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Fault Localizer Designed

Inventive CPO Solves Camera Bugs

A Fault Localizer for naval aircraft electronic camera control systems has been designed and constructed by W. L. Creel, ATC, an instructor in the Camera Repair School at NATTU, Naval Air Station, Pensacola, Florida.

It is a light, compact, line test unit which will be used on the flight line to quickly pinpoint faults.

Creel built the localizer in his spare time, using scrap material. He was using it as a training aid in the Camera Repair School until a BuAer inspection party observed the unit and ordered him to report to the Bureau of Aeronautics to put on a demonstration.

CHIEF CREEL WITH HIS FAULT LOCALIZER

After the demonstration, held at NADC JOHNSVILLE, BUAER selected the unit for manufacture and distribution to the fleet.

Another accomplishment by Creel was the design and construction of a test unit for use on the camera control systems in the F9F-8P aircraft.

When the F9F-8P's first reached the fleet, there was no test equipment to test the camera control systems. A number of malfunctions developed with the equipment. Creel's test unit resulted in the squadron (VFP-62) being able to remedy to a great extent serious conditions, and it substantially increased aircraft availability for photographic missions.

In 1958 Creel designed and built a single bay universal camera control system which is presently installed in NATTU PENSACOLA SNB-5P aircraft.

PRODUCTION HISTORY *of the Douglas F4D-1 Skyray is shown in this sequence. At top, the first production model is towed out of its hangar. In fleet service, center, the Skyray launches a rocket. At bottom, the last production F4D stands ready for delivery. When the Skyray broke several records for time-to-climb last year, it proved the soundness of the delta-wing plane's design objectives. This climb performance, combined with the F4D's all-weather kill capability, make it a vital component of fleet air defense. Production has been completed, but the Skyray still has a long service life ahead in the fleet.*

Ready for Japanese Defense

Mitsubishi Delivers its First S-55

First delivery of an S-55 helicopter, built under Sikorsky license by Nagoya Aircraft Works, Japan, has been made to the Japanese Air Self Defense Force.

The license agreement, with Mitsubishi Heavy Industries, Ltd., of which Nagoya is a division, was signed in 1958. Under its terms, Nagoya will build S-55A and S-55C aircraft. The first six to be delivered by Nagoya will be assembled in Japan from components and "knockdown" airframes shipped from Sikorsky. From then on, only certain components will be built in the United States.

In addition to the Sikorsky aircraft, the Nagoya Aircraft Works also builds the F86F jet fighter, overhauls Pratt & Whitney Aircraft engines, and produces aviation products under license.

PHOTO LAB FOR THE FLEET STARS IN READINESS

F9F-8P PHOTO INSTALLATION IS CHECKED

SCARBOROUGH, PHI, 'GETS ON TARGET'

On March 20, the VU-1 Photo Laboratory passed its annual inspection with flying colors. It received not only the grade of 95.40—outstanding—but also this off-the-cuff appraisal of one of the senior inspection officers, "In my 20 years of service, I've never seen a finer photo set-up."

The Photo Lab provides aerial and ground photographic services to the Pacific Fleet, NAS Barber's Point, and other naval activities throughout the 14th Naval District. This includes ground, black and white and color, still and motion picture photography in the area extending from Hawaii to Kwajalein. Since it is the only laboratory in the area with aerial photo capabilities, it gives coverage to all the armed services plus the National Geodetic Survey and the Fish and Wildlife Service.

Heading this complex, versatile organization is LCdr. W. R. Cronenwett. Under him are four assistants, a warrant officer and three petty officers: Photographer M. T. Soo Hoo, Assistant Photo Officer; R. W. Kuhn, PHC, Leading Chief; R. Doughty, PHC, Administration, and J. E. Elridge, PHC, Aerials, plus 35 men and two Waves who work as a highly skilled team.

"In the average month," LCdr. Cronenwett says, "our work load consists of processing and printing 7000 stills, 8000 photostats and ozalids, and 4500 feet of movie film. That's a sizeable job for 37 people, but it's the one we do.

"Whether it's an aerial map of the Pohakuloa Training Area of Hawaii or a photostatic copy of an official document, we supply all types of official photography in this area."

Mr. Soo Hoo, a top flight photographer, when asked where photography was headed in the next few years said, "We are continuing to go to smaller and smaller film, and, of course, this means more high precision cameras.

"But we are still a long way from complete automation. After all, we still need a man to trip the switch."

CAMERA REPAIR TECHNICIANS DISPLAY SKILL IN THEIR TRADE

KUHN, CRONEWETT, SOO HOO, DOUGHTY STUDY SECTION OF HAWAII