

### **Power Supply Status**

**Quotes received for Op Amps – 20 Op amps will be purchased (2 spares). 21 week delivery quoted, -will be expedited, may do better. We may be able to pirate op amp from data acquisition system for use in power supply control system. – Evidently they are the same.**

### **Cryo Foam/Insulation Status**

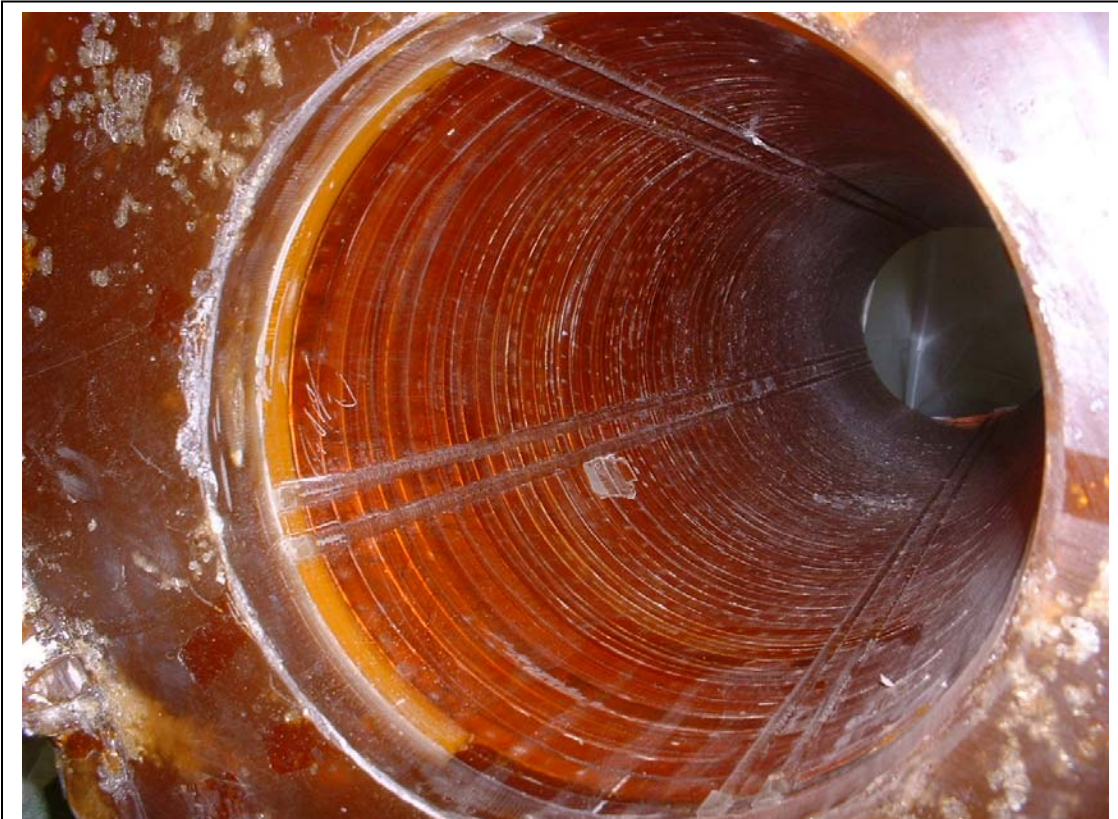
**Sample 1 pint kits received for CTD 621, and Cryocoat 620T**

**MSDS forms sound “ominous” – but these are for unreacted 2 part epoxy systems. Products have very good adhesion to SST and are intended to eliminate O2 condensation. – They may be too strong to allow removal. We will mix some up and check consistency.**

