

**BIRCH
&
LOCKYEAR'S
FARM STRIPS
AND
PRIVATE AIRFIELDS
FLIGHT GUIDE
FOR
COMPUTER PILOTS**





**NORTHERN
MICROLIGHTS
Pt.1**

**For
Microsoft FSX**

**Written in memory of my son
Darren Neil Birch 1974 - 2005**

**Compiled and edited
By Neil Birch 2008 ©**

**FARM STRIPS
AND
PRIVATE AIRFIELDS
FLIGHT GUIDE
PART 1
NORTHERN- ENGLAND**

designed for use with

**Microsoft Flight Simulator X and
Horizon VFR Scenery Vol.3 or
Just Flight VFR Scenery Vol.4**

INCE MICROLIGHT SCHOOL



Inspired by Bryan Lockyear's 'Farm Strips Guide'

The majority of the strips are 'Artistic Licence'

All of the strips have a NDB (in case you can't find them) ,simply activate your GPS and you will see them.

Most of the strips (where applicable) have vehicle traffic.

All of the fields have sounds. (See back of book)

All of the fields can be selected in the GO TO AIRPORT menu (important see end of book).

Join the exciting world of microlight flying. Enjoy to the full this fantastic VFR Scenery from Horizon Simulations. Finding and landing at some of these strips is an achievement and will certainly increase your navigation and flying skills enormously. The strips are at most times barely visible and undulate, slope and

at times lean. Just as in real life.

To enjoy the flights in the book I would strongly recommend Bryan's guide book can be purchased from all good pilot stores and get yourself some good maps.

Great Britain is bounded by the Atlantic Ocean, the North Sea and the English Channel, the islands landscape and climate vary widely and it is this variety that has sculptured and shaped this land into the 'Sceptered Isle' it is today Horizon and Justflight have finished what the weather started so I just had to write this guide as a thank you to all those people out there who have worked hard to deliver what I believe to be the best scenery in the world bar none. We can see every house and stream, bumps and mountains and all for under 30 quid, what more could you ask for. What I am going to try and achieve is to help you squeeze the most out of what the scenery was designed for and that is slow low level flying. However the most frustrating thing about flight sim is, you switch your computer then sit there wondering where to fly to. Well let's see if I can help. If you are reading this then you have installed my software and are wishing to partake in some real flying. My hat goes off to the real pilots who seek out some of the more obscure fields as that is just what they are 'a field', very often looking no different from all the other fields, or can I just discern a faint strip? No numbers on the ends shouting here I am, go into circuit, look away and the dam thing has dissapeared!! Another difference from your asphalt runways is nearly all of the strips either slope one way or the other, some like Lumb in Rossendale look positively dangerous. So seeing as I am a masochist this is going to be our first flight.

Now I hasten to add I am not a real pilot, I don't pretend to do things correctly but flightsim was designed to enjoy- so enjoy. I am simply an 'Enthusiastic Amateur' . IMPORTANT. there are some free addons I would recomend available either from Flightsim.com or Avsim. List at the back of the book.

DO NOT BE AFRAID OF GOING SLOW-ONLY OF STOPPING!

Old Chinese Proverb

CONTENTS

| | | Page |
|------------------|--------------------------------------|-------------|
| Flight-1 | Houghton - Lumb | 6 |
| Flight-2 | Lumb - Oxenhope | 10 |
| Flight-3 | Oxenhope - Crossland Moor | 14 |
| Flight-4 | Crossland Moor - Mount Airey | 16 |
| Flight-5 | Mount Airey - North Coates. | 20 |
| Flight-6 | North Coates - Ashley's Field | 23 |
| Flight-7 | Ashley's Field - Croft | 25 |
| Flight-8 | Cliffe- Coal-Aston | 26 |
| Flight-9 | Coal-Aston - Camphill | 32 |
| Flight-10 | Camphill - Sutton-Bank | 34 |
| Flight-11 | Sutton-Bank - Mount Rule | 38 |
| Flight-12 | Mount Rule - Glassonby | 45 |
| Flight-13 | Glassonby - Kirkbride | 52 |
| Flight-14 | Kirkbride - Eshott | 57 |
| Flight-15 | Eshott - Knitsley | 61 |
| Flight-16 | Knitsley - Fishburn | 65 |
| Flight-17 | Fishburn - Redcar | 67 |
| Flight-18 | Redcar - Egton | 70 |
| Flight-19 | Egton - Felixkirk | 73 |
| Flight-20 | Felixkirk - Kirbymoorside | 76 |
| Flight-21 | Kirbymoorside - Eddesfield | 79 |
| Flight-22 | Eddesfield - Melrose Farm | 82 |
| Flight-23 | Melrose Farm - Redmoor Farm | 84 |
| Flight-24 | Redmoor Farm - Cliffe | 85 |
| Flight-25 | Cliffe - Ince | 86 |

FLIGHT-1 Houghton - Lumb

`Arise Sir Loin'

We're going to start our flights from my local field here at Houghton near Preston, Lancashire, England., so select Houghton (HOUT) from your airport menu. As I said earlier Houghton is just another one of those ordinary fields, that disappear as soon as you are airborne, although finding the field is made much easier due to the add-on scenery. This flight will take us about 20/25 minutes and will take us into the heart of the beautiful Rossendale valley.

While we're flying I'll try and tell you a little about the history of the areas we will pass over, so to make it easier to discern between history and flight instructions, I will type the flight instructions in **bold**.

I don't know which aircraft you're using but my recommendations are either the default Flexwing, Byron Warwick's Kolb or the A22 Foxbat (download from Horizon's website). **Carry out your checks, taxi onto the field (you can possibly see the runway better in spot mode, a lot of the fields are difficult to make out) . We'll use 26 as it's a downhill run, even if we have a tailwind it's still better.**

Once airborne we are going to follow the M6 motorway which is directly out front, so power up and let's begin our journey and hopefully by the time we reach the end of the book we will have improved our flying skills and learnt a lot more about this beautiful island and its patchwork quilt of history.

Immediately after take-off ahead we can see a myriad of motorways, the M6 in the distance and the M61 in the foreground while off to our right is the City of Preston, I think we can just see the Deepdale Football Stadium, home of Preston North-End Football Club, while ahead lying out front is the town of Bamber Bridge and a little village with the lovely name of Walton le Dale, you know this little hamlet goes way back, it even gets a mention in the Roman era over 2000 years ago.

Okay turn left and follow the first motorway. Climb up to 2000ft. Almost immediately ahead is a large roundabout, this is the Junction with the M56 and we're going to turn left here.

If you look closely to your left after you turn you should be able to see Houghton Tower, again this is another piece of History going way back to 1065 that we know

of. The family came over from Normandy with William the Conqueror. In the 1500's the family were persecuted for their Catholic beliefs.

In the early 1600's King James I stayed at the hall and was so impressed by the loin of beef he had been served that he knighted the meat calling it `Sir Loin' and that's where we get the name `sirloin' from. Unfortunately there is a sting in the tale, Sir Richard de Houghton was forced to look after the King and his retinue for three days and this left him penniless and he was imprisoned for a short period in the infamous `Fleet Gaol' in London..

In the English Civil War of 1640, Sir Gilbert de Houghton fought on the side of the King, unfortunately as history has told us, that was the wrong side and many battles were fought in and around the surrounding area. In I think it was 1641 Houghton Tower was besieged by the Parliamentarian troops (Cromwell's Roundheads), there were only 30-40 Royalist troops in the hall and they very soon capitulated to the stronger force but as the troops entered the courtyard the powder magazine exploded killing over 100 of the Roundheads, I don't for one minute think that was an accident. Sir Gilbert ended his fighting career shortly after his son was killed (he was fighting on Cromwell's side) .

It is also reputed the William Shakespeare actually worked at the hall under the name of William Shakeshafte.

The present head of the family is sir Bernard de Houghton and the hall today is open to the public on certain days and hosts many events from `Farmers Market's to a Classic Car and Motorcycle show.

Ahead is Junction 3 and off to our left is the market town of Blackburn.

When cotton was King, this was weaving capital of the world and many tall chimneys dotted the area. The only thing weaving today is the Leeds Liverpool canal, another engineering masterpiece starting from as the name Leeds and terminating in Liverpool. In the 1700's the canal was the main artery between the two cities and many towns prospered along the way, today it has a more leisurely air about it.

Approaching Junction 4 and off to our left is the home of Blackburn Rovers Football Club.

At Junction 5 ahead we're going to turn right following the A677 over to Haslingden, not as easy as following a motorway I'm afraid, but if you can see a few large lakes ahead, you are heading in the right direction.

If you look around as you're flying you'll see that not only do we have a patchwork history but also a patchwork land what with all the fields and moorland. We are flying over Oswaldtwistle and Haslingden Moor.

The main road is to the left of the lakes.

As you reach the end of the final lake, if you look off to your right you'll see another piece of history, Peel Tower. Erected by the people of Bury and Ramsbottom to commemorate that great man Sir Robert Peel, the architect of today's police force, hence the nickname 'Bobbys' or 'Peelers'. After being closed to the public for as long as I can remember thanks to that great name in snooker - 'Hurricane Higgins' the tower has been restored and you can climb your way to the top which affords great views as far as Jodrell Bank in the South to Blackpool Tower in the North.

Follow the arrow.



This will take us towards the town of Rawtenstall, turn left following the valley floor. Maintain 2000ft and follow the road as it meanders its way along the valley floor.

