PHOTOGRAPHY
AT BLIMPRON 14

RESTRICTED

PHOTOGRAPHY AT BLIMPRON FOURTEEN

. . . A Job for Blimps . . .

Blimp Squadron Fourteen's Photograph Library has been built upon the conviction that blimps can take better pictures than any other air or surface craft operating in United States coastal waters. The blimp's unique ability to get in 'low and close' safely makes the airship an ideal platform from which to photograph the ships which traverse the coastal sealanes and to record pictorially war-time incidents which occur in coastal waters. The development of the K-20 camera has given blimp crews a compact, simple-operating and versatile camera with which to work.

These conditions offer a solid foundation upon which a workable, active library can be set up in any blimp squadron. From the day Squadron Fourteen's library was established it has been geared to an exacting schedule of swift and accurate handling of pictures. Since then the Library has grown into a smooth-operating unit which handled pictures of the 'LIBERTAD' rescue off the North Carolina coast in December 1943 so rapidly that the speed elicited surprised and favorable comment from one command to which they were delivered only 12 hours after being snapped at sea.

The report you are now reading has grown out of queries concerning the inner workings of the Library. By word and picture, this report aims to outline the practices which have produced at Squadron 14 a library of 7,000 prints covering almost a thousand different subjects.

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. . . The File and Index System . . .

"quick and easy reference"

A flexible file and index system designed to keep prints and negatives always ready for quick and easy reference has made possible the successful operation of the Library. Rudimentary requirement of such a system is that accurate and complete identification become an inseparable part of each print handled by the Library.

A special rubber stamp outlines this information of identification. All prints filed in the Library and those dispatched to other commands carry this stamp on the back completely

filled out. This insures that the print will never become useless because of lack of identification and enhances the value of the print by making it useful anywhere, anytime. The stamp is reproduced here:

BLIMP SQUADRON 14
PHOTOGRAPHIC LIBRARY
U. S. NAVAL AIR STATION (LTA) WEEKSVILLE
ELIZABETH CITY, NORTH CAROLINA

SUBJECT .....

.....

FOLDER ..... NEG. FILE NO. ZP14 .....

POSITION .....

COURSE ..... TIME ..... DATE .....

PHOTOGRAPHER ..... PILOT .....

ALTITUDE (FEET) ..... BLIMP .....

CAMERA ..... F ..... SHUTTER SPEED .....

This form, when filled out, leaves nothing unsaid.

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'filed in ordered fashion'

The problem of preserving the prints in an ordered fashion was solved by filing them in manila envelopes 8 1/2 by 11 1/2 inches which were numbered for reference. Since no prints larger than 8 by 10-inch enlargements are ordinarily required, these envelopes (or folders as they are referred to in the Library) preserve the prints in a neat and easily-accessible manner. As new pictures are added daily, new folders are added. If a ship is photographed twice in a month, or in a week or year, it is a simple operation to identify the print and slip it in the folder previously set aside for that ship. Each folder contains the prints of only one ship--although there may be many prints of this ship in the folder.

There is no limit to the expansion of such a system except filing space in which to keep the folders.

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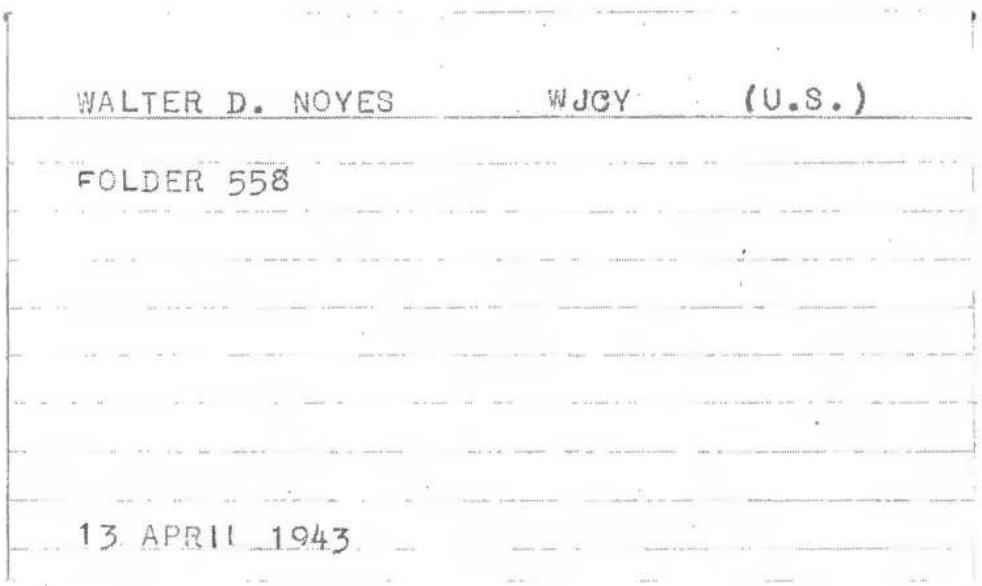
'universal card catalog'

With a filing system thus established, some sort of index

is necessary. At Squadron 14 this consists of an "universal" alphabetical card catalog. "Universal"because in it are the subjects of all pictures taken. By using this single index prints of ships, rescues, individuals, weather phenomena, crews, inspections, or accidents can be quickly located.

This index card lists the subject of the print and records the number of the folder in which the prints have been filed. Here is a sample index card from the Library catalog:



This particular index card indicates that the United States ship Walter D. Noyes was first photographed 13 Aug. 1943 and the prints are filed in Folder 558. By referring to the folder complete information about the print and ship is readily available.

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'day by day record'

Besides this card index, a daily record is kept listing data on each picture taken that day. This record serves as a cross-index on the alphabetical card catalog. These daily records are filed by the month. A sample daily record is shown on Page 4.

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'the negative file and index'

All negatives are filed according to their negative file number in regular 4 by 5-inch negative preservers in the Photograph Library. The negatives are cross-indexed with the prints by having

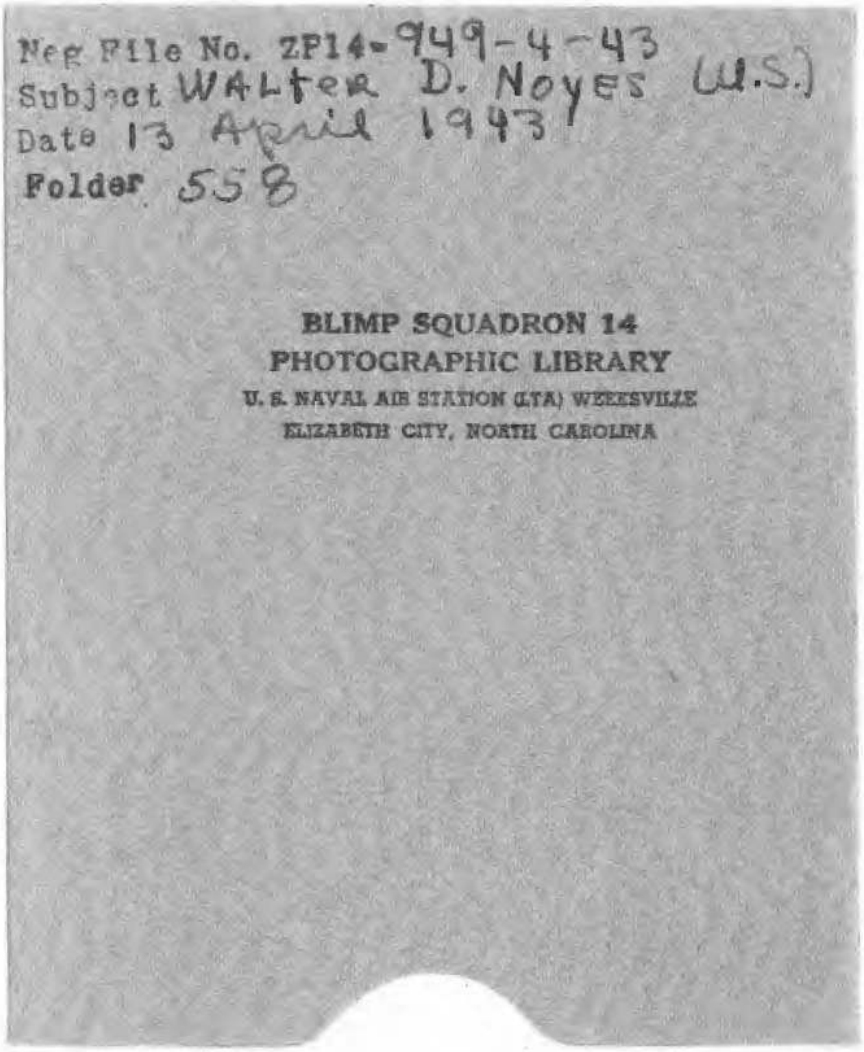
Daily Photograph Record

Date_____

Subject	Neg. File Number	Print in Folder	Time Pix Taken	Position	Course	Photographer and Ship

All pictures taken each day and the data on them are logged in this DAILY RECORD. This serves as cross-index on alphabetical card catalog. These forms are filed in 8 1/2 by 11 1/2-inch manila envelopes by month.

the negative file number, the subject of the print, folder in which prints are filed and date listed on each negative preserver. To standardize this information, a stamp was drawn up illustrated here:



This negative is identifiable anytime, anywhere.

