



OWL Phase A Review - Garching - 2nd to 4th Nov 2005

Enclosure and infrastructures

(Presented by M. Quattri)

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Enclosure: main requirements

- Smallest possible enclosed volume and developed surface leaving the telescope free to rotate in the whole range
- Protect the telescope from solar exposure during the day, from extreme environmental conditions like survival wind load, rain or snow
- Keep the inner air volume temperature at a convenient value, so that the telescope structure and optics are close to the thermal equilibrium with the external environment without active air conditioning
- Minimize dome seeing
- Do not create higher frequency turbulence on the telescope

Enclosure baseline (courtesy of CL-MAP)

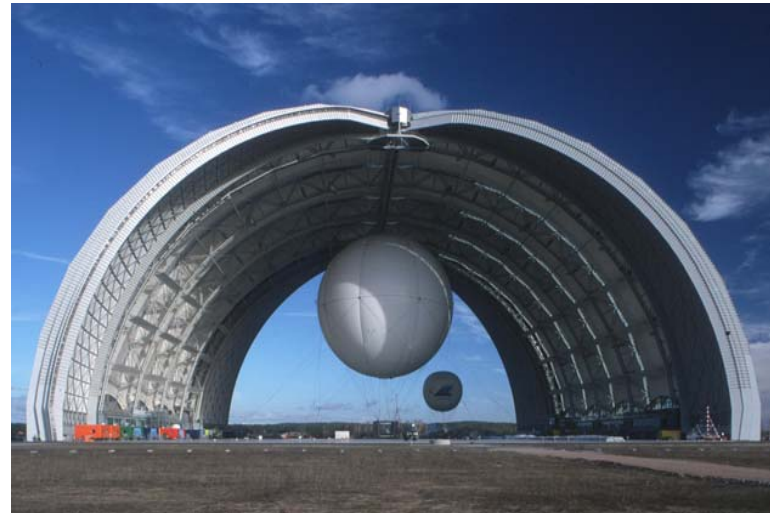
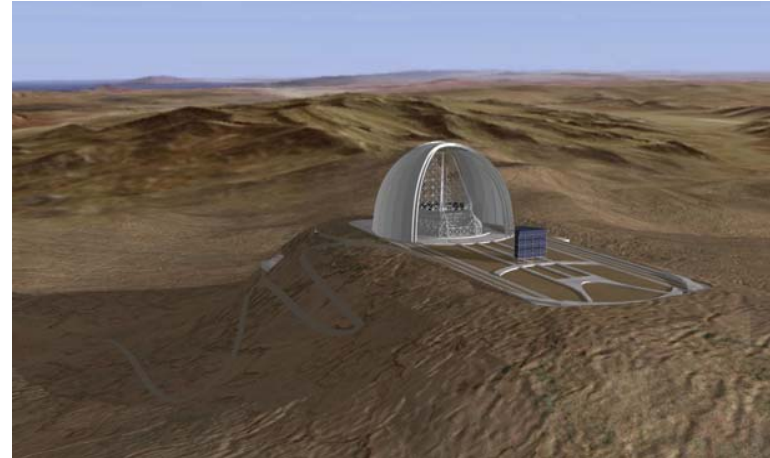
- Sliding Hangar
- Major characteristics:
Overall dimensions

Height	147 m
Length	242 m
Width	242 m
Enclosed volume	4100000 m ³
Surface area	102000 m ²
Mass	37000 t

Material:

Structure	Mild steel
Cladding	Aluminium sandwich
Pneumatic seal	Polyester

- Inspired by Cargo lifter building built in Brandenburg (110x360x220 HxLxW). OWL enclosure is an evolution of this design.



