

1. General Description

This Document contains the log data of a read out logfile. It shows what happened with the specified vbar unit during the latest time

Version of PC Software	5.3.2 07.07.2012
Date	Thu Oct 04 18:19:30 EEST 2012
Serial	1510015546
Prod Date	29.3.2012 7:42
Firmware	5.3
Patchlevel	1

2. Chronological List of Events

✘	0:16	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:17	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	0:18	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:21	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:22	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:25	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:27	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	0:28	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:29	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:36	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:37	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	0:41	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:42	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:44	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	0:46	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	0:47	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	0:57	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	1:00	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:01	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	1:11	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	1:21	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:00	Coldstart	A Coldstart is done on the beginning of each switch on time. A Coldstart can happen only, if the VBar Units is disconnected from power for more than 5 Seconds.
✔	0:00	Reset Reason: Power On	This happens if power is applied to the VBar unit. Usually this is ok, but it shall never happen in operational mode. So if a reset happens during flight, this points to a power problem. During flight the power on reset results in a warmstart. If a coldstart happens during flight, the power loss was more than 5 Seconds
▶	0:00	Bank 0 Loaded	Bank 0 was loaded from the non volatile memory. This can be triggered my manual backswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel. On Startup the Bank 0 is loaded by default.
▶	0:00	Bank 2 Loaded	Bank 2 was loaded from the non volatile memory. This can be triggered my manual bankswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel.
▶	0:05	Calibration Finished	At each Coldstart, the sensor and RC Values are calibrated to the actual seen values. If the calibration is finished, this message confirms the storage of data into the internal non volatile calibration memory

✓	0:15	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✓	0:25	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✗	0:33	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	0:39	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
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✓	0:52	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✓	1:02	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✗	1:10	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:11	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:16	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:18	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✓	1:28	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✓	1:38	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✗	1:43	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:44	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
▶	1:45	Raised Vibration Level	There was detected a raised level of Vibration. Since the vibration detector has to decide which signal is vibration and this is the intended measurement signal, this can happen sometimes on hard 3d moves. It shall not happen all the time. If this error is reported repeatedly very often, check the heli for vibration sources.
✗	1:52	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:55	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	1:55	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✗	1:58	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:01	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:02	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:04	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:05	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✗	2:07	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:08	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✗	2:14	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.

✘	5:04	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:07	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	5:09	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:11	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:12	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:13	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:16	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:17	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	5:19	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:20	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:21	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:23	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:27	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	5:29	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:30	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:33	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:36	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✔	5:46	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	5:48	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:50	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	6:00	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	6:10	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	6:16	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	0:00	Coldstart	A Coldstart is done on the beginning of each switch on time. A Coldstart can happen only, if the VBar Units is disconnected from power for more than 5 Seconds.
✔	0:00	Reset Reason: Power On	This happens if power is applied to the VBar unit. Usually this is ok, but it shall never happen in operational mode. So if a reset happens during flight, this points to a power problem. During flight the power on reset results in a warmstart. If a coldstart happens during flight, the power loss was more than 5 Seconds
▶	0:00	Bank 0 Loaded	Bank 0 was loaded from the non volatile memory. This can be triggered my manual backswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel. On Startup the Bank 0 is loaded by default.
▶	0:00	Bank 2 Loaded	Bank 2 was loaded from the non volatile memory. This can be triggered my manual bankswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel.

▶	0:05	Calibration Finished	At each Coldstart, the sensor and RC Values are calibrated to the actual seen values. If the calibration is finished, this message confirms the storage of data into the internal non volatile calibration memory
✔	0:15	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	0:17	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
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✔	0:37	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	0:38	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	0:48	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	0:52	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	1:02	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	1:12	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✘	1:20	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:26	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
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✘	1:40	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:45	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:45	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	1:49	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:53	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:55	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	1:57	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:58	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	1:59	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	2:01	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	2:05	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations

✘	5:04	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:07	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:07	Extreme Vibration Level	Vibrations are extreme. That means, that the measurement signal is much lower than the signal level of the vibrations. No usable flying is possible with this level. Everything has to be checked and extended tests are needed to isolate and eliminate the source of vibrations
✘	5:09	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
⚠	5:17	High Vibration Level	The control loop suffers from a high vibration level, that starts to render the sensors blind. Save flying is possible, but the stability will be degraded. Additionally slow drifts that happen may be caused by vibrations.
✘	5:18	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:20	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:25	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✘	5:33	Low Voltage of 3.3V Rail	The Controller is no longer able to perform reliable IO Operations. This is not necessary the reason for a complete reset, but this is a strong hint to take a close look at the power supply. This shall not happen in flight. If you see this error, the problem has to be fixed before the next flight.
✔	5:43	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:00	Coldstart	A Coldstart is done on the beginning of each switch on time. A Coldstart can happen only, if the VBar Units is disconnected from power for more than 5 Seconds.
✔	0:00	Reset Reason: Power On	This happens if power is applied to the VBar unit. Usually this is ok, but it shall never happen in operational mode. So if a reset happens during flight, this points to a power problem. During flight the power on reset results in a warmstart. If a coldstart happens during flight, the power loss was more than 5 Seconds
▶	0:00	Bank 0 Loaded	Bank 0 was loaded from the non volatile memory. This can be triggered my manual backswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel. On Startup the Bank 0 is loaded by default.
▶	0:00	Bank 2 Loaded	Bank 2 was loaded from the non volatile memory. This can be triggered my manual bankswitch from the userinterface as well as in flight if bank switch is programmed to the aux channel.
▶	0:06	Calibration Finished	At each Coldstart, the sensor and RC Values are calibrated to the actual seen values. If the calibration is finished, this message confirms the storage of data into the internal non volatile calibration memory
✔	0:16	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:26	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:36	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:46	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.
✔	0:56	Good Health Message (10sec)	This Message describes the good health state. That means, that the VBar unit does not see any error or Info Message in the last 10 Seconds.