Along the valley floor also runs the River Irwell, the life blood to all of the derelict cotton mills the early 1700's.

We'll very shortly meet a parting of the ways at the village of Crawshawbooth, where we turn left. You can't really miss it as it is the only real left turn along this route. As soon as you have completed your turn you should

be able to see ahead a group of trees and various buildings this is our destination. Keep the road on your left, we're going to make a straight in approach. This field in real life is really difficult to find (well I think so) and it is incredibly bumpy! however to help you locate the field I have taken the liberty of placing a couple of braziers, so you can't miss it. Stay on a heading of approx; 330°, this will place the strip at right angles to your left wing. begin your descent, you're on your own now, good luck, you may need it.

Well did you make it down okay? Unusual strip isn't it? But that's what makes this programme different to anything you may have flown before. If you landed safely here believe me you can land at any of the strips.



FLIGHT-2 LUMB - OXENHOPE

'Not Tonight Josephine'

After Lumb in Rossendale this next field may be as difficult. We are going to fly over to Oxenhope, again another typical farm strip, ie; it's short, bumpy and it leans a little!

I don't think Oxenhope will be quite as easy to find, apart from a nearby windfarm and lakes dotted around I can't see any other landmarks, so I'll do my best to get us there in one piece. We could fly straight there but where's the fun in that, it's nice to see some of the scenery around. So we are going to fly back down the way we came to Crawshawbooth, turn left fly up to Bacup then up over the tops to Todmorden, Hebden Bridge and then on over to Oxenhope. Easy on a map, not so easy when you are in the air so whatever you are flying try and keep your speed to around 60 knots,

It's quite easy to time your legs especially if your flying the Kolb as this aircraft cruises at 60knots.

The equation is distance \div speed x time eg. 15 (distance) \div 60 (speed) x 60 (time) = 15 mins. So it might help if you can obtain a stopwatch.

Carry out your checks, taxi up to the top of the strip, and turn around, we're going to follow the road back down to Crawshawbooth, that's the way we came in. So power up, be careful of the slope on your right as it leads into a large ravine, after take-off turn right following the road, keeping it on your left. Cruise altitude 2000ft, according to the above equation should take us just short of 2 minutes to reach Crawshawbooth. Turn left when you reach Crawshawbooth (you should see a reservoir out in front before you turn) following the road up the valley towards the town of Bacup.



Approximately two miles to Bacup from here, so again should take 2 minutes @ 60 knots

As we approach Bacup the roads branch off in all directions, to our right over to Rochdale to our left over to Burnley, but we want straight ahead, see the map below.



Reset your stopwatch as you pass over the town, next stop Todmorden, bit further this time, approximately 4 miles. Heading approx; 60°. Keep your eye on the main road, when it reaches the summit of Todmorden Moor it turns sharp right and a load of smaller roads shoot off. This scenery and mesh is just fantastic, you can see why I have had to write this book! After reaching the summit you should be heading roughly Eastwards. The road is difficult to actually see as it follows the line of a deep ravine, eventually terminating at a t-junction with Todmorden on our left. Turn left, keeping the road on your right. Keep following the valley as it swings North-Eastwards. Reset your stopwatch after you have turned, Hebden Bridge is next approx; 3 minutes away, you also have the railway line, river and the Rochdale Canal for company now.

As you fly over Todmorden if you look to your right you will see `Stoodley Pike (just a simple representation). This monument was first erected in 1814 to commemorate the end of the Napoleonic War and was rebuilt in 1856 after it collapsed , to commemorate the end of the Crimean War. You can actually climb to the top of the structure.

Talking of wars during the great war of 1914 - 1918 every young man in the country

volunteered their services and the residents of Todmorden were no different. It was from here Lieutenant E. A. Holinrake M.C. came, he was awarded the the Military Cross after capturing a machine gun position and taking 20 prisoners, he was later awarded a bar to the M.C. when he led his platoon against a strongpoint and capturing 30 prisoners in the process, in August 1919 he was awarded the French Croix de Guerre with palms.

Another interesting hero was Captain William Hubbard D.F.C. and Bar. Will was in the fledgling R.F.C. shooting down 3 German planes in 1 day. He actually entered the war early on serving with the territorials, he then left to join the Royal Navy and served as a motor mechanic at Mons (which doesn't sound very Navy like) where he was wounded and mentioned in dispatches, he then went to Gallipoli in Turkey where he got shot on the first day and then shot again later.

Will returned to England in 1916 and started working on experimental aircraft during which time he obviously learned to fly returning to active service flying at night attacking the German bombers who were targeting London. It must have been horrendously difficult flying at night, I have difficulty finding the strips during the day! Will was also recorded as shooting down the last plane of the war. In all he was wounded 4 times, shot down 4 times twice by the enemy and twice by himself! He was eventually awarded the D.F.C and Bar, the French Croix de Guerre, the Mons Star, the Defence Medal, with 9 mentions in dispatches, plus the Victory Medal. In all he shot down 20 enemy aircraft.

After the war Will emigrated to Australia where he became one of the leading lights in the Holden Motor Company where he worked until his retirement in 1964. He then came back to England and after all his perils of the two World Wars he was killed in a car accident in 1969!

You can tell when you reach Hebden Bridge you should be able to see some traffic to your left, turn and follow it, this will lead us over the top to Oxenhope. Reset your stopwatch and climb up to 2500ft, by my reckoning it should takes us about three minutes.

I can see the windfarm off to my right and I can also see some buildings just after, aim for these. The available strips are 11/29 400m and 06/24 250m (very short). We'll land on one of the longest- 29, but first we need to overfly the field to get a view of the landing strip as it isn't easy to make out. Descend to 2000ft and overfly the field on a heading of approx; 20-30°, ignore the caravan site and look for the two small hangars. you should be able to make out a long thin green strip running along the side of a broken stone wall, that's it, not much to look at is it? Reset your stopwatch as you overfly the field timing 20 seconds then turn left to 290° , when the end of the strip is opposite your left wingtip turn onto

200°,overfly the runway timing 30 seconds (you should be heading roughly towards the wind farm) after which time turn to left to 110°, we're now flying parallel, with the runway, when your left wingtip reaches the end of the strip, time 1 minute, after which time turn onto 20° you are now on base leg, keep looking left, don't loose sight of the strip, turn onto finals just before your left wingtip reaches the end of the strip, I know it's difficult to see the strip but we're flying in the right direction! Bear in mind the caravan site is right of the strip and look for the two hangars, the strip is just to the right of these, it's bumpy so be careful, don't land in the field that's even bumpier! Keep to the right of the broken stone wall.

Made a right mess of that, couldn't see the strip until I was virtually on top of it plus the wind had increased to 18 knots! Still I missed the wall that's all that matters, as my good friend Wayne says " Any landing you can walk away from is a good one" And you should see some of his landings!!!!

The airfield here is run by a Mr. Heaton , the strip has been active since 1969 and there are four aircraft hangared here. He has a warm welcome for all you careful flyers.

FLIGHT-3

OXENHOPE-CROSSLANDMOOR

'TAKEN FOR GRANTED'

We'll just have one more short flight here in Lancashire and then we'll take a look over at the West Riding of Yorkshire. We're going over to Crossland Moor, just over the Pennines (a range of hills separating Lancashire and Yorkshire, nicknamed 'The Backbone of England') and into Yorkshire.

Either carry on or select Oxenhope from your 'Airport Menu'.

Carry out your checks and taxi around to 29. Start your stopwatch, should take us approx; 3 minutes to return to Hebden Bridge. Power up and after take off turn sharp left and follow the road back towards Hebden Bridge (not the road in the distance out front). When you reach the town (it took me nearly 5 minutes) aim for Stoodley Pike ahead, as you near the pike turn left heading for the reservoir as you near this reservoir you can see another squarish one ahead in the distance, aim for this one as you pass over this one aim for the next reservoir slightly to your left, again as you approach this one aim for the next one in your left-front-quarter: These reservoirs have directed us well as we're now heading for the M62 motorway and if I'm not very much mistaken that's Junction 22 ahead. Turn and follow the motorway Eastwards.

As you turn you can see the motorway separates twice. In the second separation you can clearly see a farmhouse in the middle, this is the 300 year old Stott Hall Farm. When the motorway was being built here in the 1960's it was widely mooted about that a farmer directly in the path of the motorway refused to move but the truth is that the planners decided that it was possible to divide the carriageway into two so this 300 year old farmhouse could remain.

Although we take the motorway for granted nowadays this 7 mile stretch must rank as one of the greatest engineering achievements of this century, which included 5 major rock cuttings, moving impossible peat bogs and finally the building of Scammonden Dam. The Department of Transport have also had to build a 5ft cattle fence to keep sheep off the carriageway. It must have been horrendous for the farmer when it was being built and I bet it's a bit noisy there now with the incessant hum of traffic. The weather up here in winter can be a bit grim, that's the main reason the motorway was built in the first place as all the A-roads used to get blocked with snow. This stretch is also the highest motorway in England at 1200ft. The

motorway closes on occasions even today, it once got blocked not by snow but by a wall of peat which had slipped down the hillside. As the motorway rejoins, ahead lies Scammonden Water. The bridge at the head of Scammonden water actually took four years to build using the fill from the cuttings plus 9000 tons of concrete and 70 miles of scaffolding to support it. The total cost of this 7 mile stretch of motorway was nearly £14,000,000 and was opened by the Queen in 1971. I reckon you could quadruple that cost today. Apart from Scammonden Dam most of these reservoirs were originally built in the early 18th century to provide water for the new canals weaving their way along the valley floor.