The enclosure structure

- **Structural principle:**
 - One main arch hosting the other three arches hinged at the midpoint of the first arch.
 - The three arches rotate to open the enclosure and will be hold by the main arch which will be moved on rails to the night park position

- **Dimensioning loads:**
 - Survival Wind (67 m/s or 240 km/h)
 - Maximum Likely Earthquake
 - Snow load neglected because snow will be melted (3.5 Mw needed)

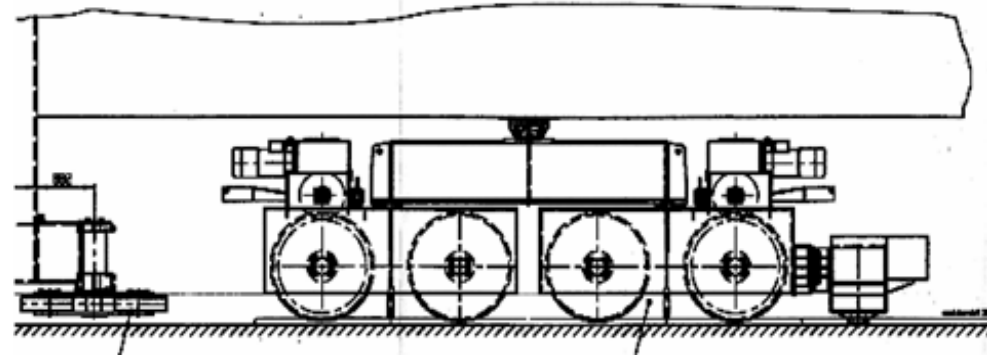
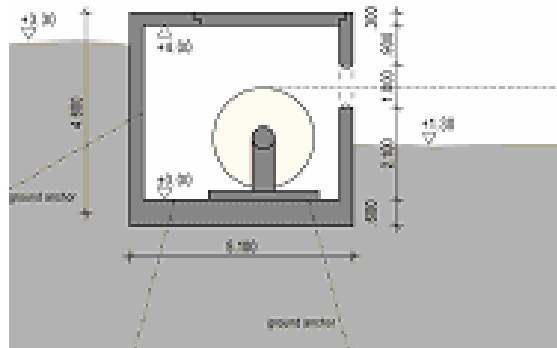




Mechanical and functional performance

■ Maximum deflection under gravity load	150 mm
■ Maximum deflection under operational wind load	200 mm
■ Maximum deflection under OBE	300 mm
■ Maximum deflection under survival wind load	450 mm
■ Maximum deflection under MLE	550 mm
■ First eigenfrequency	0.4 Hz
■ Maximum displacement speed	0.8 m/s
■ Minimum time for opening arches	15 min.
■ Distance between day and night parking position	410 m
■ Arches drive system	bogies
■ Enclosure drive system	Winches and cables

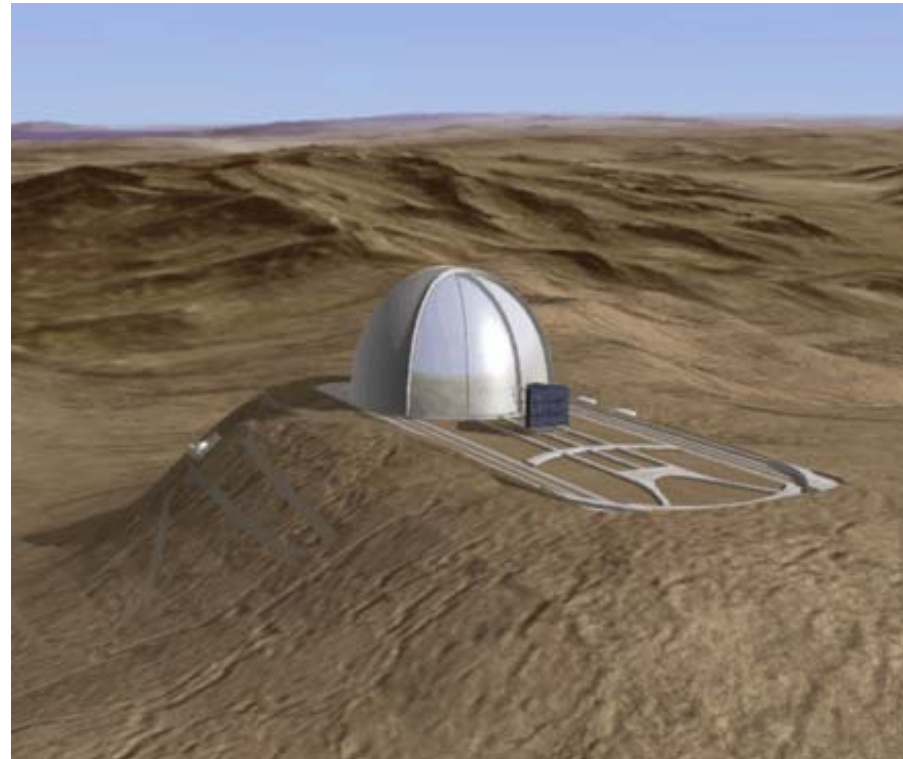
Enclosure and doors (arches) drives



- The main drive is conceived as a cable drive.
- The three smaller arches (doors) will be moved on bogies.
- Required power to move against maximum operational wind (27 m/s or 100 km/h) is 5.3 MW.