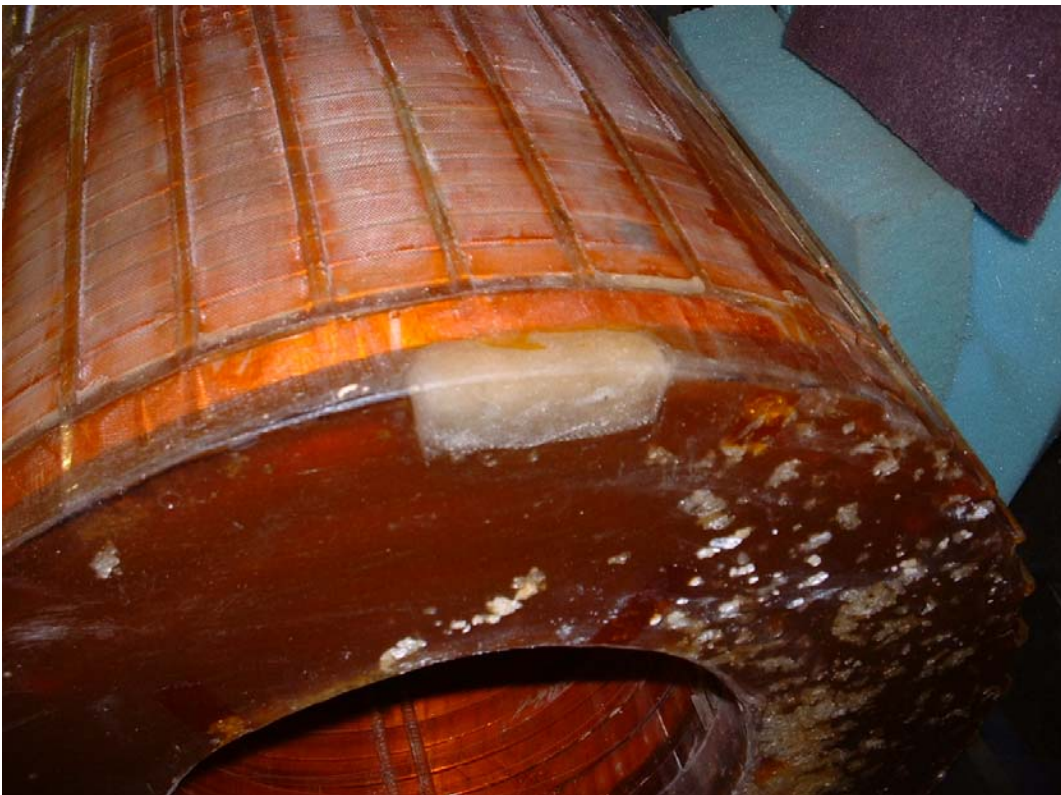
### **CVIP Status**

**Drawings approved. MIT simplified frame drawing sent to CVIP withg Van’s resuests for narrower and shorter frame. Everson is communicating with CVIP on segment 1 bore dimensions and placement of cernox sensors.**

**Everson Status:**



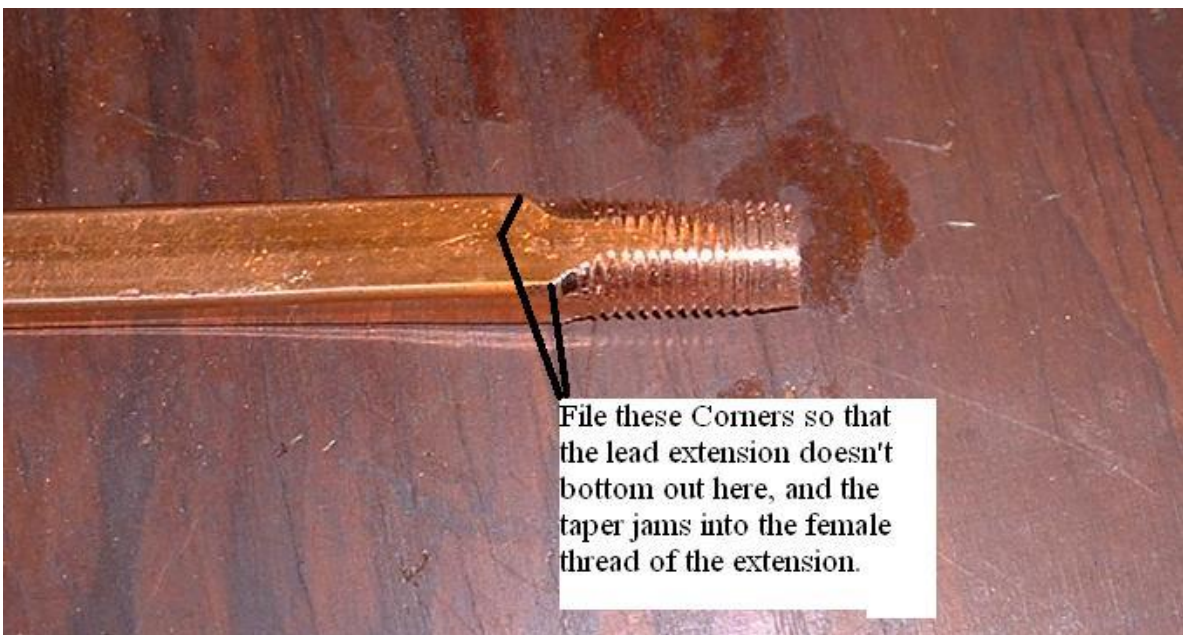
Segment #1 Bore – Will be fitted to CVIP's Bore tube