The airfield isn't too far away now so keep looking off to your right and you should just be able to make it out.

The runway we are going to uses is 25 so I reckon if we fly up to the next roundabout it will set us up for landing (hope it works better than last time). I have spotted the field. When overhead the roundabout turn right to 160°, we're now on base leg. Begin your descent. Your on your own now.

Interesting runway wasn't it? A bit easier than the last one anyway. It used to be a little longer but it appears the quarry has pinched a bit. Also looks like someone has misjudged the approach!

FLIGHT-4

CROSSLAND MOOR - MOUNT AIREY.

'BURY ME WHERE THIS ARROW LANDS'

From the direction we are going to fly, Mount-Airey should be fairly easy to find, we simply follow the motorway. Don't forget to refuel if you are carrying on from the last flight or select Mount Airey from your airport menu. As the crow flies Mount Airey is 43 miles away.

Carry out your checks and taxi to the 07 end of the runway, start your stopwatch, first stage of flap, power up and off we go. After take-off turn left heading 330-335° in between the gap of the two hills and back to the roundabout on the motorway.

Almost immediately after take off we are confronted by a piece of history. To the left of the roundabout, on this side of the motorway located on a golf course are the remains of a Roman Fort from over 2000 years ago. It was excavated a while ago and below is a representation of what they think it would have looked like. Can't see any remains though.



Turn right when you meet the motorway, keeping it on your left.

You can now relax for a while and enjoy the scenery.

As we approach Junction 25 the motorway crosses over the 'Calder and Hebble' Navigation, this canal was one of the first navigable waterways in the Pennines, started in 1758 and completed in 1770 it gave industry an important lifeline to transport goods inland from the coastal ports.

Off to our right hidden in the trees is 'Robin Hoods Grave', or reputed to be. The grave was first mentioned by a John Leyland in the early 16th century and he recorded the grave which was written in Latin, the translation being:-

'resting under this monument lies Robin Hood that nobleman who was beyond the law'.

Robin was apparently taken ill at the priory and it was here and was bled to death (a very common 'cure' where people were cut and allowed to bleed, it was supposed to cure them but obviously in a lot of cases it didn't work) by the prioress. As legend has it before he died he fired an arrow and stated as a rough translation , " Bury me where this arrow lands.

The grave seems to have been erased from peoples minds because in the 18th century when digging to lay a pipe some bones were apparently found but no thought was given as to who's these were.

I was brought up only with the television version of Robin Hood thinking he was from Nottingham but really the Sheriff of Nottingham had a castle in Sheffield not far from here.

Next on our left is 'Hartshead Moor Service Station, followed very quickly by Junction 26, with the large City of Bradford off to our left.

Keep following the motorway as it weaves its way, shortly a branch of the M62 turns off to the left, keep following straight ahead approx; 100°.

Next comes Junction 28 with Ardsley Reservoir off to our right.

Next is Junction 29 where the M1 from London crosses. Quickly followed by Junction 30 while out front I can see the Cooling Towers of Ferrybridge Power Station beginning to emit steam.

We shortly pass over the River Calder and The Aire and Calder Navigation again. Followed by Junction 31 and shortly by Junction 32 with all the opencast coal mine and a large slag heap to the left of the motorway and also others dotted along a we fly. Junction 33 at Ferrybridge follows . I can see the Cooling Towers at Eggborough beginning to emit steam.

This area was one of the World's largest producers of coal, I suppose that's why there are so many power stations around successive governments have taken all that away now and it's a sad insight on what it was like when 'Coal was King'. By 1993 most of the local pits had been closed and over 4000+ jobs lost, ending over 400 years of coal mining history. In 1900 over 1,000,000 miners were employed in the U.K. Perhaps now as the energy prices are escalating through the roof many of these will be re-opened, that is if the 'Elf and Safety allow them, remember it's risky to pick up a metal shovel!

As we pass Junction-33 I can see Drax Power Station also begging to emit steam.

Drax is actually a coal fired Power Station and was built in 1974 and added to 1986.

As Junction-7 (M-18 Motorway) rears up we meet the Aire and Calder again this time accompanied by the Knottingley and Goole Canal another throwback to the 18th century. The M18 meets the M62 here and ahead I can see the Humber Estuary growing in size

Junction-36 ahead where the river and canal join the River Ouse.

The motorway ends very shortly and we turn off shortly afterwards. the strip is directly ahead on top of those hills out front. (see arrow)

I think we'll land on 07 but we'll have to fly over first to inform them of our arrival. Descend and maintain 1500ft, airfield altitude is 460ft (139mtrs).



Fly over the field then turn onto a heading of 340° , time 30 seconds on this heading, (the runway is the thin green strip not the wide brown field) then turn left to 250° , we're now flying runway heading, drop first stage of flap, as you pass the downwind end of the runway time 1 minute (30 seconds if you are an experienced pilot) after which time turn onto 160° we are now on Base Leg. Just before the runway end reaches your wingtip turn onto finals dropping your last stage of flap in the process. Hope you got down okay and didn't land in the brown field, I think you would have found it rather bumpy to say the least if you did!

FLIGHT -5

MOUNT AIREY - NORTH - COATES

'SPURNED AGAIN'

Our next flight again will be fairly easy as navigation goes as we will simply be flying over to the coast and following it Southwards down to our destination field of North-Coates. We'll fly along the Northern bank of the River Ouse, fly out over Spurn Head and aim for the opposite coast. Either carry on or select North-Coates from your airport menu.

Carry out your checks, you should have enough fuel if you remembered to re-fuel at Crossland Moor. I know it's uphill but I think we have enough power to take-off uphill, it's not too steep. So first stage of flap and power up when you are ready. Climb up to a safe altitude then turn right heading for the bridge. Cruise altitude 1800ft.

If you look carefully off to your right you may see Brough Airfield, although now owned by B.A.E. it has a long history dating back as far as the First World War in 1914. In fact in military history it dates back even further all the way back to when the Romans had a fort near there.

It was here back in 1914 when the Blackburn Aircraft Company established a factory manufacturing the Blackburn Kangaroo, but the Government were to intervene and commandeered the factory for the War Effort. After the war when everything military was cut back Blackburn weathered the storm by training Pilots and a Training School was formed early in the 1920's. Blackburn still continued making aircraft, a few of which were; The Skua, the first low wing monoplane fighter adopted by the Royal Navy and in fact it was a Skua flying from H.M.S. Ark Royal that had the distinction of being the first aircraft to shoot down a German aircraft at the beginning of the Second World War in 1939. The Botha, a twin engined bomber which entered service at the beginning of the war but was too slow and was relegated to other duties. The Fairey Barracuda was built here as well, a slow plane ill suited to the Second World War and after a disastrous series of attacks was likewise relegated. Later on we have the Blackburn Buccaneer jet aircraft which first flew in 1958 also the Blackburn Beverley a fantastic STOL Heavy lift aircraft. Today I think the airfield is closed although the runways are still there and there was also a rumour that B.A.E. were going to fly Hawk jets from there.

When you reach the bridge, turn left following the riverbank.

In Roman Times a ferry service operated roughly where the Humber suspension bridge stands today and probably operated even before the Romans, there are records of one operating in the 14th century. The idea was mooted around to dig a tunnel but because of the topography this wouldn't have been feasible. As long ago as 1928 a plan was drawn up to build a bridge, but it was not until 1979 that work began and it took eight years to complete and used 1000's of tons of steel and concrete and at the height of construction employed around 1000 workers. The original estimate was £28 million but the final cost was £98 million, and when the bridge finally opened along with loan charges the debt was over £150,000,000, why does that not surprise me, just wait and see how the costing of the Olympic Games ends up in this country!!

Strange to believe that the bridge is built to the basic design that Thomas Telford used to design the original Severn Bridge in around 1820! The Humber bridge held the record of being the longest suspension bridge in the world for 17 years. The longest today is the Japanese Akashi-Kaikyo measured by the length of the centre span is 6632ft or 1991mtrs. Humber Bridge centre span is I think 4620ft or 1400mtrs.

Follow the coastline all the way around towards Spurn Head.

The large city on our left is Kingston-Upon-Hull. Founded at an obvious spot on the river in or around the 12th century. Some of the names in the city reflect the times 'Whitefriargate' and Blackfriargate' known because of the White Friars who used to preach in that area and Dominican Friars otherwise known as Black Friars because of their Black Habits or cloaks.

In the English Civil War of the 1640's the town was held for the whole of the war by the Parliamentarians even though the town was attacked on numerous occasions.

The world famous Captain Cook sailed from here on his fantastic voyages of discovery in the mid 18th century.

As we turn around the coastline you will see two docks the larger of which is King George Dock

Keep following the coastline all the way around to Spurn Point, then turn onto a heading of 200-210°, this should take us directly to North-Coates.

Descend to 1500ft as you approach the coast. North-Coates has a grass runway 05/23 2145ft (650mtrs), there is also an asphalt runway but this is no longer in use. Aim for the middle of the runway to get the lie of the land then turn onto a heading of 160° timing 30 seconds on this heading, we're landing on 25. turn left after 30 seconds onto a heading of 70°, descend to 1000ft. As you pass the downwind end of the runway time 30 seconds (1 minute if you are not very

proficient) then turn onto 340°, we are now on base leg. Keep your eye on the runway turning left just before your wingtip touches the end of the runway.