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. . . Creating Picture-Interest . . .

'Bulletin board psychology'

After the mechanics of the filing and indexing system des-

cribed above have been set up, the difficult problem of training blimp crews to take good photographs remains. Since few of the crew members have had any formal photographic training or experience, this problem is especially challenging. The photographic officer must assume the burden not only of training these crews but also of keeping them 'picture conscious' day after day. Many are the approaches to this problem. Those outlined below have brought results at Squadron 14.

A simple 2 by 3-foot glass-covered bulletin board in the officers' training room which is unfailingly changed every 36 to 48 hours is the 'morale heart' of the library.

By deliberate psychological appeal it continually arouses and boosts enthusiastic squadron interest and pride in good photographs.

The success of the bulletin board has been glowing. Here are its 'success secrets'.

1. The bulletin board is kept 'NEWS-FRESH'.

   It is 're-dressed' every 36 to 48 hours. Prints and comments are not allowed to stagnate there and thereby allow squadron picture interest to fade. To emphasize this ever-newness of the board, the very 'pattern' of the way the prints are arranged on it is changed. If 4 by 5 prints predominate today's 'pattern', tomorrow's pattern must be fashioned around 8 by 10 prints; the board may have 20 prints on it today--only 1 tomorrow. Prints of especial interest are 'rushed' to the board.

2. The bulletin board is PERSONAL.

   This perhaps its strongest appeal. Comments on prints always contain the name of the photographer; sometimes that of the blimp captain. When a print is mailed to another command, a notation is made on the bulletin board giving credit to the officer or man who took it. A monthly 'round-up' summarizes the number of pictures taken by each man and officer and the commands to which they have been mailed. Criticism (constructive, of course) as well as praise is made in this personal manner. The result--encouragement of individual initiative and pride.

3. The bulletin board is SPECIFIC.

   Meaningless generalities are avoided. Daily searches are made for specific facts about ships or incidents which are photographed. Only average interest will be

Officers study the report on pictures taken by squadron blimps on patrol which appears daily on the Photograph Library bulletin board in officers' training room. News-fresh, specific, and personal, the board keeps the squadron interested in, and proud of, pilots' photographic efforts.

On this typical board are (1) news clipping dealing with airships (upper right) (2) comment on 8 by 10 prints being sent to Chief of Naval Operations (large prints in center of board) (3) list of officers and men whose pictures are being sent to other commands (upper left) (4) movie magazine item about Wallace Berry's part in motion picture 'LIGHTER-THAN-AIR' (lower right) (5) technical note about K-20 (right), (6) criticism of incomplete ship identification (small prints).

Lt. (jg) F. R. Zumbro (right) is naval air station public relations officer, who works closely with Squadron Photograph Library to facilitate release of 'news' shots when obtained. Ens. R. B. Tafaro, pilot, checks outgoing print list to see how many of his pictures are being mailed to other commands.

shown in the posting of a good shot of coast guard vessel number 32. The addition of a specific fact multiplies the interest value of the print. The fact: The vessel is the 'CAMPBELL', noted coast guard cutter which battled 6 subs in 12 hours while on convoy duty. Here is an example of more prosaic facts about a print which create interest: (as they appeared on bulletin board)

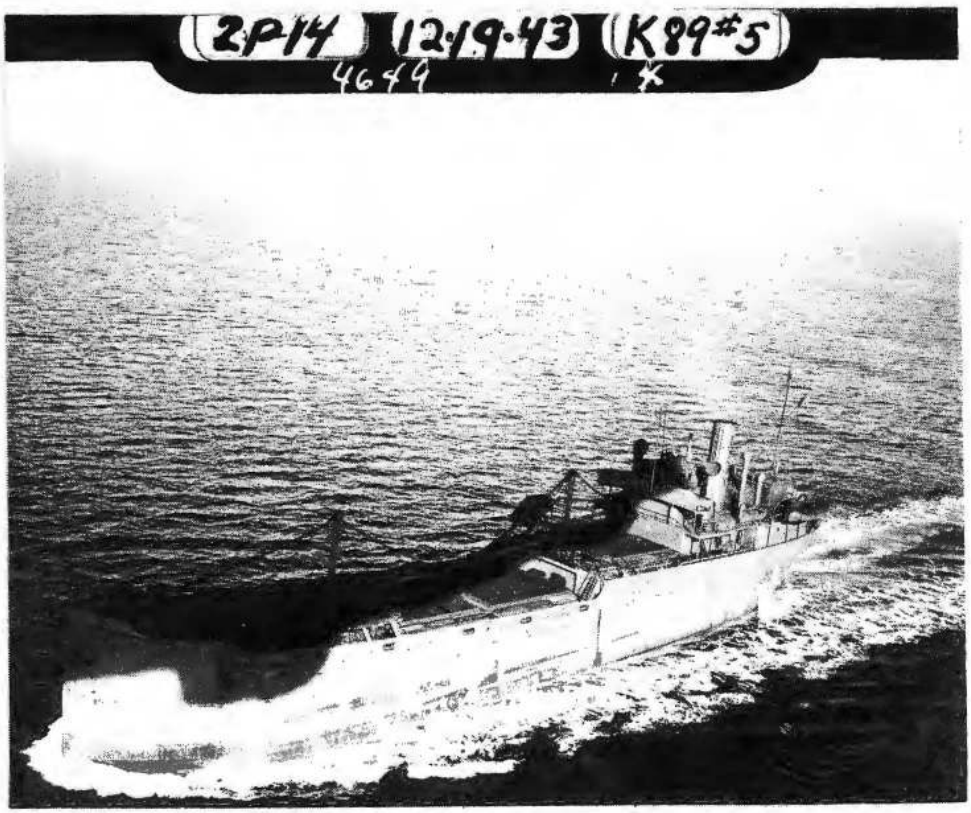
"'ABANGAREZ', 4,500-ton U. S. combination passenger-cargo vessel built in Britain, taken by Lt. Peckham. Excellent composition, definition, and detail. This vessel is 35 years old having been built in 1909. Note the broad command pennant flying from foremast indicating it is convoy commander."

4. The bulletin board is INSTRUCTIVE.

It is more stimulating and productive of results than the class lecture. Except for introductory remarks to new pilots and initial announcements of new photograph directives, the class lecture has been dropped entirely. Short, illustrated 'lessons' repeated often on the bulletin board put across the 'do's and don't's' of photo-

graphic practice necessary for excellent picture taking. Examples of these 'lessons' as they appeared on the bulletin board with the prints follow.

Comment such as that on this print has resulted in there being a minimum of 'shadow-scarred' negatives:



"AVOID THIS: 'TRACY', collier, taken by Ens. Canada. Good print spoiled by having the blimp shadow 'scar' the outline of the vessel. Note how it cuts out definition and detail of a picture primarily taken for identification purposes. Intelligent planning by rudderman can prevent this."

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Crews constantly are reminded to be on the lookout for unusual pictures which might have pictorial, news or historical value. 'Lessons' on the bulletin board strive to keep crews conscious of such possibilities so they will recognize and take them when encountered. Suggestions on possible pictures of this type are made and the limitations of the K-20 camera for this work pointed out. Intelligent efforts of crews in this direction are

heartily endorsed in bulletin board comment. Here is an example of such an effort:

"'BUNKER HILL', 10,000-ton U.S. tanker, in silhouette, by Ens. Gavriloff. This is praiseworthy effort for possible 'news' or 'pictorial' shot. Taken at 1/125 and F4.5. A good try. Developnent of this idea into the taking of a shot of a large transport or man-of-war silhouetted against the rising or setting sun has possibilities of producing an outstanding picture."

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These bulletin board 'lessons' stress the fact that there are few situations which a properly trained blimp crew cannot photograph constructively and successfully. Weather pictures are encouraged--excellent shots of fronts, cloud formations and sea smoke have resulted. Attempts to catch 'water spouts' have been unsuccessful so far.

