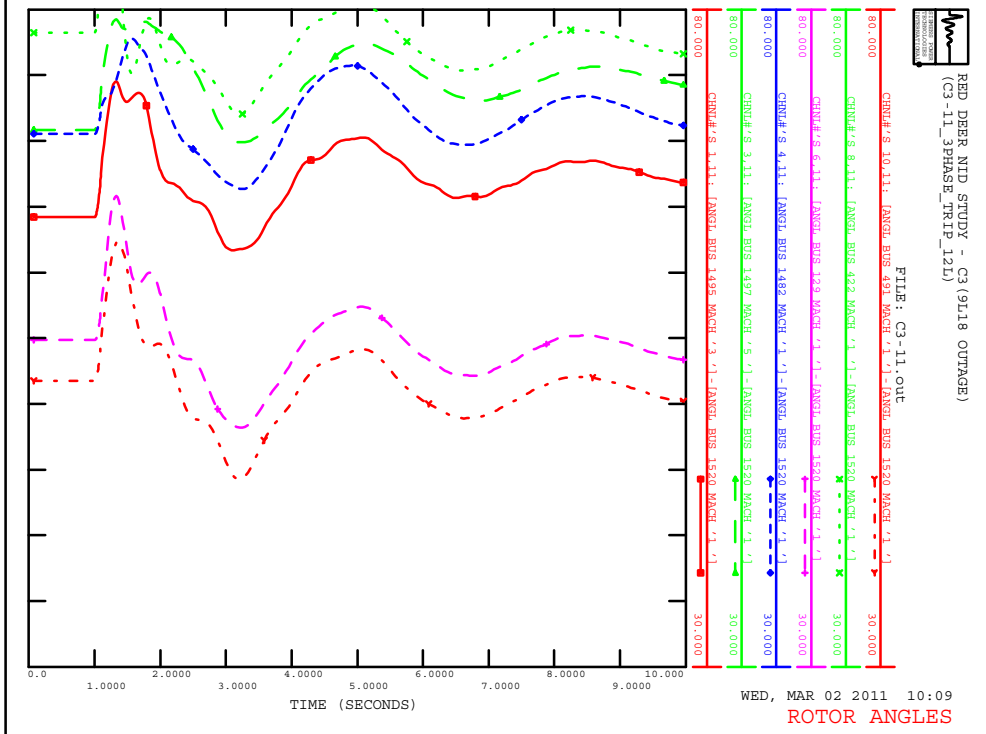

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

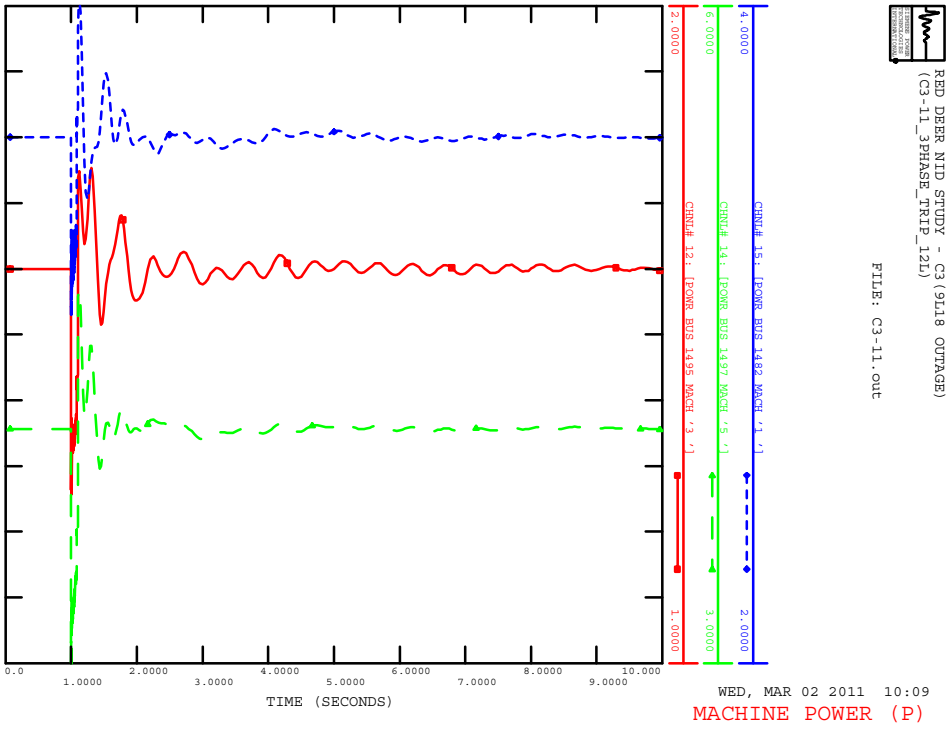

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

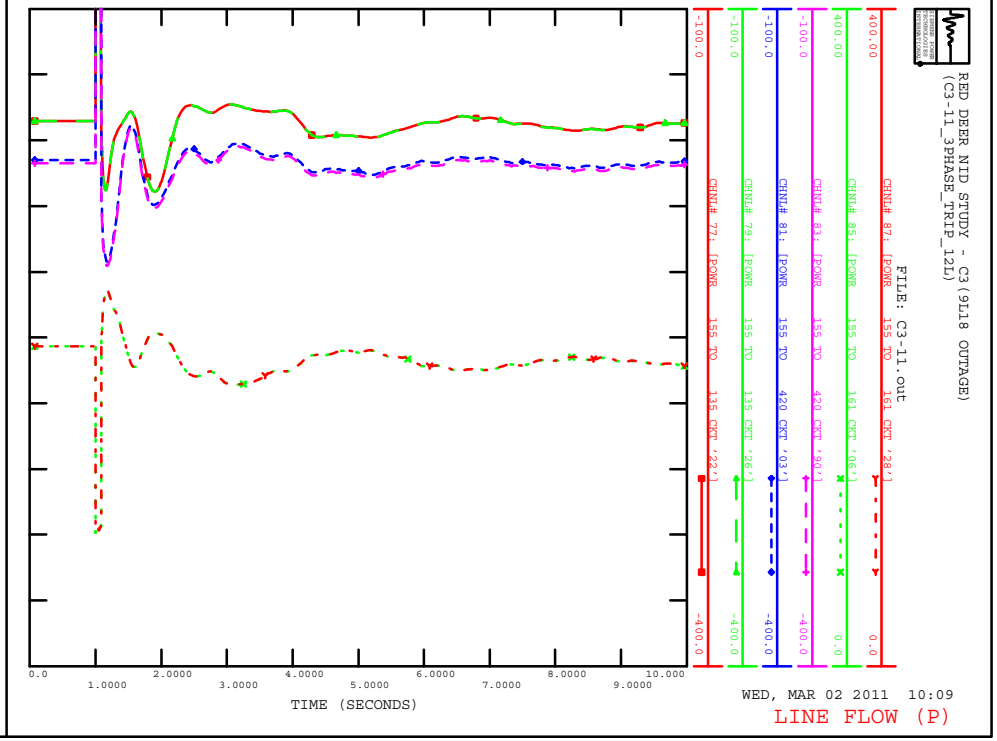

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

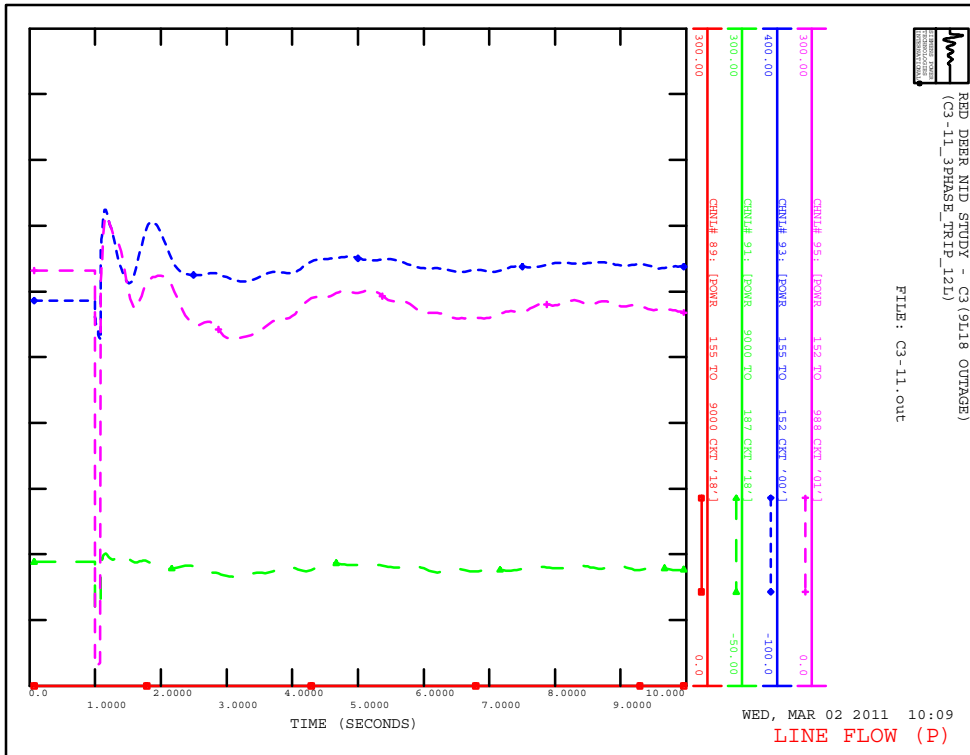

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

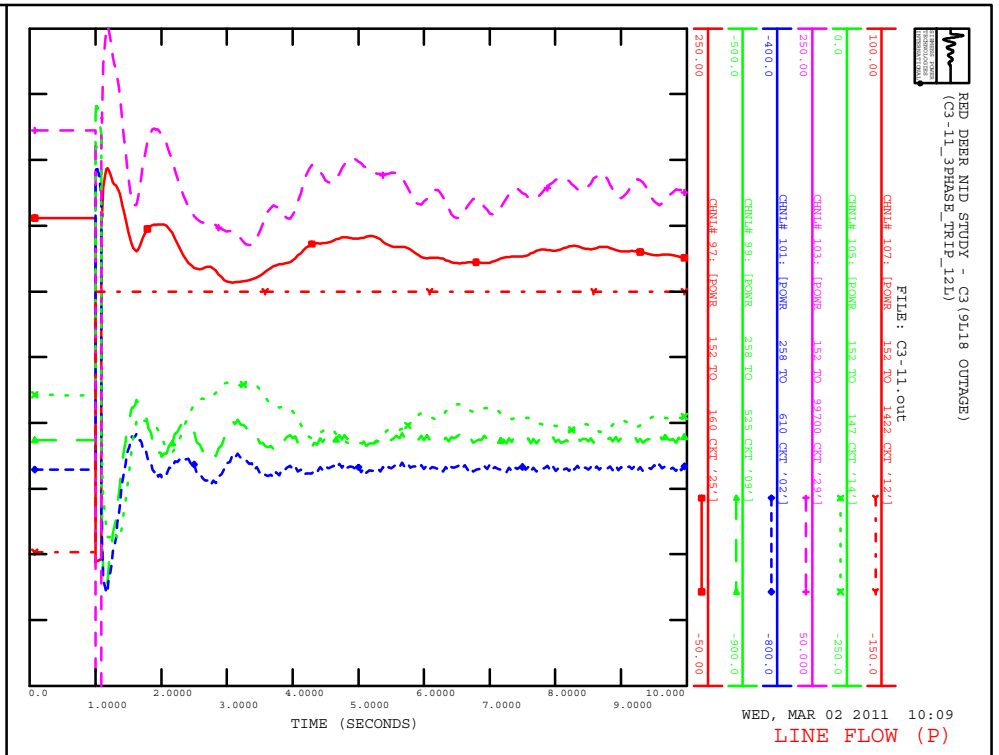

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

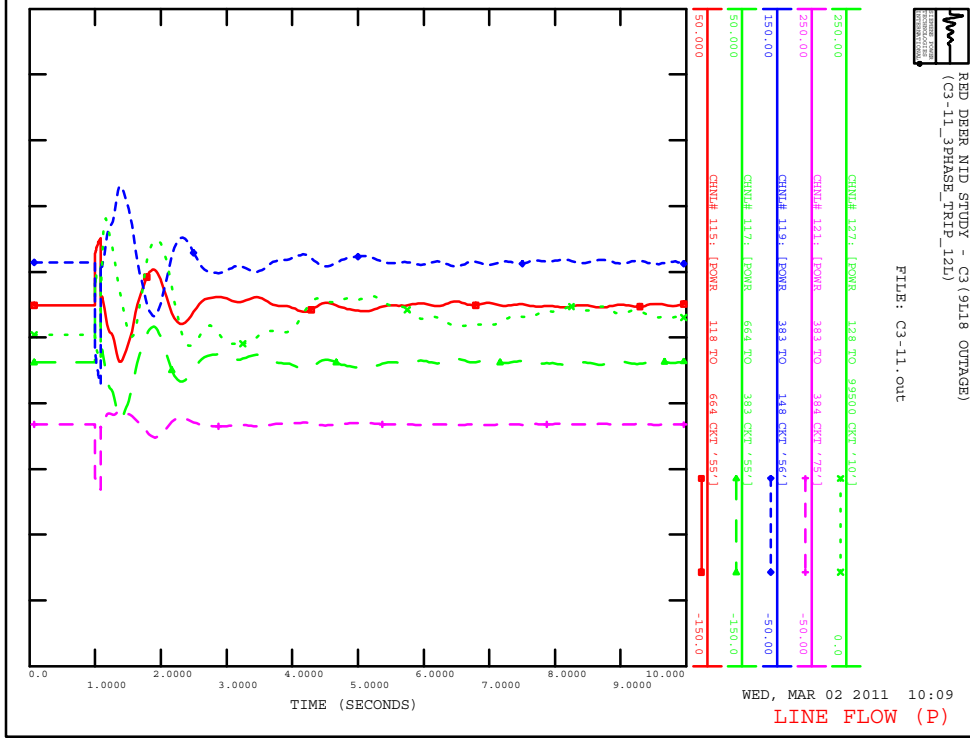

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

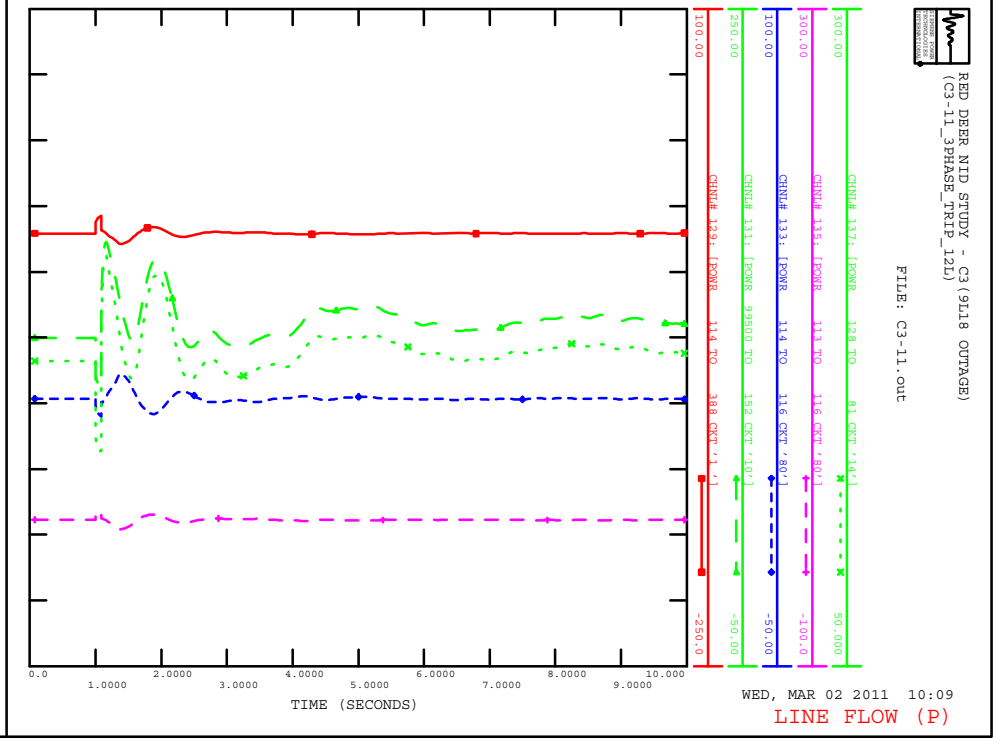

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

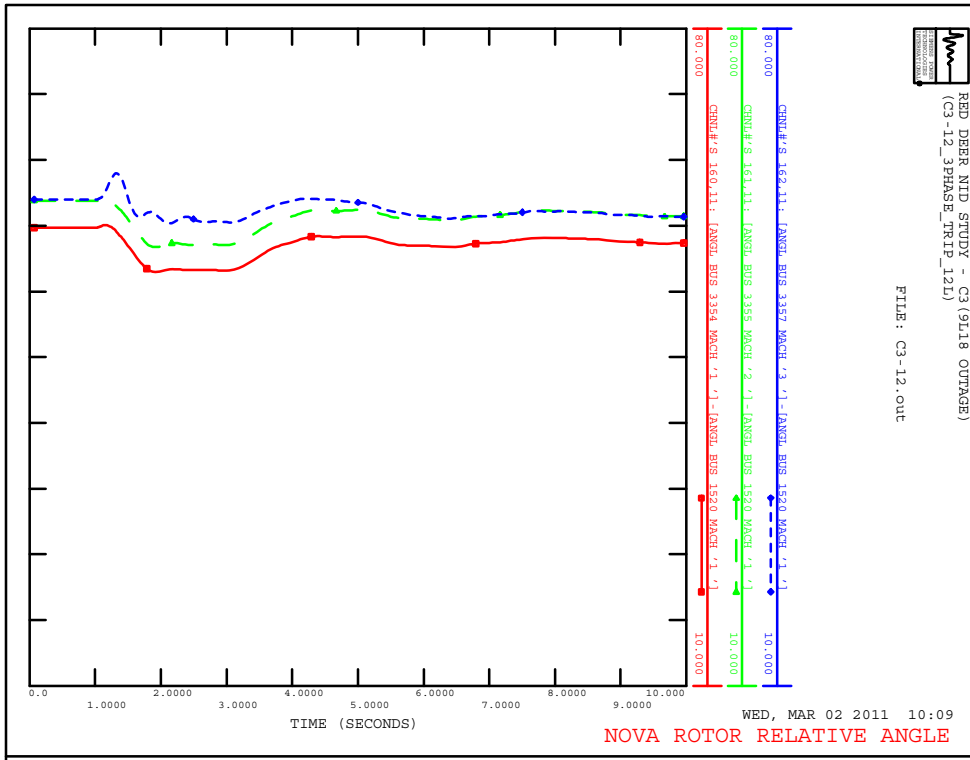

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

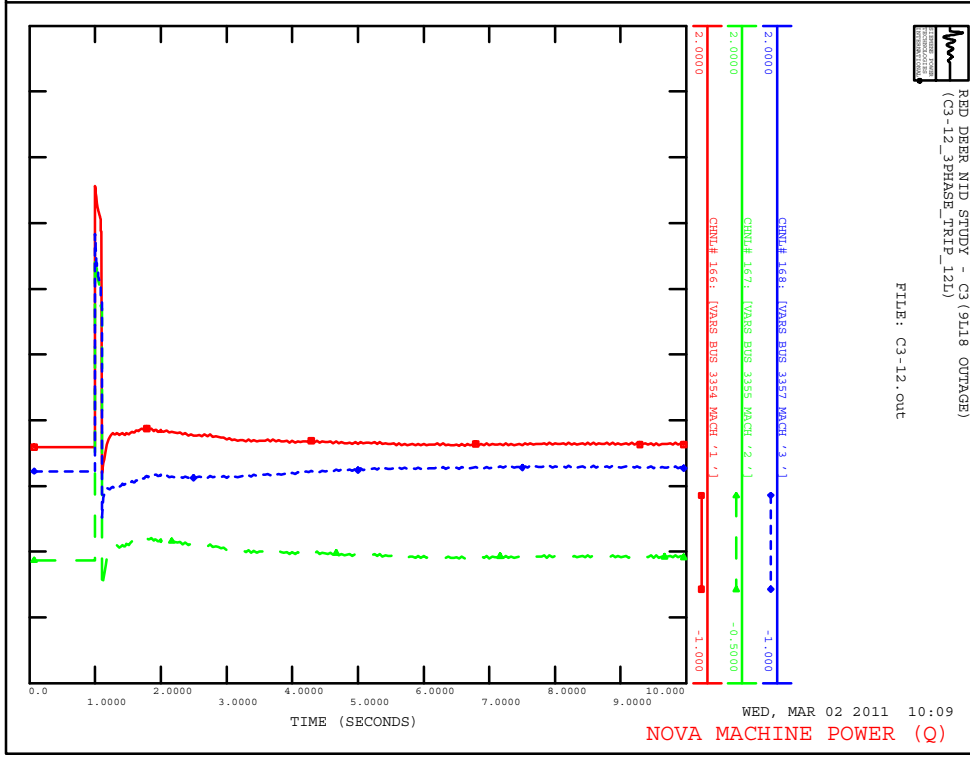

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

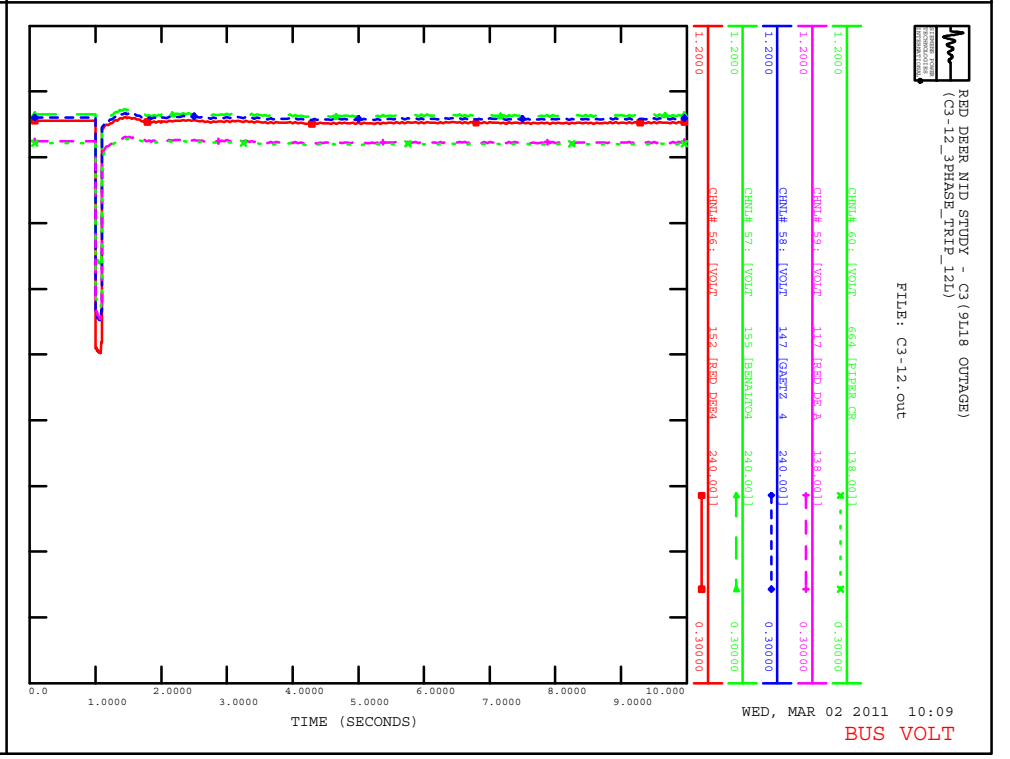

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

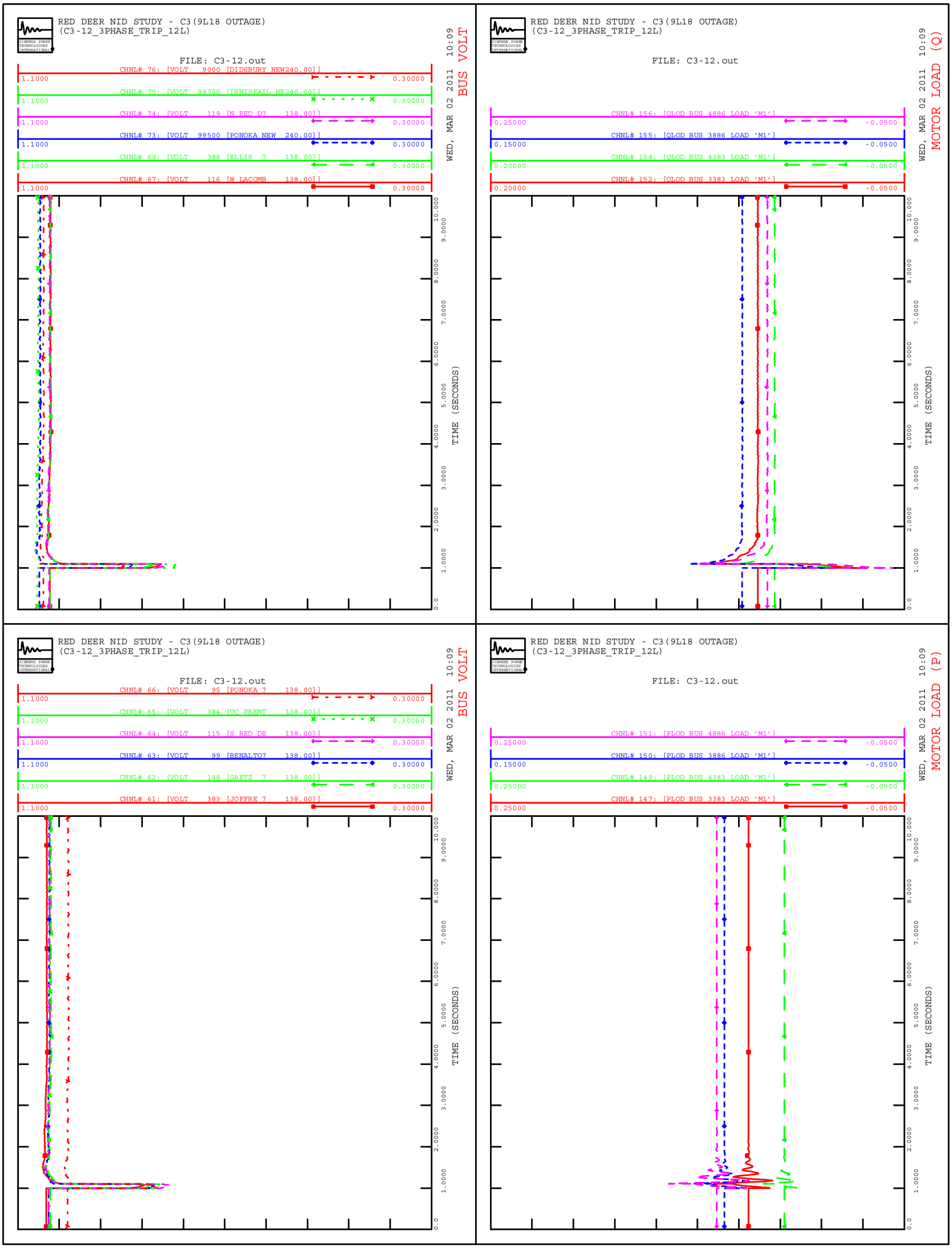

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-11_3PHASE_TRIP_12L)
FILE: C3-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE


RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

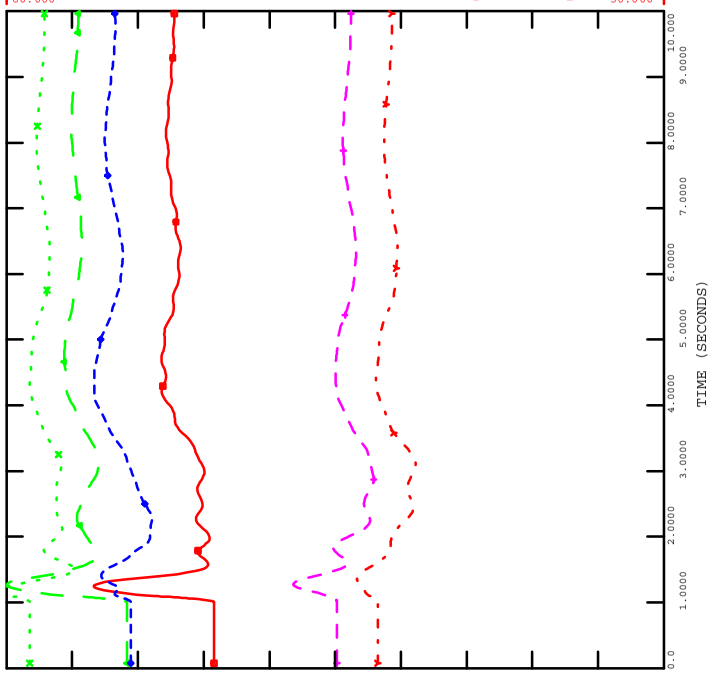

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)

FILE: C3-12.out

WED, MAR 02 2011 10:09

ROTOR ANGLES

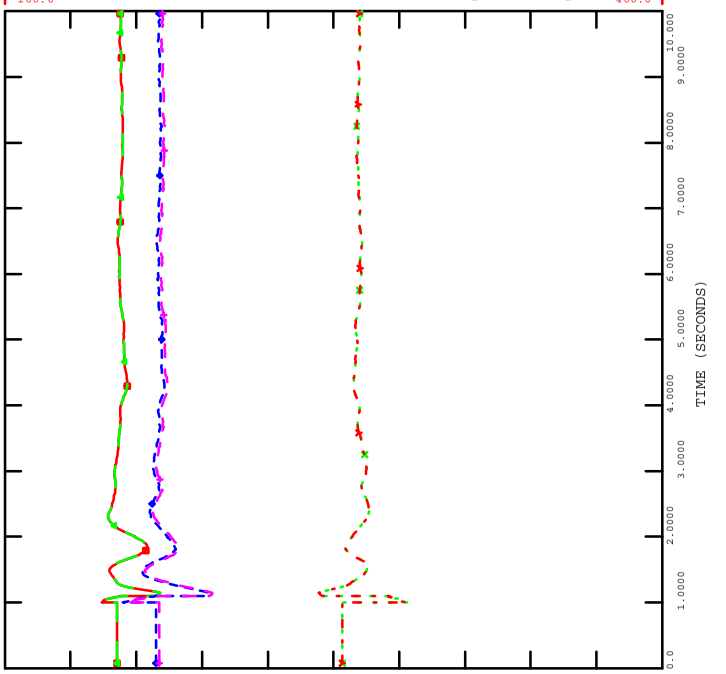


RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)

FILE: C3-12.out

WED, MAR 02 2011 10:09

LINE FLOW (P)

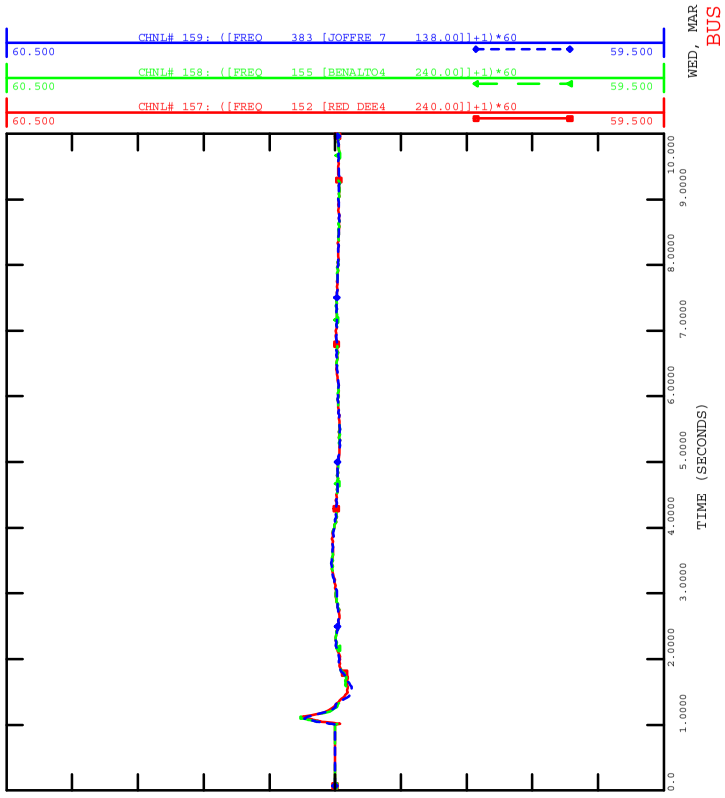


RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)

FILE: C3-12.out

WED, MAR 02 2011 10:09

BUS FREQUENCY

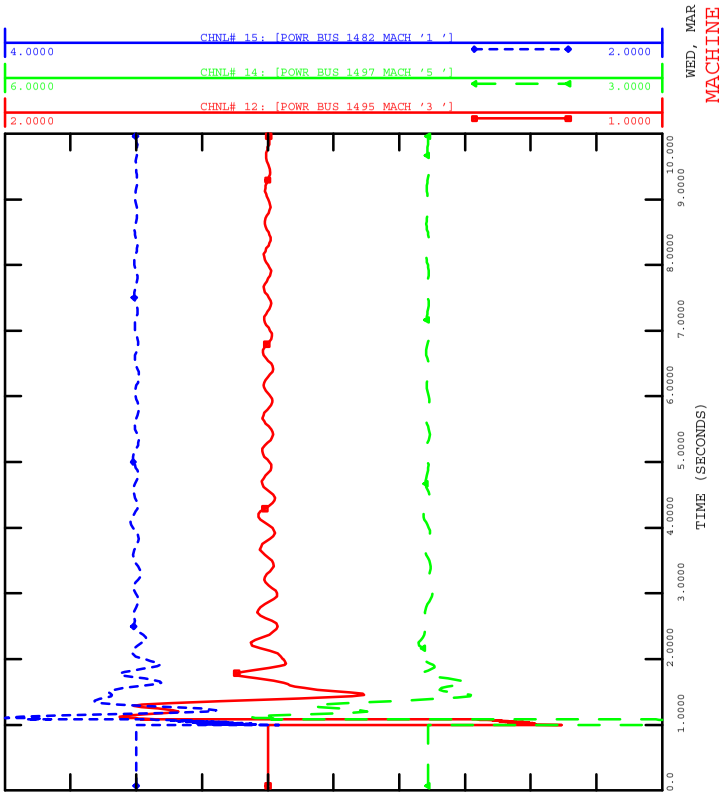


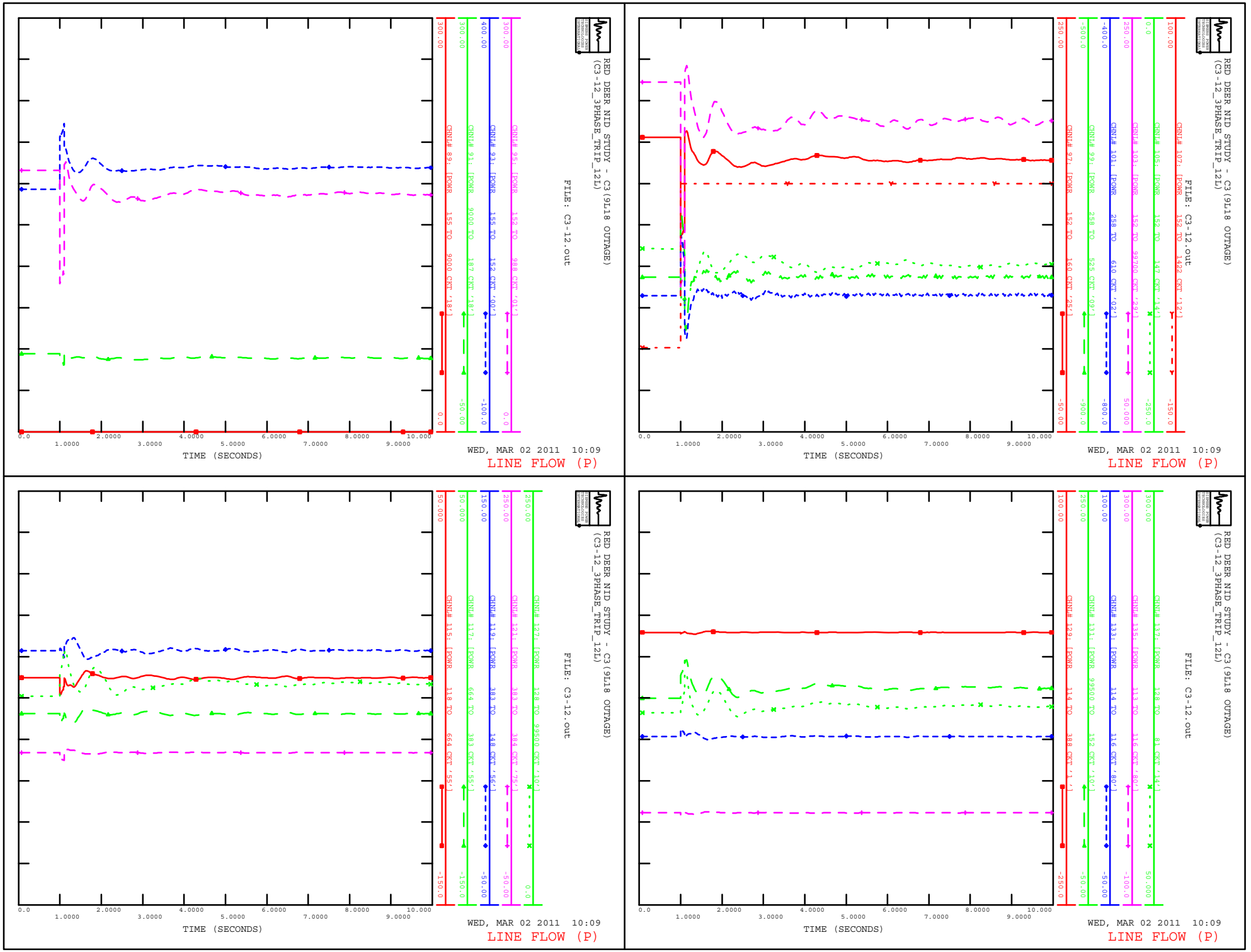
RED DEER NID STUDY - C3(9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)

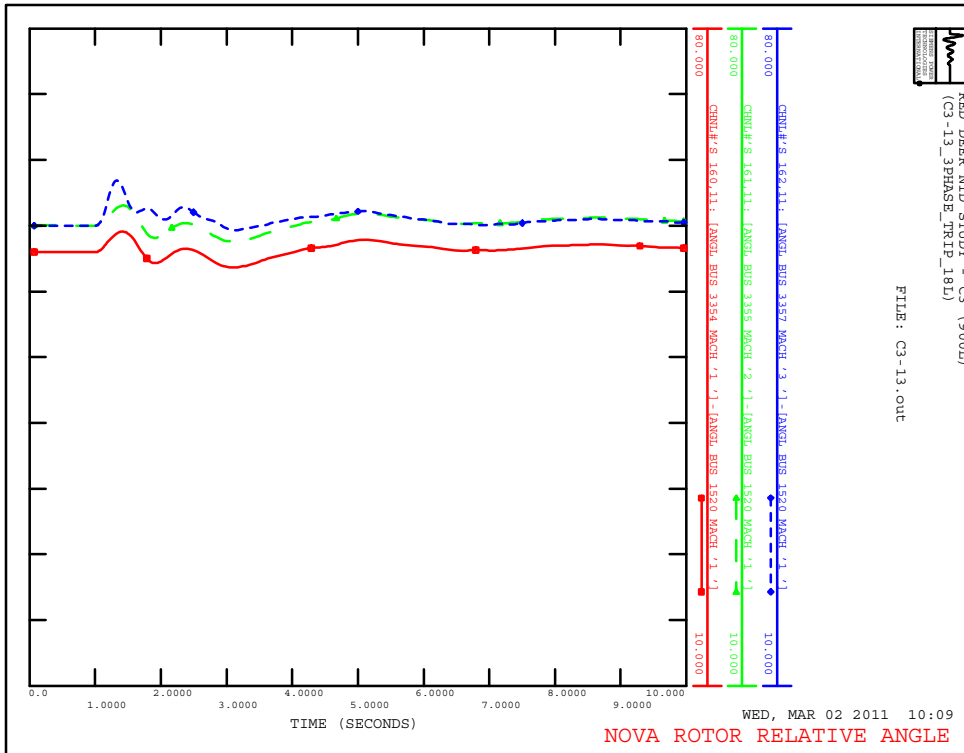
FILE: C3-12.out

WED, MAR 02 2011 10:09

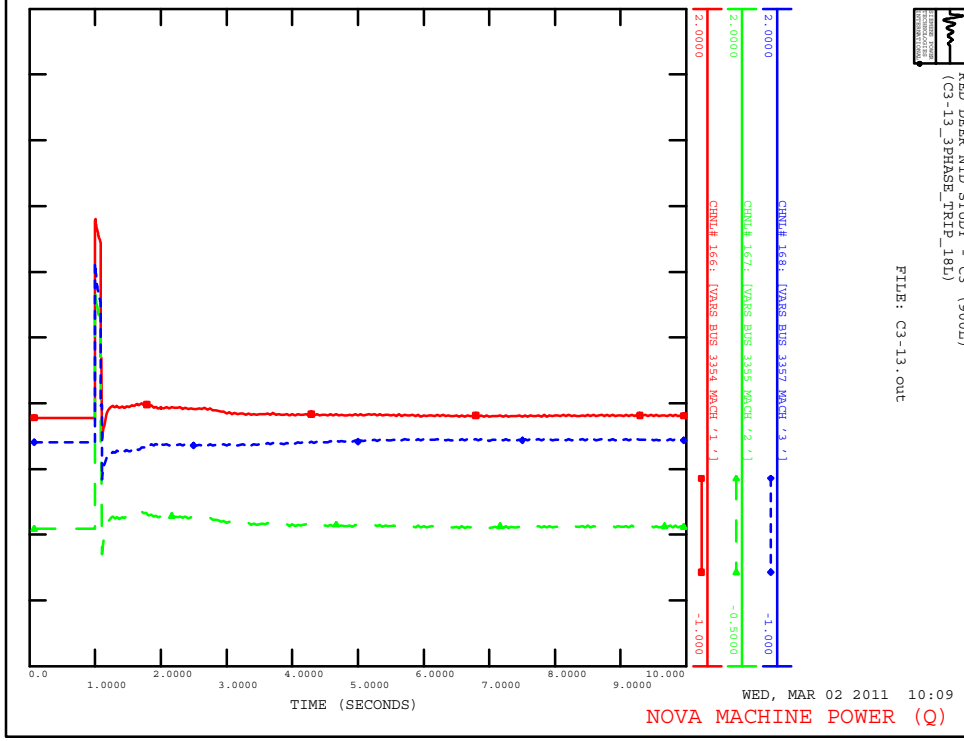
MACHINE POWER (P)



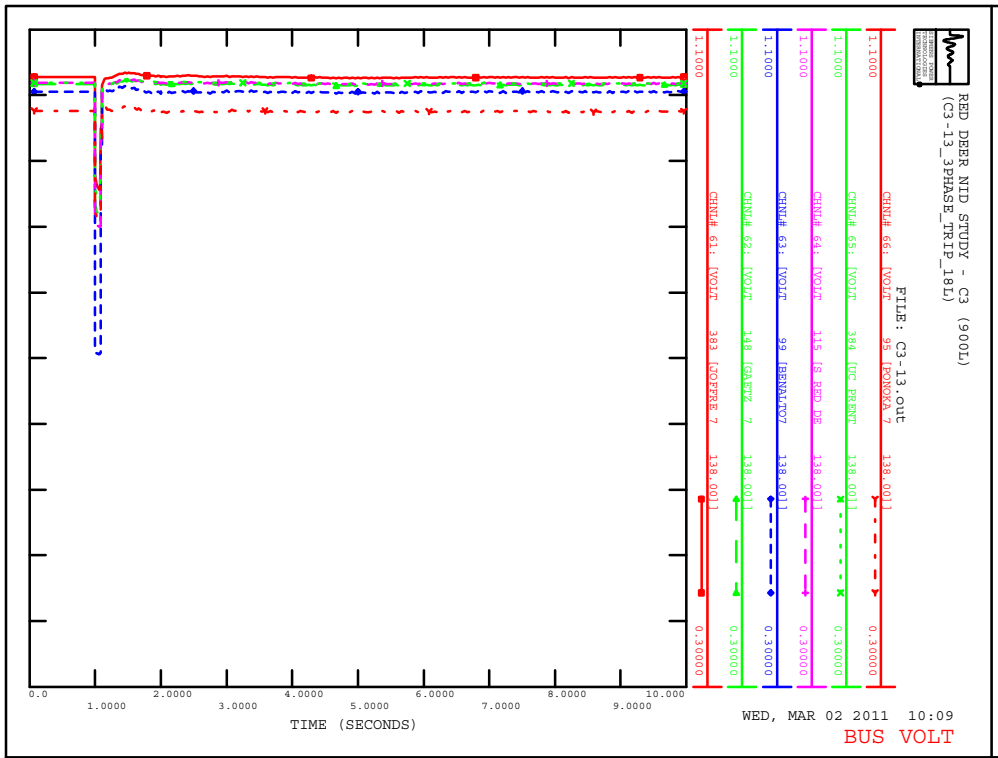

RED DEER NID STUDY - C3 (9L18 OUTAGE)
(C3-12_3PHASE_TRIP_12L)
FILE: C3-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

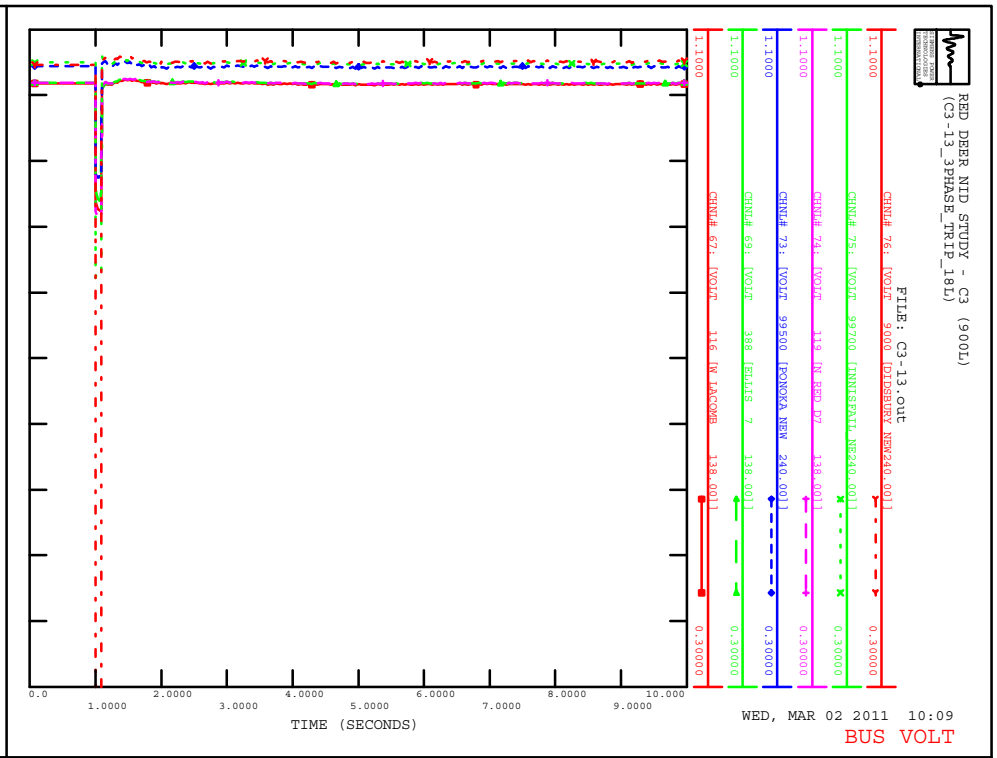

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

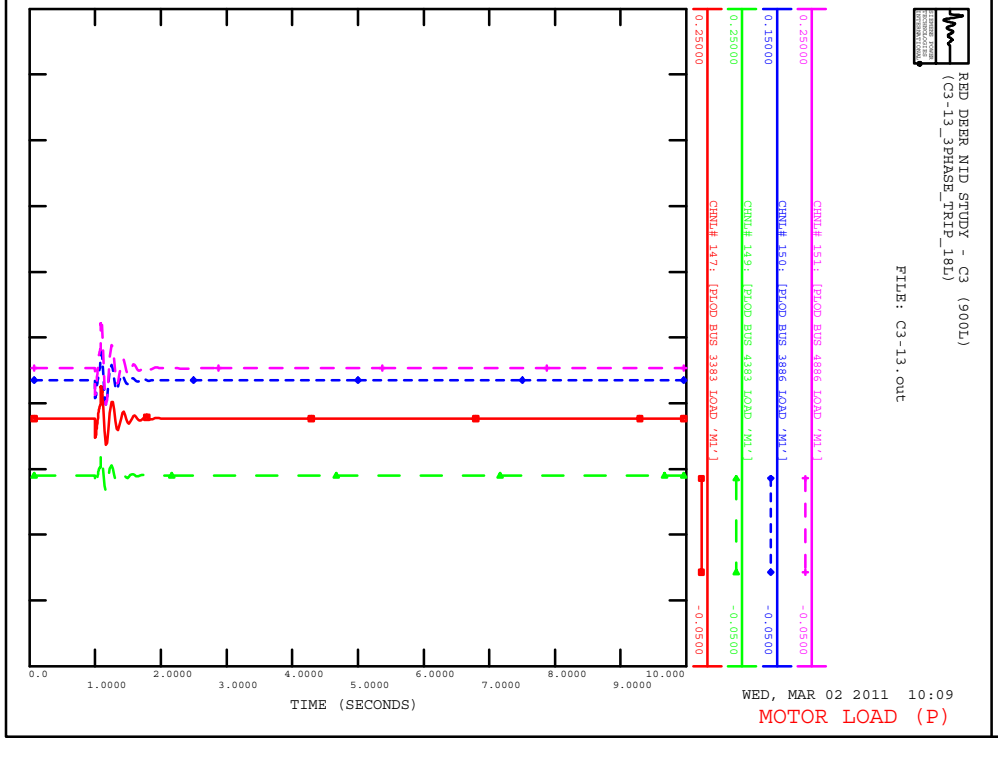
RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

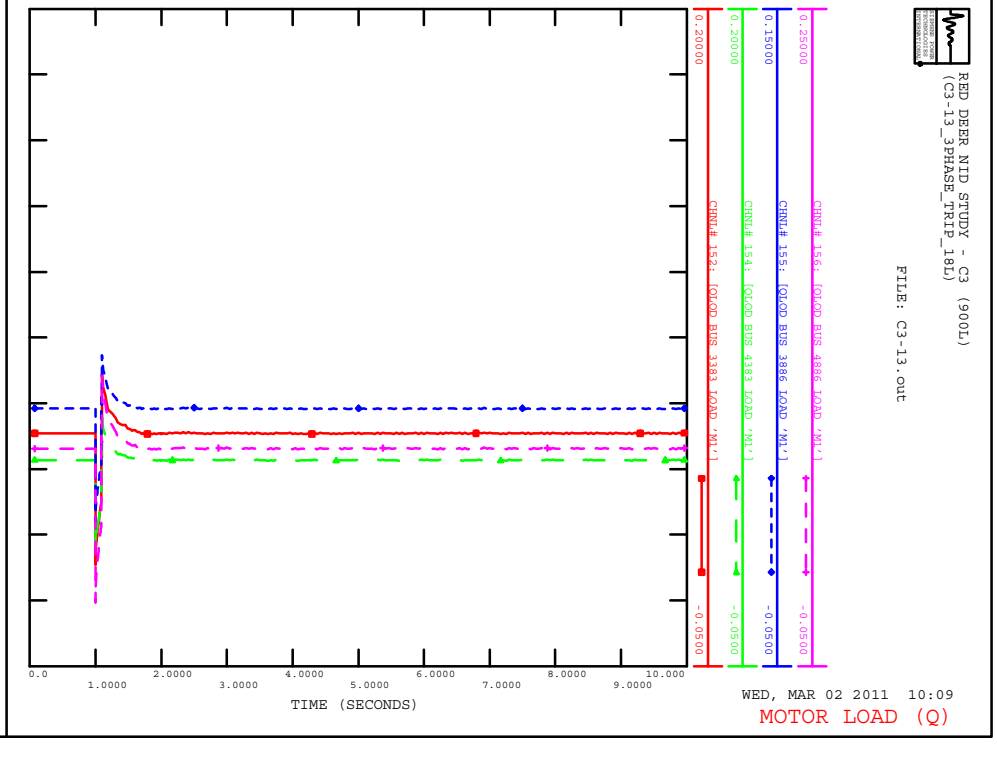

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

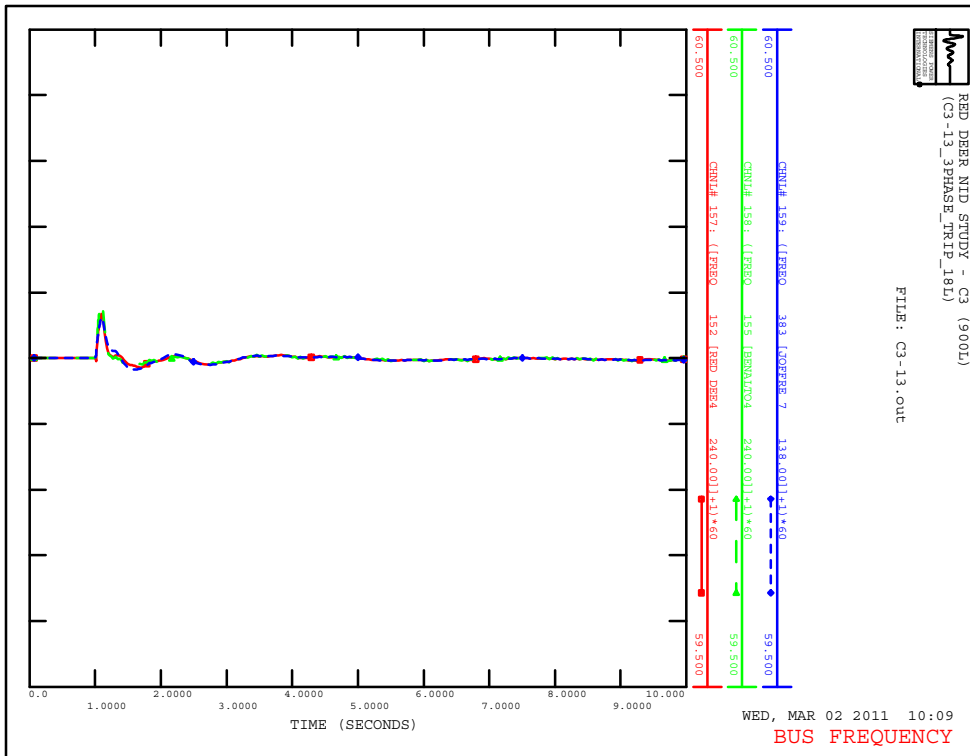
RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

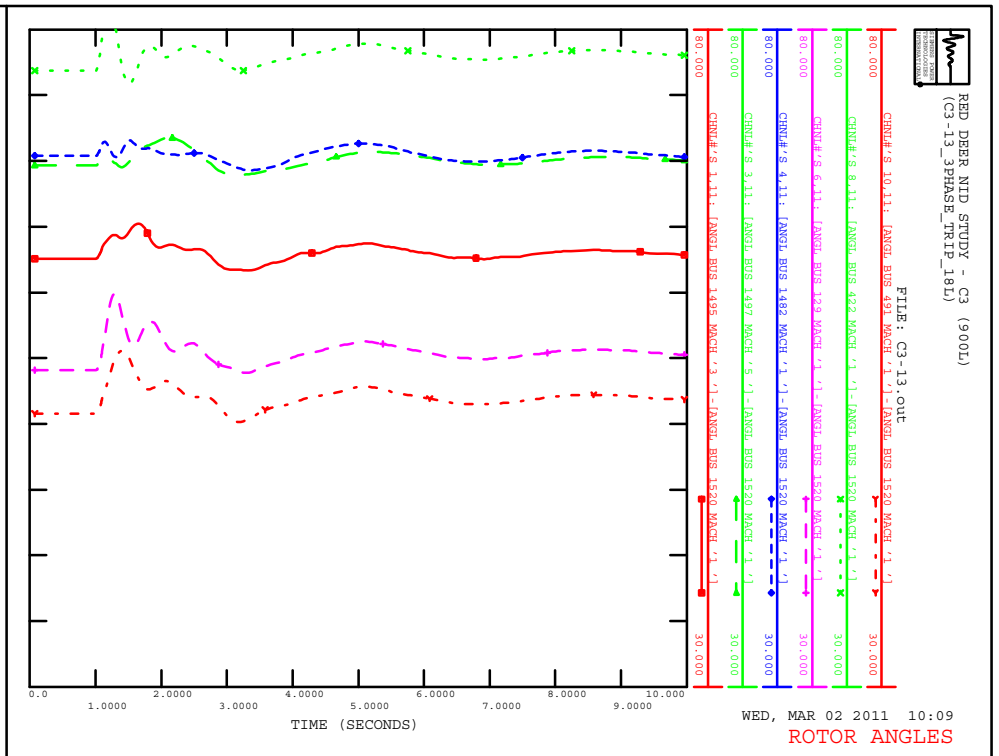

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 61: [VOLT 383 [OOFRR 7 138.00]]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

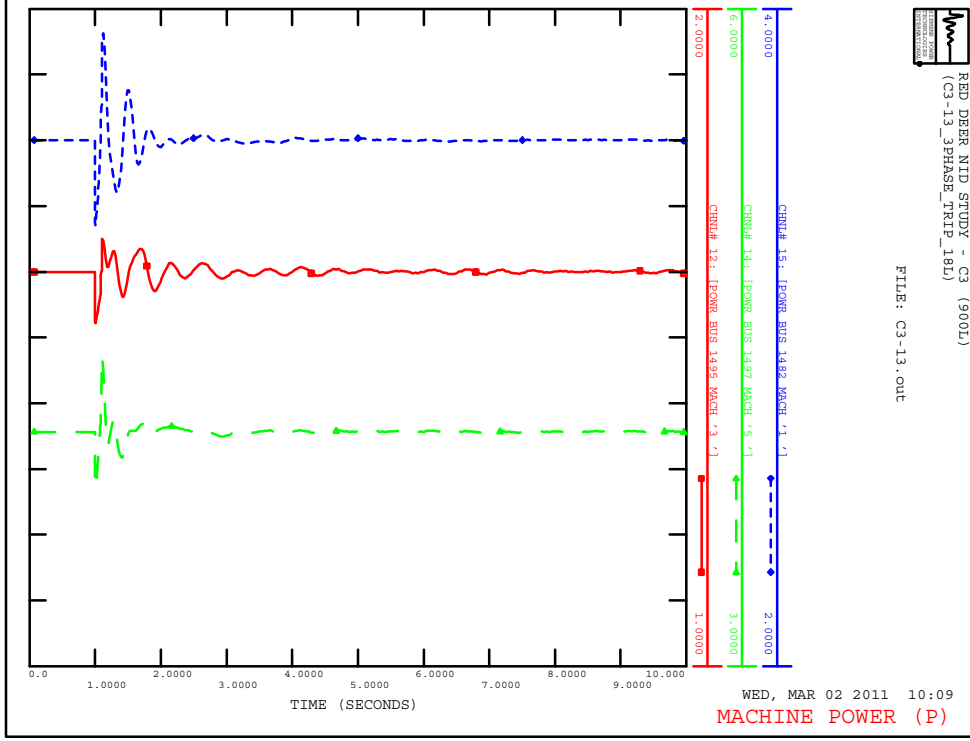

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 67: [VOLT 116 [W IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INVNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW340.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

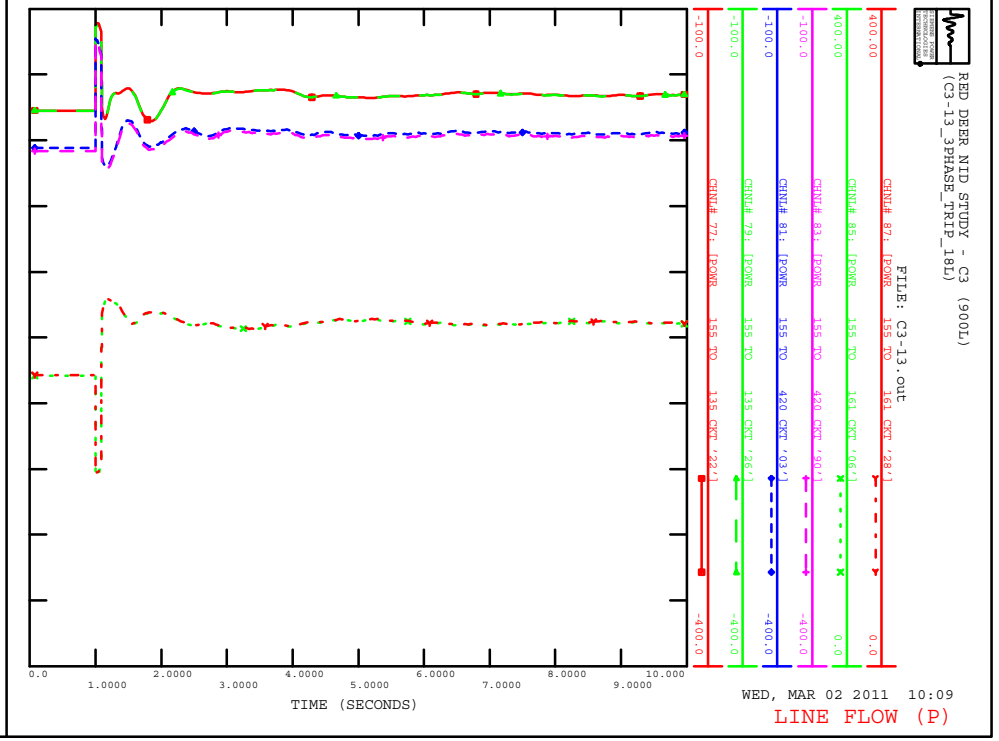

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

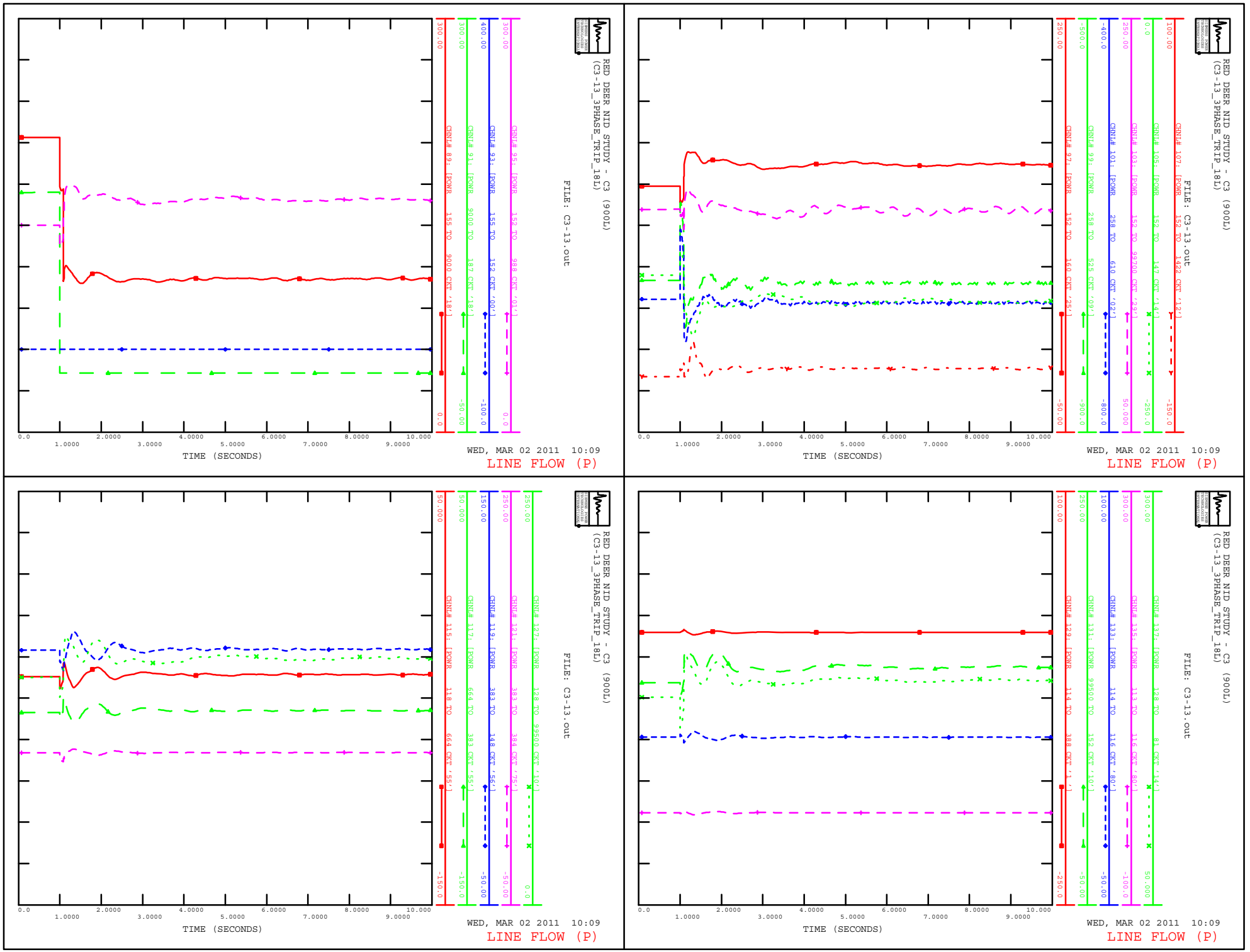

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.25000
0.20000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

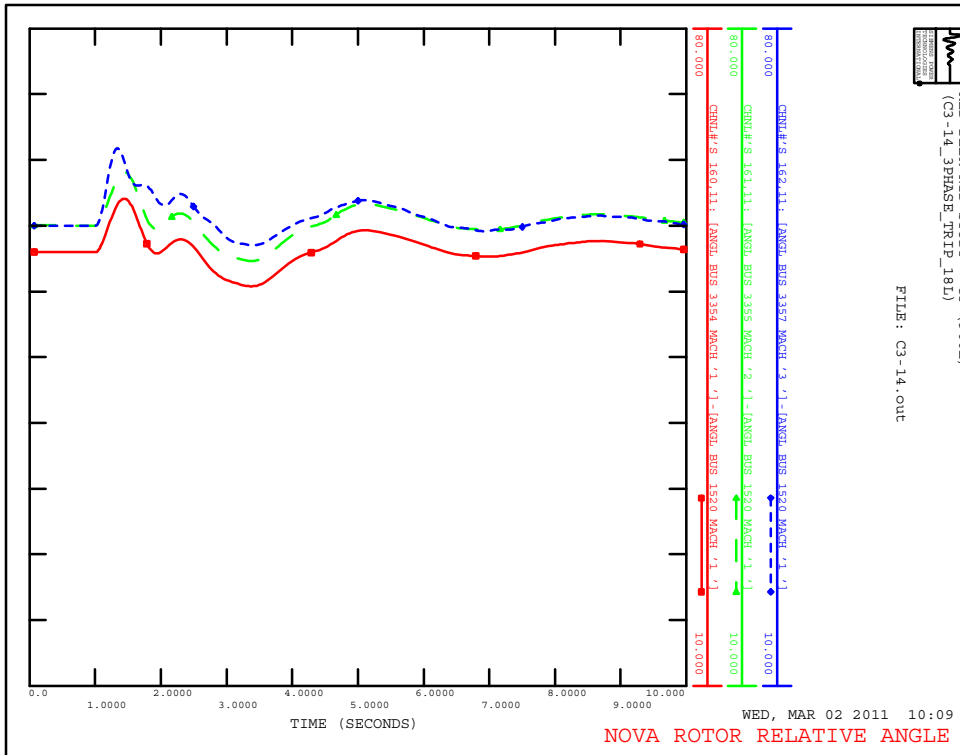

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
BUS FREQUENCY
TIME (SECONDS)

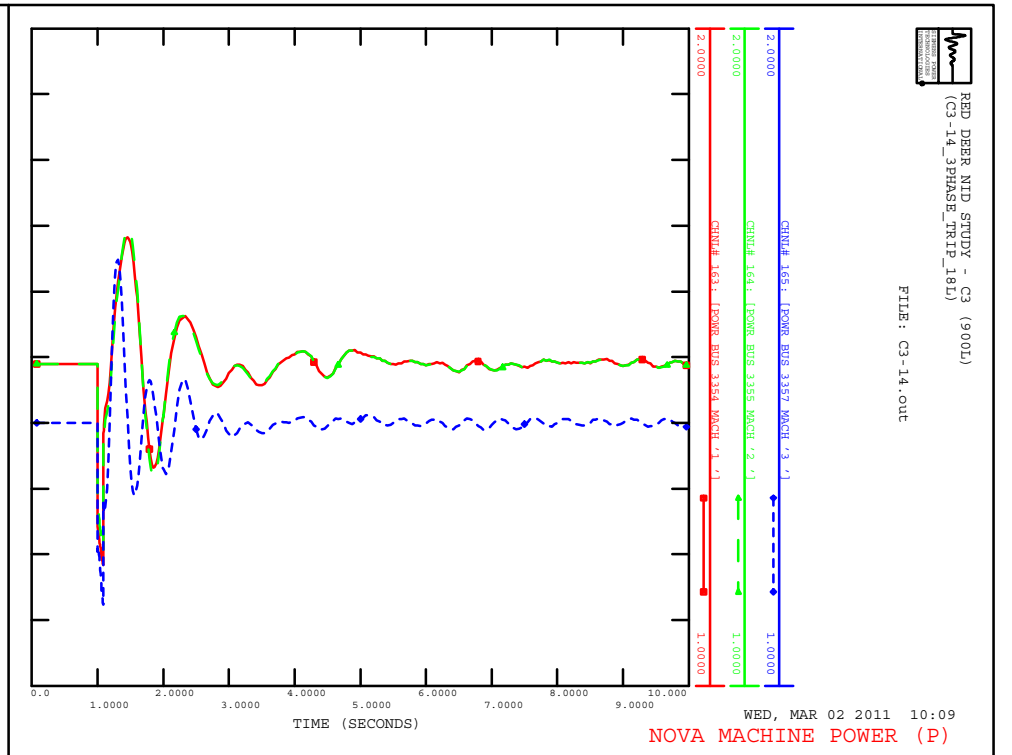

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
ROTOR ANGLES
TIME (SECONDS)

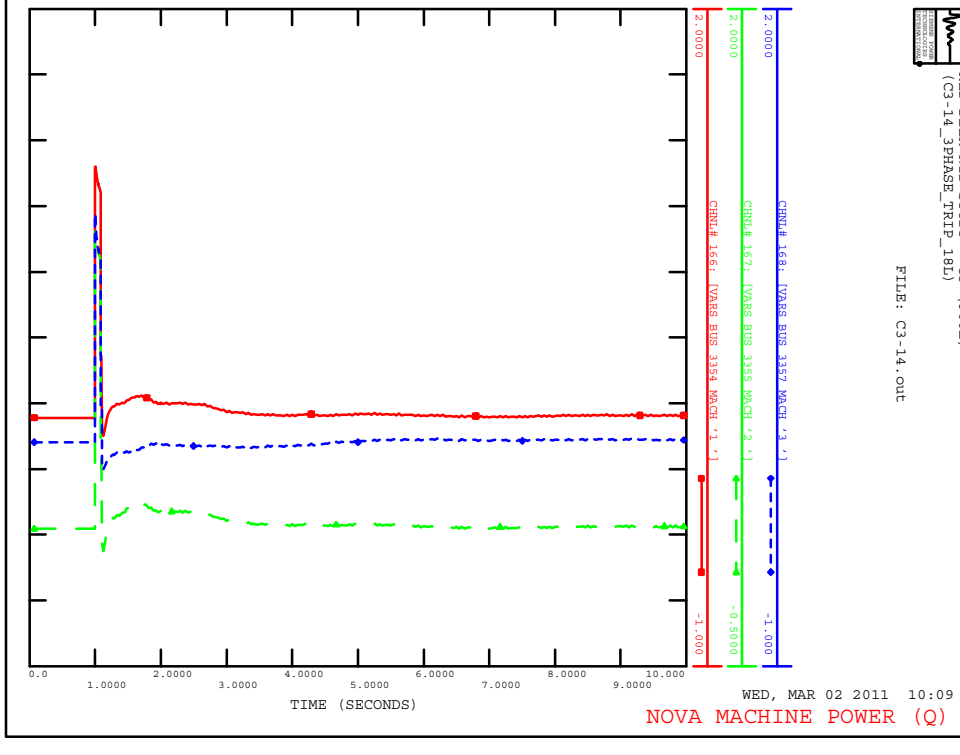

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
MACHINE POWER (P)
TIME (SECONDS)

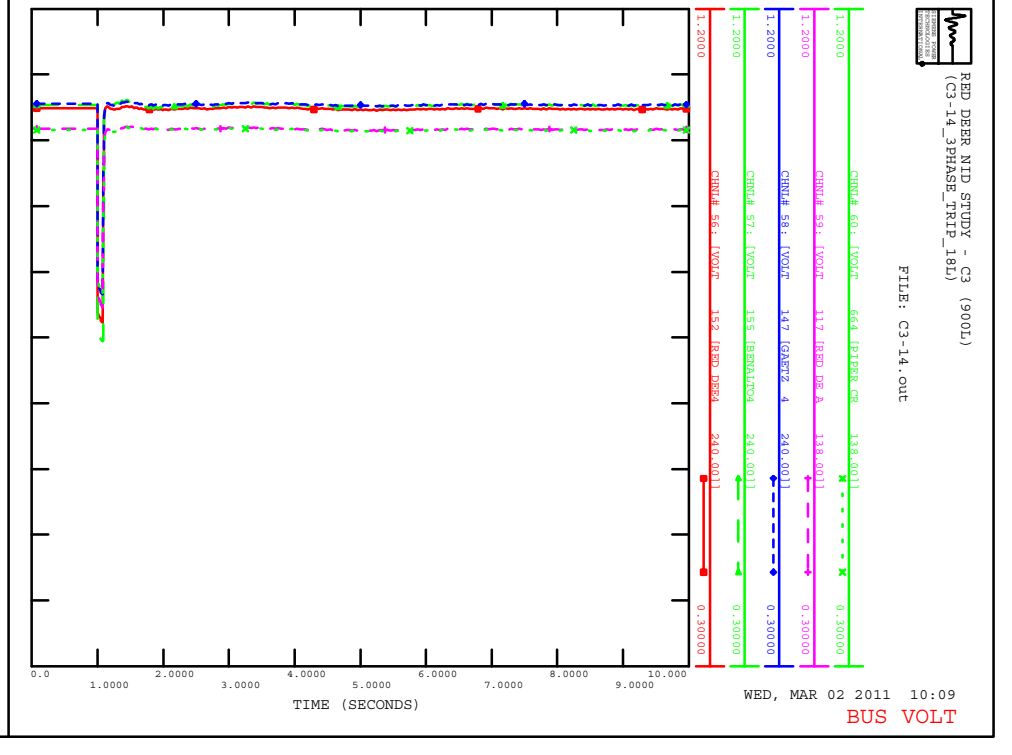

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

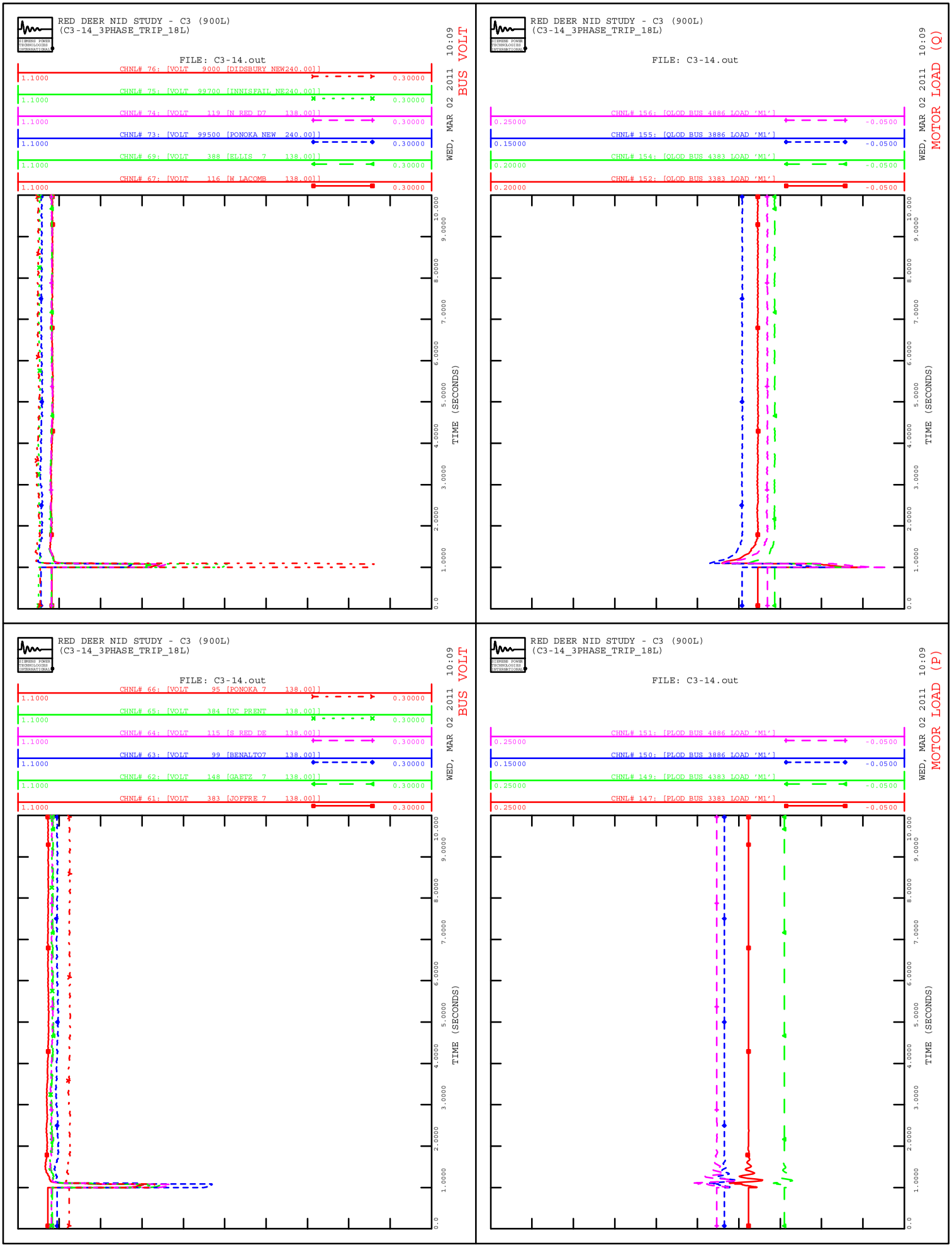

RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY - C3 (900L)
(C3-13_3PHASE_TRIP_18L)
FILE: C3-13.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

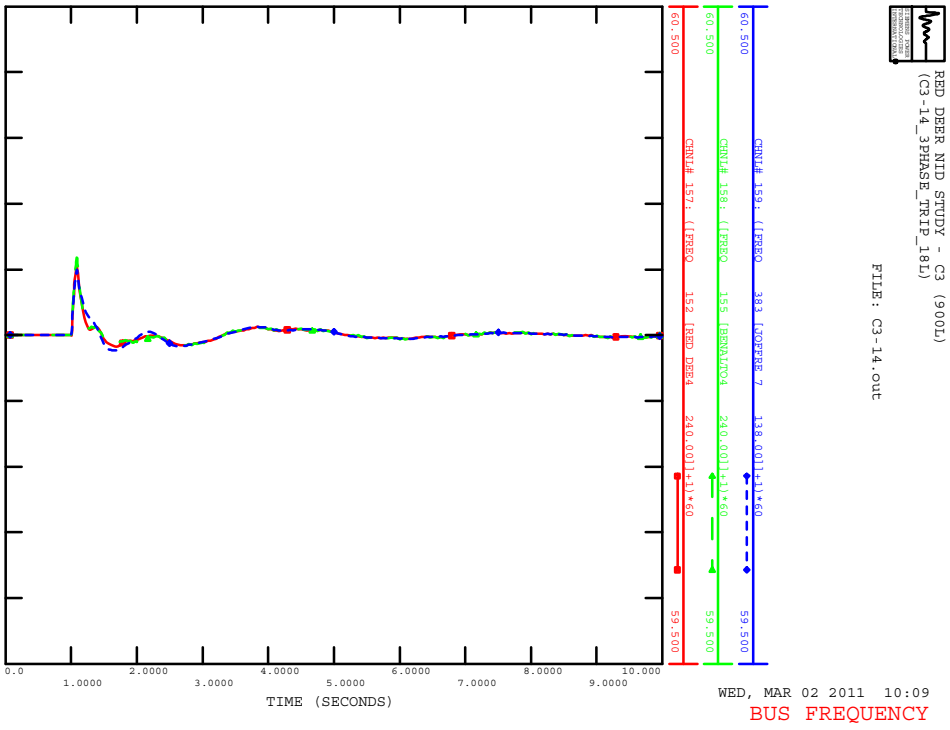

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

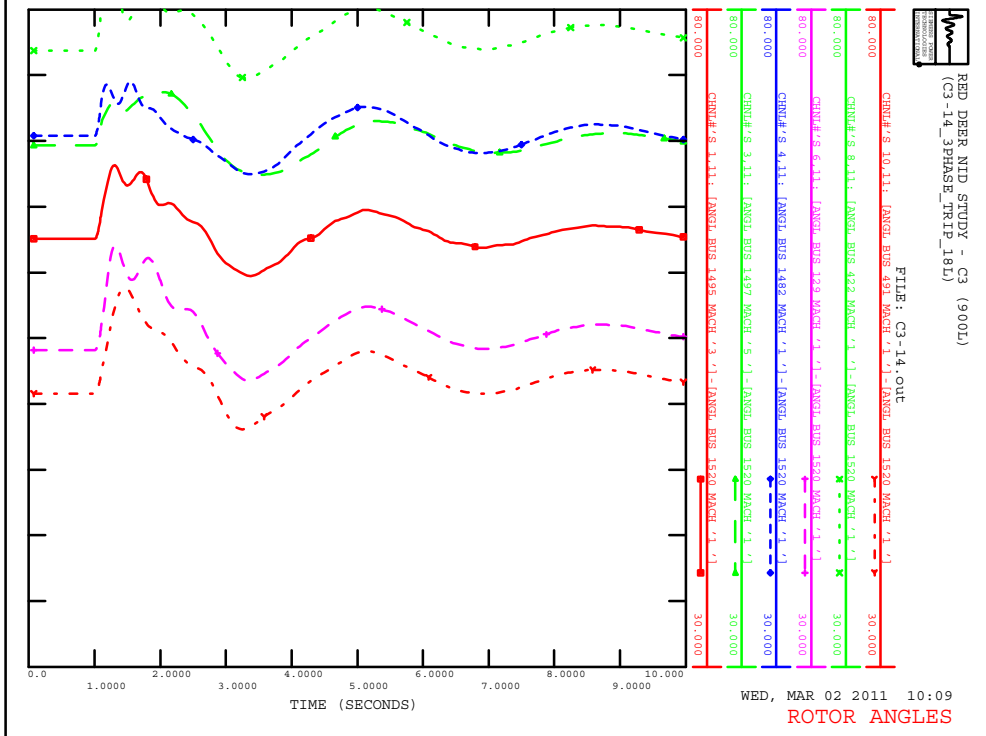

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

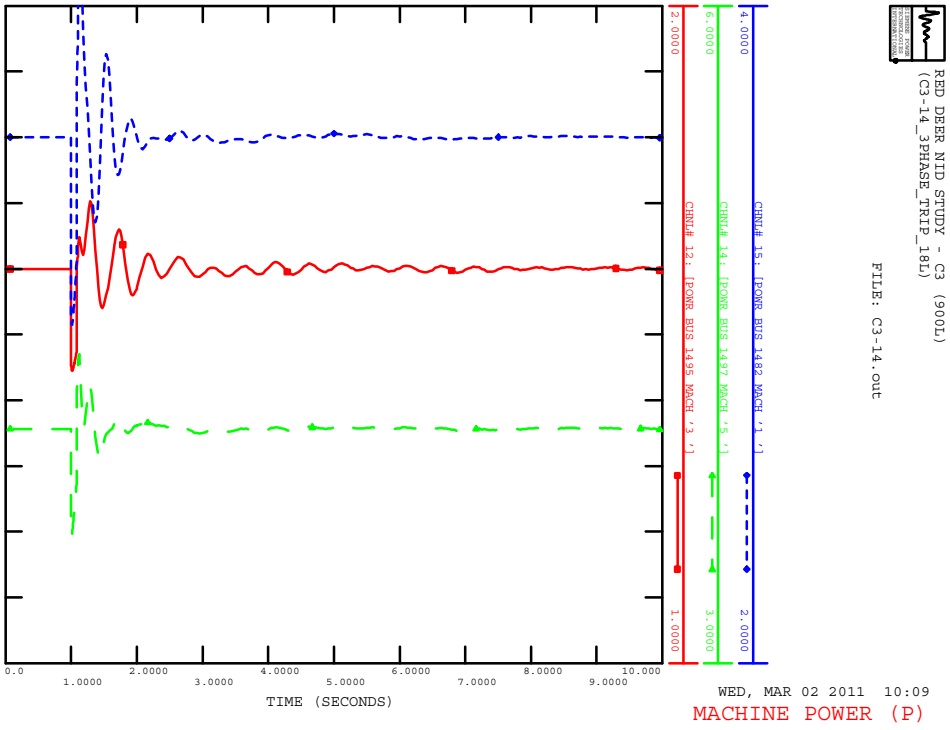

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

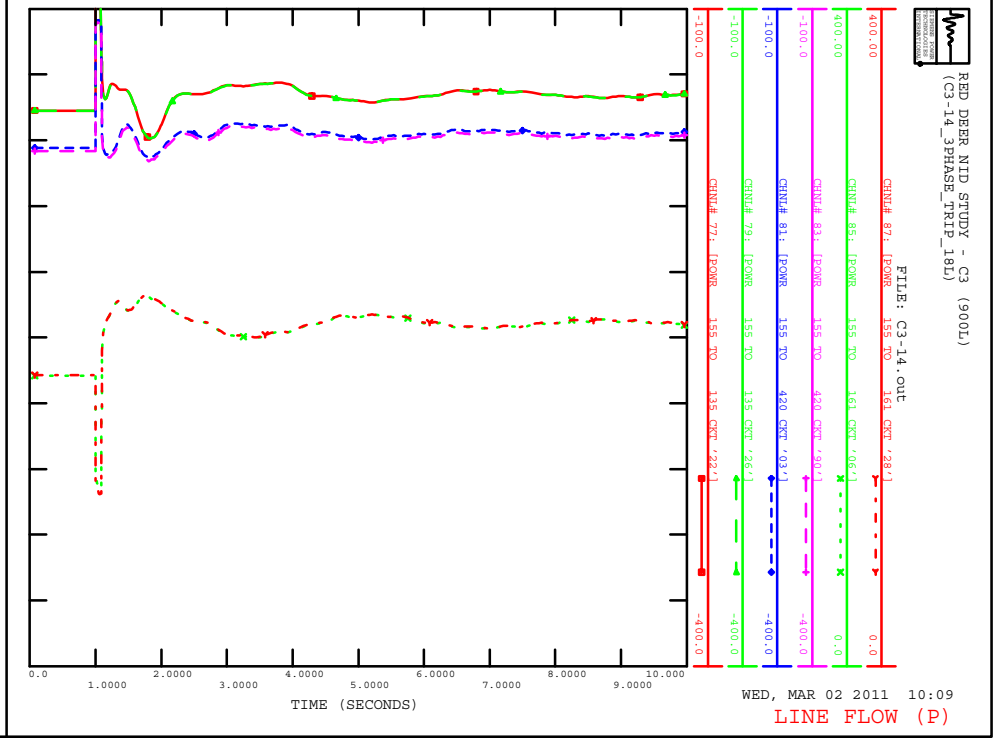

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

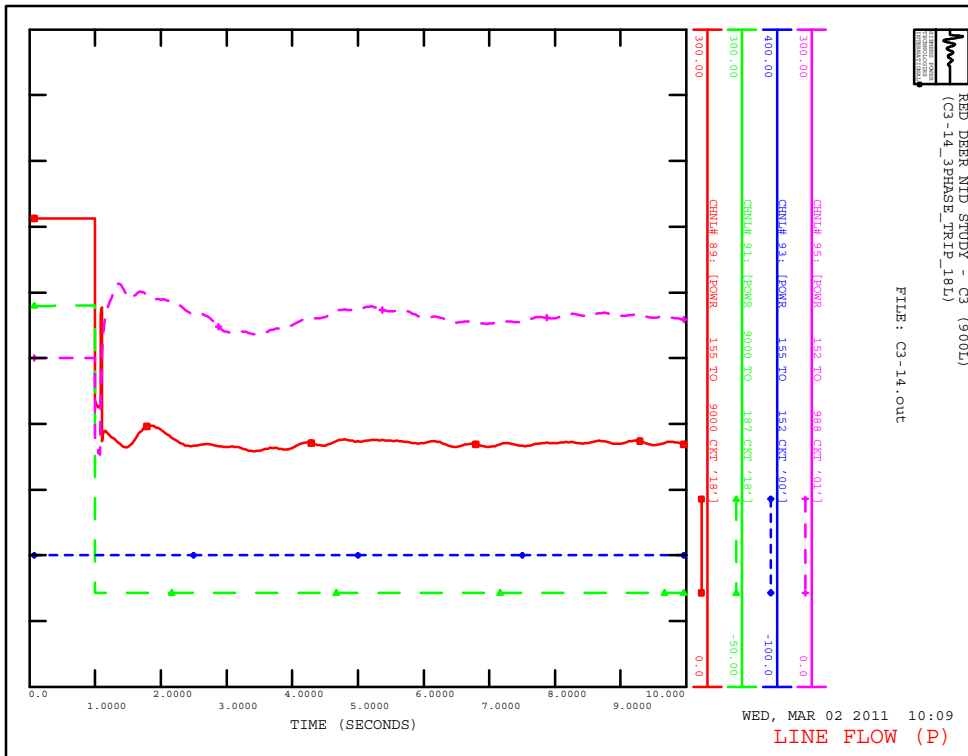

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:09
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:09
MOTOR LOAD (P)
TIME (SECONDS)

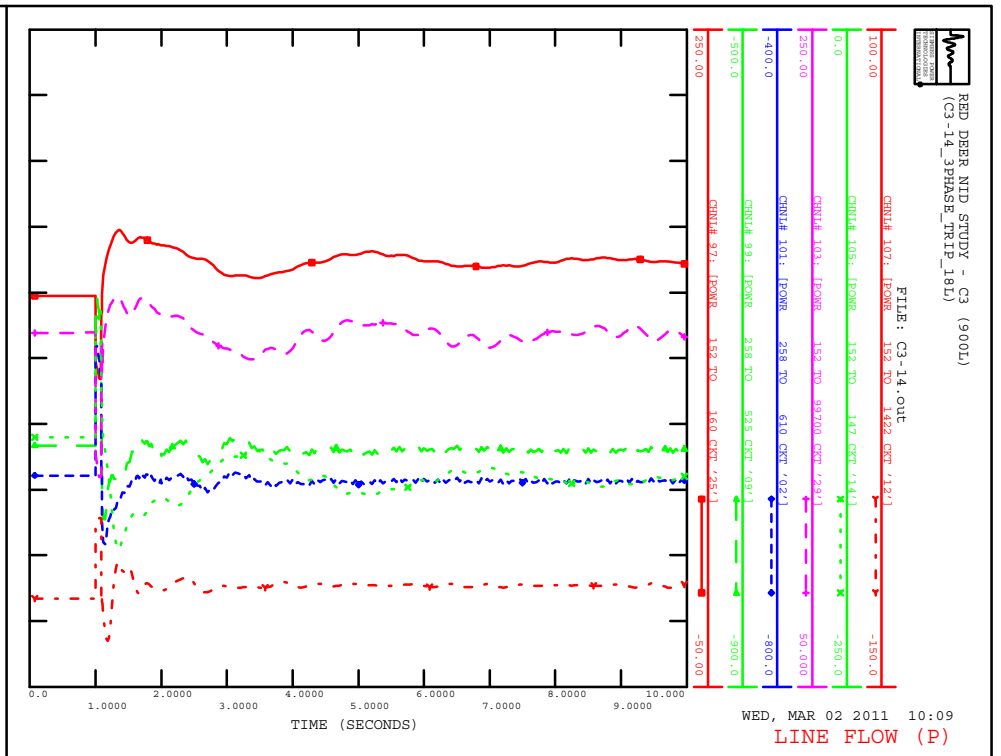

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS FREQUENCY

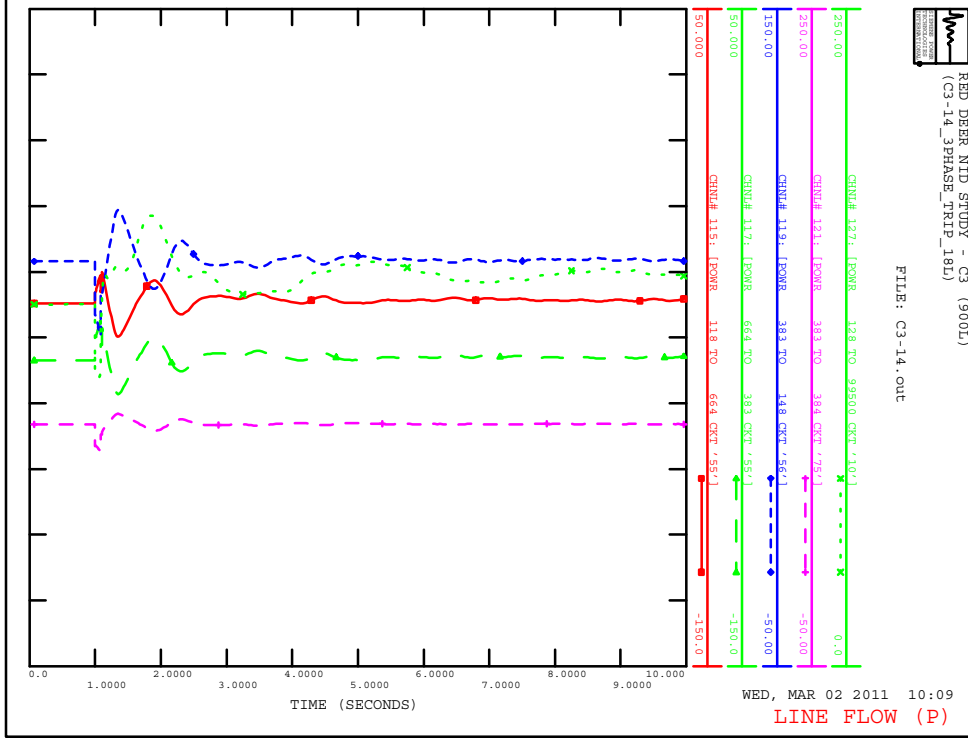

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
ROTOR ANGLES

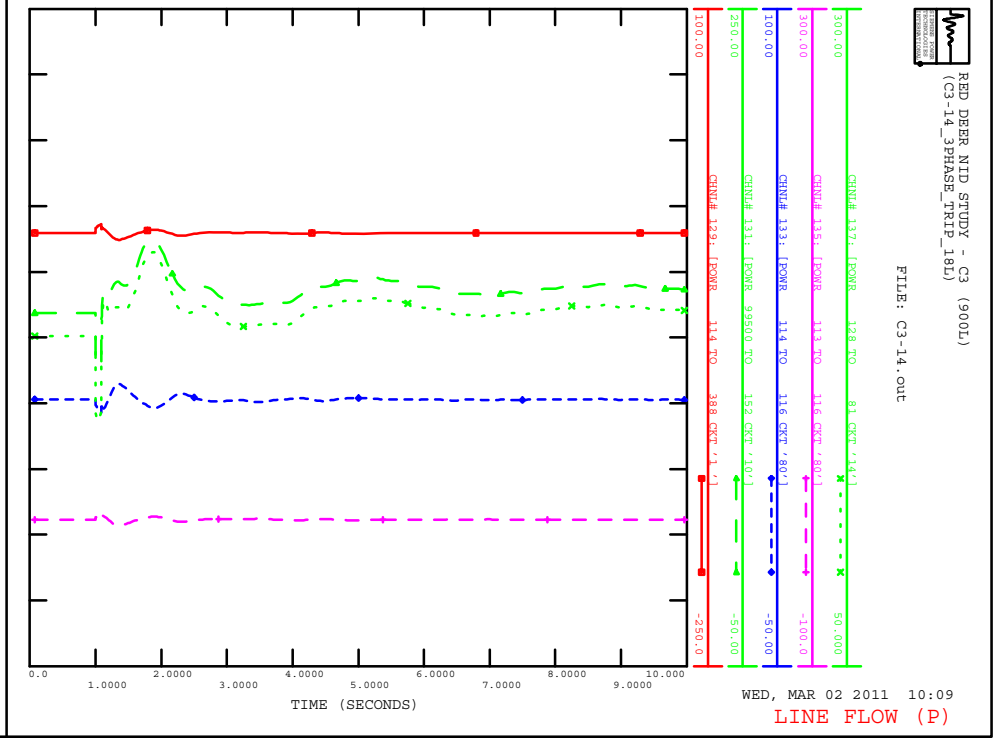

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
MACHINE POWER (P)

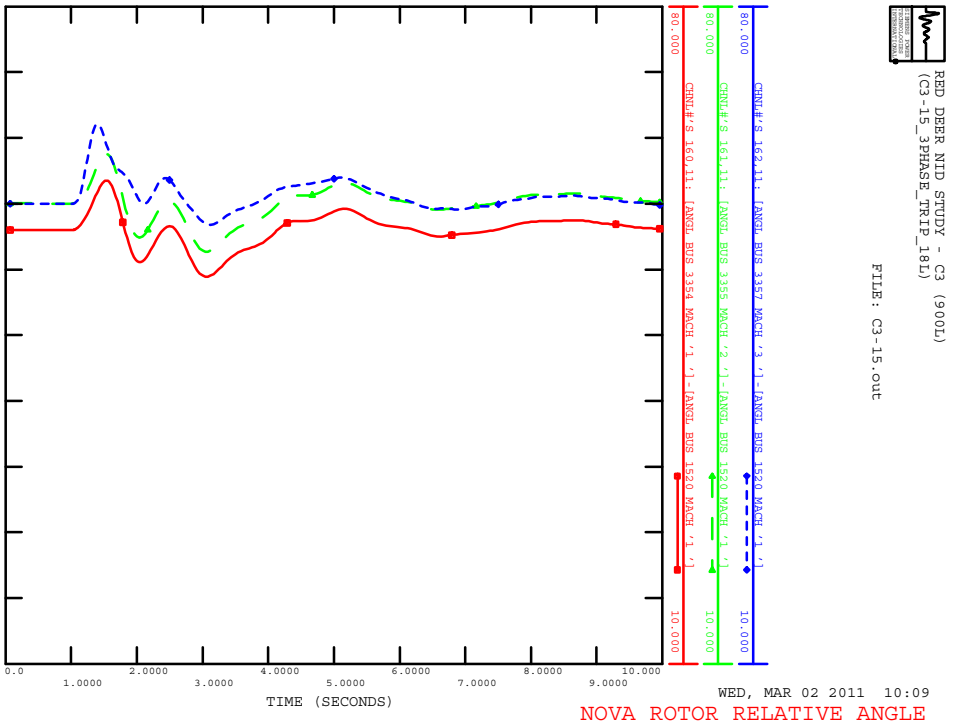

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
LINE FLOW (P)

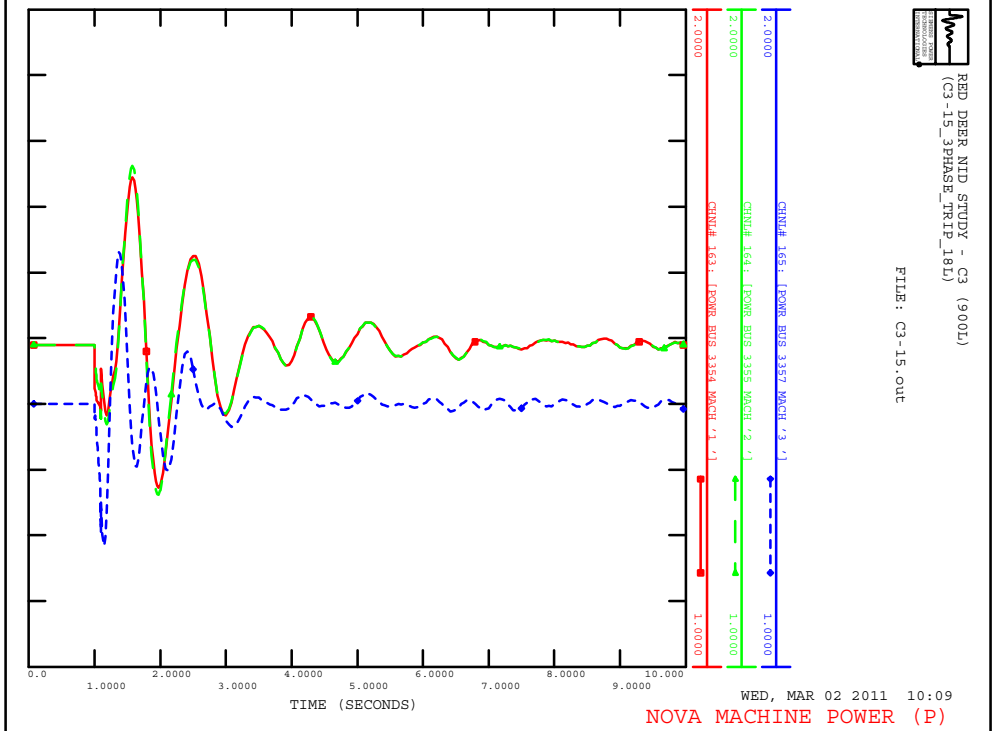

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

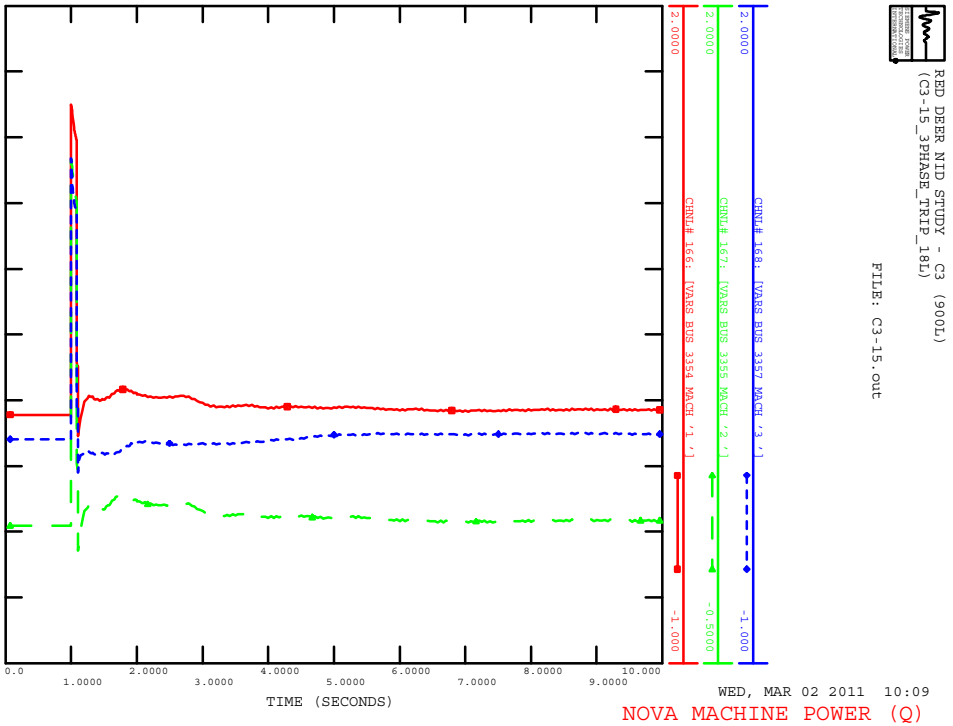

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

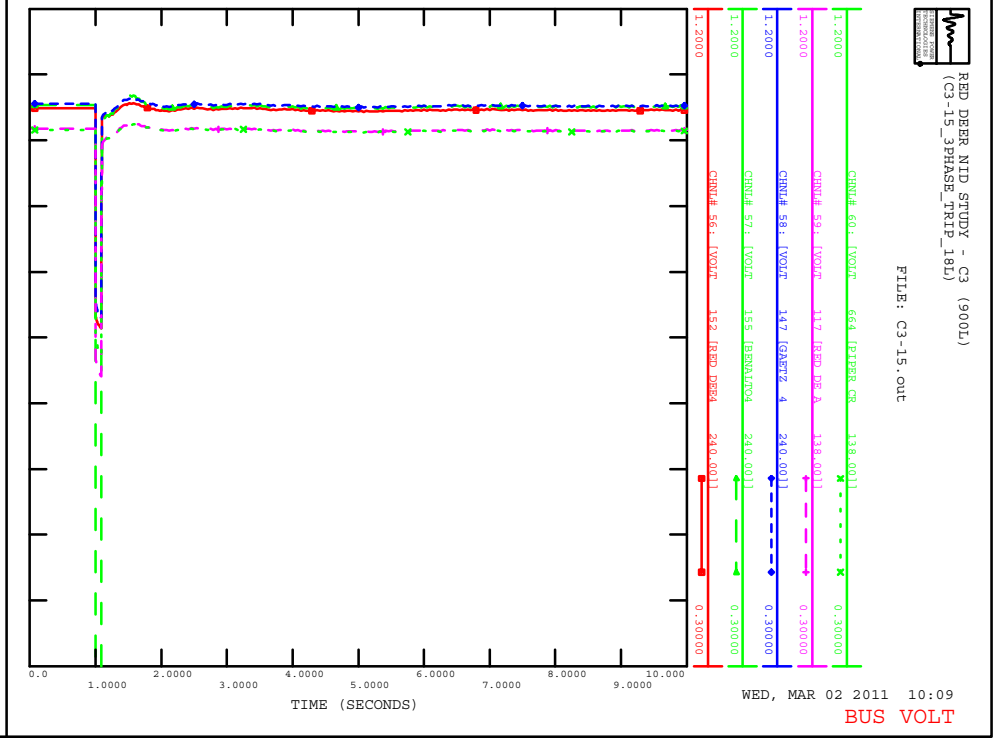

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

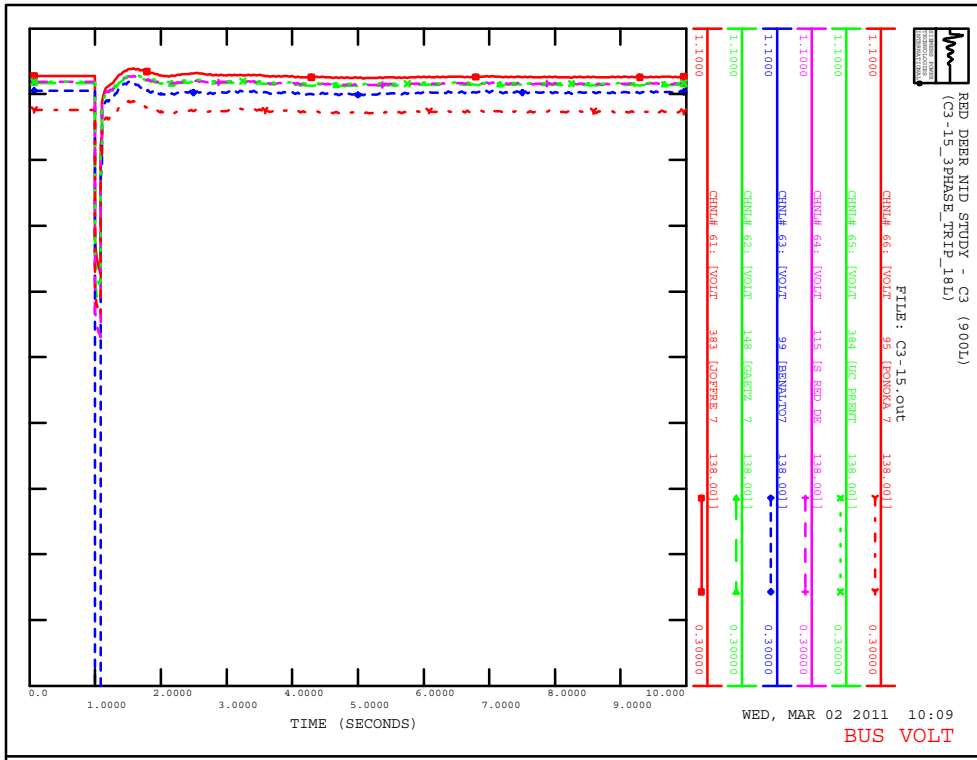

RED DEER NID STUDY - C3 (900L)
(C3-14_3PHASE_TRIP_18L)
FILE: C3-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

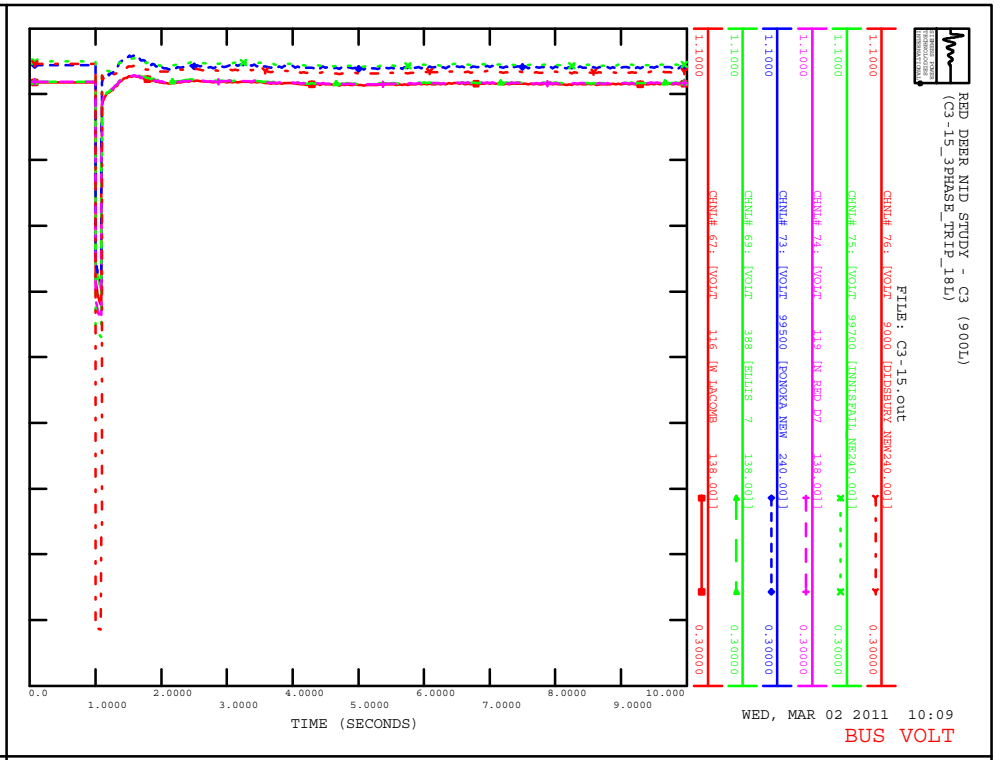

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

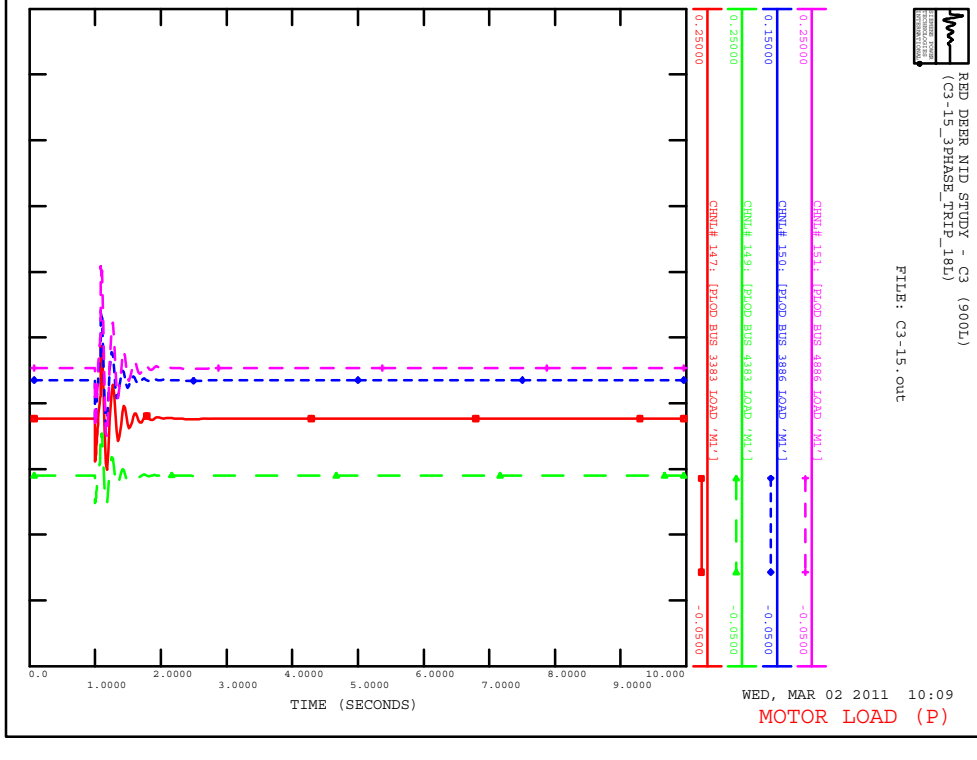

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

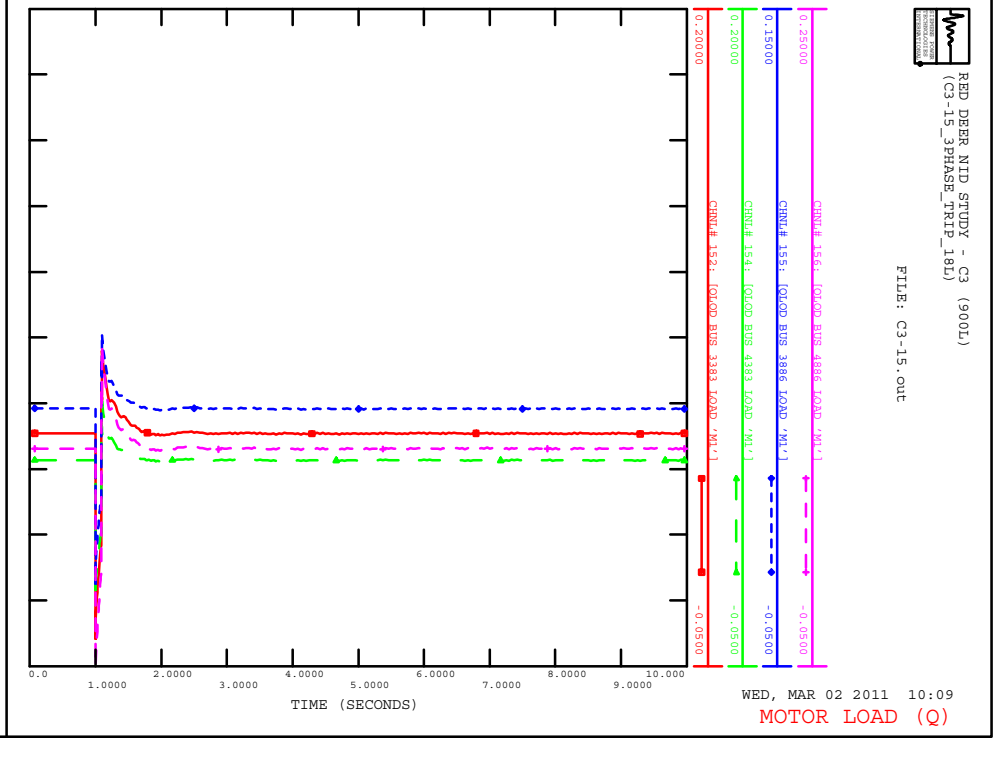

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

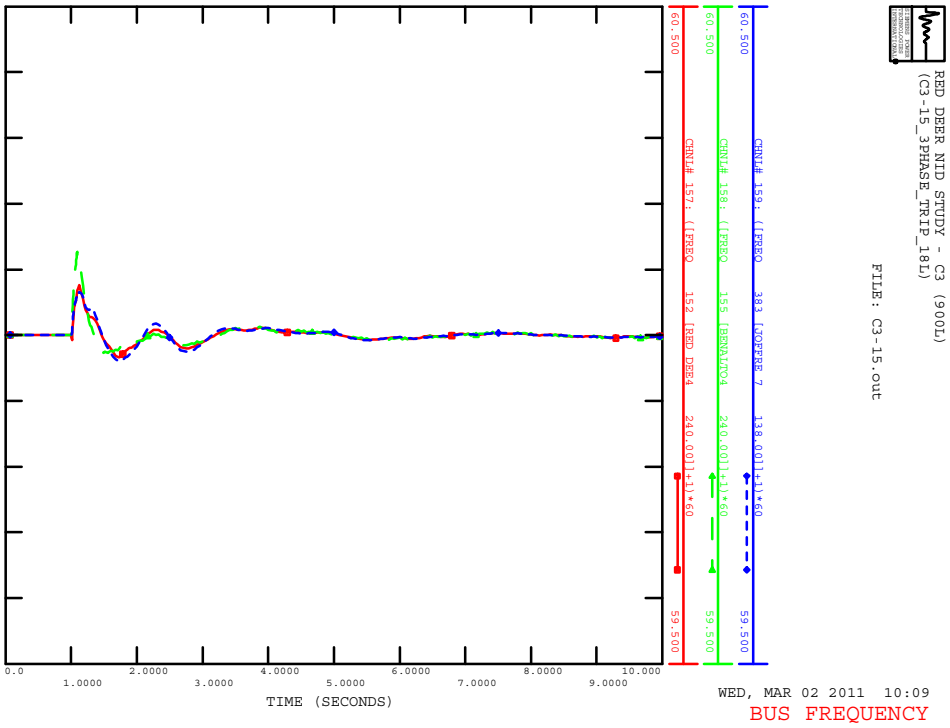

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

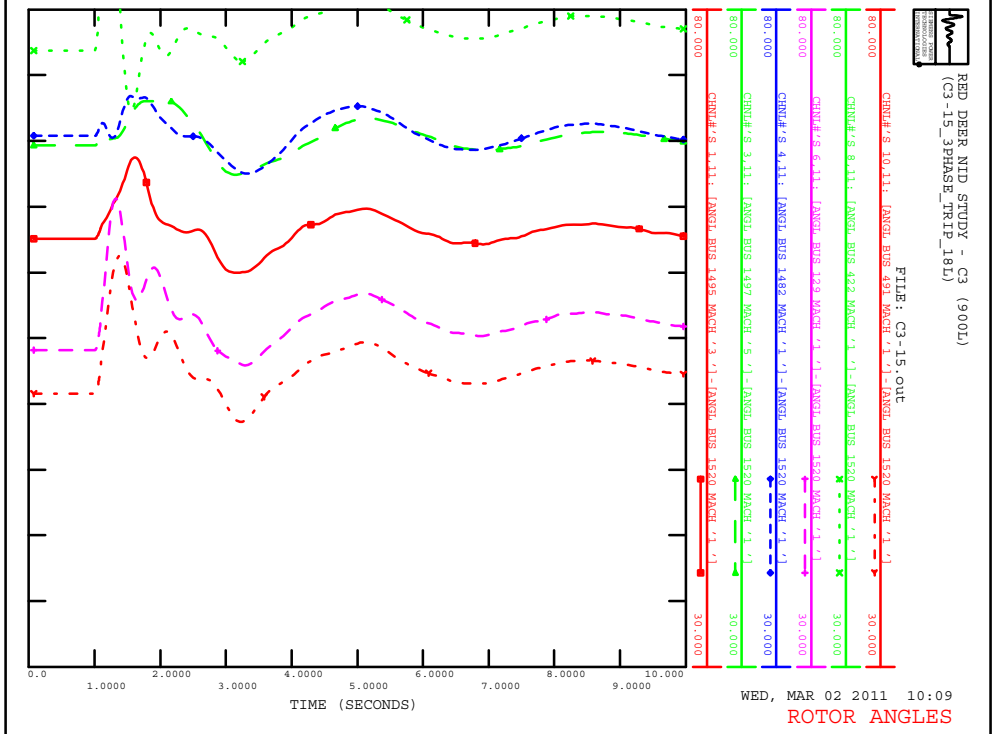

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

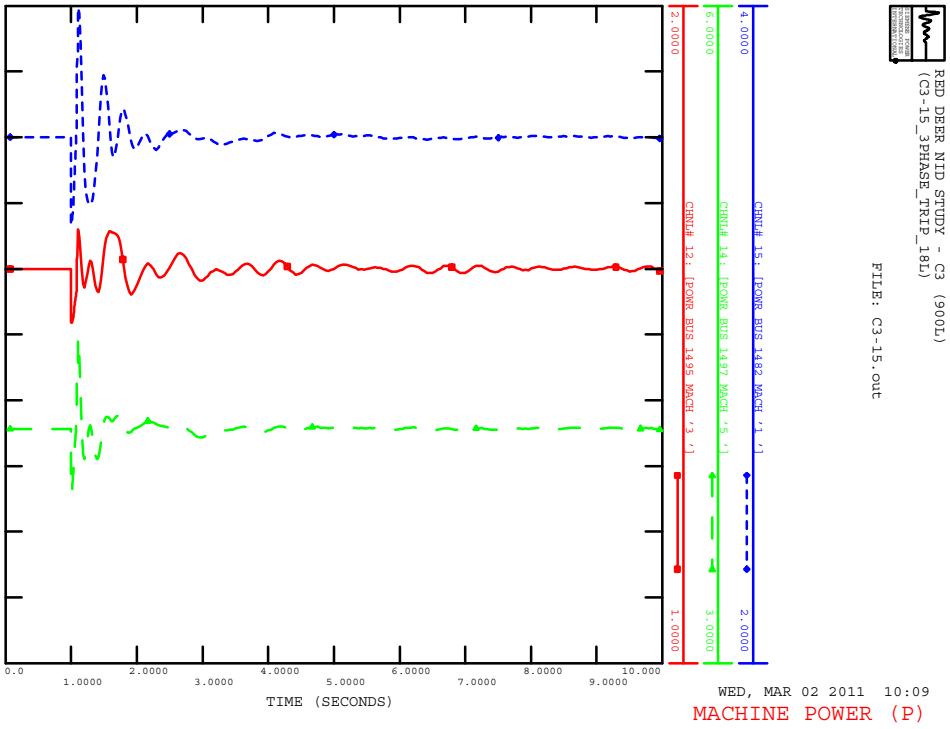

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

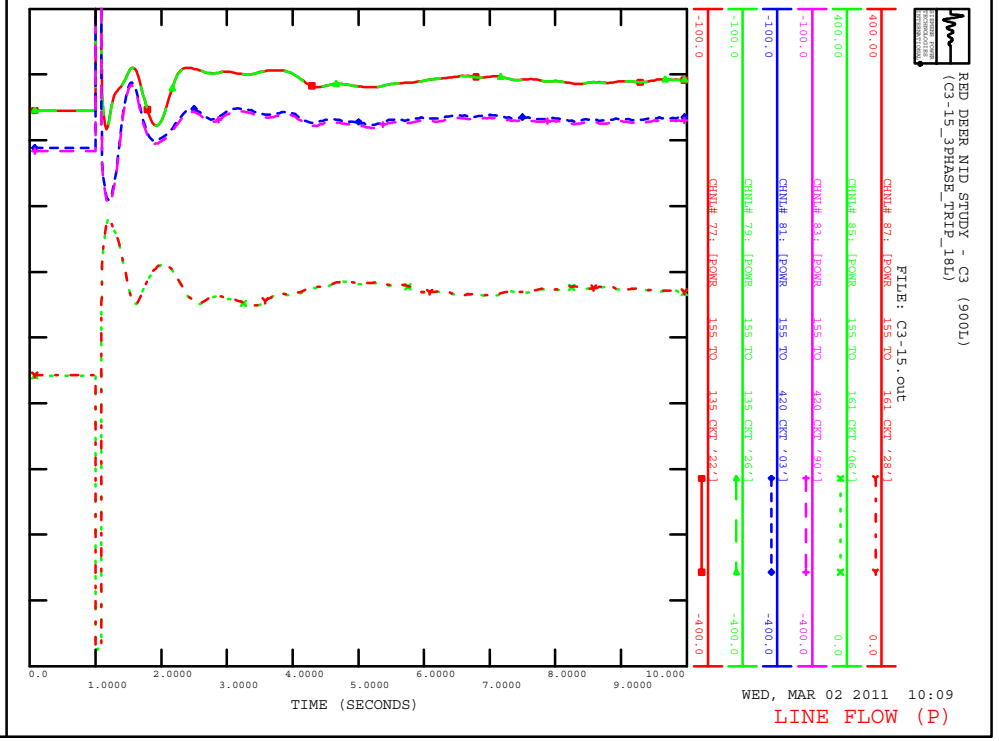

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

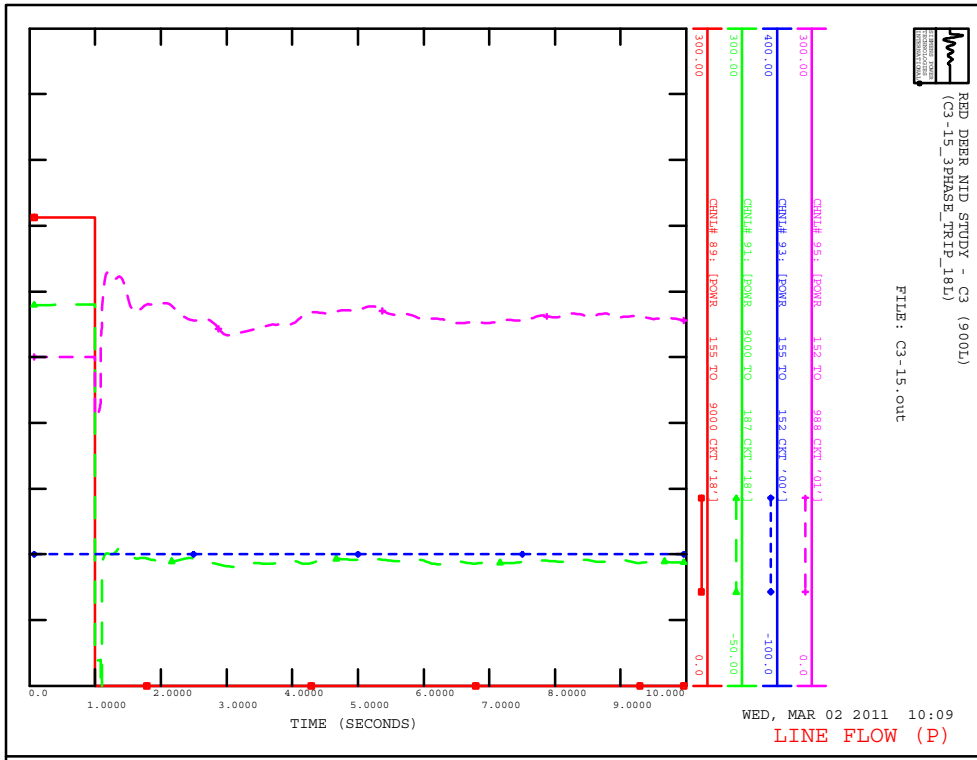

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

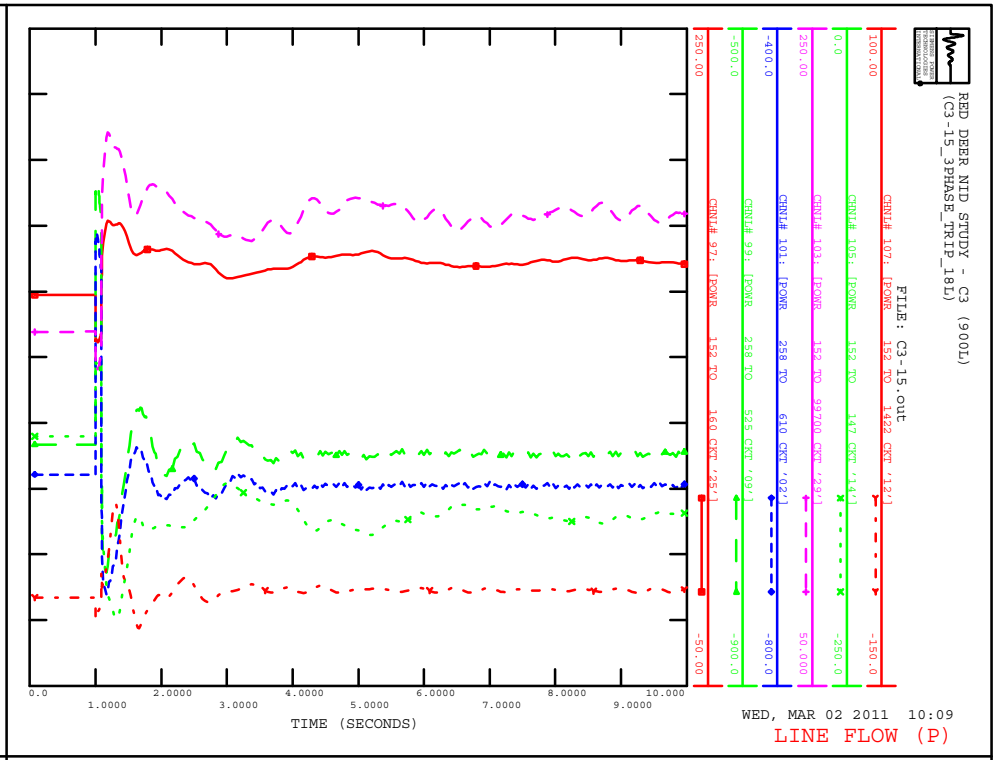

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 10:09
BUS FREQUENCY
TIME (SECONDS)

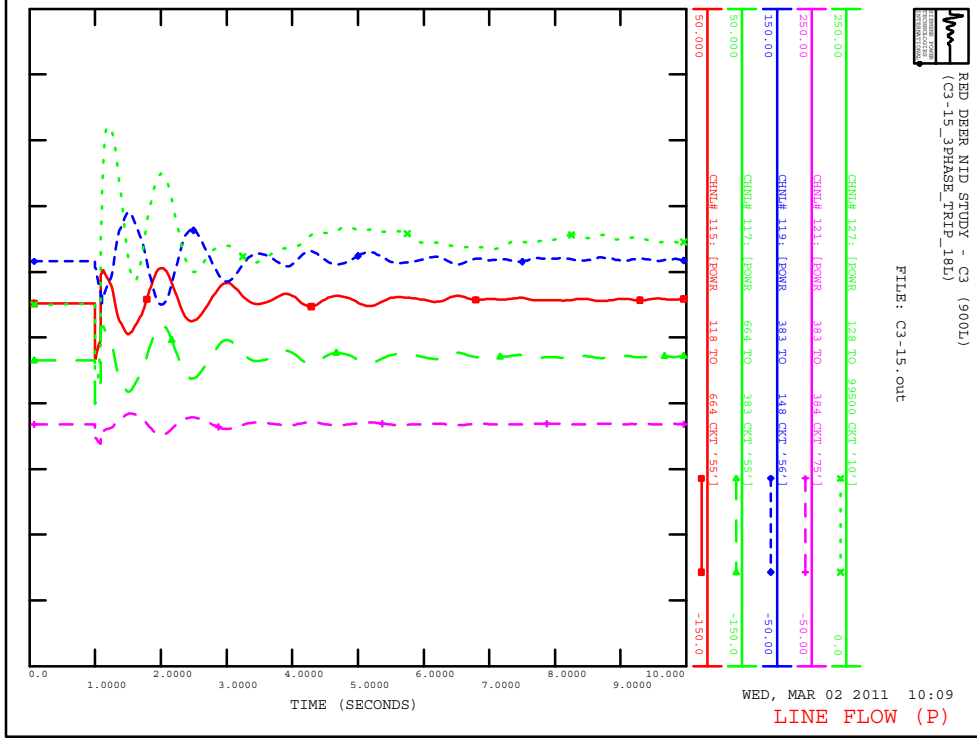

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 10:09
ROTOR ANGLES
TIME (SECONDS)

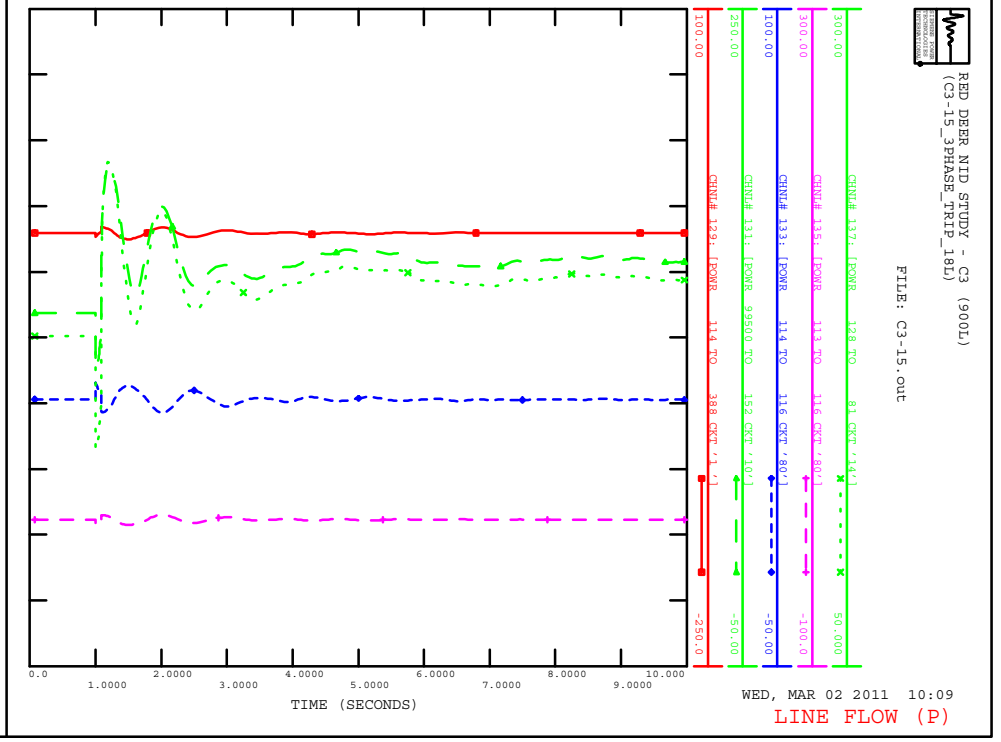

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 10:09
MACHINE POWER (P)
TIME (SECONDS)

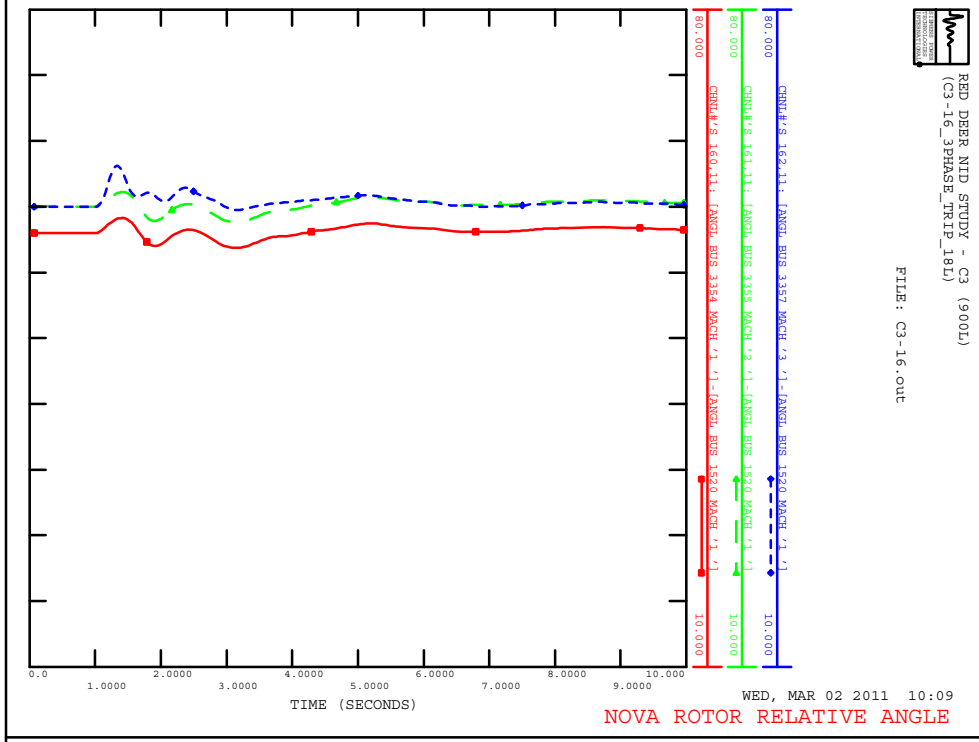

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
WED, MAR 02 2011 10:09
LINE FLOW (P)
TIME (SECONDS)

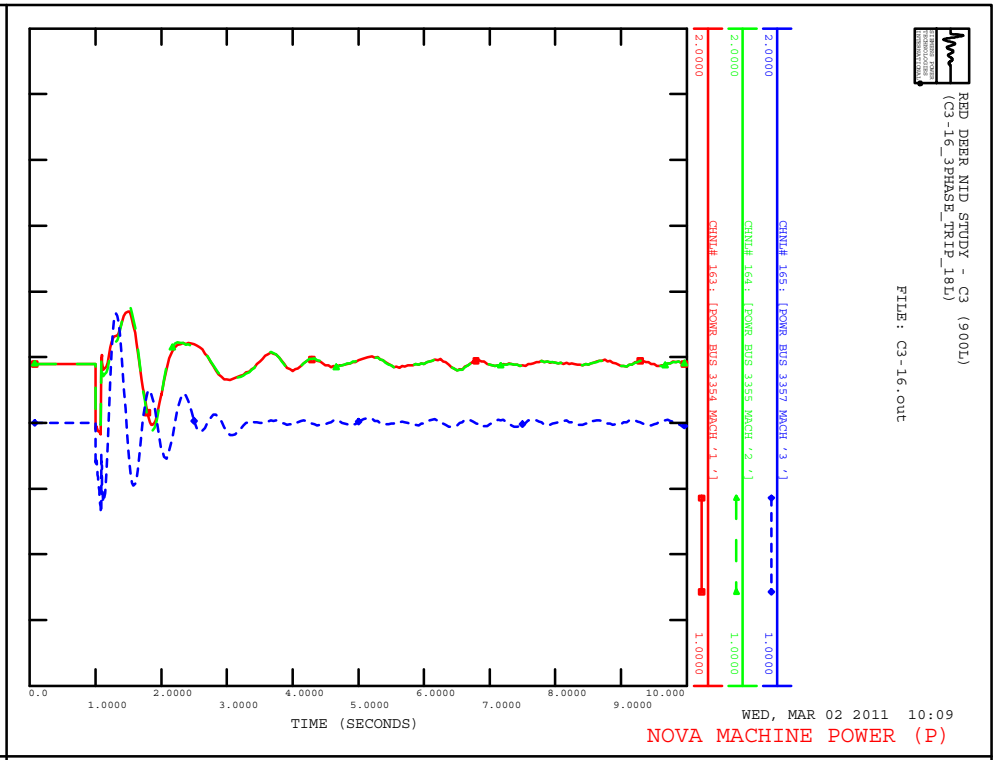

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

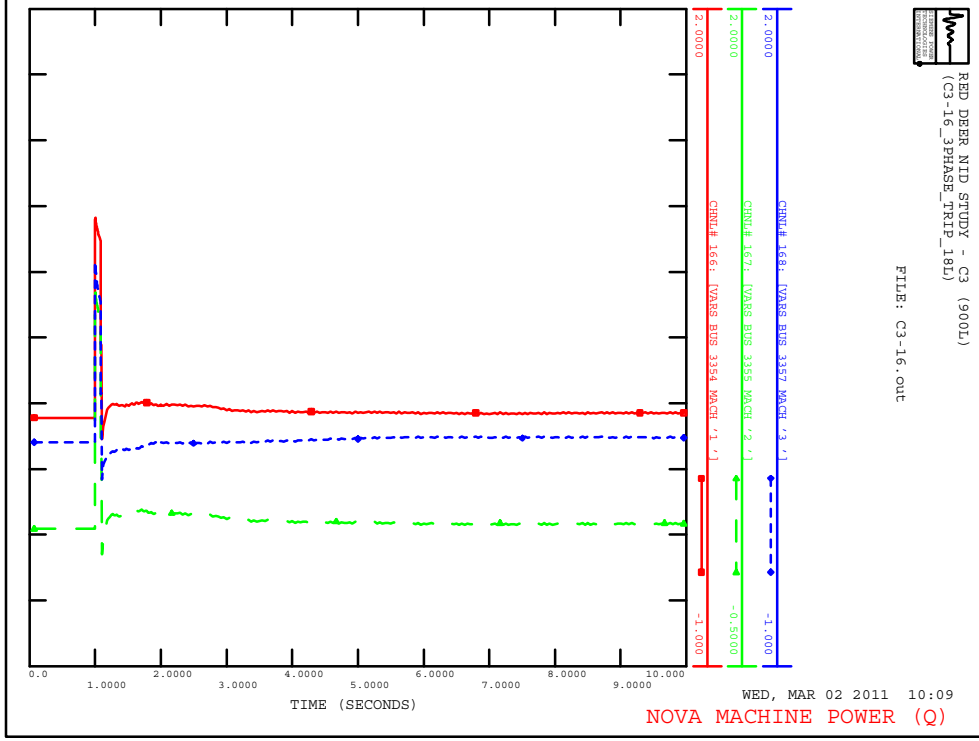

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

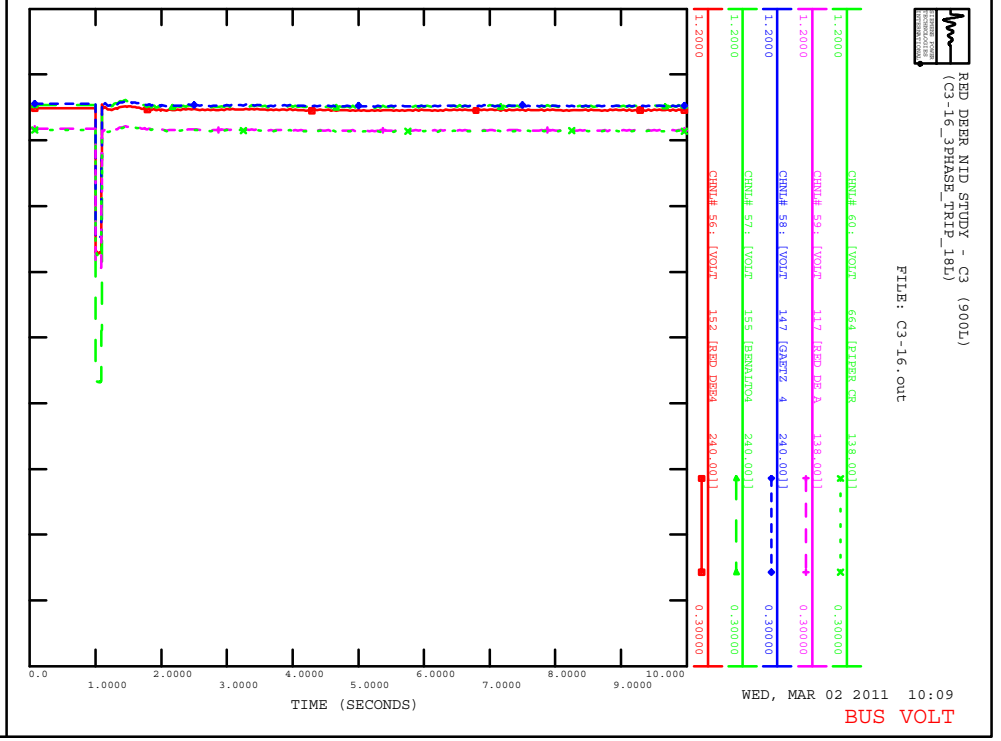

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

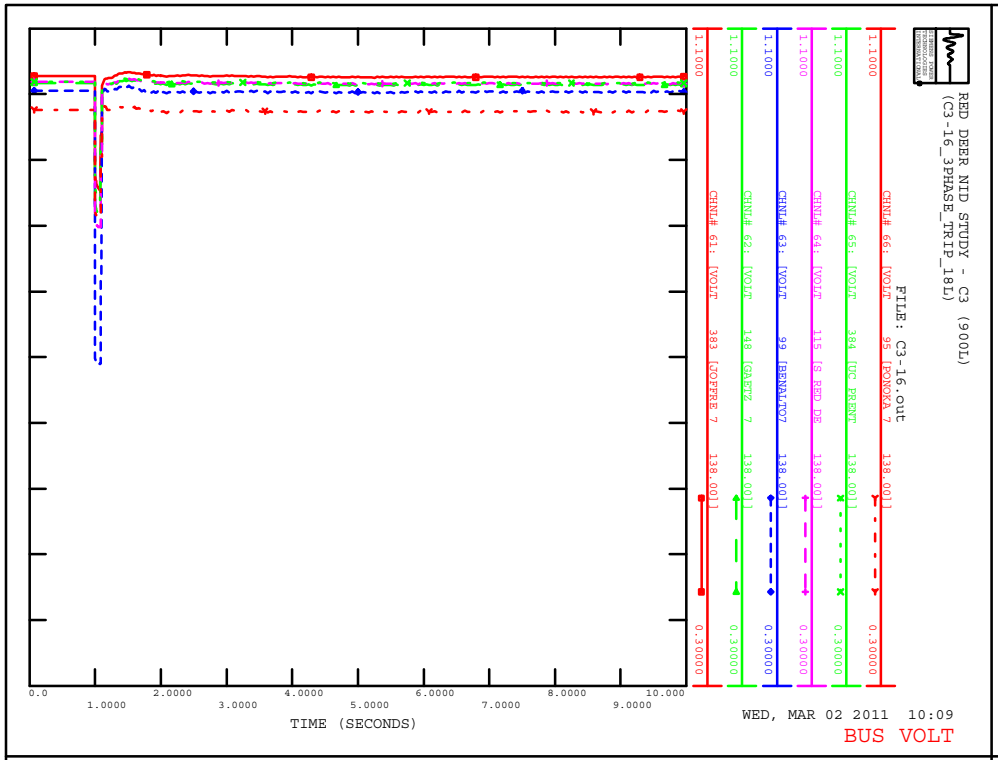

RED DEER NID STUDY - C3 (900L)
(C3-15_3PHASE_TRIP_18L)
FILE: C3-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

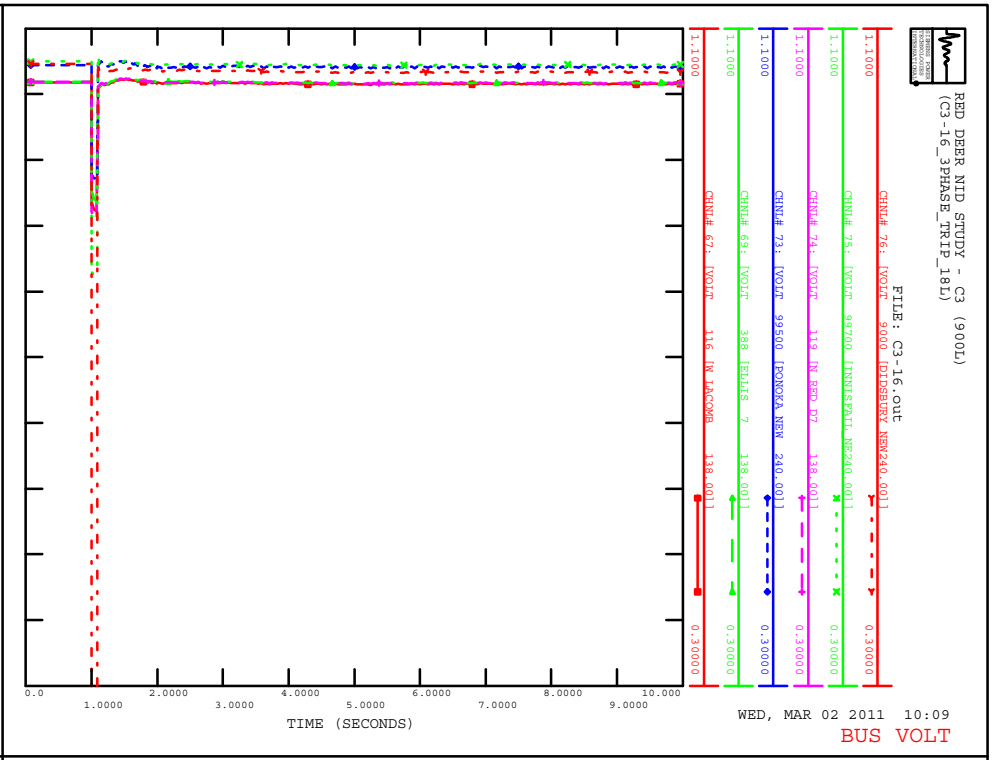

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

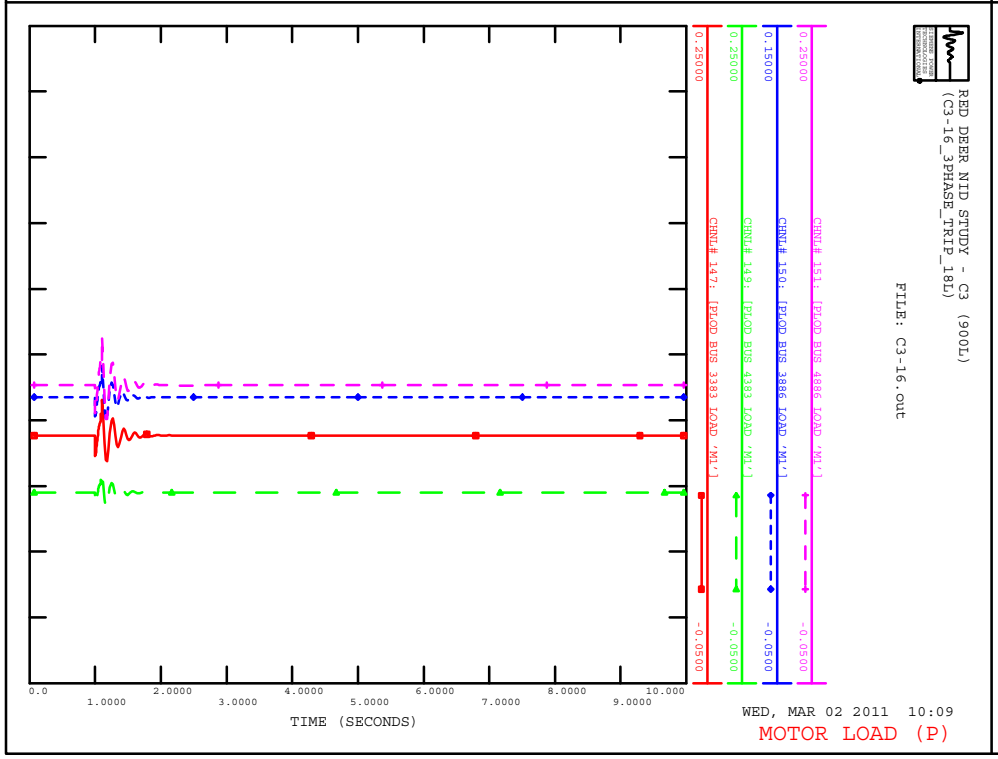

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

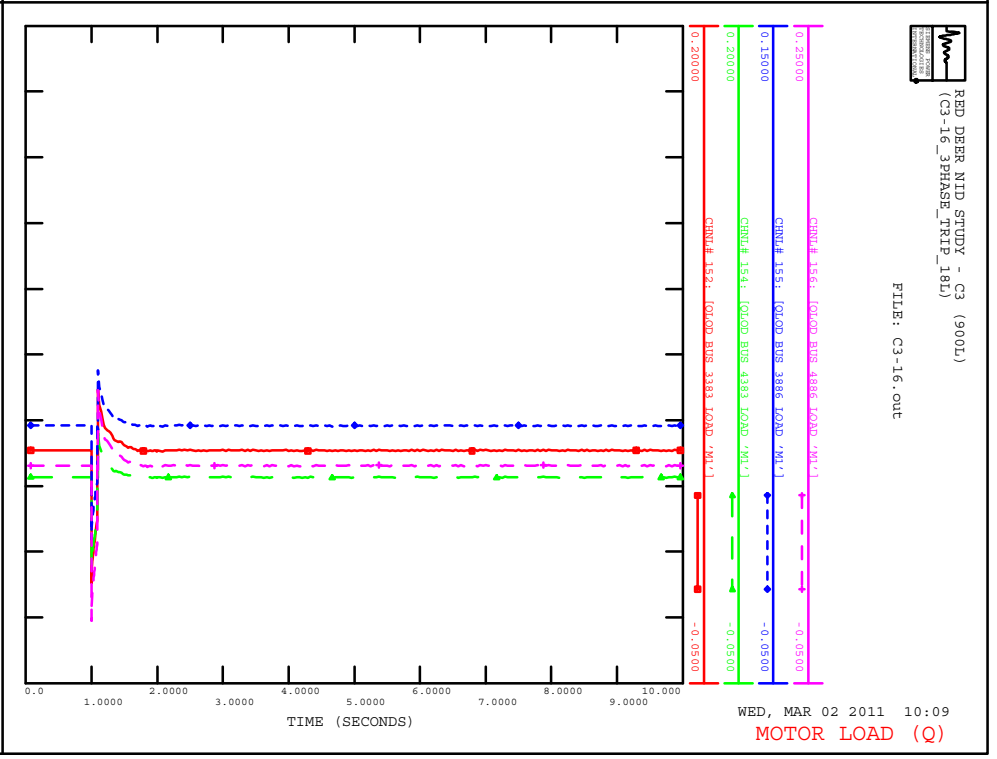

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

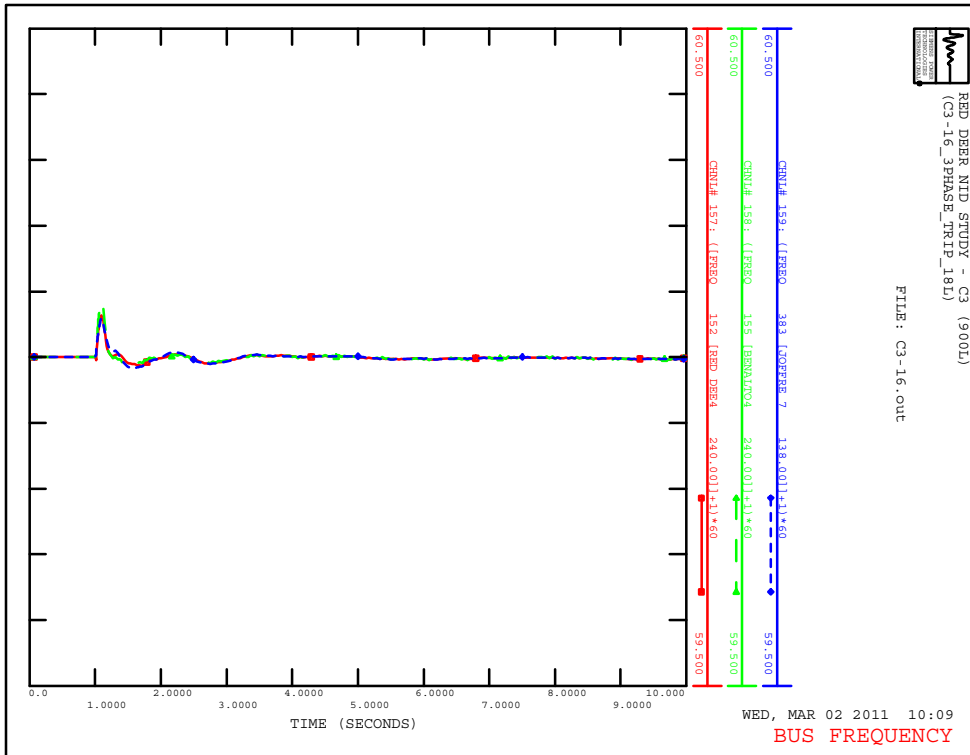

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

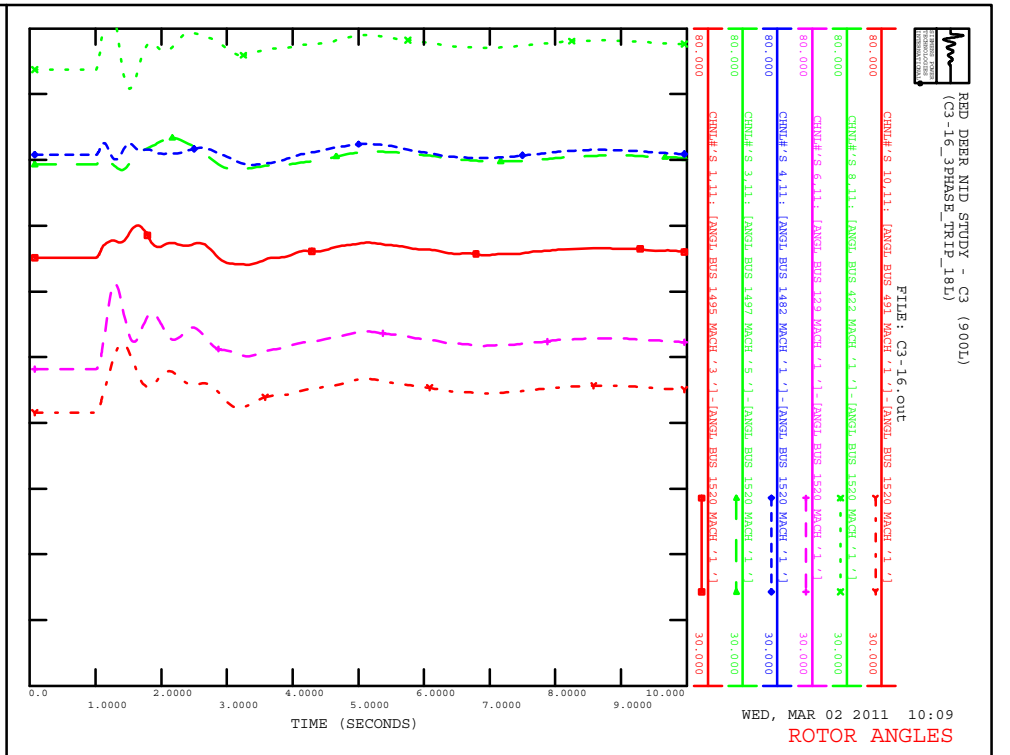

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

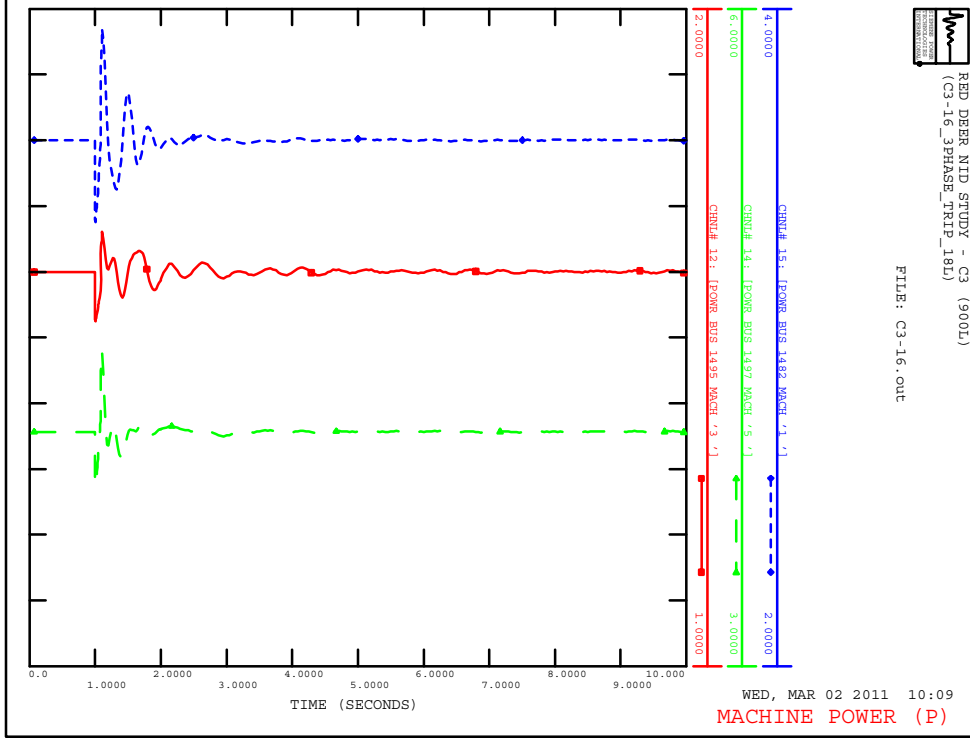

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

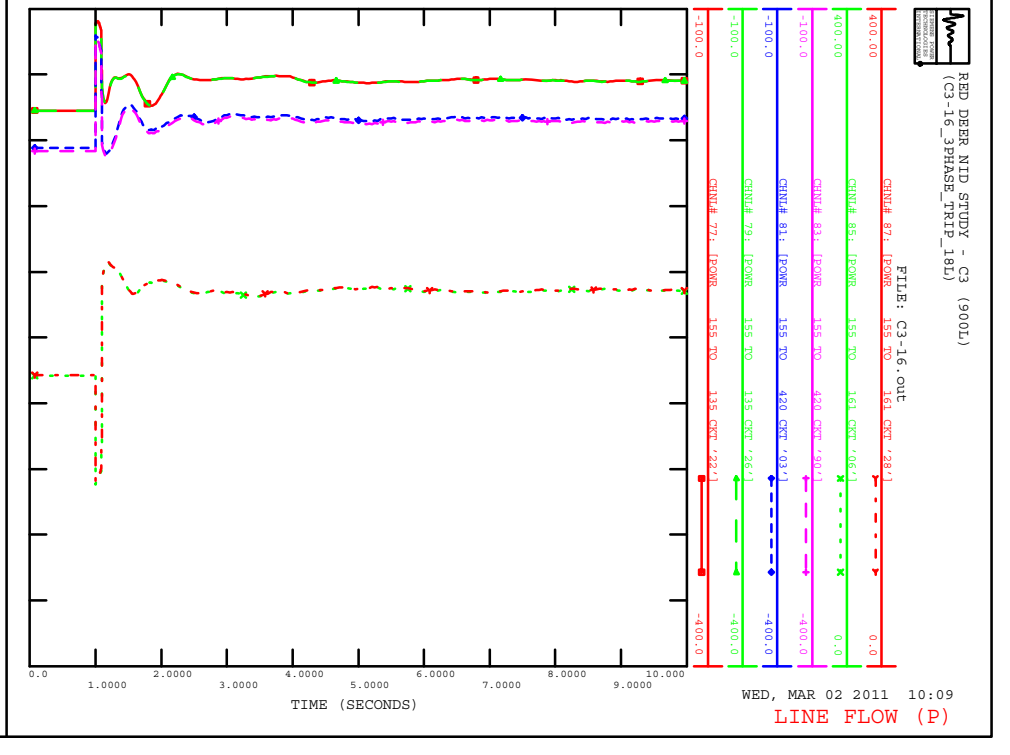

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

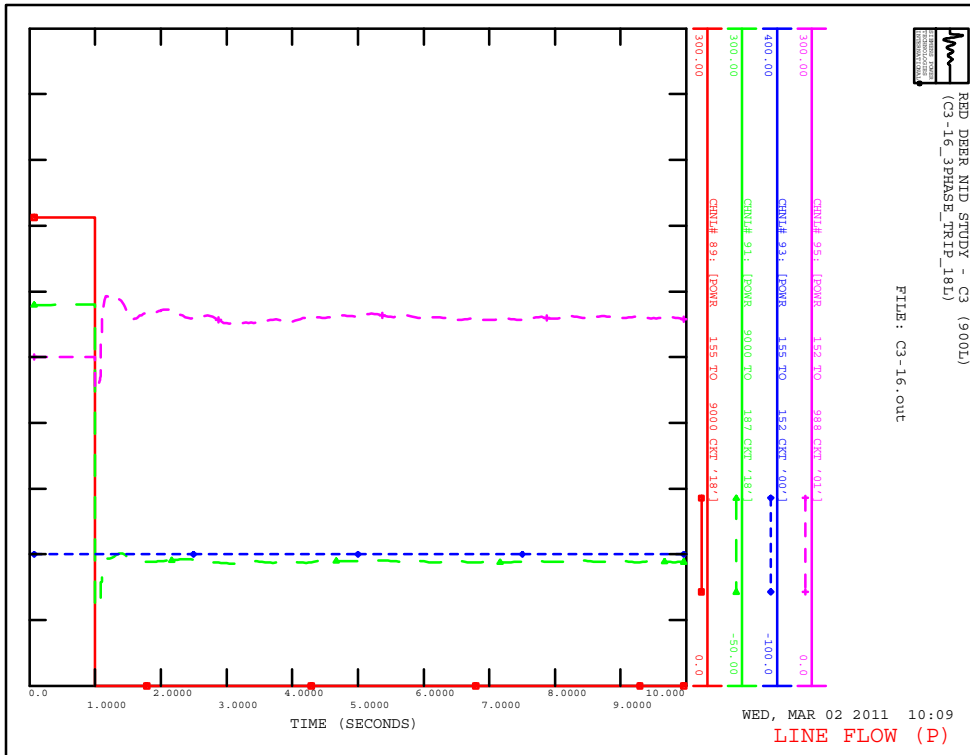

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

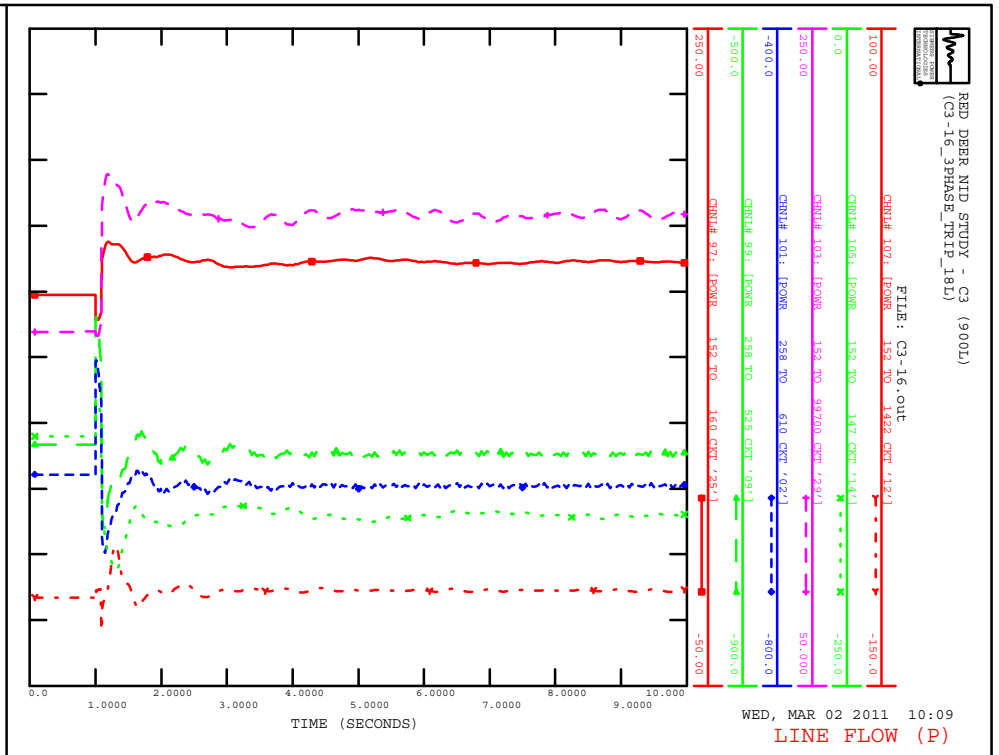

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

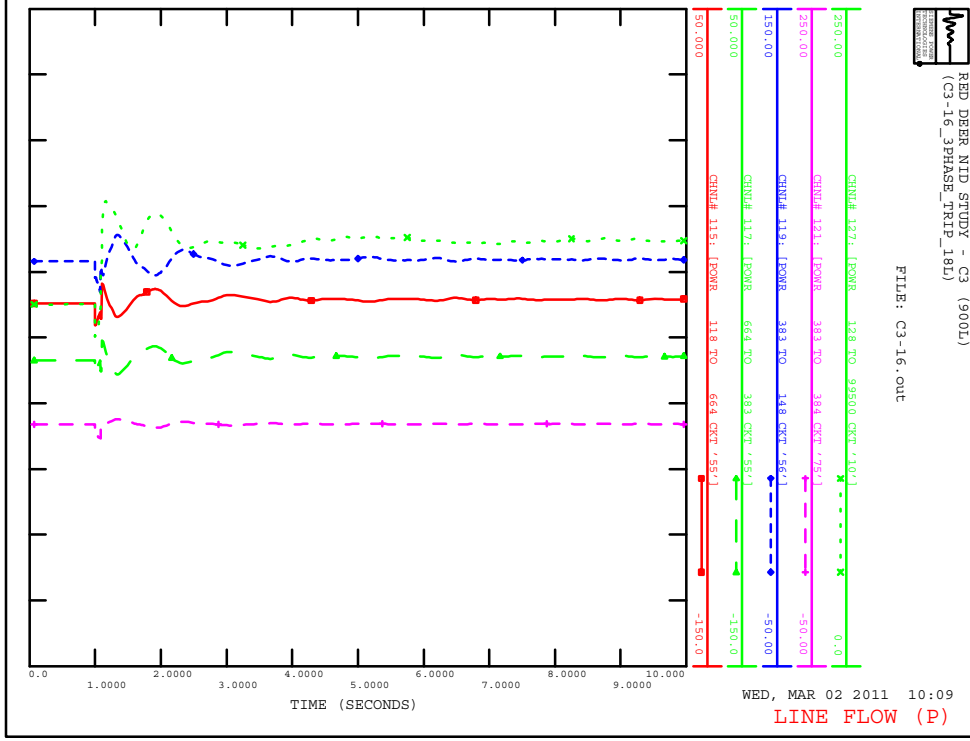

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

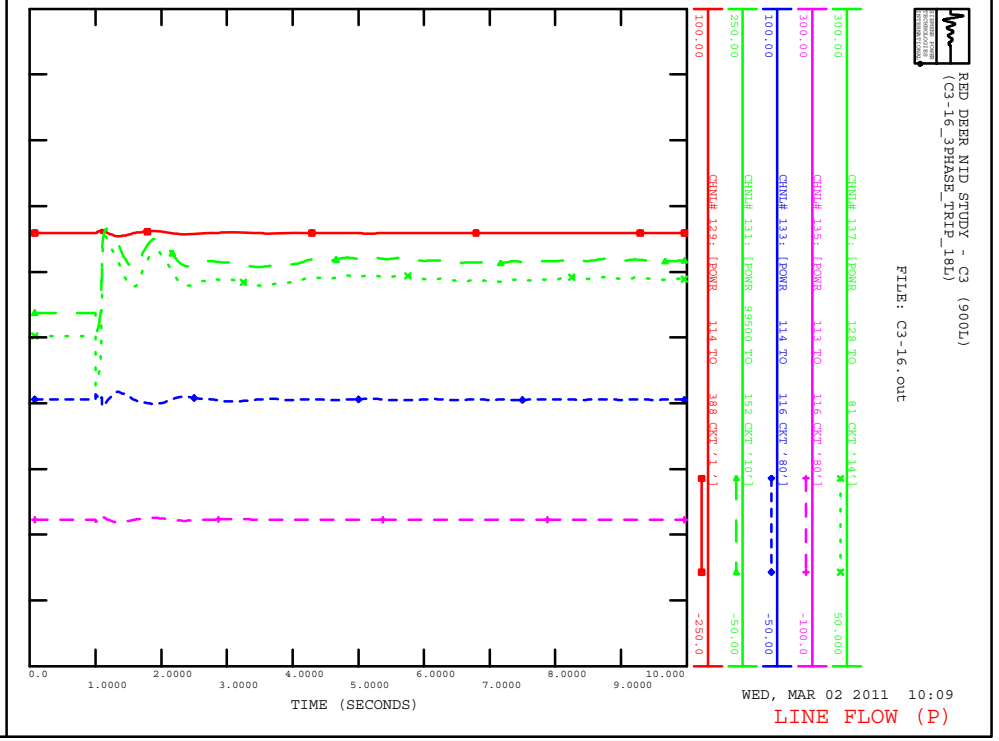

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

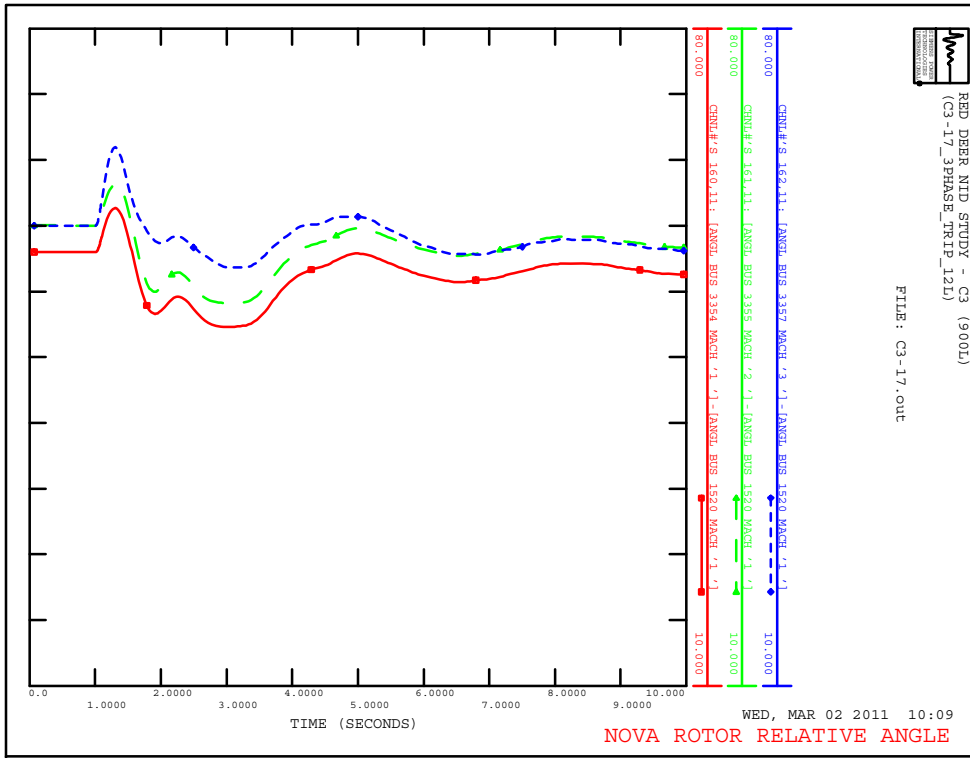

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

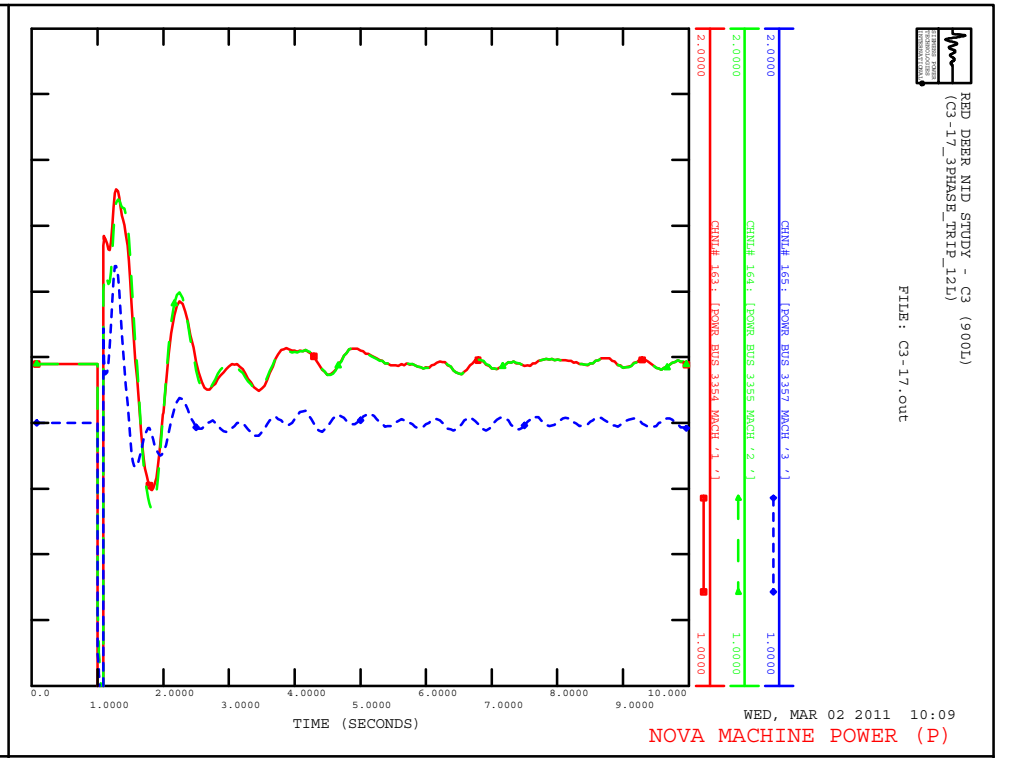

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

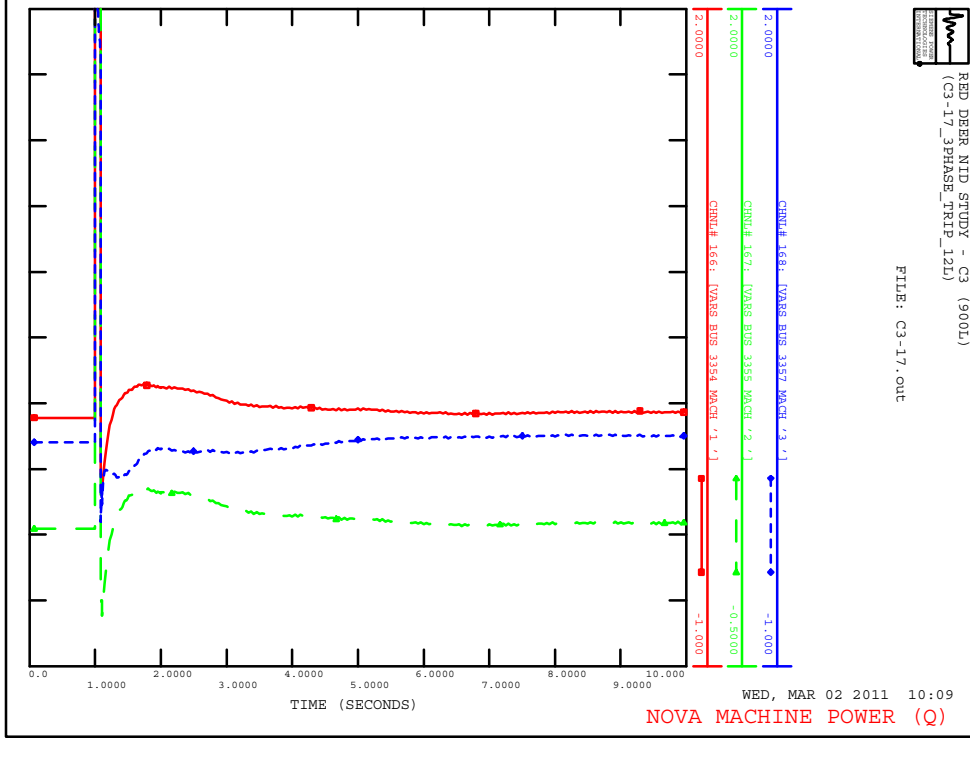

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

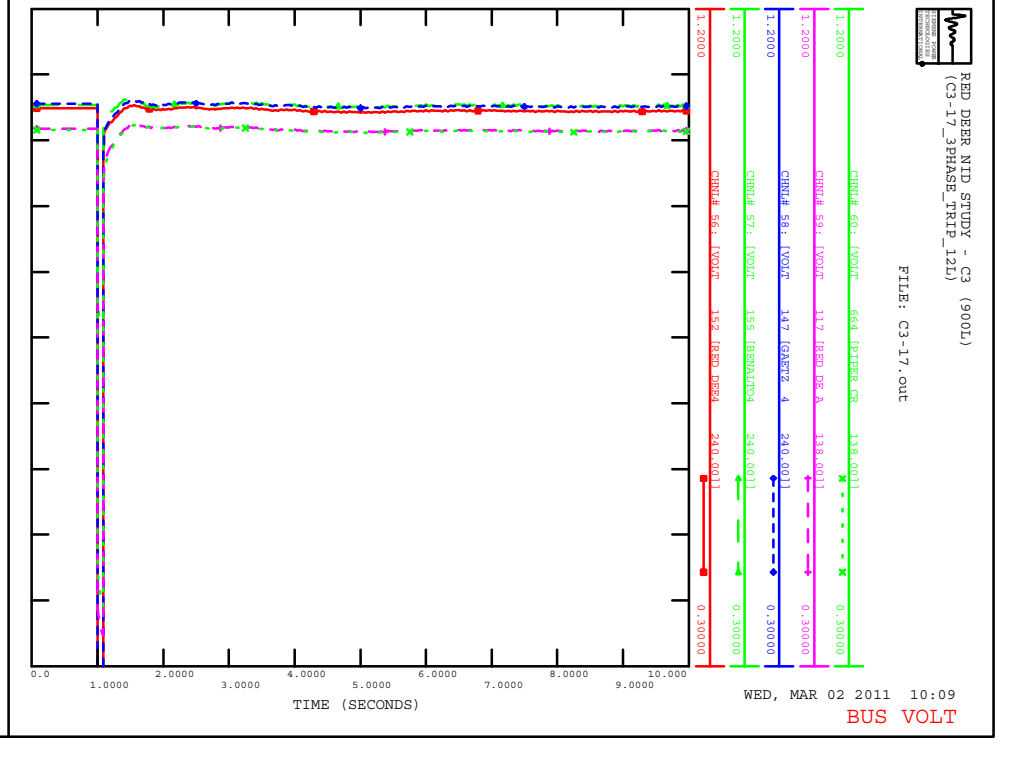

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

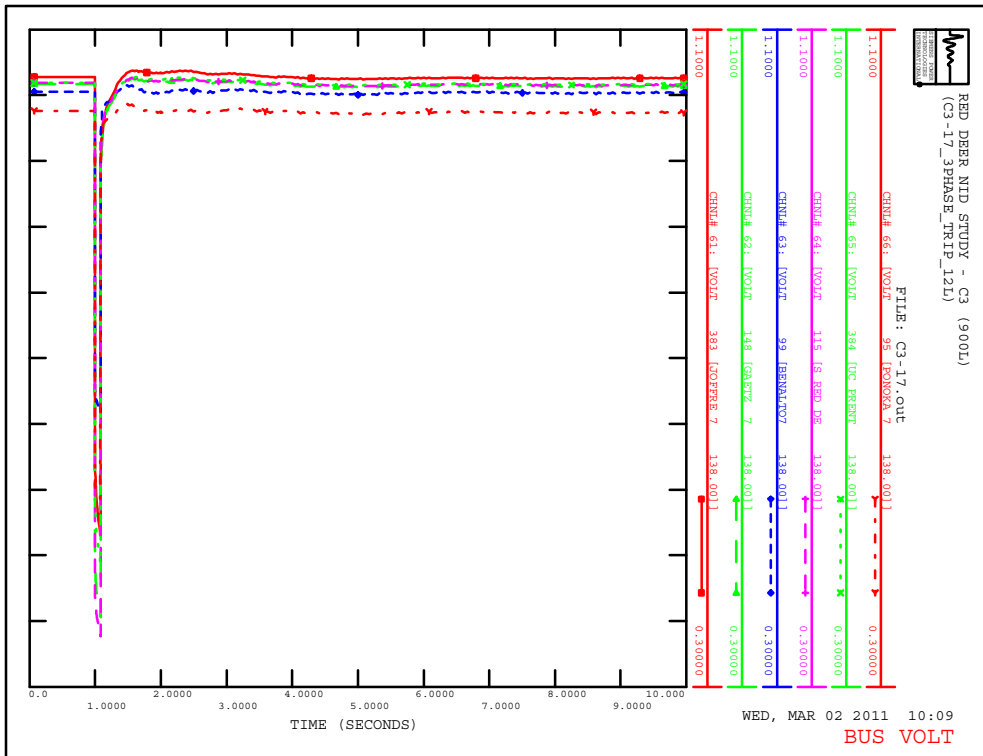

RED DEER NID STUDY - C3 (900L)
(C3-16_3PHASE_TRIP_18L)
FILE: C3-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

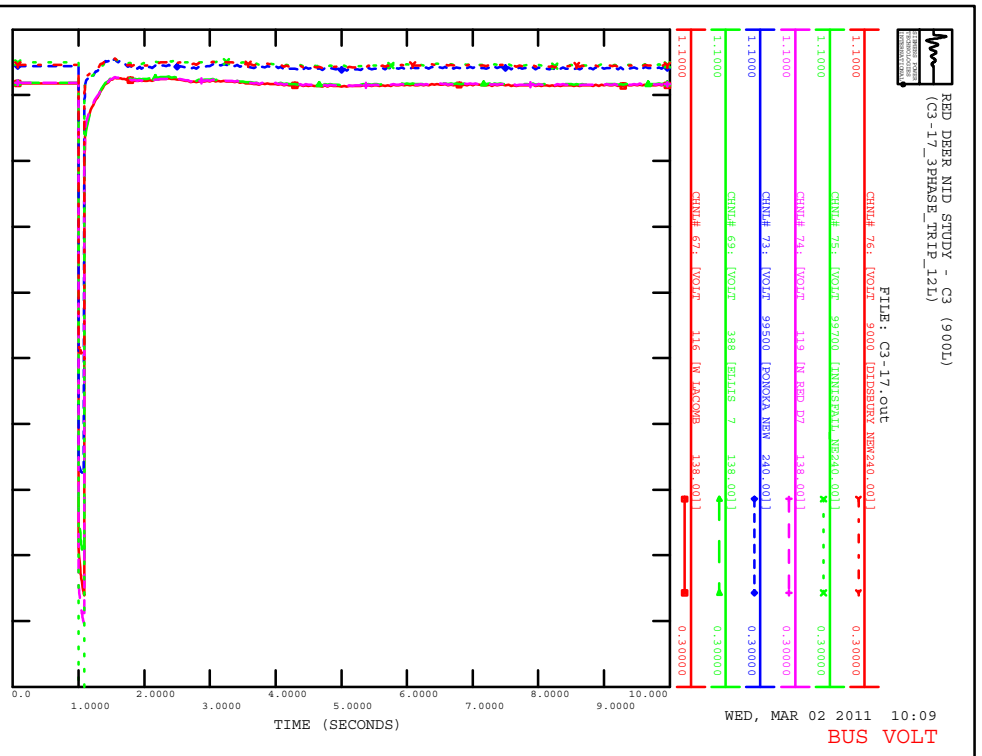

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

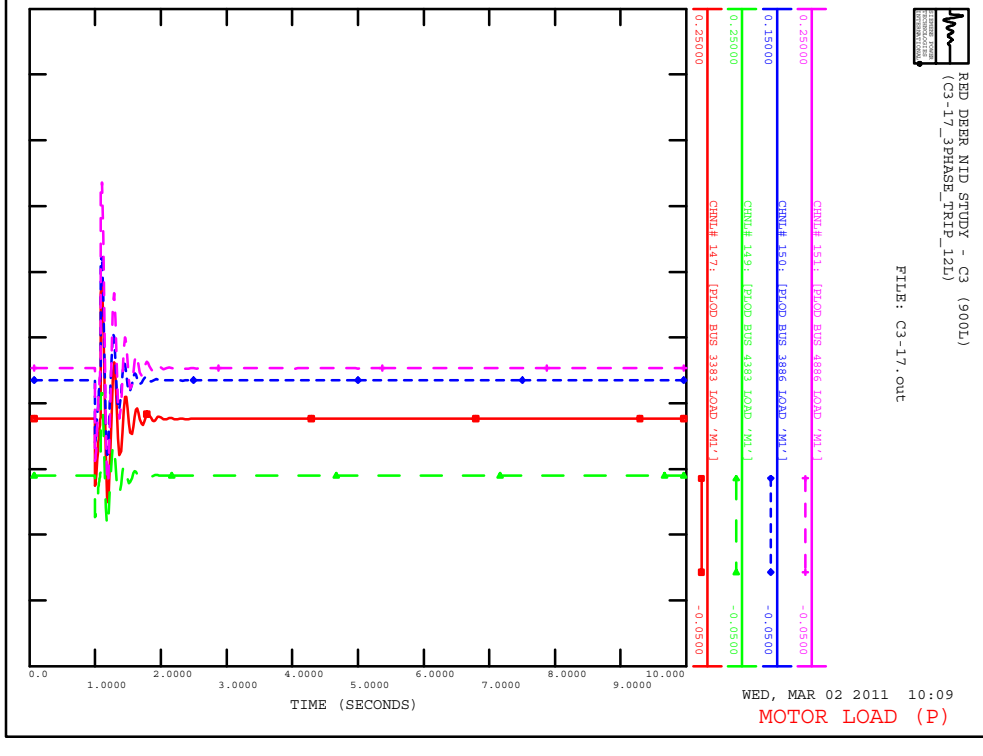

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

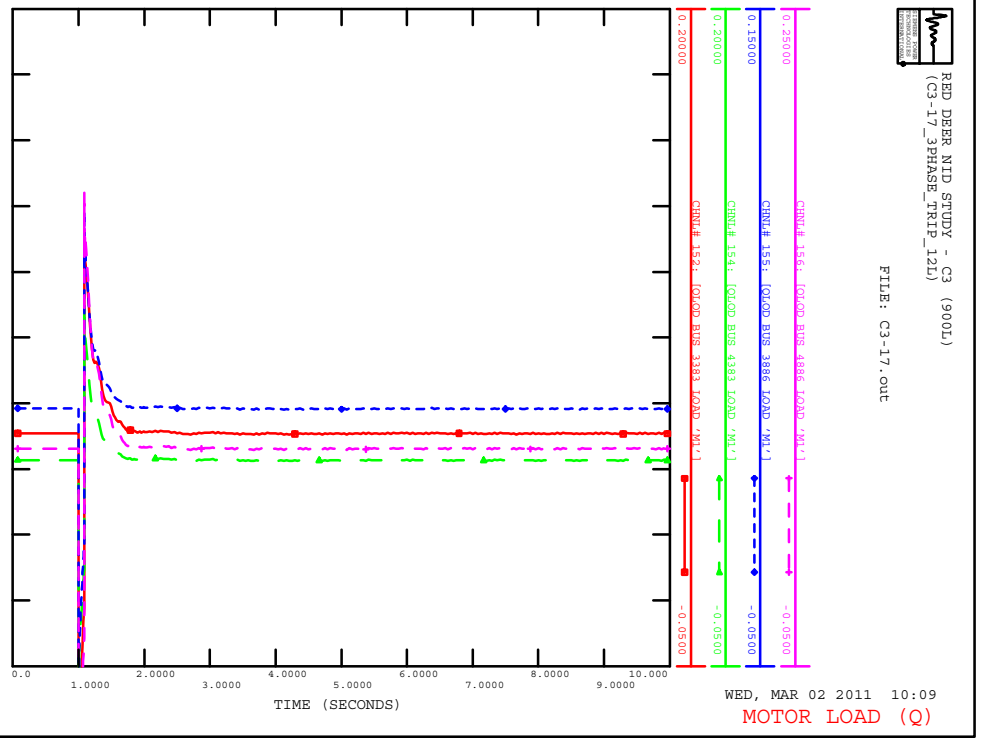

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

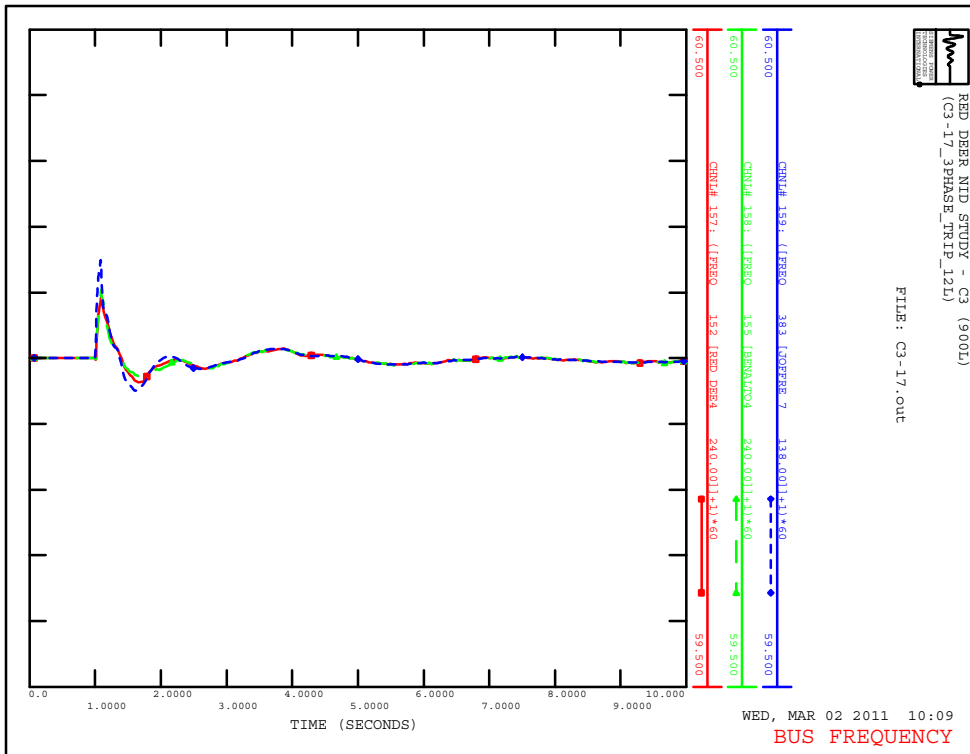

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

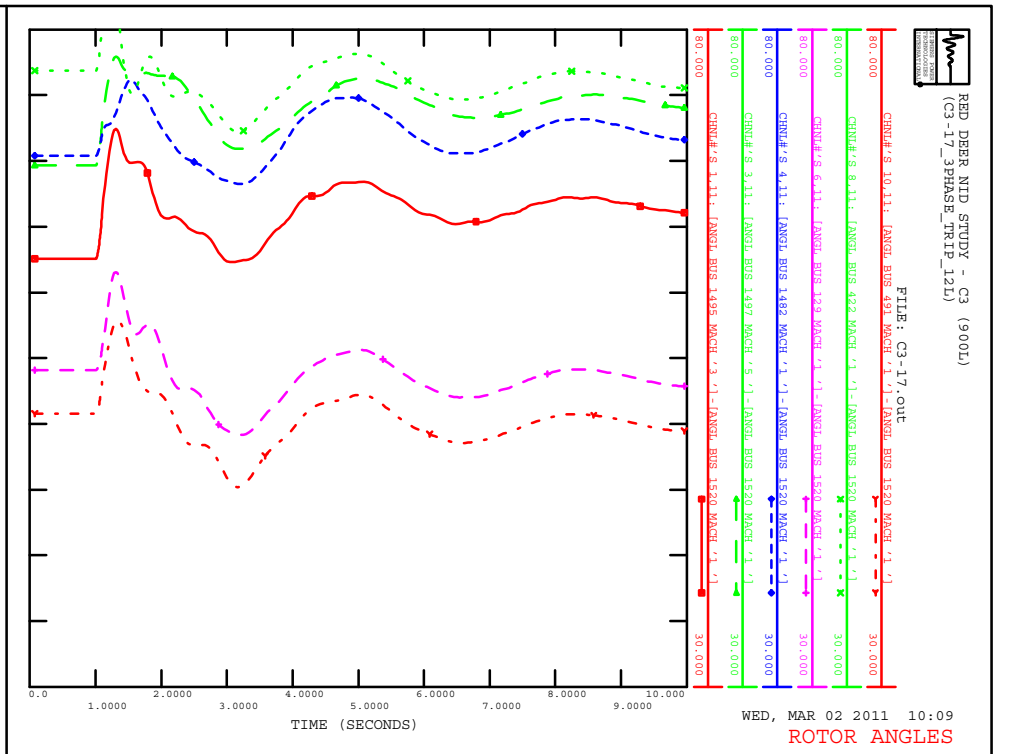

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

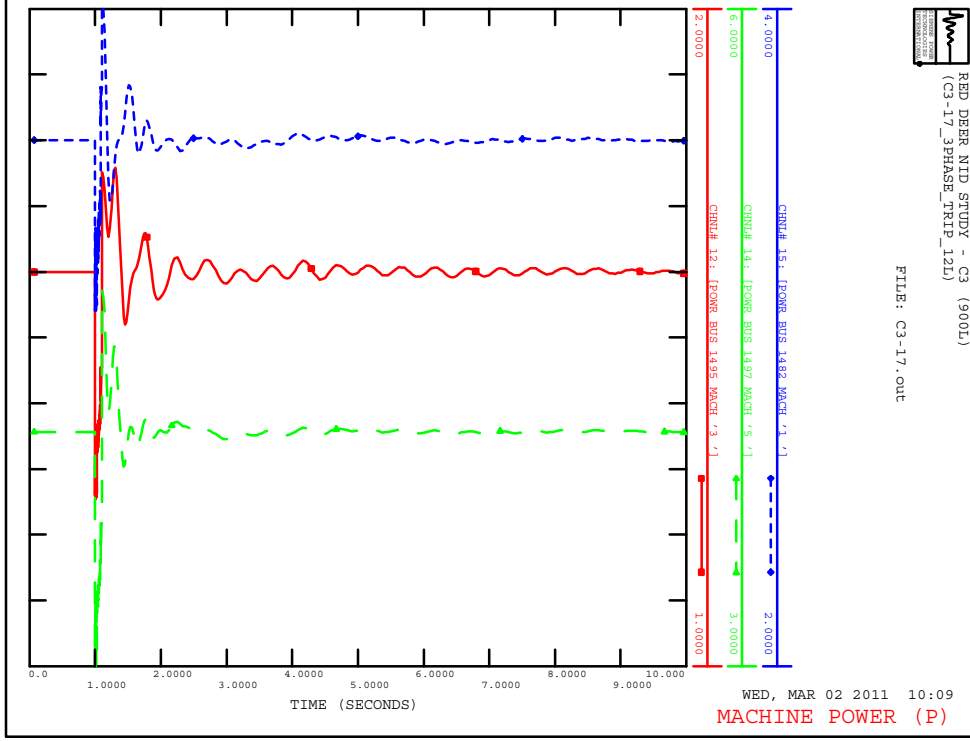

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

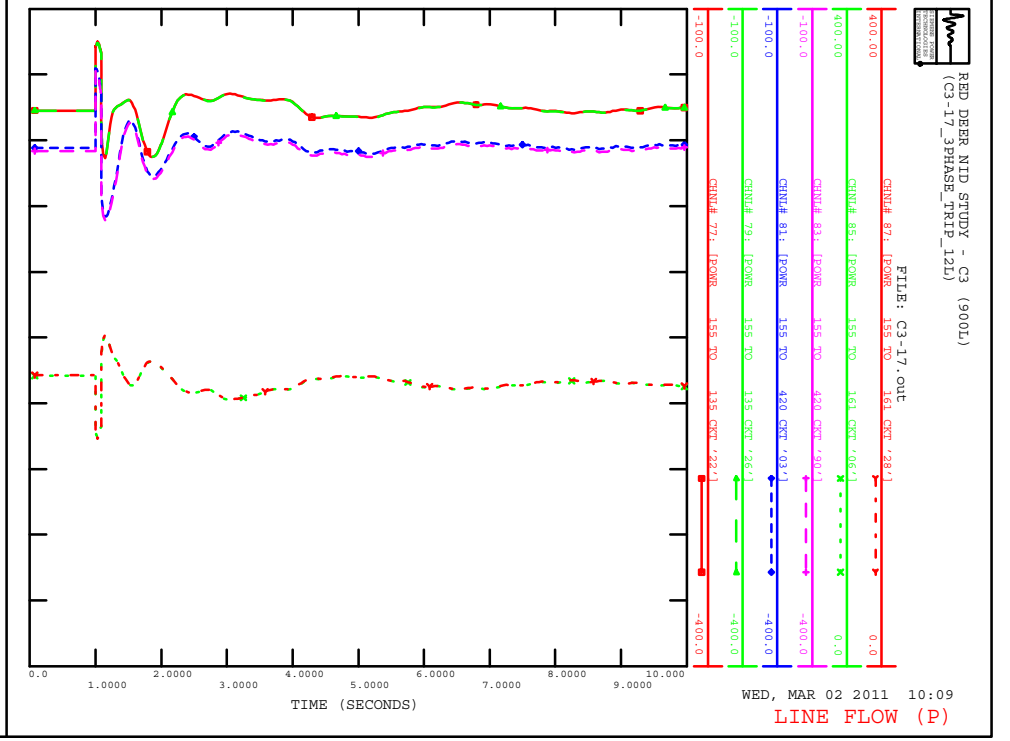

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

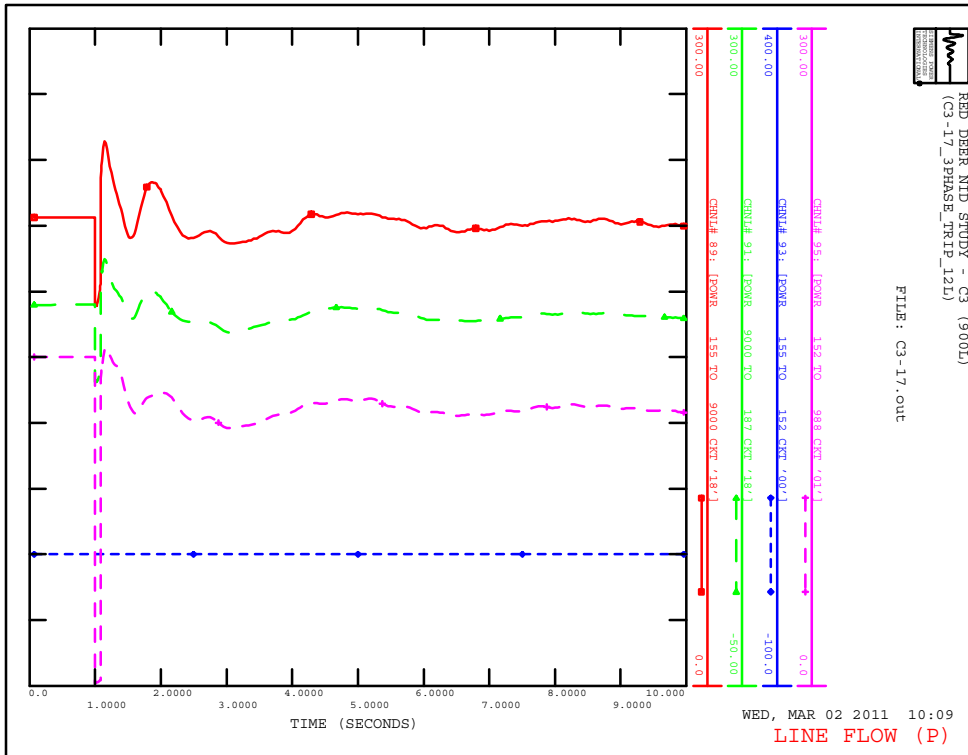

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

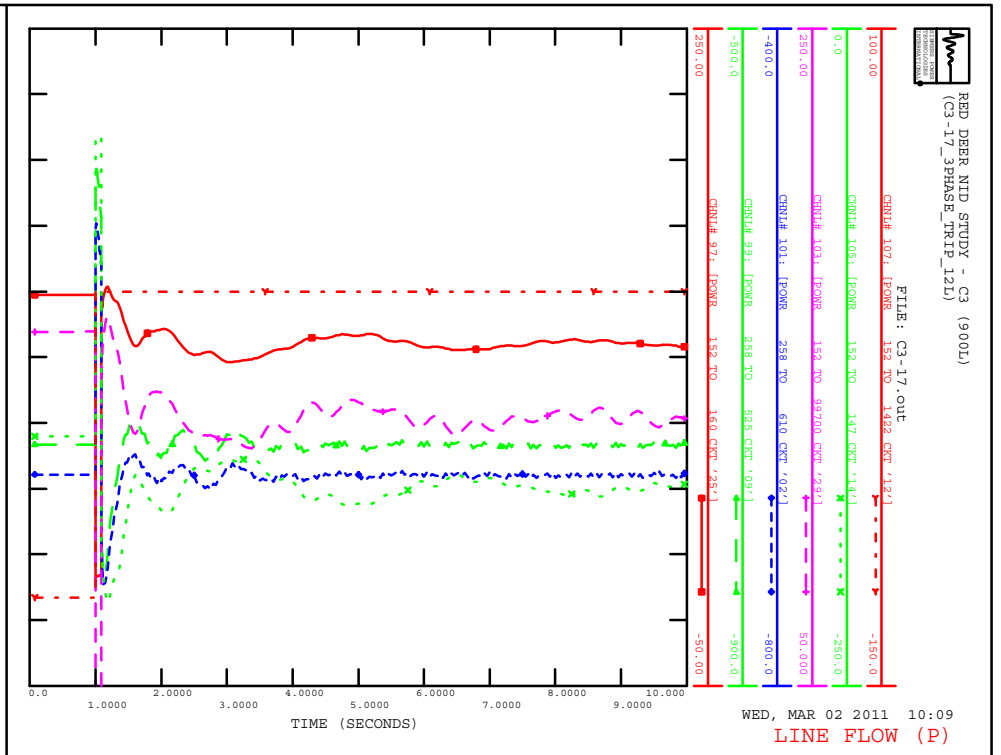

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS FREQUENCY

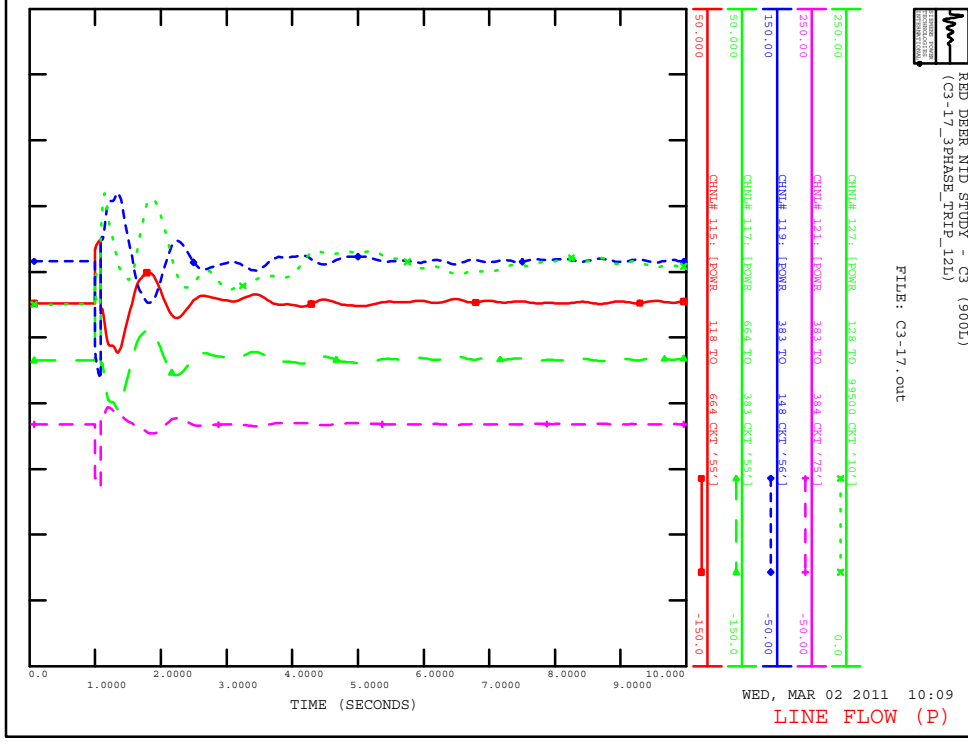

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
ROTOR ANGLES

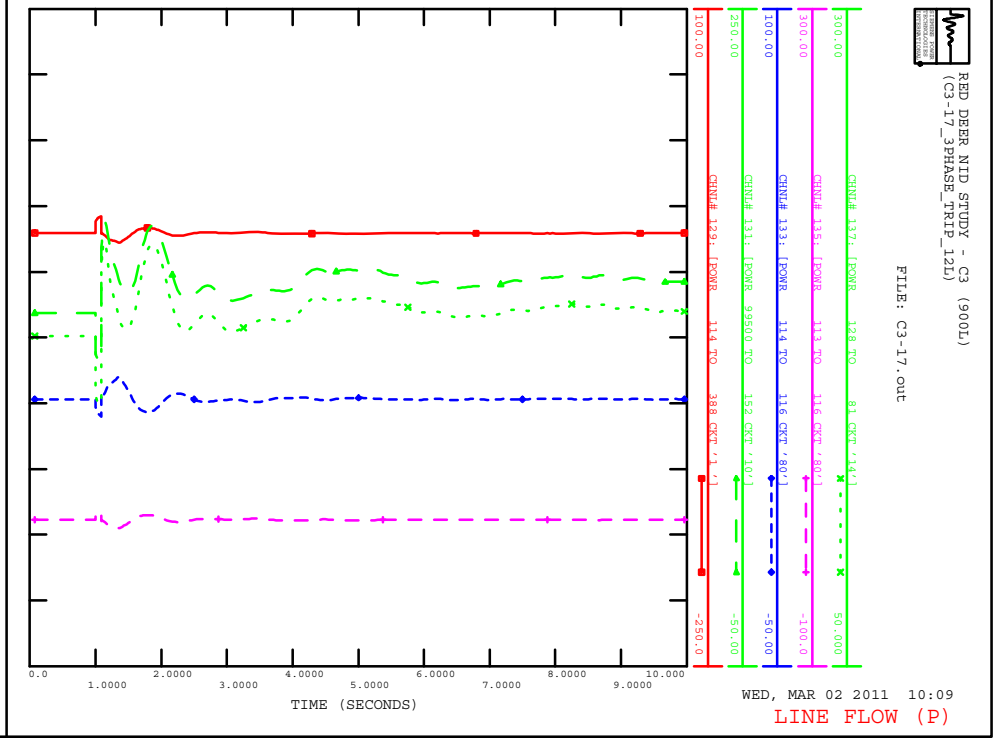

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MACHINE POWER (P)

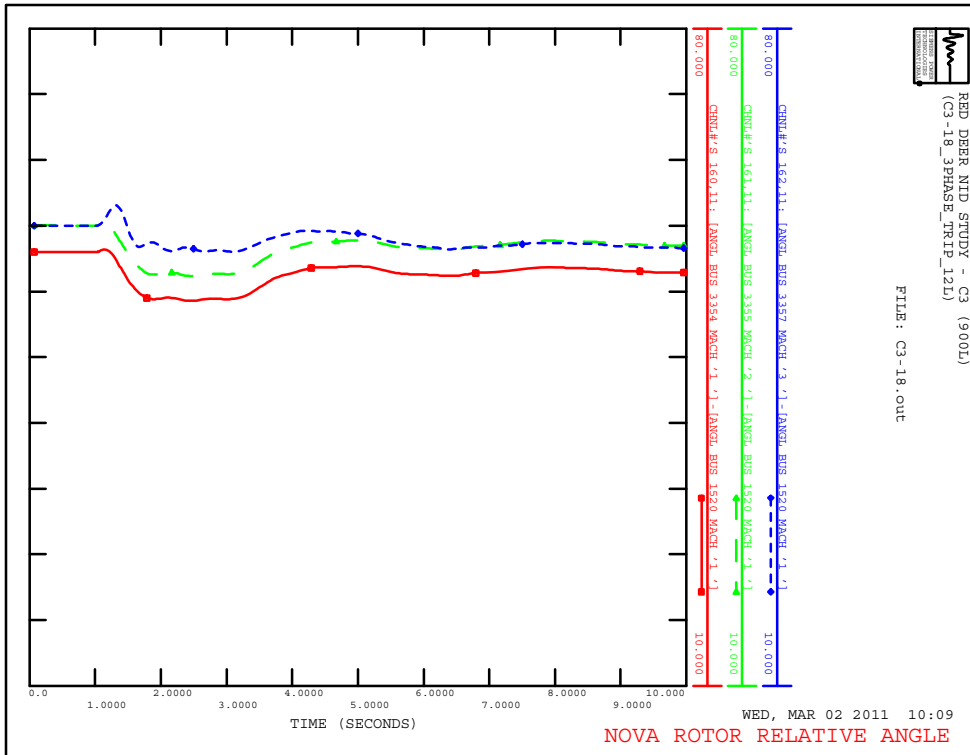

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

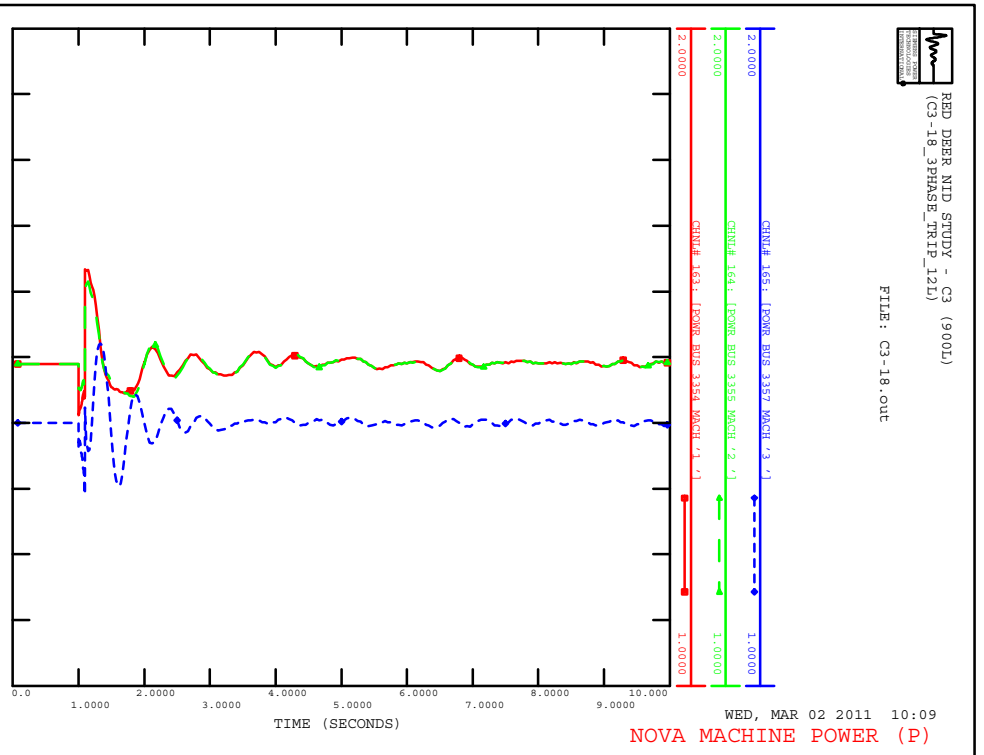

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

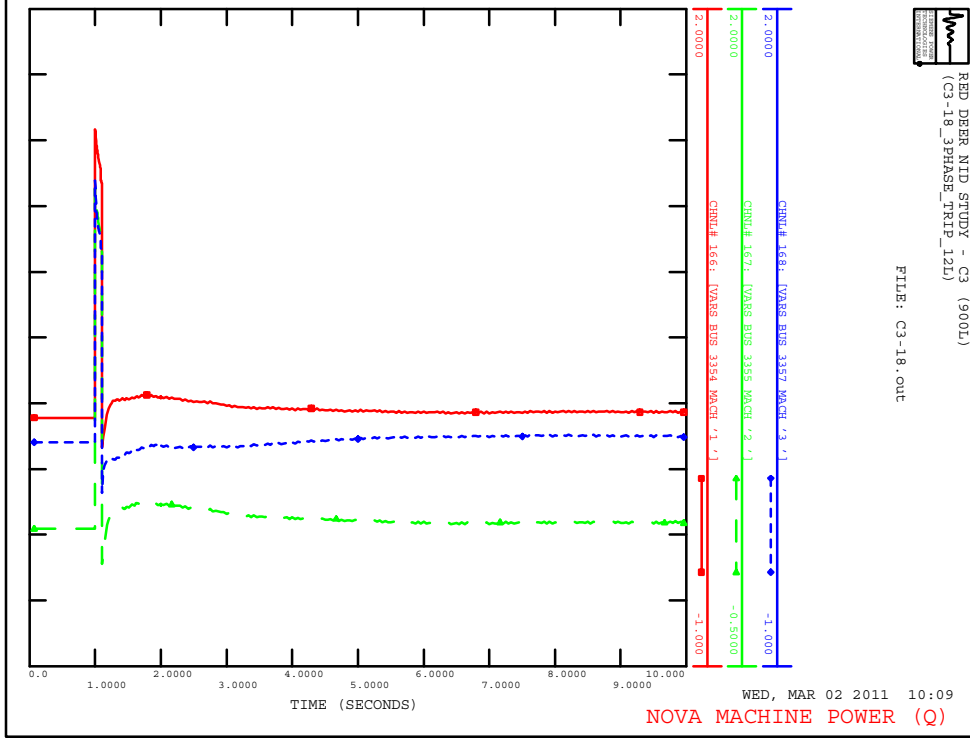

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

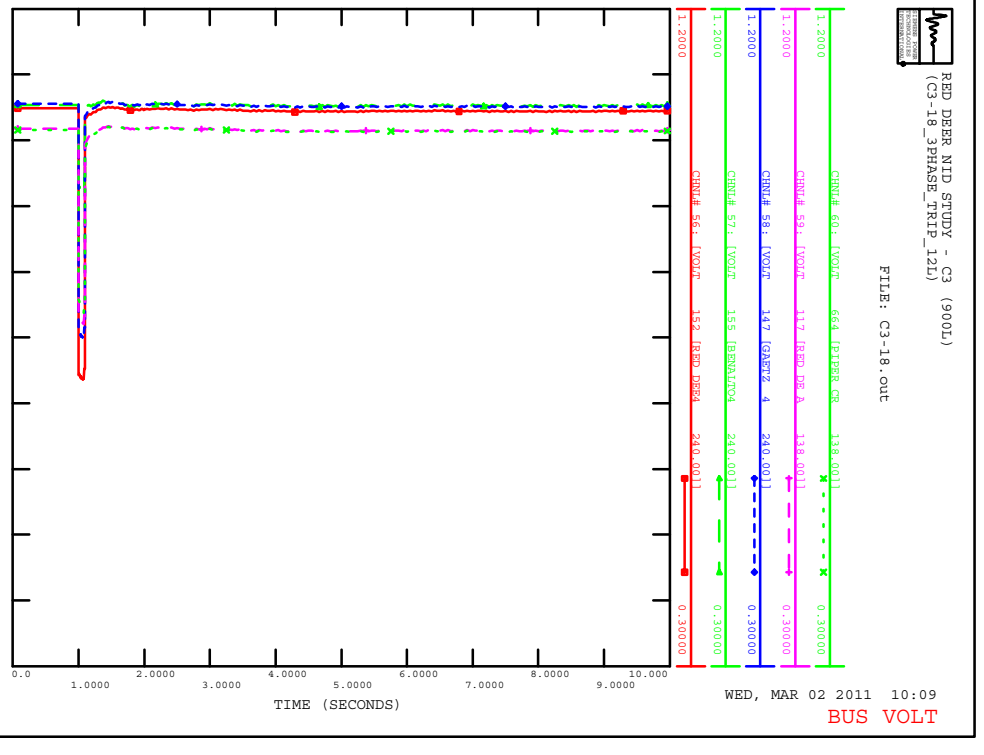

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

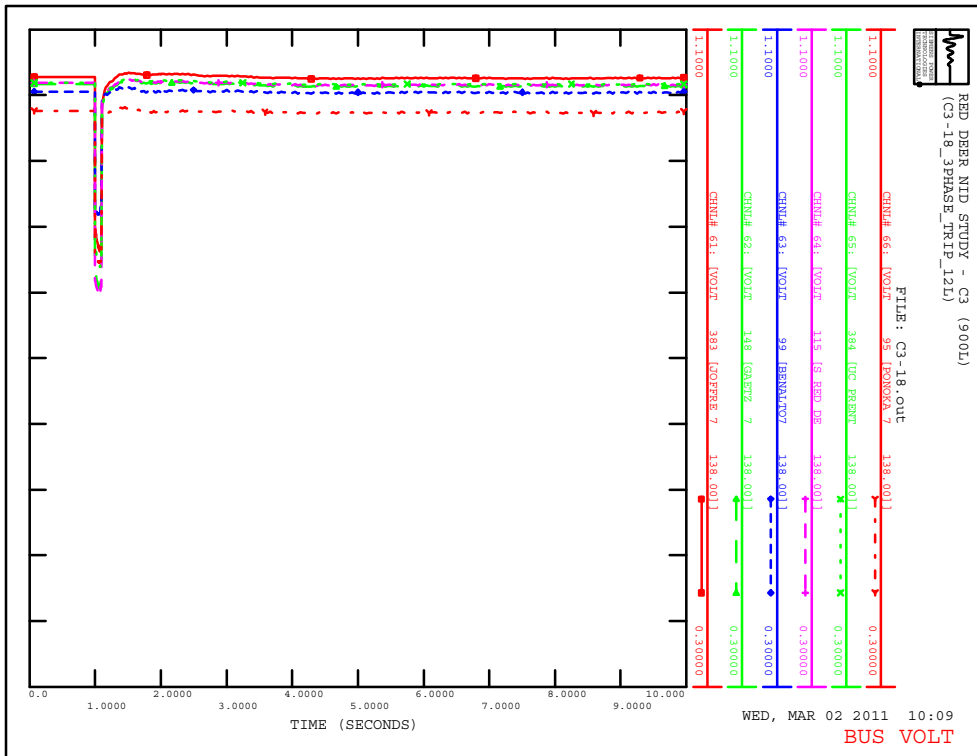

RED DEER NID STUDY - C3 (900L)
(C3-17_3PHASE_TRIP_12L)
FILE: C3-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

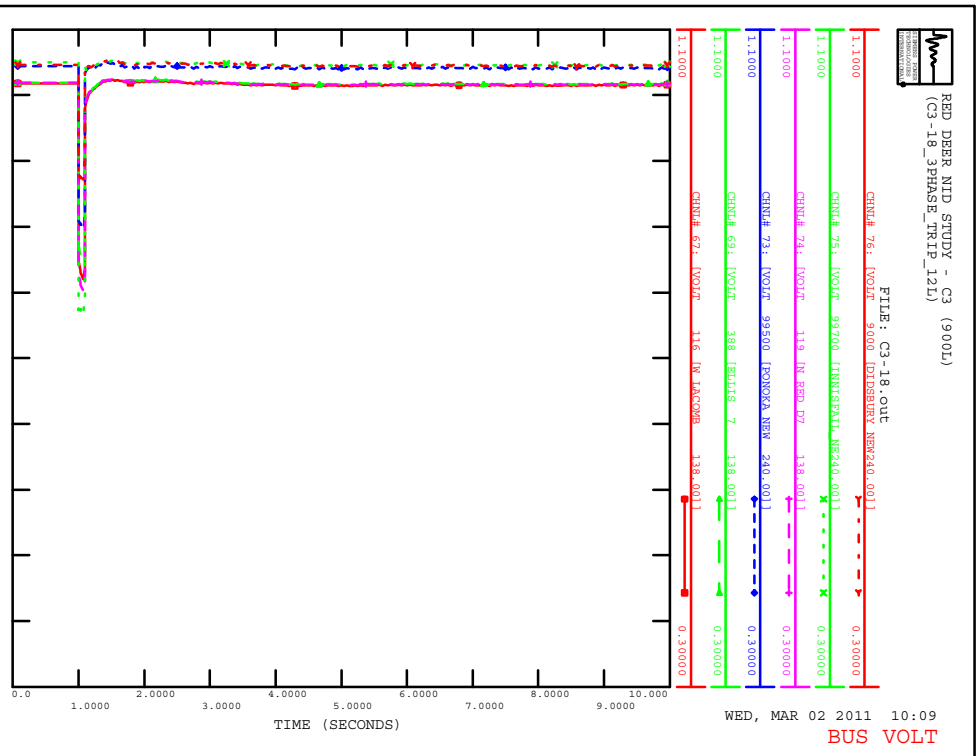

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

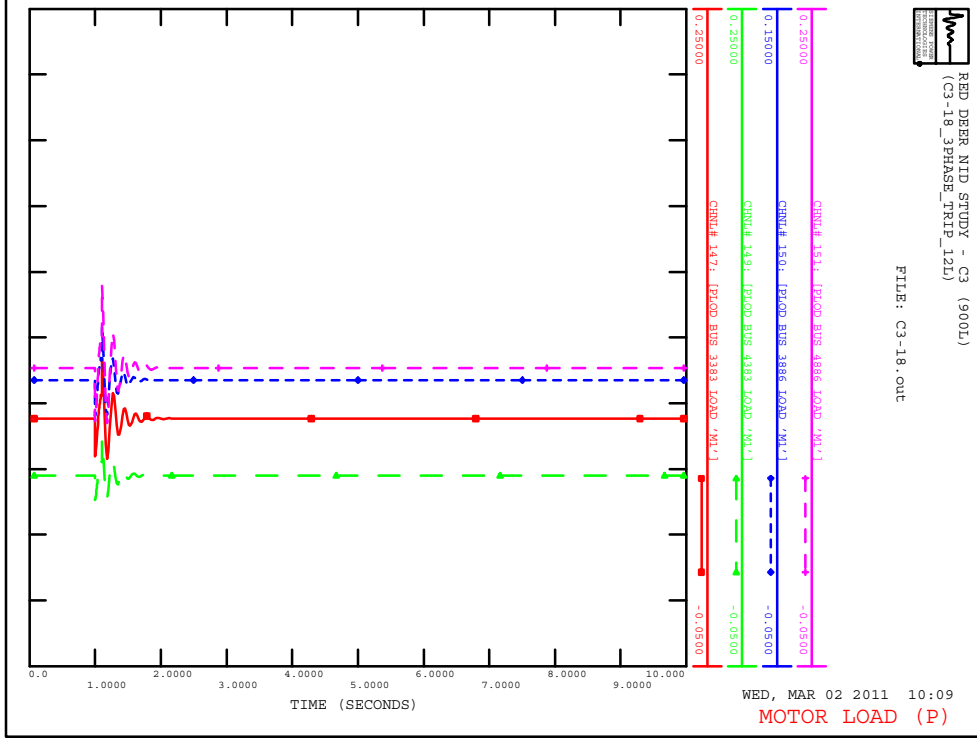

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

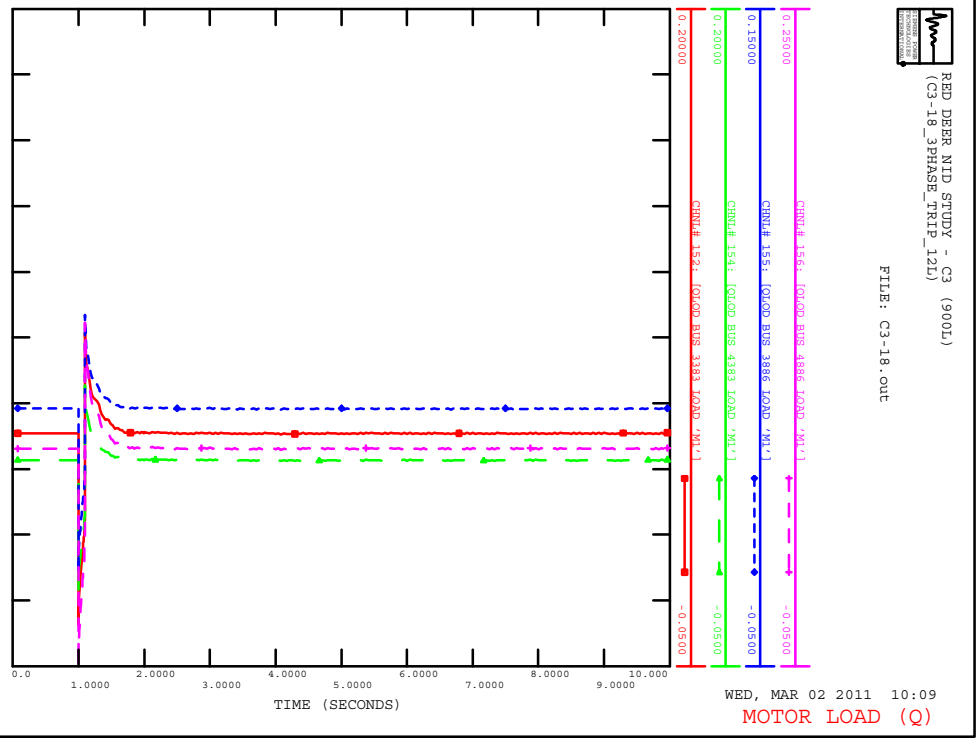

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

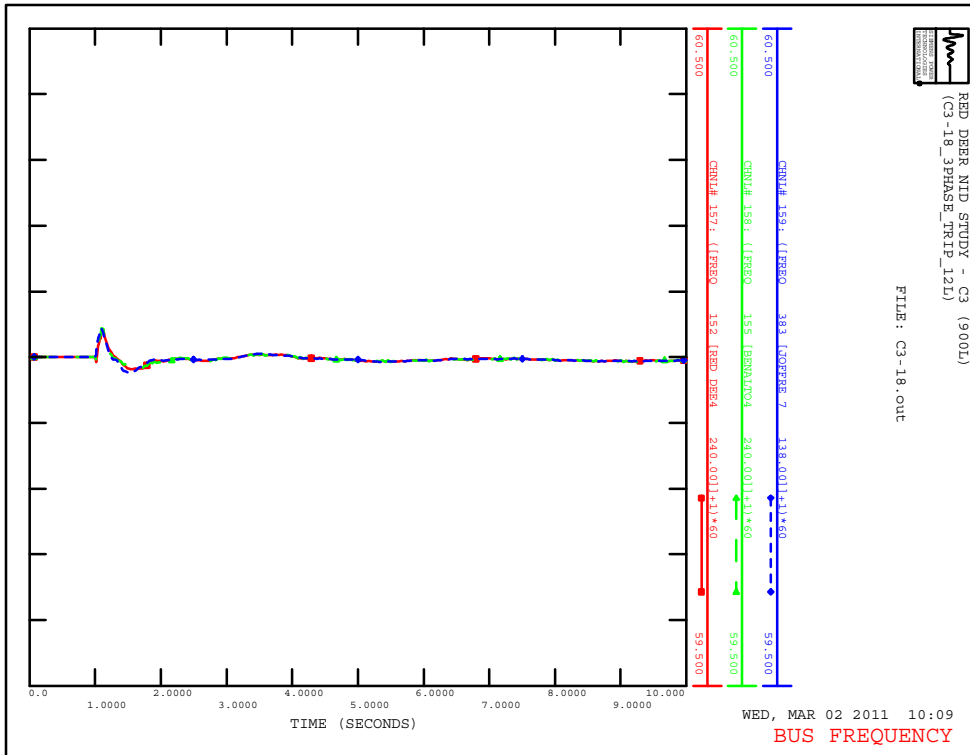

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

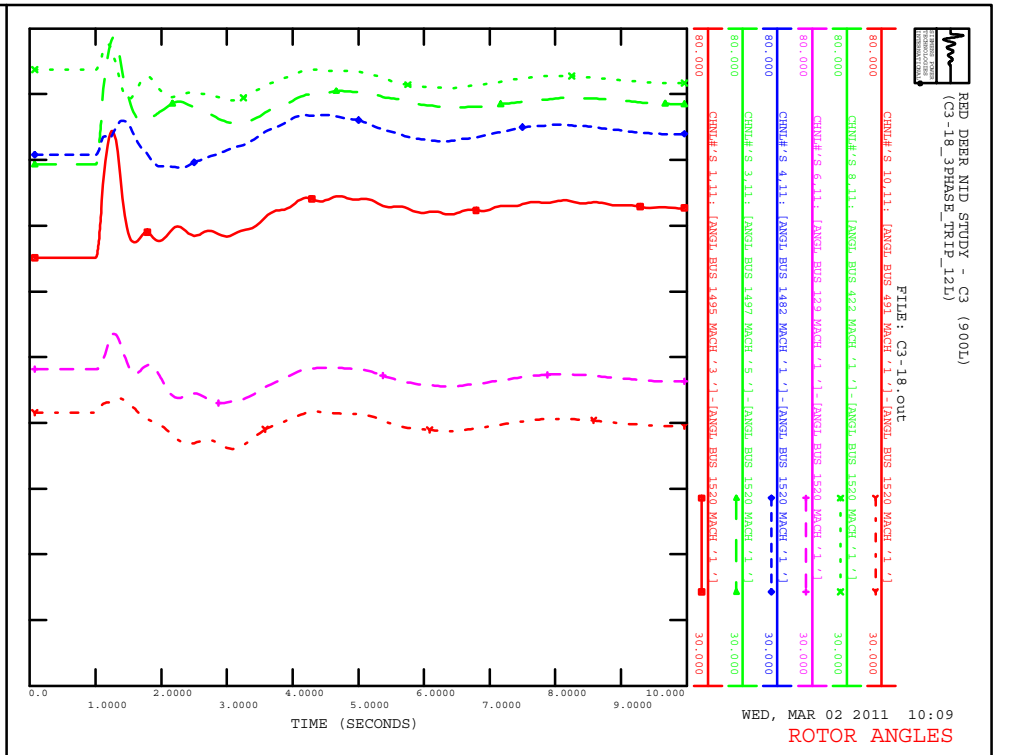

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

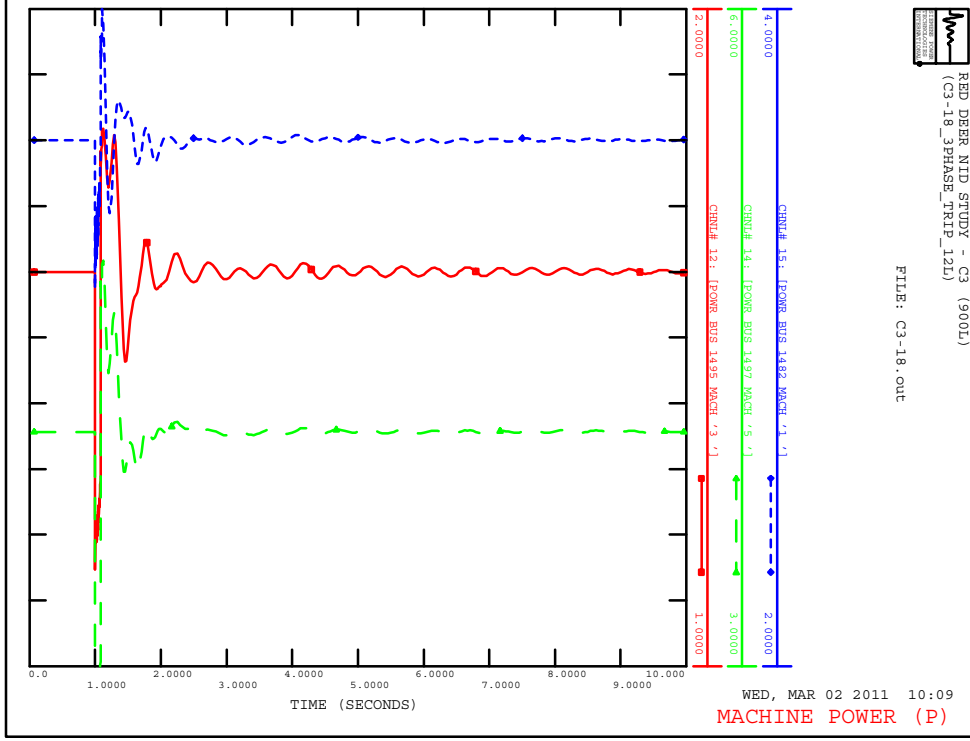

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

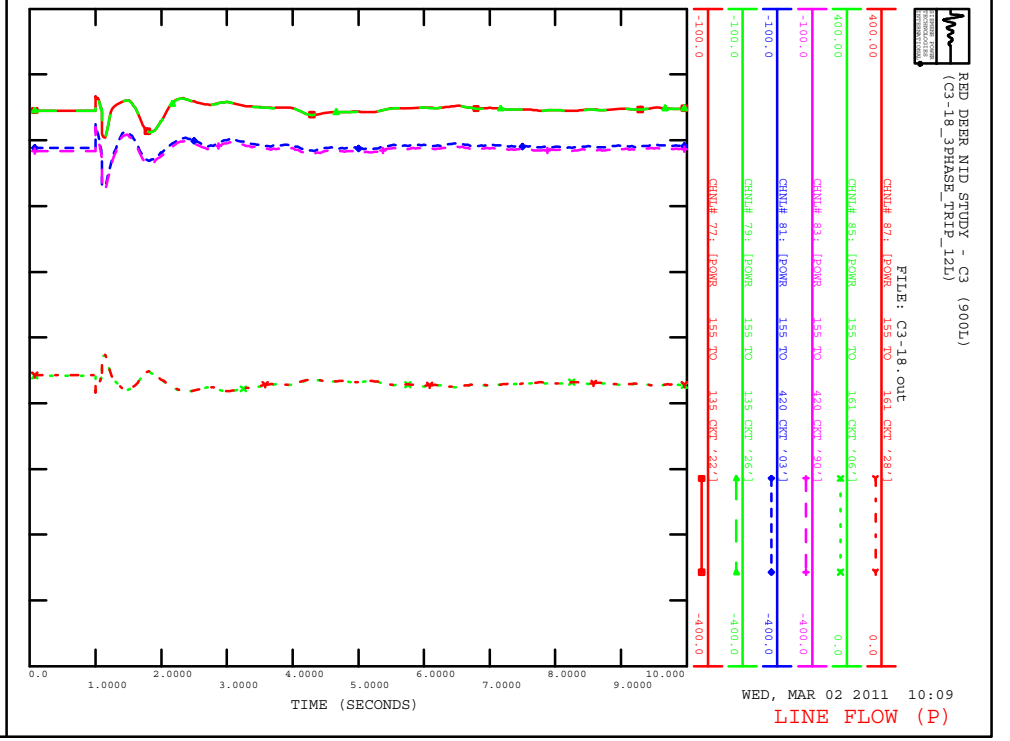

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

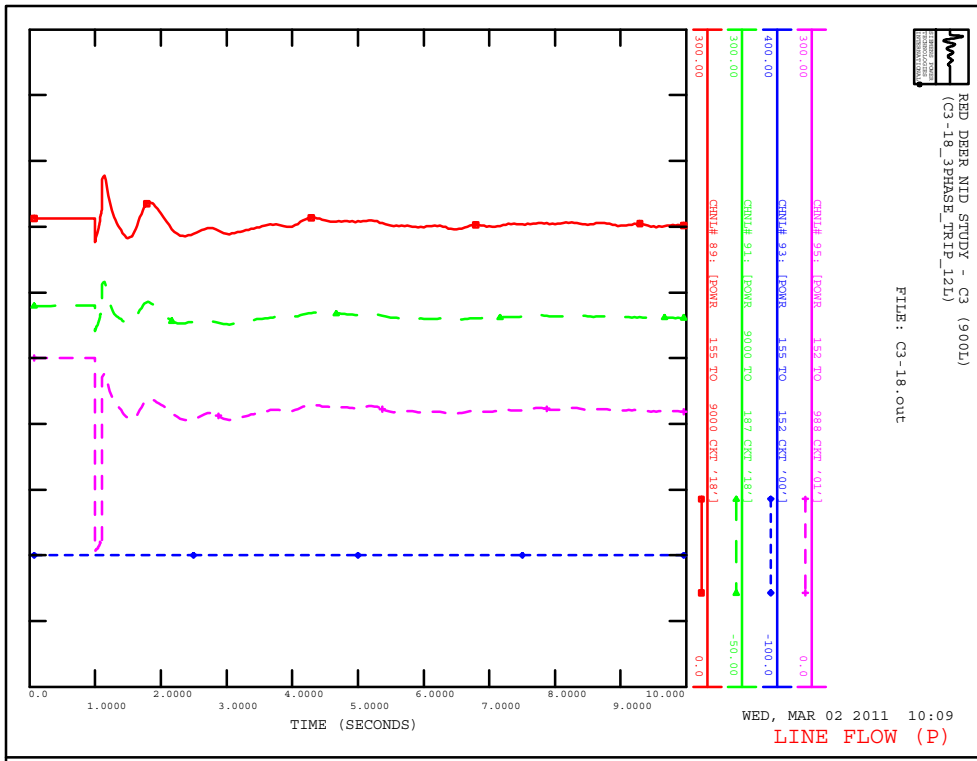

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

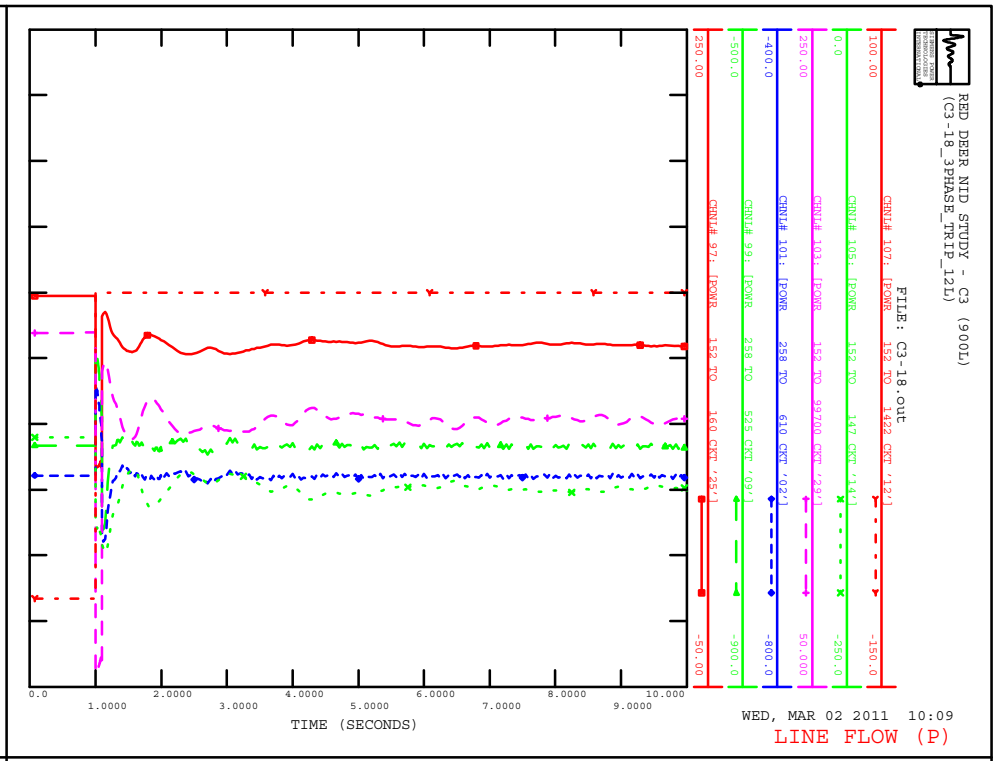

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS FREQUENCY

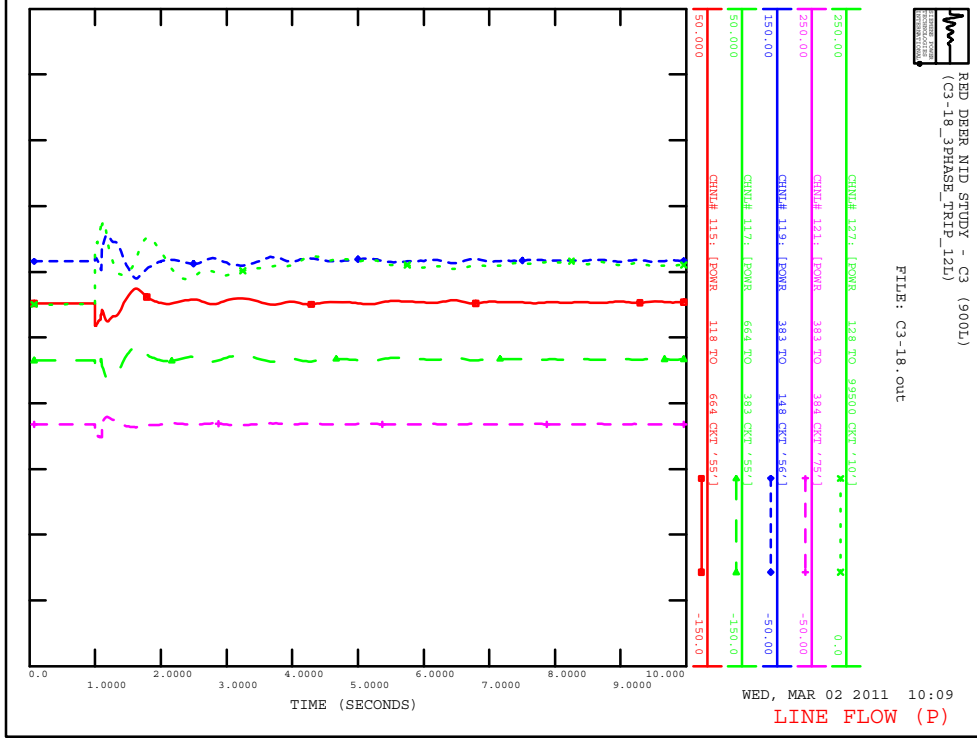

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
ROTOR ANGLES

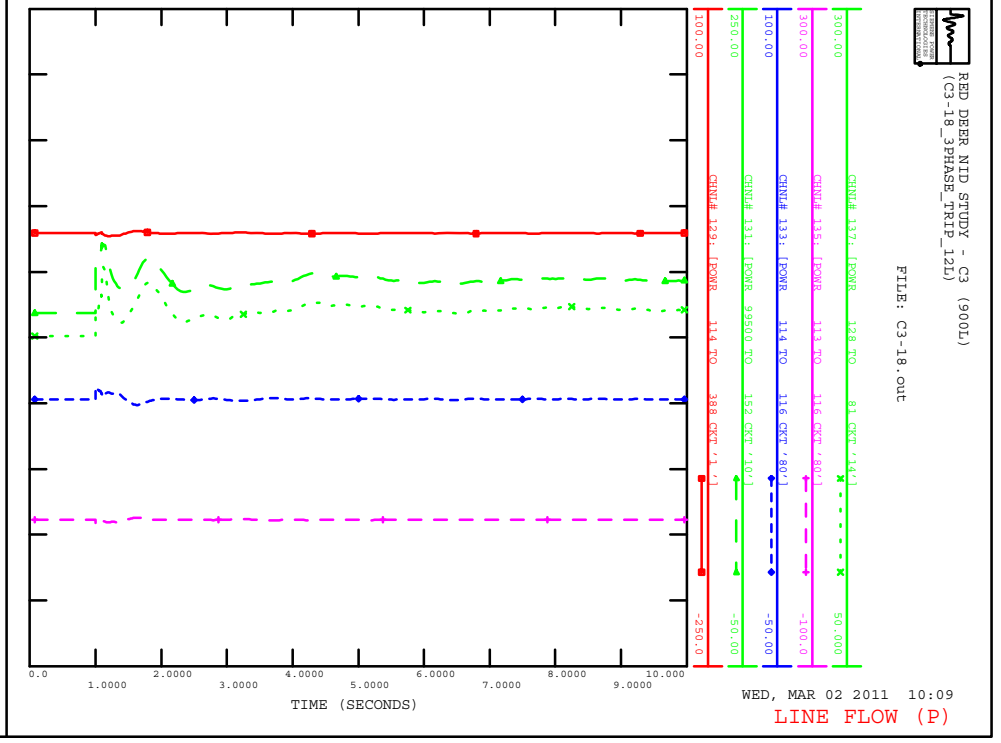

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
MACHINE POWER (P)

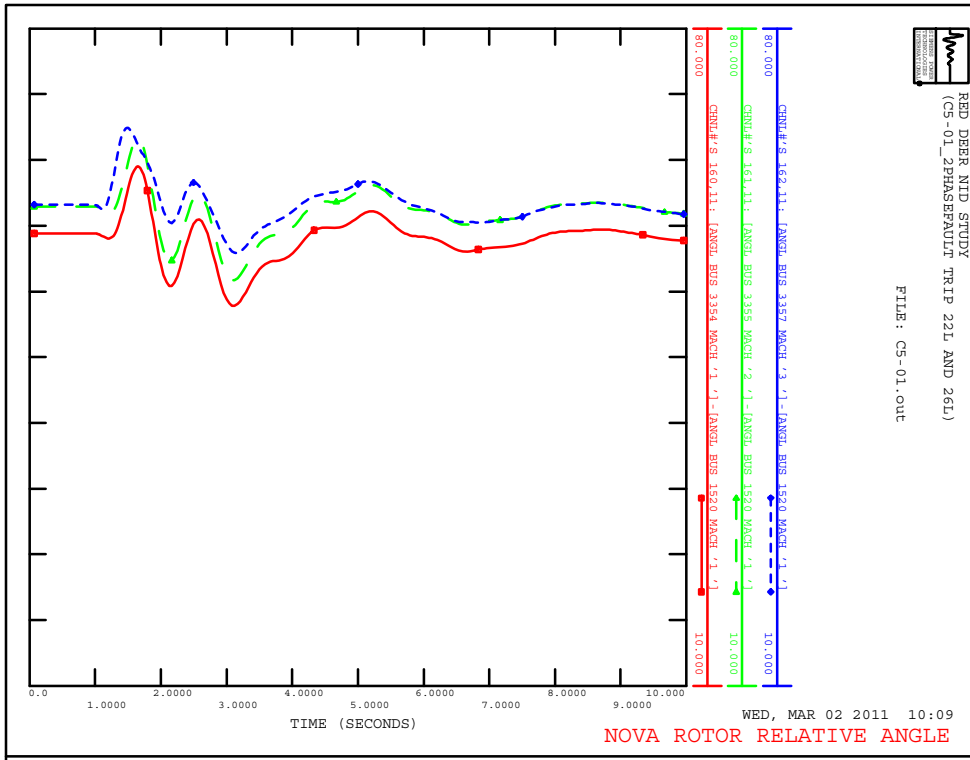

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
LINE FLOW (P)

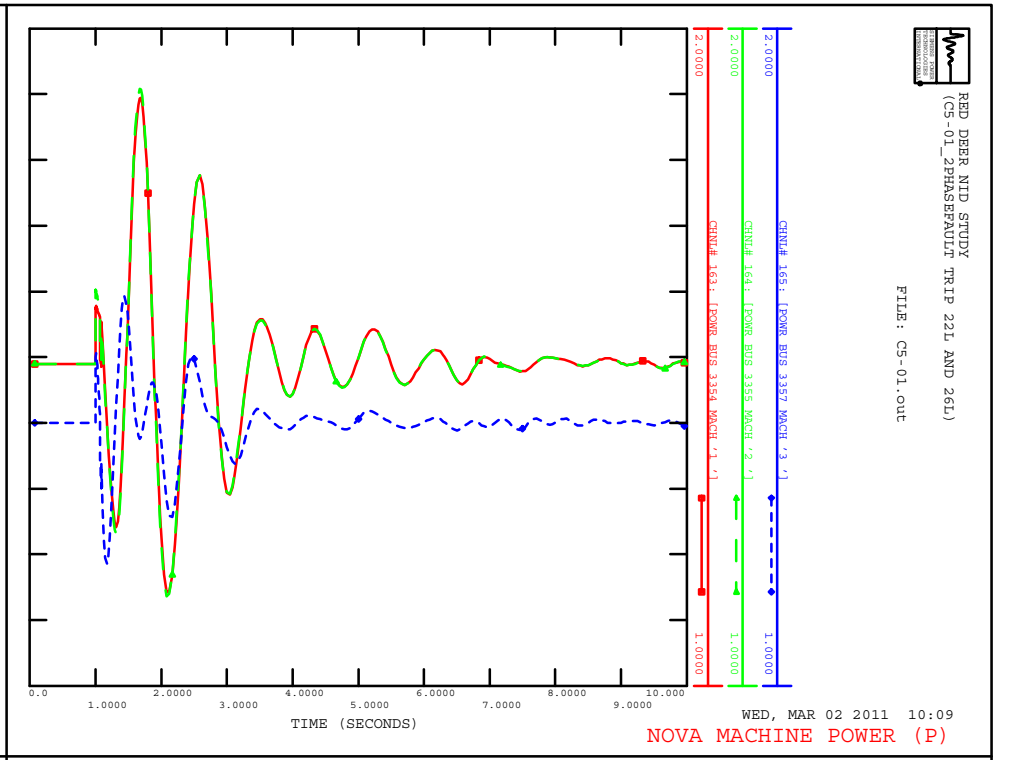

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

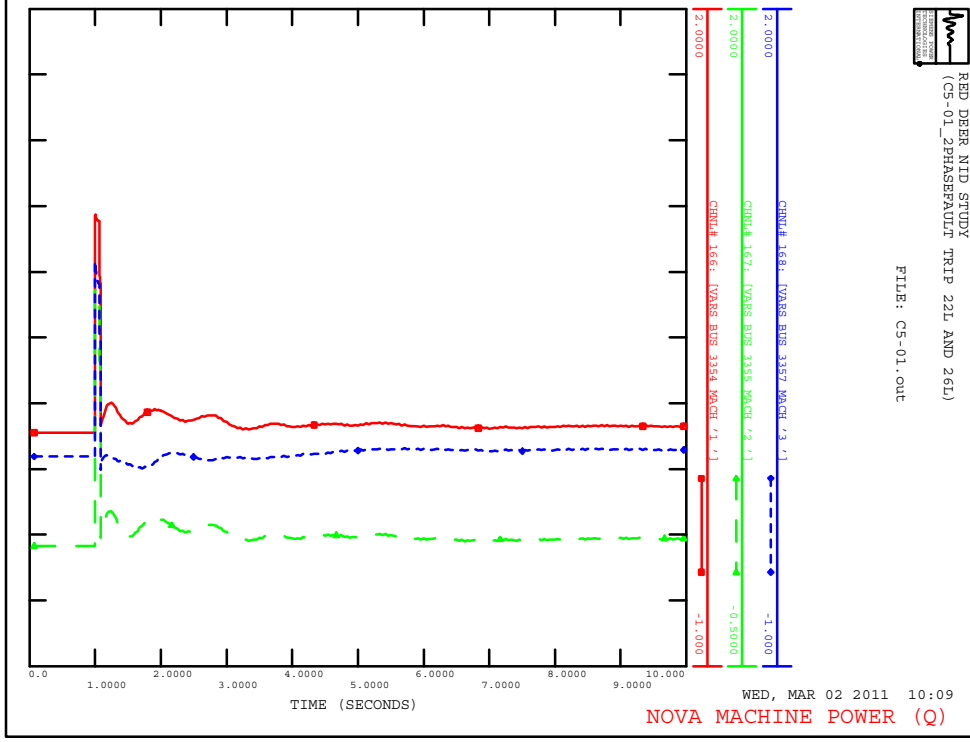

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

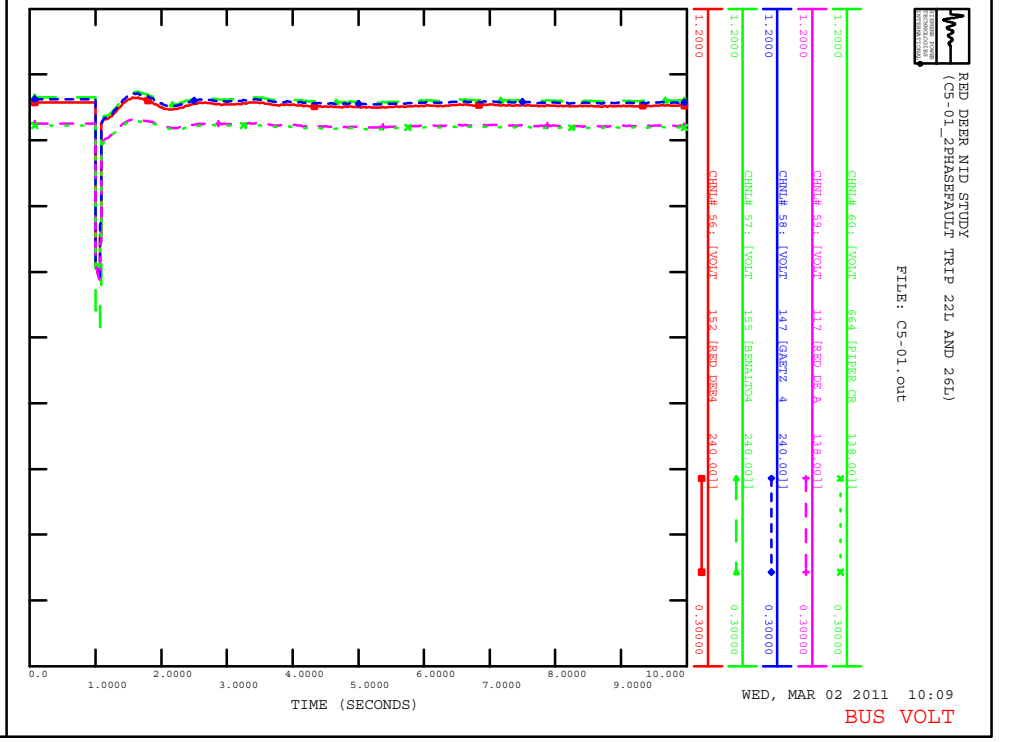

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

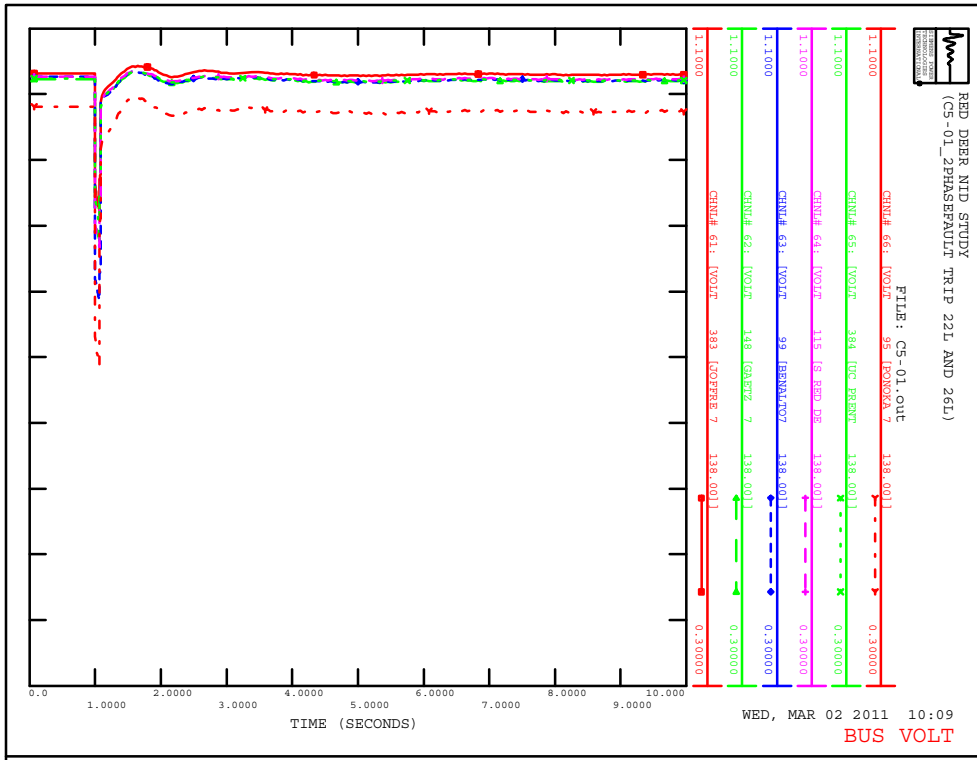

RED DEER NID STUDY - C3 (900L)
(C3-18_3PHASE_TRIP_12L)
FILE: C3-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

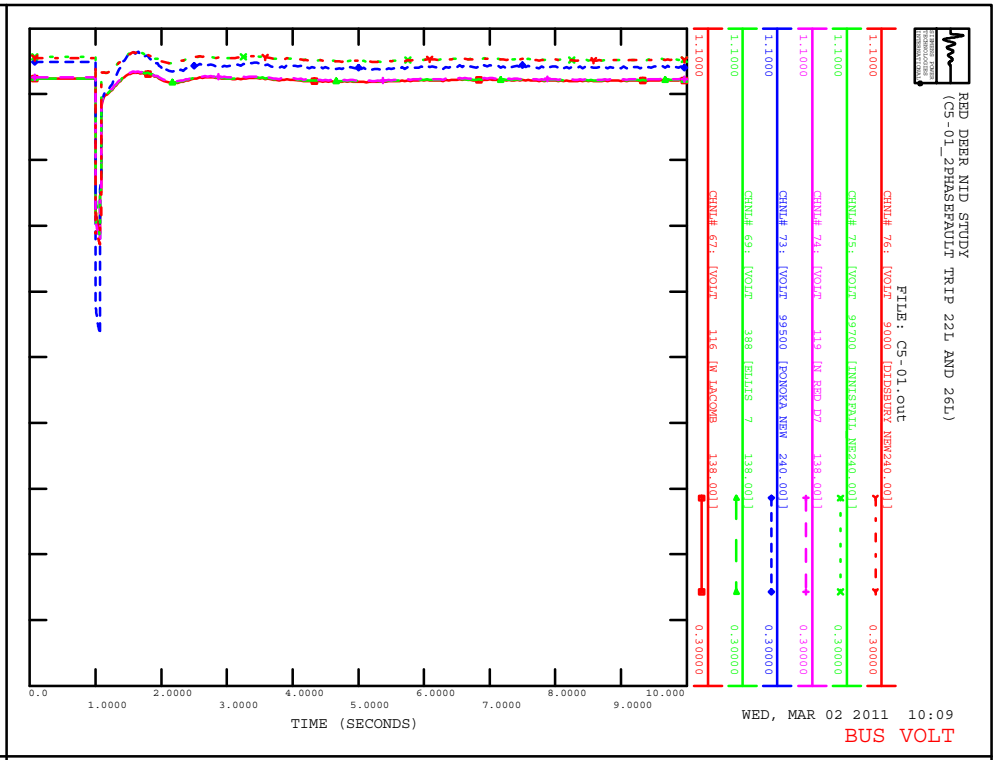

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA ROTOR RELATIVE ANGLE

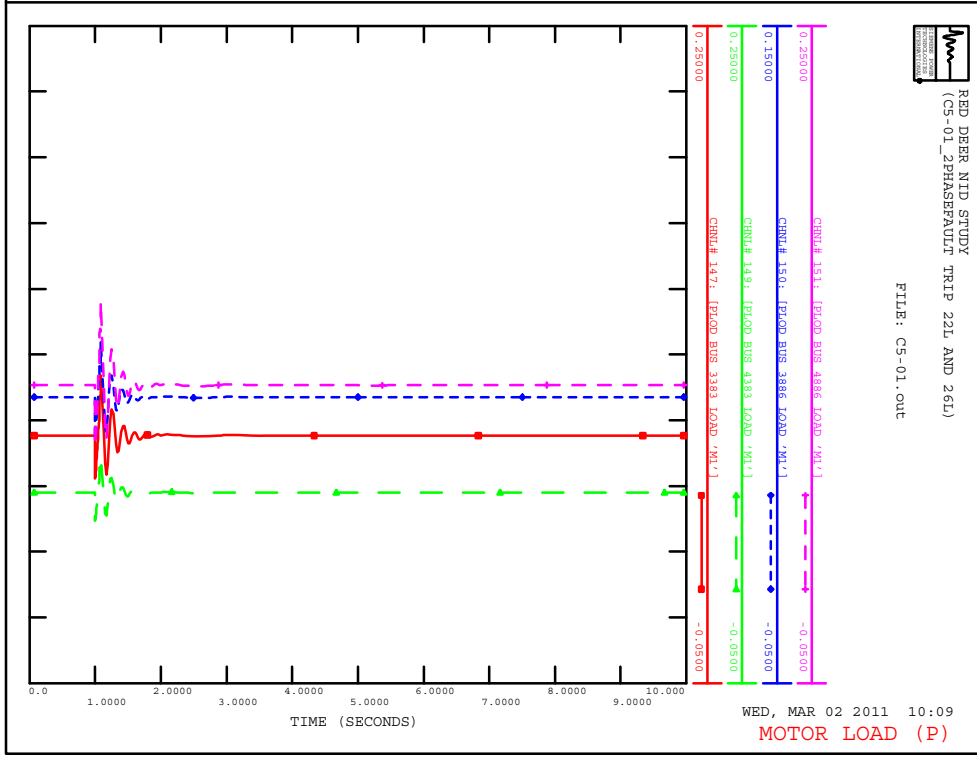

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (P)

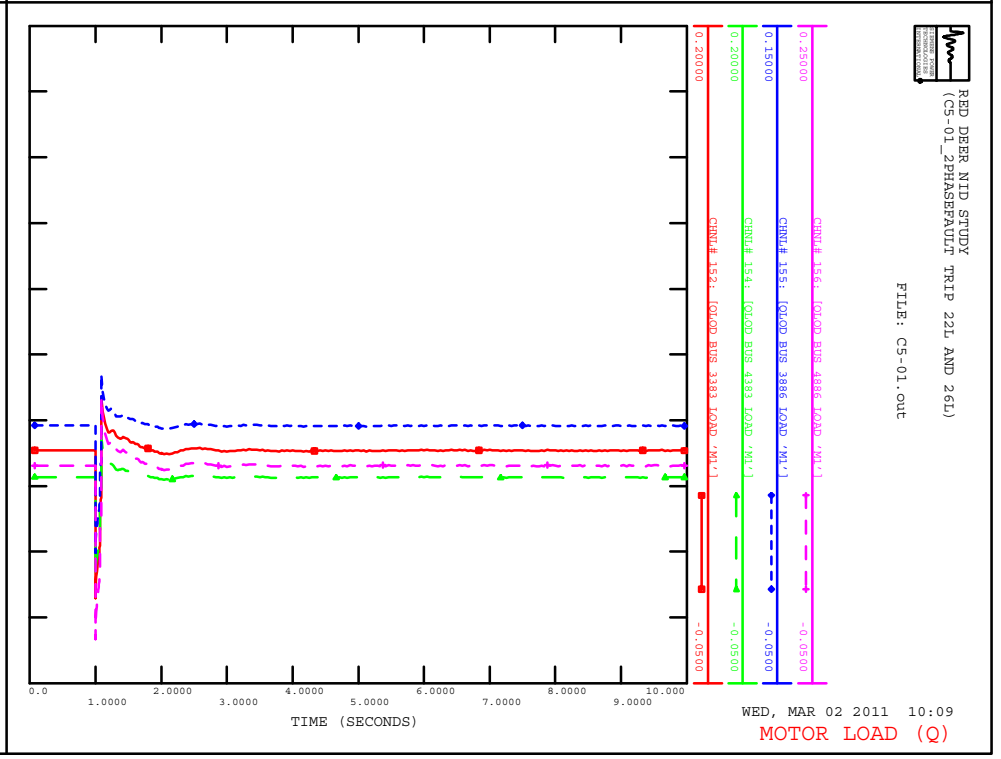

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
NOVA MACHINE POWER (Q)

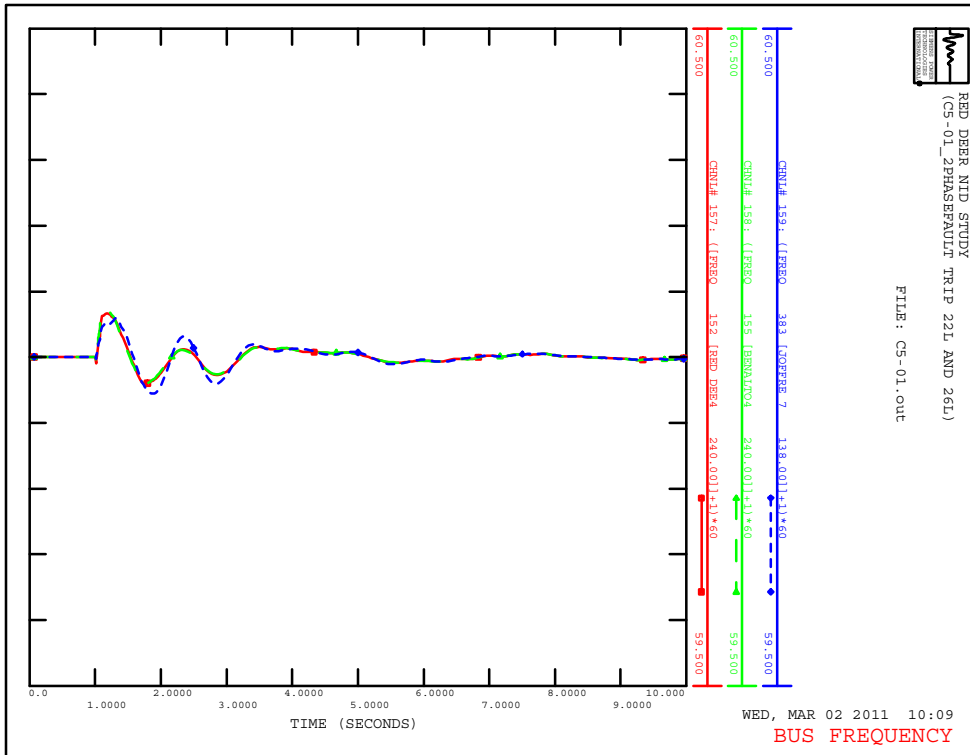

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

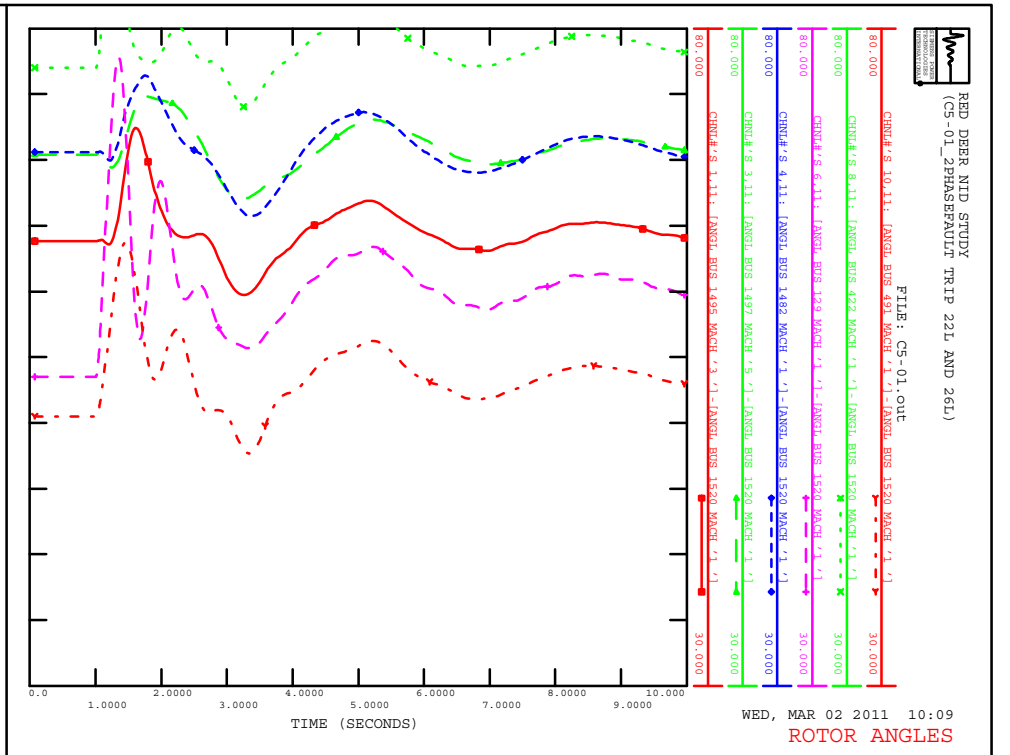

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

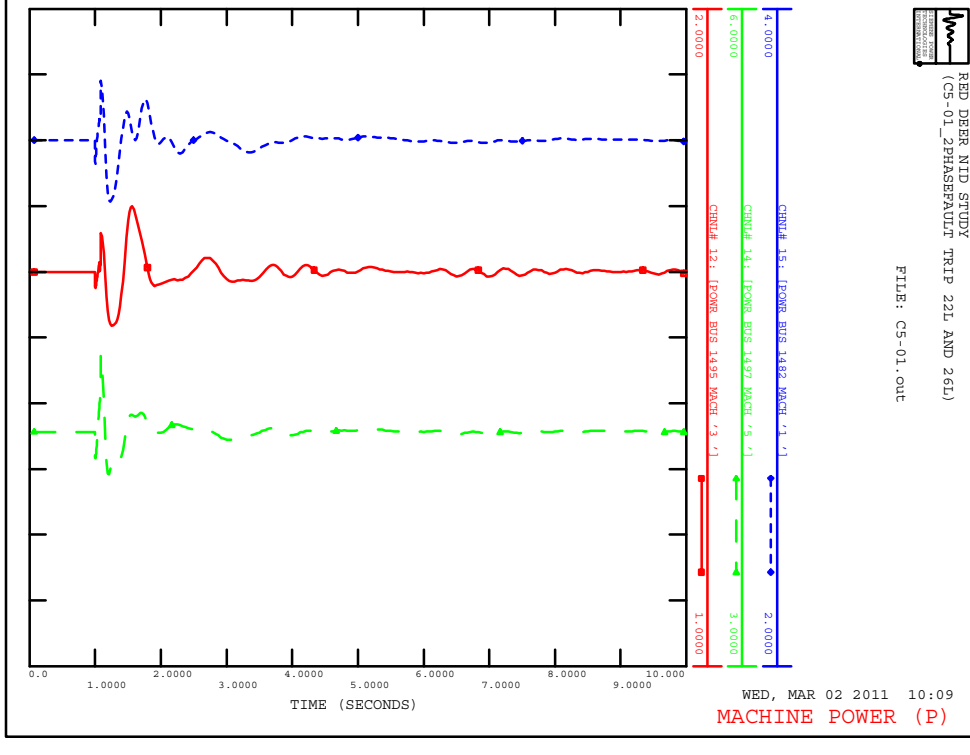

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

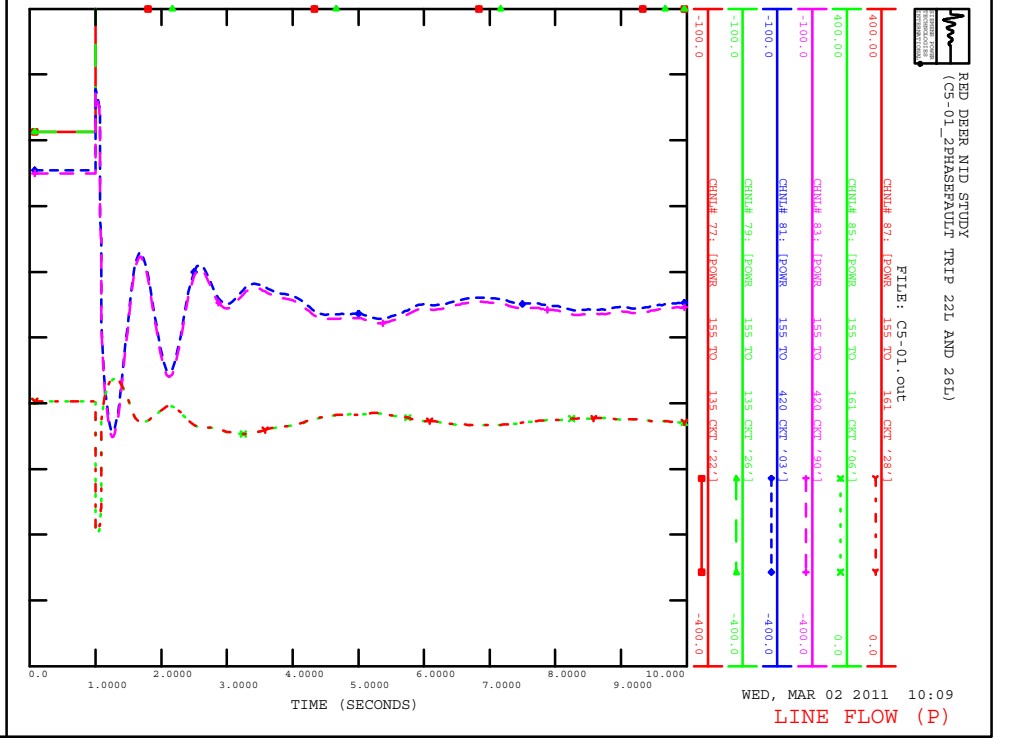

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (P)

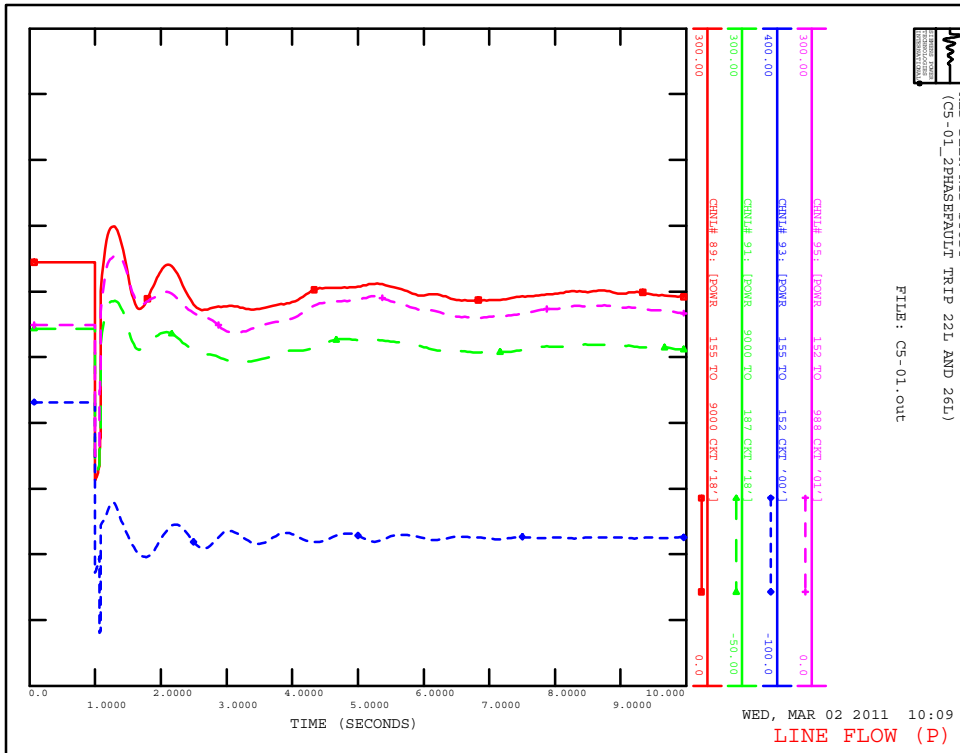

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
MOTOR LOAD (Q)

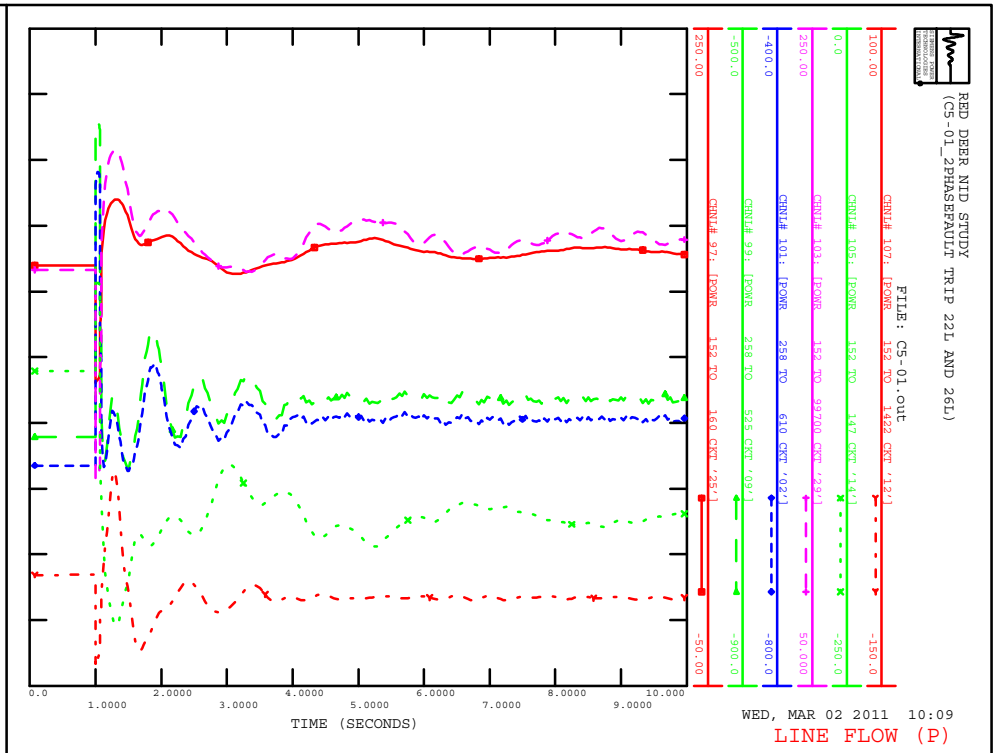

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS FREQUENCY

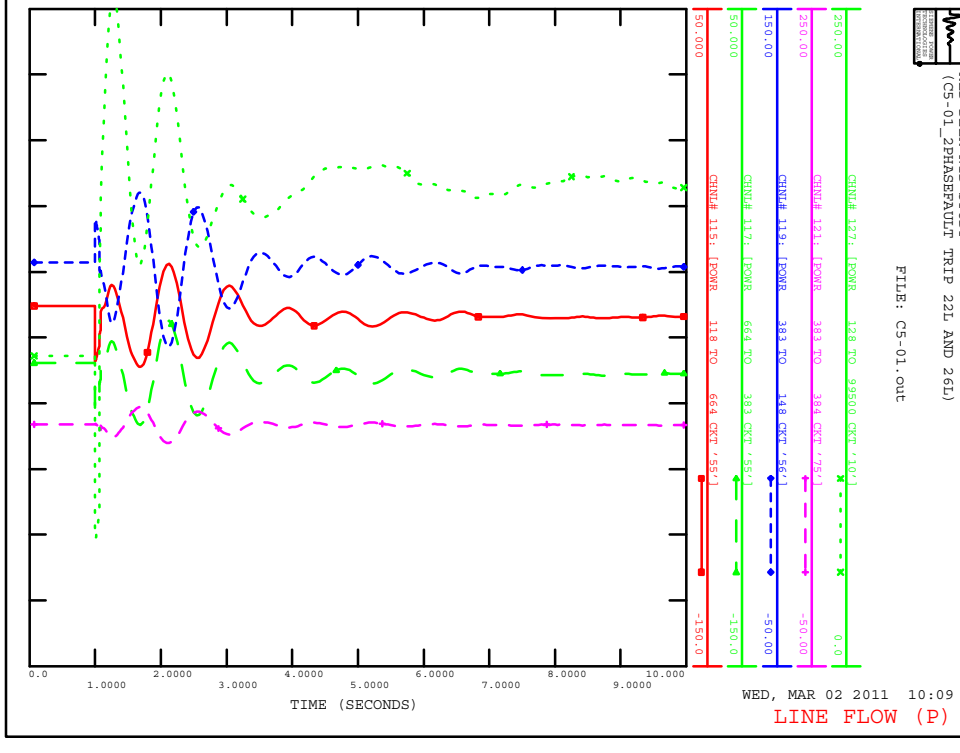

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
ROTOR ANGLES

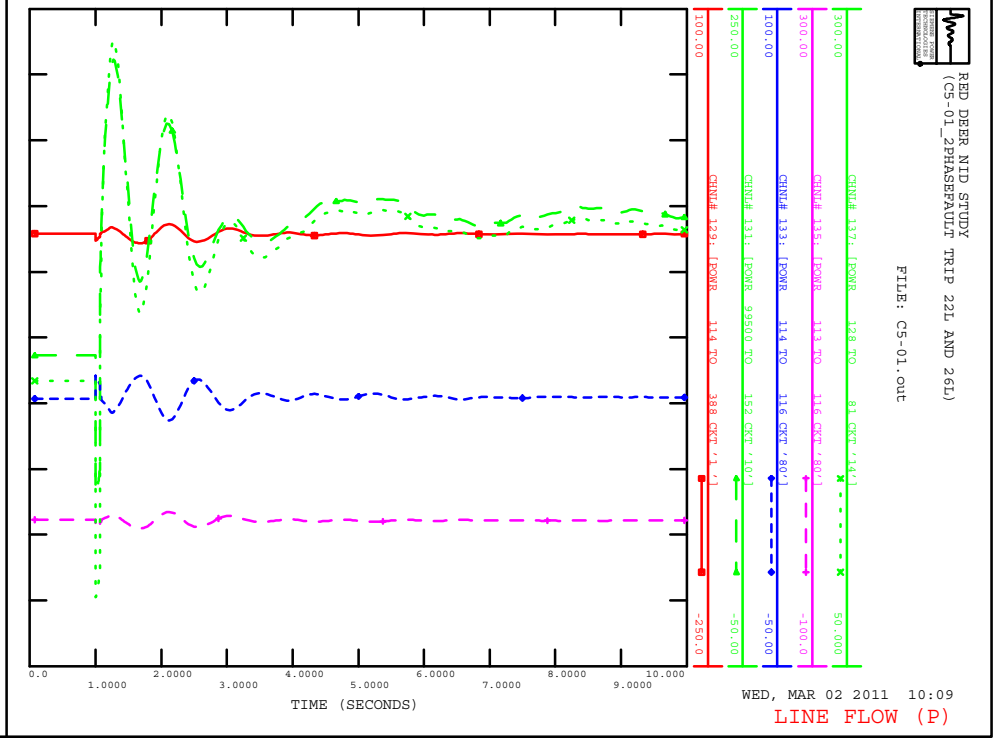

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
MACHINE POWER (P)

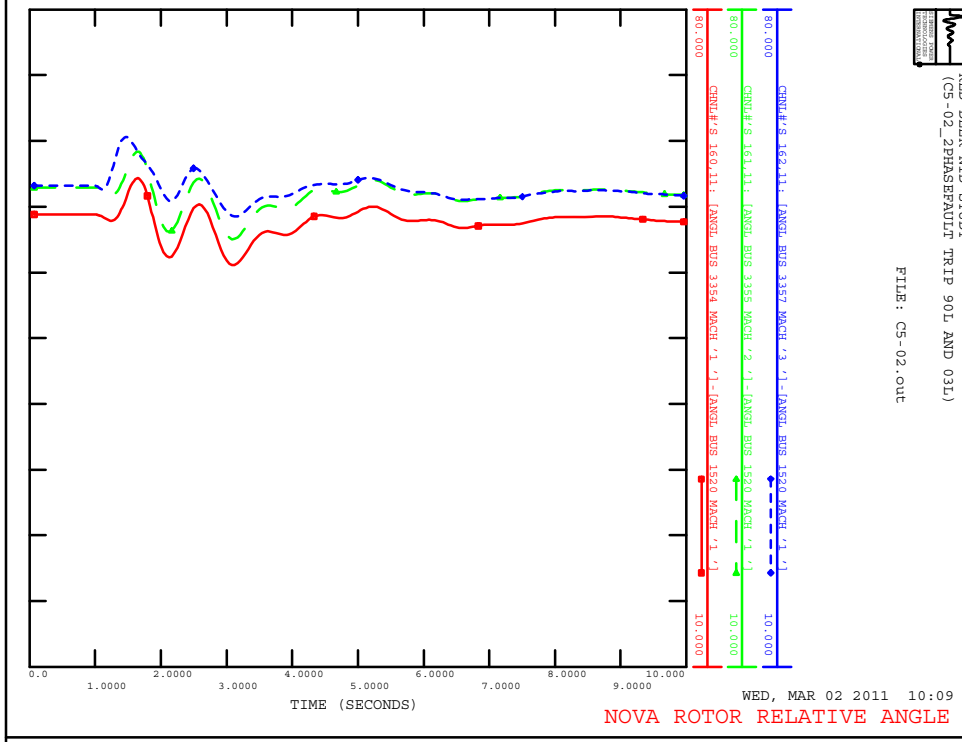

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
LINE FLOW (P)

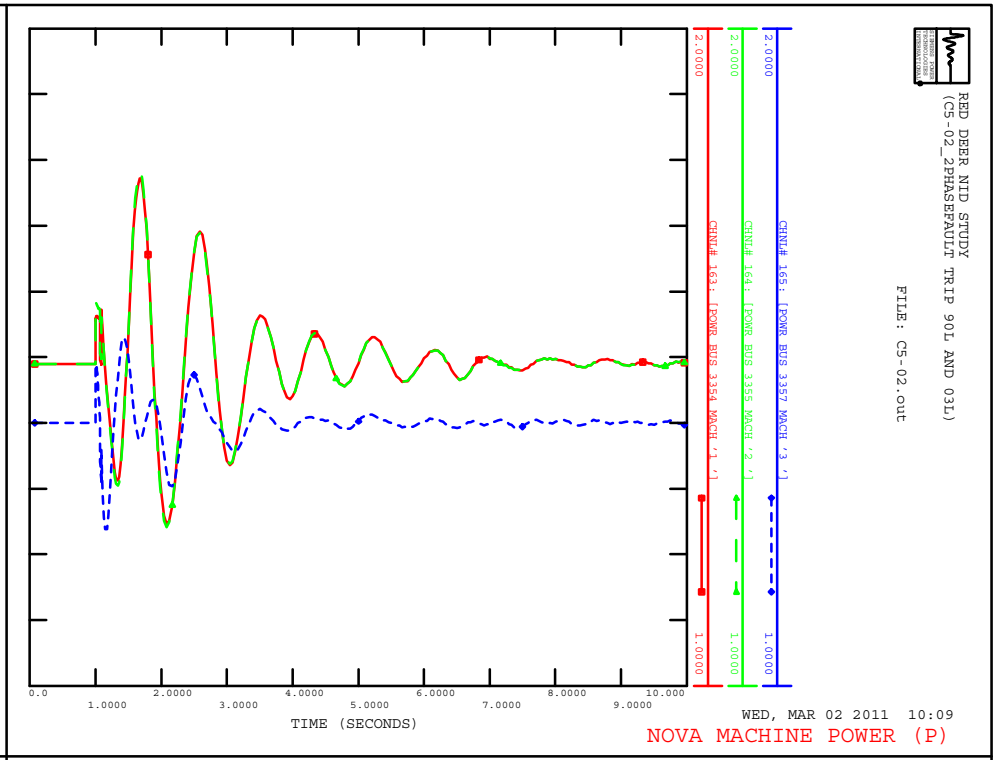

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

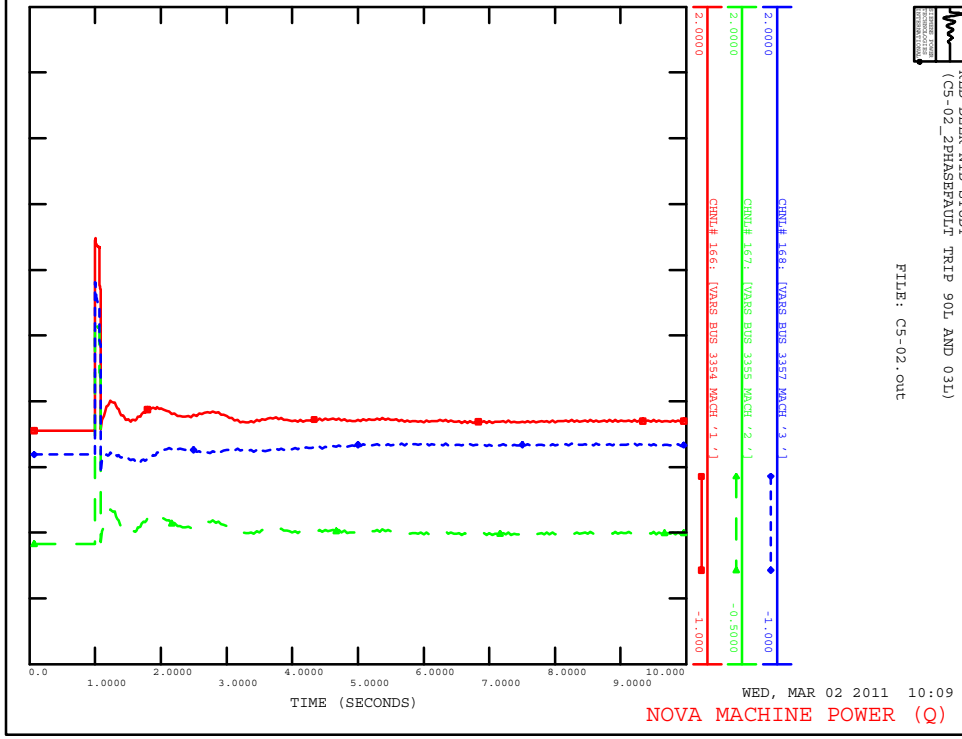

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

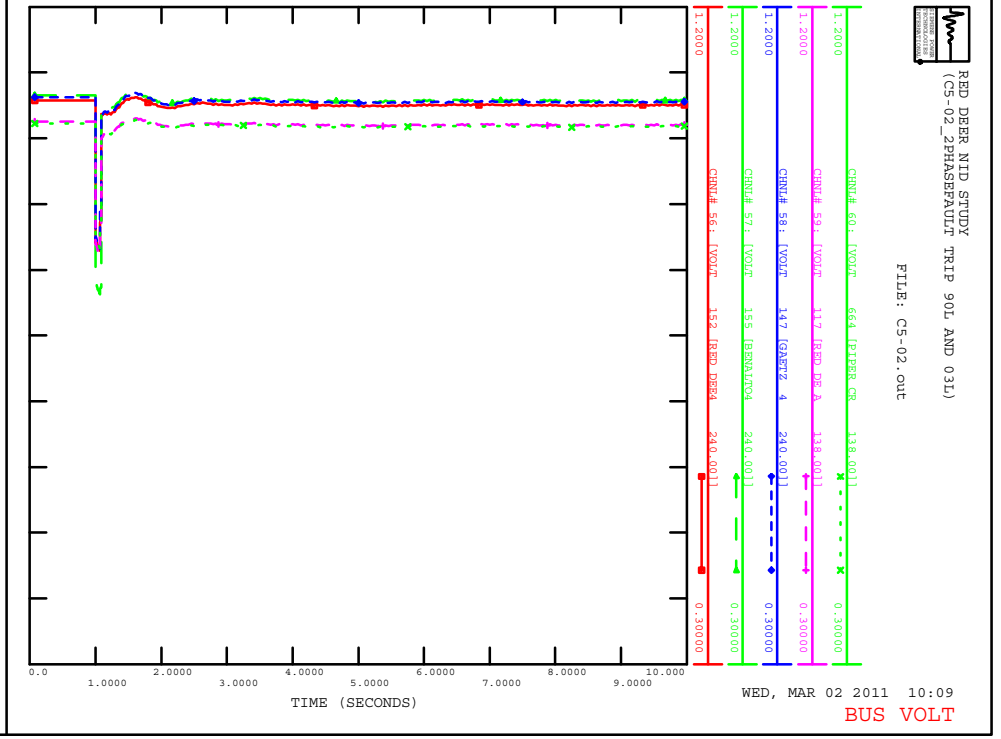

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

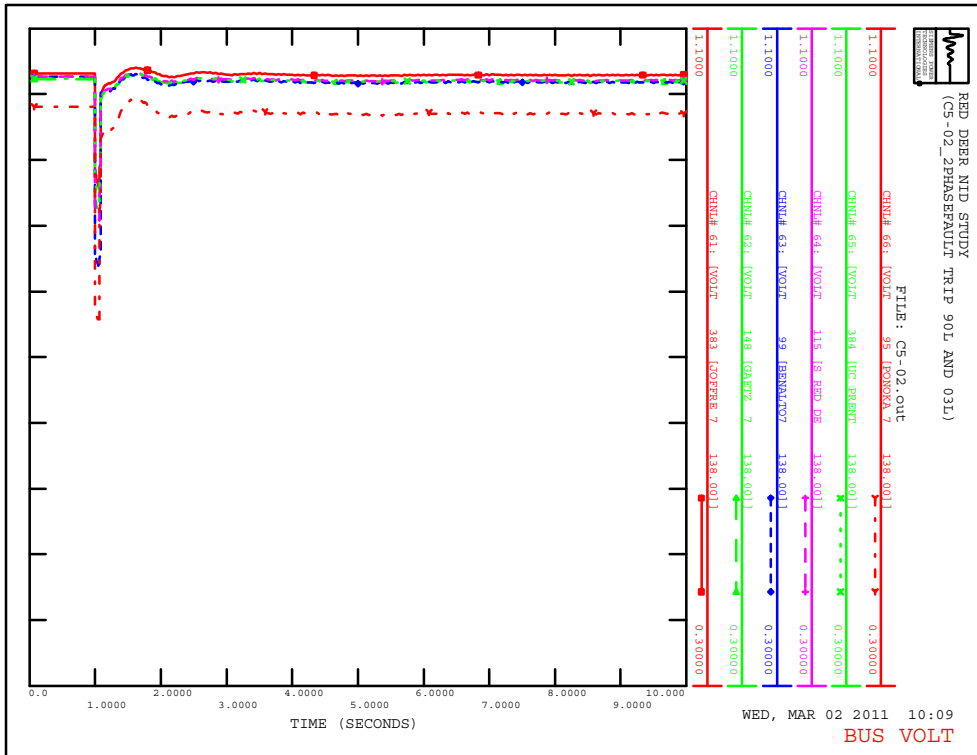

RED DEER NID STUDY
(C5-01_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
LINE FLOW (P)

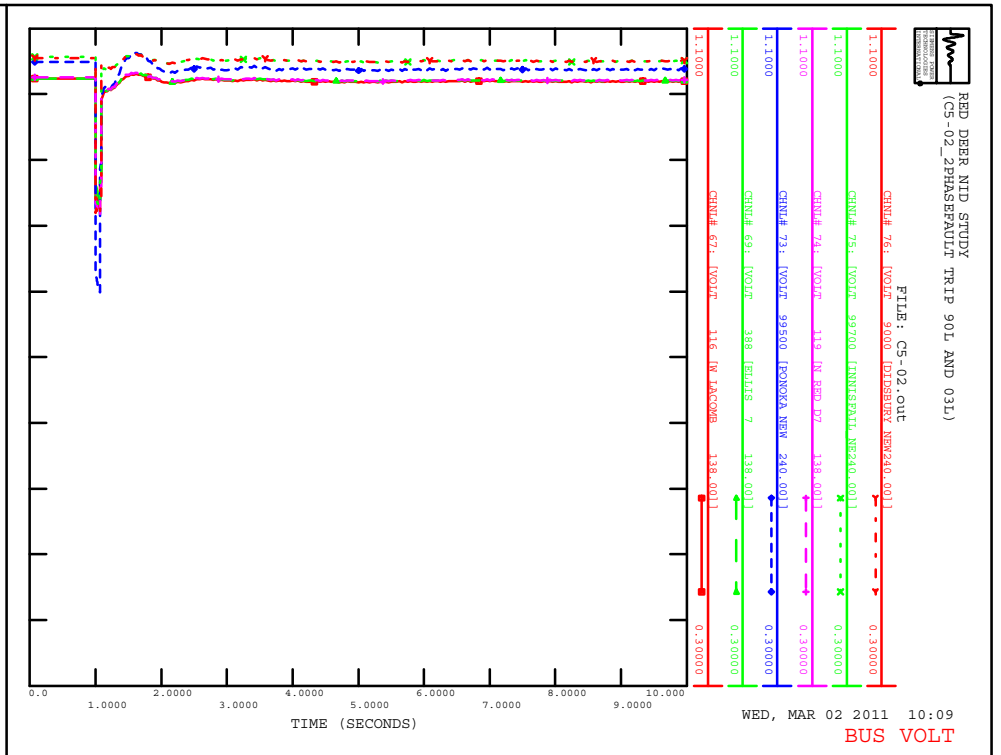

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

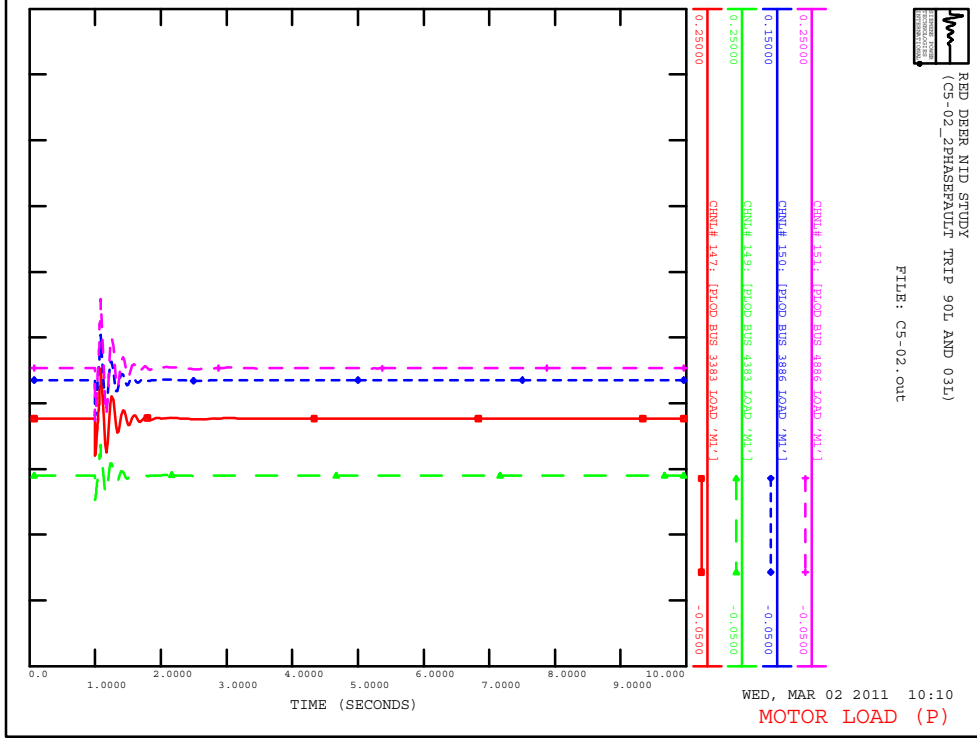

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (P)

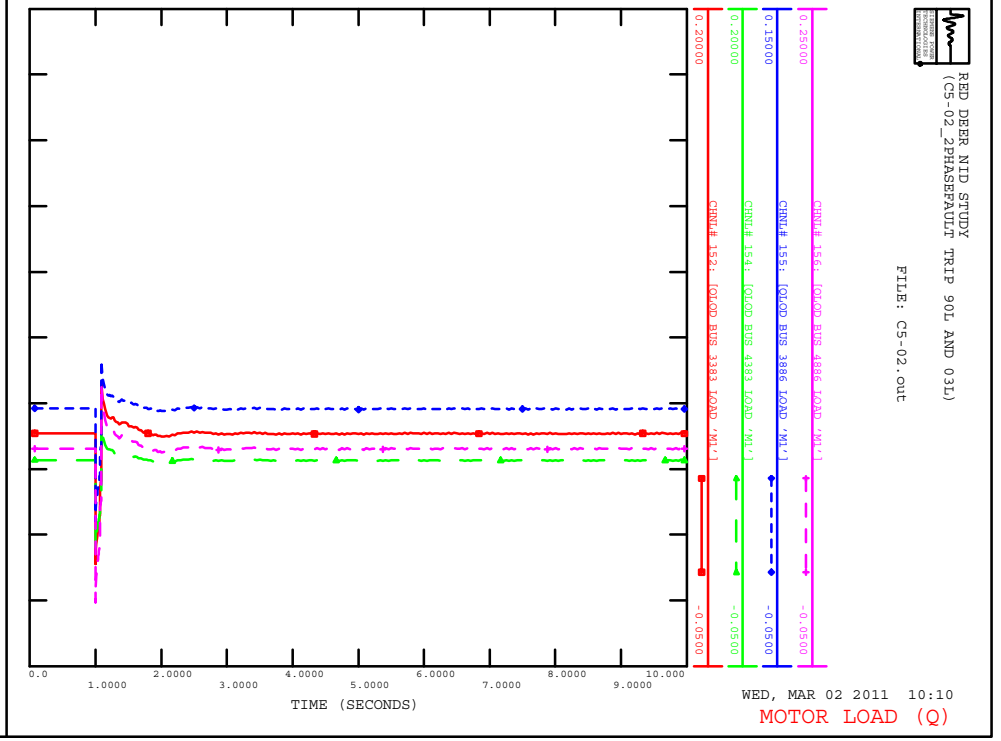

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
NOVA MACHINE POWER (Q)

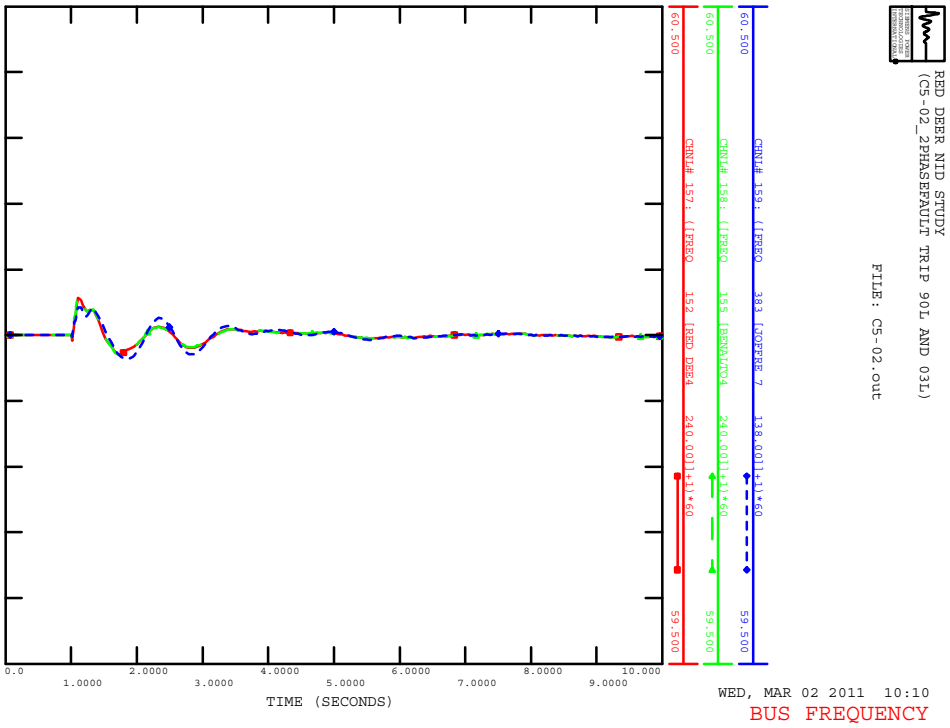

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
WED, MAR 02 2011 10:09
TIME (SECONDS)
BUS VOLT

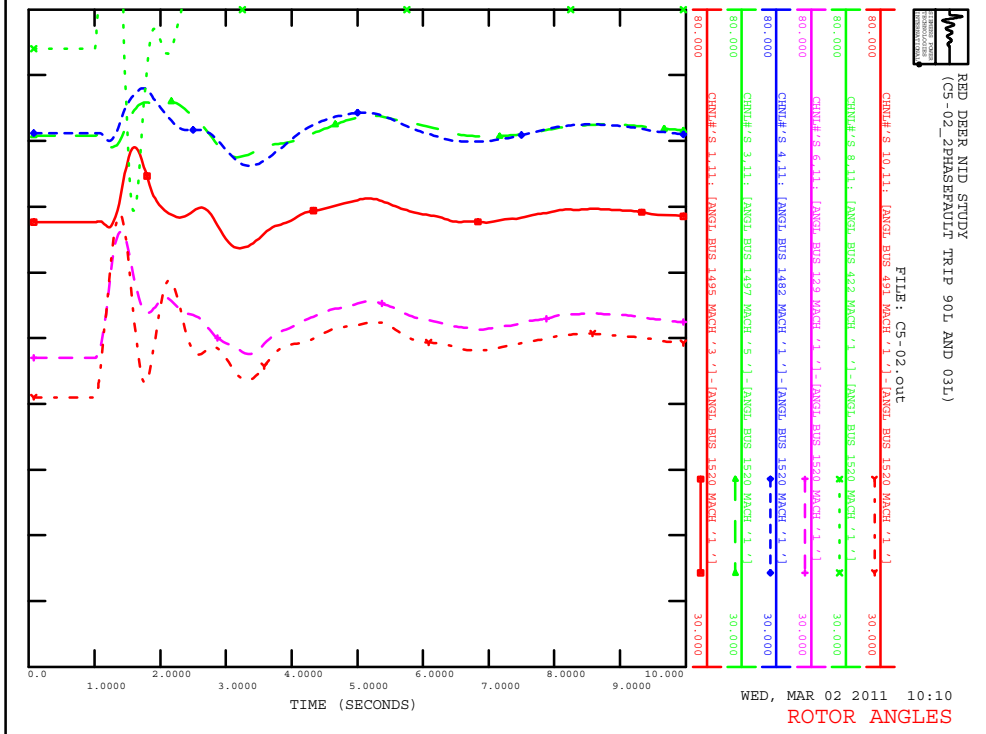

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

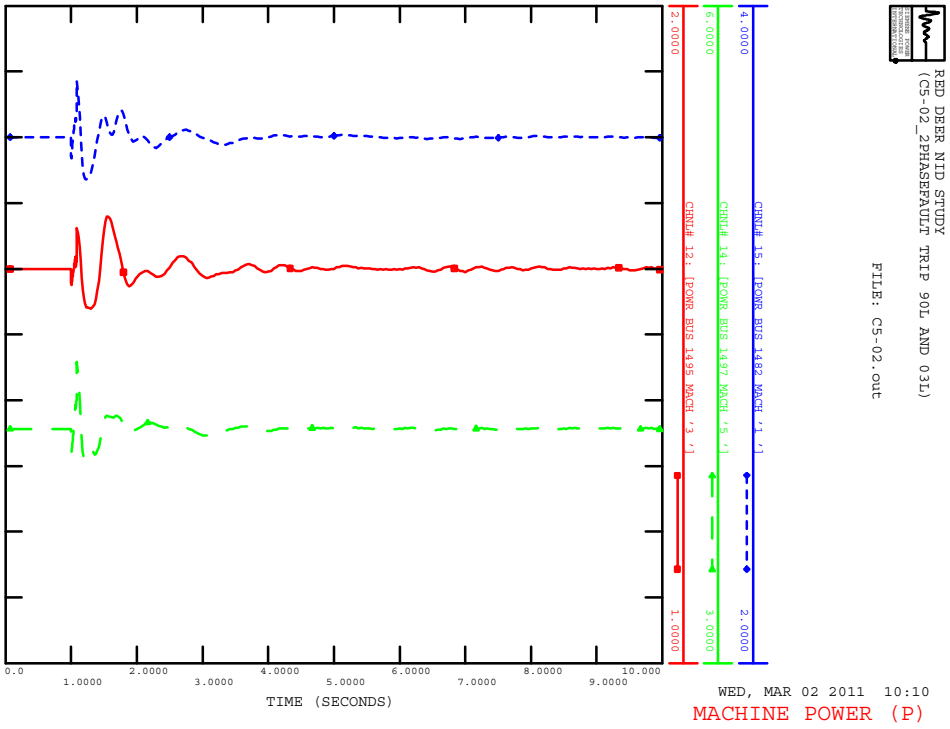

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:09
BUS VOLT

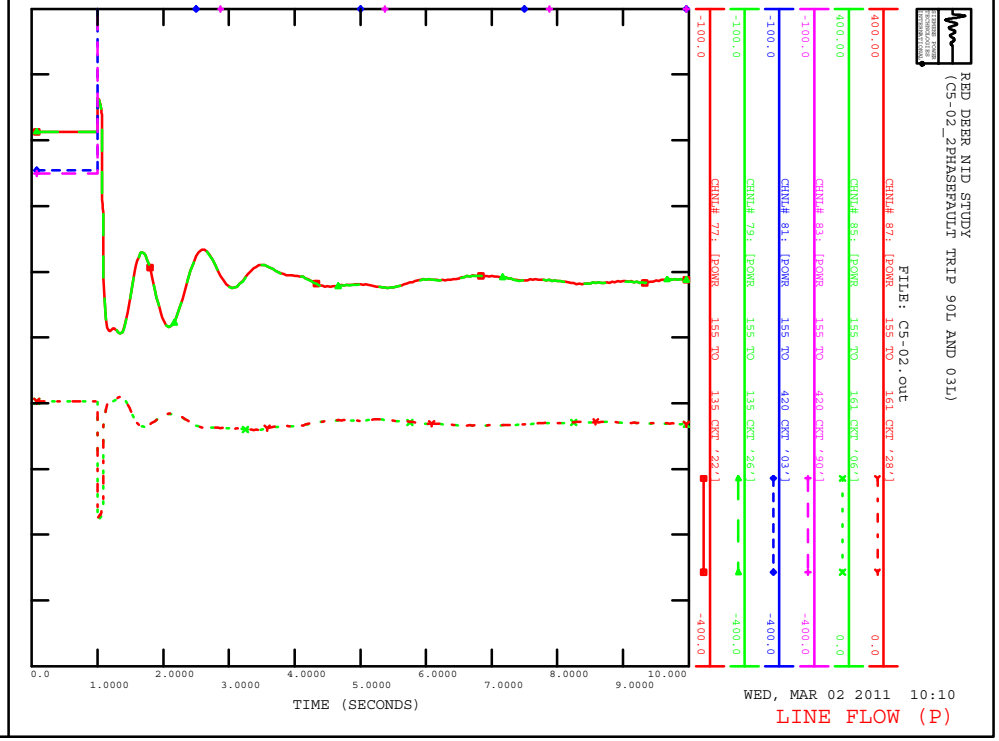

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

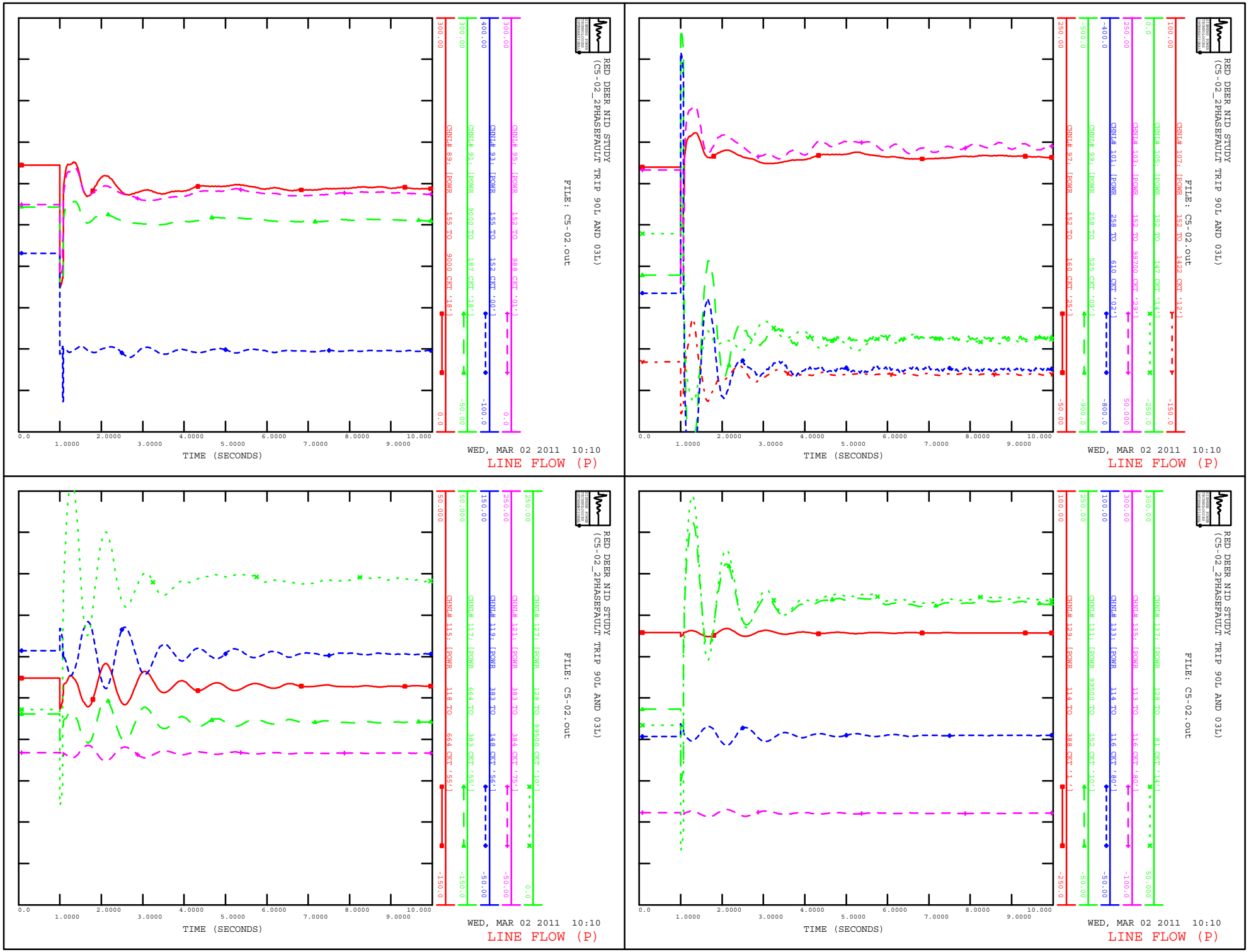

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

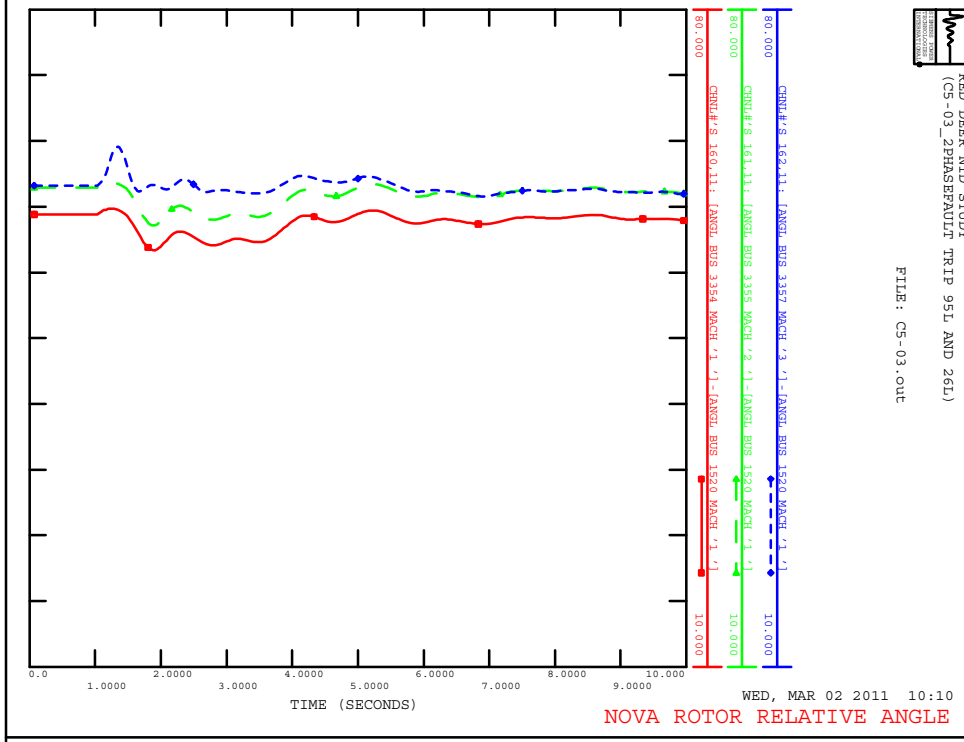

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY


RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

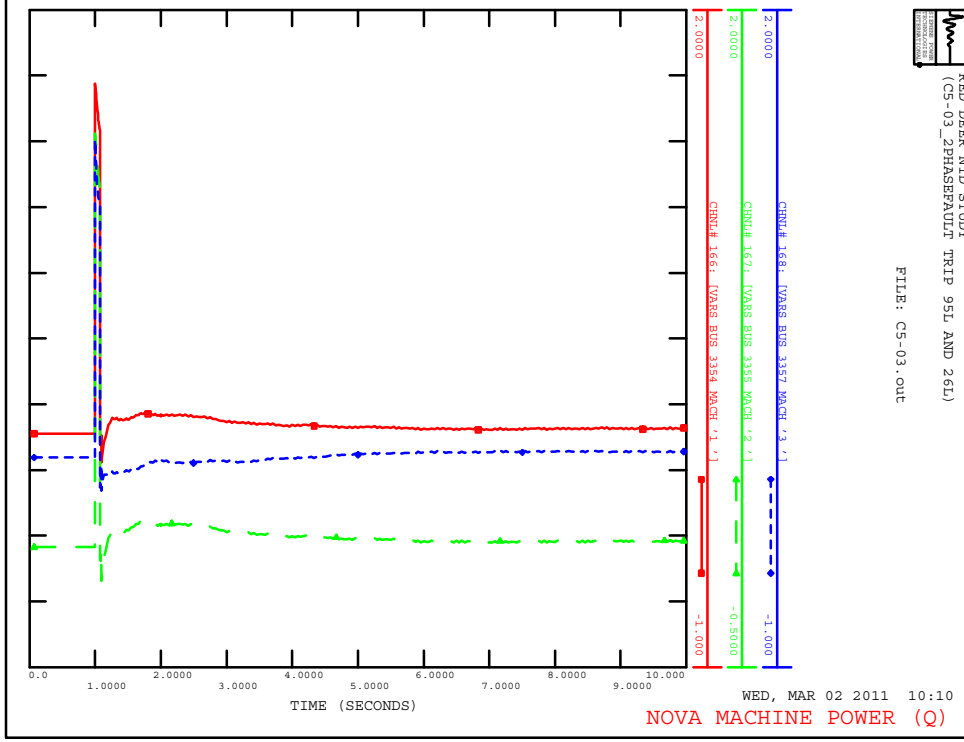

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

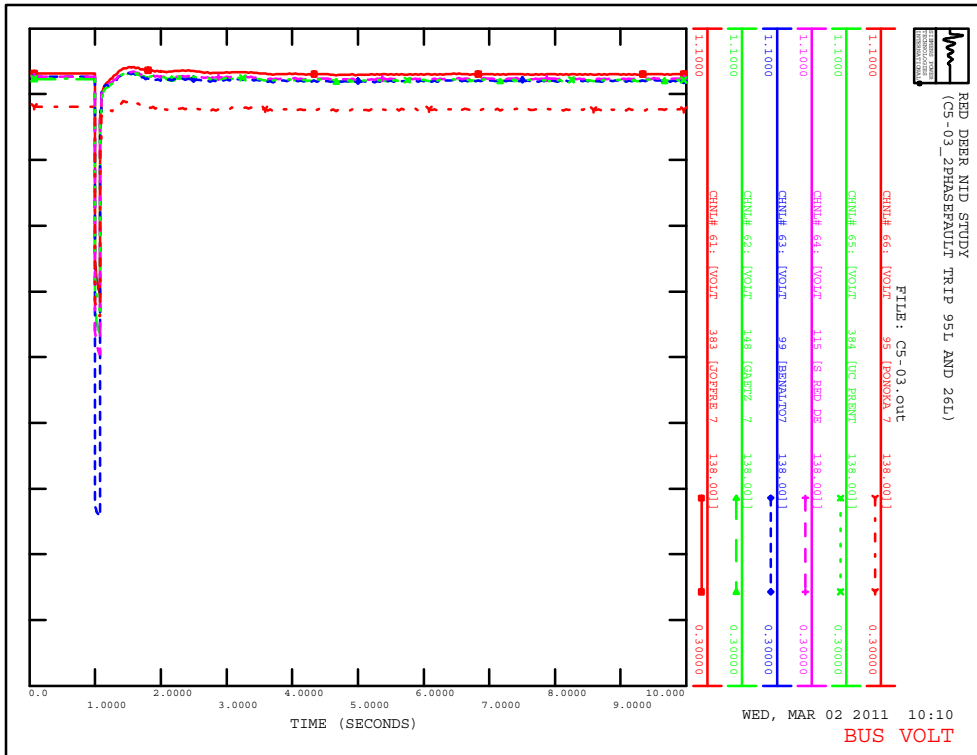

RED DEER NID STUDY
(C5-02_2PHASEFAULT TRIP 90L AND 03L)
FILE: C5-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

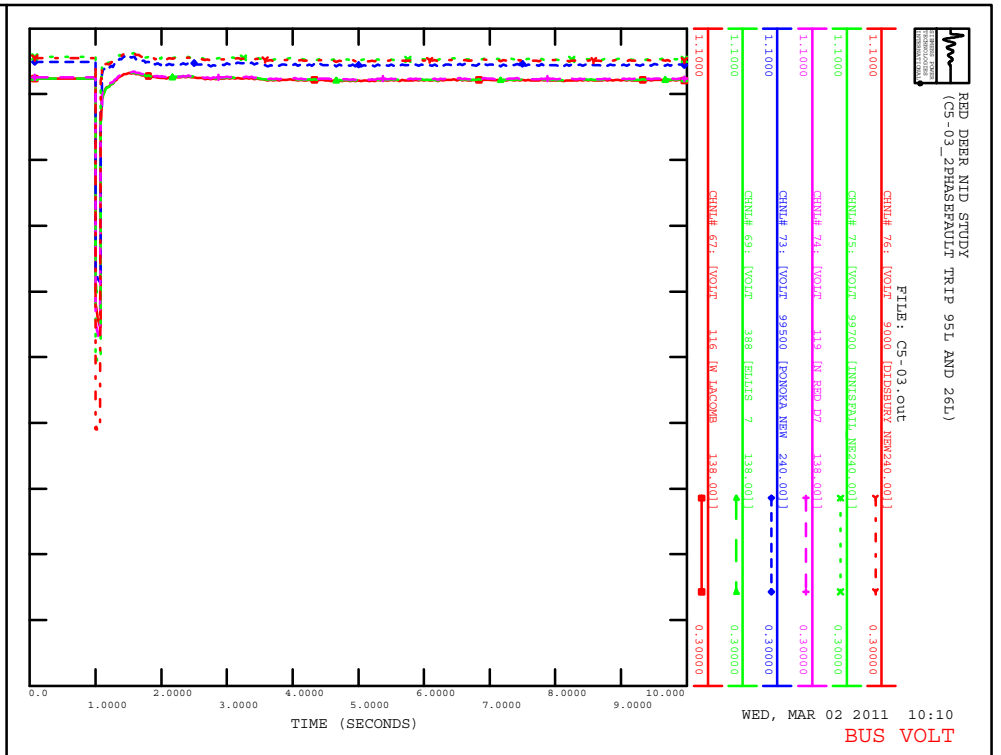

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

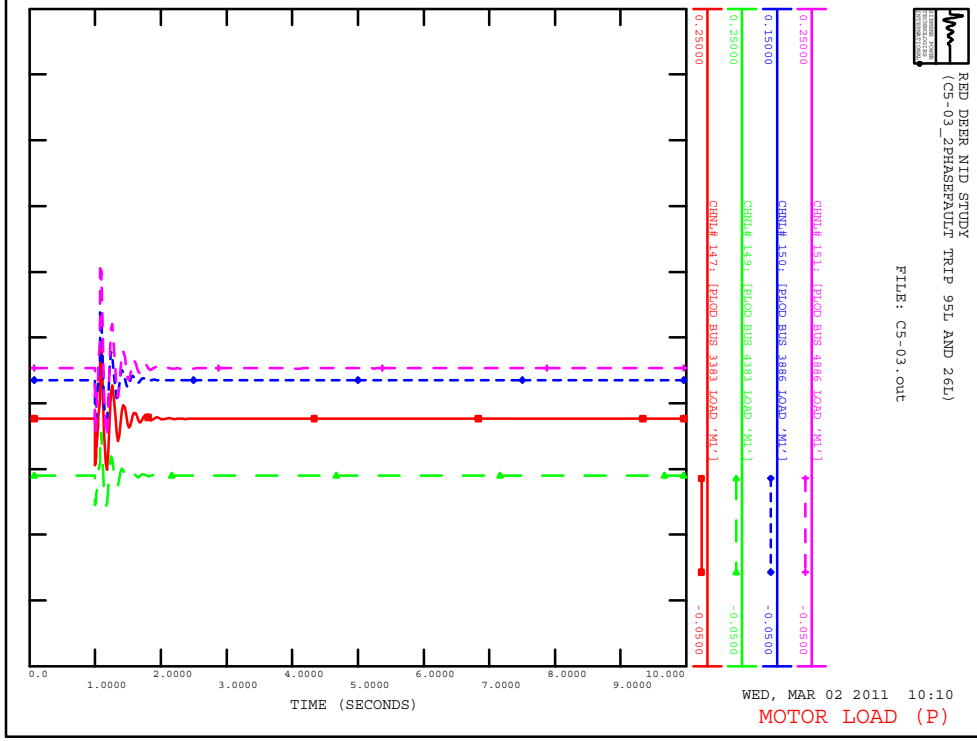
RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL#S 162,11, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

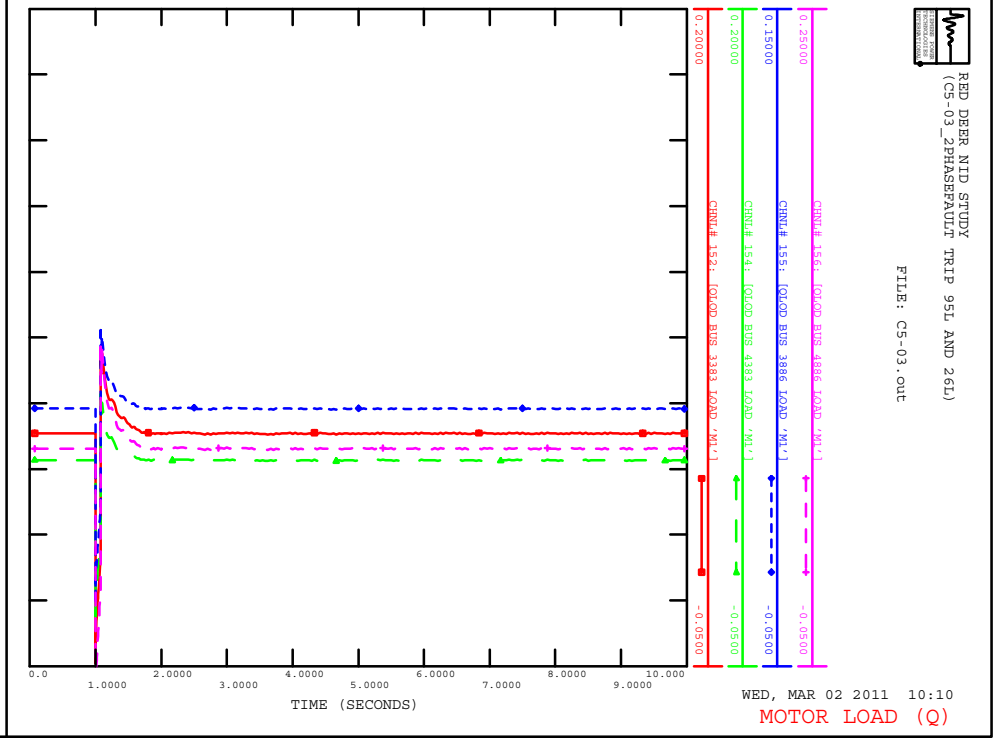

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)

FILE: C5-03.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)

FILE: C5-03.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)

FILE: C5-03.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)

FILE: C5-03.out

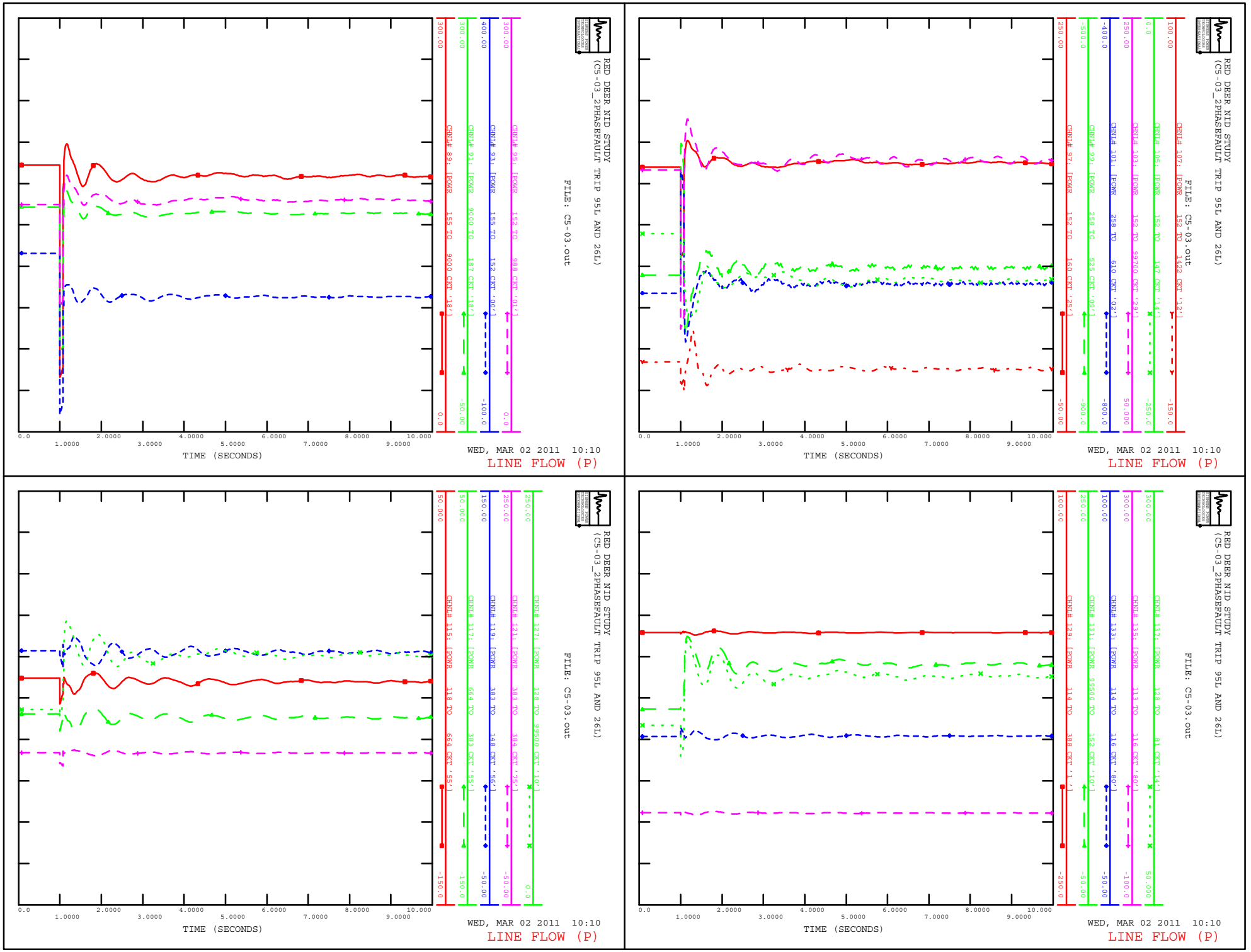
WED, MAR 02 2011 10:10

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

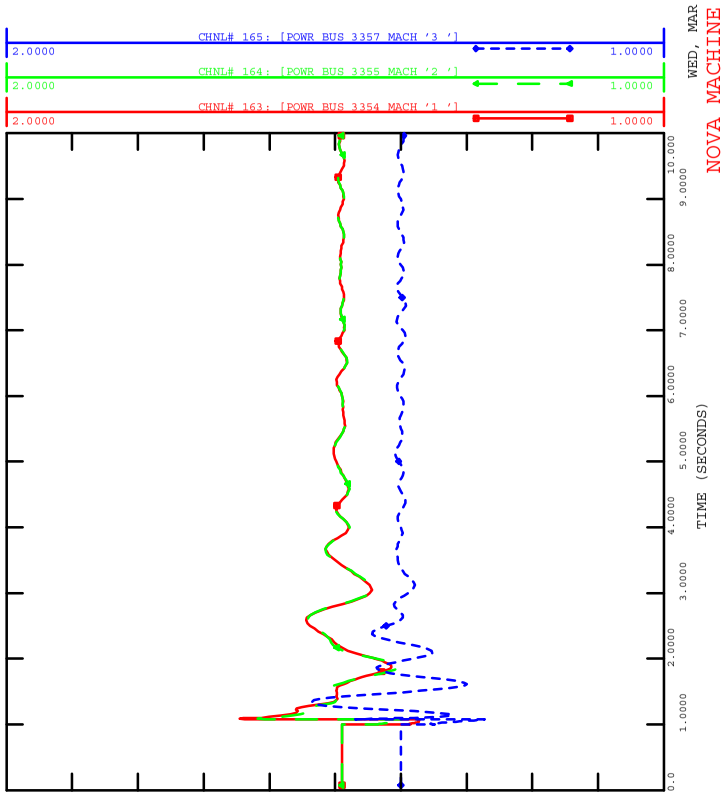
TIME (SECONDS)


RED DEER NID STUDY
(C5-03_2PHASEFAULT TRIP 95L AND 26L)
FILE: C5-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)

FILE: C5-04.out

WED, MAR 02 2011 10:10

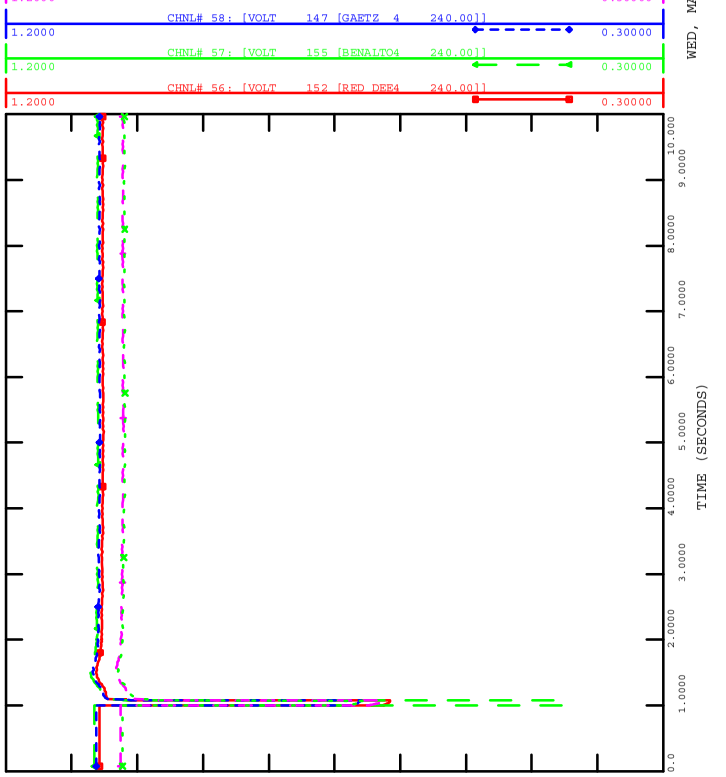


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)

FILE: C5-04.out

WED, MAR 02 2011 10:10

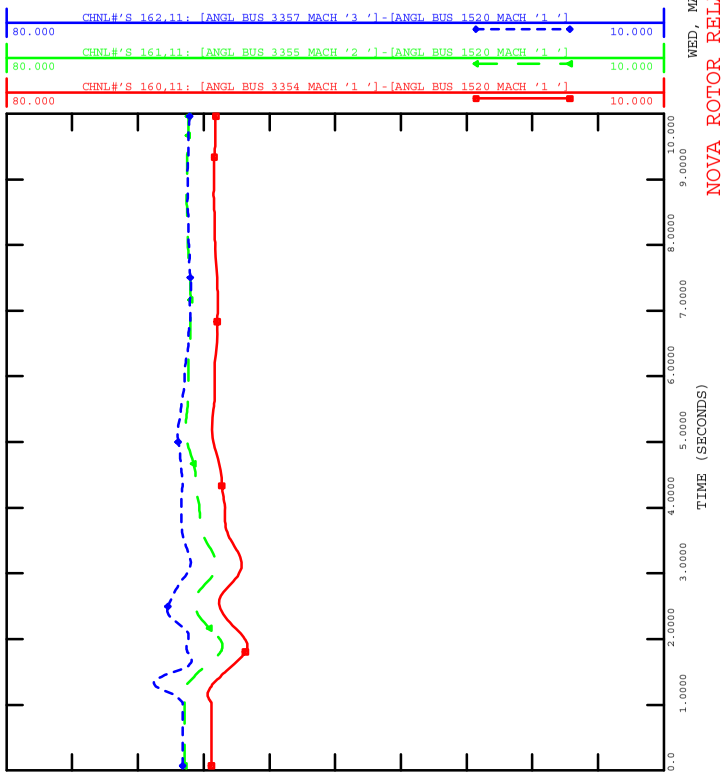


BUS VOLT

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)

FILE: C5-04.out

WED, MAR 02 2011 10:10

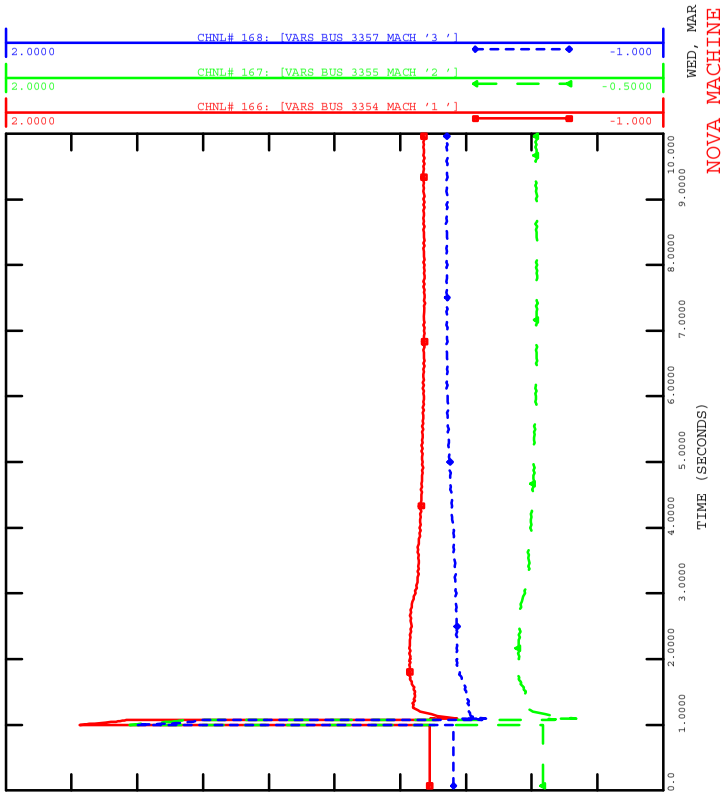


NOVA ROTOR RELATIVE ANGLE

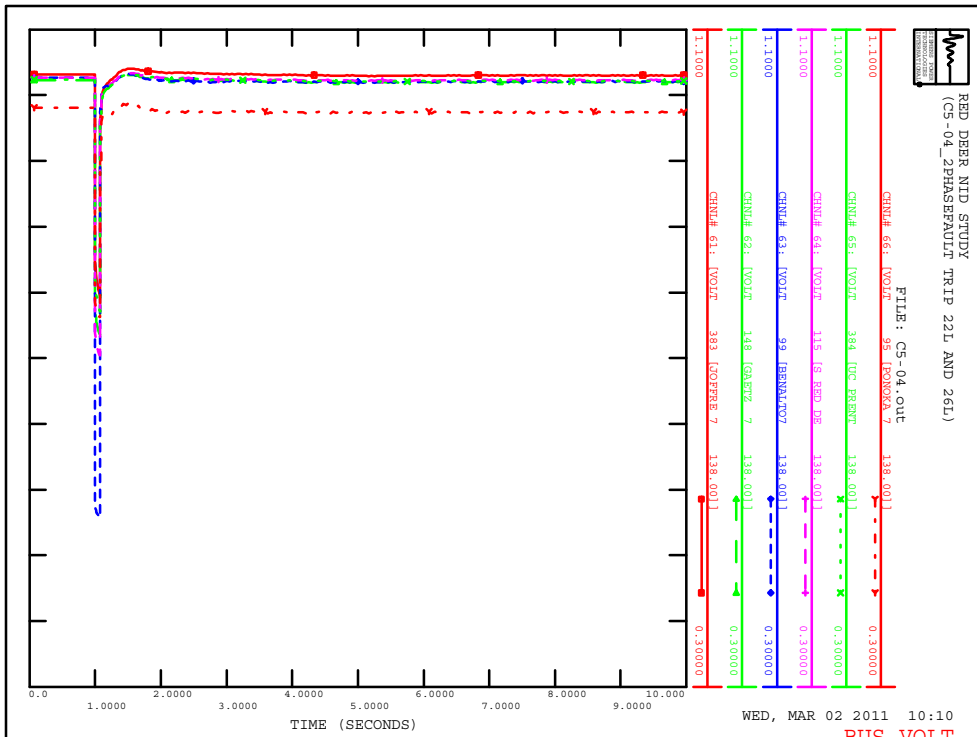
RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)

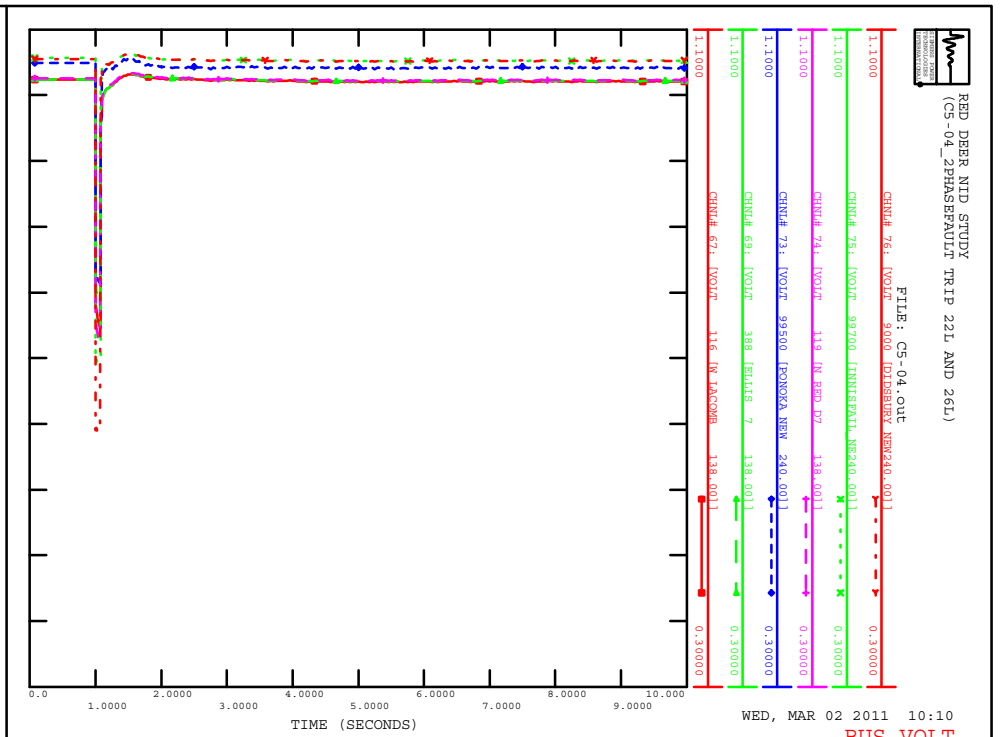
FILE: C5-04.out

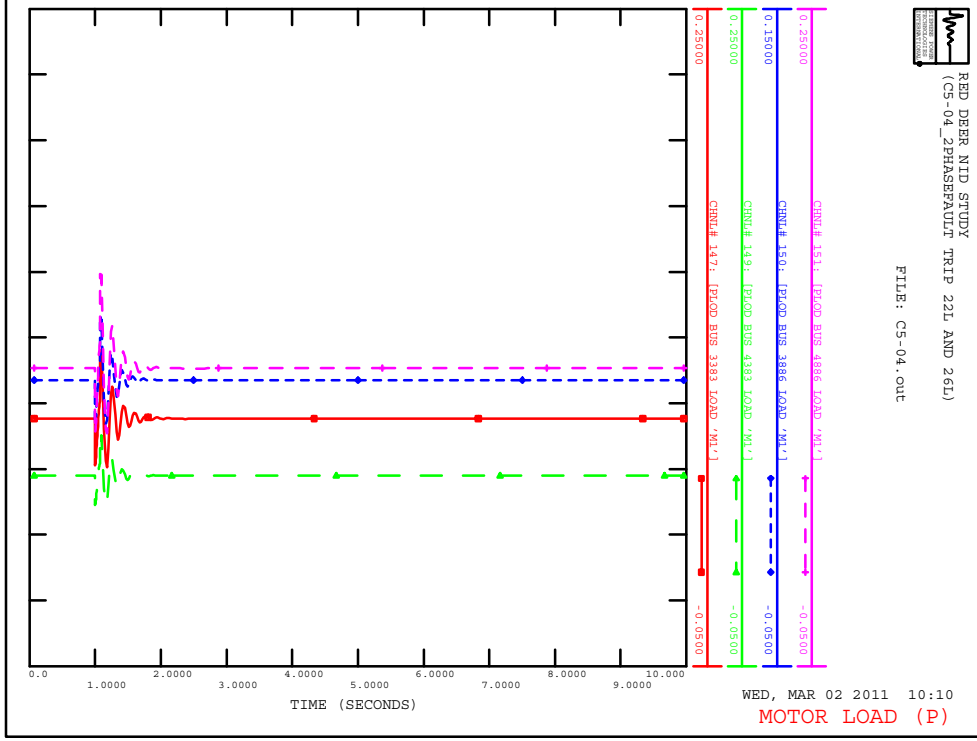
WED, MAR 02 2011 10:10

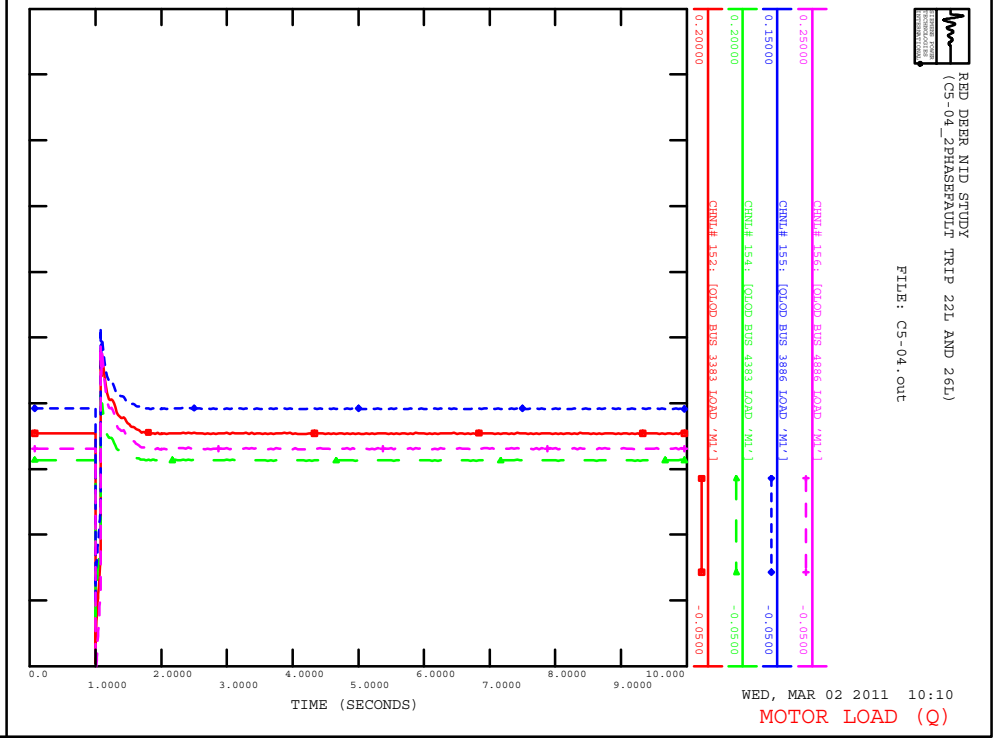


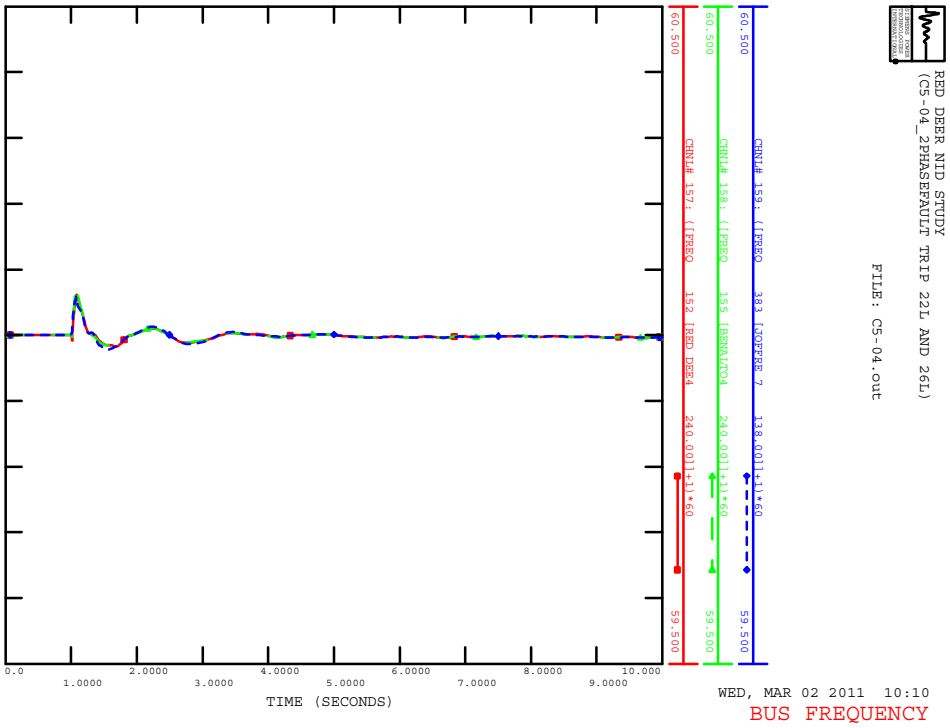
NOVA MACHINE POWER (Q)

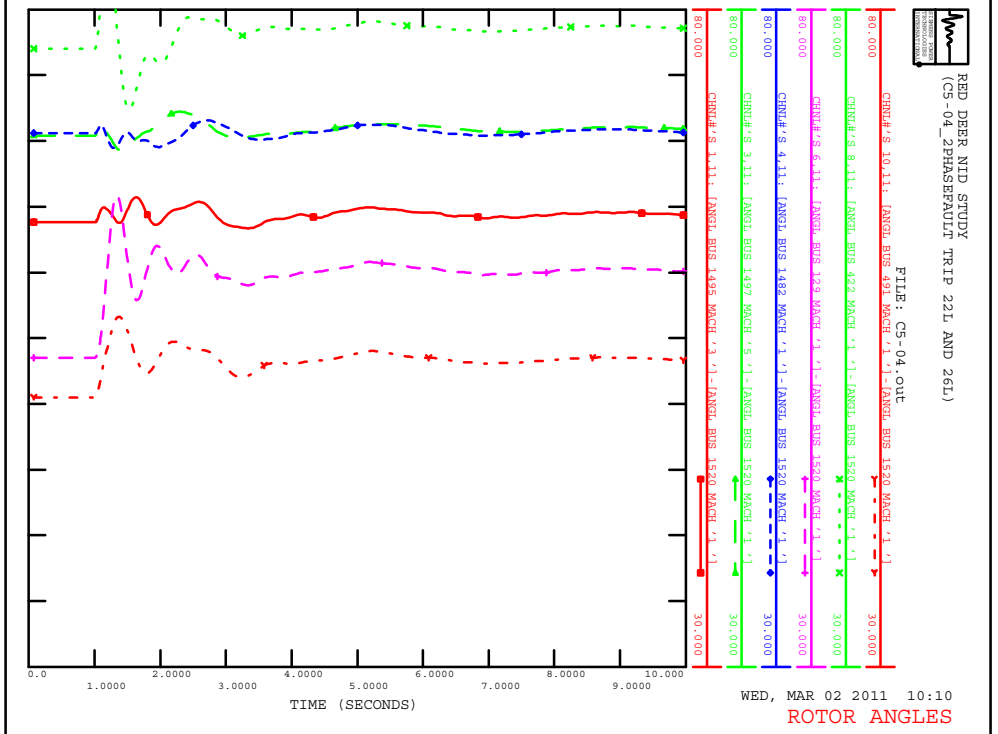

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

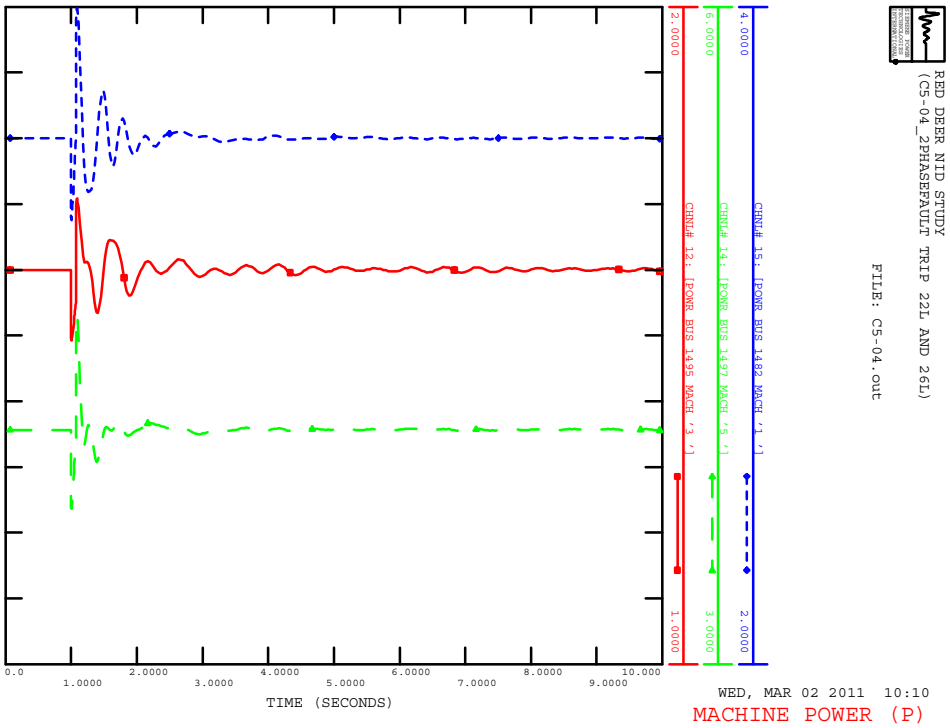

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

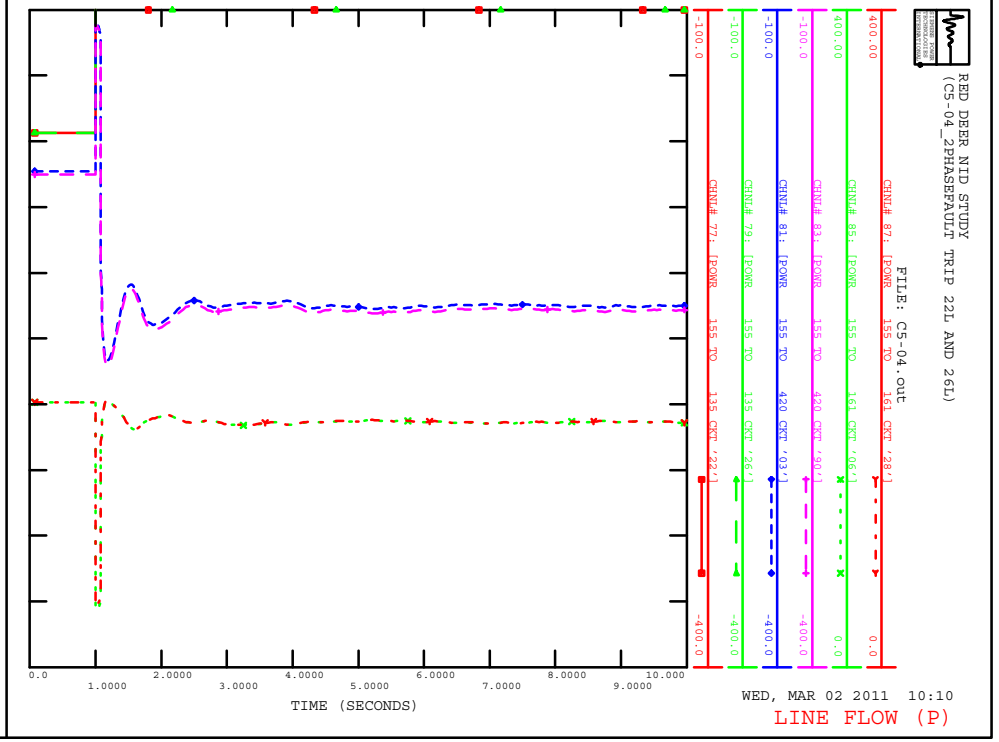

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

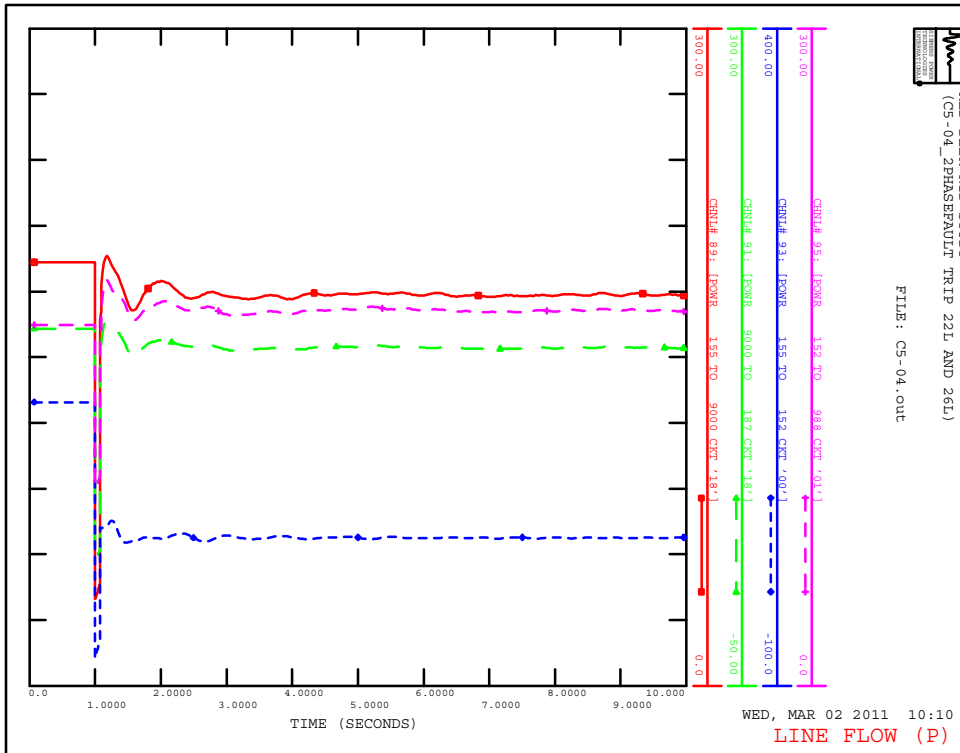

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

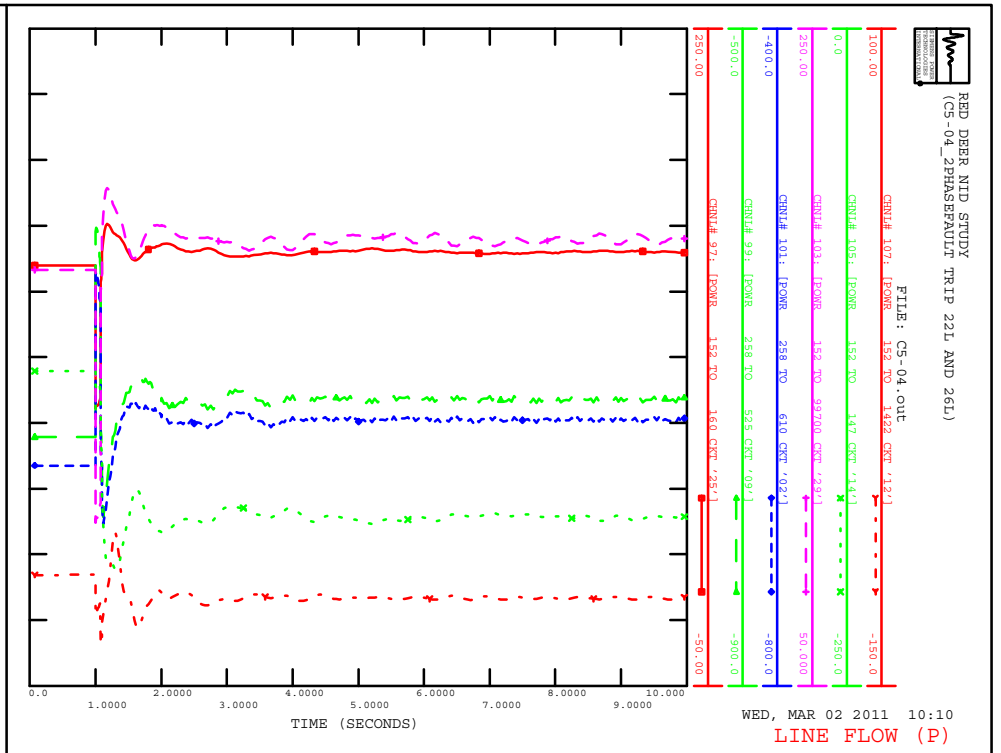

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

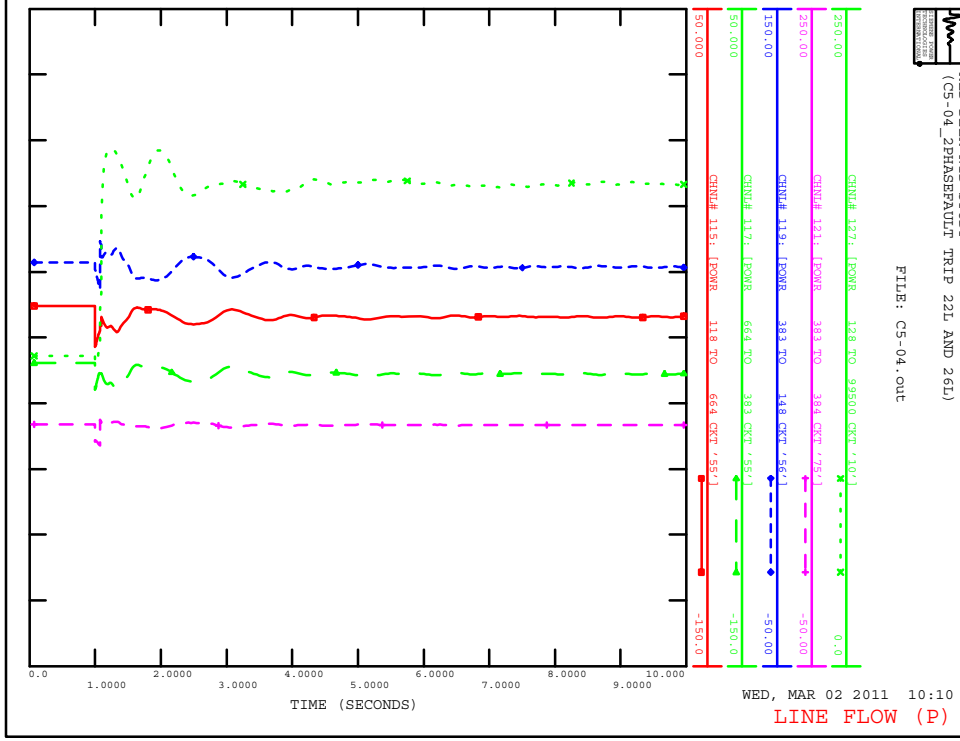

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

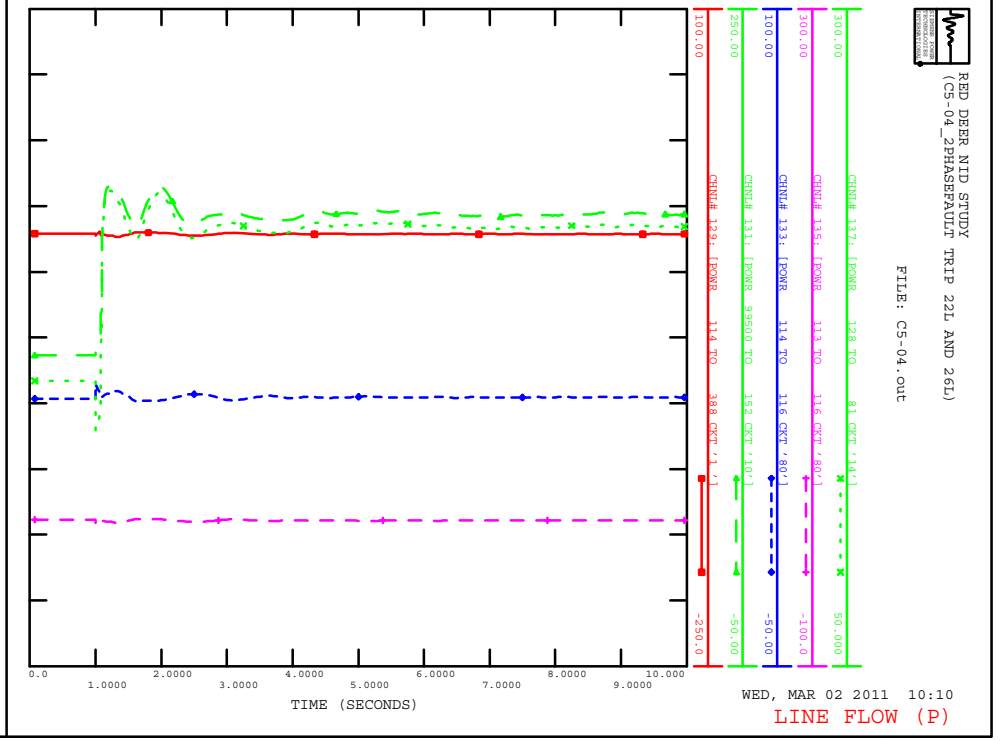

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

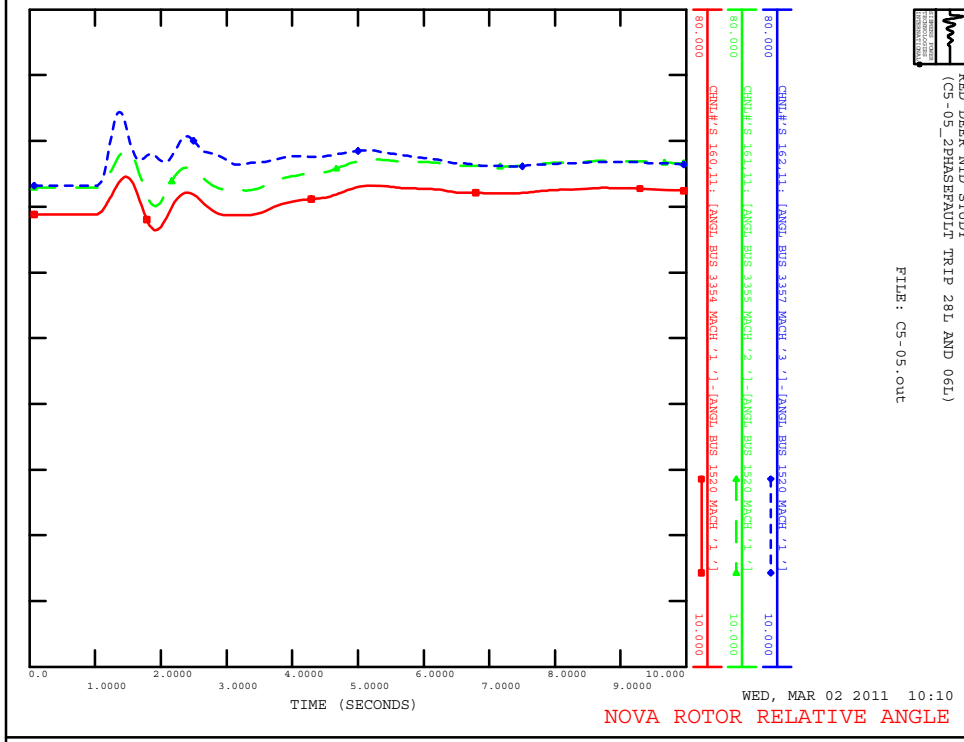

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

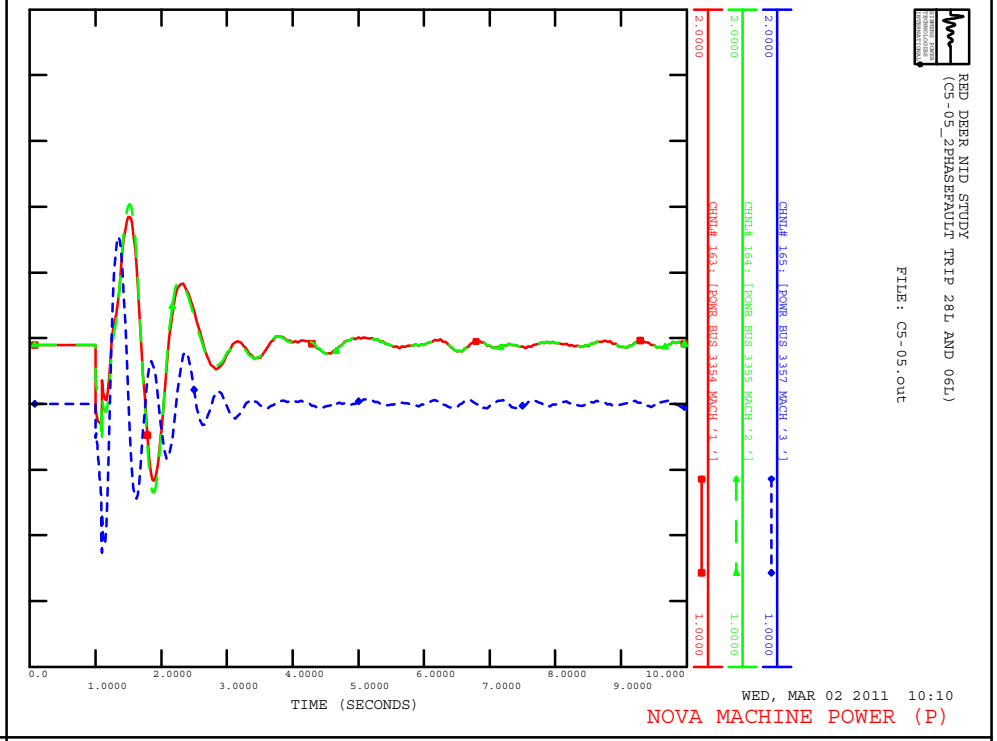

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

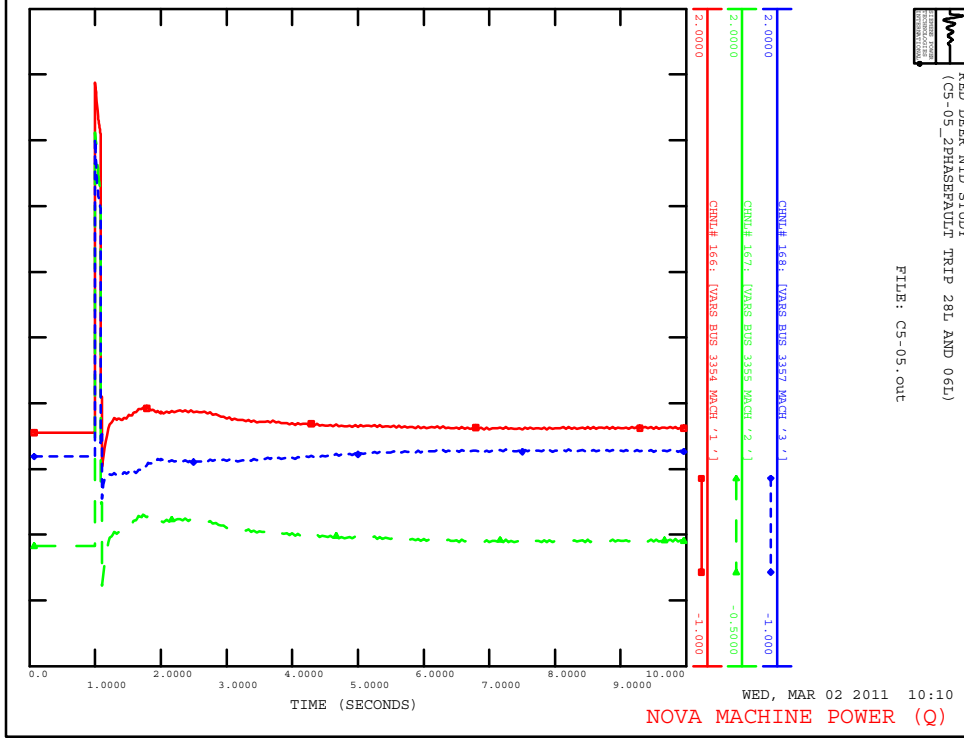

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

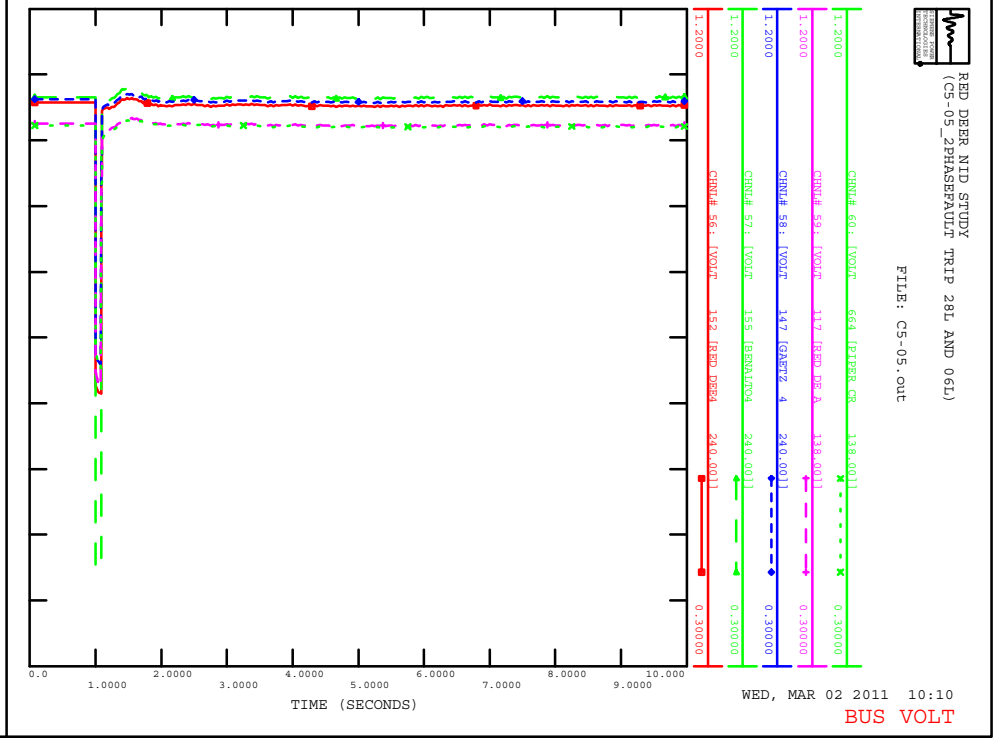

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

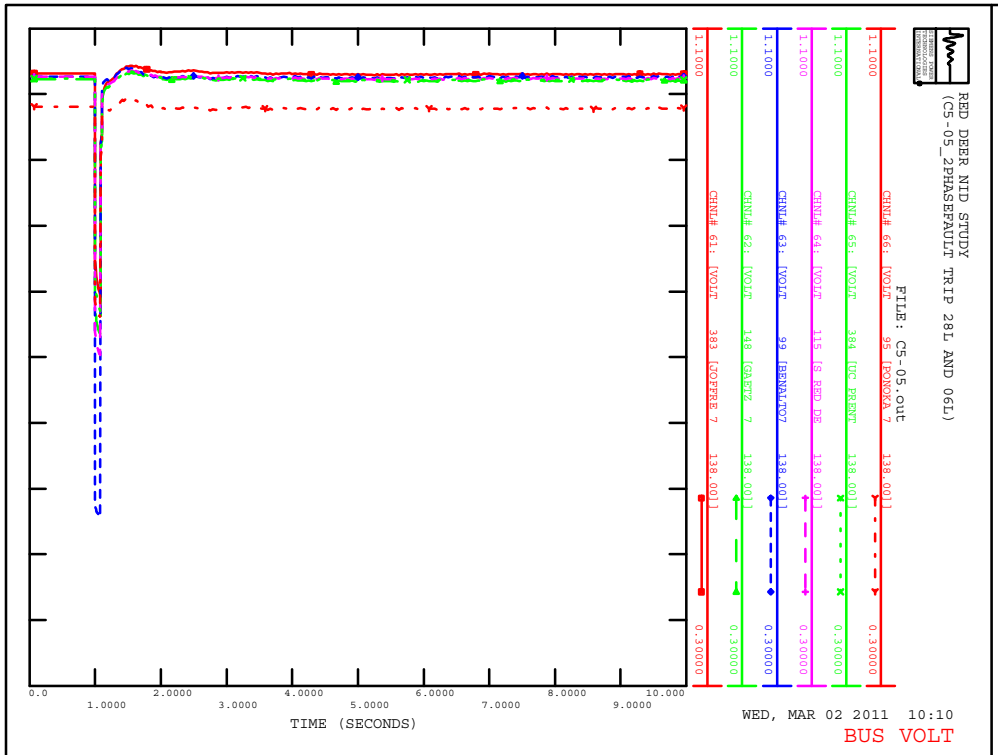

RED DEER NID STUDY
(C5-04_2PHASEFAULT TRIP 22L AND 26L)
FILE: C5-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

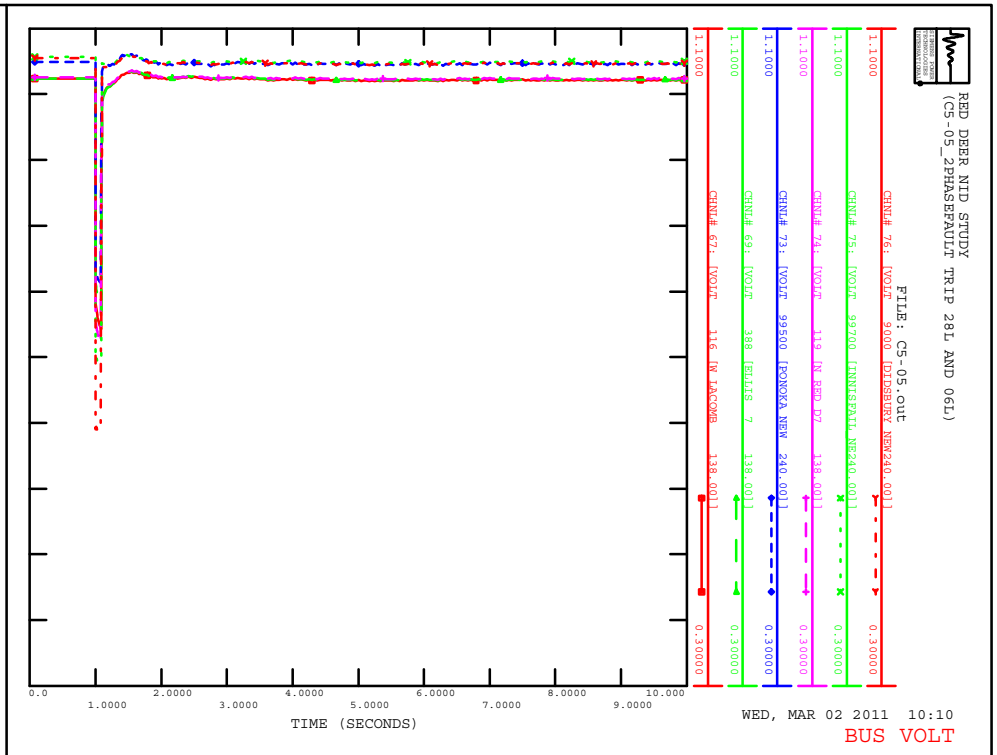

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

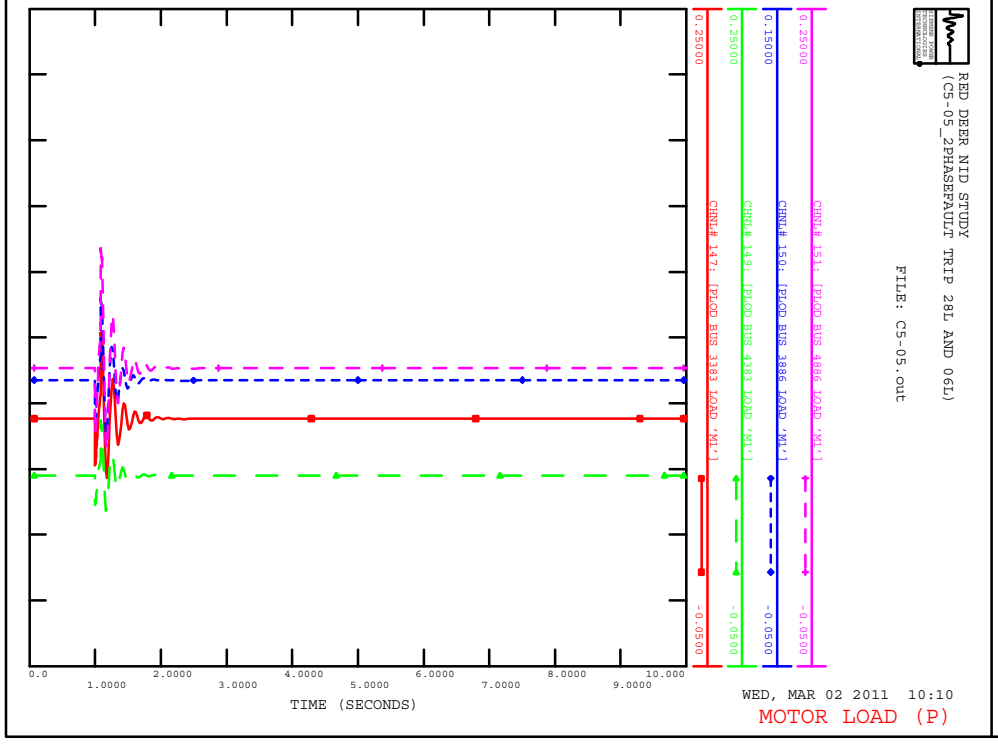

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

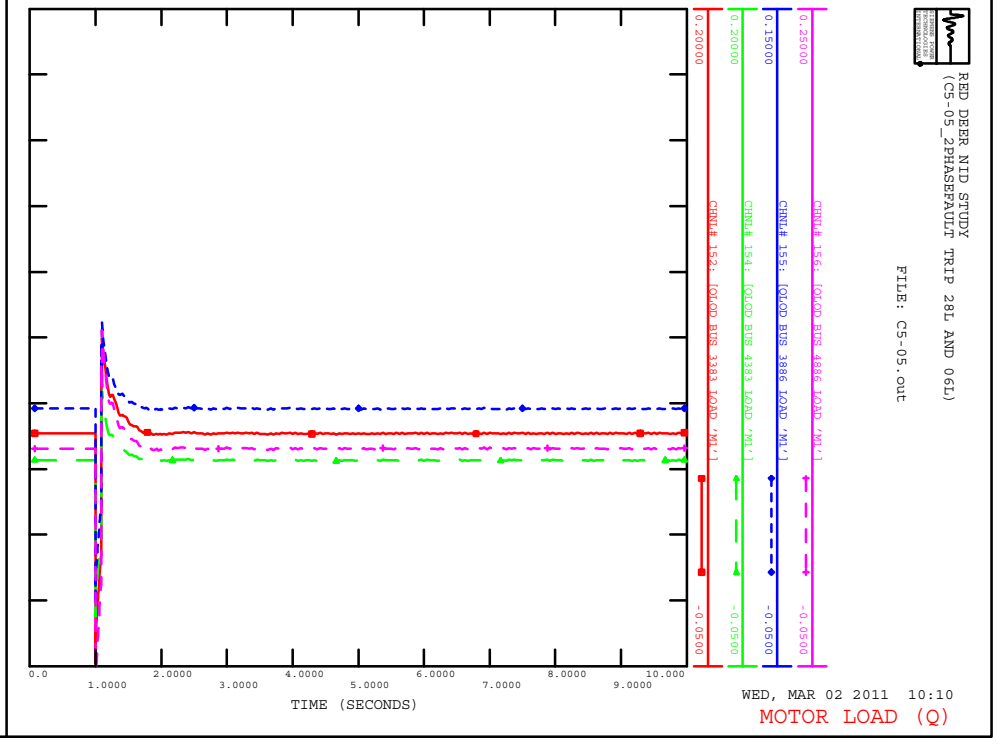

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

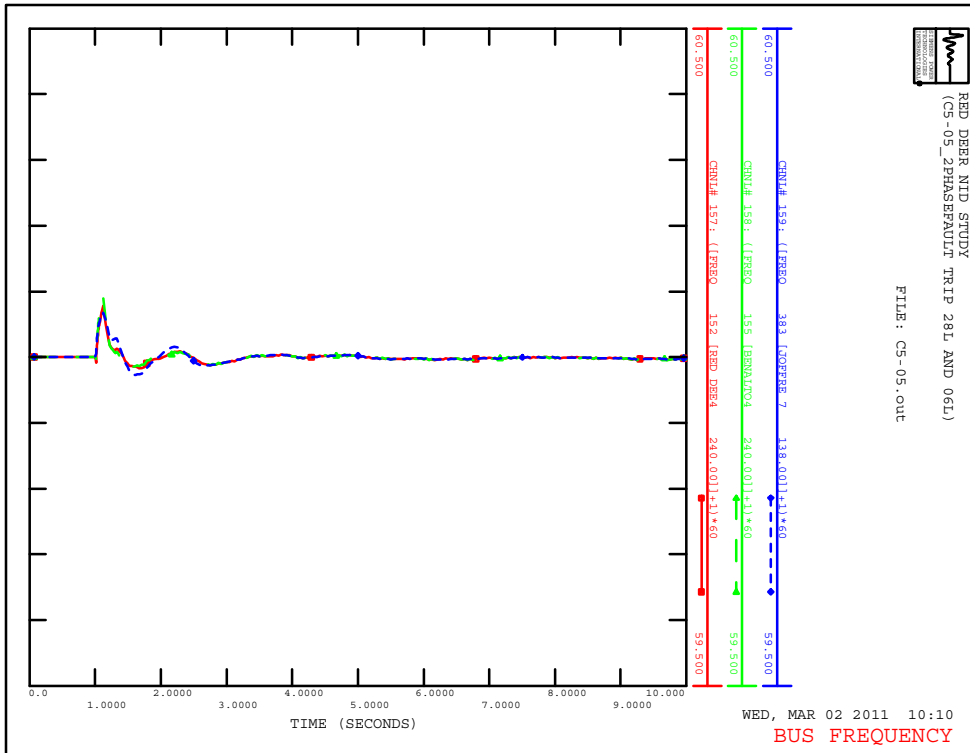

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

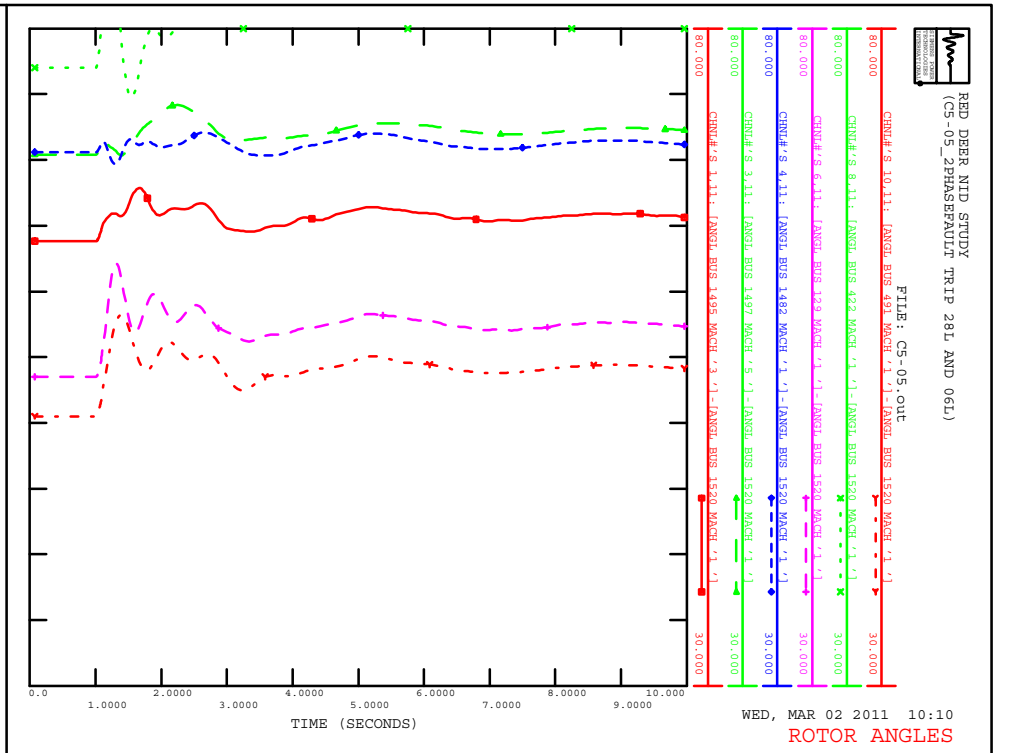

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

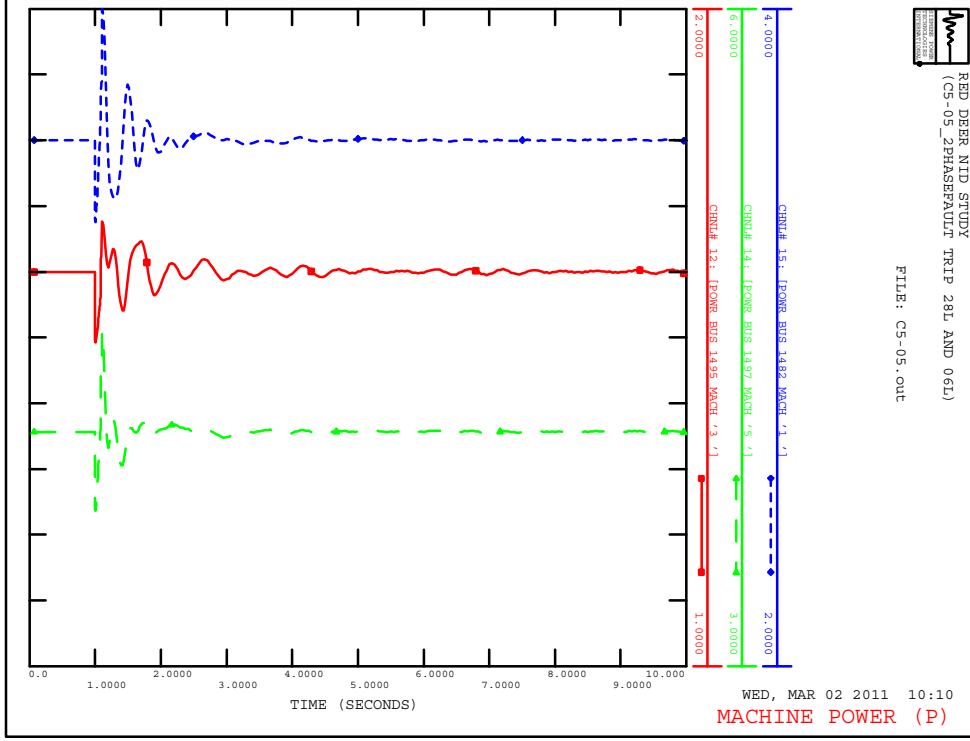

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

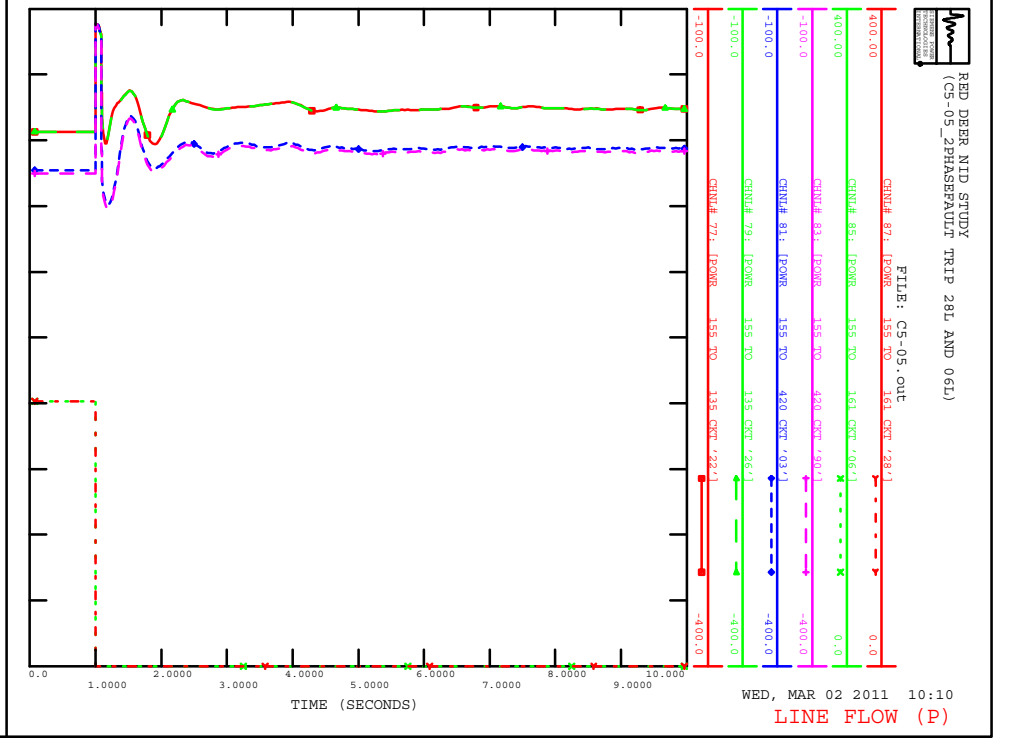

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

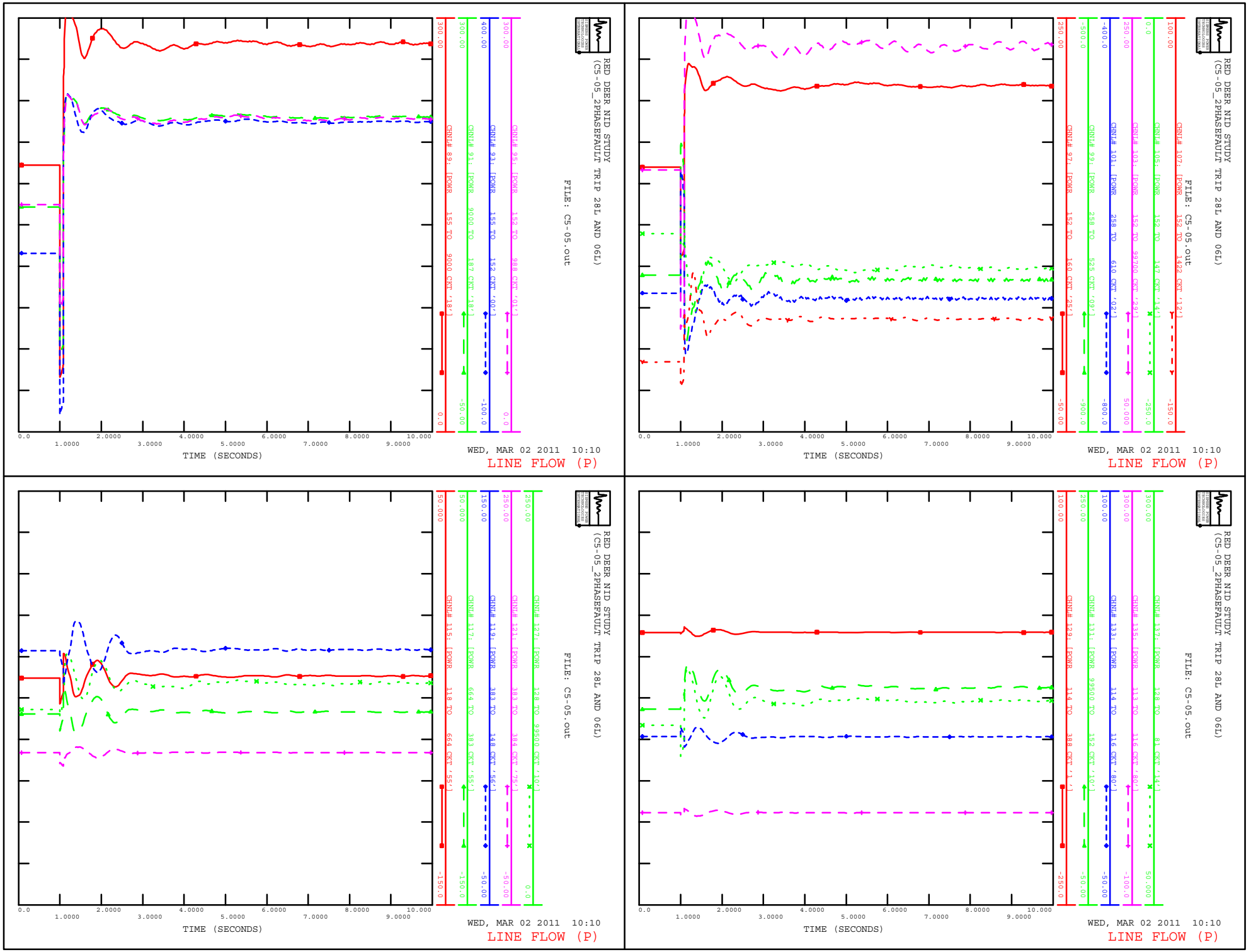

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

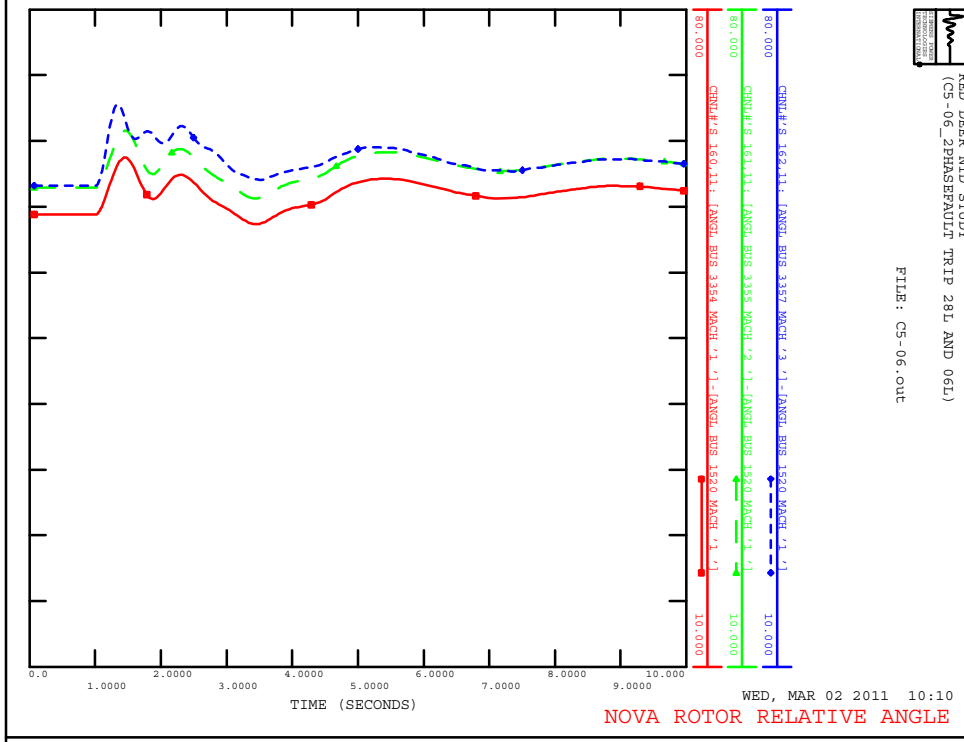

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

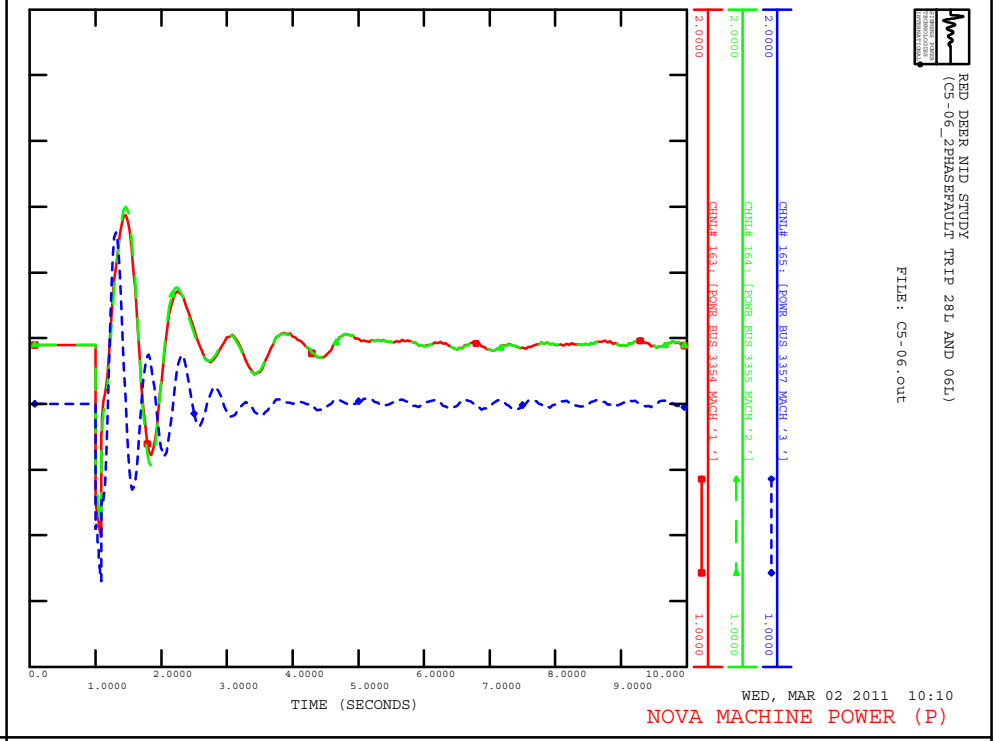

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

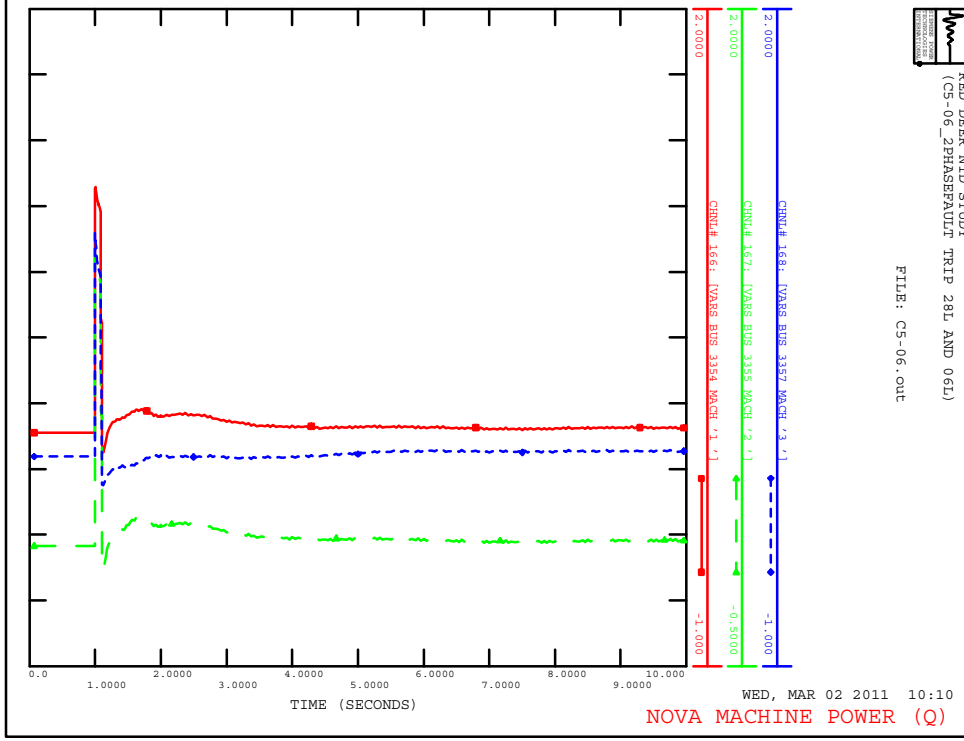

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

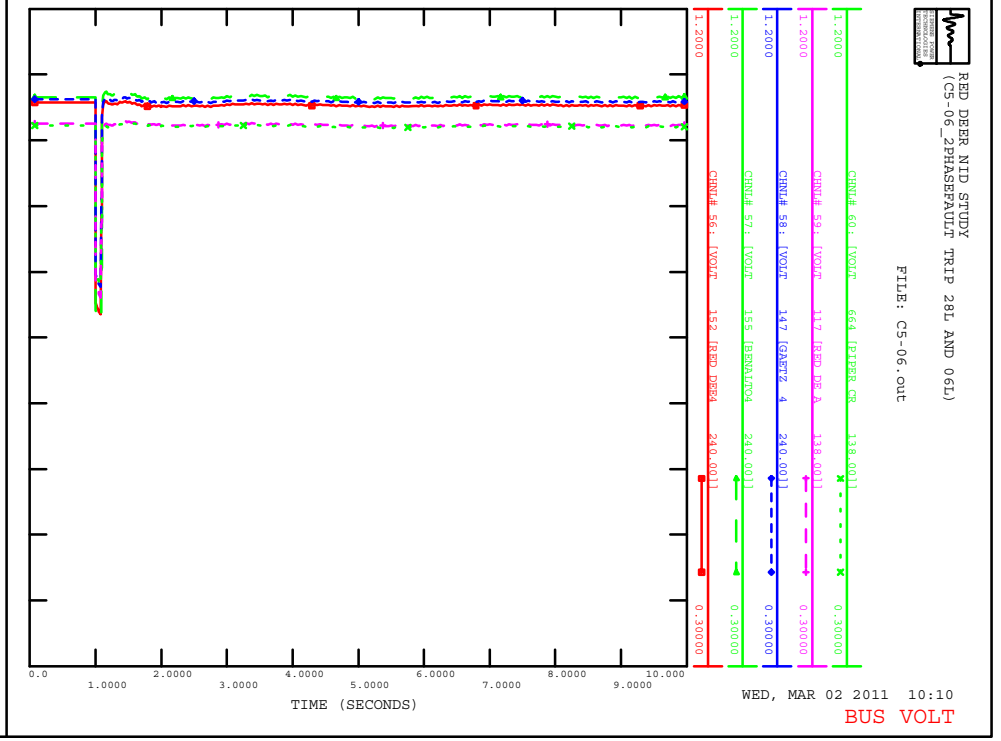

RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-05_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

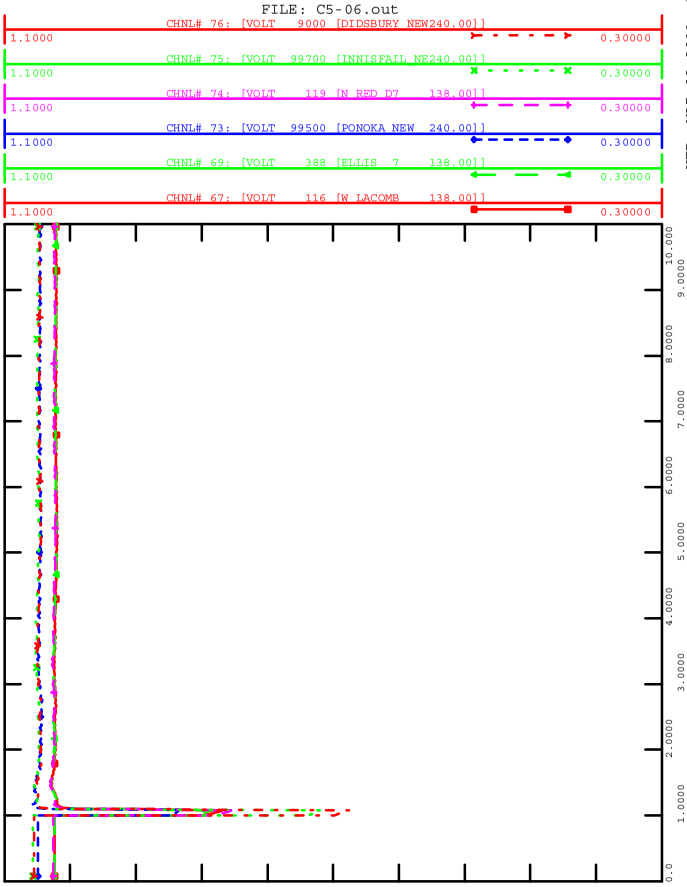

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)

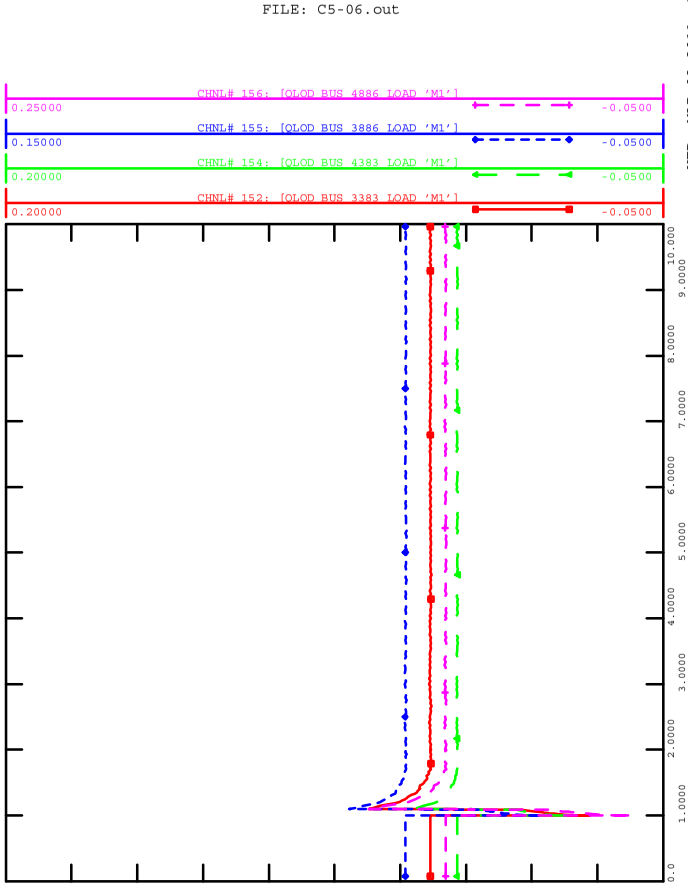
FILE: C5-06.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)

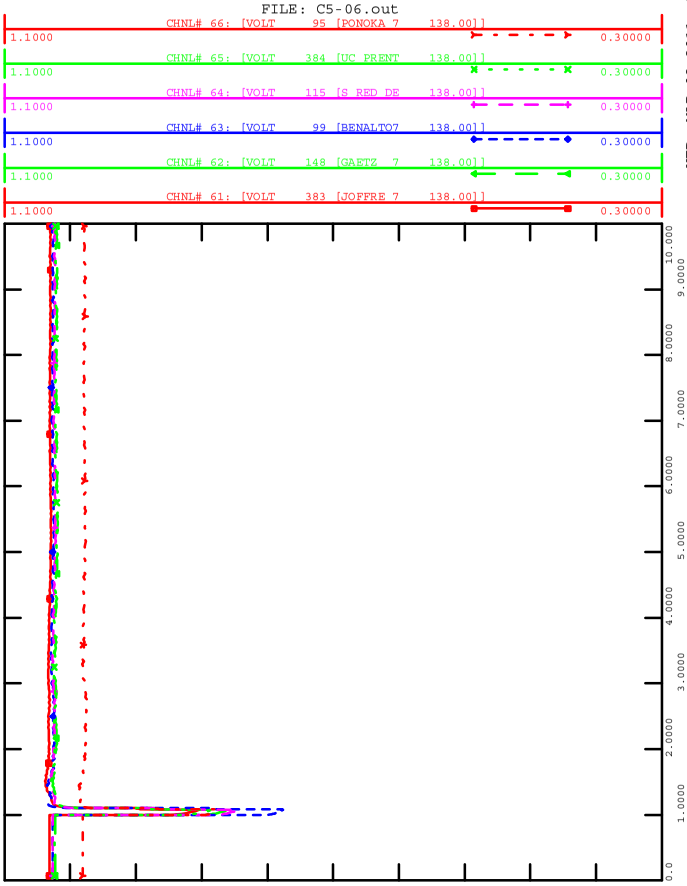
FILE: C5-06.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)