Hope you got down okay. Did you see all the original pancake hard-standings just before touchdown?

North-Coates is another long established airfield dating all the way back to the First World War when due to its location here on the East coast was used for coastal patrol. The airfield expanded during the 1930's and was used for training air observers. When war broke out in 1939 the station became officially know as R.A.F. North-Coates and over the next five years saw plenty of activity and saw many aircraft incuding the Bristol Beaufort, Fairey Battle (we read of earlier), but was most famous for its Bristol Beaufighter wing which attacked enemy shipping, sending many thousands of tons to the bottom of the sea. The Beaufighter was the ideal aircraft, fast, stable and a brilliant gun platform, employing bombs, cannons and later on in the war underwing rockets. Near the end of the war De-Havilland Mosquito's began to replace the Beaufighter, one was even equipped with a 57mm cannon, I bet that stopped the aircraft dead in mid-air when it was fired! The R.A.F. ended their association with North-Coates in the early 1990's. The field is still very active though as North-Coates Flying Club started up here in 1995 and again welcomes all careful pilots.

FLIGHT-6

NORTH-COATES - ASHLEY'S FIELD.

'THERE MUST BE AN EASIER WAY'

I suggest we stay around here for a while and explore all these local fields you never even knew existed. Our first such trip is to Ashley's Field, out in the middle of nowhere down near Skegness. Either carry on or select North-Coates from you airport menu

If you are carrying on I suggest that you re-fuel before we set off as re-fuelling places are few and far between, just look for Bryan waving. Looking at the map I was just going to follow the coastline Southwards but there is a large 'Danger Area' on our route. So here's the plan. Take-off climb up to 1000ft turn around back towards the airfield, when overhead turn onto approx;200° , we should be able to make out a large lake, we head for this (4 miles) then head 180° towards the town of Louth (5 miles). Then follow the main road South-East to Strubby Airfield (6 miles), we should be able to see a disused airfield en-route off to our left. Once over Strubby simply follow the road South over the town of Alford (2 miles), 2 miles to the town of Willoughby and there will be Ashley's field about 1 mile South-East.

I'm flying the Foxbat today but I am going to restrict my speed to 70 knots so my flight plan is as follows. From the airfield to the lake approx; 3 mins. Lake to Louth approx; 4mins. Louth to Strubby approx; 5 mins. Strubby to Alford approx; 1 min. Alford to Willoughby 2 miles approx; 1 min. We should then be able to see Ashley's Field and all being well we'll be back on the ground in under 30 minutes.

Carry out your checks and taxi to the 05 end of the runway. Take off when ready and climb up to 1000ft, turn around and make your way back to the field, when overhead turn onto 200°, start your stopwatch, I can't see a lake as of yet. Climb up to 1500ft. Just over 1 minute and I can see the lake ahead, not easy to see with all these brown fields around. Exactly 3 minutes, re-set your stopwatch, 4 minutes to Louth. Looking on my map, Louth Canal is on our left, this canal will lead us to the town. Follow the canal as it sweeps around, only taken me 3 minutes. Once overhead the town we need to look for the main road heading South-East, be careful there are two roads heading out of the town, one heading South. Follow the road arrowed.



Re-set your stopwatch overhead the town, 5 minutes to Strubby, hopefully it will be easy to see. Four ½ minutes and ahead lies Strubby, not very easy route finding in this flat terrain! Follow the road as it passes the right hand side of the field. One minute down to Alford and I can see a clump of trees in the distance, head for these this has to be Ashley's Field! Descend to 1000ft fly over and let's take a look at the field, we have 4 runways 18/36 1500ft or 460mtrs 06/24 1056 or 320mtrs, I think we'll go for the short one and land on 24. Keep the strip on your left hand side so we can check the strips. Yes the strip look quite clear, as you pass the end of 06 time 30 seconds and turn onto 150° after which time turn onto 06, we're now flying parallel with the strip (downwind), when you reach the end of the strip time 30 seconds (1 minute if you are still unsure) then turn left onto 330°, then onto finals. Well the strip was easy to see, I'm not sure about the navigation, I wasn't too happy following roads, it's not at all easy. I'll have to try and think of an easier way.

FLIGHT-7

ASHLEY'S FIELD - CROFT

'DEAD RECKONING'

Not much time to narrate any history in the last flight, too busy route finding! We'll try our next flight on dead reckoning. 180 @ 5 miles, shouldn't be too difficult, famous last words! Either carry on or load Ashley's Field from your airport menu

We'll use 24 so taxi around to the 06 end, carrying out your checks on the way. Power up when ready, climb up to 200ft and turn left onto 180°, thirty seconds into the flight and I think I can see the outline of Croft on 184°. Yep that's it aim for it, the runway 06/24, we'll land on 24. If you are confident of landing on your own stop reading now, if not carry on.

Pass over the centre of the runway, turn onto a heading of 150° timing 30 seconds after which time turn left to 06°, as you pass the end of the runway time 30 seconds (or 1 minute if you are not proficient enough yet) after which turn left to 330° keep an eye out for the end of the runway turning just before the runway end touches your left wingtip.

FLIGHT-8

CROFT - COAL-ASTON

'SWORDS INTO PLOUGHSHARES'

I know that was only a short flight, it's just that there are so many fields it's difficult to choose, however we're going for a longer flight next- 70 miles, over to Coal Aston near to Sheffield, again we'll try and fly visual, I find a real sense of achievement when I don't have to rely on GPS and don't worry there's more than enough history this time on the way.

Either carry on or load Croft from your airport menu. Set your clock for 8.30am, let's have a nice early start.

Carry out your checks and taxi around to 24. Start your stopwatch, take off when ready, climb up to 200ft then turn onto 270°. Cruise speed 70 knts, altitude 1700ft.

Wow navigation isn't very easy in this patchwork quilt of a landscape, I'm flying the Kolb today and it's taking quite a while to reach cruise altitude. However after 7 minutes we should be able to see an old airfield off our right hand side.

Seven and a half minutes and the old airfield is just off my right wingtip, dead on track because just out front is R.A.F. Coningsby. Lincolnshire was definitely bomber country in World War II as you will find as we progress Westwards.

The airfield we are passing right now is the ex R.A.F. East-Kirby., a bomber base from the last war, No.57 Squadron were stationed here for the duration of the war.

When hostilities ceased the base was placed under Car & Maintenance, until re-opening during the Korean War as an American Base. The station finally closed in 1958 and was sold in 1971 and one of its uses is factory farming, sort of Swords into Ploughshares. However there is also something else here and that is The Lincolnshire Aviation Heritage centre, privately owned and run by two brothers, Fred and Harold Panton who actually bought their own Lancaster Bomber! They originally purchased it for themselves but were persuaded to show it, not only do they show it but you can actually taxi around the airfield in it! Brilliant, wish I could afford to go!

Keep flying on this heading just to the right of R.A.F. Coningsby.

Today R.A.F. Coningsby is a front line fighter defence station, at present they are evaluating the new 'Typhoon', it was a very different Typhoon that flew in 1942 when

this station was under 'Bomber Command'. The station opened in 1940 with grass fields, however as the bombers were getting larger and heavier problems were encountered with aircraft getting bogged down in the soft grass so they spent a year equipping the station with concrete runways, one of the most famous squadrons ever to visit here was 617 (dambuster) Squadron commanded by Wing Commander Guy Gibson who at the tender age of 22 commanded his wing on the successful attack on the Rur dams in Germany in 1941, although that mission was flown from R.A.F. Scampton just North of here. Guy Gibson was killed in 1944 while flying a pathfinder mission in a Mosquito, though not from this station. Coningsby was one of the main stations flying 'Pathfinder Missions; these entailed a bomber or mosquito flying out before the main bomber force and laying flares to mark the targets making it much easier for the bombers. After the war the the B29 Superfortress replaced the Lancaster's and Lincoln's, later on came the jet-engined era with Canberras. The station closed for a time and re-opened with only one main runway. Then came the V-Bombers, the Victor and Vulcan, very impressive and noisy aircraft, the Vulcan being the only one of the two to actually be used in action during the Falklands War. Coningsby is also home to the Battle of Britain Memorial Flight which consists of 1 Lancaster, 1 Dakota, 5 Spitfires, 2 Hurricanes and 2 Chipmunks. Since its inception at Biggin Hill in 1957 the flight has gone from strength to strength from showing at 50-60 venues to over 900 today. In this the 90th year of the R.A.F. they will be flying proud again commemorating the deaths of over 55,000 aircrew who gave their lives so we can live in peace! R.A.F. Coningsby have their own website where you can check if the B.B.M.F are displaying in your area.

Okay we'd better carry on with the flying or you'll be getting lost! Carry on on this heading (270)

Just after we pass Coningsby off to our left are the remains of R.A.F. Woodhall Spa, it was from here that bombers from 617 Squadron dropped a 22,000lb Grand Slam Bomb (designed by Barnes Wallace, the same inventor who designed the 'Bouncing bomb'), destroying the Bielefeld Viaduct in Germany near the end of the war.

THE GRAND SLAM BOMB



Five miles to the town of Metheringham from Woodhall Spa, I'm doing 70 knots so that will take me around 4 minutes.