Shipping and landmarks are easy shots for trained crews to take well. Special assignments such as the photographing of explosions are also possible. On one such special photographic mission Squadron 14 recorded explosions with both still and

movie cameras. Small objects can also be photographed well enough for identification. Here is a mine with a diamenter of about 3 feet as photographed where it was found drifting at sea: (with bulletin board comment)

"Here's excellent shot of drifting mine taken by Ens. Reeder. Objects so small are the most difficult to photograph from a blimp. This taken from 75-foot altitude. Planning and good airmanship required to shoot such subjects successfully. Despite fact this was taken 'cross-sun' instead of 'down-sun', this picture is well done."

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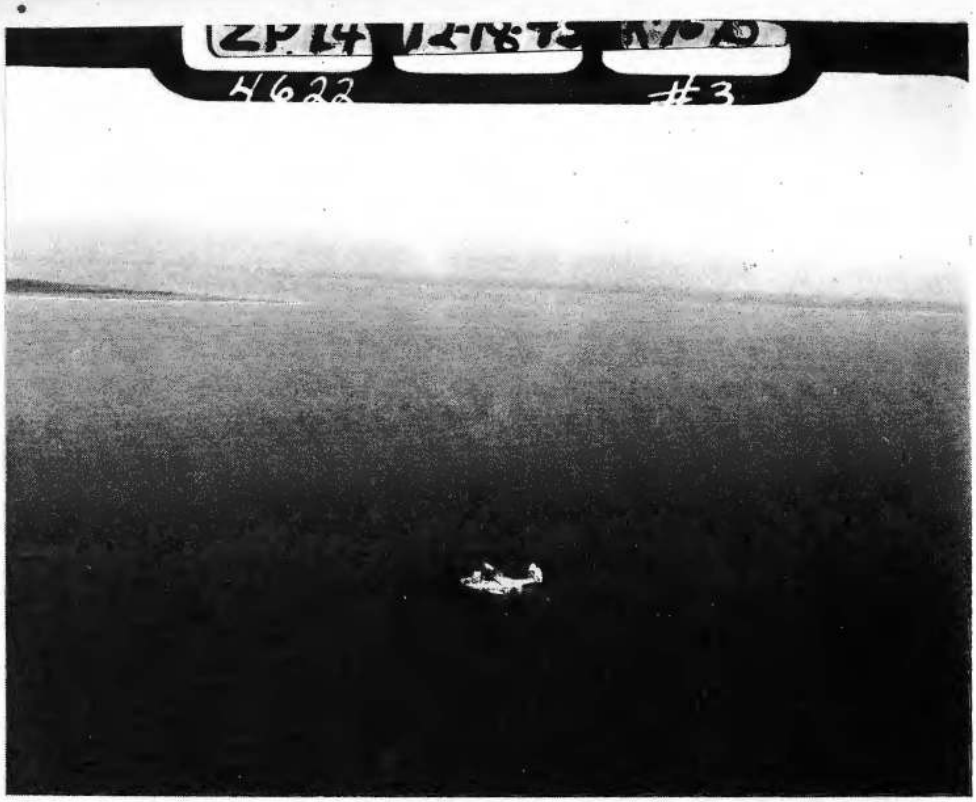
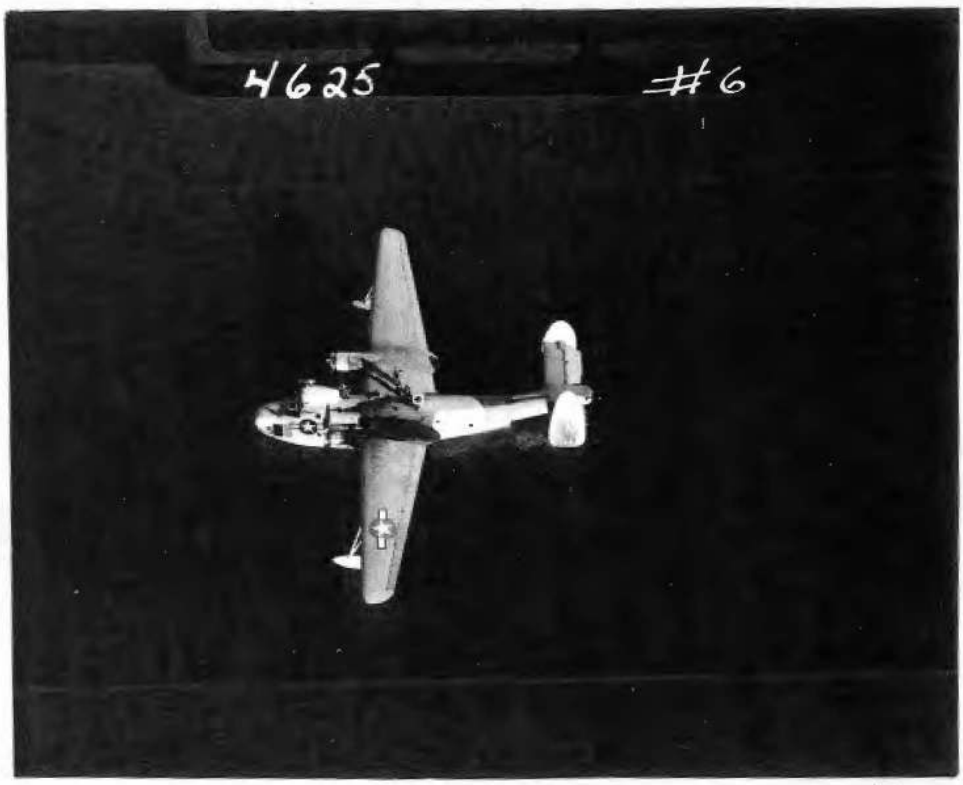
One bulletin board 'lesson' constantly preaches 'TELL THE STORY OF YOUR MISSION IN PICTURES'. Intelligent economy of film is directed at all times, but on special missions pilots are urged to shoot 'too much' rather than 'too little'. Prints on the next three pages tell the story of this mission:

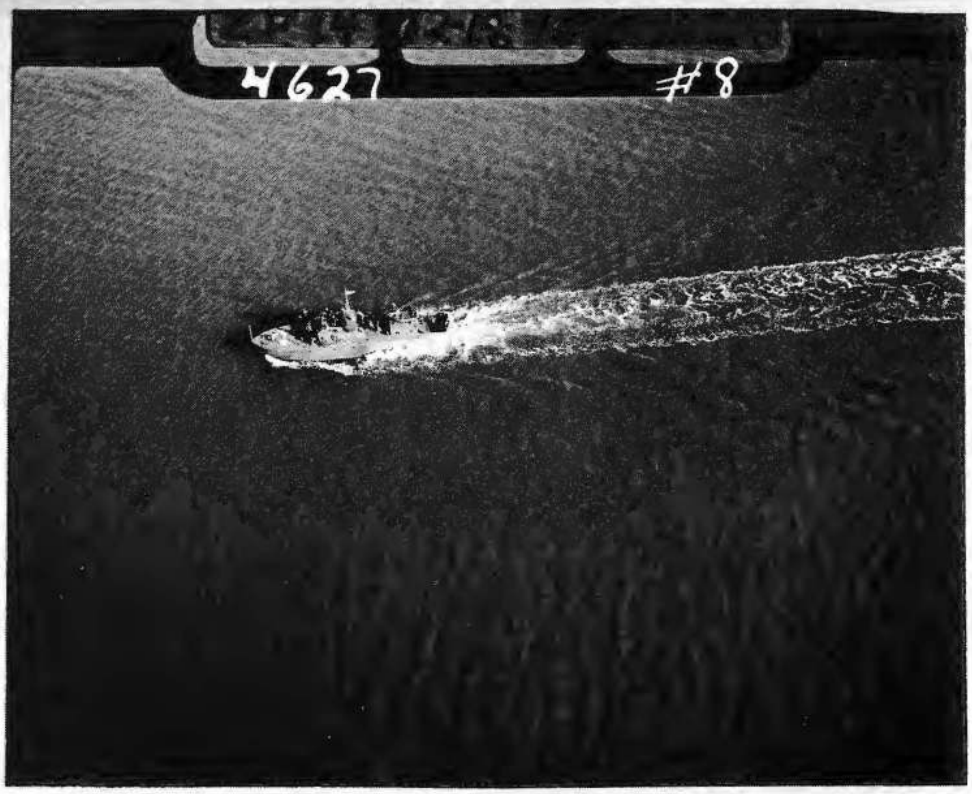
'Here's excellent picture story taken by training blimp yesterday (18 Dec. 1943) on finding PBM. Ens. Lineberger, pilot; Ens. Rickabaugh, photog.' (bulletin board comment)



"This is good overall shot of area in which plane was forced down by engine trouble. The land at left should be indicated on log by name; direction camera pointed recorded to orient picture. Plane identified as PBM#5 of Harvey Point, N.C. Always get these facts for 'Picture Story'."