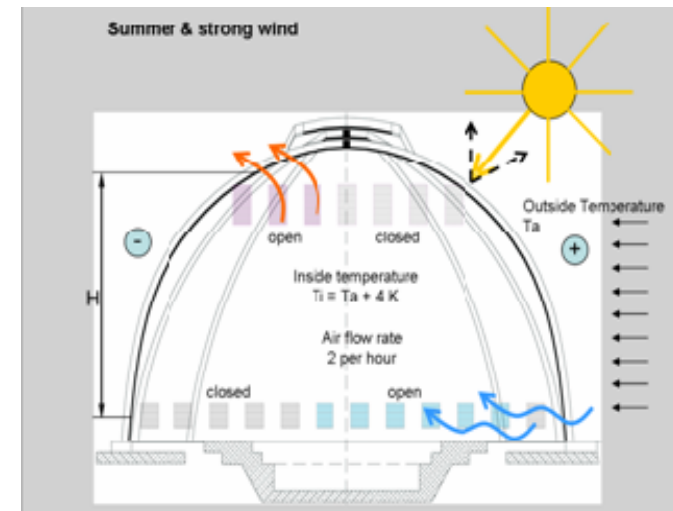
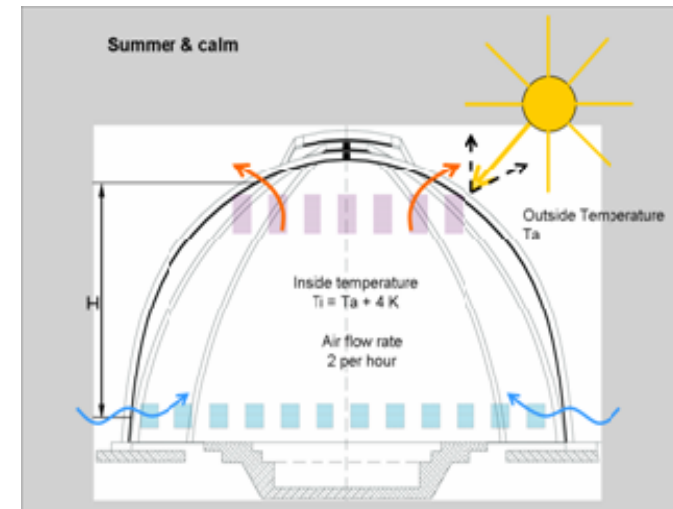
Enclosure opening and closing sequence

- Opening/Closing sequence (courtesy of CL-MAP)
 - Opening central arch to allow retracting of the mirrors covers
 - Opening of the other two arches to allow enclosure to be moved away
 - Move open enclosure to night parking position (max. speed 2.8 km/h)
 - Emergency shut down lasts about 35 minutes.