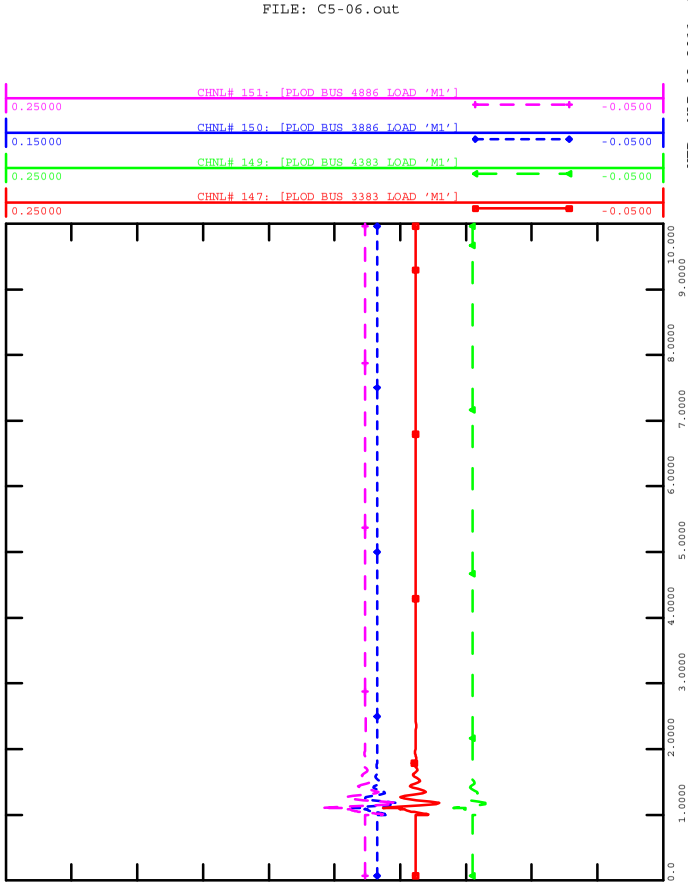
FILE: C5-06.out



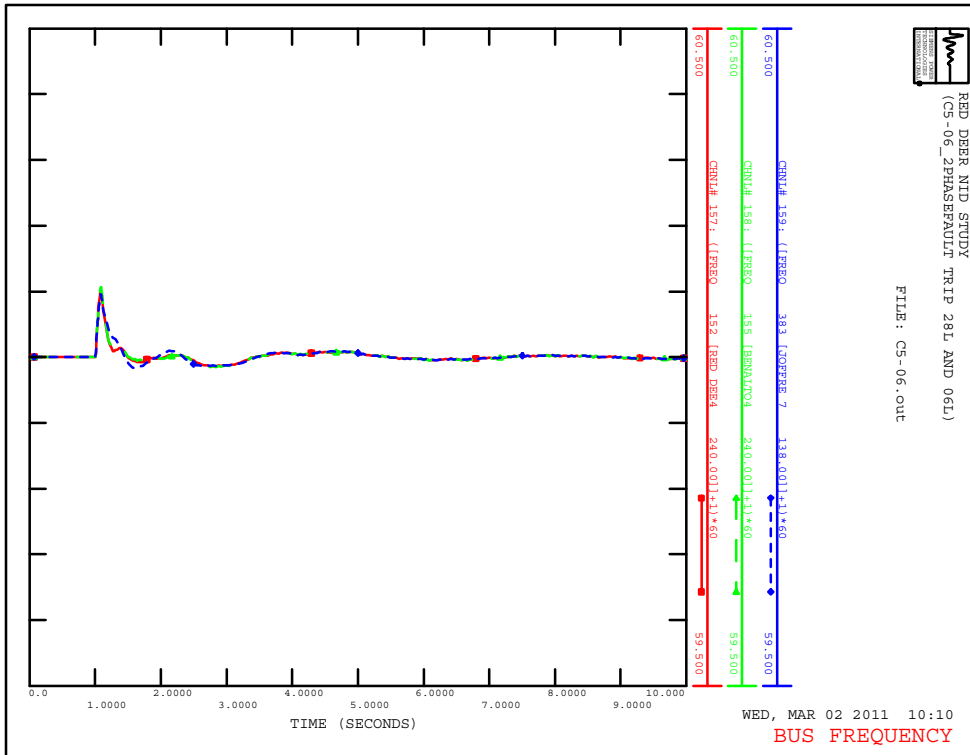
WED, MAR 02 2011 10:10 BUS VOLT

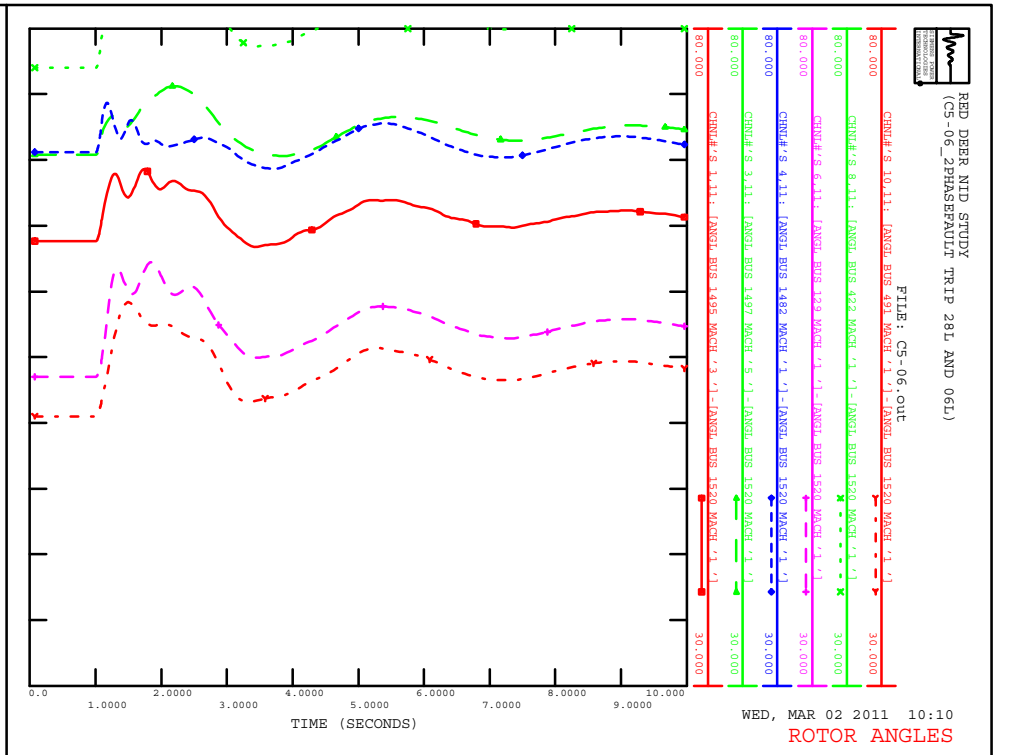
RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)

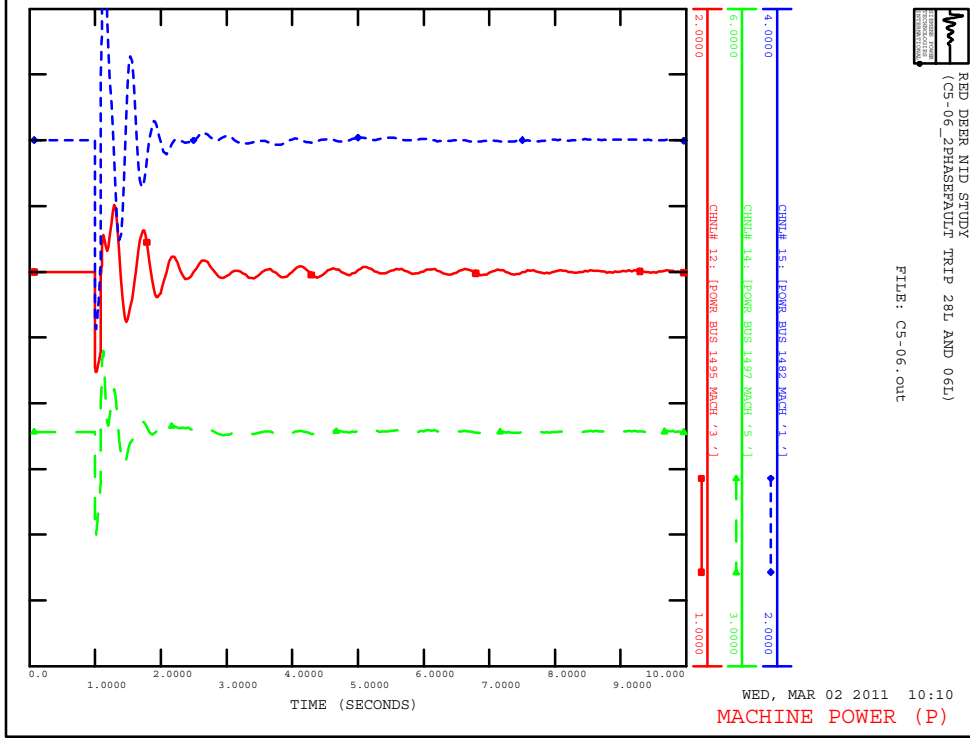
FILE: C5-06.out

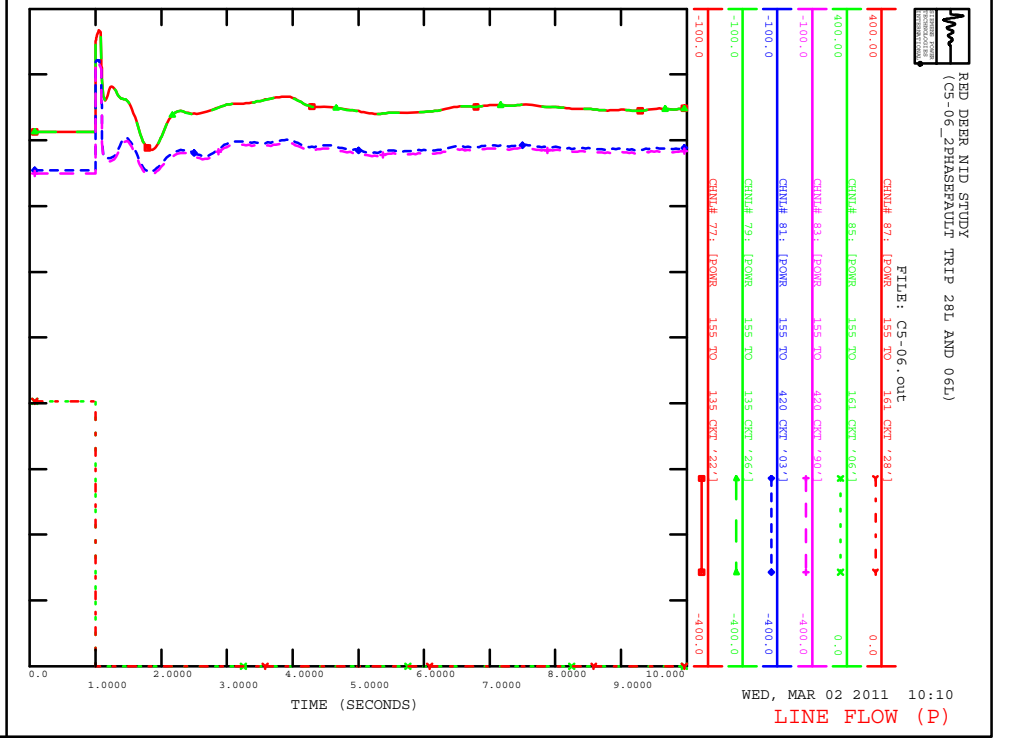


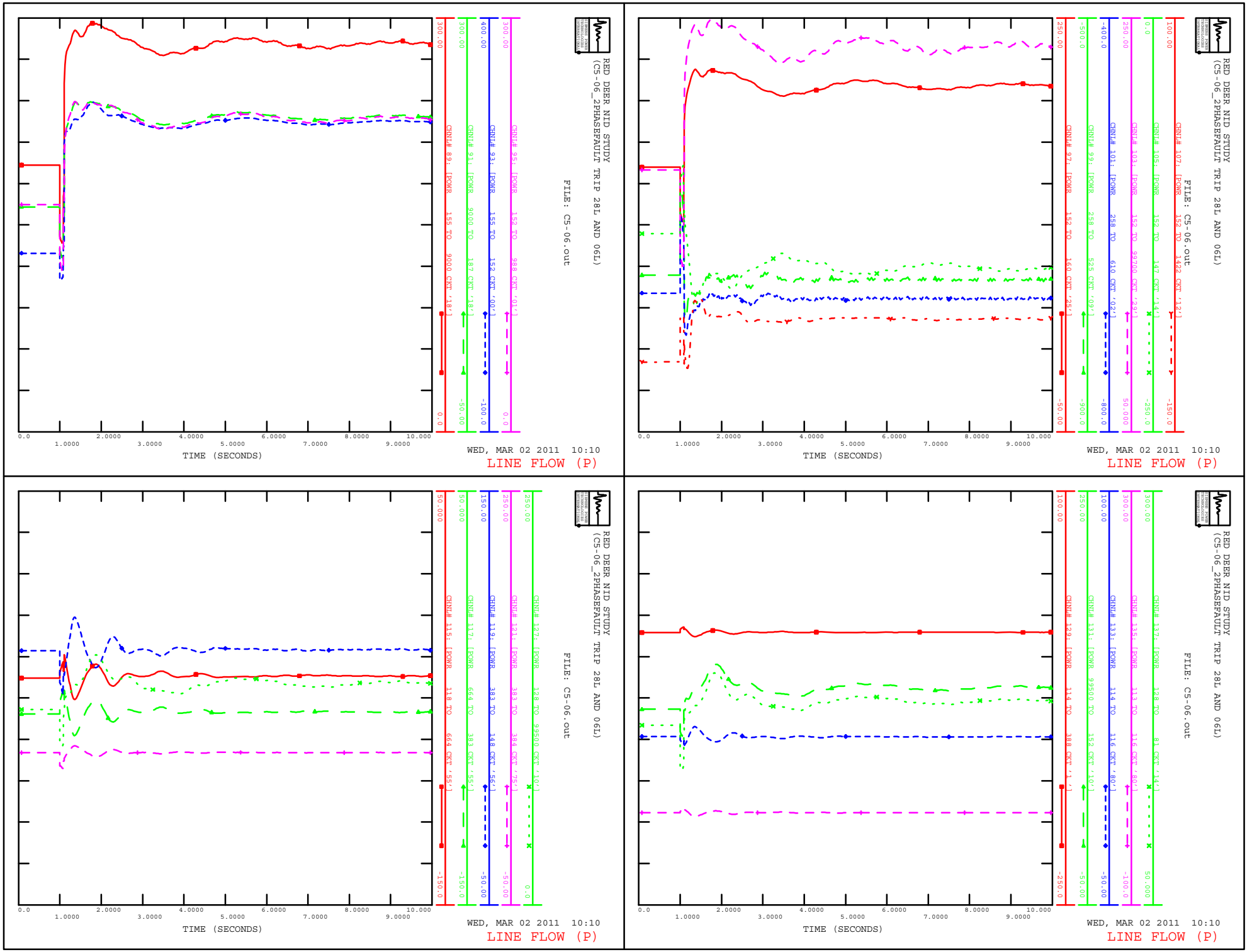
WED, MAR 02 2011 10:10 MOTOR LOAD (P)


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 157: [FREQ 152 [RED DEER4 240.00][1]*60
CHNL# 158: [FREQ 155 [BENALTO4 240.00][1]*60
CHNL# 159: [FREQ 383 [JOFFRE 7 138.00][1]*60
60.500
59.500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 8,10,11: [ANGL BUS 491 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 8,11: [ANGL BUS 422 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 9,11: [ANGL BUS 1289 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 3,11: [ANGL BUS 1497 MACH '5']-[ANGL BUS 1520 MACH '1']
CHNL# 4,11: [ANGL BUS 1482 MACH '1']-[ANGL BUS 1520 MACH '1']
CHNL# 1,11: [ANGL BUS 1495 MACH '3']-[ANGL BUS 1520 MACH '1']
80.000
30.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 12: [POWR BUS 1495 MACH '3']
CHNL# 14: [POWR BUS 1497 MACH '5']
CHNL# 15: [POWR BUS 1482 MACH '1']
2.0000
1.0000
6.0000
3.0000
4.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
CHNL# 77: [POWR 155 TO 135 CKT '22']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 83: [POWR 155 TO 420 CKT '90']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 87: [POWR 155 TO 161 CKT '28']
-100.0
-400.0
400.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

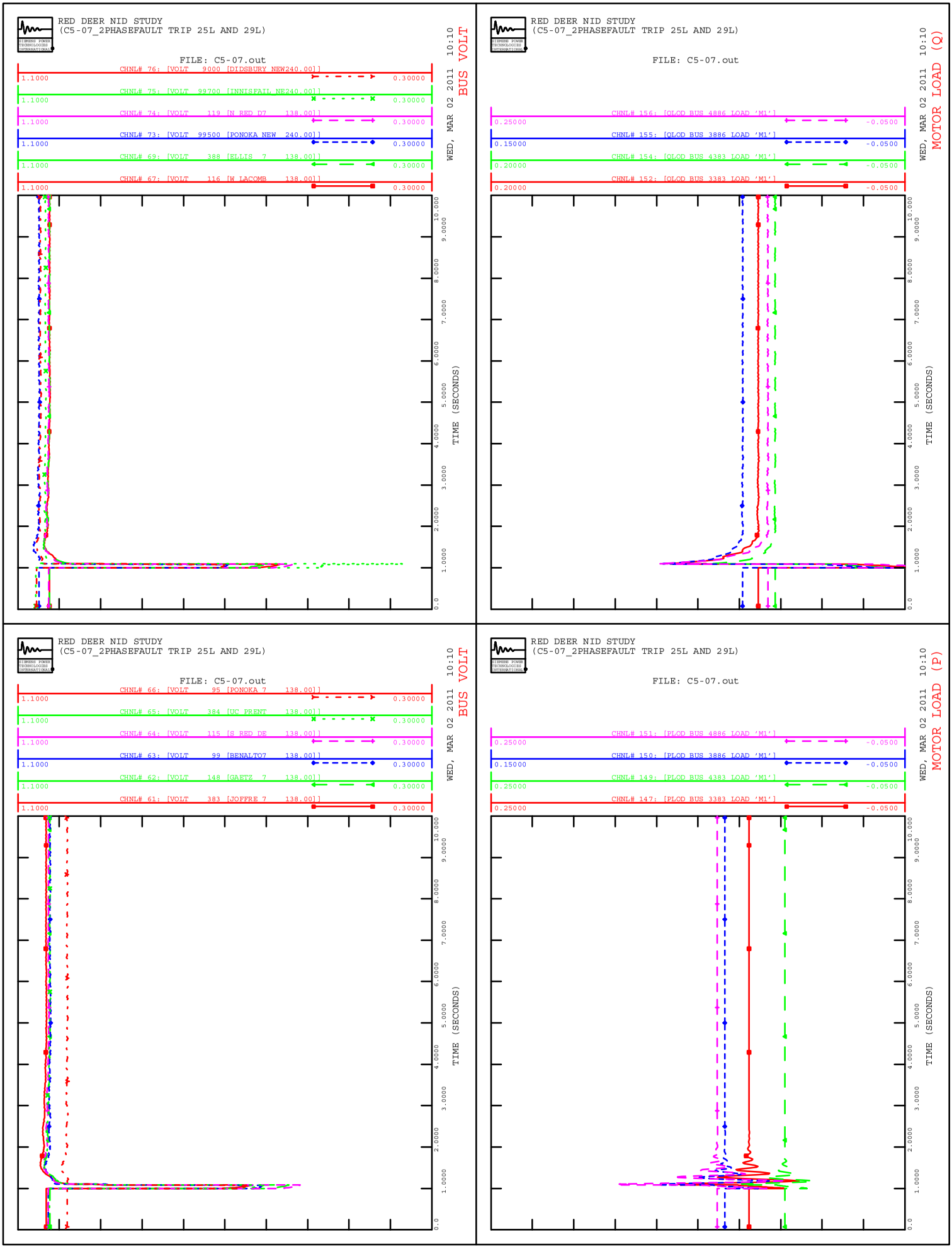

RED DEER NID STUDY
(C5-06_2PHASEFAULT TRIP 28L AND 06L)
FILE: C5-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

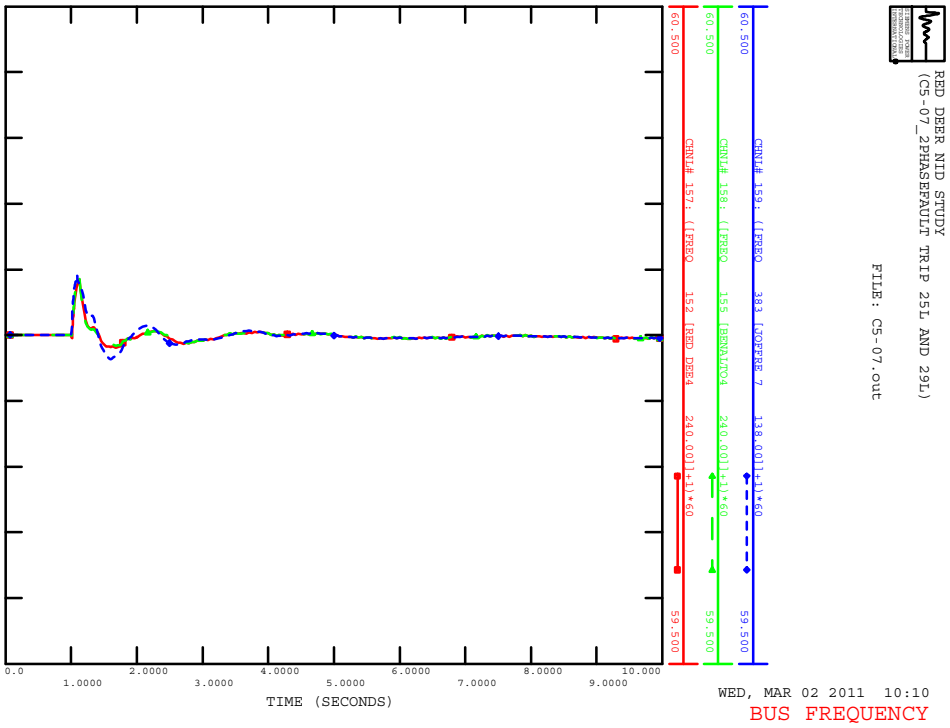
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

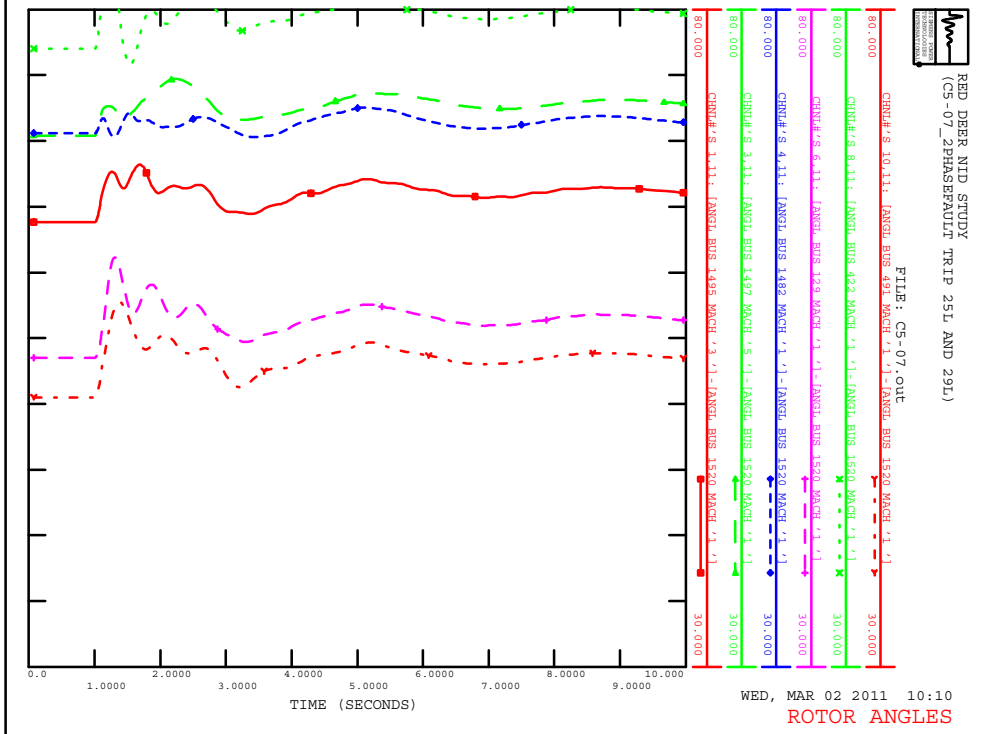
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

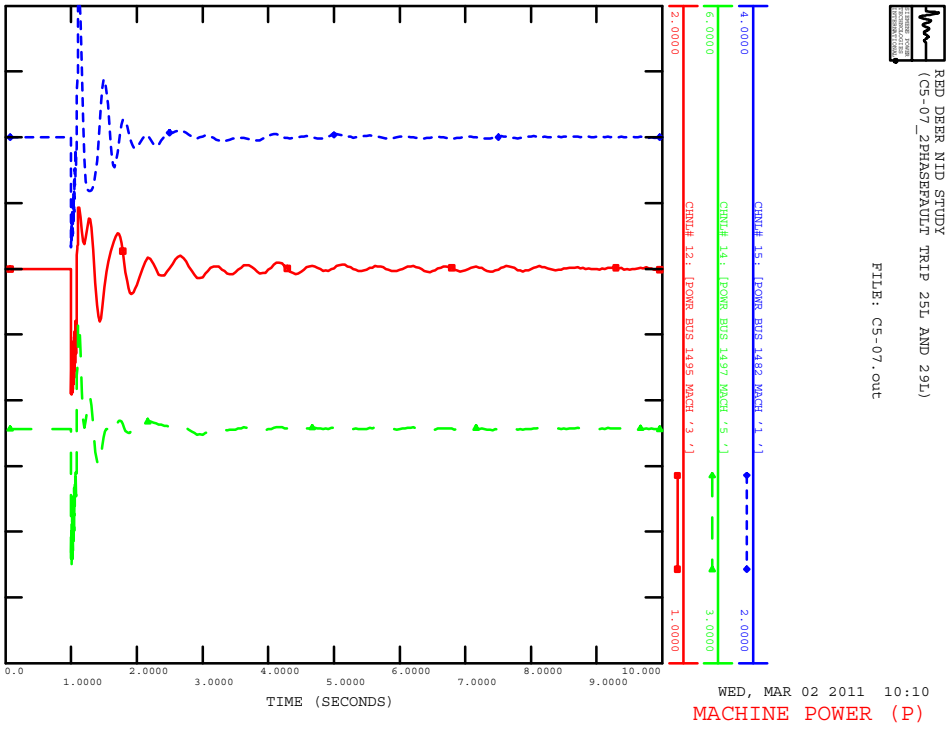
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

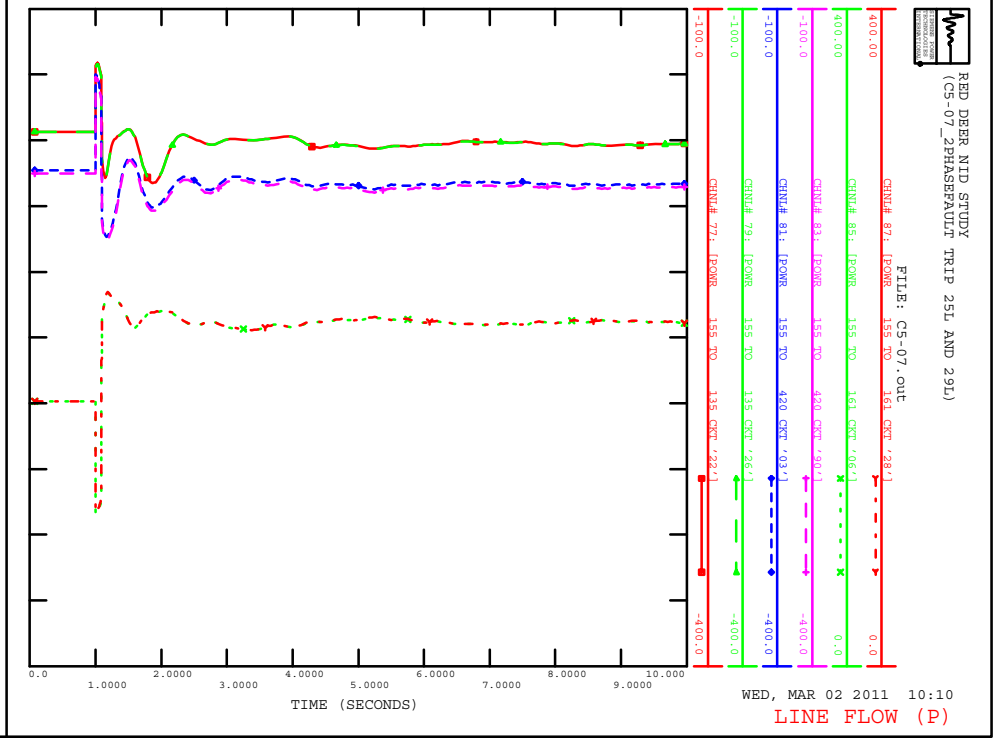
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

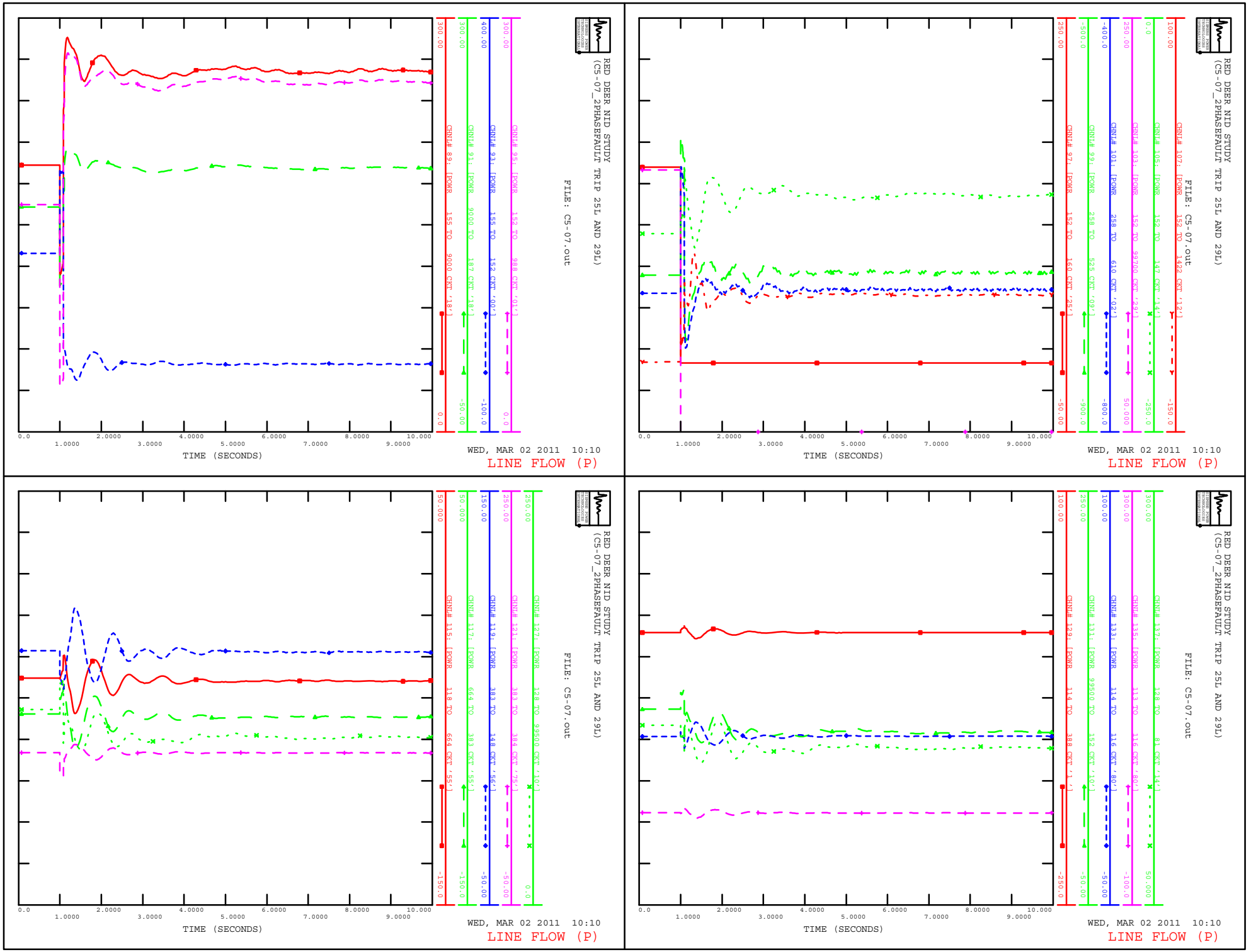

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

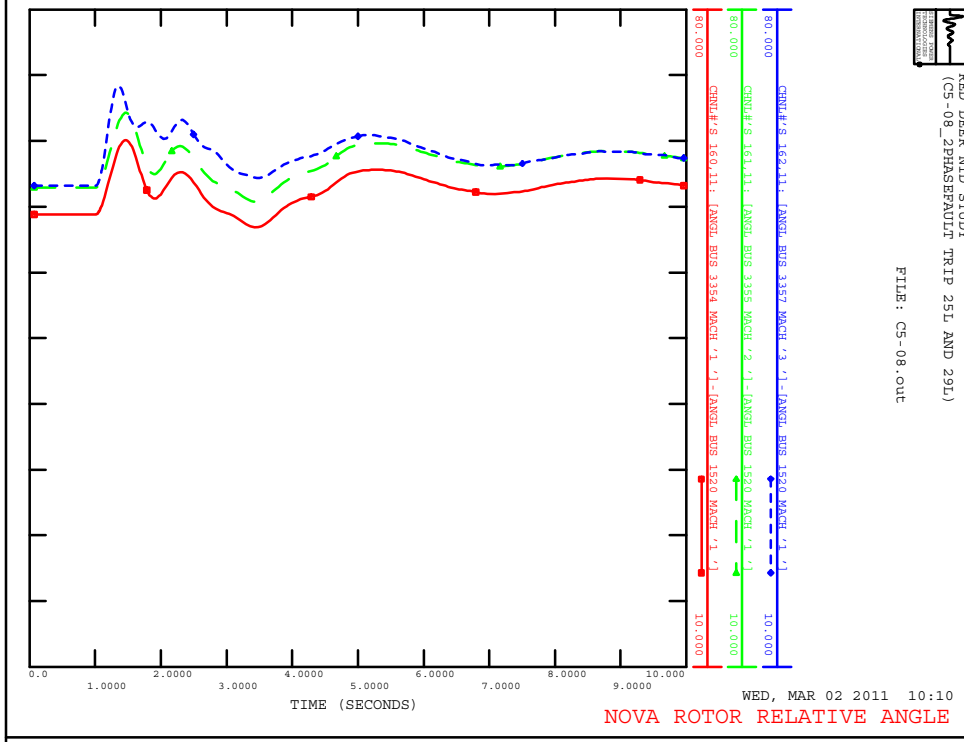

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

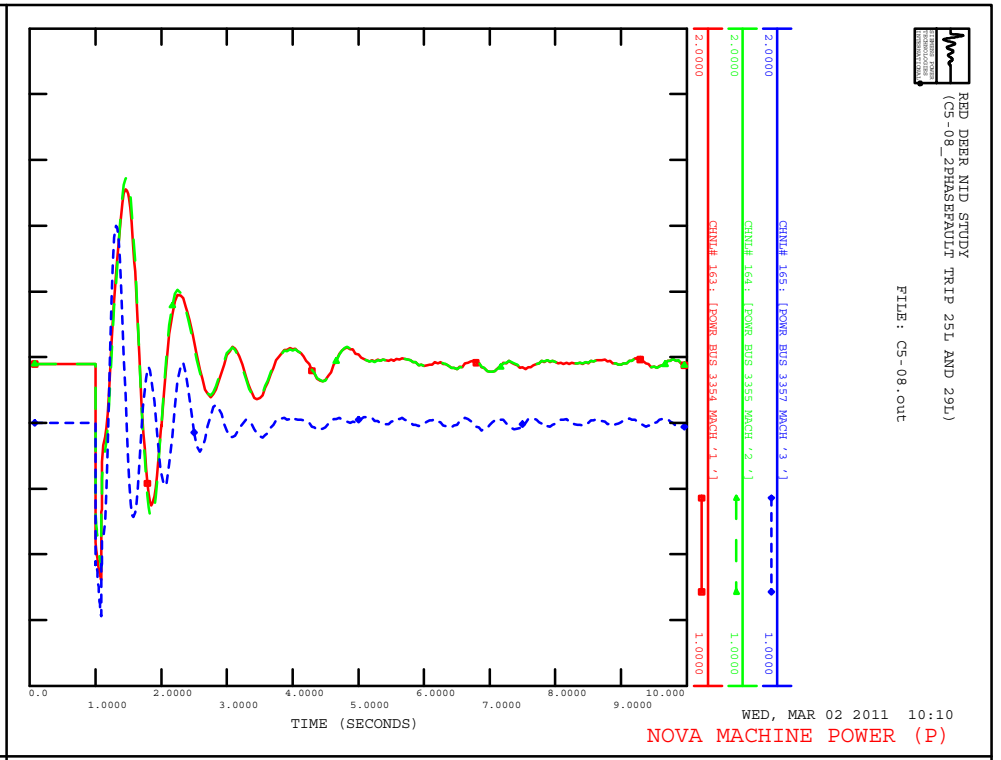

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

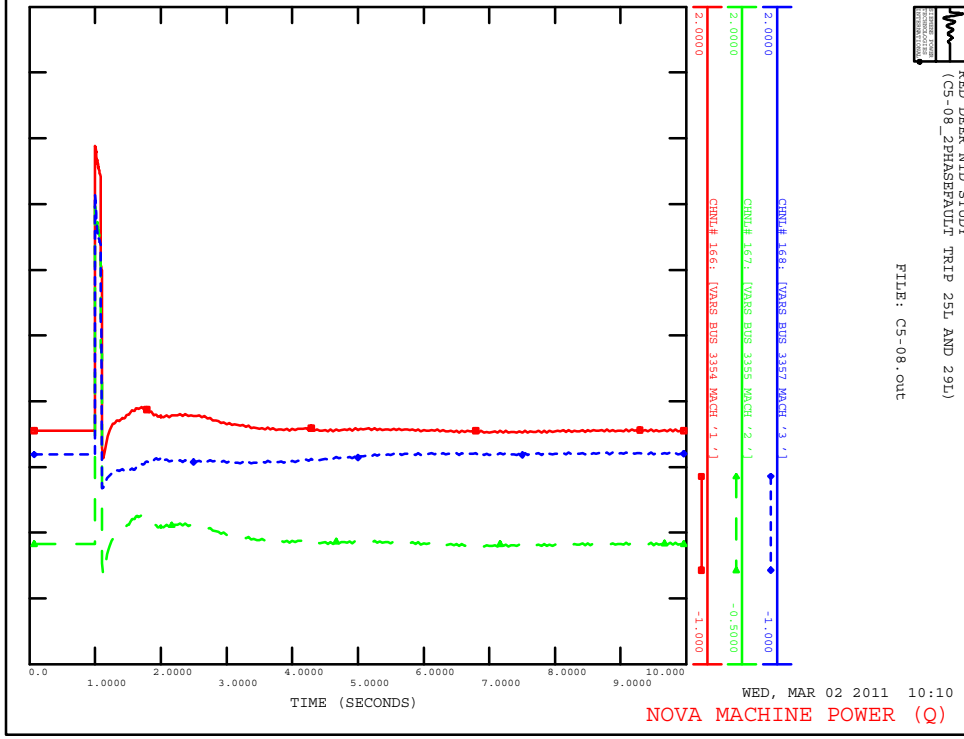

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

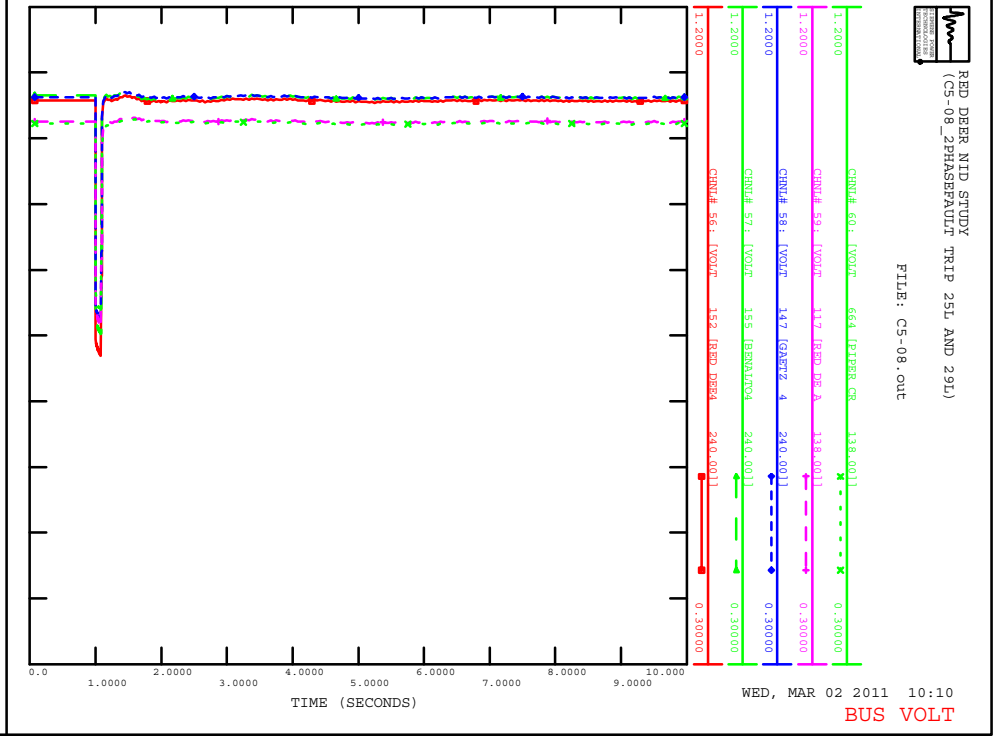

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

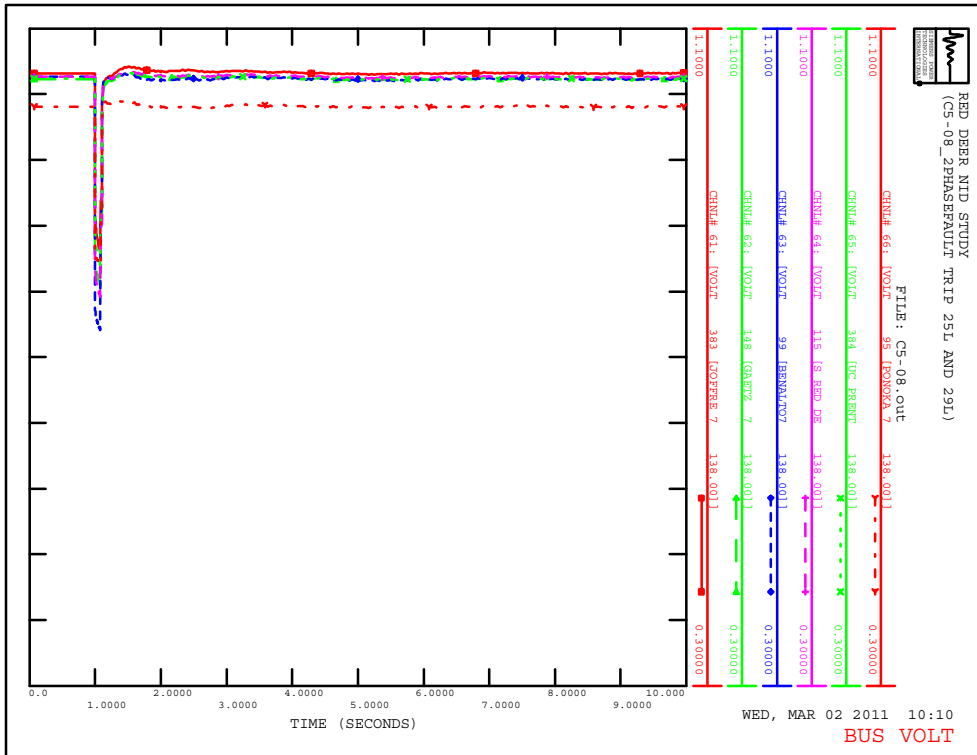

RED DEER NID STUDY
(C5-07_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

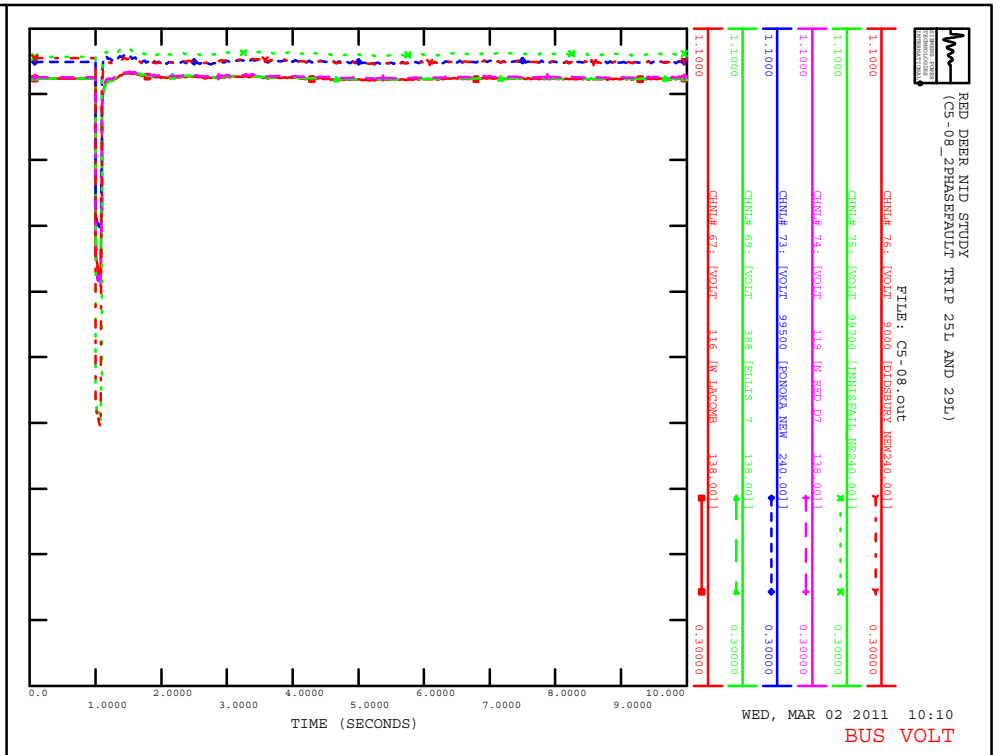

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

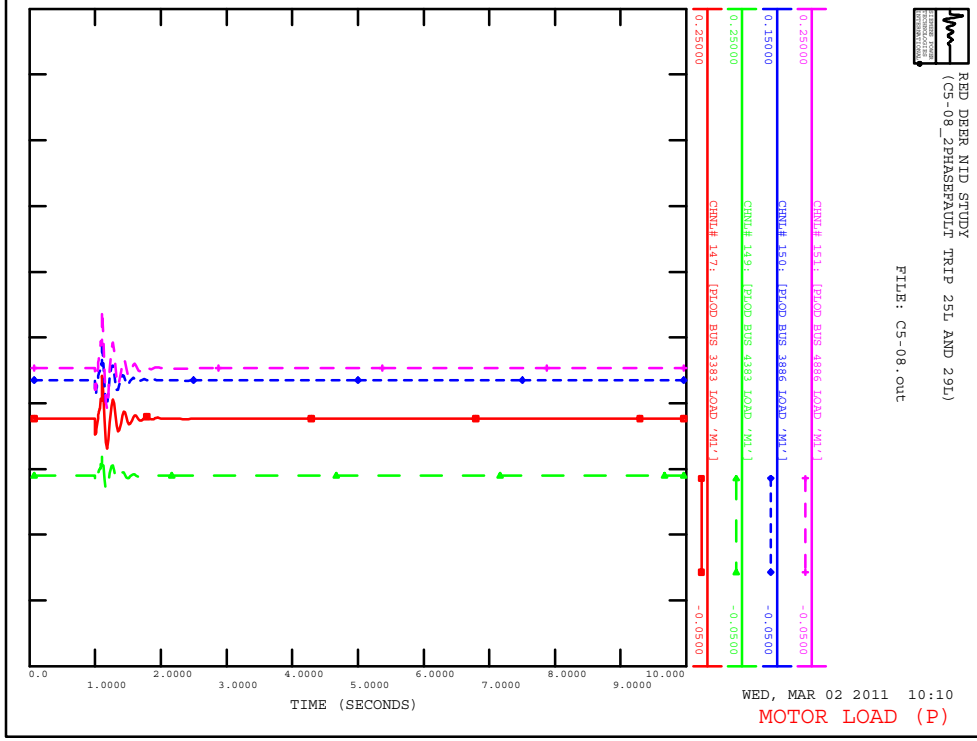

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

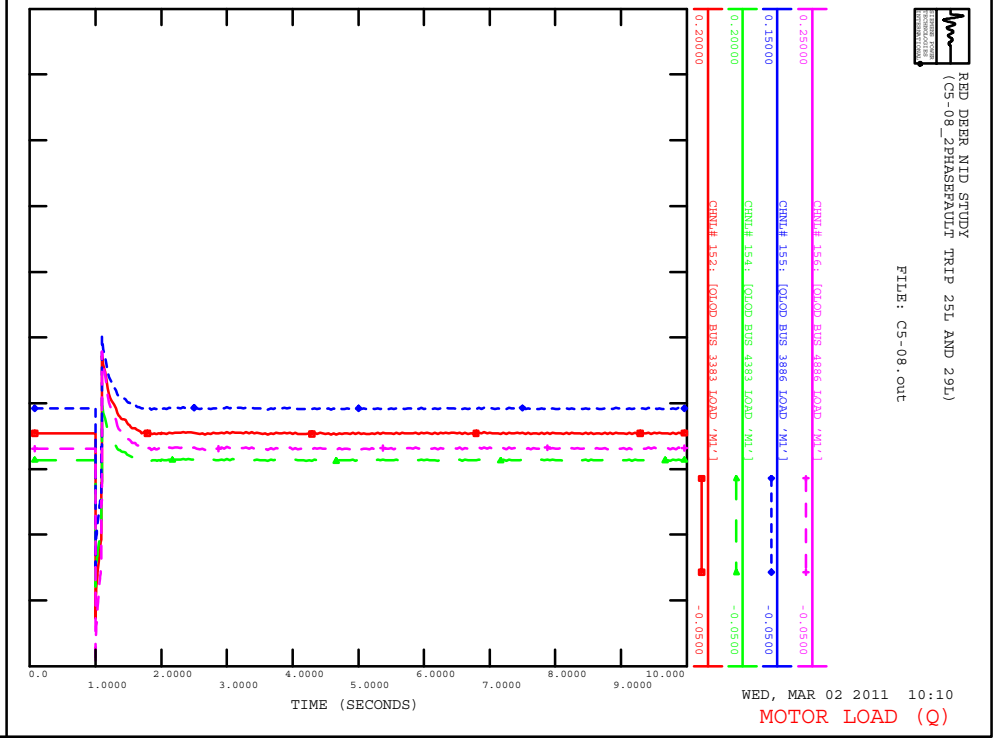

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

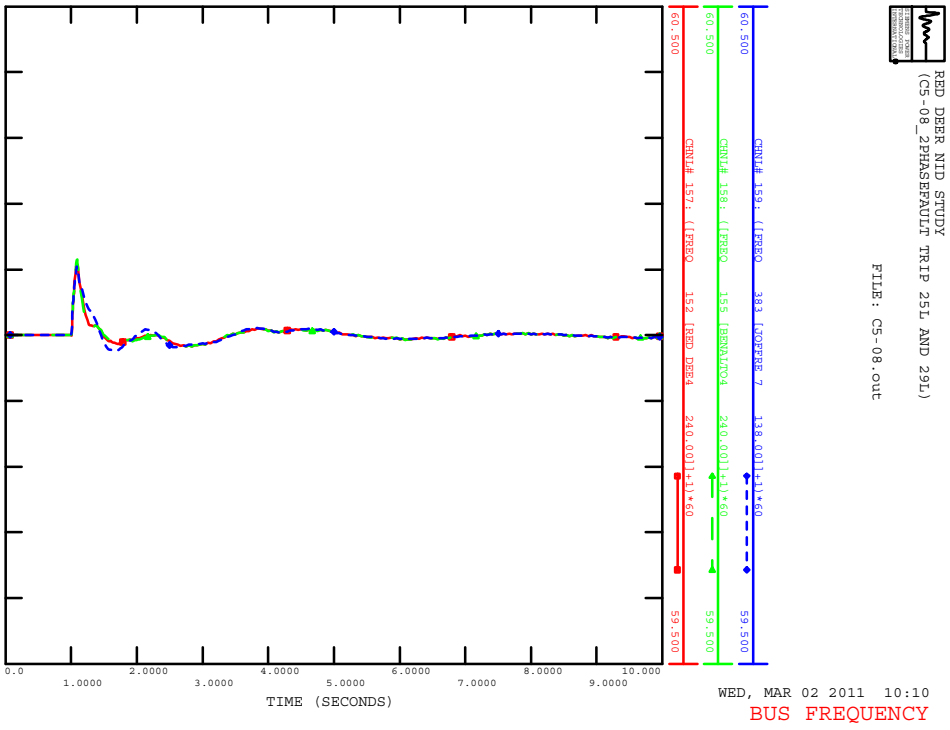

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

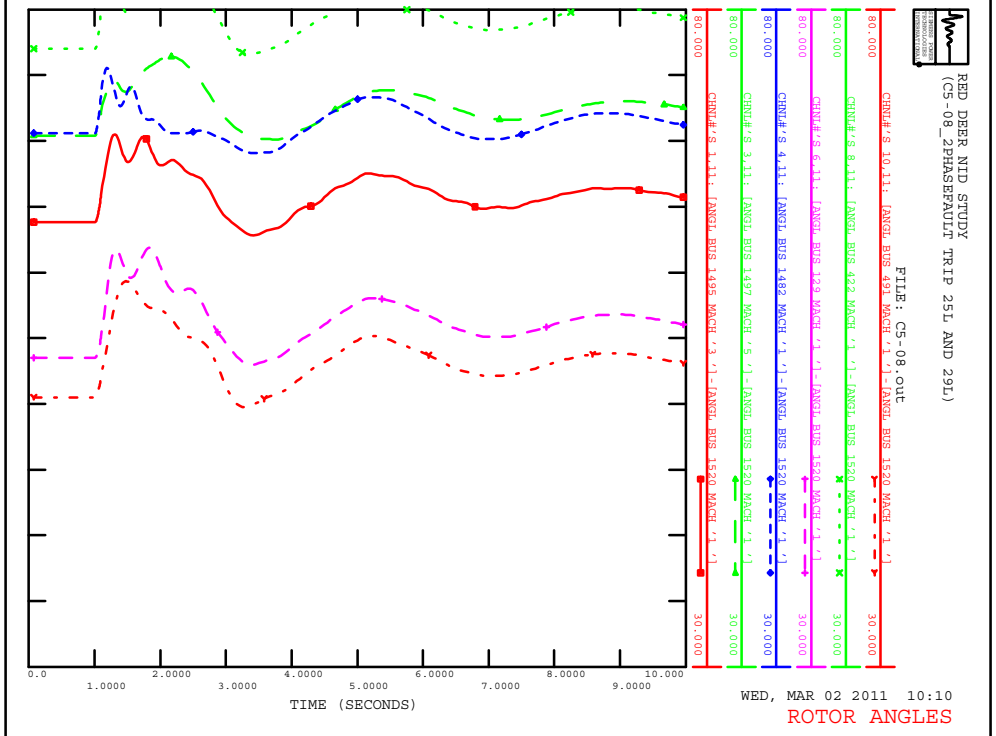

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

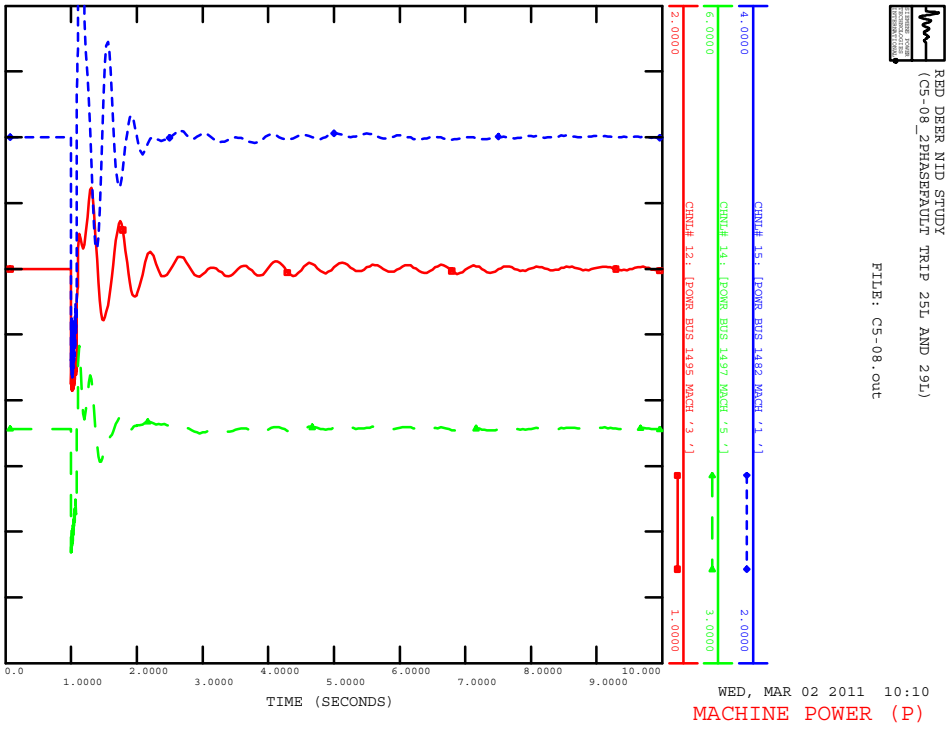

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

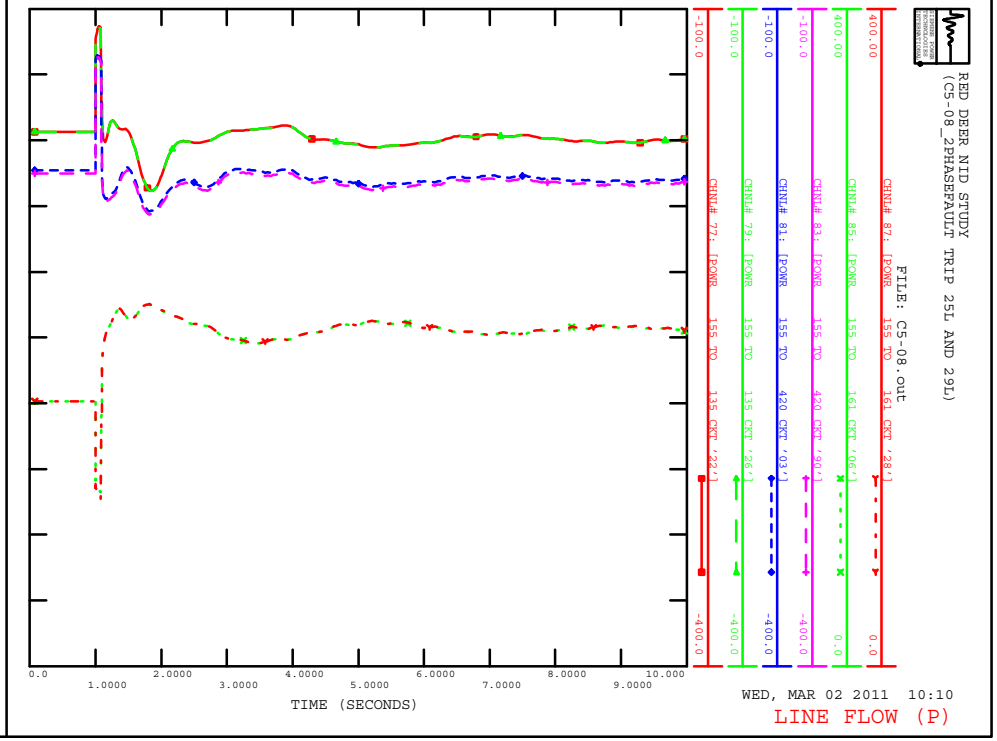

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

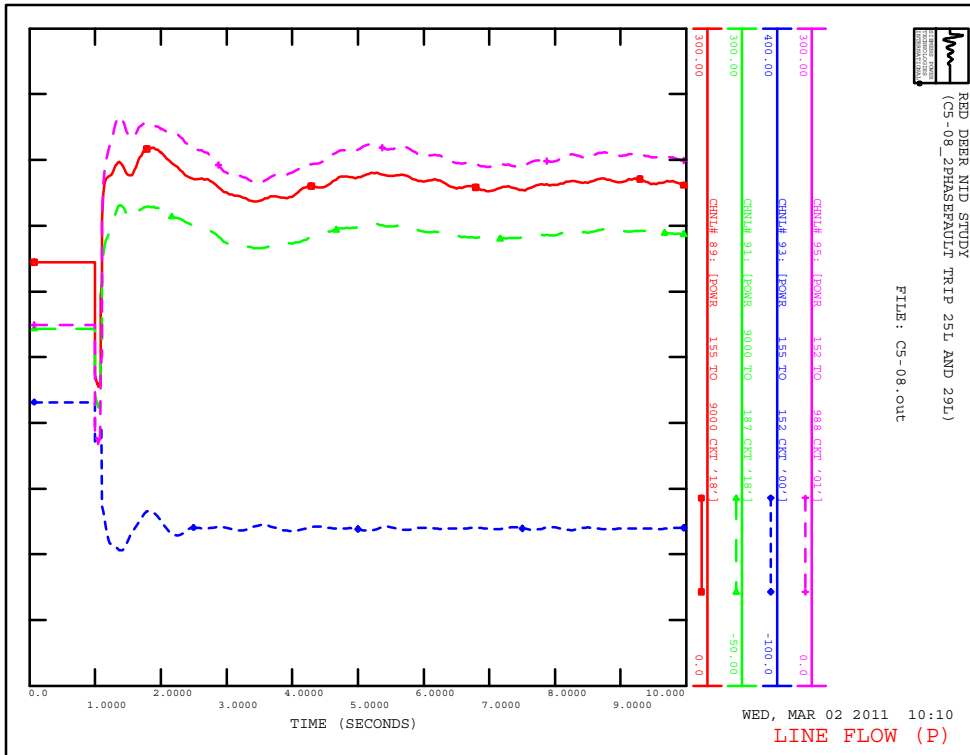

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

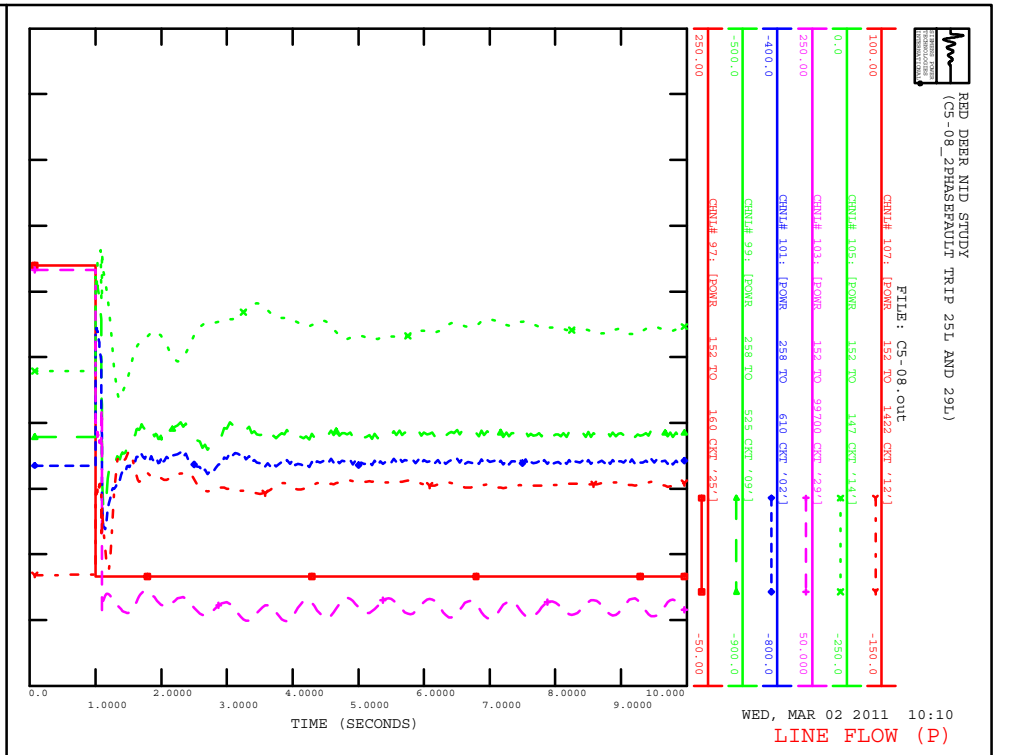

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

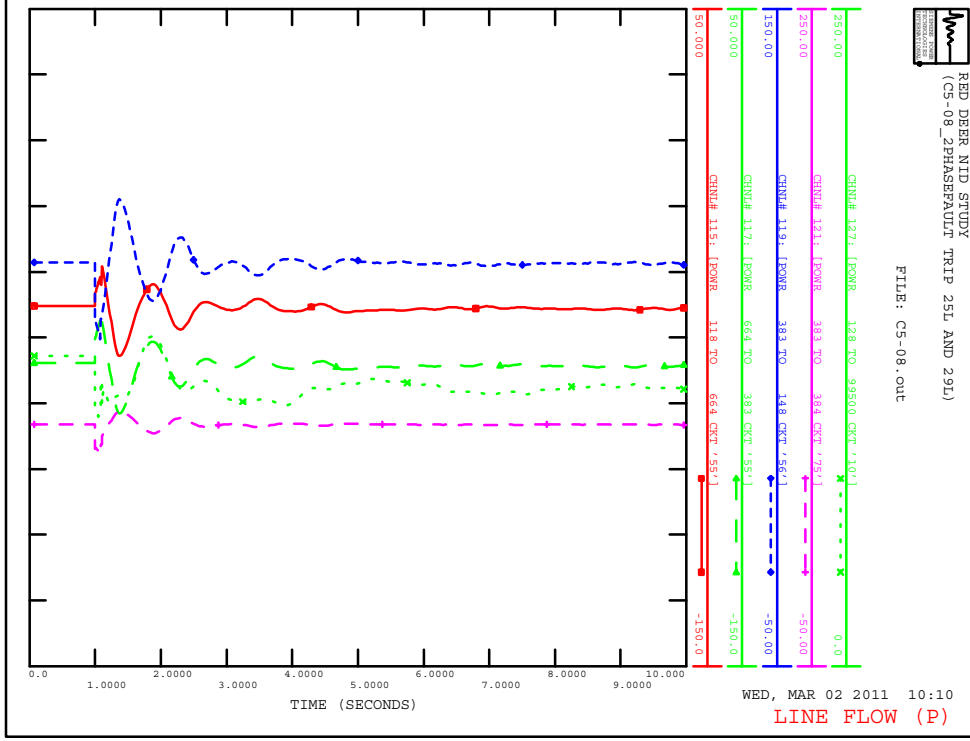

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

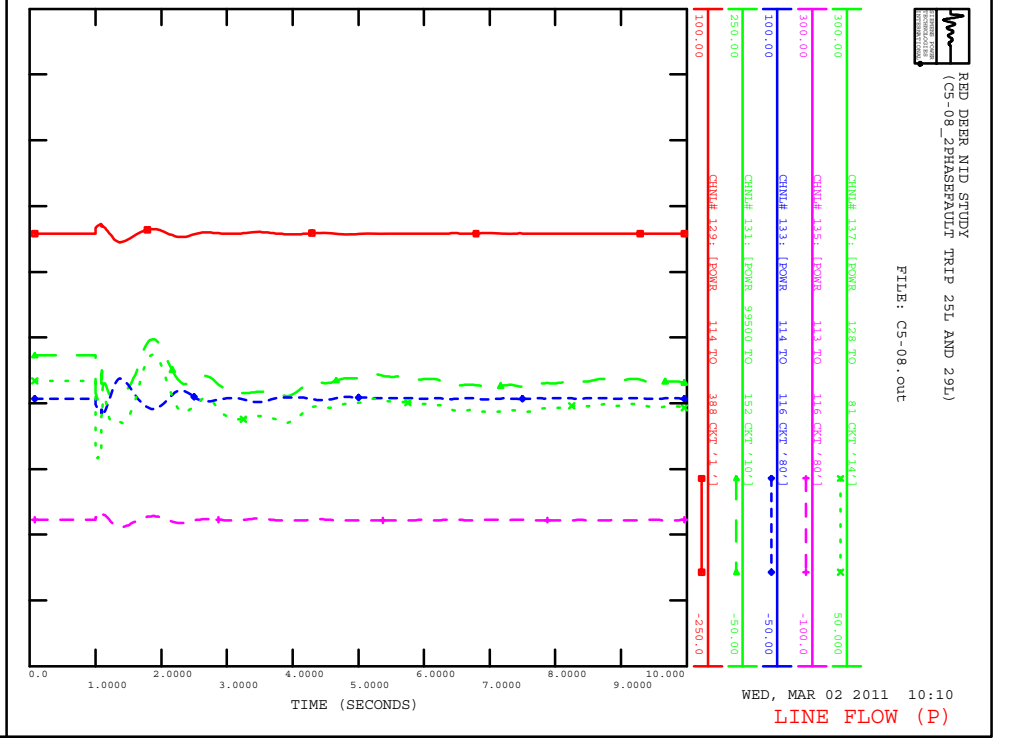

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

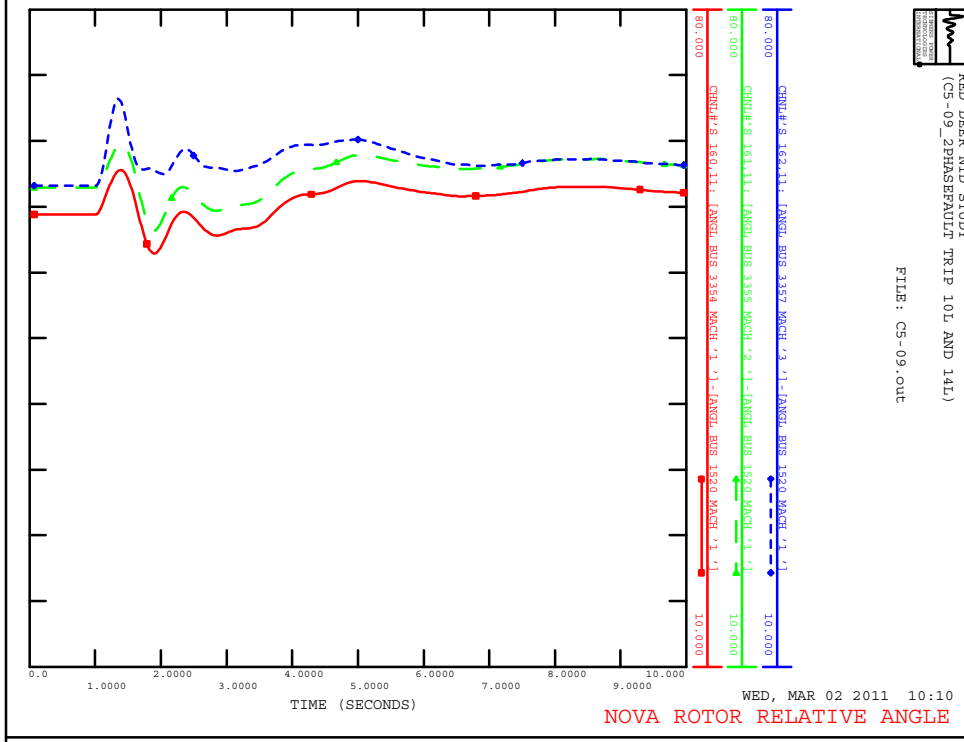

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

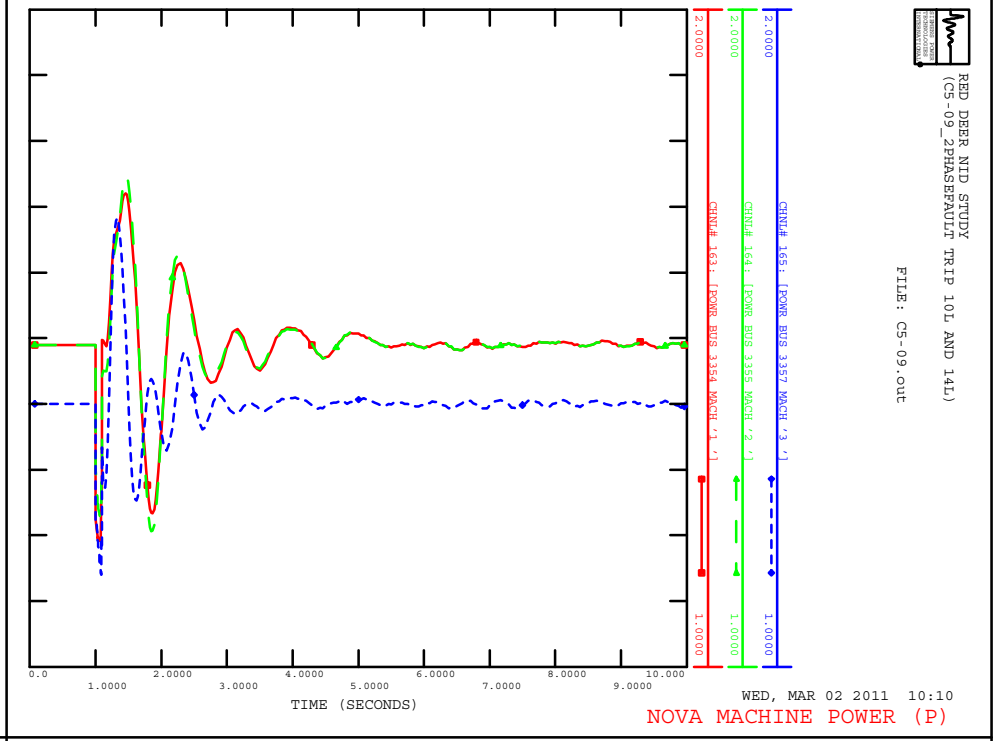

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

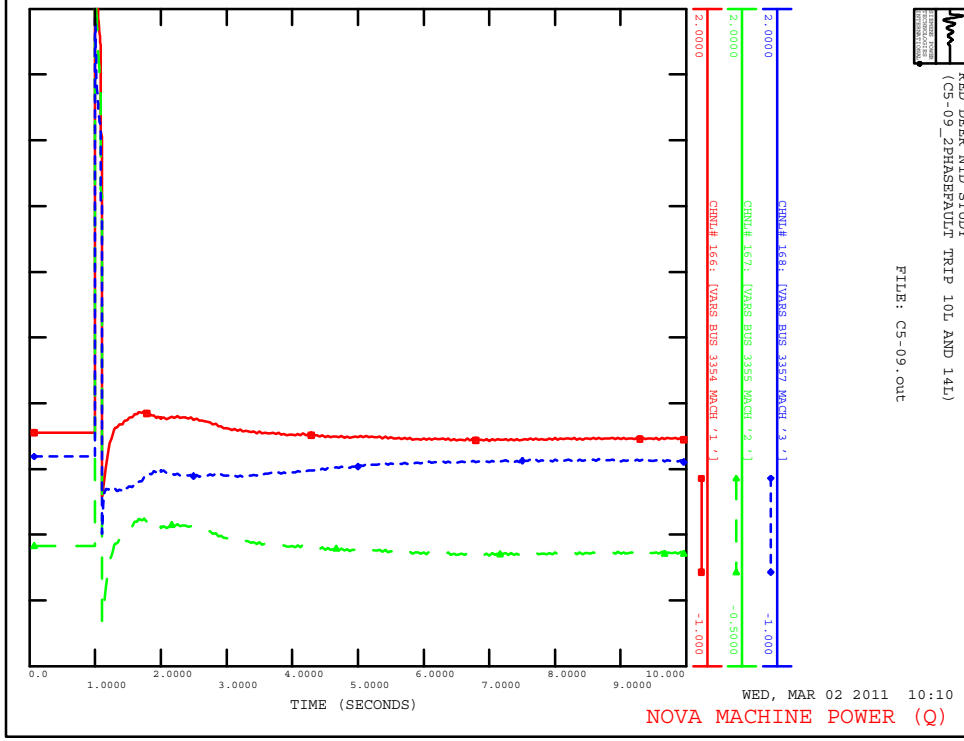

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

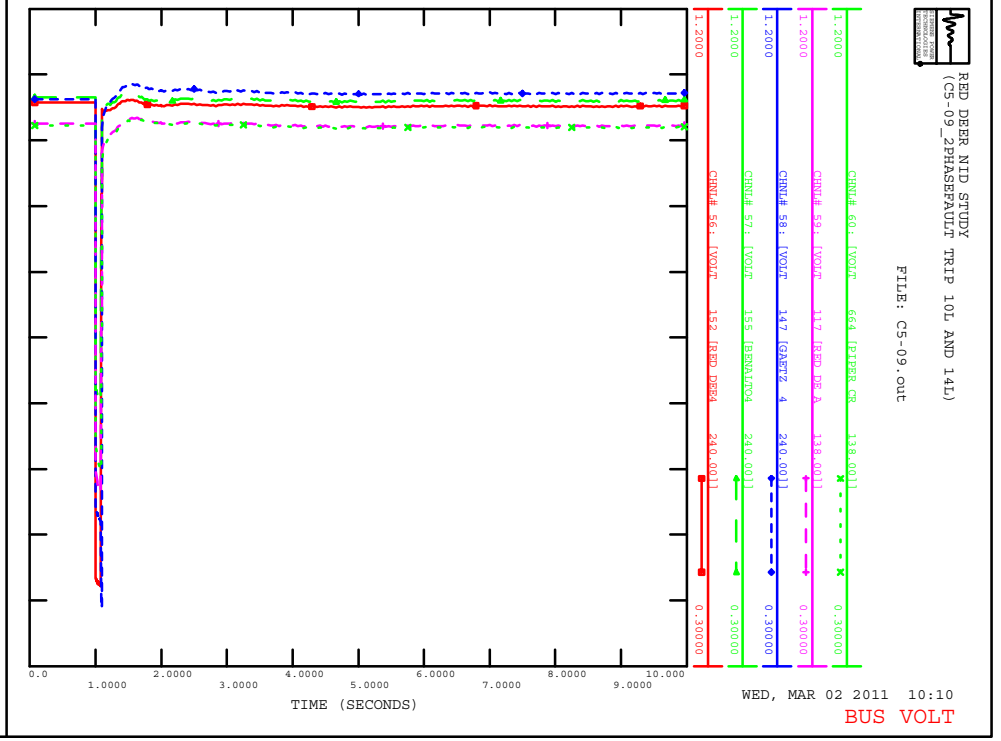

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

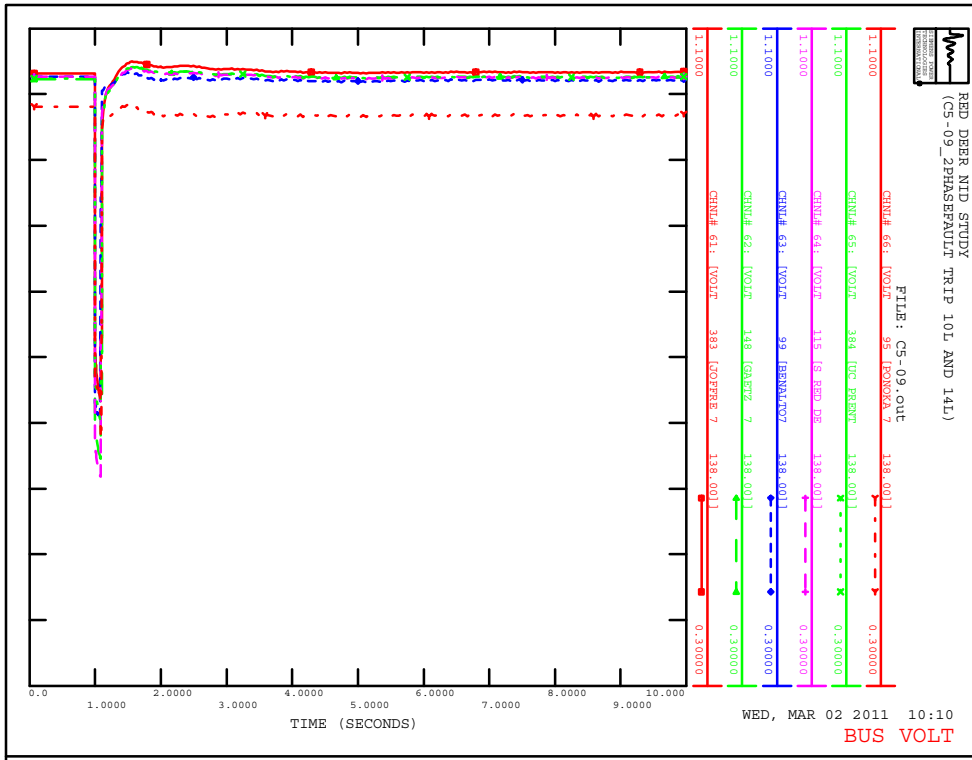

RED DEER NID STUDY
(C5-08_2PHASEFAULT TRIP 25L AND 29L)
FILE: C5-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

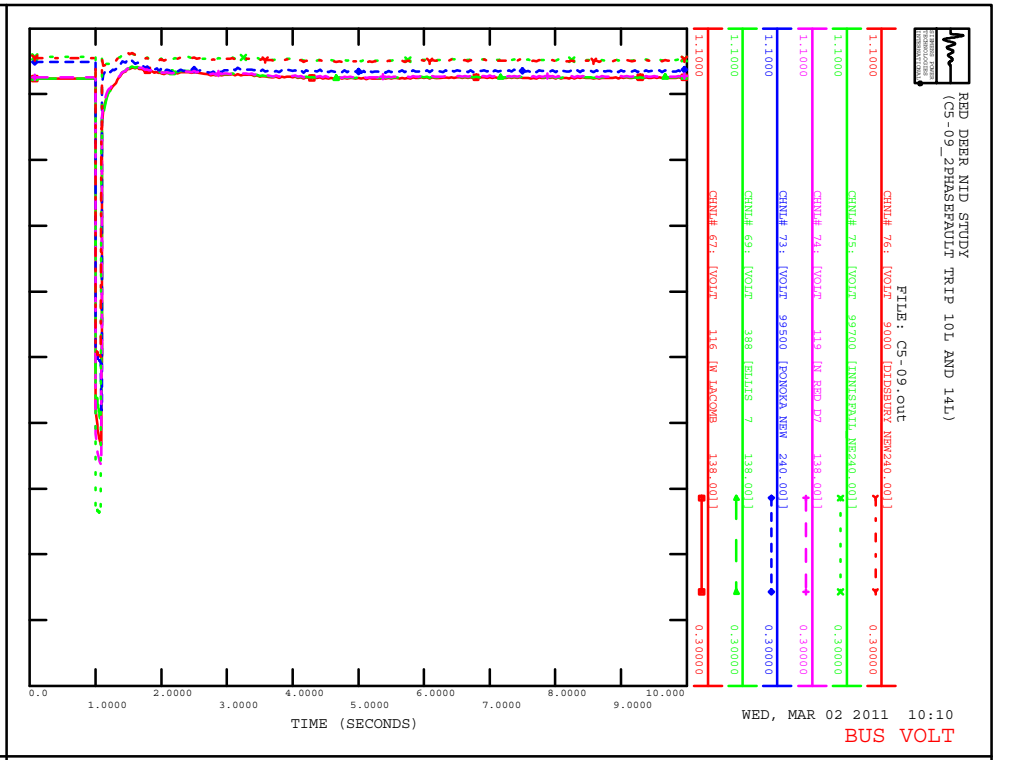

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

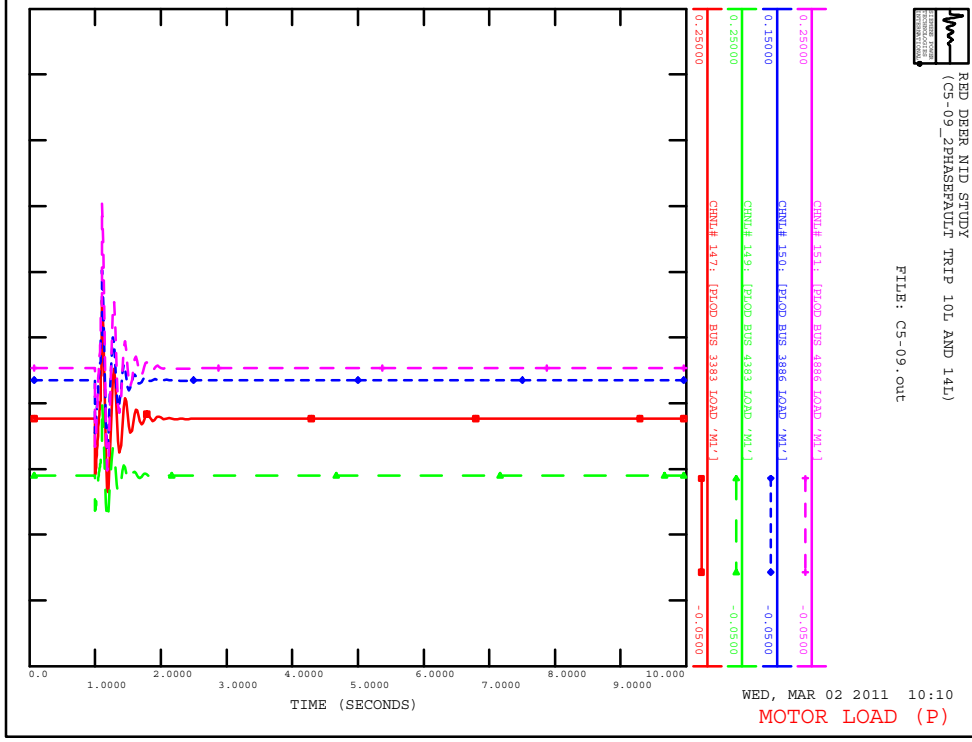

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

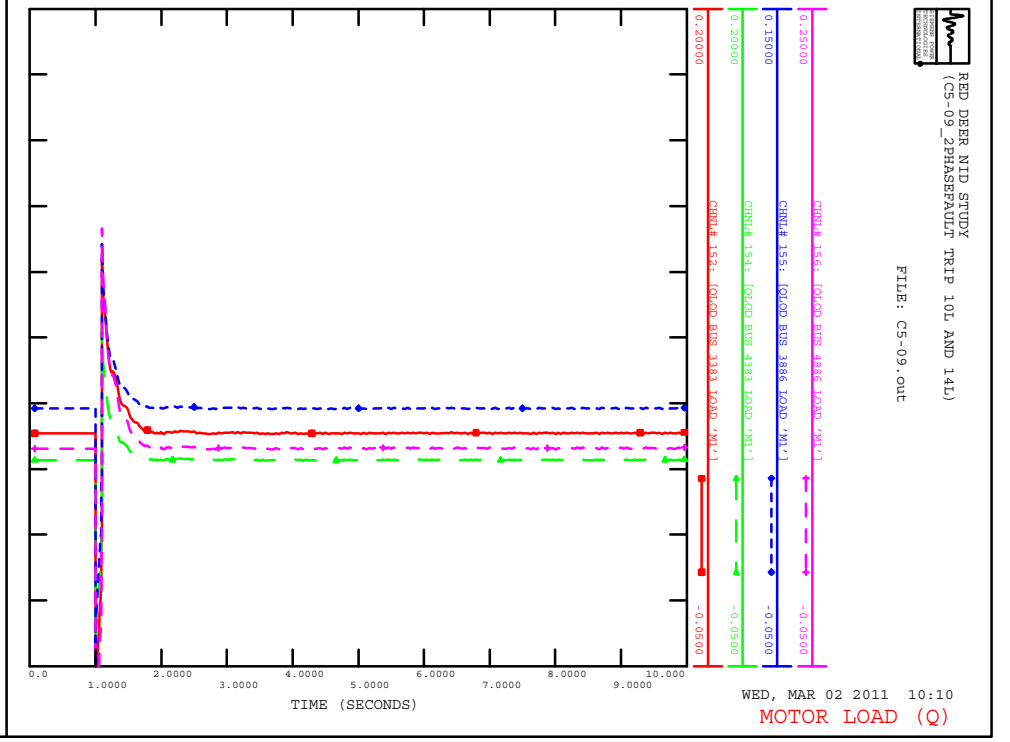

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

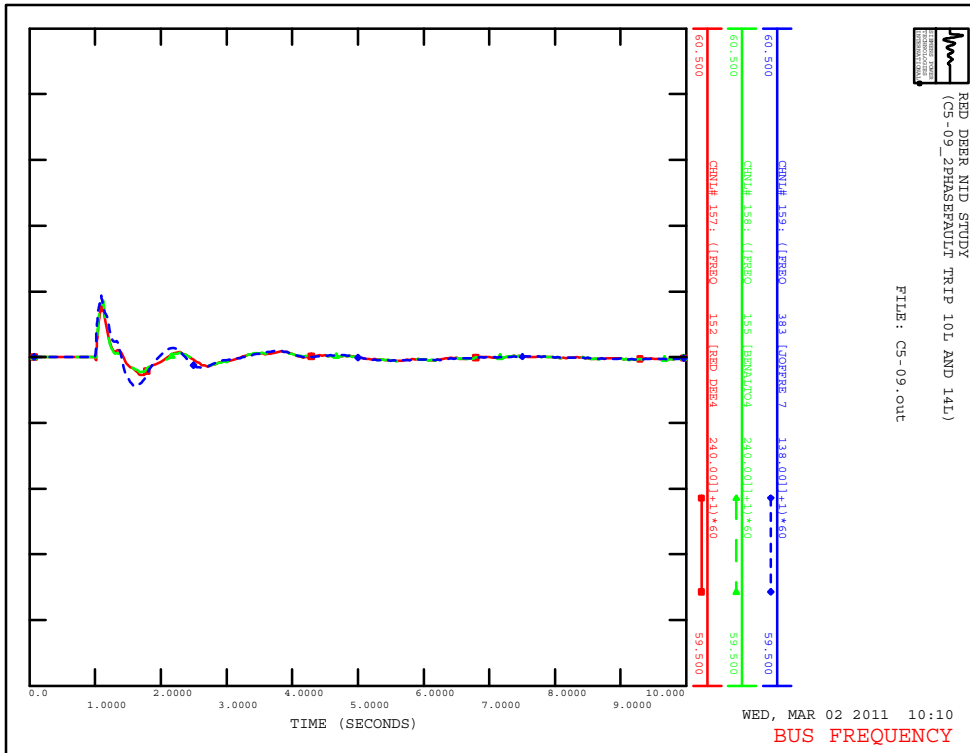

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

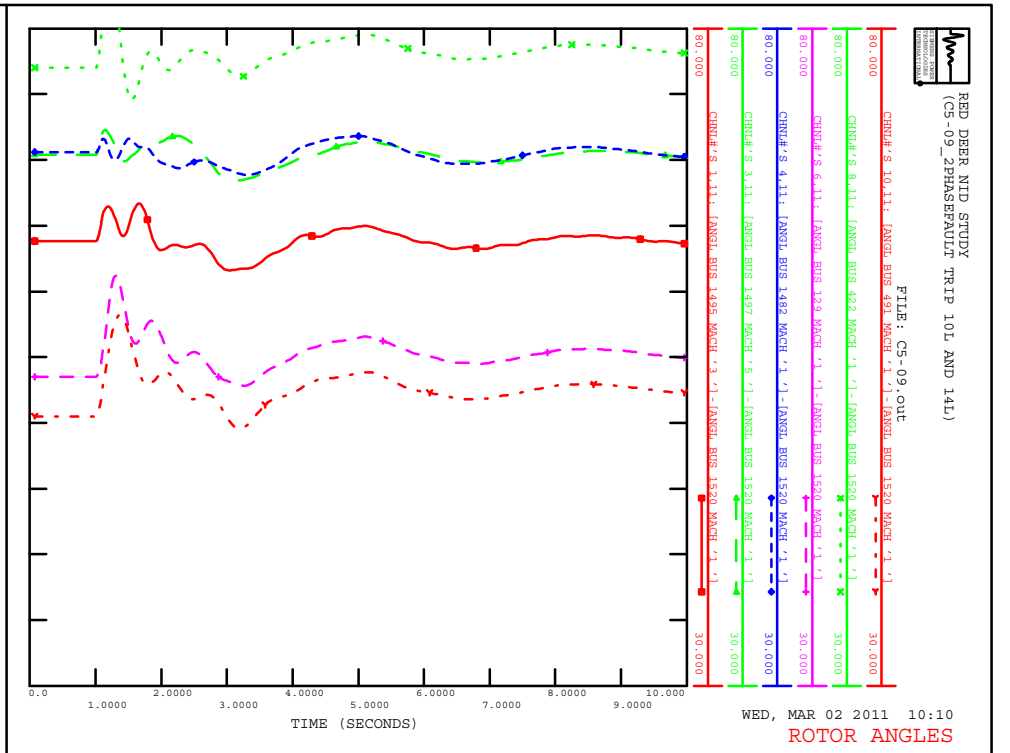

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

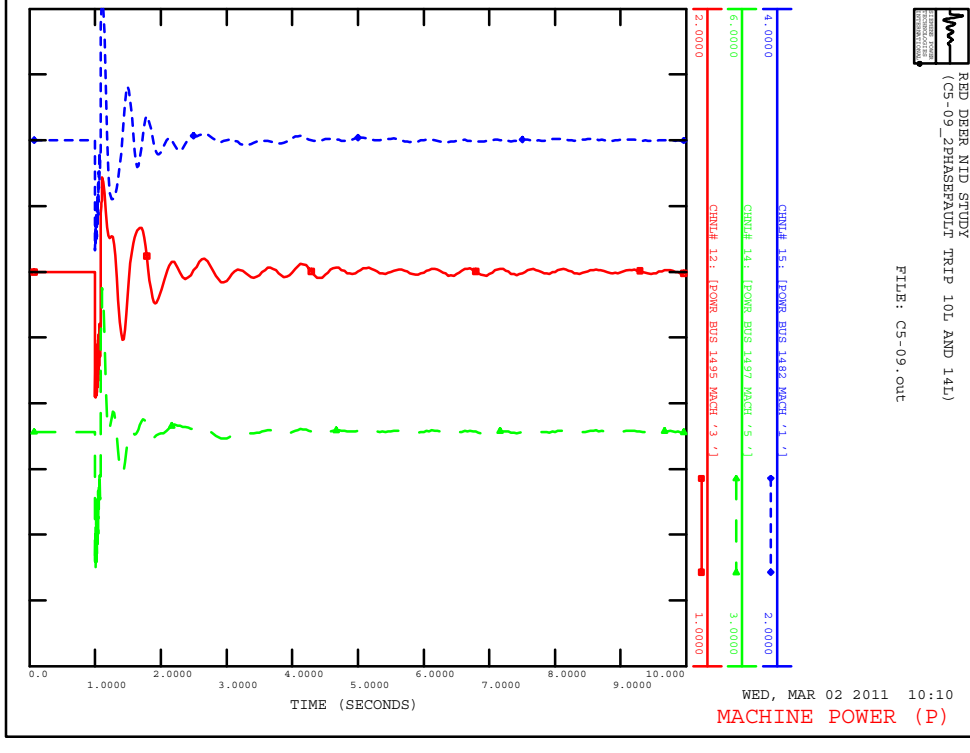

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

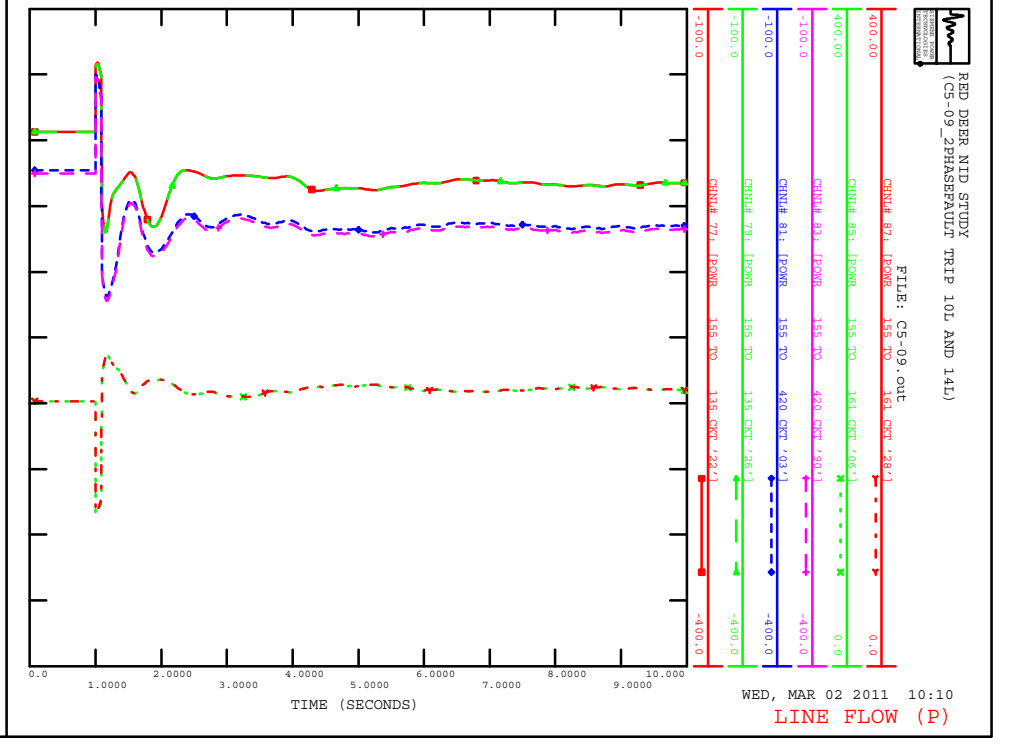

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

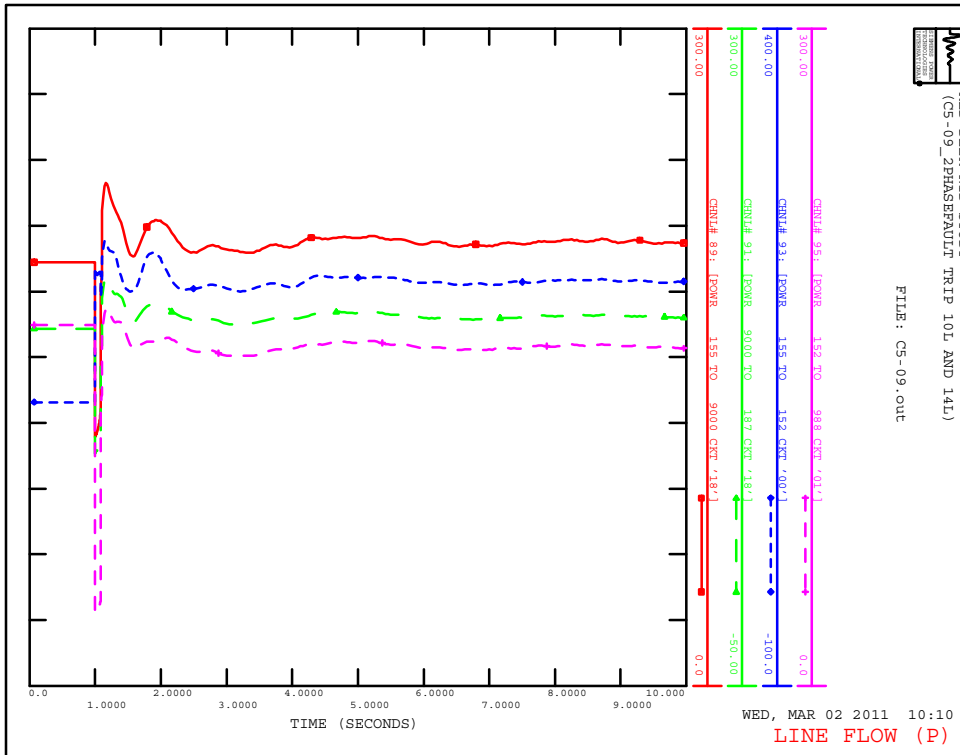

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

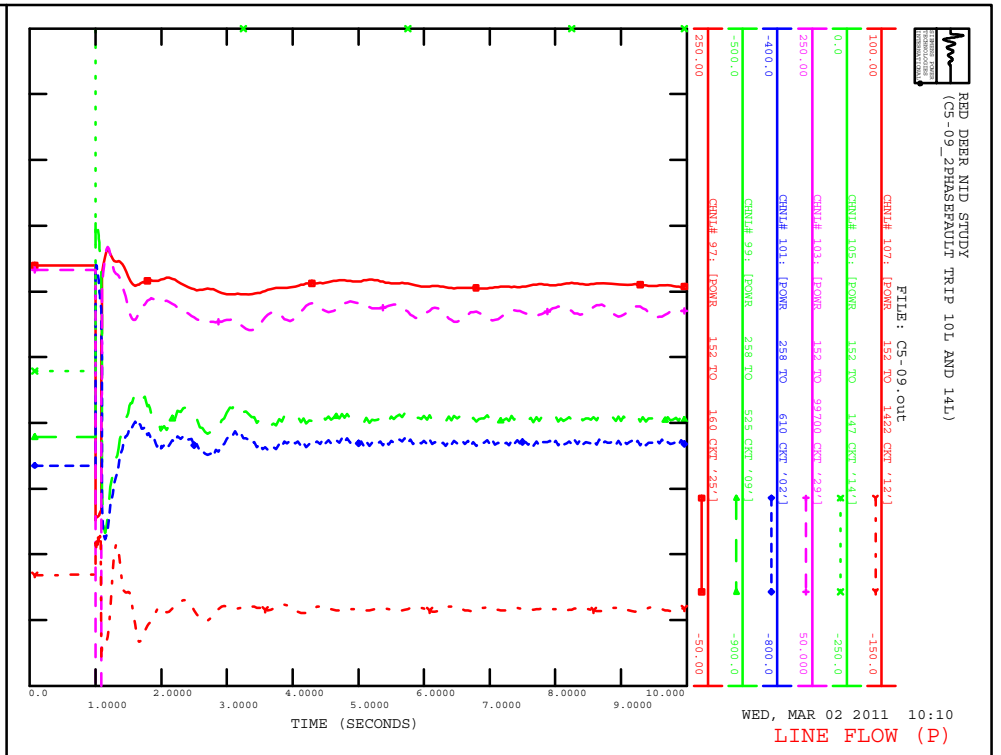

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

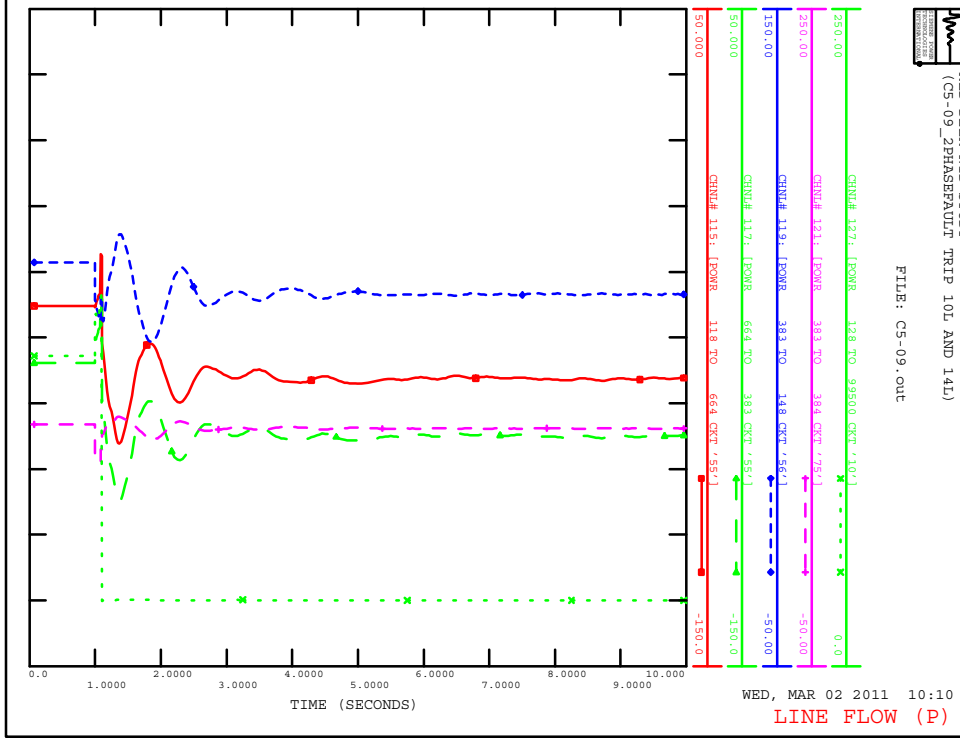

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

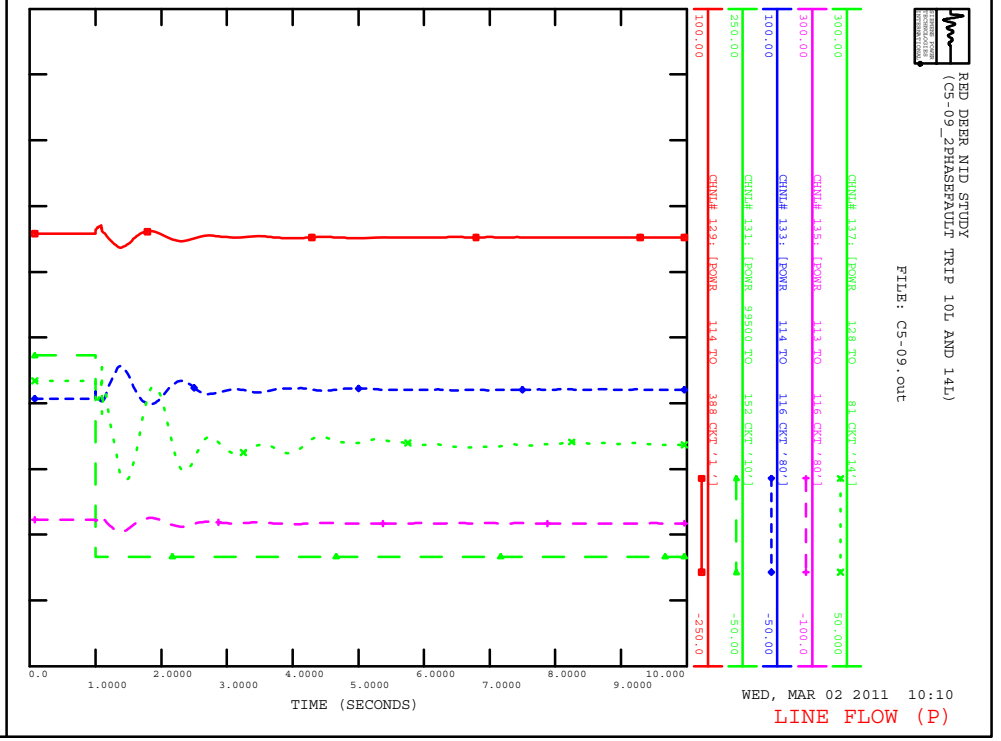

RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-09_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)

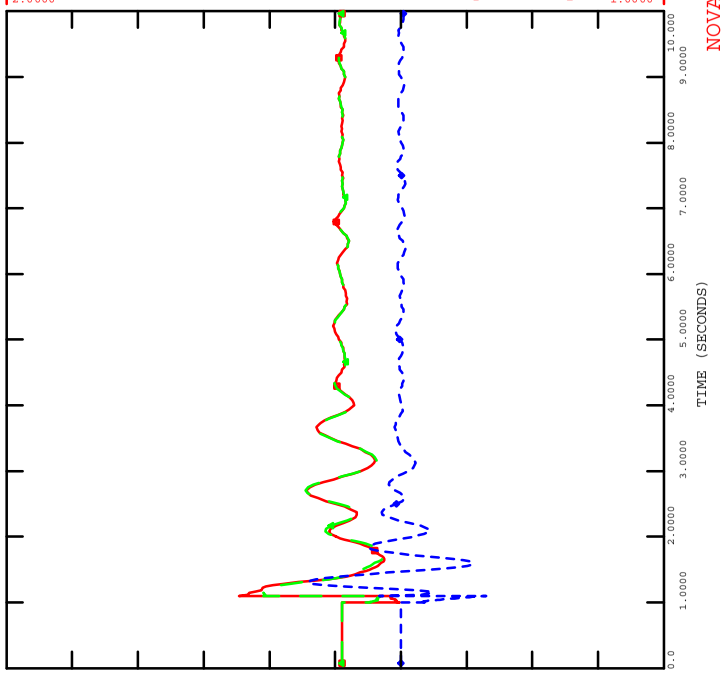
FILE: C5-10.out

WED, MAR 02 2011 10:10

NOVA MACHINE POWER (P)

CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']

TIME (SECONDS)



RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)

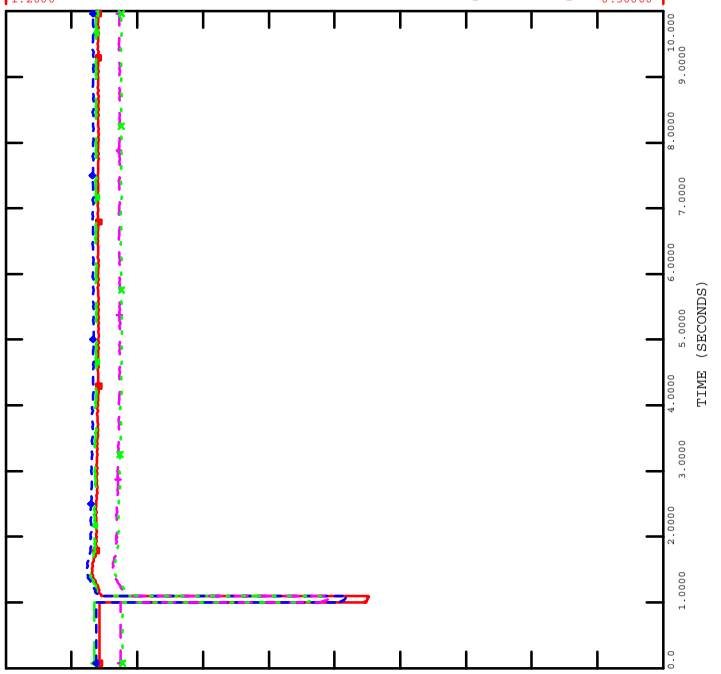
FILE: C5-10.out

WED, MAR 02 2011 10:10

BUS VOLT

CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]

TIME (SECONDS)



RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)

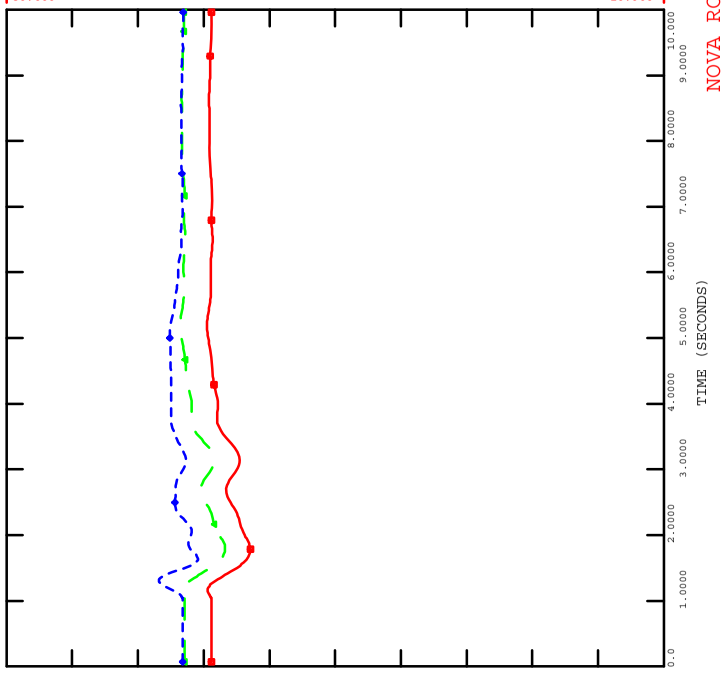
FILE: C5-10.out

WED, MAR 02 2011 10:10

NOVA ROTOR RELATIVE ANGLE

CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']

TIME (SECONDS)



RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)

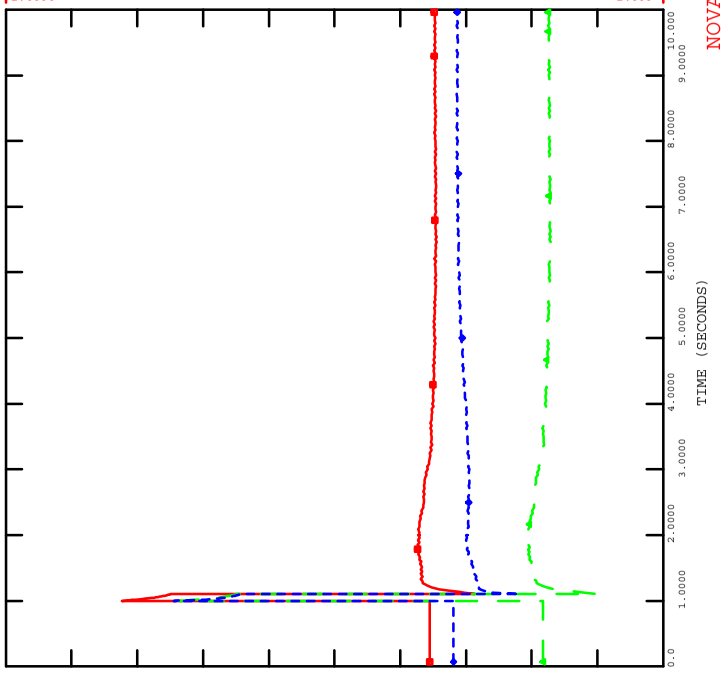
FILE: C5-10.out

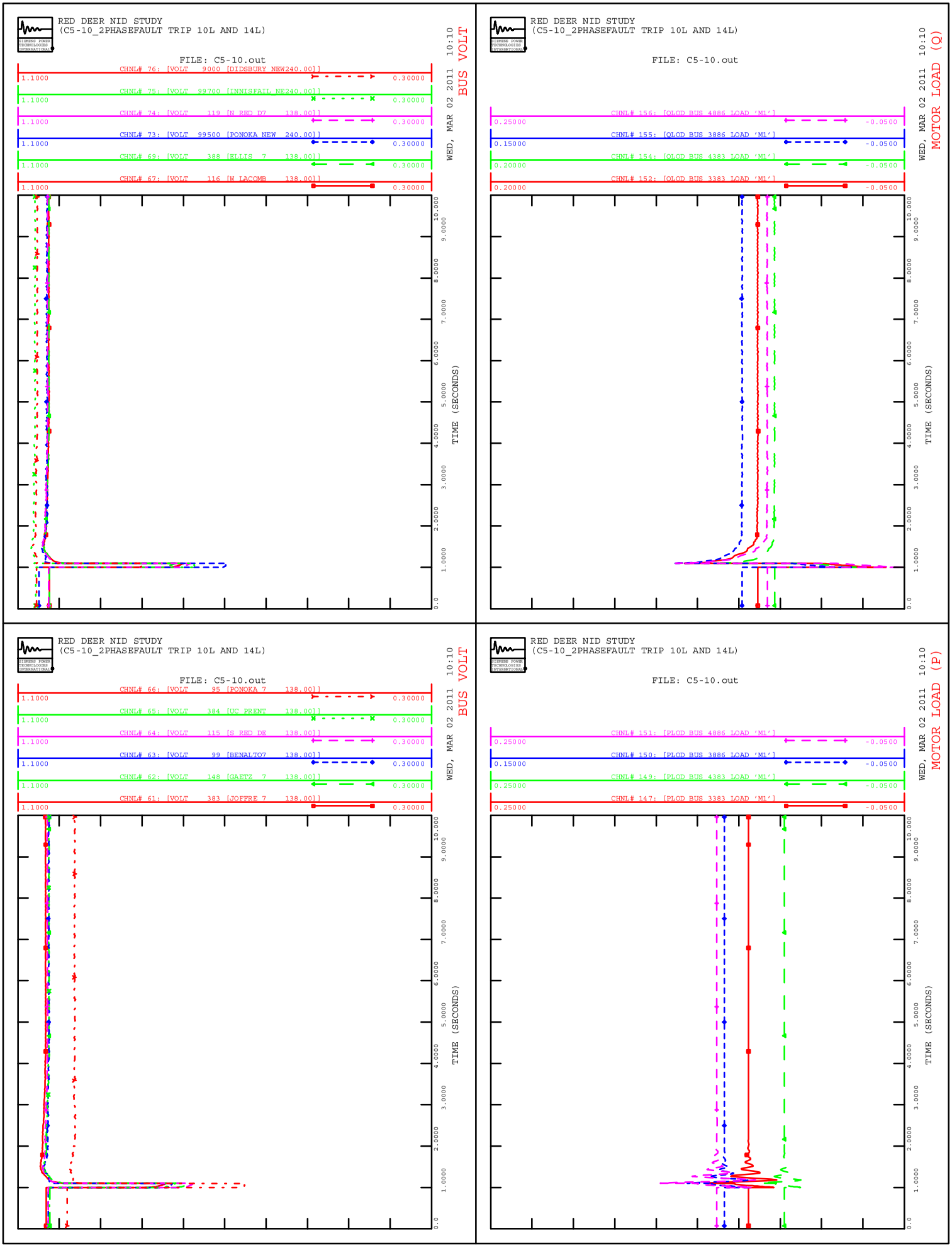
WED, MAR 02 2011 10:10

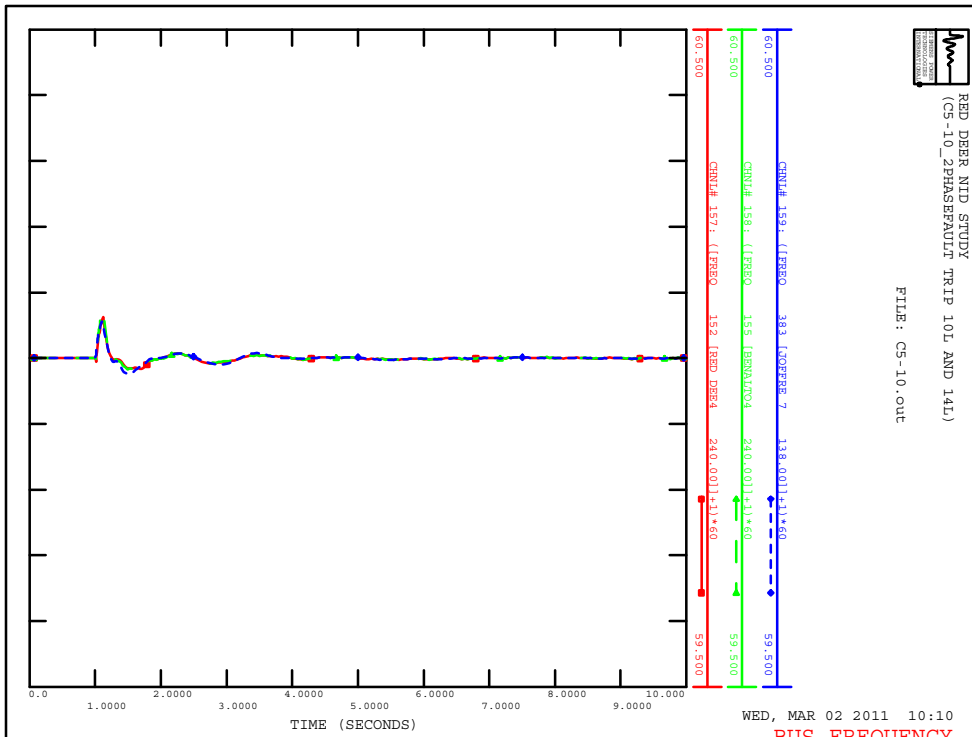
NOVA MACHINE POWER (Q)

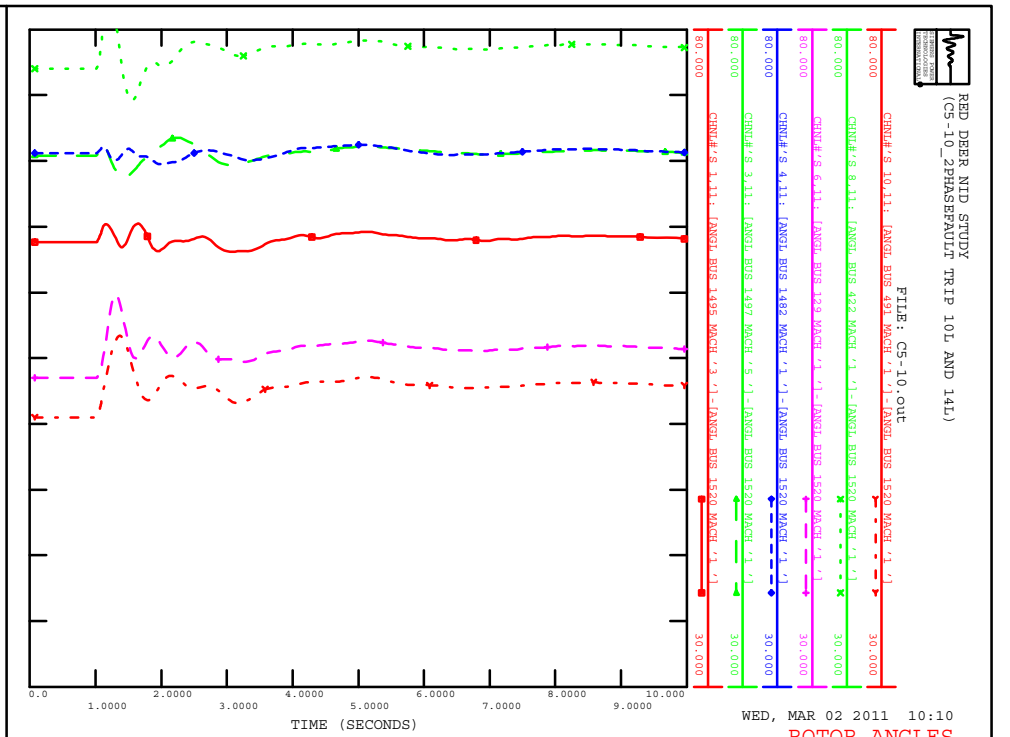
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']

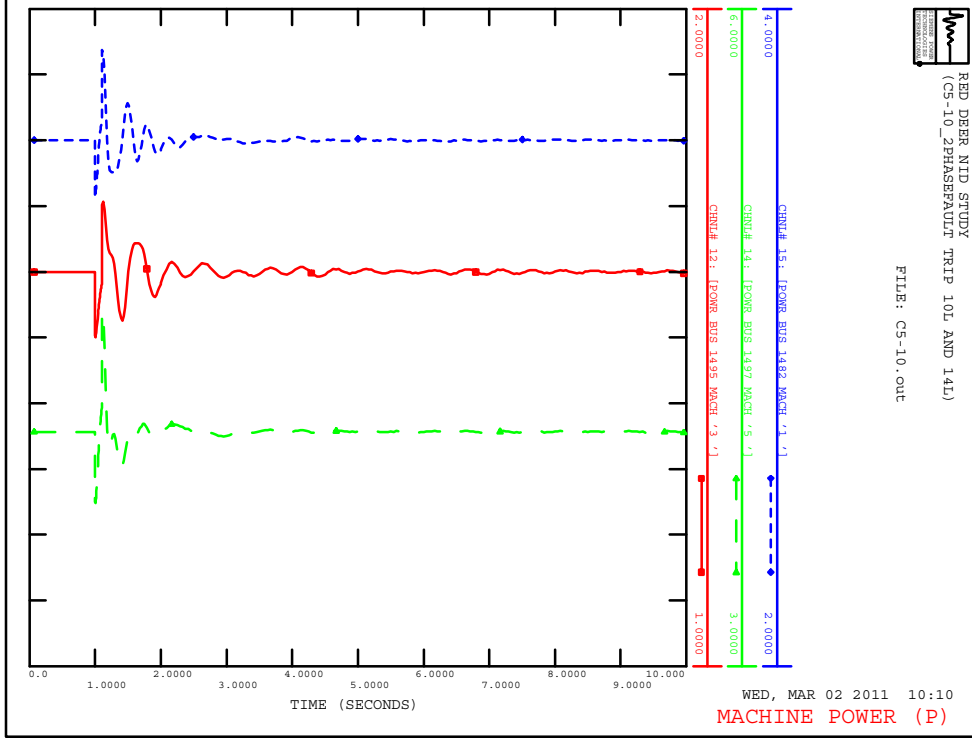
TIME (SECONDS)

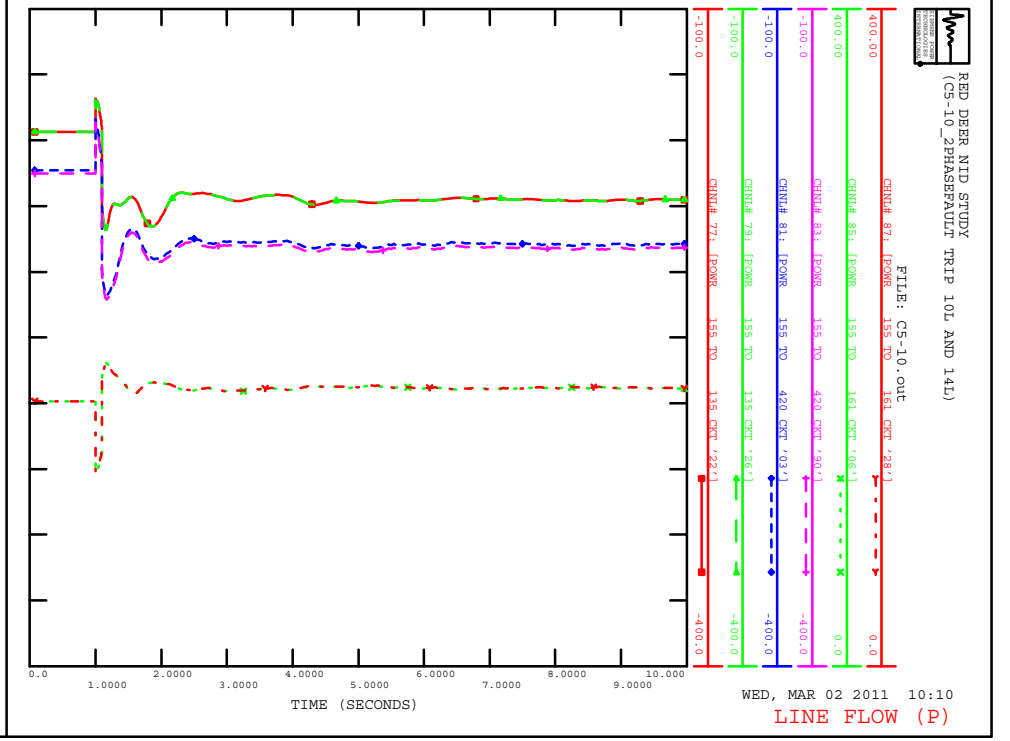


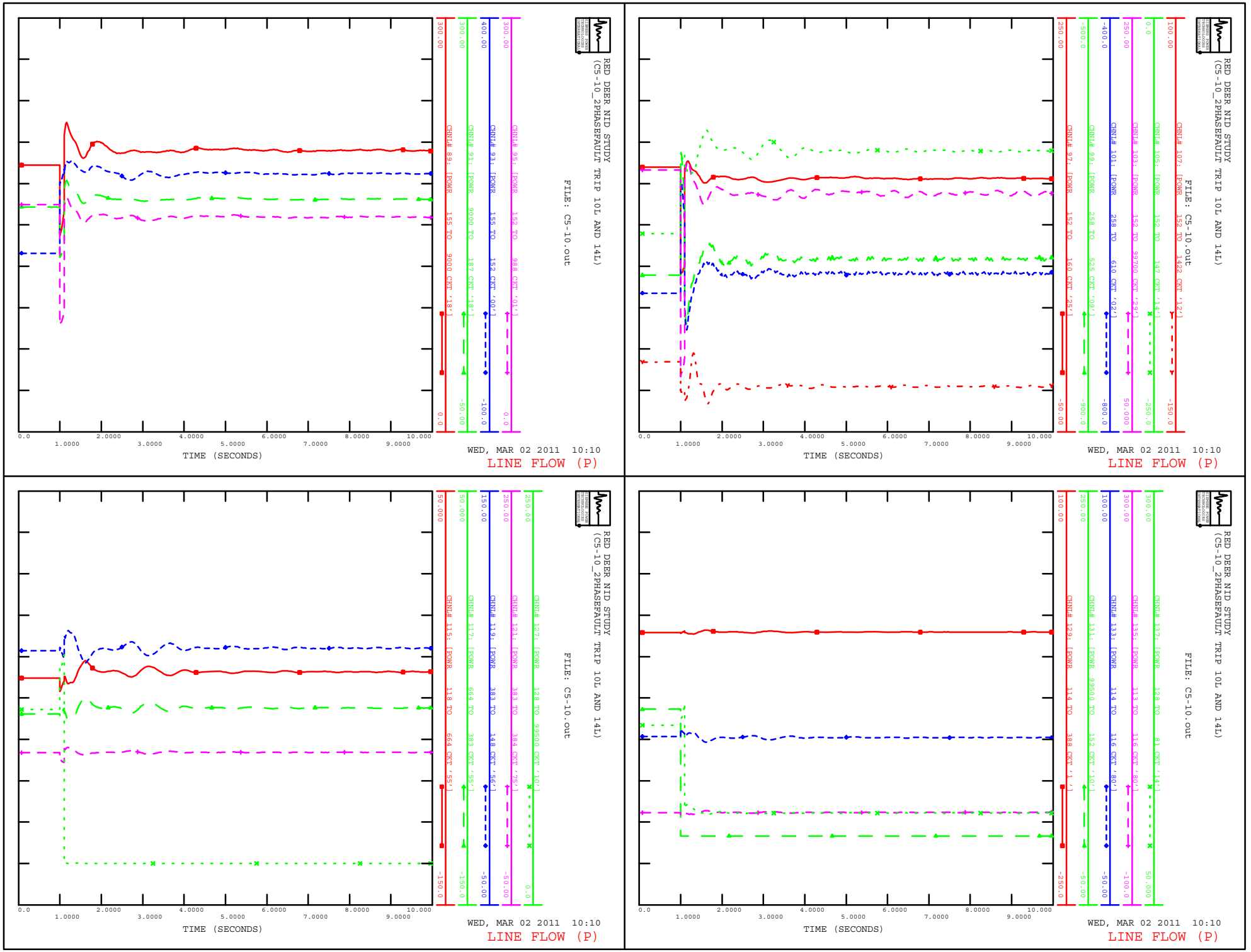

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

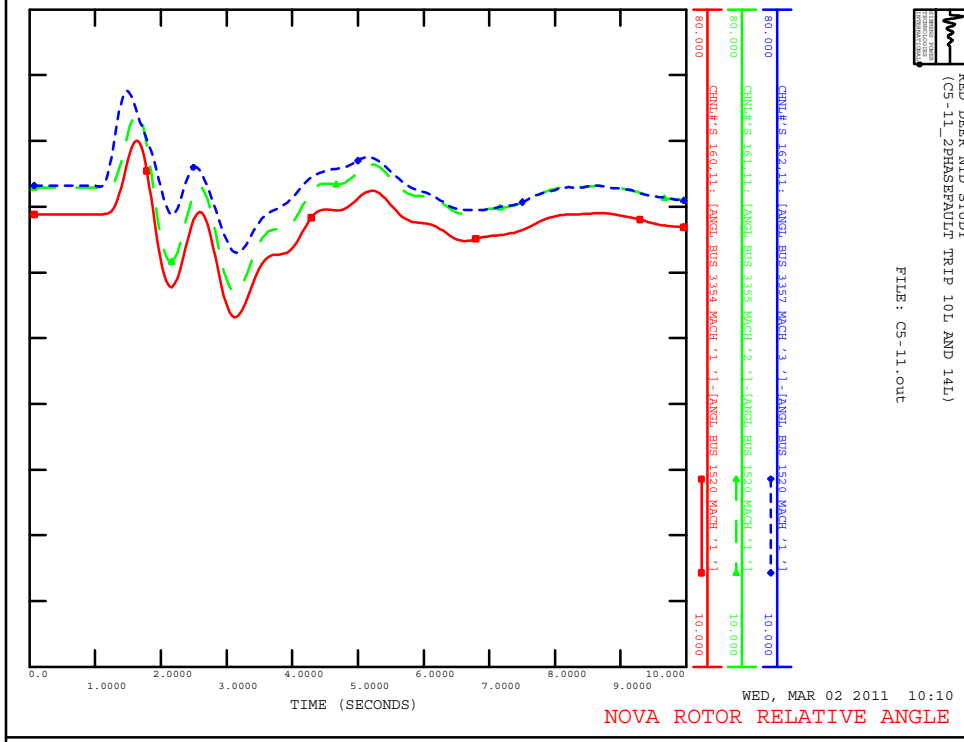

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

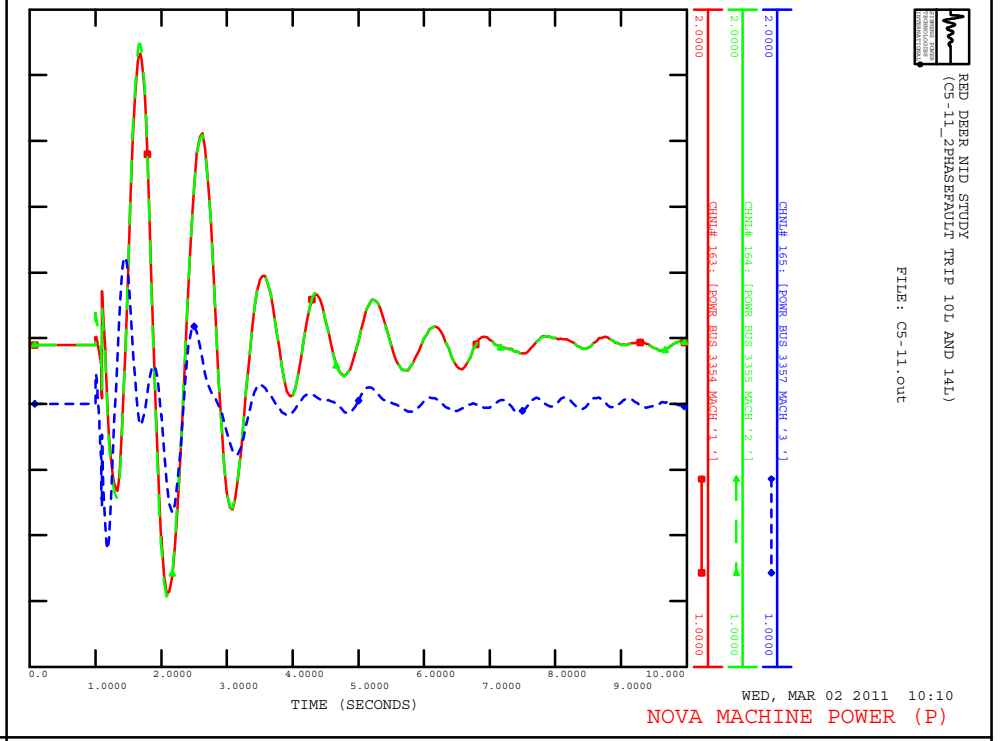

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

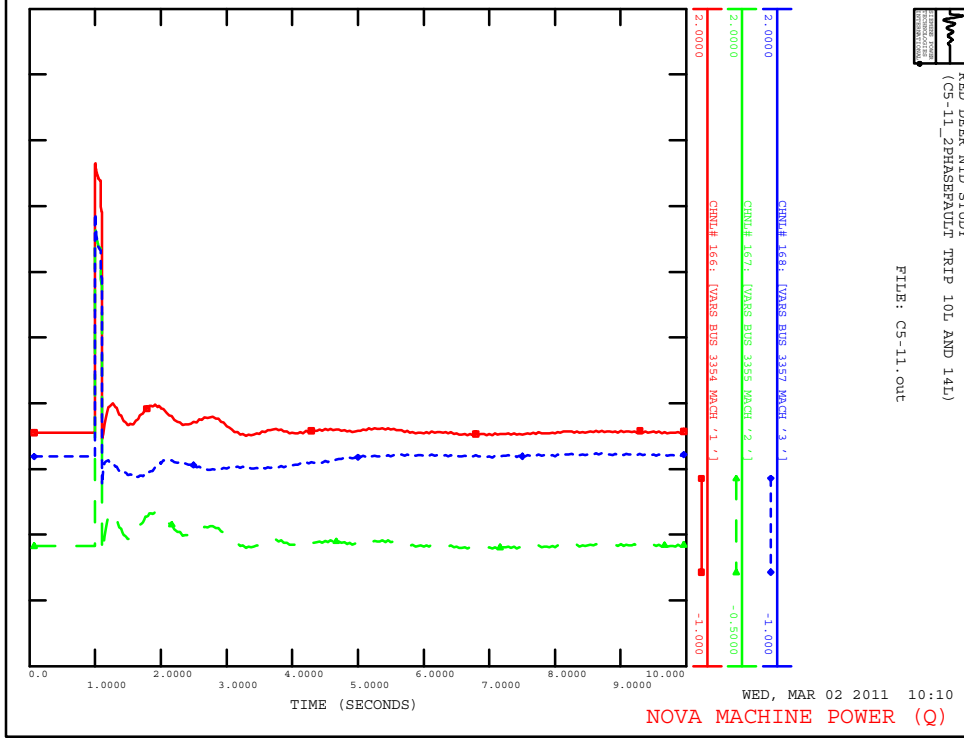

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

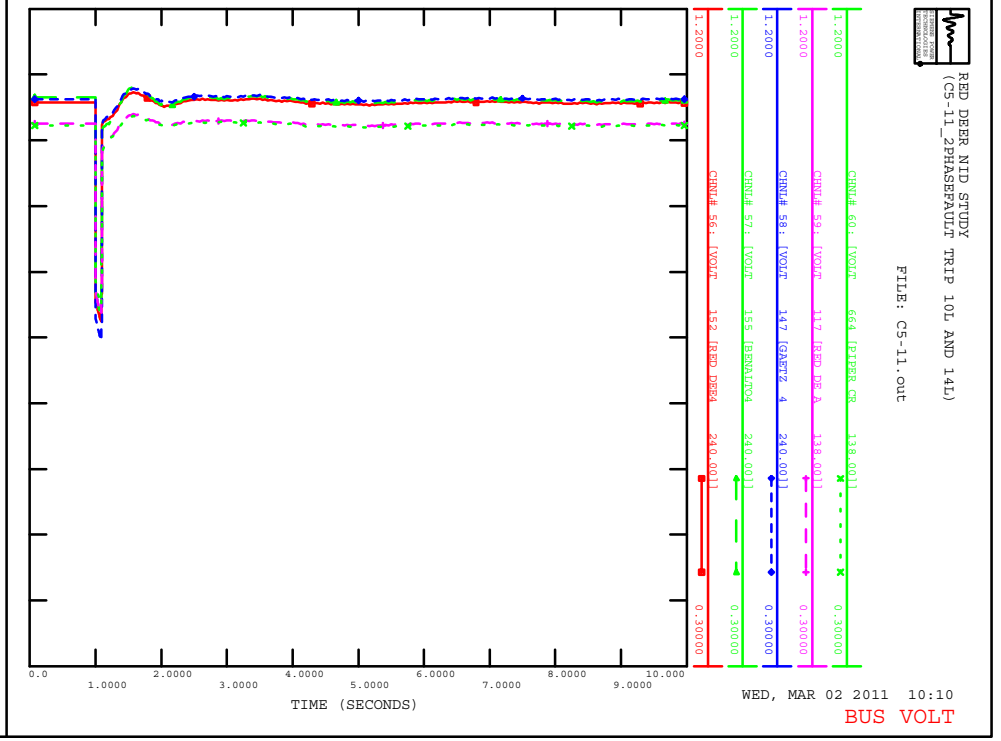

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

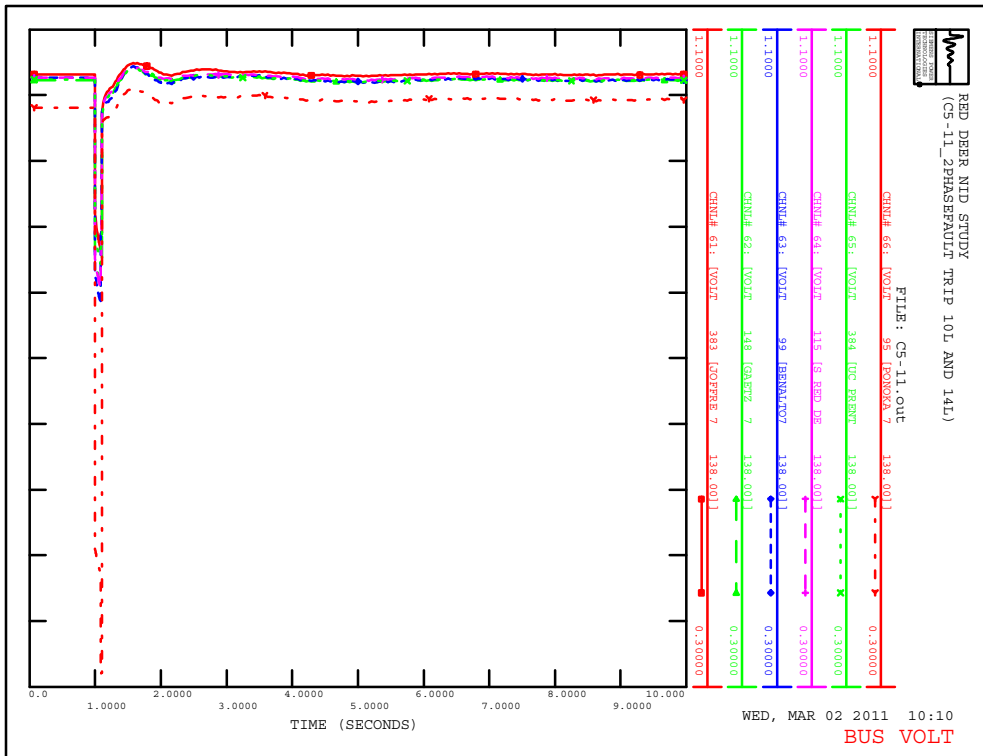

RED DEER NID STUDY
(C5-10_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

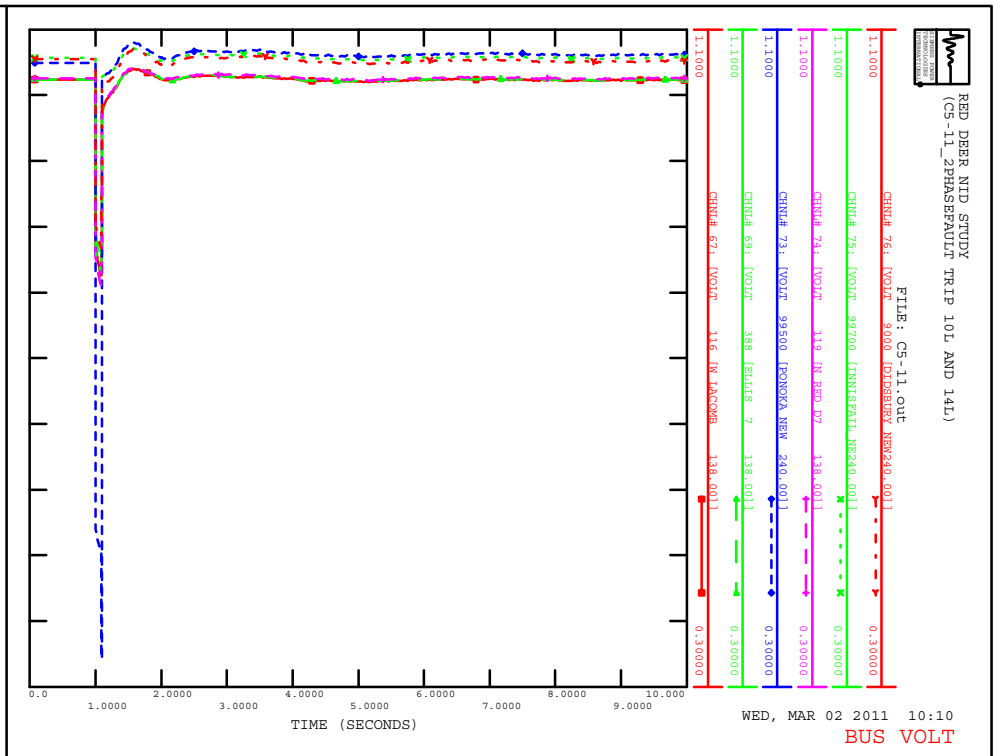

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

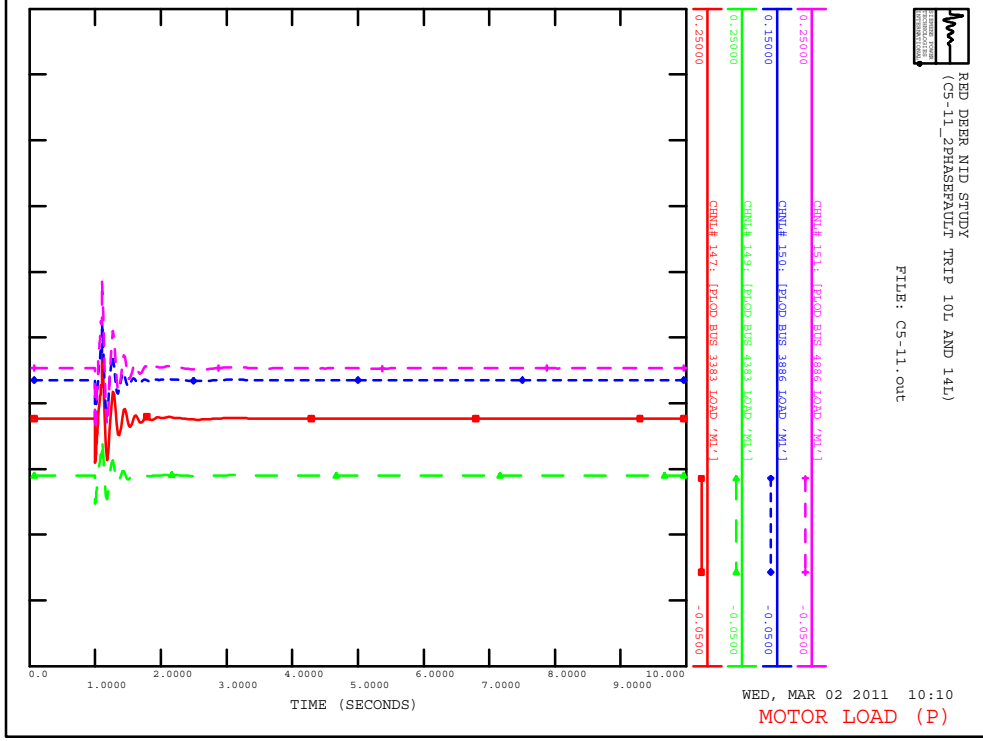

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

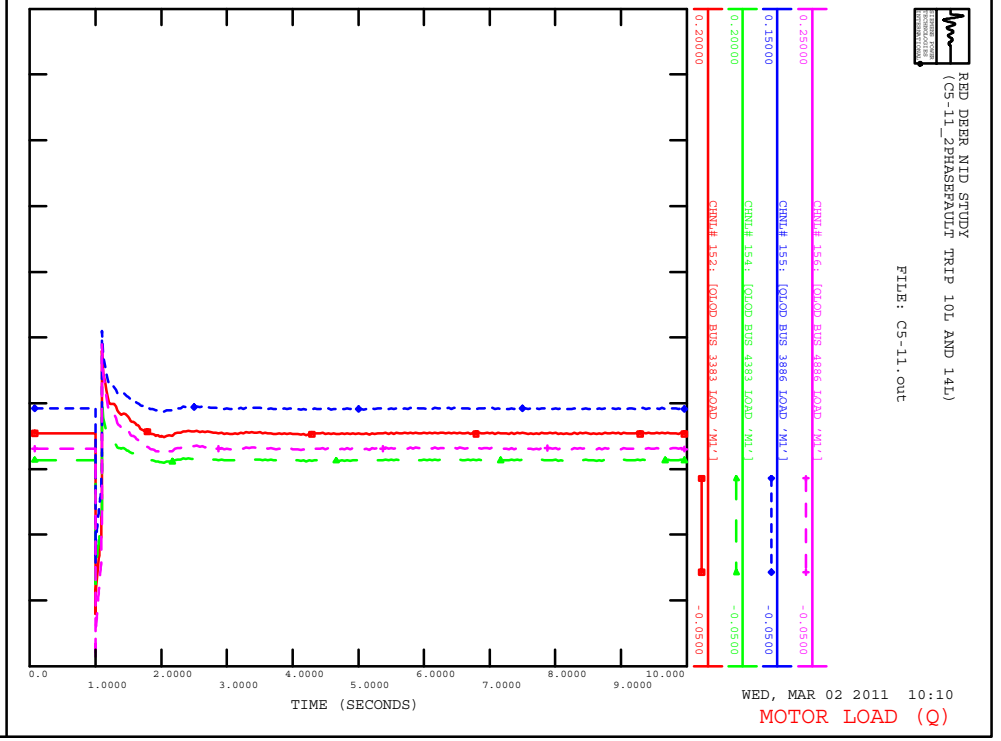

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

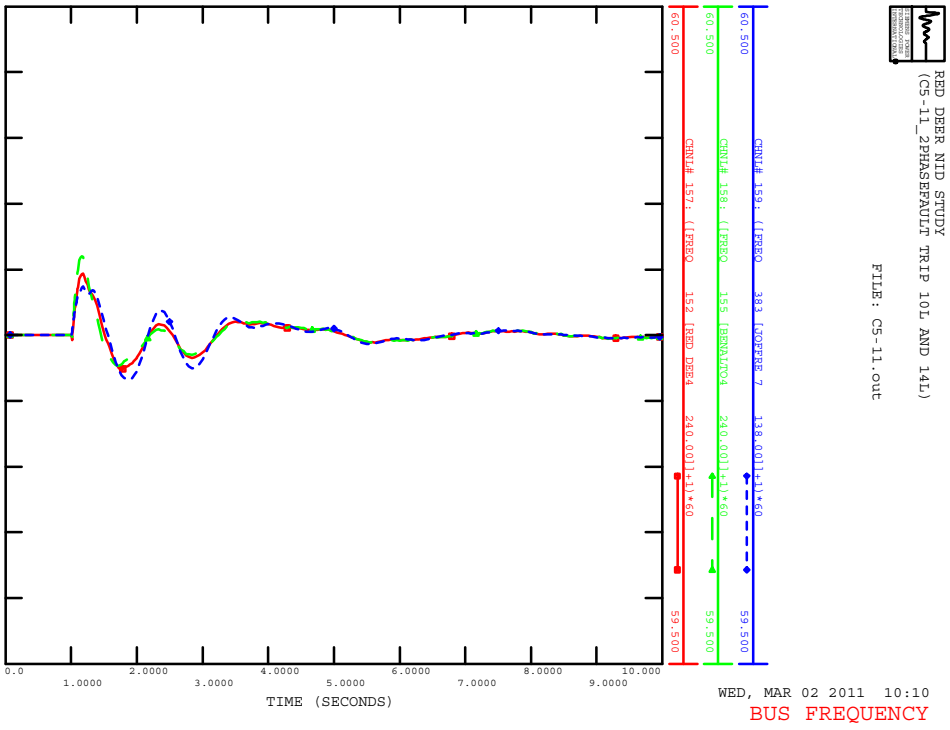

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

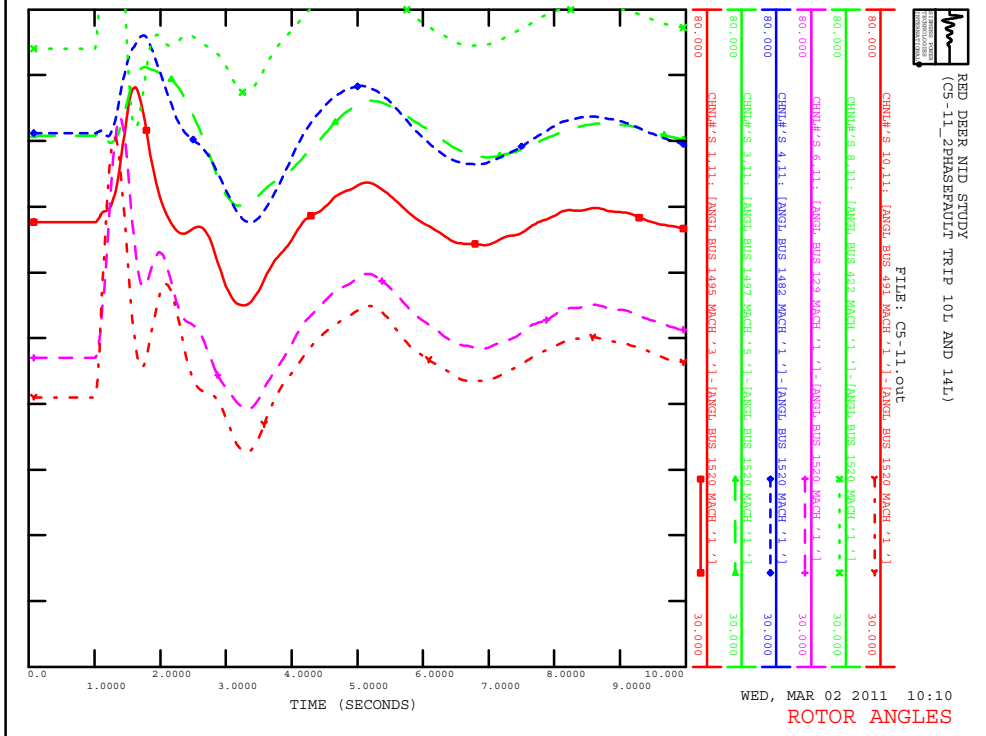

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

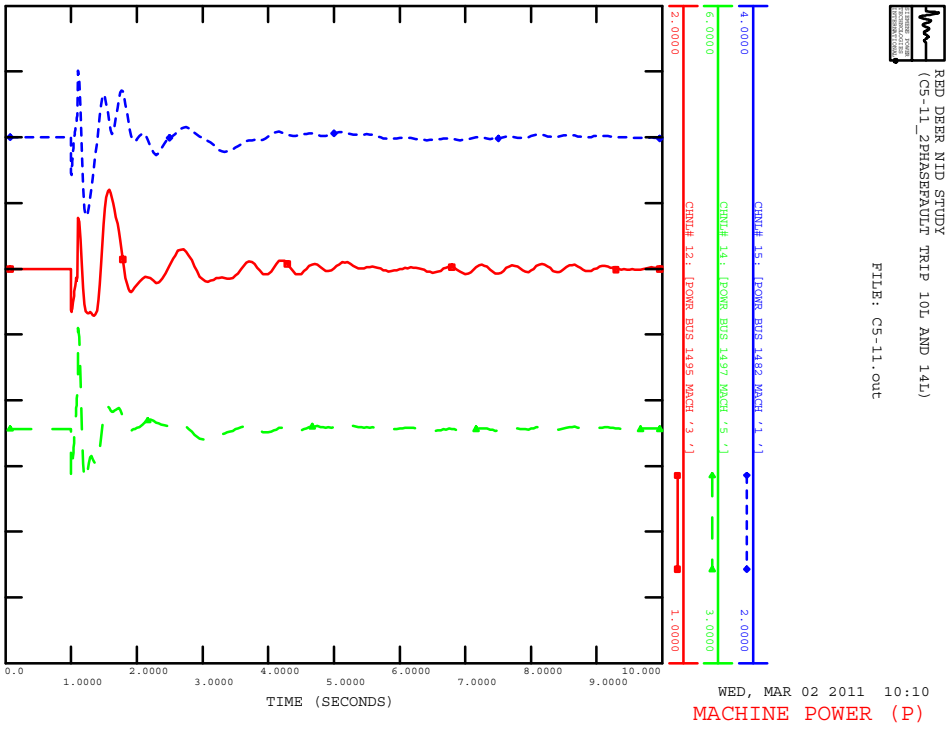

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

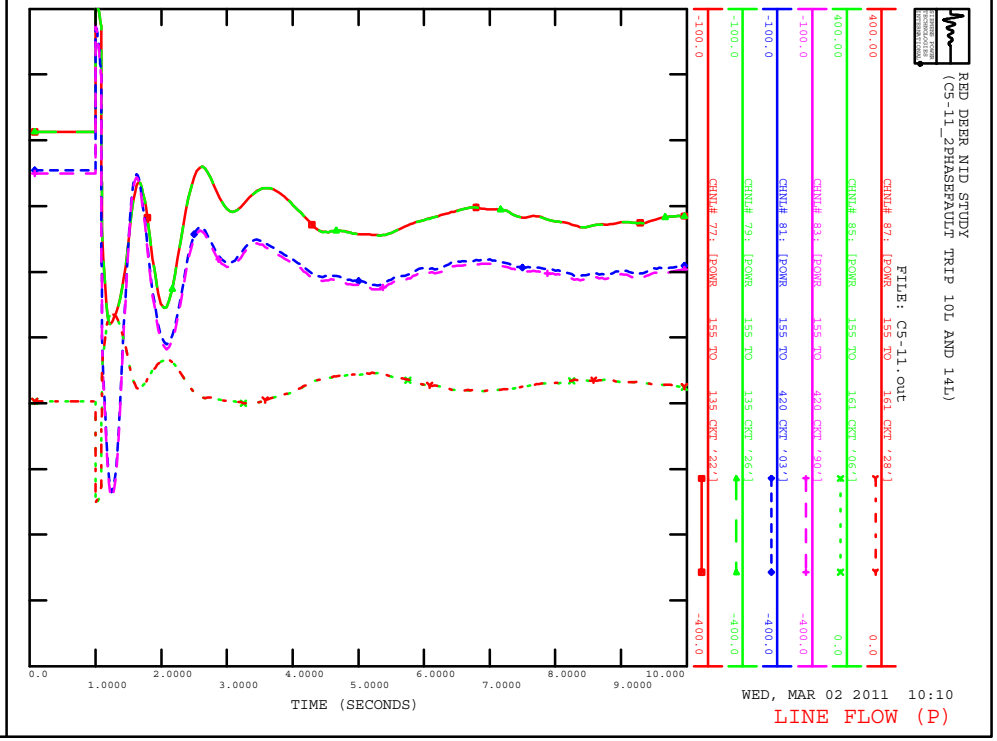

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

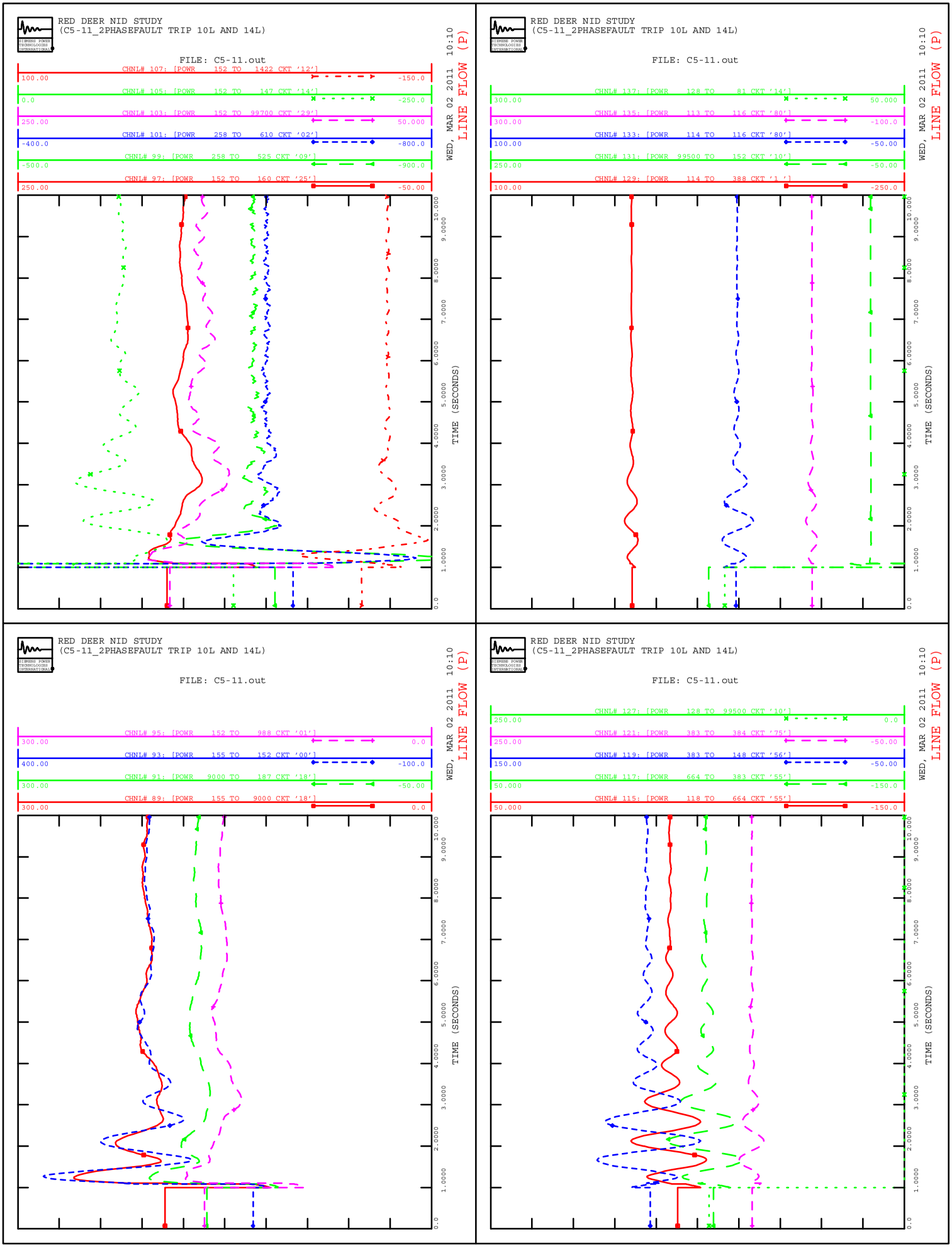

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

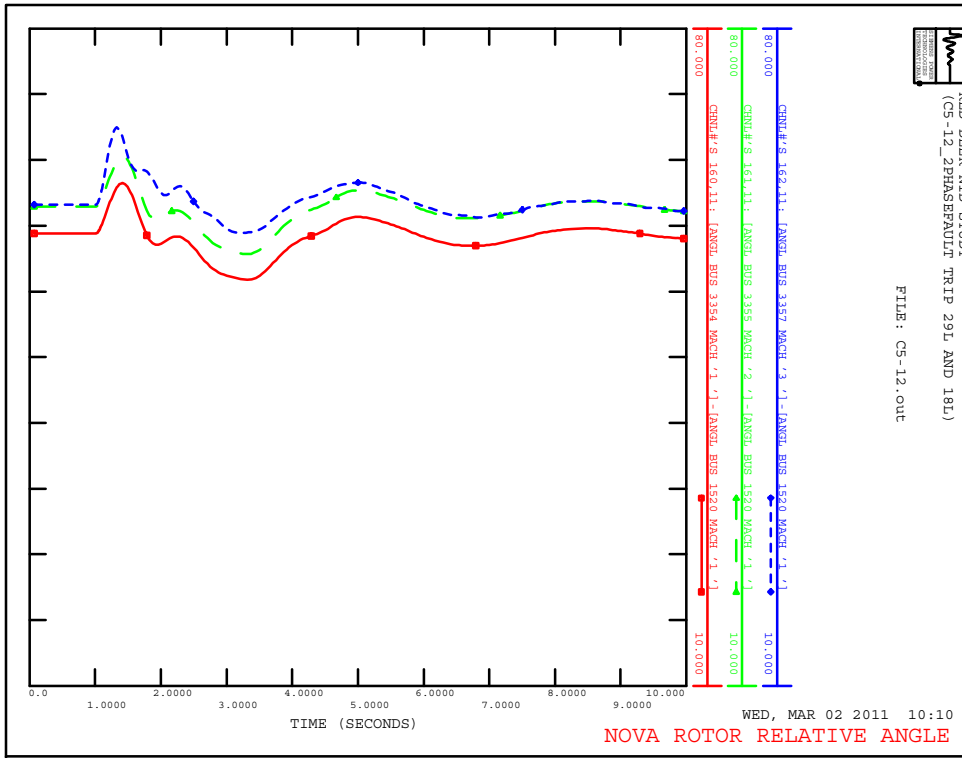

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

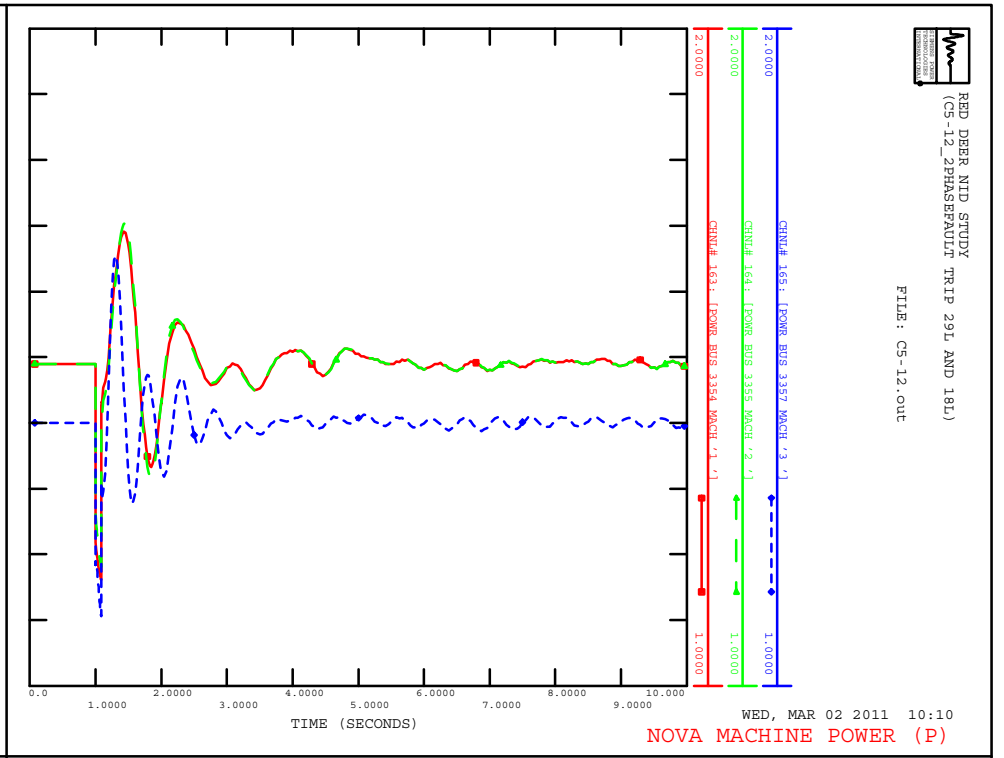

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

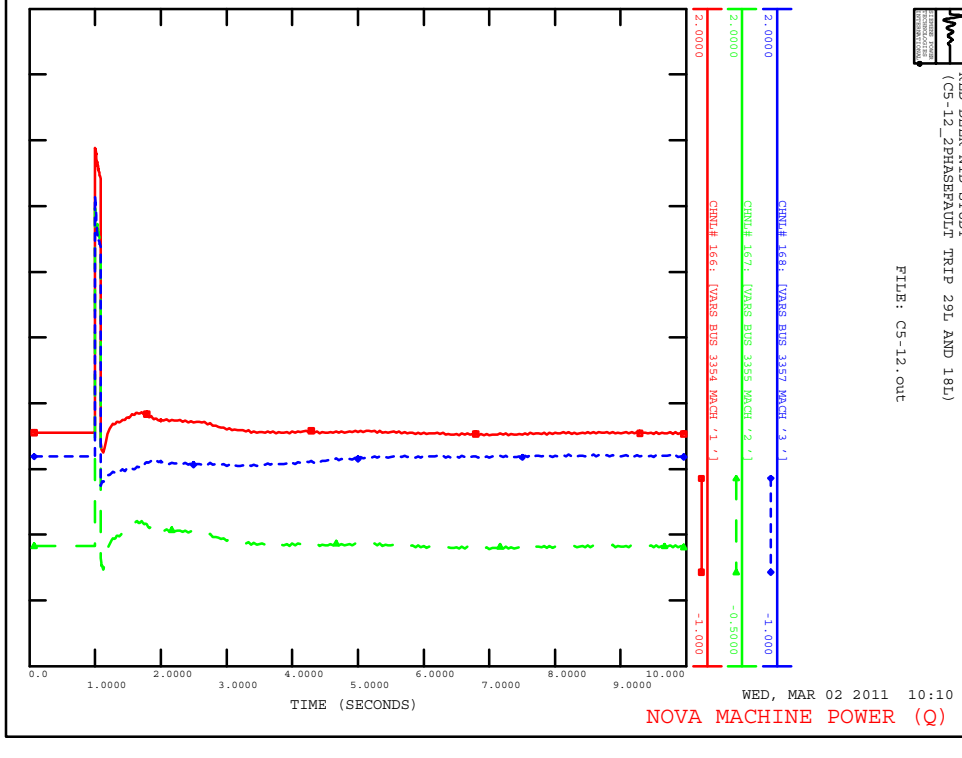

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

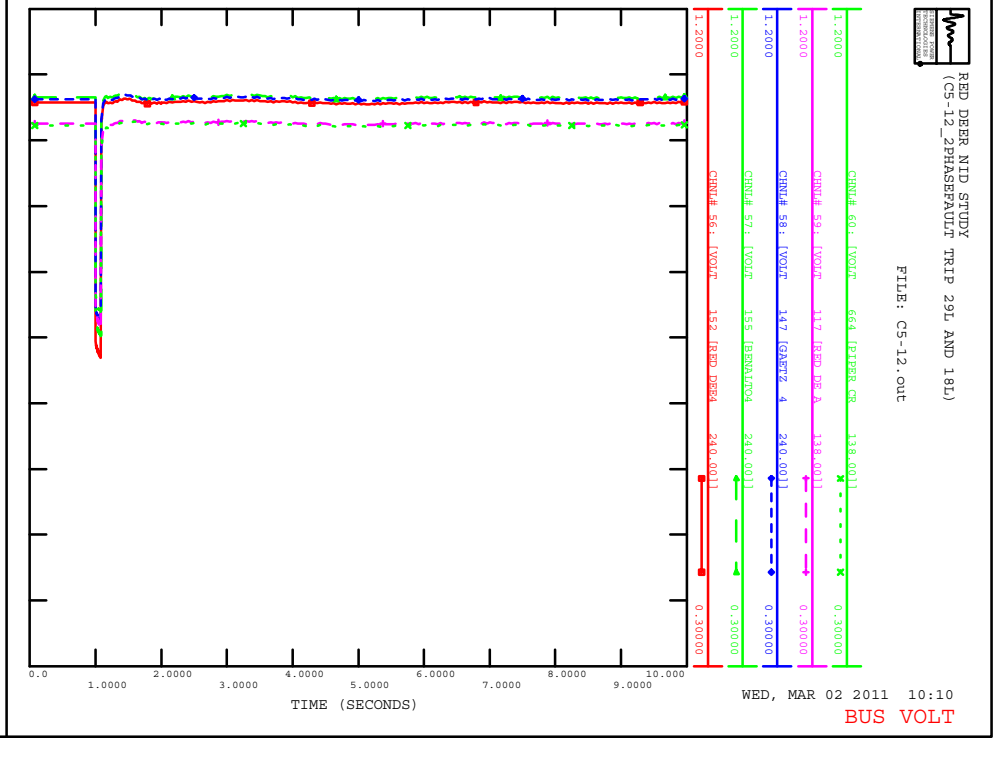

RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-11_2PHASEFAULT TRIP 10L AND 14L)
FILE: C5-11.out
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

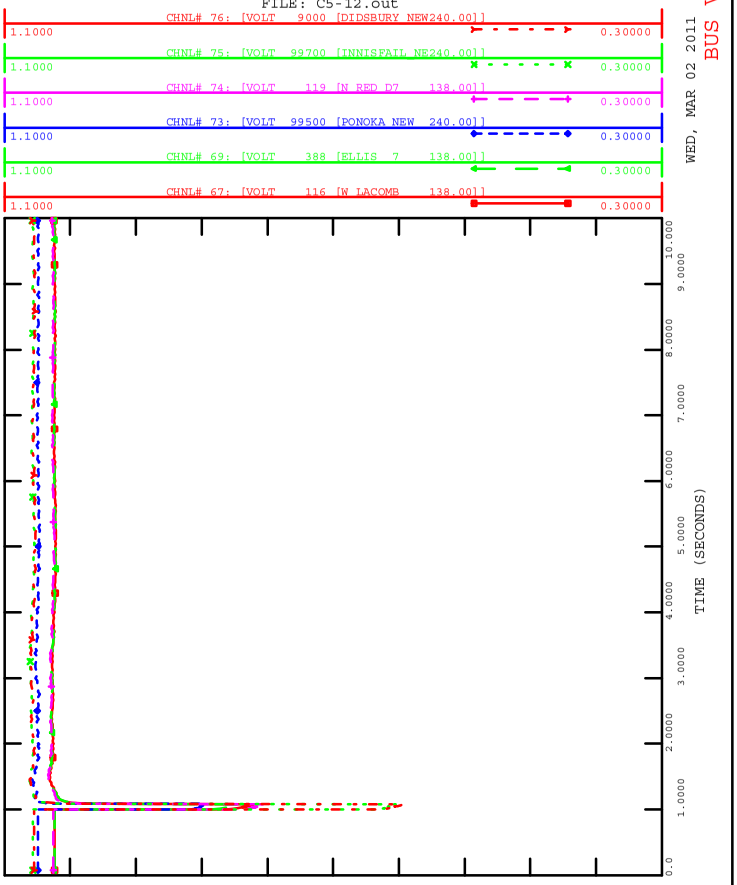

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS VOLT

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)

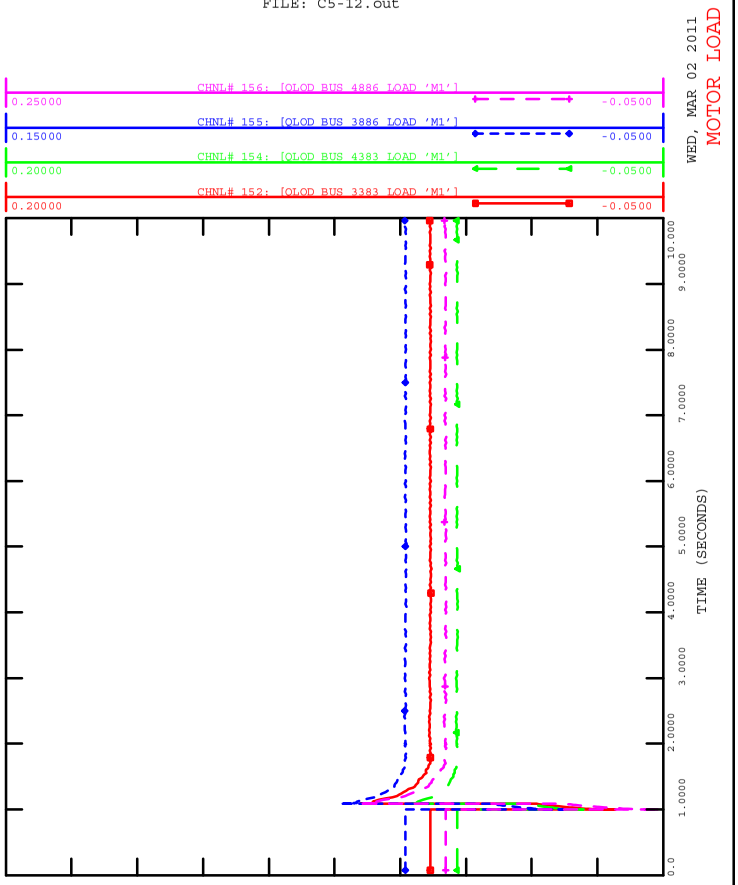
FILE: C5-12.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)

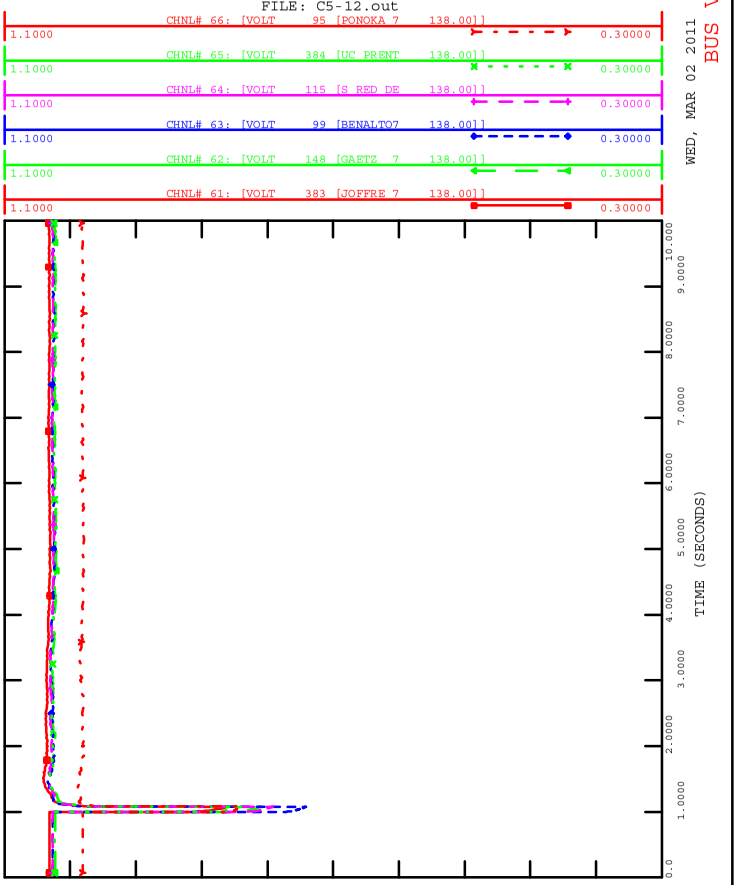
FILE: C5-12.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)

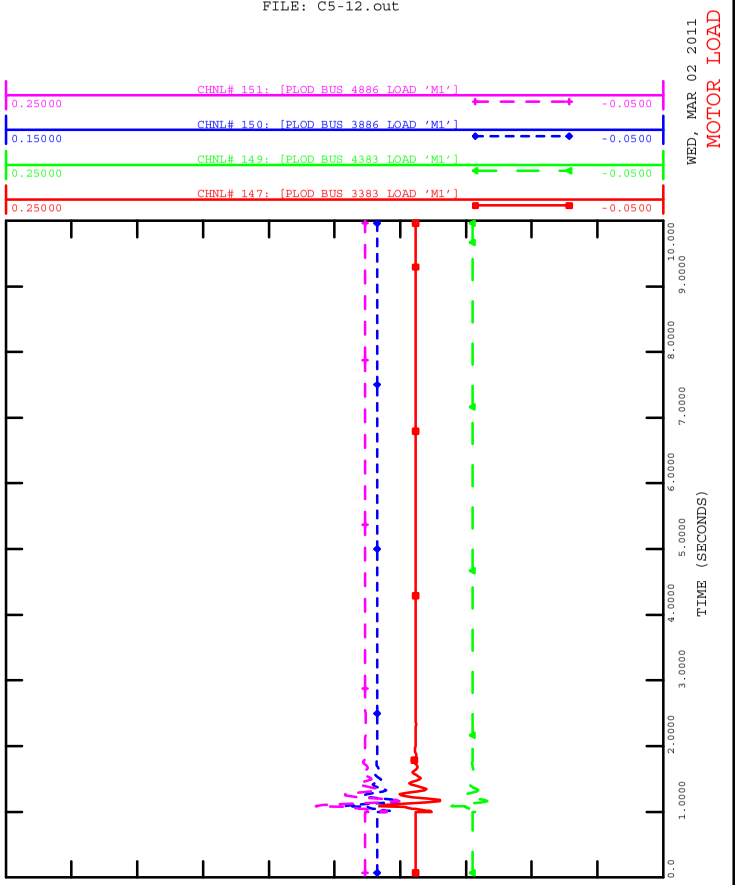
FILE: C5-12.out



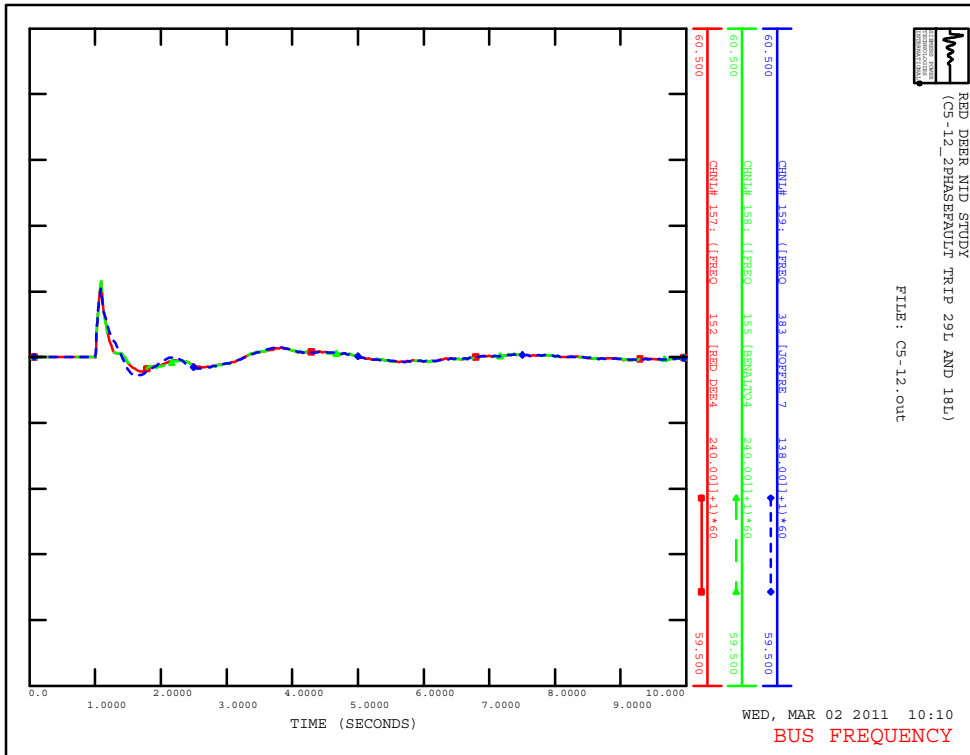
WED, MAR 02 2011 10:10 BUS VOLT

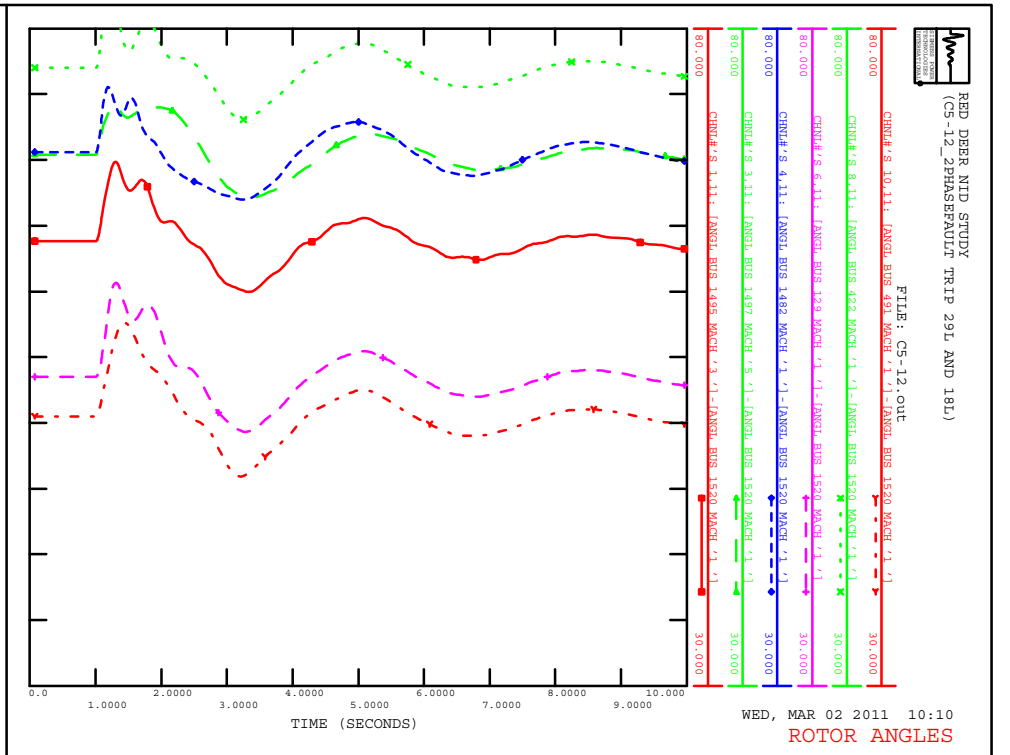
RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)

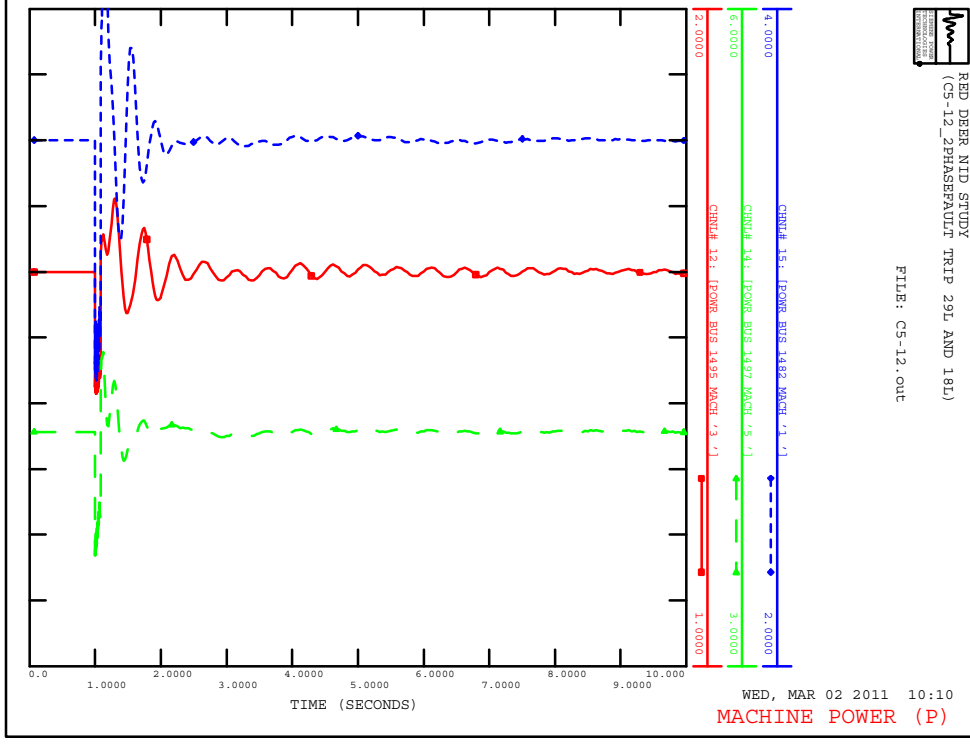
FILE: C5-12.out

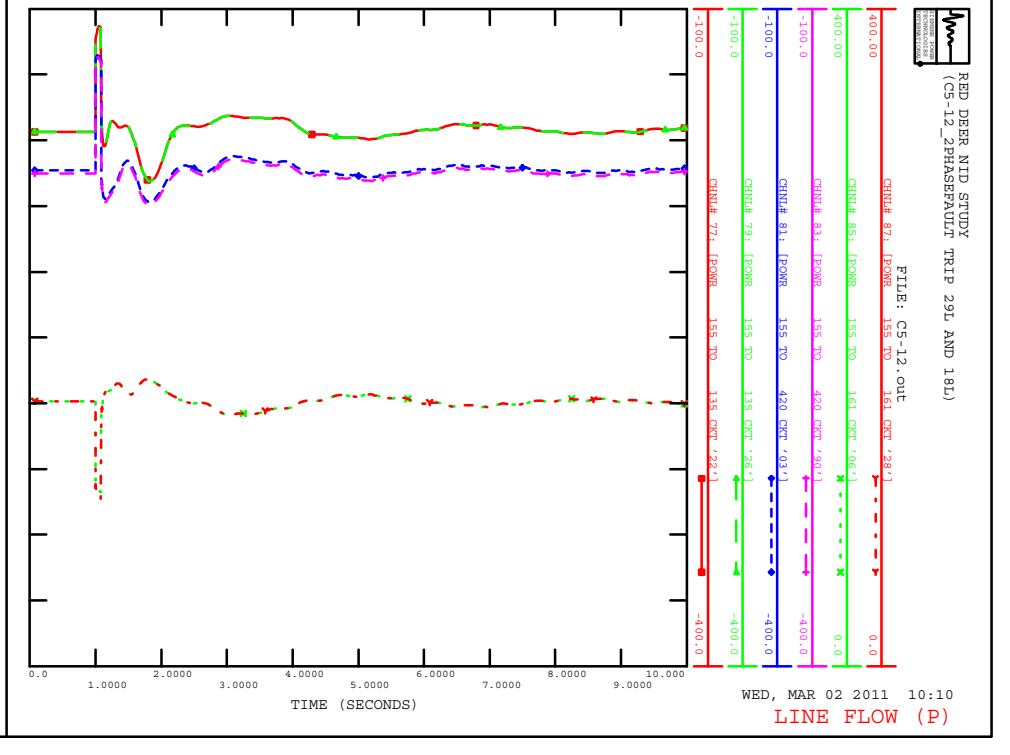


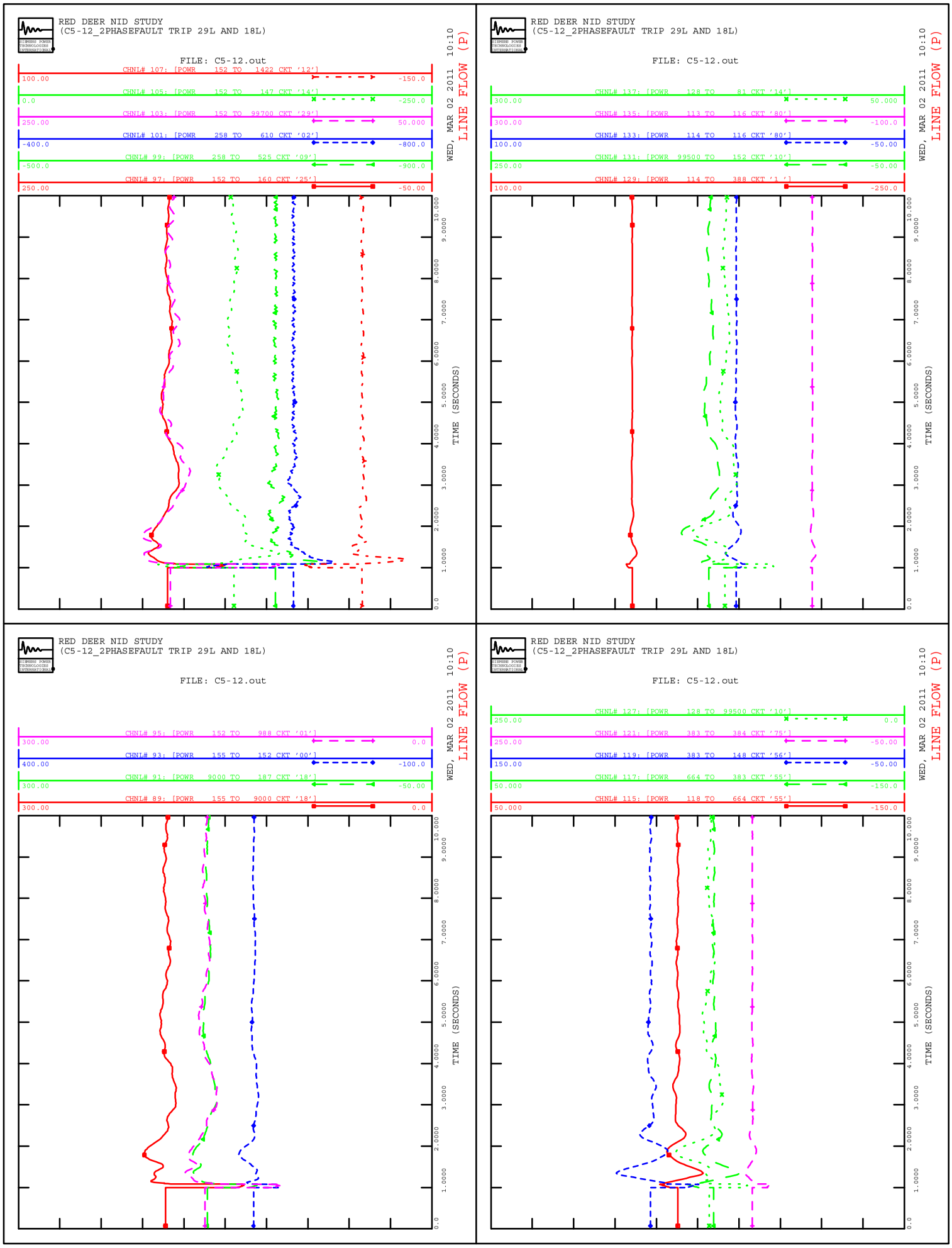
WED, MAR 02 2011 10:10 MOTOR LOAD (P)

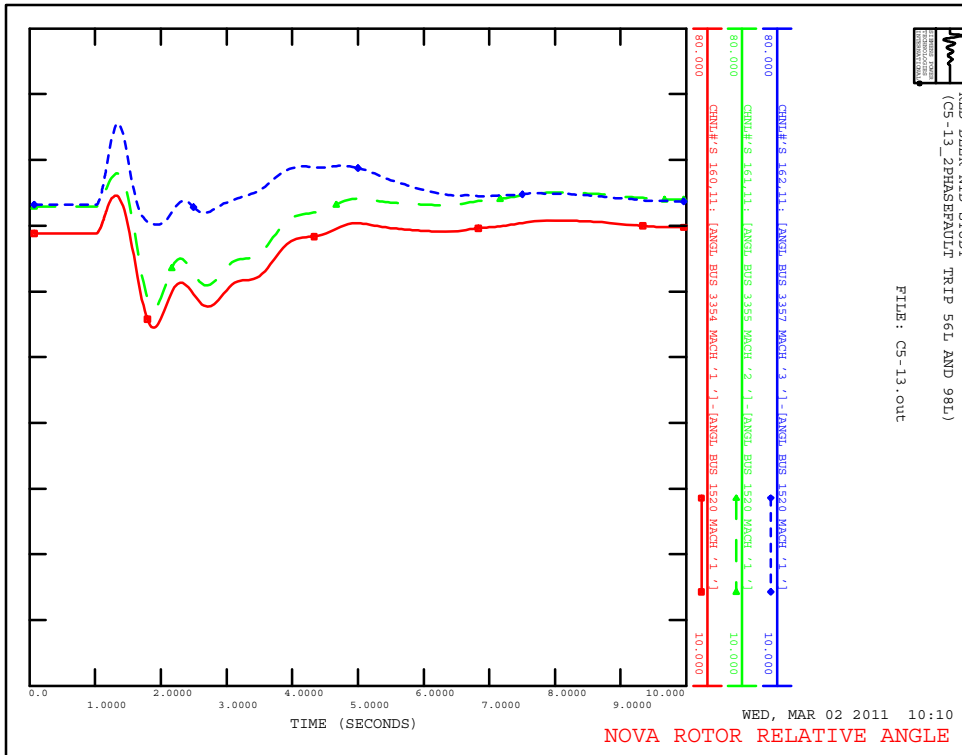

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

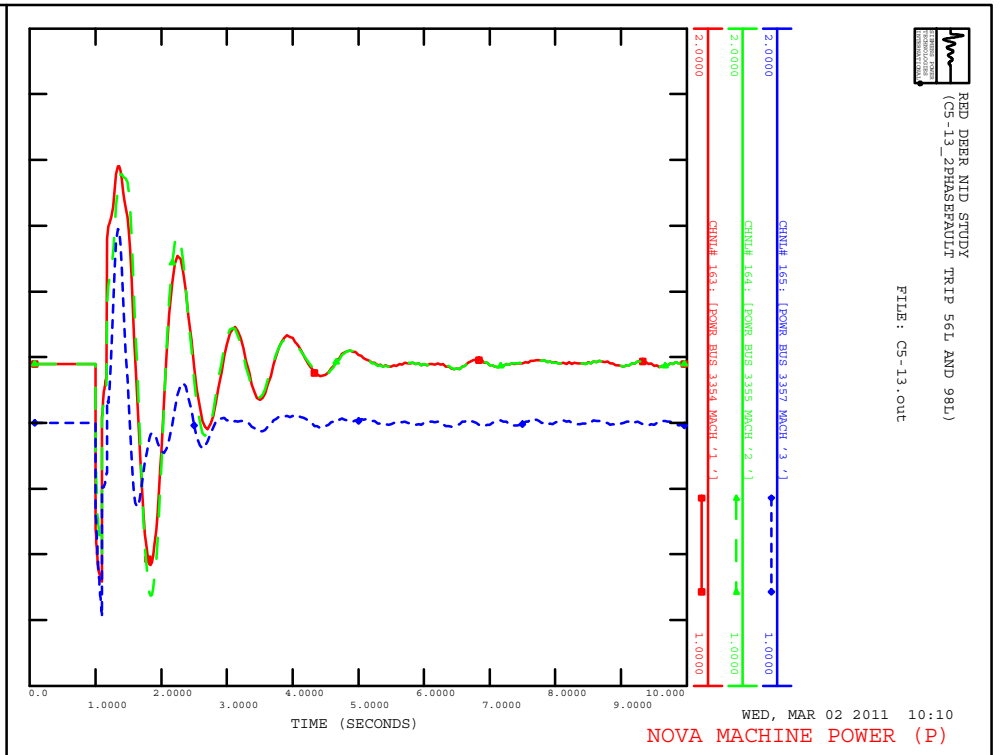

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

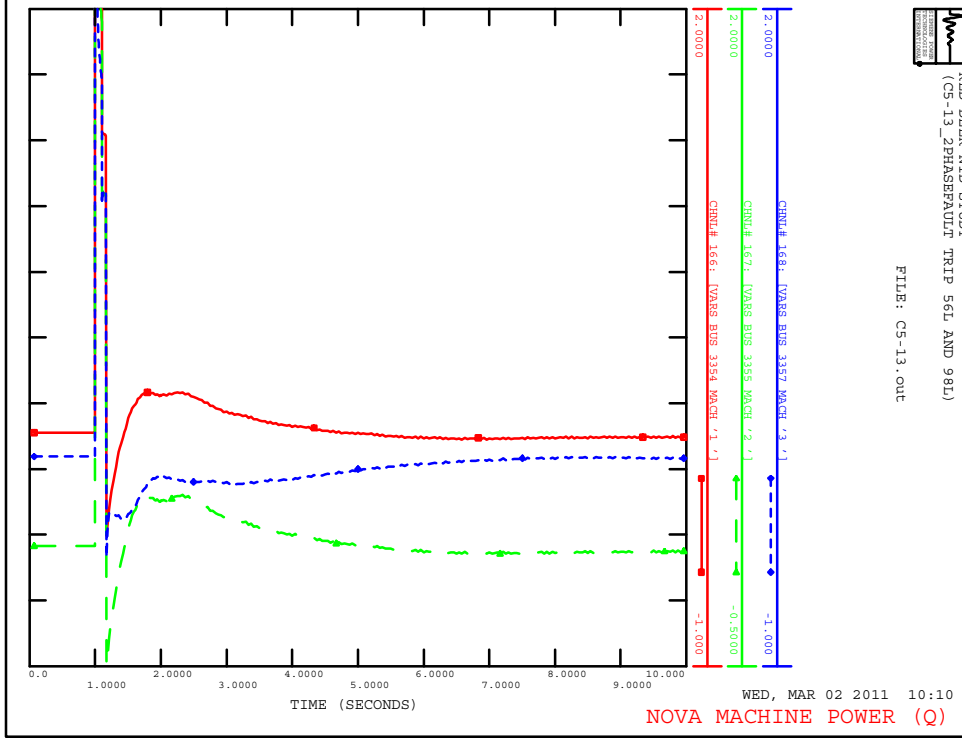

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

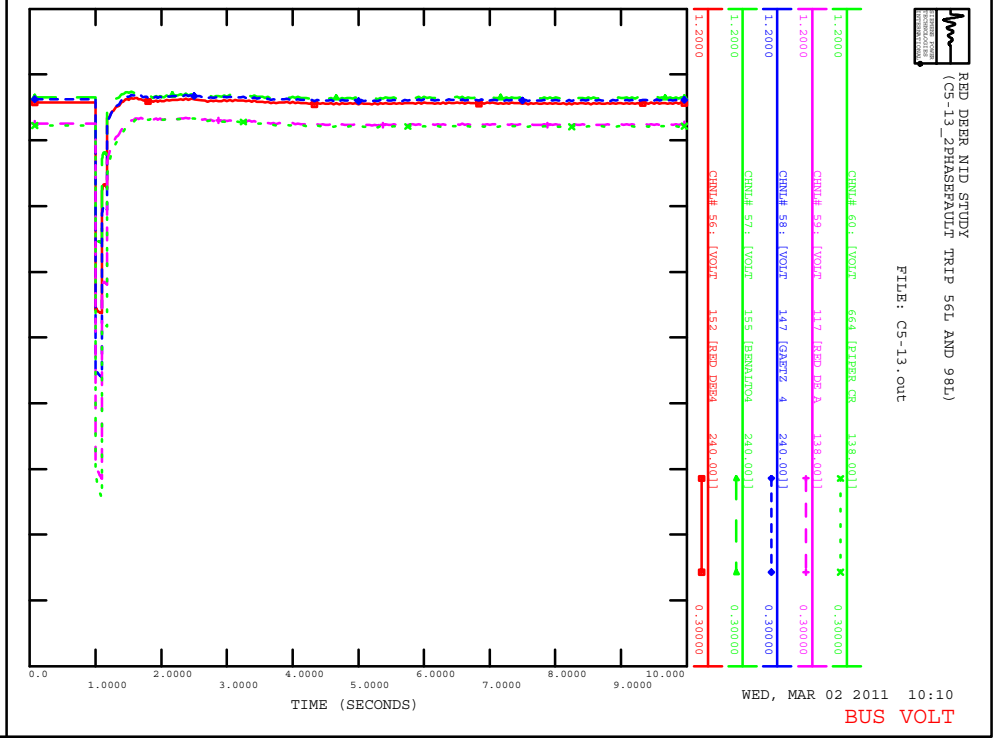

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

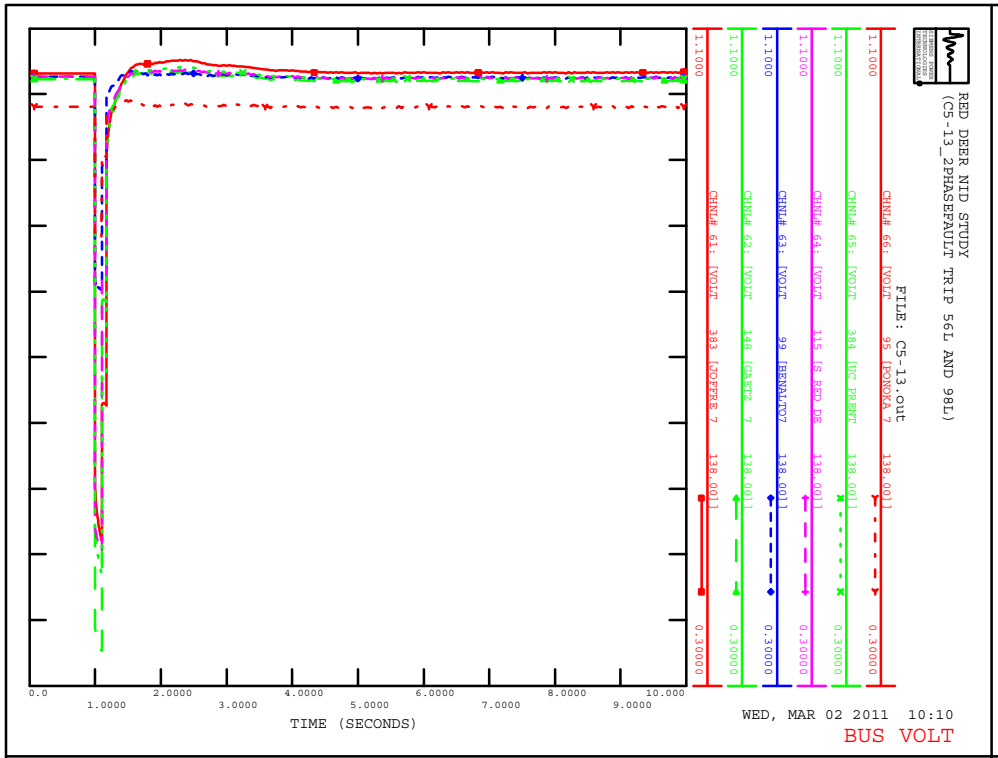

RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C5-12_2PHASEFAULT TRIP 29L AND 18L)
FILE: C5-12.out
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

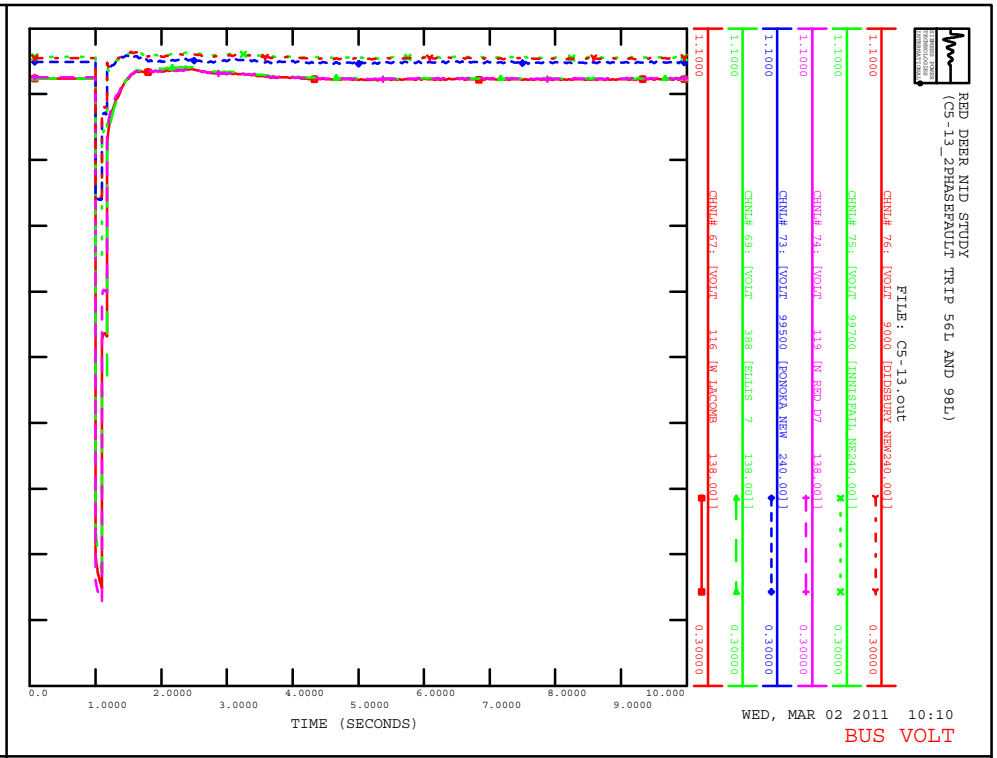

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

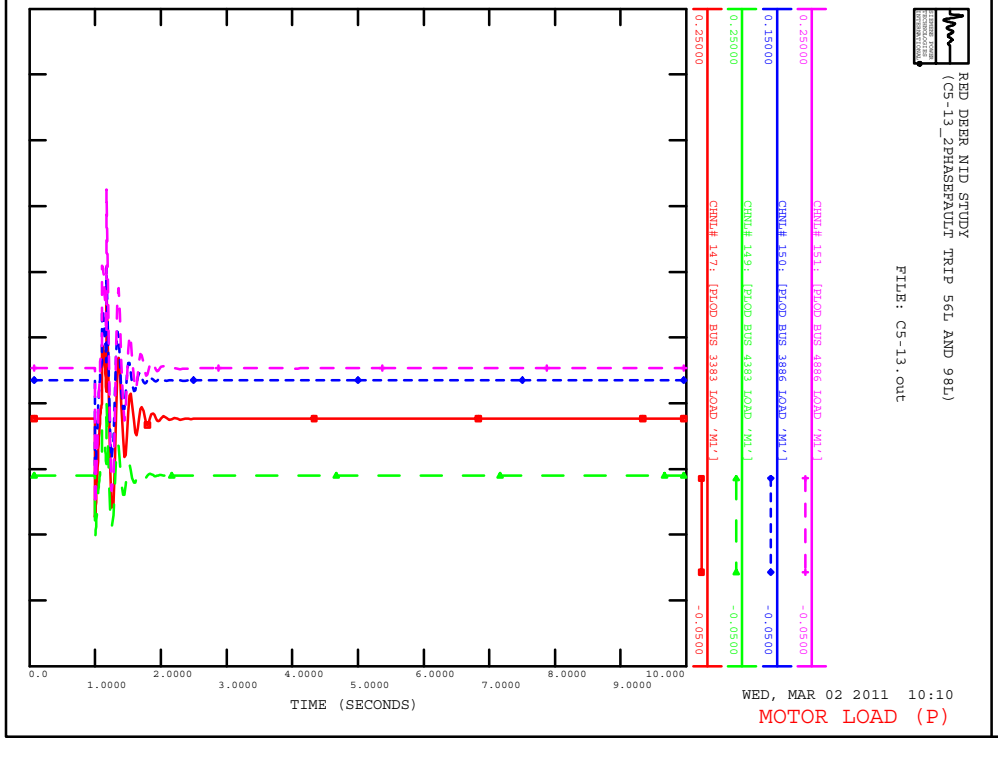

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (P)

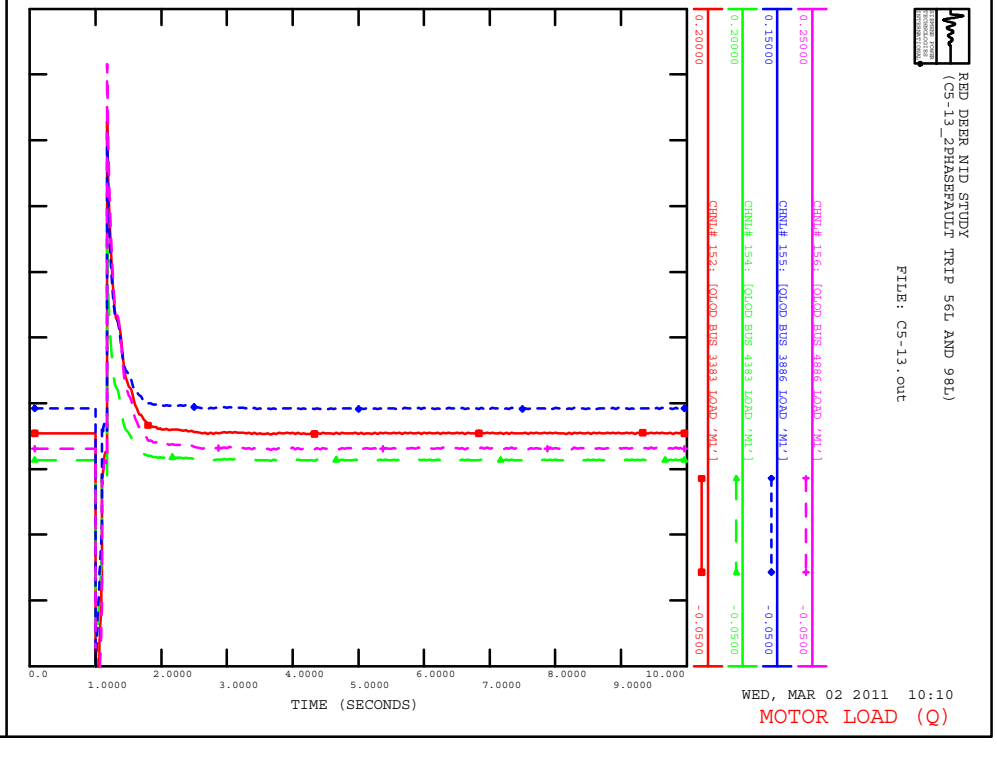

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (Q)

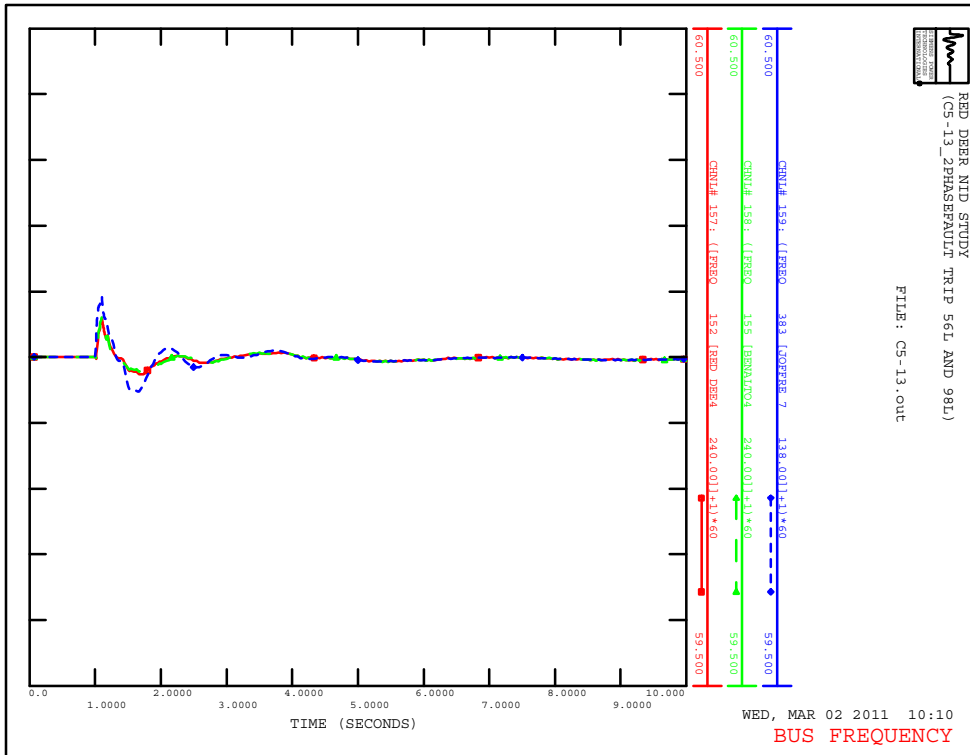

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS VOLT

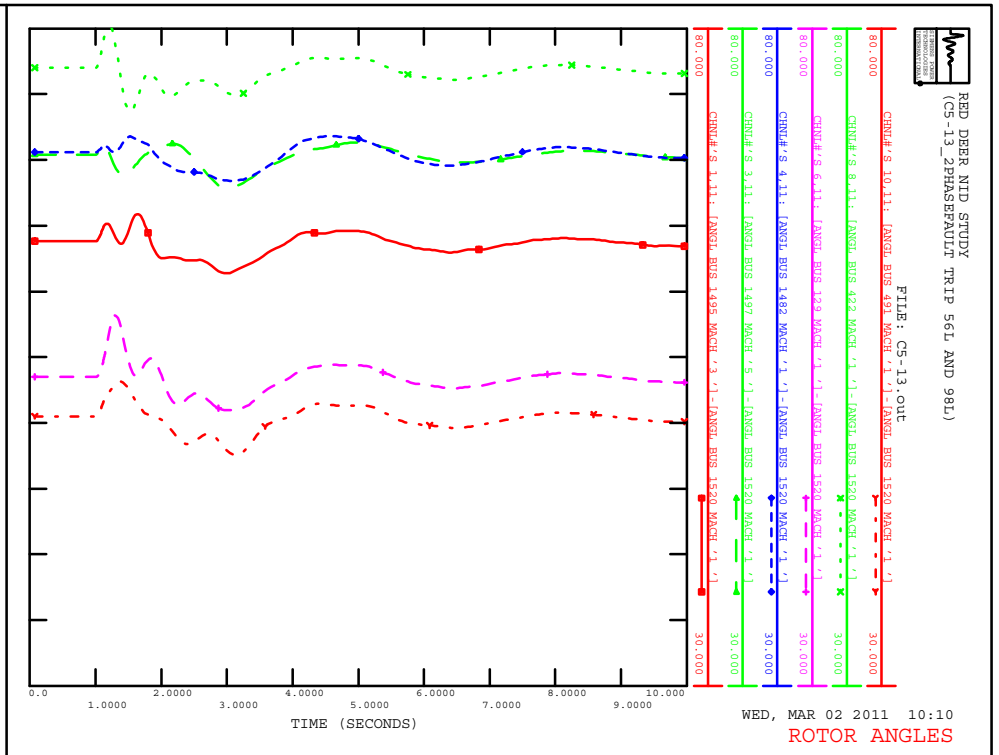

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

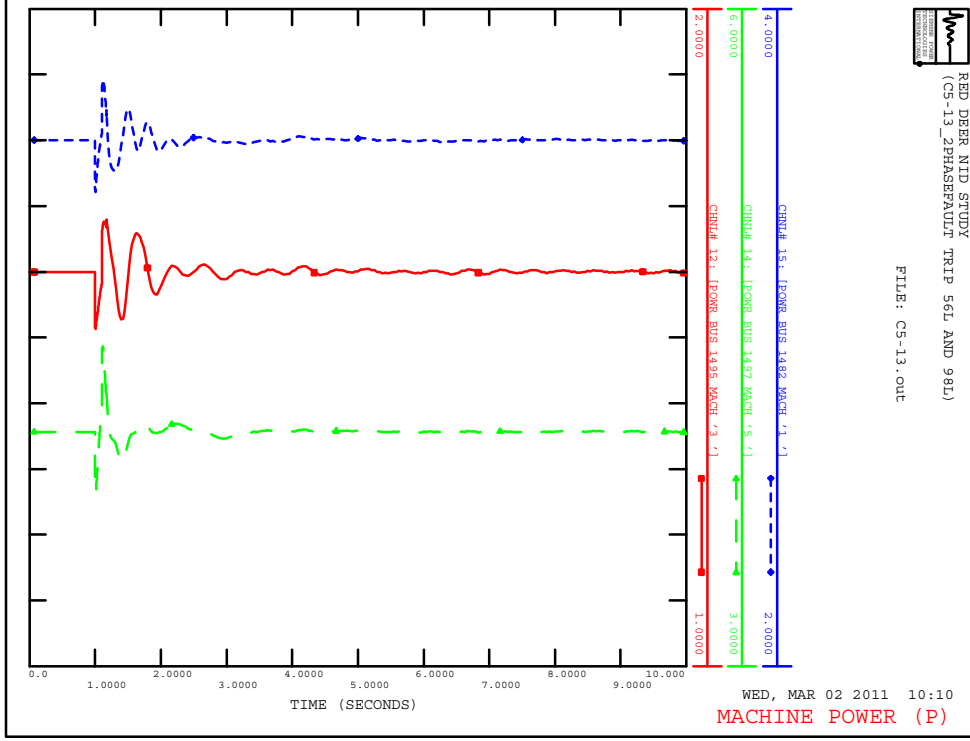

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

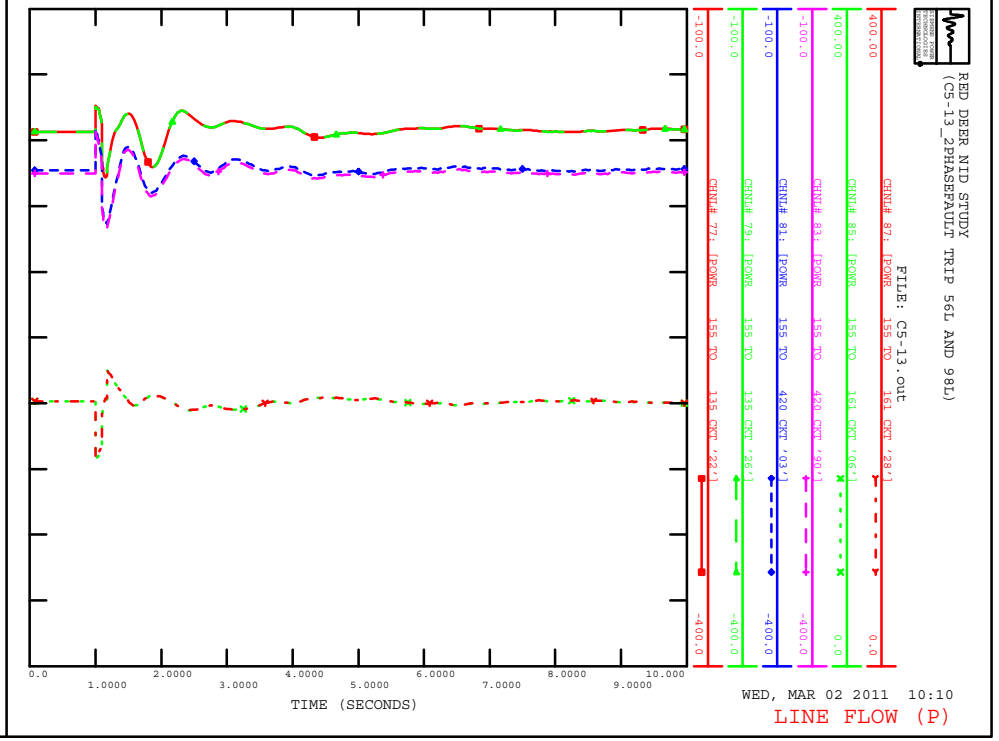

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

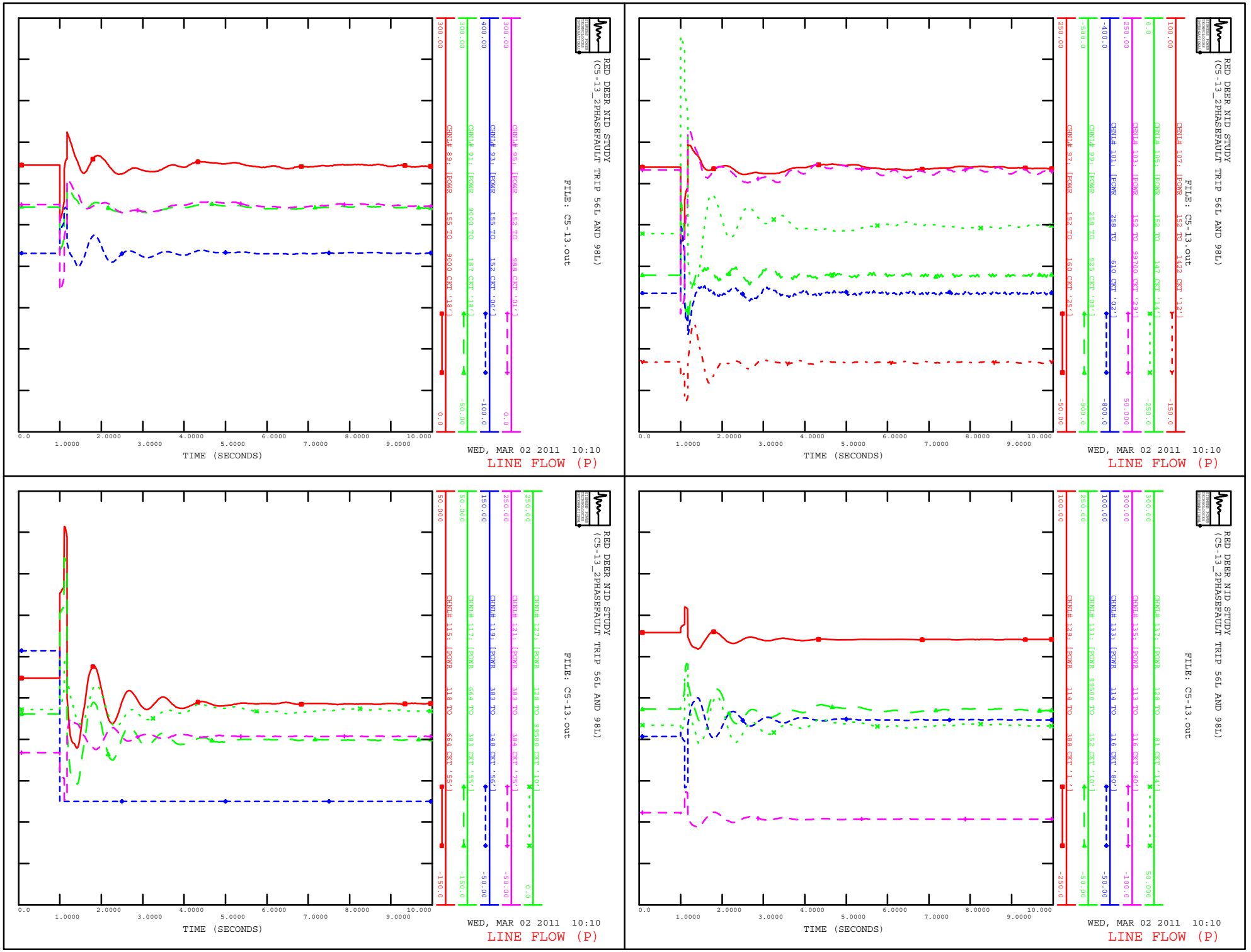

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

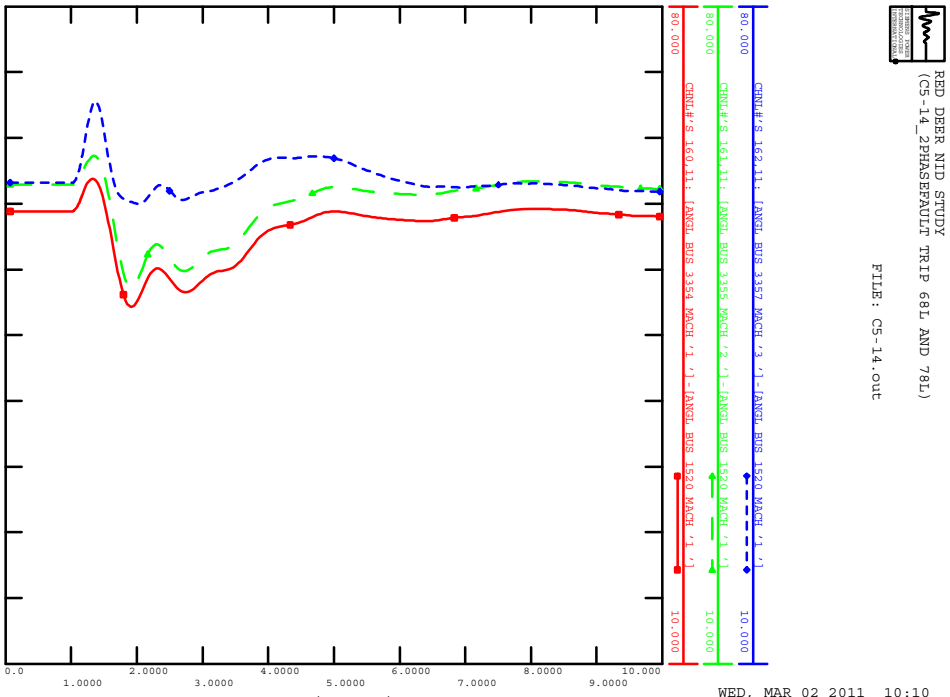

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

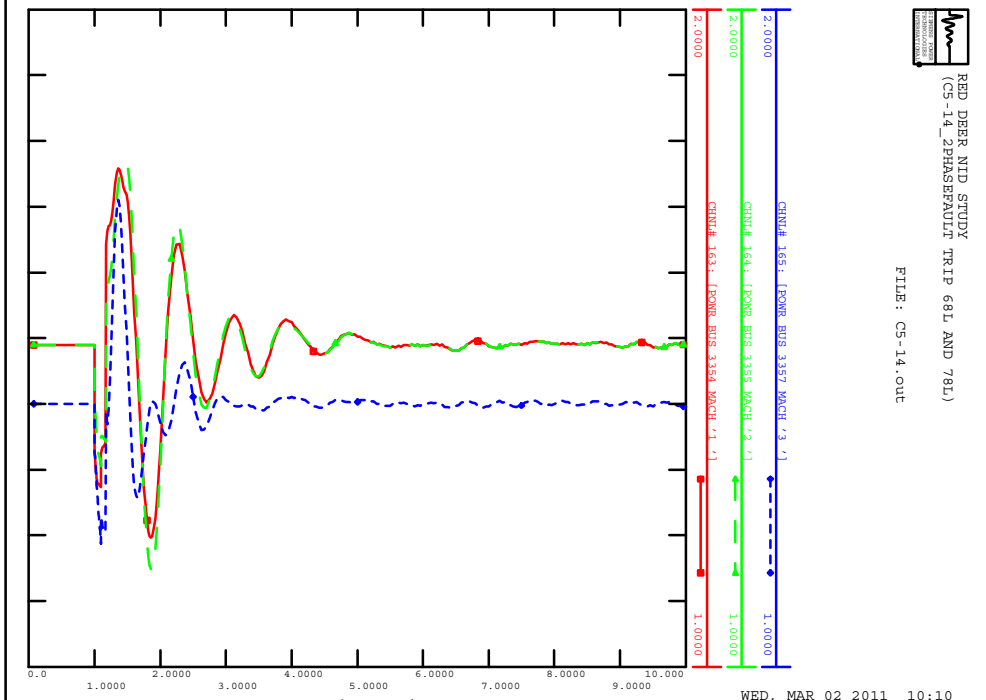

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

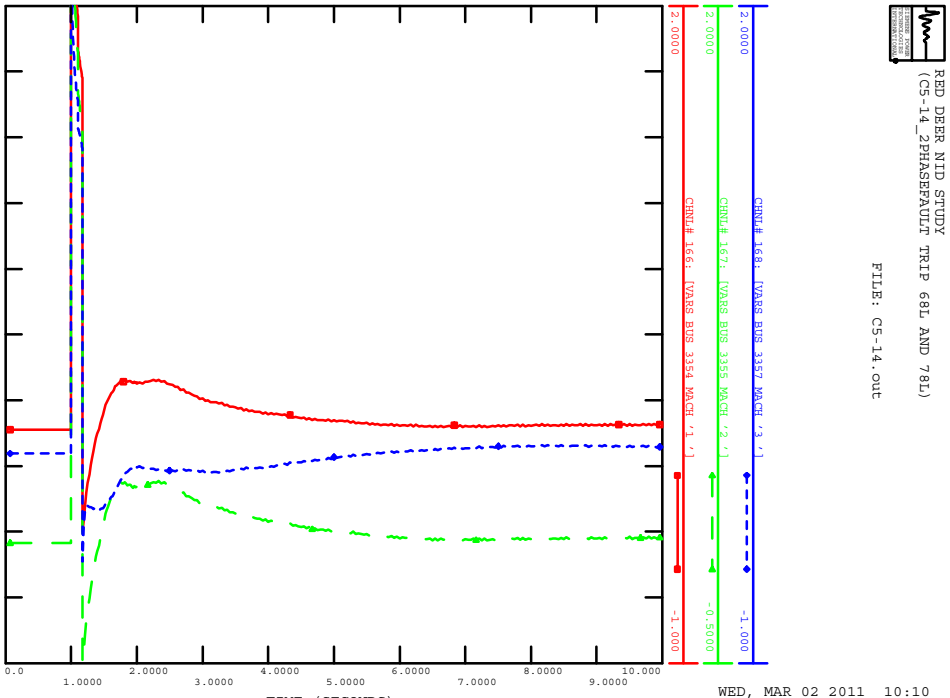

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

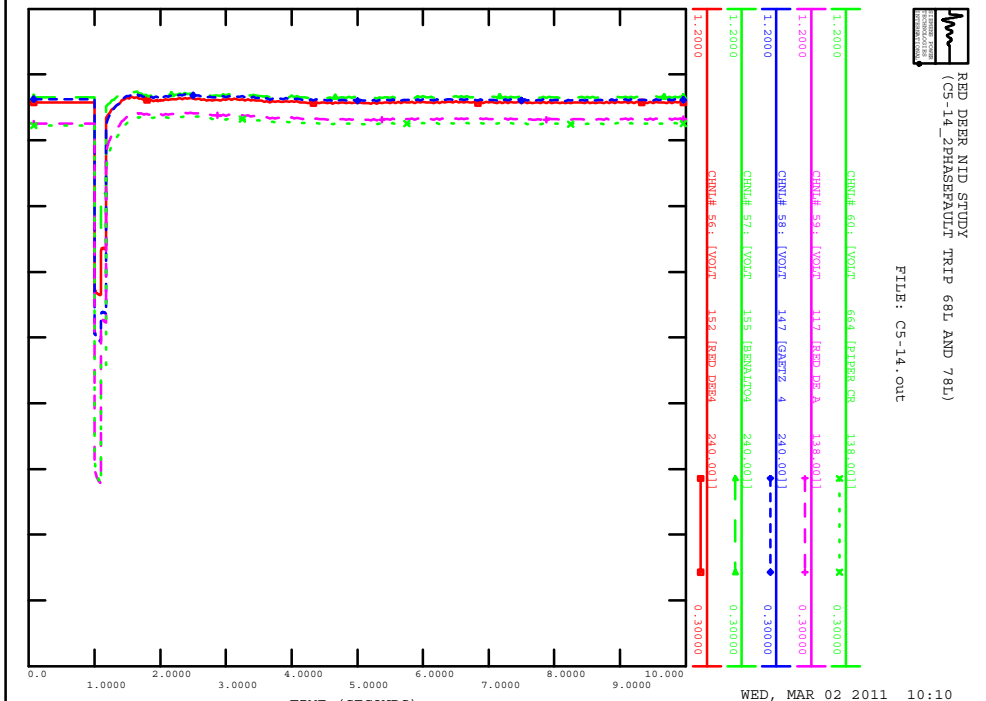

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

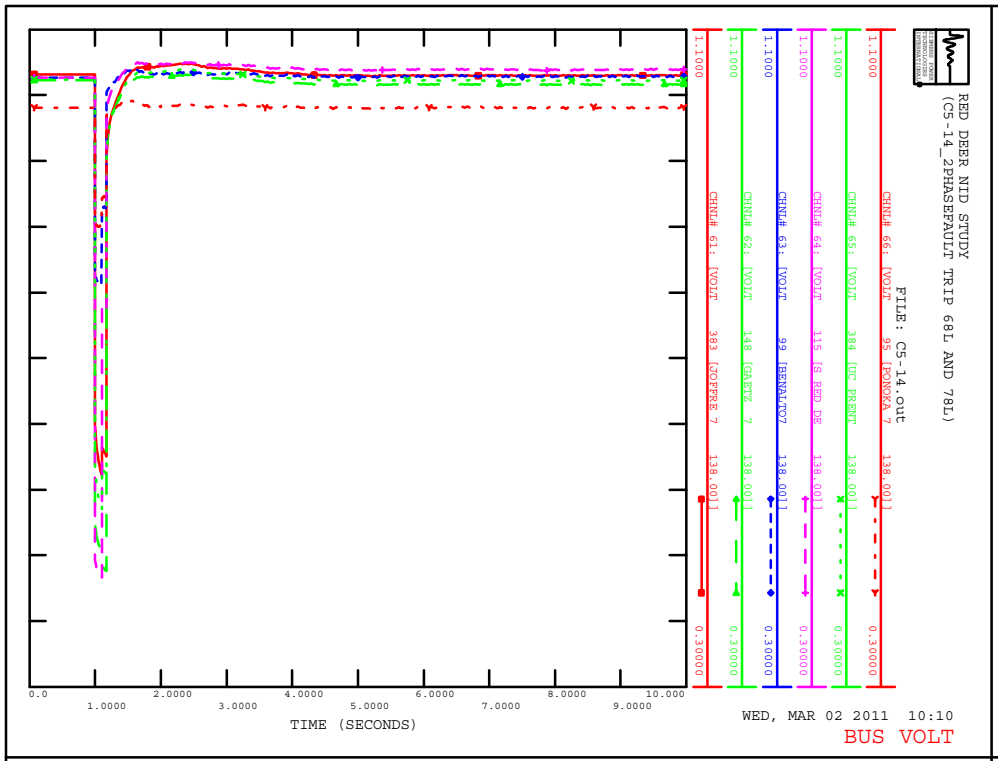

RED DEER NID STUDY
(C5-13_2PHASEFAULT TRIP 56L AND 98L)
FILE: C5-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

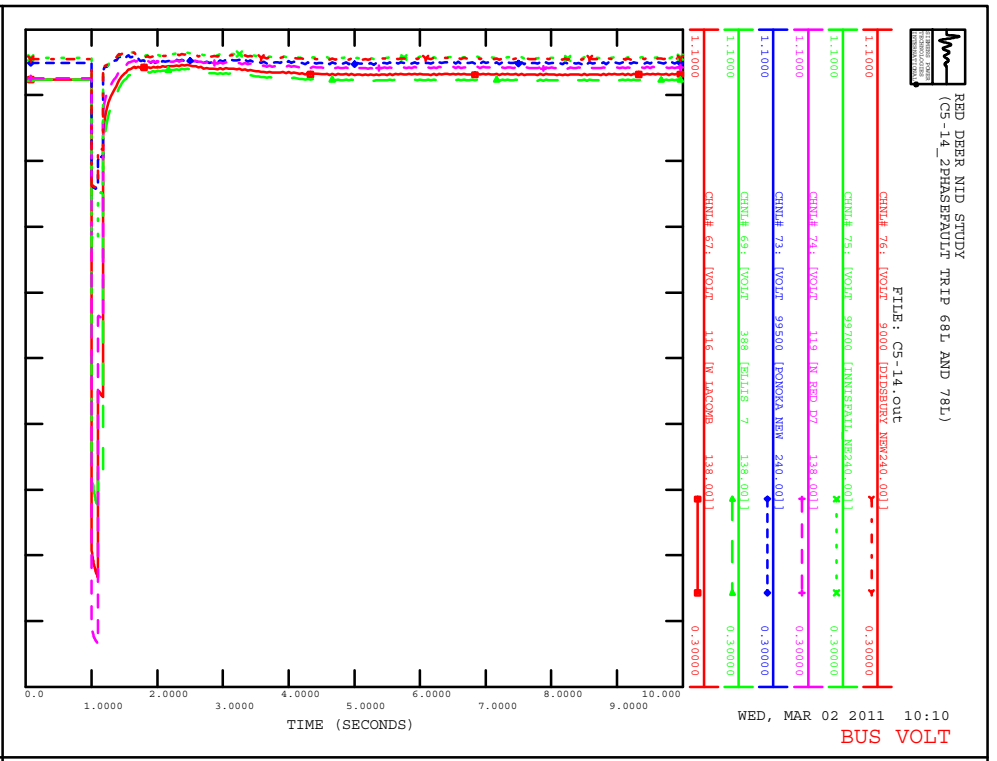

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

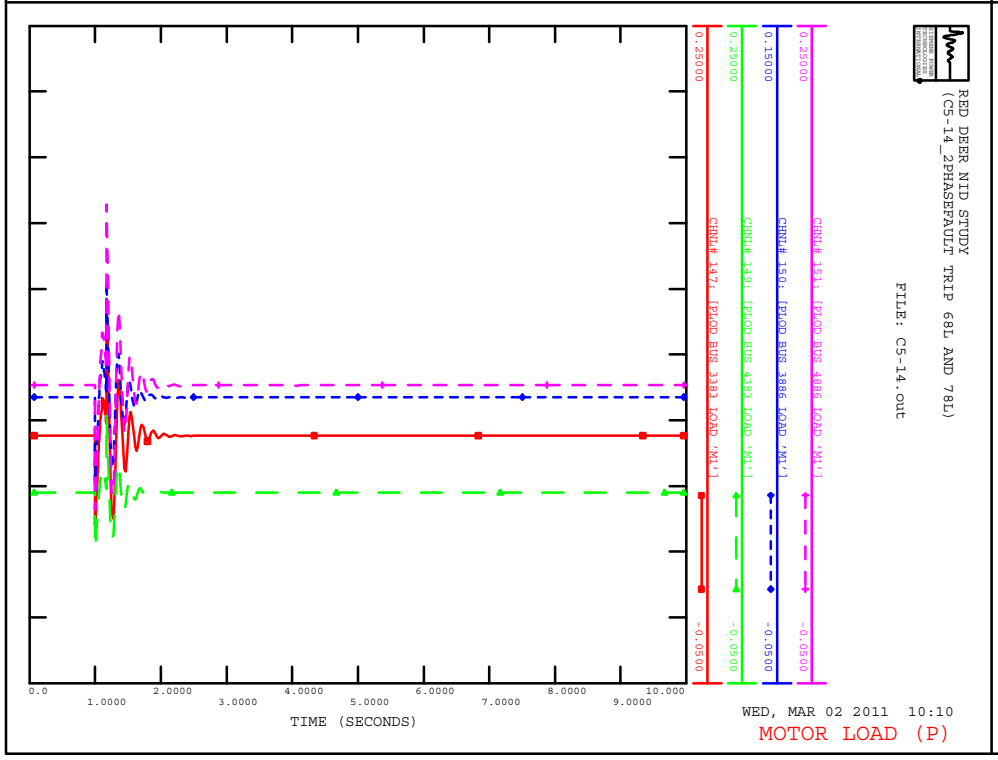

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

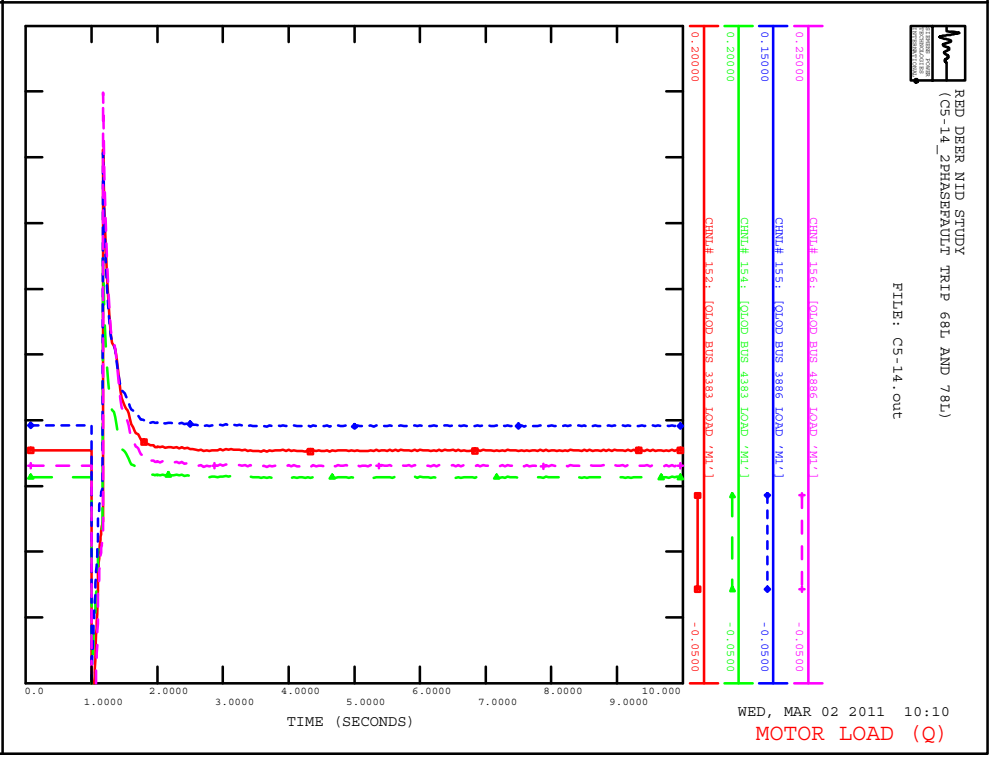

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

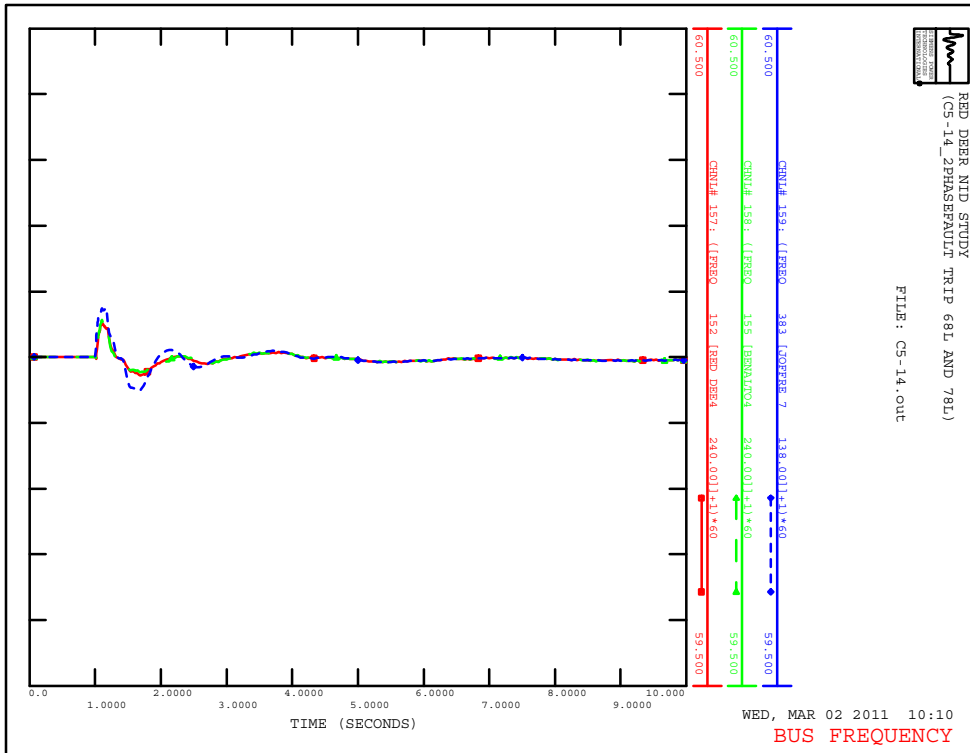

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

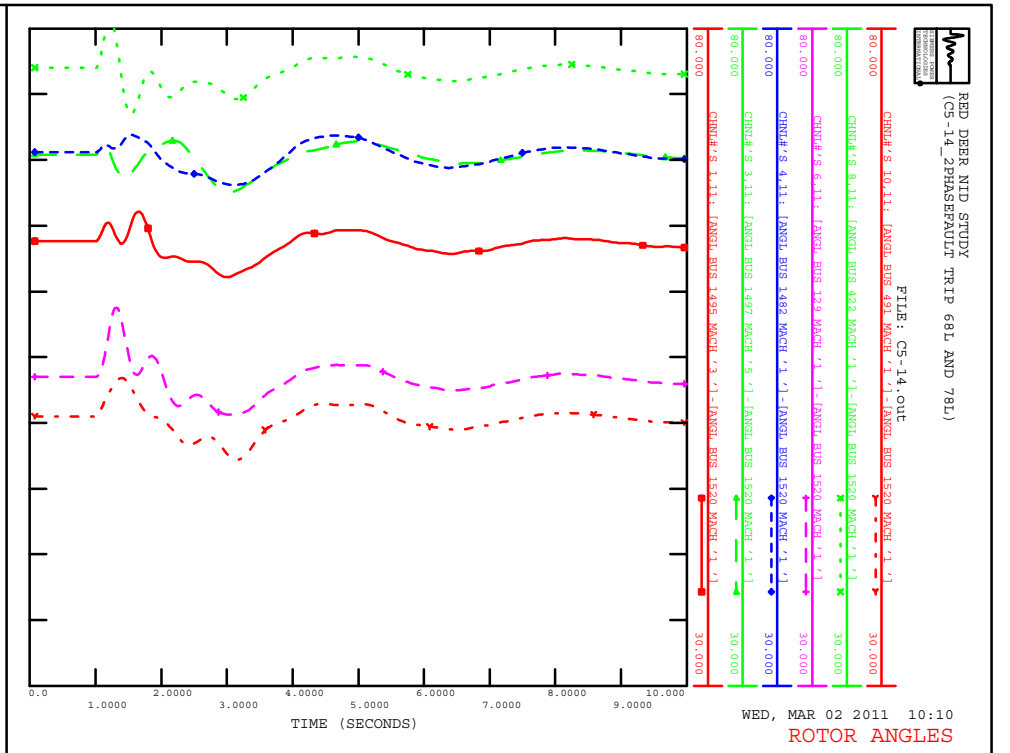

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

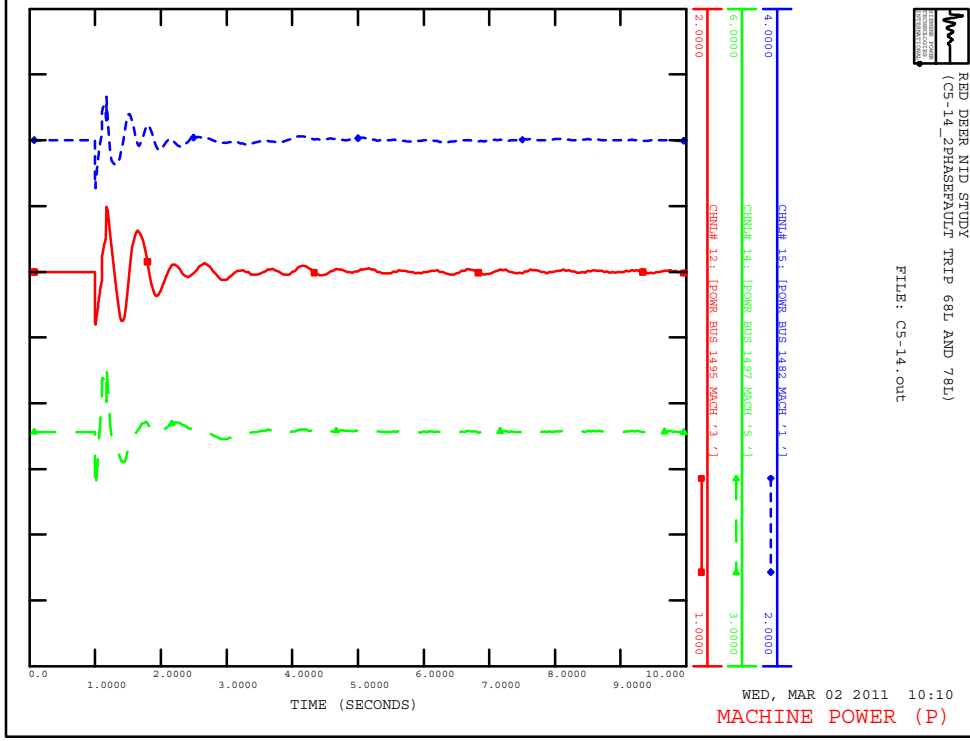

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

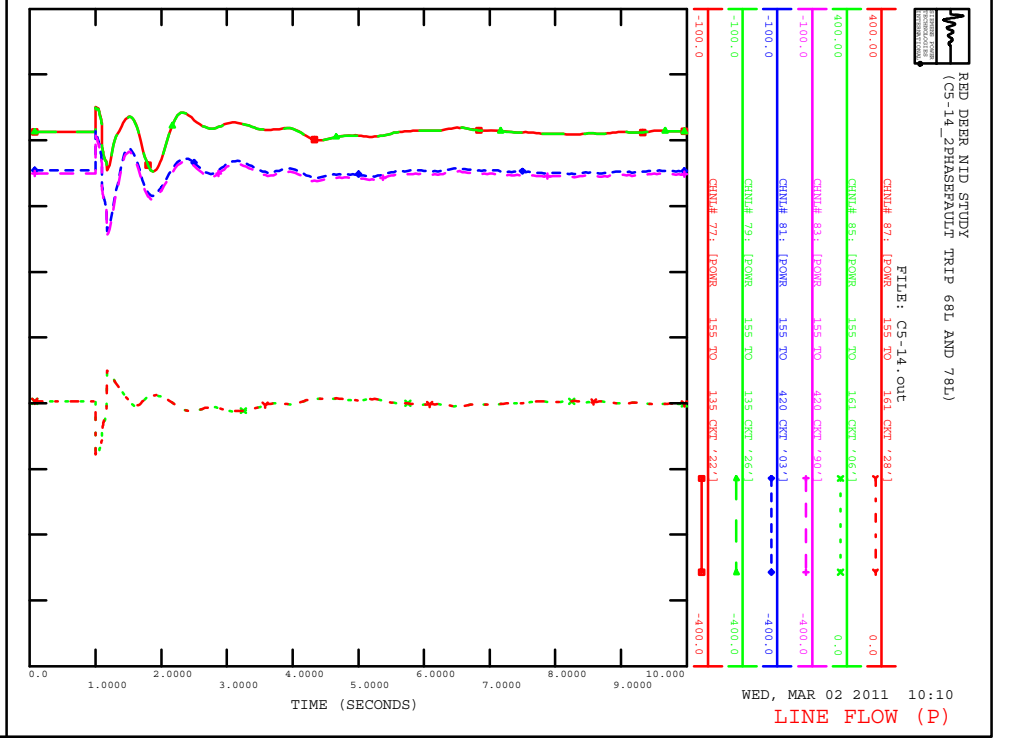

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

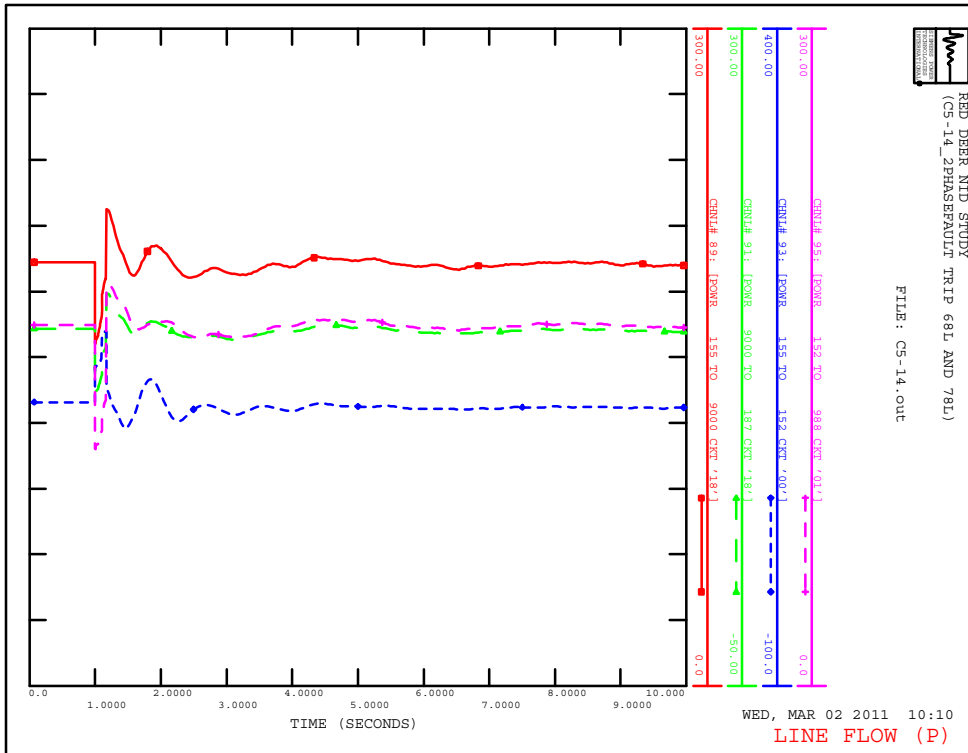

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

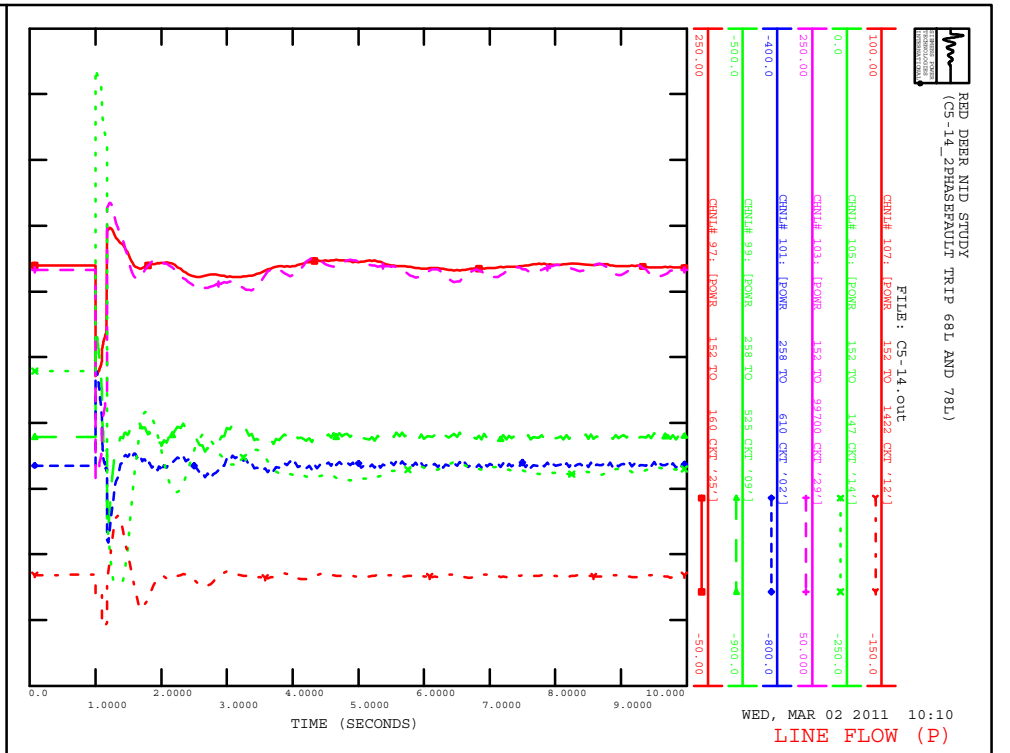

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

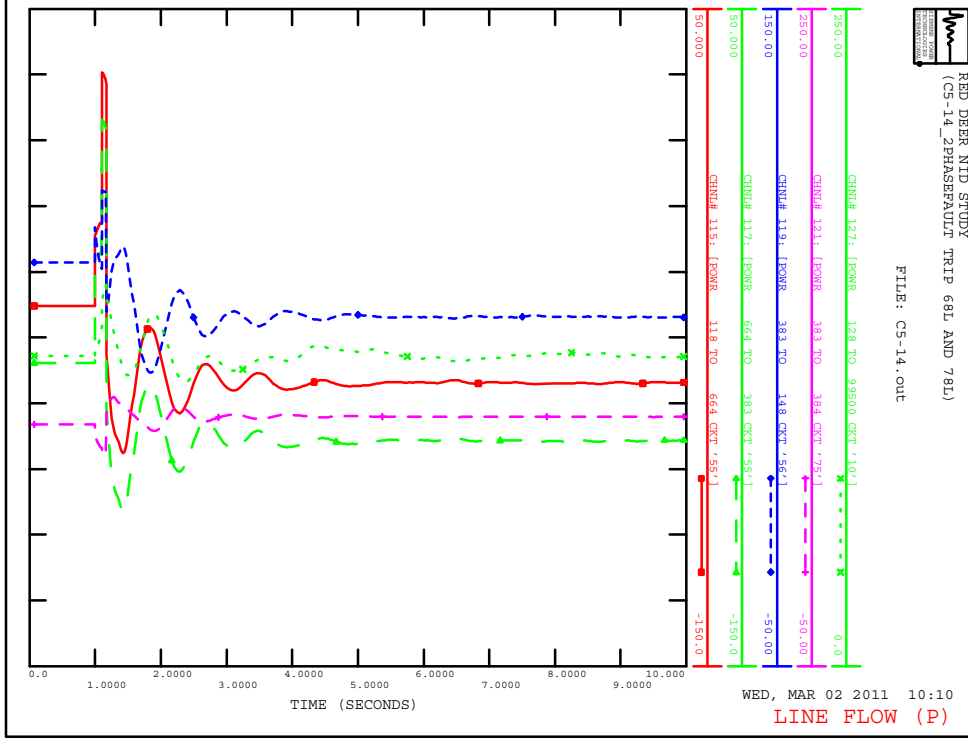

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

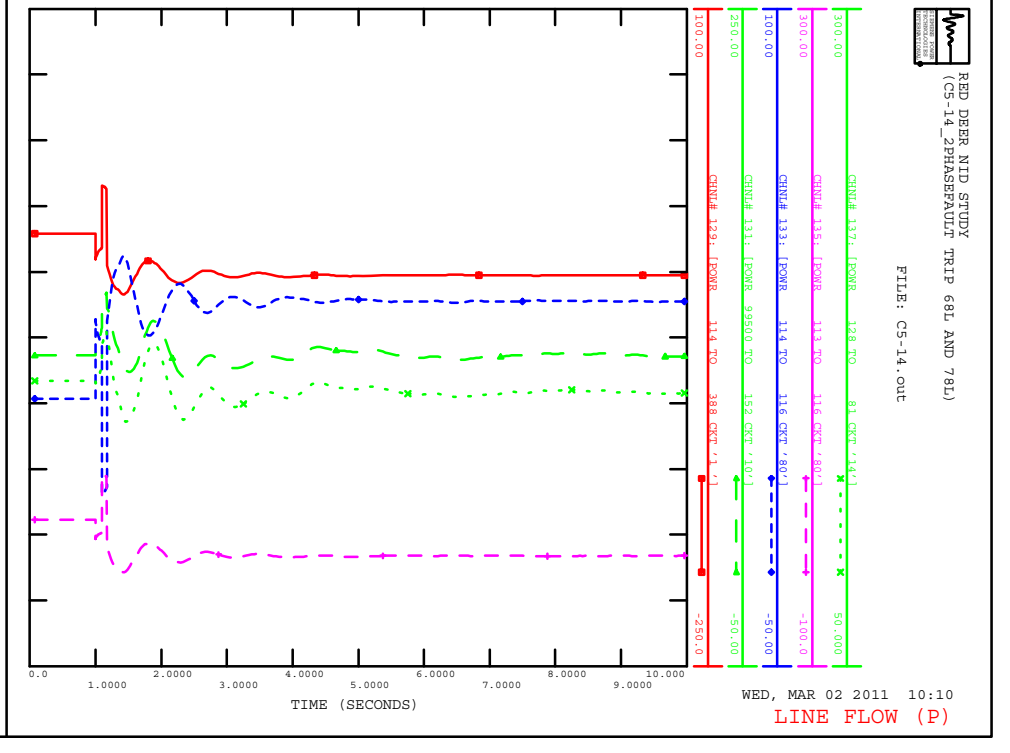

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

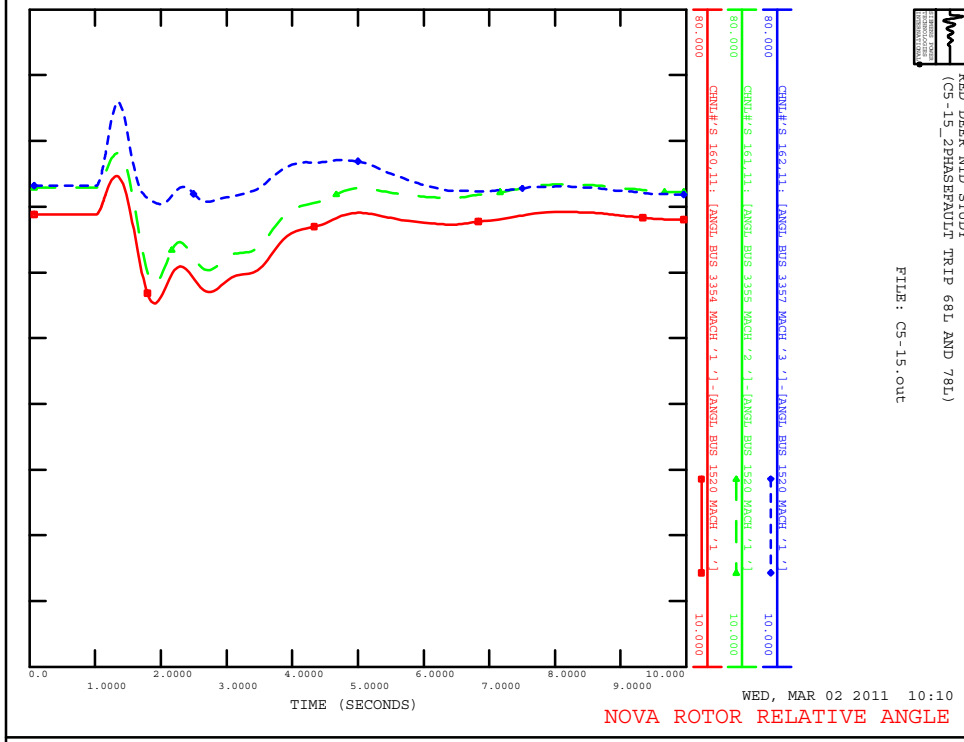

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

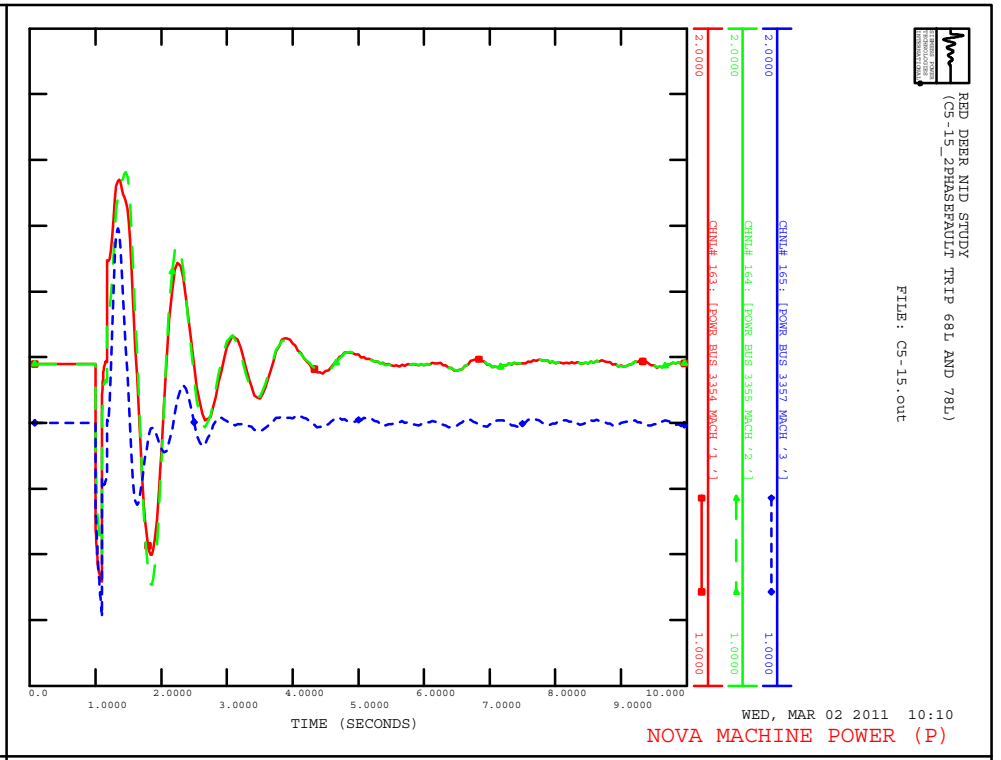

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

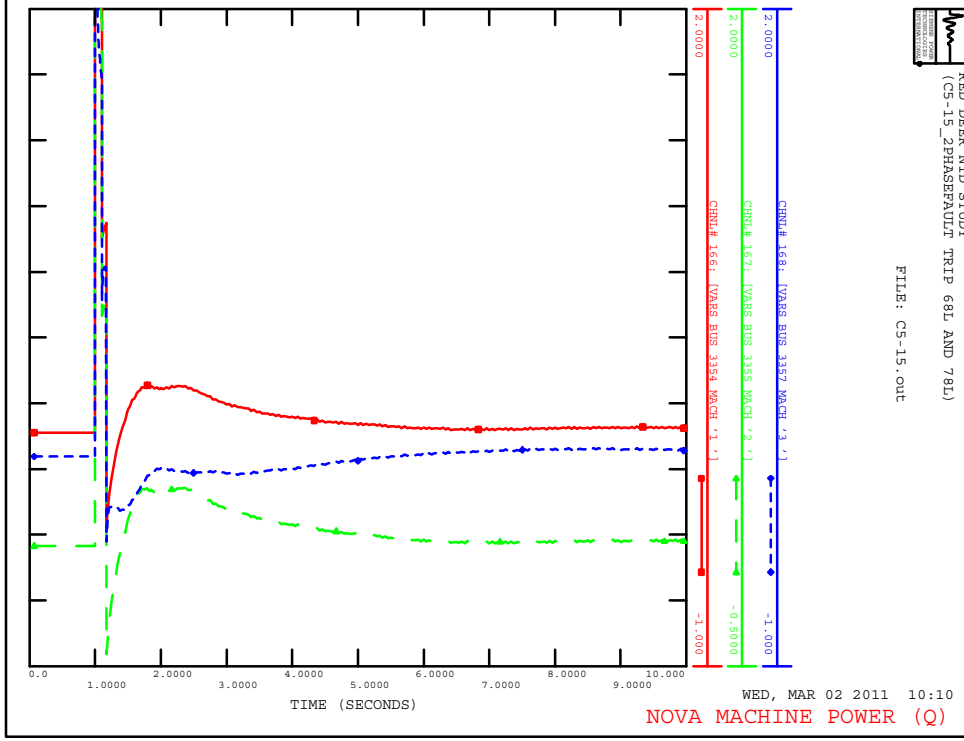

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

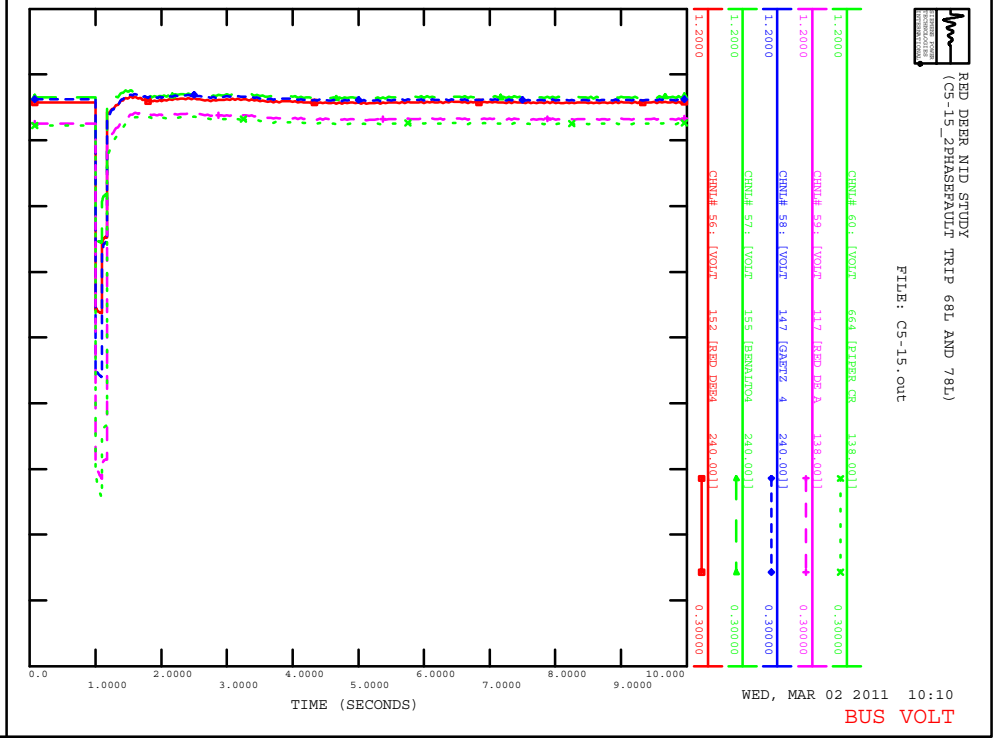

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

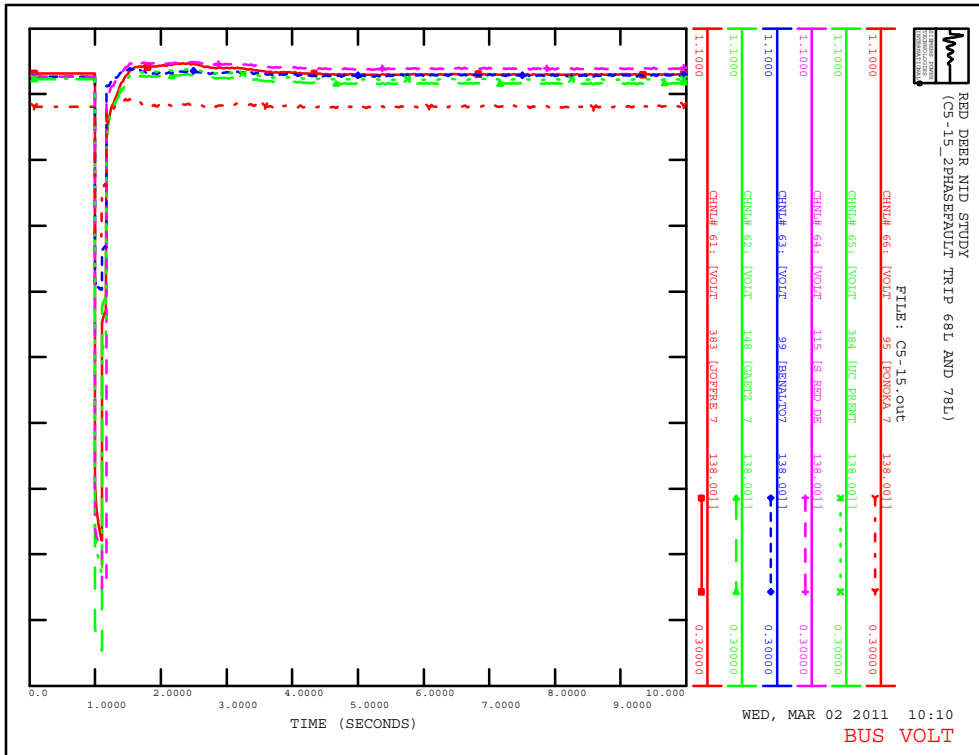

RED DEER NID STUDY
(C5-14_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

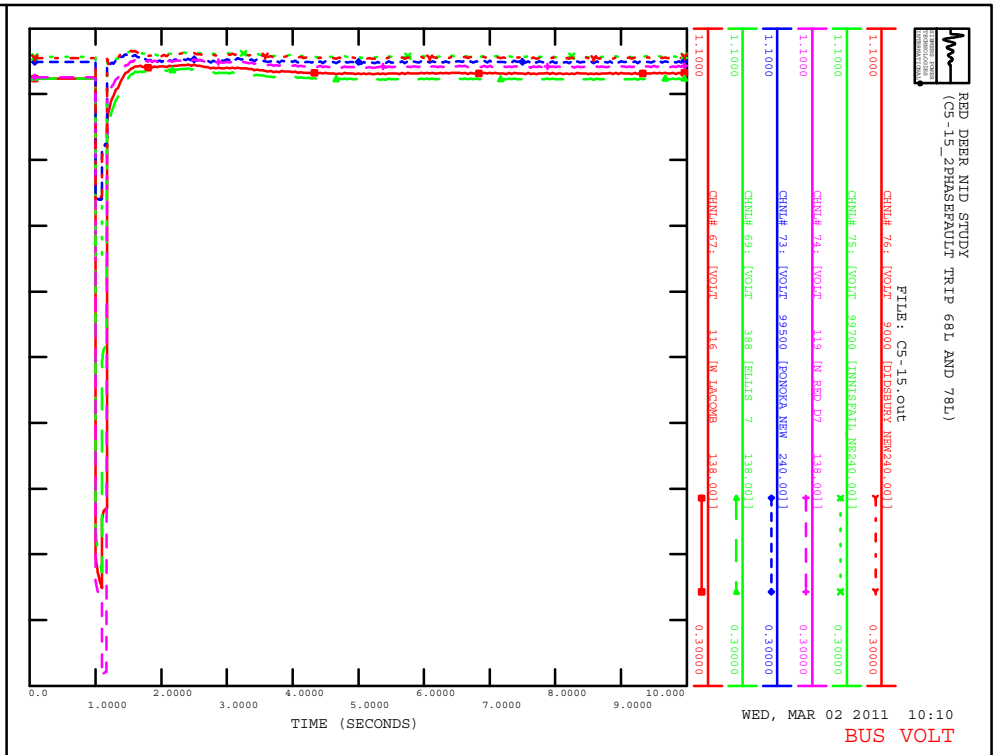

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

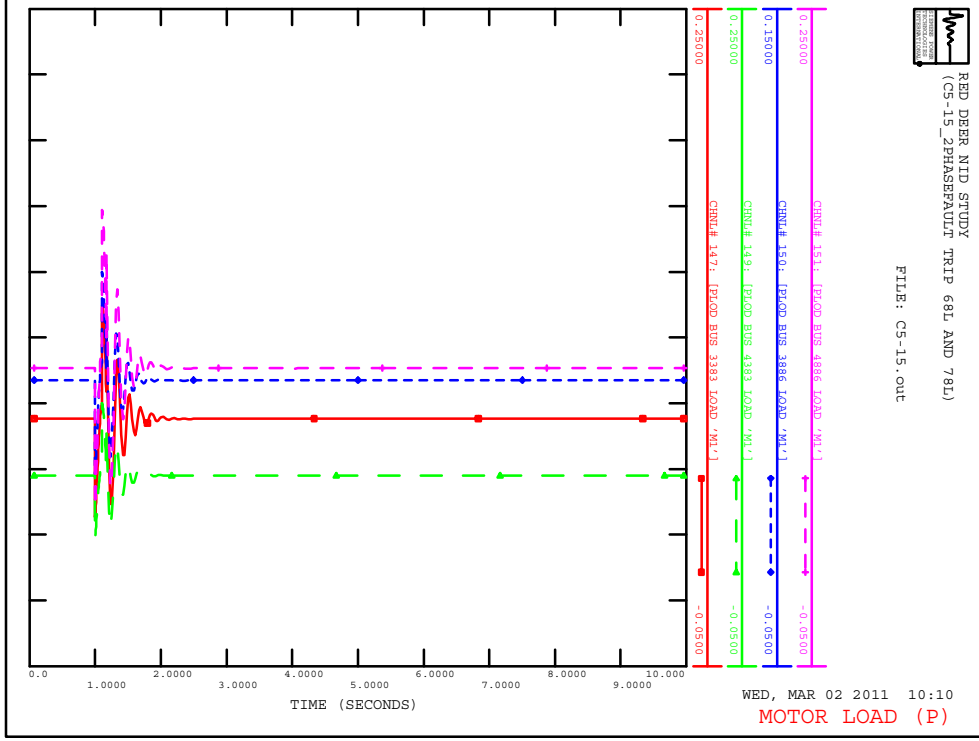

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (P)

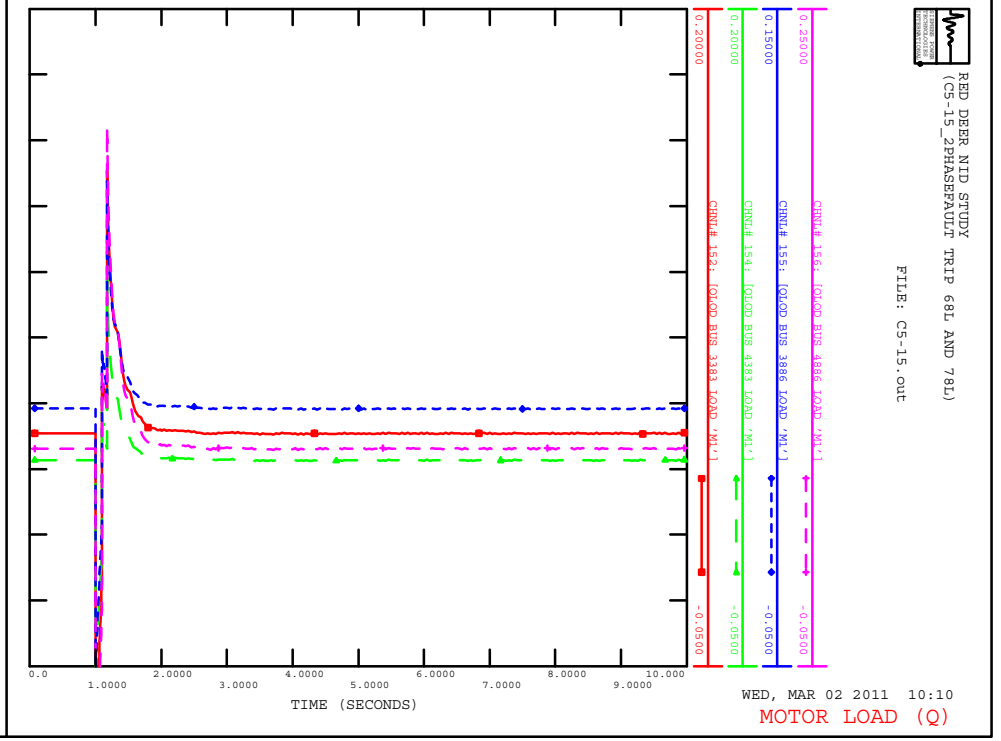

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (Q)

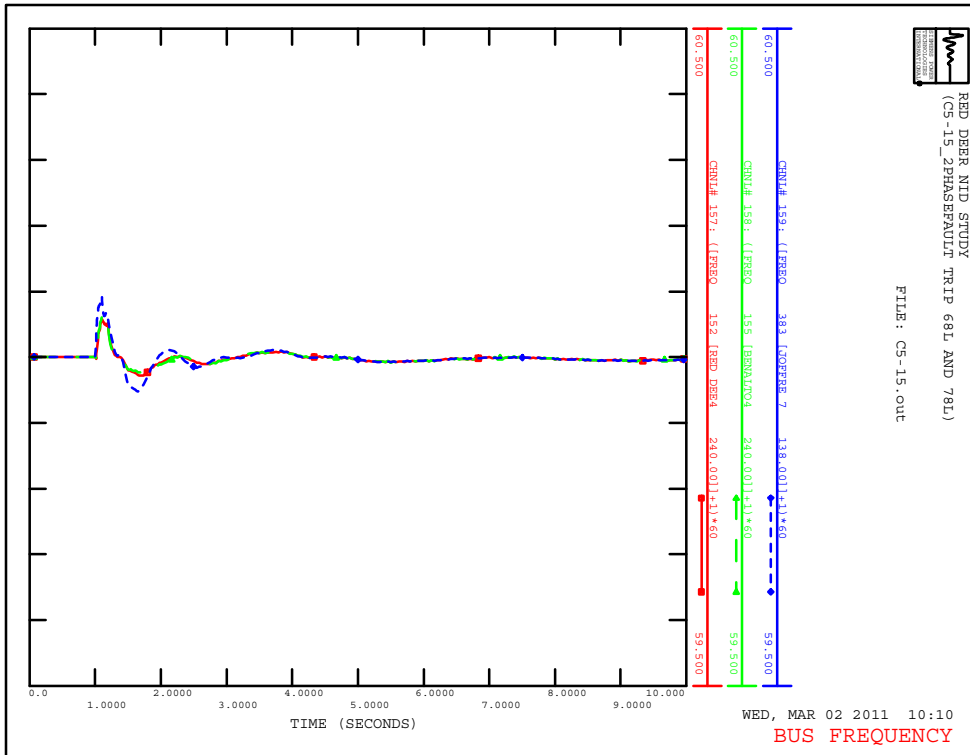

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS VOLT

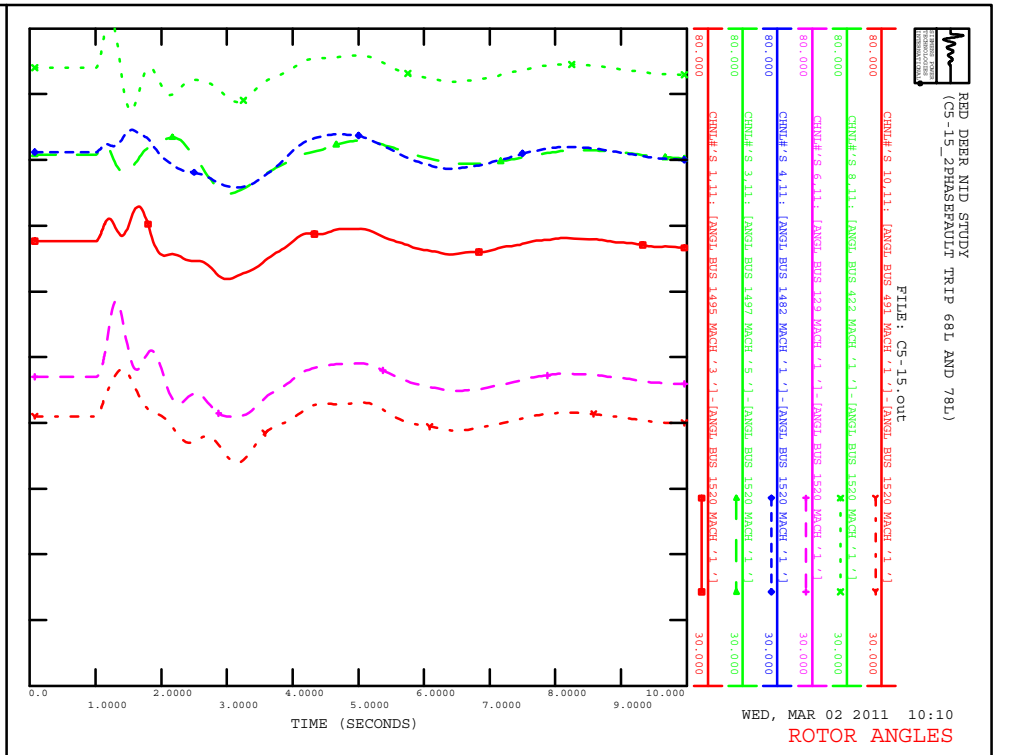

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

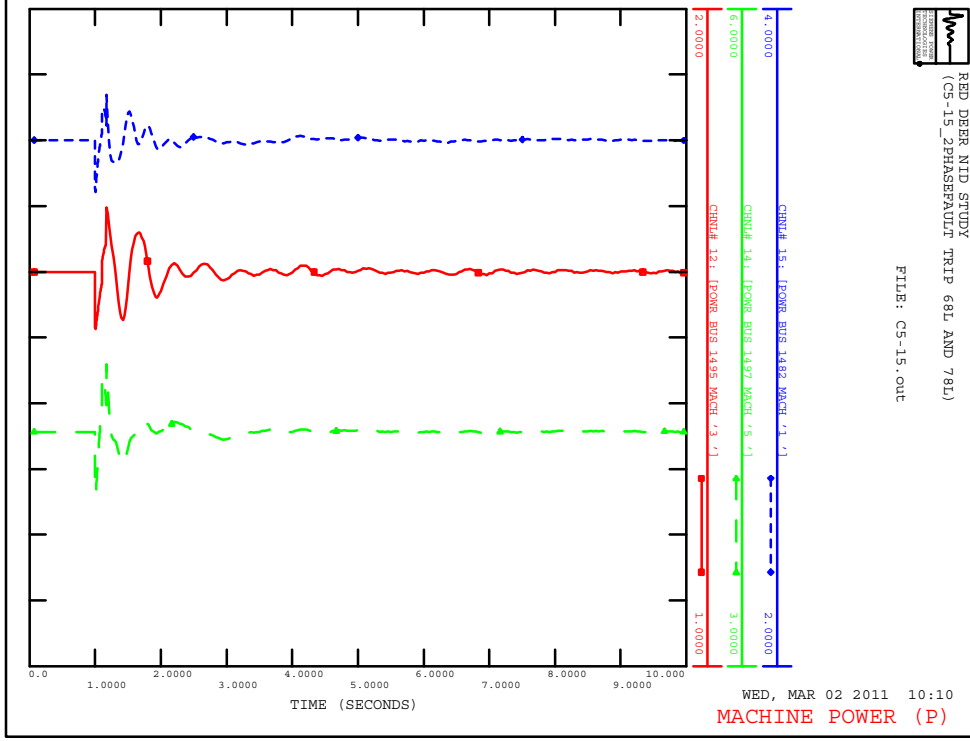

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

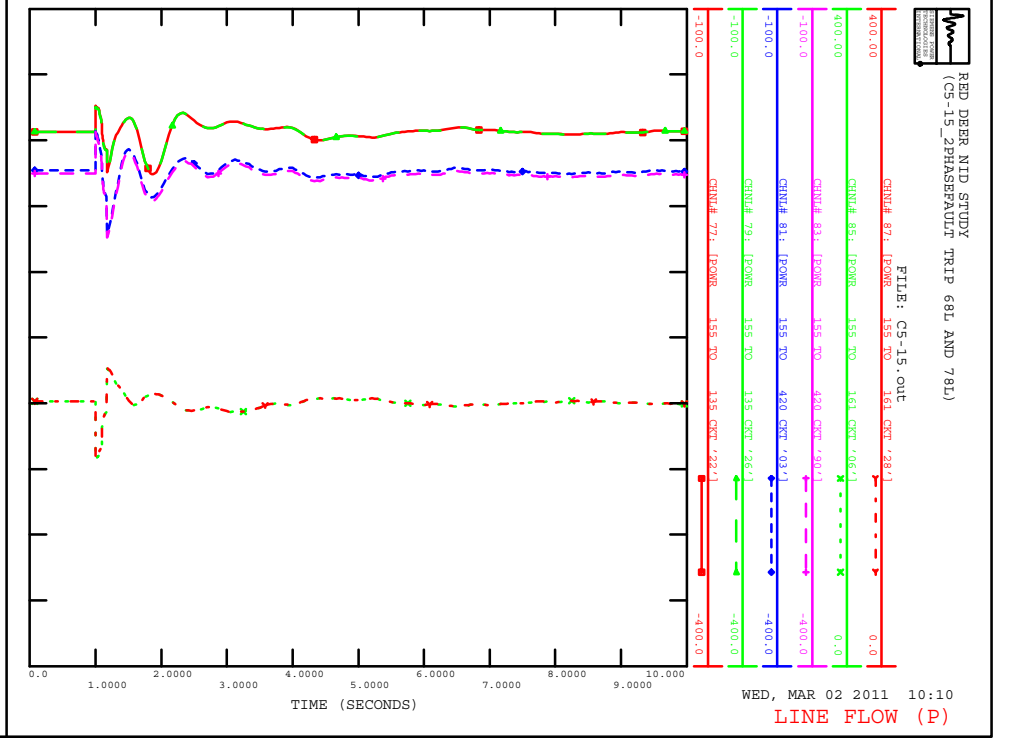

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

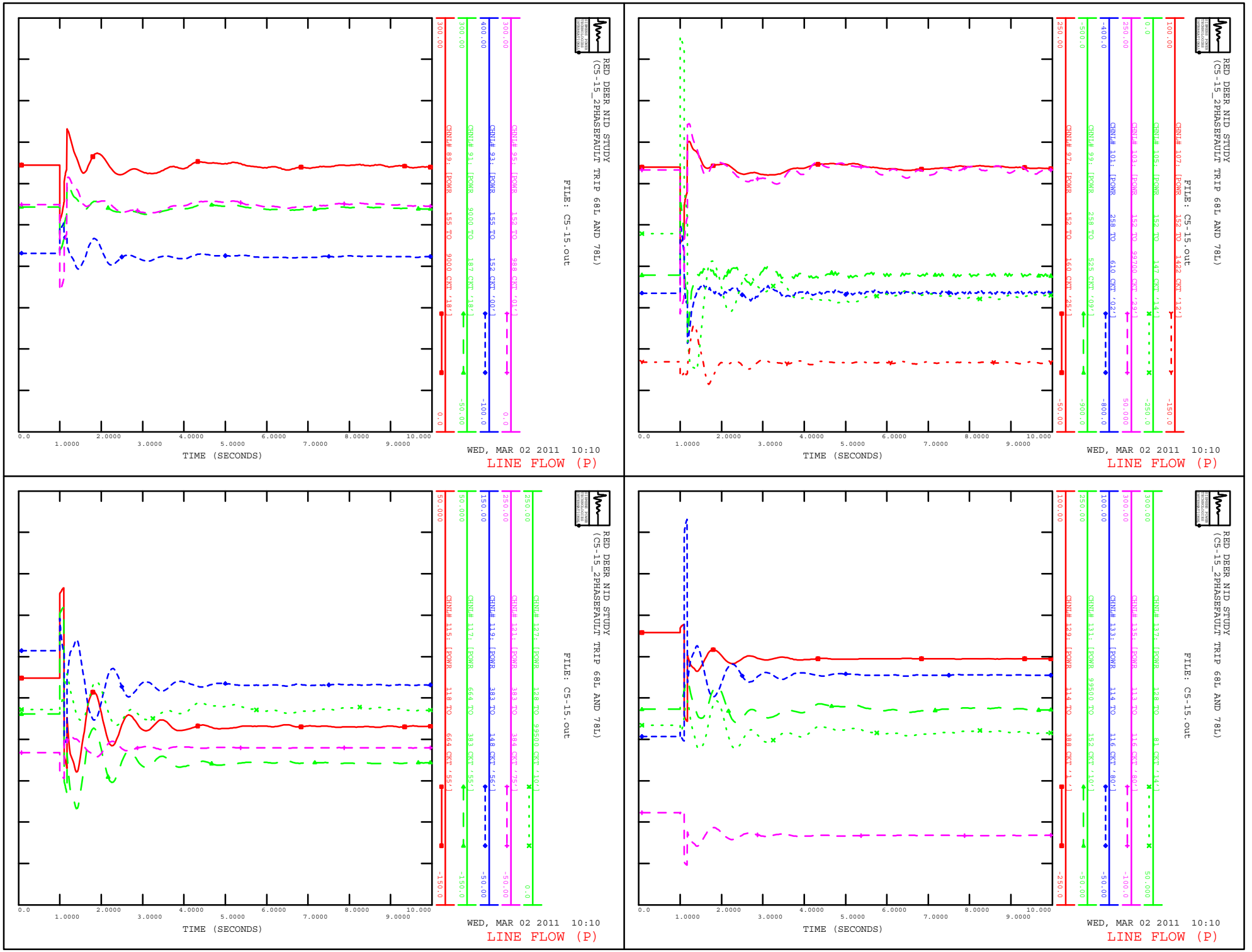

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

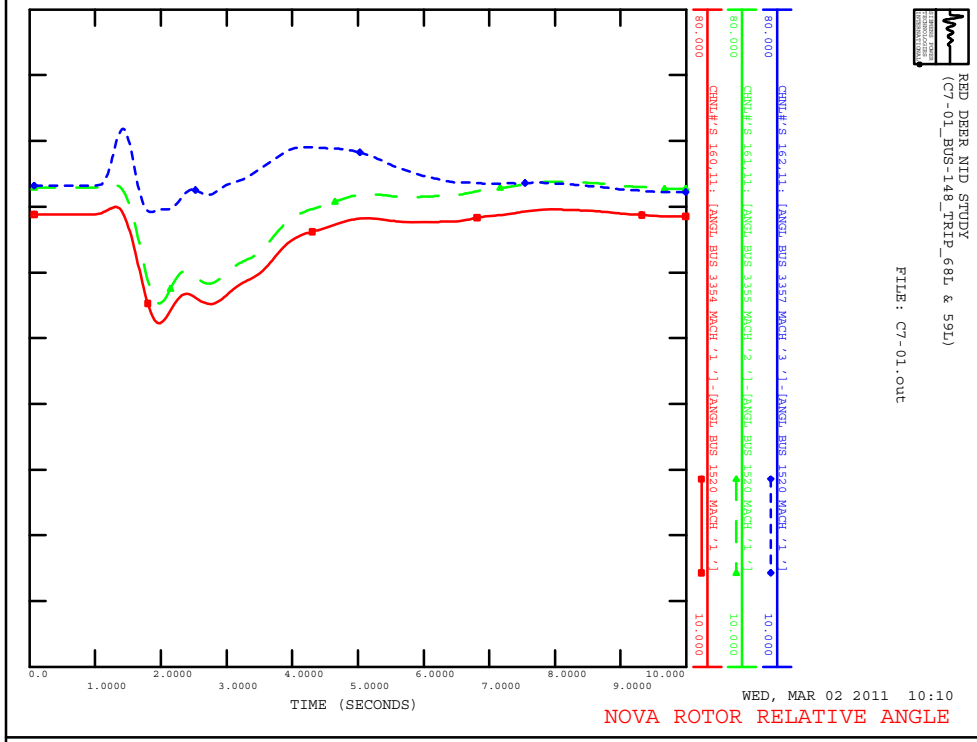

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

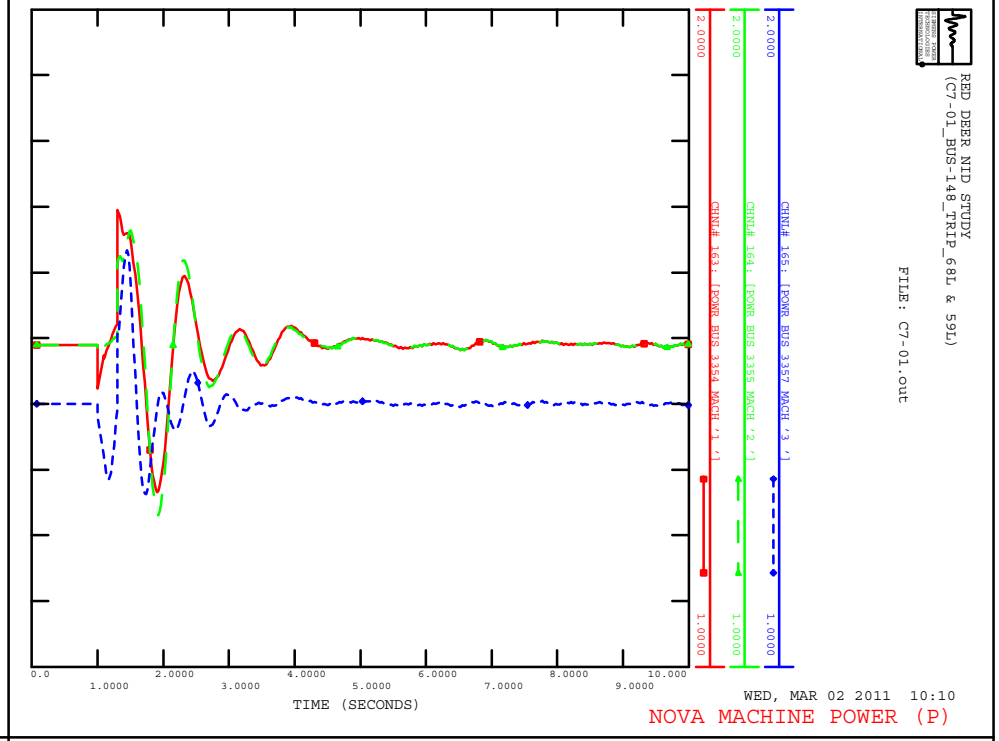

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

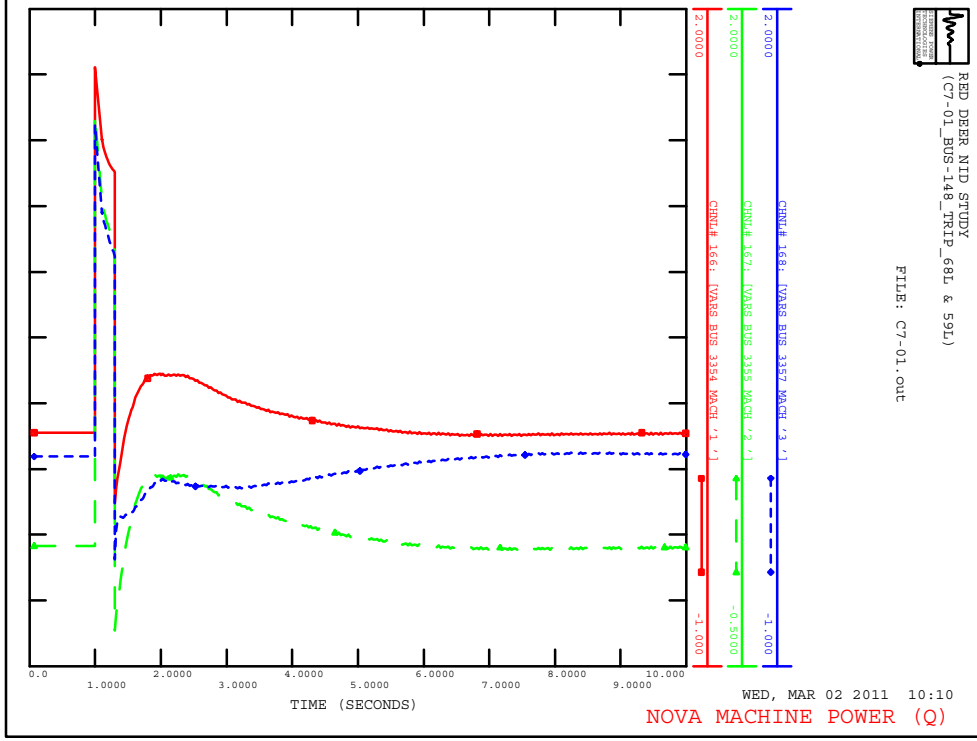

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

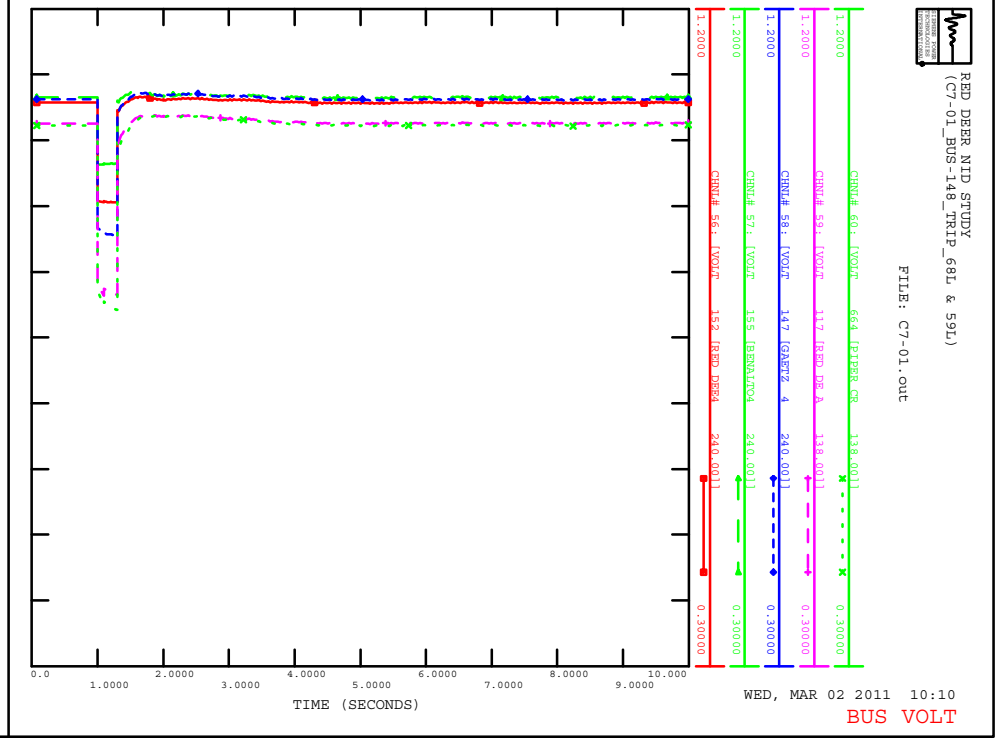

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

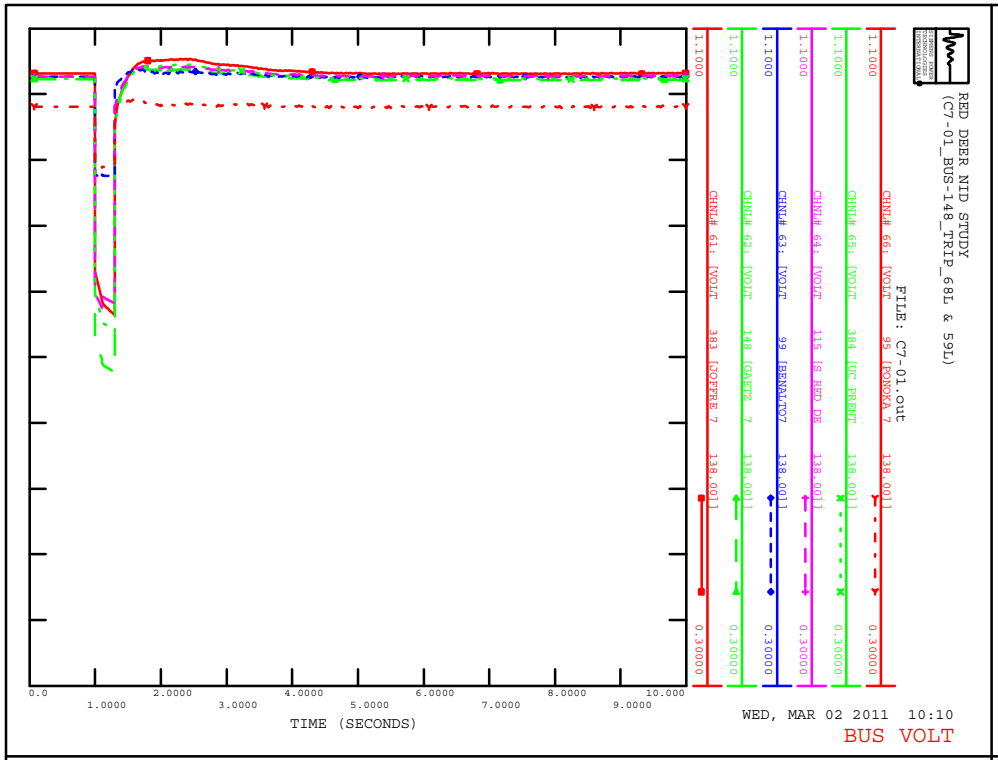

RED DEER NID STUDY
(C5-15_2PHASEFAULT TRIP 68L AND 78L)
FILE: C5-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

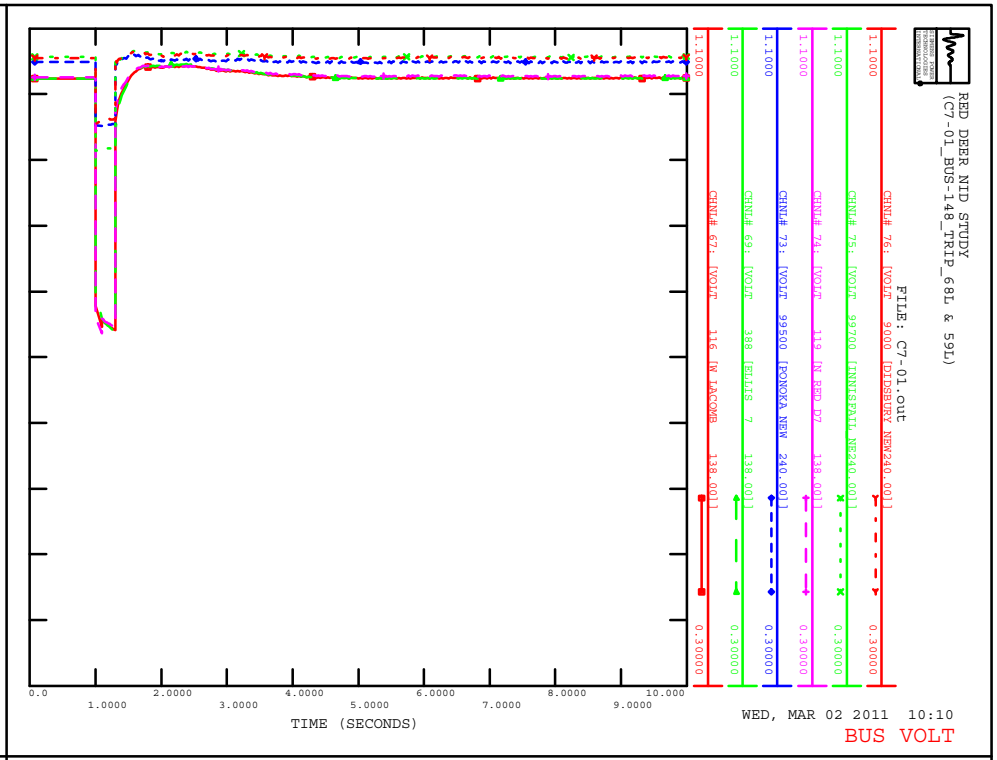

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

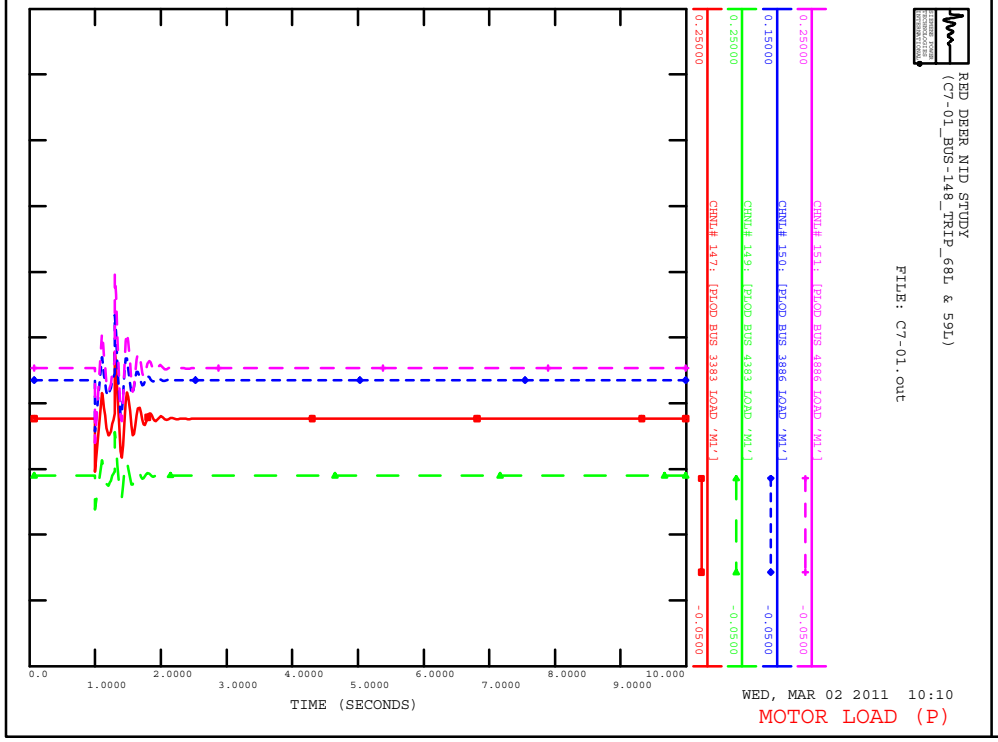

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (P)

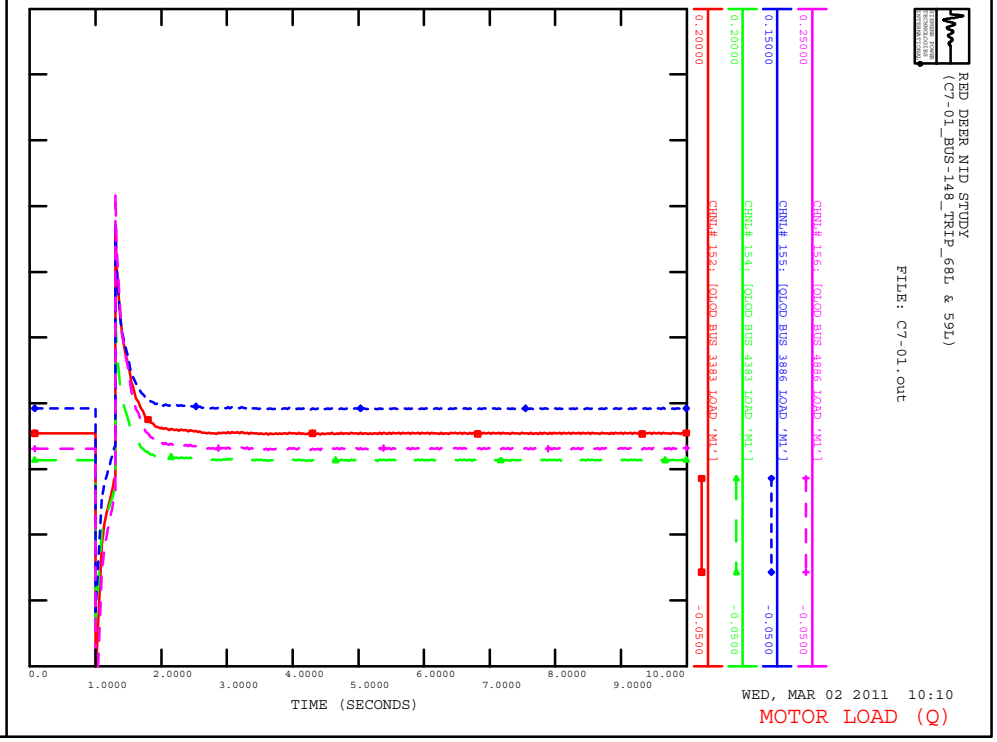

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (Q)

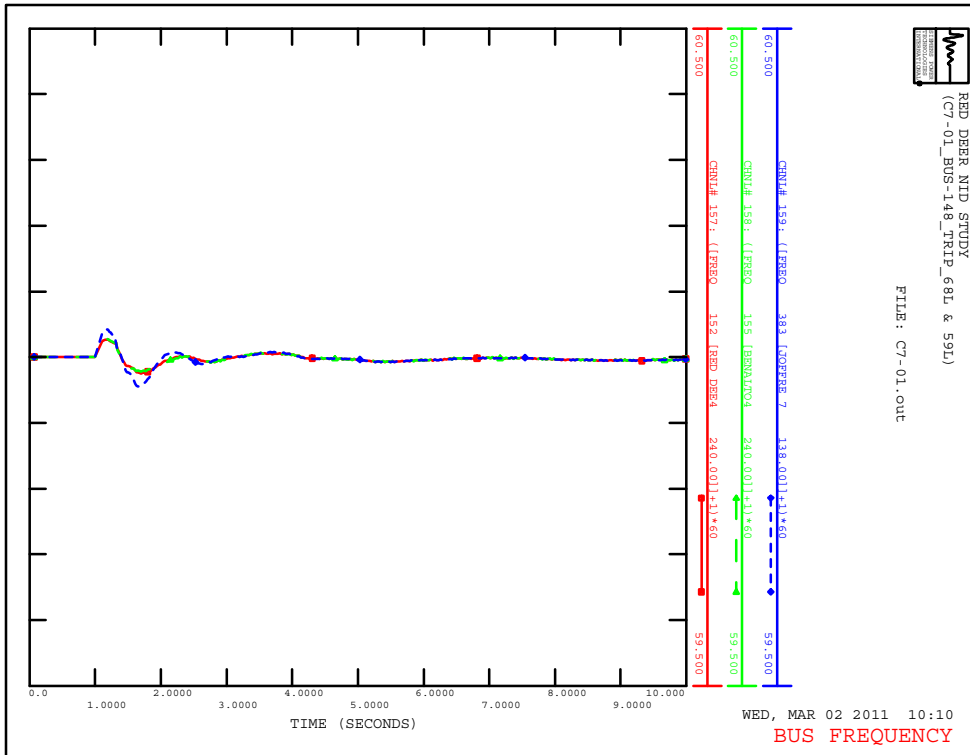

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS VOLT

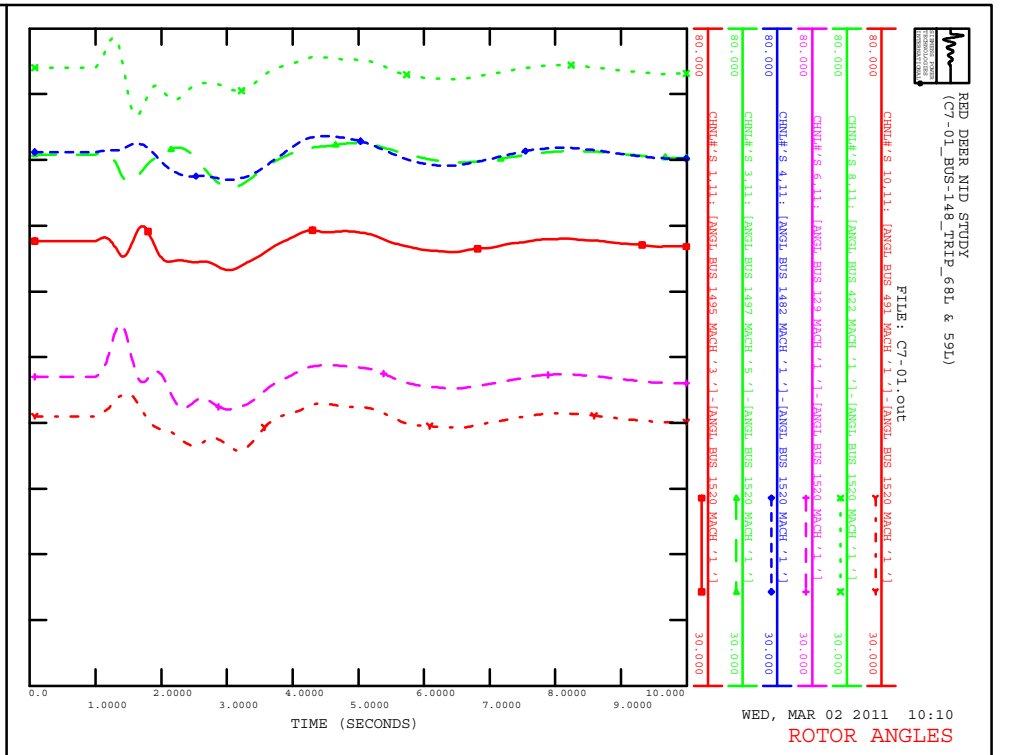

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

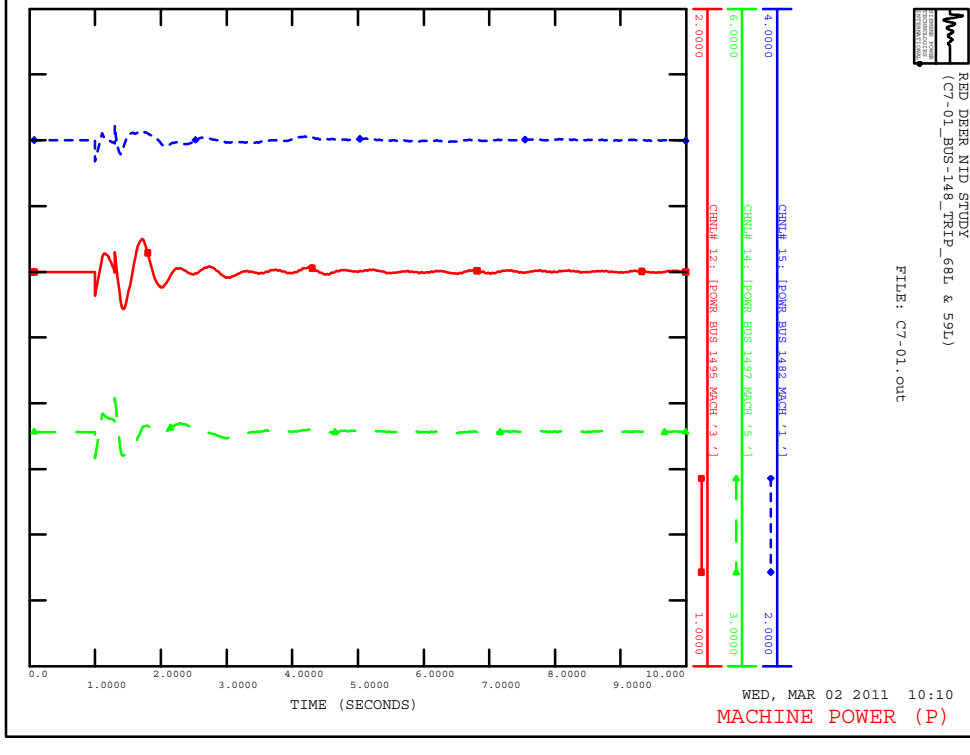

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

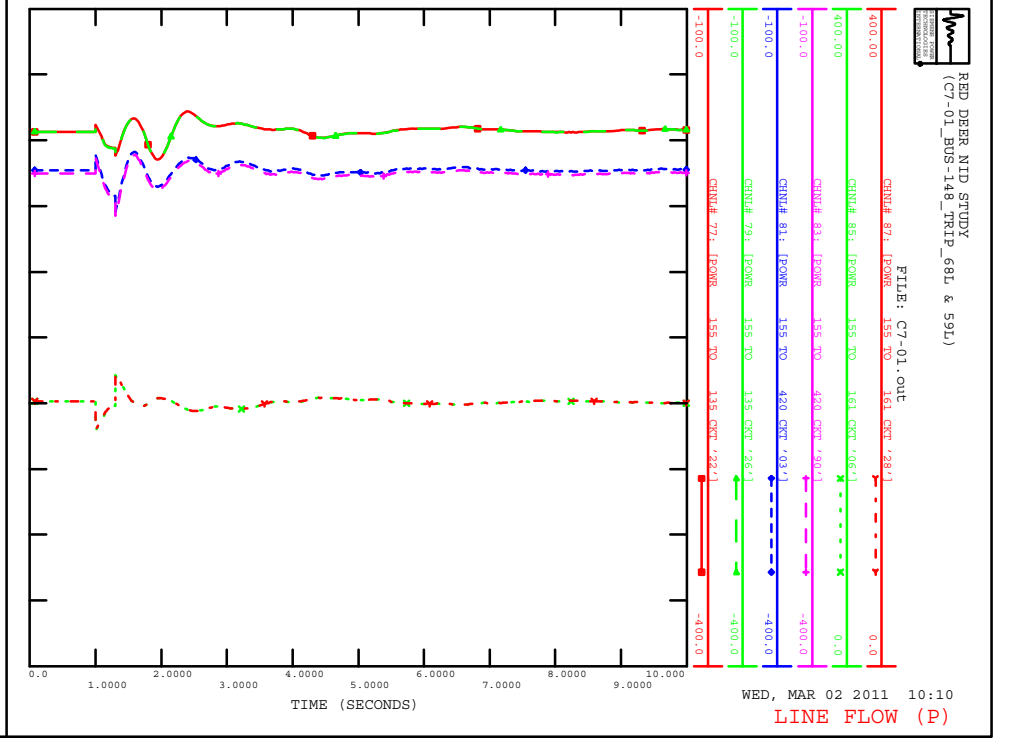

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

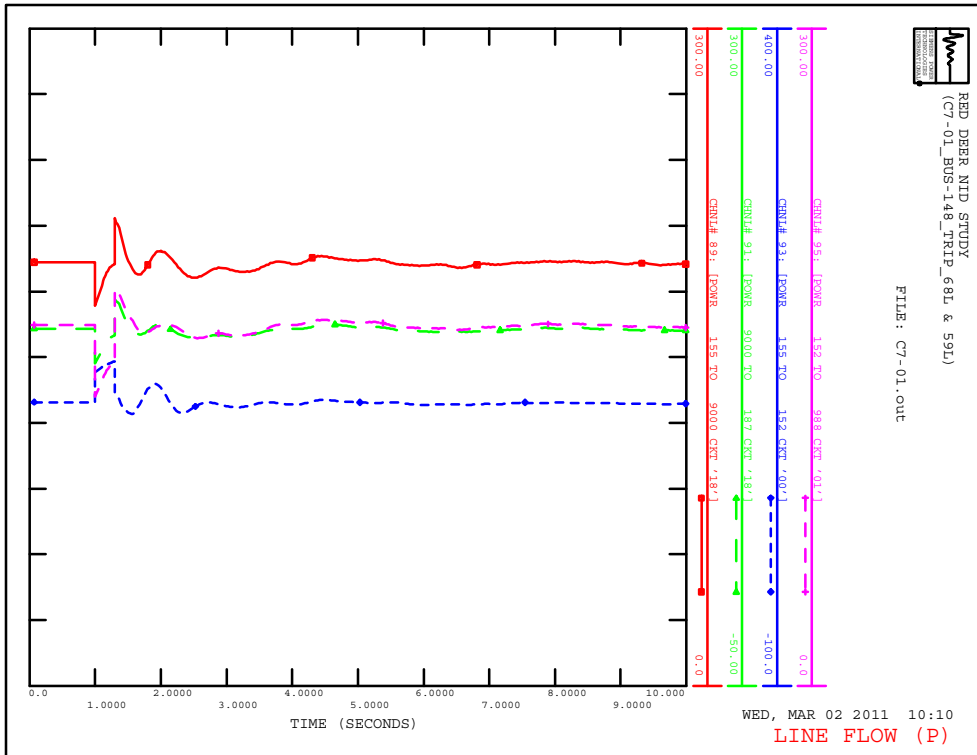

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

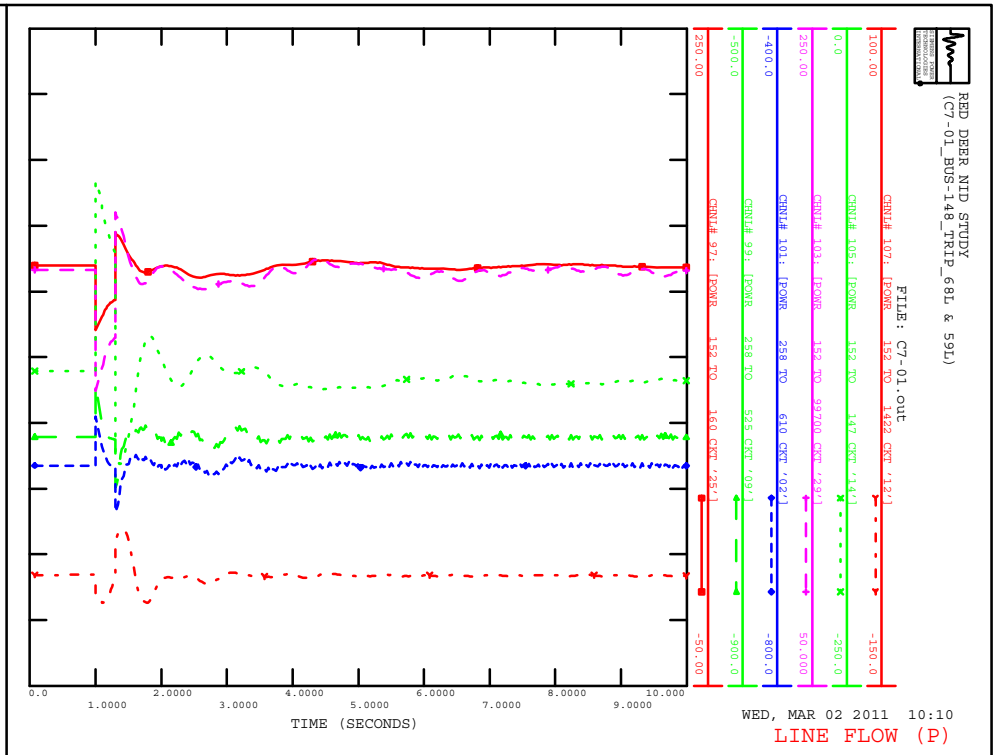

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

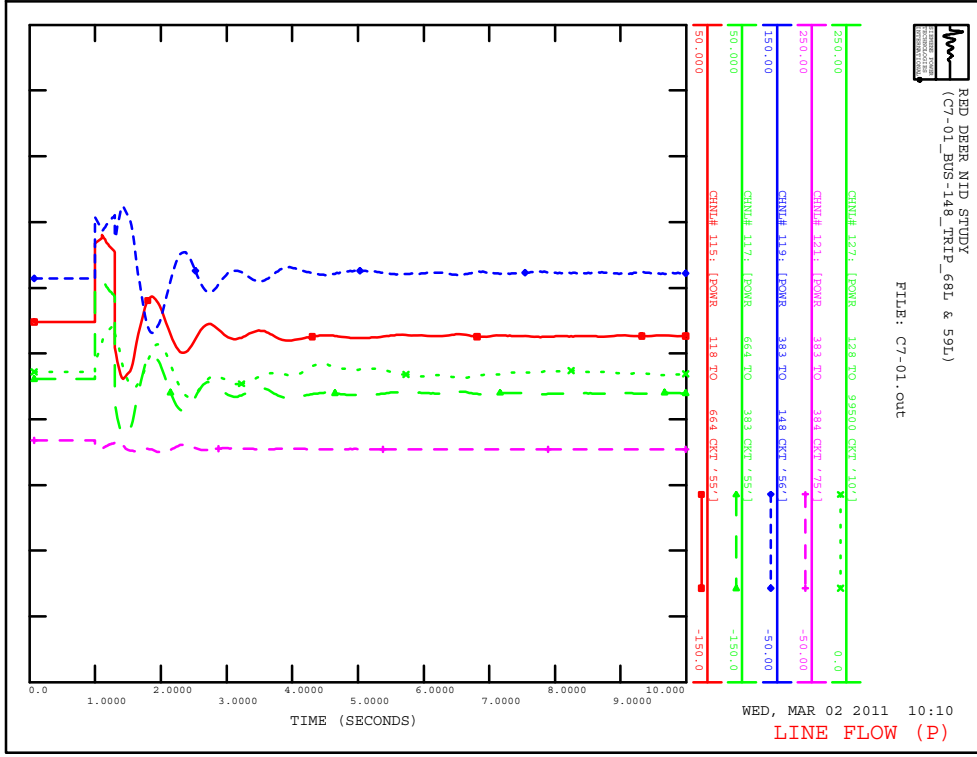

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

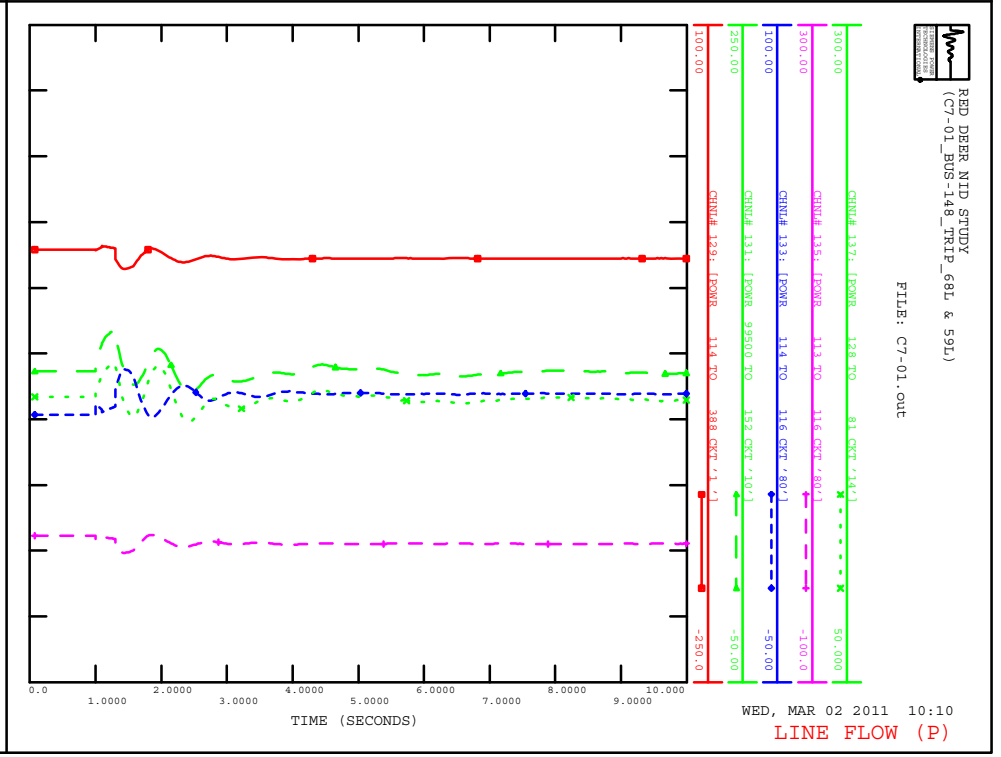

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

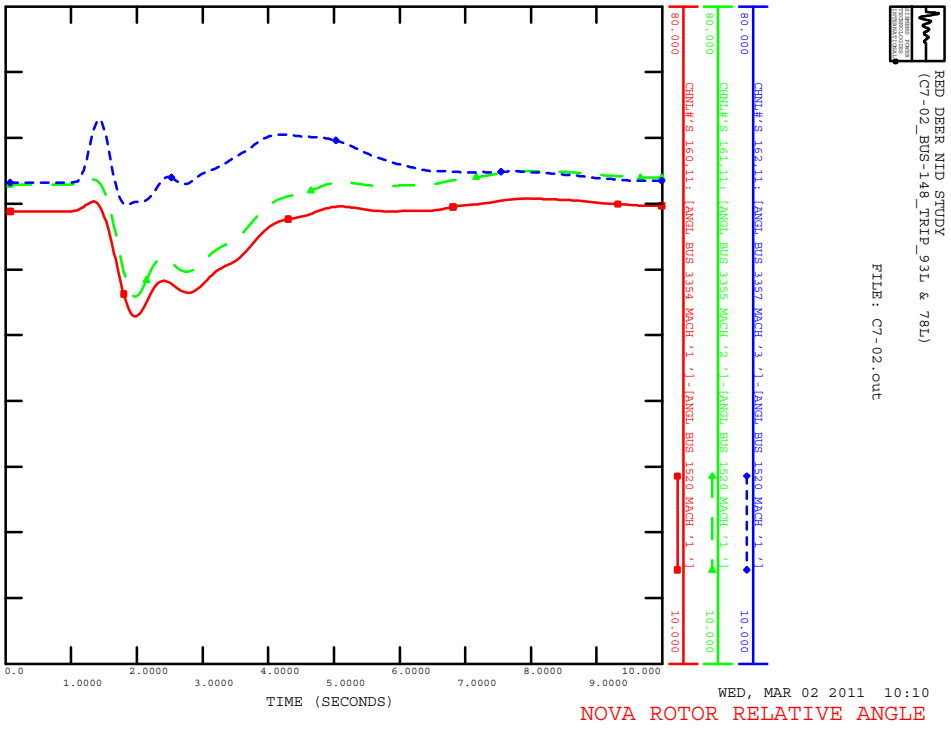

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

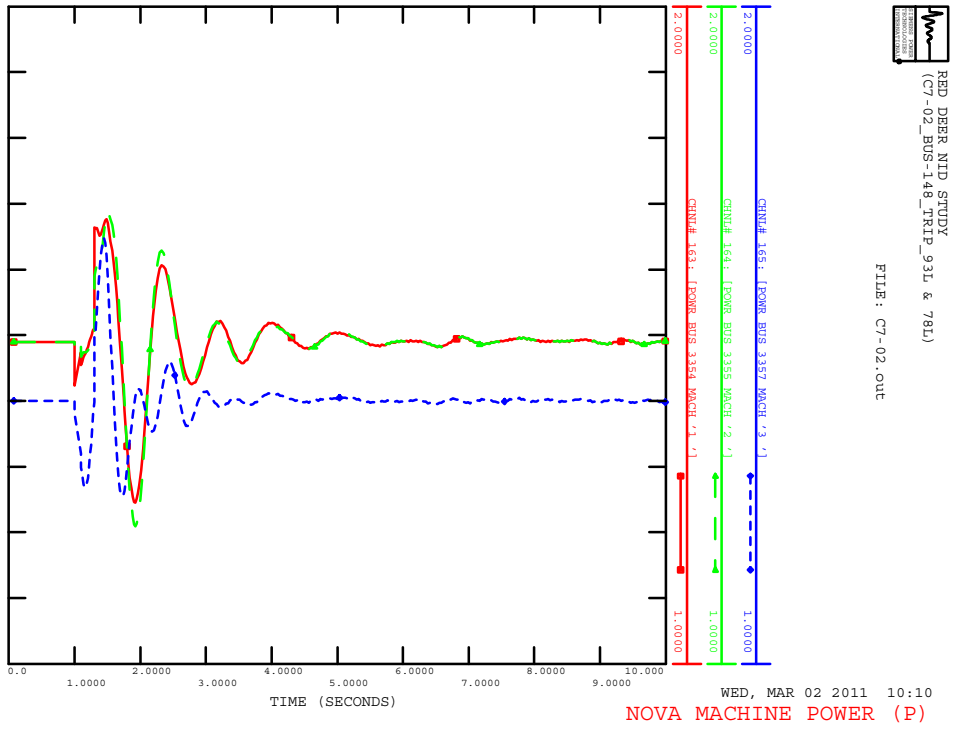

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

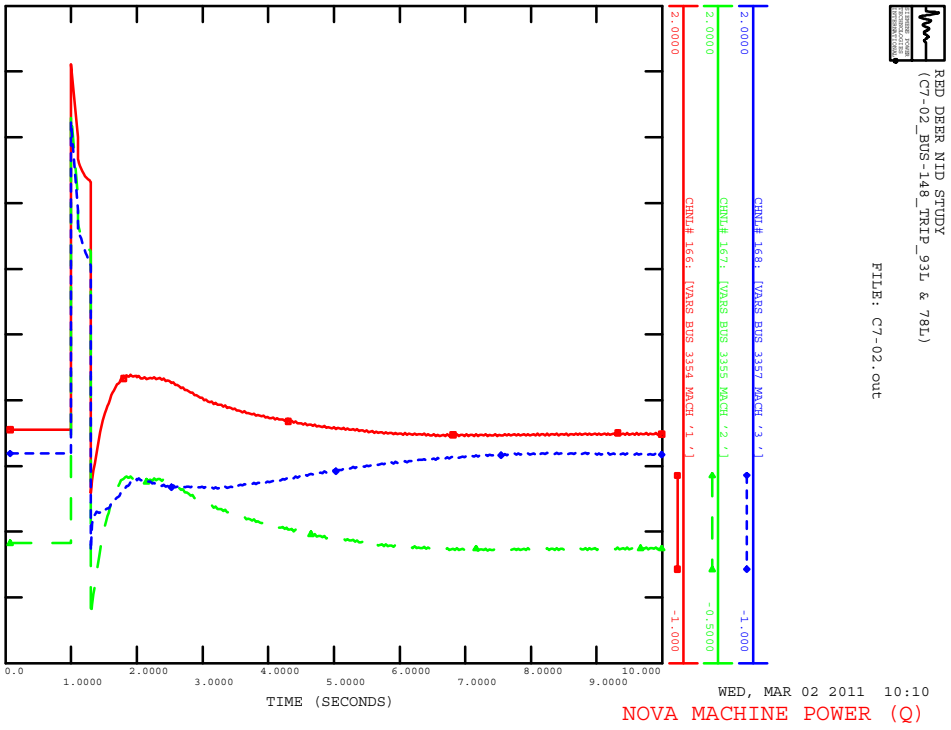

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

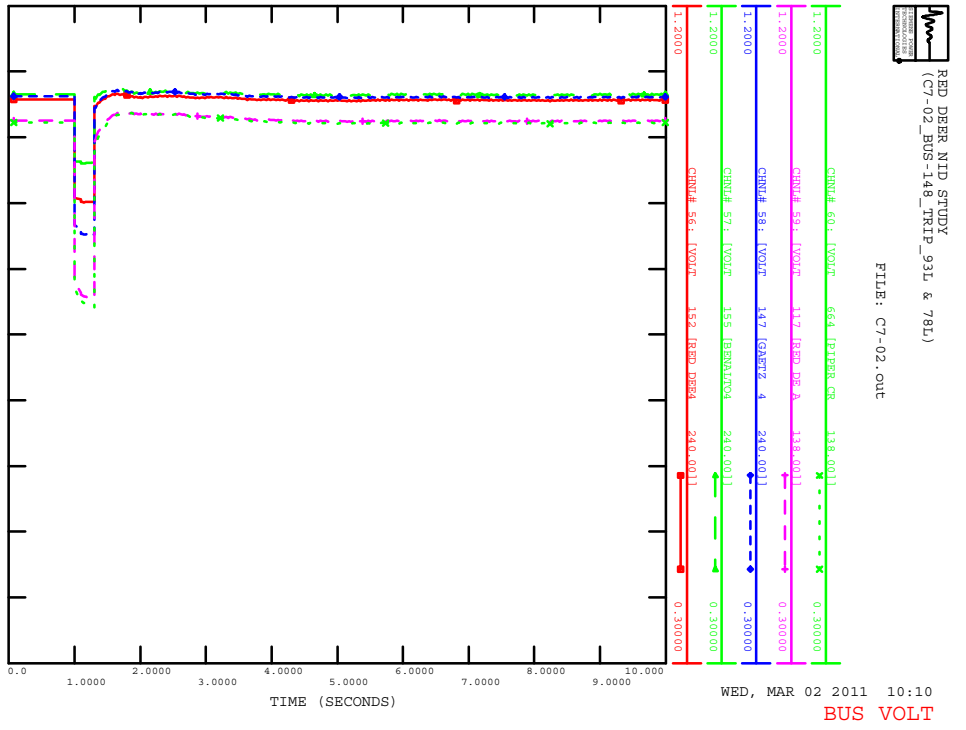

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

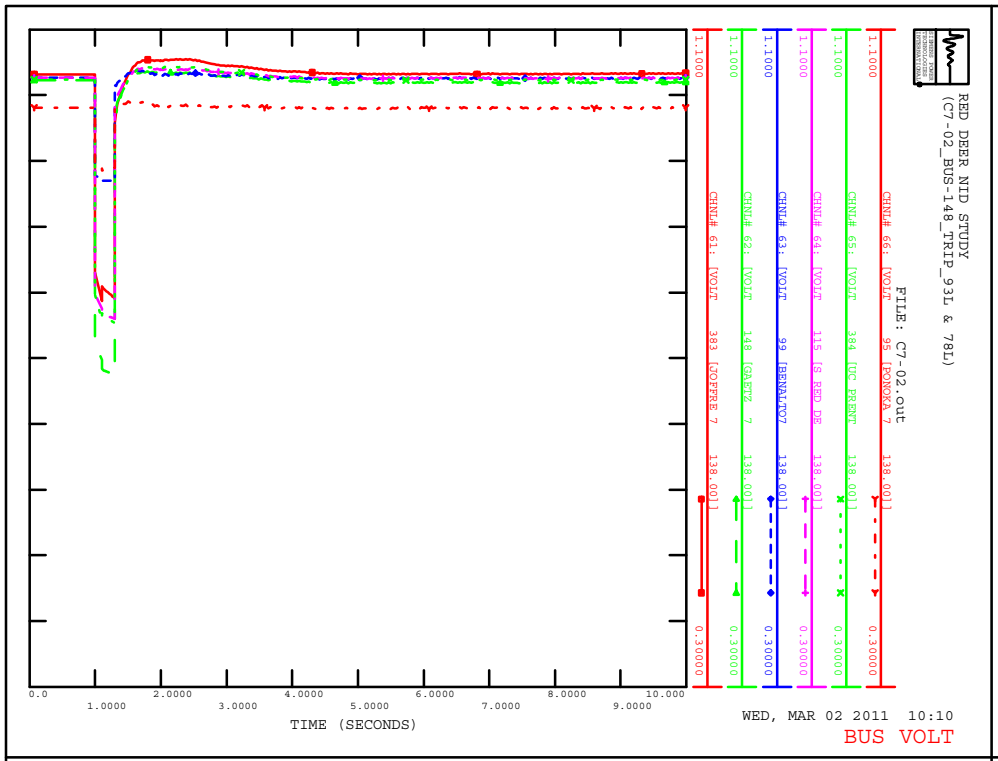

RED DEER NID STUDY
(C7-01_BUS-148_TRIP_68L & 59L)
FILE: C7-01.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

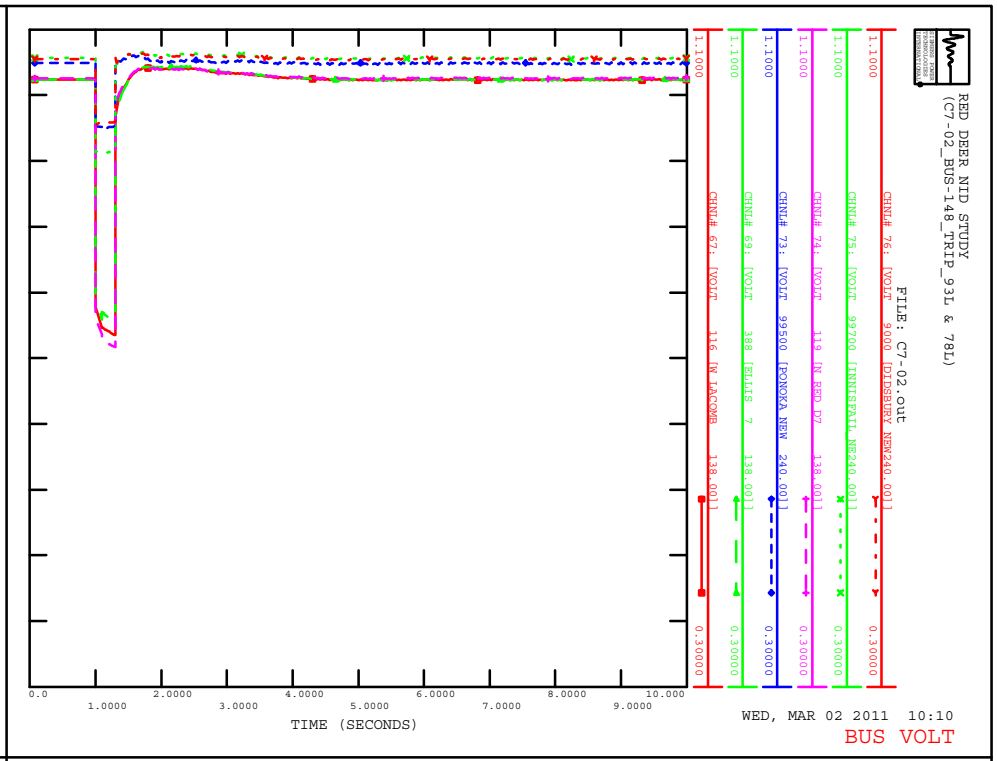

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL#S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

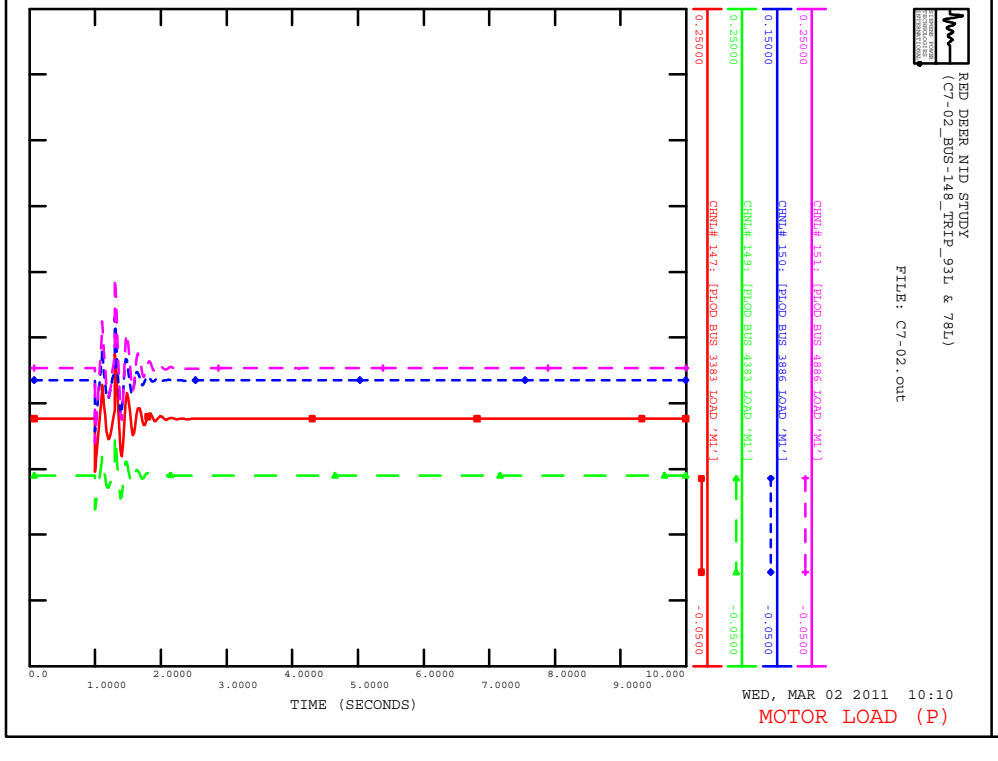

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

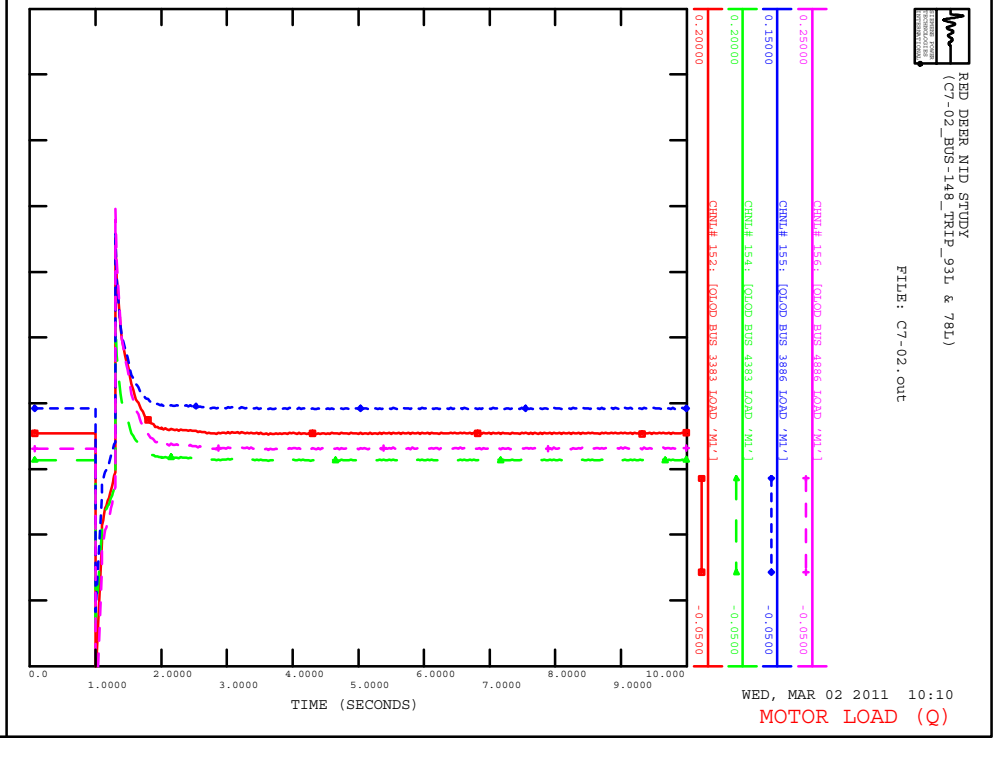

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

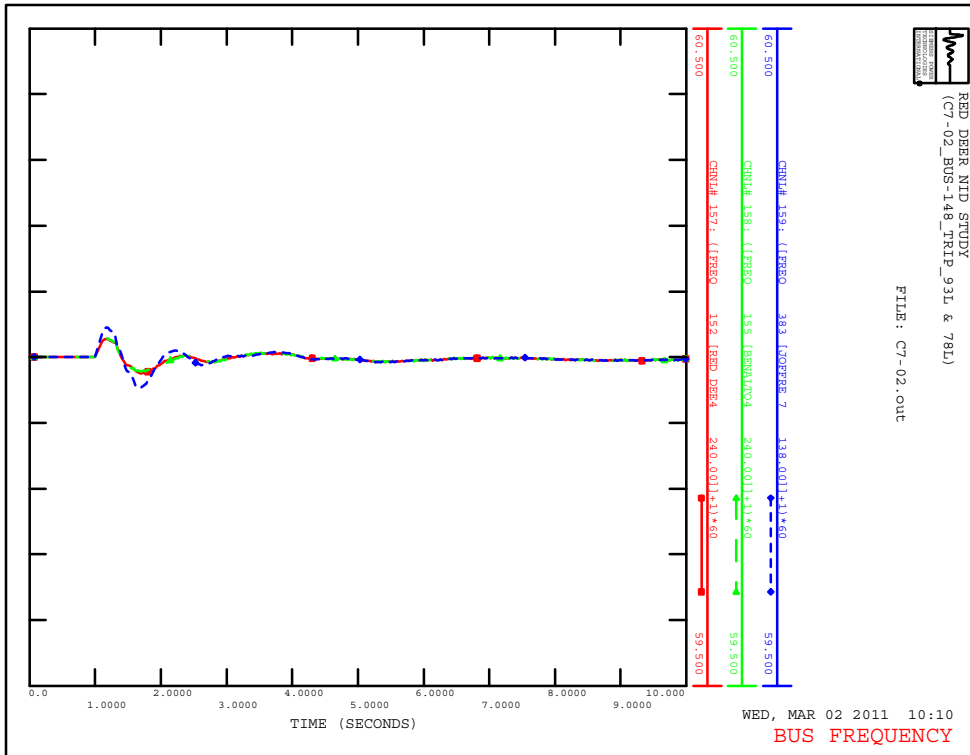

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

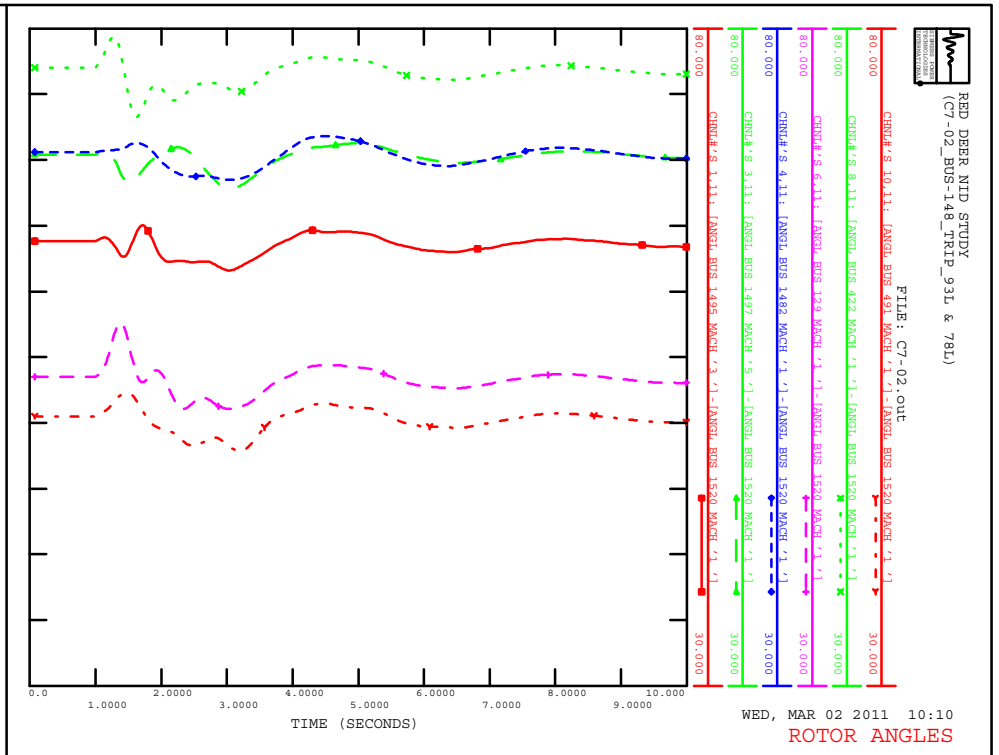

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

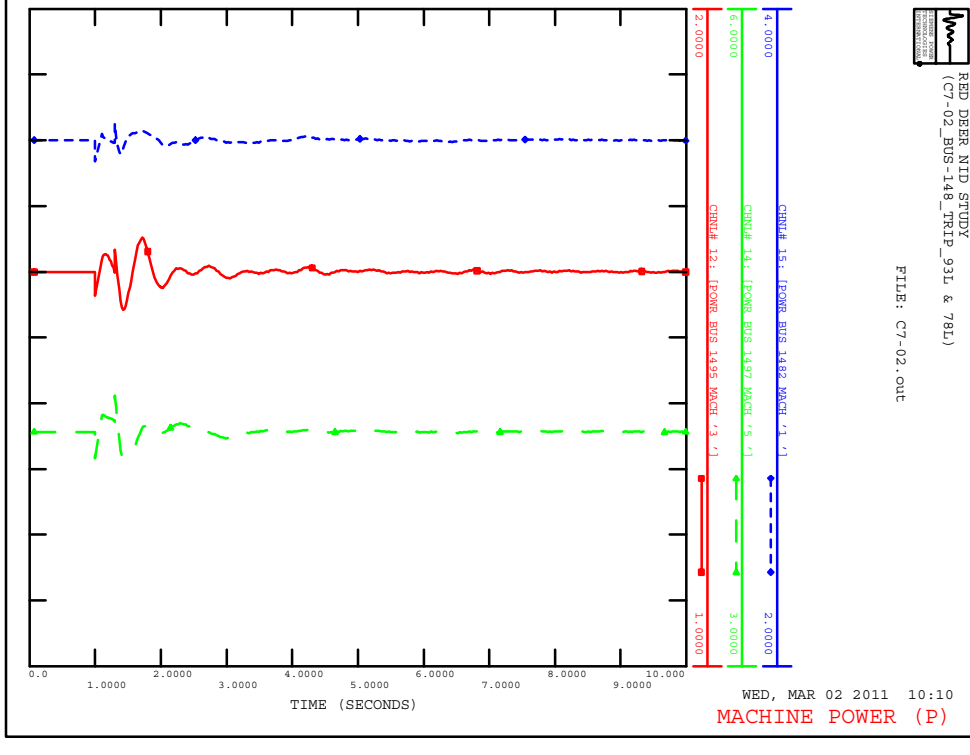

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

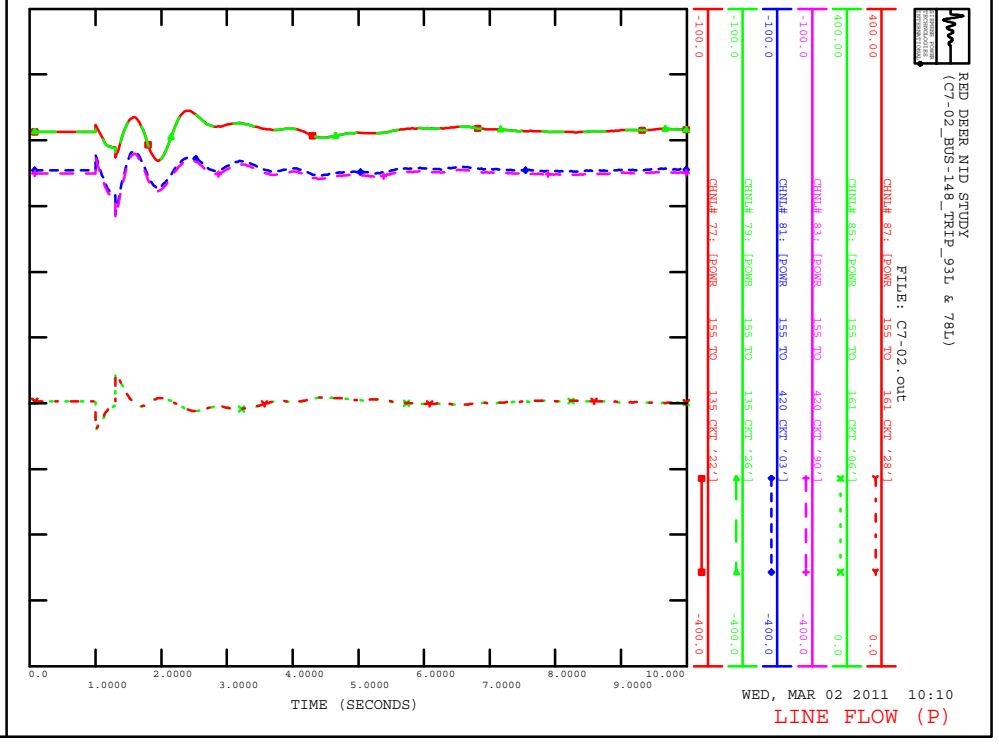

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

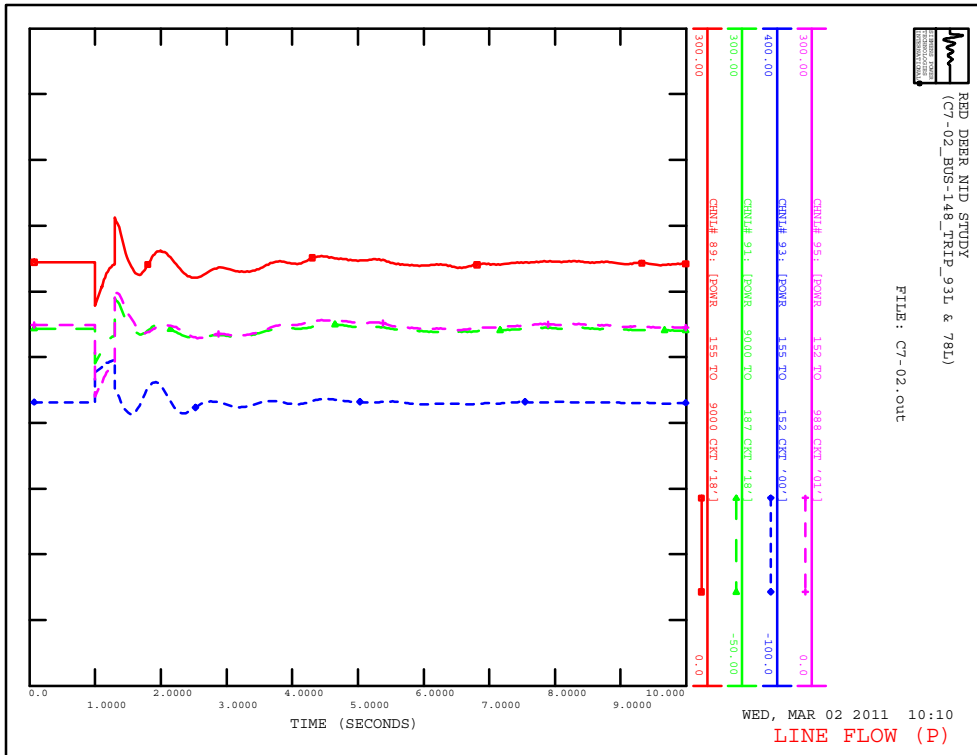

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

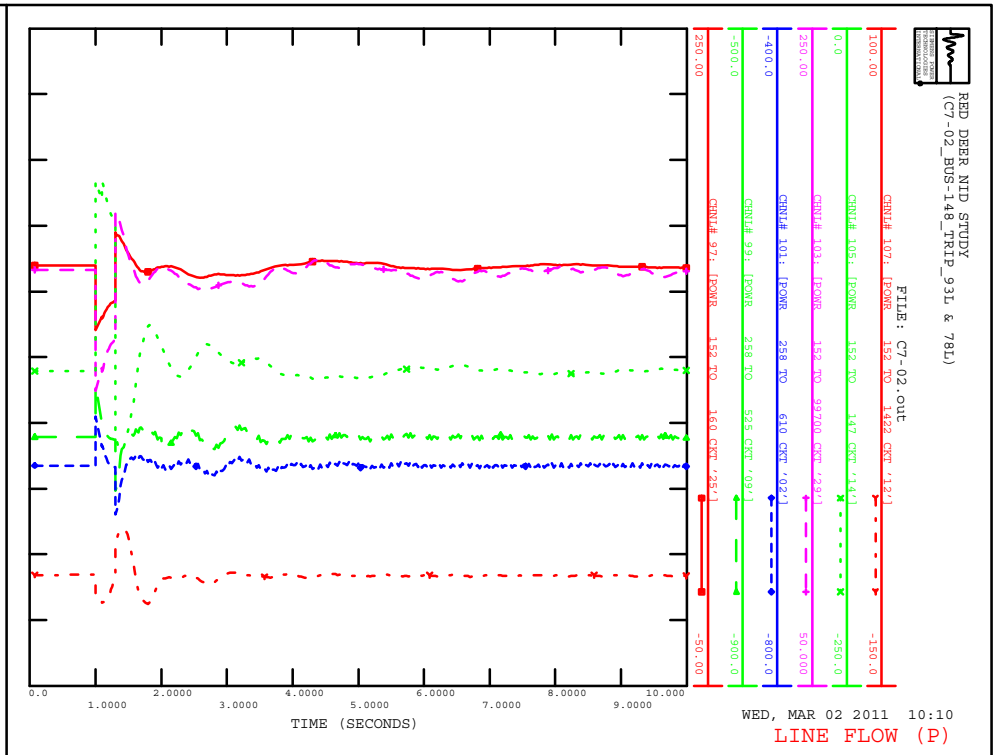

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

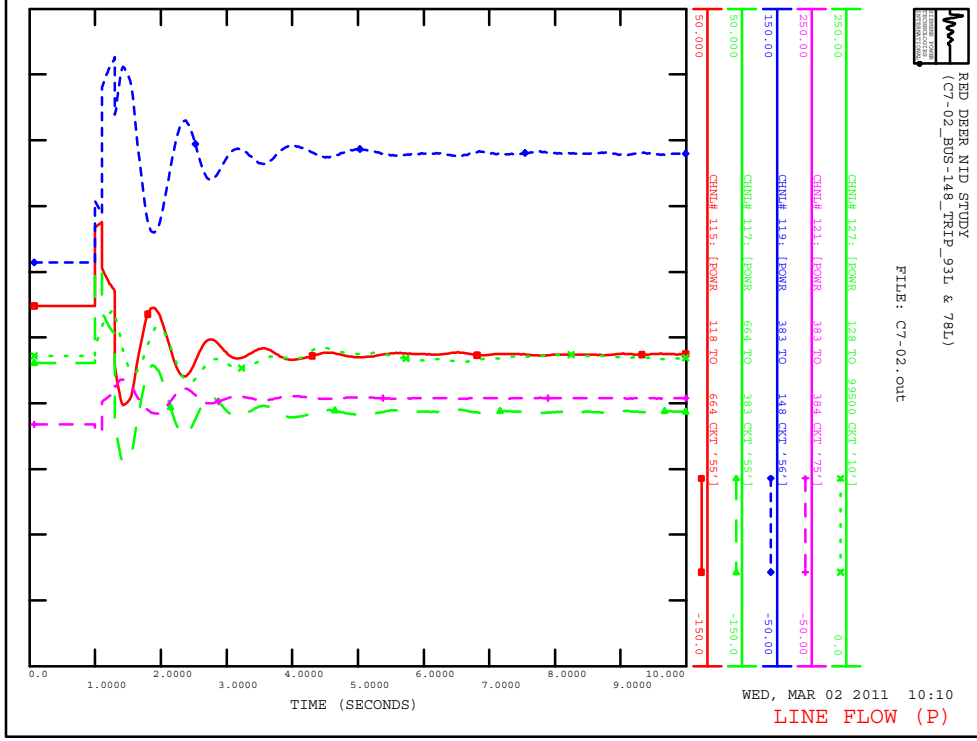

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

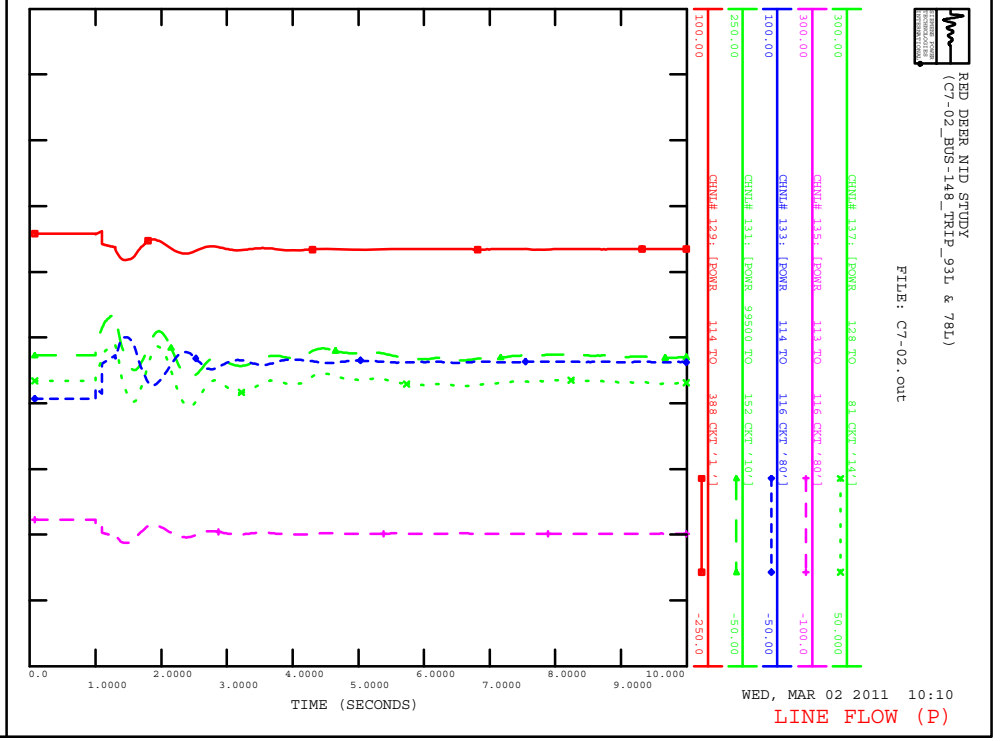

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

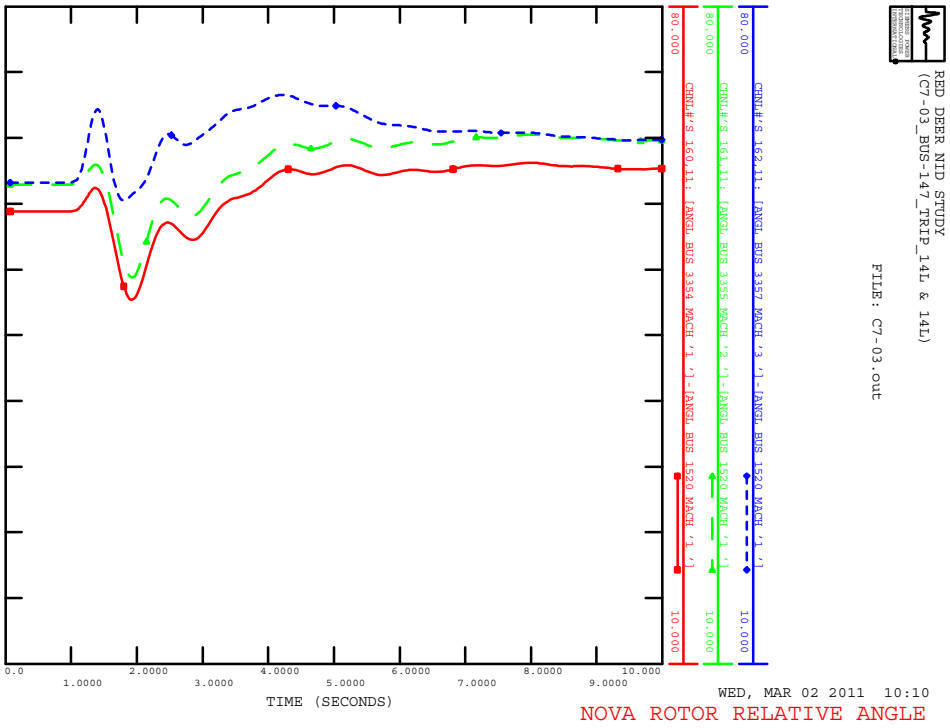

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

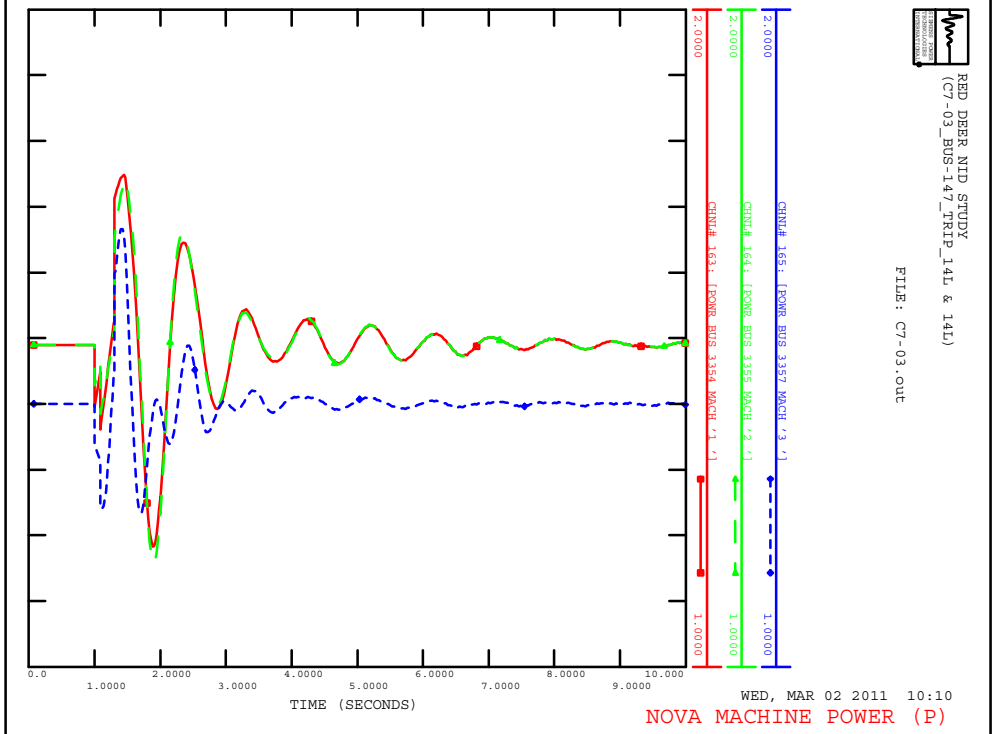

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 89: [POWR 155 TO 9000 CKT '18']
CHNL# 91: [POWR 9000 TO 187 CKT '18']
CHNL# 93: [POWR 155 TO 152 CKT '00']
CHNL# 95: [POWR 152 TO 988 CKT '01']
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

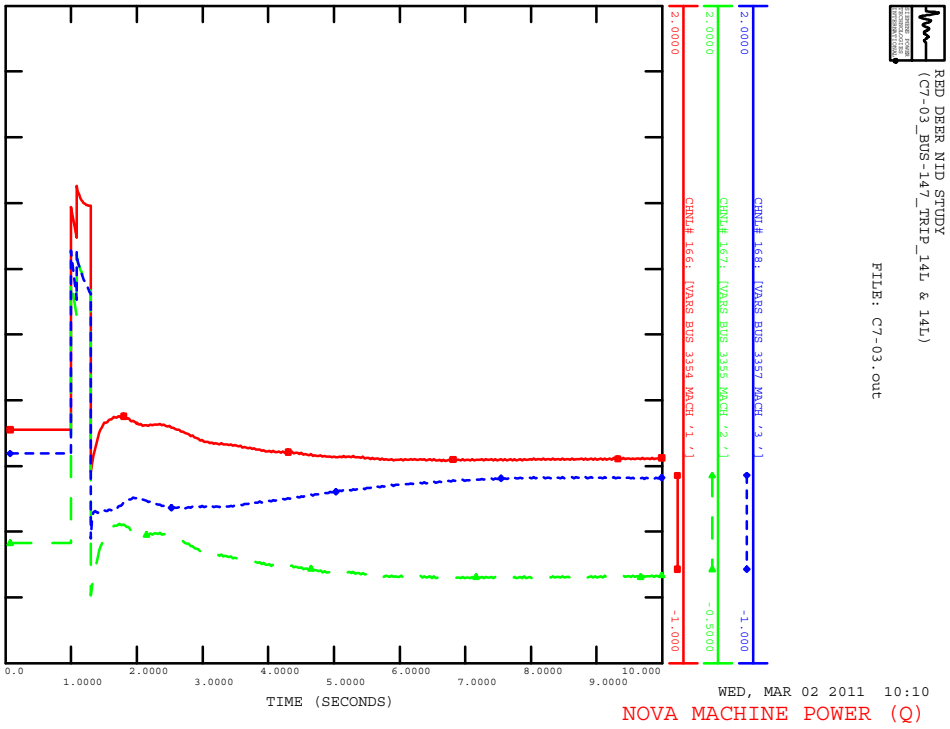

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 97: [POWR 152 TO 160 CKT '25']
CHNL# 99: [POWR 258 TO 525 CKT '09']
CHNL# 101: [POWR 258 TO 610 CKT '02']
CHNL# 103: [POWR 152 TO 99700 CKT '29']
CHNL# 105: [POWR 152 TO 147 CKT '14']
CHNL# 107: [POWR 152 TO 1422 CKT '12']
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

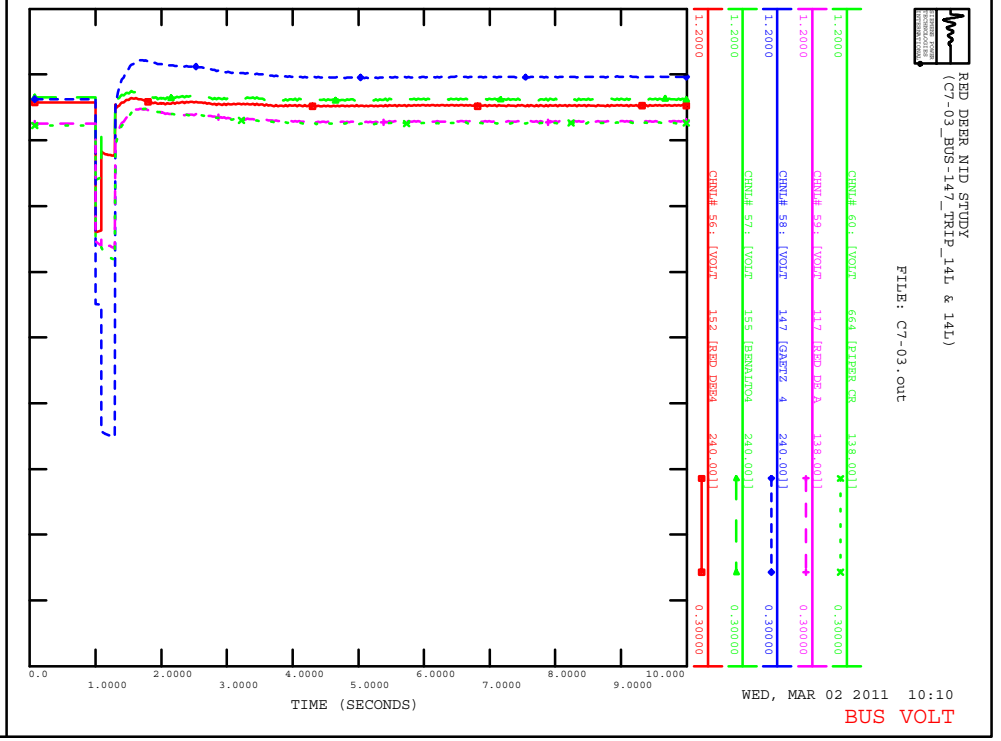

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 115: [POWR 118 TO 664 CKT '55']
CHNL# 117: [POWR 664 TO 383 CKT '55']
CHNL# 119: [POWR 383 TO 148 CKT '56']
CHNL# 121: [POWR 383 TO 384 CKT '72']
CHNL# 127: [POWR 128 TO 99500 CKT '10']
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

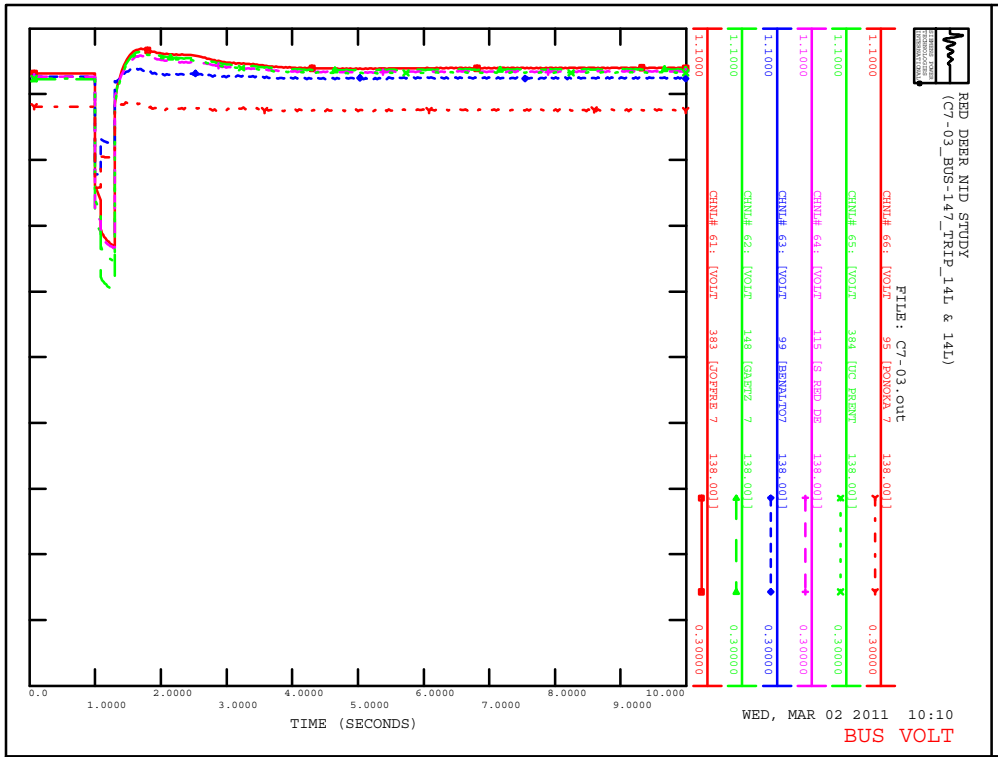

RED DEER NID STUDY
(C7-02_BUS-148_TRIP_93L & 78L)
FILE: C7-02.out
CHNL# 129: [POWR 114 TO 388 CKT '1']
CHNL# 131: [POWR 99500 TO 152 CKT '10']
CHNL# 133: [POWR 114 TO 116 CKT '80']
CHNL# 135: [POWR 113 TO 116 CKT '80']
CHNL# 137: [POWR 128 TO 81 CKT '14']
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

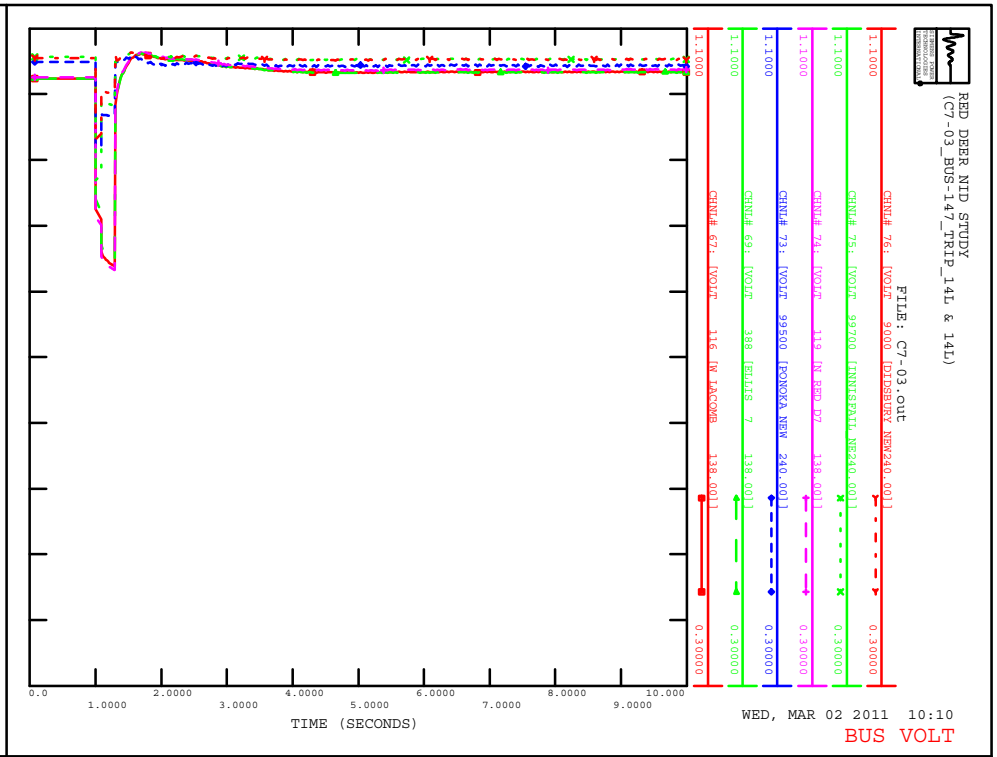

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

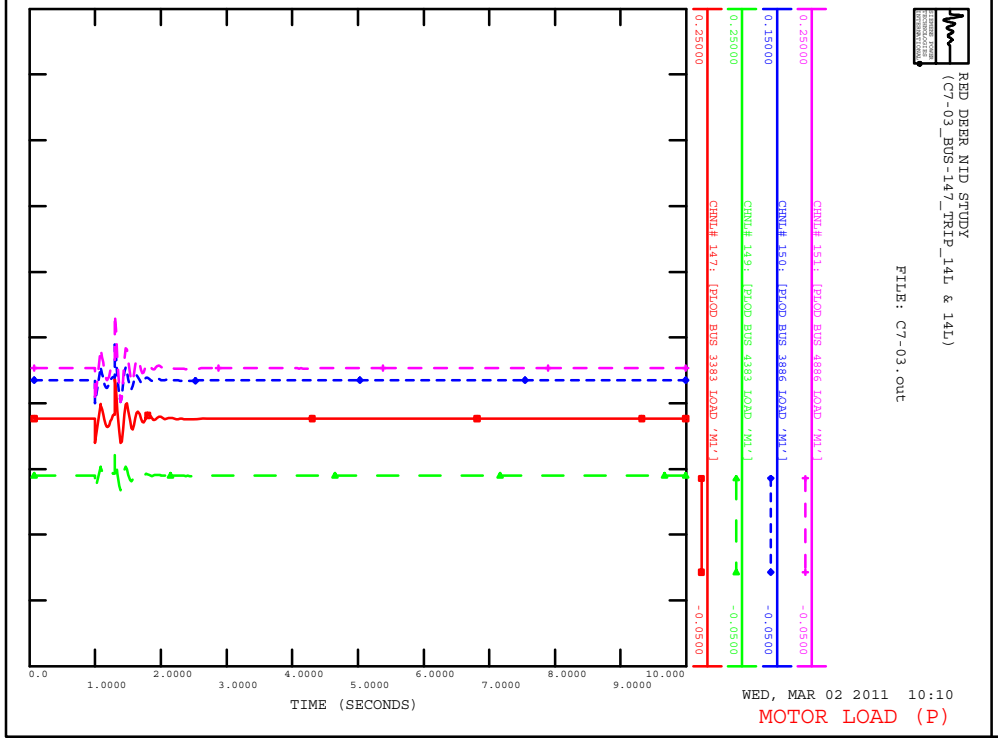

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

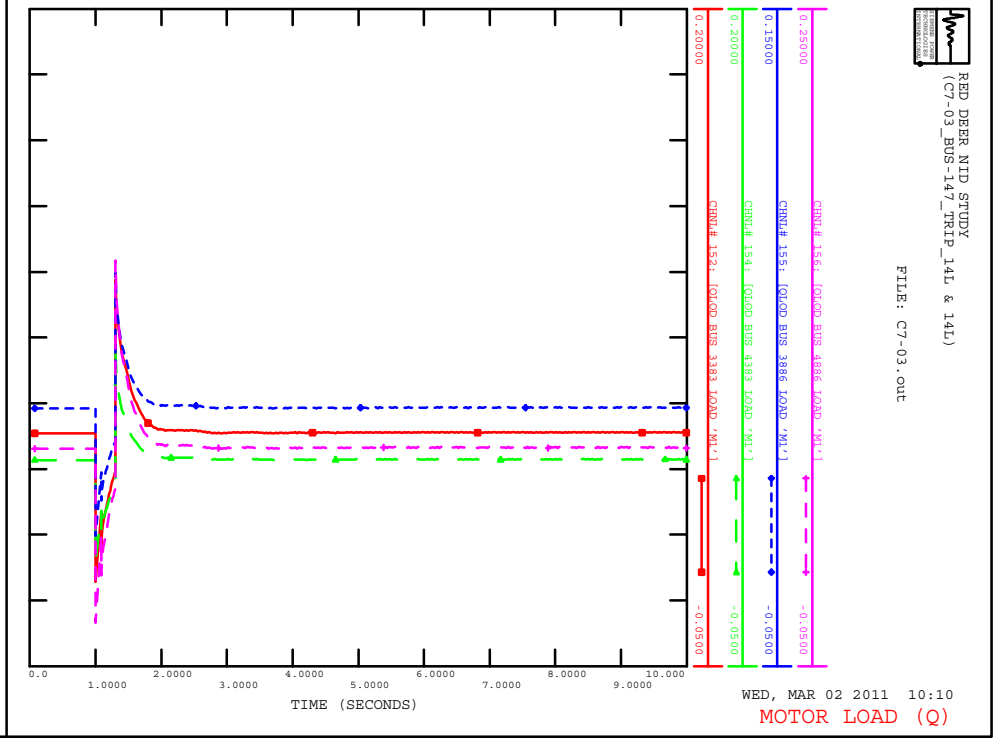

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

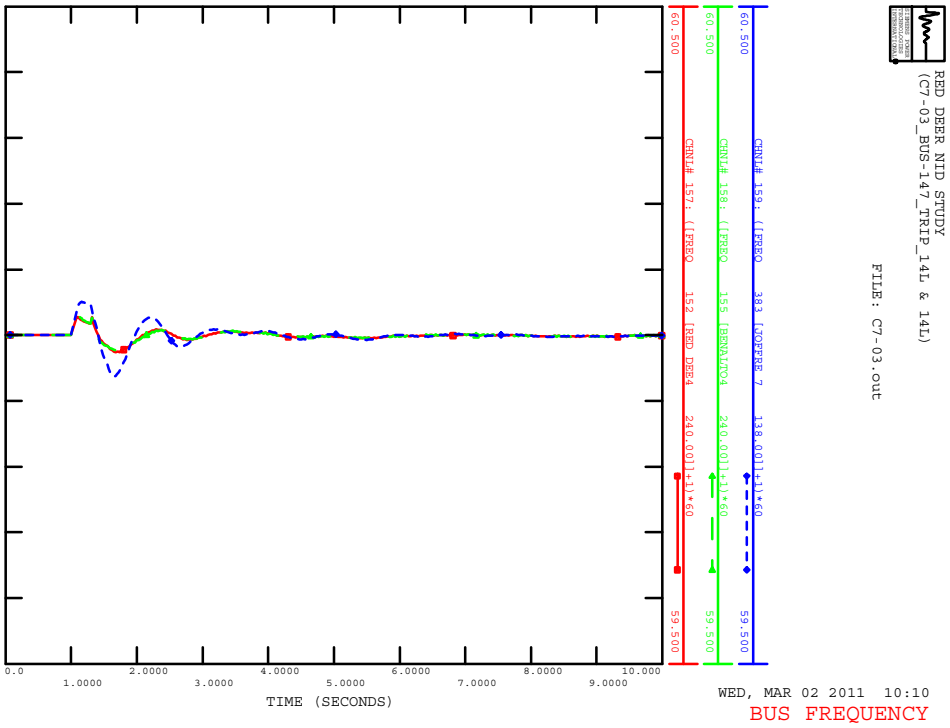

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 3 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

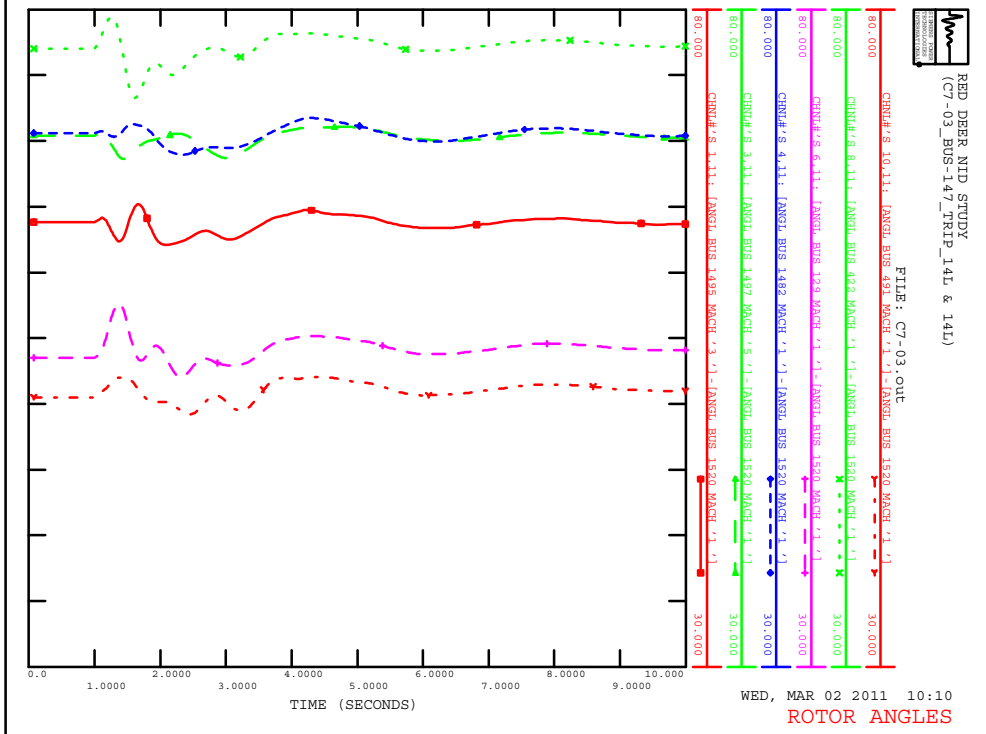

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

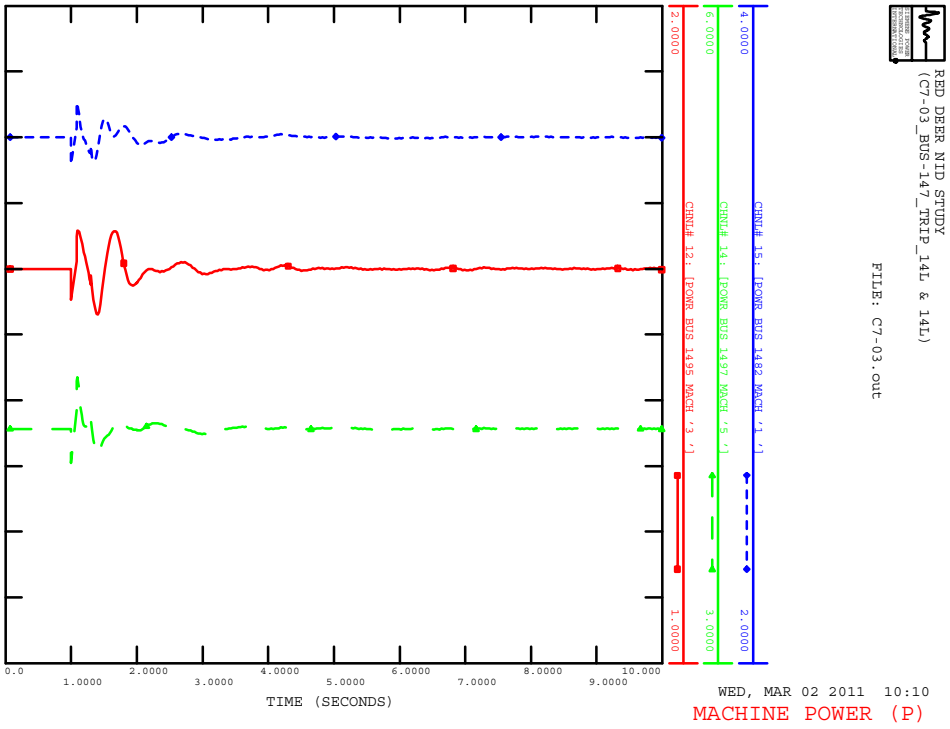

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

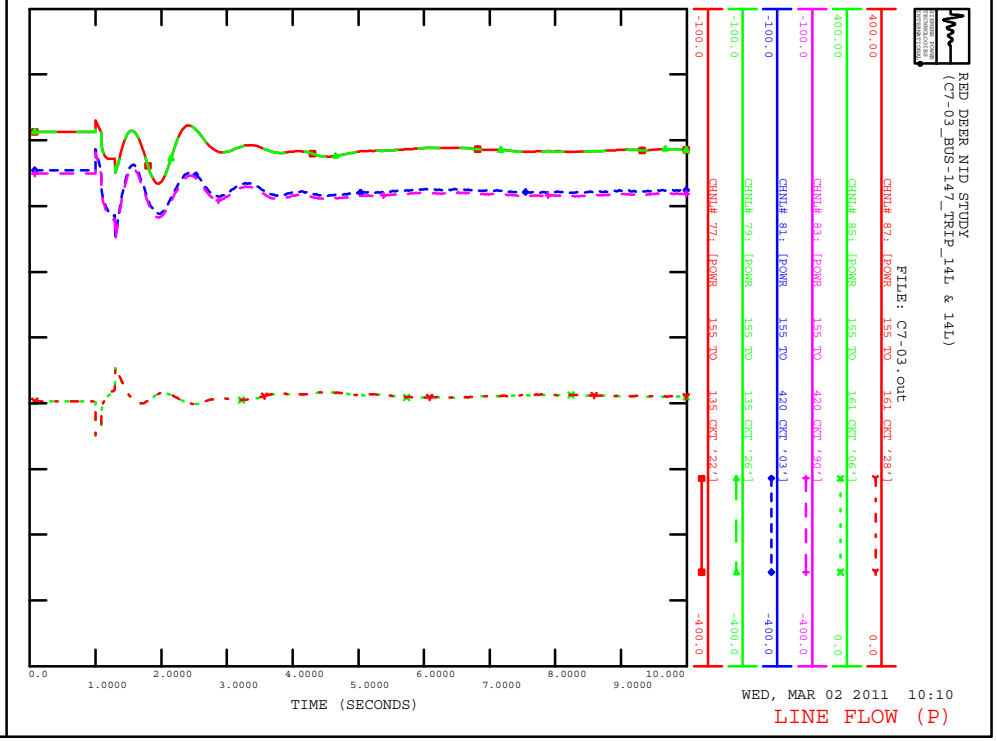

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

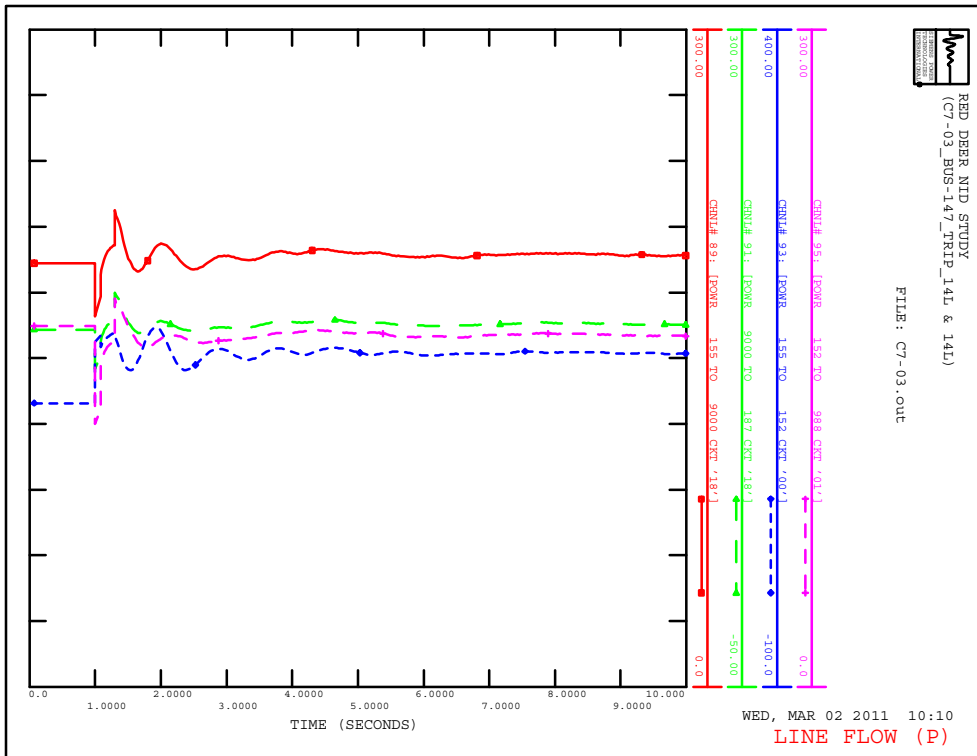

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

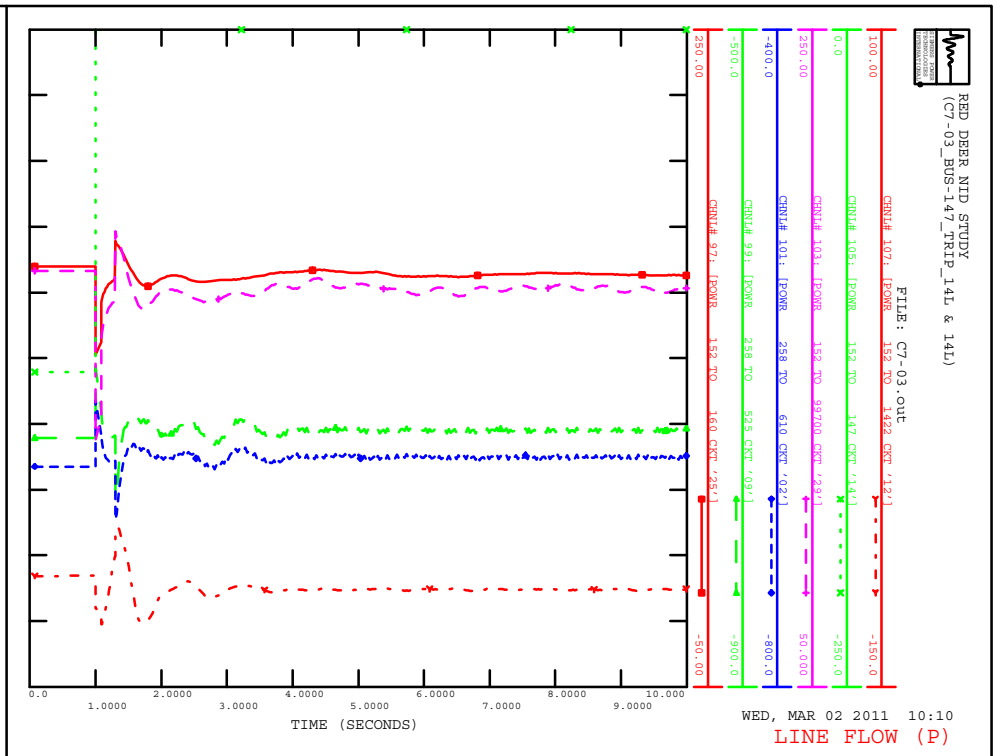

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

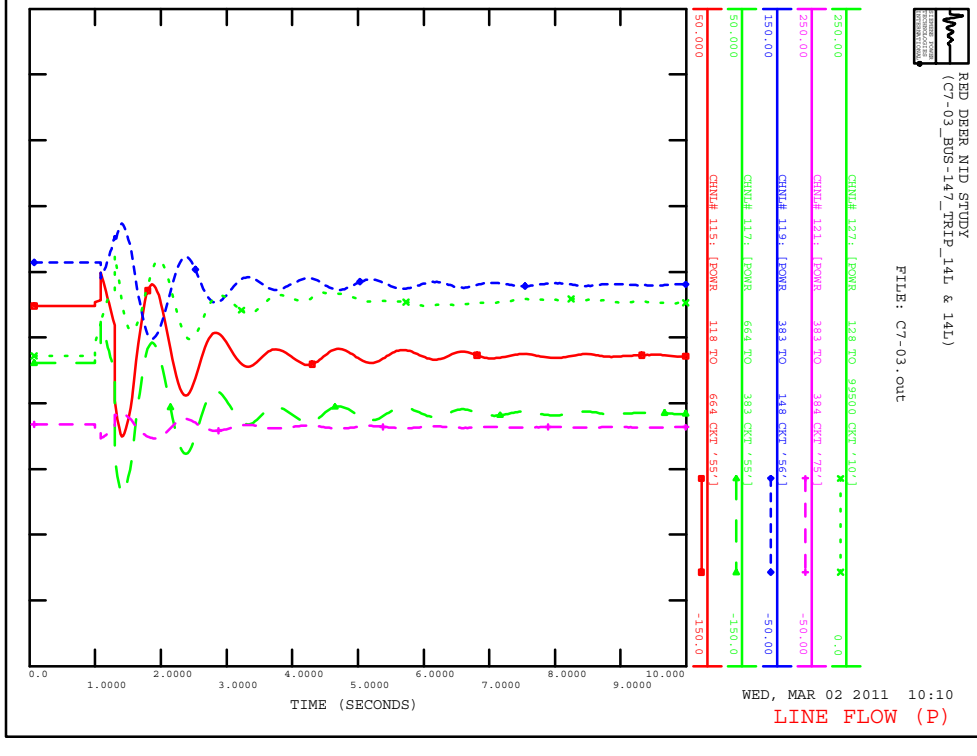

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

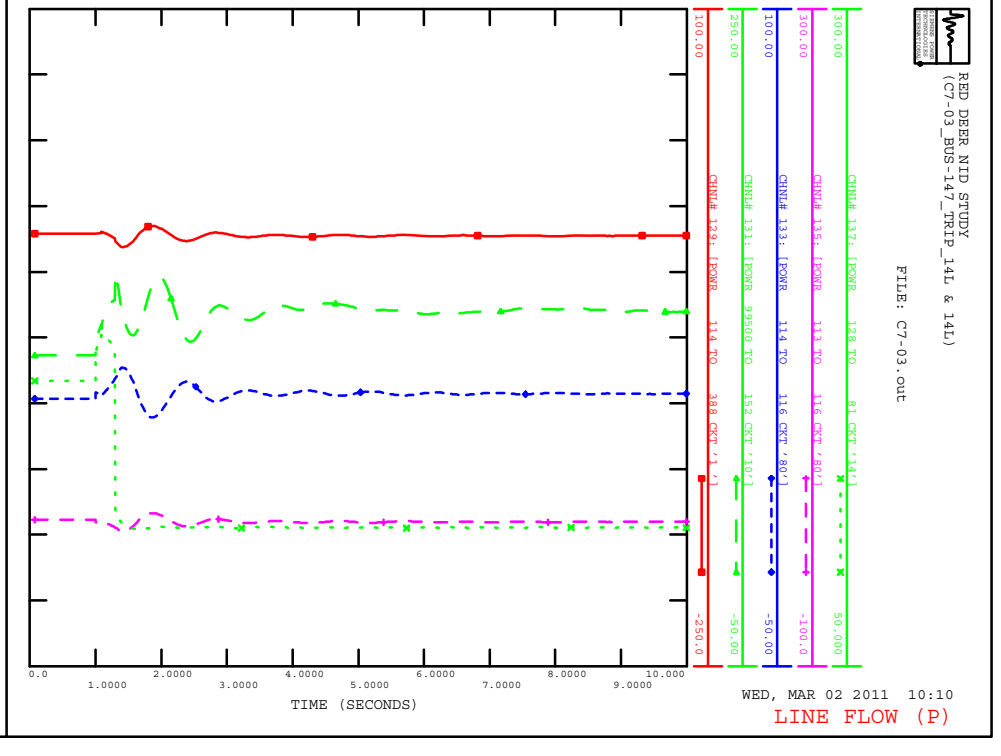

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

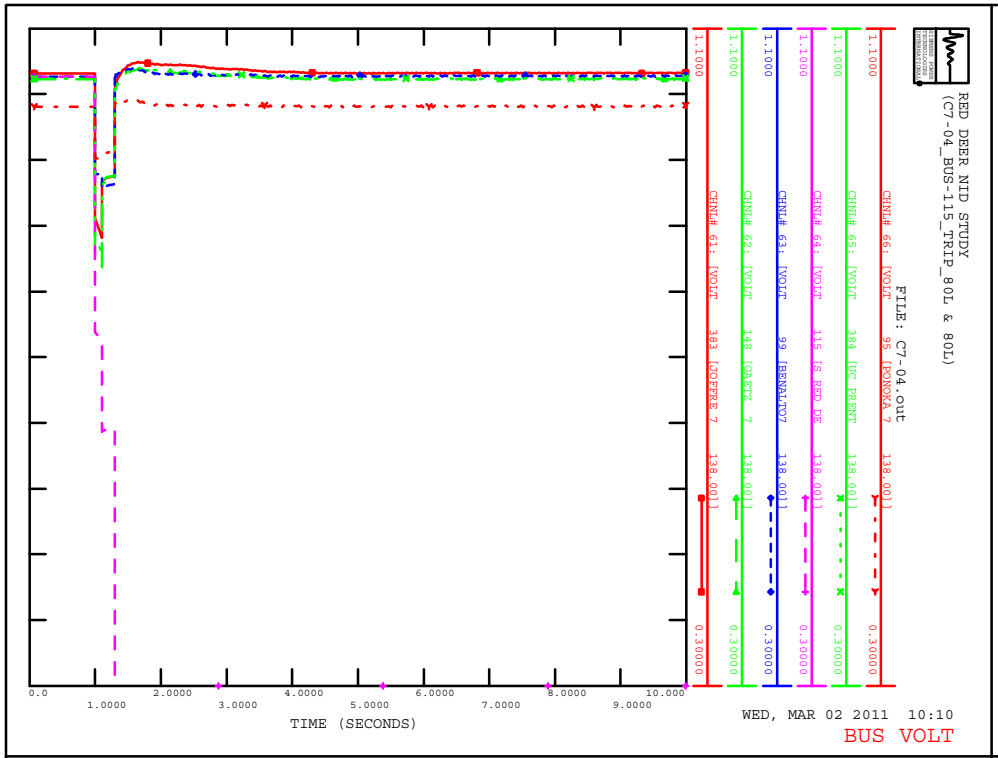

RED DEER NID STUDY
(C7-03_BUS-147_TRIP_14L & 14L)
FILE: C7-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

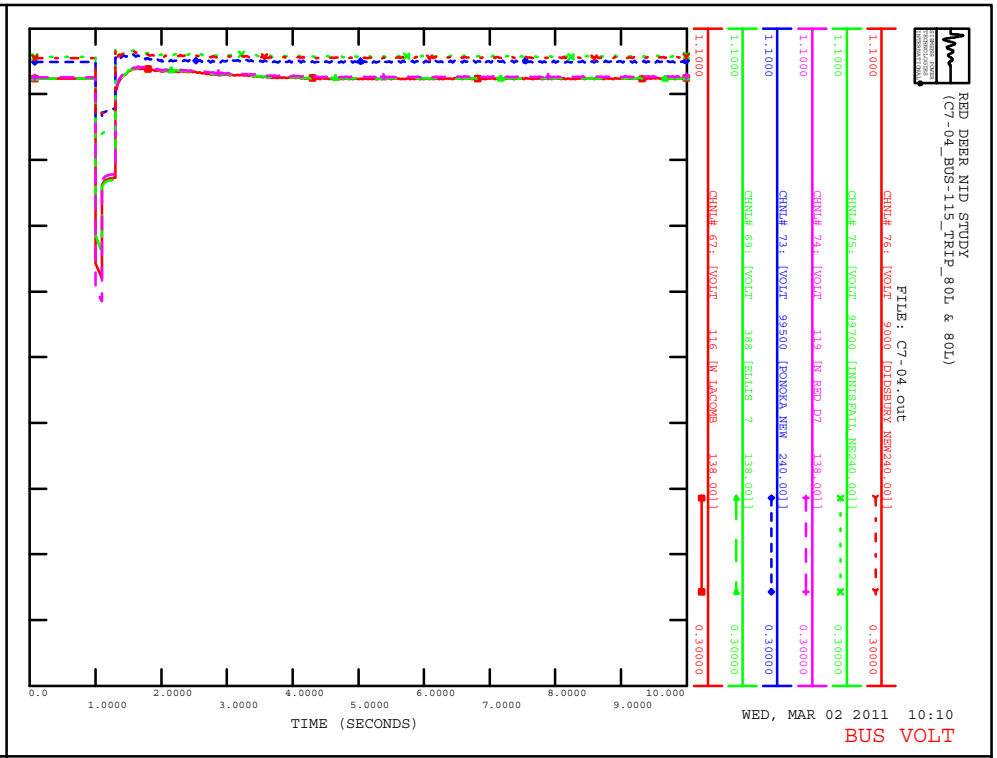
RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

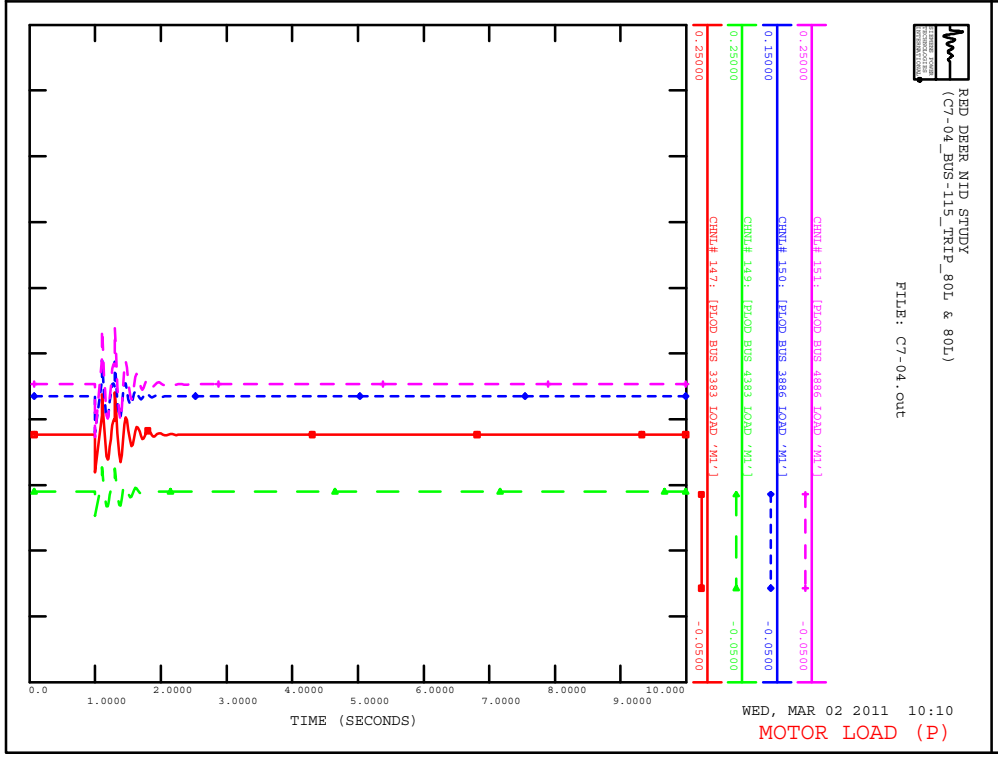
RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

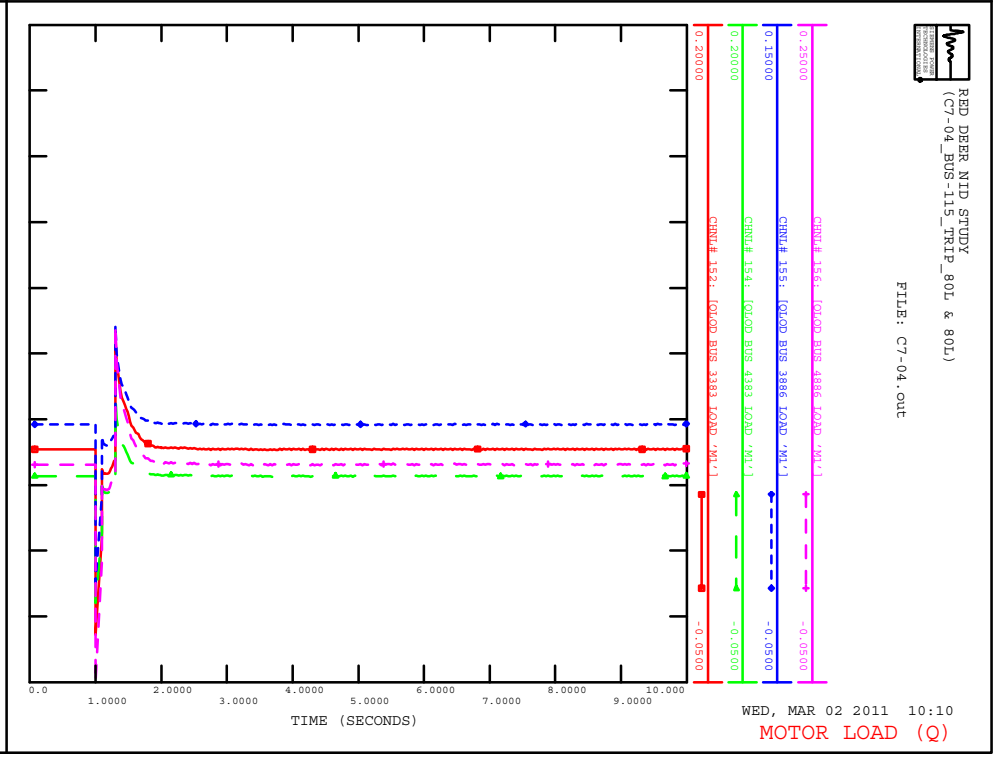
RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

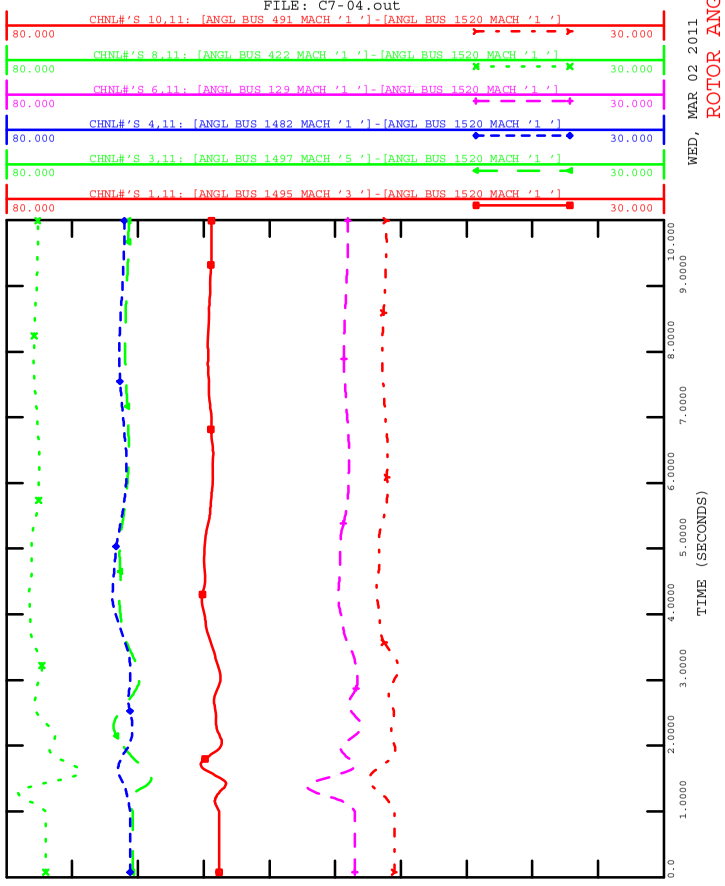

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)

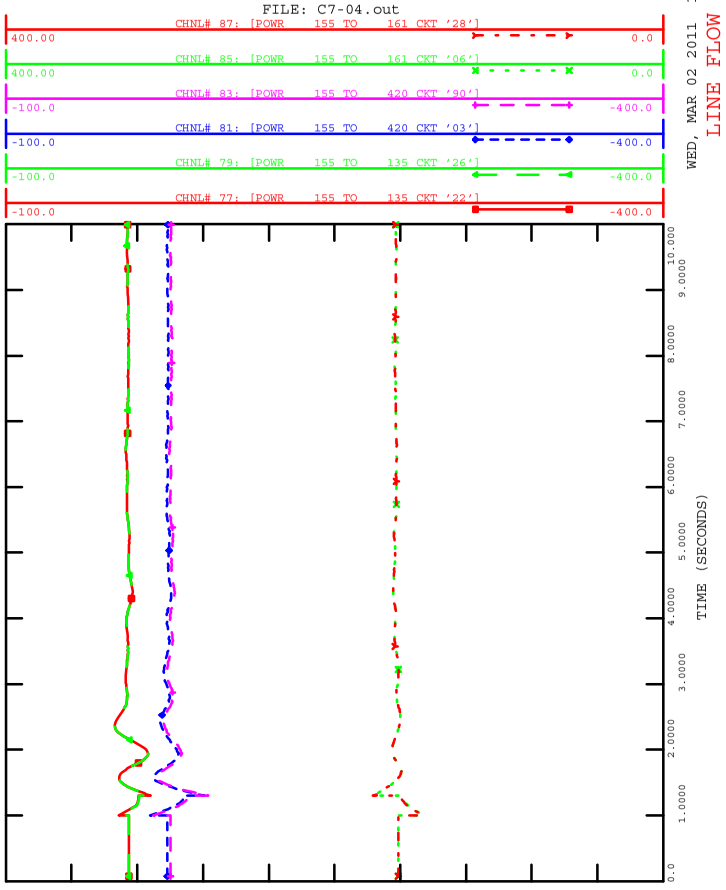
FILE: C7-04.out



WED, MAR 02 2011 10:10 ROTOR ANGLES

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)