"This is excellent closeup of plane. Members of crew wave from wing; oil can be seen on port engine. Note good use made of sunlight. Taken from 150-foot altitude at F5.6 and 1/250."



"Here is fair shot of crash boat summoned to scene. Camera log did not identify this vessel. All planes and ships at such scenes must be identified to make story complete. Use blinker if necessary to get facts such as these. Could have been much closer."

"Excellent shot of crash boat after it reached scene at 1045Q. Note with care such times as this arrival. Oil trails from plane in this shot. Blimp shadow might have advantageously been used had it been possible to keep it off plane. Note here, too, good use of sun light."

"This picture tells the story of how the trip from plane to crash boat was made--by rubber lifeboat and wooden boat. Catching these boats between plane and crash boat would have improved this."

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Bulletin board 'lessons' point out the necessity for picture co-operation between blimp captains when two or more blimps are assigned to the same mission. Pilots are urged to work together so that good 'on-the-scene' shots of blimps performing missions can be obtained.

Here is one such 'lesson' about co-operating as it appeared on the board:

> 'The two training ships were assigned a plane crash mission yesterday (13 Jan. 1944). Ens. Hudner in training ship and Ens. Kline in advanced training ship were ordered to search coastline near Nags Head for wreckage of SB2C which crashed into sea at high speed during practice bombing run. Ens. Hudner's ship spotted what appeared to be aviation rubber liferaft in the surf. He summoned men from nearby Coast Guard station by dropping note to come and pick it up. The men proceeded to the spot which the blimp circled and recovered the debris after it had been washed to shore. Since two blimps were on the job there was excellent opportunity to TELL THE STORY IN PICTURES. There was limited co-operation which produced average pictures. Here's what these two ships obtained:

"Coast Guardsmen at scene; one wades toward debris in surf. By Ens. Carlstead.

Blimps failed to photograph the note being dropped to these men--all activity at such scene should be photographed."

"Excellent idea but too far away to make excellent picture it could be. Here blimp is over party. Blimp taking should have been closer with photographed ship in background, men in foreground. By Ens. Carlstead."

"An excellent finale for this PICTURE STORY--recovered debris spread on the beach by Coast Guardsmen. This shot taken by Ens. Gresham."

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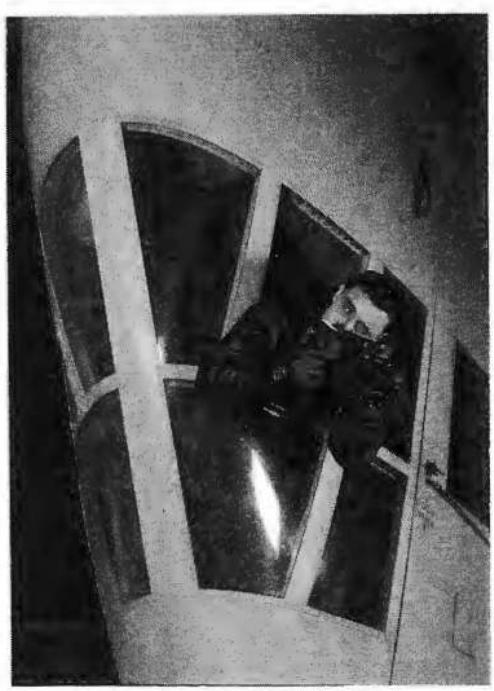

Blimp Photographer at work

Basic photographic principles are illustrated often in bulletin board 'lessons'. Effective use of sunlight, shutter speeds and lens stops are explained. Camera operation in general and the particular quirks of the K-20 camera are discussed. Such advice as 'Don't shoot through the plexiglass' and 'Get in low and close for good pictures' is offered by showing examples of what results when such advice is disregarded.

"Of particular concern in these 'lessons' are the best methods of shooting pictures from blimps. Experience has shown that rear window of car is the best position from which to shoot. (Illustrated at left) Note that the officer is not

resting his elbows on sill of window--this prevents transmission of engine vibration from the car to the camera. When the photographer is in the position illustrated his stomach muscles absorb this vibration. With his arms out the window he is free to swing into position to get his picture. Experience has proved that the pilot's compartment is an unsafe, awkward position from which to try to get pictures.

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5. The contents of the bulletin board are VARIED--making its appeal broad.

Besides prints and their analyses, general facts about the photographic equipment, L.T.A. news clippings and literary references to airships are posted there. Here are some examples:

A sidelight on the K-20 camera:

'G. T. Lecour, station photographers mate first class who has just returned from camera repair school, reports he was told there that the K-20 camera was specifically developed for the Doolittle raid on Tokyo to meet the photographic needs of that attack. This is interesting sidelight on the camera used by blimps.

'List cost of the K-20 is $260; the film costs about $4 for 50-exposure roll--about 8 cents each. Make each of them count.'

An item about helium from Colliers magazine:

'In the United States, one helium plant alone produces in about 23 hours the 416,000 cubic feet of this gas required to inflate a navy K-type blimp, an amount that would take several centuries to obtain from the wells of any other country. For example, the famous gas well in Santenay, France, one of the best sources of helium outside of America, could not produce this quantity in less than 700 years.'

Or the mention of blimps in Capt. Ted Lawson's book 'THIRTY SECONDS OVER TOKYO'.

'All of us got a scare, the third day out, that we'd miss the raid. The navy boys came out with buckets of white paint and drew a line along the port side, two or three yards in from the edge. We heard that Doolittle had decided to send one of the planes back to the mainland with a message. The message couldn't be sent any other way because the HORNET was observing radio silence. I tried to keep out of Doo-

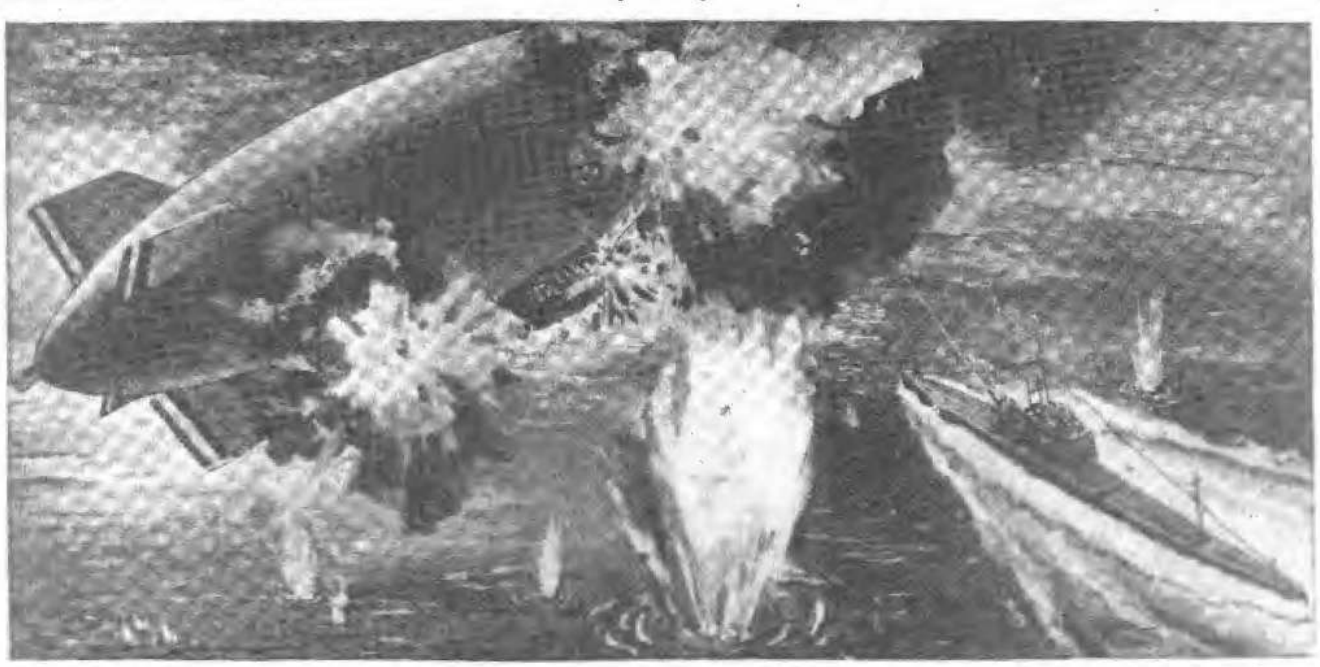
little's sight as much as possible. And so did the others. The line, of course, was to be the guide of the plane ordered to take off. It was easy to figure out that the left wheel of the unlucky B-25 selected would have to keep on that line. In order to clear the island with the tip of the right wing, the fuselage of the plane had to be quite far over to the left, and the left wing would extend over the edge of the ship.