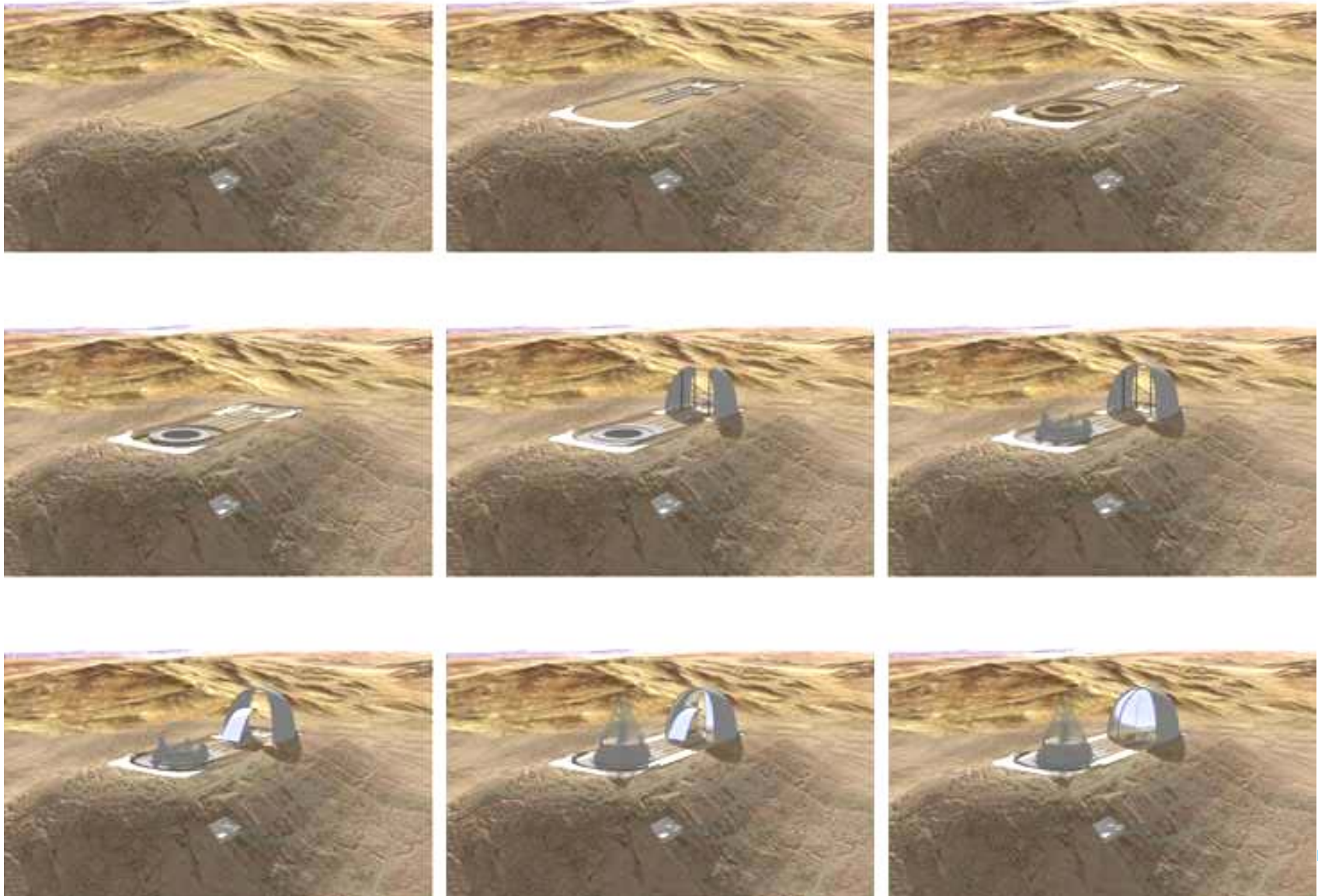


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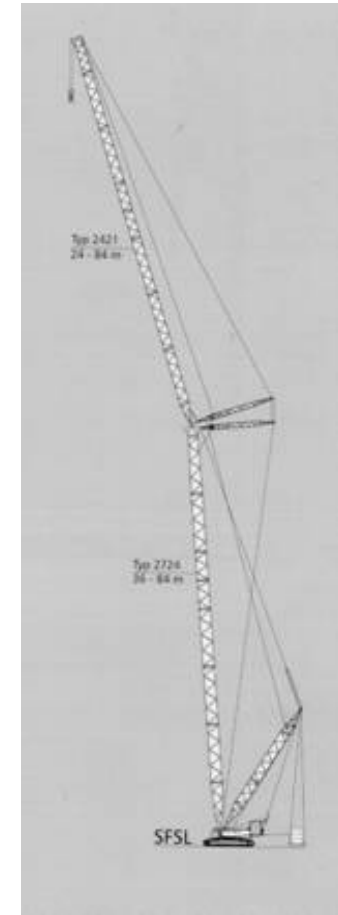
- Internal volume cooling is obtained with natural convection triggered by chimney effect
- Estimated solar radiation is in the order of 12 MW.
- The height of the enclosure and a correct dimensioning of the openings at the bottom and at the top of the enclosure may draft up to 1100 m³/s therefore about 1 enclosure volume /h with heat removal capacity of about 12 MW.