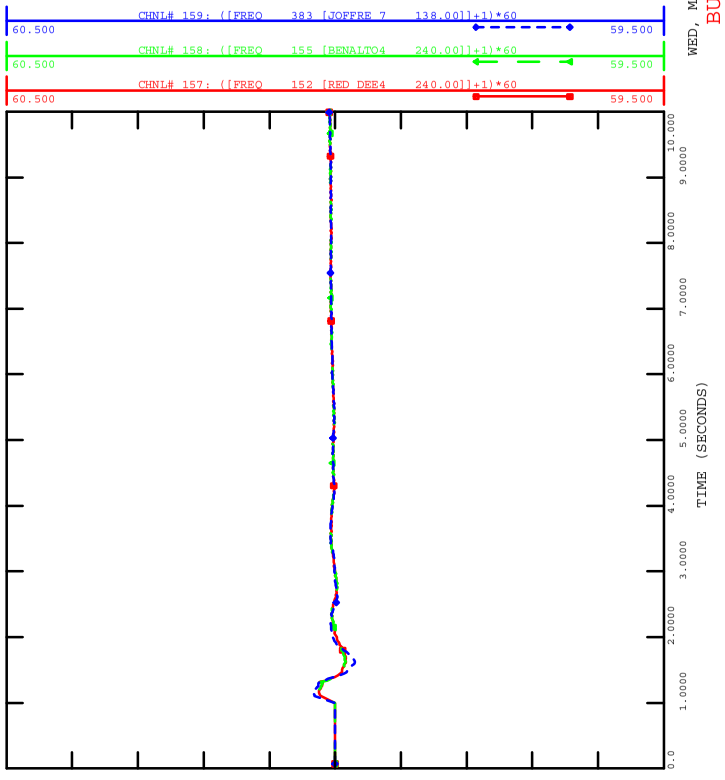
FILE: C7-04.out



WED, MAR 02 2011 10:10 LINE FLOW (P)

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)

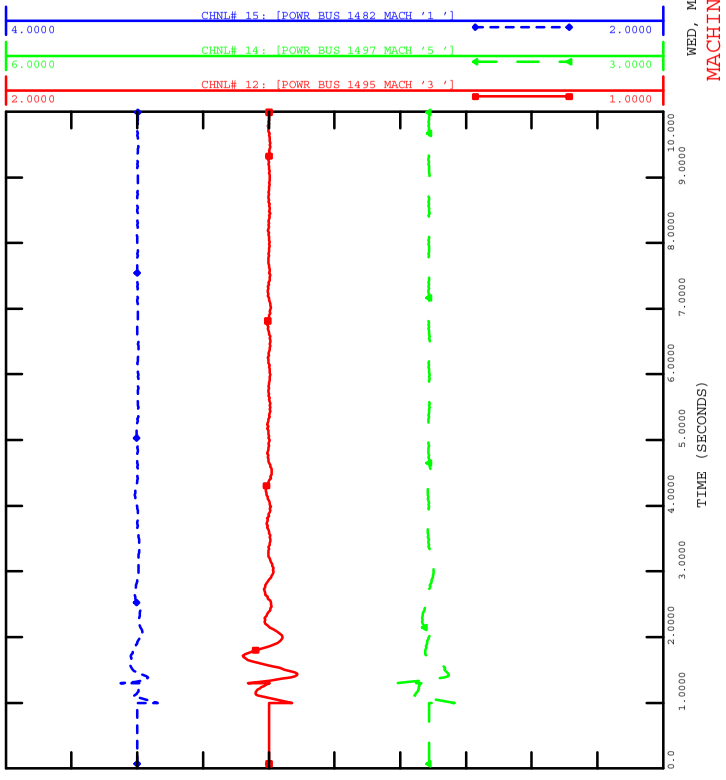
FILE: C7-04.out



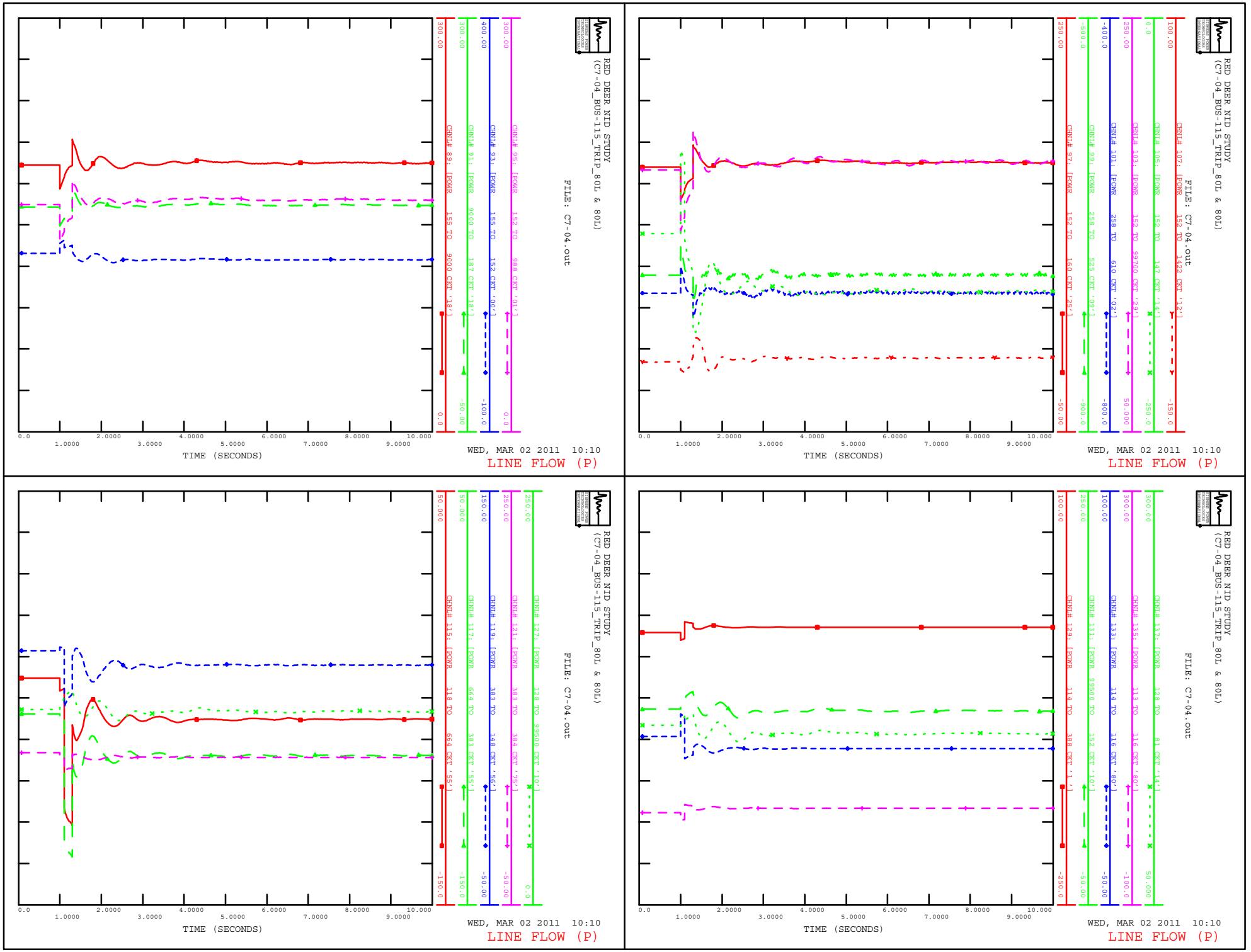
WED, MAR 02 2011 10:10 BUS FREQUENCY

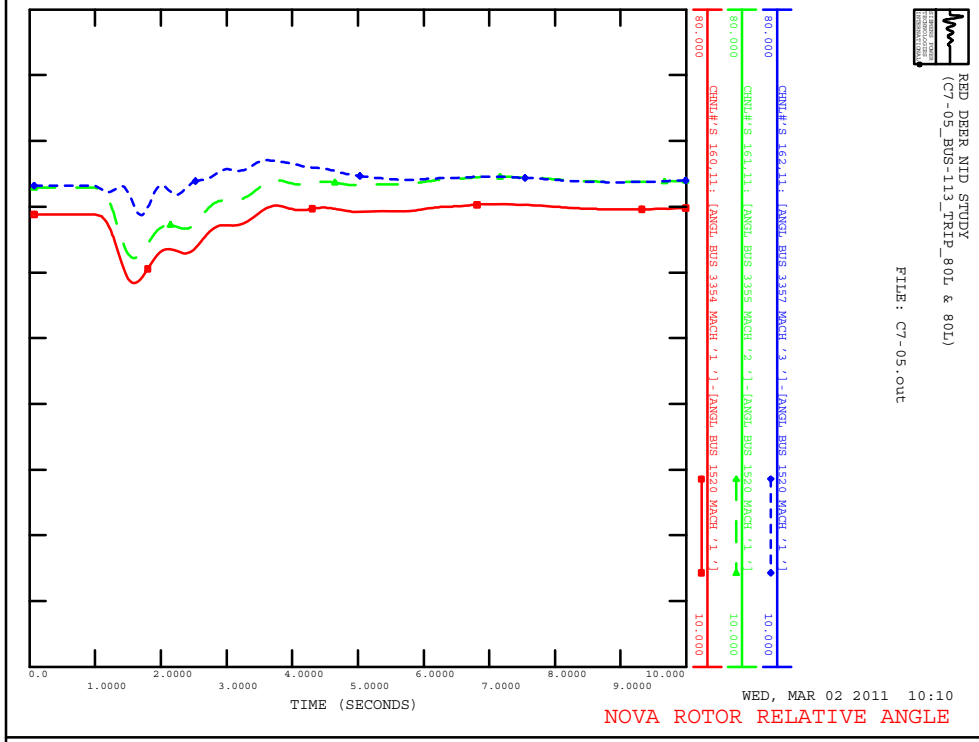
RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)

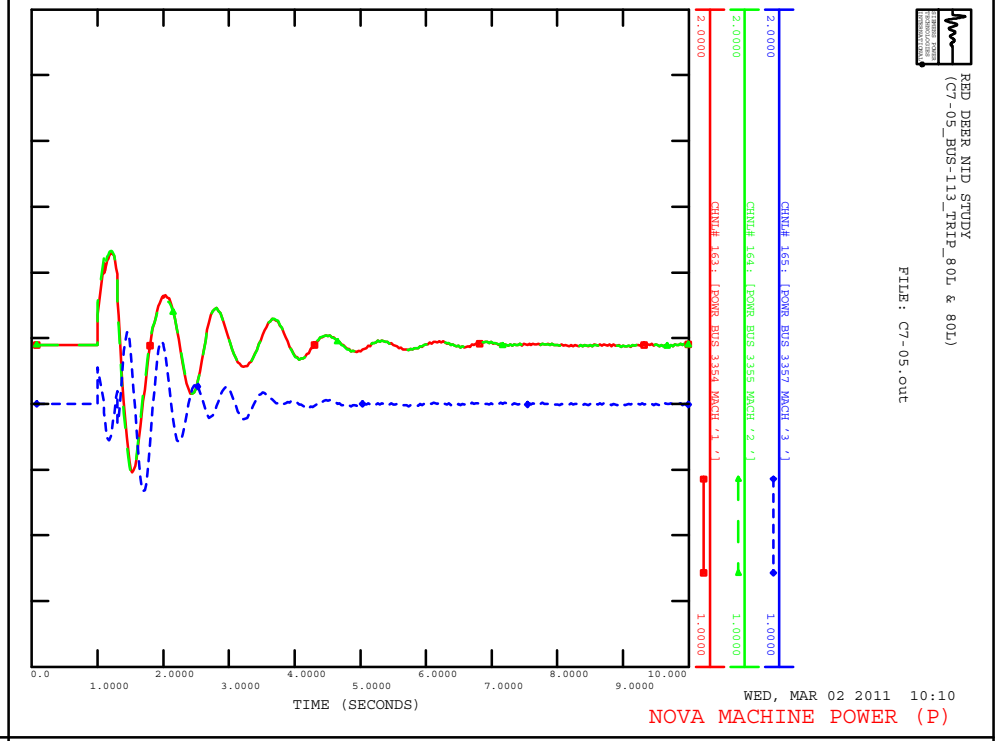
FILE: C7-04.out

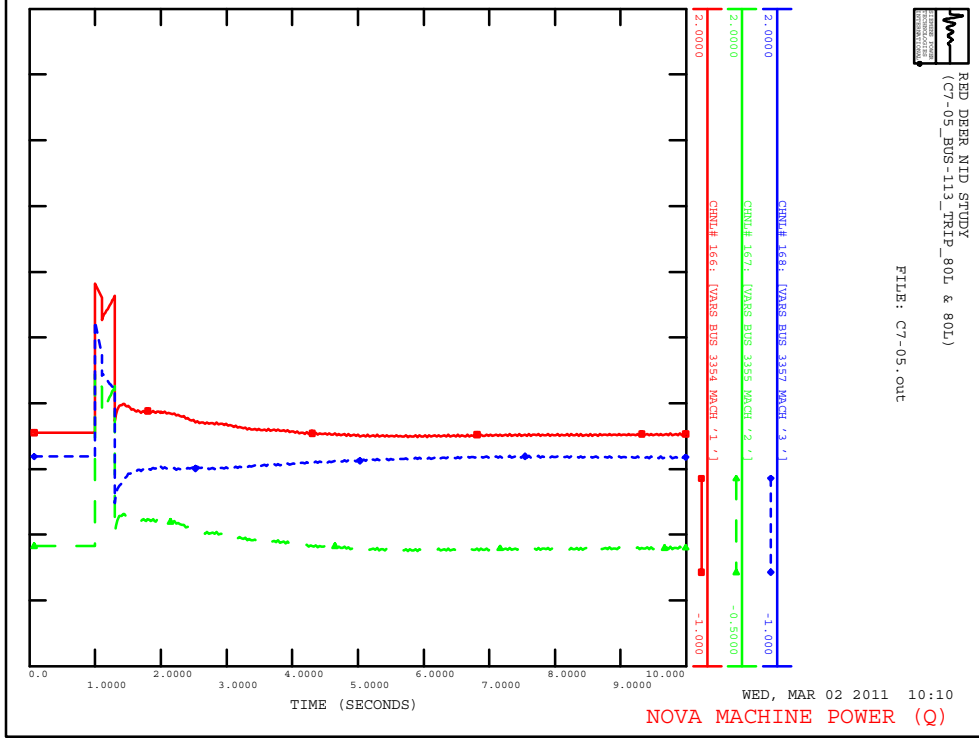


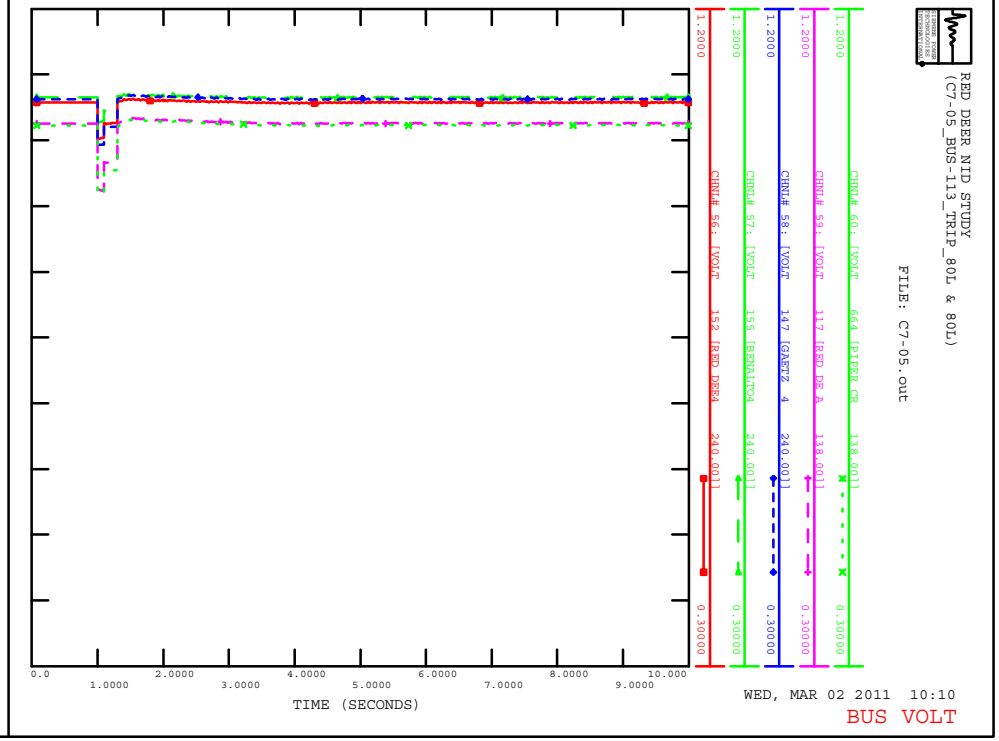
WED, MAR 02 2011 10:10 MACHINE POWER (P)

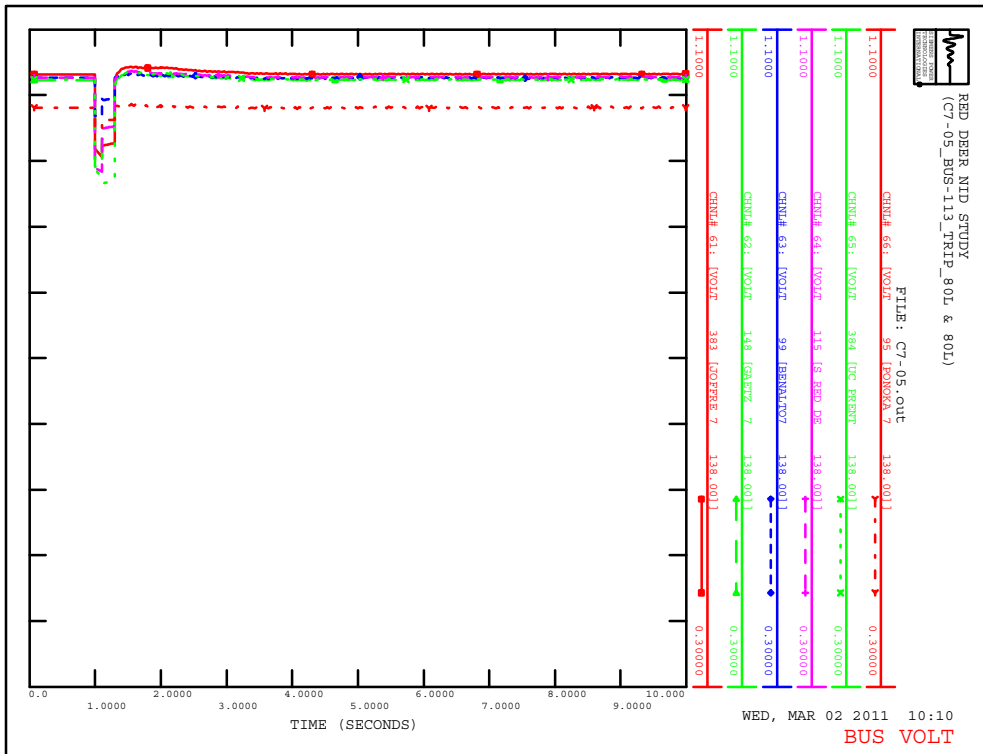

RED DEER NID STUDY
(C7-04_BUS-115_TRIP_80L & 80L)
FILE: C7-04.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

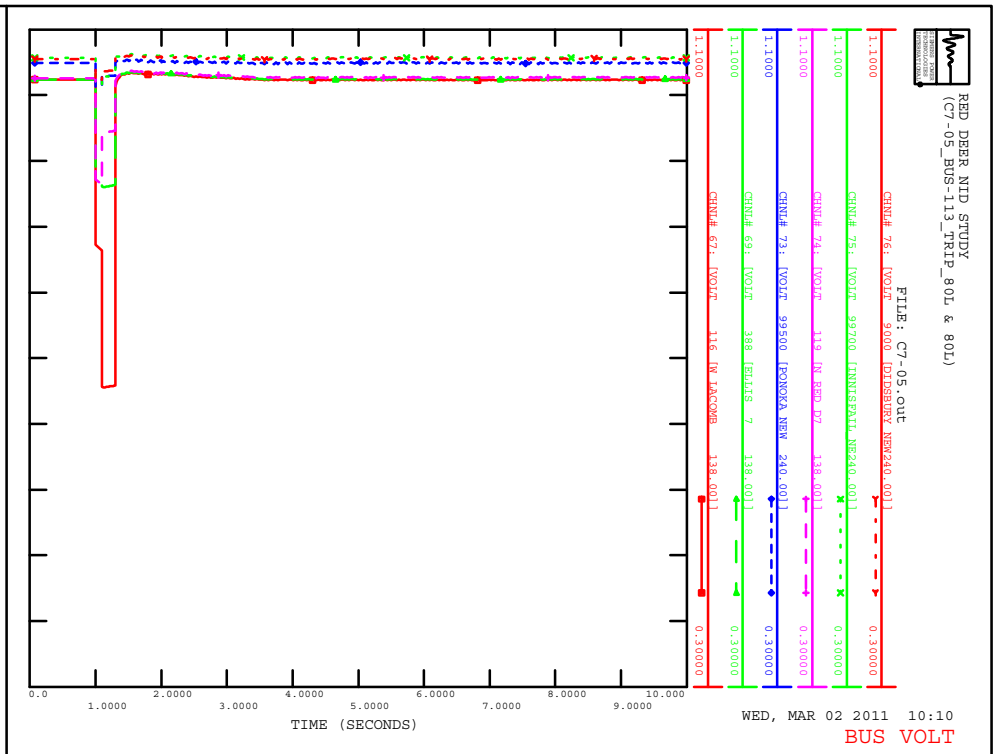

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

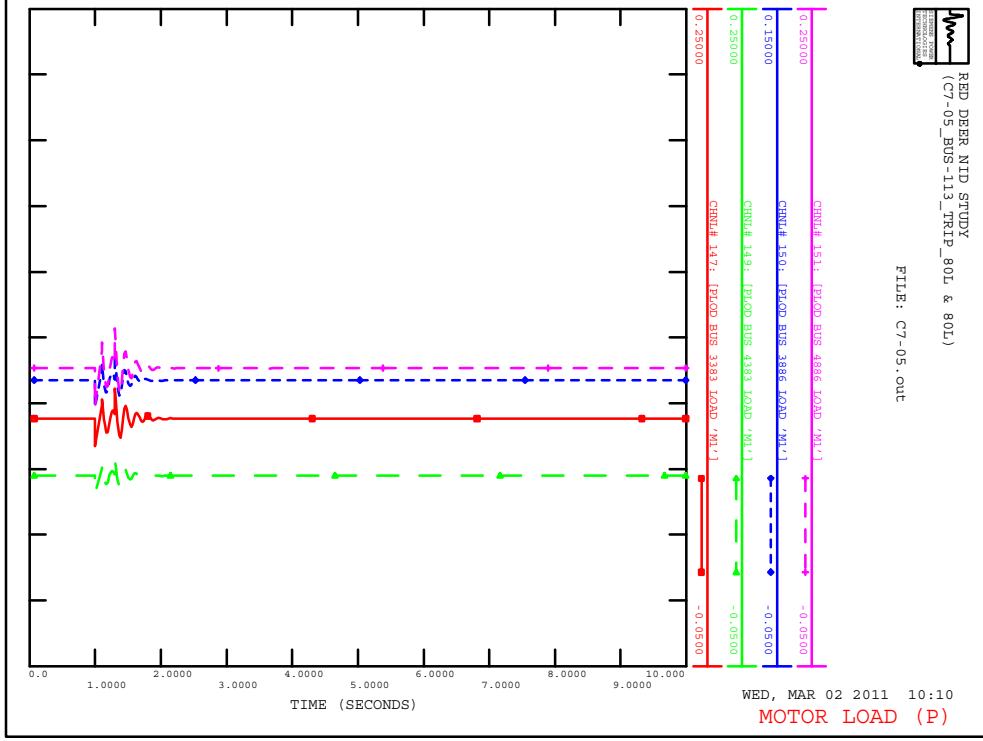

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

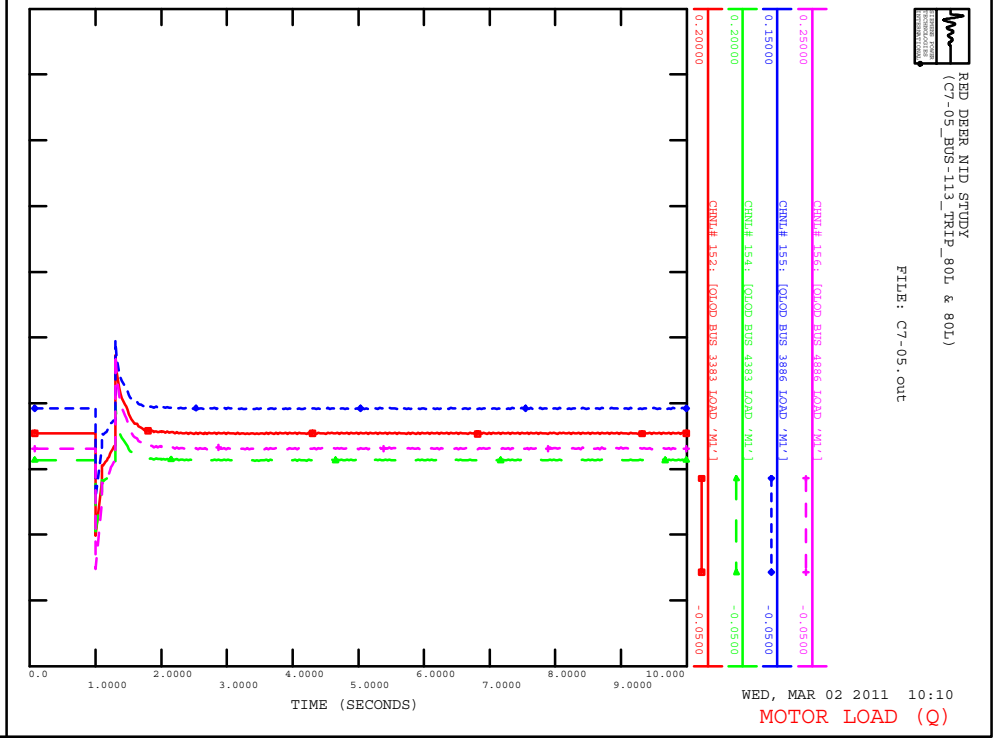

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

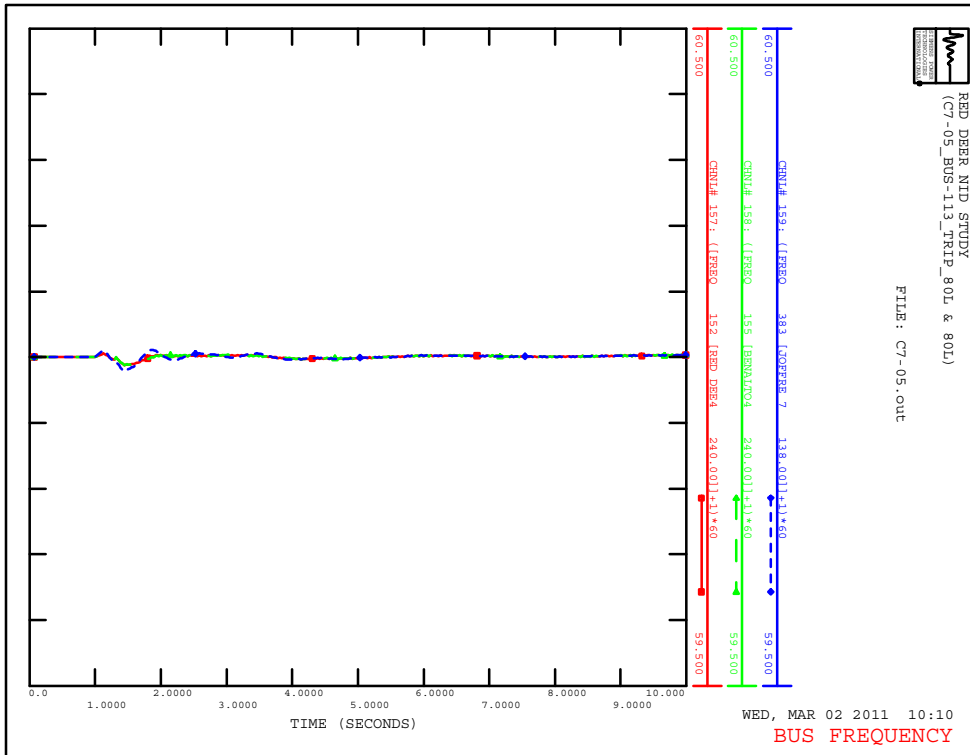

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

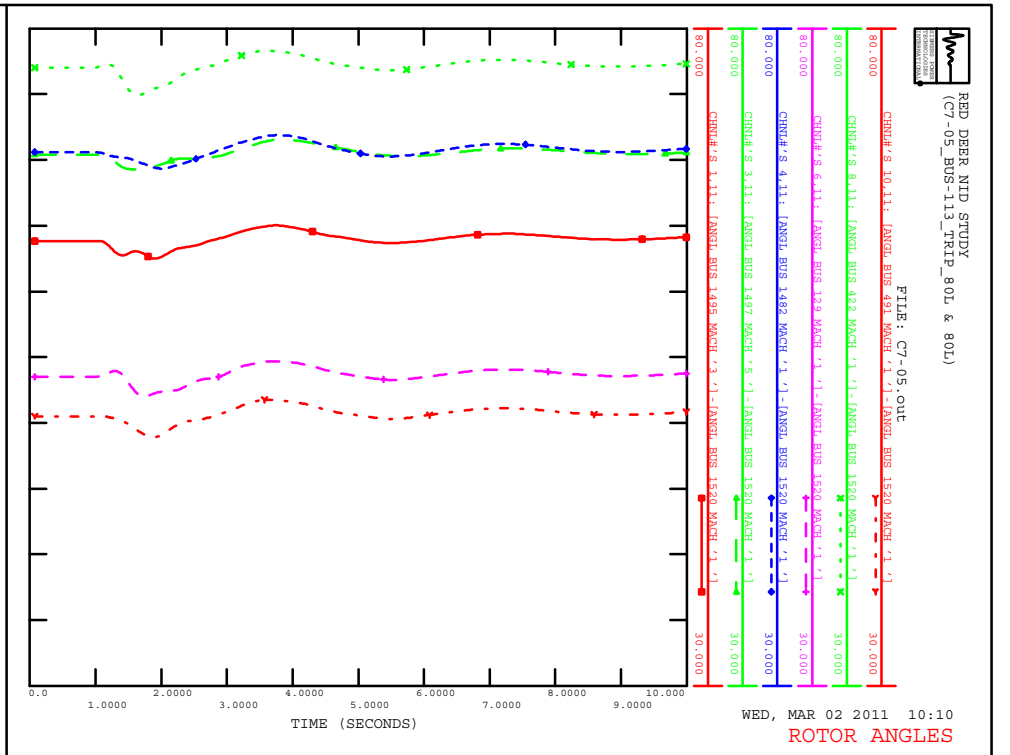

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

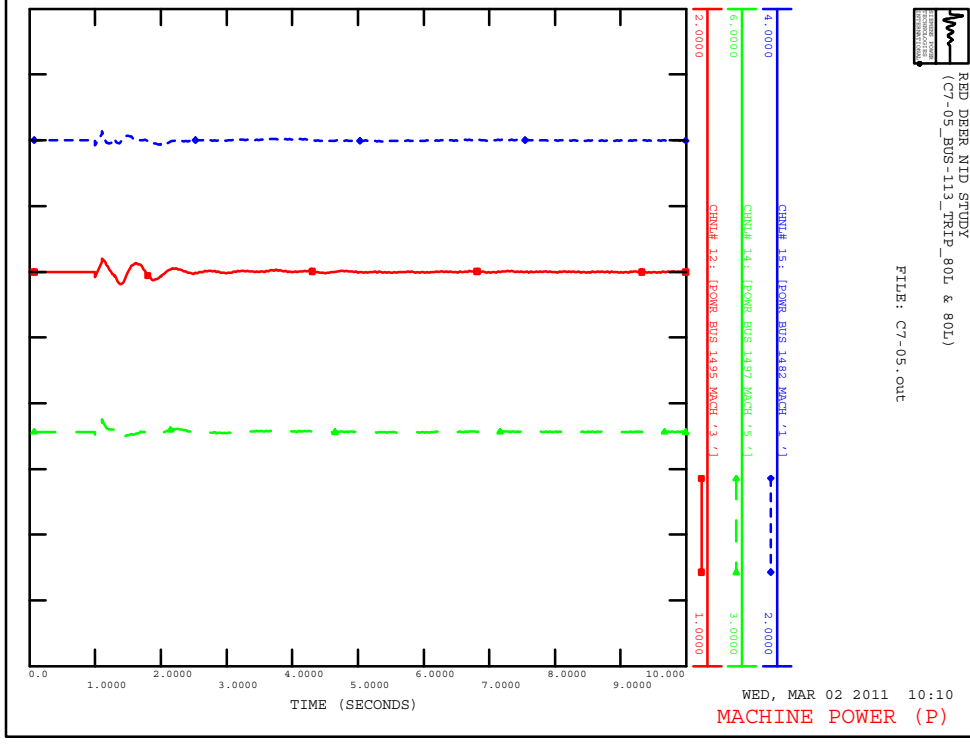

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

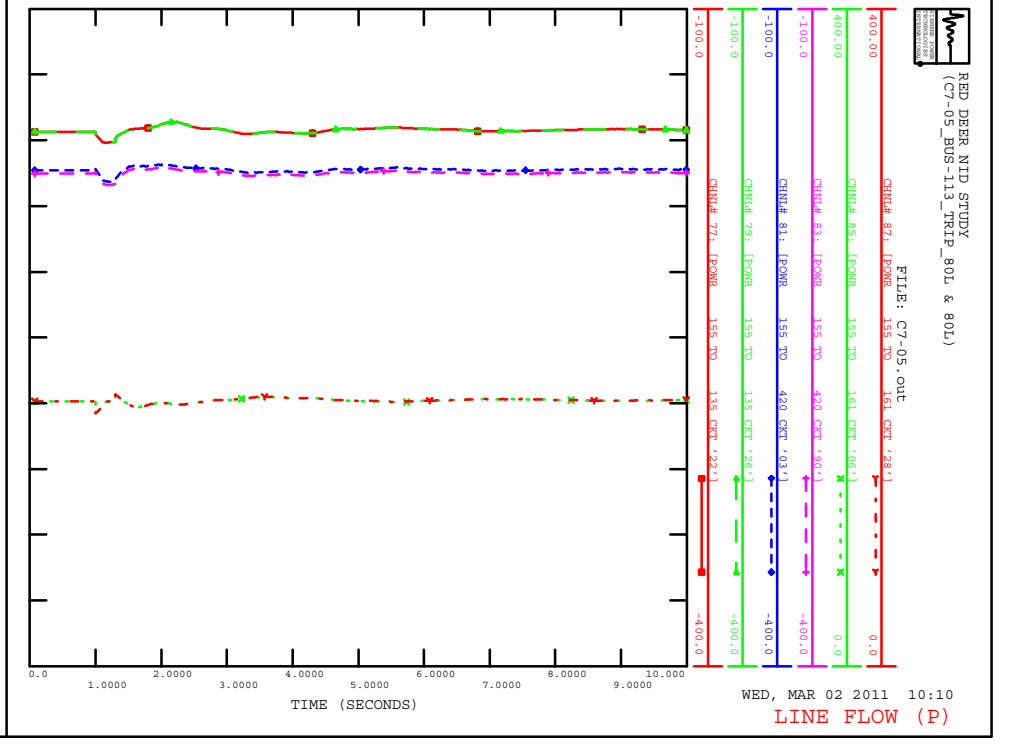

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

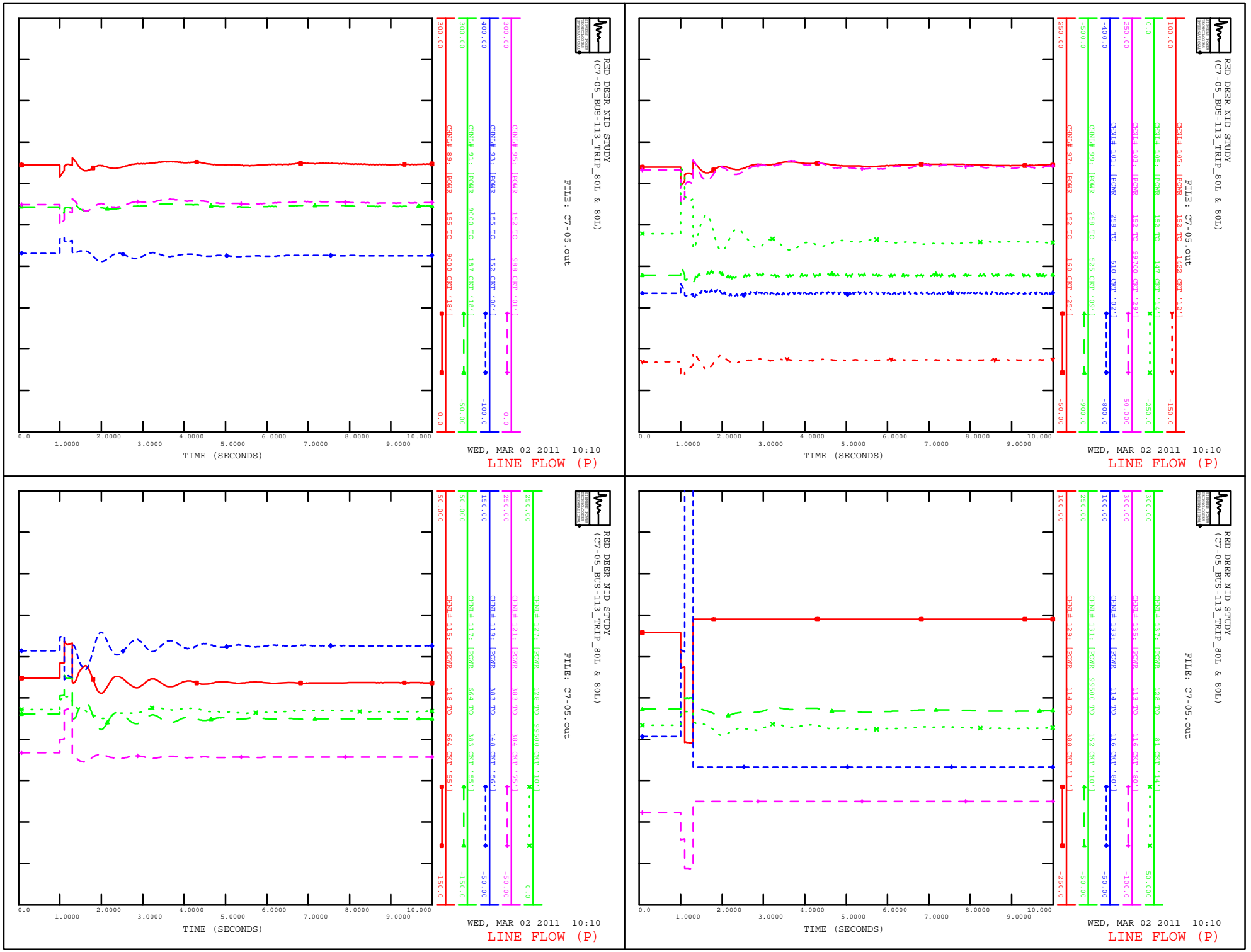

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

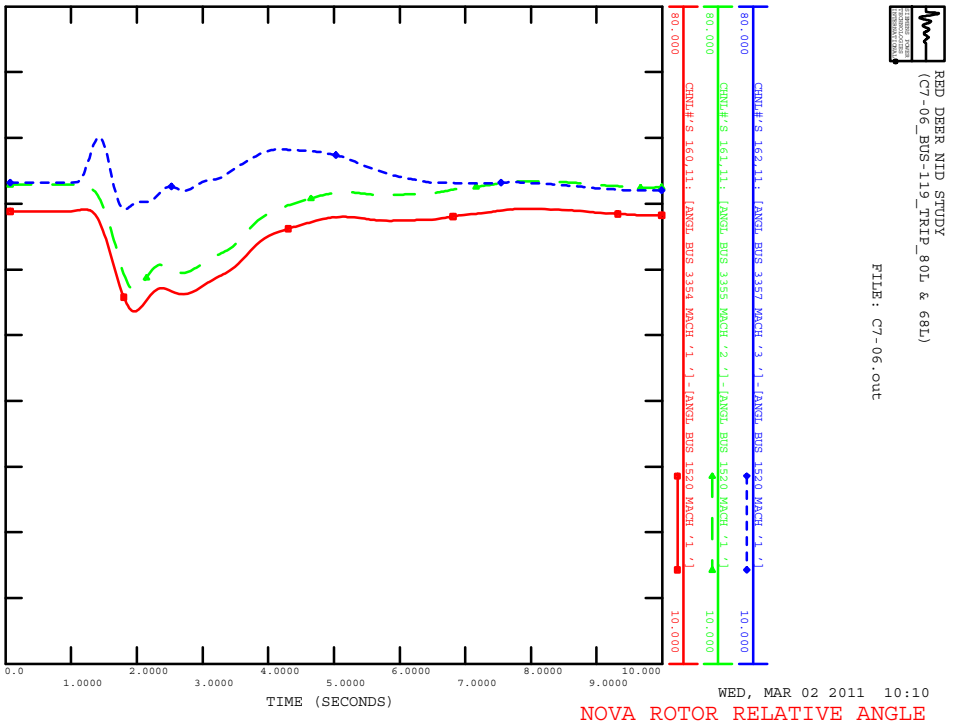

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

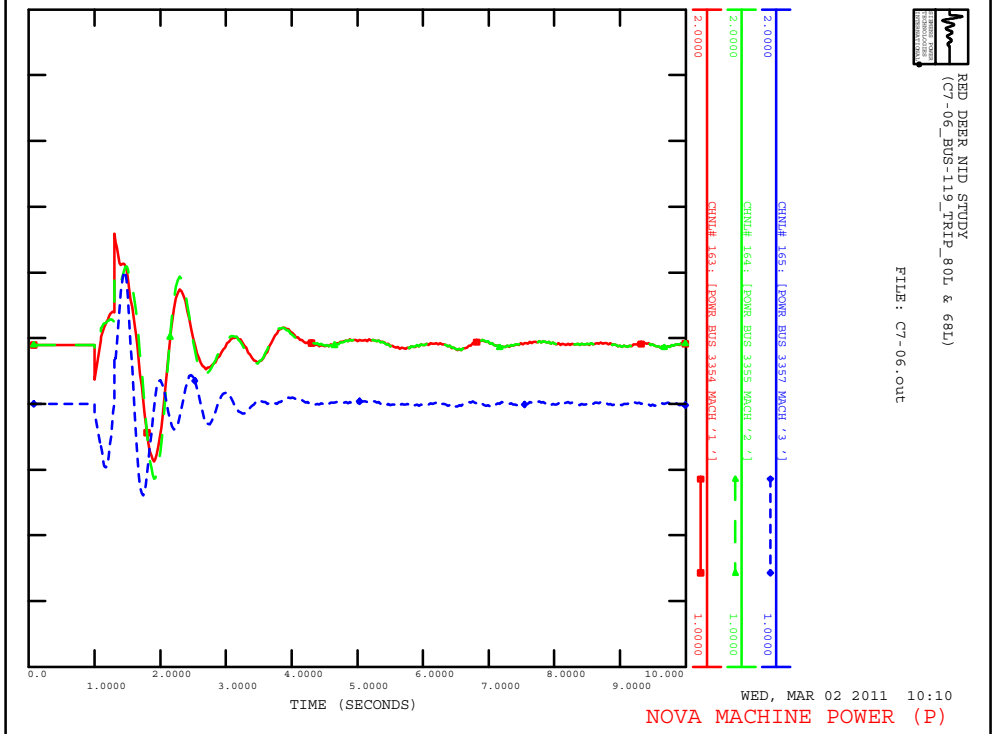

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

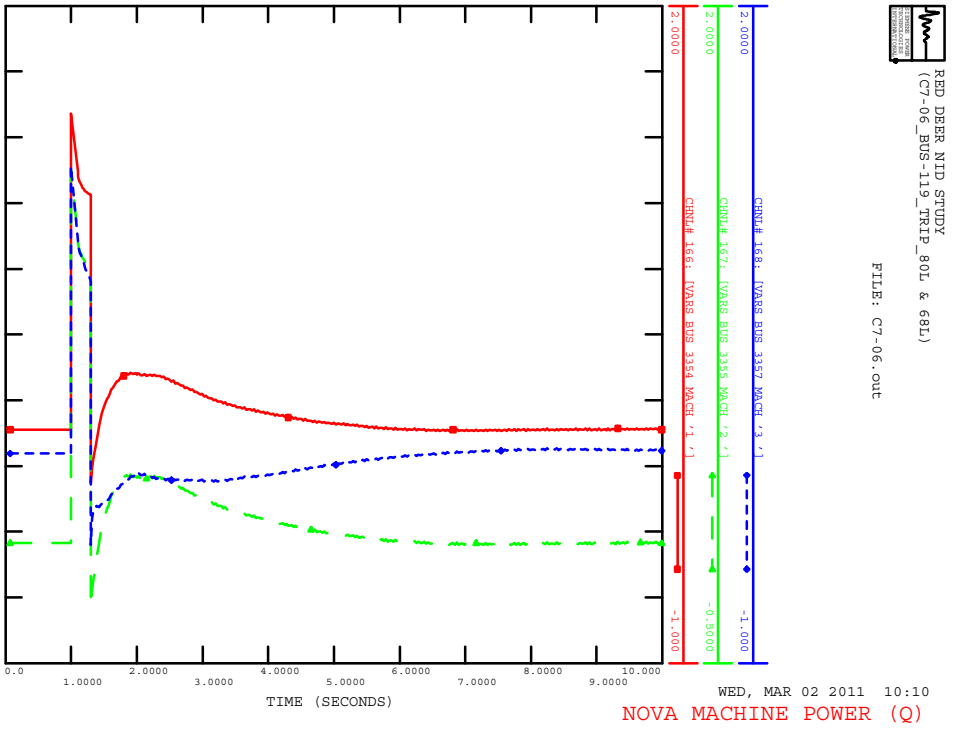

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

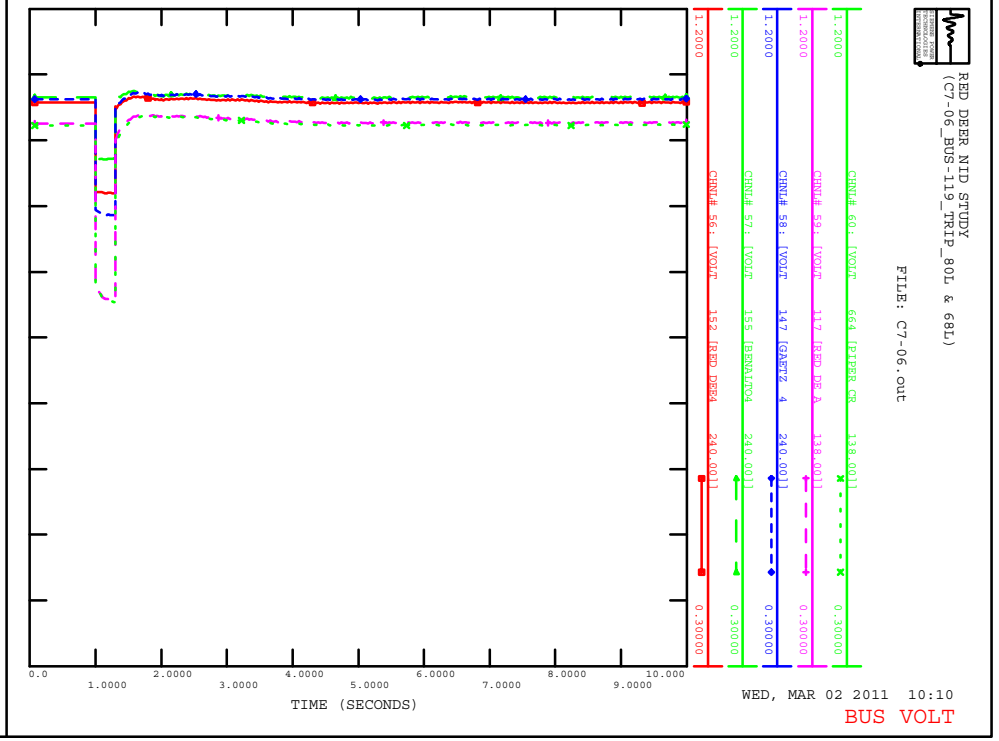

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

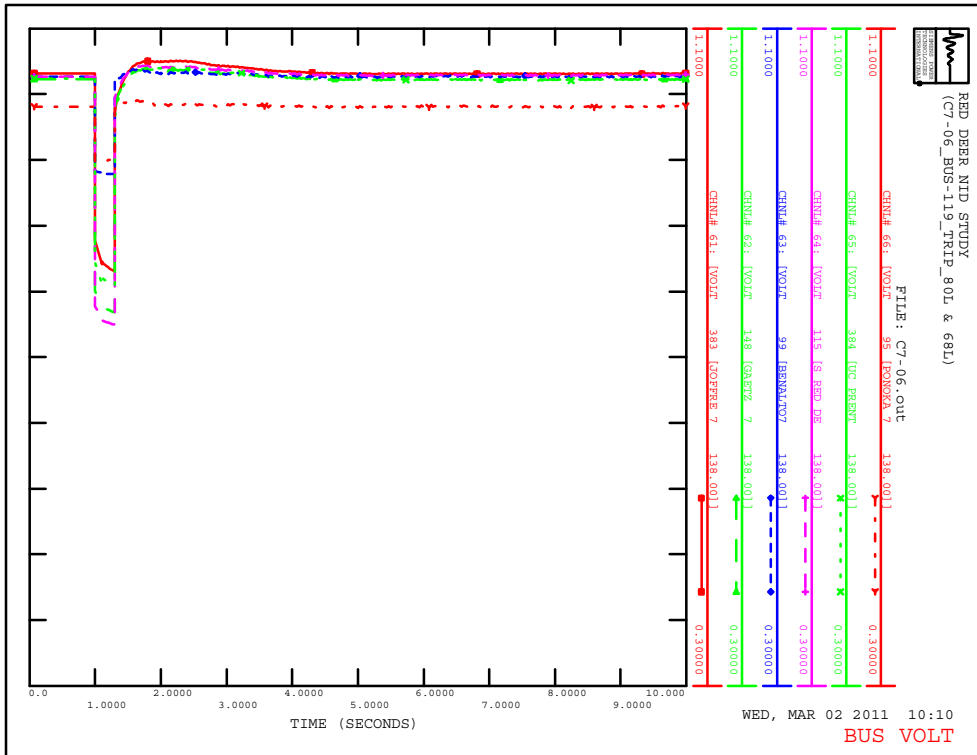

RED DEER NID STUDY
(C7-05_BUS-113_TRIP_80L & 80L)
FILE: C7-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

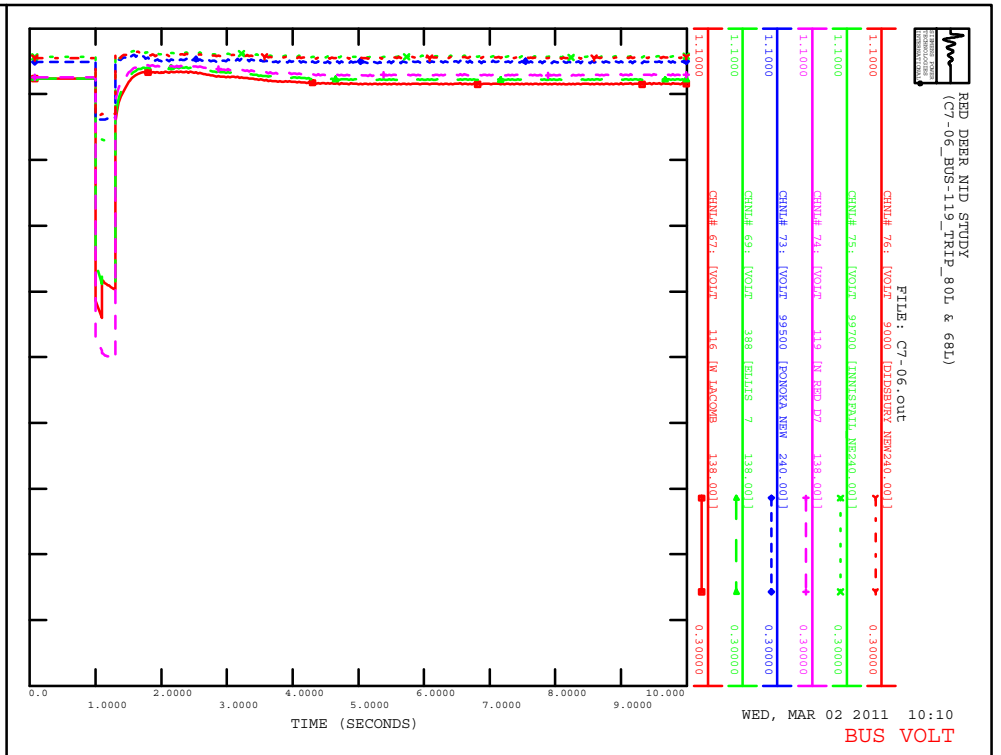

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '],-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '],-[ANGL BUS 1520 MACH '1 ']
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '],-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

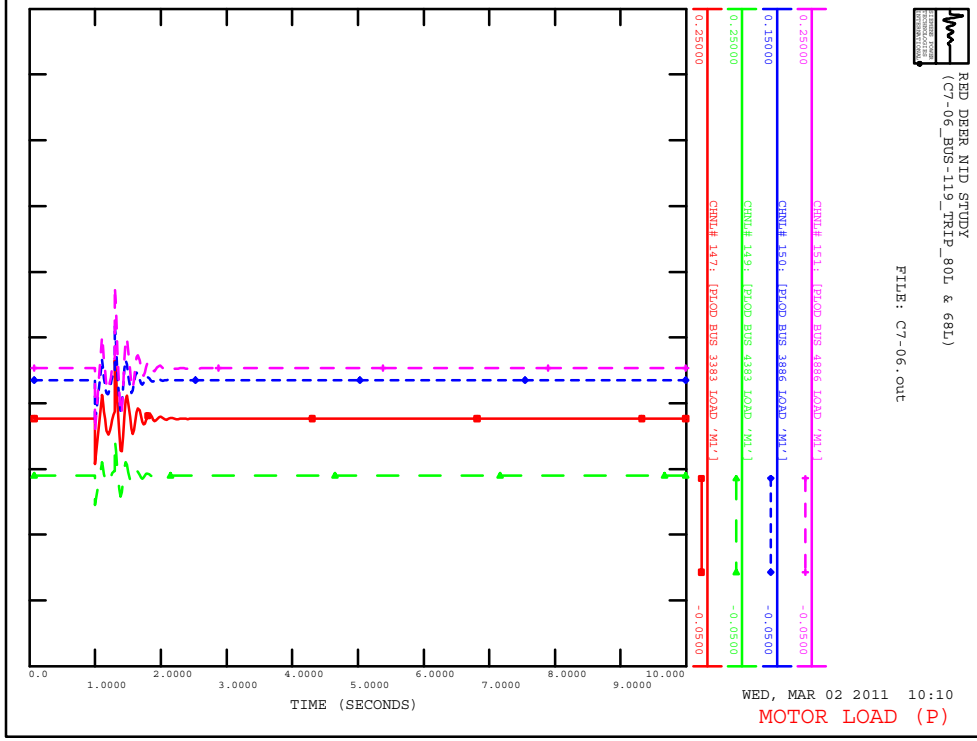

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

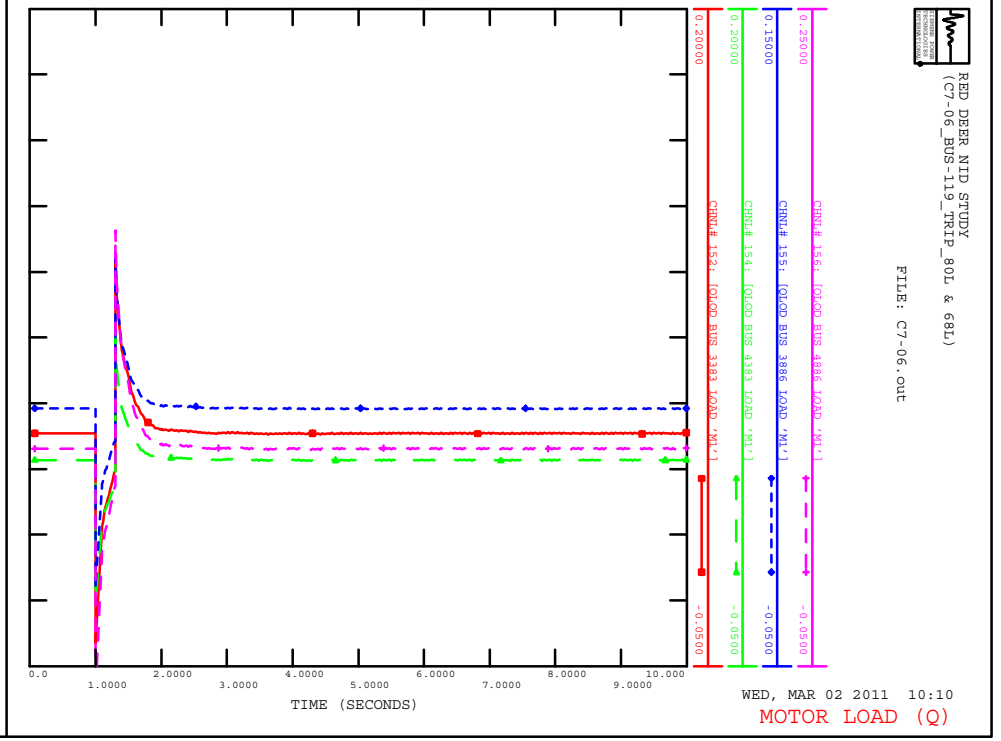

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

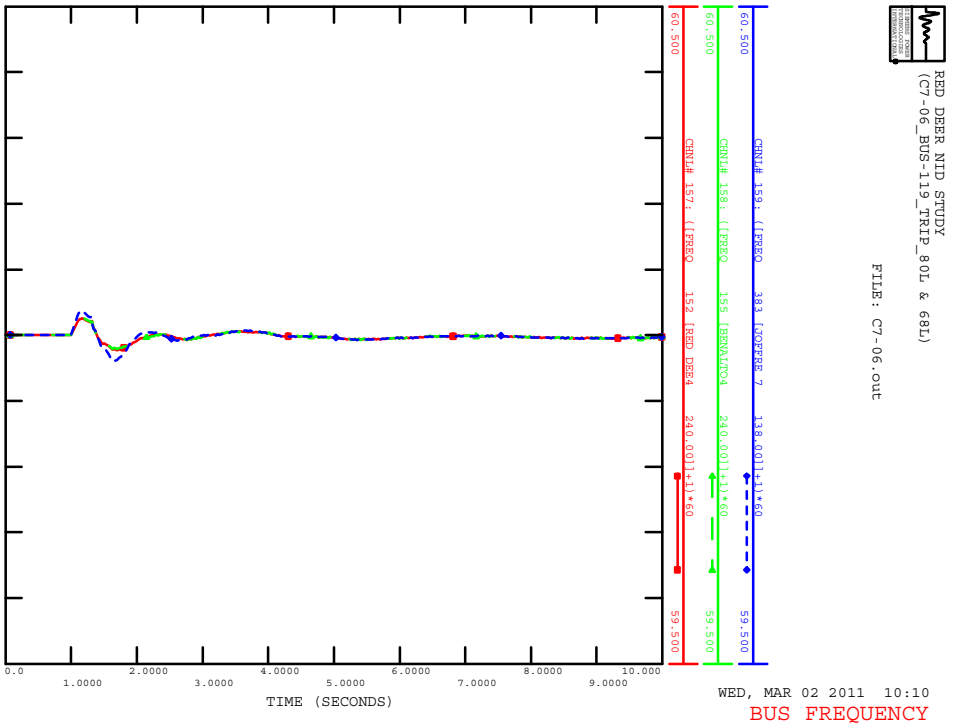

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

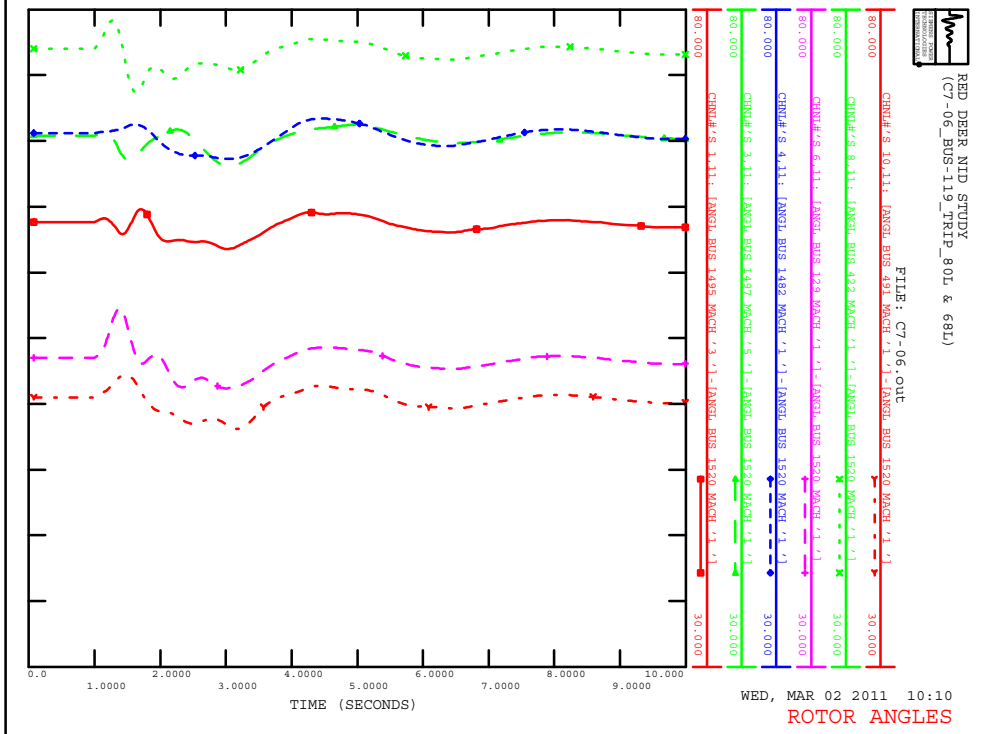

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

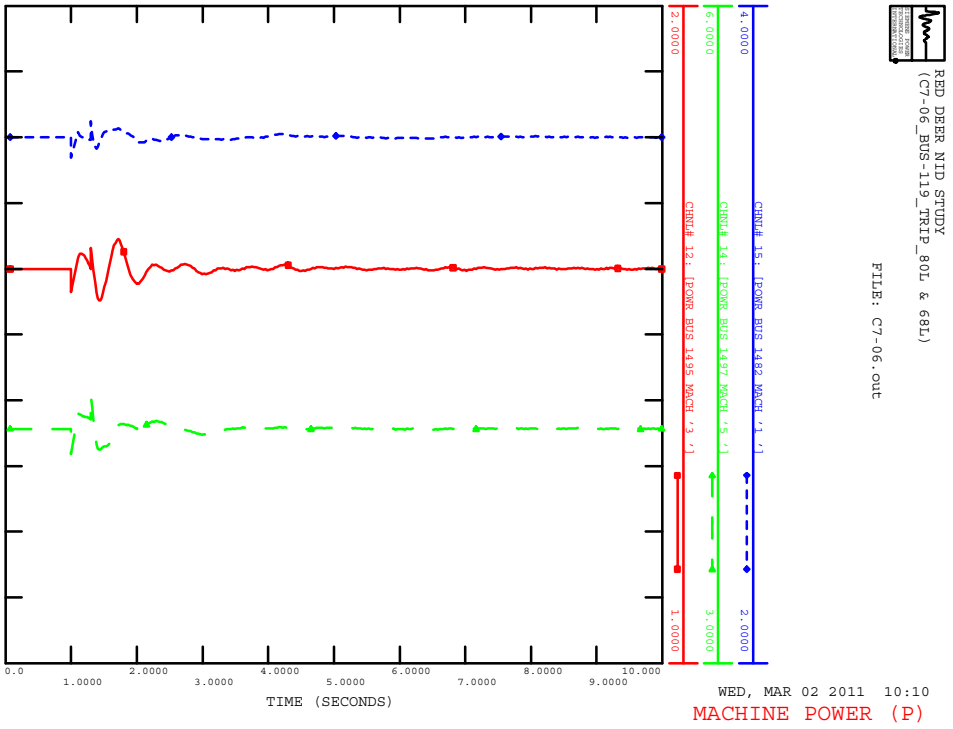

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

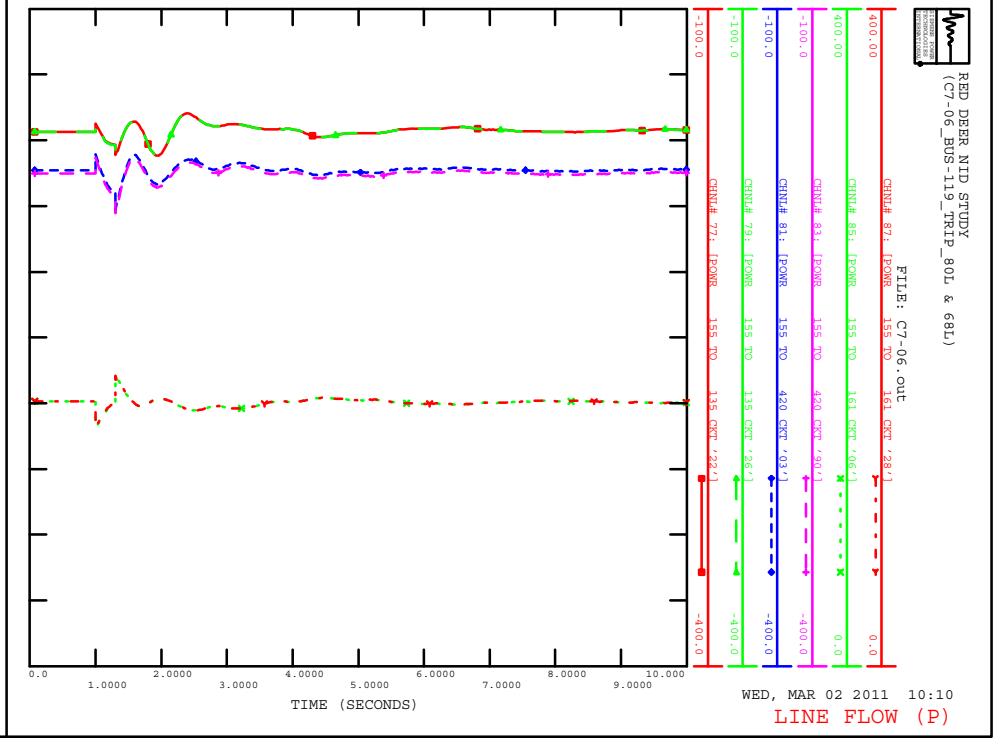

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

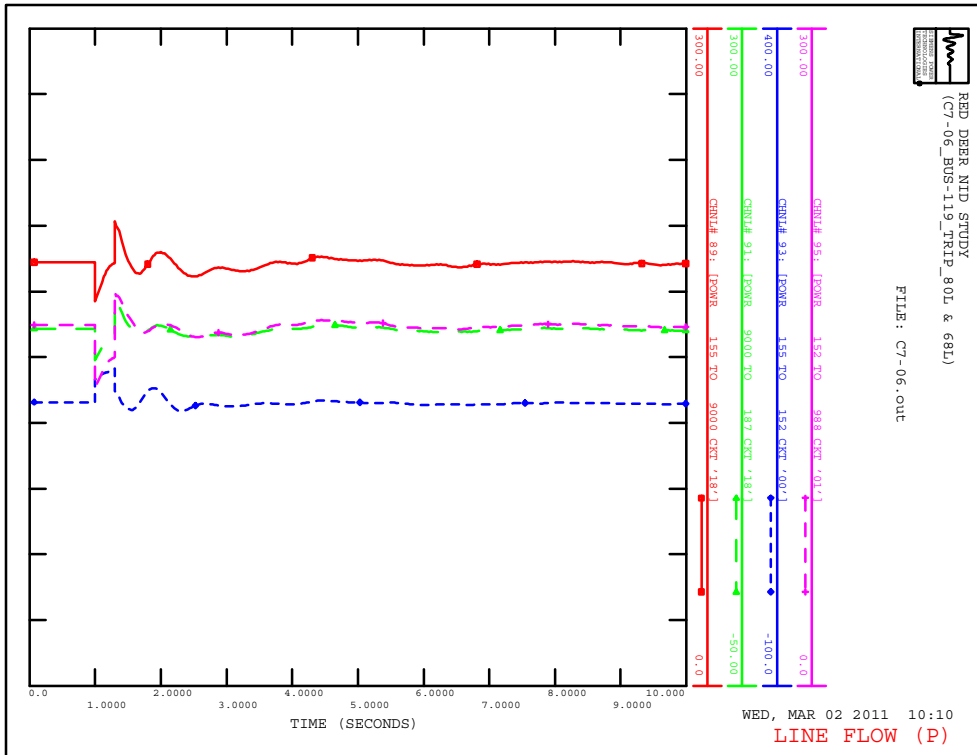

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

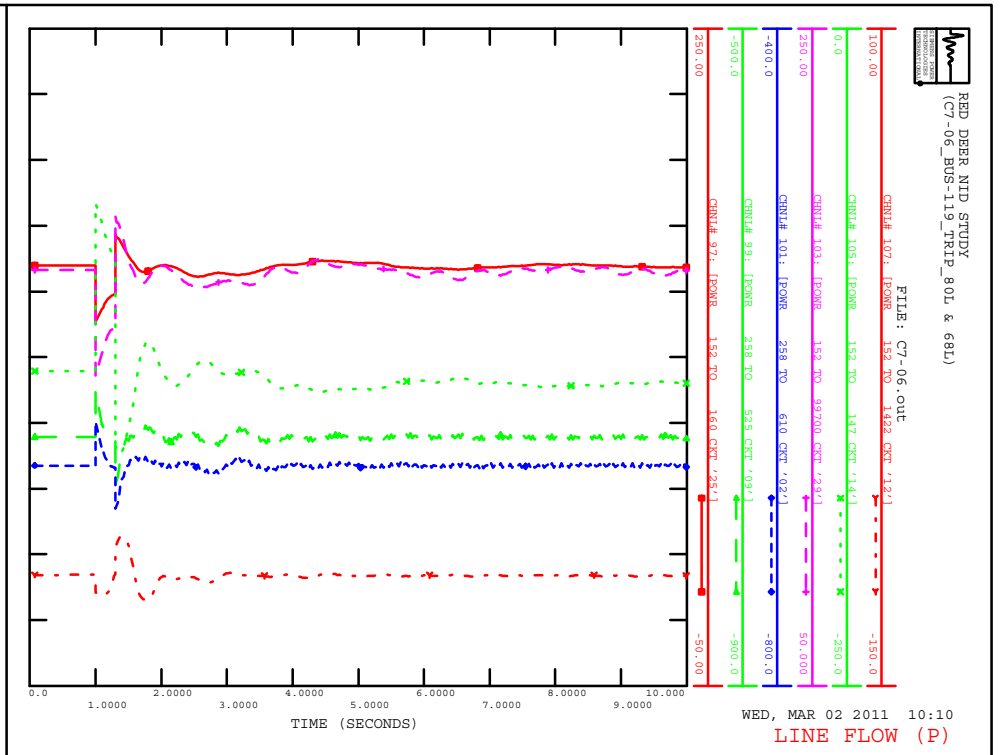

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

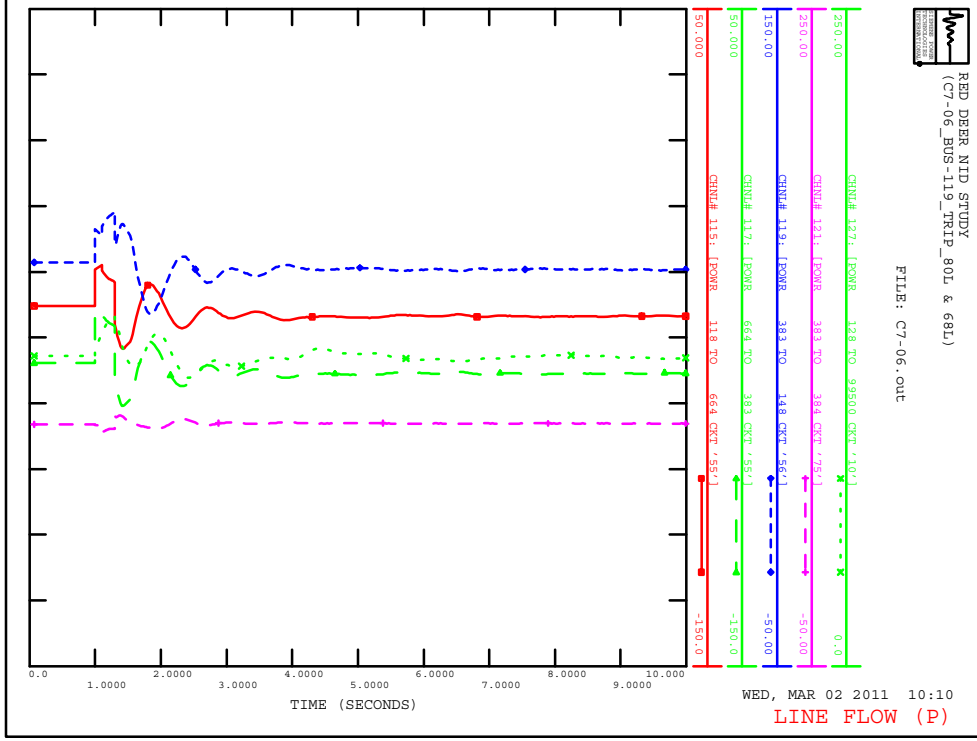

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

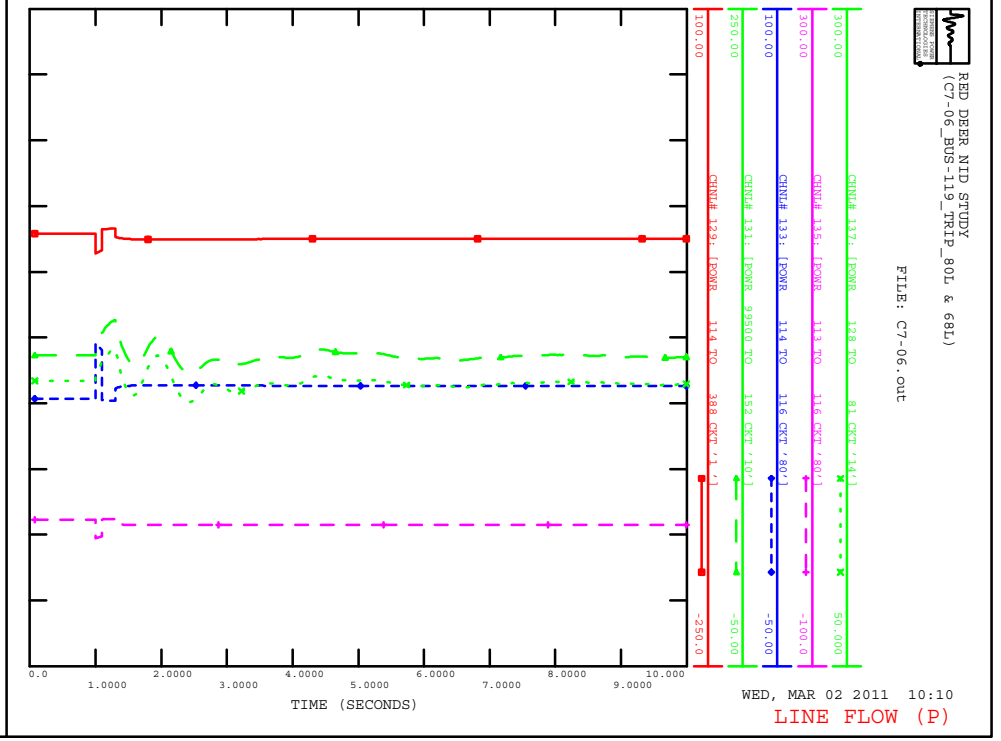

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

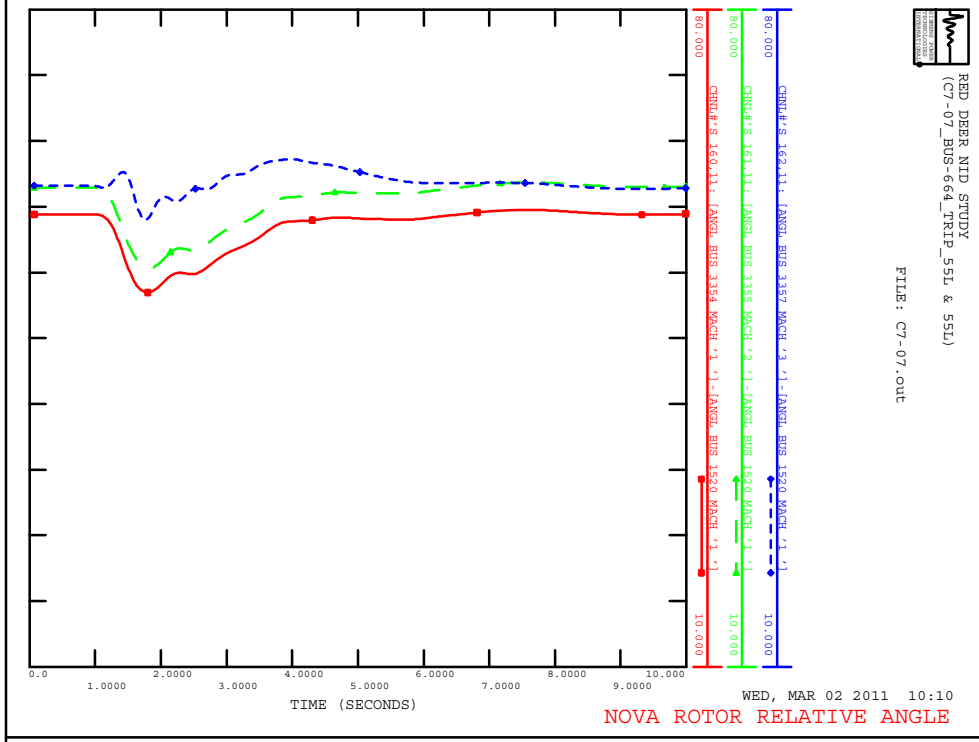

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

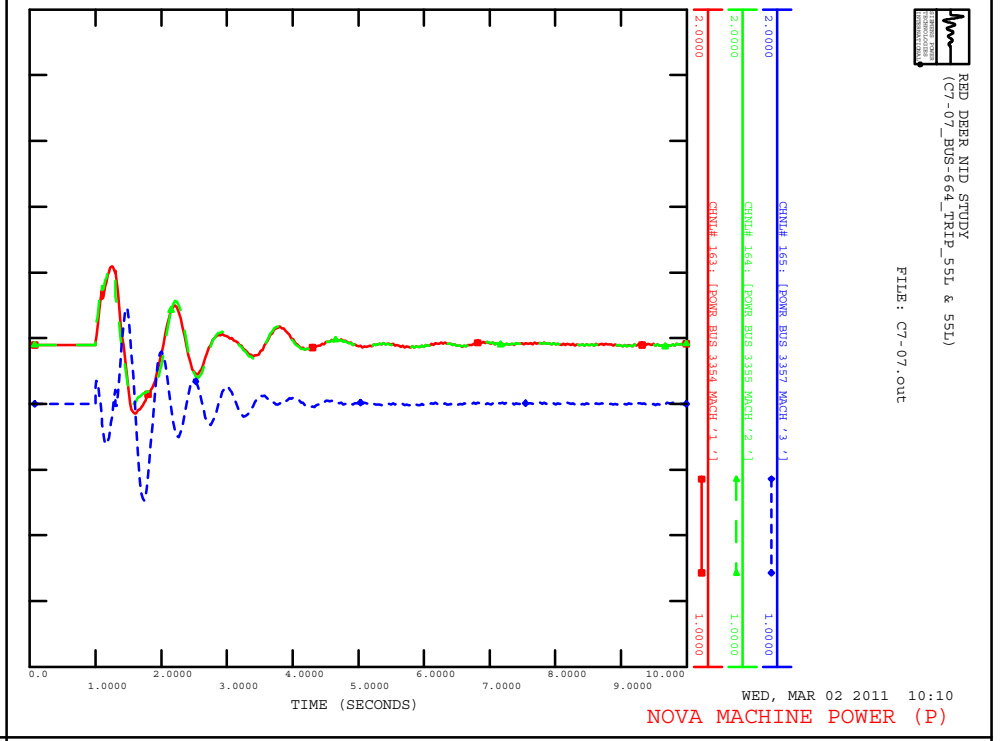

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

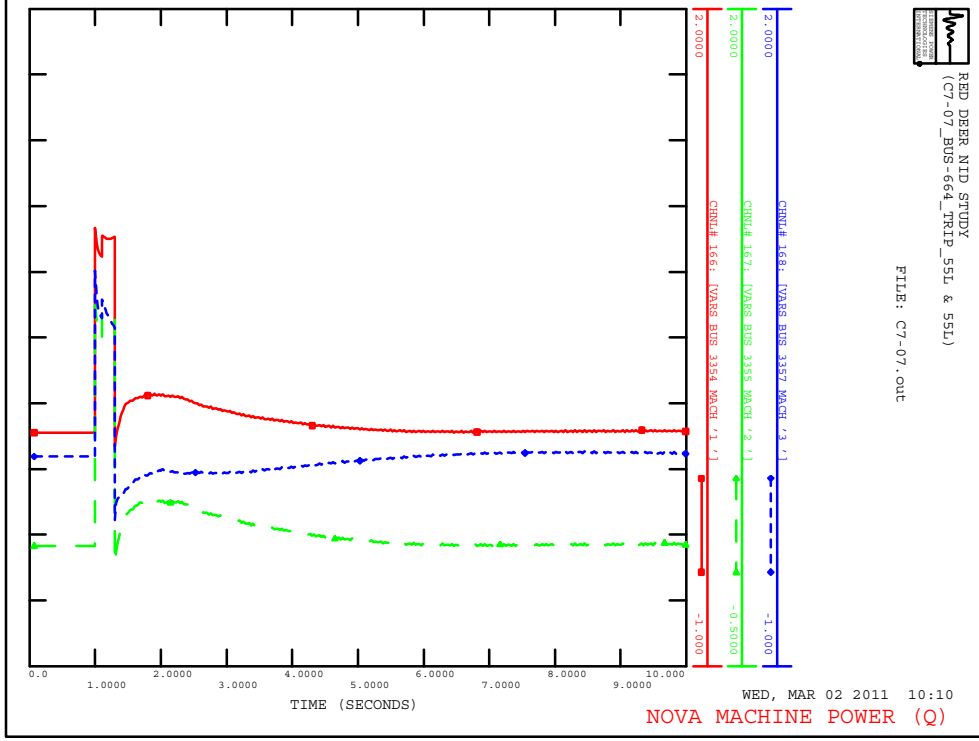

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

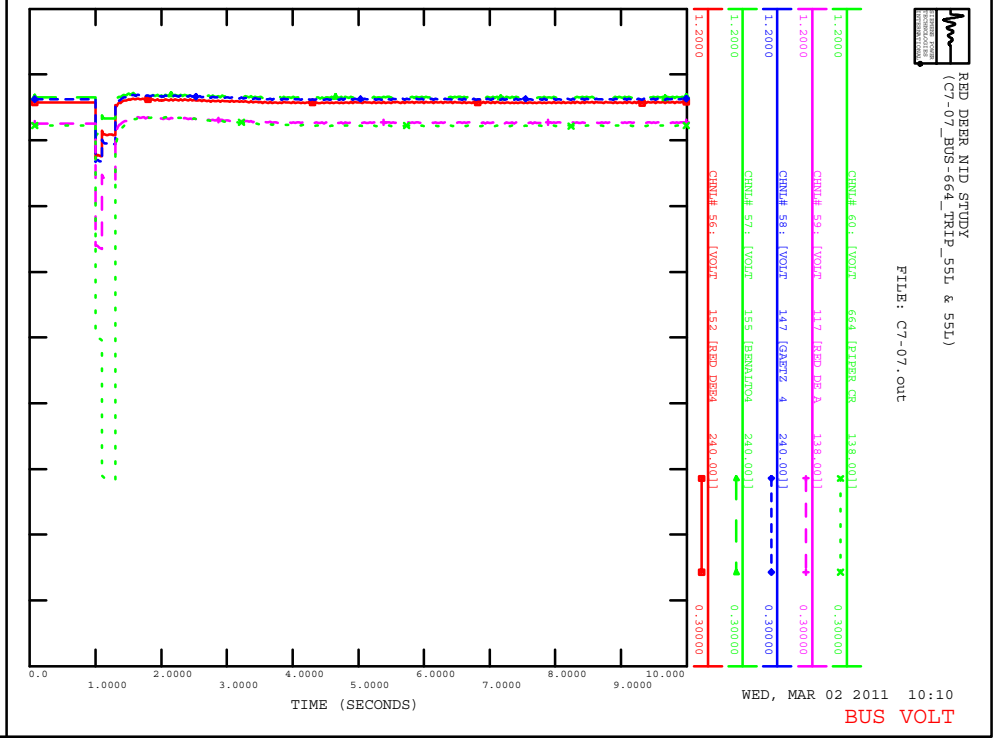

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

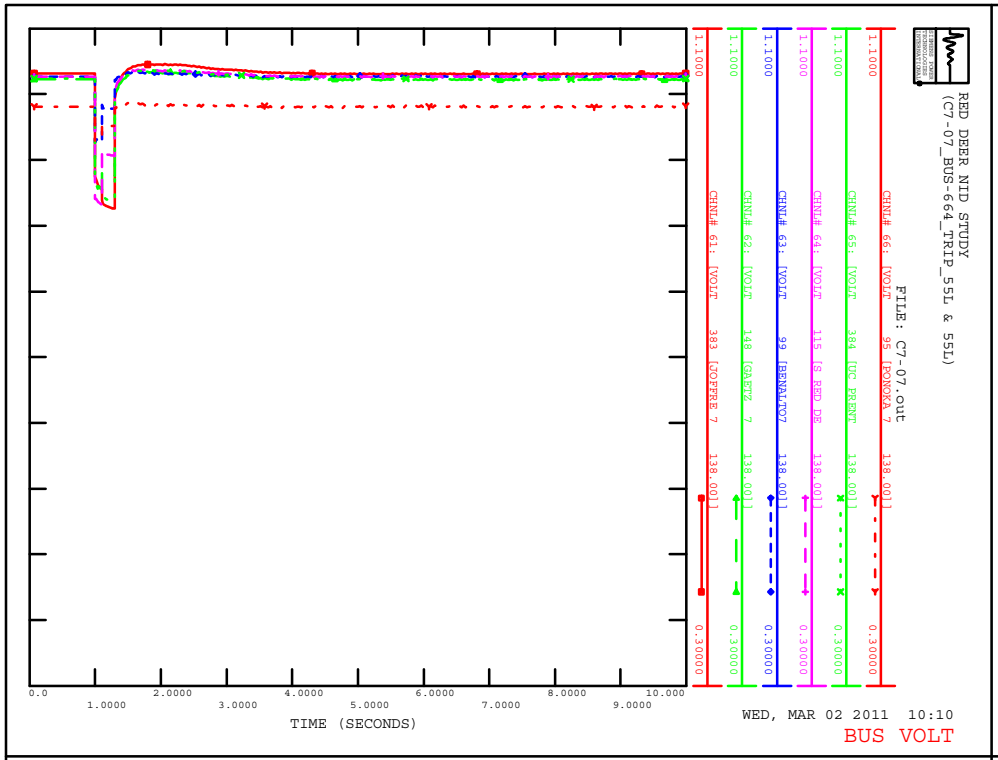

RED DEER NID STUDY
(C7-06_BUS-119_TRIP_80L & 68L)
FILE: C7-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

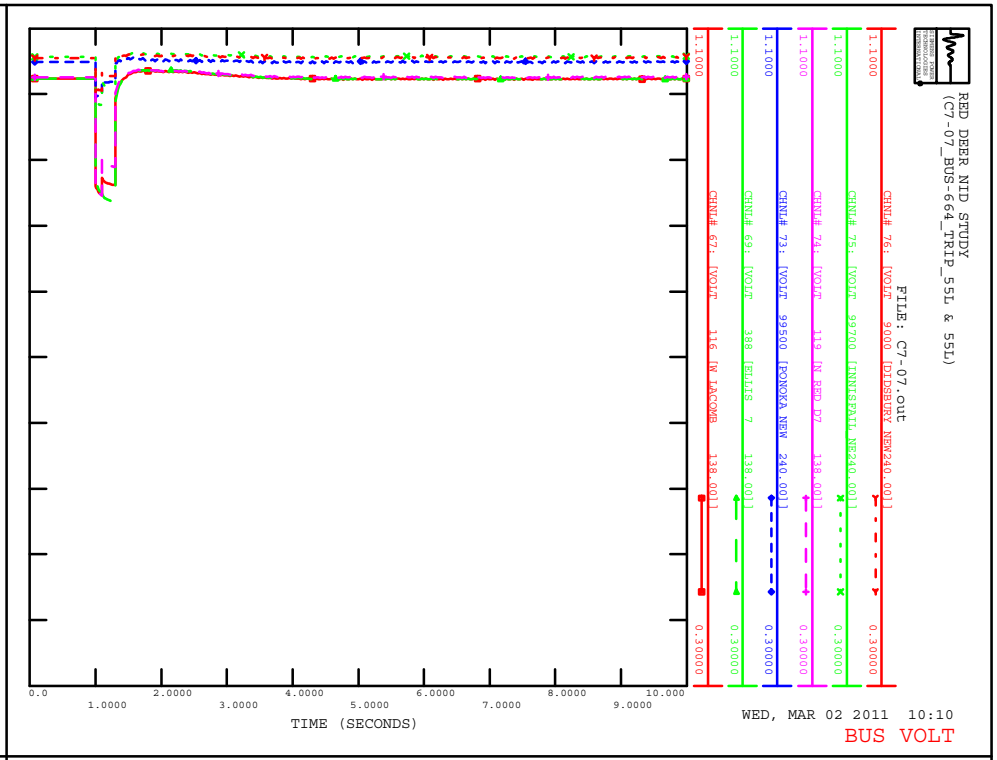

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

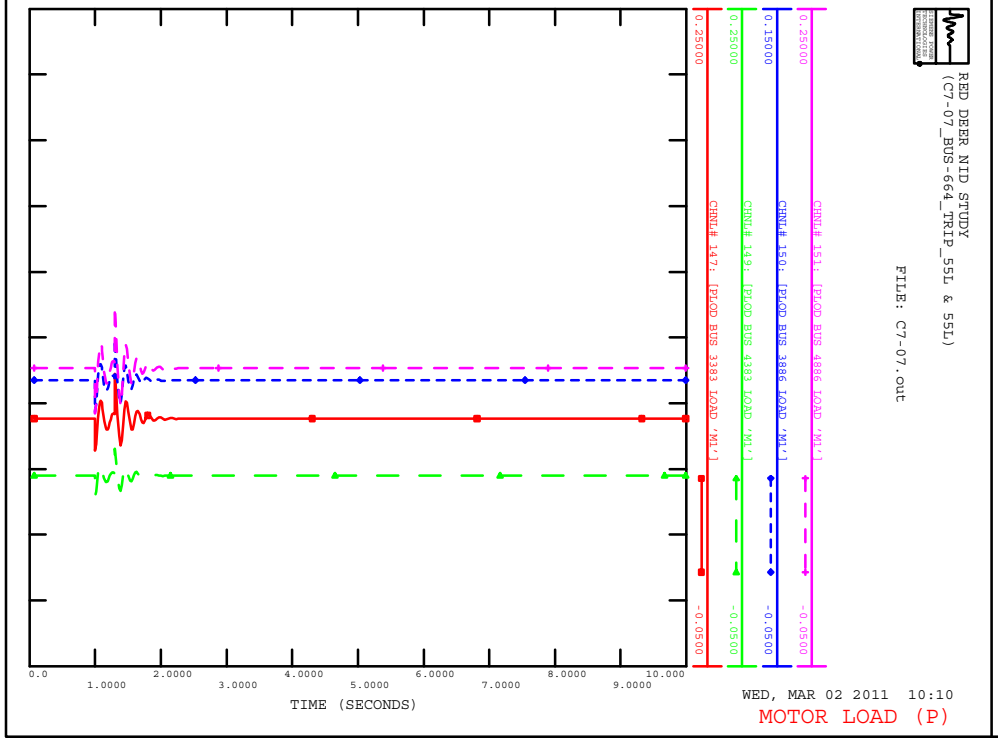

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

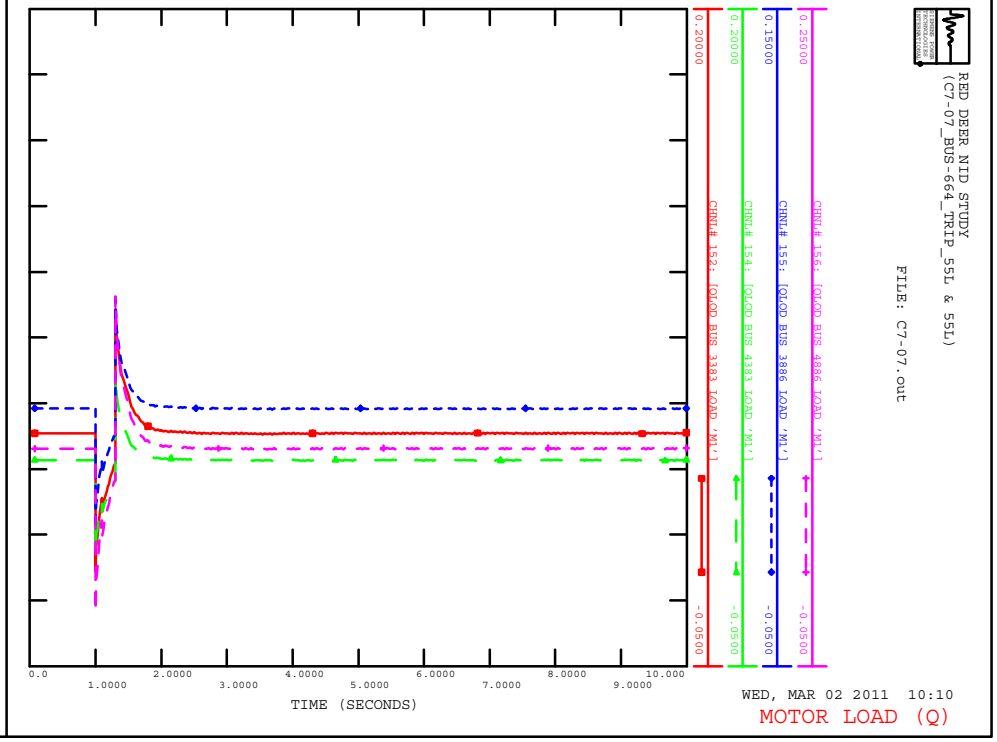

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)

FILE: C7-07.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)

FILE: C7-07.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)

FILE: C7-07.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)

FILE: C7-07.out

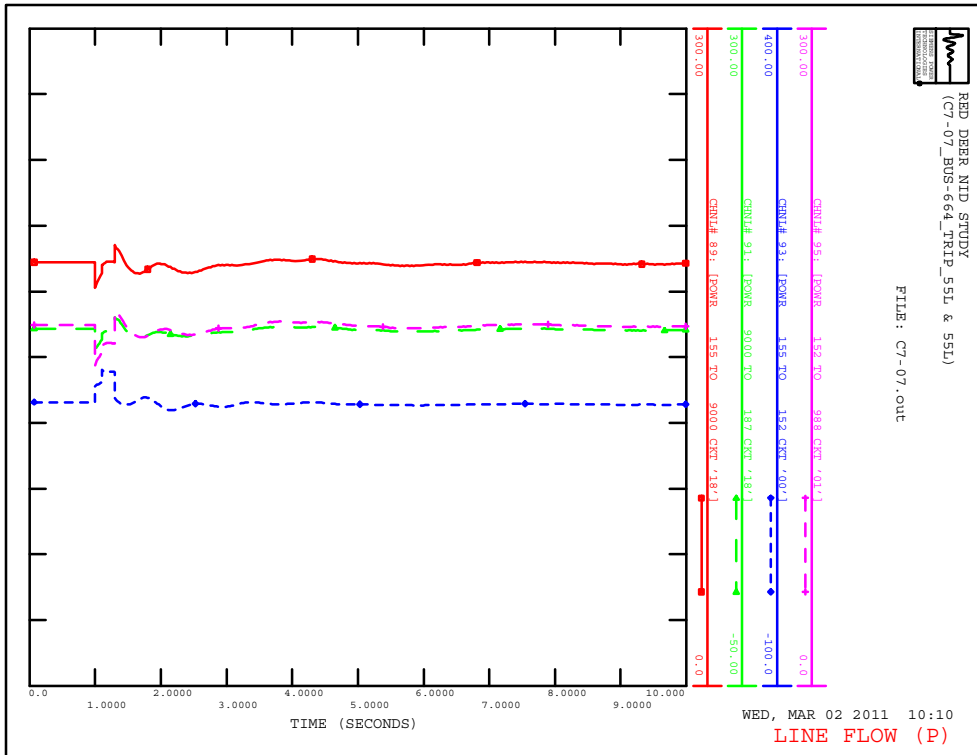
WED, MAR 02 2011 10:10

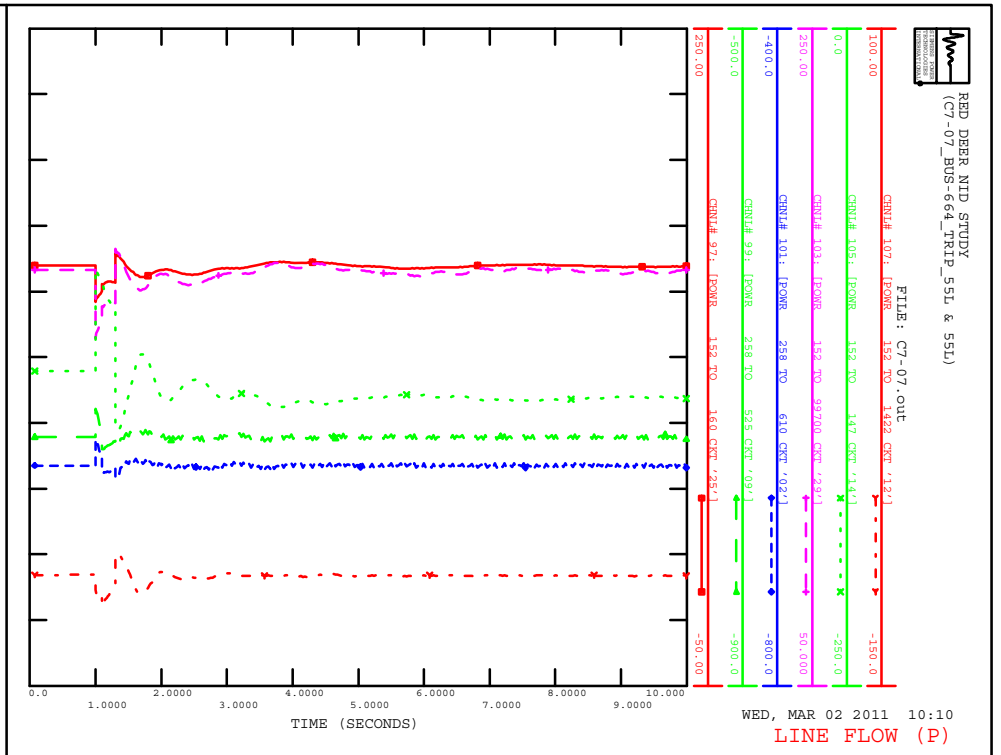
MACHINE POWER (P)

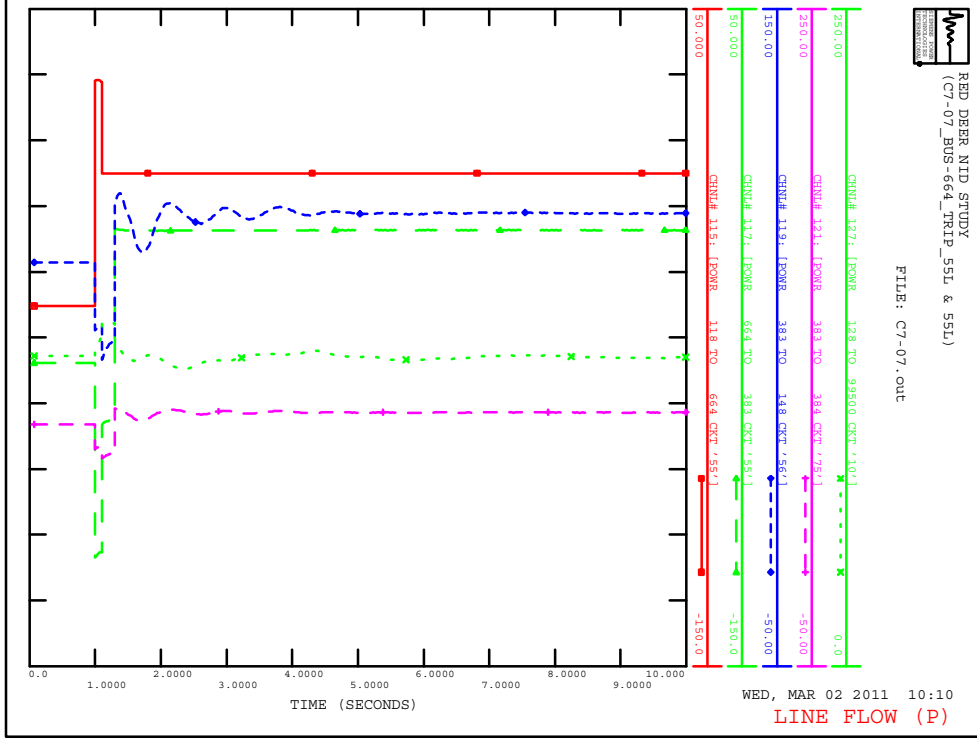
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

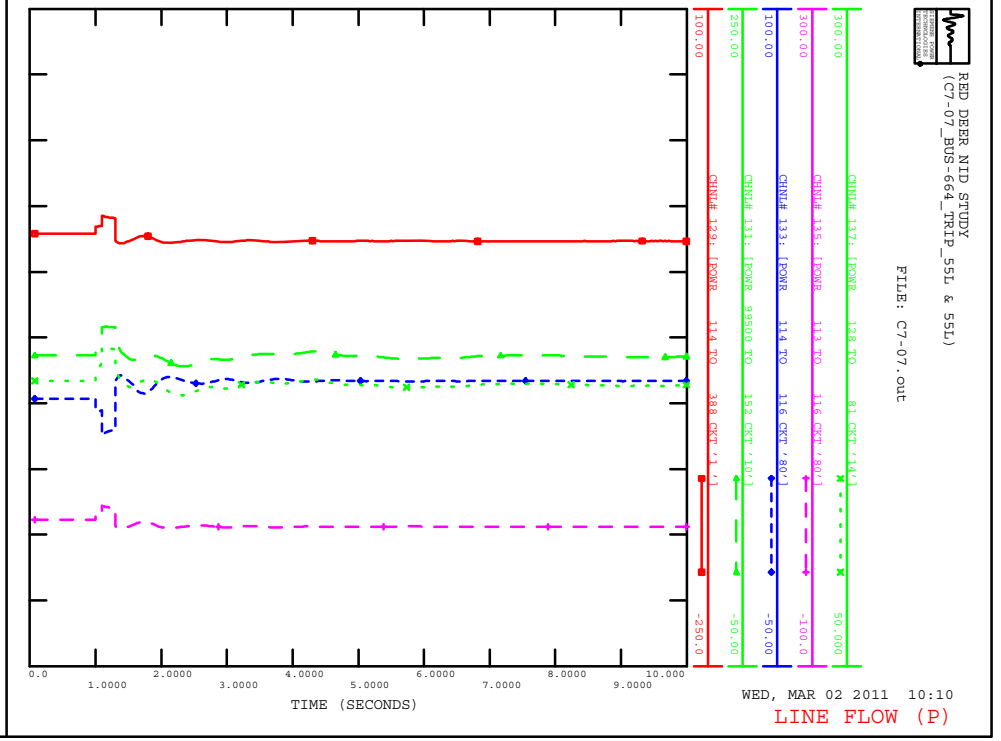
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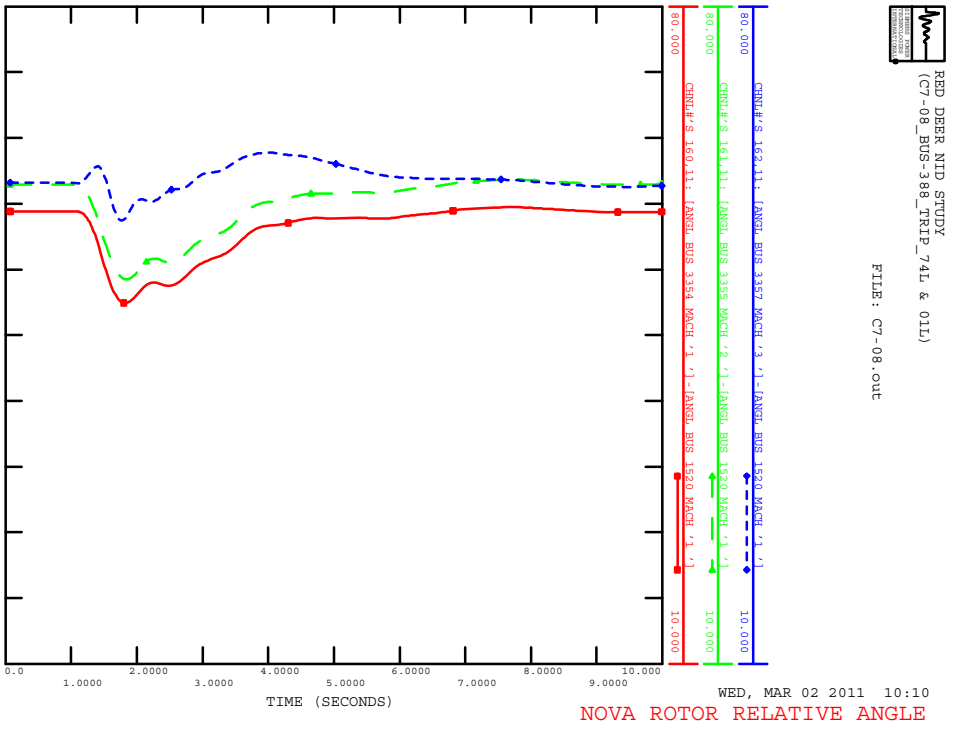
TIME (SECONDS)

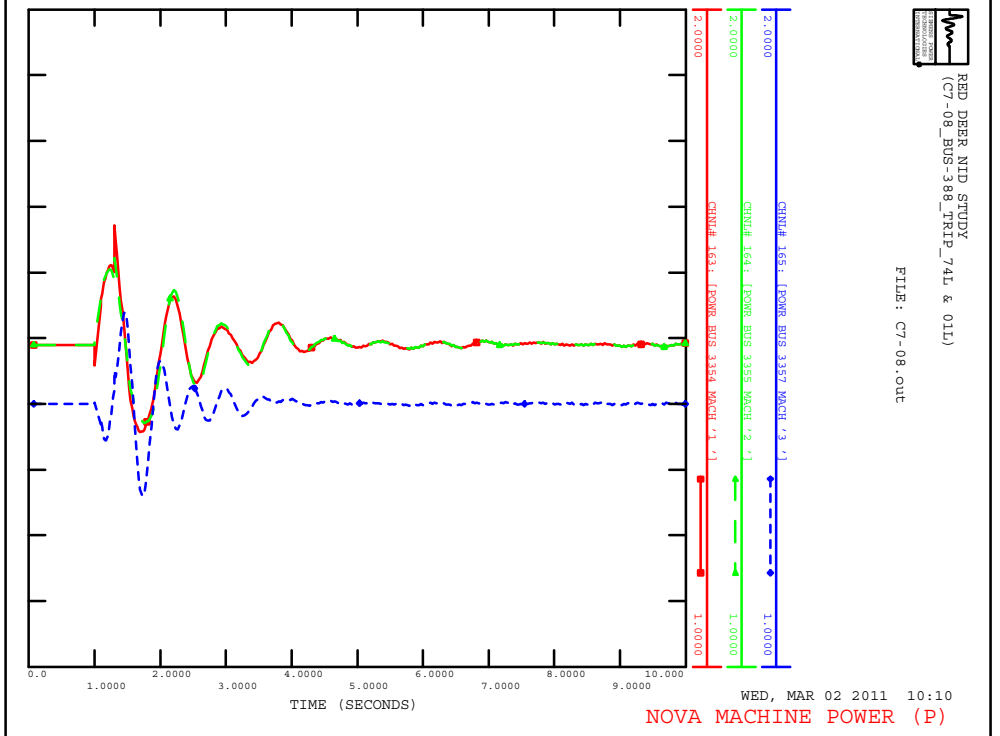

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

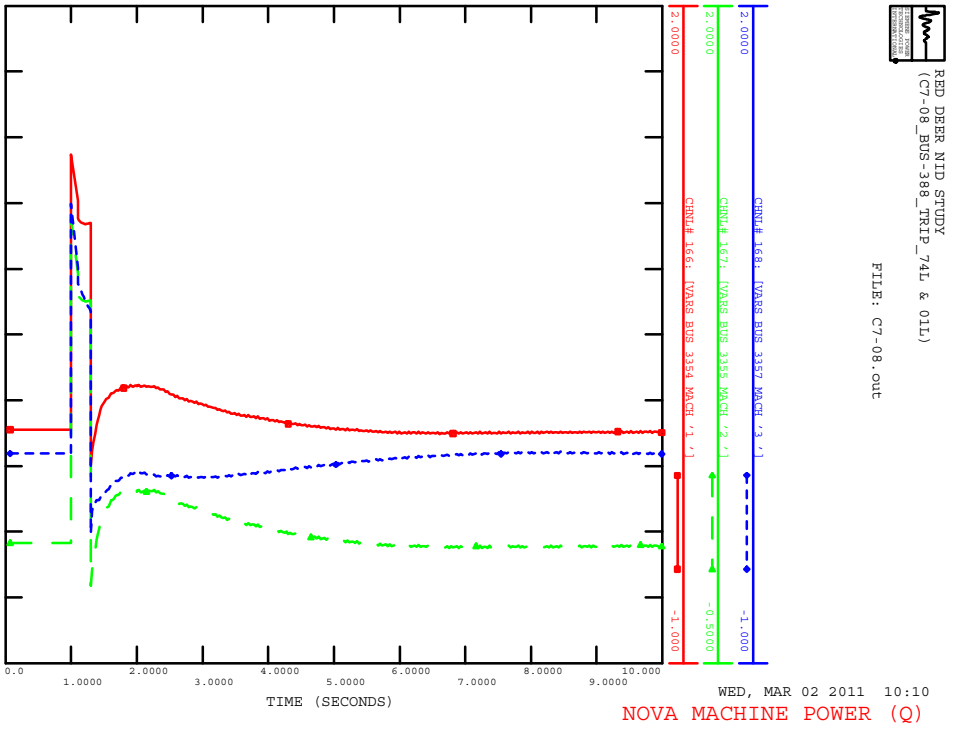

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

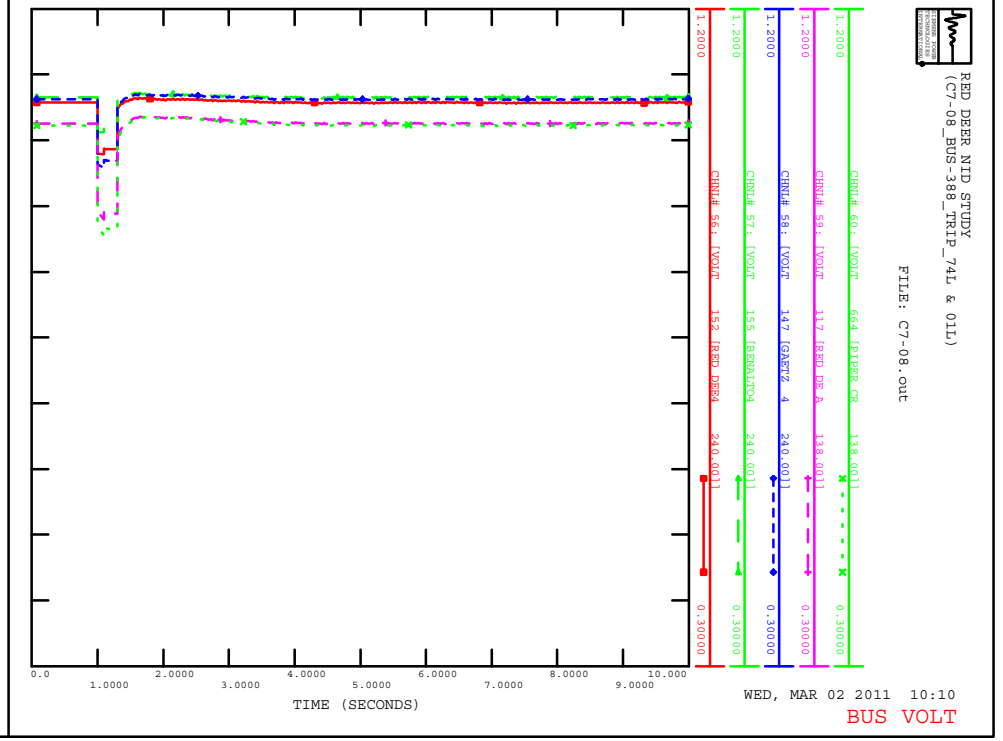

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

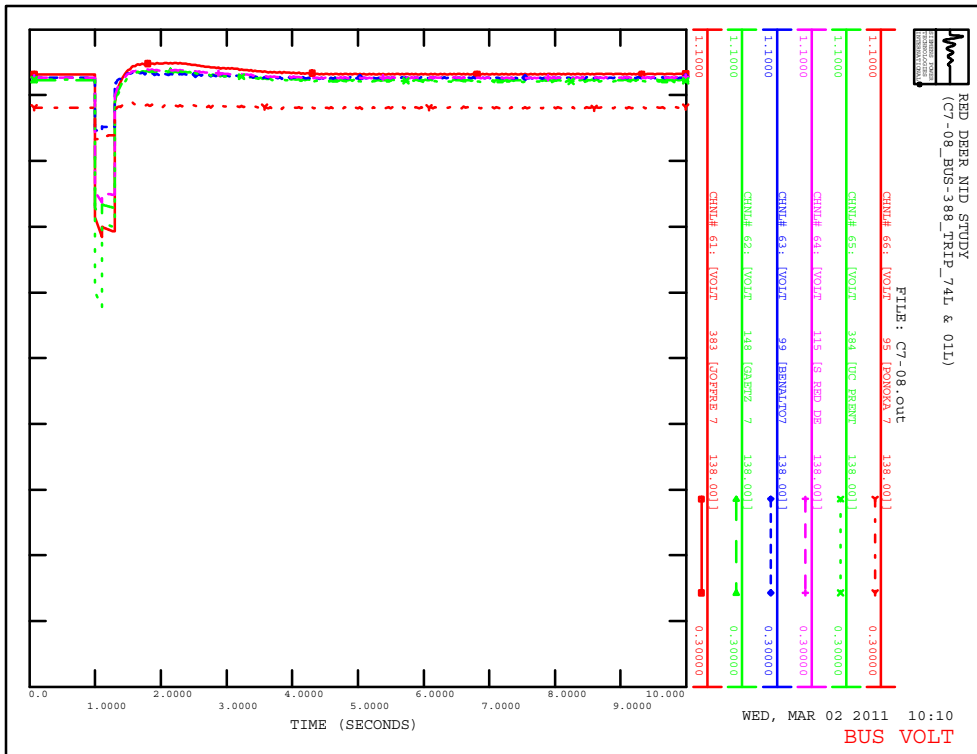

RED DEER NID STUDY
(C7-07_BUS-664_TRIP_55L & 55L)
FILE: C7-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

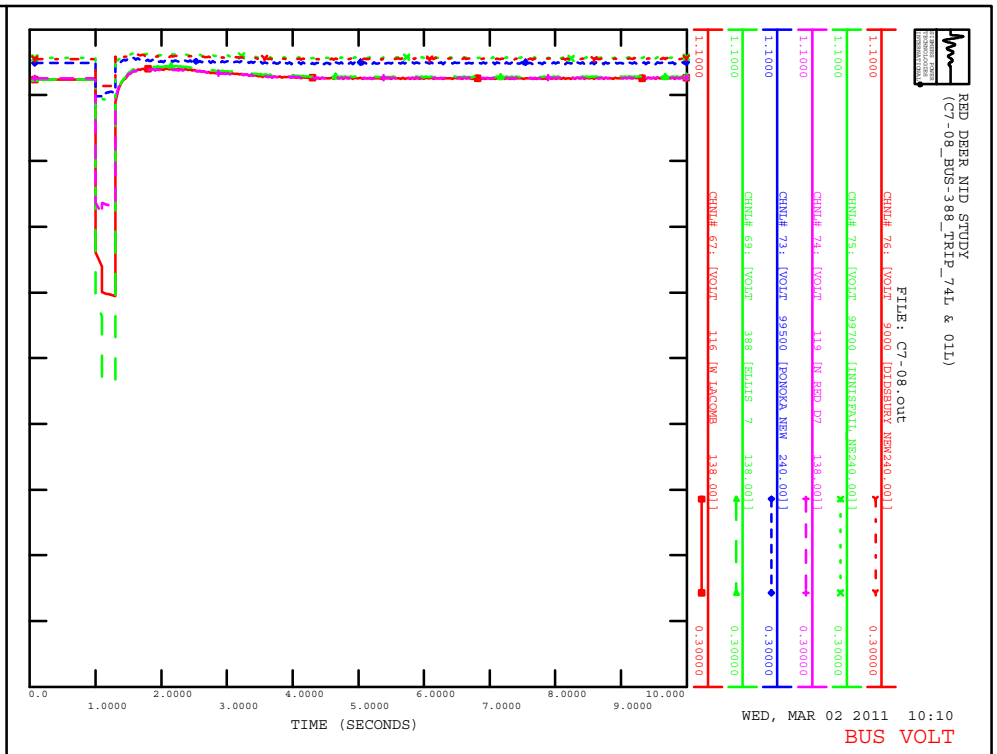

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

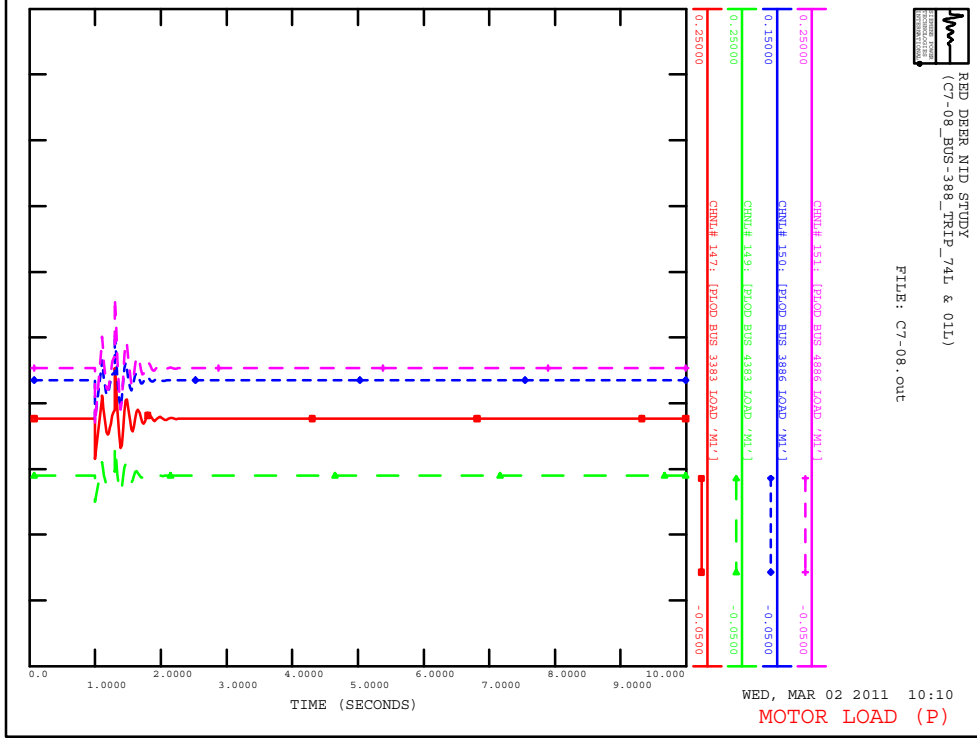

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

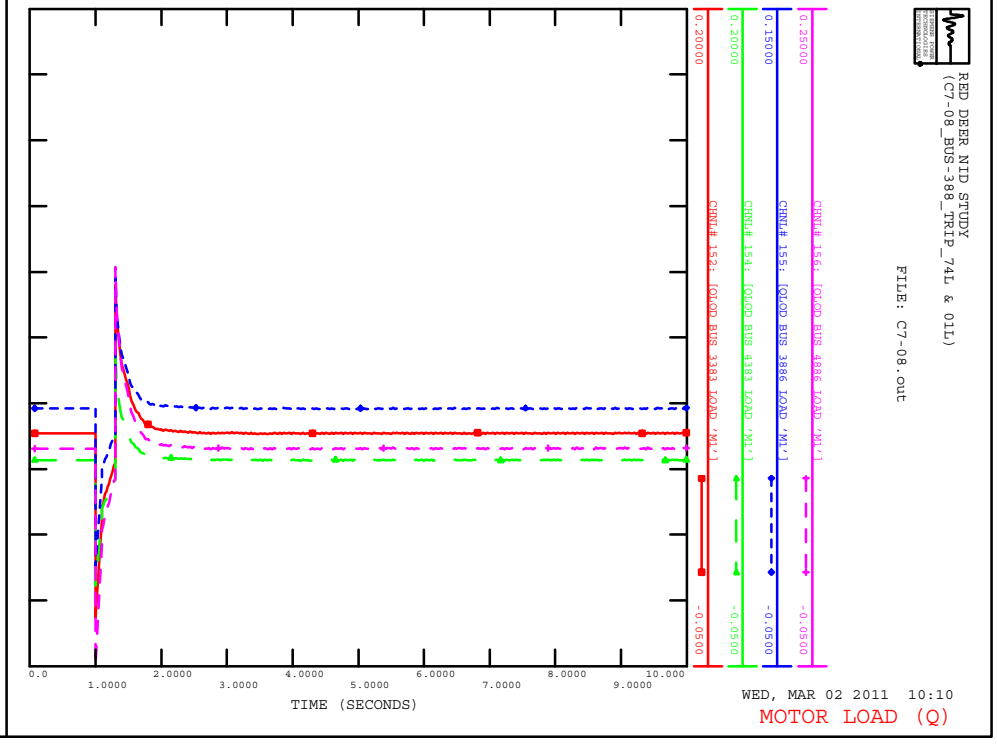

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)

FILE: C7-08.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)

FILE: C7-08.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)

FILE: C7-08.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)

FILE: C7-08.out

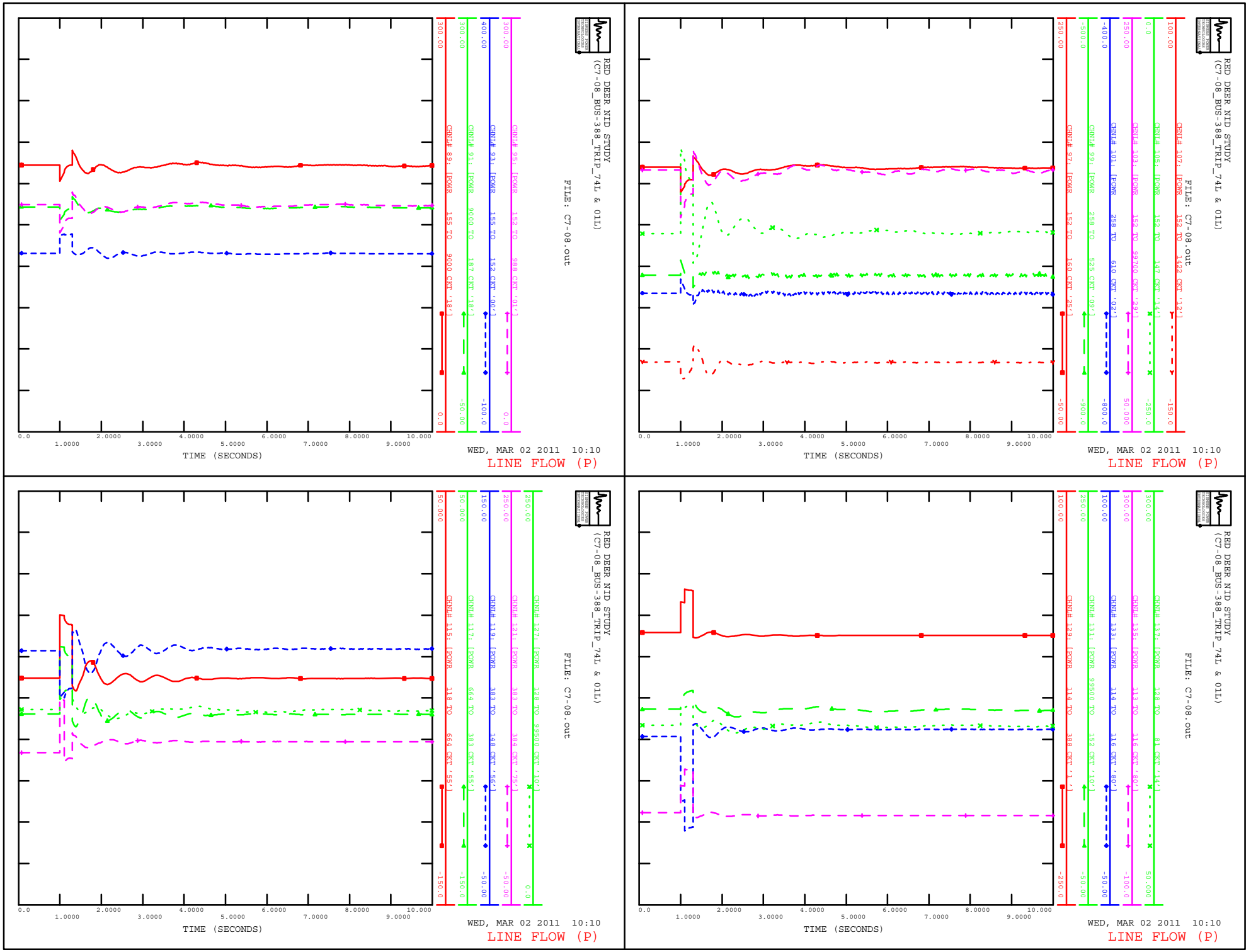
WED, MAR 02 2011 10:10

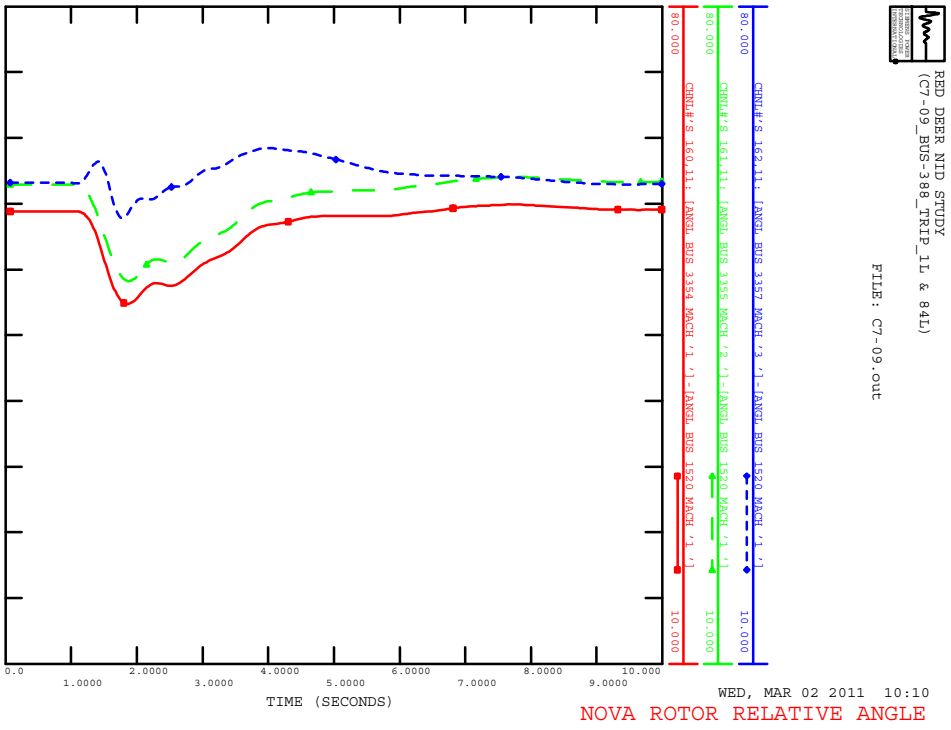
MACHINE POWER (P)

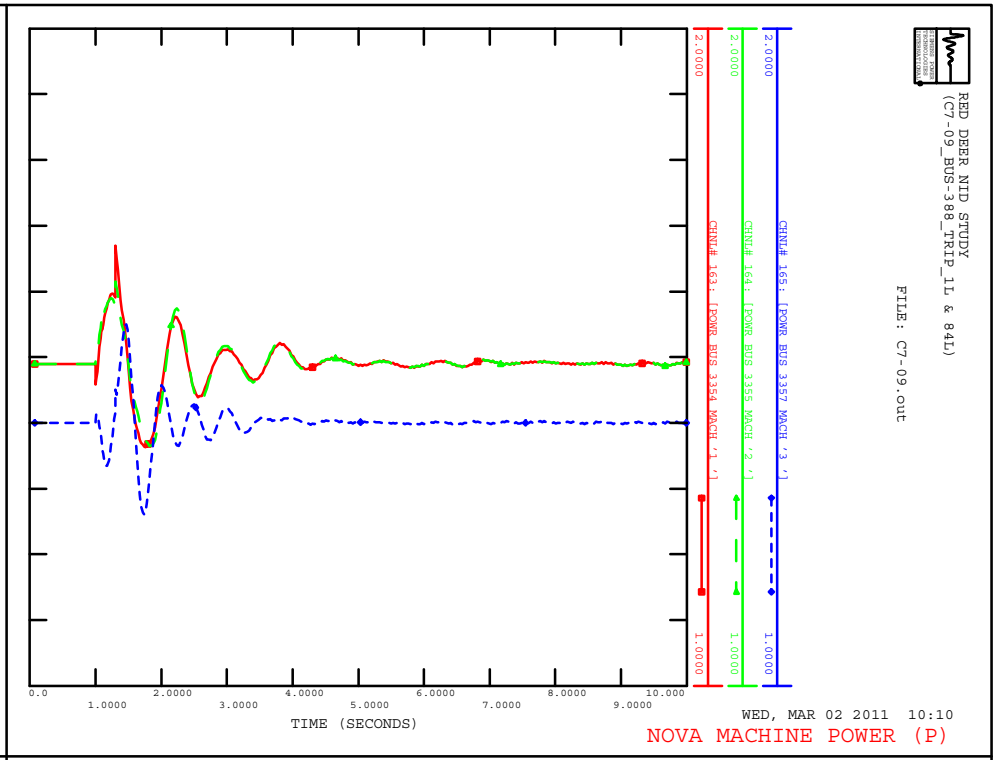
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

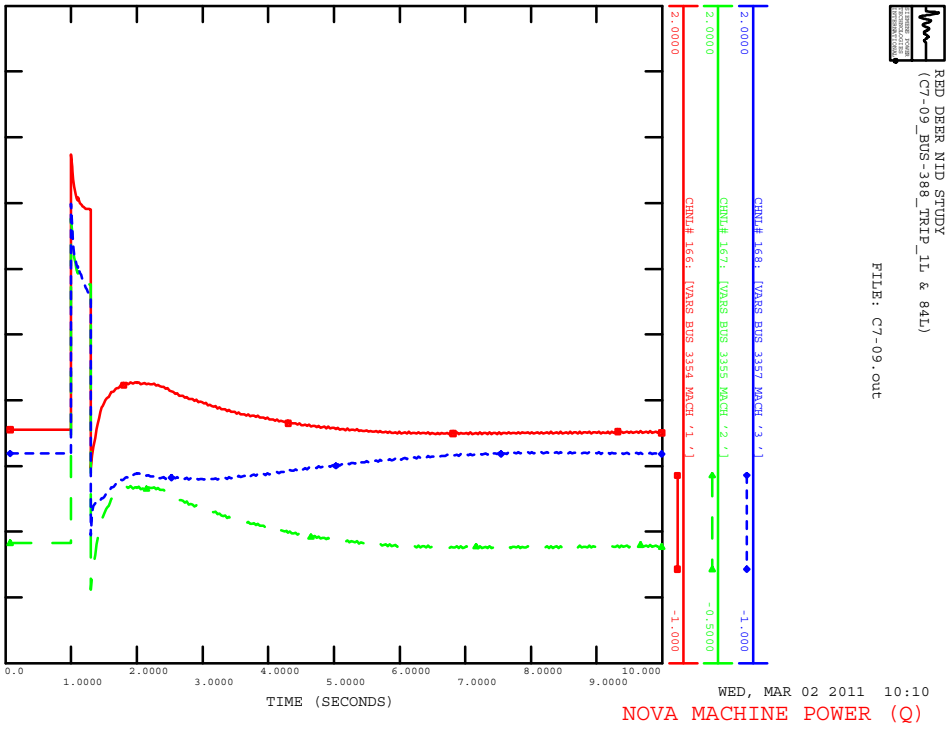
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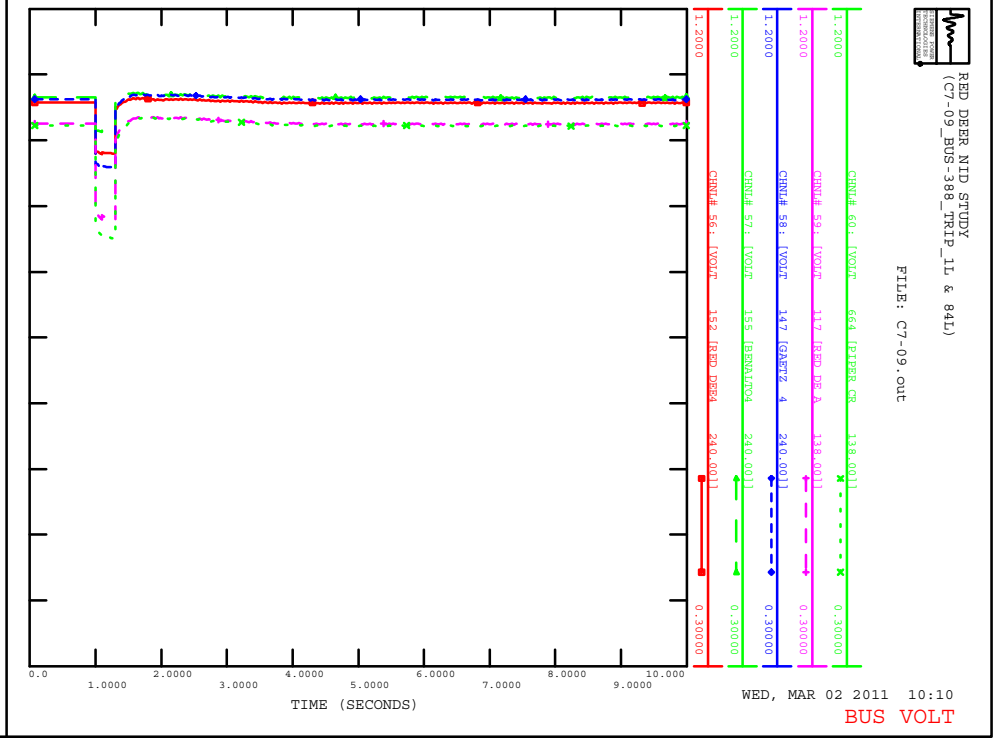
TIME (SECONDS)

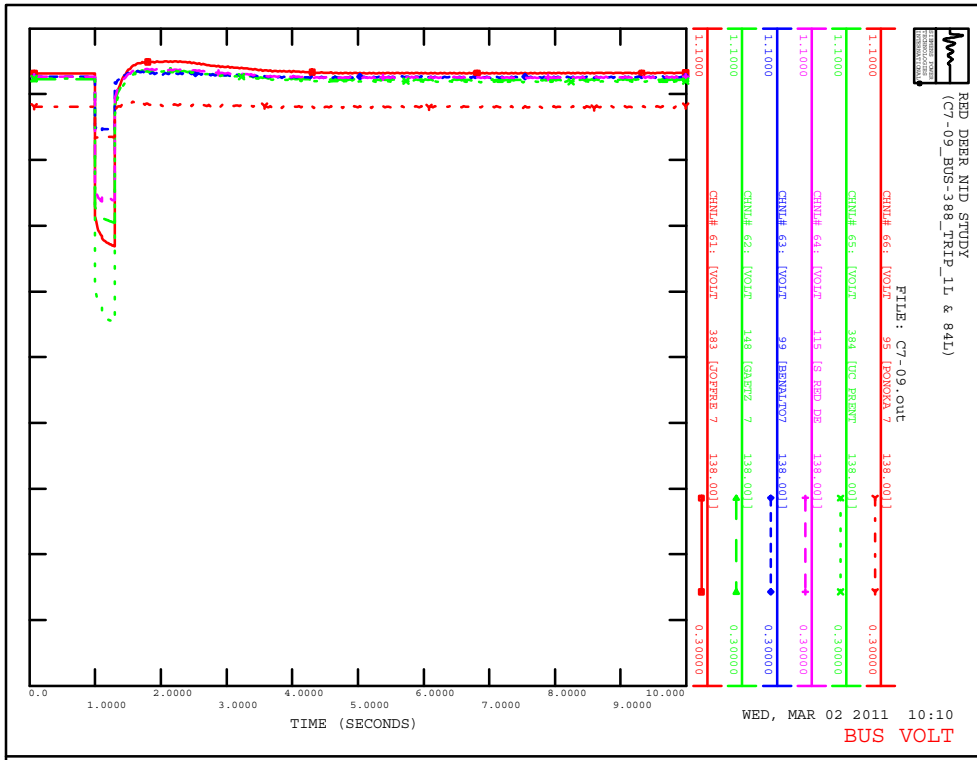

RED DEER NID STUDY
(C7-08_BUS-388_TRIP_74L & 01L)
FILE: C7-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

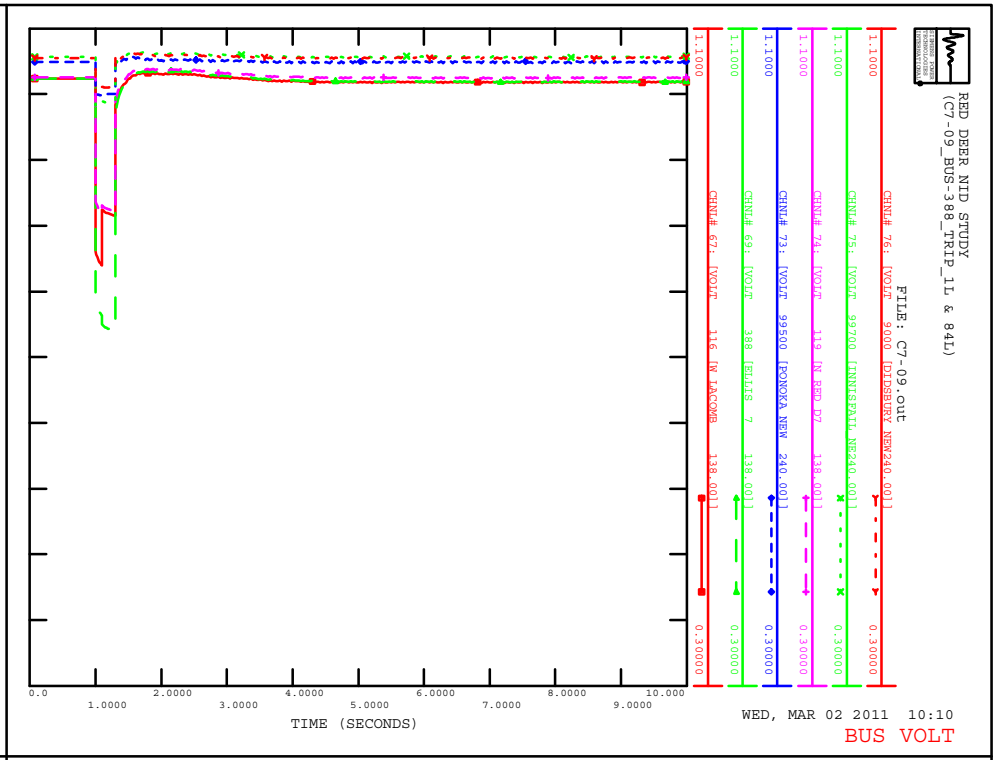

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

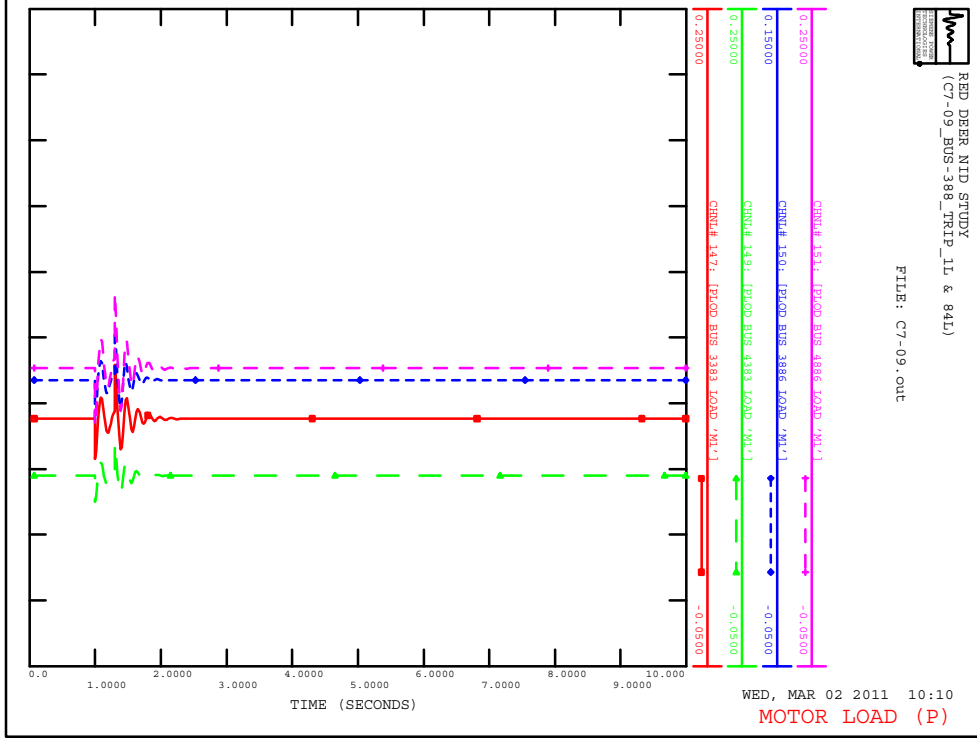

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

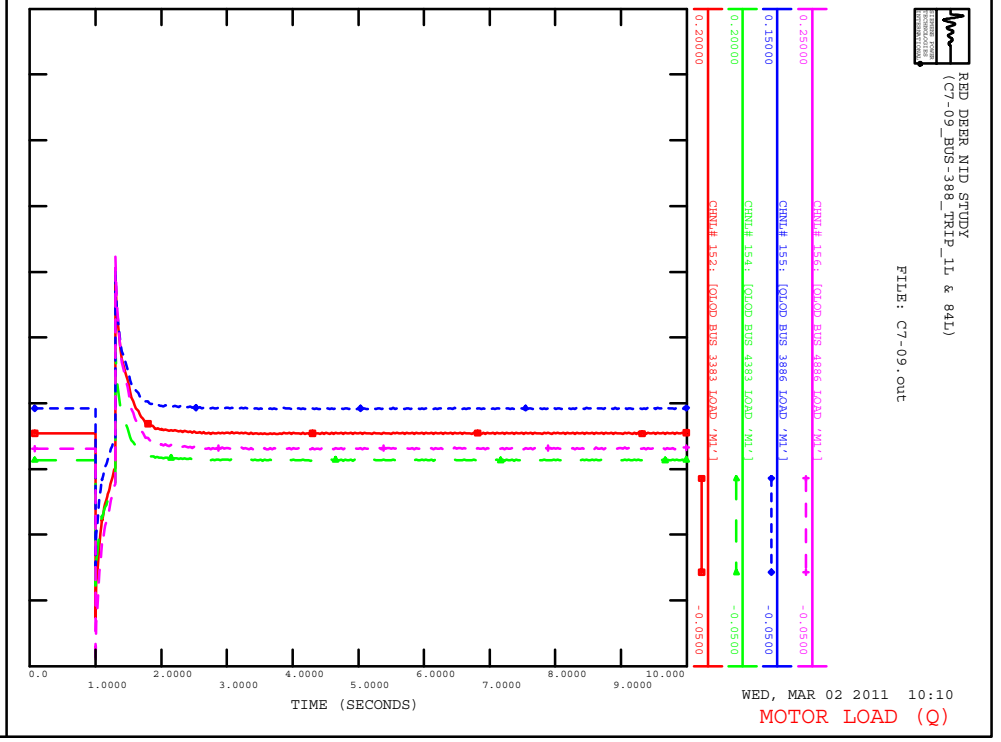

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)

FILE: C7-09.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)

FILE: C7-09.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)

FILE: C7-09.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)

FILE: C7-09.out

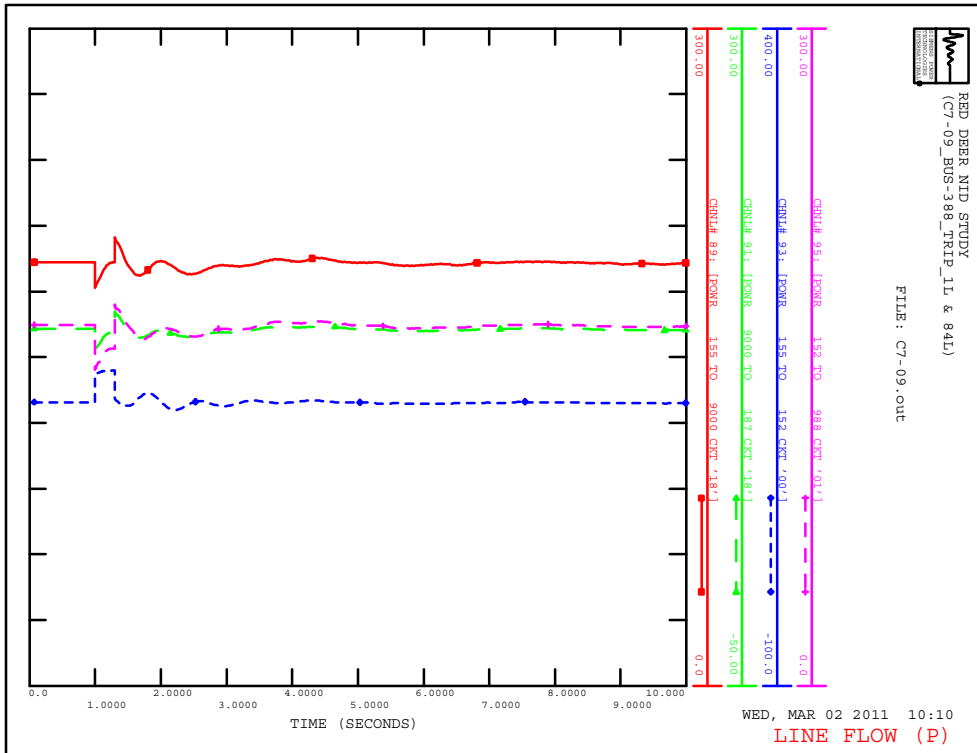
WED, MAR 02 2011 10:10

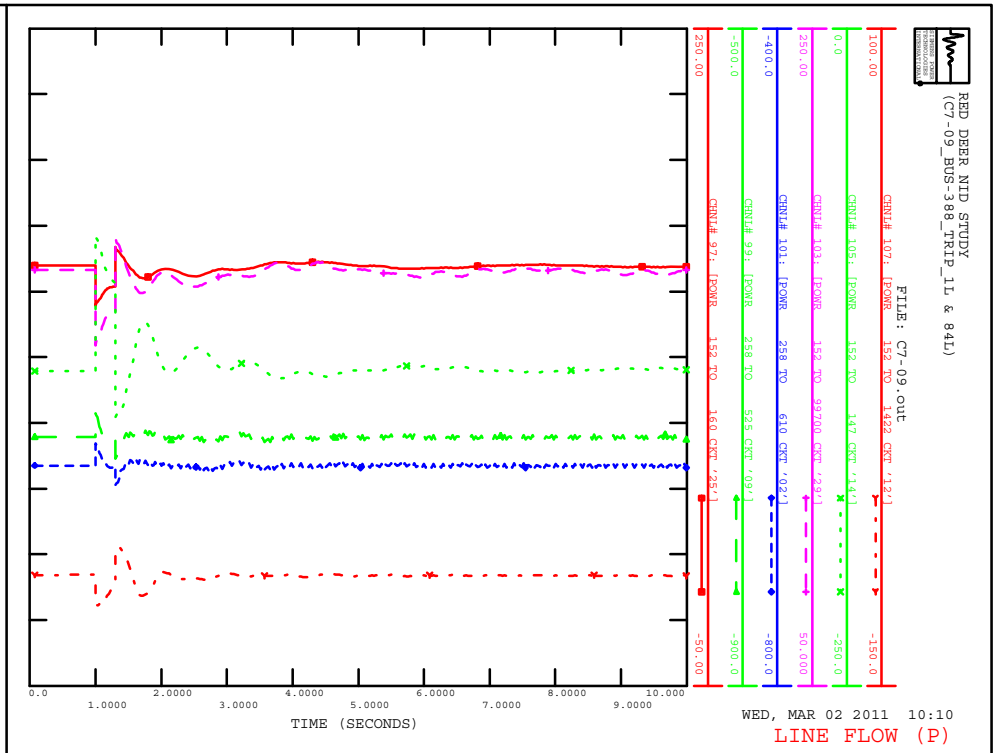
MACHINE POWER (P)

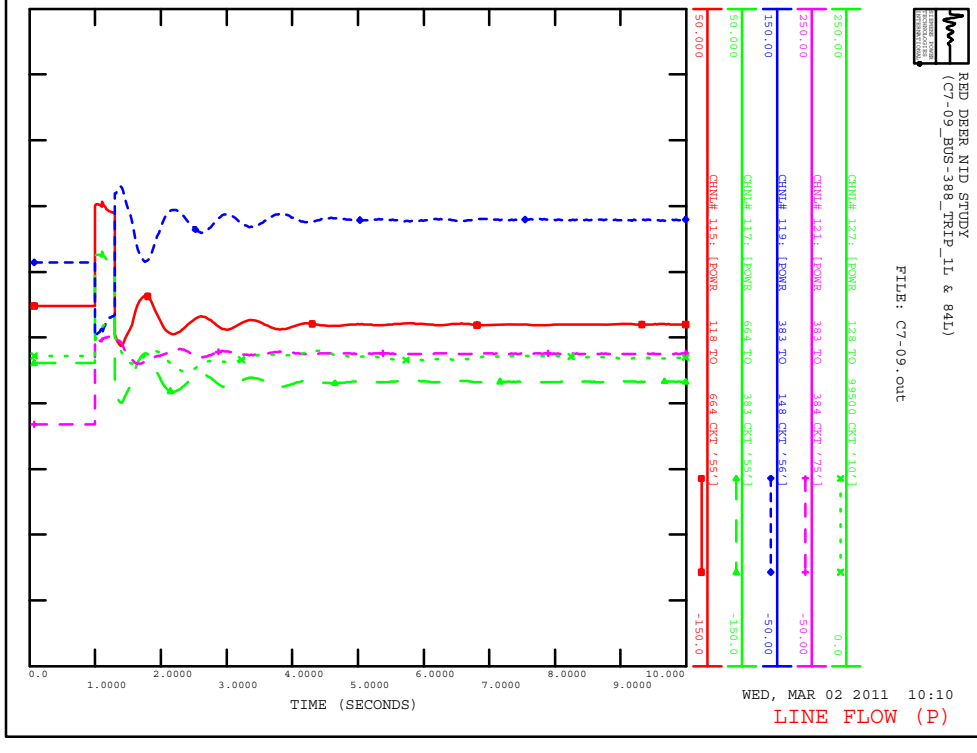
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

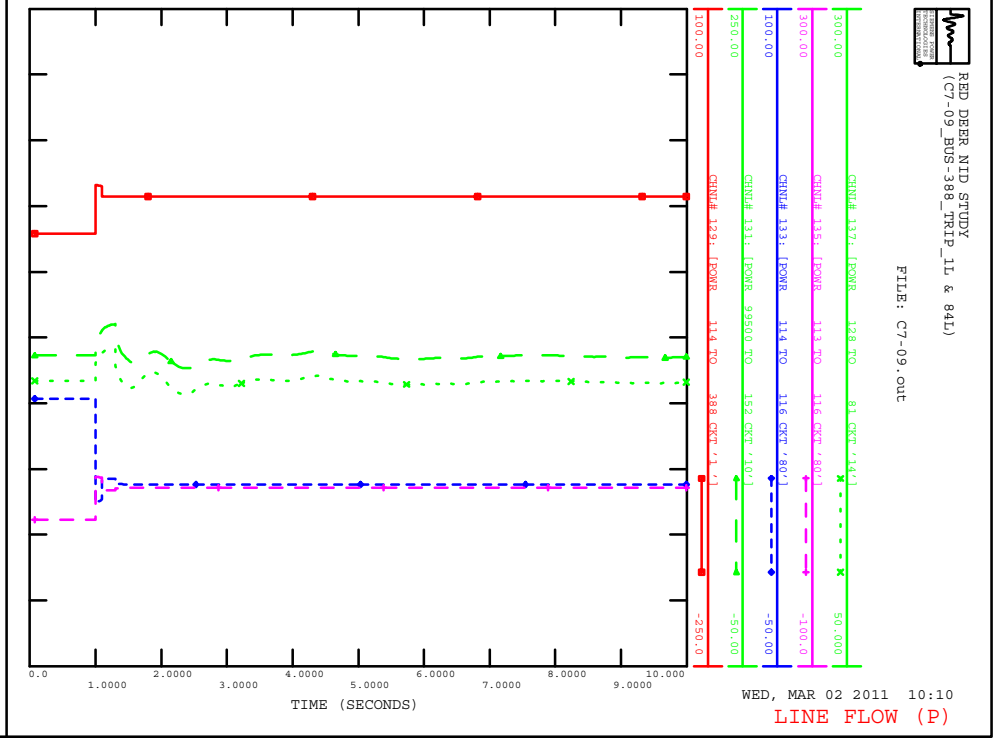
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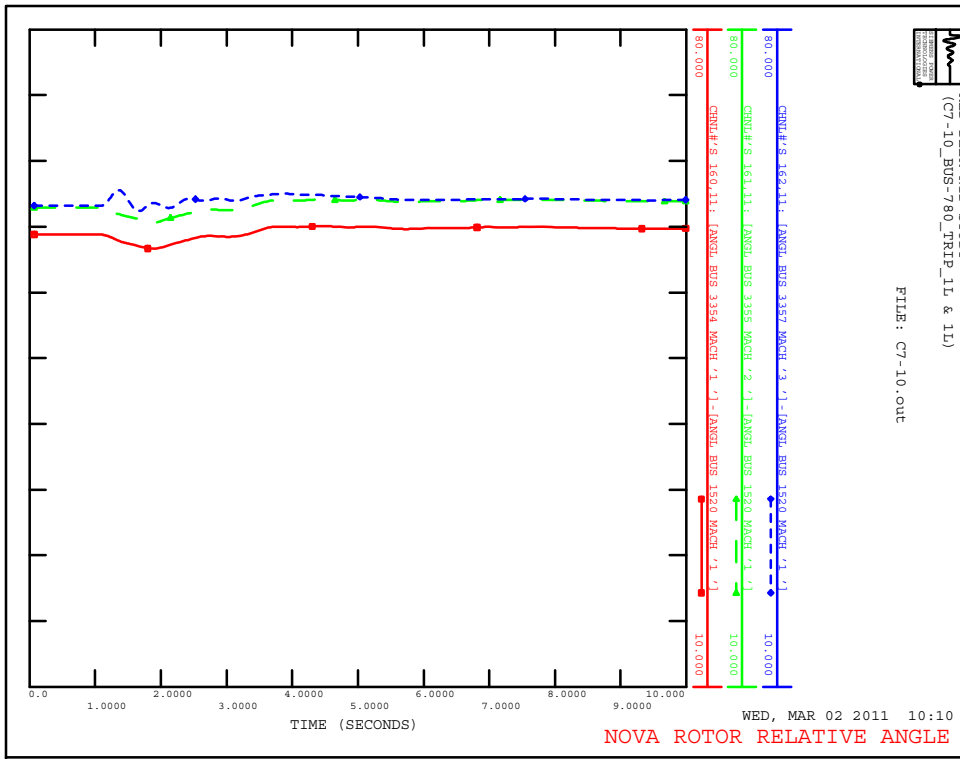
TIME (SECONDS)

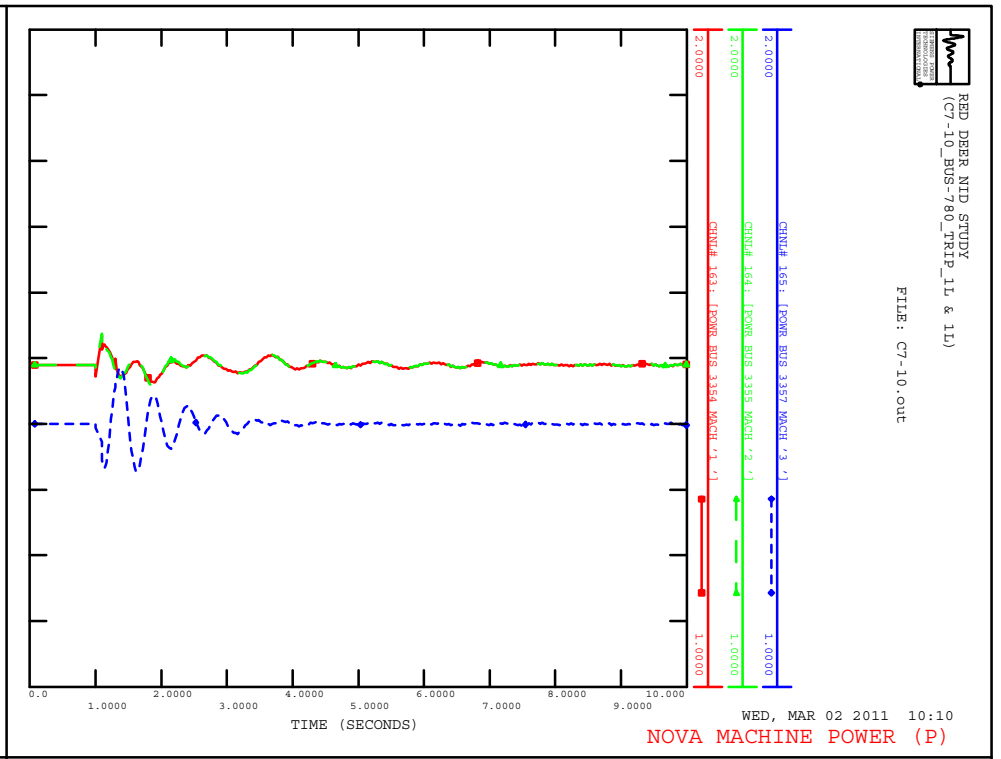

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

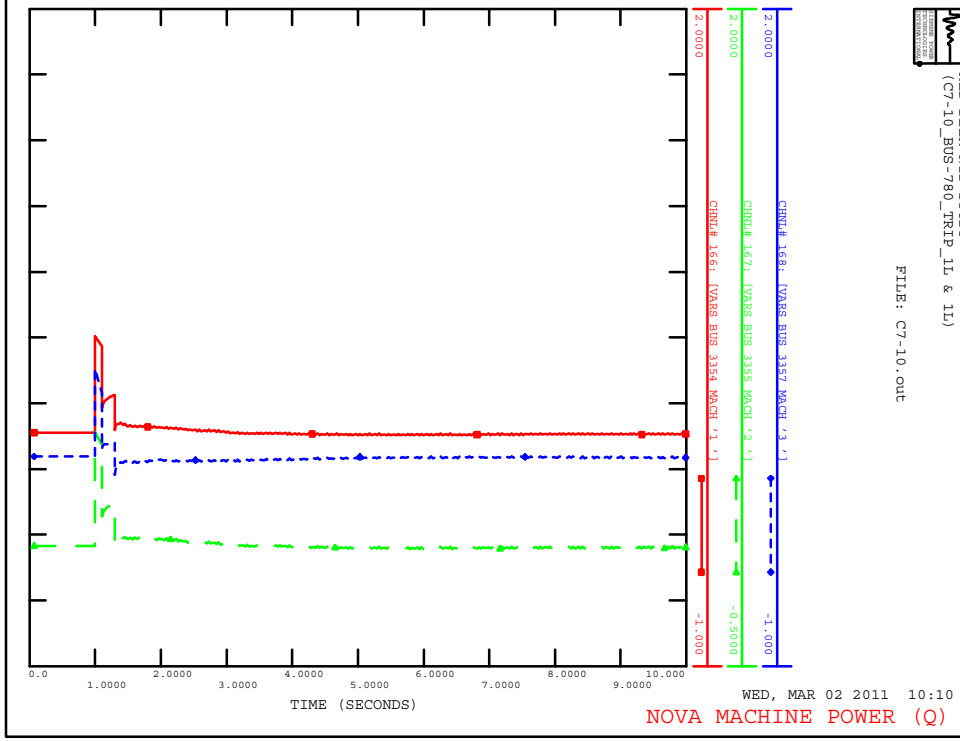

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

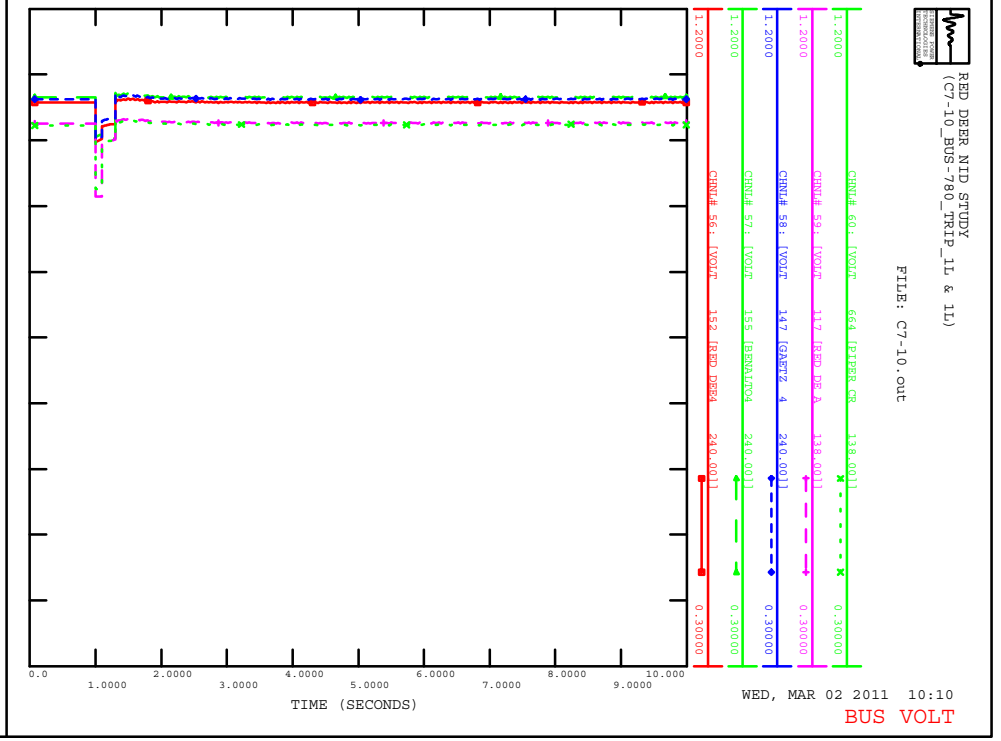

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

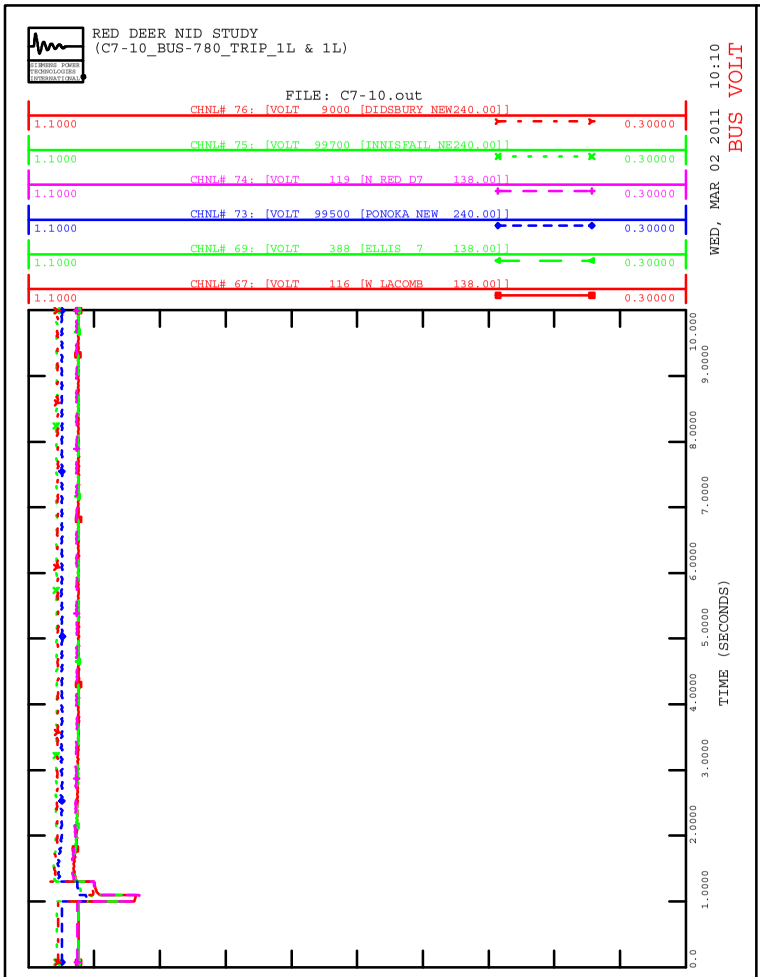

RED DEER NID STUDY
(C7-09_BUS-388_TRIP_1L & 84L)
FILE: C7-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

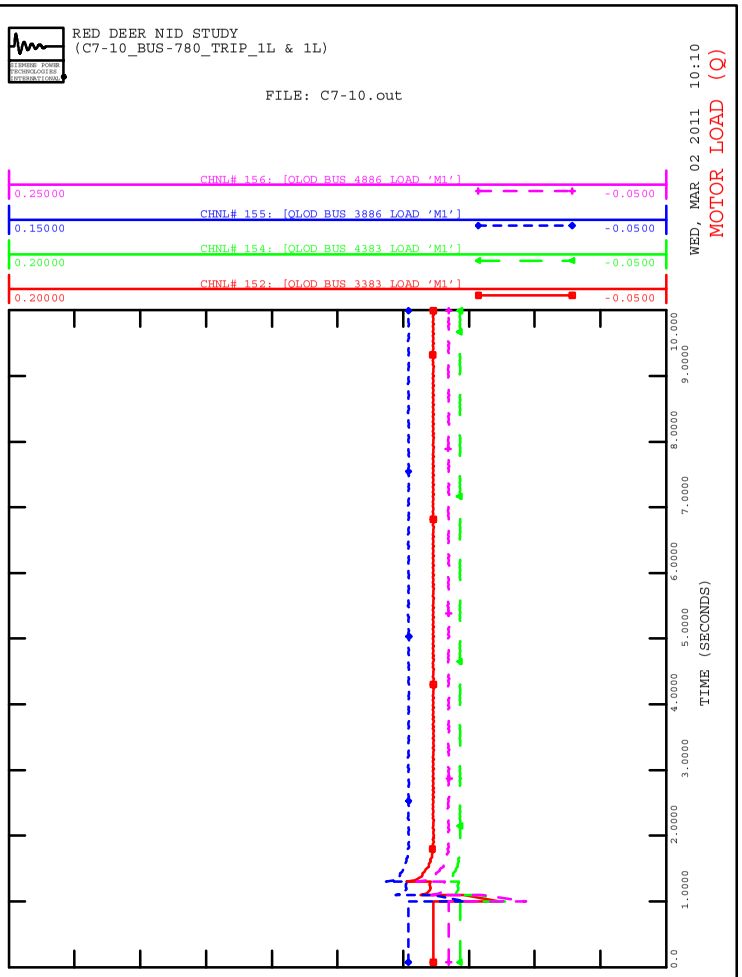

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1]-[ANGL BUS 1520 MACH '1 '1]
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '1]-[ANGL BUS 1520 MACH '1 '1]
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '1]-[ANGL BUS 1520 MACH '1 '1]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

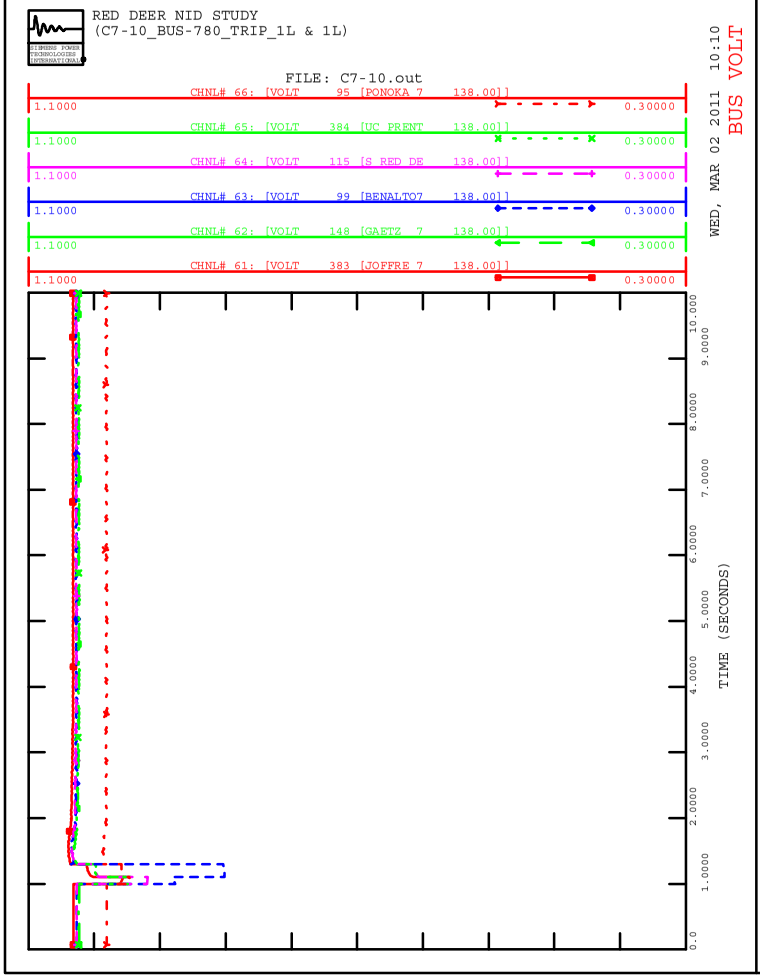

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

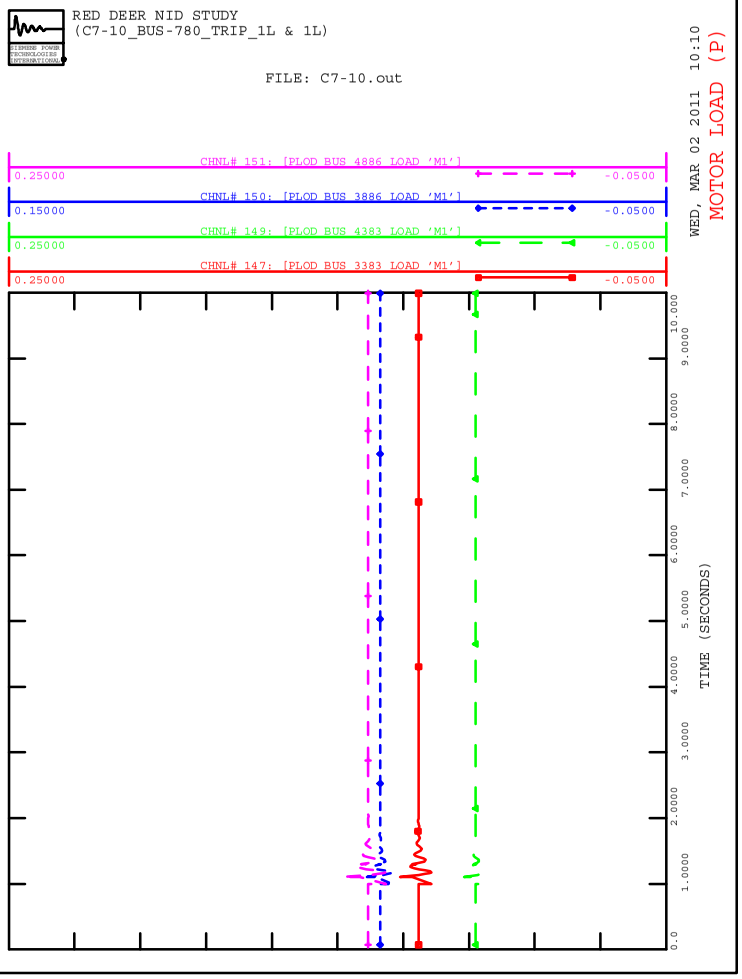

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)

FILE: C7-10.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)

FILE: C7-10.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)

FILE: C7-10.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)

FILE: C7-10.out

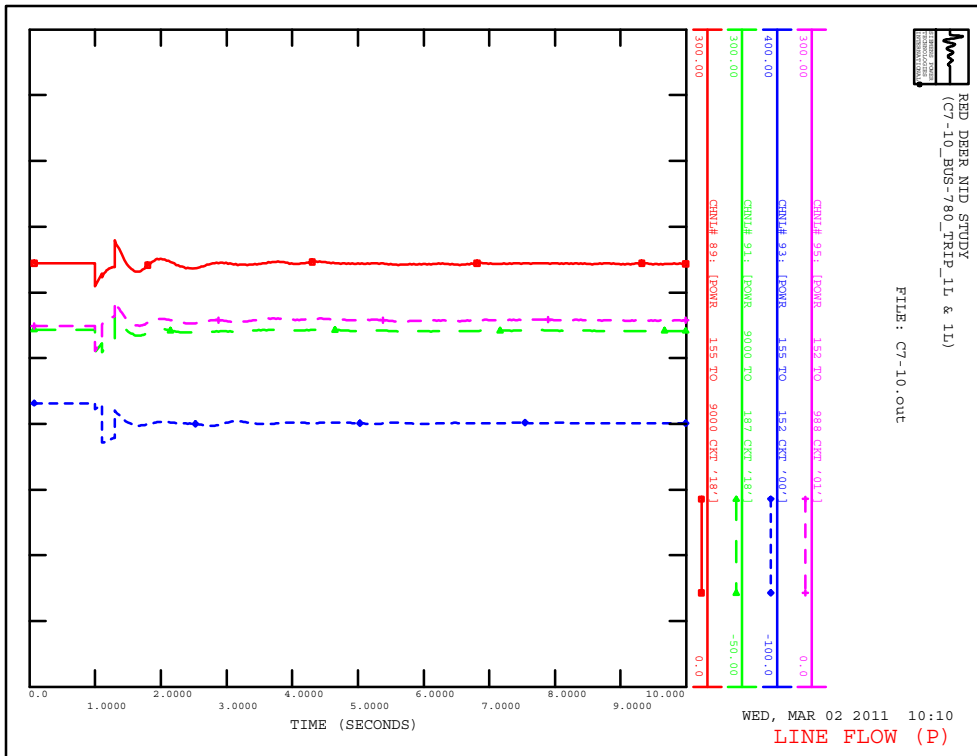
WED, MAR 02 2011 10:10

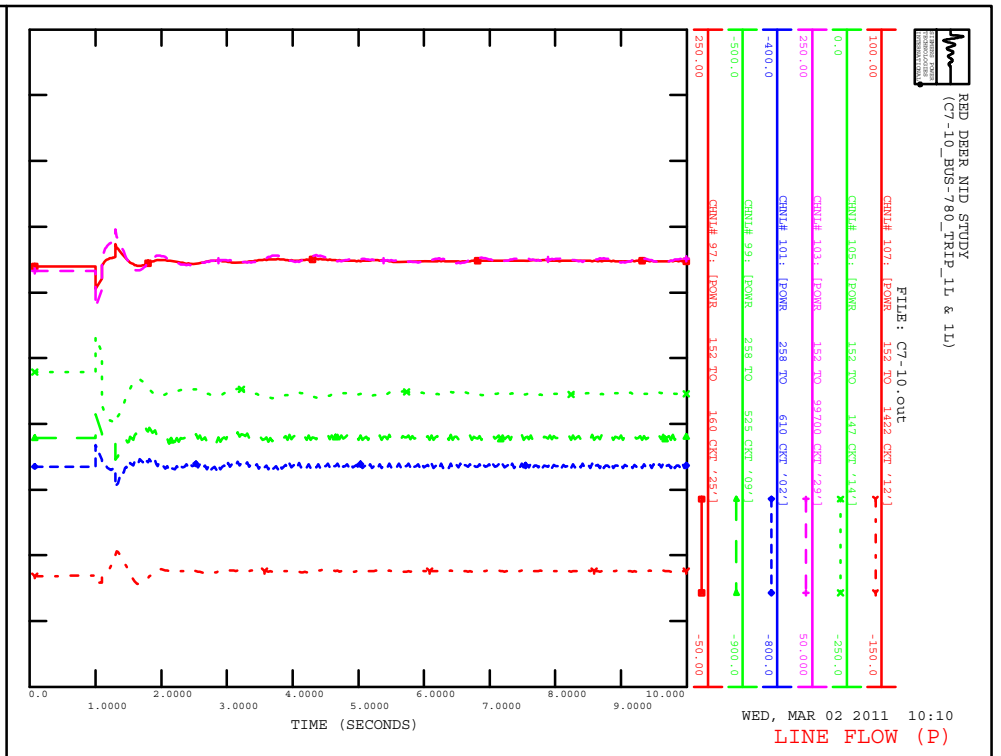
MACHINE POWER (P)

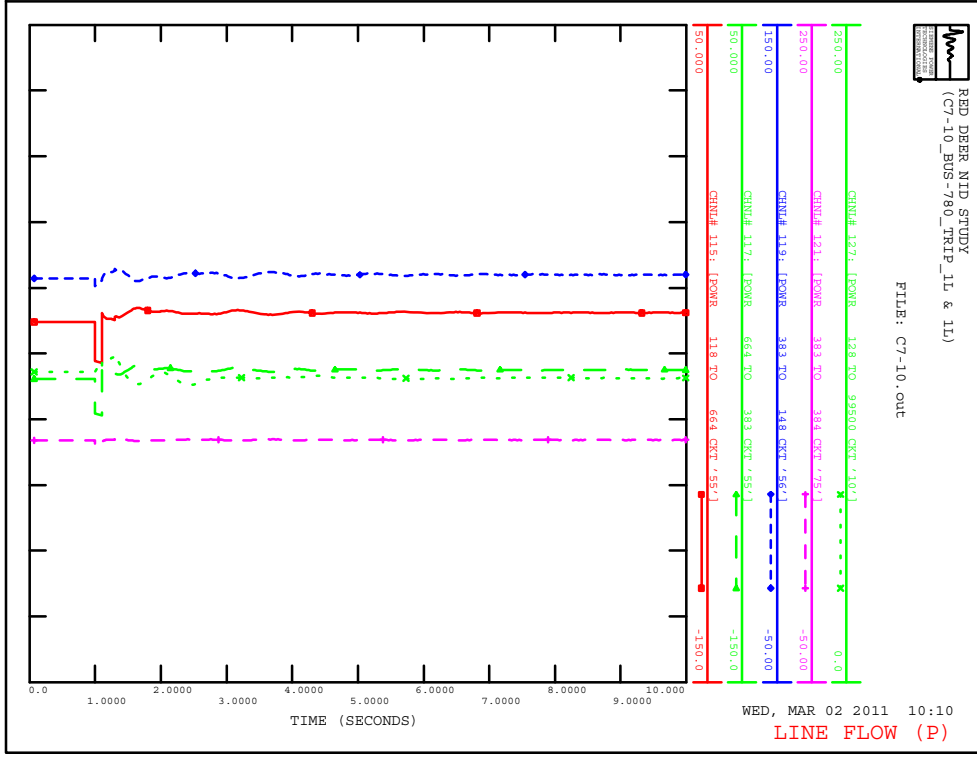
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

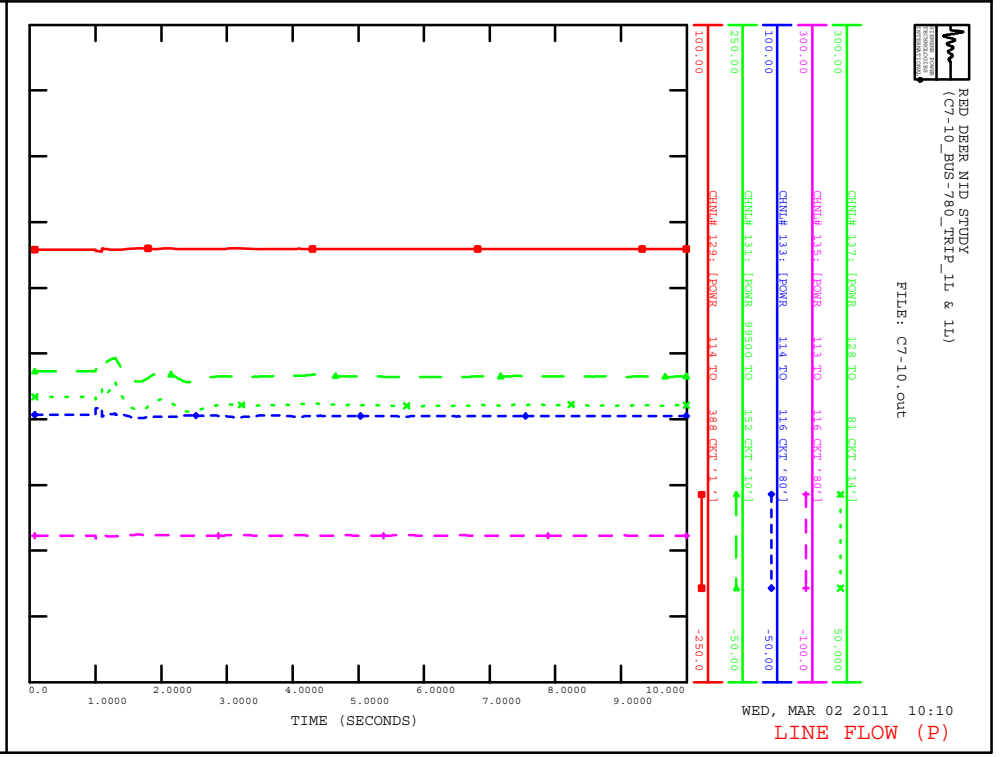
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

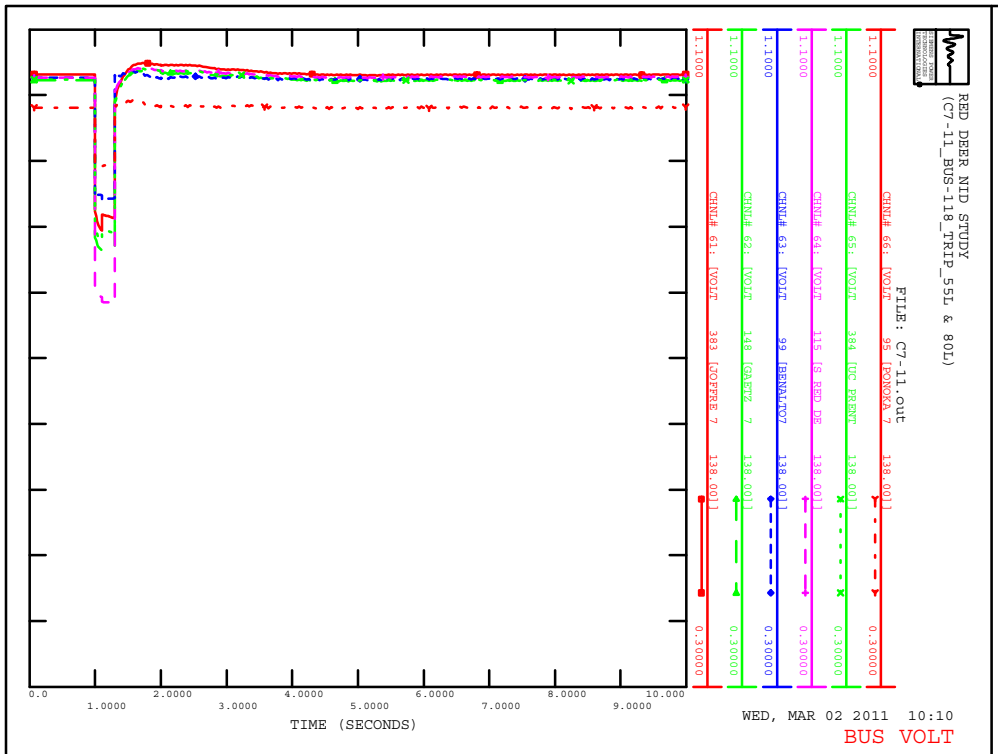

RED DEER NID STUDY
(C7-10_BUS-780_TRIP_1L & 1L)
FILE: C7-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

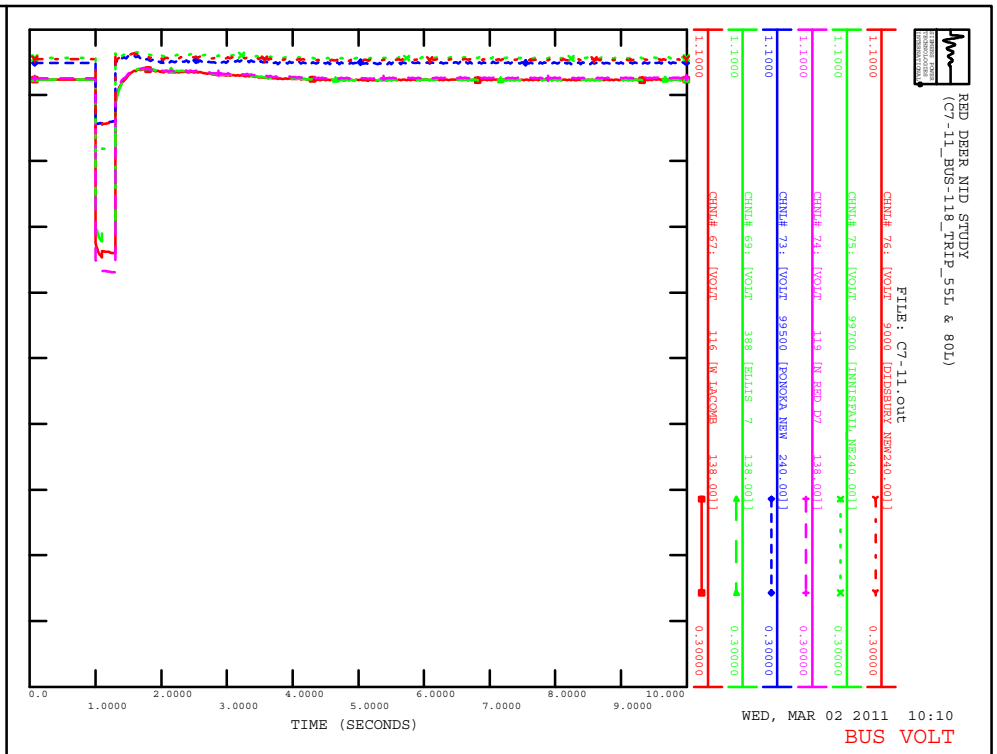
RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

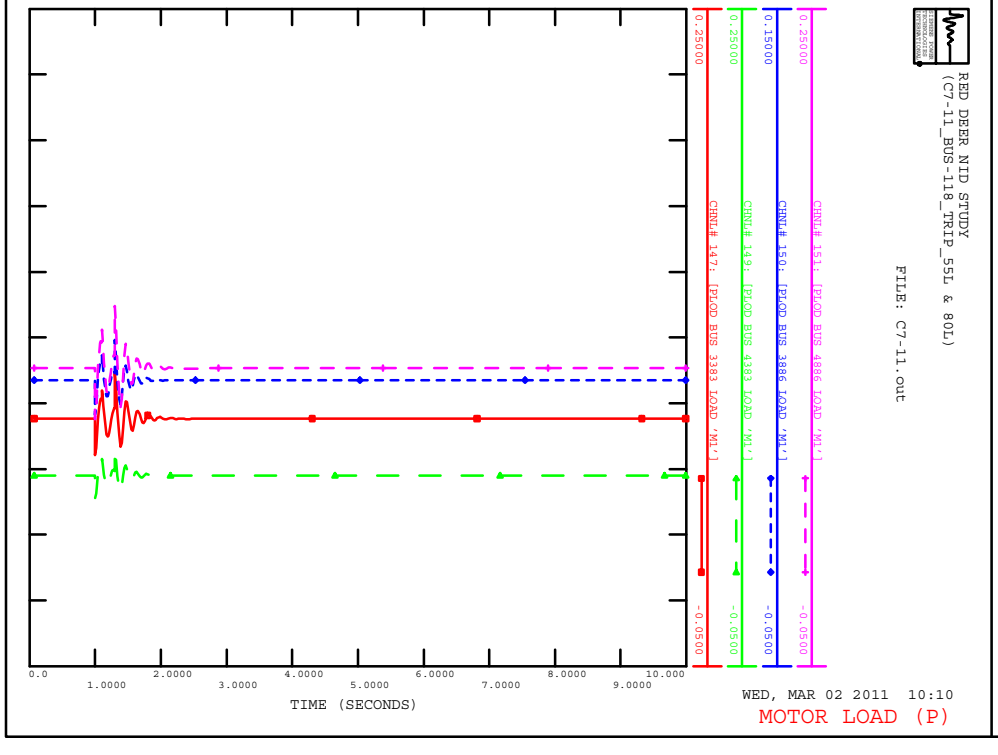
RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

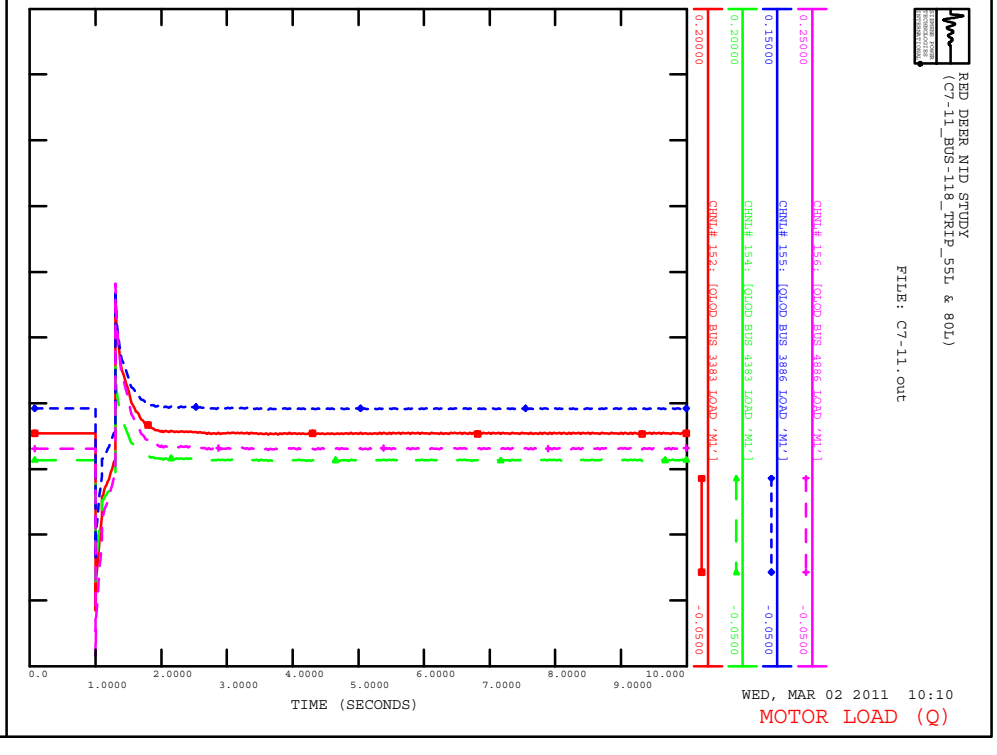
RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

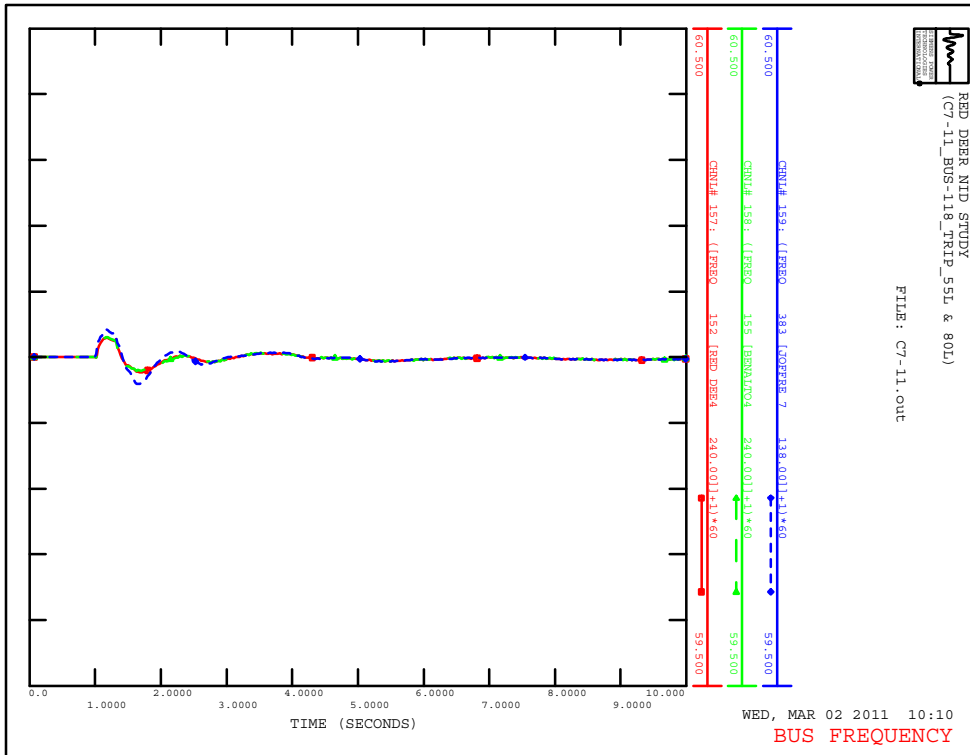
RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

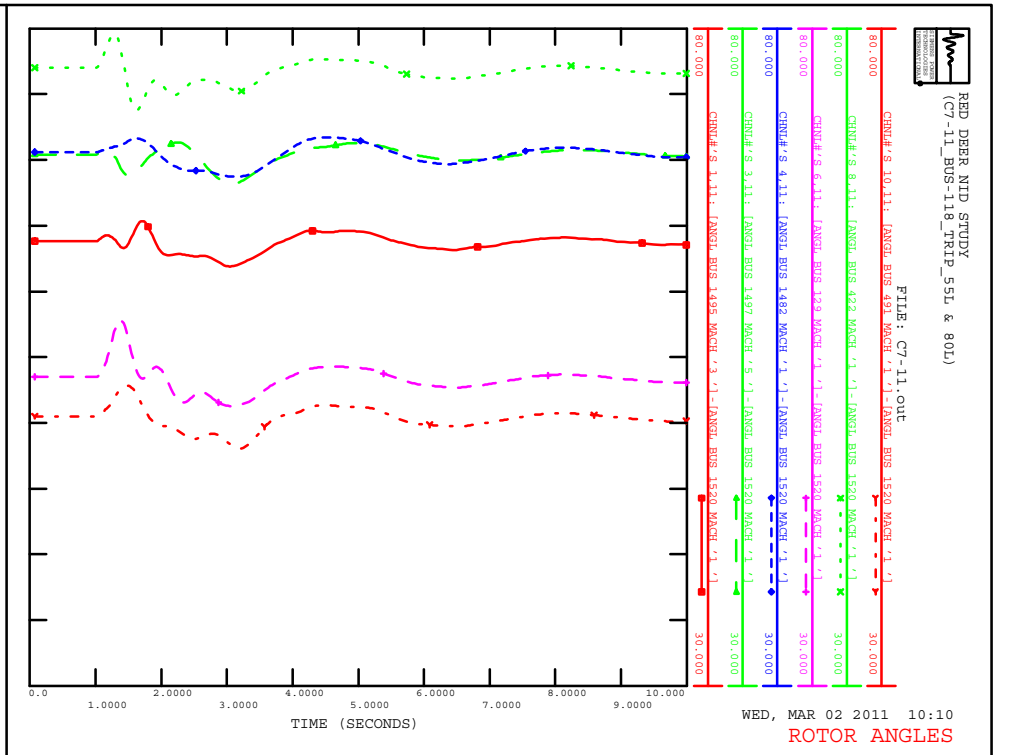

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

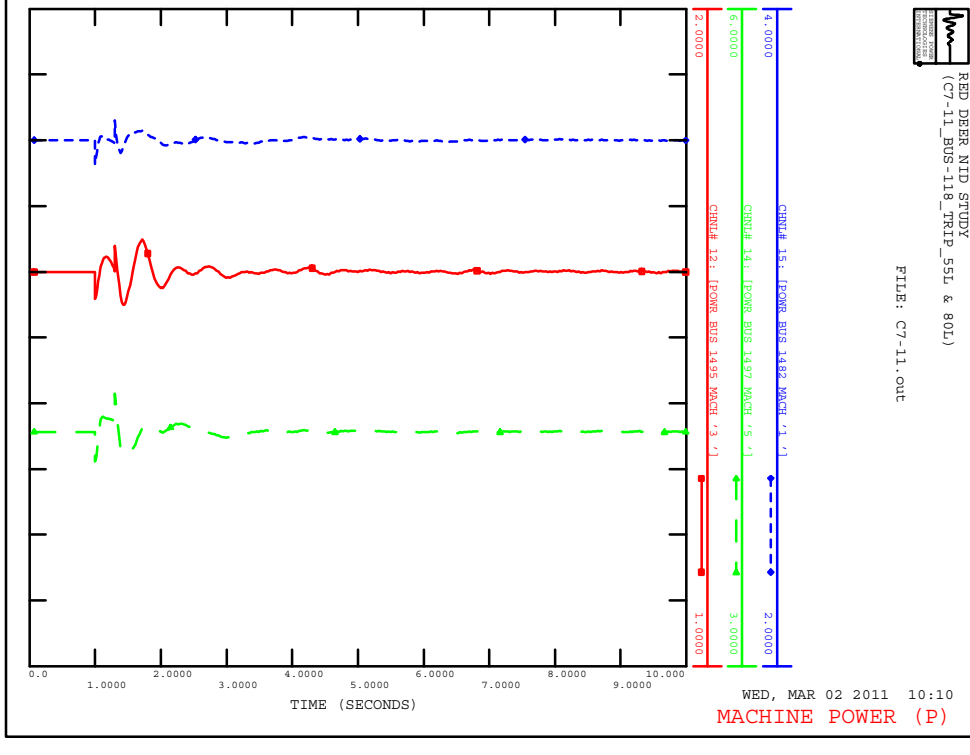

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

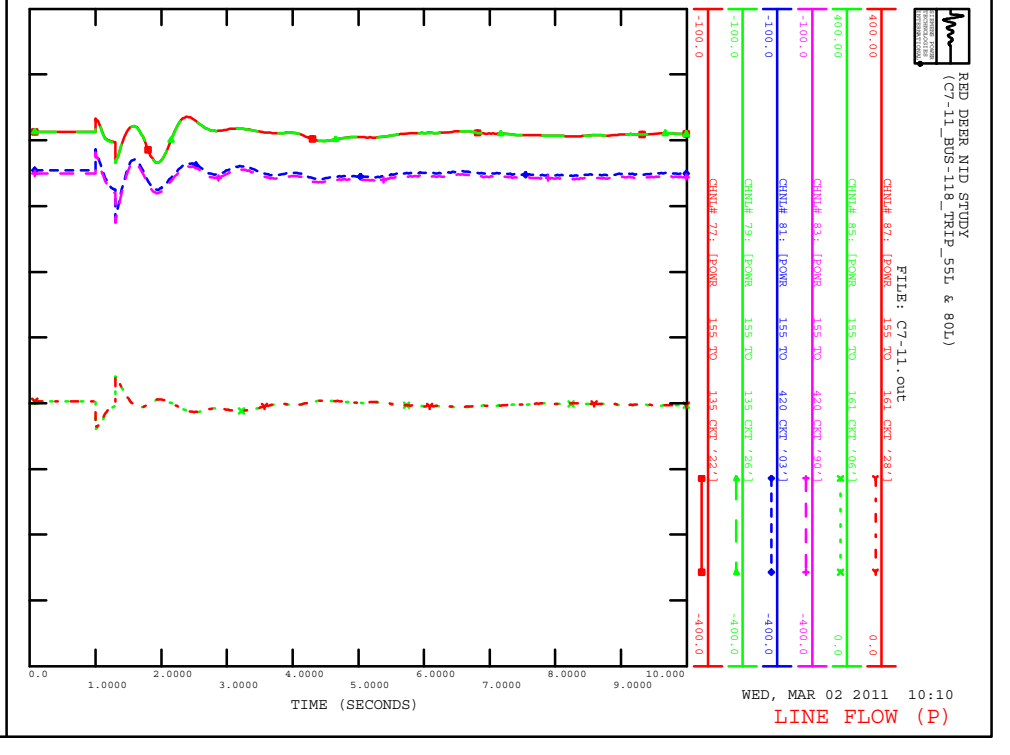

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

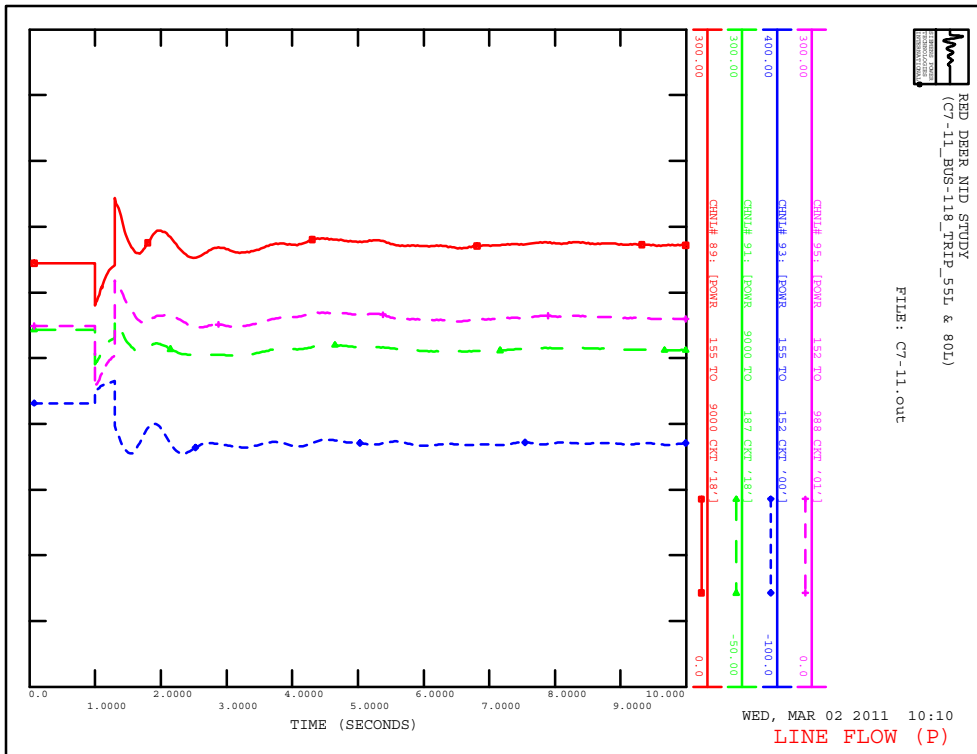

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

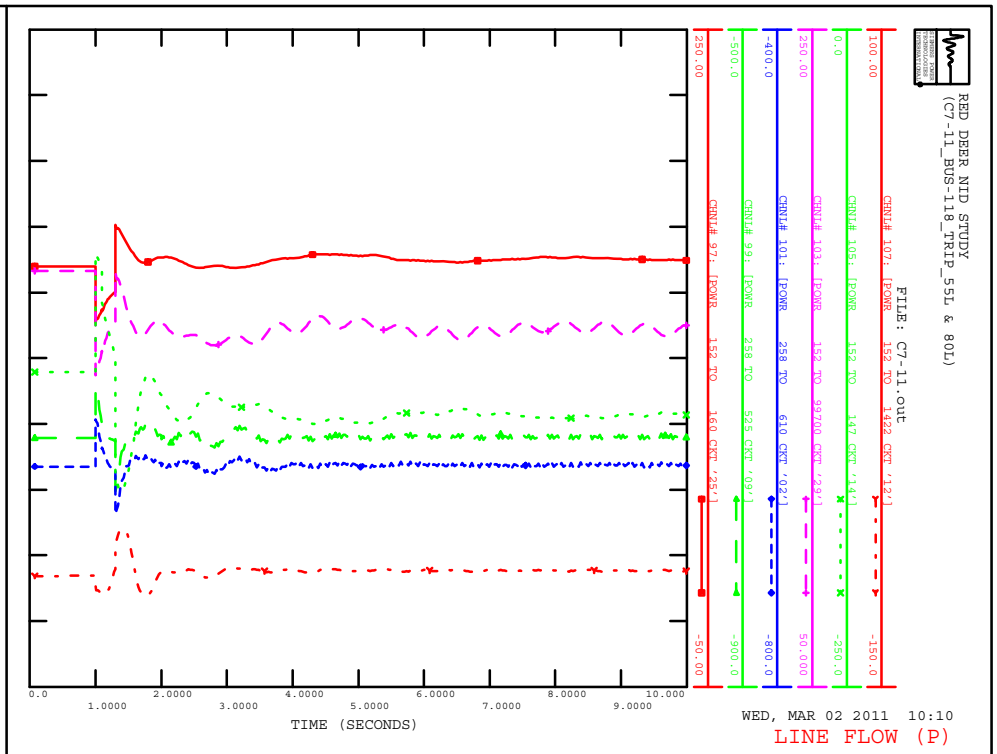

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

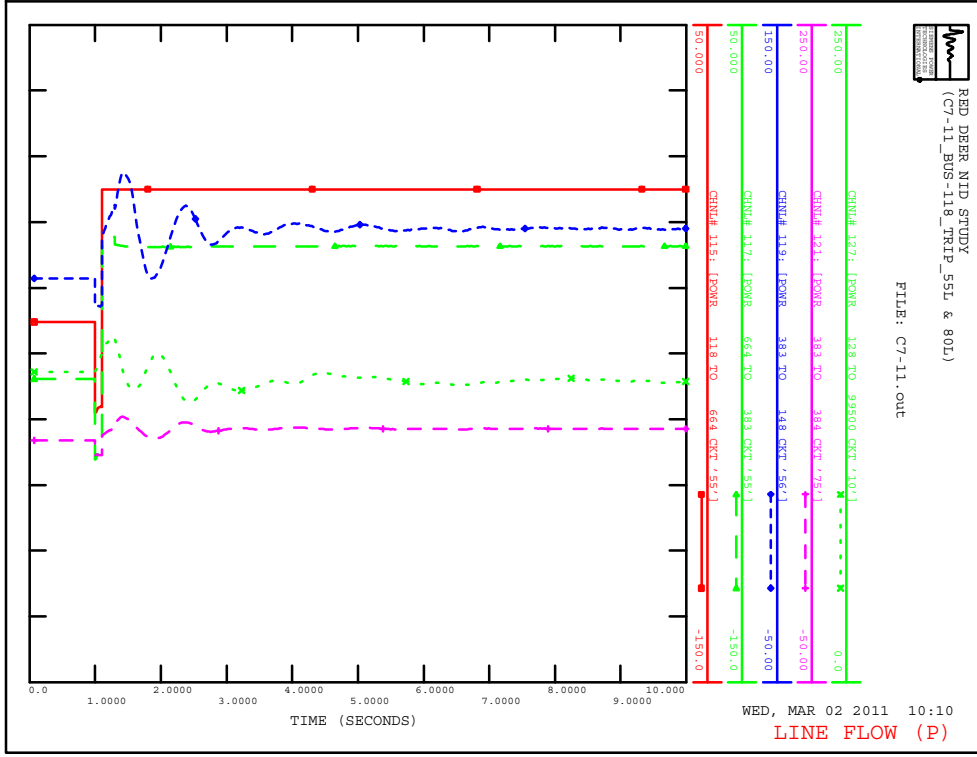

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

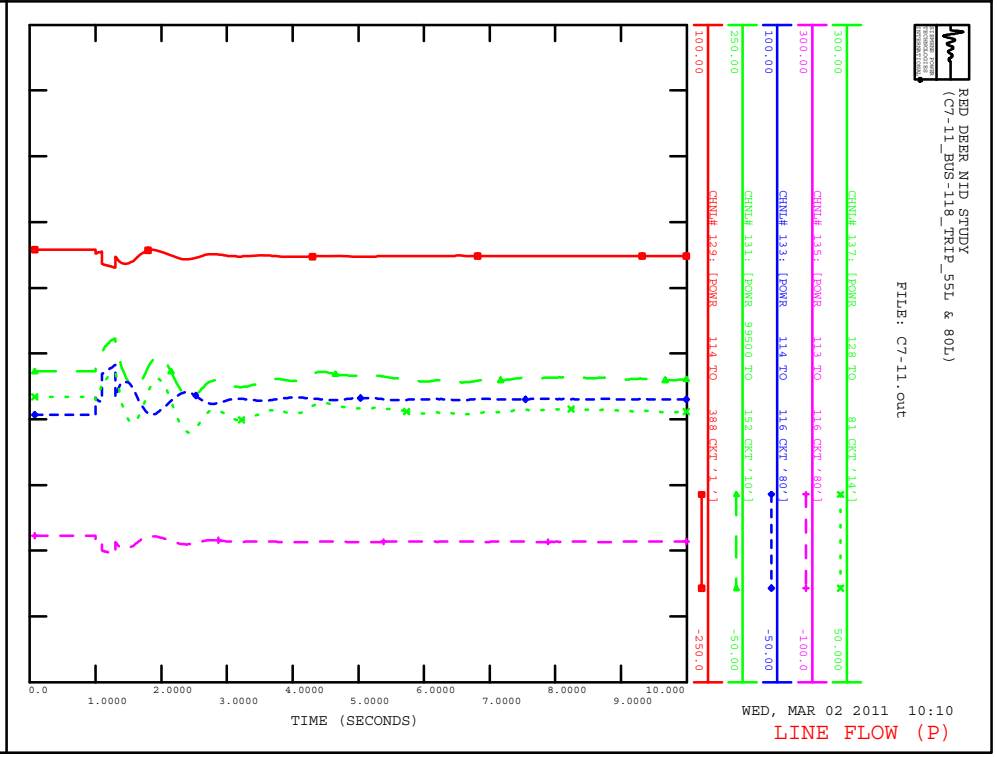

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

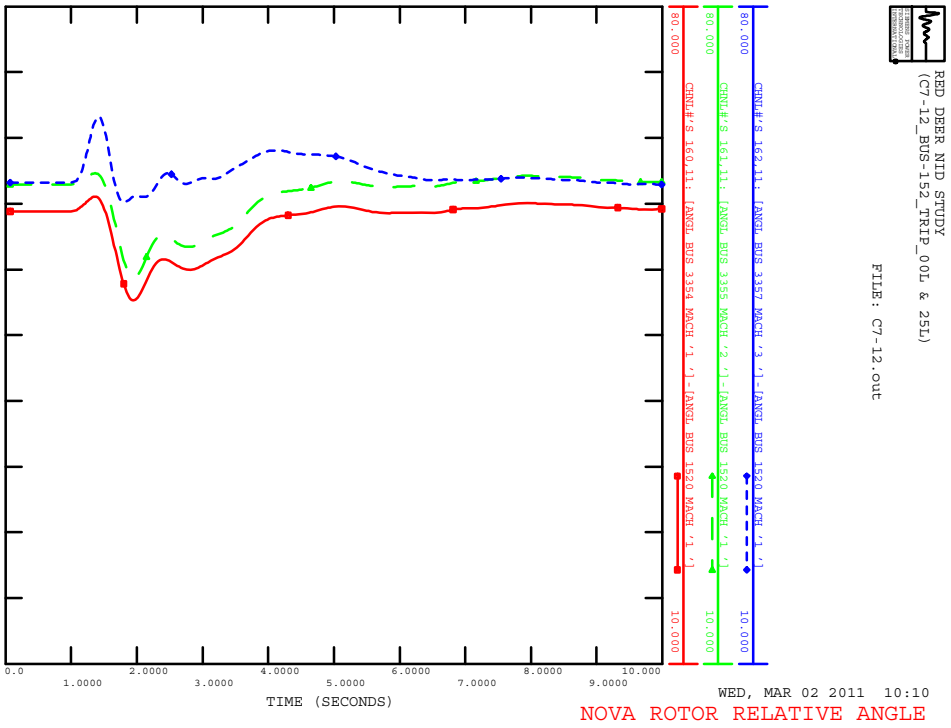

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

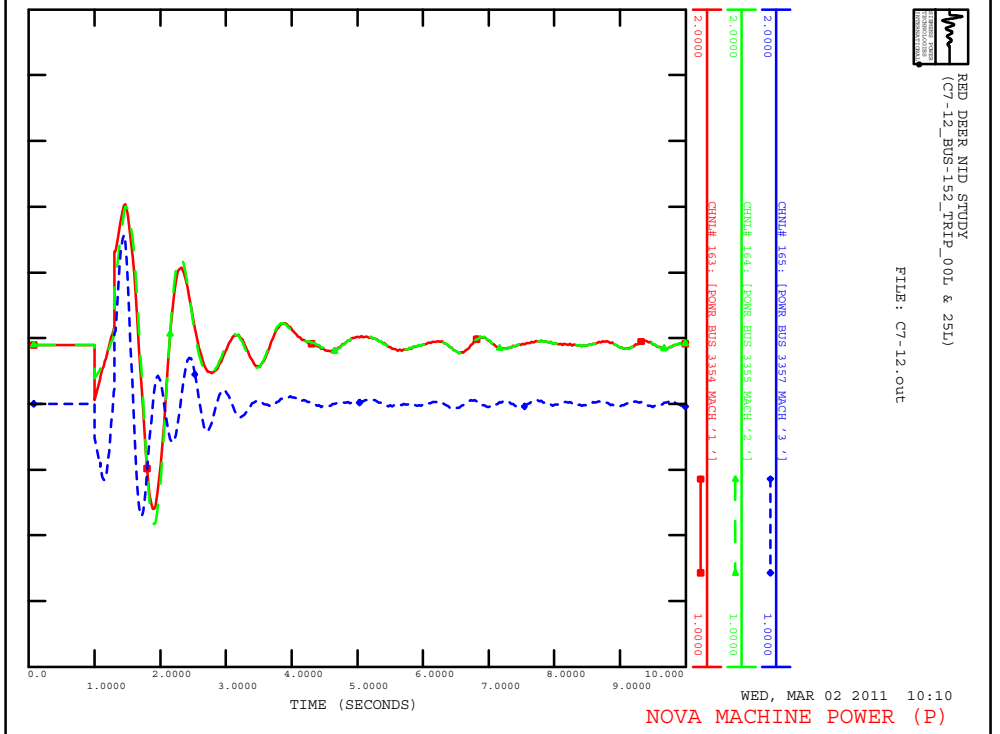

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

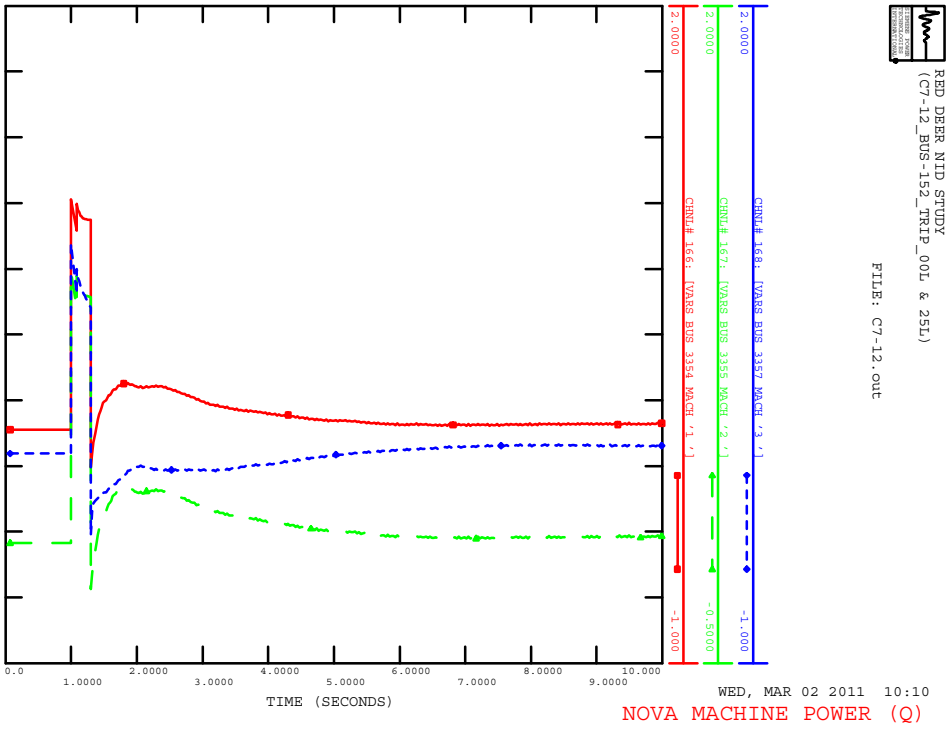

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

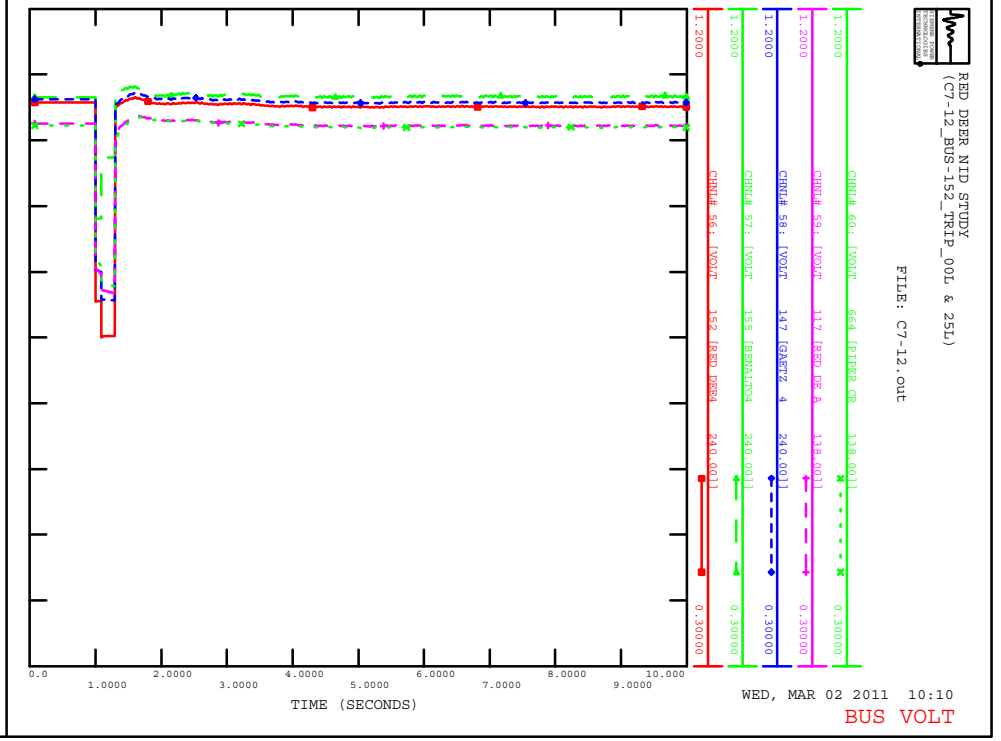

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

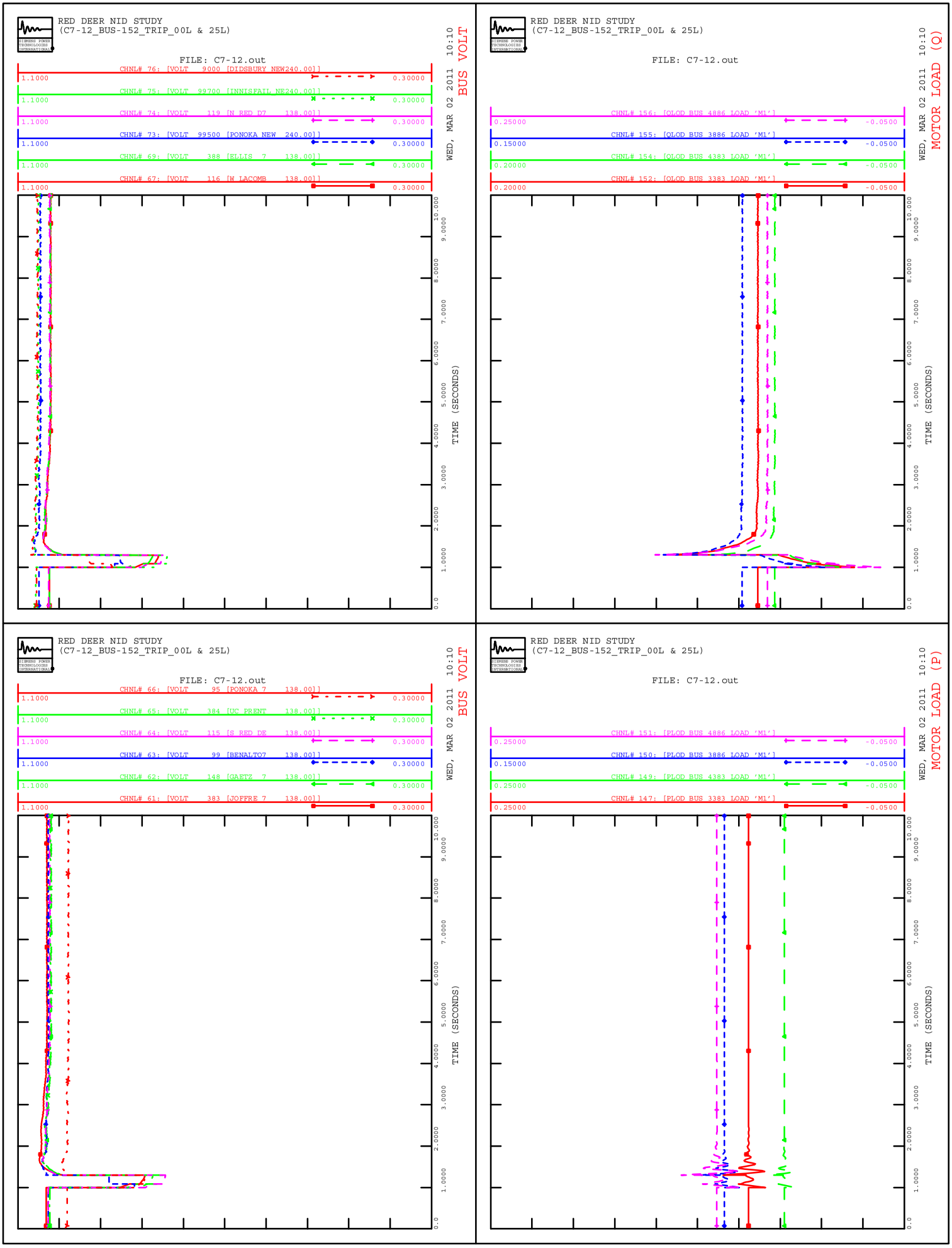

RED DEER NID STUDY
(C7-11_BUS-118_TRIP_55L & 80L)
FILE: C7-11.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

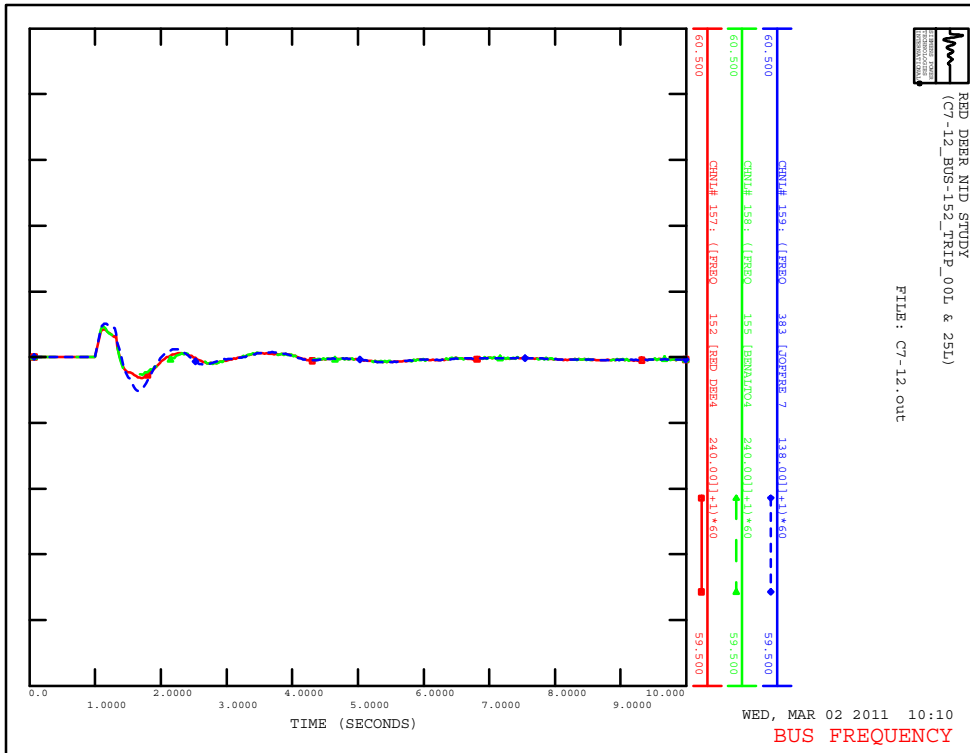

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

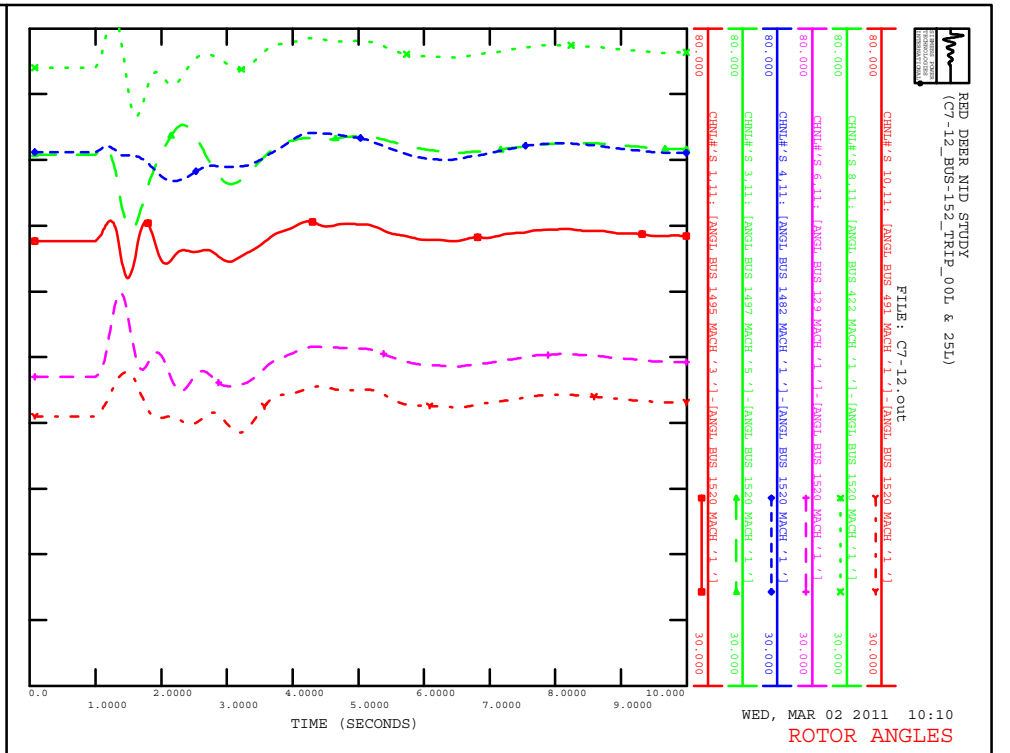

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

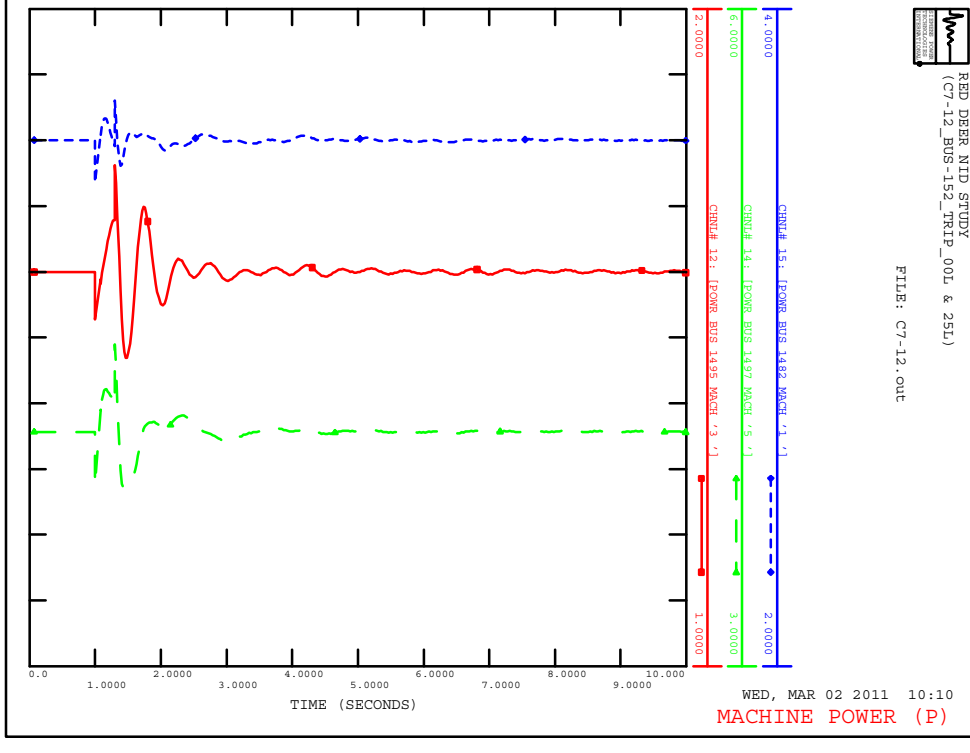

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

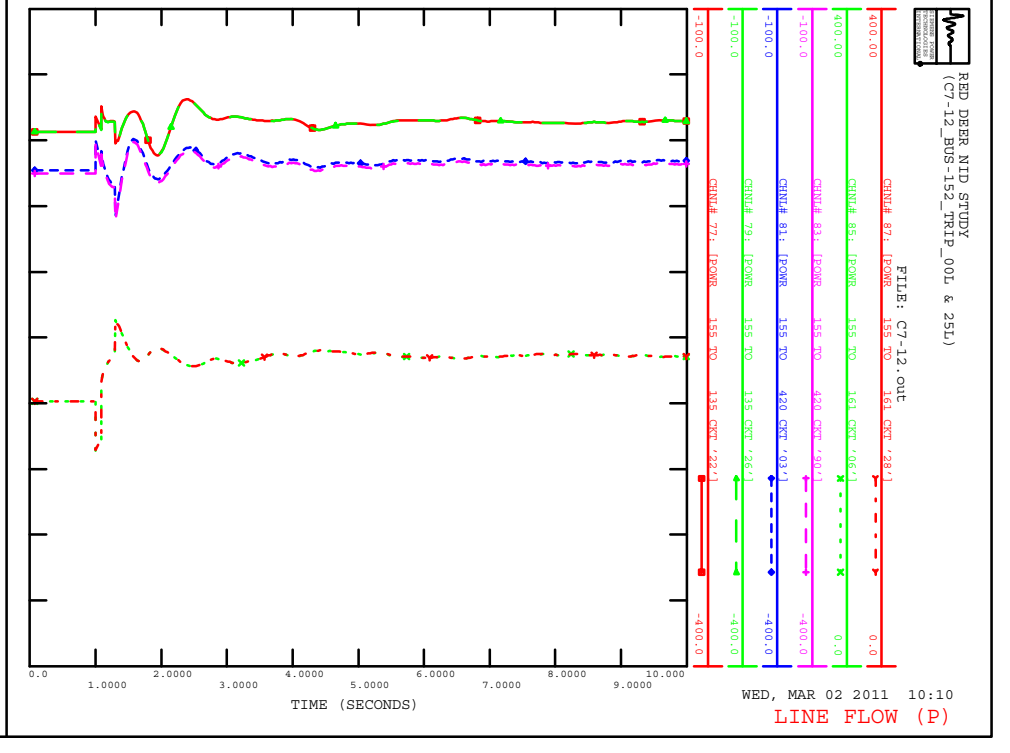

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

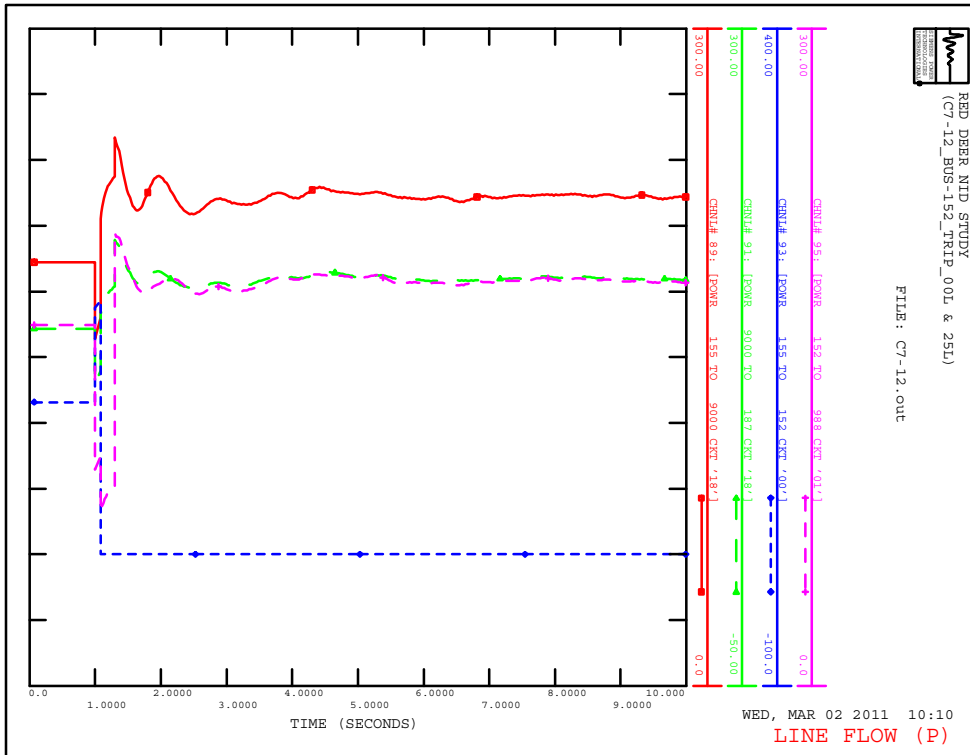

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

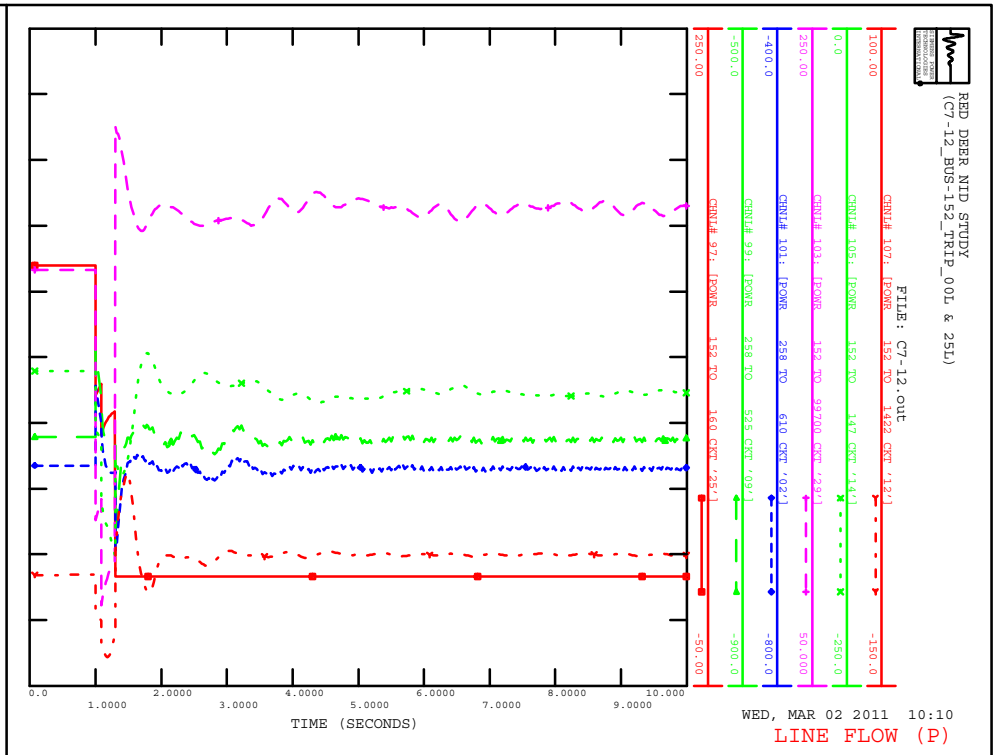

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

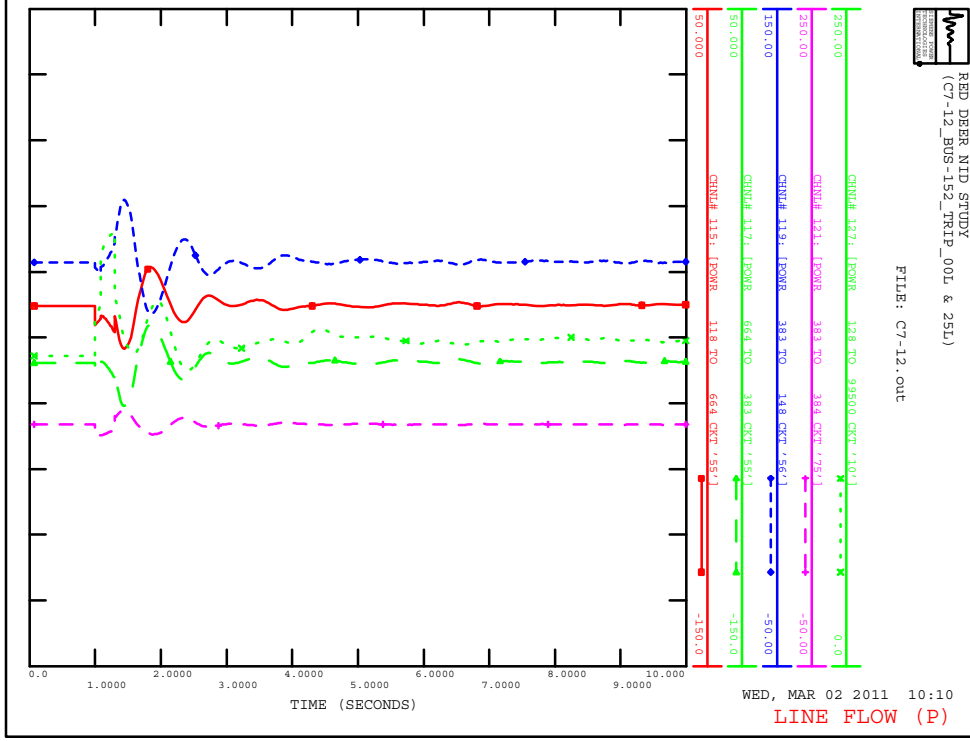

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

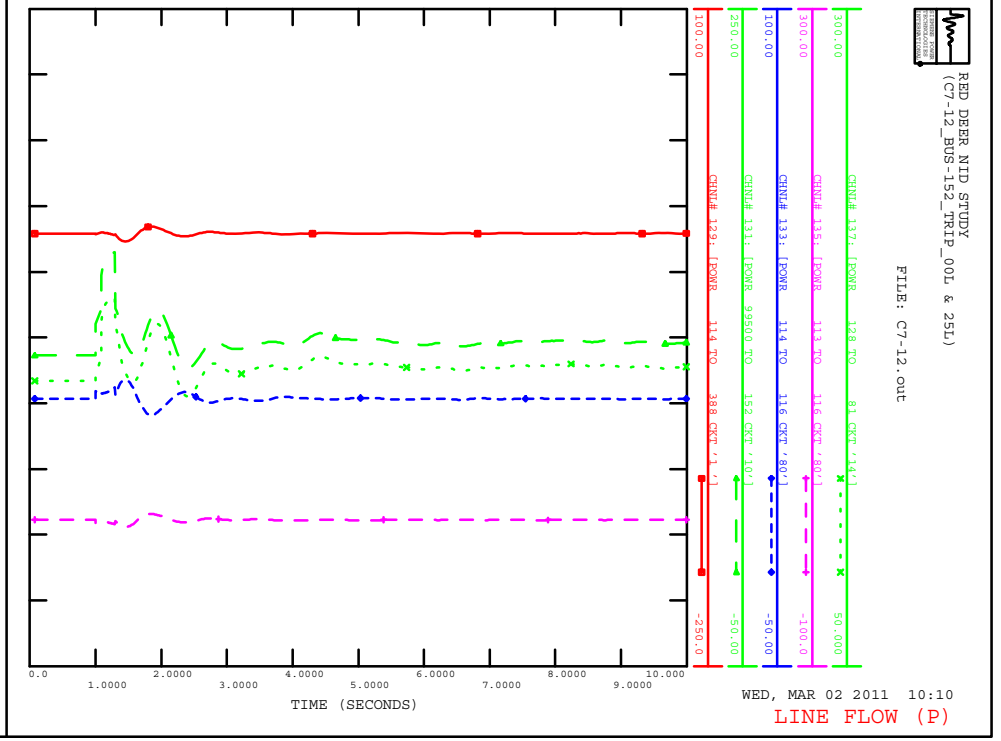

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

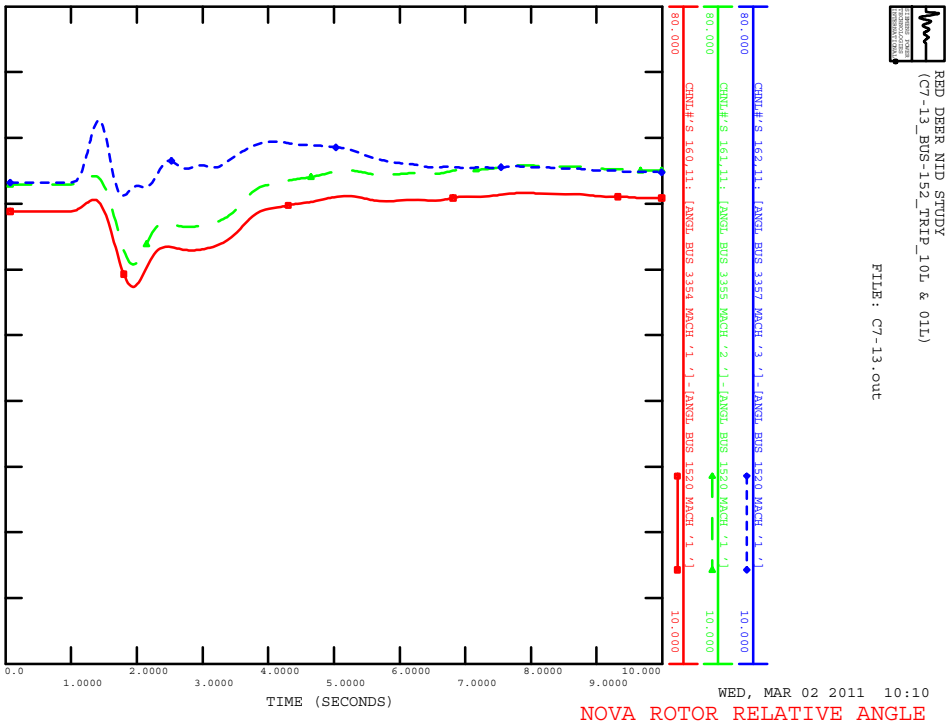

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

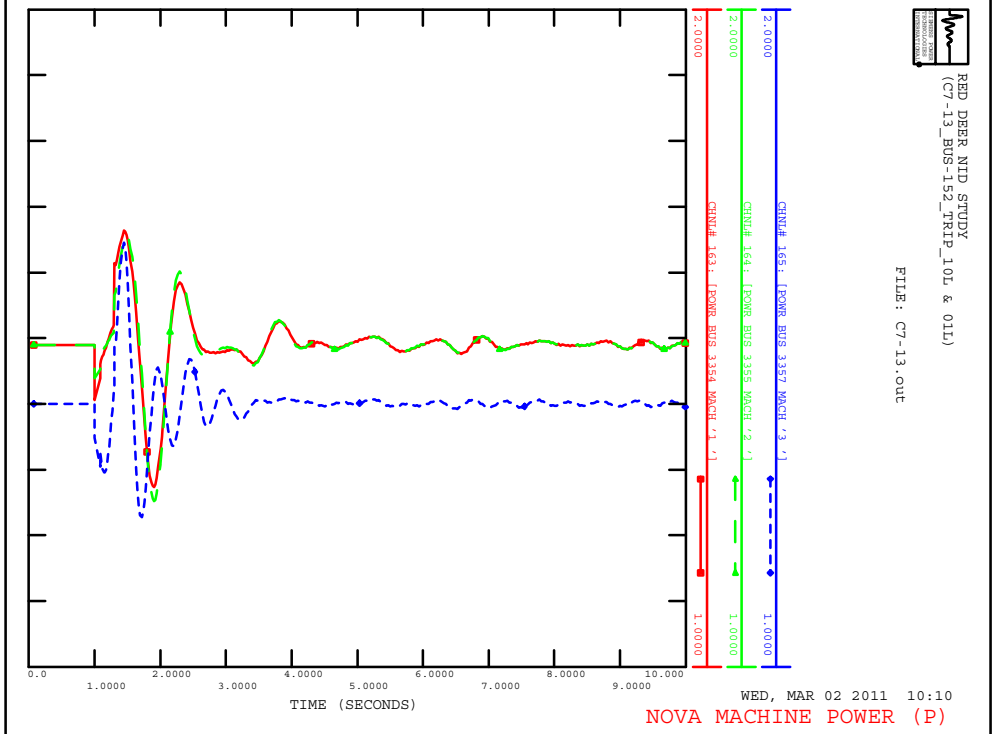

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

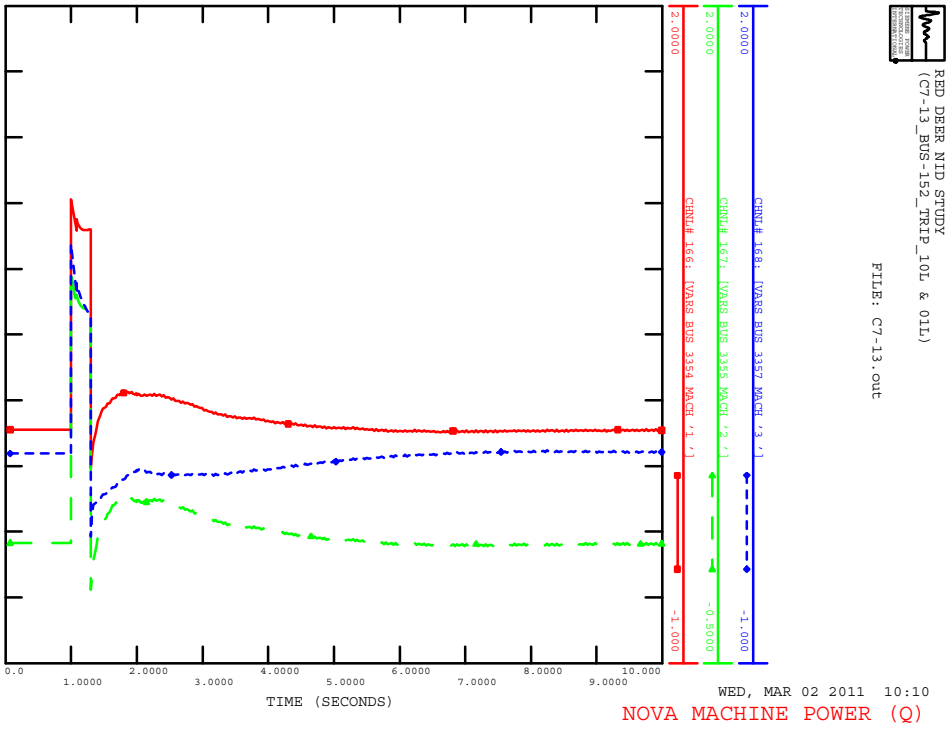

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

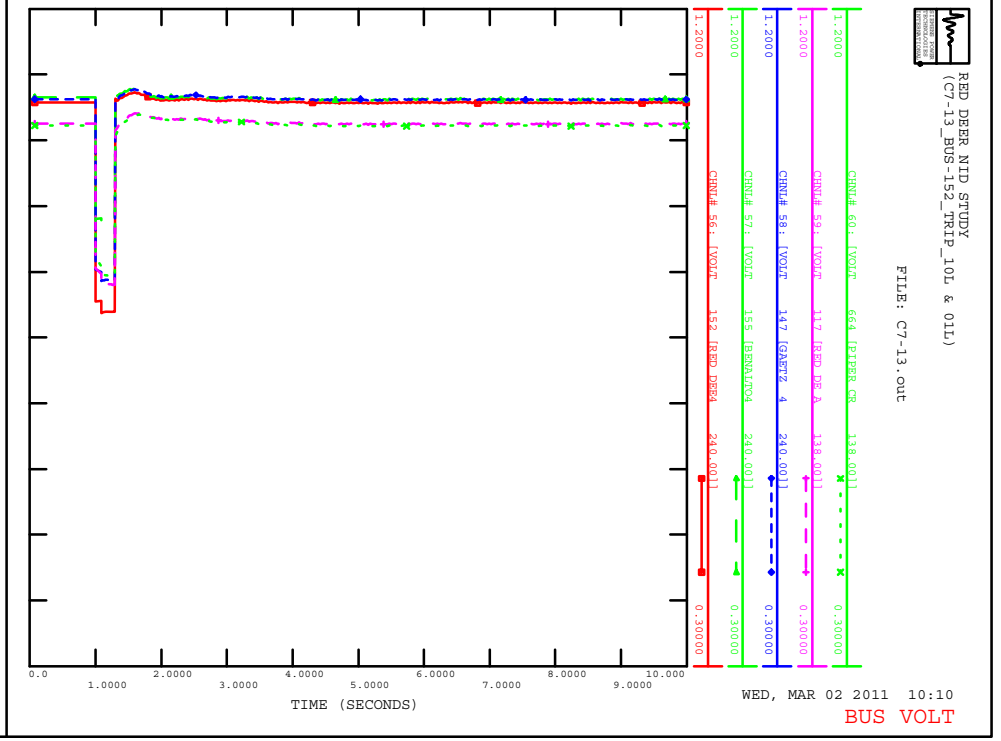

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

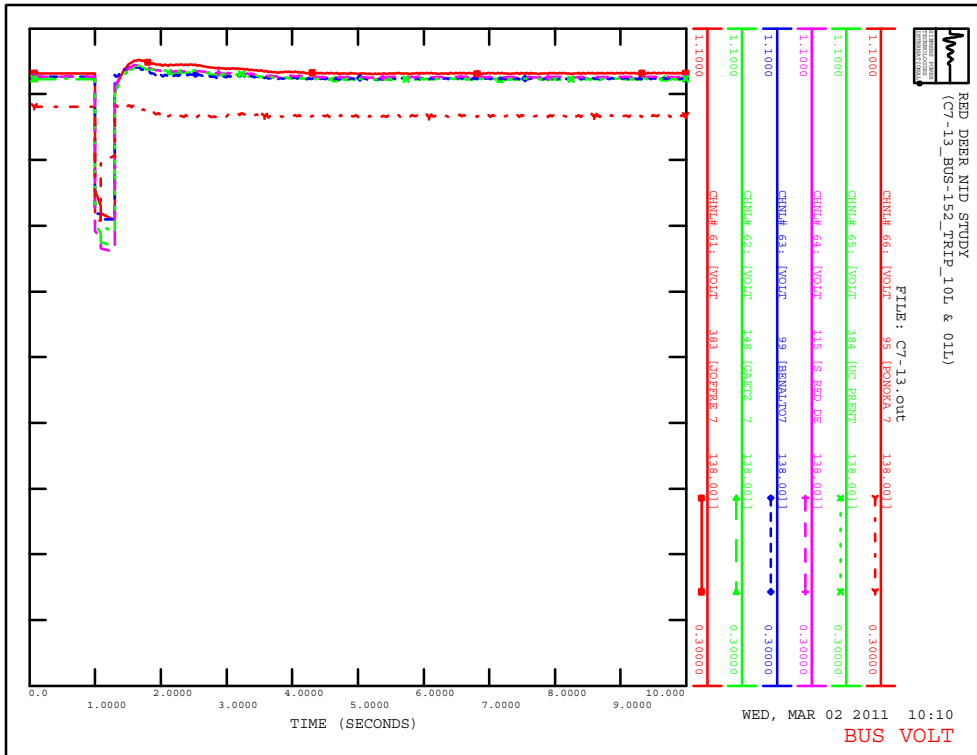

RED DEER NID STUDY
(C7-12_BUS-152_TRIP_00L & 25L)
FILE: C7-12.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

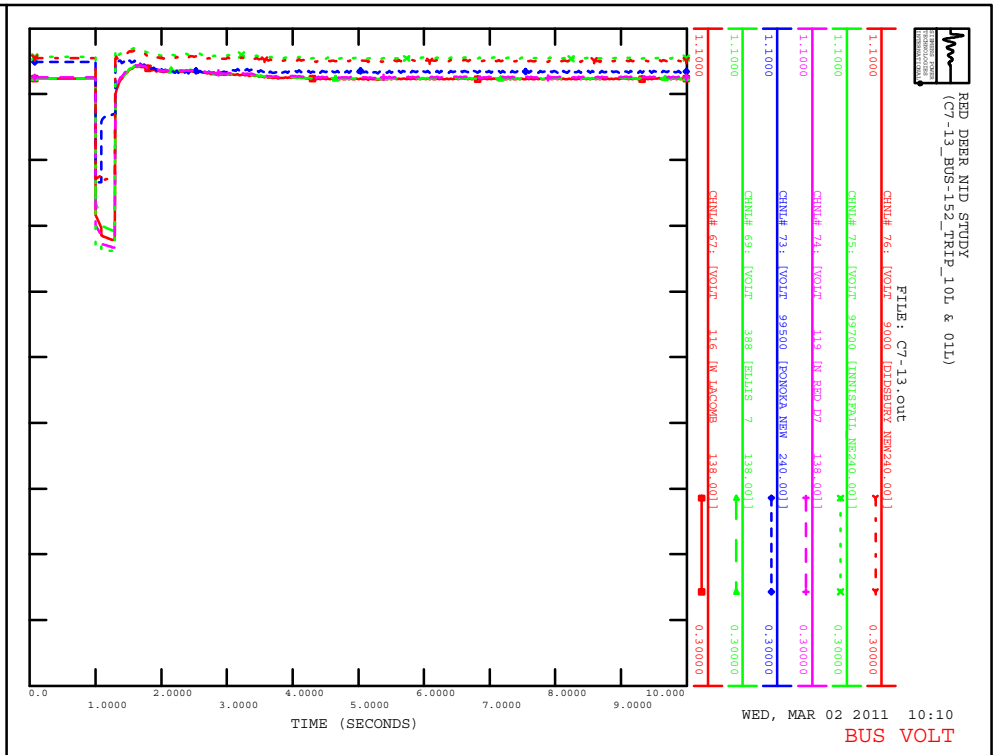

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

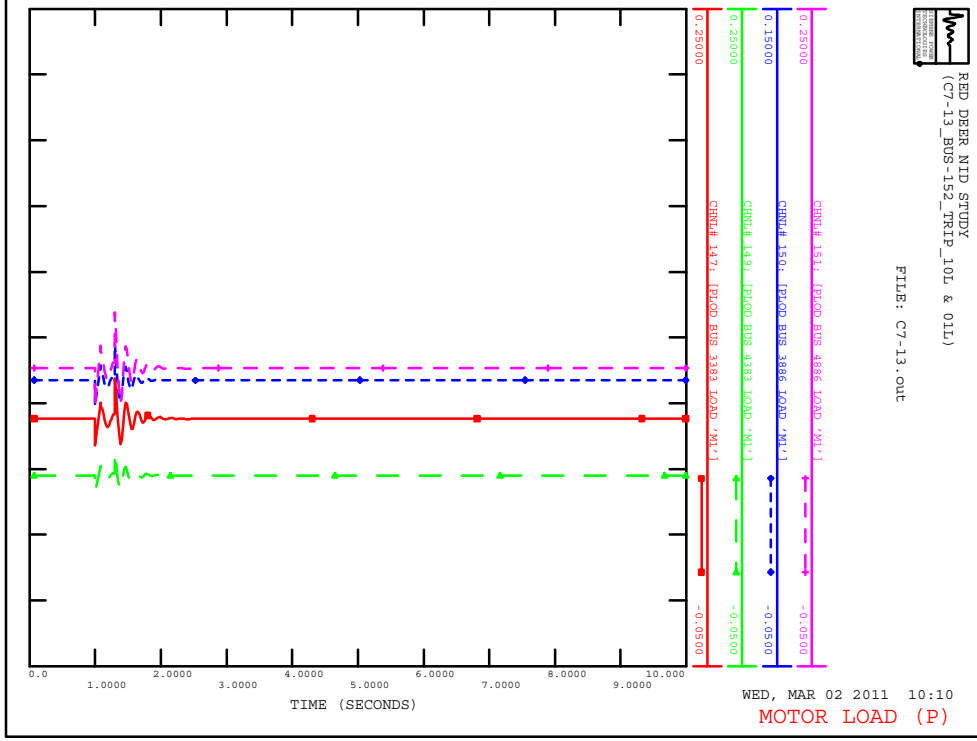

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

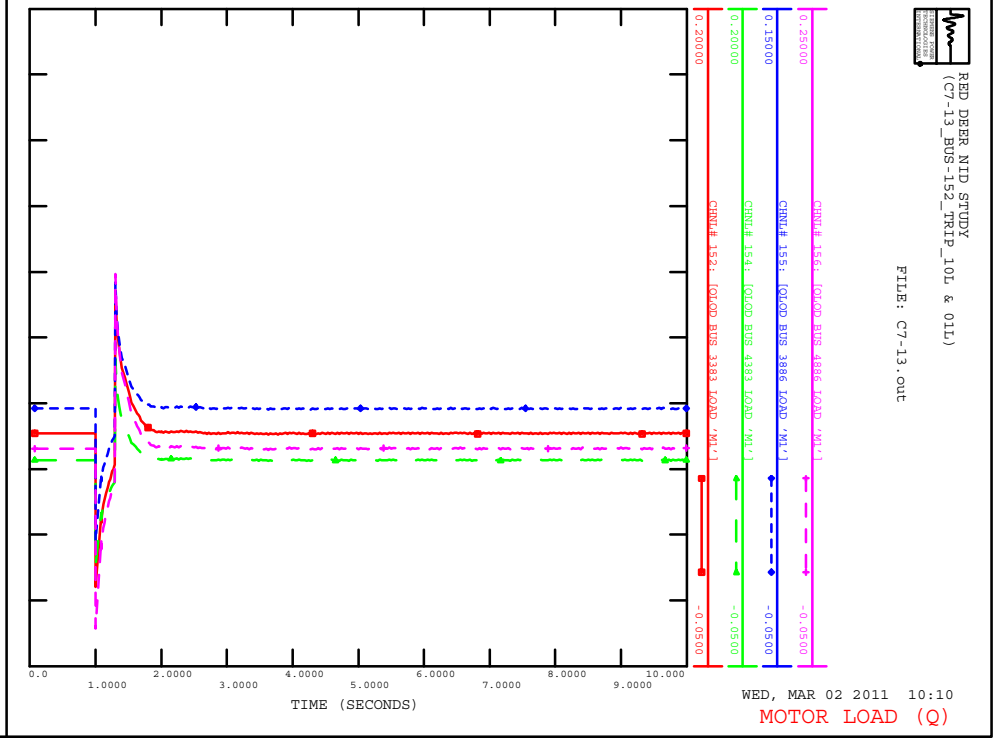

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)

FILE: C7-13.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)

FILE: C7-13.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)

FILE: C7-13.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)

FILE: C7-13.out

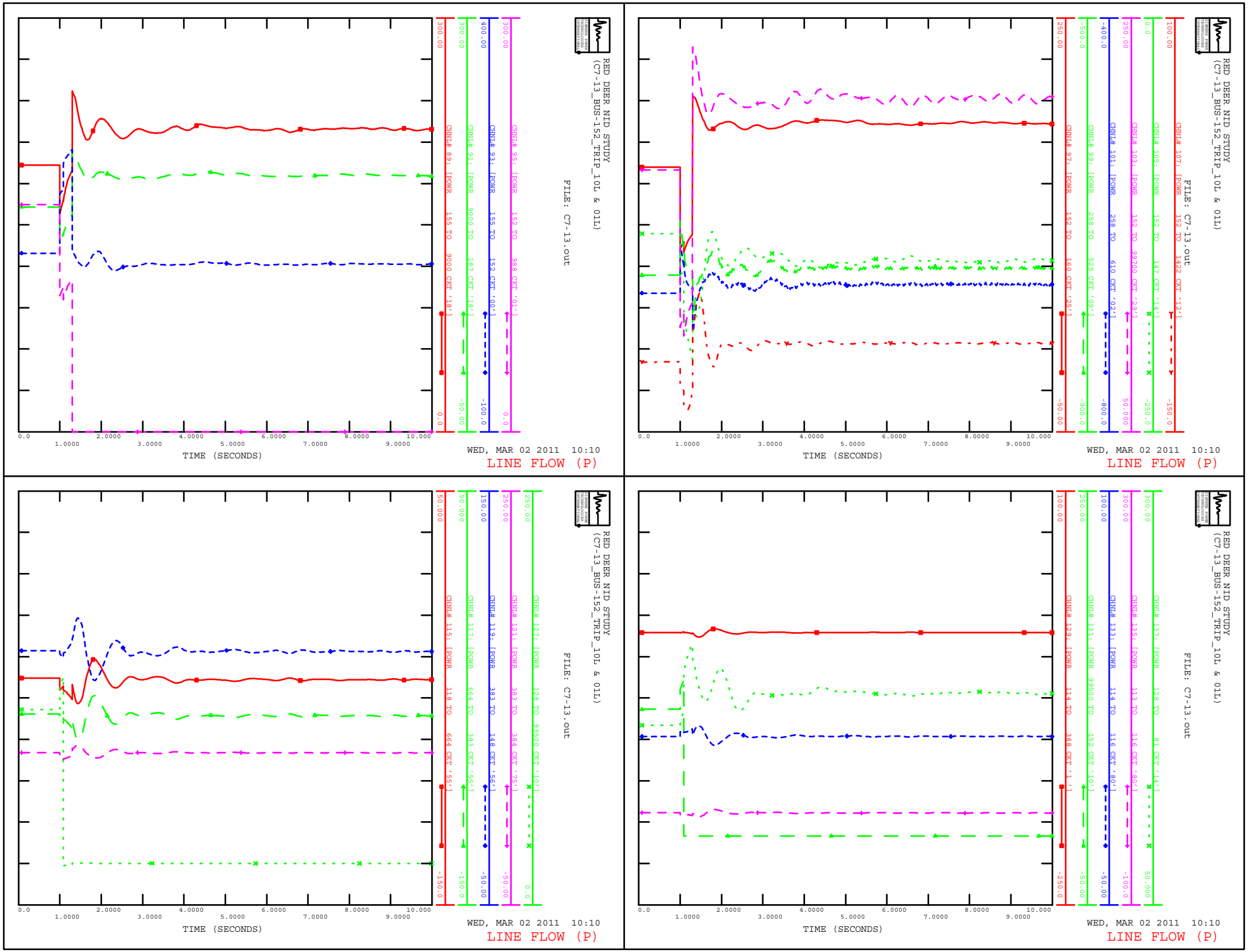
WED, MAR 02 2011 10:10

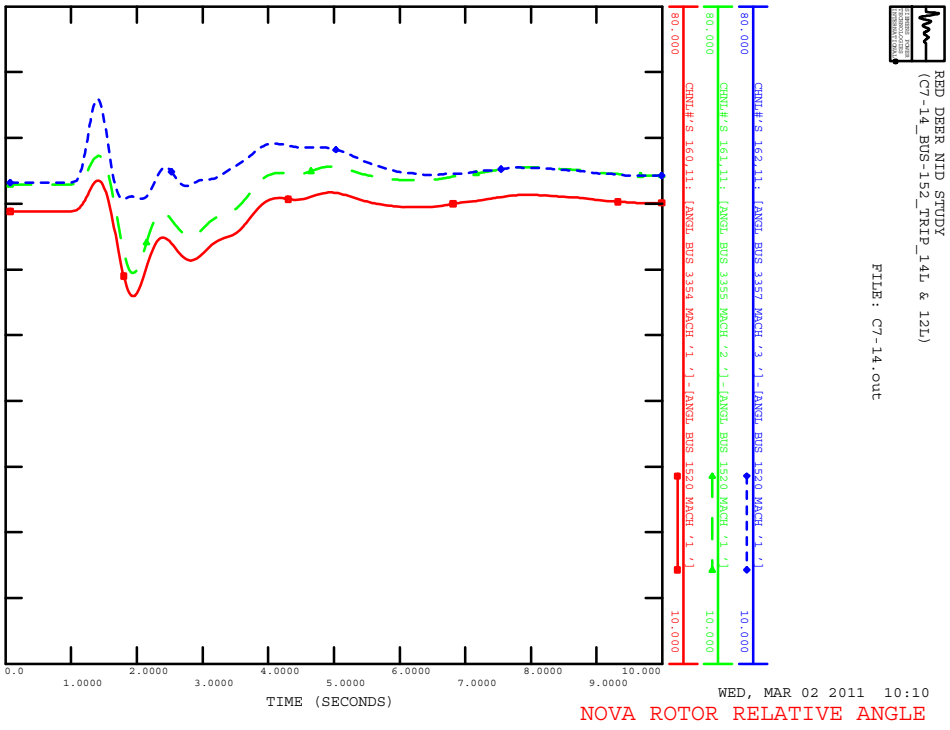
MACHINE POWER (P)

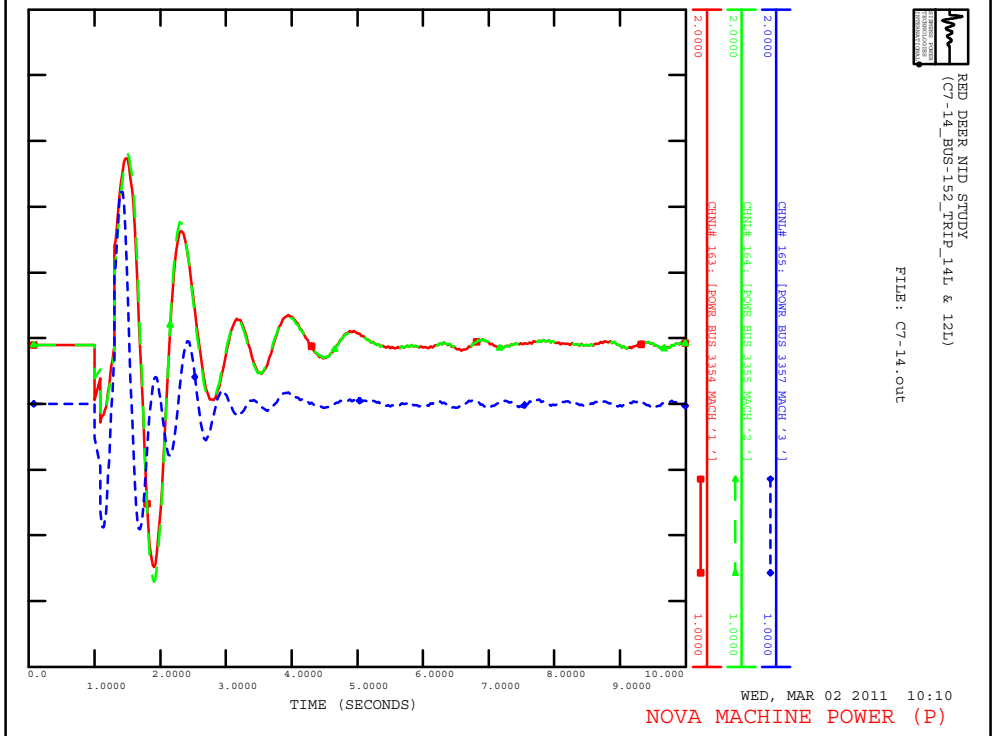
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

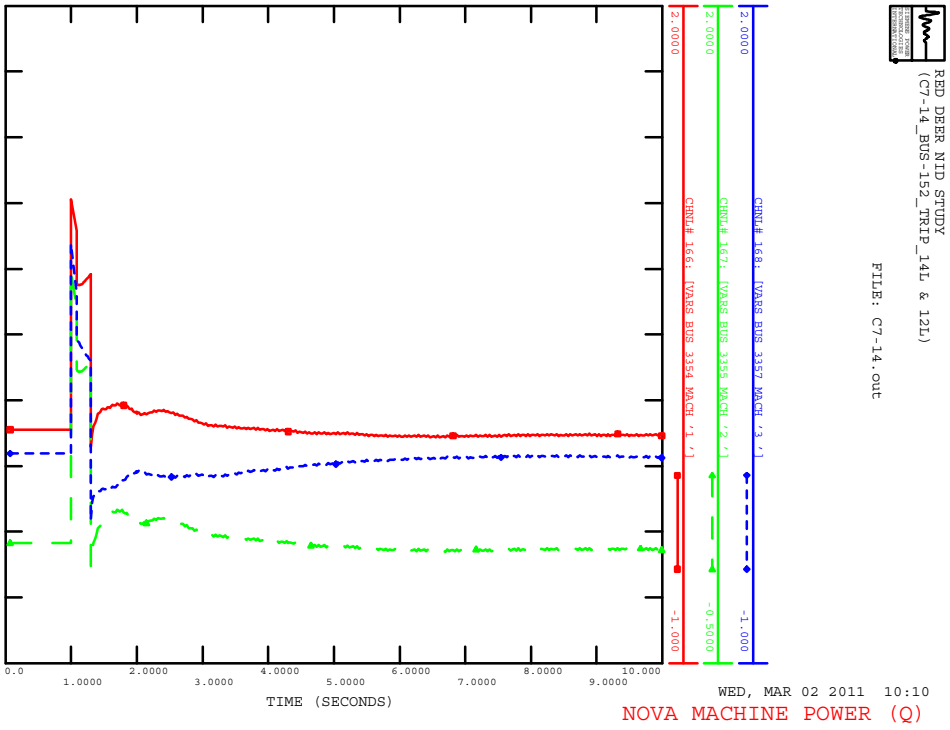
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

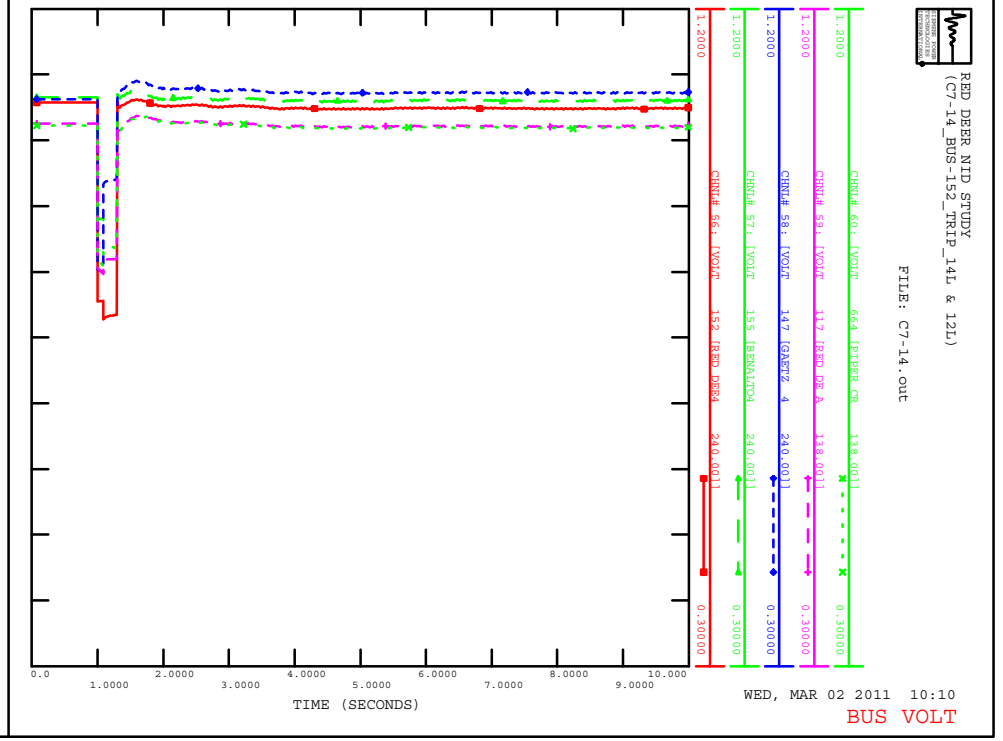
TIME (SECONDS)

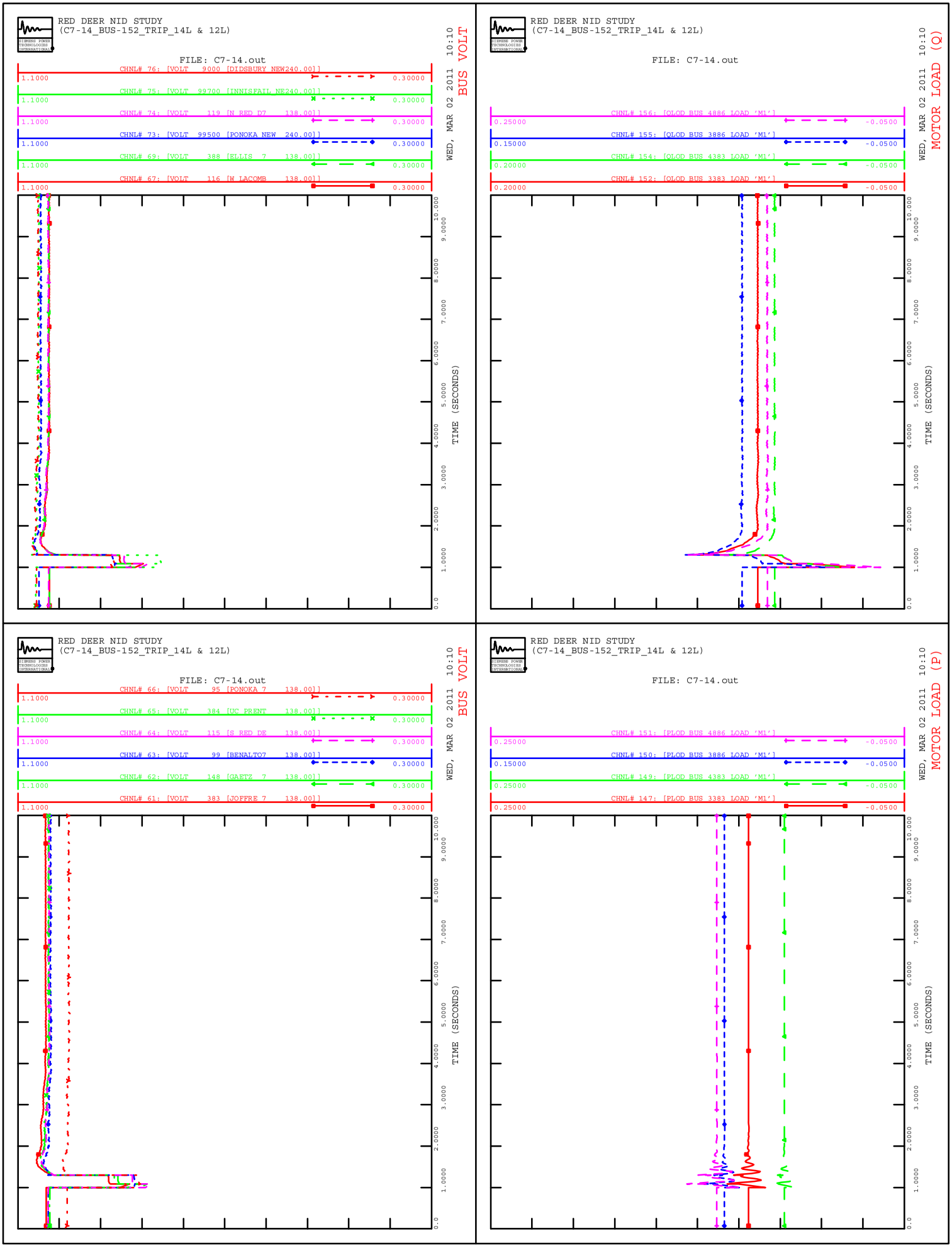

RED DEER NID STUDY
(C7-13_BUS-152_TRIP_10L & 01L)
FILE: C7-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

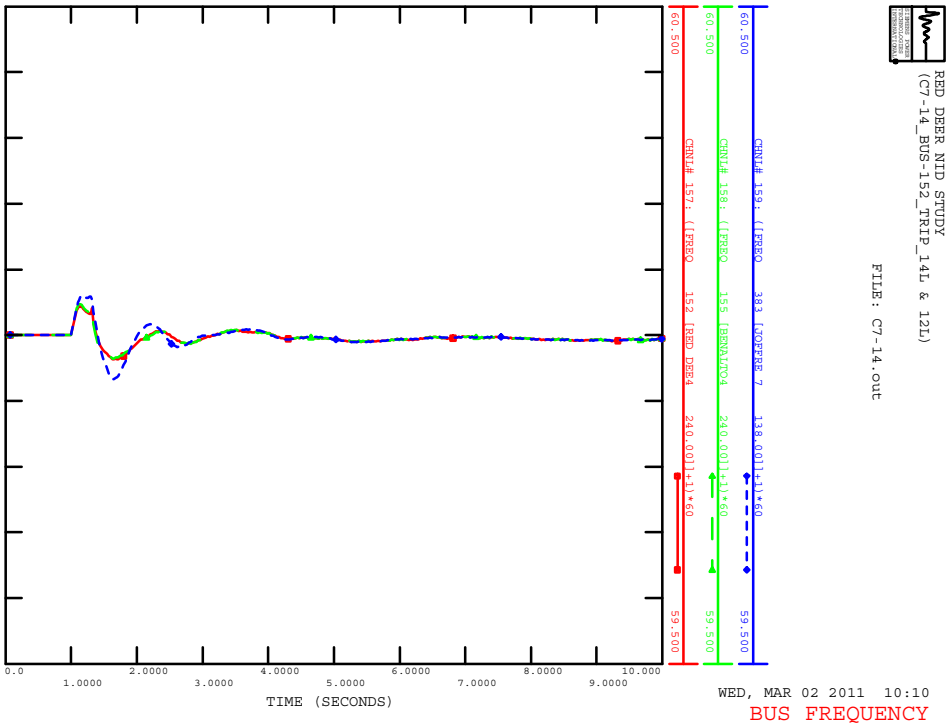

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

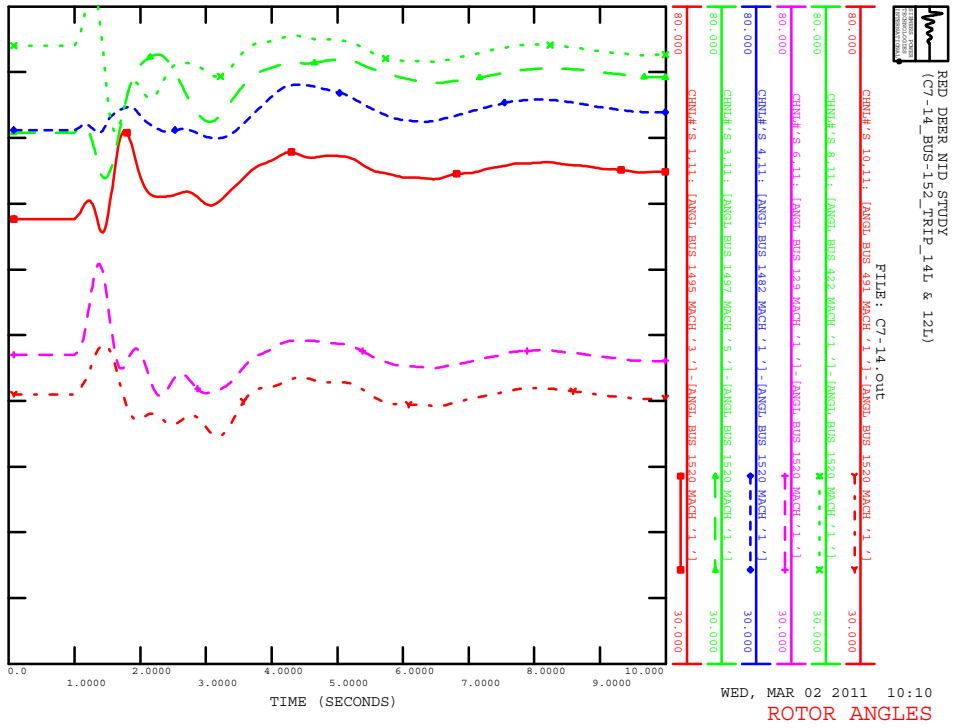

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

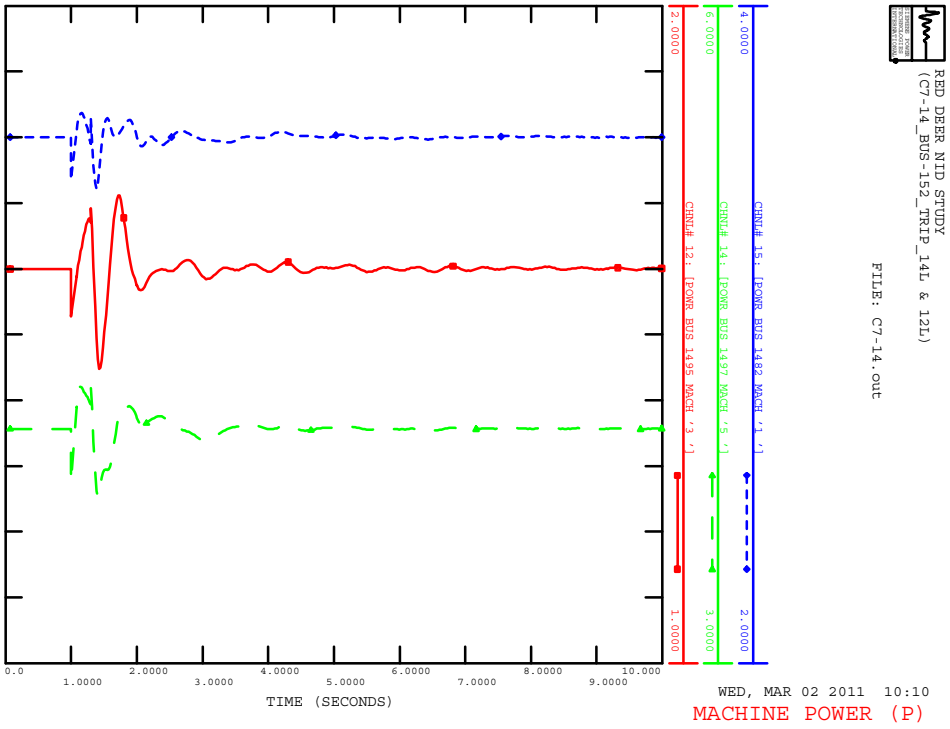

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

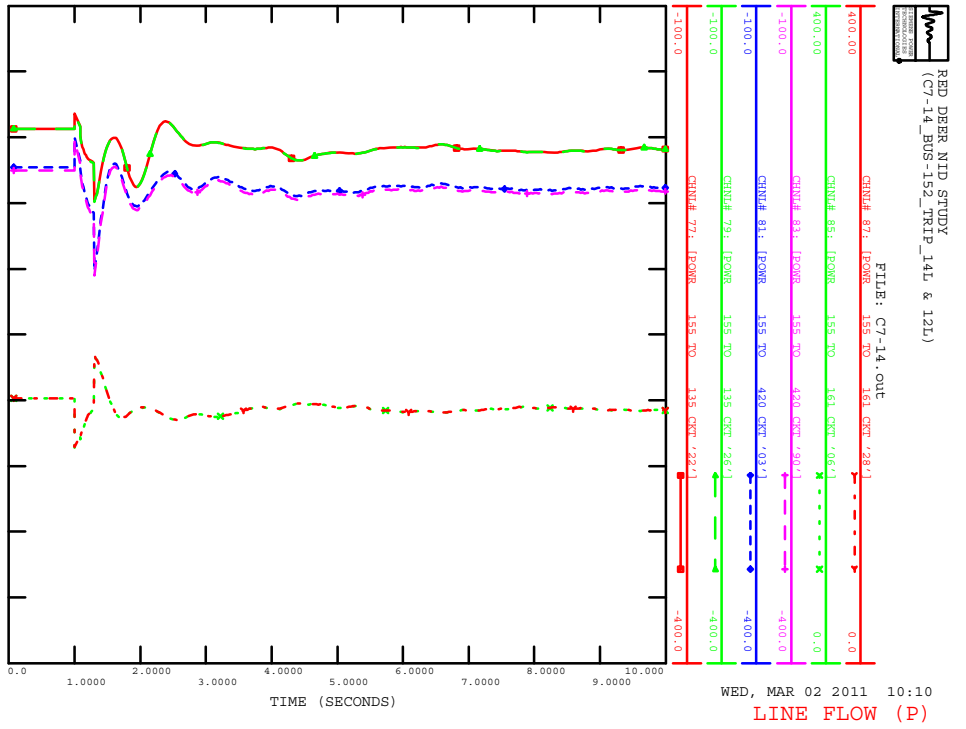

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

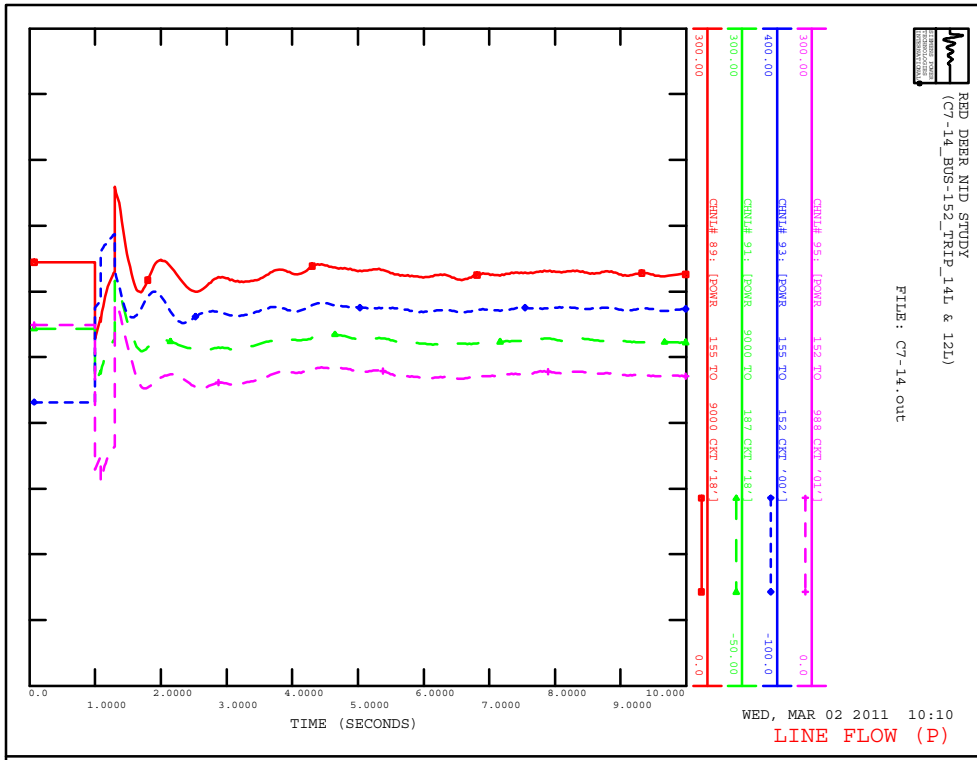

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

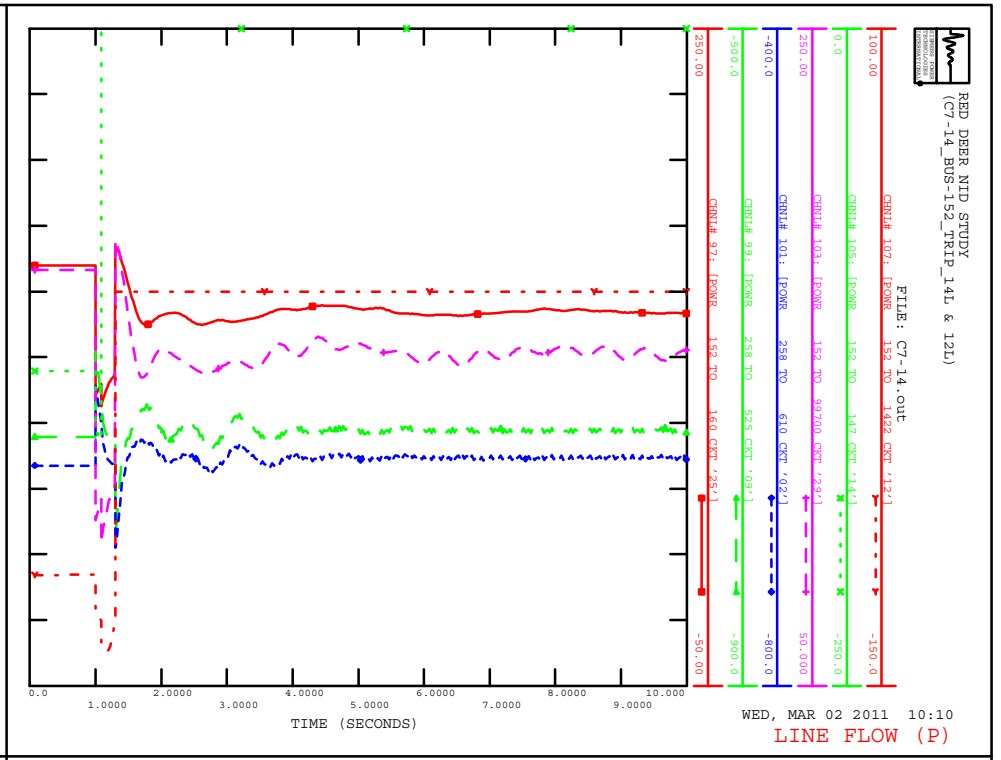

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

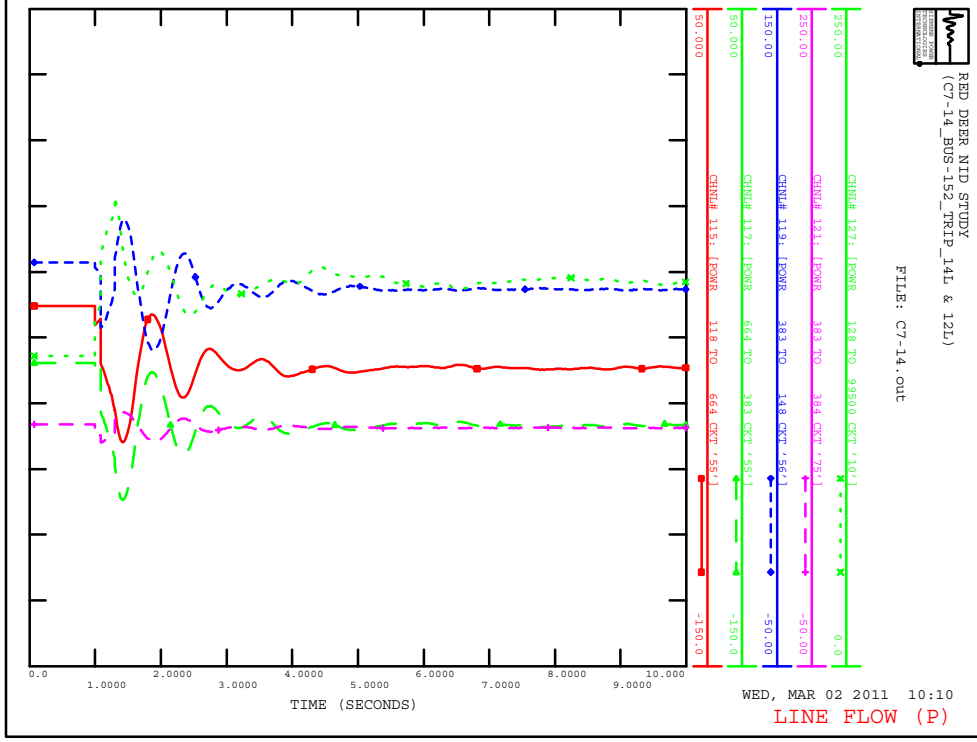

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

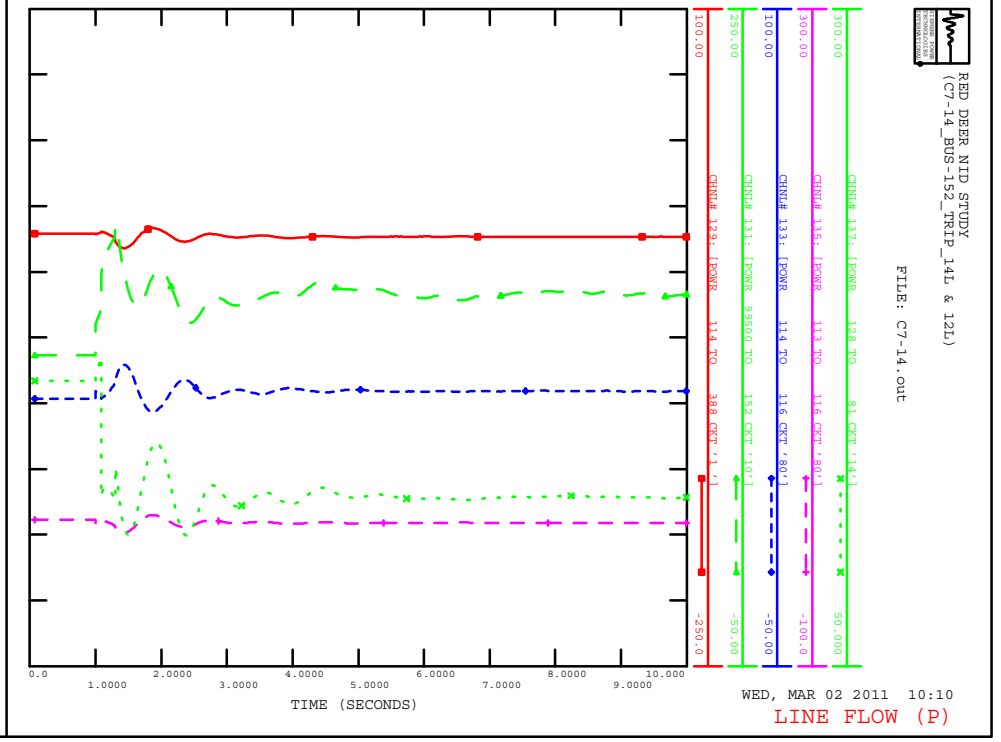

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

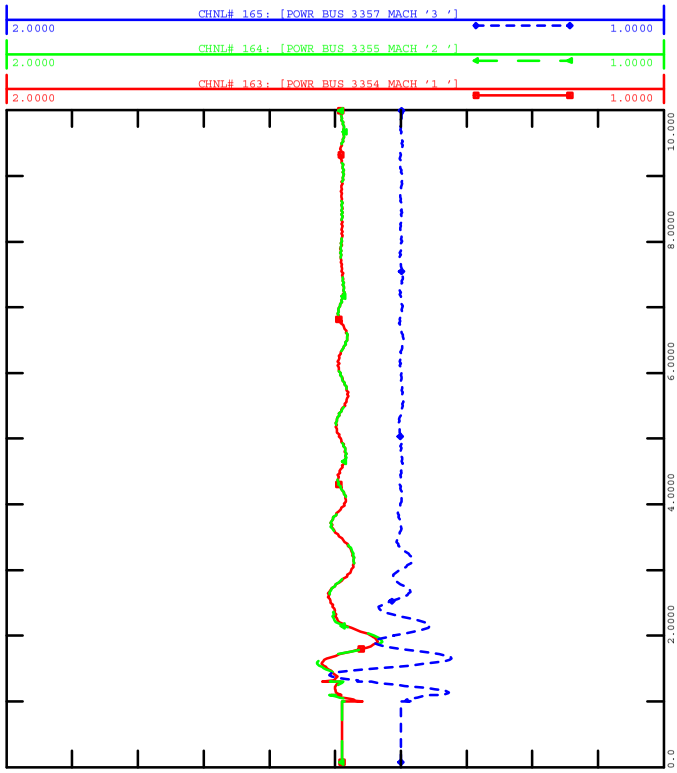

RED DEER NID STUDY
(C7-14_BUS-152_TRIP_14L & 12L)
FILE: C7-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

FILE: C7-15.out

WED, MAR 02 2011 10:10

NOVA MACHINE POWER (P)

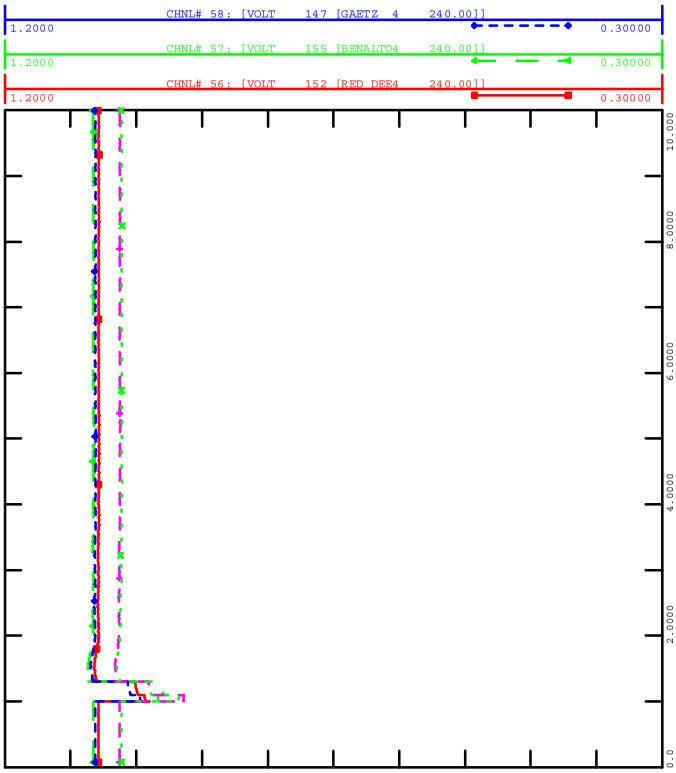


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

FILE: C7-15.out

WED, MAR 02 2011 10:10

BUS VOLT

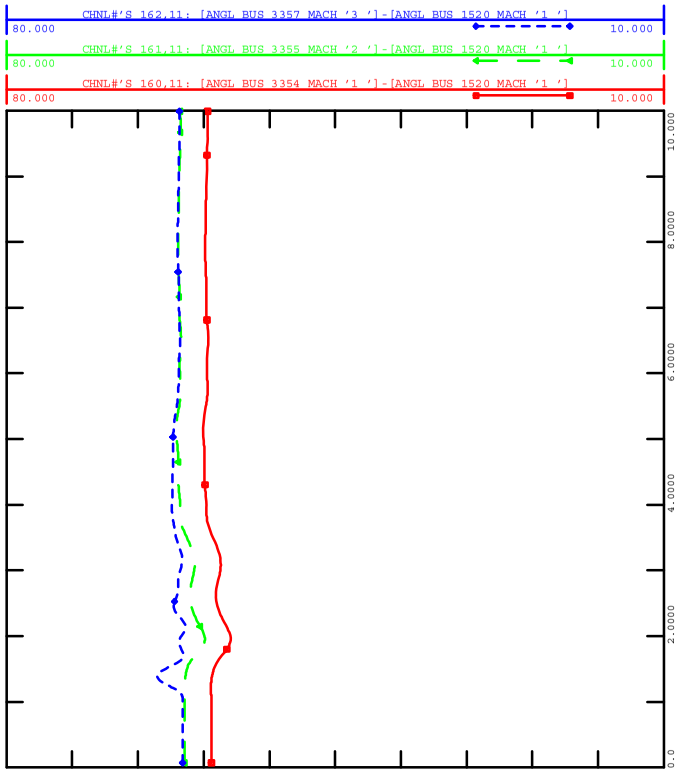


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

FILE: C7-15.out

WED, MAR 02 2011 10:10

NOVA ROTOR RELATIVE ANGLE

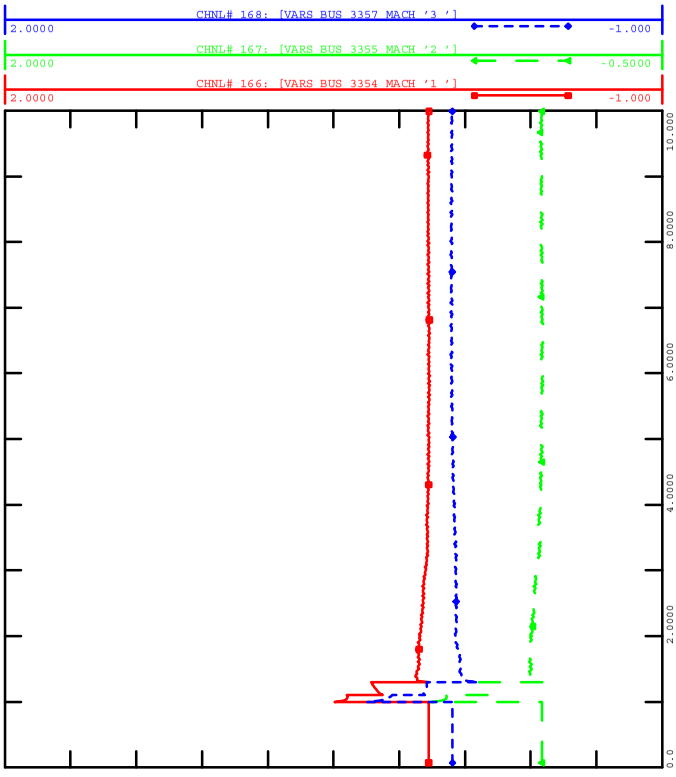


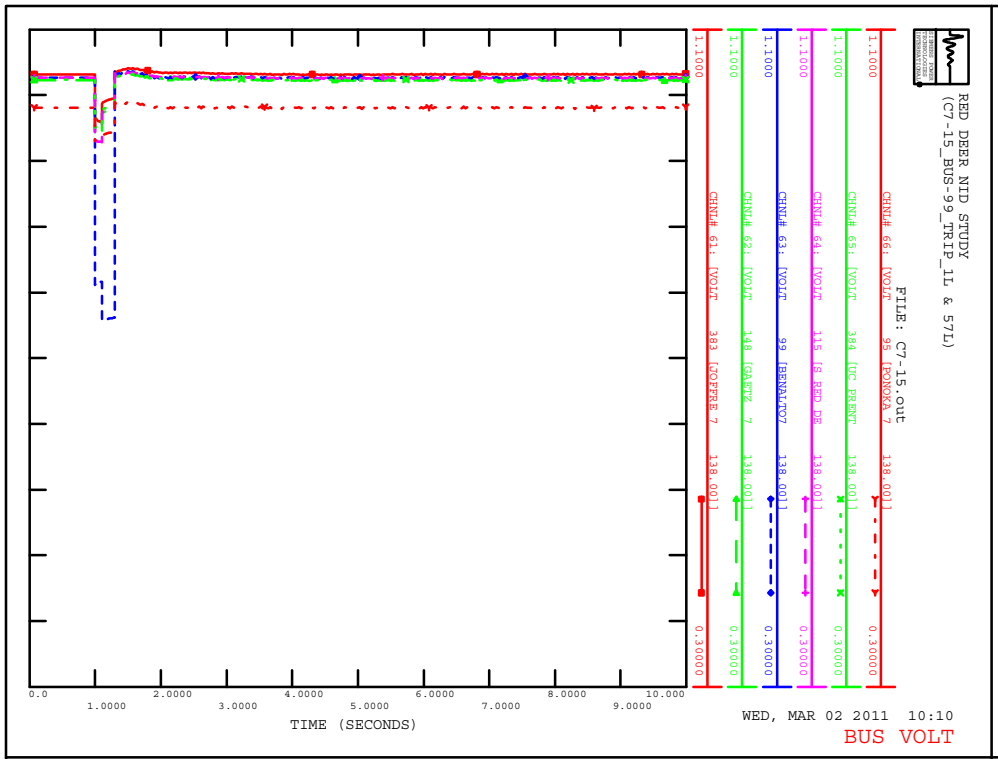
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

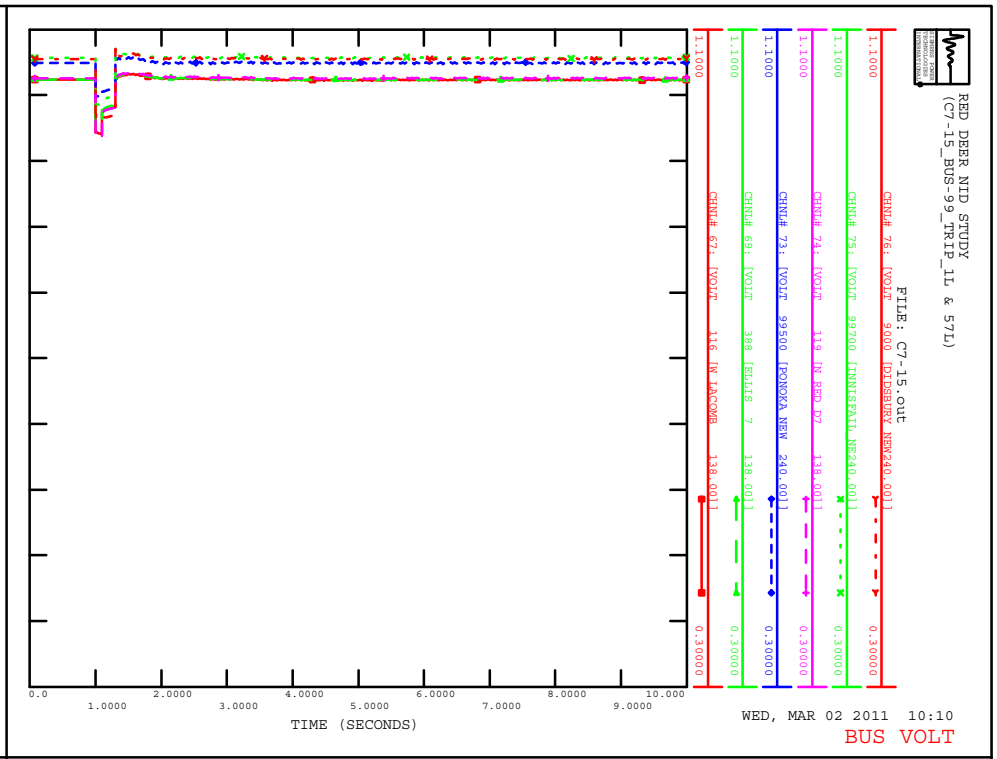
FILE: C7-15.out

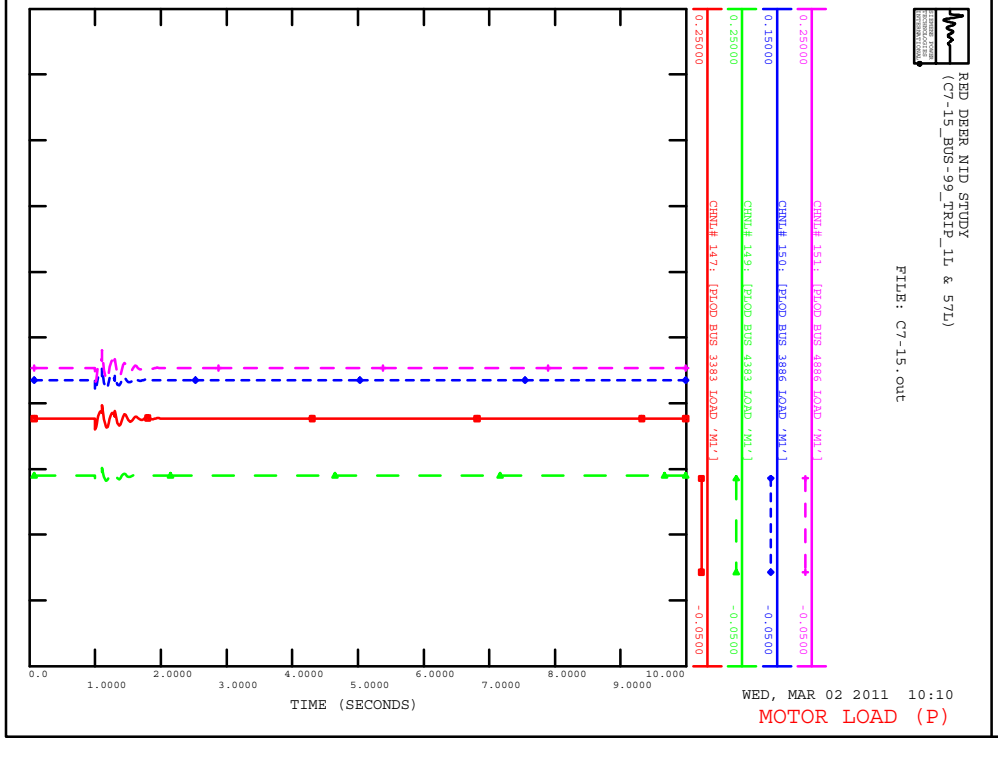
WED, MAR 02 2011 10:10

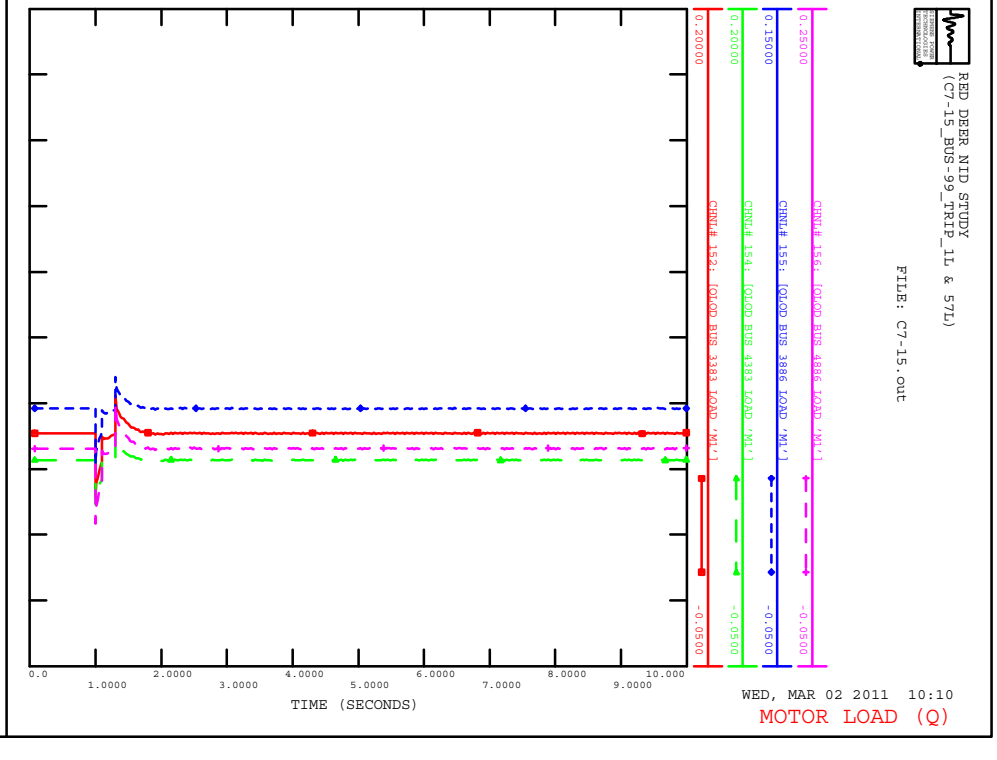
NOVA MACHINE POWER (Q)

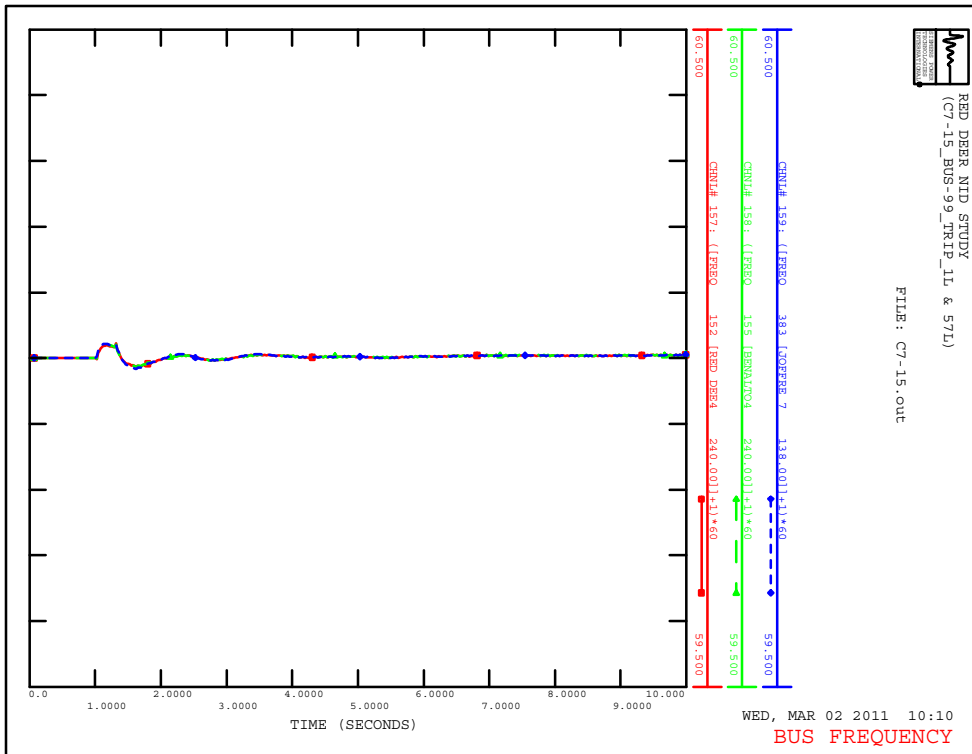


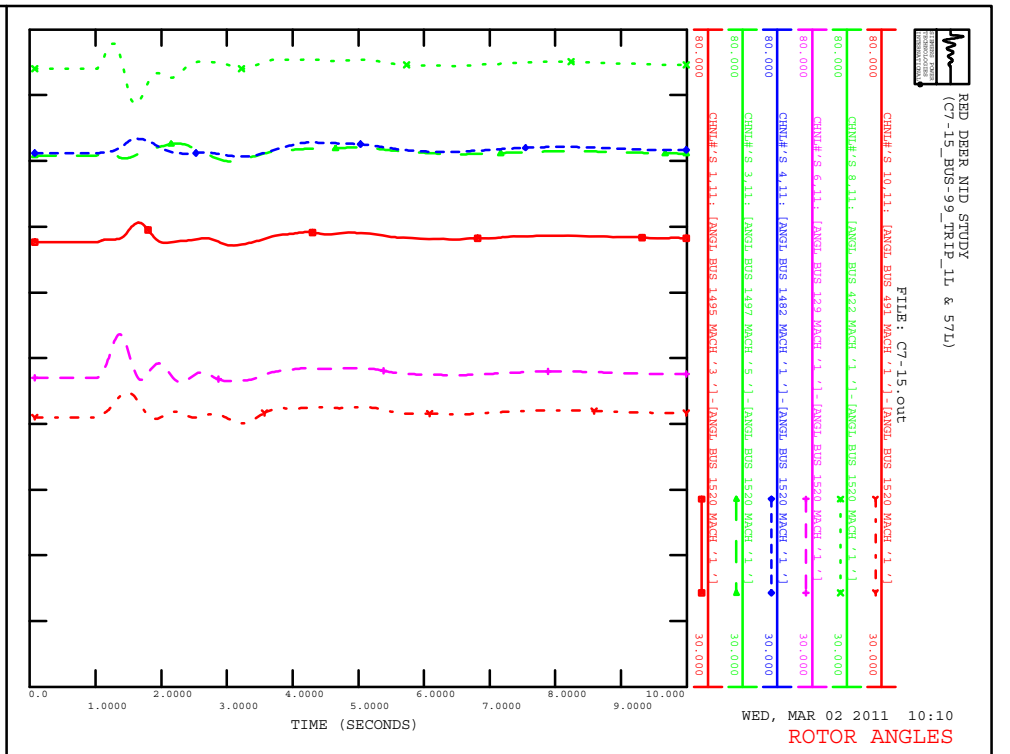

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

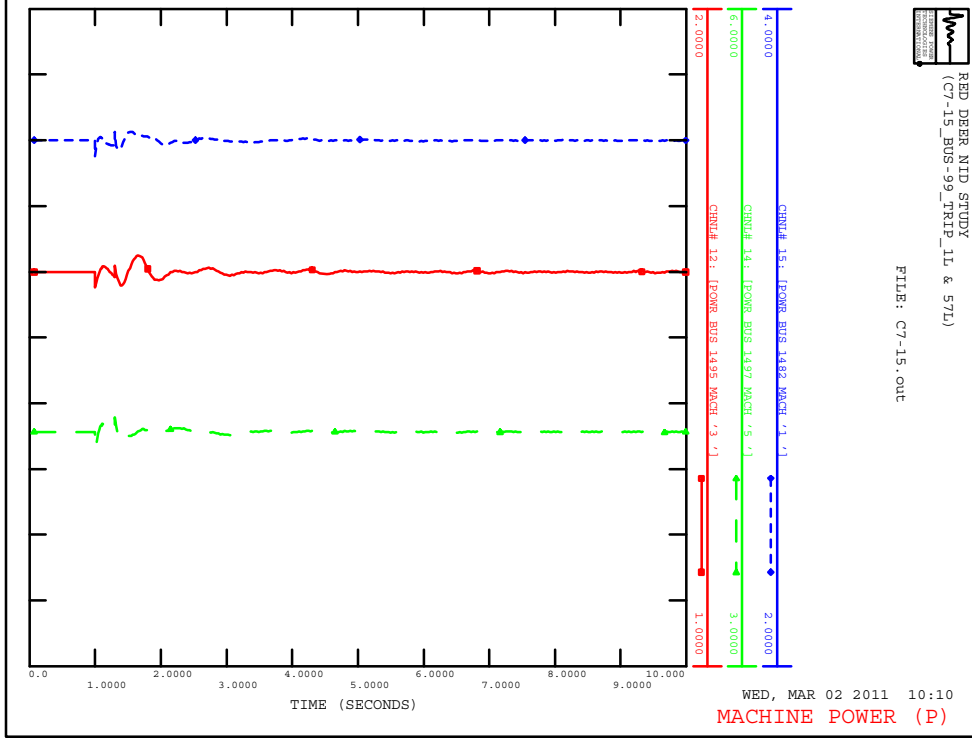

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

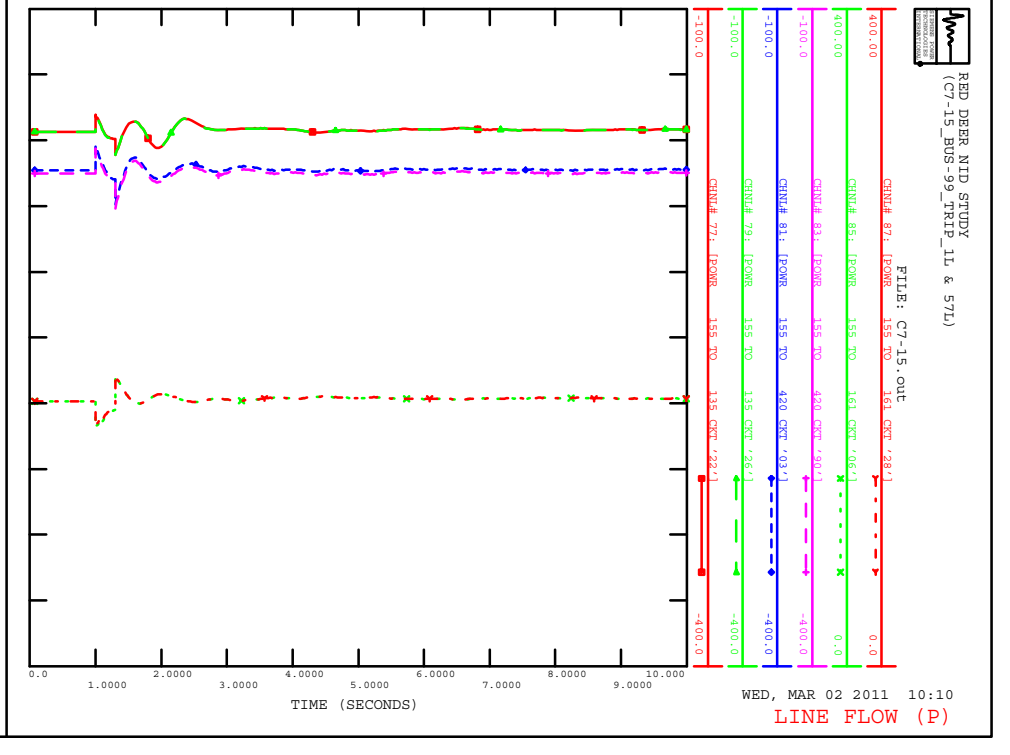

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

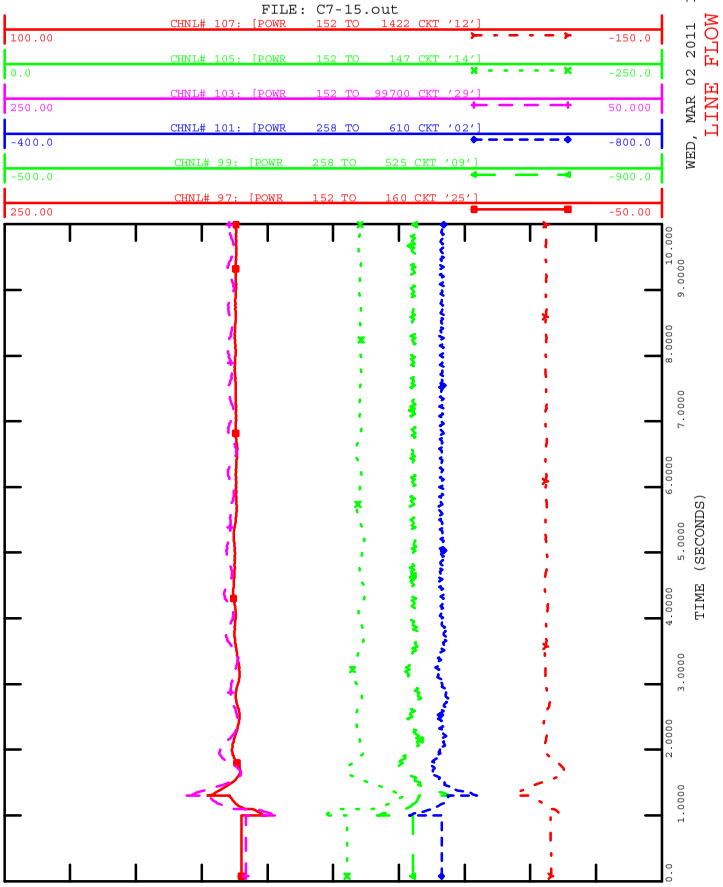

RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)


RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)
FILE: C7-15.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

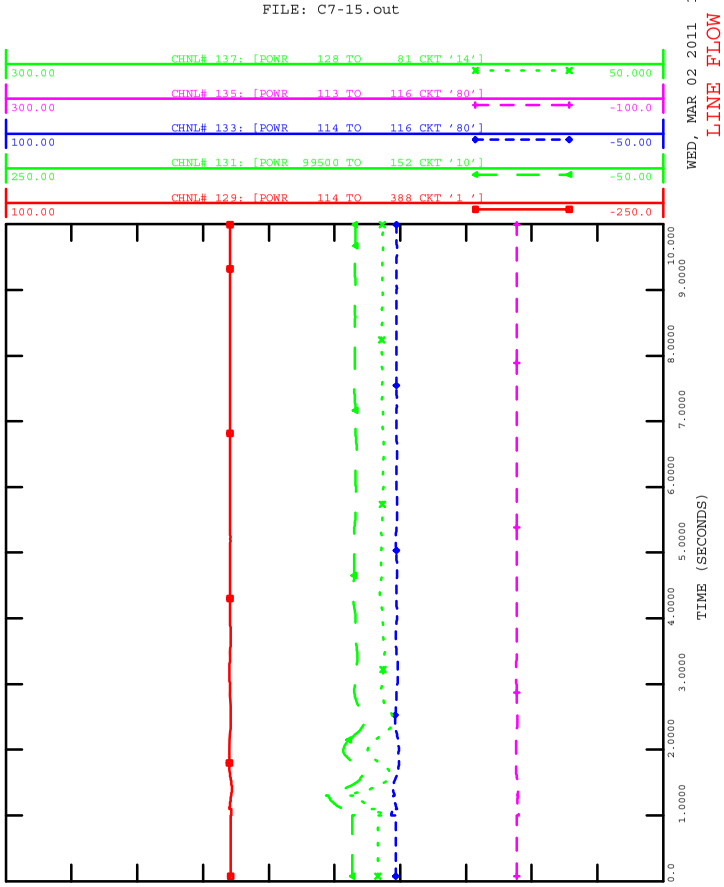
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

FILE: C7-15.out



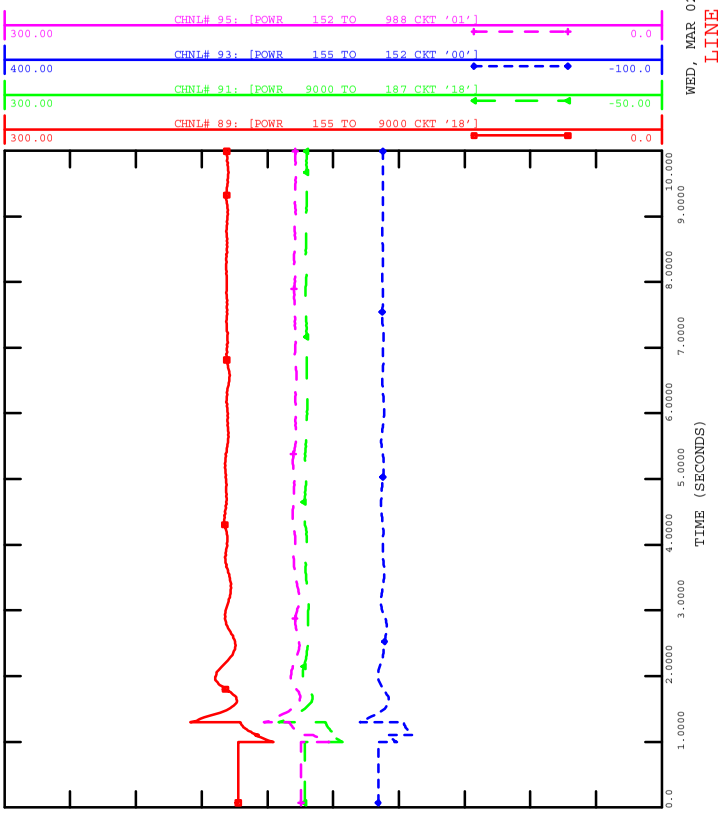
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

FILE: C7-15.out



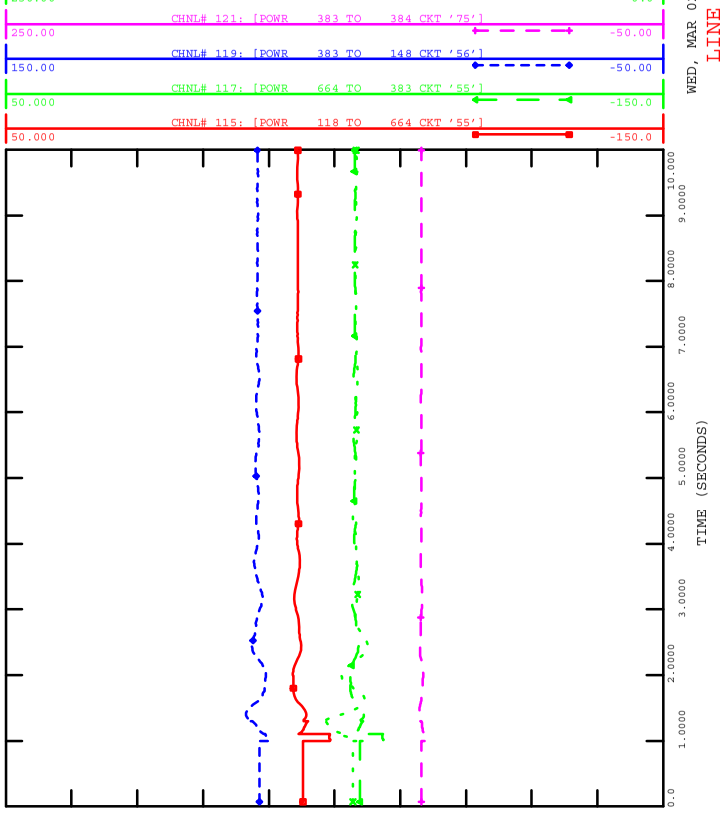
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

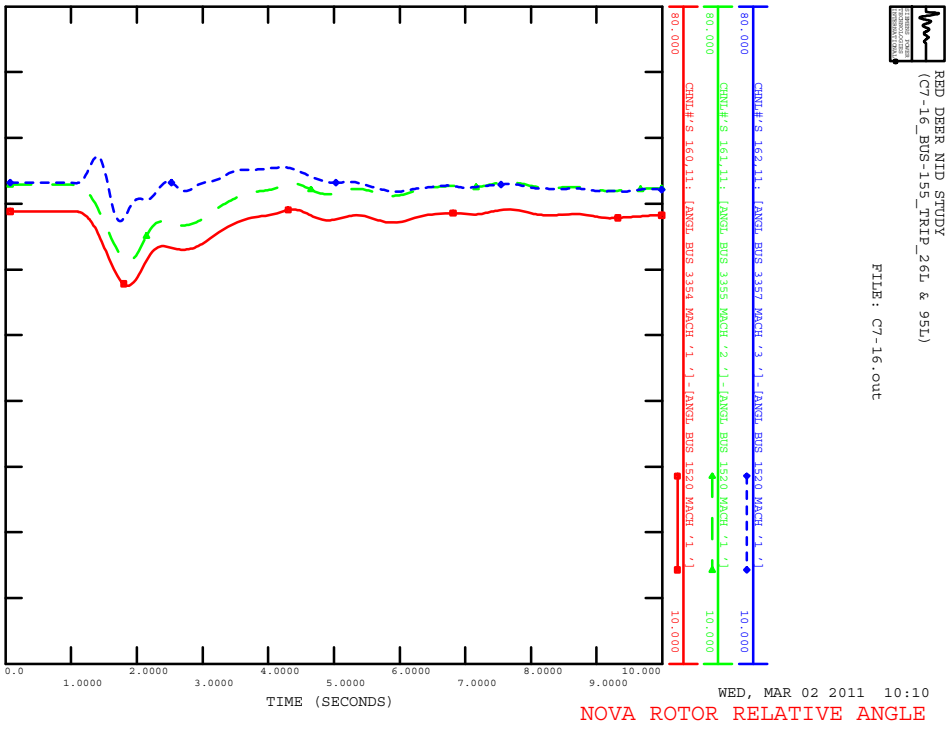
FILE: C7-15.out

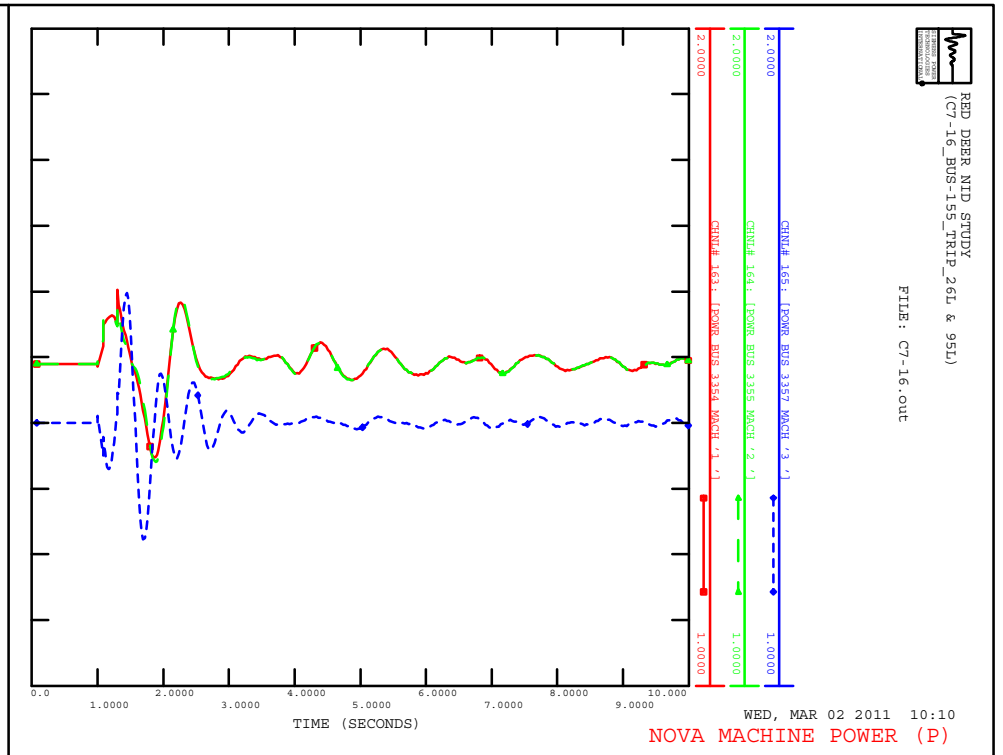


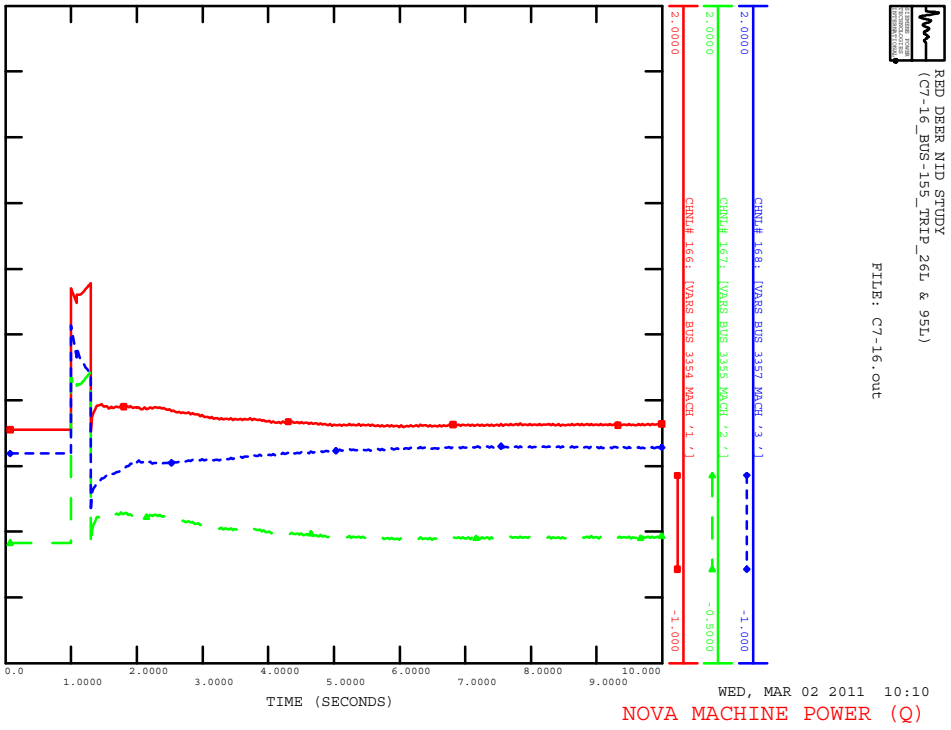
RED DEER NID STUDY
(C7-15_BUS-99_TRIP_1L & 57L)

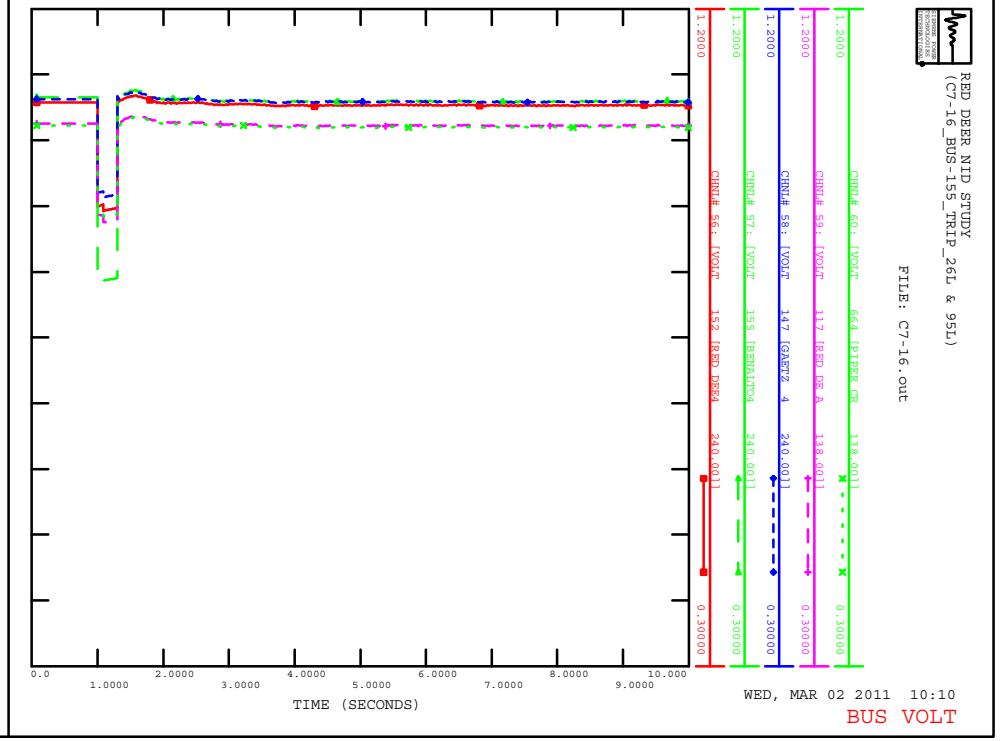
FILE: C7-15.out

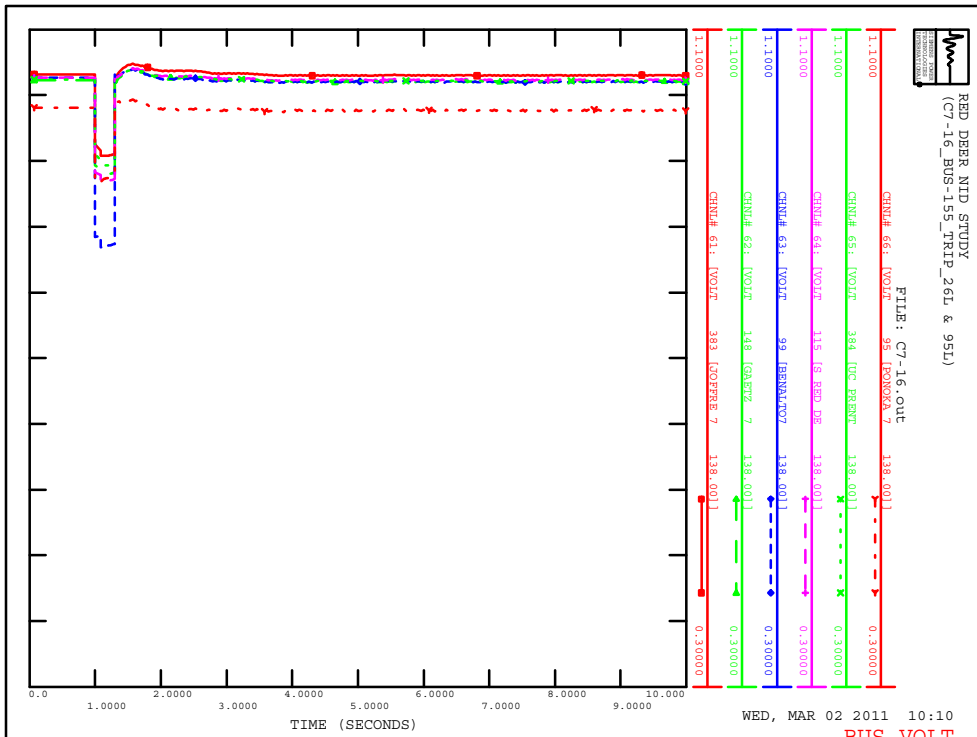


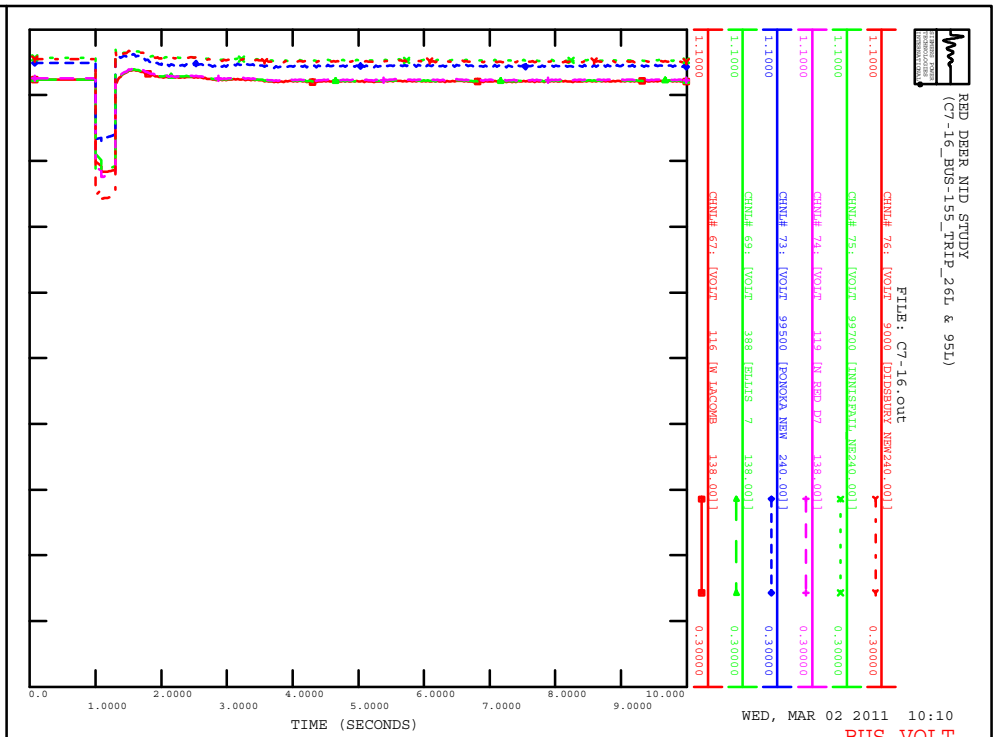

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

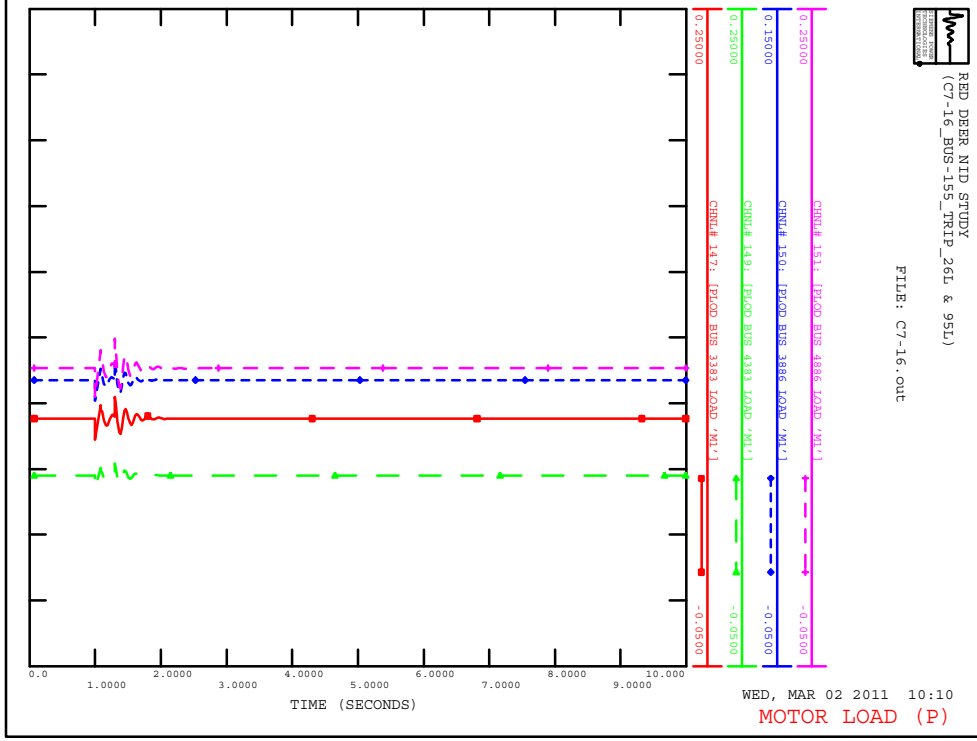

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (P)

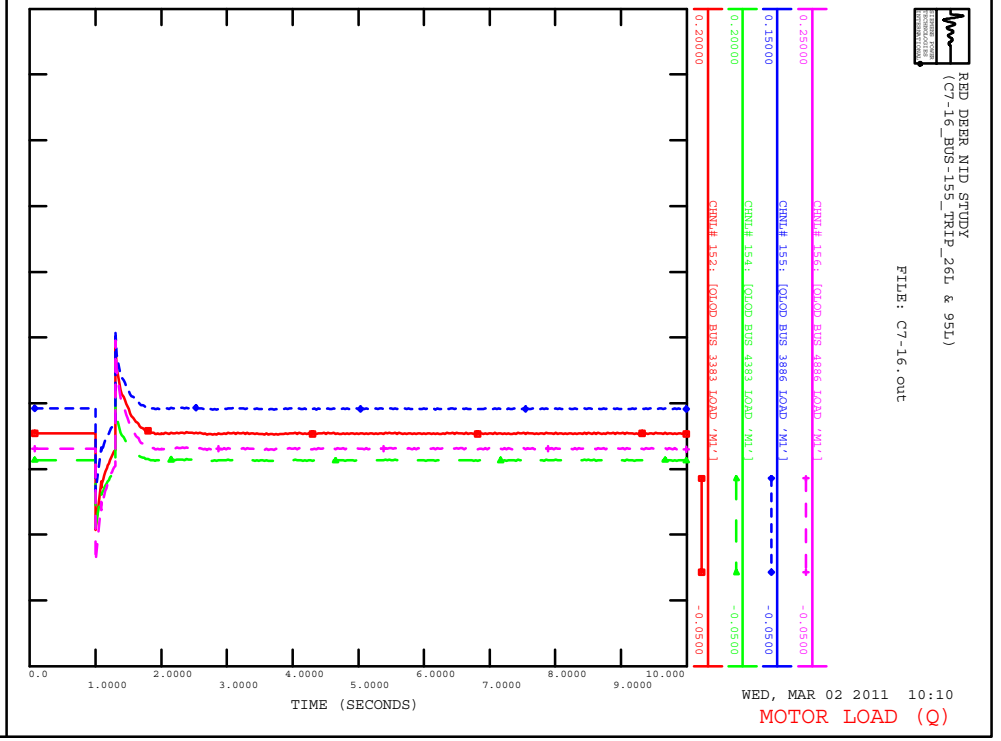

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
NOVA MACHINE POWER (Q)

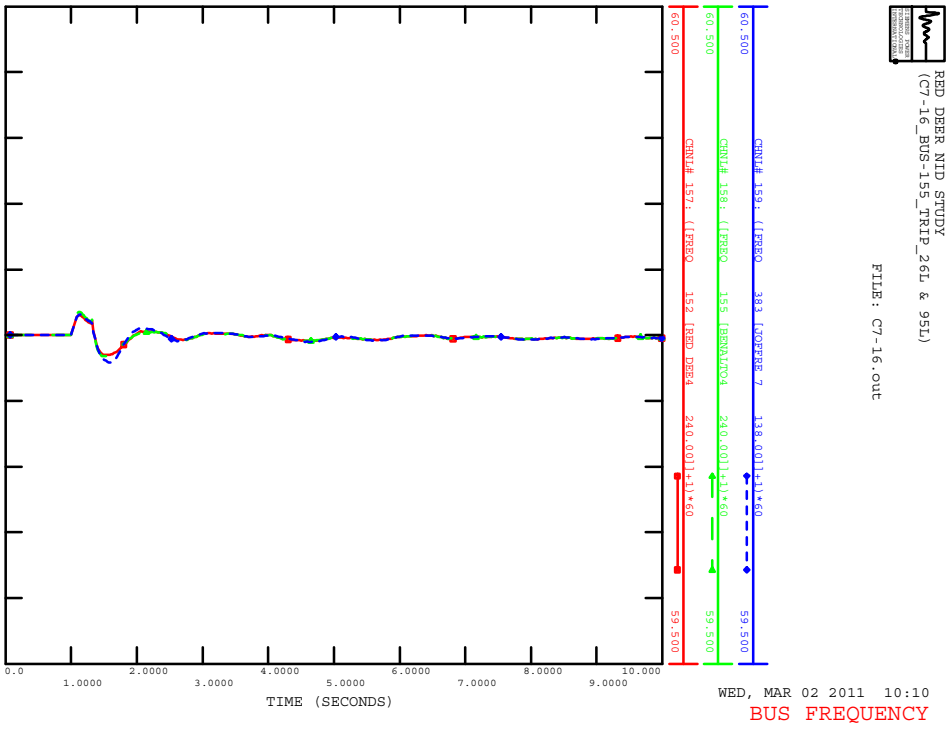

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS VOLT

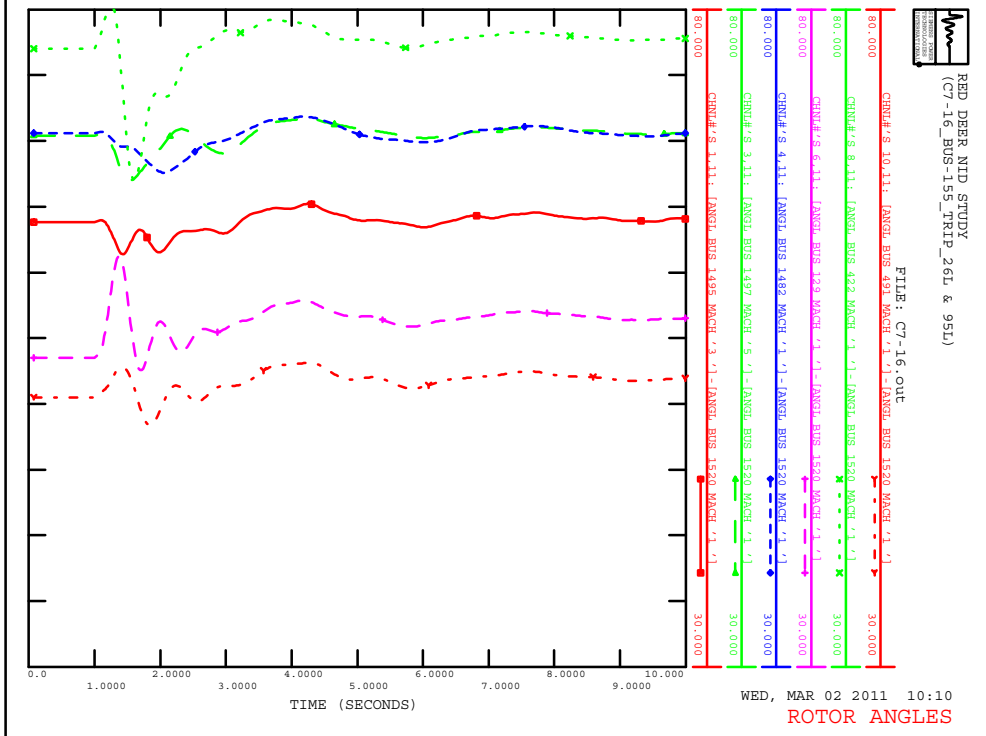

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

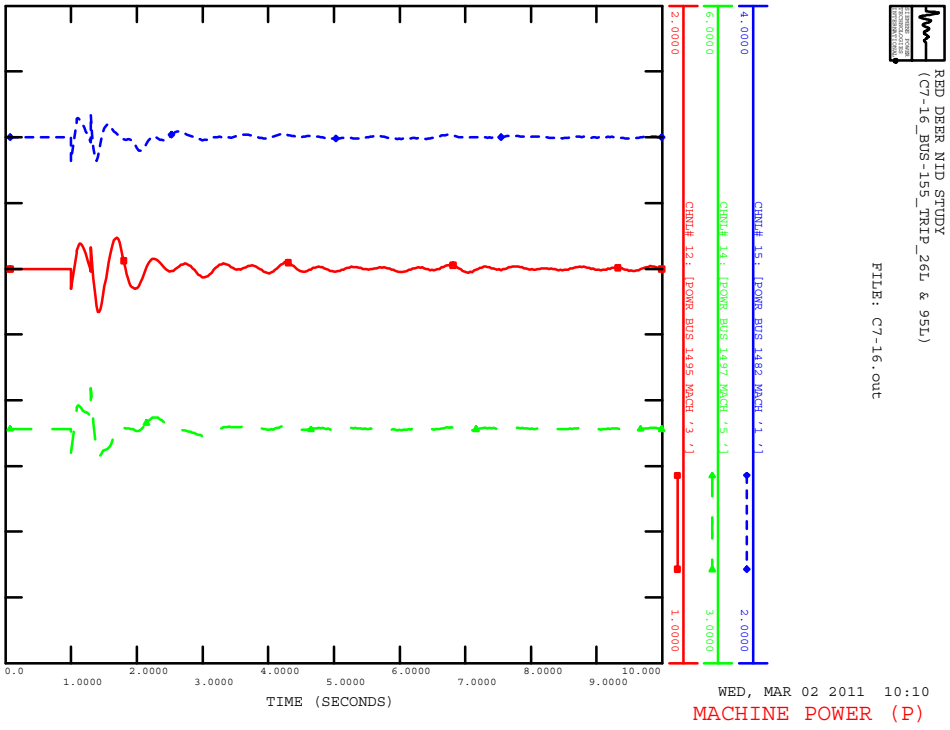

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

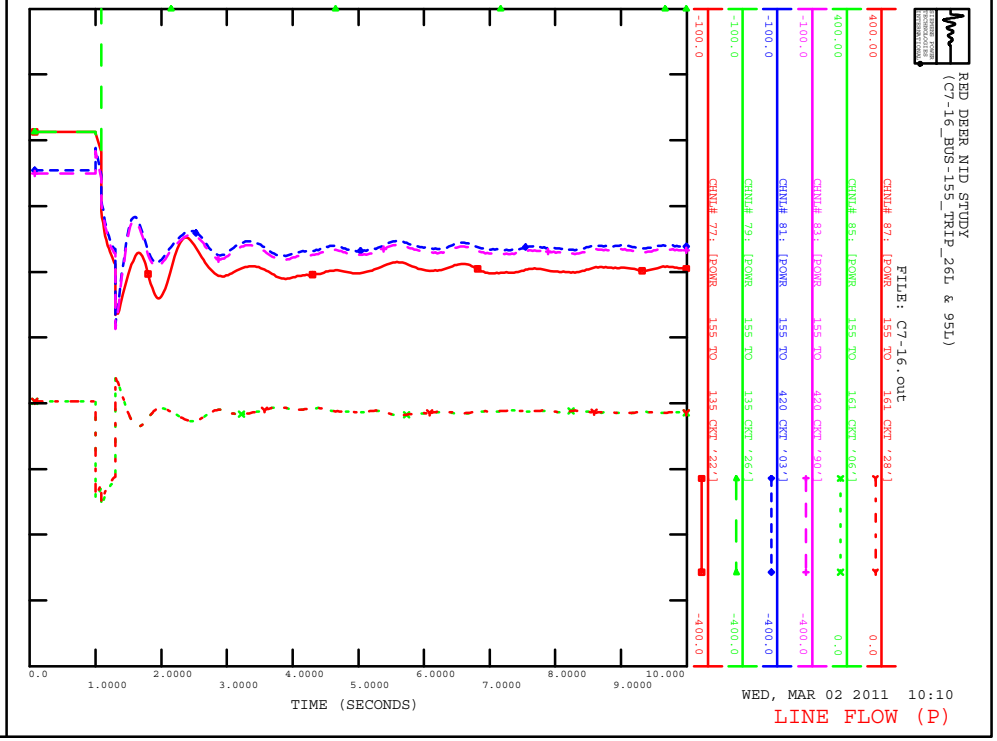

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

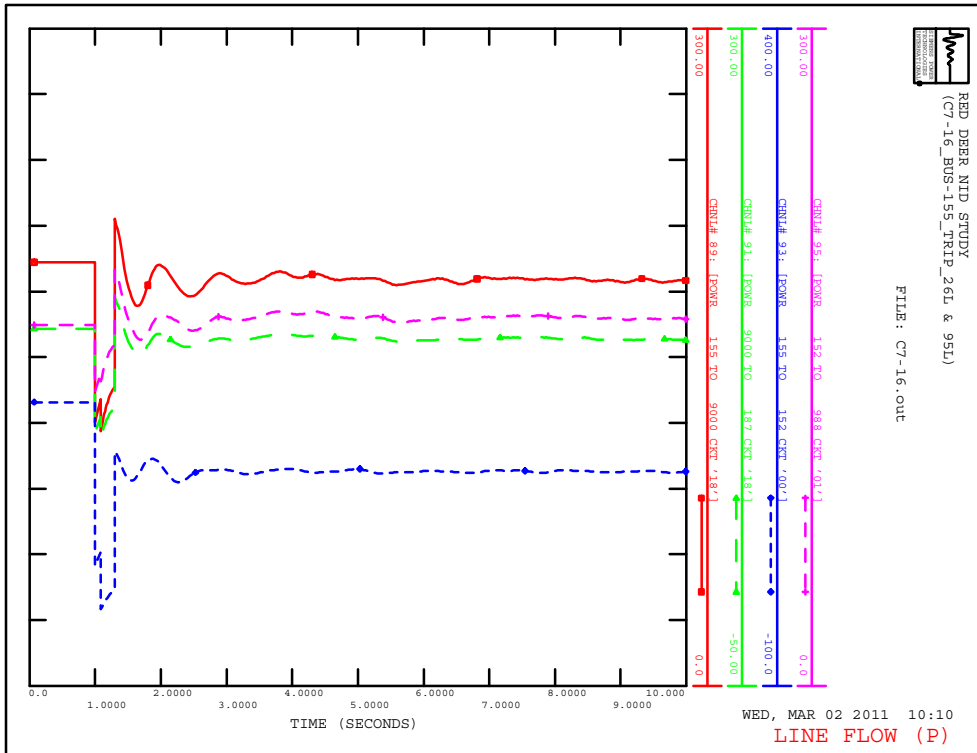

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

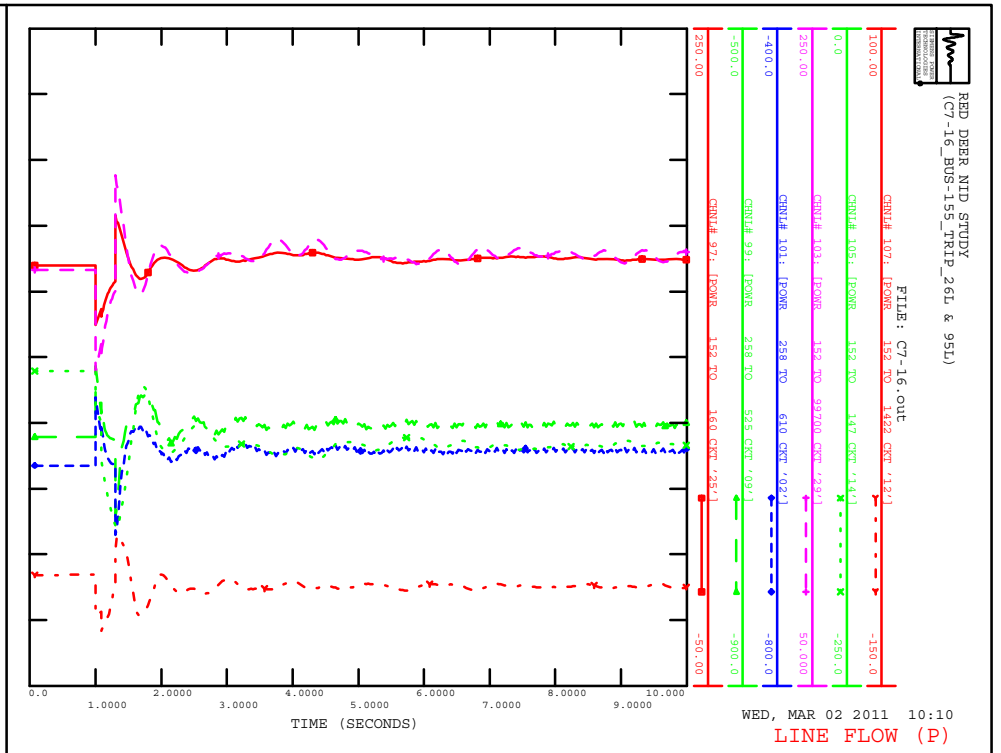

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

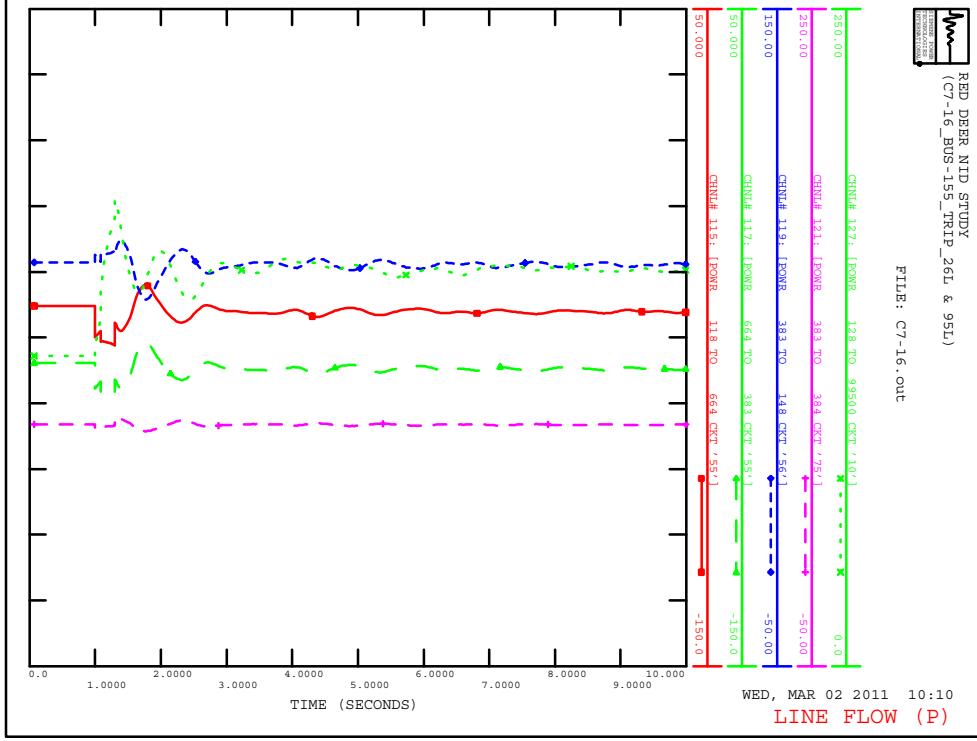

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

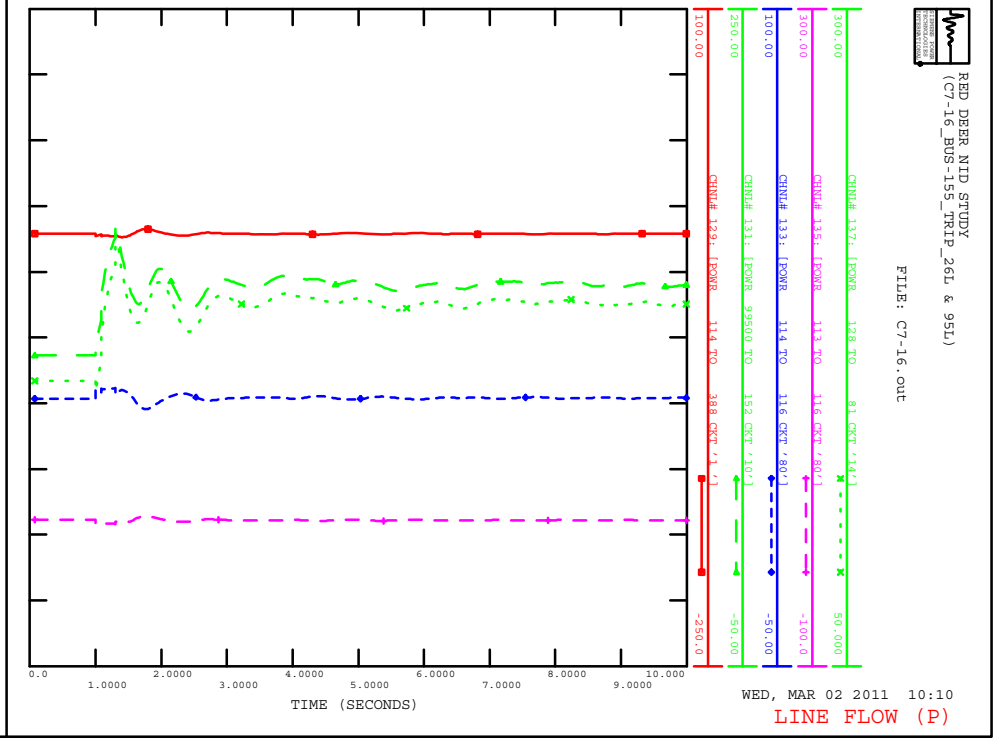

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

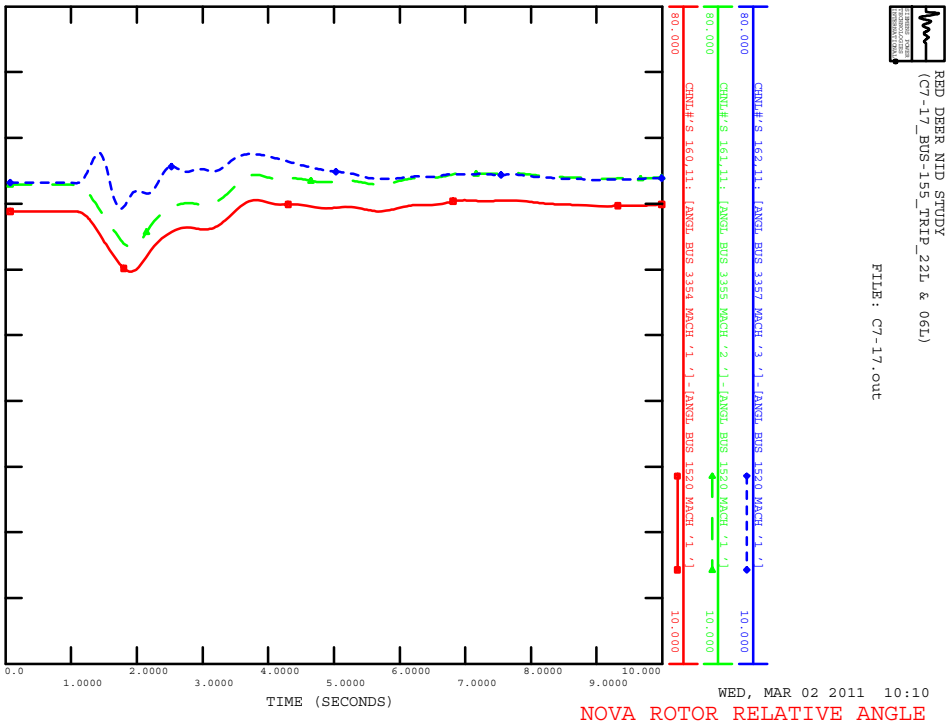

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

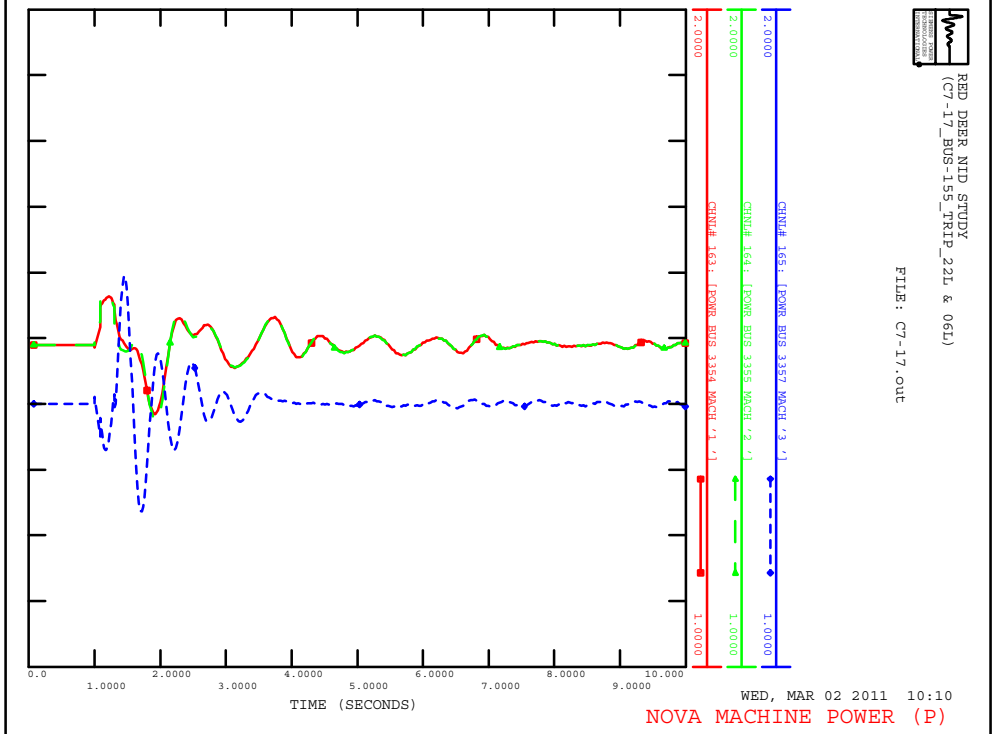

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

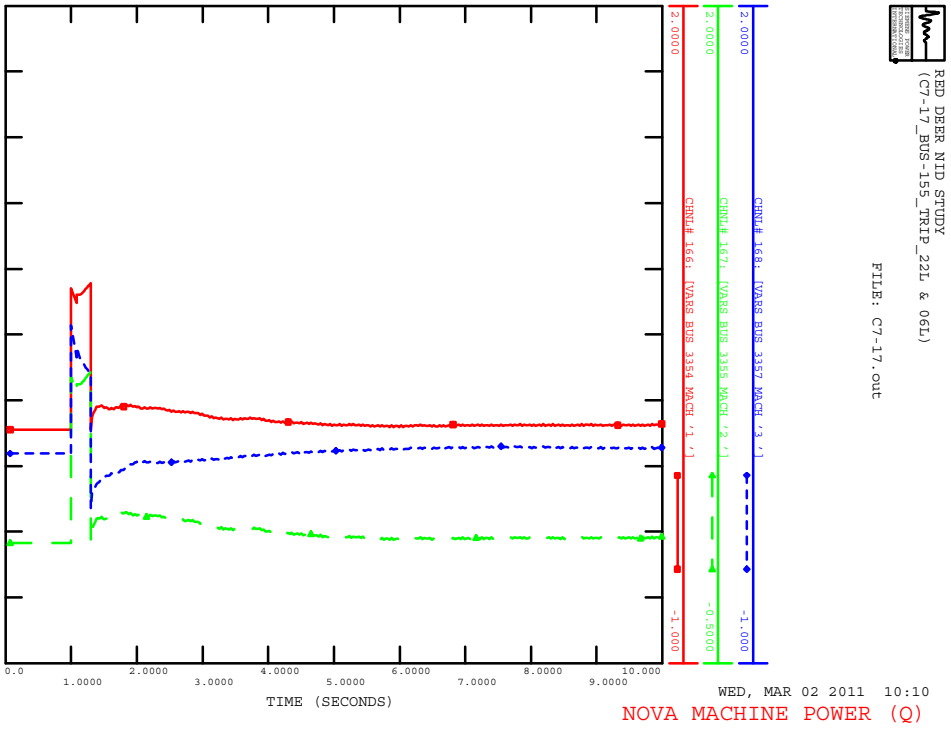

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

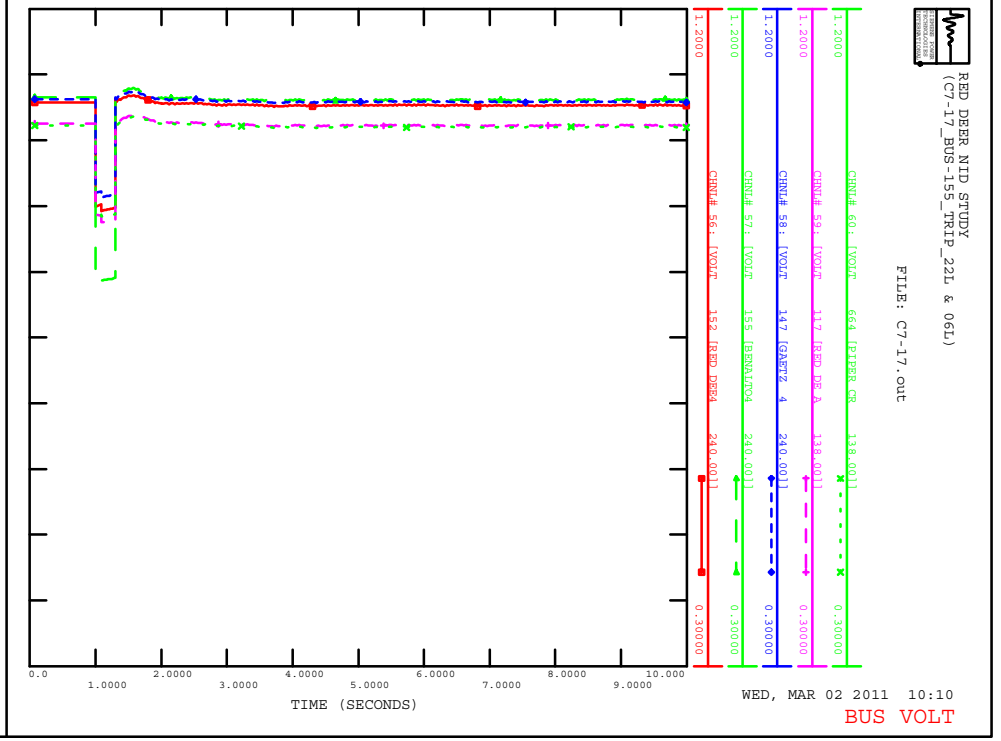

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

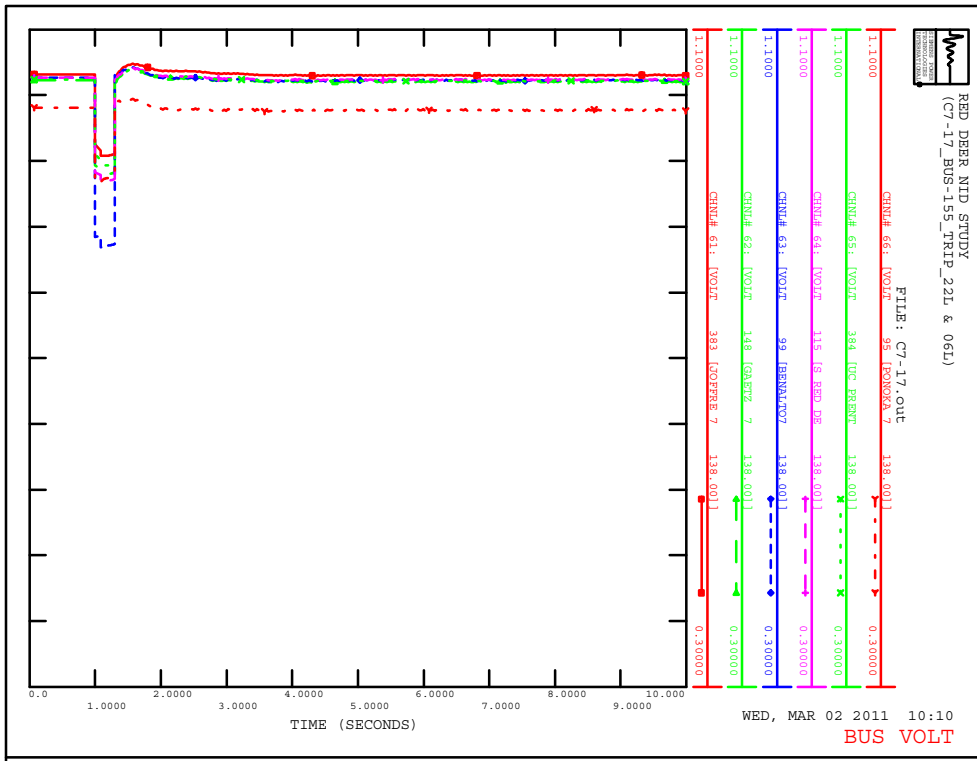

RED DEER NID STUDY
(C7-16_BUS-155_TRIP_26L & 95L)
FILE: C7-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

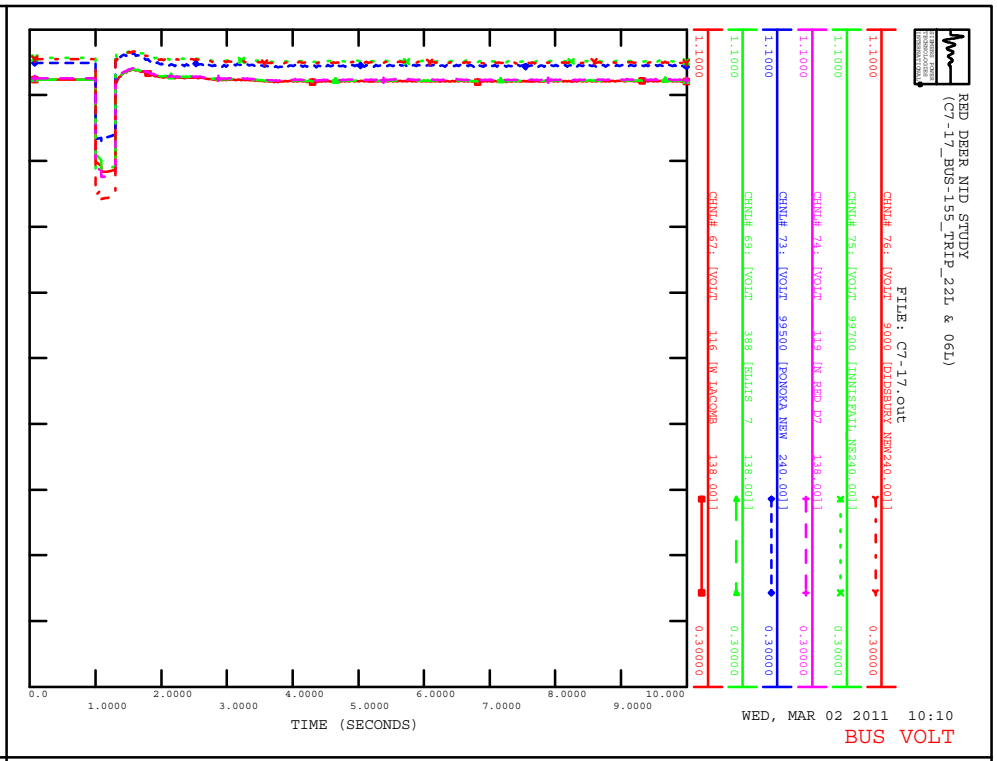

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

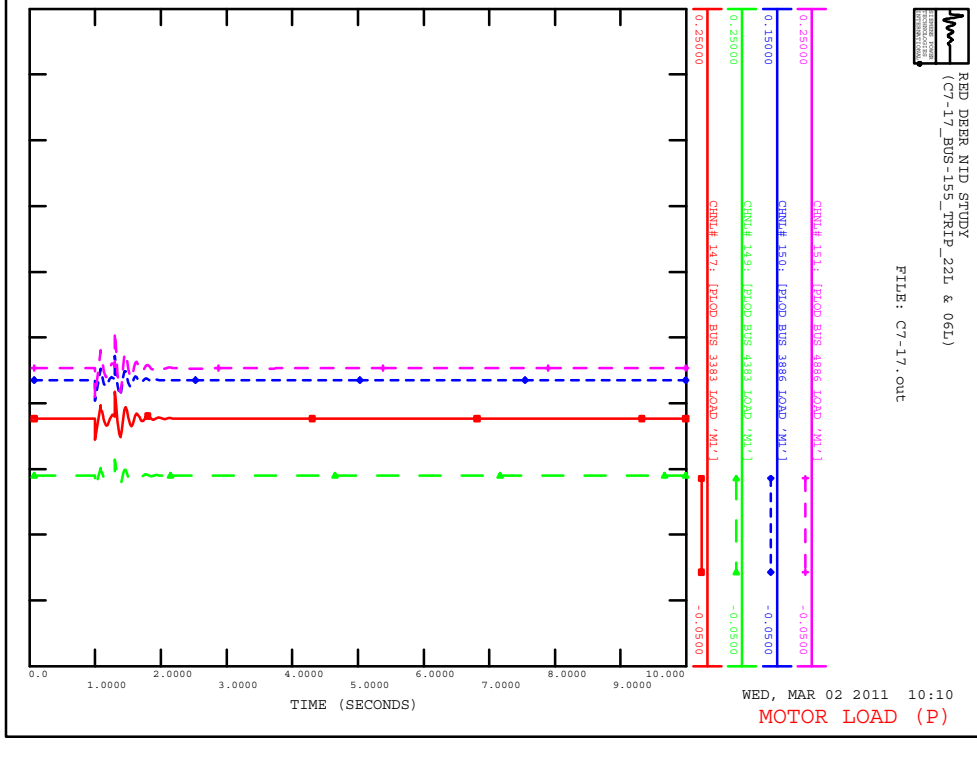

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

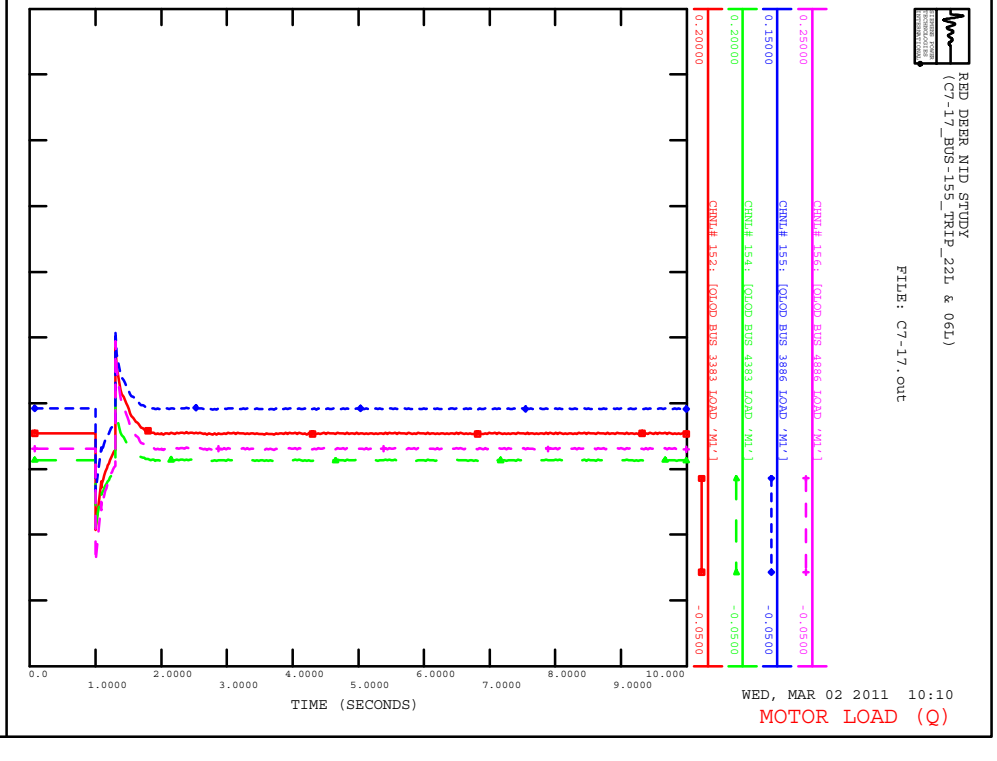

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

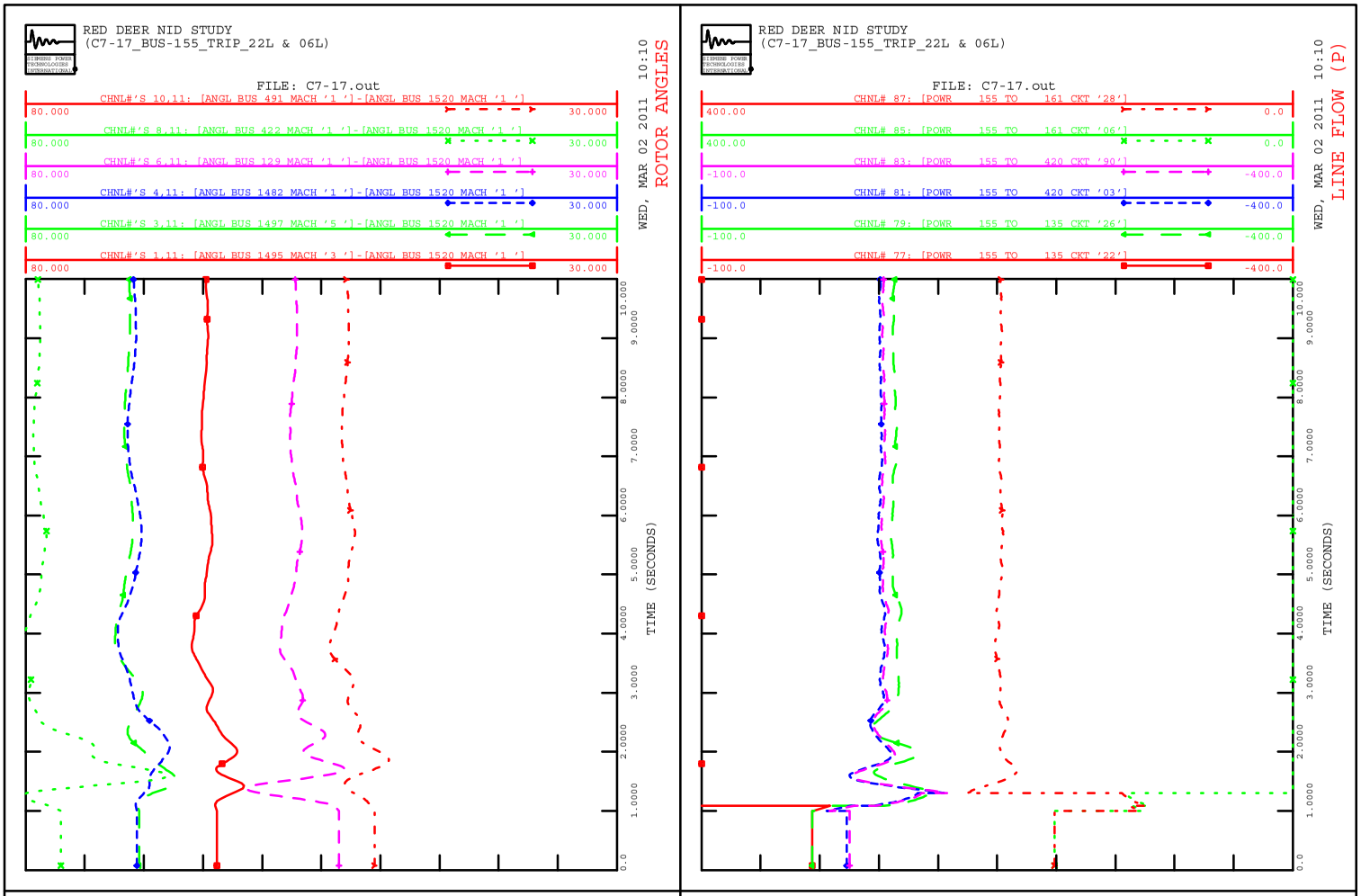

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

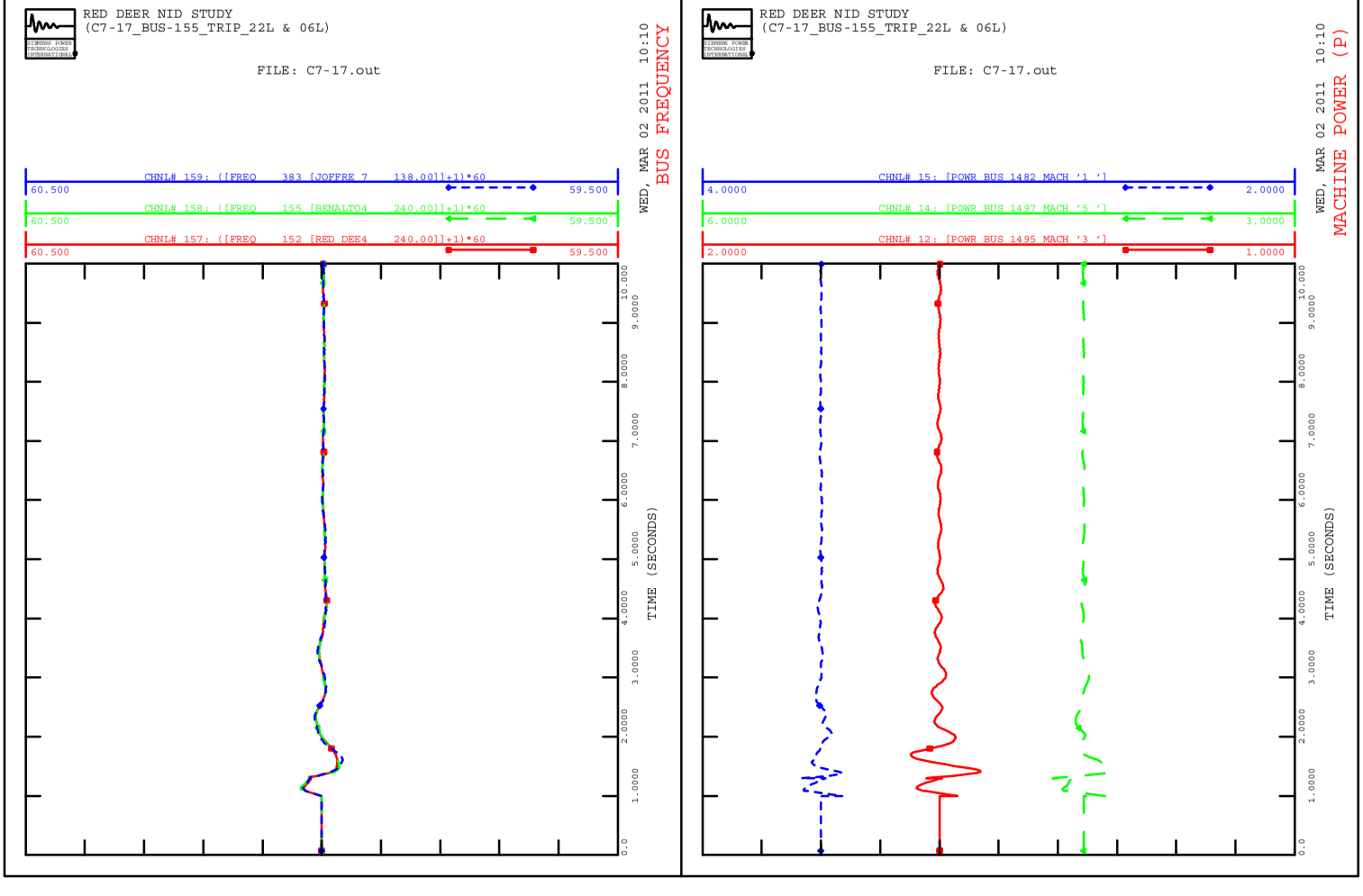

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

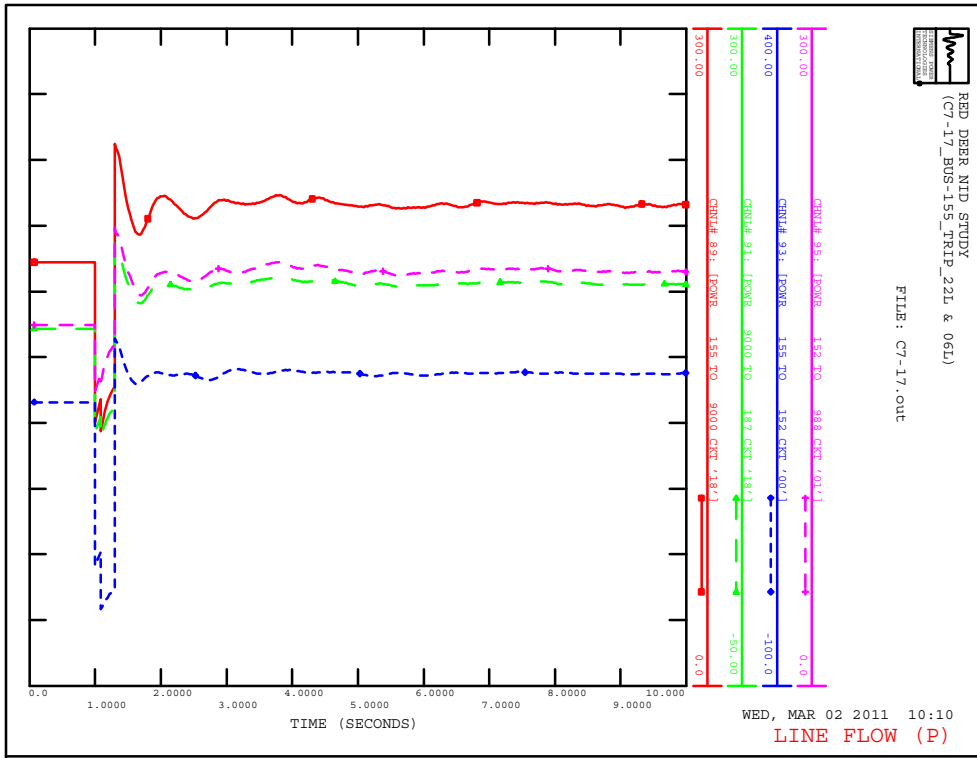

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

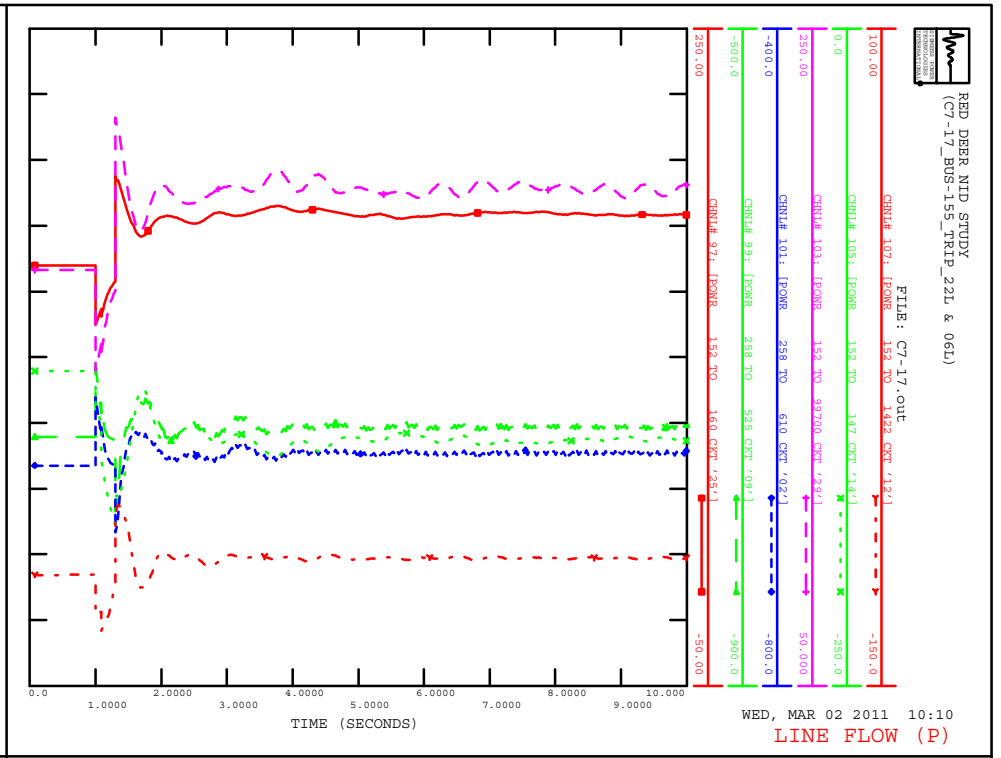

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000
30.000
WED, MAR 02 2011 10:10
ROTOR ANGLES
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

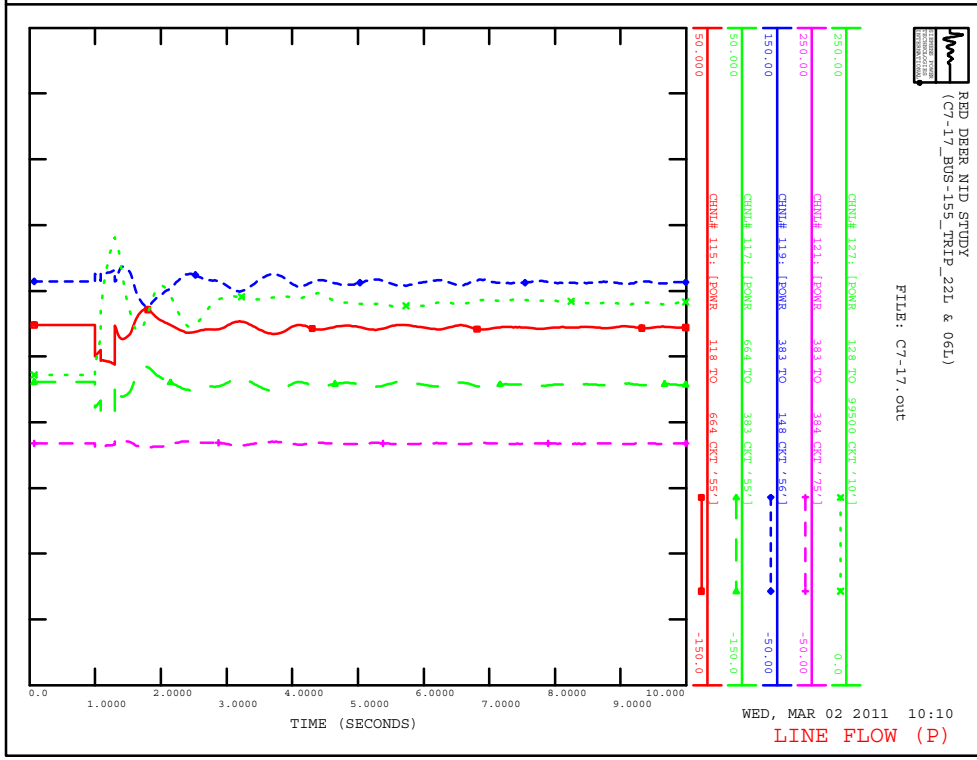
RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 87: [POWR 155 TO 161 CKT '28']
CHNL# 85: [POWR 155 TO 161 CKT '06']
CHNL# 83: [POWR 155 TO 420 CKT '90']
CHNL# 81: [POWR 155 TO 420 CKT '03']
CHNL# 79: [POWR 155 TO 135 CKT '26']
CHNL# 77: [POWR 155 TO 135 CKT '22']
400.00
0.0
-100.0
-400.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

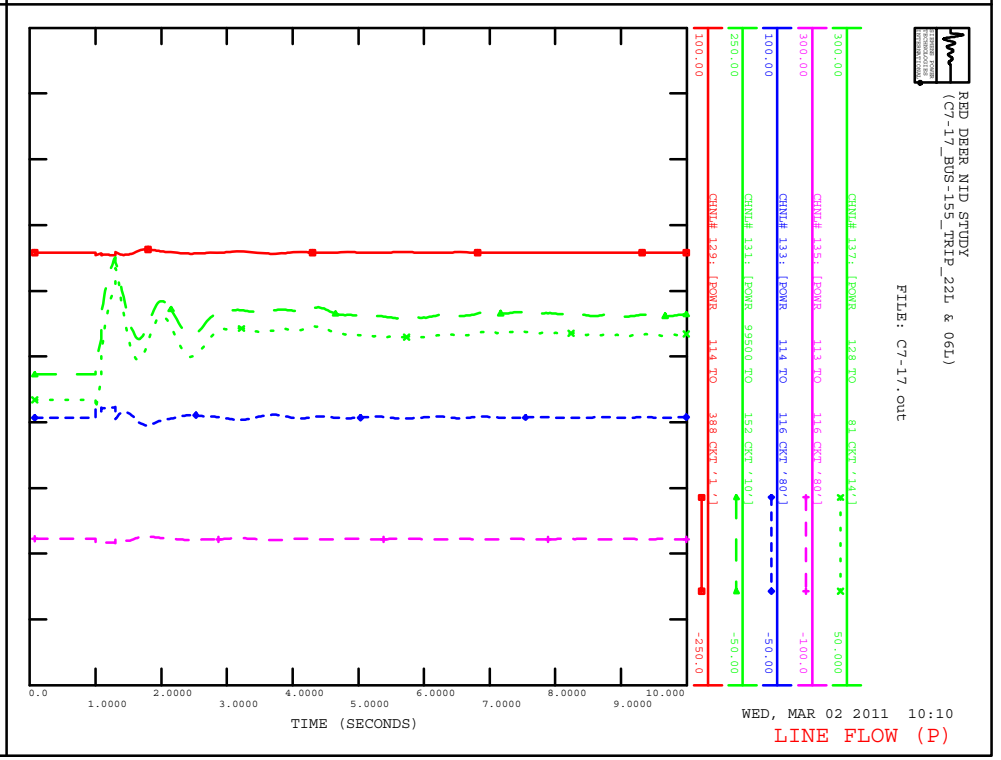

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500
59.500
WED, MAR 02 2011 10:10
BUS FREQUENCY
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

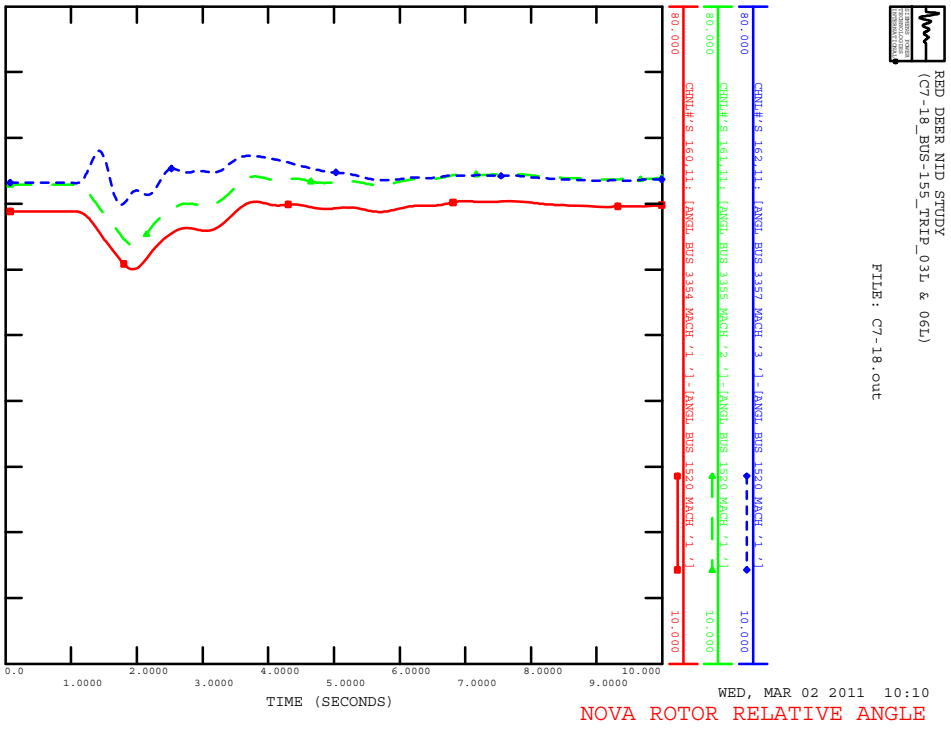
RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
CHNL# 15: [POWR BUS 1482 MACH '1 ']
CHNL# 14: [POWR BUS 1497 MACH '5 ']
CHNL# 12: [POWR BUS 1495 MACH '3 ']
4.0000
2.0000
6.0000
3.0000
1.0000
WED, MAR 02 2011 10:10
MACHINE POWER (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

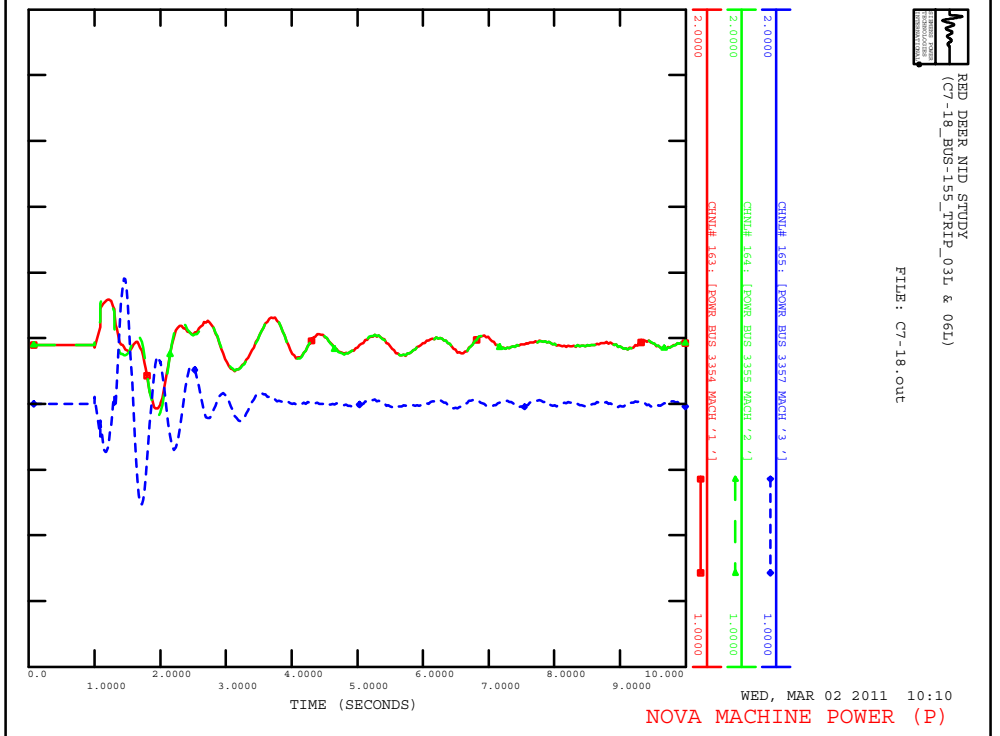

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

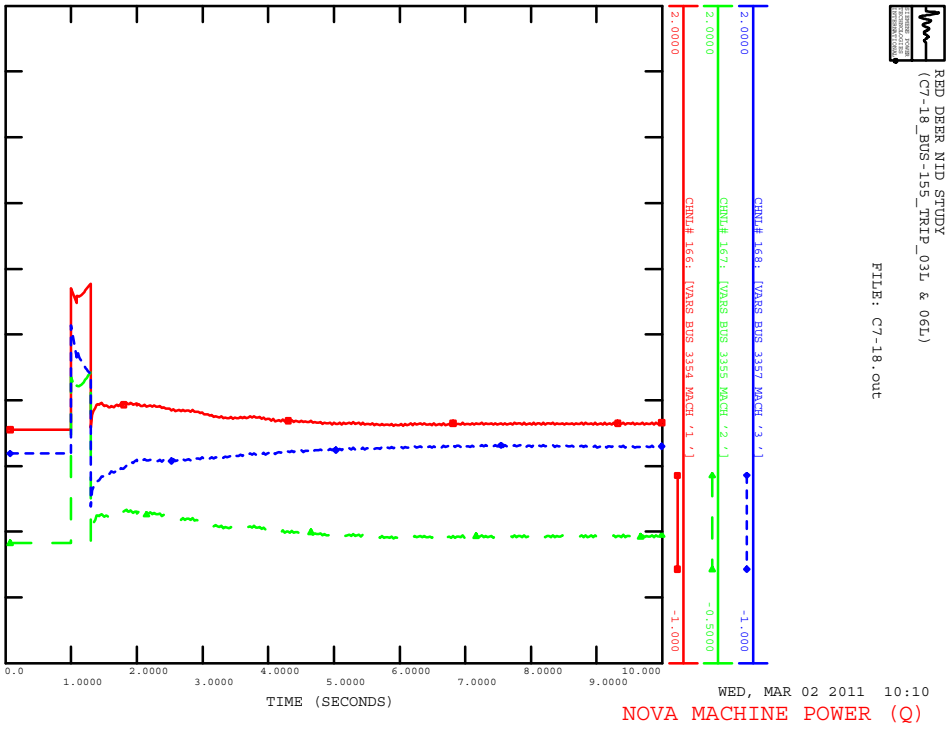

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

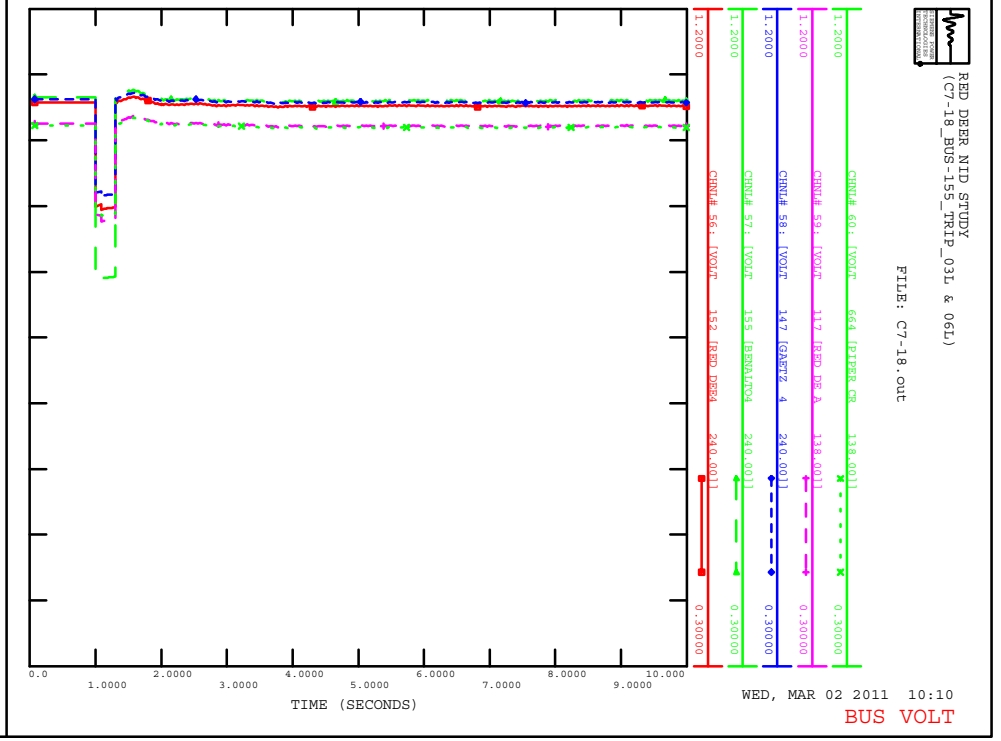

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

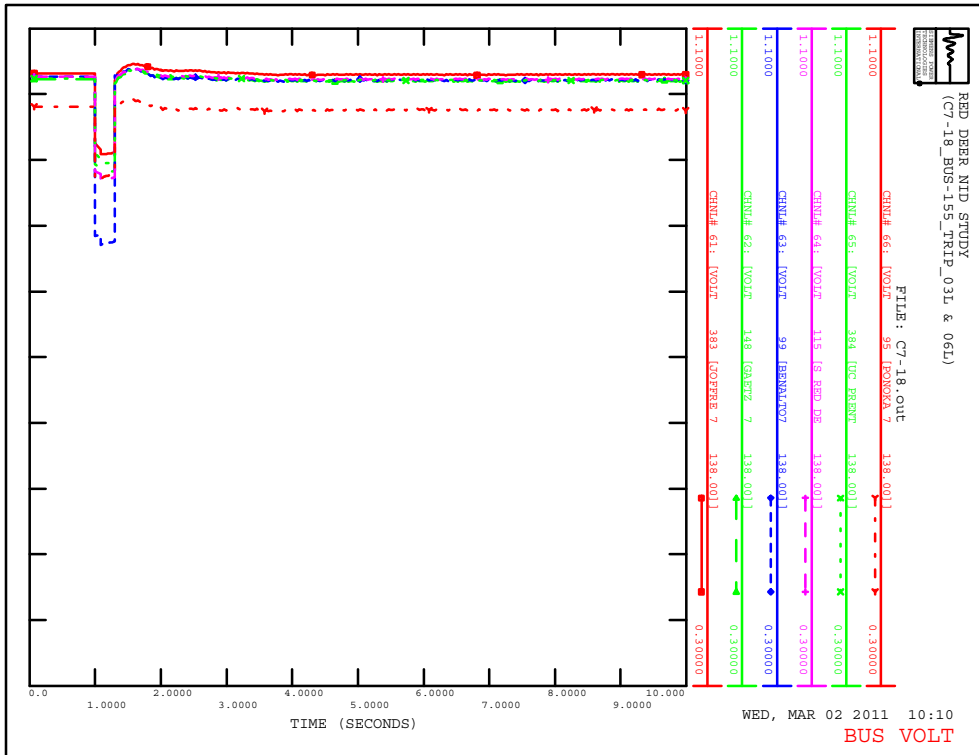

RED DEER NID STUDY
(C7-17_BUS-155_TRIP_22L & 06L)
FILE: C7-17.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

