
09 Sep 2014 (1215-0015 UT) OPERATOR: mcb

WEATHER INFO: Winds-> 13.5 mph @ 142, 16.4 C, 100.0% RH, 611.0 Torr, cloudy

ARO 12-Meter Recommissioning:

1. Tom, Nick, Kevin, Sean, Mike, Martin, Bob, Johnny and George are on site.
2. We degreased the areas around both right-side el-drive rollers, adjusted the spring tensions on both right-side lightning protection shoes, and reinstalled the right-side el-drive covers.
3. Sean continued work installing the lightning protection. We now have all 4 paths from Apex to ground.
4. Dave arrived after lunch.
5. Tom and Dave resolved yesterday's problem with the nutator: they found that pulses need to be sent to the nutator from the DBE before it will accept commands in software during a cold start.

They were able to exercise the nutator for ~10 mins before it apparently broke a spring when they turned the timing pulse back off. (We can't confirm the broken spring until we can tip the dish back down in el.)

6. Martin et al lifted the turbo pump into the cabin and bolted it into place in its new bracket. They purged the cryo lines and fridge and filled the compressor with He. They began pumping on the dewar at ~16:00.
7. Martin and Johnny made some improvements to the Sumitomo indoor unit's house.

09 Sep 2014 (0015-1215 UT) OPERATOR:

WEATHER INFO: Winds-> 7.1 mph @ 266, 23.5 C, 59.2% RH, 611.5 Torr

- 1) Continued installation of receiver cabin networking.
- 2) Vane control and feedback is connected and functional.
- 3) Receiver processor rack and receiver have been connected to the networking.
- 4) We seem to be missing the serial card in the card cage so monitoring the cool-down is impossible.
- 5) Tom had to leave for home for a mild emergency. Will return in the morning.
- 6) 3mm cooldown @ 2140 - valved off Dewar and turned off turbo pump. 1st stage 74K,
2nd stage 6.8K, Vac 3.1×10^{-7} Torr. Will remove pump in the morning.
- 7) Finished terminating Receiver Cabin RF cables.