ISSUES FROM MECH GROUP MEETING – APR 1/03

ISSUES THAT REQUIRE IMMEDIATE ATTENTION
****** DO TO SAFETY CONCERNS ******

1) A forklift is much needed. The current handling methods are getting close to exceeding capacity (i.e. gibe crane) or are difficult to use (handling cart, balanced with lots of lead plates).

  - Lars is now looking into this – initial estimates are approx $16000.
  - Lars will try to get three separate quotes.
  - ** new development ** there is a forklift available from Manoa shop.
  - Tim sent specs - George and Lars to decide if it is sufficient.

2) The trolley on the crane could use an access ladder.

  - Tim has developed a plan for this and has cleared it with Sammy and George.
  - Sammy needs to get Tim measurements.
  - Tim will then design purchase and fabricate what is required.

3) Several deficiencies identified by crane inspector need to be attended to.

  - There is a PO that is currently held up with Sandra.
  - George will remove/cancel this PO with Sandra.
  - Tim will investigate OSHA requirements on this item.
  - Sammy is to fax Tim current information from inspections.
ITEMS FOR TIM
LISTED IN ORDER OF PRIORITY

1) The configuration issues with the new NSFcam upgrade (interference with the yoke) need to be sorted out.
   - Tim developing document giving overview of future instrument configs.
   - Will make final NSFcam decision in consultation with George, Lars, Alan etc.
   - Counterweight issue to be solved in conjunction.

2) Moveable counterweights need to be audited, and (possibly) new set fabricated.
   - NSFcam upgrades must be taken into account first.
   - Daycrew suggests/hopes this problem solved before new NSFcam arrives.

3) Spare telescope drive motors need to be spec'ed/purchased.
   - Tim has contacted manufacturer of replacements and is waiting for dwgs.
   - Tim will design jigs to make new motors “look” like old ones.
   - Tim to investigate questions raised as to when the switch would occur.

4) The 4 bolts used to attach instruments to the spool are difficult to access (and these are accessed regularly).
   - New bolts have arrived and need to be installed (Sammy).
   - Tim will follow up.

5) There needs to be some sort/form of rotation scale on the instrument rotator or spool.
   - Vern is already working on this problem.
   - Tim will expedite/follow up.

6) The shutter and dome support design needs to be investigated, and a preventative maintenance schedule needs to be developed. Some particulars include:

6.1) One of the dome drive motors has problems with it’s gear head (possibly stripped).

6.2) Dome support wheels are in constant need of alignment.

6.3) Review access to the shutter wheels - currently is quite difficult, and needs improvement (the side panels to the cars).

6.4) All of the shutter wheels need to be greased.
6.5) The shutter bottom wheel may have been damaged recently in an incident where the shutter drive was released, and the door slammed shut.

- Tim will investigate, and develop a plan.
- Identified Steve Gunnels as possible consultant on this issue.
- Alan may need to find money if we consider using Gunnels.
- No progress to date here, but may need attention sooner than later.

7) Preventative maintenance needs to be identified and performed on the MIM and Instrument area (including ram and platform). Some particulars include:

7.1) The MIM truck rollers/rails need to be realigned.

7.2) The stop locks for the instruments are jamming or are out of alignment.

7.3) The platform is in need of attention / overhaul.

7.4) The hydraulic ram for the primary needs maintenance. It will be needed again in 2-3 years. Possibly sooner.

- Tim and Sammy will discuss and formulate plans.
- Maybe possible to use crane/hoist contractor to do hydraulic ram maintenance.
- Darryl will be available to help after May. Also possible Hilo shop help.
- No progress to date.

8) Blue prints need to be consolidated, sorted, and copied.

- Piotr (student help) to be used as a resource for this.
- No progress to date.

9) A guider handling cart and WFS/APD handling cart need to be procured.

- Guider handling table is complete
- Vern to do work on APD/WFS cart.
- Vern needs to interface with Lars.
- Tim will expedite/follow up.
ITEMS FOR DAY CREW / OUTSIDE HELP
HIGHEST PRIORITY

1) North pier wire wrap is starting to wear. Needs maintenance.
   - George/Sammy to try cable “slings” to remove tension in cables.
   - Tim will follow up to see if this is sufficient.

2) Fill is required for the water tank and telephone box (erosion mitigation).
   - Outside help is already looking into this.
   - George to contact Ron ……. If delayed to long.
   - No progress here.

3) A humidifier for the control room needs to be purchased.
   - Sammy to retrieve his previous quote for this item.
   - No progress here.

4) The spare Ice Wagon chiller needs to be installed and tested in the machinery room.
   - Sammy/Maury to do when time available.
   - No progress here.

ITEMS FOR DAY CREW / OUTSIDE HELP
MEDIUM PRIORITY

1) The spare compressor for the floor chiller needs to be rebuilt.
   - George waiting on Rainbow and Carrier quotes.
   - Alan will investigate a source for money for this item.

2) Helium lines are requested for the Instrument handling area.
   - Lars and Darryl to do this when Darryl becomes available (after H85 work. Probably June).
   - No progress here.
ITEMS FOR DAY CREW / OUTSIDE HELP
LOWEST PRIORITY

1) The back door needs work/repairs.
   - Tim will look into on his next visit.
   - No progress here.

2) Access holes to the glycol system bleed valves need to be made in the mezzanine floor.
   - Sammy (or possibly Maury) to do when time becomes available.
   - No progress here.

3) Possible leaks in the roof need to be found/identified and repaired. This issue may go away with the installation of the new dome seals.
   - nothing to be done here until after dome seals are complete.

4) Training is requested for summit machine shop tools, welding, and HVAC recovery.
   - Tim to ask Alan about HVAC training.
   - Tim to ask Randy about shop training.