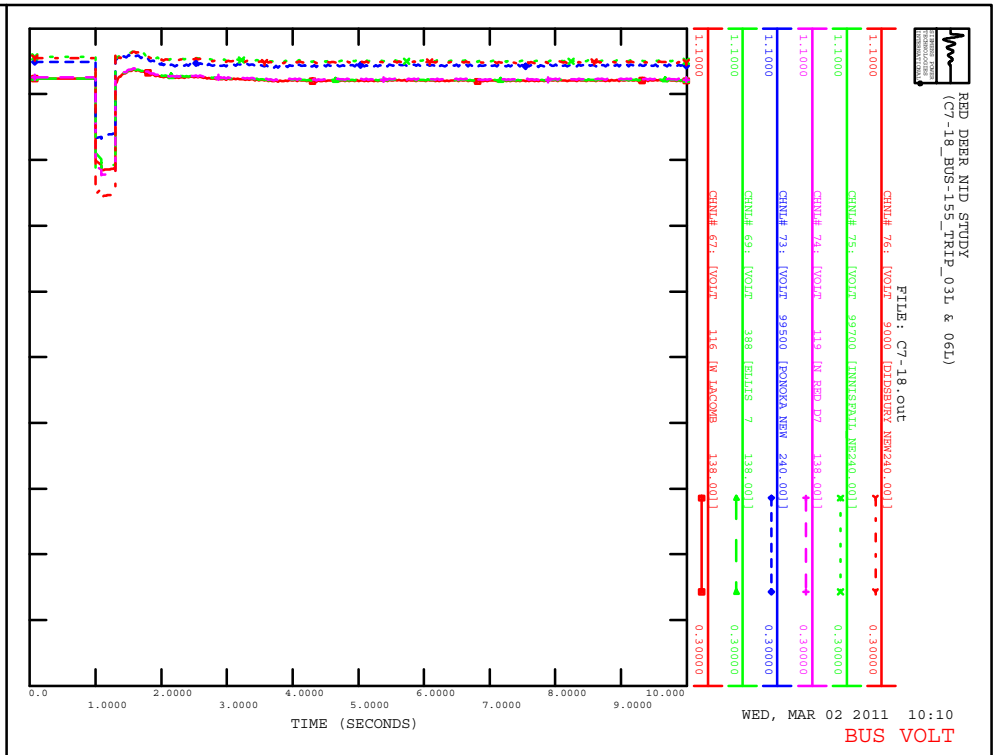

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

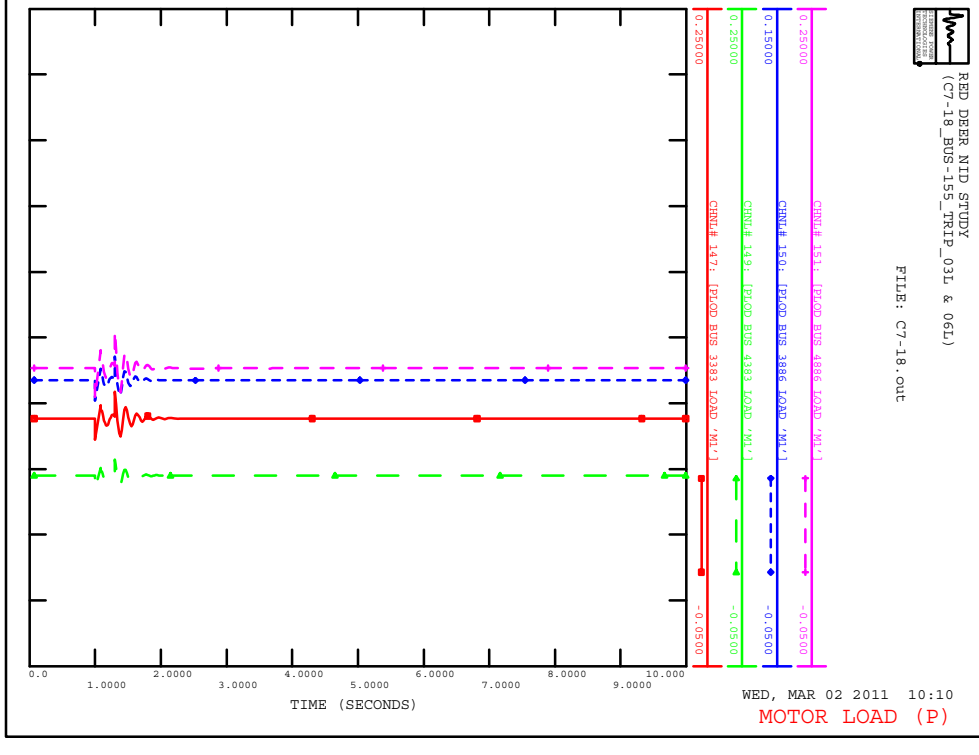

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

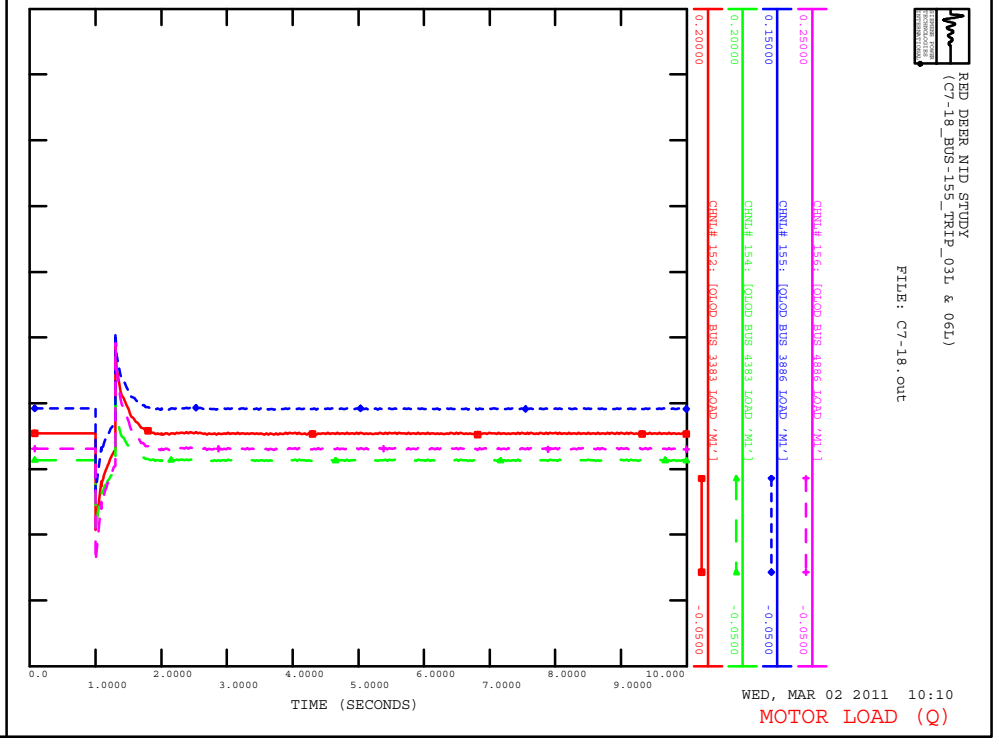

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

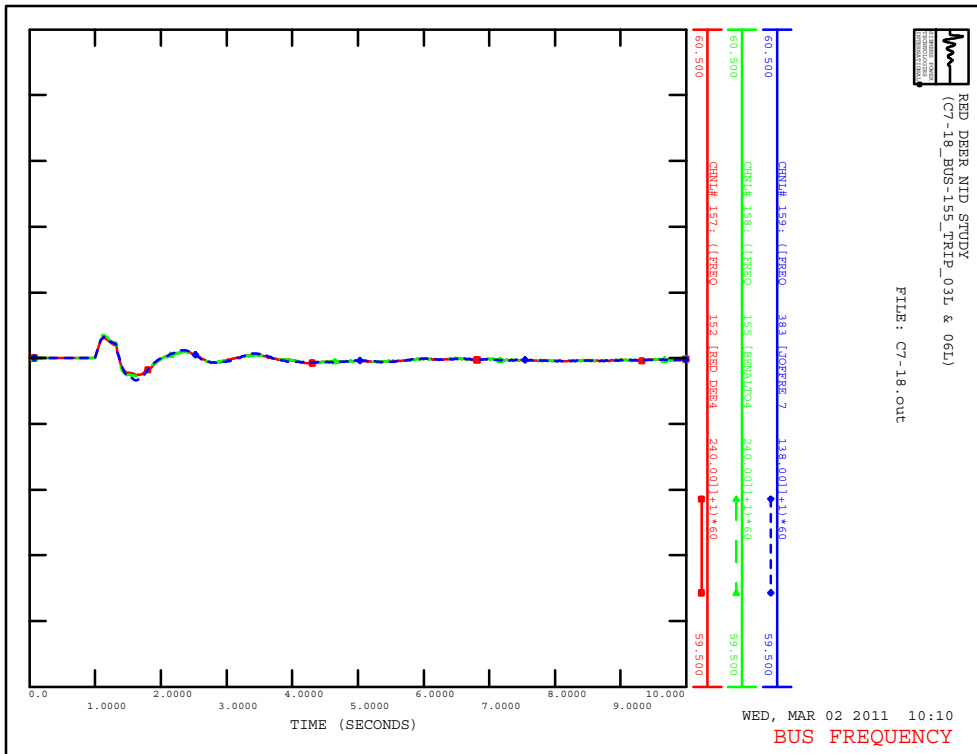

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

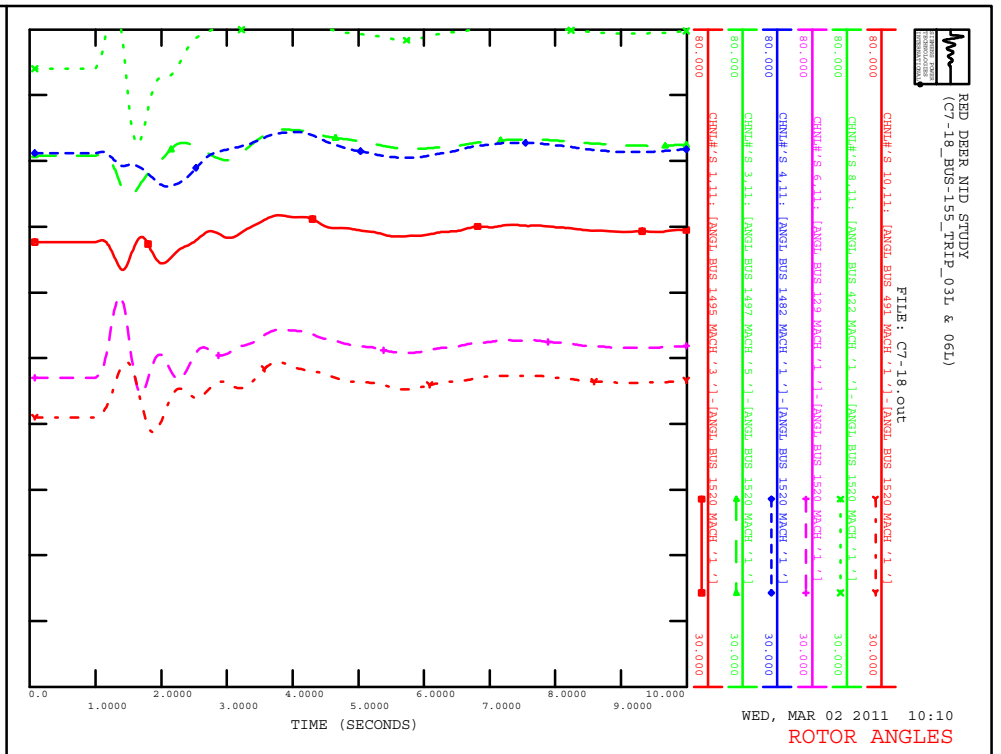

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

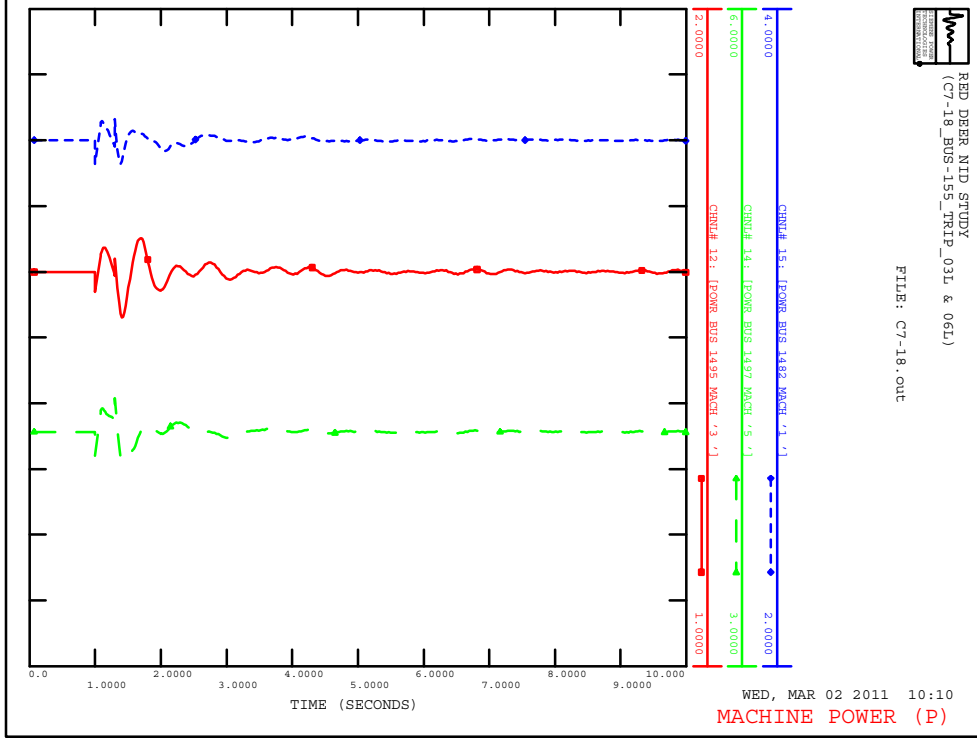

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

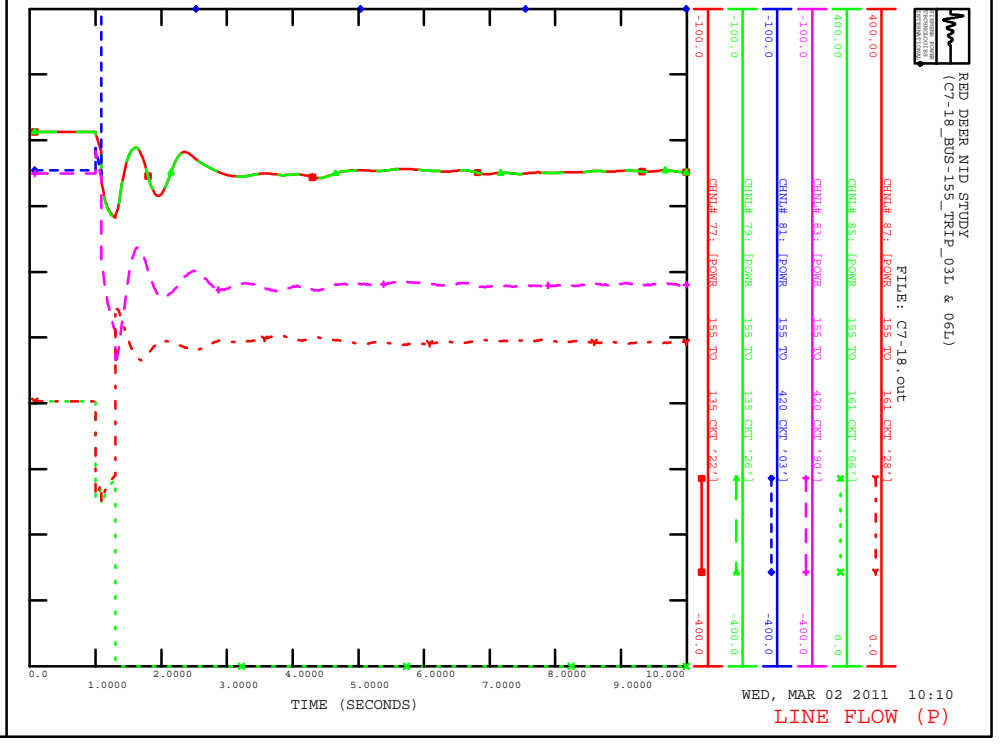

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

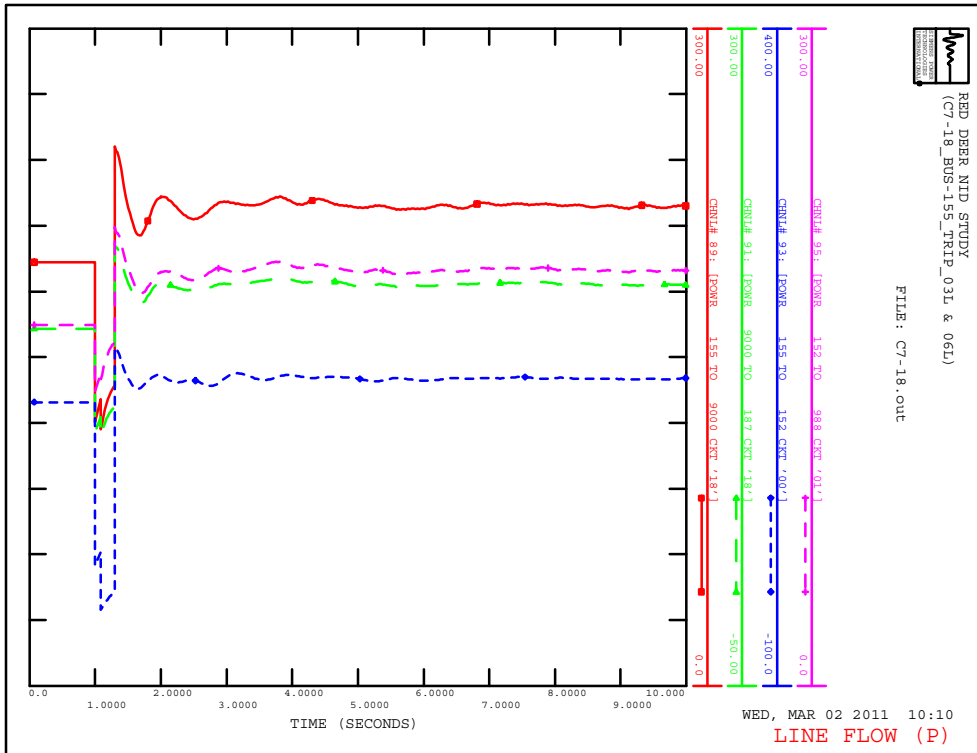

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

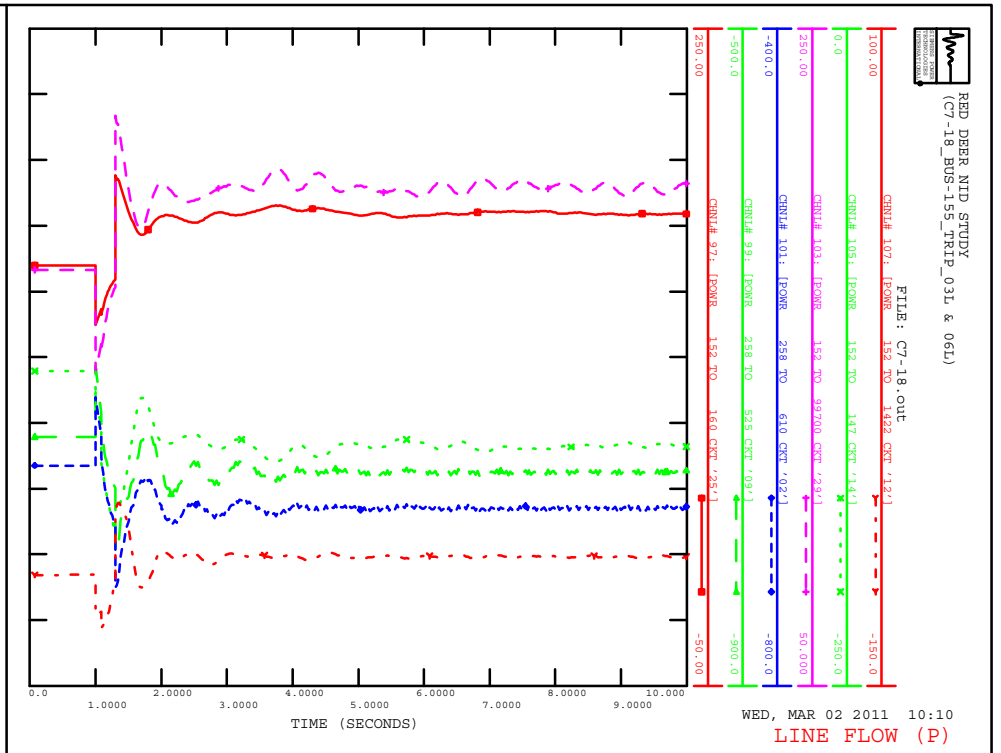

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

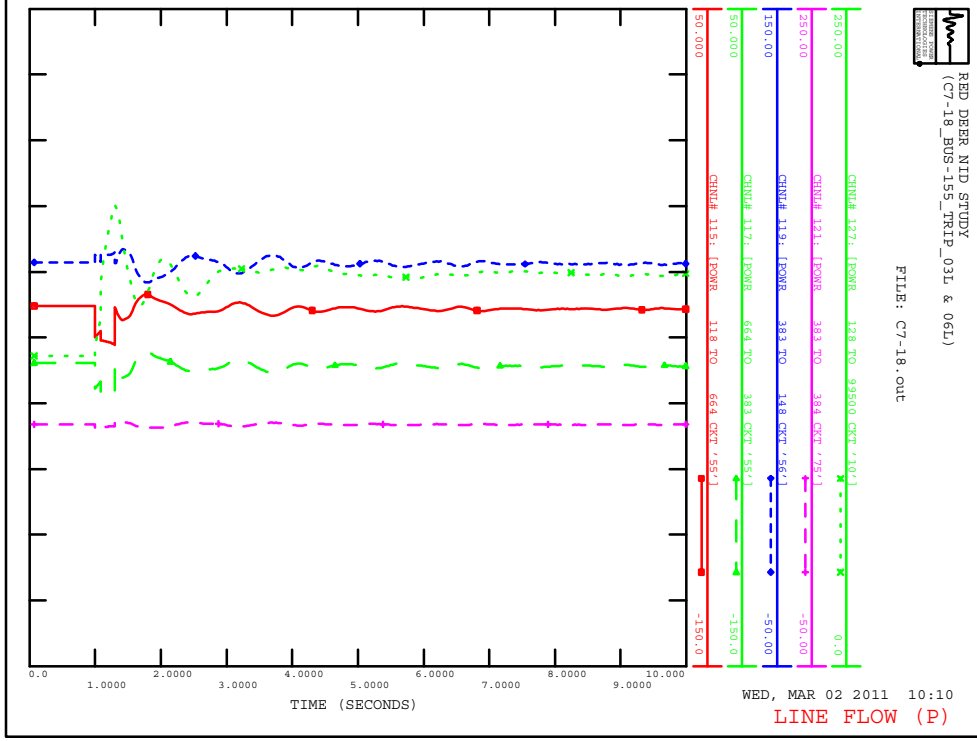

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

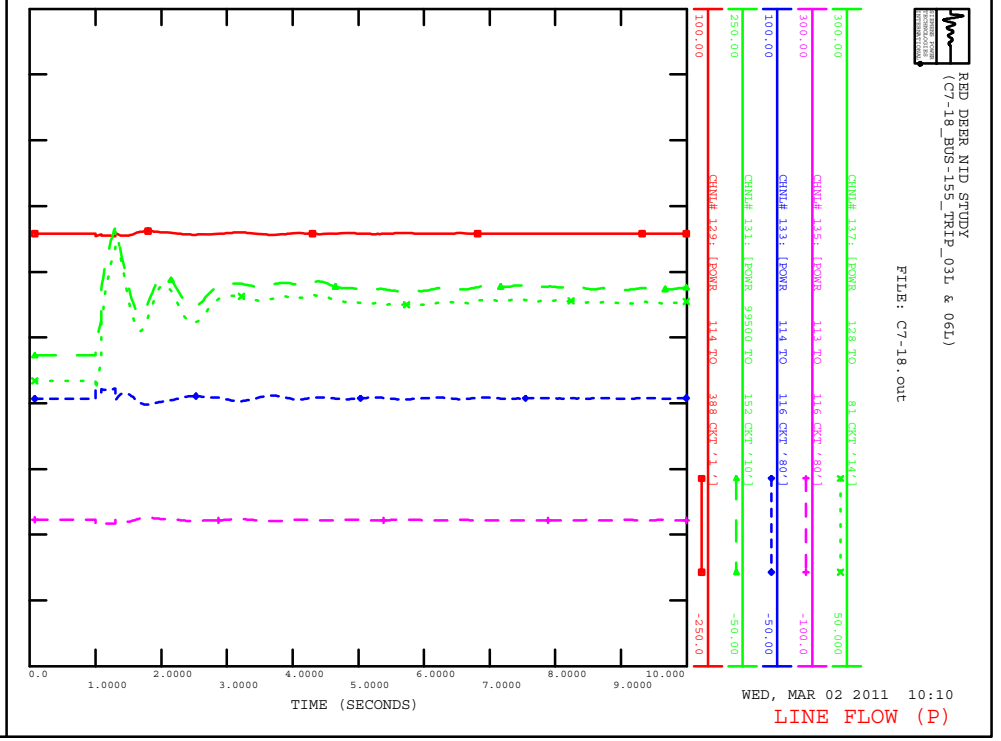

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

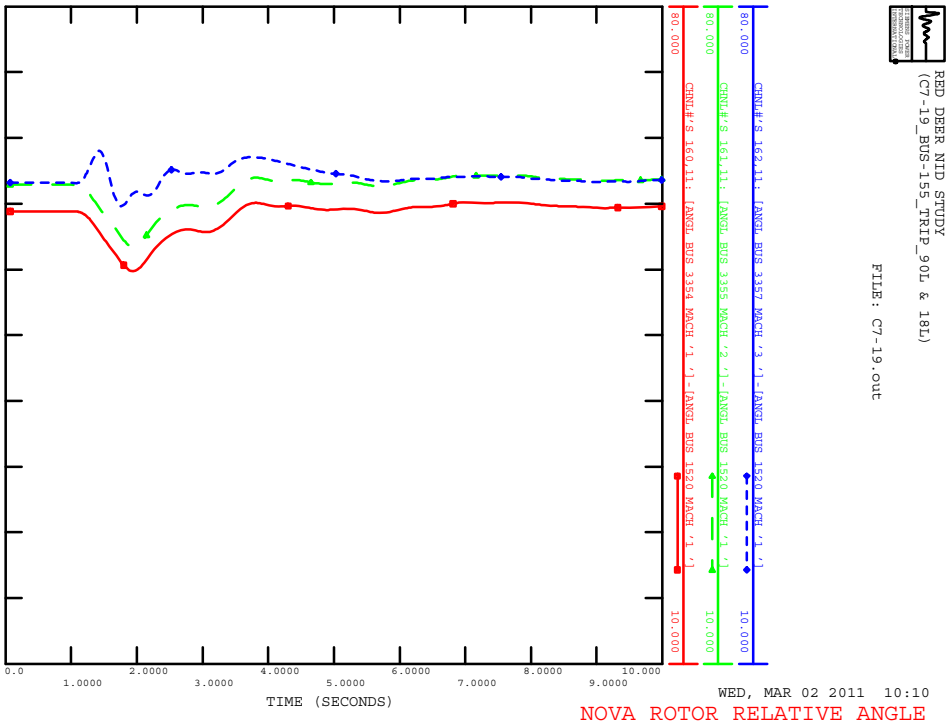

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

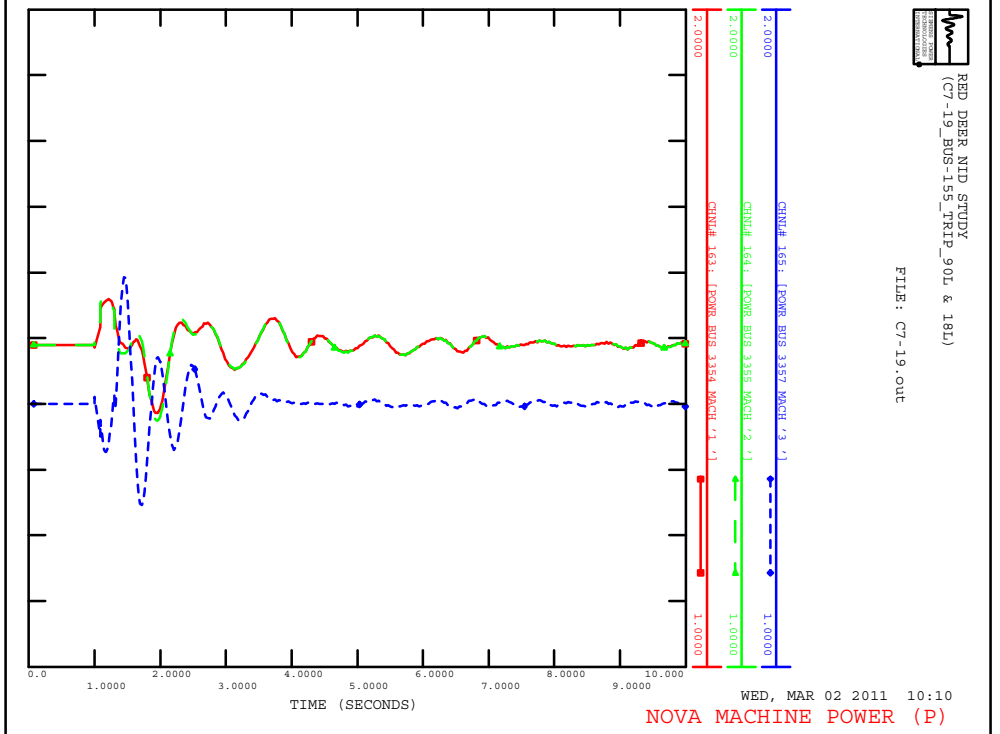

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

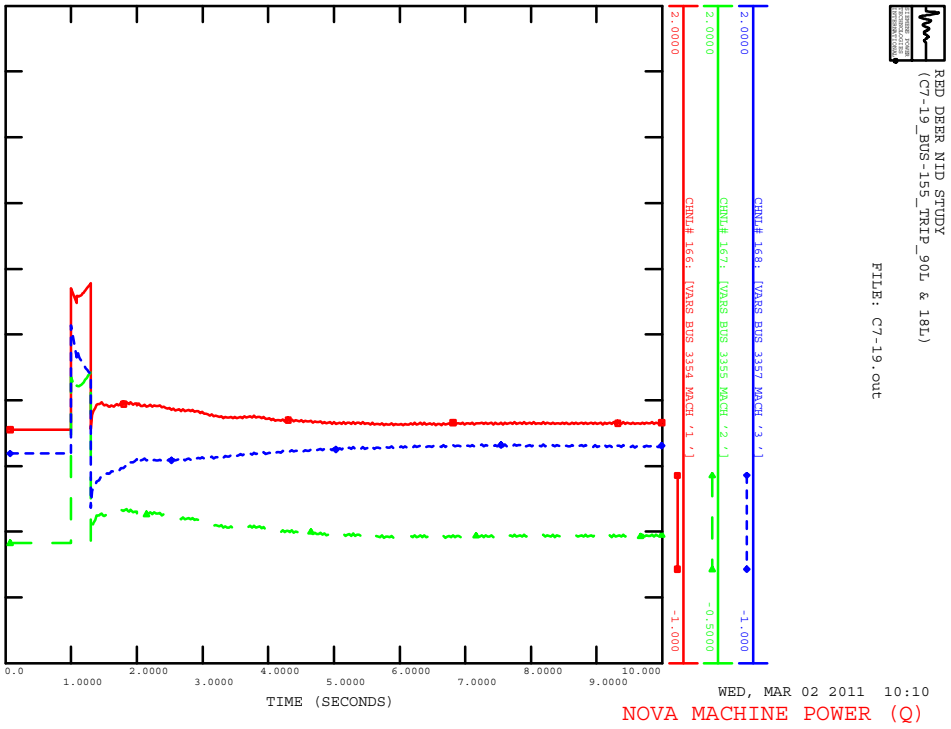

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

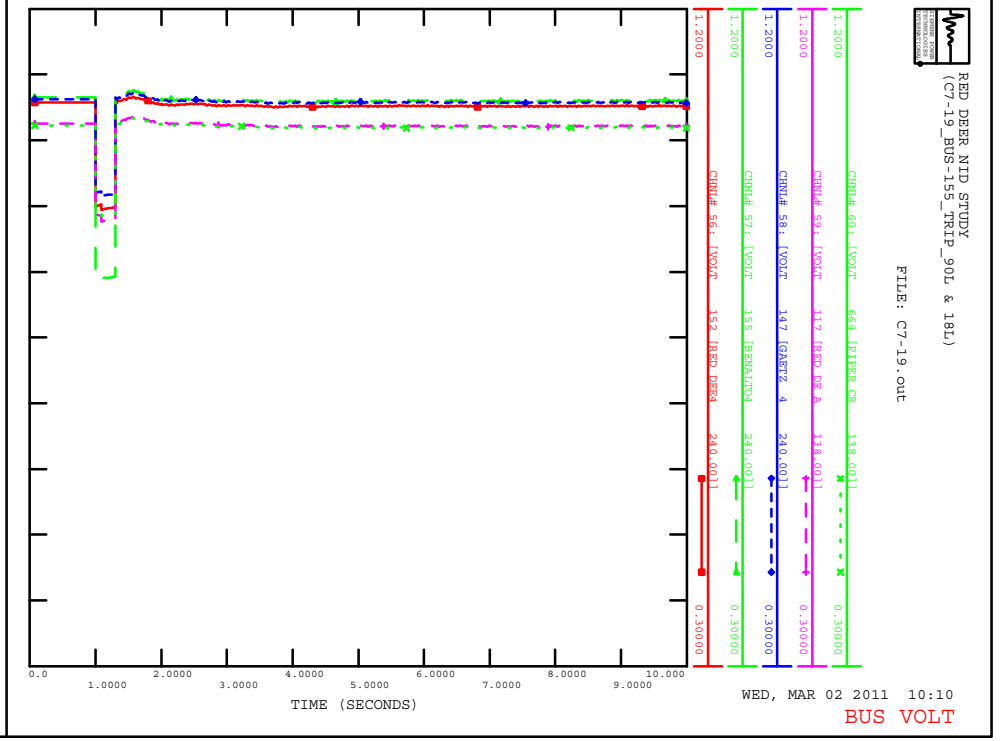

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

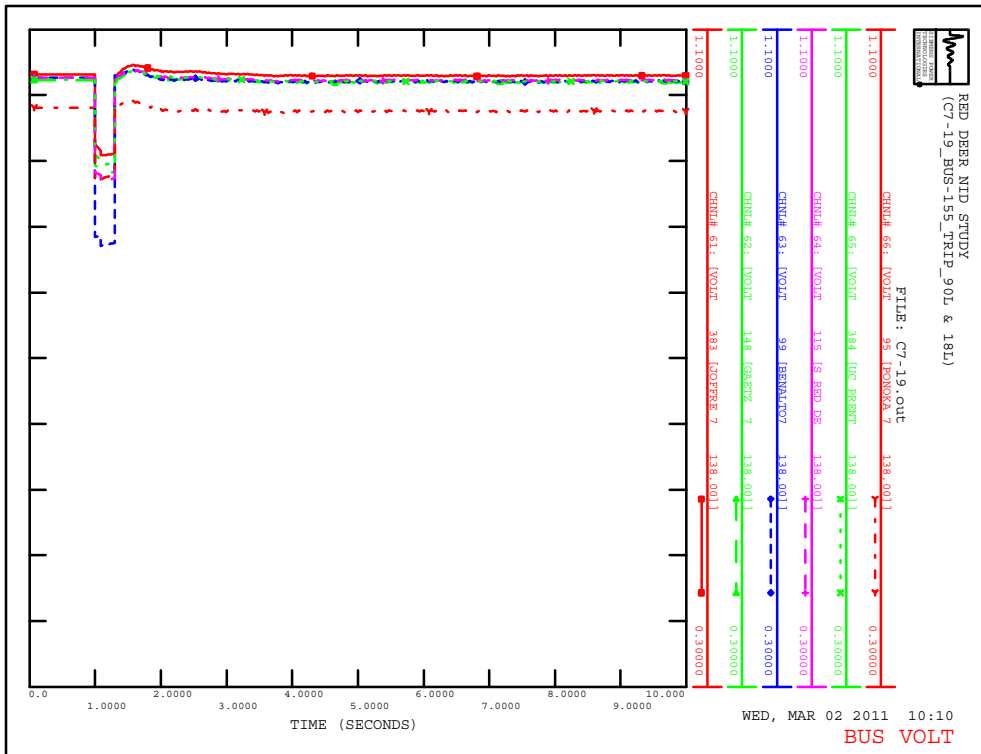

RED DEER NID STUDY
(C7-18_BUS-155_TRIP_03L & 06L)
FILE: C7-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

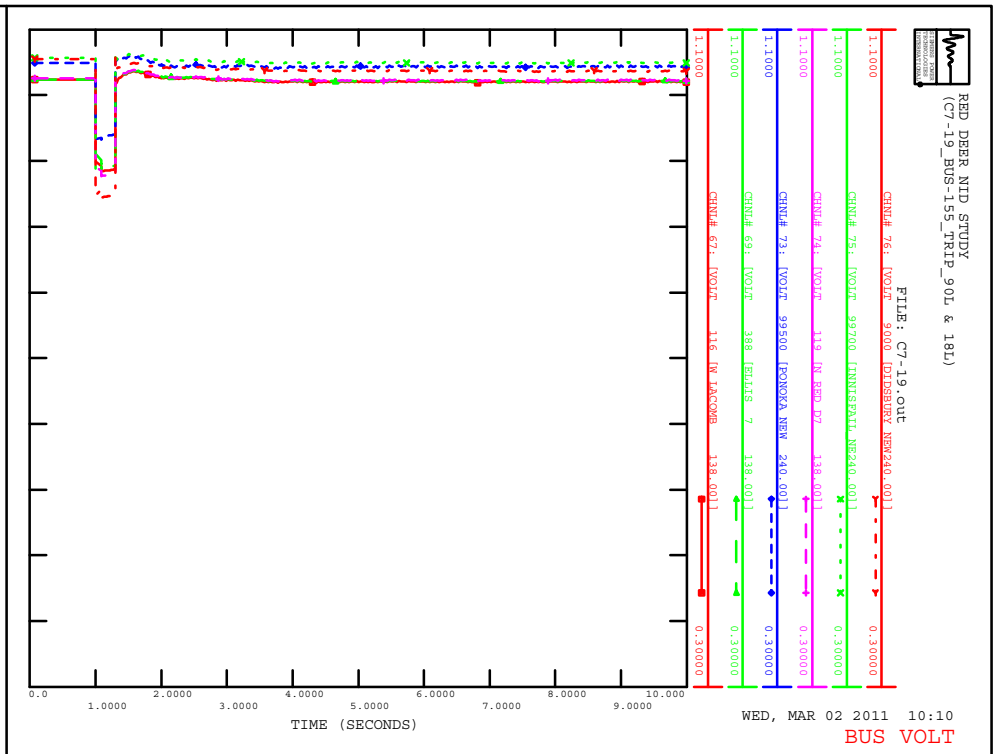

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '1-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

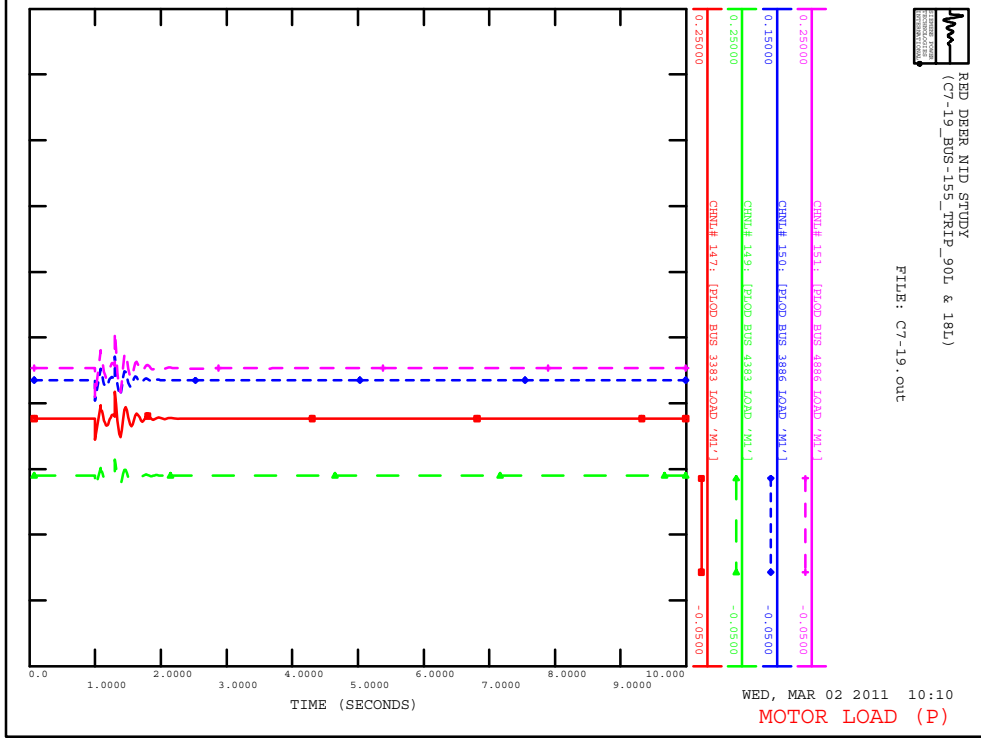

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

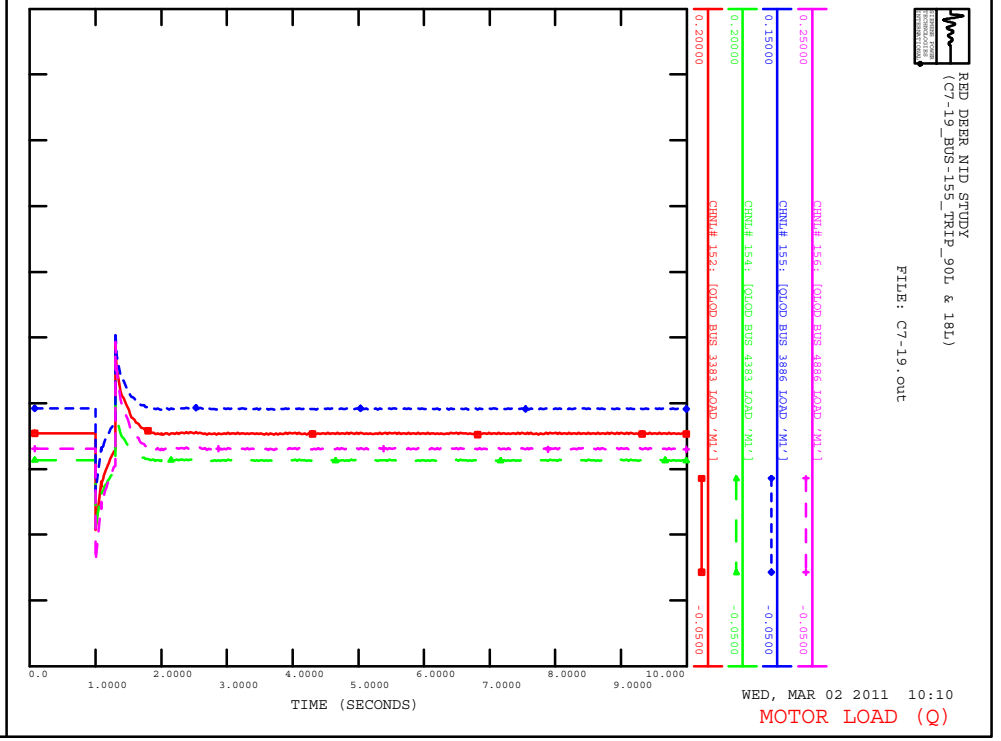

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

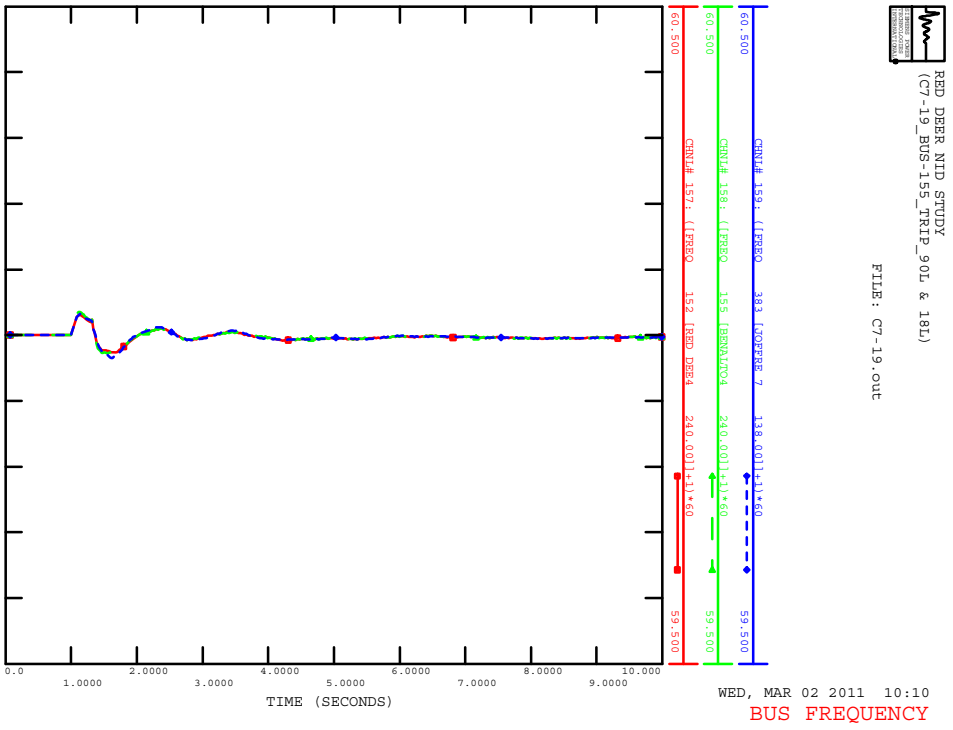

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

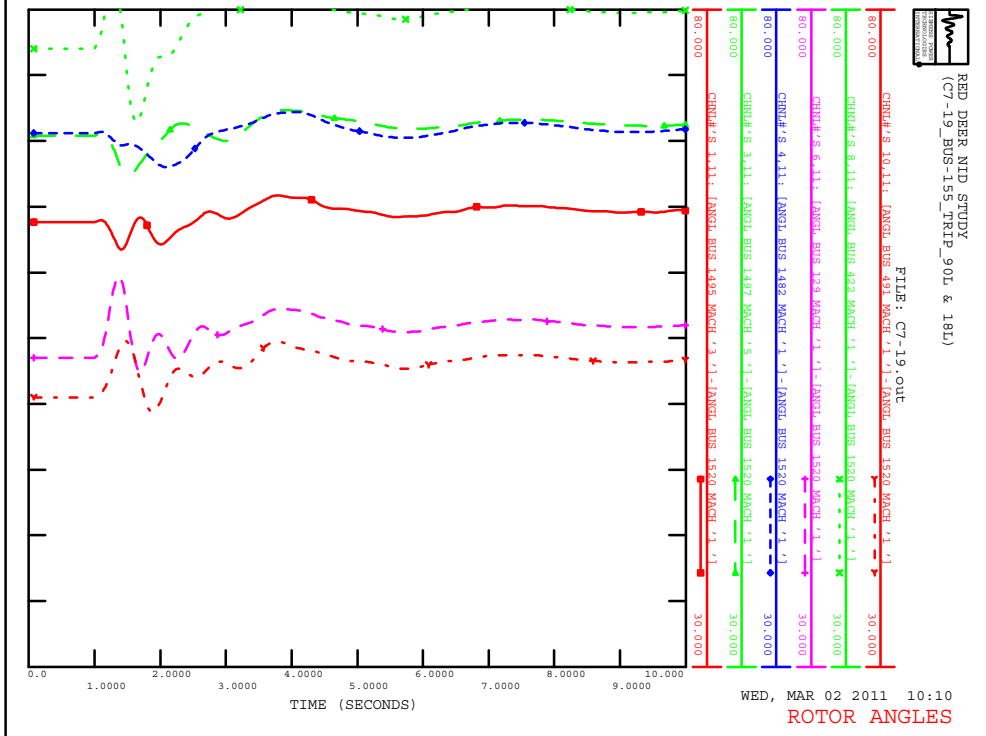

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

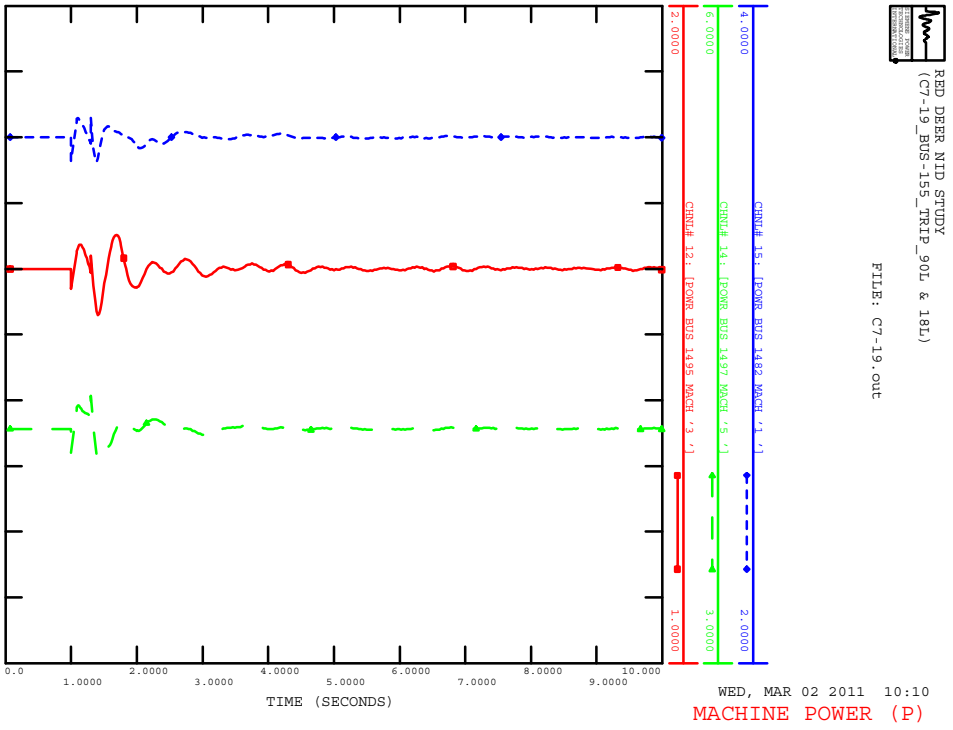

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

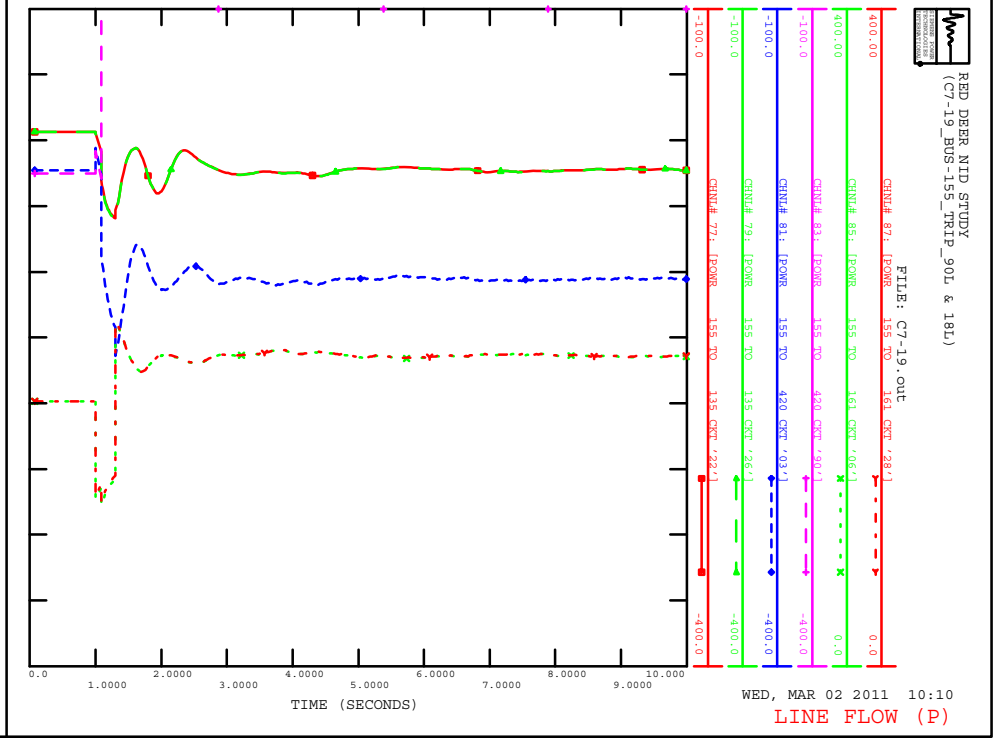

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

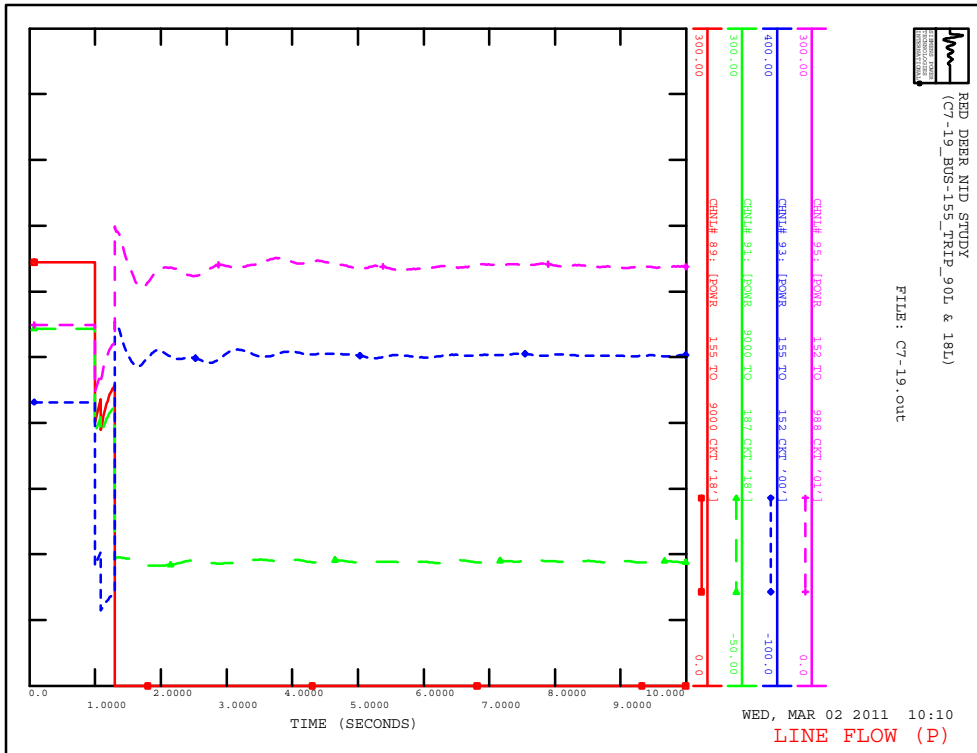

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

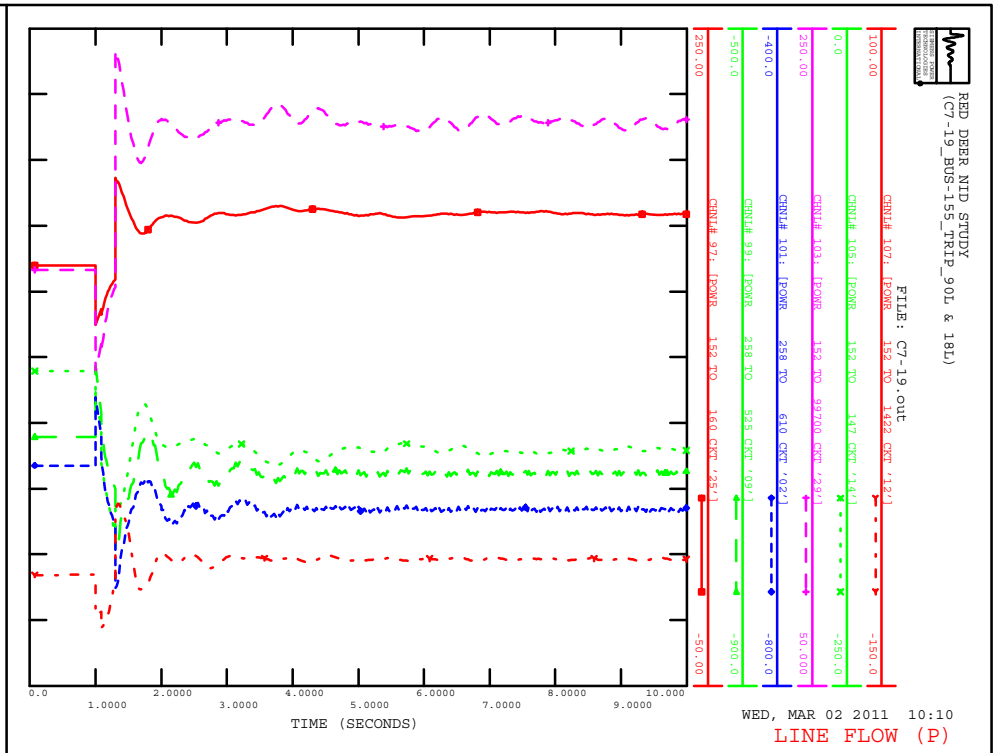

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

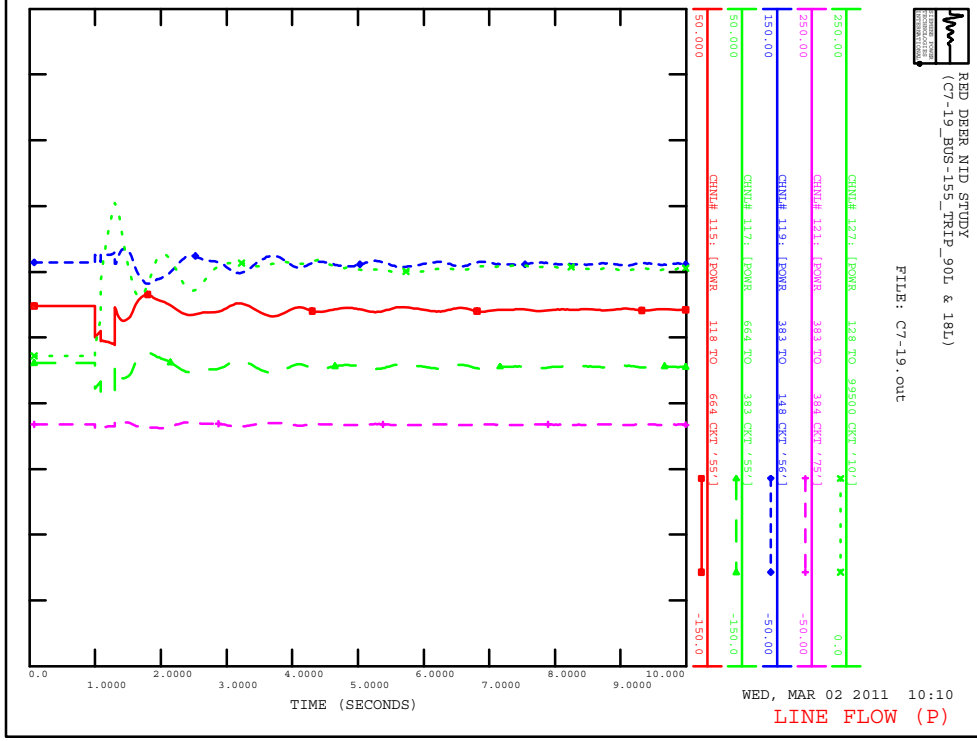

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

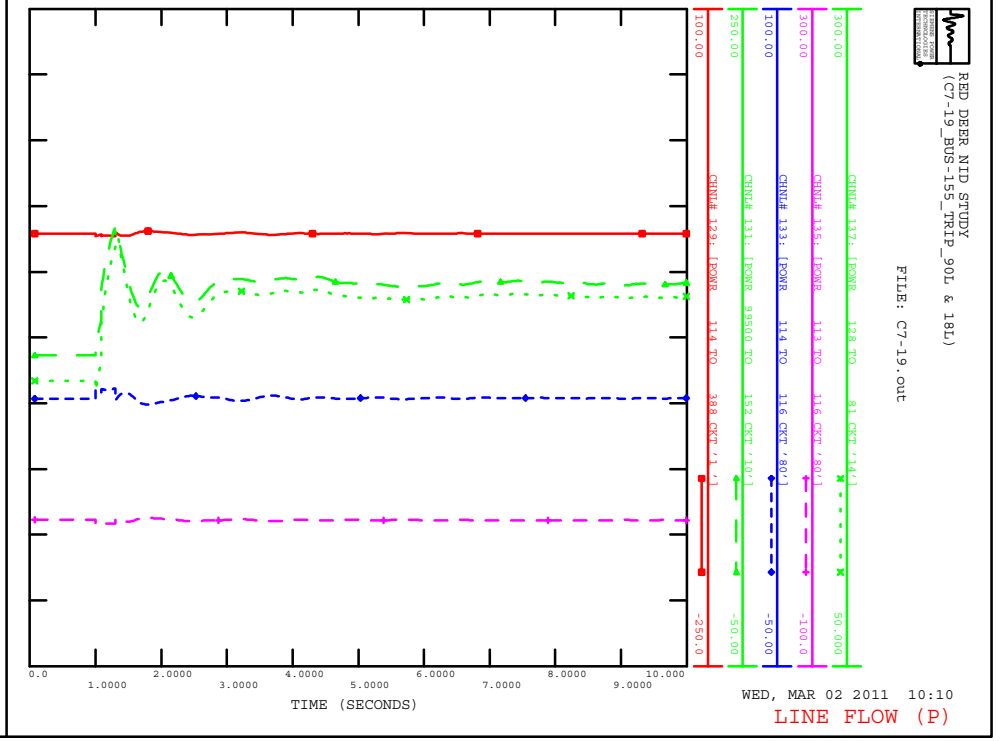

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

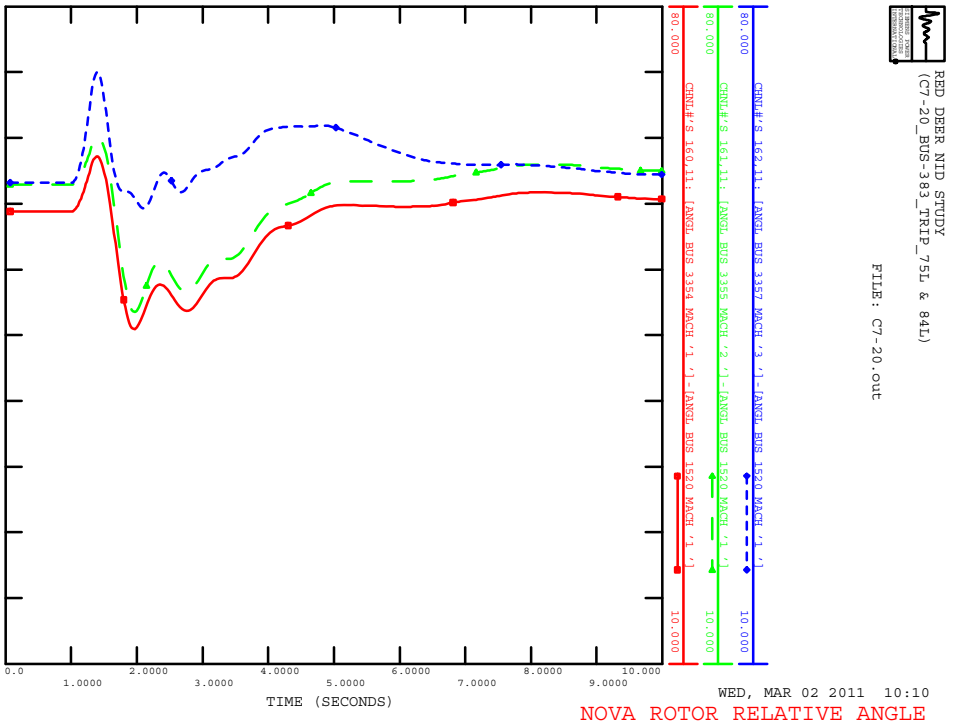

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

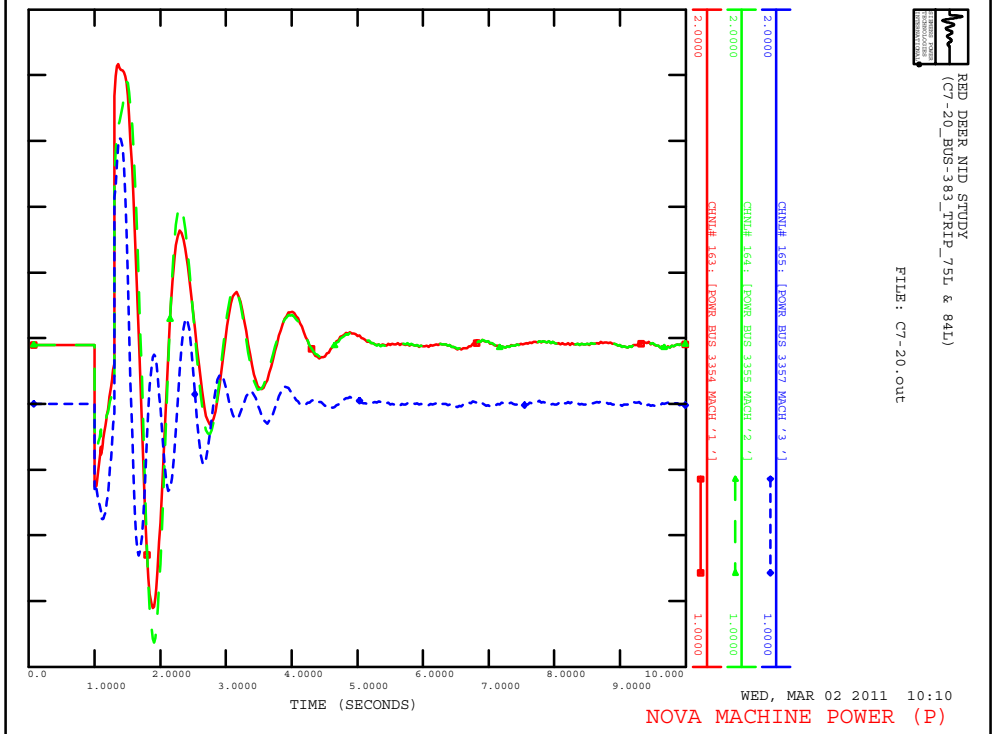

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

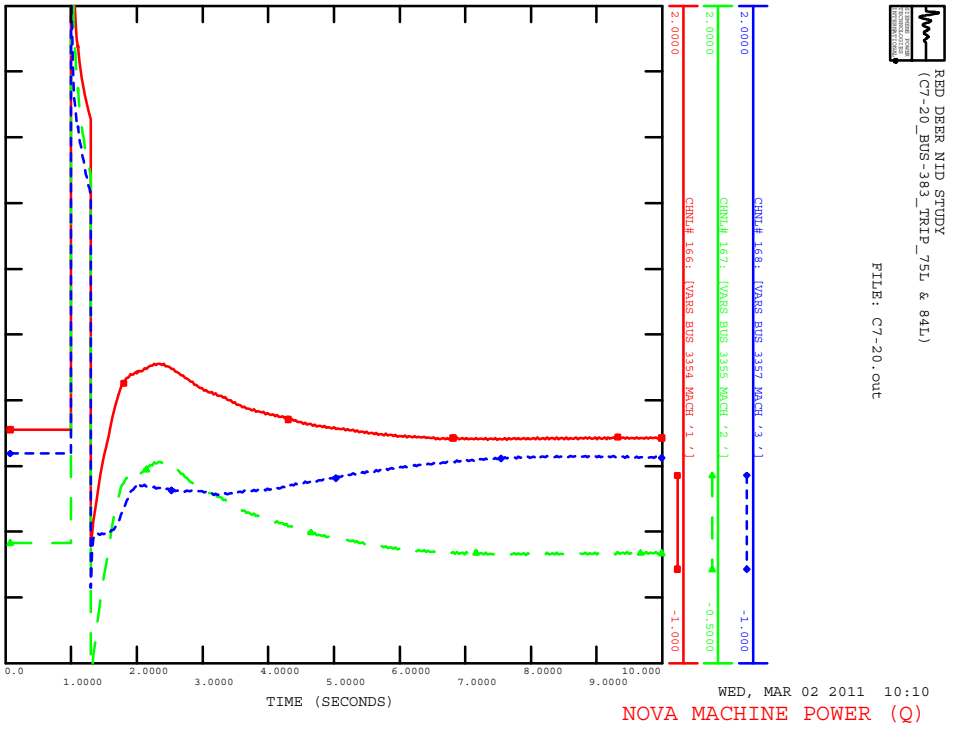

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

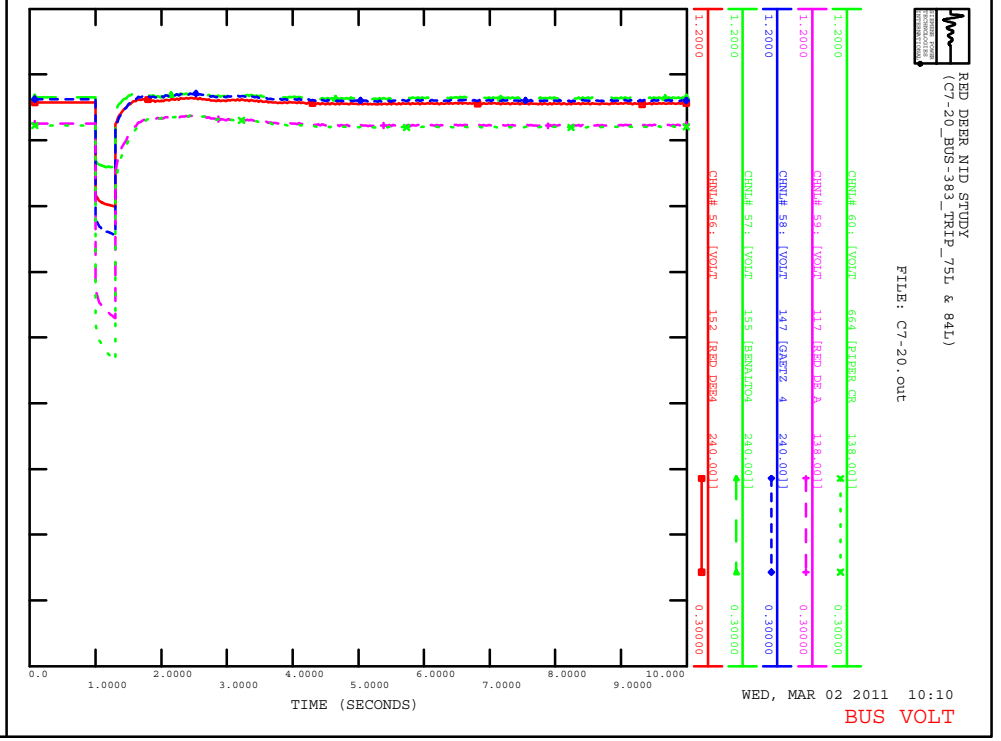

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

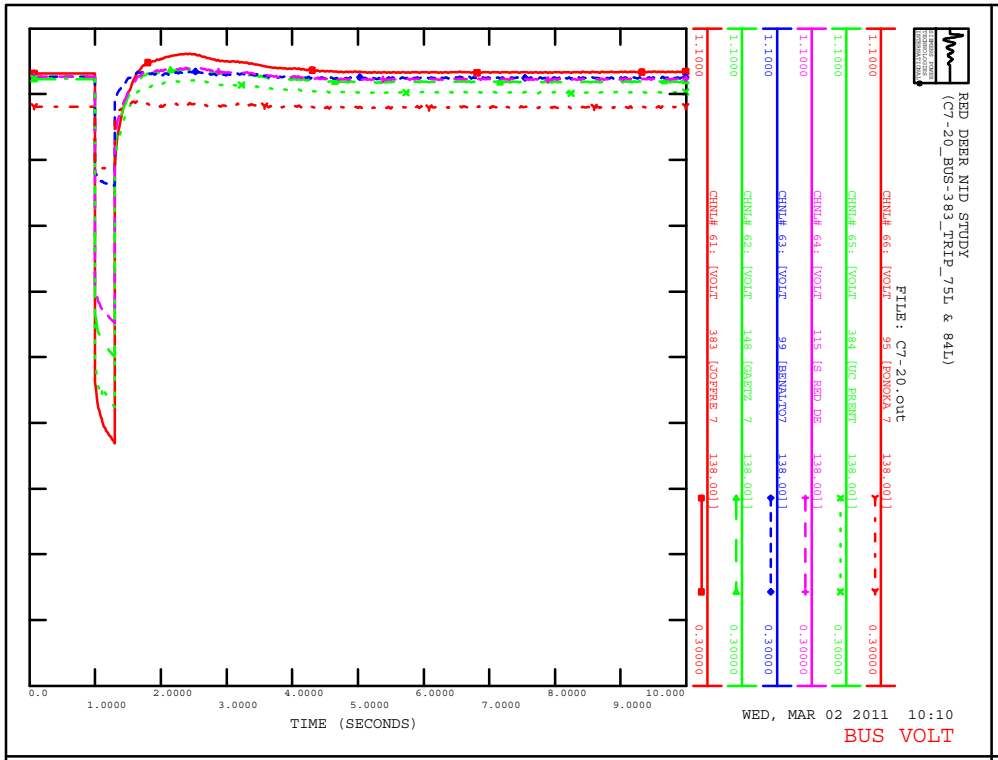

RED DEER NID STUDY
(C7-19_BUS-155_TRIP_90L & 18L)
FILE: C7-19.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

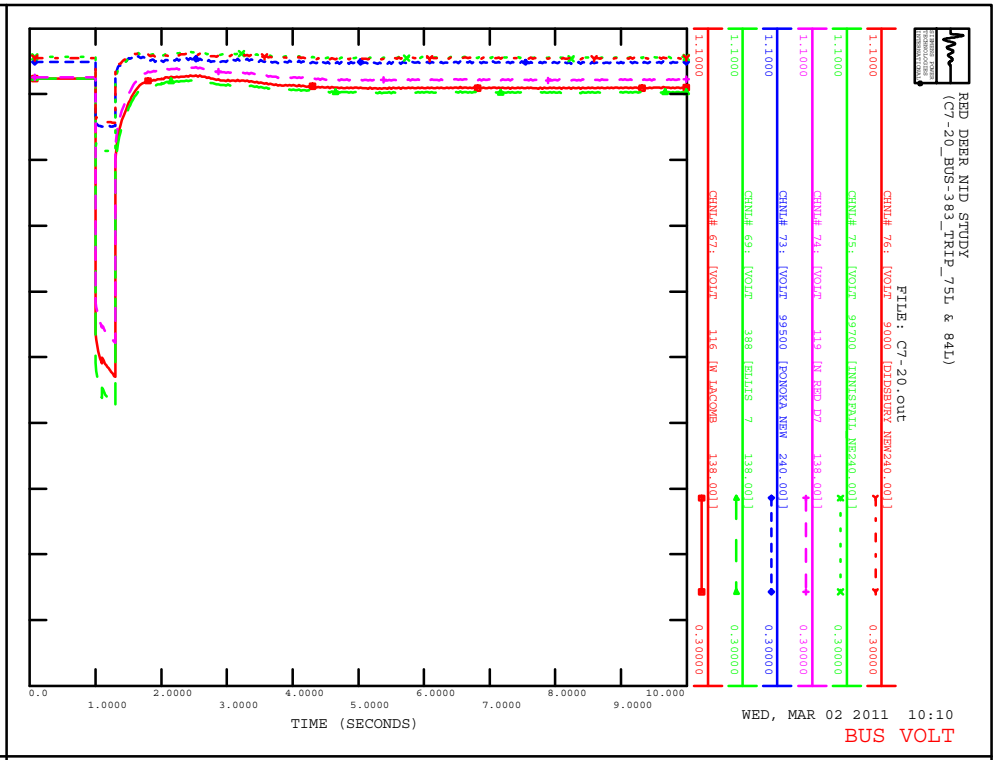

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

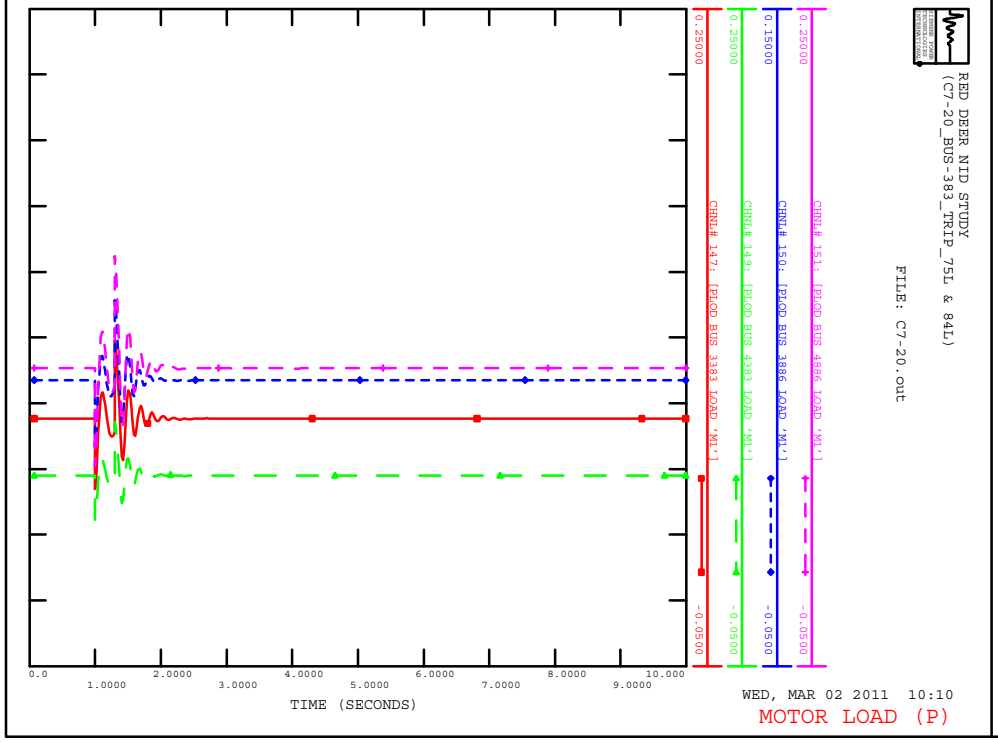

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

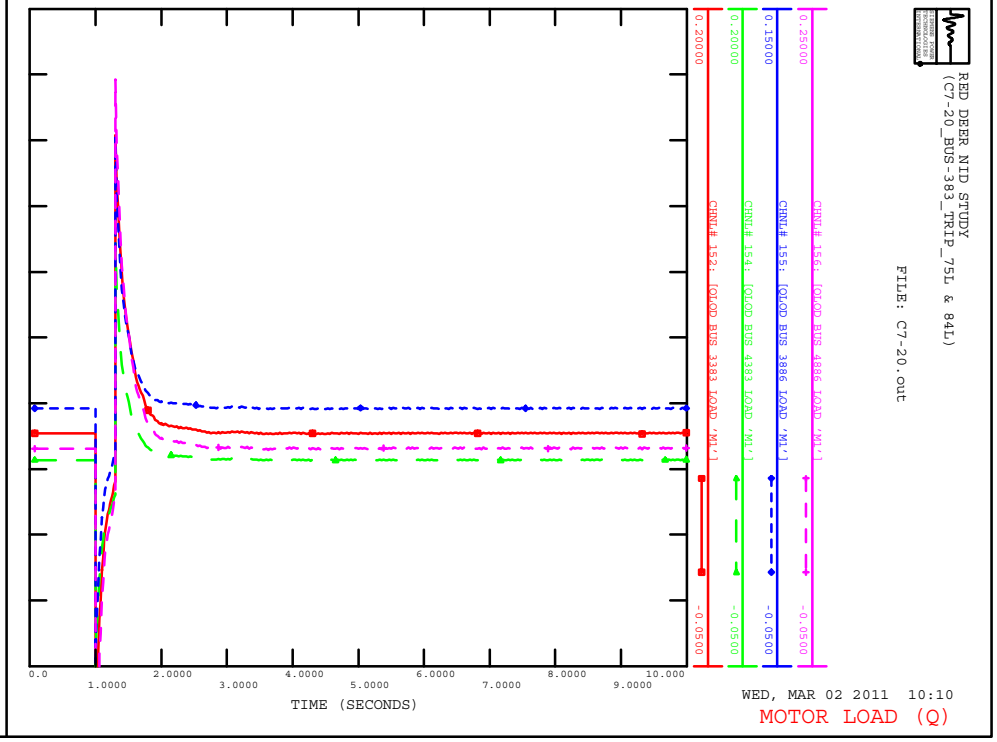

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

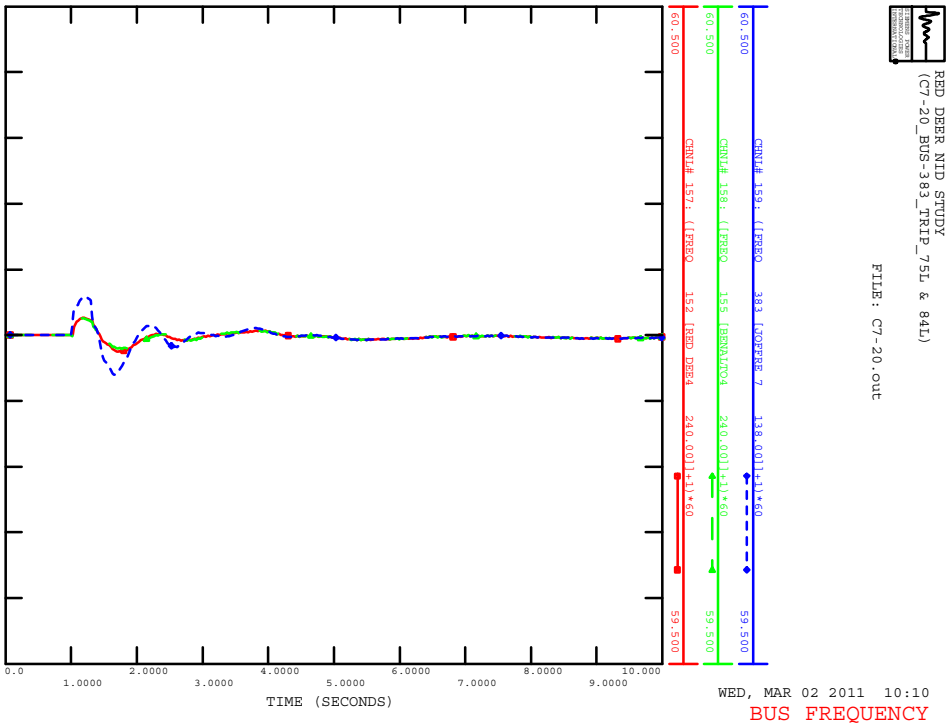

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

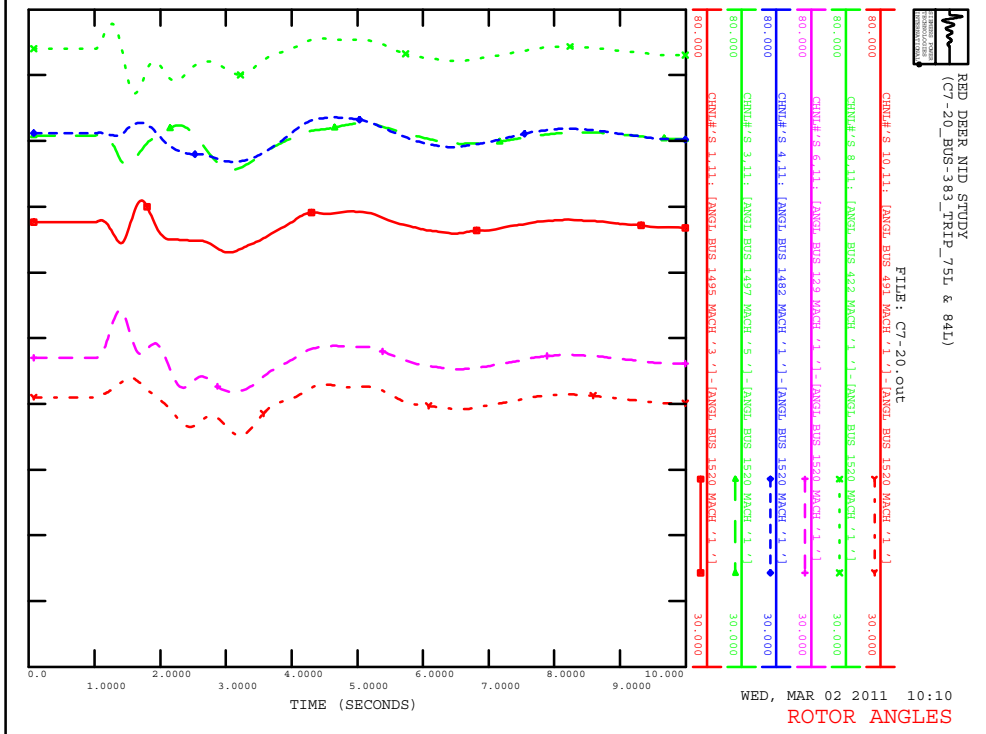

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

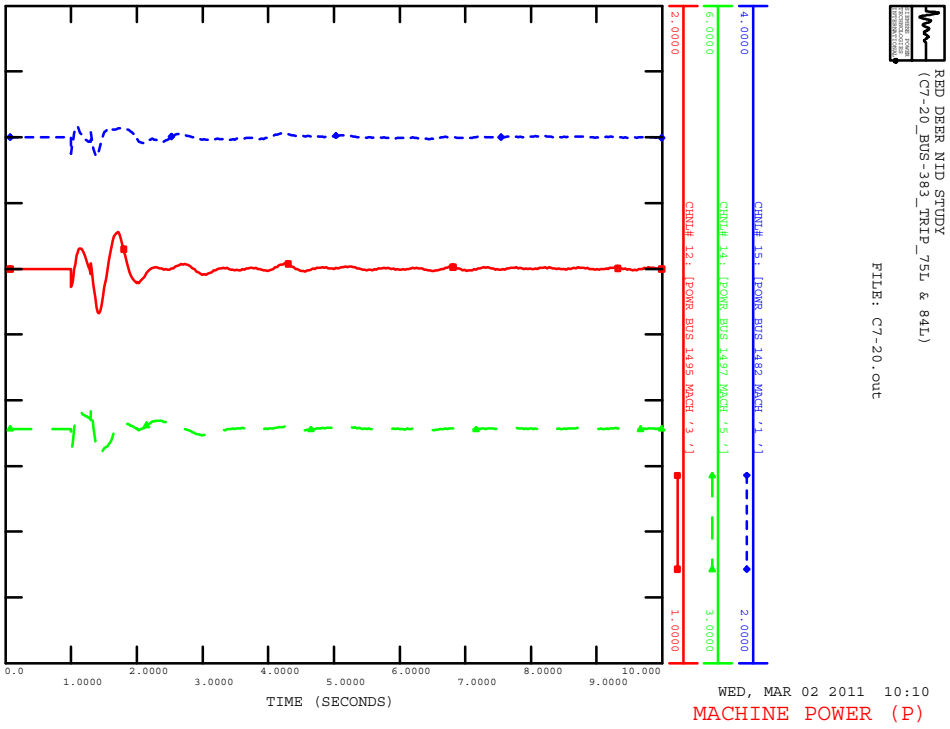

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

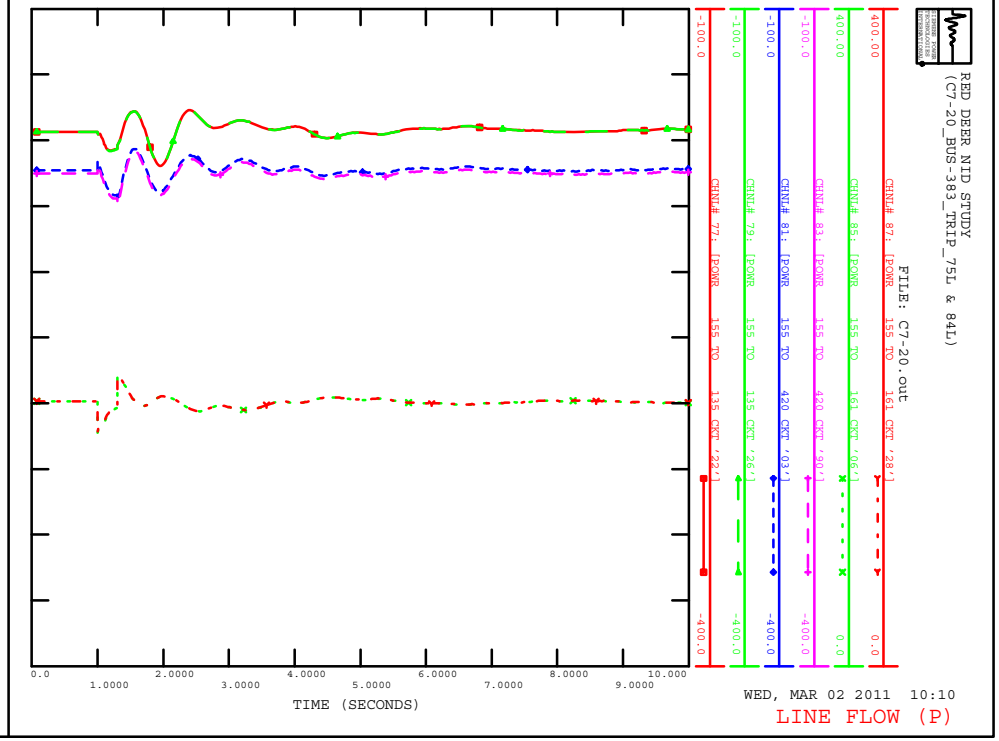

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

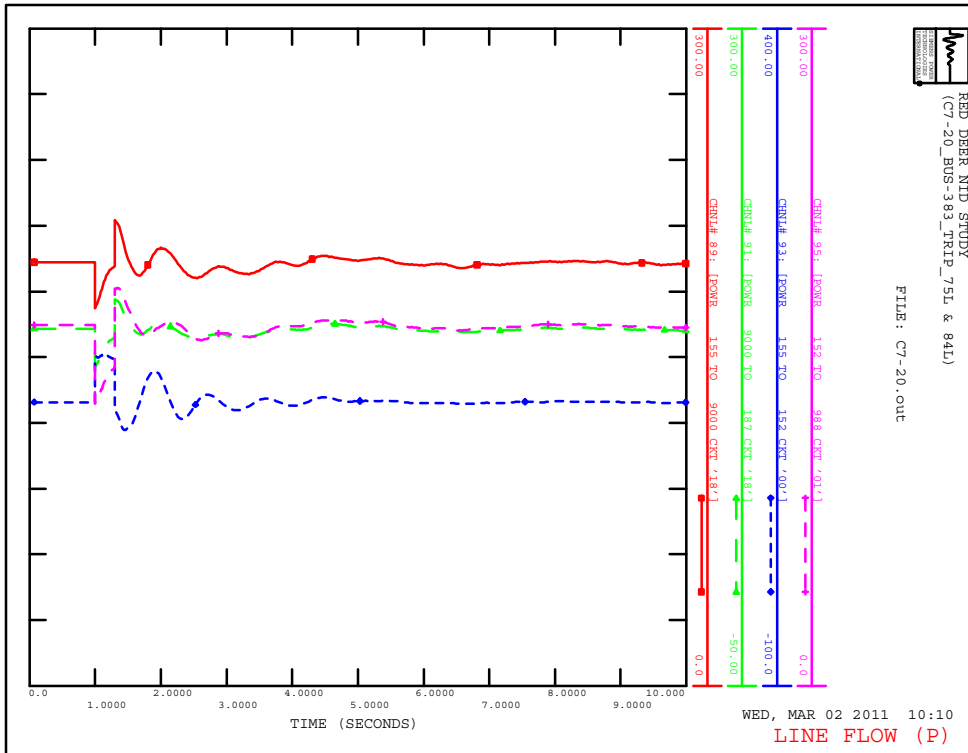

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

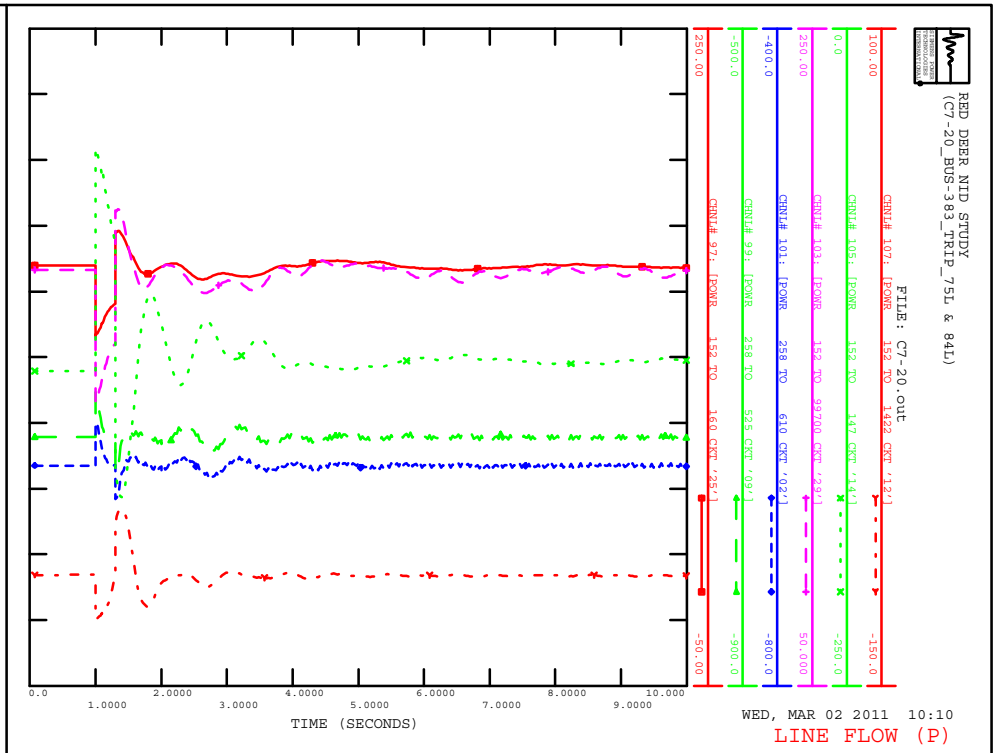

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

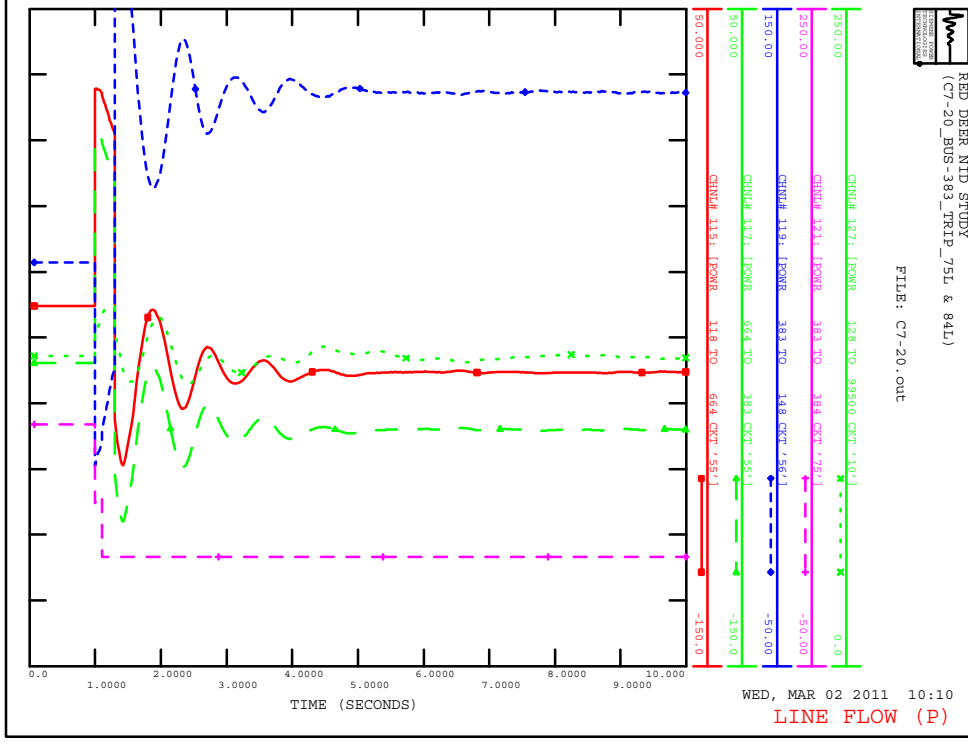

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

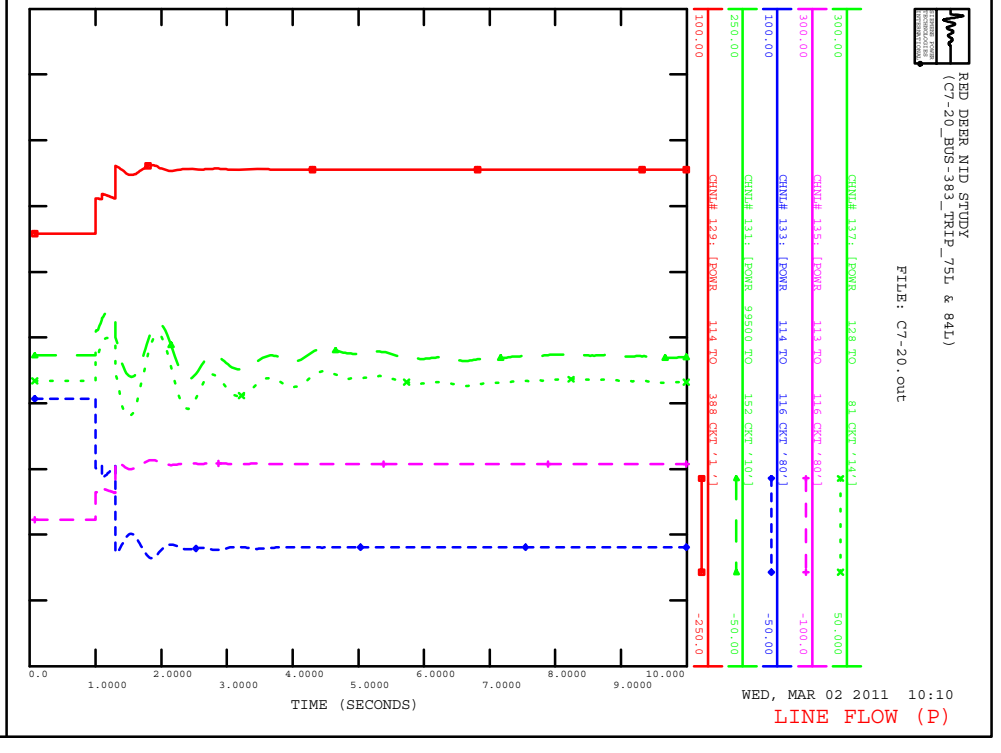

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

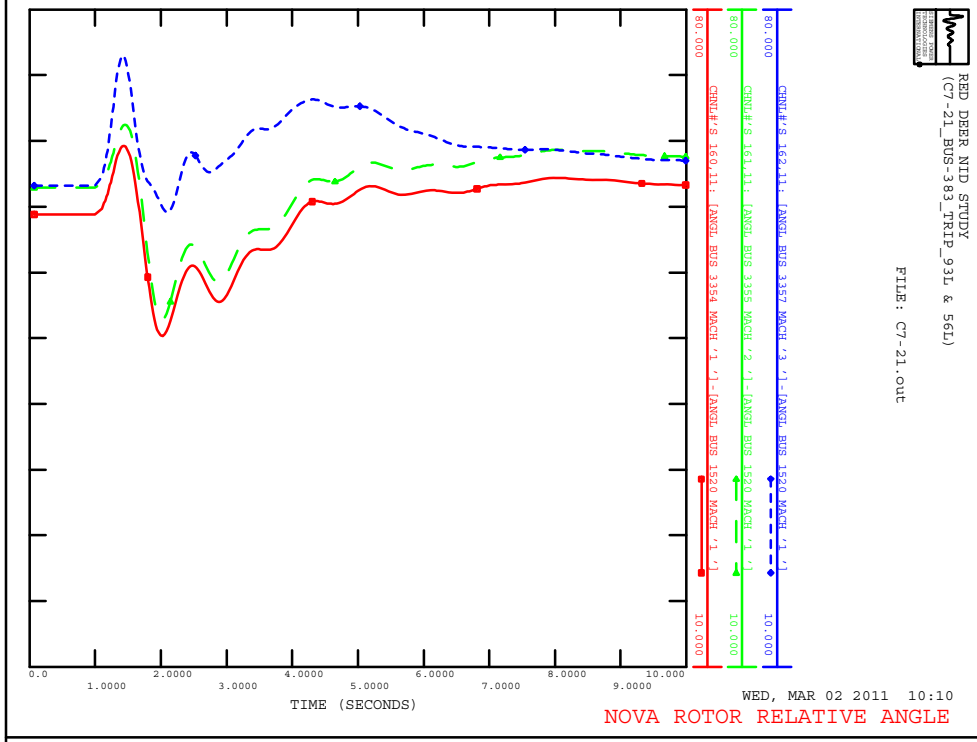

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

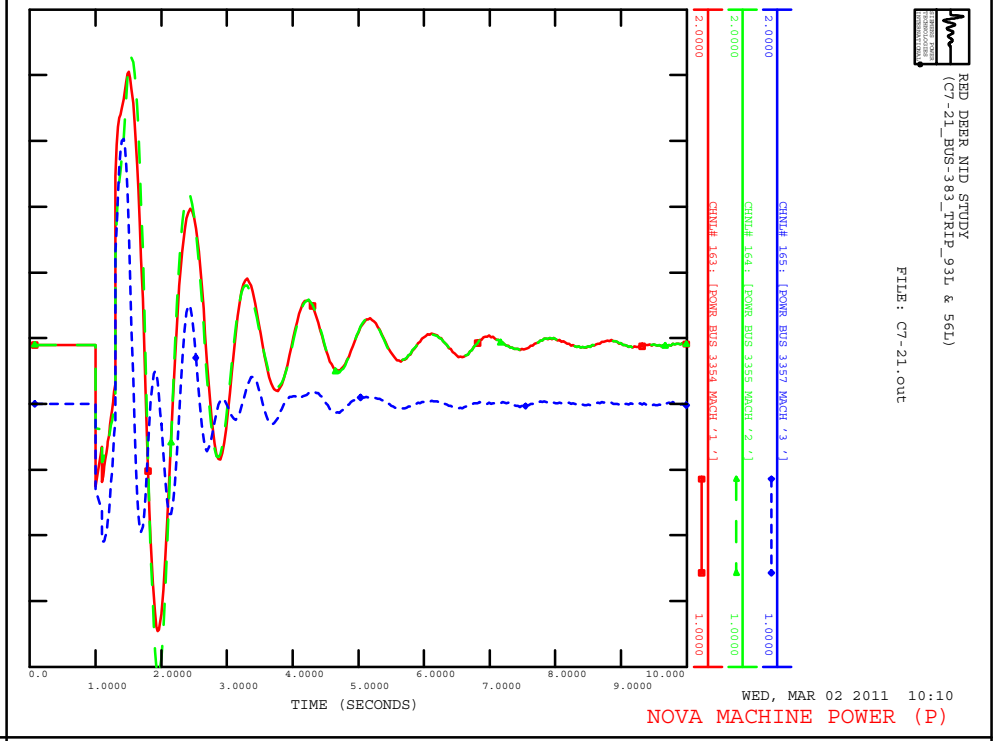

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

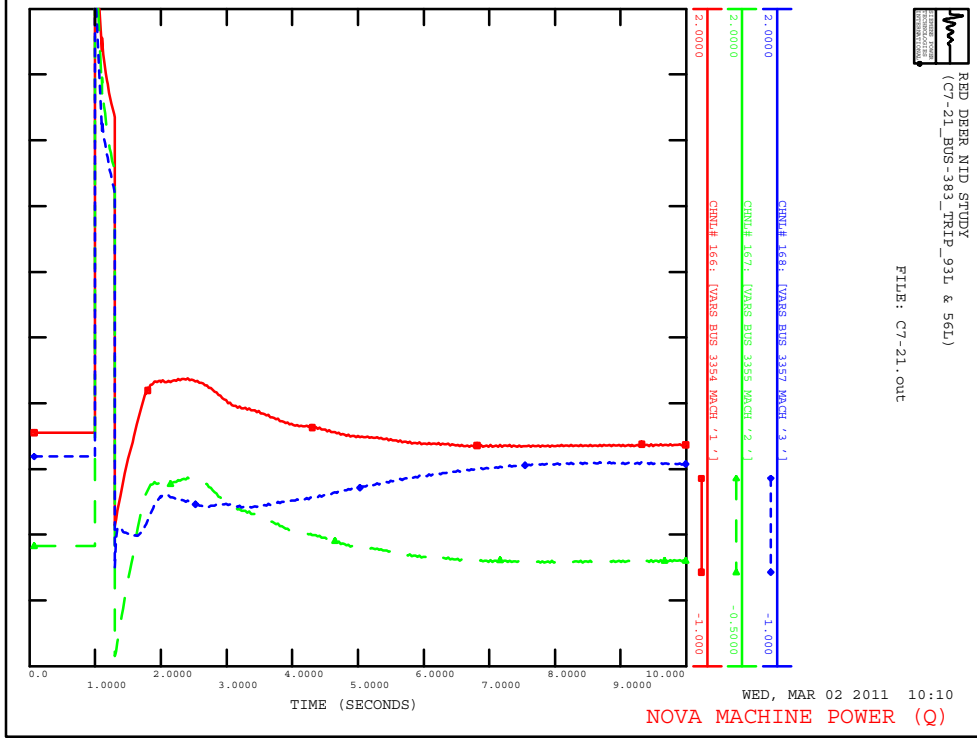

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

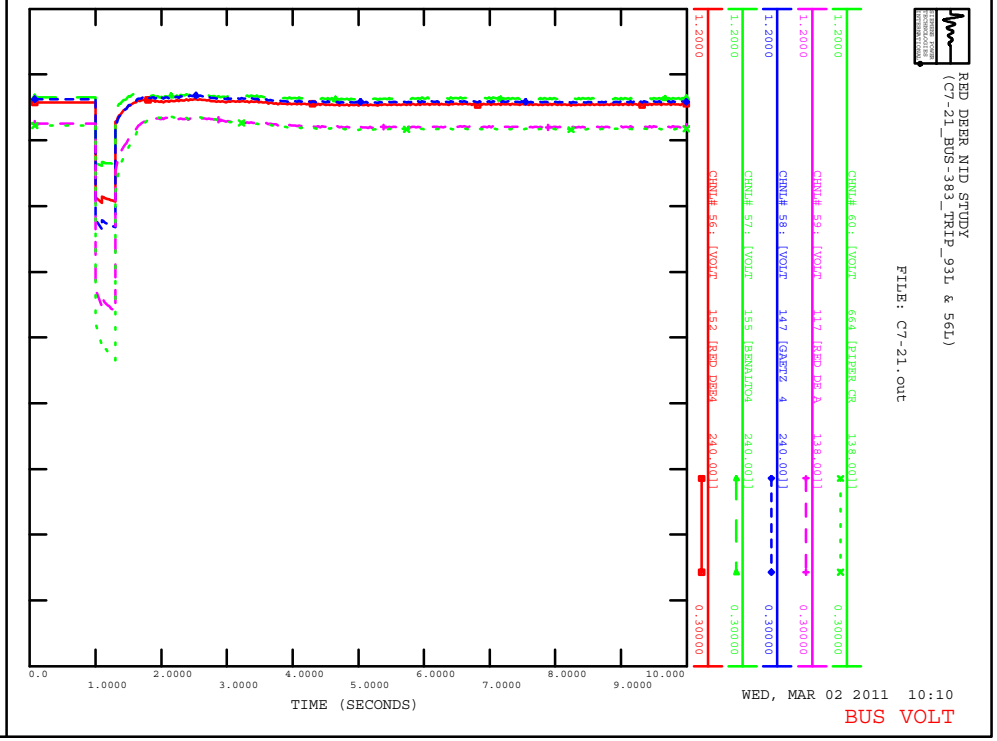

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

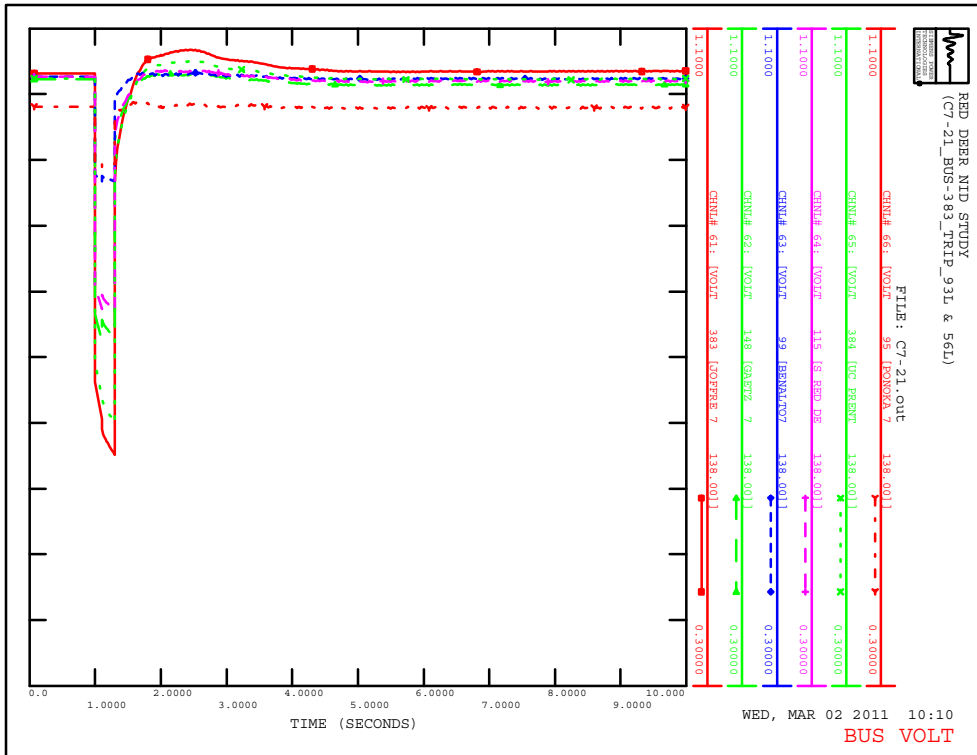

RED DEER NID STUDY
(C7-20_BUS-383_TRIP_75L & 84L)
FILE: C7-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

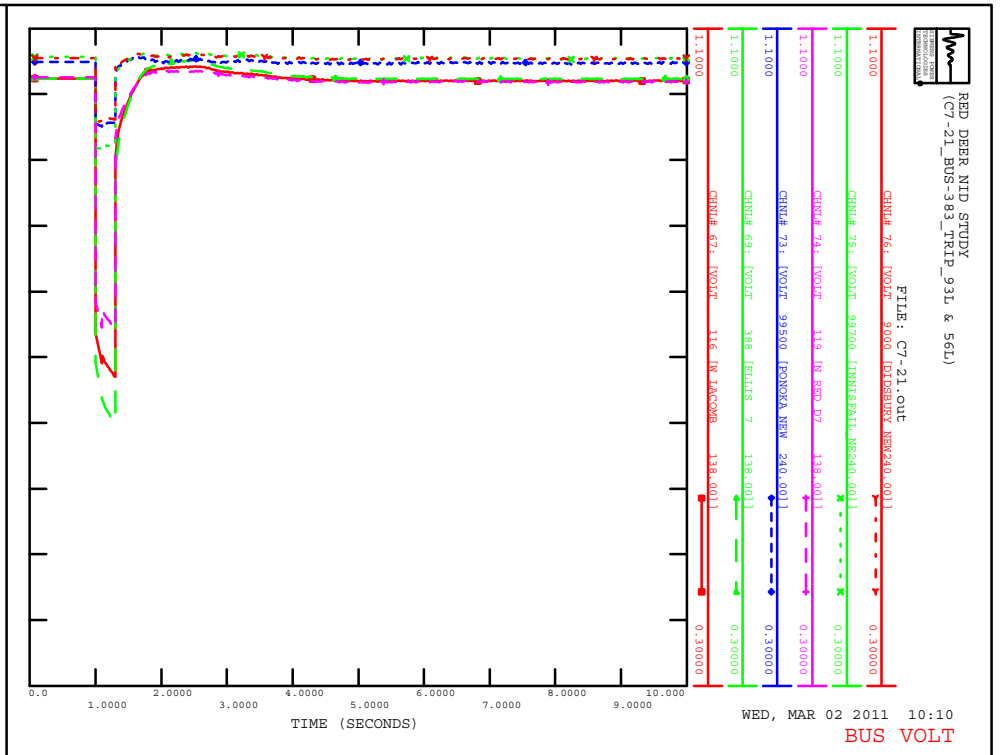

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

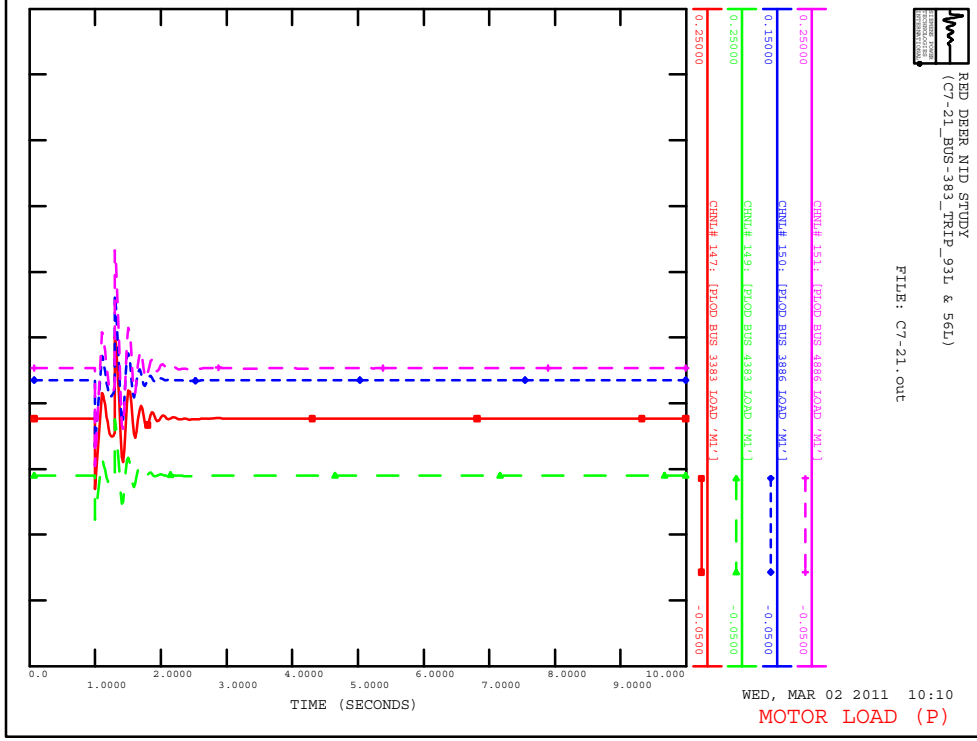

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

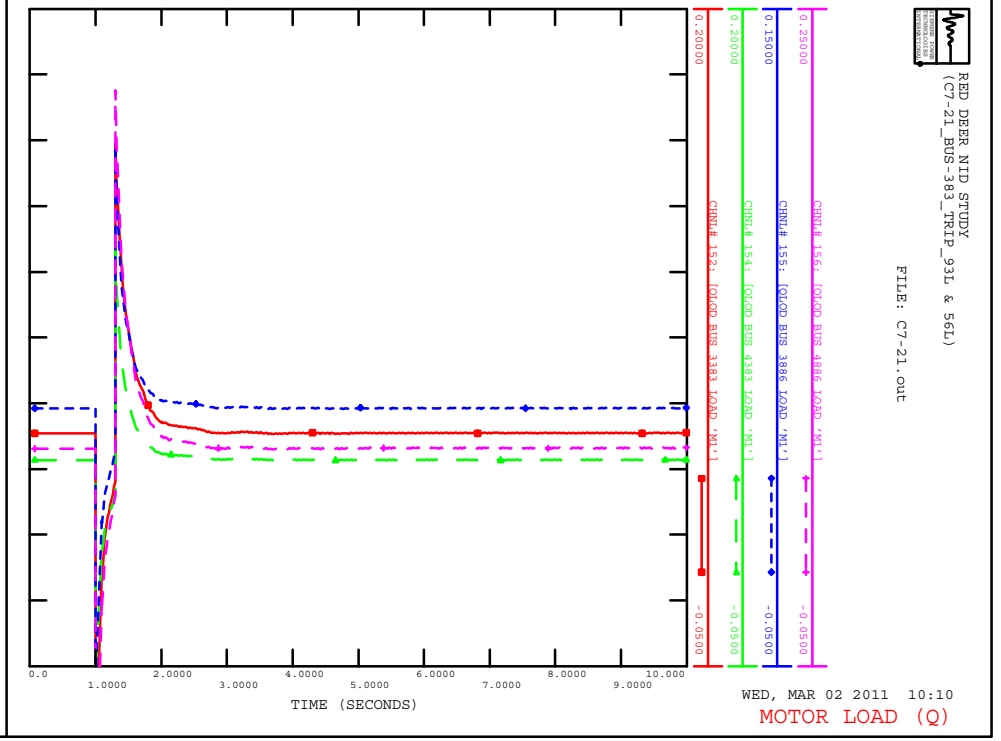

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

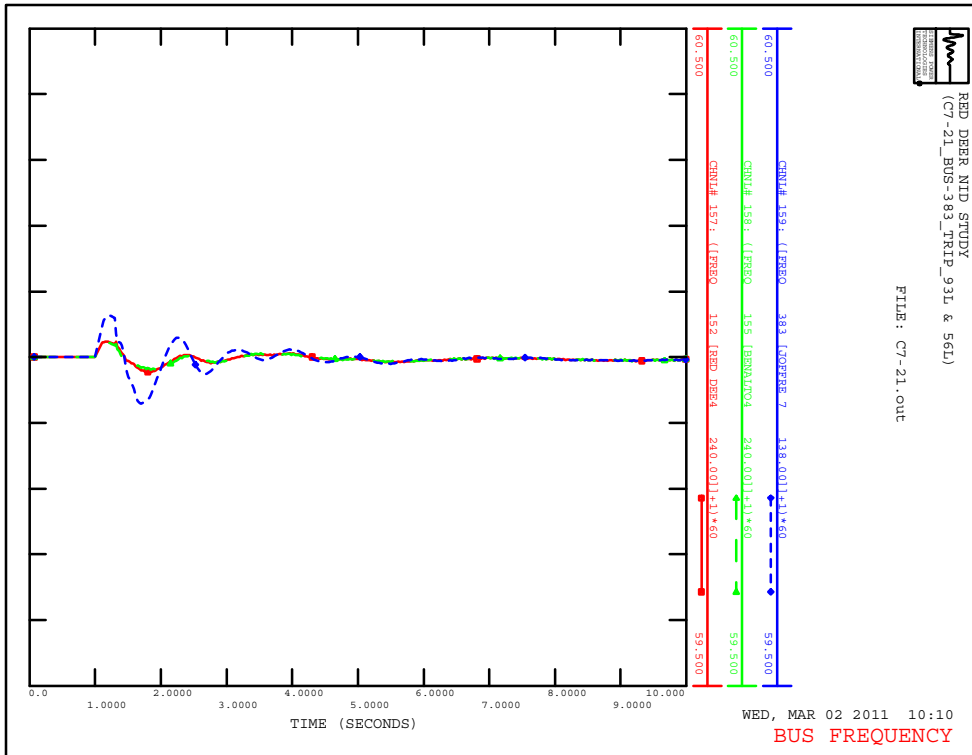

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

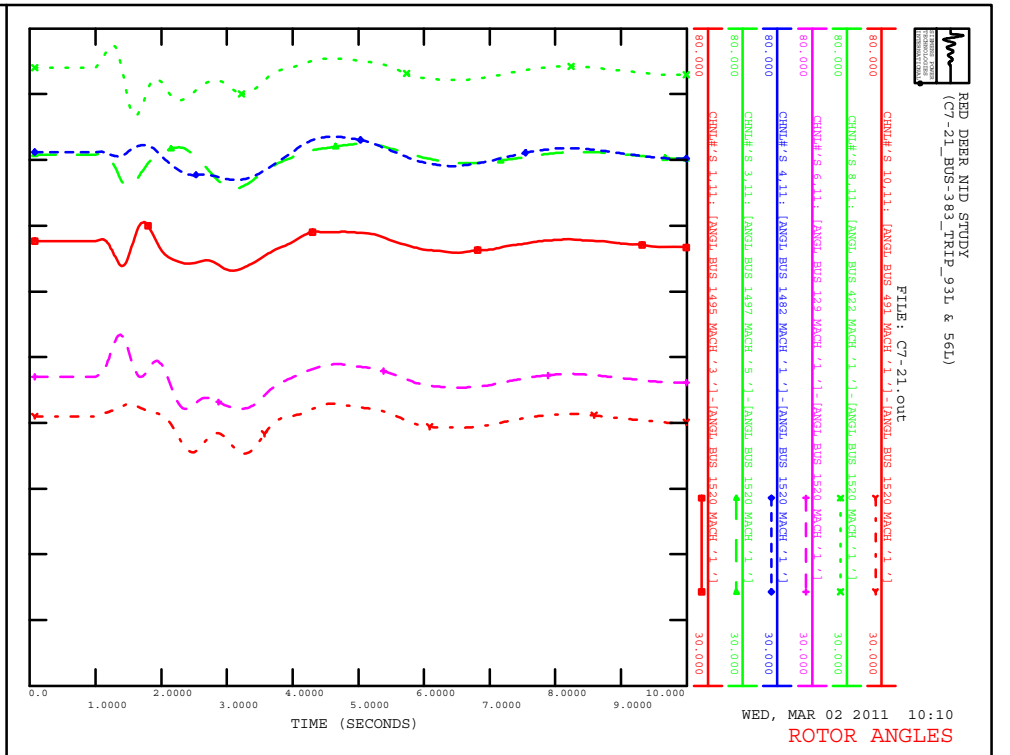

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

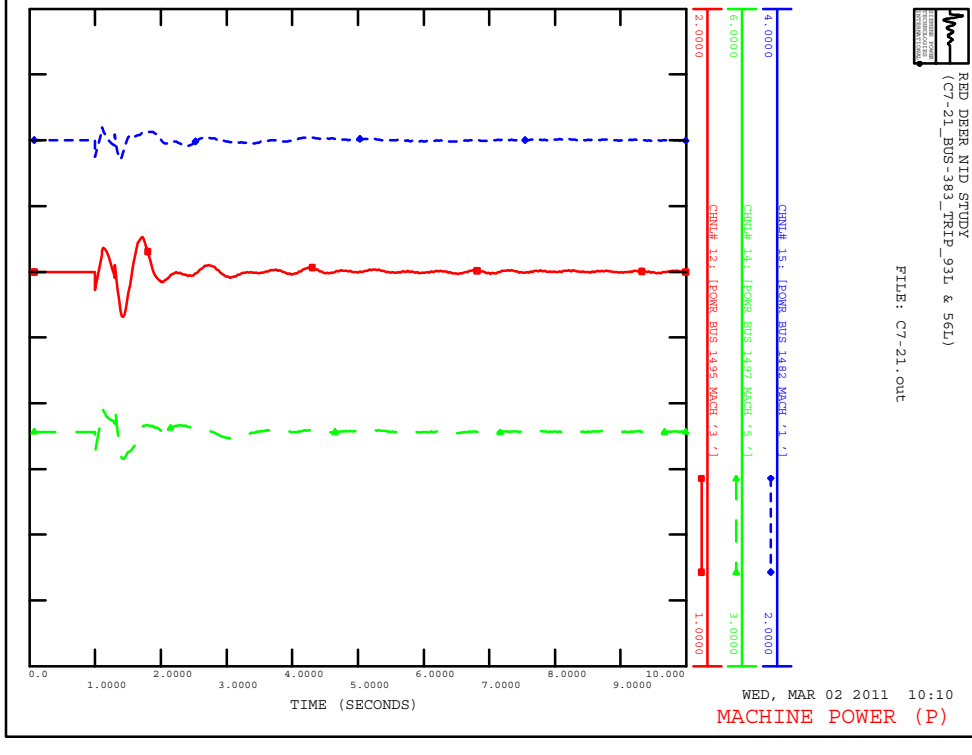

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

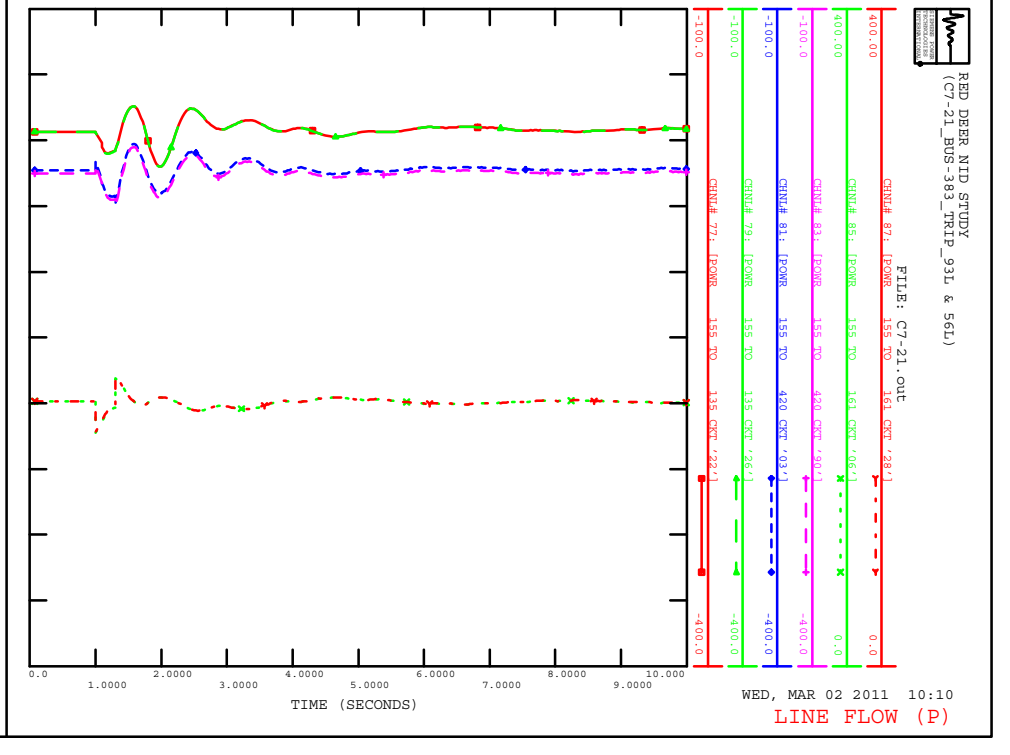

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

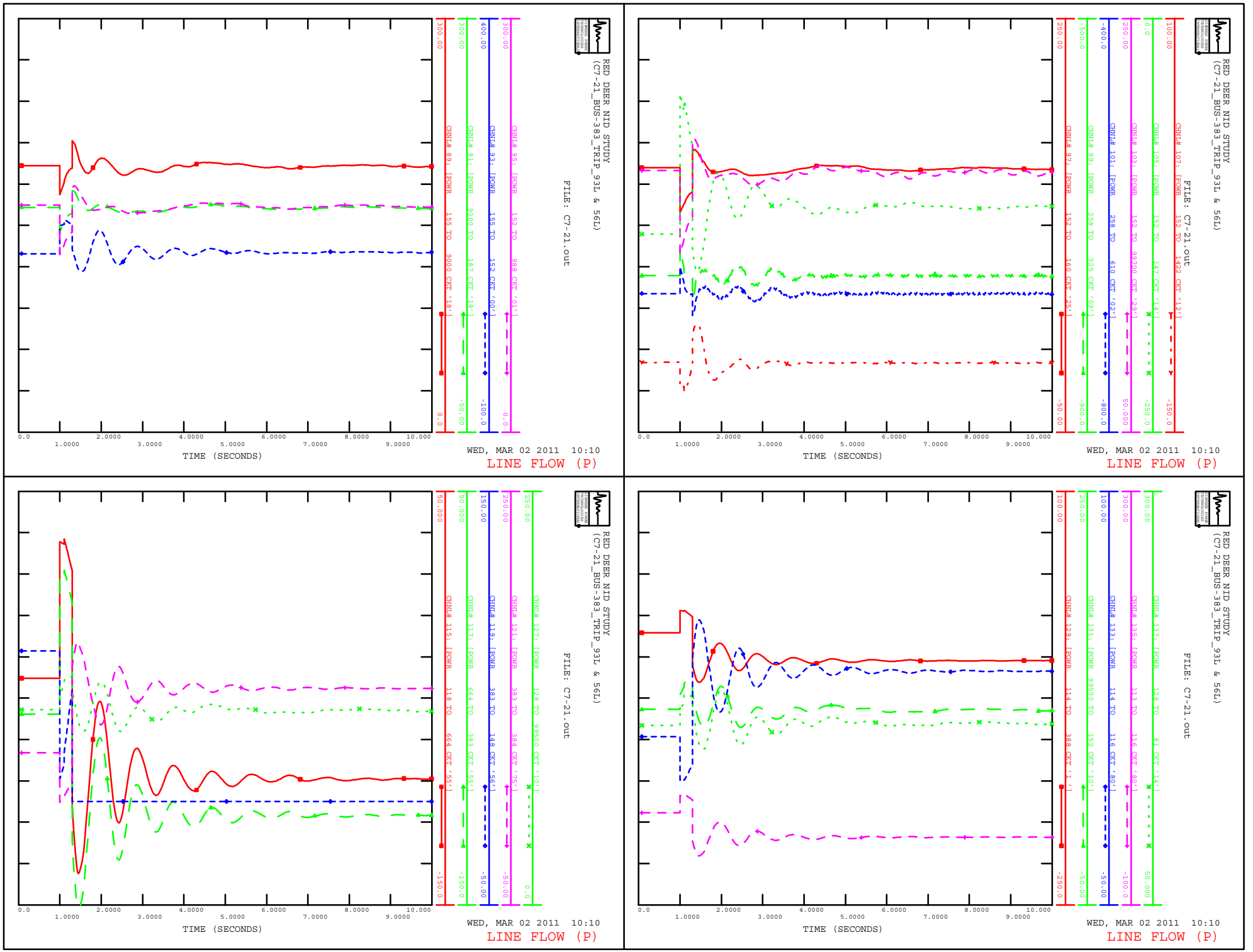

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

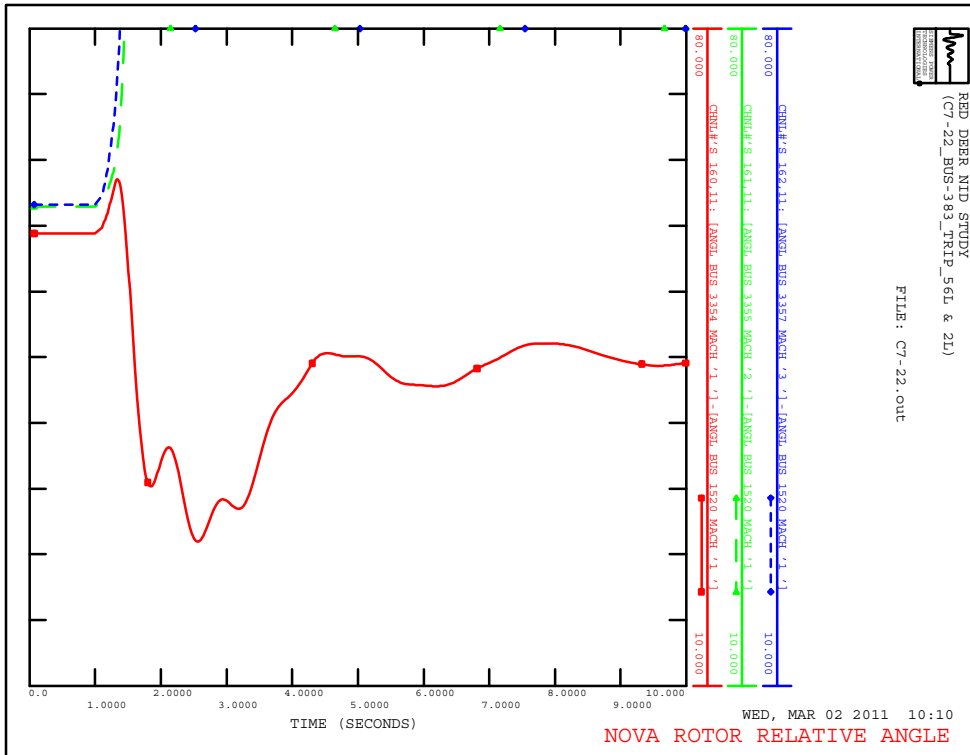

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

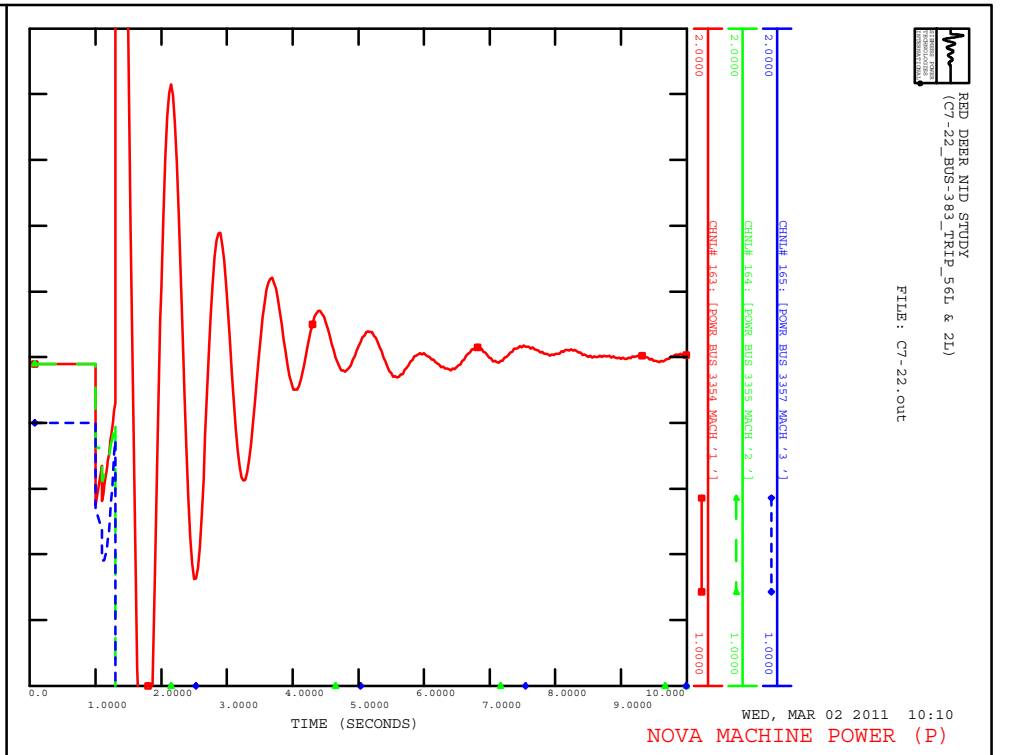

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

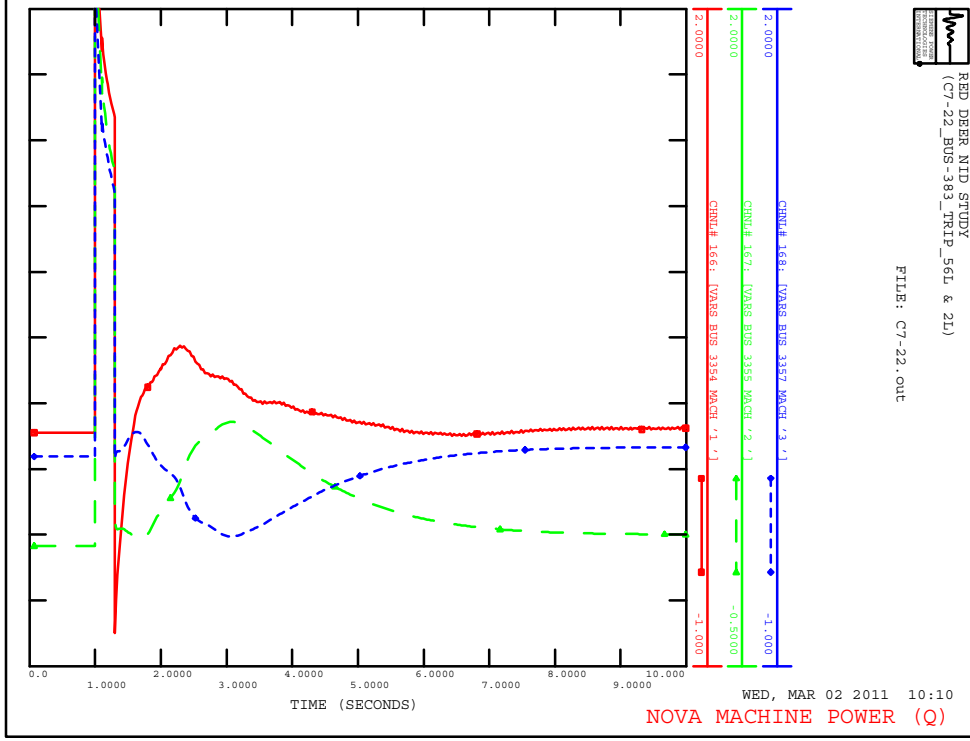

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

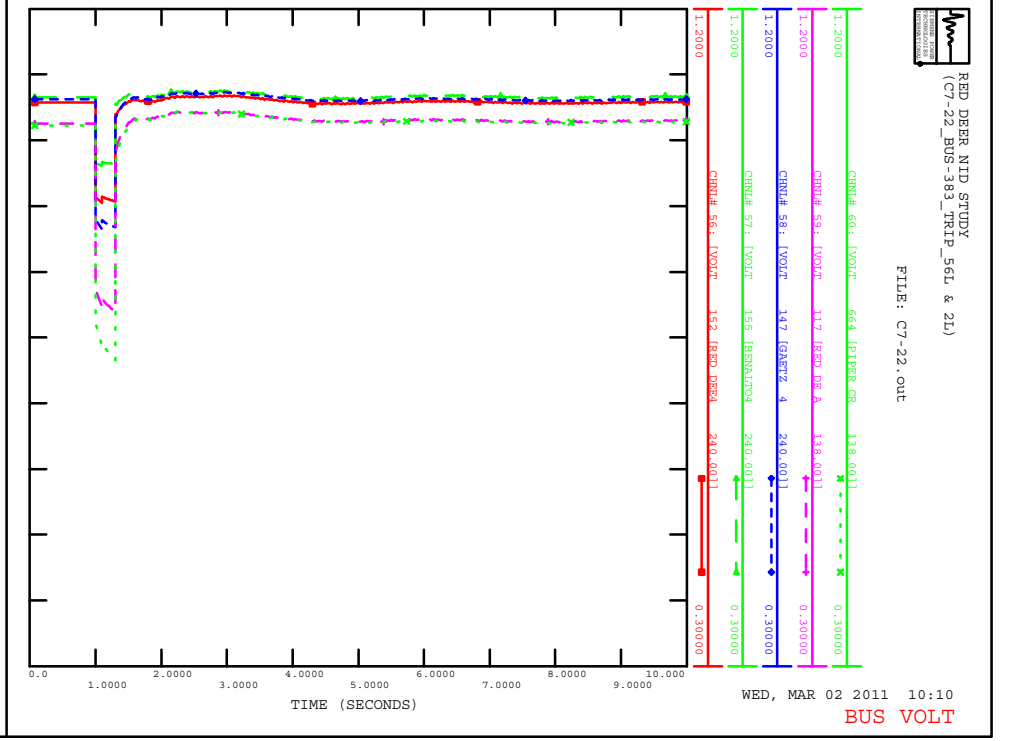

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

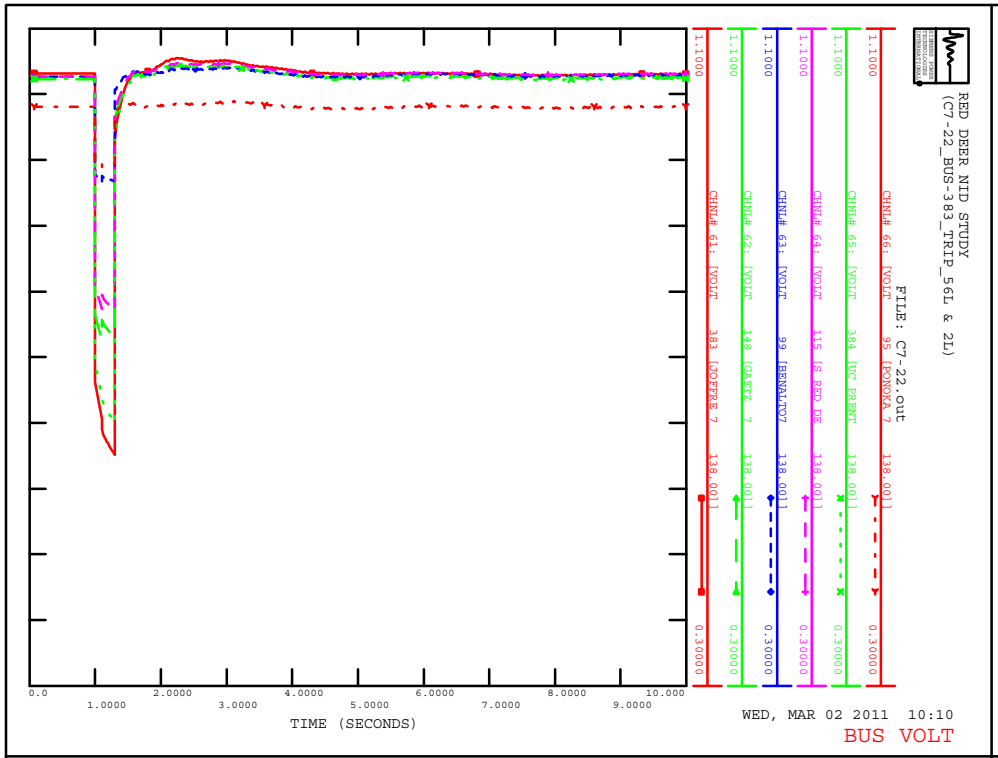

RED DEER NID STUDY
(C7-21_BUS-383_TRIP_93L & 56L)
FILE: C7-21.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

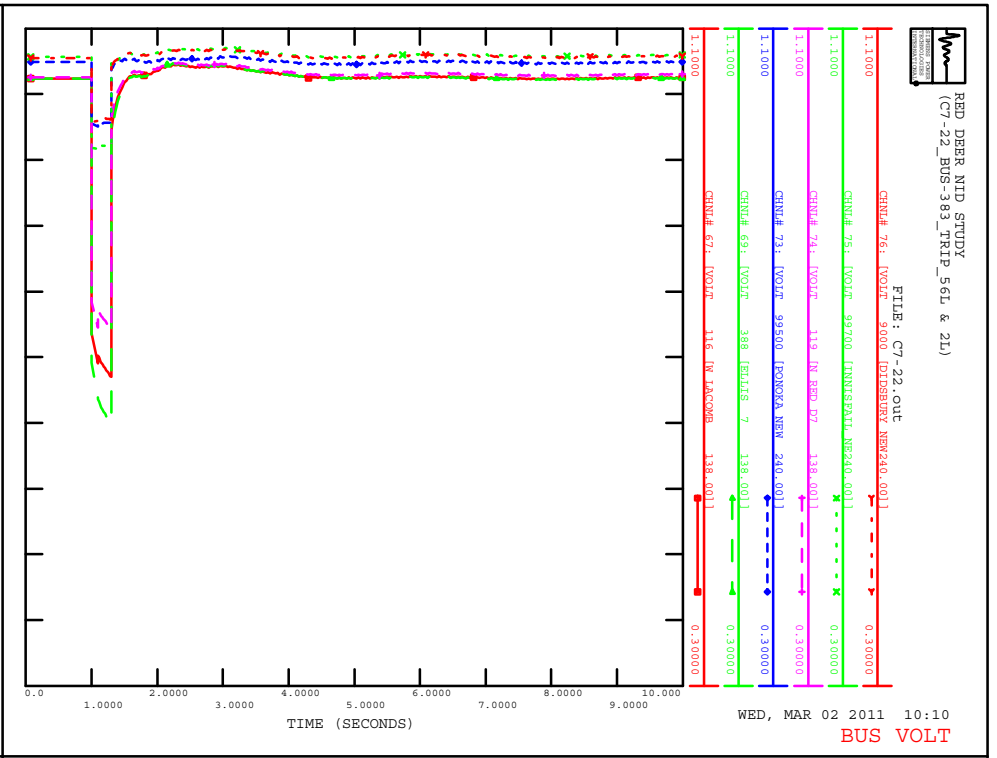

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

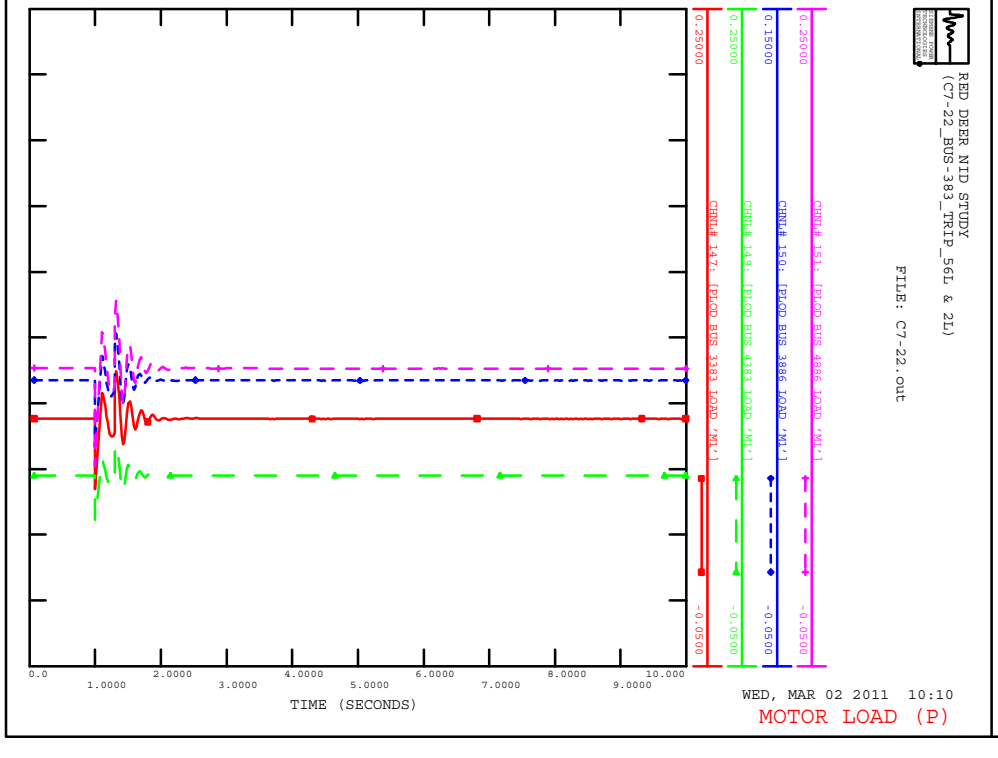

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

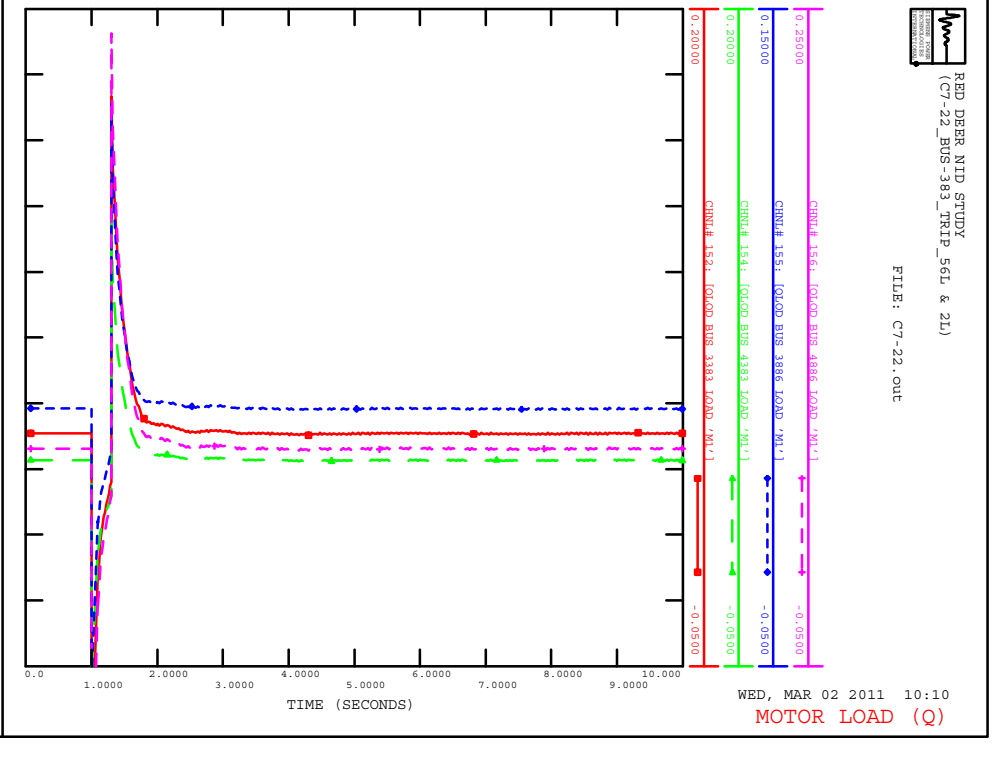

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

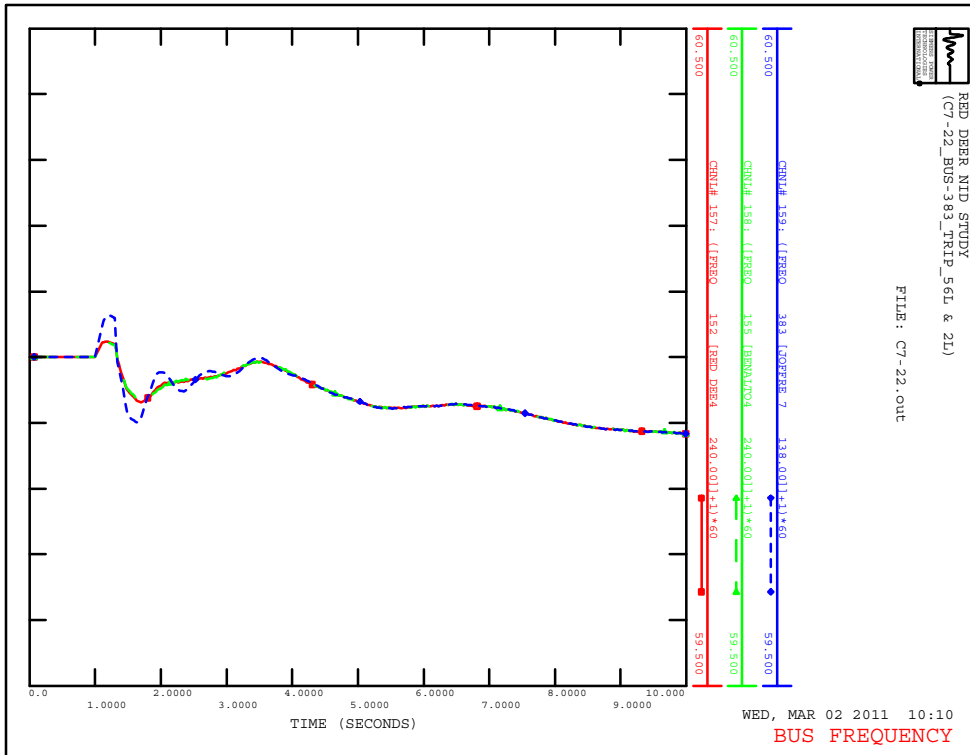

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

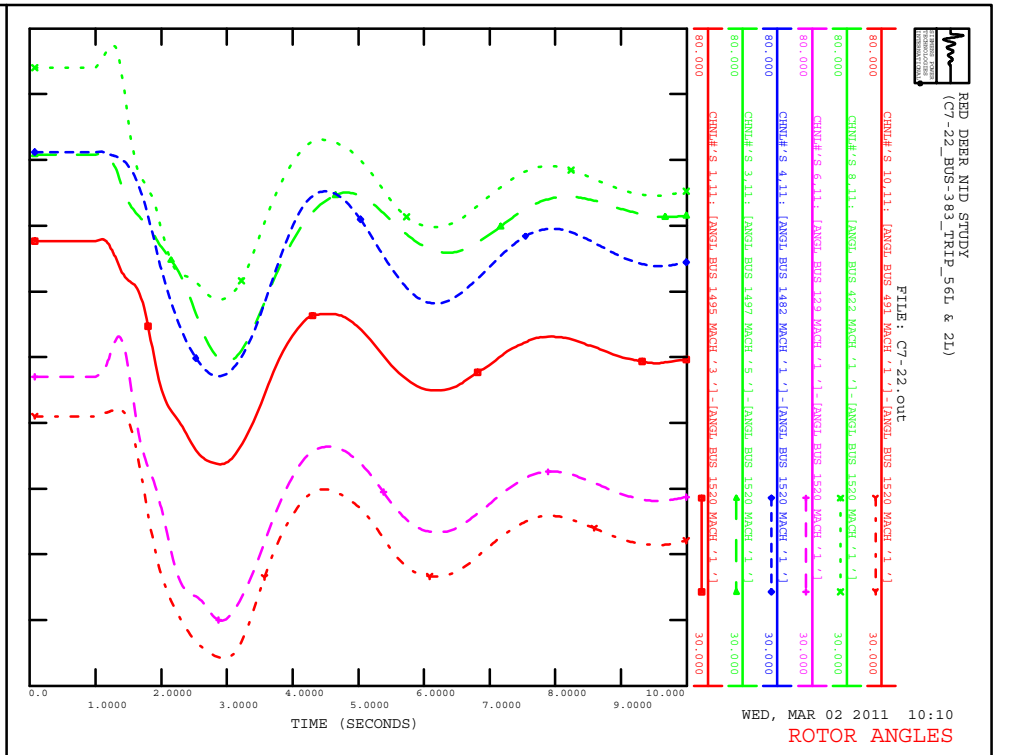

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [CALF#2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

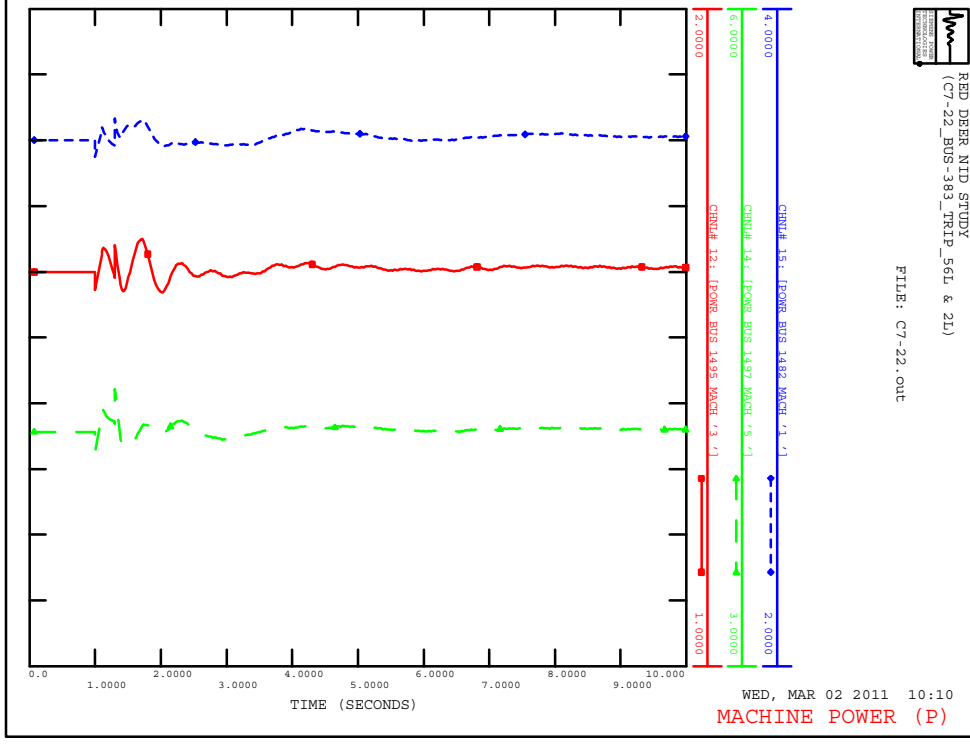

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

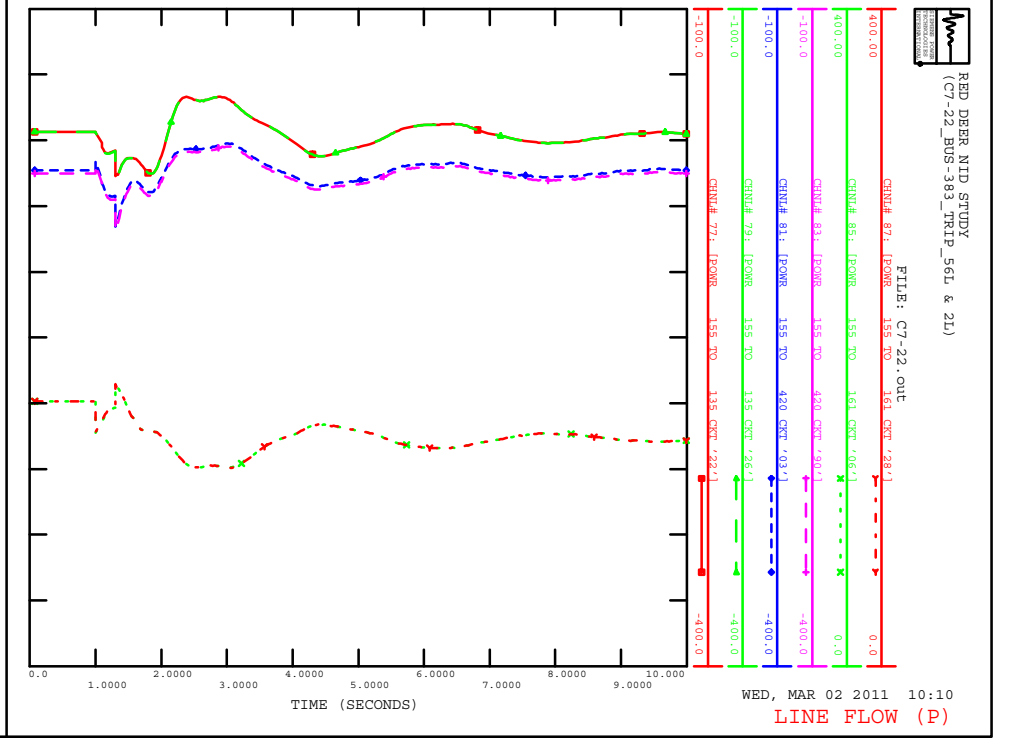

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

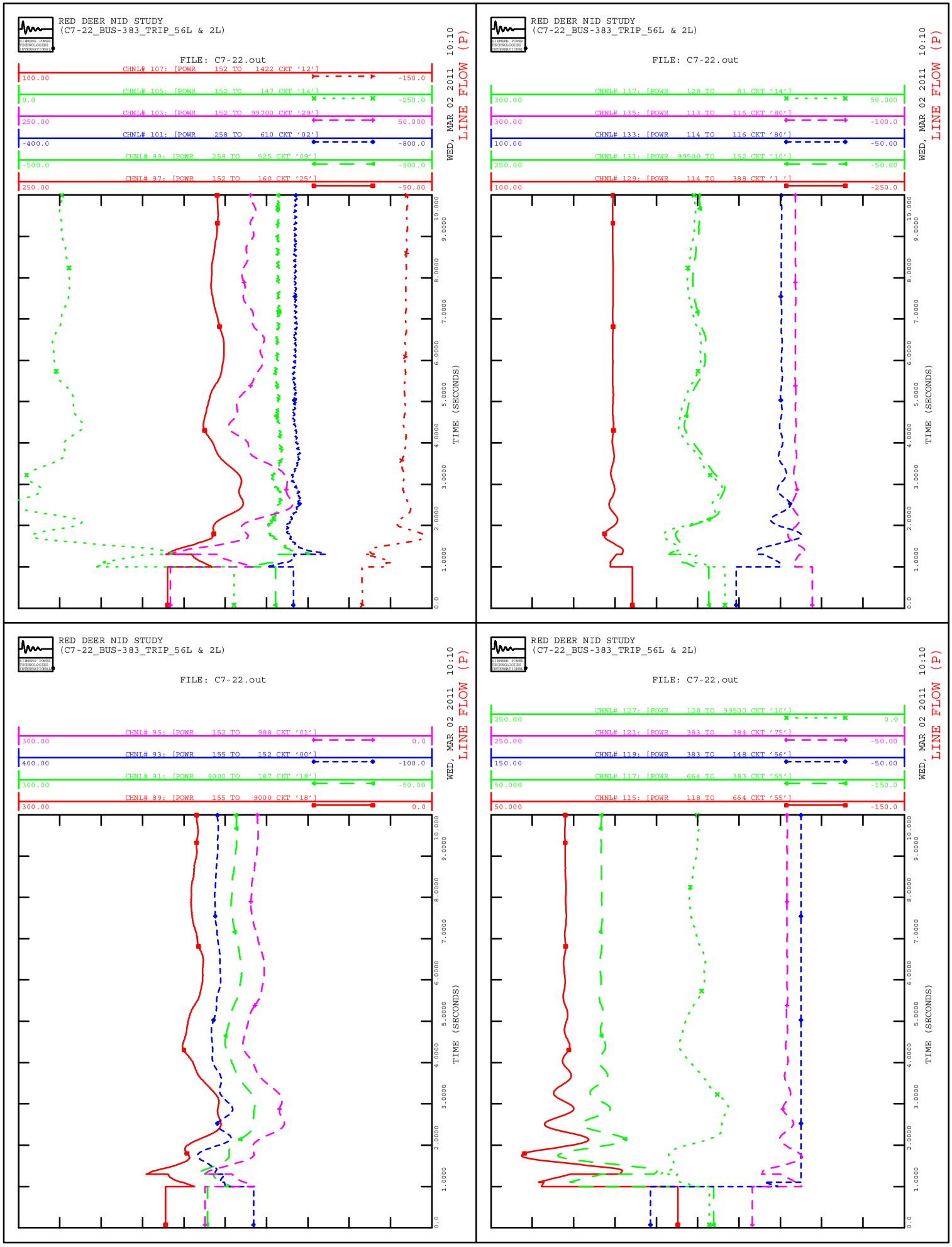

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)


RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY


RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

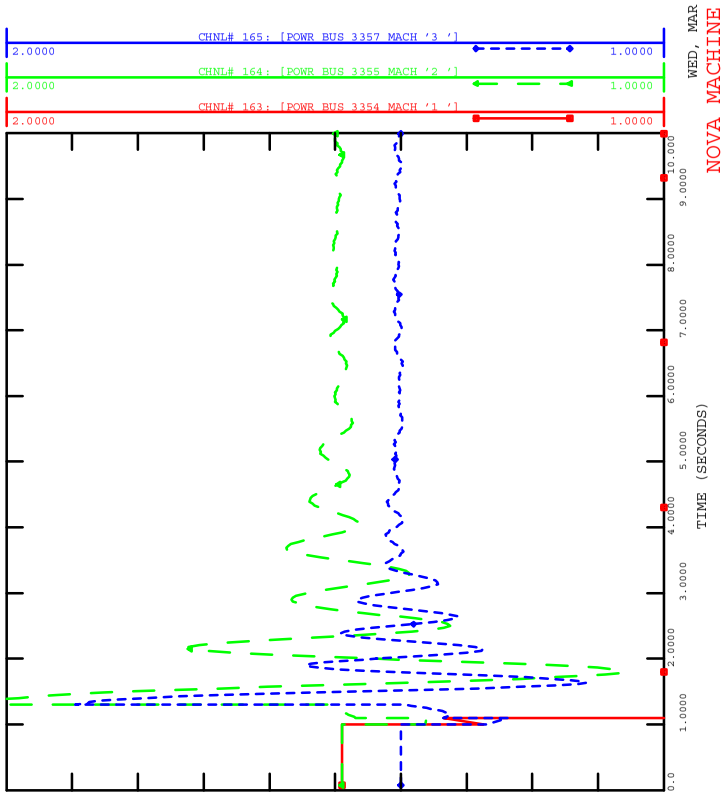

RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)


RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)


RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)
RED DEER NID STUDY
(C7-22_BUS-383_TRIP_56L & 2L)
FILE: C7-22.out
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)

FILE: C7-23.out

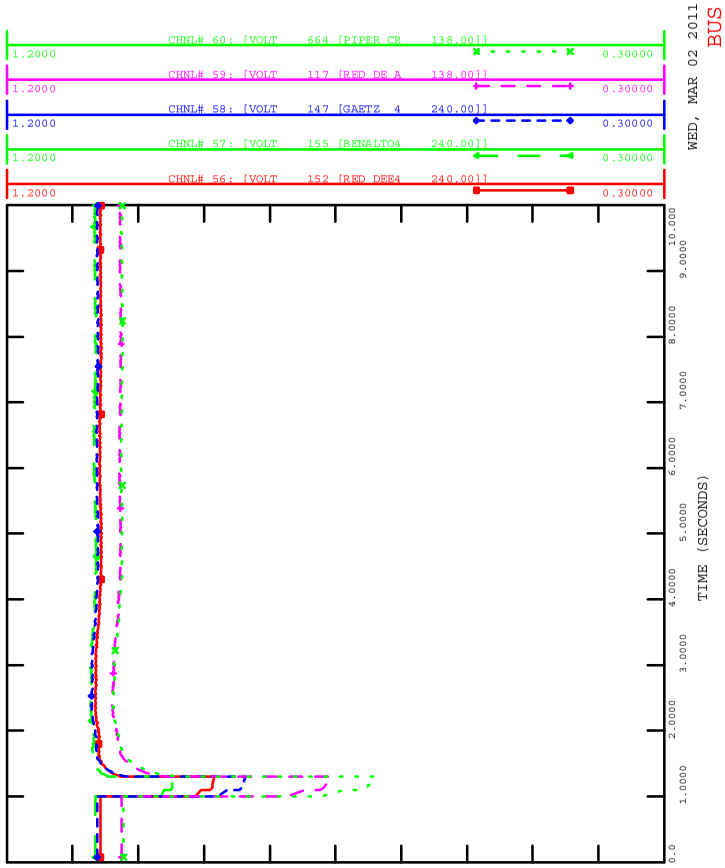


WED, MAR 02 2011 10:10

NOVA MACHINE POWER (P)

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)

FILE: C7-23.out

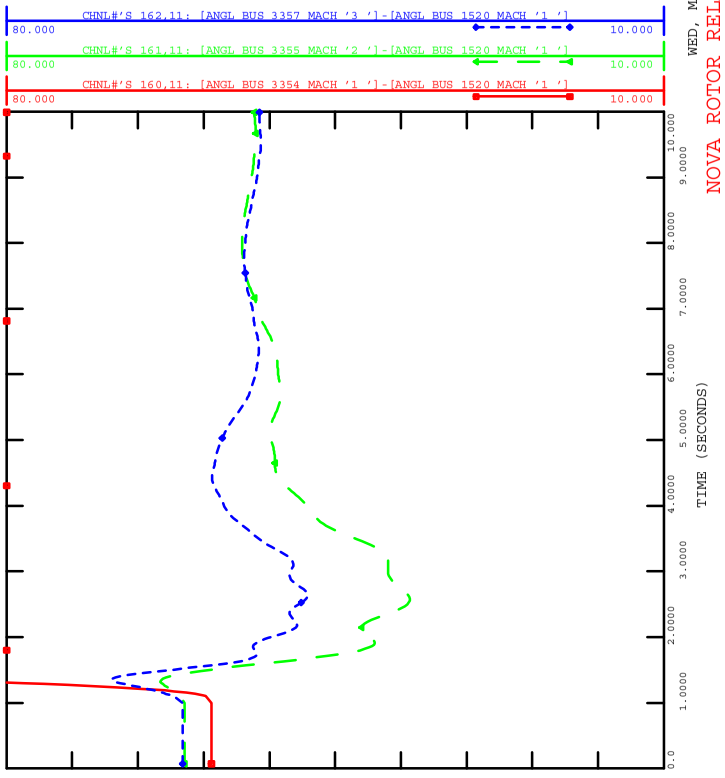


WED, MAR 02 2011 10:10

BUS VOLT

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)

FILE: C7-23.out

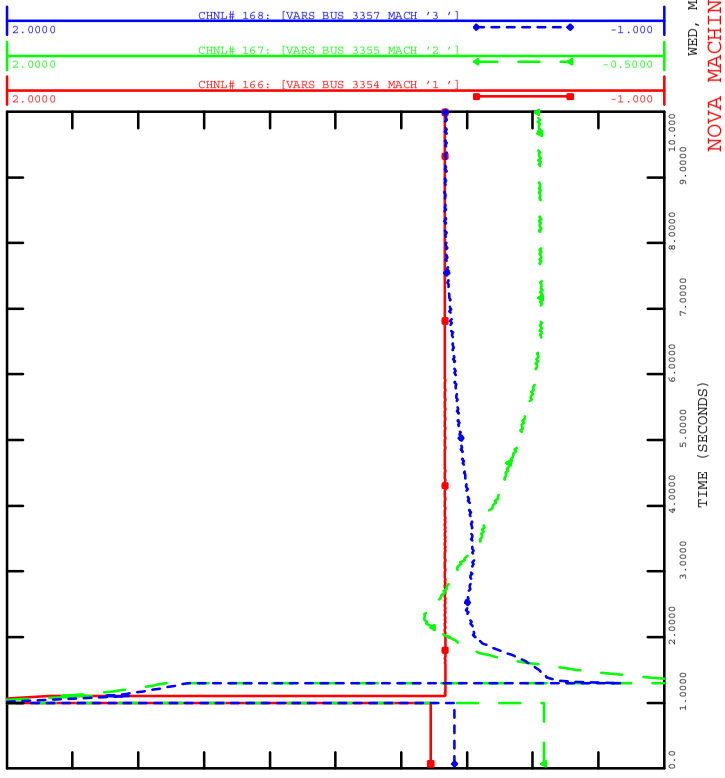


WED, MAR 02 2011 10:10

NOVA ROTOR RELATIVE ANGLE

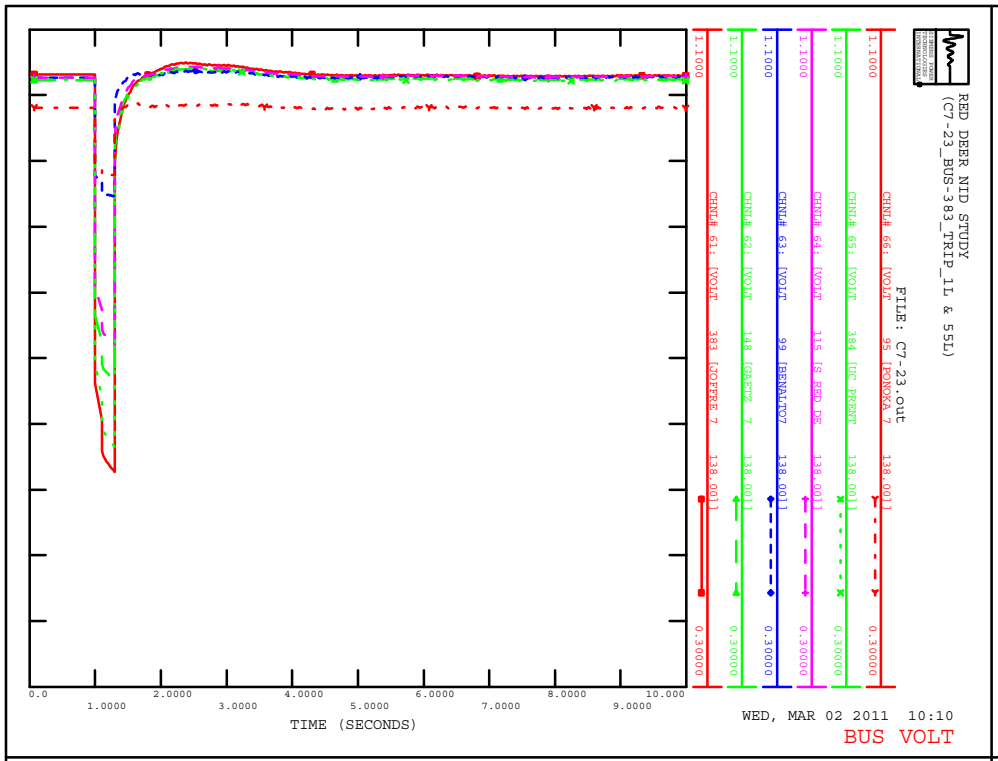
RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)

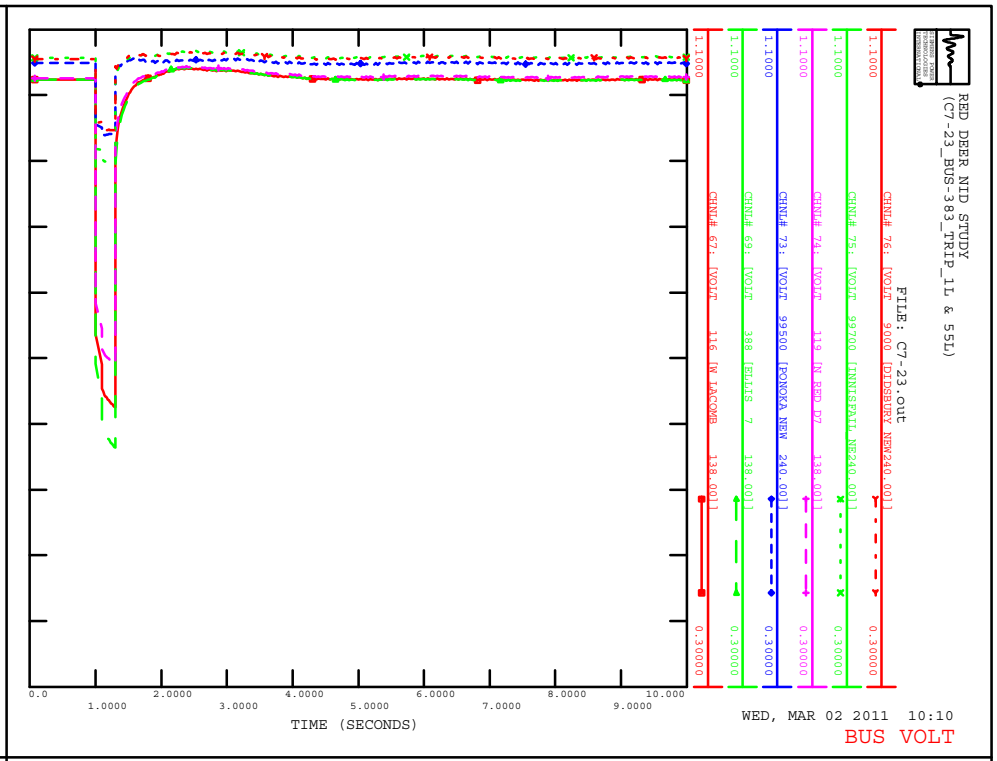
FILE: C7-23.out

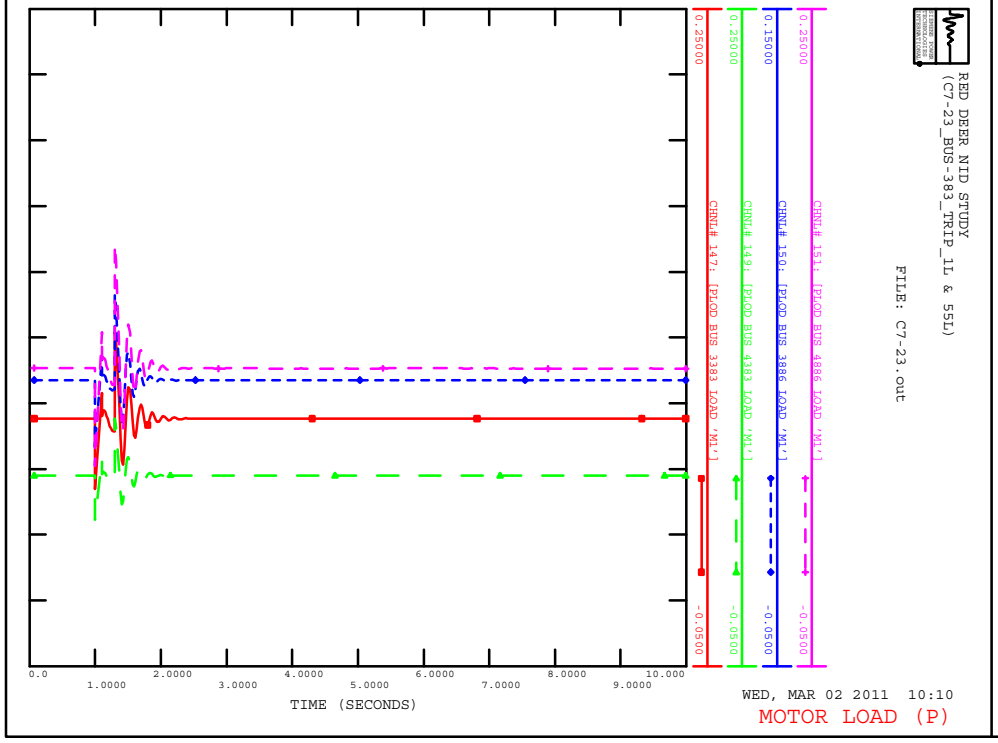


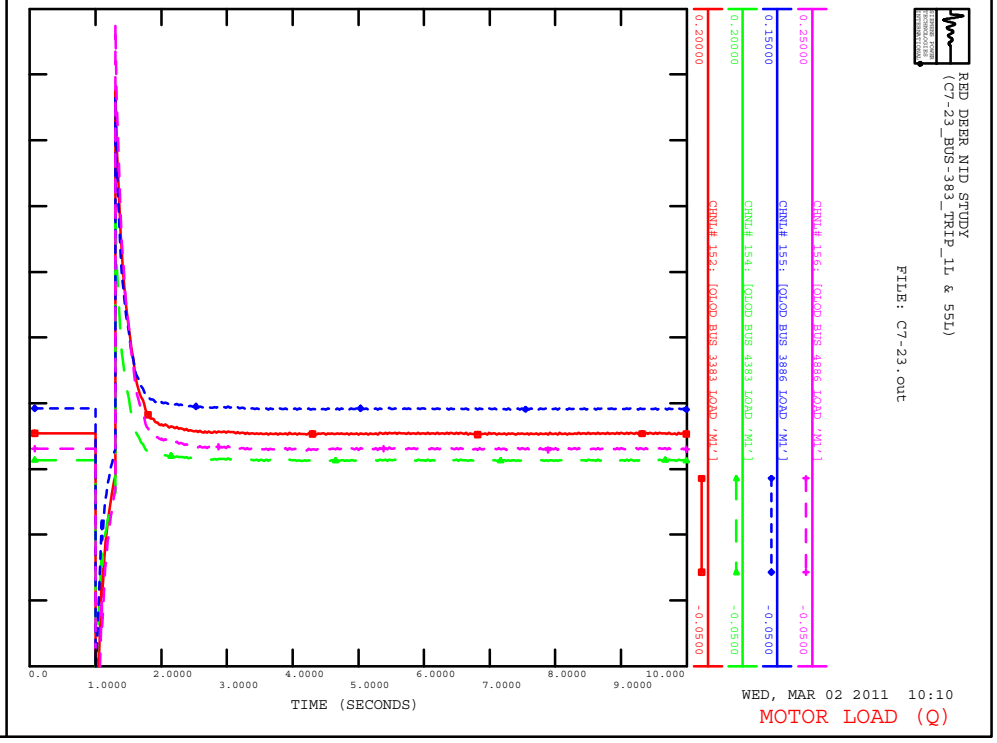
WED, MAR 02 2011 10:10

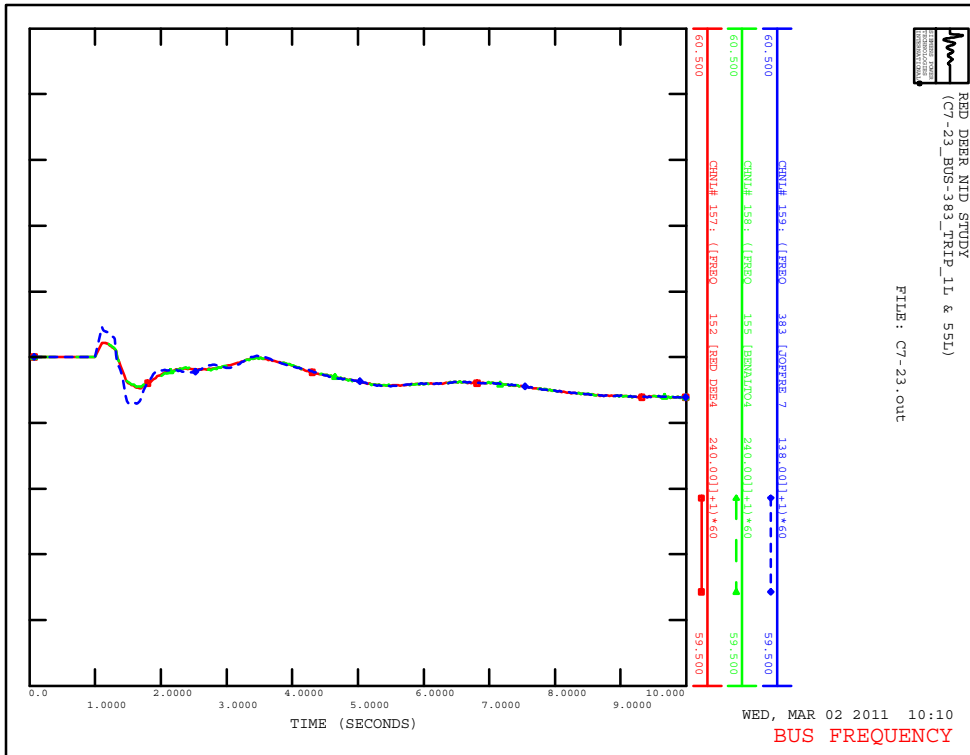
NOVA MACHINE POWER (Q)

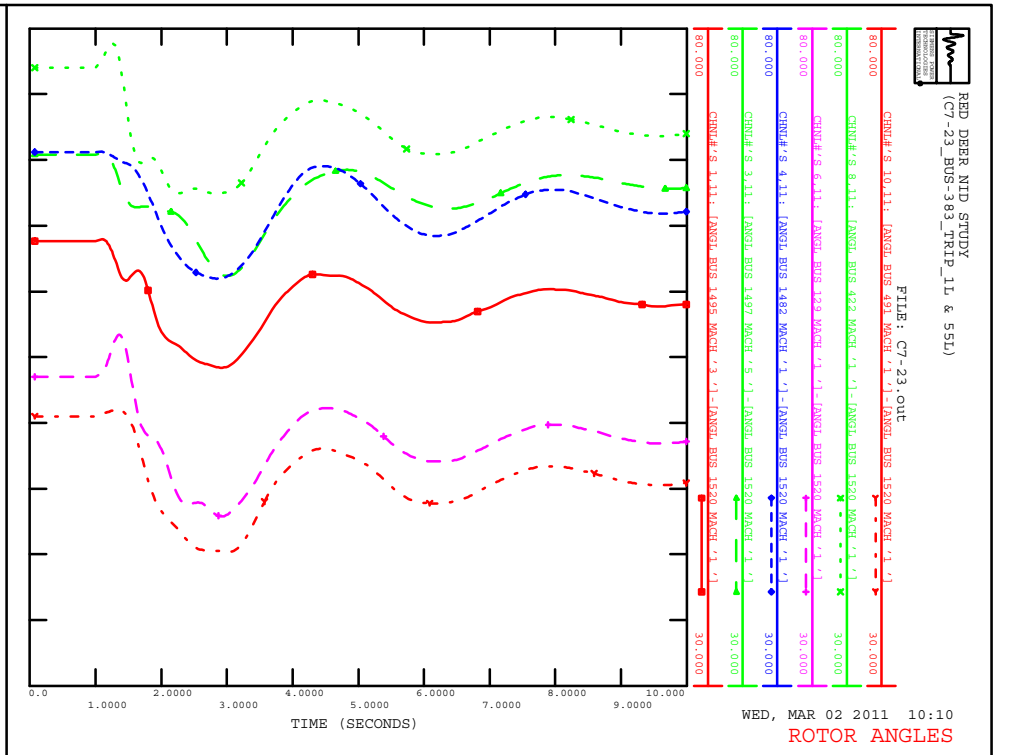

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

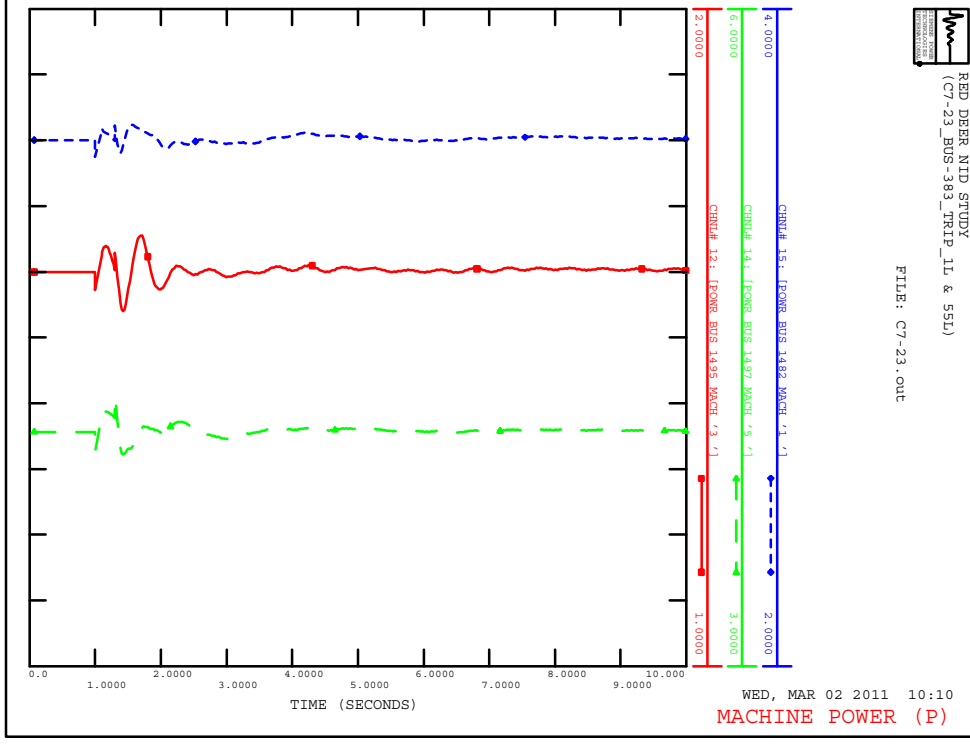

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

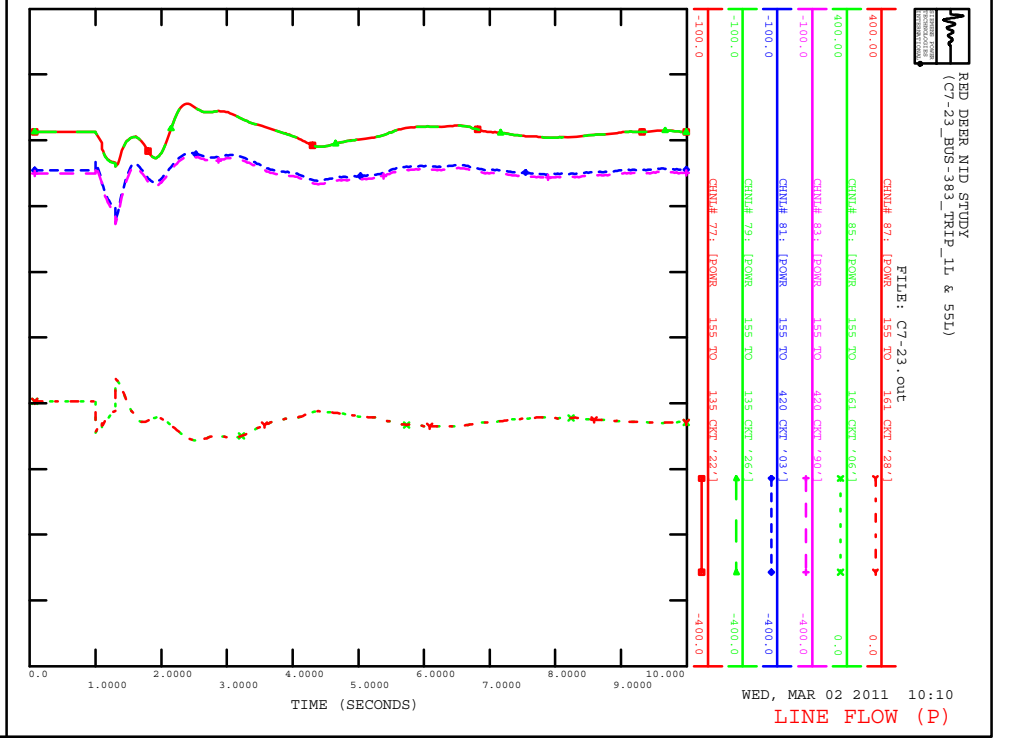

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

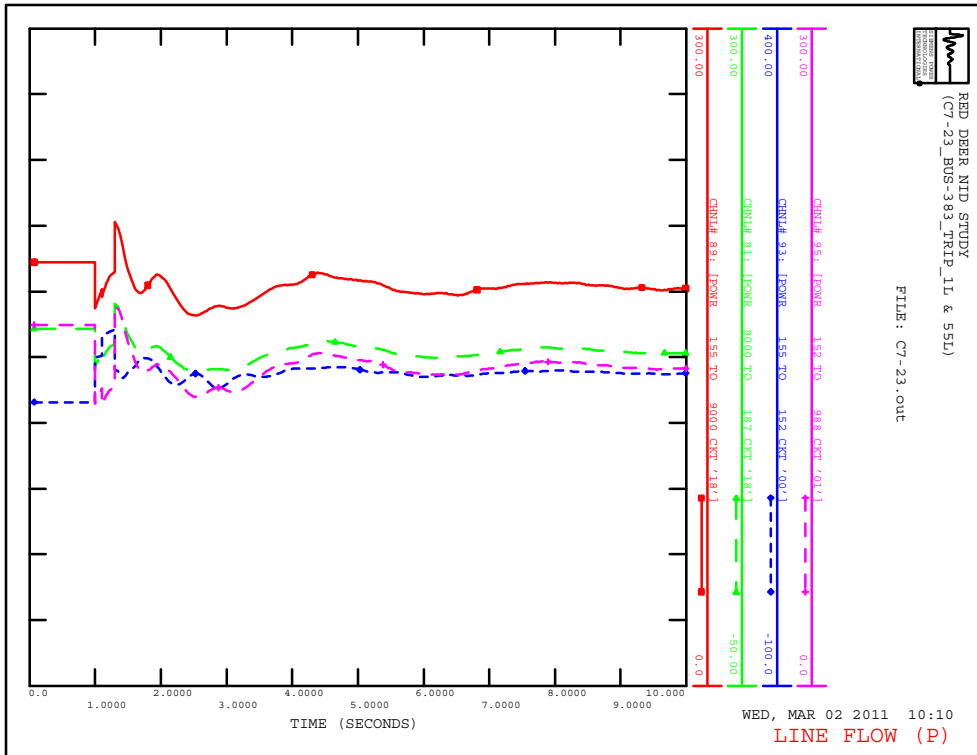

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

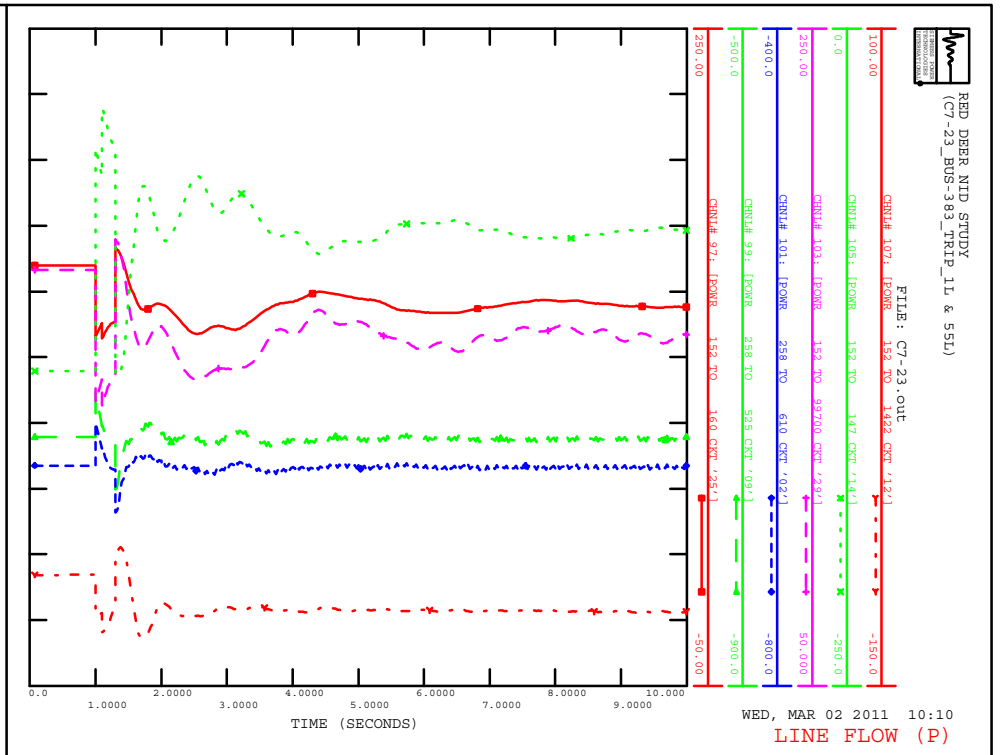

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

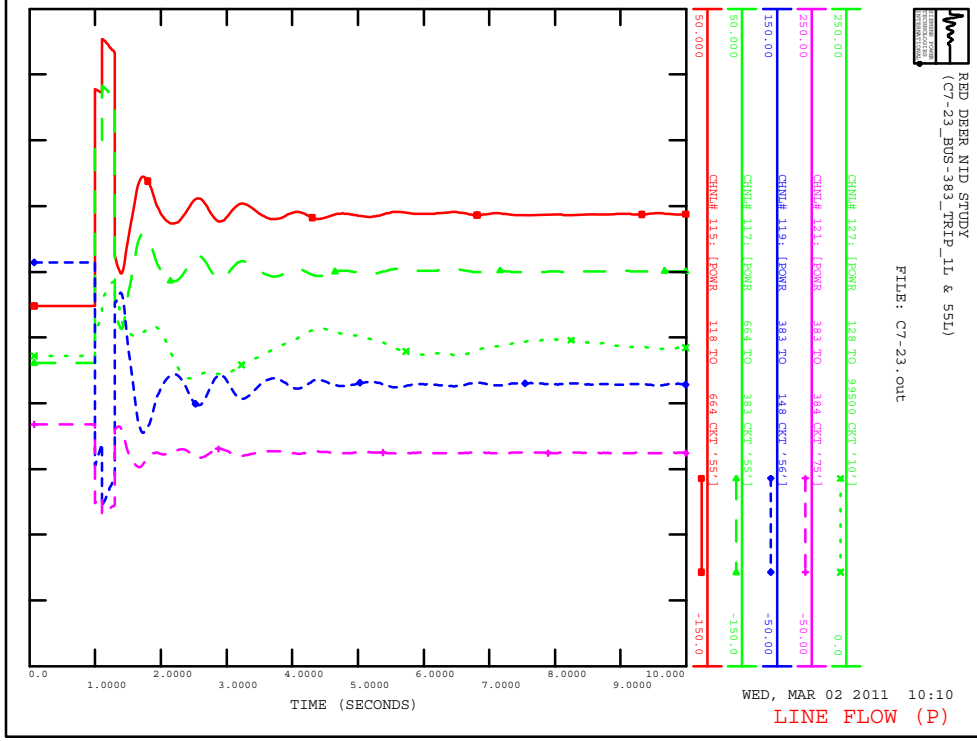

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

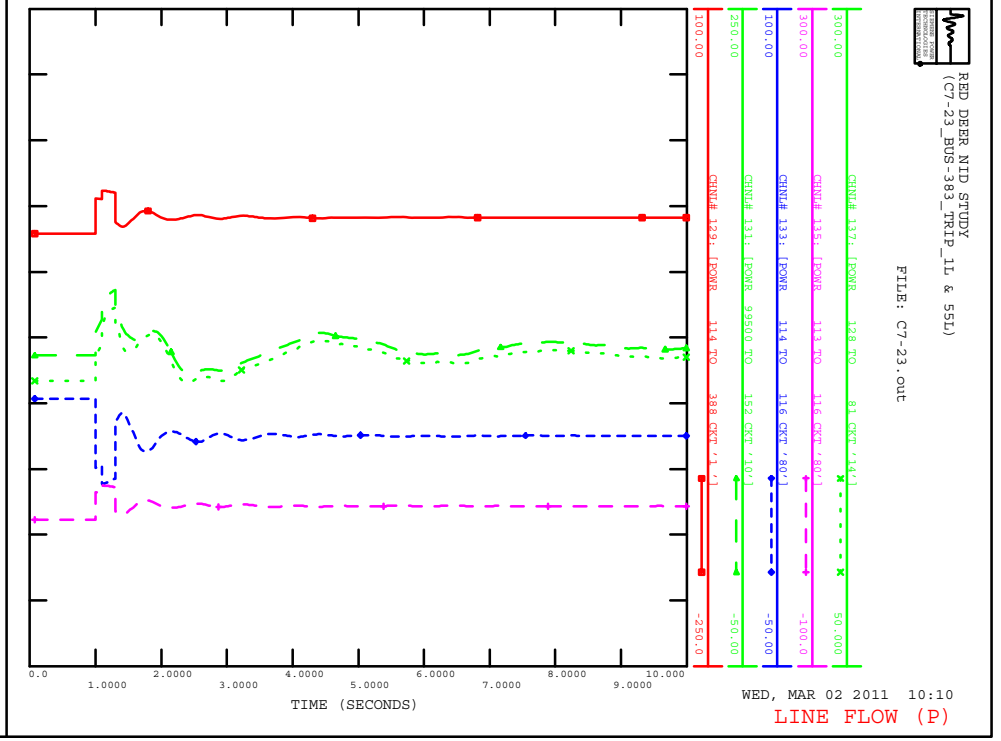

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

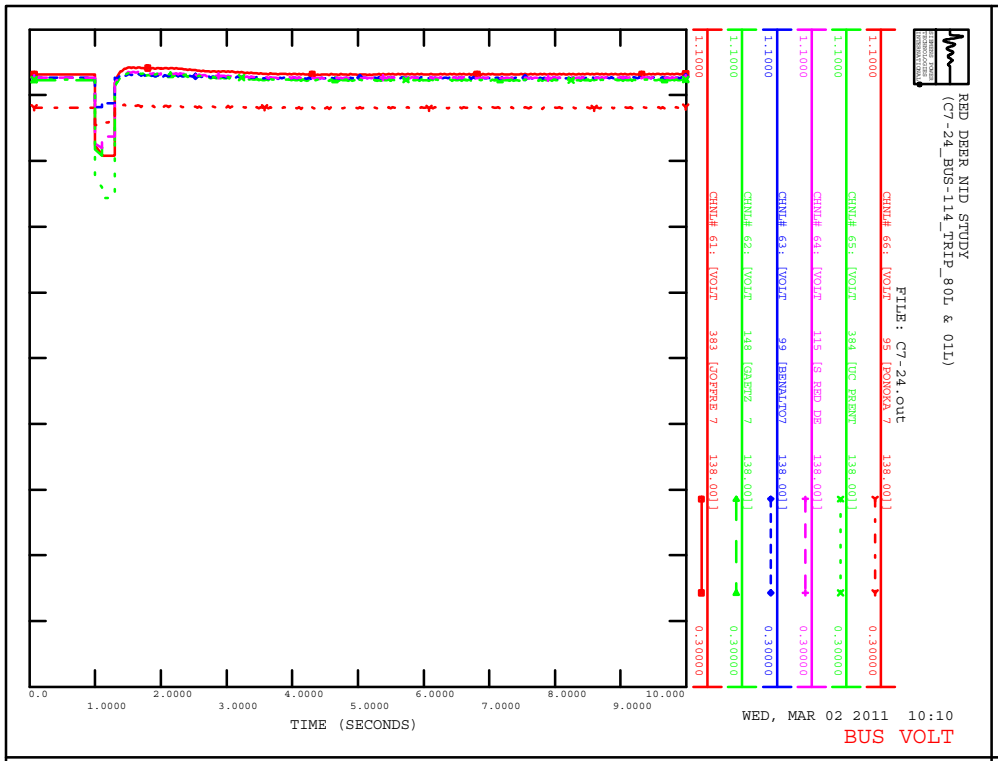

RED DEER NID STUDY
(C7-23_BUS-383_TRIP_1L & 55L)
FILE: C7-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

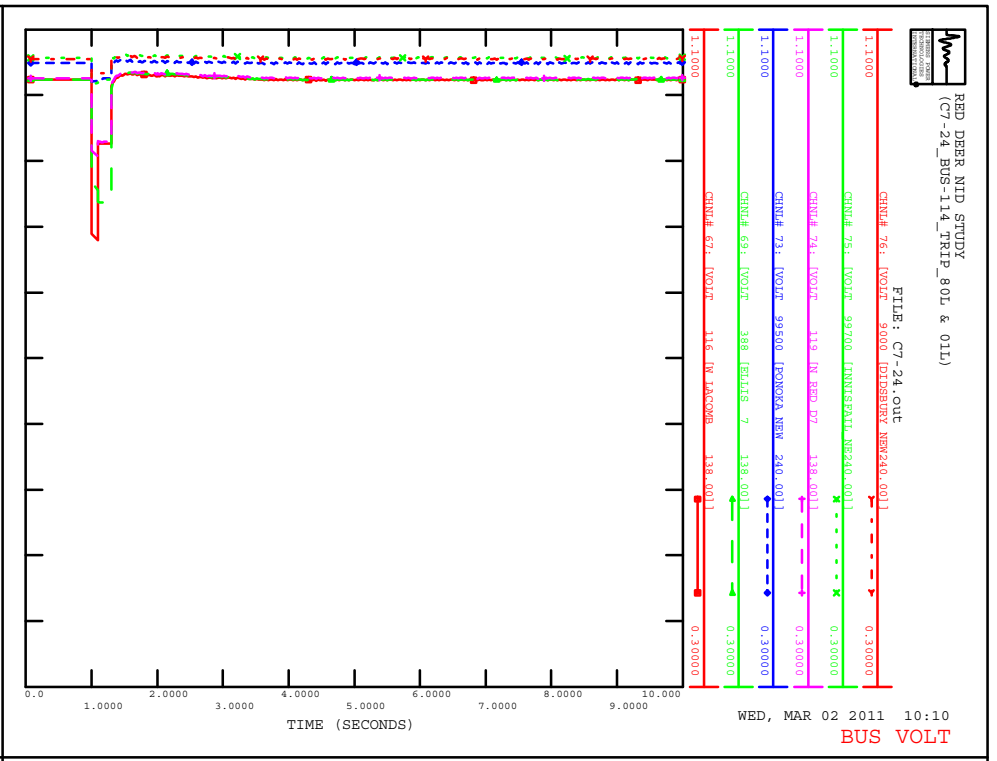
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

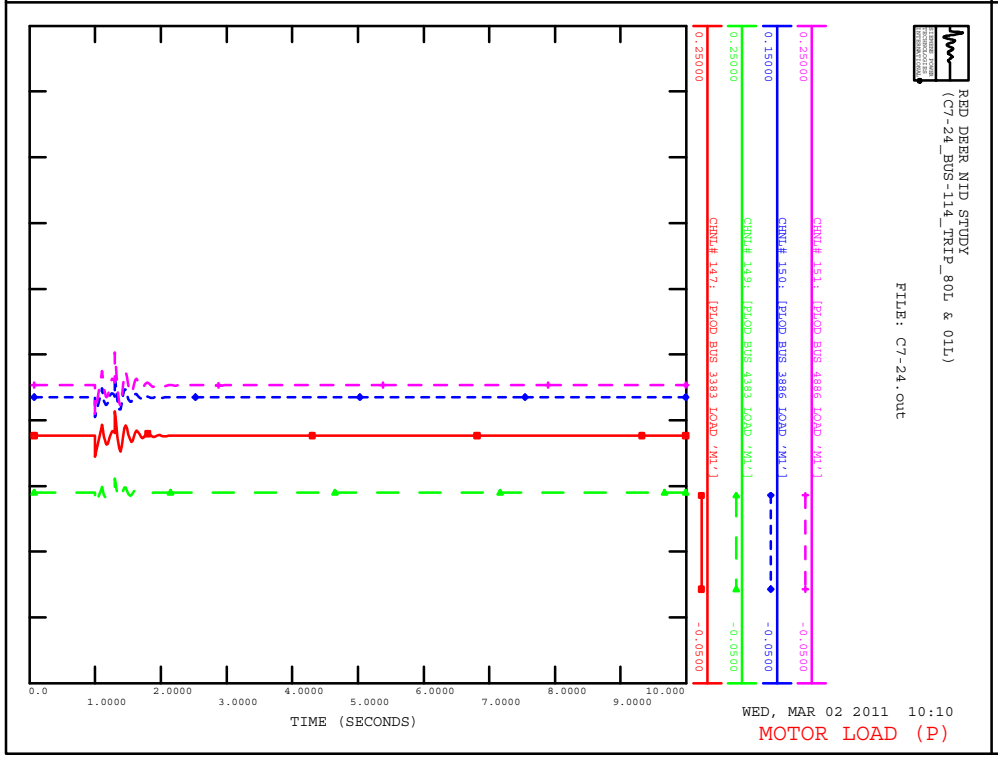
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

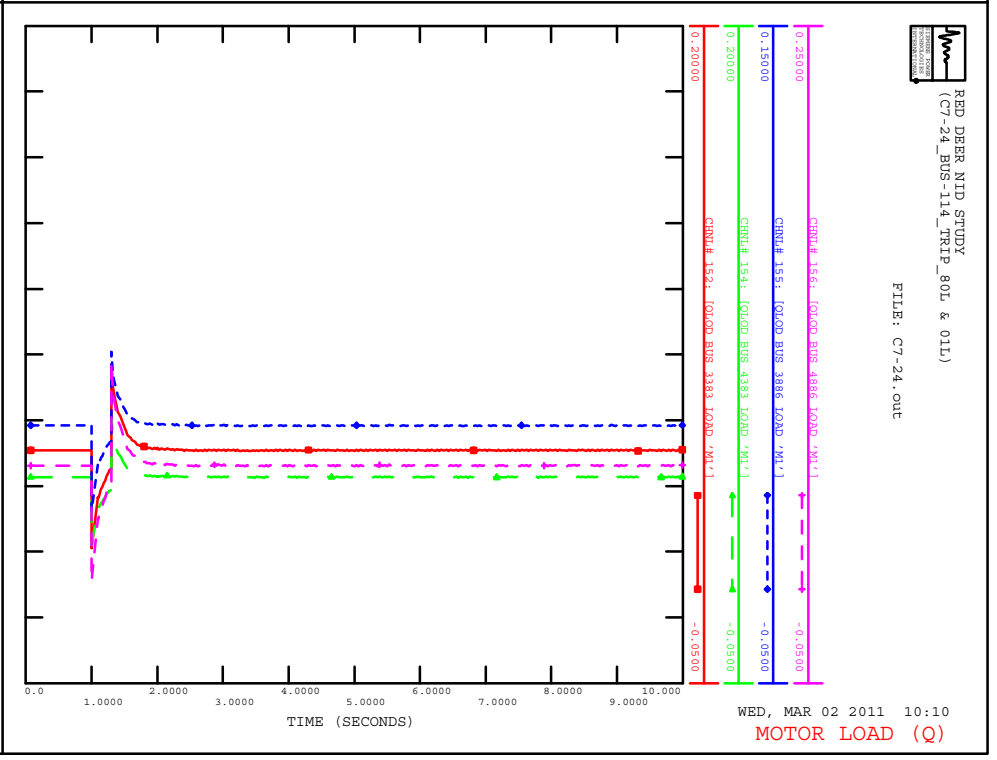
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)


RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)


RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)


RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)

FILE: C7-24.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)

FILE: C7-24.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)

FILE: C7-24.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)

FILE: C7-24.out

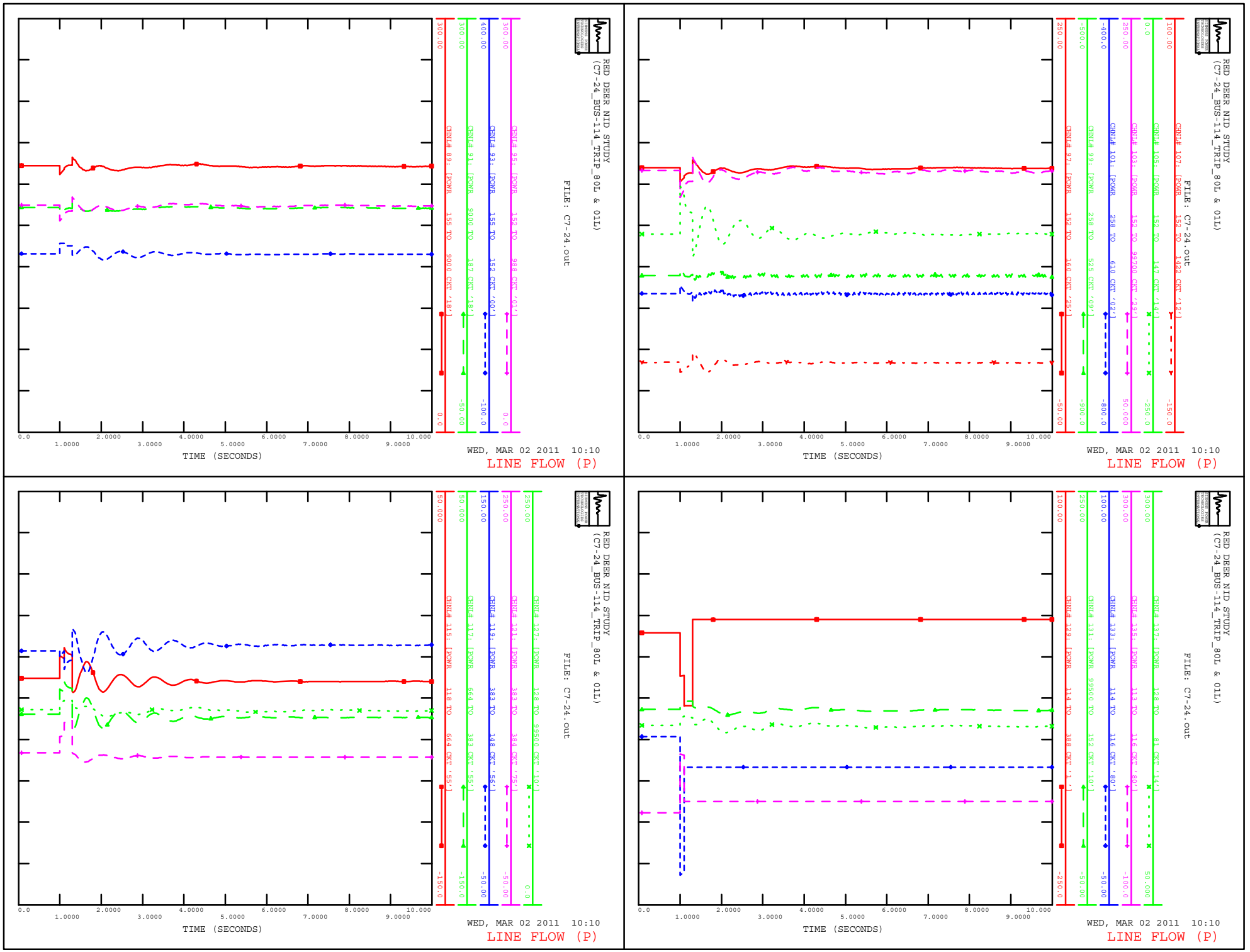
WED, MAR 02 2011 10:10

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

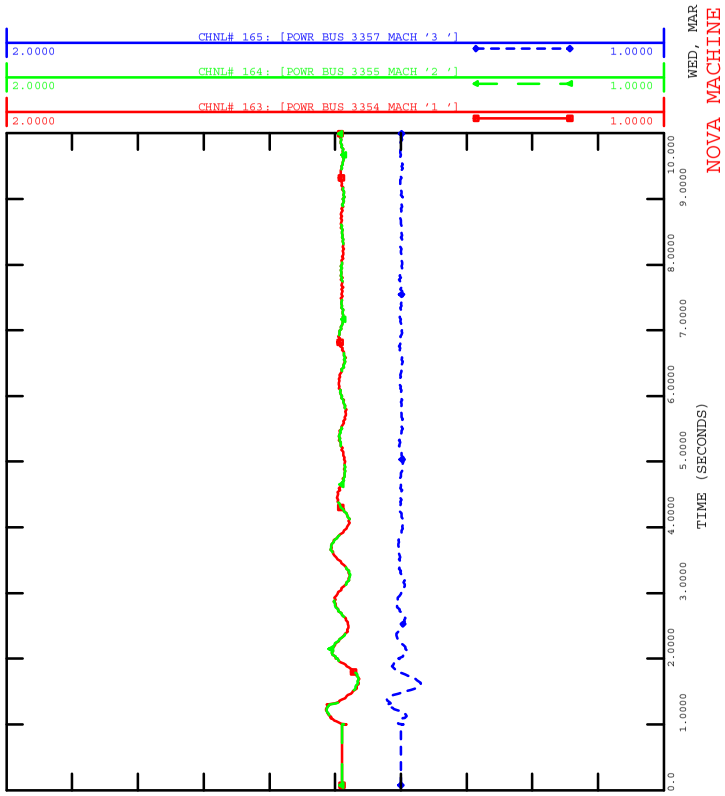
TIME (SECONDS)


RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)
RED DEER NID STUDY
(C7-24_BUS-114_TRIP_80L & 01L)
FILE: C7-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

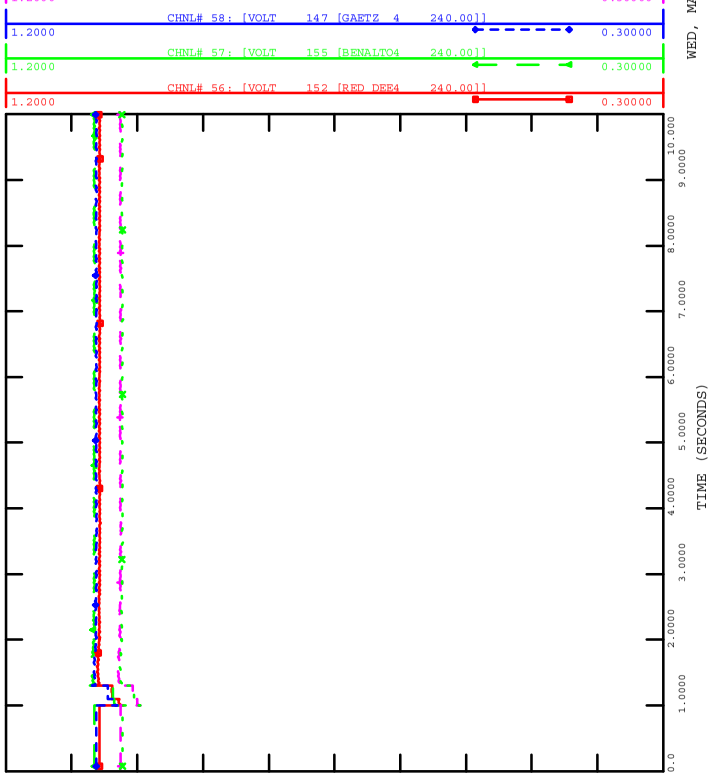


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

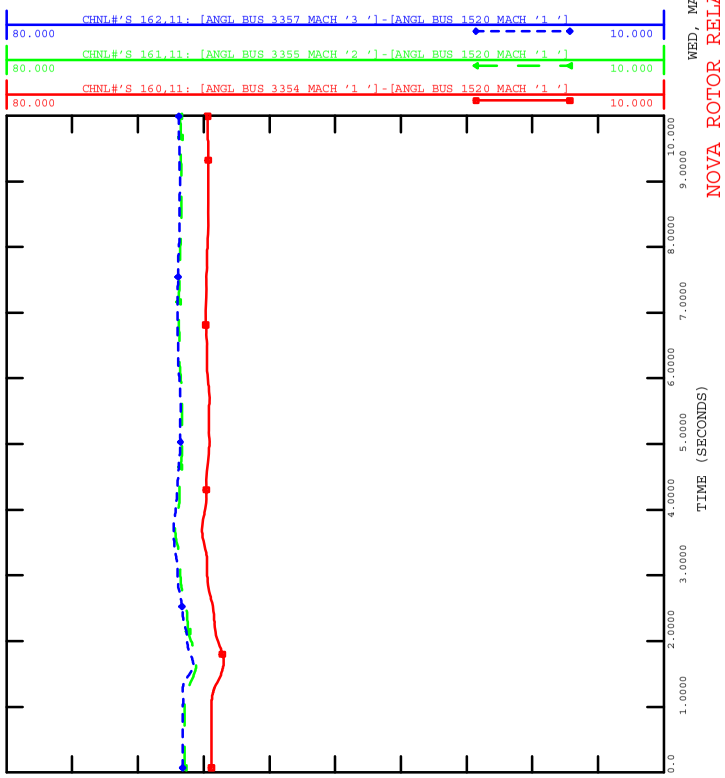


BUS VOLT

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

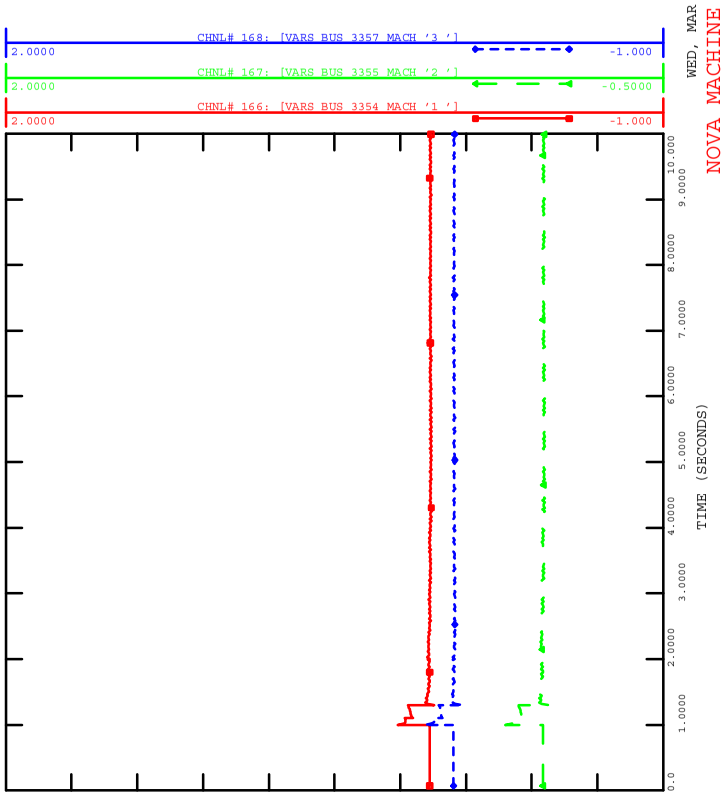


NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

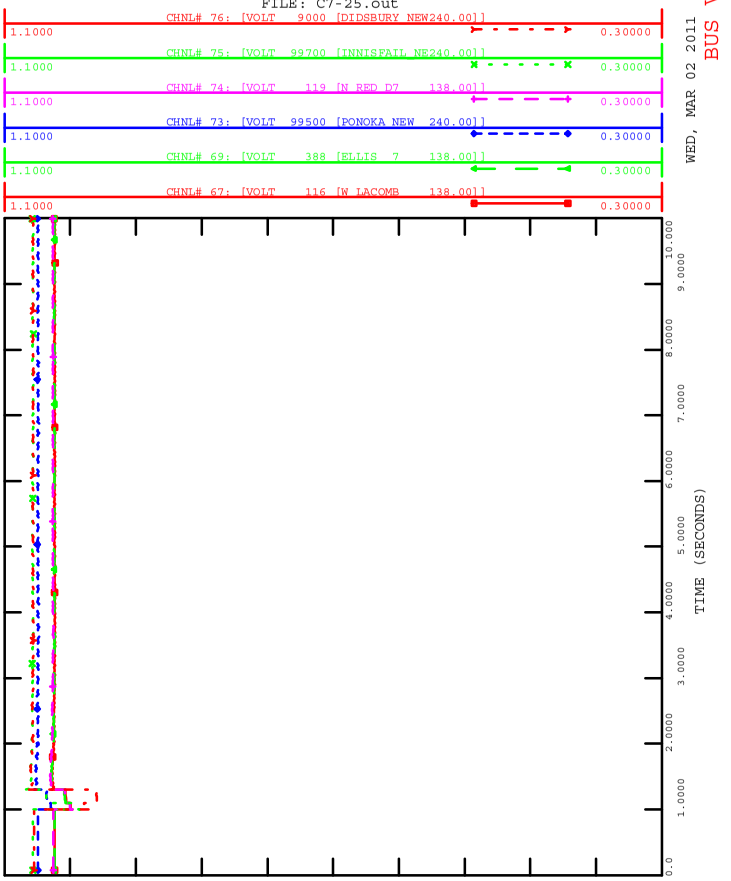
WED, MAR 02 2011 10:10



NOVA MACHINE POWER (Q)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

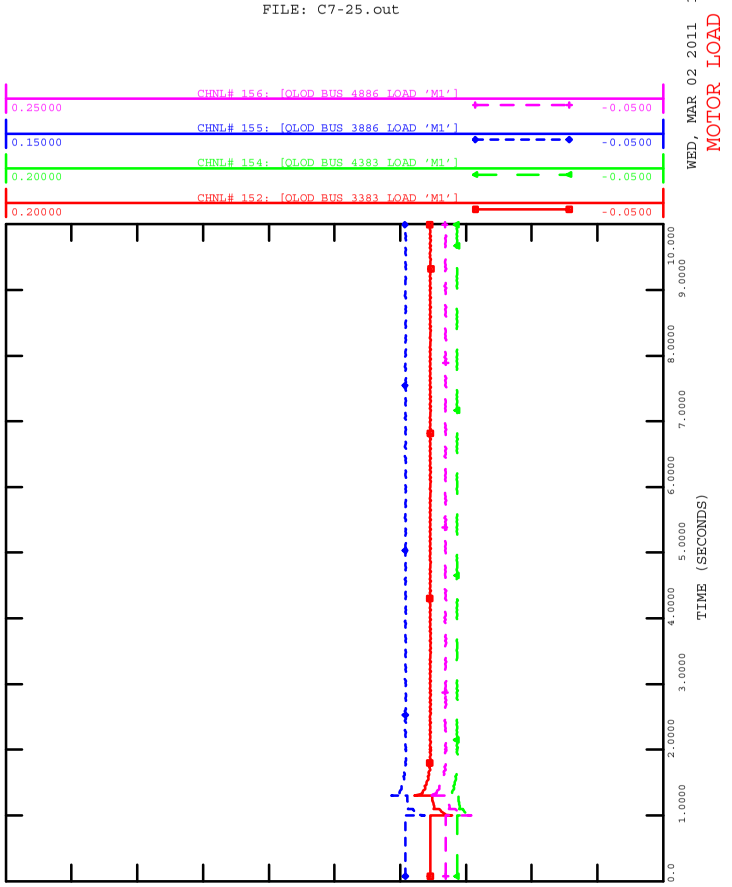
FILE: C7-25.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

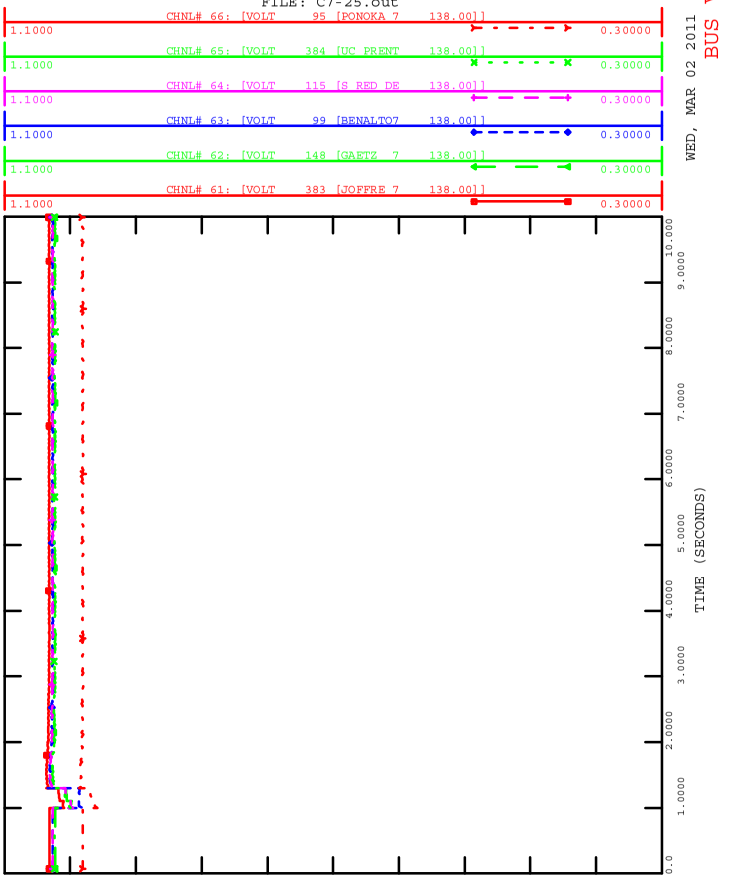
FILE: C7-25.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

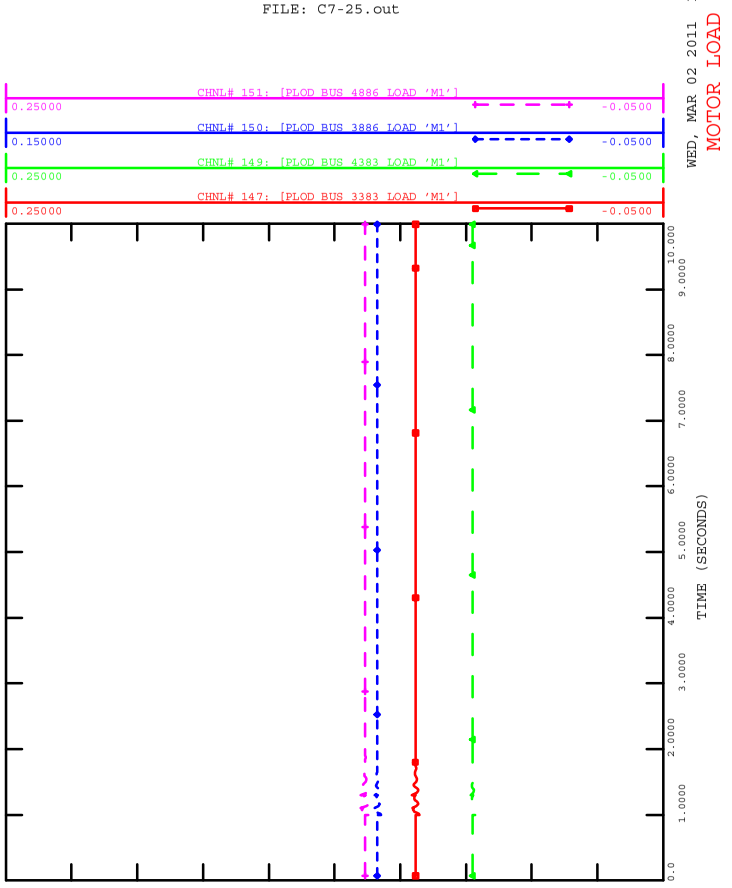
FILE: C7-25.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out



WED, MAR 02 2011 10:10 MOTOR LOAD (P)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)

FILE: C7-25.out

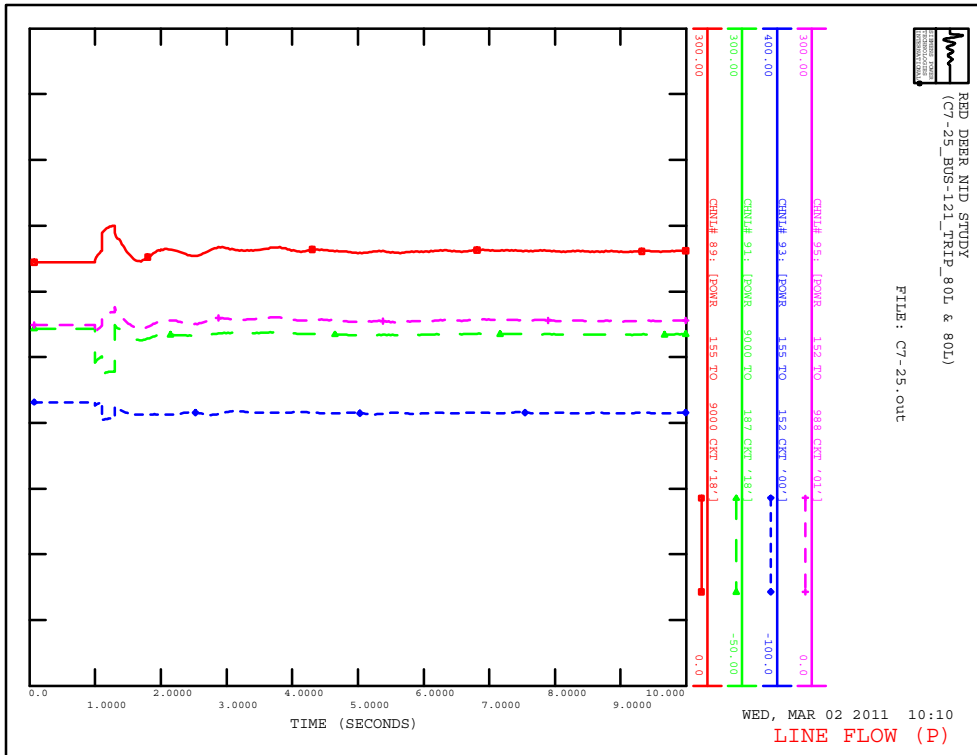
WED, MAR 02 2011 10:10

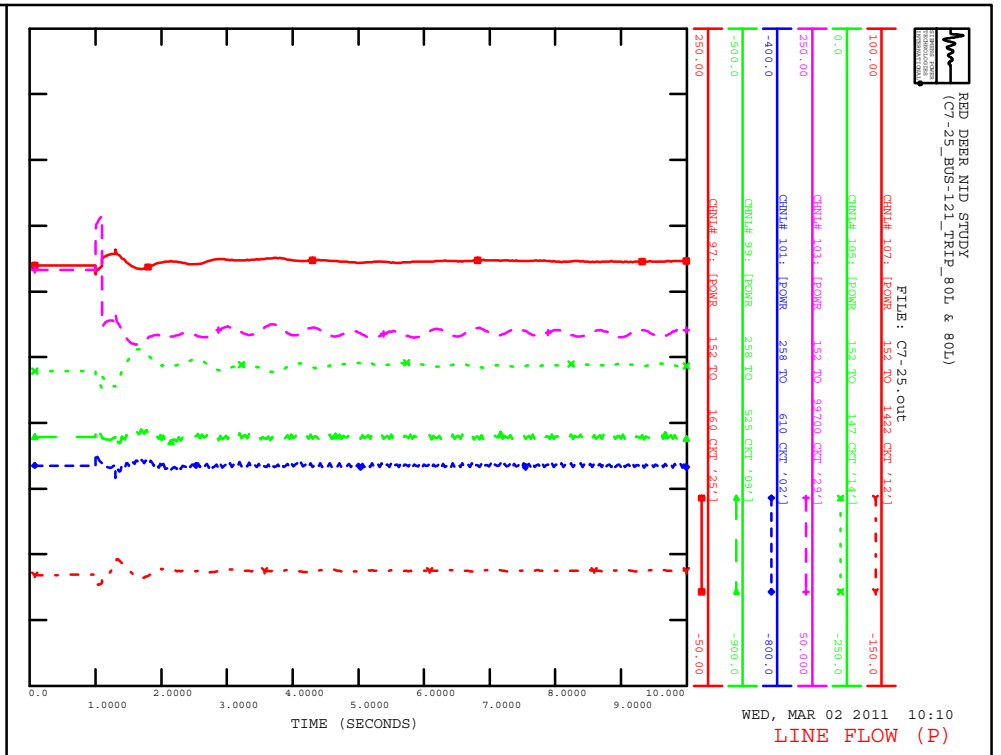
MACHINE POWER (P)

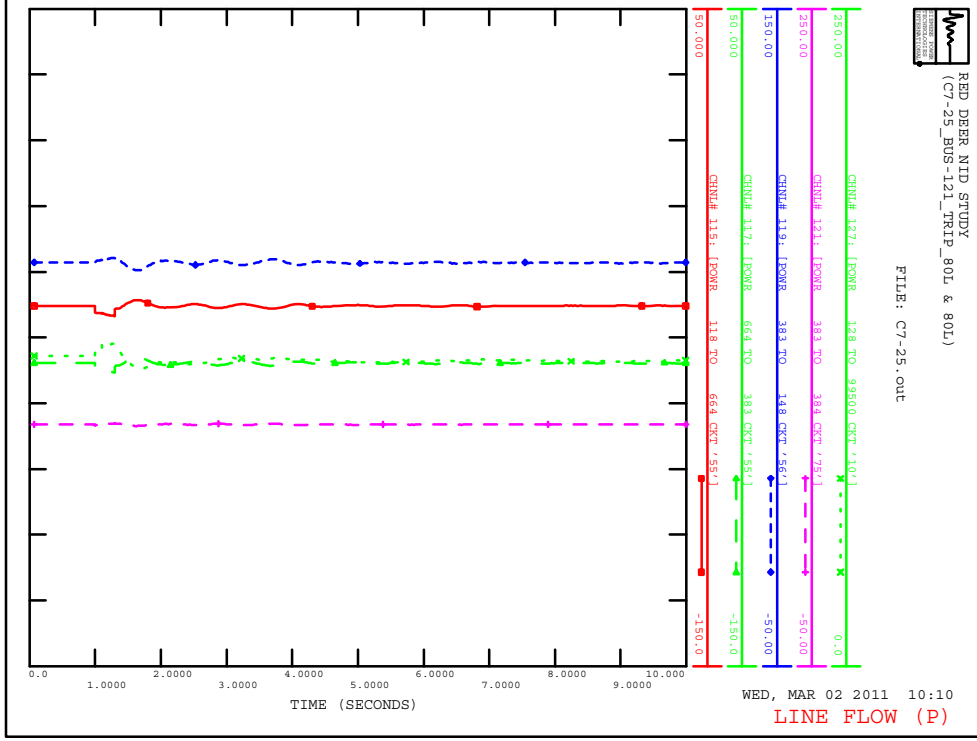
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

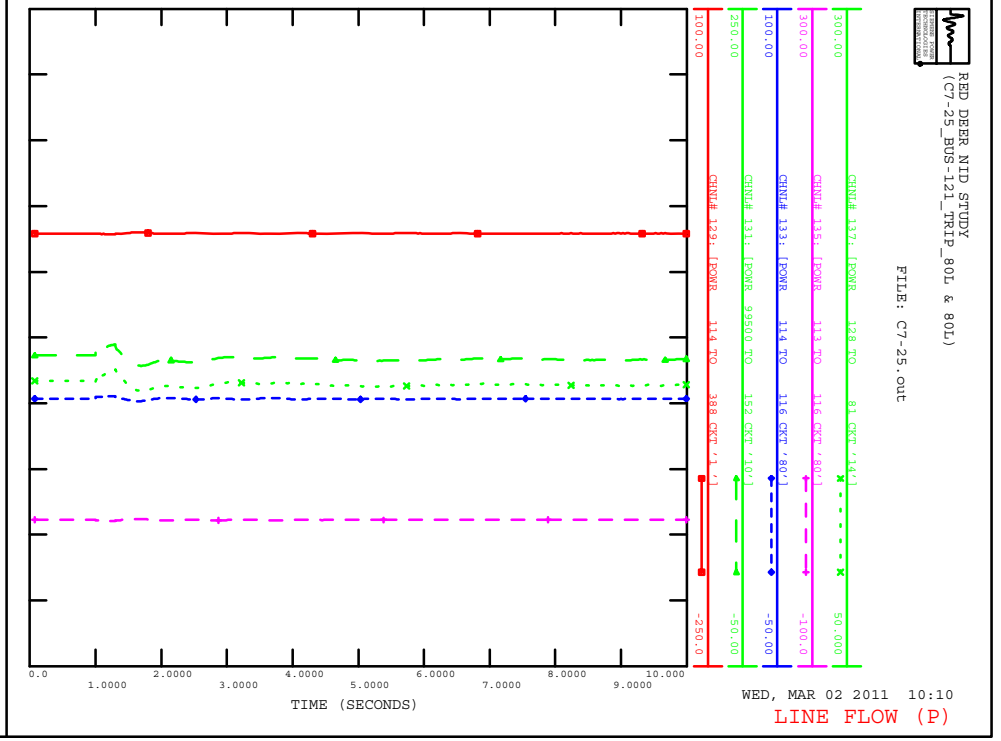
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(C7-25_BUS-121_TRIP_80L & 80L)
FILE: C7-25.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

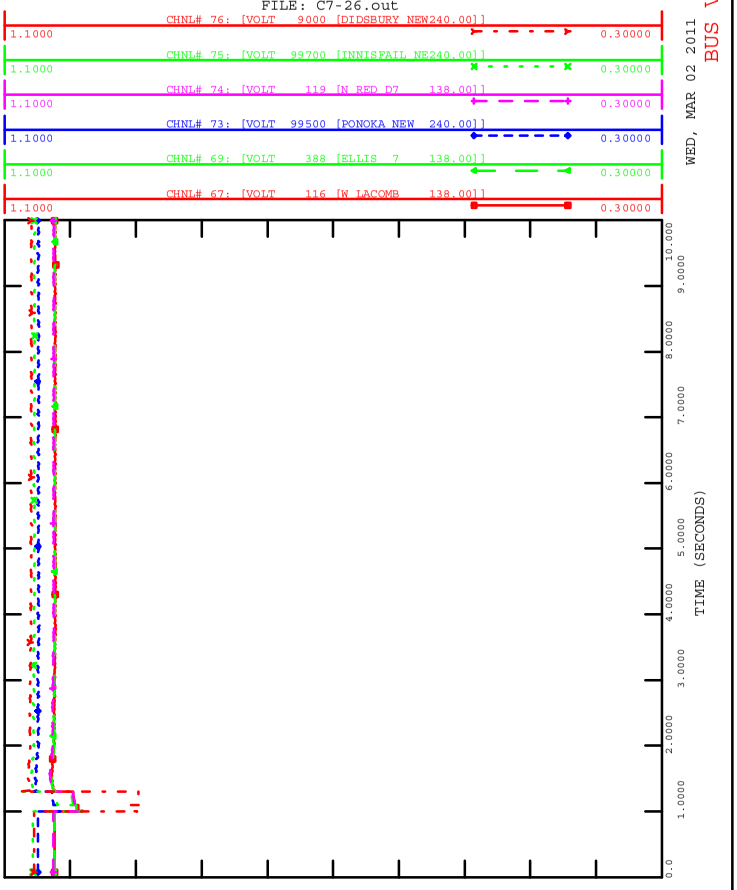
RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)

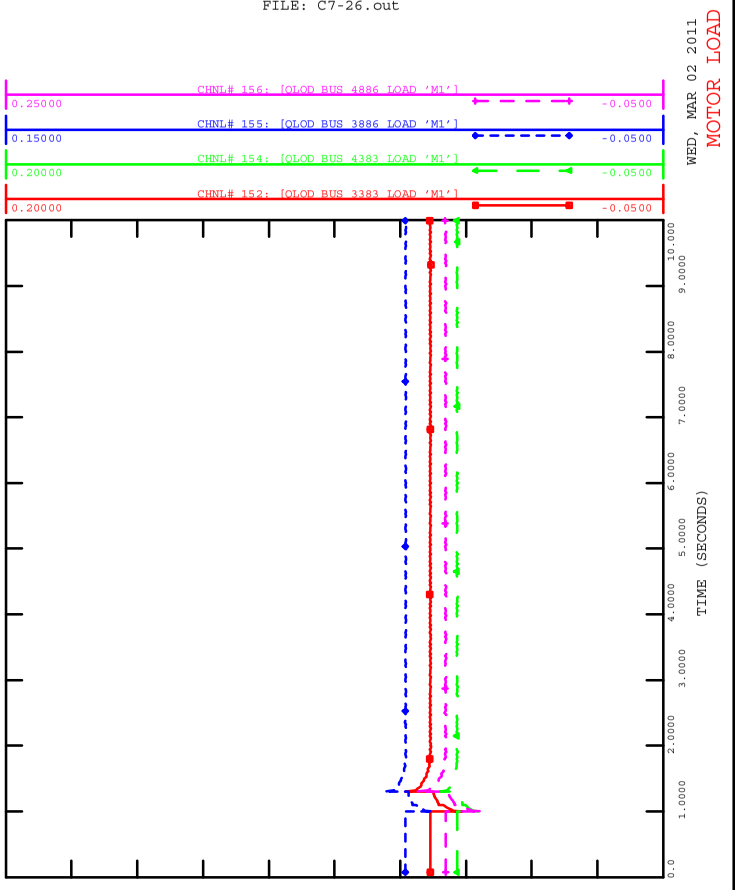
FILE: C7-26.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)

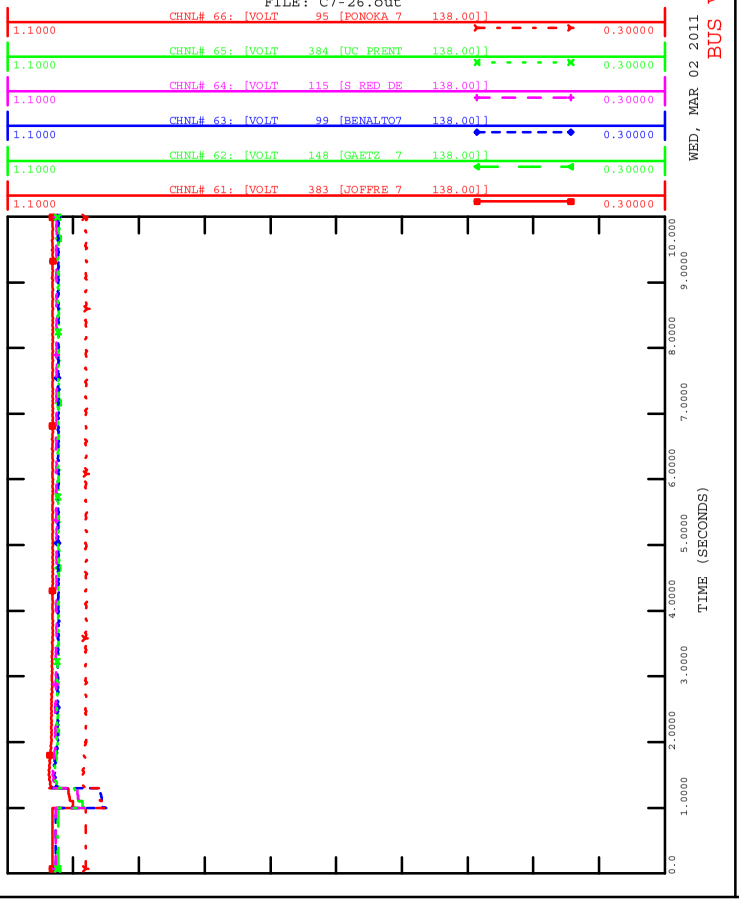
FILE: C7-26.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)

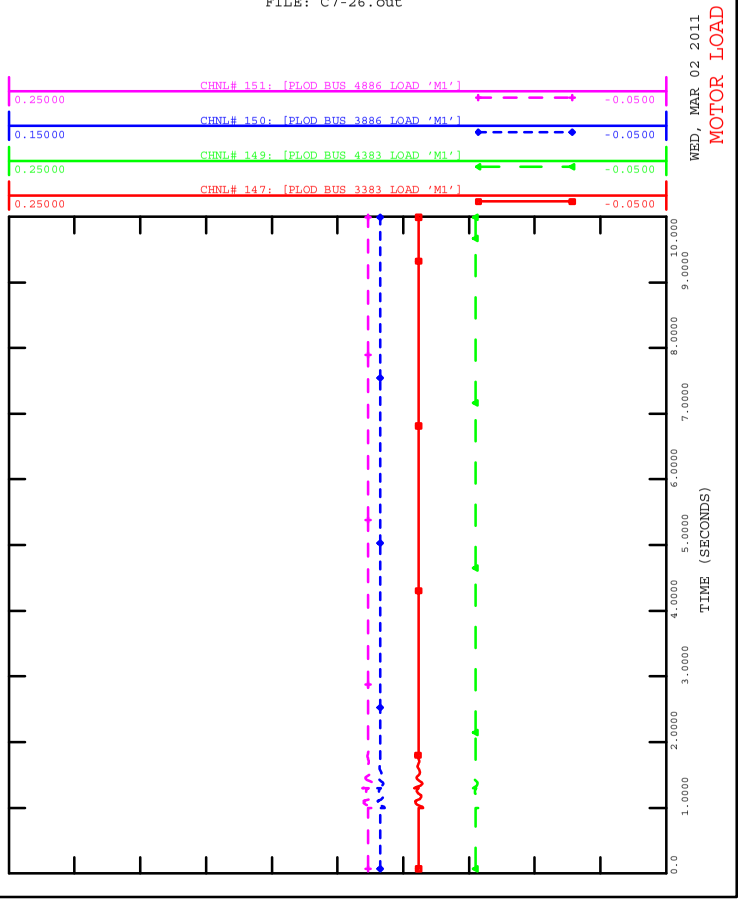
FILE: C7-26.out



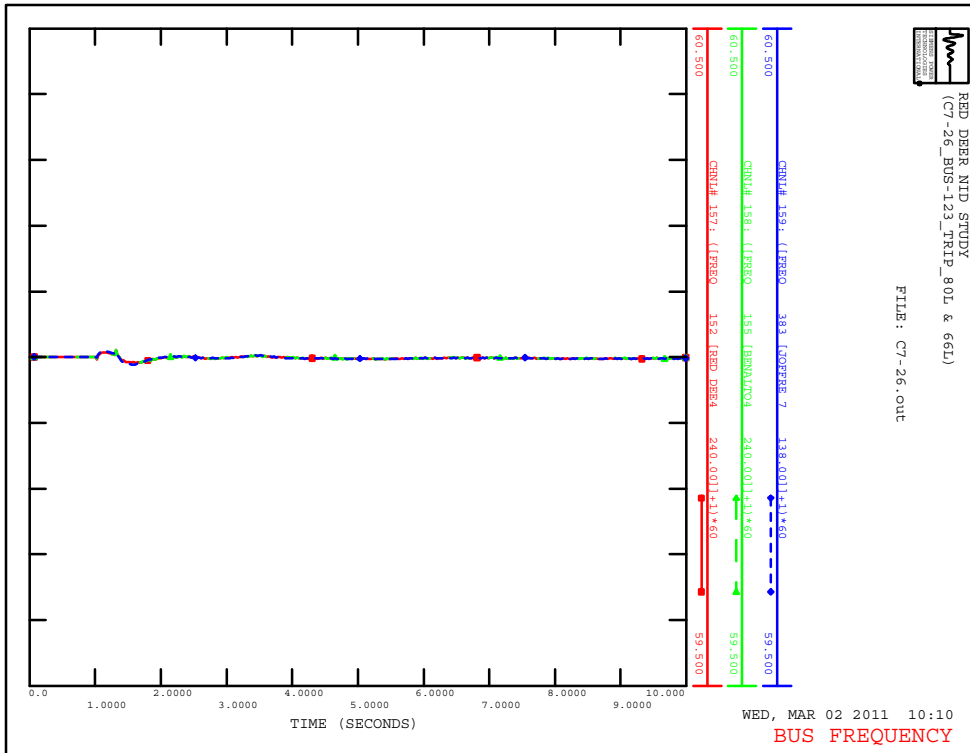
WED, MAR 02 2011 10:10 BUS VOLT

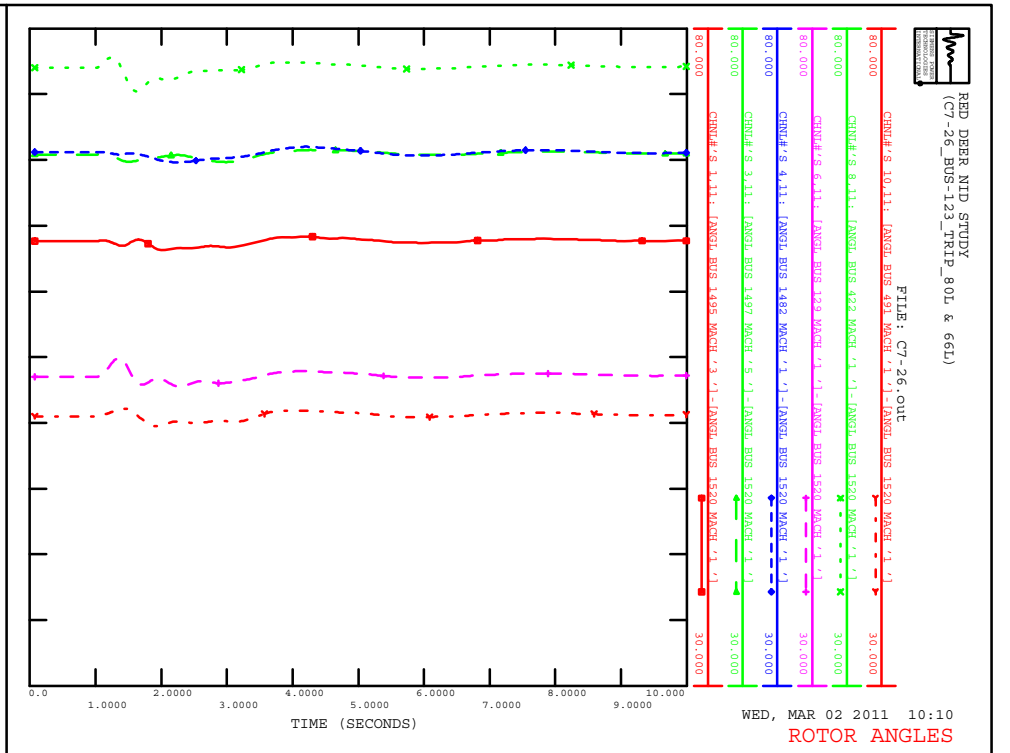
RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)

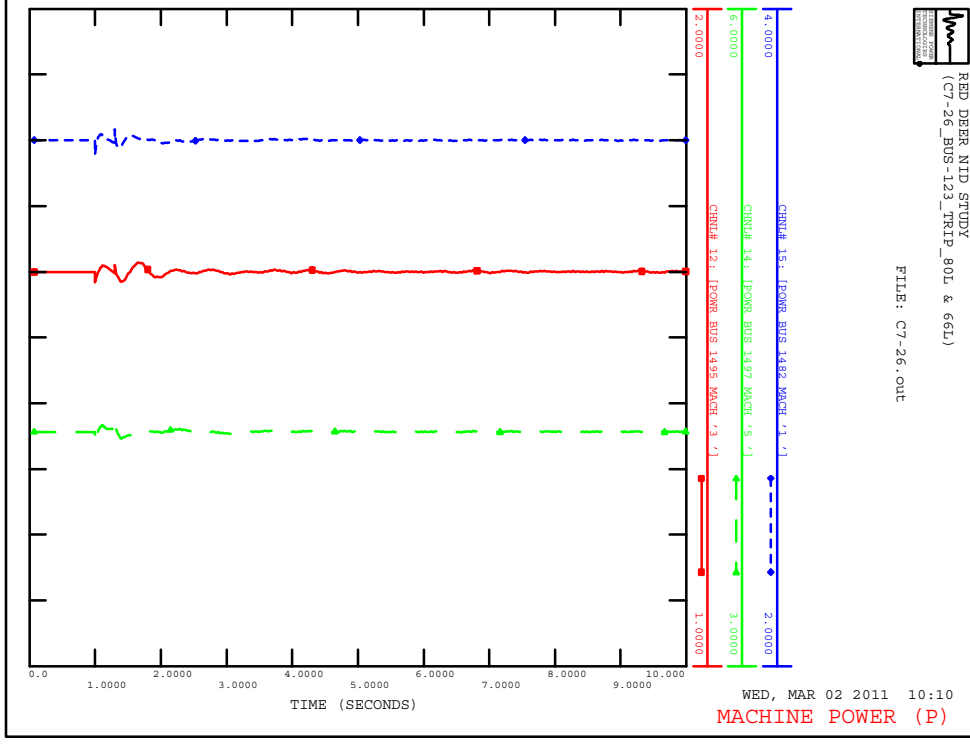
FILE: C7-26.out

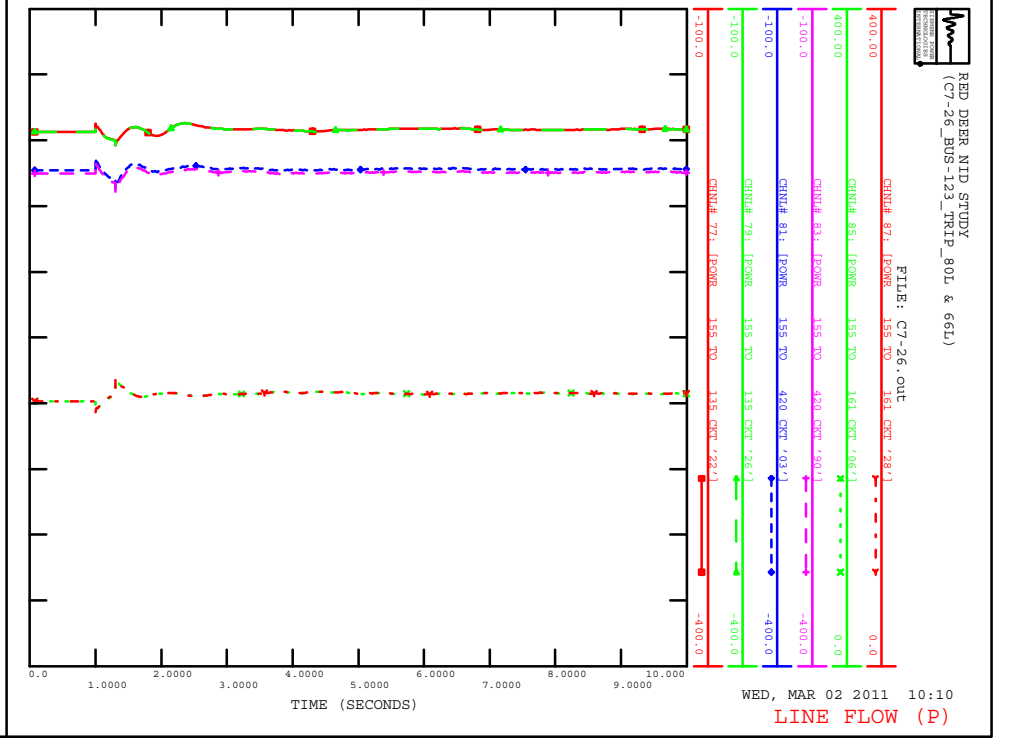


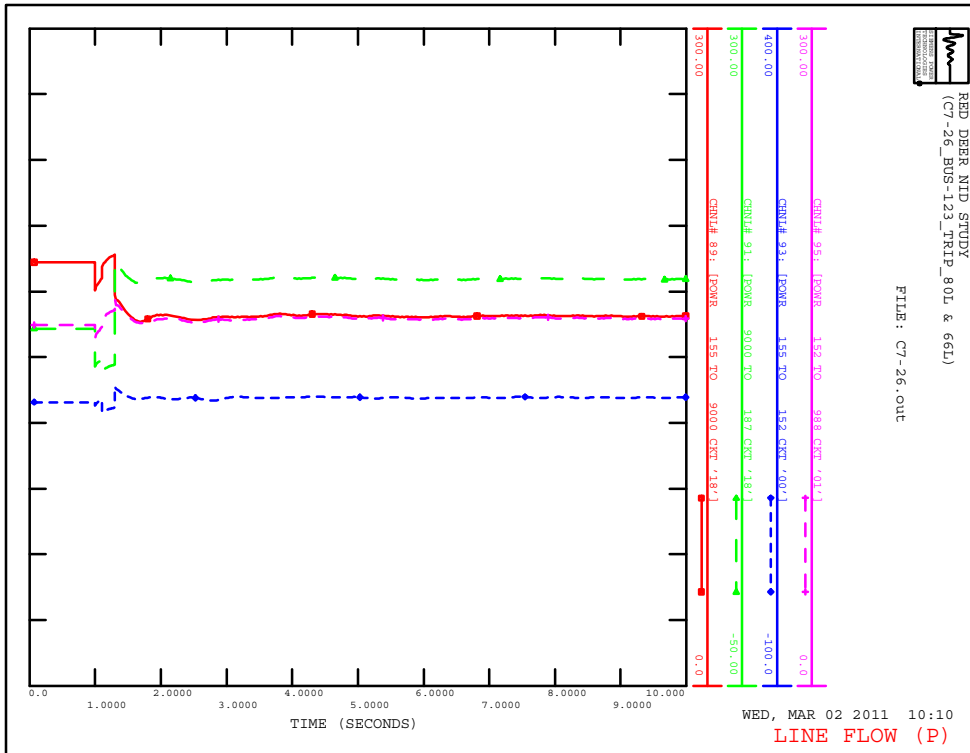
WED, MAR 02 2011 10:10 MOTOR LOAD (P)

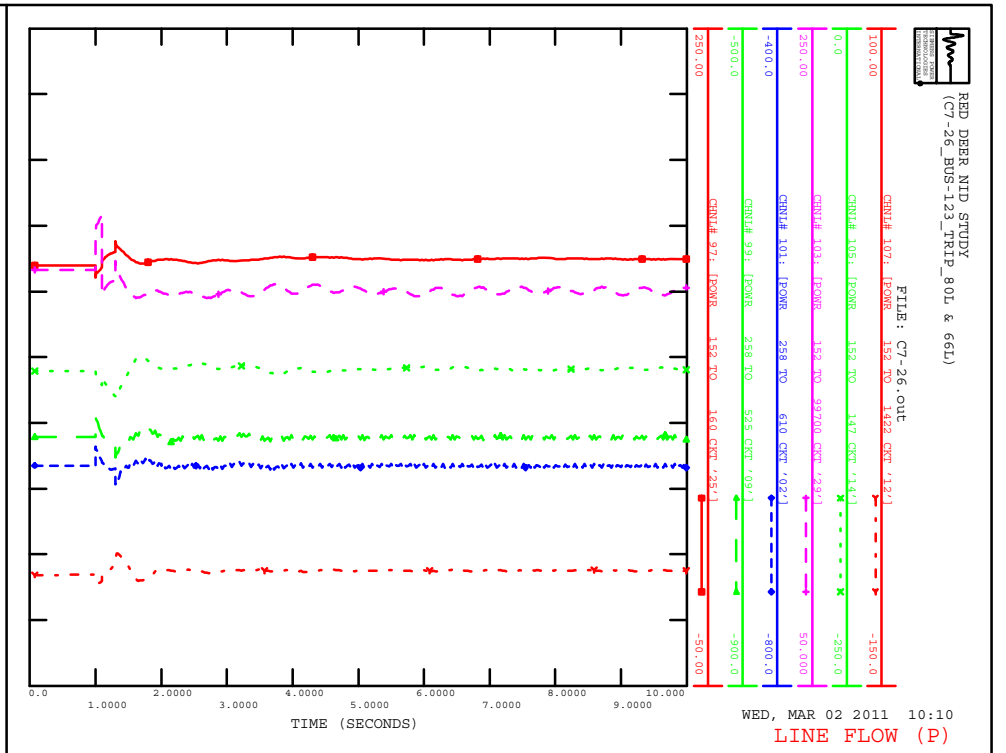

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

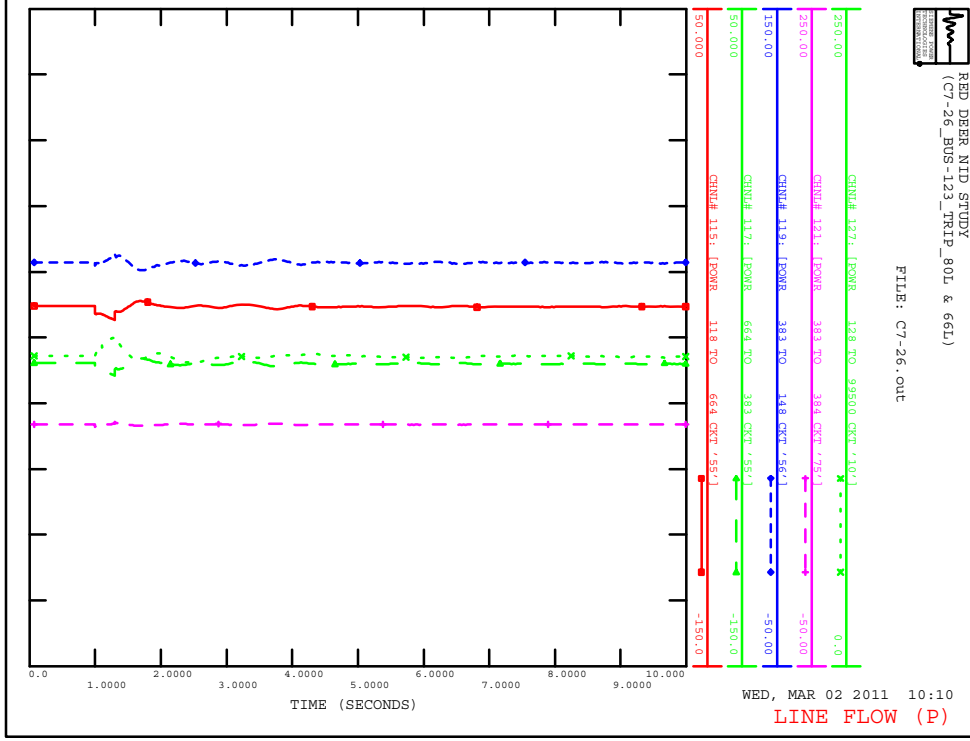

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

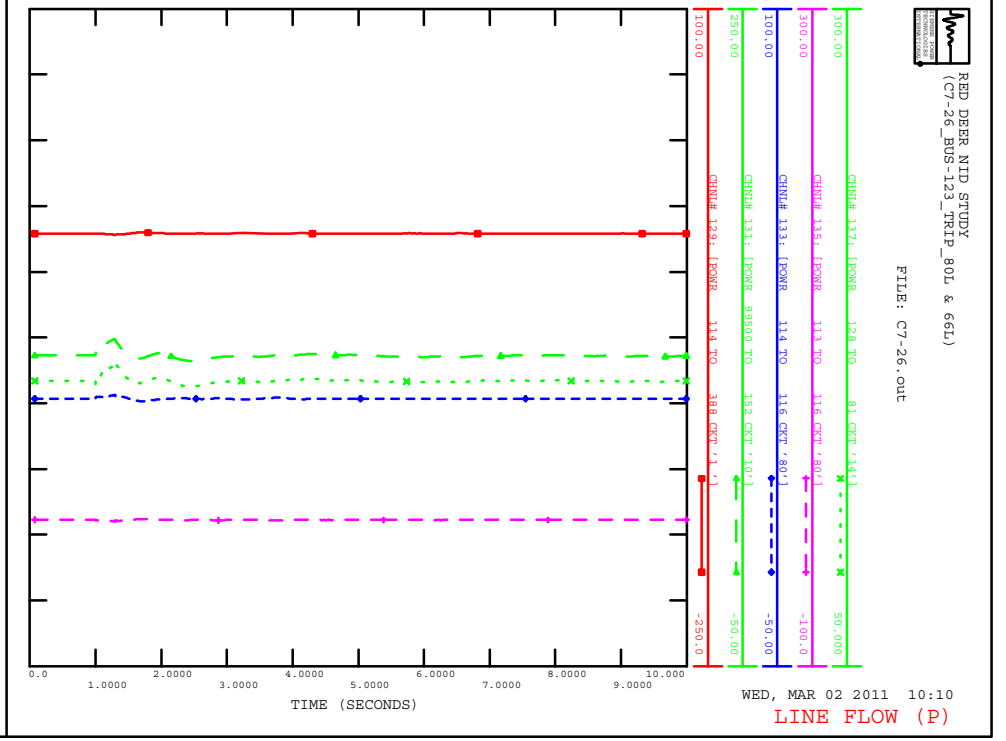

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

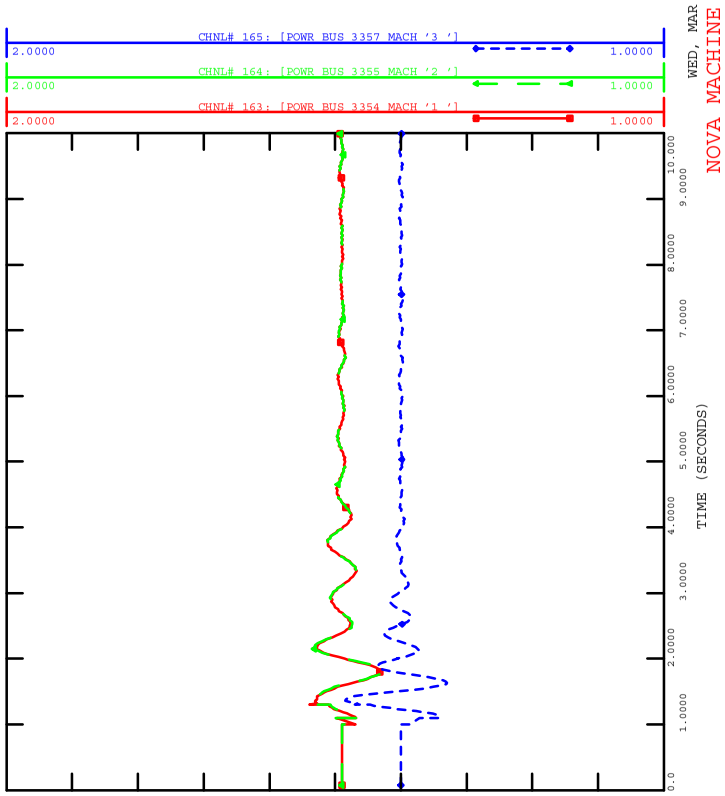

RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-26_BUS-123_TRIP_80L & 66L)
FILE: C7-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

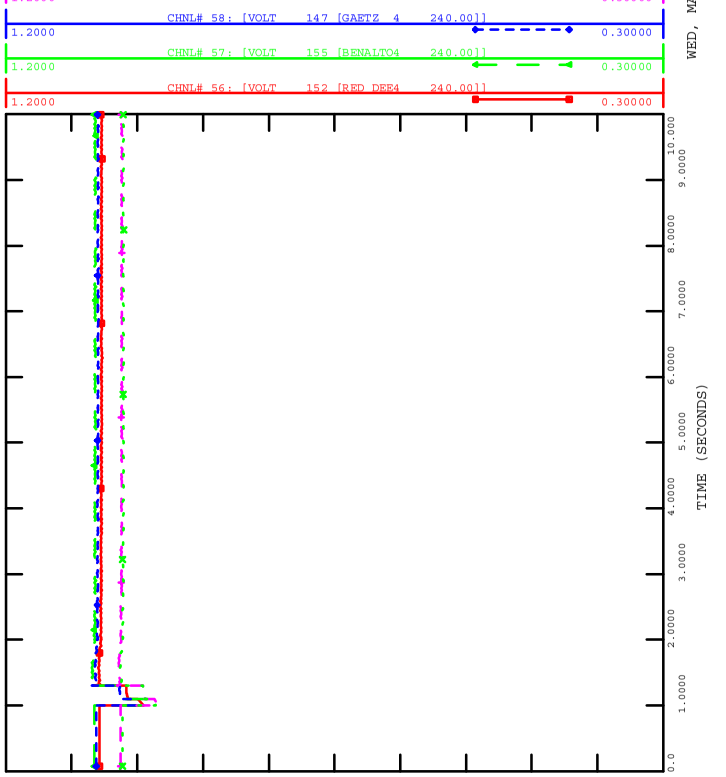


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

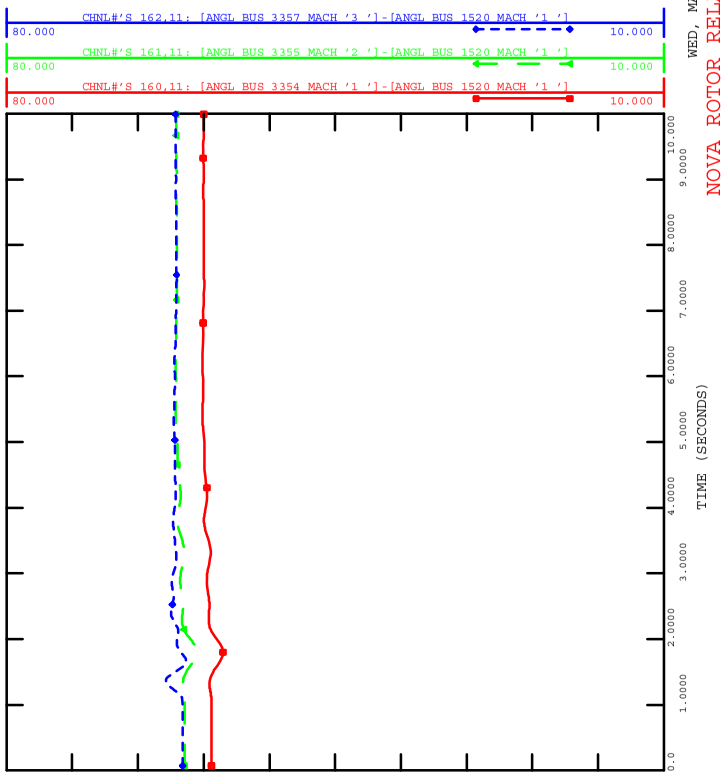


BUS VOLT

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

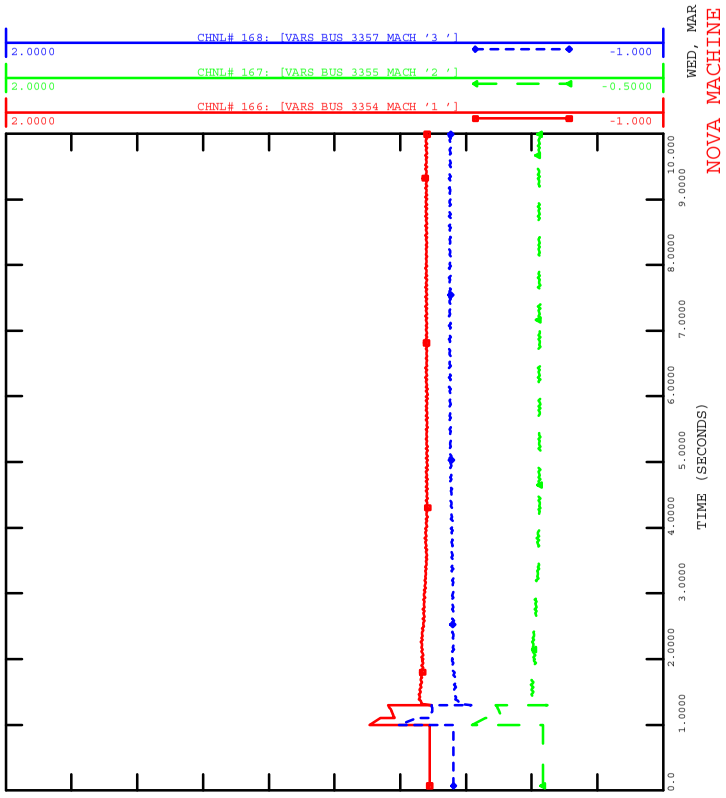


NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

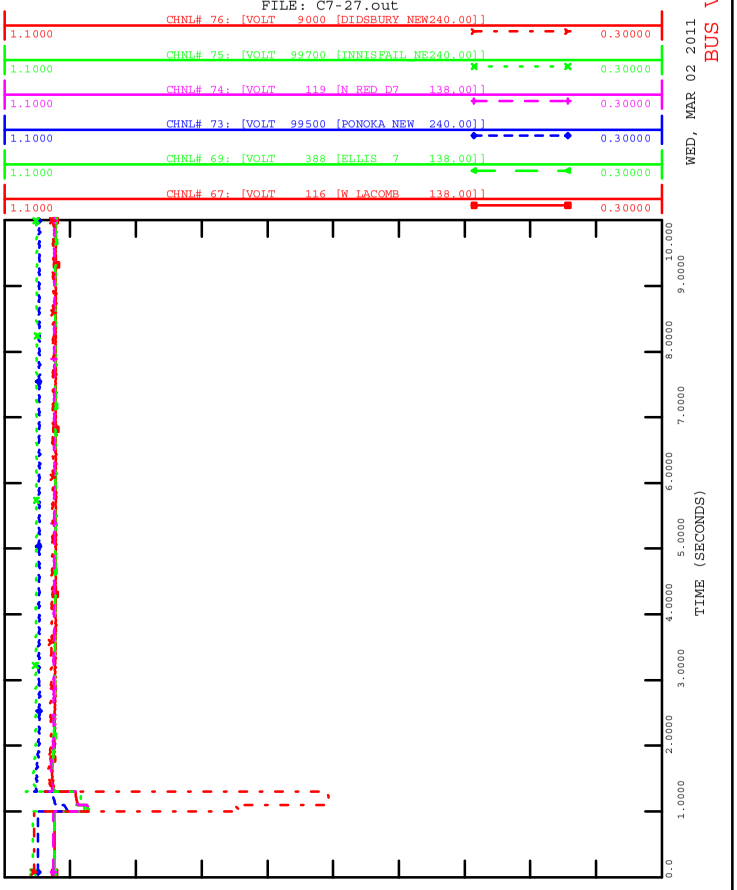
WED, MAR 02 2011 10:10



NOVA MACHINE POWER (Q)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

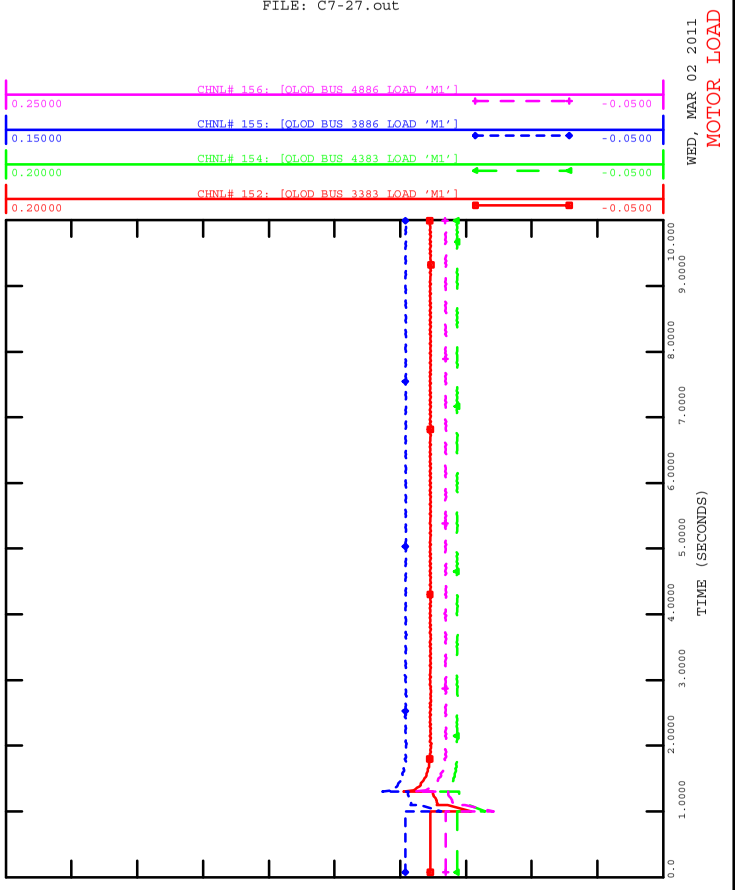
FILE: C7-27.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

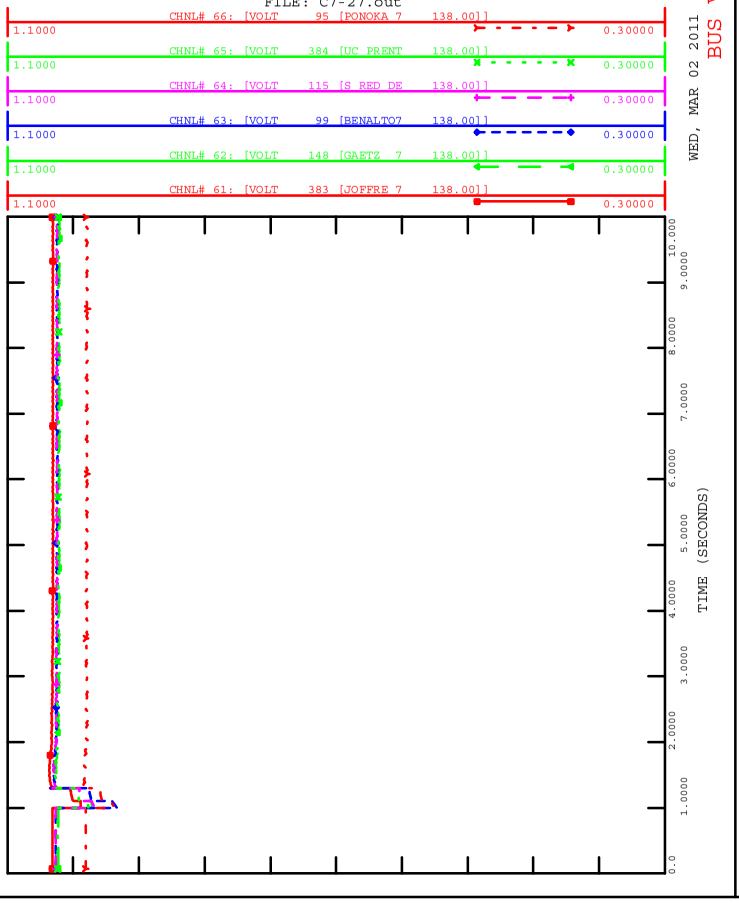
FILE: C7-27.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

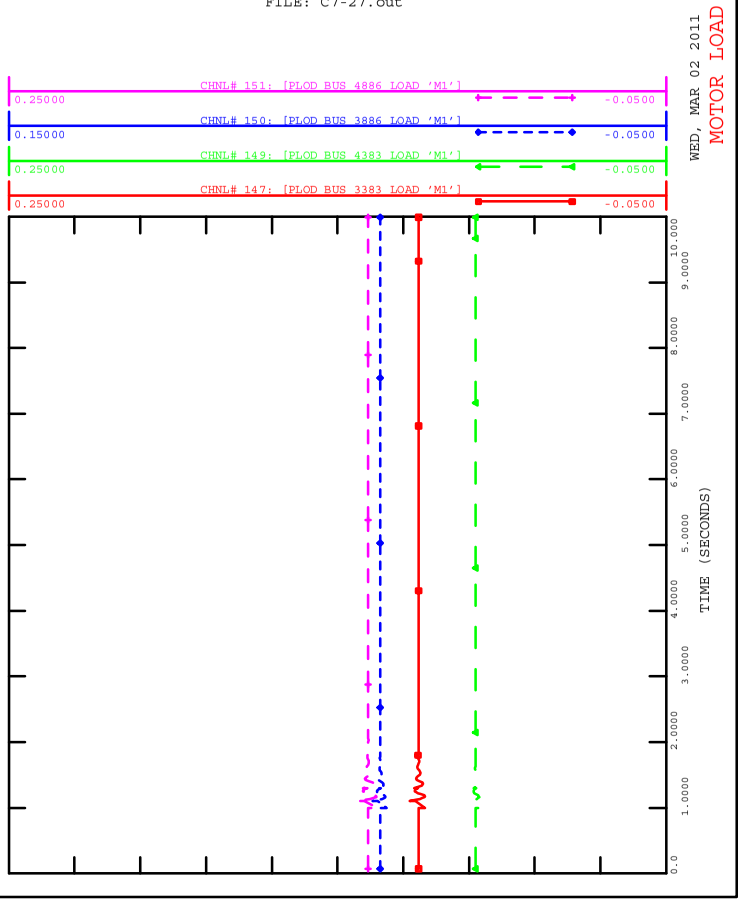
FILE: C7-27.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out



WED, MAR 02 2011 10:10 MOTOR LOAD (P)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)

FILE: C7-27.out

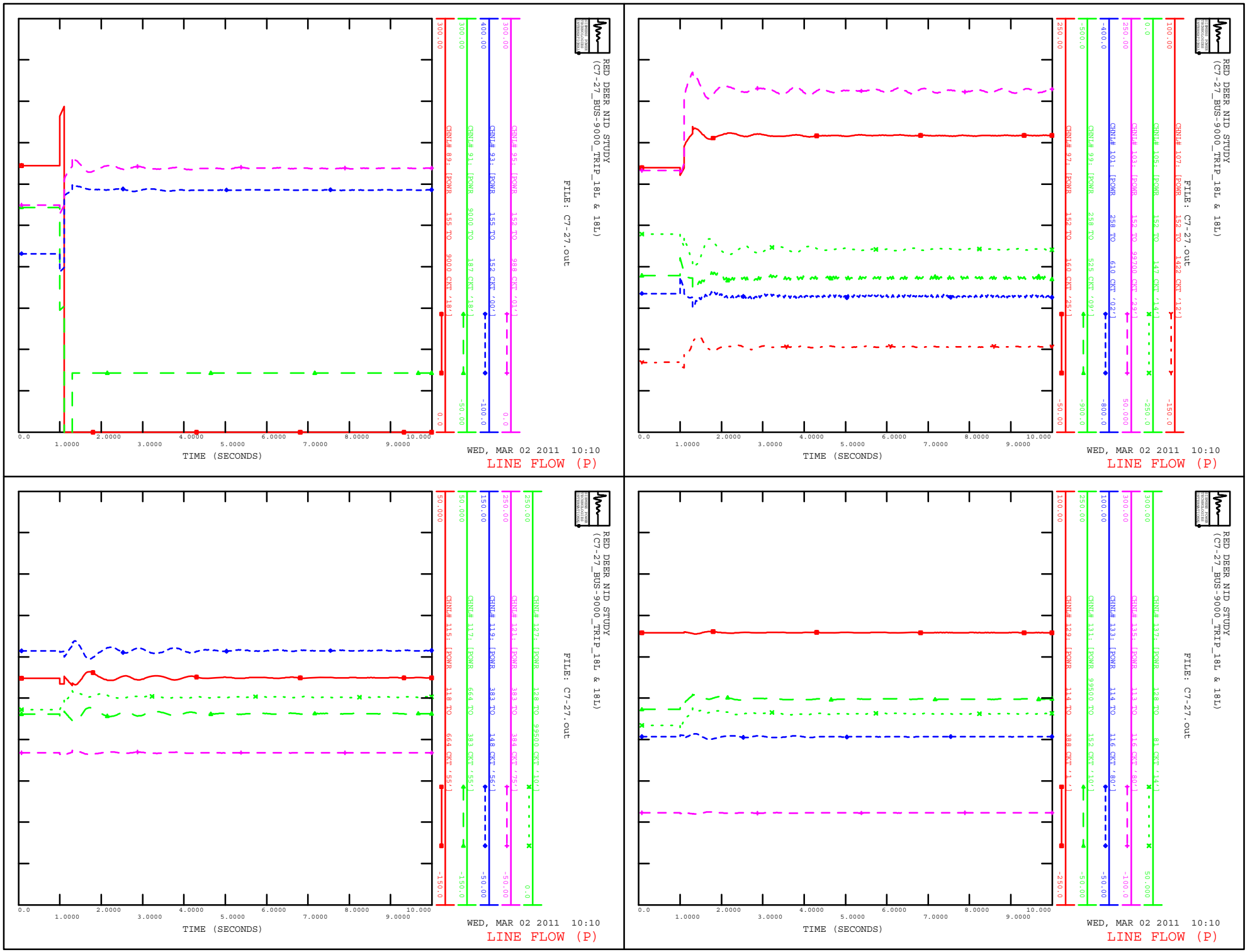
WED, MAR 02 2011 10:10

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

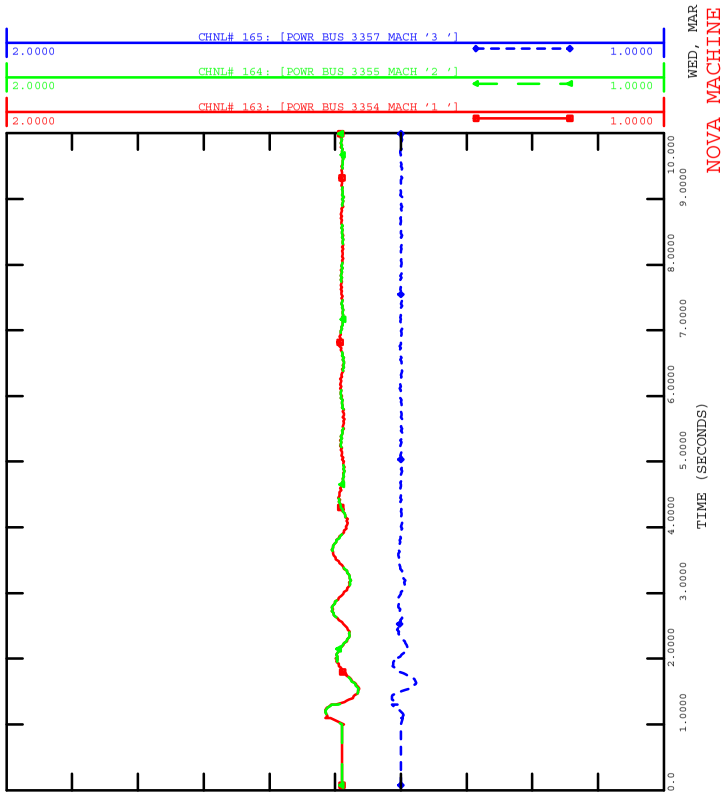
TIME (SECONDS)


RED DEER NID STUDY
(C7-27_BUS-9000_TRIP_18L & 18L)
FILE: C7-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

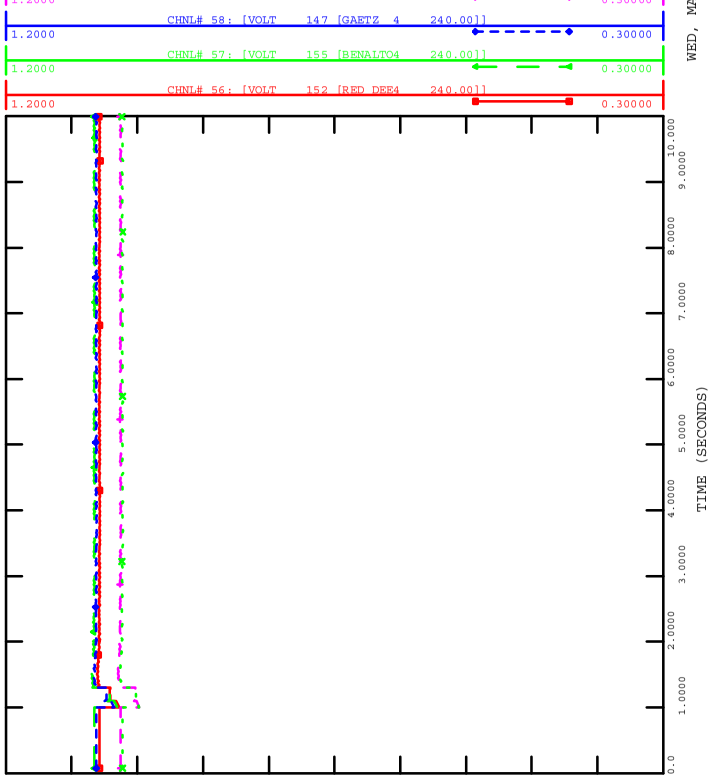


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

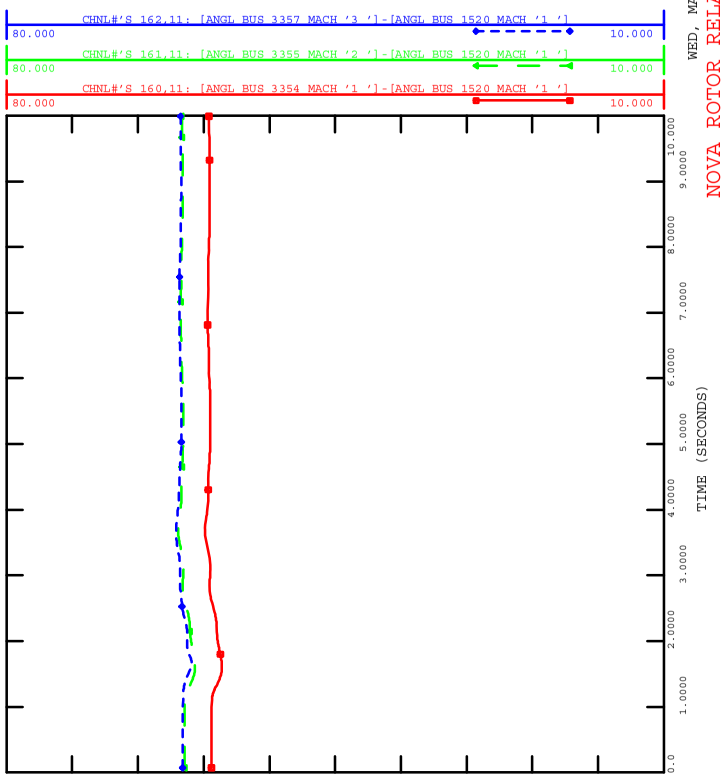


BUS VOLT

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

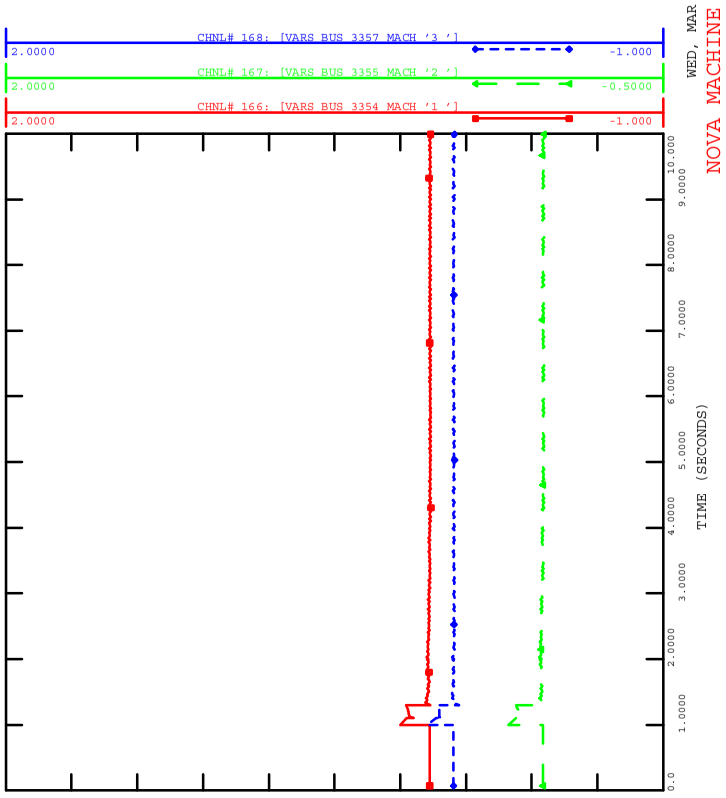


NOVA ROTOR RELATIVE ANGLE

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

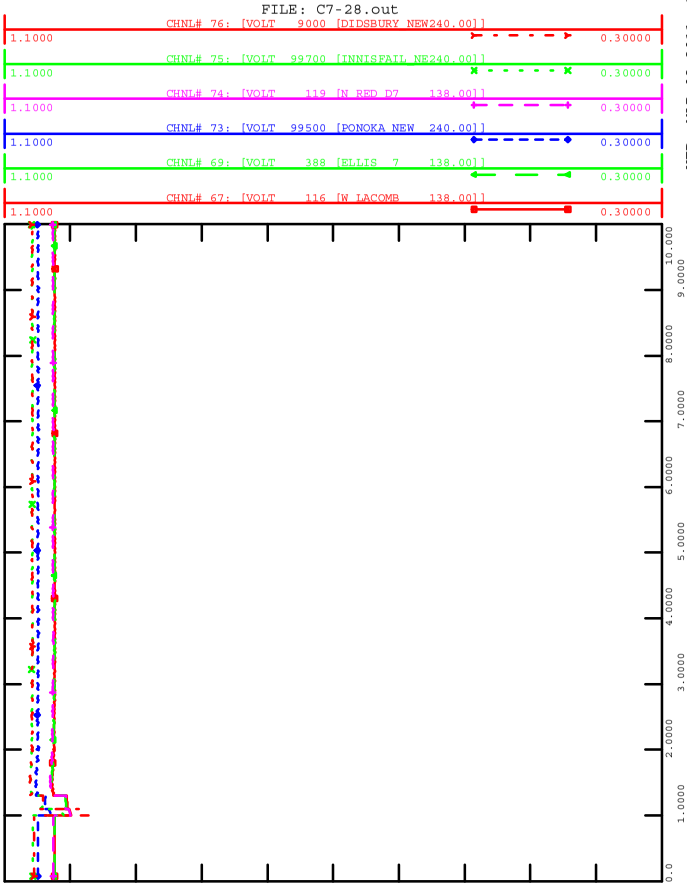
WED, MAR 02 2011 10:10



NOVA MACHINE POWER (Q)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

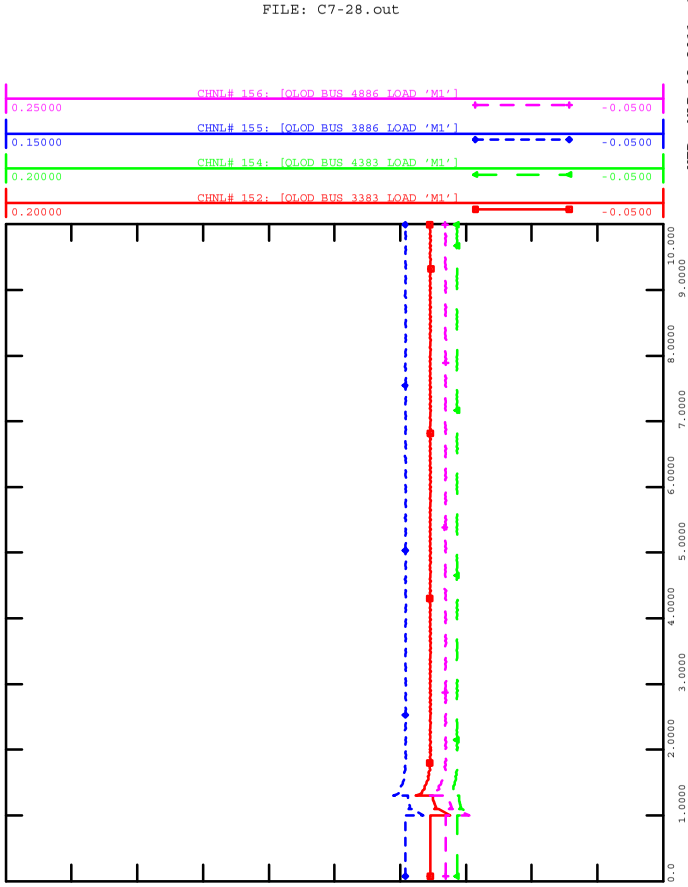


WED, MAR 02 2011 10:10

BUS VOLT

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

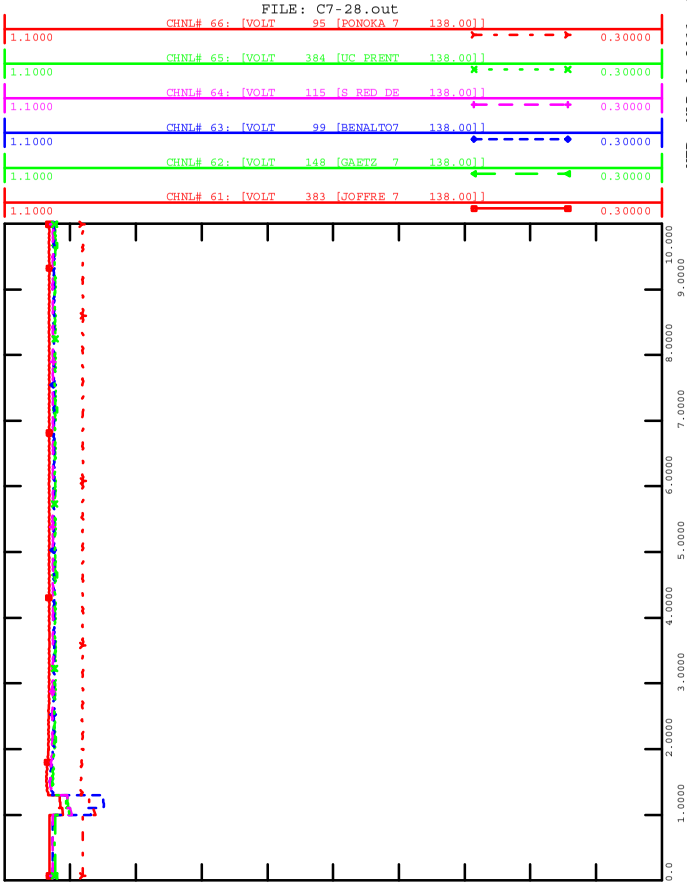


WED, MAR 02 2011 10:10

MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

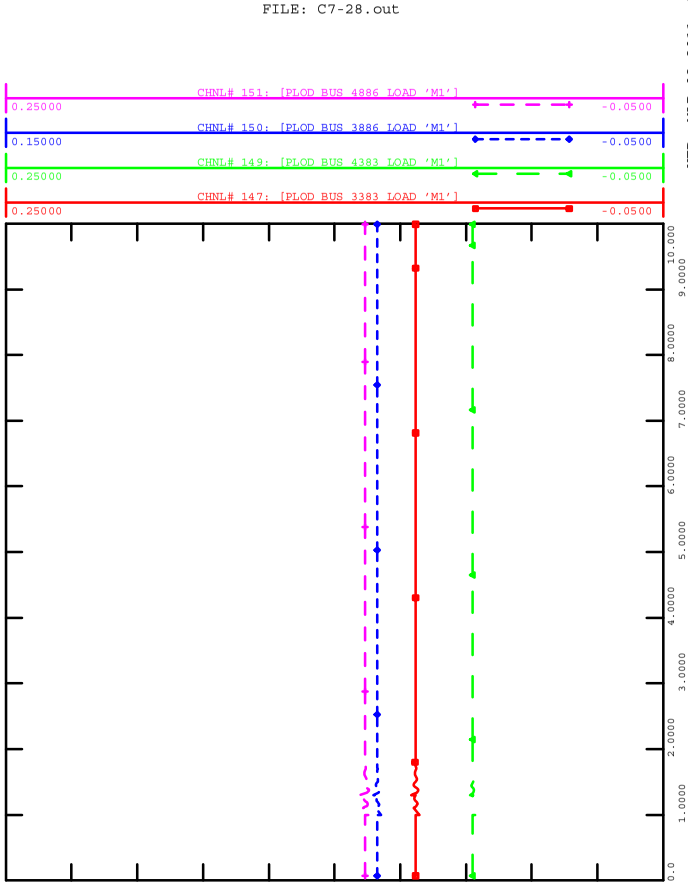


WED, MAR 02 2011 10:10

BUS VOLT

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out



WED, MAR 02 2011 10:10

MOTOR LOAD (P)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)

FILE: C7-28.out

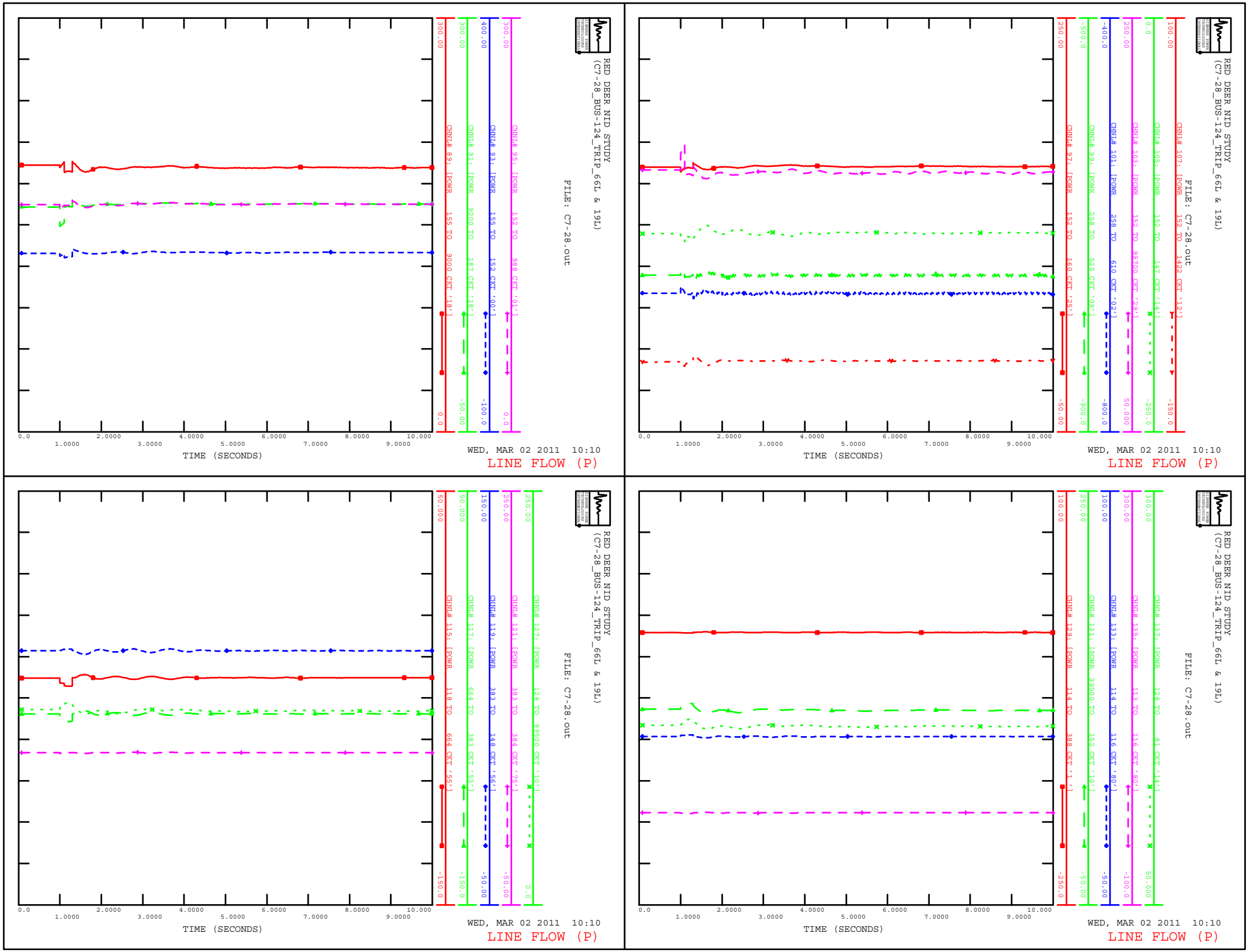
WED, MAR 02 2011 10:10

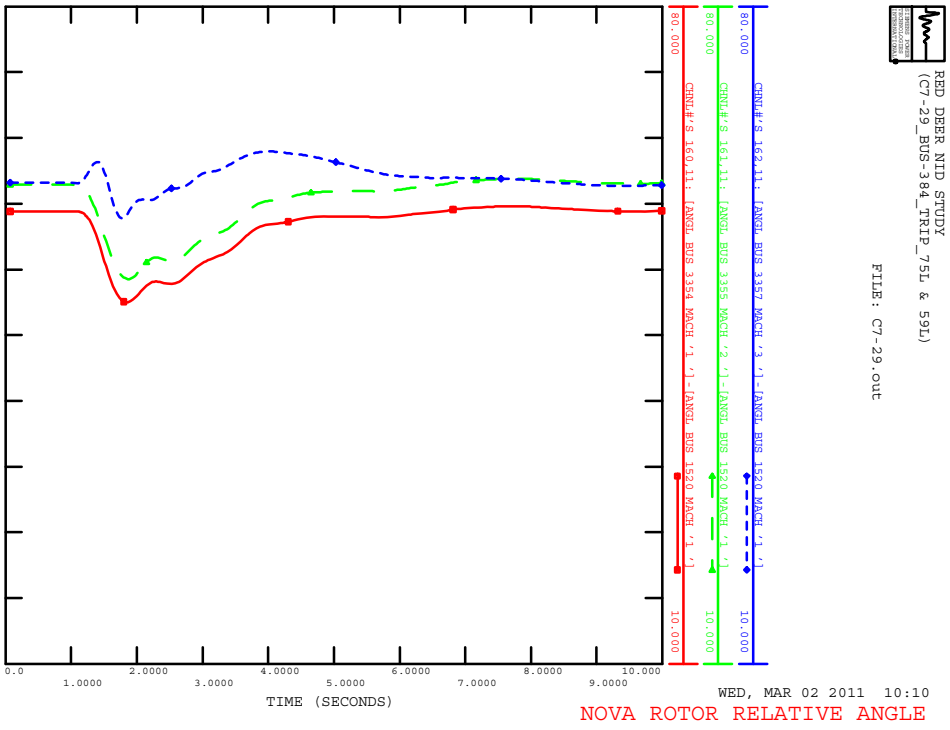
MACHINE POWER (P)

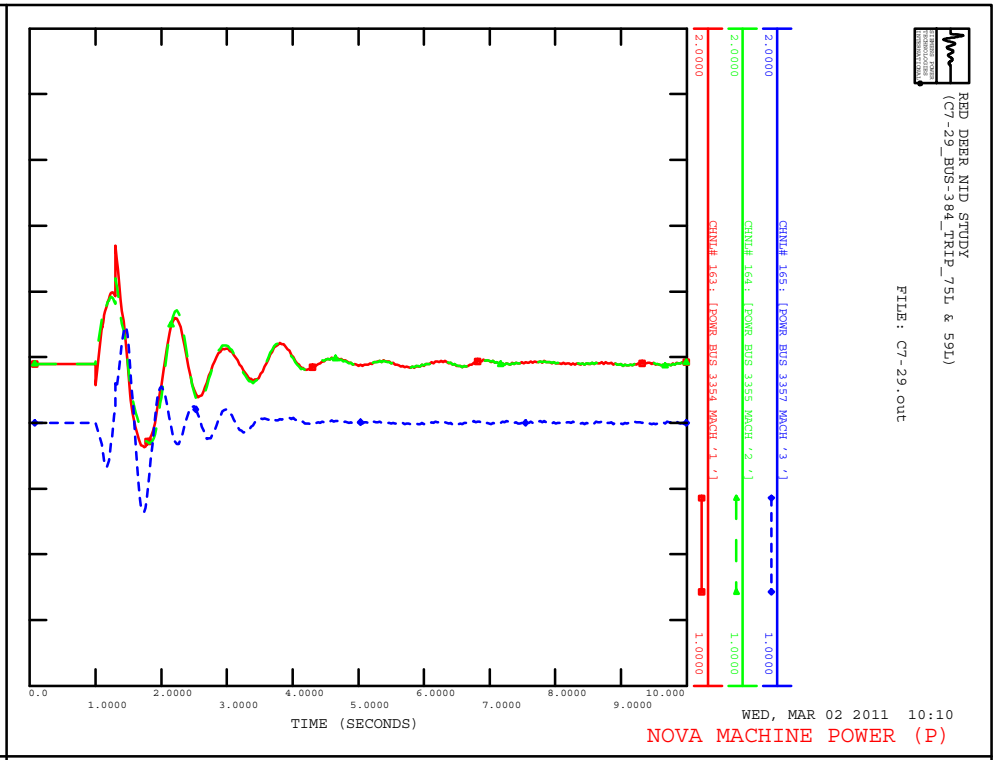
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

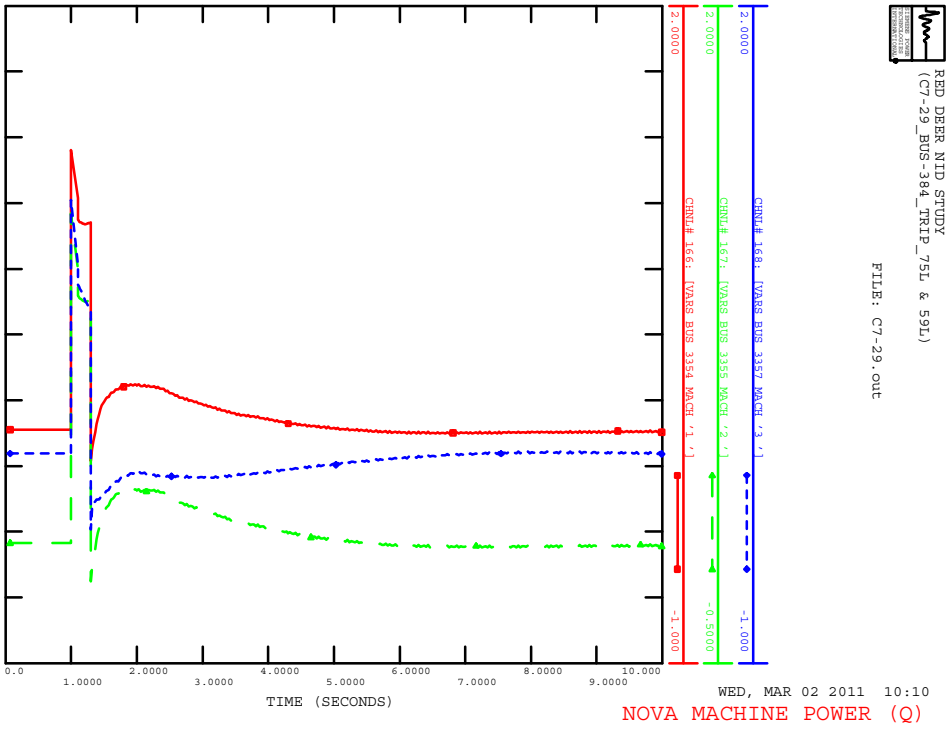
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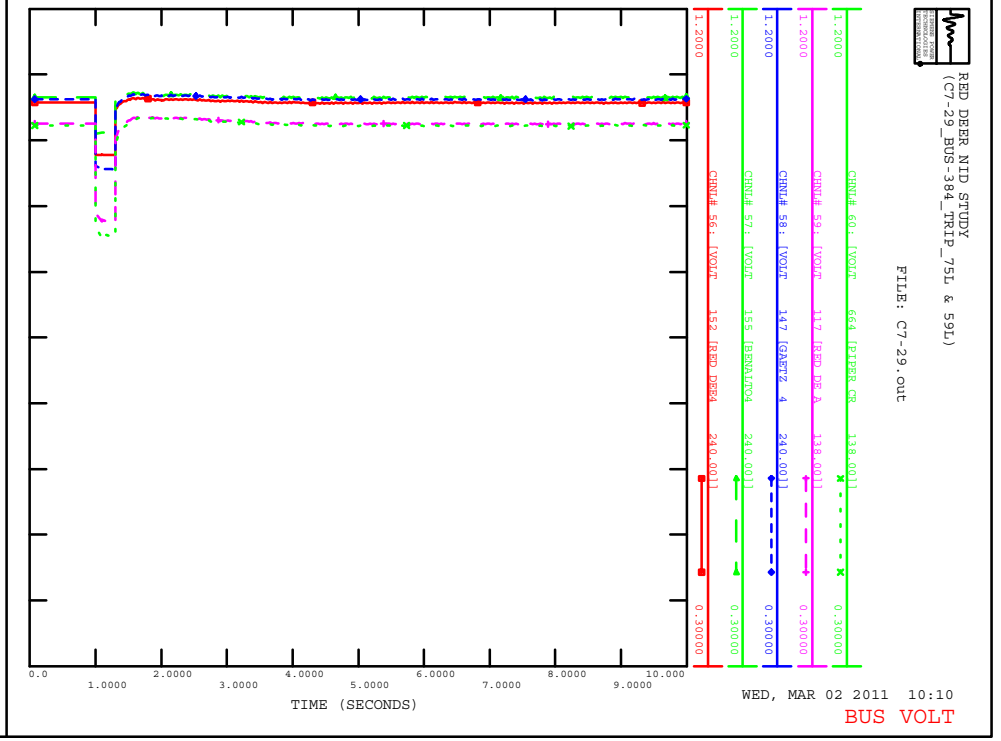
TIME (SECONDS)

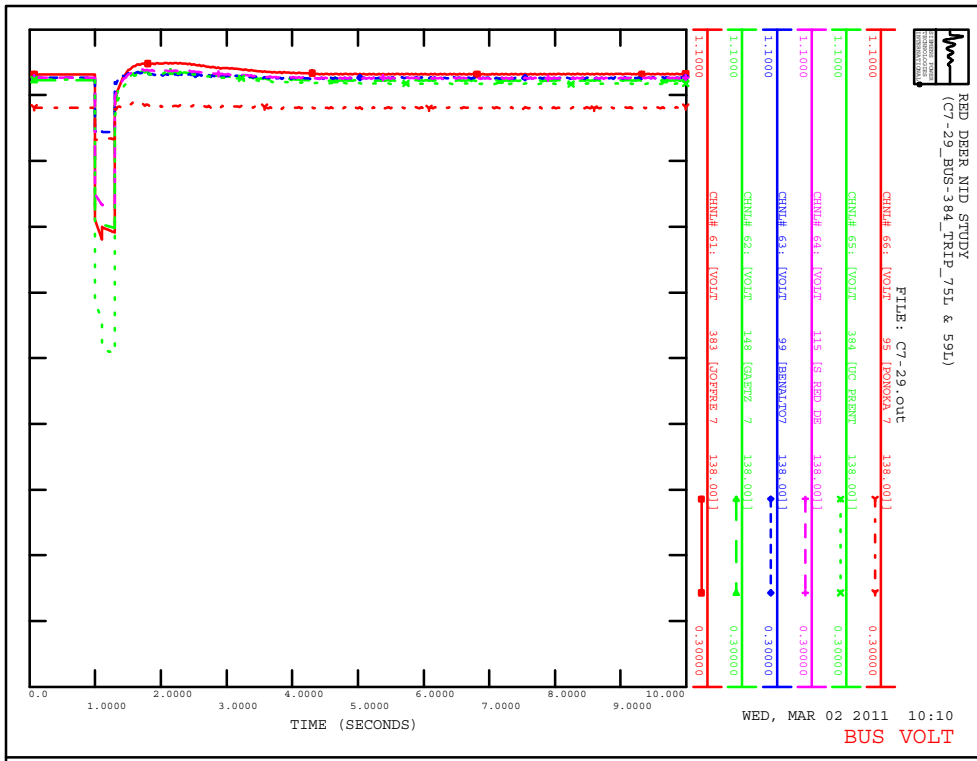

RED DEER NID STUDY
(C7-28_BUS-124_TRIP_66L & 19L)
FILE: C7-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

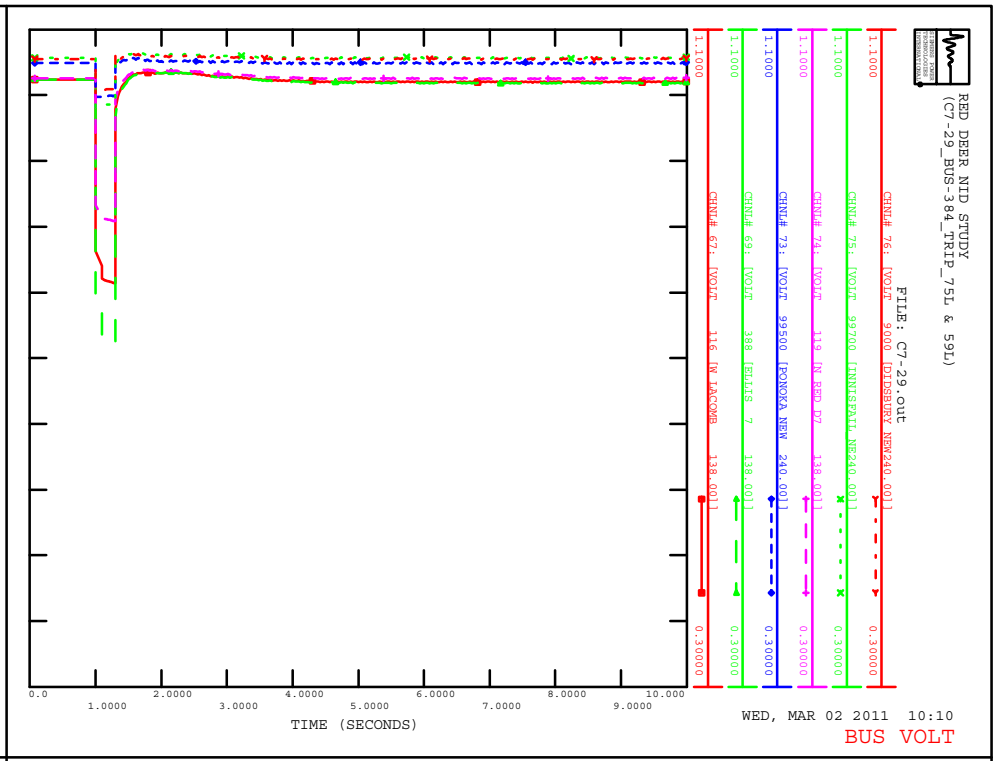

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

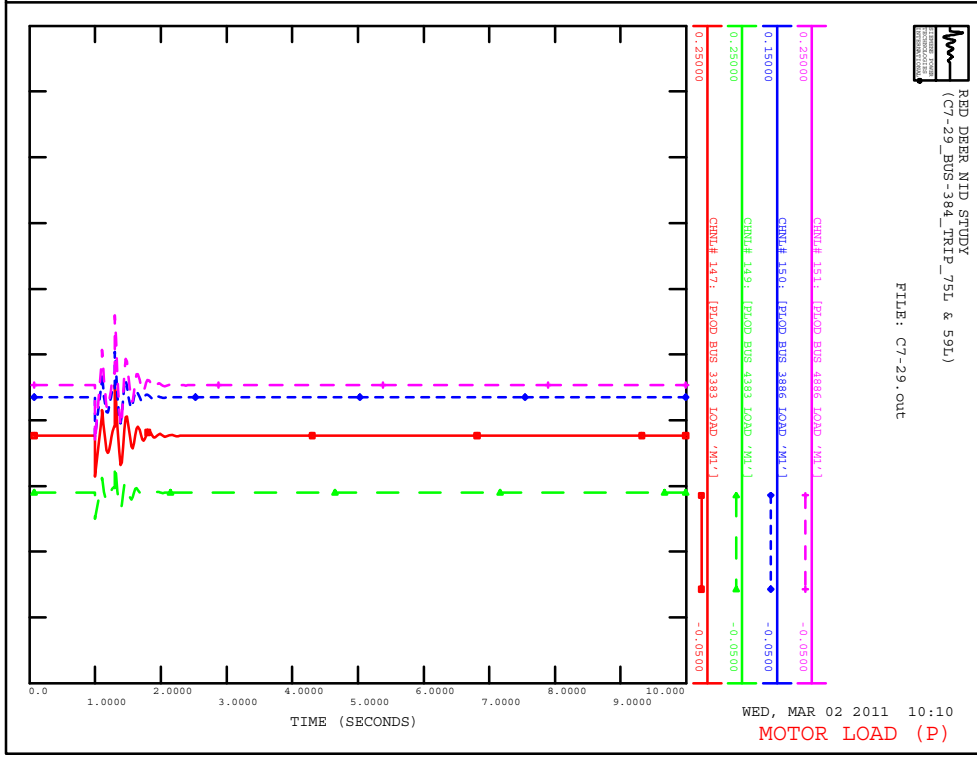

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

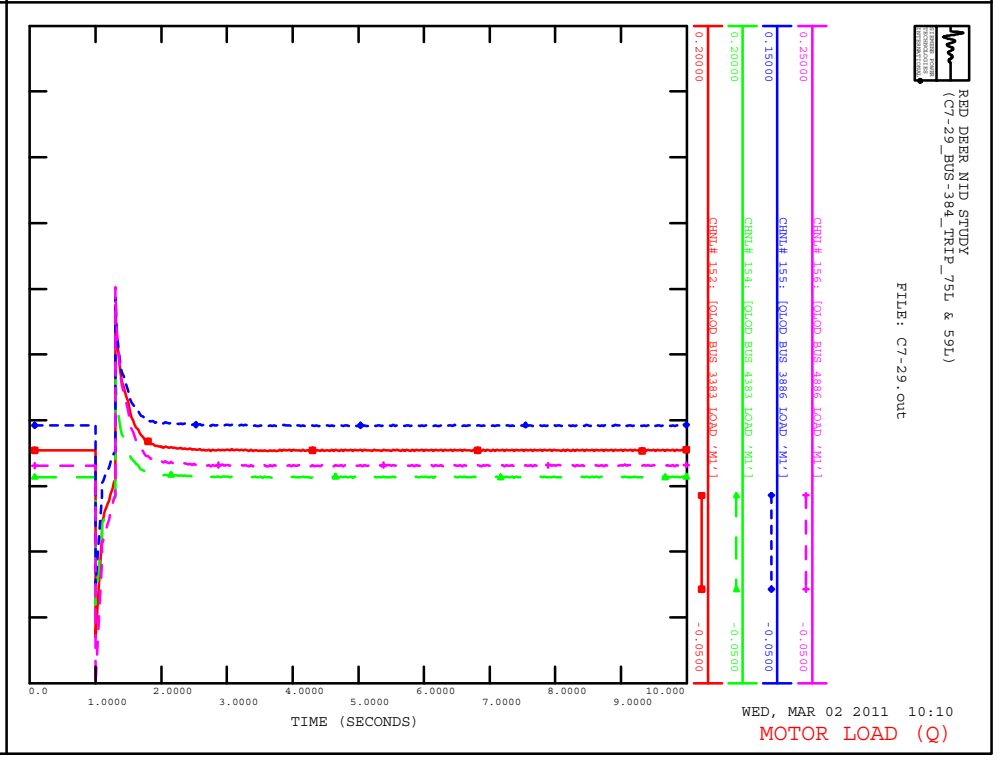

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)

FILE: C7-29.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)

FILE: C7-29.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)

FILE: C7-29.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)

FILE: C7-29.out

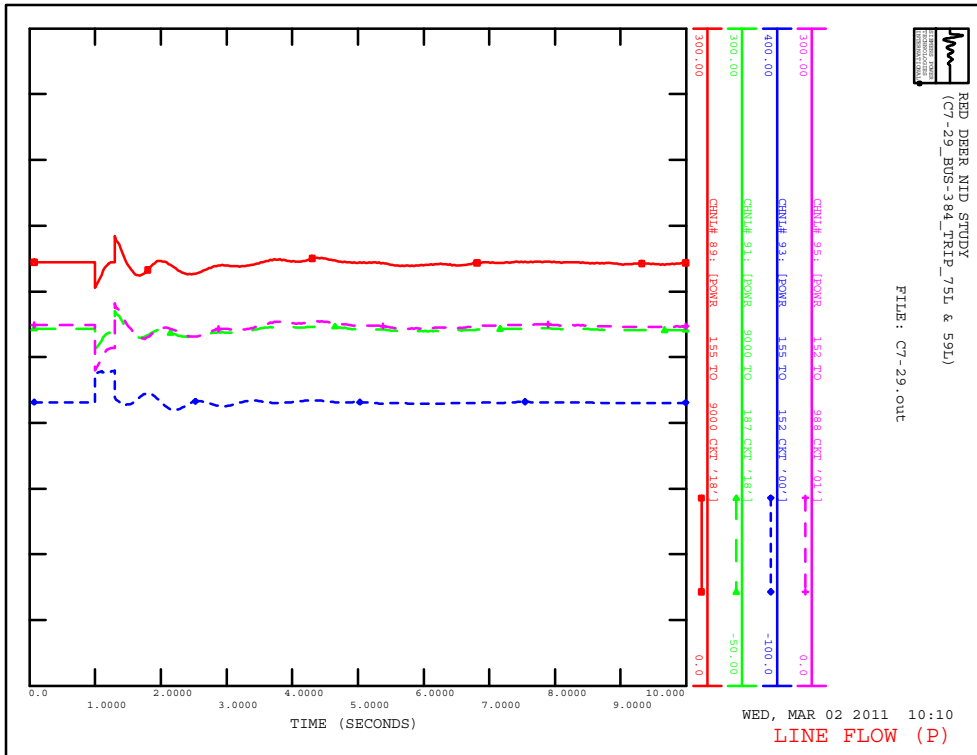
WED, MAR 02 2011 10:10

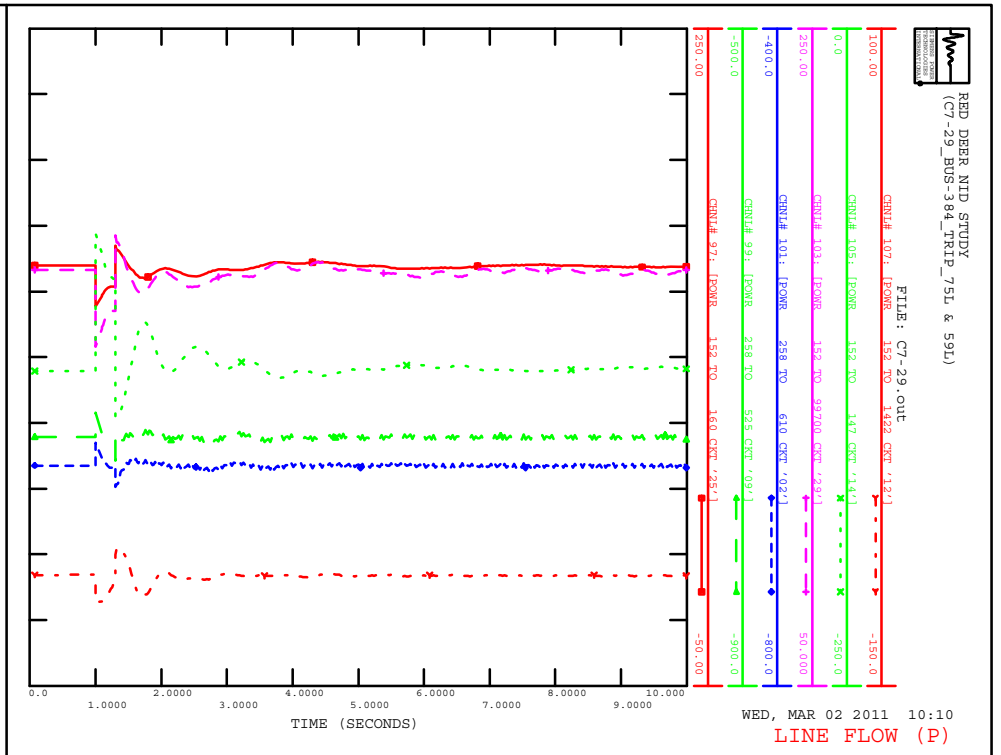
MACHINE POWER (P)

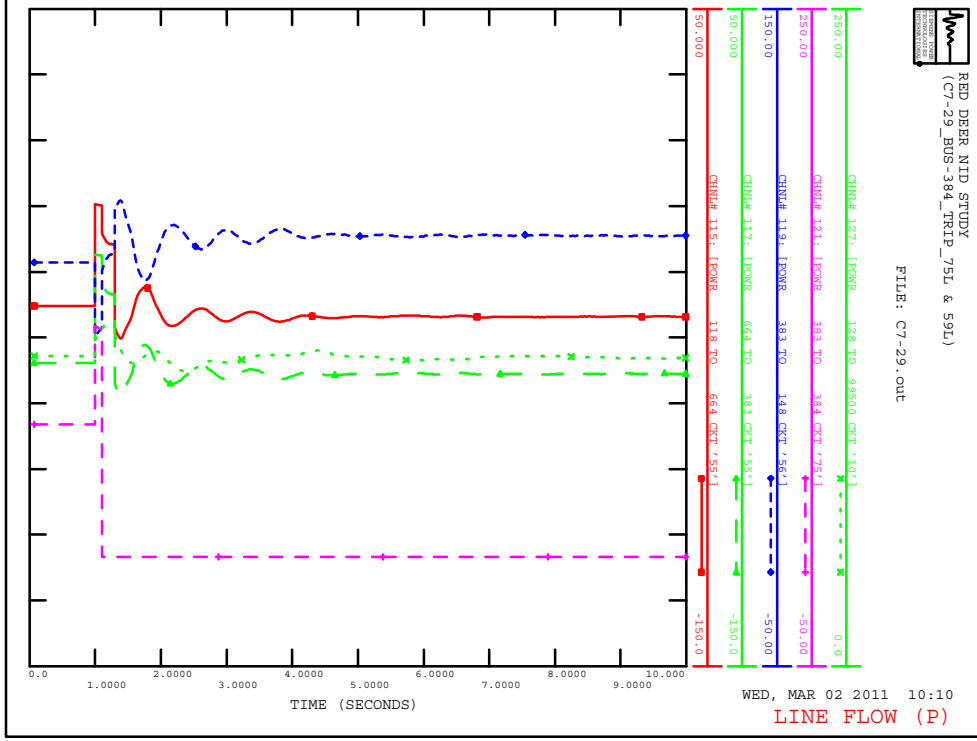
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

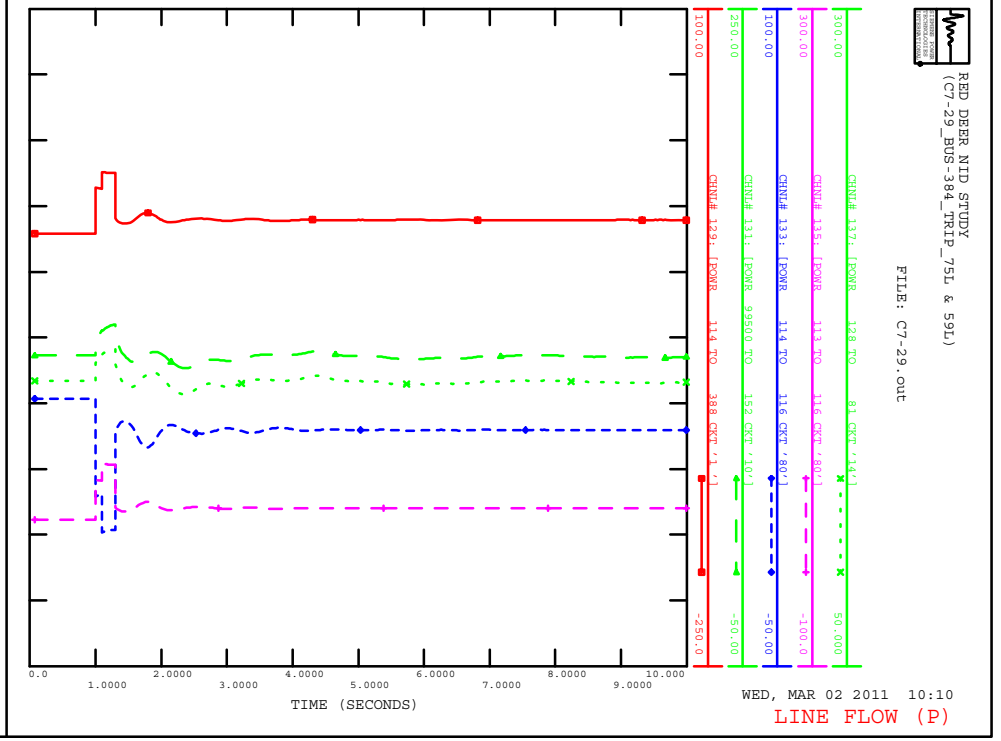
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

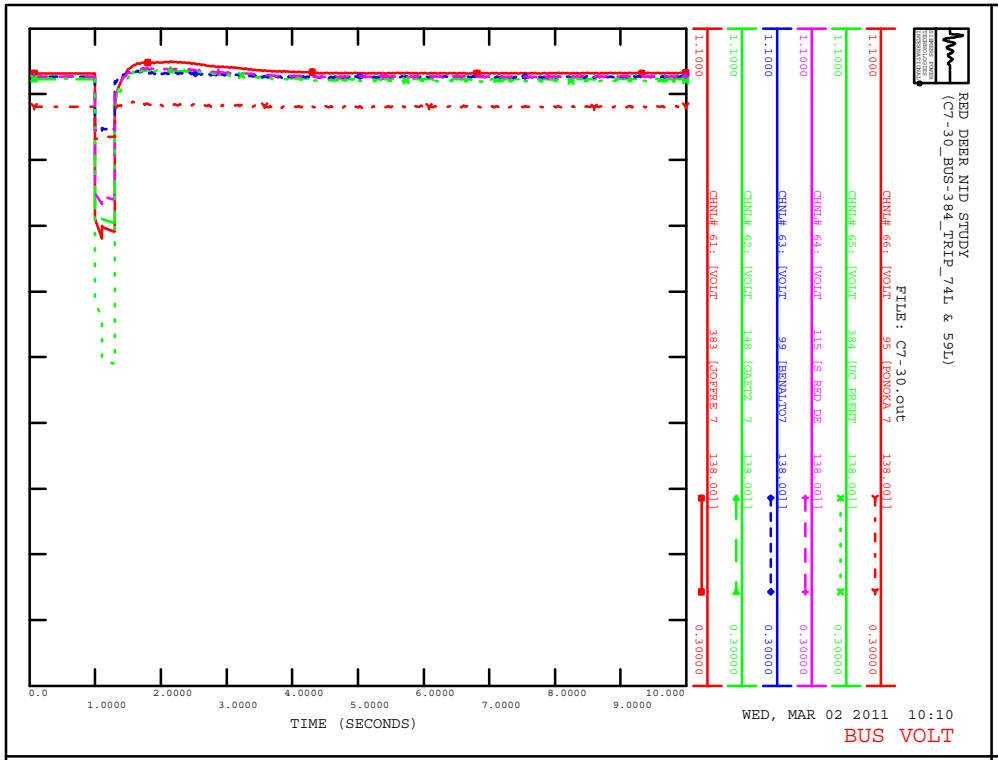

RED DEER NID STUDY
(C7-29_BUS-384_TRIP_75L & 59L)
FILE: C7-29.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

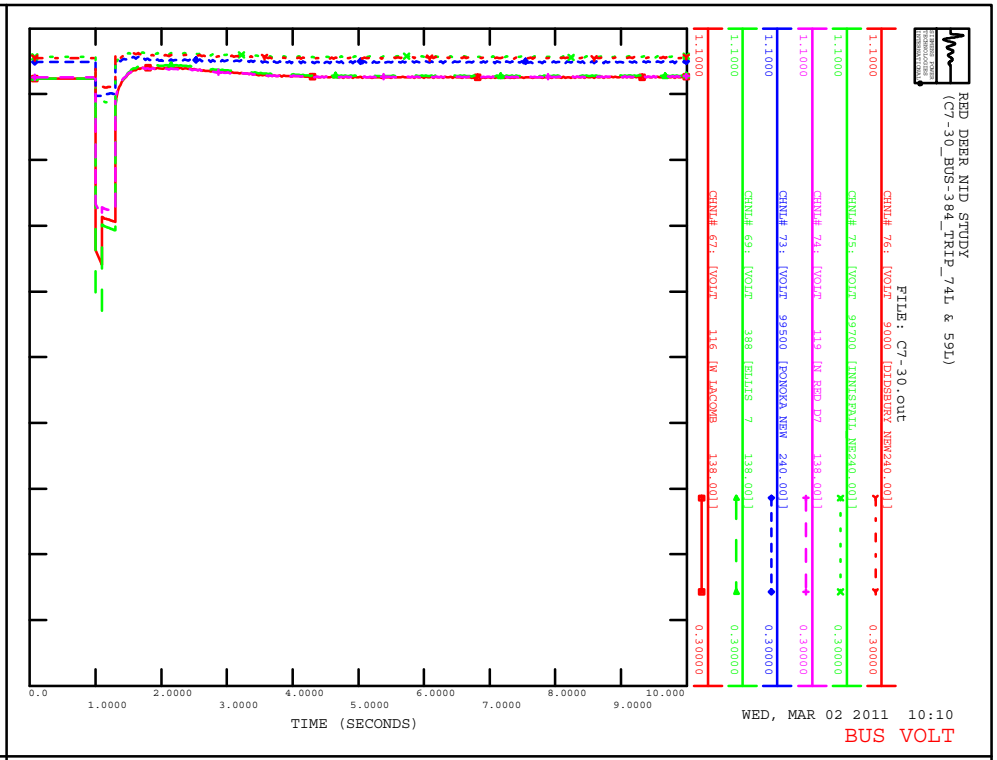
RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

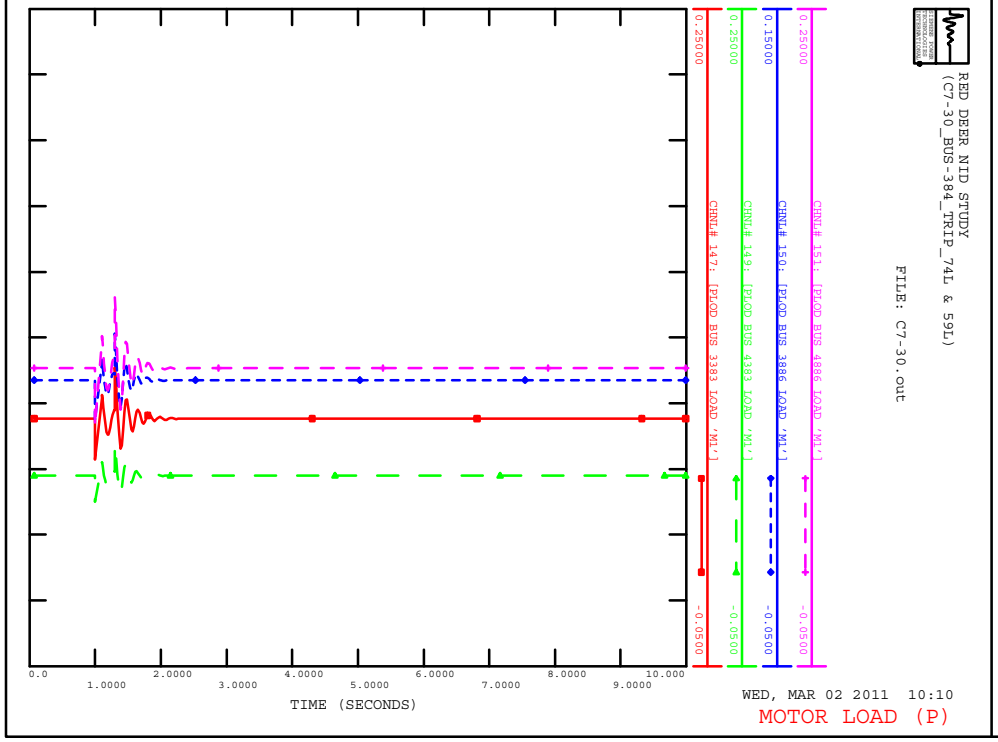
RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

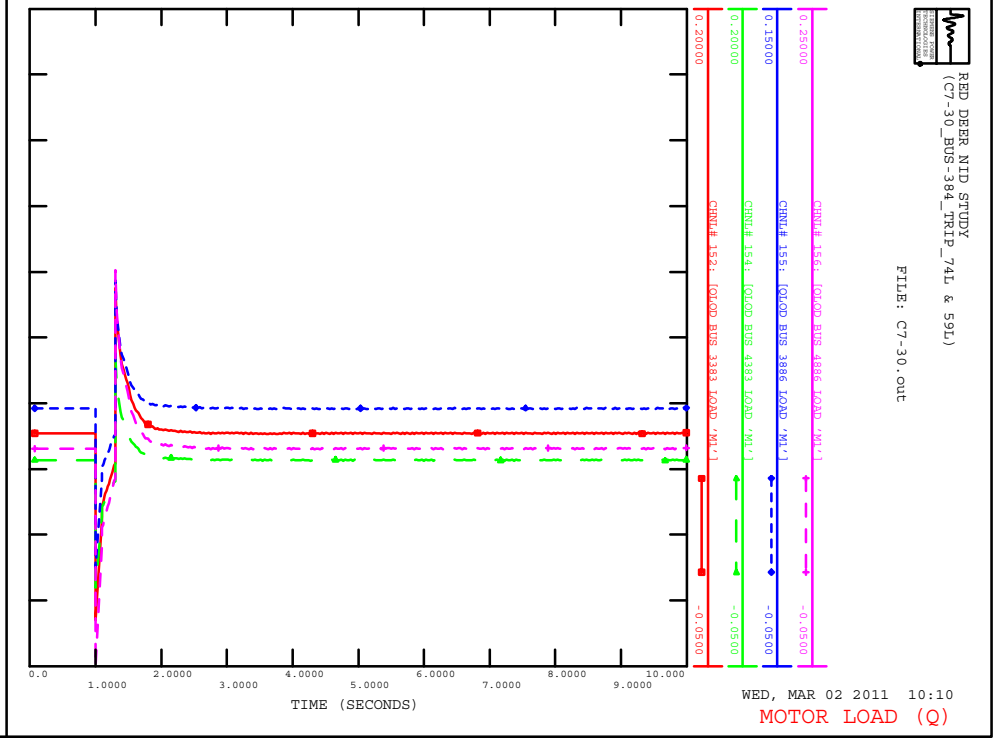
RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

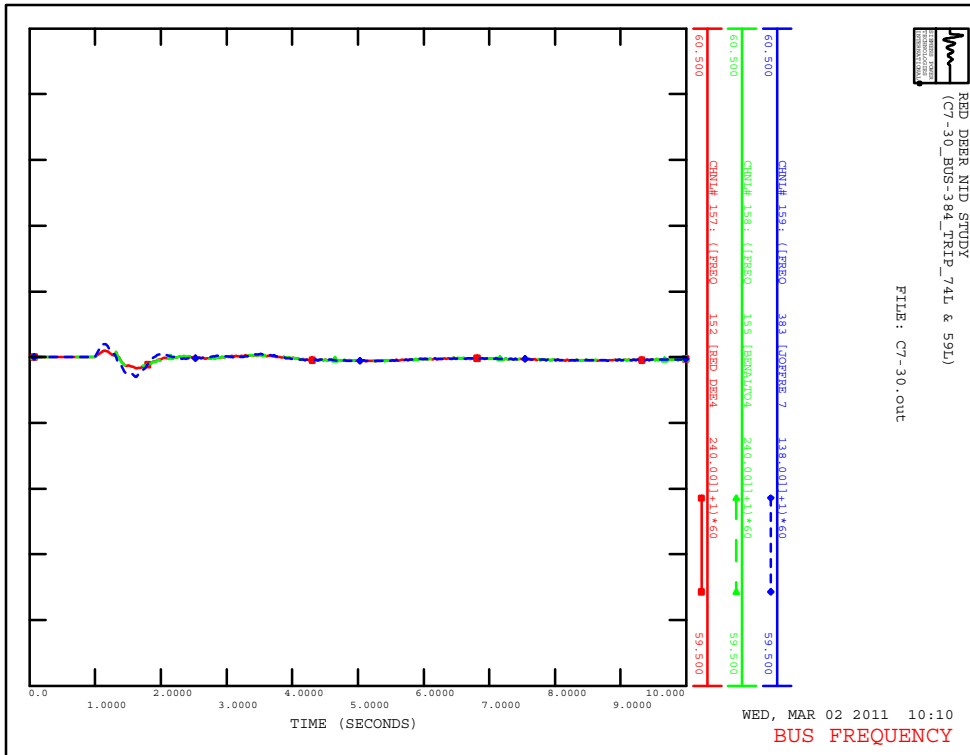
RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

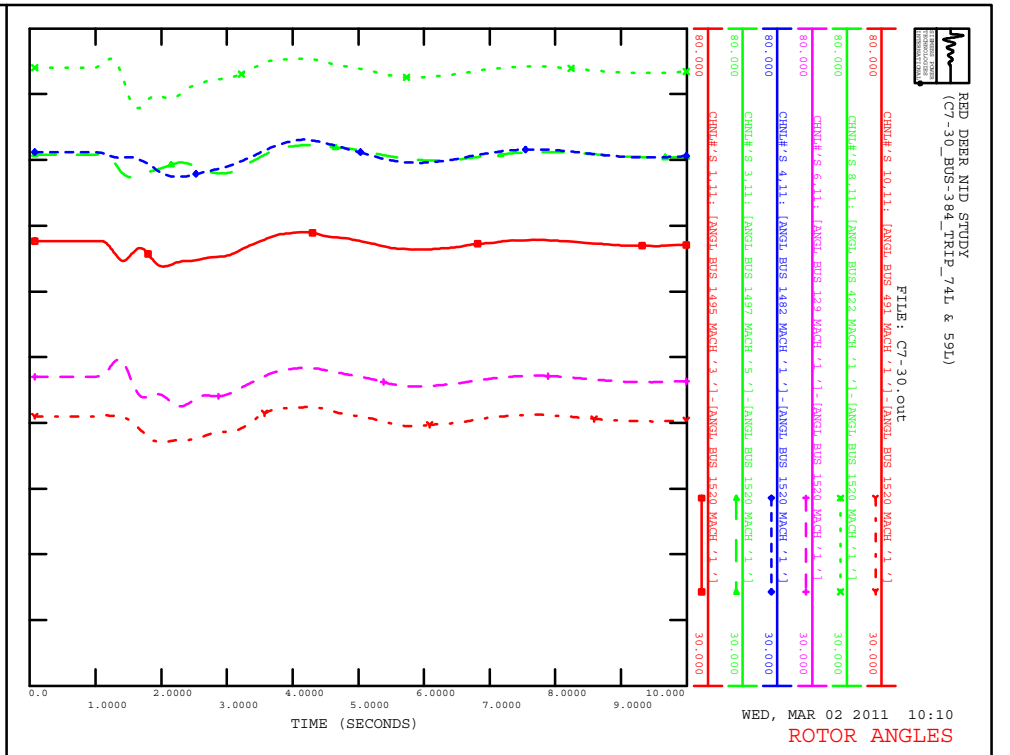

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

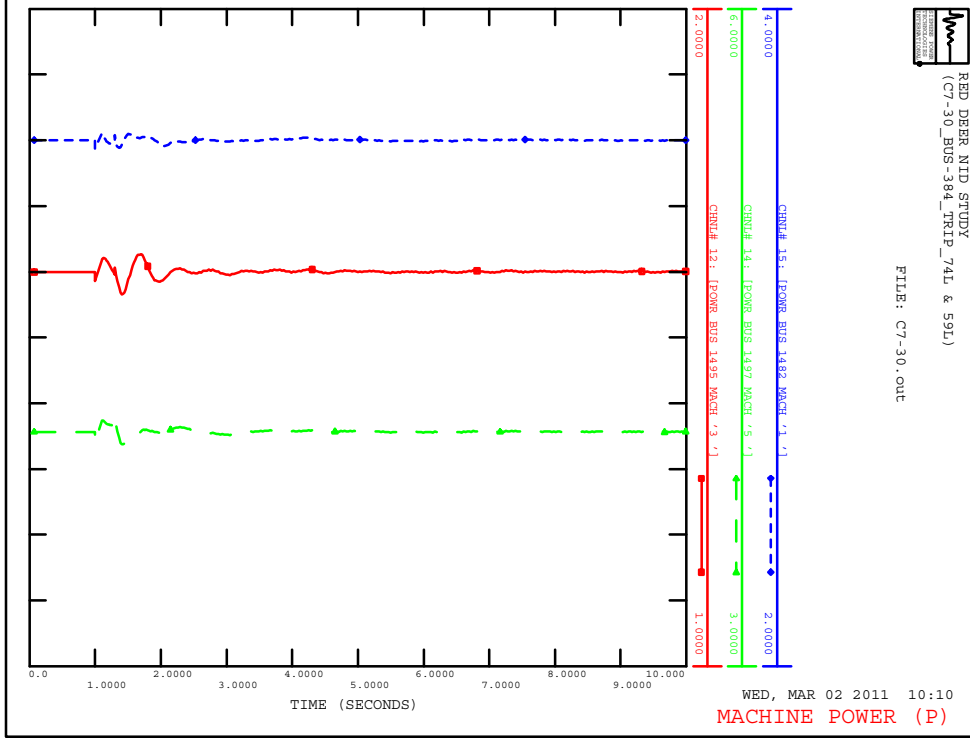

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

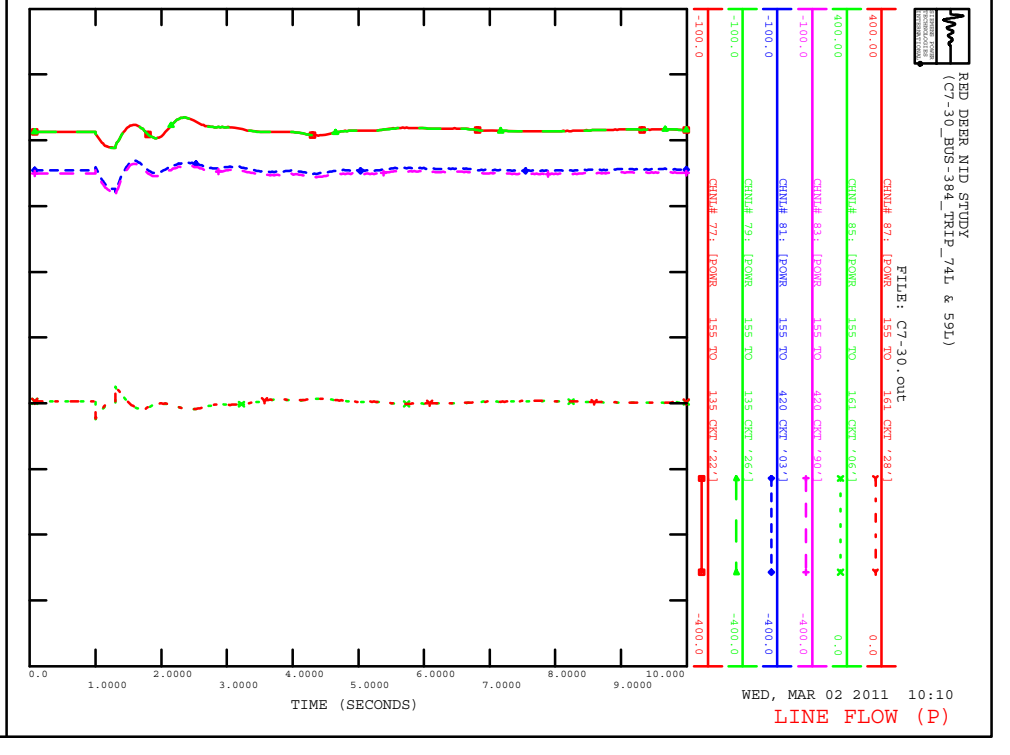

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

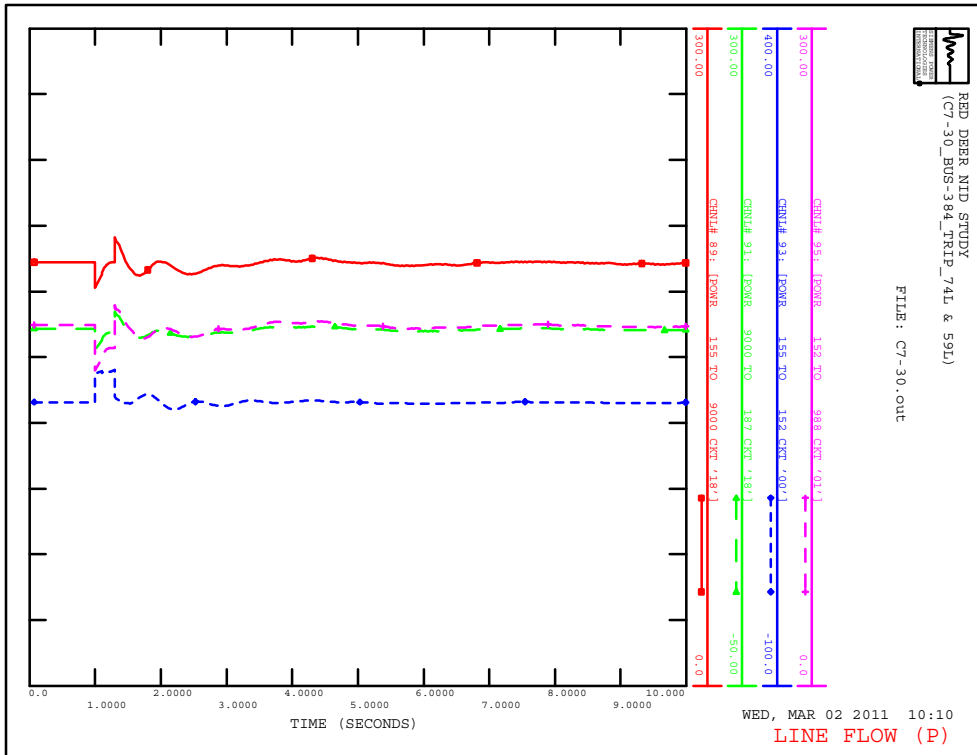

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

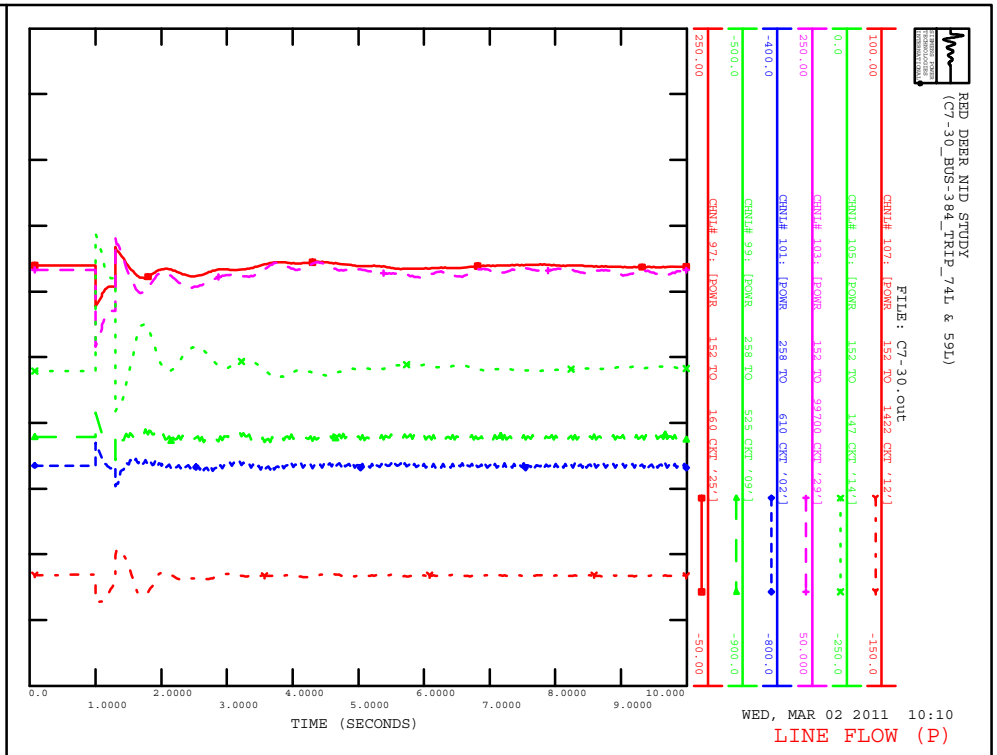

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

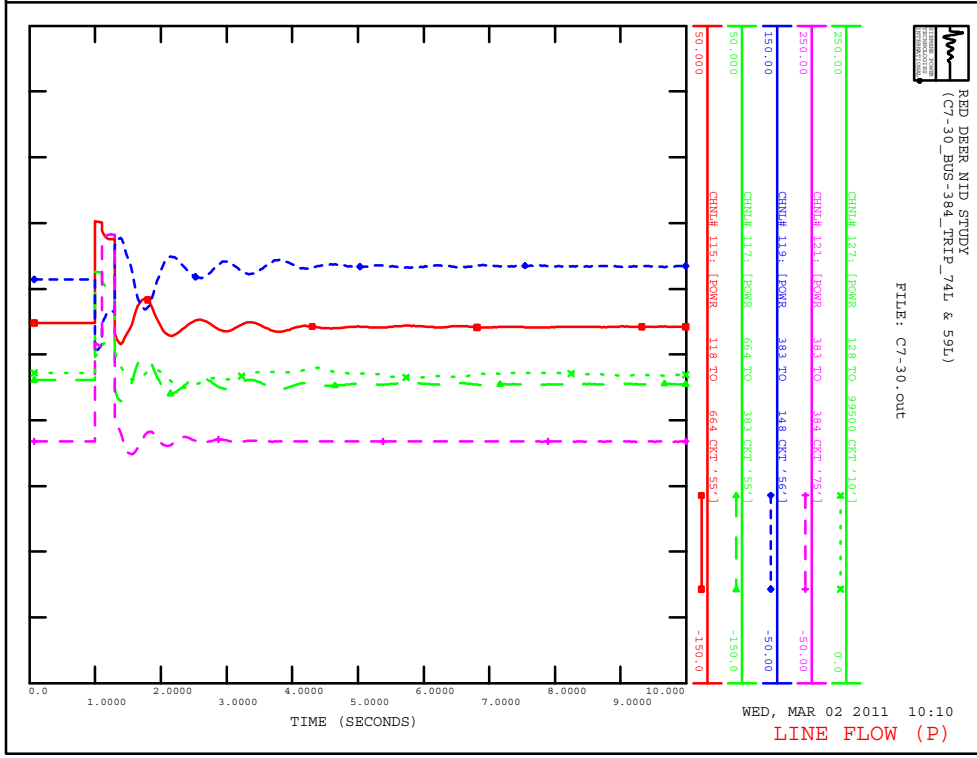

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

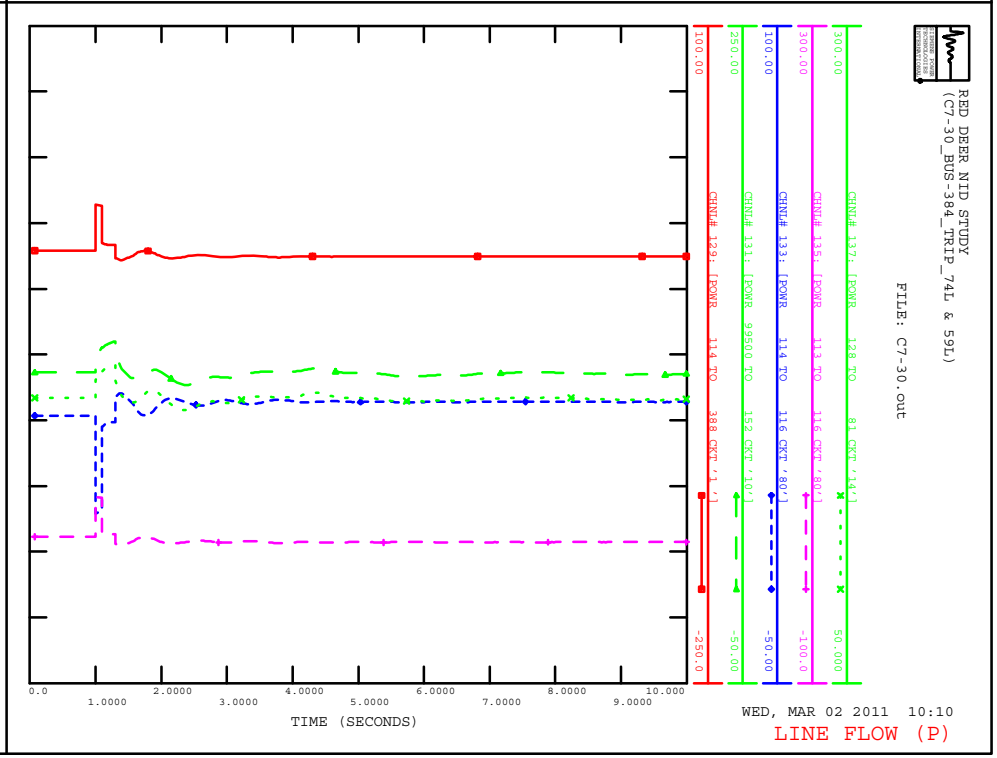

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

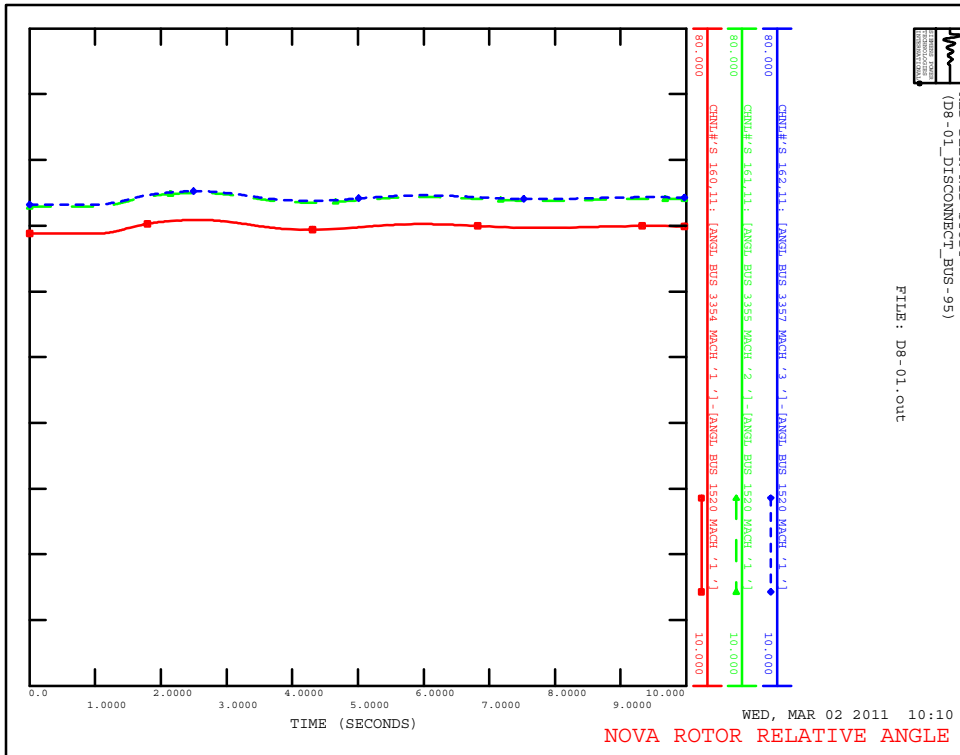

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

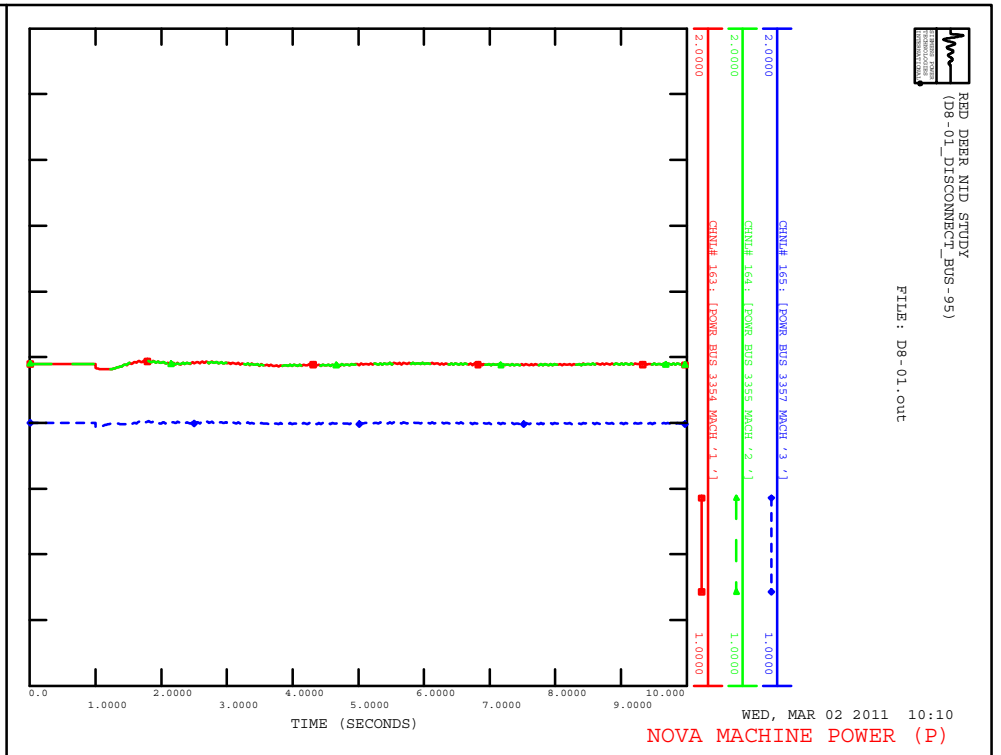

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

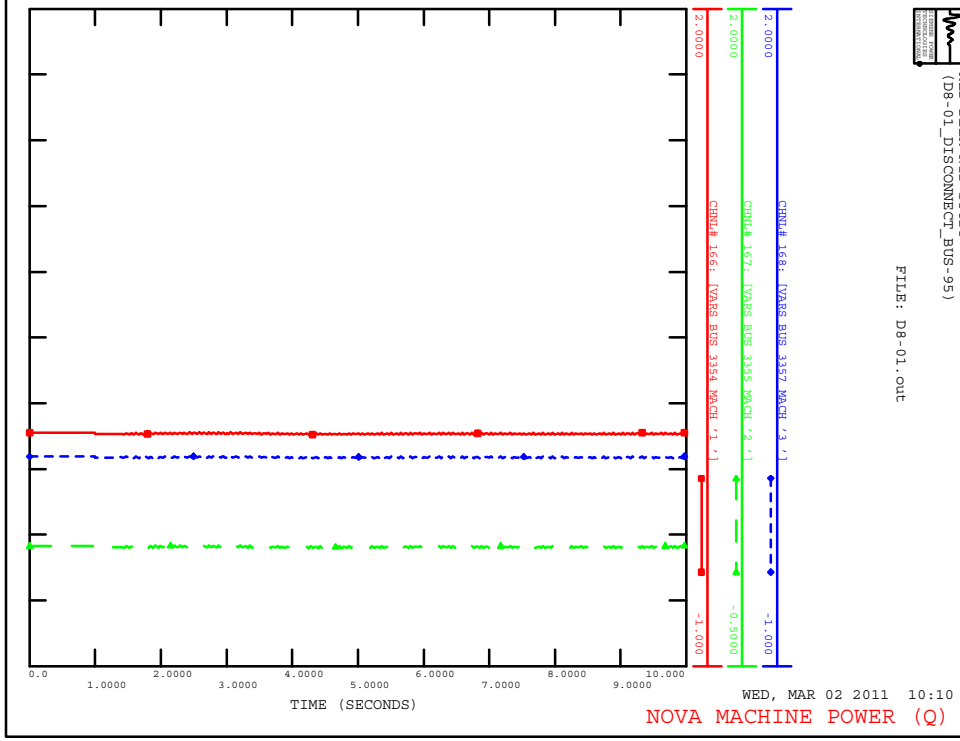

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

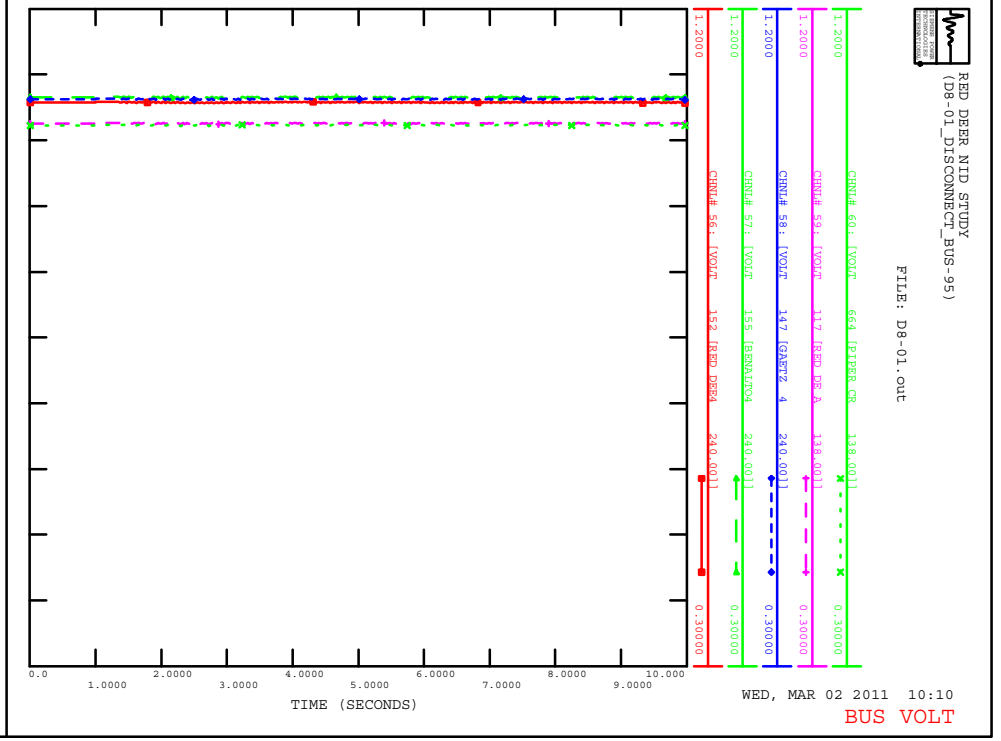

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

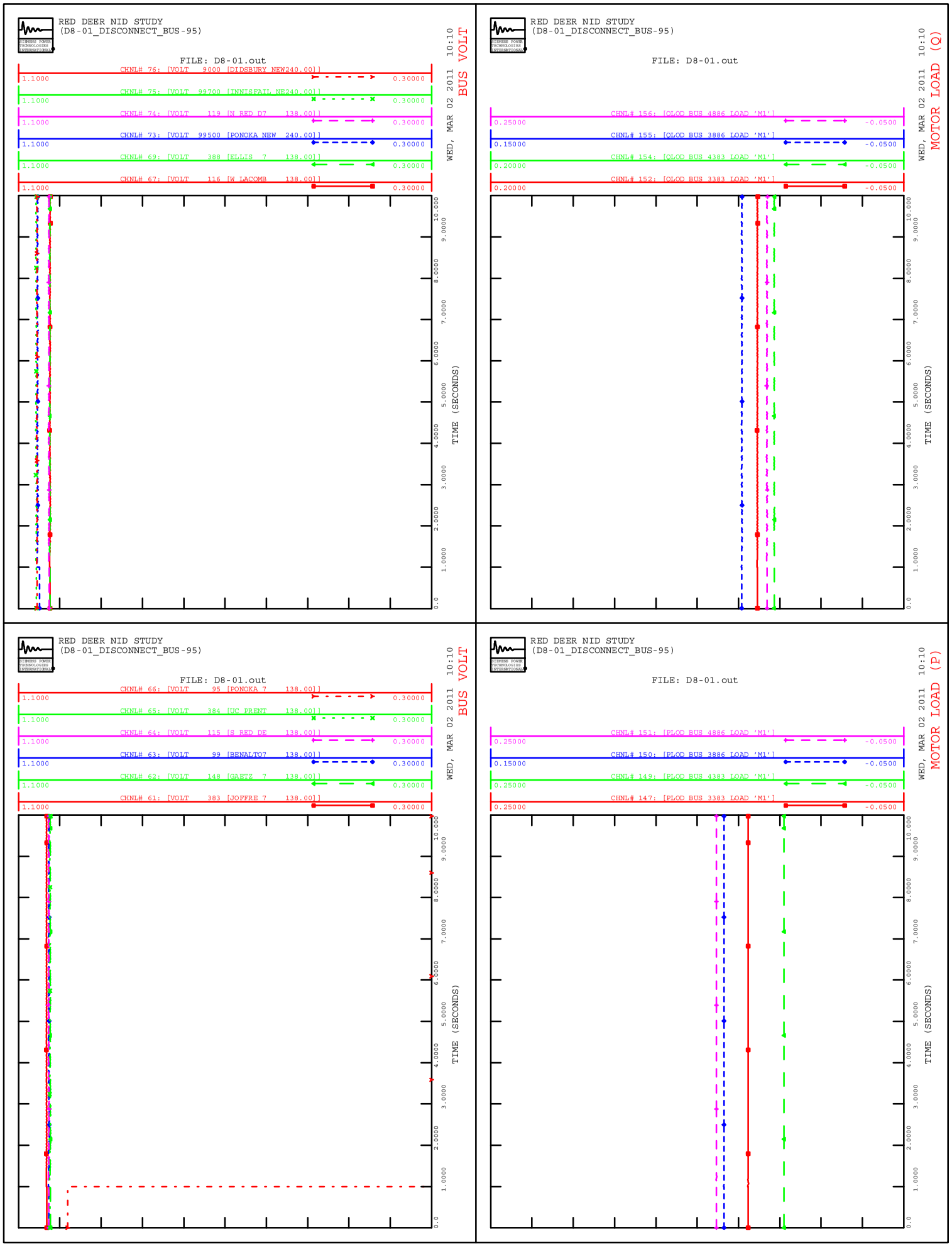

RED DEER NID STUDY
(C7-30_BUS-384_TRIP_74L & 59L)
FILE: C7-30.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

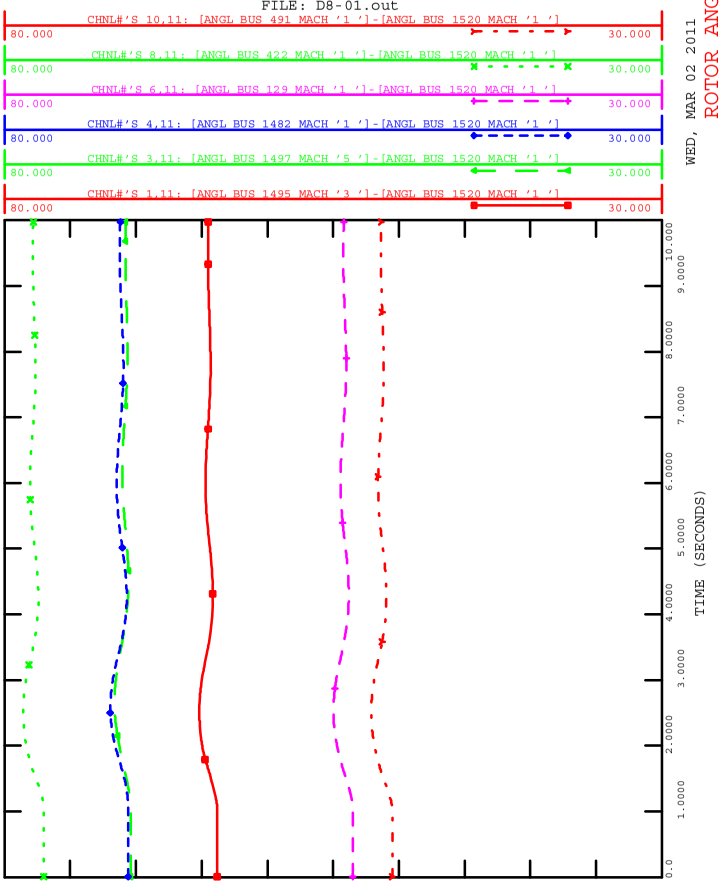

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)
FILE: D8-01.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

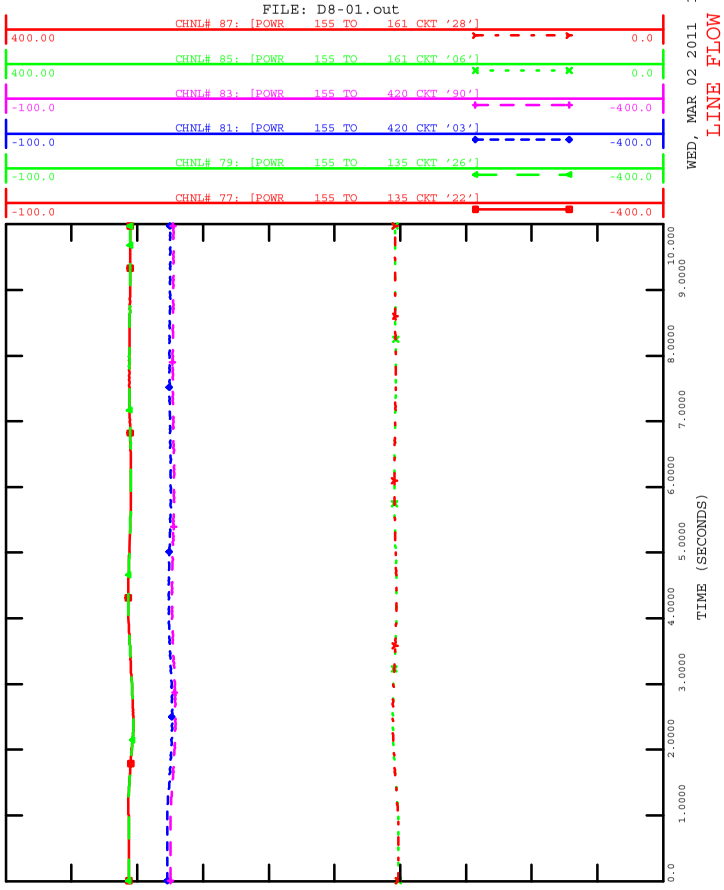
FILE: D8-01.out



WED, MAR 02 2011 10:10 ROTOR ANGLES

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

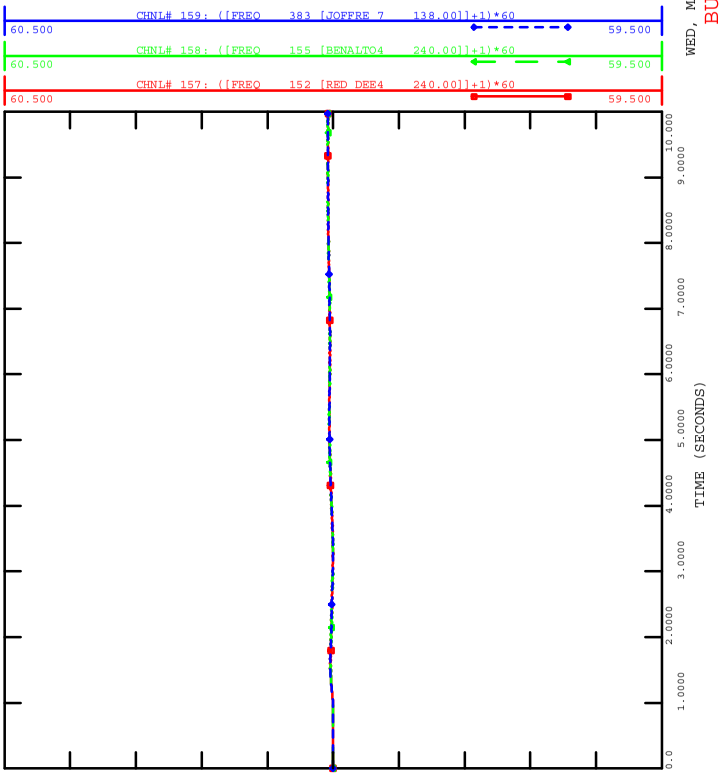
FILE: D8-01.out



WED, MAR 02 2011 10:10 LINE FLOW (P)

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

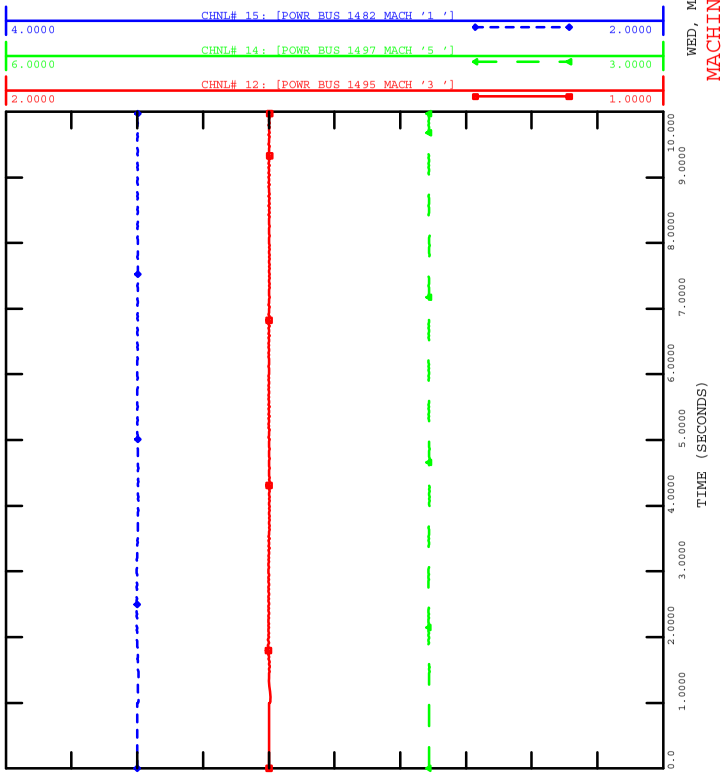
FILE: D8-01.out



WED, MAR 02 2011 10:10 BUS FREQUENCY

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

FILE: D8-01.out



WED, MAR 02 2011 10:10 MACHINE POWER (P)

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

FILE: D8-01.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00 -150.0

CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0 -250.0

CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00 50.000

CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0 -800.0

CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0 -900.0

CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00 -50.00

TIME (SECONDS)

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

FILE: D8-01.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00 50.000

CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00 -100.0

CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00 -50.00

CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00 -50.00

CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00 -250.0

TIME (SECONDS)

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

FILE: D8-01.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00 0.0

CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00 -100.0

CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00 -50.00

CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00 0.0

TIME (SECONDS)

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

RED DEER NID STUDY
(D8-01_DISCONNECT_BUS-95)

FILE: D8-01.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00 0.0

CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00 -50.00

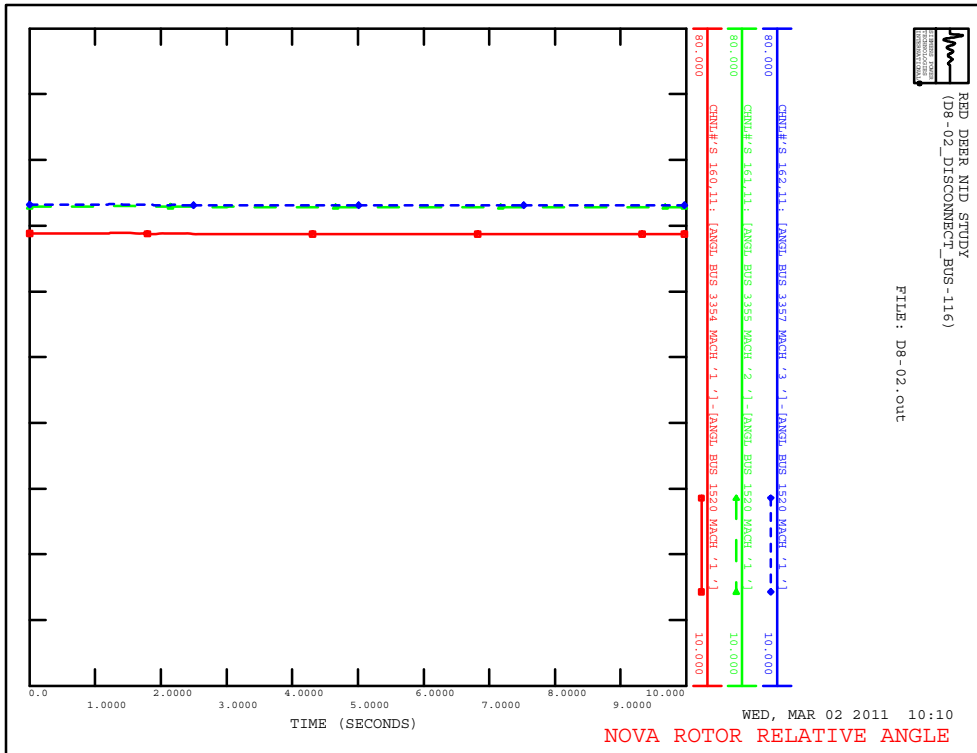
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00 -50.00

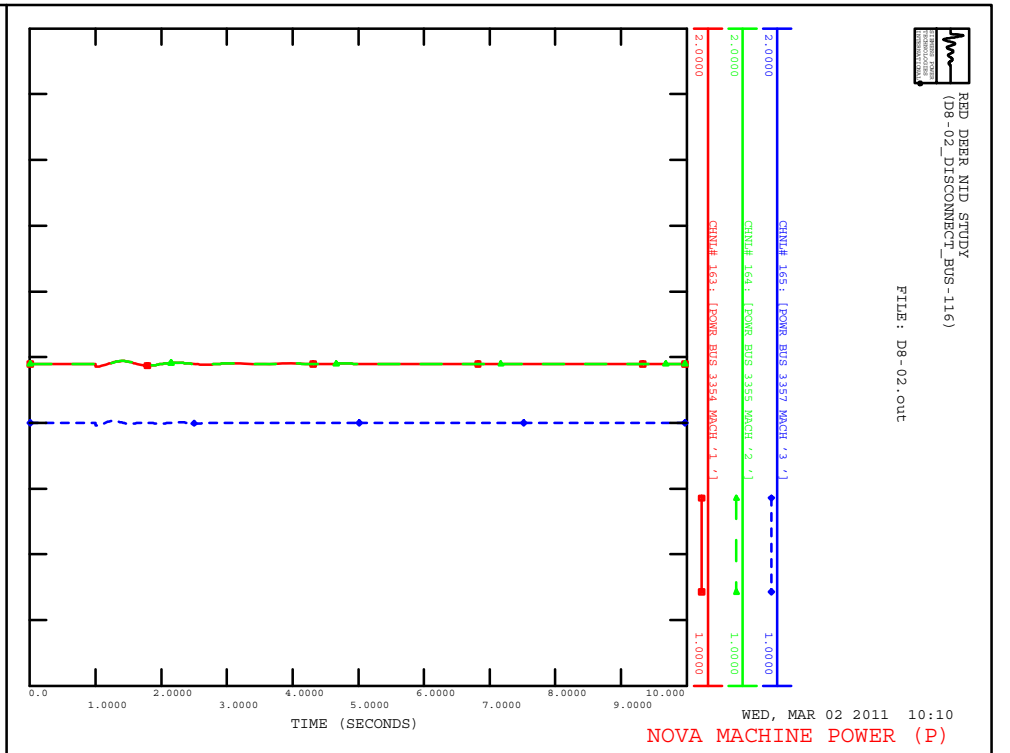
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000 -150.0

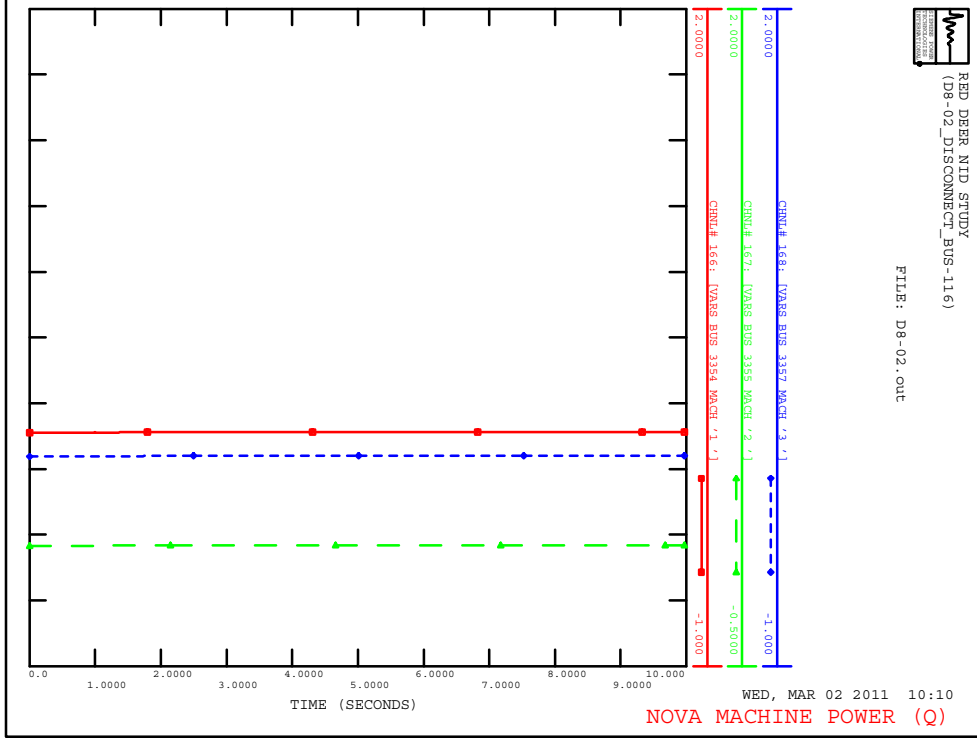
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000 -150.0

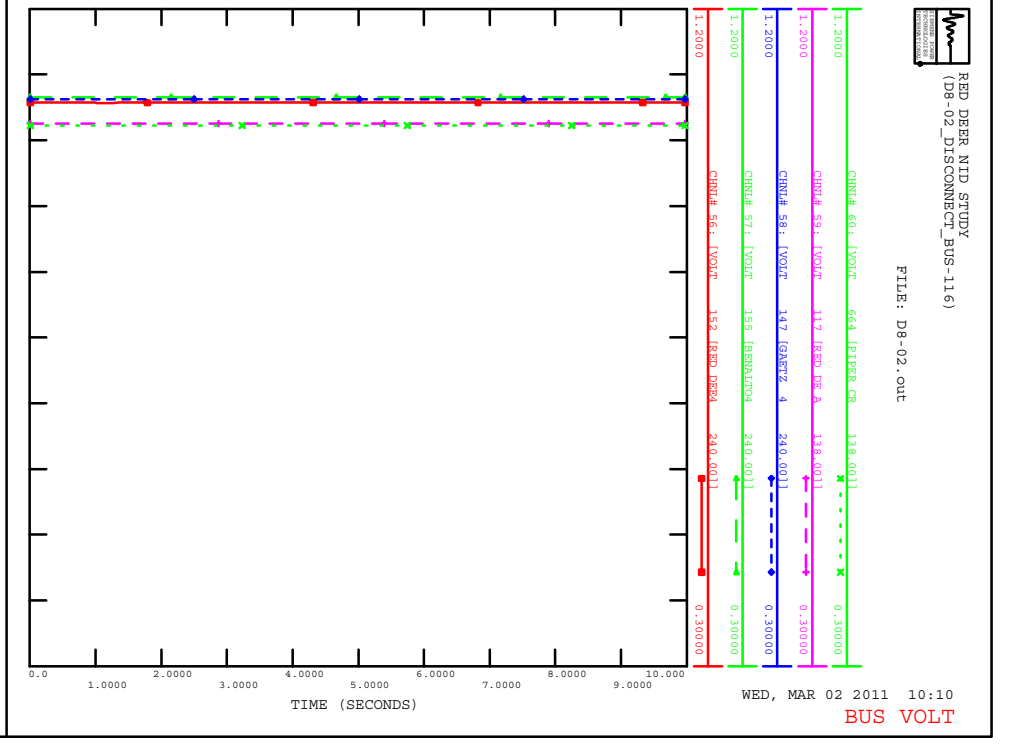
TIME (SECONDS)

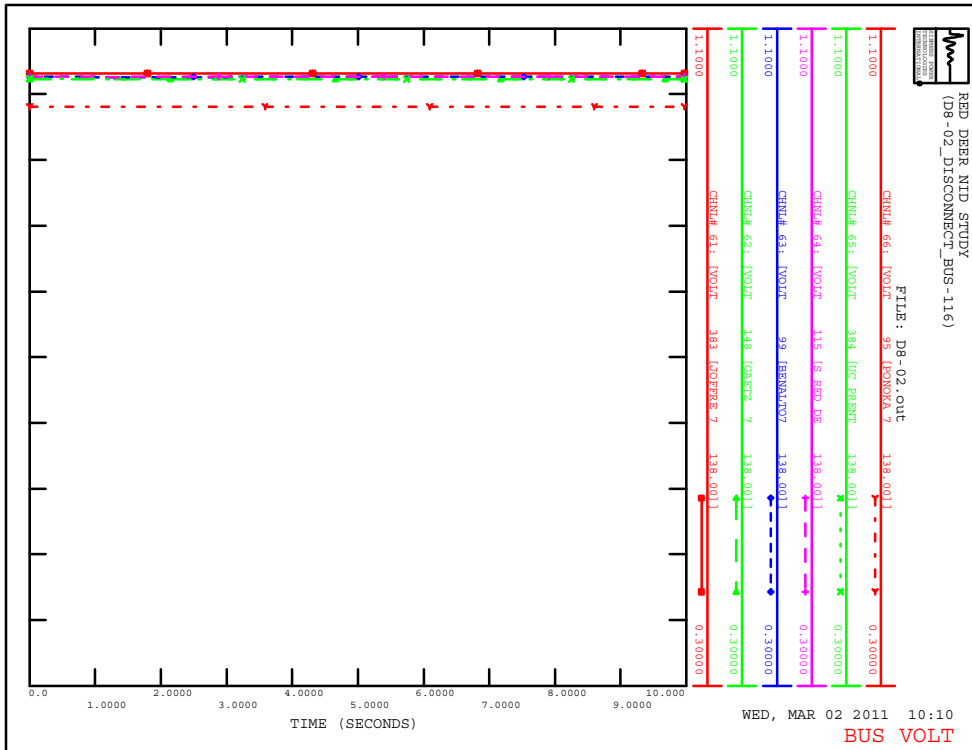
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

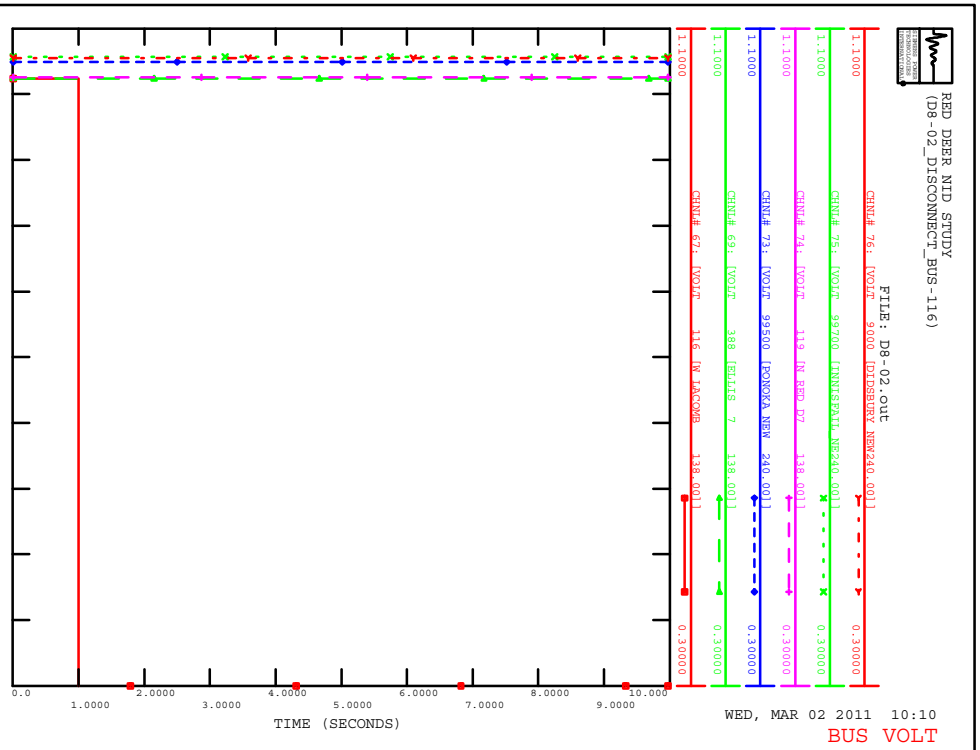

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '],-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '],-[ANGL BUS 1520 MACH '1 ']
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '],-[ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

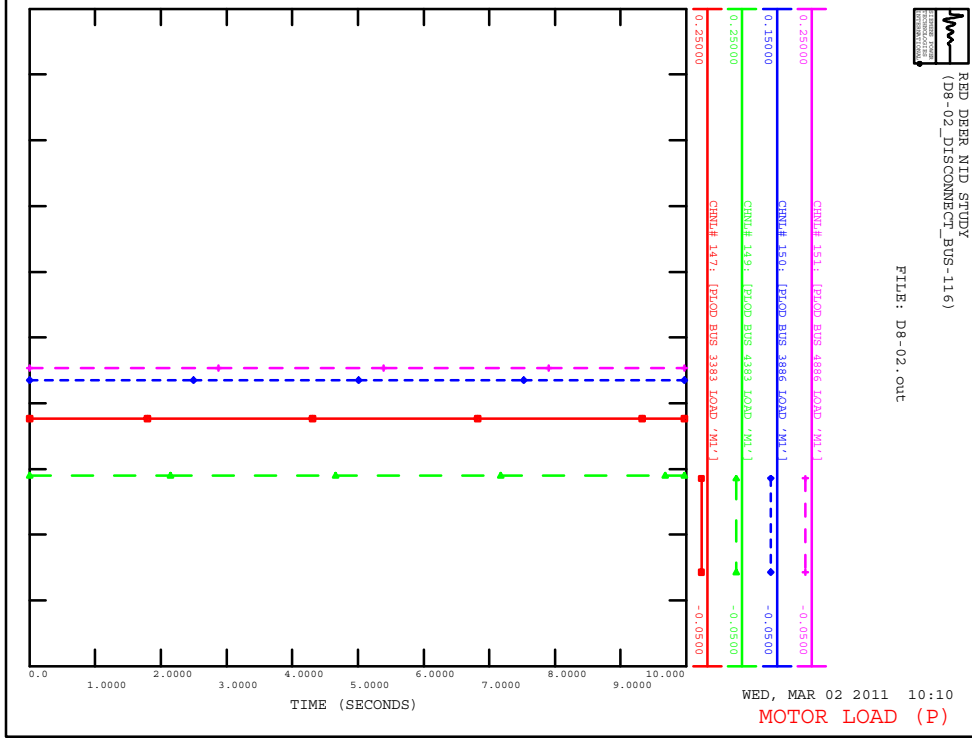

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

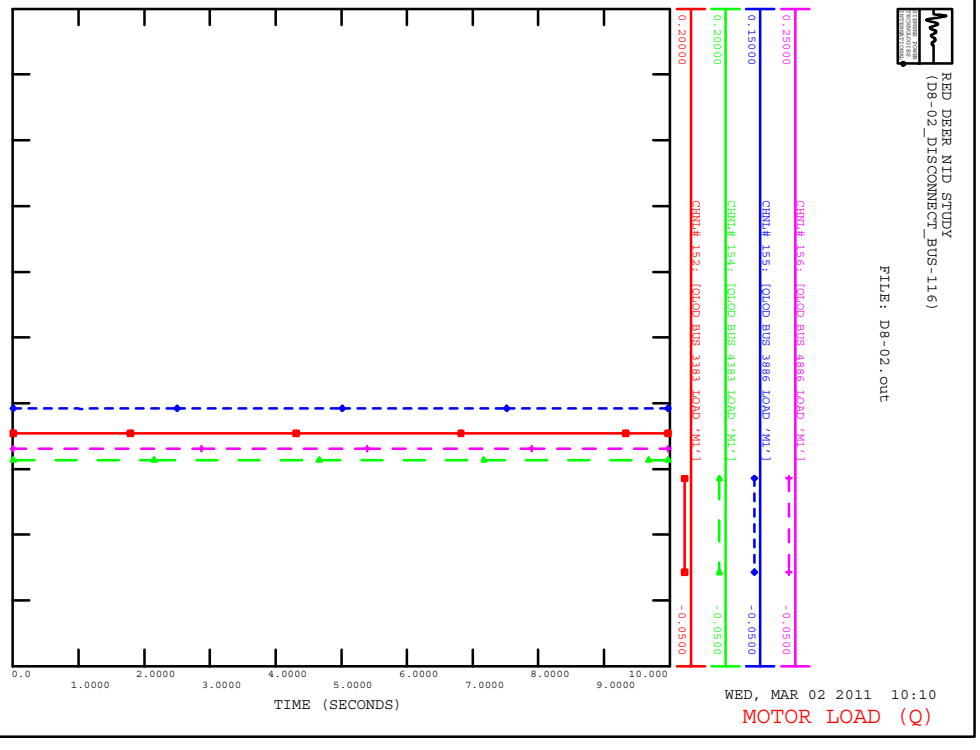

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTC4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.00]]
CHNL# 62: [VOLT 148 [OLETW2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC FRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 99000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

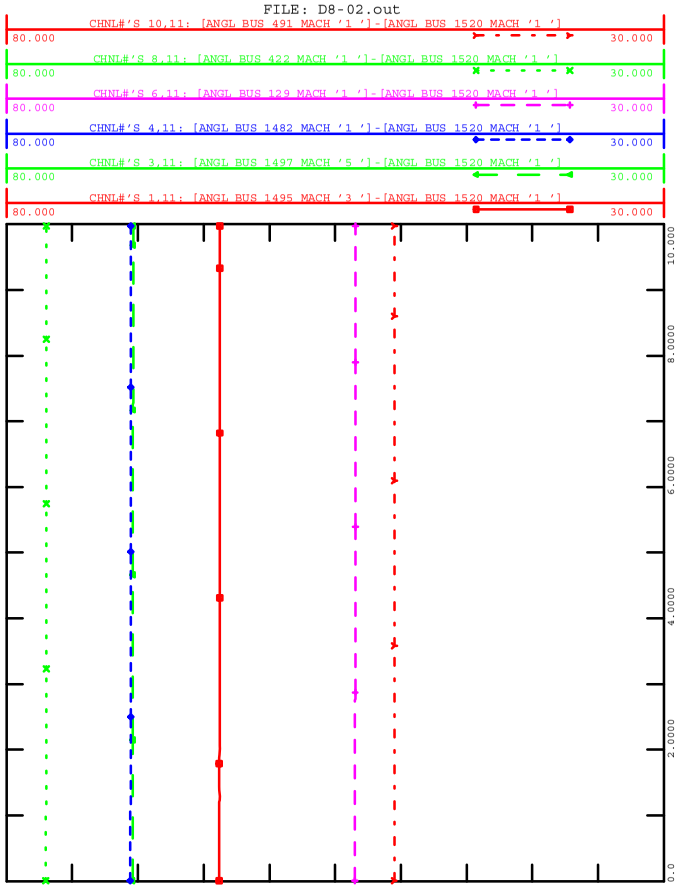

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)

FILE: D8-02.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

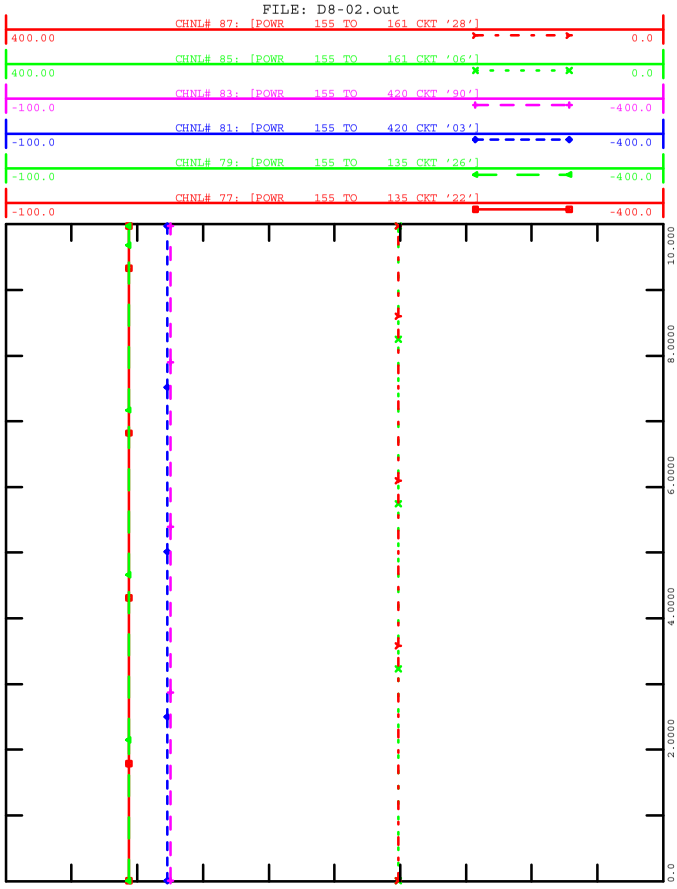


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)

FILE: D8-02.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

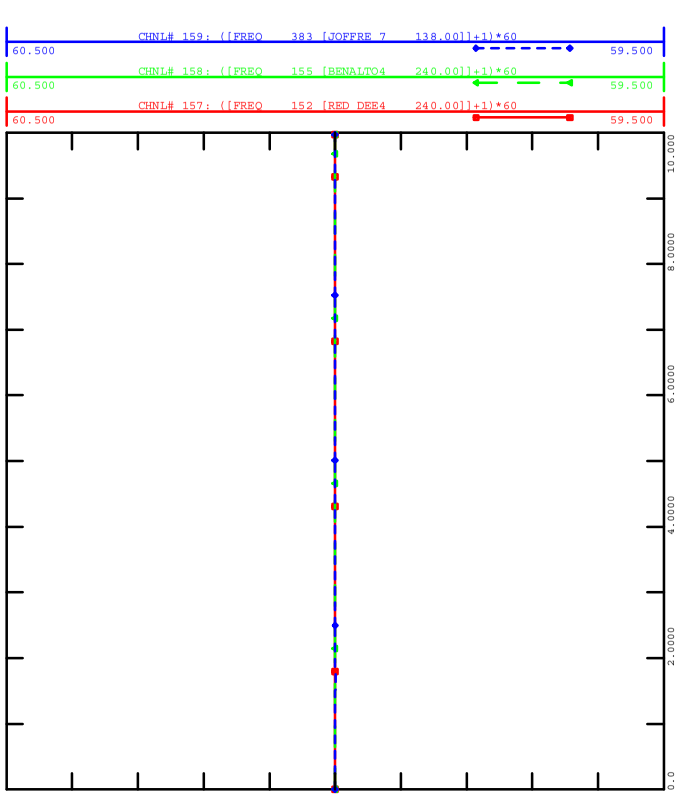


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)

FILE: D8-02.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

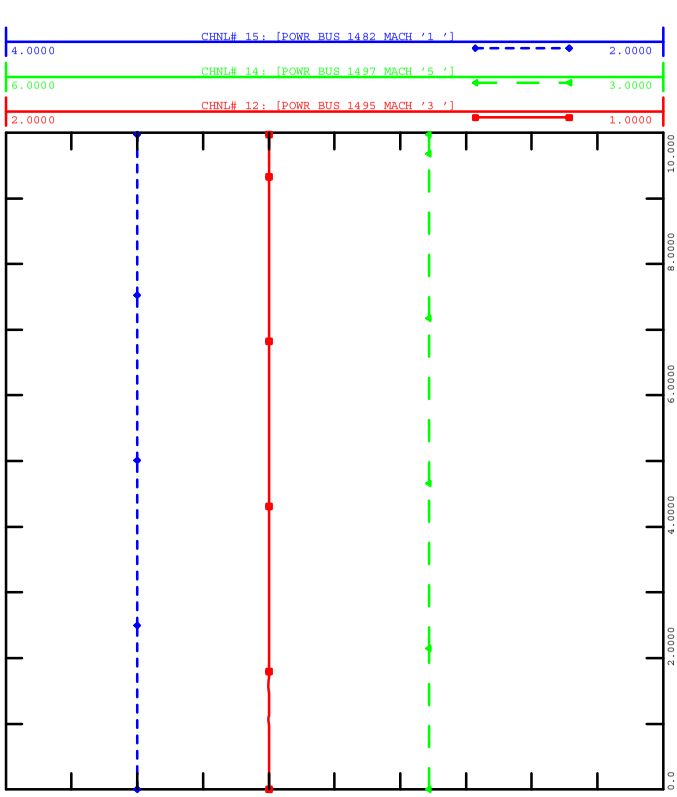


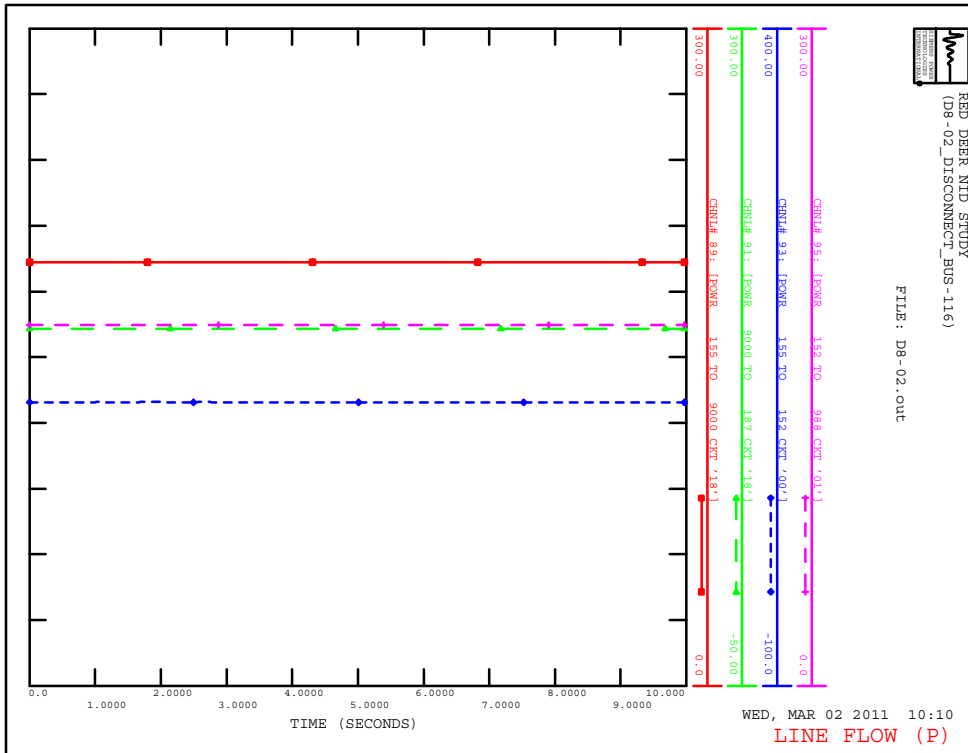
RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)

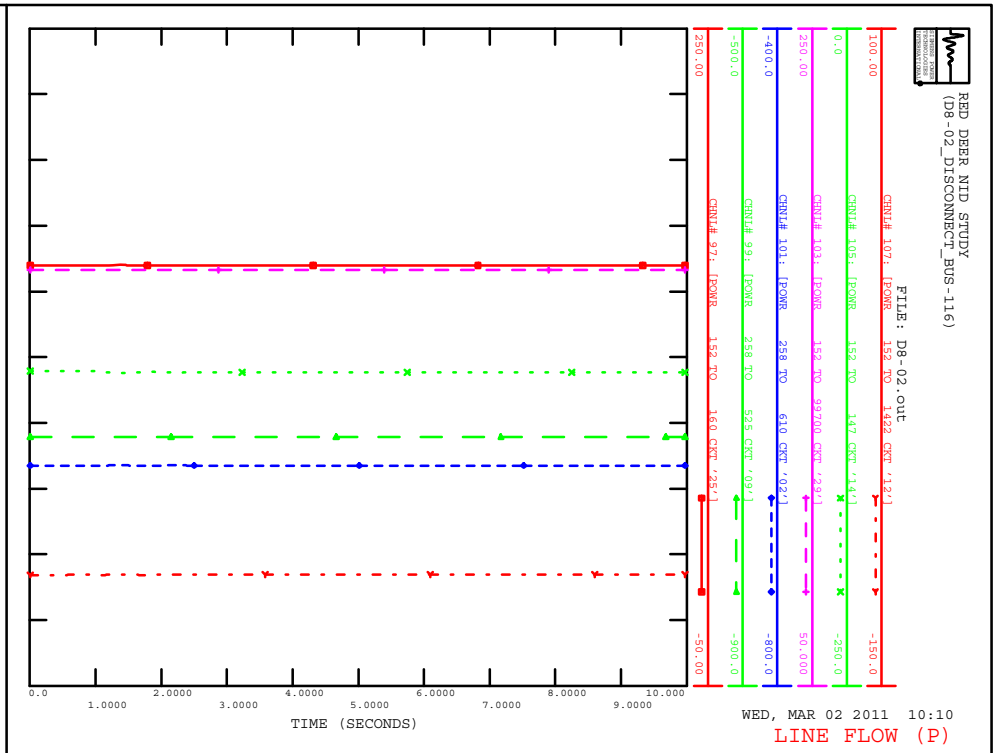
FILE: D8-02.out

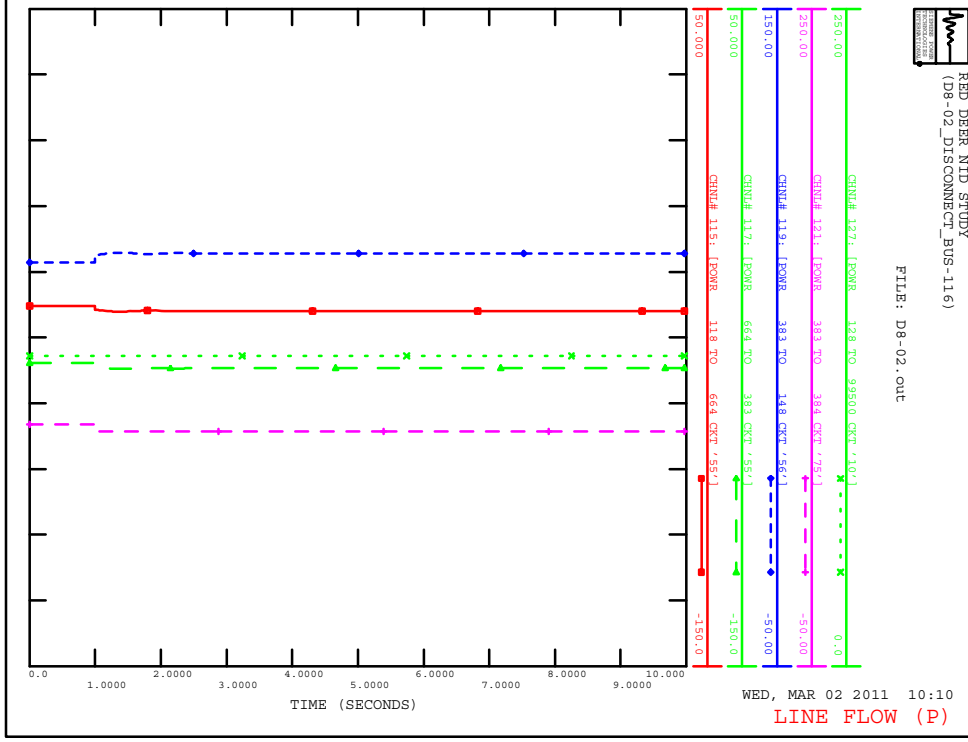
WED, MAR 02 2011 10:10

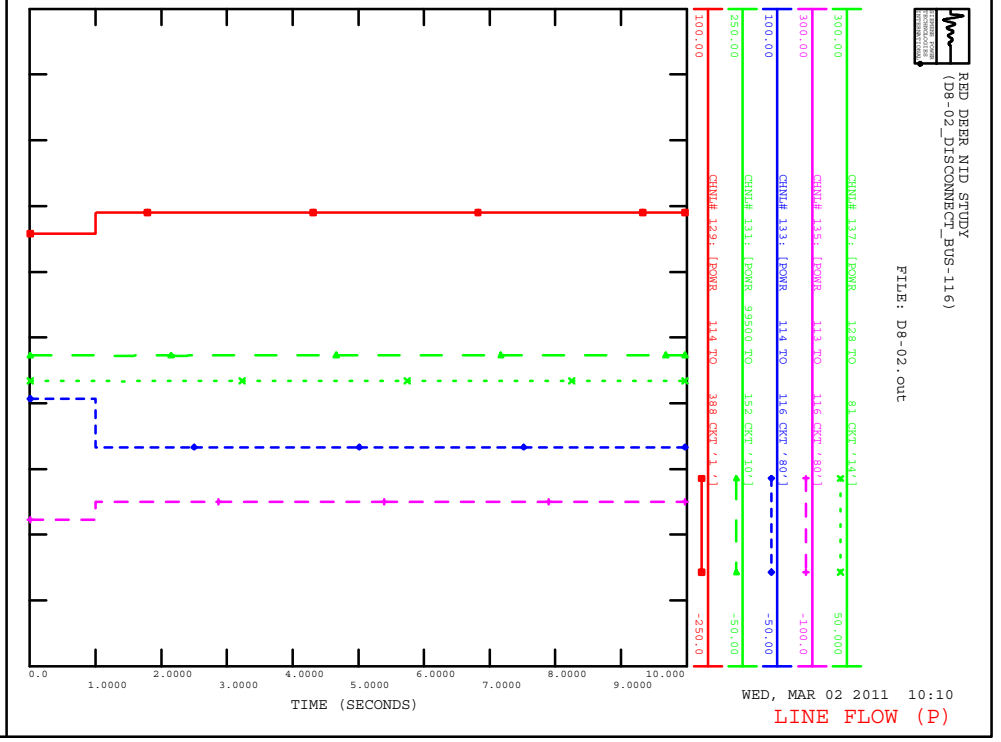
MACHINE POWER (P)




RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)


RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

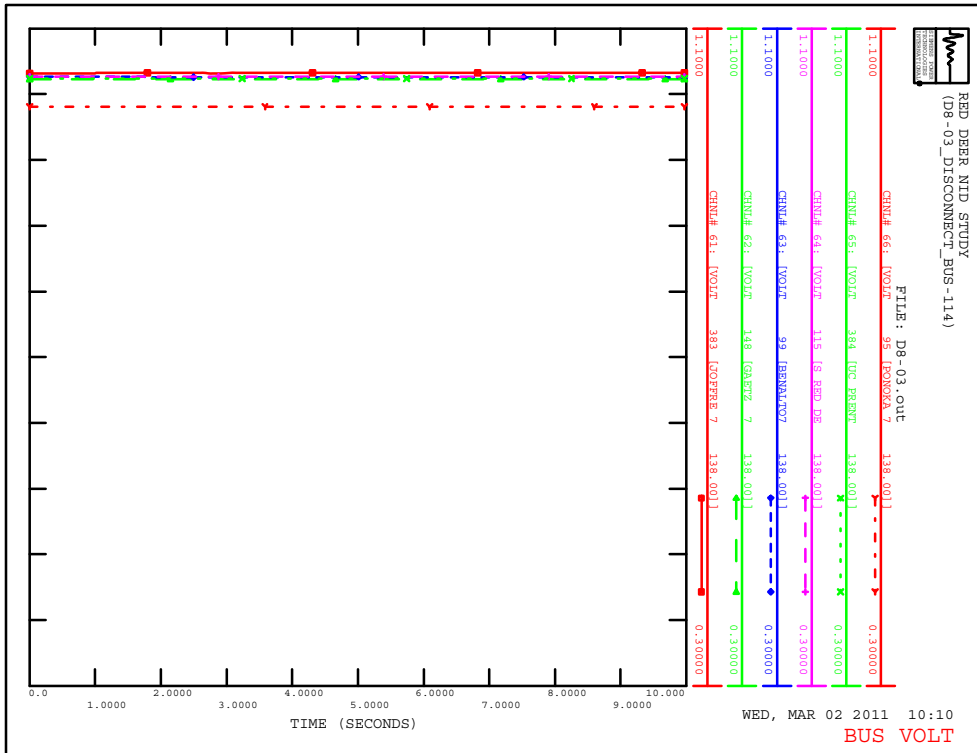

RED DEER NID STUDY
(D8-02_DISCONNECT_BUS-116)
FILE: D8-02.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

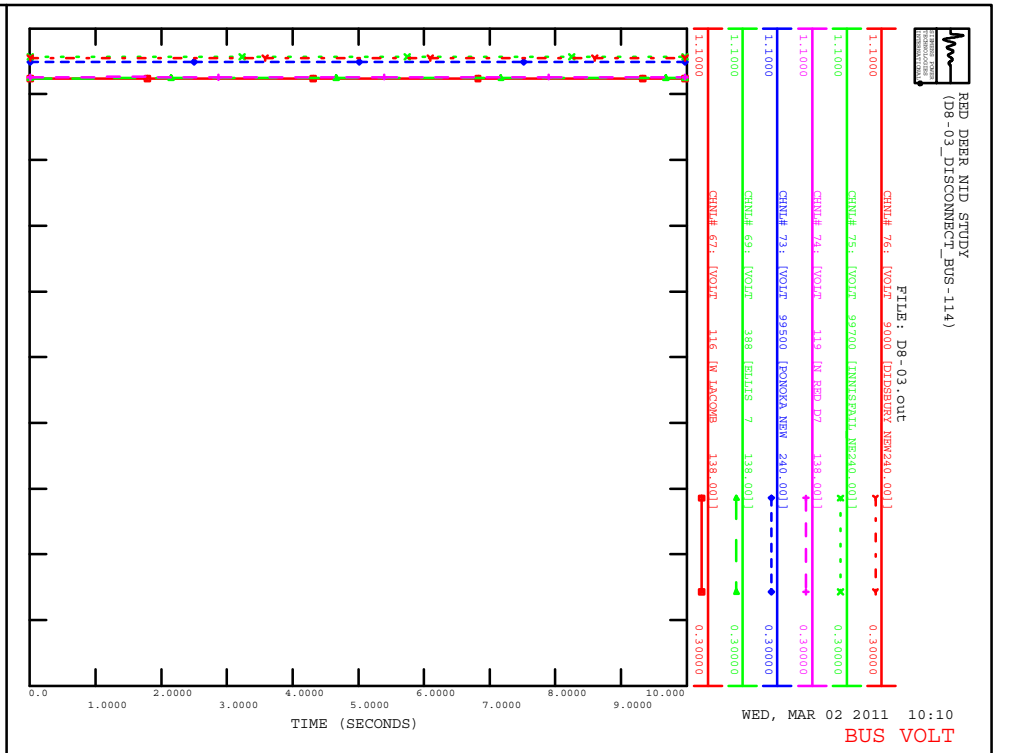
RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