Segment #1 Repair



Dry Spot Segment 3?

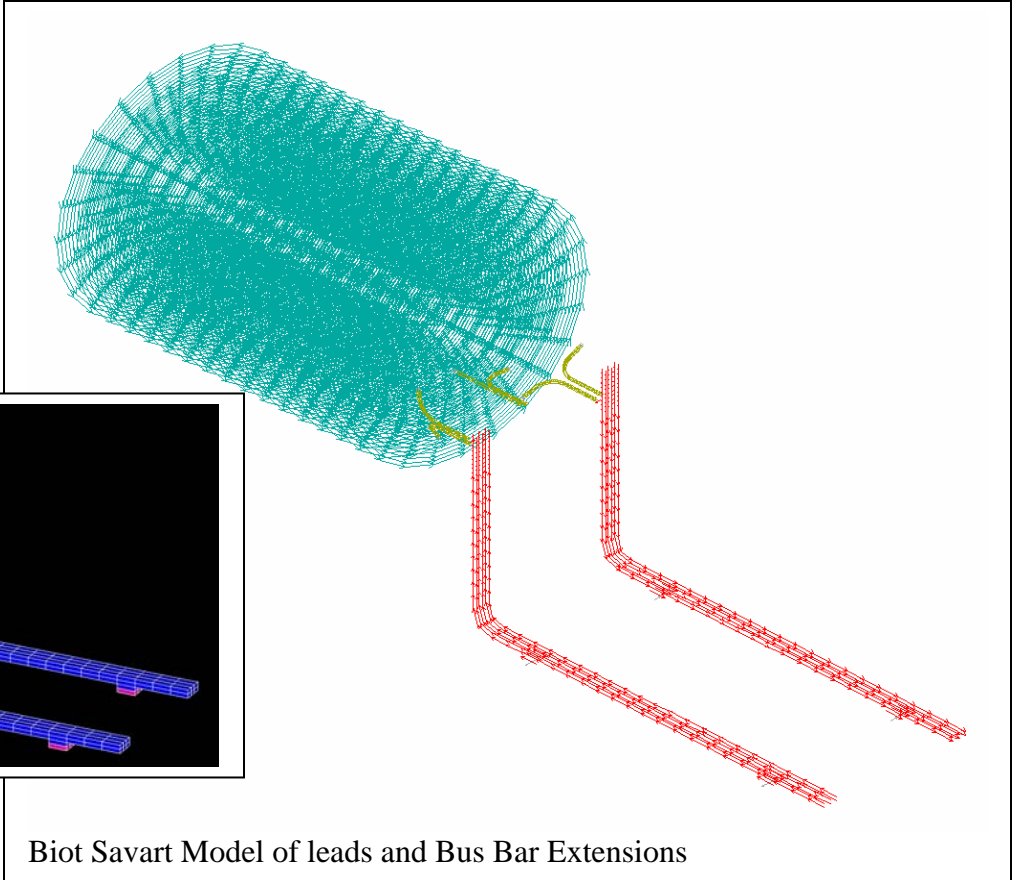
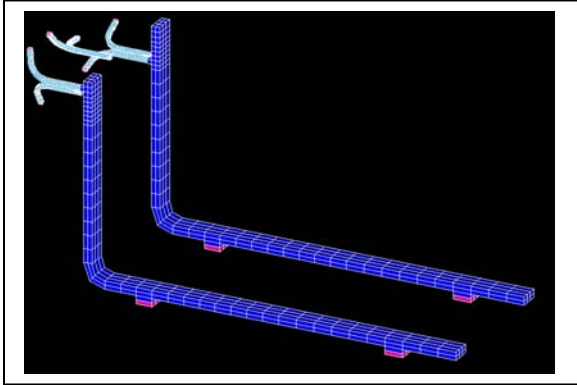


