Sidecar's Future and Other Cavity Concepts

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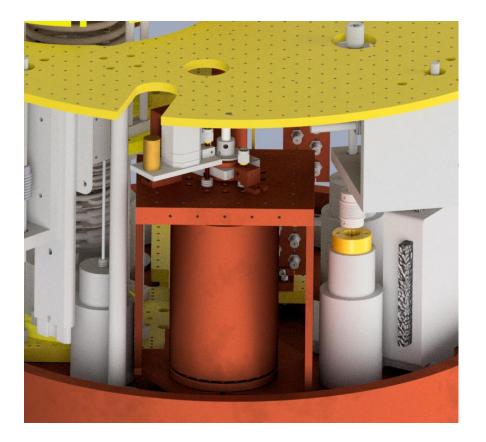
LLNL-PRES-756799

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The Sidecar Space

- At the moment the sidecar cavity poorly utilizes the available pace.
- The piezo actuators were connected to the millikelvin stage.







New Cavity Dimensions

4.25"

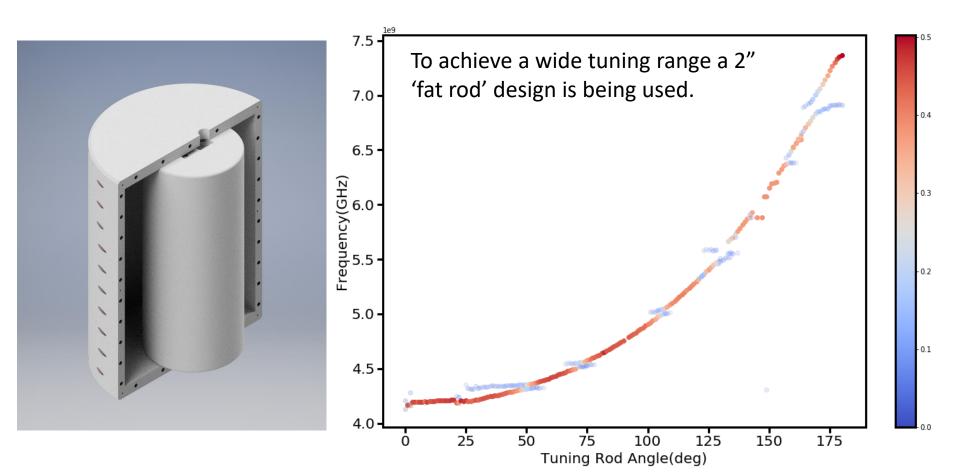
Sidecar original: diameter – 2.5" Height – 4.75"

Sidecar 2: Diameter – 3.625" Height – 5.5"





New Cavity Dimensions



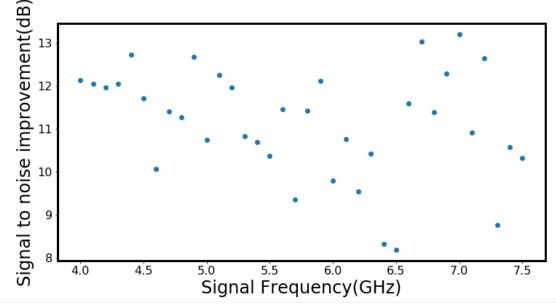




Parametric Amplification

- Low noise first stage amplification decreases overall noise temperature significantly.
- TWPAs can provide broad band, low noise parametric amplification.
- Enables the experiment to search multiple GHz in a single run.



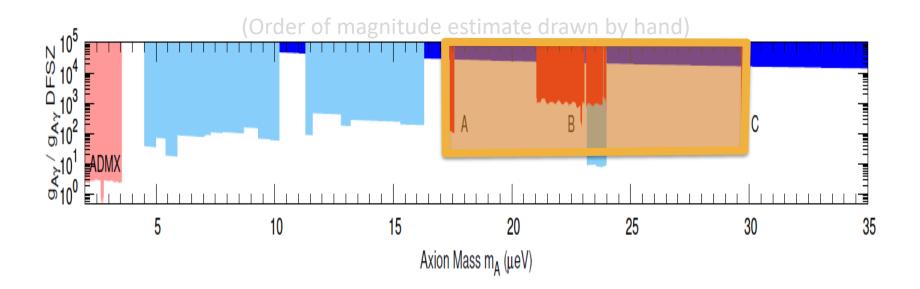






Expected Exclusion

- Sidecar will run in parallel with the main experiment throughout 2019
- KSVZ is still out of reach to a maximum frequency range approach will be deployed.

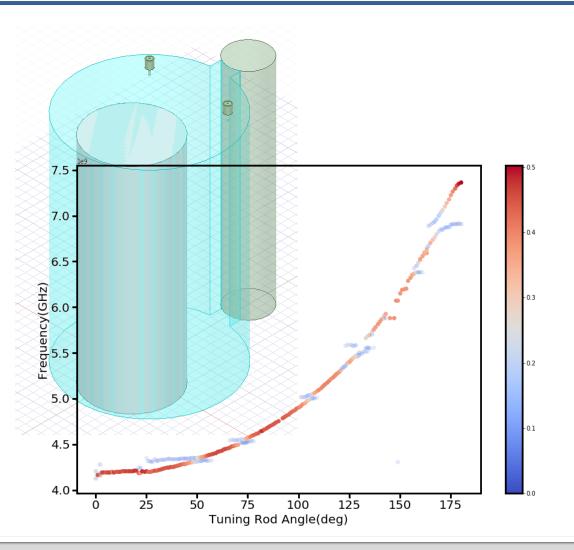






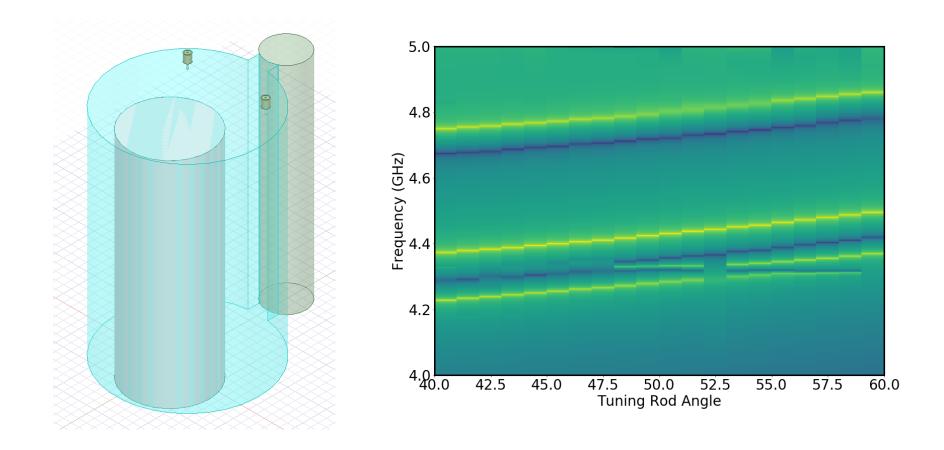
The Slotcar

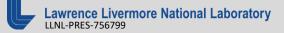
- Fatrod designs introduce a high number of mode crossings. Can we avoid them?
- The slotcar is designed to ruin the Q of TE modes and minimize the size of crossings.





The Slotcar









- Sidecar will provide useful R&D to guide the main ADMX experiment.
- Real science results are being produced with an ambitious 2018/2019 run plan
- Keep an eye out for our upcoming paper.

Piezoelectrically Tuned, Multi-mode Cavity Search for Axion Dark Matter

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ADMX G2 at U. Washington, Scientific American, 2015

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