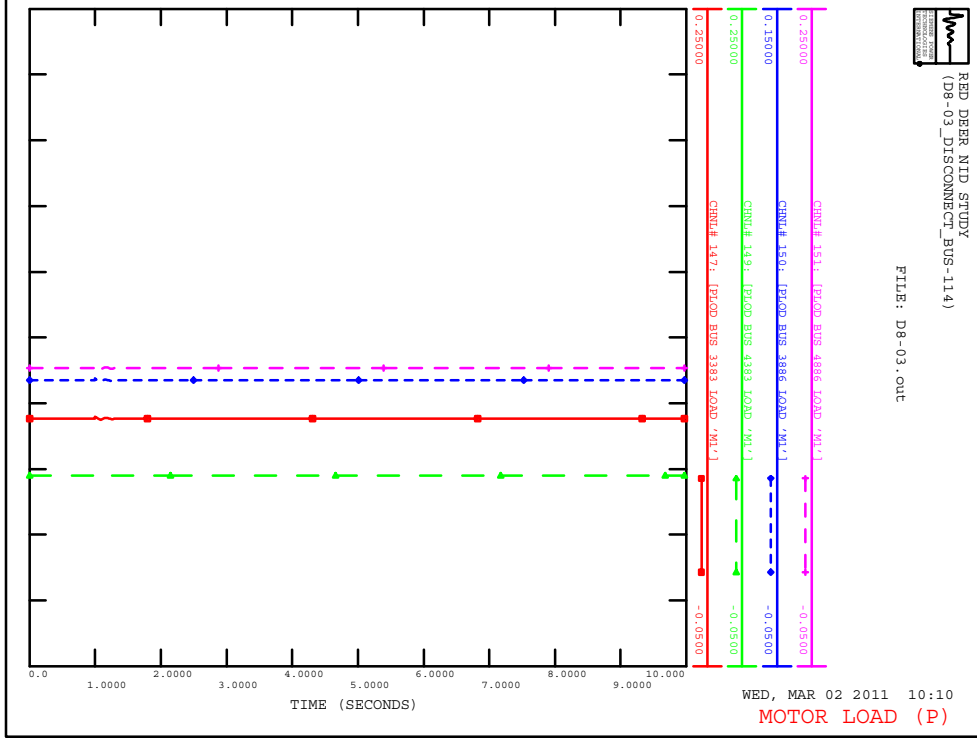
RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

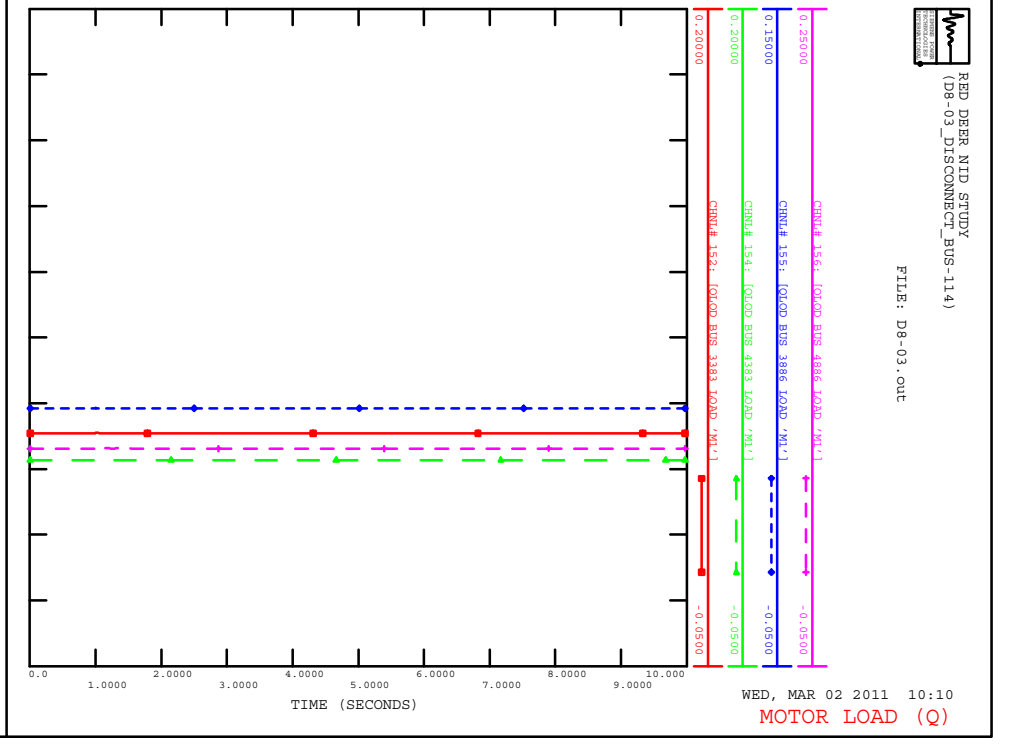
RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALEWZ 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)

FILE: D8-03.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)

FILE: D8-03.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)

FILE: D8-03.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)

FILE: D8-03.out

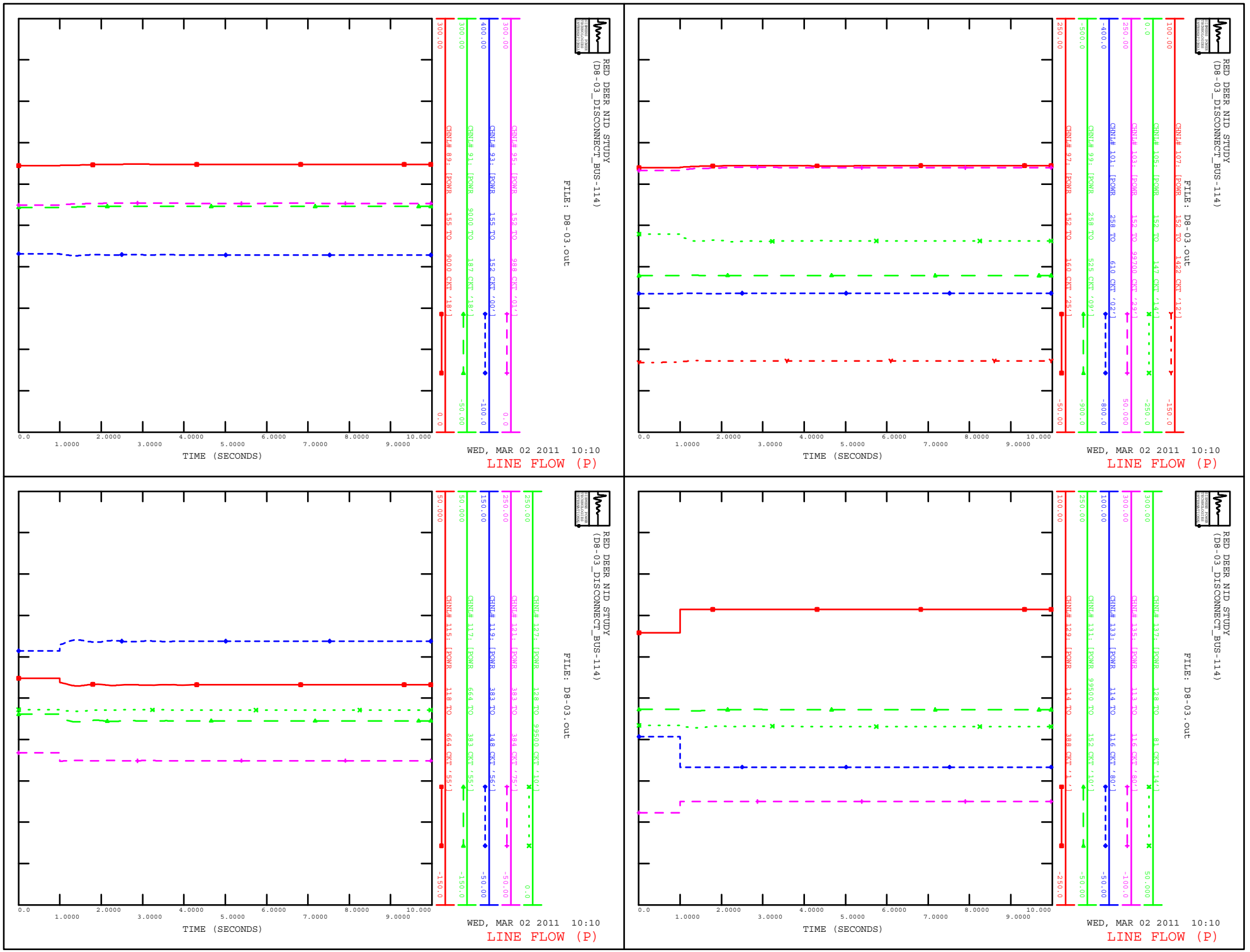
WED, MAR 02 2011 10:10

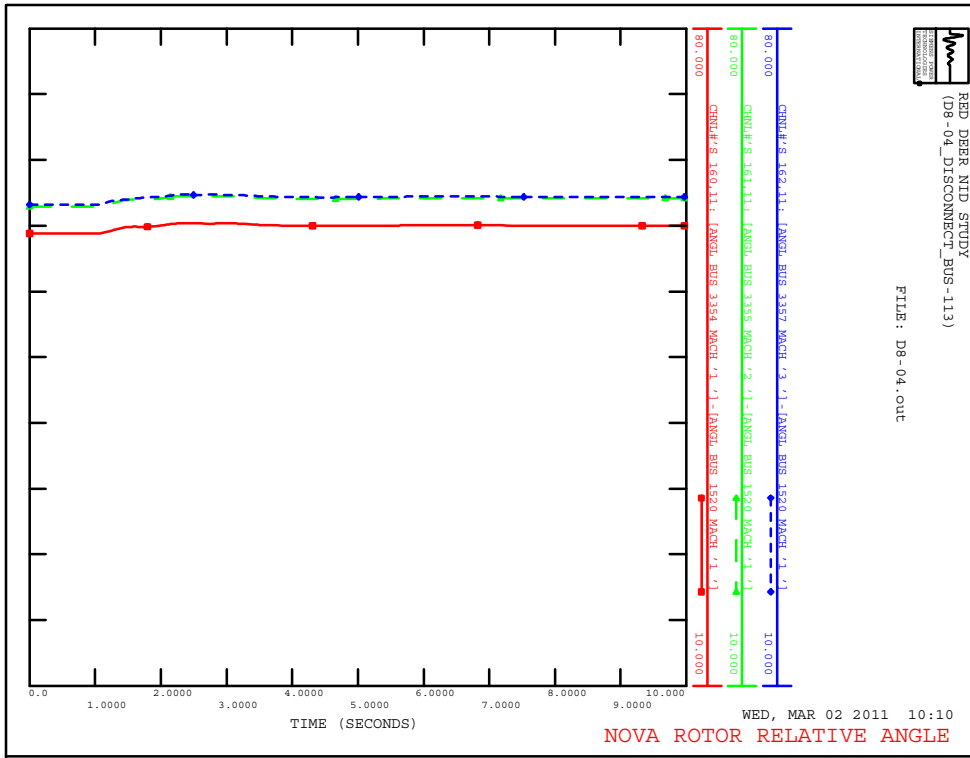
MACHINE POWER (P)

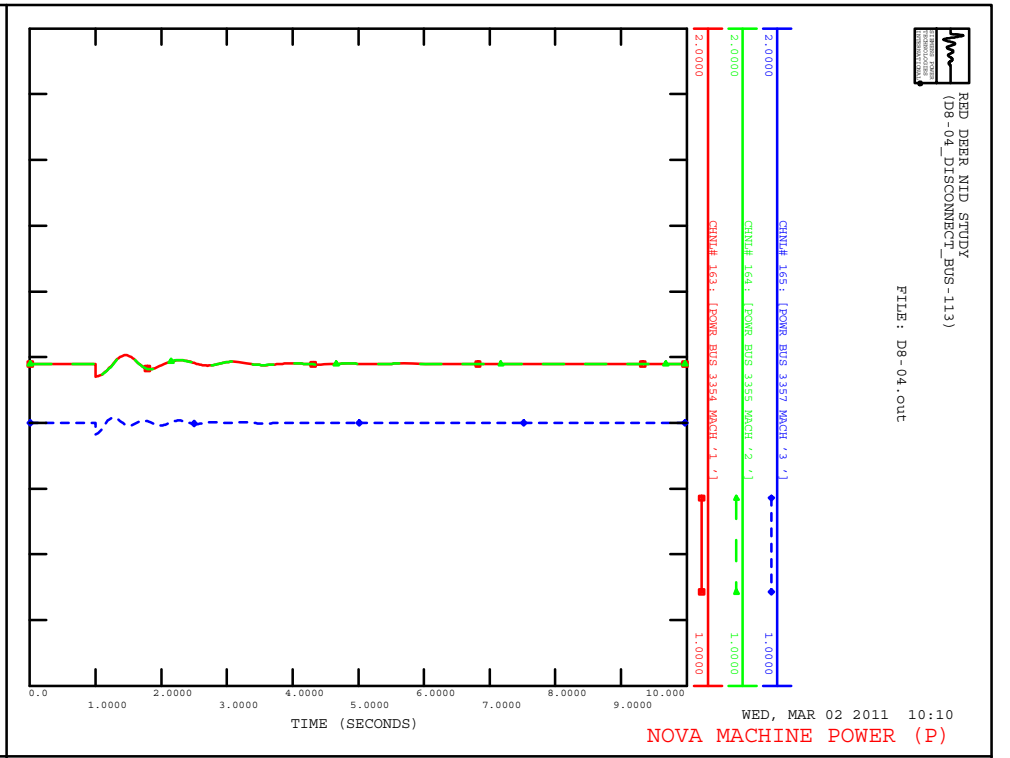
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

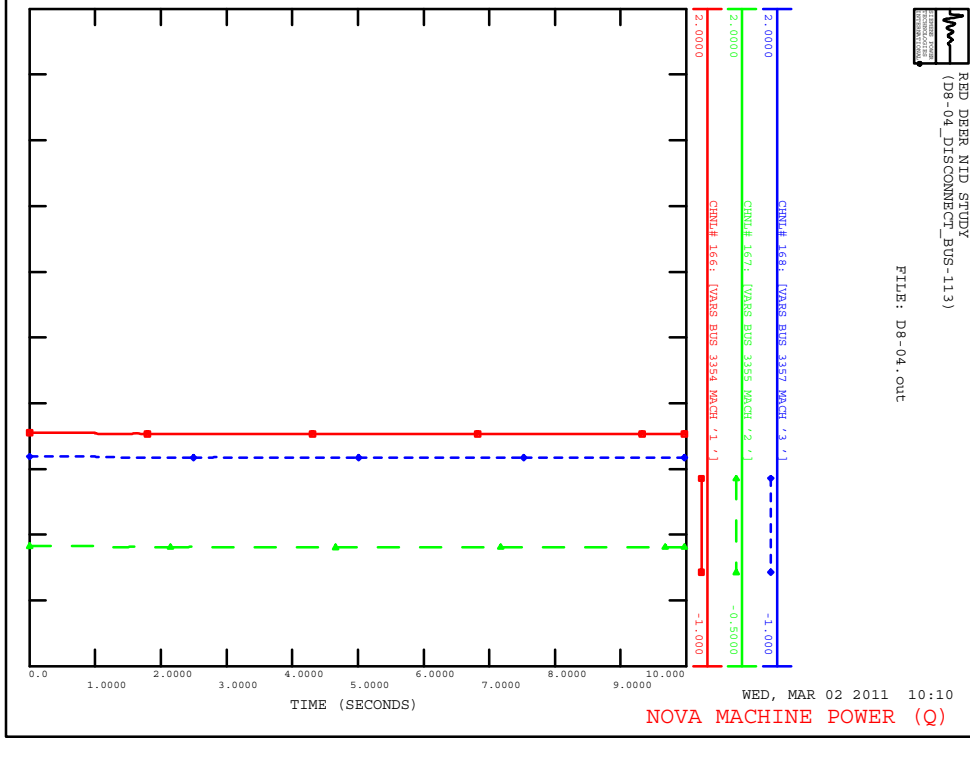
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

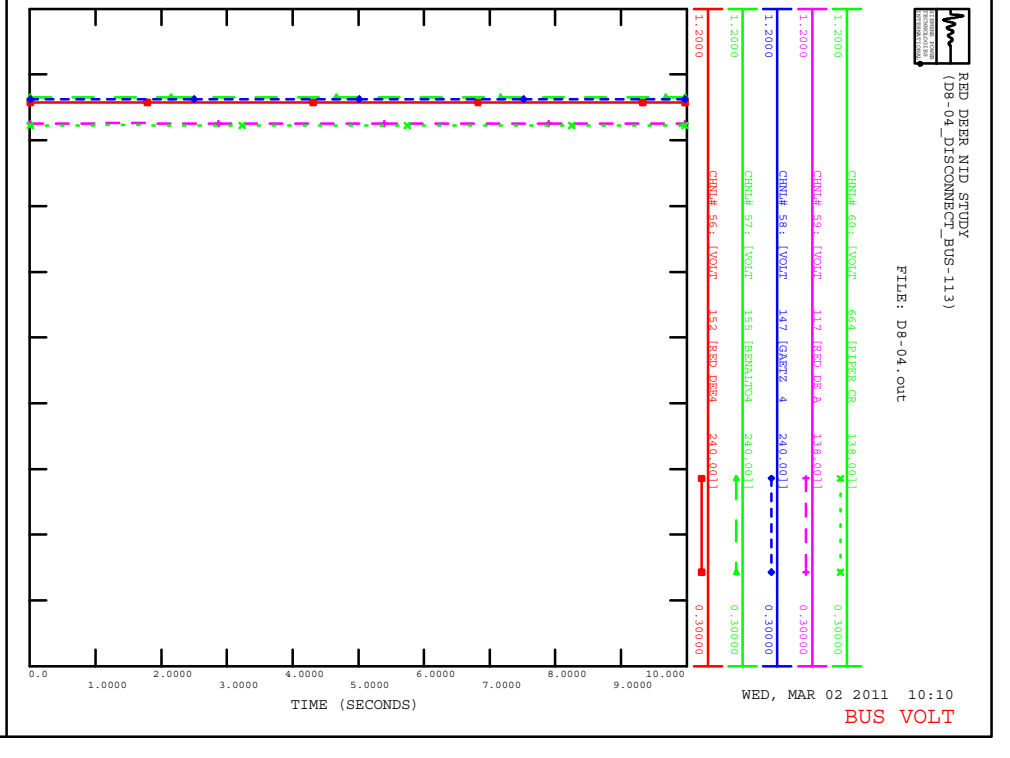
TIME (SECONDS)

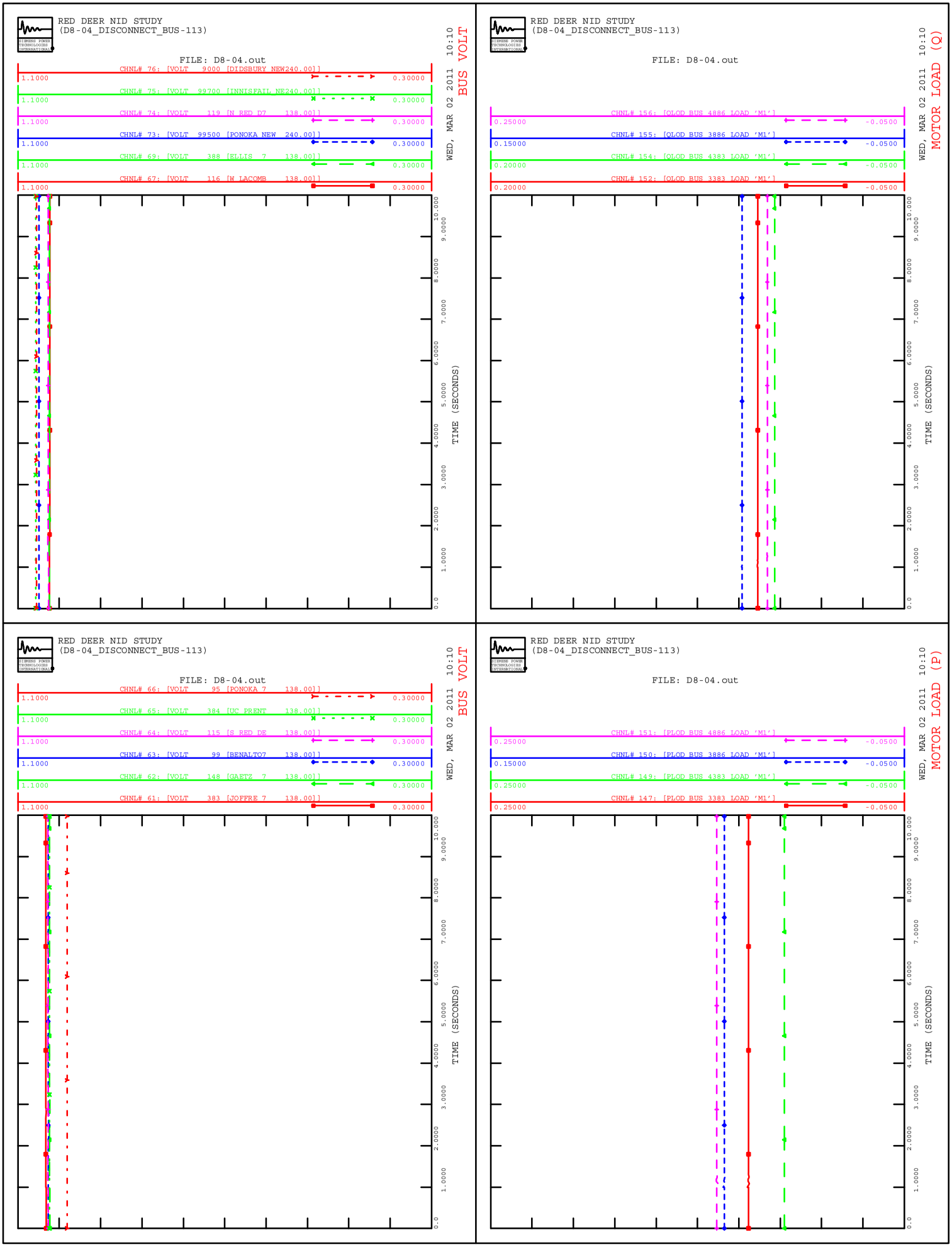

RED DEER NID STUDY
(D8-03_DISCONNECT_BUS-114)
FILE: D8-03.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE


RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)

FILE: D8-04.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)

FILE: D8-04.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0

CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0

CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0

CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0

CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0

CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)

FILE: D8-04.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500

CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500

CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)

FILE: D8-04.out

WED, MAR 02 2011 10:10

MACHINE POWER (P)

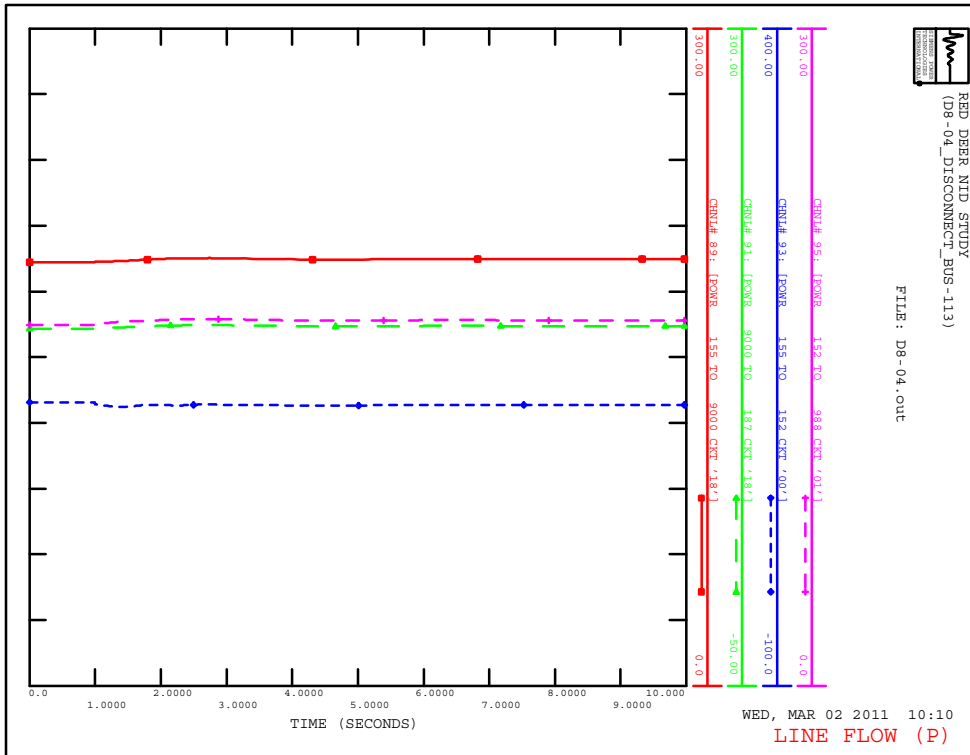
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000

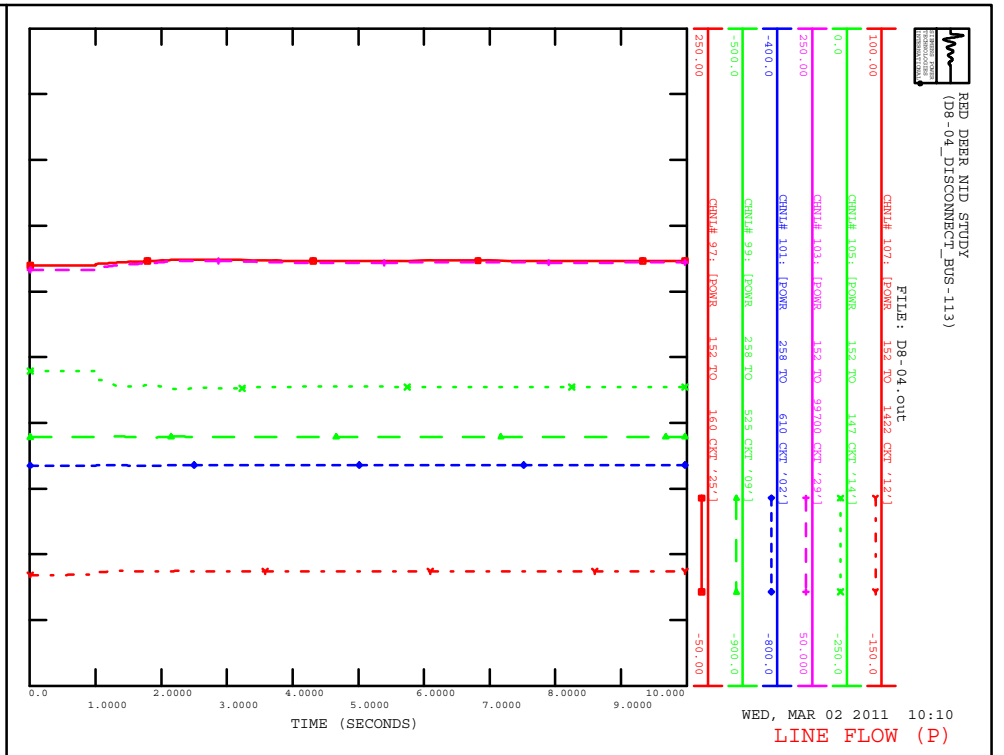
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000

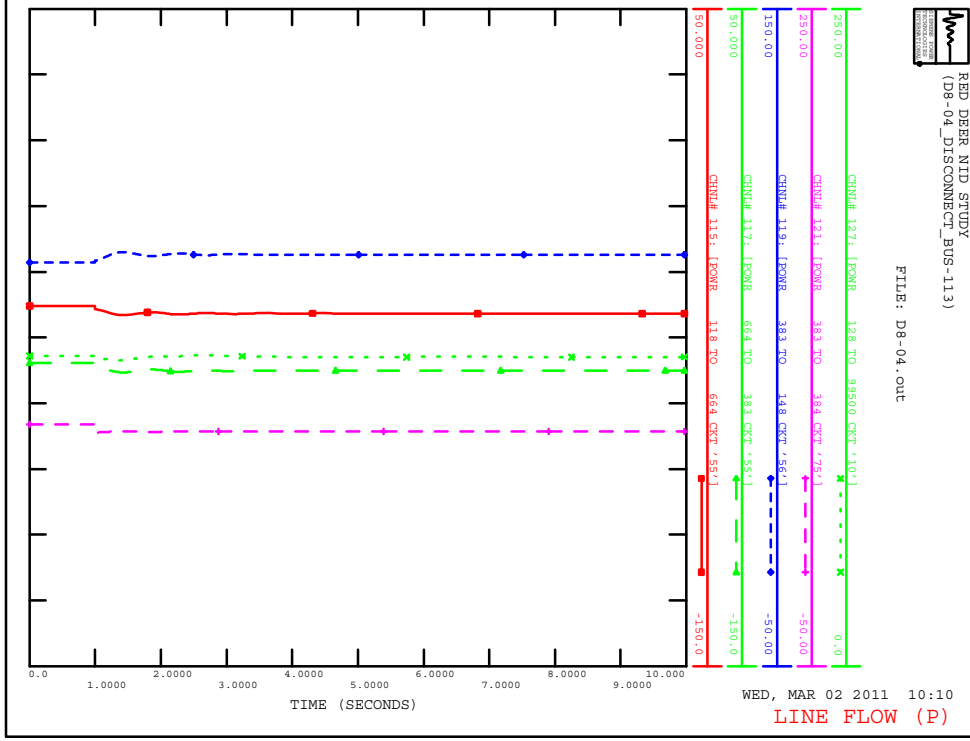
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

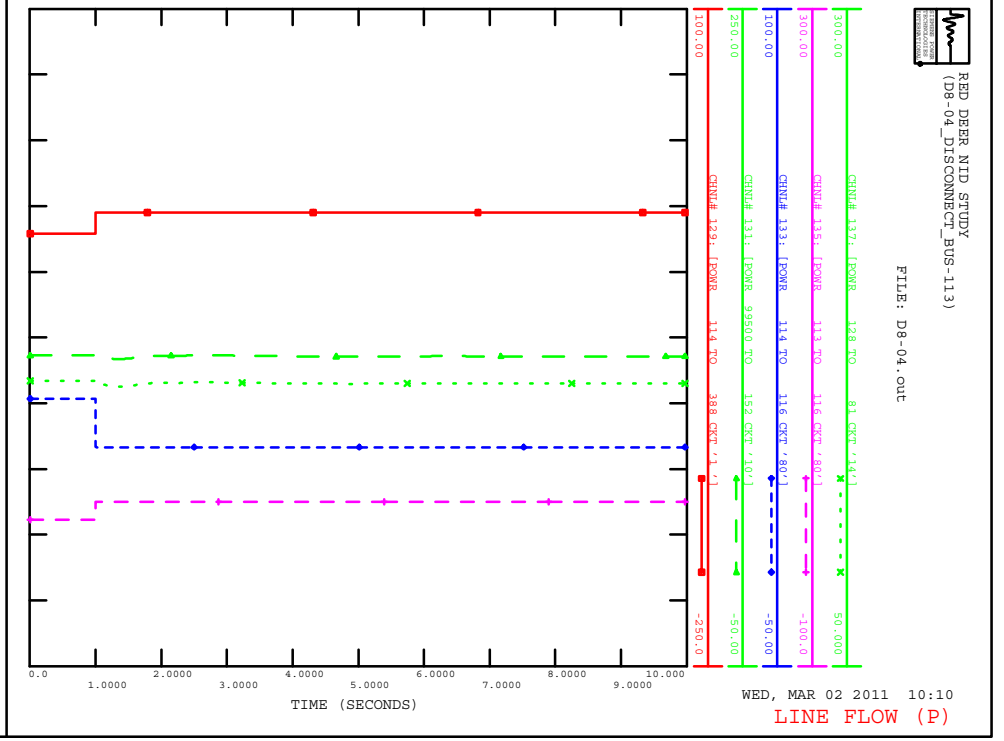
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

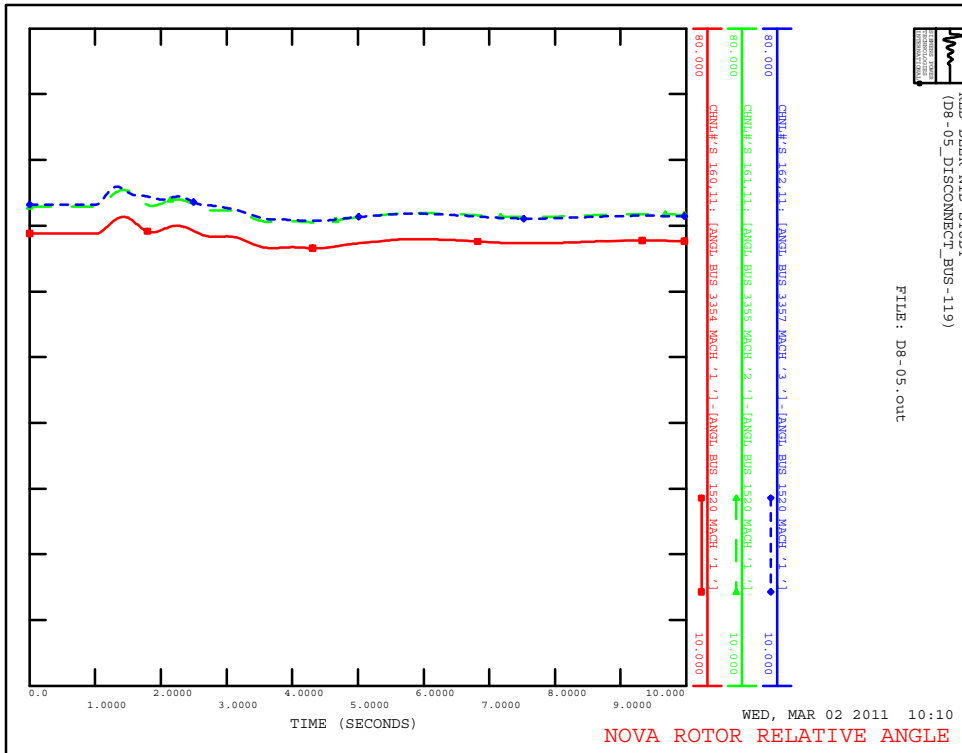
TIME (SECONDS)

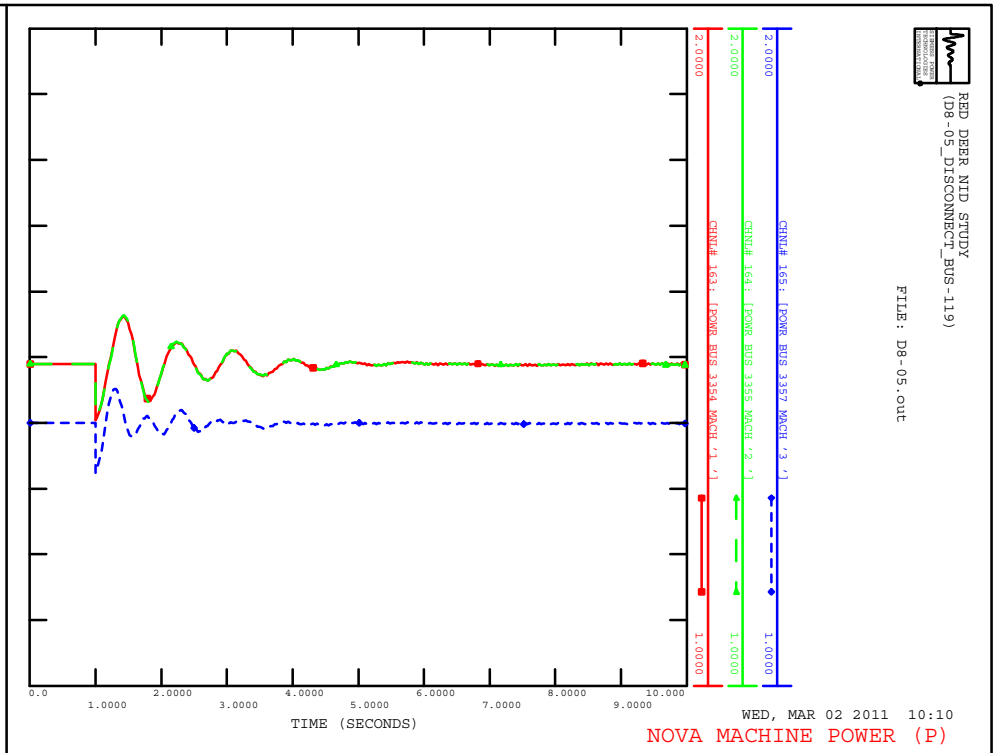

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

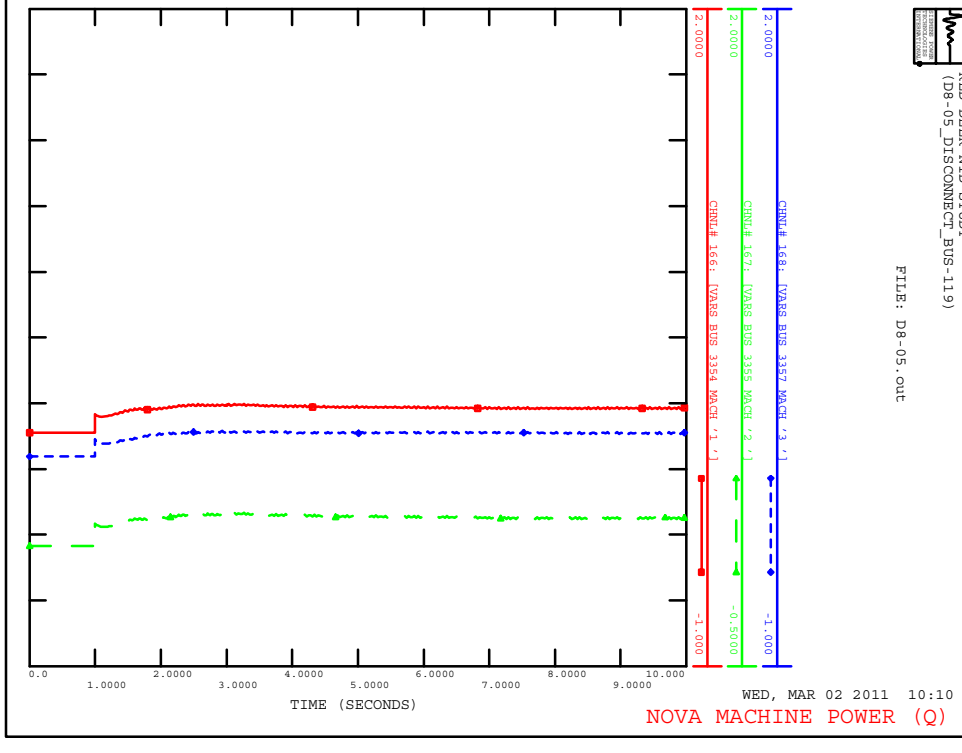

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

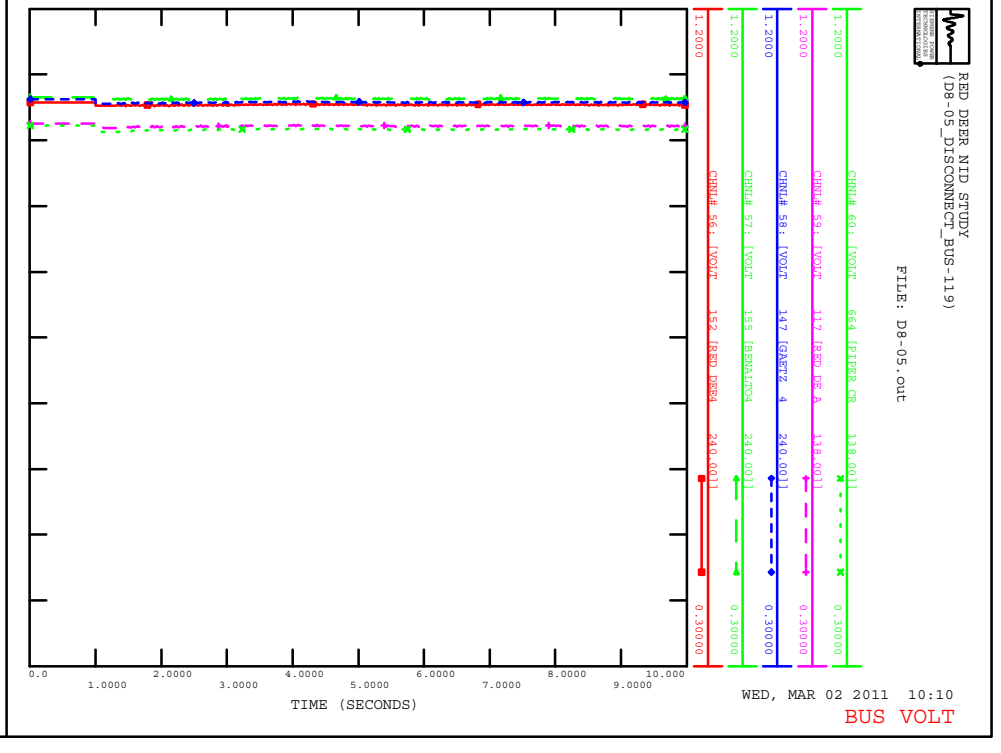

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

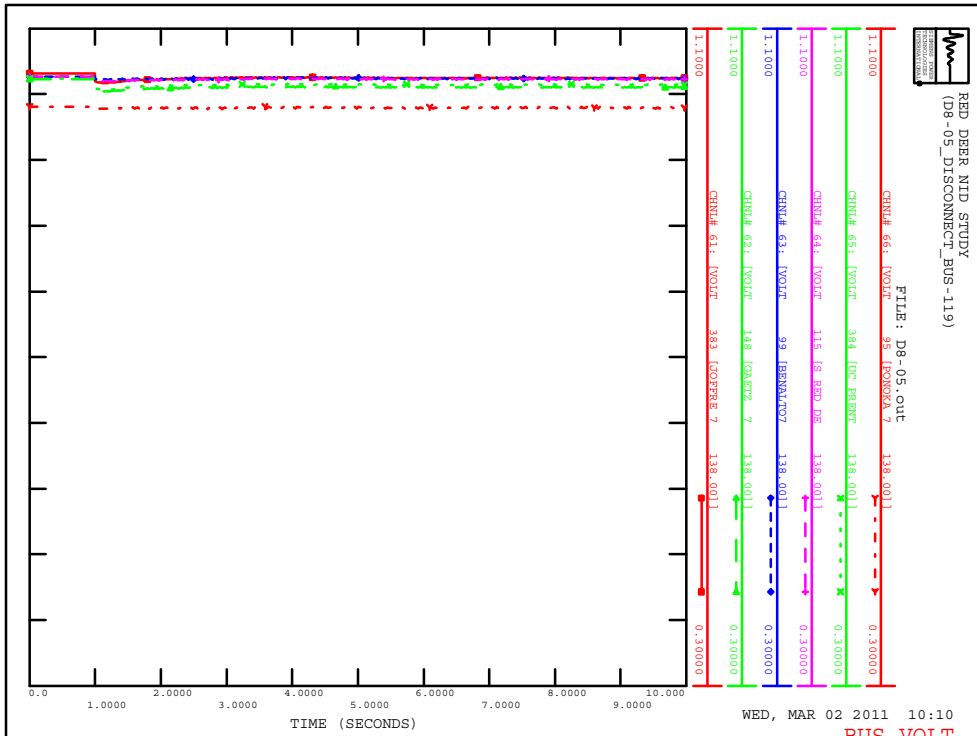

RED DEER NID STUDY
(D8-04_DISCONNECT_BUS-113)
FILE: D8-04.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

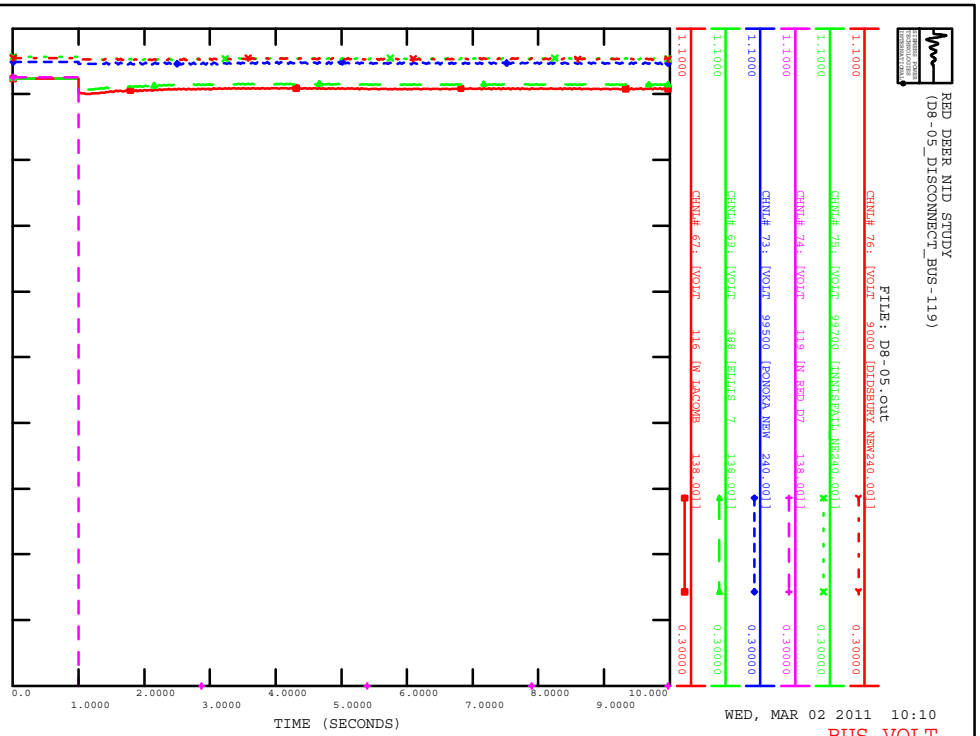

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

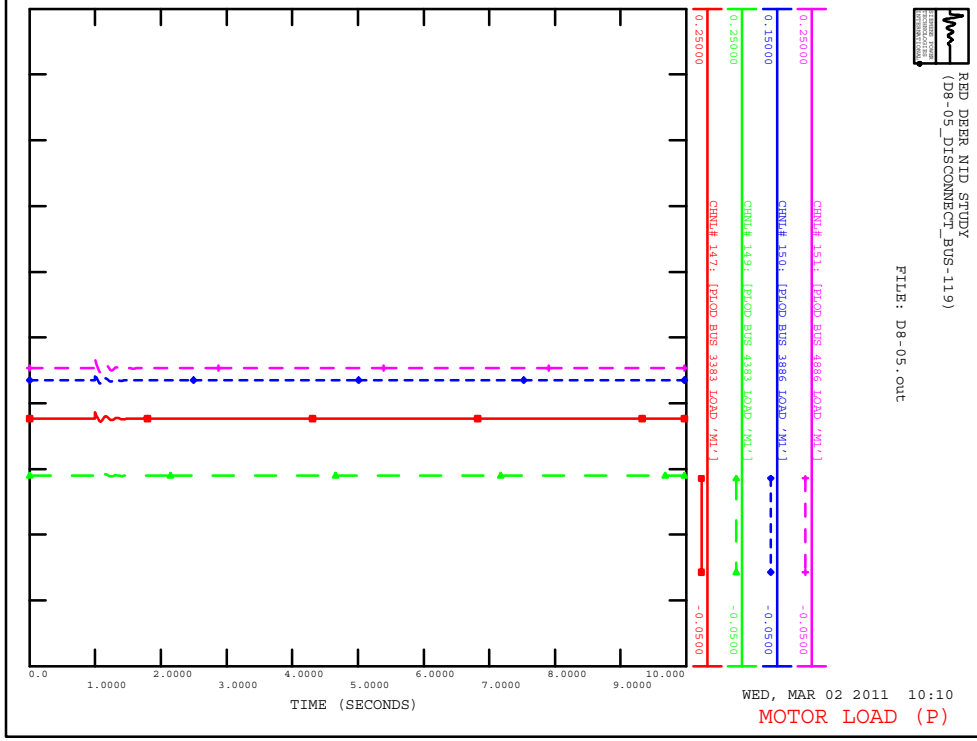

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

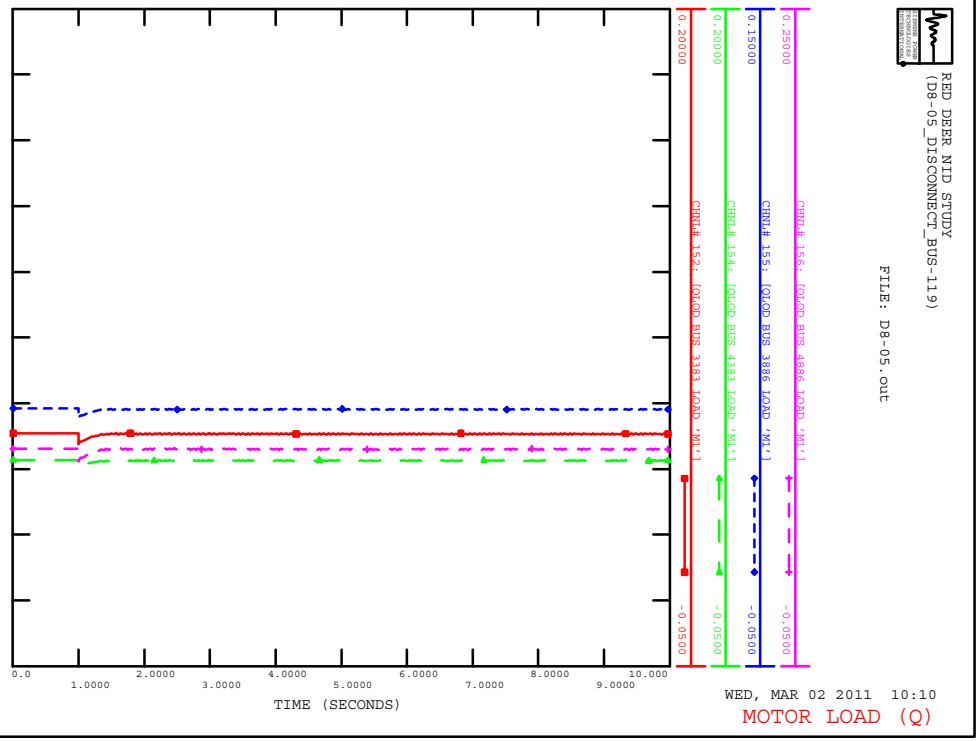

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

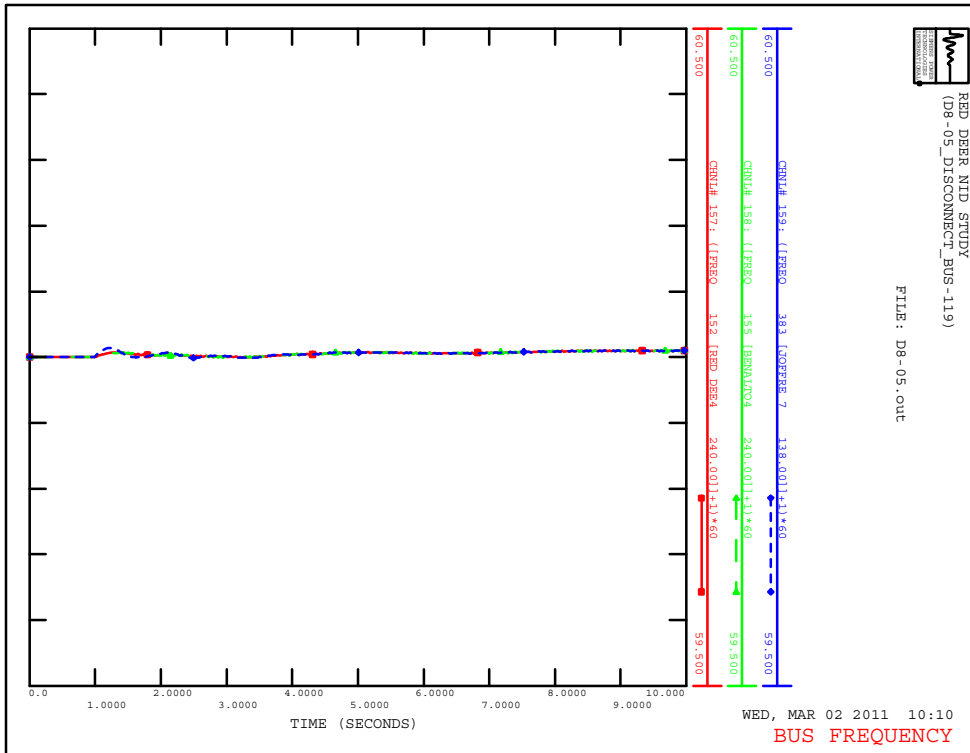

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

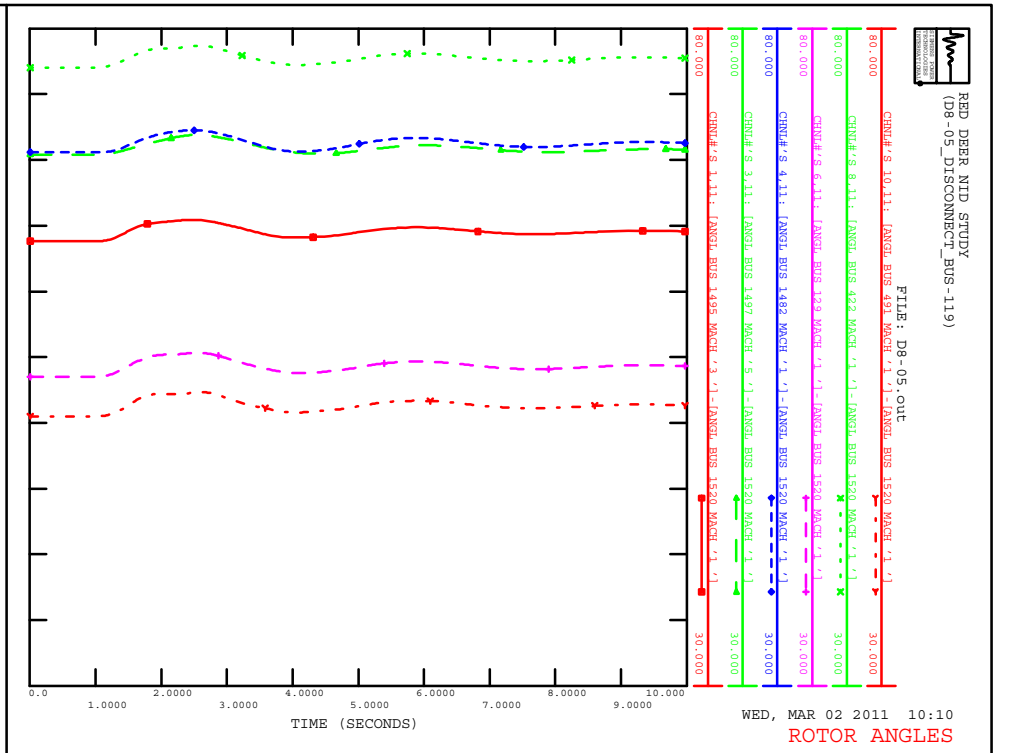

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

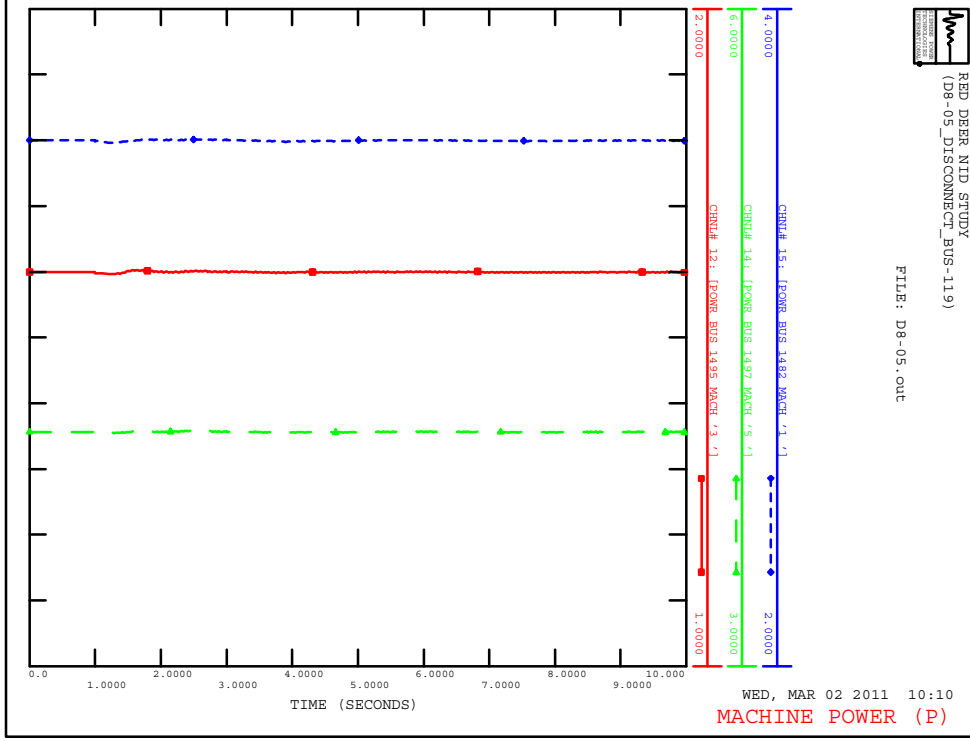

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 68: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISSBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

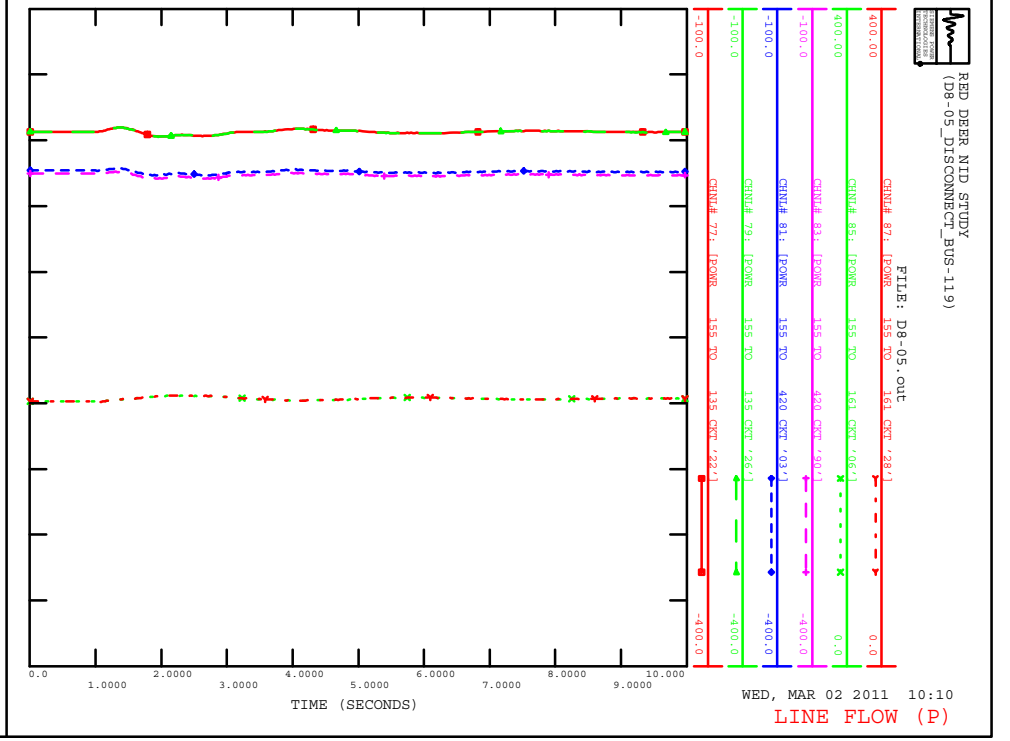

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)


RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY


RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

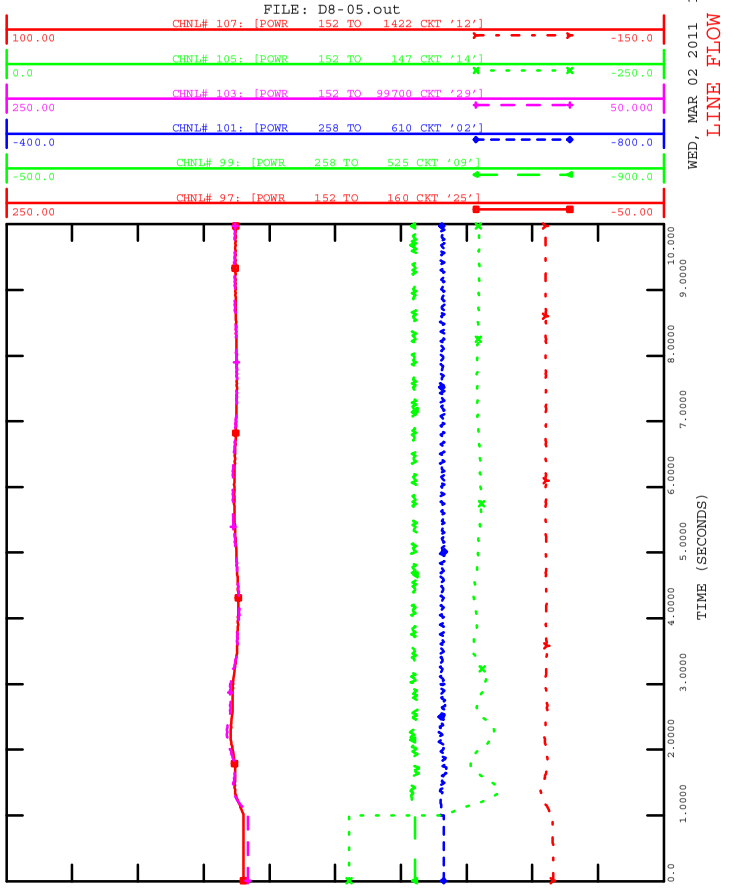

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)
FILE: D8-05.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)

FILE: D8-05.out

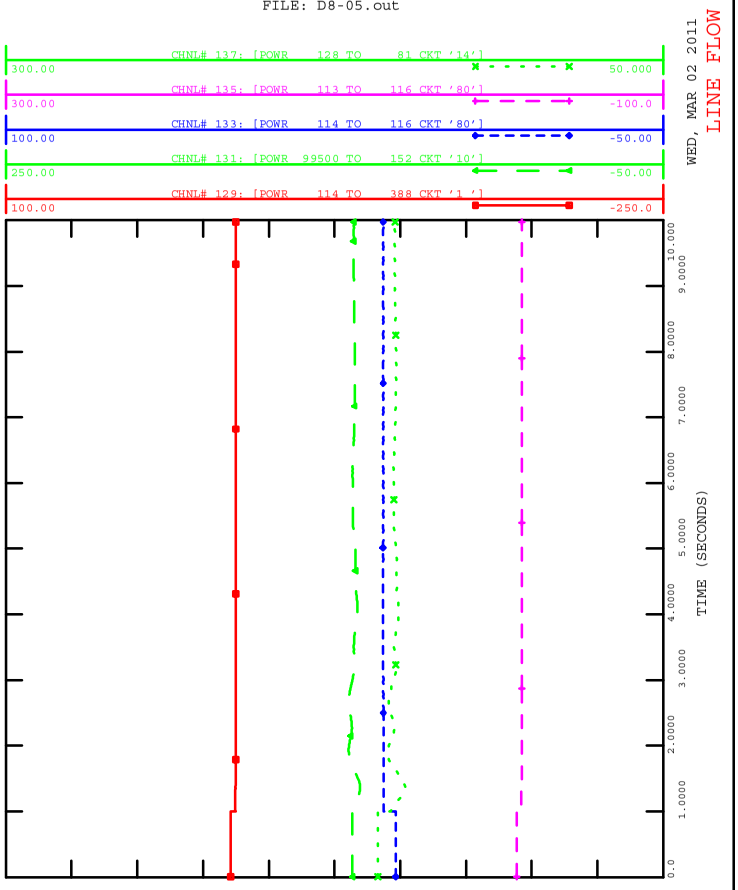
WED, MAR 02 2011 10:10



RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)

FILE: D8-05.out

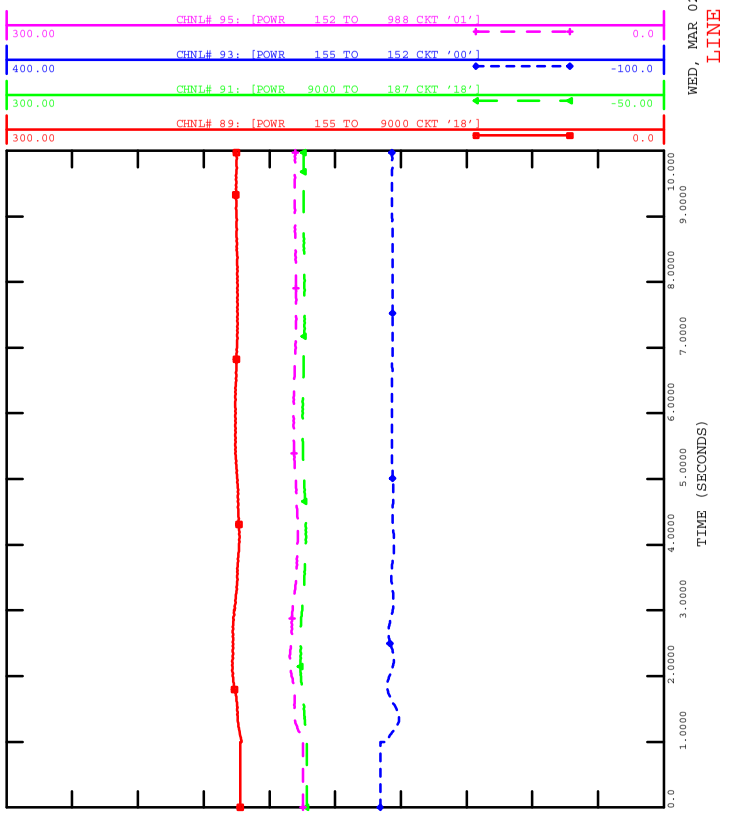
WED, MAR 02 2011 10:10



RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)

FILE: D8-05.out

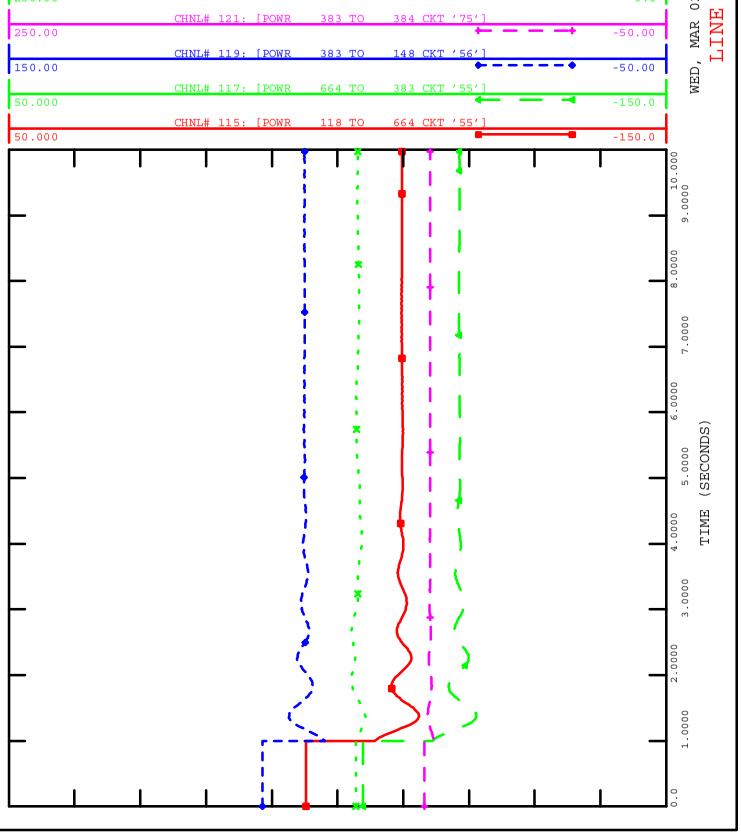
WED, MAR 02 2011 10:10

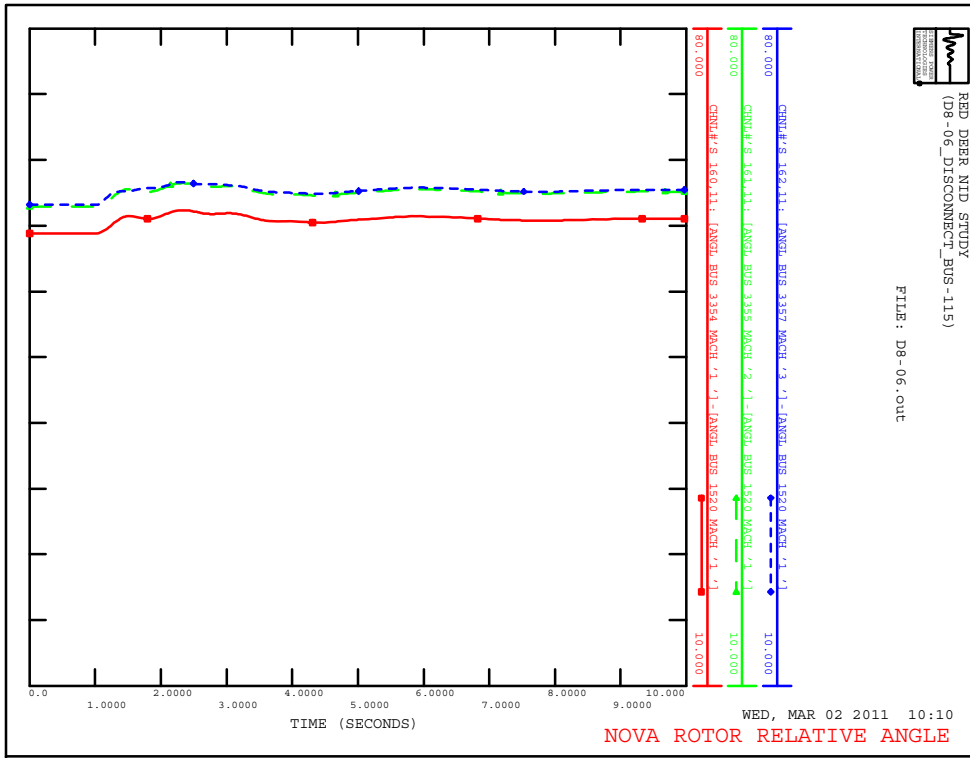


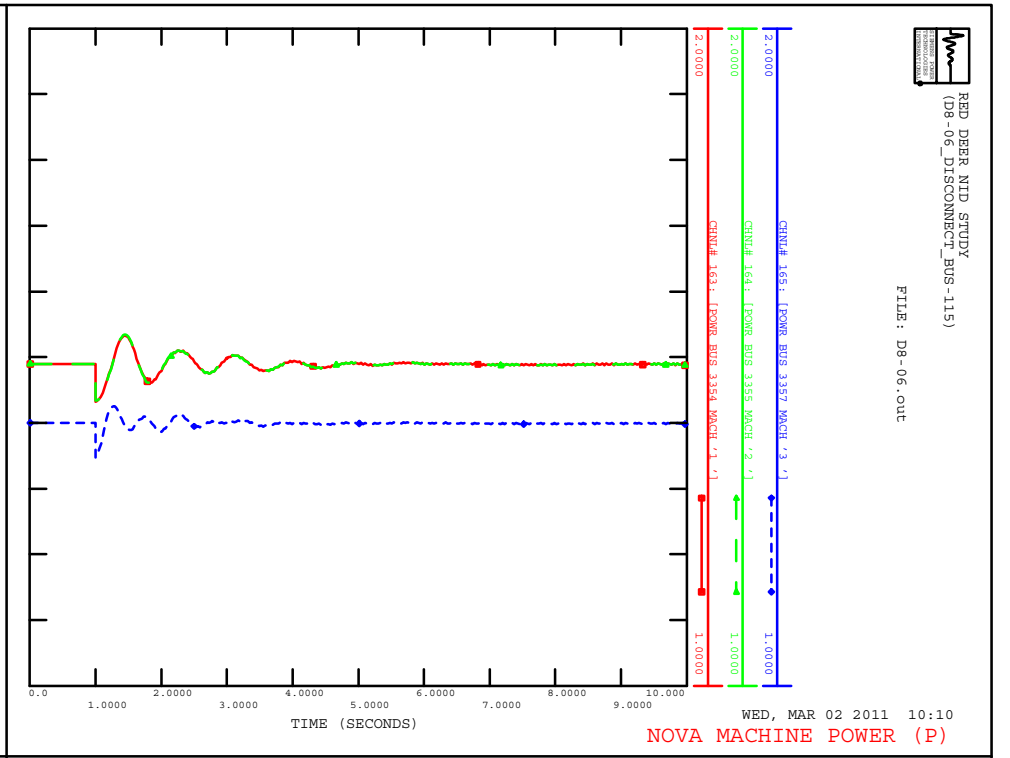
RED DEER NID STUDY
(D8-05_DISCONNECT_BUS-119)

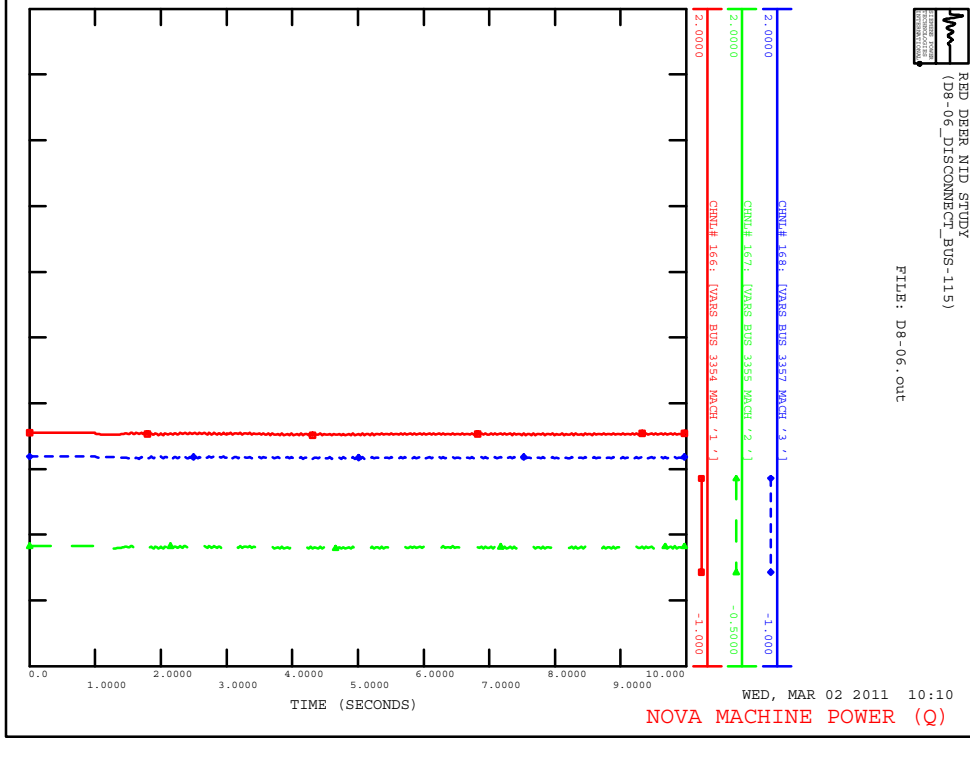
FILE: D8-05.out

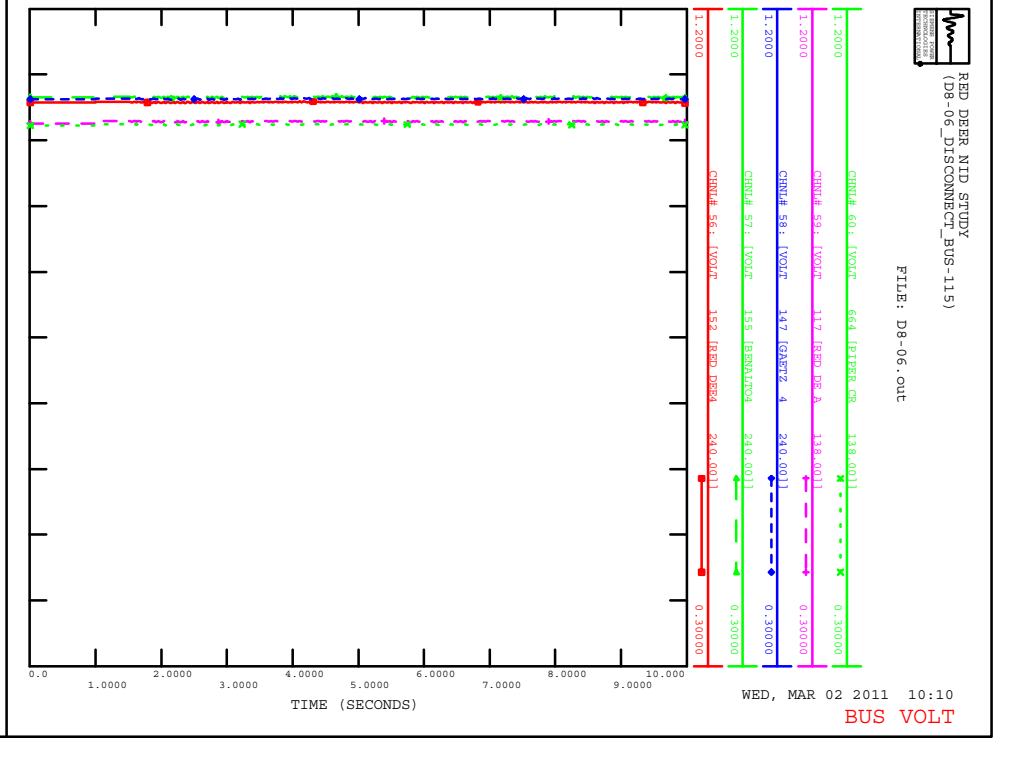
WED, MAR 02 2011 10:10

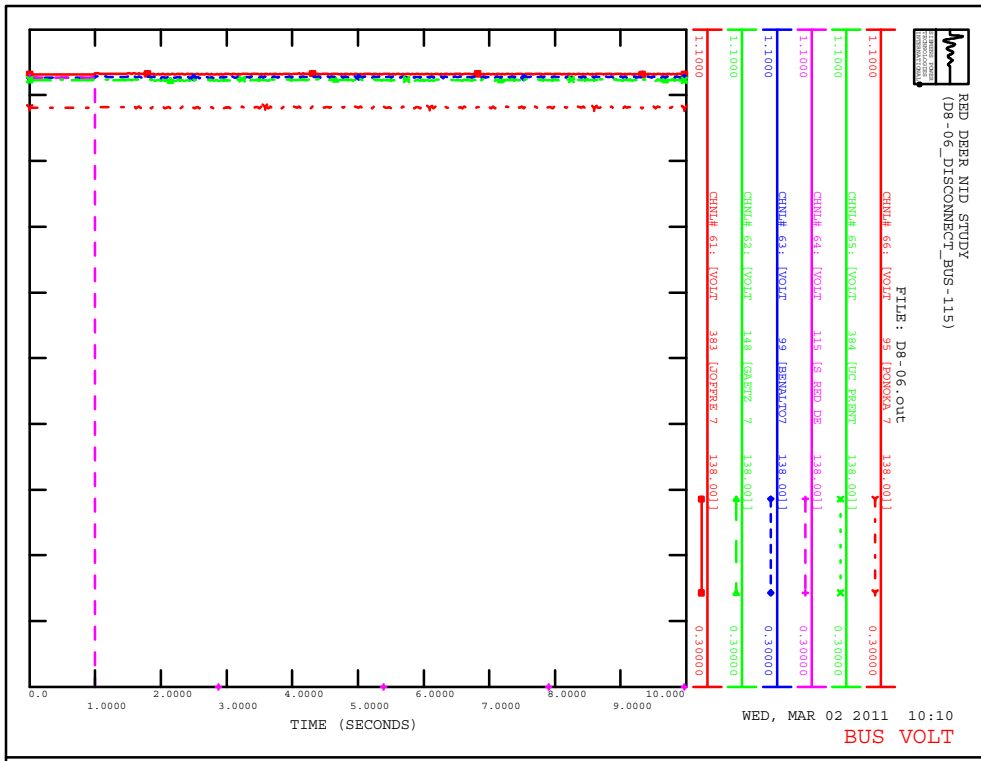


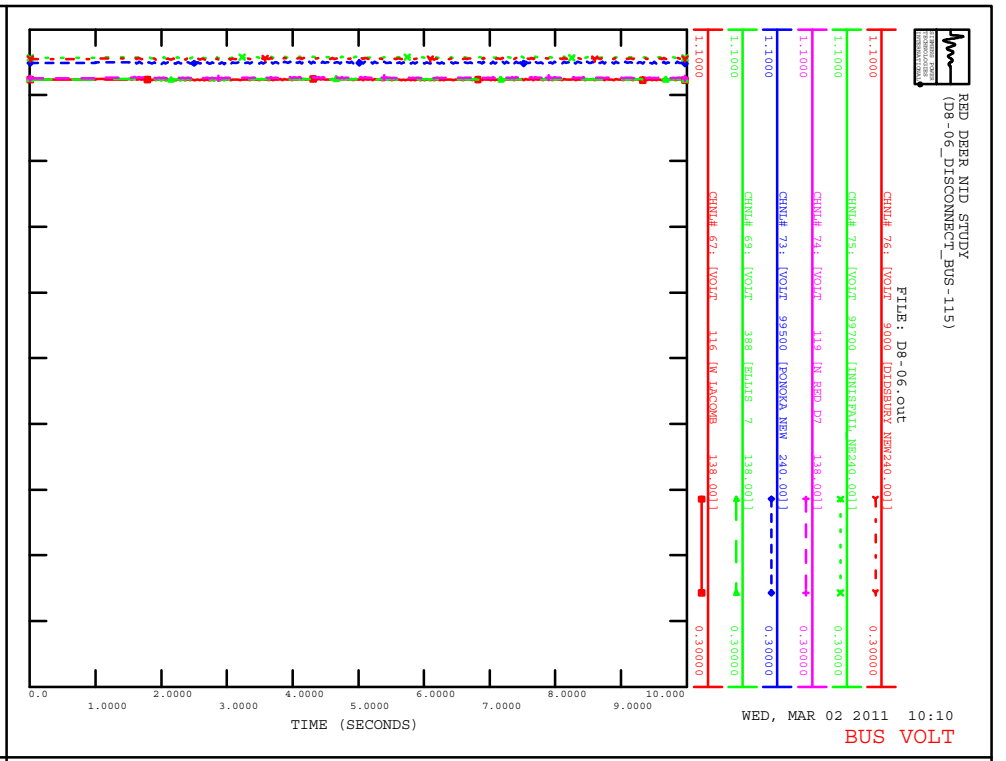

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL#S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

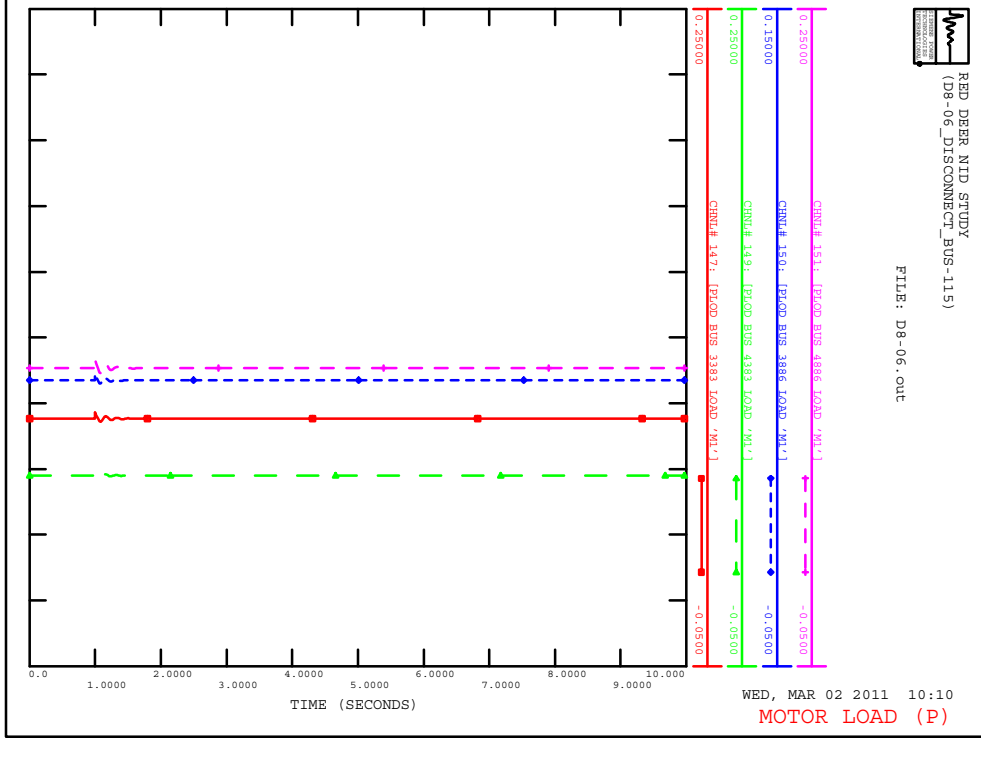

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

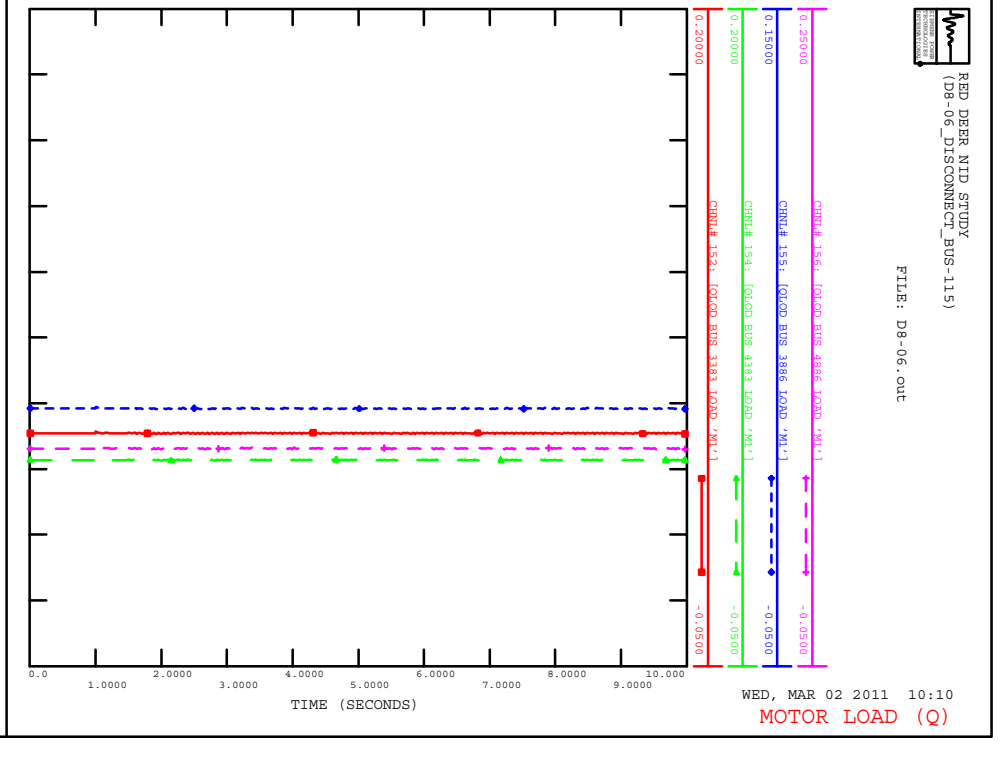

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED PE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DISSBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)

FILE: D8-06.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)

FILE: D8-06.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)

FILE: D8-06.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)

FILE: D8-06.out

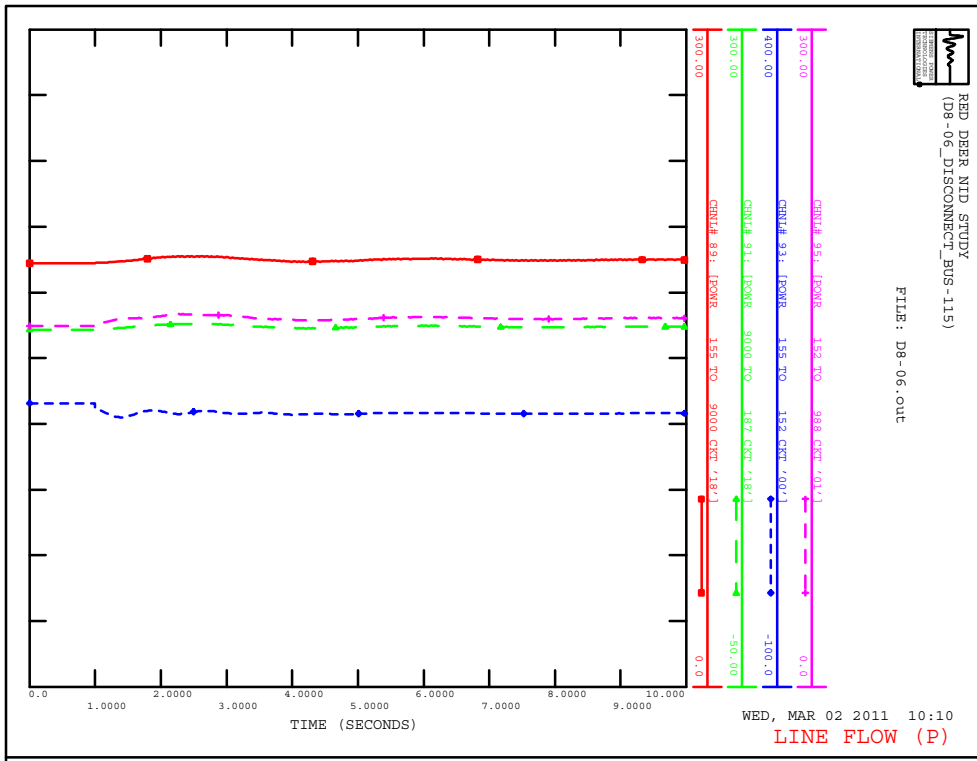
WED, MAR 02 2011 10:10

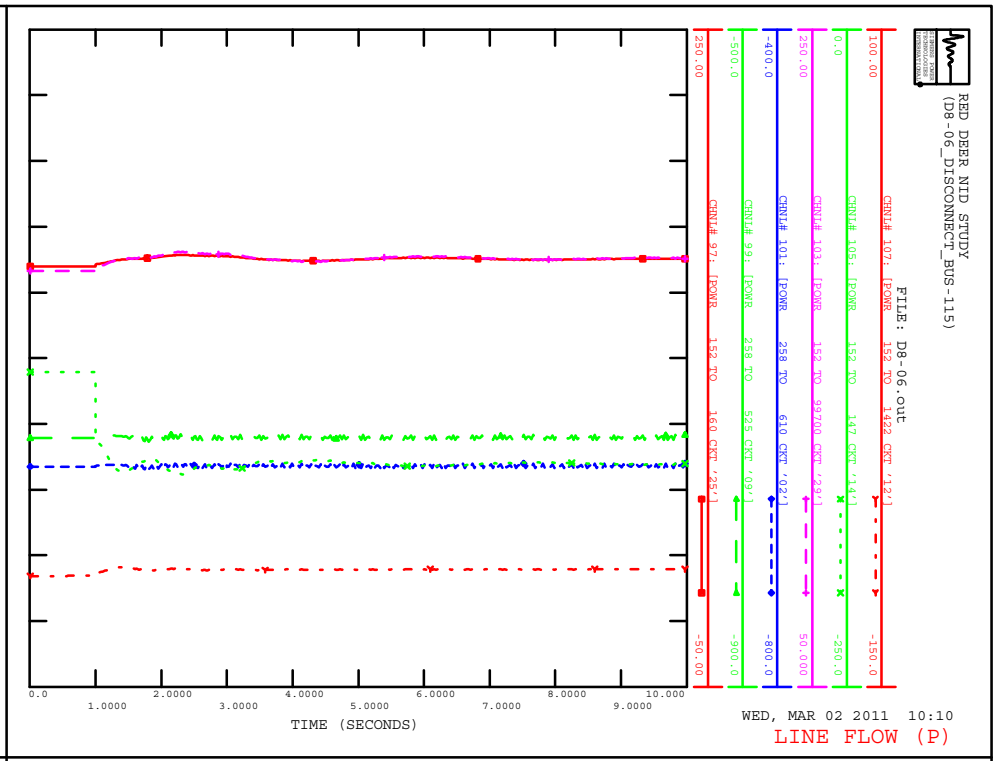
MACHINE POWER (P)

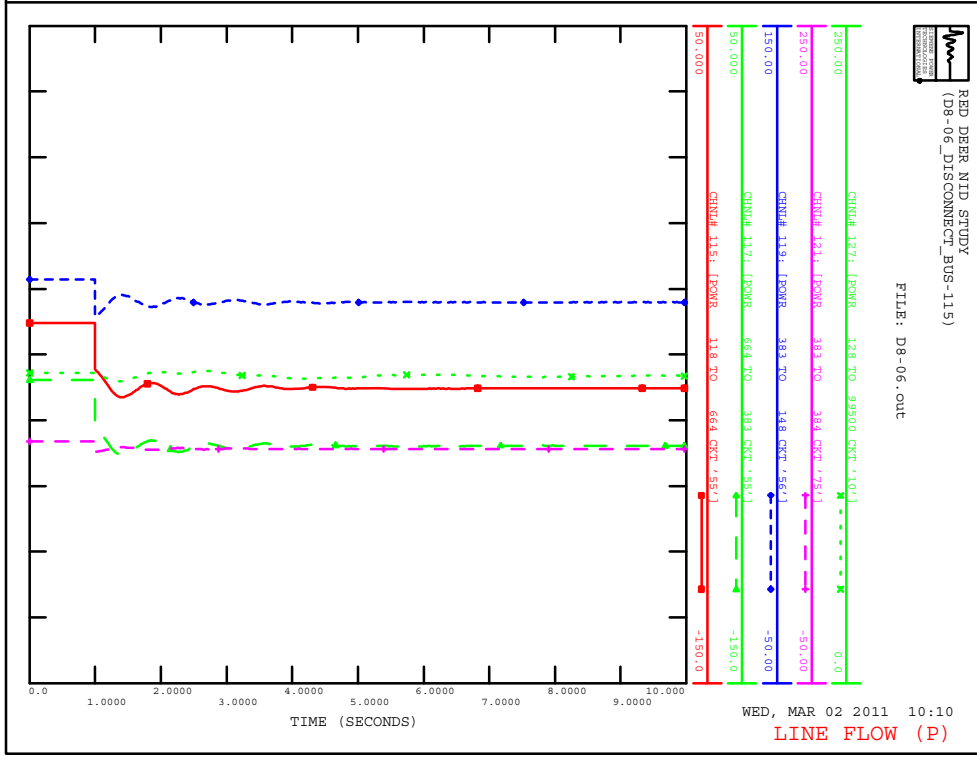
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

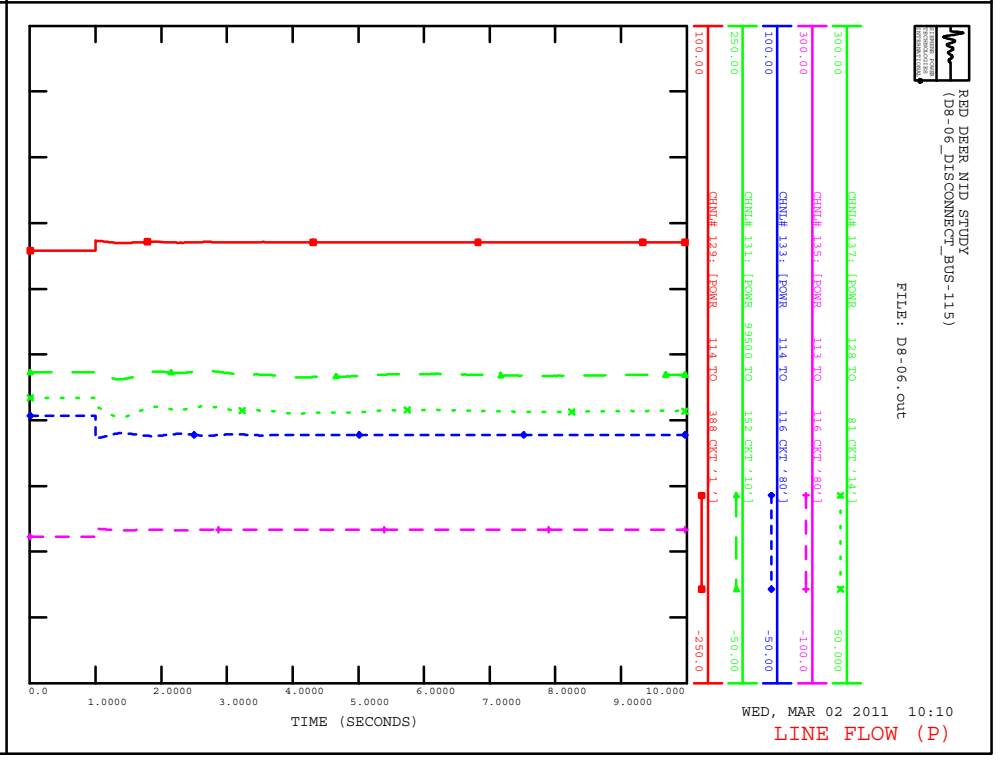
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

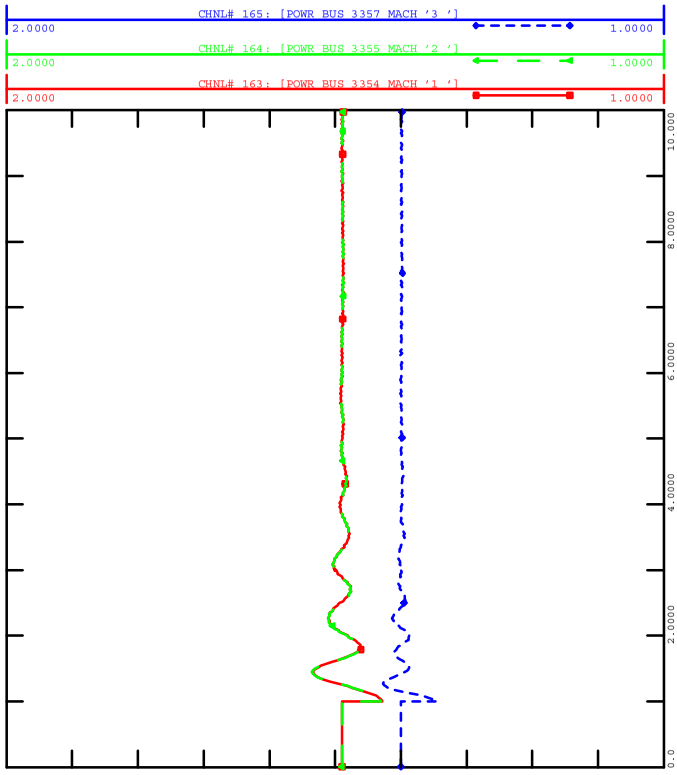

RED DEER NID STUDY
(D8-06_DISCONNECT_BUS-115)
FILE: D8-06.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

NOVA MACHINE POWER (P)

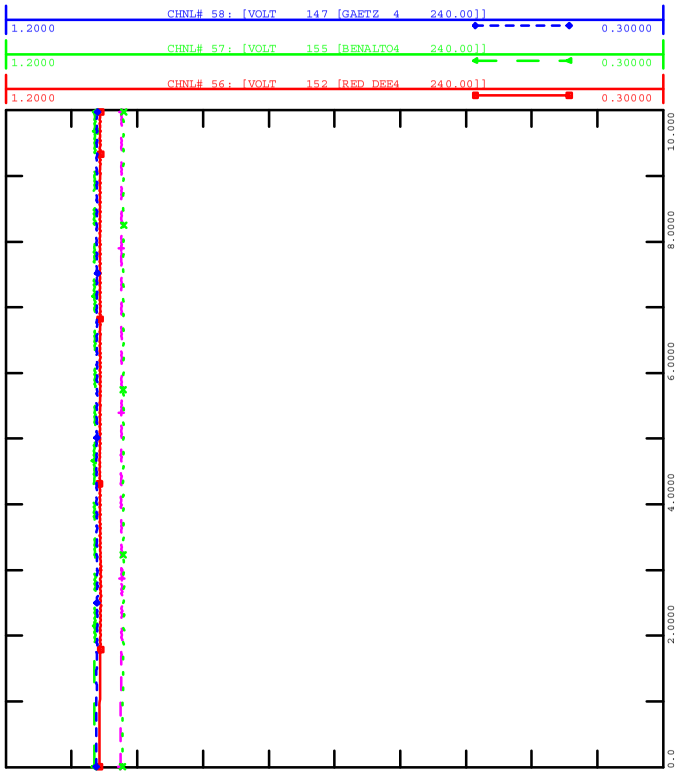


RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

BUS VOLT

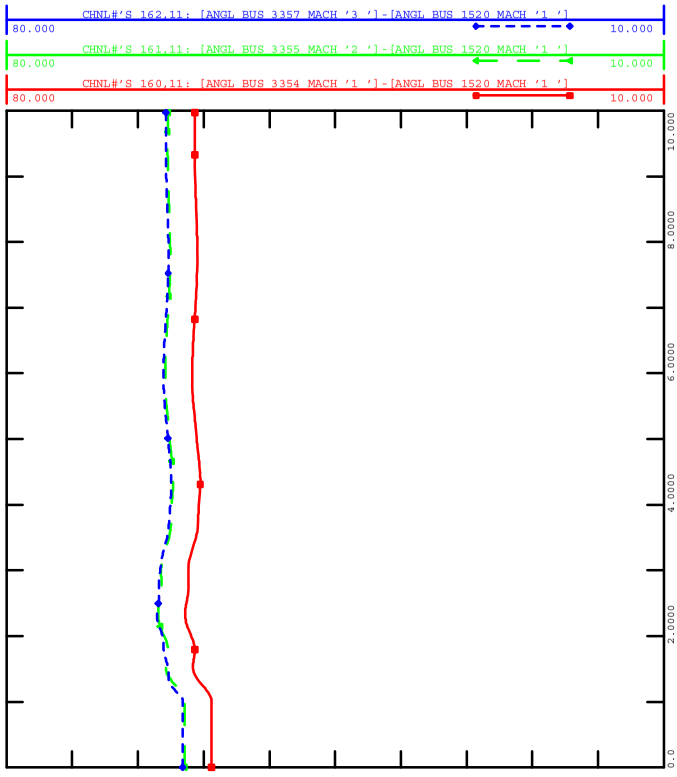


RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

NOVA ROTOR RELATIVE ANGLE

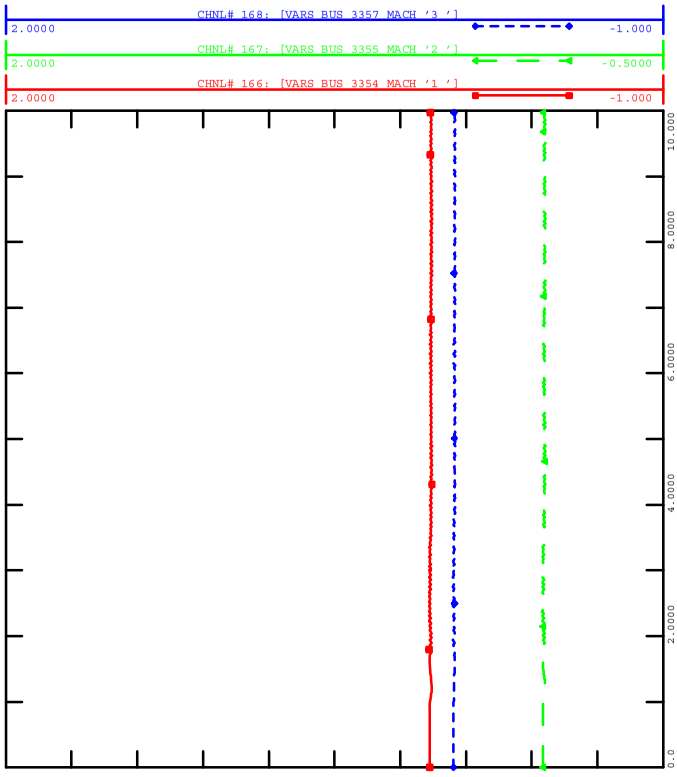


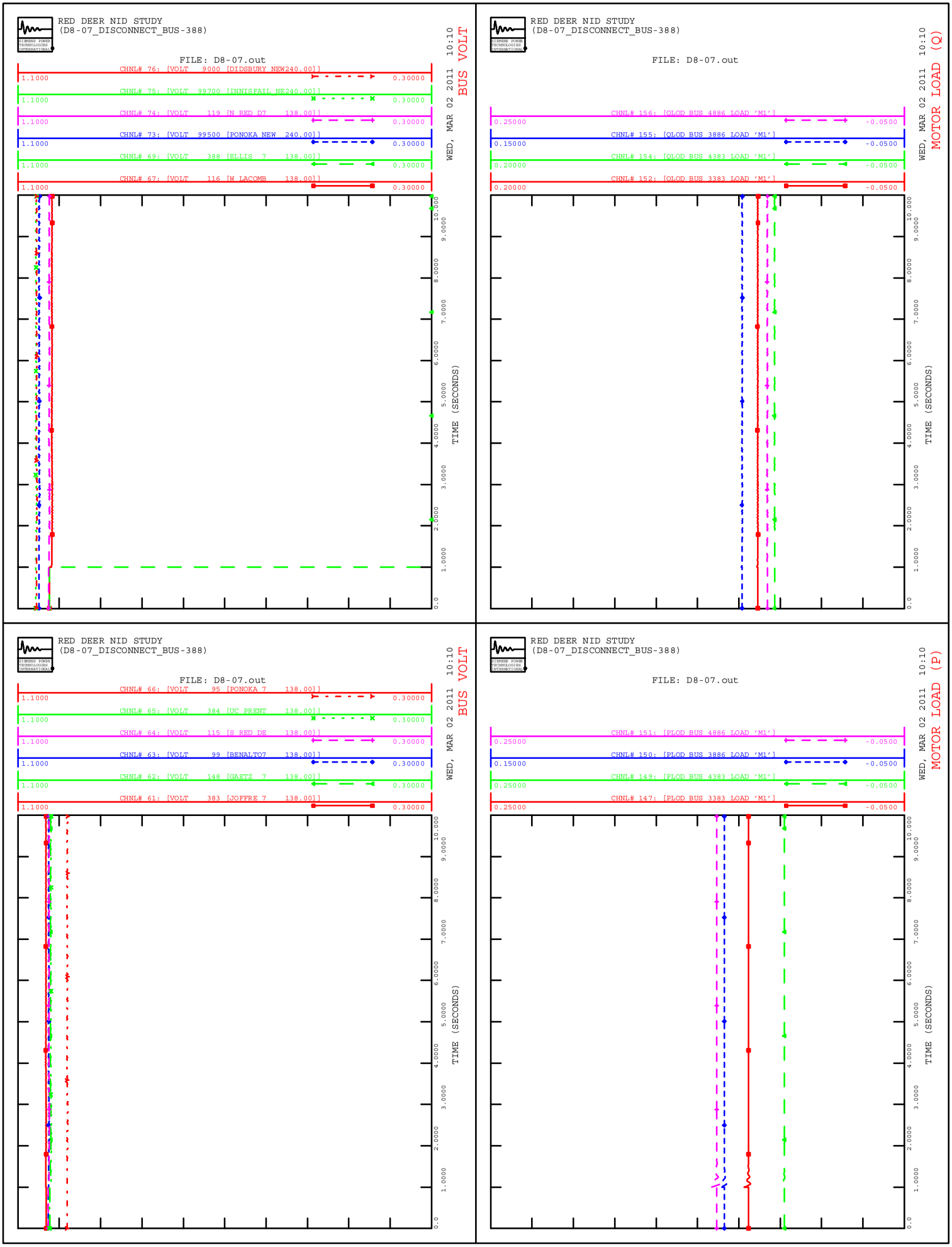
RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

NOVA MACHINE POWER (Q)




RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)

FILE: D8-07.out

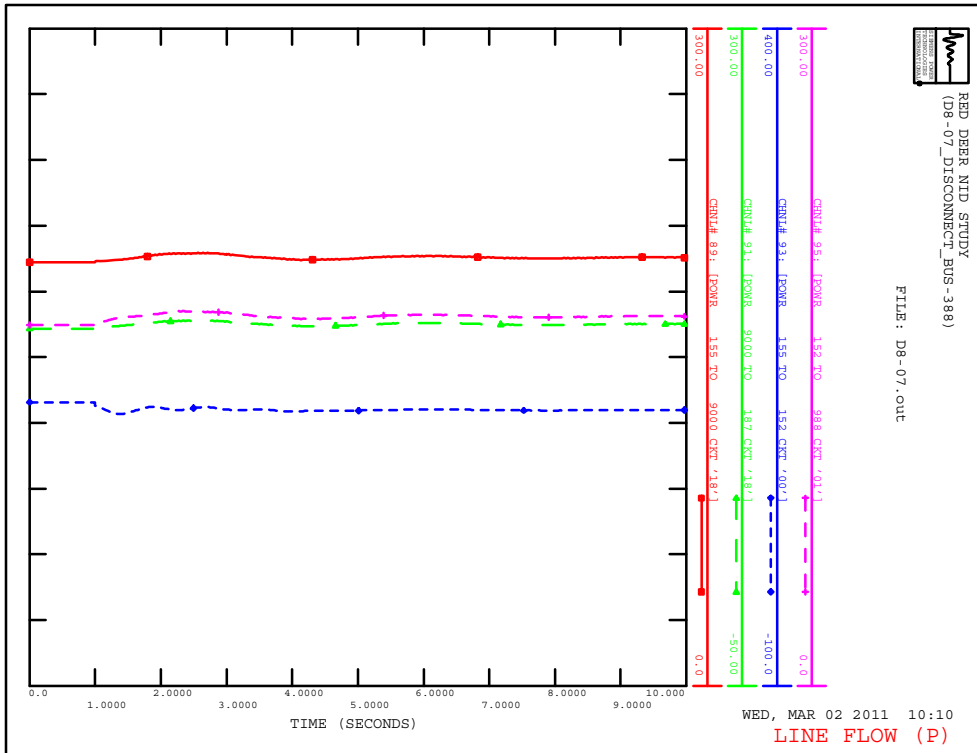
WED, MAR 02 2011 10:10

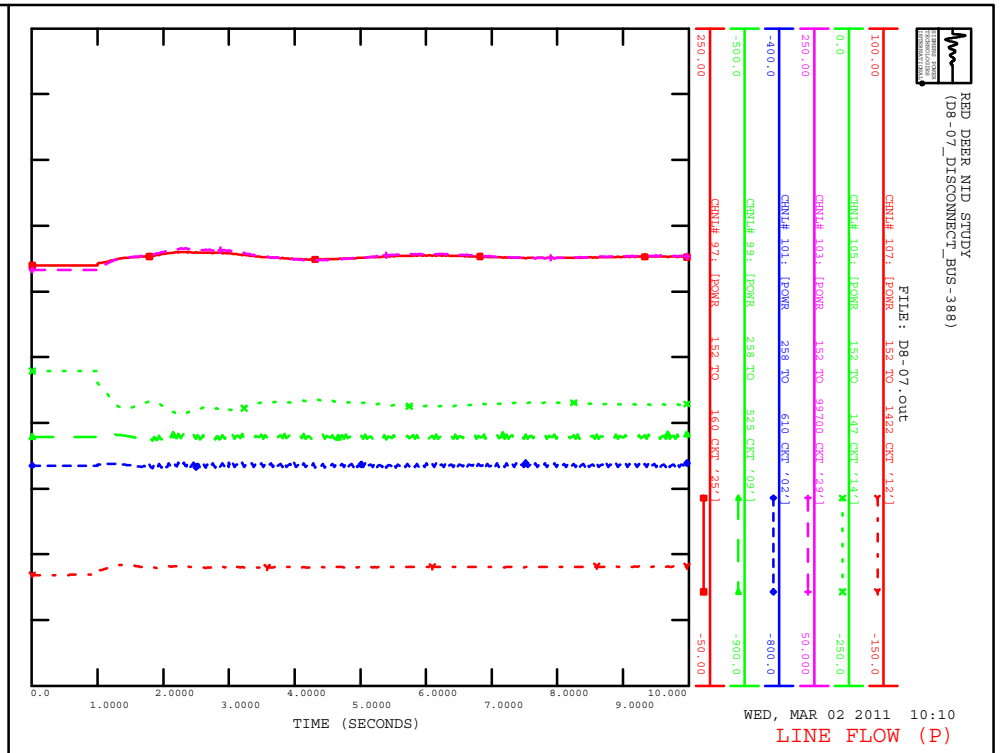
MACHINE POWER (P)

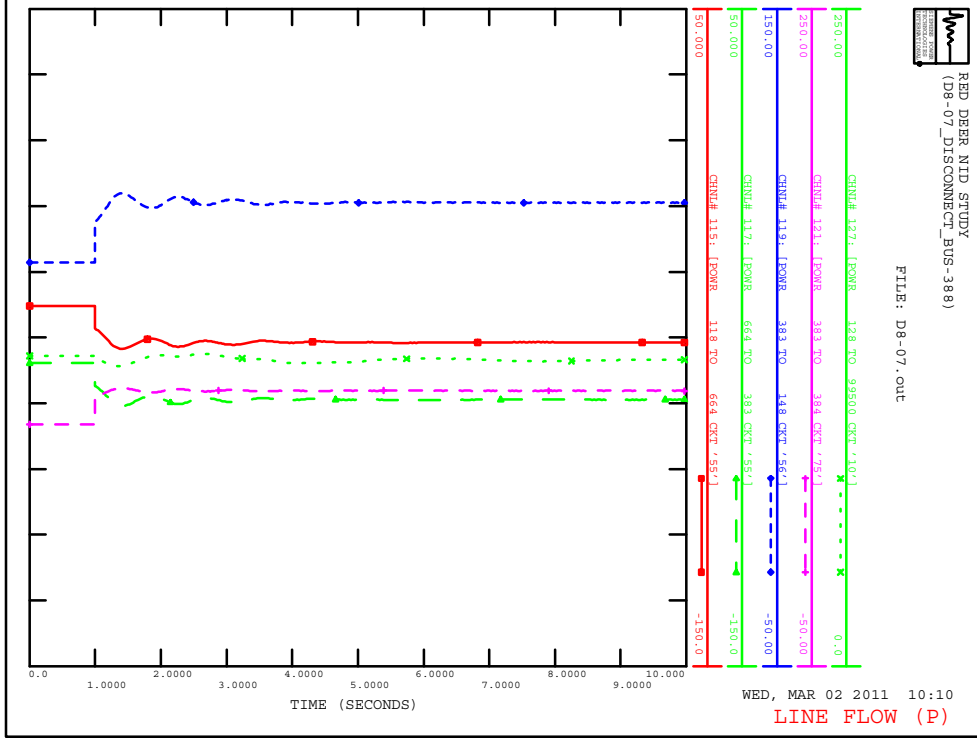
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

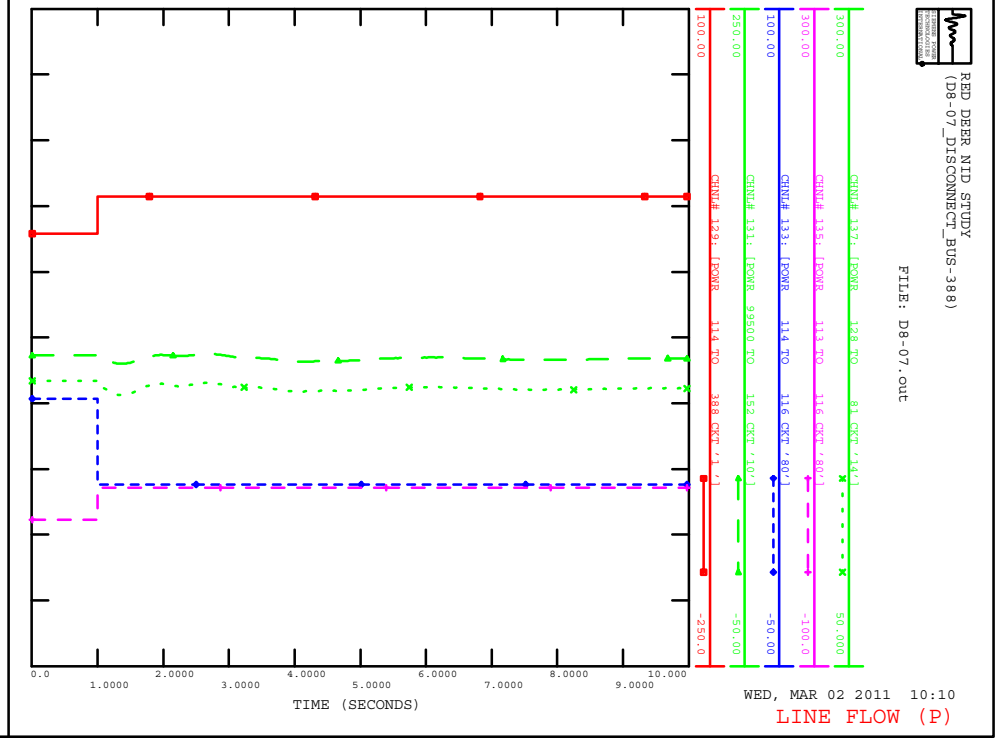
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

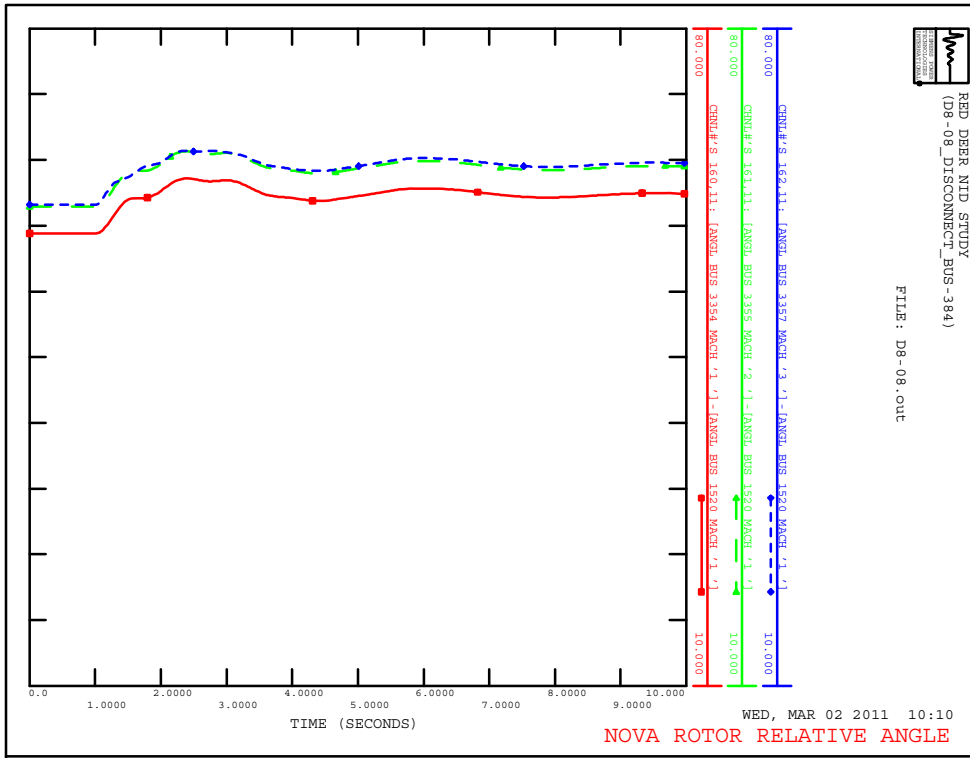
TIME (SECONDS)

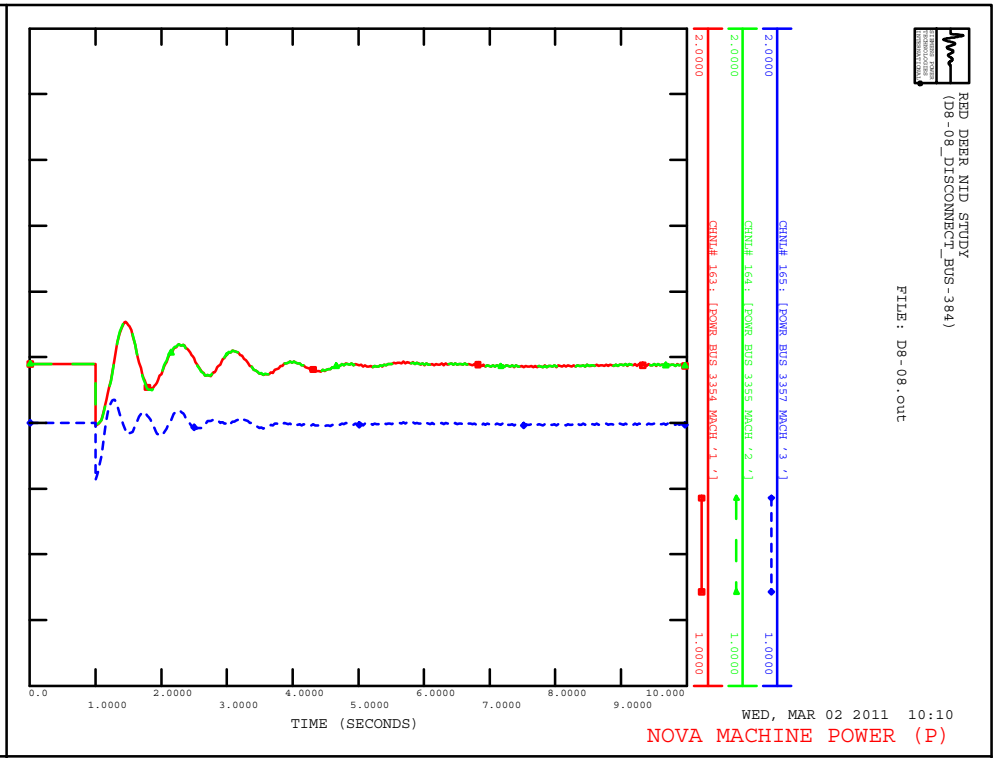

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

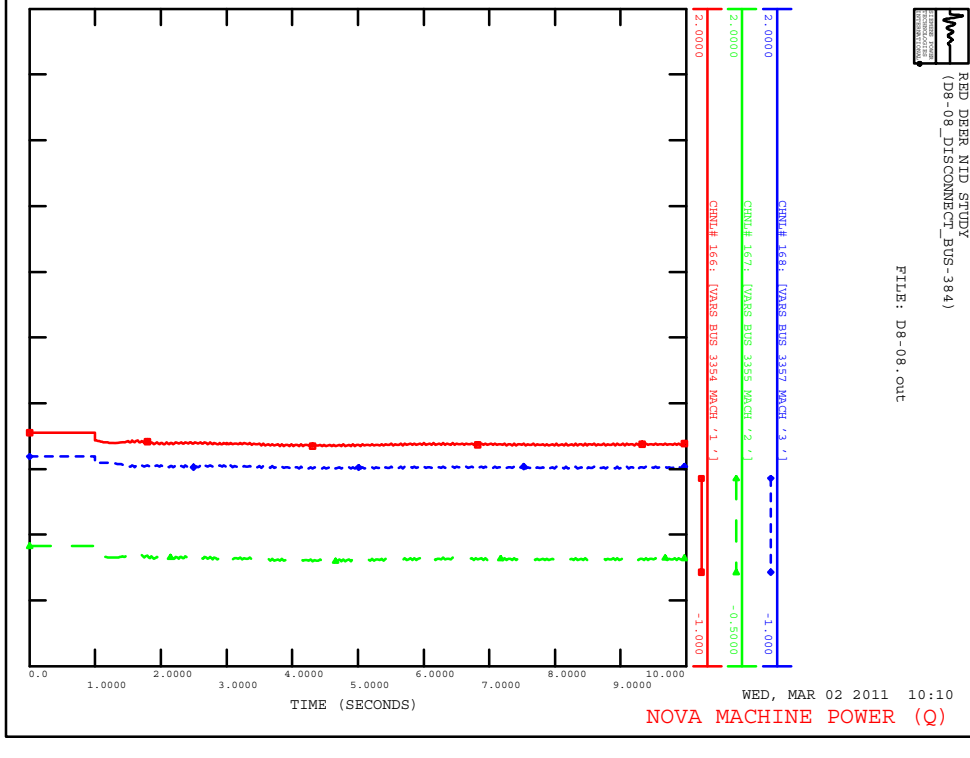

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

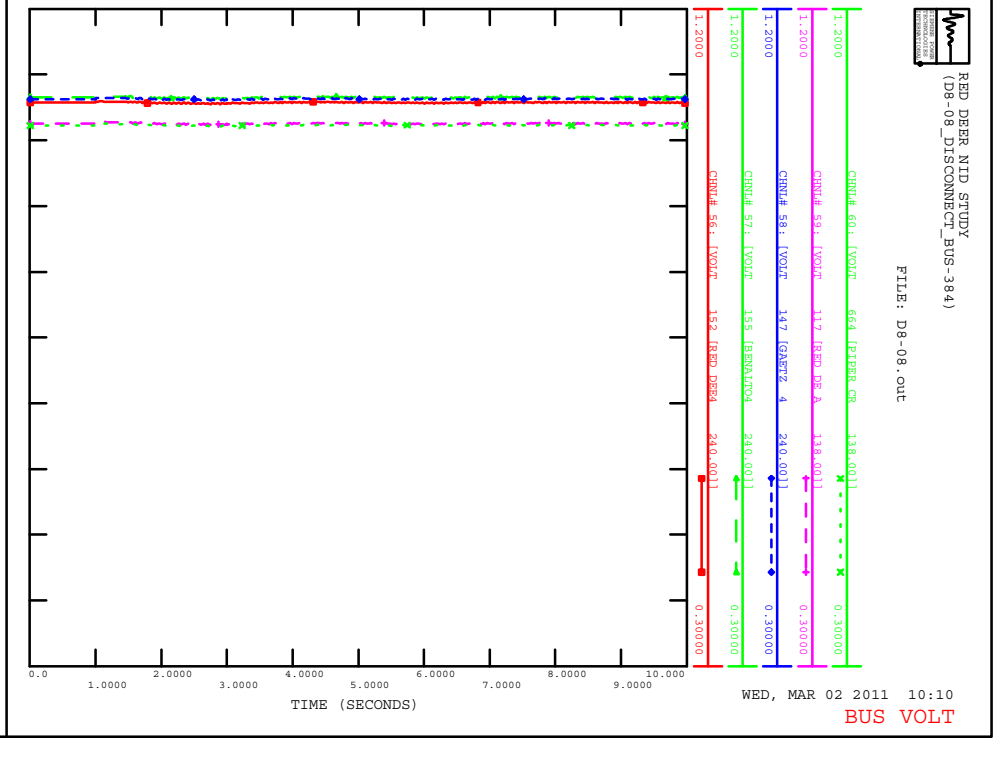

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

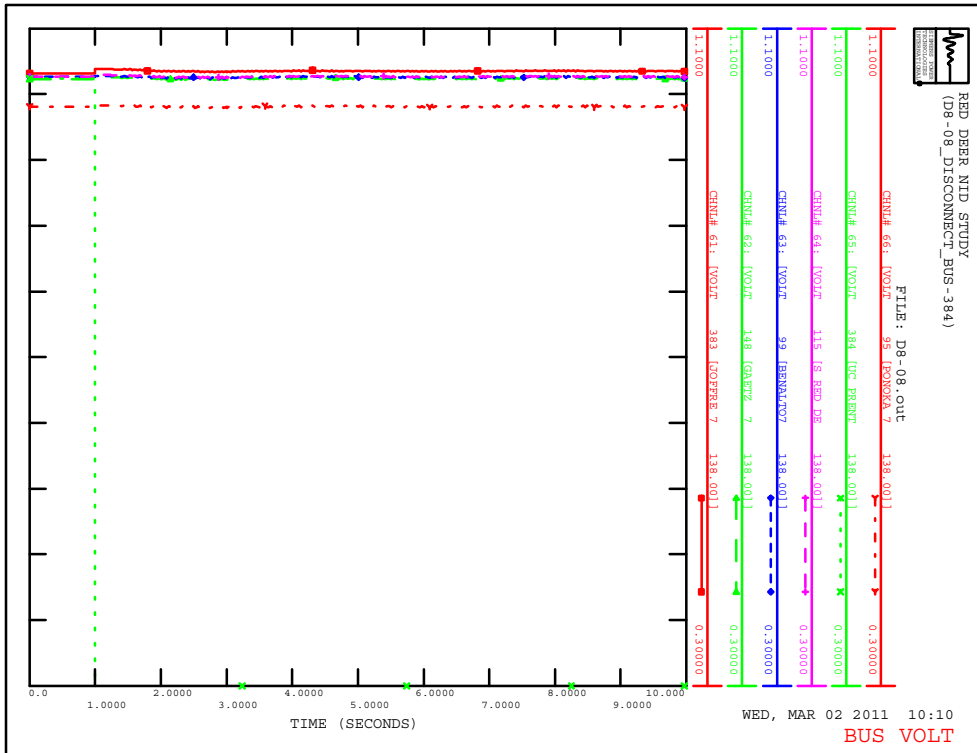

RED DEER NID STUDY
(D8-07_DISCONNECT_BUS-388)
FILE: D8-07.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

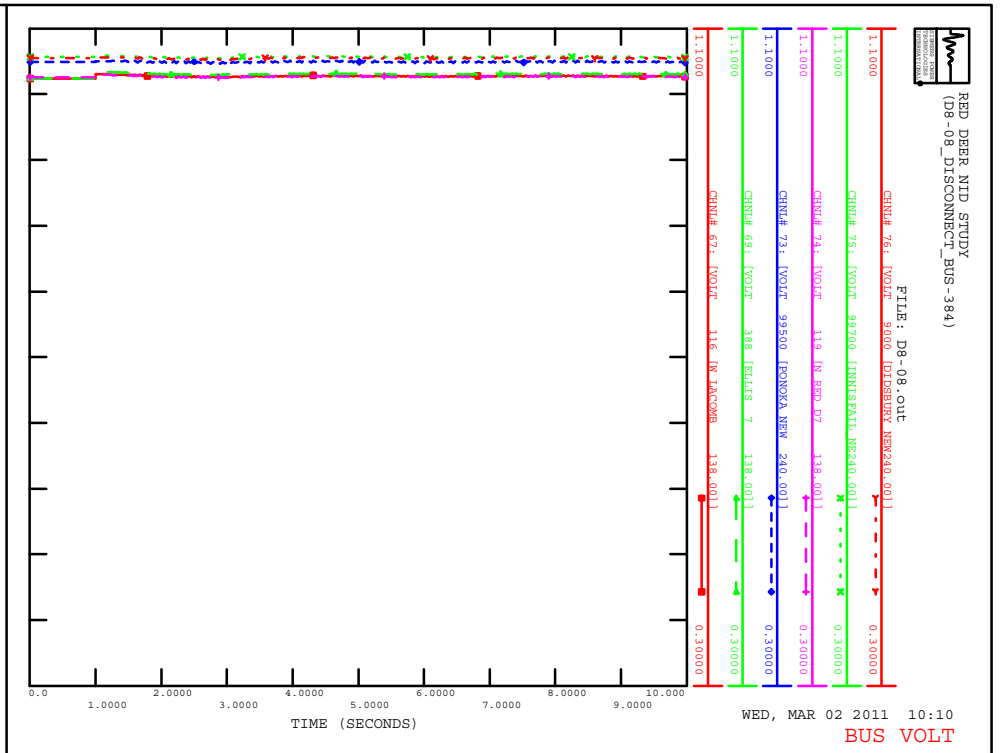

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

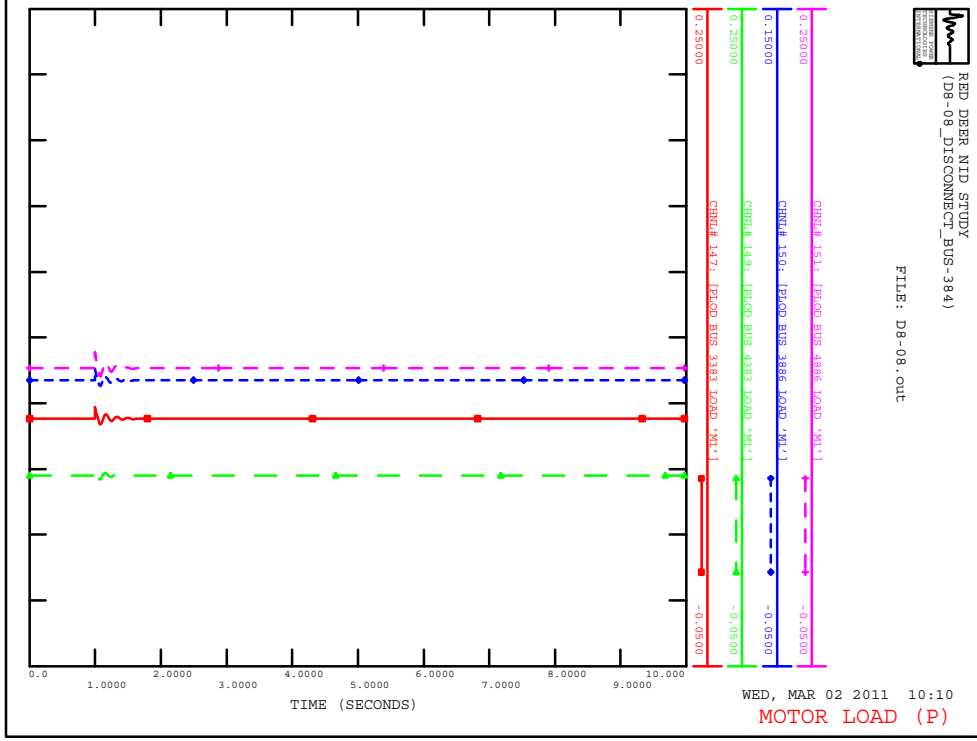

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

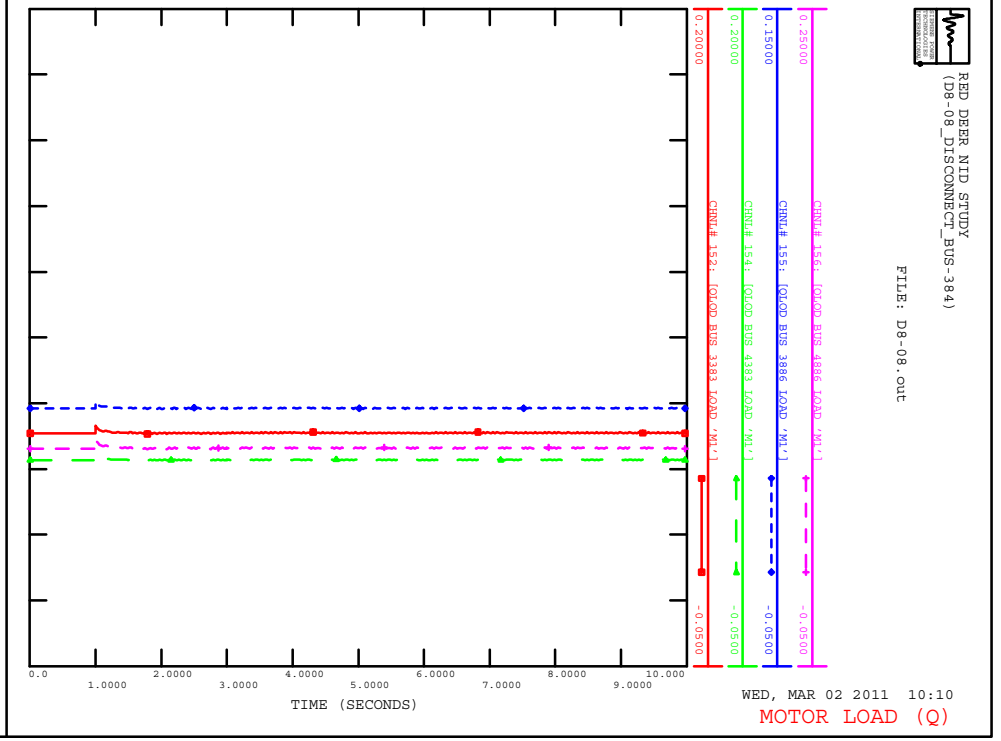

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

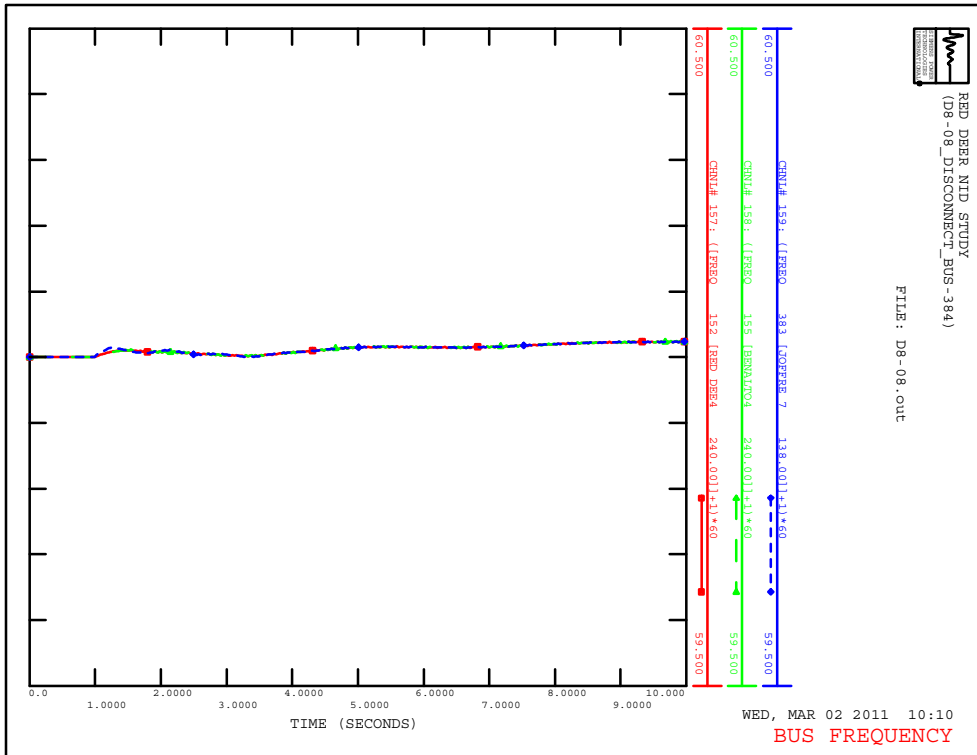

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

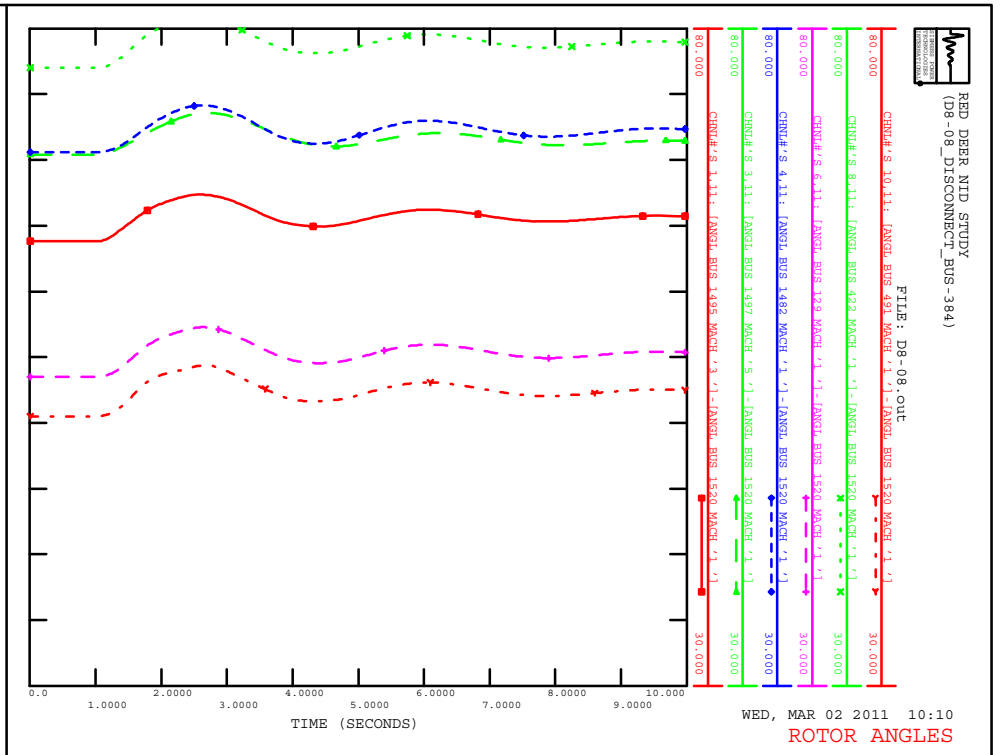

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

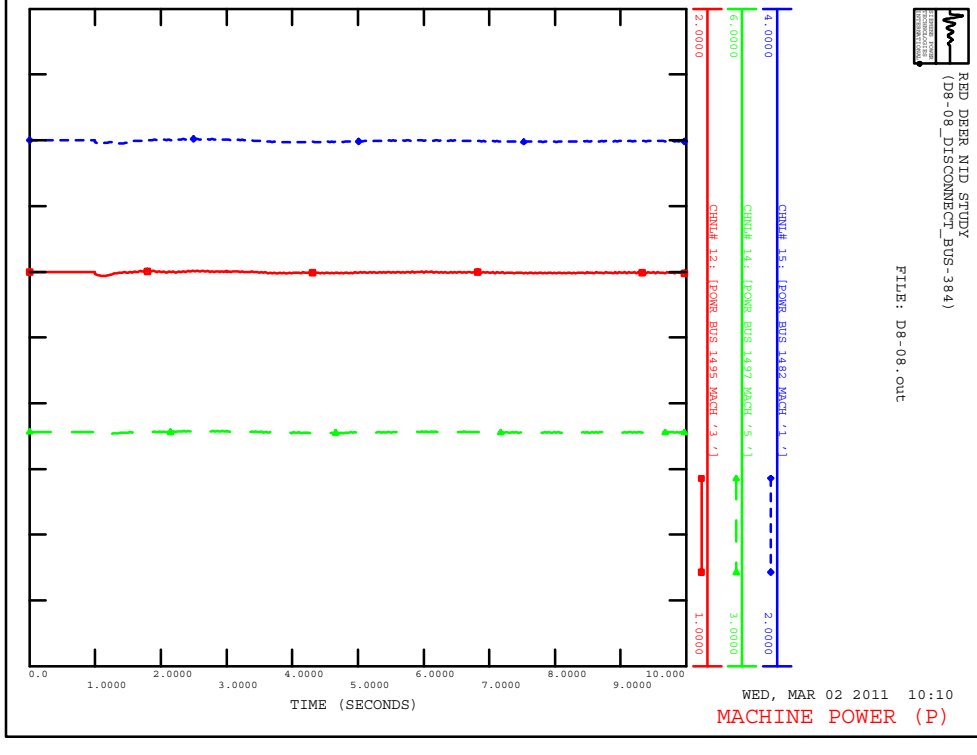

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

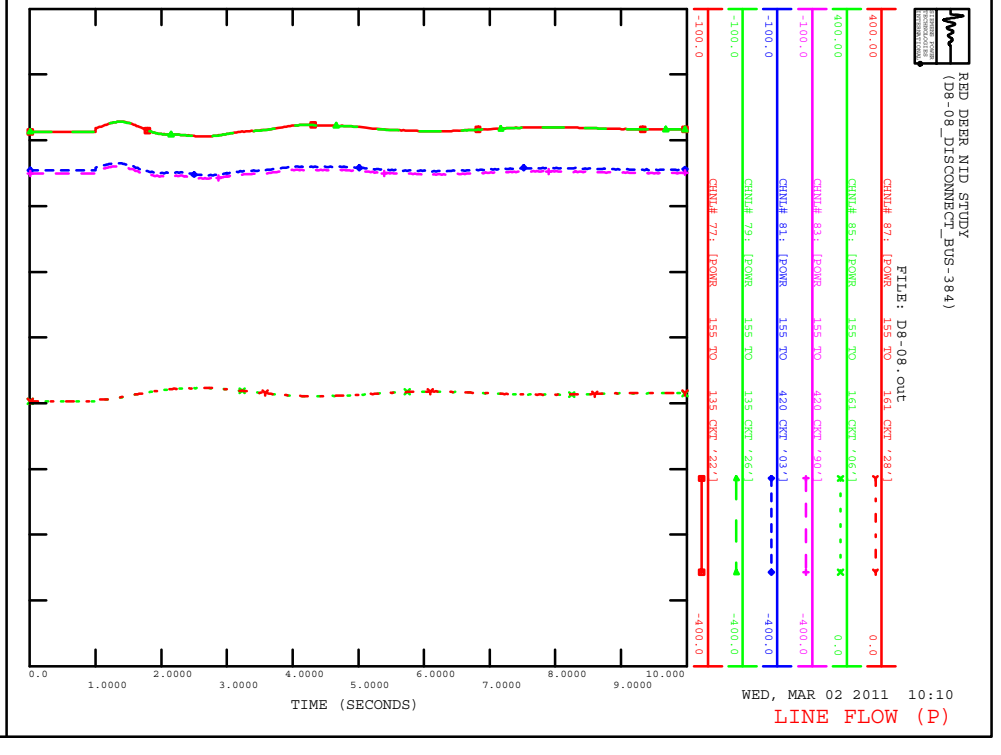

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

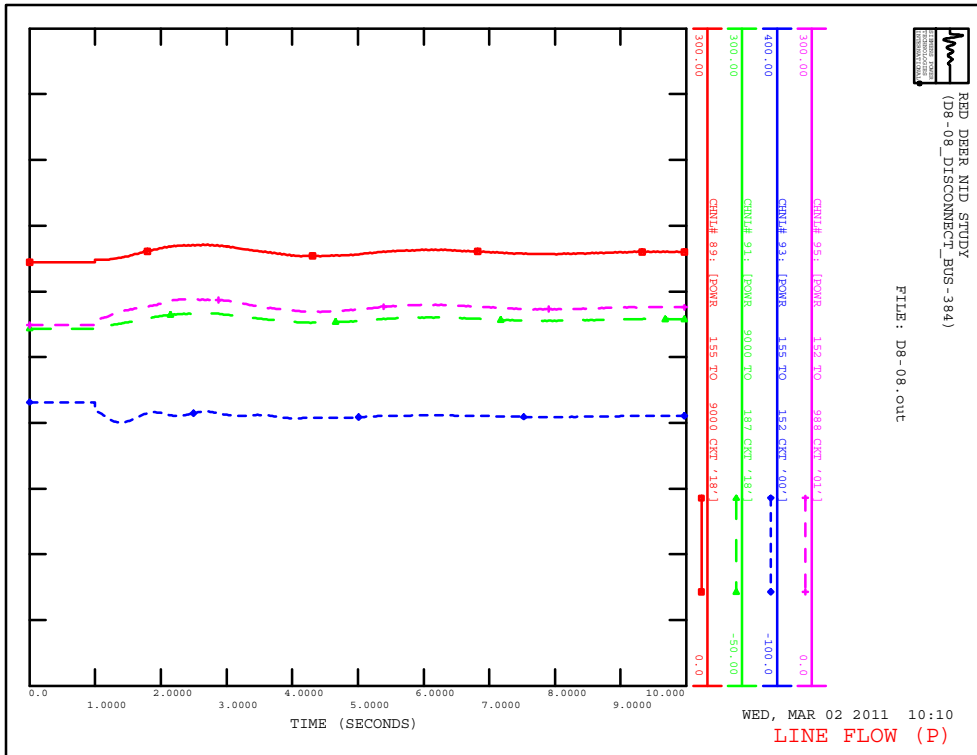

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

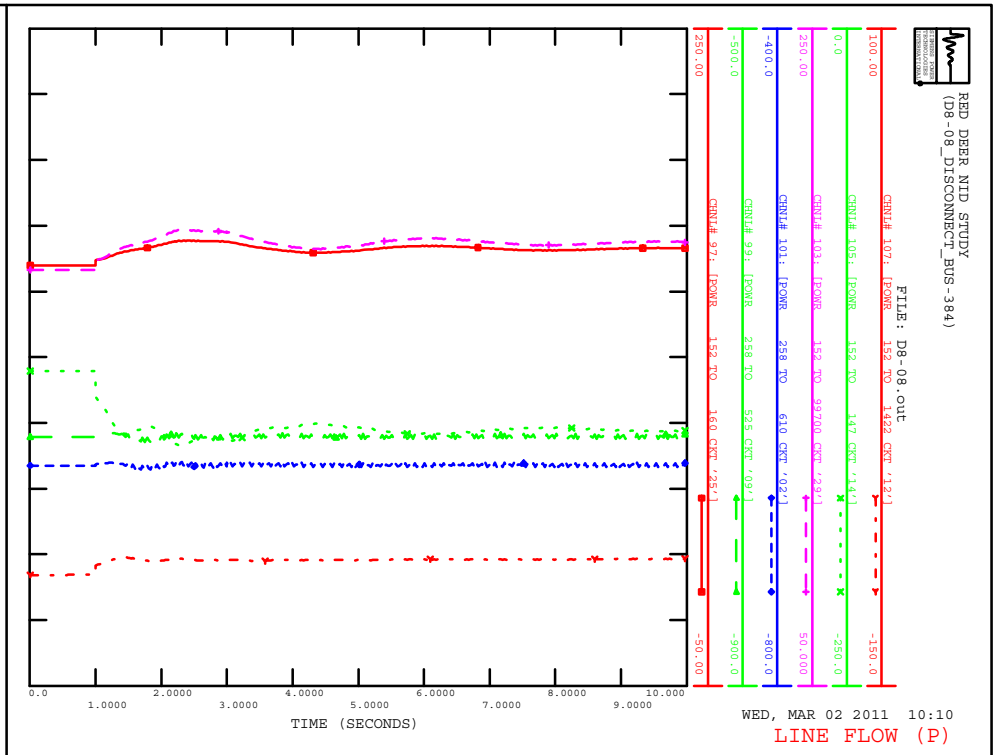

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

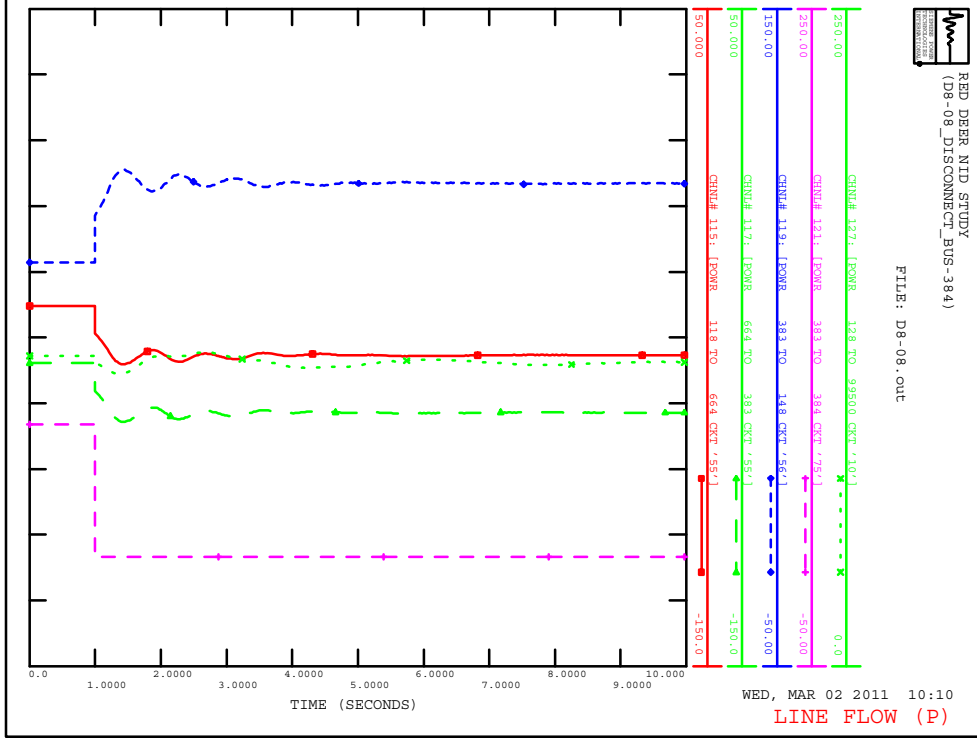

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

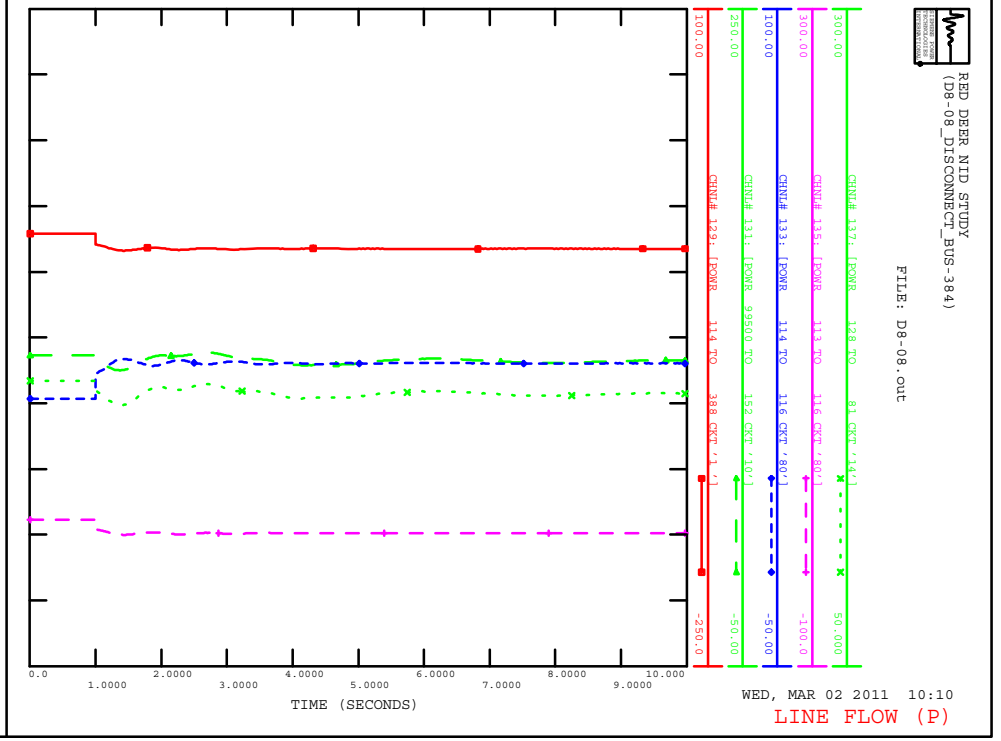

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

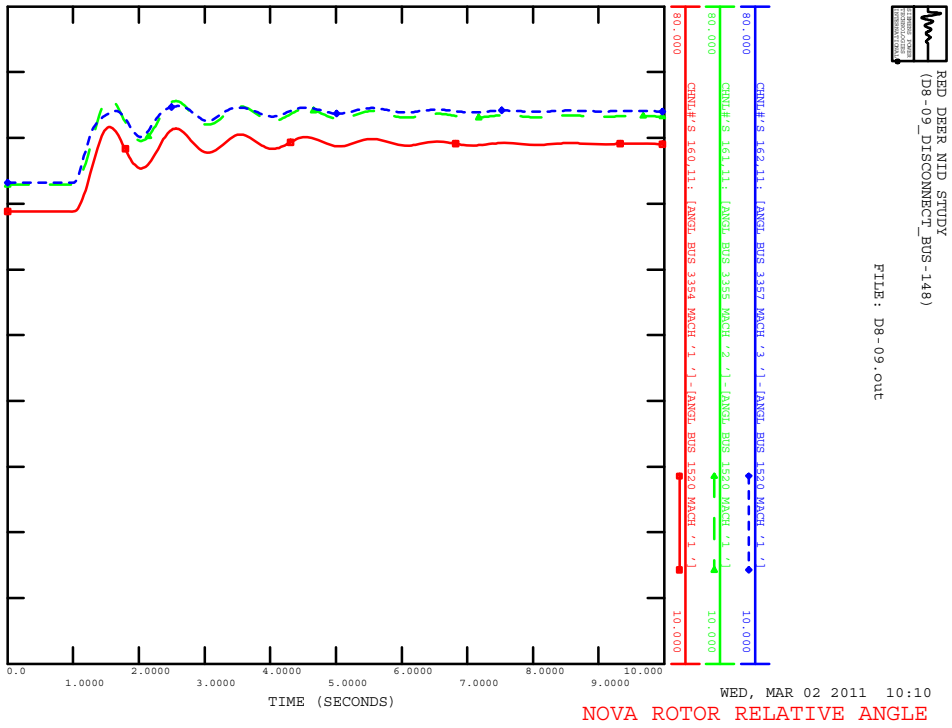

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

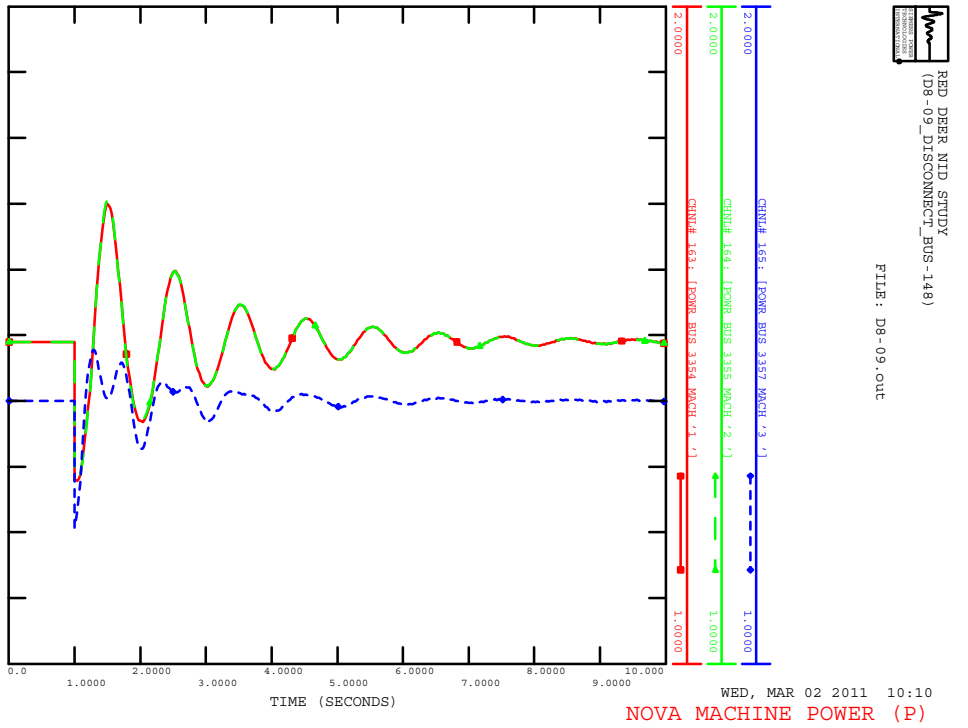

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

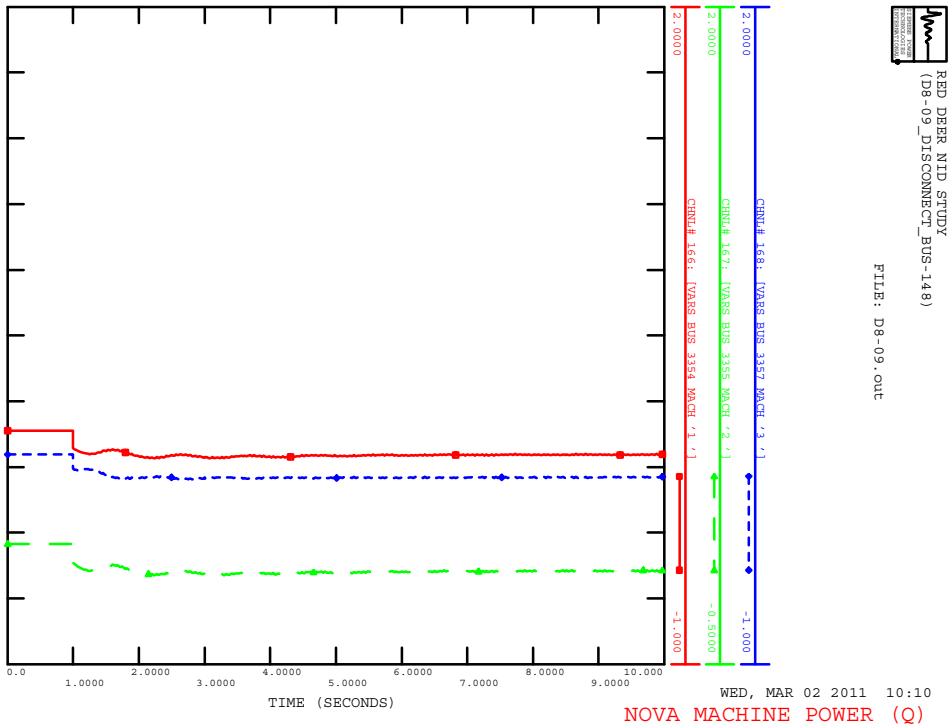

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

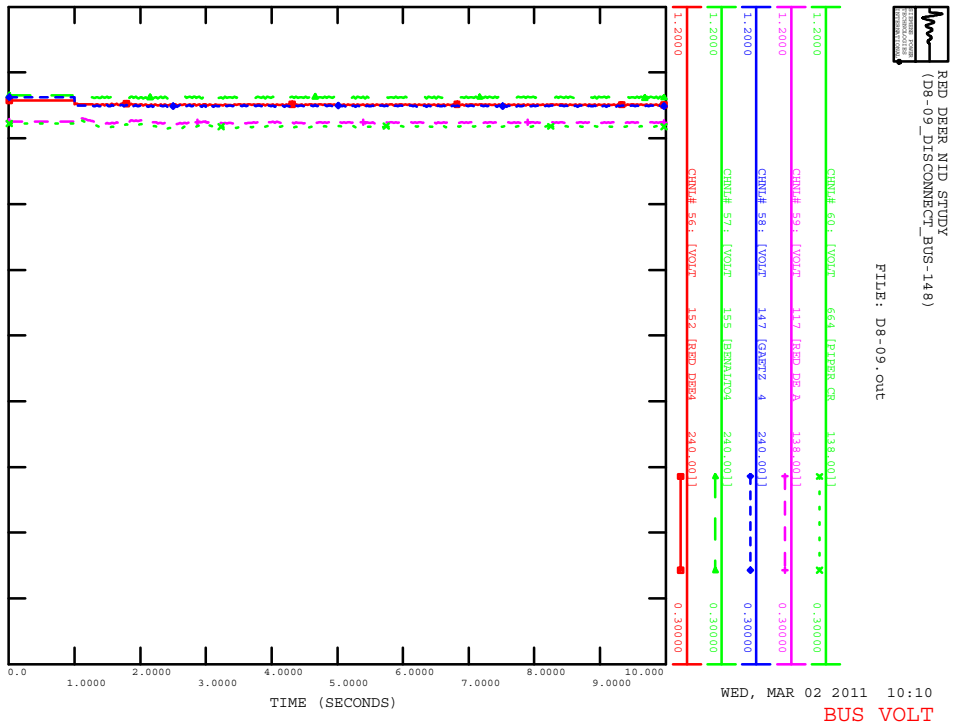

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

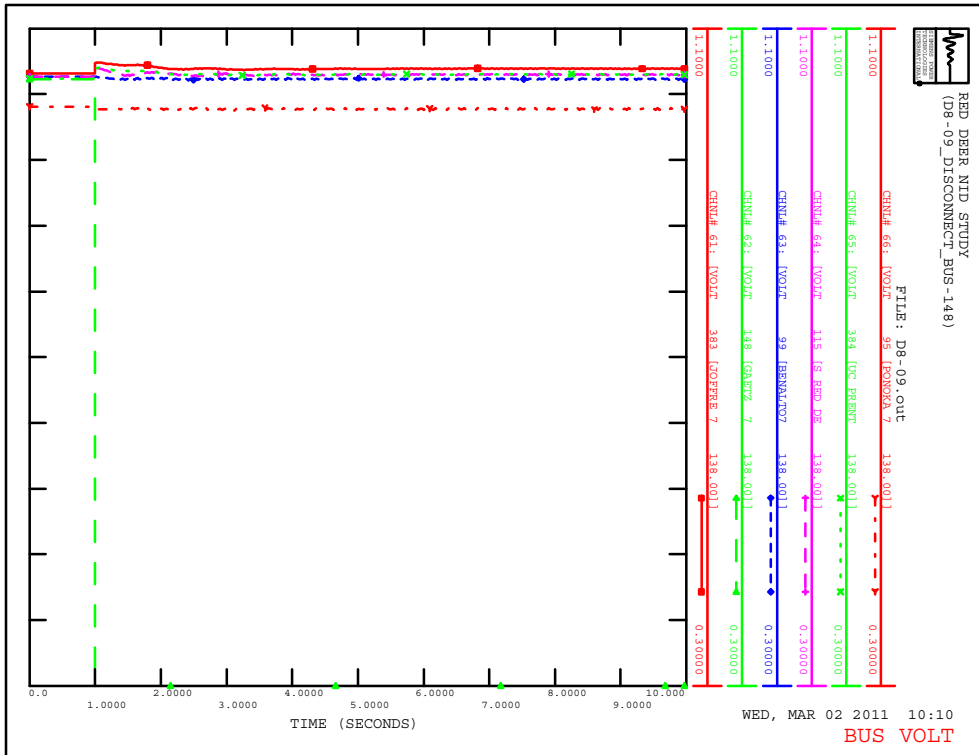

RED DEER NID STUDY
(D8-08_DISCONNECT_BUS-384)
FILE: D8-08.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

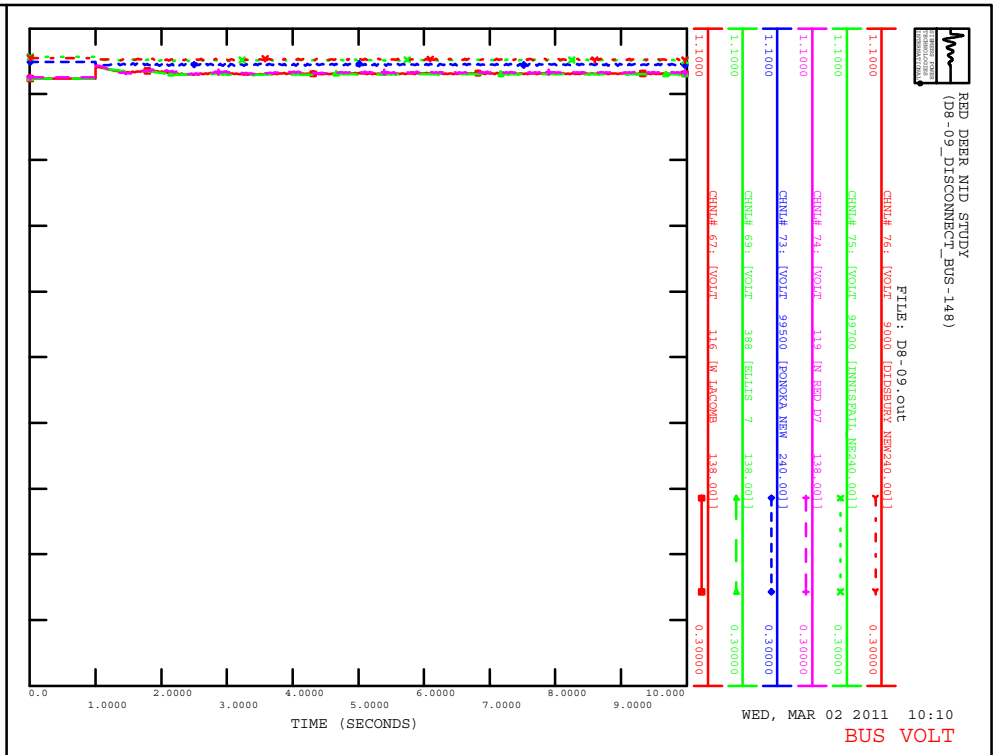

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

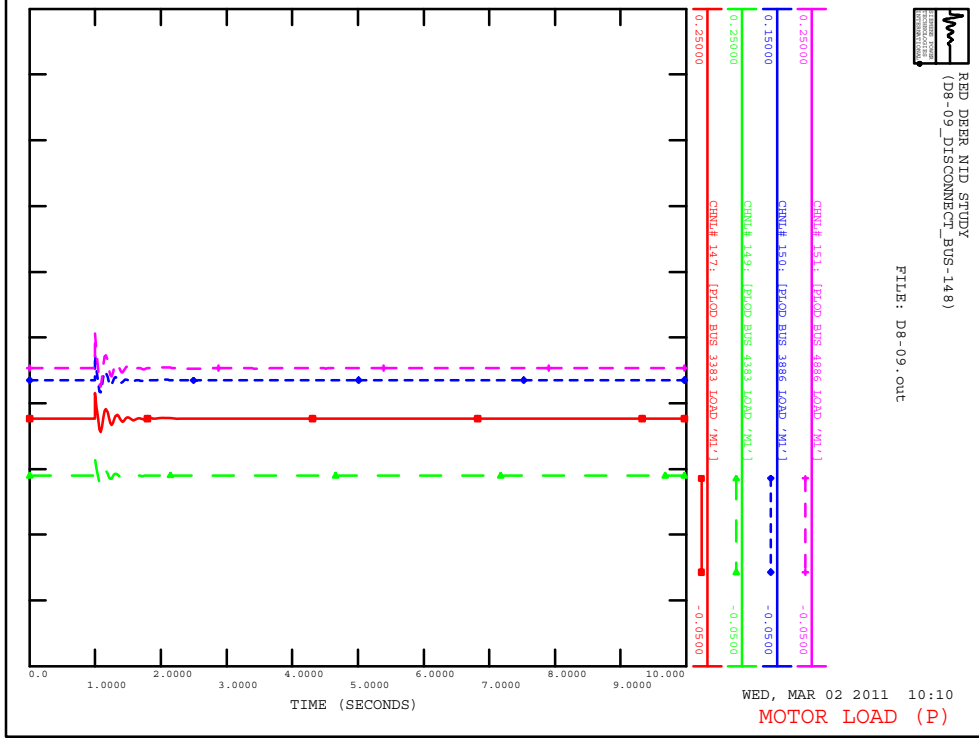

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

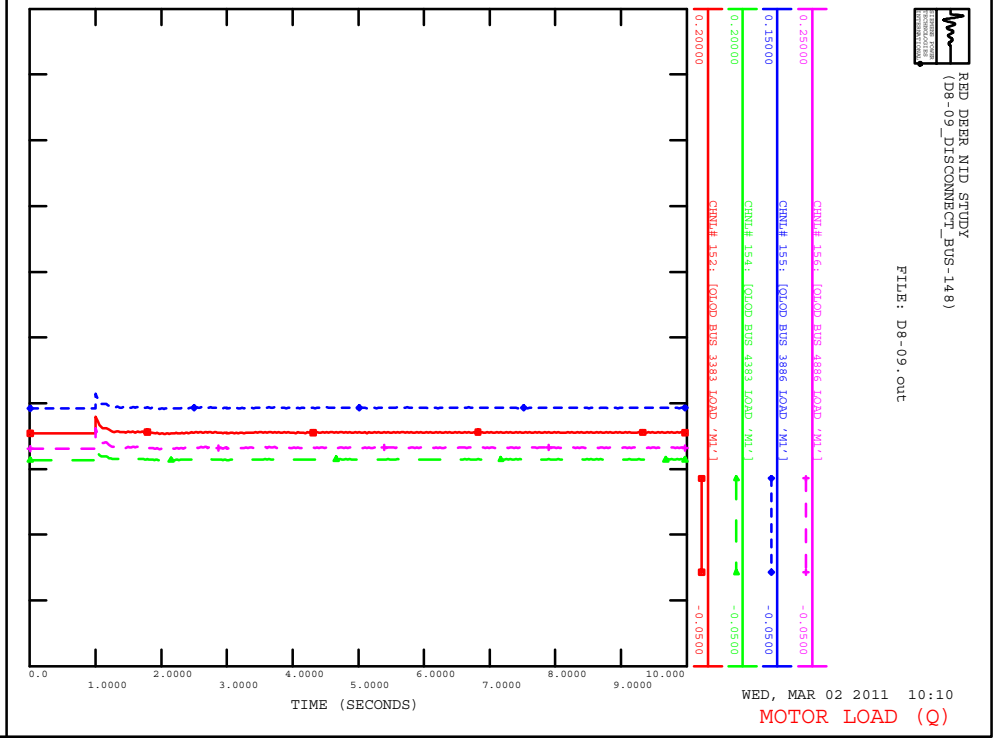

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

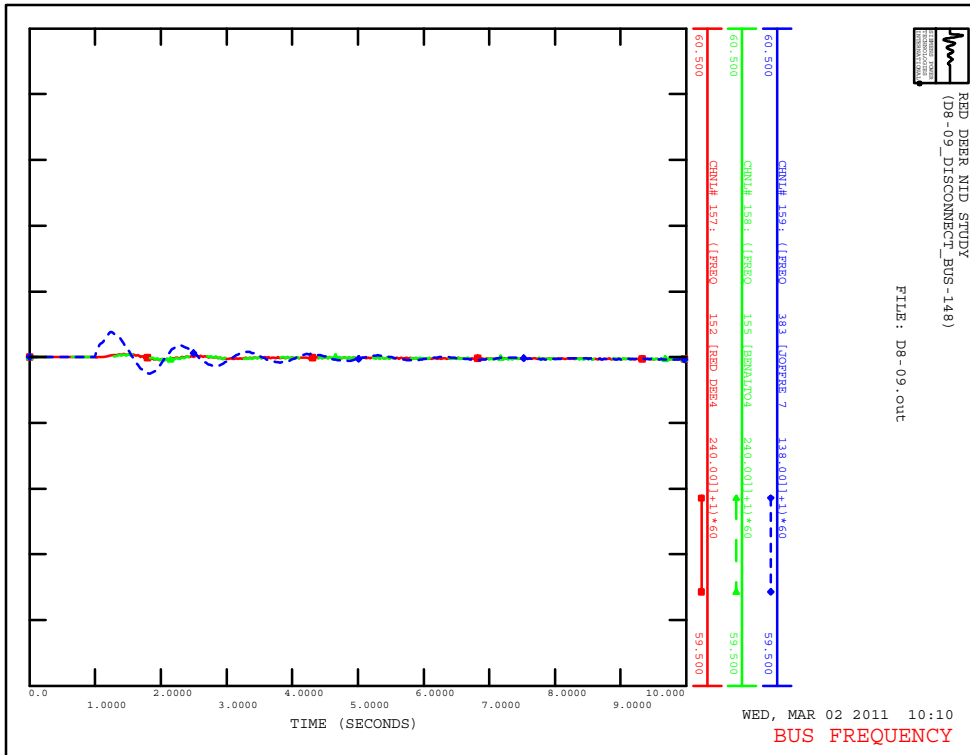

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

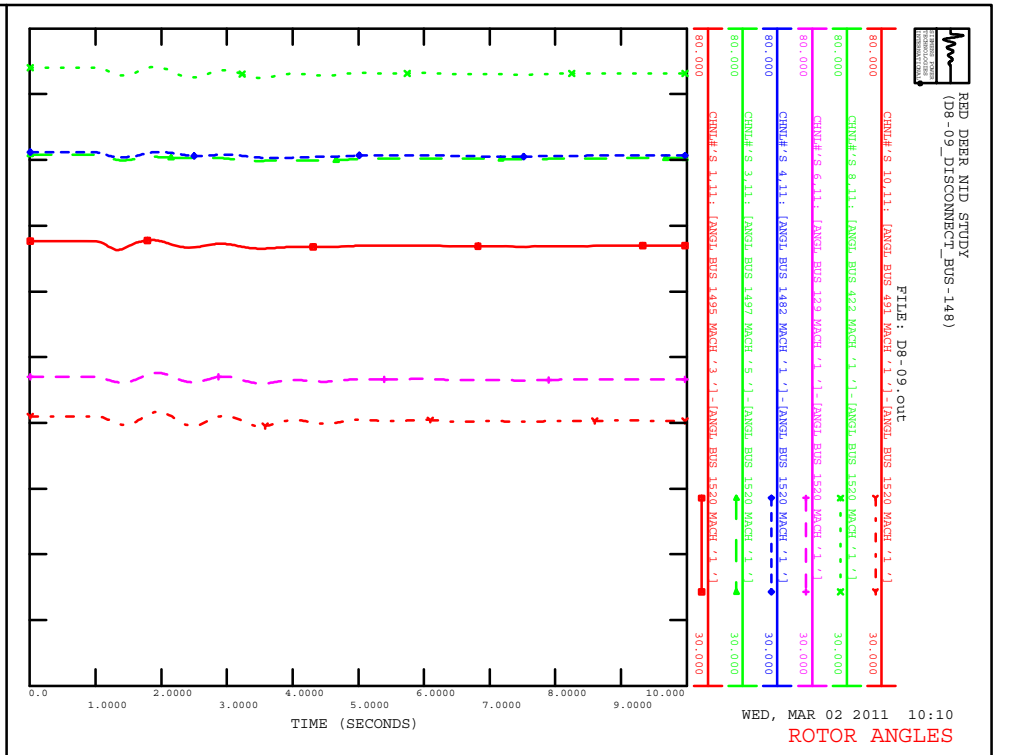

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

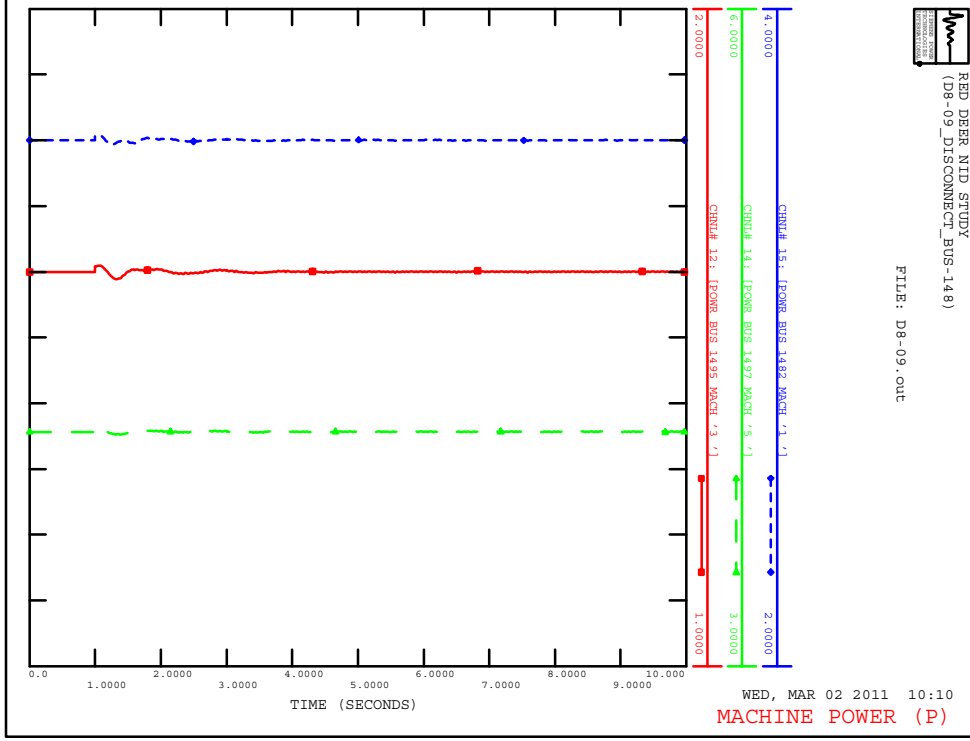

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

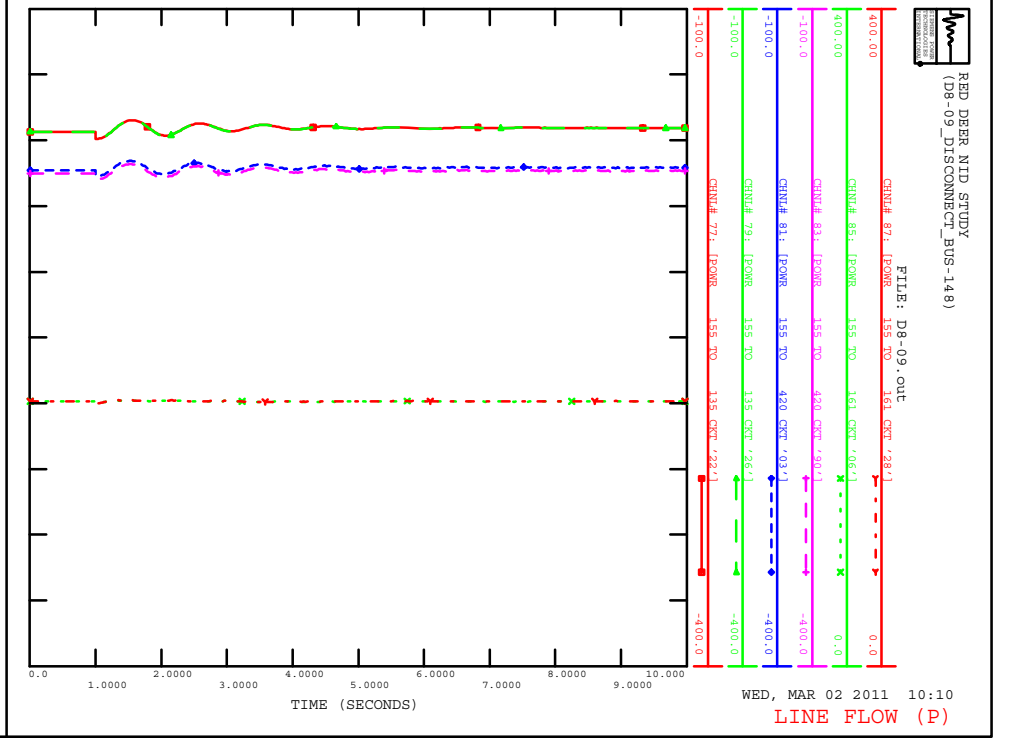

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

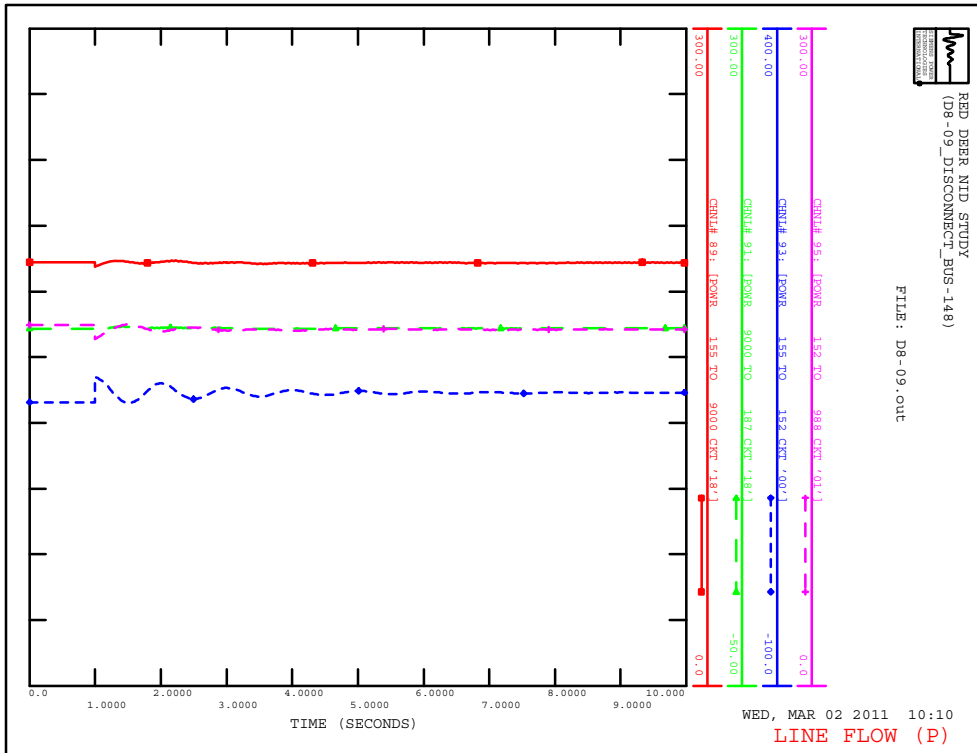

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

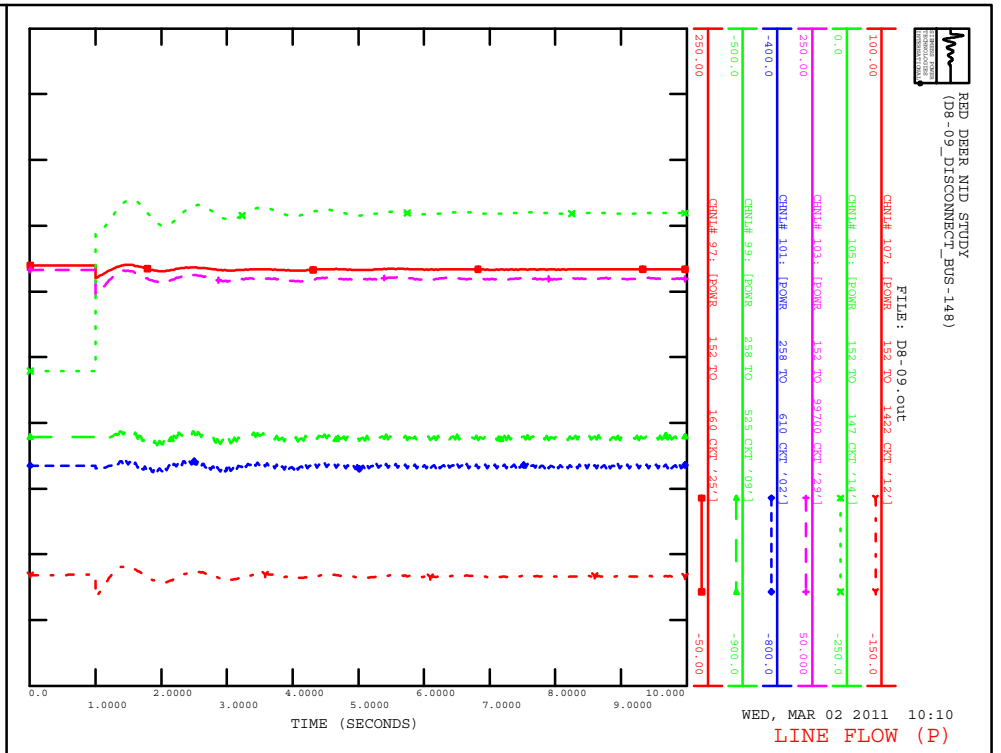

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

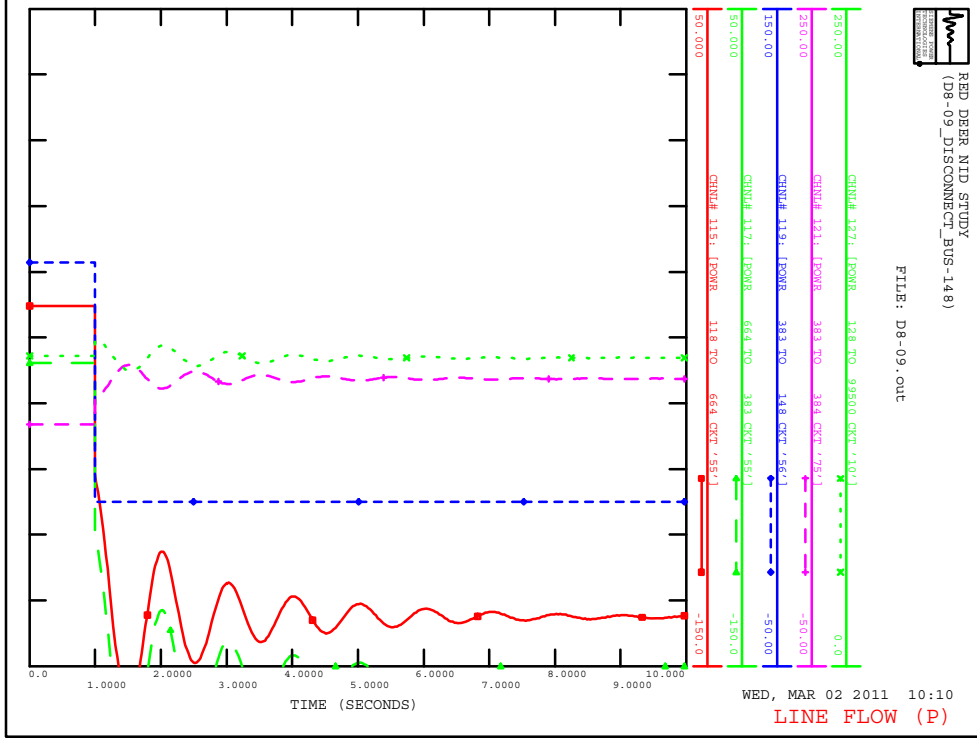

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

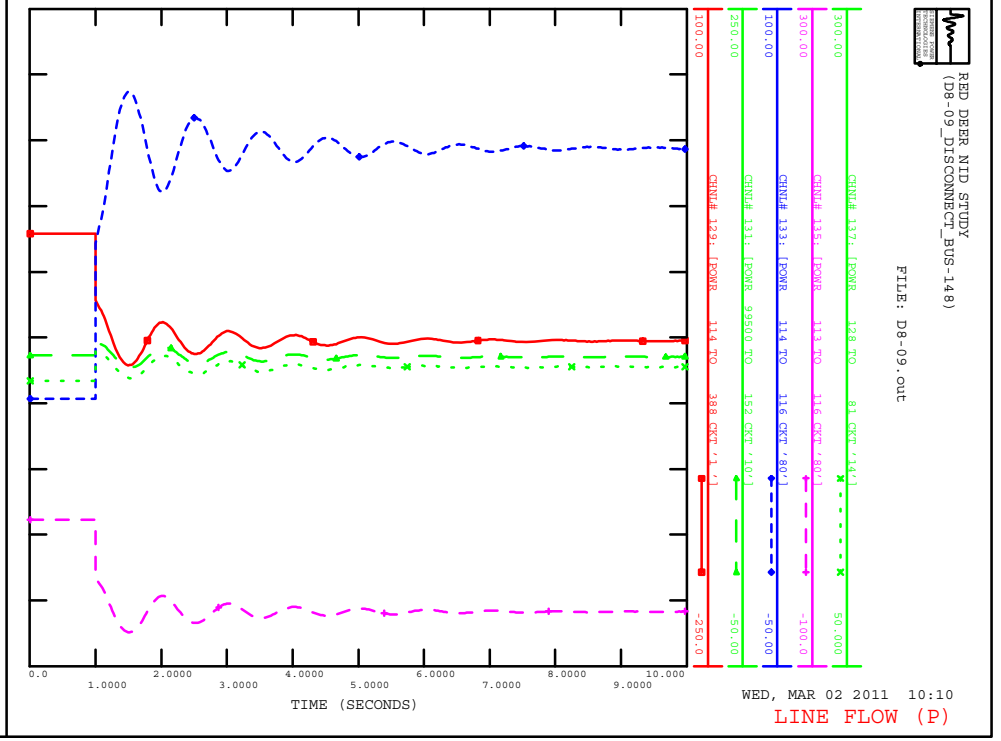

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

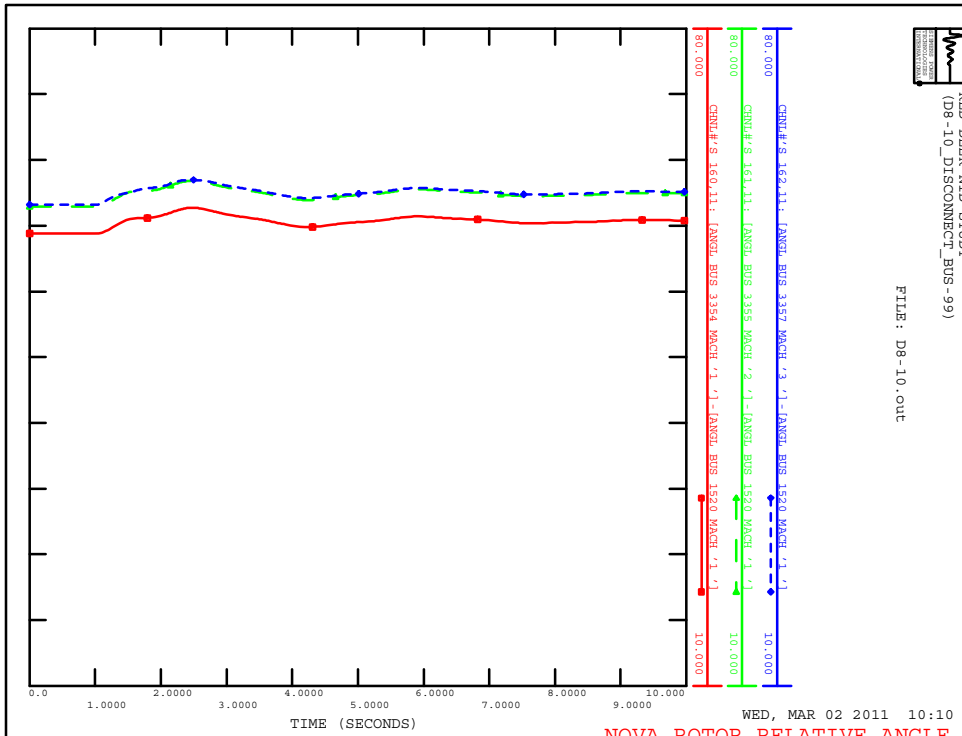

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

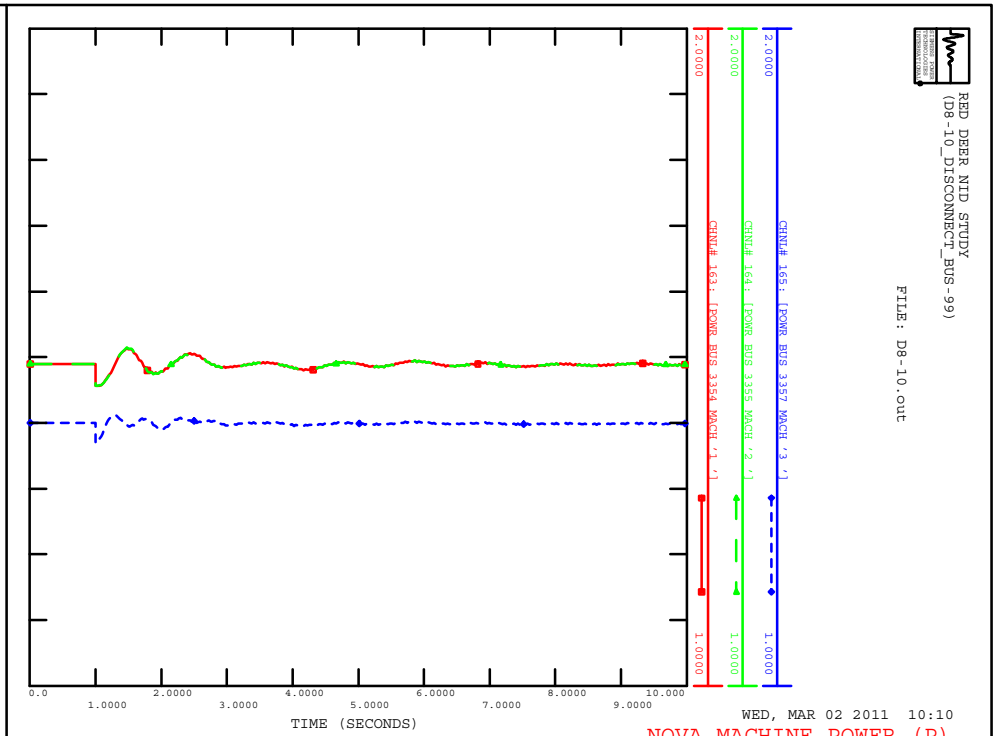

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

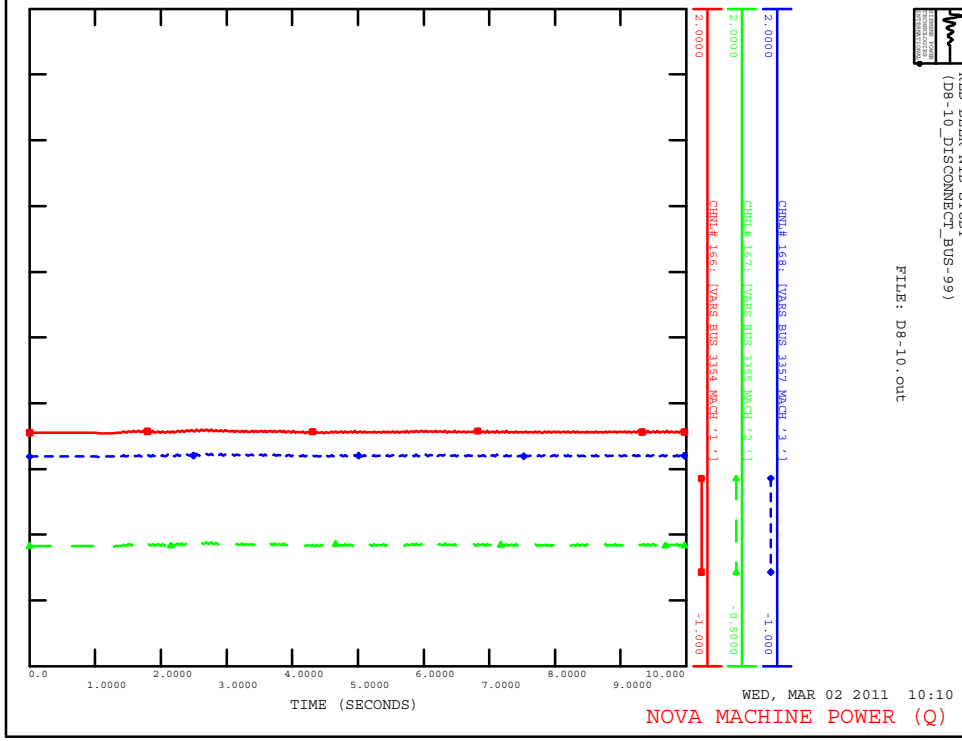

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

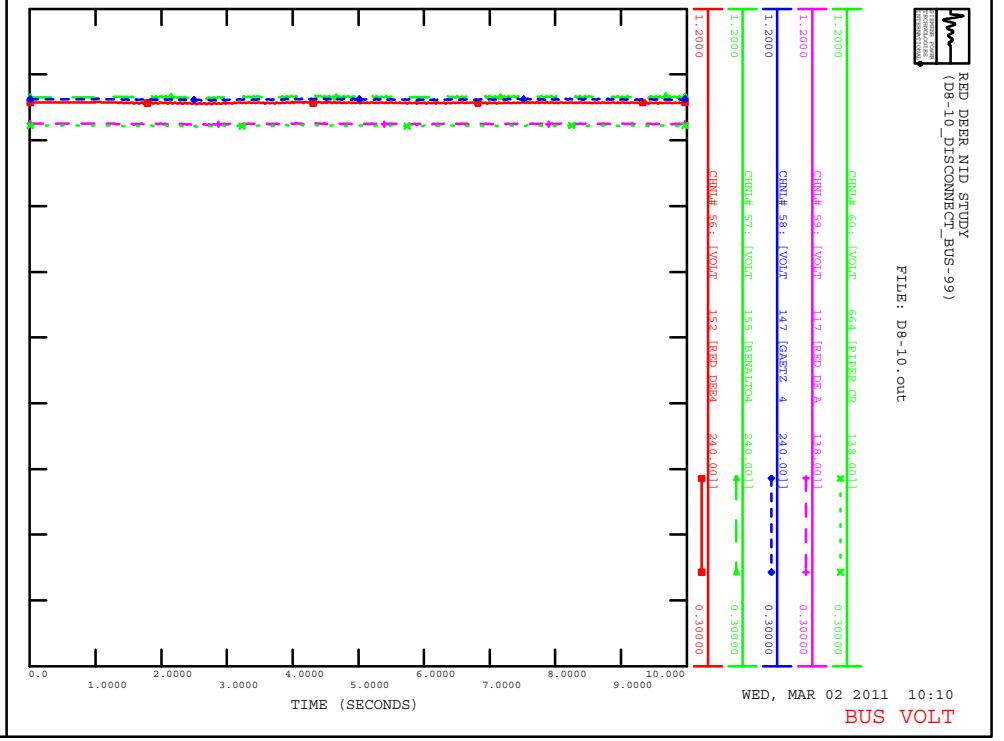

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

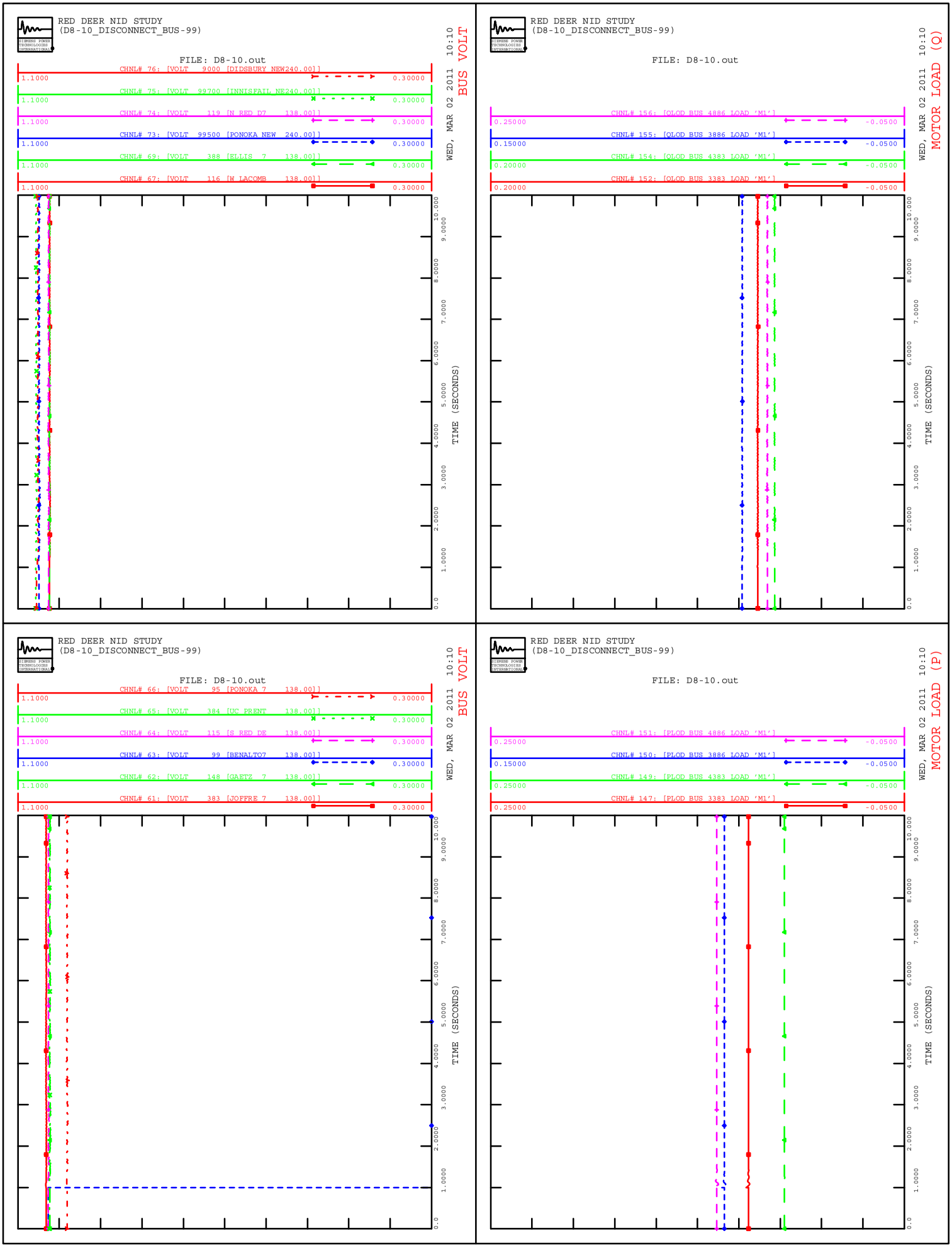

RED DEER NID STUDY
(D8-09_DISCONNECT_BUS-148)
FILE: D8-09.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

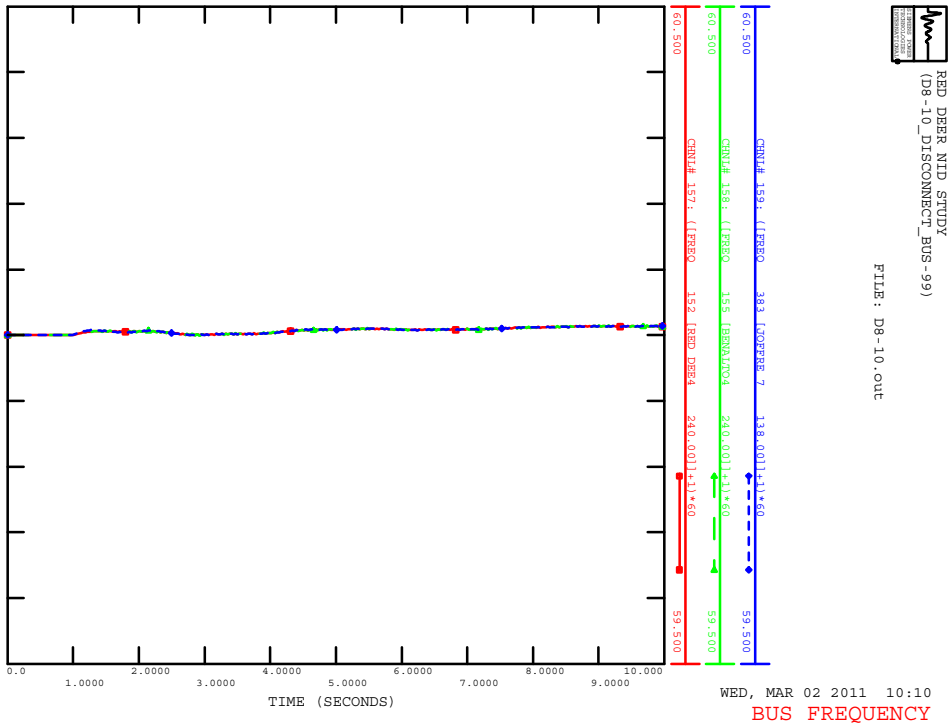

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

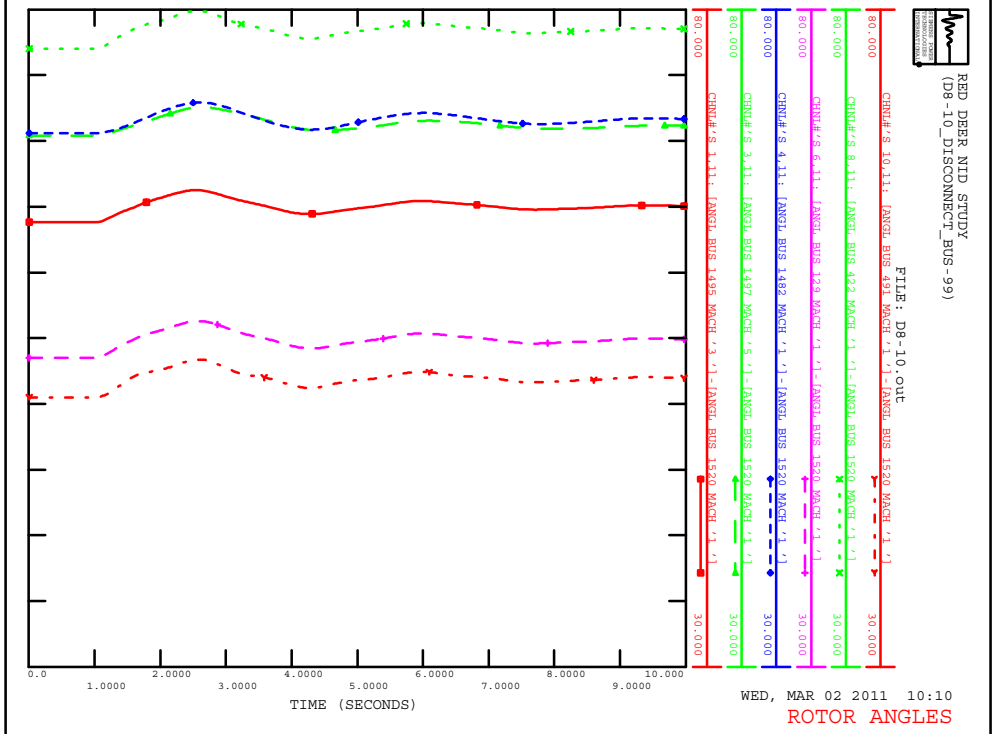

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

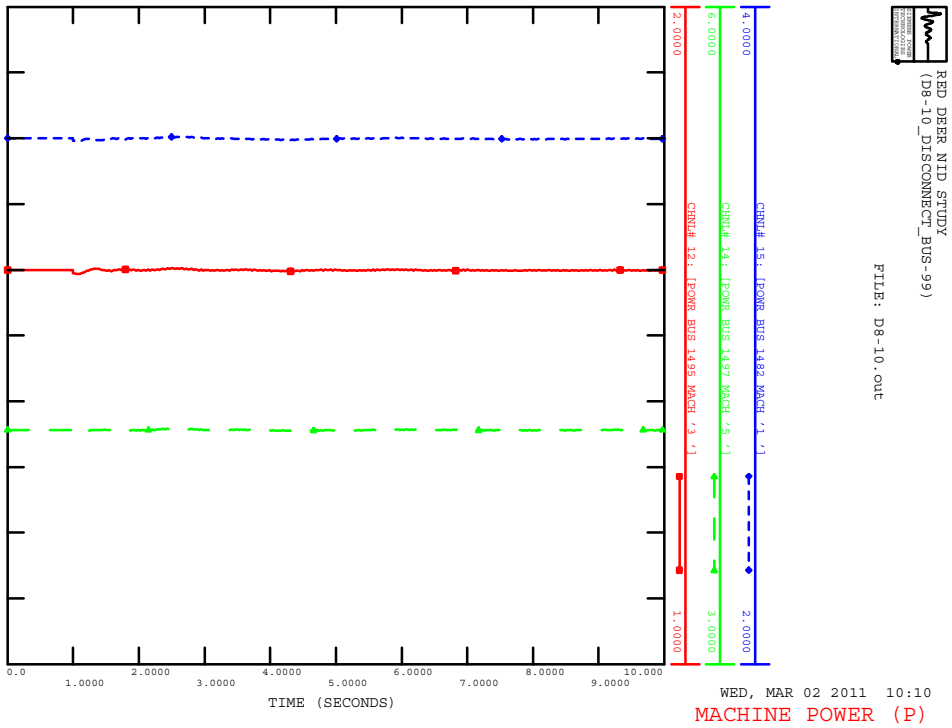

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

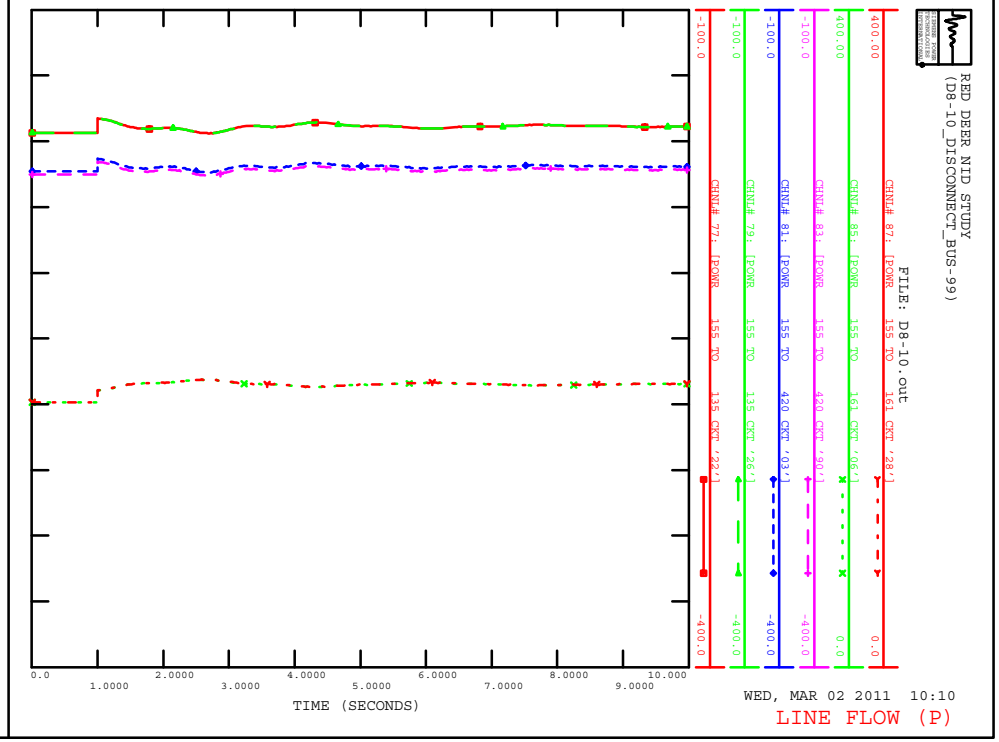

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

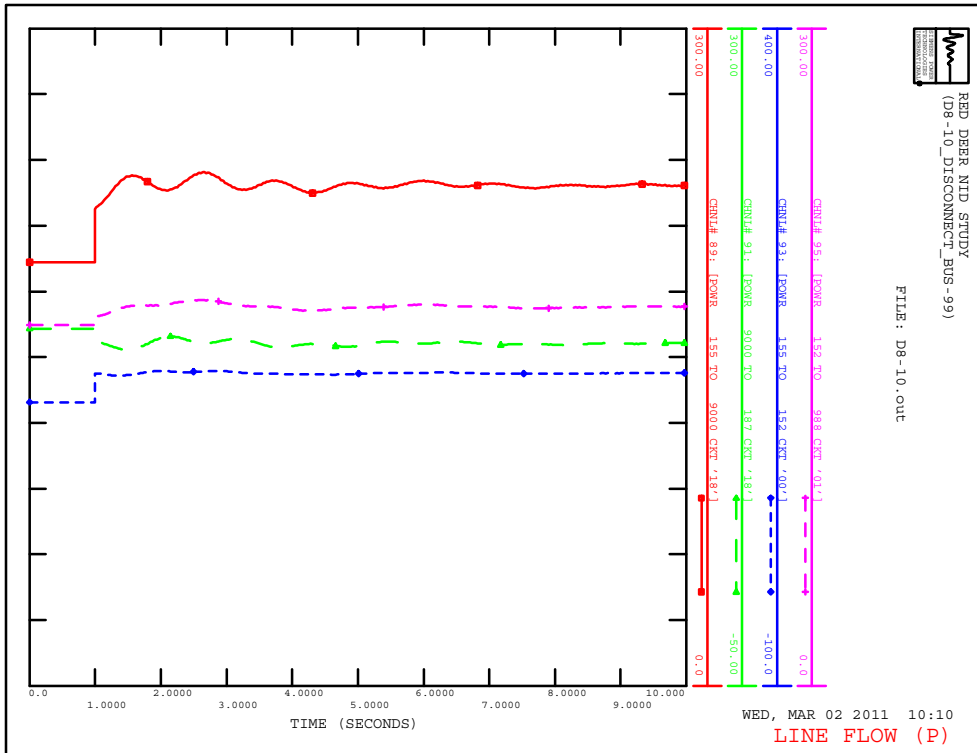

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

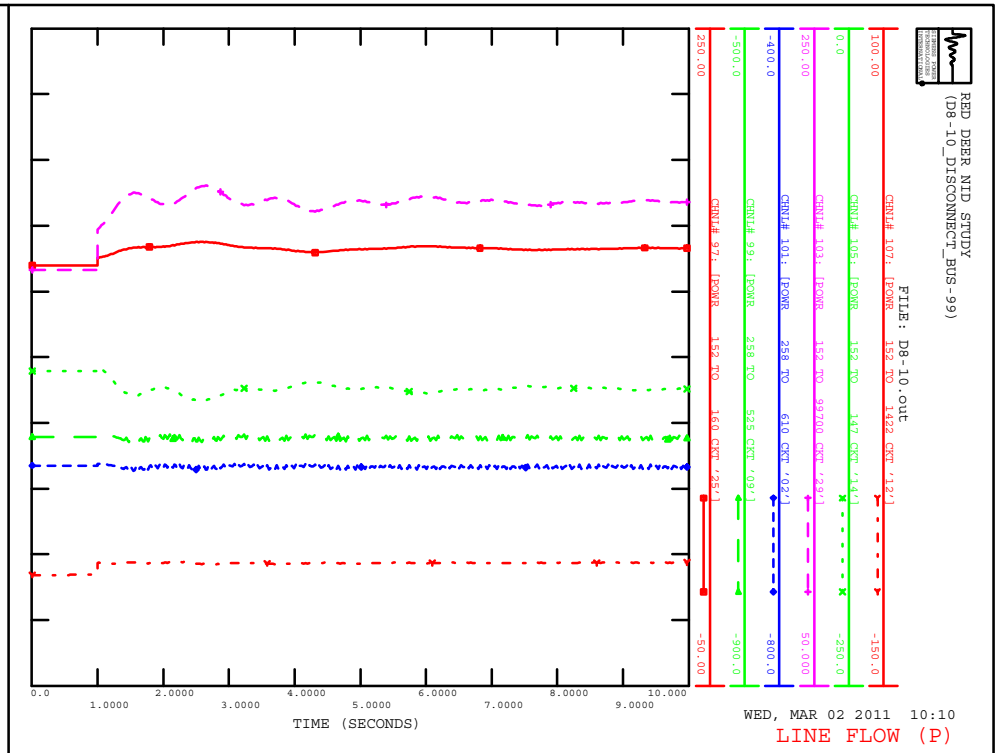

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

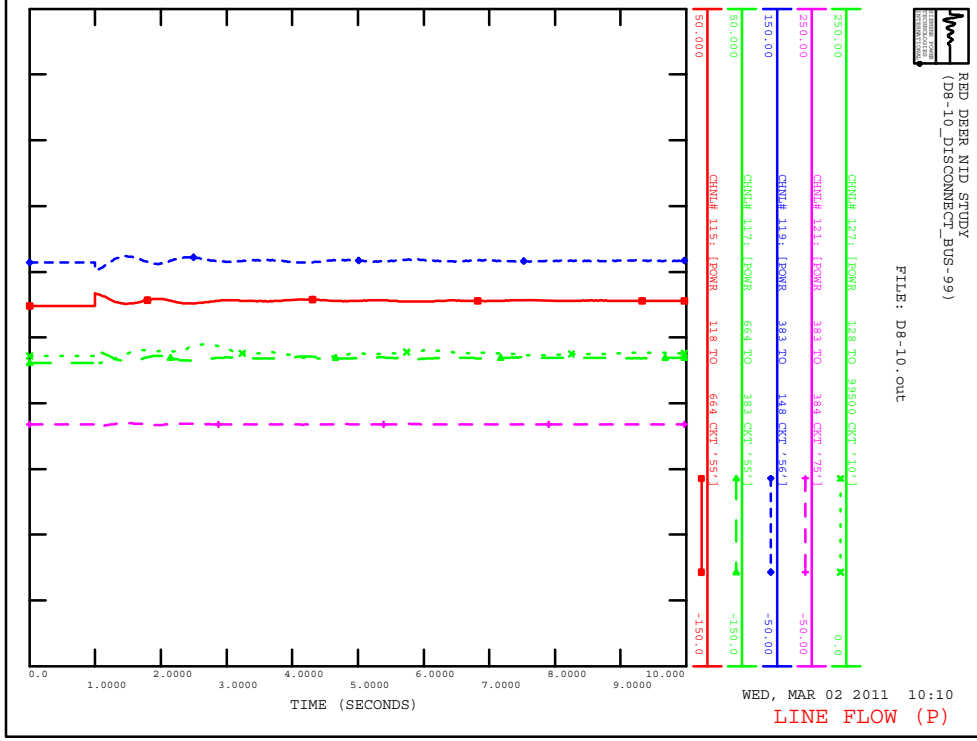

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

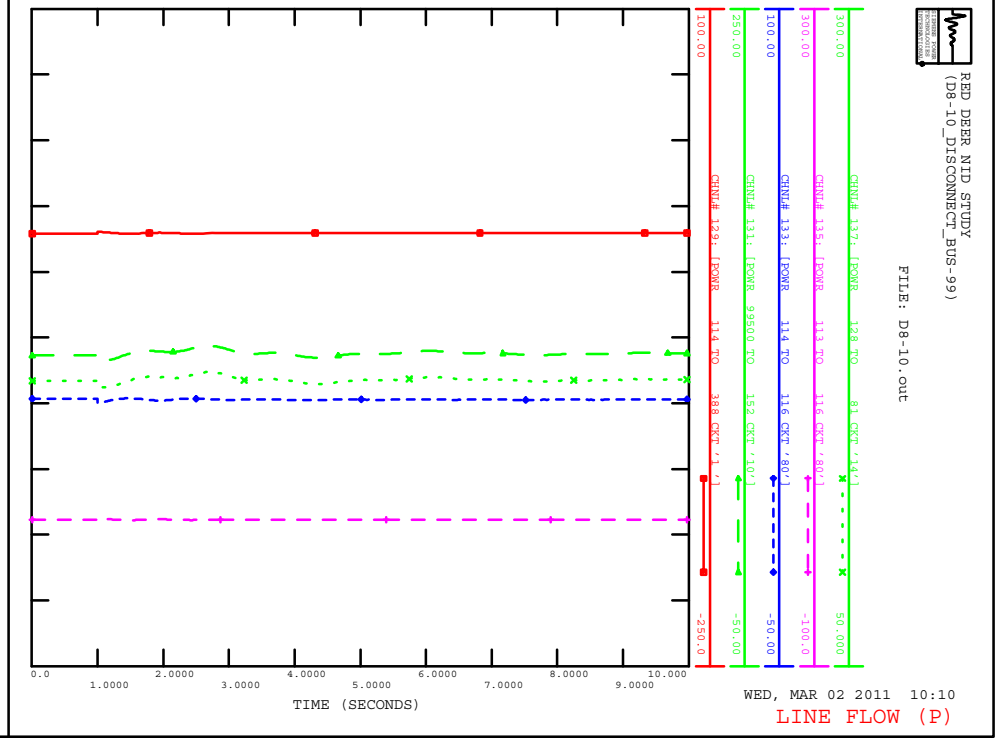

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)


RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)


RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

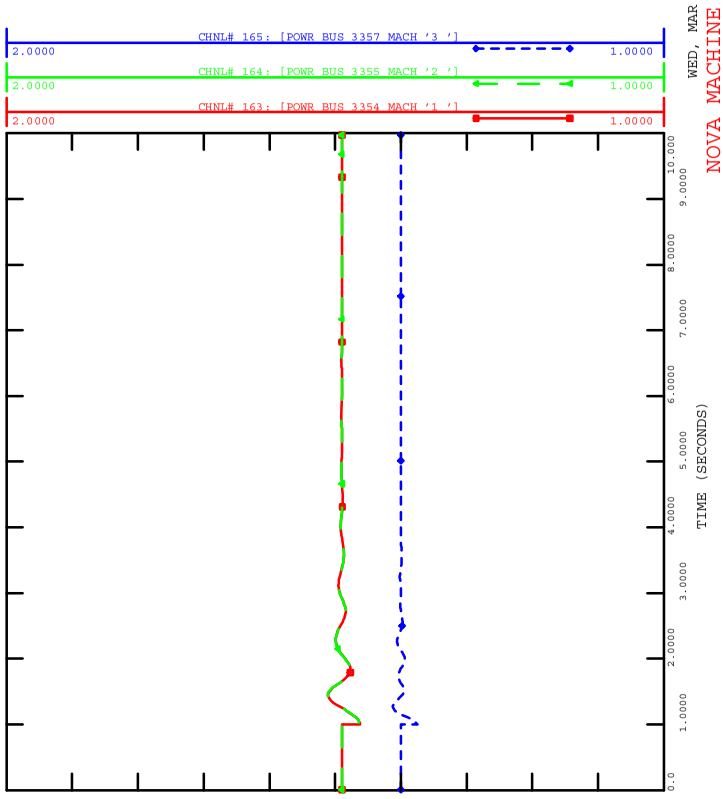

RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-10_DISCONNECT_BUS-99)
FILE: D8-10.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

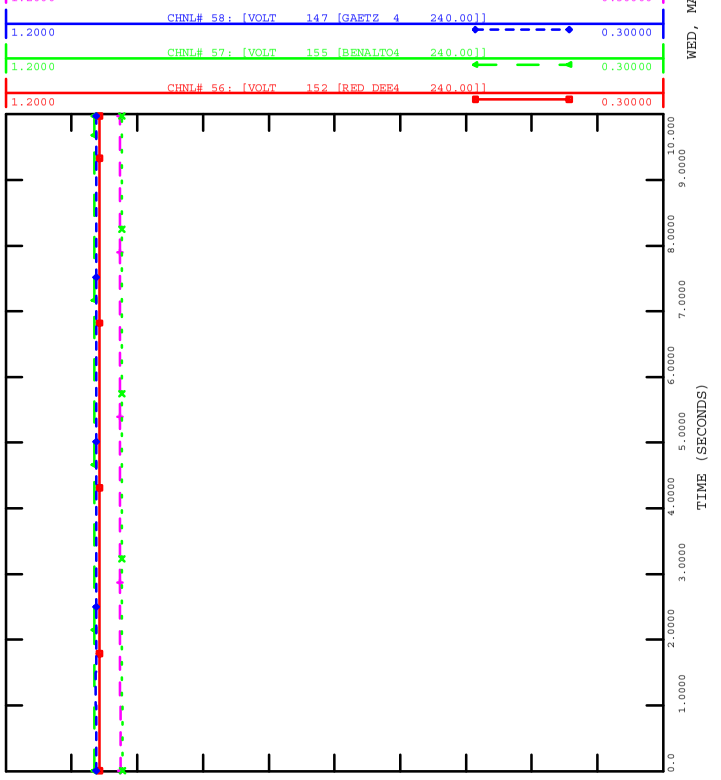


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

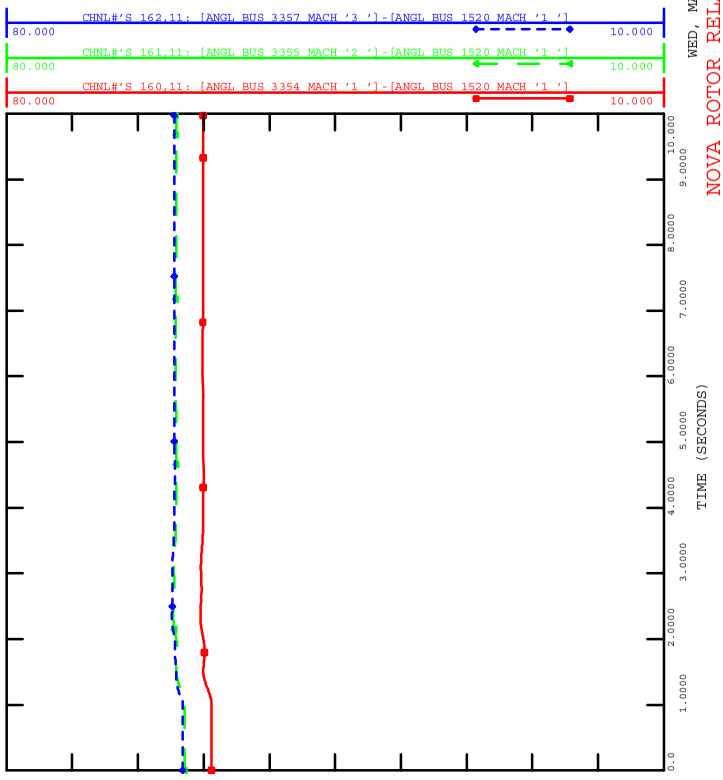


BUS VOLT

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

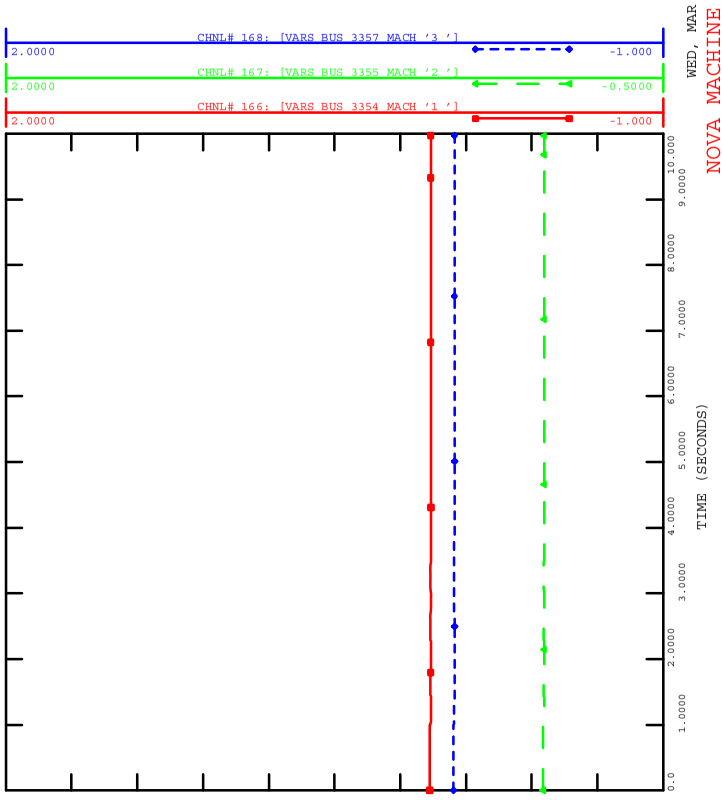


NOVA ROTOR RELATIVE ANGLE

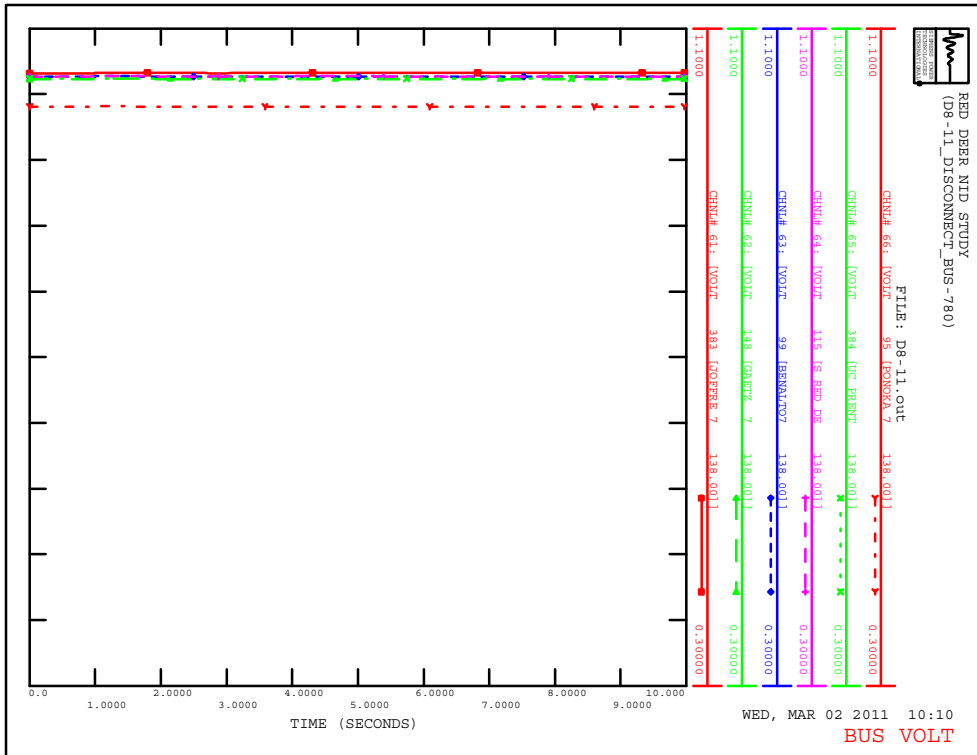
RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

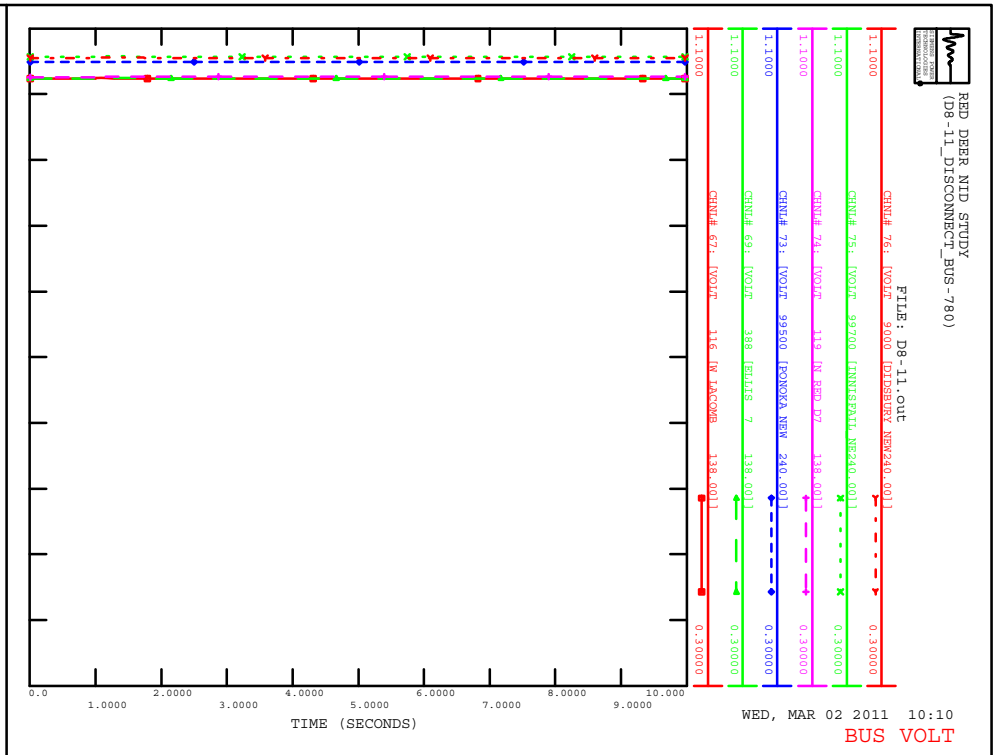
FILE: D8-11.out

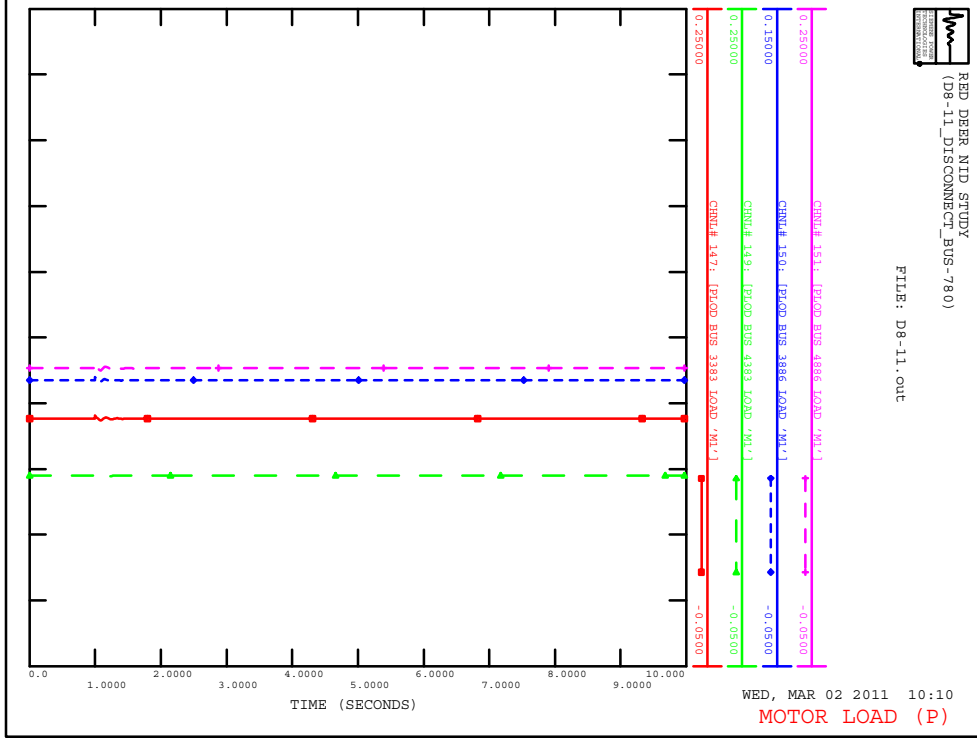
WED, MAR 02 2011 10:10

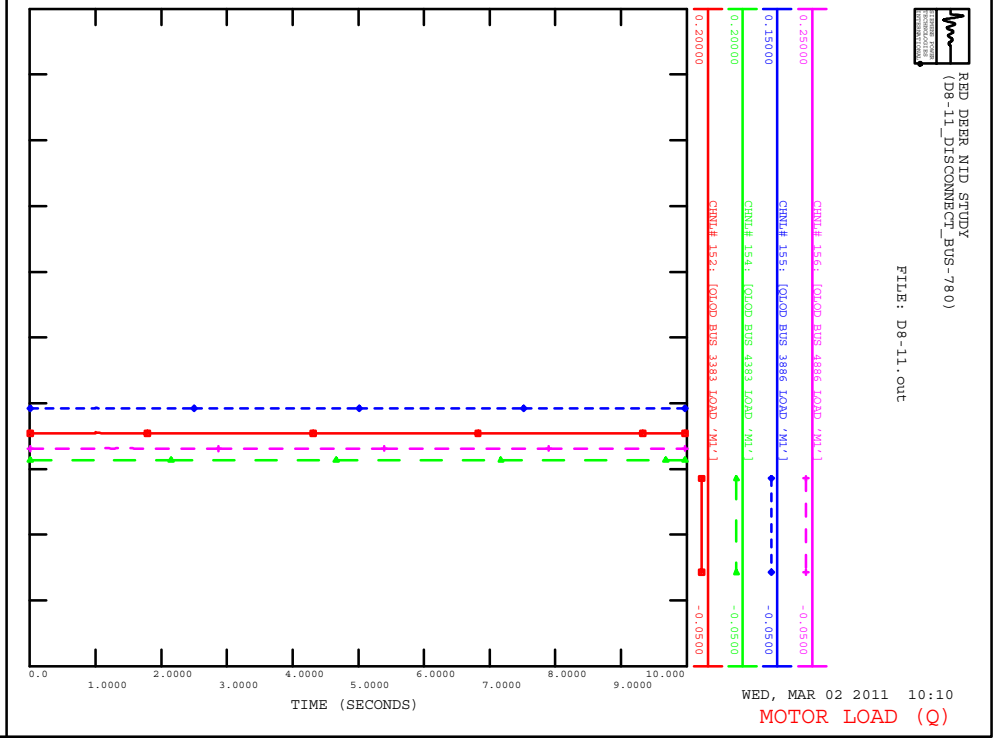


NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 68: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)

FILE: D8-11.out

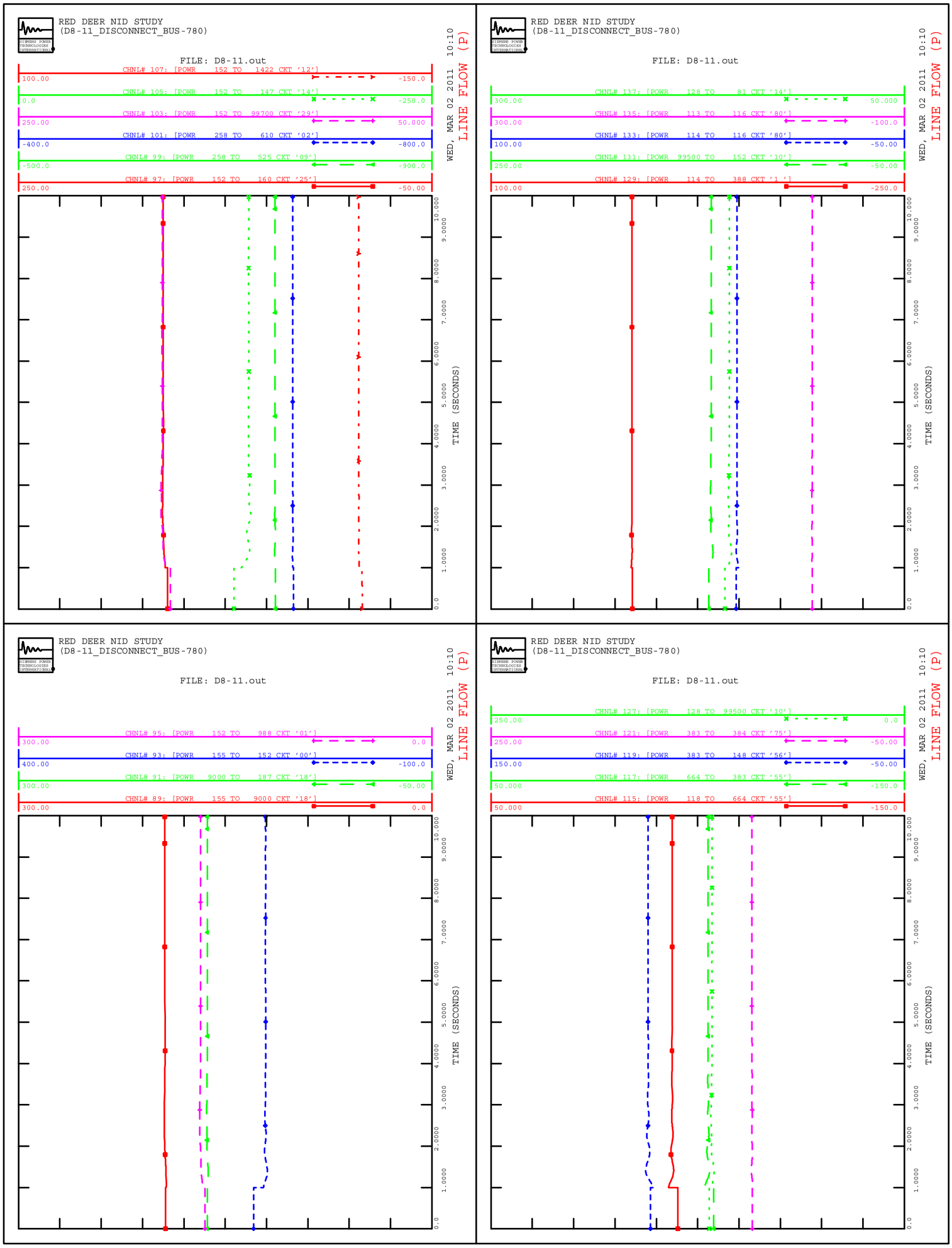
WED, MAR 02 2011 10:10

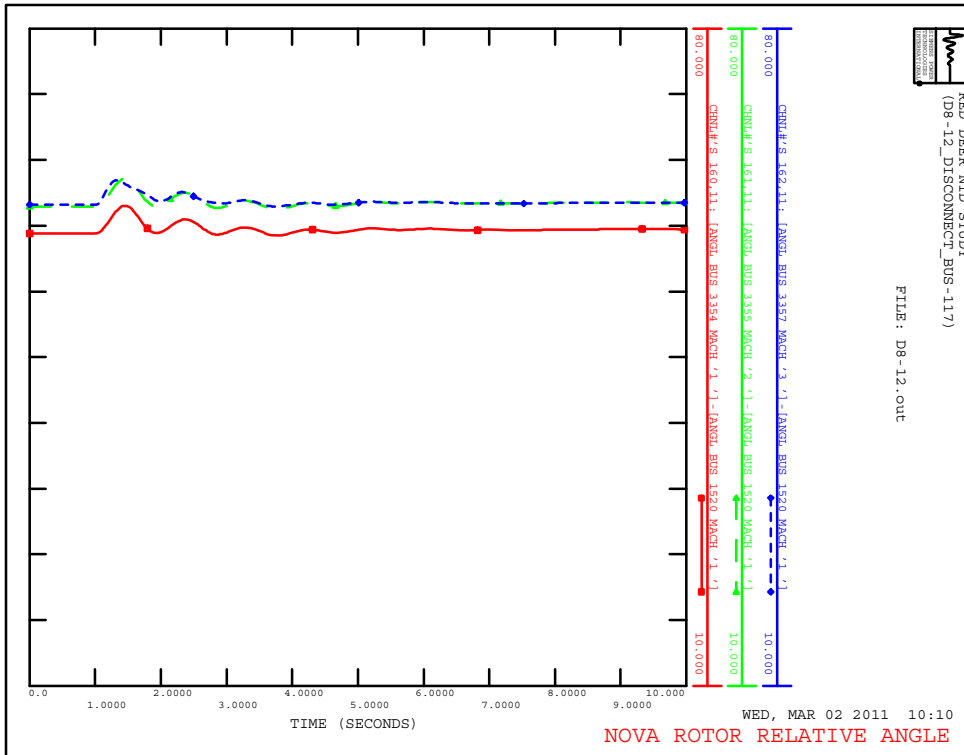
MACHINE POWER (P)

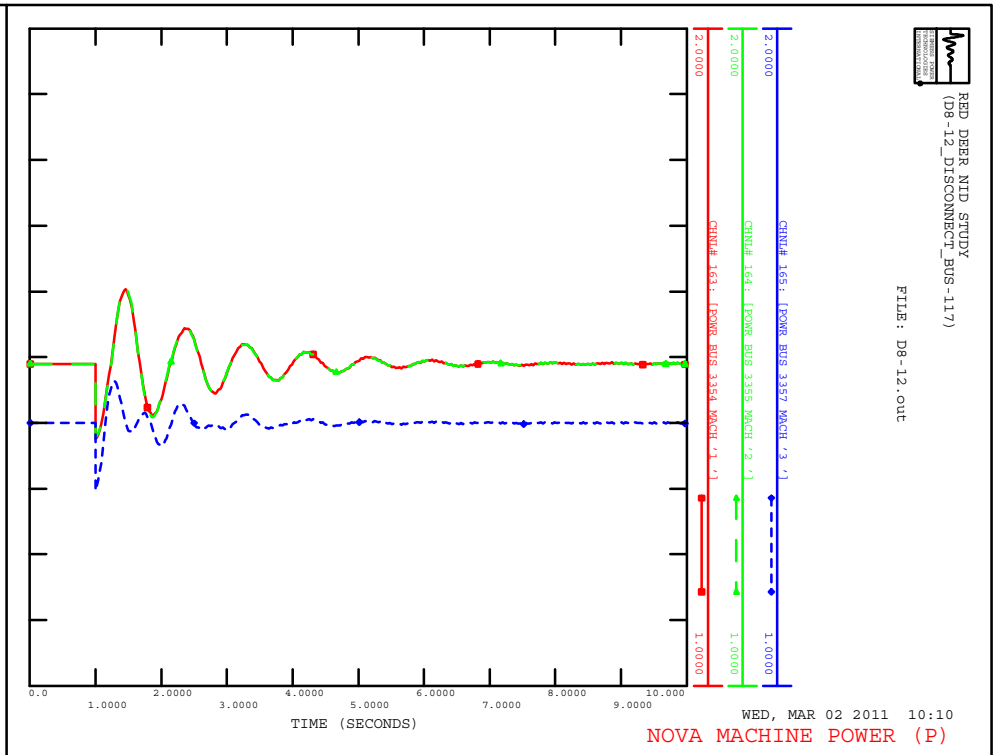
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

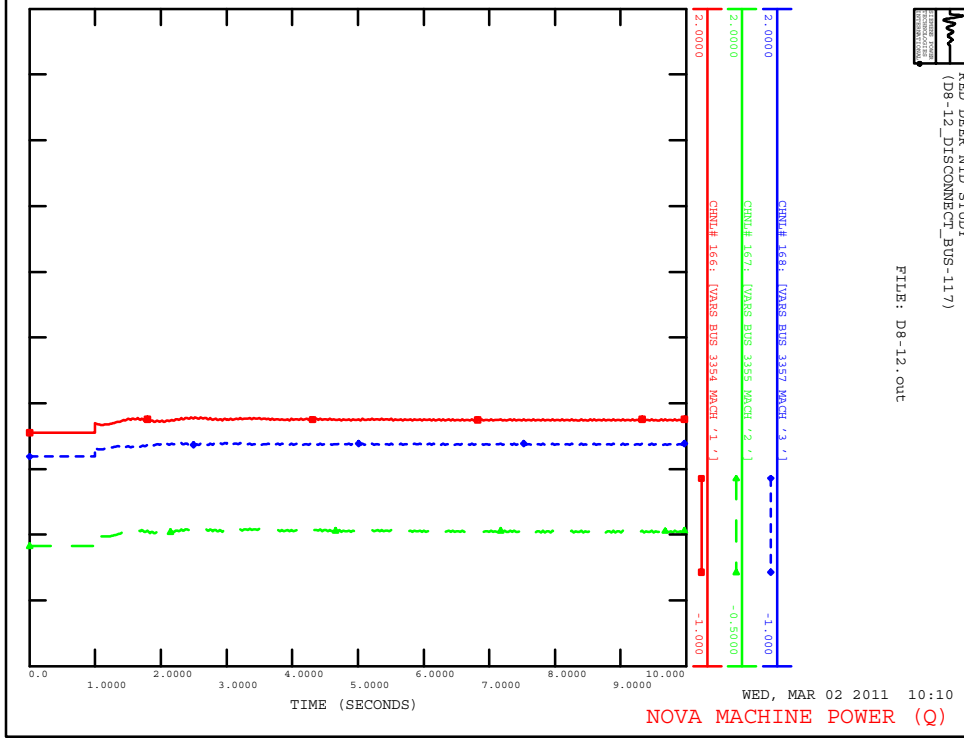
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

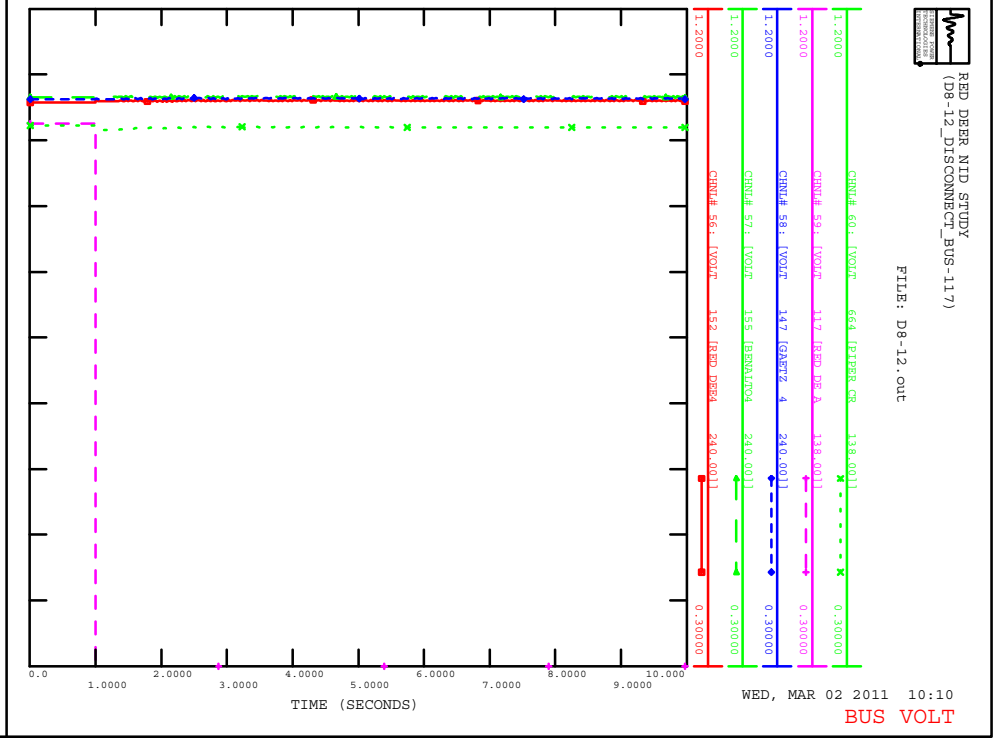
TIME (SECONDS)


RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00
-150.0
CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0
-250.0
CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00
50.000
CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0
-800.0
CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0
-900.0
CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00
-50.00
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00
50.000
CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00
-100.0
CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00
-50.00
CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00
-50.00
CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00
-250.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00
0.0
CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00
-100.0
CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00
-50.00
CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00
0.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-11_DISCONNECT_BUS-780)
FILE: D8-11.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00
0.0
CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00
-50.00
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00
-50.00
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000
-150.0
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000
-150.0
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

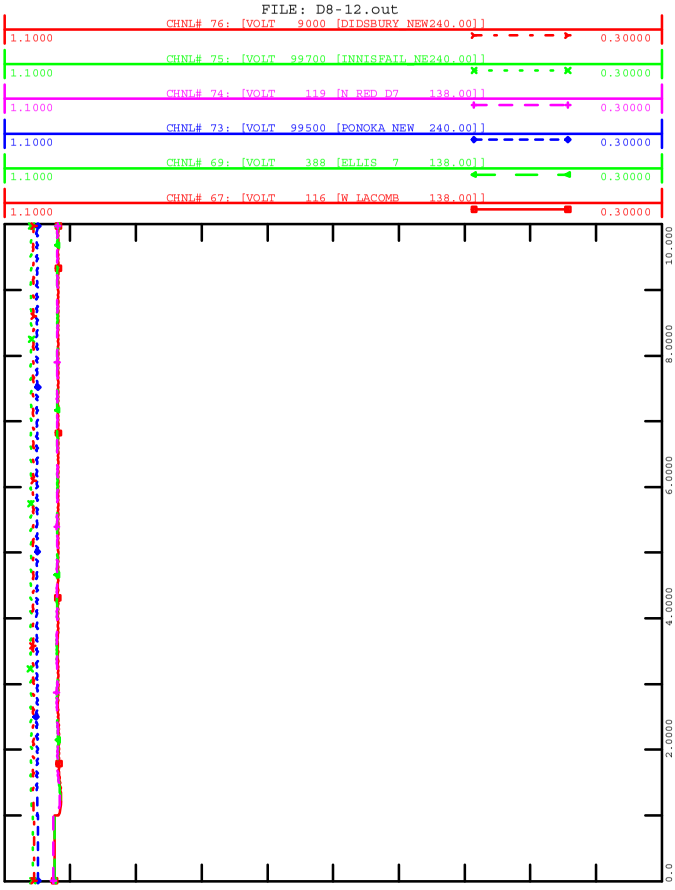

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTC4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

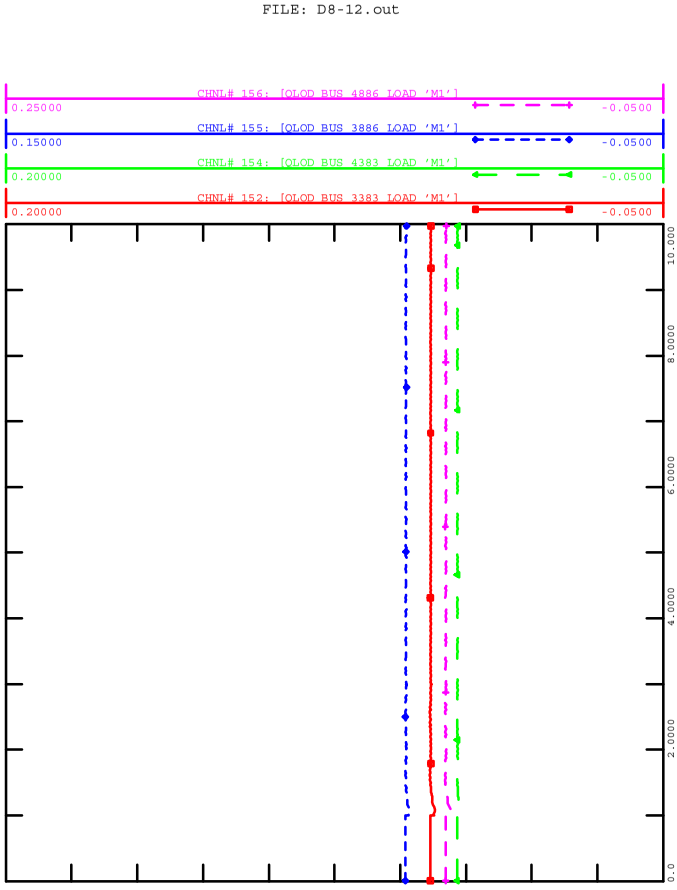
FILE: D8-12.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

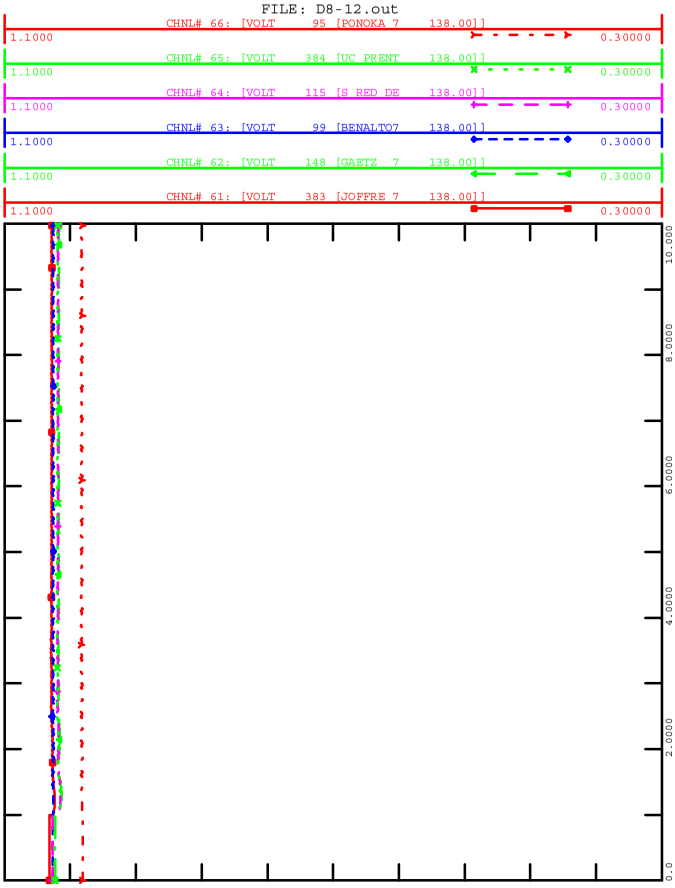
FILE: D8-12.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

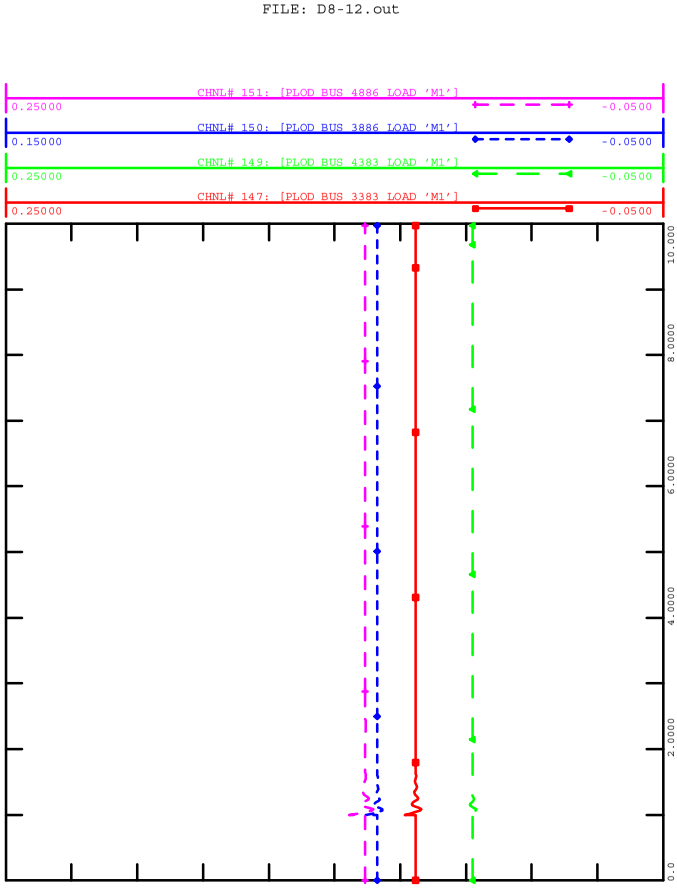
FILE: D8-12.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

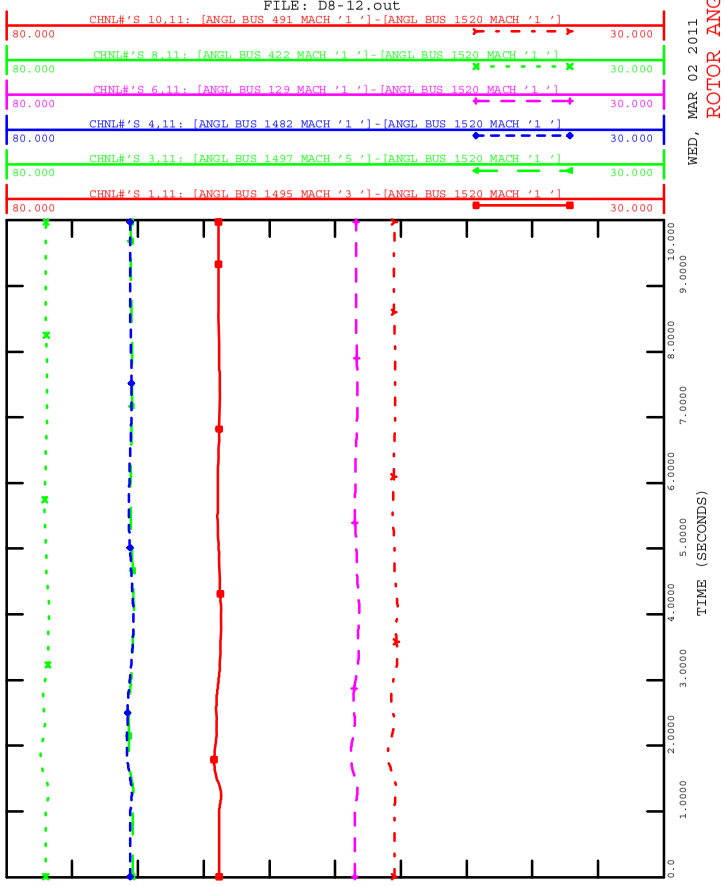
FILE: D8-12.out



WED, MAR 02 2011 10:10 MOTOR LOAD (P)

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

FILE: D8-12.out

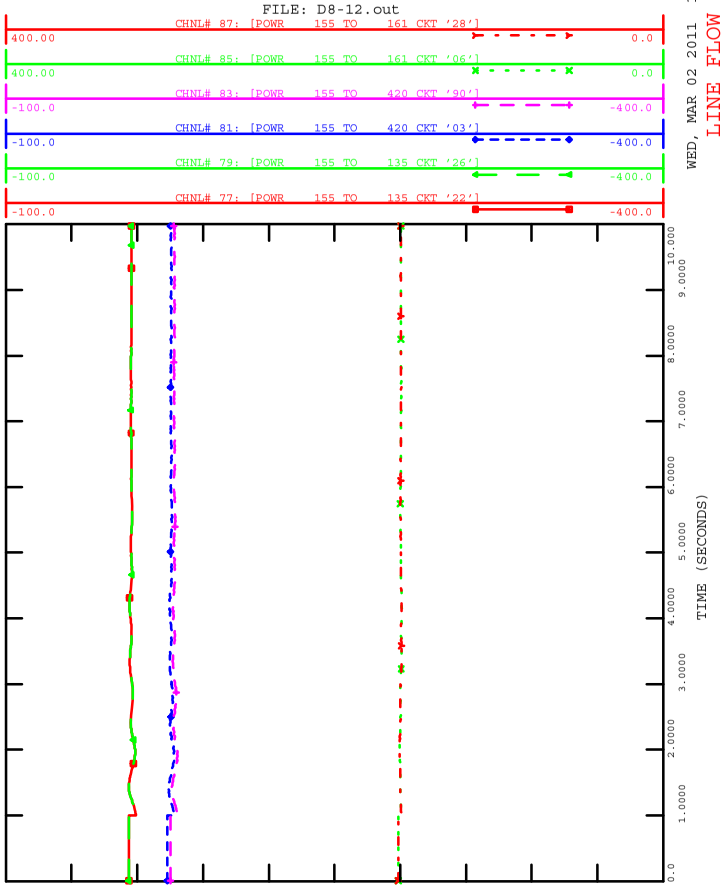


WED, MAR 02 2011 10:10

ROTOR ANGLES

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

FILE: D8-12.out

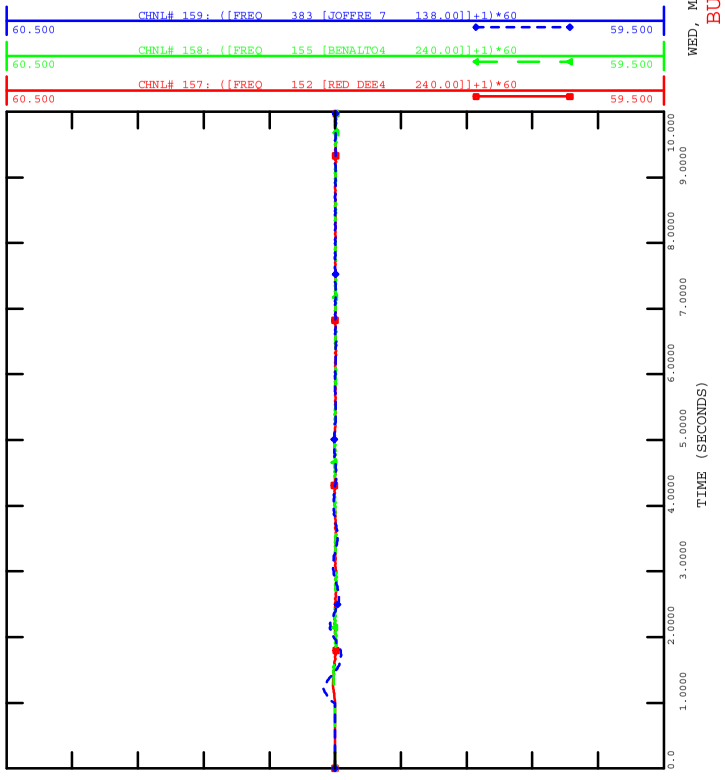


WED, MAR 02 2011 10:10

LINE FLOW (P)

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

FILE: D8-12.out

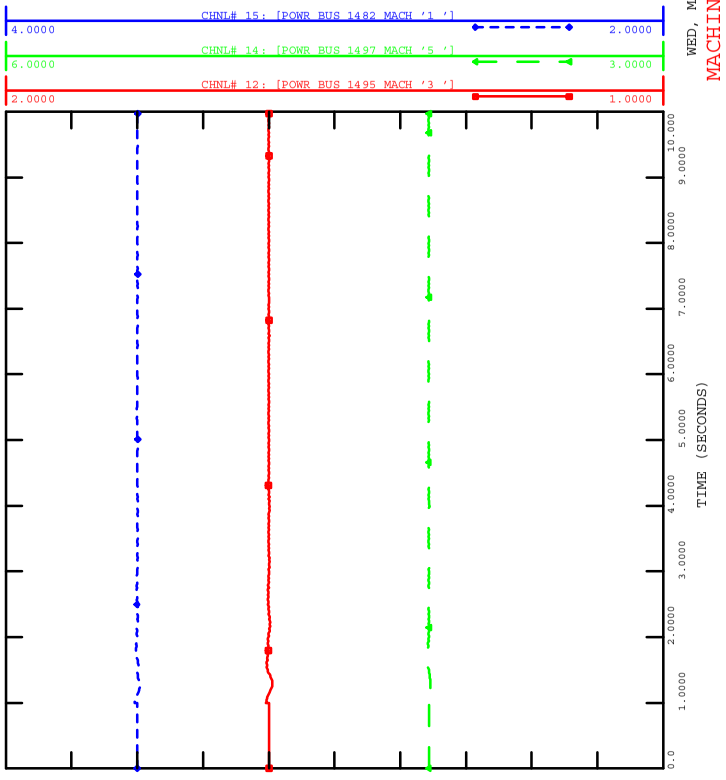


WED, MAR 02 2011 10:10

BUS FREQUENCY

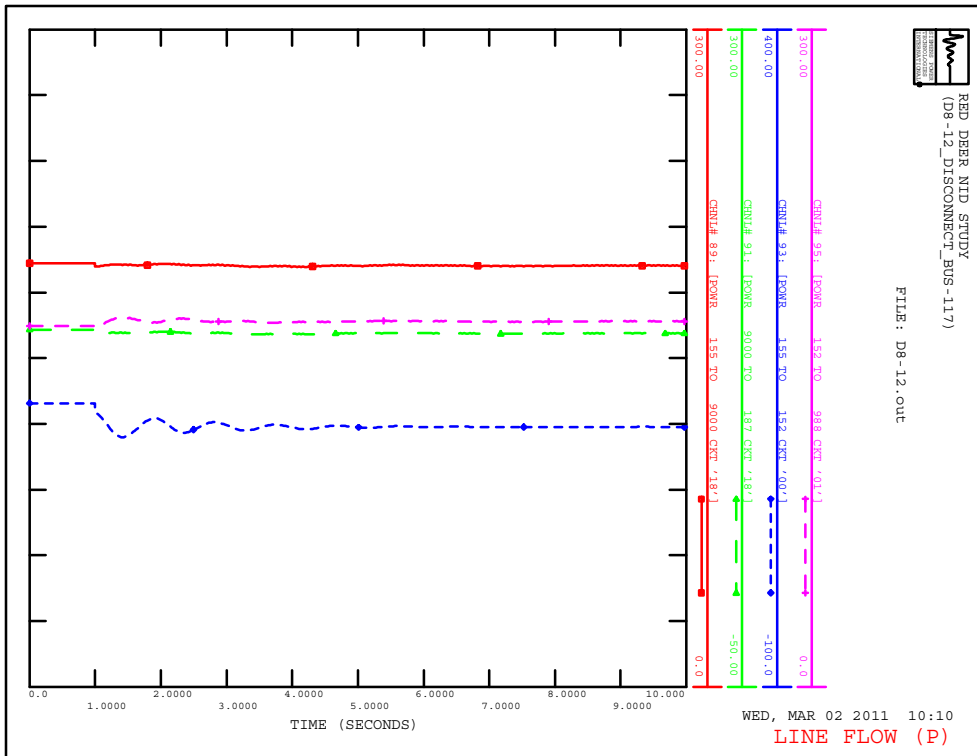
RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)

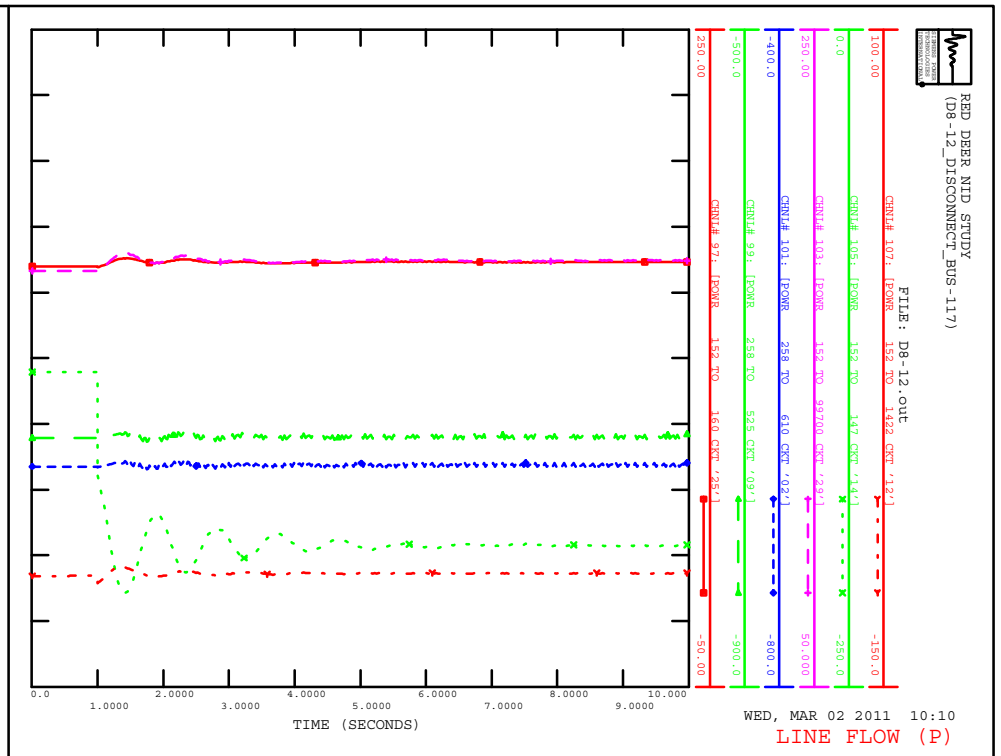
FILE: D8-12.out

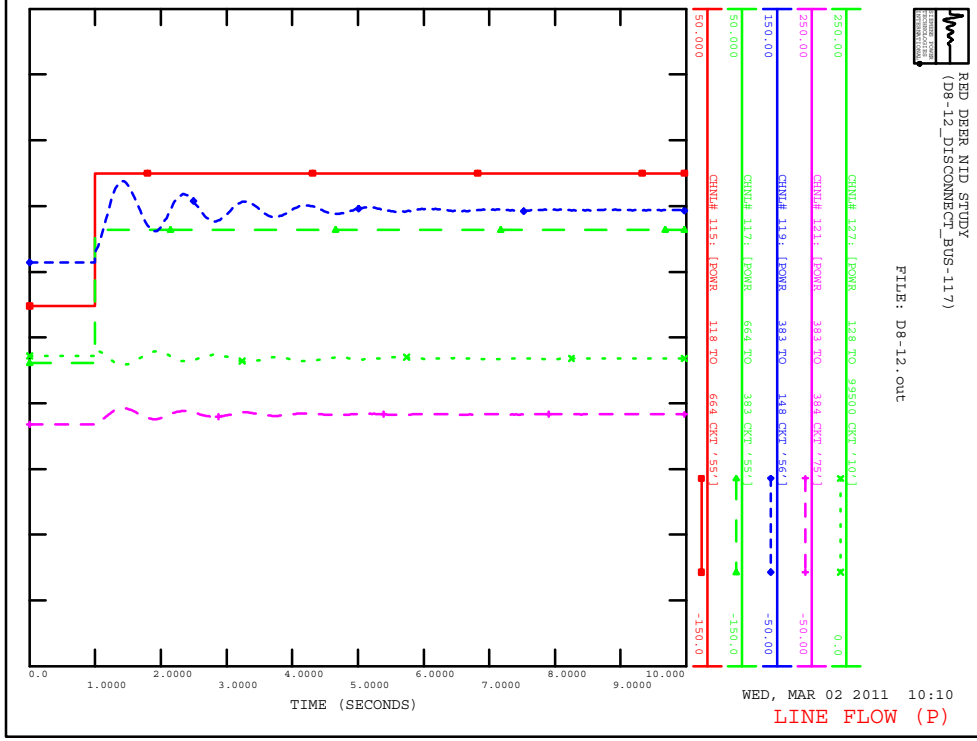


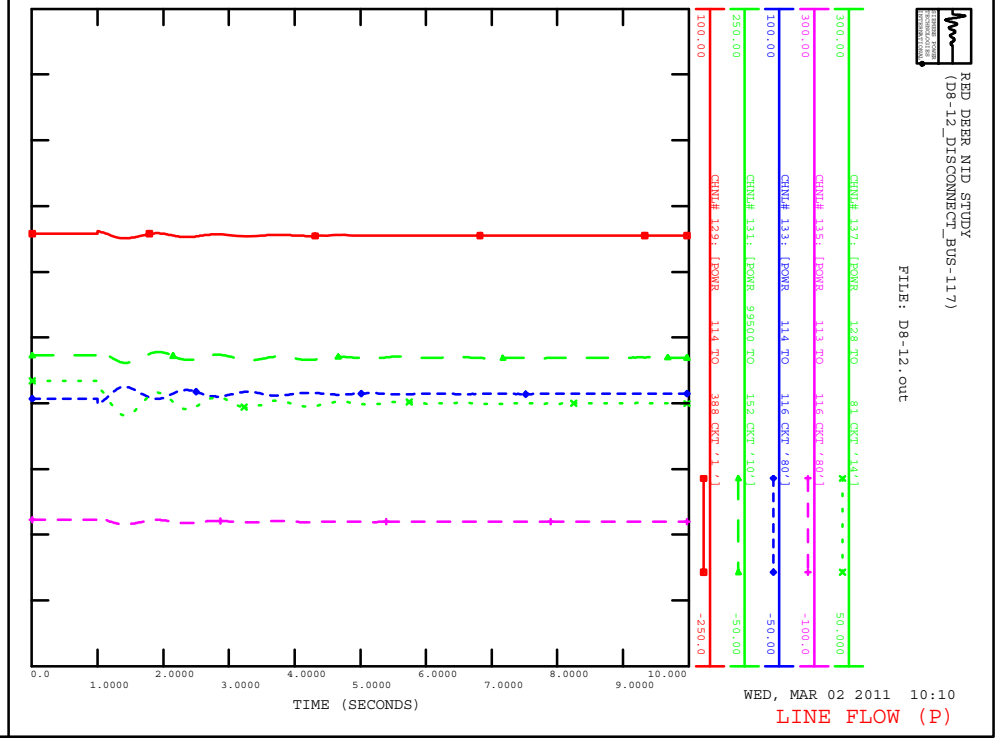
WED, MAR 02 2011 10:10

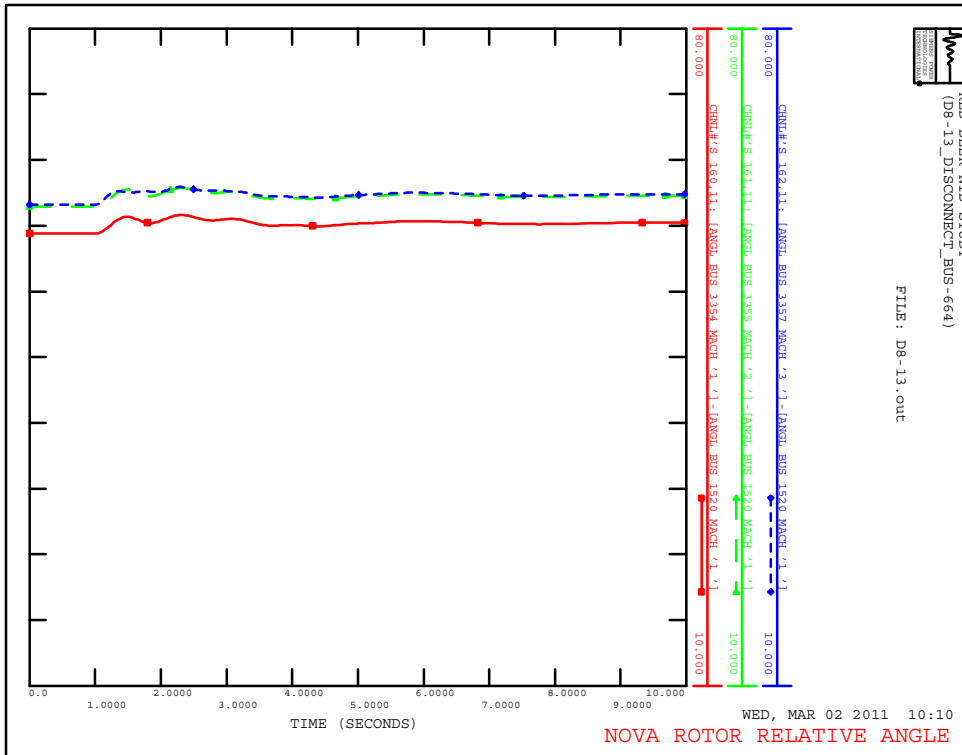
MACHINE POWER (P)

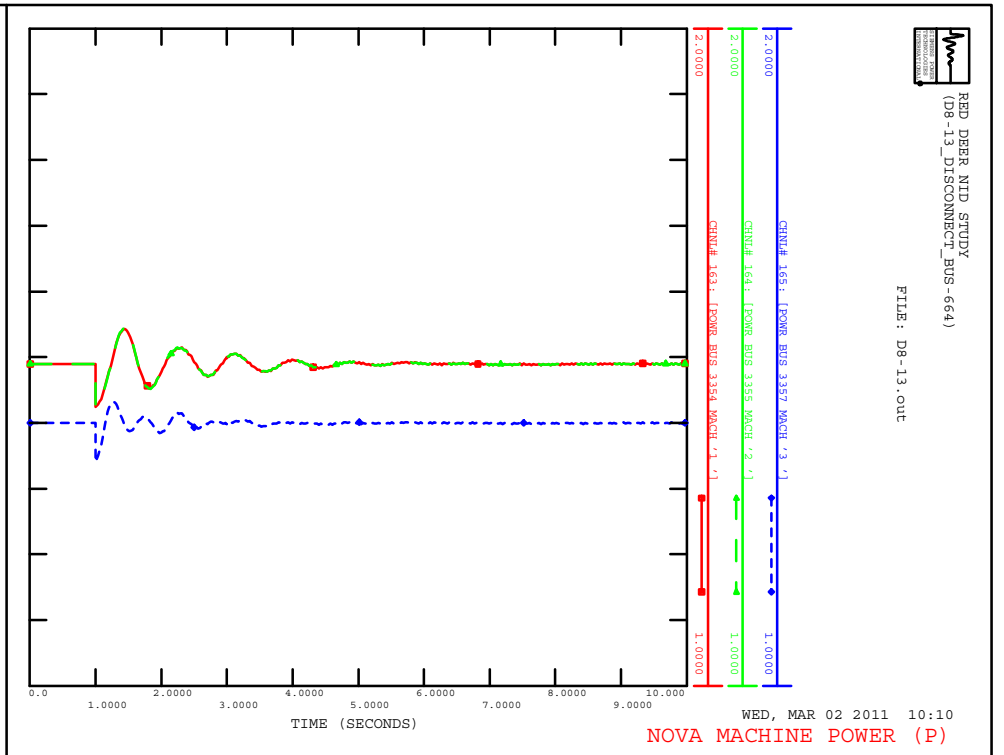

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

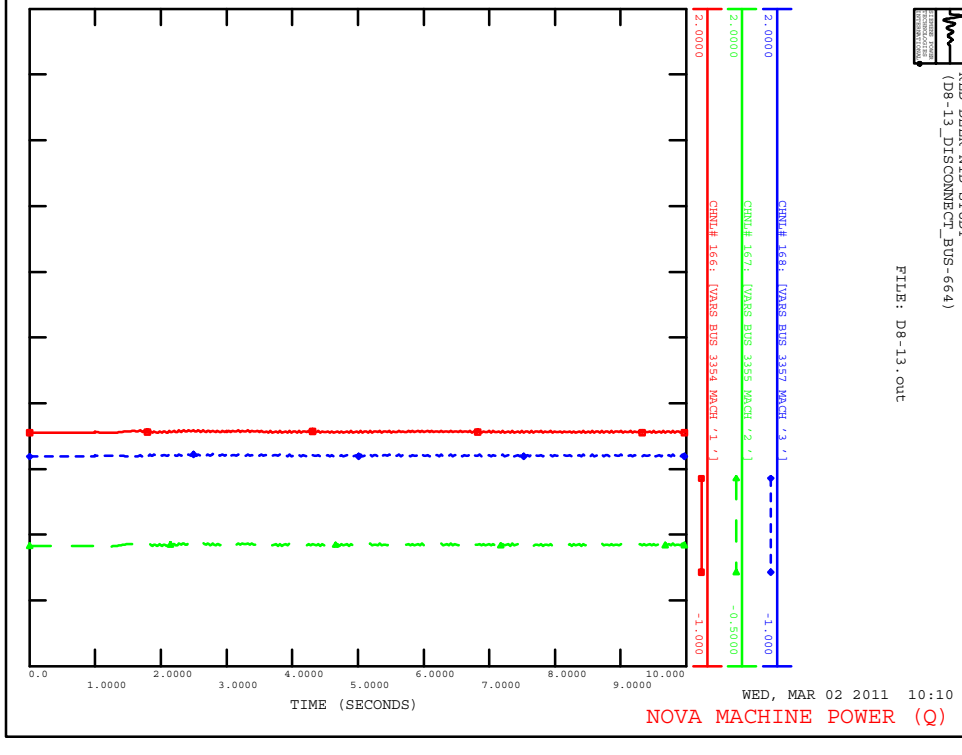

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

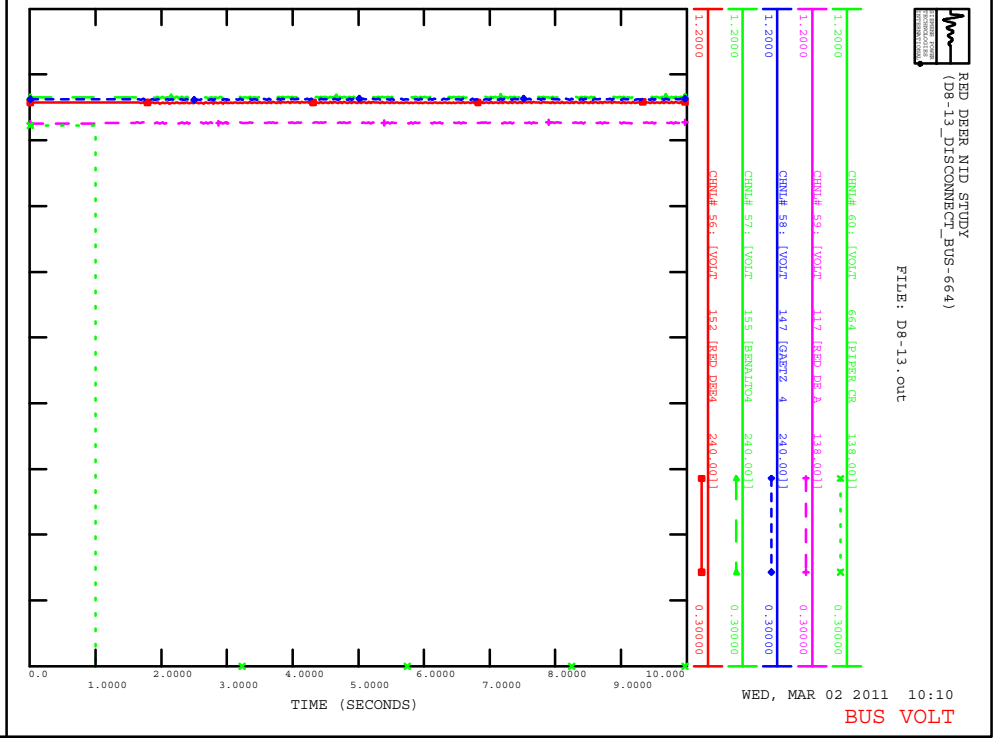

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

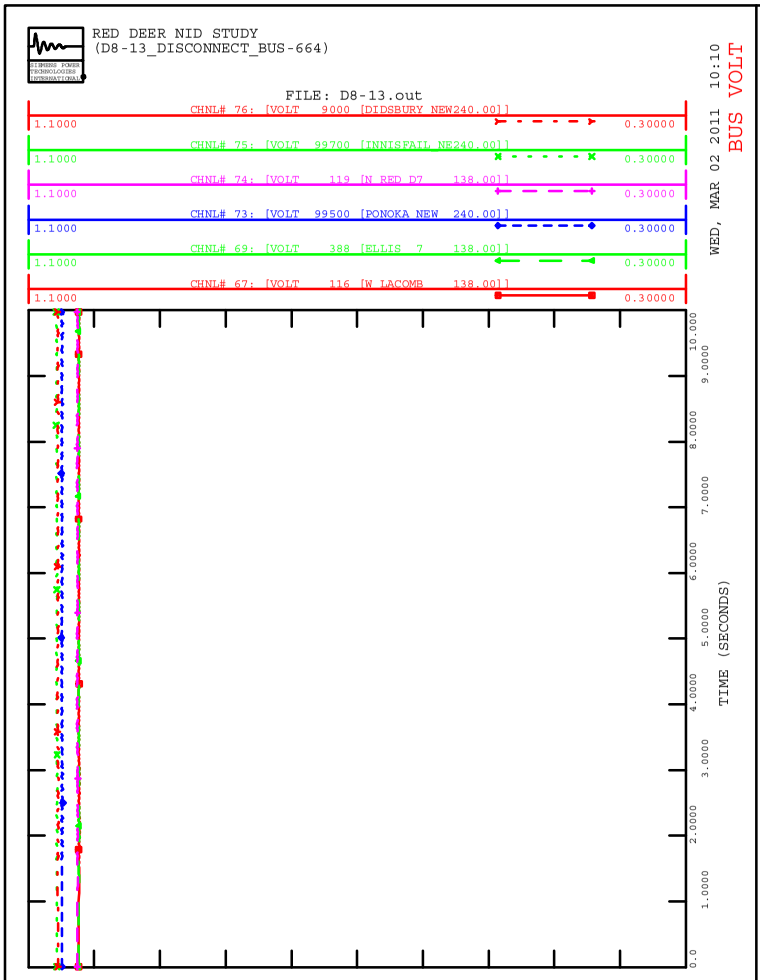

RED DEER NID STUDY
(D8-12_DISCONNECT_BUS-117)
FILE: D8-12.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

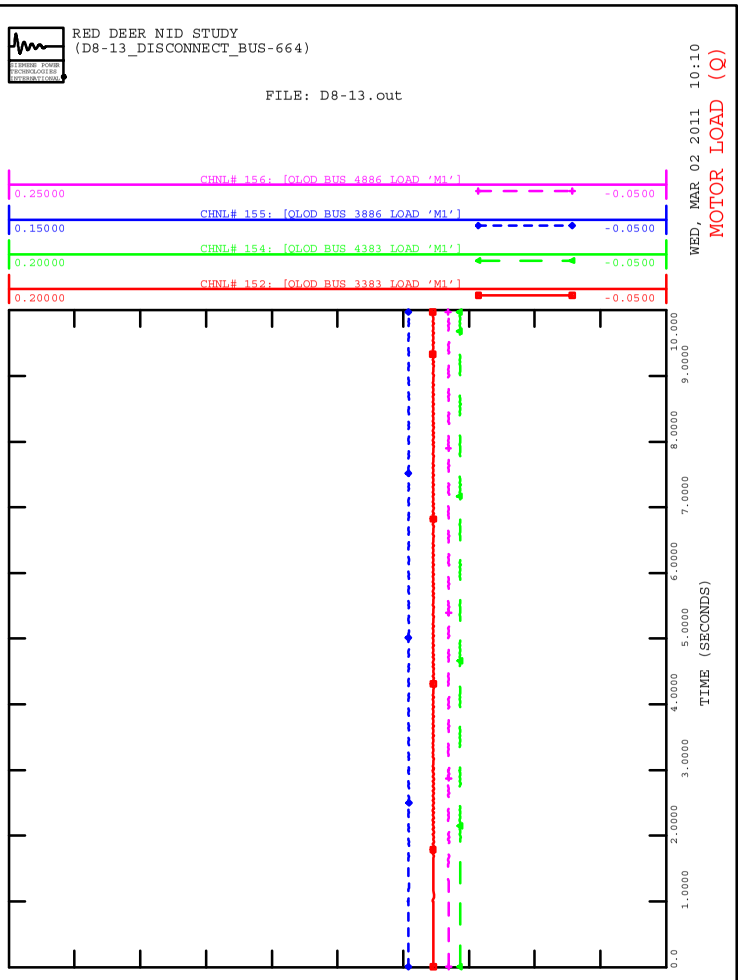

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

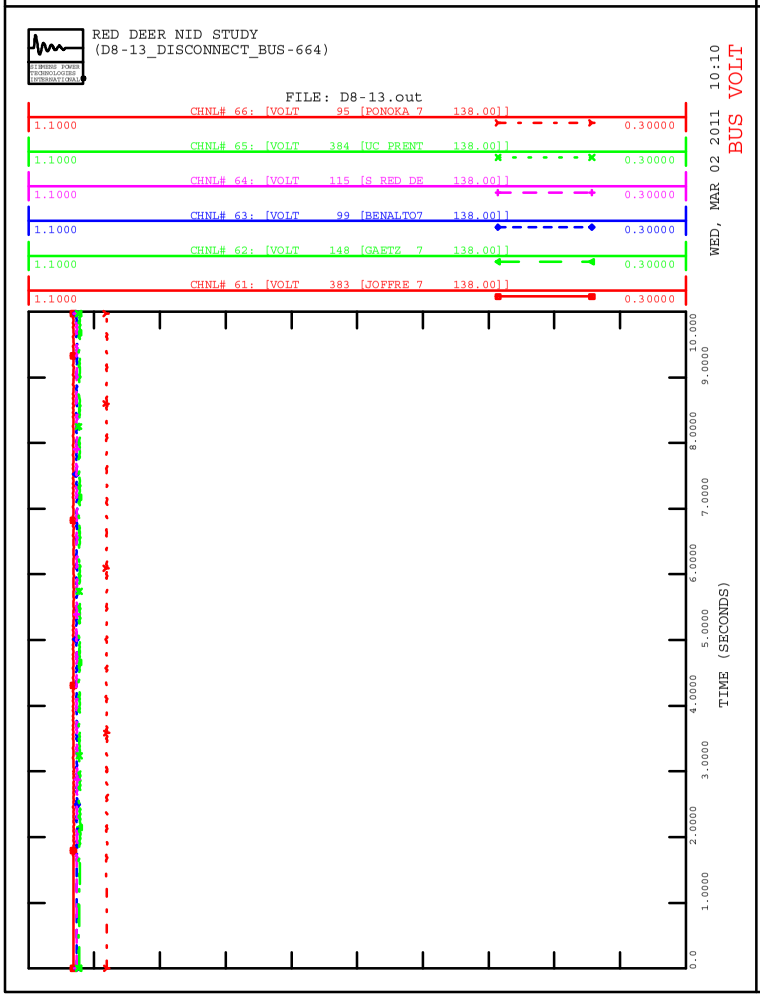

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

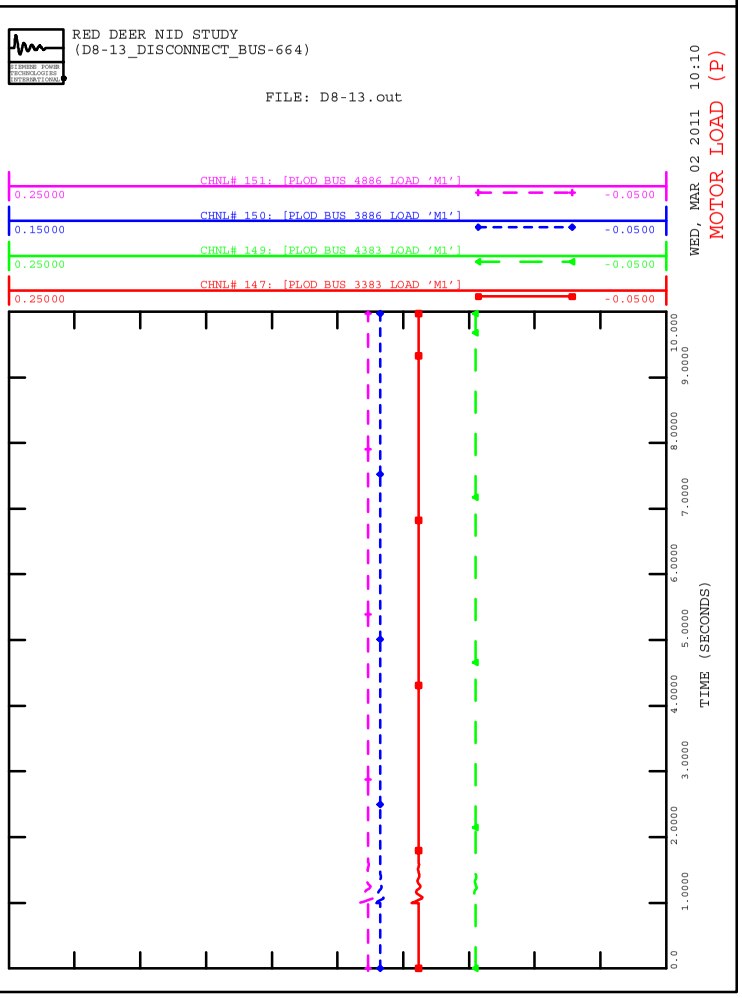

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 2 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
BUS VOLT
WED, MAR 02 2011 10:10
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 156: [QLOD BUS 4886 LOAD '1']
CHNL# 155: [QLOD BUS 3886 LOAD '1']
CHNL# 154: [QLOD BUS 4383 LOAD '1']
CHNL# 152: [QLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.20000
0.20000
-0.0500
MOTOR LOAD (Q)
WED, MAR 02 2011 10:10
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
BUS VOLT
WED, MAR 02 2011 10:10
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
CHNL# 151: [PLOD BUS 4886 LOAD '1']
CHNL# 150: [PLOD BUS 3886 LOAD '1']
CHNL# 149: [PLOD BUS 4383 LOAD '1']
CHNL# 147: [PLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.25000
0.25000
-0.0500
MOTOR LOAD (P)
WED, MAR 02 2011 10:10
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)

FILE: D8-13.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)

FILE: D8-13.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0

CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0

CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0

CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0

CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0

CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)

FILE: D8-13.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500

CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500

CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)

FILE: D8-13.out

WED, MAR 02 2011 10:10

MACHINE POWER (P)

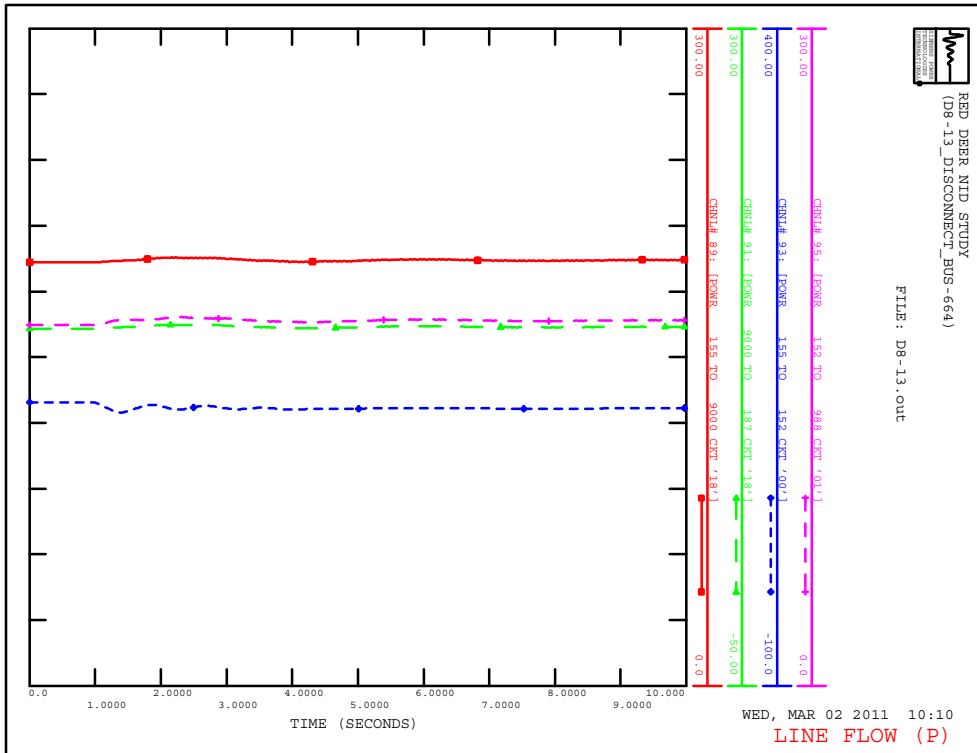
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000

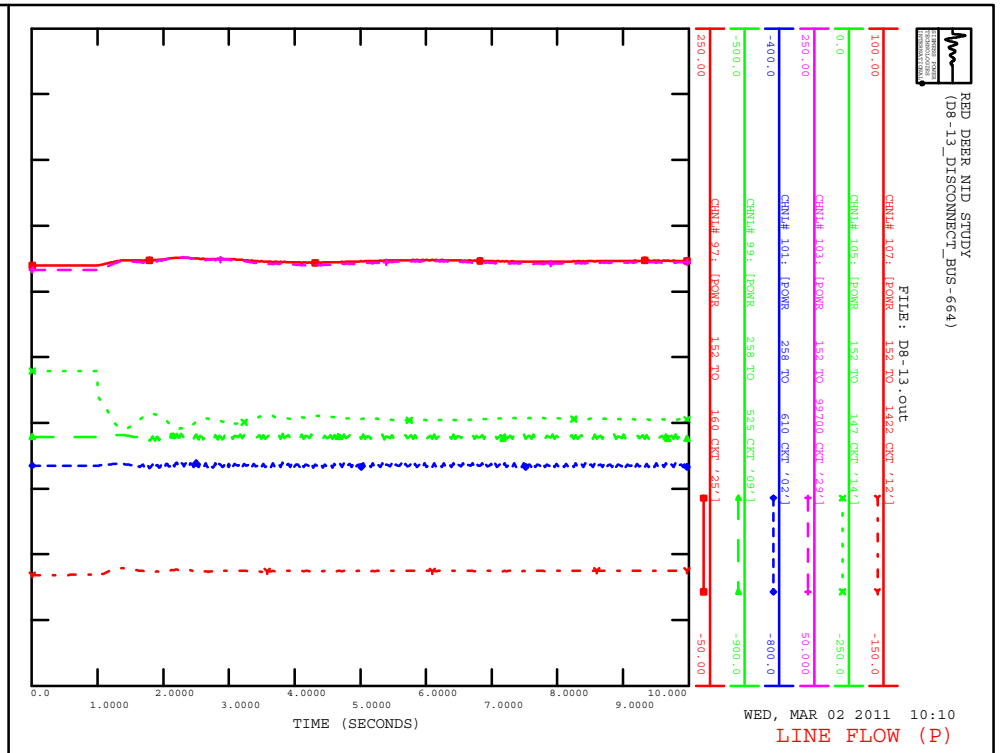
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000

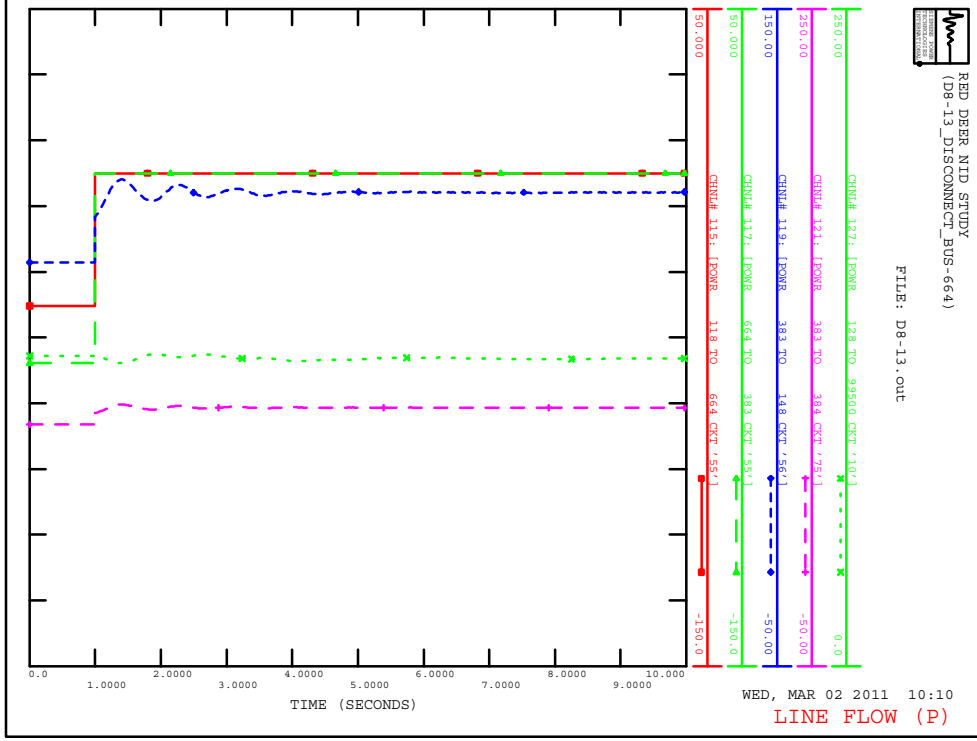
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

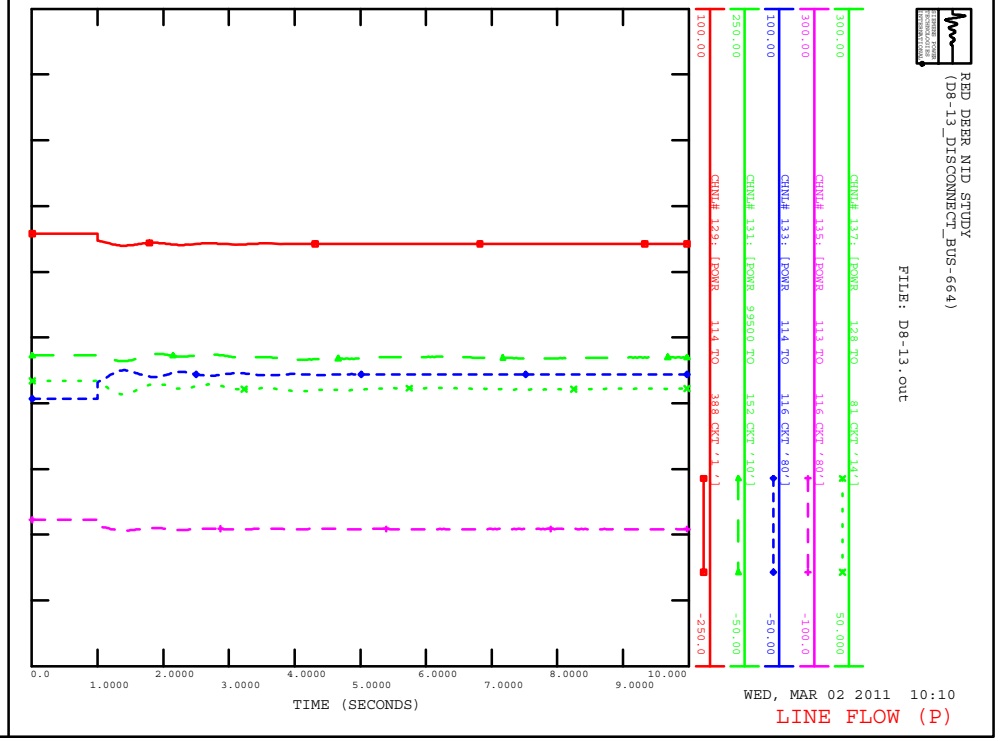
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

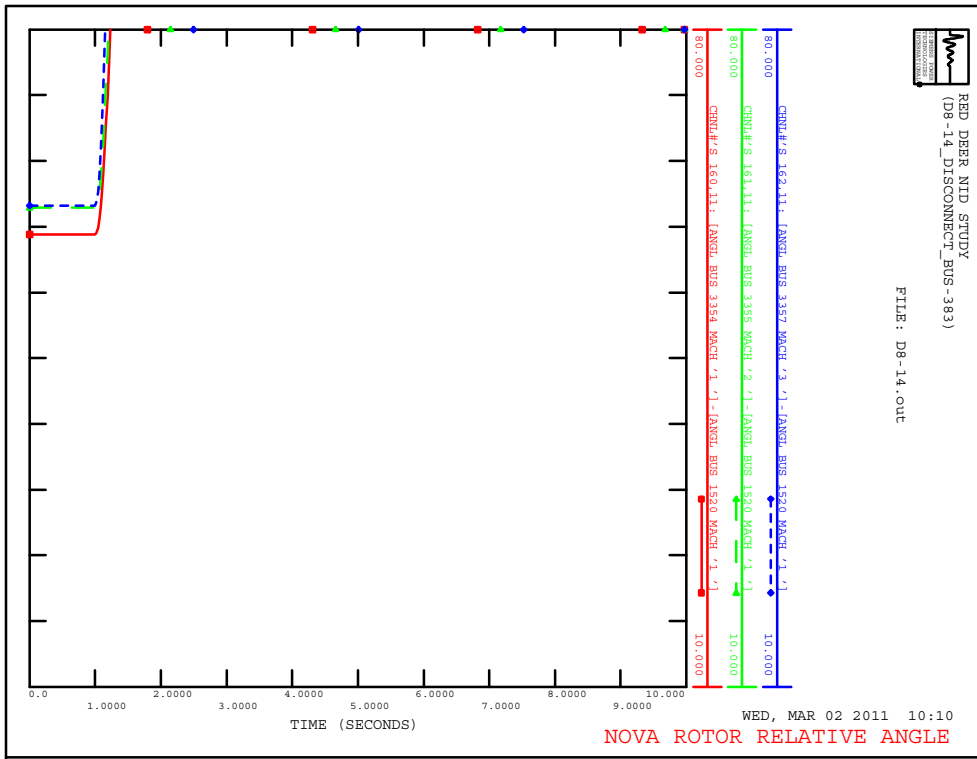
TIME (SECONDS)

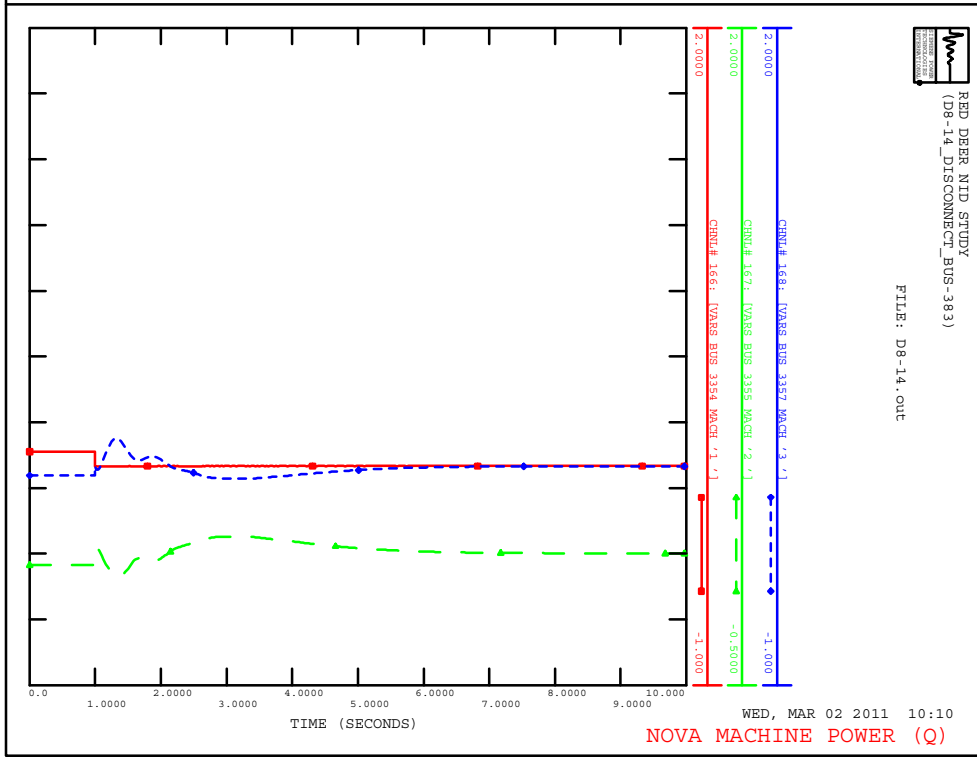

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

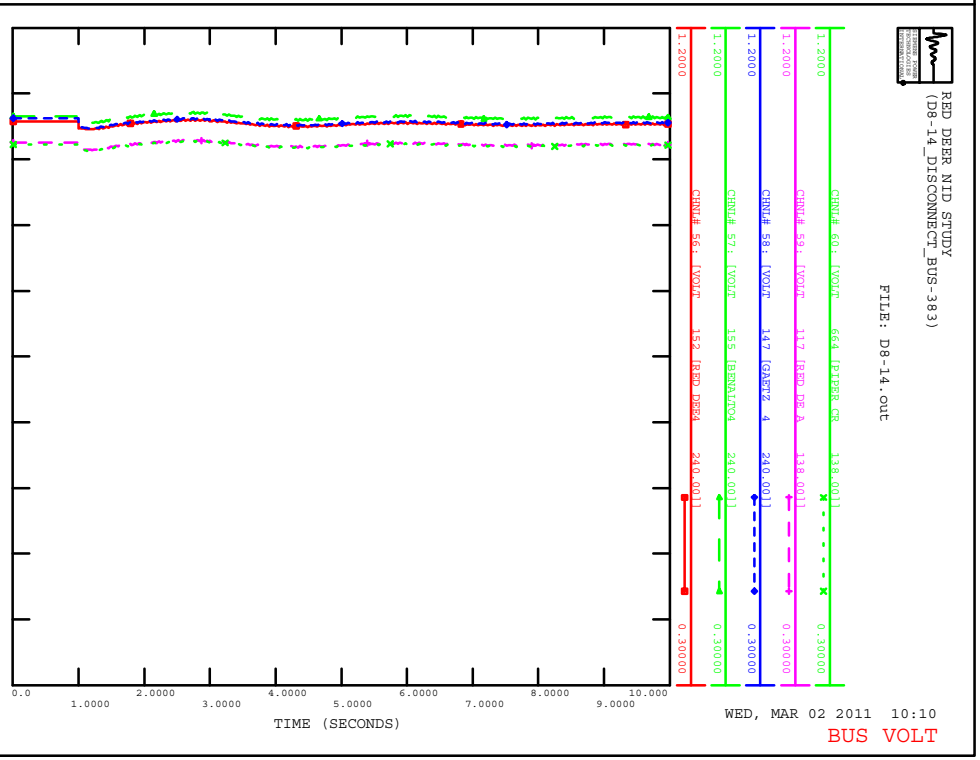

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

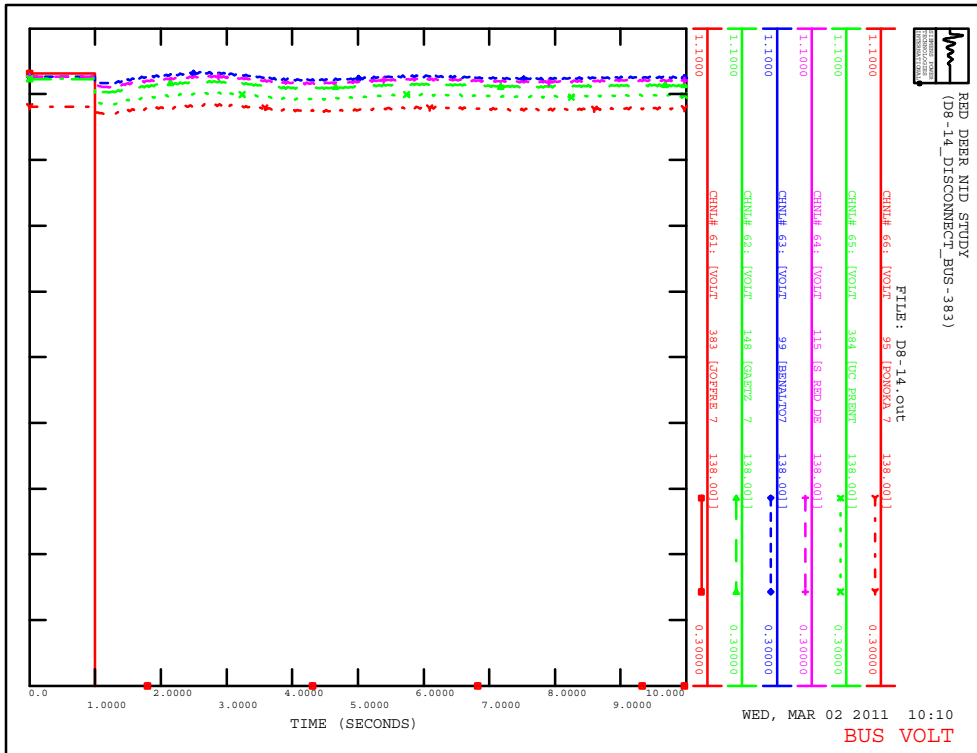

RED DEER NID STUDY
(D8-13_DISCONNECT_BUS-664)
FILE: D8-13.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

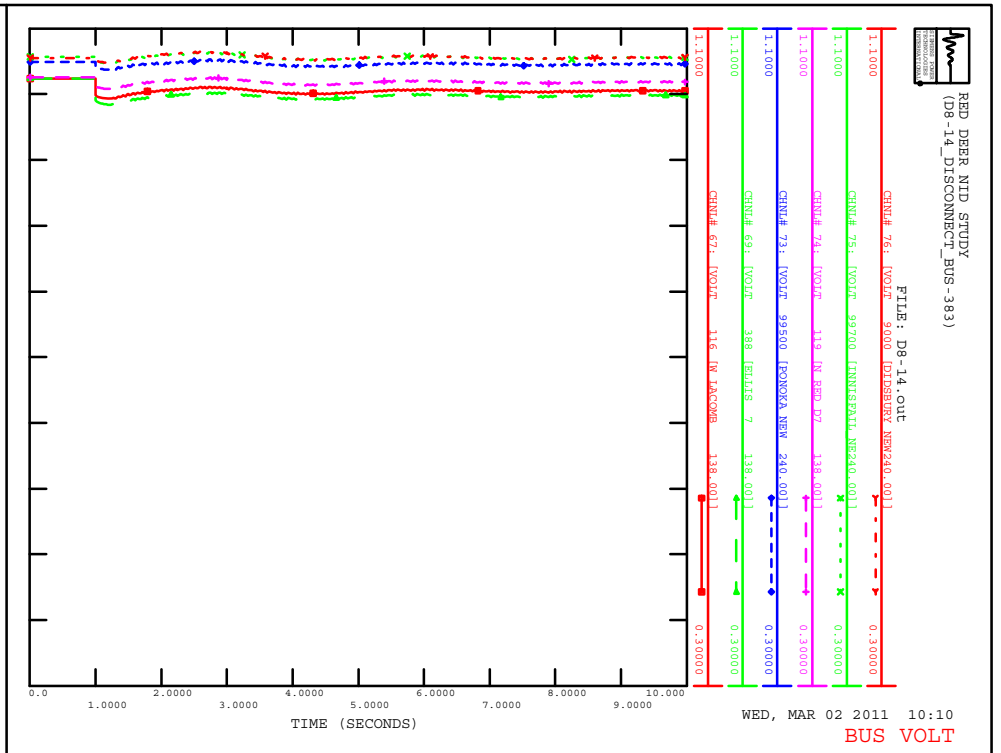

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

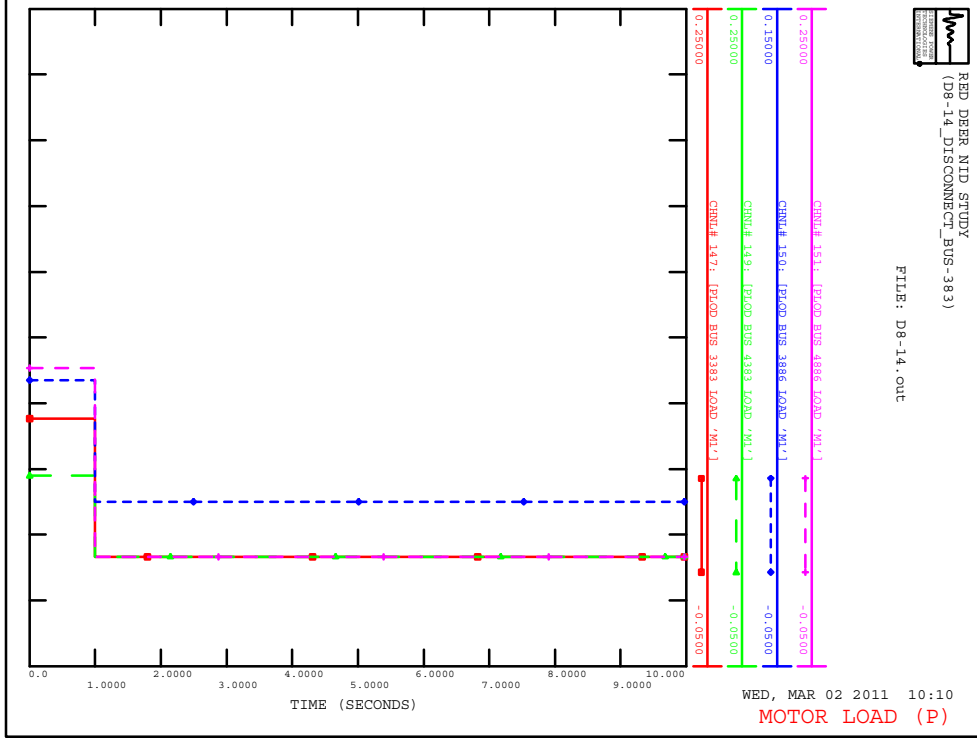

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

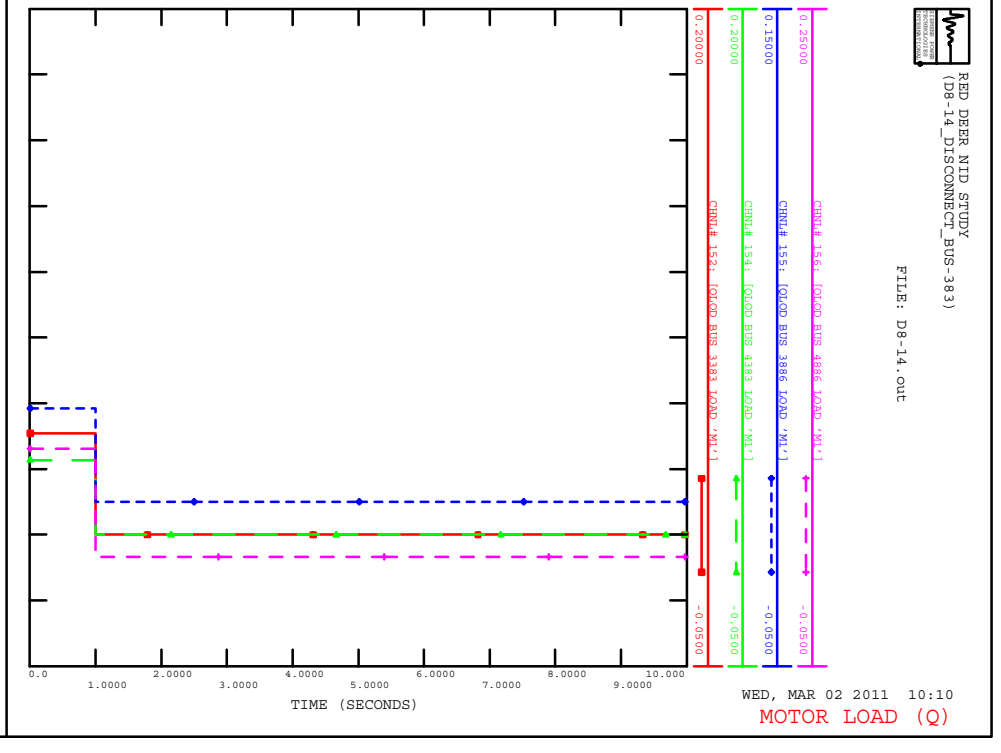

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

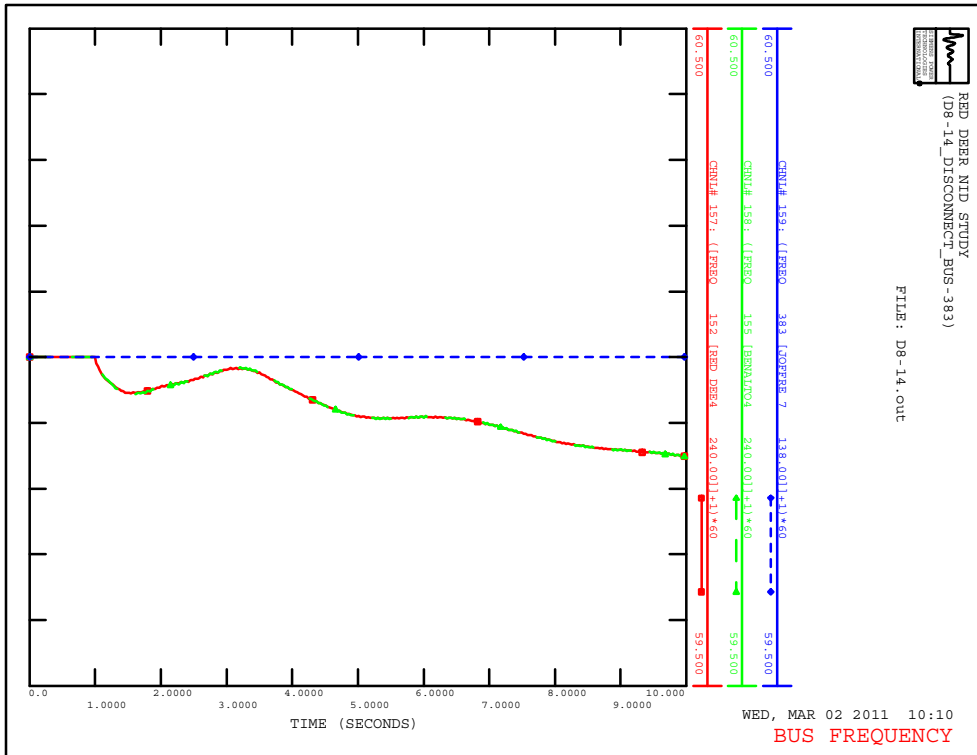
RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

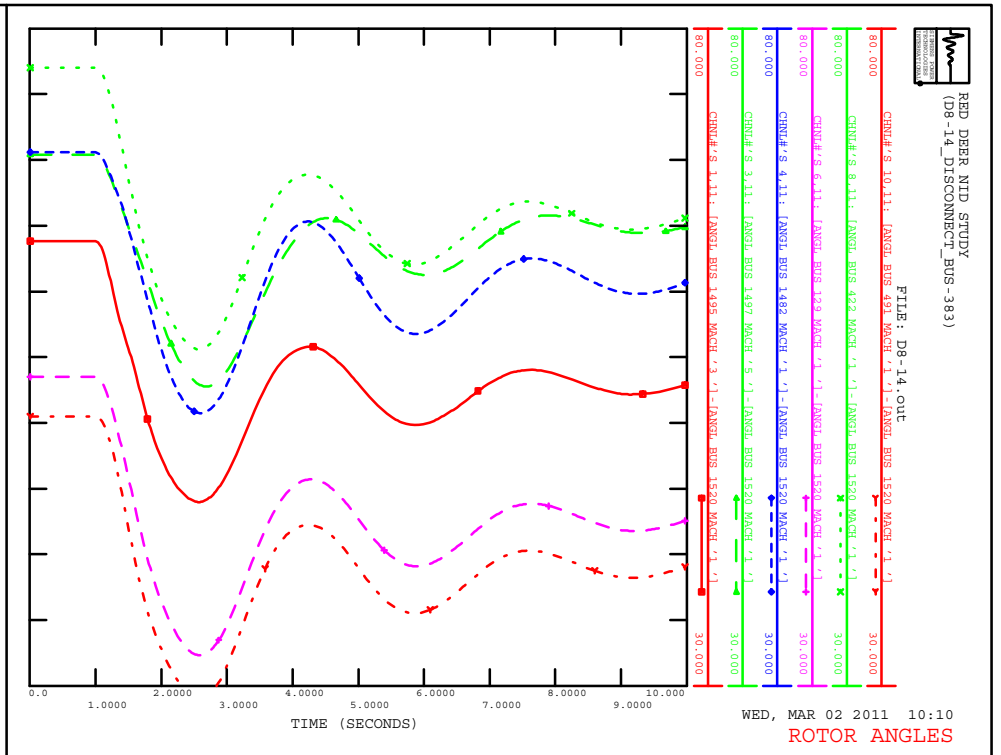

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNL# 62: [VOLT 148 [GALETW2 7 138.001]
CHNL# 63: [VOLT 99 [BENALTC7 138.001]
CHNL# 64: [VOLT 115 [S RED DE 138.001]
CHNL# 65: [VOLT 384 [UC PRENT 138.001]
CHNL# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

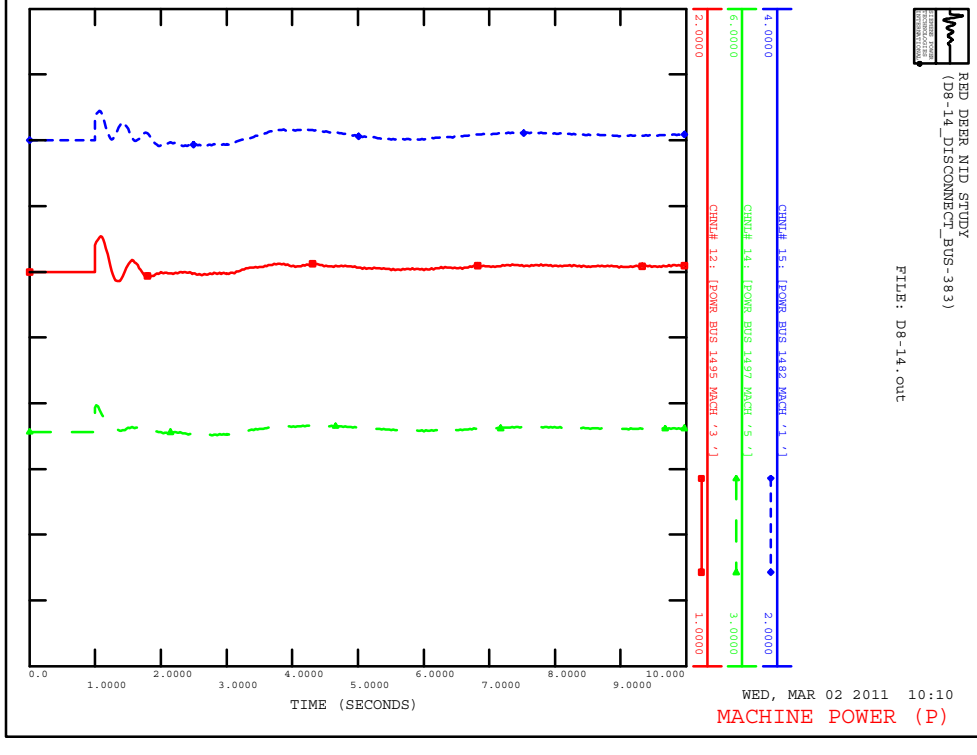

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 67: [VOLT 116 [N IACOMB 138.001]
CHNL# 68: [VOLT 388 [EDJIS 7 138.001]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNL# 74: [VOLT 119 [N RED P7 138.001]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNL# 76: [VOLT 9000 [DISSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

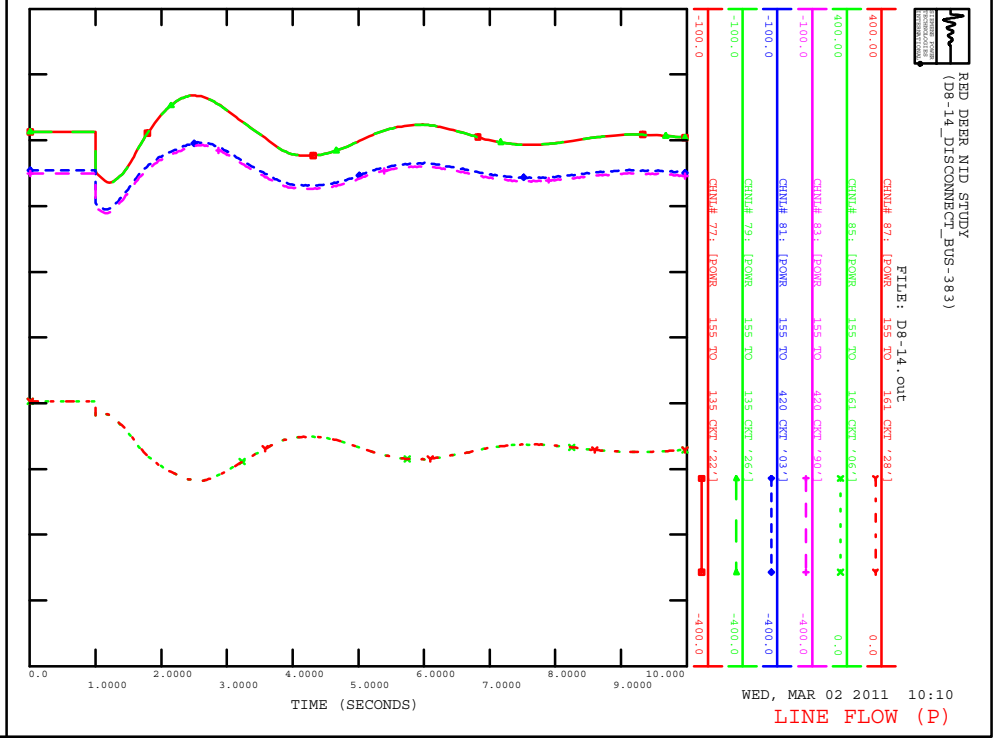

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

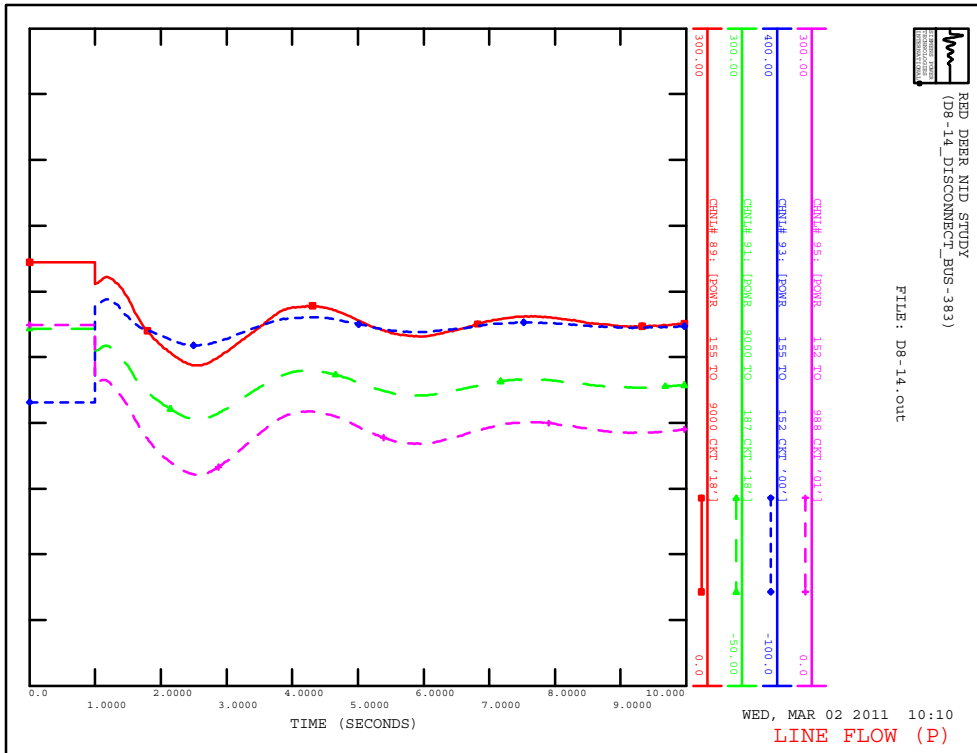

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

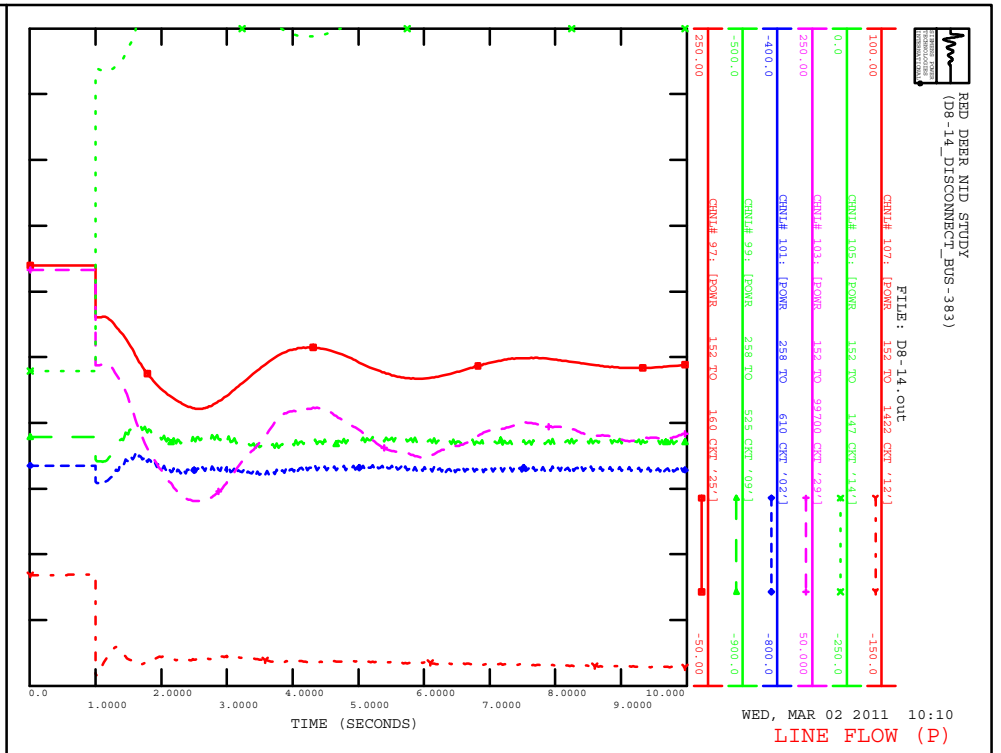

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

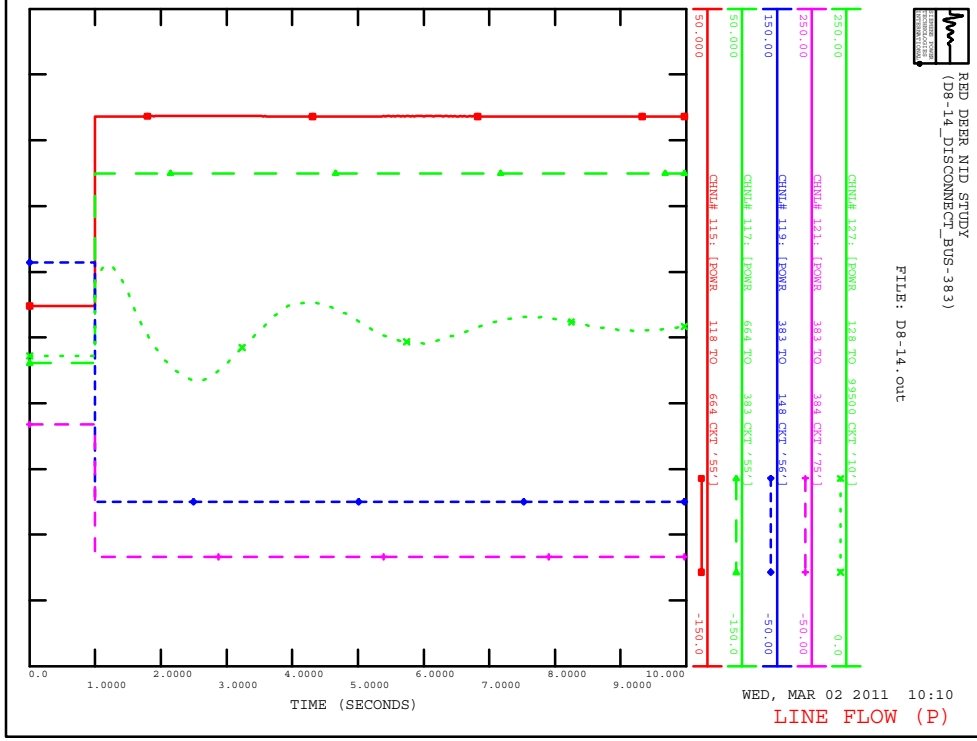

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

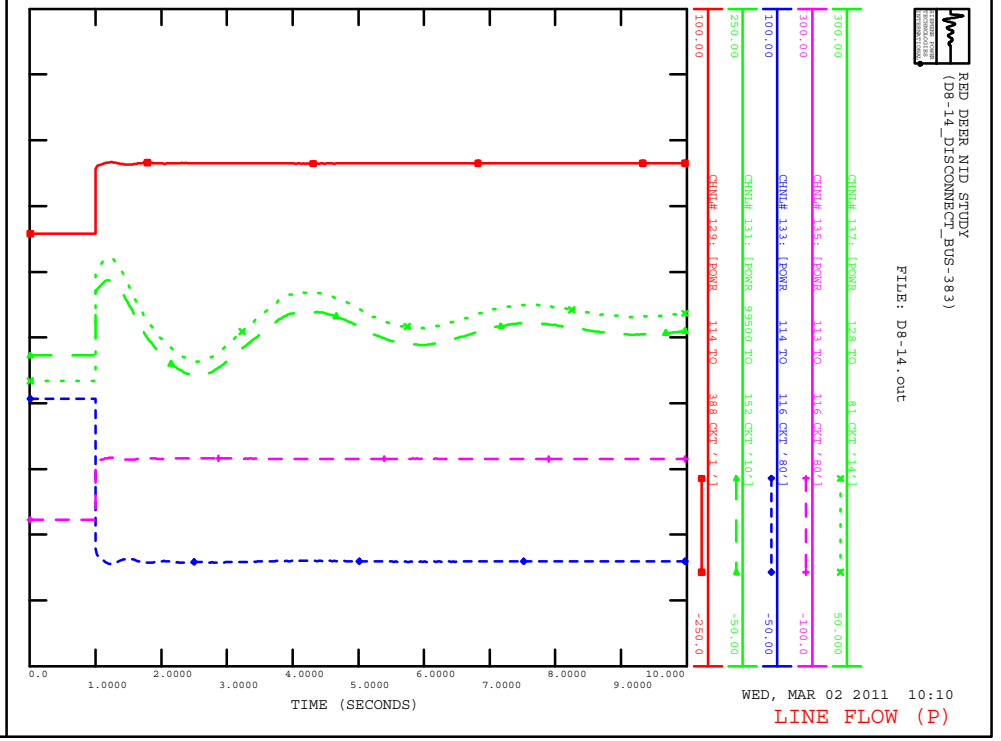

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

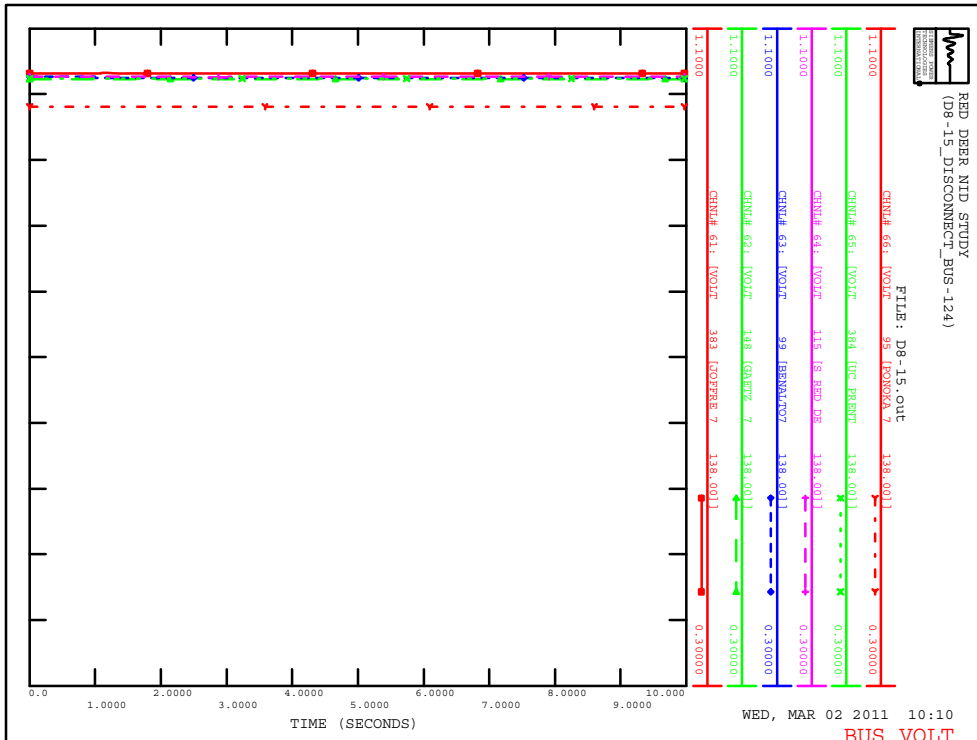

RED DEER NID STUDY
(D8-14_DISCONNECT_BUS-383)
FILE: D8-14.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

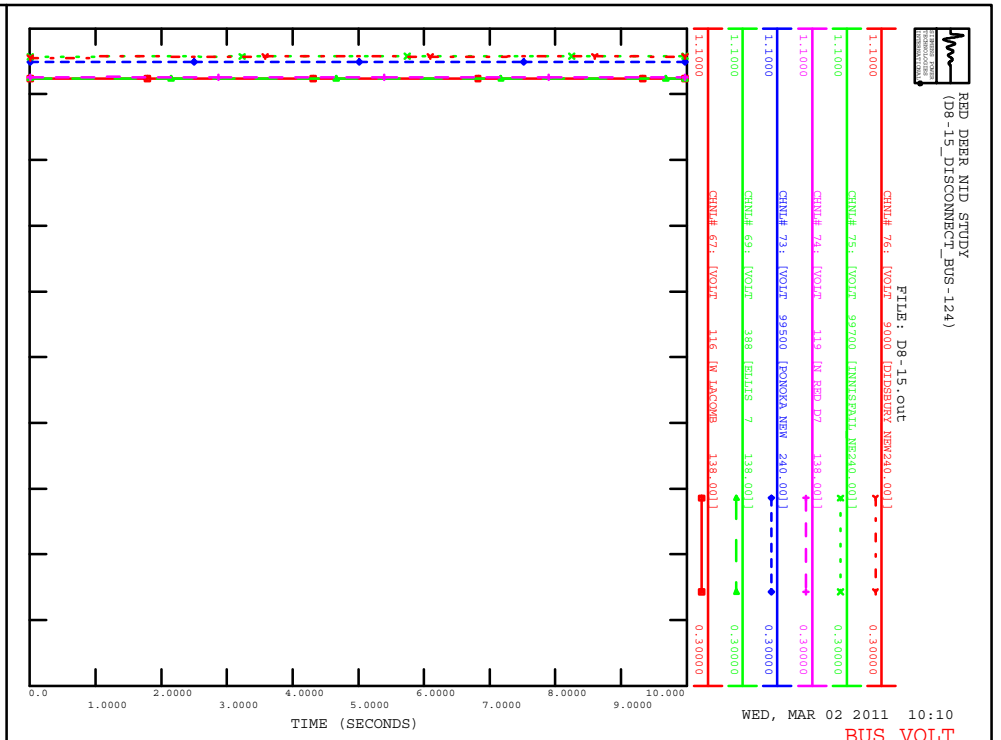
RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

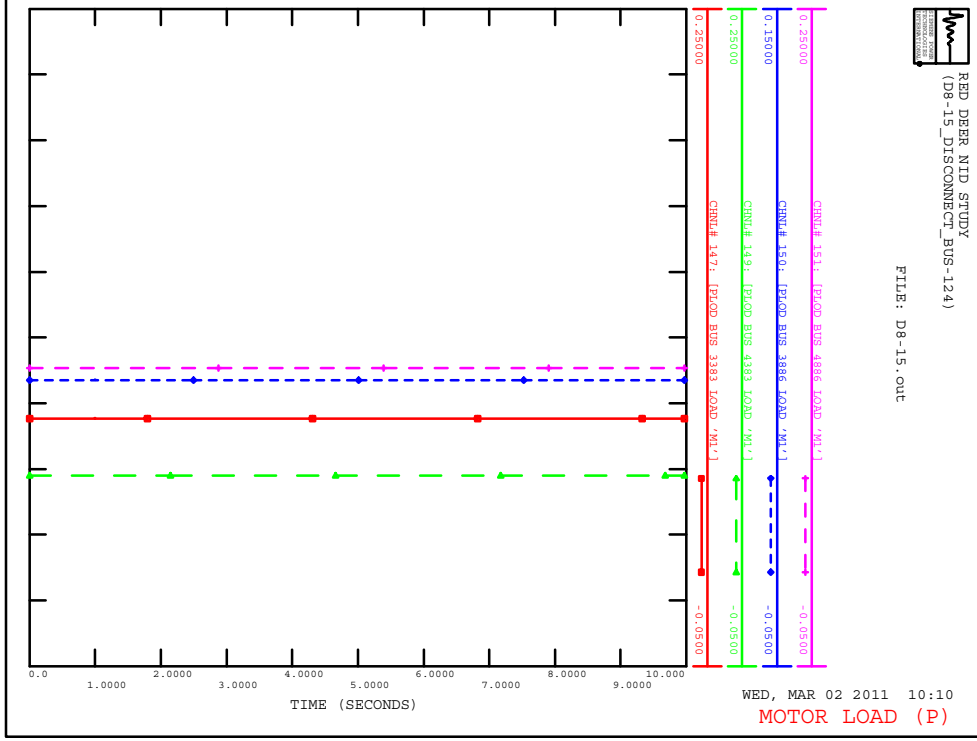
RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

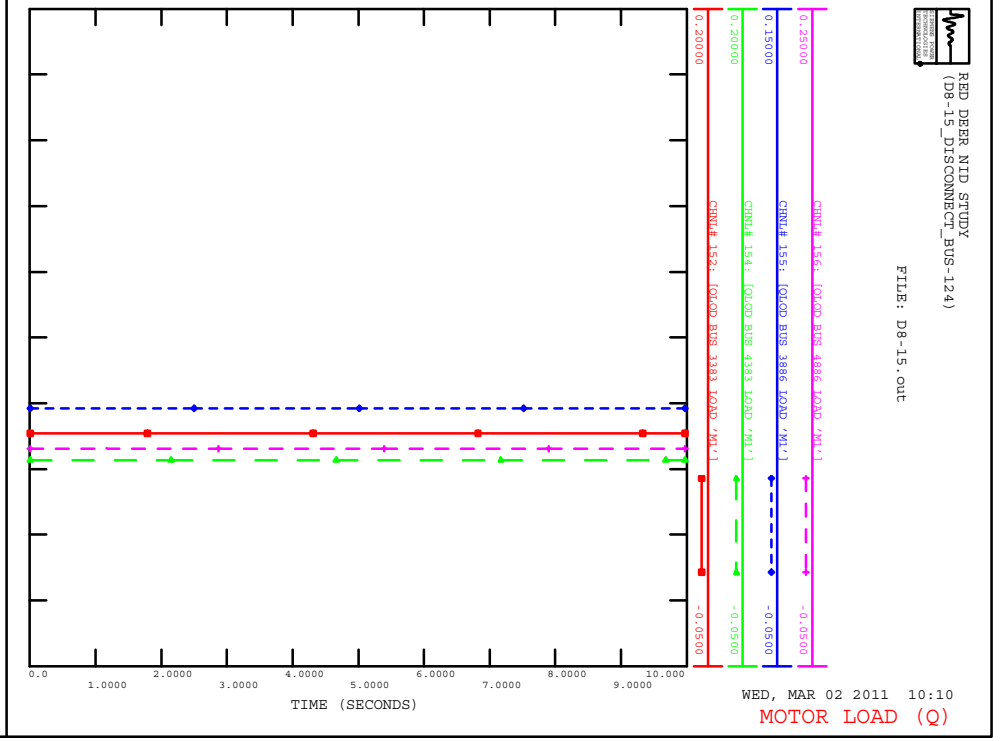
RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
2.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [CALETV2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC FRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNI# 67: [VOLT 116 [N TACOMB 138.00]
CHNI# 68: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)
FILE: D8-15.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

WED, MAR 02 2011 10:10

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

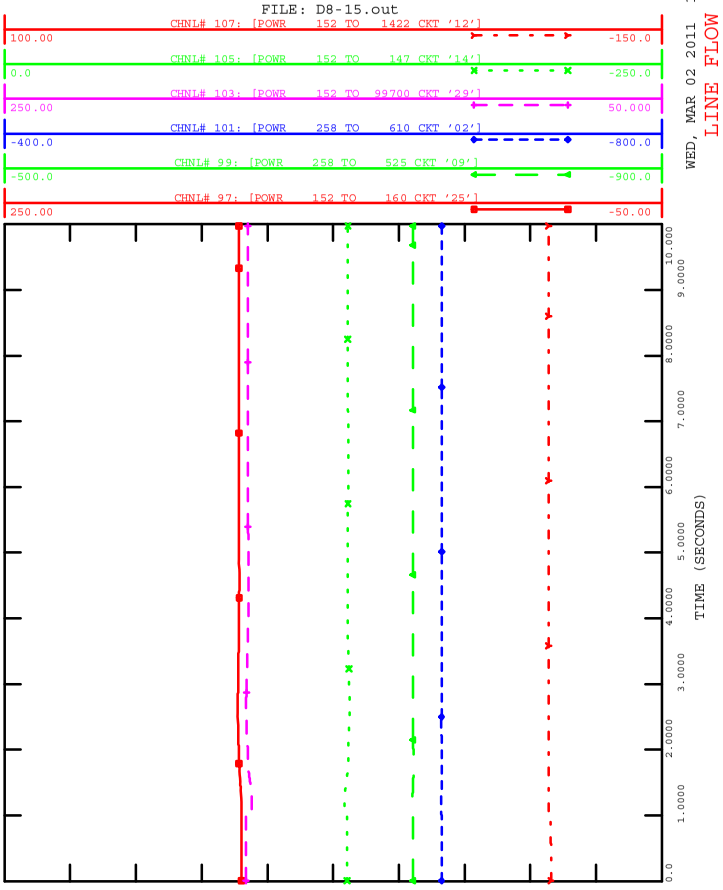
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

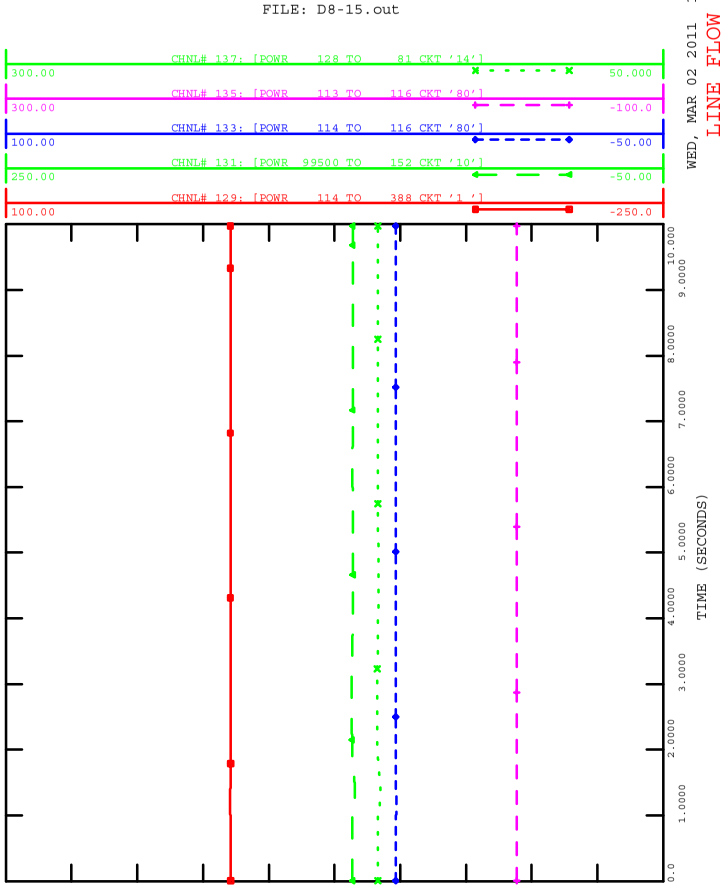
WED, MAR 02 2011 10:10



RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

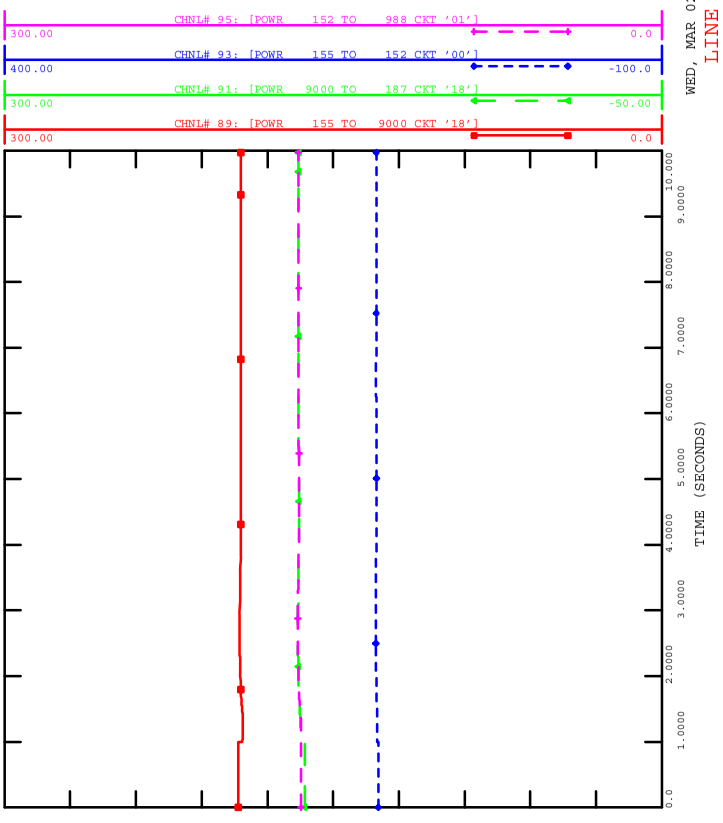
WED, MAR 02 2011 10:10



RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

FILE: D8-15.out

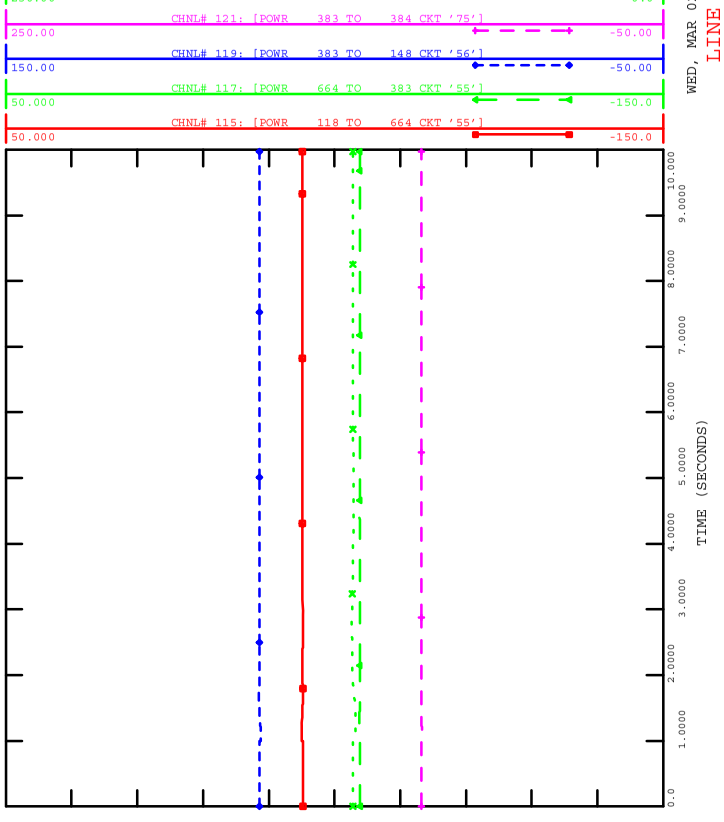
WED, MAR 02 2011 10:10

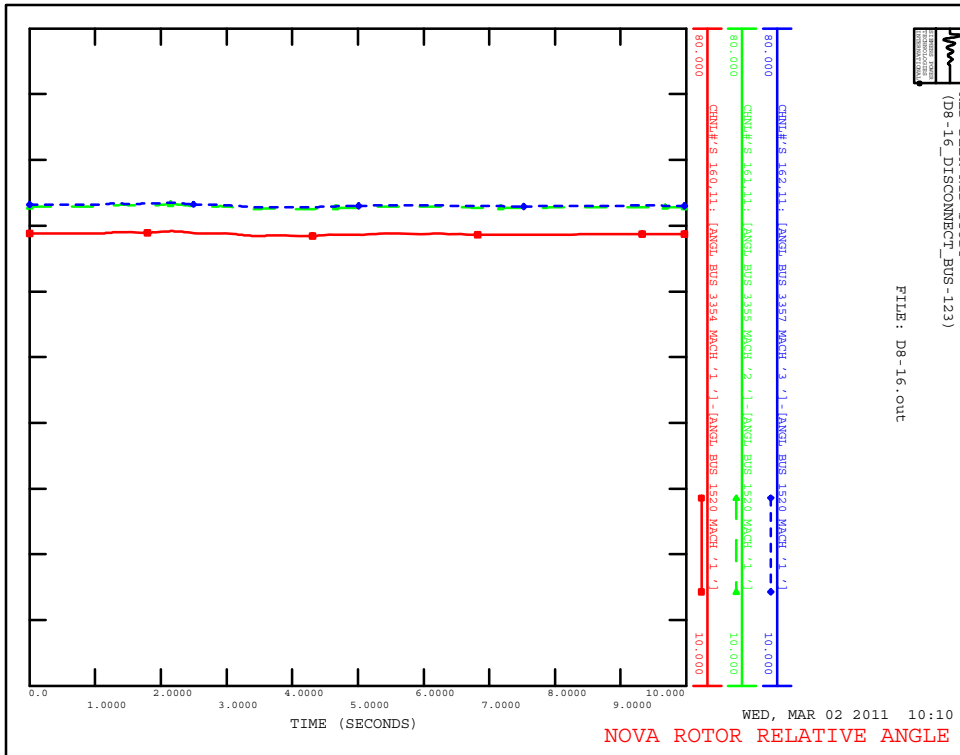


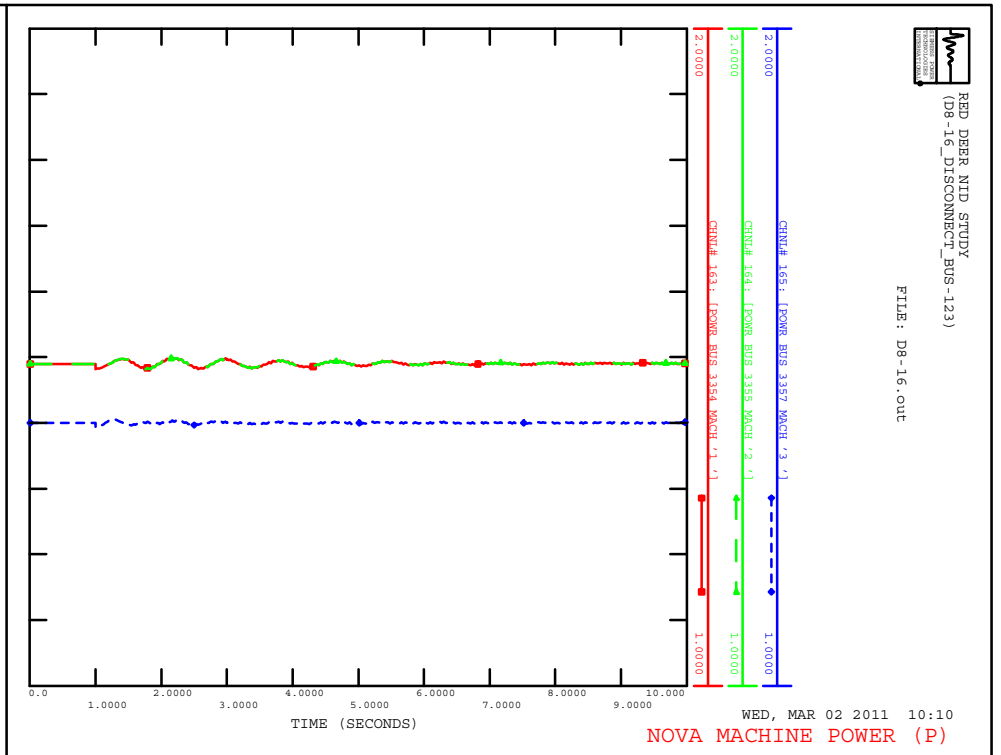
RED DEER NID STUDY
(D8-15_DISCONNECT_BUS-124)

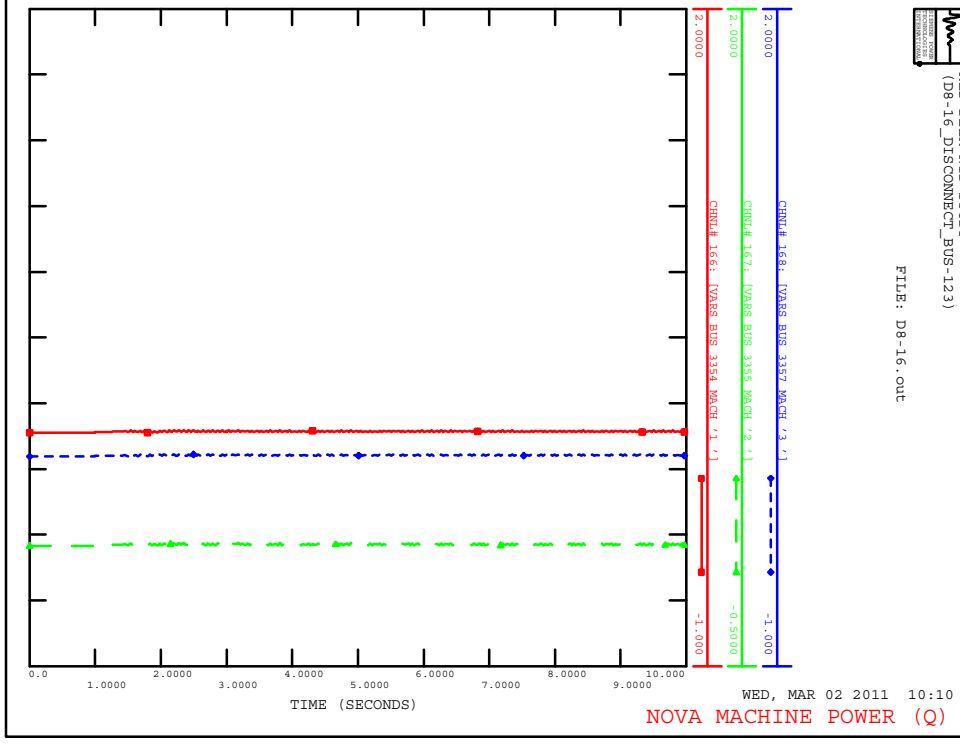
FILE: D8-15.out

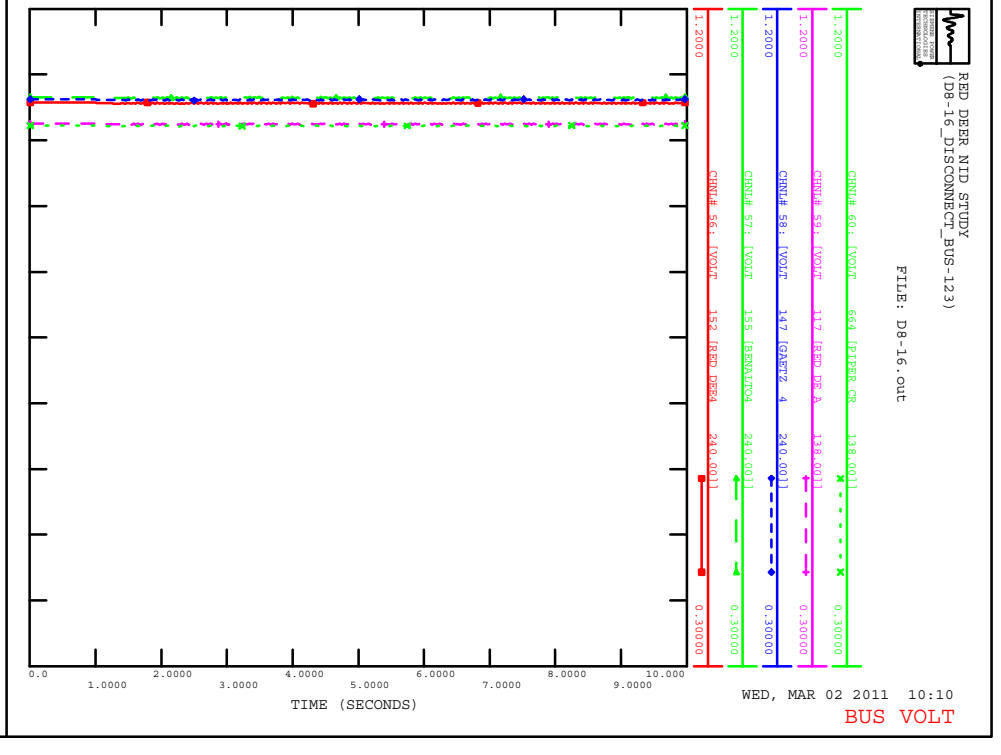
WED, MAR 02 2011 10:10




RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

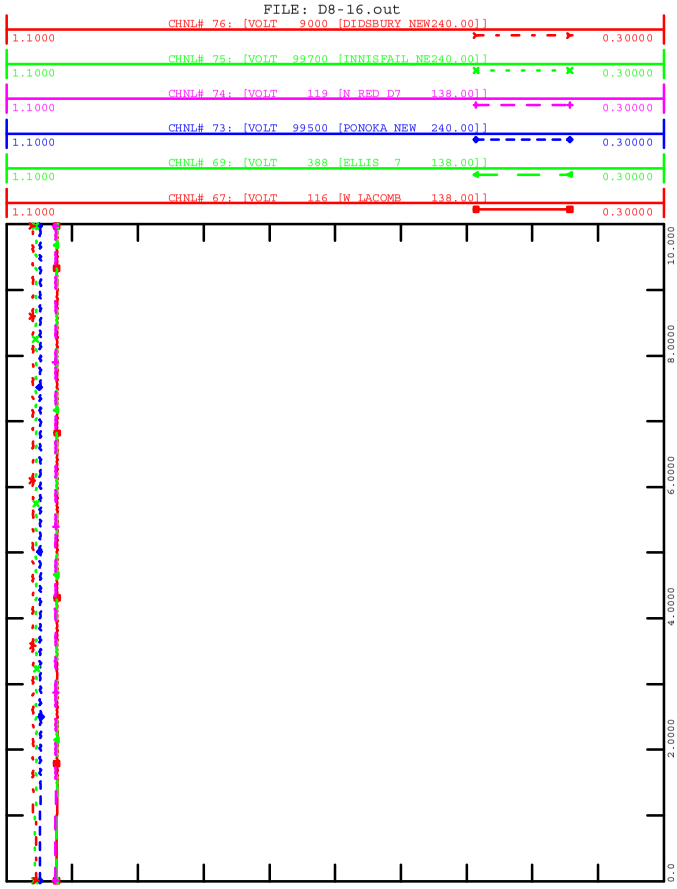

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

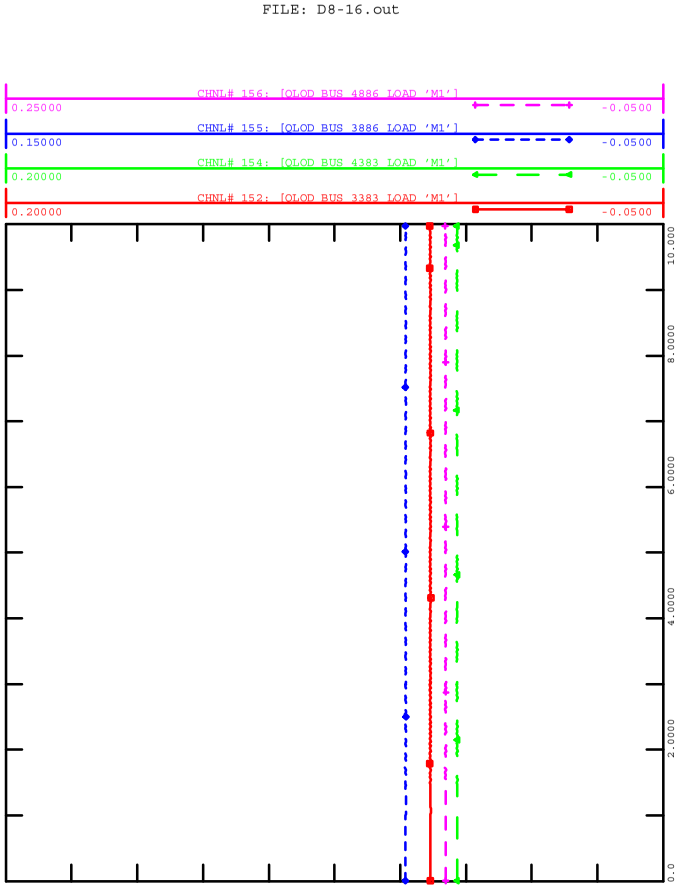
FILE: D8-16.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

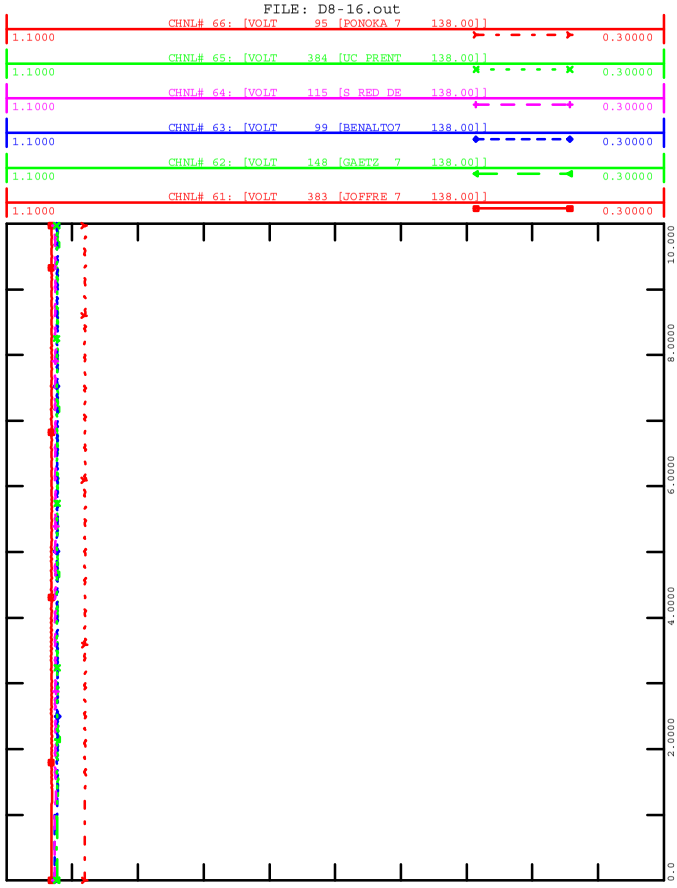
FILE: D8-16.out



WED, MAR 02 2011 10:10 MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

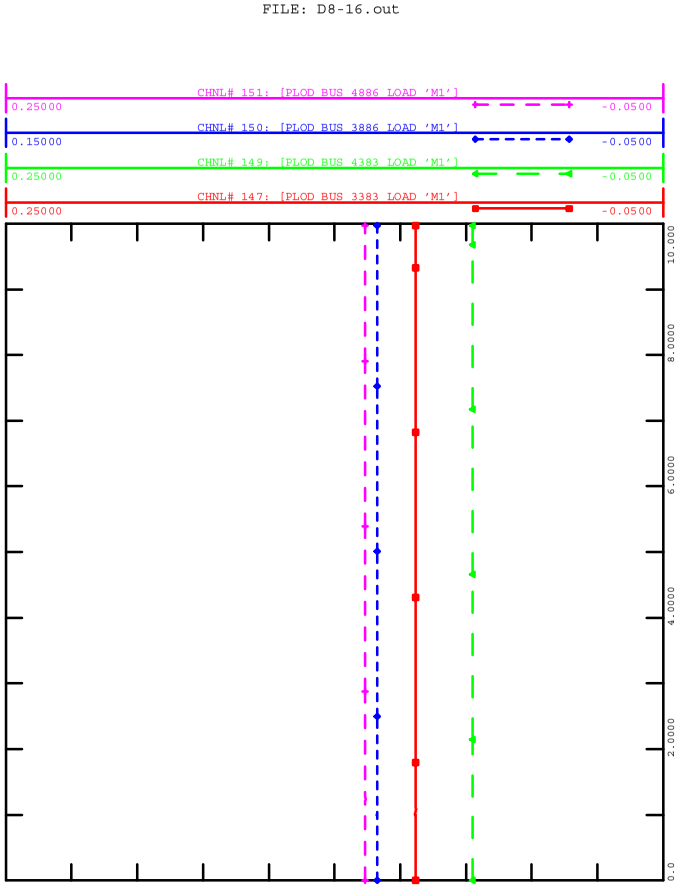
FILE: D8-16.out



WED, MAR 02 2011 10:10 BUS VOLT

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

FILE: D8-16.out



WED, MAR 02 2011 10:10 MOTOR LOAD (P)

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

FILE: D8-16.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

FILE: D8-16.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

FILE: D8-16.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)

FILE: D8-16.out

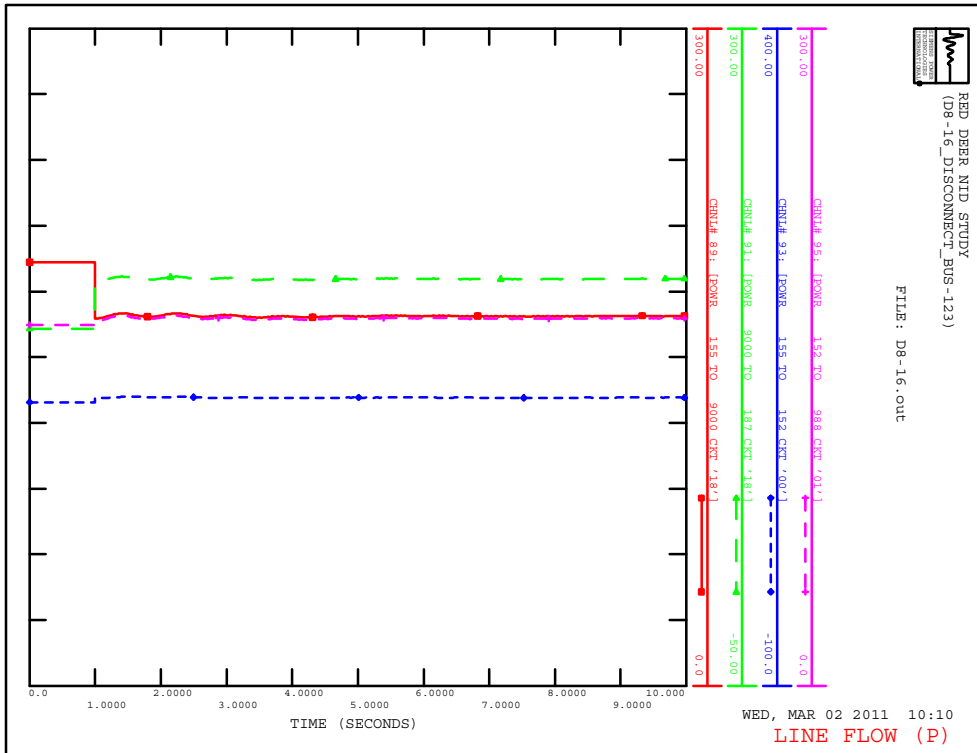
WED, MAR 02 2011 10:10

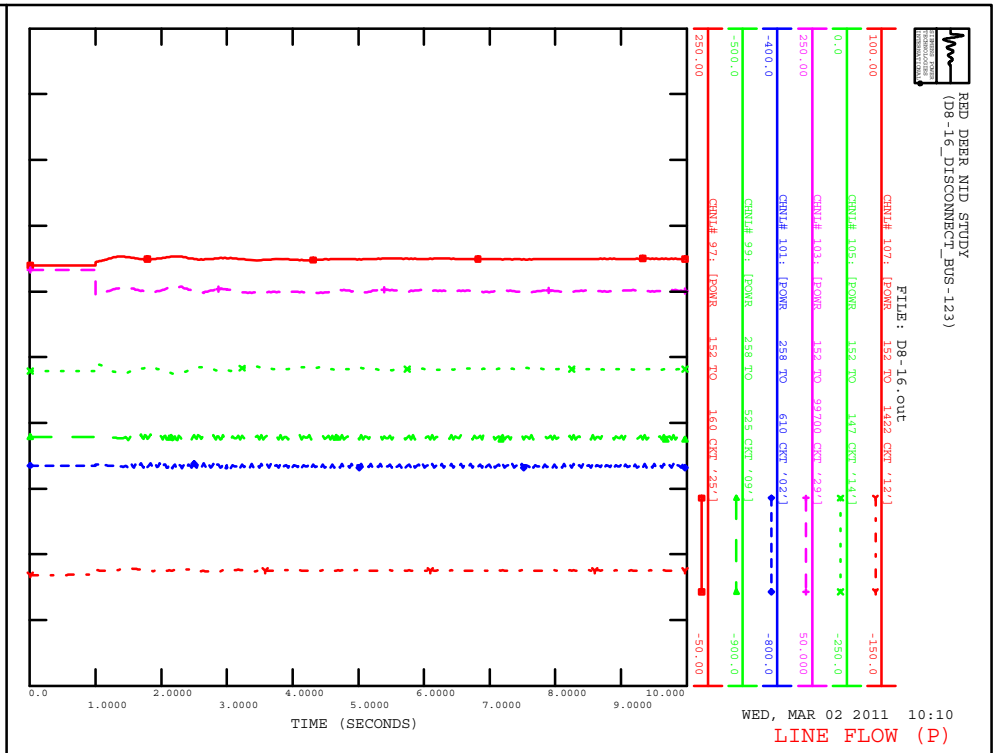
MACHINE POWER (P)

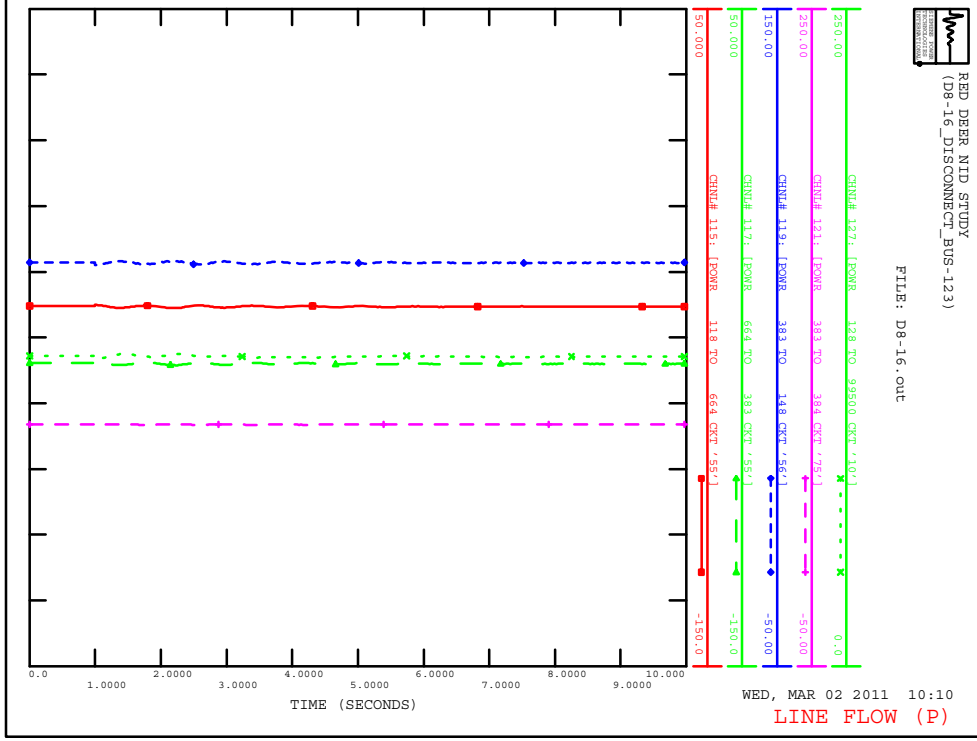
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

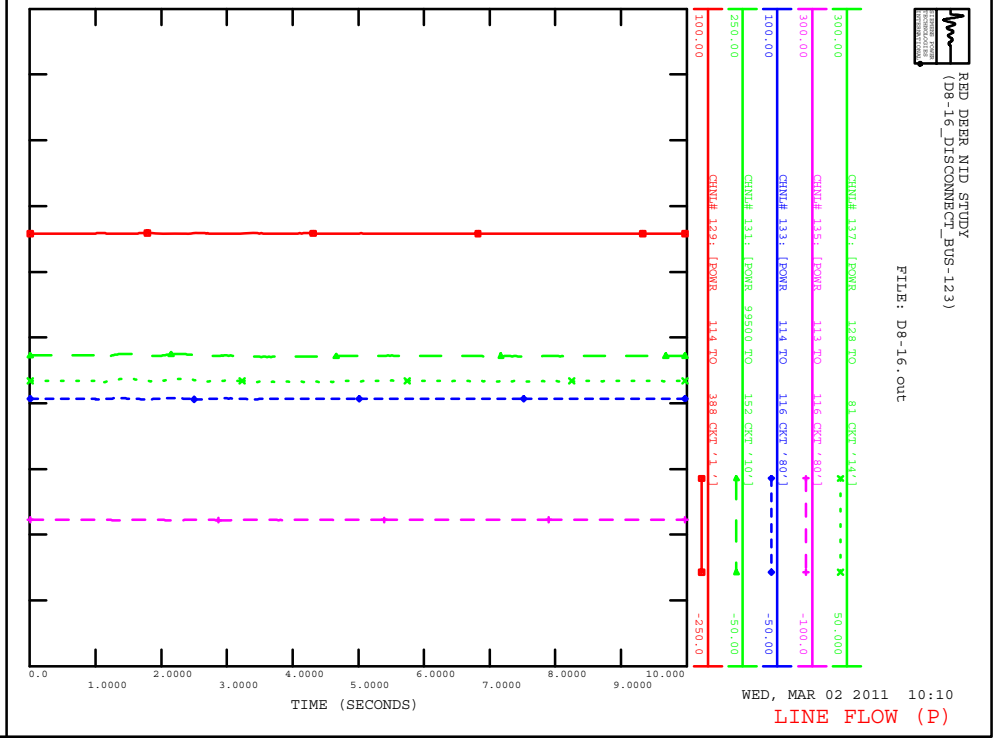
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

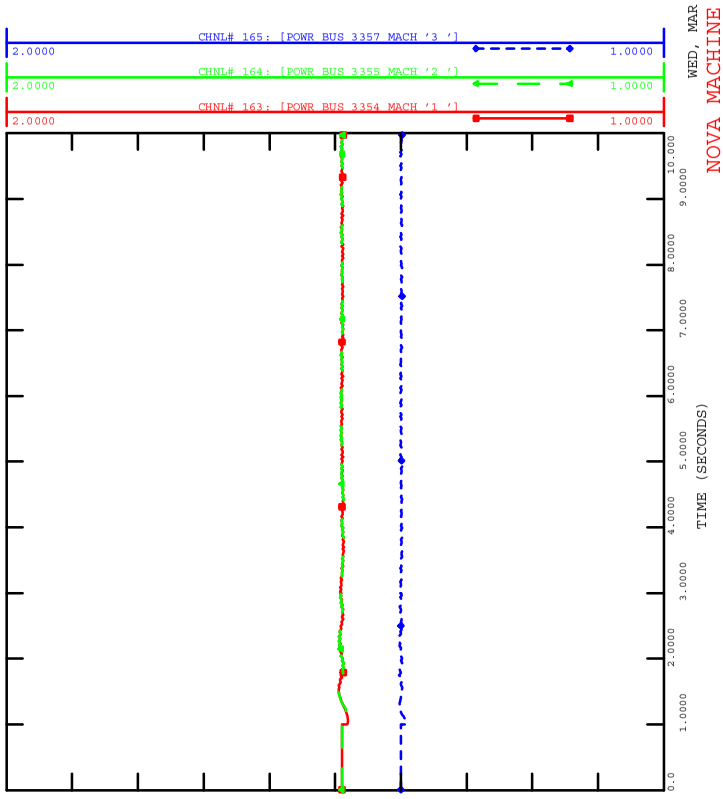

RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-16_DISCONNECT_BUS-123)
FILE: D8-16.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

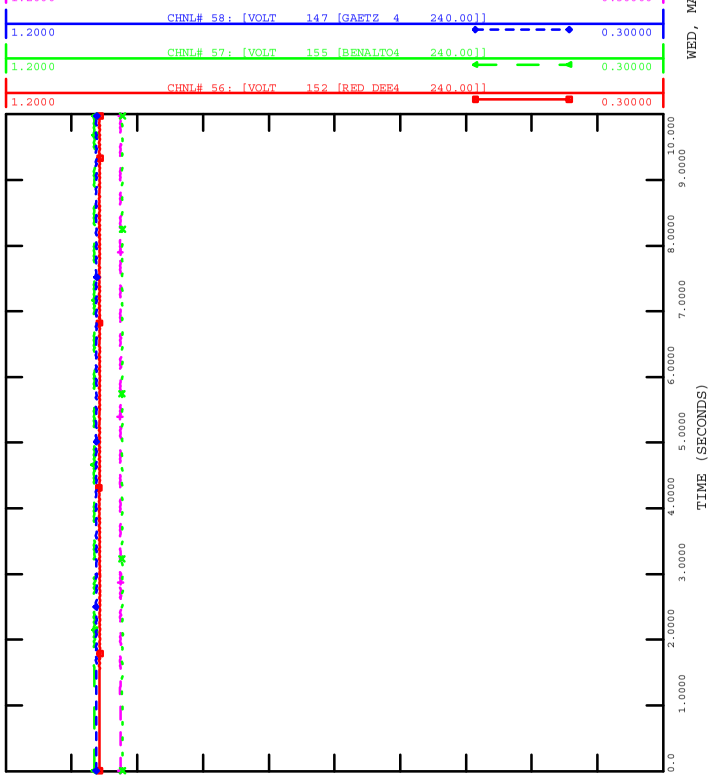


NOVA MACHINE POWER (P)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

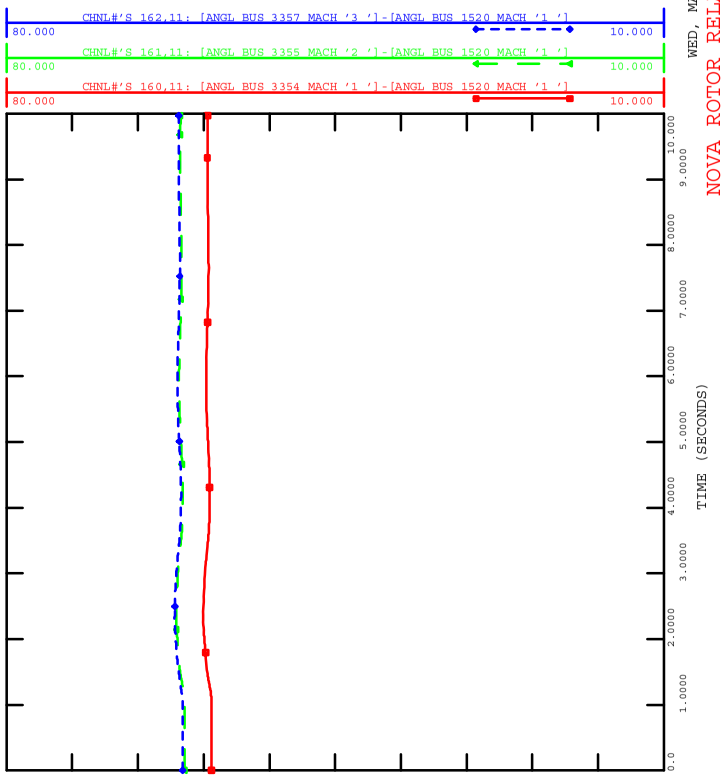


BUS VOLT

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

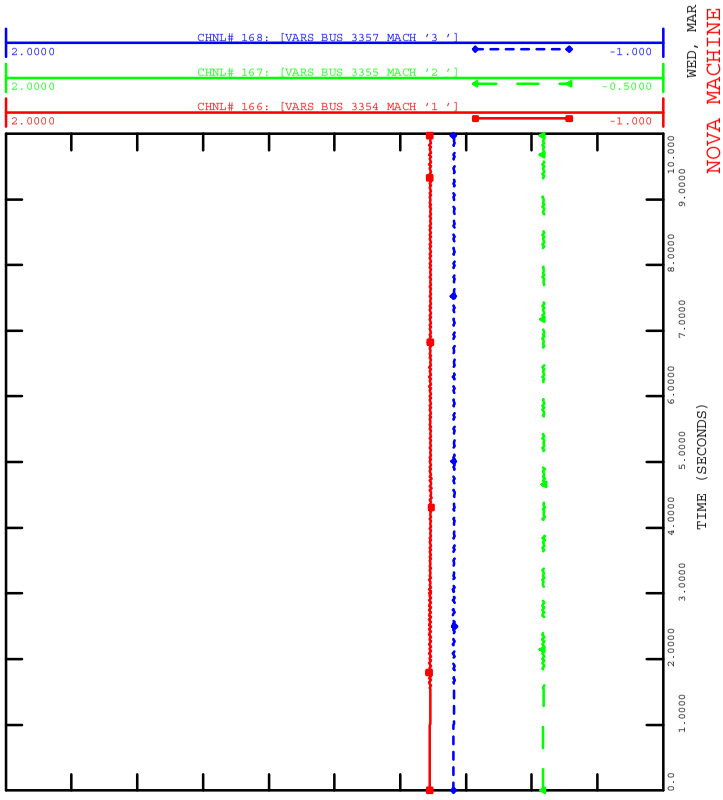


NOVA ROTOR RELATIVE ANGLE

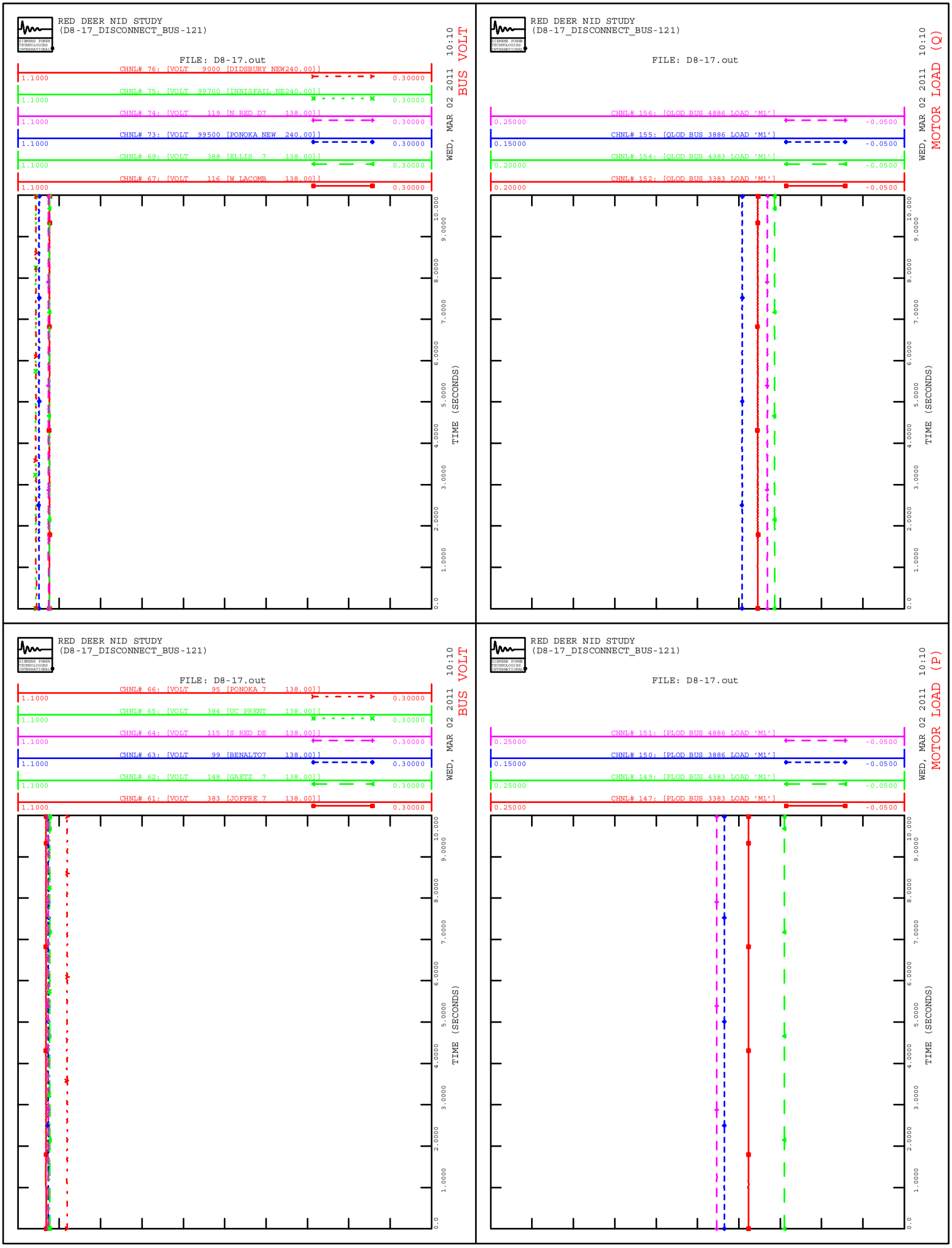
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10



NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 156: [QLOD BUS 4886 LOAD '1']
CHNL# 155: [QLOD BUS 3886 LOAD '1']
CHNL# 154: [QLOD BUS 4383 LOAD '1']
CHNL# 152: [QLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)
FILE: D8-17.out
CHNL# 151: [PLOD BUS 4886 LOAD '1']
CHNL# 150: [PLOD BUS 3886 LOAD '1']
CHNL# 149: [PLOD BUS 4383 LOAD '1']
CHNL# 147: [PLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

MACHINE POWER (P)

CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 107: [POWR 152 TO 1422 CKT '12']
100.00 -150.0

CHNL# 105: [POWR 152 TO 147 CKT '14']
0.0 -250.0

CHNL# 103: [POWR 152 TO 99700 CKT '29']
250.00 50.000

CHNL# 101: [POWR 258 TO 610 CKT '02']
-400.0 -800.0

CHNL# 99: [POWR 258 TO 525 CKT '09']
-500.0 -900.0

CHNL# 97: [POWR 152 TO 160 CKT '25']
250.00 -50.00

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 137: [POWR 128 TO 81 CKT '14']
300.00 50.000

CHNL# 135: [POWR 113 TO 116 CKT '80']
300.00 -100.0

CHNL# 133: [POWR 114 TO 116 CKT '80']
100.00 -50.00

CHNL# 131: [POWR 99500 TO 152 CKT '10']
250.00 -50.00

CHNL# 129: [POWR 114 TO 388 CKT '1 ']
100.00 -250.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 95: [POWR 152 TO 988 CKT '01']
300.00 0.0

CHNL# 93: [POWR 155 TO 152 CKT '00']
400.00 -100.0

CHNL# 91: [POWR 9000 TO 187 CKT '18']
300.00 -50.00

CHNL# 89: [POWR 155 TO 9000 CKT '18']
300.00 0.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-17_DISCONNECT_BUS-121)

FILE: D8-17.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 127: [POWR 128 TO 99500 CKT '10']
250.00 0.0

CHNL# 121: [POWR 383 TO 384 CKT '75']
250.00 -50.00

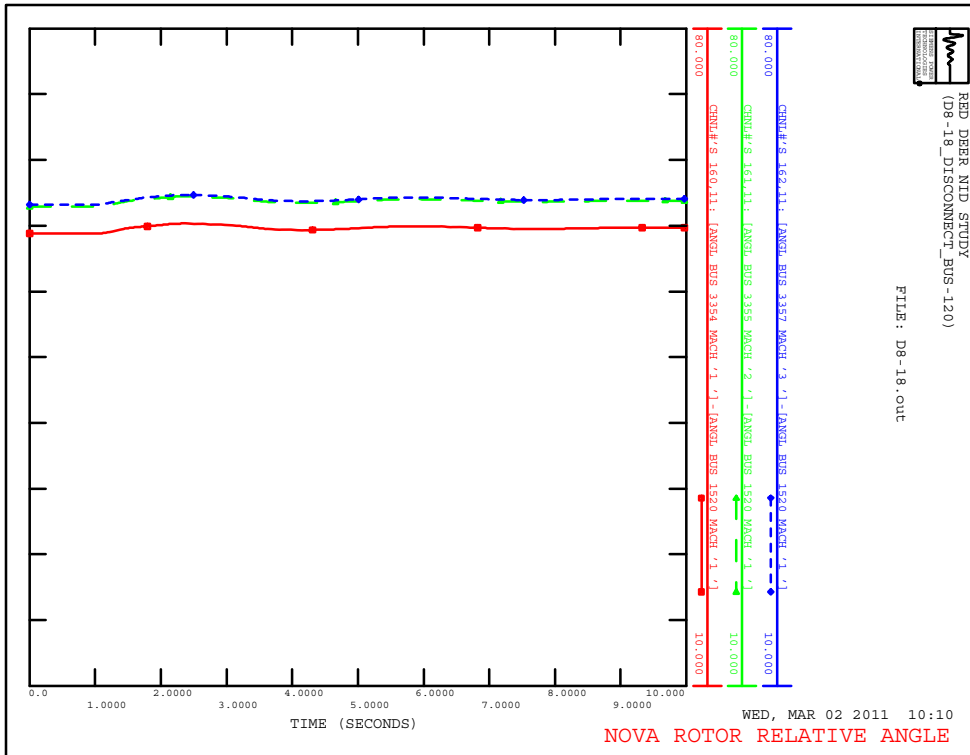
CHNL# 119: [POWR 383 TO 148 CKT '56']
150.00 -50.00

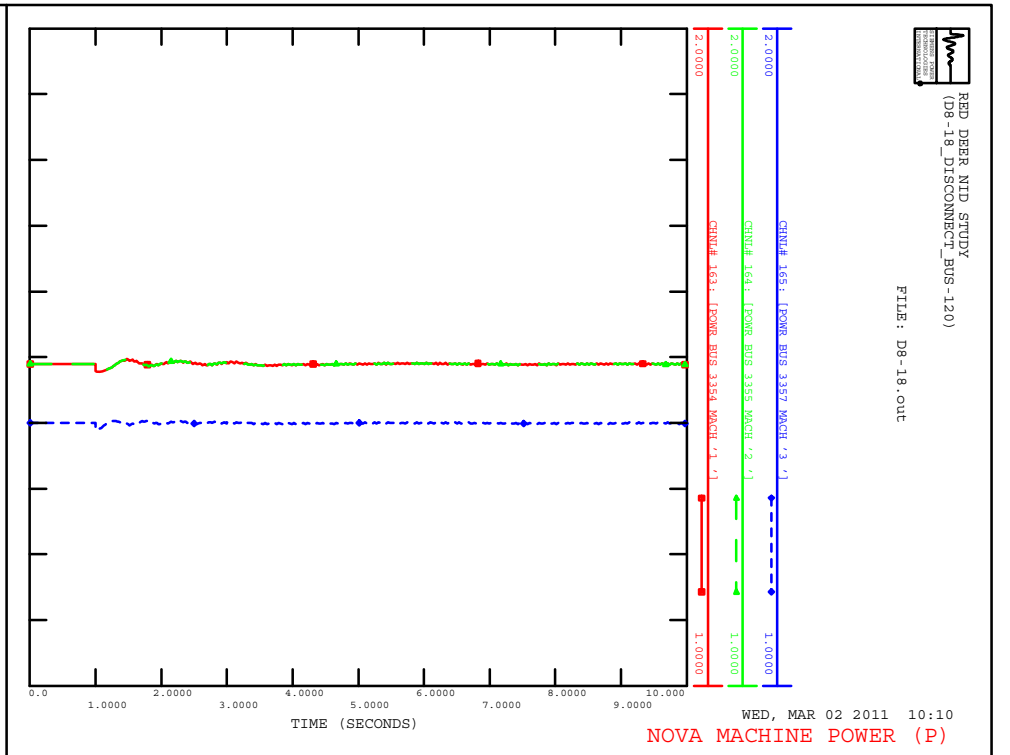
CHNL# 117: [POWR 664 TO 383 CKT '55']
50.000 -150.0

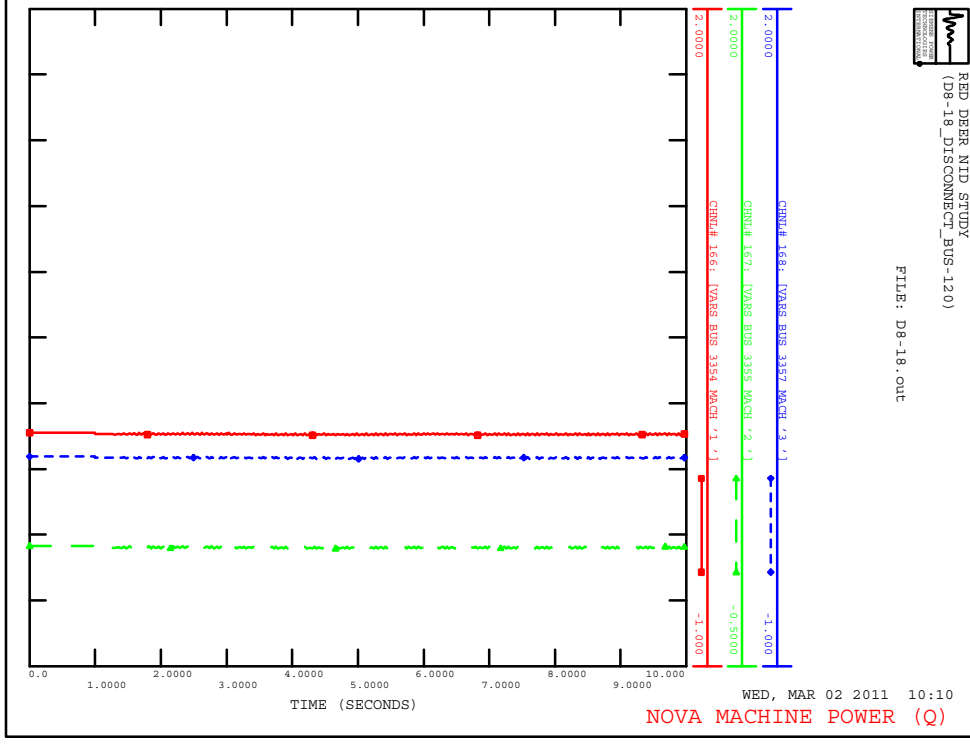
CHNL# 115: [POWR 118 TO 664 CKT '55']
50.000 -150.0

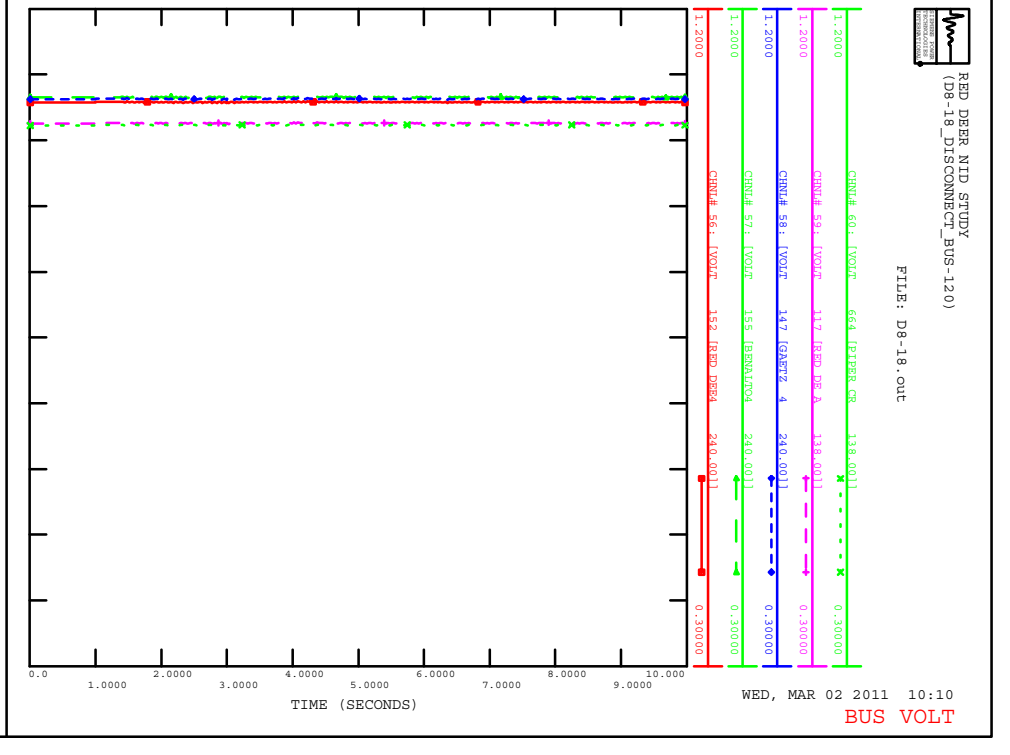
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)


RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 '1-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

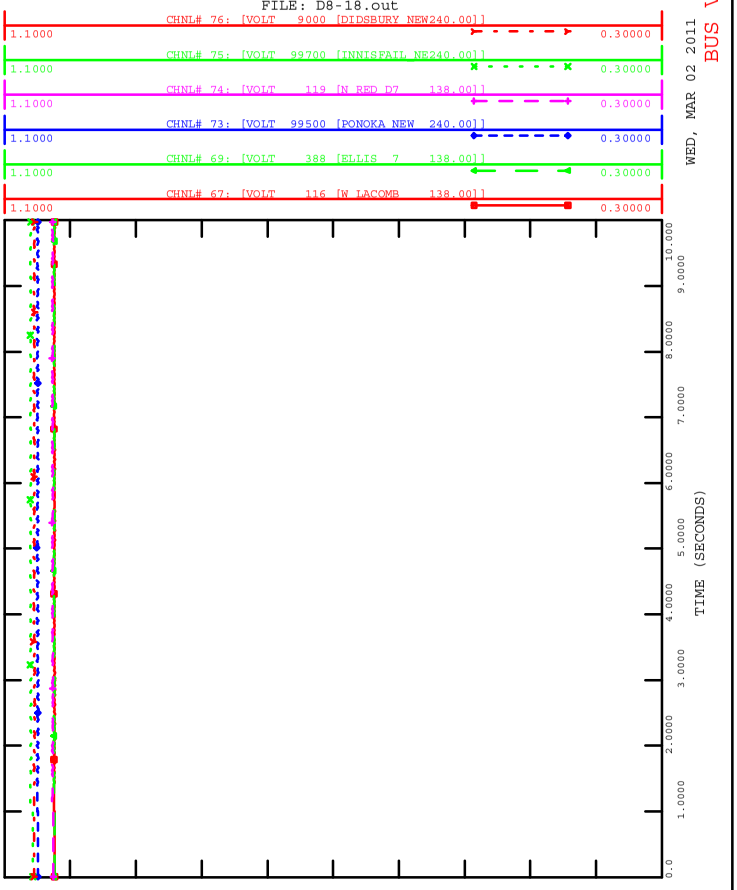

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

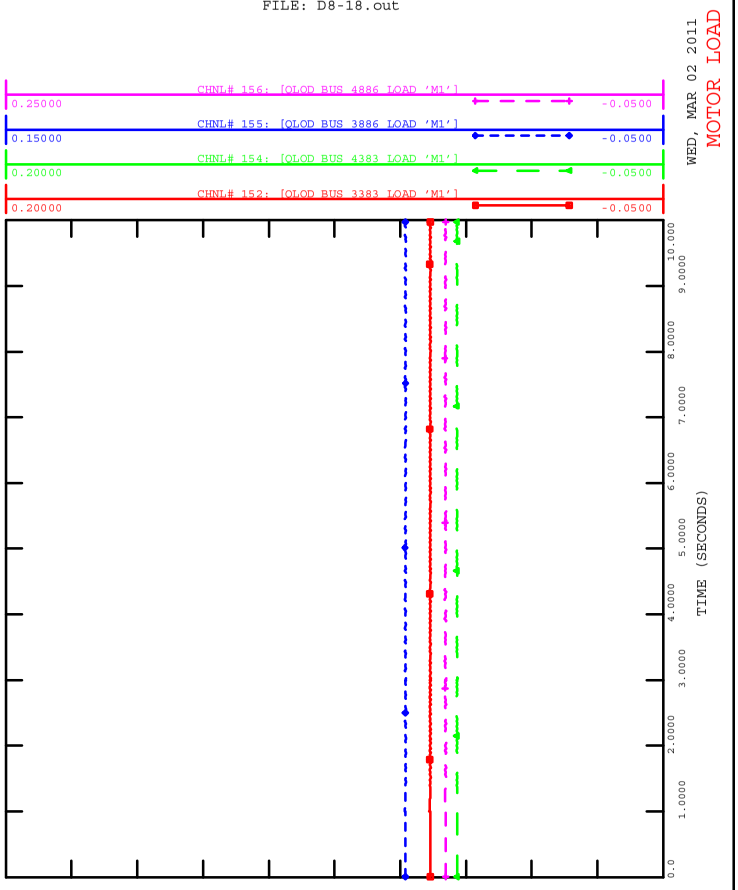
RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out



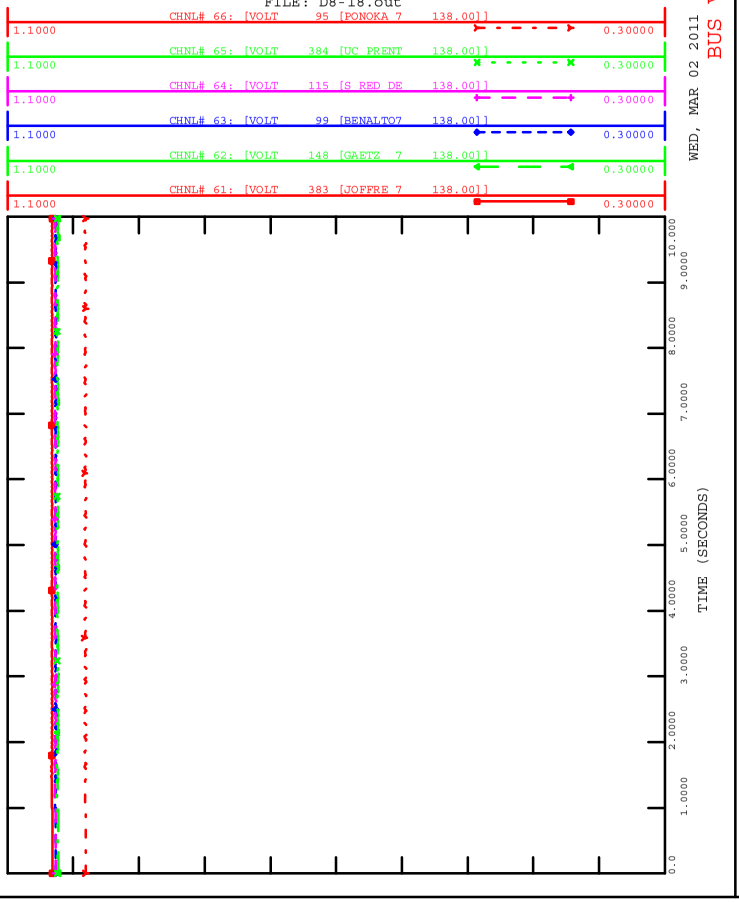
RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out



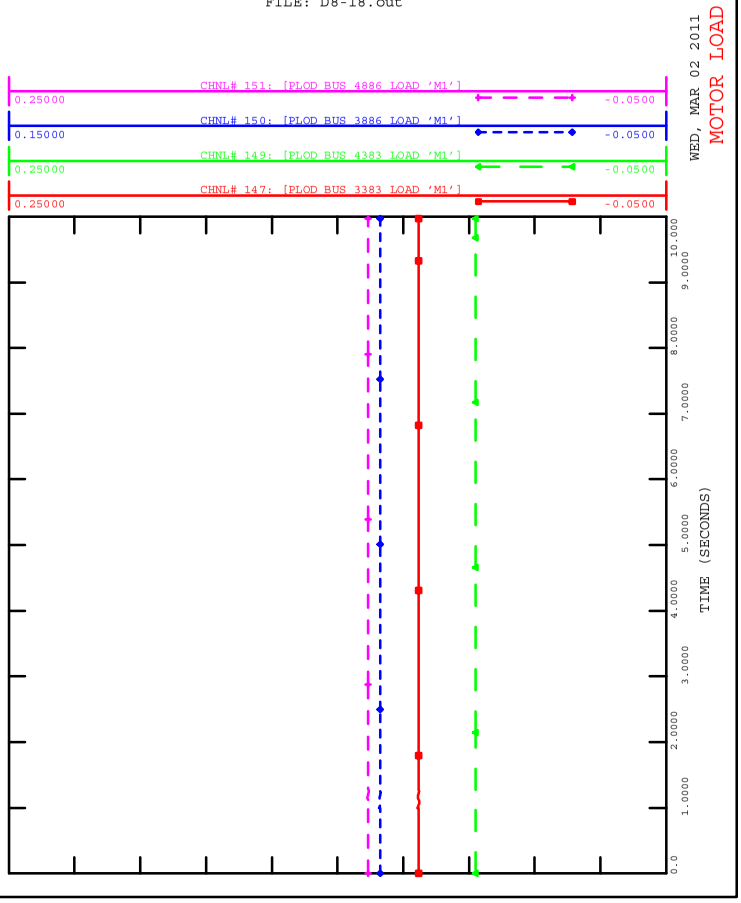
RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out



RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out



RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

TIME (SECONDS)

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)

FILE: D8-18.out

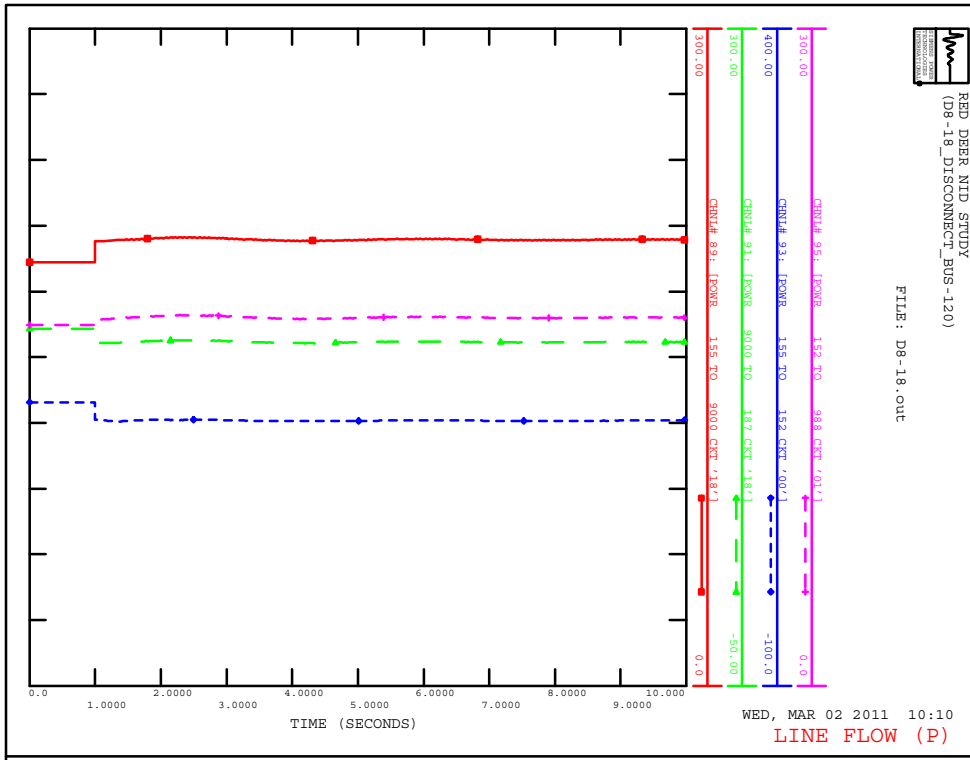
WED, MAR 02 2011 10:10

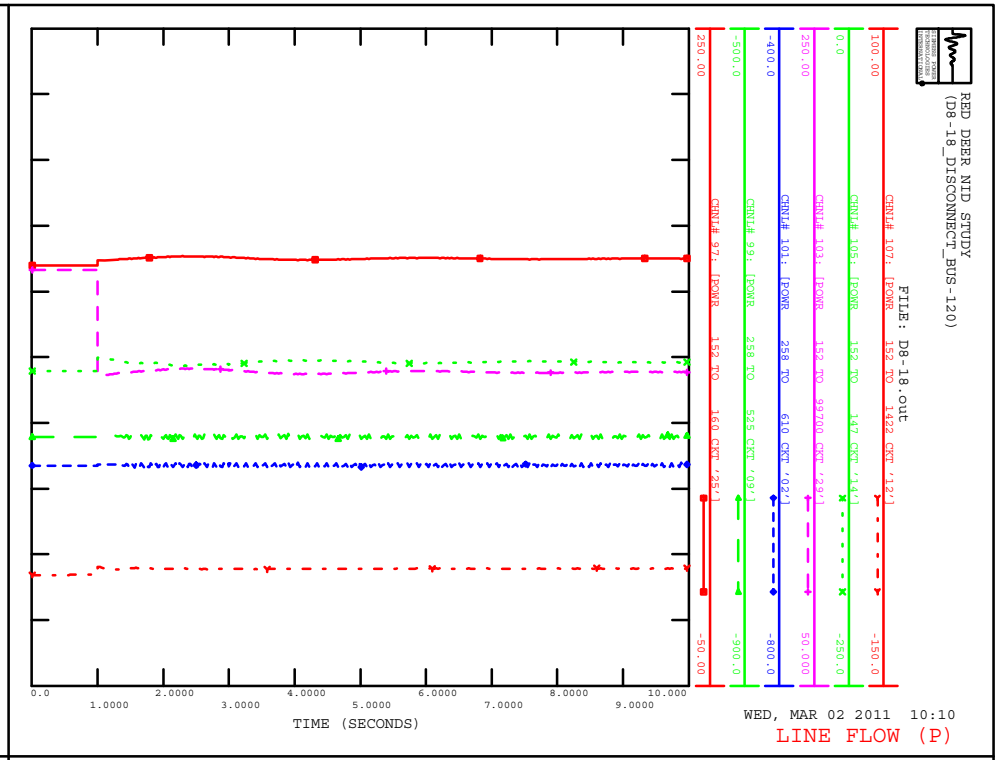
MACHINE POWER (P)