Construction sequence



Building the enclosure: the cranes



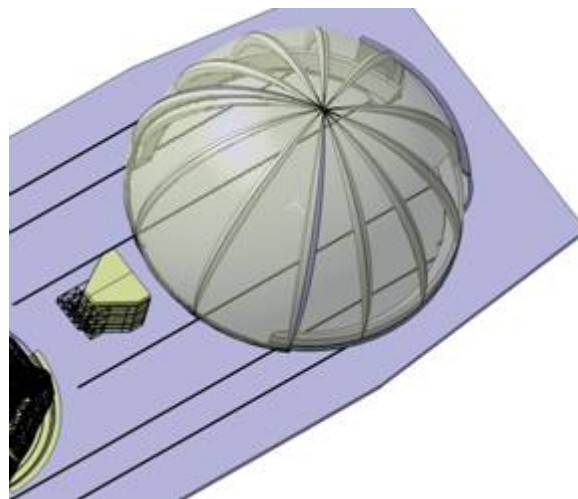
(168 m max. height)

Building the enclosure: same sequence for Cargolifter (Brandenburg)



Alternative designs: same concept, different technology

- The same concept using Tensairity® technology (Airlight SA Switzerland).
 - The structures are reinforced and continuously supported by low pressure air cushions.
 - The membranes stabilize the structure and the structural steel needed is about 5 to 8 times less than with classical structures (no buckling).
 - Especially advantageous for spans larger than 30-50 m.



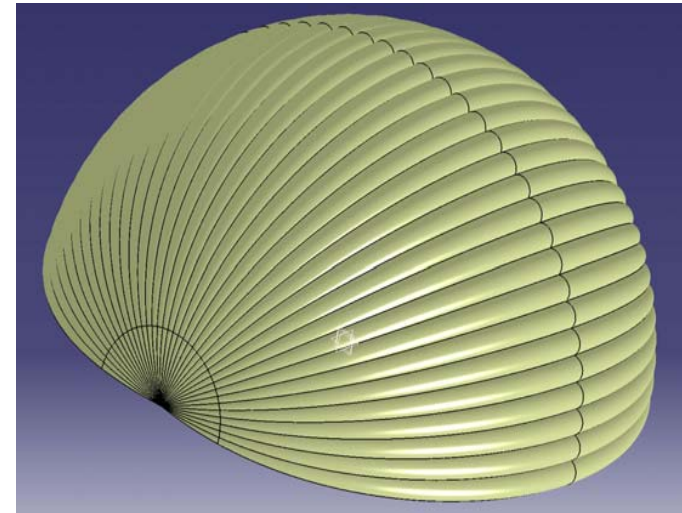
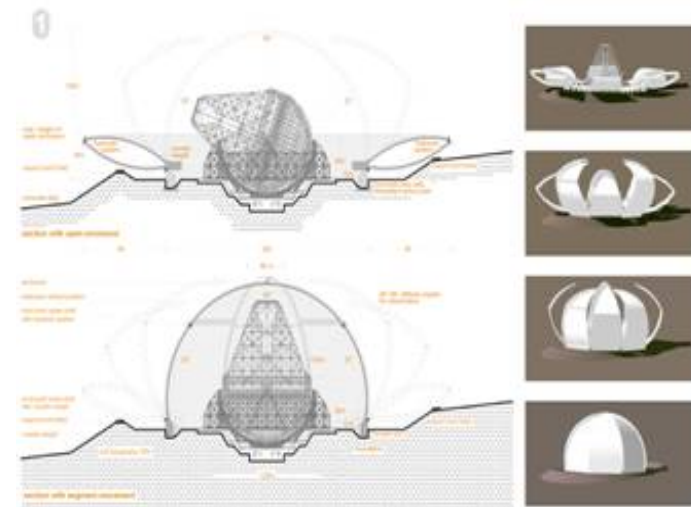
Alternative designs: different concepts