'Our fears subsided after the line was drawn. A navy blimp came over to us, hovered over the deck, dropped us some stuff, and presumably took back the necessary messages that had to be transmitted to the mainland.'

All news clippings dealing with blimps are placed on the bulletin board. Pilot interest in blimp activity clippings is strong. Here is example of especially good one from New York Daily Mirror:

U-Boat Shoots Down U.S. Blimp

Story on Page 2



Enemy Sub Blasts Gas Bag, First Time in History

An unprecedented battle between blimp and submarine is vividly portrayed in this dramatic sketch, drawn by Paul Frehm on the details of U. S. Navy information. Gunfire of a surfaced U-boat in the Atlantic is puncturing the American patrol blimp K-74, which had dropped depth charge. The bag shot down was lost, Navy said. Ten of eleven crewmen were saved.

6. The bulletin board promotes PICTURE PRIDE.

It consciously strives to instill an invigorating pride in the squadron for its photographic efforts. All words of recognition for squadron photographic work are posted on the board.

Among these have been:

'Squadron 14 has long had a reputation for turning out unexcelled operational photographs. Pictures, particularly of rescue work, have been of such quality as to attract widespread attention.'
--from FLEET AIRSHIPS ATLANTIC INTELLIGENCE BULLETIN, No. 7 (15 Oct. 1943)

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'You recently forwarded to this office some photographs taken by your blimps. They are surely fine pictures and have been most helpful to us in explaining the various types of ships to some of our officers who have never seen them.'
--from letter from Lt. Comdr. William T. Kirk, USNR, HEADQUARTERS COMMANDER EASTERN SEA FRONTIER.

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'The subject photographs were well done and will prove of marked value for recognition and identification use. They represent good examples of what may be done with the K-20 aerial camera aboard airships on patrol.'
--Comment by Lt. Comdr. A. D. Fraser, U.S.N. of PHOTOGRAPHIC DIVISION OF BUREAU OF AERONAUTICS on squadron photographs submitted to the bureau.

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'How many pictures did your blimps take of the rescue yesterday? How did you get them up here so fast?'
--record of telephone conversation with air controller concerning prints delivered to command interested 12 hours after being snapped at sea. Delivered by auto.

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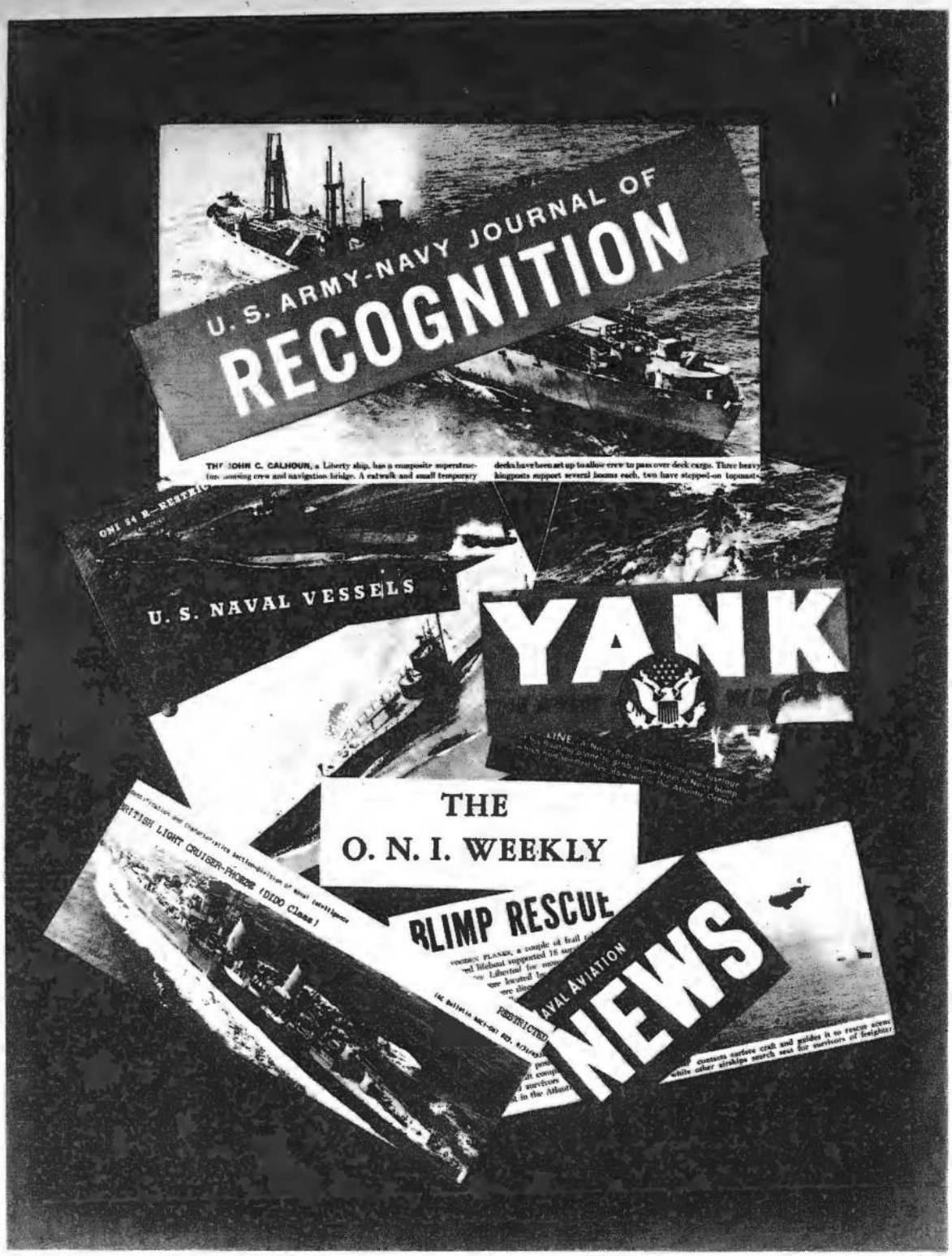
All squadron pictures used by the Office of Naval Intelligence or in news publications are posted on the bulletin board along with the original print giving



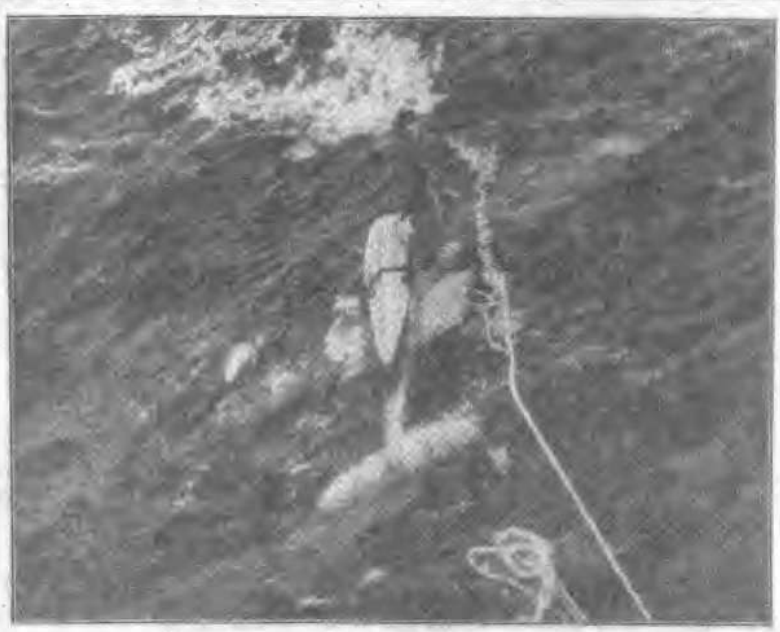
Squadron 14 Pictures in Service Journals

2¢ DAILY NEWS 2¢

Vol. 25. No. 156 New York, Friday, December 24, 1943* 56 Pages 2 Cents

UNIONS SPLIT ON F.D.R. AS RAIL ARBITER

Story on Page 2



Blimp Stars In Sea Drama

From his slippery perch on pontoon of scout observation plane which plunged into the Atlantic, carrying pilot to his death, aviation metalsmith Charles J. Schultz, of Baltimore, hope high to catch line dropped to him by Navy blimp. Life raft is attached to line and has splashed into water just 10 feet from overturned airship (above plane, in foto). Plane was spotted by Blimp (K-89) which summoned Coast Guard rescue craft after dropping raft and making sure Schultz was safe temporarily. Coast Guard cutter arrived several hours later to complete rescue.