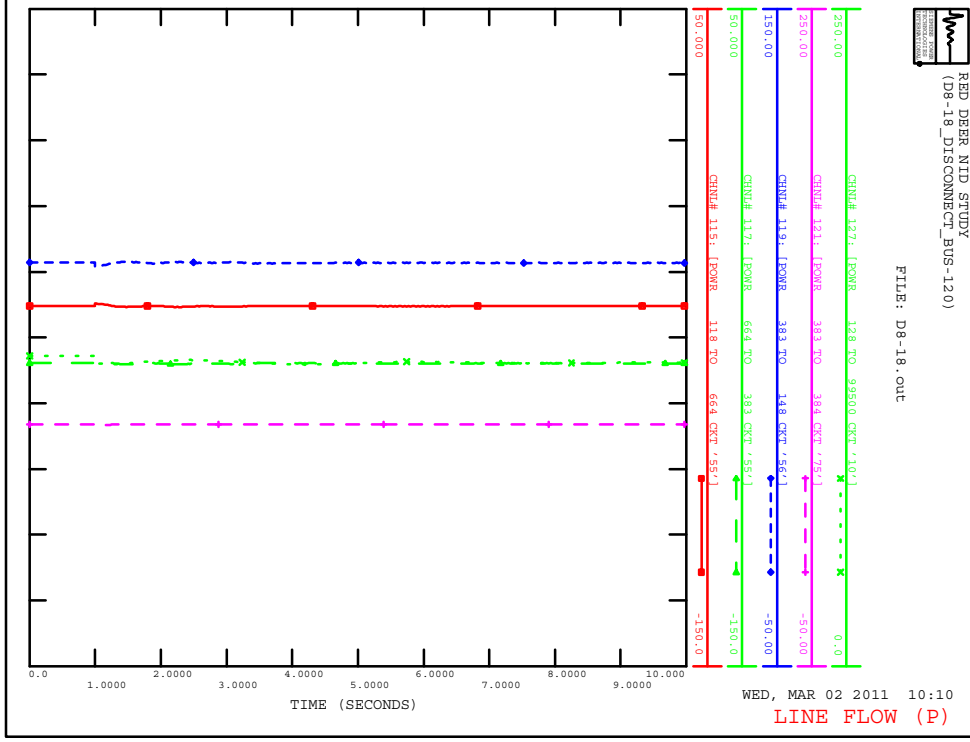
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

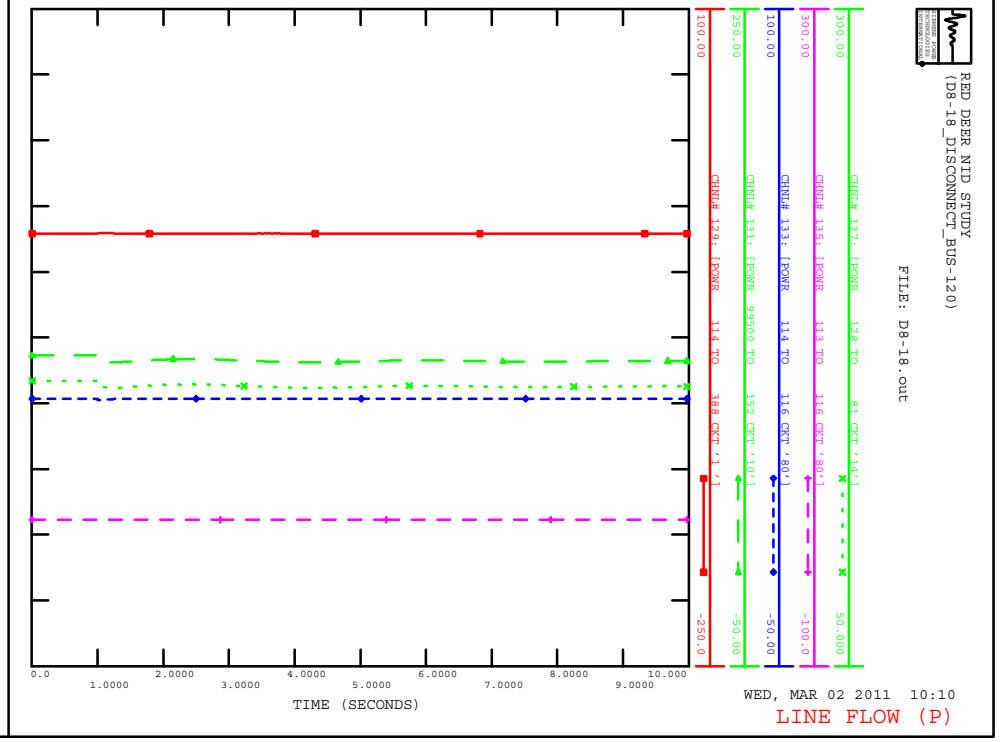
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000

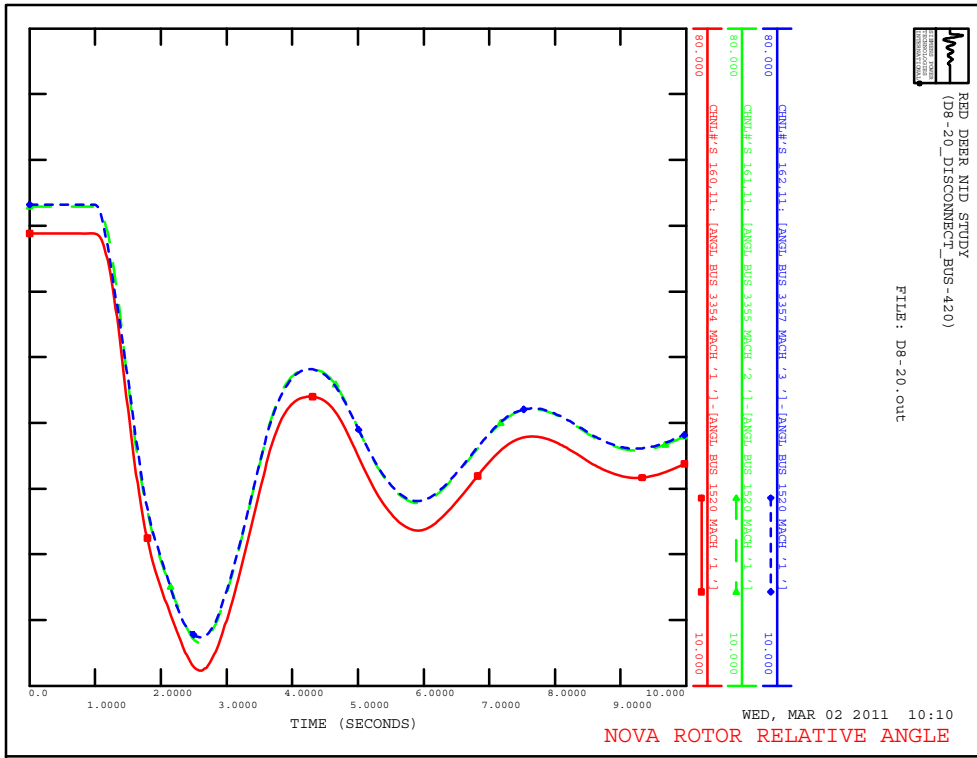
TIME (SECONDS)

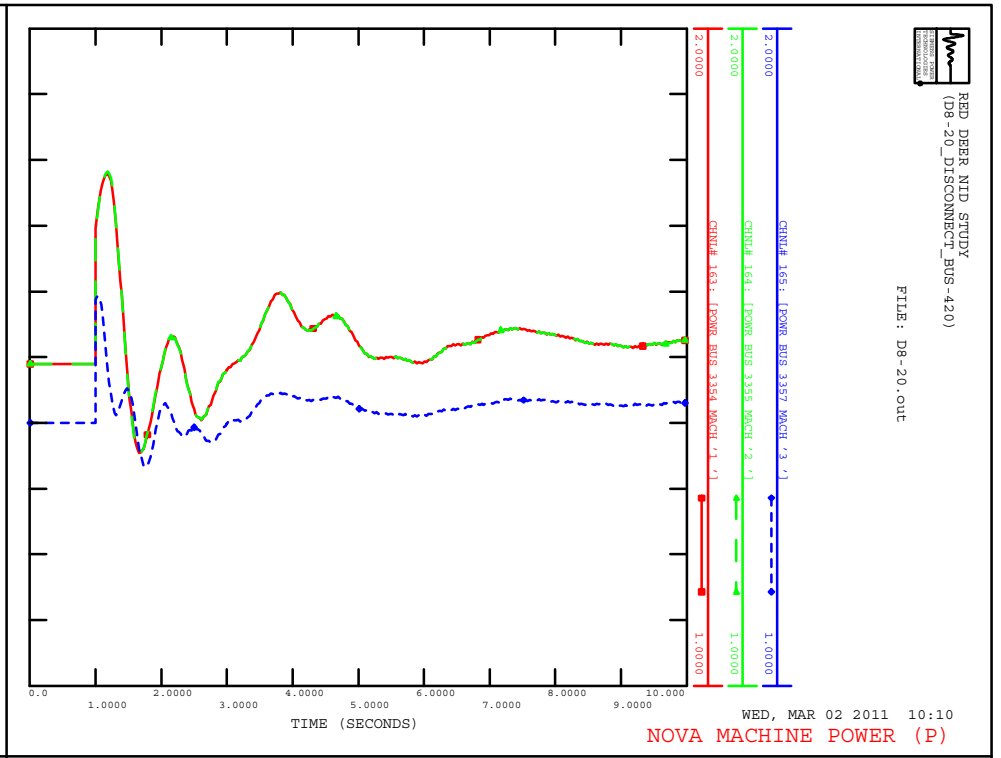

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

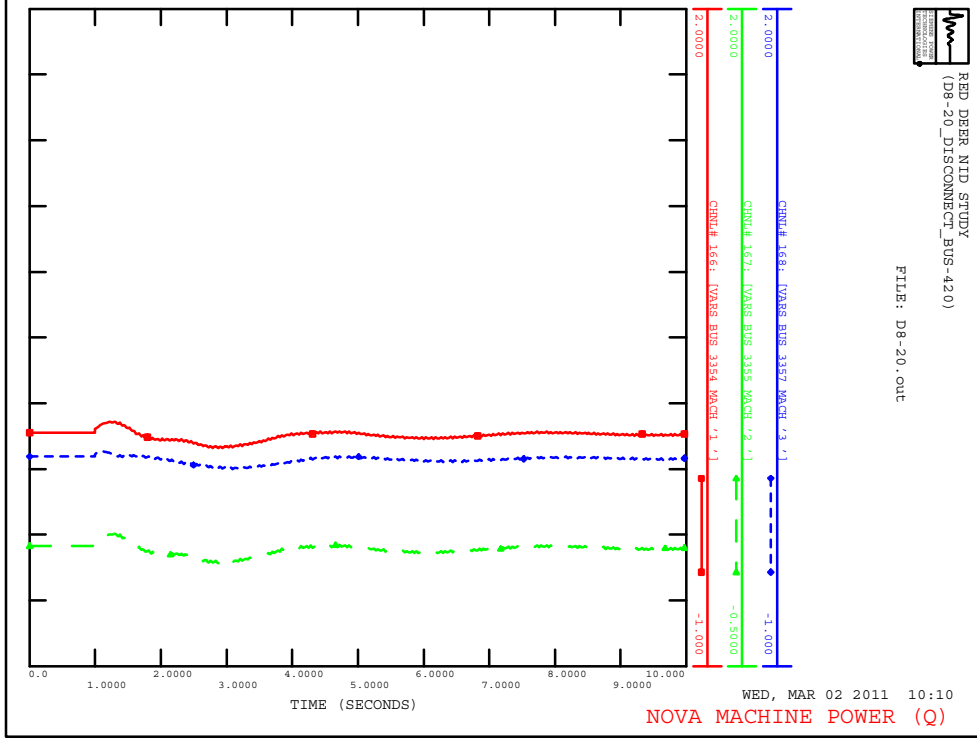

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

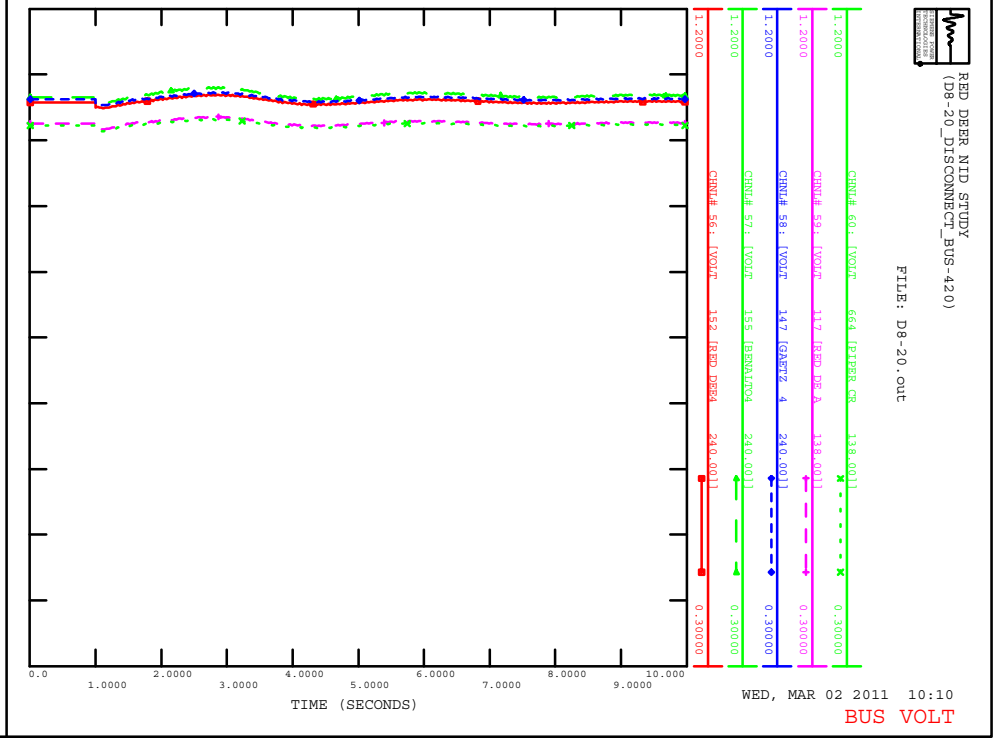

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

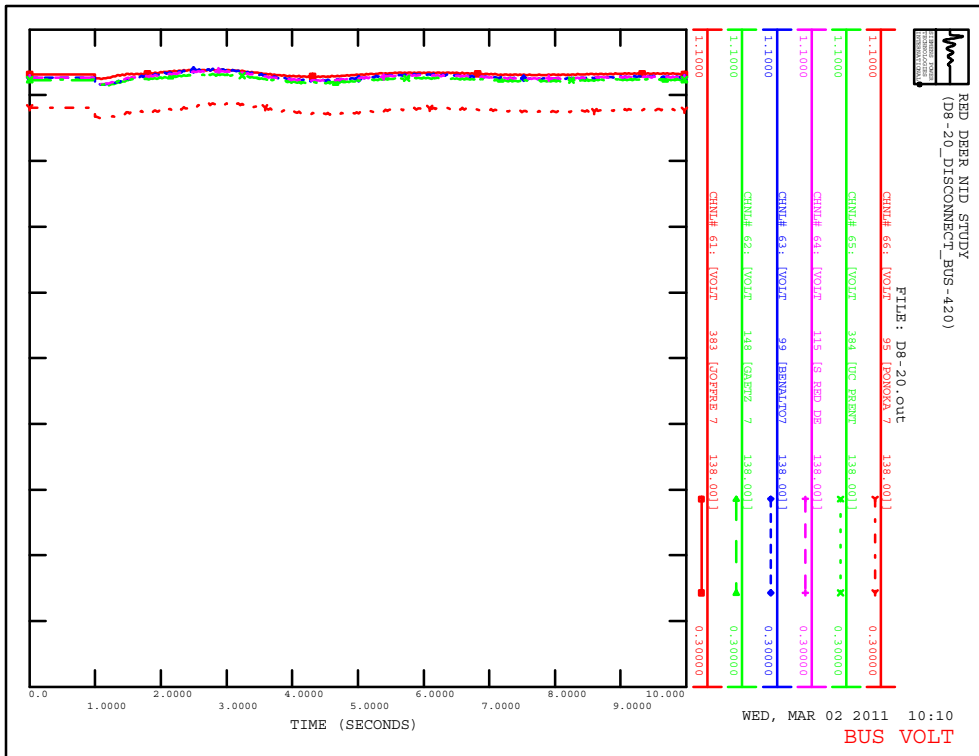

RED DEER NID STUDY
(D8-18_DISCONNECT_BUS-120)
FILE: D8-18.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

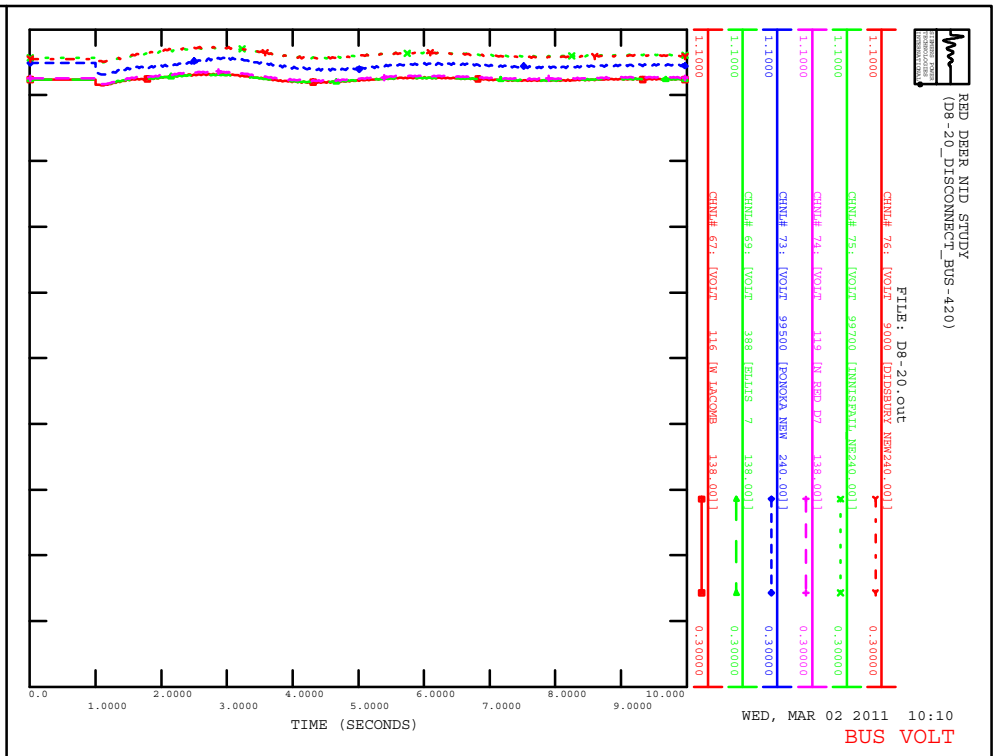

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

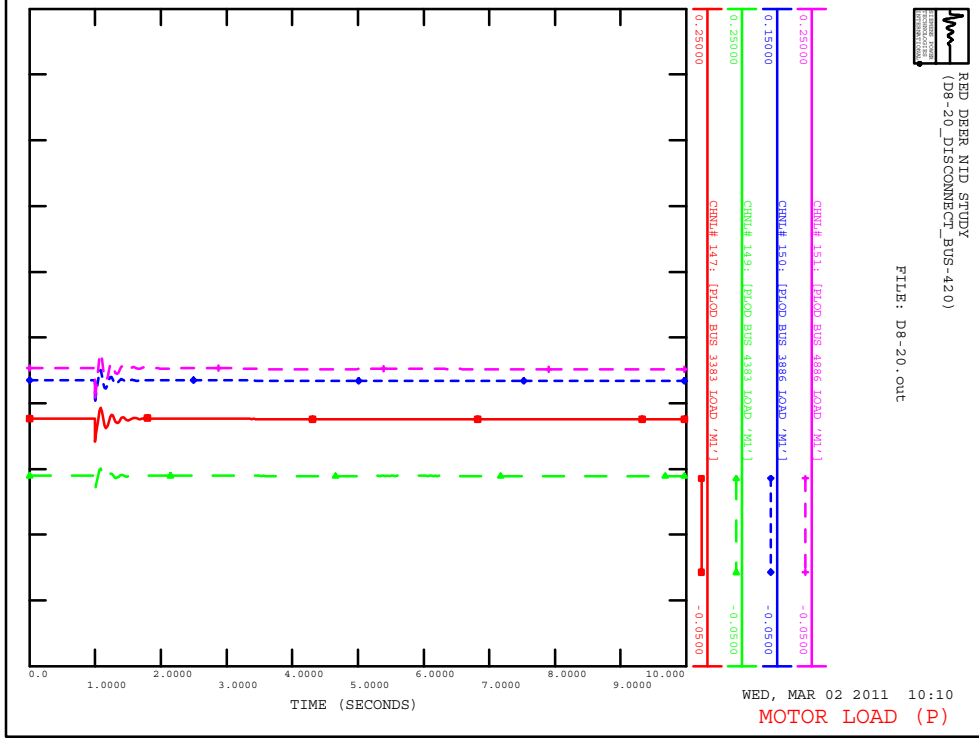

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

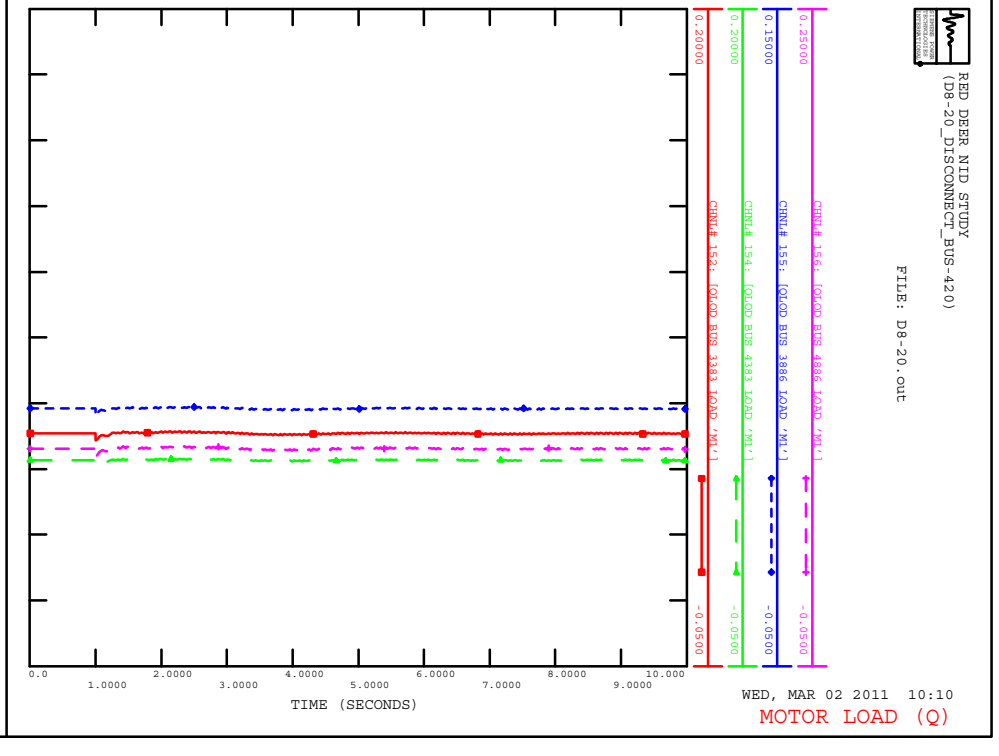

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

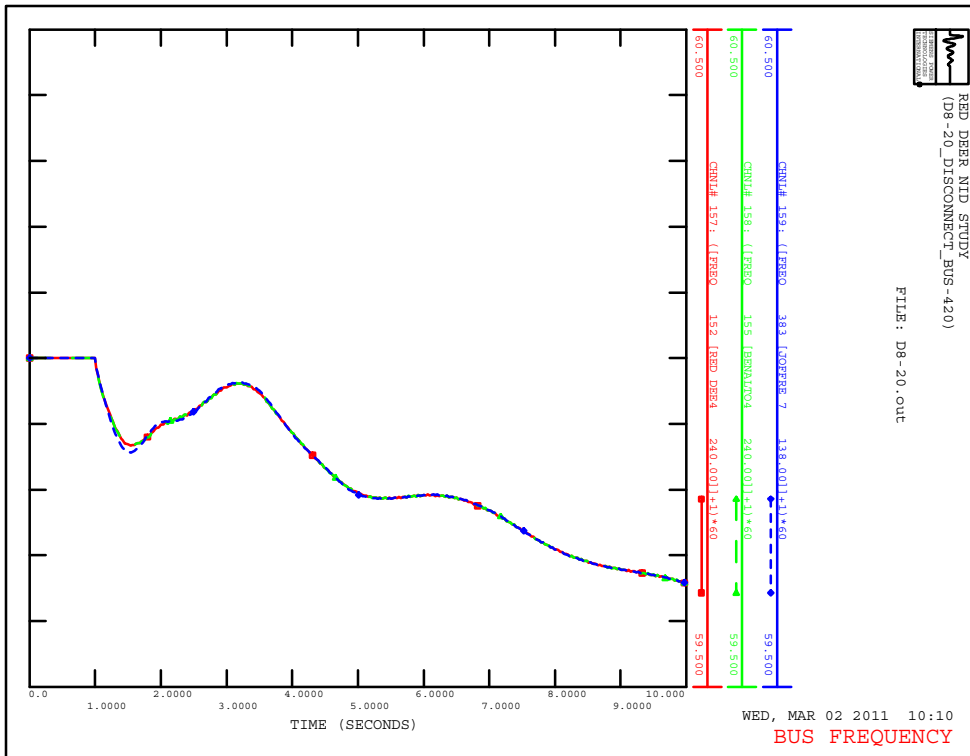

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

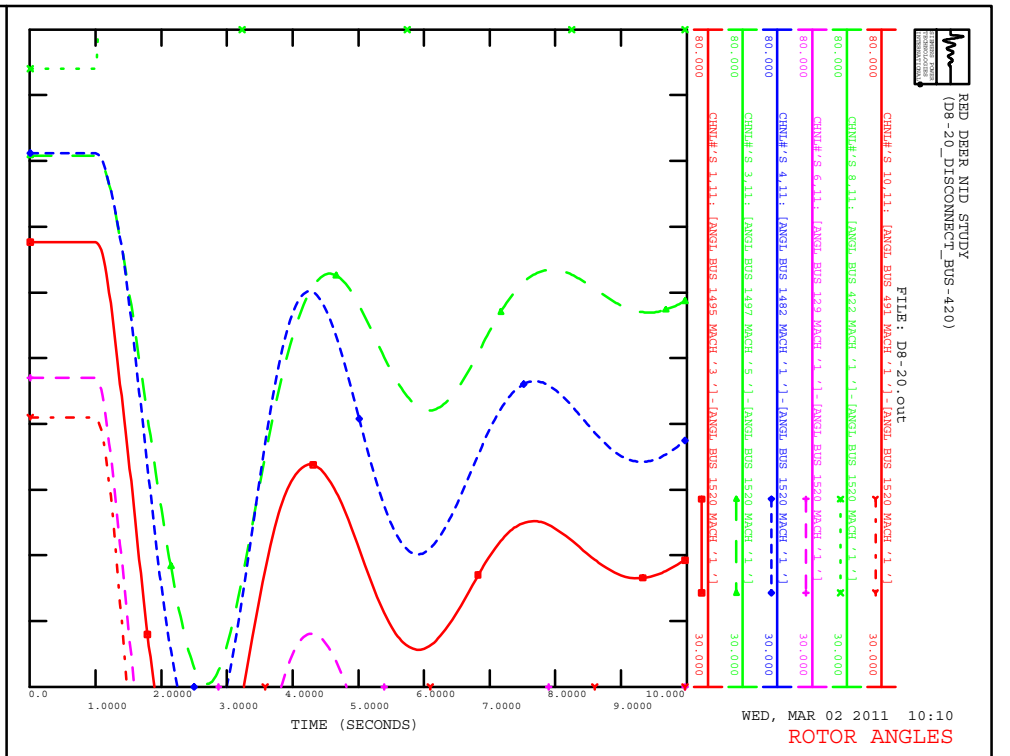

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 61: [VOLT 383 [OFFRB 7 138.00]
CHNI# 62: [VOLT 148 [GAETP2 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

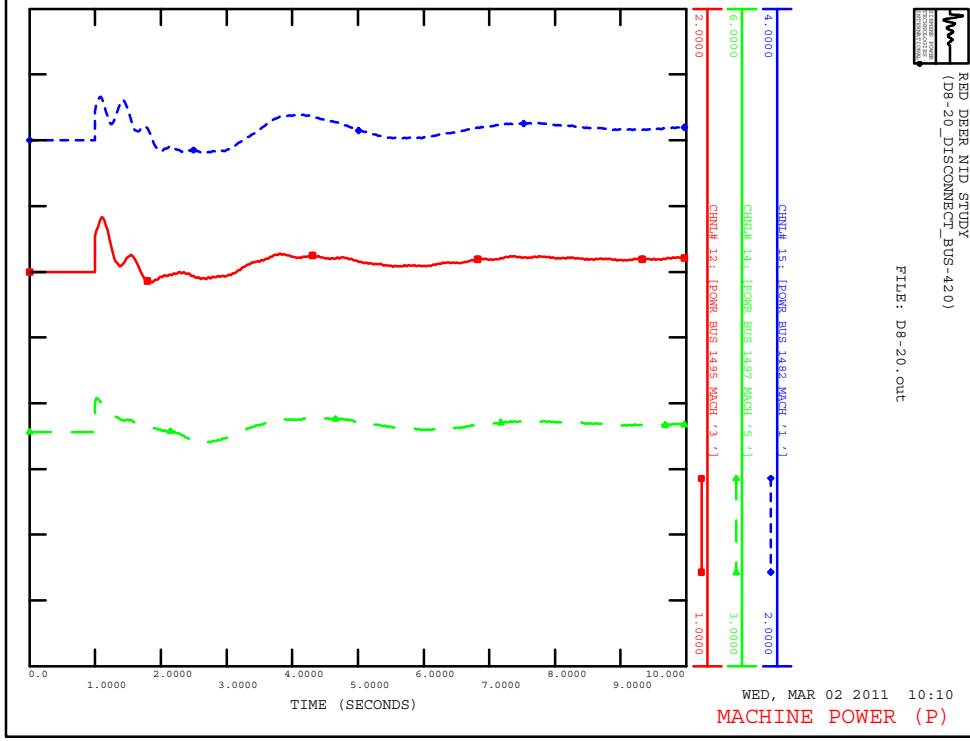

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DITCHBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

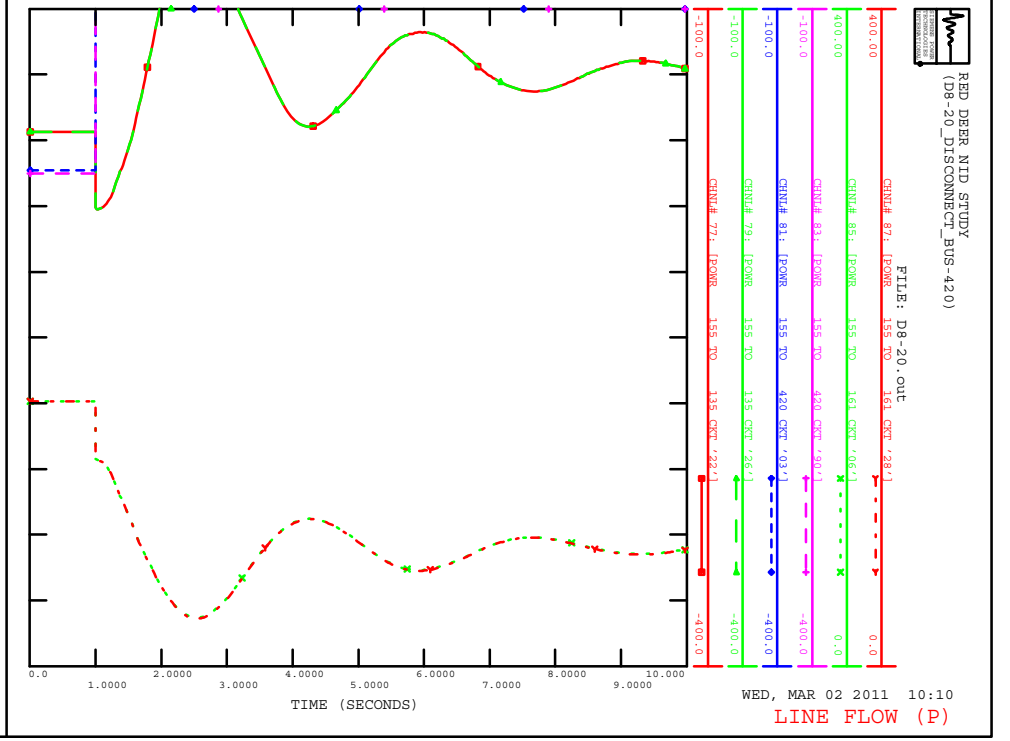

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

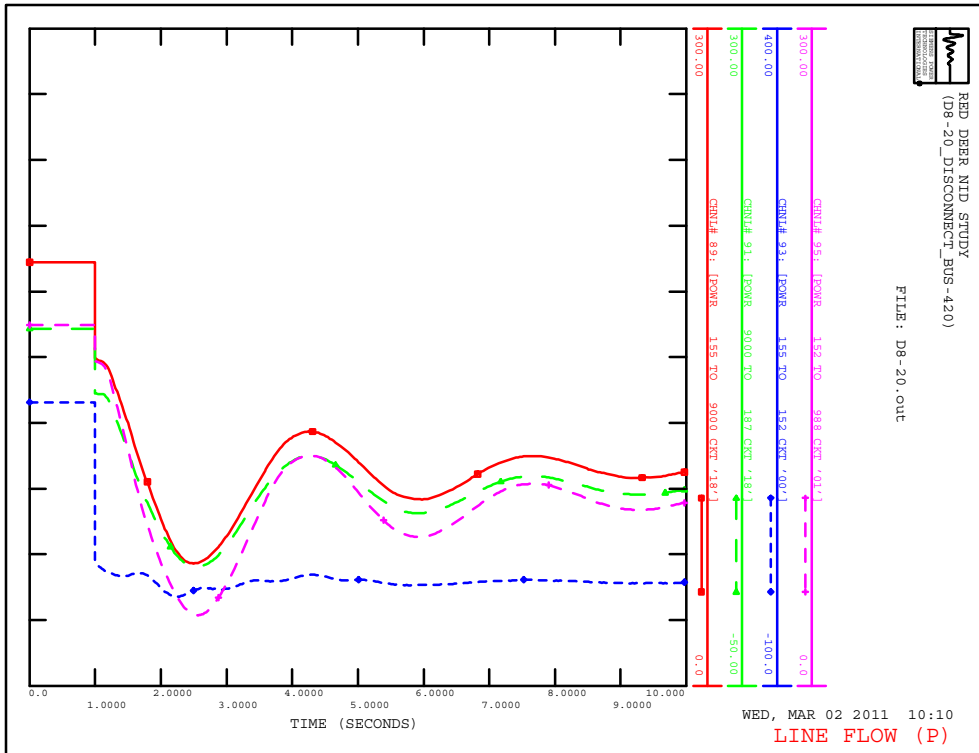

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

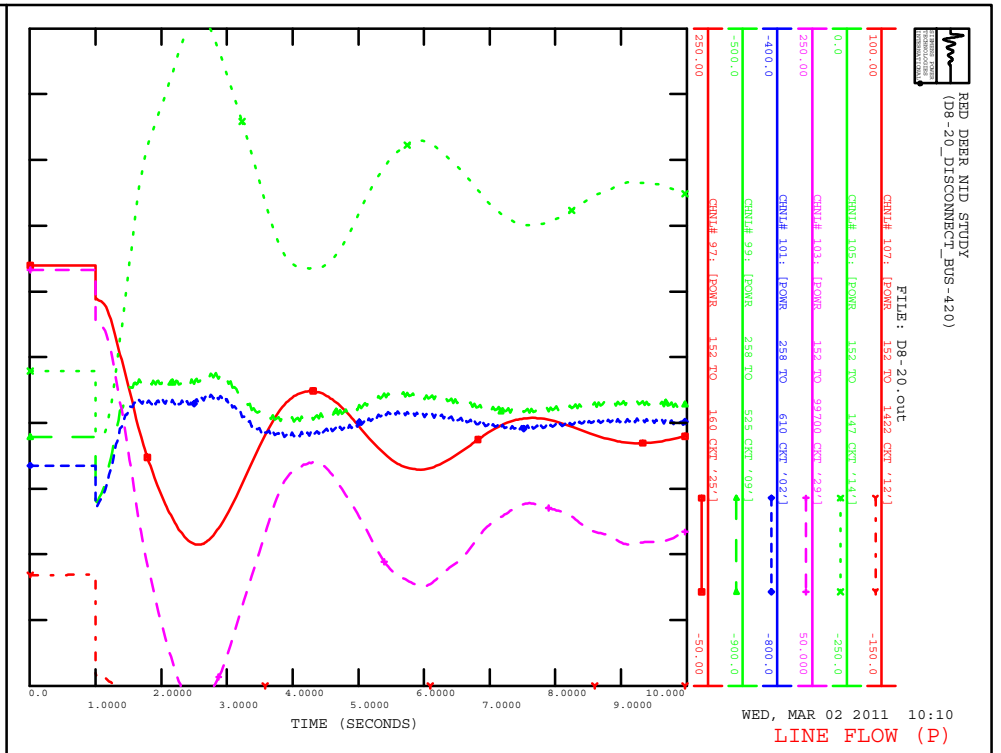

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

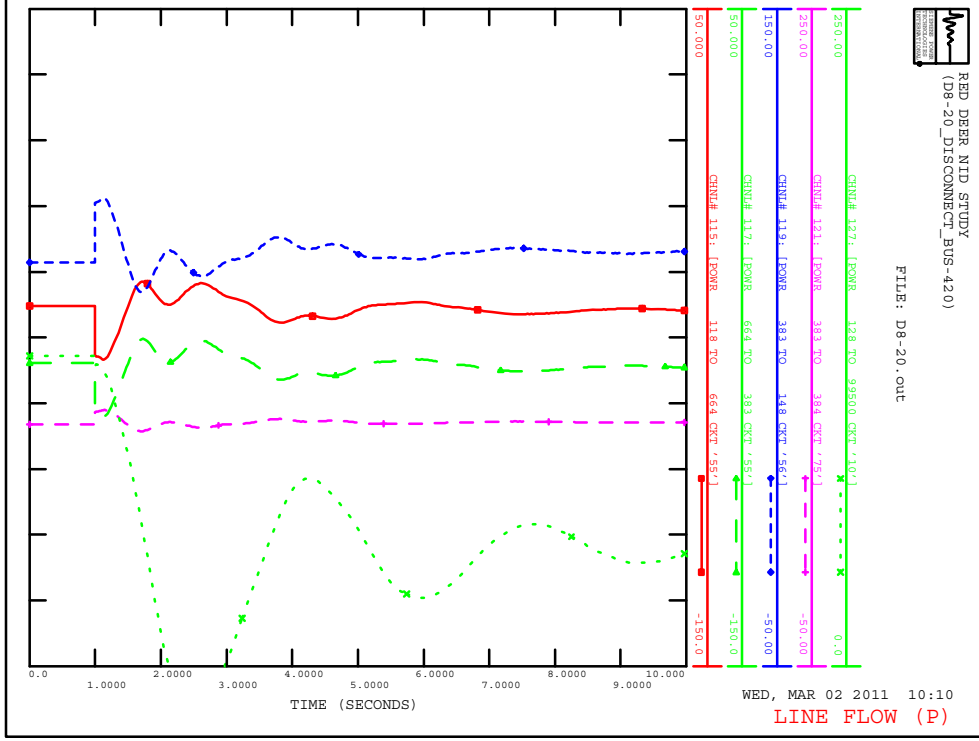

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

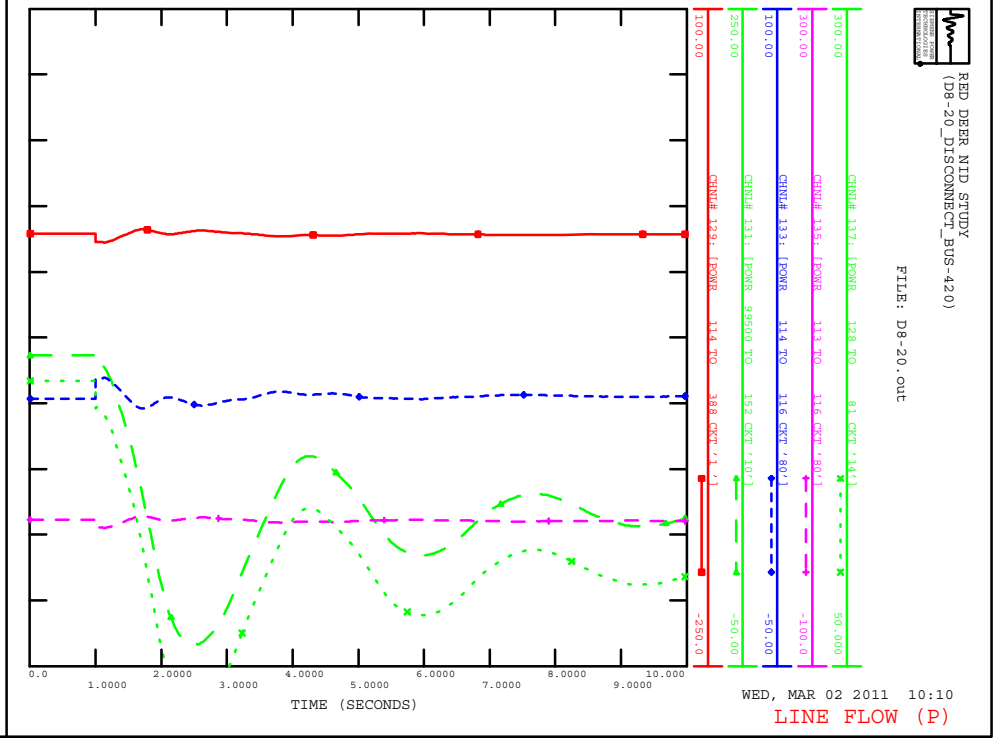

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

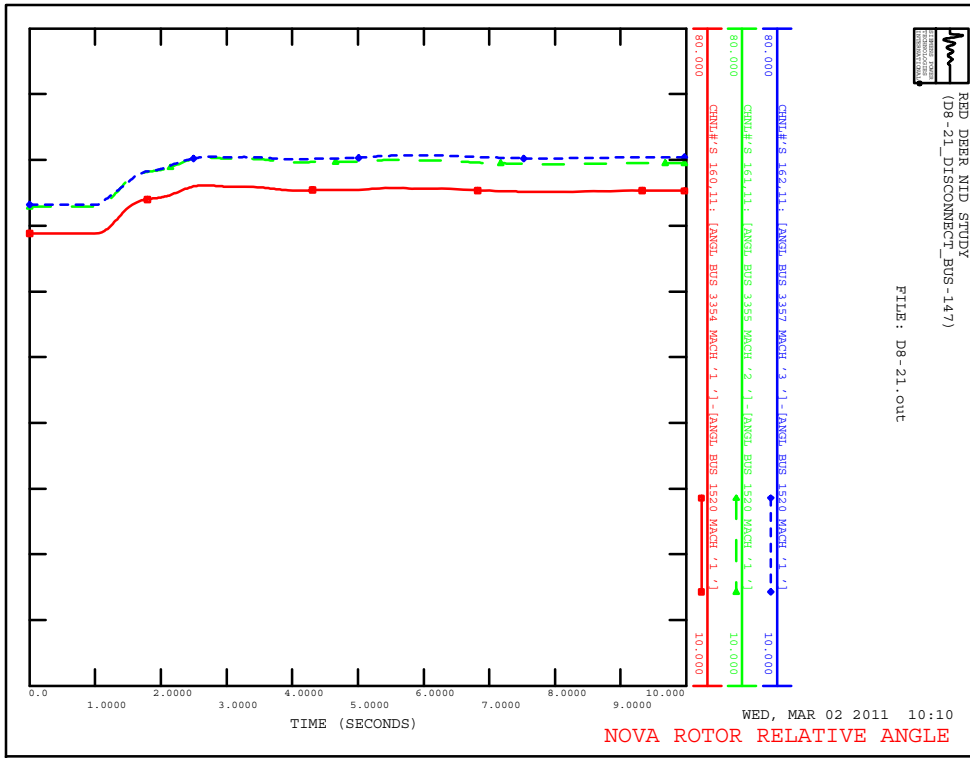

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

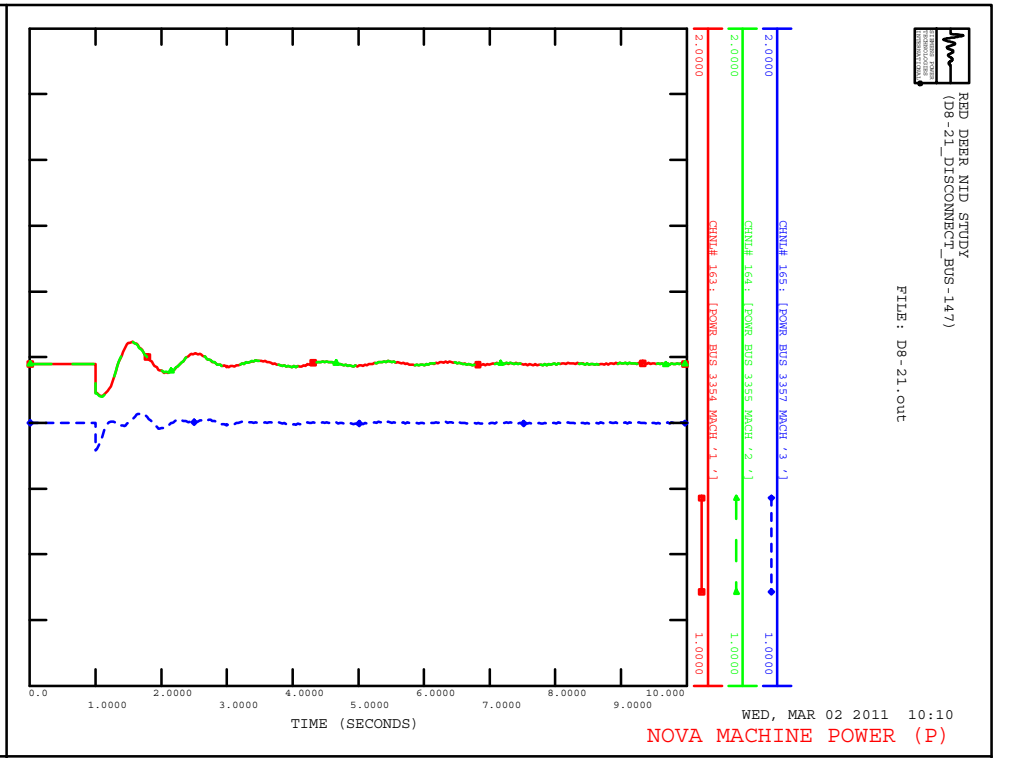

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

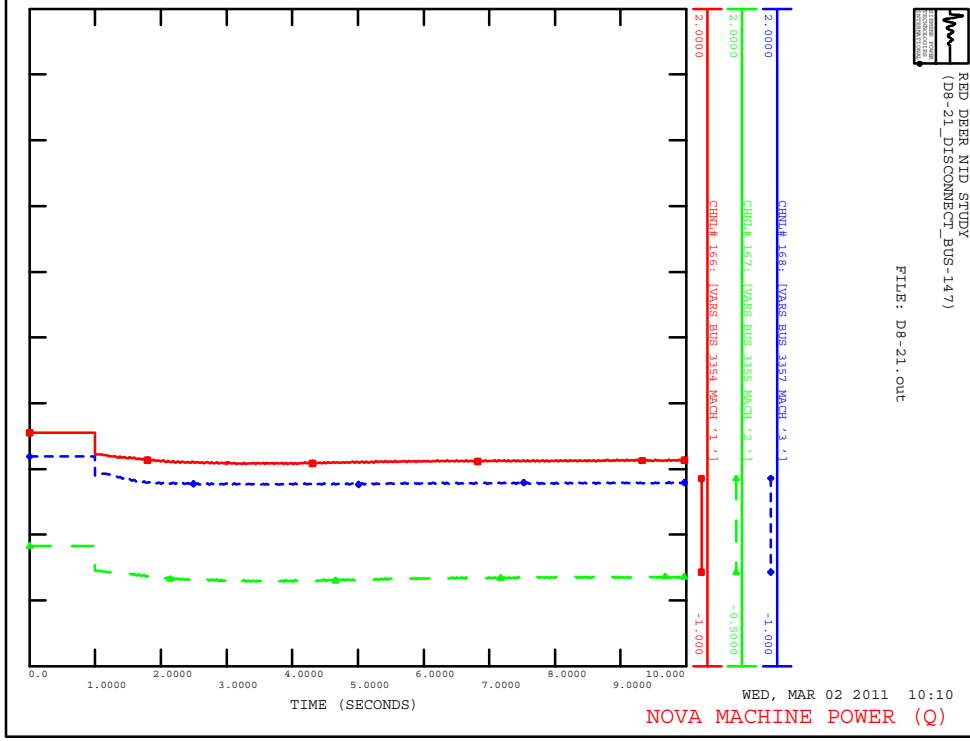

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

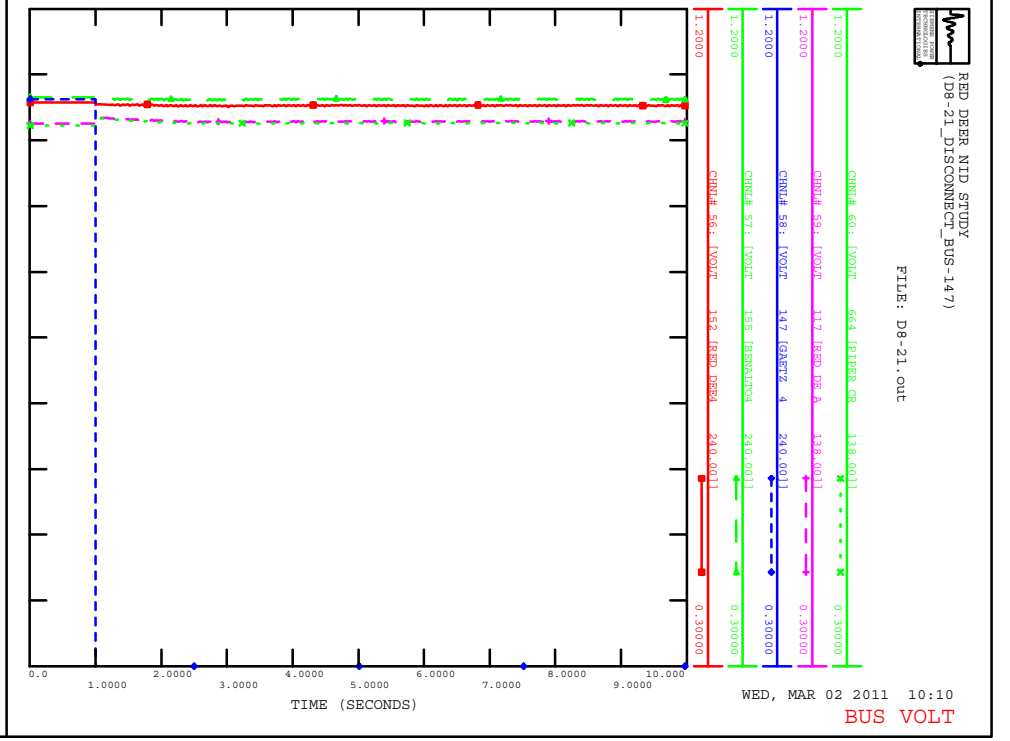

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

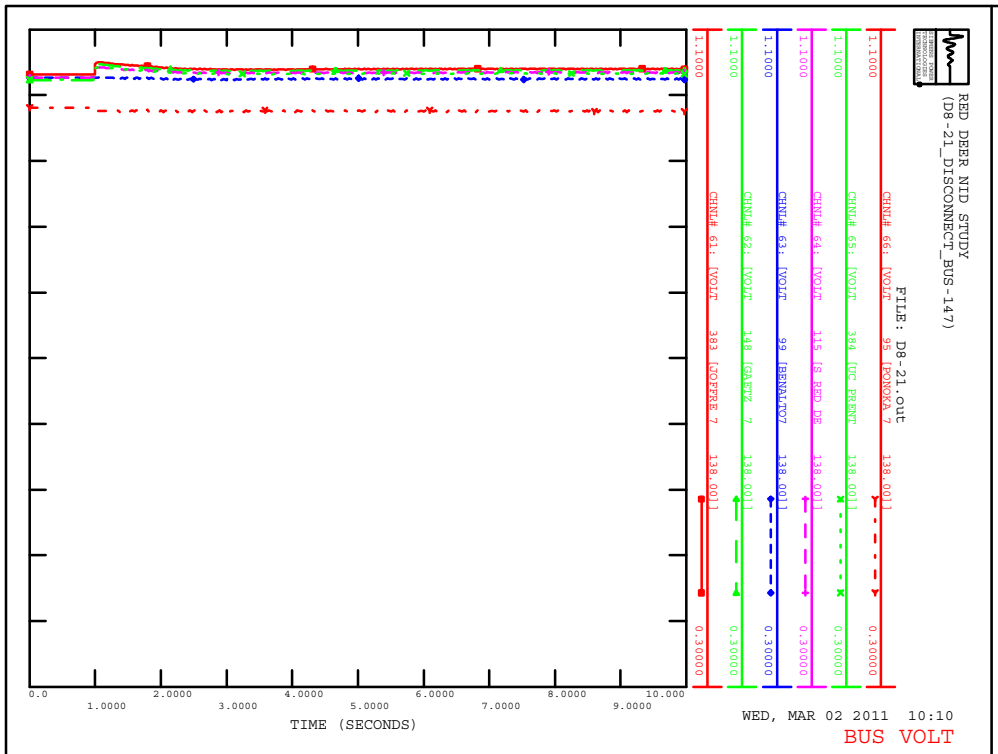

RED DEER NID STUDY
(D8-20_DISCONNECT_BUS-420)
FILE: D8-20.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

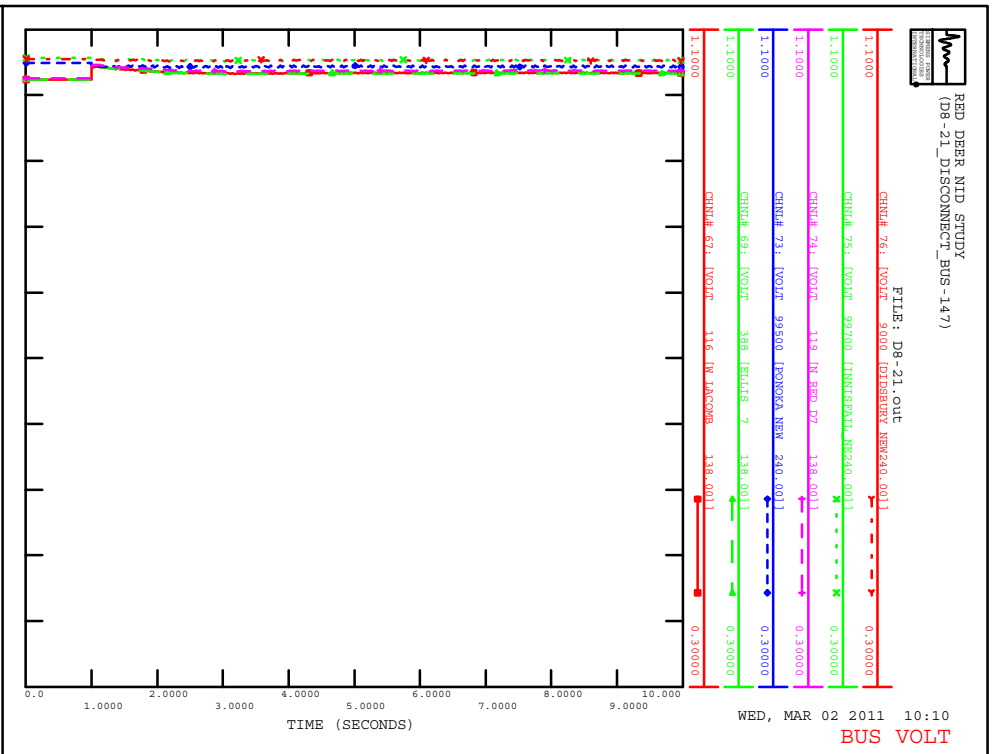

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

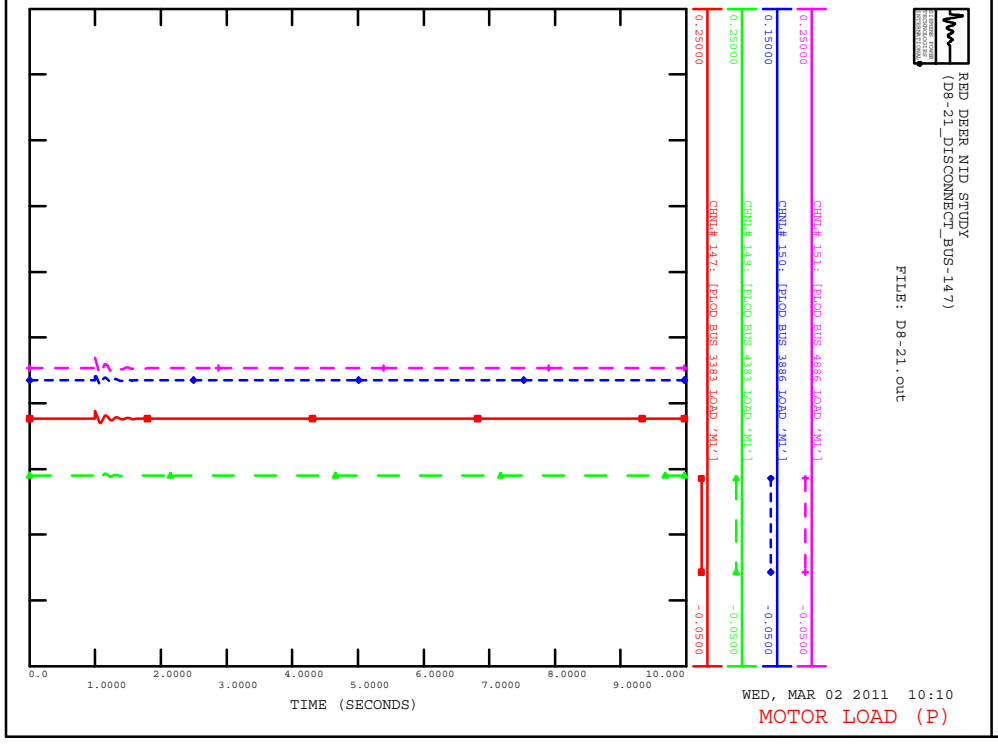

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

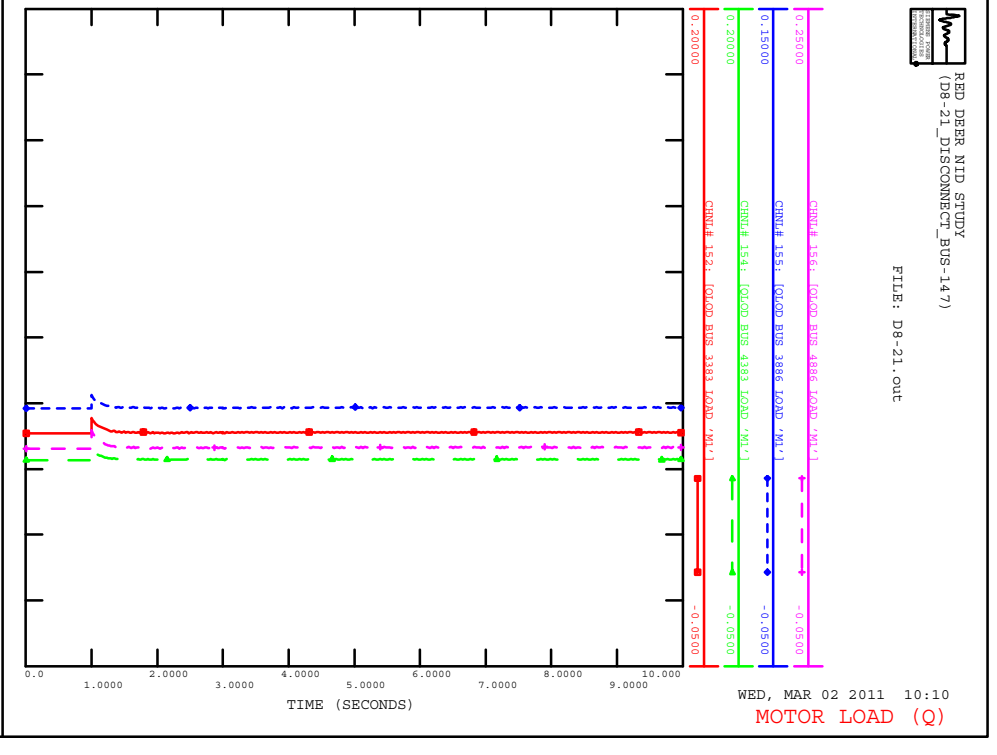

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 4 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNI# 61: [VOLT 383 [OOFFRE 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTO7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC FRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNI# 67: [VOLT 116 [N JACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)


RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

FILE: D8-21.out

WED, MAR 02 2011 10:10

ROTOR ANGLES

CHNL#'S 10,11: [ANGL BUS 491 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 8,11: [ANGL BUS 422 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 6,11: [ANGL BUS 129 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 4,11: [ANGL BUS 1482 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 3,11: [ANGL BUS 1497 MACH '5 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000
CHNL#'S 1,11: [ANGL BUS 1495 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
80.000 30.000

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

FILE: D8-21.out

WED, MAR 02 2011 10:10

LINE FLOW (P)

CHNL# 87: [POWR 155 TO 161 CKT '28']
400.00 0.0
CHNL# 85: [POWR 155 TO 161 CKT '06']
400.00 0.0
CHNL# 83: [POWR 155 TO 420 CKT '90']
-100.0 -400.0
CHNL# 81: [POWR 155 TO 420 CKT '03']
-100.0 -400.0
CHNL# 79: [POWR 155 TO 135 CKT '26']
-100.0 -400.0
CHNL# 77: [POWR 155 TO 135 CKT '22']
-100.0 -400.0

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

FILE: D8-21.out

WED, MAR 02 2011 10:10

BUS FREQUENCY

CHNL# 159: ([FREQ 383 [JOFFRE 7 138.00]]+1)*60
60.500 59.500
CHNL# 158: ([FREQ 155 [BENALTO4 240.00]]+1)*60
60.500 59.500
CHNL# 157: ([FREQ 152 [RED DEE4 240.00]]+1)*60
60.500 59.500

0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)

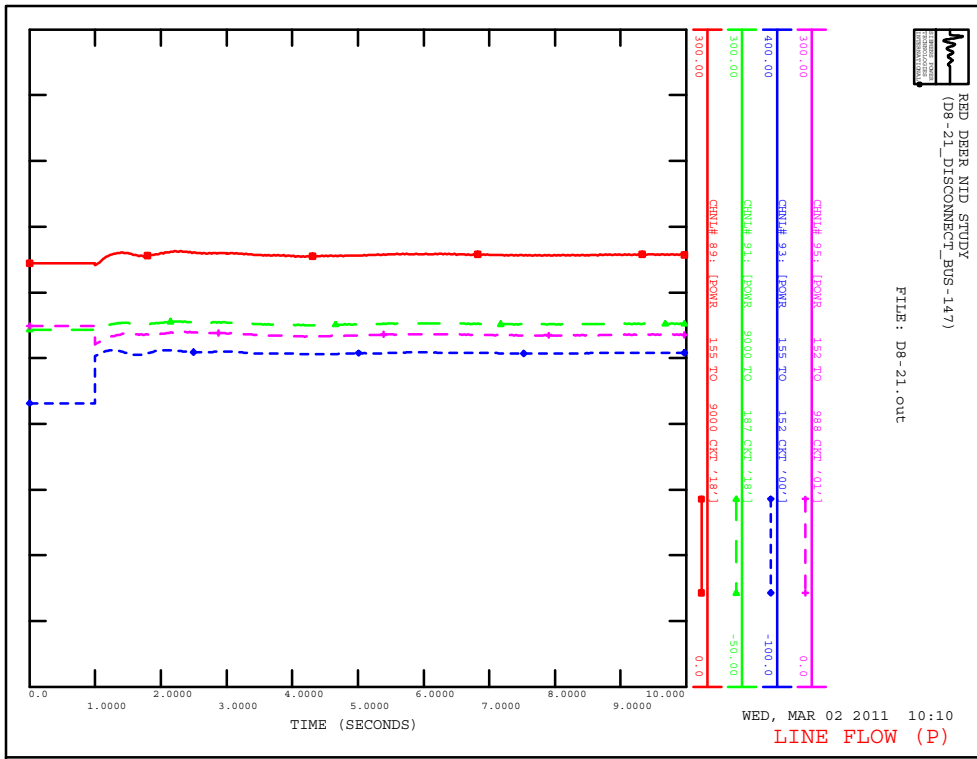
FILE: D8-21.out

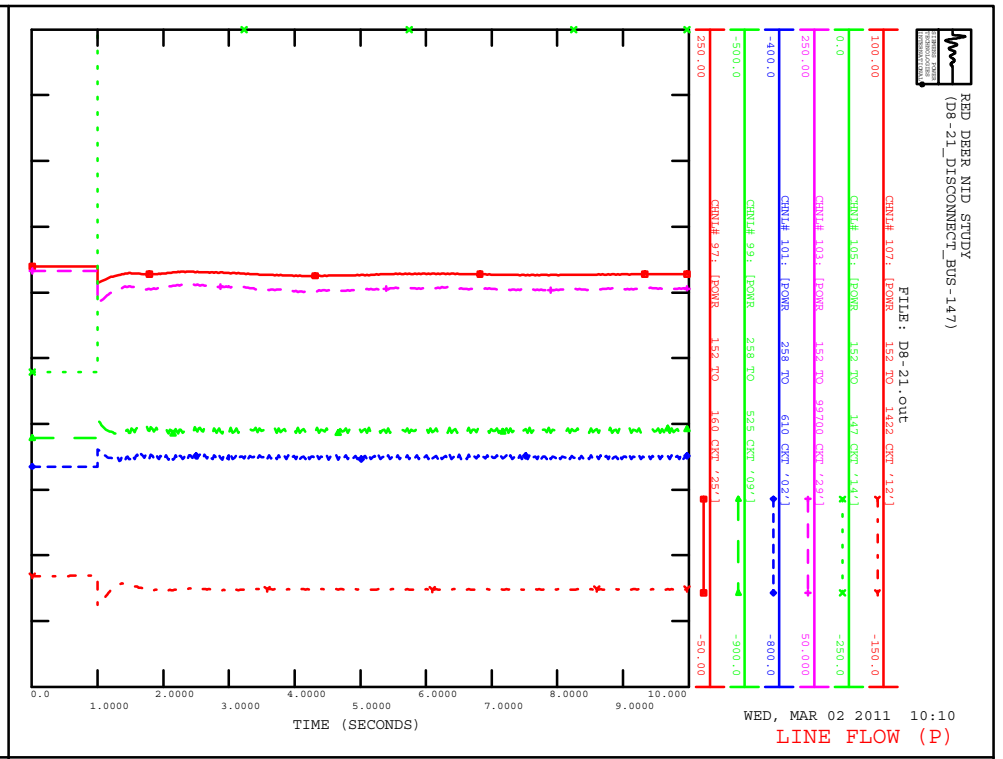
WED, MAR 02 2011 10:10

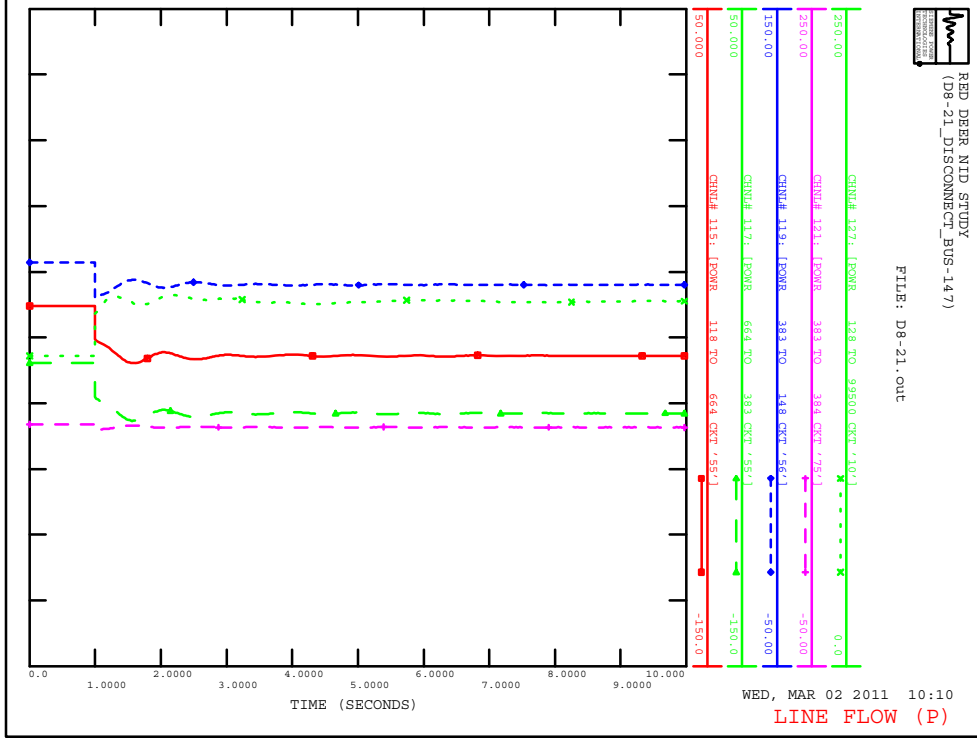
MACHINE POWER (P)

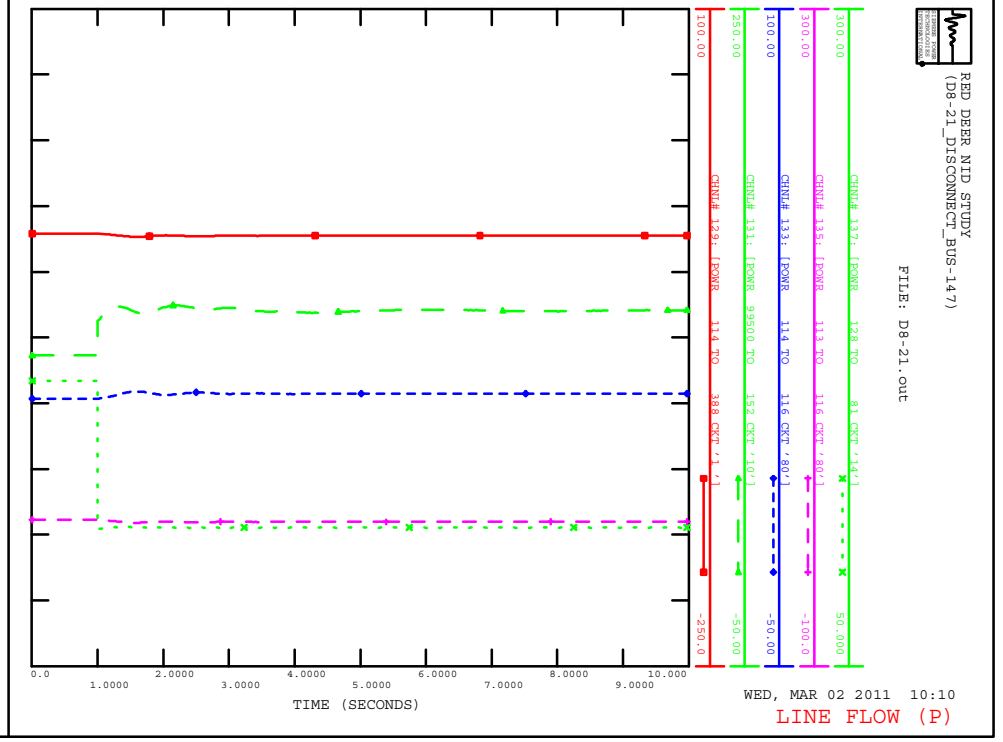
CHNL# 15: [POWR BUS 1482 MACH '1 ']
4.0000 2.0000
CHNL# 14: [POWR BUS 1497 MACH '5 ']
6.0000 3.0000
CHNL# 12: [POWR BUS 1495 MACH '3 ']
2.0000 1.0000

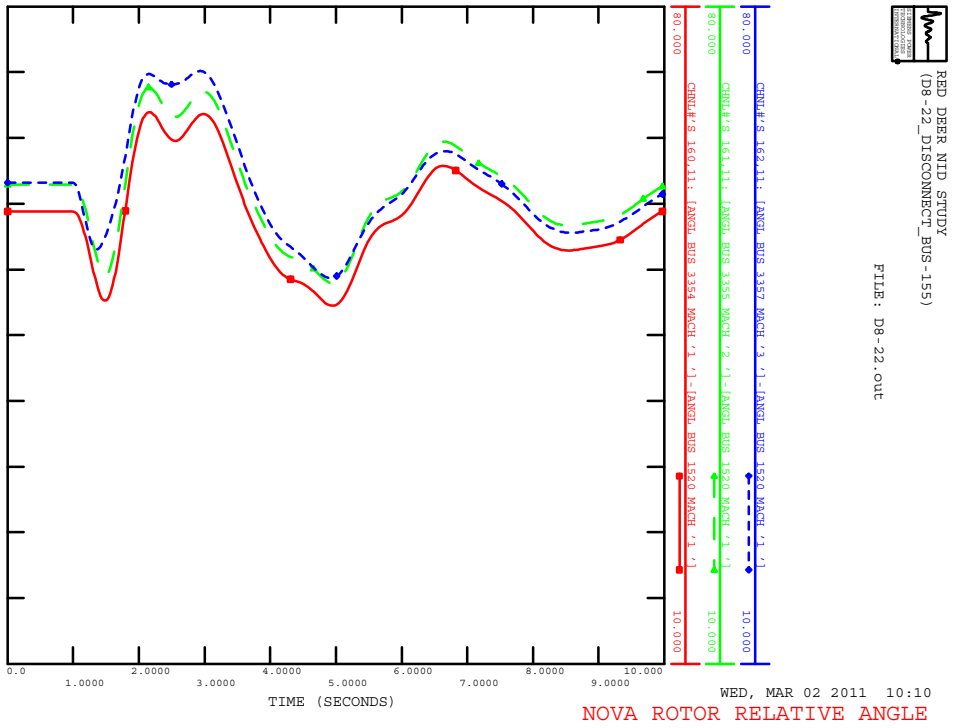
0.0 1.0000 2.0000 3.0000 4.0000 5.0000 6.0000 7.0000 8.0000 9.0000 10.000
TIME (SECONDS)

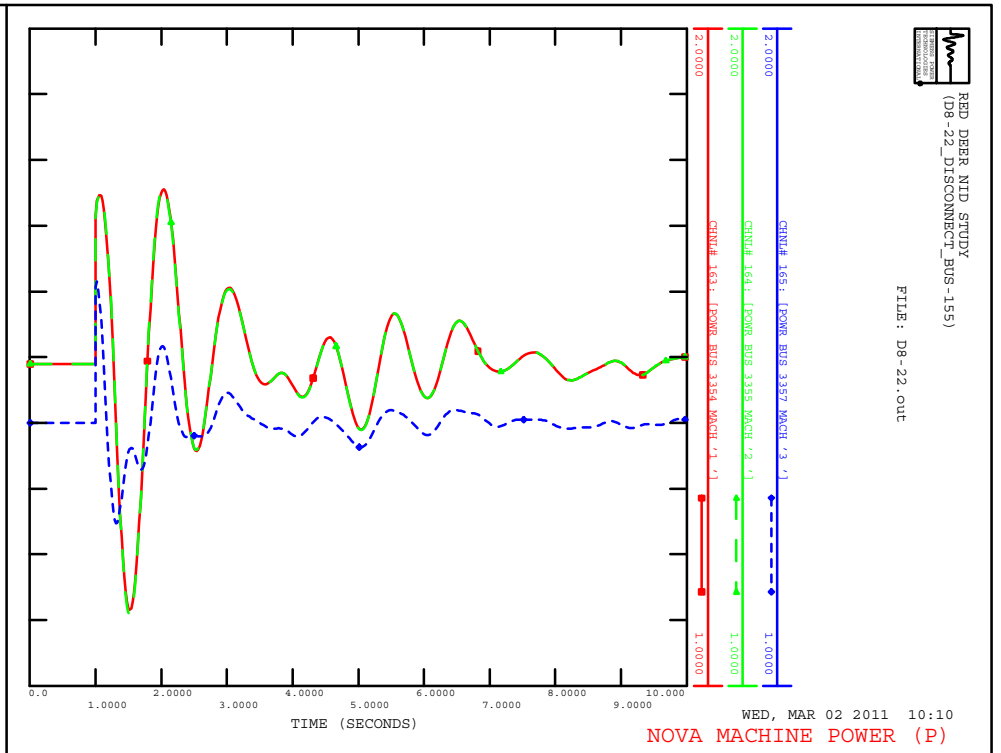

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

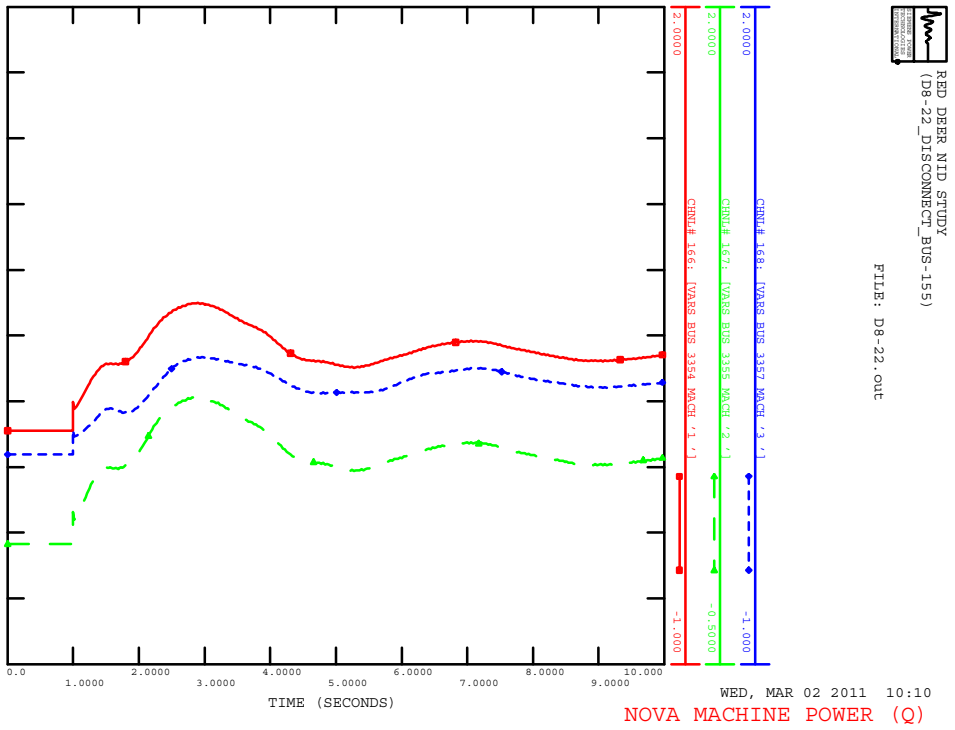

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

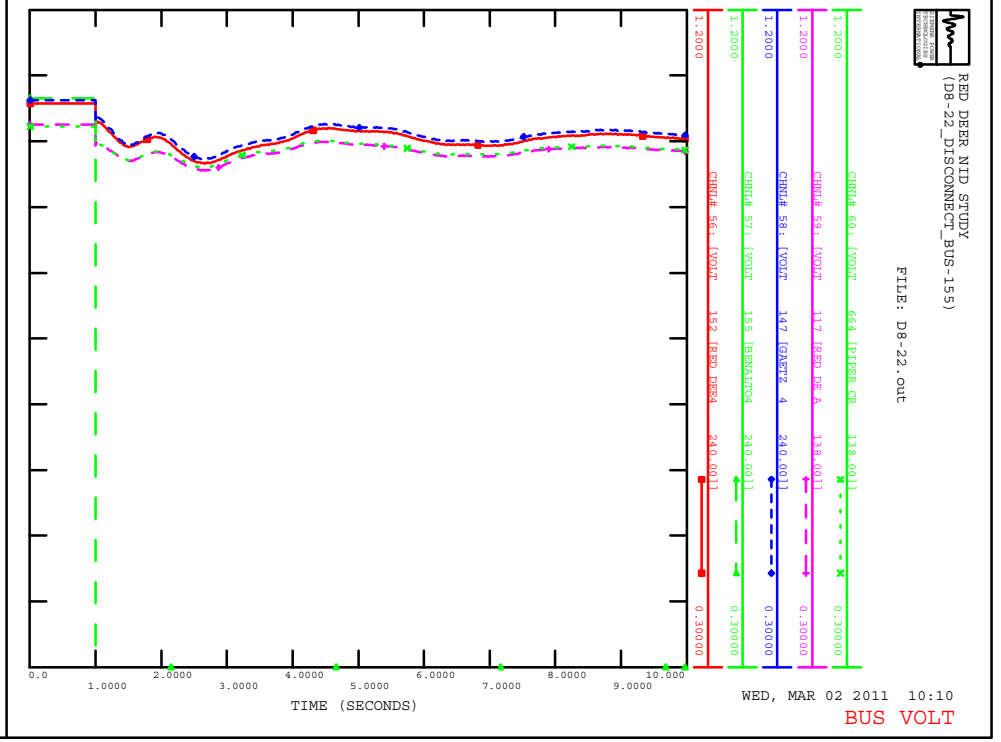

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

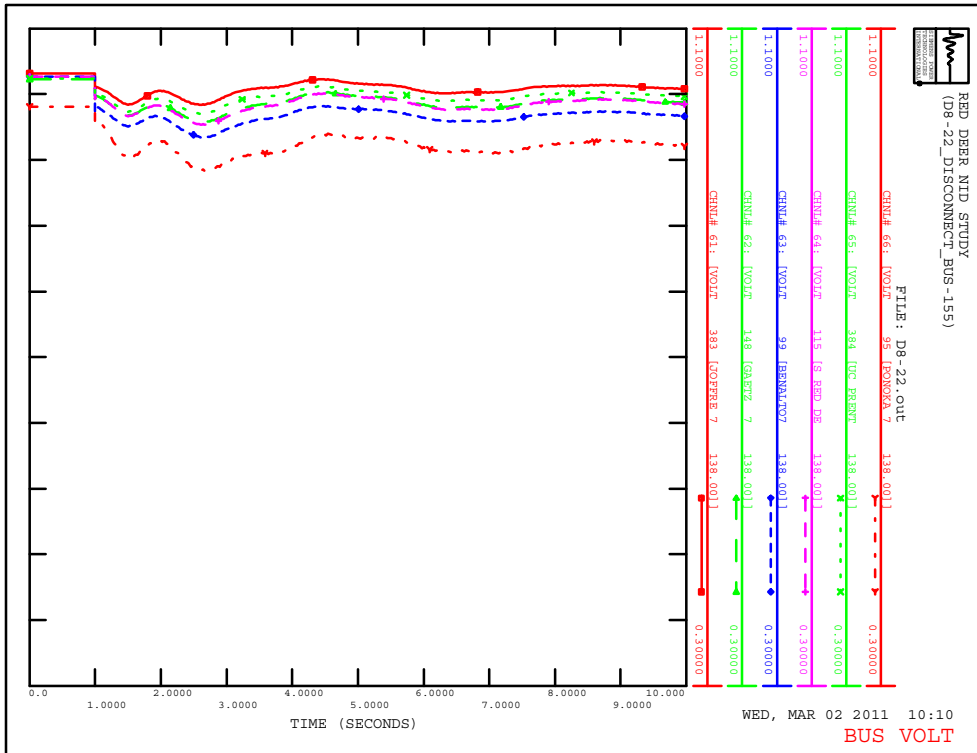

RED DEER NID STUDY
(D8-21_DISCONNECT_BUS-147)
FILE: D8-21.out
WED, MAR 02 2011 10:10
LINE FLOW (P)
TIME (SECONDS)

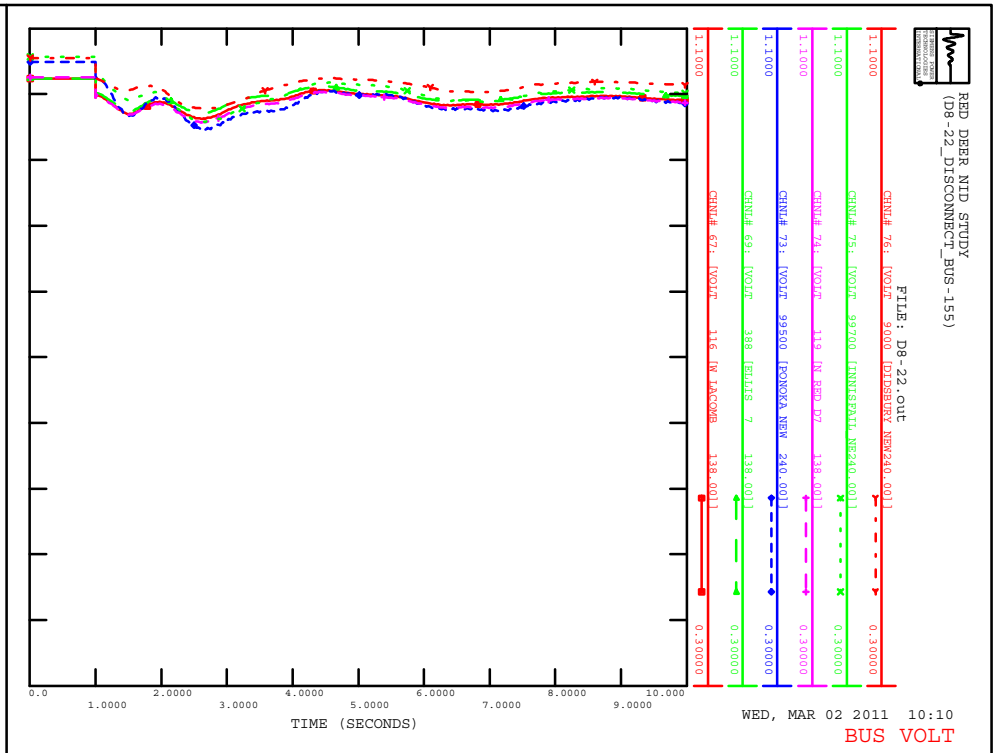

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

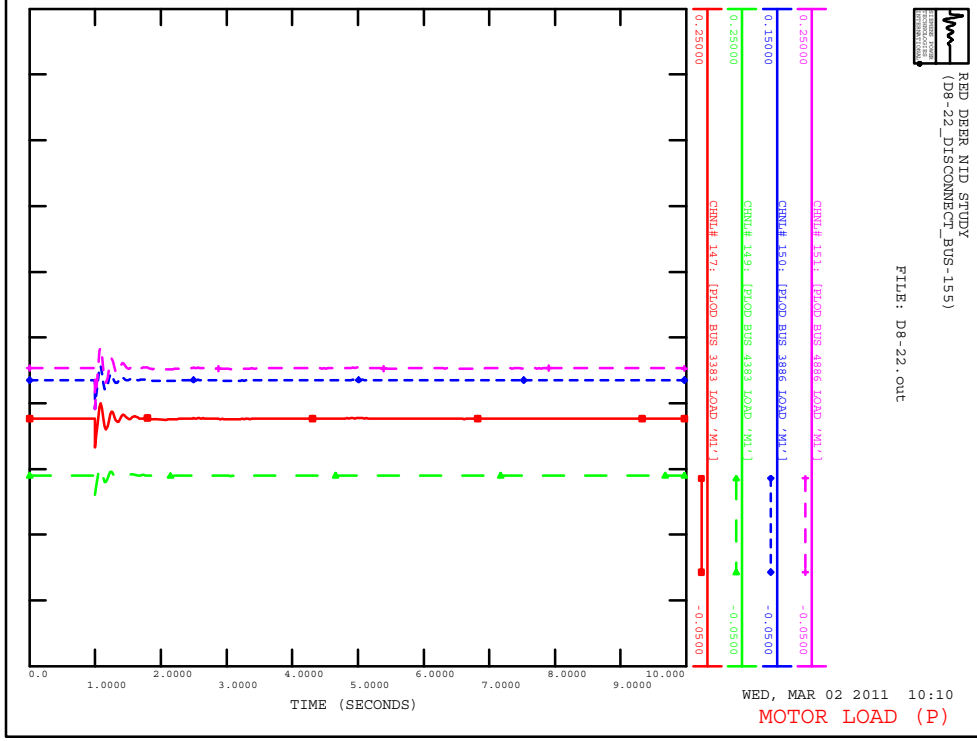

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

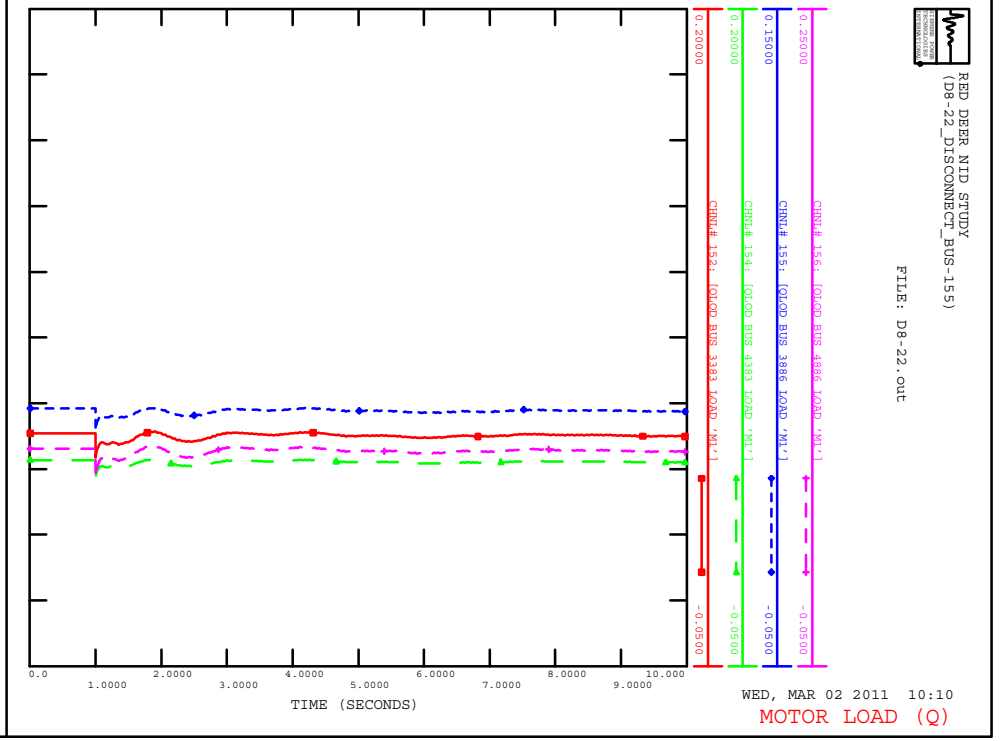

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

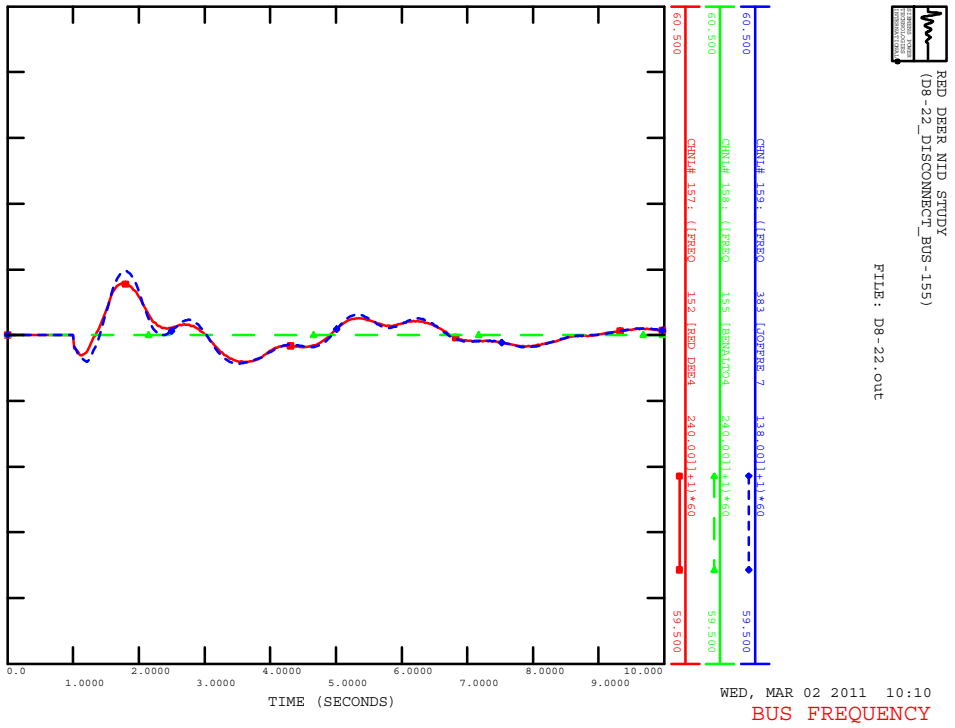

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

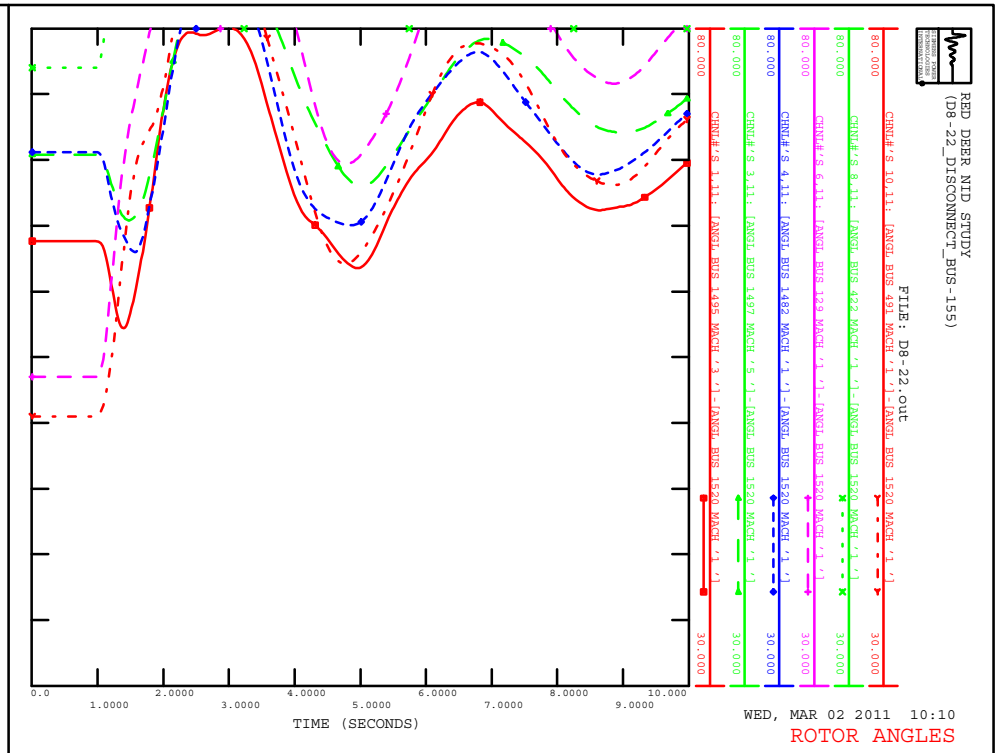

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

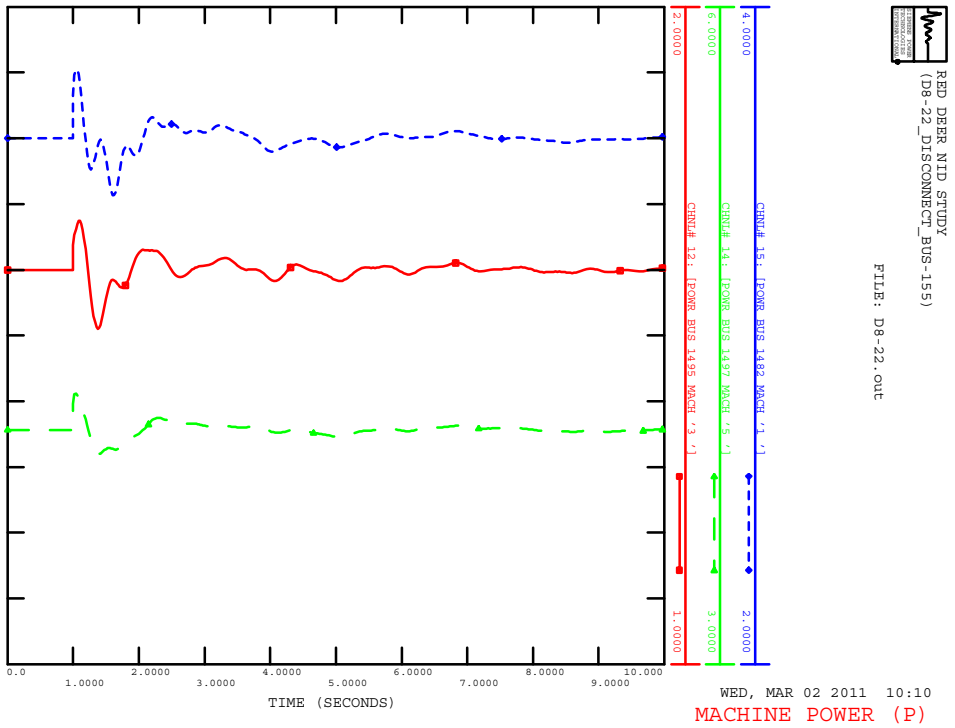

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

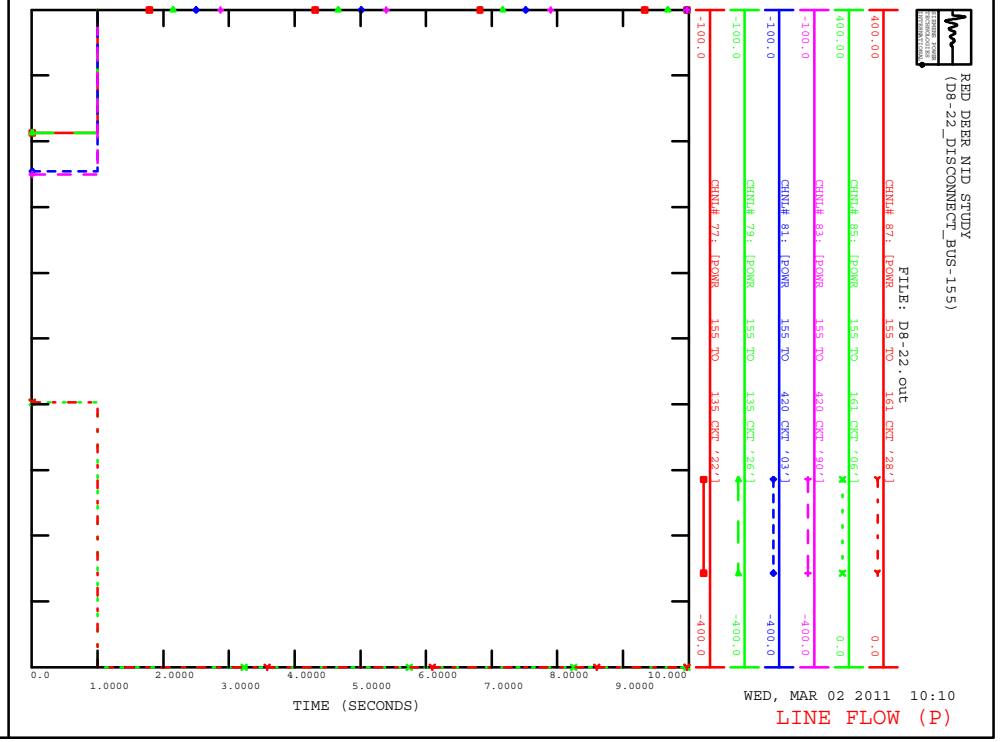

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

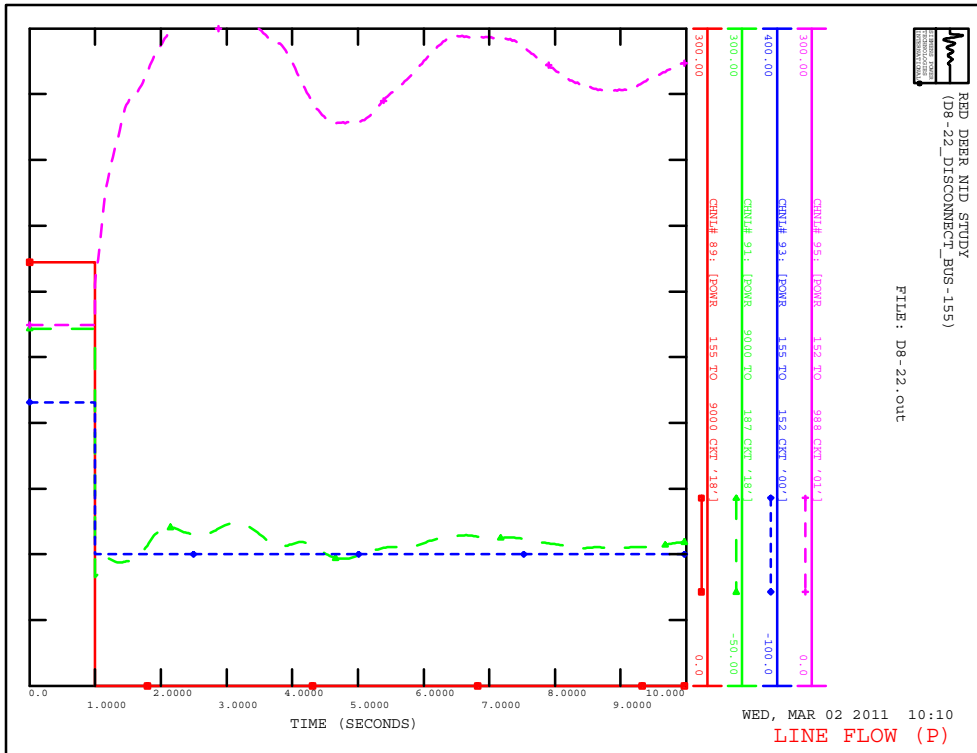

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

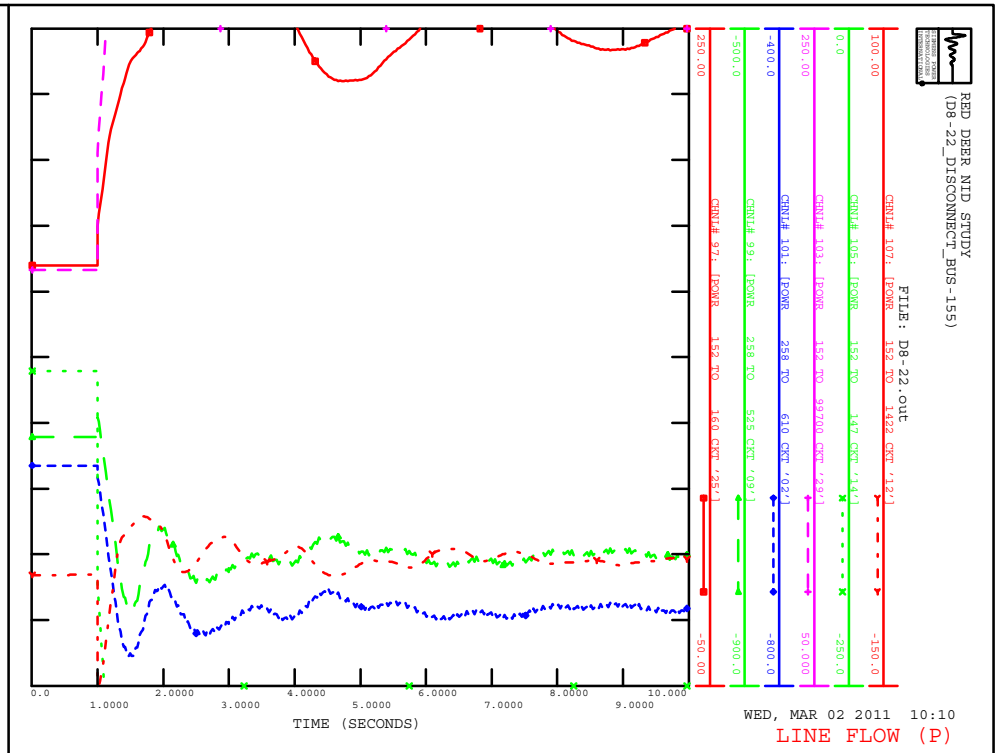

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

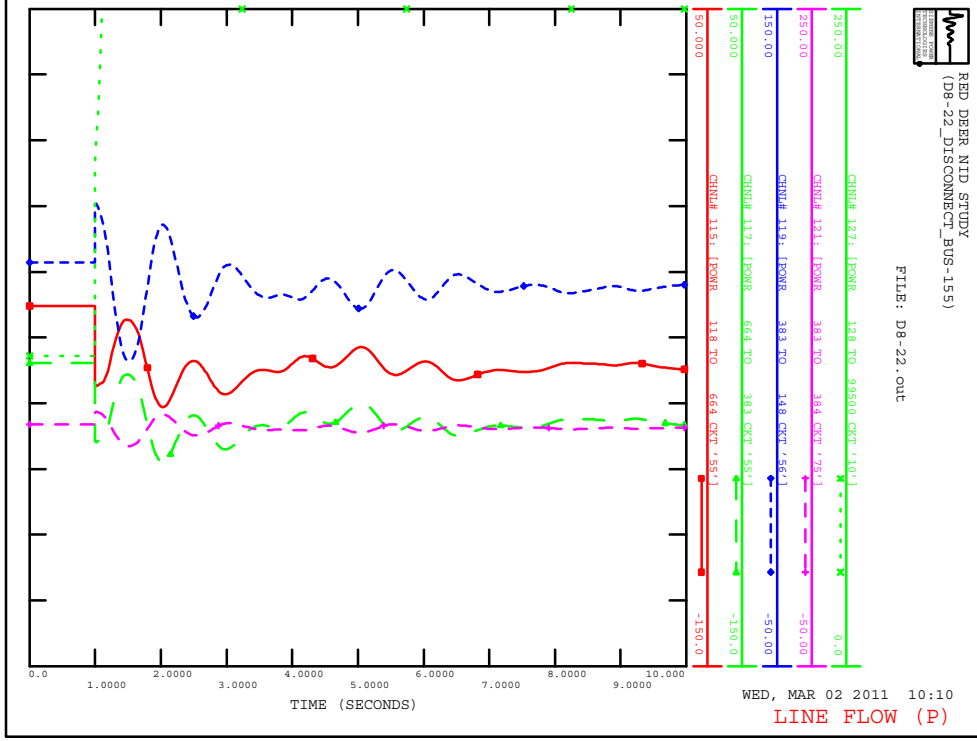

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

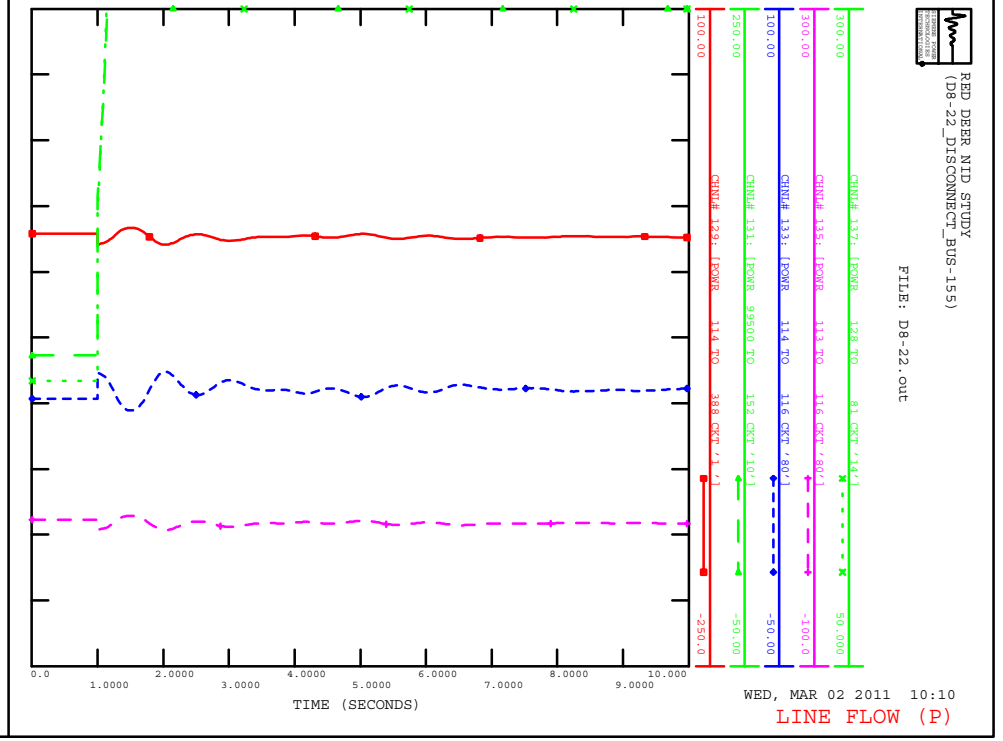

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

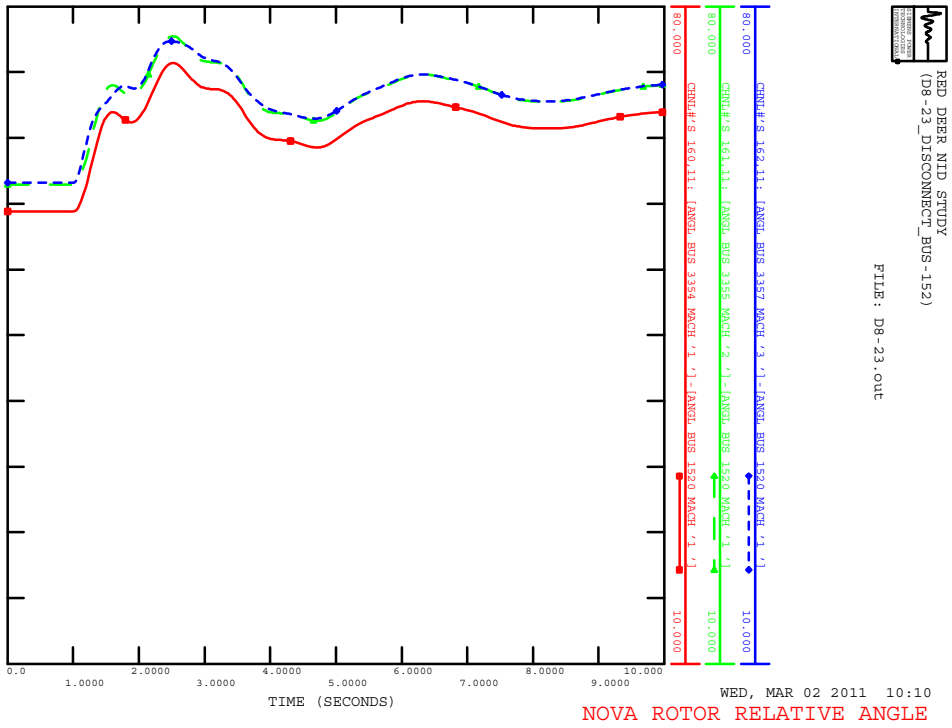

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

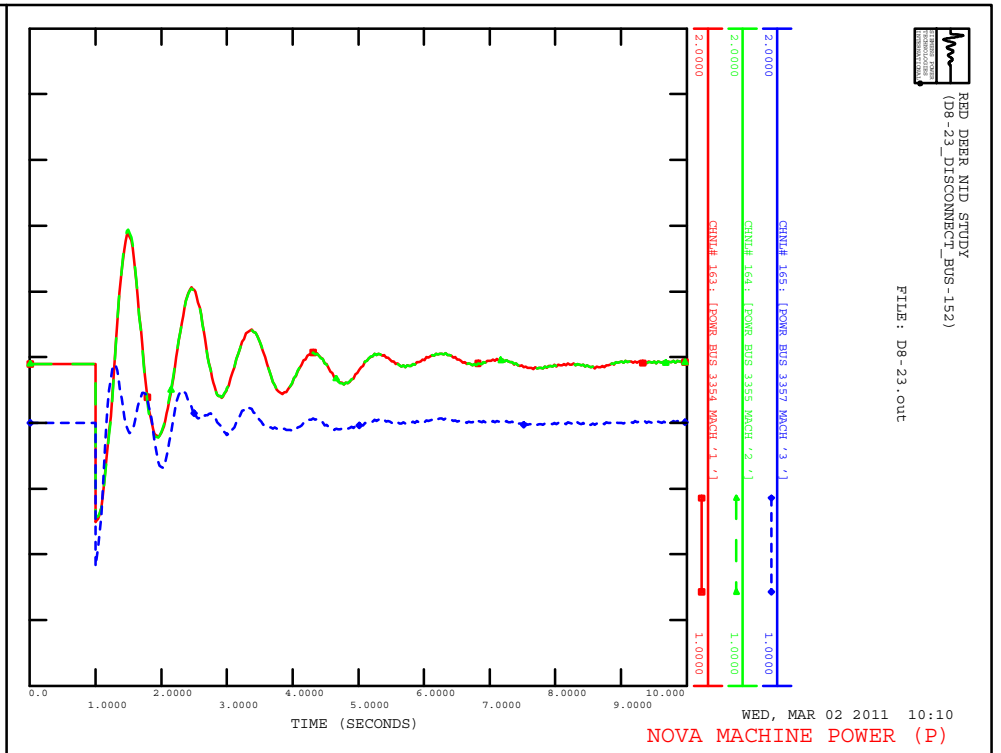

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

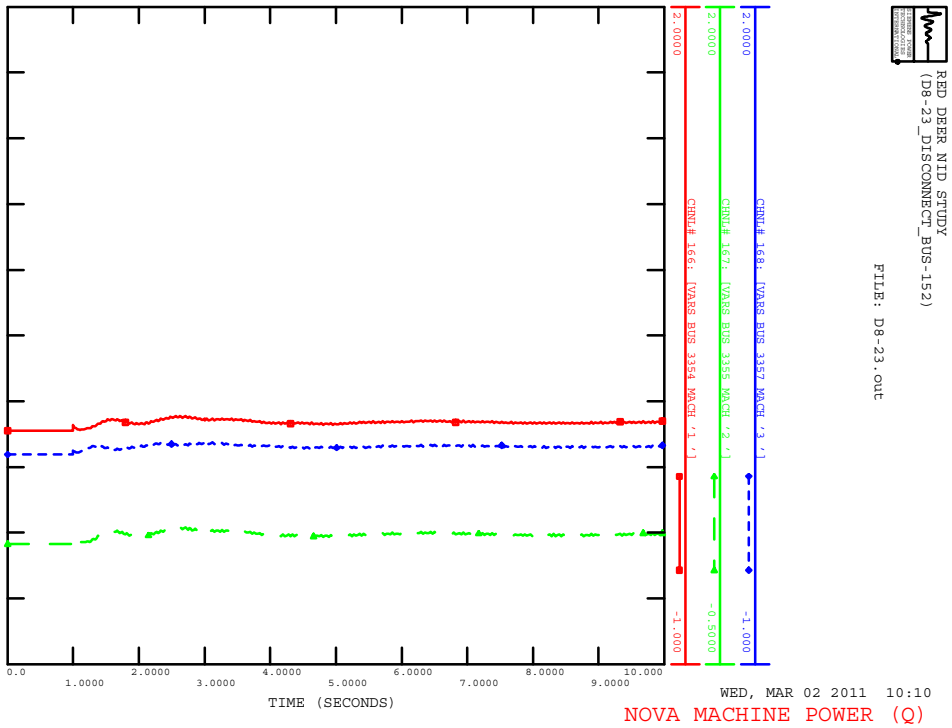

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

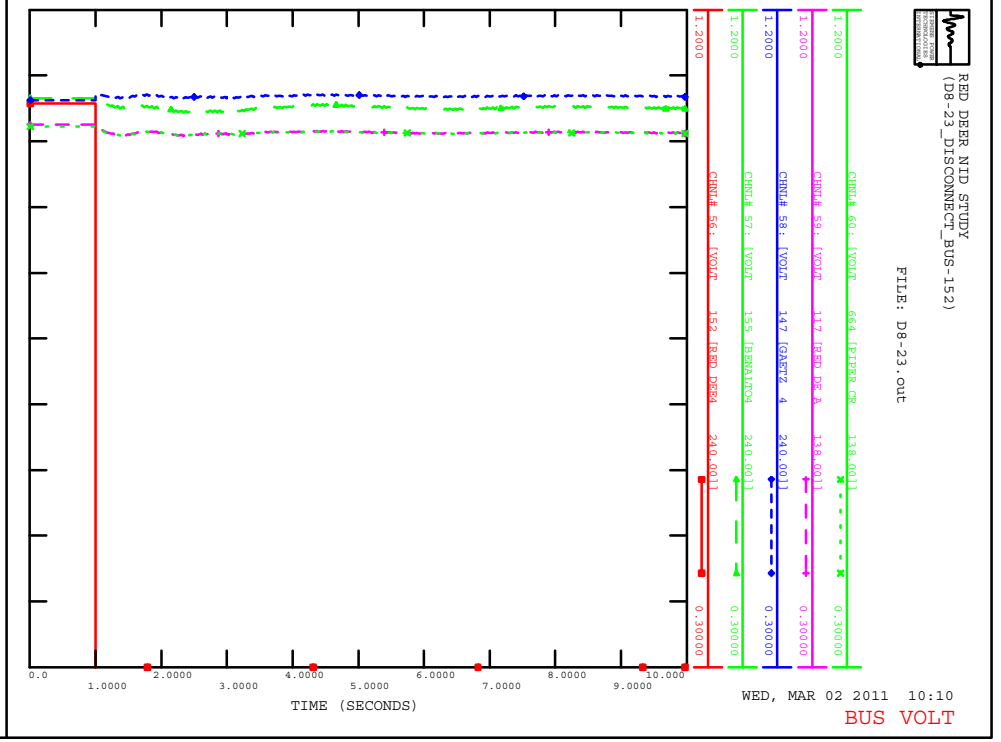

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

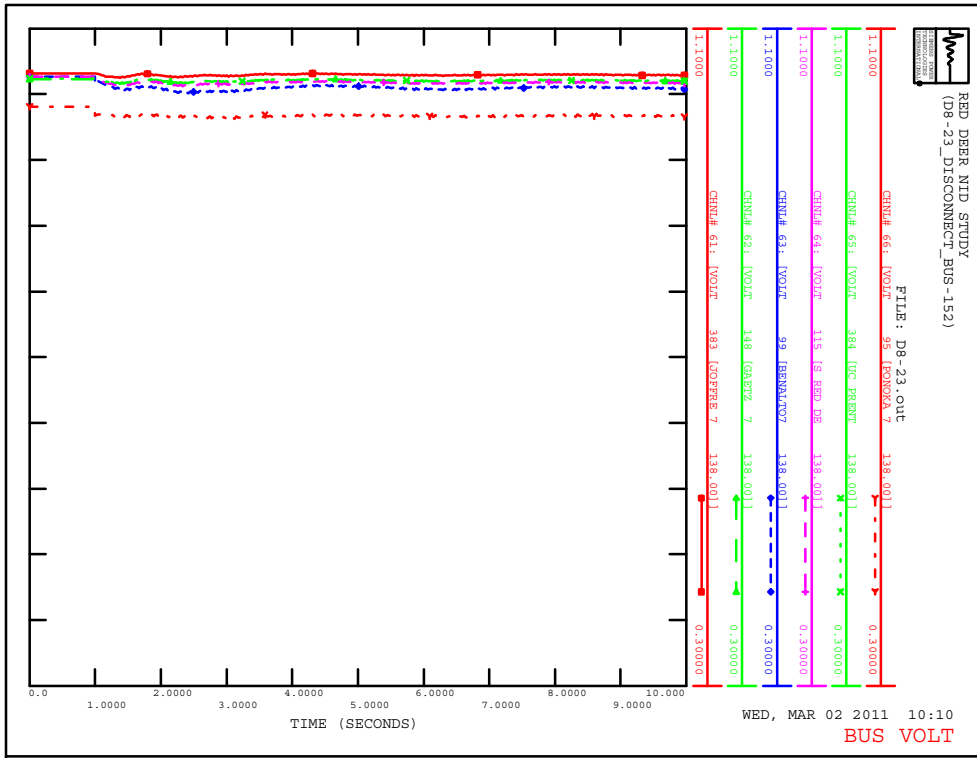

RED DEER NID STUDY
(D8-22_DISCONNECT_BUS-155)
FILE: D8-22.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

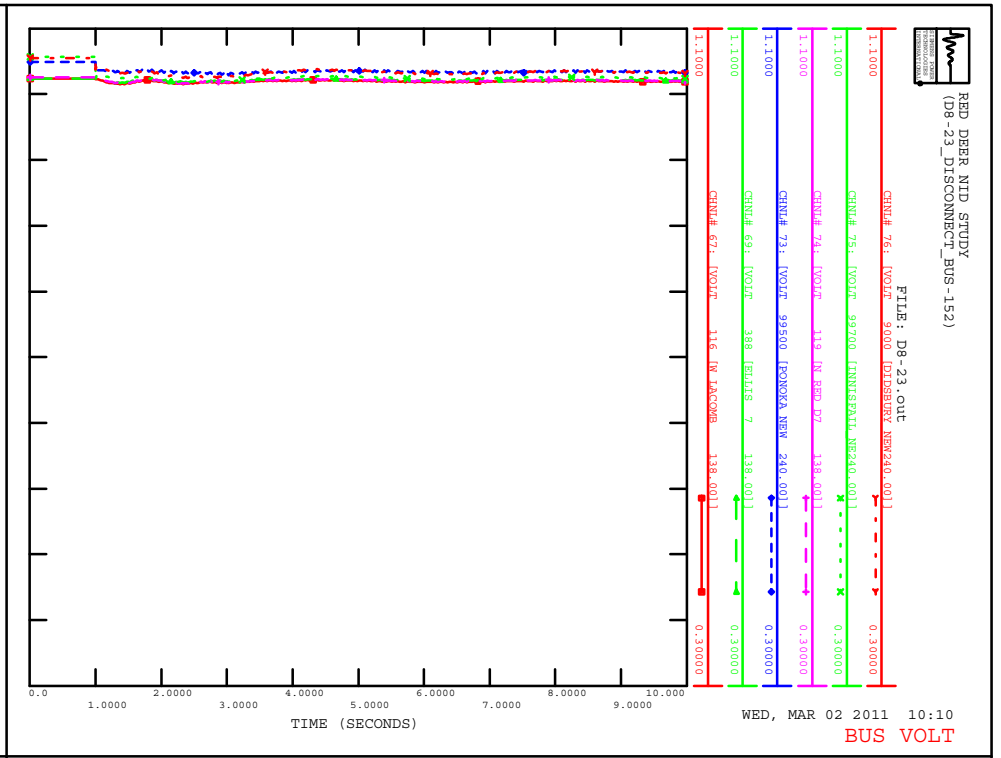

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

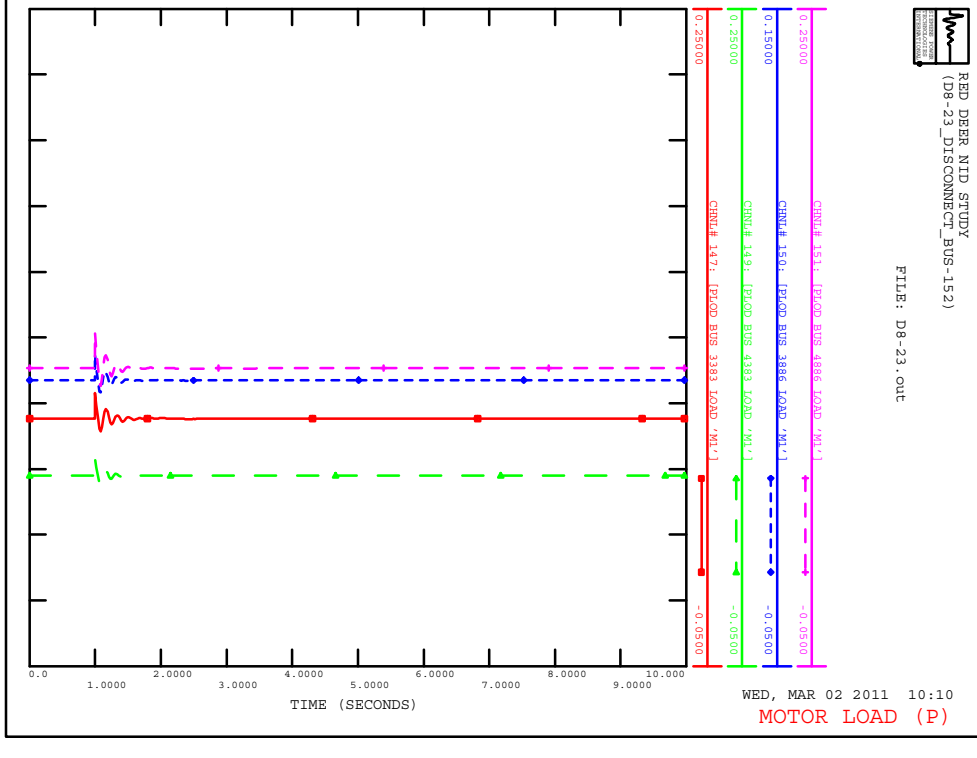

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

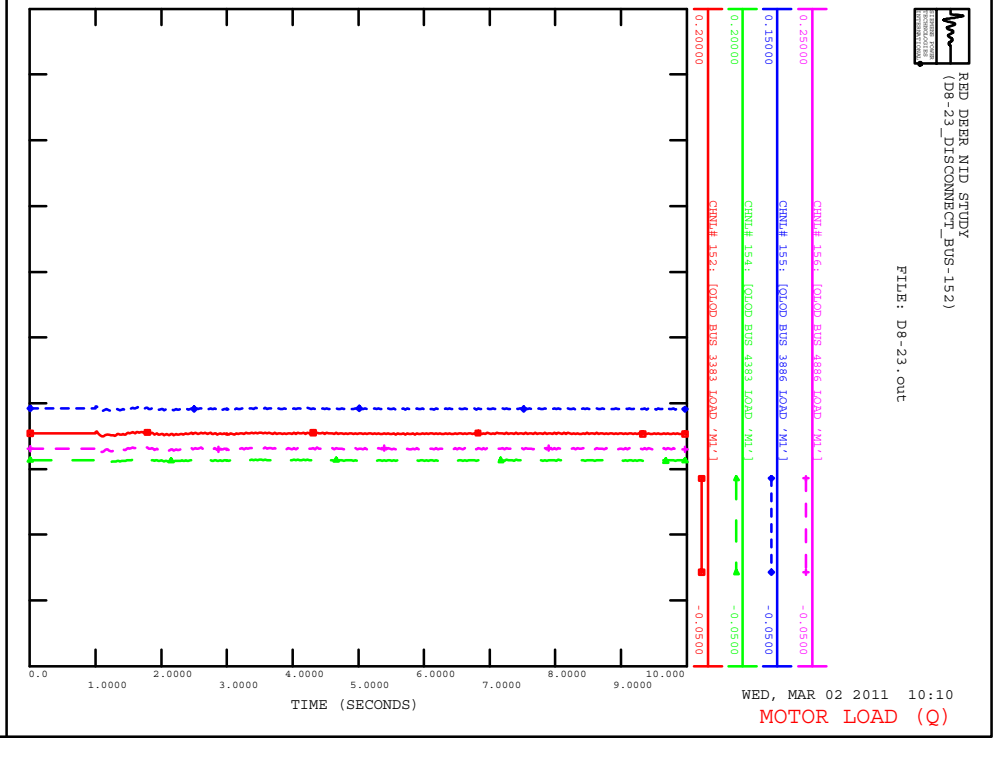

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

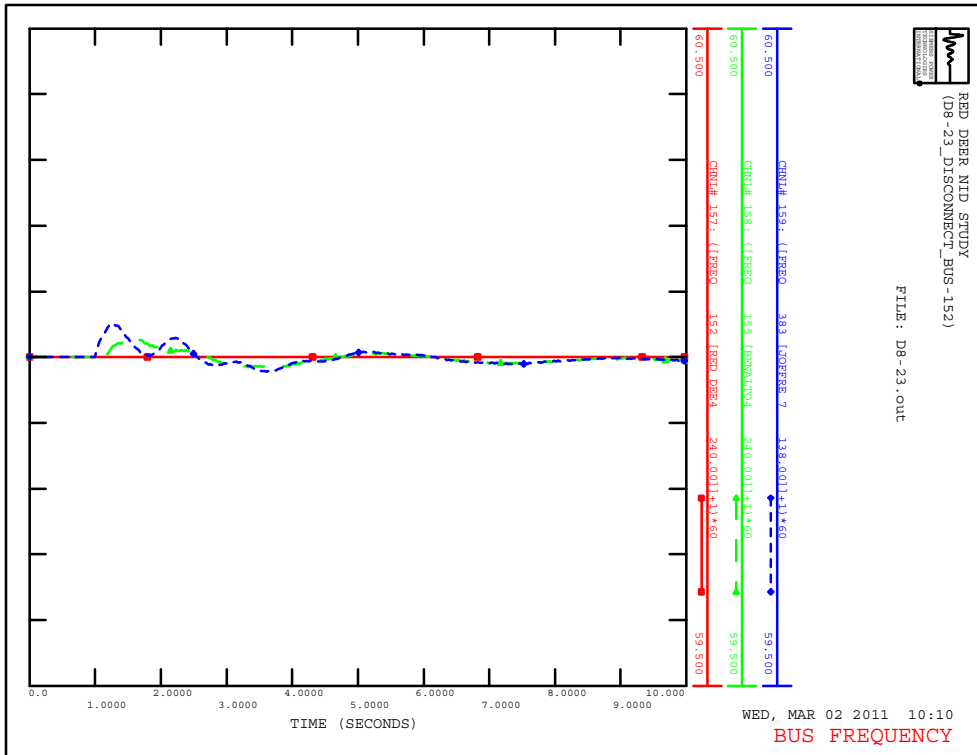

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

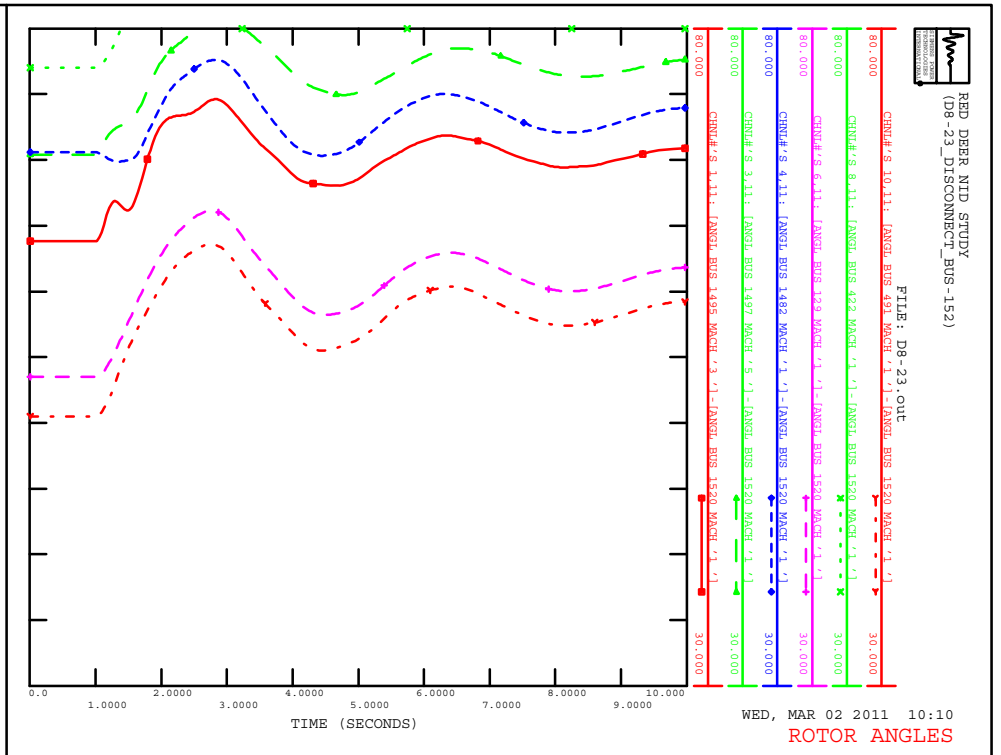

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]
CHNI# 64: [VOLT 115 [S RED DE 138.00]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

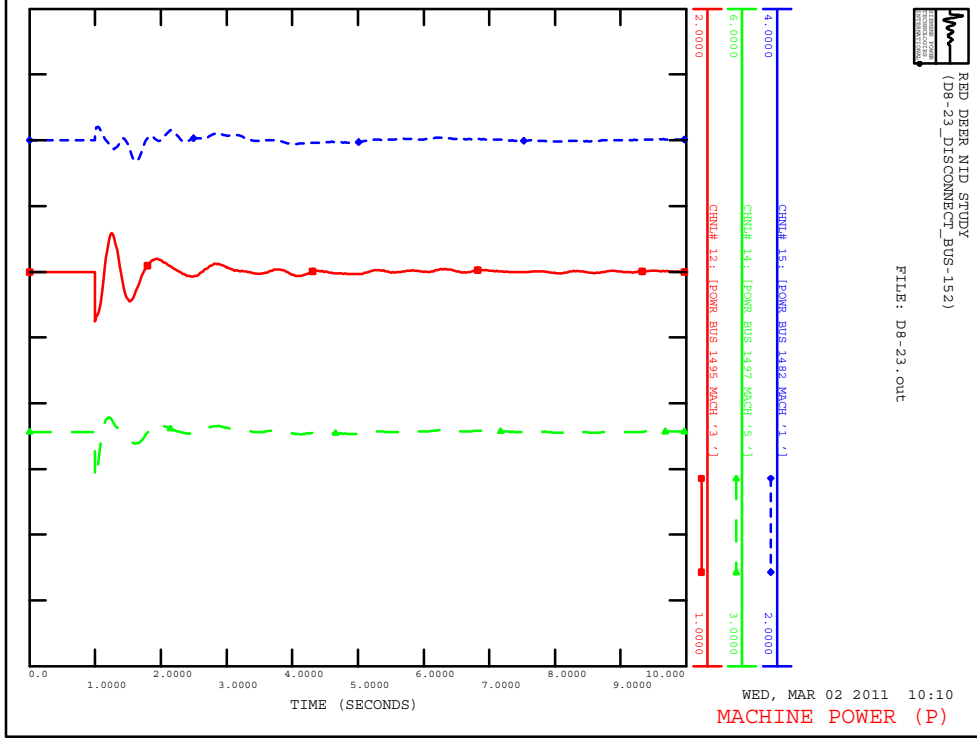

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNI# 74: [VOLT 119 [N RED P7 138.00]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNI# 76: [VOLT 9000 [DISSBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

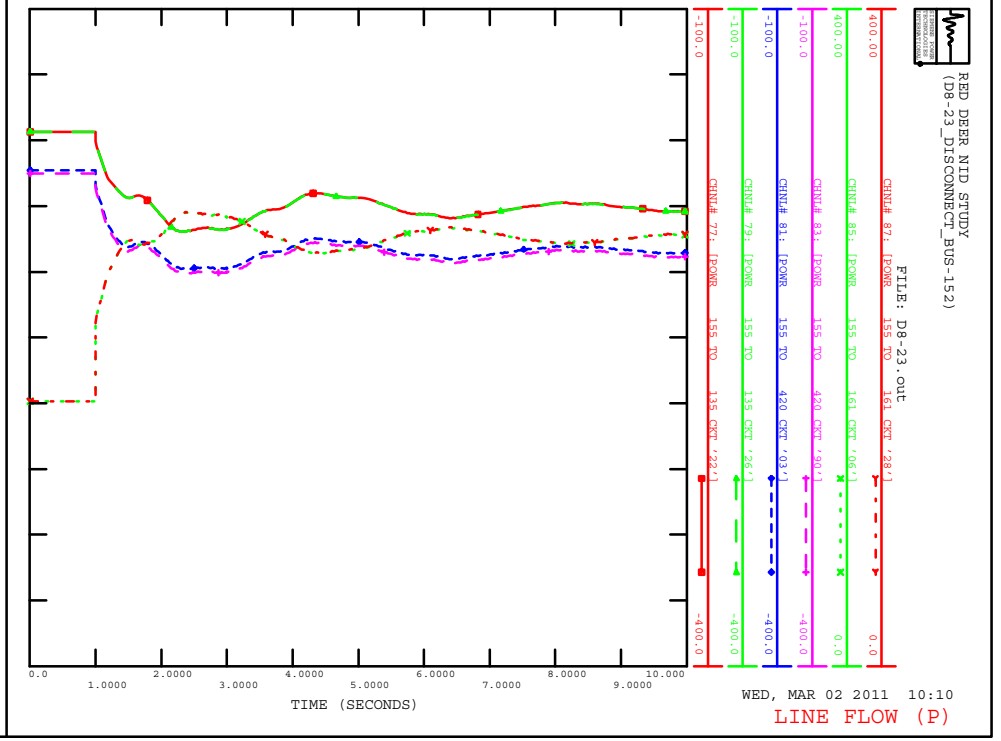

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

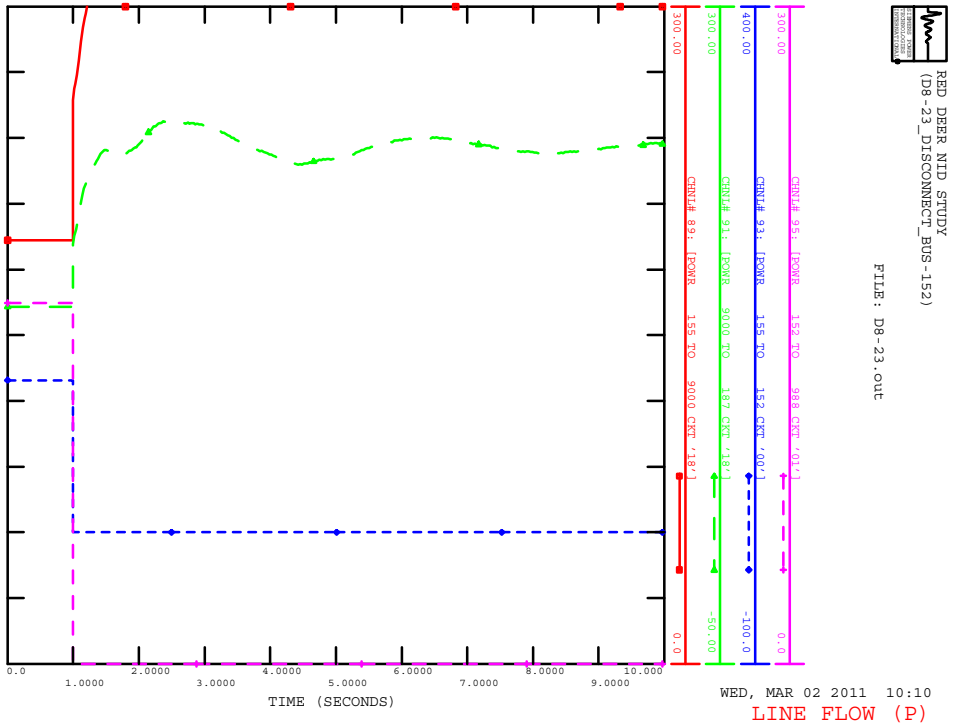

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

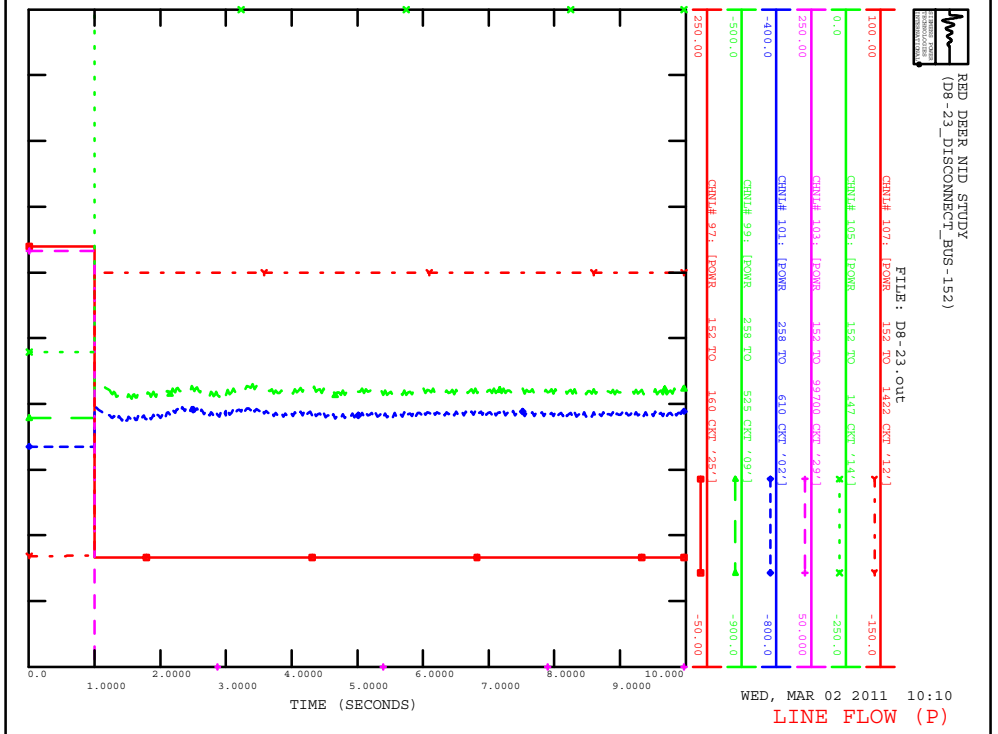

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

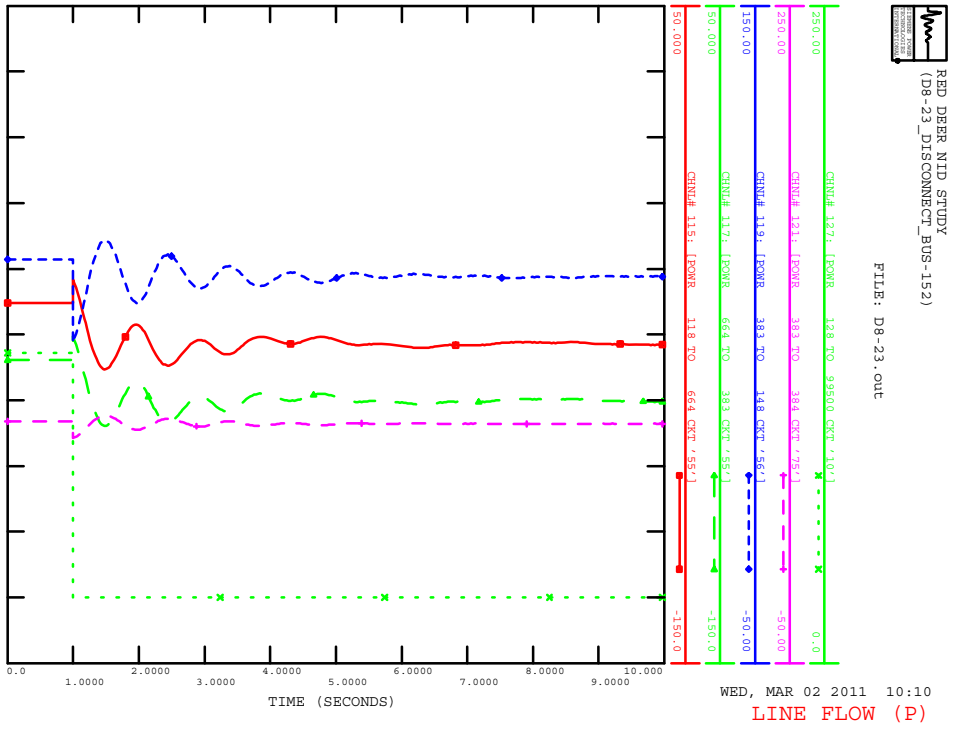

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

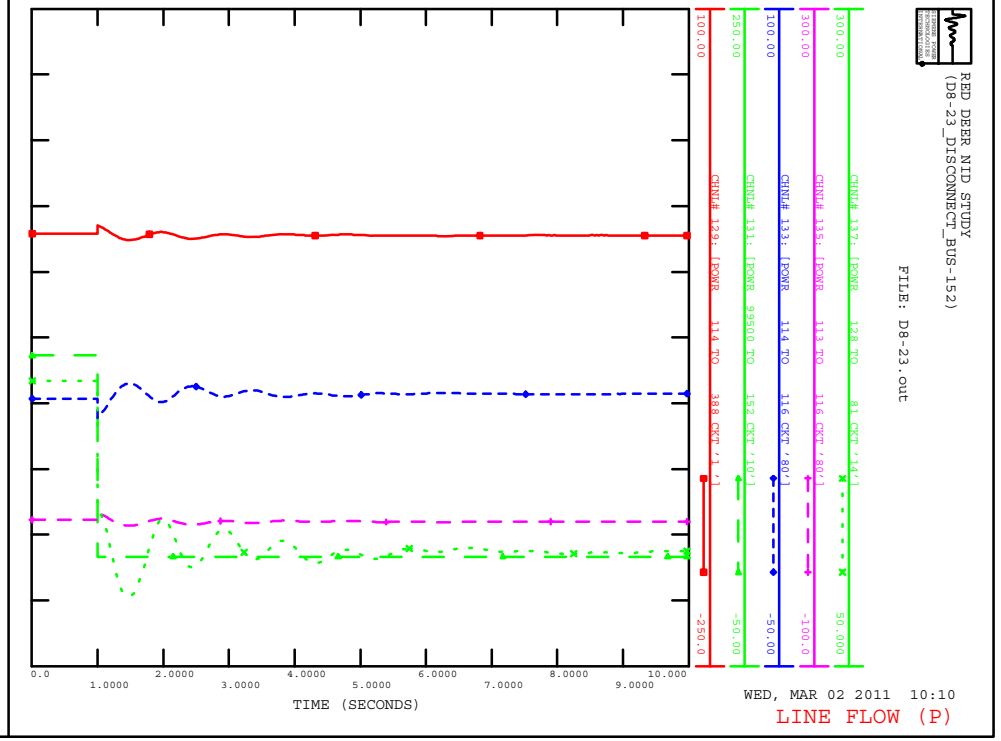

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

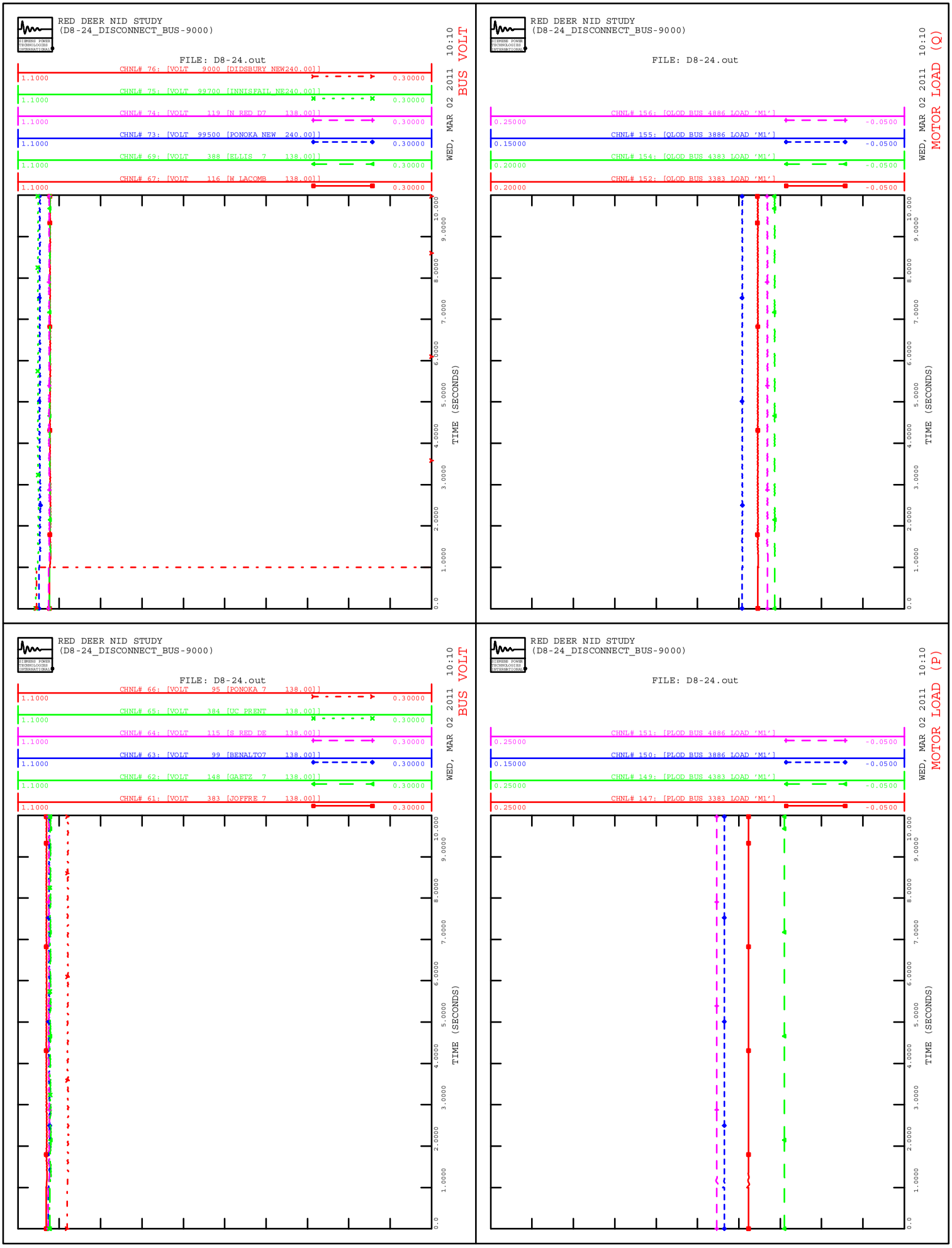

RED DEER NID STUDY
(D8-23_DISCONNECT_BUS-152)
FILE: D8-23.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

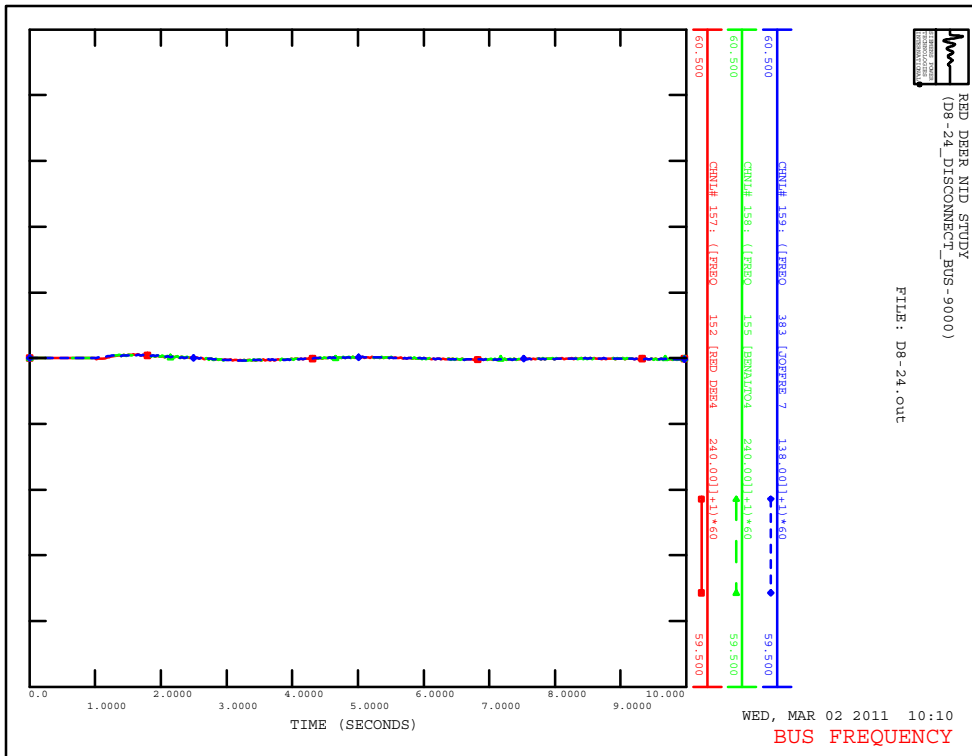
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

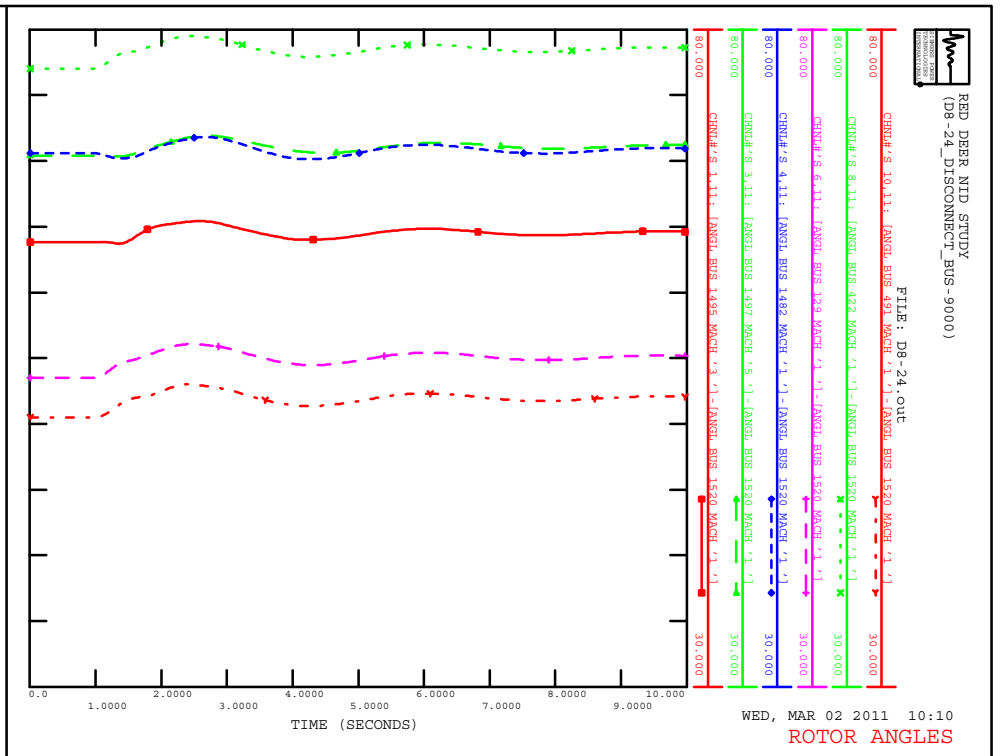
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

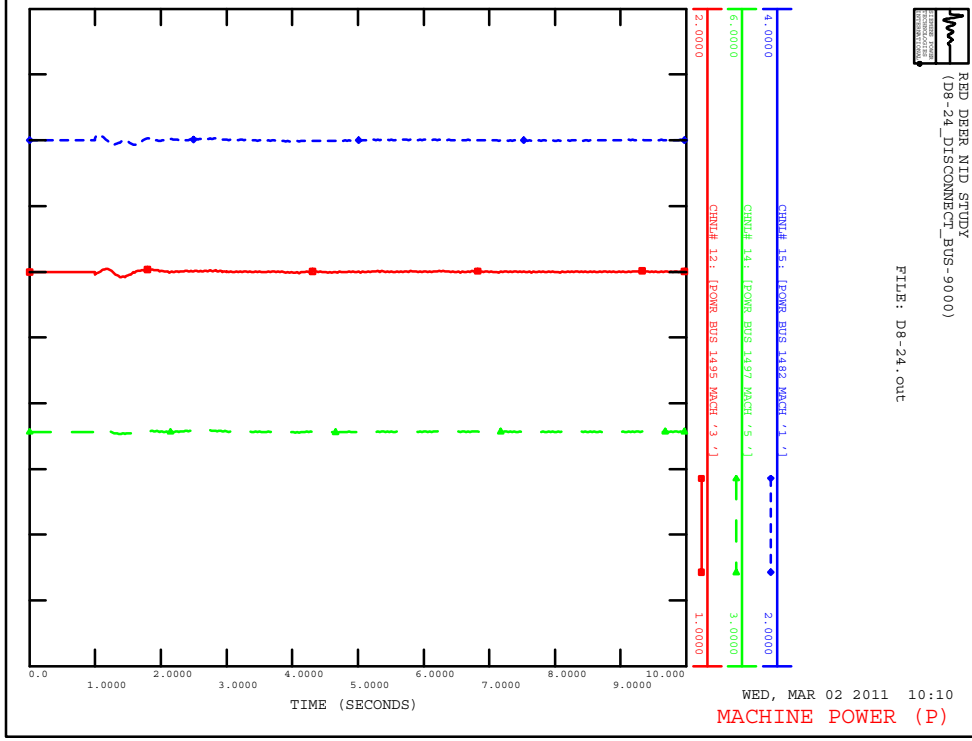
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

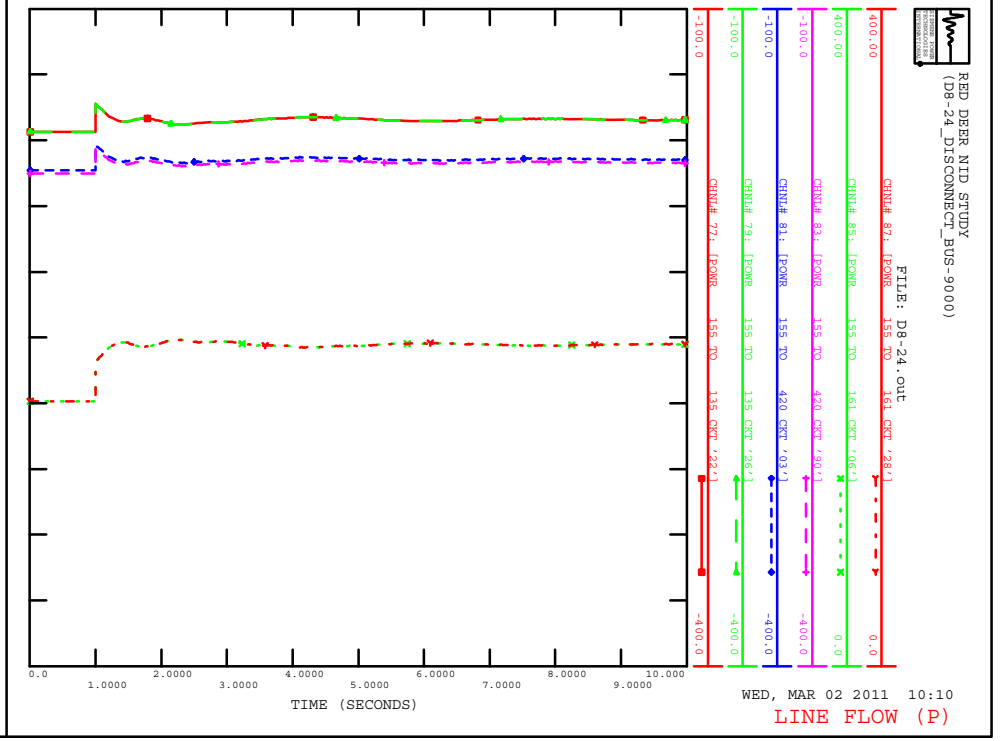
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

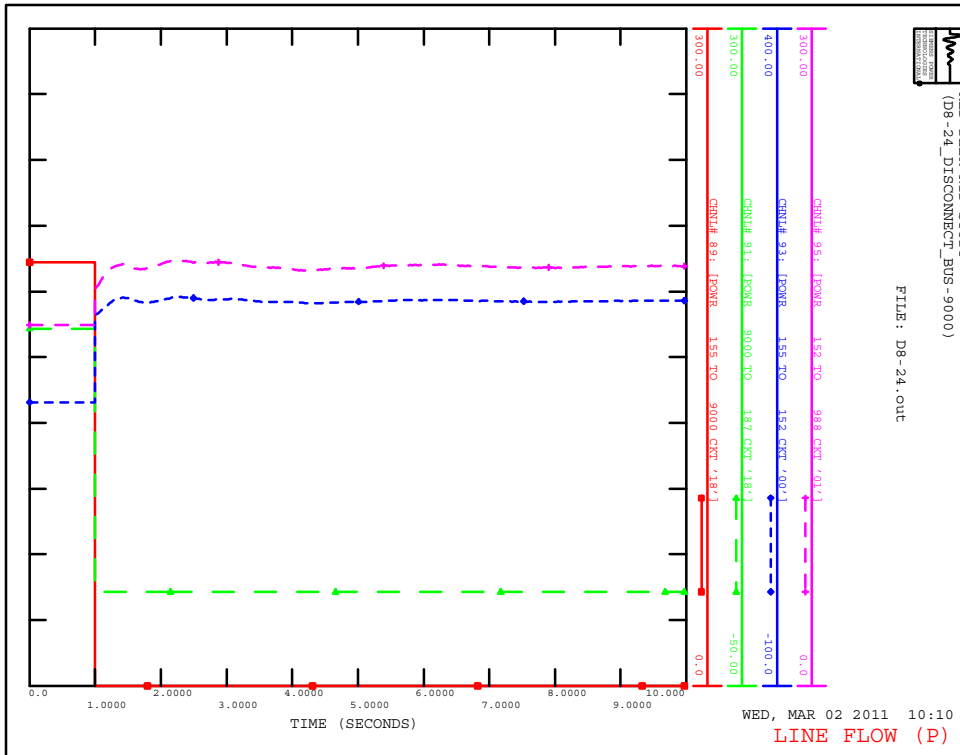

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

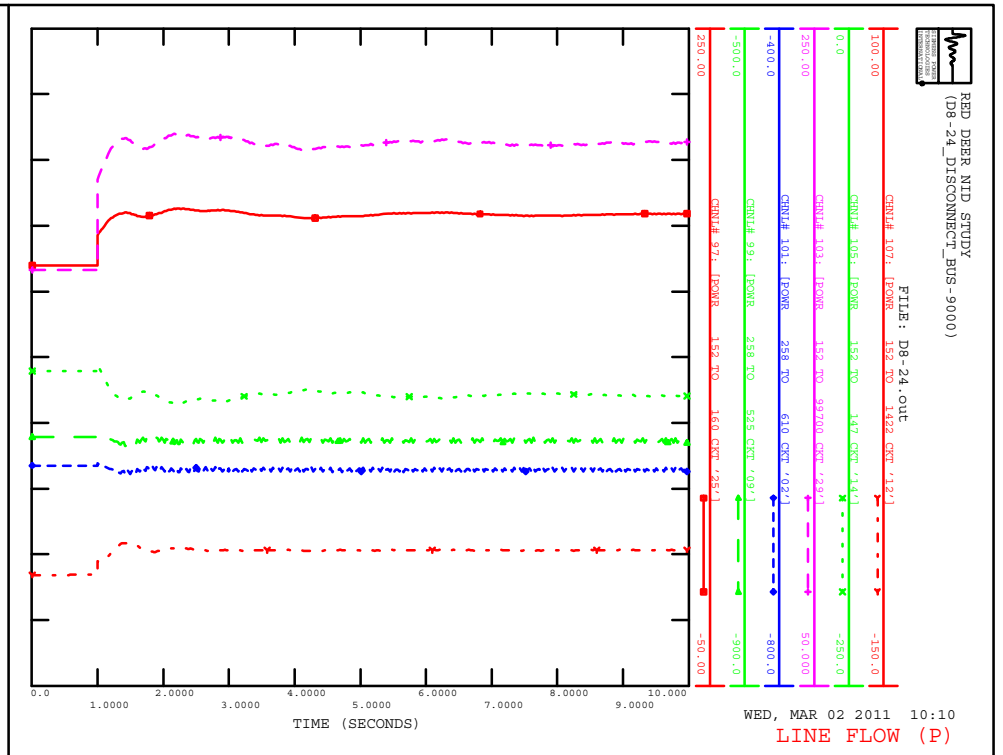

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

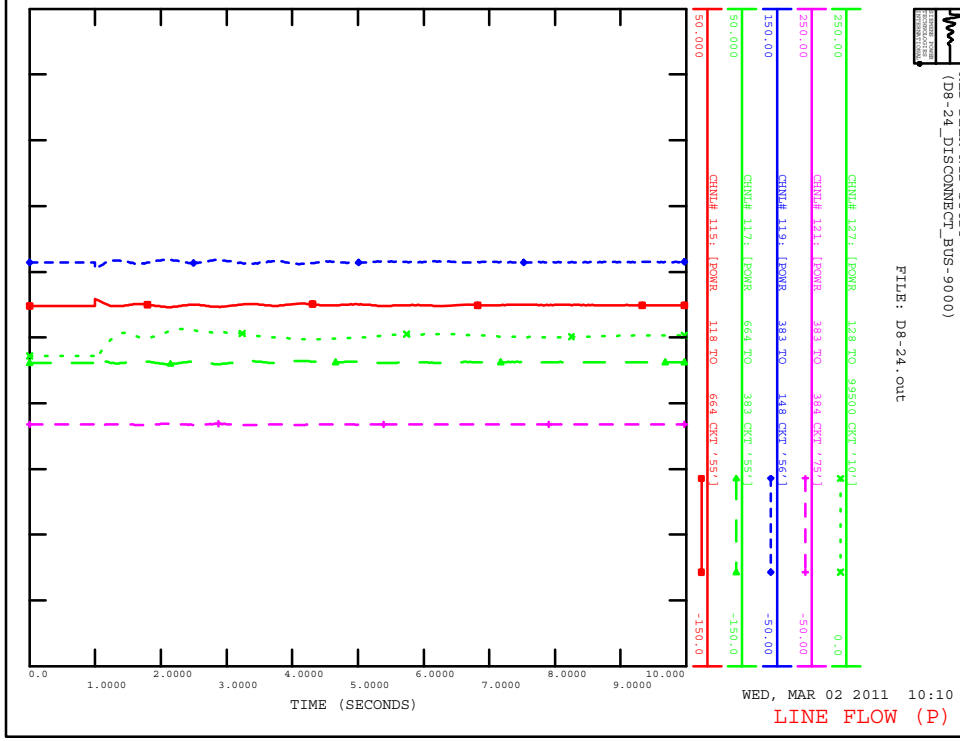

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

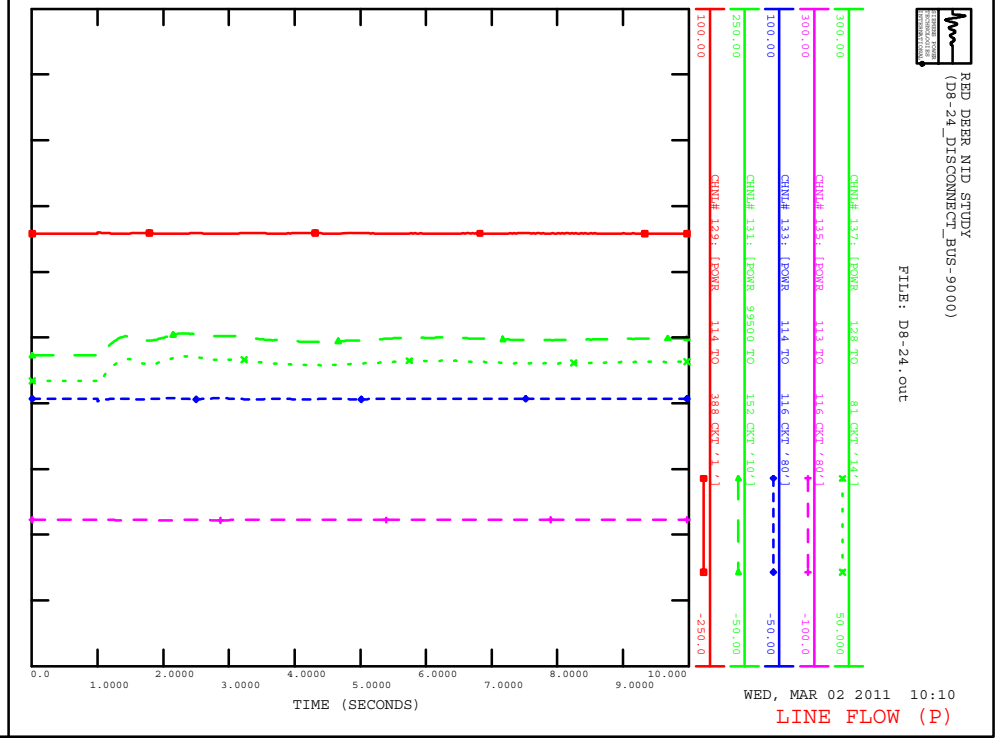

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

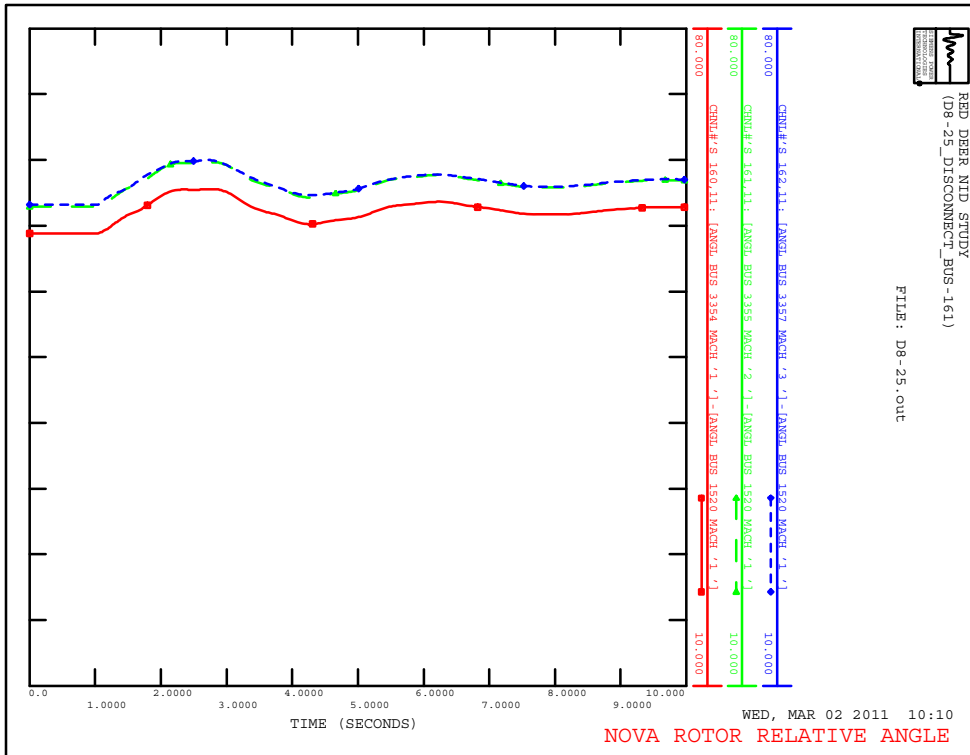

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

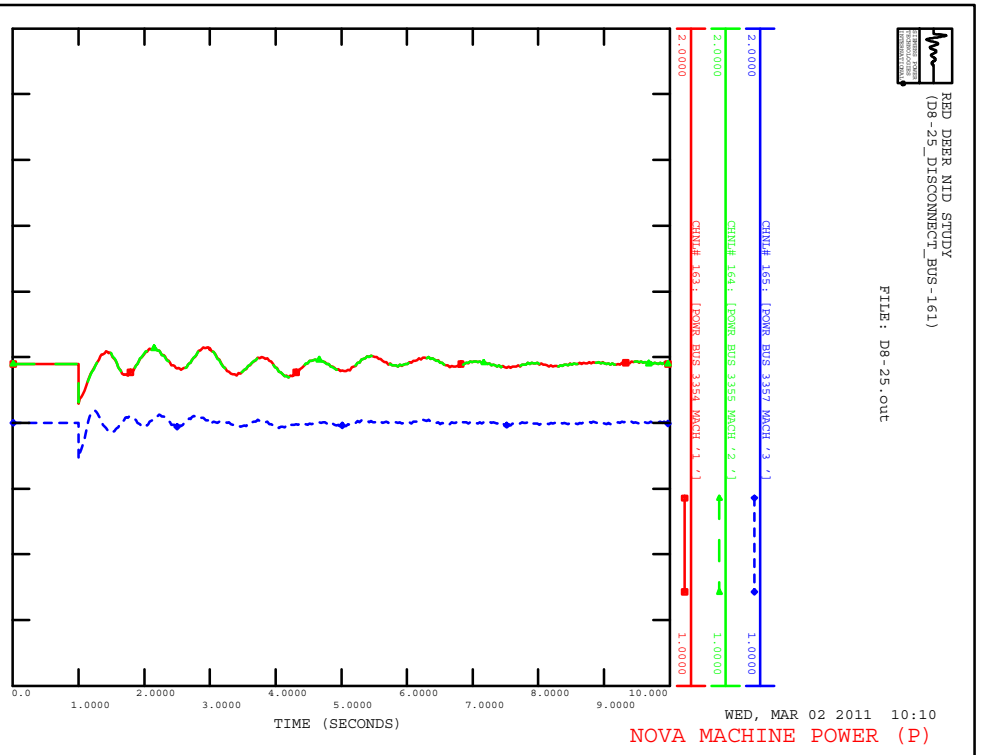

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

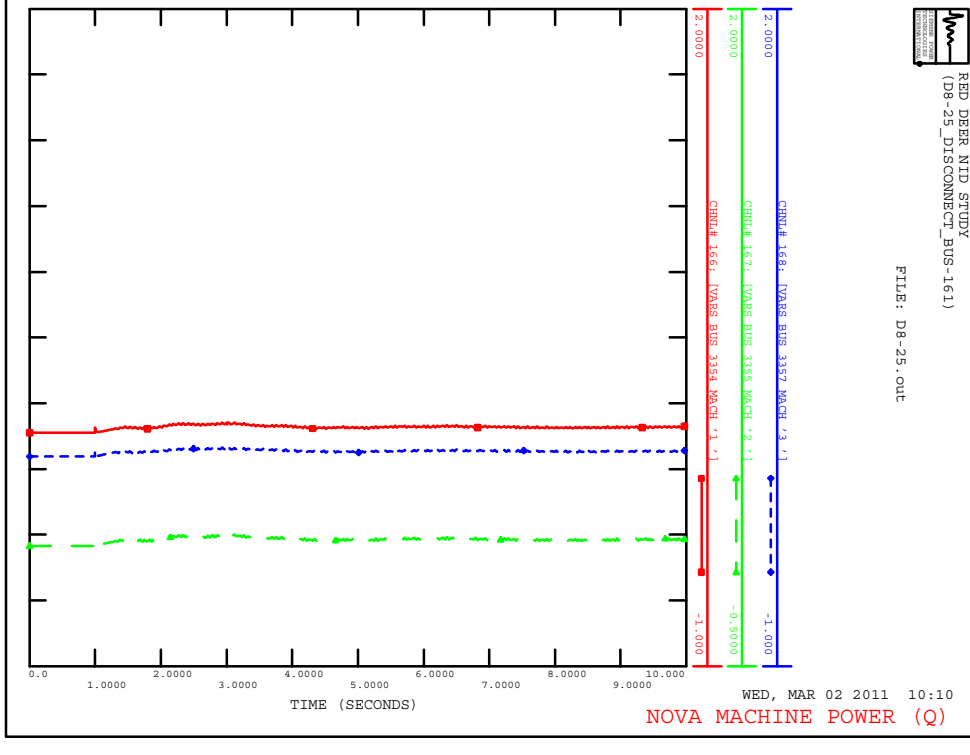

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

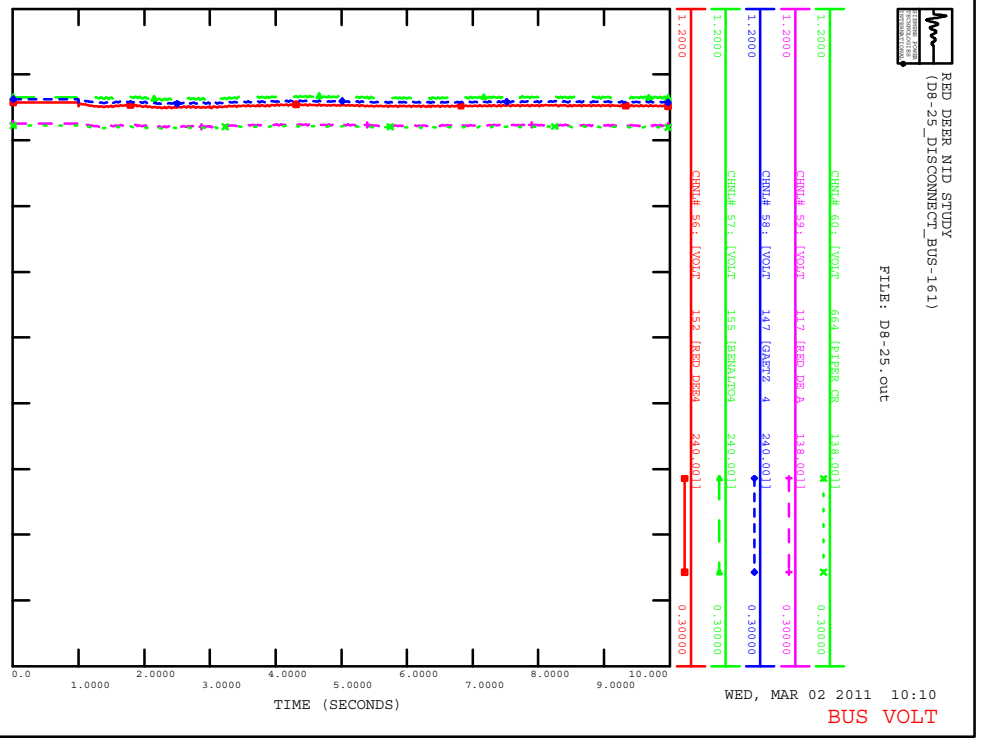

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

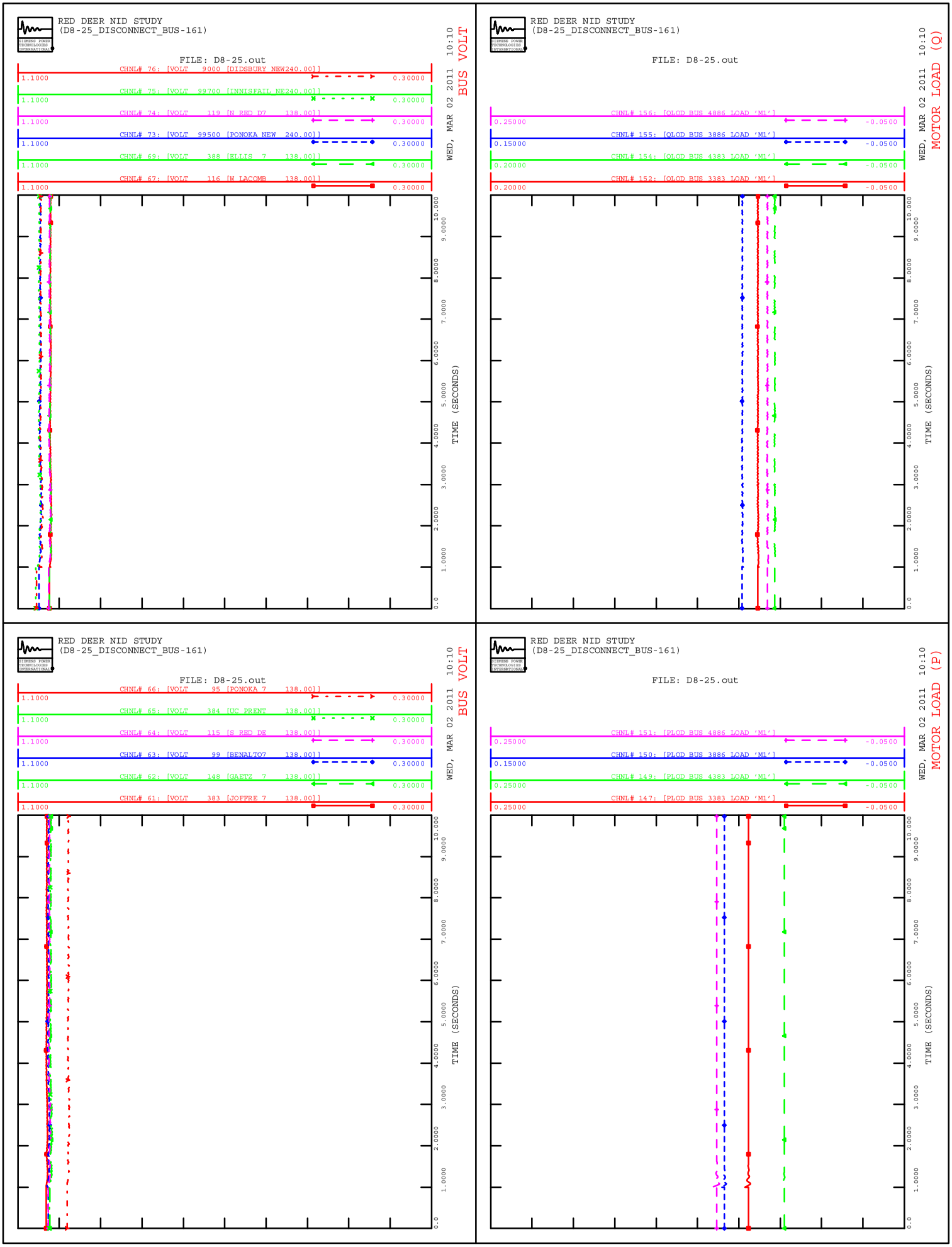

RED DEER NID STUDY
(D8-24_DISCONNECT_BUS-9000)
FILE: D8-24.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

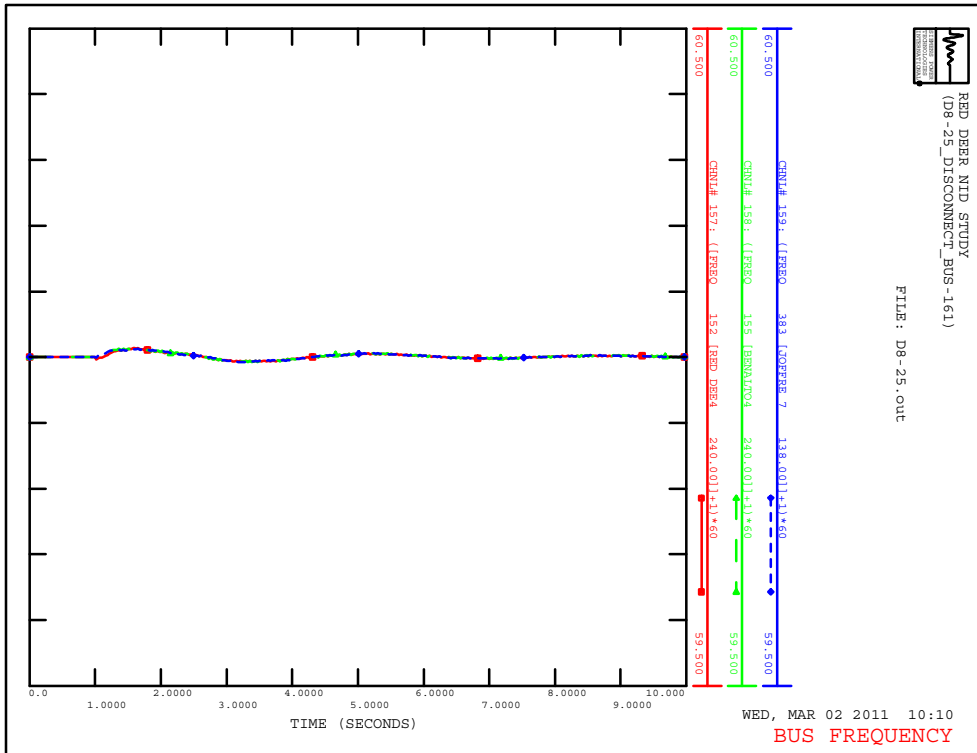

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ',]-[ANGL BUS 1520 MACH '1 ',]
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ',]-[ANGL BUS 1520 MACH '1 ',]
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

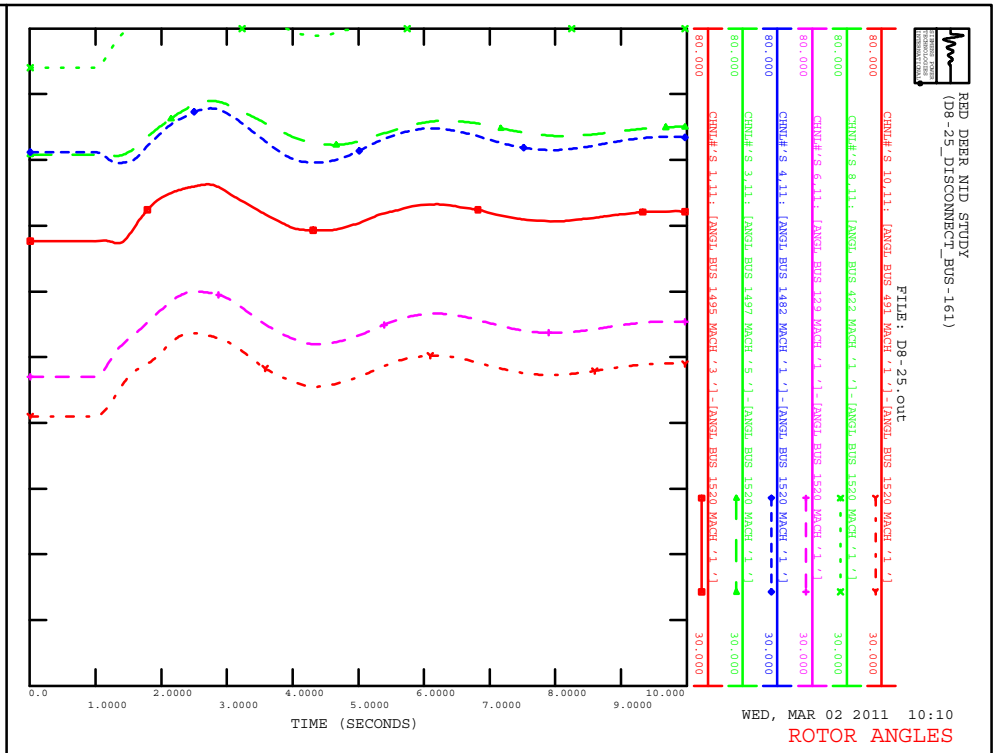

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 165, [POWR BUS 3357 MACH '3 ',]
CHNL# 164, [POWR BUS 3355 MACH '2 ',]
CHNL# 163, [POWR BUS 3354 MACH '1 ',]
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

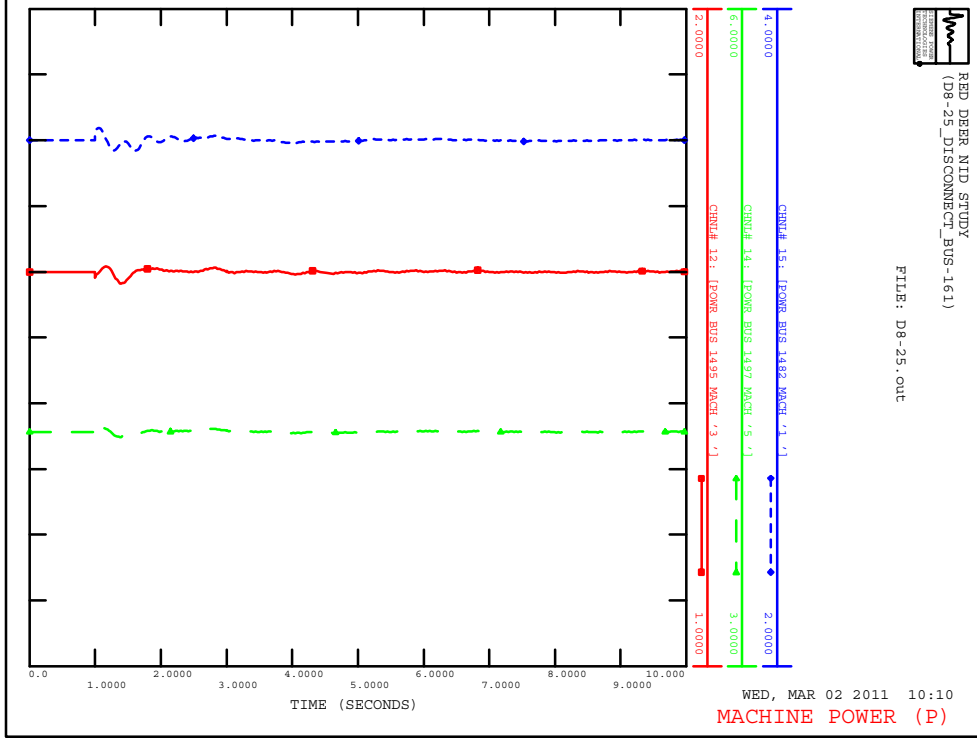

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 168, [VARS BUS 3357 MACH '3 ',]
CHNL# 167, [VARS BUS 3355 MACH '2 ',]
CHNL# 166, [VARS BUS 3354 MACH '1 ',]
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

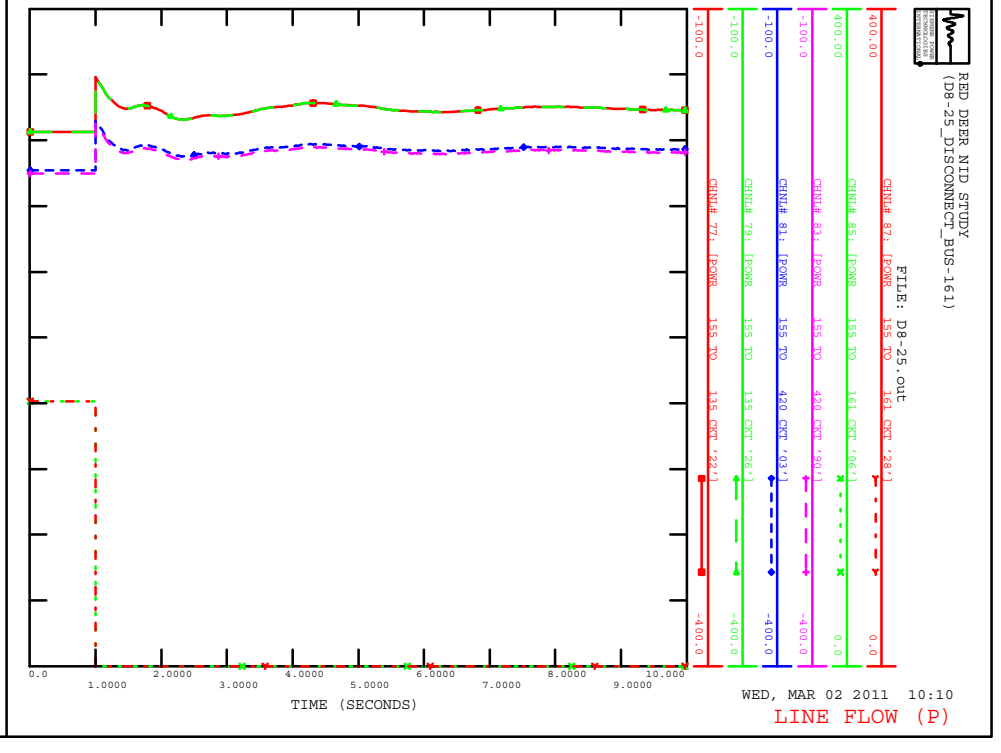

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED PEP A 138.00]]
CHNL# 58, [VOLT 147 [GAFTZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED PEP4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

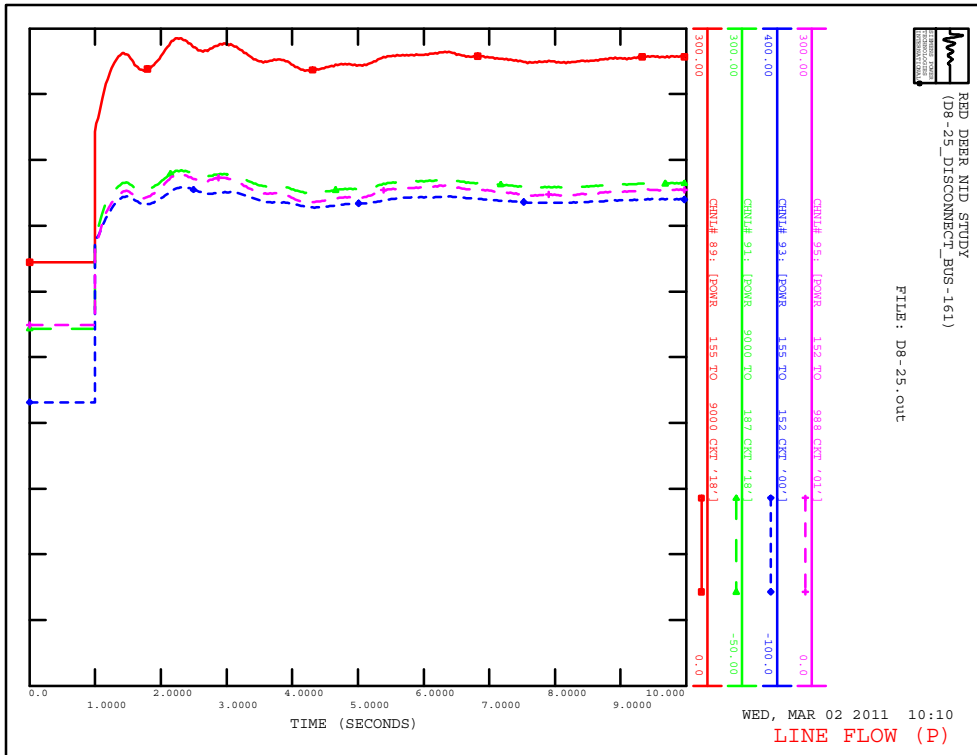

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

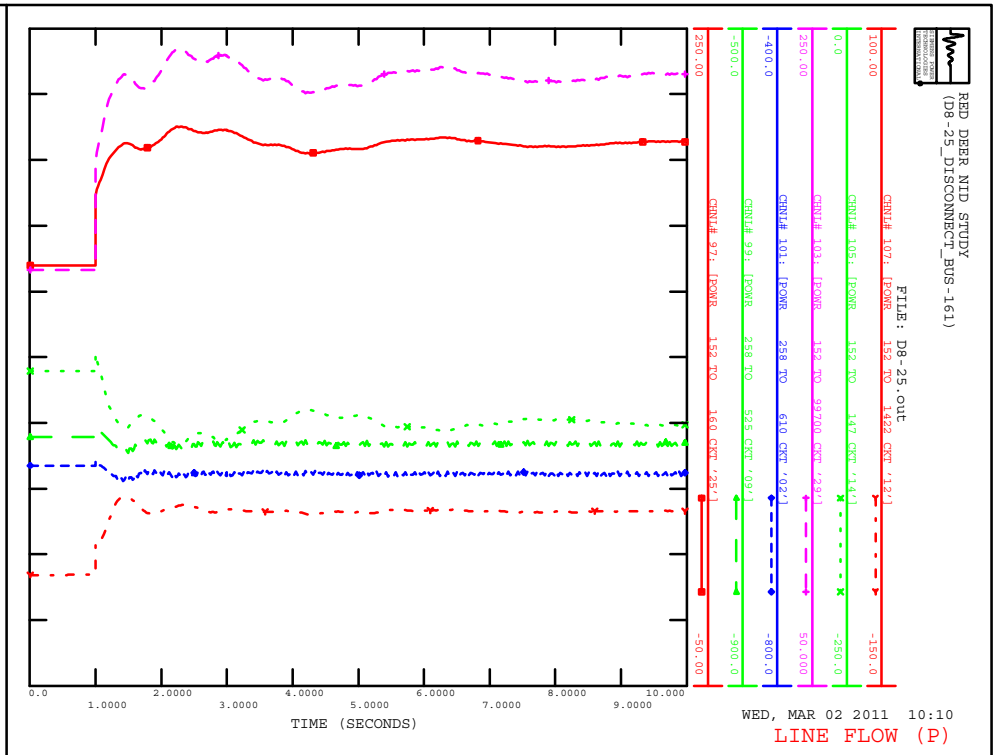

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
BUS FREQUENCY

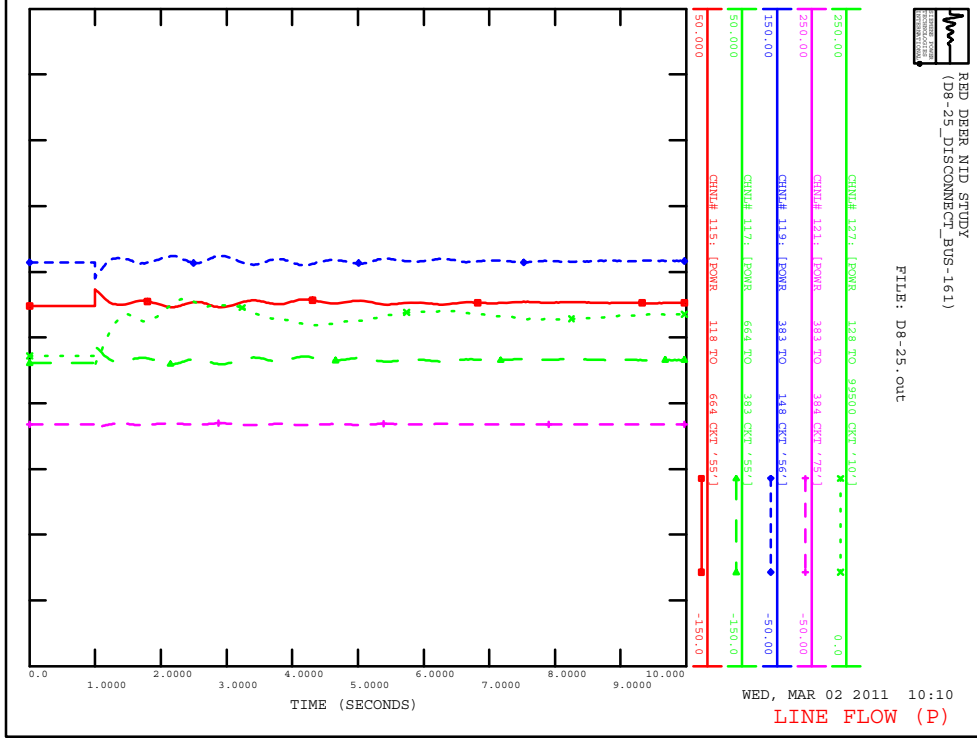

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
ROTOR ANGLES

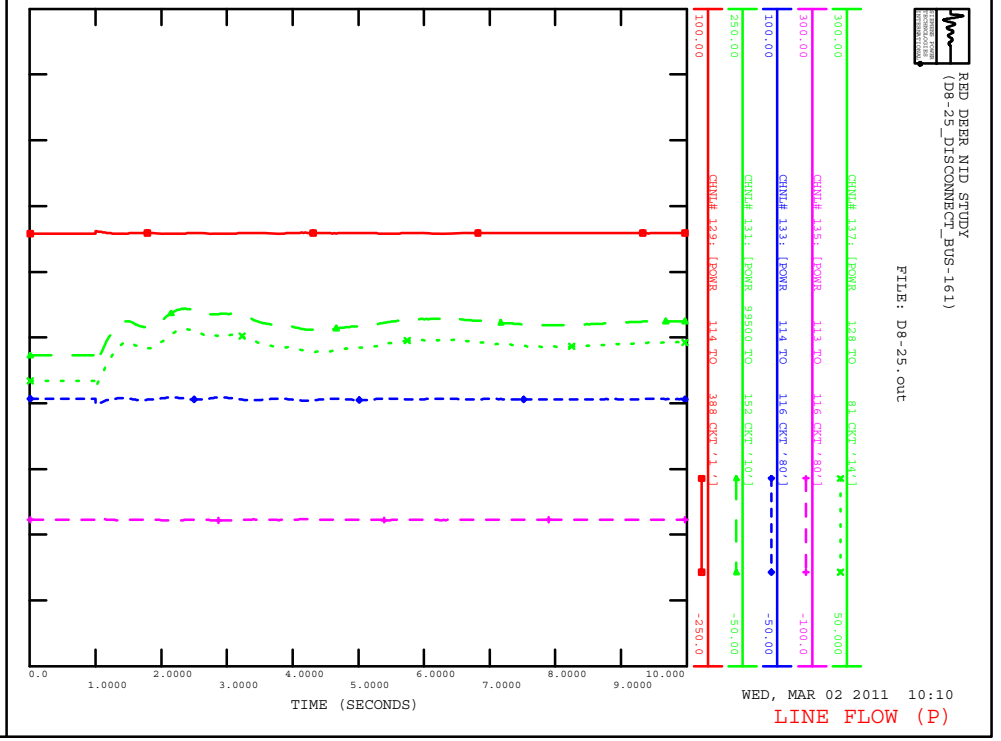

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
MACHINE POWER (P)

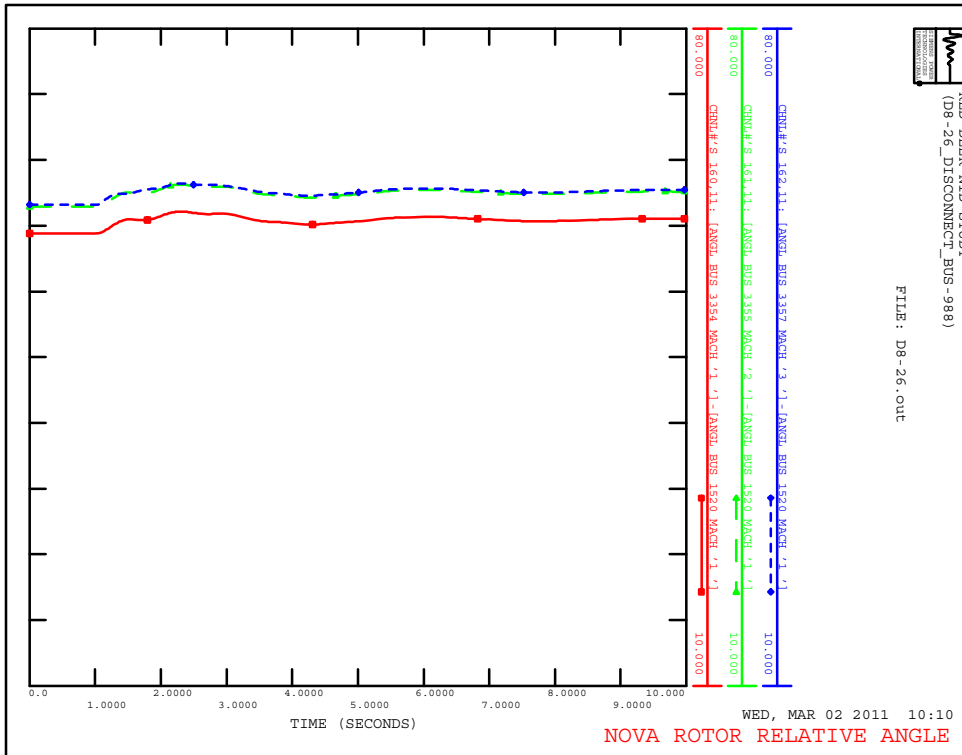

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
WED, MAR 02 2011 10:10
TIME (SECONDS)
LINE FLOW (P)

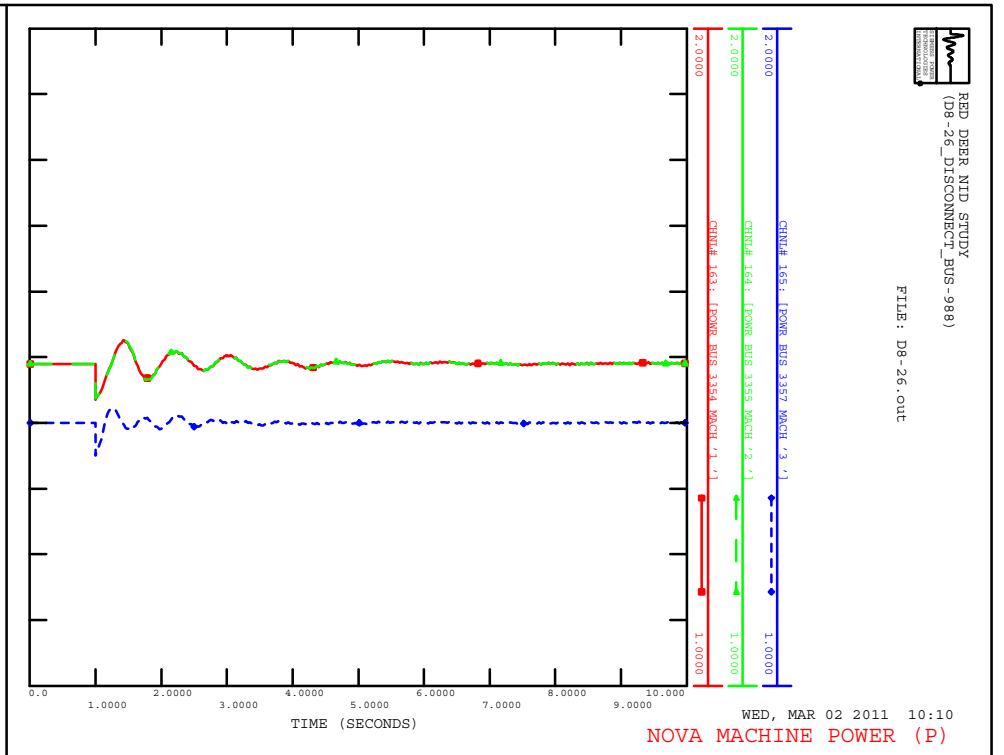

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

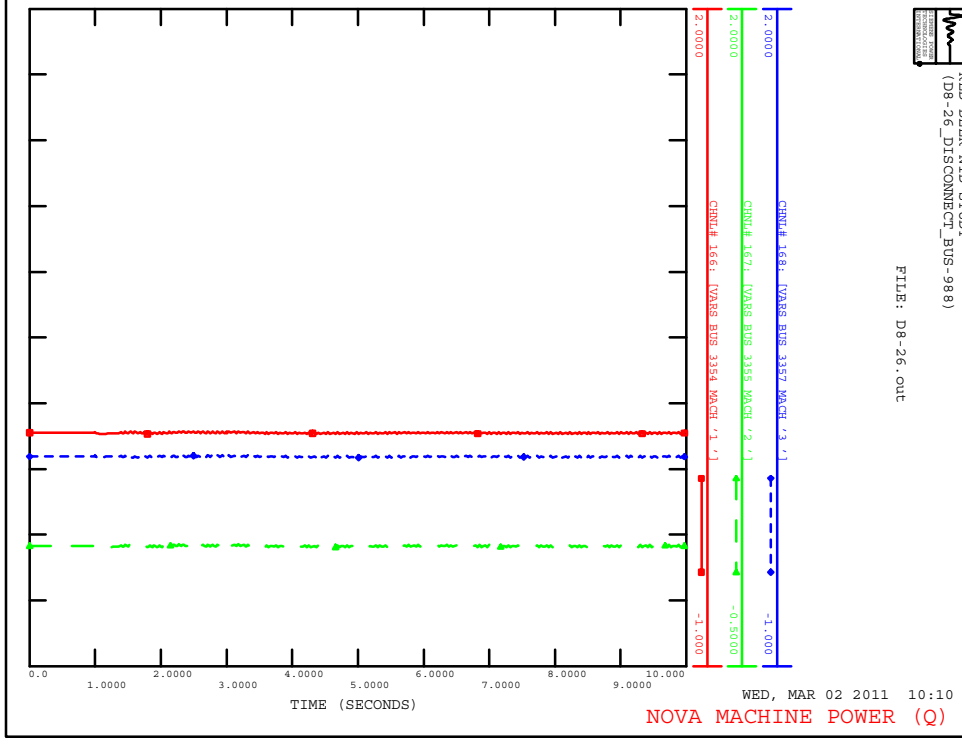

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

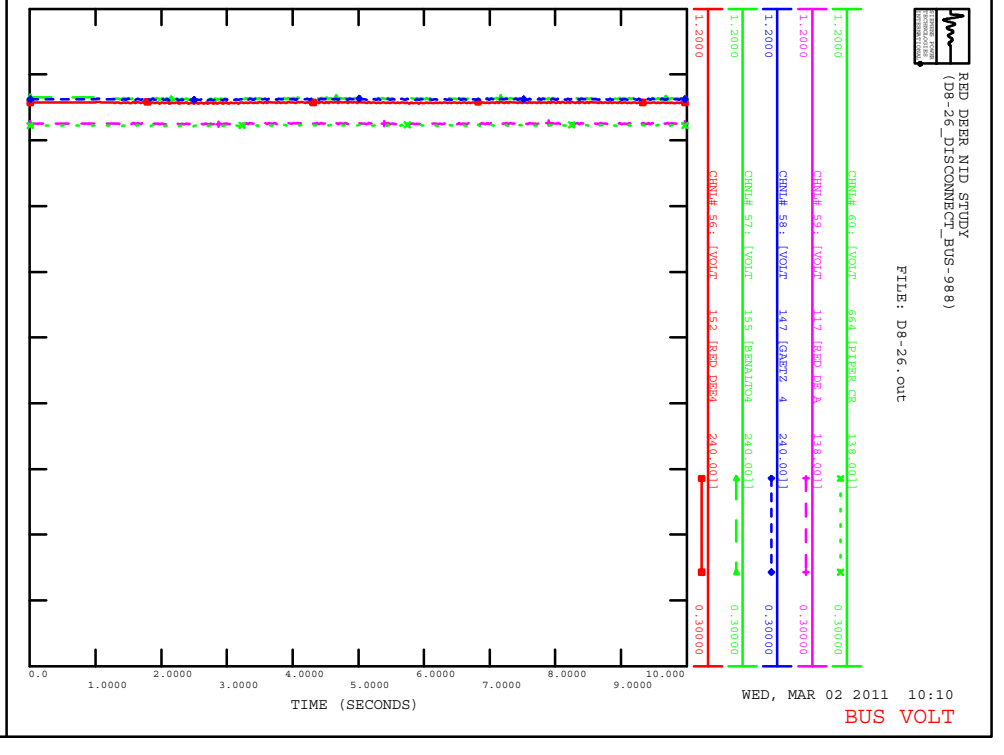

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

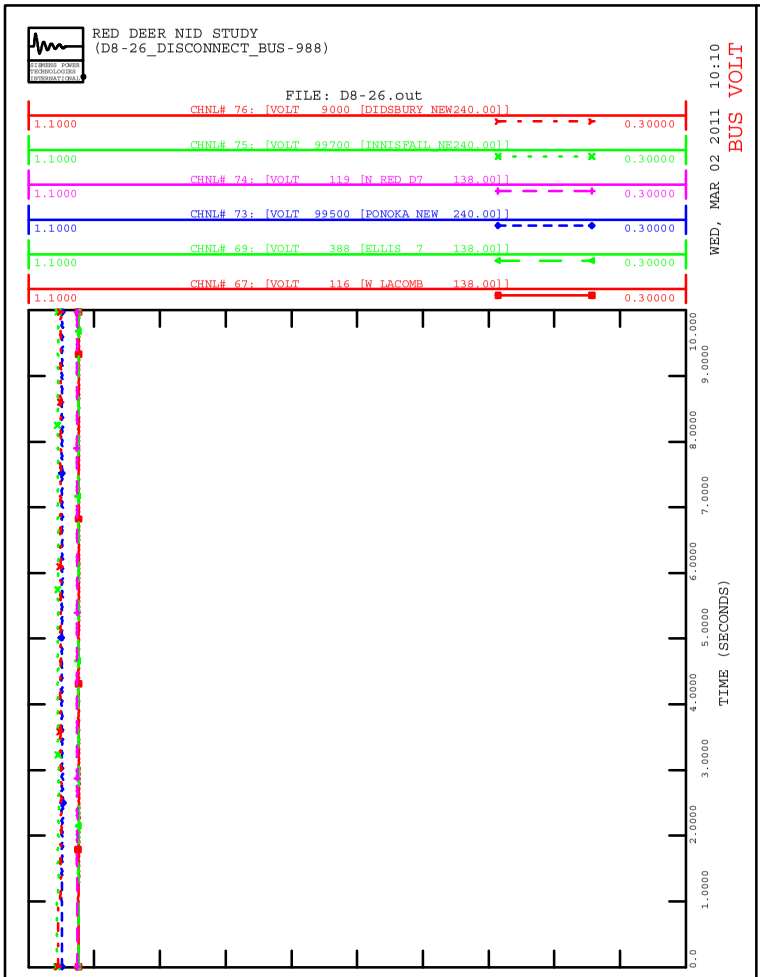

RED DEER NID STUDY
(D8-25_DISCONNECT_BUS-161)
FILE: D8-25.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

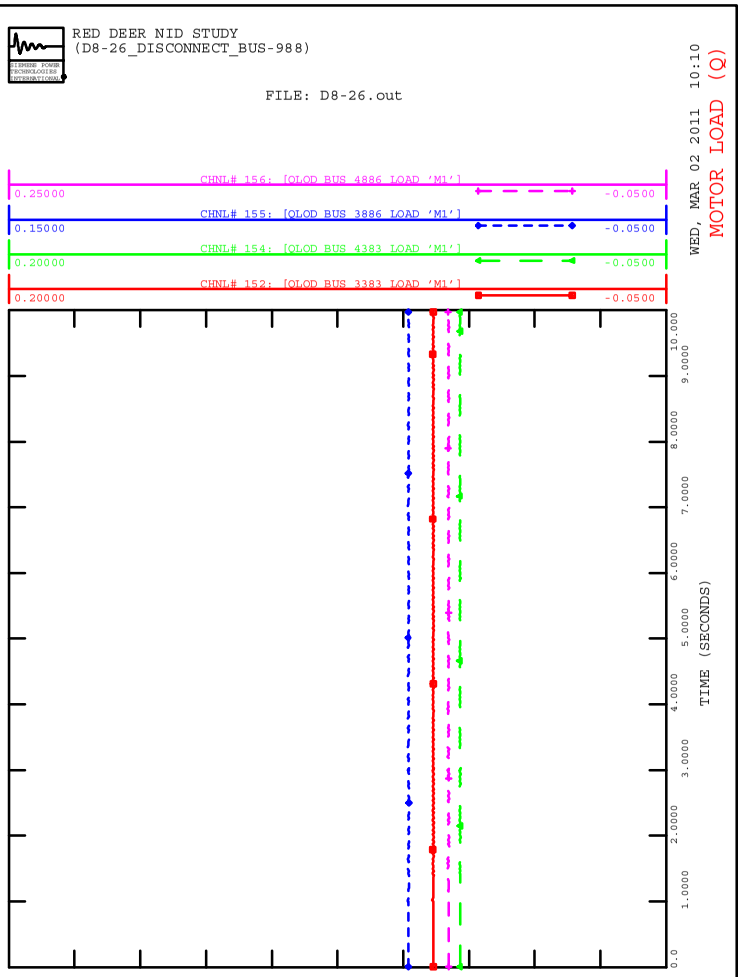

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

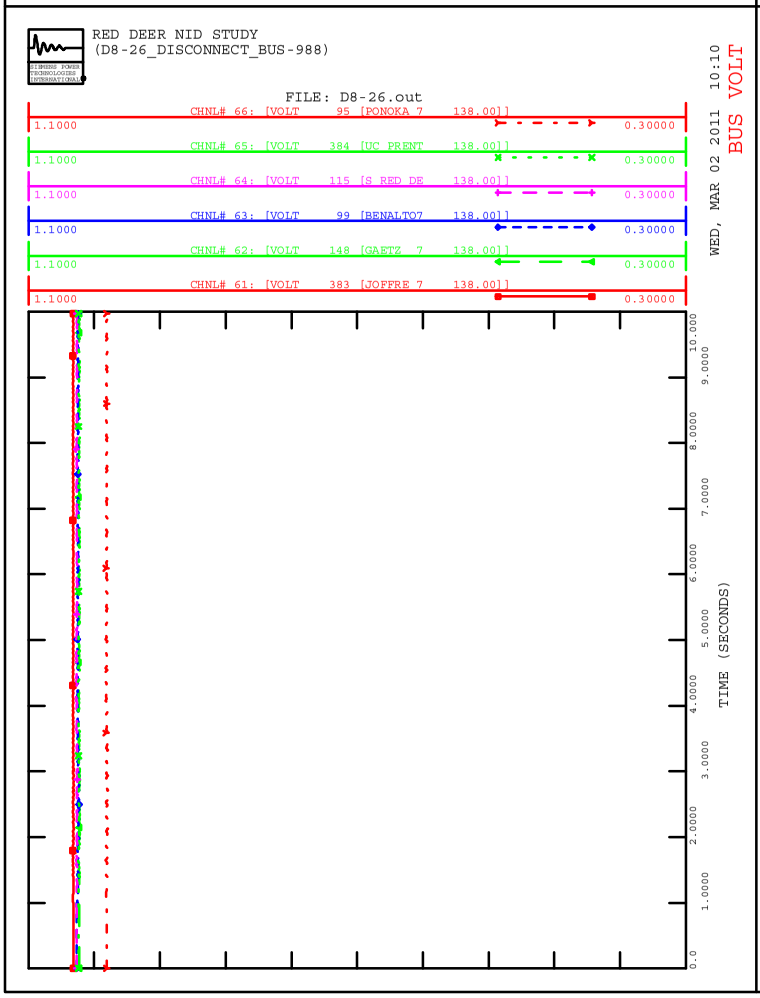

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 163, [POWR BUS 3354 MACH '1 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 165, [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

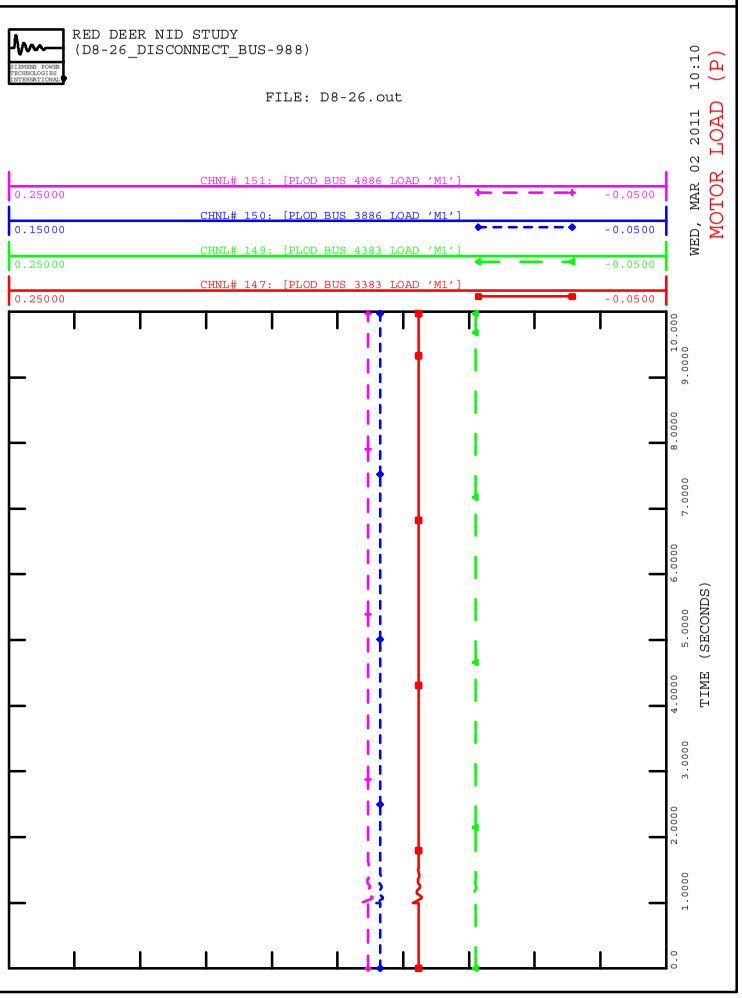

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 166, [VARS BUS 3354 MACH '1 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 168, [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

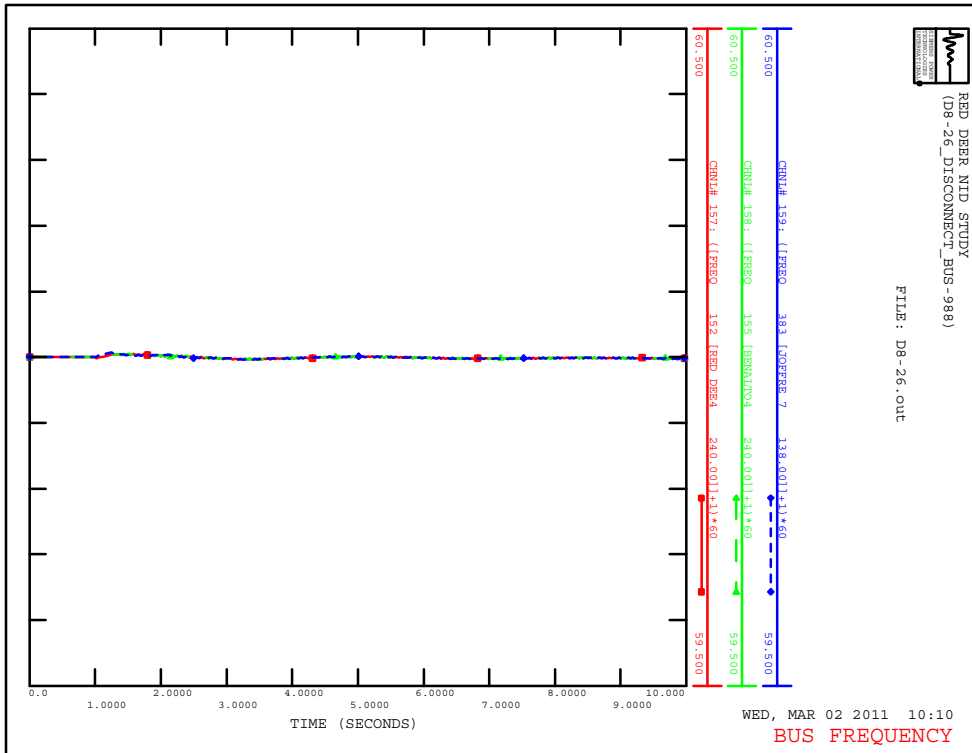

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 56, [VOLT 152 [RED DEER4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59, [VOLT 117 [RED DEER 138.00]]
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

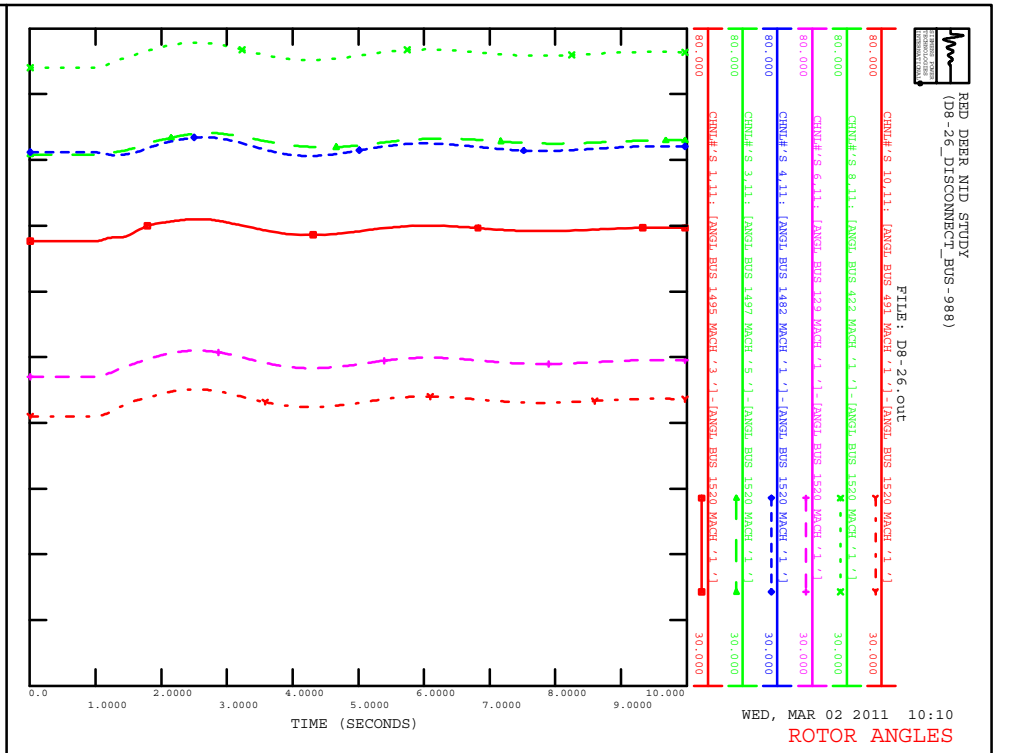

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

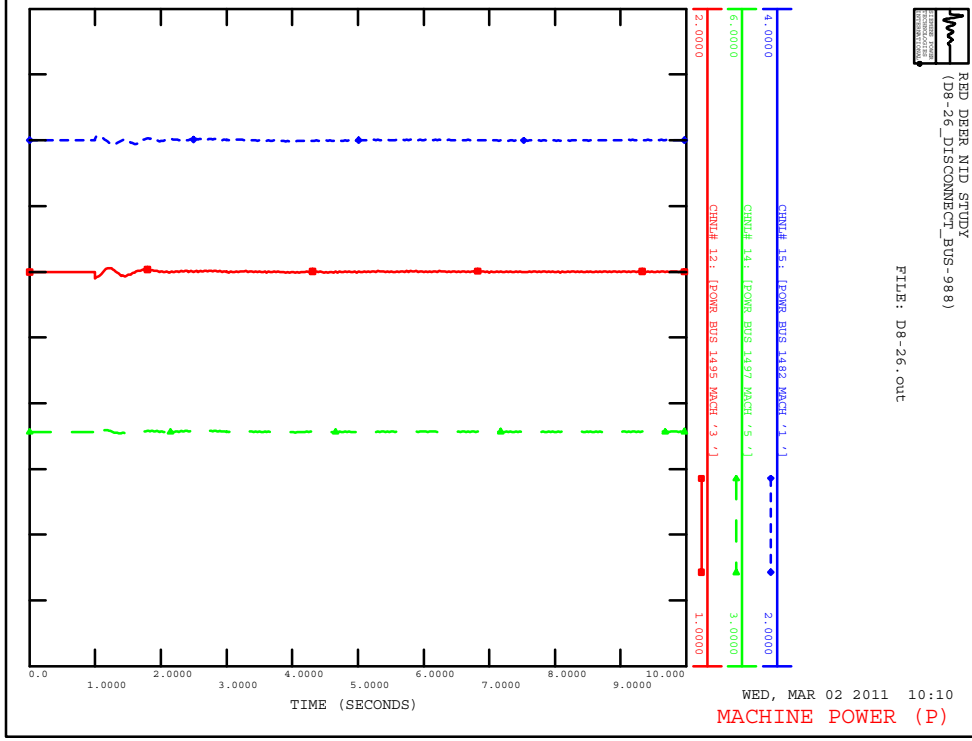

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 156: [QLOD BUS 4886 LOAD '1']
CHNL# 155: [QLOD BUS 3886 LOAD '1']
CHNL# 154: [QLOD BUS 4383 LOAD '1']
CHNL# 152: [QLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

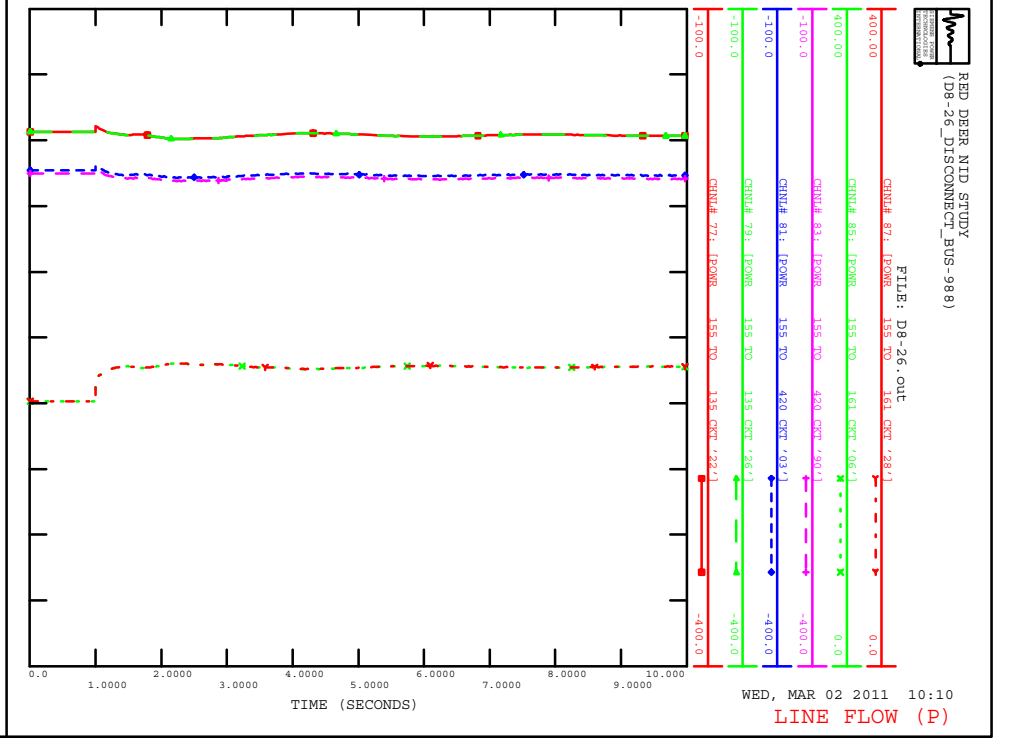

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

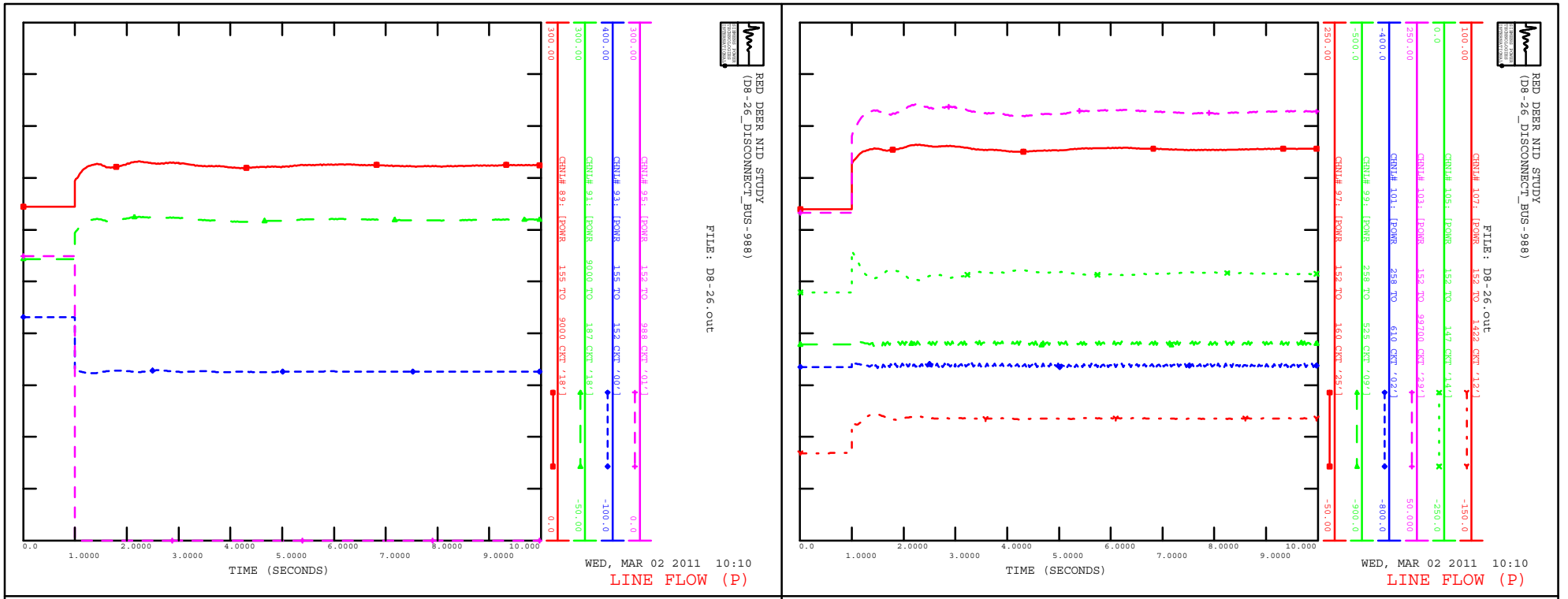

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
CHNL# 151: [PLOD BUS 4886 LOAD '1']
CHNL# 150: [PLOD BUS 3886 LOAD '1']
CHNL# 149: [PLOD BUS 4383 LOAD '1']
CHNL# 147: [PLOD BUS 3383 LOAD '1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000

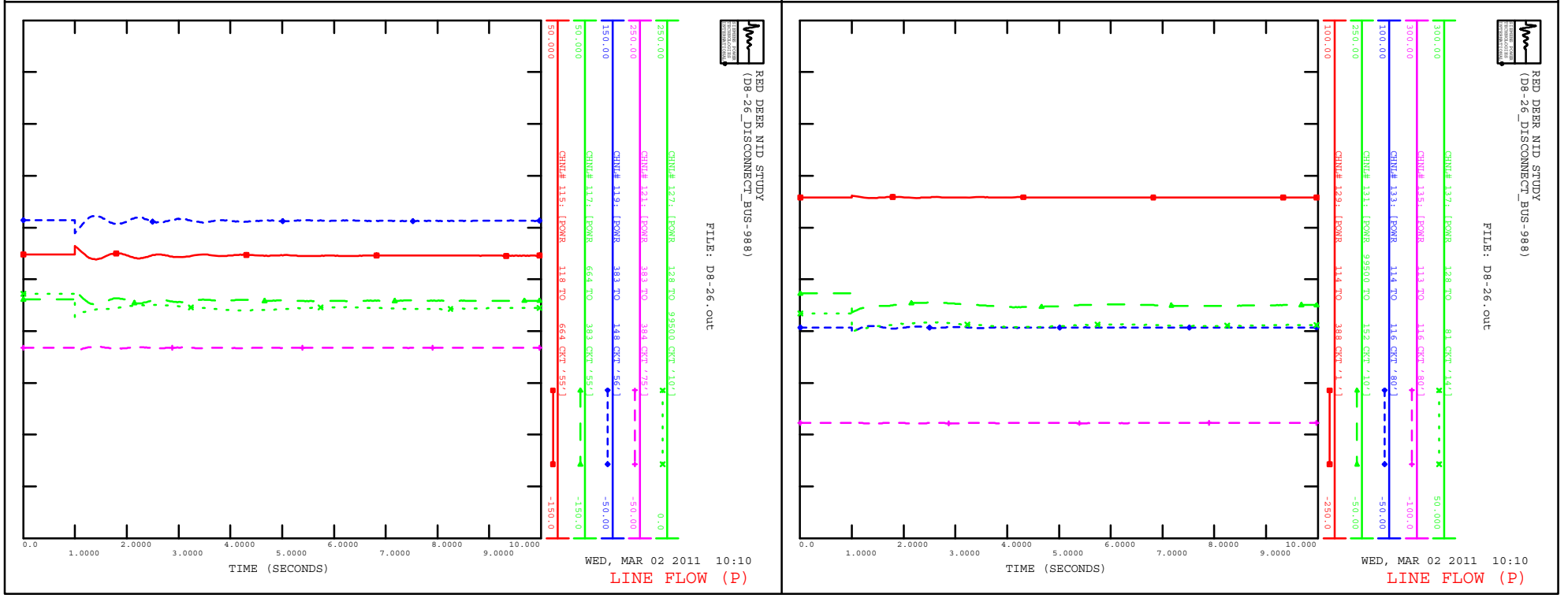

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

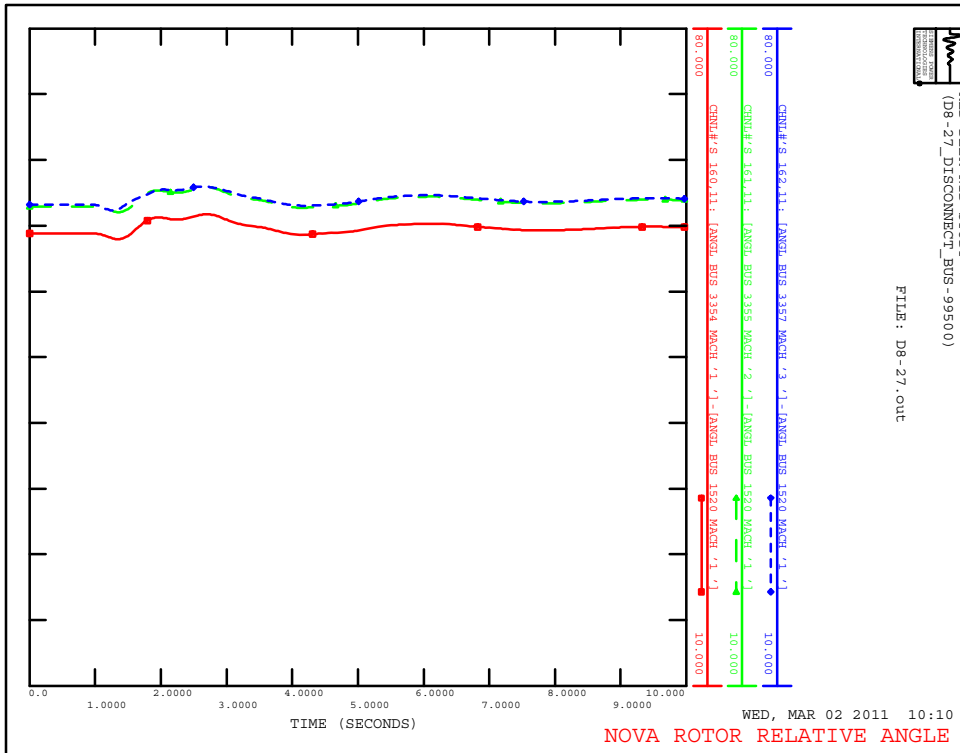

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

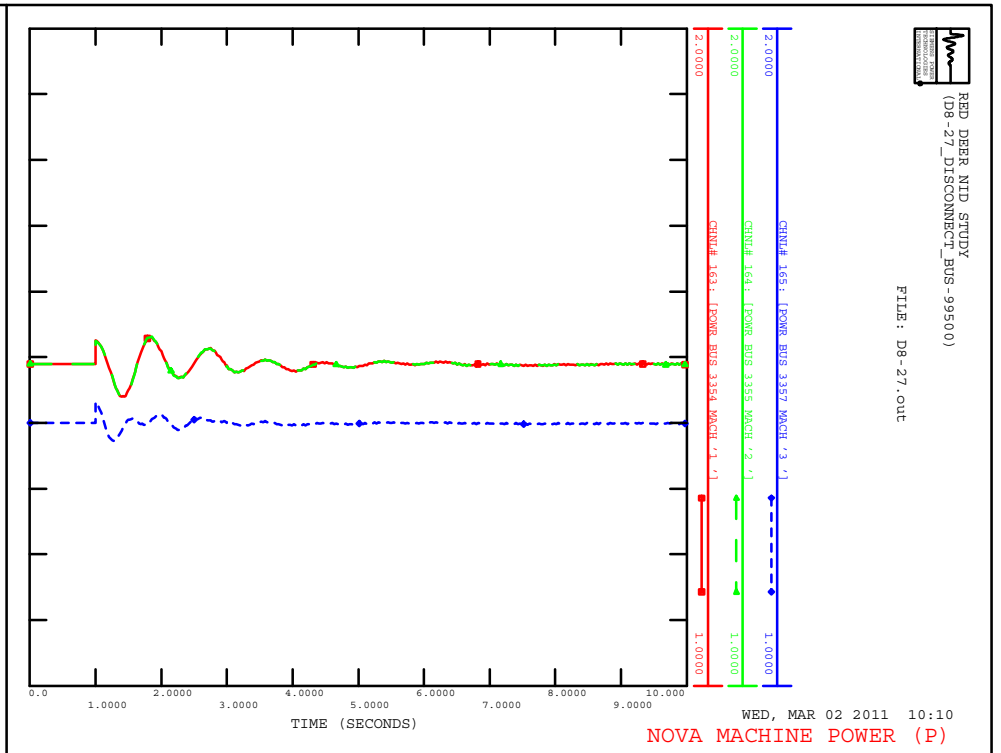

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

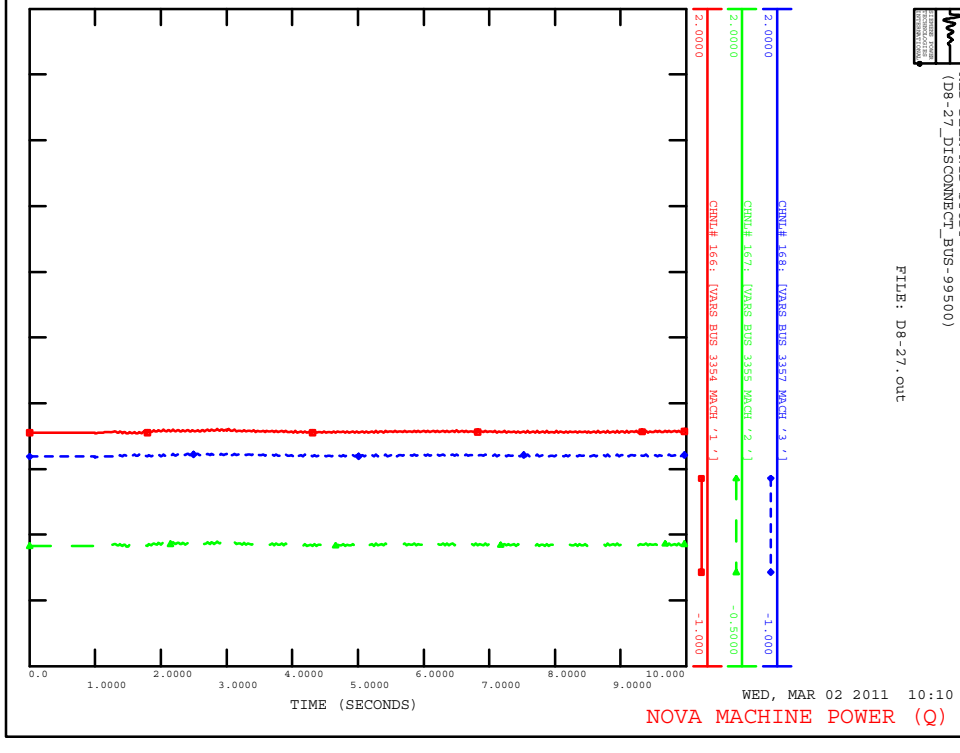

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

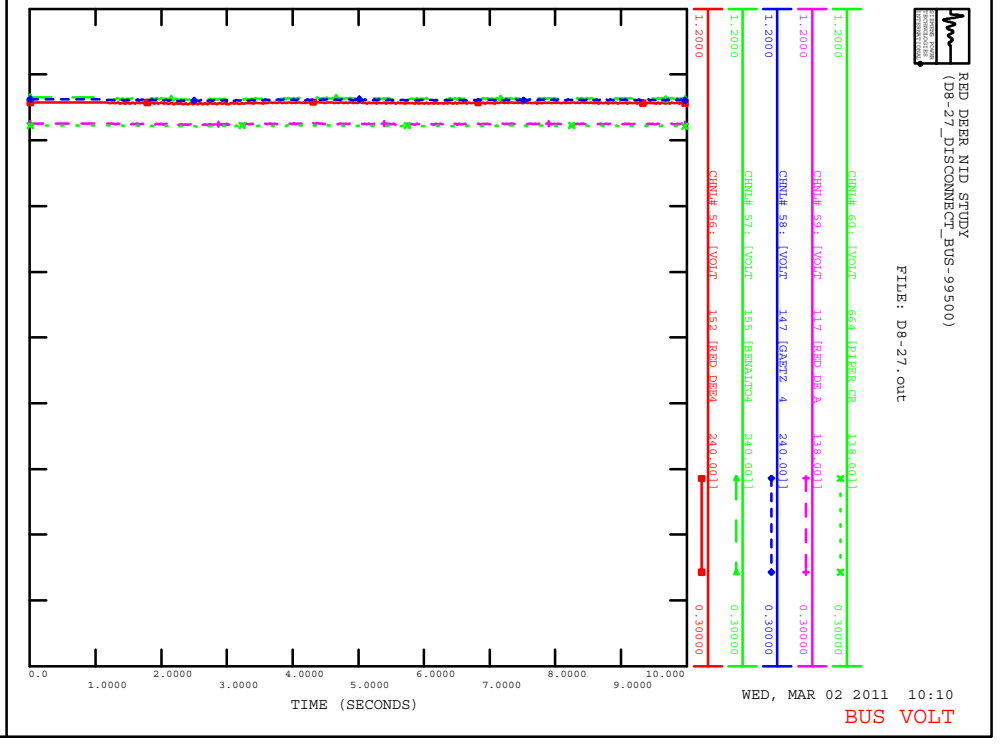

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

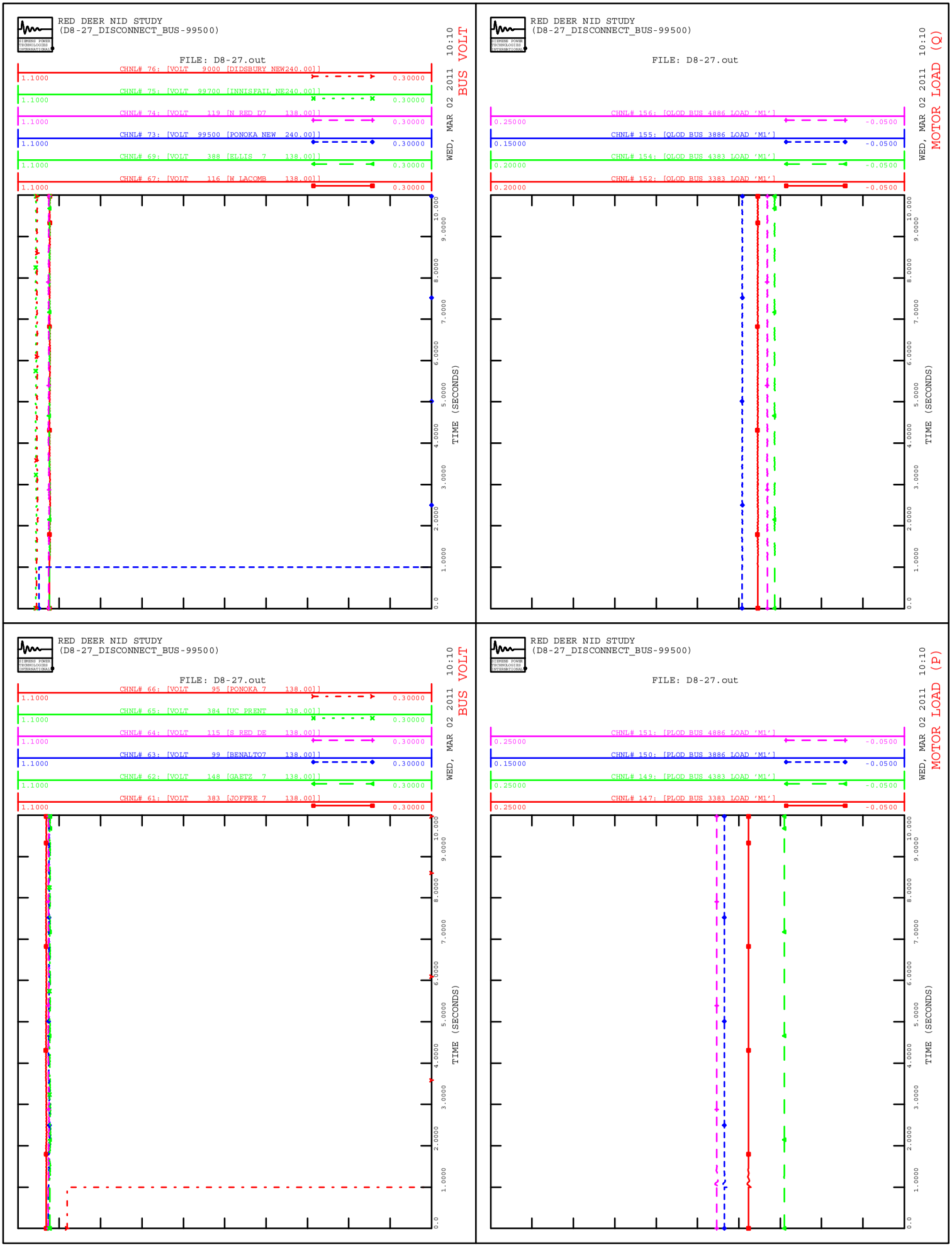

RED DEER NID STUDY
(D8-26_DISCONNECT_BUS-988)
FILE: D8-26.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

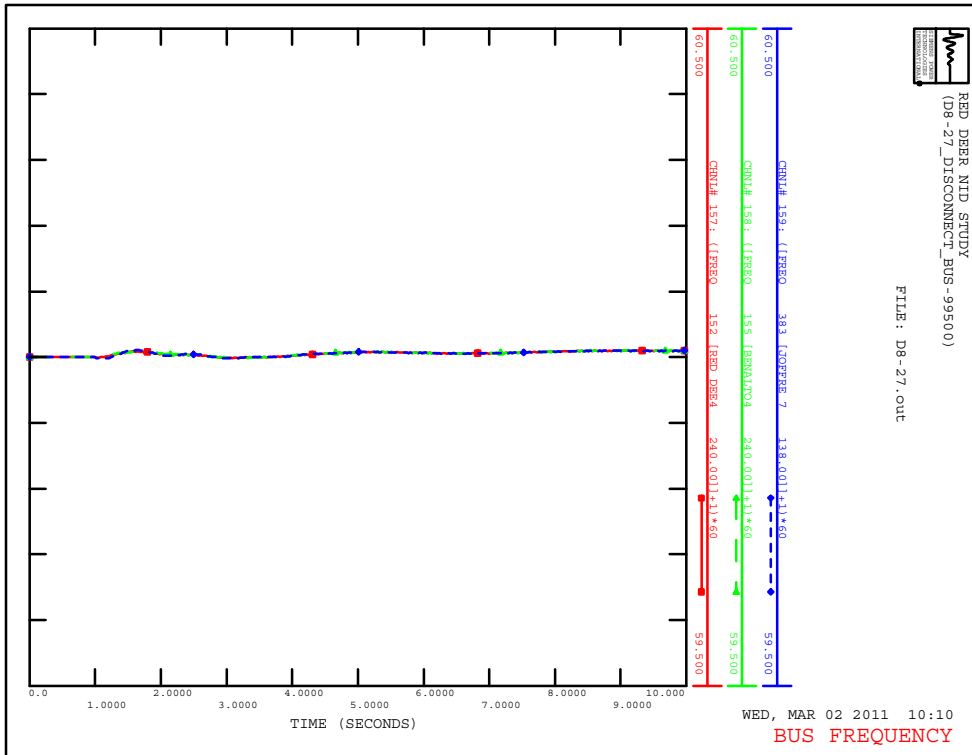

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

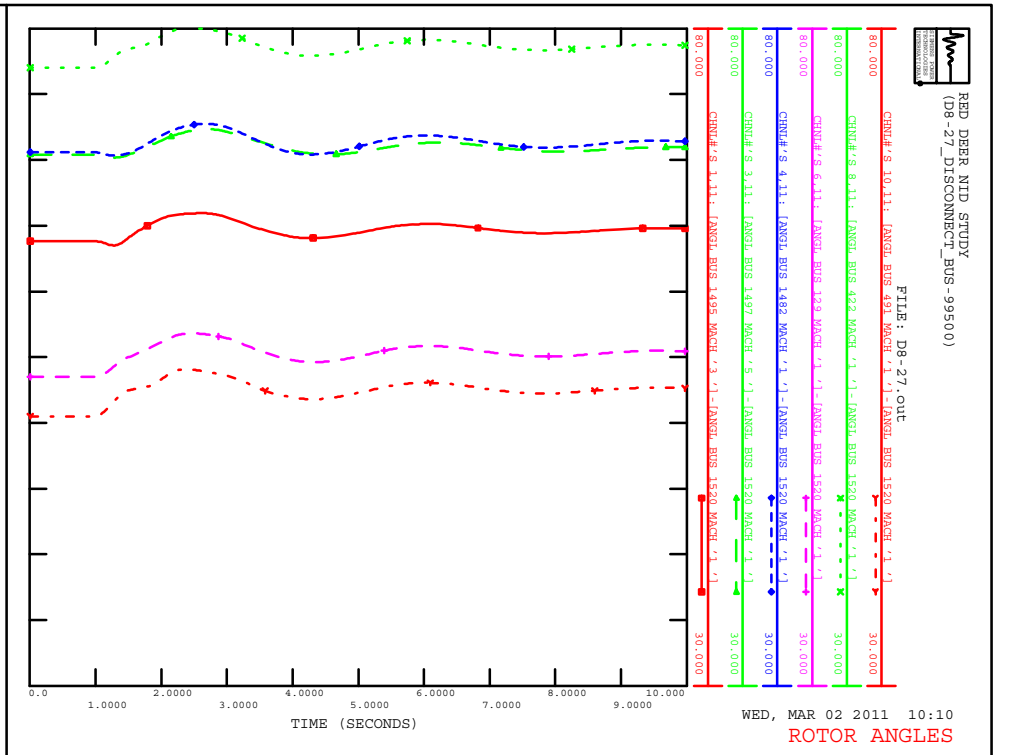

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

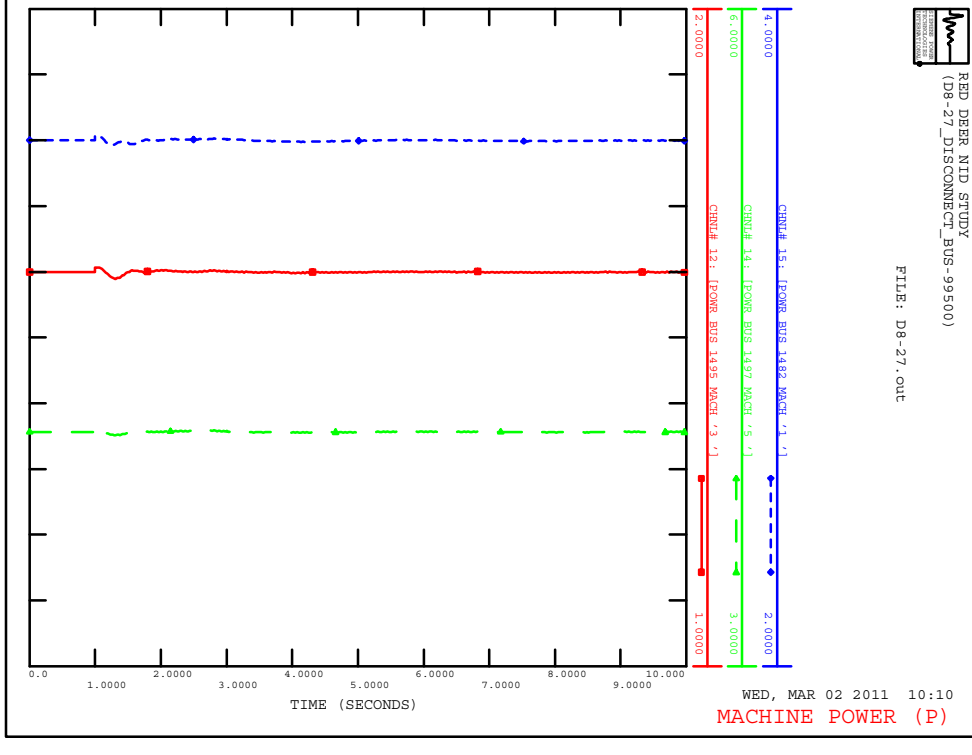

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

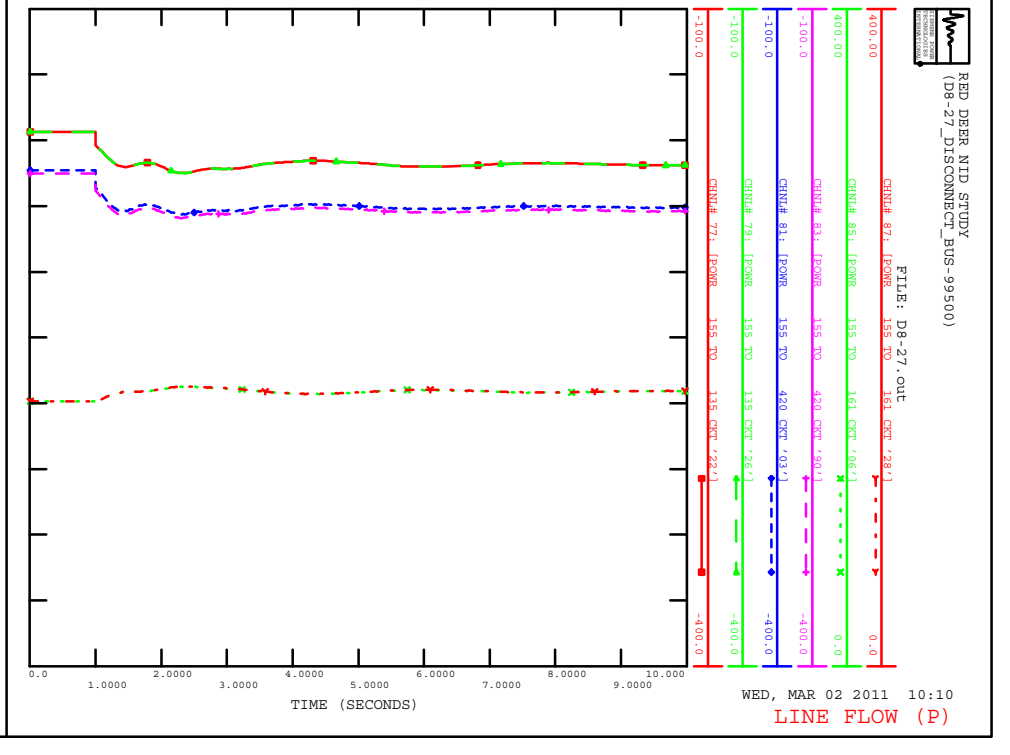

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

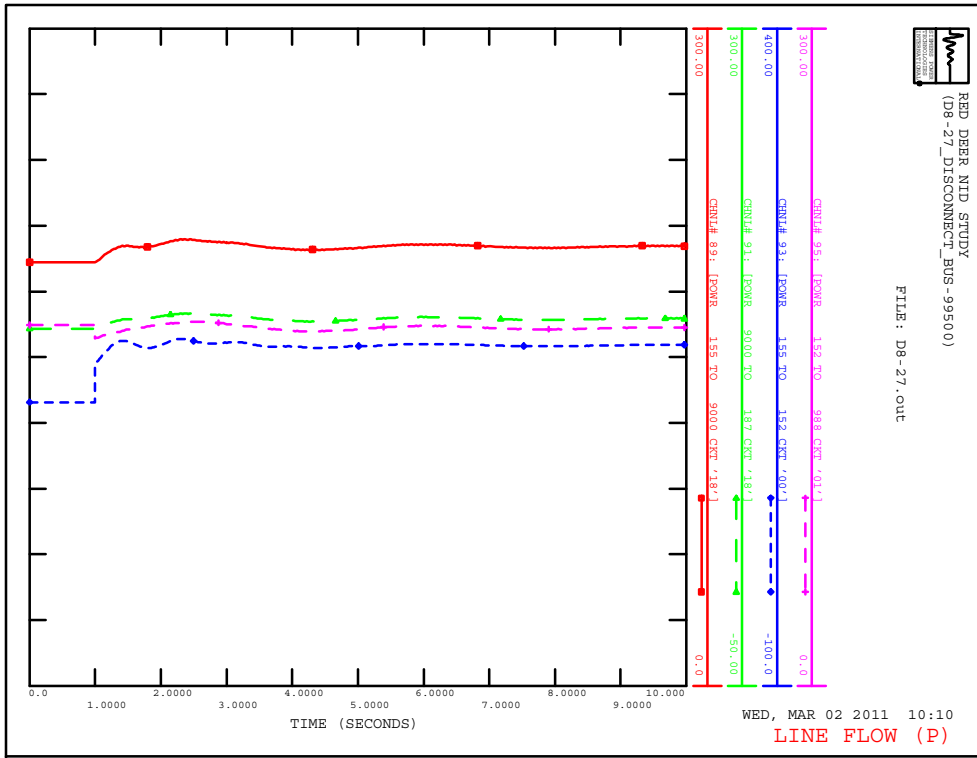

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

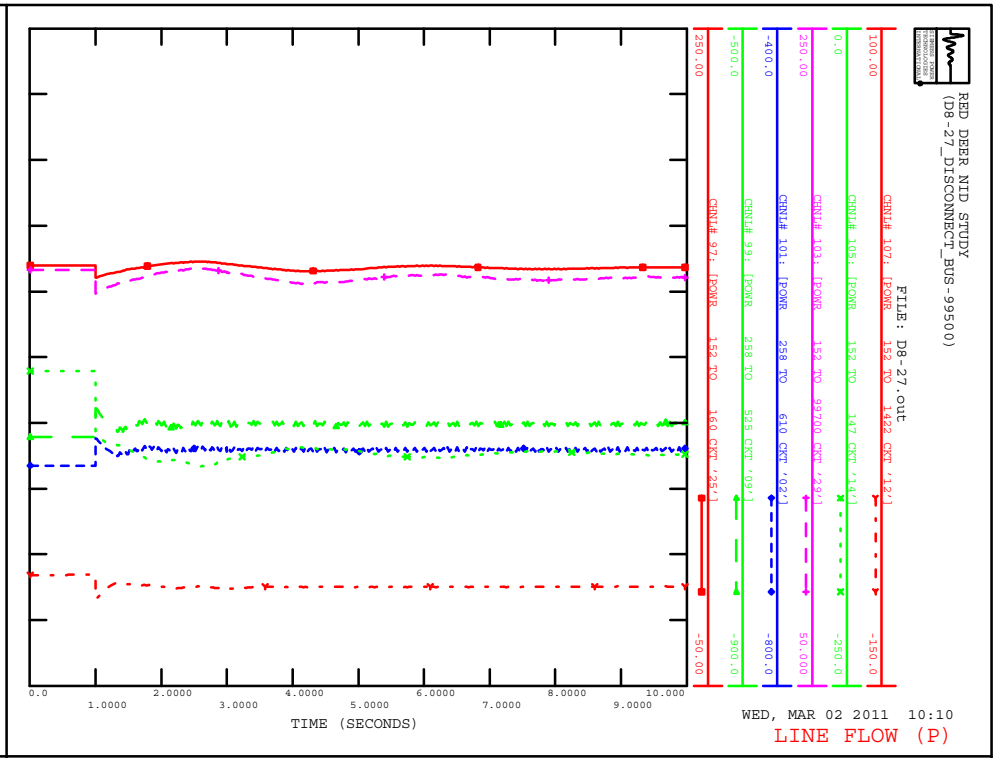

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

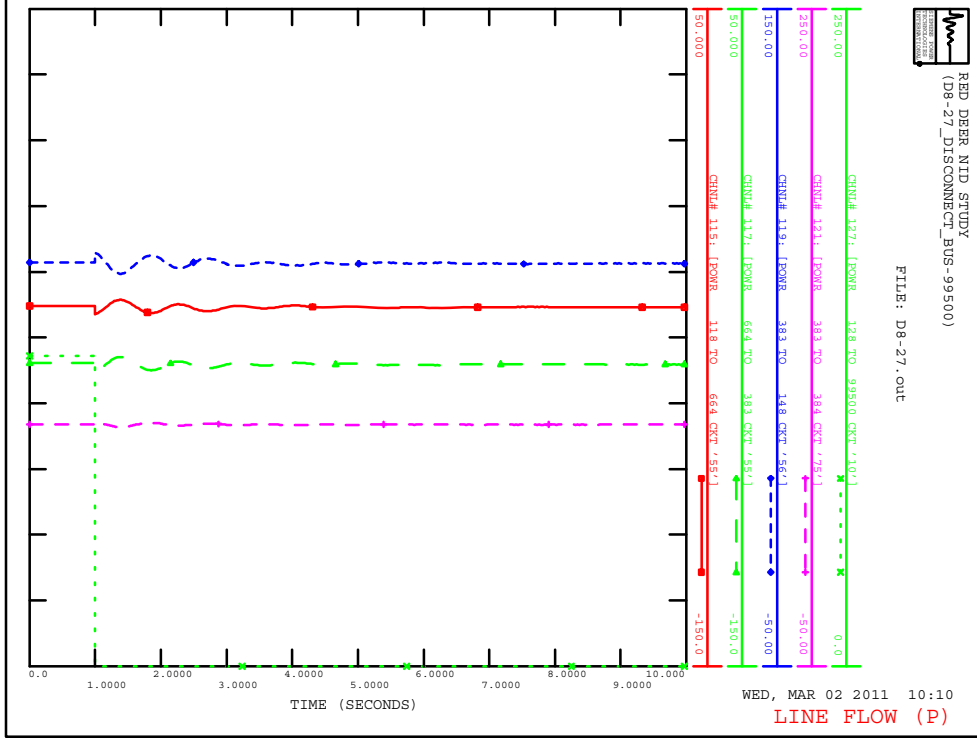

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

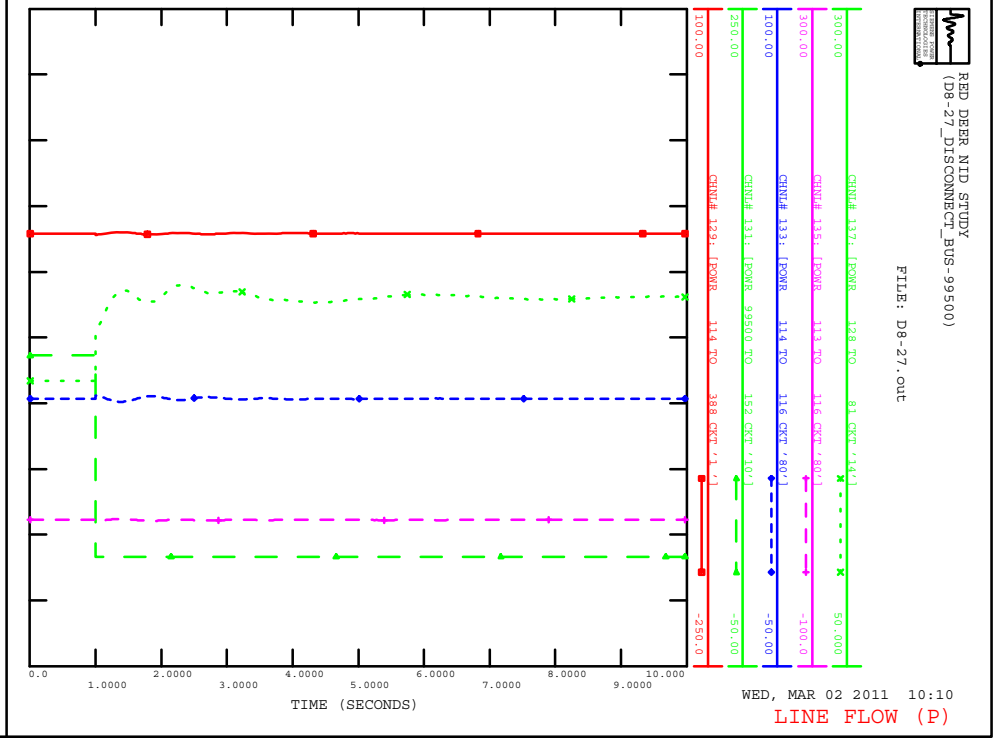

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)

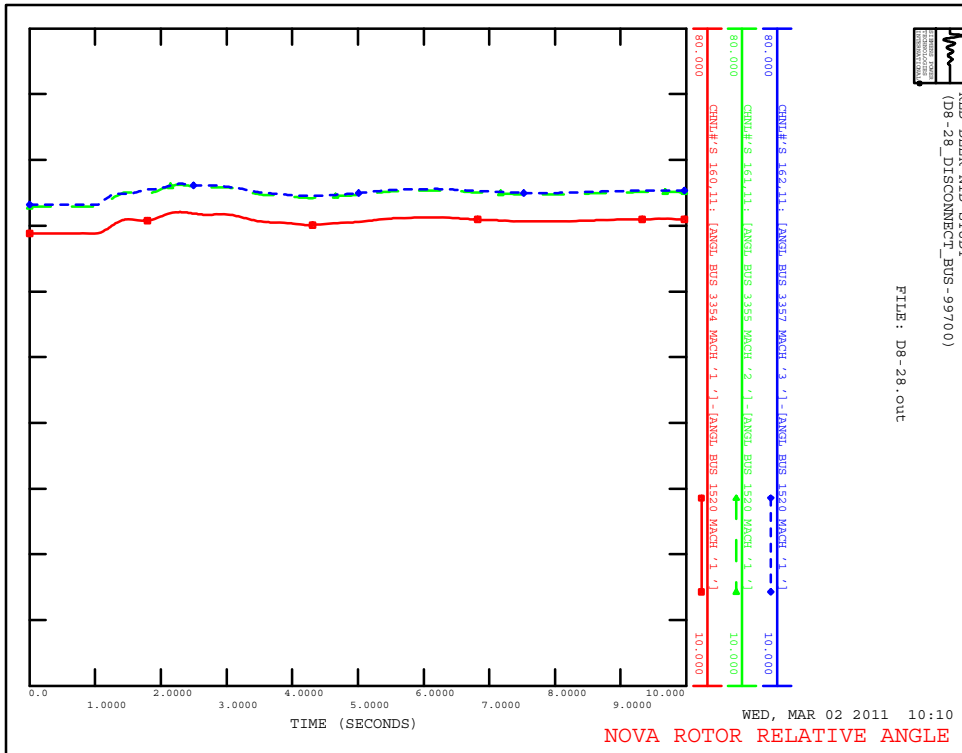

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

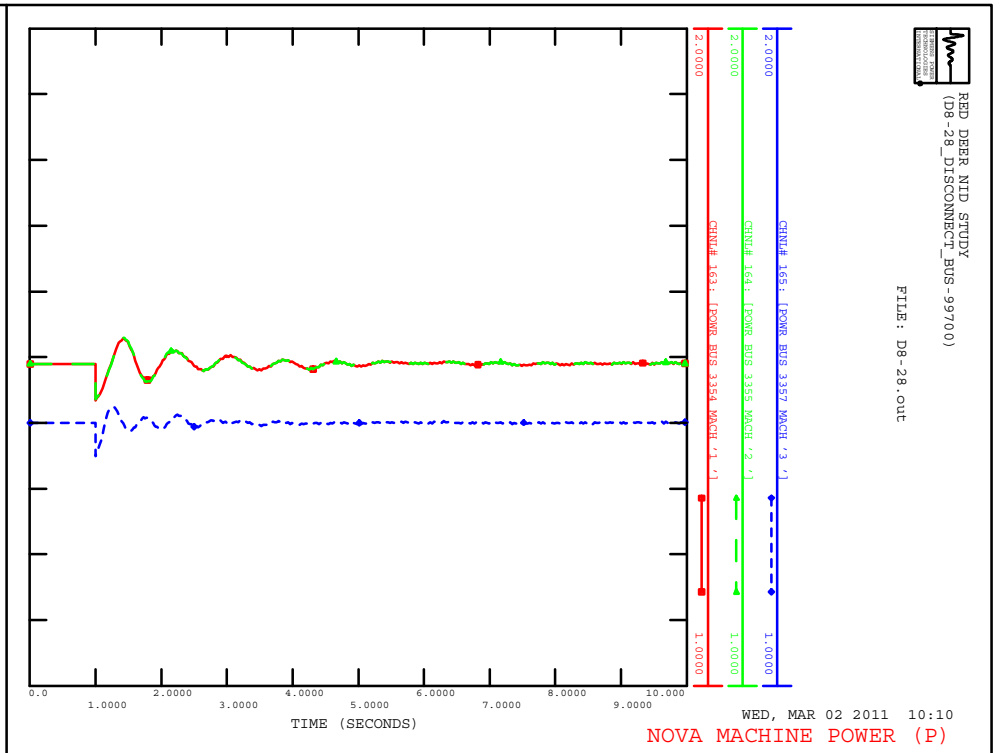

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

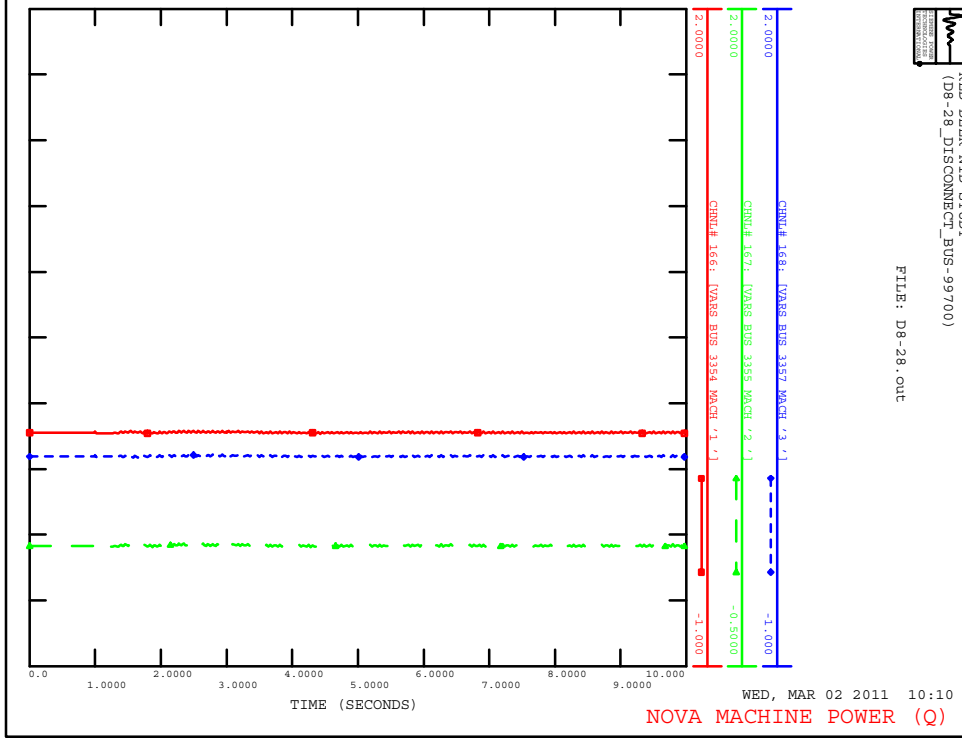

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

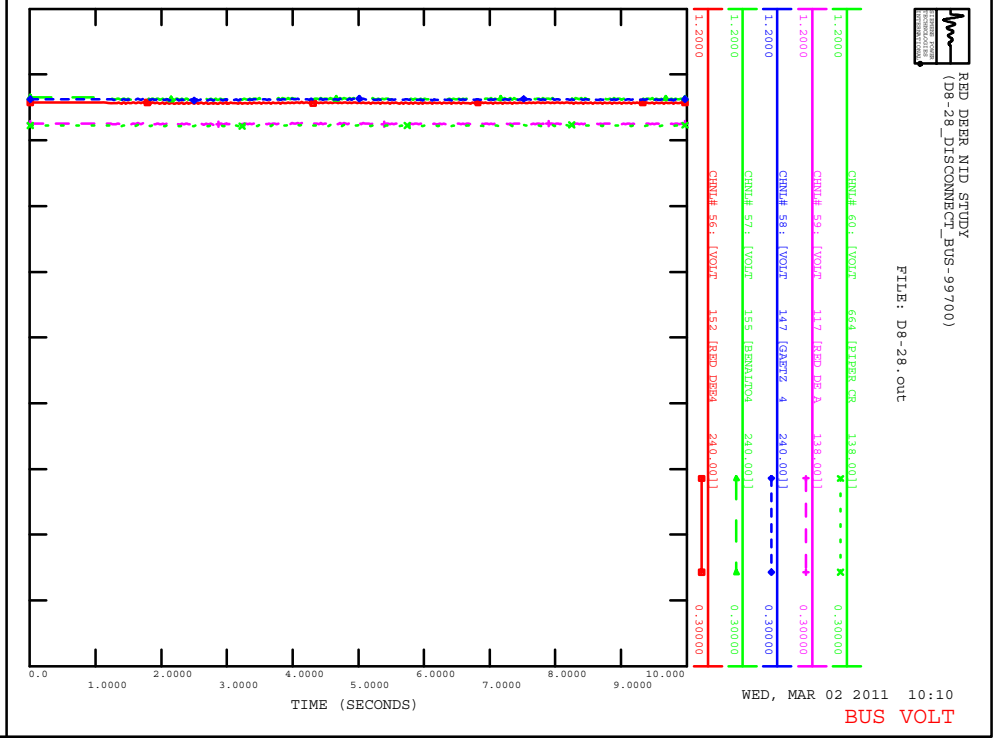

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

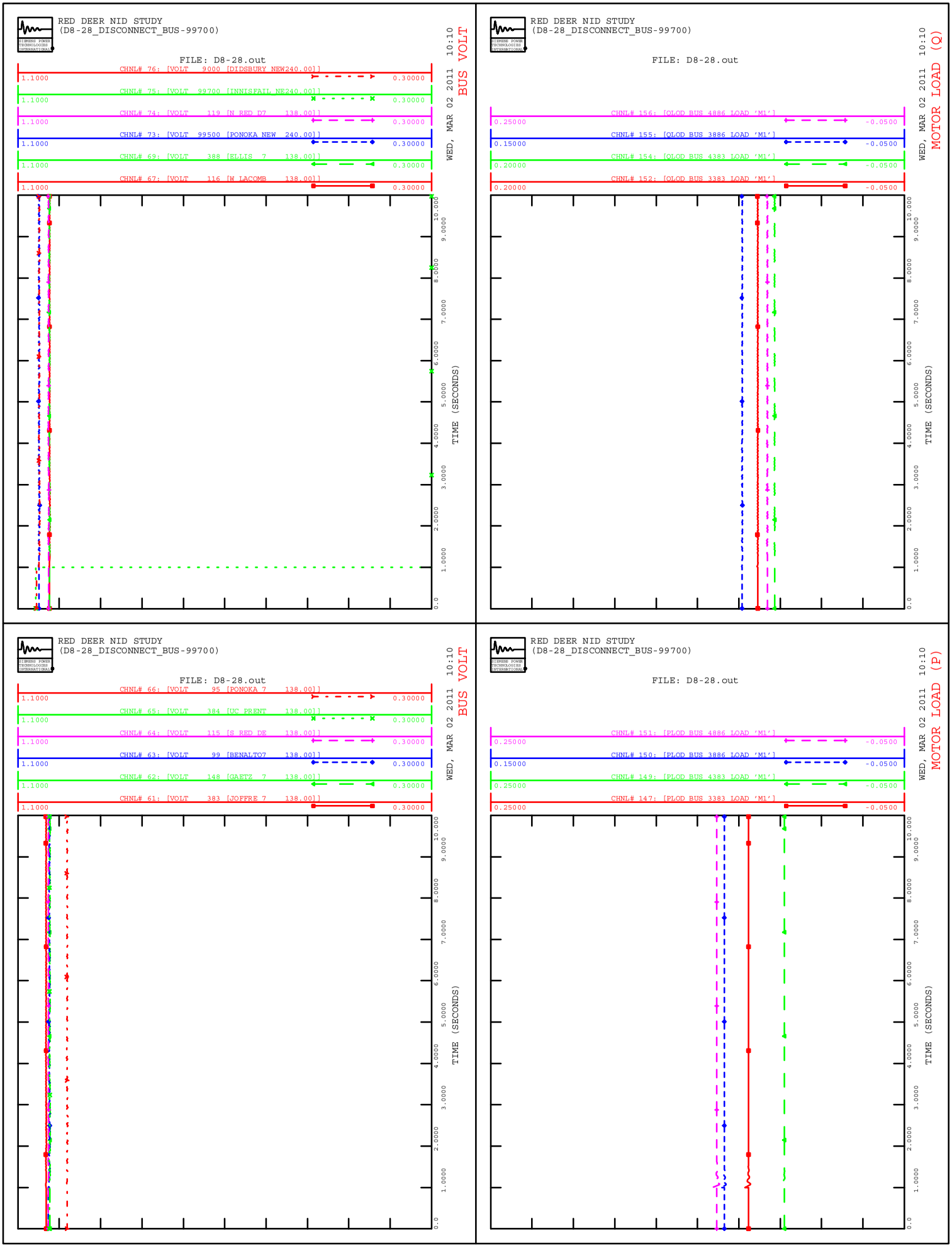

RED DEER NID STUDY
(D8-27_DISCONNECT_BUS-99500)
FILE: D8-27.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

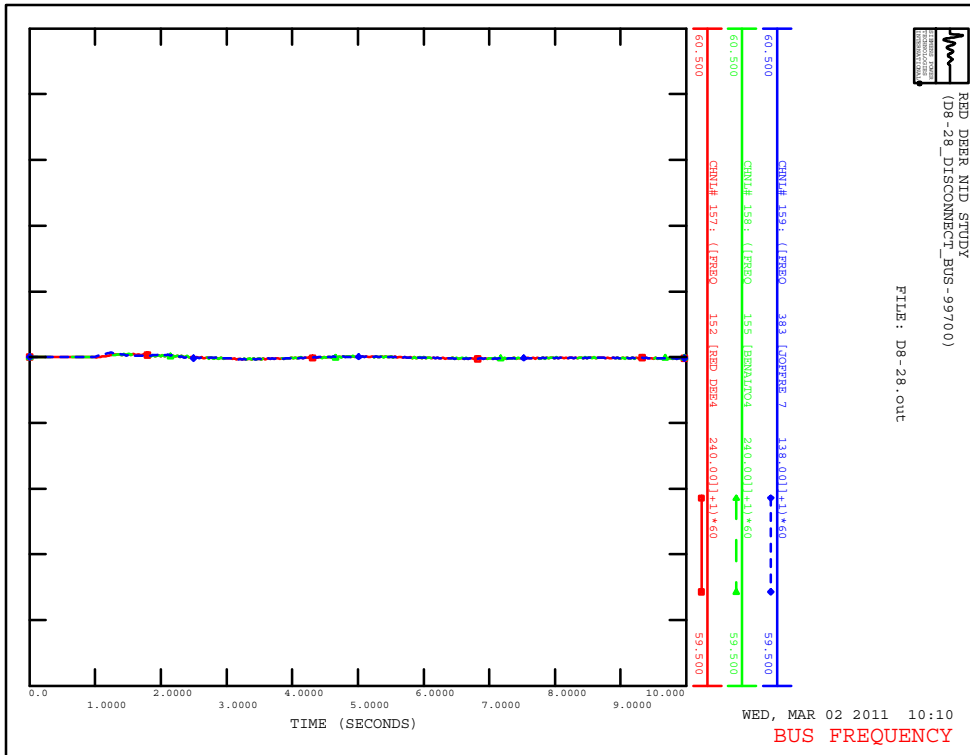

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
80.000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

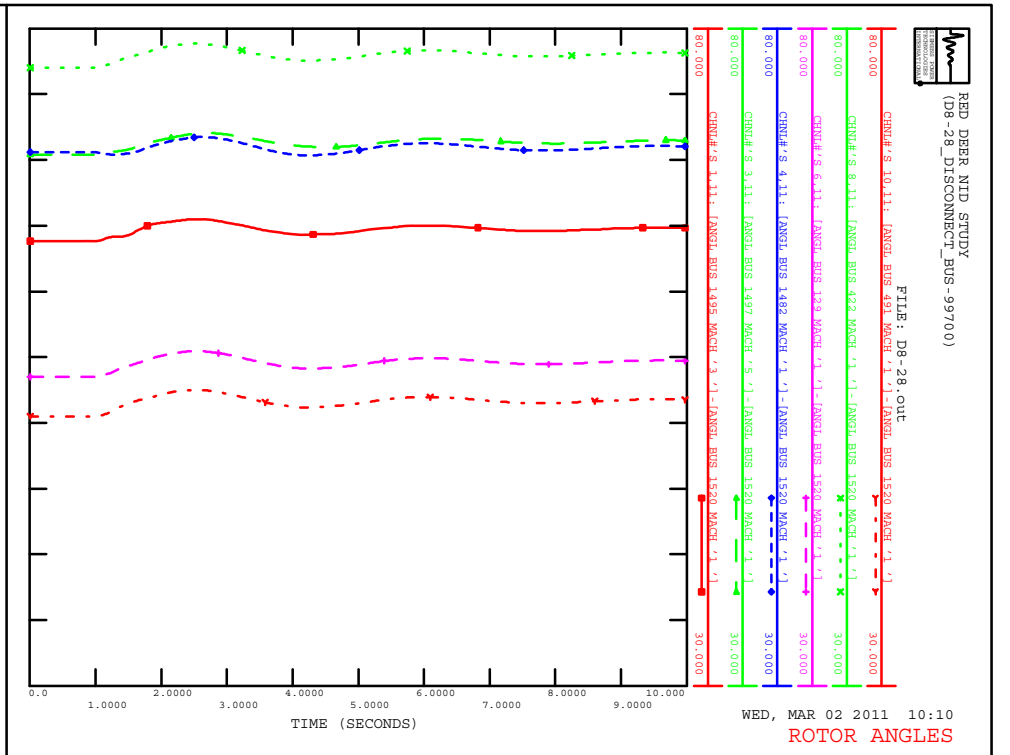

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.0000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

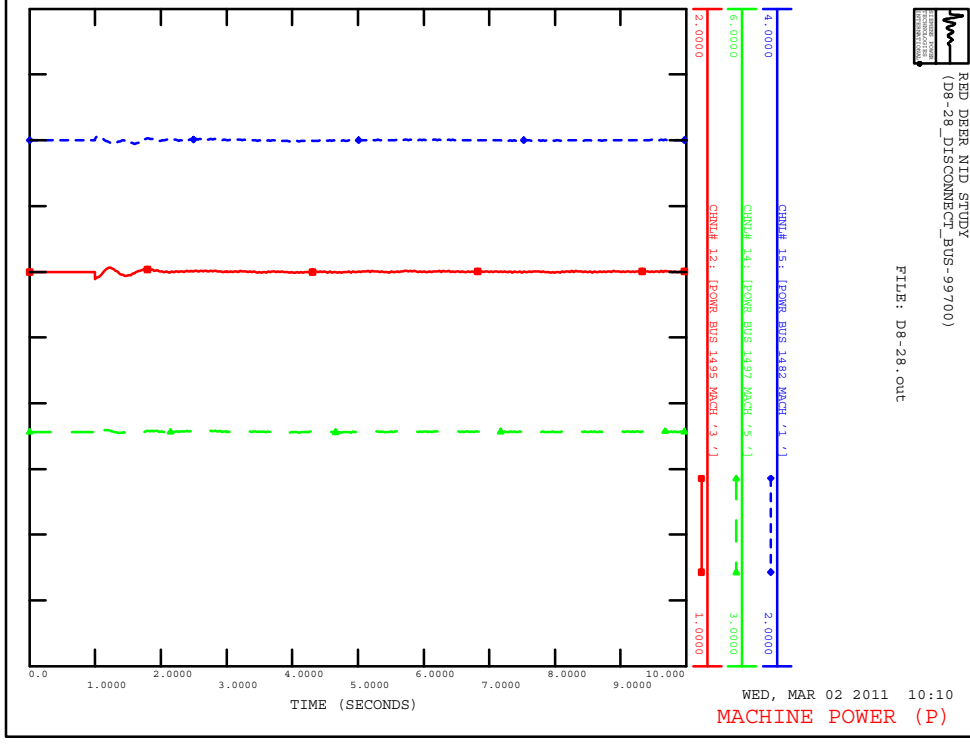

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
2.0000
-0.5000
-1.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

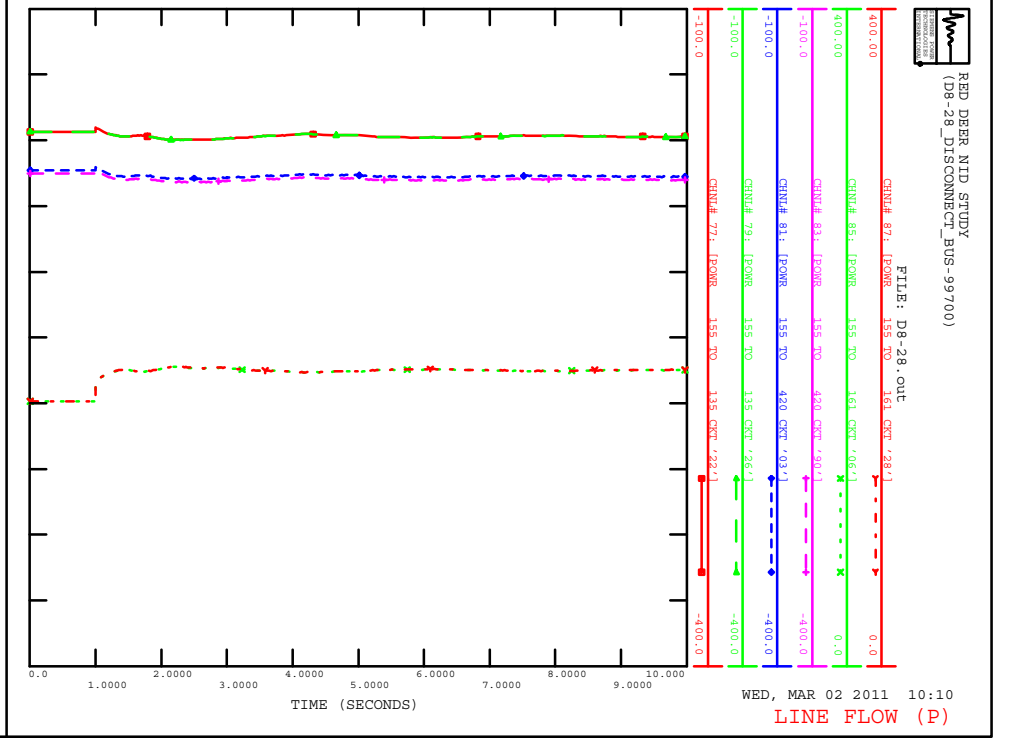

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

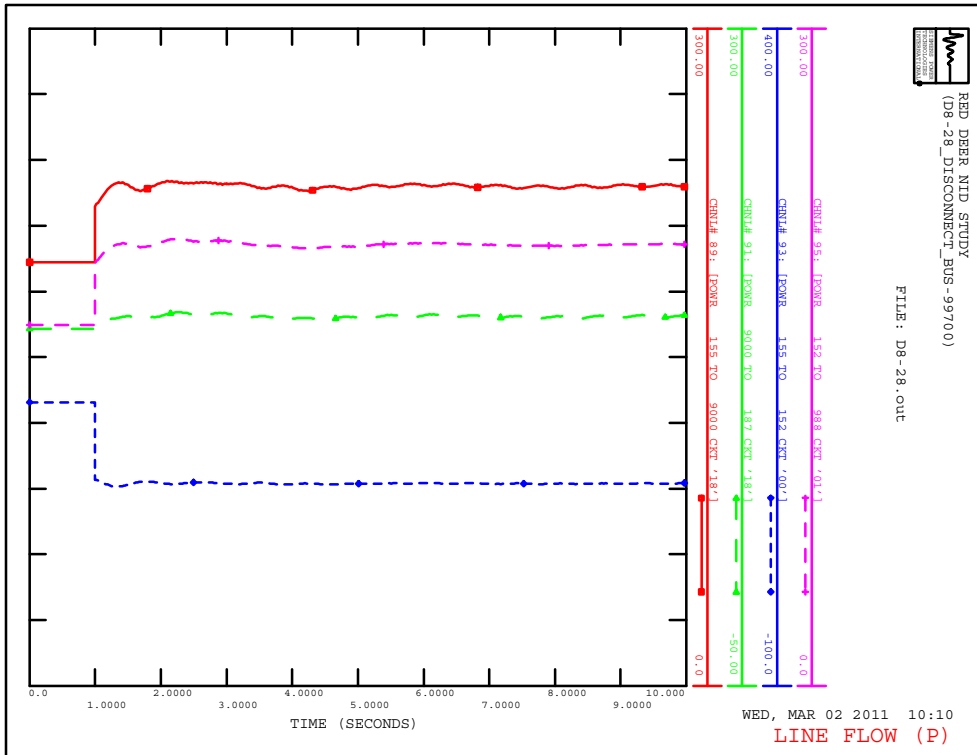

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 74: [VOLT 119 [N RED D7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]]
CHNL# 67: [VOLT 116 [W LACOMB 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.20000
0.20000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)
TIME (SECONDS)
RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
1.1000
0.30000
WED, MAR 02 2011 10:10
BUS VOLT
TIME (SECONDS)
RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
0.25000
0.15000
0.25000
0.25000
-0.0500
WED, MAR 02 2011 10:10
MOTOR LOAD (P)
TIME (SECONDS)

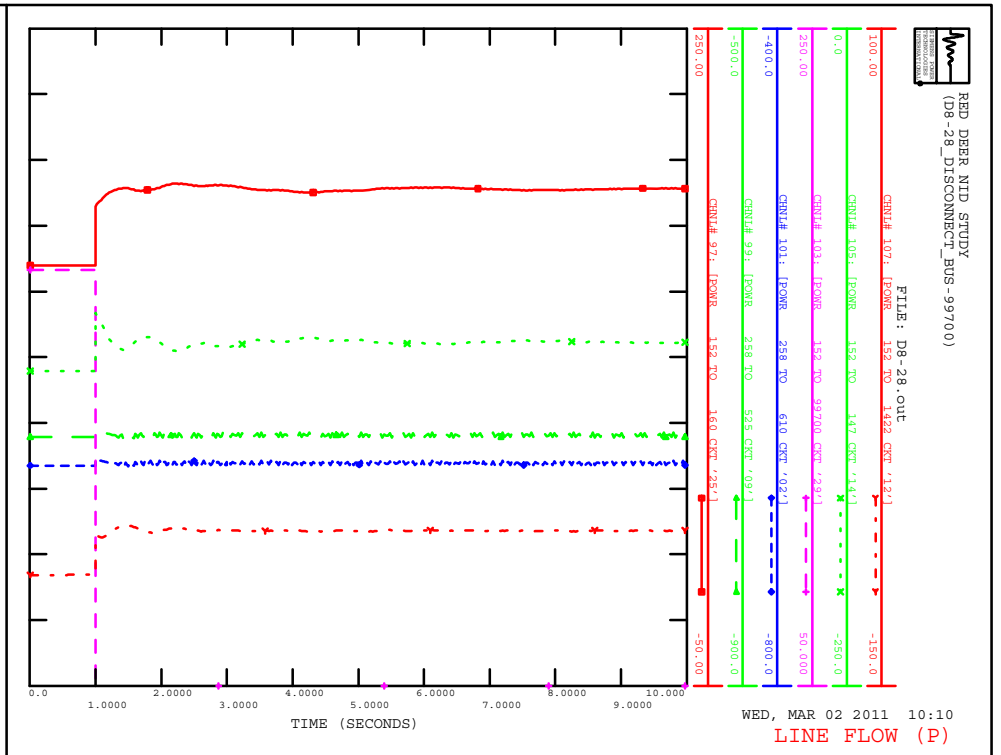

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

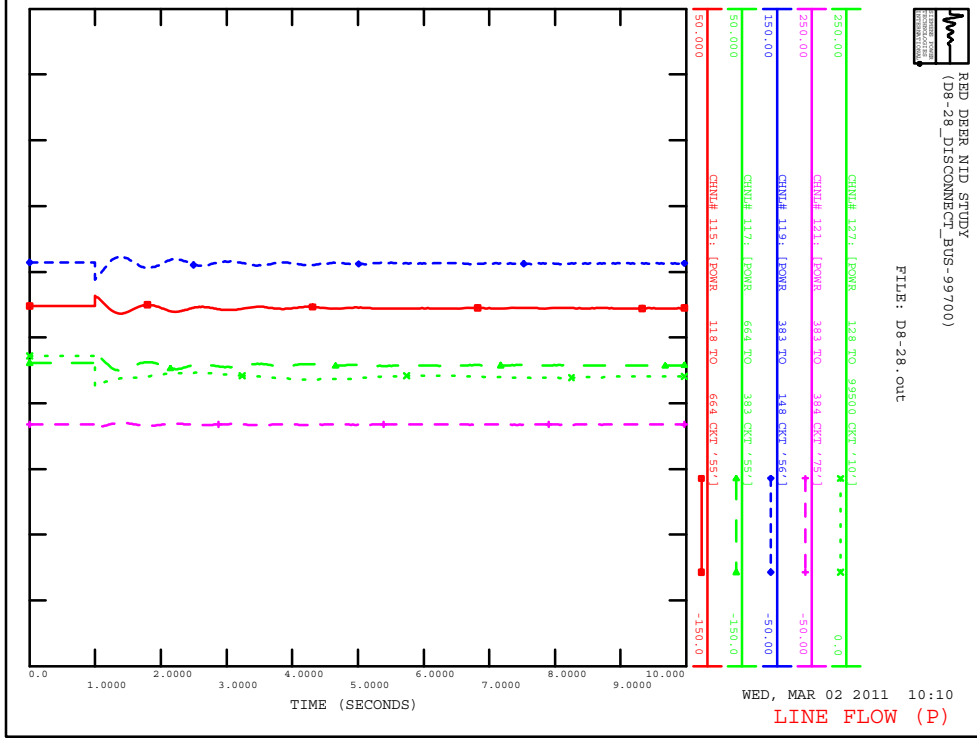

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

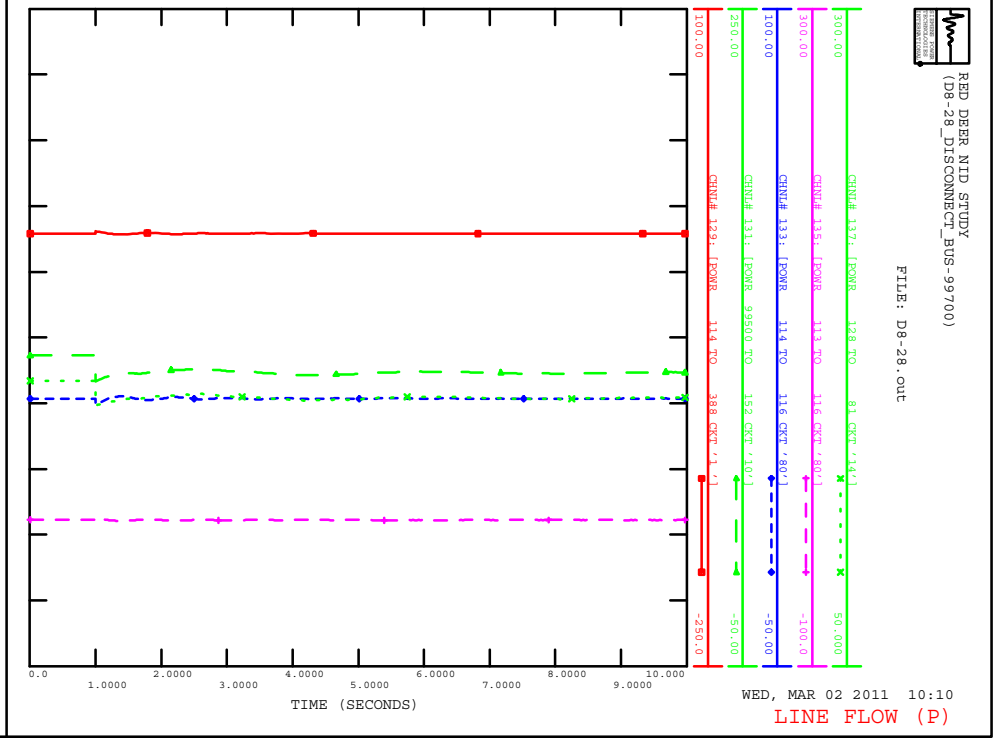

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

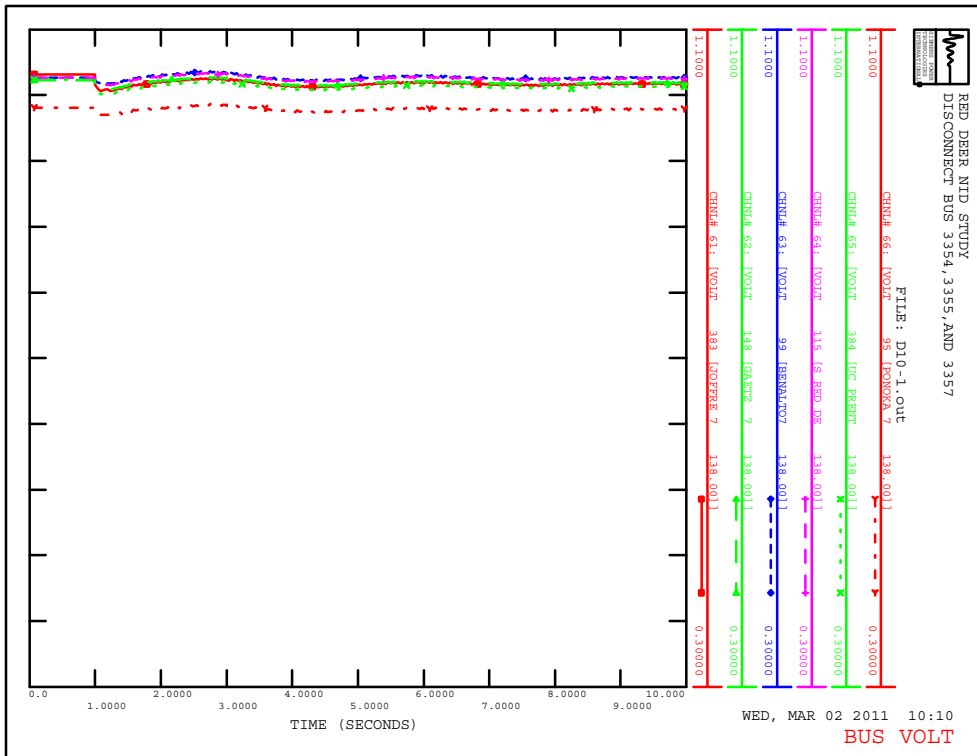

RED DEER NID STUDY
(D8-28_DISCONNECT_BUS-99700)
FILE: D8-28.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

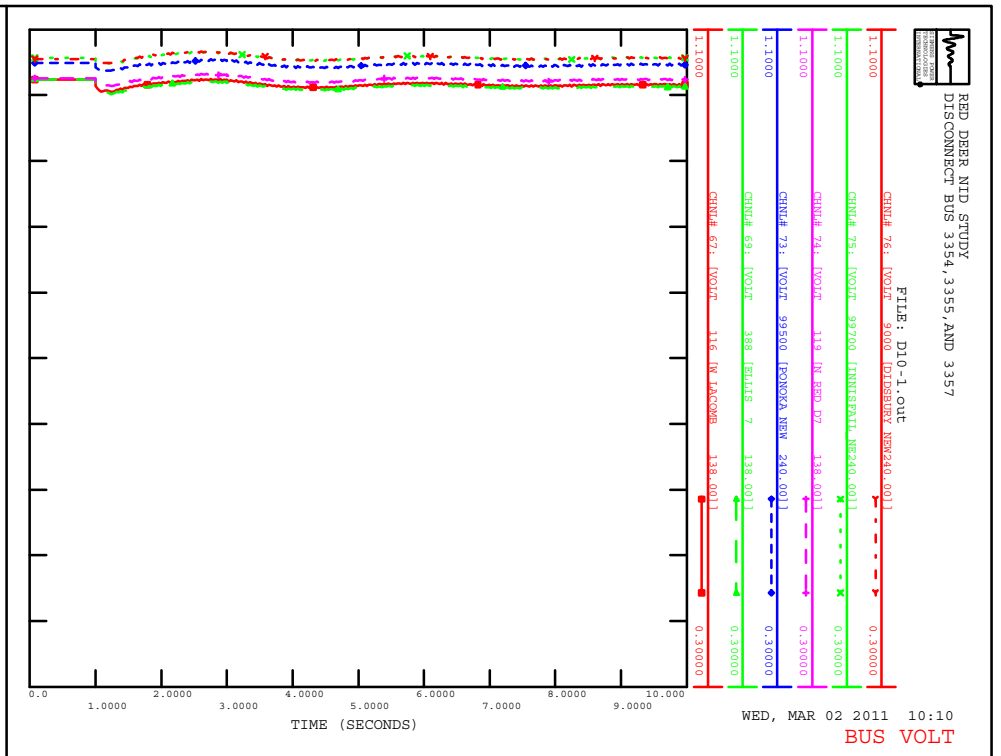
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (P)

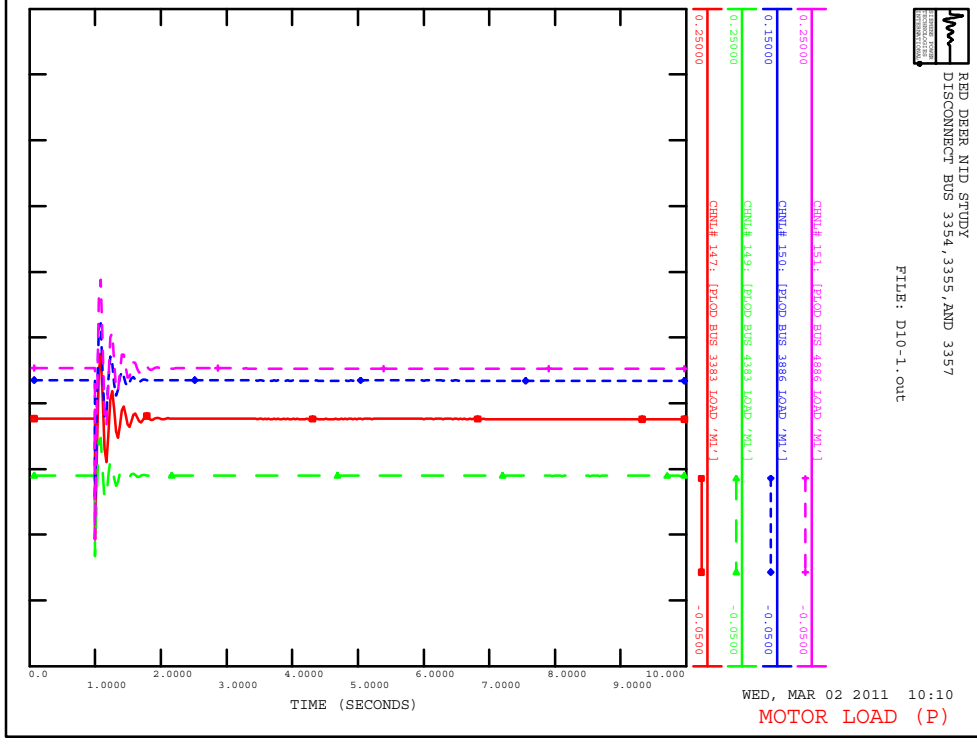
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 162, [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
90.000
80.000
10.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA ROTOR RELATIVE ANGLE

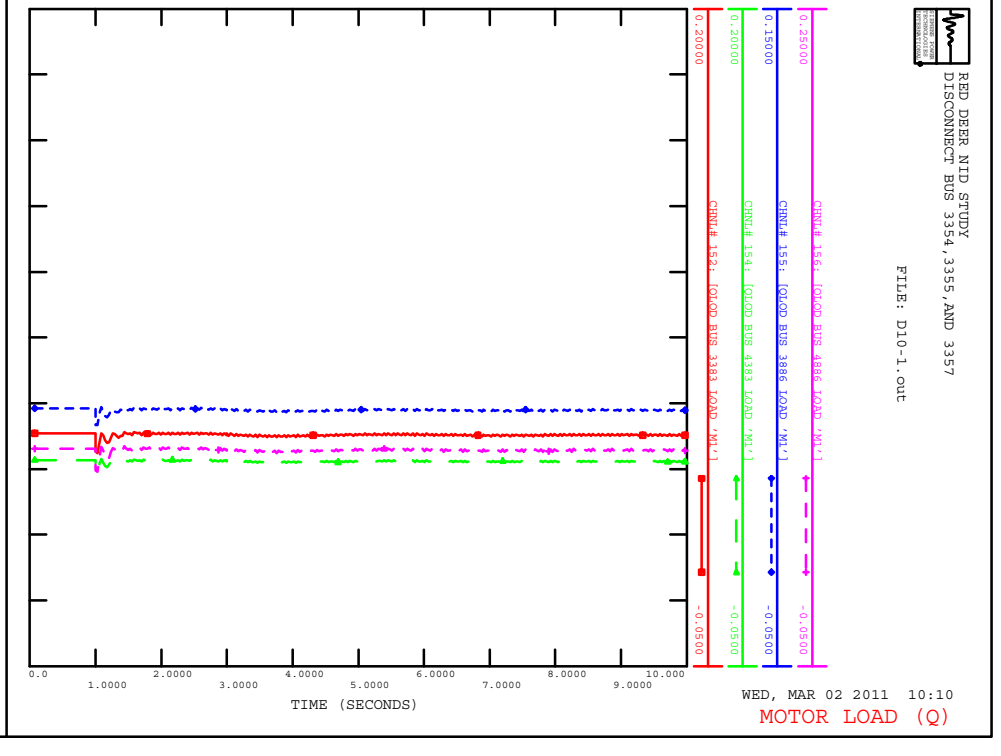
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DE A 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

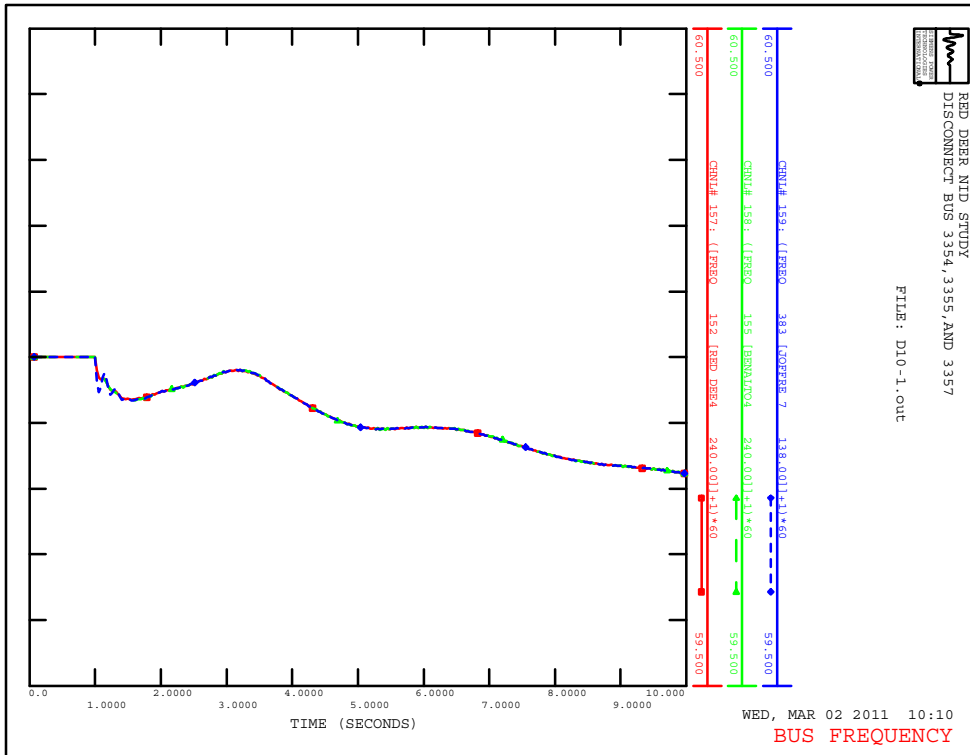
RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
2.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 10:10
NOVA MACHINE POWER (Q)

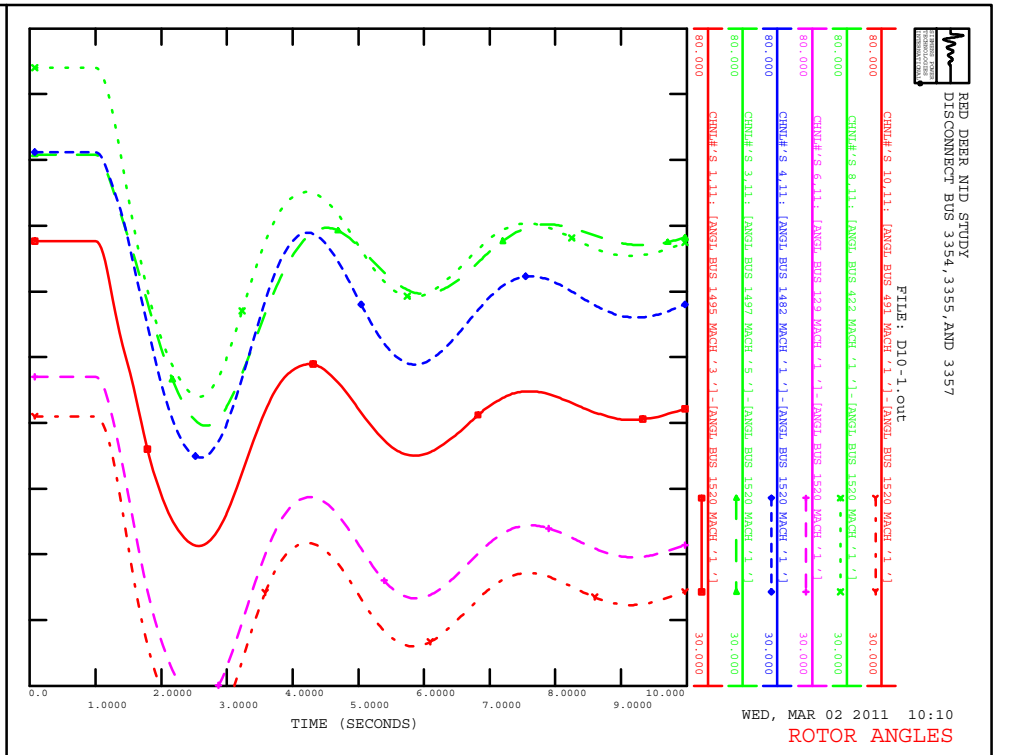

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 61: [VOLT 383 [OOFFRE 7 138.001]
CHNL# 62: [VOLT 148 [GALETW2 7 138.001]
CHNL# 63: [VOLT 99 [BENALTC7 138.001]
CHNL# 64: [VOLT 115 [S RED DE 138.001]
CHNL# 65: [VOLT 384 [UC PRENT 138.001]
CHNL# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

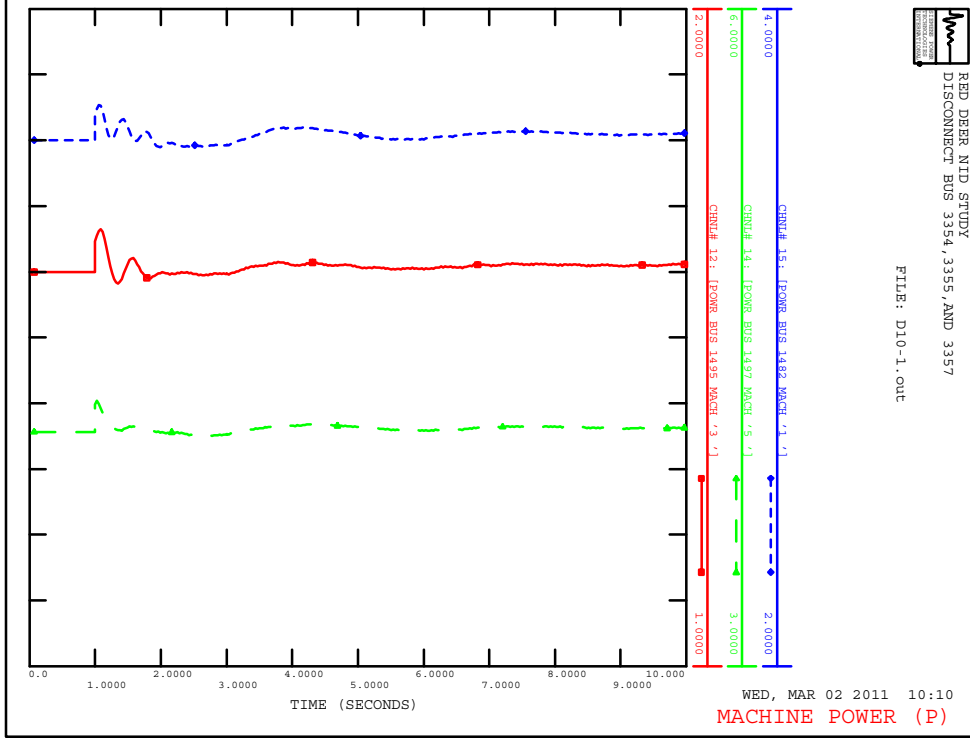

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 67: [VOLT 116 [N TACOMB 138.001]
CHNL# 69: [VOLT 388 [EDJIS 7 138.001]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNL# 74: [VOLT 119 [N RED P7 138.001]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNL# 76: [VOLT 9000 [DIDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS VOLT

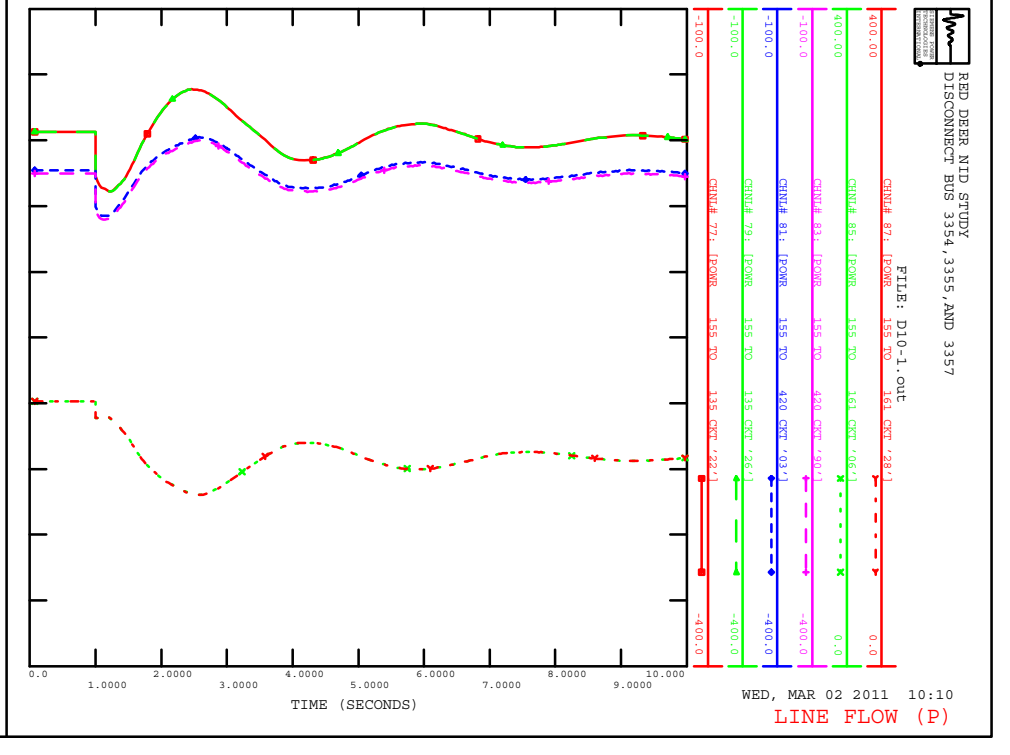

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (P)

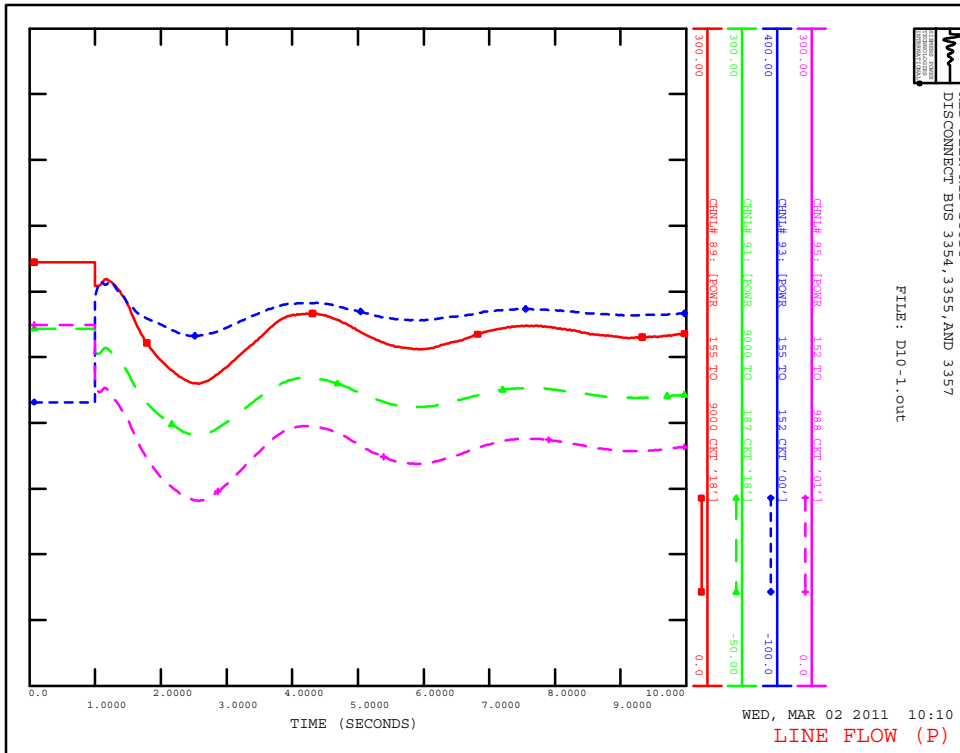

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 10:10
MOTOR LOAD (Q)

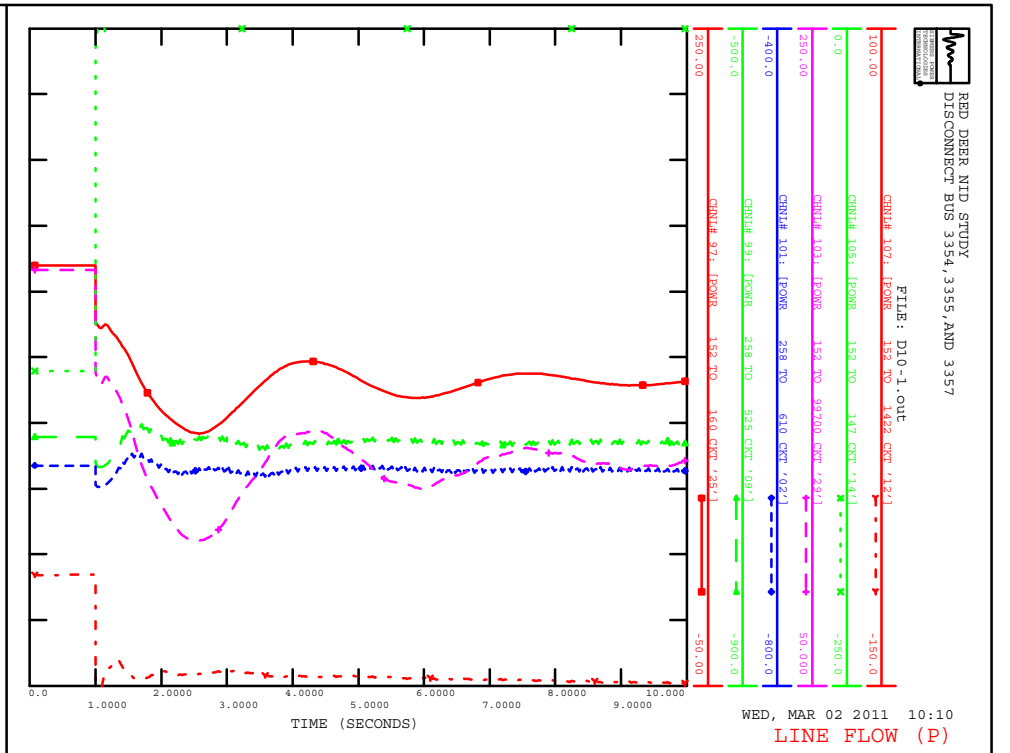

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
BUS FREQUENCY

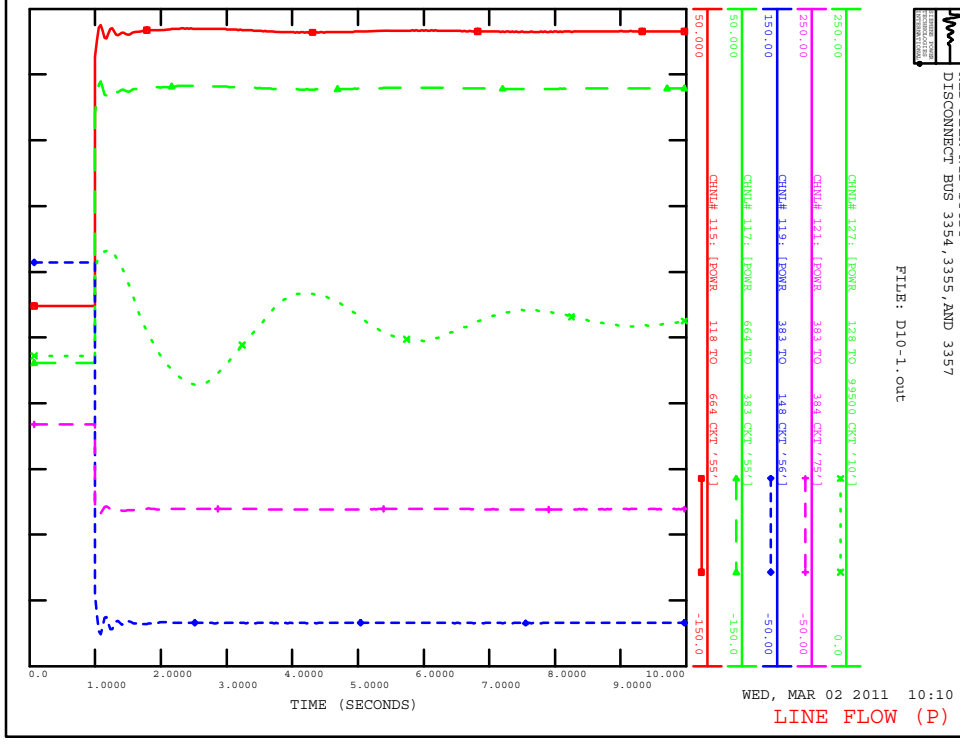

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
ROTOR ANGLES

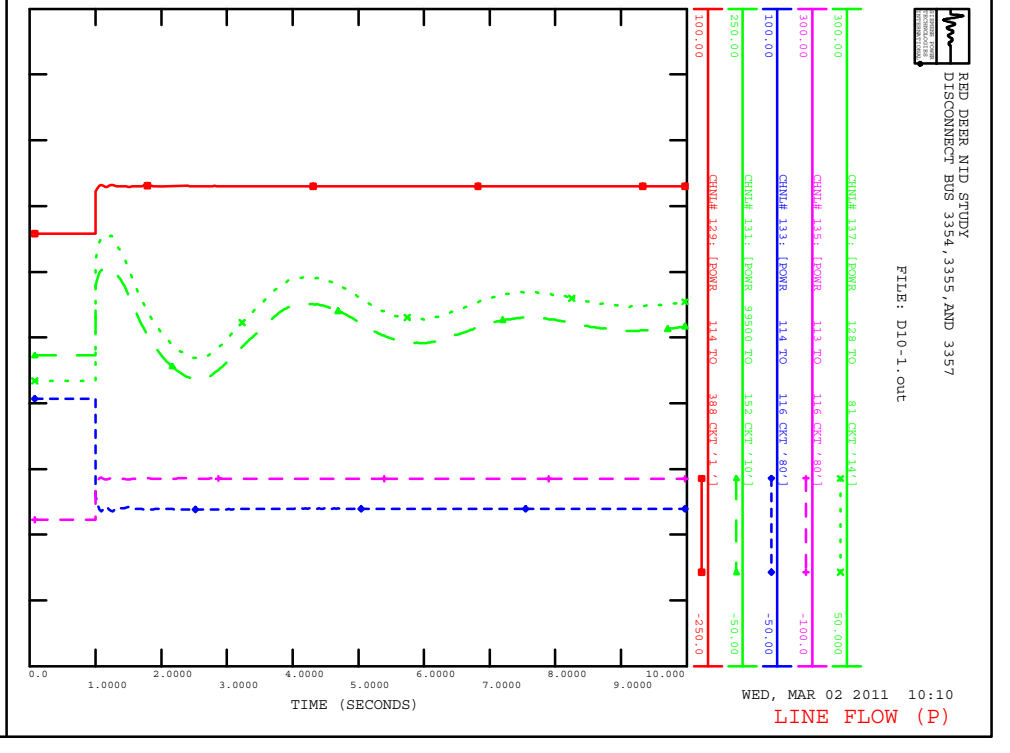

RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
MACHINE POWER (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)


RED DEER NID STUDY
DISCONNECT BUS 3354,3355,AND 3357
FILE: D10-1.out
TIME (SECONDS)
WED, MAR 02 2011 10:10
LINE FLOW (P)

Attachment E-5 2017 Fault Descriptions and Summaries

Category B Event Descriptions and Summaries

Case ID	Description	Observation
B01	3ph fault at Ponoka 138kV line to Wetaski 6 cycles: trip Ponoka CB on Ponoka - Wetaski line 7 cycles: trip Wetaski CB on on Ponoka - Wetaski line	System stable Good voltage recovery No load shedding
B02	3ph fault at Ponoka 138kV line to Nelson 6 cycles: trip Ponoka CB on Ponoka - Nelson line 7 cycles: trip Nelson CB on on Ponoka - Wetaski line	System stable Good voltage recovery No load shedding
B03	3ph fault at Ponoka 138kV line to W Lacombe 6 cycles: trip Ponoka CB on Ponoka -W Lacombe 7 cycles: trip W.Lacombe CB on Ponoka -W Lacombe	System stable Good voltage recovery No load shedding
B05*	3ph fault at W Lacombe 138kV line to Blackfalds 6 cycles: trip W.Lacombe CB on W. Lacombe - Blackfalds line 7 cycles: trip North Red Deer CB on N. Red Deer - Blackfalds line	System stable Good voltage recovery No load shedding
B06*	3ph fault at Blackfalds 138kV line to W Lacombe 6 cycles: trip W.Lacombe CB on W. Lacombe - Blackfalds line 7 cycles: trip North Red Deer CB on N. Red Deer - Blackfalds line	System stable Good voltage recovery No load shedding
B07	3ph fault at W Lacombe 138kV line to N.E.Lacombe 6 cycles: trip W.Lacombe CB on W. Lacombe - N.E.Lacombe line 7 cycles: trip N.E.Lacombe CB on W. Lacombe - N.E.Lacombe line	System stable Good voltage recovery No load shedding
B08	3ph fault at N.E.Lacombe 138kV line to W Lacombe 6 cycles: trip N.E.Lacombe CB on N.E.Lacombe - W.Lacombe line 7 cycles: trip W.Lacombe CB on N.E.Lacombe - W.Lacombe line	System stable Good voltage recovery No load shedding
B09	3ph fault at N.E.Lacombe 138kV line to Ellis 6 cycles: trip N.E.Lacombe CB on N.E.Lacombe - Ellis line 7 cycles: trip Ellis CB on N.E.Lacombe - Ellis line	System stable Good voltage recovery No load shedding
B10	3ph fault at Ellis 138kV line to N.E.Lacombe 6 cycles: trip Ellis CB on Ellis -N.E.Lacombe line 7 cycles: trip N.E.Lacombe CB on Ellis -N.E.Lacombe line	System stable Good voltage recovery No load shedding
B11*	3ph fault at Blackfalds 138kV line to N.Red Deer 6 cycles: trip W.Lacombe CB on Blackfalds - W.Lacombe line 7 cycles: trip N.Red Deer CB on Blackfalds - N.Red Deer line	System stable Good voltage recovery No load shedding
B12*	3ph fault at N.Red Deer 138kV line to Blackfalds 6 cycles: trip N.Red Deer CB on N.Red Deer - Blackfalds line 7 cycles: trip W.Lacombe CB on Blackfalds - W.Lacombe line	System stable Good voltage recovery No load shedding
B13	3ph fault at N.Red Deer 138kV line to Gaetz 6 cycles: trip N.Red Deer CB on N.Red Deer - Gaetz line 7 cycles: trip Gaetz CB on N.Red Deer - Gaetz line	System stable Good voltage recovery No load shedding
B14	3ph fault at Gaetz 138kV line to N.Red Deer 6 cycles: trip Gaetz CB on Gaetz - N.Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip N.Red Deer CB on Gaetz - N.Red Deer line	No load shedding
B15	3ph fault at Gaetz 138kV line to Prentiss 6 cycles: trip Gaetz CB on Gaetz - Prentiss line 7 cycles: trip Prentiss CB on Gaetz - Prentiss line	System stable Good voltage recovery No load shedding
B16	3ph fault at Prentiss 138kV line to Gaetz 6 cycles: trip Prentiss CB on Prentiss - Gaetz line 7 cycles: trip Gaetz CB on Prentiss - Gaetz line	System stable Good voltage recovery No load shedding
B17	3ph fault at Ellis 138kV line to Prentiss 6 cycles: trip Ellis CB on Ellis - Prentiss line 7 cycles: trip Prentiss CB on Ellis - Prentiss line	System stable Good voltage recovery No load shedding
B18	3ph fault at Prentiss 138kV line to Ellis 6 cycles: trip Prentiss CB on Prentiss - Ellis line 7 cycles: trip Ellis CB on Prentiss - Ellis line	System stable Good voltage recovery No load shedding
B19*	3ph fault at Ellis 138kV line to Joffre 6 cycles: trip Ellis CB on Ellis - Joffre line 7 cycles: trip Joffre CB on Ellis - Joffre line	System stable Good voltage recovery No load shedding
B20*	3ph fault at Joffre 138kV line to Ellis 6 cycles: trip Joffre CB on Joffre - Ellis line 7 cycles: trip Ellis CB on Joffre - Ellis line	System stable Good voltage recovery No load shedding
B21	3ph fault at Joffre 138kV line to Nova 6 cycles: trip Joffre CB on Joffre - Nova line 7 cycles: trip Nova CB on Joffre - Nova line	System stable Good voltage recovery No load shedding
B22	3ph fault at Joffre 138kV line to Brookfld 6 cycles: trip Joffre CB on Joffre - Brookfld line 7 cycles: trip Brookfld CB on Joffre - Brookfld line	System stable Good voltage recovery No load shedding
B23	3ph fault at Prentiss 138kV line to Joffre 6 cycles: trip Prentiss CB on Prentiss - Joffre line 7 cycles: trip Joffre CB on Prentiss - Joffre line	System stable Good voltage recovery No load shedding
B24	3ph fault at Joffre 138kV line to Prentiss 6 cycles: trip Joffre CB on Joffre - Prentiss line 7 cycles: trip Prentiss CB on Joffre - Prentiss line	System stable Good voltage recovery No load shedding
B25	3ph fault at Gaetz 138kV line to Joffre 6 cycles: trip Gaetz CB on Gaetz - Joffre line 7 cycles: trip Joffre CB on Gaetz - Joffre line	System stable Good voltage recovery No load shedding
B26	3ph fault at Joffre138kV line to Gaetz 6 cycles: trip Joffre CB on Joffre - Gaetz line 7 cycles: trip Gaetz CB on Joffre - Gaetz line	System stable Good voltage recovery No load shedding
B27	3ph fault at N.Red Deer 138kV line to S.Red Deer 6 cycles: trip N.Red Deer CB on N.Red Deer - S.Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip S.Red Deer CB on N.Red Deer - S.Red Deer line	No load shedding
B28	3ph fault at S.Red Deer 138kV line to N.Red Deer 6 cycles: trip S.Red Deer CB on S.Red Deer - N.Red Deer line 7 cycles: trip N.Red Deer CB on S.Red Deer - N.Red Deer line	System stable Good voltage recovery No load shedding
B29*	3ph fault at Rimbey 138kV line to Benalto 6 cycles: trip Rimbey CB on Rimbey - Benalto line 7 cycles: trip Benalto CB on on Rimbey - Benalto line	System stable Good voltage recovery No load shedding
B30*	3ph fault at Benalto138kV line to Rimbey 6 cycles: trip Benalto CB on Benalto- Rimbey line 7 cycles: trip Rimbey CB on on Benalto- Rimbey line	System stable Good voltage recovery No load shedding
B31	3ph fault at Rocky 138kV line to Benalto 6 cycles: trip Rocky CB on Rocky - Benalto line 7 cycles: trip Benalto CB on on Rocky - Benalto line	System stable Good voltage recovery No load shedding
B32	3ph fault at Benalto138kV line to Rocky 6 cycles: trip Benalto CB on Benalto- Rocky line 7 cycles: trip Rocky CB on on Benalto- Rocky line	System stable Good voltage recovery No load shedding
B33	3ph fault at Benalto138kV line to Sylvan 6 cycles: trip Benalto CB on Benalto- Sylvan line 7 cycles: trip Sylvan CB on on Benalto- Sylvan line	System stable Good voltage recovery No load shedding
B34	3ph fault at Sylvan 138kV line to Benalto 6 cycles: trip Sylvan CB on Sylvan - Benalto line 7 cycles: trip Benalto CB on on Sylvan - Benalto line	System stable Good voltage recovery No load shedding
B35	3ph fault at Sylvan 138kV line to Red Deer 6 cycles: trip Sylvan CB on Sylvan - Red Deer line 7 cycles: trip Red Deer CB on on Sylvan - Red Deer line	System stable Good voltage recovery No load shedding
B36	3ph fault at Red Deer 138kV line to Sylvan 6 cycles: trip Red Deer CB on Red Deer- Sylvan line 7 cycles: trip Sylvan CB on on Red Deer- Sylvan line	System stable Good voltage recovery No load shedding
B37	3ph fault at N.Red Deer 138kV line to Red Deer 6 cycles: trip N.Red Deer CB on N.Red Deer - Red Deer line 7 cycles: trip Red Deer CB on on N.Red Deer - Red Deer line	System stable Good voltage recovery No load shedding
B38	3ph fault at Red Deer 138kV line to N.Red Deer 6 cycles: trip Red Deer CB on Red Deer- N.Red Deer line 7 cycles: trip N.Red Deer CB on on Red Deer- N.Red Deer line	System stable Good voltage recovery No load shedding
B39	3ph fault at Red Deer 138kV line to Piper Creek 6 cycles: trip Red Deer CB on Red Deer- Piper Creek line 7 cycles: trip Piper Creek CB on on Red Deer- Piper Creek line	System stable Good voltage recovery No load shedding
B40	3ph fault at Piper Creek 138kV line to Red Deer 6 cycles: trip Piper Creek CB on Piper Creek - Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	7 cycles: trip Red Deer CB on on Piper Creek - Red Deer line	No load shedding
B41	3ph fault at Piper Creek 138kV line to Joffre 6 cycles: trip Piper Creek CB on Piper Creek - Joffre line 7 cycles: trip Joffre CB on Piper Creek - Joffre line	System stable Good voltage recovery No load shedding
B42	3ph fault at Joffre 138kV line to Piper Creek 6 cycles: trip Joffre CB on Joffre - Piper Creek line 7 cycles: trip Piper Creek CB on on Joffre- Piper Creek line 3ph fault at Red Deer 138kV line to Olds	System stable Good voltage recovery No load shedding System stable
B43*	6 cycles: trip Red Deer CB on Red Deer- Olds line 7 cycles: trip Olds CB on on Red Deer- Olds line	Good voltage recovery No load shedding
B44*	3ph fault at Olds 138kV line to Red Deer 6 cycles: trip Olds CB on Olds - Red Deer line 7 cycles: trip Red Deer CB on on Olds - Red Deer line	System stable Good voltage recovery No load shedding
B47	3ph fault at Olds 138kV line to Didsbury 6 cycles: trip Olds CB on Olds - Didsbury line 7 cycles: trip Didsbury CB on on Olds - Didsbury line	System stable Good voltage recovery No load shedding
B48	3ph fault at Didsbury 138kV line to Olds 6 cycles: trip Didsbury CB on Didsbury - Olds line 7 cycles: trip Olds CB on on Didsbury- Olds line	System stable Good voltage recovery No load shedding
B49*	3ph fault at Didsbury 138kV line to Harmattan 6 cycles: trip Didsbury CB on Didsbury - Harmattan line 7 cycles: trip Harmattan CB on on Didsbury- Harmattan line	System stable Good voltage recovery No load shedding
B50*	3ph fault at Harmattan 138kV line to Didsbury 6 cycles: trip Harmattan CB on Harmattan - Didsbury line 7 cycles: trip Didsbury CB on on Harmattan - Didsbury line	System stable Good voltage recovery No load shedding
B51	3ph fault at Didsbury 138kV line to Madden 6 cycles: trip Didsbury CB on Didsbury - Madden line 7 cycles: trip Madden CB on on Didsbury- Madden line	System stable Good voltage recovery No load shedding
B52	3ph fault at Madden 138kV line to Didsbury 6 cycles: trip Madden CB on Madden - Didsbury line 7 cycles: trip Didsbury CB on on Madden - Didsbury line	System stable Good voltage recovery No load shedding
B53	3ph fault at W.GRN TP 240kV line to Benalto 5 cycles: trip W.GRN TP CB on W.GRN TP - Benalto line 6 cycles: trip Benalto CB on on W.GRN TP - Benalto line	System stable Good voltage recovery No load shedding
B54	3ph fault at Benalto 240kV line to W.GRN 5 cycles: trip Benalto CB on Benalto- W.GRN line 6 cycles: trip W.GRN CB on on Benalto- W.GEN line	System stable Good voltage recovery No load shedding
B55	3ph fault at Sundance 240kV line to Benalto 4.5 cycles: trip Sundance CB on Sundance - Benalto line	System stable Good voltage recovery

Case ID	Description	Observation
	5.75 cycles: trip Benalto CB on on Sundance - Benalto line	No load shedding
B56	3ph fault at Benalto 240kV line to Sundance 4 cycles: trip Benalto CB on Benalto- Sundance line 5.25 cycles: trip Sundance CB on on Benalto- Sundance line	System stable Good voltage recovery No load shedding
B57	3ph fault at Keephills 240kV line to Benalto 4.5 cycles: trip Keephills CB on Keephills - Benalto line 5.75 cycles: trip Benalto CB on on Keephills - Benalto line	System stable Good voltage recovery No load shedding
B58	3ph fault at Benalto 240kV line to Keephills 4 cycles: trip Benalto CB on Benalto- Keephills line 5.75 cycles: trip Keephills CB on on Benalto- Keephills line	System stable Good voltage recovery No load shedding
B59	3ph fault at Benalto 240kV line to Sarcee 5 cycles: trip Benalto CB on Benalto- Sarcee line 6 cycles: trip Sarcee CB on on Benalto- Sarcee line	System stable Good voltage recovery No load shedding
B60	3ph fault at Sarcee 240kV line to Benalto 5 cycles: trip Sarcee CB on Sarcee - Benalto line 6 cycles: trip Benalto CB on on Sarcee - Benalto line	System stable Good voltage recovery No load shedding
B61	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury - Beddington line 6 cycles: trip Beddington CB on on Didsbury - Beddington line	System stable Good voltage recovery No load shedding
B62	3ph fault at Beddington 240kV line to Didsbury 5 cycles: trip Beddington CB on Beddington - Didsbury line 6 cycles: trip Didsbury CB on on Beddington - Didsbury line	System stable Good voltage recovery No load shedding
B63	3ph fault at Benalto 240kV line to Didsbury 5 cycles: trip Benalto CB on Benalto- Didsbury line 6 cycles: trip Didsbury CB on on Benalto- Didsbury line	System stable Good voltage recovery No load shedding
B64	3ph fault at Didsbury 240kV line to Benalto 5 cycles: trip Didsbury CB on Didsbury - Benalto line 6 cycles: trip Benalto CB on on Didsbury - Benalto line	System stable Good voltage recovery No load shedding
B65	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
B66	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer - Benalto line 6 cycles: trip Benalto CB on on Red Deer - Benalto line	System stable Good voltage recovery No load shedding
B67	3ph fault at Red Deer 240kV line to Crossft 5 cycles: trip Red Deer CB on Red Deer - Crossft line 6 cycles: trip Crossft CB on on Red Deer - Crossft line	System stable Good voltage recovery No load shedding
B68	3ph fault at Crossft 240kV line to Red Deer 5 cycles: trip Crossft CB on Crossft- Red Deer line	System stable Good voltage recovery

Case ID	Description	Observation
	6 cycles: trip Red Deer CB on on Crossft- Red Deer line	No load shedding
B69	3ph fault at Ellersli 240kV line to Red Deer 4.5 cycles: trip Ellersli CB on Ellersli- Red Deer line 5.75 cycles: trip Red Deer CB on on Ellersli- Red Deer line	System stable Good voltage recovery No load shedding
B70	3ph fault at Red Deer 240kV line to Ellersli 4 cycles: trip Red Deer CB on Red Deer - Ellersli line 5.25 cycles: trip Ellersli CB on on Red Deer - Ellersli line	System stable Good voltage recovery No load shedding
B71	3ph fault at Bigston 240kV line to Gaetz 6 cycles: trip Bigston CB on Bigston - Gaetz line 7 cycles: trip Gaetz CB on Bigston -Gaetz line	System stable Good voltage recovery No load shedding
B72	3ph fault at Gaetz 240kV line to Bigston 5 cycles: trip Gaetz CB on Gaetz- Bigston line 6 cycles: trip Bigston CB on on Gaetz- Bigston line	System stable Good voltage recovery No load shedding
B73	3ph fault at Gaetz 240kV line to Red Deer 5 cycles: trip Gaetz CB on Gaetz- Red Deer line 6 cycles: trip Red Deer CB on on Gaetz- Red Deer line	System stable Good voltage recovery No load shedding
B74	3ph fault at Red Dear 240kV line to Gaetz 6 cycles: trip Red Deer CB on Red Deer - Gaetz line 7 cycles: trip Gaetz CB on Red Deer -Gaetz line	System stable Good voltage recovery No load shedding
B75	3ph fault at Red Deer 240kV line to Janet 5 cycles: trip Red Deer CB on Red Deer - Janet line 6 cycles: trip Janet CB on on Red Deer - Janet line	System stable Good voltage recovery No load shedding
B76	3ph fault at Janet 240kV line to Red Deer 5 cycles: trip Janet CB on Janet- Red Deer line 6 cycles: trip Red Deer CB on on Janet- Red Deer line	System stable Good voltage recovery No load shedding
B77	3ph fault at Red Deer 240kV line to Nevis 5 cycles: trip Red Deer CB on Red Deer - Nevis line 6 cycles: trip Nevis CB on on Red Deer - Nevis line	System stable Good voltage recovery No load shedding
B78	3ph fault at Nevis 240kV line to Red Deer 5 cycles: trip Nevis CB on Nevis- Red Deer line 6 cycles: trip Red Deer CB on on Nevis - Red Deer line	System stable Good voltage recovery No load shedding
B79	3ph fault at Ellersli 240kV line to Bigston 5 cycles: trip Ellersli CB on Ellersli- Bigston line 6 cycles: trip Bigston CB on on Ellersli- Bigston line	System stable Good voltage recovery No load shedding
B80	3ph fault at Bigston 240kV line to Ellersli 5 cycles: tripBigston CB on on Ellersli- Bigston line 6 cycles: trip Ellersli CB on Ellersli- Bigston line	System stable Good voltage recovery No load shedding
B81	3ph fault at Ellersli 500kV line to Genesee 5 cycles: trip Ellersli CB on Ellersli- Genesee line	System stable Good voltage recovery

Case ID	Description	Observation
	6 cycles: trip Gensee CB on on Ellersli- genesee line	No load shedding
B82	3ph fault at Ellersli 500kV line to Keephill 5 cycles: trip Ellersli CB on Ellersli- keephill line 6 cycles: trip keephill CB on on Ellersli- keephill line	System stable Good voltage recovery No load shedding

* Multiple-segment lines tripped due to the breaker arrangements

Category C3, C5 and C7 Event Description and Summaries

C3

Fault ID	Description	Results
C3-01	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
C3-02	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer – Benalto line 6 cycles: trip Benalto CB on on Red Deer – Benalto line	System stable Good voltage recovery No load shedding
C3-03	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury – Beddington line 6 cycles: trip Beddington CB on on Didsbury – Beddington line	System stable Good voltage recovery No load shedding
C3-04	3ph fault at Beddington 240kV line to Didsbury 5 cycles: trip Beddington CB on Beddington - Didsbury line 6 cycles: trip Didsbury CB on on Beddington – Didsbury line	System stable Good voltage recovery No load shedding
C3-05	3ph fault at Benalto 240kV line to Didsbury 5 cycles: trip Benalto CB on Benalto- Didsbury line 6 cycles: trip Didsbury CB on on Benalto- Didsbury line	System stable Good voltage recovery No load shedding
C3-06	3ph fault at Didsbury 240kV line to Benalto 5 cycles: trip Didsbury CB on Didsbury – Benalto line 6 cycles: trip Benalto CB on on Didsbury – Benalto line	System stable Good voltage recovery No load shedding

(2) After 9L18 (Benalt to Didsbury) outage, 3 phase-to-ground faults at following lines:

Fault ID	Description	Results
C3-07	3ph fault at Benalto 240kV line to Red Deer 5 cycles: trip Benalto CB on Benalto- Red Deer line 6 cycles: trip Red Deer CB on on Benalto- Red Deer line	System stable Good voltage recovery No load shedding
C3-08	3ph fault at Red Deer 240kV line to Benalto 5 cycles: trip Red Deer CB on Red Deer – Benalto line 6 cycles: trip Benalto CB on on Red Deer – Benalto line	System stable Good voltage recovery No load shedding
C3-09	3ph fault at Didsbury 240kV line to Beddington 5 cycles: trip Didsbury CB on Didsbury – Beddington line	System stable Good voltage

		recovery
	6 cycles: trip Beddington CB on on Didsbury – Beddington line	No load shedding
C3-10	3ph fault at Beddington 240kV line to Didsbury	System stable
	5 cycles: trip Beddington CB on Beddington - Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Beddington – Didsbury line	No load shedding
C3-11	3ph fault at Red Deer 240kV line to Nevis	System stable
	5 cycles: trip Red Deer CB on Red Deer – Nevis line	Good voltage recovery
	6 cycles: trip Nevis CB on on Red Deer – Nevis line	No load shedding
C3-12	3ph fault at Nevis 240kV line to Red Deer	System stable
	5 cycles: trip Nevis CB on Nevis- Red Deer line	Good voltage recovery
	6 cycles: trip Red Deer CB on on Nevis – Red Deer line	No load shedding

(3) After 900L (Red Deer to Benalt) outage, 3 phase-to-ground faults at following lines:

Fault ID	Description	Results
C3-13	3ph fault at Didsbury 240kV line to Beddington	System stable
	5 cycles: trip Didsbury CB on Didsbury – Beddington line	Good voltage recovery
	6 cycles: trip Beddington CB on on Didsbury – Beddington line	No load shedding
C3-14	3ph fault at Beddington 240kV line to Didsbury	System stable
	5 cycles: trip Beddington CB on Beddington - Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Beddington – Didsbury line	No load shedding
C3-15	3ph fault at Benalto 240kV line to Didsbury	System stable
	5 cycles: trip Benalto CB on Benalto- Didsbury line	Good voltage recovery
	6 cycles: trip Didsbury CB on on Benalto- Didsbury line	No load shedding
C3-16	3ph fault at Didsbury 240kV line to Benalto	System stable
	5 cycles: trip Didsbury CB on Didsbury – Benalto line	Good voltage recovery
	6 cycles: trip Benalto CB on on Didsbury – Benalto line	No load shedding
C3-17	3ph fault at Red Deer 240kV line to Nevis	System stable
	5 cycles: trip Red Deer CB on Red Deer – Nevis line	Good voltage recovery
	6 cycles: trip Nevis CB on on Red Deer – Nevis line	No load shedding
C3-18	3ph fault at Nevis 240kV line to Red Deer	System stable
	5 cycles: trip Nevis CB on Nevis- Red Deer line	Good voltage recovery
	6 cycles: trip Red Deer CB on on Nevis – Red Deer line	No load shedding

C5

Case ID	Description	Dynamic Observations
C5-1	Double line-to-ground fault at Sundance on 922L & 926L 5.25 cycles: trip 922L from Sundance to Benalto trip 926L from Sundance to Benalto	System stable Good voltage recovery No load shedding
C5-2	Double line-to-ground fault at Keephills on 190L & 903L 5.75 cycles: trip 190L from Keephills to Benalto trip 903L from Keephills to Benalto	System stable Good voltage recovery No load shedding
C5-3	Double line-to-ground fault at Benalto on 995L & 926L 5.75 cycles: trip 995L from Benalto to W.GRN TP trip 926L from Benalto to Sundance	System stable Good voltage recovery No load shedding
C5-4	Double line-to-ground fault at Benalto on 922L & 926L 5.75 cycles: trip 922L from. Benalto to Sundance trip 926L from Benalto to Sundance	System stable Good voltage recovery No load shedding
C5-5	Double line-to-ground fault at Benalto on 928L & 906L 6 cycles: trip 928L from Benalto to Sarcee trip 906L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C5-6	Double line-to-ground fault at Sarcee on 928L & 906L 6 cycles: trip 928L from Sarcee to Benalto trip 906L from Sarcee to Benalto	System stable Good voltage recovery No load shedding
C5-7	Double line-to-ground fault at Red Deer on 929L & 925L 6 cycles: trip 925L from Red Deer to Janet trip 929L from Red Deer to Janet	System stable Good voltage recovery No load shedding
C5-8	Double line-to-ground fault at Janet on 929L & 925L 6 cycles: trip 925L from Janet to Red Deer trip 929L from Janet to Red Deer	System stable Good voltage recovery No load shedding
C5-9	Double line-to-ground fault at Red Deer on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli trip 914L from Red Deer to Gaetz	System stable Good voltage recovery No load shedding
C5-10	Double line-to-ground fault at Gaetz on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli trip 914L from Bigston to Gaetz	System stable Good voltage recovery No load shedding
C5-11	Double line-to-ground fault at Ellersli on 910L & 914L 5.75 cycles: trip 910L from Red Deer to Ellersli	System stable Good voltage

Case ID	Description	Dynamic Observations
	trip 914L from Ellersli to Bigston	recovery No load shedding
C5-12	Double line-to-ground fault at Janet on 929L & 918L 6 cycles: trip 918L from Bedding to Janet trip 929L from Red Deer to Janet	System stable Good voltage recovery No load shedding
C5-13	Double line-to-ground fault at Gaetz on 756L &793L 7 cycles: trip 756L from Gaetz to Joffre trip 793L from Gaetz to Joffre	System stable Good voltage recovery No load shedding
C5-14	Double line-to-ground fault at N Red Deer on 768L & 778L 7 cycles: trip 768L N Red Deer to Gaetz trip 778L from N Red Deer to Gaetz	System stable Good voltage recovery No load shedding
C5-15	Double line-to-ground fault at Gaetz on 768L & 778L 7 cycles: trip 768L N Red Deer to Gaetz trip 778L from N Red Deer to Gaetz	System stable Good voltage recovery No load shedding

C7

C7		
(1) 87S Gaetz Substation		
Case ID	**Description**	**Observations**
C7-1	SLG fault at 778L from Gaetz to N. RedDeer. Stuck brk S1 6 cycles: trip bkr on 778L from Gaetz to N. Red Deer at N.Red Deer 18 cycles: trip 759L from Gaetz to Prentiss trip bkr on778L from Gaetz to N. RedDeer at Gaetz	System stable Good voltage recovery No load shedding
C7-2	SLG fault at 793L from Gaetz to Joffre. Stuck brk S2 6 cycles: trip bkr on 793L from Gaetz to Joffre at Joffre 18 cycles: trip 793L from Gaetz to Joffre at Gaetz trip 778L from Gaetz to N. RedDeer	System stable Good voltage recovery No load shedding
C7-3	SLG fault at 914L from Gaetz to Red Deer. Stuck brk S2 6 cycles: trip bkr on 914 from Gaetz to Red Deer at N.Red Deer 18 cycles: trip 914L from Gaetz to Bigstone trip bkr on 914L from Gaetz to Red Deer at Gaetz	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
C7		
(2) 194S South Red Deer Substation		

Case ID	Description	Observations
C7-4	SLG fault at 80L from S.Red Deer to N.Red Deer. Stuck brk S1 6 cycles: trip bkr on 80L from S.Red Deer to N.Red Deer at N.Red Deer 18 cycles: trip 80L from S.Red Deer to N.Red Deer at S.Red Deer trip 80L from S.Red Deer to Red Deer	System stable Good voltage recovery No load sheding

C7		
(3) 198S Blakfalds Substation		

Case ID	Description	Observations
C7-5	SLG fault at 80L from Blackfalds to N.Red Deer. No brk on 80L at Blakfalds 6 cycles: trip bkr on 80L from Blakfalds to N.Red Deer at N. Red Deer 18 cycles: trip bkr on 80L from N.Red Deer to W.Lacombe at W.Lacombe	System stable Good voltage recovery No load shedding

C7		
(4) 217S North Red Deer Substation		

Case ID	Description	Observations
C7-6	SLG fault at 80L from N.Red Deer to Blackfalds. Stuck brk S1 6 cycles: trip bkr on 80L from N.Red Deer to (Blakfalds) W.Lacombe at W.Lacombe 18 cycles: trip 80L from N.Red Deer to Blakfalds at N.Red Deer trip 778L from N.Red Deer to Gaetz	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
C7		
(5) 274S Piper Creek Substation		
Case ID	**Description**	
C7-7	SLG fault at 755L from Piper Creek to Red Deer. Stuck brk S1 6 cycles: trip bkr on 755L from Piper Creek to Red Deer at Red Deer 18 cycles: trip 755L from Piper Creek to Red Deer at Piper Creek trip bkr on 755L from Piper Creek to Joffre	System stable Good voltage recovery No load shedding
C7		
(6) 332S Ellis Substation		
Case ID	**Description**	
C7-8	SLG fault at 774L from Ellis to Prentiss. No brk on 774L at Ellis 6 cycles: trip bkr on 774L from Ellis to Prentiss at Prentiss 18 cycles: trip bkr on 774L from Ellis to Prentiss at Ellis	System stable Good voltage recovery No load shedding
C7-9	SLG fault at 7XXL from Ellis to N.W.Lacombe. Stuck brk S1 6 cycles: trip bkr on 7XXL from Ellis to N.W.Lacombe at N.W.Lacombe 18 cycles: trip bkr on 7XXL from Ellis to N.W.Lacombe at Ellis trip bkr on 784L from Ellis to Joffre at Ellis	System stable Good voltage recovery No load shedding
C7		
(7) 580S Sylvan Lake Substation		
Case ID	**Description**	
C7-10	SLG fault at 648L from Sylvan to Red Deer. Stuck brk S1 6 cycles: trip bkr on 648L from Sylvan to Red Deer at Red Deer 18 cycles: trip 637L from Sylvan to Benalta trip bkr on 648L from Sylvan to Red Deer at Sylvan	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations

C7		
(8) 63S Red Deer Substation		
Case ID	**Description**	
C7-11	SLG fault at 755L from Red Deer to Piper Creek. Stuck brk S1 6 cycles: trip bkr on 755L from Red Deer to Piper Creek at Piper Creek 18 cycles: trip brk on 755L from Red Deer to Piper Creek at Red Deer trip 80L from Red Deer to Olds trip 717L from Red Deer to Sylvan (Benalto) Trip Bus 118	System stable Good voltage recovery No load shedding
C7-12	SLG fault at 900L from Red Deer to Benalta. Stuck brk S2 6 cycles: trip bkr on 900L from Red Deer to Benalta at Benalta 18 cycles: trip 925L from Red Deer to Janet trip bkr on 900L from Red Deer to Benalta at Red Deer	System stable Good voltage recovery No load shedding
C7-13	SLG fault at 910L from Red Deer to Ellersl. Stuck brk S3 6 cycles: trip bkr on 910L from Red Deer to Ellersl at Ellersl 18 cycles: trip 901L from Red Deer to Crossft trip bkr on 910L from Red Deer to Ellersl at Red Deer	System stable Good voltage recovery No load shedding
C7-14	SLG fault at 914L from Red Deer to Gaetz. Stuck brk S4 6 cycles: trip bkr on 914L from Red Deer to Gaetz at Gaetz 18 cycles: trip 912L from Red Deer to Nevis trip bkr on 914L from Red Deer to Gaetz at Red Deer	System stable Good voltage recovery No load shedding

C7		
(9) 17S Benalto Substation		
Case ID	**Description**	
C7-15	SLG fault at 717L from Benalto to Sylvan. Stuck brk S1 6 cycles: trip bkr on 717L from Benalto to Sylvan at Sylvan 18 cycles: trip brk on 717L from Benalto to Sylvan at Benalto trip 717L from Benalto to Rocky trip 757L from Benalto to Rimbey	System stable Good voltage recovery No load shedding
C7-16	SLG fault at 926L from Benalto to Sundance. Stuck brk S2 5.75 cycles: trip bkr on 926L from Benalto to Sundance at	System stable Good voltage

Case ID	Description	Dynamic Observations
	Sundance 18 cycles: trip 926L from Benalto to Sundance at Benalto trip bkr on 995L from Benalto to Brazeau	recovery No load shedding
C7-17	SLG fault at 922L from Benalto to Sundance. Stuck brk S3 5.75 cycles: trip bkr on 922L from Benalto to Sundance at Sundance 18 cycles: trip 922L from Benalto to Sundance at Benalto trip bkr on 906L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C7-18	SLG fault at 903L from Benalto to Keephills. Stuck brk S4 5.75 cycles: trip bkr on 903L from Benalto to Keephills at Keephills 18 cycles: trip 903L from Benalto to Keephills at Benalto trip bkr on 928L from Benalto to Sarcee	System stable Good voltage recovery No load shedding
C7-19	SLG fault at 190L from Benalto to Keephills. Stuck brk S5 5.75 cycles: trip bkr on 190L from Benalto to Keephills at Keephills 18 cycles: trip 190L from Benalto to Keephills at Benalto trip bkr on 918L from Benalto to Didsbury	System stable Good voltage recovery No load shedding

C7

(10) 535S Joffre Substation

Case ID	Description	
C7-20	SLG fault at 775L from Joffre to Prentiss. Stuck brk S1 6 cycles: trip bkr on 775L from Joffre to Prentiss at Prentiss 18 cycles: trip brk on 775L from Joffre to Prentiss at Joffre trip 784L from Joffre to Ellis	System stable Good voltage recovery No load shedding
C7-21	SLG fault at 793L from Joffre to Gaetz. Stuck brk S2 6 cycles: trip bkr on 793L from Joffre to Gaetz at Gaetz 18 cycles: trip brk on 793L from Joffre to Gaetz at Joffree trip 756L from Joffre to Gaetz	System stable Good voltage recovery No load shedding
C7-22	SLG fault at 756L from Joffre to Gaetz. Stuck brk S3 6 cycles: trip bkr on 756L from Joffre to Gaetz at Gaetz 18 cycles: trip brk on 756L from Joffre to Gaetz at Joffree trip 330 Line2 from Joffre to Nova	System stable Good voltage recovery No load shedding
C7-23	SLG fault at 330L Line1 from Joffre to Nova. Stuck brk S3 6 cycles: trip bkr on 330L Line1 from Joffre to Nova at Nova 18 cycles: trip brk on 330L Line1 from Joffre to Nova at Joffree	System stable Good voltage recovery No load shedding

Case ID	Description	Dynamic Observations
	trip 755L from Joffre to Piper. Trip Bus 97525	

C7
(11) 212S N.E. Lacombe Substation

Case ID	Description	Observations
C7-24	SLG fault at 80L from N.E.Lacombe to W.Lacombe. Stuck brk S1 6 cycles: trip bkr on 80L from N.E.Lacombe to Eillis 18 cycles: trip 7XXL from N.E.Lacombe to W.Lacombe at W.lacombe 18 cycles: trip 7XXL from N.E.Lacombe to Nelson at Nelson	System stable Good voltage recovery No load sheding trip 138 Bus

Area Didsury

C7
(12) 55S Olds Substation

Case ID	Description	
C7-25	SLG fault at 80L from Olds to Didsbury. Stuck brk S1 6 cycles: trip bkr on 80L from Olds to Didsbury at Didsbury 18 cycles: trip 80Lfrom Olds to Didsbury at Olds trip 80L from Olds to Red Deer	System stable Good voltage recovery No load shedding

C7
(13) 152S Didsbury Substation

Case ID	Description	
C7-26	SLG fault at 80L from Didsbury to Olds. Stuck brk S1 6 cycles: trip bkr on 80L from Didsbury to Olds at Olds 18 cycles: trip 80L from Didsbury to Olds at Didsbury trip 80L from Didsbury to Maddent trip 166L from Didsbury to Harmattan	System stable Good voltage recovery No load shedding
C7-27	SLG fault at 918L from Didsbury to Benalto. Stuck brk S1 6 cycles: trip bkr on 918L from Didsbury to Benalto at Benalto	System stable Good voltage recovery

Case ID	Description	Dynamic Observations
	18 cycles: trip 918L from Didsbury to Benalto at Didsbury	No load shedding
	trip 918L from Didsbury to Beddington	

C7		
(14) 256S Harmattan Substation		
Case ID	**Description**	
C7-28	SLG fault at 166L from Harmattan to Didsbury. Stuck brk S1 6 cycles: trip bkr on 166L from Harmattan to Didsbury at Didsbury 18 cycles: trip 166L from Harmattan to Didsbury at Harmattan trip 719L from Harmattan to Sundre	System stable Good voltage recovery No load shedding

C9		
(15) 276S Prentiss Substation		
Case ID	**Description**	
C7-29	SLG fault on Bus Section 3 at Prentiss . Stuck brk S2 6 cycles: trip bkr on 775L from Prentiss to Joffre at Joffre 18 cycles: trip 775L from Prentiss to Joffre at Prentiss trip bkr on 759L from Prentiss to Gaetz	System stable Good voltage recovery No load shedding
C7-30	SLG fault on Bus Section 1 at Prentiss . Stuck brk S1 6 cycles: trip bkr on 774L from Prentiss to Ellis at Ellis 18 cycles: trip 774L from Ellis to Prentiss at Prentiss trip bkr on 759L from Prentiss to Gaetz	System stable Good voltage recovery No load shedding

D Event Descriptions and Summaries

Case ID	Description	Observations
D8-1	Trip 138kV lines and Transformer at Ponoka Substation	System stable Good voltage recovery Loads at substation tripped
D8-2	Trip 138kV lines and Transformer at W.Lacombe Substation	System stable Good voltage recovery Loads at substation tripped
D8-3	Trip 138kV lines and Transformer at N.E.Lacombe Substation	System stable Good voltage recovery Loads at substation tripped
D8-4	Trip 138kV lines and Transformer at Blackfalds Substation	System stable Good voltage recovery Loads at substation tripped
D8-5	Trip 138kV lines and Transformer at N.Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-6	Trip 138kV lines and Transformer at S.Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-7	Trip 138kV lines and Transformer at Ellis Substation	System stable Good voltage recovery Loads at substation tripped
D8-8	Trip 138kV lines and Transformer at Prentiss Substation	System stable Good voltage recovery Loads at substation tripped
D8-9	Trip 138kV lines and Transformer at Gaetz Substation	System stable Good voltage recovery Loads at substation tripped
D8-10	Trip 138kV lines and Transformer at Benalto Substation	System stable Good voltage recovery Loads at substation

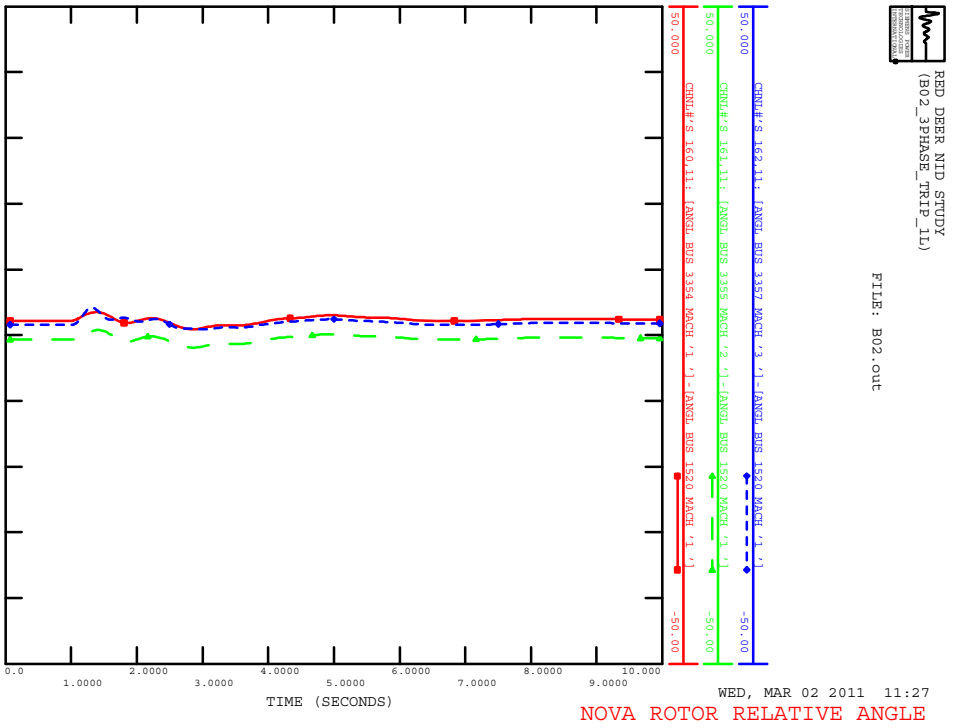
		tripped
D8-11	Trip 138kV lines and Transformer at Sylvan Substation	System stable Good voltage recovery Loads at substation tripped
D8-12	Trip 138kV lines and Transformer at Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-13	Trip 138kV lines and Transformer at Piper Creek Substation	System stable Good voltage recovery Loads at substation tripped
D8-14	Trip 138kV lines and Transformer at Joffre Substation Generations at Nova and motor loads at Joffre tripped due to network configuration	System stable Good voltage recovery Loads at substation tripped
D8-15	Trip 138kV lines and Transformer at Harmattan Substation	System stable Good voltage recovery Loads at substation tripped
D8-16	Trip 138kV lines and Transformer at Didsbury Substation	System stable Good voltage recovery Loads at substation tripped
D8-17	Trip 138kV lines and Transformer at Olds Substation	System stable Good voltage recovery Loads at substation tripped
D8-18	Trip 138kV lines and Transformer at Innisfail Substation	System stable Good voltage recovery Loads at substation tripped
D8-20	Trip 240kV lines and Transformer at Keephill Substation Generations at Keephill tripped due to network configuration	System unstable System frequency dropped to near 59.5 Hz. RAS required. Loads at substation tripped
D8-21	Trip 240kV lines and Transformer at Gaetz Substation	System stable

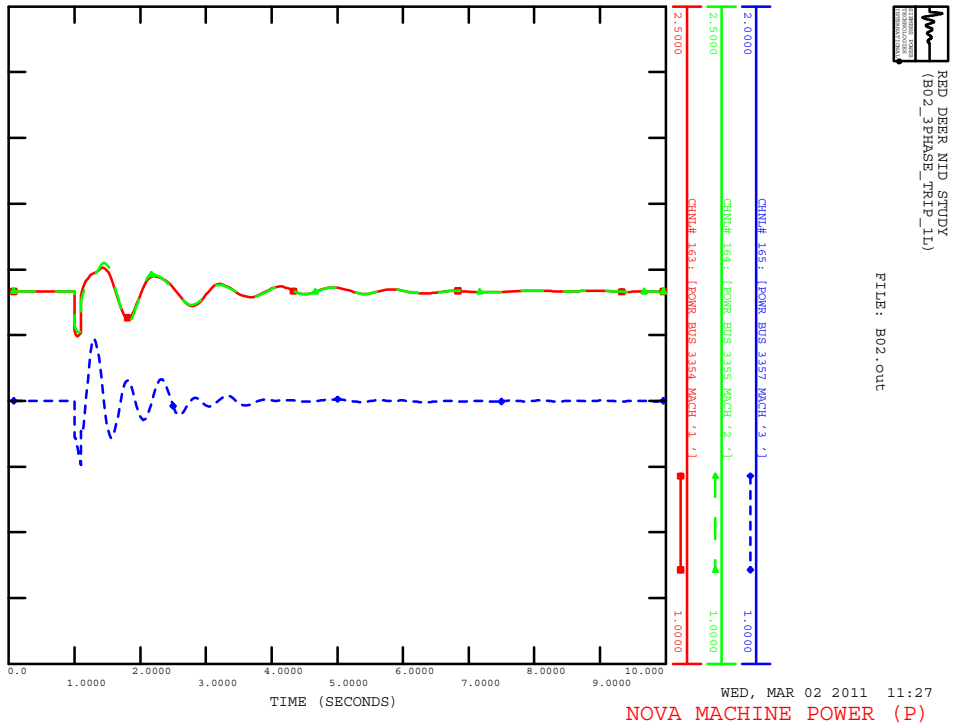
		Good voltage recovery Loads at substation tripped
D8-22	Trip 240kV lines and Transformer at Benalto Substation	System stable Good voltage recovery Loads at substation tripped
D8-23	Trip 240kV lines and Transformer at Red Deer Substation	System stable Good voltage recovery Loads at substation tripped
D8-24	Trip 240kV lines and Transformer at Didsbury Substation	System stable Good voltage recovery Loads at substation tripped
D8-25	Trip 240kV lines and Transformer at Sarcee Substation	System stable Good voltage recovery Loads at substation tripped
D8-26	Trip 138kV lines and Transformer at Crossft Substation	System stable Good voltage recovery Loads at substation tripped
D8-27	Trip 240kV lines and Transformer at Ponoka Substation	System stable Good voltage recovery Loads at substation tripped
D8-28	Trip 240kV lines and Transformer at Innisfall Substation	System stable Good voltage recovery Loads at substation tripped

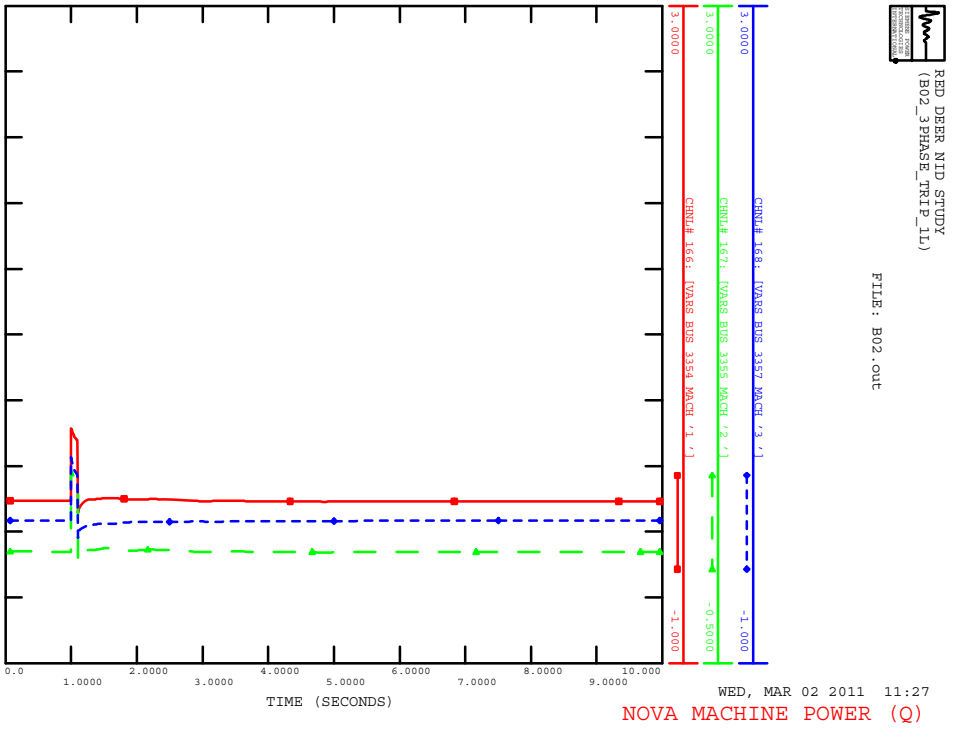
D10

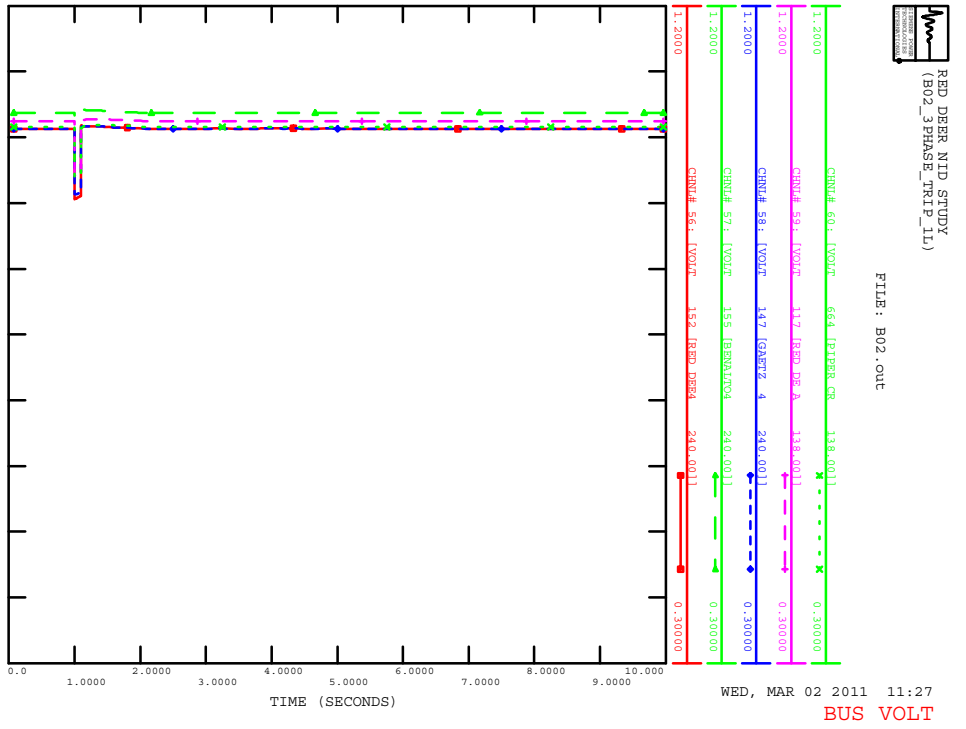
Case ID	Description	Observations
D10-1	Trip Nova Gnerator G3 Trip Nova Gnerator G4 Trip Nova Gnerator G5	System stable Good voltage recovery Loads at substation tripped.

