

ISnAP

International Society for Aviation Photography

August 2019





WELCOME TO THE AUGUST 2019 ISSUE OF ISnAP!

Return to Normandy: 75th Anniversary of D-Day

Jumping In To History!

Gary Daniels

D-Day in Connecticut

Scott Slingsby

Sound of the Rockies Chorus

Steve Zimmermann

Let Freedom Sing!

Kevin Hong

2019 NAS Key West Southernmost Air Spectacular

2019 Fort Lauderdale Air Show

2019 Miami Air and Water Show

2019 Sun 'n Fun International Fly-In

Jason Skinner

2019 RAF Cosford Airshow

Michael Bellinger

NYPD Aviation Unit

Rick Charles

Mankato Airshow

Matt McVicker, Larry Grace

XP-82 Twin Mustang Photo Shoot

Philip Johnson, Matt McVicker

F-22 Raptor Demo Report

2Lt Sam Eckholm

Meet Our Members

Dragos Munteanu, Robert Stave, Wayne Domkowski

Airplane Silhouettes

John Ford

FRONT COVER PHOTO: Matt Short

F-35s from the USAF 62nd FS from Luke AFB and the Royal Netherland Air Force (RNLAf).

Camera: Canon EOS 5D Mark IV **Lens:** EF 24-105mm f/4L IS USM

Exposure: f5.6 **Shutter speed:** 1/4000 sec. **ISO** 800

BACK COVER: Kevin Hong

World War II European Theater photo pass with a P-51, ME-262, and Spitfire.

Camera: Canon 7D Mark II **Lens:** EF 100-400mm f/4.5-5.6L IS USM

Exposure: f6 **Shutter speed:** 1/320 sec. **ISO** 100

ISAP's goal is to bring together our members who share a love of aviation, and want to preserve its history through their images. Through our organization, members can seek to enhance their artistic quality, advance technical knowledge, and improve safety for all areas of aviation photography while fostering professionalism, high ethical standards, and camaraderie.

ISAP continues to help our members to better their photography skills, workflow, and set up resources to help with business questions that our members have. Updates are being made to the ISAP website and member portfolio section, and we are showcasing ISAP members' images and accomplishments on our social media pages.

In this issue we are continuing to highlight ISAP members. I'm sure you will enjoy learning how your fellow ISAP members got started, as well as seeing some of their images and learning some tips. Remember that ISnAP is your publication to share your images, stories and tips with other members and the public. We look forward to each member sharing his or her stories with all of us.

Enjoy this issue of ISnAP!

Sincerely,

Larry Grace, ISAP President

Kevin Hong, ISnAP Editor

International Society for Aviation Photography

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NYPD Aviation Unit

Story and photos by Rick Charles



The police dispatcher of the usually chatty Special operation Division radio channel says those familiar words that gets the attention of the duty pilots and other personnel at the New York City Police Department Aviation Unit Ready Room: "Aviation Base on the Air?" Experienced crews know what this likely means... "a job", NYPD vernacular for an assignment, is about to come down from "Central"... the ubiquitous term for the NYPD dispatch center. "Aviation Base, K" a pilot on watch responds. "Aviation Base, Aviation is being requested by Division in the Four-Eight to check the rooftops for an airmail job". "10-4 Central, show Aviation 19 responding". Show time.

Based at Floyd Bennett Field (NY22) in the Borough of Brooklyn adjacent to Jamaica Bay, the pilot and flight officer of Aviation 19 launch one of the NYPD's newest Bell 429 patrol helicopters, N919PD. The "job" is located in the 48th Precinct in the heart of the Bronx—New York City's northern-most and only landlocked borough. "Four-Eight" patrol officers at street level are encountering "air mail", or objects thrown from

the roof of one of the many six story pre-war apartment buildings that define gritty character of that section of the borough, and the patrol sergeant has requested the Aviation Unit to provide the eyes (and sensors) in the sky to locate the "perp". Despite being the largest city in the United States in terms of population, the helo can be overhead in less than ten minutes after liftoff and talking to units on the scene.

