

STEREO MOC Status Report  
Time Period: 2017:030 - 2017:036

STEREO Ahead (STA) Status:

1. The following Ground System anomalies/events occurred during this reporting period:

- On day 030, during the DSS-15 support, monitor data was lost at 1857z due to incorrect gateway routing table upon switching to a backup router during a DSN network upgrade. Monitor data was restored during the DSS-25 track the next day at 031-1850z. This anomaly resulted in the loss of 4.1 hours of monitor data. All SSR data was recovered. See DR# N110520 and N110521 for more information.
- On day 033, during the DSS-26 support, carrier lock was lost shortly after BOT at 1806z due to a known software anomaly with the RRT processing. This anomaly resulted in the loss of 2305 frames of real-time and SSR data. See DR# G117822 for more information. Later in the support, monitor data was lost again at 1930z due to incorrect gateway routing table. The next day, monitor data was restored during the DSS-43 support at 034-0818z. This anomaly resulted in the loss of 2.7 hours of monitor data. See DR# N110519 for more information.
- On day 035, during the DSS-43 support, turbo decoder lock was lost intermittently beginning at 0428z through 0431z. This anomaly resulted in the loss of 4 frames of SSR data.
- On day 035, during the DSS-14 support, turbo decoder lock was lost intermittently beginning at 1856z through 1902z. SSR pointers were repositioned for the next track. All SSR data was recovered. See DR #G117833 for more information.

2. The following spacecraft/instrument events occurred during this week. The Ahead observatory operated nominally during this week.

- On day 033, the PLASTIC SSR science partition (#17) filled and began recording only housekeeping data at 1724z for 1.25 hours due to an unexpected shortage of track time.

- On day 034, the PLASTIC SSR science partition (#17) filled and began recording only housekeeping data at 0347z for 2.7 hours due to an unexpected shortage of track time.
- The average daily science data return for Ahead was 5.3 Gbits during this week.

STEREO Behind (STB) Status:

1. Detailed status of the recovery activities this week to restore operations is listed below.
  - None.
2. The Behind loss of communication anomaly occurred on October 1, 2014. Post superior solar conjunction, recovery operations resumed on November 30, 2015. By implementing the NASA Failure Review Board recommendations, the first recovery attempt began with carrier detection by the DSN on August 21<sup>st</sup>, through September 23, 2016. At a spacecraft range of ~2 AU, the observatory was found to be rotating slowly about its principal axis of inertia for which the uncontrolled attitude allowed some solar array input and continuous uplink and downlink communications on the LGA at emergency data rates. Over the next 22 continuous days, significant obstacles to recovery were overcome with a collaborative effort of the JHU/APL engineering team, NASA GSFC, DSN, FDF, SSMO scheduling, and Mission Operations teams. This consisted of:
  - Reliably commanding a rotating spacecraft with uncontrolled attitude at a distance of 2 AU
  - How to power on the spacecraft that was never designed to be off without collapsing the battery voltage
  - Acquiring telemetry at 35 bps from a spacecraft that is rotating with an uncontrolled attitude
  - Warming a frozen propulsion subsystem with a degraded battery and limited solar array input with an uncontrolled attitude
  - Configuring, loading, and verifying EA, C&DH, and G&C parameters and macros with very limited telemetry
  - Conducting an autonomous momentum dump in the blind and transitioning to C&DH standby mode and successfully receiving telemetry on the HGA indicating star tracker lock and decreasing system momentum.

However, system momentum level remained above the threshold for re-establishing attitude control with the reaction wheels. Due to the uncontrolled attitude, communication degraded and the last detection of the carrier was on September 23<sup>rd</sup>.

Behind Observatory Status - From the last telemetry received on September 18<sup>th</sup>, main bus voltage is low, 2 out of 11 battery cells are currently not functioning, attitude remains uncontrolled, rotating at a ~45 second period about its principal axis of inertia. While propellant is suspected to be frozen, last telemetry indicated both propulsion tank latch valves are open and pressure transducer #2 is not functioning. EA mode is enabled. The battery charge rate is C/10. Necessary macro sequences have been tested to allow the peak power tracker in C&DH standby mode to protect the battery. These macro sequences will be loaded to EEPROM when the communications supports longer commands.

Monthly recovery efforts consist of attempting to power on the transmitter for 30 minutes. If no carrier signal is detected, battery recovery operations will commence which consist of repeatedly sweeping a 3 kHz uplink range and sending commands for IEM switched power and PDU 1553 interface bus off. The next recovery tracks are on February 17<sup>th</sup>, 18<sup>th</sup>, and 19<sup>th</sup>. A subsystem telemetry assessment review of the limited telemetry received during the 1<sup>st</sup> Behind recovery attempt will be held on February 24<sup>th</sup>.