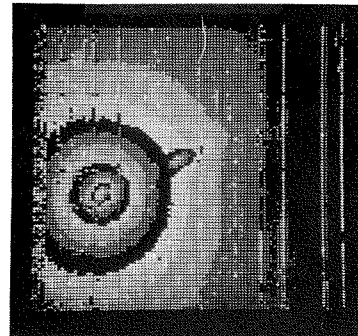


Felenbok and Lelievre used their electronographic camera on the telescope for the first time. Owing to the size and weight of this complex instrument, and the limited space in the prime-focus cage, some instrumental and considerable guiding-head problems were encountered but good plates were in fact obtained.

The prime-focus guiding-head was being used for the first time during these observations and there had not been sufficient time for precise alignment.

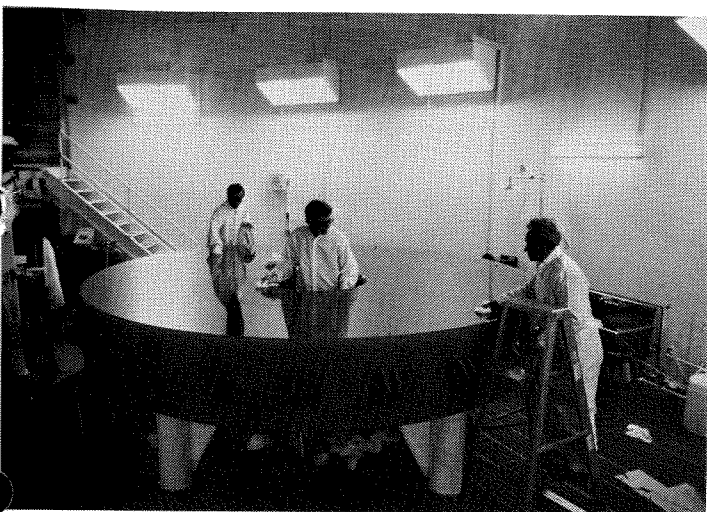
At press time we are awaiting the arrival of our remaining visitors for the semester, Crampton, Cowley, Hutchings, Hardy, Richer and Bonneau.

CCD image of M87 by Hickson, Walker and Menon. The jet is clearly visible in this 10 min. exposure through a 700 Å wide filter centered at 6500 Å.



Telescope Progress

Major work on the telescope continued until early February and included the rewiring of the Prime Focus upper end and the installation of new brakes on the polar axis.



Primary mirror being prepared for realuminization by Khairy Abdel-Gawad, Rick Salmon and Peter Sydserff.

Night use of the telescope was resumed on February 12 and dedicated to optical adjustment of the primary mirror and the wide field corrector. In spite of several difficulties with the prime focus cabling, the telescope was ready in time for the first visiting observers in March.

The following engineering runs of late March and late April were to be used to finalize the wide field corrector adjustment and the commissioning of the prime focus guiding head. We were plagued by a snow storm which prevented access to the site for about a week and cloudy skies for most of the remaining time. As a result only the wide field corrector could be worked on and the guiding head was left practically untested for the May observers.

The primary mirror was realuminized at the end of April. The operation went well but for a still unexplained reason the coating is not as thick as expected.

Major work for the coming month include the completion of the telescope and instrumentation cabling, the installation and testing of the coude spectrograph and coude train and the equipment of the Cassegrain focus.

Observation will be stopped completely during the month of July to allow the cabling contractor to work and again in December for work on the Cassegrain focus.

Notices To Visitors

Visiting astronomers are advised that CFHT will no longer normally provide transportation from airports other than Waimea (Kamuela) to the mid-level facility (Hale Pohaku), and vice versa. Previously cars rented at Hilo or Kona could not be driven to Hale Pohaku because of poor roads. However, arrangements have been made with some local agencies that will waive this restriction. CFHT staff will make rental bookings for visitors (and thereby obtain a commercial rate), but visitors will be responsible for payment directly to the rental agency. Note that some agencies may require a visitor from France to have an International Drivers License.

We now recommend that visitors stop briefly at CFHT headquarters in Waimea (week days only) on their way to Hale Pohaku. This is to arrange logistics and

any special requirements. Note that there are 6 flights daily each way between Honolulu and Waimea, listed under "Kamuela" in the Official Airline Guide: 1 by Hawaiian Air (HA-jet), and 5 by Royal Hawaiian Air Service (AH-commuter carrier). For visitors arriving at Waimea airport Monday through Friday it will in general be possible to provide transportation to Hale Pohaku. Note that visitors wishing to rent a car may do so at Waimea, Hilo or Kona airports.

Visitors are reminded to send well in advance of their observing run the "CFHT Guest Observer Information Sheet". Be sure to include a complete list of your special requirements. Also indicate the time (must be after 13:00 HST) on the day of your first observing night when you would like to go to the summit (to bake plates, for example).