[illegible] U. S. Navy foto
Via A. P. Wirephoto

Front-Page Play on
Squadron 14's Most Published Picture

2¢ DAILY NEWS 2¢
Copr. 1943 by News Syndicate Co. Inc. NEW YORK'S PICTURE NEWSPAPER Trade Mark Reg. U. S. Pat. Off.
Vol. 25, No. 158 New York, Monday, December 27, 1943* 36 Pages 2 Cents

BRITISH SINK SCHARNHORST

Nazi Battleship Destroyed In Sea Fight Off Norway

Story on Page 3

Blimps Direct Rescue of 18 Seamen

These pictures, released by the Navy yesterday, show how 18 survivors of the torpedoed Cuban freighter, Libertad, were saved through rescue efforts directed by Navy blimps off North Carolina coast. Survivors [←] wave from rafts dropped by blimps.

Two of those dumped in to the sea when their ship was sunk cling to wreckage [▲]. One of the rescue blimps, the K72, hovers over the site of one of the pickups [←]. The ship was torpedoed on Dec. 4. The half-starved survivors clung to driftwood and a capsized lifeboat for 34 hours. —Story on page 16

LIBERTAD Pictures Were Carried Nationally

the individual taking it credit. On Pages 20, 21 and 22 are some of the publications in which squadron pictures have appeared.

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'morning after conference'

Although the bulletin board is the main interest builder, other devices are used to bolster it. Among these is the 'morning

At 'morning after conference', Ens. R. C. Kline, squadron photographic officer, discusses with Lt. V. E. Peckham and Ens. H. E. DeVore pictures they took day before on patrol. Pilots do this regularly. To promote interest Library is kept complete, attractive. Note: K-20 at left handy for demonstration; chart, prints on bulkhead; negative viewer at left. Prints on desk at right ready for mailing.

after conference' in the Photograph Library. Officers and men who have taken pictures the day before come here to inspect the

prints and have them analyzed by photographic department members. Prints are always ready for this inspection at 0800 on the day following that on which they are taken. This informal conference aids in solving quickly individual difficulties and gives a key as to what type of instructional material should be used in bulletin board "lessons".

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"Swift picture handling"

The sooner a photographer can see his pictures after a flight, the keener is his interest. For this reason Squadron 14 negatives are developed and prints made as soon as the blimp is docked. Prints are ready two or three hours after the blimp has returned from patrol. If the pictures warrant it, prints are delivered by auto or plane to commands interested in a matter of hours after they have been snapped at sea.

Hard-working photographer mates, whose alertness is constantly uncovering smoother, faster methods of handling patrol pictures, have made possible this speed.

Swift picture handling starts here. As soon as blimp is docked, S. J. Kubarych, PhoM2/c, gets camera off ship to start processing the negatives.

Night Picture Work--- J. M. Phillips, PhoM 3/c makes permanent record of camera log numbers on the negatives a few minutes after a night landing.

Filing of prints is completed the day after the pictures are taken. The squadron photographic officer and his assistants do the filing work. All are pilots. This work is their collateral squadron duty.

Pilots perform daily file work in the Photograph Library. Ens. K. E. Hannon, right, checks card catalog to see if library already has prints of a carrier photographed day before. After transferring data from photograph log to back of prints, he will make out DAILY RECORD, bring card catalog up to date, and file prints in folders. Ens. C. H. McDougall, left, prepares 8 by 10" prints for the monthly report sent to Chief of Naval Operations. On the worktable are folders in which prints are filed and publications used to check accuracy of information listed on photograph logs by pilots. This work of checking identification, filing prints and negatives, and mailing out prints requires 30 to 50 man hours of work each week. Best squadron pictures with data attached line the bulkhead. Note news clippings at left.

'the library serves'

The Library is designed to sustain squadron interest in photography. Best squadron prints are mounted on special racks on the bulkheads with complete data under each print. Library records are kept up to the minute and files shipshape.

An atmosphere of service and genuine helpfulness is cultivated to encourage use of its facilities by all squadron activities.

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'dolled-up camera log'

The daily contacts which officers have with the Library are exploited to keep their interest in photography high. The photographic log on which pilots record the data on the pictures taken during a flight has been 'dolled up' and made as complete and instructive as possible. This log is reproduced on page 27.

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'picture competitions'

Contests such as a 'picture-of-the-month' have been sparingly used as interest provokers because they are weak, artificial stimuli which are difficult to handle judiciously. There is a monthly crew competition in which crews are given points for excellence in all phases of patrol work. In this contest crews are awarded 5 points for each picture taken by a crew member which is included in the monthly report to Chief Naval Operations.

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These have been the methods used to create picture interest at Squadron 14.

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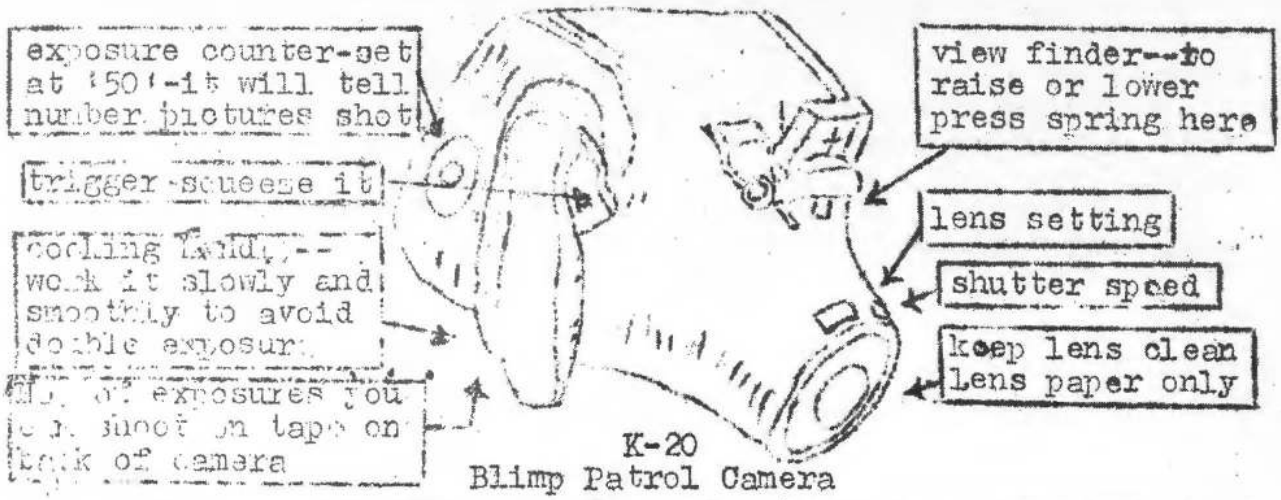
. . . Who Gets the Pictures . . .

'accuracy always'

Scrupulous care is taken to insure accurate identification of all prints. Pilots are continually reminded that a picture is no good unless it is accurately and completely identified. This is especially true on prints which are mailed out. Sloppy identification destroys the value of any print and the prestige of the library handling it. The photograph library checks



K-20
Blimp Patrol Camera

How To Take Good Pictures

1. Indicate photographic light conditions (average for the day) so that photo lab can give your film best possible development.

2. Hold camera firmly against chest. Do not let it touch any part of blimp. Exert backward pressure on cocking handle as trigger is squeezed.

3. Use aft end of car for shooting. Remove window, do not shoot through glass. Kee low, shoot away from the sun.

4. Take no more than TWO pictures of any ship or scene, unless circumstances are unusual. Then shoot many.

5. Fill out this camera log completely. Give positions in latitude and longitude, not in reference to buoy or grid

6. This camera log and camera must be turned in to Squadron duty office after each flight. If no pictures taken, mark 'NO PICTURES TAKEN' on log with date, pilot and ship and turn it, with camera, in to squadron duty office

7. All pictures are developed and printed immediately after ship docks. They may be inspected at Squadron Photo library at 0800 the day following flight.

