

**Interview Notes:**  
**Sara Bjork**

8/30/14

*Interview with Barbara (head of Imaging Department) and Scott (imaging scientist that works in imaging department).*

**General:**

- Those trained to use the rig operate it (mostly photographers)
- The load doesn't hold as much as originally intended (lights, camera, etc.)
- Cage itself is very heavy (approximately 150 pounds) and needs to hold approximately a 7-pound camera and 25-pounds of lights
- Changes made to the rig:
  - Wood blocks stacked to level rail track (approximately 1-3")
  - Took off entire x-y gimbal because it added too much slop in tolerances

**Safety:**

- Currently no safety features as part of the rig
- Safety options they would like to see implemented; kill switch, crank control, handles on rig, breaks
- Hazards; crank flying around in air
- Hard limits on extension

**Mechanical:**

- Sway: Approximately 2" left, right, and away that creates a lot of "yawns in the stitching"
- As camera goes up vertically it sways backward
- In order to lock into place, move on rail back and forth
- Makes a squeaky sound while it rolls along track
- Transportation change wheel type; plastic, aluminum coated wheels

**Electrical:**

- Power: Vertical Motor (height assessment needed and power struggles the higher it gets), Horizontal Motors (analog speed and direction switches preferred)

**Computer:**

- Camera sits on a focal plane & gets cranked up with column
- Need a way to control camera from most likely a mac computer
- Bluetooth/Wifi only used to control camera

**Customer Wants:**

- Keep camera square and level
- Track distance to wall (ensure camera being 'kept square' with wall)
- Add z-direction for compensation and perhaps a predetermined distance
- Focus more on software and camera focus and less on the camera hold
- Auto leveling, linear actuator
- Break system
- More powerful
- Genie lift outriggers- could "make outriggers to roll along the track to extend horizontally with casters"
- Would like it lighter and more elegant

\*\*Sara meet with Debra (safety engineer)