■ Alternatives

- Petals like enclosure
- Tensairity® radome like enclosure

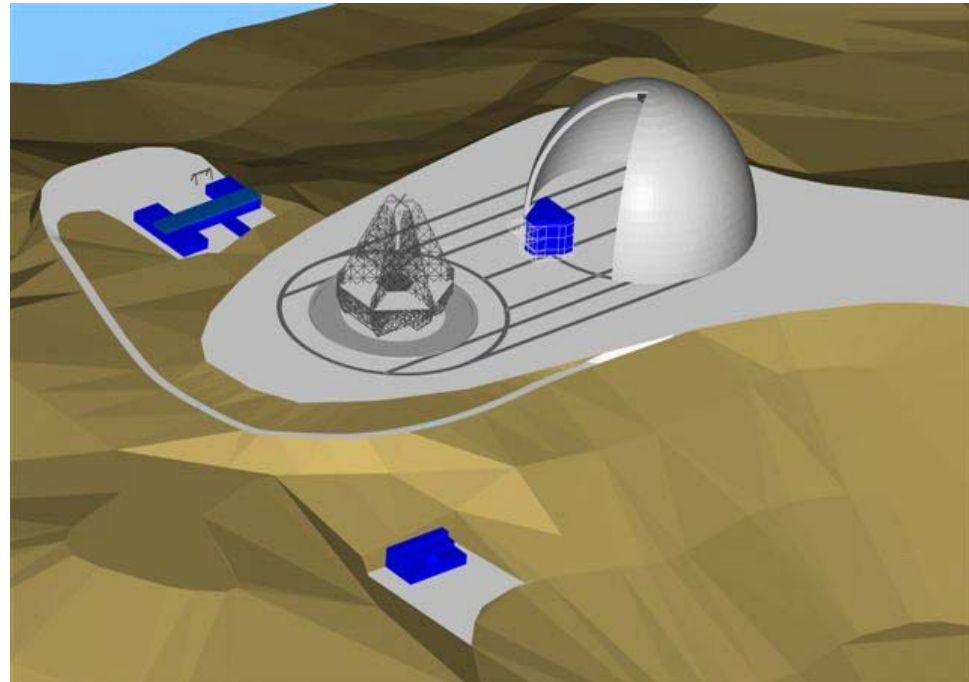
- Both would require prototyping to validate on smaller scale the concept (30m diameter?)

- Other concepts will be evaluated.



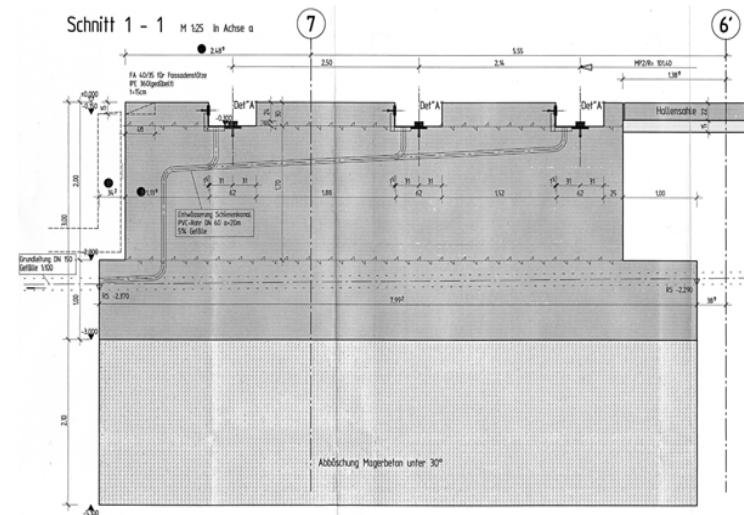
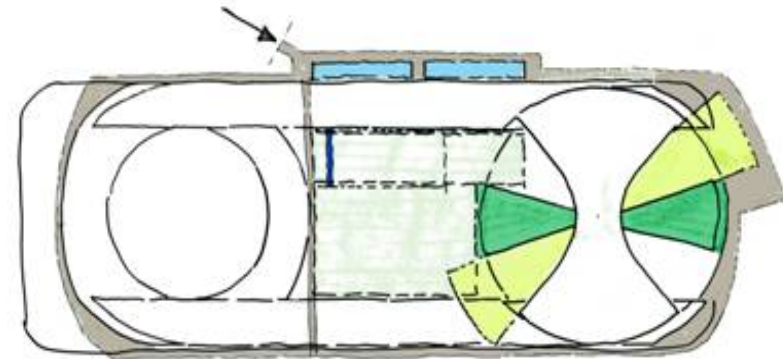
Site preparation: flattening the area and building access roads