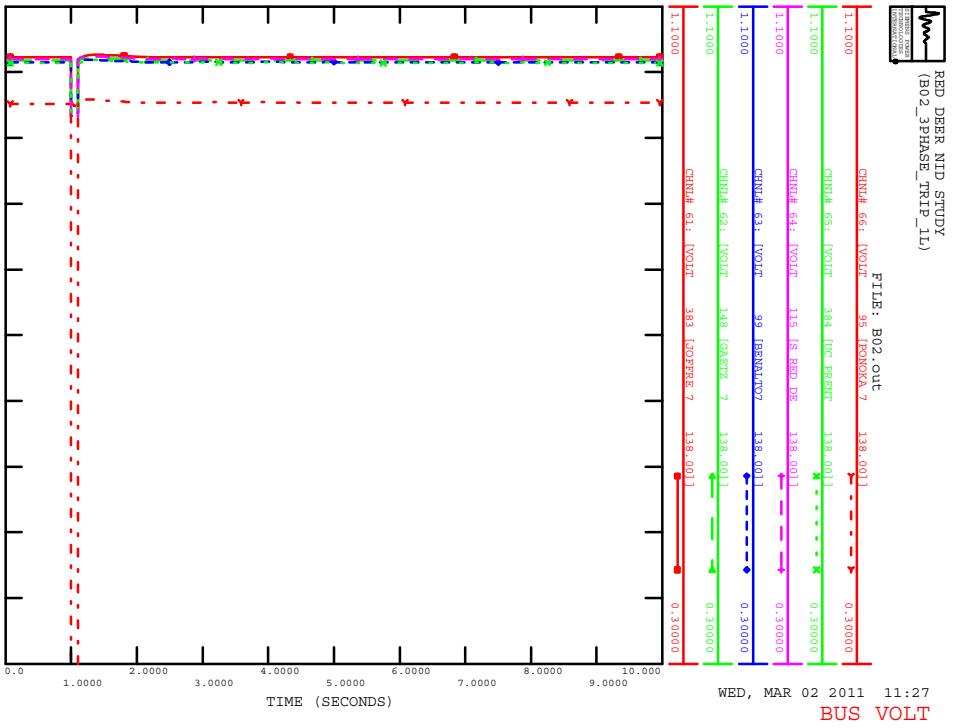
Attachment E-6 2017 Transient Stability Plot (Winter Peak)

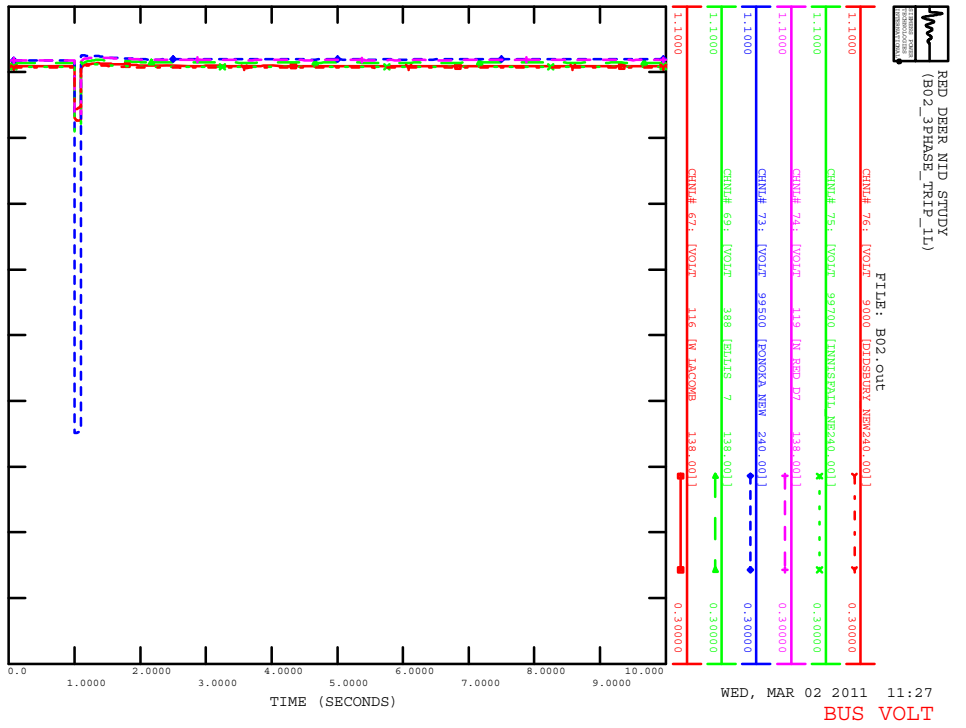

RED DEER NID STUDY
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FILE: B02.out
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CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
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WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

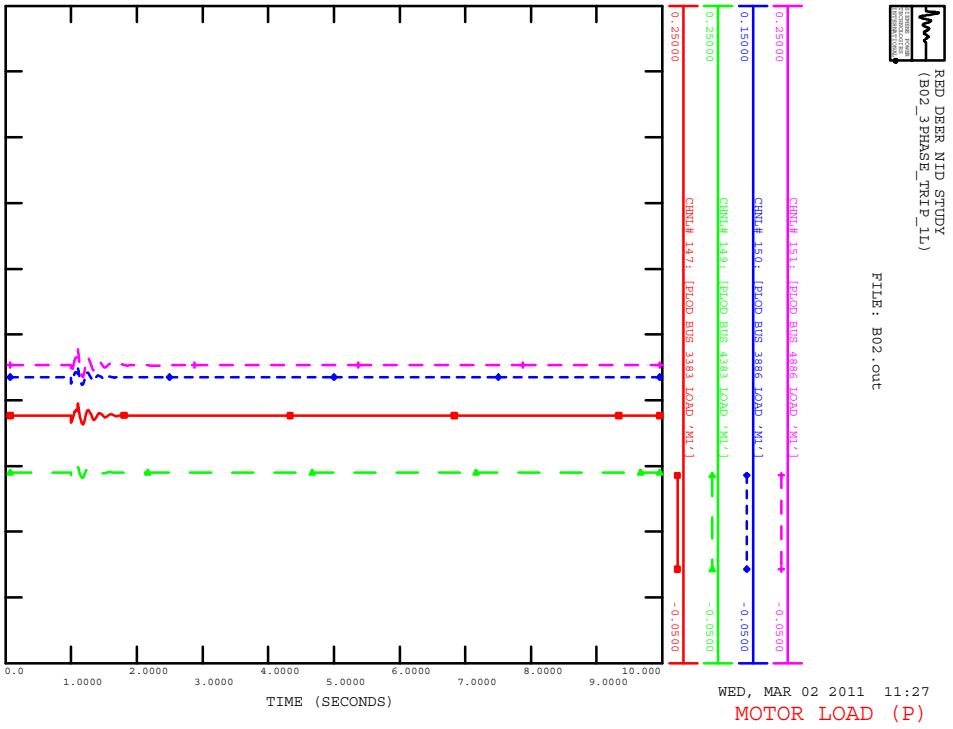

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
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1.0000
2.0000
3.0000
4.0000
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WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

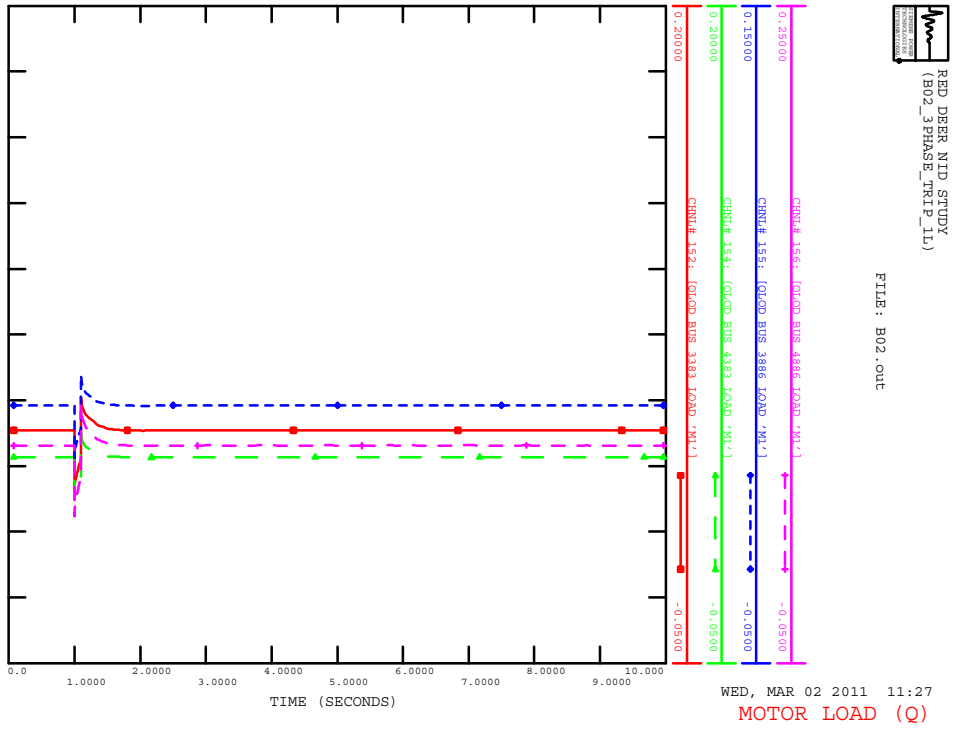

RED DEER NID STUDY
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CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
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-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
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9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

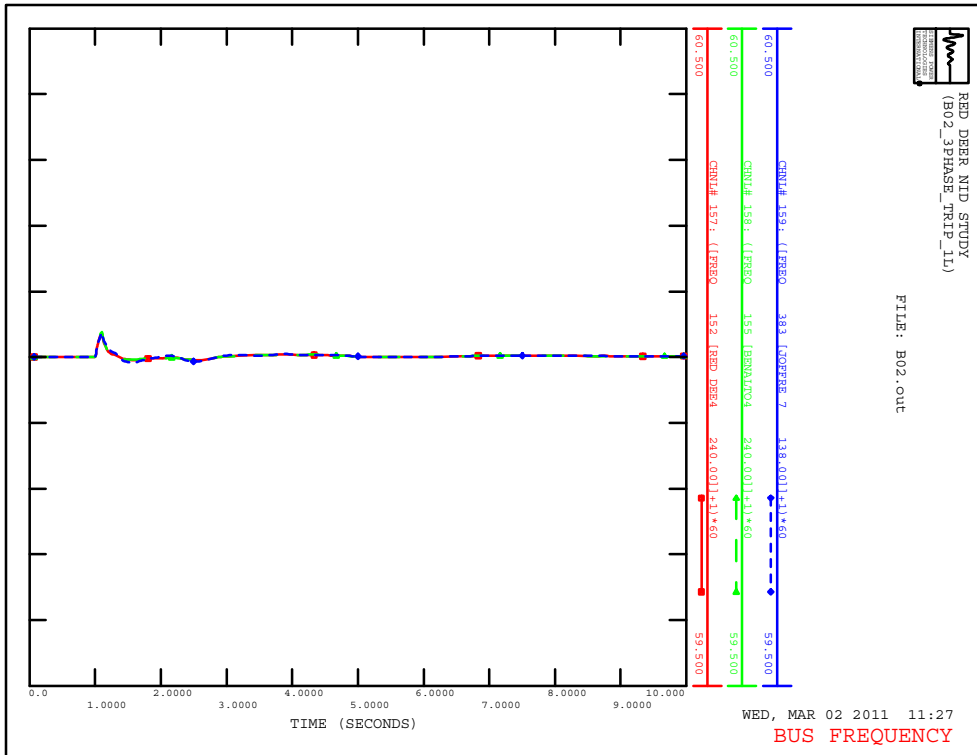

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEB4 240.00]]
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0.0
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2.0000
3.0000
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9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

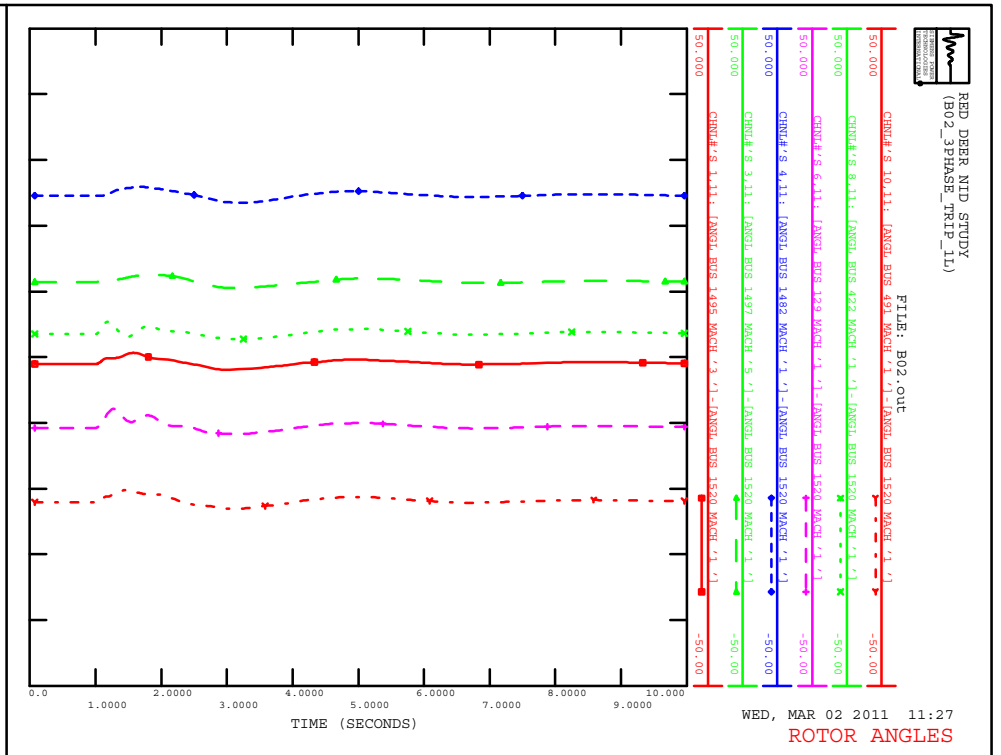

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [GAETZ 7 138.00]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
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WED, MAR 02 2011 11:27
BUS VOLT

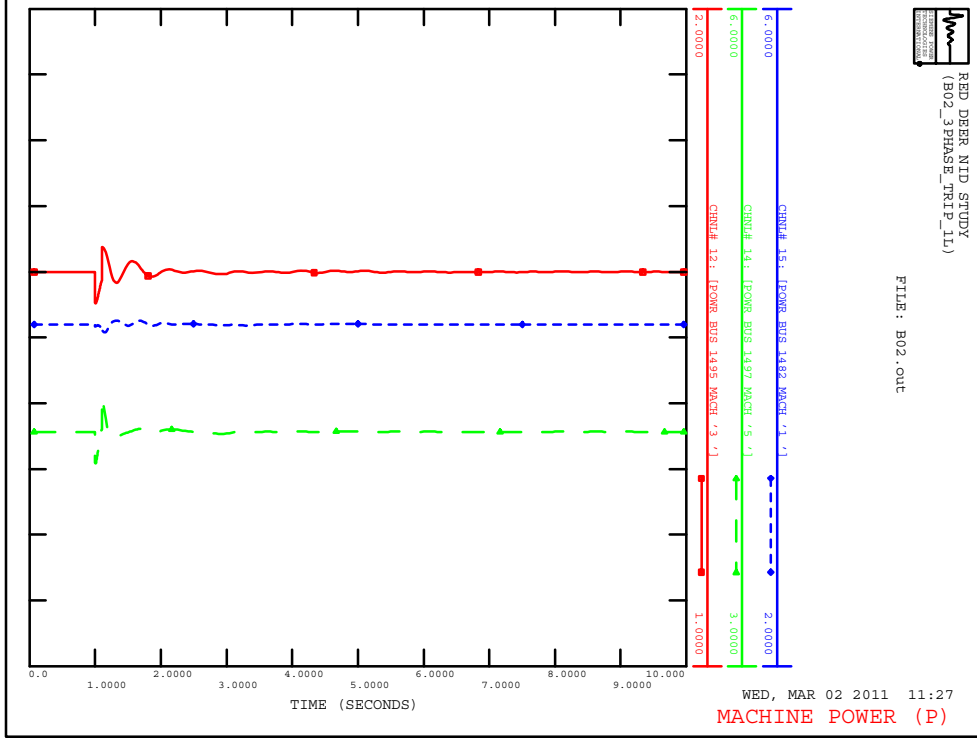

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [ELLIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]
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BUS VOLT

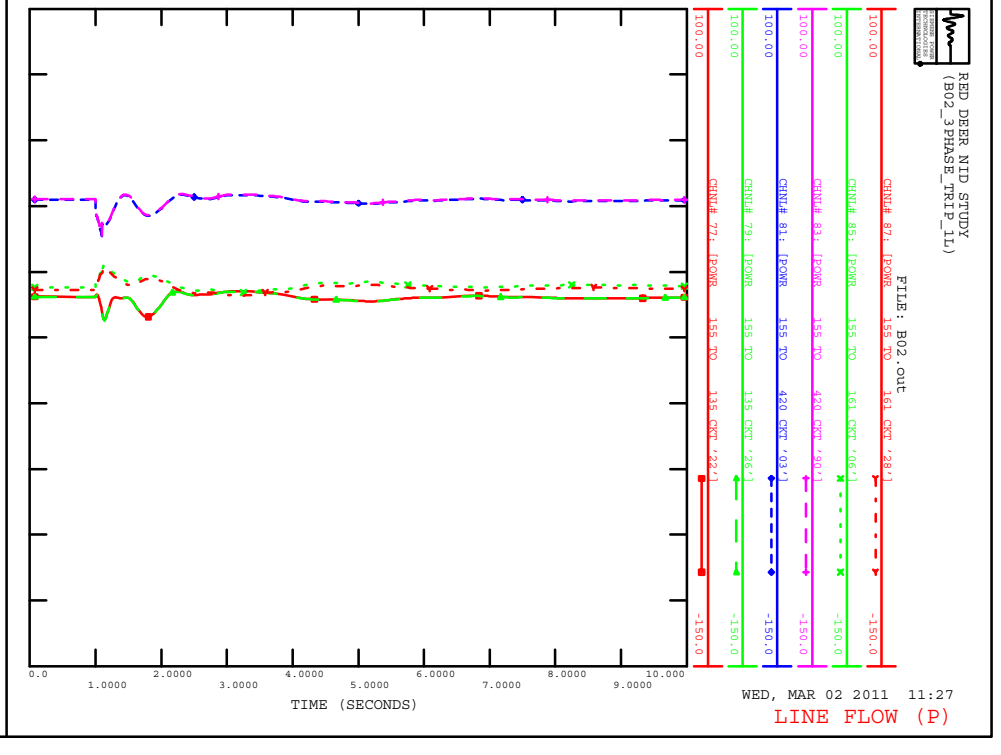

RED DEER NID STUDY
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FILE: B02.out
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CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
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WED, MAR 02 2011 11:27
MOTOR LOAD (P)

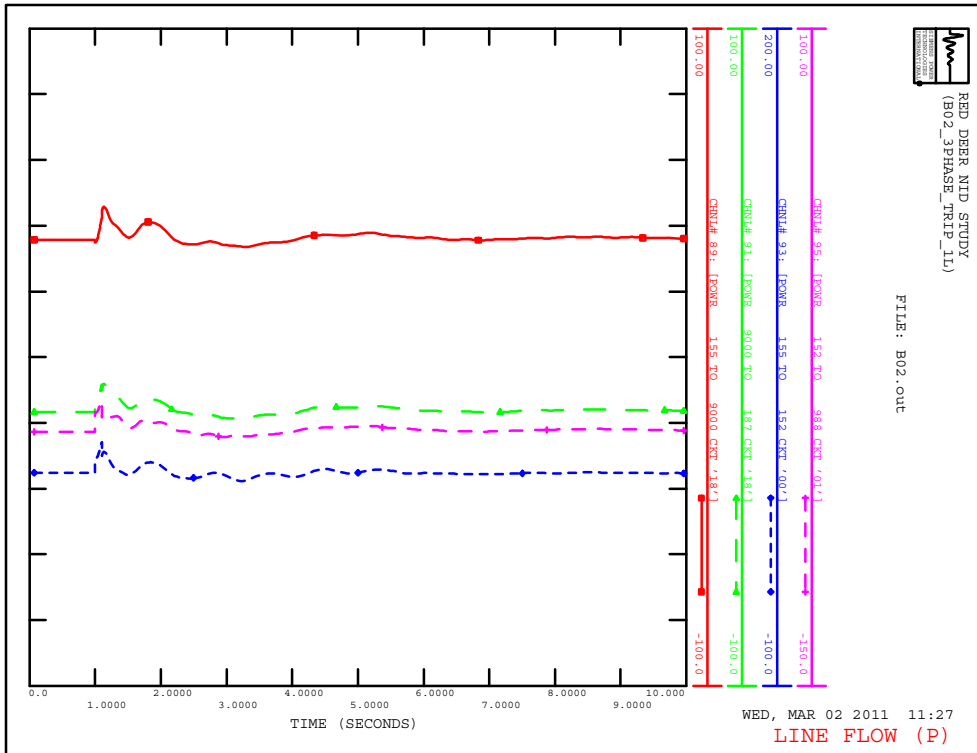

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
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MOTOR LOAD (Q)

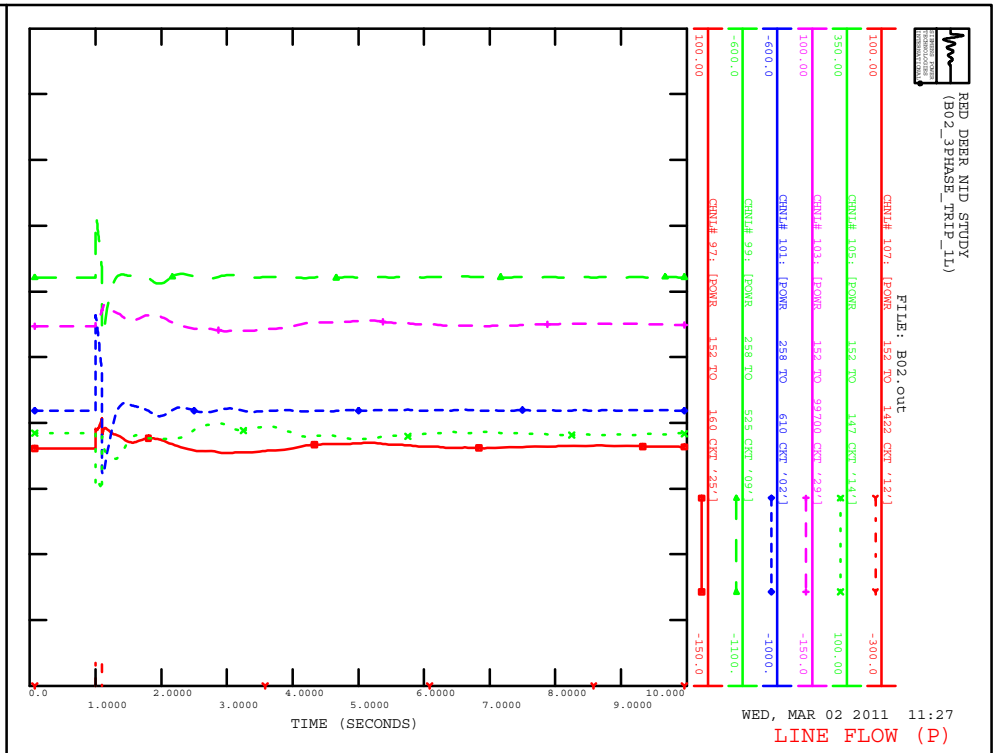

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
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BUS FREQUENCY

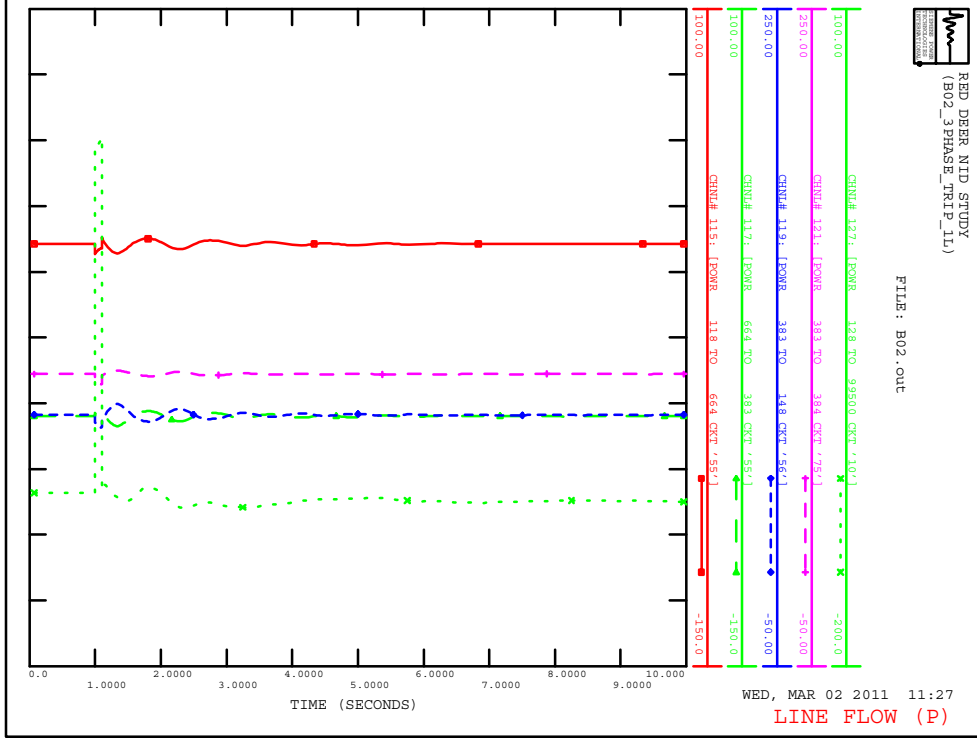

RED DEER NID STUDY
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ROTOR ANGLES

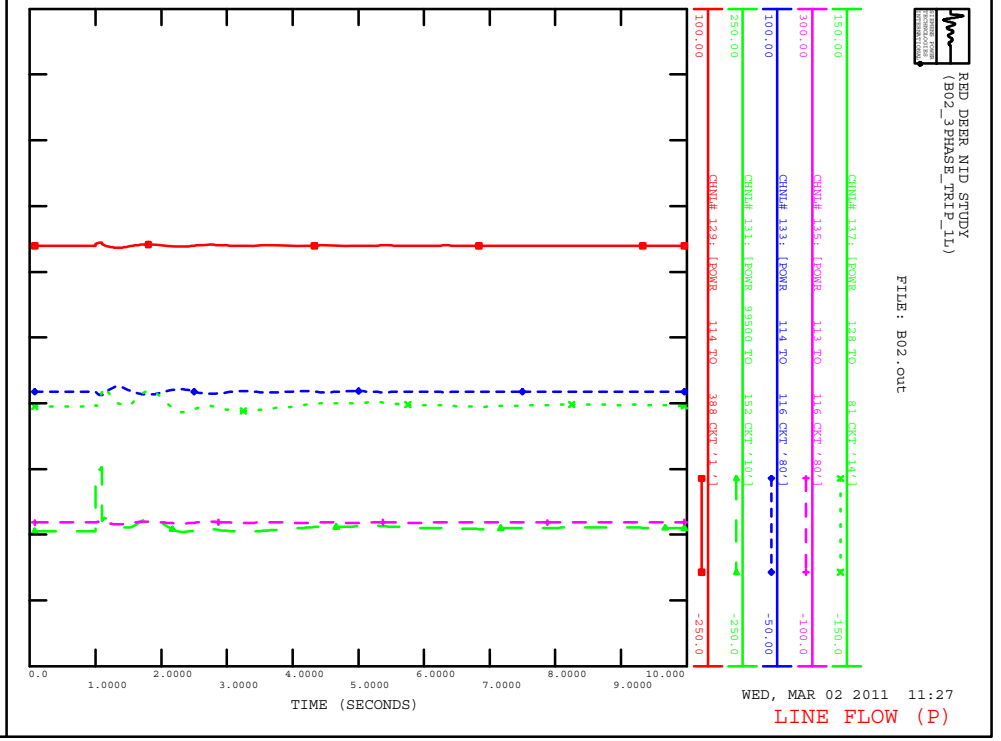

RED DEER NID STUDY
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TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

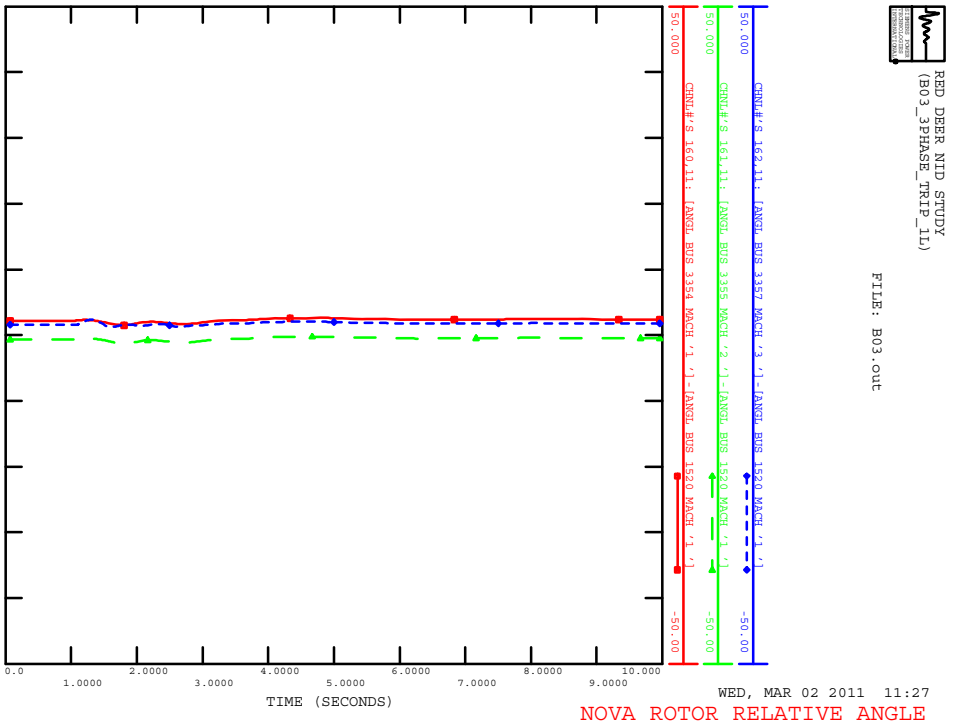

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

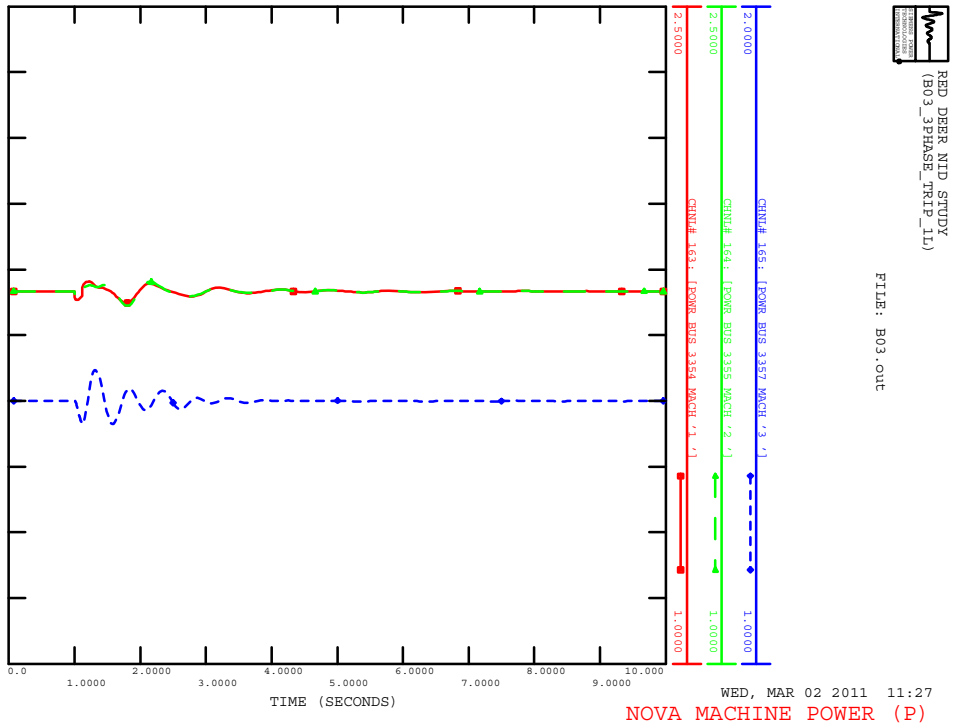

RED DEER NID STUDY
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TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

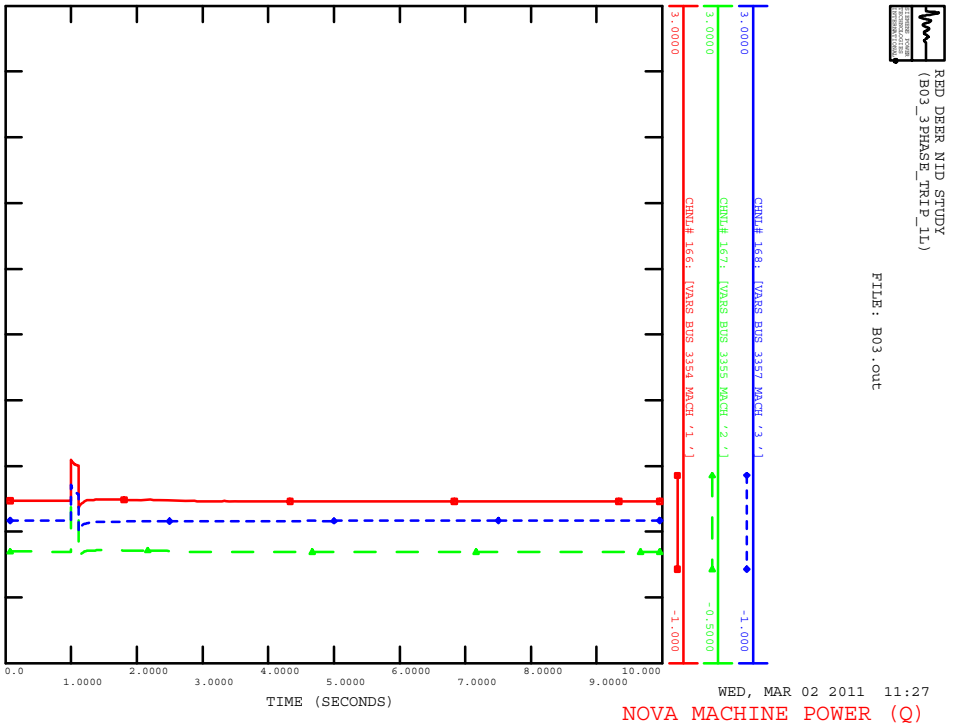

RED DEER NID STUDY
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LINE FLOW (P)

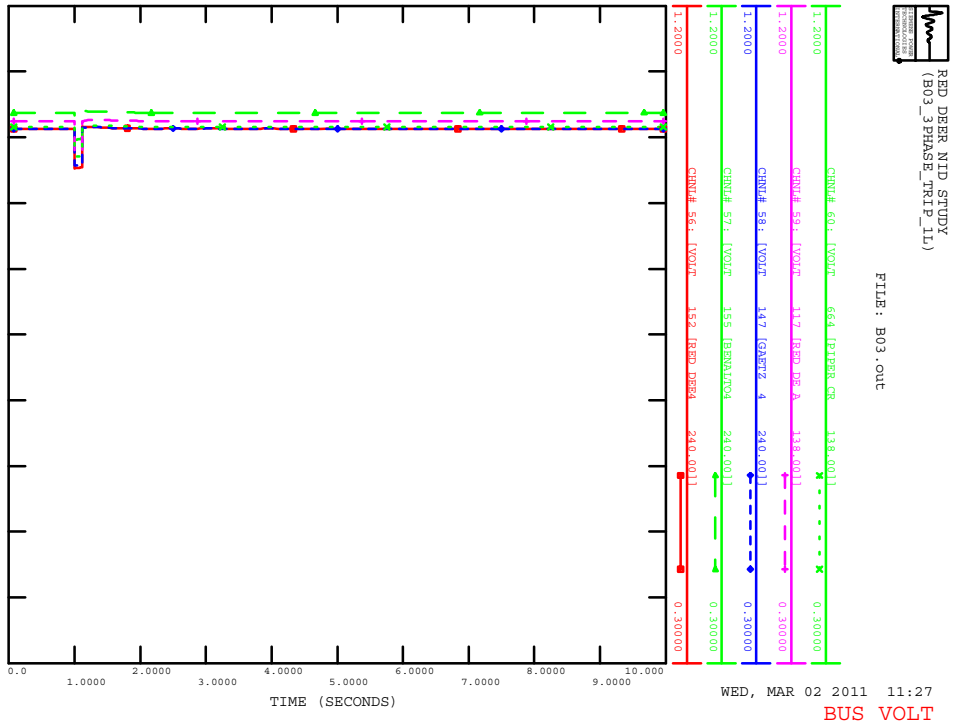

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

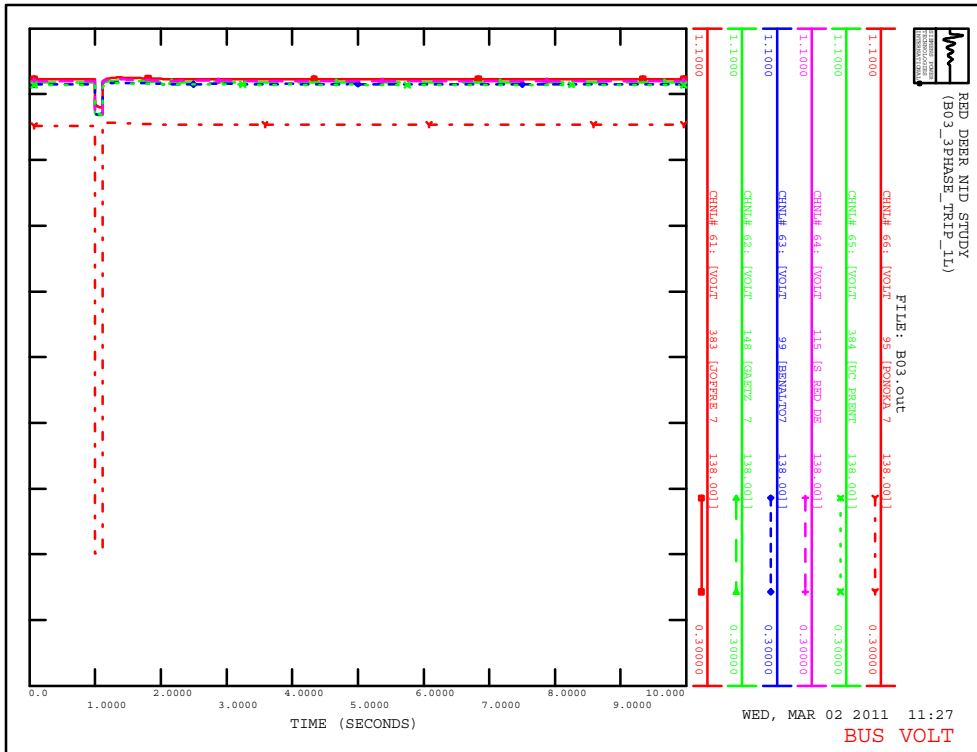

RED DEER NID STUDY
(B02_3PHASE_TRIP_1L)
FILE: B02.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

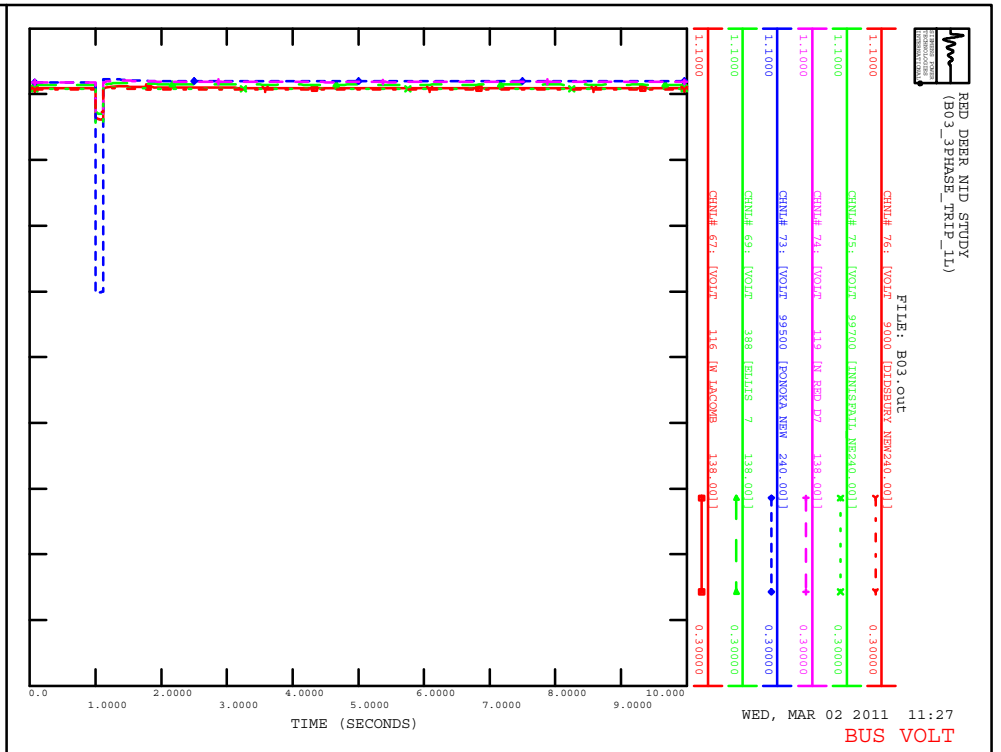

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 162, 11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 161, 11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL# 160, 11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

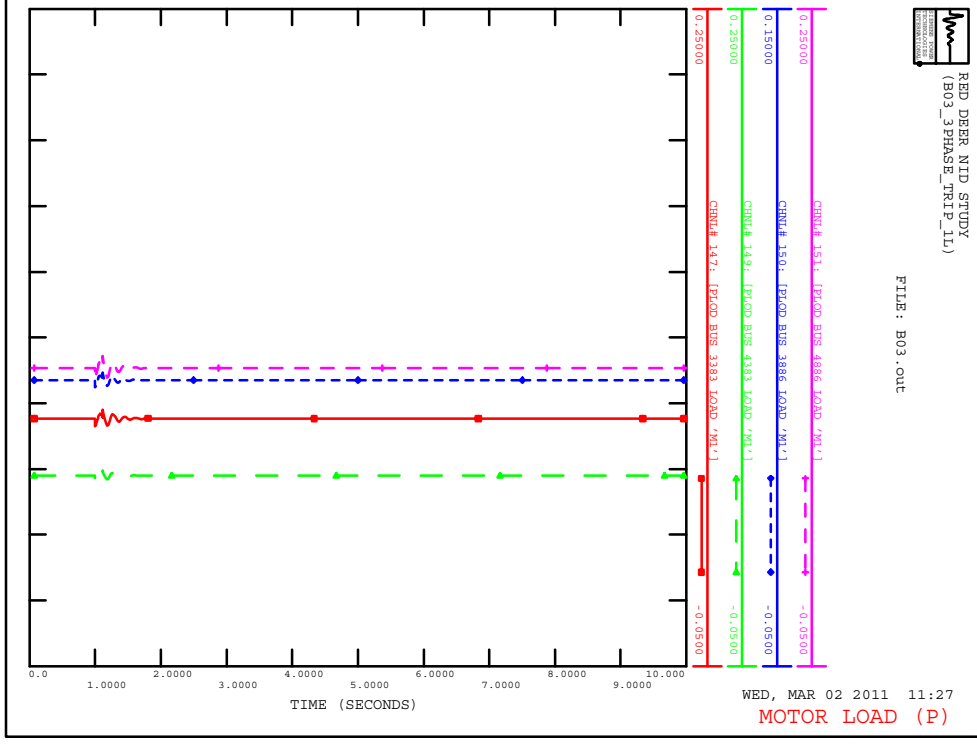

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 165, [POWR BUS 3357 MACH '3 ']
CHNL# 164, [POWR BUS 3355 MACH '2 ']
CHNL# 163, [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

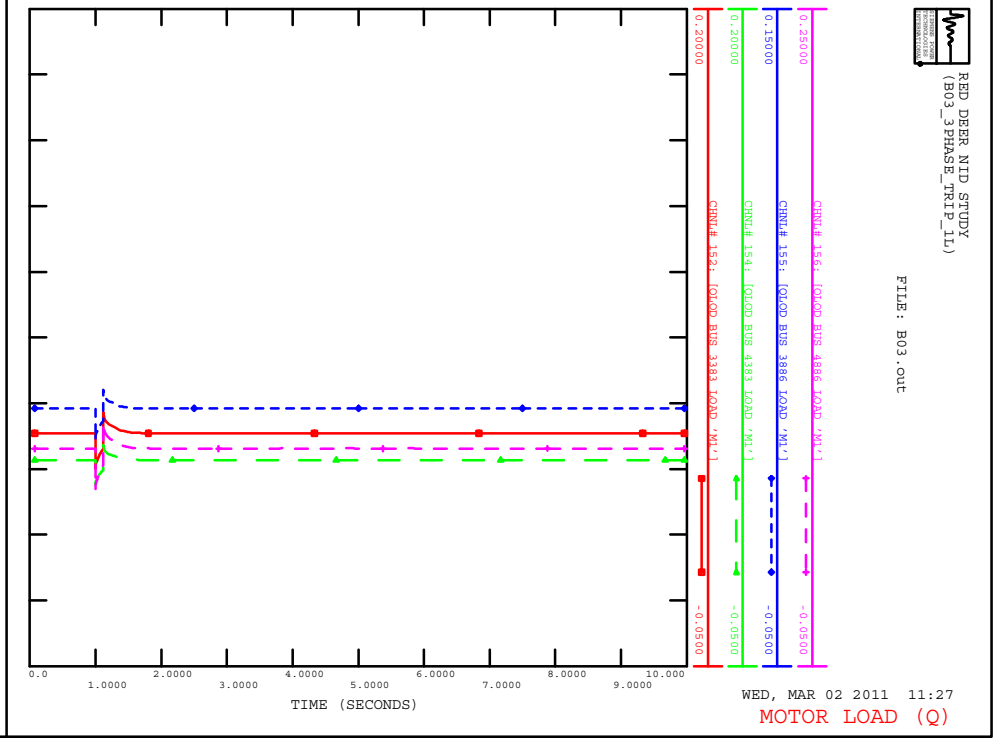

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 168, [VARS BUS 3357 MACH '3 ']
CHNL# 167, [VARS BUS 3355 MACH '2 ']
CHNL# 166, [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

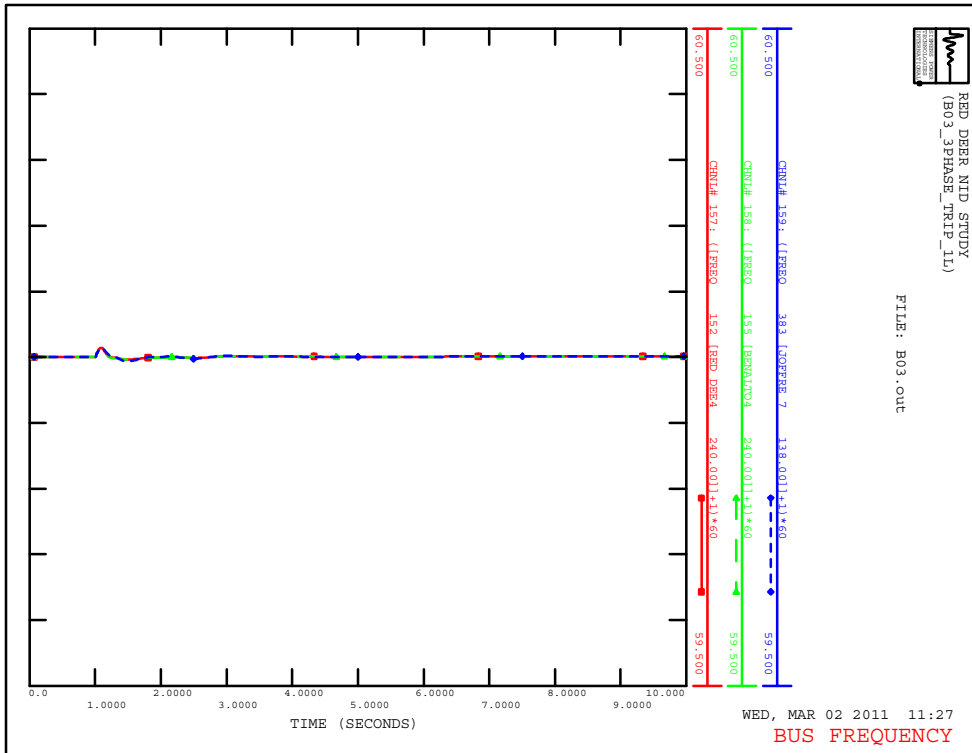

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
CHNL# 60, [VOLT 664 [PIPER CR 138.00]]
CHNL# 59, [VOLT 117 [RED DEE 2 138.00]]
CHNL# 58, [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57, [VOLT 155 [BENALTO4 240.00]]
CHNL# 56, [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

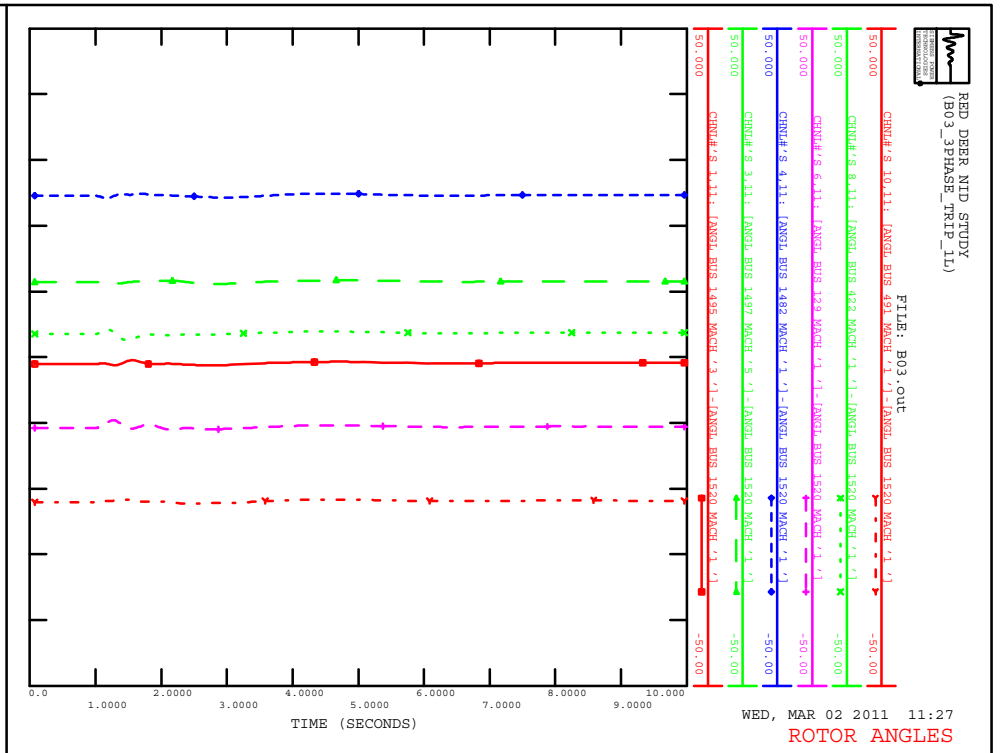

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

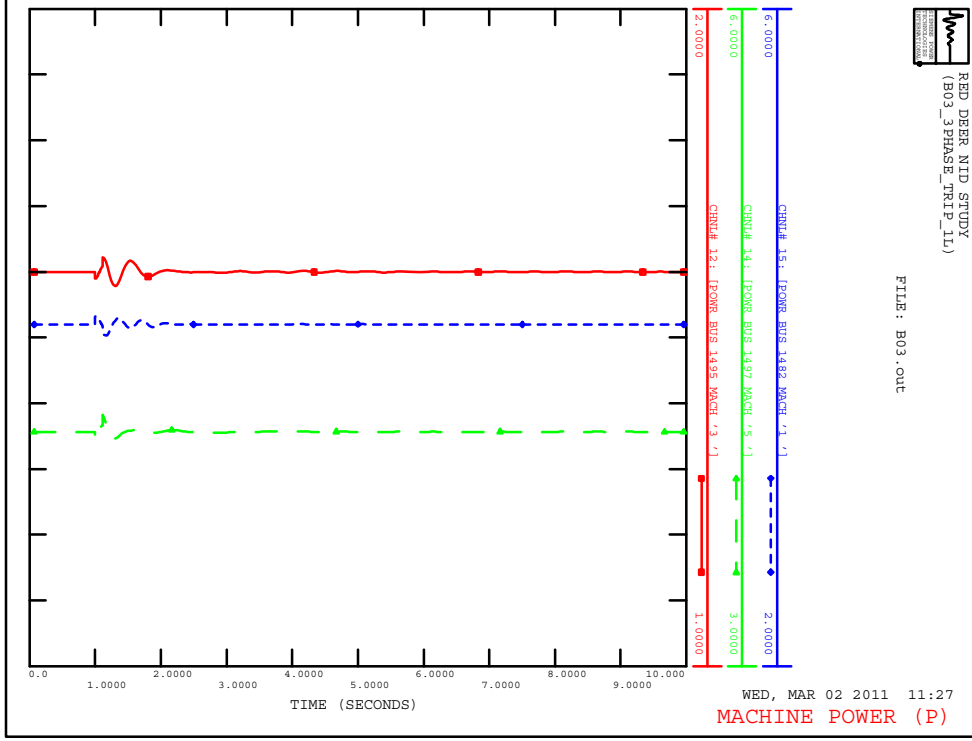

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

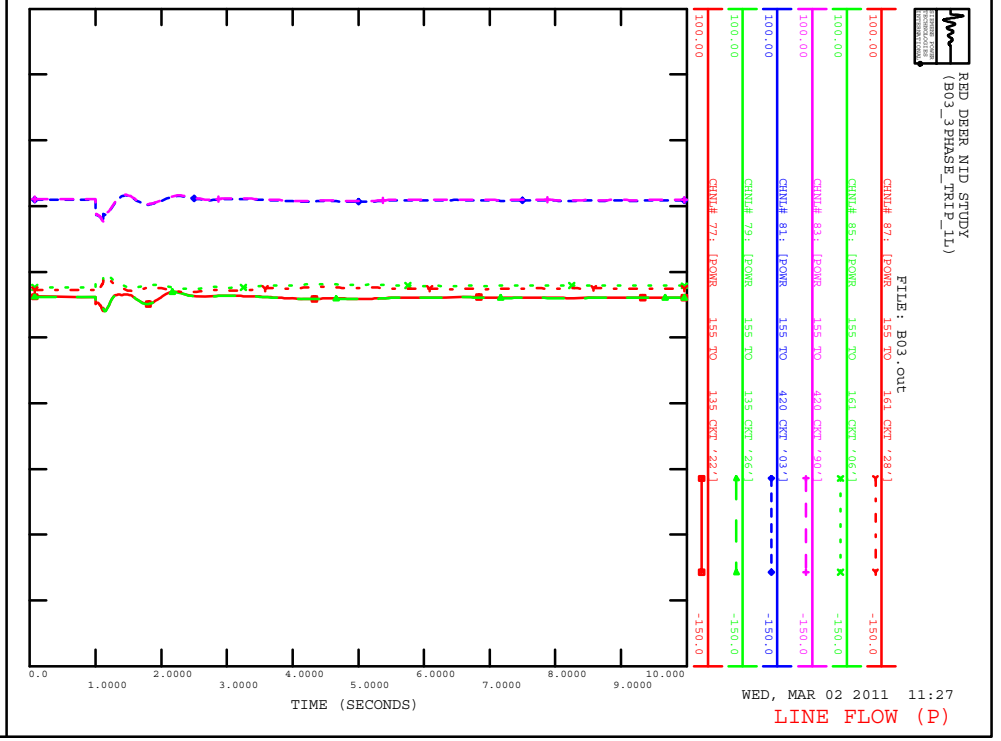

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

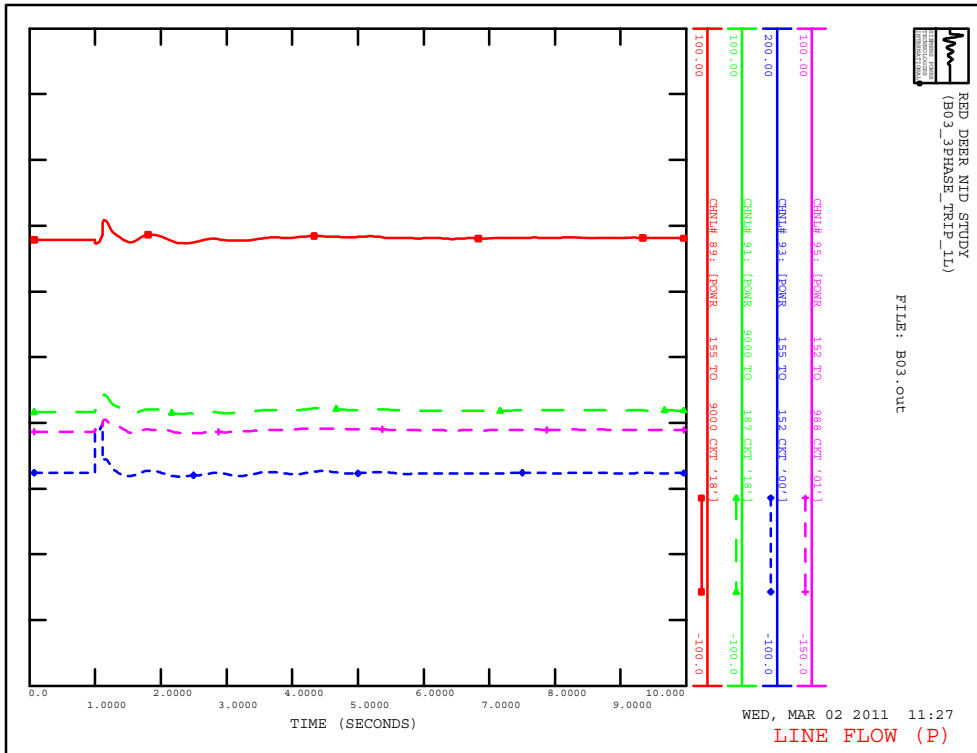

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

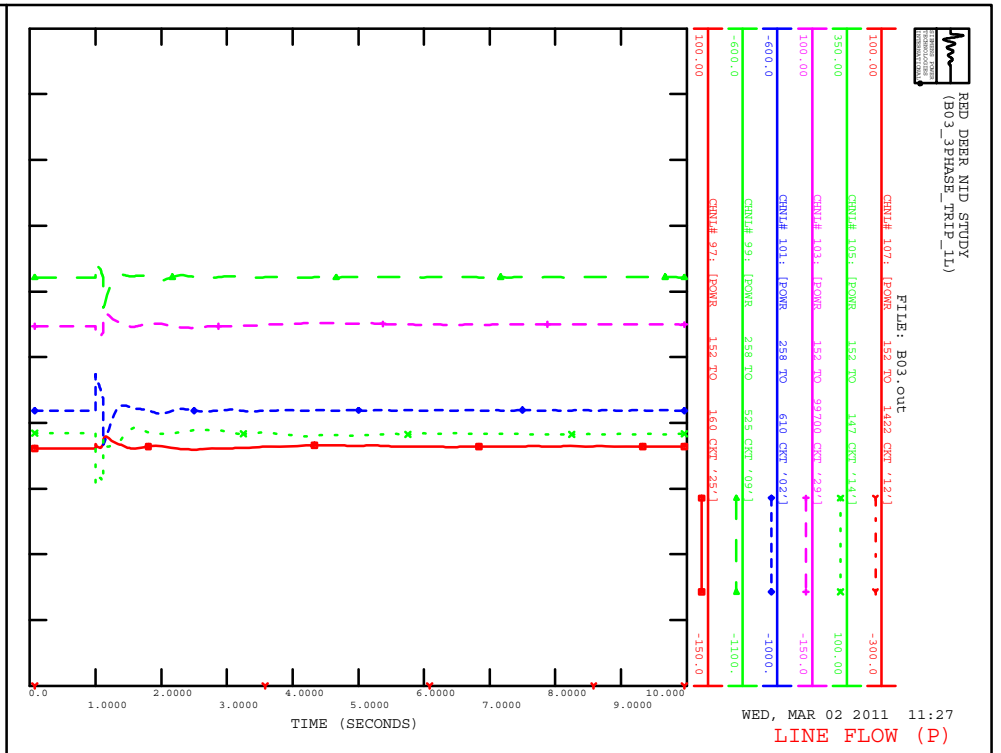

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

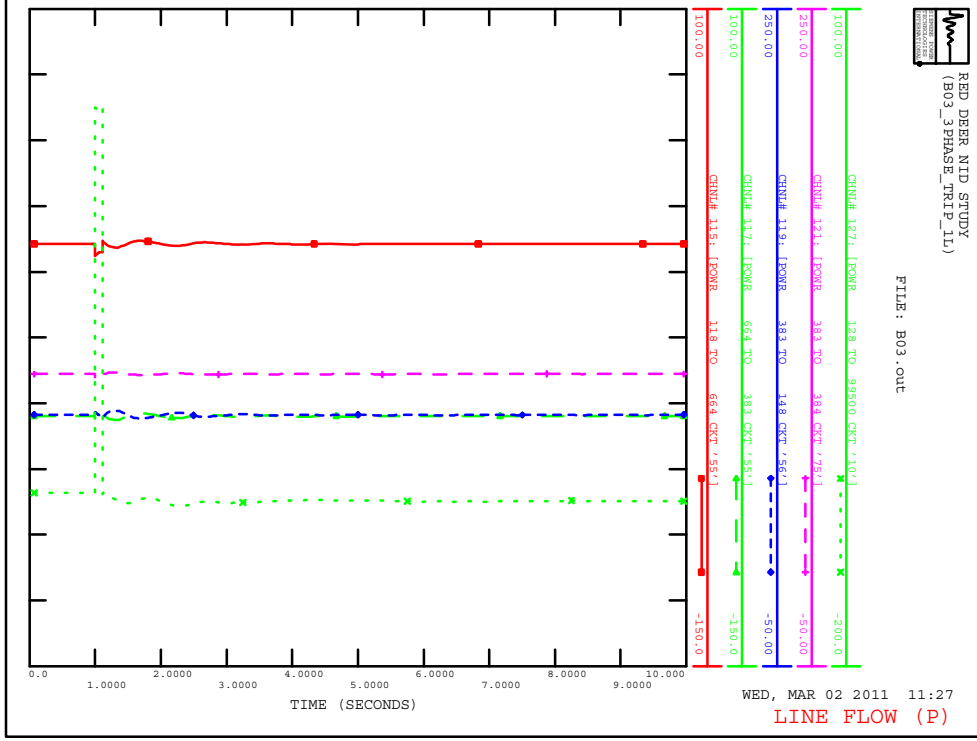

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

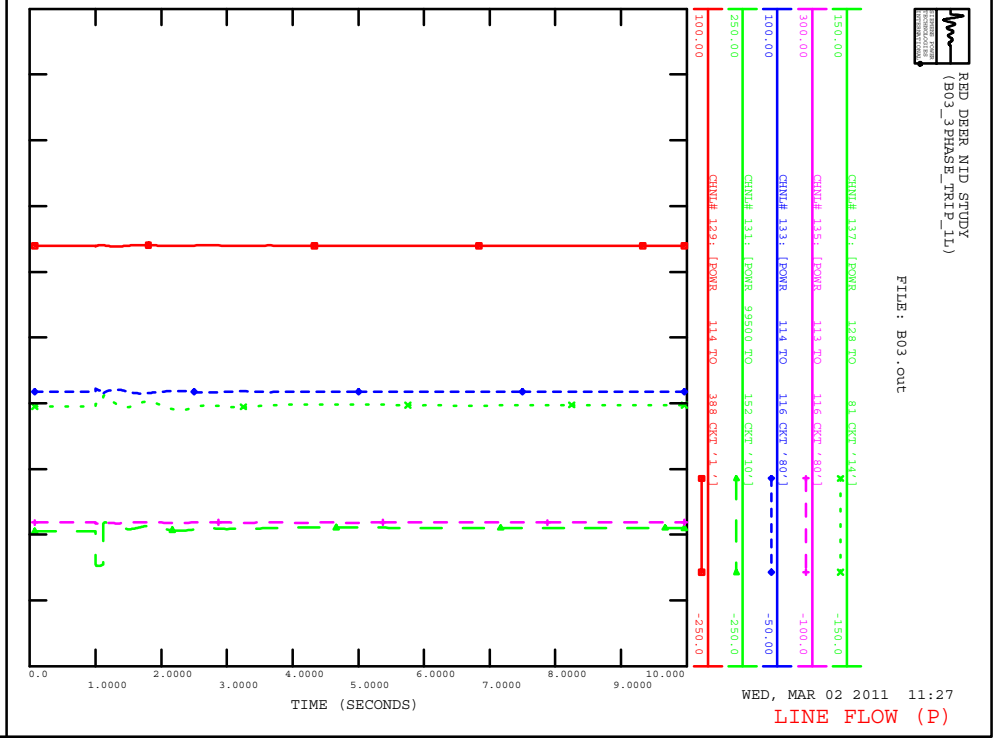

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

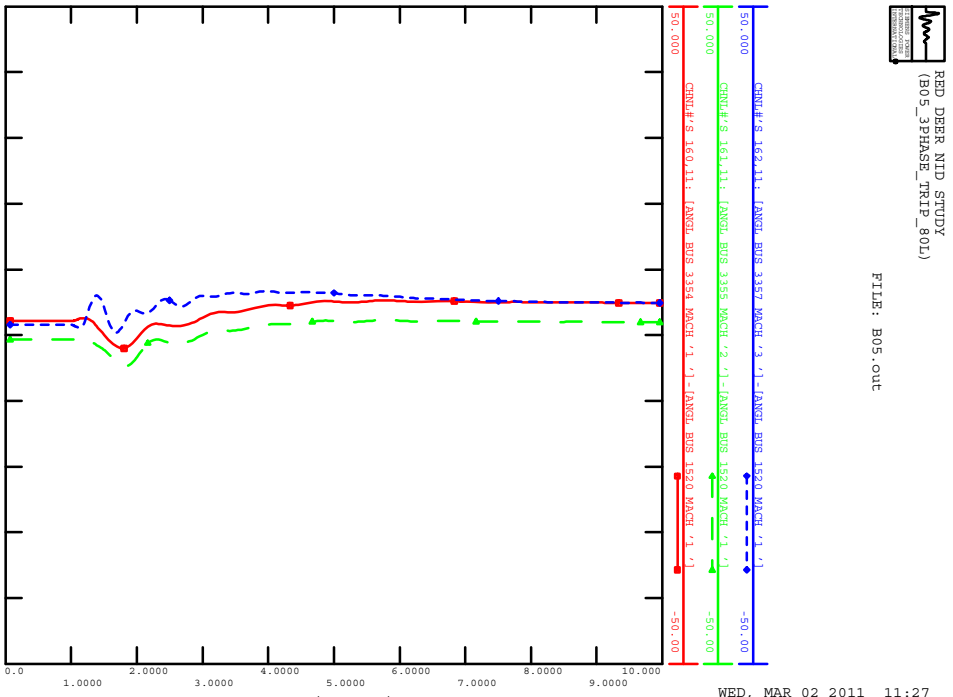

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

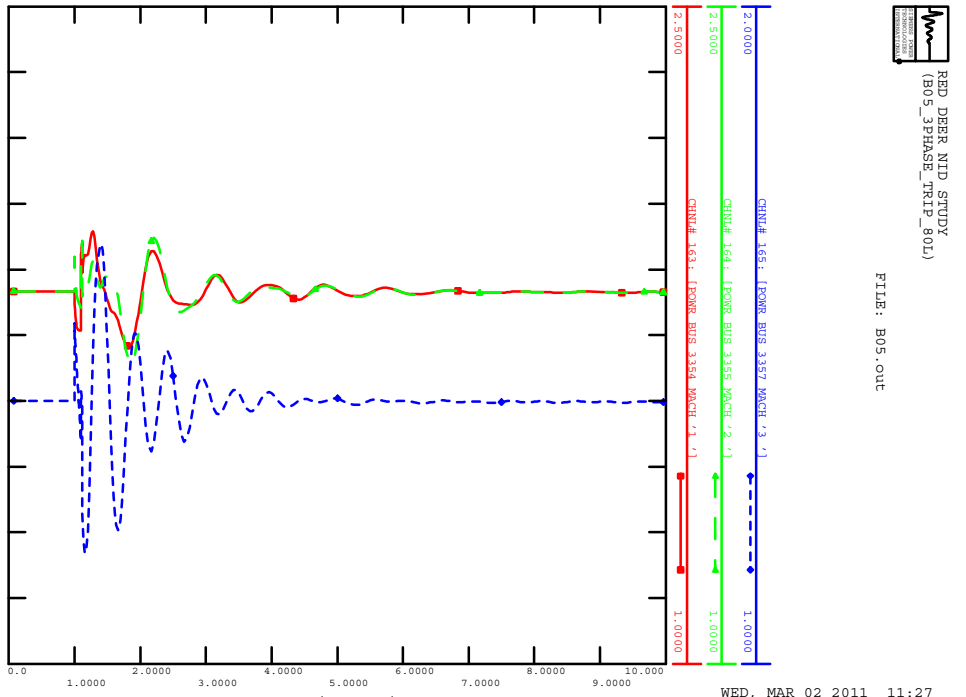

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

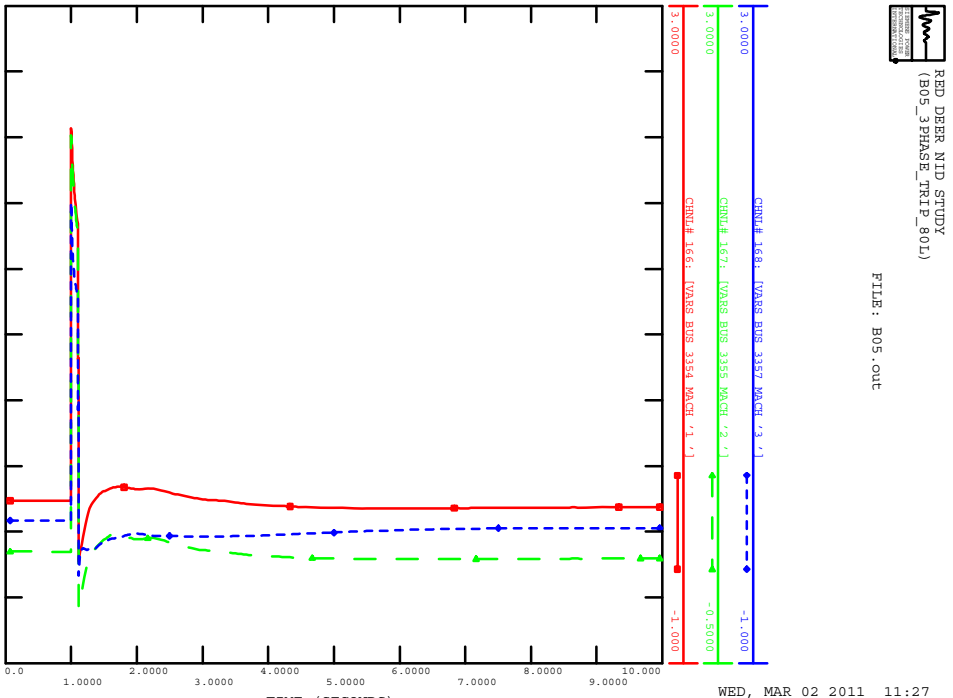

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

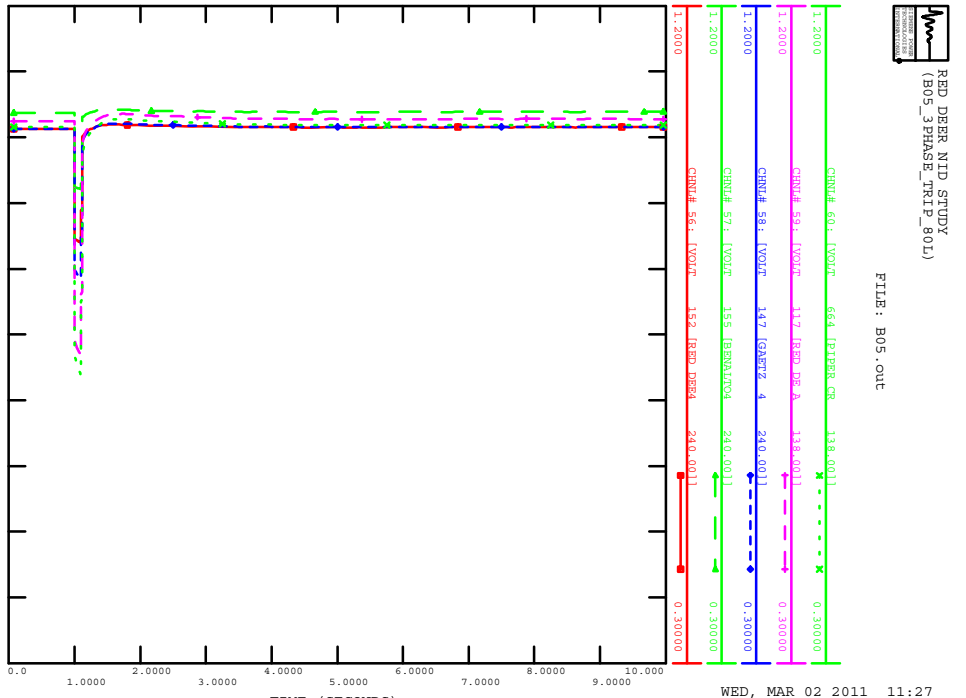

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

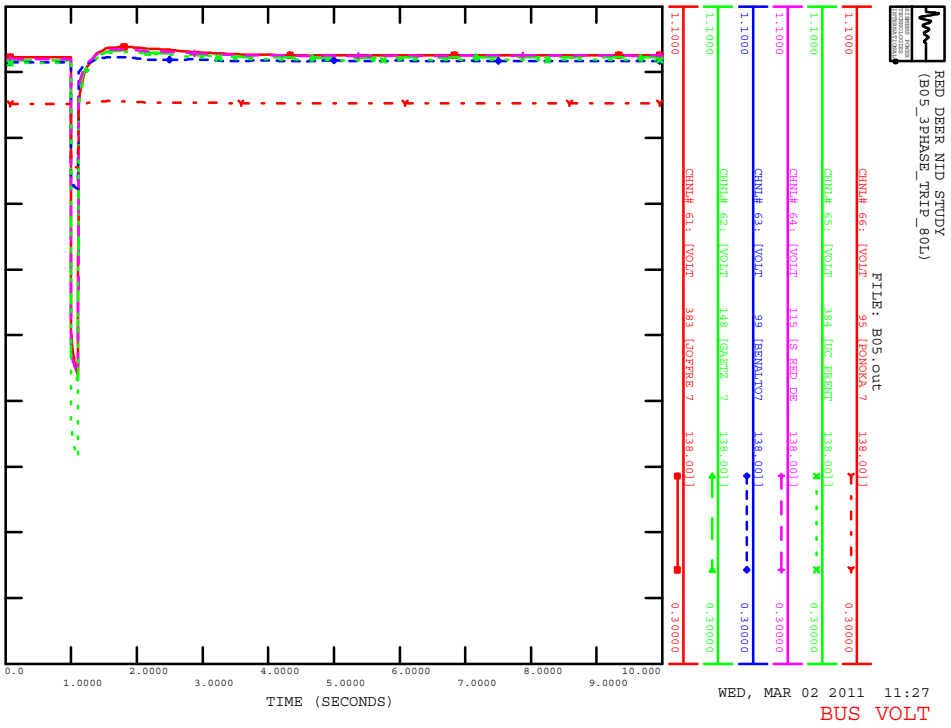

RED DEER NID STUDY
(B03_3PHASE_TRIP_1L)
FILE: B03.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

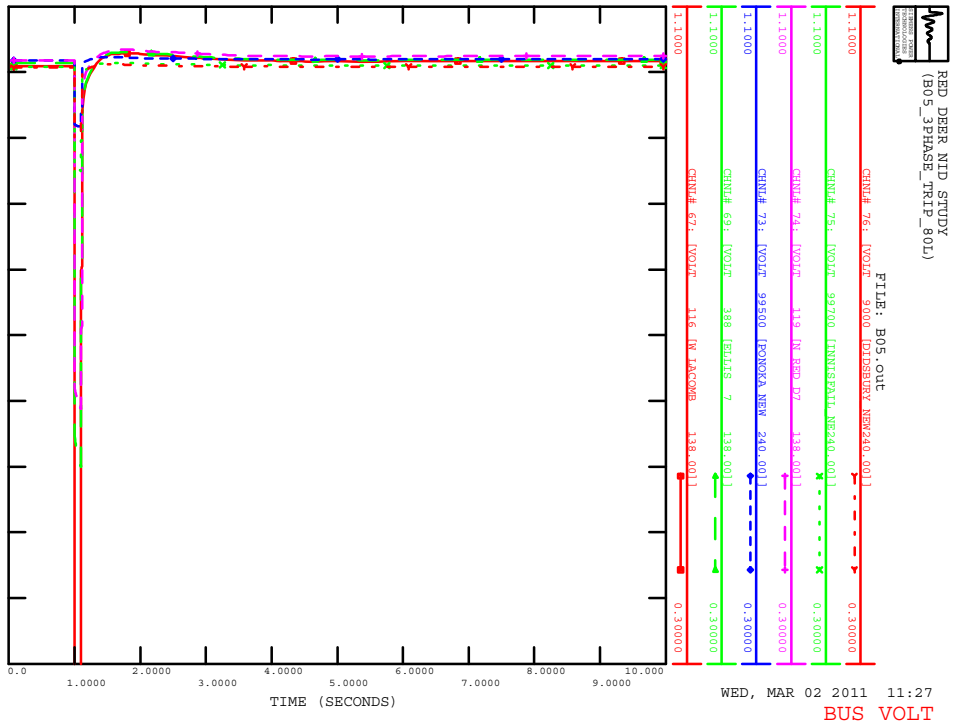

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL# 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

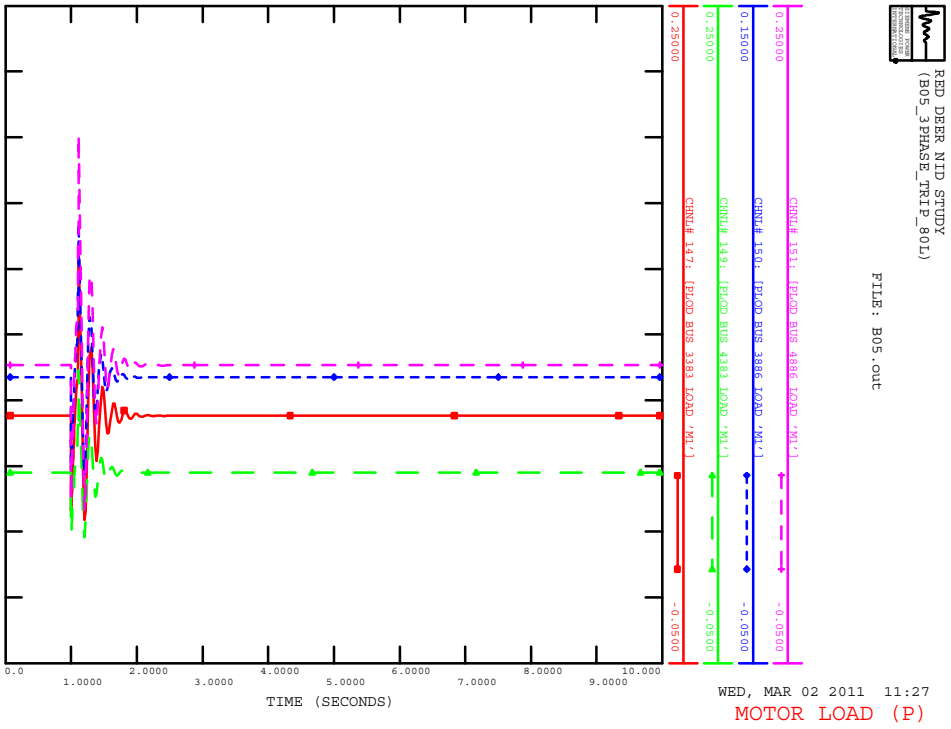

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

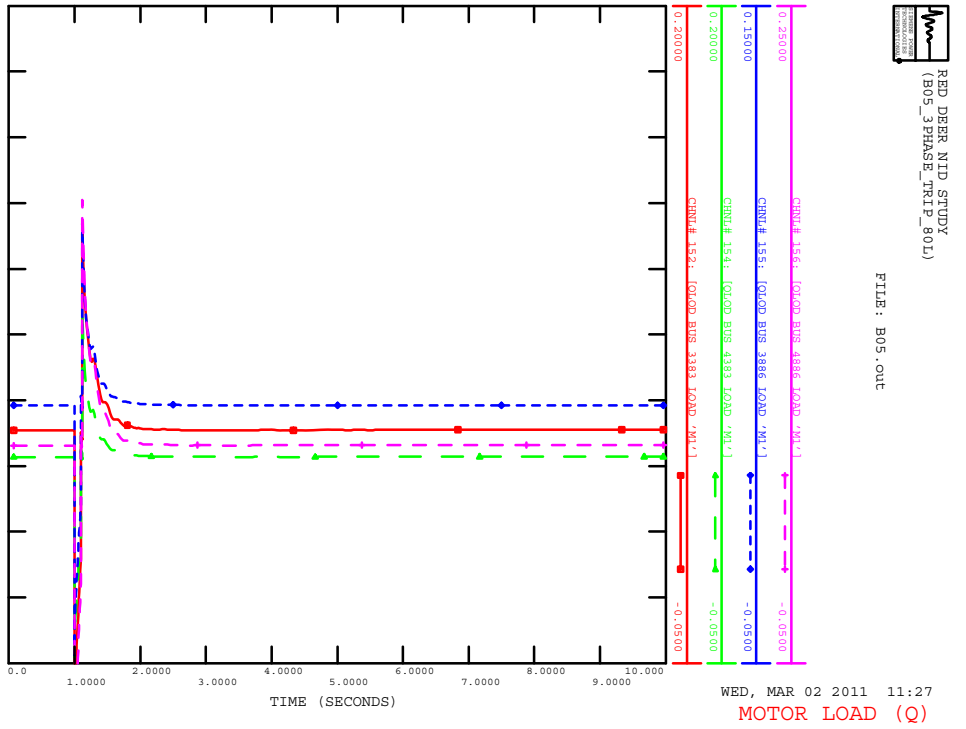

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-0.5000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

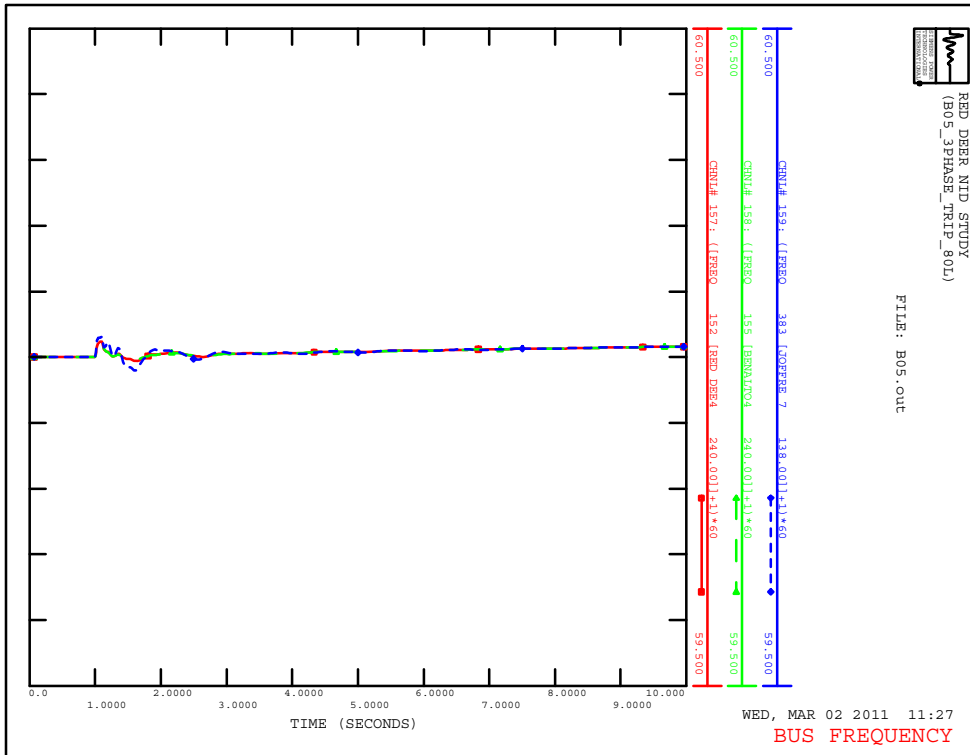

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

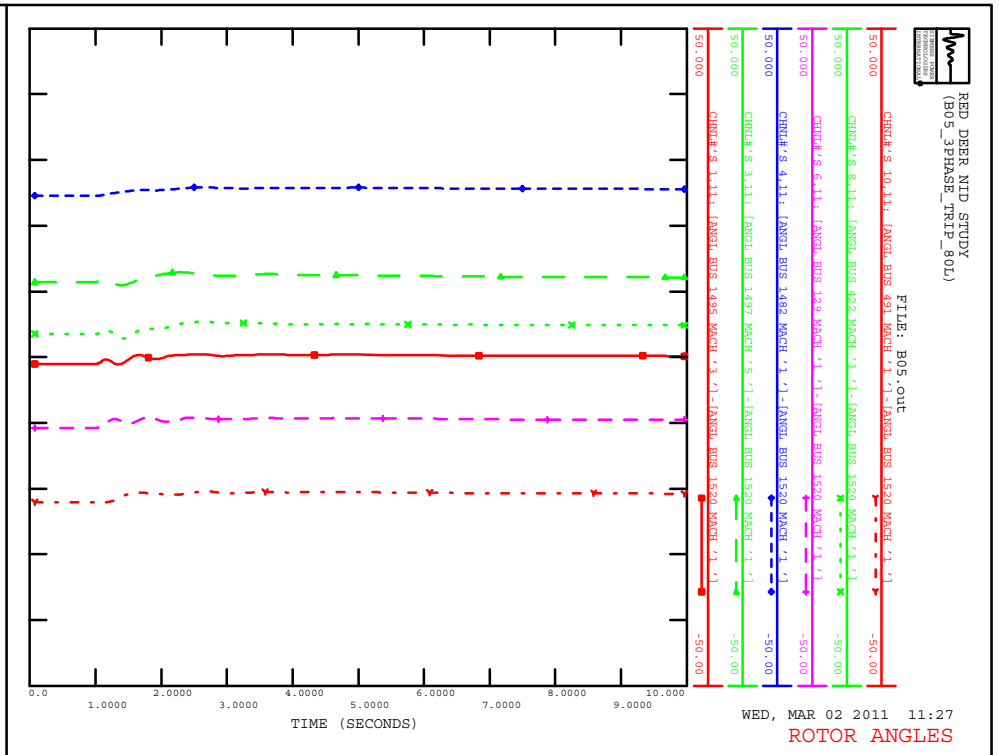

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNI# 61: [VOLT 383 [OOFFRB 7 138.001]
CHNI# 62: [VOLT 148 [GALEY2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC_PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

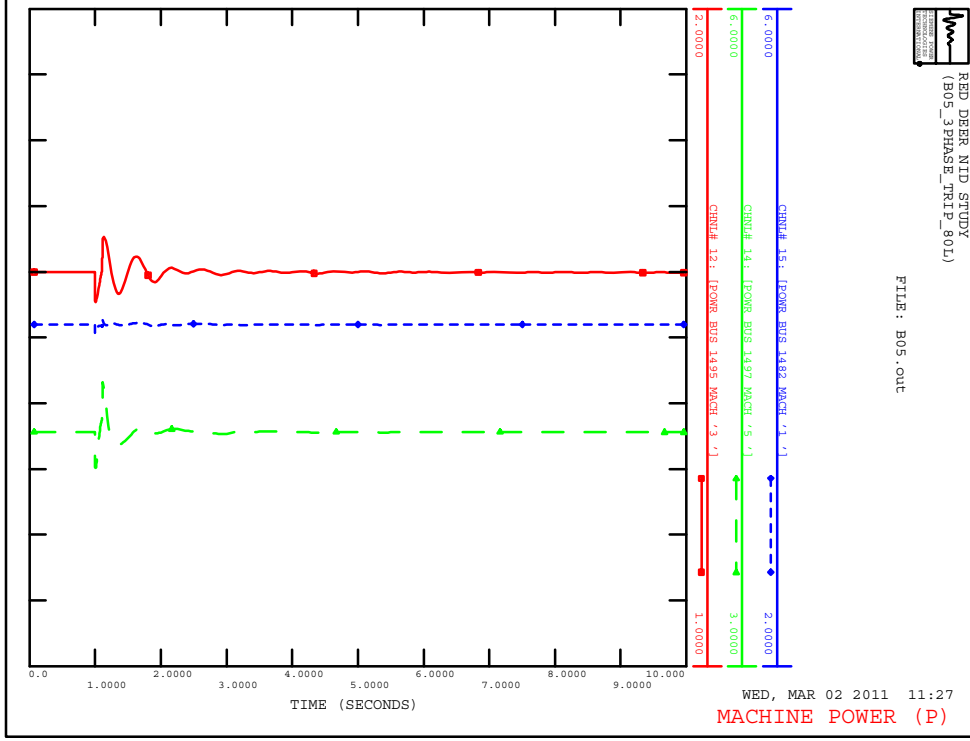

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIDSBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

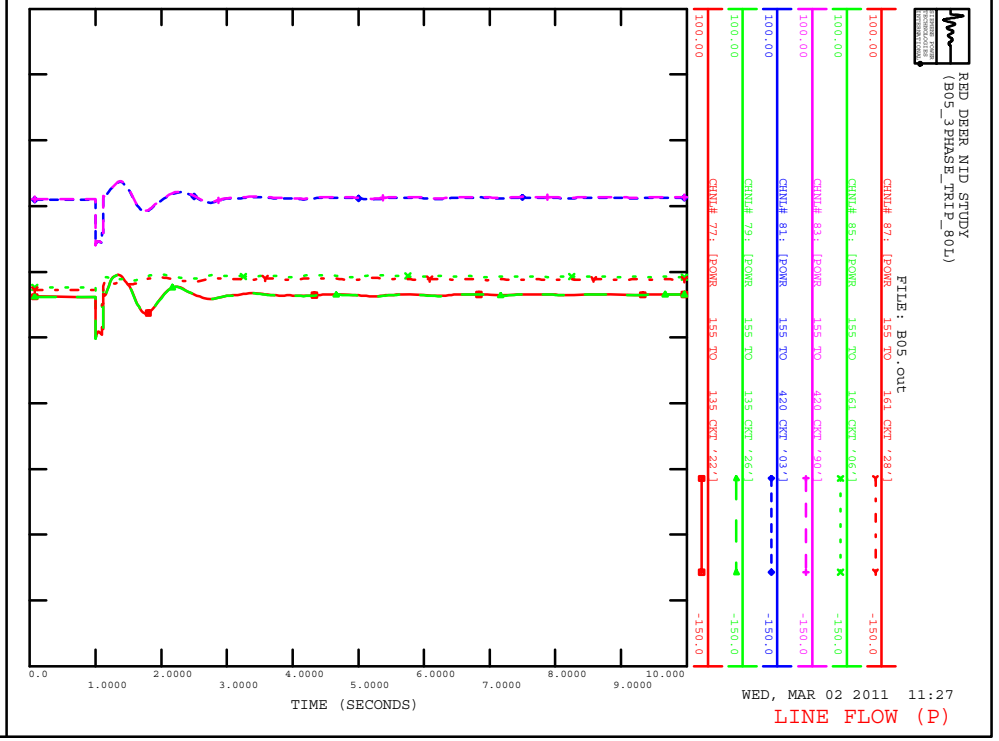

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

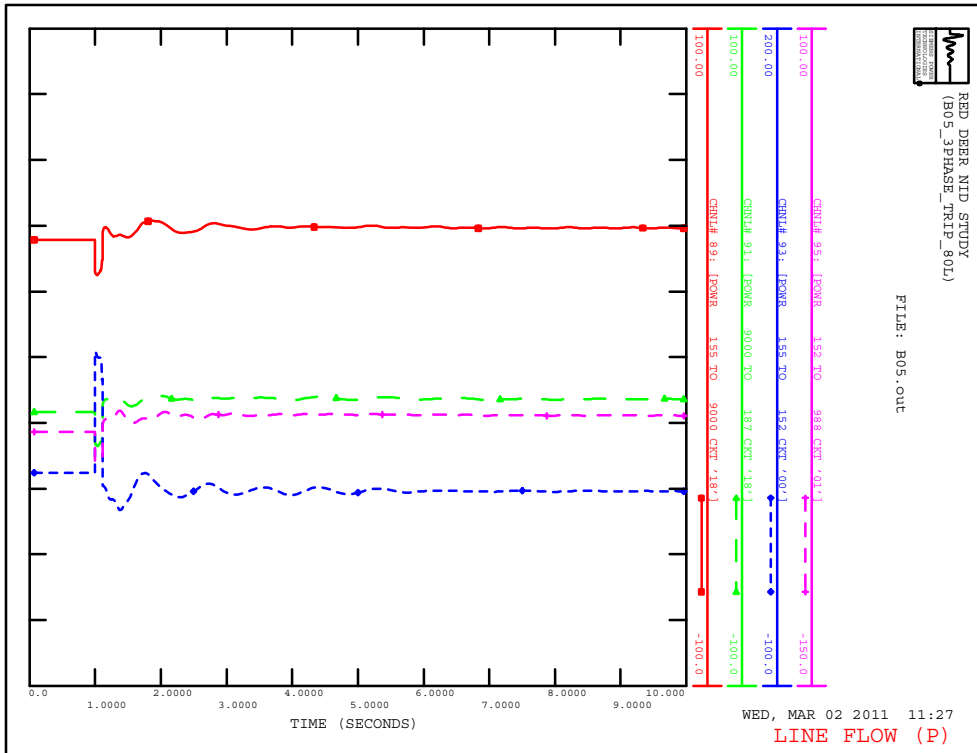

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

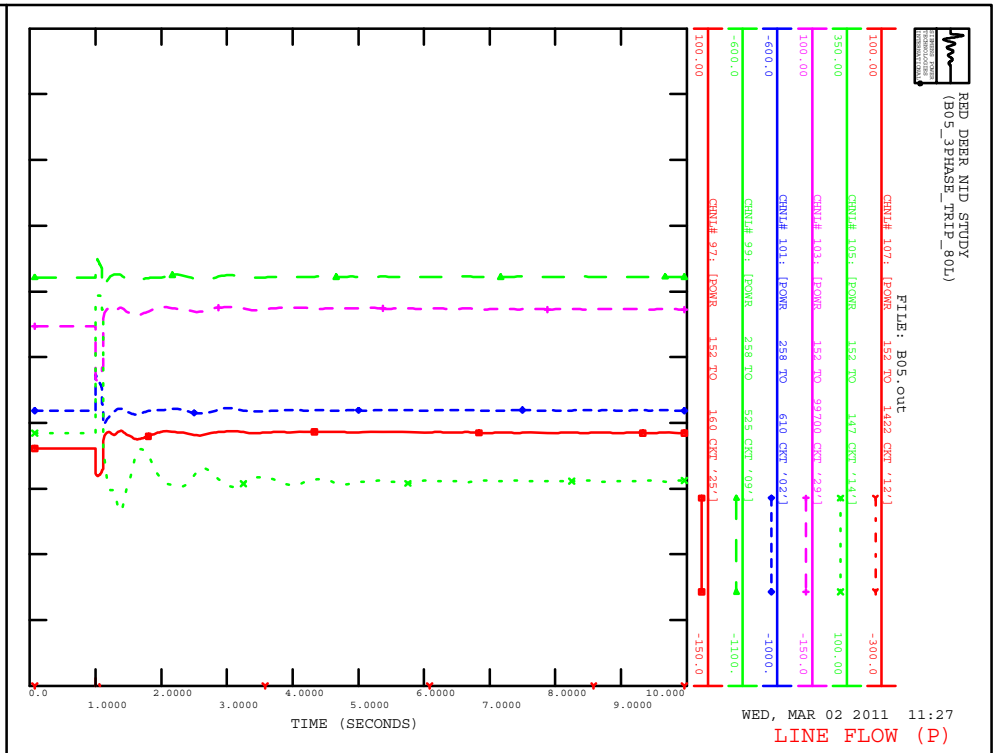

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

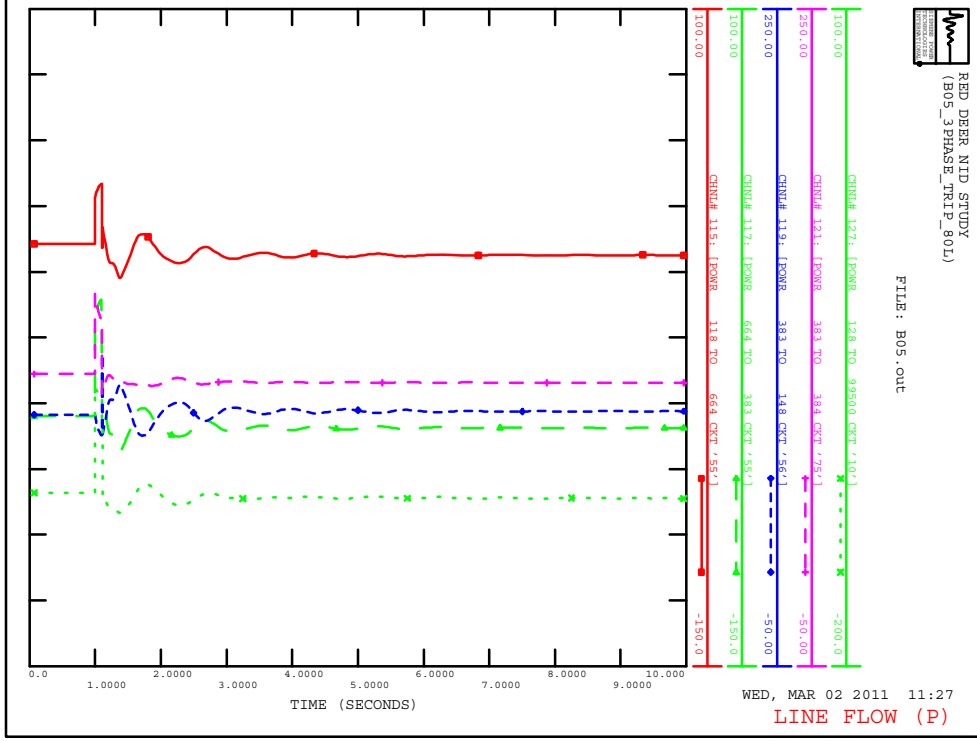

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

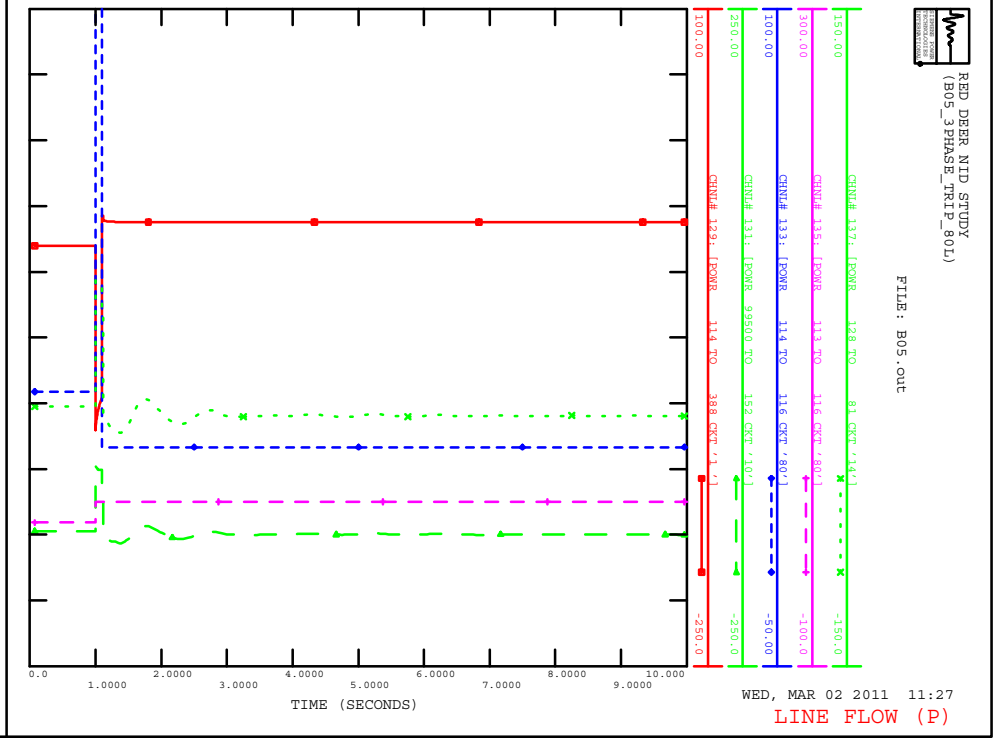

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

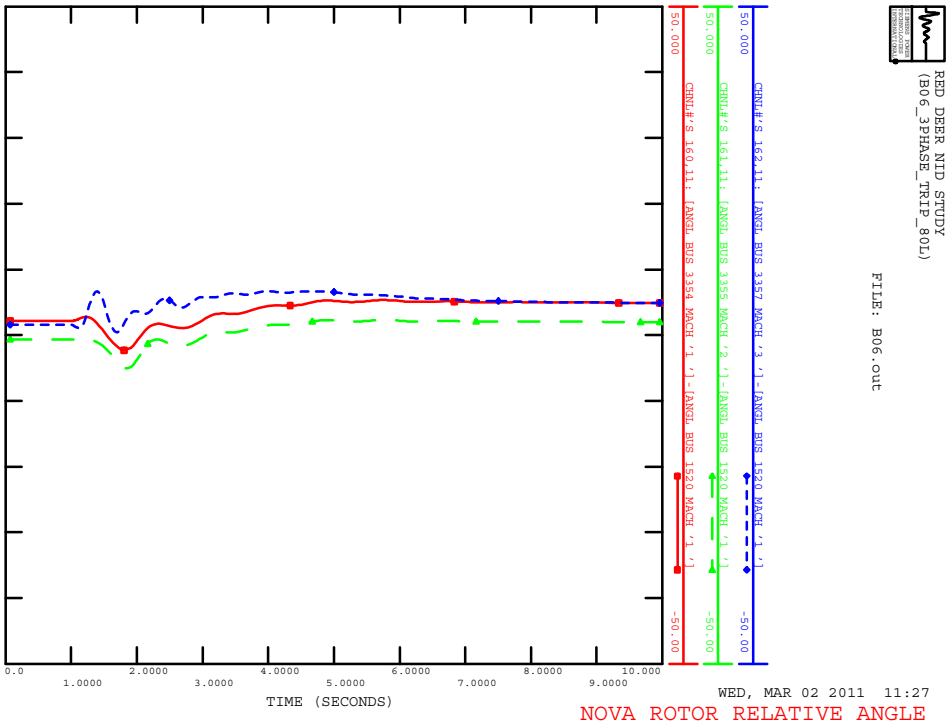

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

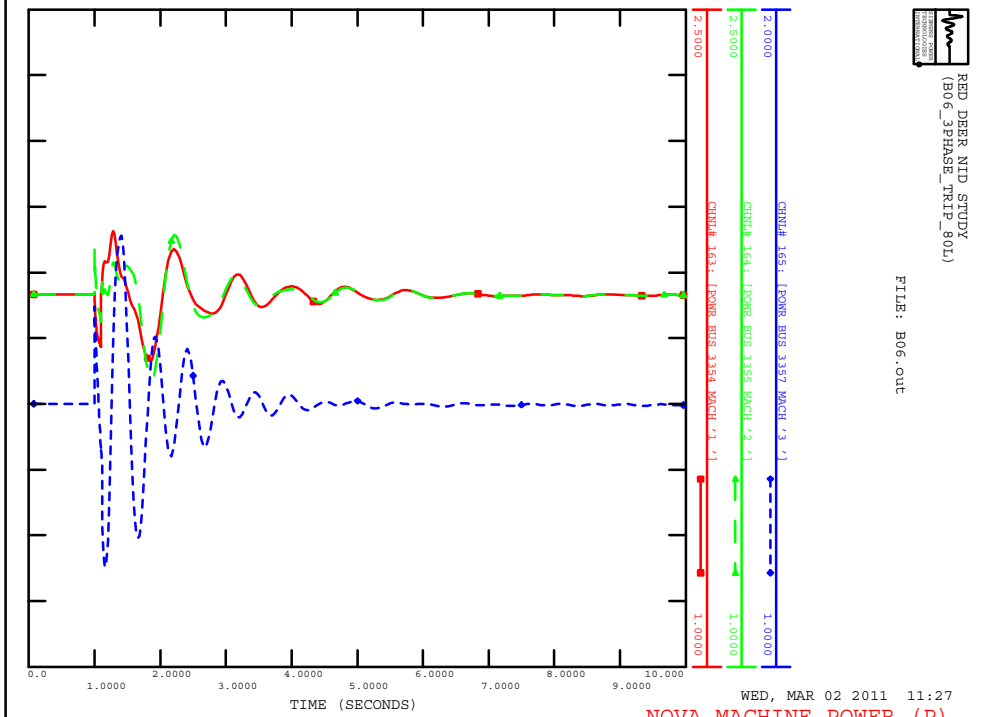

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

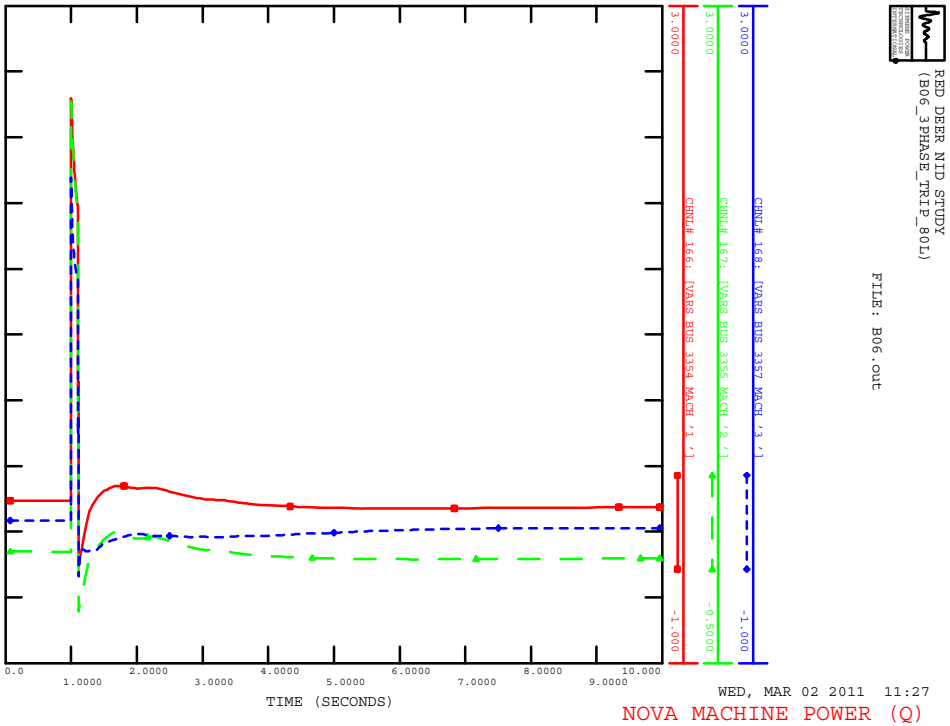

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

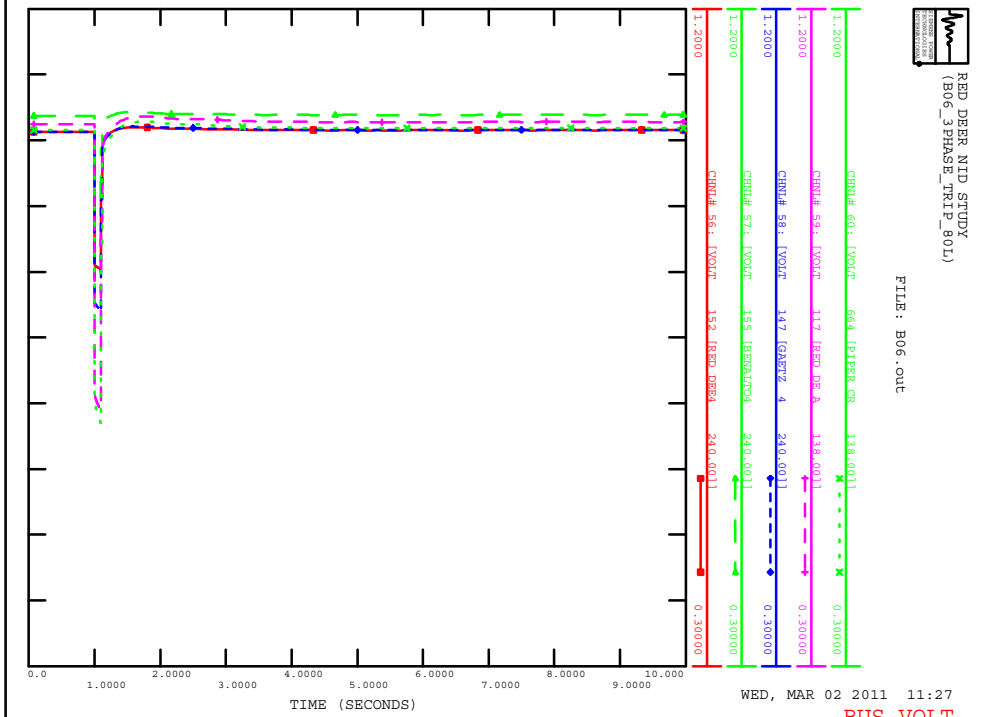

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

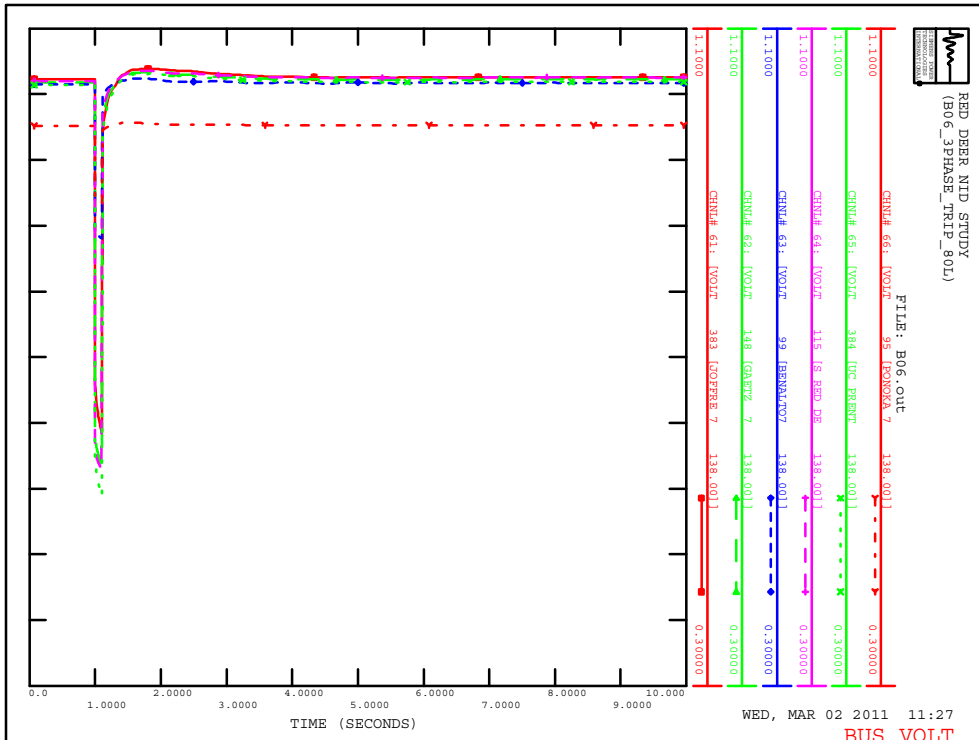

RED DEER NID STUDY
(B05_3PHASE_TRIP_80L)
FILE: B05.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

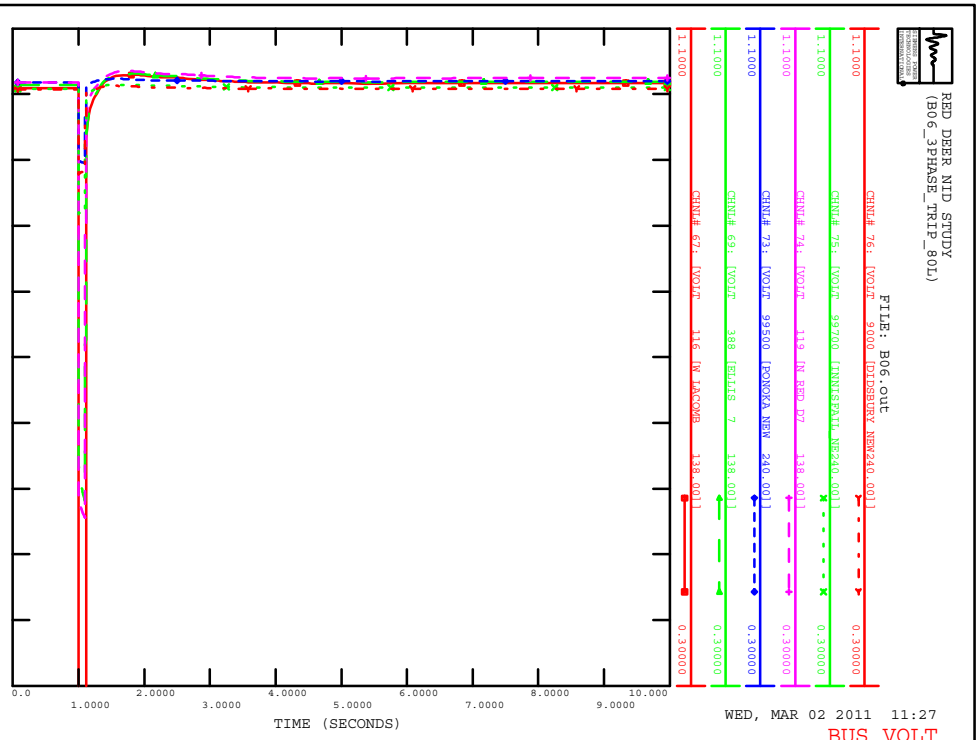

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

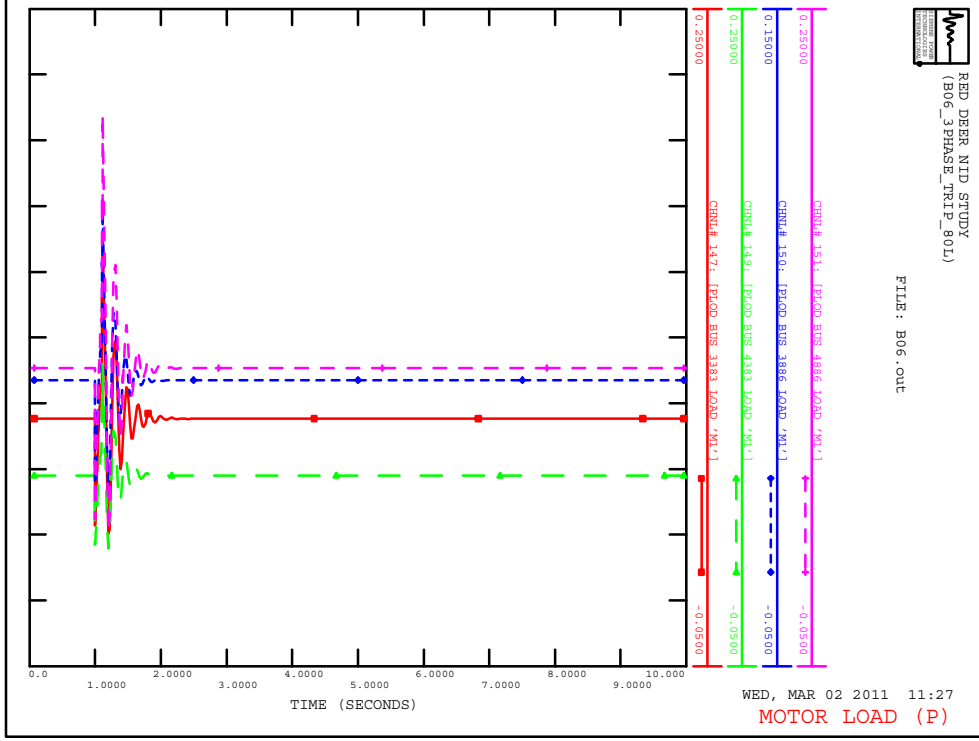

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

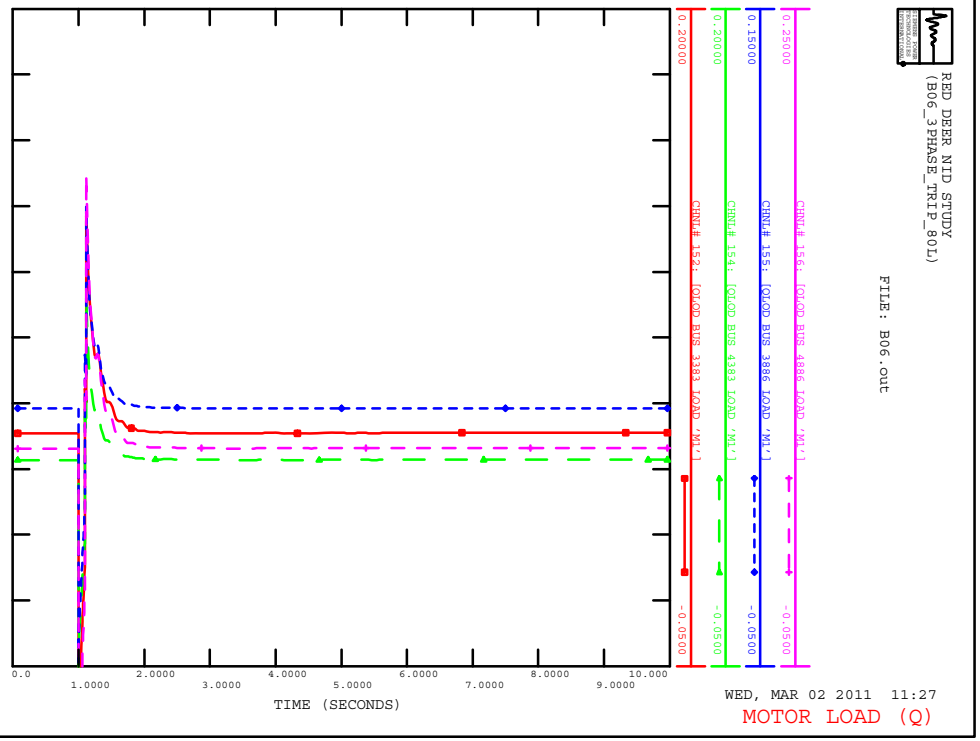

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

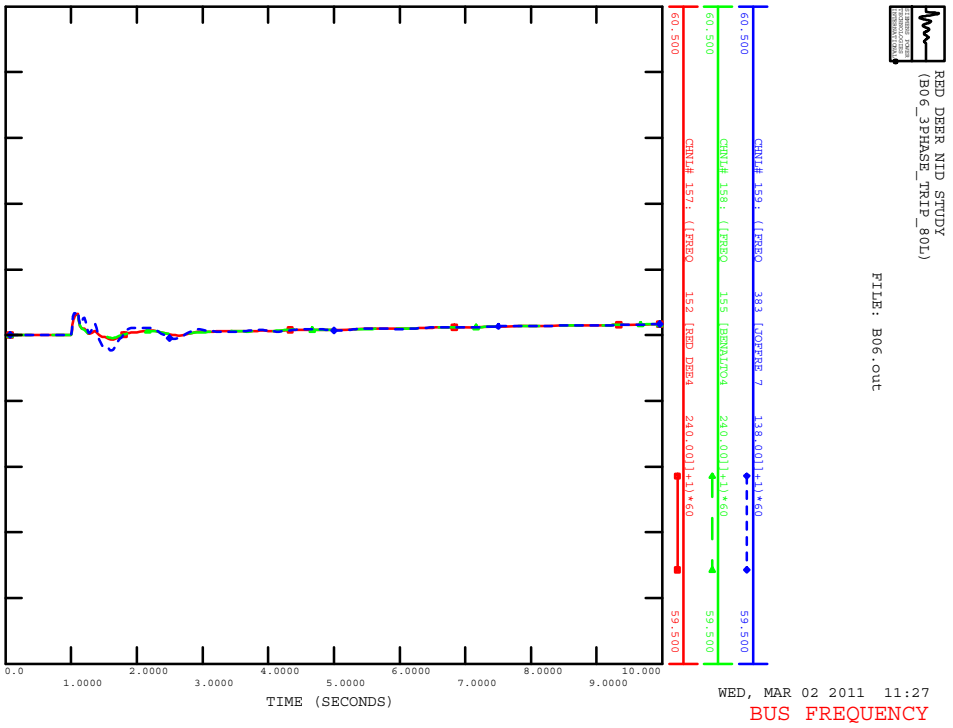

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

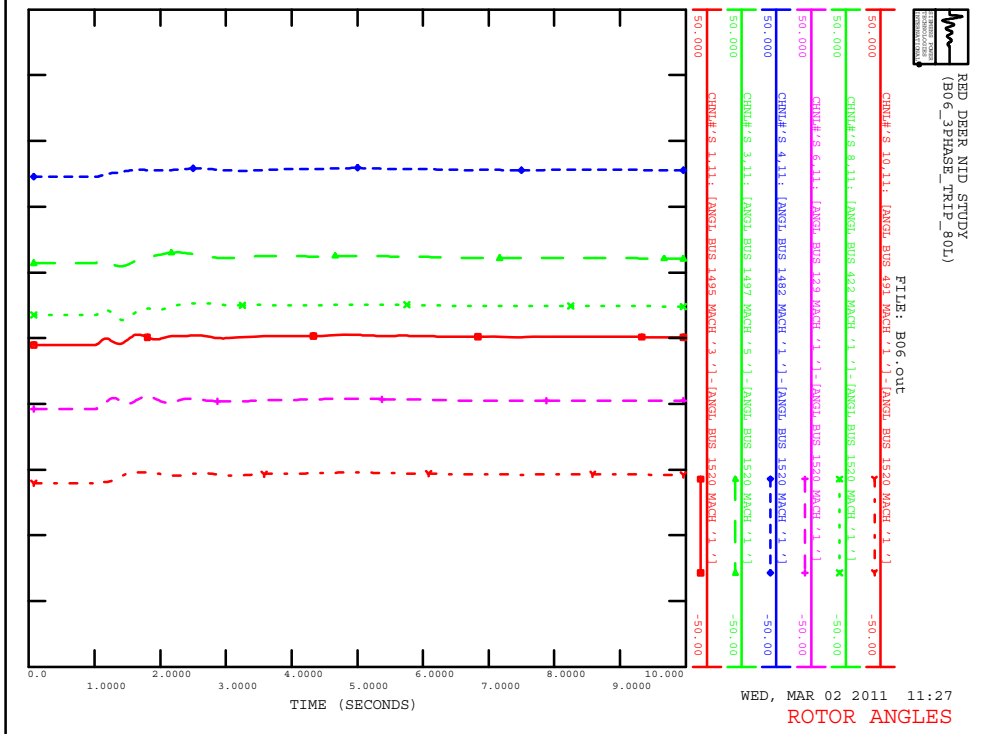

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY#2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

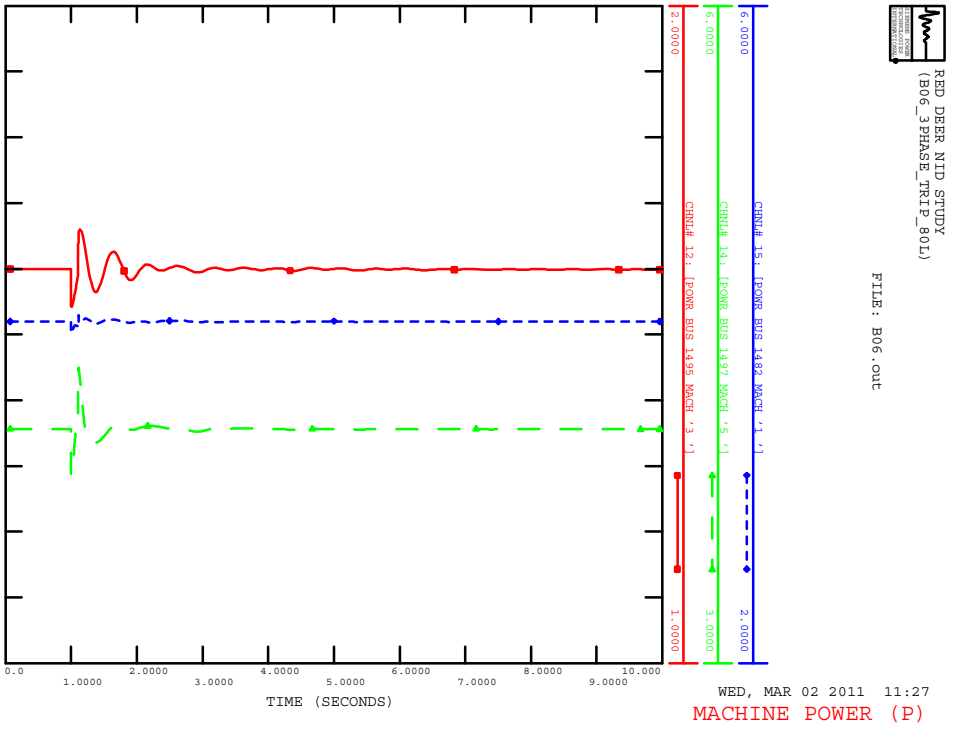

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 67: [VOLT 116 [N IACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW340.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

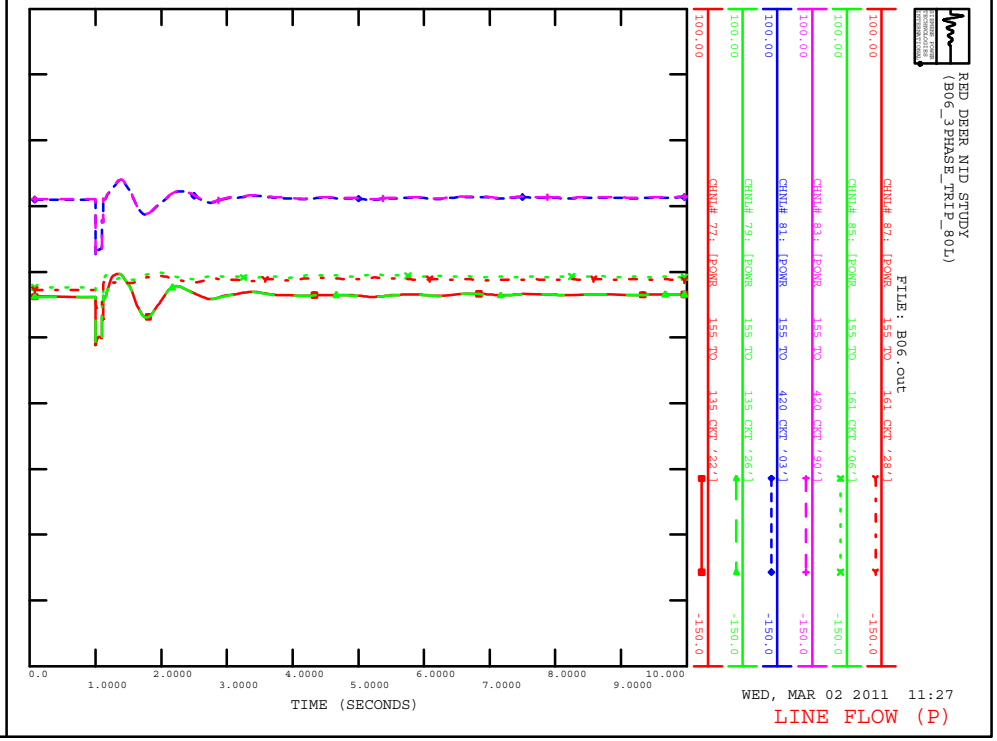

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

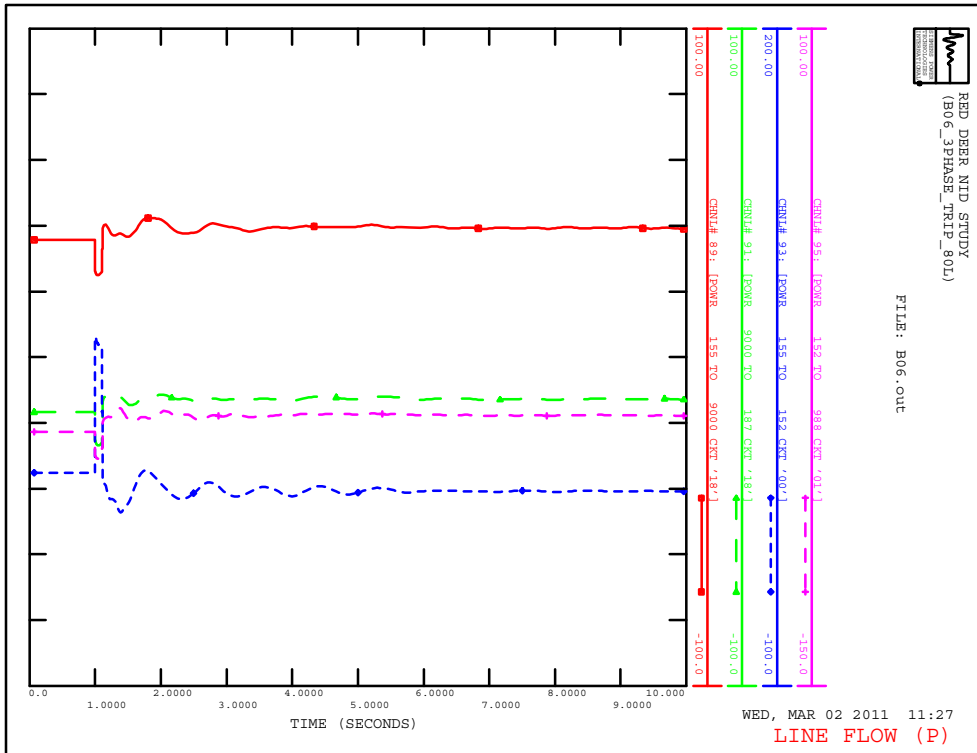

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

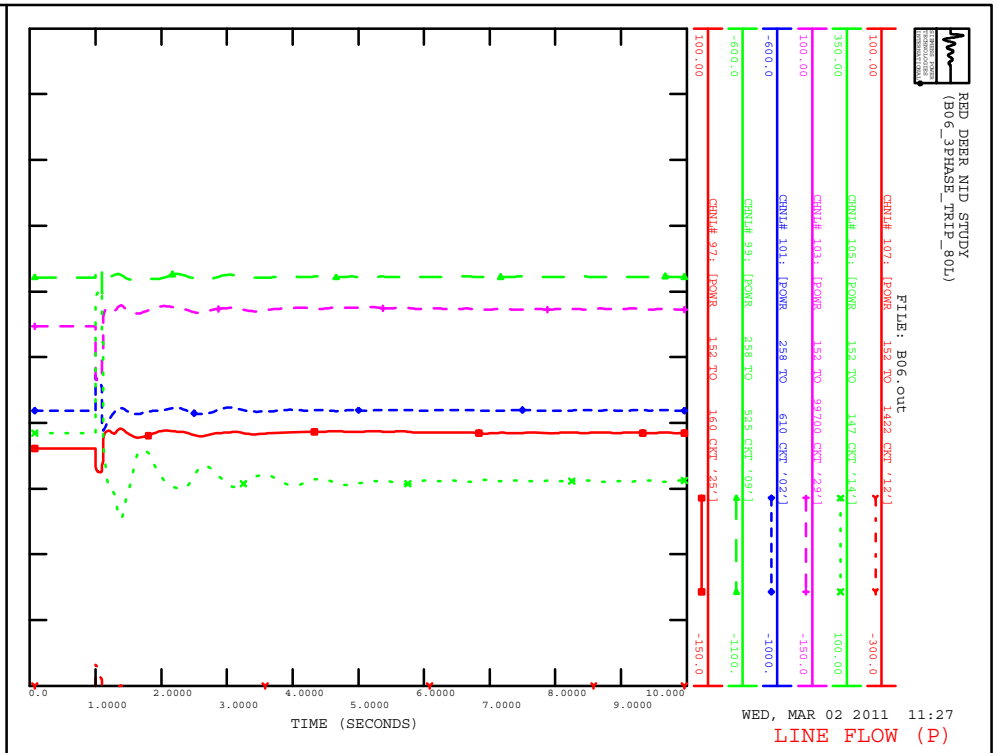

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

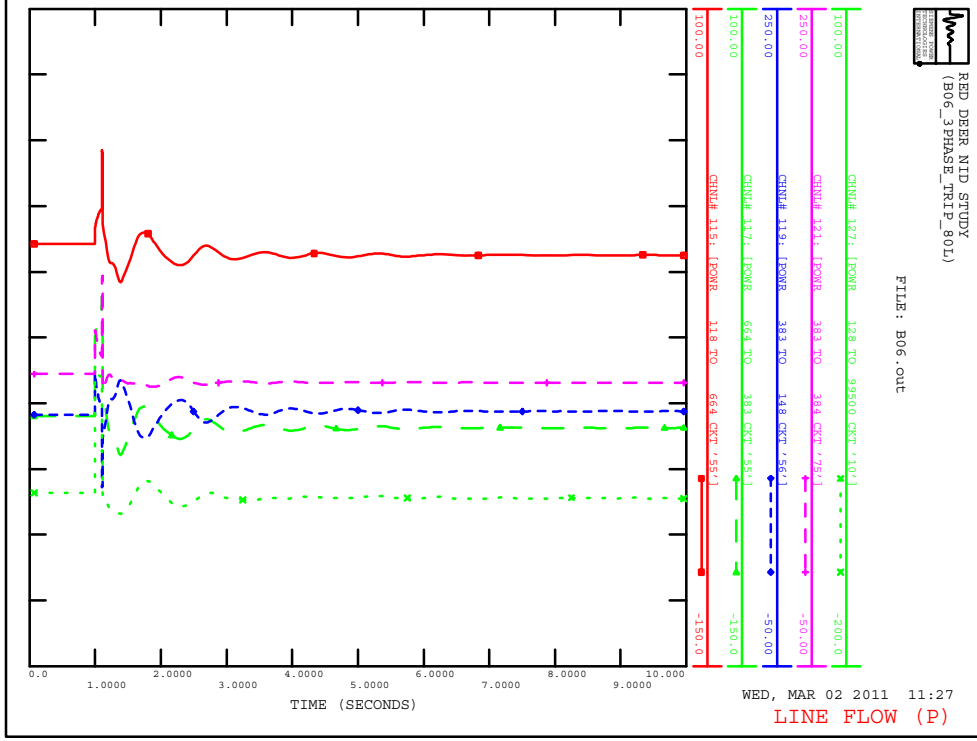

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

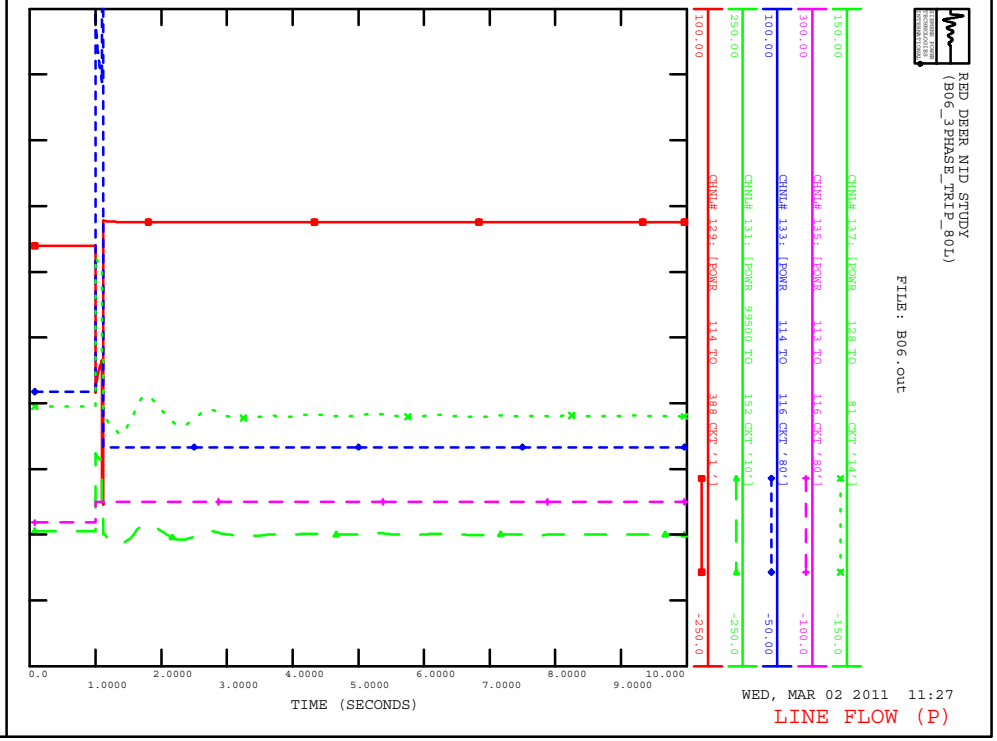

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

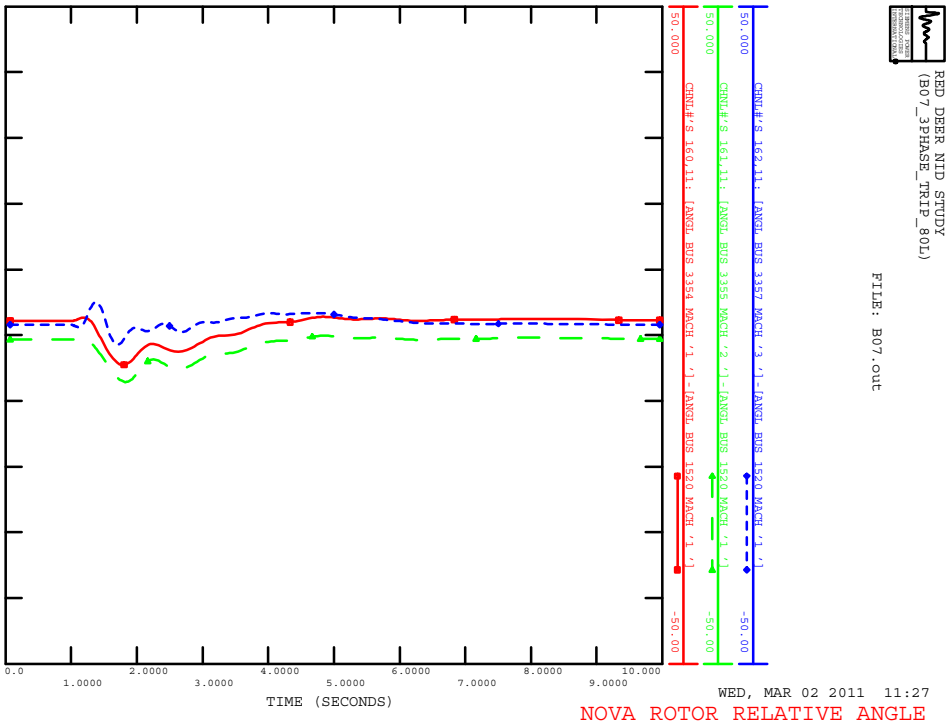

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

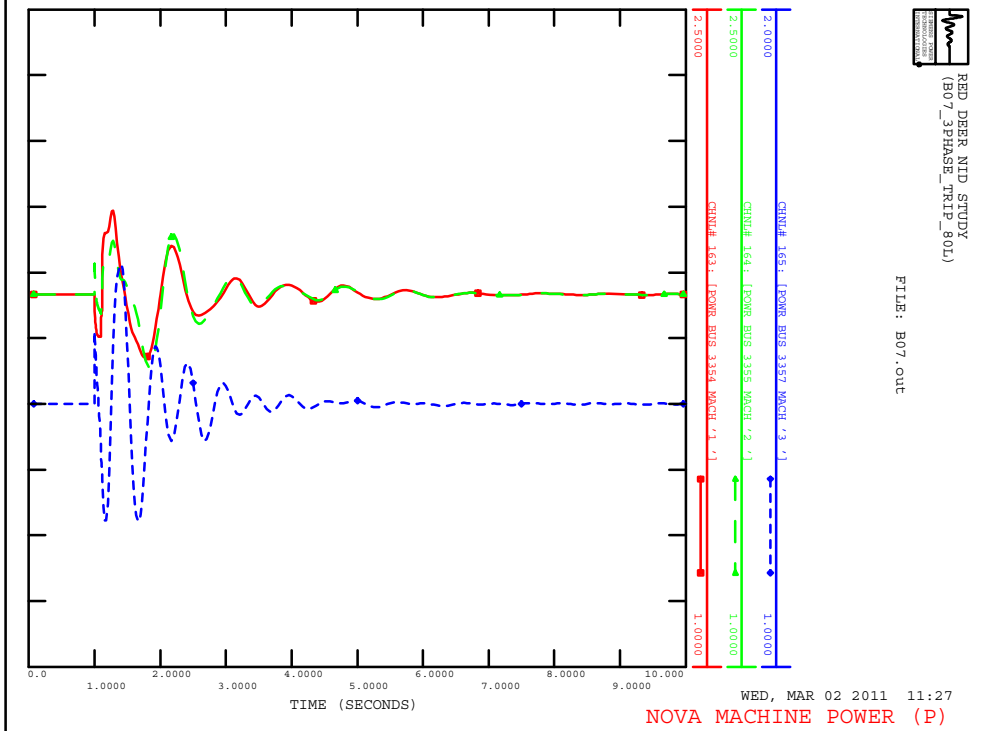

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

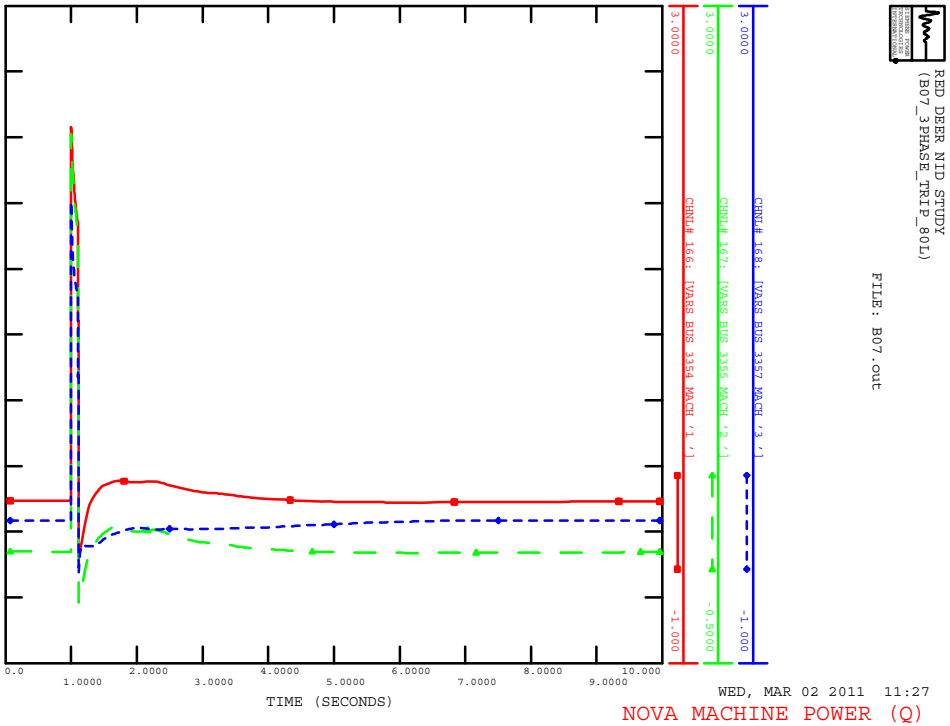

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

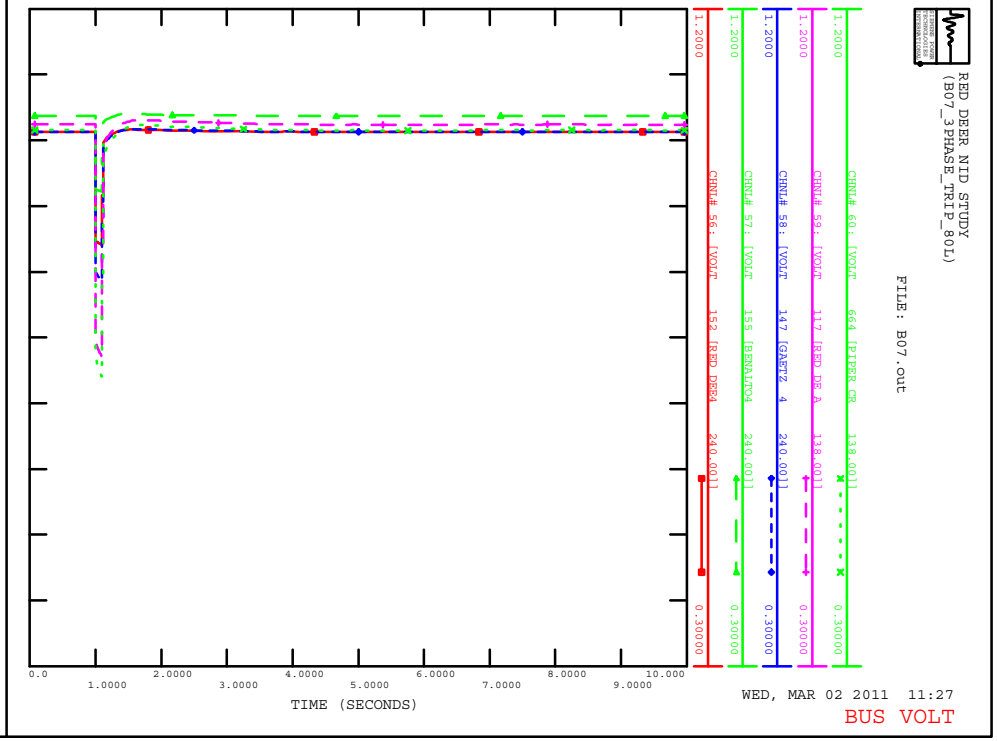

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

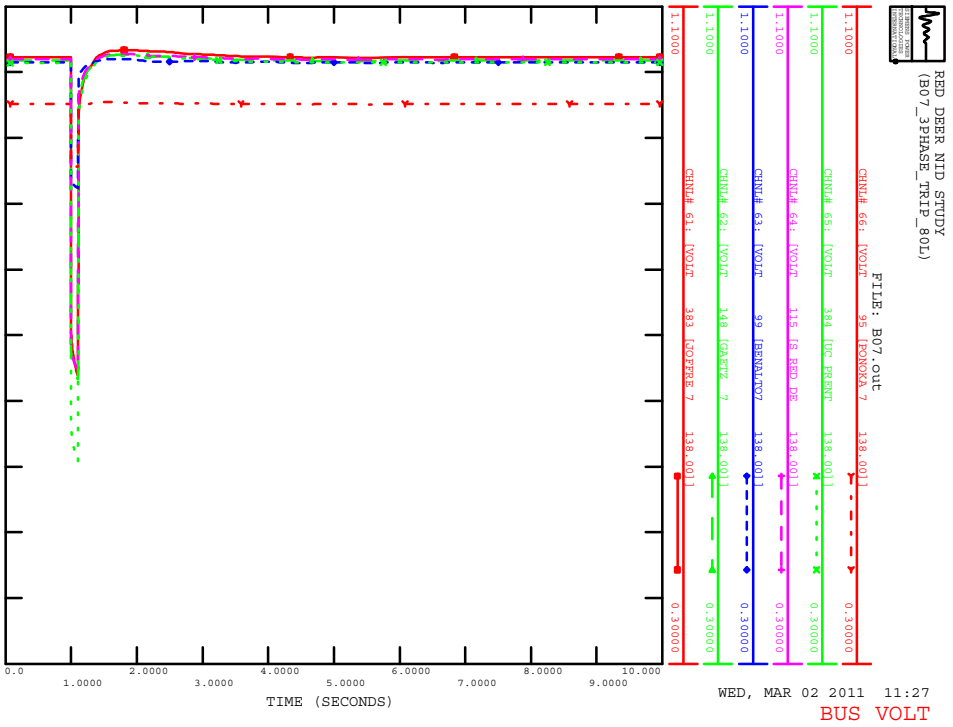

RED DEER NID STUDY
(B06_3PHASE_TRIP_80L)
FILE: B06.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

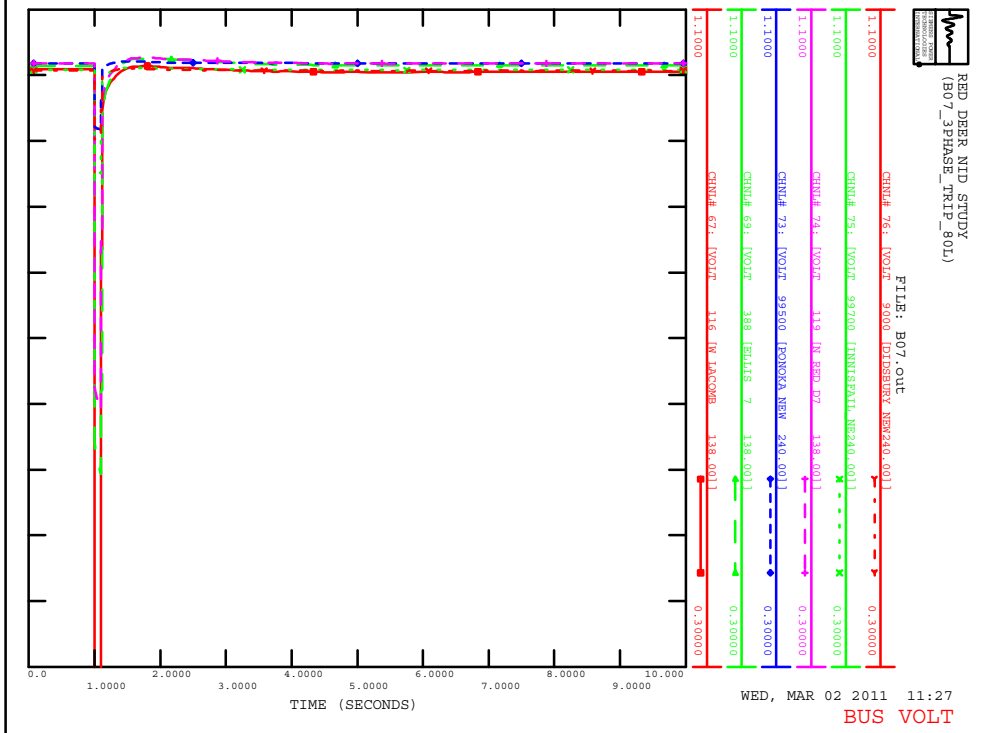

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

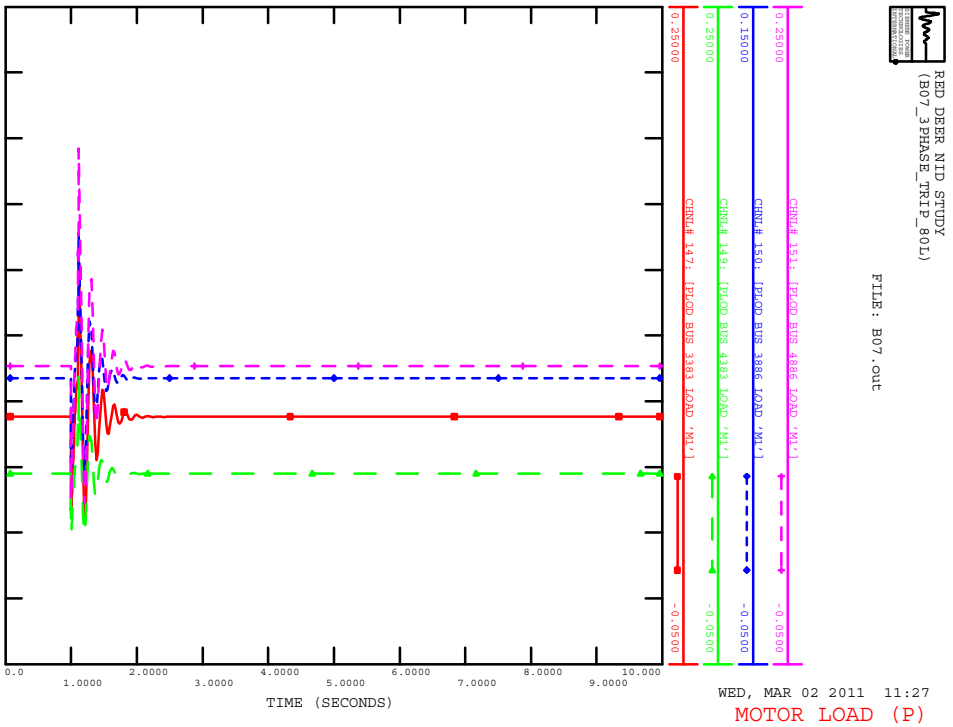

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

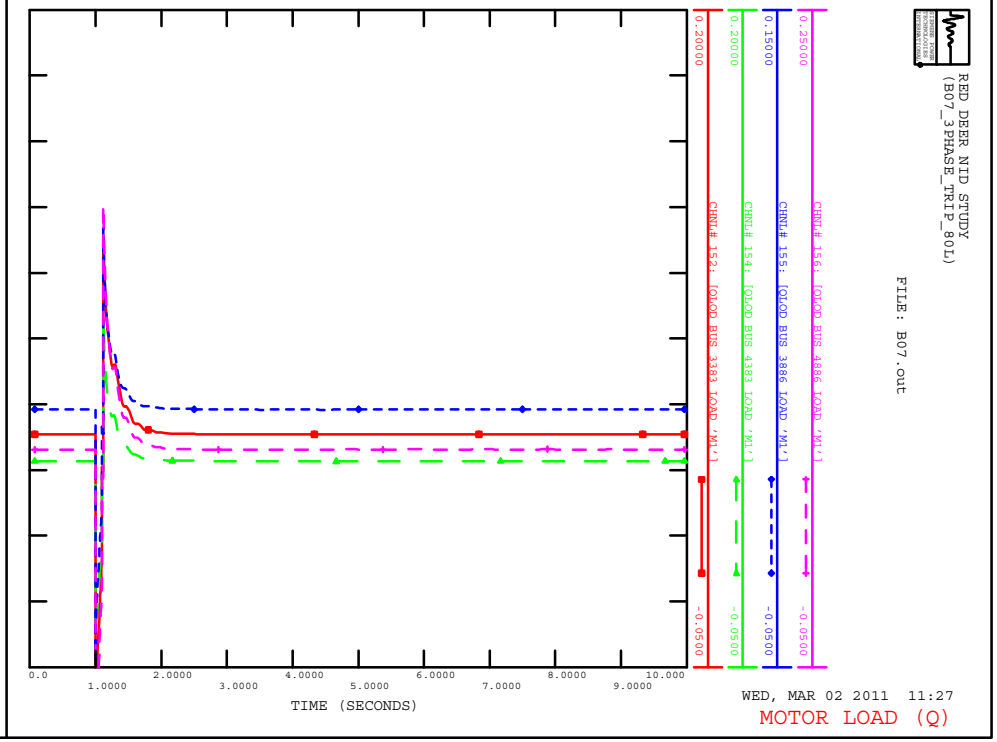

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

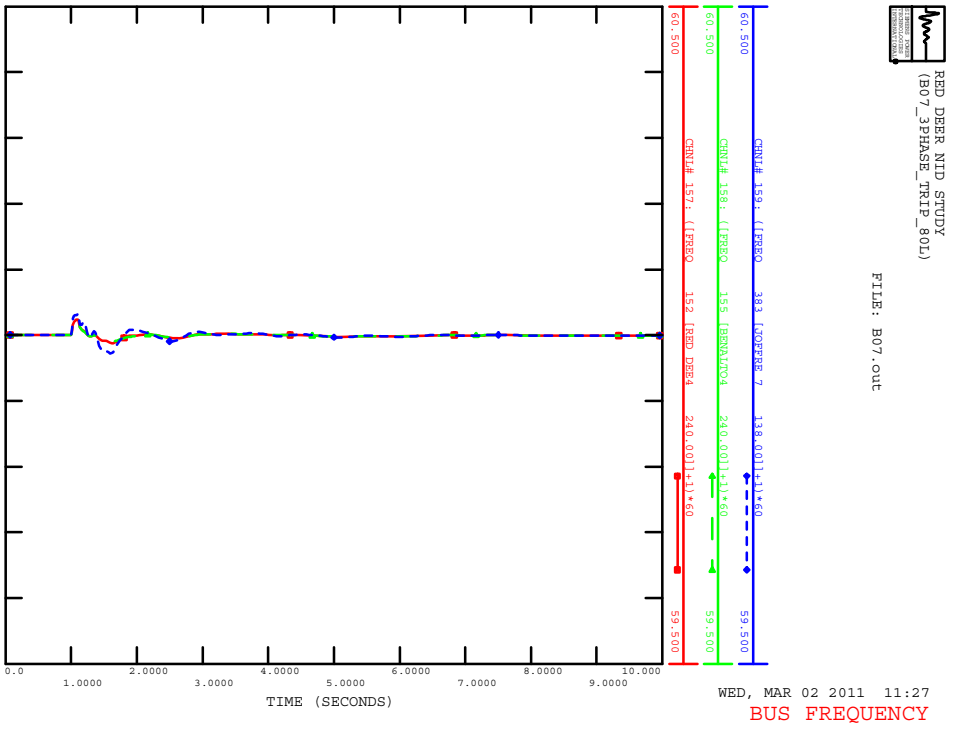

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

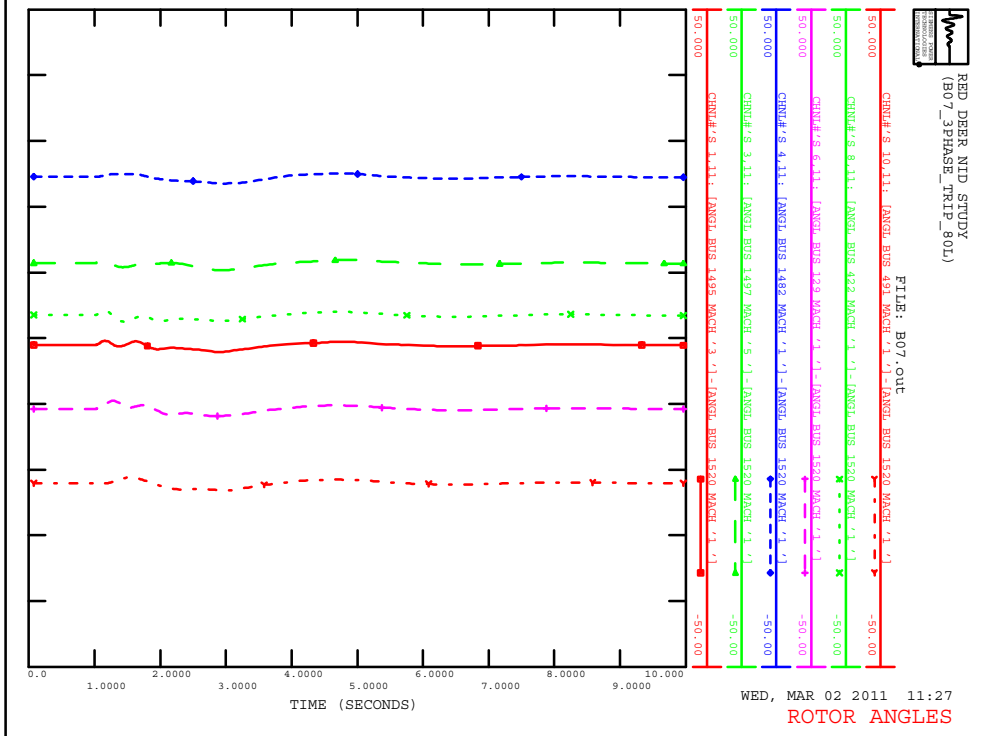

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

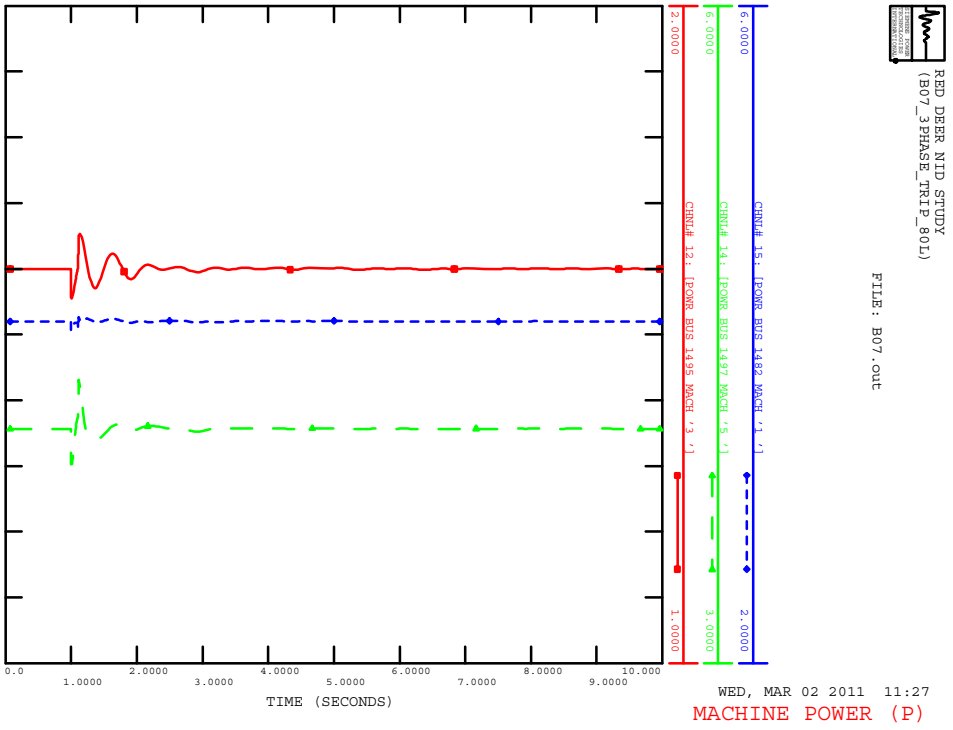

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

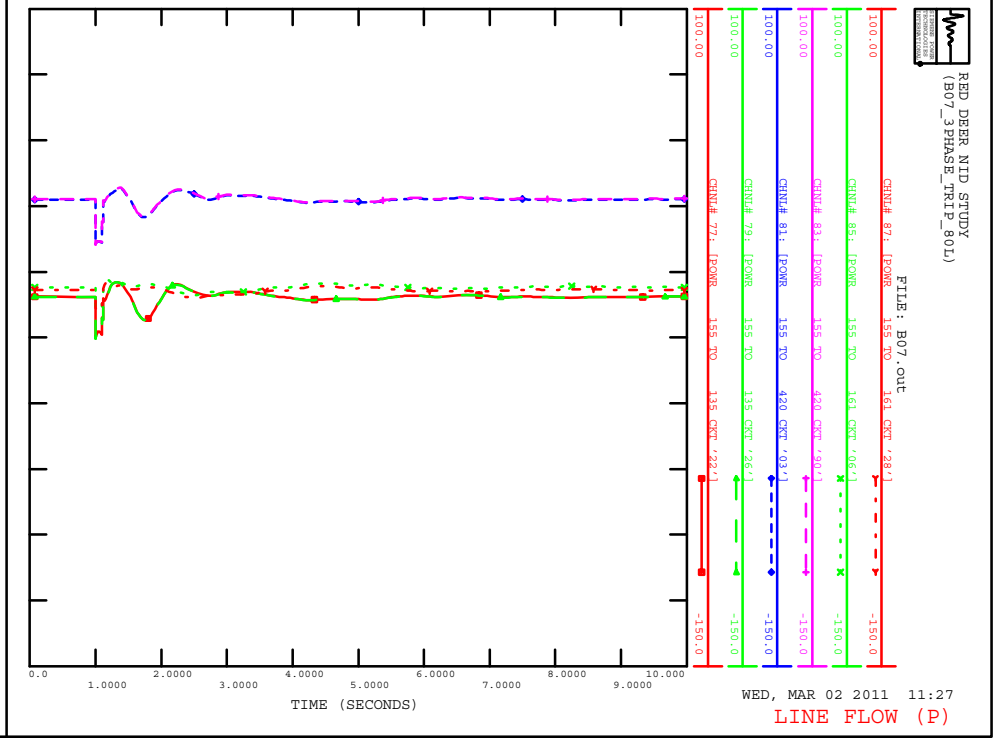

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

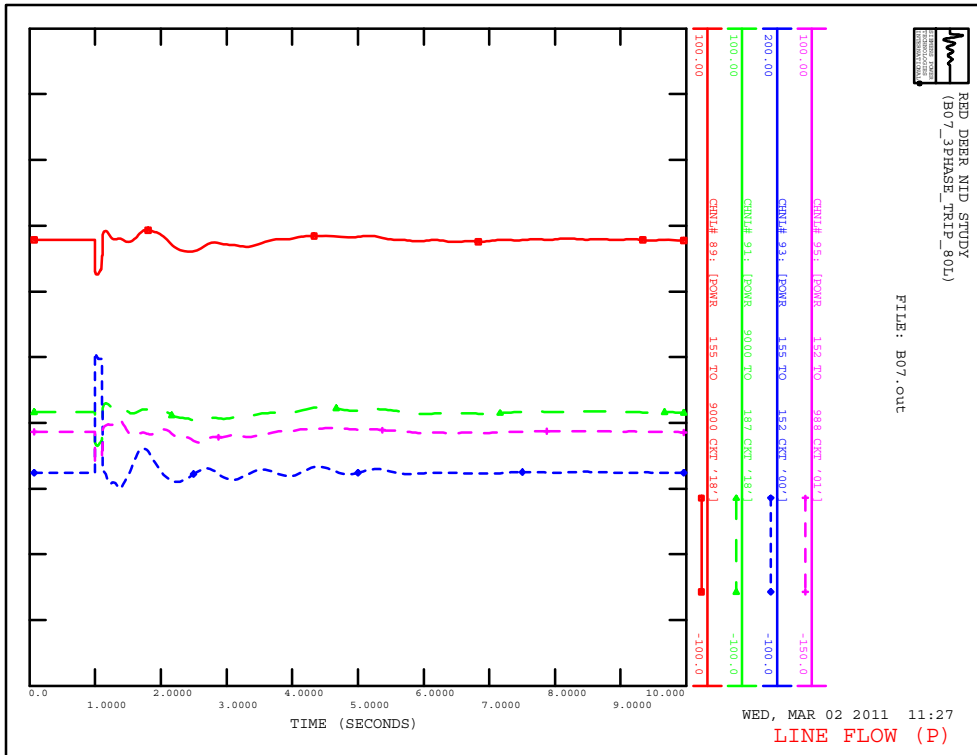

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

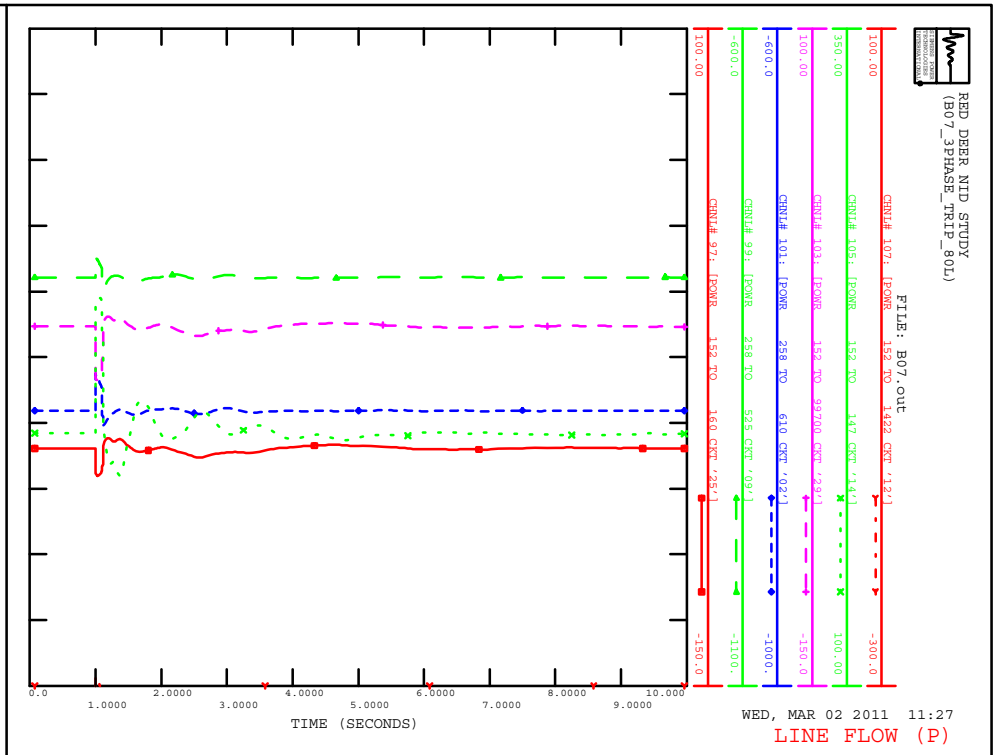

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

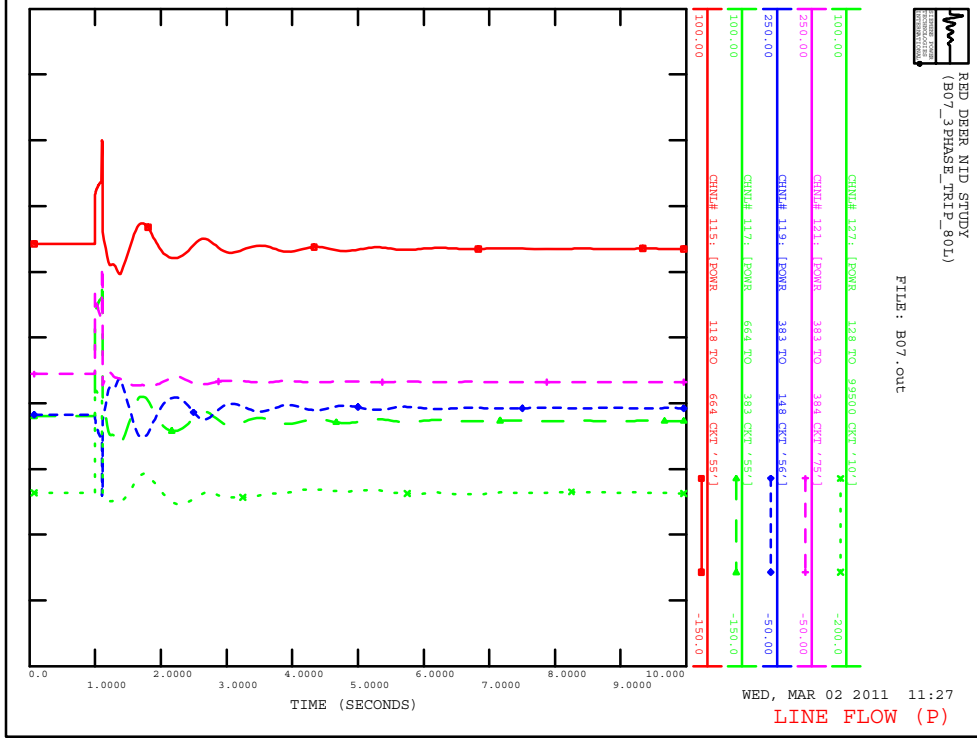

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

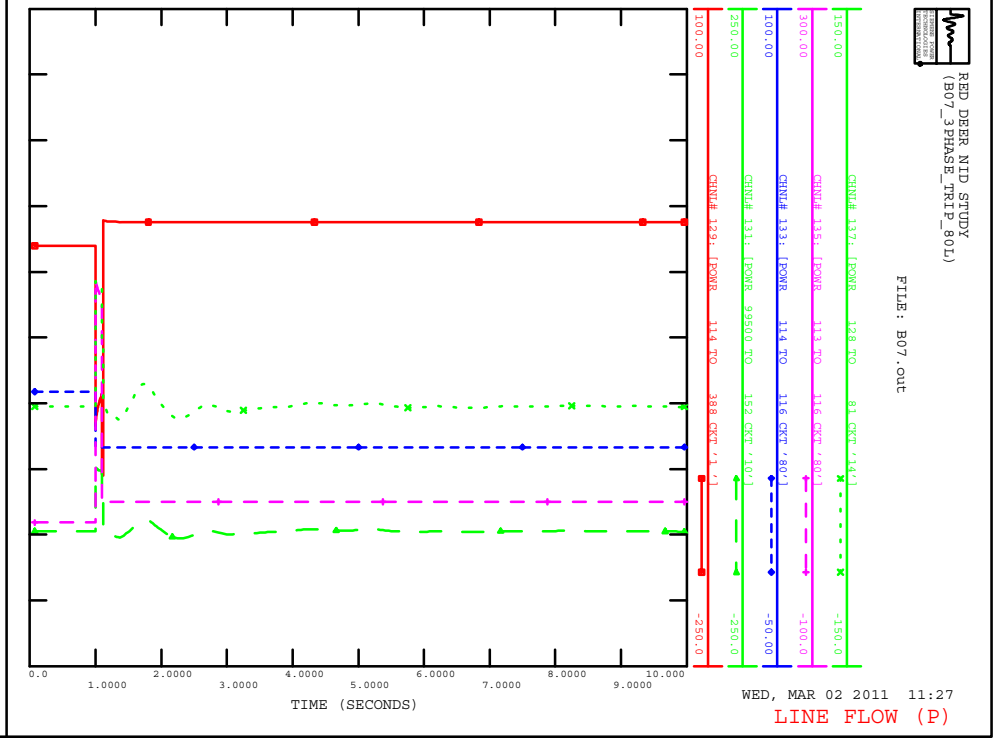

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

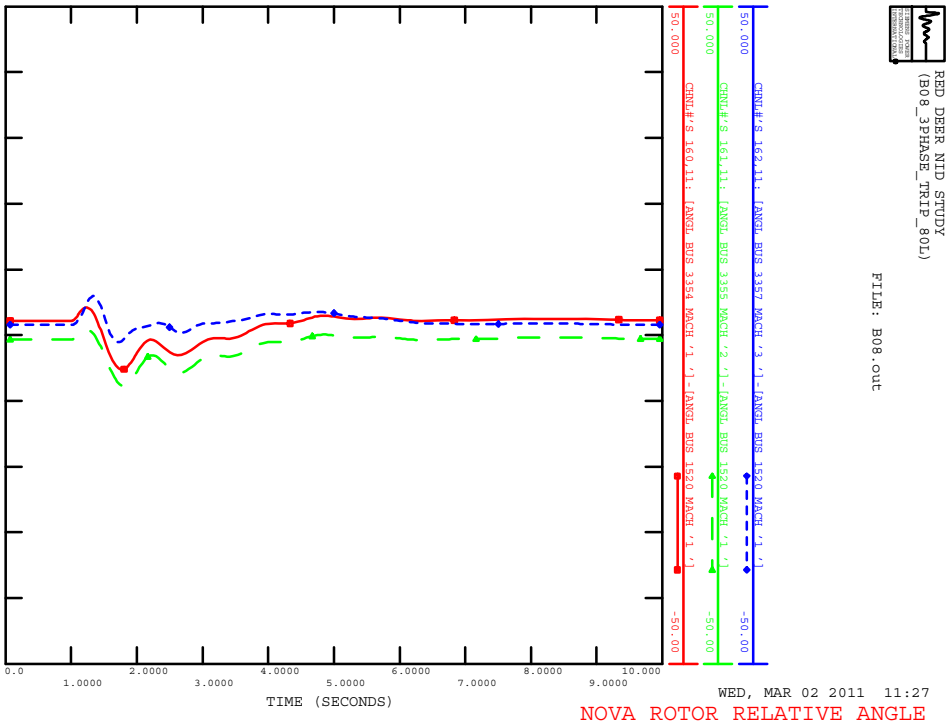

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

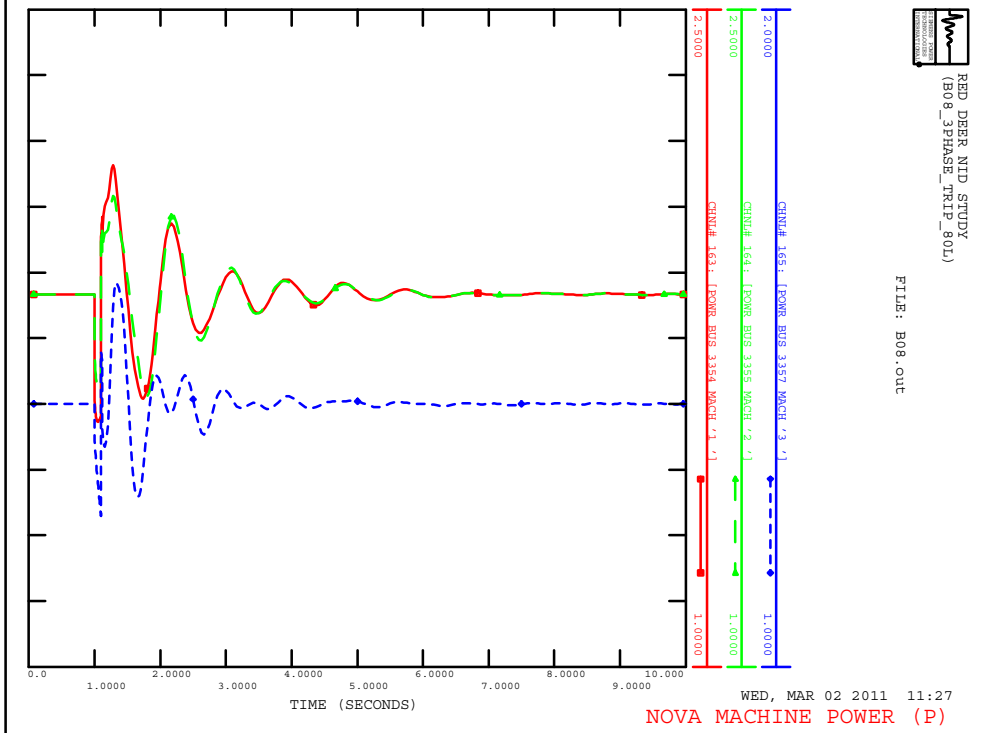

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

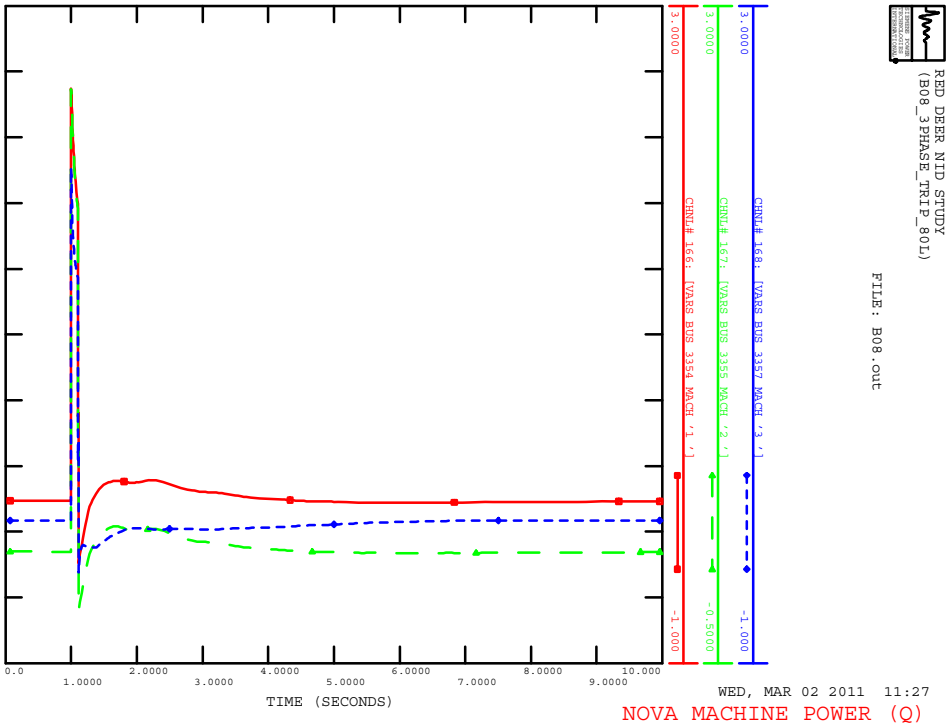

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

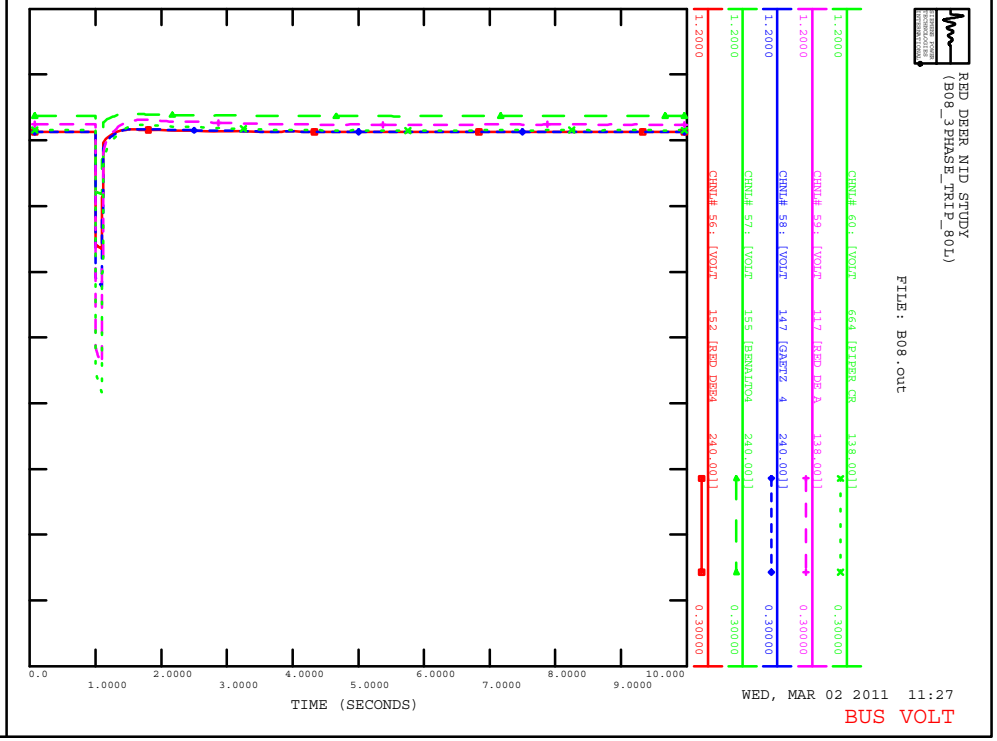

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

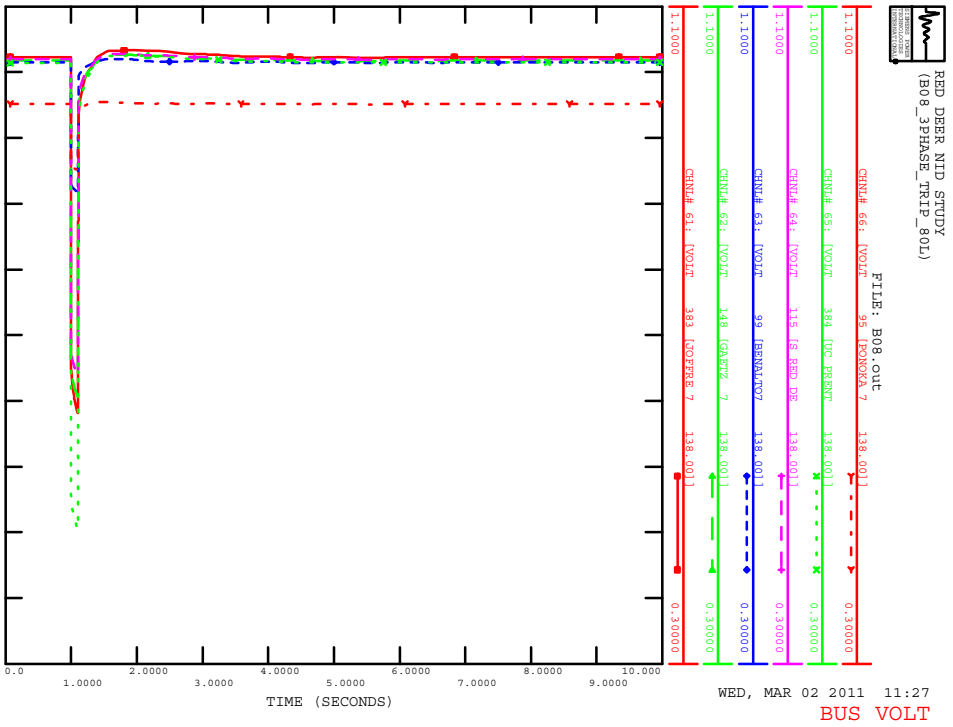

RED DEER NID STUDY
(B07_3PHASE_TRIP_80L)
FILE: B07.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

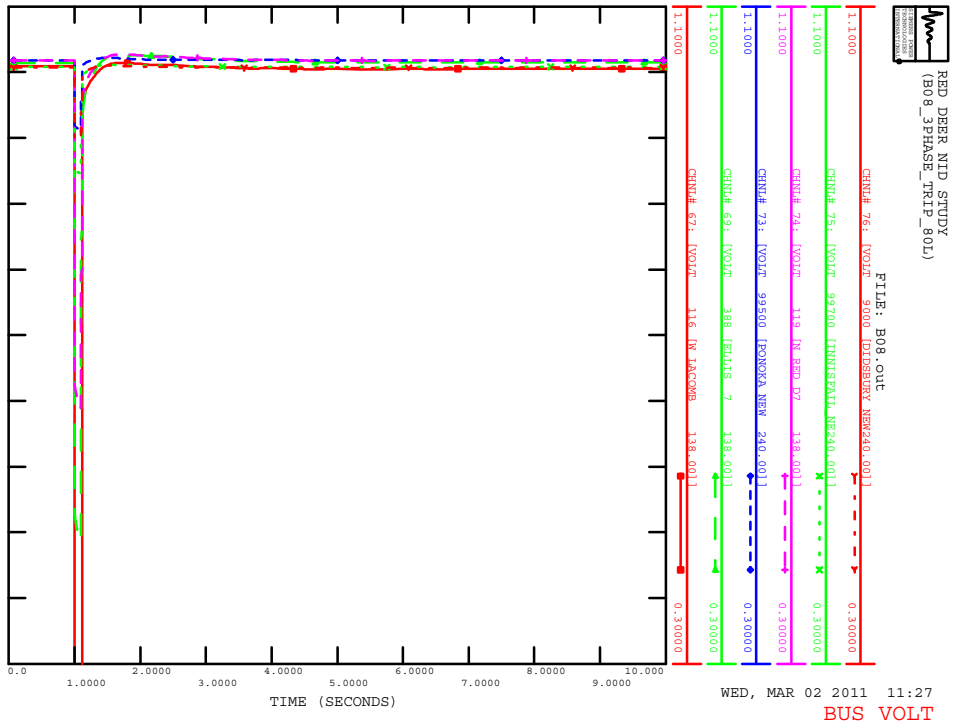

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

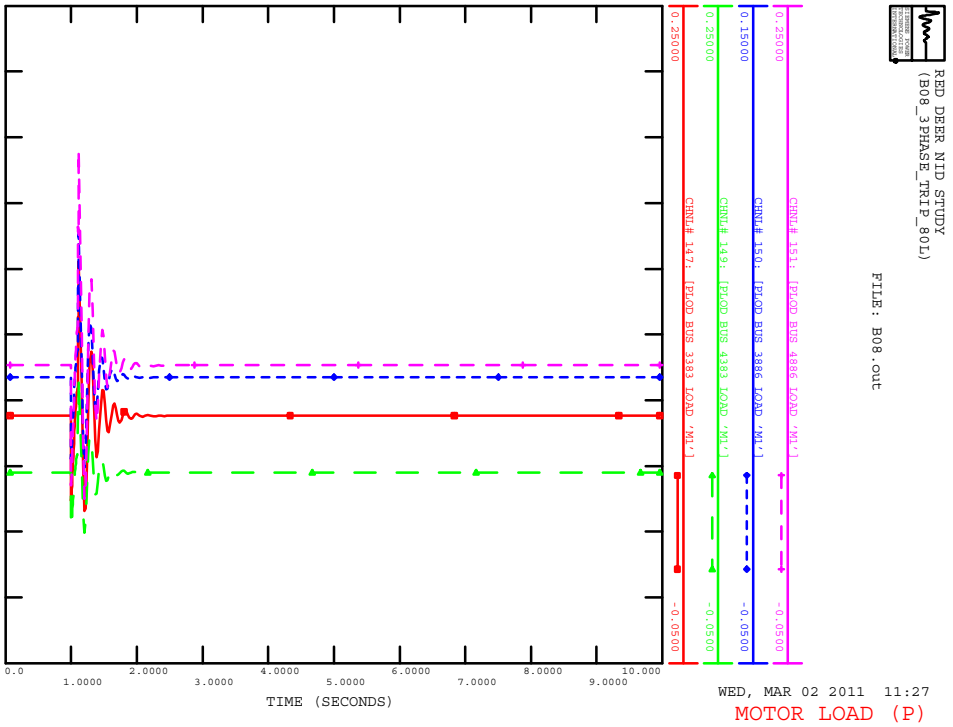

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

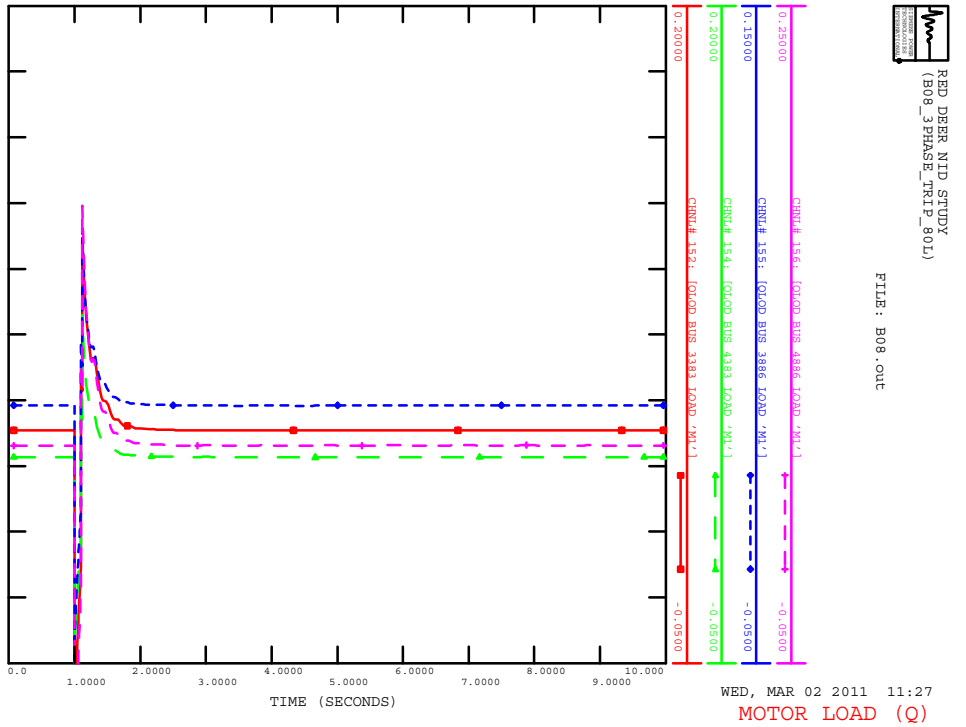

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

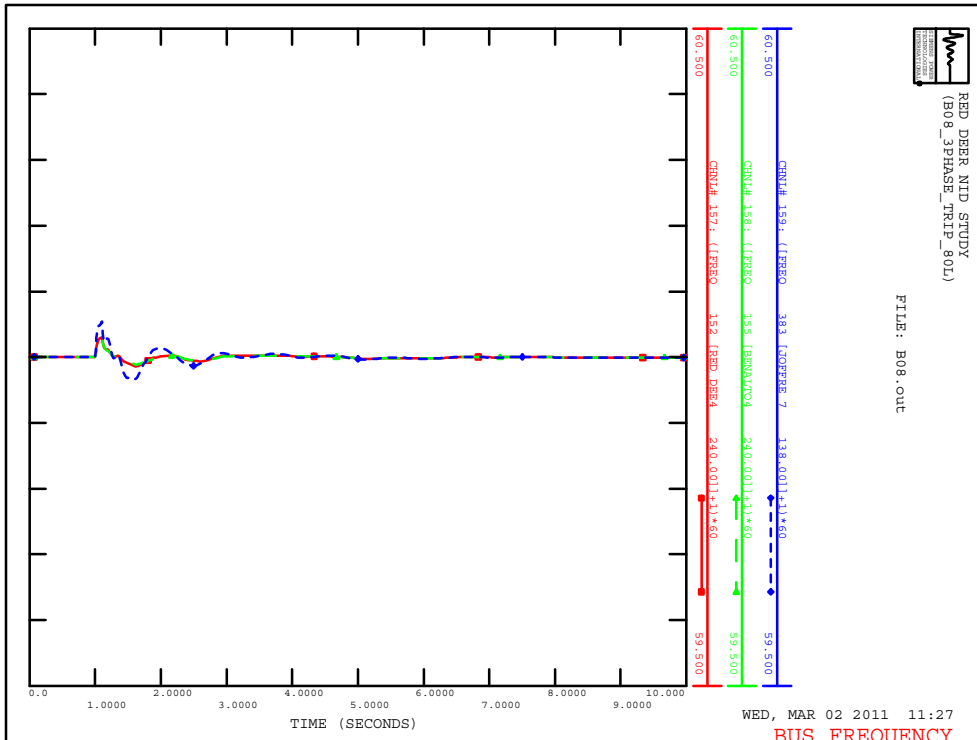

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

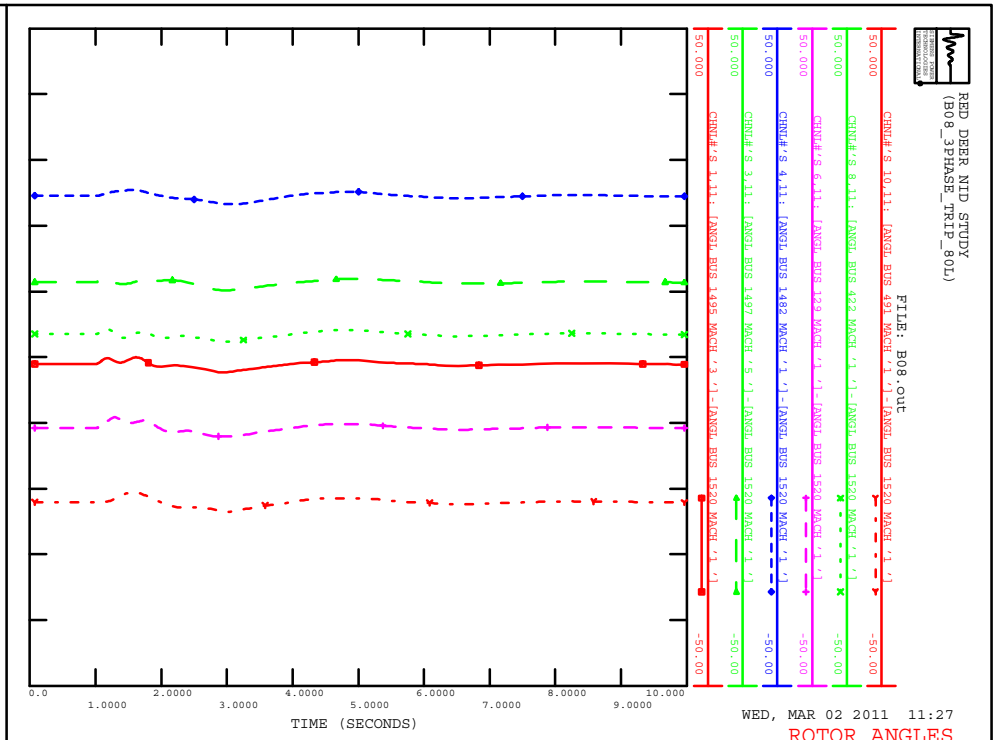

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GALE72 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

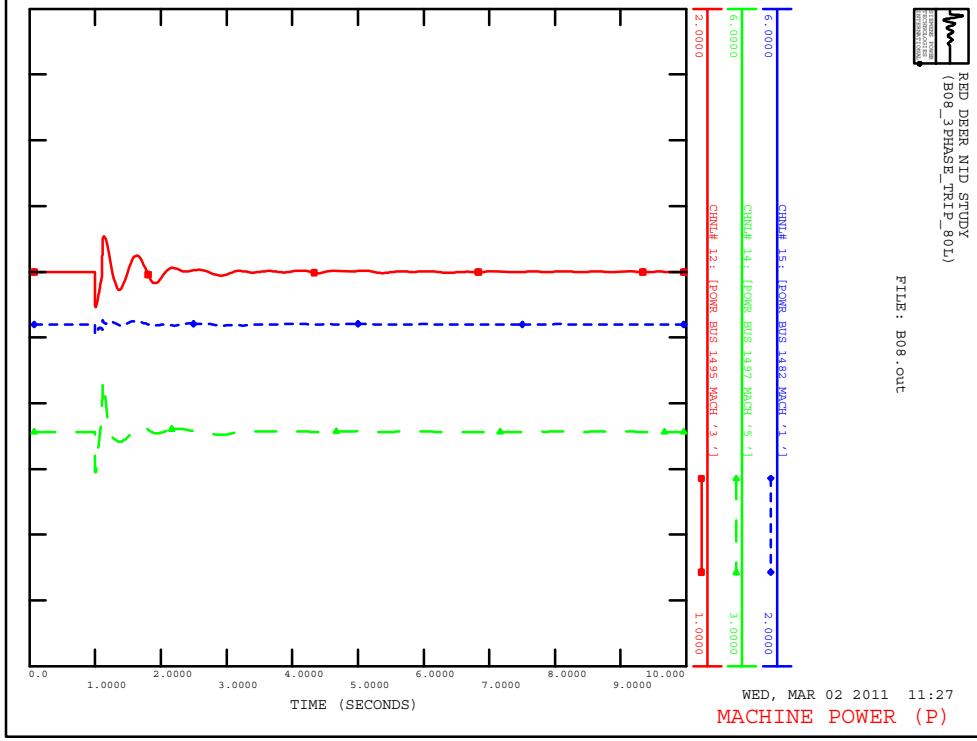

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNL# 67: [VOLT 116 [N TACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

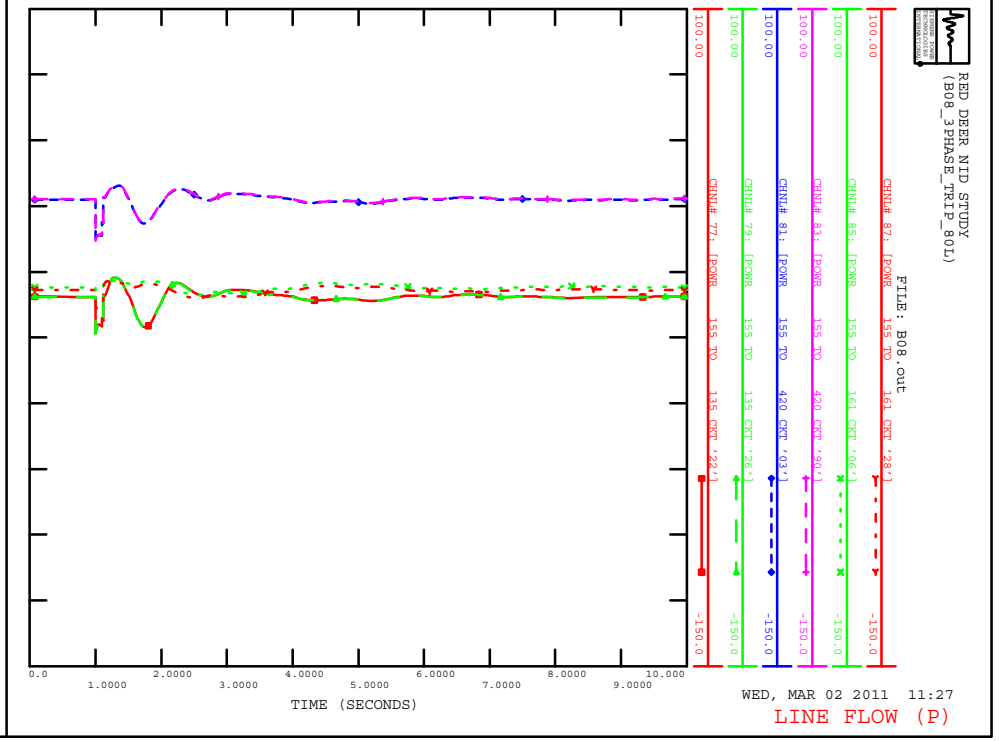

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

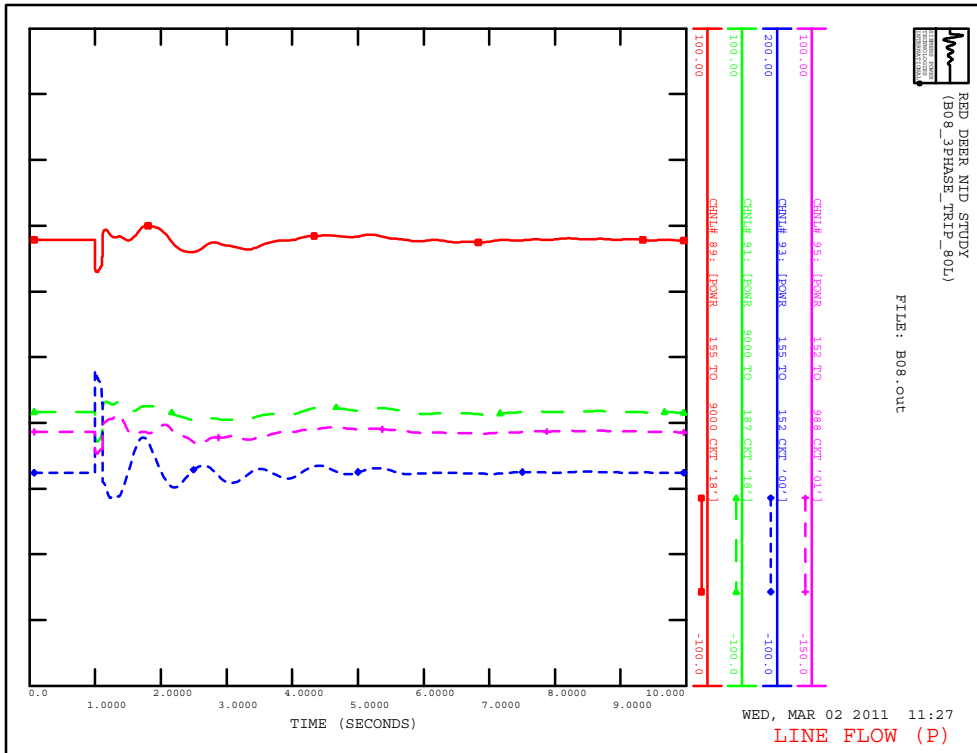

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

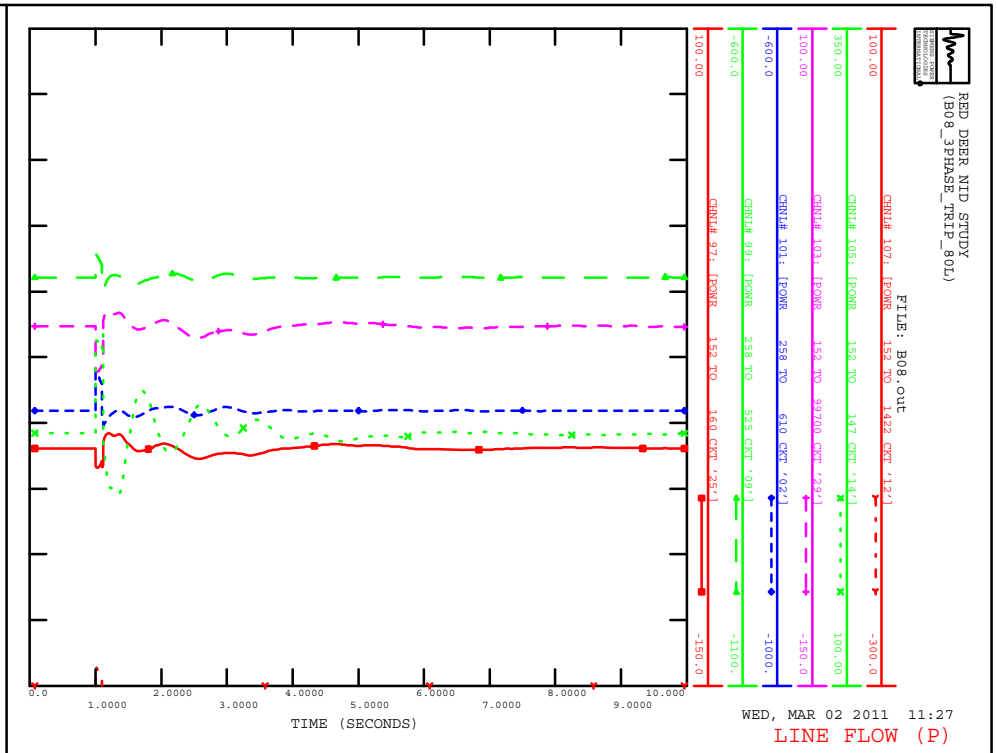

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

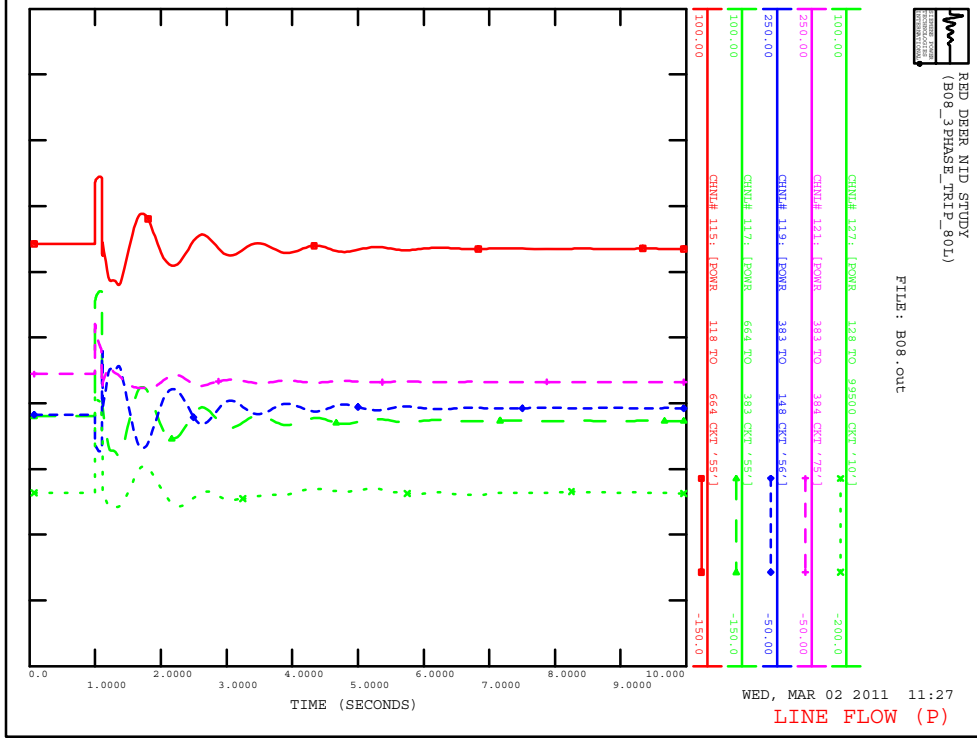

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

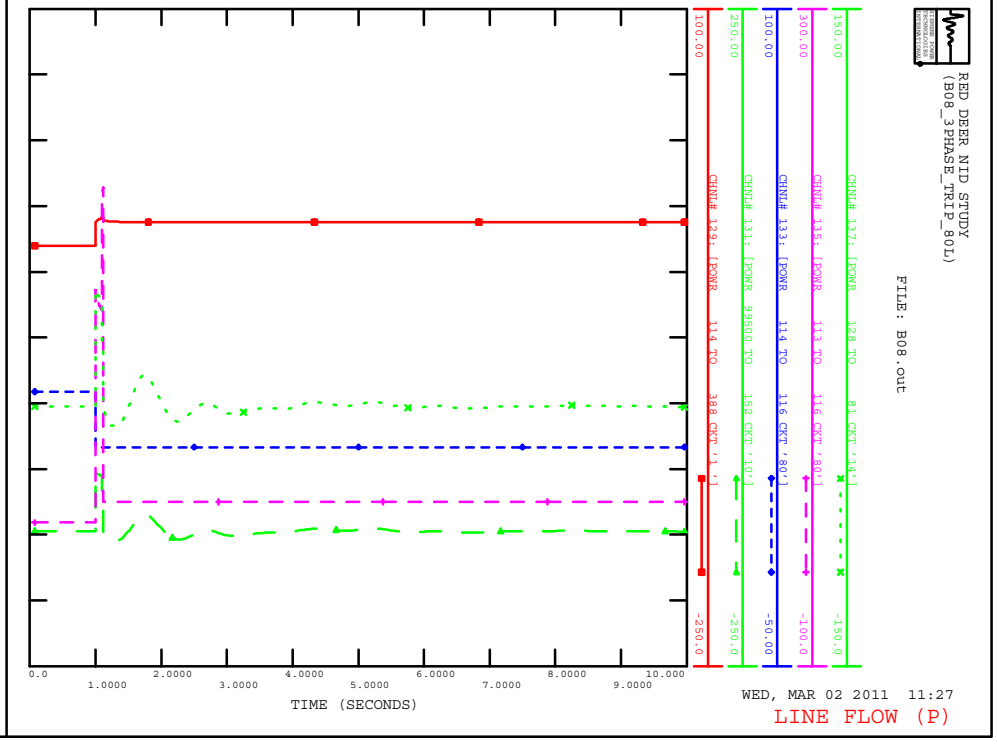

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

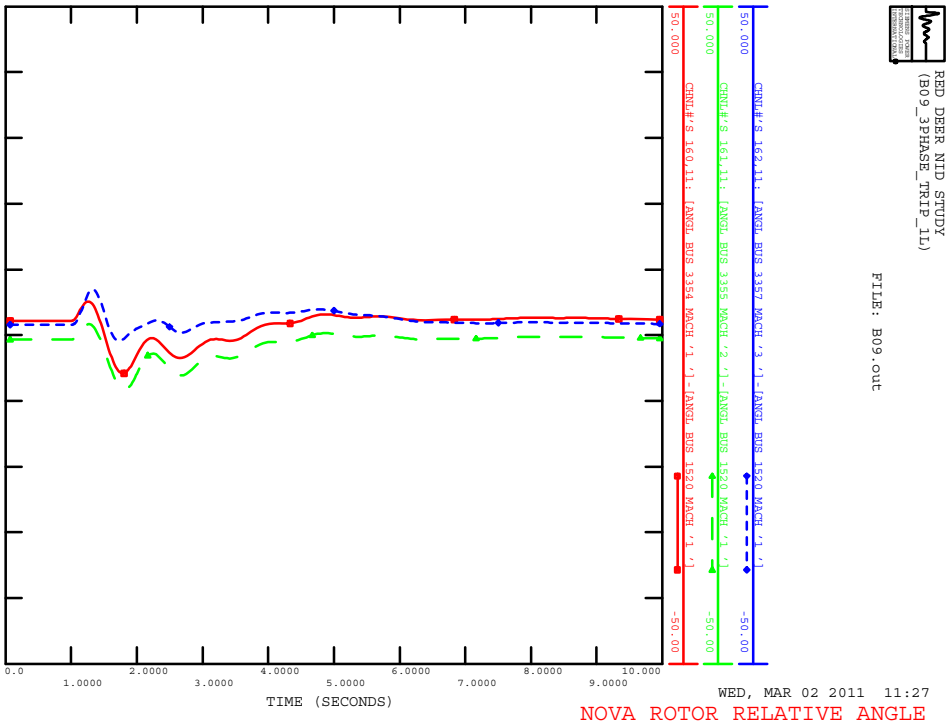

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

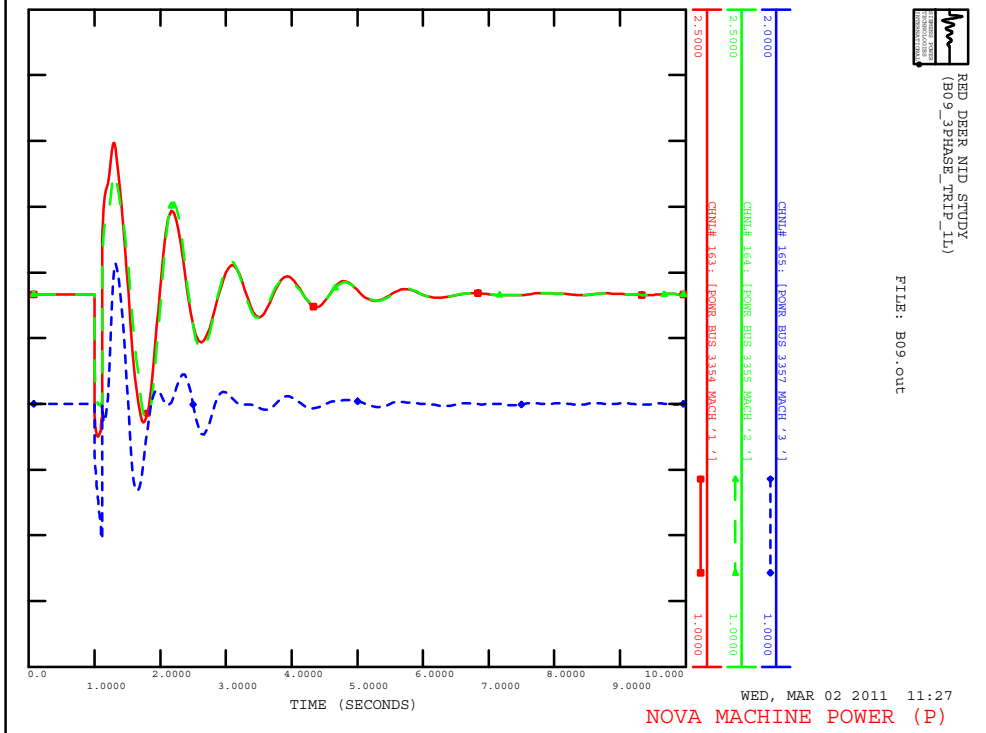

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

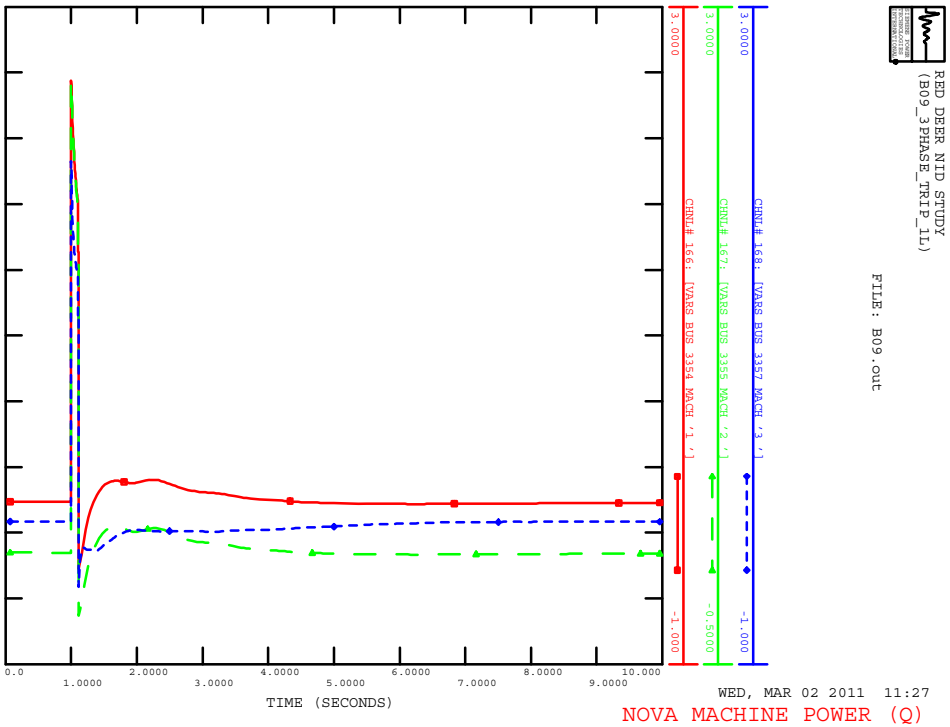

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

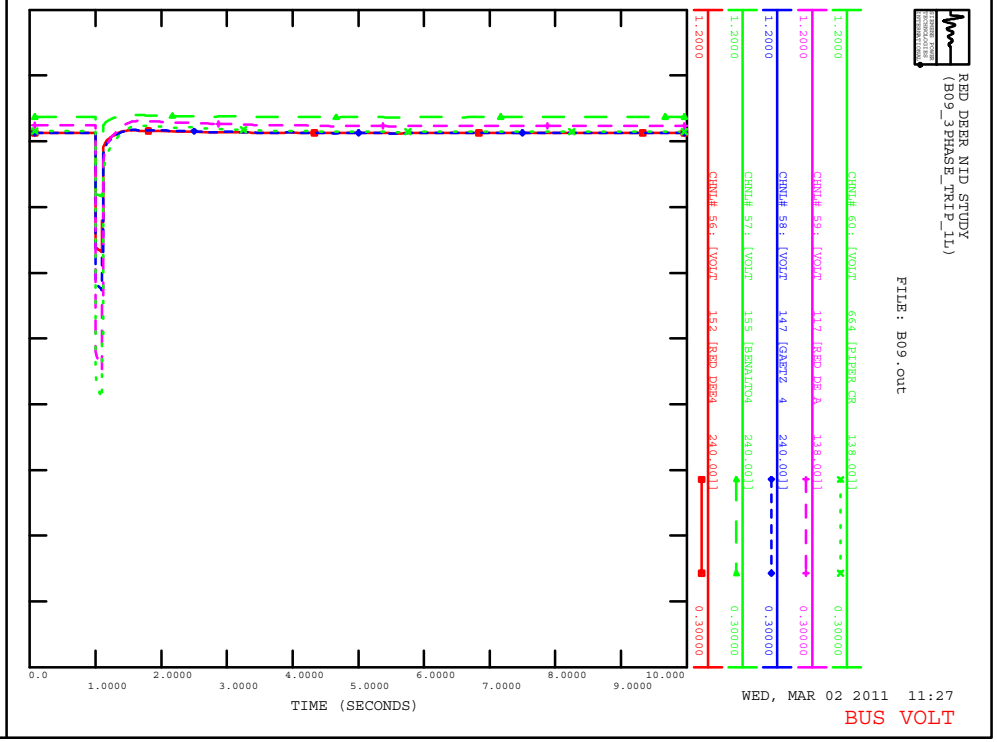

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

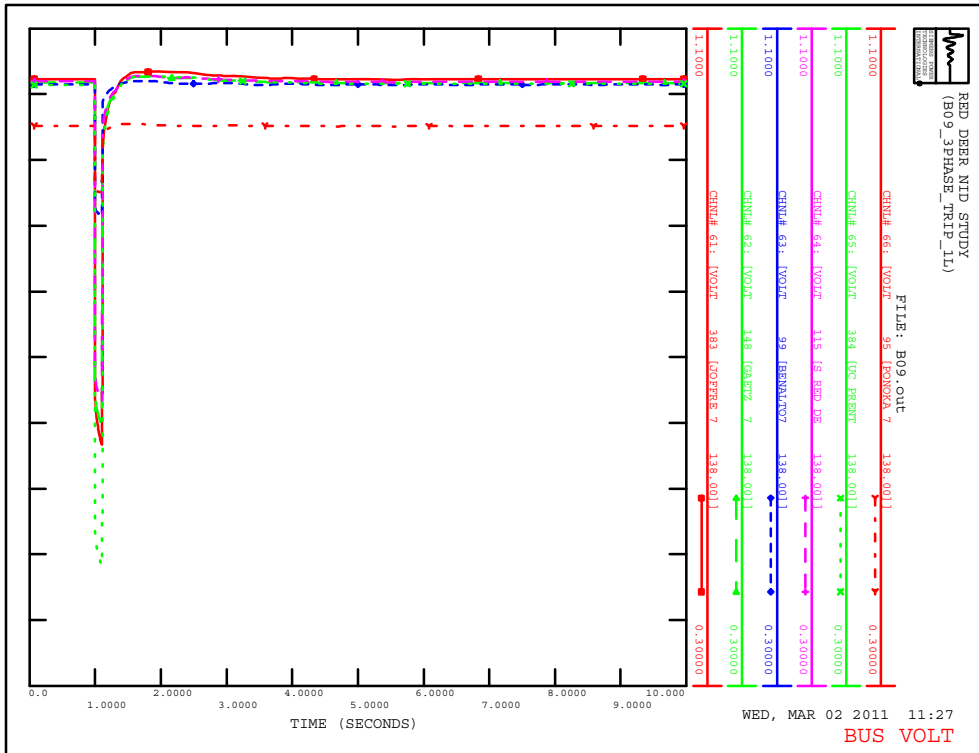

RED DEER NID STUDY
(B08_3PHASE_TRIP_80L)
FILE: B08.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

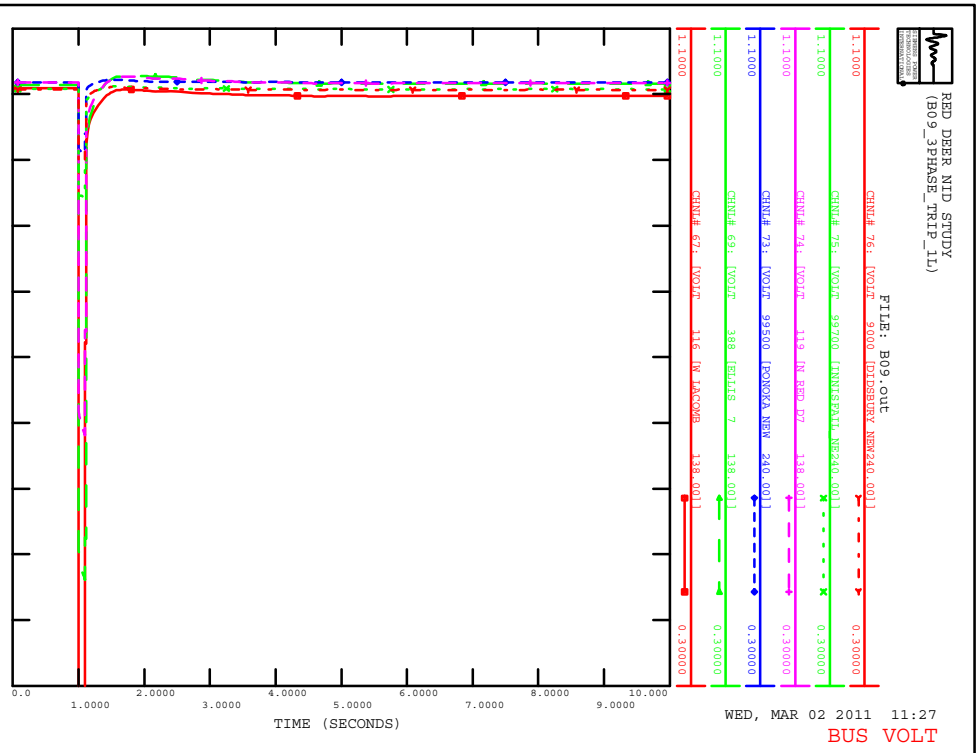

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

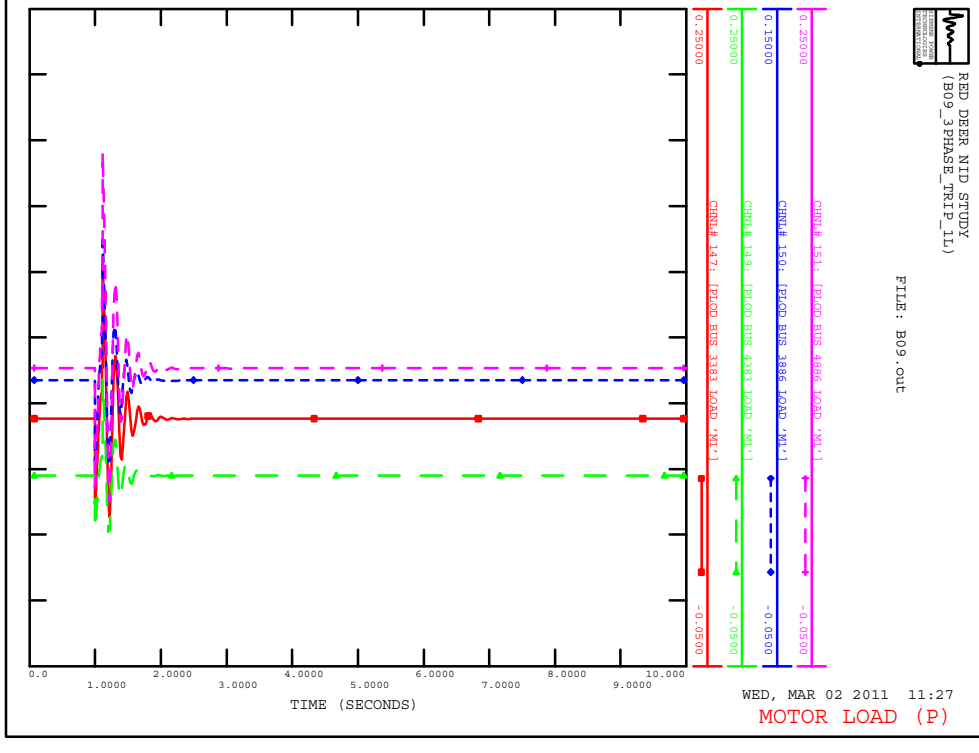

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

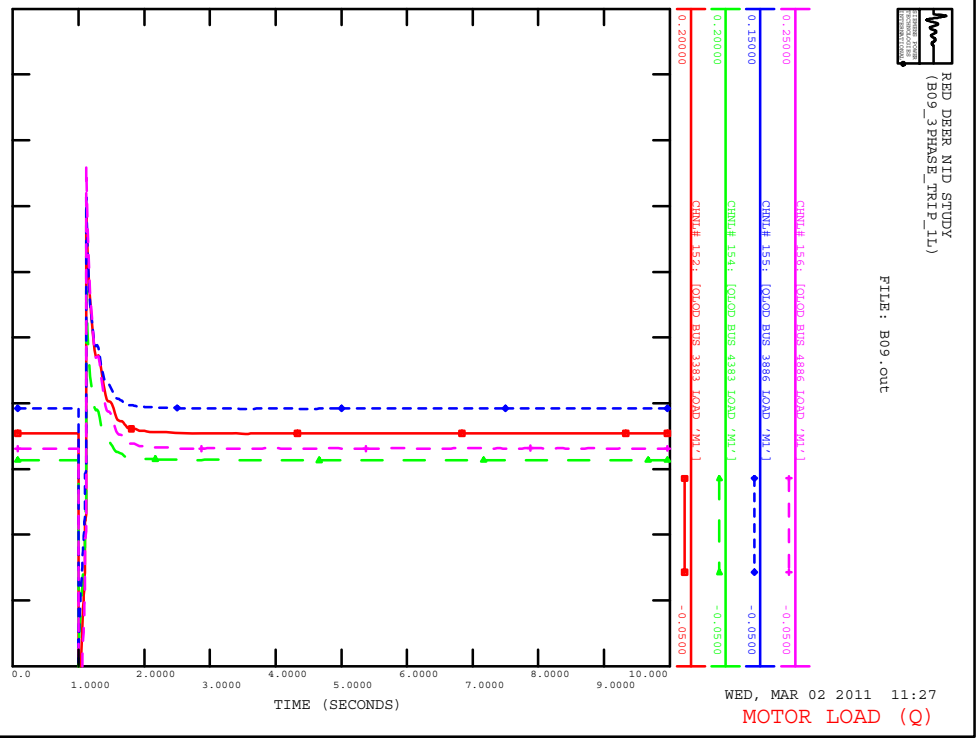

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

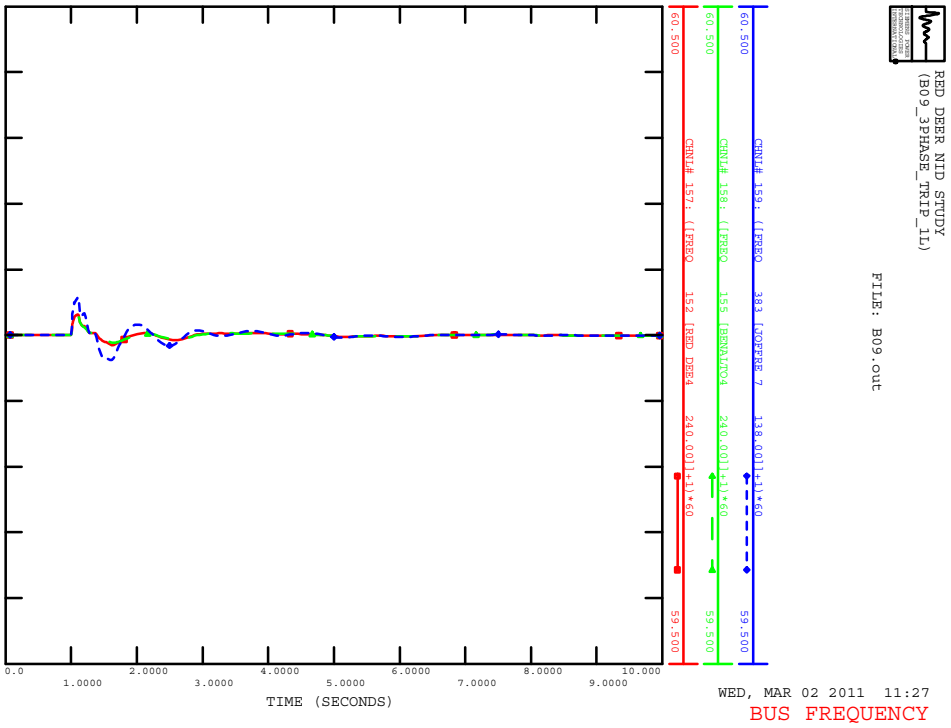

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

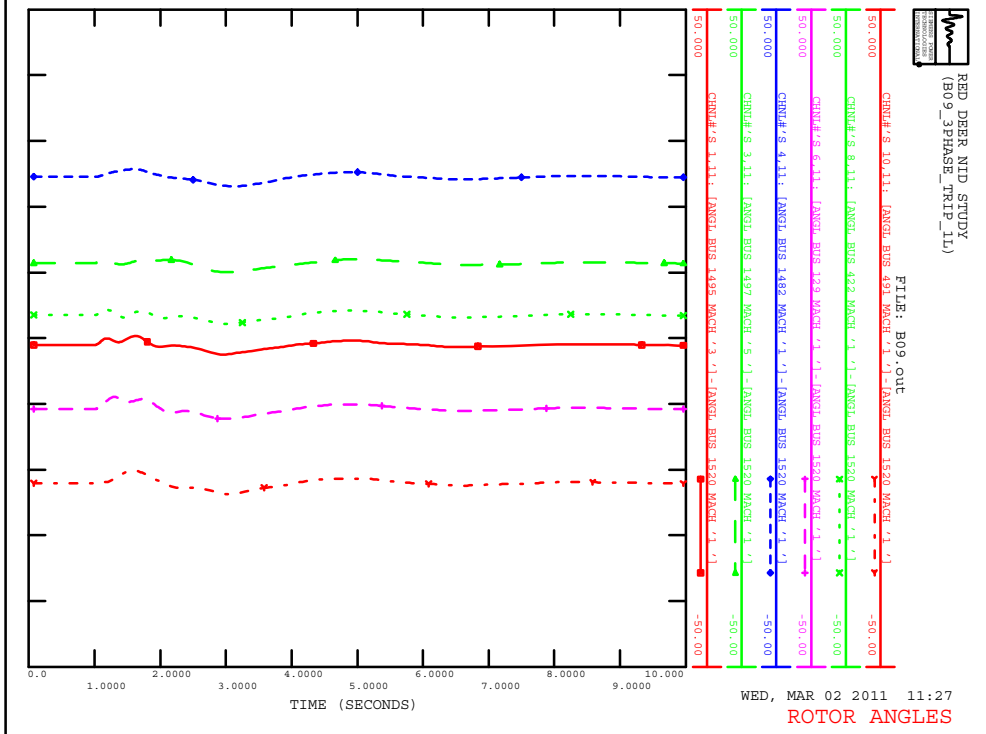

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 61: [VOLT 383 [KOFFRE 7 138.00]
CHNL# 62: [VOLT 148 [GALEY2 7 138.00]
CHNL# 63: [VOLT 99 [BENALTC7 138.00]
CHNL# 64: [VOLT 115 [S RED DE 138.00]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

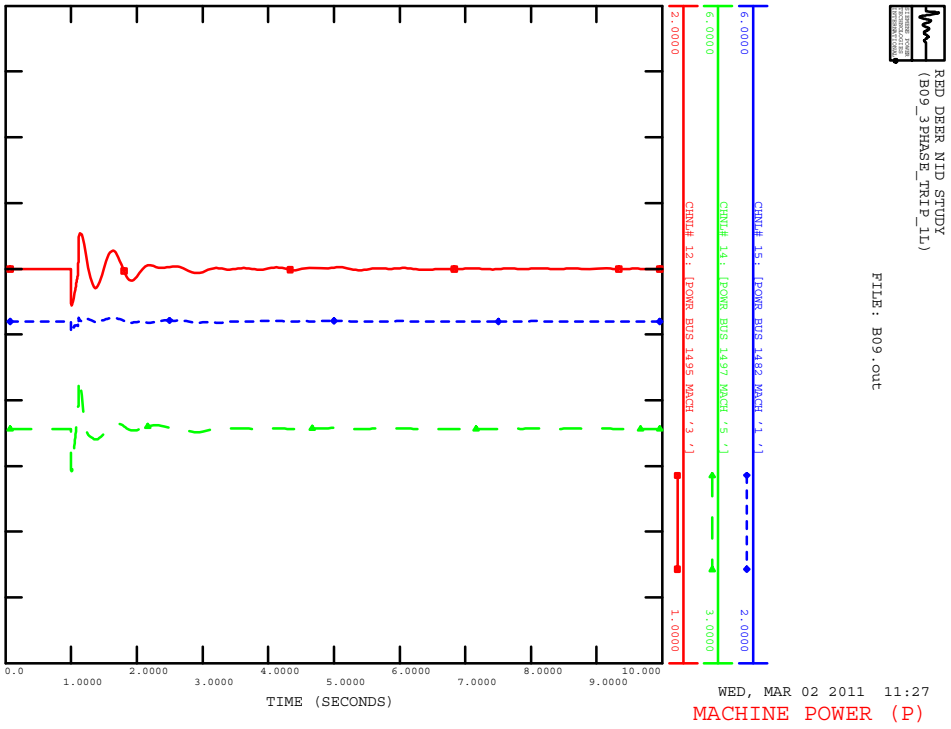

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]
CHNL# 69: [VOLT 388 [EDLIS 7 138.00]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]
CHNL# 74: [VOLT 119 [N RED P7 138.00]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]
CHNL# 76: [VOLT 9000 [DISBURY NEW240.00]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

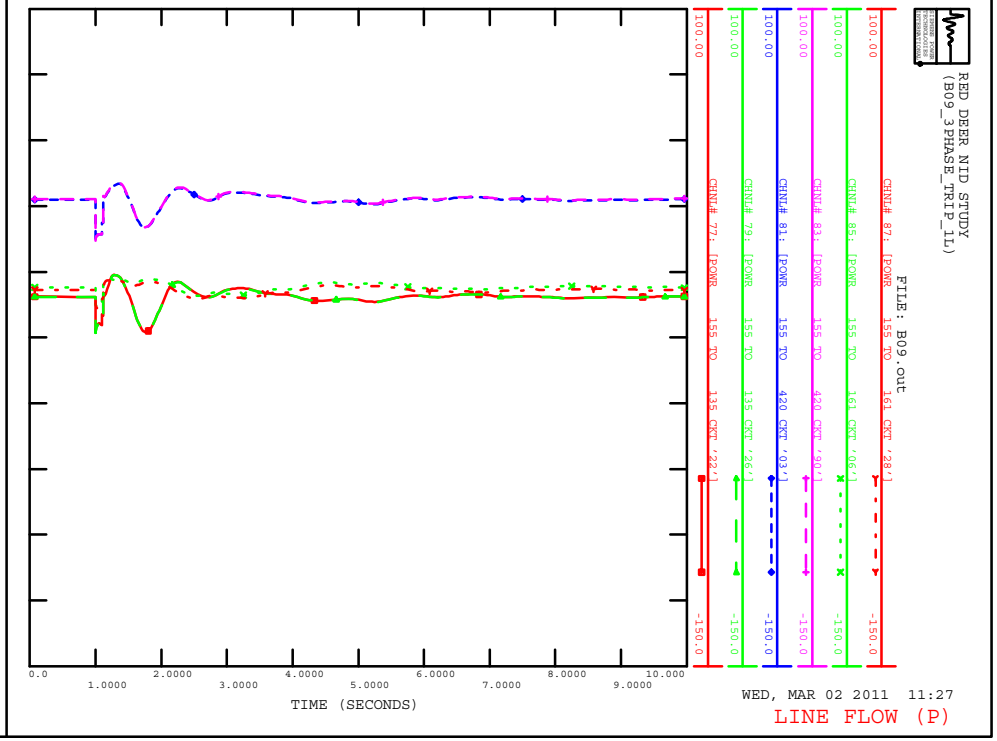

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

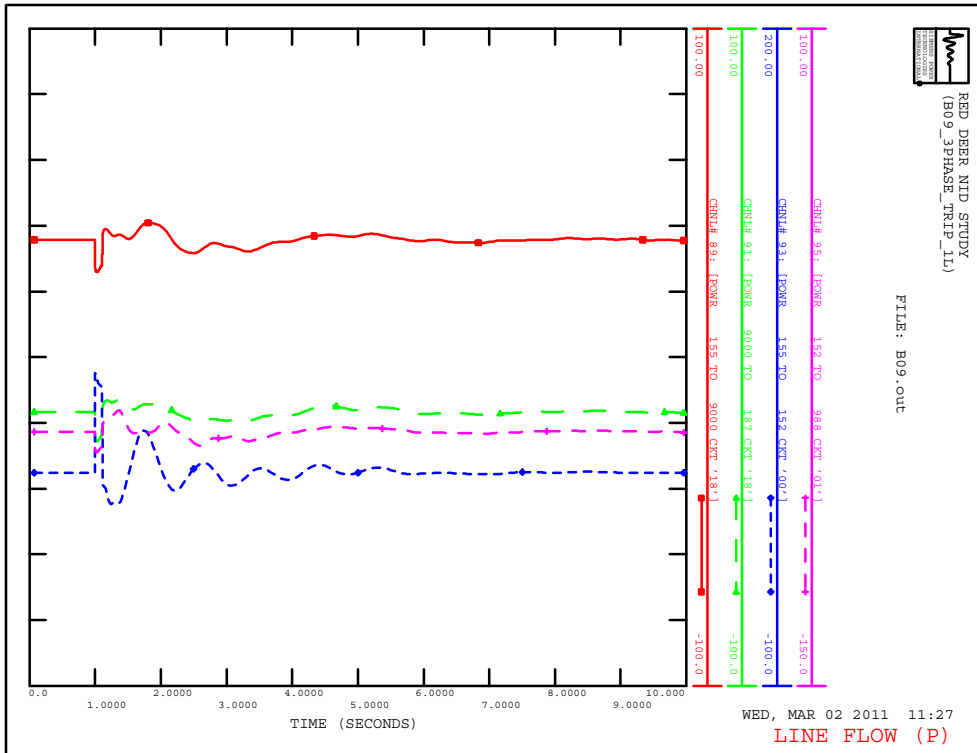

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
CHNL# 152: [OLOD BUS 3383 LOAD 'M1']
CHNL# 154: [OLOD BUS 4383 LOAD 'M1']
CHNL# 155: [OLOD BUS 3886 LOAD 'M1']
CHNL# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

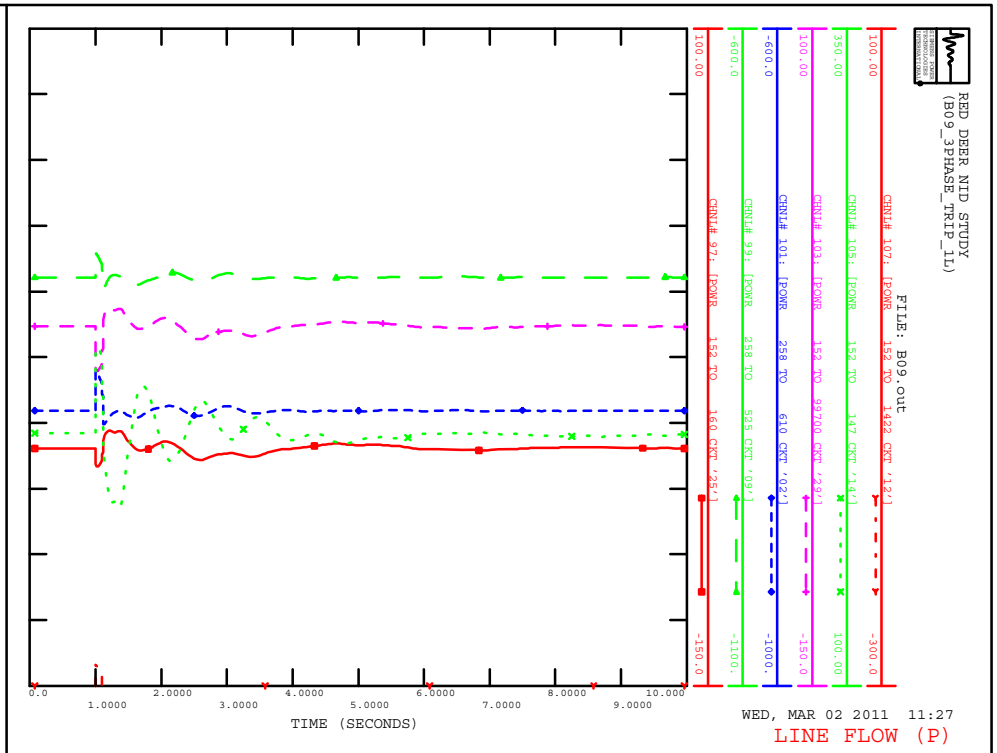

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

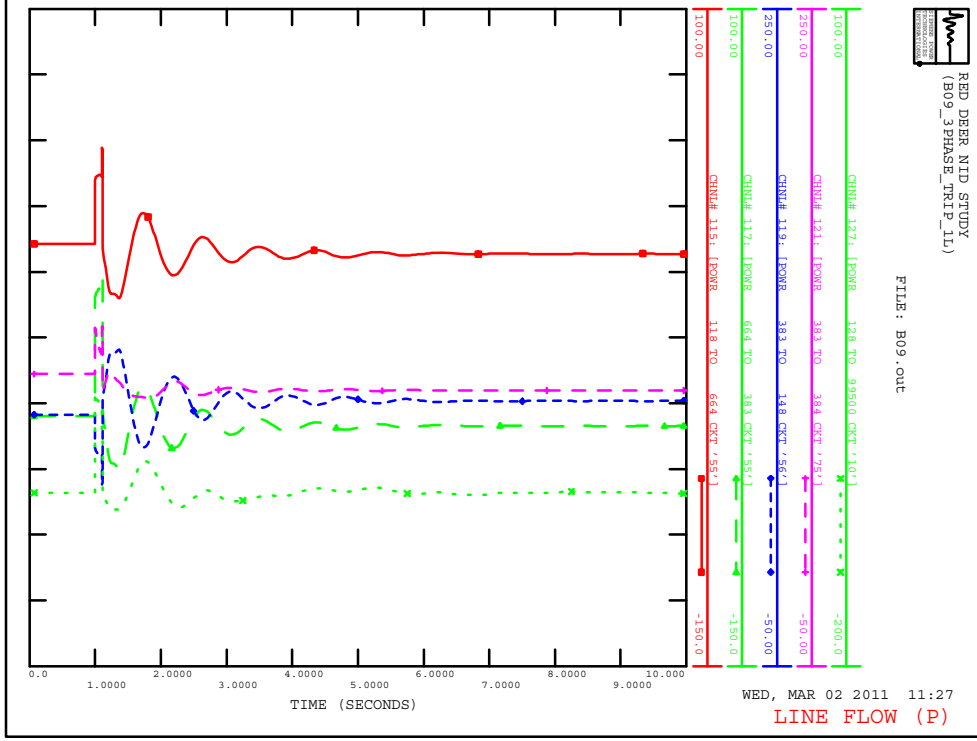

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

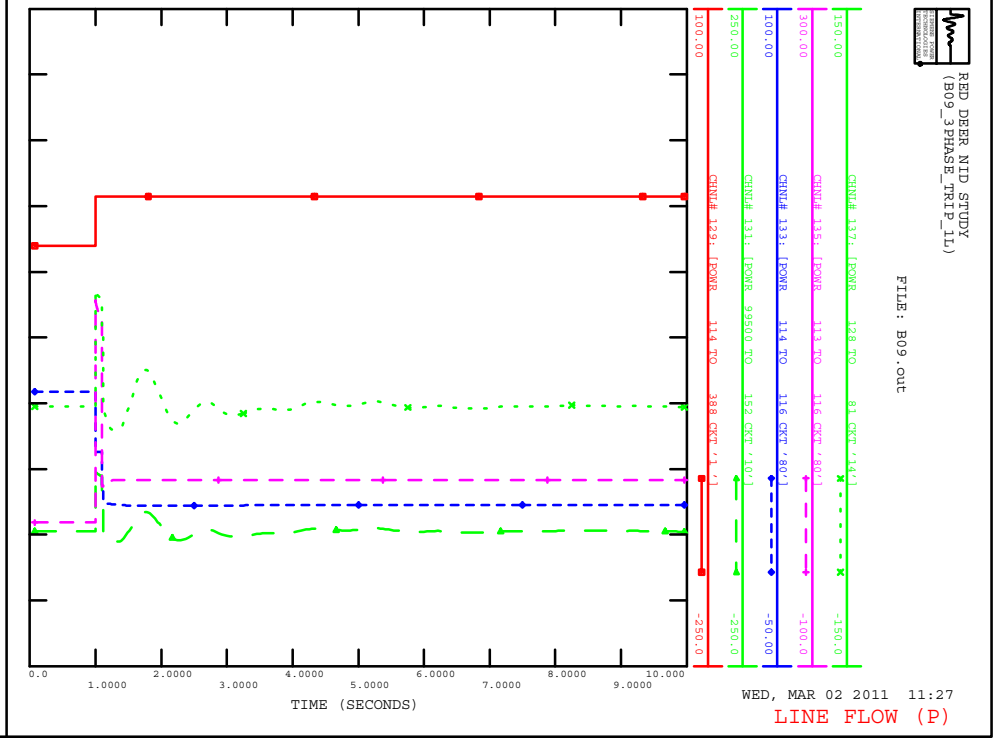

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

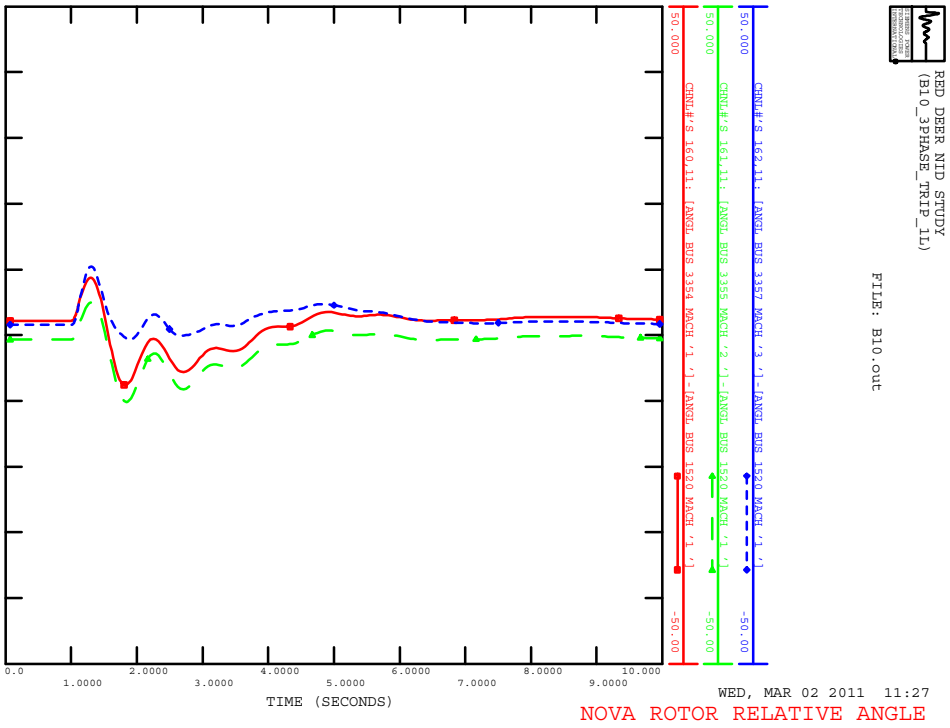

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

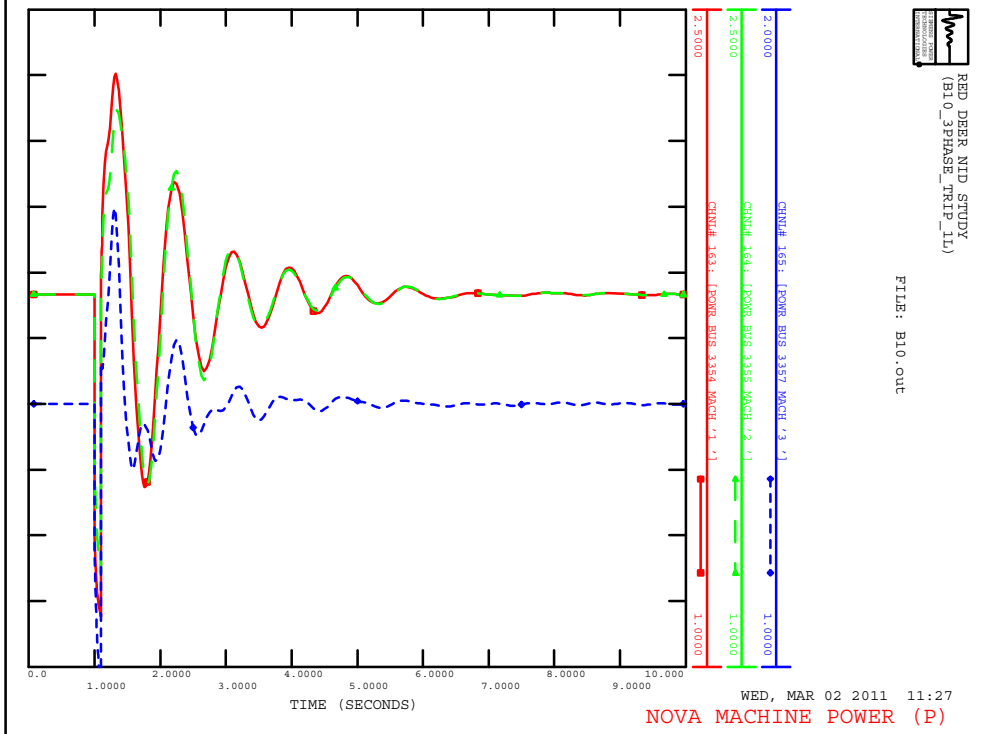

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

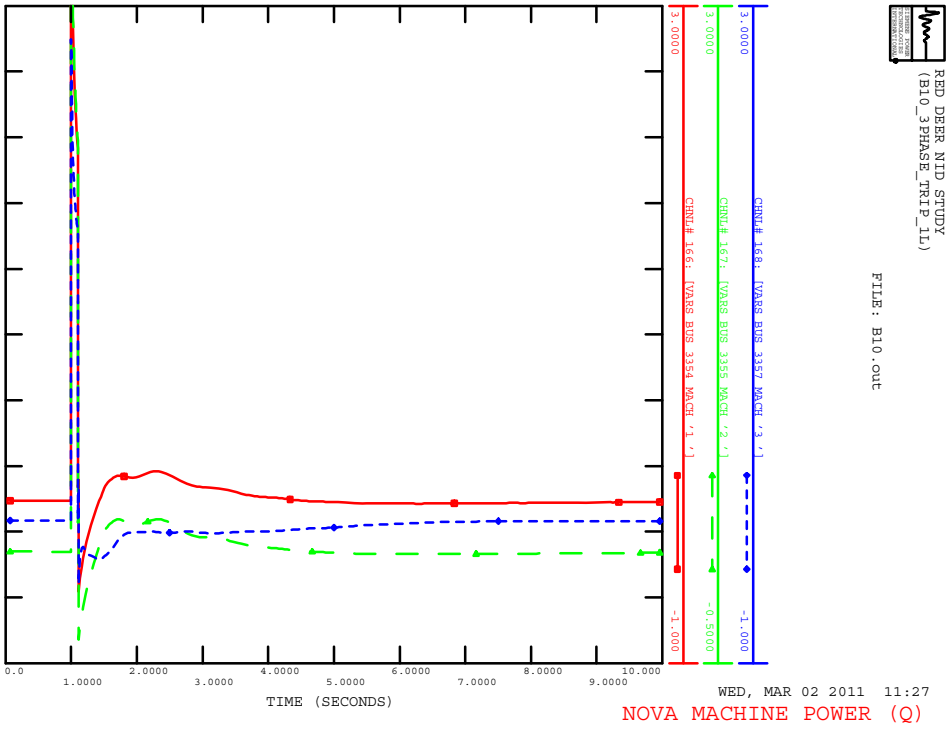

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

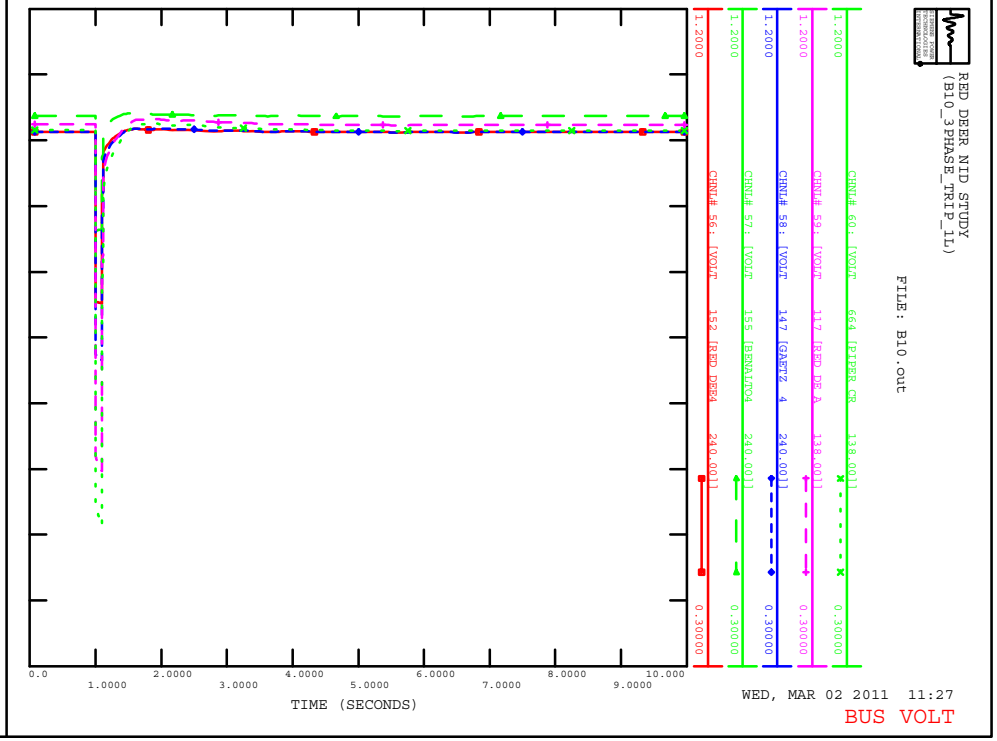

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

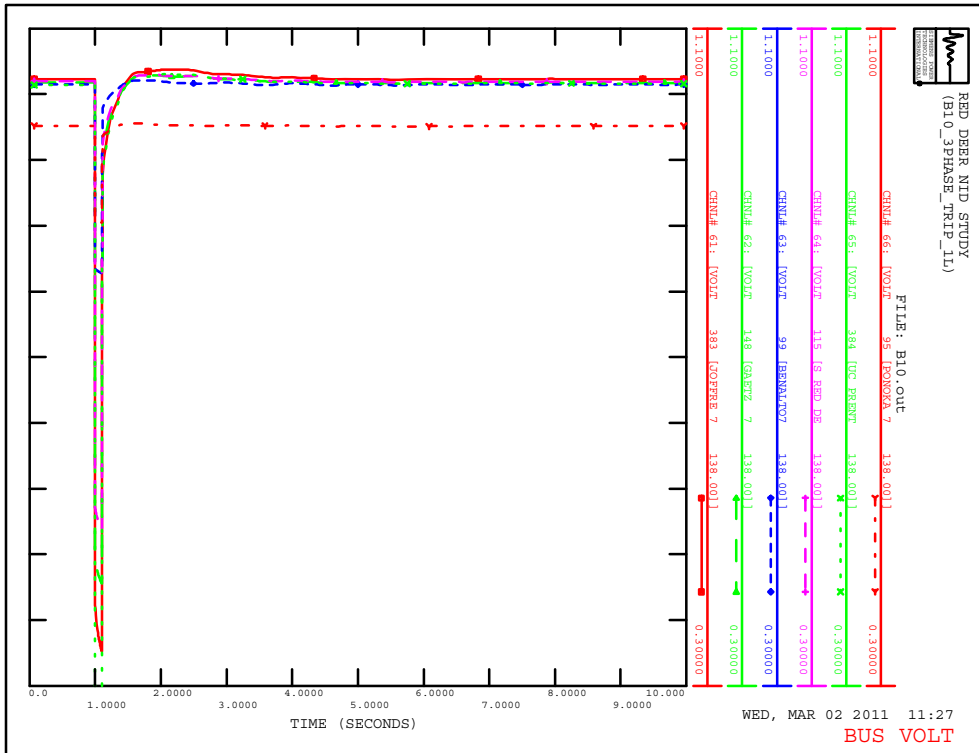

RED DEER NID STUDY
(B09_3PHASE_TRIP_1L)
FILE: B09.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

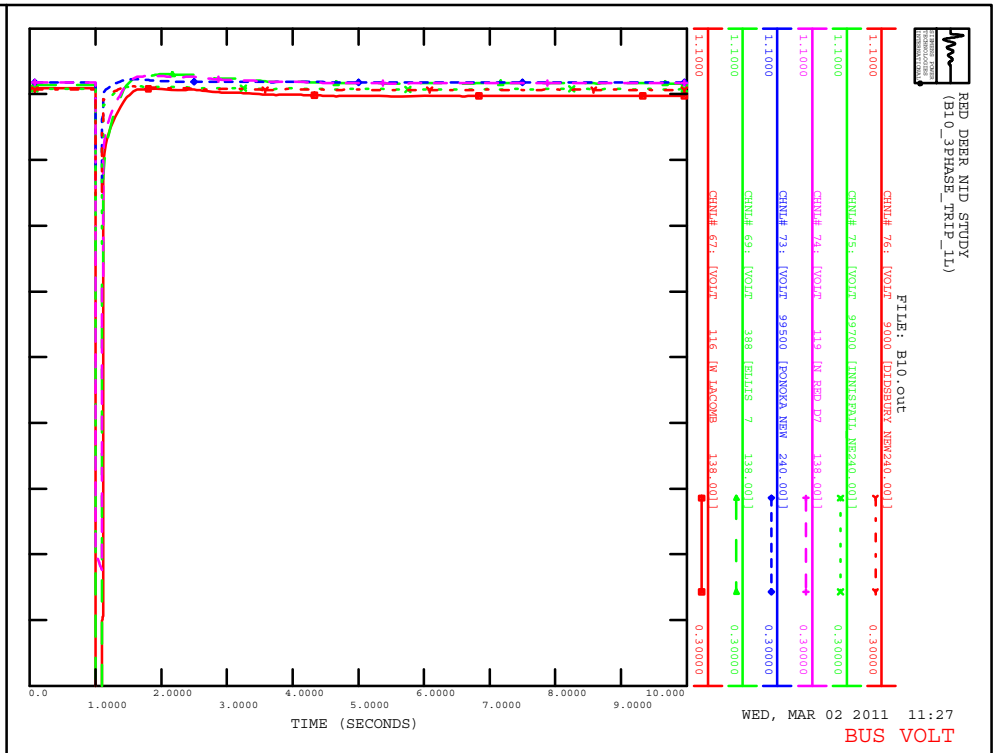

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

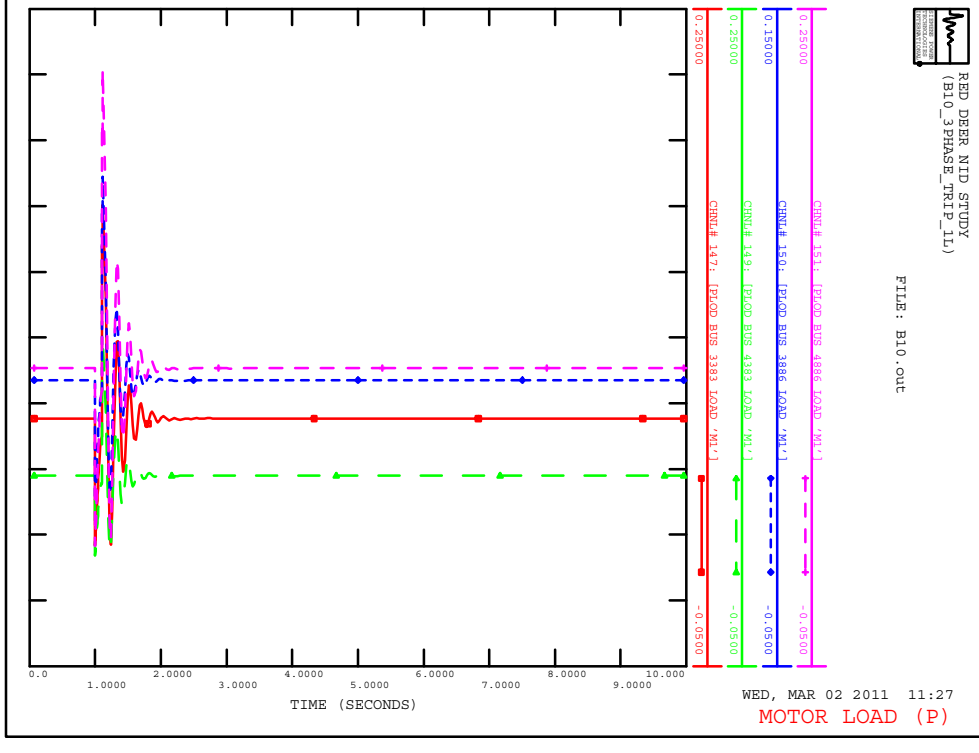

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

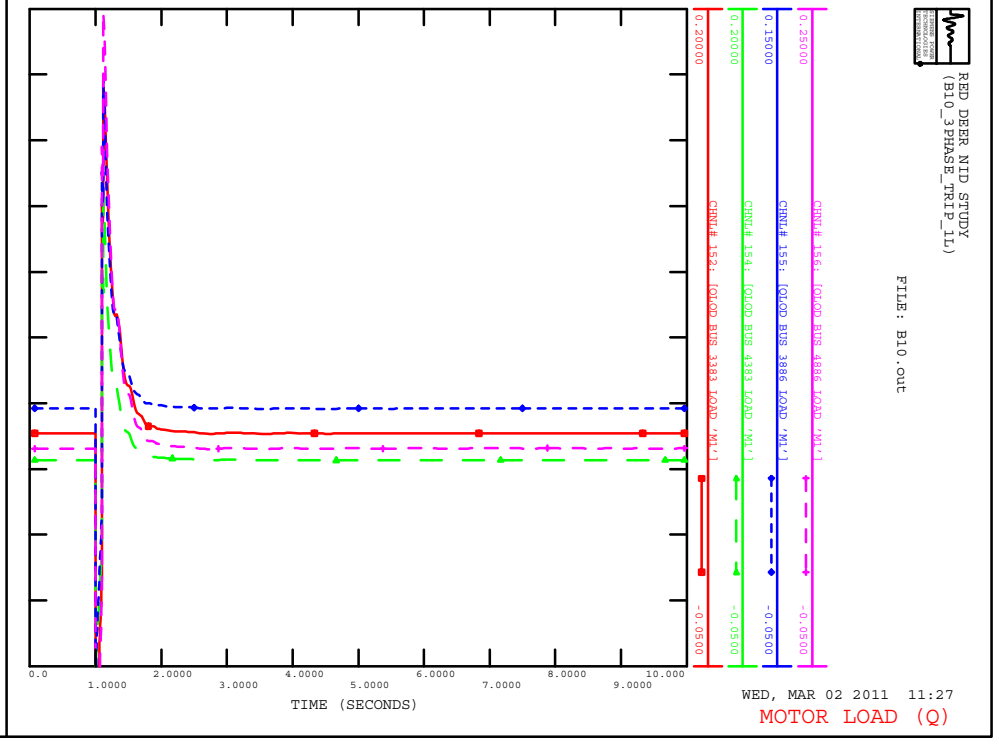

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

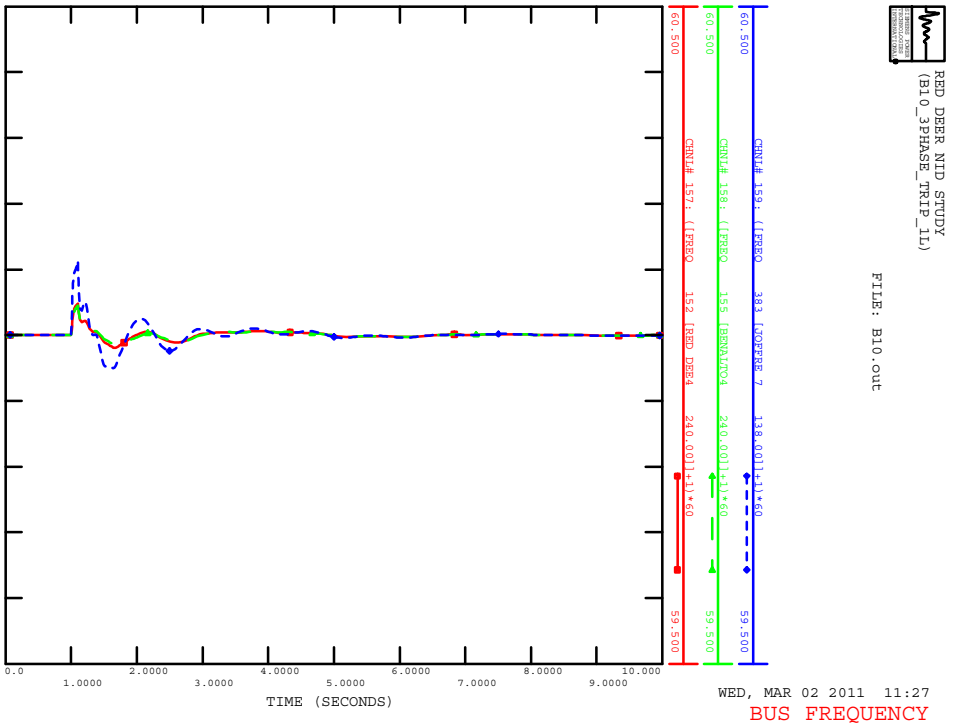

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

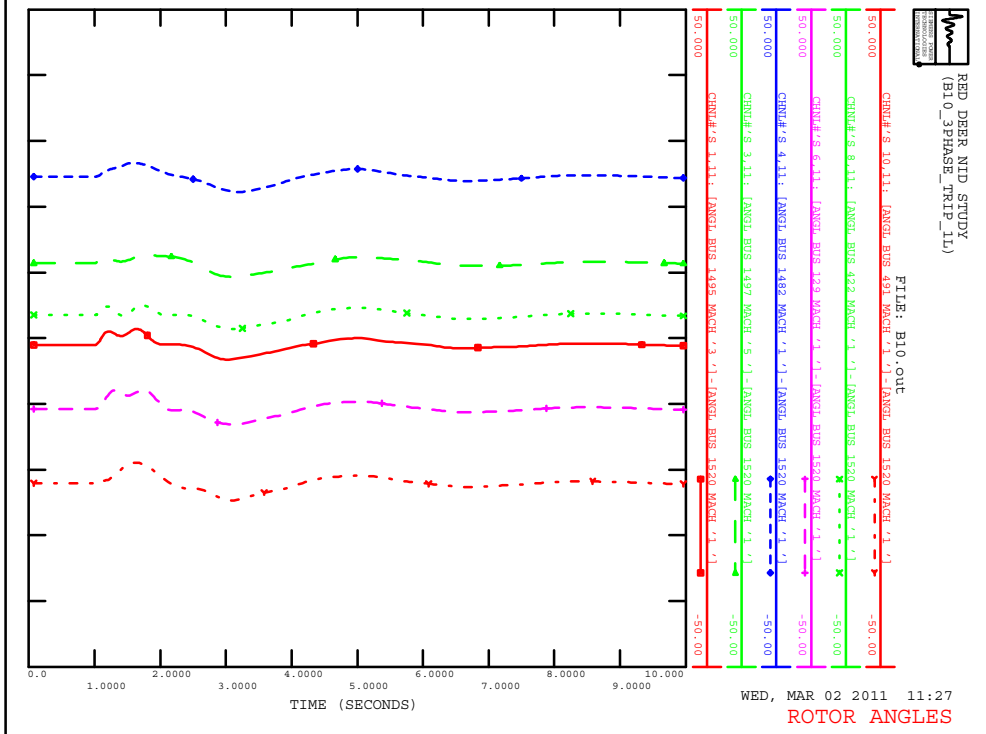

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

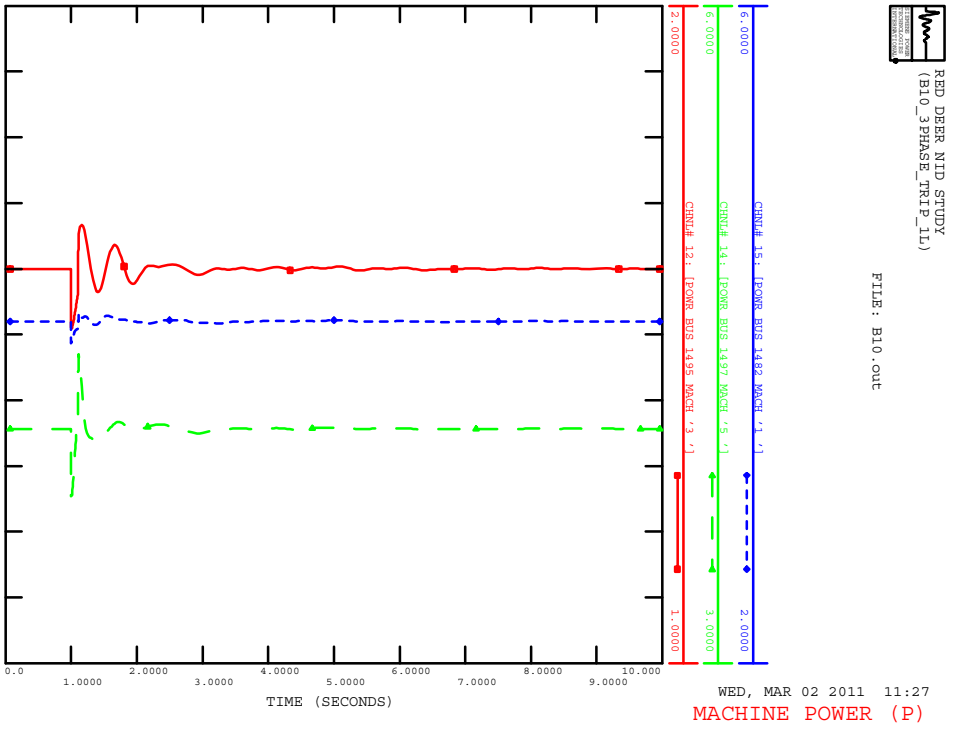

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

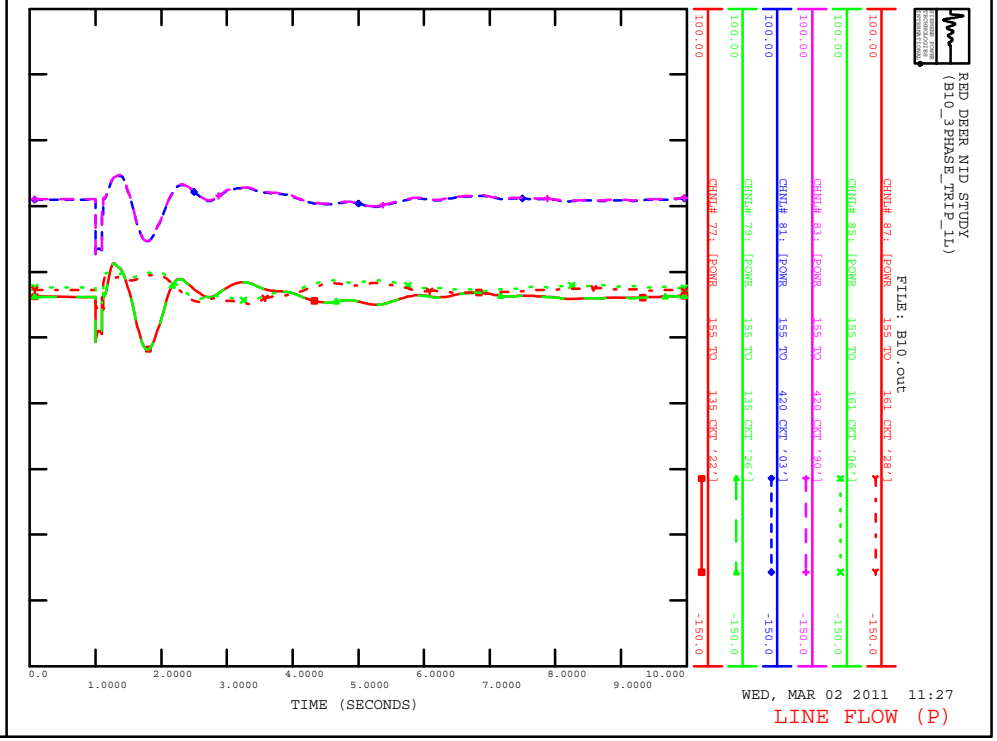

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

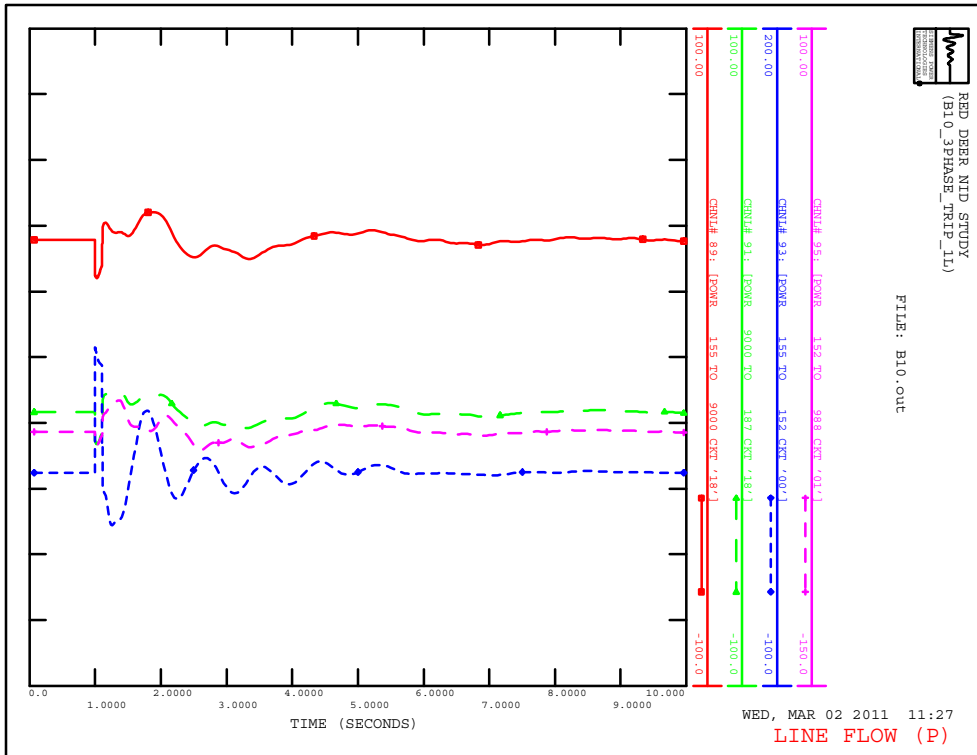

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

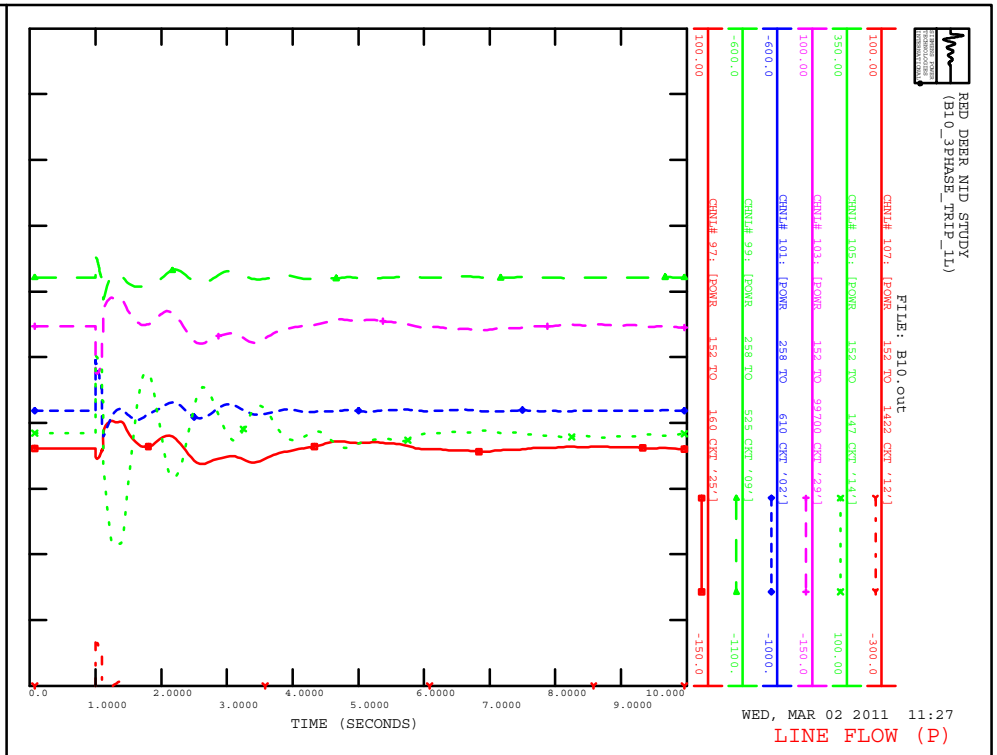

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

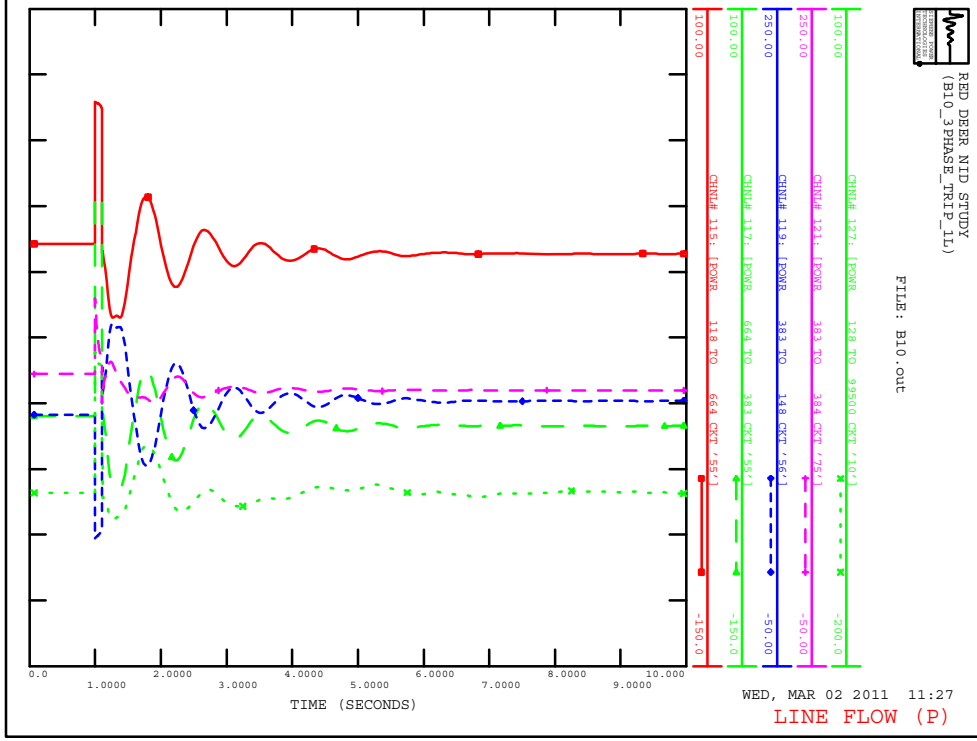

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

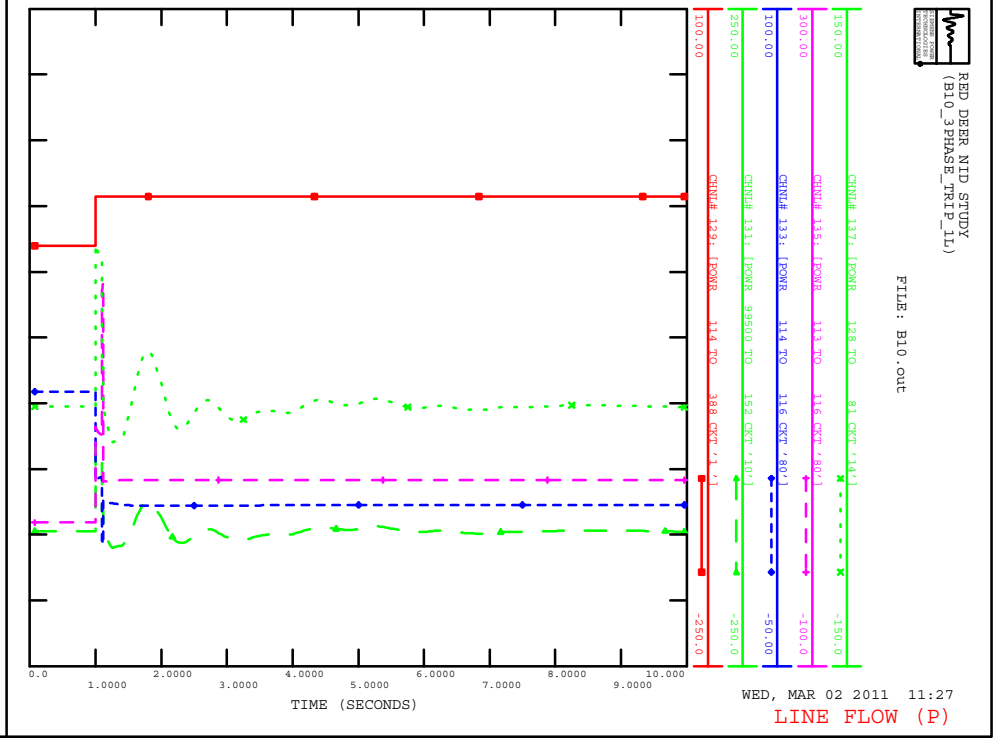

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

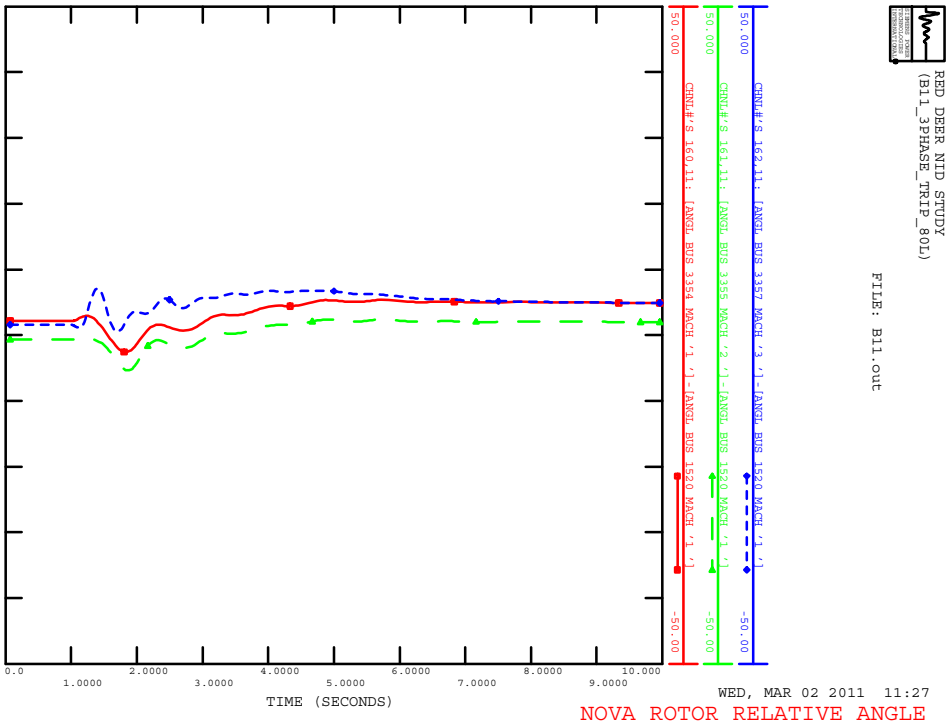

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

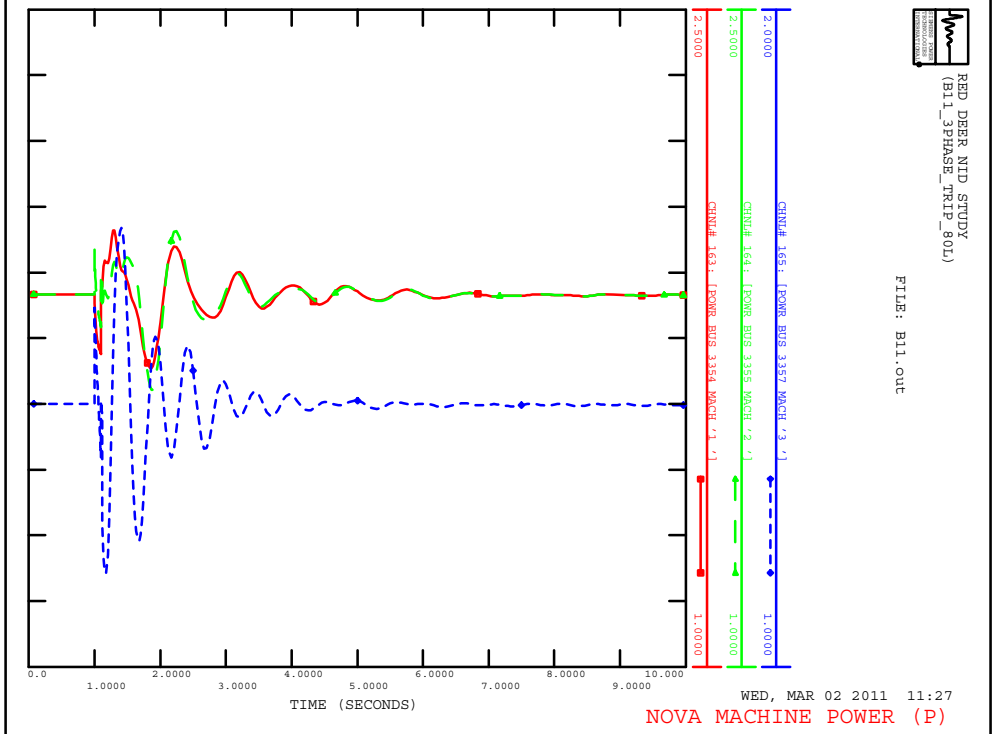

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

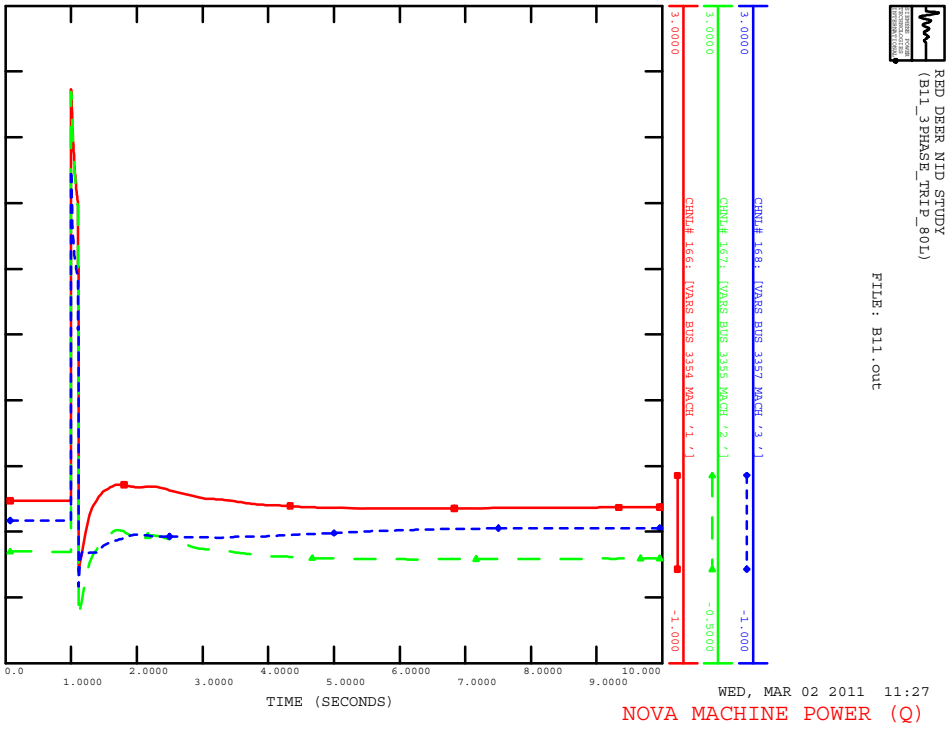

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

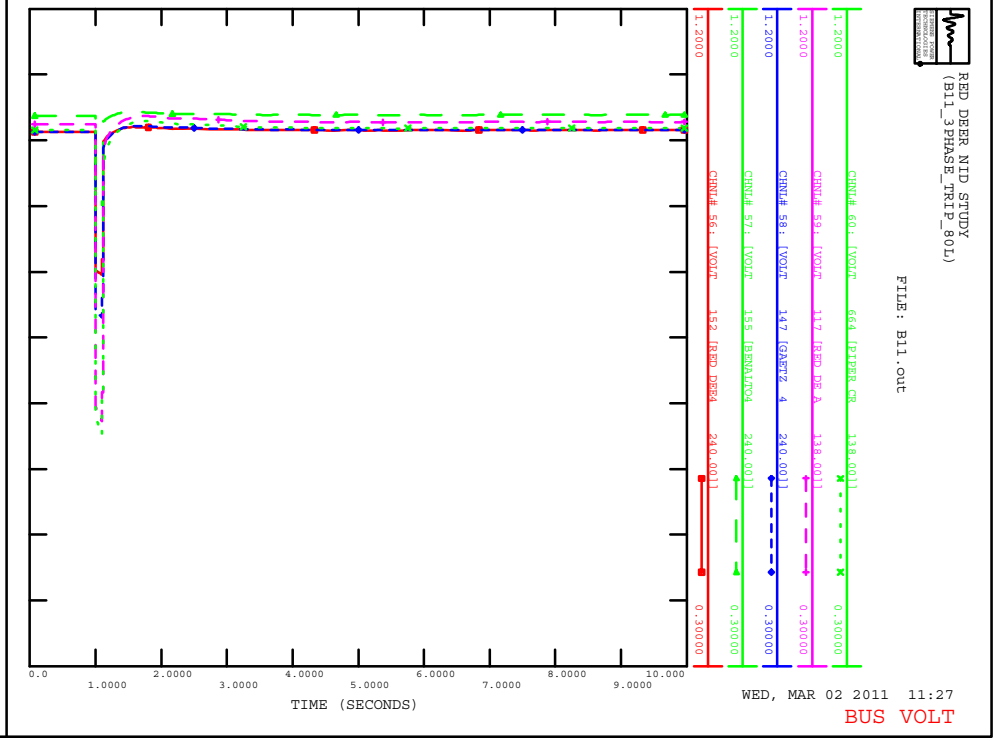

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

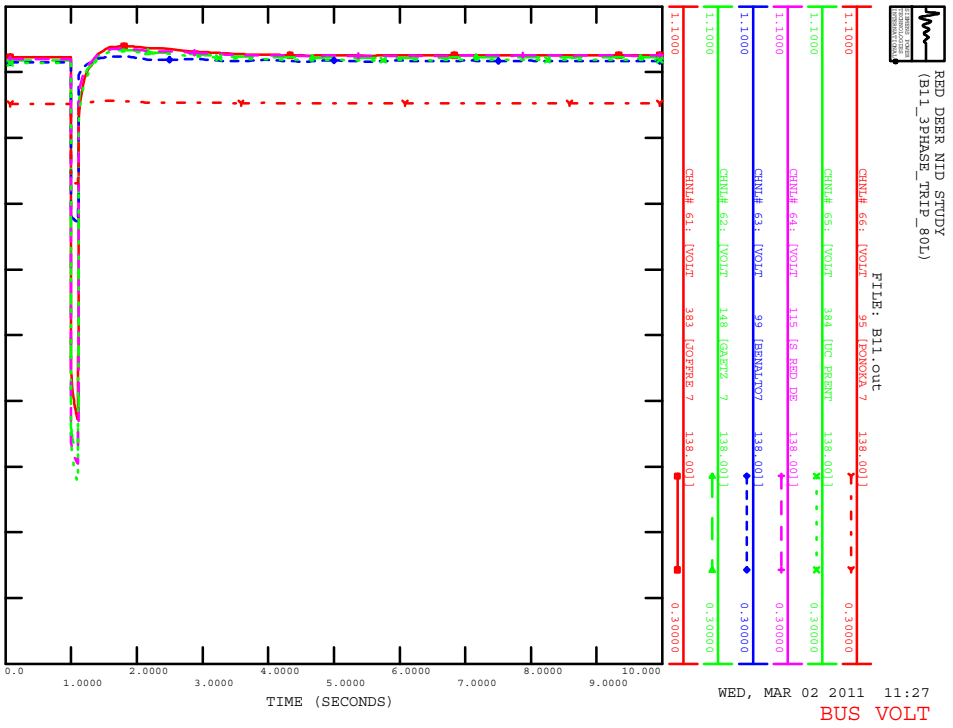

RED DEER NID STUDY
(B10_3PHASE_TRIP_1L)
FILE: B10.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

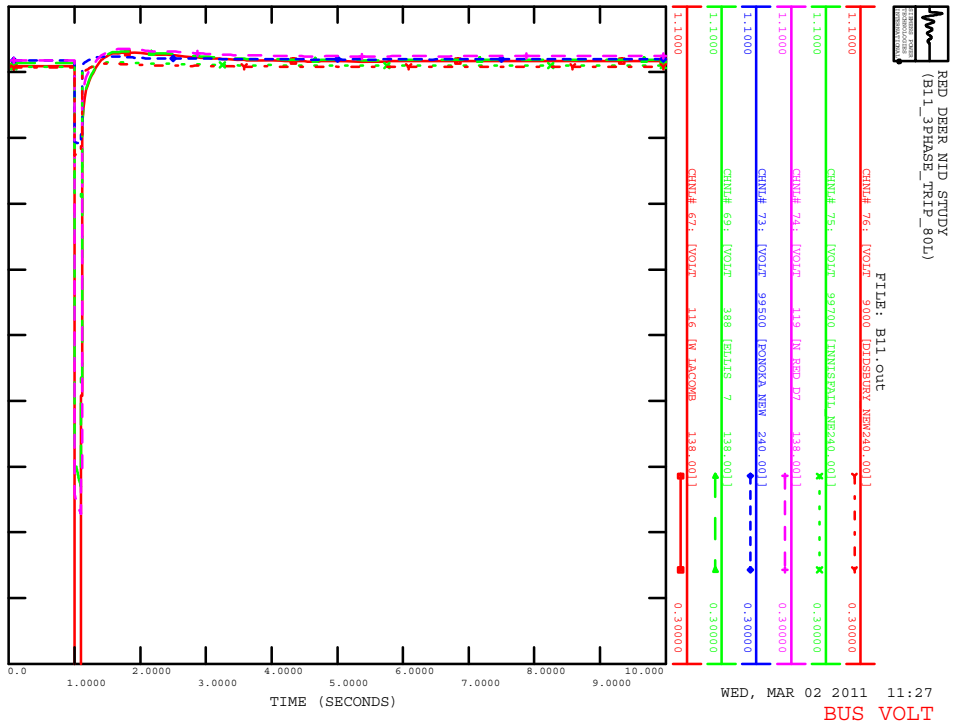

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
WED, MAR 02 2011 11:27
TIME (SECONDS)
NOVA ROTOR RELATIVE ANGLE

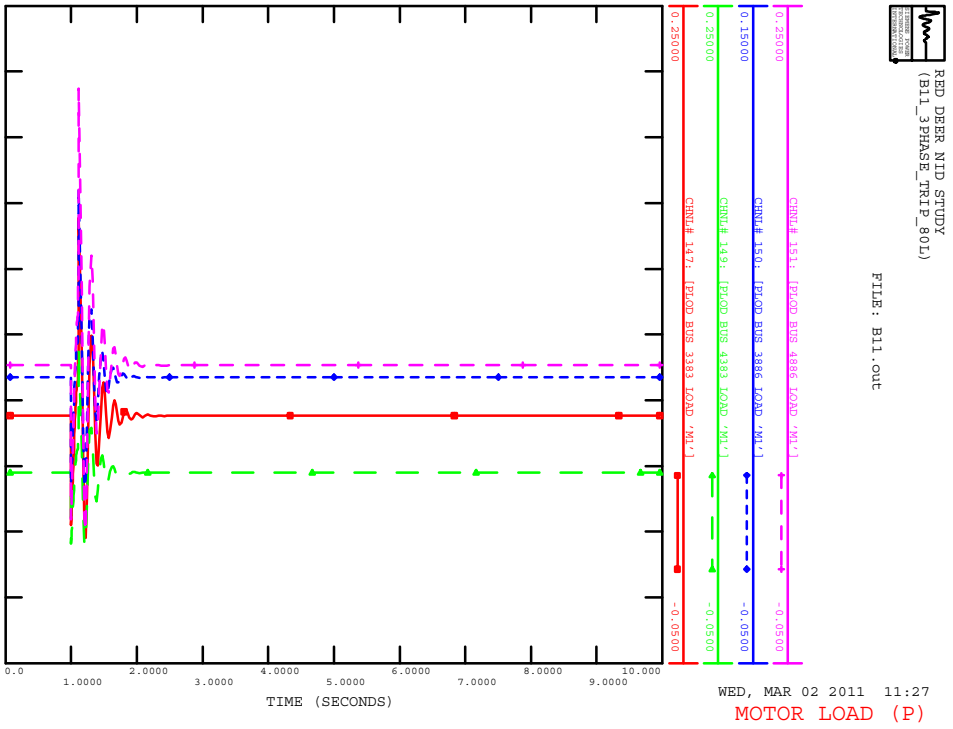

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
WED, MAR 02 2011 11:27
TIME (SECONDS)
NOVA MACHINE POWER (P)

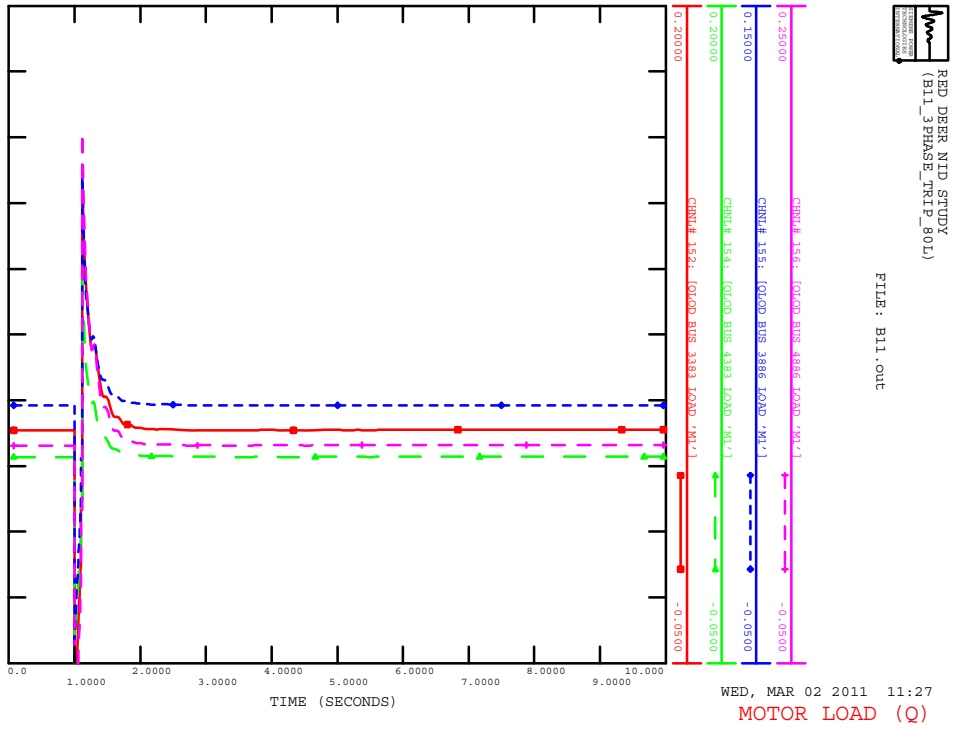

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
WED, MAR 02 2011 11:27
TIME (SECONDS)
NOVA MACHINE POWER (Q)

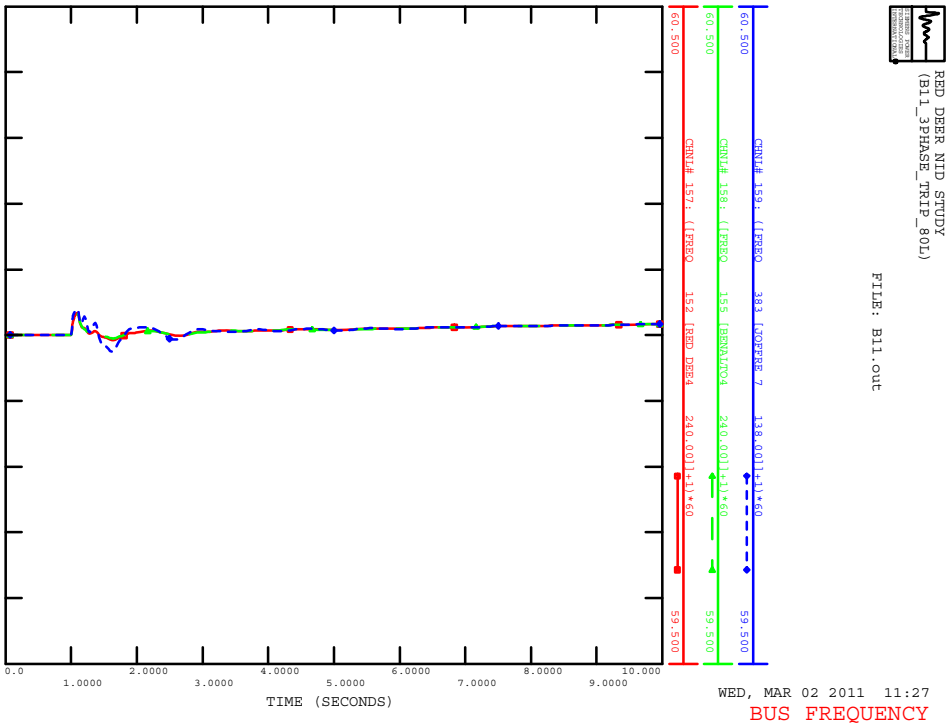

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
WED, MAR 02 2011 11:27
TIME (SECONDS)
BUS VOLT

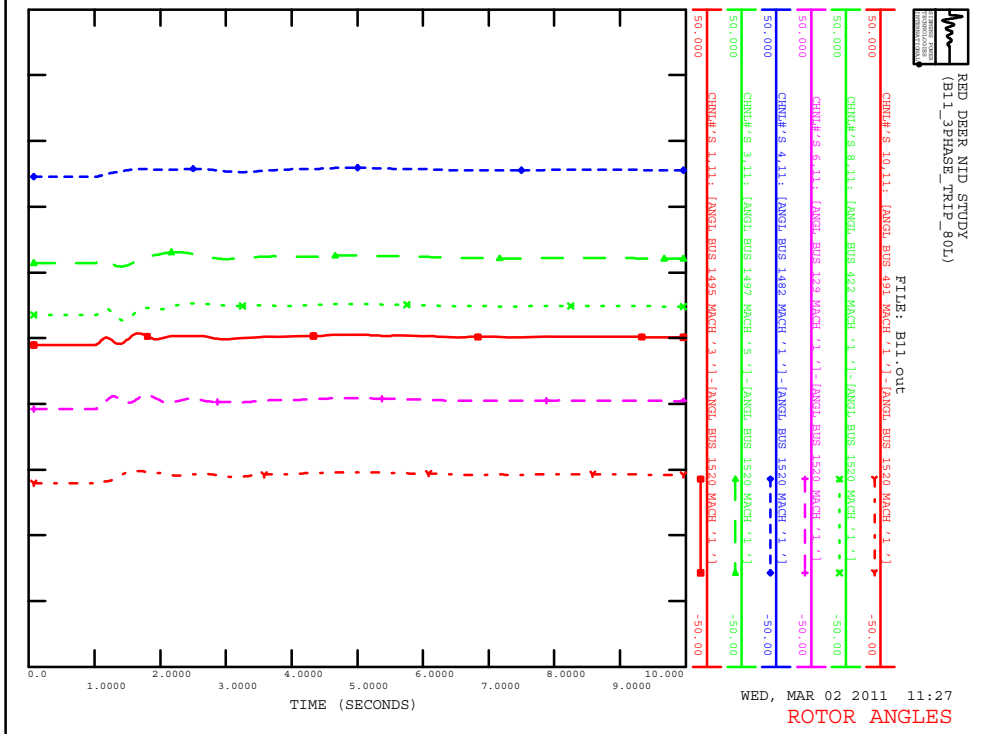

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNI# 61: [VOLT 383 [OOFRB 7 138.00]]
CHNI# 62: [VOLT 148 [CALET2 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTC7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

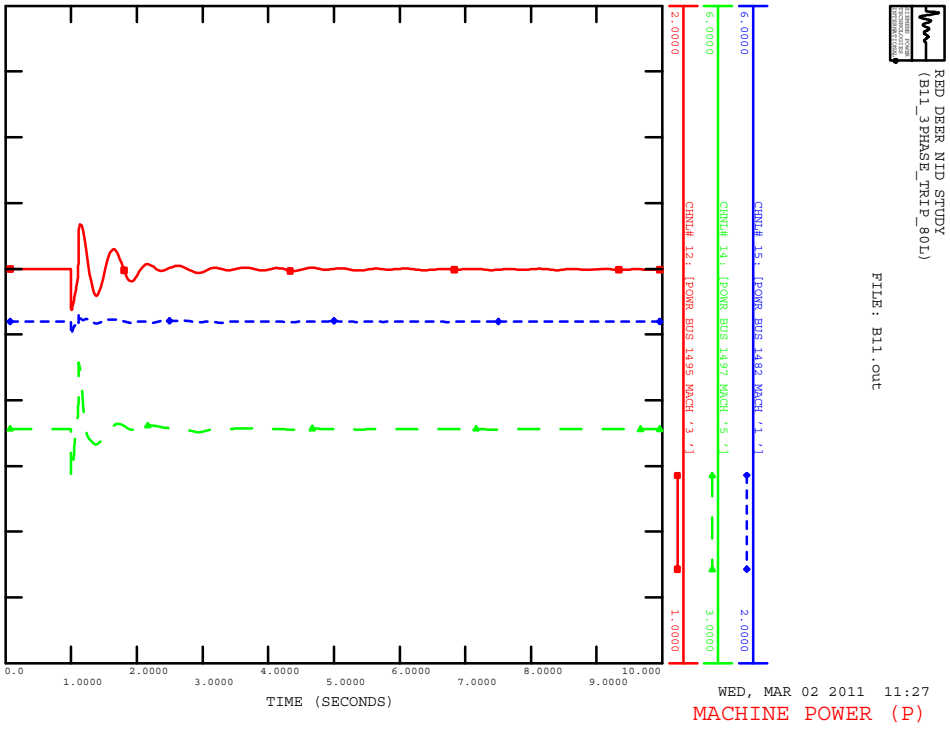

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNI# 67: [VOLT 116 [N IACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

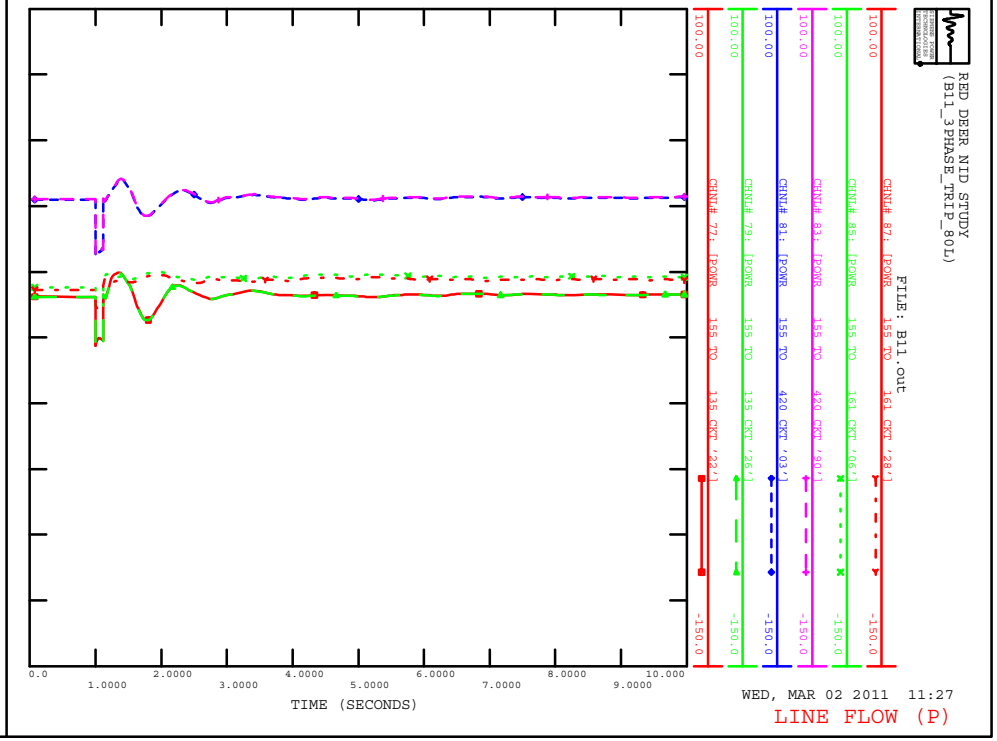

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

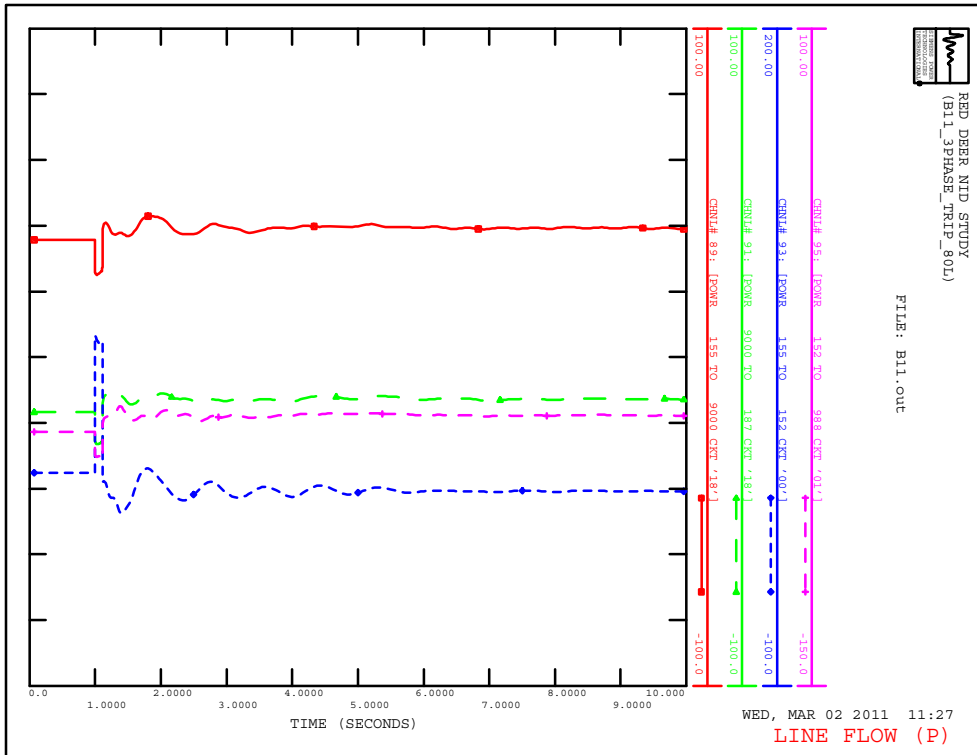

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

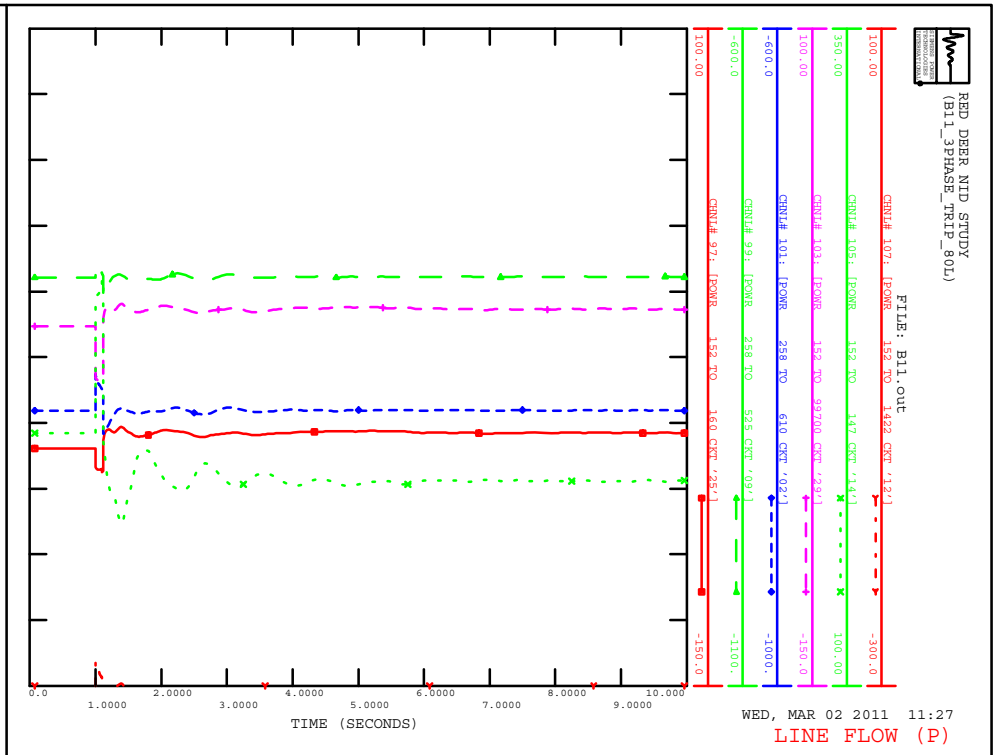

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

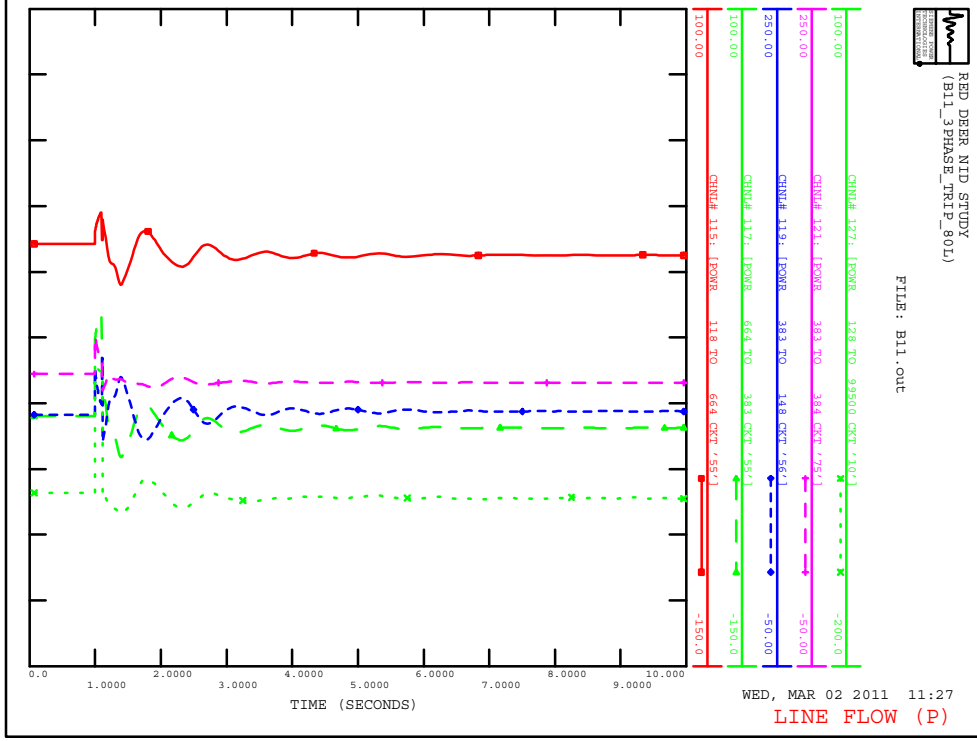

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

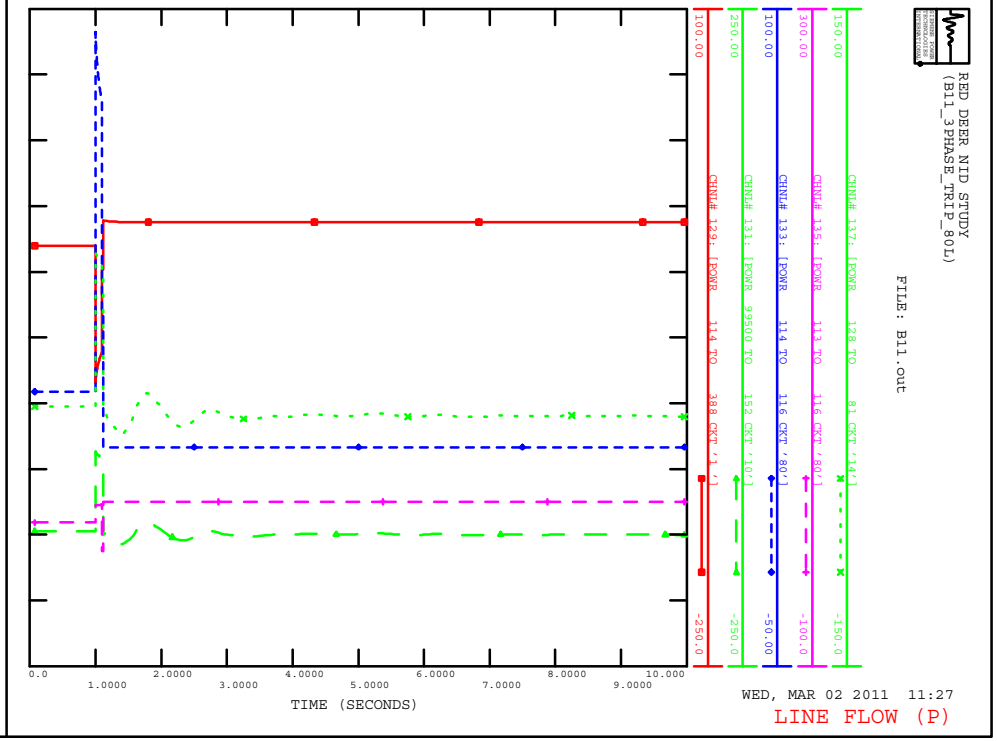

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

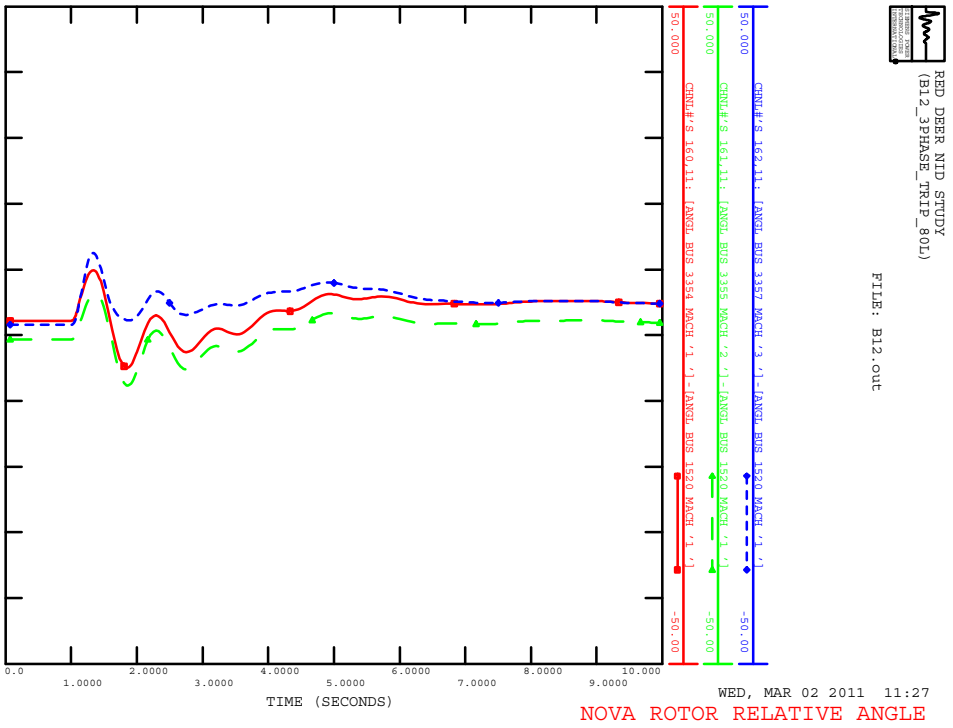

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

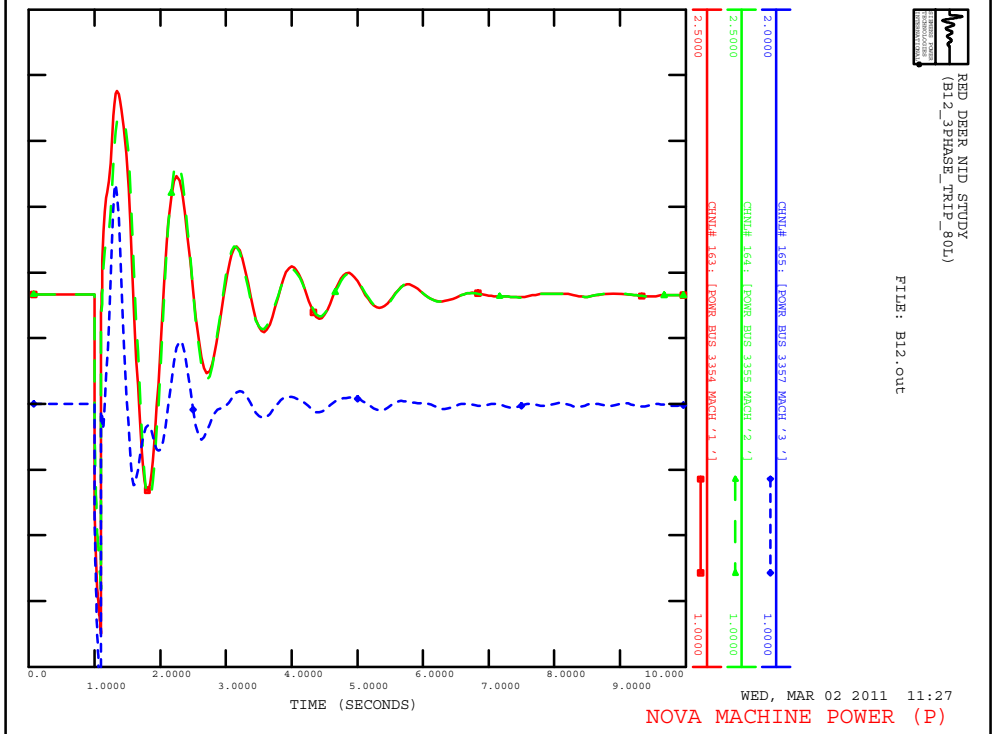

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

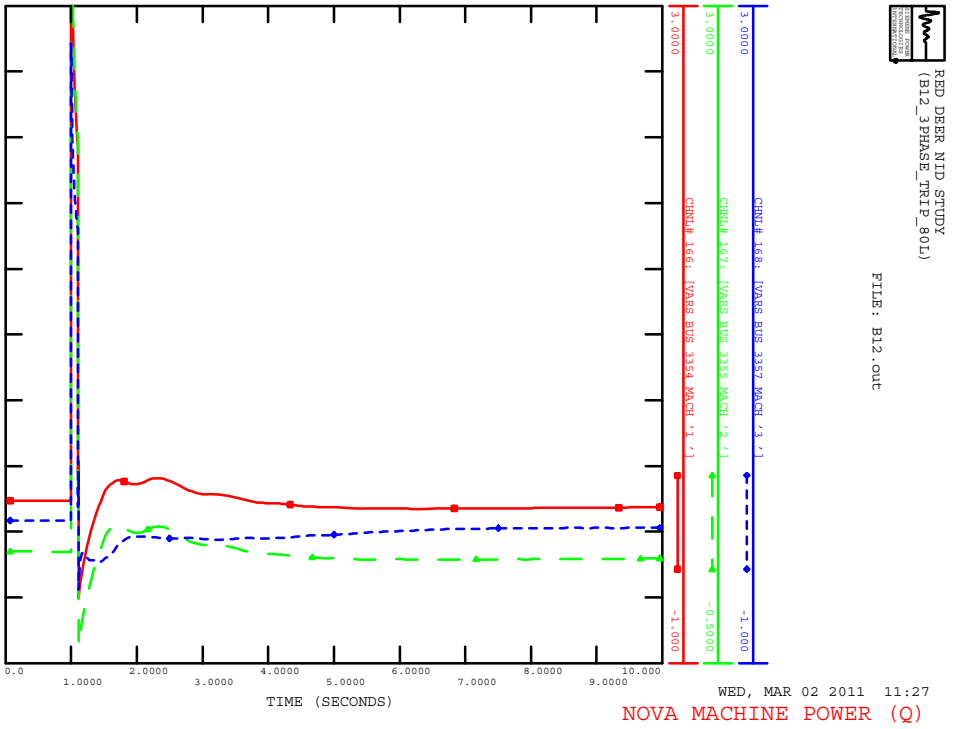

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

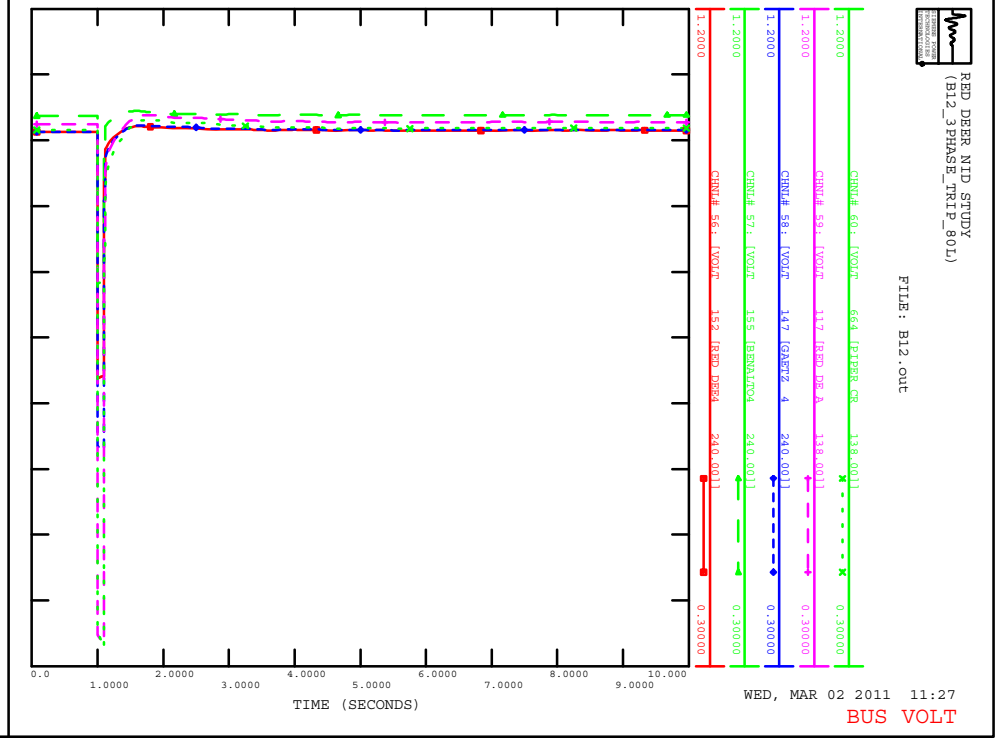

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

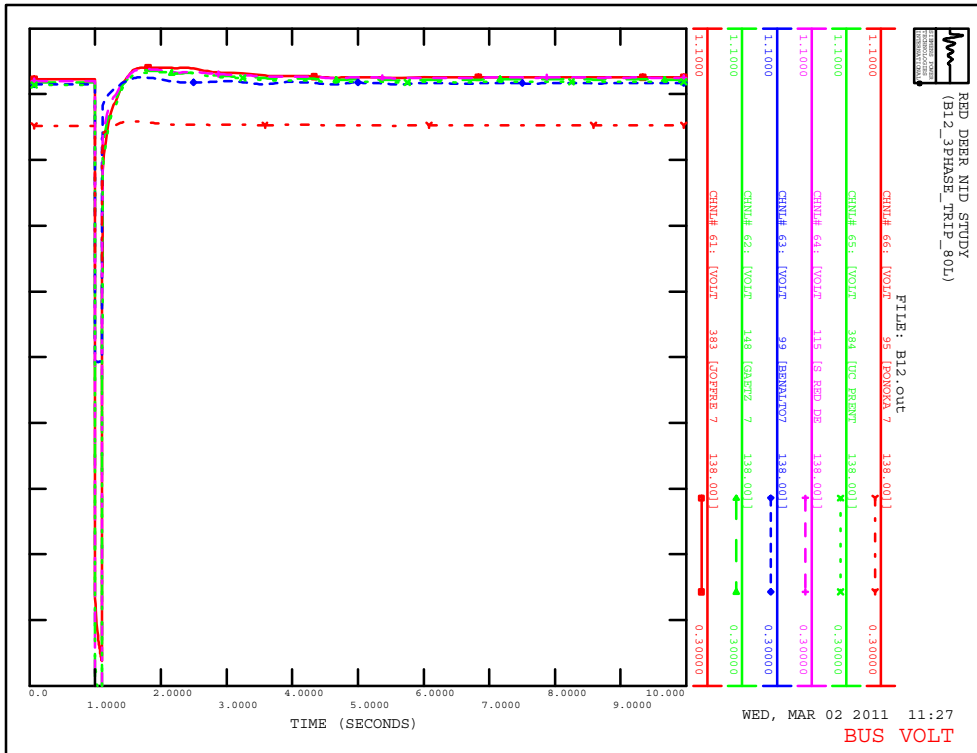

RED DEER NID STUDY
(B11_3PHASE_TRIP_80L)
FILE: B11.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

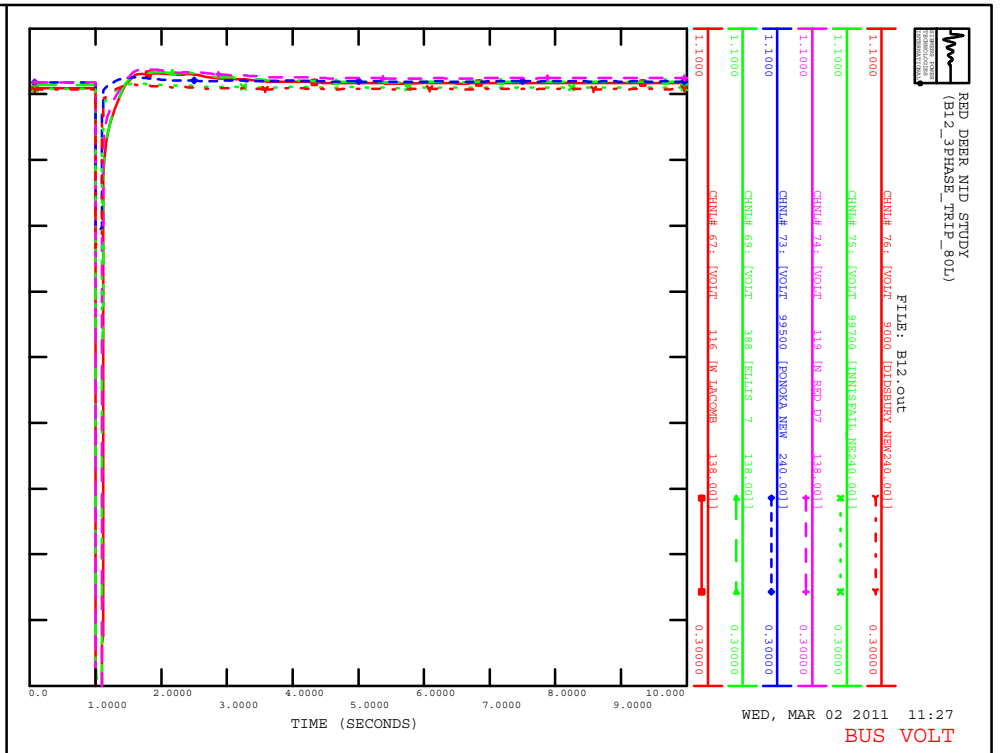

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

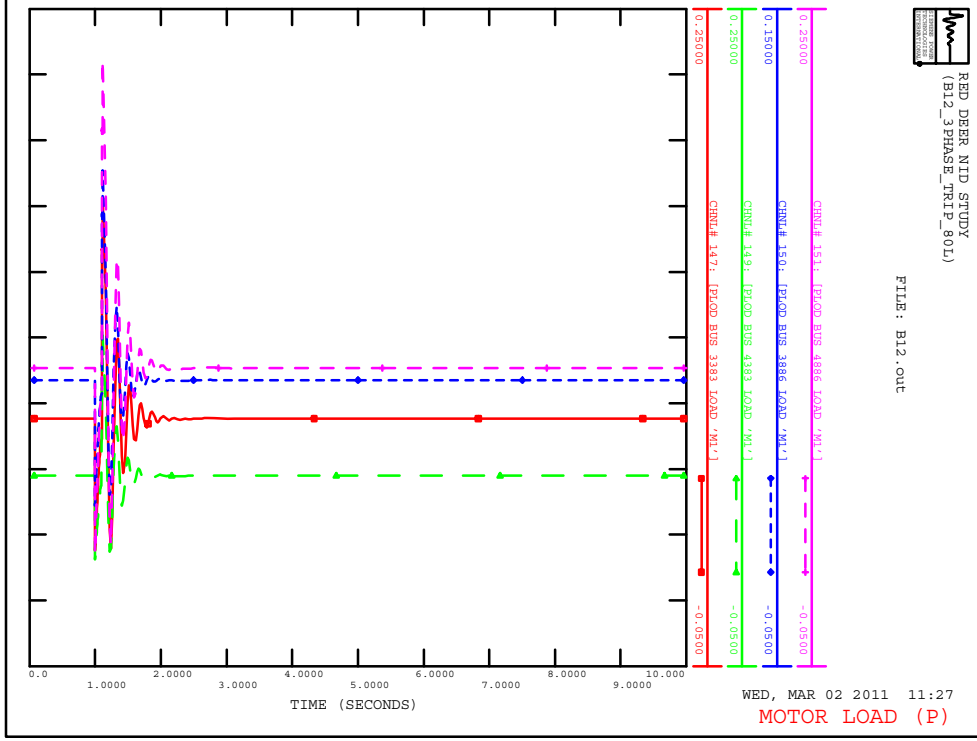

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

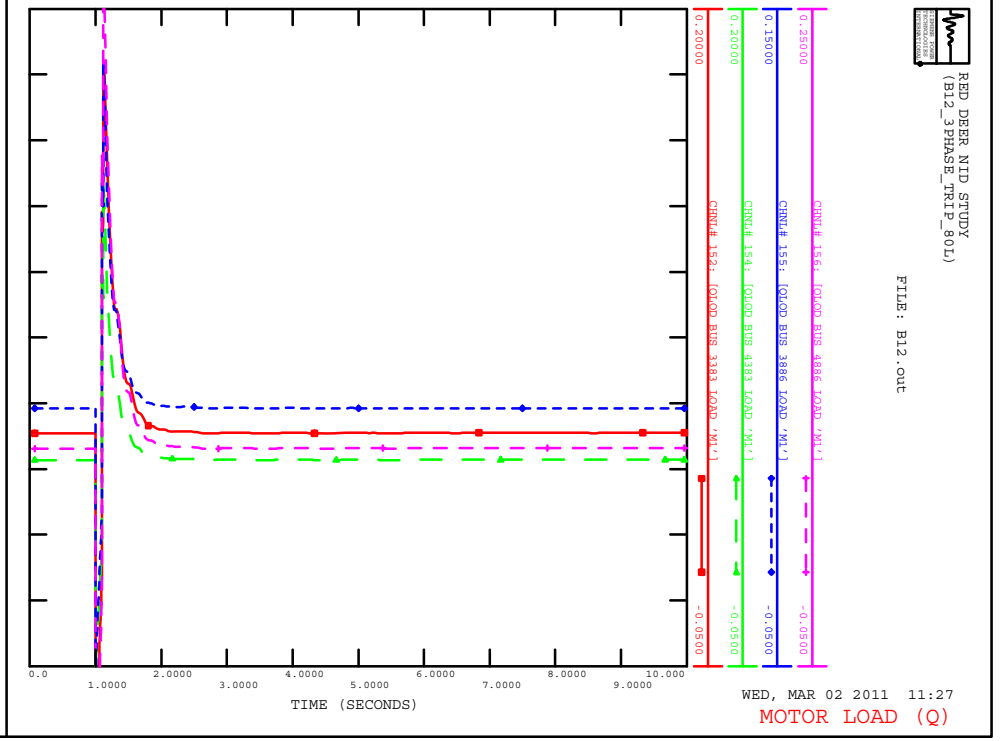

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

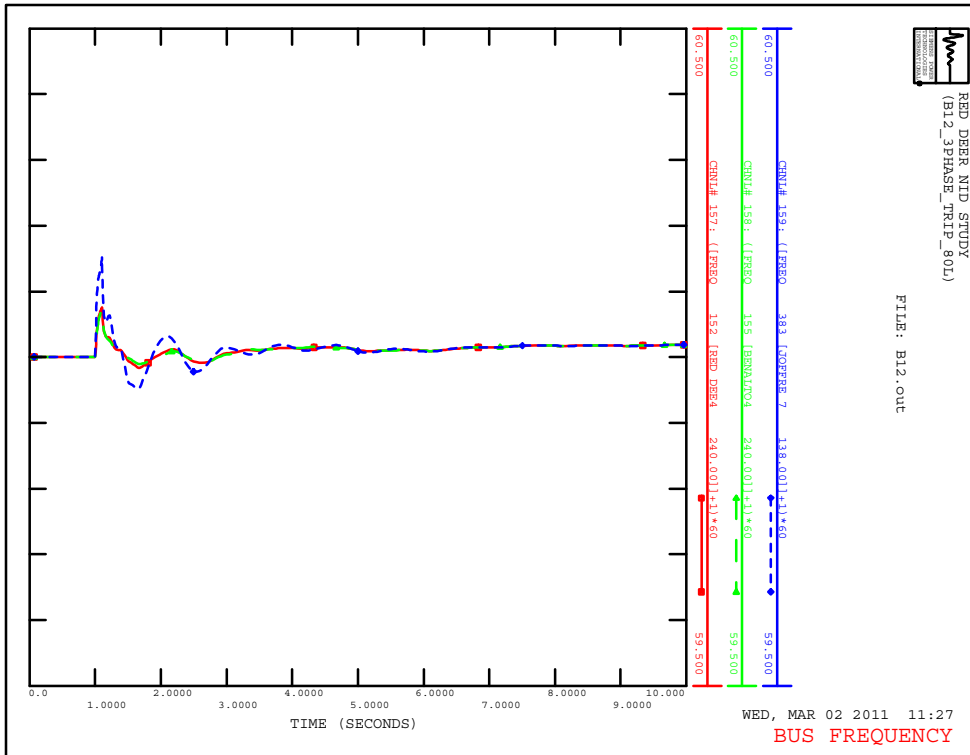

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

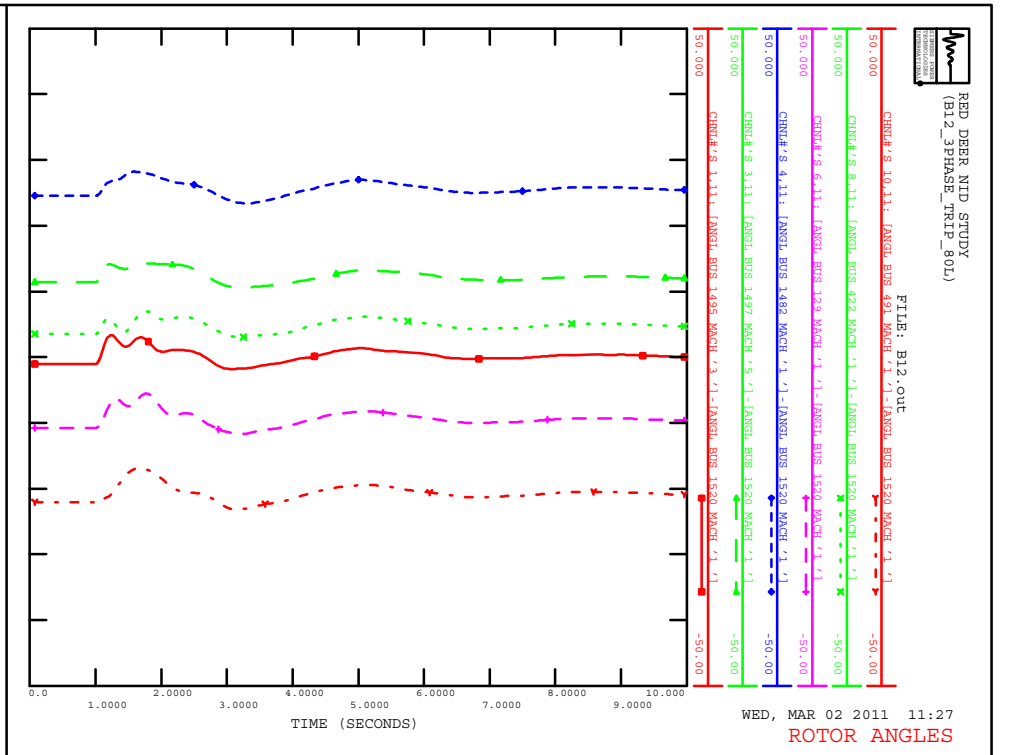

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

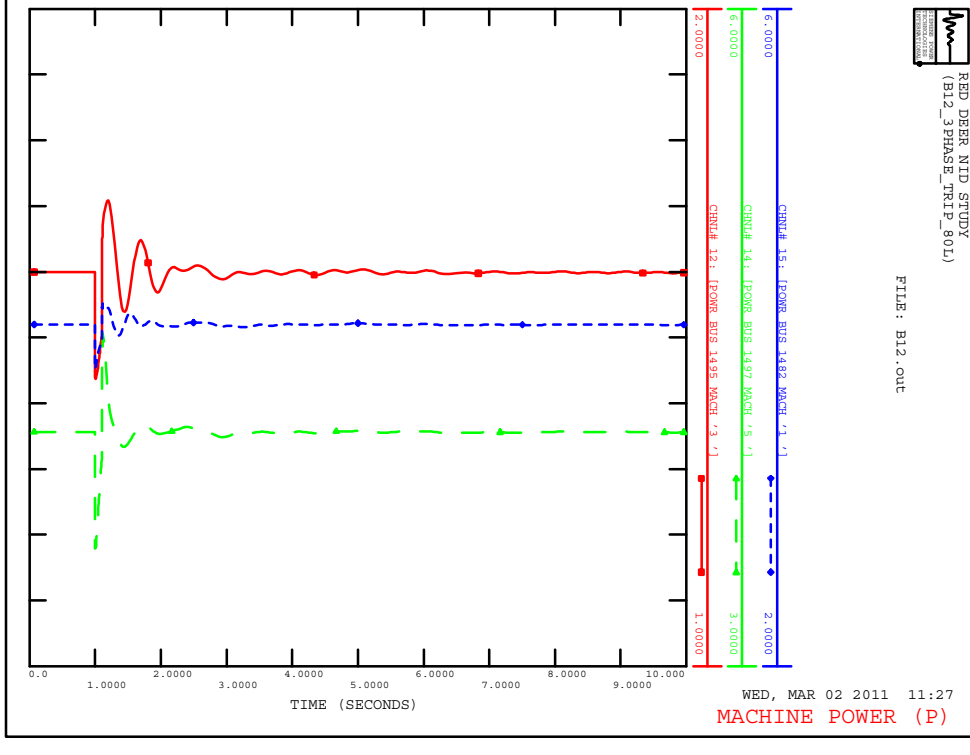

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

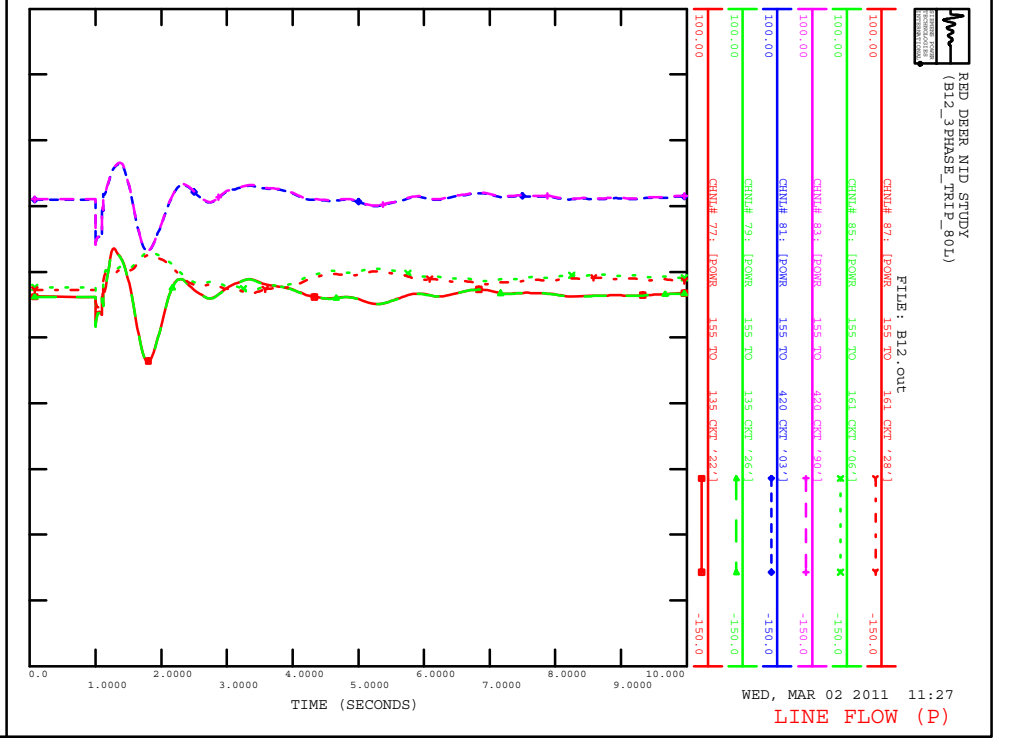

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

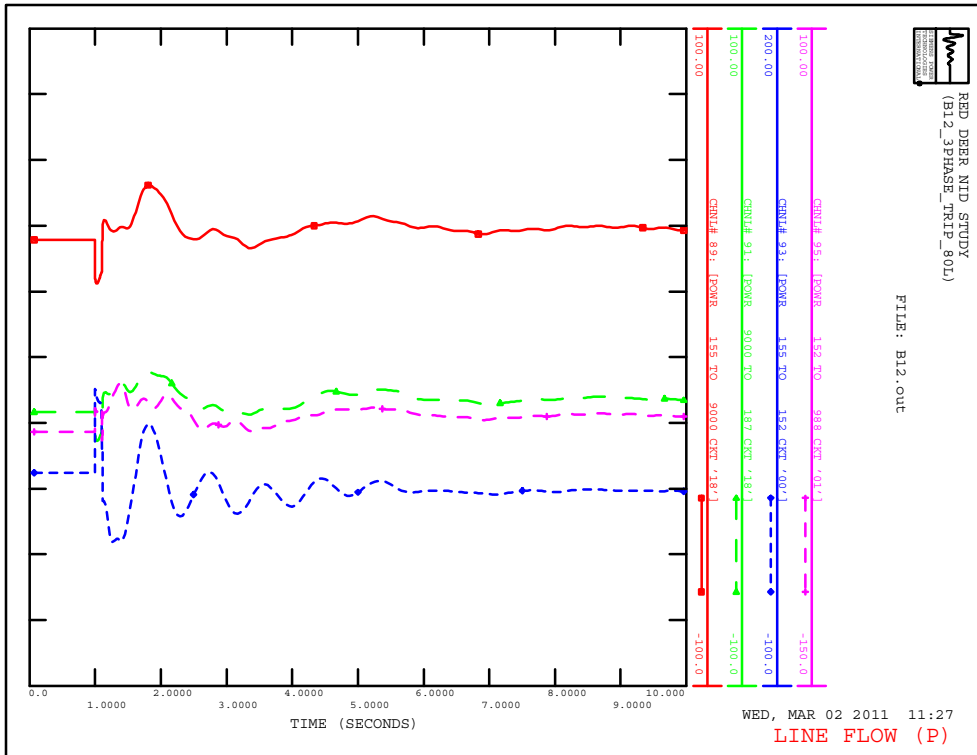

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

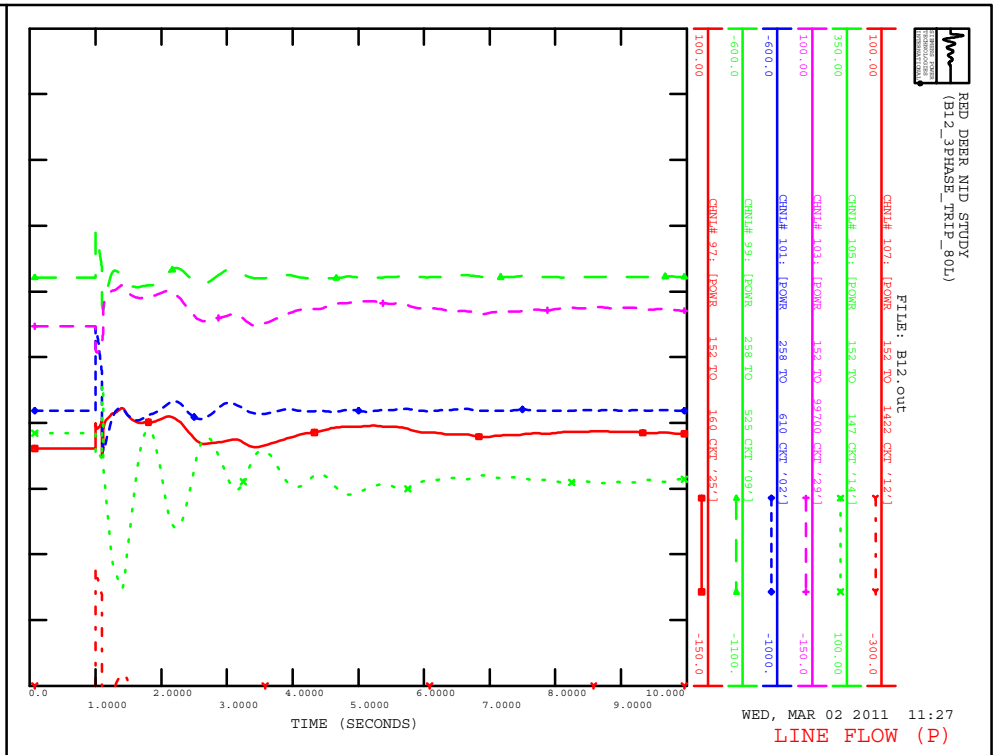

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 157: [FREQ 152 [RED DEER4 240.00][1]*60 59.500
CHNL# 158: [FREQ 155 [BRNLITC4 240.00][1]*60 59.500
CHNL# 159: [FREQ 383 [OFFRE 7 138.00][1]*60 59.500
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

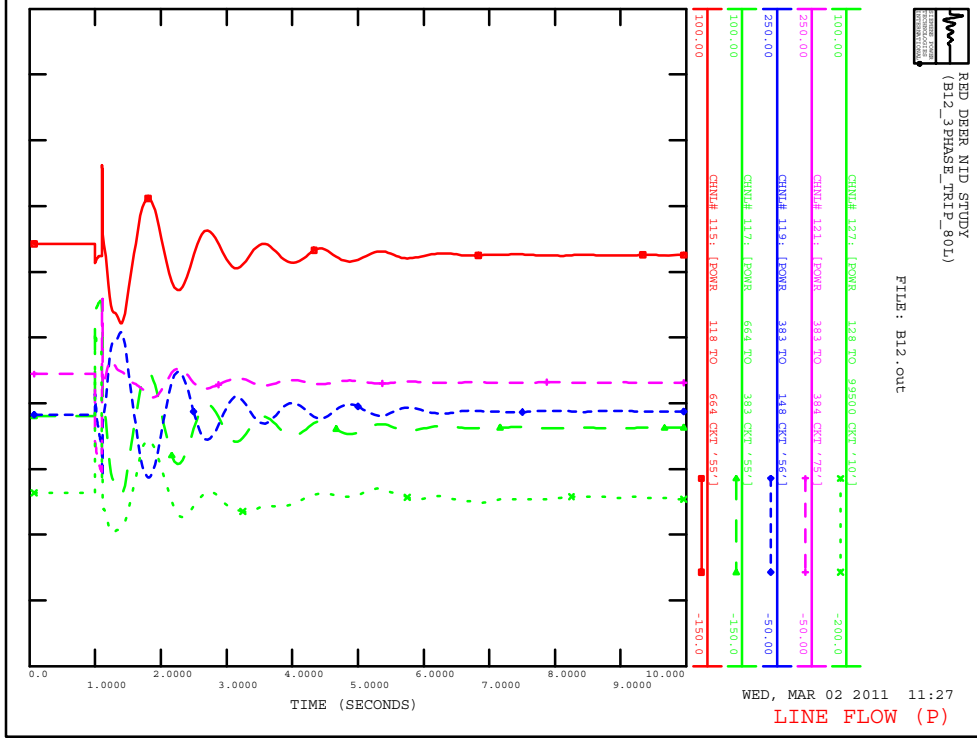

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 8, 10,11: [ANGL BUS 491 MACH '1'] [ANGL BUS 422 MACH '1'] [ANGL BUS 1520 MACH '1']
CHNL# 8, 11: [ANGL BUS 422 MACH '1'] [ANGL BUS 1520 MACH '1']
CHNL# 8, 6,11: [ANGL BUS 129 MACH '1'] [ANGL BUS 1520 MACH '1']
CHNL# 3, 11: [ANGL BUS 1497 MACH '5'] [ANGL BUS 1520 MACH '1']
CHNL# 4,11: [ANGL BUS 1482 MACH '1'] [ANGL BUS 1520 MACH '1']
CHNL# 8, 1,11: [ANGL BUS 1495 MACH '3'] [ANGL BUS 1520 MACH '1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

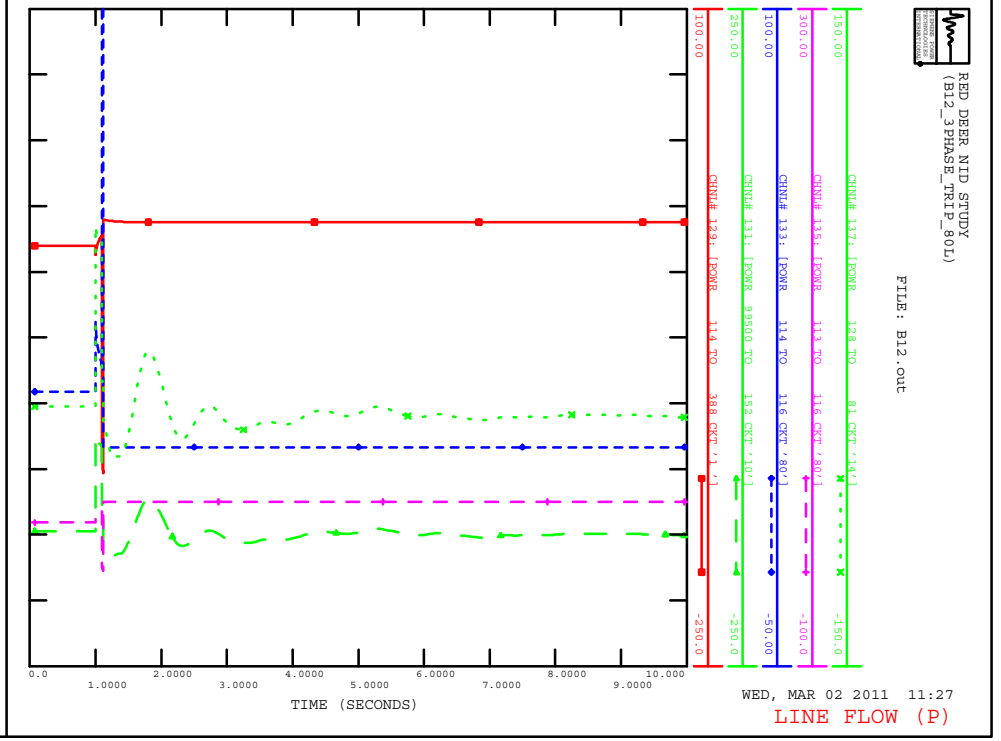

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 12: [POWR BUS 1495 MACH '3'] 1.0000
CHNL# 14: [POWR BUS 1497 MACH '5'] 3.0000
CHNL# 15: [POWR BUS 1482 MACH '1'] 2.0000
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

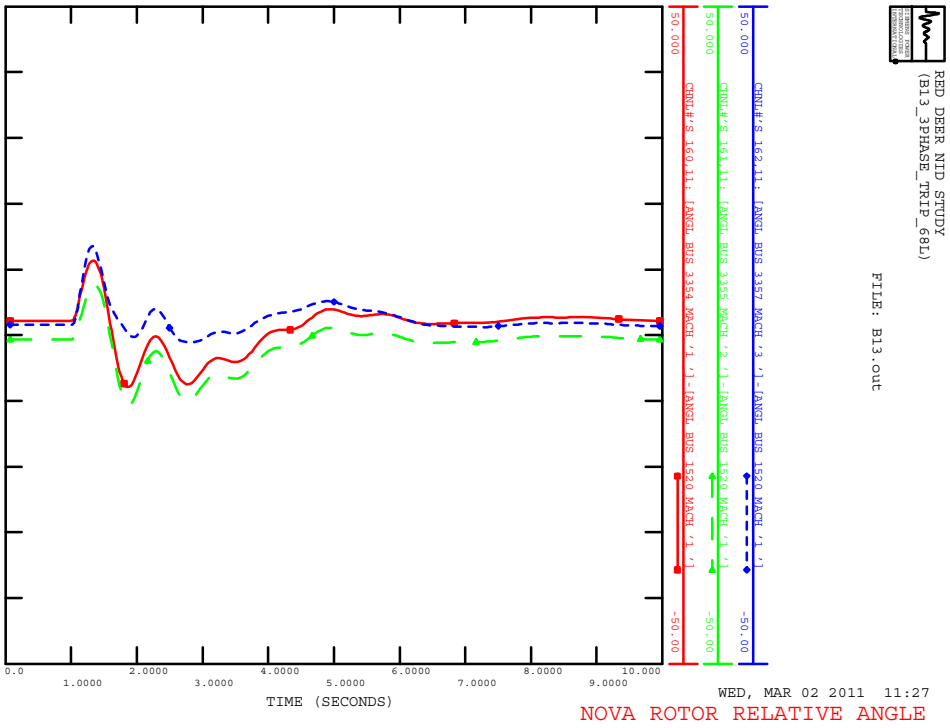

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
CHNL# 77: [POWR 155 TO 135 CKT '22'] -150.0
CHNL# 79: [POWR 155 TO 135 CKT '26'] -150.0
CHNL# 81: [POWR 155 TO 420 CKT '03'] -150.0
CHNL# 83: [POWR 155 TO 420 CKT '80'] -150.0
CHNL# 85: [POWR 155 TO 161 CKT '06'] -150.0
CHNL# 87: [POWR 155 TO 161 CKT '28'] -150.0
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

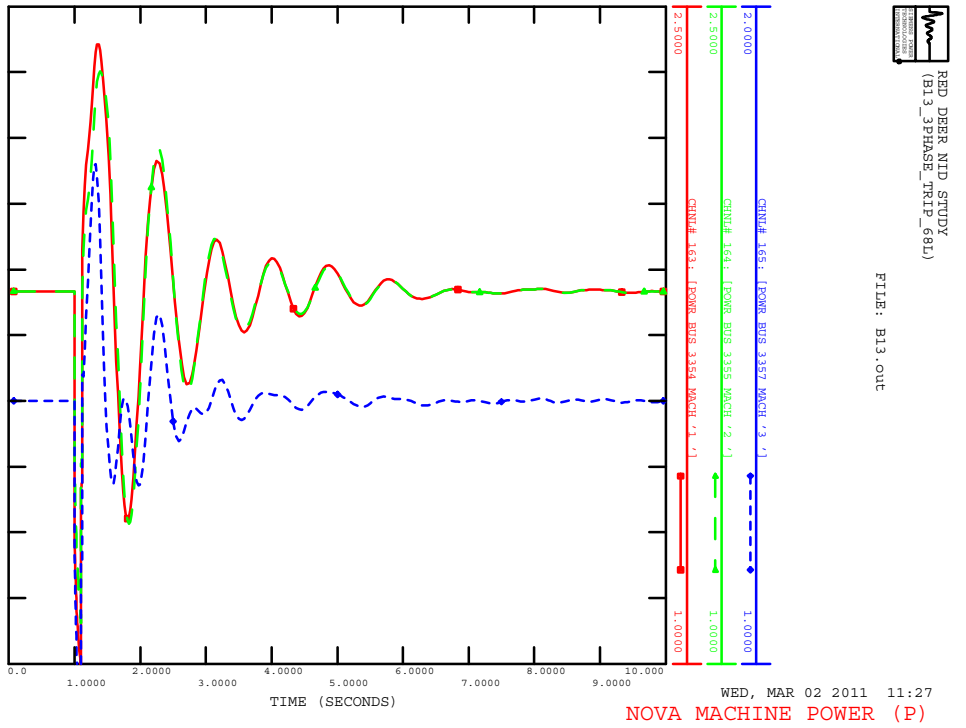

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

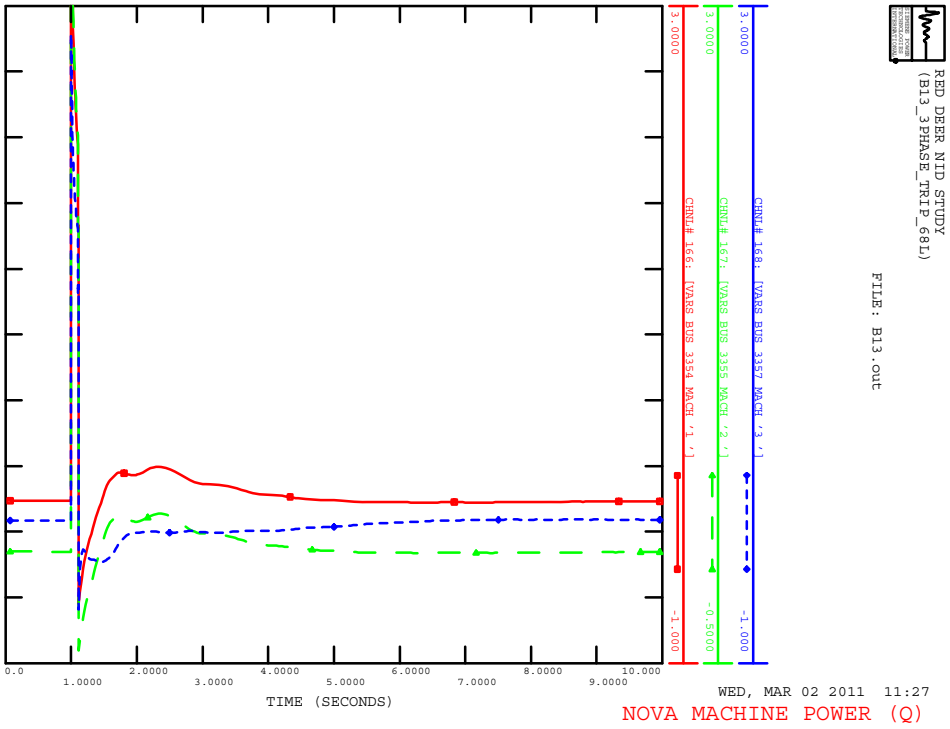

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

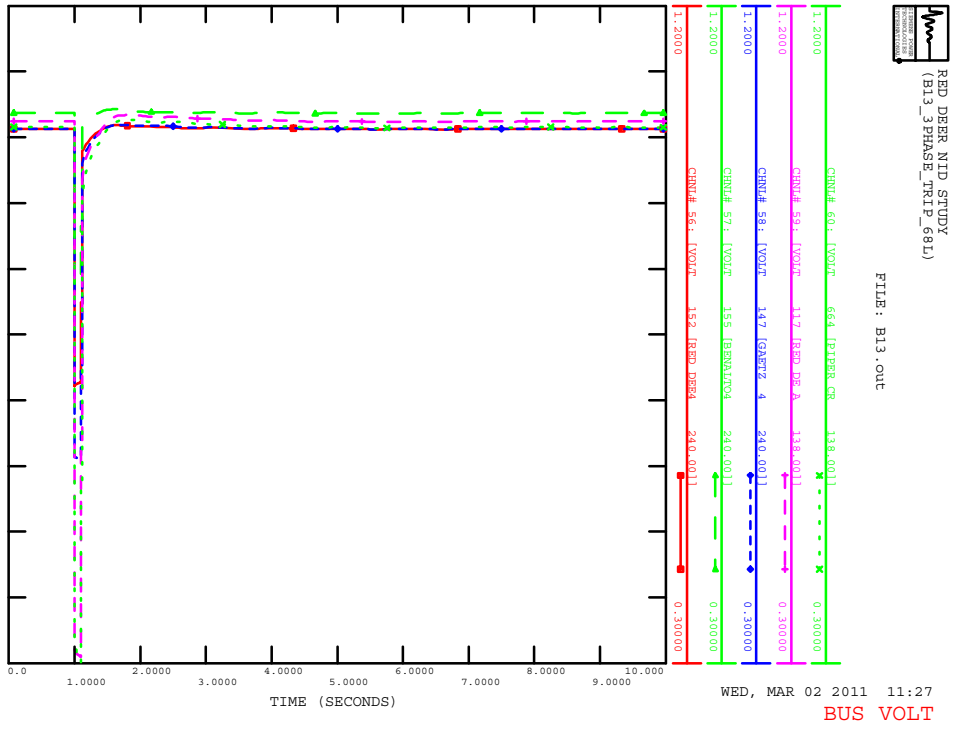

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

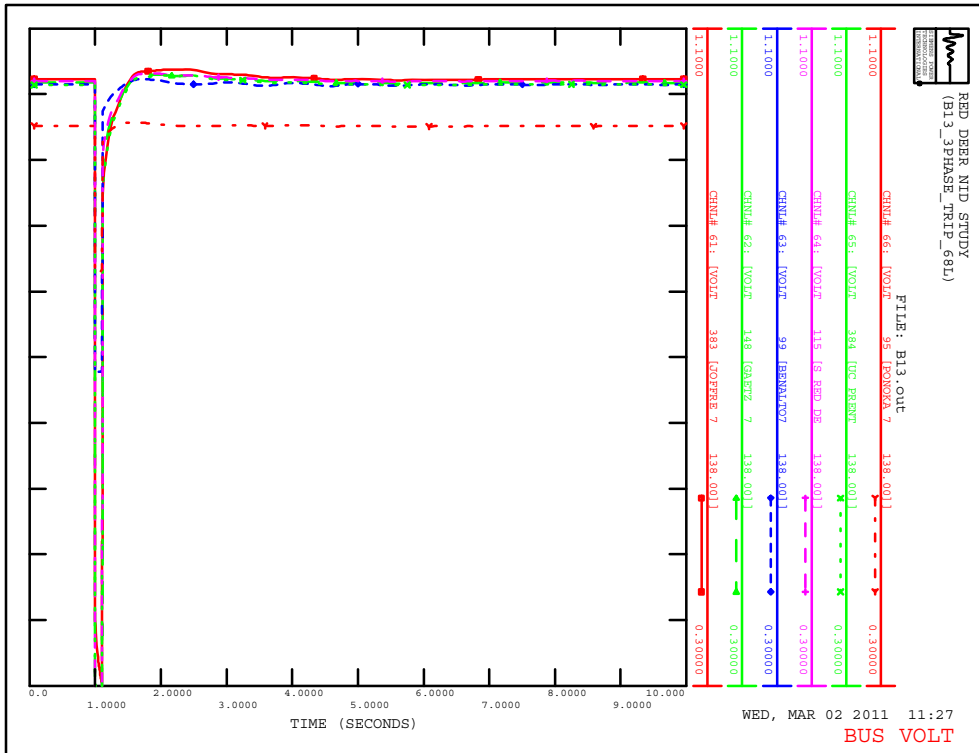

RED DEER NID STUDY
(B12_3PHASE_TRIP_80L)
FILE: B12.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

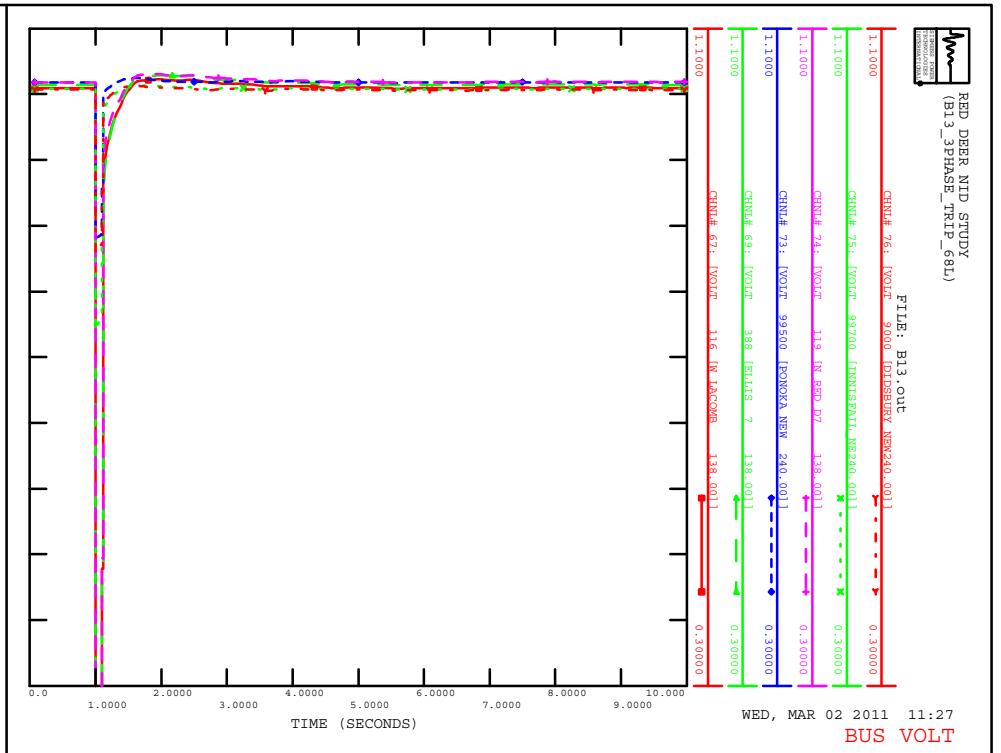

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

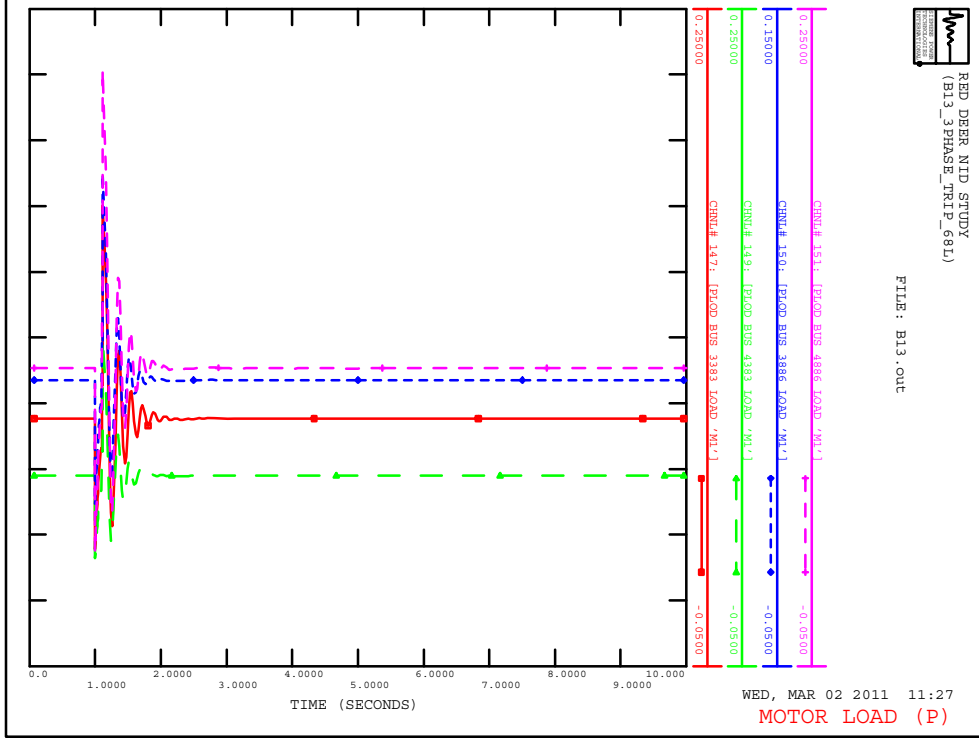

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

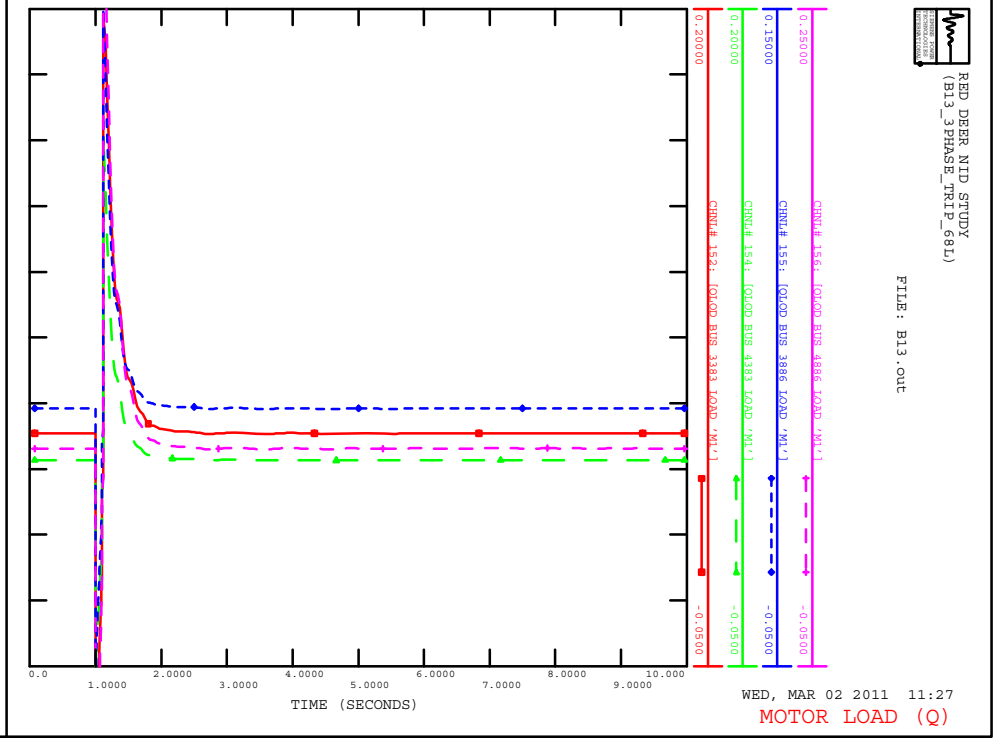

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

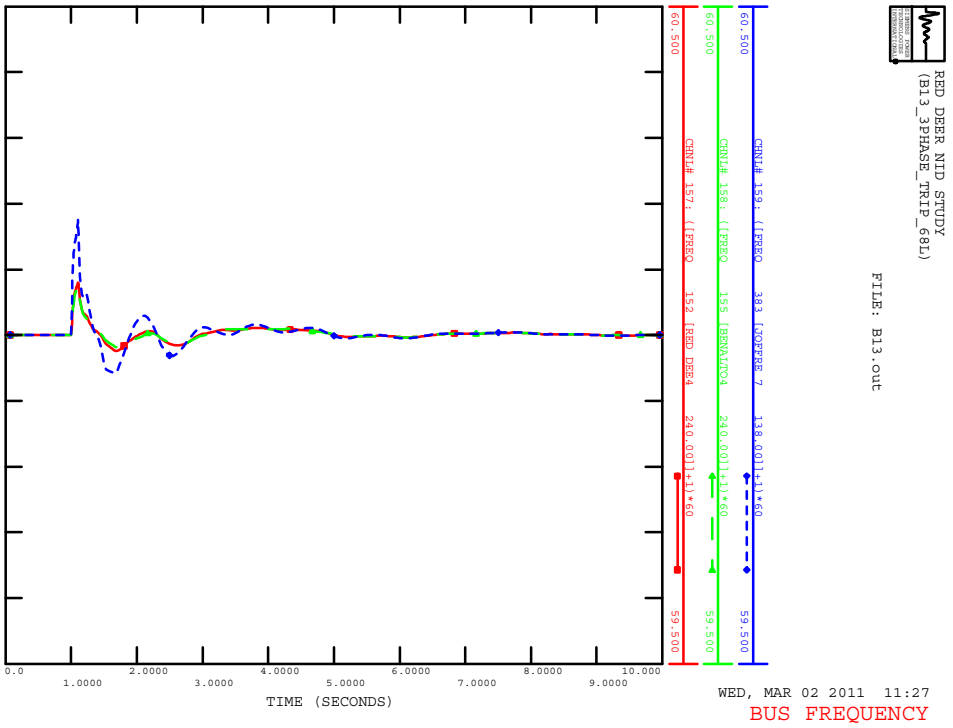

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

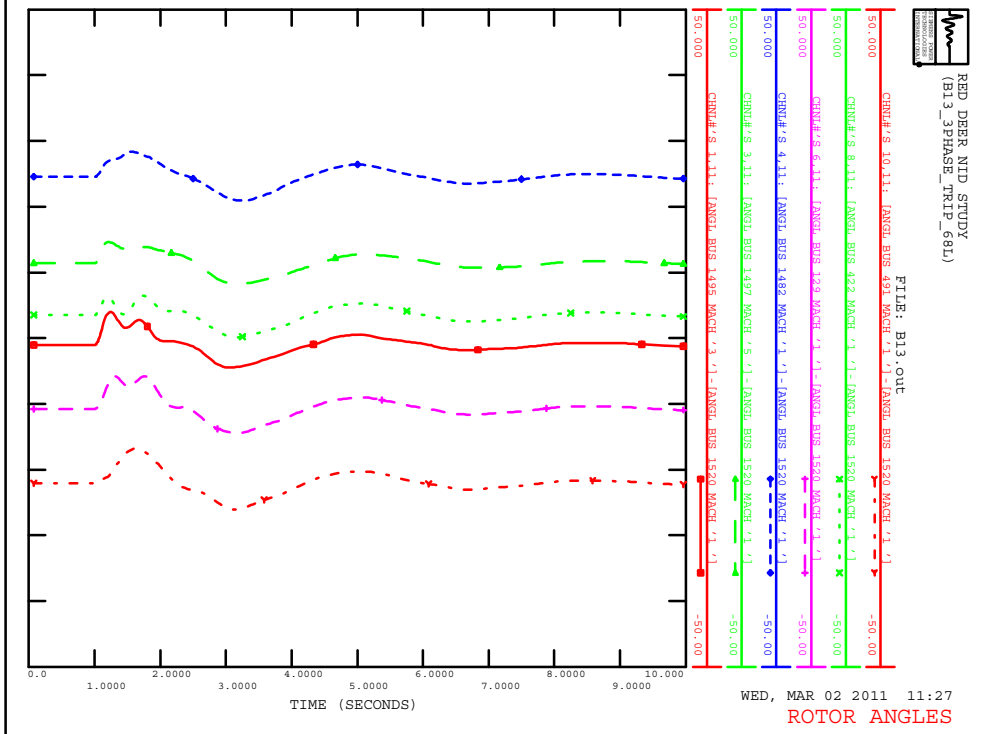

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 61: [VOLT 383 [OOFRR 7 138.001]
CHNI# 62: [VOLT 148 [GAEMT2 7 138.001]
CHNI# 63: [VOLT 99 [BENALTC7 138.001]
CHNI# 64: [VOLT 115 [S RED DE 138.001]
CHNI# 65: [VOLT 384 [UC PRENT 138.001]
CHNI# 66: [VOLT 95 [PONOKA 7 138.001]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

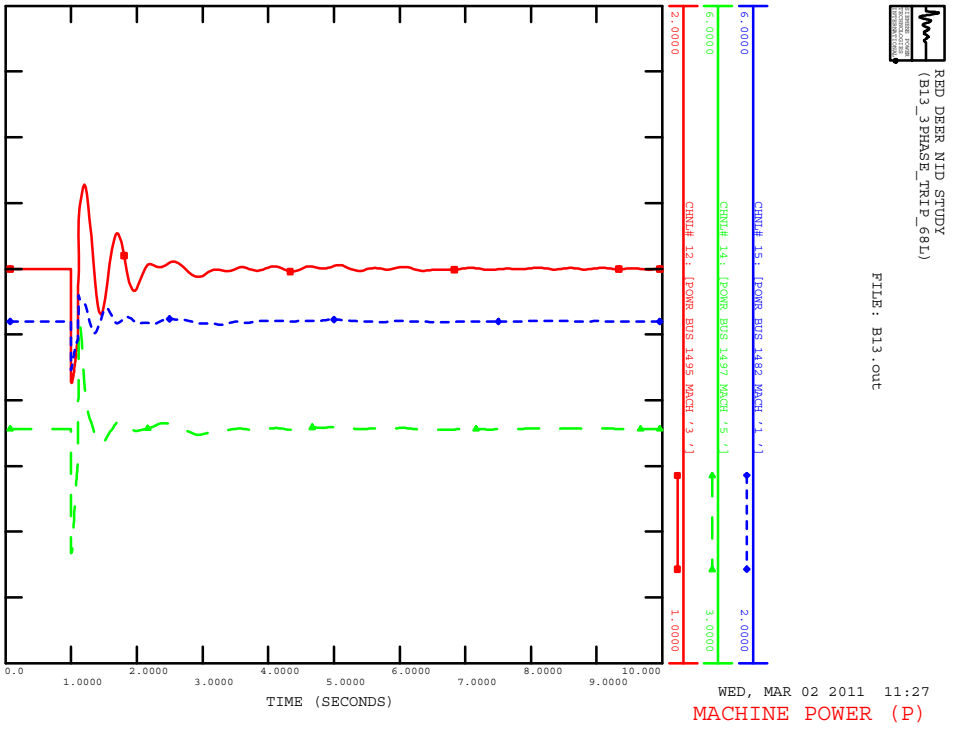

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 67: [VOLT 116 [N IACOMB 138.001]
CHNI# 69: [VOLT 388 [EDJIS 7 138.001]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.001]
CHNI# 74: [VOLT 119 [N RED P7 138.001]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.001]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.001]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

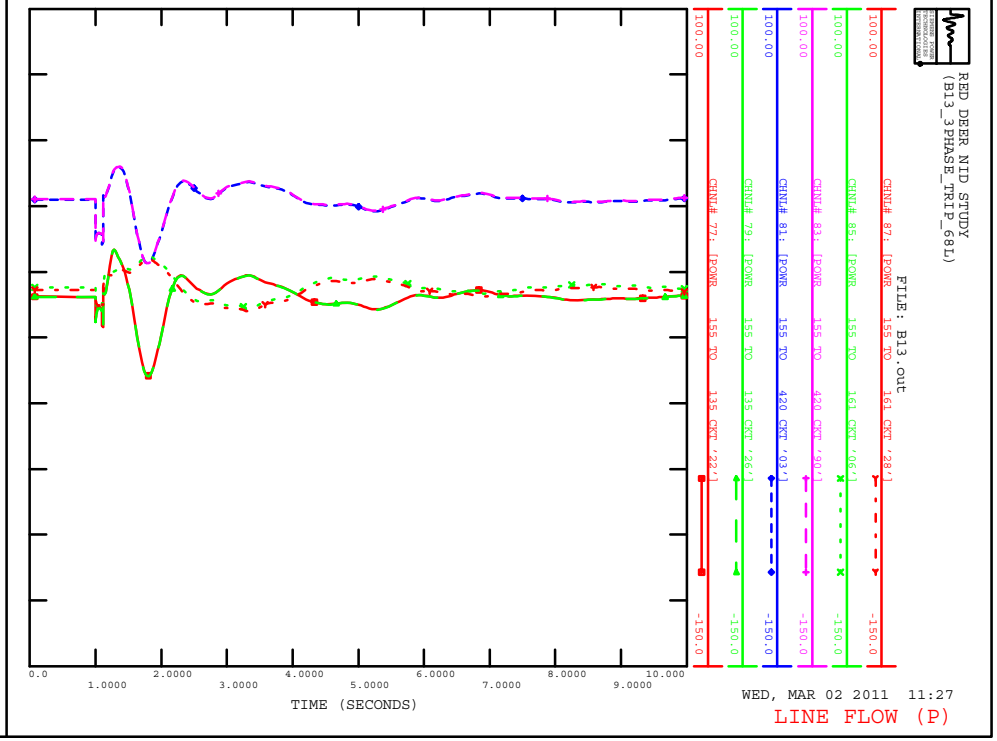

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

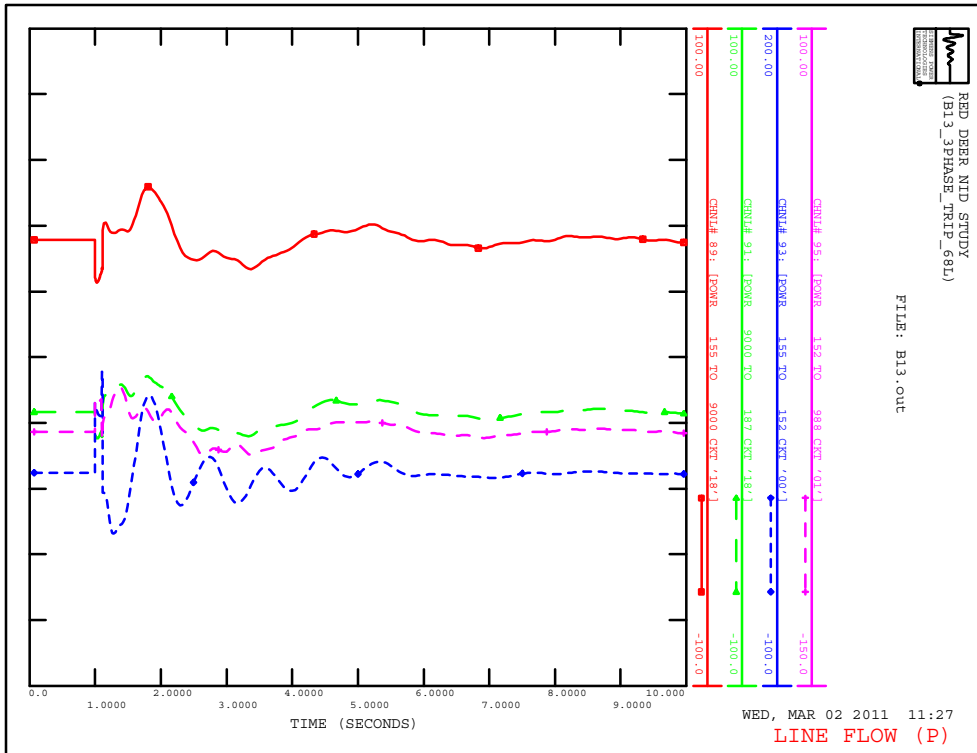

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
CHNI# 152: [OLOD BUS 3383 LOAD 'M1']
CHNI# 154: [OLOD BUS 4383 LOAD 'M1']
CHNI# 155: [OLOD BUS 3886 LOAD 'M1']
CHNI# 156: [OLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

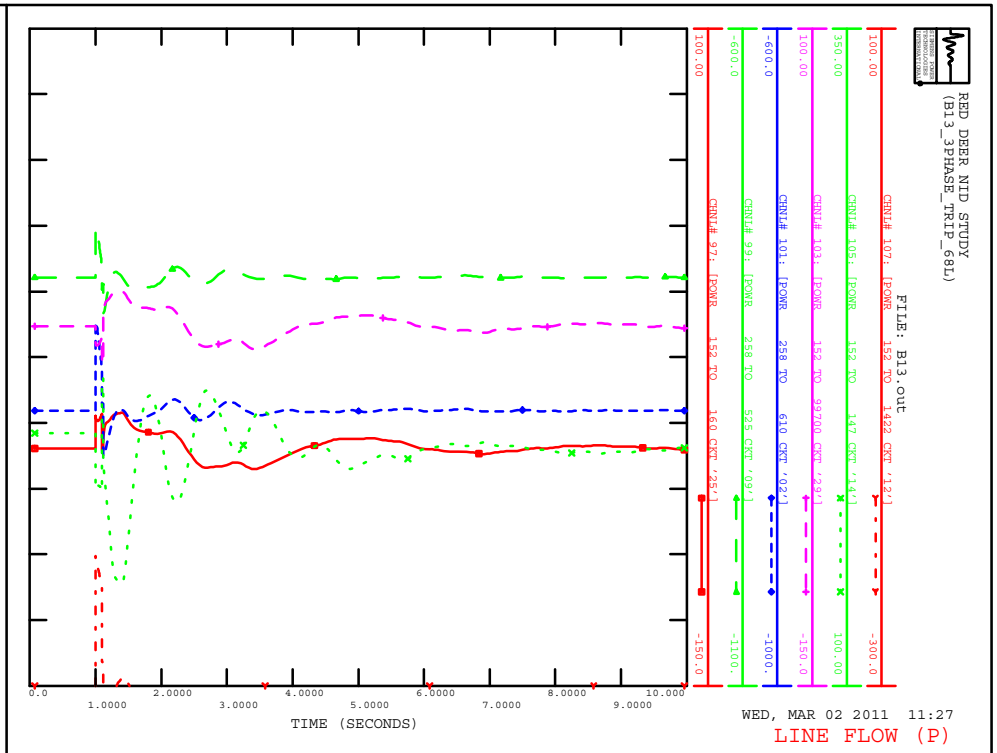

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

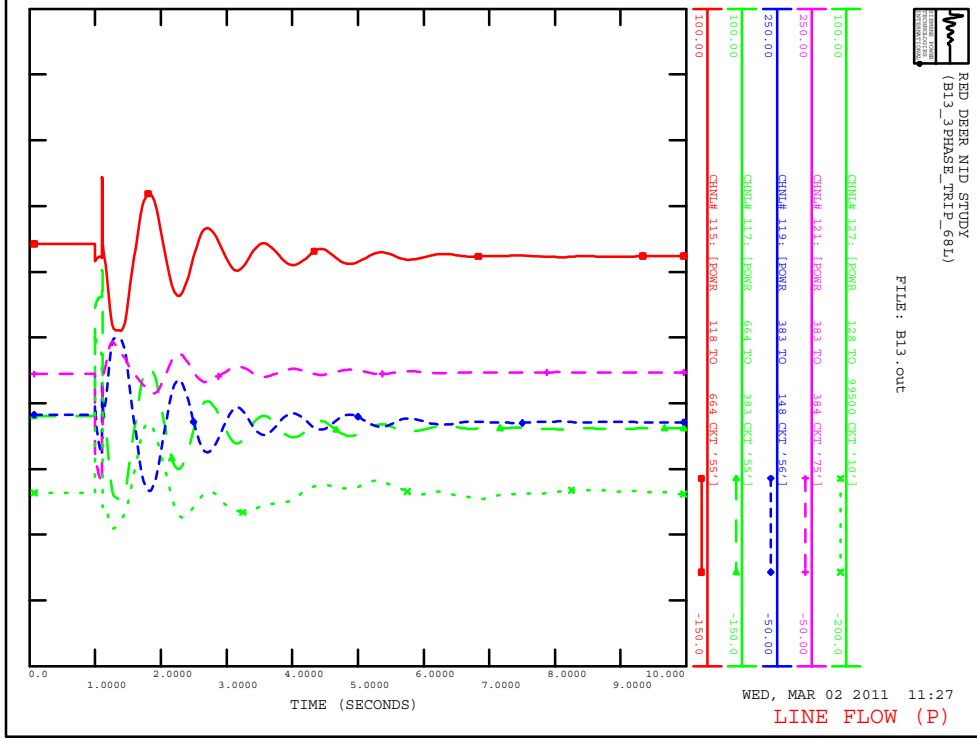

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

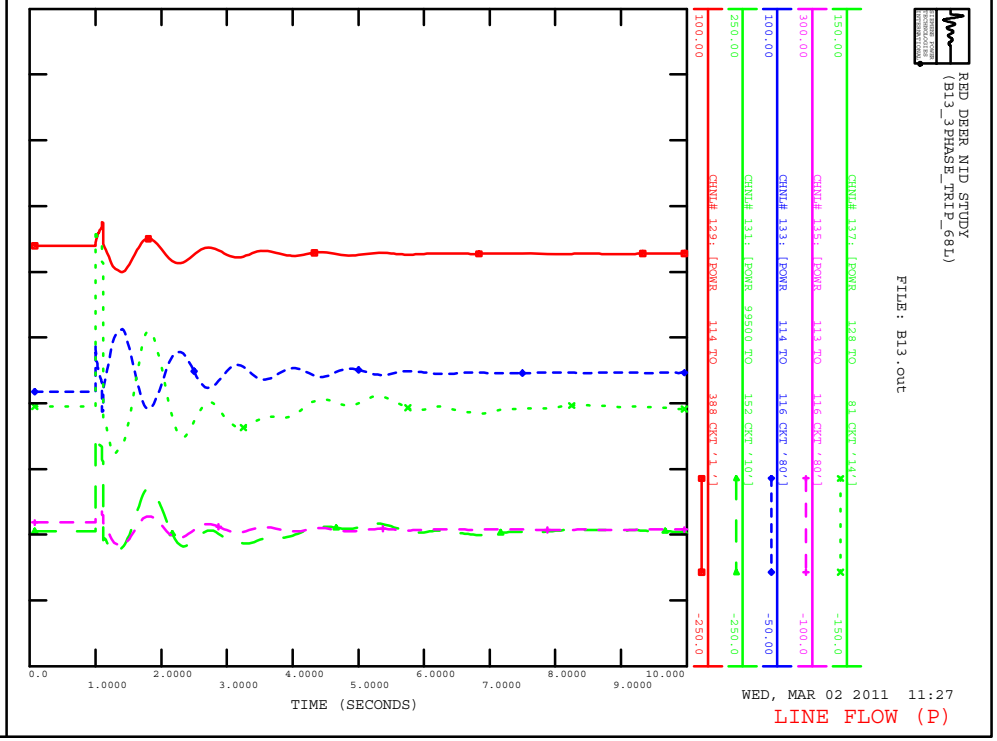

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

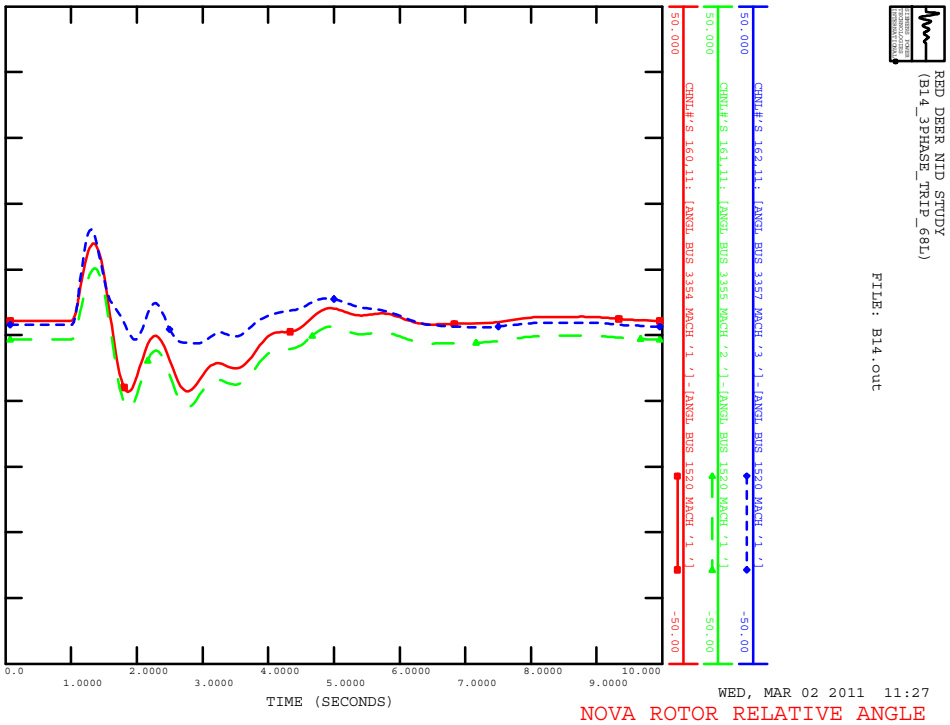

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

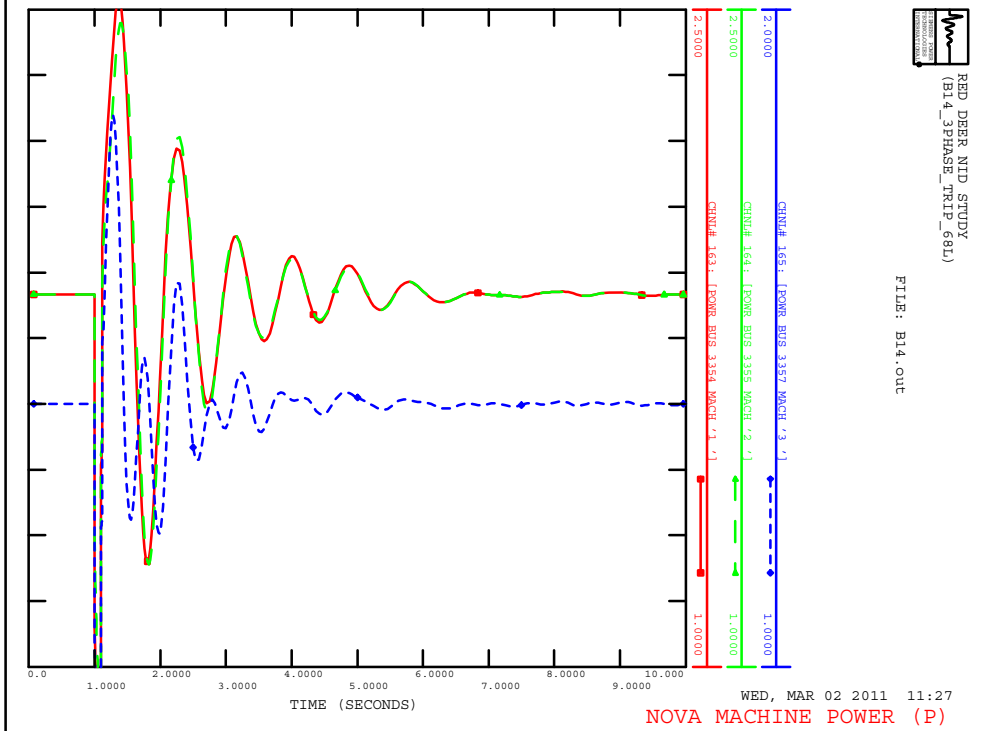

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

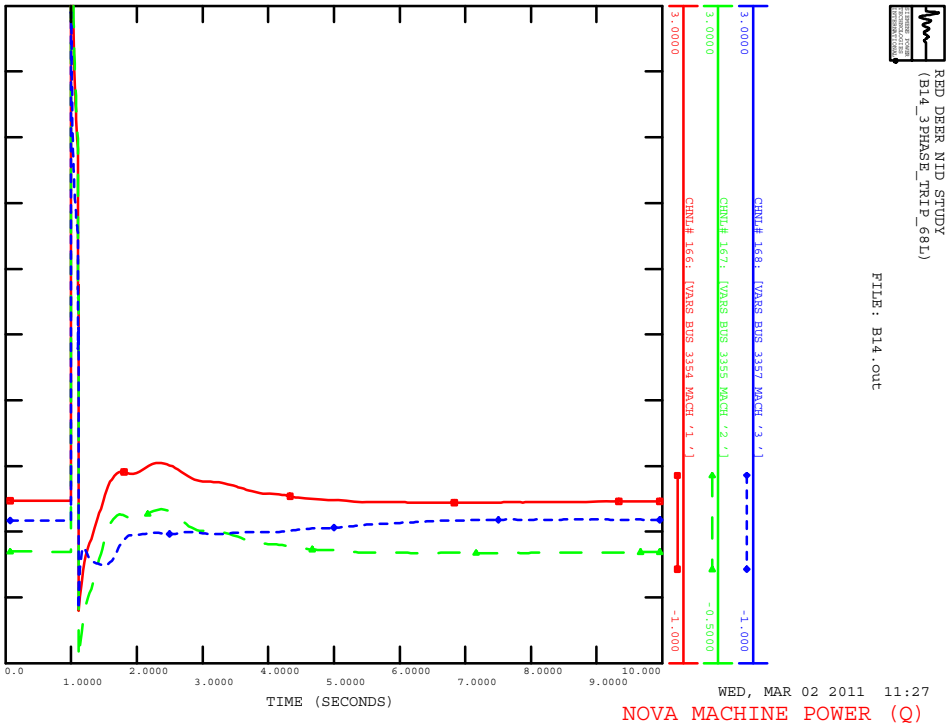

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

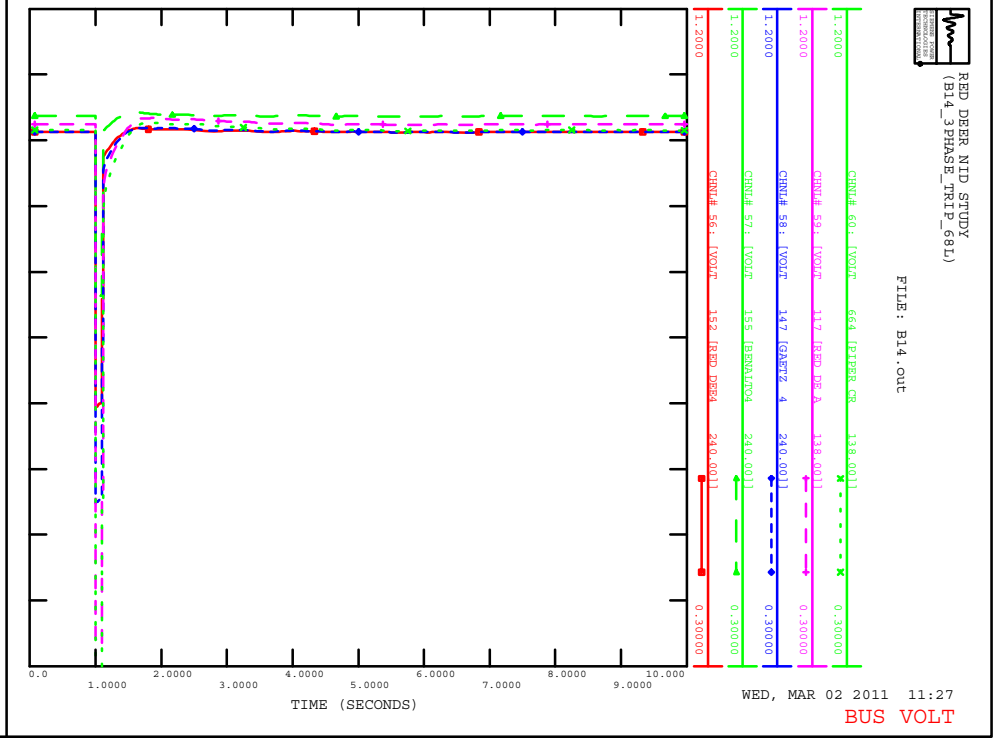

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

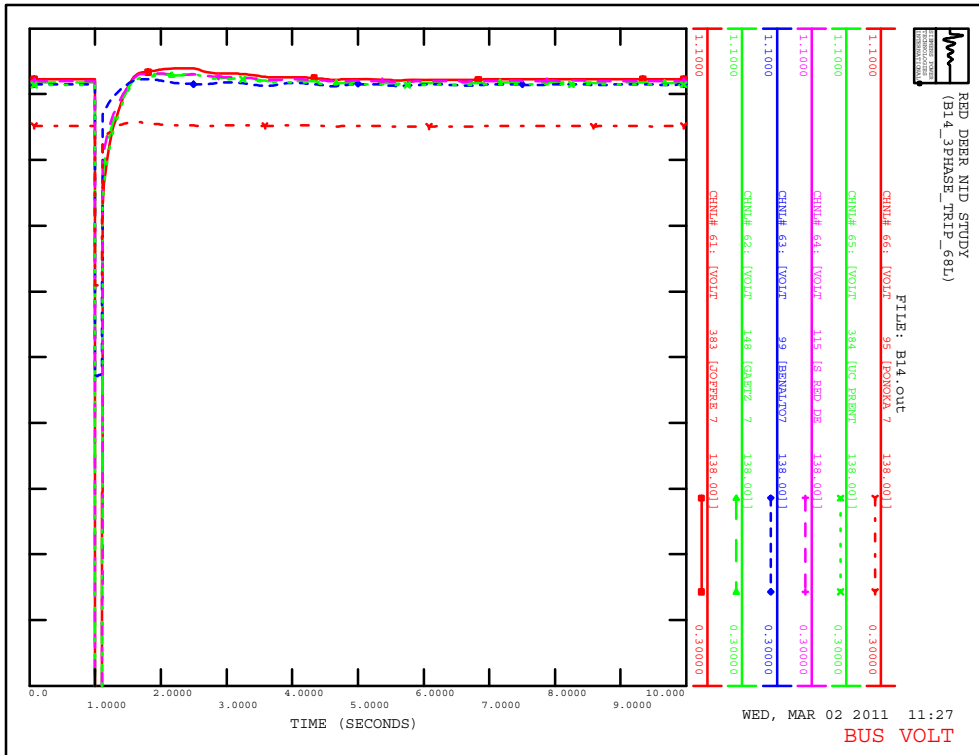

RED DEER NID STUDY
(B13_3PHASE_TRIP_68L)
FILE: B13.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

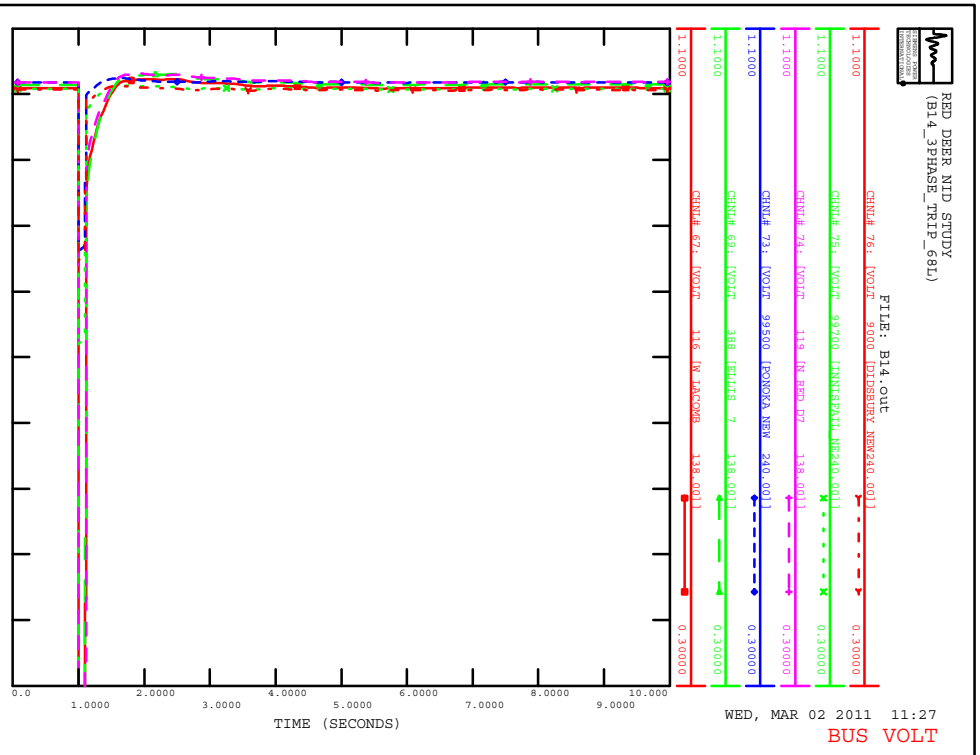

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

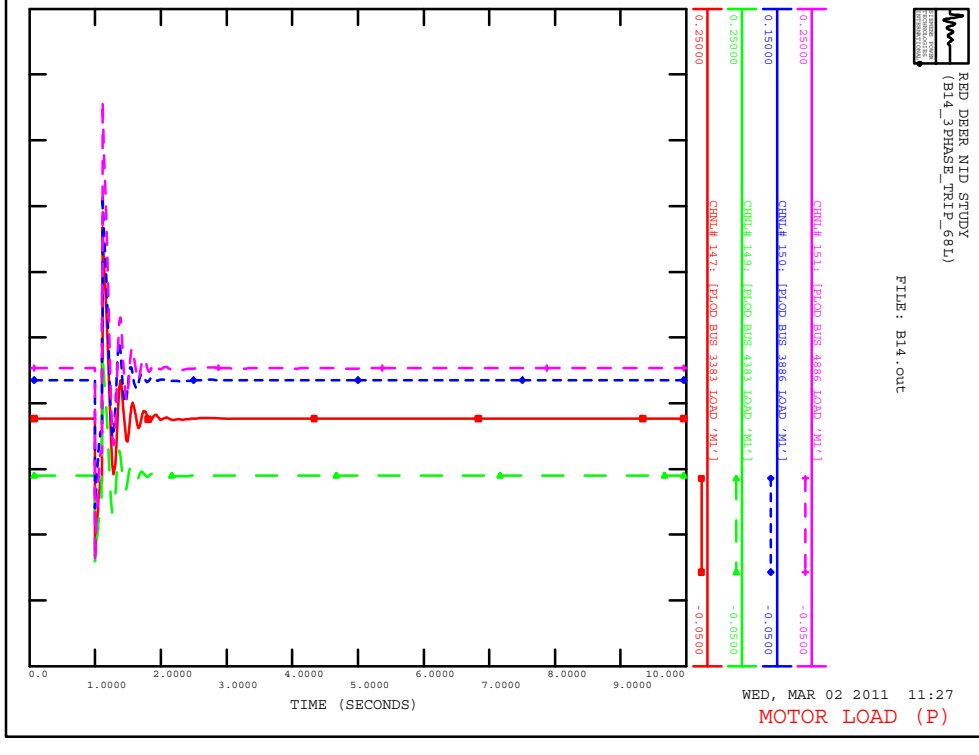

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

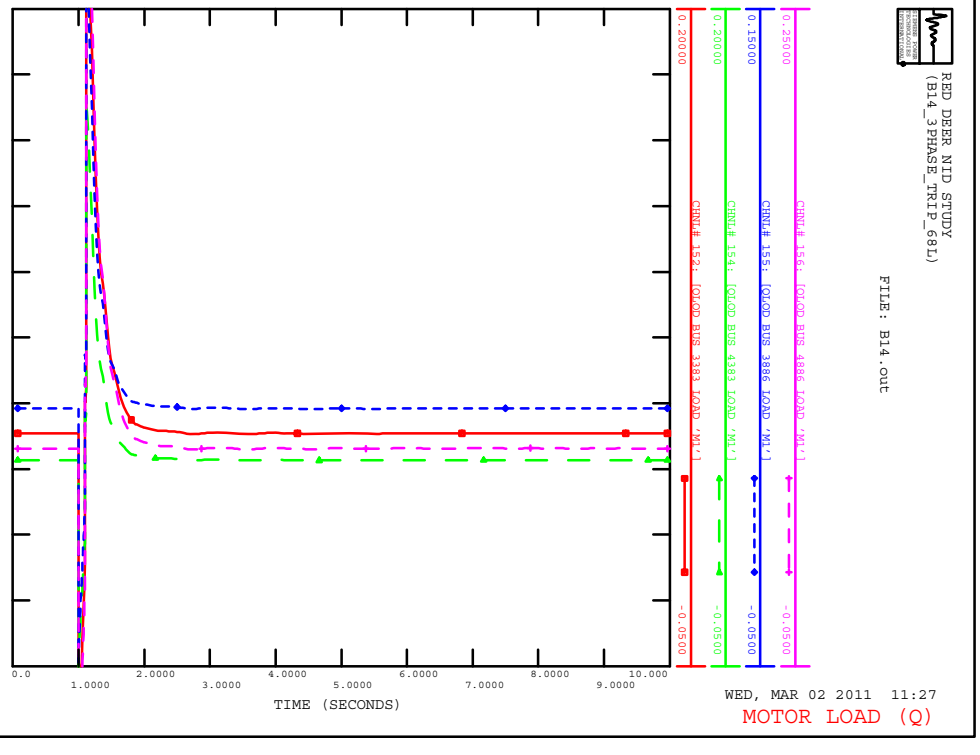

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

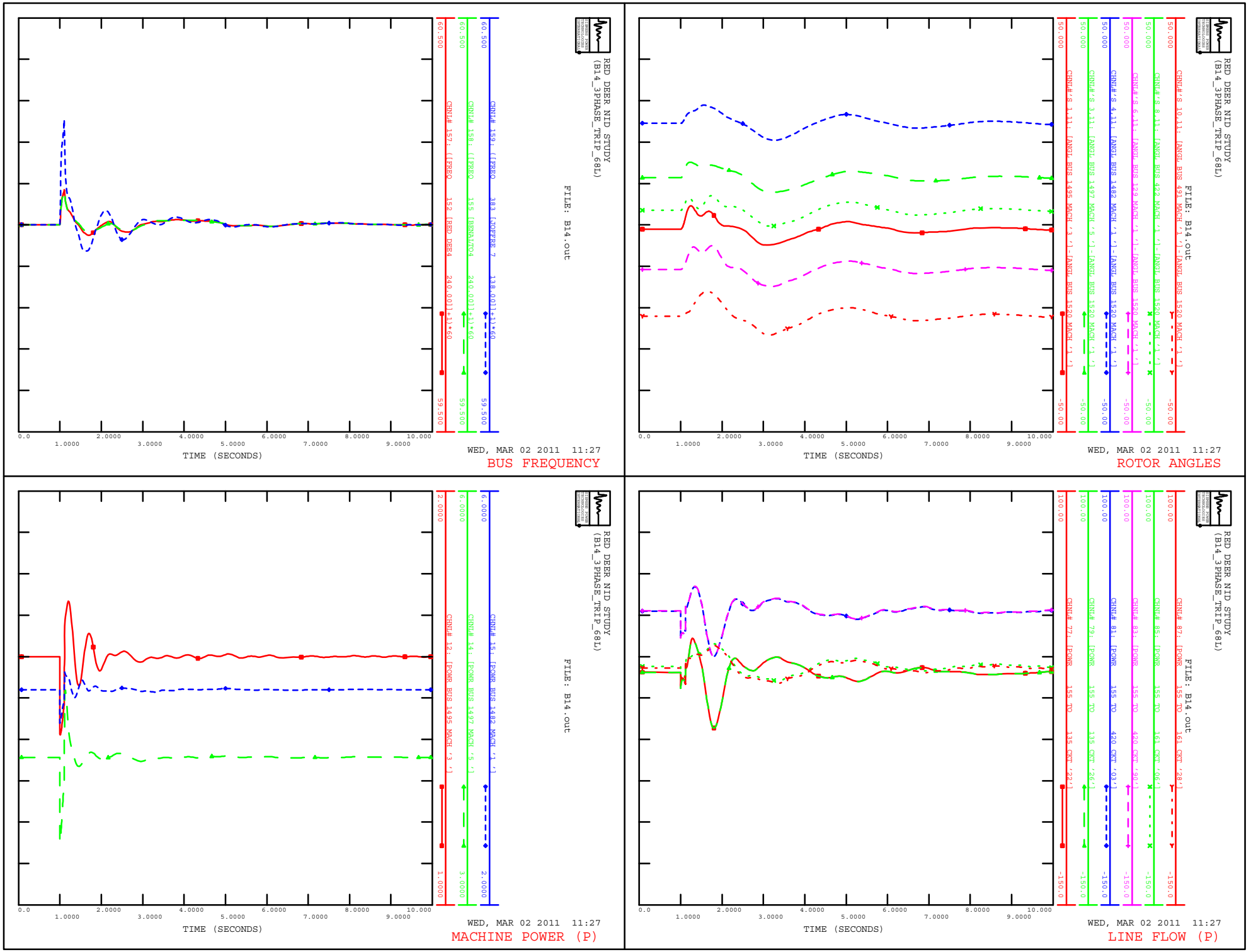

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

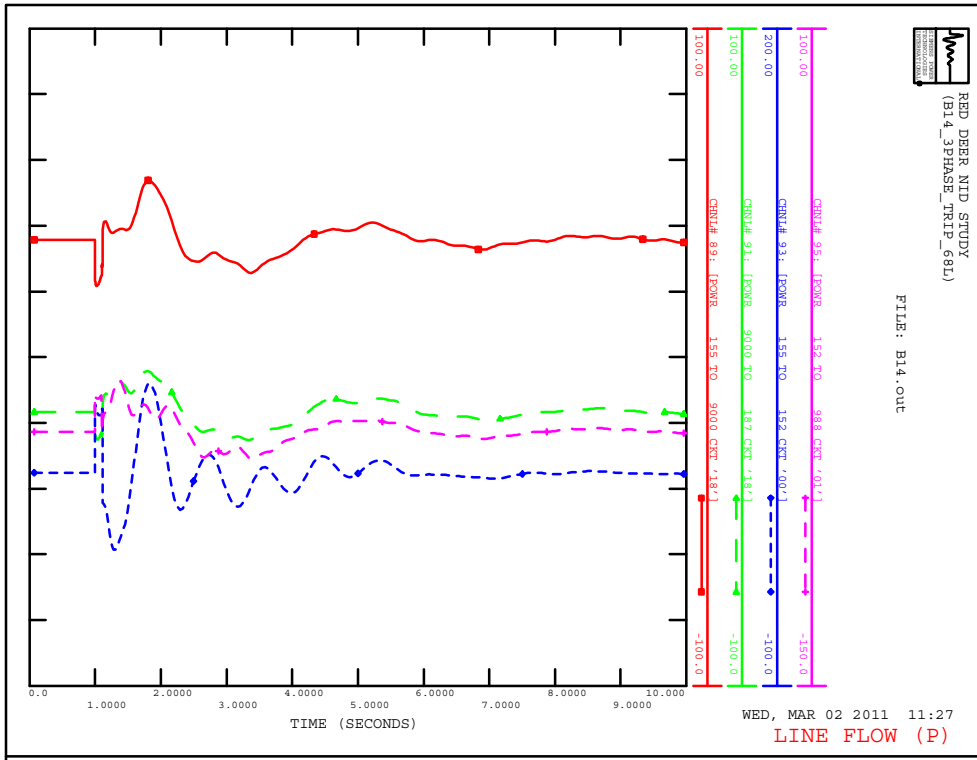

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

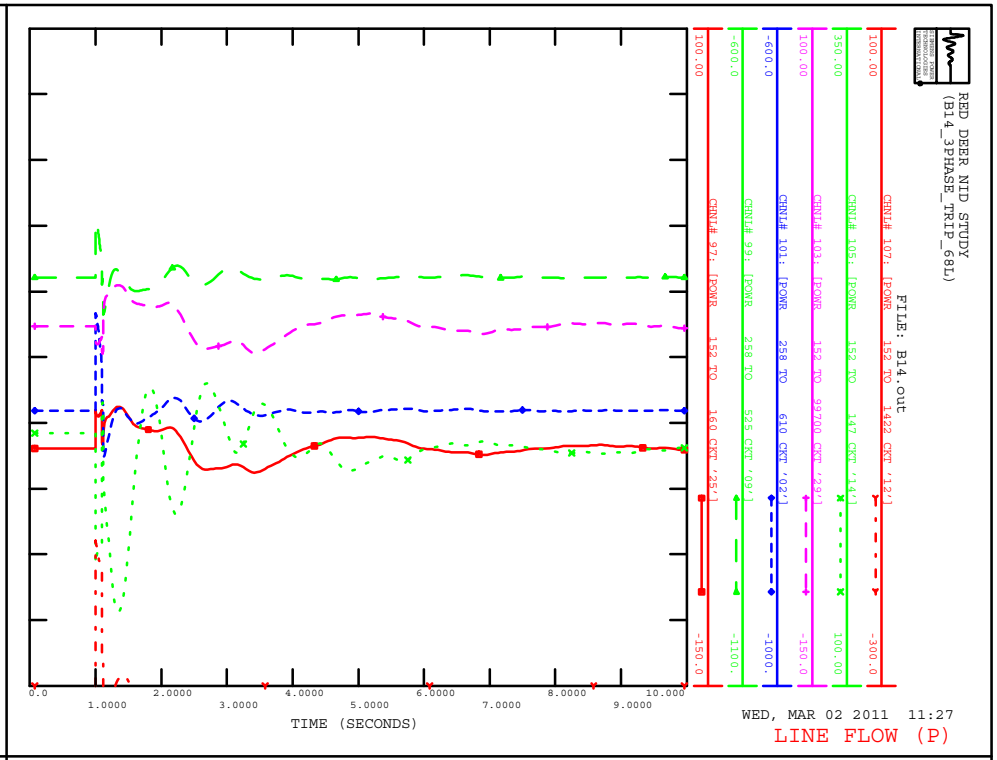

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

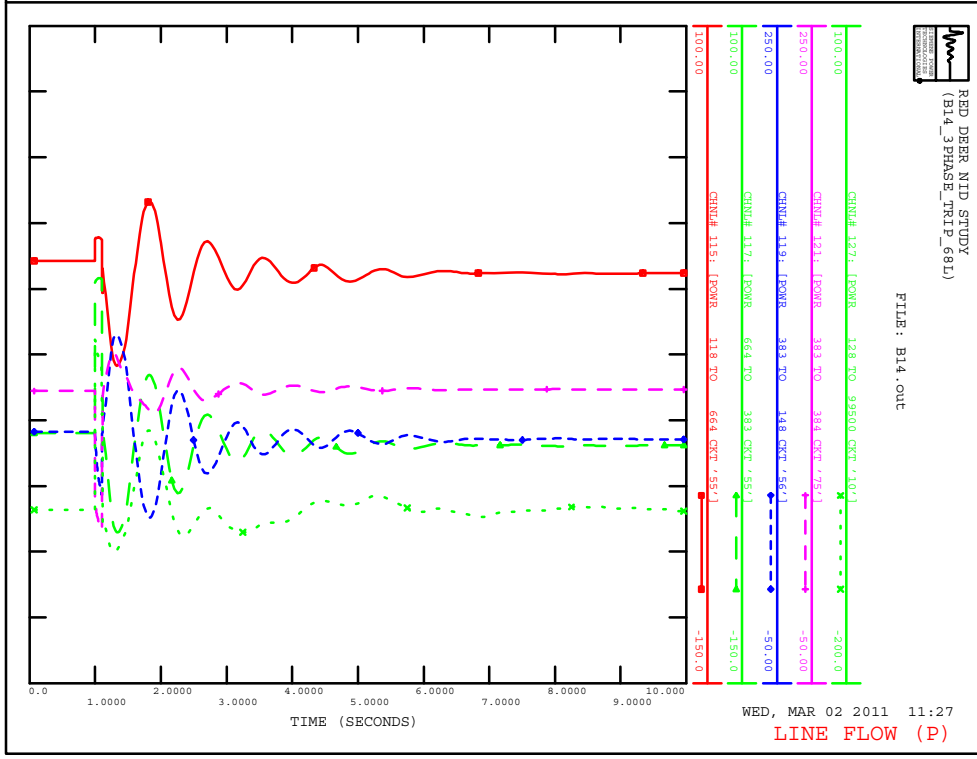

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

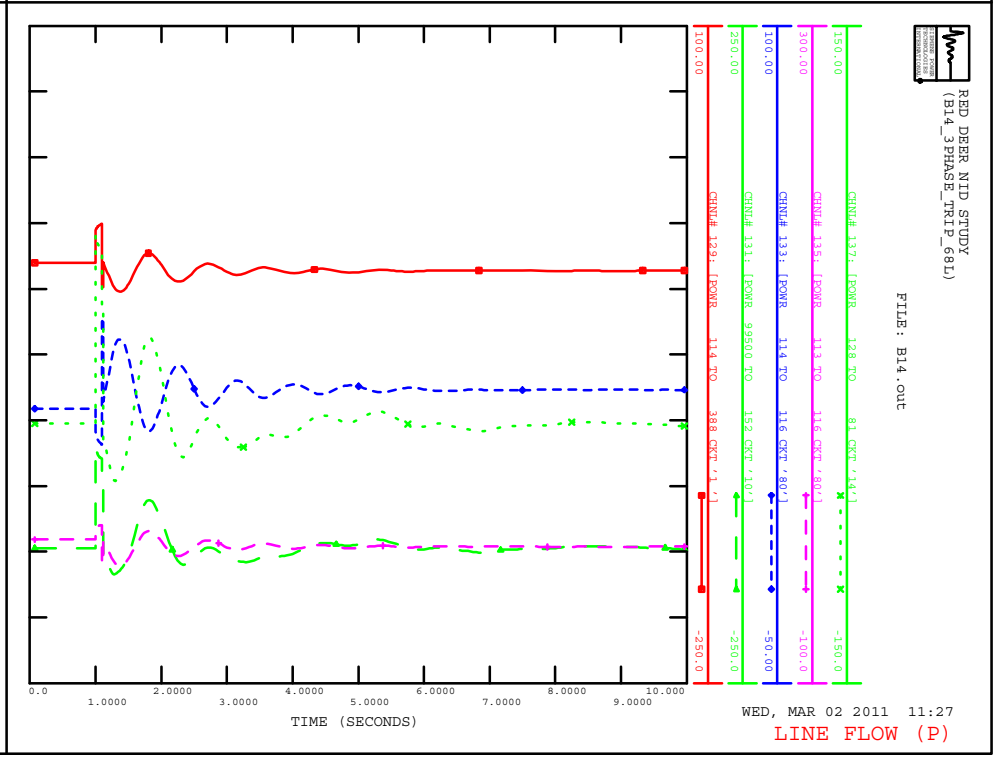

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

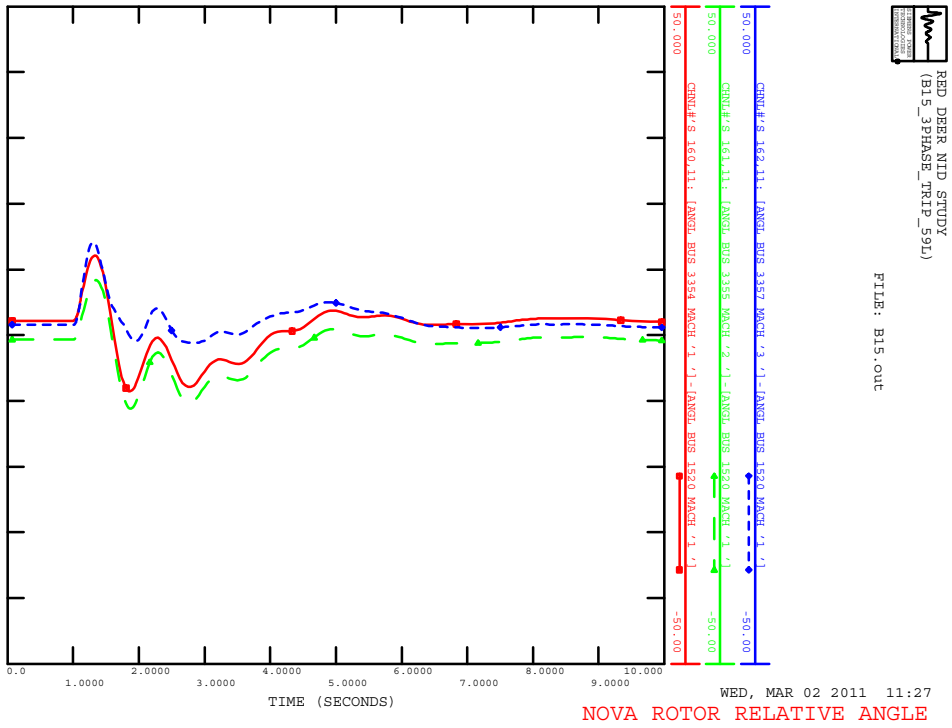

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY
ROTOR ANGLES
MACHINE POWER (P)
LINE FLOW (P)

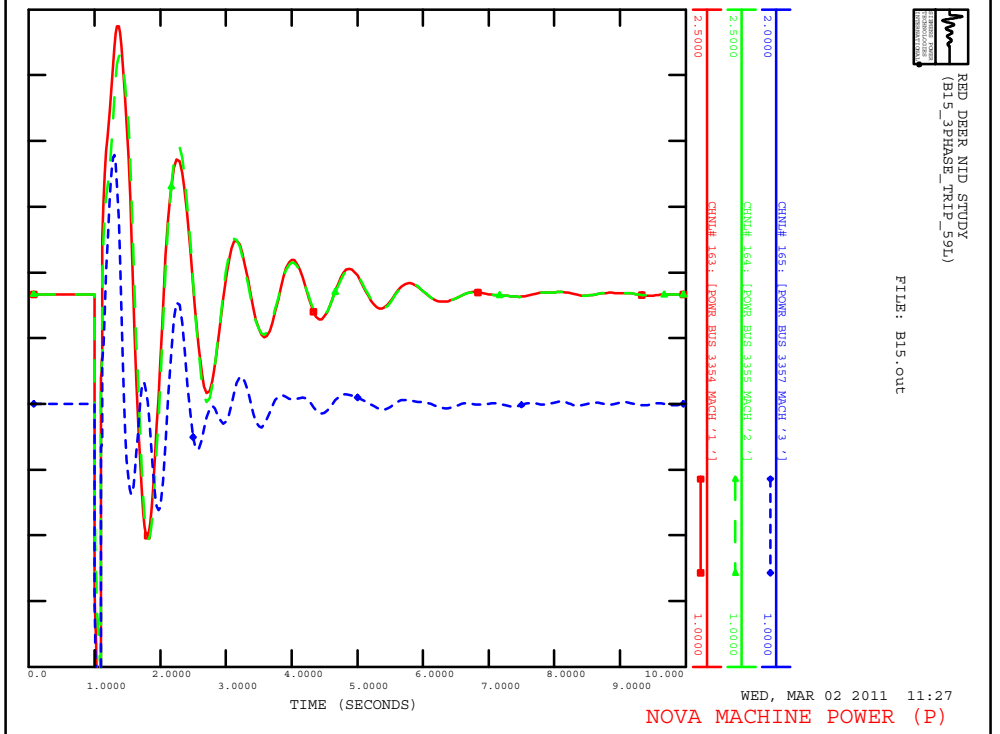

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

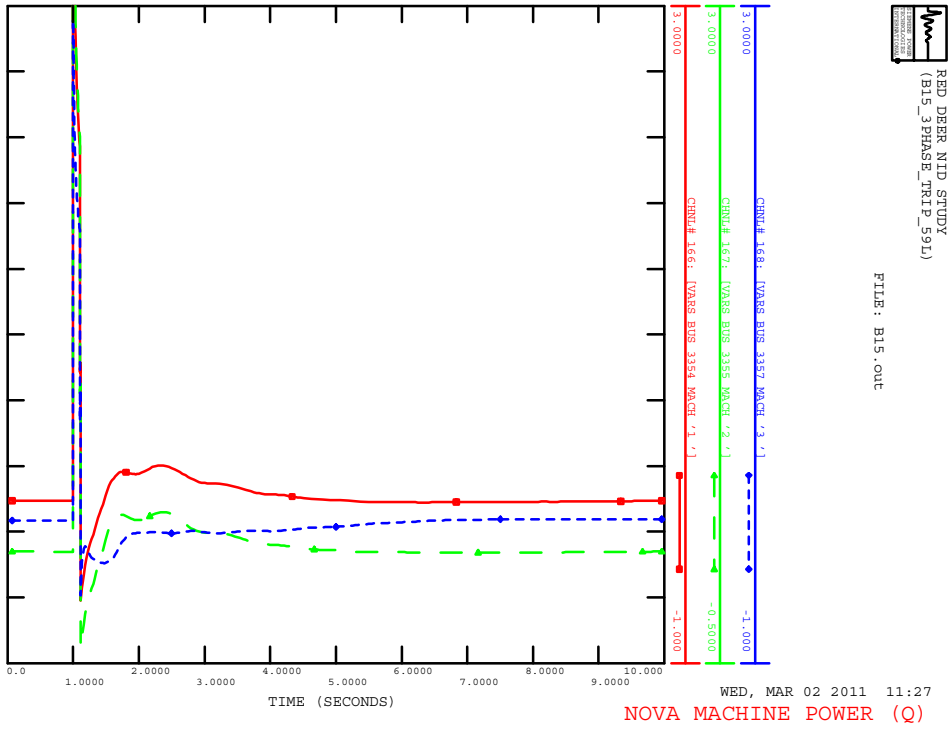

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

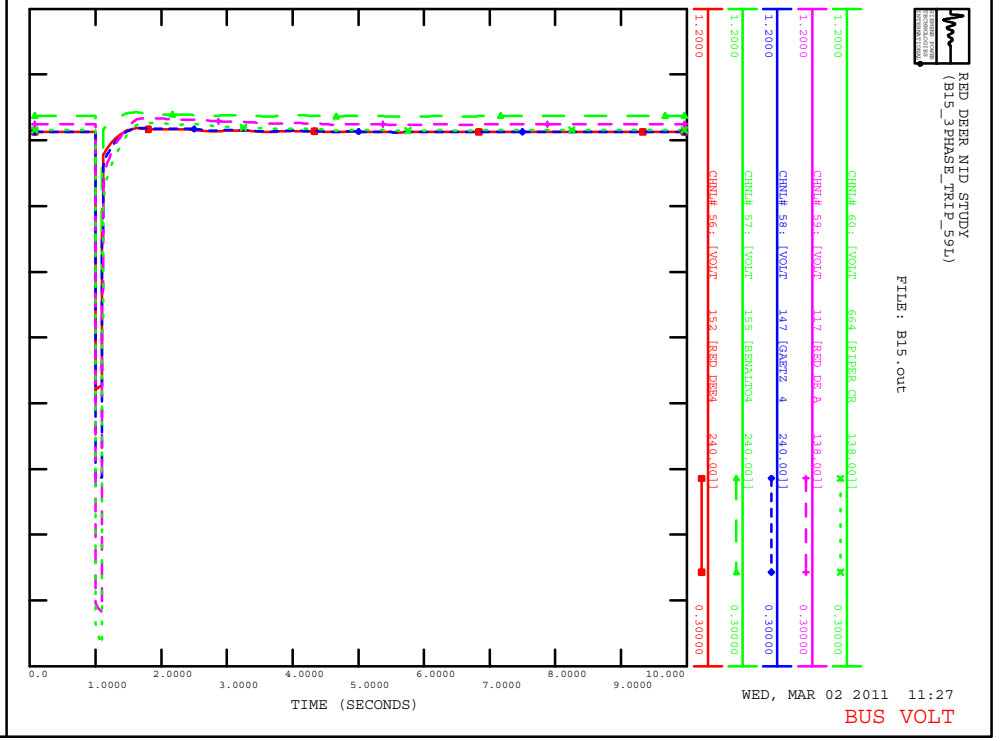

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

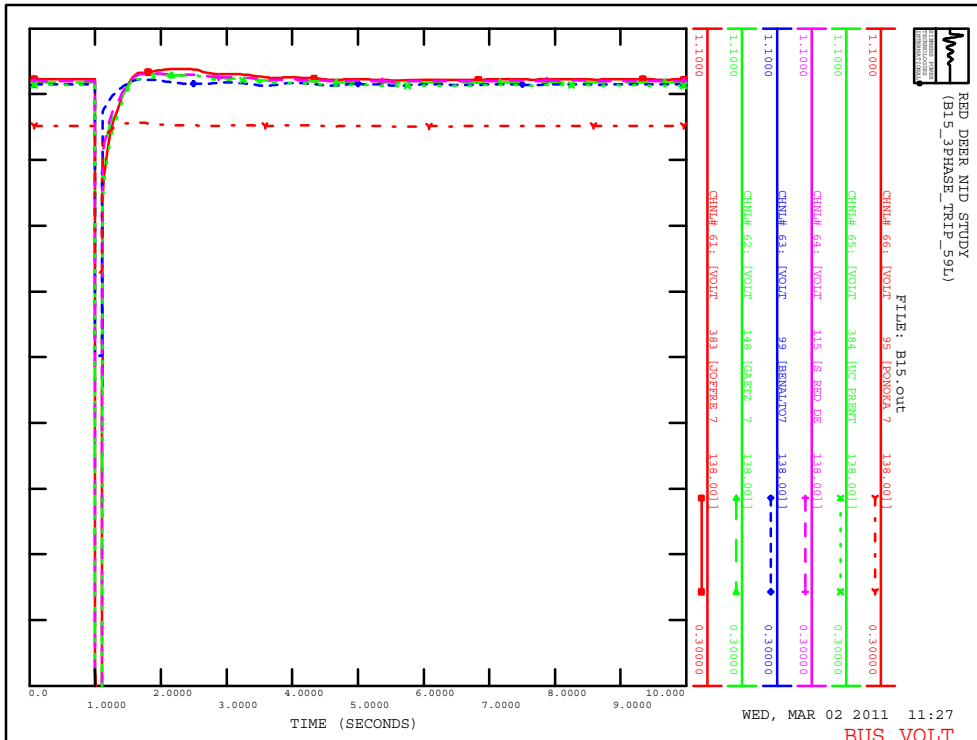

RED DEER NID STUDY
(B14_3PHASE_TRIP_68L)
FILE: B14.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

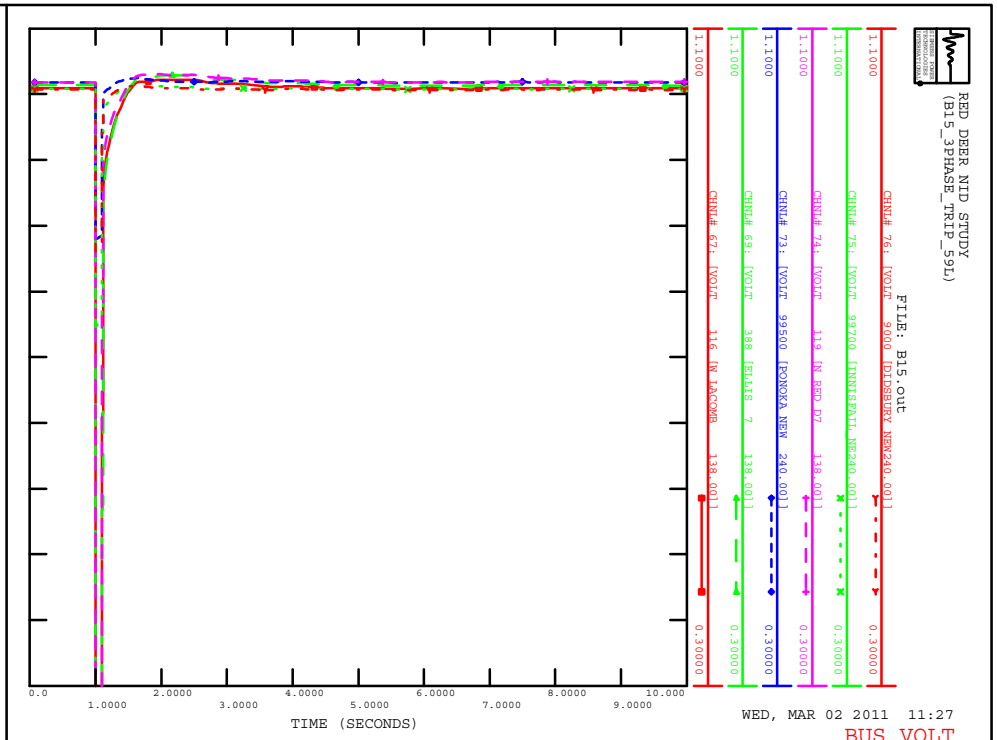

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

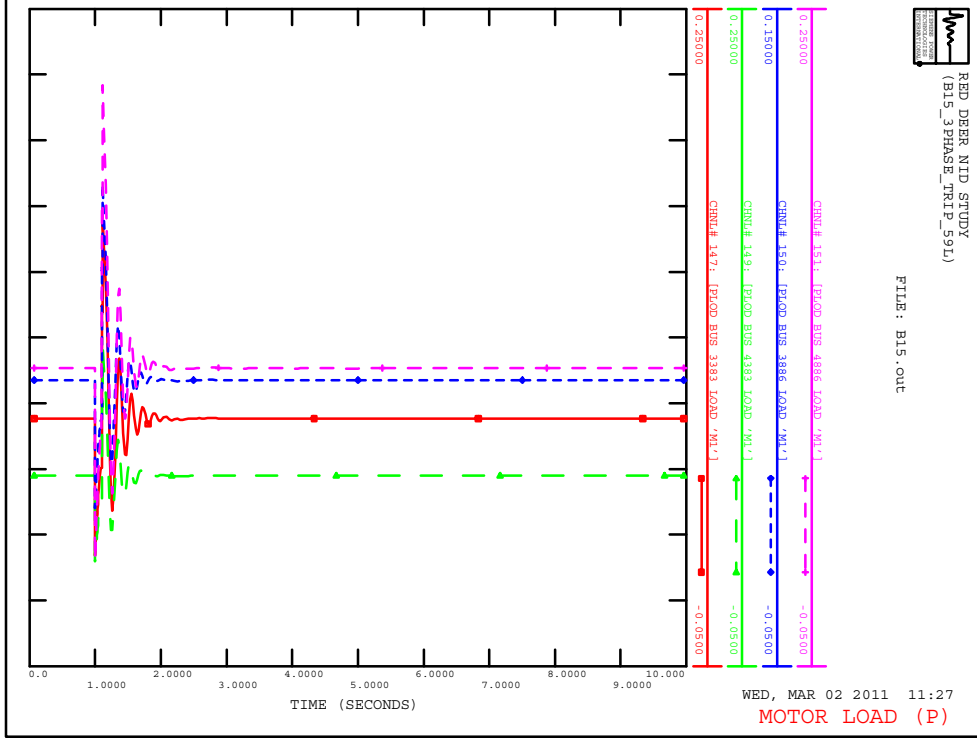

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
1.0000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

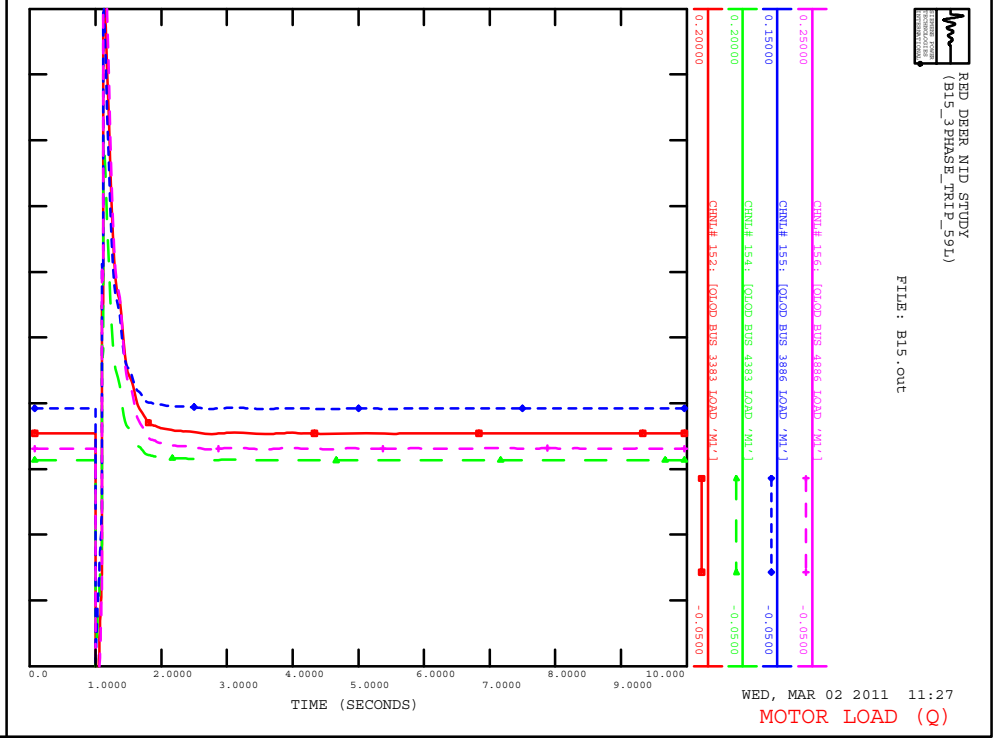

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
3.0000
-1.000
-0.5000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

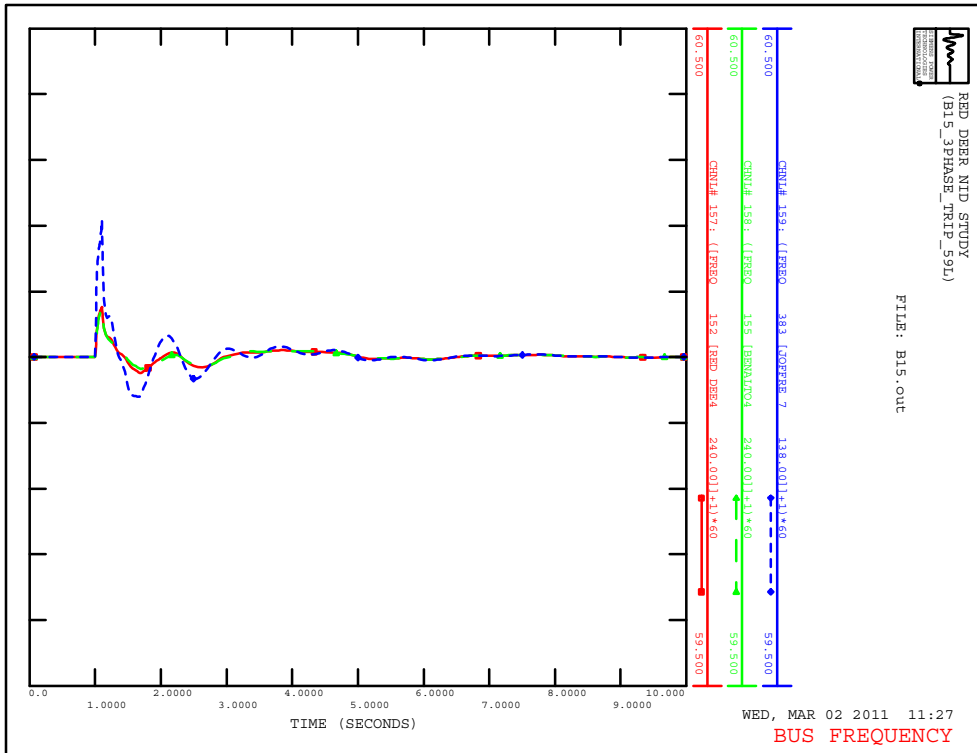

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
1.2000
0.30000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