If you look closely along our flight path just after Coningsby you may just see a red stone building (just a representation), this is the 130ft high Tattershall Castle. Although built in the 14th century the castle was actually made of red-brick. The castle changed hands a few times over the centuries but was eventually left to rot when it was bought in the 20th century by a group of American businessmen for architectural salvage (I suppose that meant dismantle and ship to America), however Lord Curzon alerted to its fate purchased the castle and restored it to its former glory and opened it to the public in 1914, on Lord Curzon's death he bequeathed it to the National Trust.

Off to our right shortly is R.A.F. Waddington home of surveillance and reconnaissance. One of the oldest airfields in the area, opening as long ago as 1916 to train new pilots in the fledgling R.F.C. After the war the station was placed into care and maintenance. The station was enlarged in 1934 re-opening in 1937 as a bomber base and expanded continually throughout the war. The station was again

placed in Car and Maintenance in 1953, re-opening again in 1957 when two squadrons of Canberras moved in. By 1961 three Squadrons of Vulcan bombers were based here, whose retirement was postponed due to the Falklands war in 1974. Waddington supplied the bombers that bombed Port Stanley.

Wow even more history, off our left wingtip shortly is R.A.F. Cranwell, the leading airfield for pilot training since 1915 and most of today's pilots have passed through its doors.

Another airfield off to our left is R.A.F. Stobton of which I can find little information and yet another one off to our right is R.A.F. Swinderby another relic from the last war and another Heavy Bomber Base, manned at one time by Polish Pilots. In 1944 there were over 3000 personnel at this base, the station closed in 1993.

Been flying 28 minutes and ahead is another bomber base behind which lies the town of Newark

Newark like many other towns has its own castle. Built as a fortified Manor House in the early 12th century by Alexander the Bishop of Lincoln. Alexander built two other castles but was then arrested by King Stephen in 1139 believing castle building should not be done by the church! It was here at Newark castle that King John died in 1216 aged 49 apparently having just lost all his treasure somewhere in 'The Wash' Newark was the scene of many battles and skirmishes during The English Civil War of the 1640's. Remaining staunchly Royalist throughout the war Cromwell's (Parliamentarian) attention was eventually focused on the town in November 1645 shortly after the Battle of Naseby (which was disastrous for King Charles and marked the beginning of the end for the King). Over the war years Newark had been transformed into a formidable fortress, but with the Scots Army (who were fighting alongside Cromwell) and Cromwell's Army totalling approx; 6000 men against under 2000 inside Newark there could only really be one outcome and on the 8th May 1646, the town surrendered and the Civil War was at a virtual end. King Charles had already surrendered to the Scots and was handed over to Cromwell and after a second 'Civil War' in 1648 was executed in London on 30th January 1649.

Stay on this heading we will soon come across the M1 motorway.

On our left as you leave Newark behind can be seen Syerston home of 643 VGS (Volunteer Glider Squadron), established in 1955.

A couple of minutes after leaving Newark I am overhead the town of Southwell.

Total flight time 40 minutes and I am just entering the suburbs of Mansfield.

Next waypoint is the motorway.

Off to your left shortly you should see RAF Hucknall, another W.W.I airfield opening in 1917 as a training base, it was closed after the war, being bought again in 1934. The R.A.F. left the airfield in 1957 leaving it to Roll's Royce who still use the airfield for testing their engines.

It was from Hucknall that in his first aerial combat in 'The Battle of Britain' that a Sergeant Ray Holmes, watched by thousands on the ground shot down the Dornier that had just bombed Buckingham Palace.

Another interesting story concerning Hucknall is that this is the airfield where the German POW Oberleutnant Franz von Werra tried to steal an aircraft by claiming to be a Dutch pilot Captain Van Lott and he very nearly got away with it but by a cruel twist of fate, the ground crew couldn't locate a starter trolley and the next thing he felt was a Webley 38 pistol digging in his ribs!

Werra was shot down in Kent in 1940 while flying a ME 109 by Lieutenant John Terence Webster. He tried to escape many times over the next few months He eventually escaped after being shipped to Canada, making his way with the help of the German Consulate to Mexico, from there to Spain and onto Germany where he was hailed as a hero and presented with the Knight's Cross by Hitler himself only to die on the Russian Front in 1941.

A feature film was made of his exploits entitled 'The One That Got Away' starring Hardy Kruger.

Forty four minutes on the clock and ahead is the M1 motorway, I'm just North of Junction 27, absolutely spot on! Next waypoint is the railway line where we turn Northwards and follow it. Not as easy to spot as the motorway so keep your eyes peeled!

Spotted the line and am turning Northwards. Keep the line on your left.

The hills on our left are growing in size. We are now entering Derbyshire and the railway line is joined by another coming in from the City of Derby I think, just where the two lines meet you'll see the Derby line passes through a long tunnel, this was dug by George Stephenson's railway company. Another notary who was born here at least people from The British Isles will have heard of him and that's Mr. Frank Kenning founder of 'The Kenning Motor Group'.

Shortly after Clay Cross we are approaching the City of Chesterfield an old Roman town dating from around 70AD, however the romans moved on but left

behind the roman name Caester (meaning fort) and feld (meaning field) which in later years became simply Chesterfield. George Stephenson (whom I mentioned earlier) lived and died here, he is buried in Holy Trinity Churchyard. The most well known thing about Chesterfield is the 'Crooked Spire' of St. Mary's and All Saints Church. Built in 1400 the spire was straight for a few centuries but then began to twist. It is thought this is due to unseasoned timber being used in it's construction.

CHESTERFIELD CROOKED SPIRE



A spur runs right off the railway, you follow the left hand route, the line turns right as it follows the route around the hill, we're not far off Coal-Aston now. Blimey I'm right overhead the field.

Runway is 11/29 I am going to land on 29, am descending to 1500ft, overfly the field on a heading of 20° timing 30 seconds then turn right to 110°, as your right wingtip passes the runway end time 30 sec (or 1 minute) then turn right to 200° we are now on base leg. Turn right onto 290° just before the runway touches your right wingtip.

Bit of a normal bumpy strip wasn't it?

Hope you enjoyed that flight, there was an awful lot of work went into it!

FLIGHT-9

COAL-ASTON - CAMPHILL

`JUST LEAVE THE MONEY AND RUN!'

Another short flight, but I've just got to show you this field, it's actually a gliding field but it is in Brian's book. It is also situated in the heart of a beautiful part of the country- The Peak District in Derbyshire. Either carry on or select Coal-Aston from your Go To Airport menu.

Carry out your checks and taxi to 29. Power up when ready, cruise altitude 2500ft and turn onto a heading of 270°. Distance is only 11 miles or approx; 10 minutes.

You forget how nice the hills look after flying over all the flat terrain! Flying up here on a lovely summer morning there really is nothing better.

Our first waypoint is Barbrook Reservoir which should be on your left.

Four minutes and it is opposite my left wingtip. Next waypoint is the River Derwent approx; 2 minutes away.

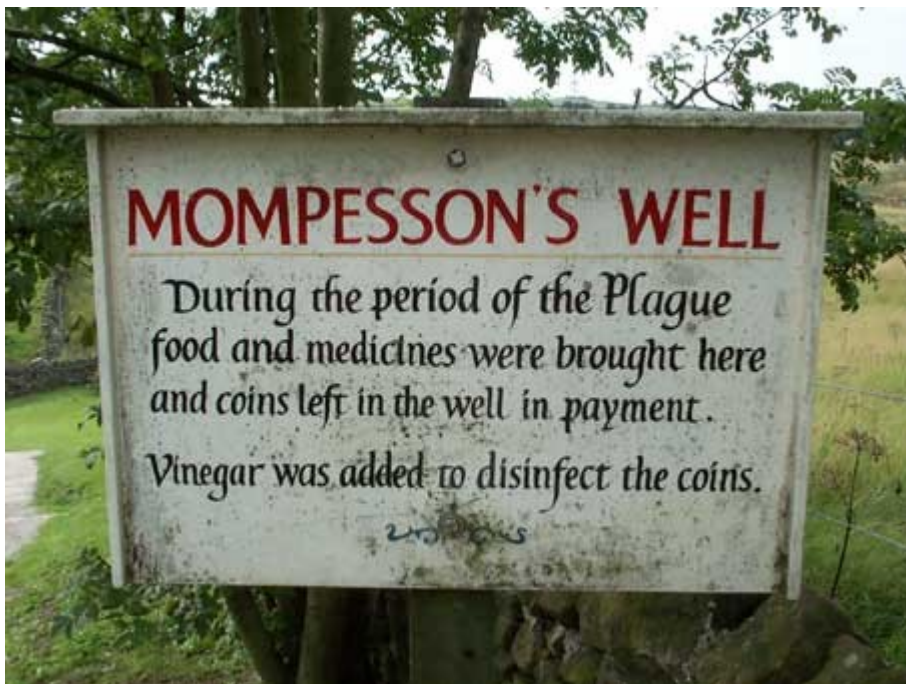
Six minutes on the nose and below me is the river and the village of Grindleford.

The area we are now flying over is Eyam Moor while off to our left is the village of Eyam, a village immortalized through its memory of the Great Plague in the 17th century. Bubonic plague was ravaging the whole of Europe at the time and supposedly entered the village by fleas carried in a roll of cloth. The plague decimated the small village killing over 200 hundred people. The well known nursery rhyme 'Ring a Ring of Roses a pocketful of Posies Atichoo Atichoo we all fall down' is actually a reference to the symptoms of the plague. The 'Ring of Roses' was the rash accompanying the plague and the posies are flowers supposed to ward of illness and the sneezing obviously an effect and falling down is dying.