- Concept based on the topography of two sites with different environmental conditions and soil geo-mechanical conditions
- Preparation of telescope platform: blasting of about 1.9 to 3.3 million cubic meter according to the assumptions and the site
- Roads to be developed between 3 to 15 km



Preparation of the construction site and foundations works

- An area of about 170000 m² will be prepared to pour the foundations for telescope and enclosure
- About 170000m³ of concrete reinforced with 12000 t of steel will be poured
- Drainage channels will be built to evacuate rain



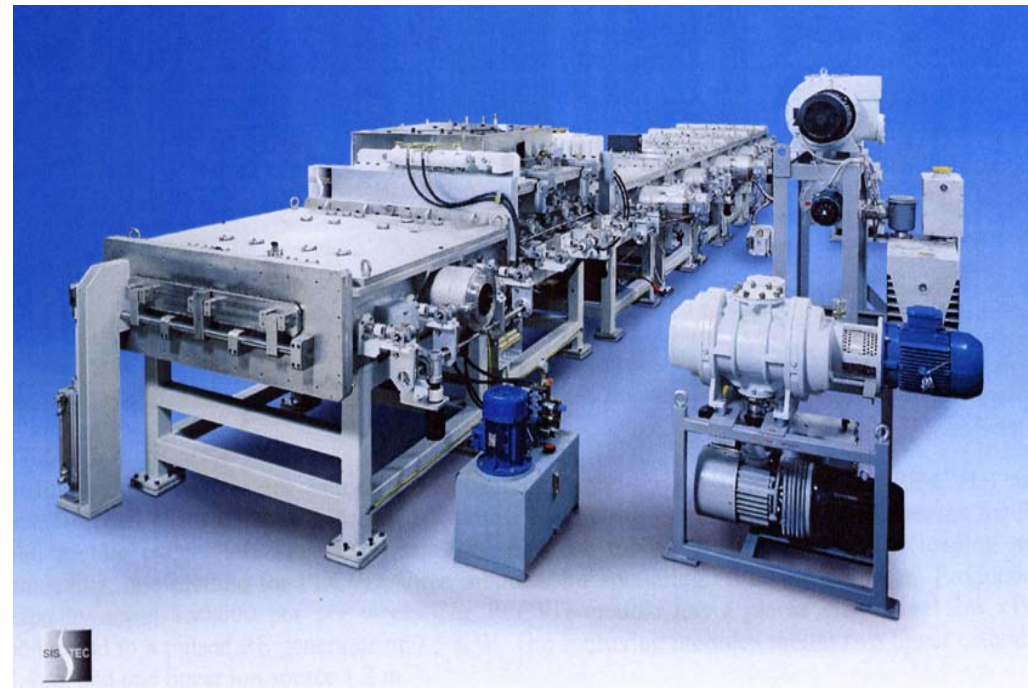


Auxiliary buildings

- Technical buildings (laboratories, mirror maintenance building, assembly halls) for about 4600 m²
- Offices for about 1900 m²
- Telescope control room 200 m²
- Personnel accommodation building as in Paranal

Mirrors : coating facilities

- For mirrors of the corrector same coating plant as for 8.2 m VLT
- For segments, up to 5 recoating per day, automatic process machine



Installations and special fluids distribution

- Air Conditioning of those volumes which encompass instruments and optics for a total of about 120000 m³ (equivalent to the total volume conditioned at VLT)

- Power plant based on internal combustion engines.
 - Maximum demand about 9 MW (about 11 MVA)
 - Choice to be taken after decision on the site and specialized study

- Liquid N and He will be distributed on the telescope and in the labs (try to avoid close cycle cooler to avoid vibration sources on telescope)

Enclosure and infrastructure: conclusions

- In spite of the unusual dimensions viable concepts for the enclosure could be defined which meet the requirements, although unprecedented requirements are put on the site topography
- In the next phase the baseline concepts and the alternatives will be thoroughly studied to allow a trade off considering all the possible implications on OWL observatory
- Auxiliary building and installations do not pose technical problems to be built