File these Corners so that the lead extension doesn't bottom out here, and the taper jams into the female thread of the extension.

Lead Pipe Thread

### Loads on the Bus Bar Extensions

The leads are modeled as 1 X 3 inch bar/strap.



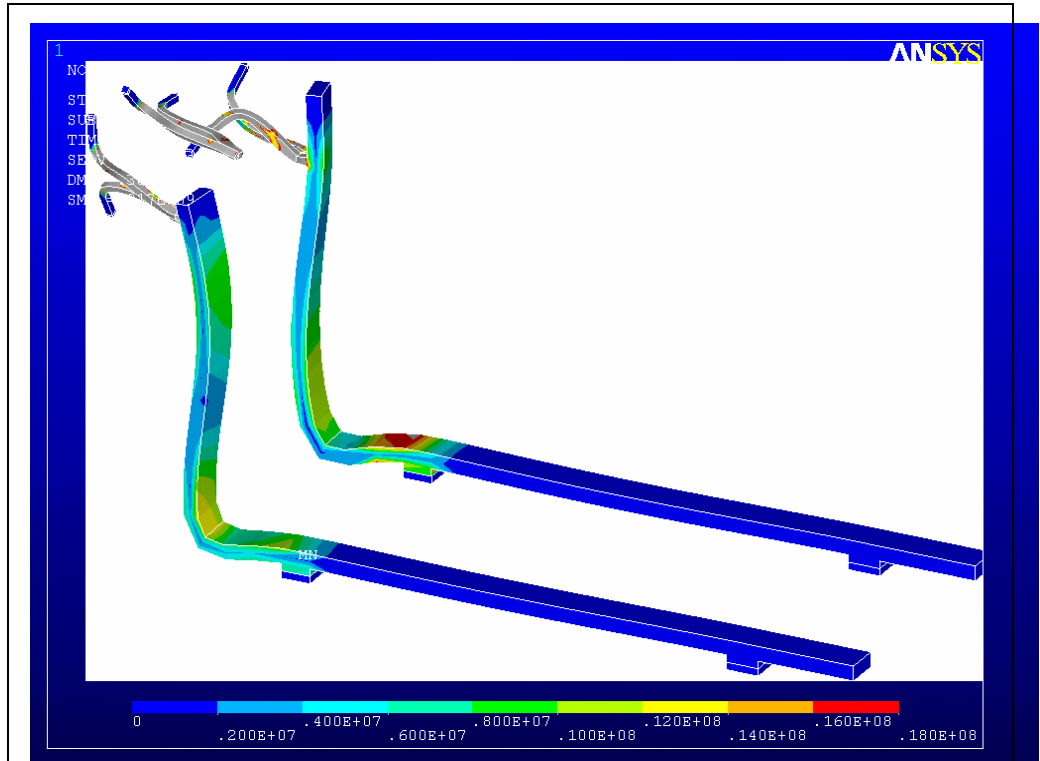
The total reaction for the 2 pads on the rear lead are:

**FX 113.73N**  
**FY 1982N**  
**FZ -24.5N**

The total reaction for the 2 pads on the front lead are:

**FX 627N**  
**FY 1714N**  
**FZ -17.25N**

Biot Savart Model of leads and Bus Bar Extensions



Strap Stress is only 18 MPa.