To minimize cross infection people outside the village would leave food at Mompesson's Well and the villagers would leave the money in the water of the well or in small vinegar soaked holes at the side.

A typical villager was Elizabeth Hancock whose husband and six children all died and because of the risk of infection was left to bury them all herself, you just can't imagine what that poor woman went through can you?

MOMPESSON'S WELL, EYAM



I can see the landing field ahead in the distance, we need to fly over and identify the field first. There is no actual landing strip it's just a large field, but apparently it's quite bumpy so be careful. Am turning onto 278°

Just approaching the field and it looks fairly easy. Overfly the field on 270°, time 30 seconds and turn left to 180°, time 1 minute then turn onto 90°. Maintain 2500ft as the strip is 1350ft, drop first stage of flap. Turn onto finals just before the strip touches your left wingtip. Drop last stage of flap and you are on your own now.

You just have to admit that this type of flying is just what this VFR scenery was designed for.

FLIGHT-10

CAMPHILL - SUTTON-BANK

'LIKE FOR LIKE'

Situated high up on the North Yorkshire moors is another gliding club, Sutton Bank and it is remarkably similar to to Camphill, so that is going to be our next flight, approximately 80 miles.

Our route is not exactly a straight line, I would like to show you a little of the scenery The Peak District has to offer.

Either carry on or select Camphill from your airport menu.

Carry out your checks , taxi around to the Southern part of the field then turn onto a heading of 350°. Power up when ready and climb up to 2500ft. After take-off turn onto 040°, I'm hoping we'll be able to spot the Ladybower Reservoirs soon.

Wow that was an interesting take-off, those cliffs were a little steep weren't they?

I can see the reservoirs out front now, turn and fly towards them. Follow the reservoir heading roughly Northwards.

This photographic scenery really is brilliant, I can even see the overflow on the bottom reservoir!

Follow the reservoirs as they sweep around the bends.

You know I mentioned Guy Gibson and 617 Squadrons raid on the Rhu Dams during the Second World War, well it was here at this dam we are approaching that they practiced their low level runs in their Lancaster Bombers and occasionally the one remaining flying Lancaster makes the occasional flight down here to commemorate the event.

When you reach the end, head 360°. This will take us towards the M62 motorway and Crossland Moor where we flew from earlier, approx; 14 nm from here.

Winscar Reservoir off to my left and Lanscar Reservoir on my right, we are on

track.

If you have installed the UKANO on your right you will see the Emley Moor Transmitter, the tallest free standing structure in the U.K. standing at 330.4 (1084ft) mtrs Built in 1971 to replace an earlier one which collapsed it supplies T.V. and radio to an area of approx 1000 square kilometres

I can see Crossland Moor off to my left.

Okay motorway ahead, turn right following it Eastwards, keeping it on your left.

I joined the motorway at junction 25, if you followed my directions you should have joined in roughly the same place. Hartshead Moor Service Station is on my left now. Followed very swiftly by junction 26.

Approaching junction 27 where a section of the M62 branches off left, you turn right following the road as it sweeps around.

Next comes junction 28 followed very quickly by junction 29 with Ardsley reservoir sandwiched in the middle.

Just passing junction 30 and Ferrybridge Power Station has just sprung to life.

On this route we are flying if you look closely you'll be able to make out the old slag heaps from the mainly disused coal mines.

Just approaching junction 33 , we leave the motorway here following the A1 Northwards. turn left when overhead the roundabout keeping the road and the power station on your left. Reset your stop watch after your turn. distance is approx 35nm. Follow the road as it weaves it's way up the valley.

If you look off to your right just as you pass over the first roundabout you should be able to see the airfield at Sherburn in Elmet as well R.A.F. Church Fenton, this is one of the few airfields that were already prepared for war and ready to defend Yorkshire against Nazi terror in 1939 having been expanded and improved during the 1930's. On the outbreak of war the station was transferred to 13 group Fighter Command, 72 Squadron flying Spitfire I's were one of the first residents followed by many more over the successive years. This station had the privilege of having the first American 'Eagle Squadron' made up of brave volunteers, three of which were Pilot Officer G. Tobin Pilot Officer V. Keough and Pilot Officer A. Mamadoff. These three pilots had been evacuated from France where they had gone to Join the free French Airforce,

but with the fall of France returned to England

The airfield is still active, not quite on the same scale as in 1940 and is classed as an Advanced Relief Landing Ground and is home to the Yorkshire Universities Air Squadron as well as the local Air Training Corp.

You will pass over a few small vilages and towns and you will also pass over the River Wharfe , circle around the town of Wetherby with it's accompanying racecourse which is clearly visible.

Apparently the Roman Emperor Severus enjoyed racing here as far back as 206AD, but the first recorded race was held here in 1842. Looks fairly quiet down there today.

Shortly you'll see another RAF base off to your right, this is RAF Linton on Ouse, another airfield that was ready at the outbreak of W.W.II. Under Bomber Command the commanding officer was A.T. Harris later to be Knighted and become Air Chief Marshal `Bomber Harris'. The bomber crews began by dropping propaganda leaflets trying to deter the German people from continuing down the path of war, as history has told us it was all to no avail. By 1942 Linton on Ouse was a major Bomber Command Station. After the war the station was under Fighter Command being equipped with Mosquito's, Hornet's and Meteor's.

In early 1957 the station was placed under Care & Maintainence but re-opened again later that same year as the home of No1 Flight Training Command. Today the station is still active and is responsible for the fast jet training for the R.AF., Royal Navy and foreign and Commonwealth Students.

Slowly coming into view now is another RAF field that of Dishforth, another field under Bomber Command for the duration of the war. It is now a R.L.G. (Relief Landing Ground) for Linton on Ouse.

I'm getting a little low on fuel so before we land at Sutton-Bank we'll land at Bagby, it's on our way so we don't need to divert.

Keep the road and the airfield on your right, we are going to turn right shortly after passing the airfield.

I can clearly see the road directly after the end of the runway. Turn right here and again we are confronted by yet another airstrip, this is R.A.F. Topcliffe, keep it on your left.

As you come abreast Topcliffe, ahead is a junction, turn right onto a heading of approx; 060° and you will see the field ahead and you may be able to see our final destination on top of the hill in the distance. Our heading should set us up directly onto 06 (altitude 160ft)although you may need to fly over to check I will have to land as I really am low on fuel!

Okay that's me down and re-fuelled, taxi around to 24, Sutton-Bank will be behind us. So power up climb up to a safe altitude and turn around to 070° heading slightly to the right of the trees on top of the hill, climb up to 2000ft; you'll see how much like Camphill this field is.

Airfield altitude is 920ft, not quite as high as Camphill.

Again there are no actual designated runways, just use the field, but be careful, like Camphill it is a little uneven. You'll notice something rather unusual on the side of the hill and that's a Large `White Horse'. Keep it on your left and I reckon when it's off our left wingtip this will line us up directly 90° with the field.

Around 400bc the field we have just landed on was a gigantic hill fort, ideally situated with commanding views over the Vale of York.

The White Horse was created by a local schoolmaster and his pupils in 1857, why I know not!



FLIGHT-11

SUTTON-BANK - MOUNT RULE

`AS STRAIGHT AS AN ARROW'

Our next flight is really quite a long one, broken into two as we need to refuel at St.Michael's near Garstang over on the Fylde coast. After which we have a long flight over to The Isle of Man out in the Irish Sea, so make sure you have stowed your dinghy and wear your lifejacket.

Either carry on or select Sutton-Bank from your airport menu.

Carry out your checks, we have sufficient fuel to reach St.Michael's.

Taxi around to the Southern end of the field and turn around heading roughly Northwards. Power up take off and turn back towards Bagby, approx; 250°. when overhead Bagby turn right to approx; 275° heading towards Topcliffe, we want to follow the road in front of the airfield back down to Dishforth airfield. Keep the road on your left. Cruise altitude approx; 2000ft

Of to our left are the remains of R.A.F. Dalton, another one of Bomber Commands old stations, didn't see them on the way up did you? Too busy looking at my fuel gauge! The station closed at the end of 1945 and apart from a couple of original buildings is now slowly reverting back to pasture land.

As you approach the roundabout on the A1 next to Dishforth turn right following the road Northwards. We are going to follow this road for the next 5 miles so if you want to reset your stopwatch, at 70 knots it should take us around 4 minutes. As I turn I can see the end light of the runway at Leeming.

The area we are now flying is known as `The Vale of York', this wide valley was carved out by the last ice age over 10,000 years ago.

Immediately after you have passed Leeming you will come to a junction we are leaving the A1 at this point so turn following the road heading Westwards.

You will reach the town of Bedale almost immediately, follow the road arrowed. Not easy to see.



We're now heading towards the small village of Great Crakehall (or you should be). I am heading 292°. Followed very shortly by Little Crakehall. Climb up to 3000ft we have the Pennine range of hills to cross shortly.

This road will lead us over some lovely scenery to Kirby Lonsdale over near the West Coast.

A small lake off to our left is Thornton Reservoir, we're on the right route. Can't beat lakes for navigation can you?

There are a couple of roads heading out of the town, follow the one heading Westwards. You very shortly arrive at the village of Wensley where you want to follow the road as it crosses over the river, keep your eyes open!

