



RAF Northolt

"Night Shoot"

22 April 2024

by

Brian Hillier

This presentation will cover

- What is the RAF Northolt - Night Shoot
- How to apply and layout of airfield
- Selection of photos taken by Andrew Longhurst and Brian Hillier
- How one photo was edited
- The appearance of photos taken with different cameras with different lenses and exposure settings.

About the RAF Northolt Night Shoot

- It is an opportunity to photograph military aircraft at night
- Held in March and October of each year
- Raises money for restoration of Building 27 - Operations Centre
- From 1936 used to find best way to control Fighter Command
- However, being on the airfield it was too vulnerable to attack
- So the RAF Bunker, in Vine Lane was built in 6 months
from February to 25 August 1939 by MacAlpine

Building 27 – Operations Command Centre



How to apply – Visit website

<https://www.northoltnightshoots.com>

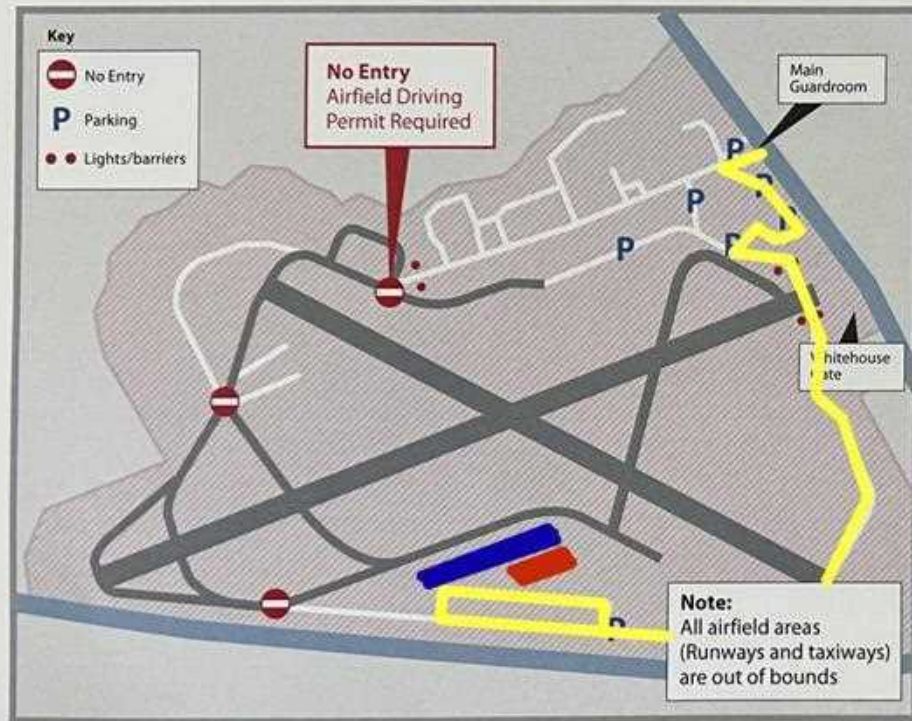
Click on the Application Form

The first 300 to apply will be asked

- To enter your personal details
- Post a cheque for £30 to the organizer
- The applicant will receive an email with joining instructions

RAF Northolt - Airfield layout

Visitors Vehicle Pass



Please display this pass prominently in vehicle

RAF NORTHOLT

NIGHT PHOTOSHOOT
07 MARCH 2024

NAME:

VRN:

HOST: Flt Lt GR Pulham

Ext:

To be handed in when leaving the site

This pass **MUST BE HANDED IN** on leaving the camp

Yellow – Route in
- West End Road to
Parking Area

Red – Hanger
- Assembly point
- Entrance to Standing

Blue – Viewing area

The website Gallery tab

<https://www.northoltnightshoots.com>

Click on Gallery and there are photos from the past Night Shoots
taken by professional photographers

and

The Gallery for 2014 Spring has 42 photos taken by two
professional photographers

because these photos were copyrighted
none of them were used in this presentation.

Viewing Area – Looking East



Viewing Area – Up Passenger stairs



Viewing Area – Looking West



Bulldog T1 & Embraer Zingou



Bulldog T1 & Embraer Zingu



Embraer EMB 121 - French Airforce



Scottish Aviation Bulldog – Privately owned



Pilatus PC-21 - French Airforce



Pilatus PC-21 - French Airforce



CASA C-295 MPA - Irish Airforce



Eurocopter EC135 P2 - Irish Airforce



Pilatus PC-12NG – Irish Airforce



Pilatus PC-12NG – Irish Airforce



Lockheed P-3C Orion - German Navy



Lockheed P-3C Orion - German Navy



Pilatus PC-12NG - Irish Airforce



Sea King and Merlin – Royal Navy



Pilatus PC-12NG – Irish Airforce



RAF Fire Engine



Jeeps (Orig. General Purpose vehicles)



Jeeps



Pilatus PC13NG - After an adjustment



Off with his head ! ! !



Different Camera, Lense ISO settings

I wanted to see the effect of using

- Iphone 12 Pro (with its auto settings)
- Canon D700 with 50 mm prime lens
 - with different ISOs 800, 1600, 12800
- Canon D700 with 18-55mm
 - with different ISOs

Scottish Aviation Bulldog



D700

- 1/50
- f1.8
- 800
- 50mm

Scottish Aviation Bulldog



D700

- 1/50
- f1.8
- 1600
- 50mm

Scottish Aviation Bulldog



D700

- 1/50
- f5.6
- 12,800
- 52 mm

Pilatus PC-21 - French Airforce



D700

- 1/100
- f1.8
- 800
- 50 mm

Pilatus PC-21 - French Airforce



D700

- 1/60
- f5.6
- 12,800
- 52 mm

Jeeps



iphone

- 1/30
- f1.6
- 640
- 4.3 mm

Jeeps



D700

- 1/60
- f3.5
- 12,800
- 18 mm
(18-55)

Summary – Lens – Speed – ISO

I came to the following conclusions

Hand-held requires minimum of 1/50 to 1/100

Smaller apertures (*i.e. larger f numbers*) require

- Slower speed, higher ISO, possibly a tripod

Any camera will take a good photo

IF EXPOSURE IS CORRECT

This is out of science fiction



I hope you enjoyed the presentation

and

thank you for watching