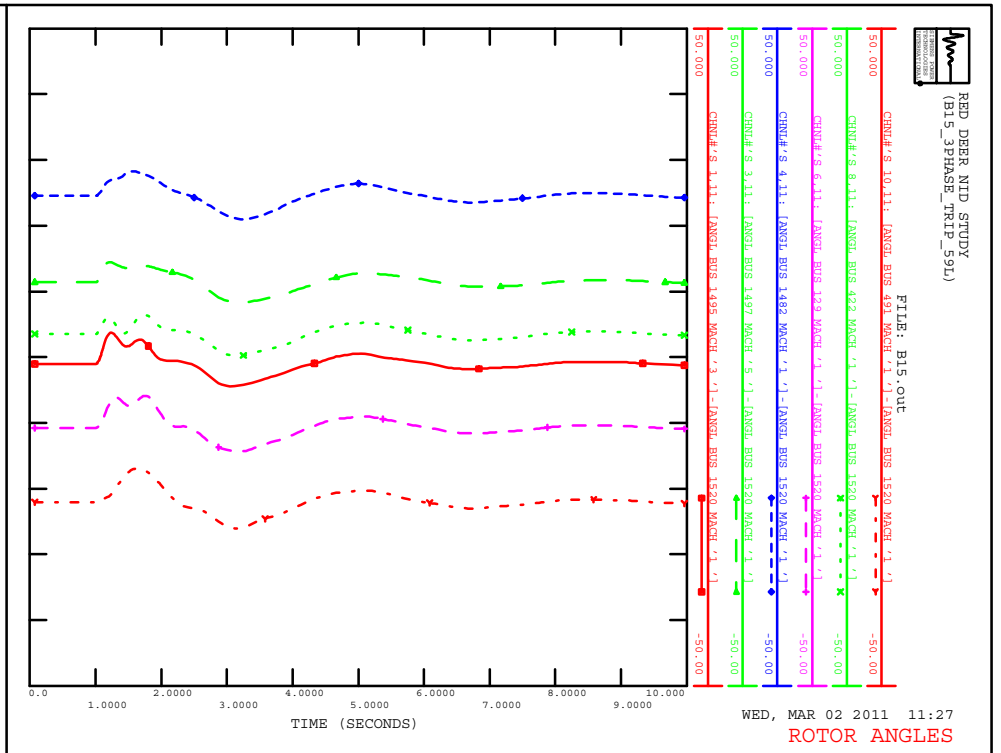

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

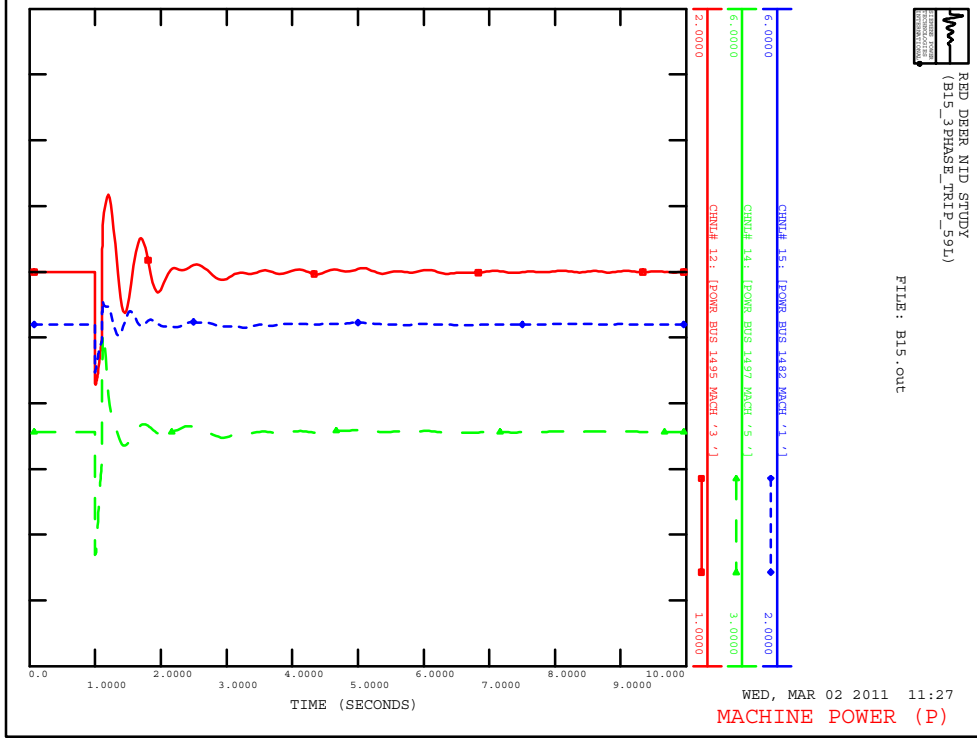

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

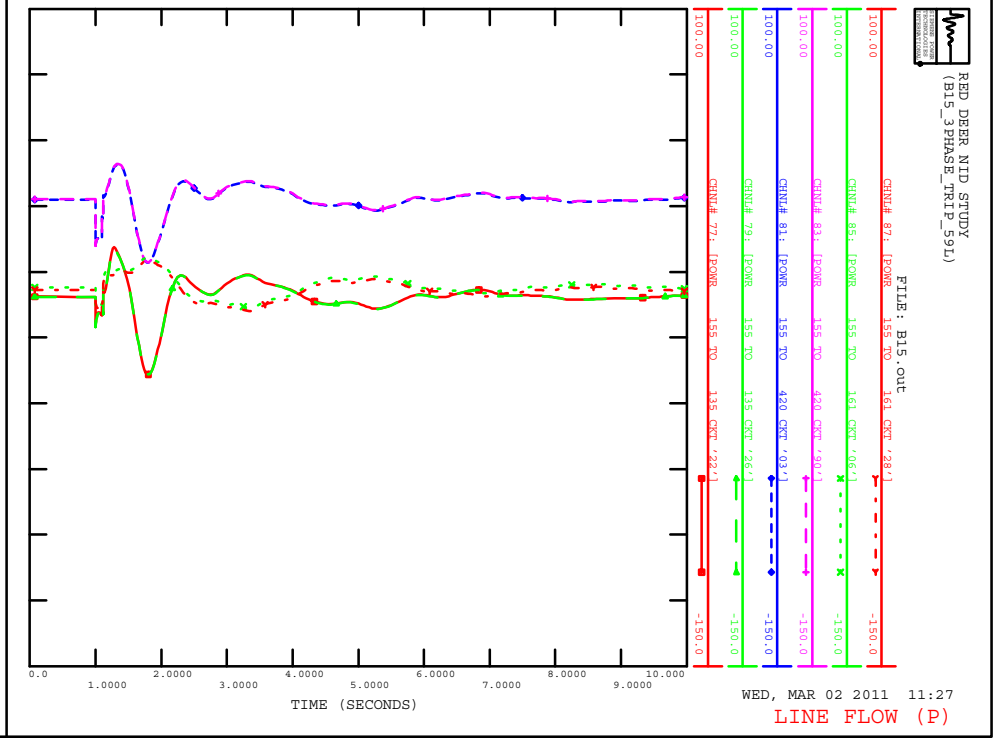

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

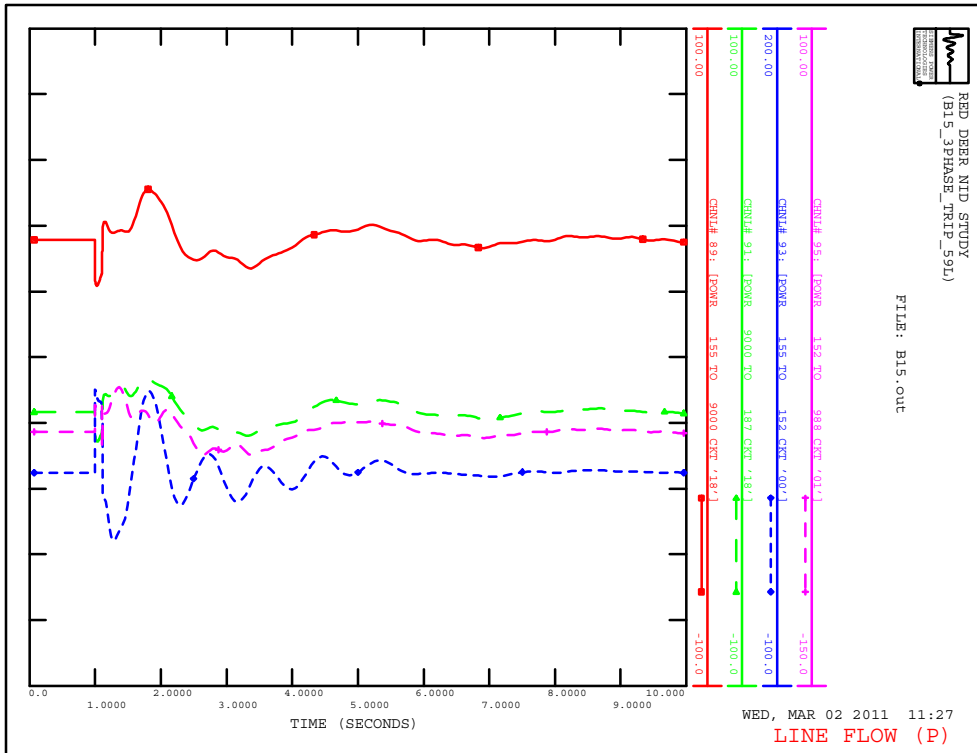

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

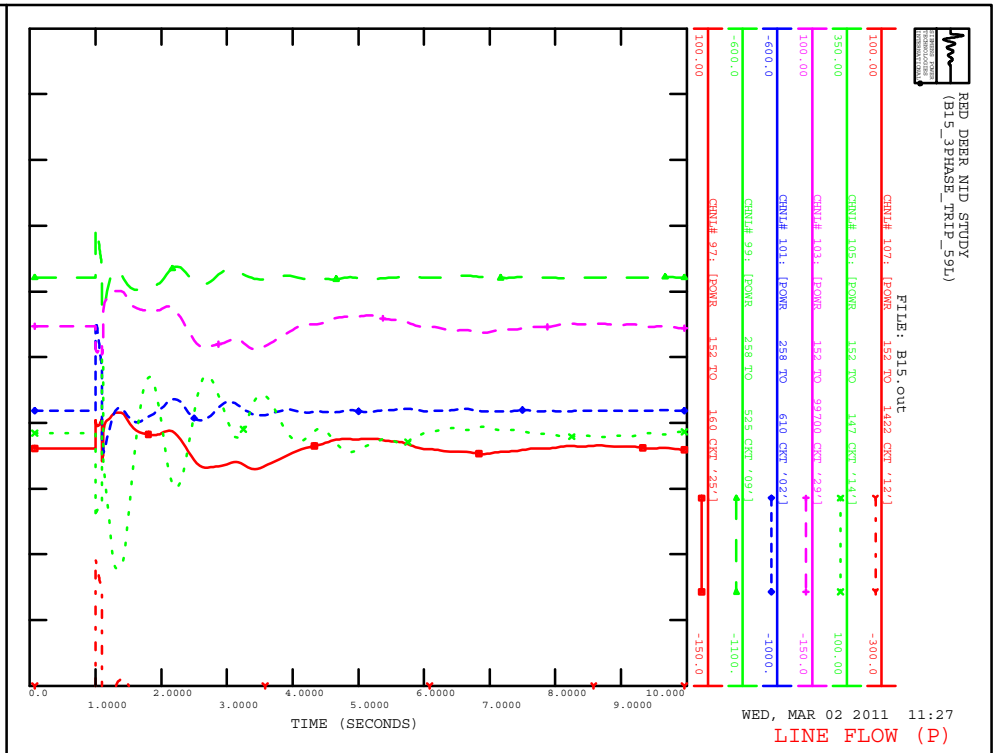

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

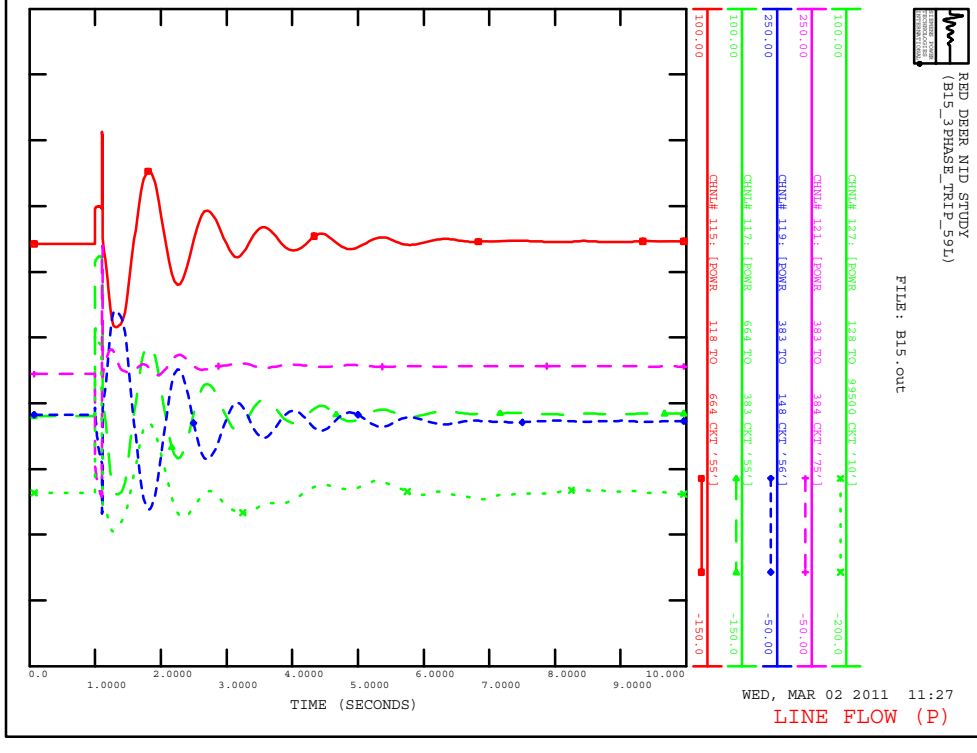

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

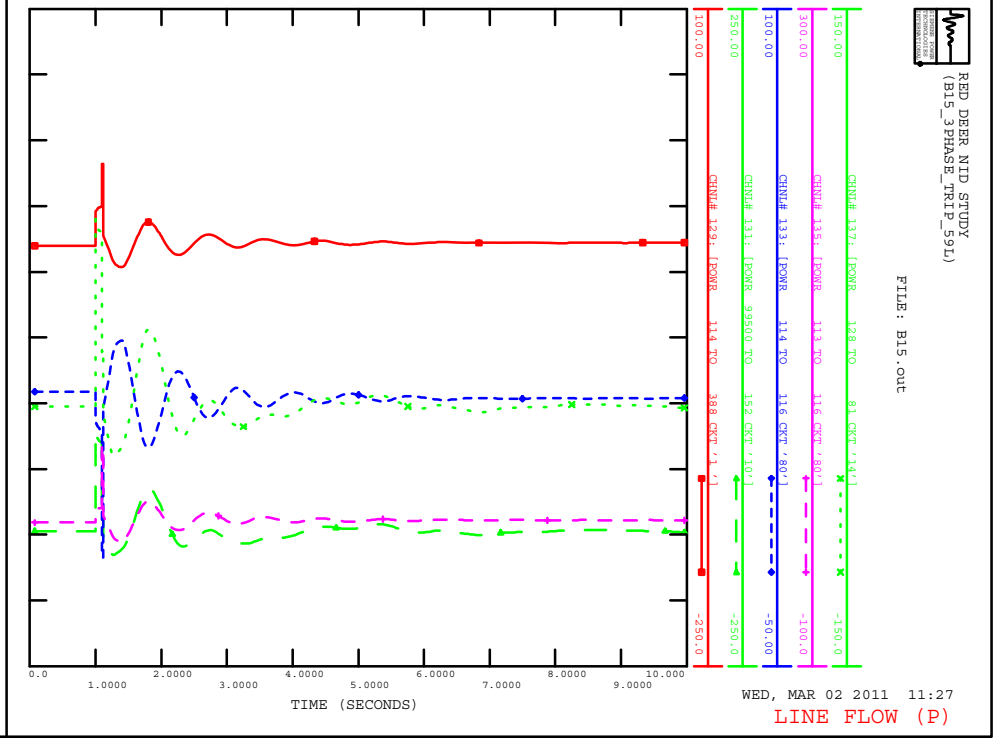

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

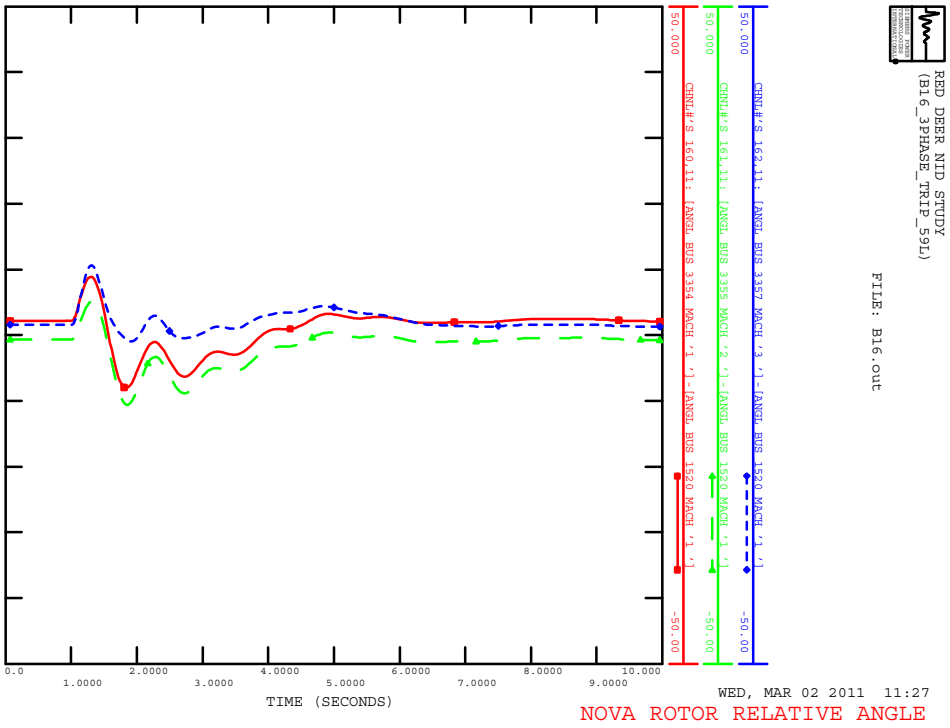

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

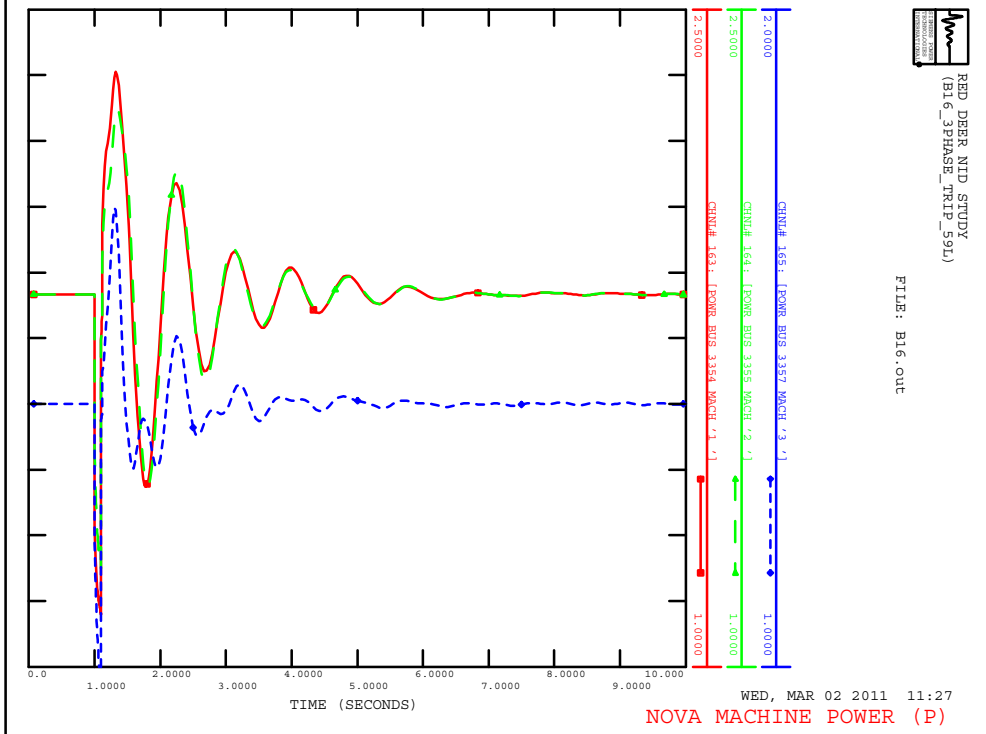

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

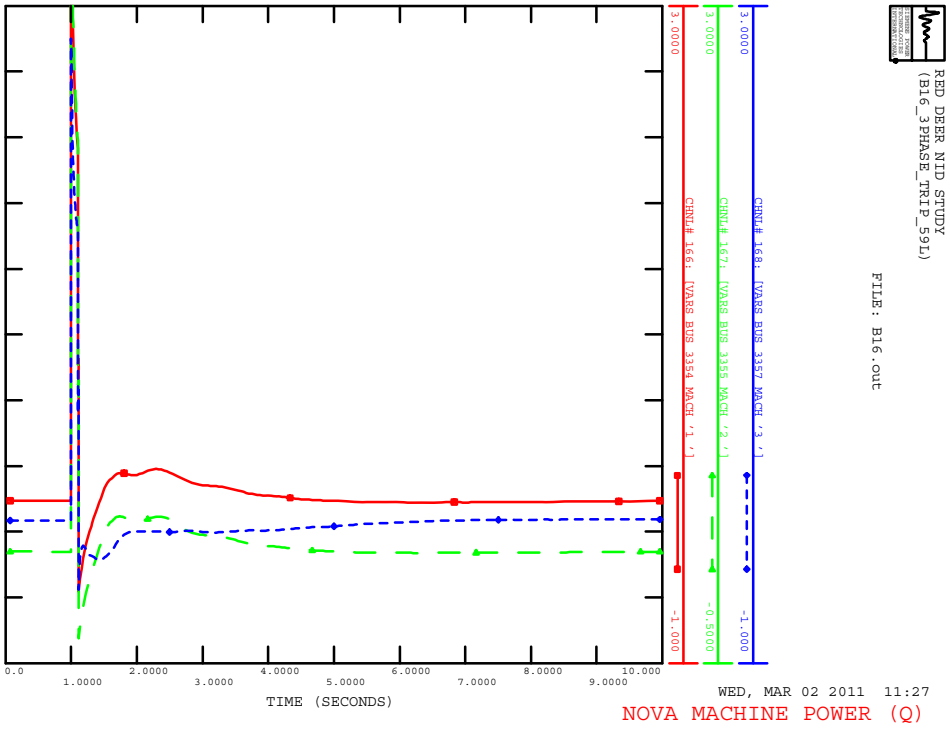

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

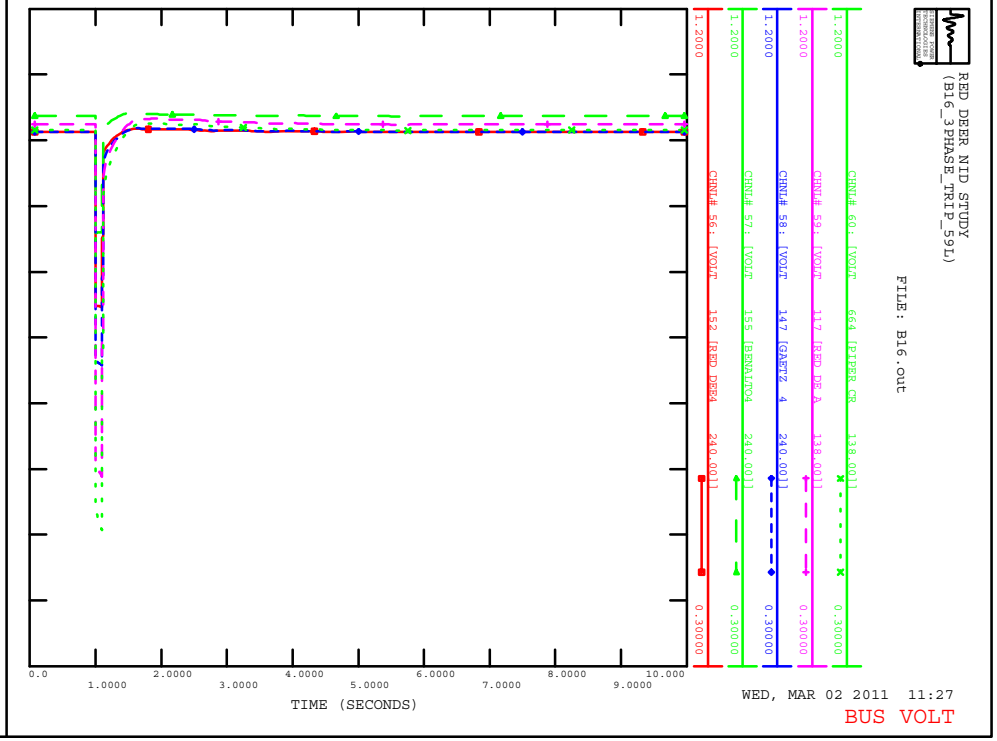

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

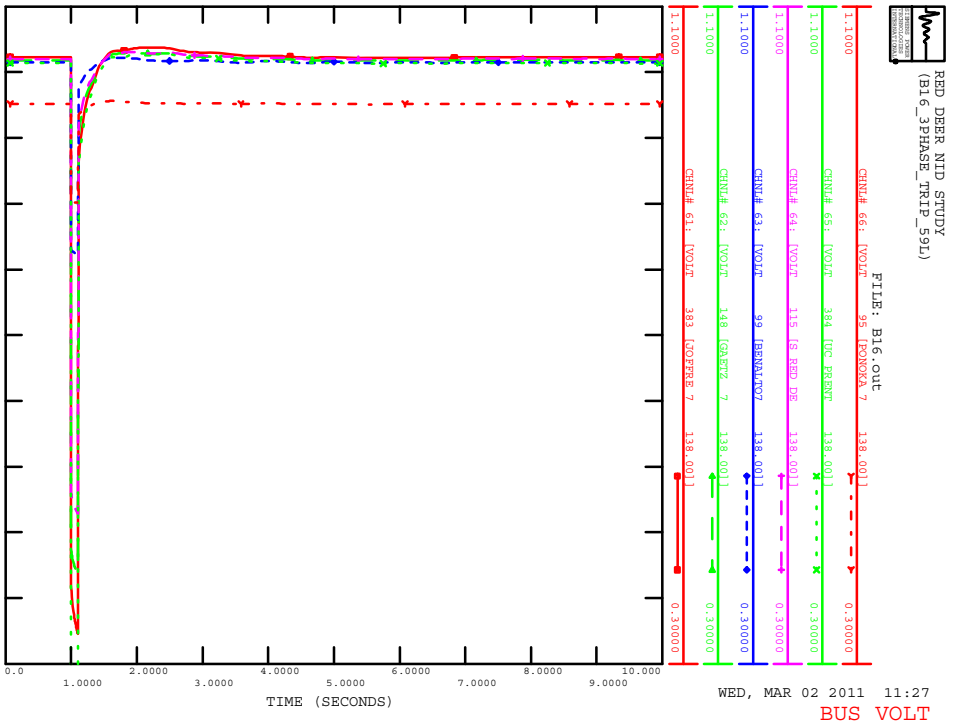

RED DEER NID STUDY
(B15_3PHASE_TRIP_59L)
FILE: B15.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

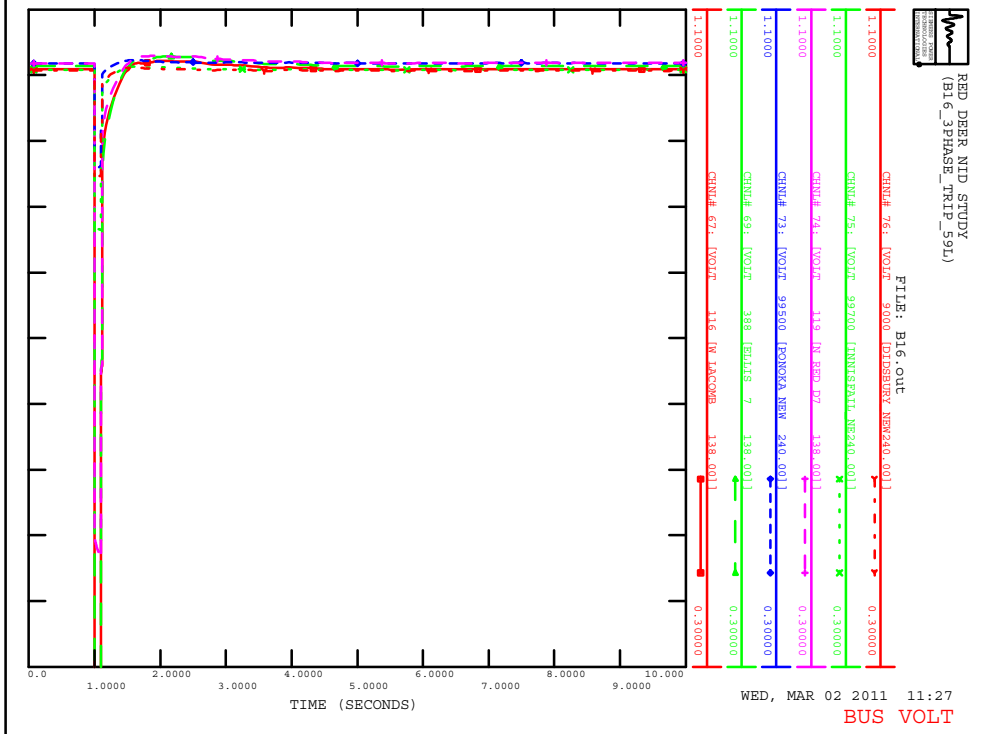

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

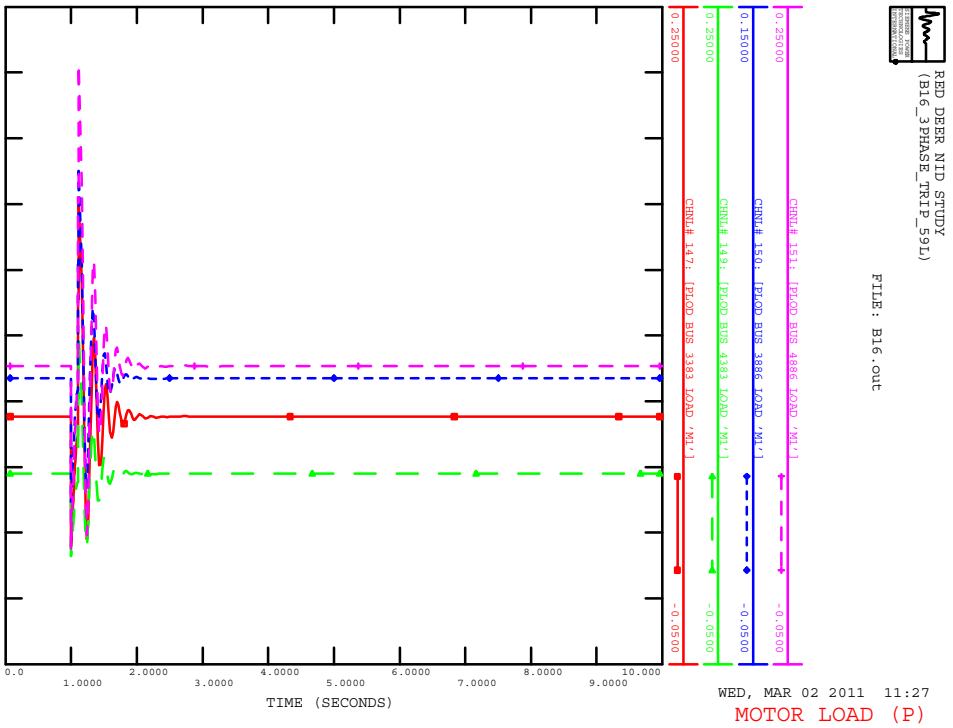

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

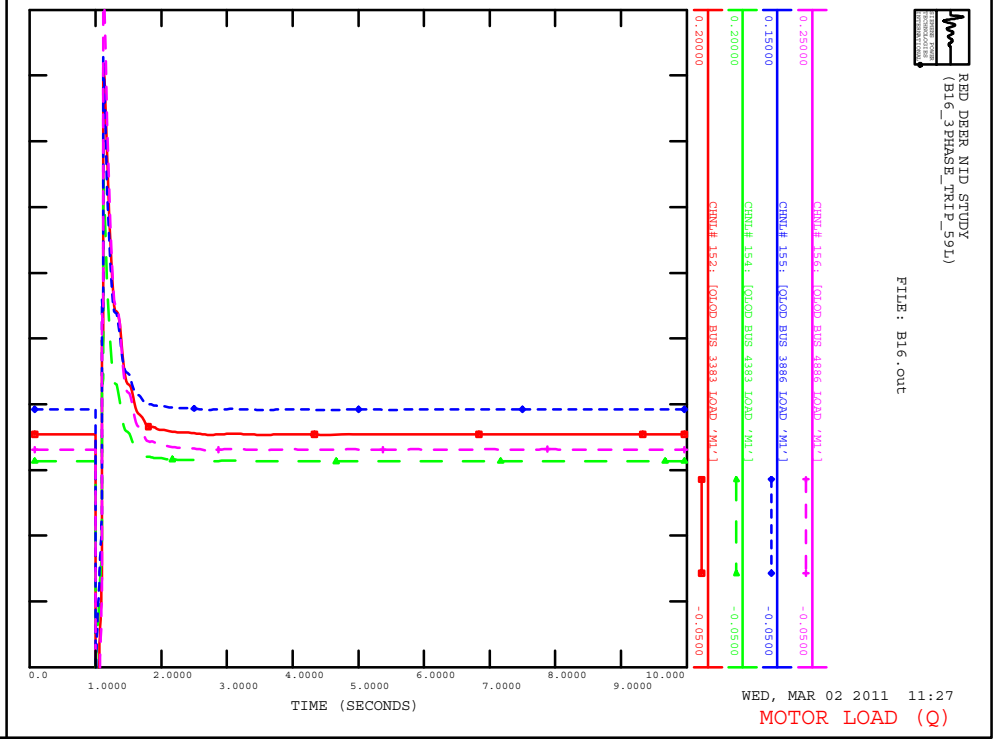

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

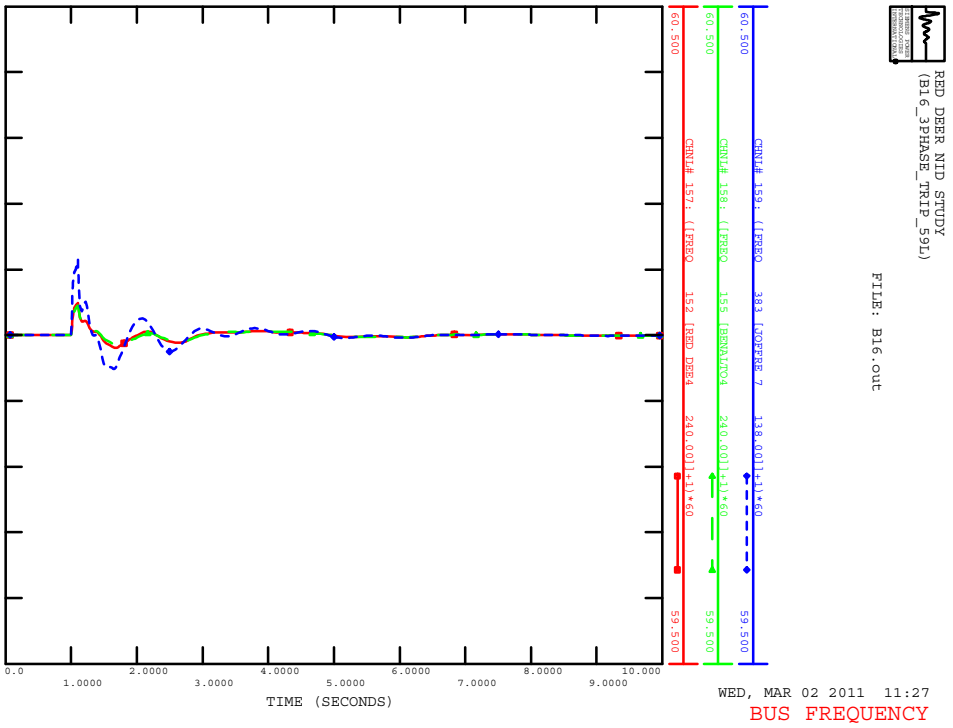

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

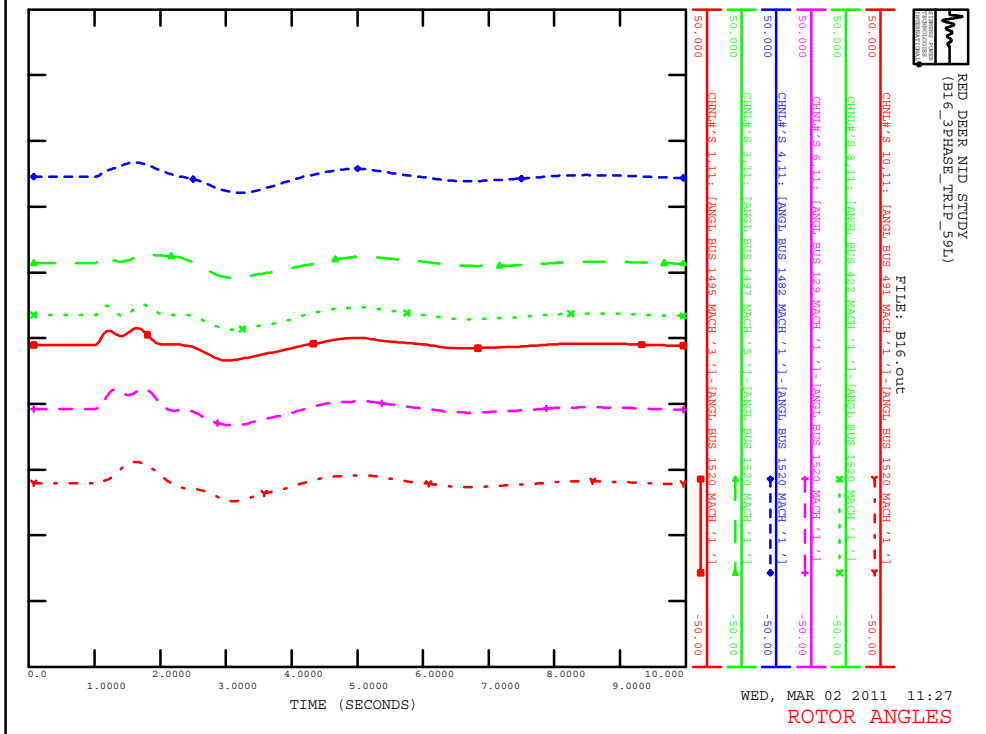

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

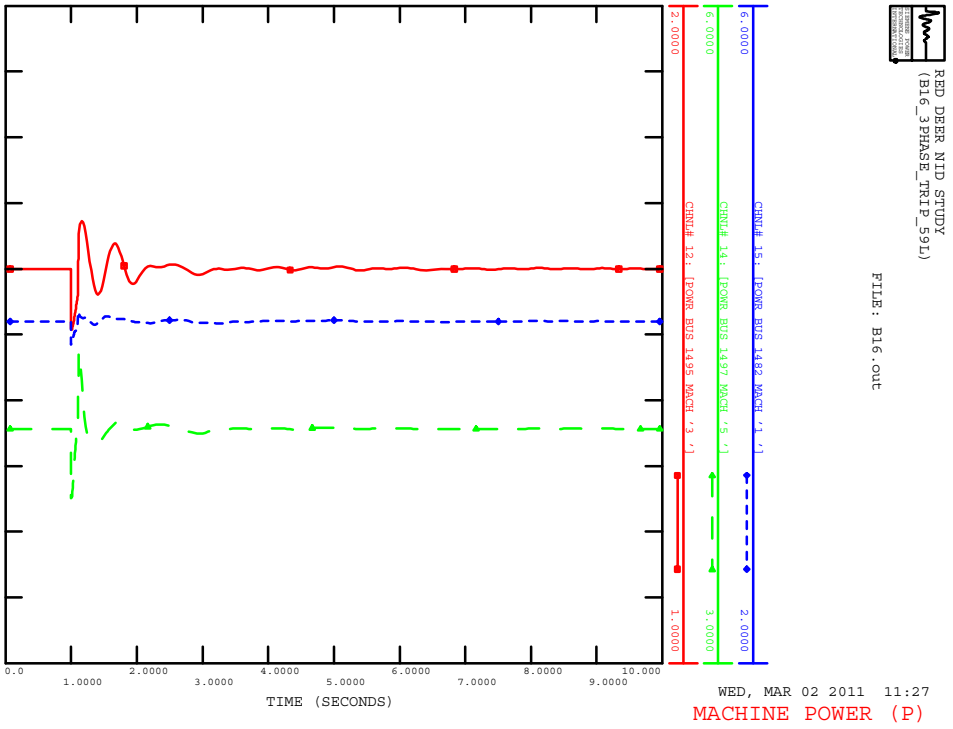

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

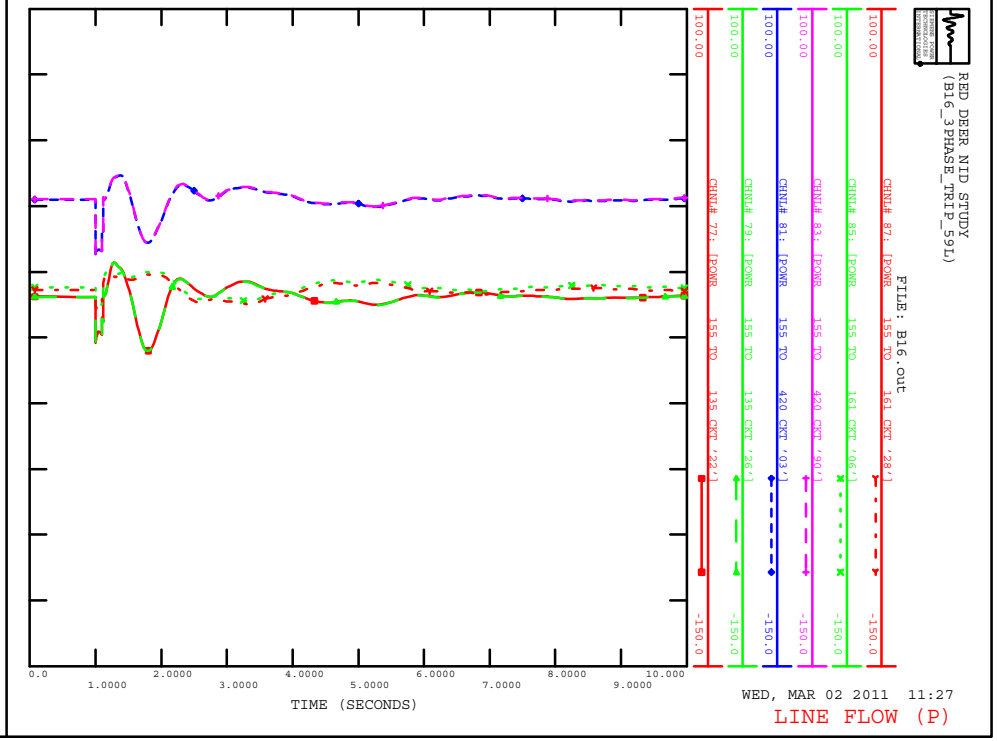

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

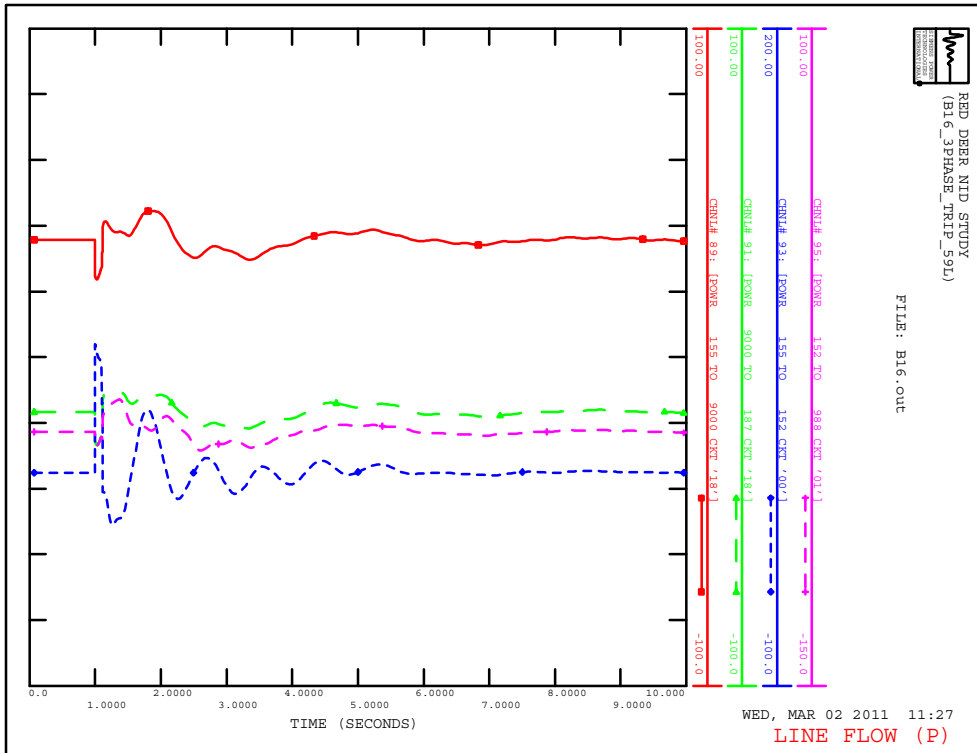

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

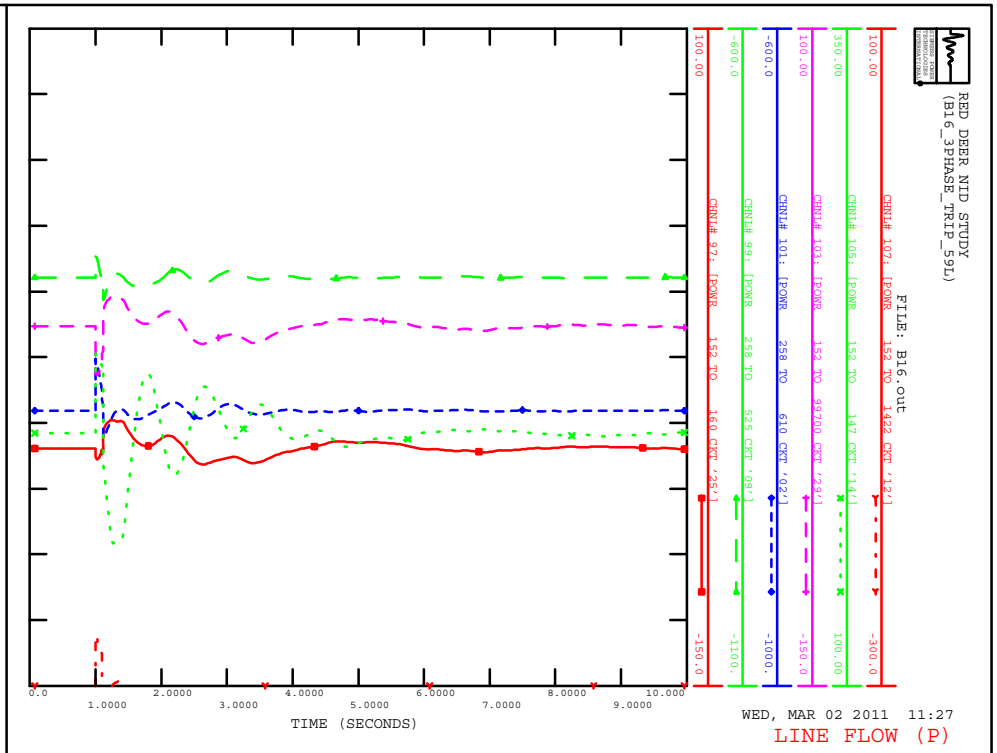

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

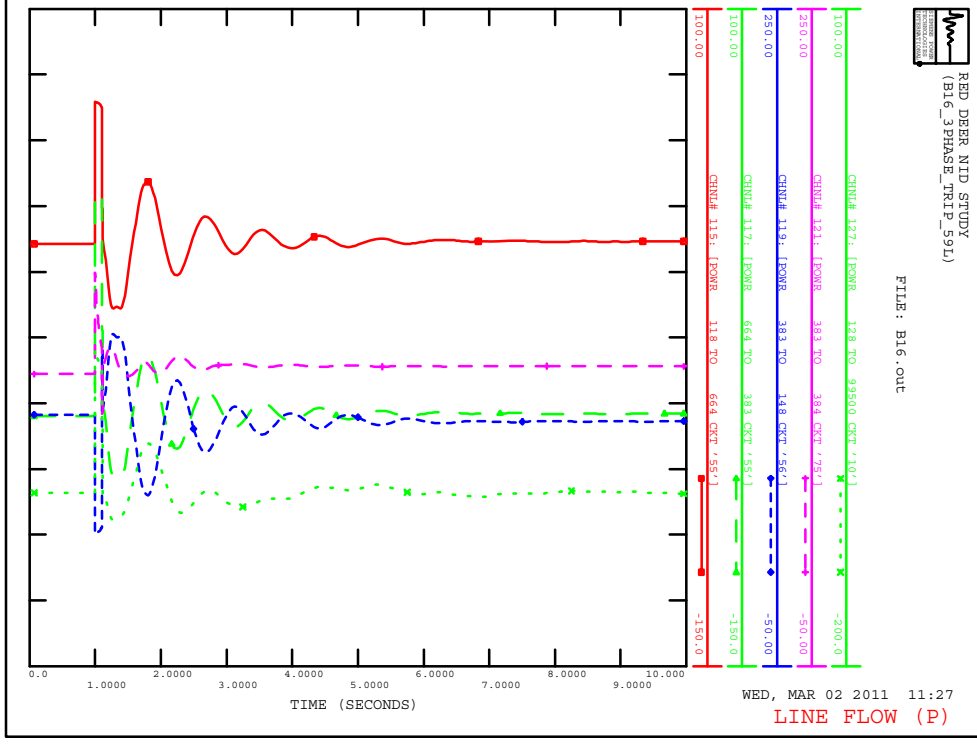

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

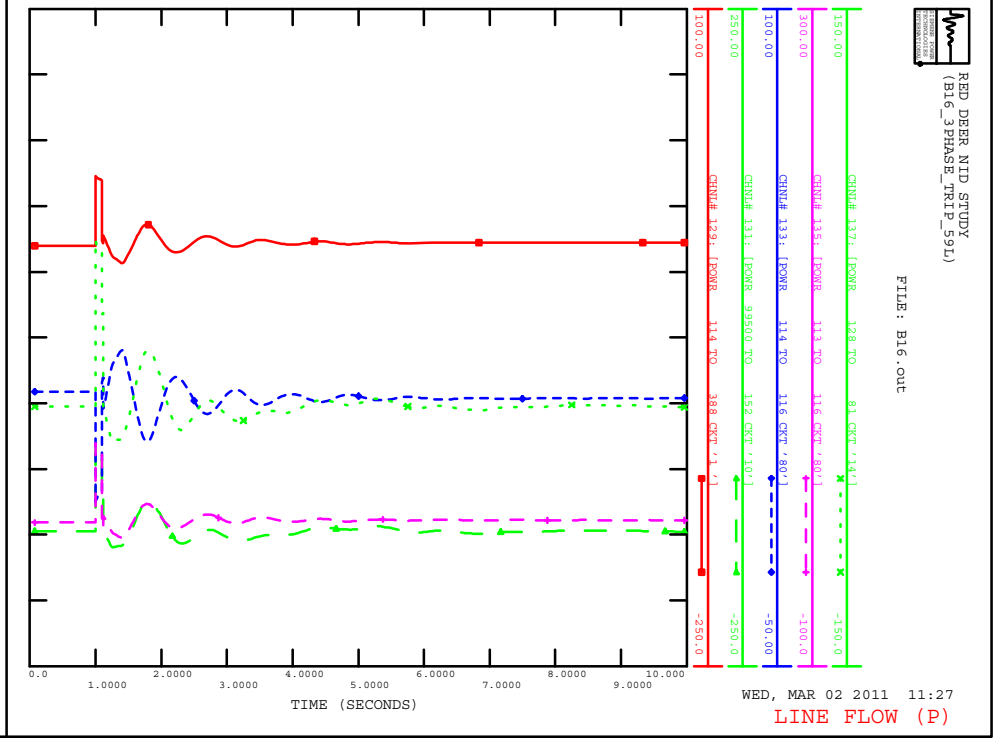

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

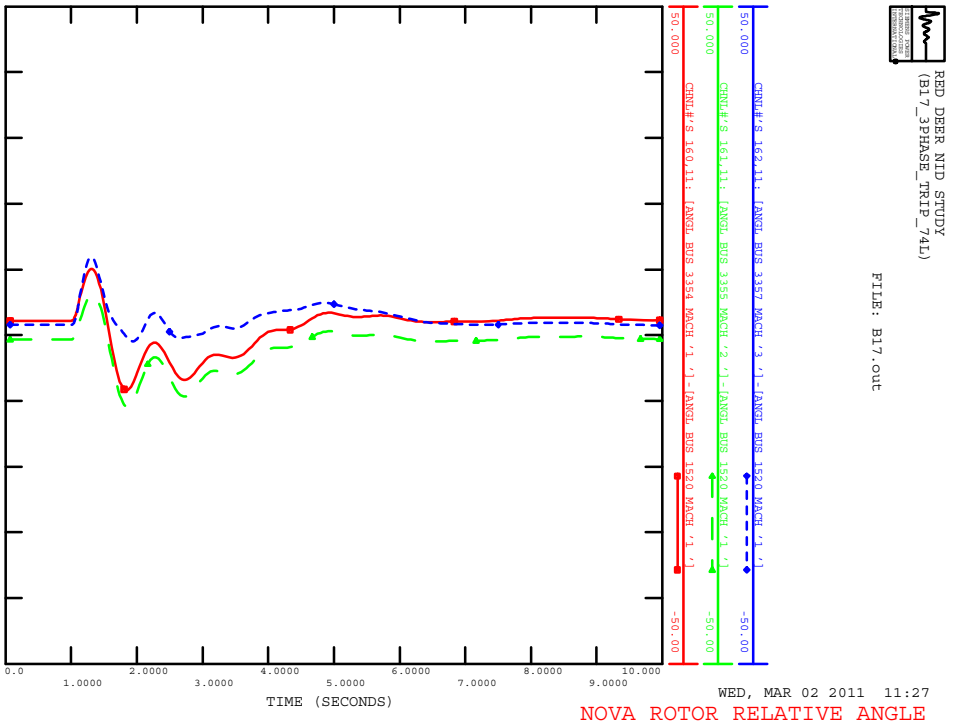

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

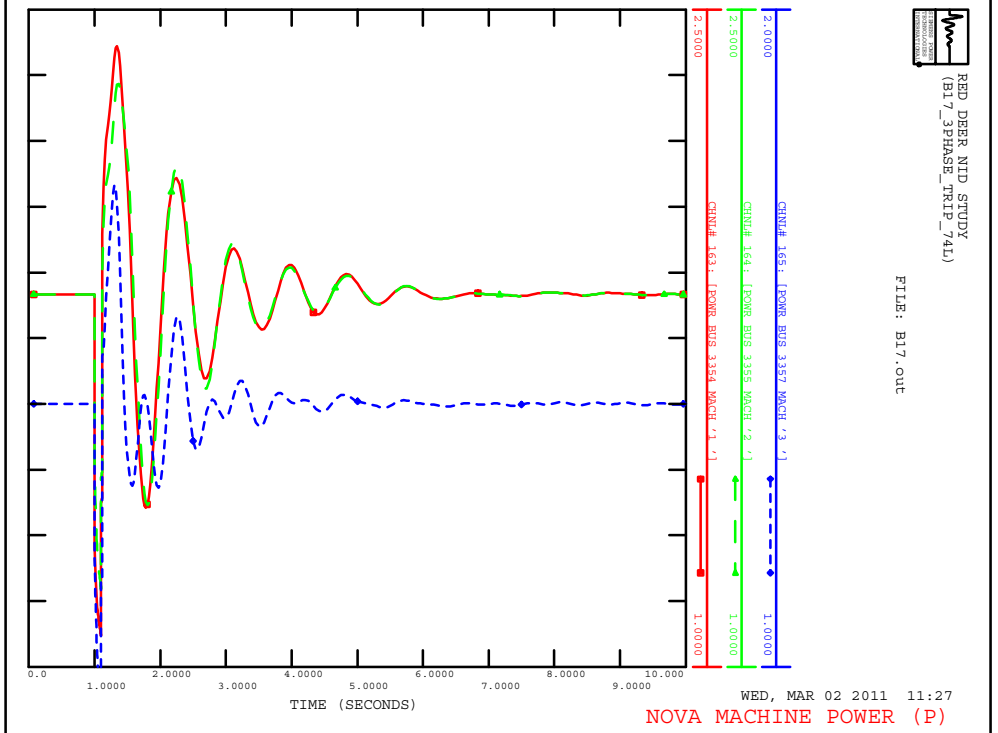

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

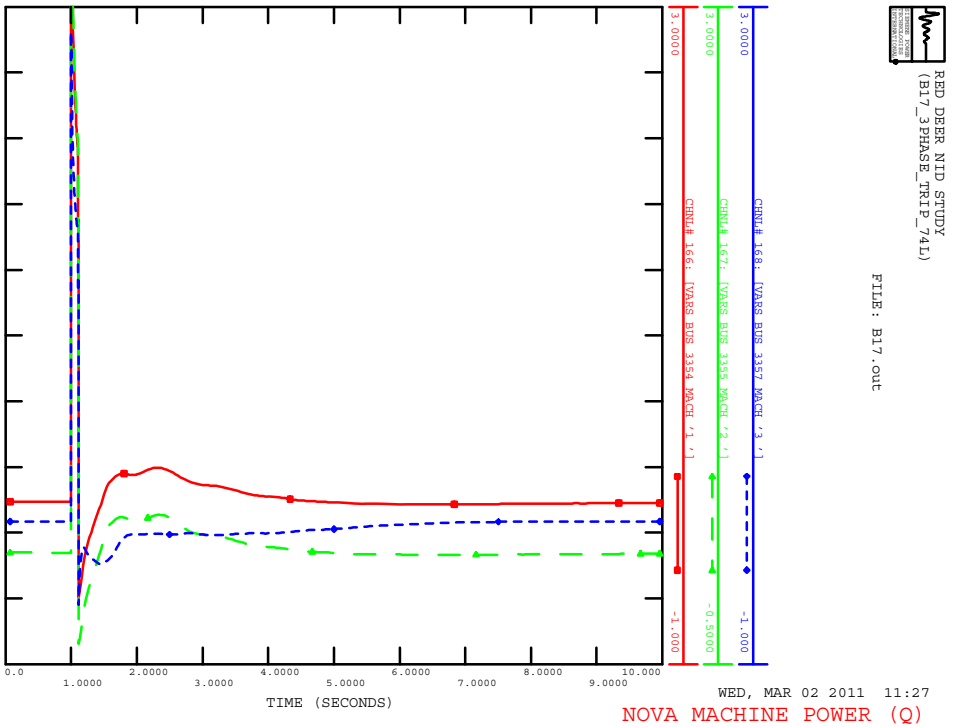

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

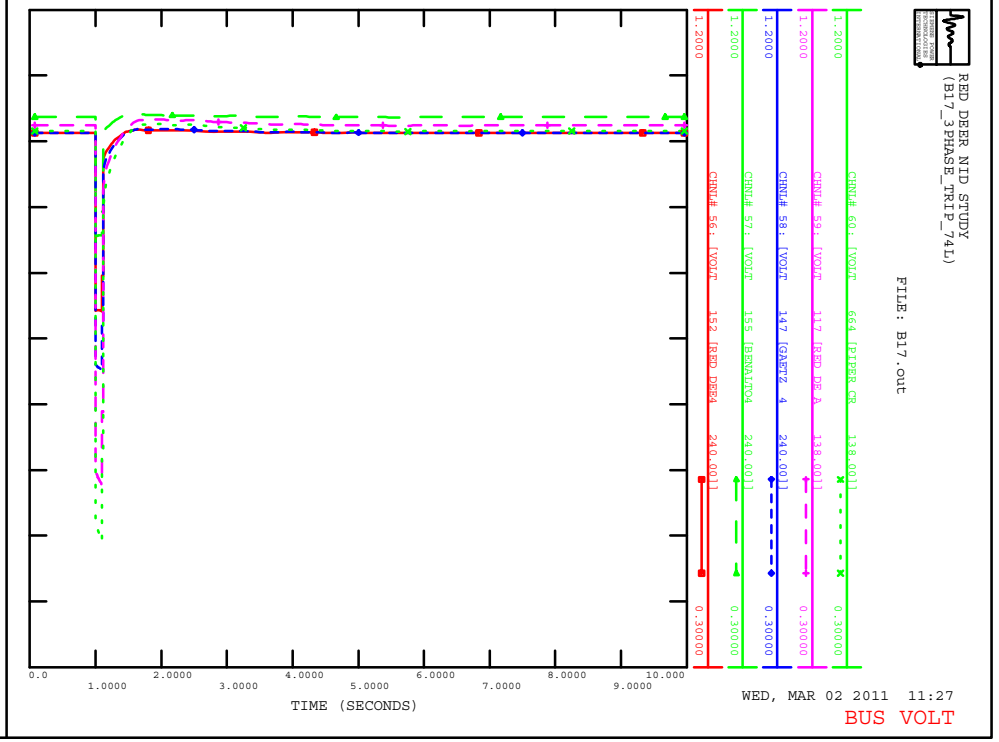

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

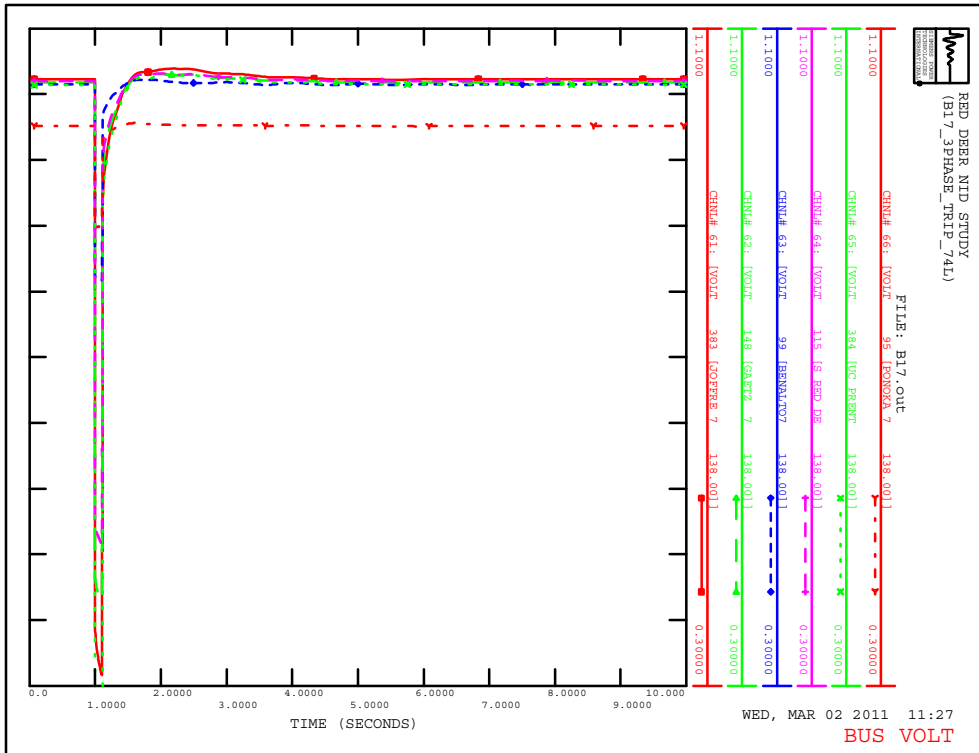

RED DEER NID STUDY
(B16_3PHASE_TRIP_59L)
FILE: B16.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

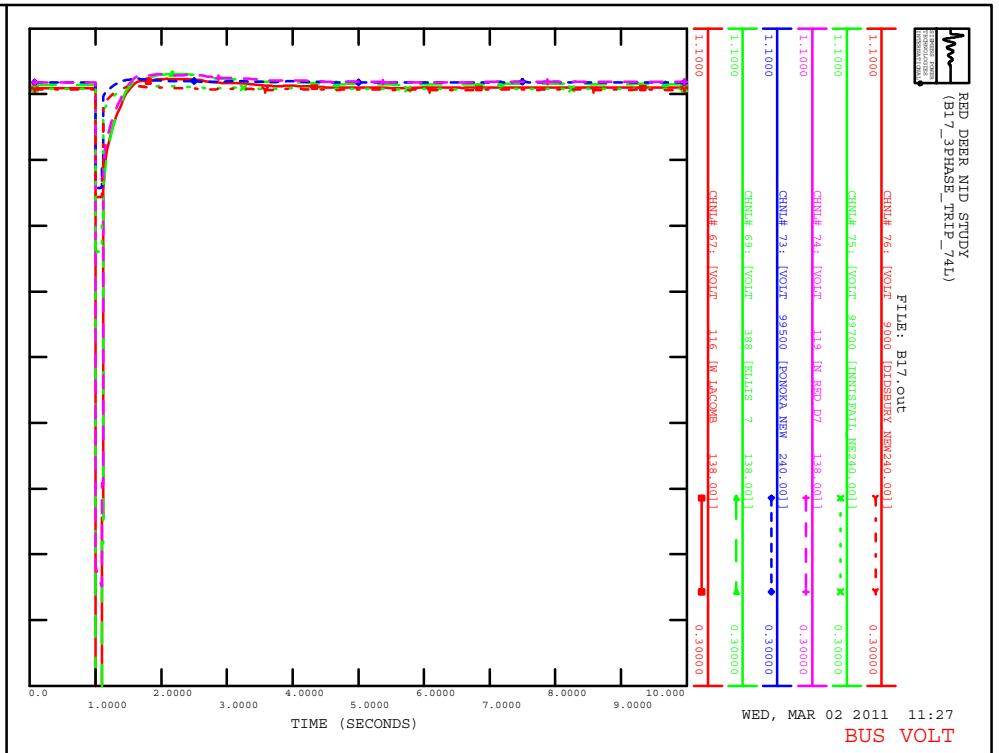

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

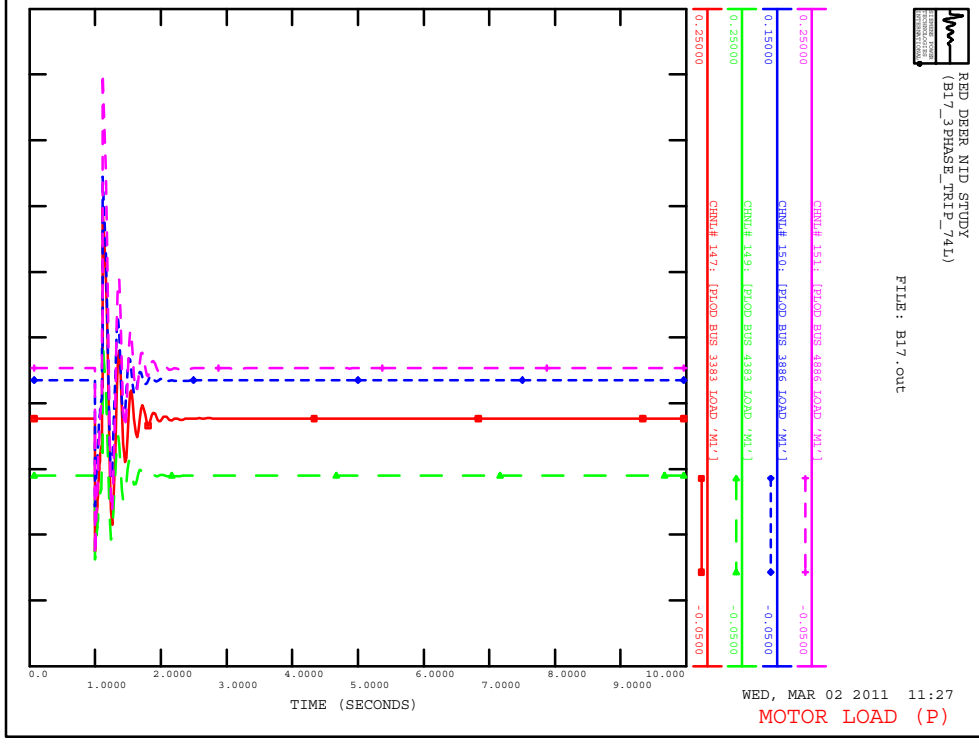

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

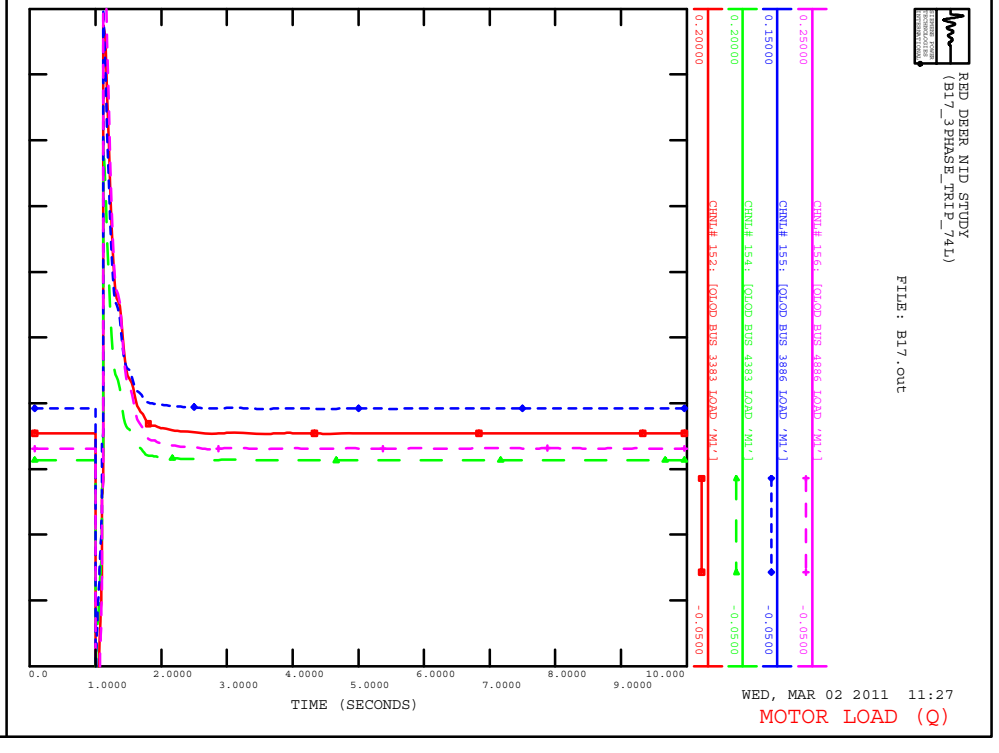

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

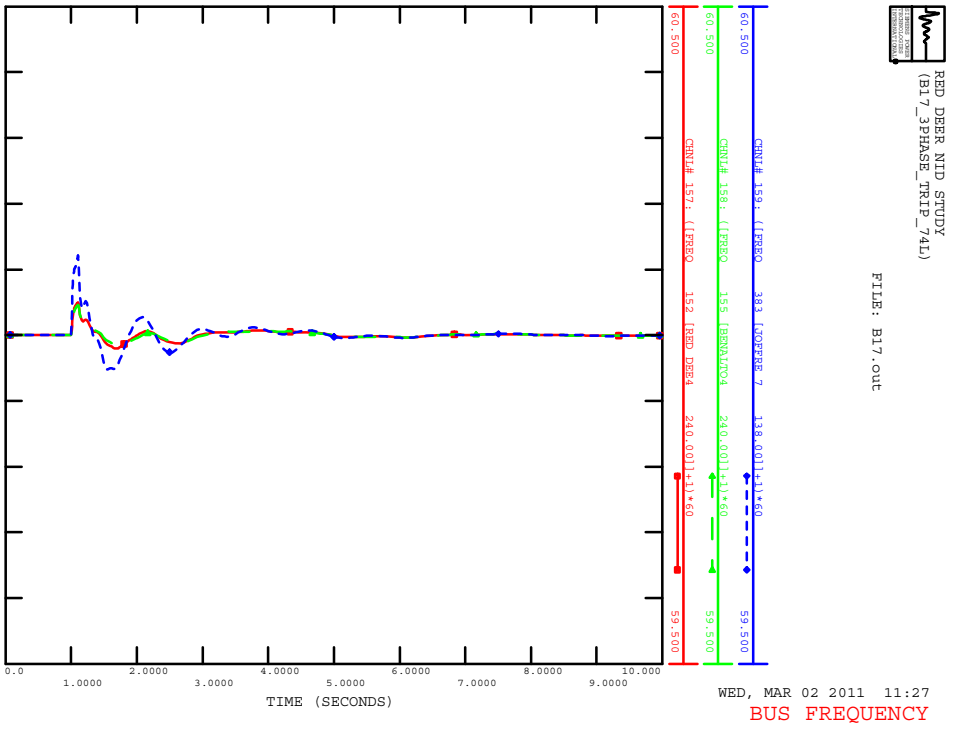

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

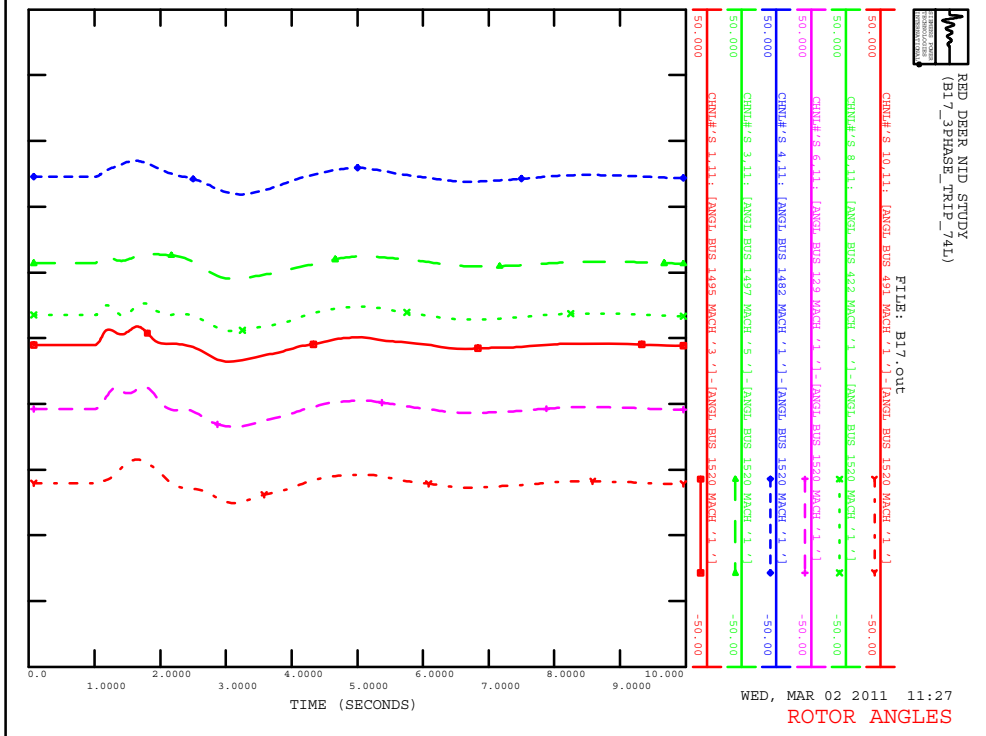

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

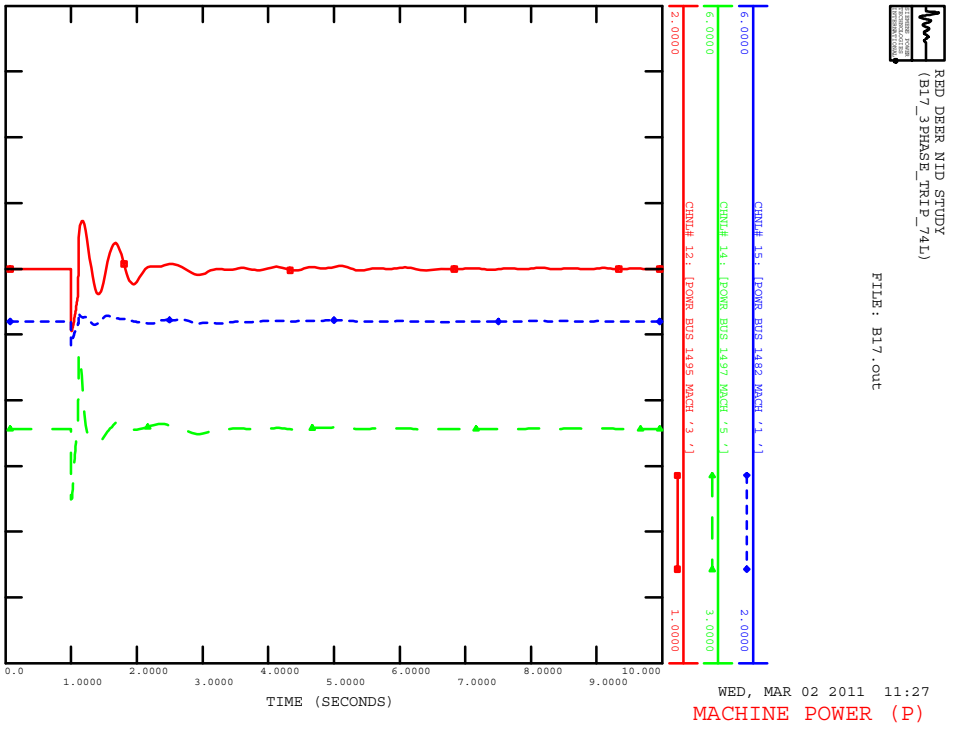

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

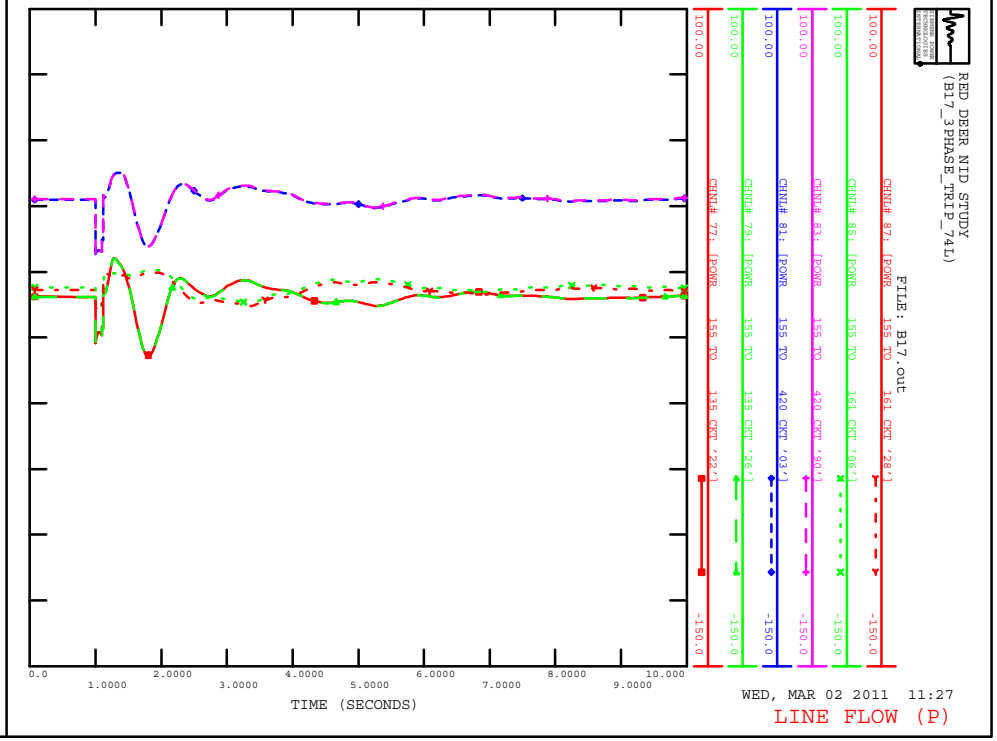

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

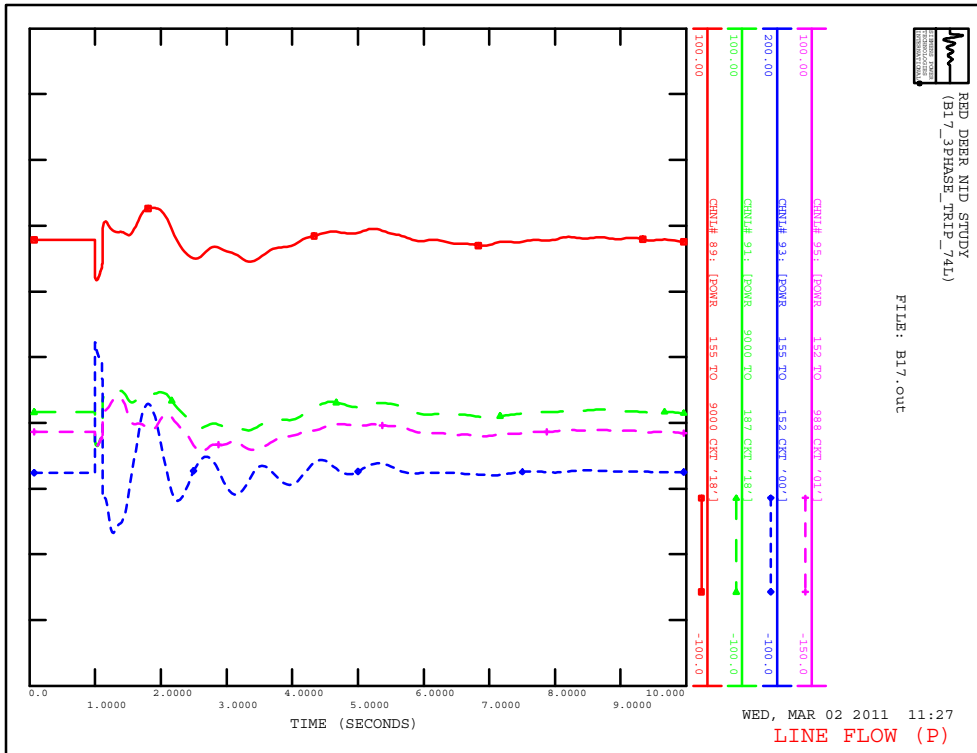

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

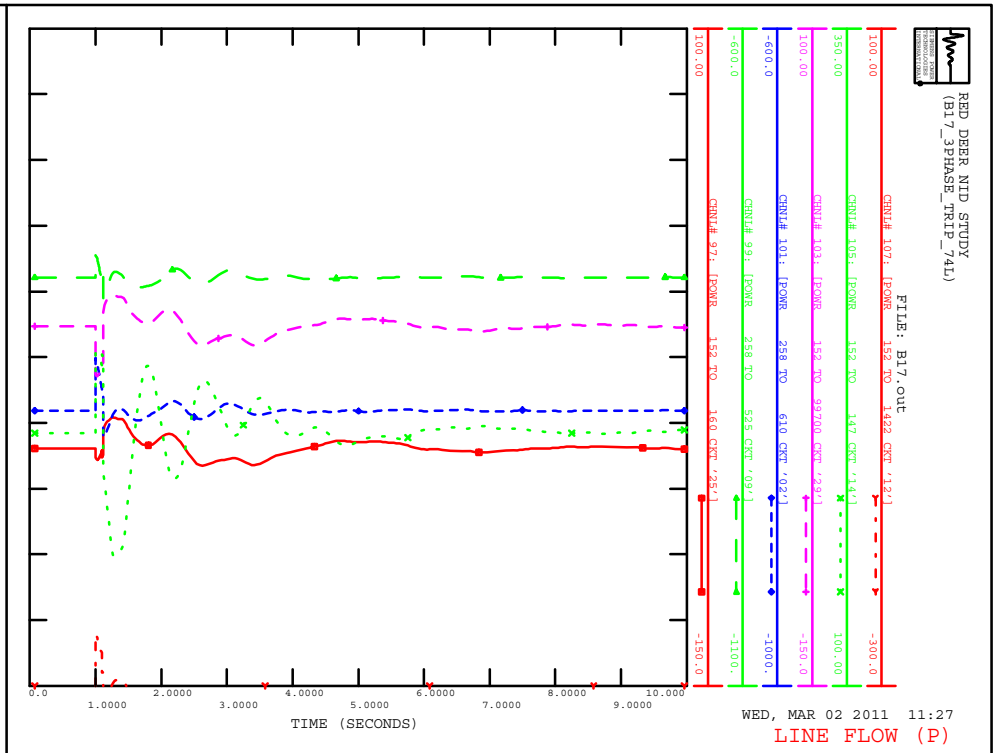

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

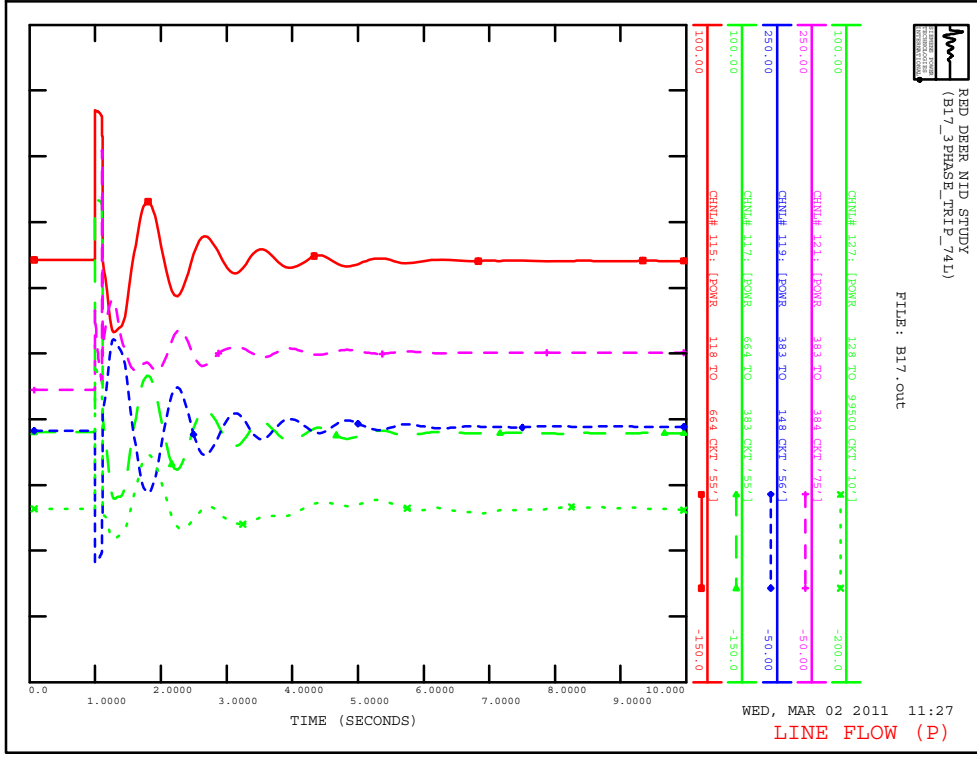

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

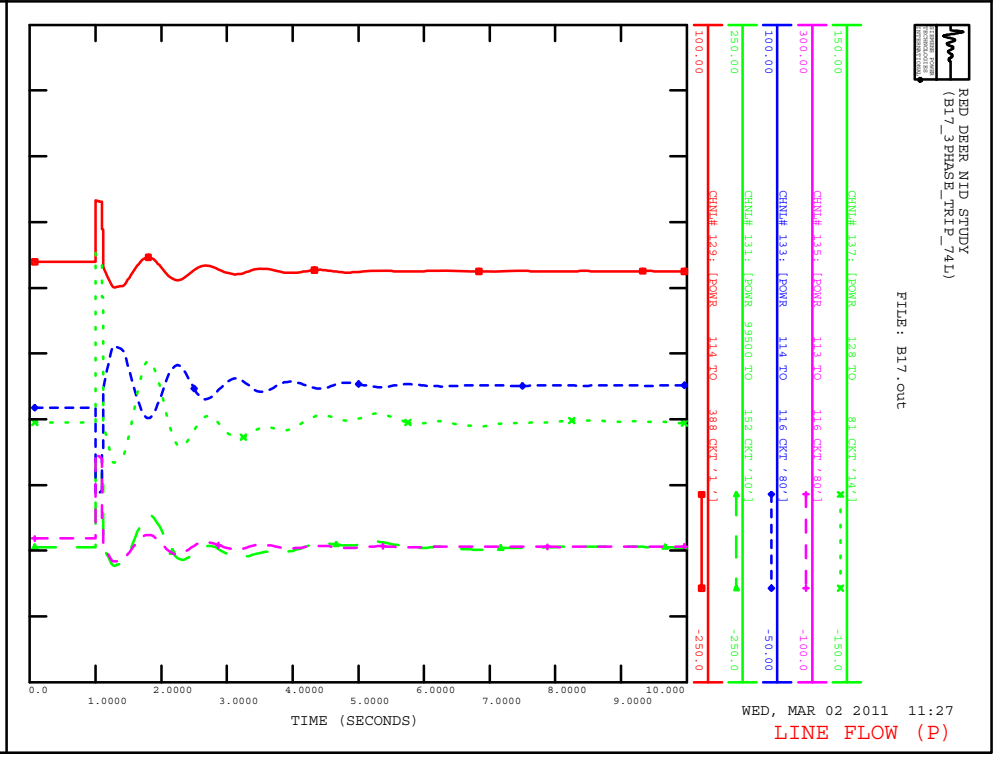

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

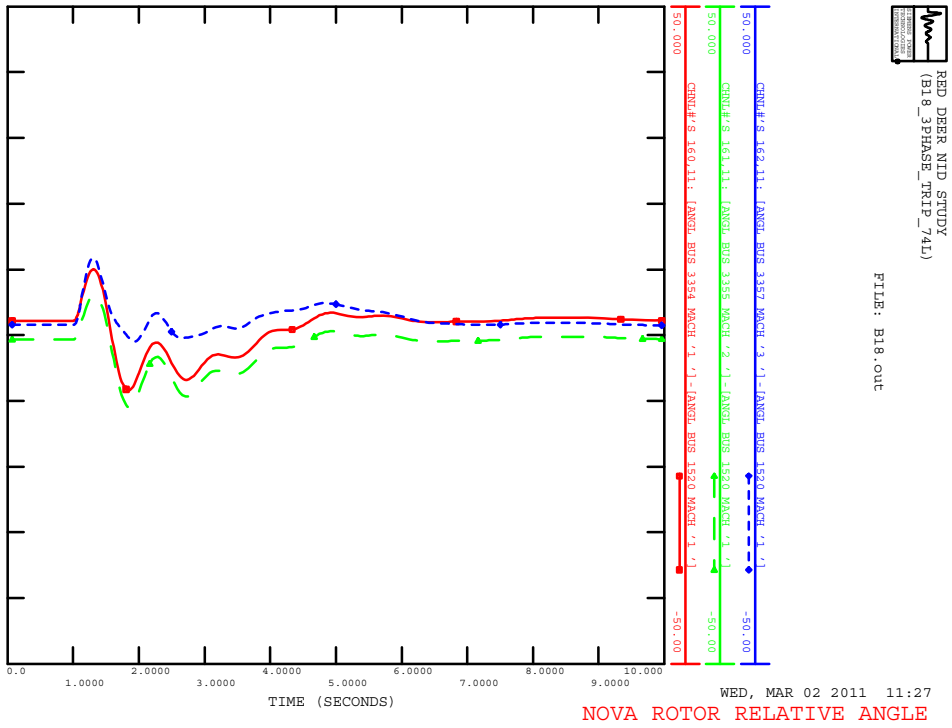

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

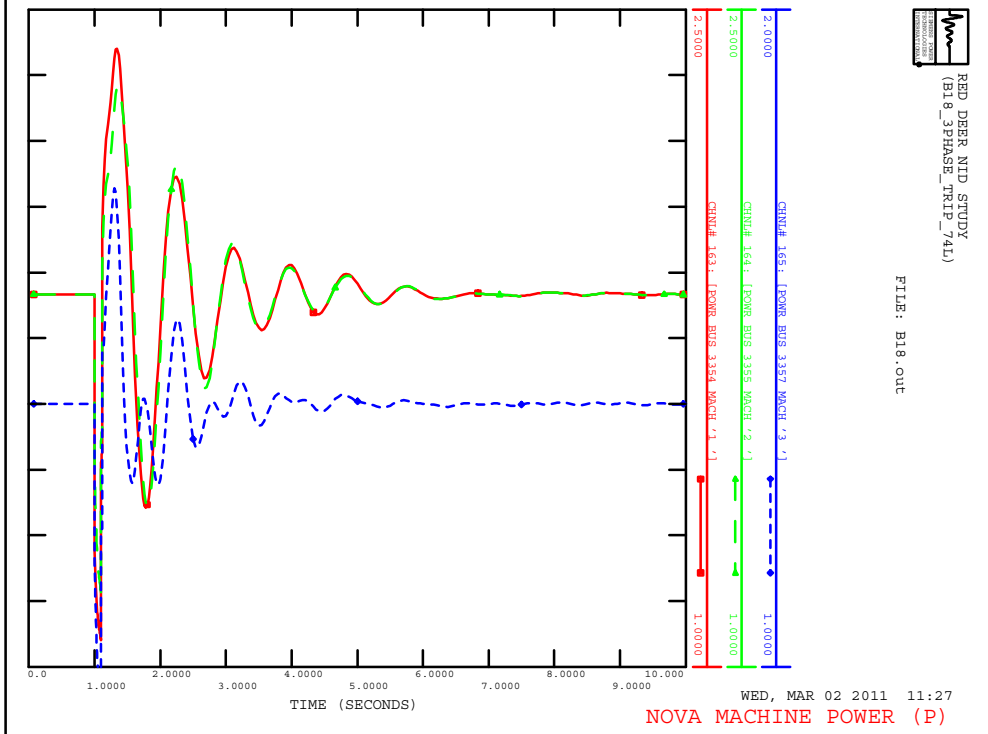

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

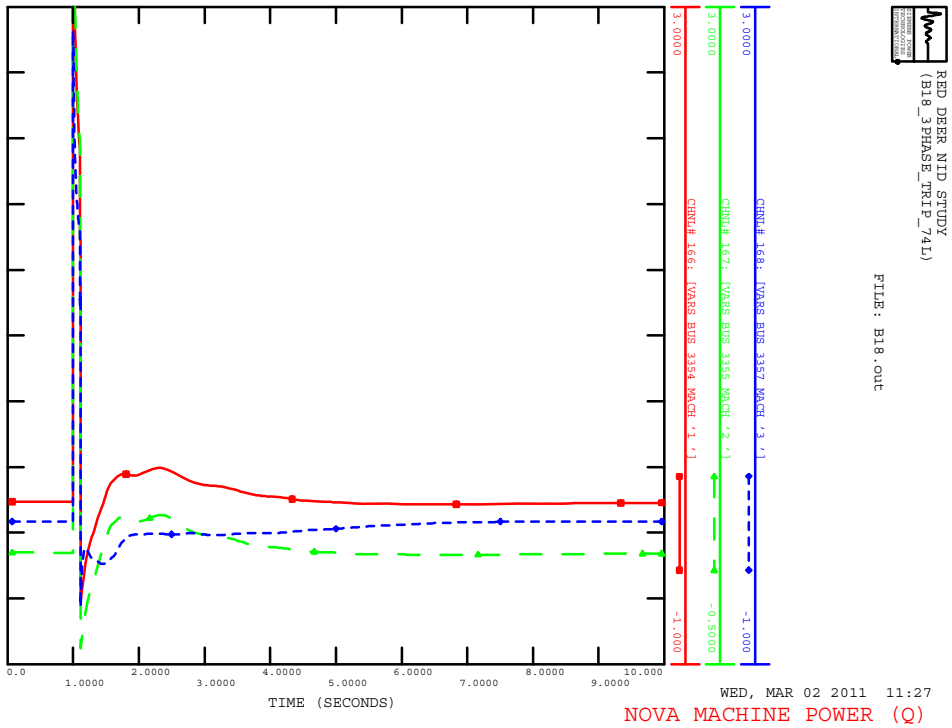

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

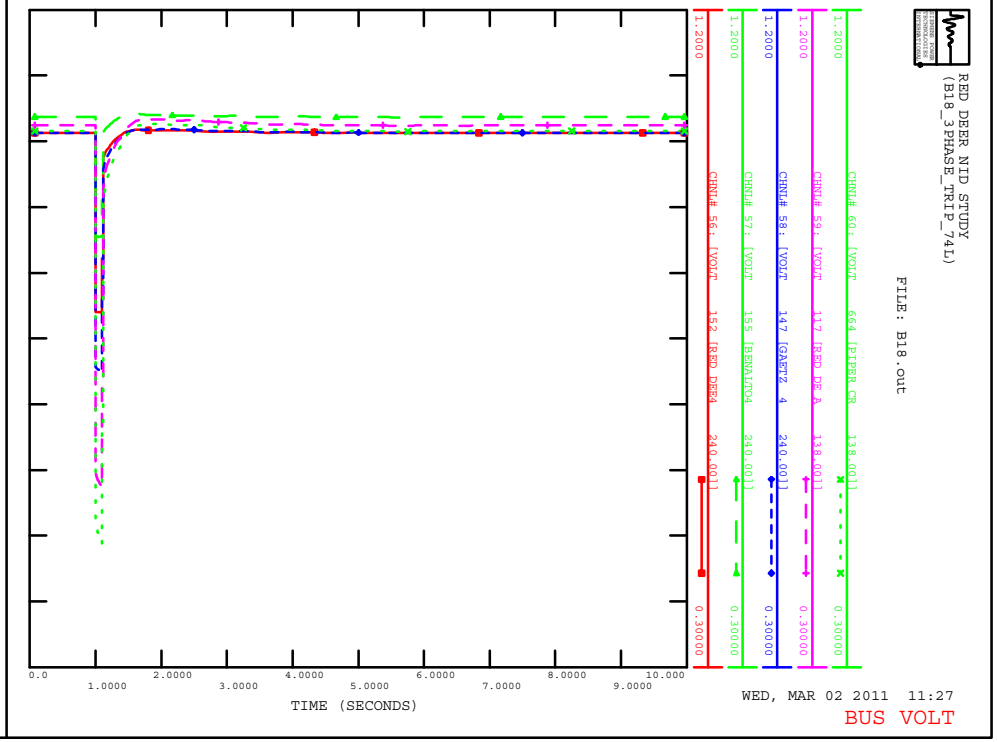

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

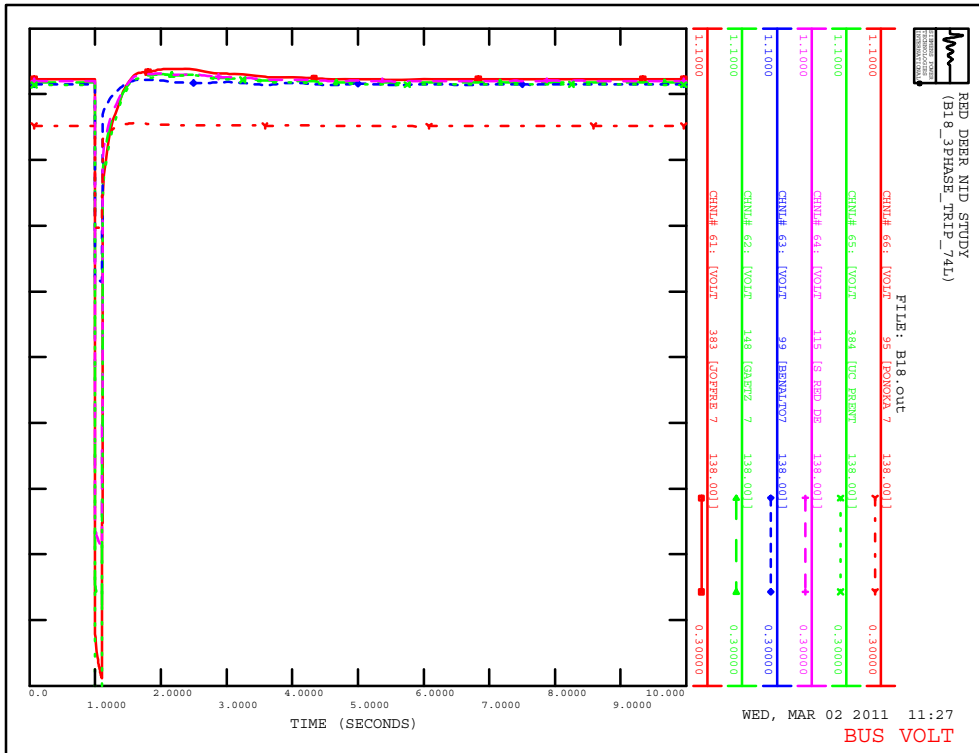

RED DEER NID STUDY
(B17_3PHASE_TRIP_74L)
FILE: B17.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

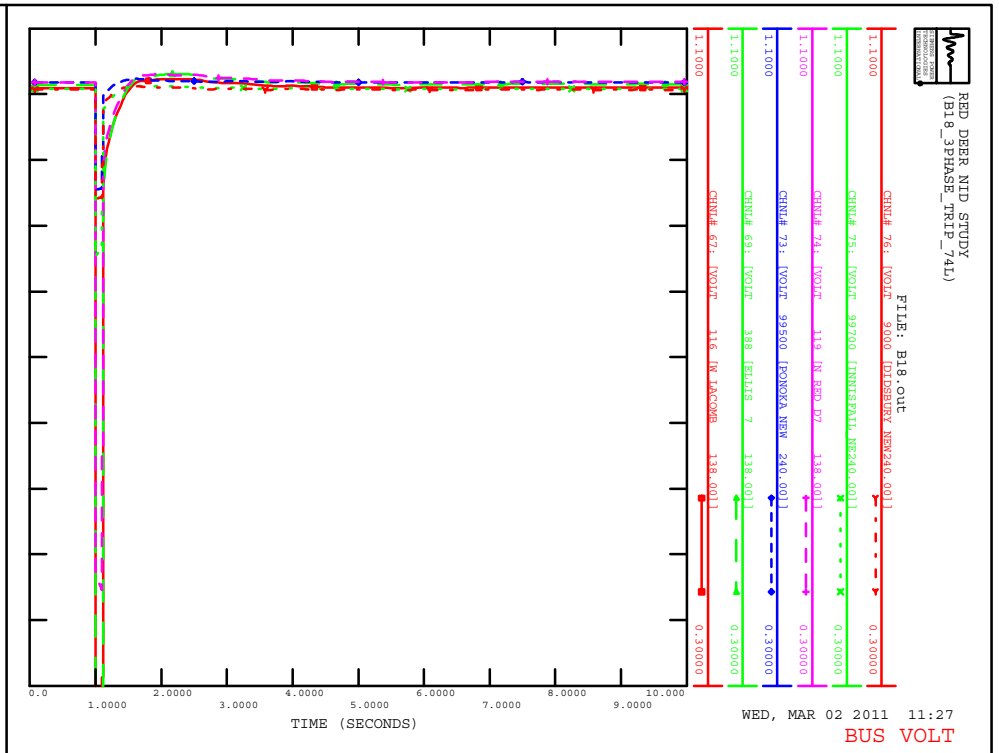

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

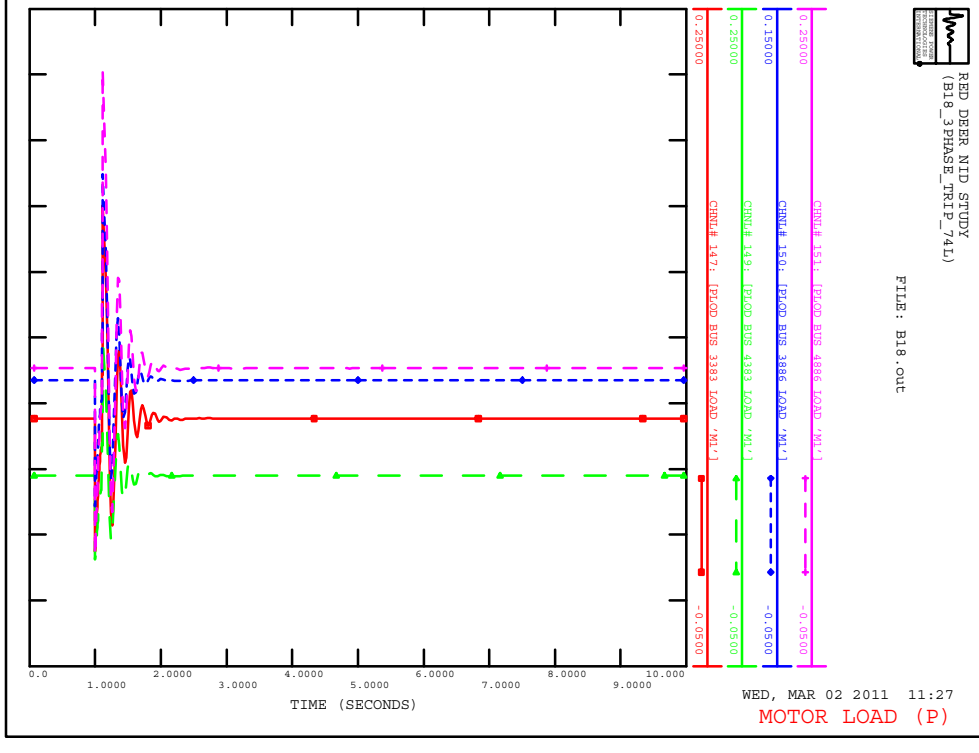

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

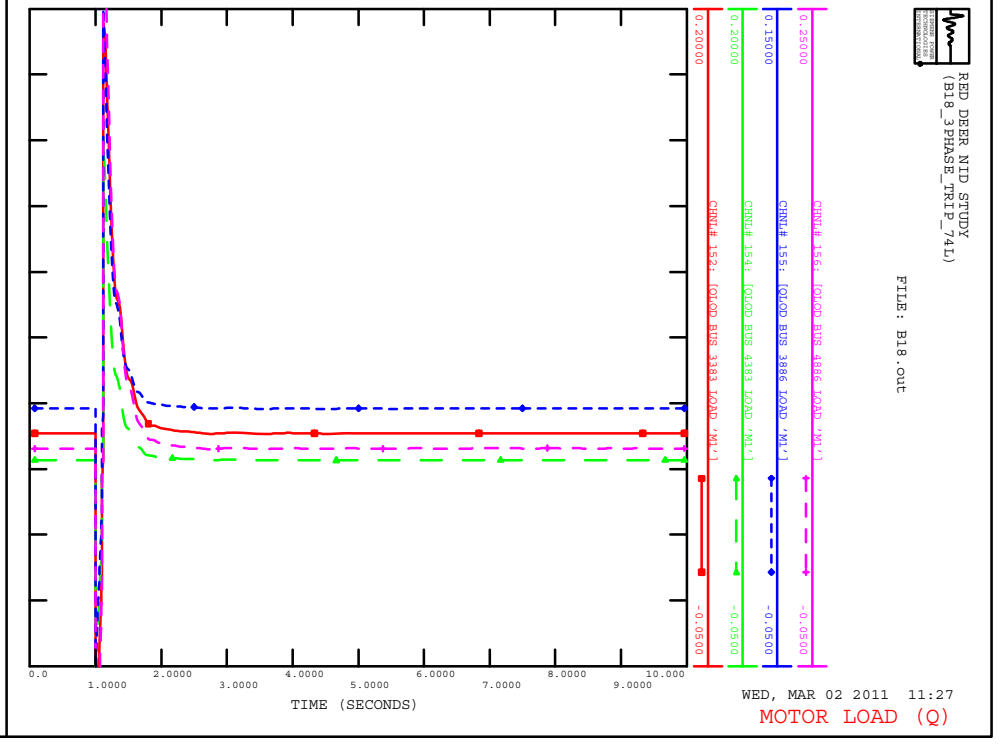

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

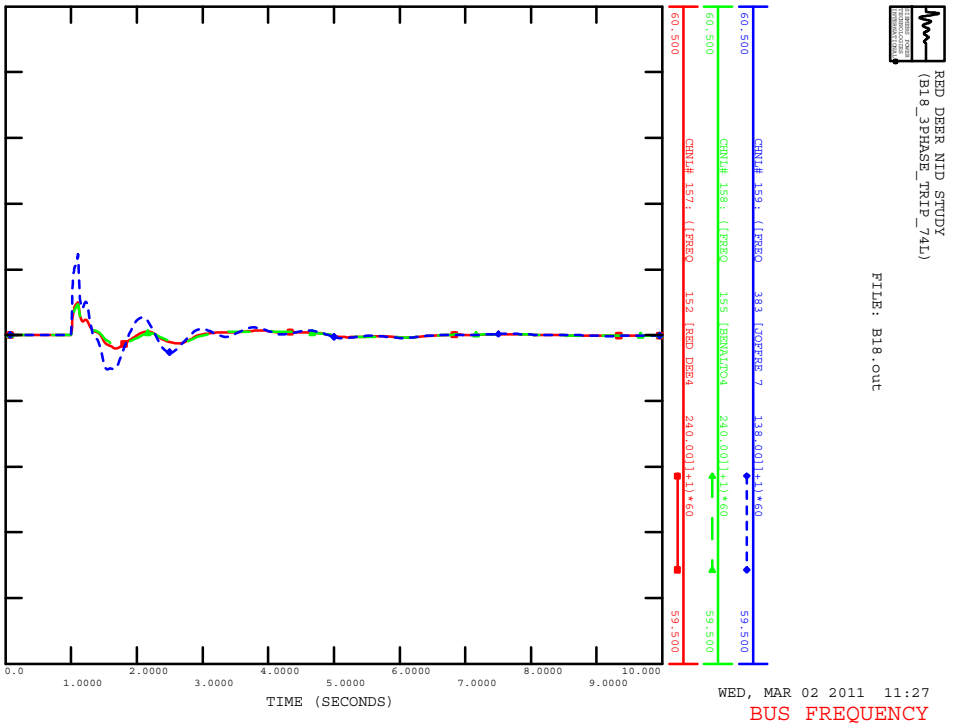

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

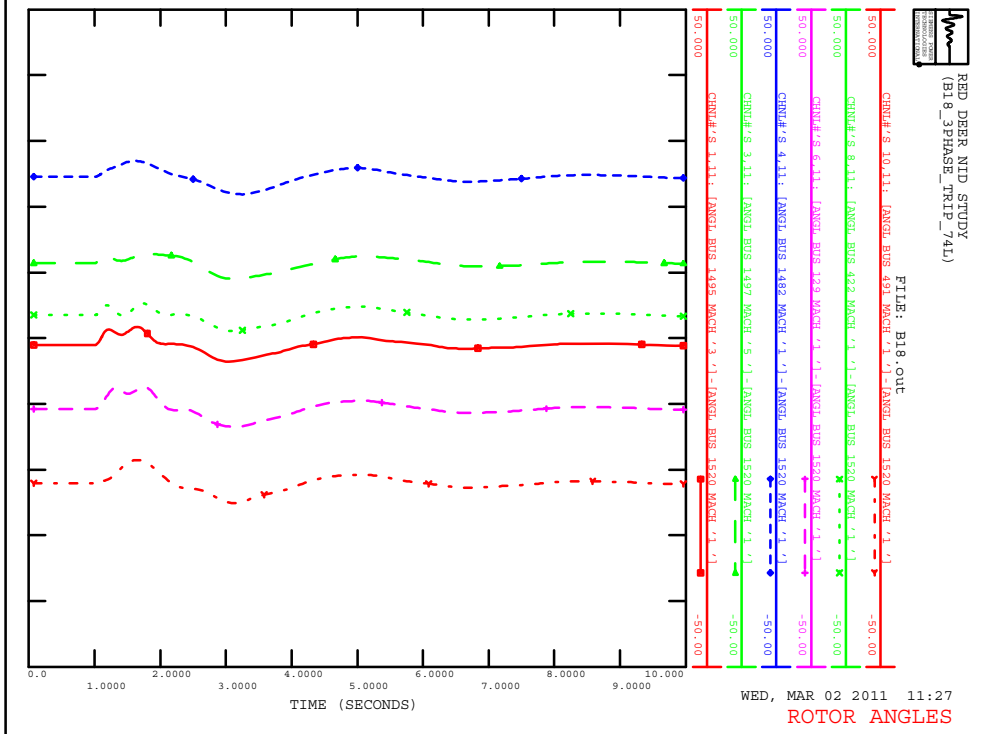

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

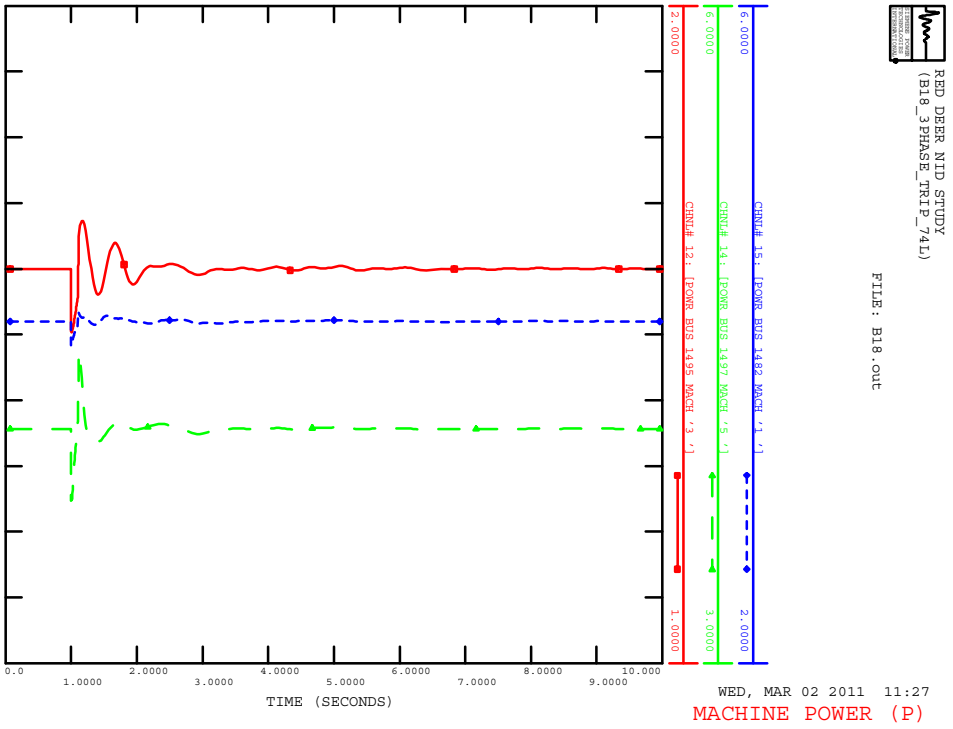

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

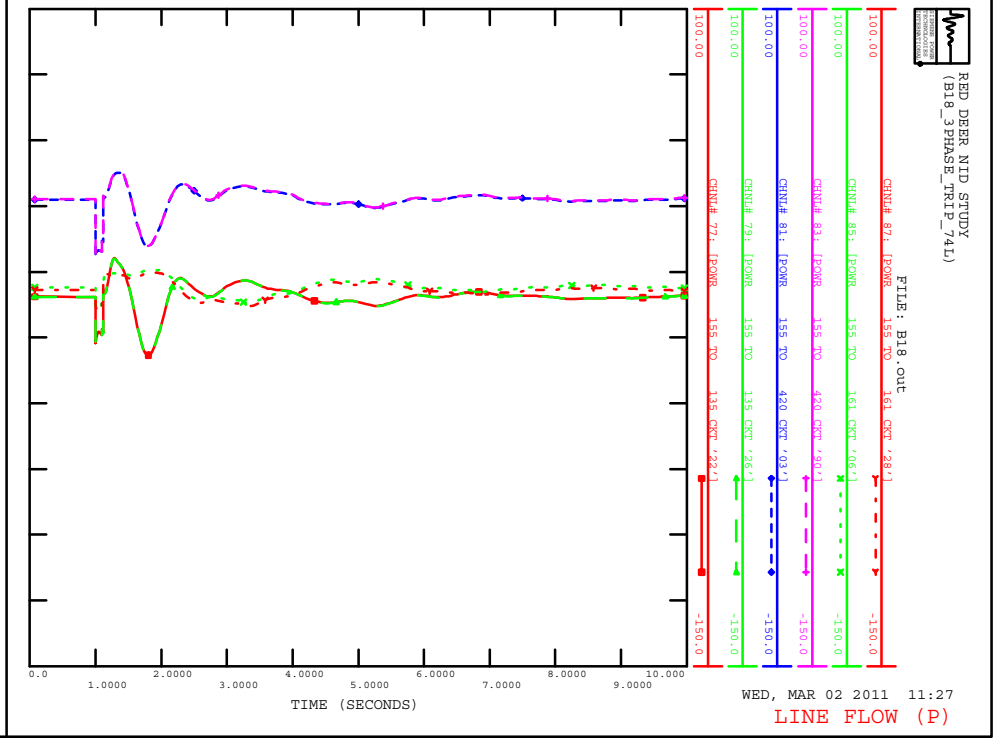

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

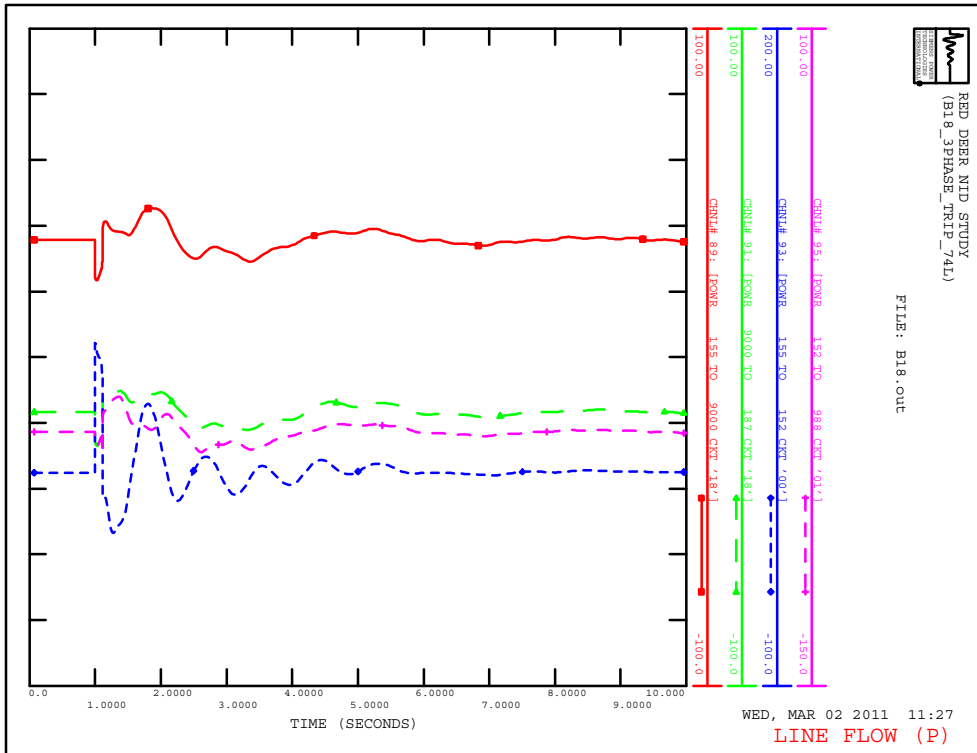

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

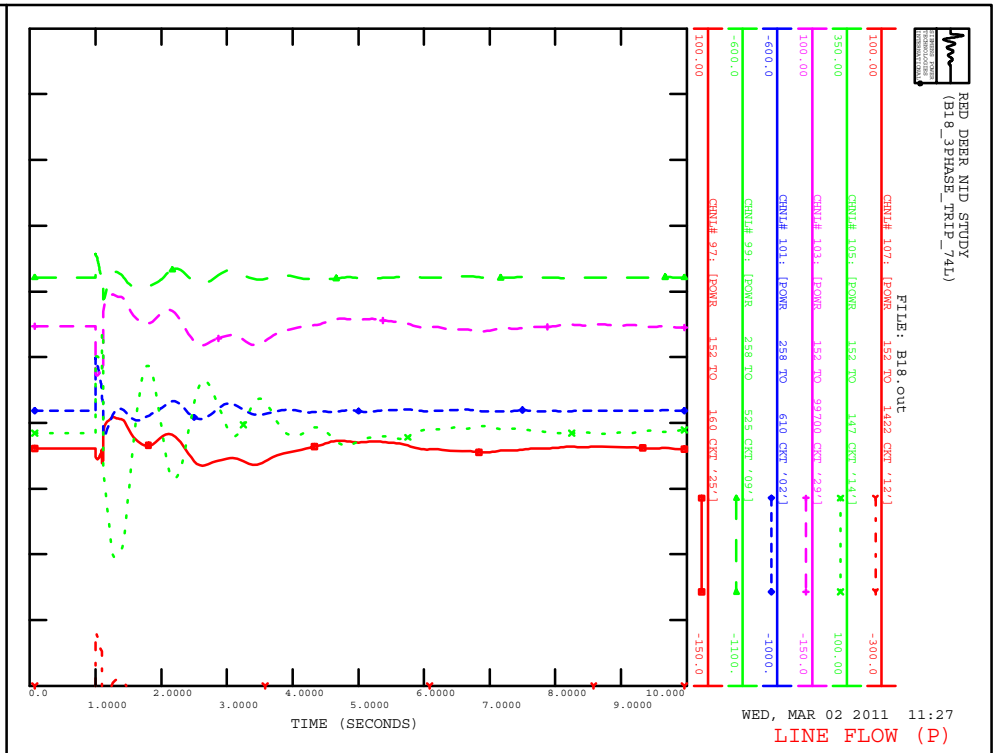

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

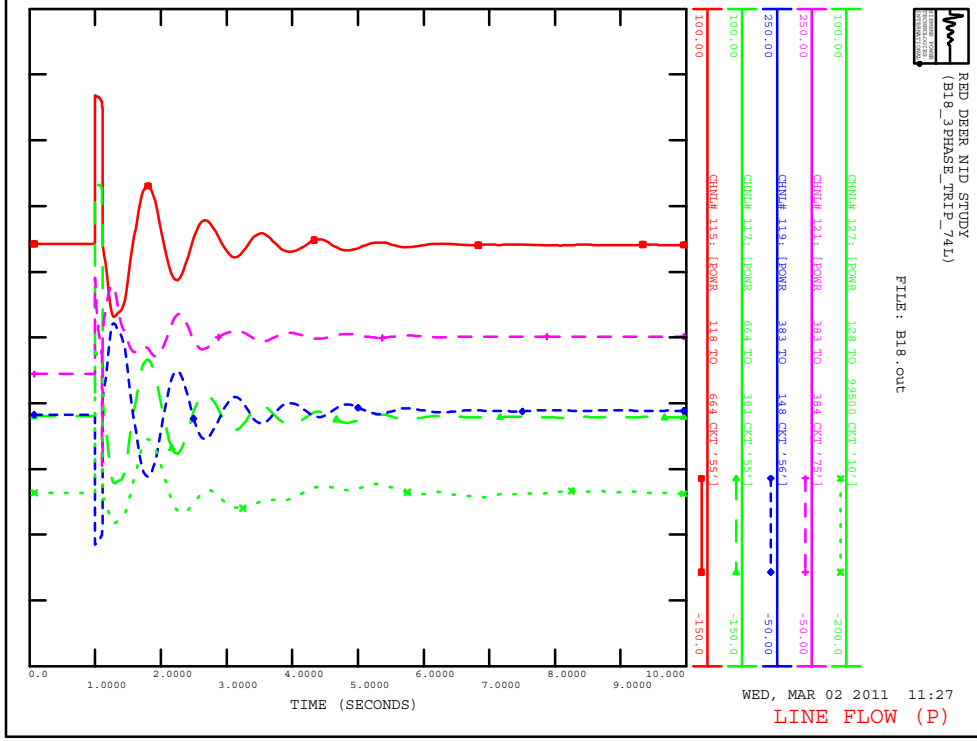

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

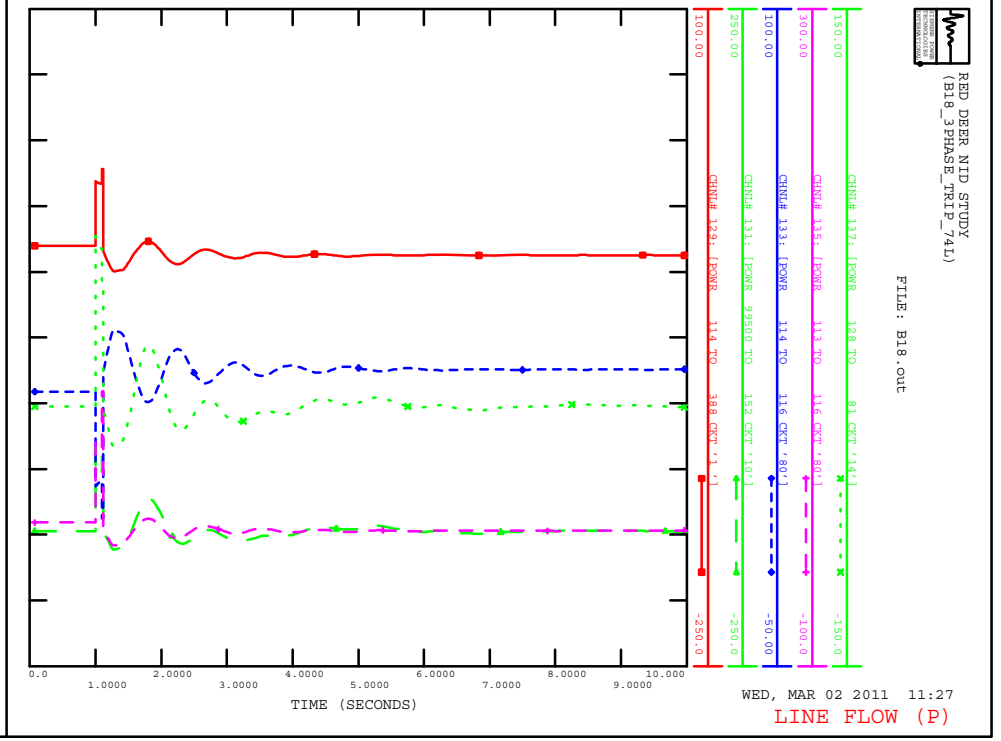

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

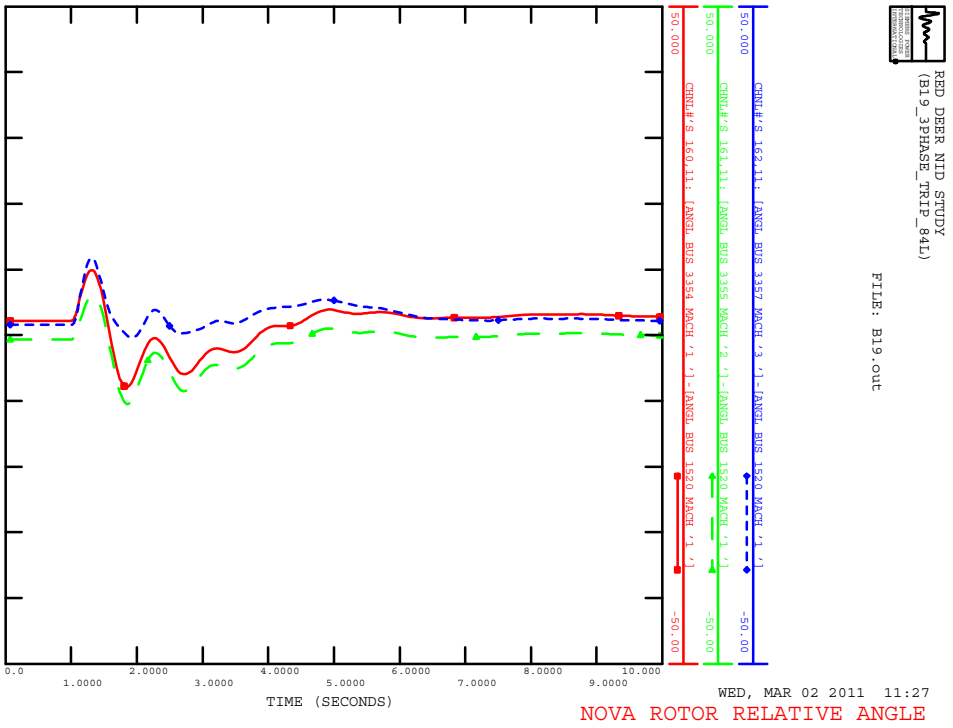

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

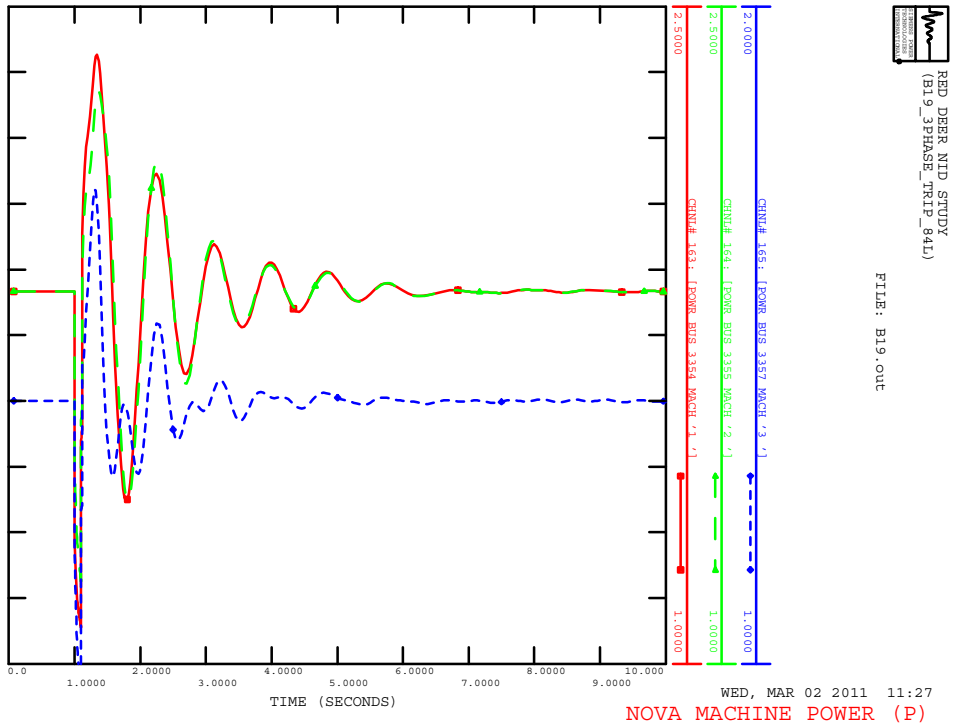

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

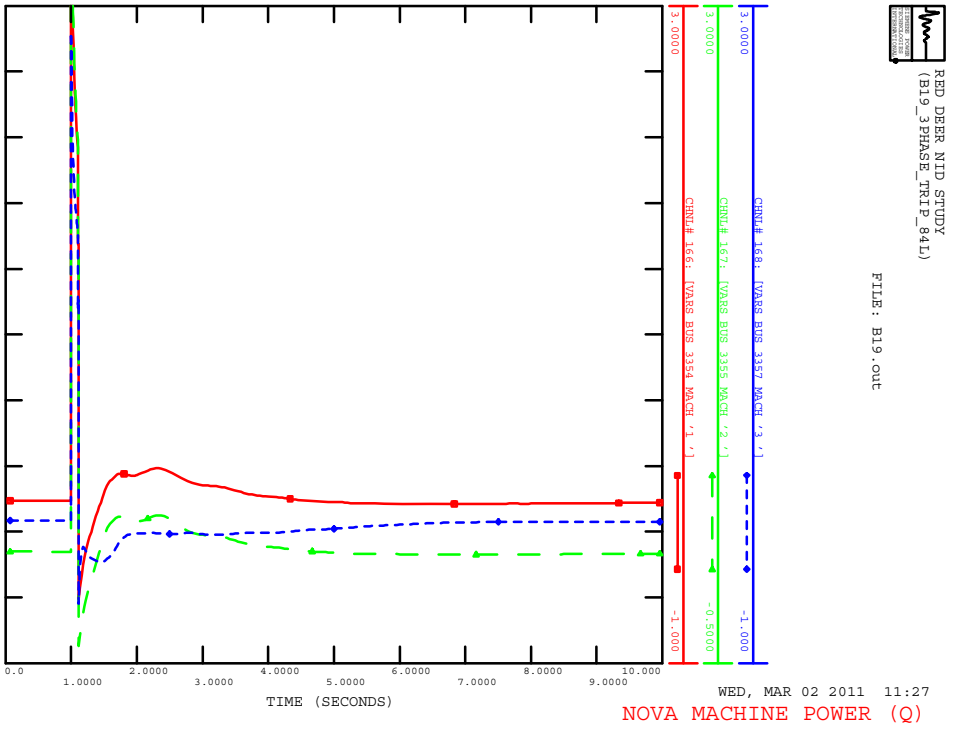

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

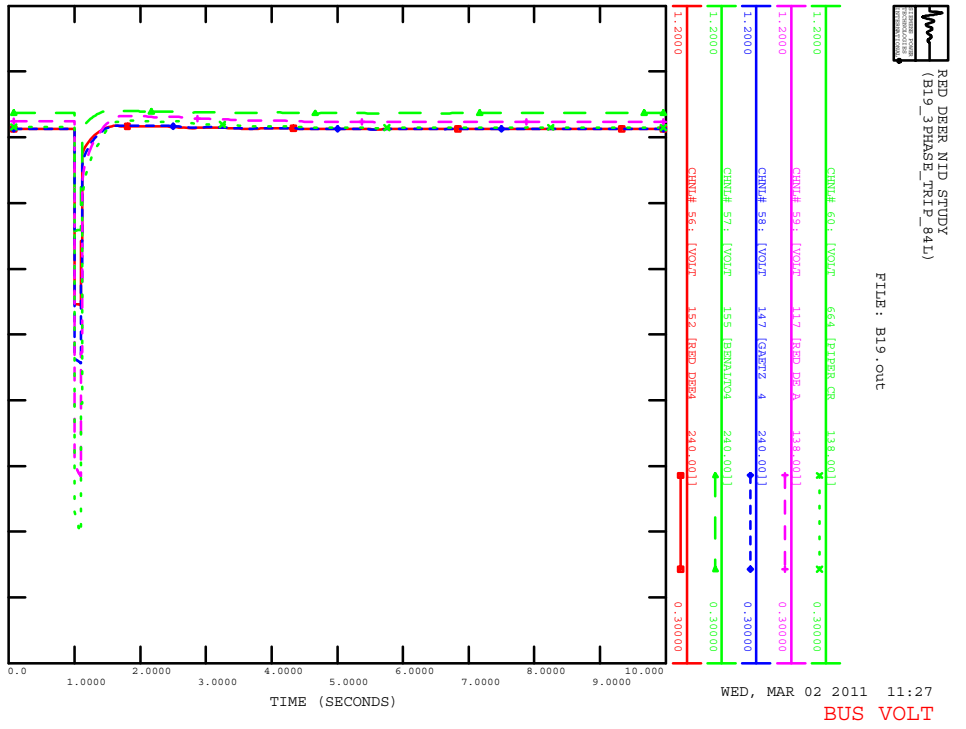

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

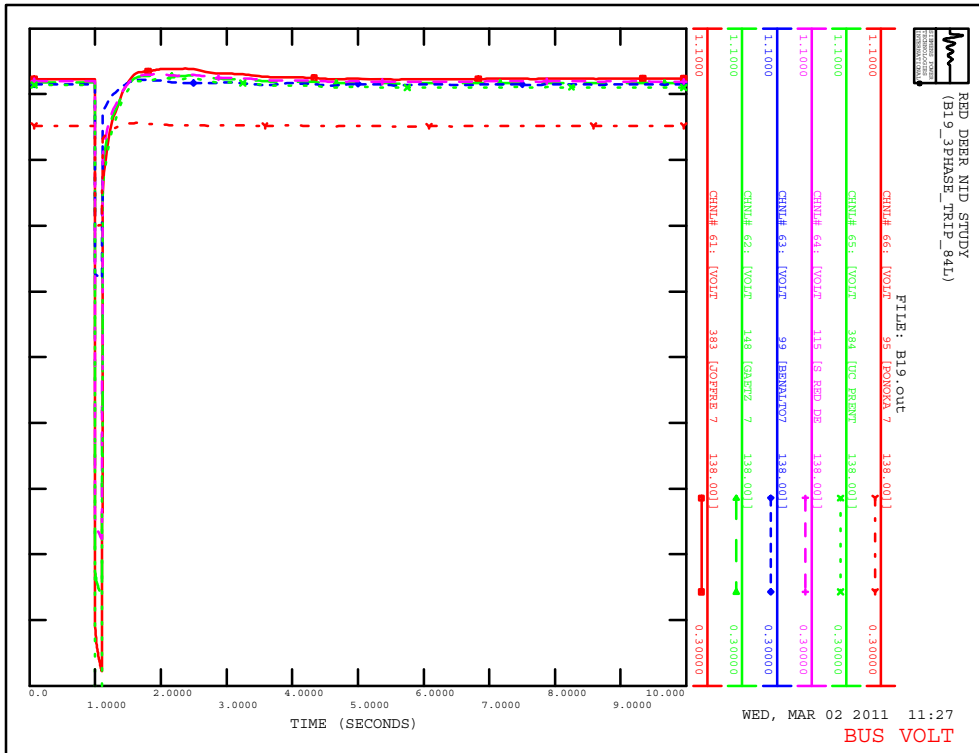

RED DEER NID STUDY
(B18_3PHASE_TRIP_74L)
FILE: B18.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

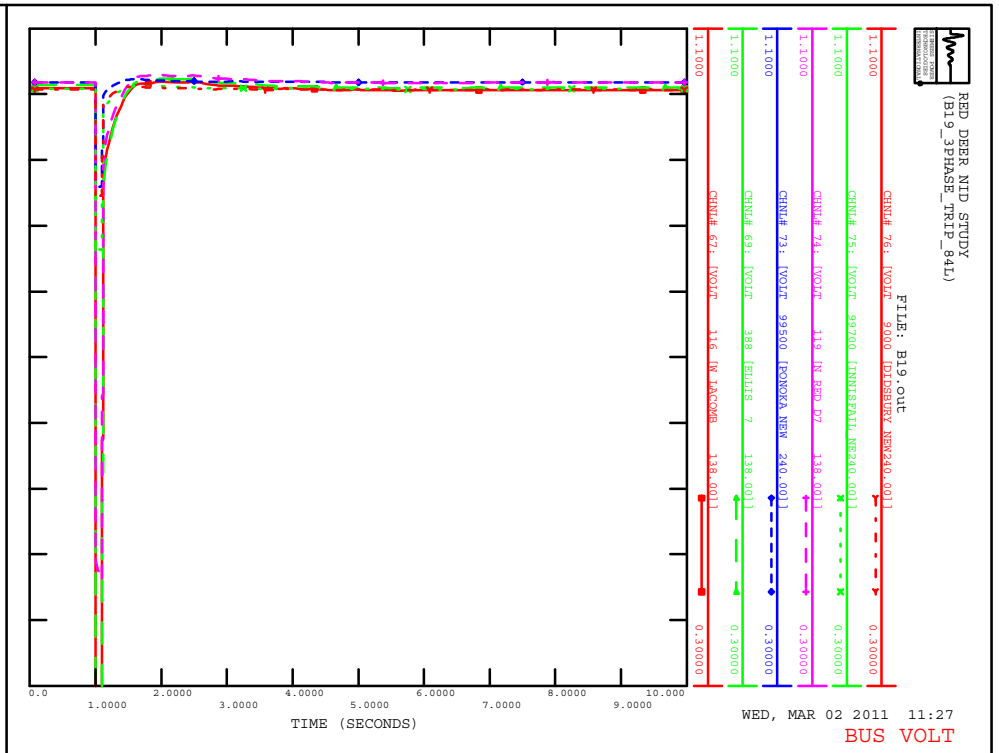

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '],[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '],[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

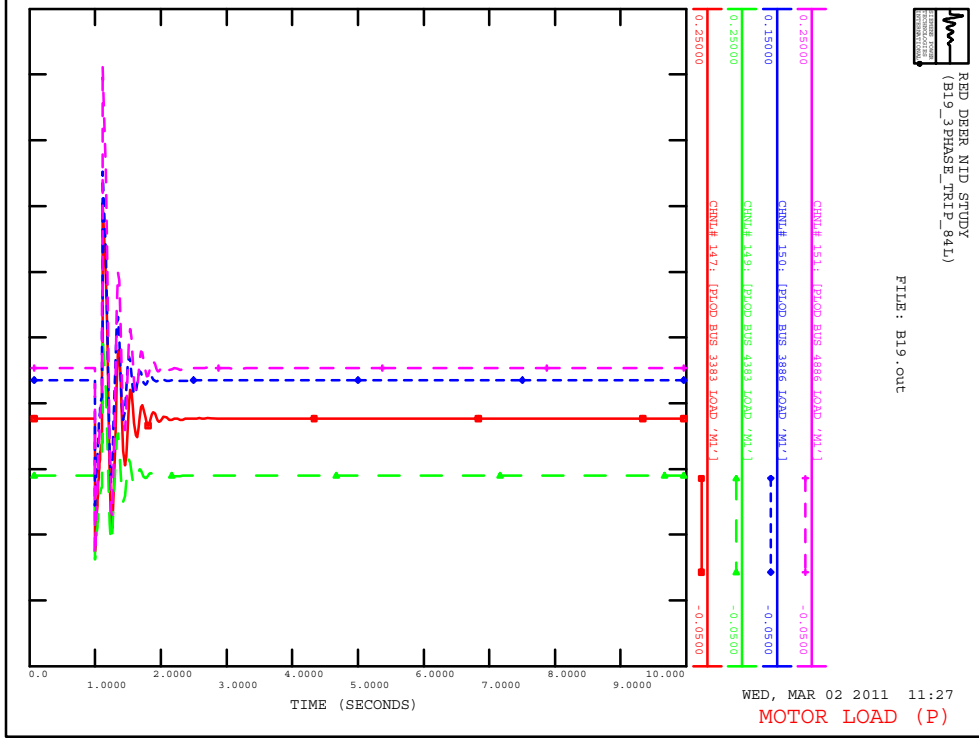

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

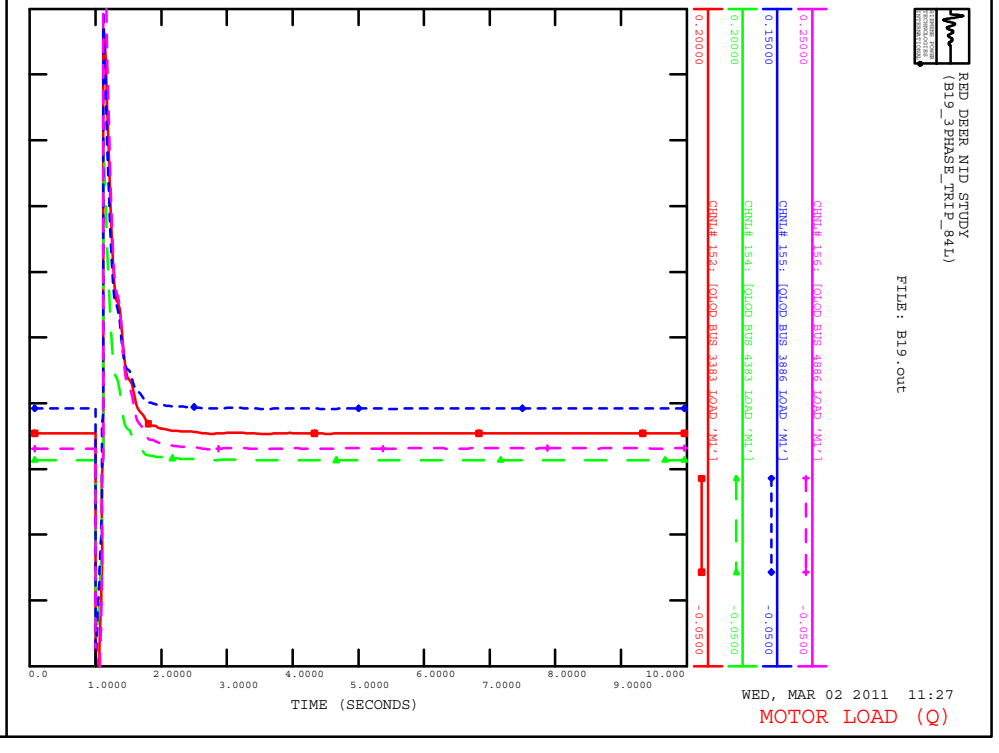

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

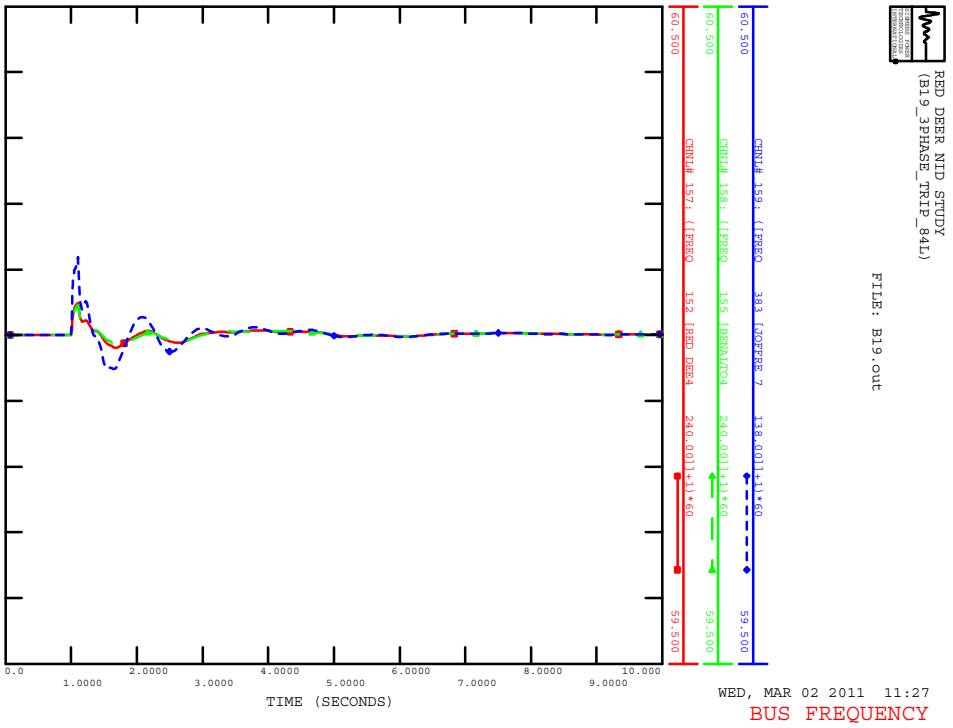

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 3 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

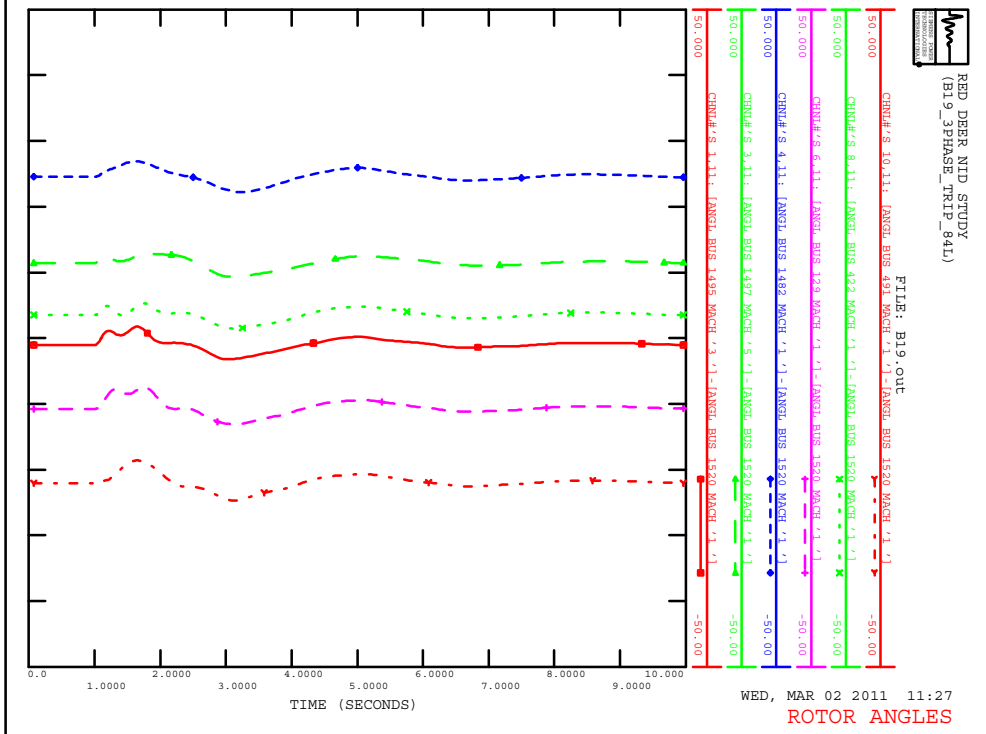

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

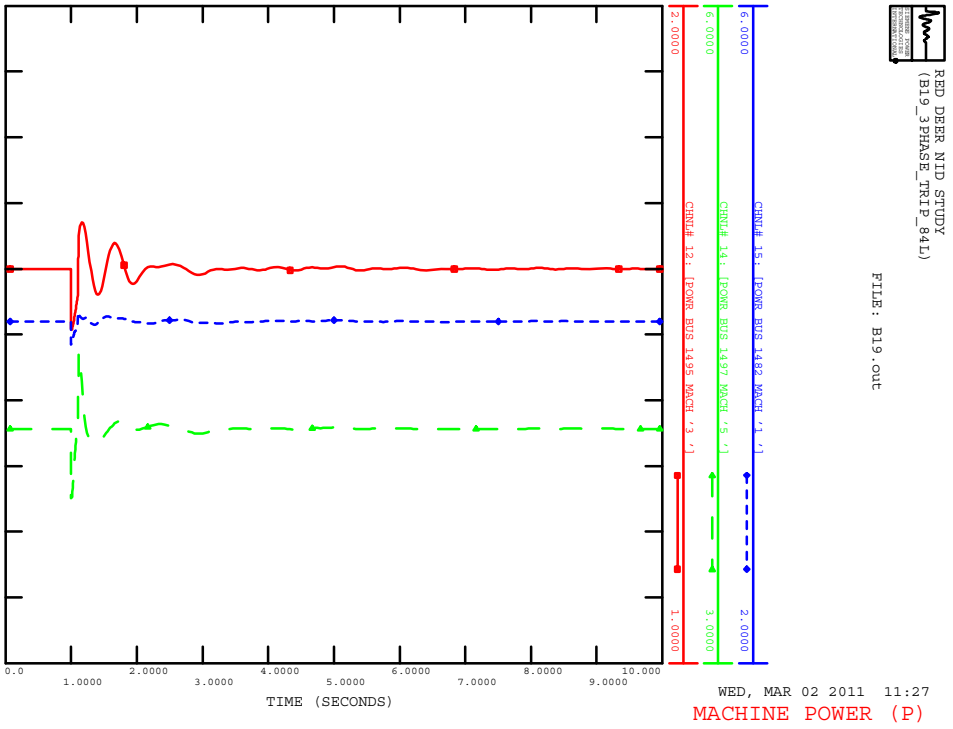

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

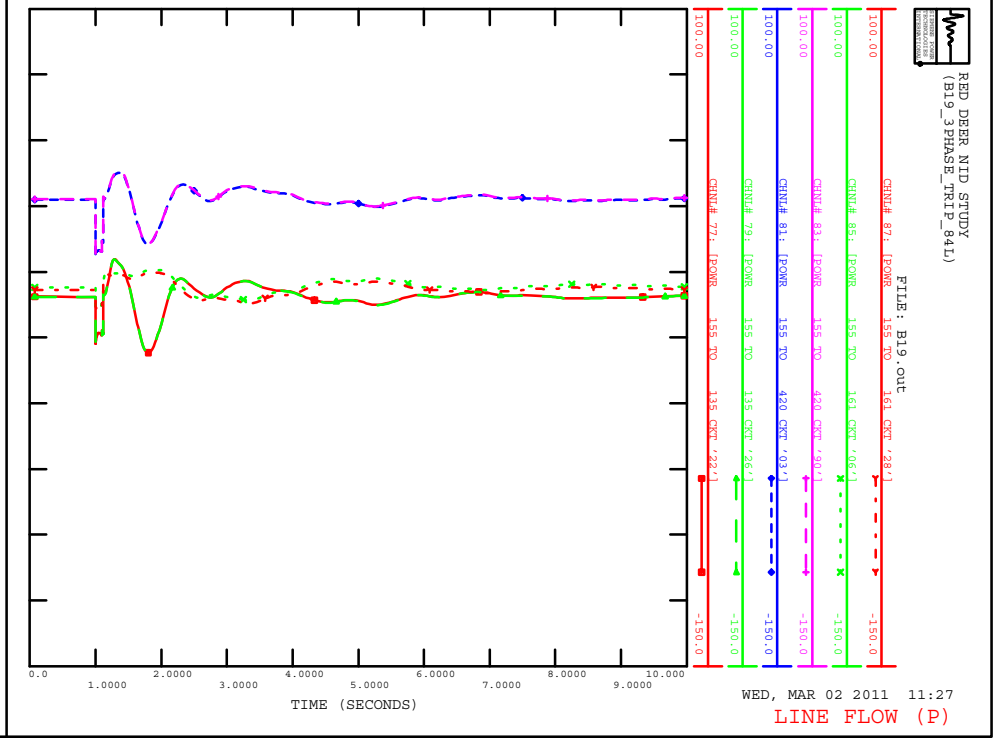

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

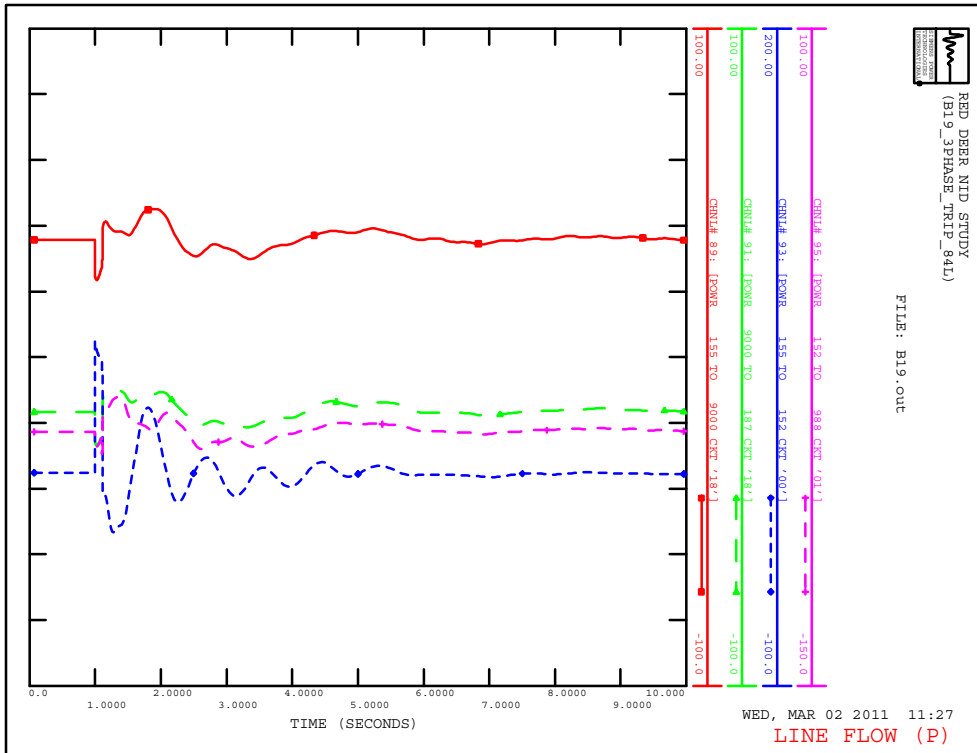

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

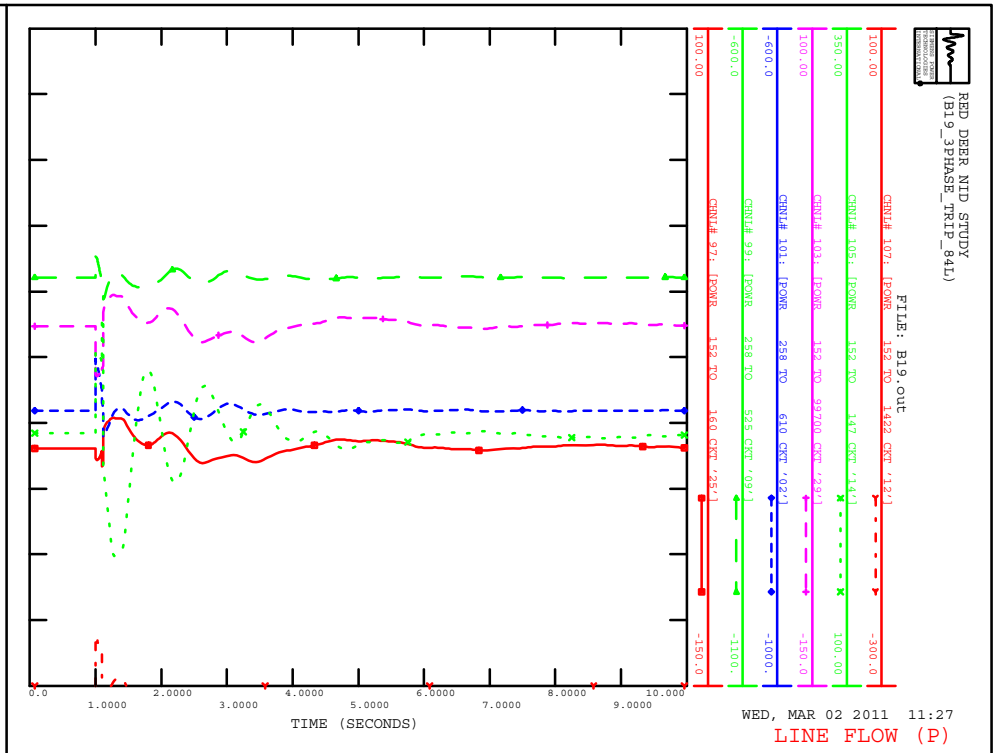

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

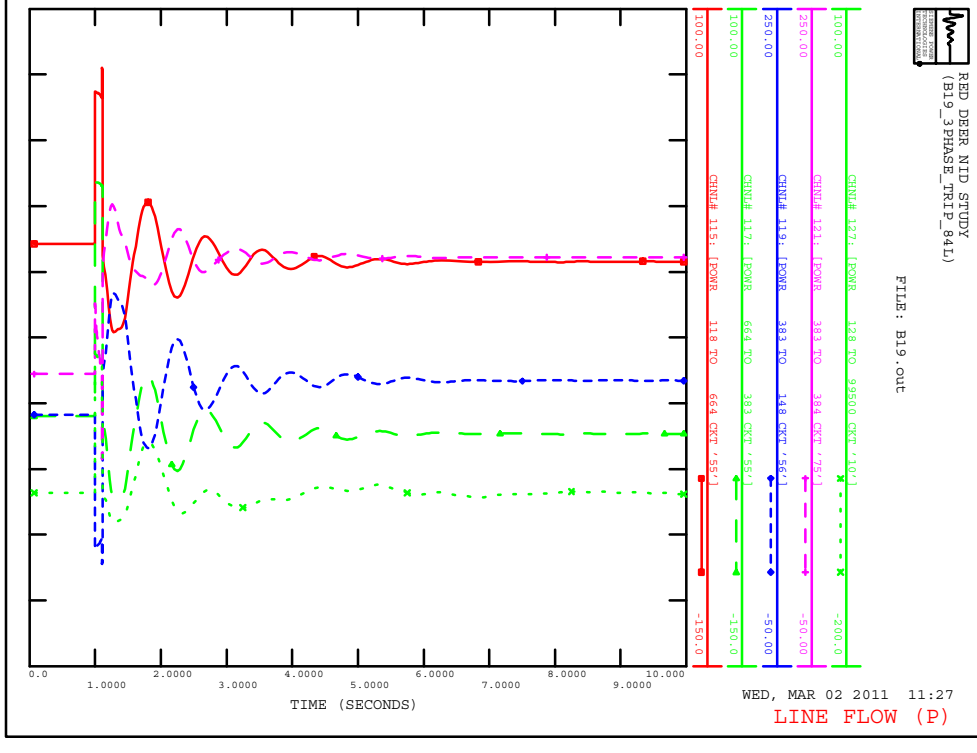

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

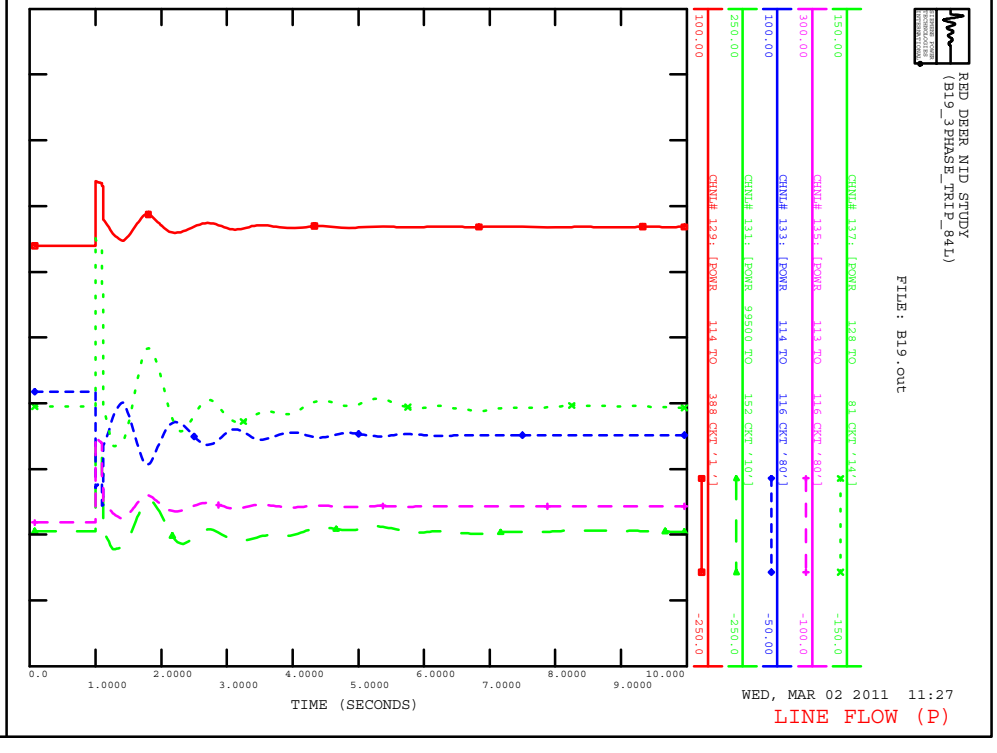

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

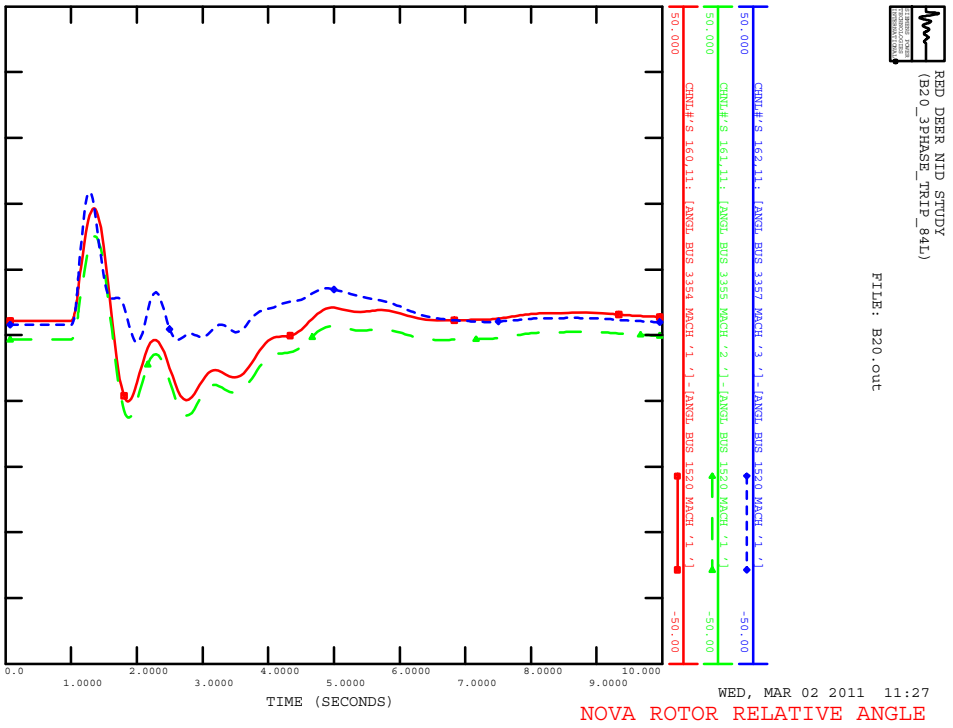

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

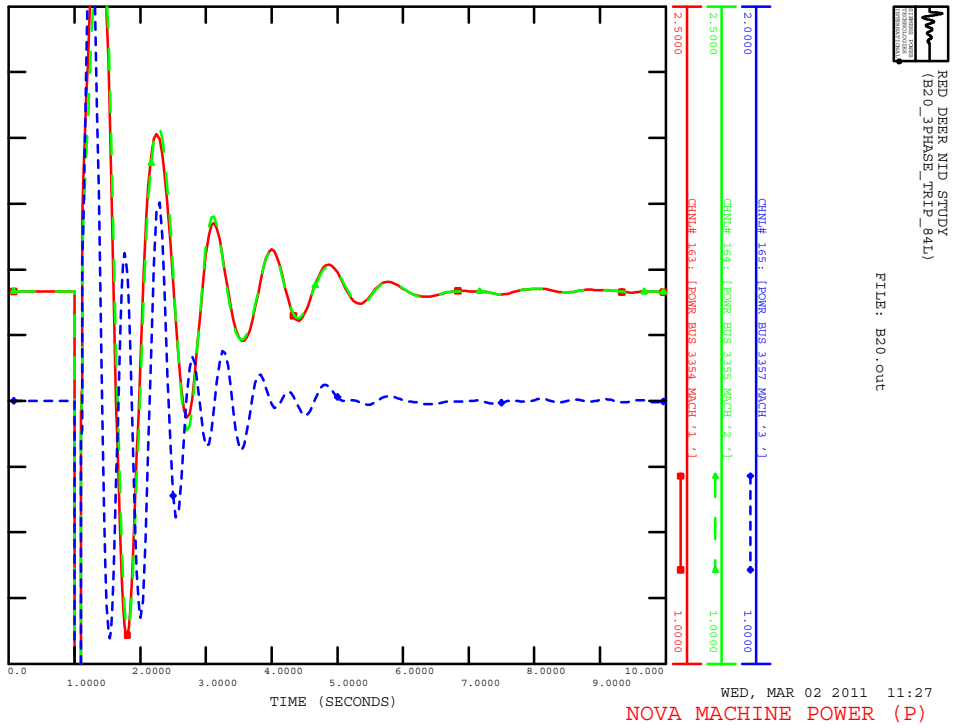

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

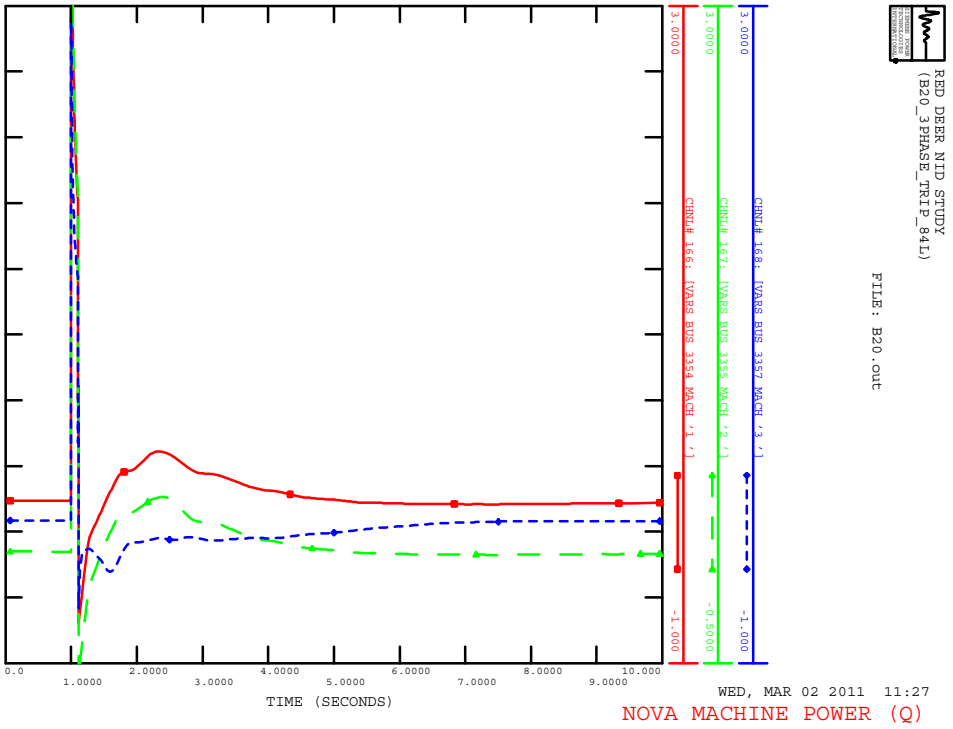

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

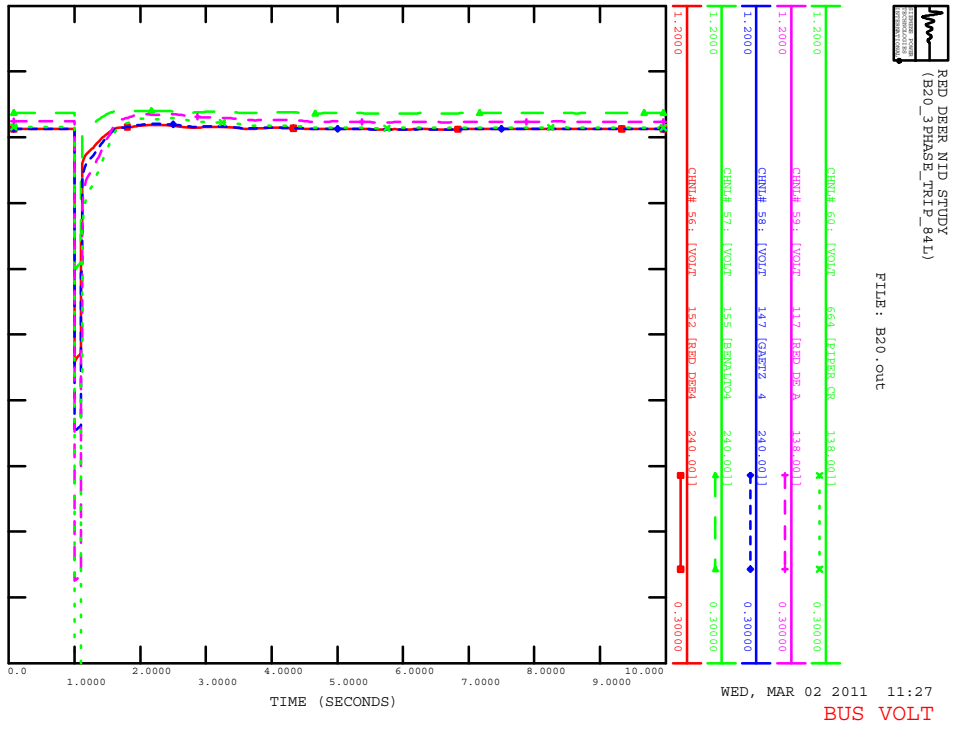

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

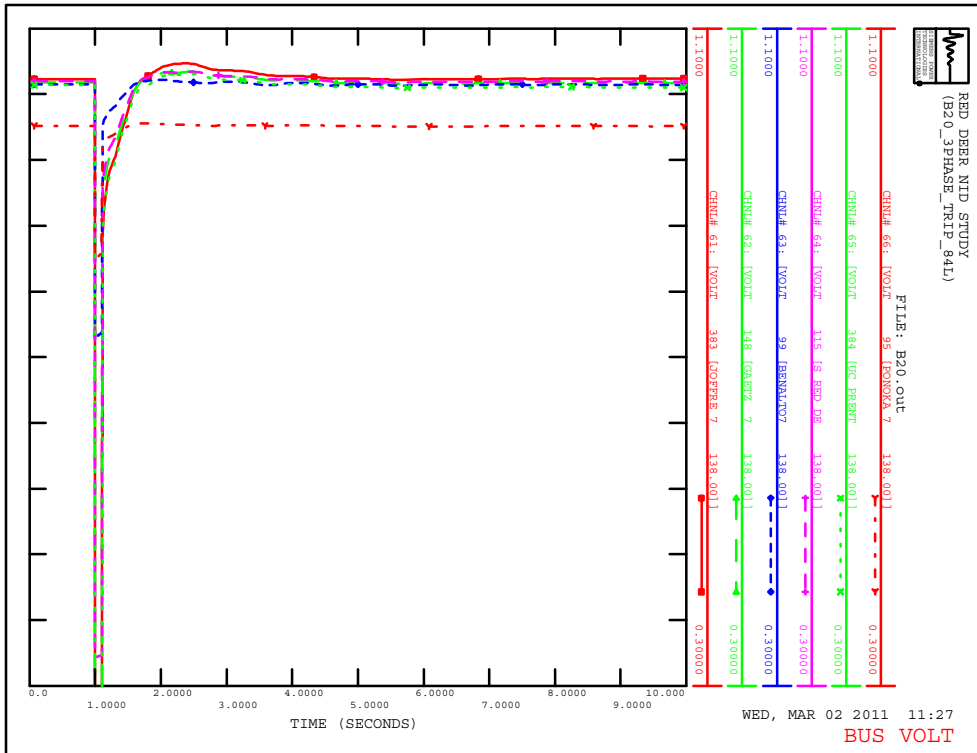

RED DEER NID STUDY
(B19_3PHASE_TRIP_84L)
FILE: B19.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

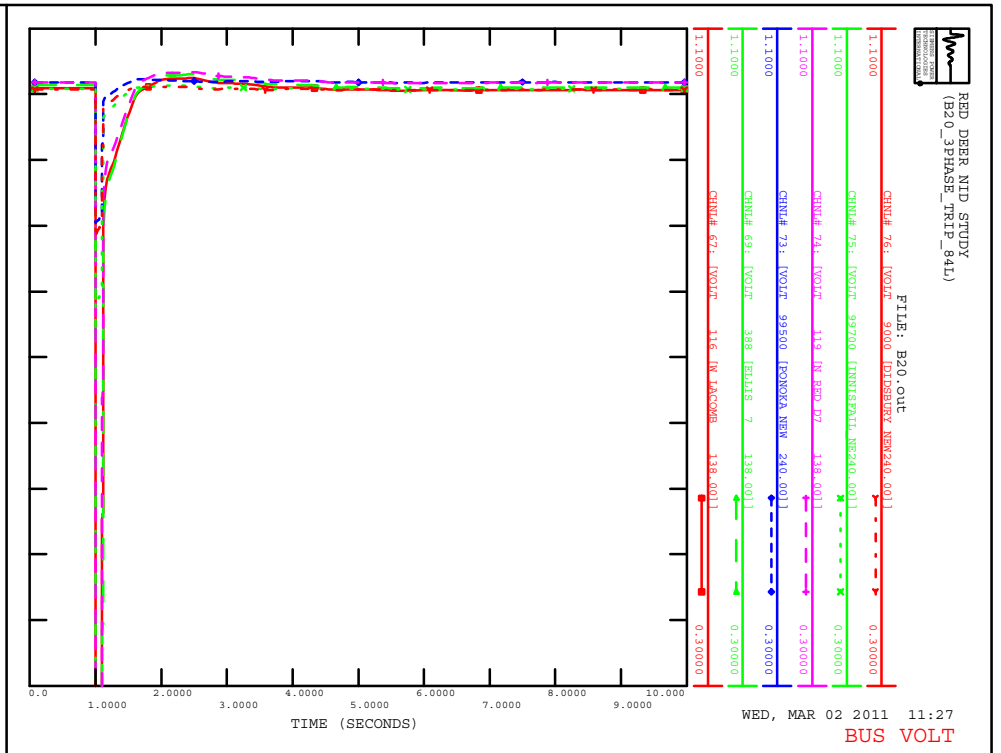

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

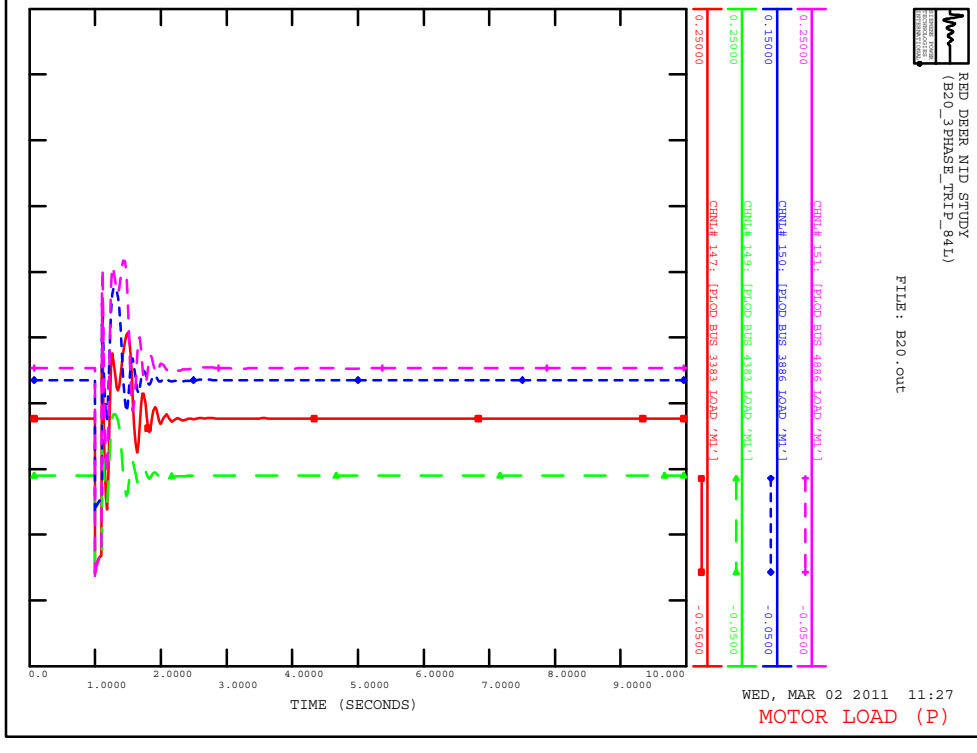

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

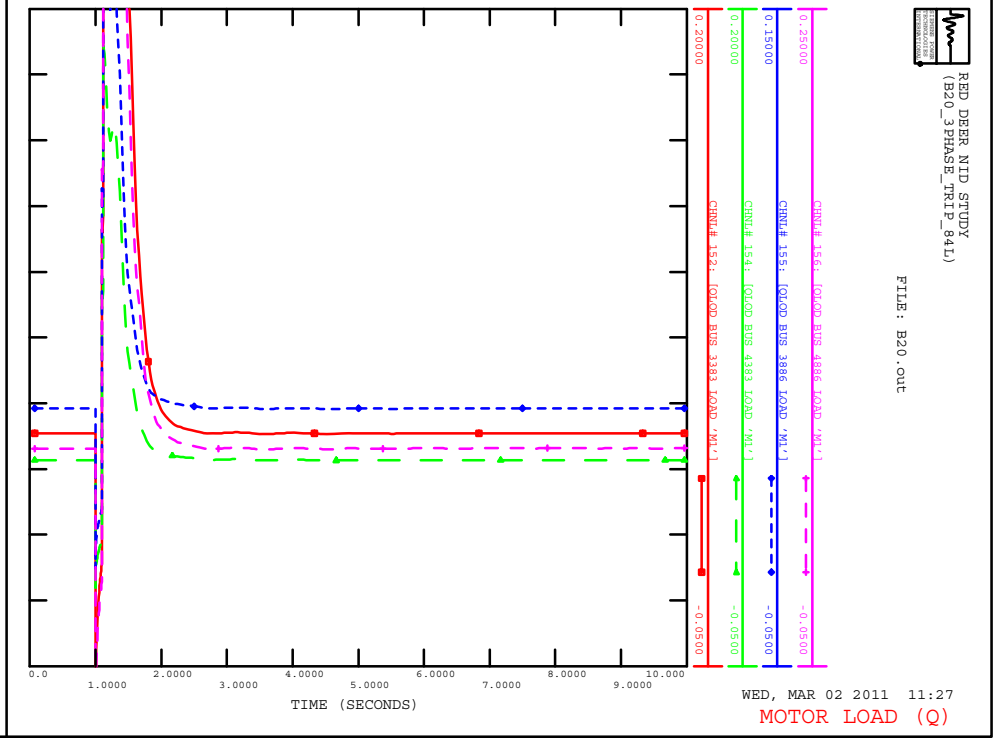

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

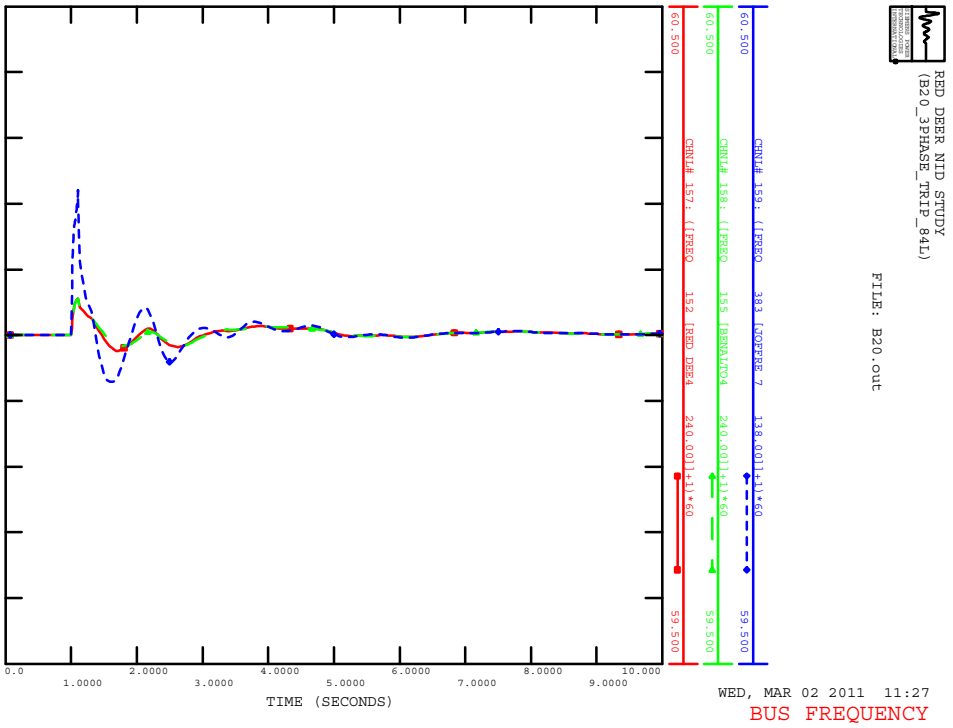

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

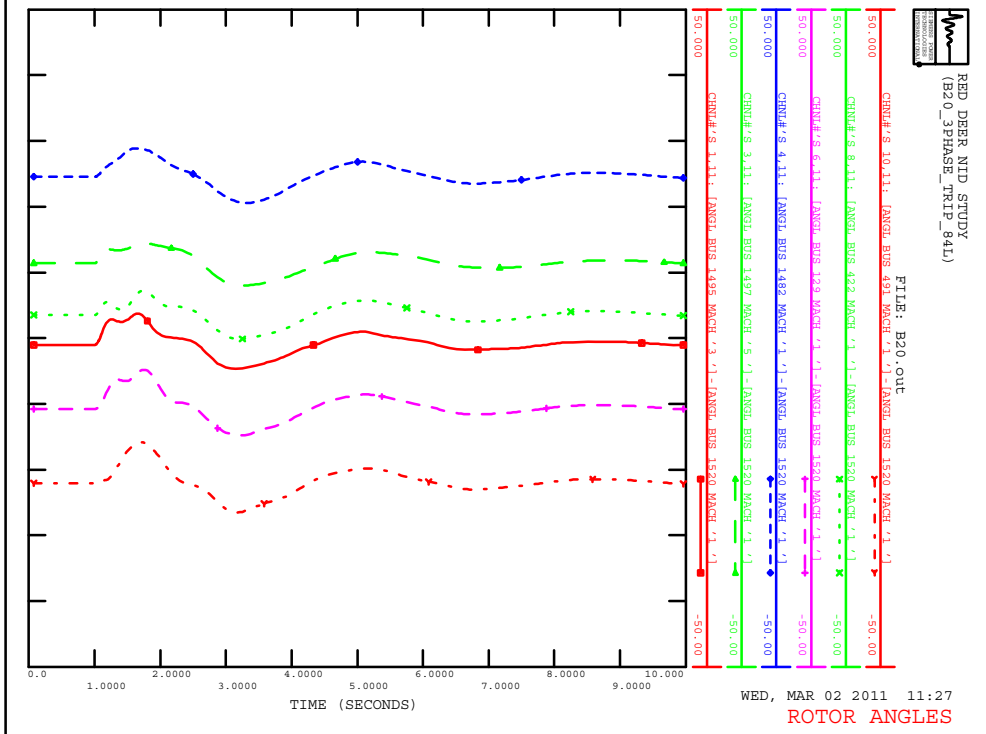

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

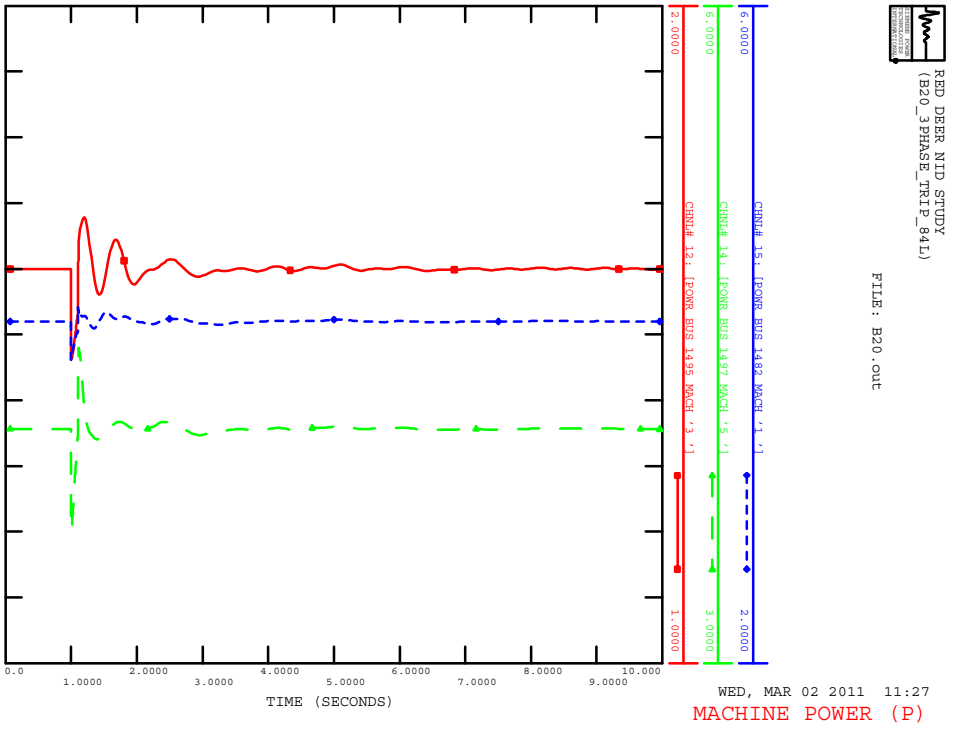

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

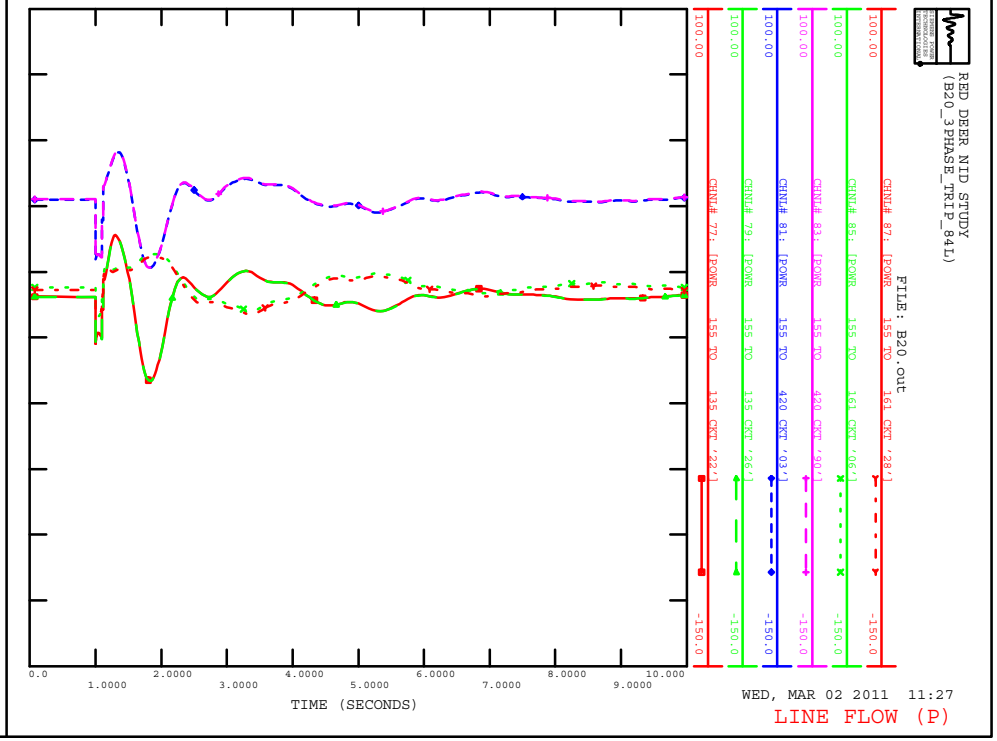

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

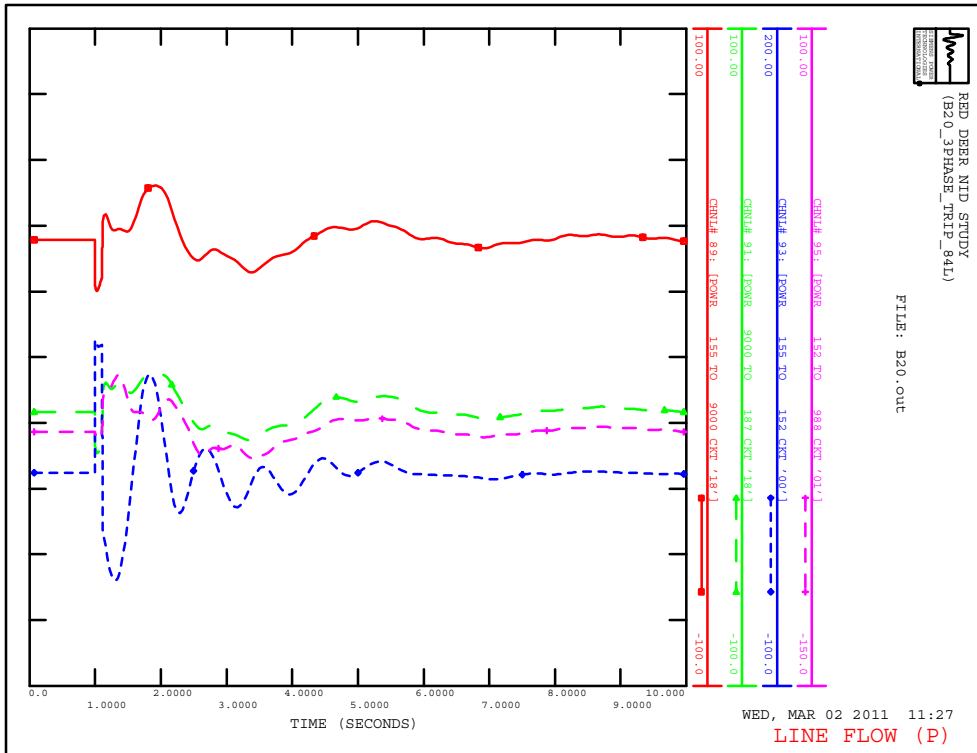

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

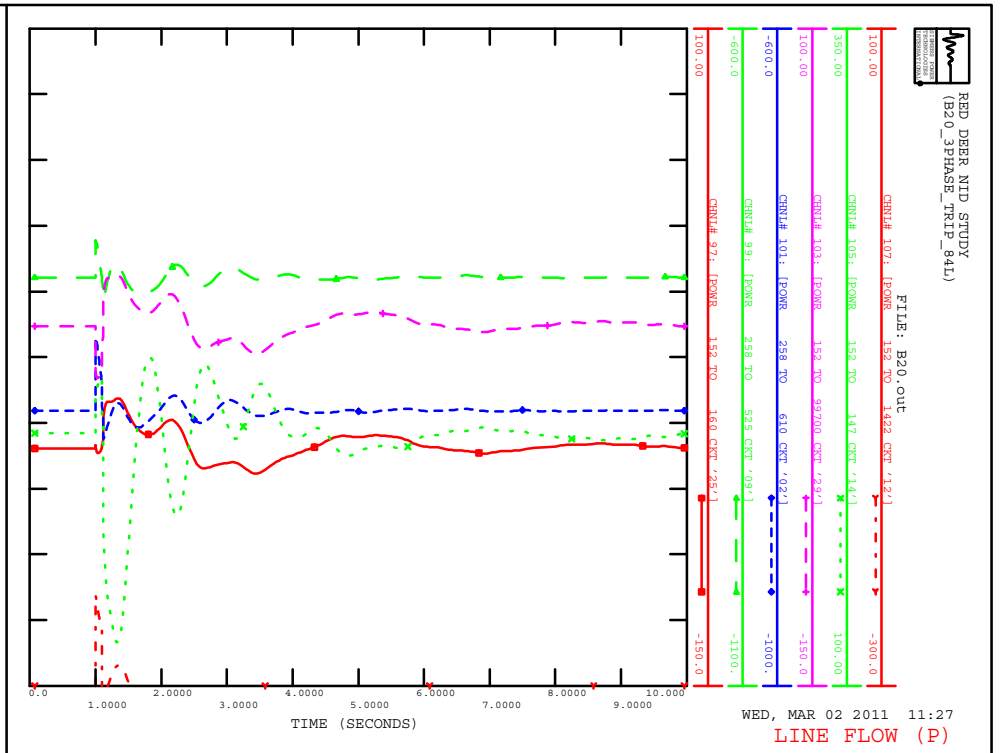

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

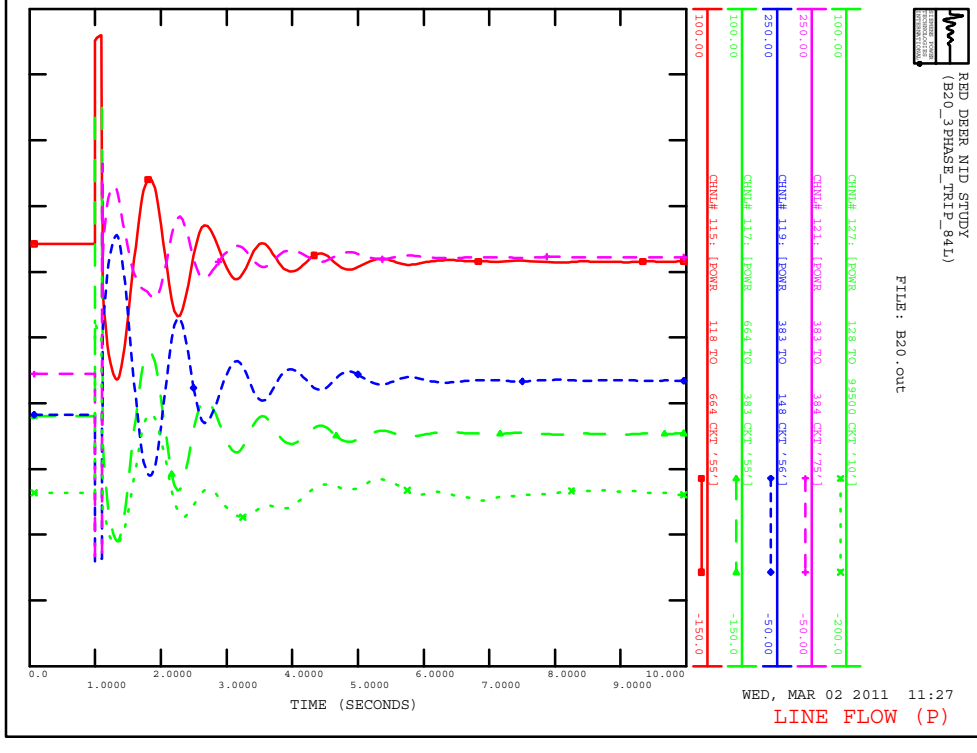

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

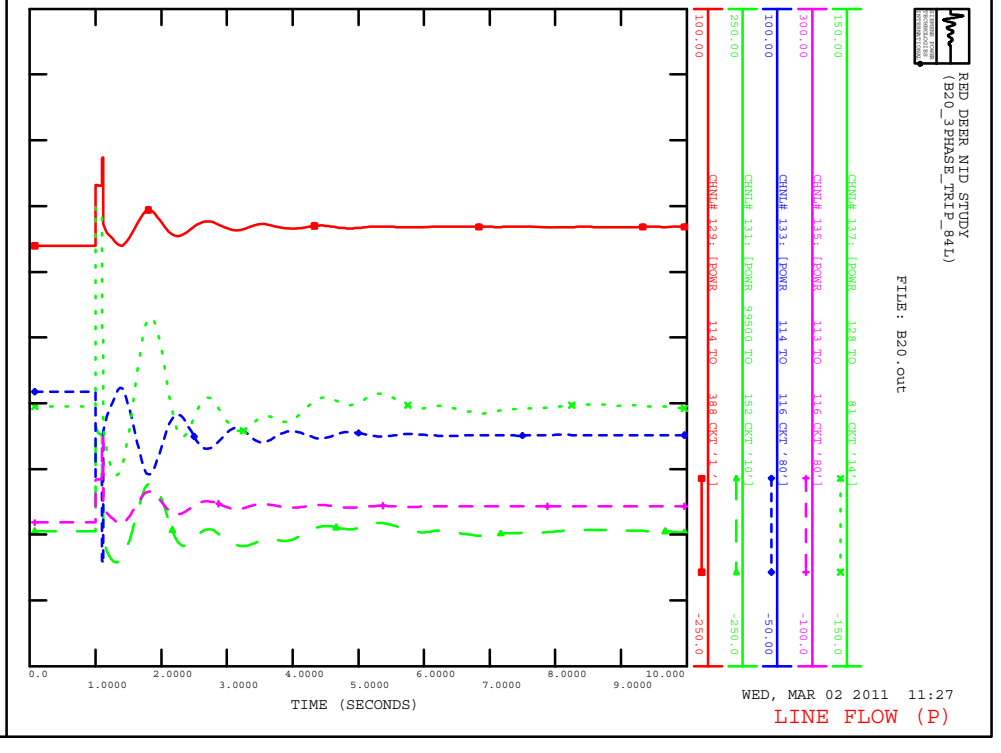

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

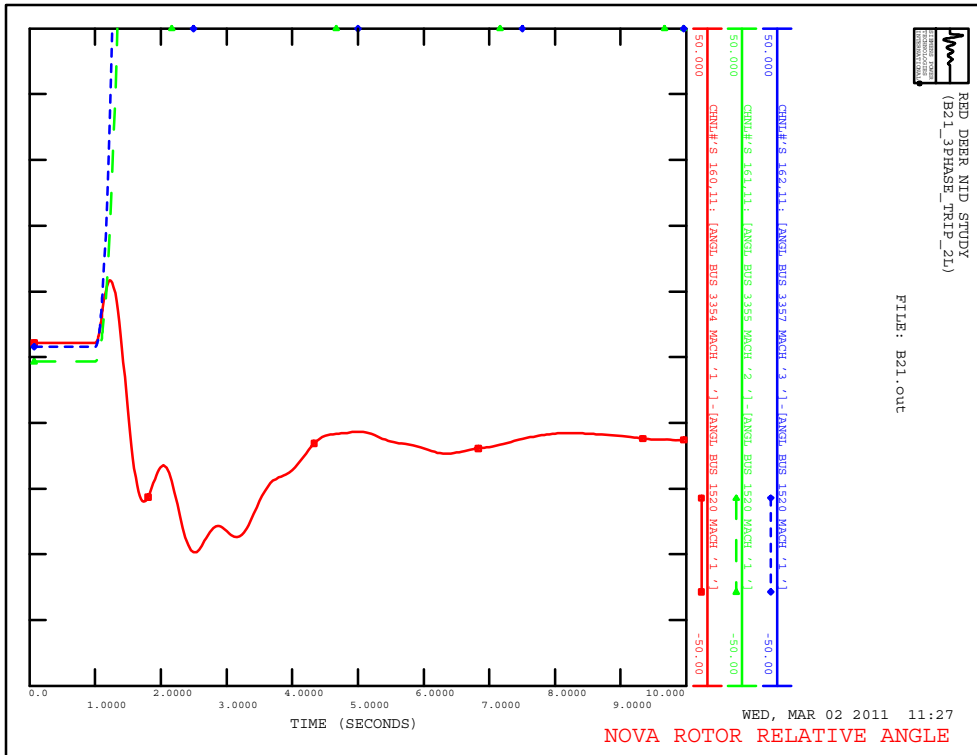

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

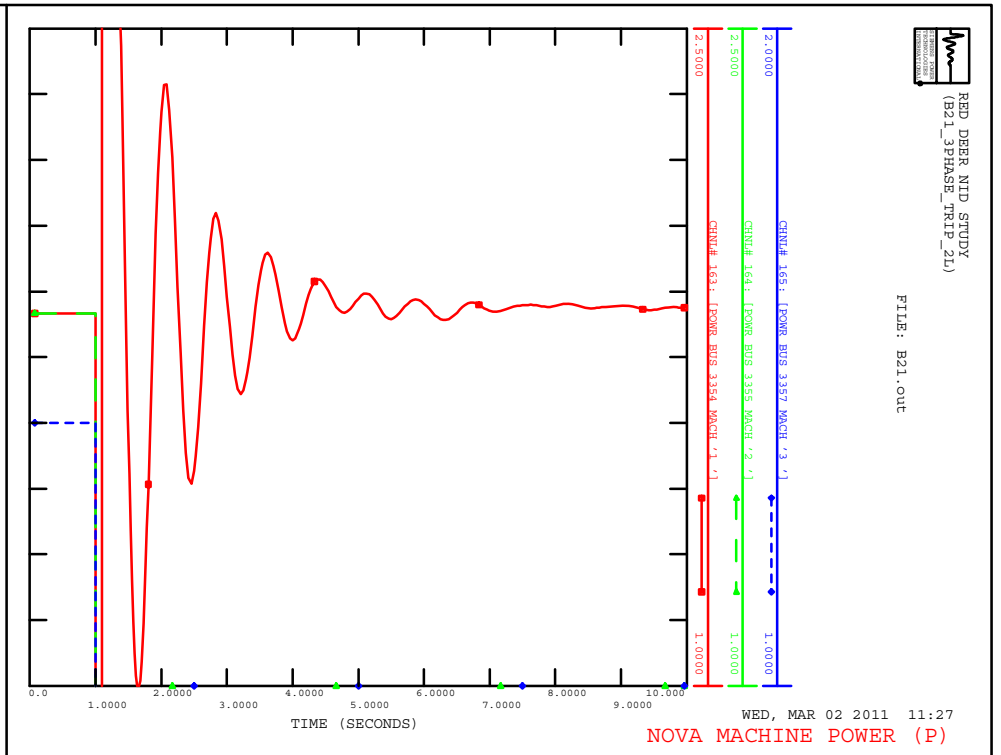

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

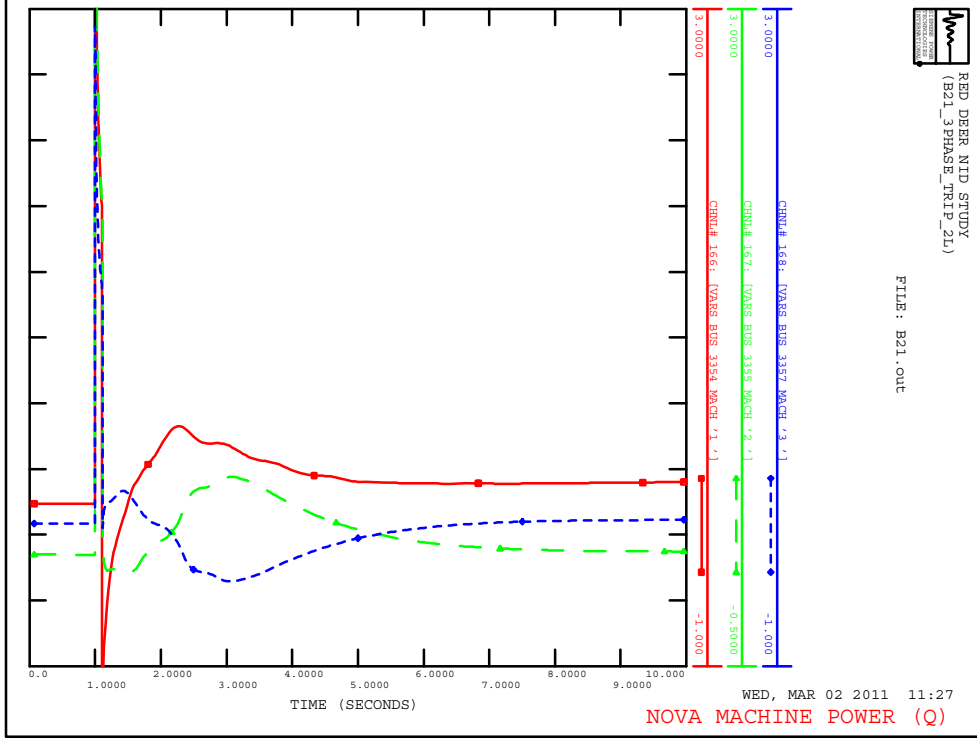

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

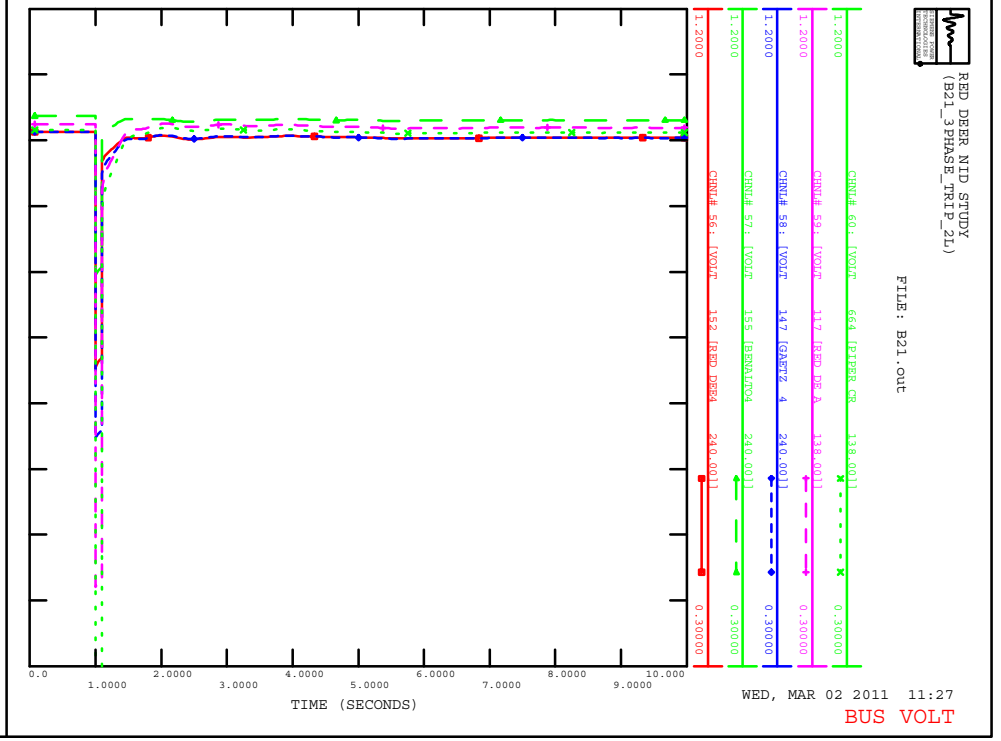

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

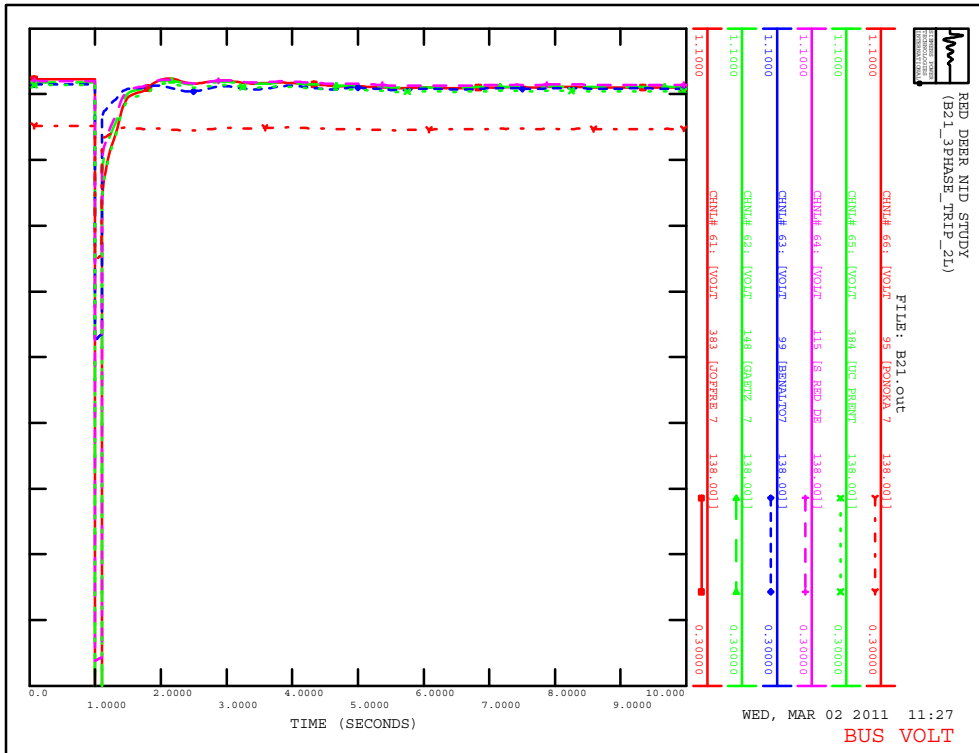

RED DEER NID STUDY
(B20_3PHASE_TRIP_84L)
FILE: B20.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

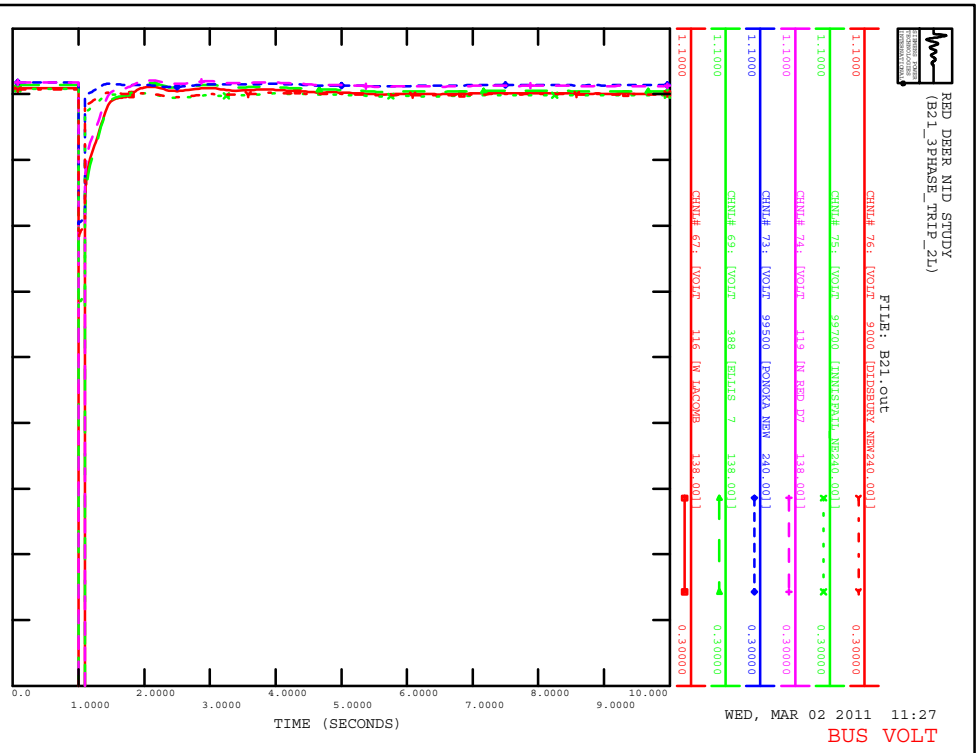

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

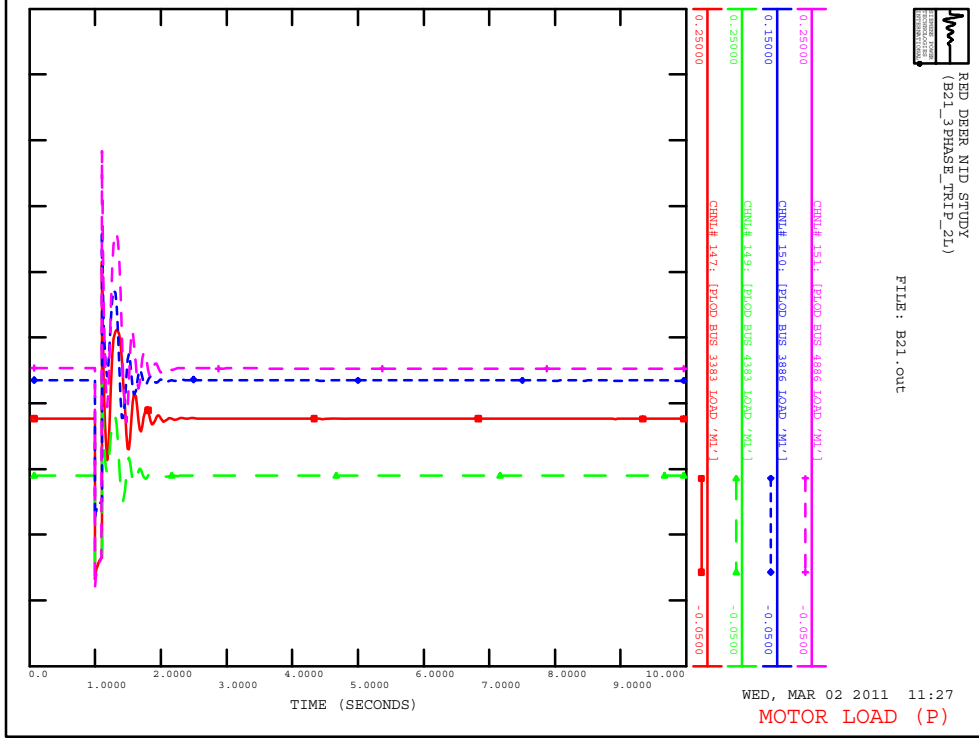

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

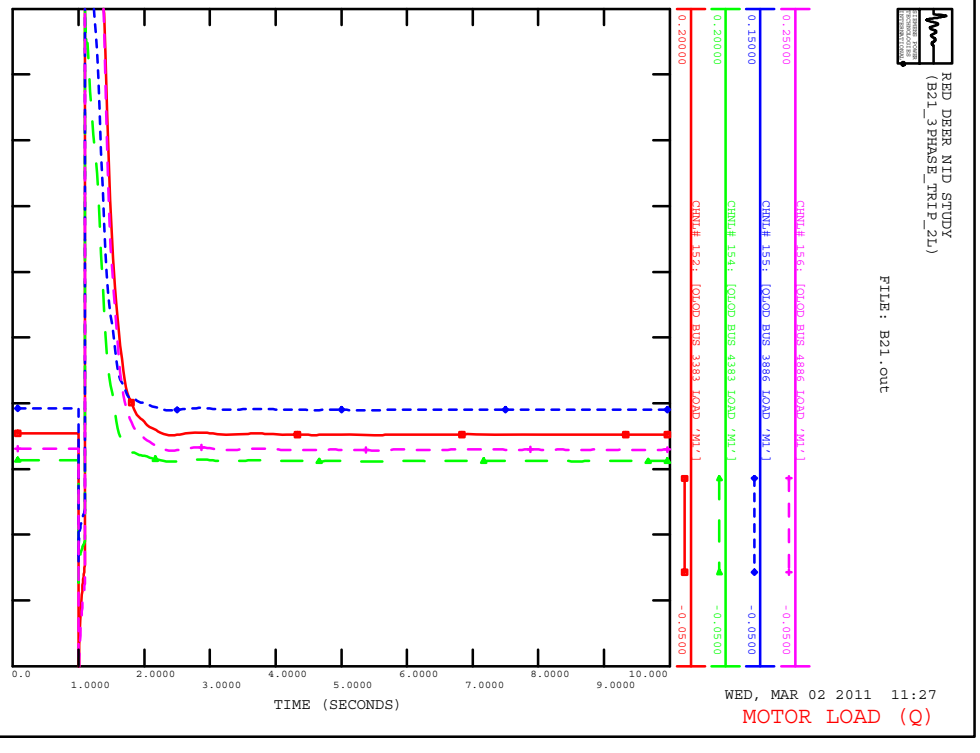

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

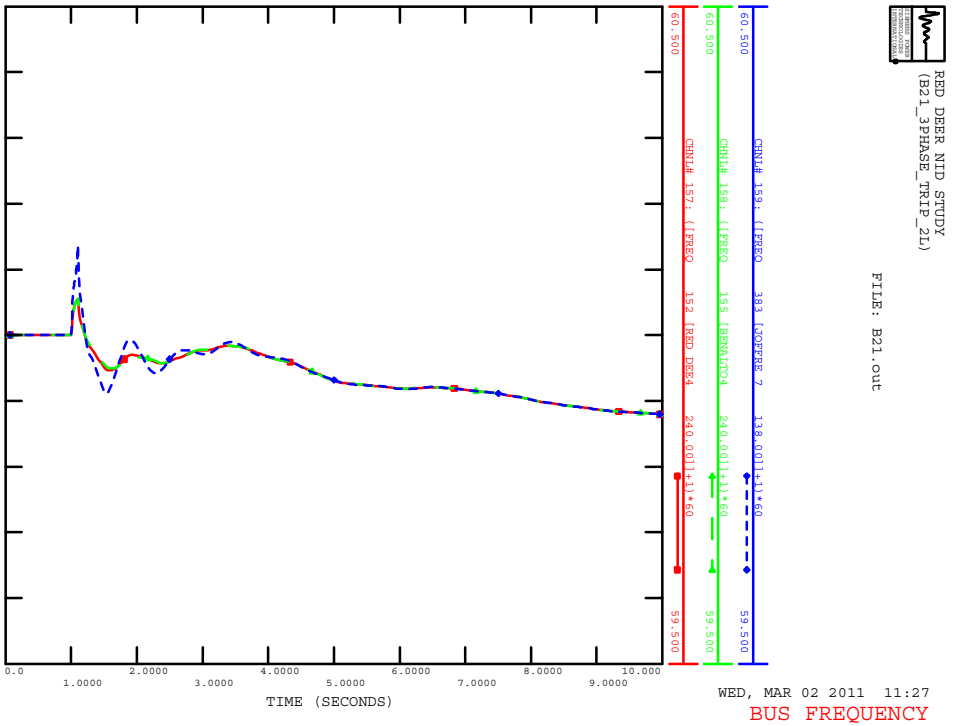

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

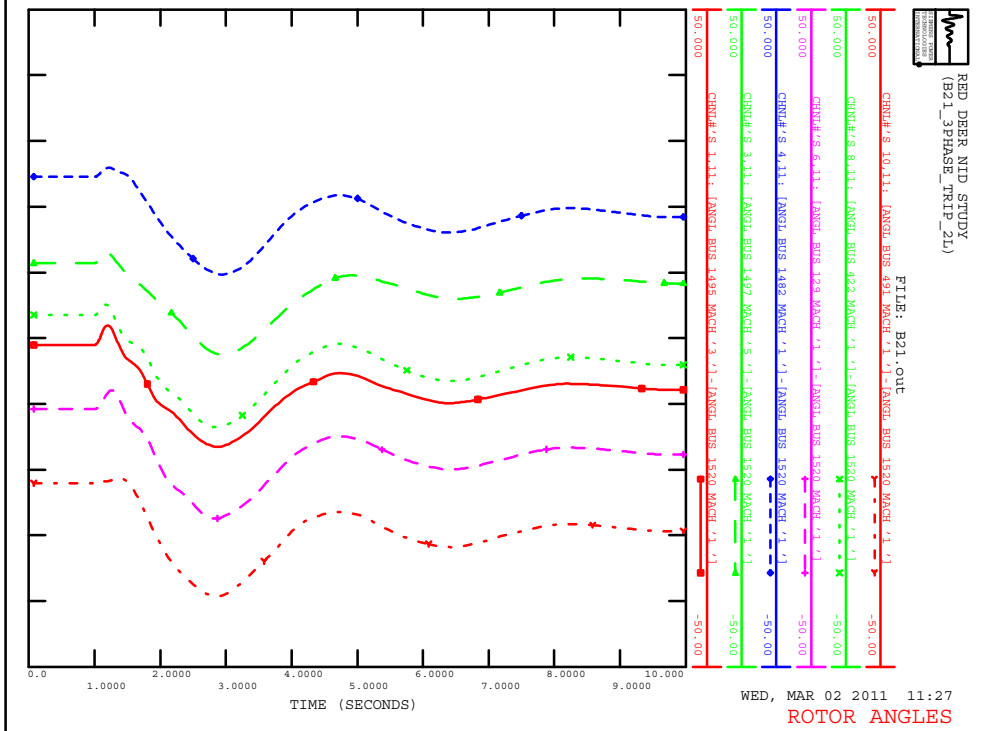

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [GAETZ2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

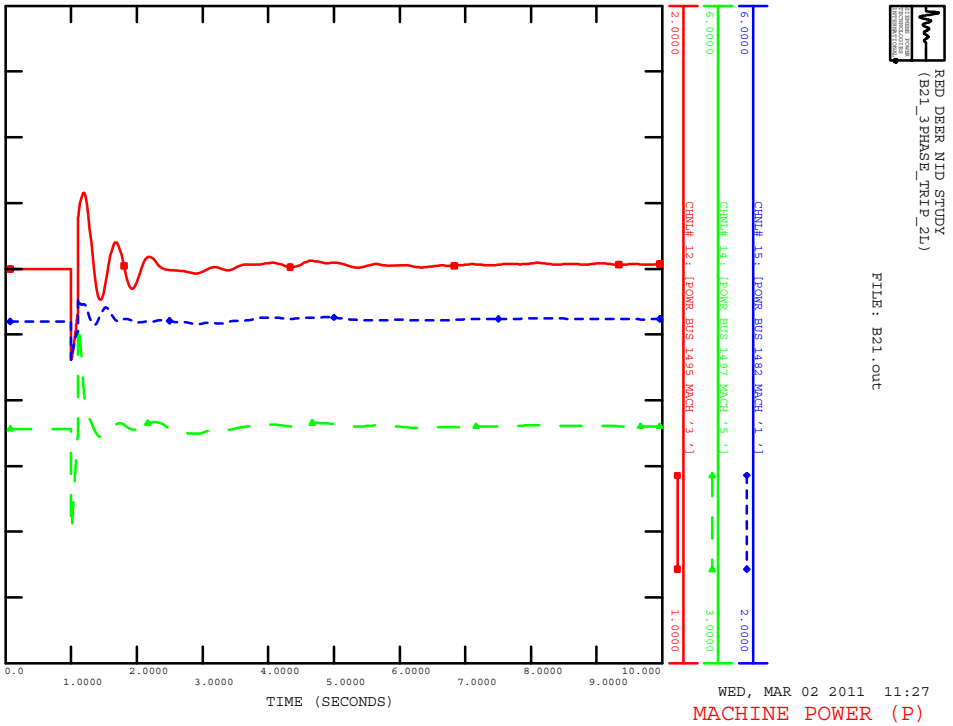

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESSERY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

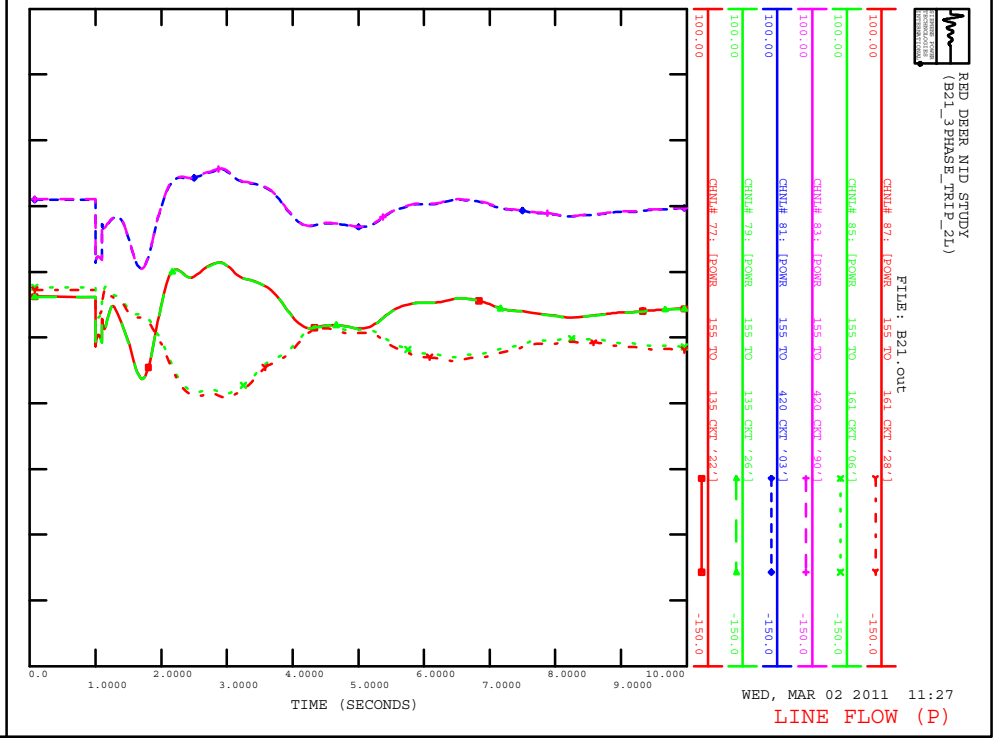

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

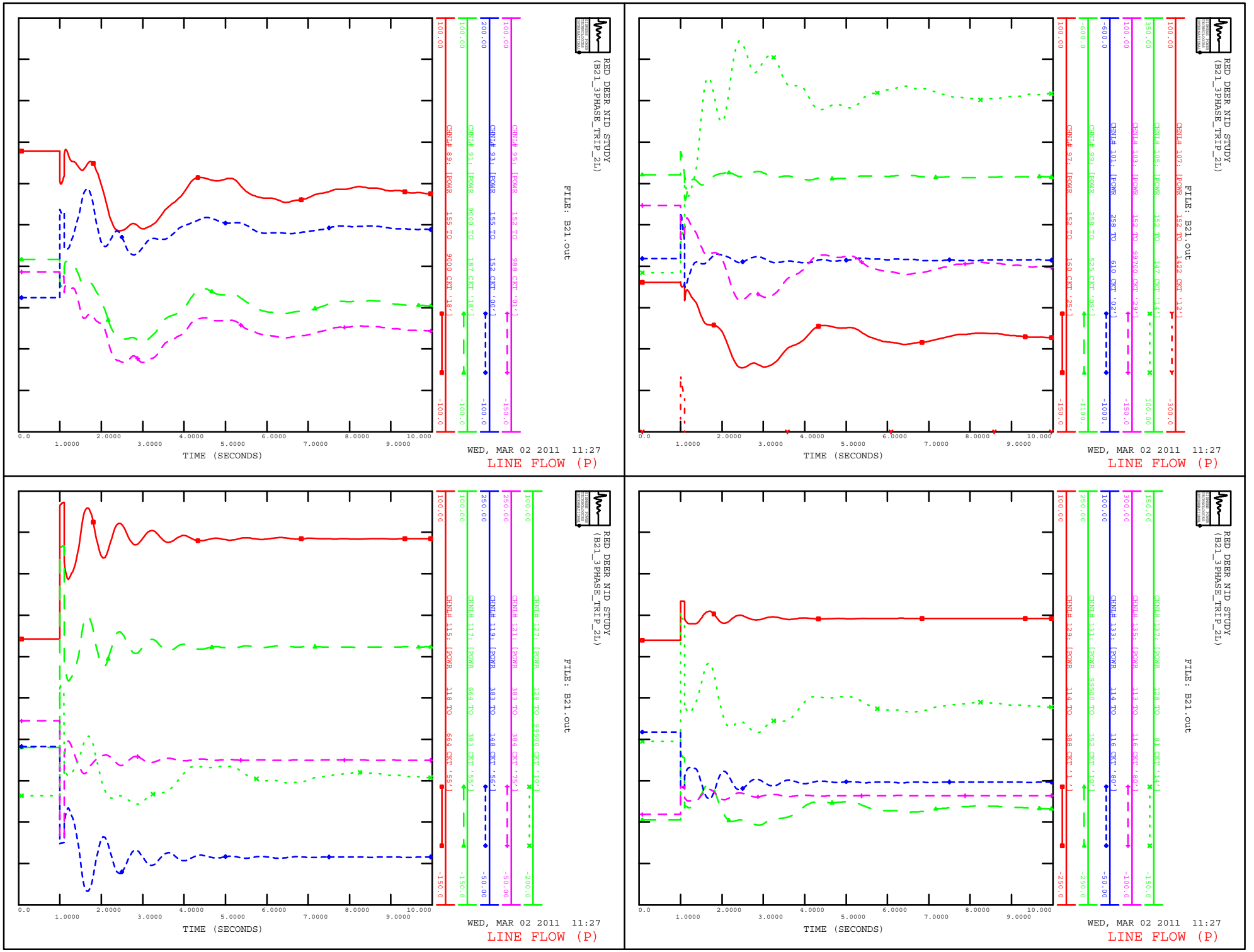

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

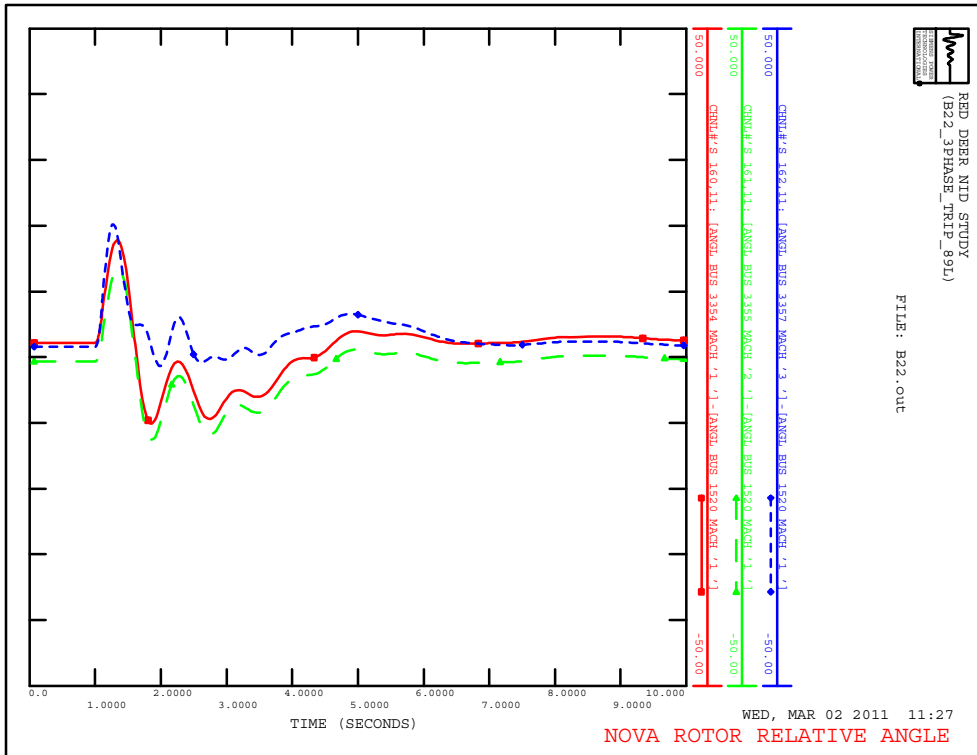

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

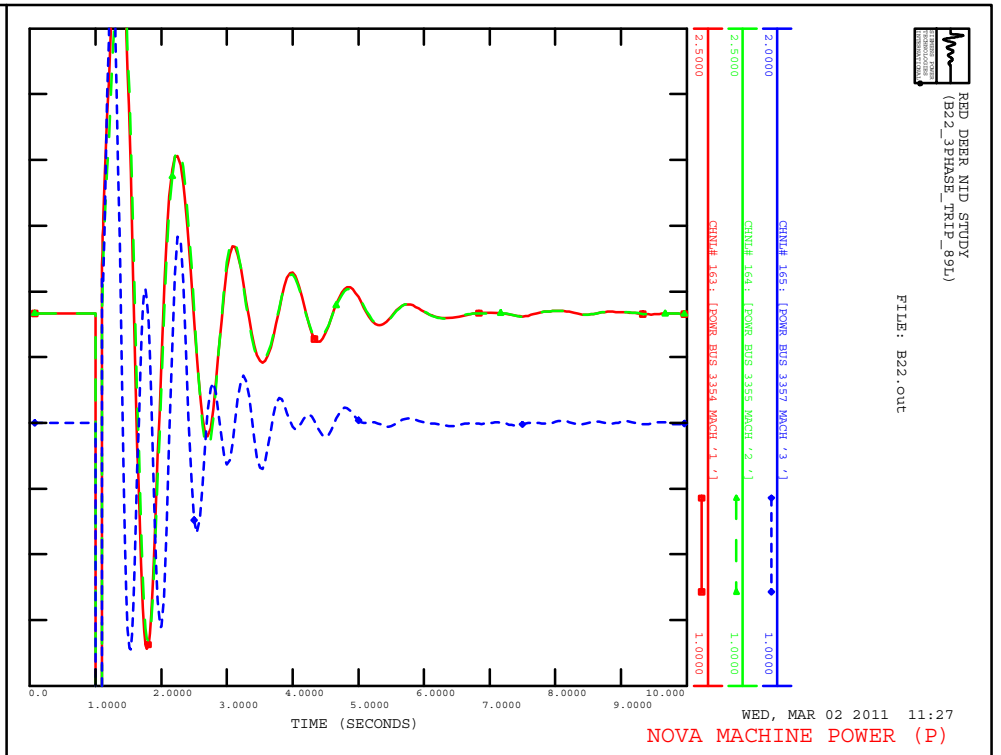

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

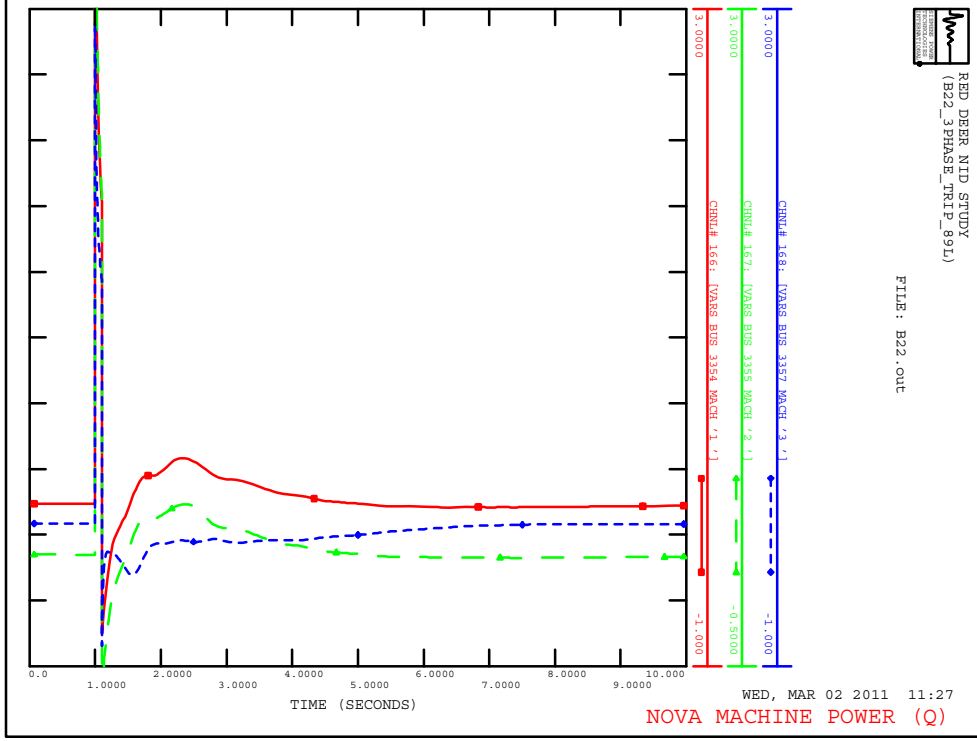

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

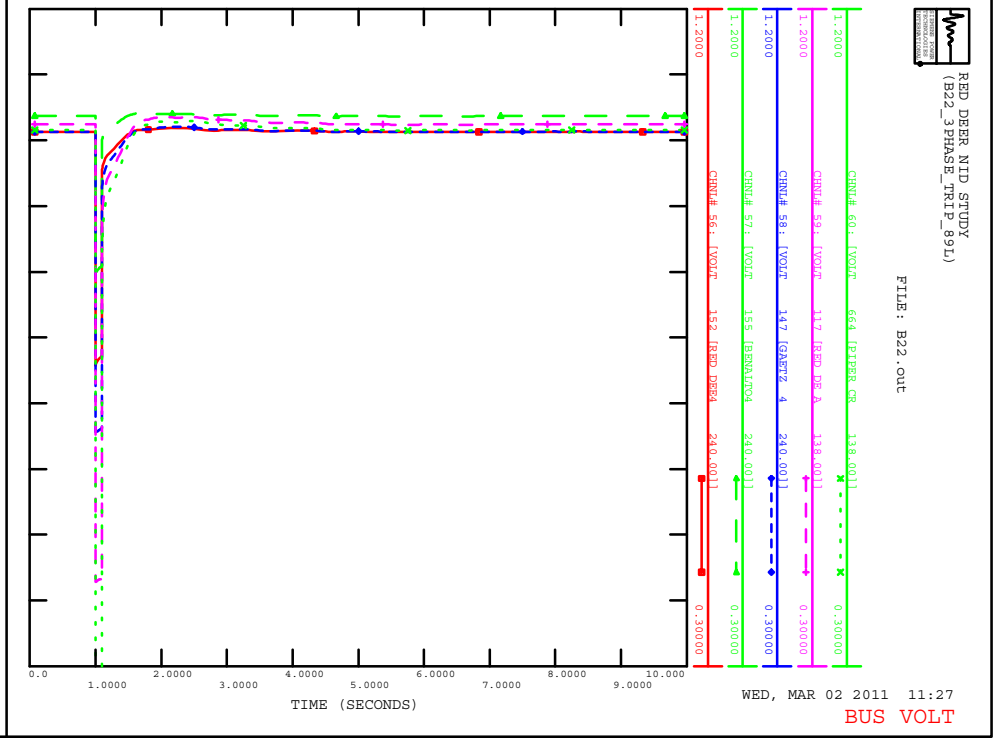

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

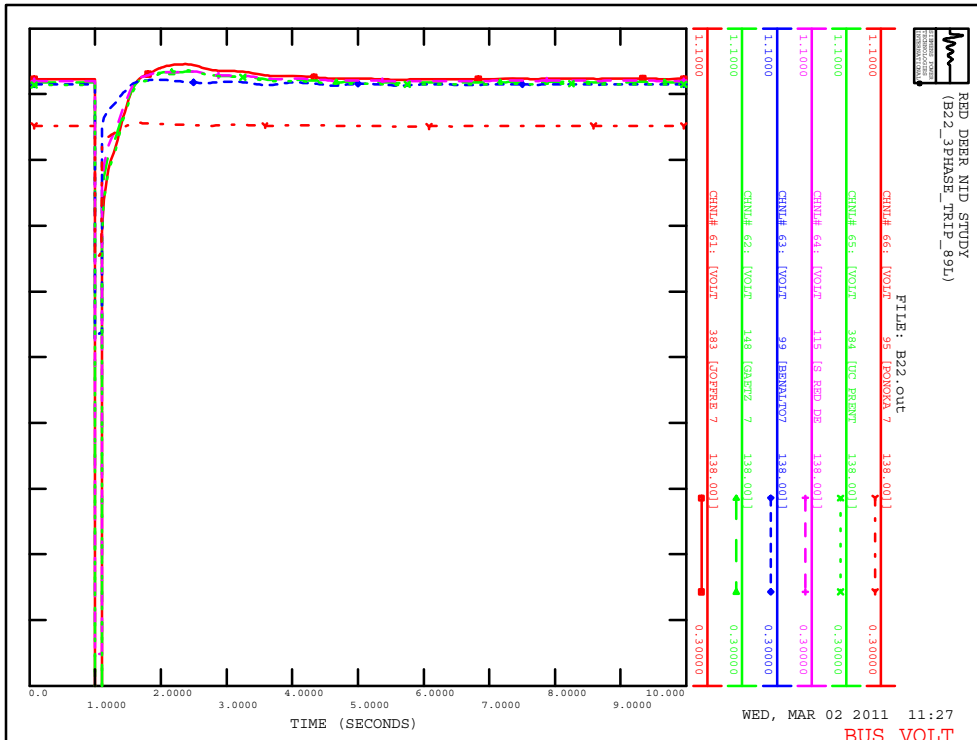

RED DEER NID STUDY
(B21_3PHASE_TRIP_2L)
FILE: B21.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

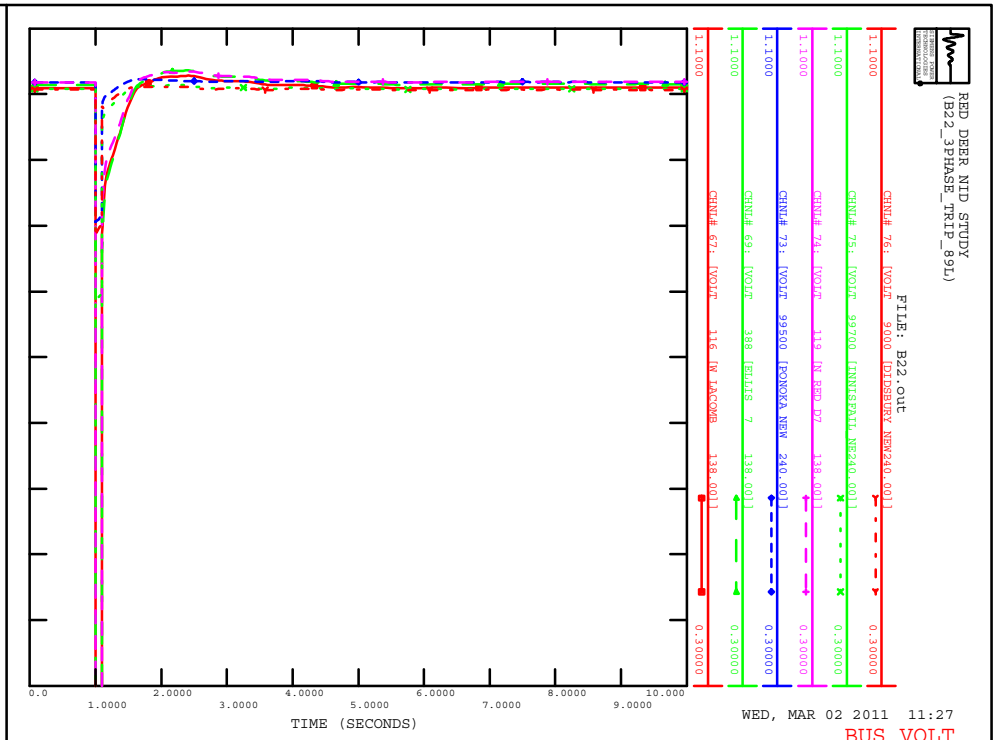

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

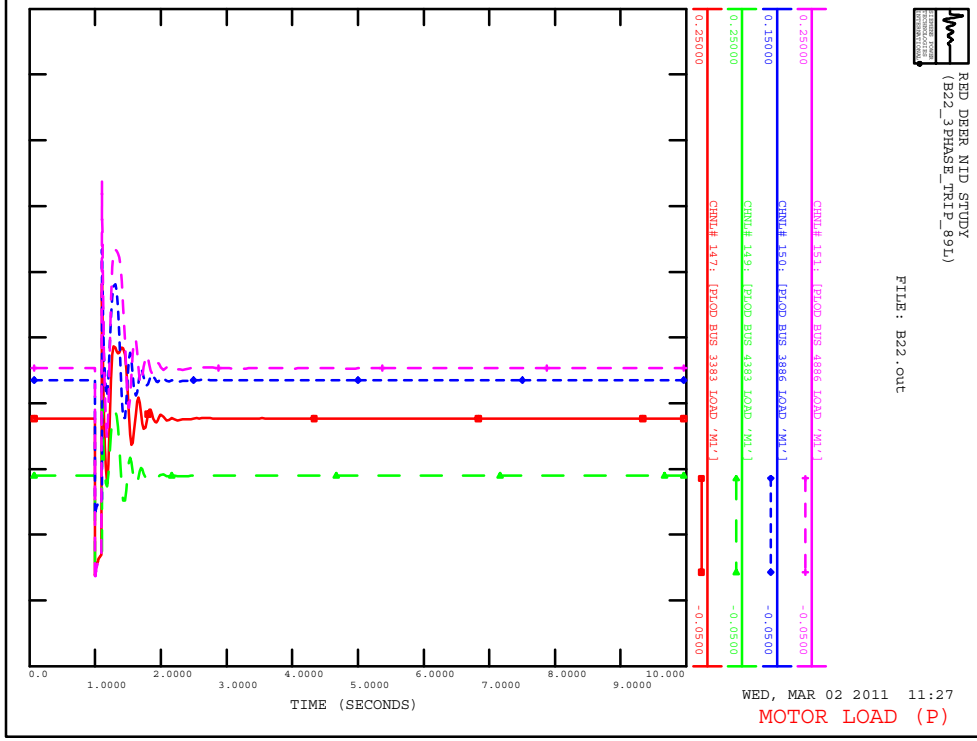

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

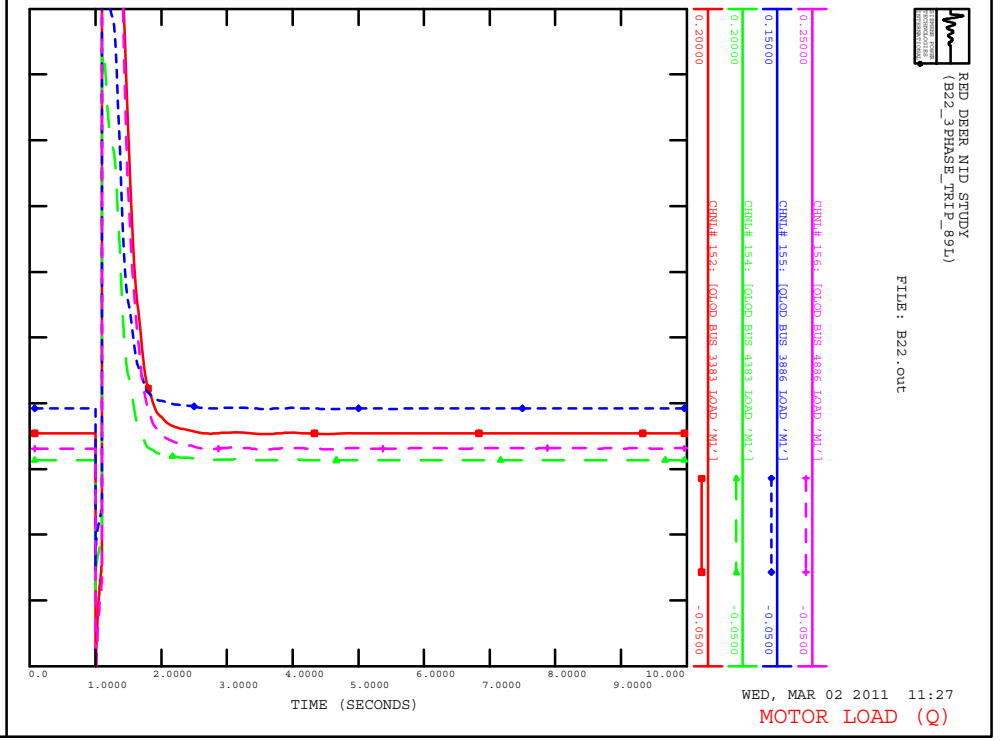

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

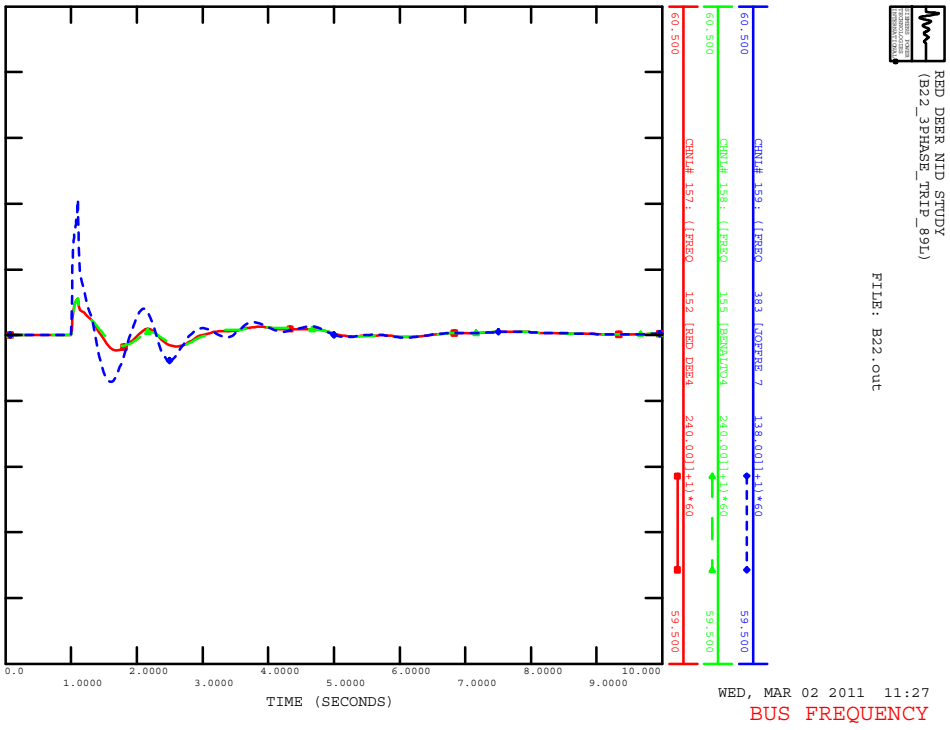

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

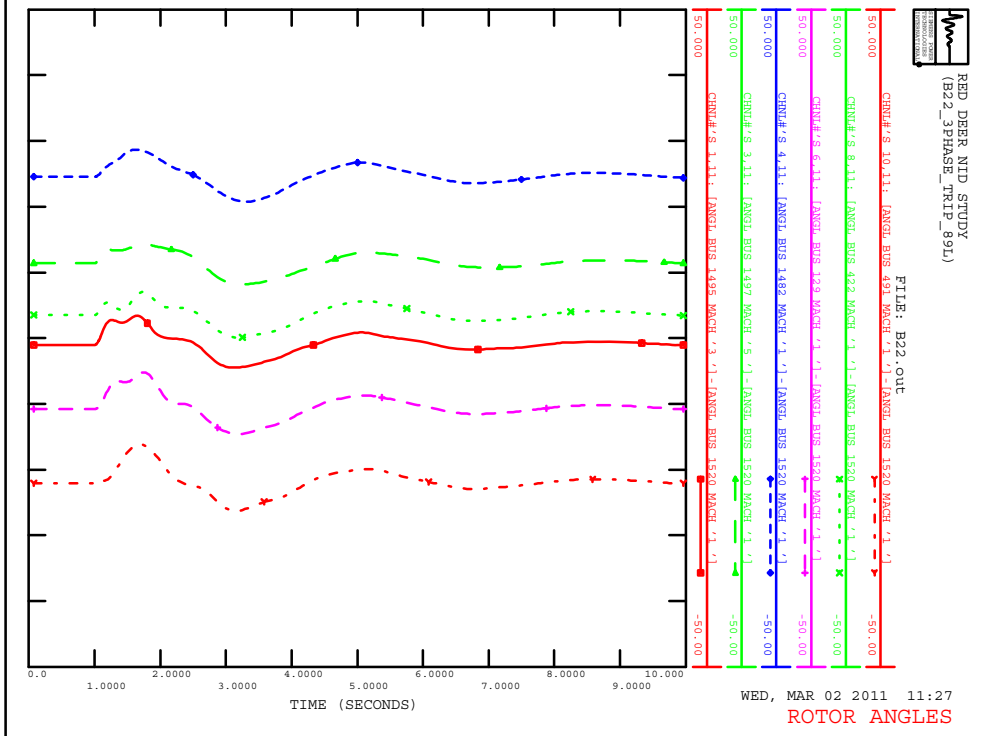

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

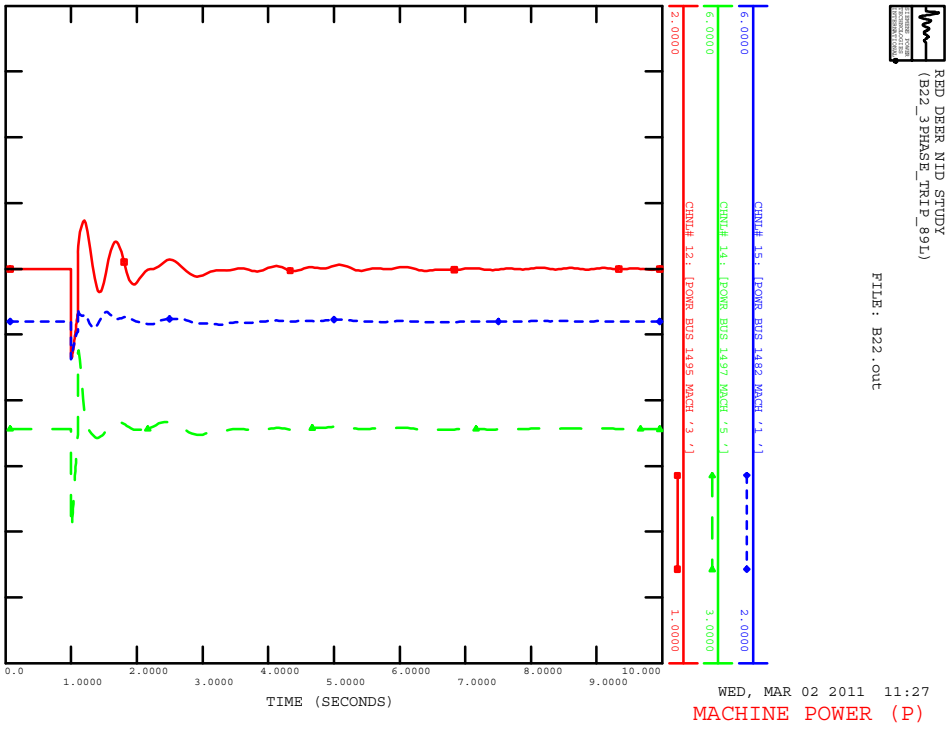

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

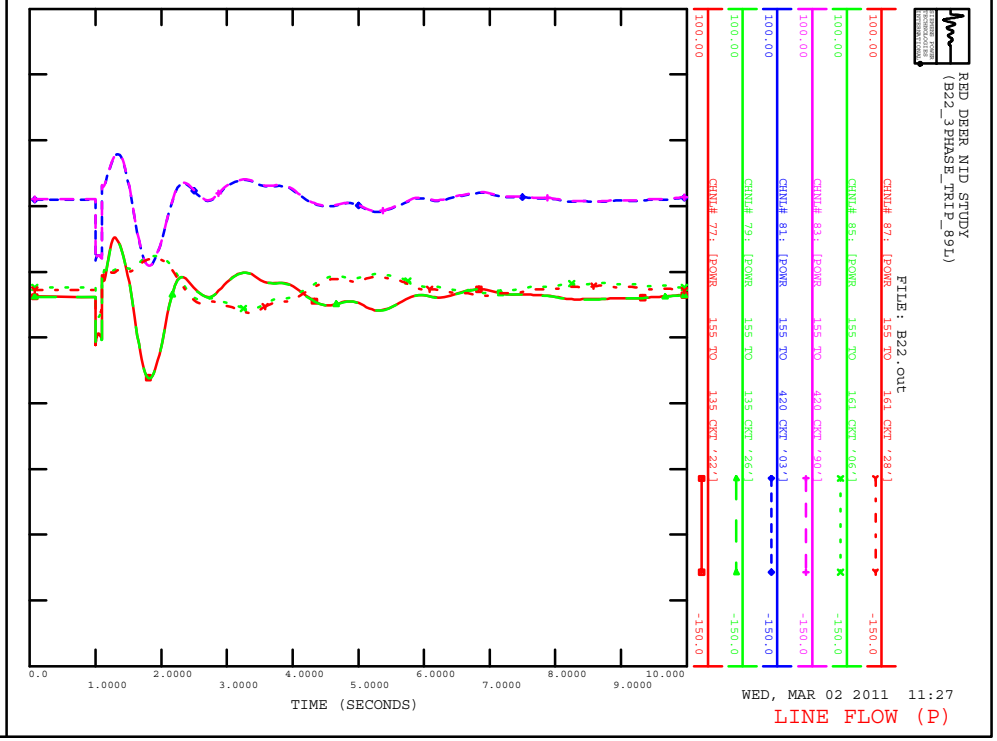

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

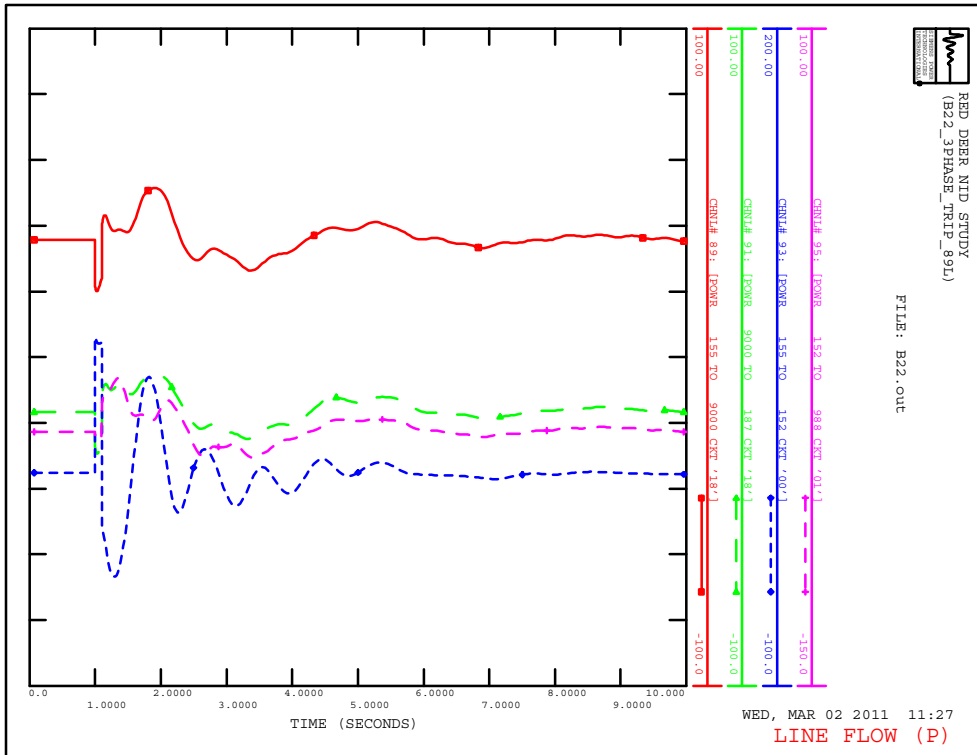

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

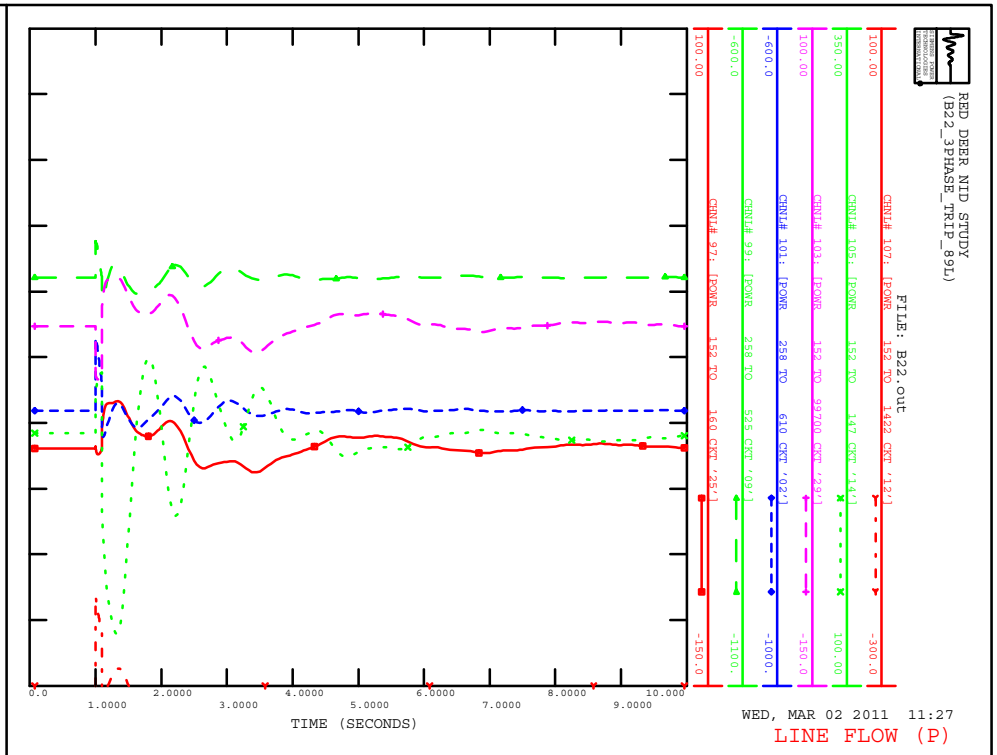

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

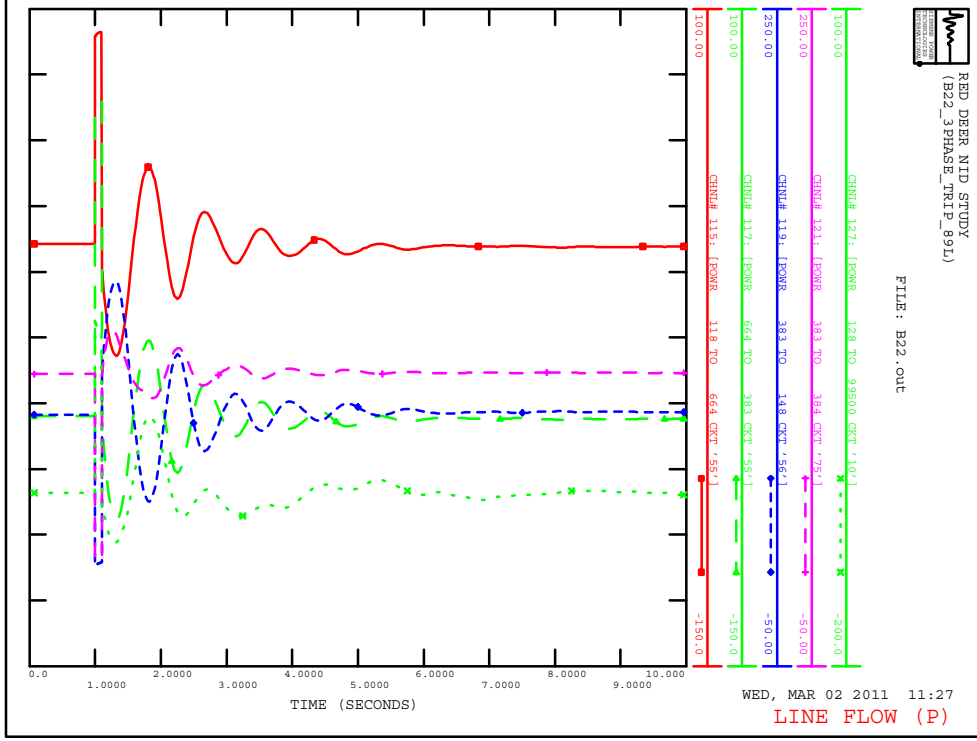

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

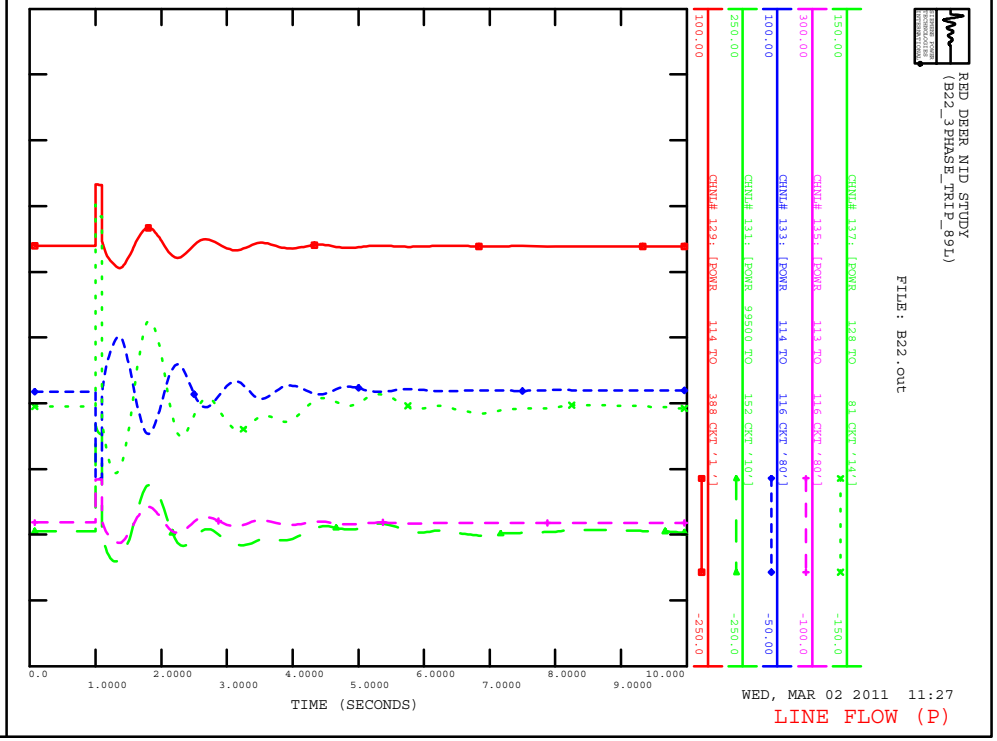

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

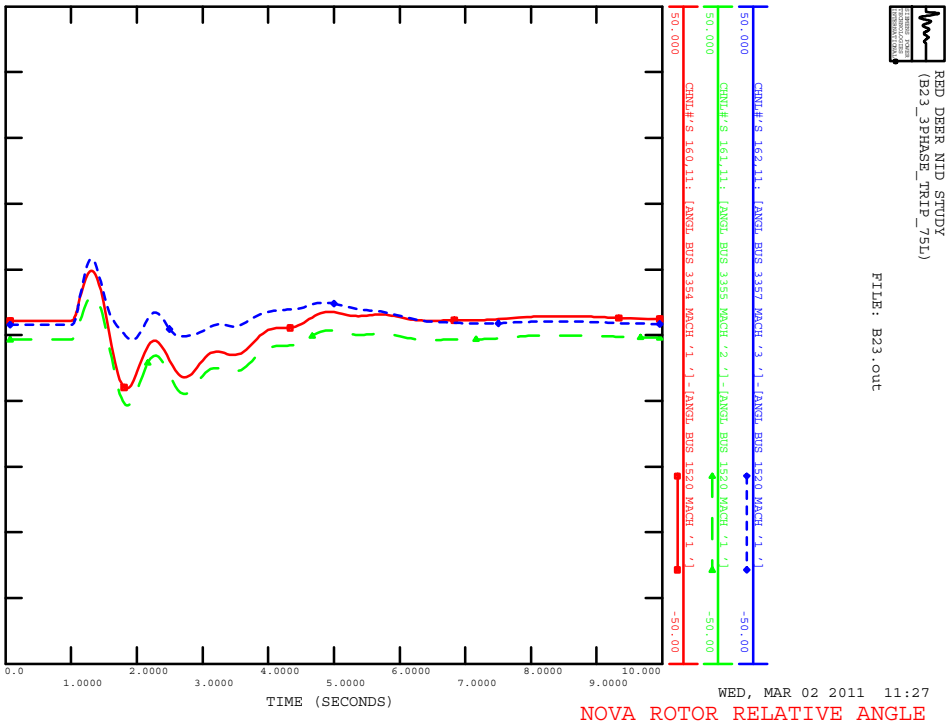

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

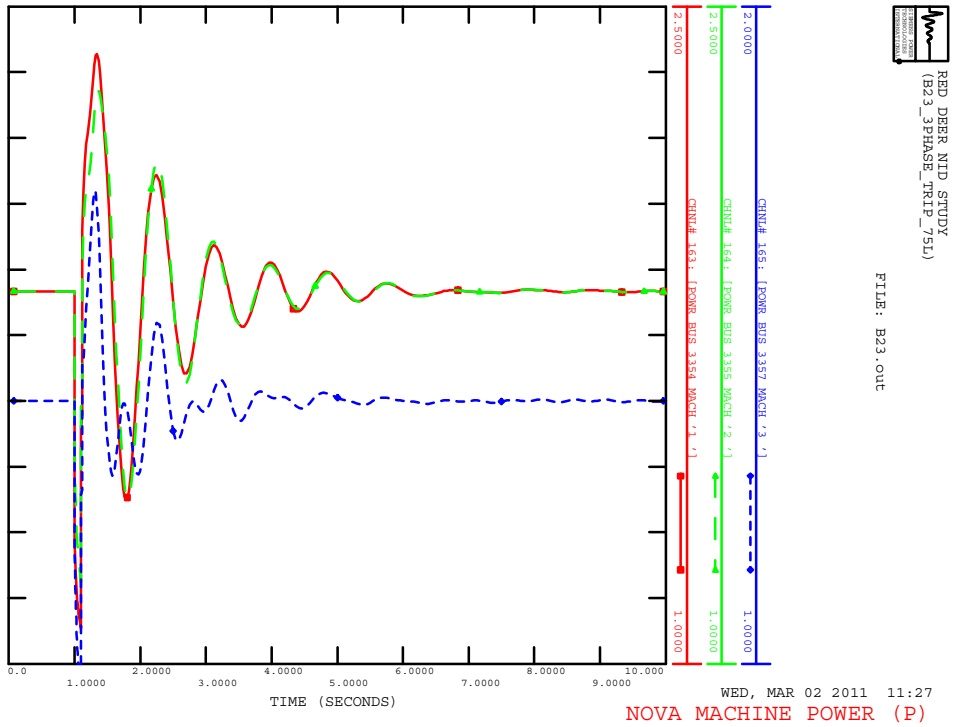

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

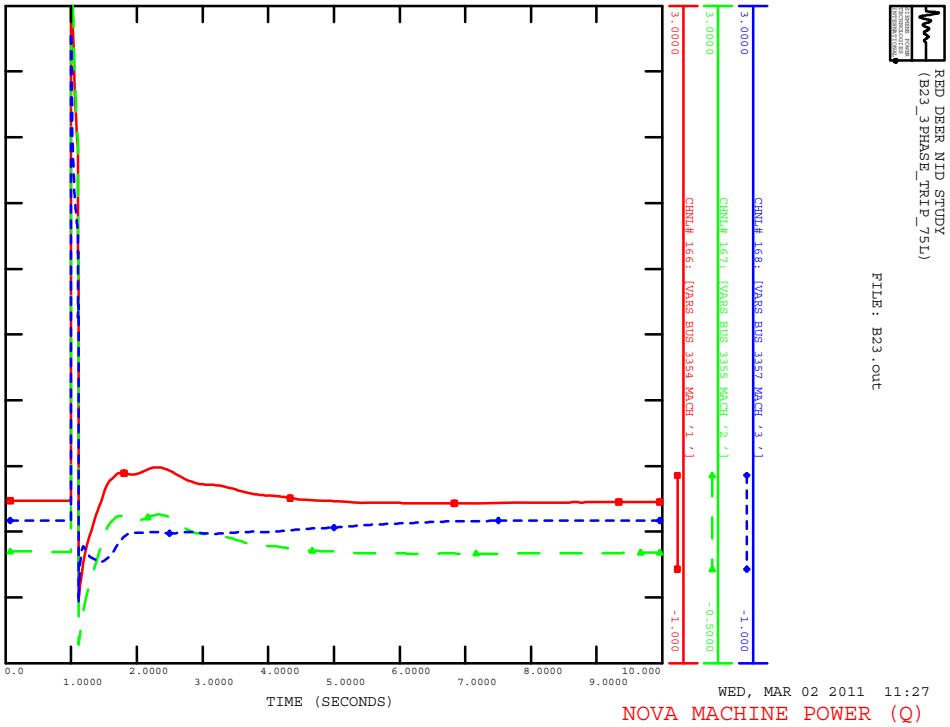

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

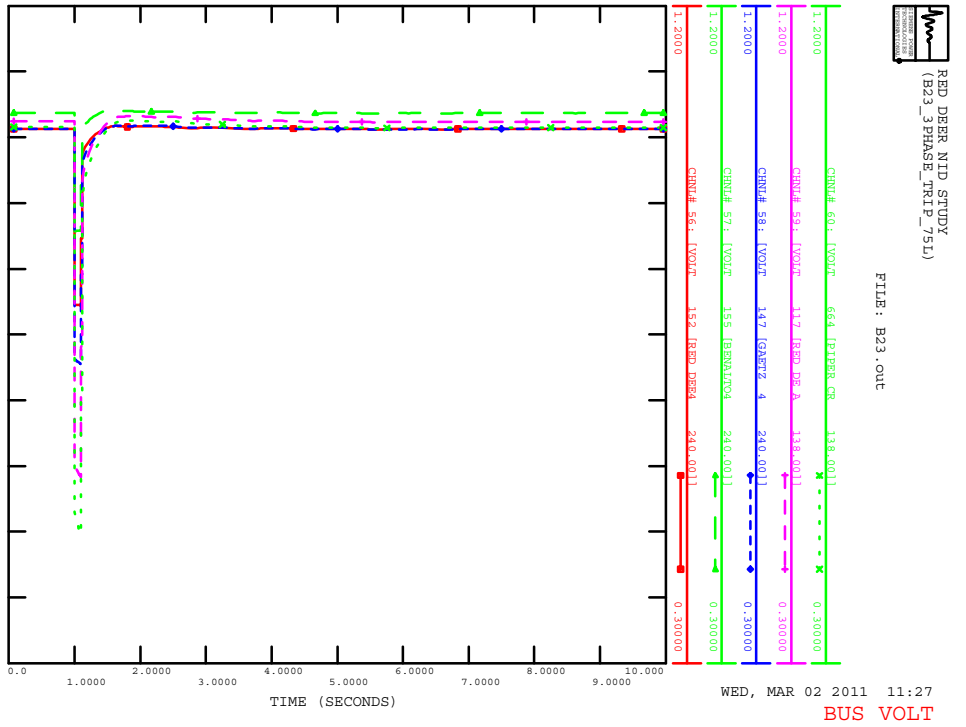

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

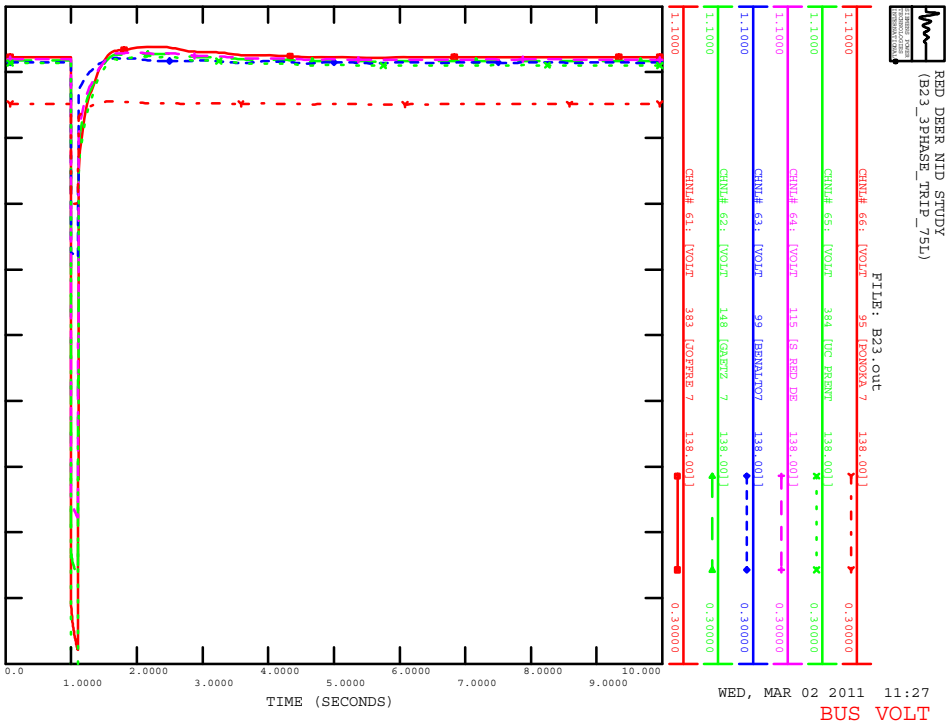

RED DEER NID STUDY
(B22_3PHASE_TRIP_89L)
FILE: B22.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

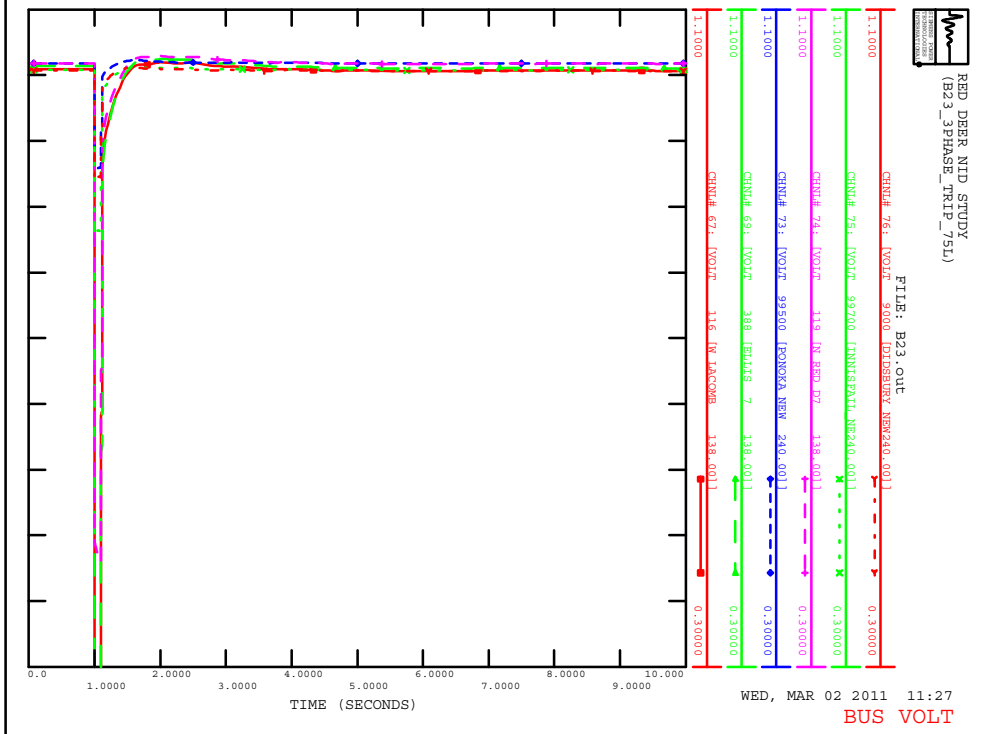

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 '] - [ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 '] - [ANGL BUS 1520 MACH '1 ']
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 '] - [ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

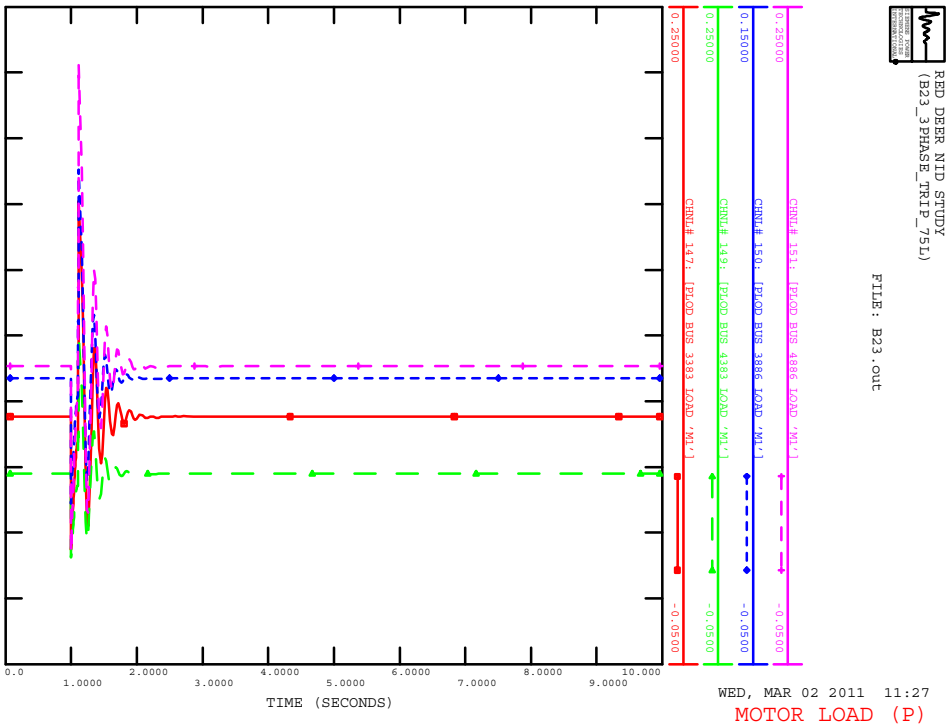

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 163: [POWR BUS 3354 MACH '1 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 165: [POWR BUS 3357 MACH '3 ']
2.5000
1.0000
2.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

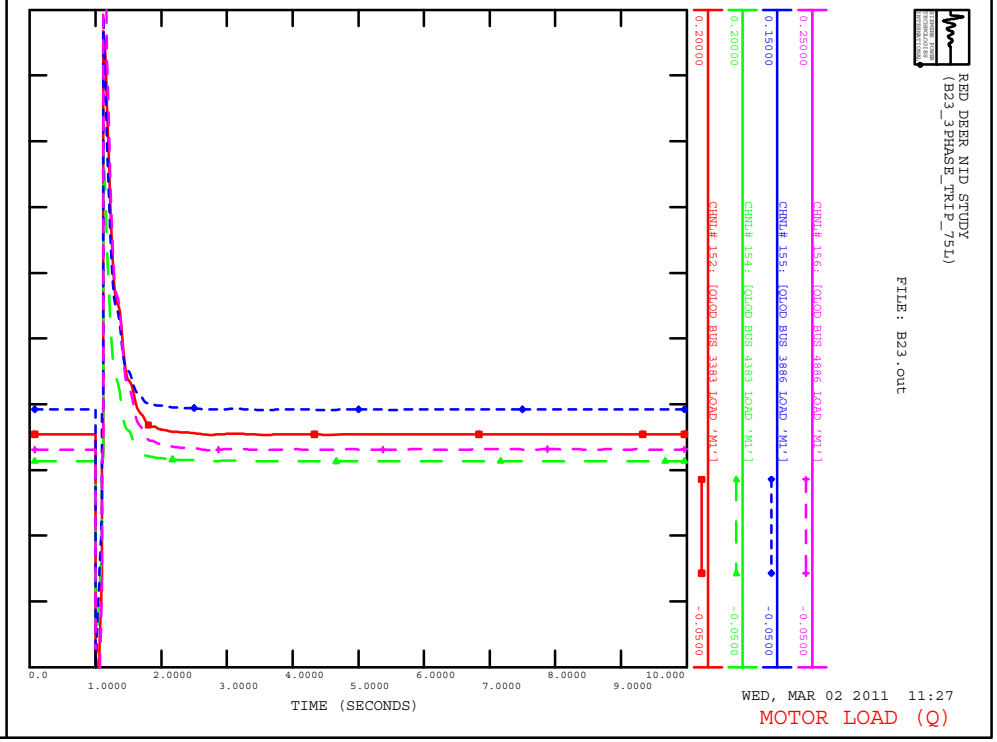

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

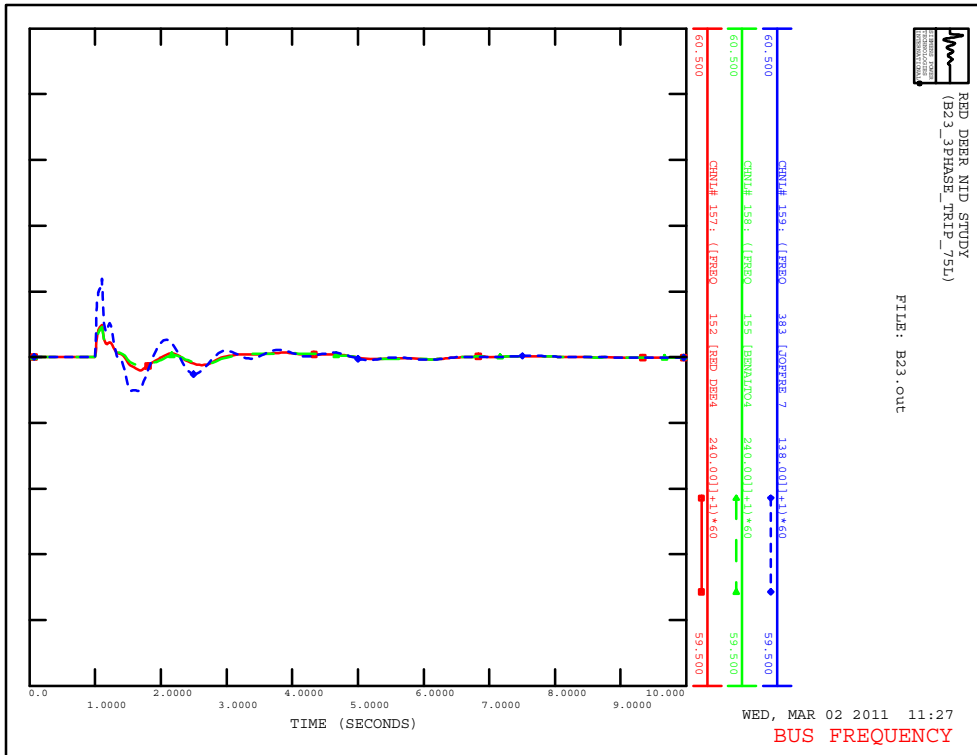

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
CHNL# 56: [VOLT 152 [RED DEER4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 59: [VOLT 117 [RED DEER 138.00]]
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

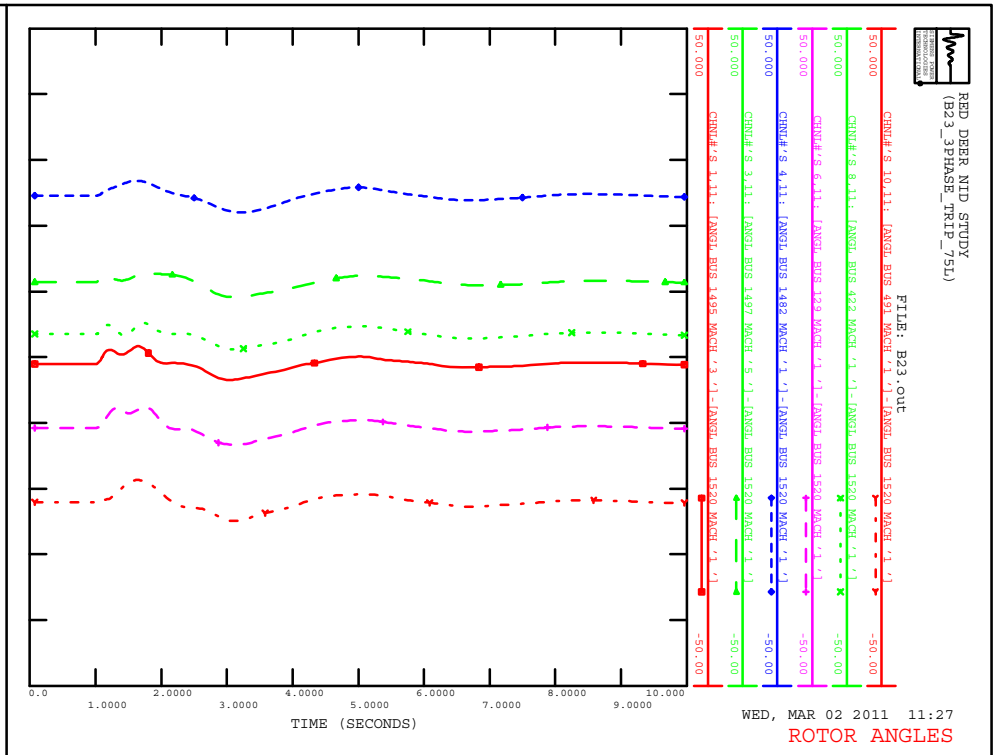

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

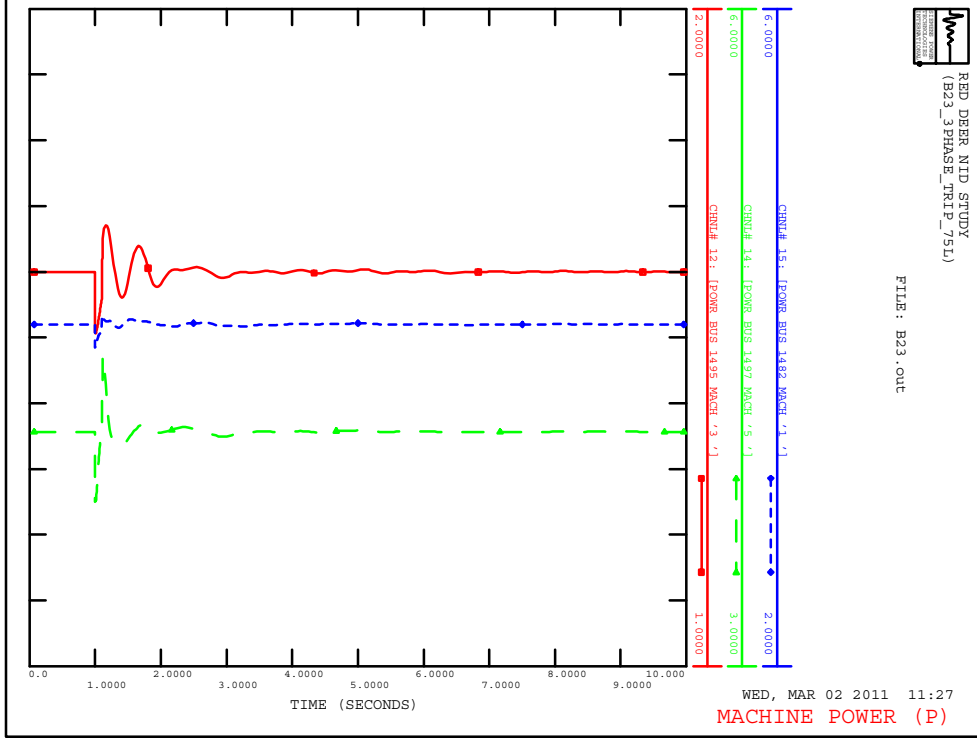

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

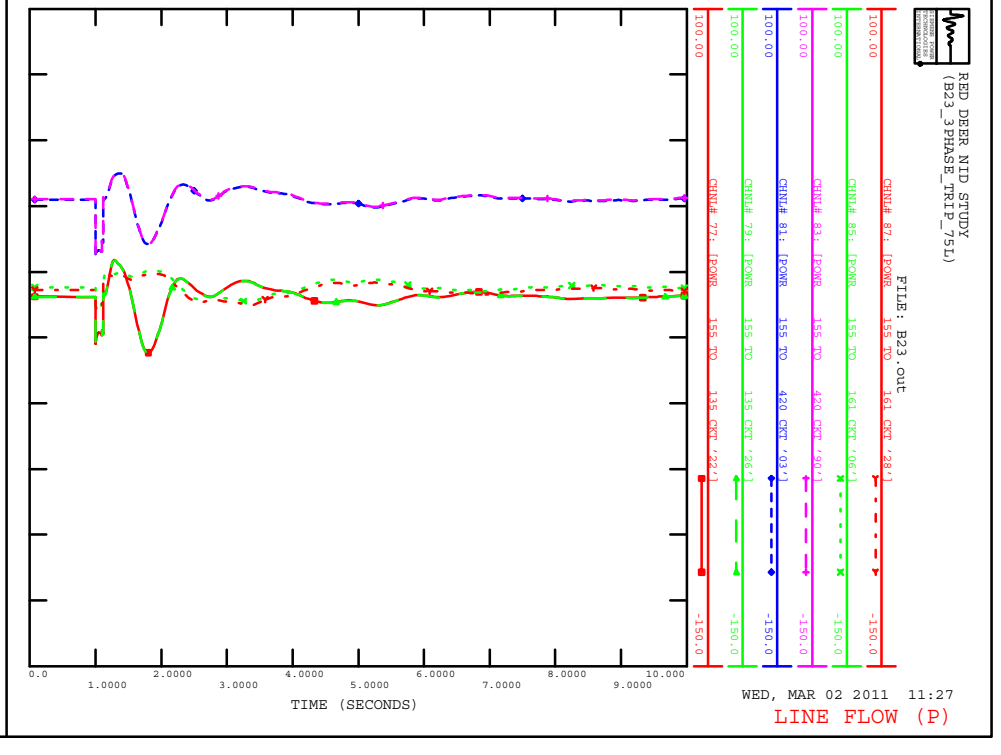

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

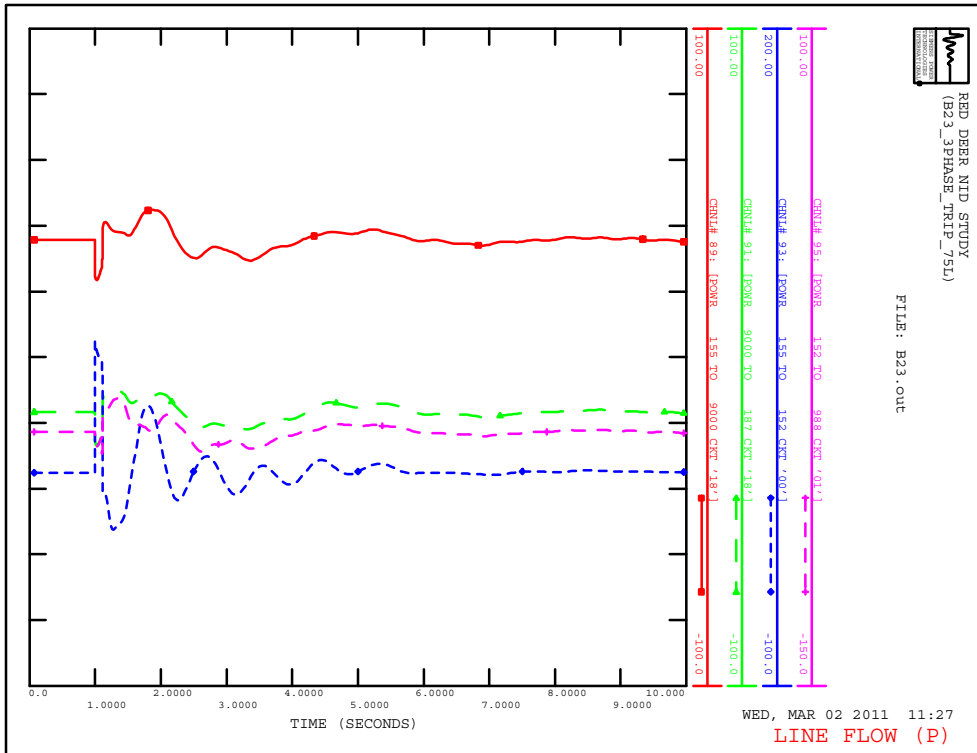

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

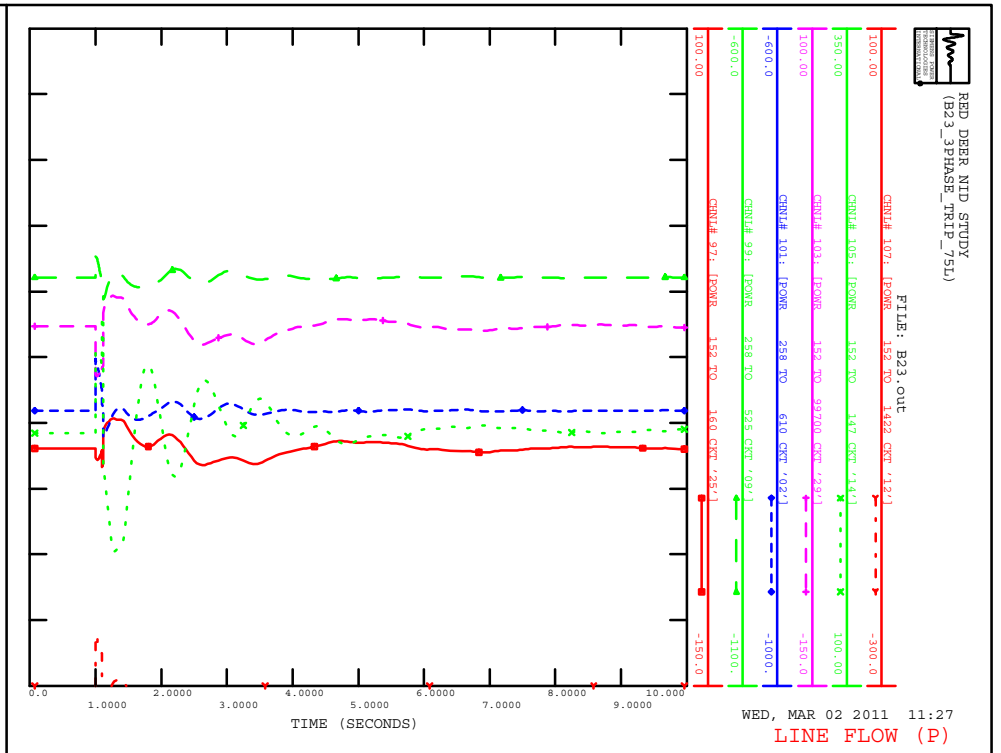

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

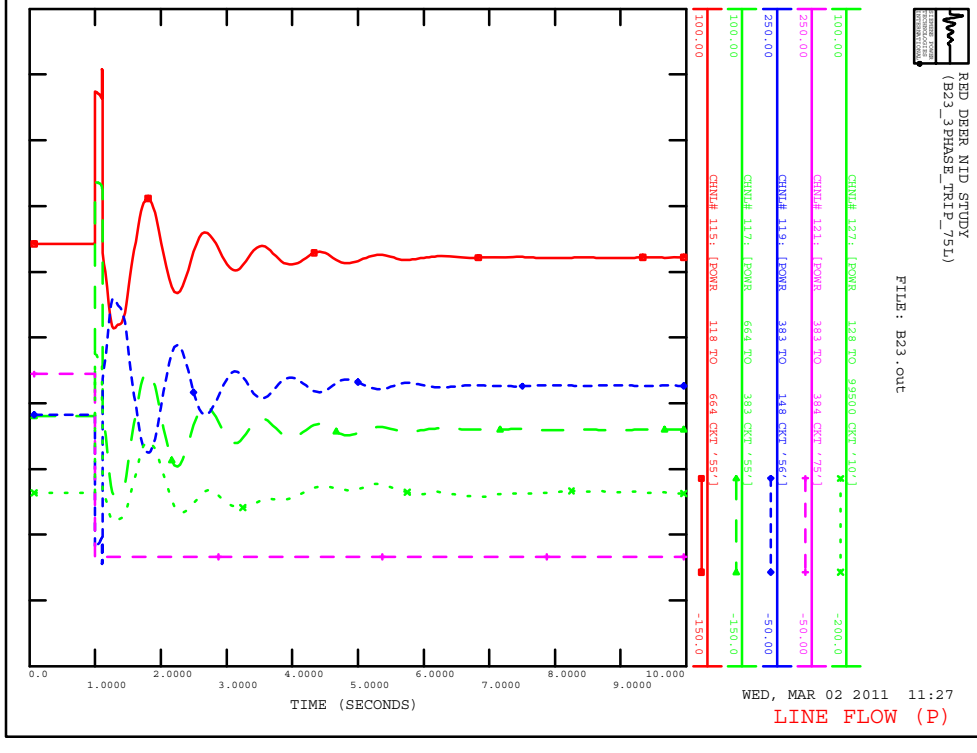

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

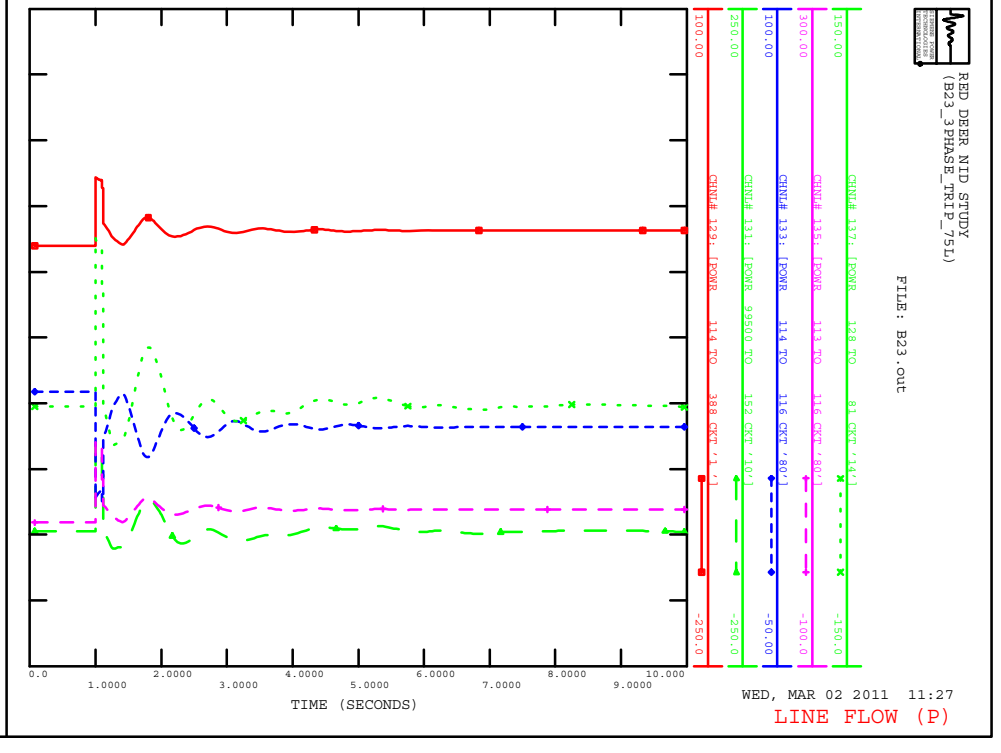

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

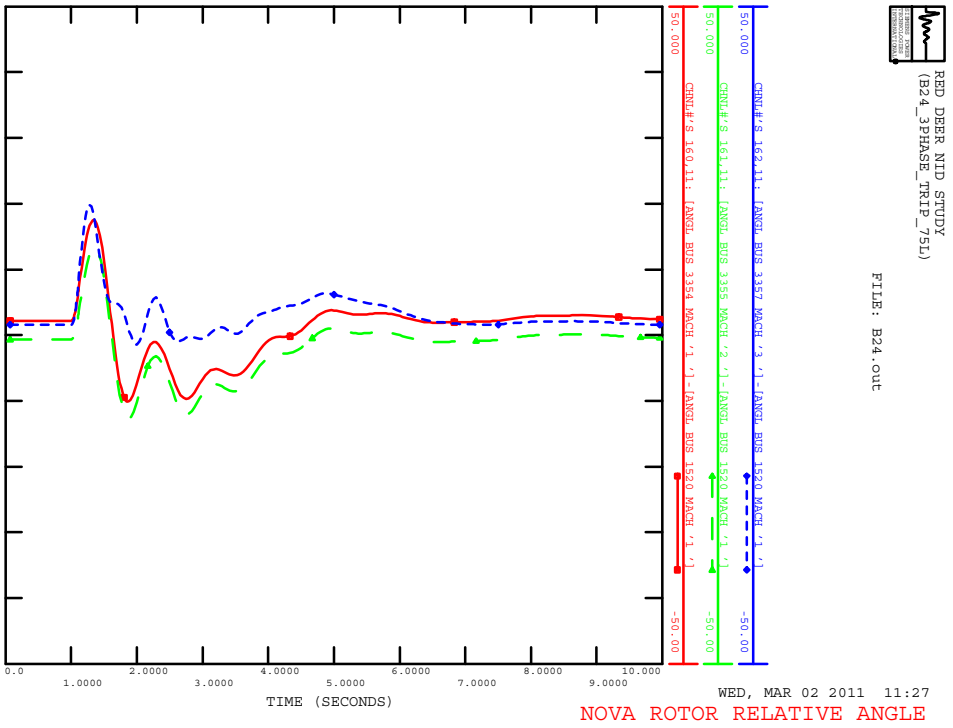

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

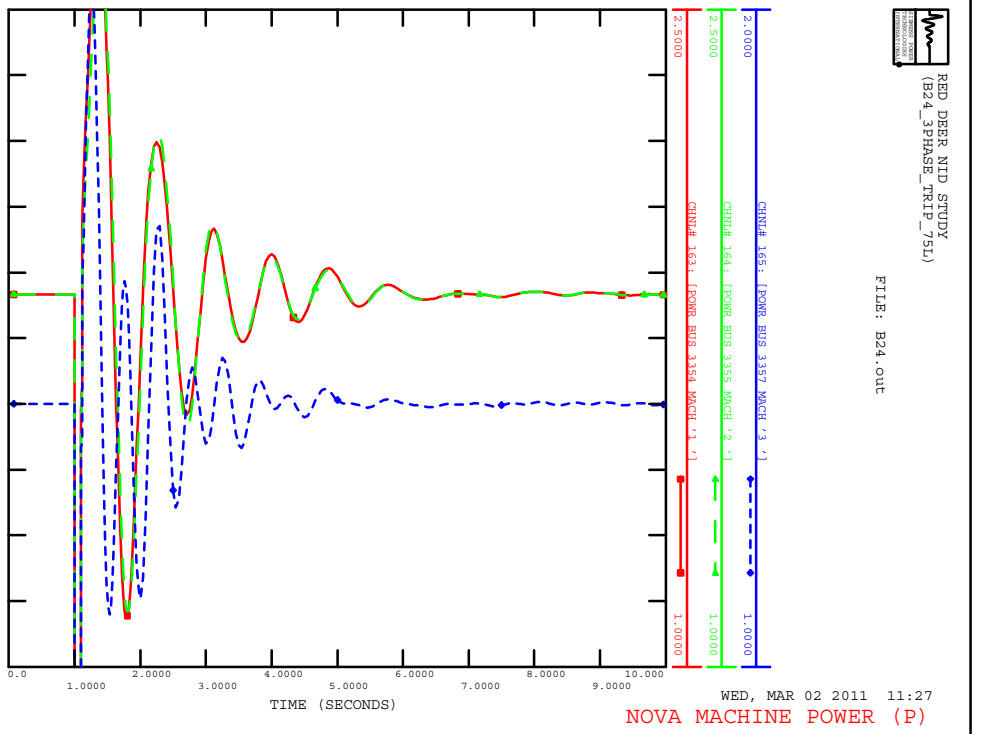

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

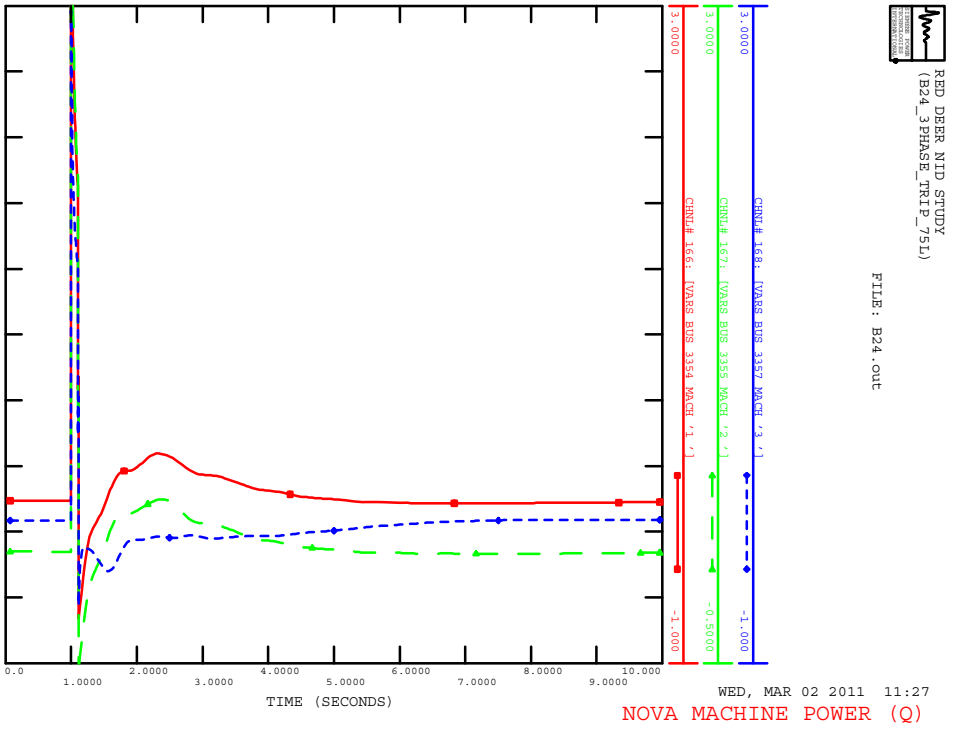

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

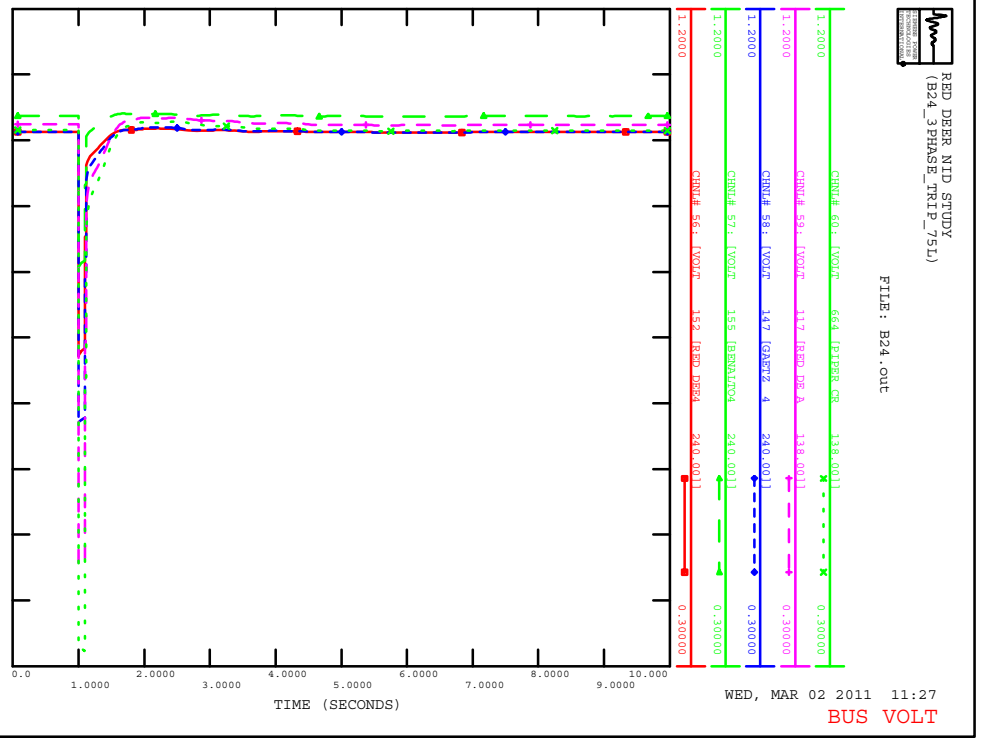

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

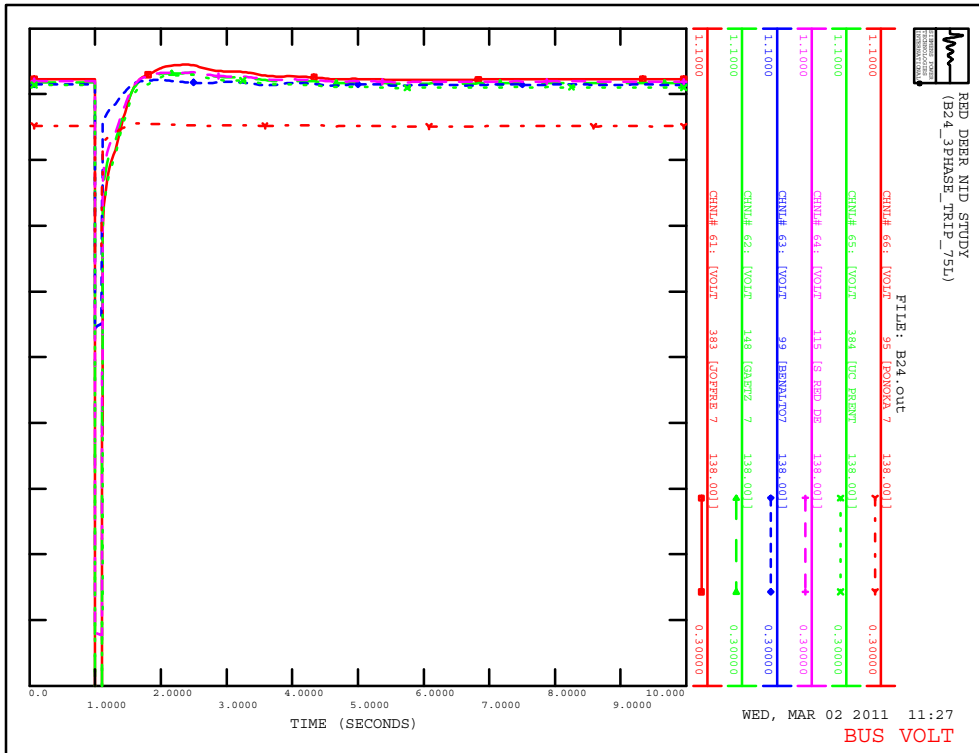

RED DEER NID STUDY
(B23_3PHASE_TRIP_75L)
FILE: B23.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

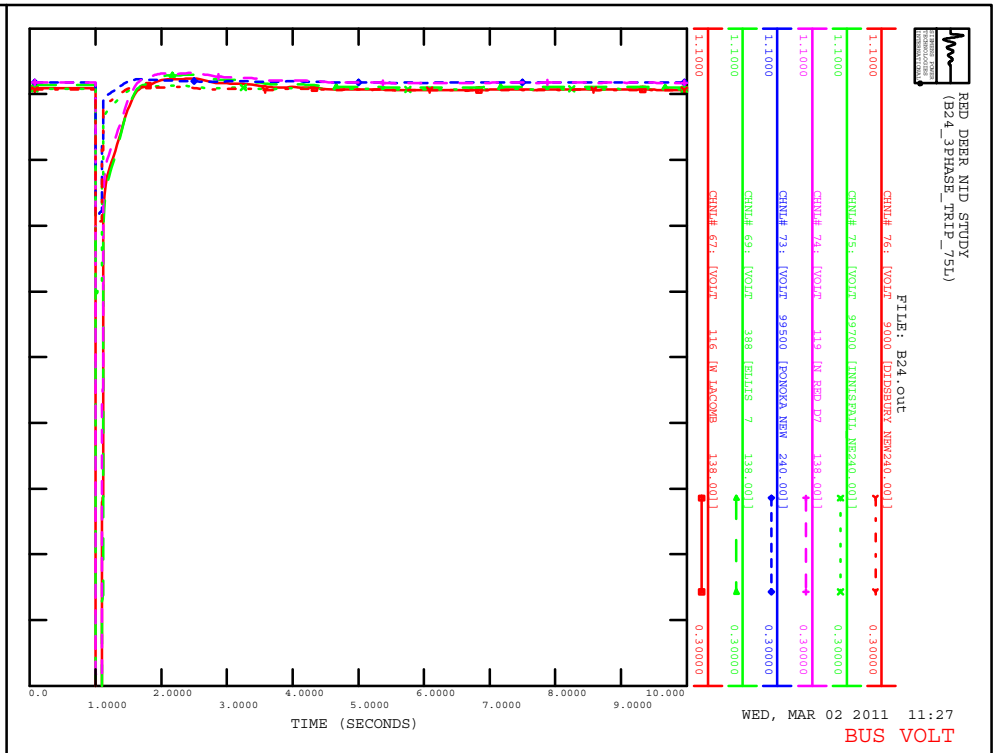

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

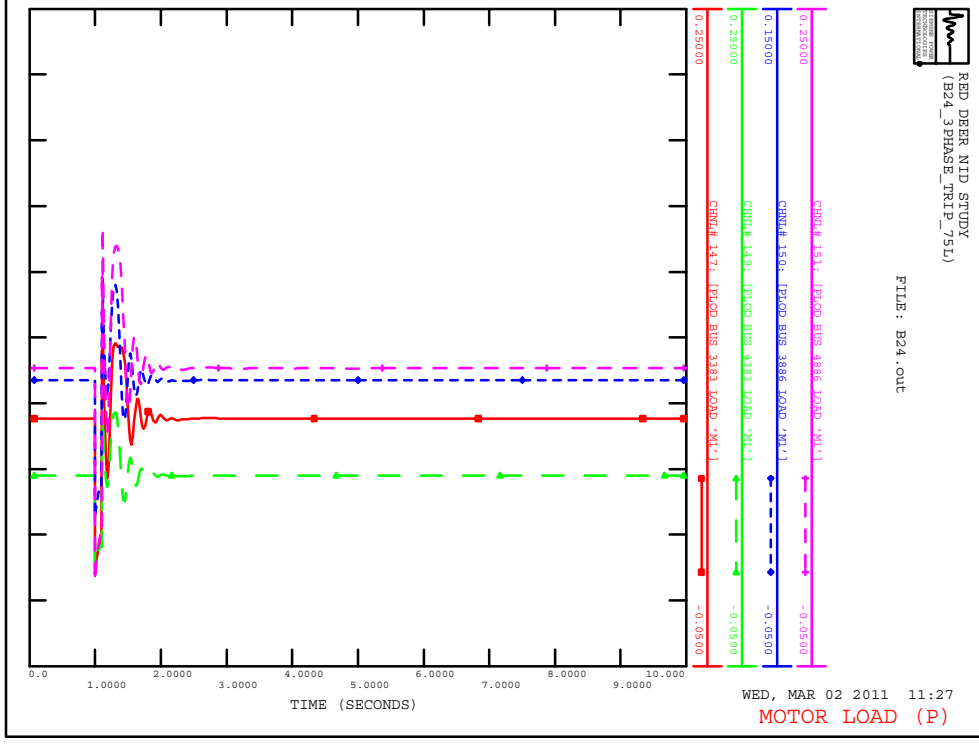

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

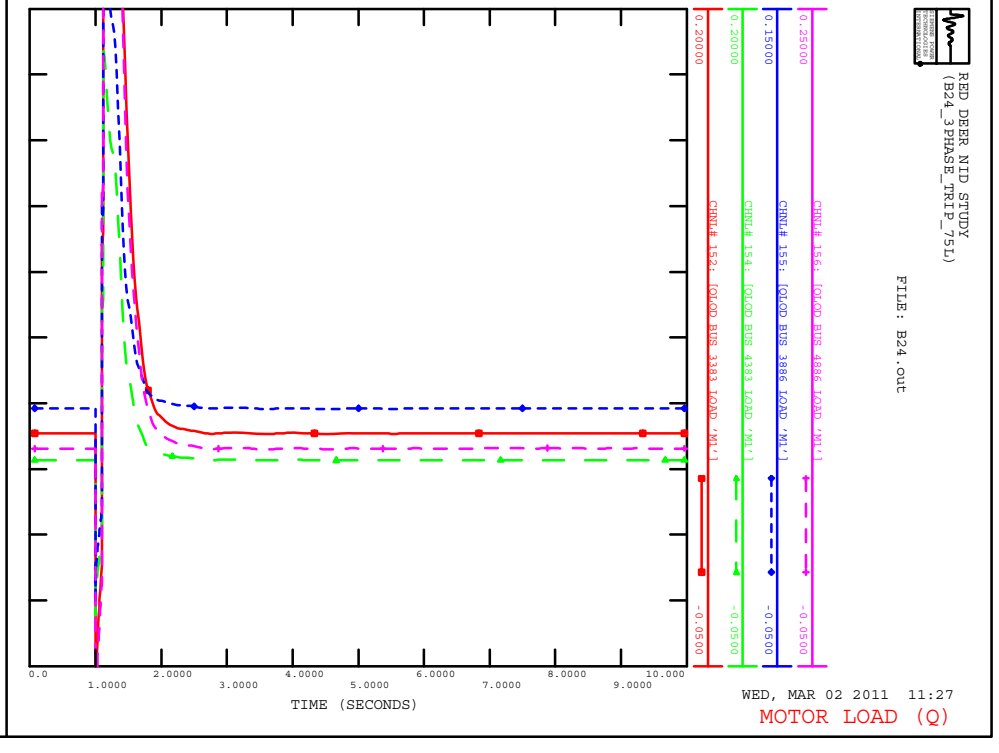

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 168: [VARS BUS 3357 MACH '3 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 166: [VARS BUS 3354 MACH '1 ']
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

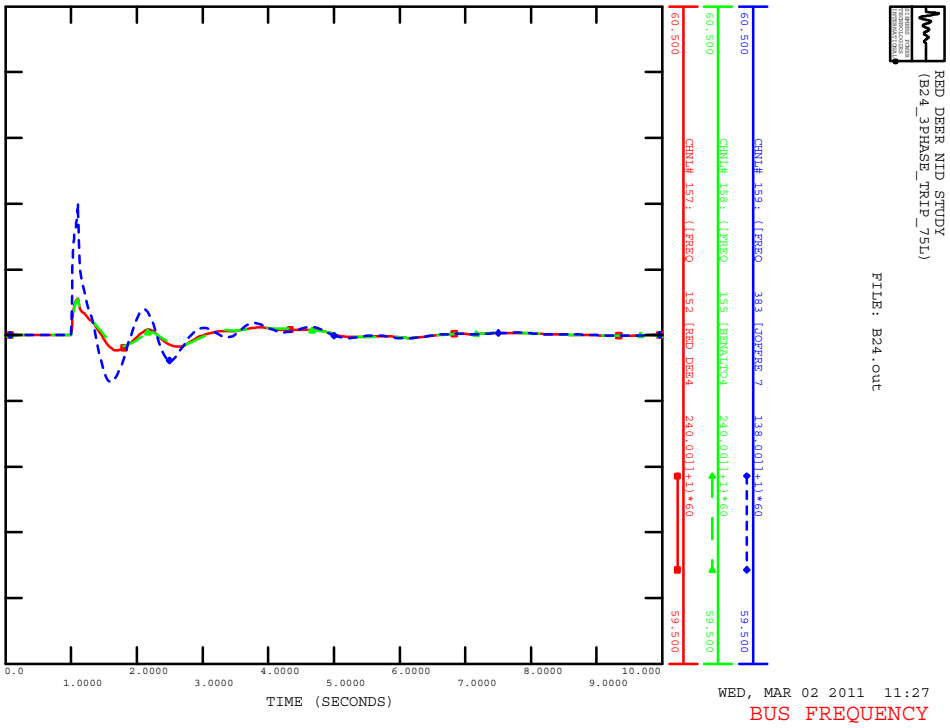

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEE A 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEE4 240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

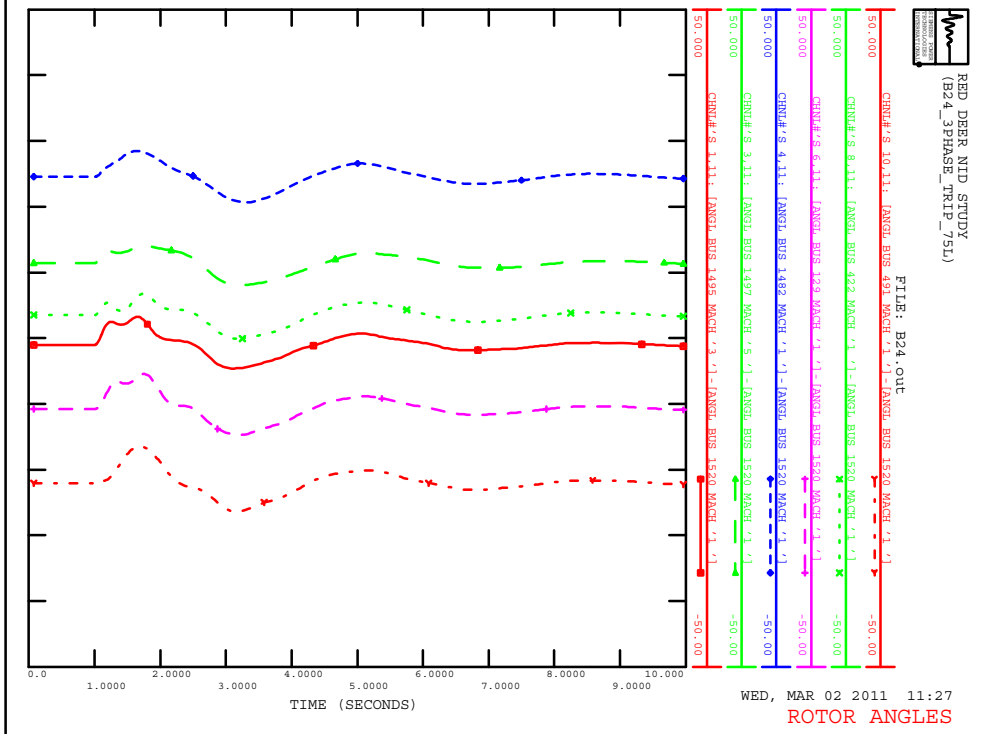

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

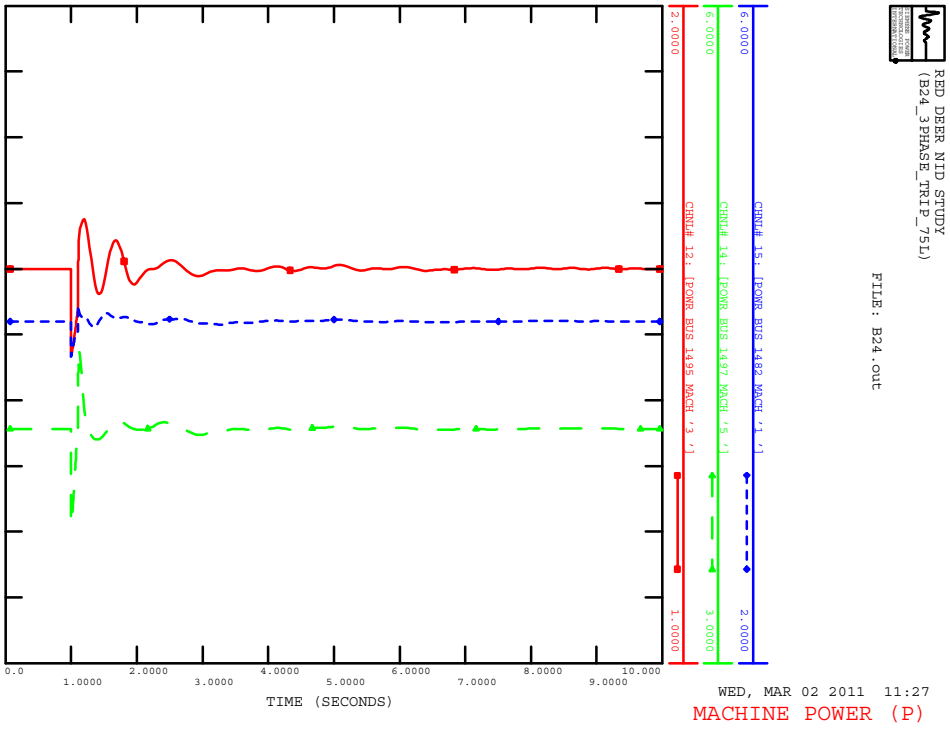

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

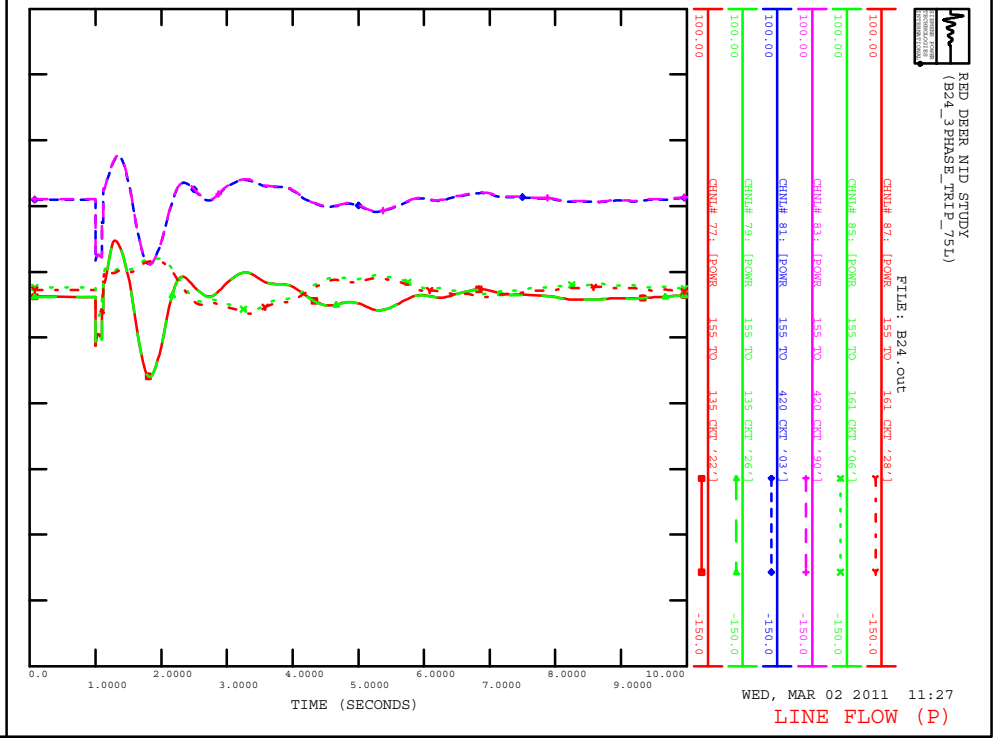

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

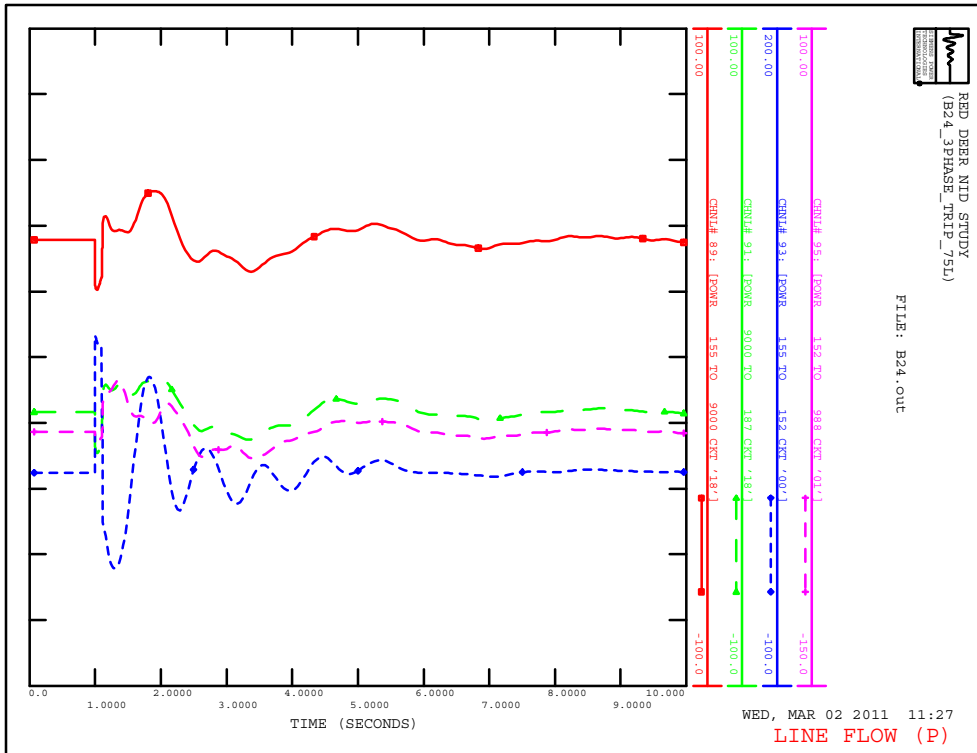

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

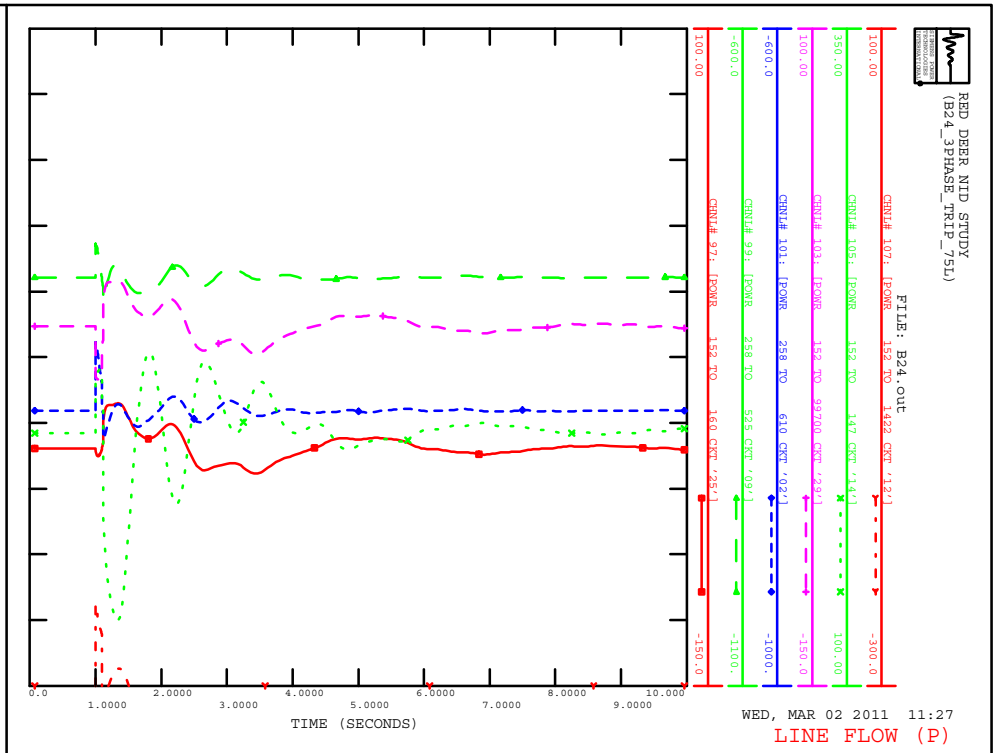

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

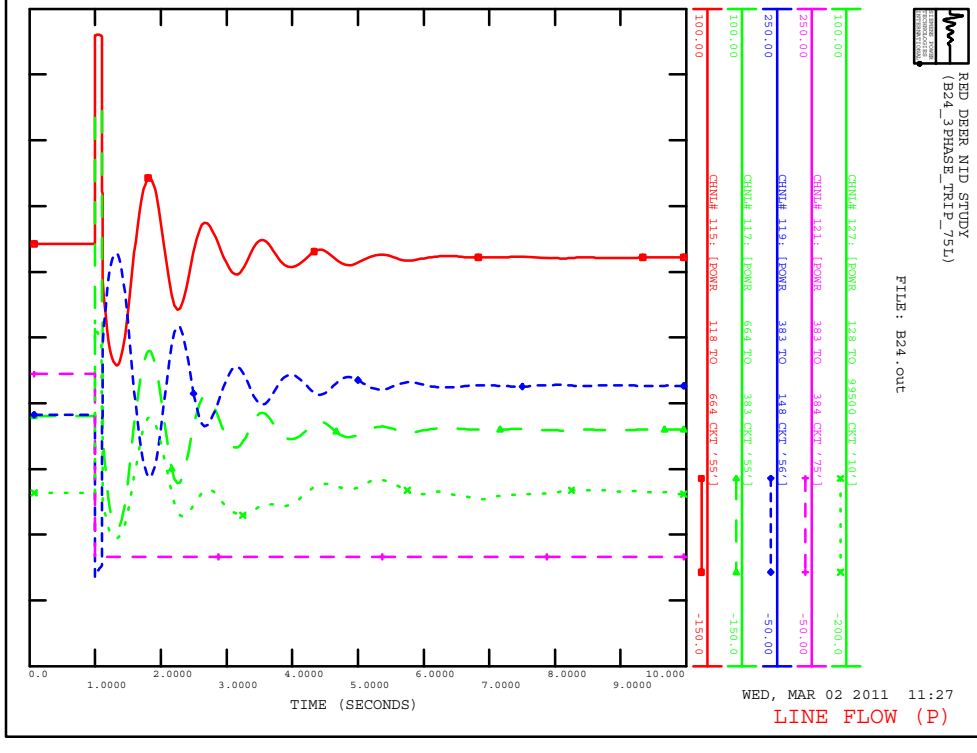

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

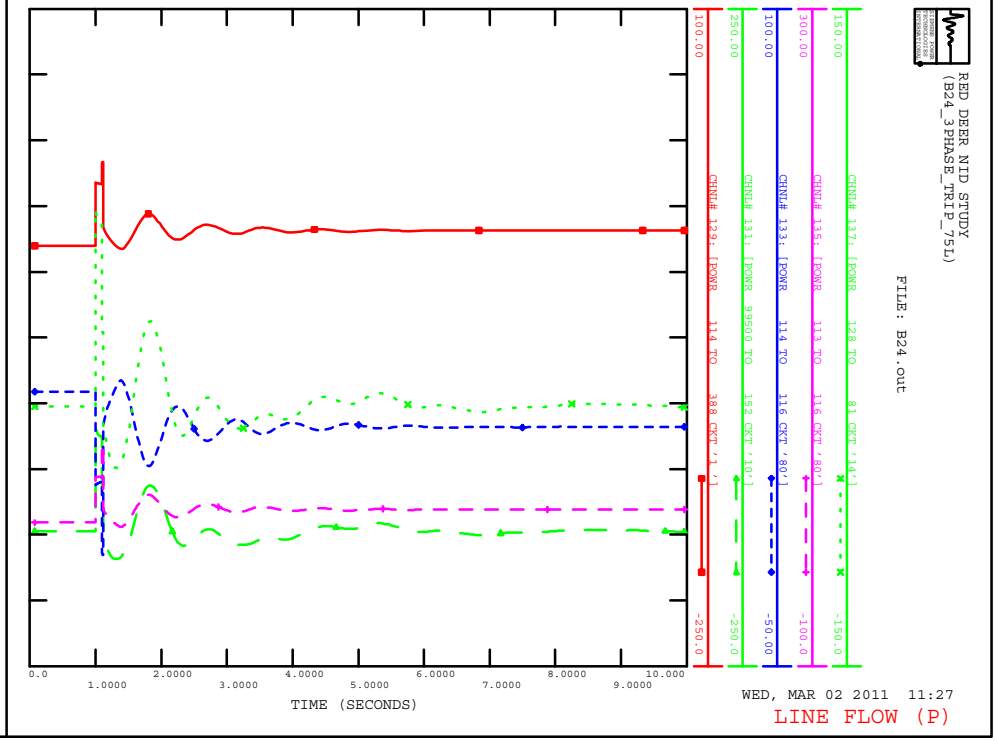

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

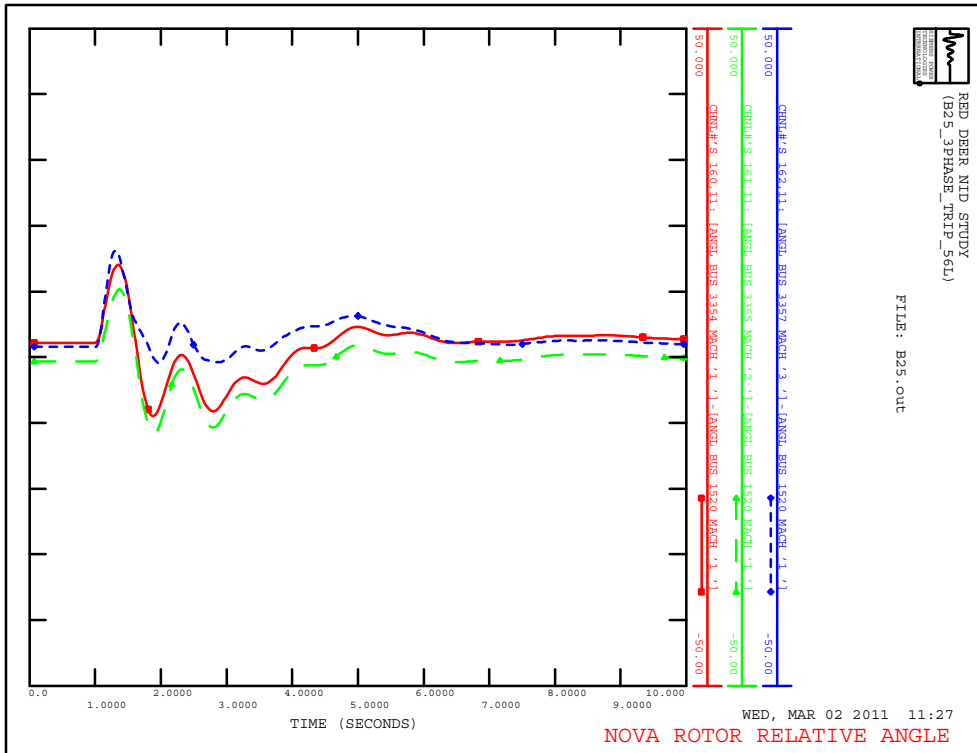

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

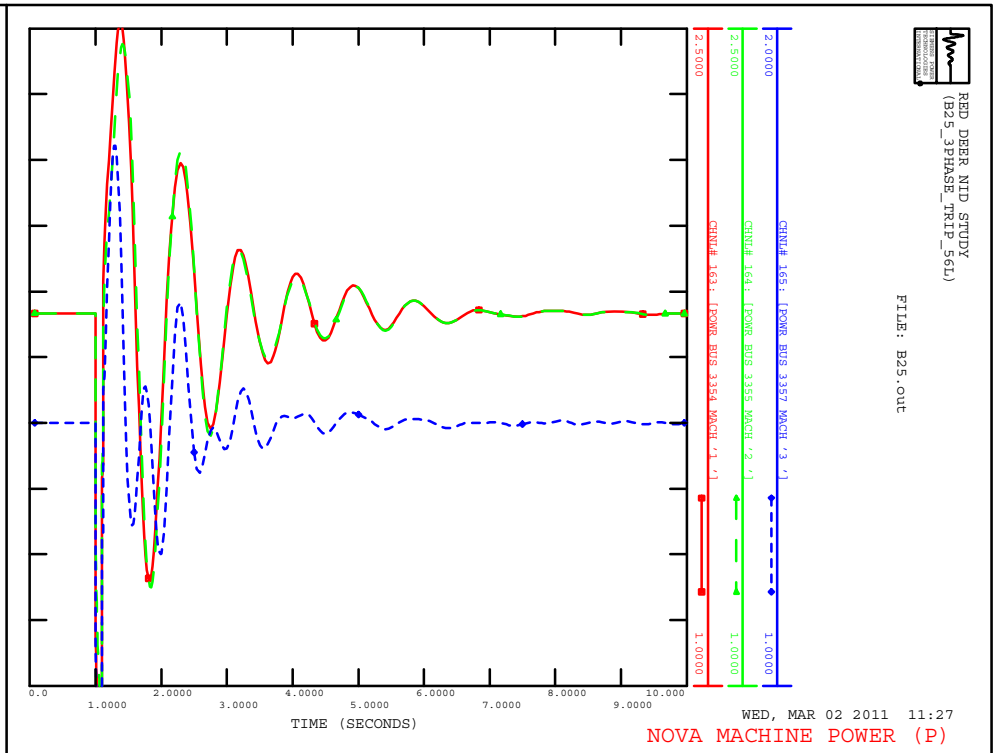

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

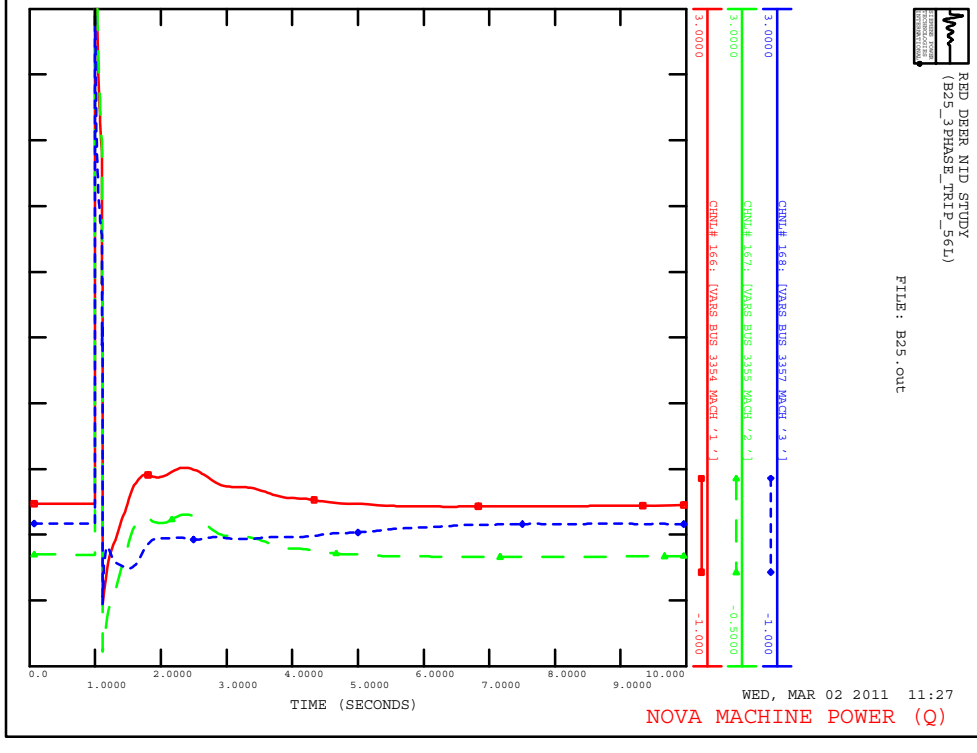

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

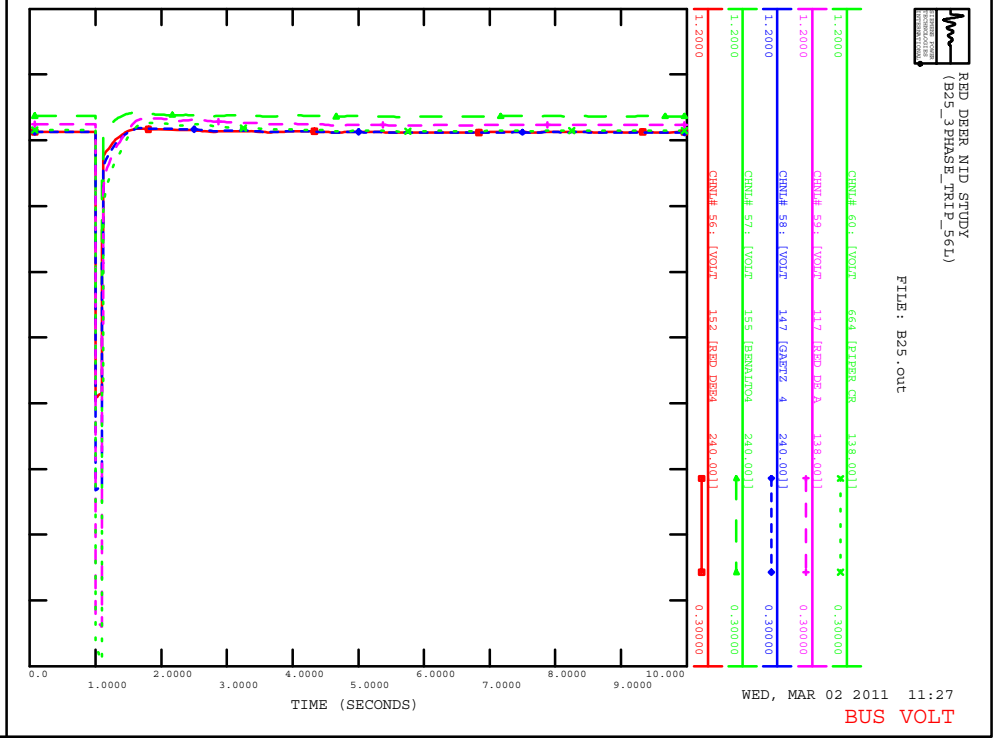

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

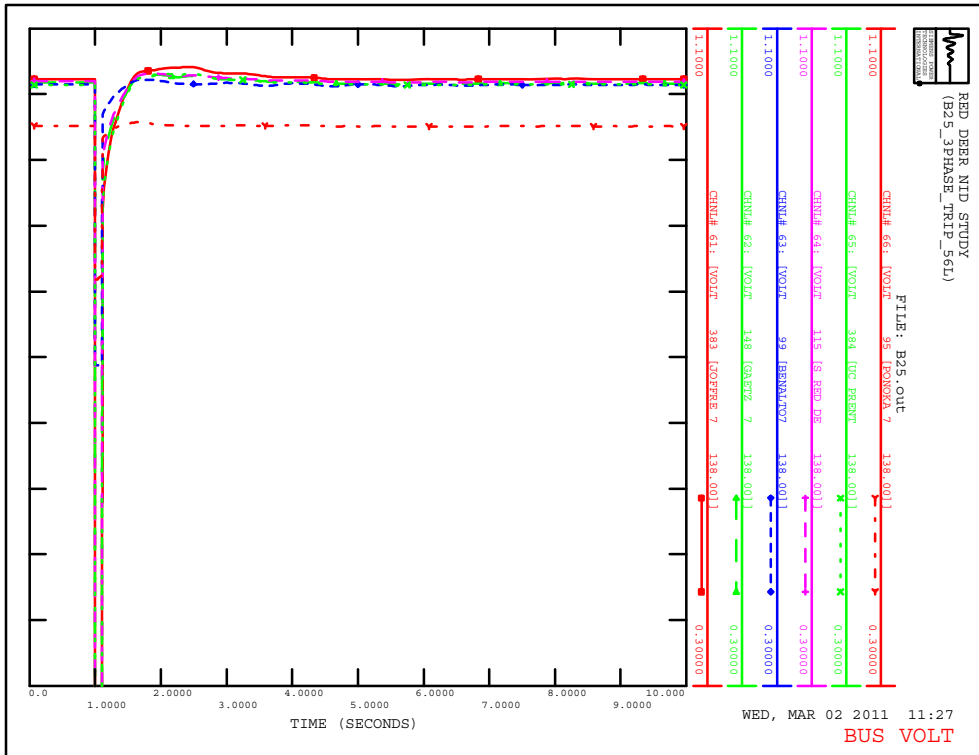

RED DEER NID STUDY
(B24_3PHASE_TRIP_75L)
FILE: B24.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

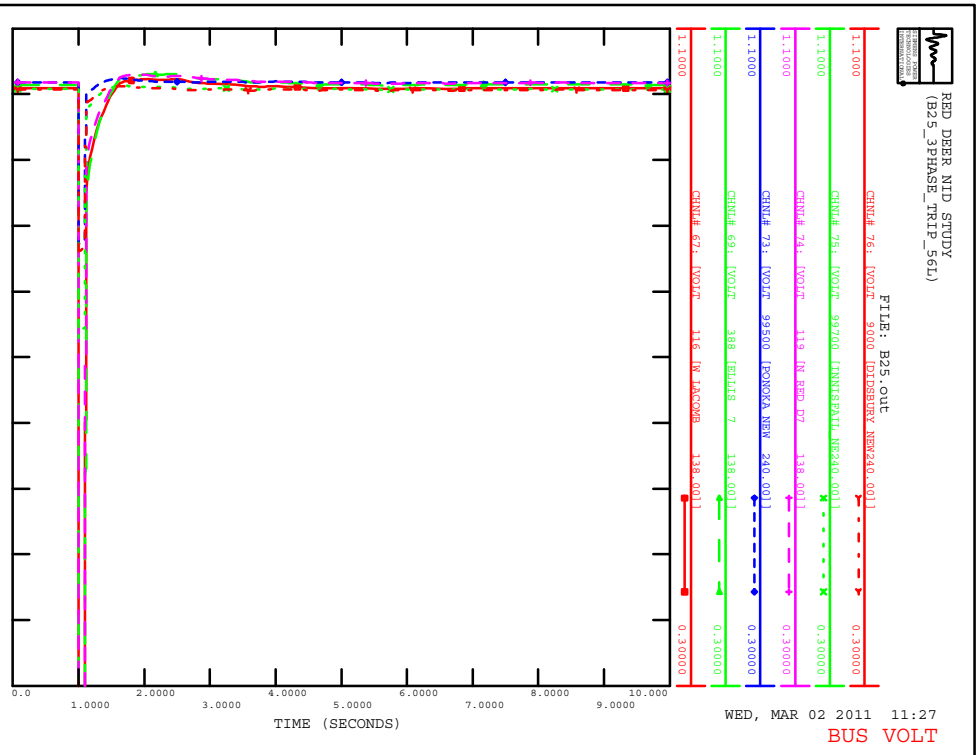

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

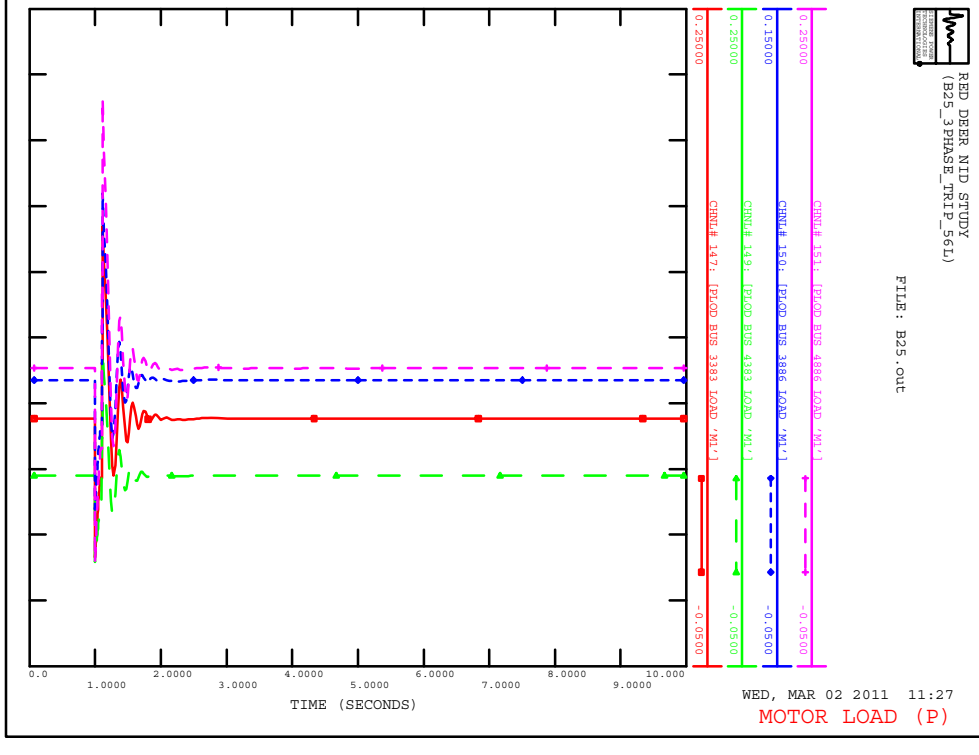

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

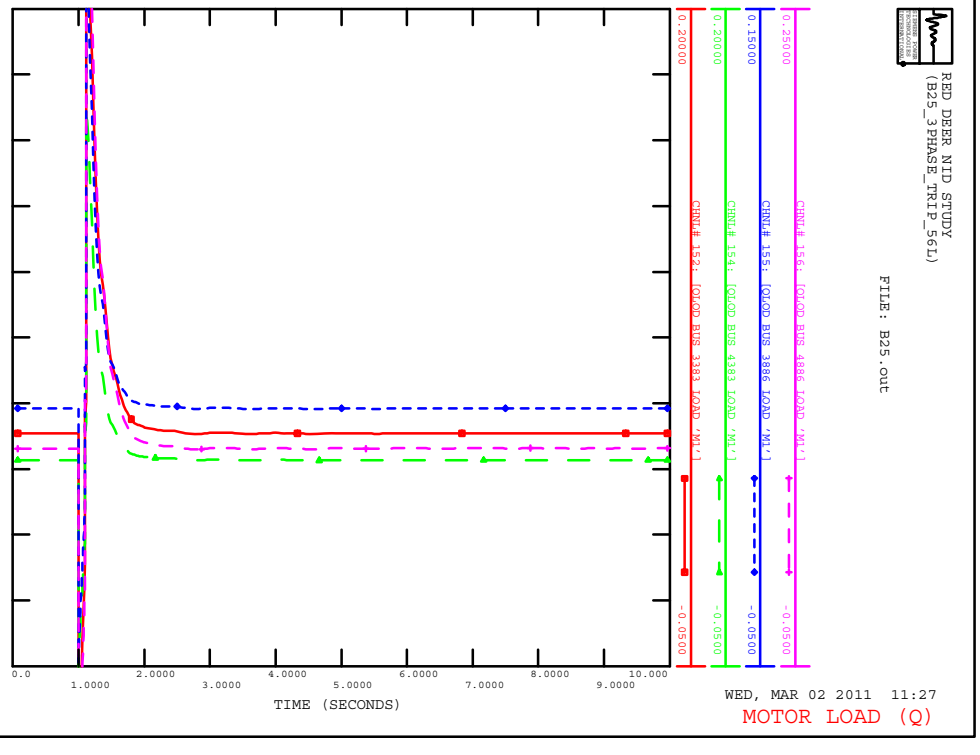

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

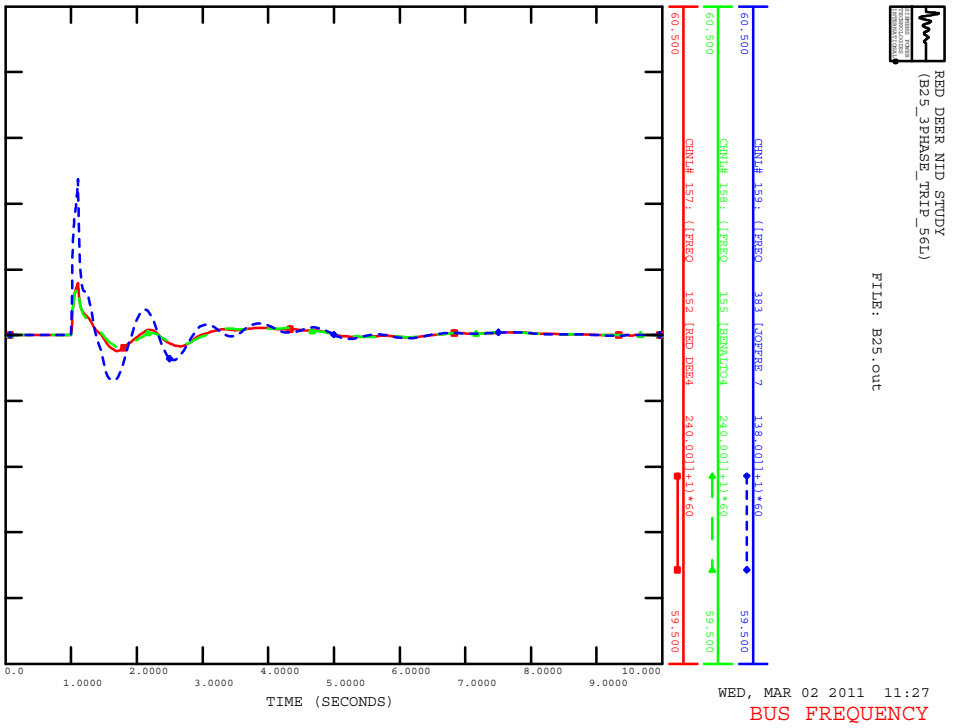

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

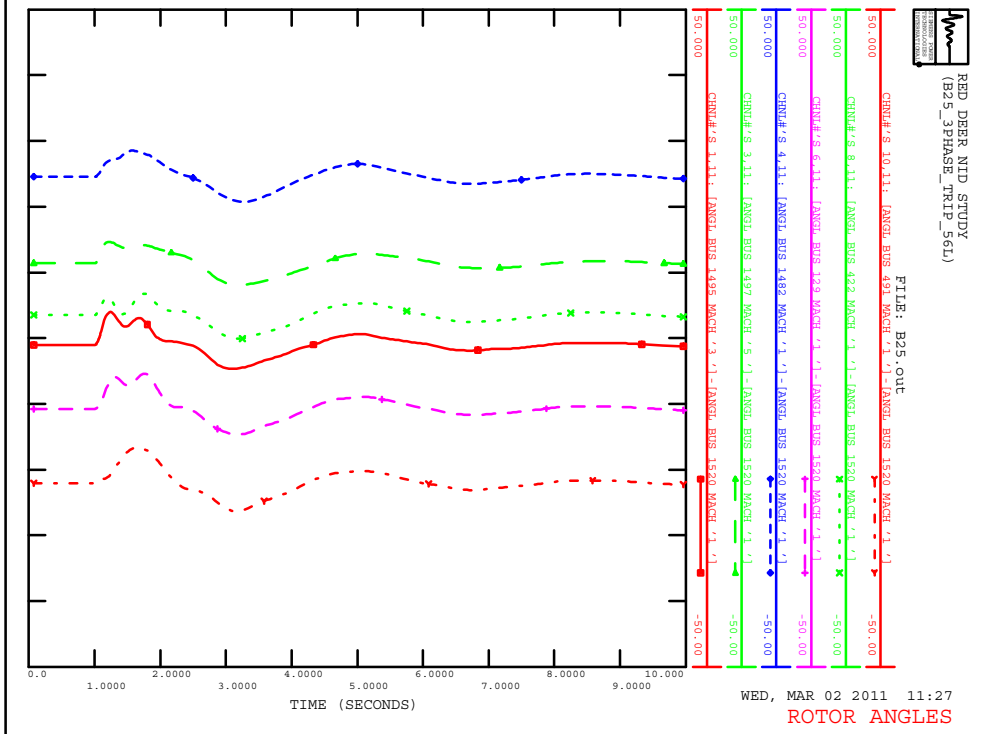

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
CHNI# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNI# 62: [VOLT 148 [GAETZ 7 138.00]]
CHNI# 63: [VOLT 99 [BENALTO7 138.00]]
CHNI# 64: [VOLT 115 [S RED DE 138.00]]
CHNI# 65: [VOLT 384 [UC PRENT 138.00]]
CHNI# 66: [VOLT 95 [PONOKA 7 138.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

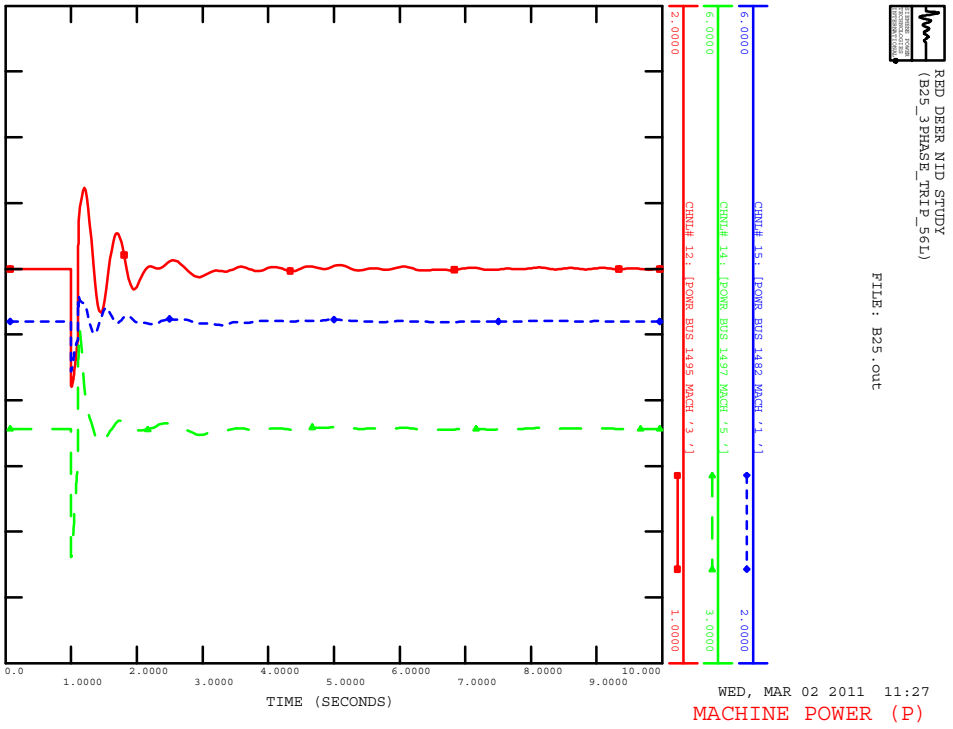

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
CHNI# 67: [VOLT 116 [N JACOMB 138.00]]
CHNI# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNI# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNI# 74: [VOLT 119 [N RED P7 138.00]]
CHNI# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNI# 76: [VOLT 9000 [DIESBURY NEW240.00]]
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

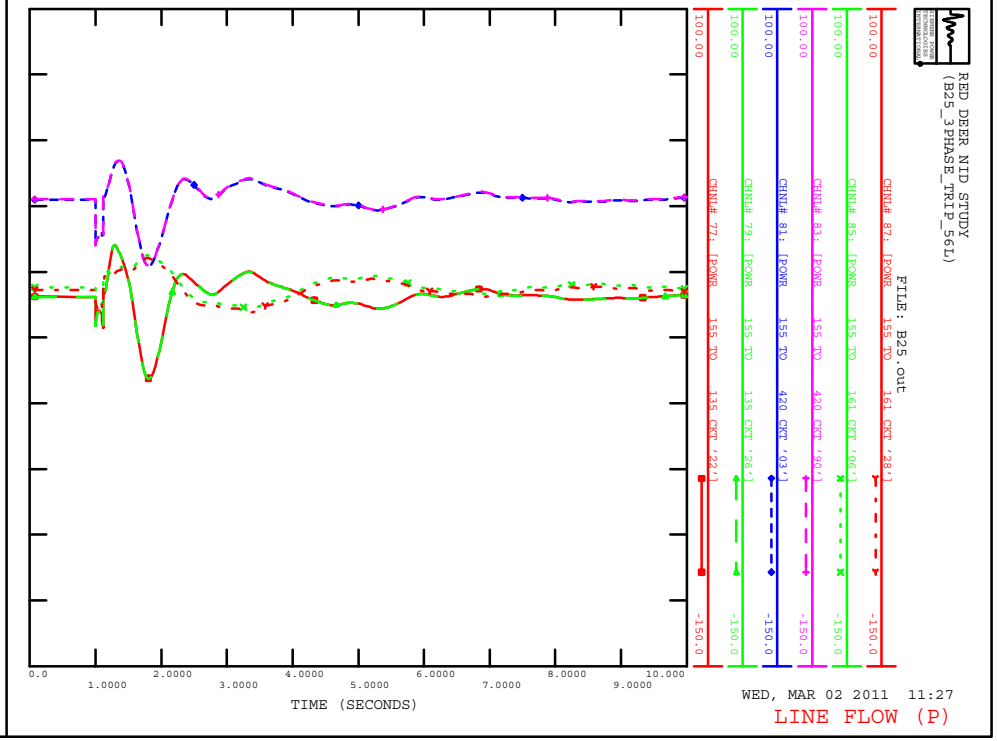

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
CHNI# 147: [PLOD BUS 3383 LOAD 'M1']
CHNI# 149: [PLOD BUS 4383 LOAD 'M1']
CHNI# 150: [PLOD BUS 3886 LOAD 'M1']
CHNI# 151: [PLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

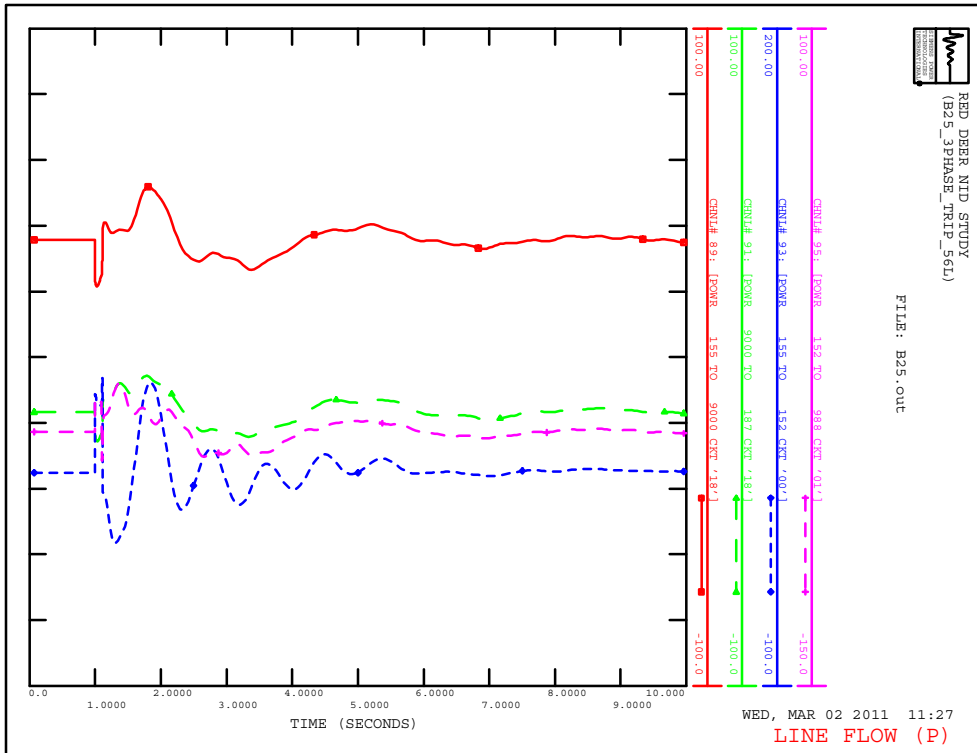

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
CHNI# 152: [QLOD BUS 3383 LOAD 'M1']
CHNI# 154: [QLOD BUS 4383 LOAD 'M1']
CHNI# 155: [QLOD BUS 3886 LOAD 'M1']
CHNI# 156: [QLOD BUS 4886 LOAD 'M1']
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

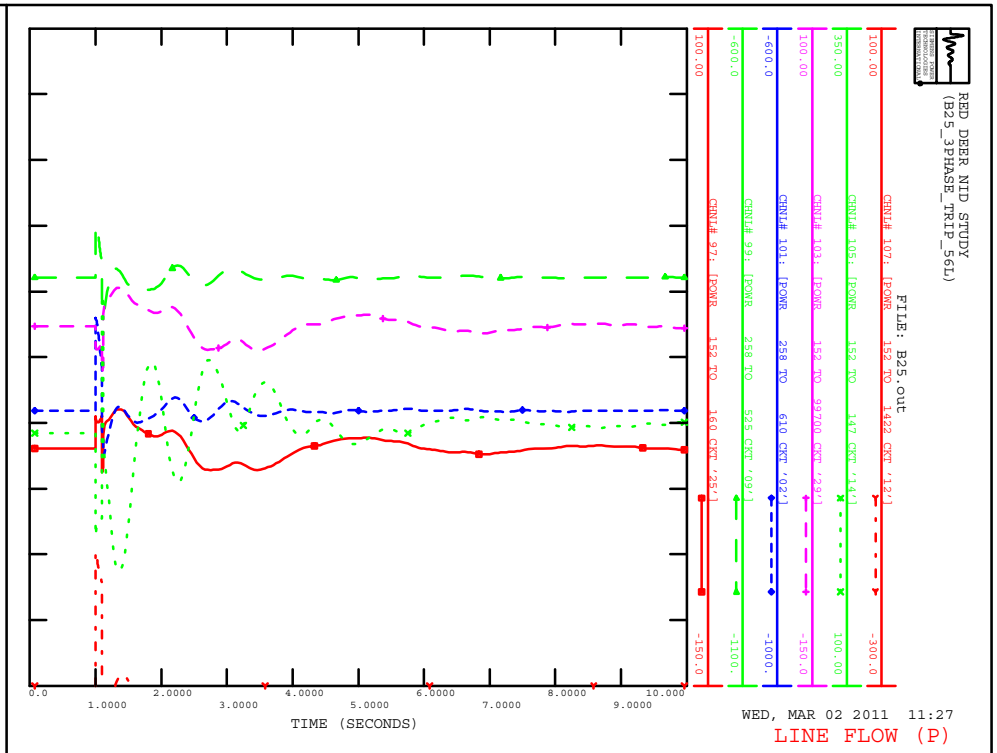

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

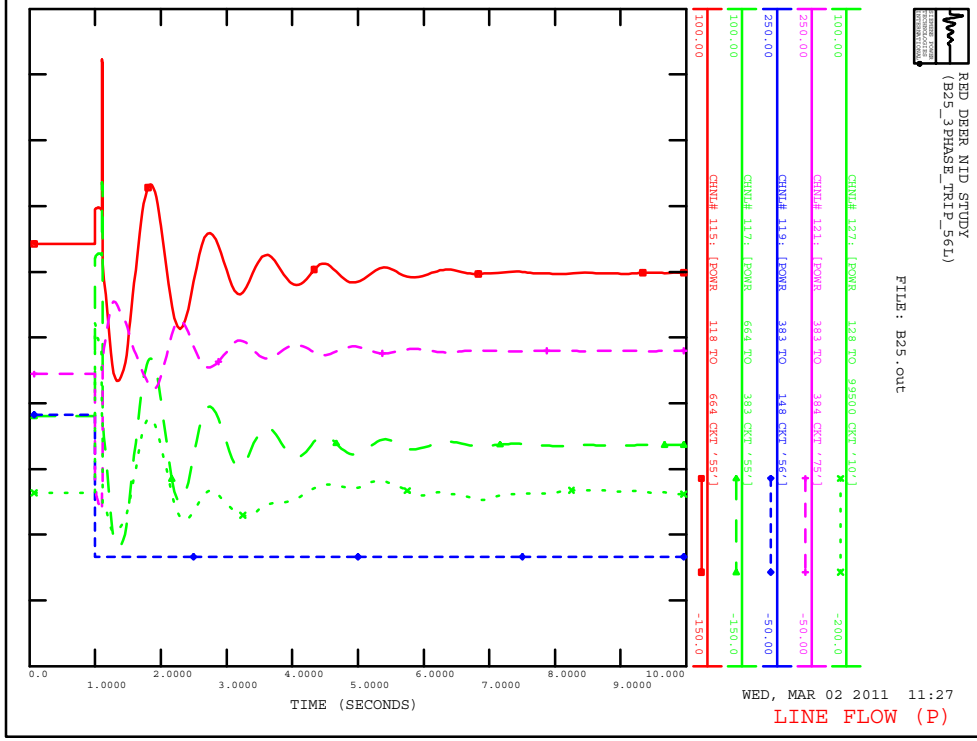

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

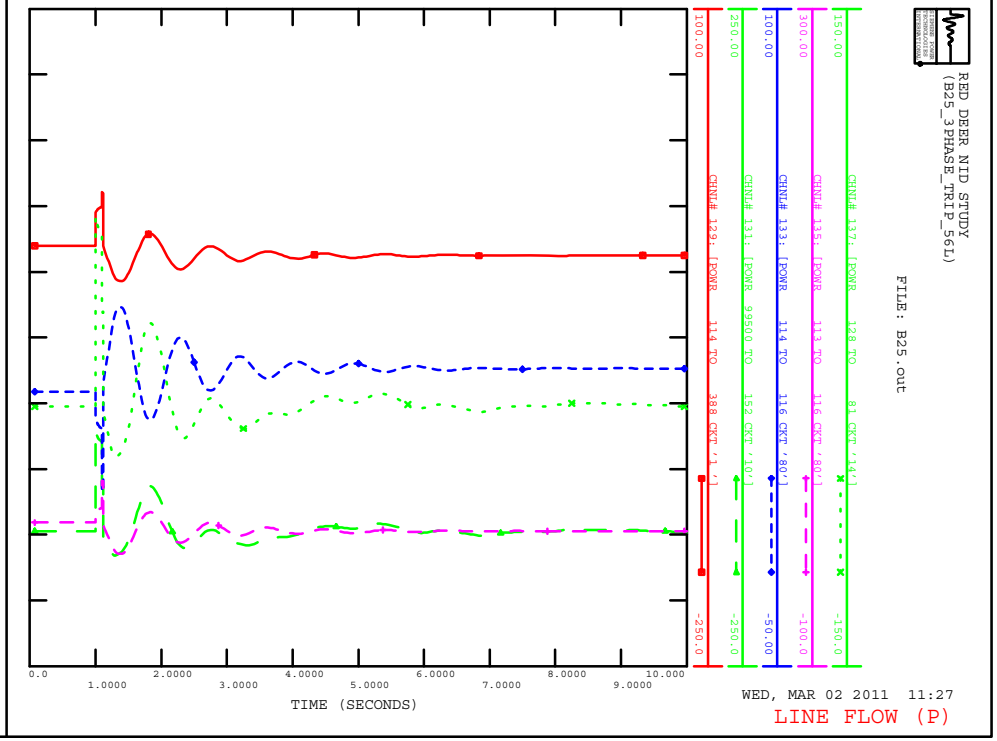

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

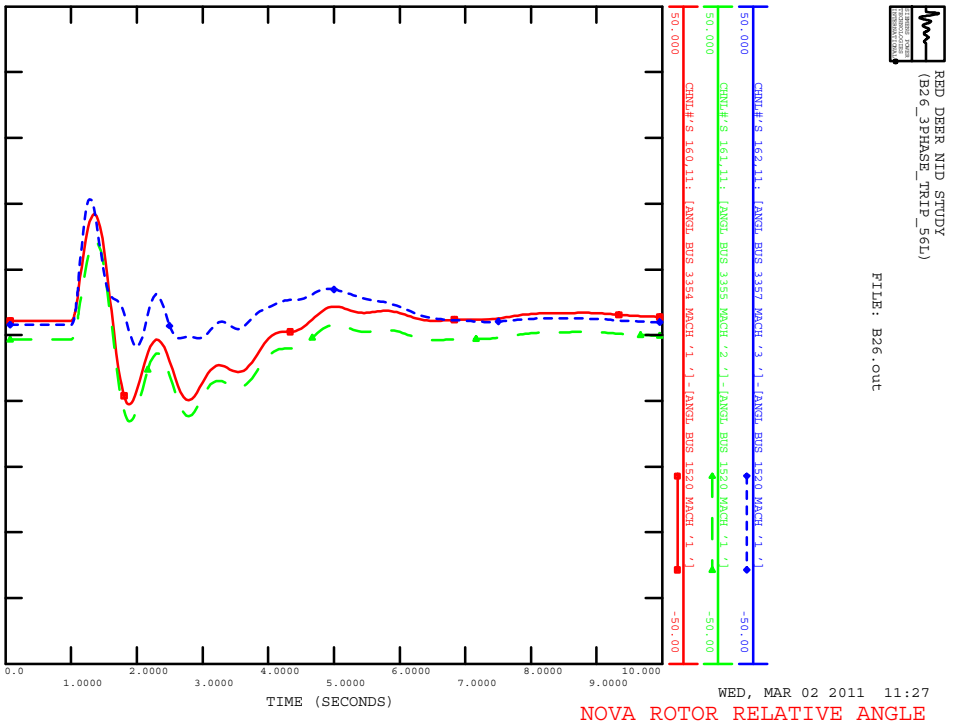

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

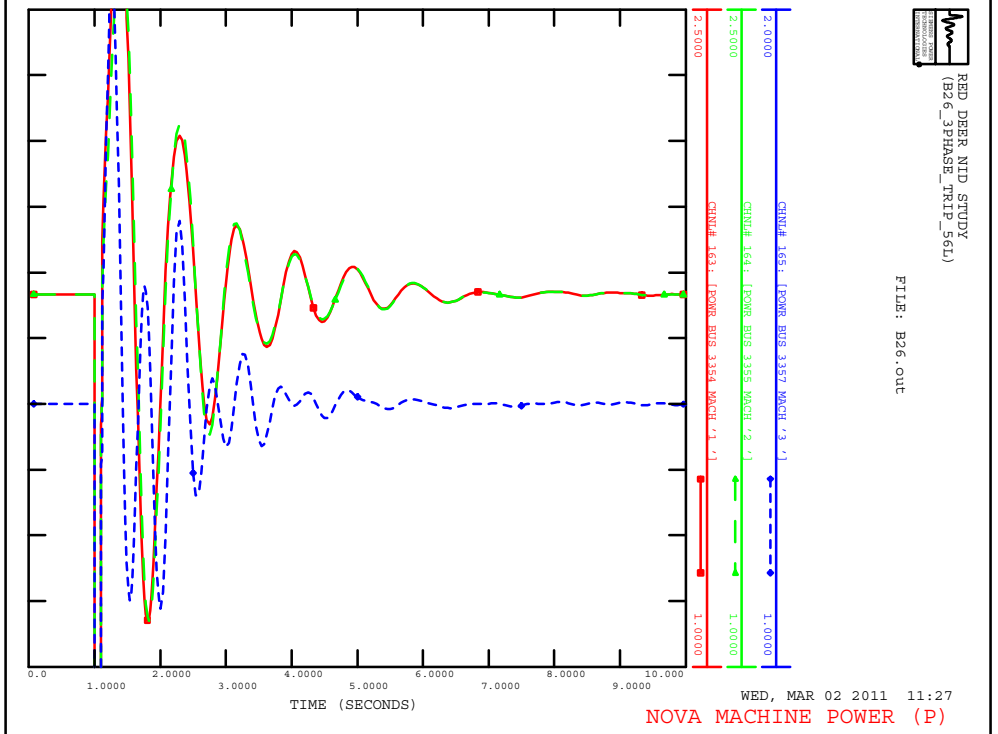

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

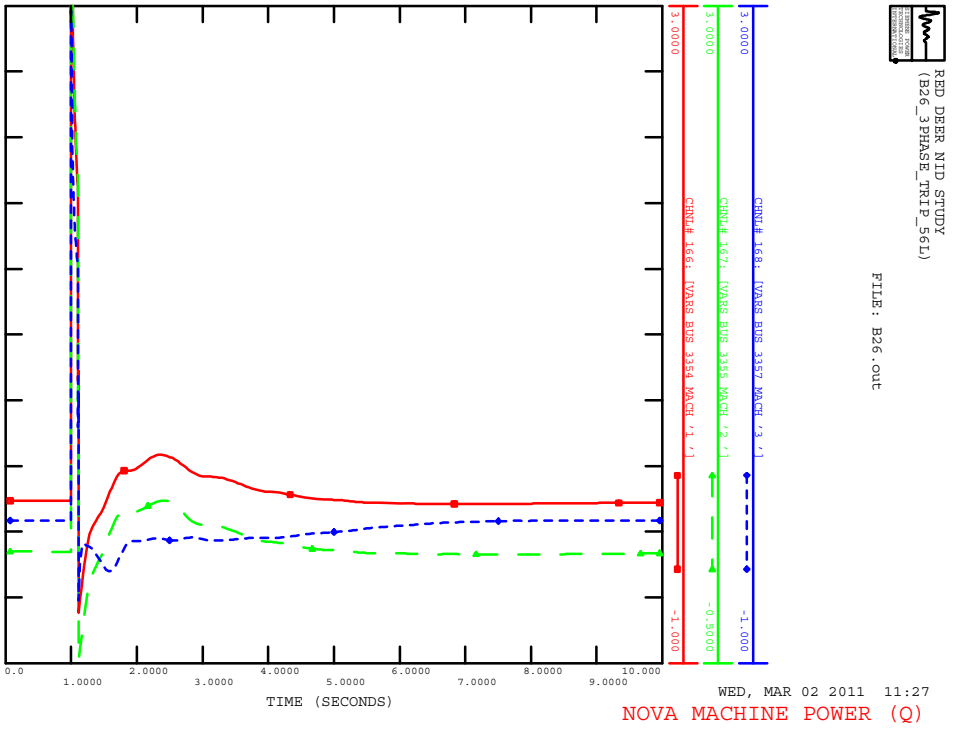

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

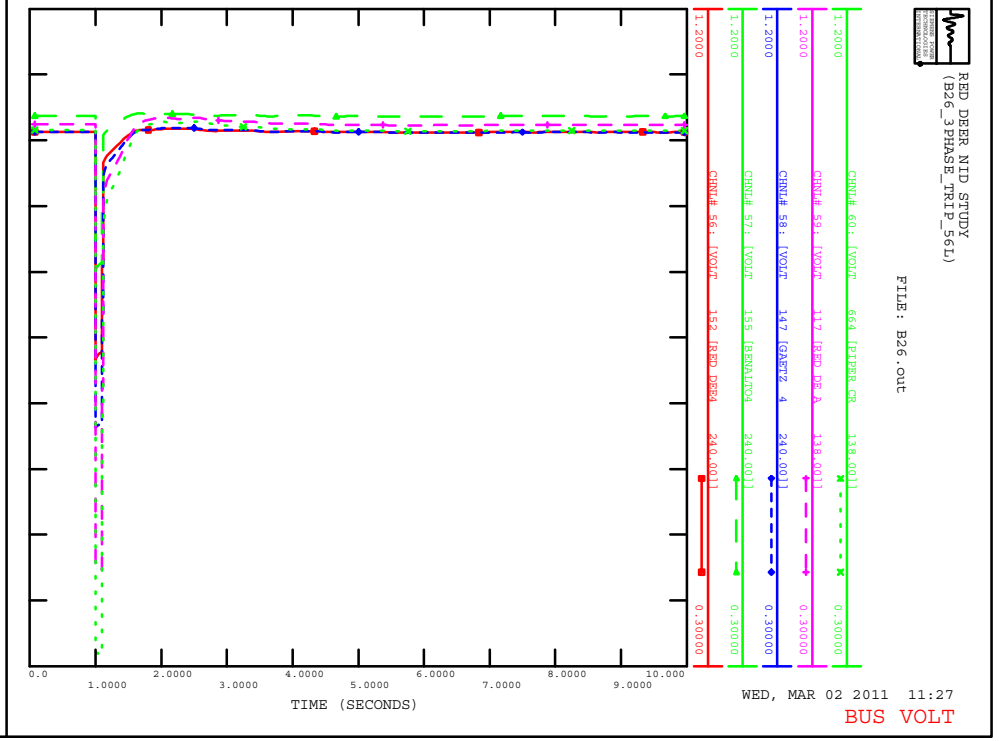

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

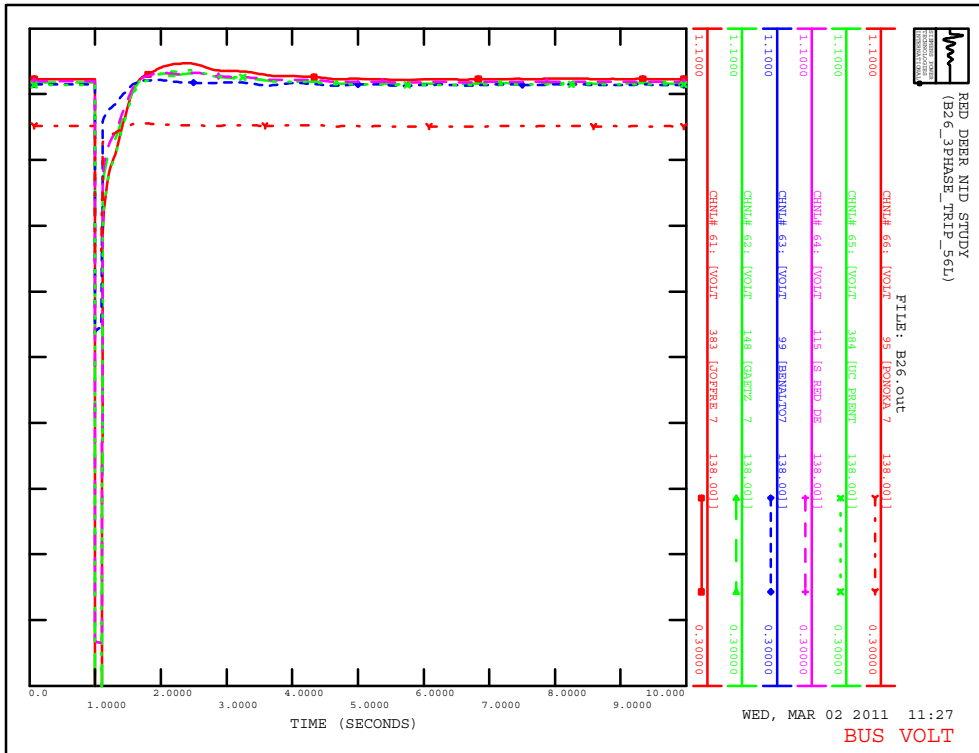

RED DEER NID STUDY
(B25_3PHASE_TRIP_56L)
FILE: B25.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

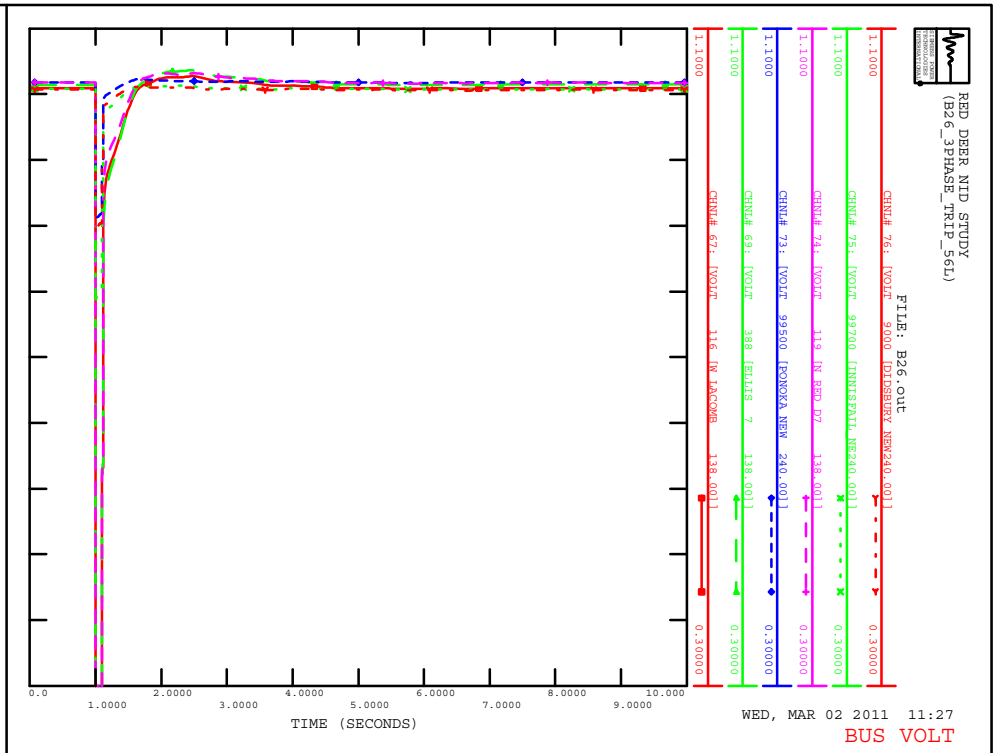

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE

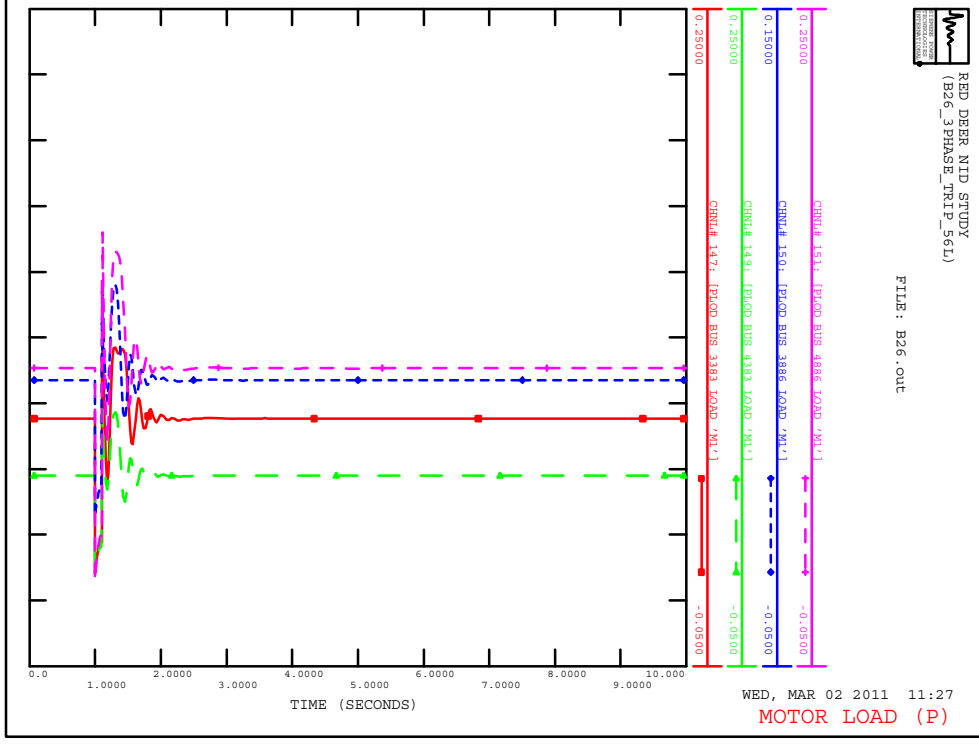

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)

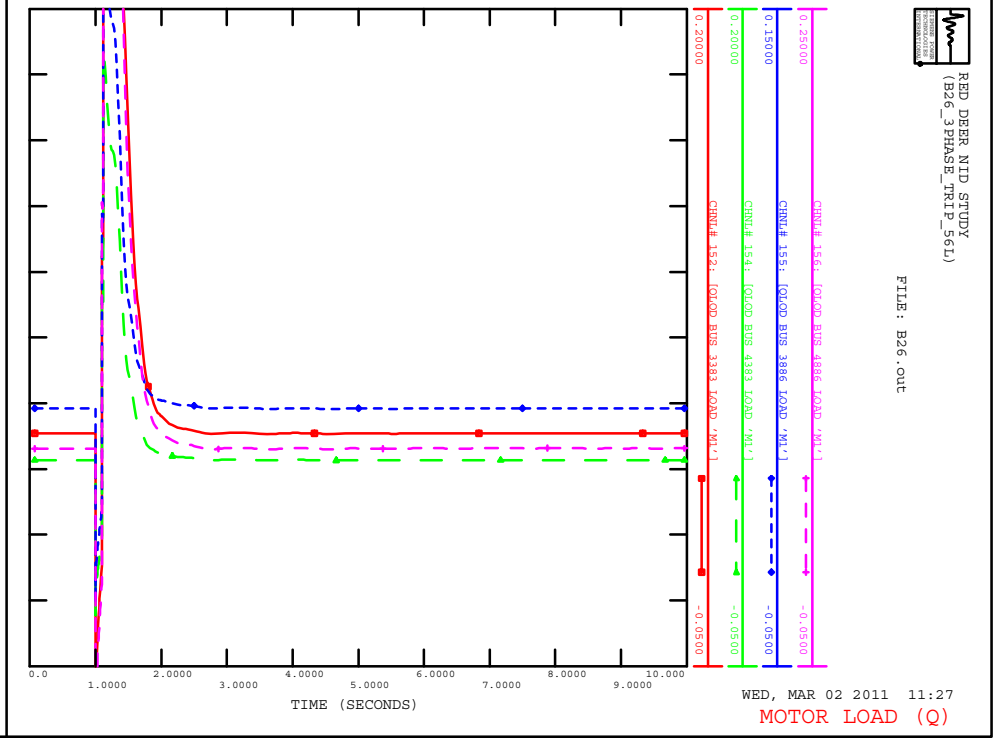

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)

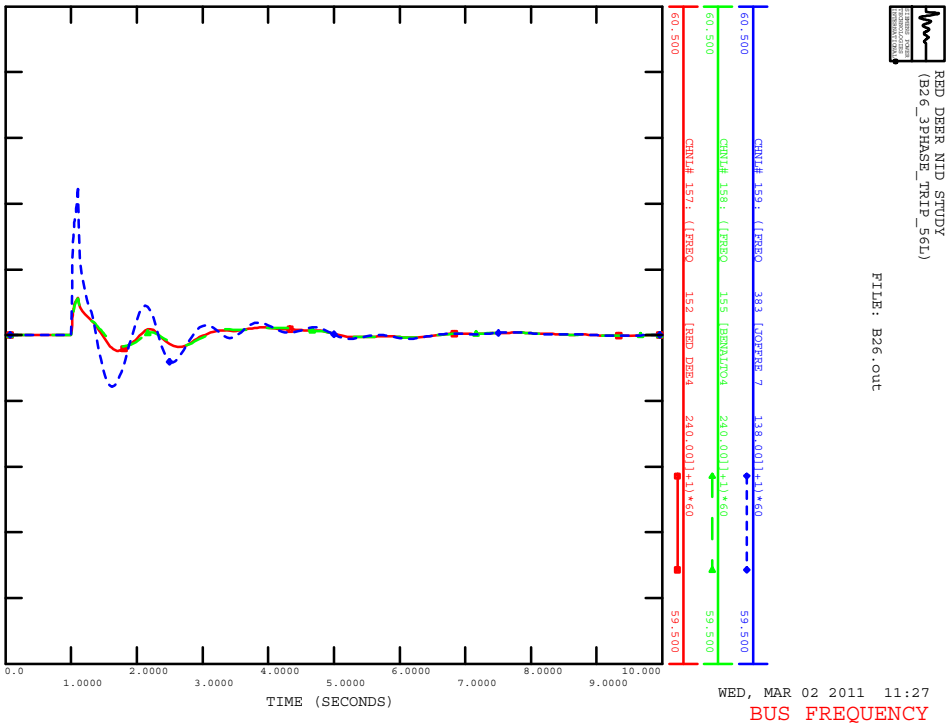

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

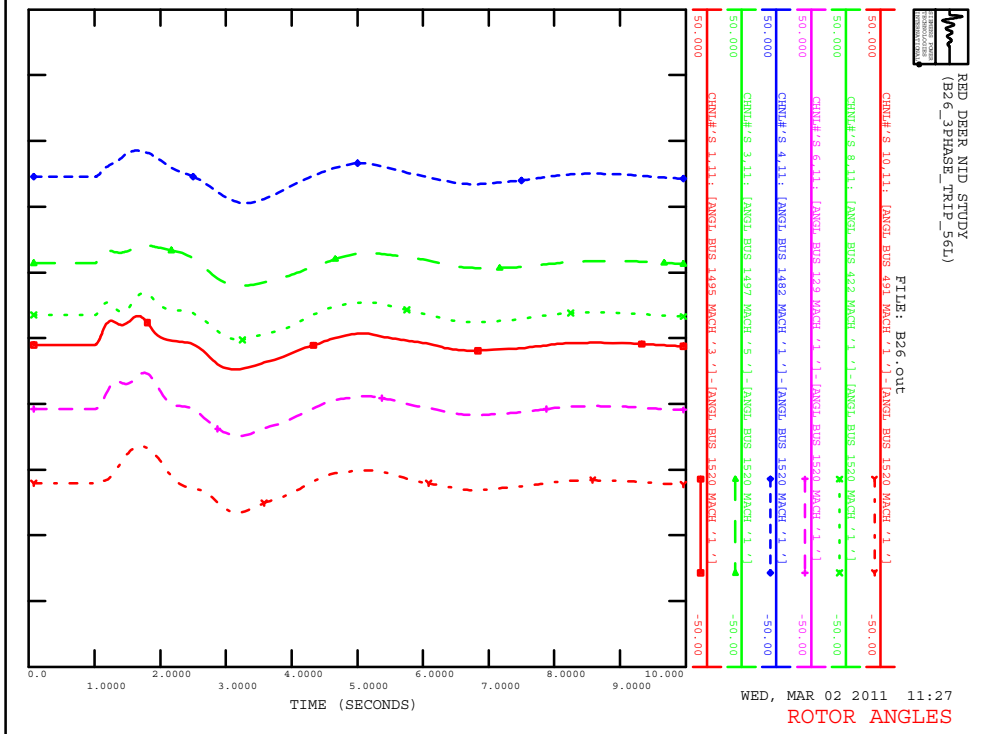

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
CHNL# 61: [VOLT 383 [JOFFRE 7 138.00]]
CHNL# 62: [VOLT 148 [CALEY2 7 138.00]]
CHNL# 63: [VOLT 99 [BENALTO7 138.00]]
CHNL# 64: [VOLT 115 [S RED DE 138.00]]
CHNL# 65: [VOLT 384 [UC PRENT 138.00]]
CHNL# 66: [VOLT 95 [PONOKA 7 138.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

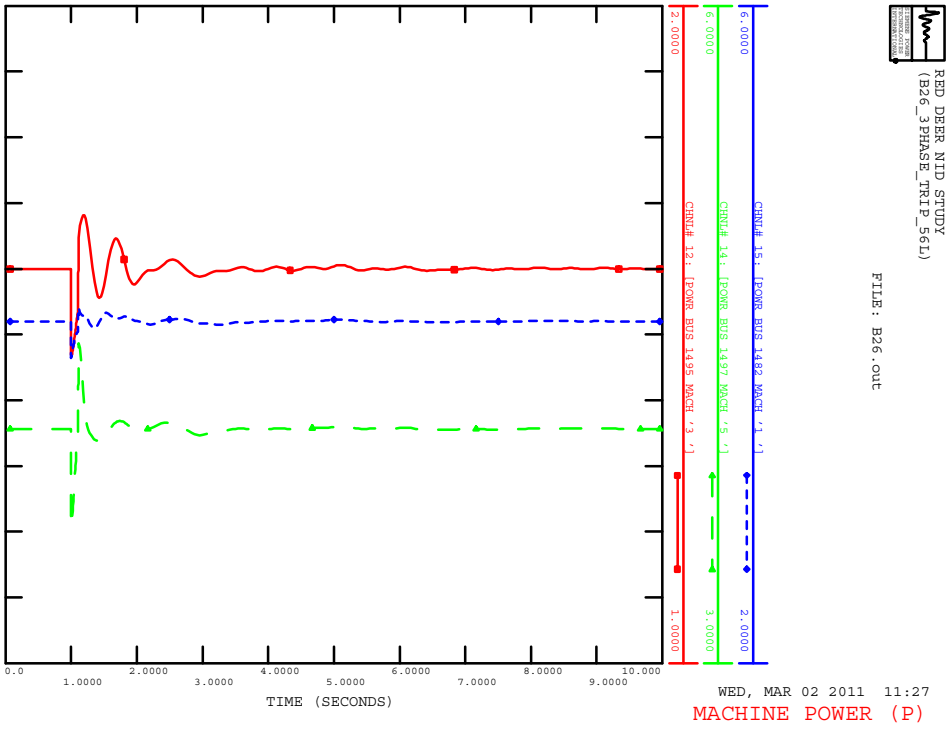

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
CHNL# 67: [VOLT 116 [N JACOMB 138.00]]
CHNL# 69: [VOLT 388 [EDJIS 7 138.00]]
CHNL# 73: [VOLT 99500 [PONOKA NEW 240.00]]
CHNL# 74: [VOLT 119 [N RED P7 138.00]]
CHNL# 75: [VOLT 99700 [INNISFAIL NE240.00]]
CHNL# 76: [VOLT 9000 [DIESBURY NEW240.00]]
1.1000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT

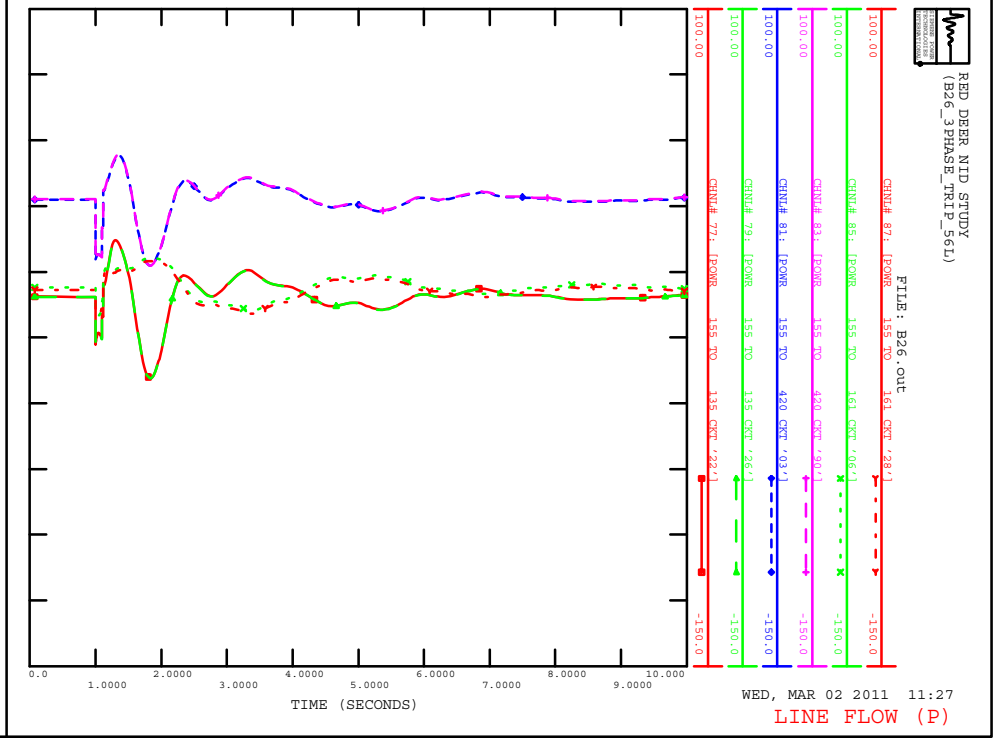

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
CHNL# 147: [PLOD BUS 3383 LOAD 'M1']
CHNL# 149: [PLOD BUS 4383 LOAD 'M1']
CHNL# 150: [PLOD BUS 3886 LOAD 'M1']
CHNL# 151: [PLOD BUS 4886 LOAD 'M1']
0.25000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (P)

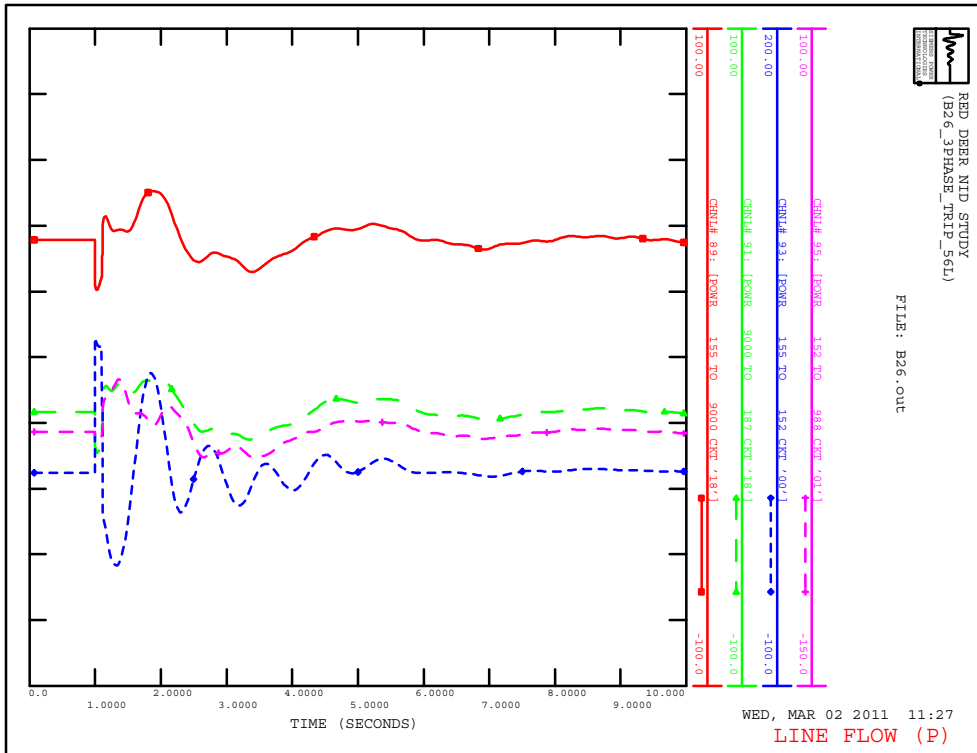

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
CHNL# 152: [QLOD BUS 3383 LOAD 'M1']
CHNL# 154: [QLOD BUS 4383 LOAD 'M1']
CHNL# 155: [QLOD BUS 3886 LOAD 'M1']
CHNL# 156: [QLOD BUS 4886 LOAD 'M1']
0.25000
0.20000
0.15000
-0.0500
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
MOTOR LOAD (Q)

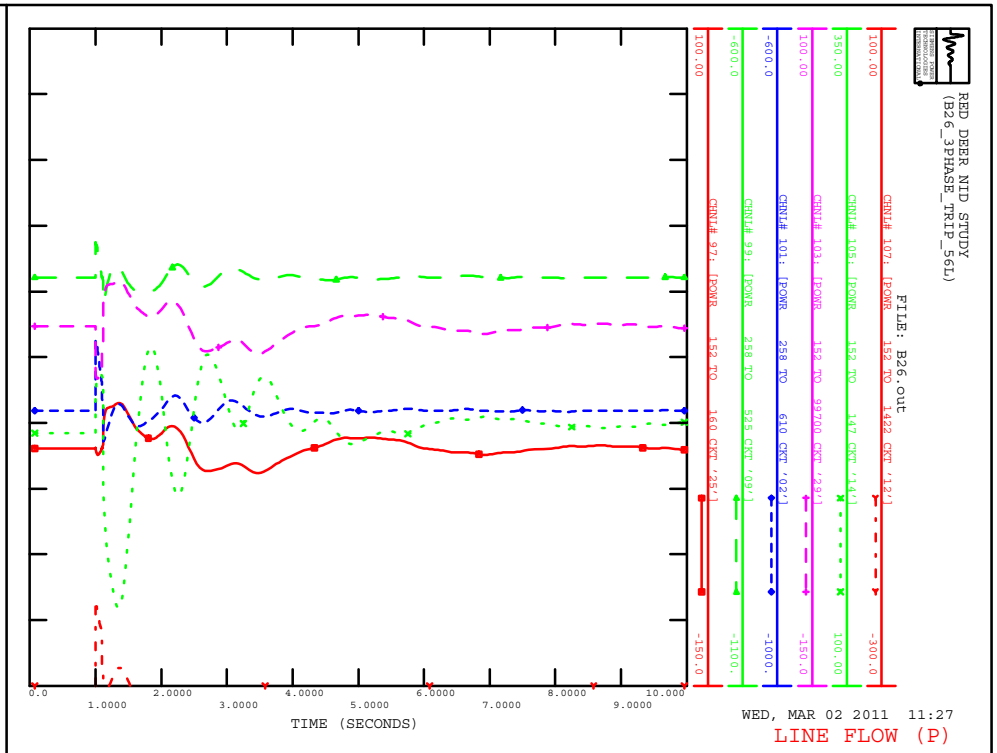

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS FREQUENCY

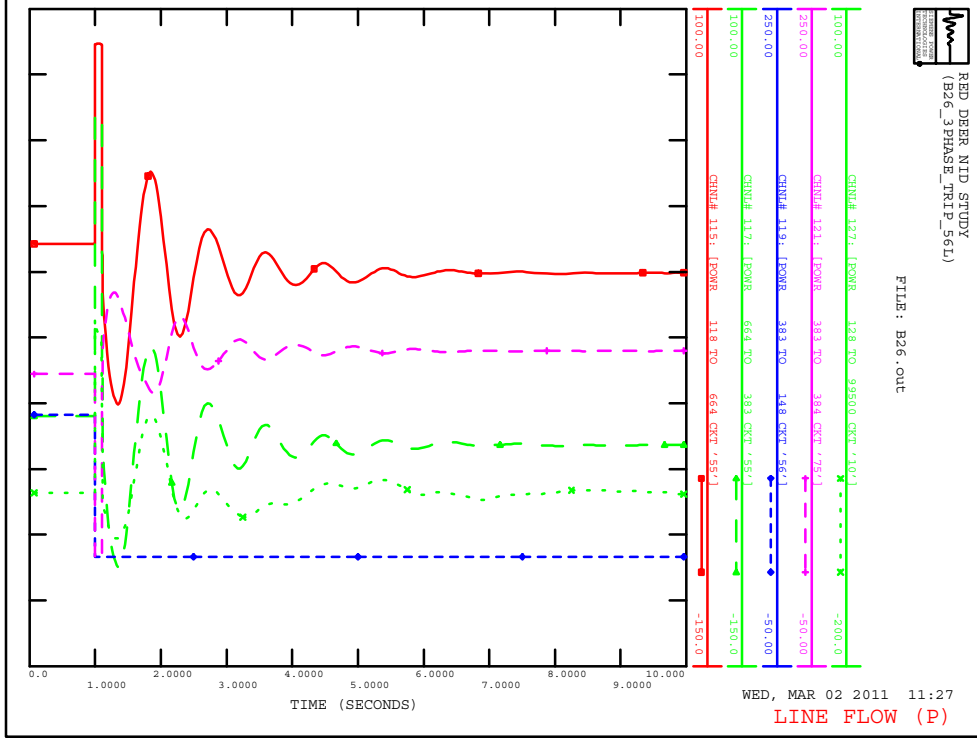

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
ROTOR ANGLES

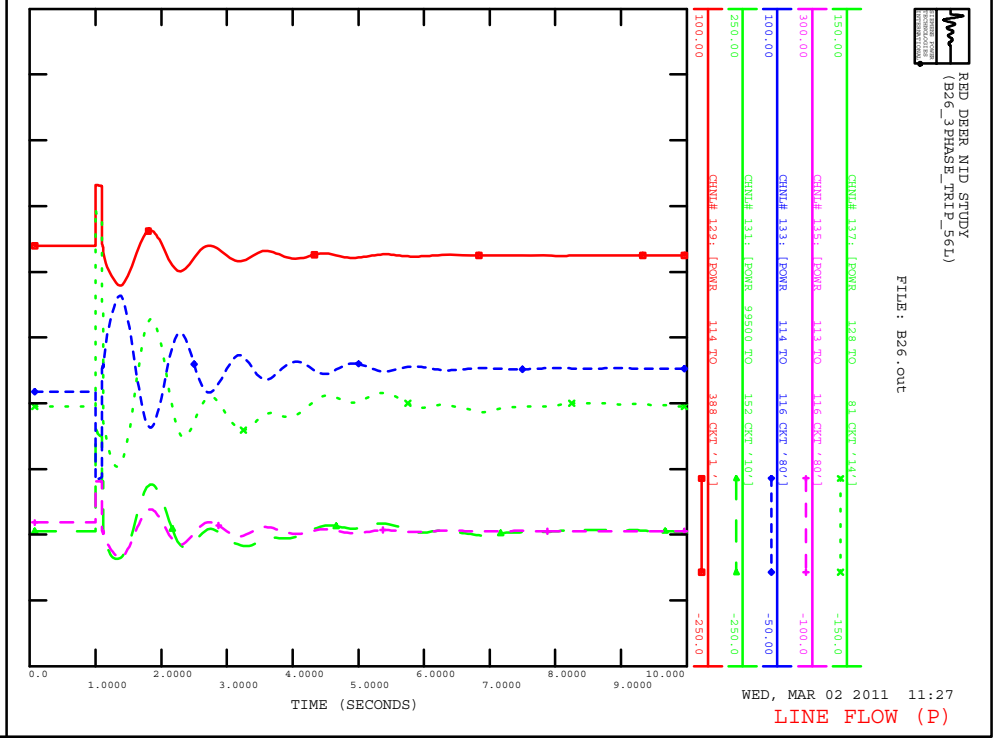

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
MACHINE POWER (P)

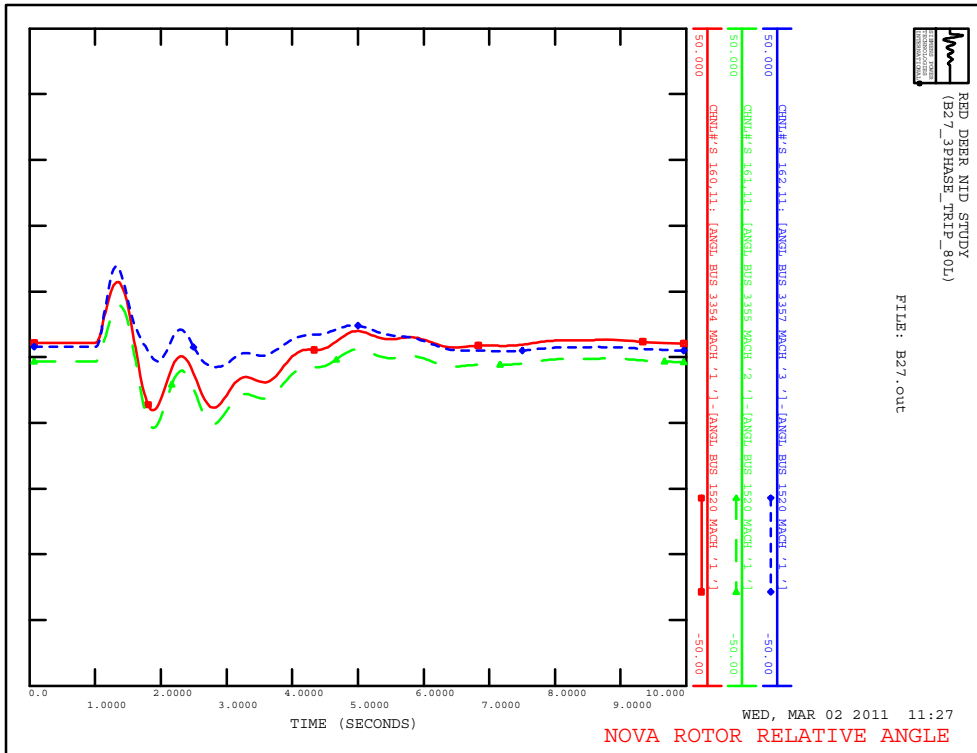

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

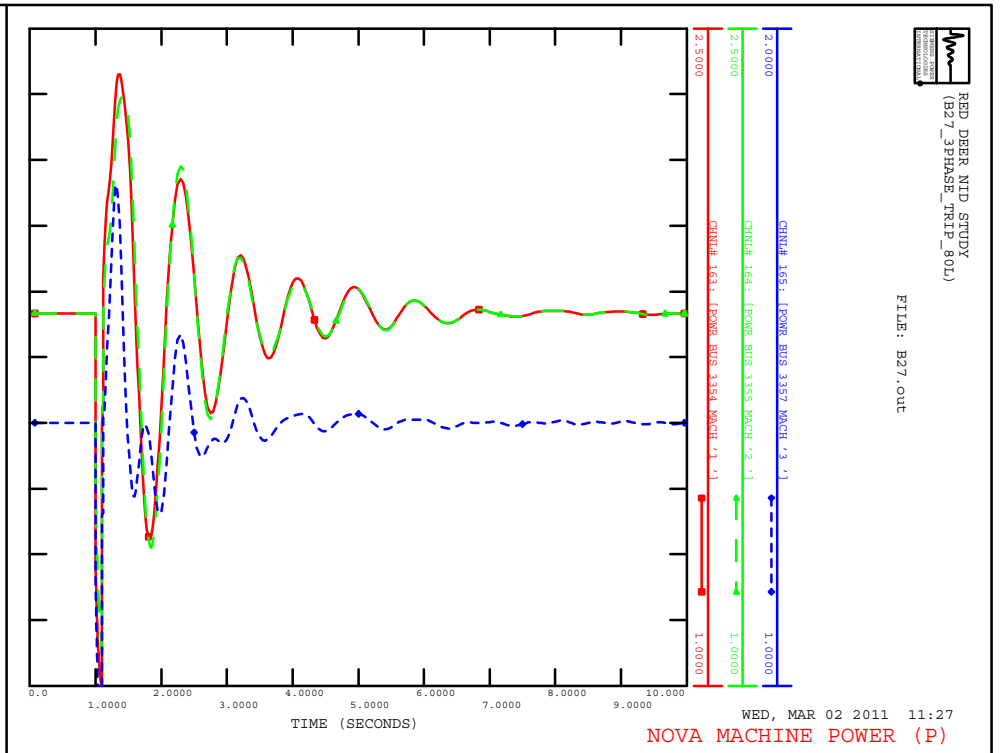

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

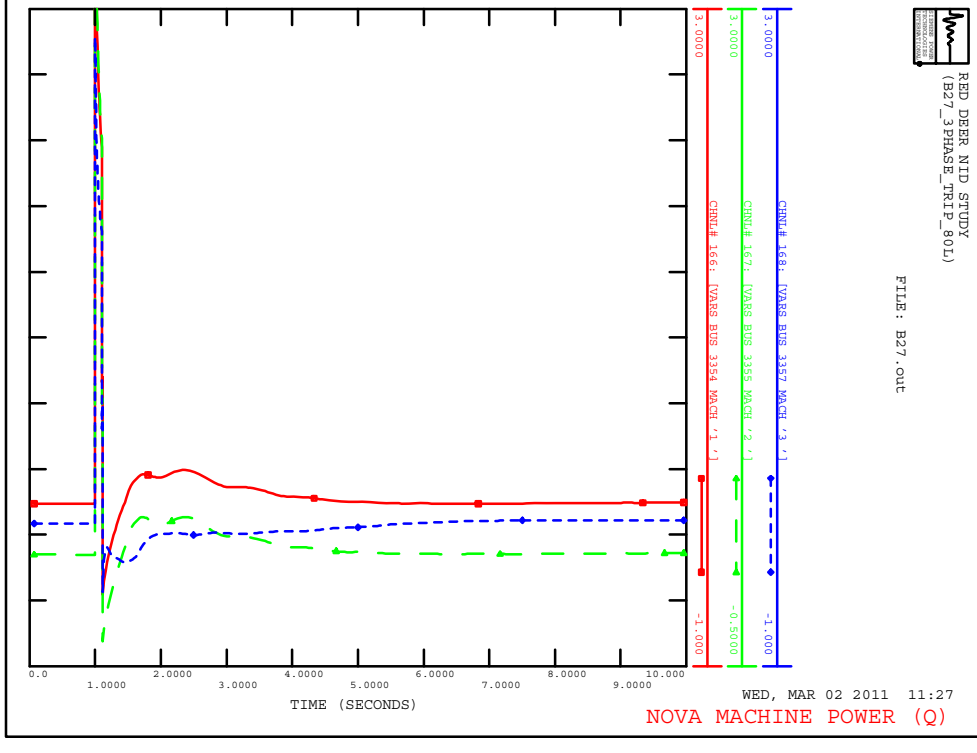

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)

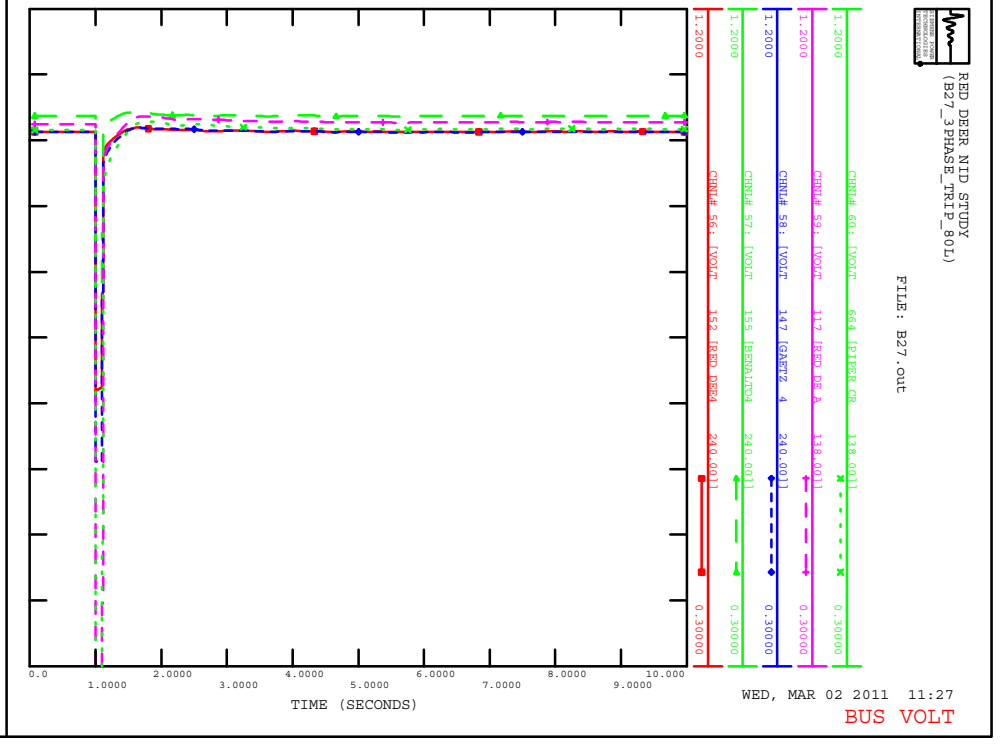

RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)


RED DEER NID STUDY
(B26_3PHASE_TRIP_56L)
FILE: B26.out
TIME (SECONDS)
WED, MAR 02 2011 11:27
LINE FLOW (P)


RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL#'S 162,11: [ANGL BUS 3357 MACH '3 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 161,11: [ANGL BUS 3355 MACH '2 ']-[ANGL BUS 1520 MACH '1 ']
CHNL#'S 160,11: [ANGL BUS 3354 MACH '1 ']-[ANGL BUS 1520 MACH '1 ']
50.000
-50.00
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA ROTOR RELATIVE ANGLE


RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 165: [POWR BUS 3357 MACH '3 ']
CHNL# 164: [POWR BUS 3355 MACH '2 ']
CHNL# 163: [POWR BUS 3354 MACH '1 ']
2.5000
23.0000
1.0000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (P)


RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 166: [VARS BUS 3354 MACH '1 ']
CHNL# 167: [VARS BUS 3355 MACH '2 ']
CHNL# 168: [VARS BUS 3357 MACH '3 ']
3.0000
-1.000
-0.5000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
NOVA MACHINE POWER (Q)


RED DEER NID STUDY
(B27_3PHASE_TRIP_80L)
FILE: B27.out
CHNL# 60: [VOLT 664 [PIPER CR 138.00]]
CHNL# 59: [VOLT 117 [RED DEB 2 138.00]]
CHNL# 58: [VOLT 147 [GAETZ 4 240.00]]
CHNL# 57: [VOLT 155 [BENALTO4 240.00]]
CHNL# 56: [VOLT 152 [RED DEB4 240.00]]
1.2000
0.30000
0.0
1.0000
2.0000
3.0000
4.0000
5.0000
6.0000
7.0000
8.0000
9.0000
10.000
TIME (SECONDS)
WED, MAR 02 2011 11:27
BUS VOLT