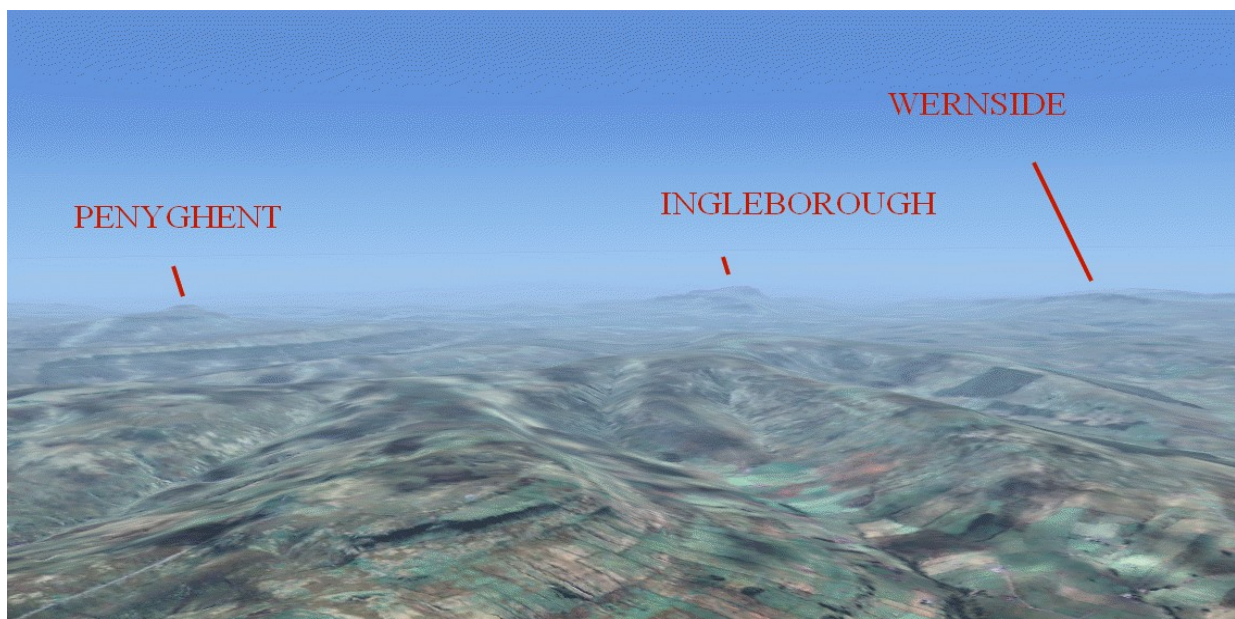
The scenery on our left is impressive isn't it? That's Melmerby Moor.

Got a bit of a problem here, the textures on the VFR Scenery has gone into a mushy mess, I think there may have been some cloud when they photographed this area and I can't make out the road, so if after crossing the river and arriving at a caravan site, you find the road really difficult to make out, simply follow the hill around and turn onto a heading of approx; 290° hopefully we will pick up the road again shortly. If we follow the river we should be okay.

I've found the road (not very prominent), simply follow the river and it meets up, sorry about that, but we're back on track and just passing over Aysgarth.

Off to our left is Semer Water, a small lake nestled in a valley, while ahead is the Roman town of Bainbridge. The romans had a settlement here over 2000 years ago and if you look closely off to your left as you leave the village you will see a true Roman road heading straight as an arrow over Cam Fell.

The river is a much better guide than the road, must remember that for future flights. What do you reckon to the scenery? We are now at the top end of the Yorkshire Dales, off to our left, the peaks you can see are from left to right, Peny-Ghent, Ingleborough and not quite as prominent is Whernside which is actually the highest of the three.



The roads radiate in every direction as we approach the town of Hawes, keep following the river it hasn't let us down yet but unfortunately we have two rivers meeting! So follow the one heading approx; 290° and I'll find the road as the river peters out as we climb up the hills.

The road is easy to see this time. We will very shortly come to a Y junction with the Settle - Carlisle railway line crossing over. Follow the road turning left.

You should now have the railway line running alongside you for a short spell before it veers off Southwards.

IMPRESSIVE SCENERY AYGILL PIKE



Off to our left is the equally impressive Baugh Fell. This scenery really is brilliant.

The village of Sedburgh lies just out front now, if you turn onto 270 we'll eventually come across the M6 motorway. So you can relax for a few minutes now.

Wow we have reached the motorway at Killington Reservoir, exactly where I started my tour of the Lake District with one of my books- 'A Week in the Lakes'.

Turn left when you reach the motorway keeping it on your right. The first roundabout we meet is Junction 36 the turn off for Kendal and South Lakes.

Approaching Pine Lake and Junction 35 with Morecambe Bay off to our right.

Just crossing the River Lune the City of Lancaster and Junction 34 while off to our right is the nuclear Power Station at Heysham.

If you see some unusual shaped buildings along your flight path, this will be the University of Lancaster, followed shortly by Junction 33

Off to our right as we pass the junction is another farm strip 'Patty's Farm' home of 'The Black Knights' parachute centre.

We're going to turn Westwards shortly and hopefully find St. Michael's, I have great difficulty in finding this place!

As you pass some lakes on your left the railway line runs parallel with the motorway for a time, the motorway then turns away, when it rejoins the railway line again turn Westwards. Descend to 1500ft.

We are now following three modes of transport, starting with the Lancaster Canal dating back to the 17th century, then the railway dating back to the 18th century and finally the motorway dating back to the 20th century.

Just reaching 240° in the turn and the field is directly ahead. Don't expect to see a proper runway, it really is again just a field, although there are runways marked out they are not very easy to spot. In the book it says "don't land on the runways, use the whole field, runways are for take-off only".

Taxi around to the South-Western end of the field and look out for Brian waving and he'll refuel you free of charge, he's good like that.

Sorry about the navigation on that last flight, the roads are not the easiest things to follow are they? They look great on the maps but in real life they are not that as easy for those who remember the simple times of the grey lines and yellow town polygons!

Well on our next flight we have no roads or yellow polygons to follow as we'll be flying over the sea for approximately 60 miles to The Isle of Man. So we'll grab a brew and something to eat and when you're ready taxi around to 36, top down view will help.

Make sure you have carried out your checks thoroughly we have a long flight over water and whatever you do don't let the engine know we are flying over water!

Set your stop watch, power up climb up to 300ft then turn to the West heading for the coastline. Cruise altitude 5000ft if the cloud allows. Allowing for climb @60knots that should take us 9 minutes to reach the coast.

The field here at St. Michael's is a very active microlight club run by Graham Hobson and is known as 'The Northern Microlight School' and once you have found it it is a nice long flat field and a great place to learn to fly.

Of our left wingtip you may be able to see Warton Airfield, this is the home of B.A.E. the makers of the new 'Typhoon' Britain's front line fighter, remember I spoke about them earlier.

On a clear day you can see the I.O.M. from here, however I have my visibility set to a realistic 20 miles so I can't actually see the island.

My timing is getting better that was exactly 9 minutes. Rest your stopwatch and turn onto 290° that will take us directly to the I.O.M; which is approx; 54 miles away @ 70 knots will take us- 46 minutes.

Been flying almost 20 minutes now but still can't see the island. We have all the time in the world to look around today and absolutely nothing to see! I would have liked to have been a passenger in the last flight over The Yorkshire Dales and be able to just look at the scenery.

Twenty-one minutes and I think I can make out a land mass ahead.

Twenty-eight minutes and the island is taking shape, it appears we are heading towards the Southern tip. The airstrip we want is near the town of Douglas which is on this coast but nearer the centre of the island but we will wait until we get a little bit nearer before we change course. As we get nearer it seems I am nearer the middle of the island than I thought. You may find it easier to check your position with your GPS as you may be in a slightly different position to me, I can't believe my position I am virtually in a straight line to the airfield. I am approaching the island just South of Douglas Bay, begin your descent, we'll fly over the field first so we can get a lay of the land. Maintain 3000ft due to the hills behind. As I approach the field the actual strips are quite easy to make out.



From our approach direction I think we'll use 02, so overfly the field and turn onto a heading of 290° for 30 seconds then turn left to 200°, when your left wingtip passes the end of the runway time 1 minute (give us a little longer to loose altitude), airfield altitude is 314ft.

After 1 minute turn left to 110° turning onto finals just before your left wingtip reaches the runway end. Total flight time from the Fylde coast was 50 minutes.

Taxi around towards the farm after landing, good job there's a toilet here, I knew I shouldn't have had that last cup of coffee! The guy waving in the pink jersey you may have seen dotted around is actually Bryan Lockyear himself.

FLIGHT-12

MOUNT RULE -GLASSONBY

`THE SCREAM OF TORTURED ENGINES!'

Our next flight should prove interesting we're going over to another grass strip not far from Penrith but we're going the scenic route through the Lake District. We do have the added advantage of all the lakes to help our navigation.

Either carry on or select Mount-Rule from your airport menu. If you are carrying on from the last flight you had better re-fuel, there is a fuel bowser over by the hedge just behind the toilets, taxi and you will be re-fuelled automatically. After re-fuelling if you turn the aircraft around we can take off on 10, you may be able to see better either in top down or spot view.

After take off turn onto a heading of 100°. Power up when ready, don't forget to start your stopwatch, cruise altitude 5000ft.

Every June the mountains and valleys resound to the scream of tortured engines as the Isle of Man is the venue for the annual T.T. Races, started here in Douglas over 100 years ago in 1904. The 37 mile circuit covers the northern part of the island and is the annual venue for many of the world's top riders. For the enthusiast names like `Creg-nyBaa', `The `Bungalow', `The Verandah', `Ballaugh' and `Kirk Michael' all make the adrenalin flow.