8. Report any camera defects on this log.

↓ use this exposure table--if in doubt use F4.5 and 1/125 ↓

TIME OF DAY	bright sun		thin clouds, haze		no sun-cloudy	
	lens	shutter	lens	shutter	lens	shutter
first 2 hours of daylight	F4.5	1/125	F4.5	1/125	F4.5	1/125

Blimp No. _____ Camera No. _____

Pilot _____ Mission _____

Photographic light conditions were: Good ____ Fair ____ Bad

use this exposure table--if in doubt use F4.5 and 1/125

TIME OF DAY	bright sun		thin clouds, haze		no sun-cloudy	
	lens	shutter	lens	shutter	lens	shutter
first 2 hours of daylight	F4.5	1/125	F4.5	1/125	F4.5	1/125

Camera No. ______ Date ______

Pilot ______ Mission ______

Photographic light conditions were: Good ____ Fair ____ Bad ____

Film no.	Ship Photographed; Call & Nationality	Position Lat & Long	Ship's Course	Time	Alt.	Camera Settings	Pictur Taken by:

This is the CAMERA LOG on which pilots record the data on the pictures they take. The other side (illustrated on page facing this, back of Page 26) is 'dolled up' with illustrations and instructions.

see instructions on other side

all identifications. Publications used for checking spellings, call signs and nationalities are:

Merchant Vessels of the United States of More than 500 Tons Gross Tonnage Licensed for Radio Communication, issued by Federal Communications Commission (RESTRICTED)

Signal Letters of United States Merchant Marine, issued by United States Treasury Department. (RESTRICTED)

United States Navy Call Sign Book, Part II Visual Call Signs, issued by Navy Department (RESTRICTED)

Merchant Vessels of the United States, issued by Department of Commerce (CONFIDENTIAL)

The Ships and Aircraft of the United States Fleet, by J. C. Fahey (ON SALE PUBLICLY)

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'nailing list'

The Chief of Naval Operations heads the Library's nailing list. An average of 200 prints of 100 negatives are nailed to this command each month. These prints are used in identification booklets and other Office of Naval Intelligence bulletins. All good quality negatives are nailed to Chief of Naval Operations monthly along with two 8 by 10 glossy prints completely identified.

Other commands on the Library's regular nailing list are:

Chief of Naval Airship Training and Experimentation receives three 8 by 10 glossy prints of all rescue scenes and all other photographs of particular value for public relations or historical purposes.

Commander Fleet Airship Wing 1 receives one 4 by 5-inch glossy print of all good quality negatives and one 8 by 10 glossy print of all rescue scenes and all other photographs of particular value for public relations or historical purposes.

Commander Eastern Sea Frontier receives same type prints as Commander Fleet Airship Wing 1.

Fifth Naval District Intelligence Office receives same type prints as Commander Fleet Airship Wing 1.

Commands which are particularly concerned with any specific situation photographed are mailed 8 by 10 prints. For ex-

ample, Fifth Naval District coastal information section receives prints of beached ships or collisions occuring in fifth naval district waters. Commanders of air squadrons receive prints of crashes involving planes of their command. When commanding officers of ships at sea request pictures, prints are nailed to them.

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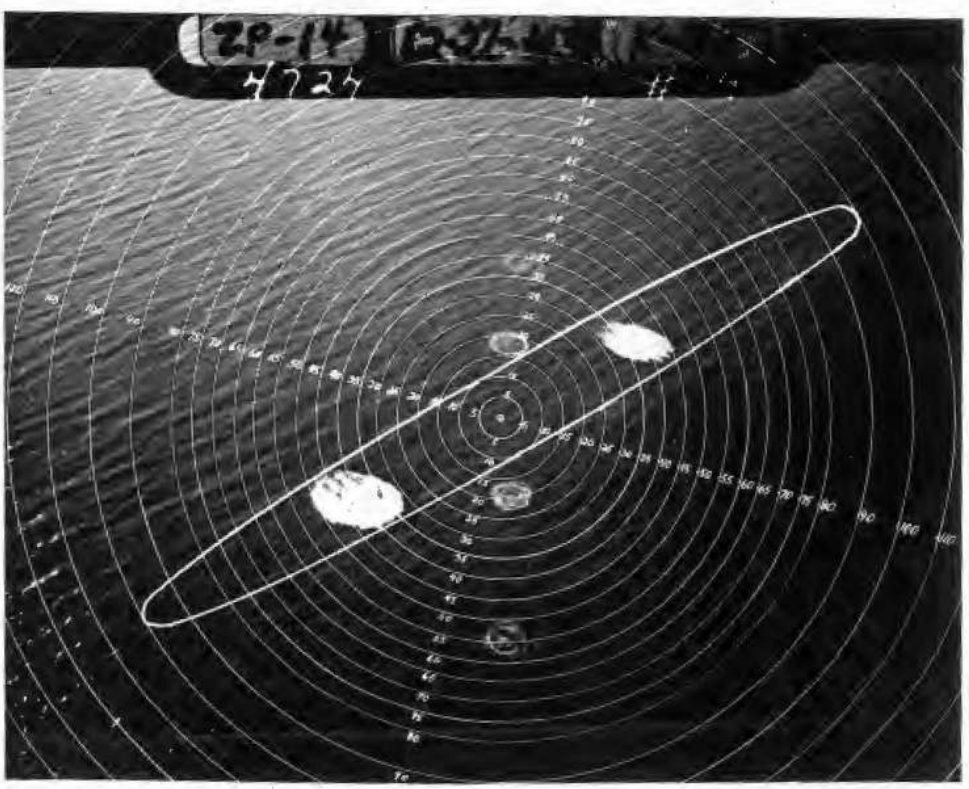
. . . Special Projects . . .

Besides its routine work of swift and accurate handling of excellent photographs taken by blimps on patrol, the squadron's photograph library regularly develops special projects such as this illustrated report.

Here are some others:

The library developed a photographic method of scoring practice bombing from airships. The grid illustrated here was calculated mathematically and checked by test runs over measured distances on the landing mat.



Measures Airship Bombing Errors

Another project is the collection of weather pictures. The story of each such picture is built around aerological data. This material is attached to the print on a special form for such picture lines. This form is used to tell the story when the picture has value other than for identification purposes--such as pictures of survivors or rescues. Two of the prints from the weather collection are on Pages 31 and 32.

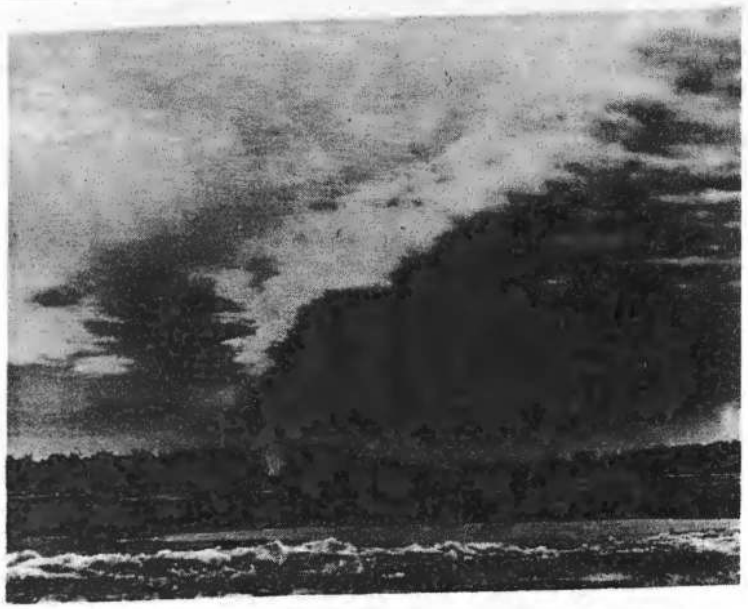
*

Efforts are made to get pictures which might be of value to public relations officers. The library works closely with the public relations officer attached to the station on such projects. To avoid waste of film, these shots are taken by photographer mates after careful planning. The print on Page 33 is an example of this type of picture. Another public relations project is the taking of individual photographs of all blimp crew members with a blimp in the background. Personal data on the man is attached and the negative and print filed for instant use in case the man participates in news worthy mission. Example here:

This data is attached to each print:

Kraner, R. L.
aviation radioman
third class
Age: 19
Home: Baltimore, Md.

(shadow on left side of face should be avoided as it does not reproduce well on newsprint)



PHOTOGRAPH LIBRARY

BLIMP SQUADRON FOURTEEN
ELIZABETH CITY, N.C.

Negative File No.: ZP14-344-1-44 DATE 14 January 1944

This is picture No. 1 OF (2) IN warm front SERIES

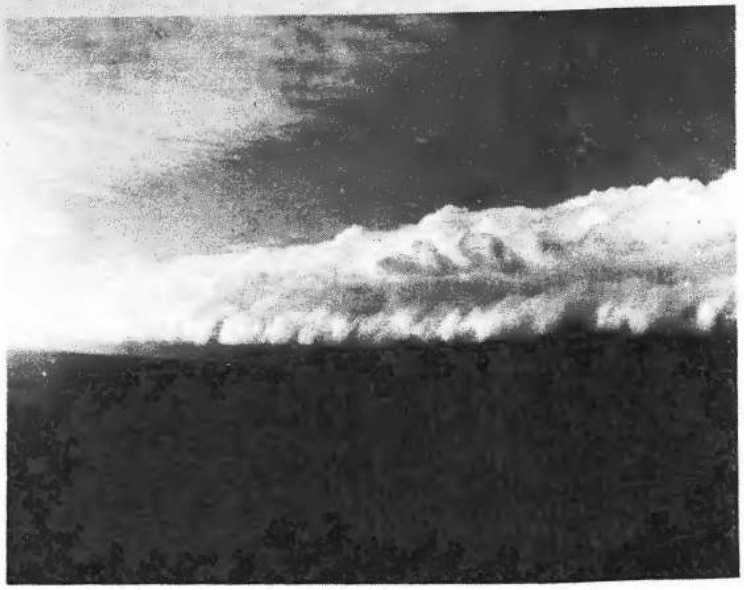
This long line of strato-cumulus clouds at 6,000 feet altitude moving northward from the south toward the United States Naval Air Station at Elizabeth City, N. C. foretold the coming of 40 hours of bad flying weather.