Founded in 1928 flying fixed-wing aircraft, the NYPD Aviation Unit started using helicopters in 1948 with a Bell 47. It now flies a fleet of three Bell 412EPs (N412PD, N414PD and N422PD); four Bell 429s (N917PD, N918PD, N919PD and N920PD); and a Bell 407GX (N407NY). The 412's—the "Air-Sea-Rescue" aircraft—are equipped and have sufficient room to carry NYPD SCUBA team divers, their gear and stokes baskets. The four 429s—the newest aircraft in service—are the unit's principal patrol and tactical aircraft. The 407 is a basic model used for training. In 2010, Bell 412 N412PD made an emergency wet-ditch landing in Jamaica Bay. The pilot deployed the aircraft's pontoons and all six souls on



board were unharmed. The airframe of N412PD is now stored at Floyd Bennett Field out of service.

The Aviation Unit provides 24/7 response to a city with a total area of 468 square miles of which 166 square miles is water. New York City is the nation's most populous city with an estimated 8,399,000 residents that swells considerably during the workweek. In 2017, it has an estimated population density of 28,491 inhabitants per square mile rendering it the most densely populated large city in the U.S.

The unit's primary mission is to support patrol units citywide followed closely by conducting the homeland security mission in a very iconic city. Their bread-and-butter mission is to control the rooftops and conduct surveillance. With its numerous bridges and landmarks like the Statue of Liberty and Empire State Building, New York City has seen more than its share of terrorism events and the daily "emotionally-disturbed person" call. In addition to patrol, the unit supports the city's

ten Emergency Services Squads dispersed among the five boroughs. Known as "ESU", these squads perform traditional SWAT functions but also perform specialized tasks like counter-sniper and high-risk warrant service. Both Aviation and ESU are very active during National Security Special Events such as the United Nations General Assembly, the New York City Marathon, high profile sporting events, political conventions, and others like New Year's Eve celebration in Times Square.

One other unique function the Aviation unit has it to support the New York City Fire Department. On third alarms anywhere in the city, a fire battalion chief responds to Floyd Bennett Field and, if needed by the incident commander, will launch to serve as the "Air Recon" unit. NYPD Aviation also is equipped with Bambi Buckets for the 412s to help combat brush fires that tend to occur in the sparser, grassy sections of Staten Island, Queens, Brooklyn and the Bronx.

To be eligible to be an Aviation Unit pilot, candidates must first have had a solid performance record as a sworn patrol officer of at least five years and have some advanced level of aviation certification. Once selected, a new member then goes through extensive ground, simulation and airborne training before spending a year as a Tactical Flight Officer (TFO). As a TFO, he or she will manage the mission aspects of the flight and operate the various specialized sensors and systems before moving over to the Pilot-in-Command seat. THE NYPD Aviation Unit has about 250 personnel most of whom are sworn officers.

"Central, Aviation 19 is "84" in the Four-Eight", the TFO announces to the dispatcher advising they are overhead the scene they were sent to. (NYPD ten-code "10-84" means the responding unit has arrived

on scene.) They begin to scan to the roofs and sidewalks with their infrared camera looking for the individual whose description they were given. "Four-Eight sergeant to Central, K" the precinct patrol supervisor on the ground announces on his radio. "We have one under at this time. All units not on the scene can go "98". ESU and Aviation can also go 98." Bronx patrol officers caught the kid throwing bottles from the roof of an old apartment building. Summertime boredom and heat in the poor, crowded neighborhoods can sometimes be the spark for aggravation and mischief. The NYPD Aviation Unit's Bell 429, N919PD, acknowledges they are placed in service ("98")-and head south back to their base in Brooklyn. All in a typical day's work for the crews of the NYPD Aviation Unit.











Rick Charles