This picture was taken looking east at 1340Q. 14 January 1944. The strato-cumulus line was the forerunner of a warm front which at the time lay about 150 miles southeast of the station. It was associated with a winter low pressure area centered in southwestern Georgia. Cirrus, alto cumulus and alto-stratus clouds precede the strato-cumulus in the photograph above.

Twelve hours after this picture was taken--about midnight of the 14th of January--rain began to fall at the station. During the next 24 hours--from midnight 14 January to midnight 15 January--flying conditions were bad with ceilings well below 1,000 feet and the visibility varying from 1 to 3 miles. Rain was continuous. At 0150Q of the 16th January the temperature dropped to 33 degrees F. and the rain changed to snow. This snow ceased at about 0430Q and the weather started to clear--about 40 hours after the clouds above were first noted.

The center of the low passed approximately 40 miles west of the station at about 1630Q 15 January. Winds were mostly light northerly during the entire period.

Weather Picture with Data Attached



PHOTOGRAPH LIBRARY

BLIMP SQUADRON FOURTEEN
ELIZABETH CITY, N.C.

Negative File No.: ZP14-4199-12-43 DATE 4 December 1943

This is picture No. 1 OF 1 IN cold front SERIES

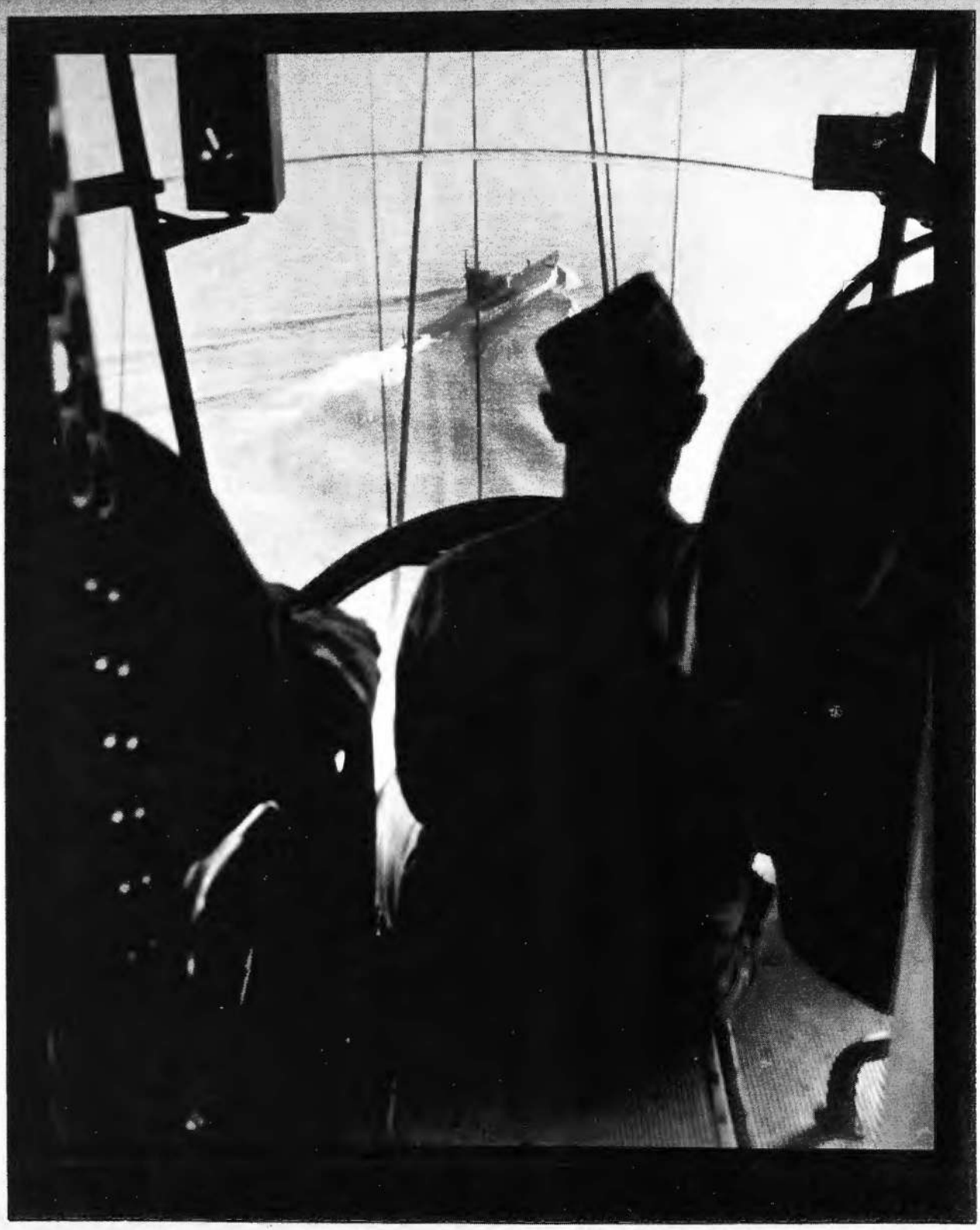
This is a cold front lying along a northeast-southwest axis about 60 miles east of Cape Hatteras, North Carolina, through which Blimp K-89 passed 4 December 1943. Over land it had moved in a southeast direction at about 20 knots. The blimp, piloted by Lt. (jg) W. C. Ford, was about 3 miles from the front seeking a 'light spot' when the above picture was snapped at 1320Q. The weak spot was located and the passage through began at 1335Q. Considerable turbulence was encountered as the blimp flew through at an altitude of 200 feet--altitude of ceiling. Lt. Ford reported the ship at one time 'seemed to stop momentarily in the air'. He applied more throttle and the passage was made safely after about 8 minutes of turbulence. Heavy rain fell. Wind shifted from southwest to west and increased from 12 to 35 knots.

Aerological conditions at Cape Hatteras over which the front passed at about 0800Q are shown below for the periods before (0200Q), during (0800Q), and after (1400Q) the passage of the front:

	0200-before	0800-during	1400-after
surface wind	SW 7-10 knots	NW 11-16 knots	NW 7-10 knots
ceiling	unlimited	overcast 1500 feet	.5 overcast 2000 feet
dew point	54 F.	52 F.	54 F.
temperature	59 F.	52 F.	62 F.
barometric tendency	.6 mb drop	.8 mb rise	slow rise
visibility	6 miles	1 1/2 miles	6 miles
wind at 2000 feet	WSW 22-37 knots	West 17-21 knots	NW 11-16 knots

(all data from U.S.N.A.S., Elizabeth City, N. C., aerology department records.)

How Story of Cold Front Is Told



A Friendly Sub Makes a Possible Publicity Shot

Out of the use of the bulletin board has come a by-product which is growing into a special Photograph Library project. All clippings concerning airships and L. T. A. activity which appear on the board are saved. As a result, the Library has a growing collection of such items. Typical of this collection are the clippings pictured on Page 35.

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. . . A Word of Credit . . .

This, then, is the story of Photography at Blimpron 14, except for the important mention of photographic personnel whose enthusiasm, hard work and technical skill have made possible the "swift and accurate handling of excellent pictures" described in this report.

In the Library checking on ship identification and doing file work there are Ensigns K. E. Hannon, L. P. Tylenda, Bernard Beaufait, R. B. Tafaro, and H. F. E. Steuer--all pilots.

In the Laboratory there are the Hedron photographer mates who have borne ably and with enthusiasm the heavy schedule imposed by squadron photographic needs. These are Stephen J. Kubarych, PhoM 2/c, and Jack M. Phillips, PhoM3/c. (Phillips is now in V-12 training.)

And the station photographic personnel, too, who have constantly and willingly lent a much-needed helping hand: Lt. (jg) B. B. Eiland, station photographic officer; and G. T. Lecours and F. A. Spinok, both PhoM1/c.

Ens. R. C. Kline, A-V (E), USNR,
Photographic Officer.

February 1944

Part of a Growing Clipping Collection