The legendary film star George Formby also made the T.T. more famous with his film `No Limit' filmed here at the 1935 races, his crazy style of filming and also the song written for the film `Riding in the TT races' . The film tells the story of a humble chimney sweep's apprentice George Shuttleworth who dreams of becoming a TT champion and tackles the course using his own bike a `Shuttlewoth Snap' and as usual all ends well for George.

"OUR FIRST NATIONAL COMIC,
THE LANCASHIRE CHAPLIN"
THE INDEPENDENT



GEORGE FORMBY IN
NO LIMIT



The course we are travelling should take us near to Cark , an airfield on the Northern coast of Morecambe Bay approx 52 miles away or 44 minutes. From there we can head North through The Lakes.

Twenty minutes gone and I can see the Lake District hills coming out of the mist on my left, not long now before we hit dry land.

Twenty four minutes and we appear to be heading towards the Northern end of Walney Island, if we stay on this heading we should be able to see the airfield at Cark quite easily.

Thirty two minutes and I am directly over the airfield at Walney Island, still on track but I have encountered a bit of cloud and have descended to 4000ft.

Back on Terra Firma thank goodness, nice to see a bit of scenery again. The airfield we have just passed over at Walney Island was opened in 1941 as an Air Gunnery School. and remined as such throughout the war closing in 1947, it is now owned by B.A.E. Systems and is home to 'The Lakes Gliding Club'. As we pass over onto the mainland off to our right are the famous Barrow shipyards opened in 1897 by William Edward Vickers.

The shipyard is inseparately linked with the politics of defence and history of British arms at sea and eventually in the air. The latest offspring being the Nuclear Submarines. Many famous ships have been built here over the years including the battleship 'Revenge' which saw action in both the first and second World Wars., also the destroyer 'Ajax' was built here, famous for its role in the 'Battle of the River Plate' in which the German Battleship 'Graf Spee' was scuttled by her Kapitän in the harbour of Montevideo Harbour, an action which saved many lives both German and British.

Stay on the heading of 100 until you reach the coast then turn left following it Eastwards and you will see Cark Airfield ahead. Fly towards it and when overhead turn onto a heading of 010 - 015°. This will take us directly over Lake Windermere. Descend and maintain 4000ft.

This is the first time I have flown through the Lakes with the new VFR scenery, did you fly my 'A Week in the Lakes?' (available on flightsim.com) I enjoyed that, camping on top of the mountains by the Tarns. May re-write it sometime.

Lake Windermere ahead is 10 1/2 miles long and over 1 mile wide in places. As we approach Lord's Isle the large island in the middle of the lake off to our left lies the magnificent range of mountains known as Conistone Old Man, standing at 2631ft (803m) while straight out in front are the Hellvellyn Range of Mountains. Also off to our left is the little hamlet of Near Sawrey where Beatrix Potter (the author of 'The Tale of Peter Rabbit' and many more) once lived, her home is now a museum. Also off to our left is Esthwaite Water. Opposite Lord's Isle are the towns of Bowness and Bowness on Windermere. where you can see all the boats in the Harbour.

As we reach the head of the lake out front is the town of Ambleside we want to travel around the mountain out front, which one I hear you say? We'll try and follow the main road if I can see it, if not the road traverses around the two small lakes we can see out front. These are Rydal Water and Grasmere.

The poet William Wordsworth lived here and it was when he saw the Daffodils one March morning that he wrote one of his most famous poems, an extract of which is

I wandered lonely as a cloud
That floats on high o'er vales and hills,
When all at once I saw a crowd,
A host, of golden daffodils;
Beside the lake, beneath the trees

William Wordsworth 1770 - 1850

There is a museum at his old house 'Dove Cottage' in the village of Grasmere next to the lake.

Follow the arrow.



As I approach Grasmere I can see the road heading between Rydal Fell on the right and Helm Crag on the left.

Just before you reach Grasmere if you look off to your right you can see one of the hundreds of footpaths criss-crossing the hills and mountains in the Lake District, this particular one climbs Rydal Fell and leads to Hellvellyn or over to Ullswater. If you look ahead as you turn North-Westwards following the main road, ahead is Thirlmere a large man made reservoir, on its right is the massive Hellvellyn Range @ 3131ft (949m) and on its left are the Wythburn Fells while sticking up in the distance out

front is Skiddaw @3072ft (931m). This scenery is a massive improvement on 2004 don't you think?

As we reach the head of 'Thirlmere the road is easy to make out follow it as it passes between `High Rigg' and `Bleaberry Fell'

Off your left wingtip now is the large lake `Derwentwater' while further North and at the side of Skiddaw is another large lake- 'Bassenthwaite'

Shortly the road will come to a t-junction turn right here following the road North-Eastwards to the right of the `Blencathra Range' of mountains. This will take us to the town of Penrith.

Ullswater is taking shape off to our right.

Keep the road on your left and descend to 2000ft. Ahead is the junction with the M6 motorway, go straight across here. Following the road to another roundabout here, follow the road arrowed



We are going to try and follow this road until we meet a railway line running

North-South, according to the map we may also be able to follow the River Eden

As we pass over the first roundabout on our left is the town of Penrith, you may just be able to see the castle ruins (just a representation), this castle was built at the beginning of the 15th century on the foundations of an earlier castle by a William Strickland (who went on to become the Archbishop of Canterbury) to protect the town from Scottish Raiders. The castle is now owned and maintained by English Heritage.

Ahead now is a Y-Junction just opposite Rhins Pond , follow the left hand route. As we cross over the river the railway line is just ahead, turn left following it Northwards. Keeping it on your right. I can see the field as I turn, I don't for one minute think it would be this easy in real life. Turn and head towards, it. The actual strip if I remember correctly is not at all easy to see so we'll fly over first. As I get nearer I can see what I think is the strip running 18/36, we'll land on 36 so fly over the runway, take a good look and choose something to get your bearings from like the gap in the hedge in the middle of the strip. As you fly over the field turn onto 360° and time 30 seconds, then turn left to 270°, time 1 minute, then turn left to 180°, we're now flying parallel with the runway, now there's no way I can see the actual strip that's why I suggested seeing something to take your bearings from so you'll have some idea of where you are. When you pass the end of the runway time 1 minute then turn to 090° and begin your descent, runway altitude is 600ft. Turn left onto finals when the strip is off your left wingtip. I know you probably can't see the actual strip at this distance but if you took a bearing then you should be heading in the right direction. Did you get down okay? I had difficulty seeing the strip at all, though if you look from the top down view it is fairly obvious.

The Lake District scenery was really good wasn't it? A big improvement on 2004 and a massive improvement of FS4!

FLIGHT 13

GLASSONBY - KIRKBRIDE

'I MEAN THAT MOST SINCERELY FOLKS'

Our next flight involves back-tracking into the Lake District but as the scenery is so good I didn't think you would mind. We'll fly down to Keswick then up by the side of Skiddaw, over Bassenthwaite and up to the old airfield at Kirkbride. Not a long flight but a very scenic one I hope.

Either load Glassonby from your airport menu or cary on. I'm hoping we have enough fuel to get to Kirkbride.

Carry out your checks and taxi around to the 18 end of the strip. Power up when ready climb up to a safe altitude, turn Westwards find and follow the railway line Southwards. In a few seconds after finding the line you will come to the road bridge crossing the river, retracing your last flight back towards Penrith. Cruise altitude 2000ft. Keep an eye out for 'Rhin's Pond' just to make sure you are on the correct route. Cross over the motorway when you reach it straight across the next roundabout, heading towards Skiddaw.

The Lake District has some of the best walking scenery in the whole world and there are many hundreds of footpaths to choose from and virtually the whole area of the Lakes is open to the public due in the main to the National Trust who own the land. Also a great deal of debt and gratitude is owed mainly to one man who opened up these fells more than anyone else and that is Alfred Wainwright; born in Blackburn in 1907, he worked at the local council and it wasn't until he was 23 that he took a holiday away from home and as fate would have it he journeyed to The Lake District and like we all do who have been there he fell in love with it, with it's misty glens, pine scented forests, quite secluded tracks and windy mountains with their beautiful views it is not hard to understand how he felt. Over the years he returned many times and left behind a legacy of seven hand written major fell walking guides that have never been equaled. He was recently honoured by his home town who recently named a new bridge after him. The populace were asked by the local council to propose a name for the bridge and the overwhelming majority suggested Wainwright a fitting and lasting memorial to a great man.

Alfred Wainwright 1907 - 1991



WAINWRIGHT BRIDGE 2008



On the right as we approach the fells is the Blencathra Range and on the left the Hellvellyn Range. The terrain mesh certainly shows its quality in this area.

Flying at 2000ft makes these hill/mountains seem very majestic.

You will shortly pass a line of small hills off your left wingtip at the far end of which is the lake Thirlmere just after here if you look carefully down to your left (see screen shot) you can actually make out Castlerigg Stone Circle.



The origins of the circle can only in all reality be guessed at, be it religious, astronomical or the site of a an old car boot sale we will never know. It has been estimated to be around 5000 years old many things have changed since then, not necessarily for the better but I'd like to bet the landscape is virtually unchanged. Keats the poet visited the stone circle and left very unimpressed calling them -"a dismal cirque of Druid stones upon a forlorn moor" Didn't seem very impressed by the Lakes at all did he? He lived in London at the time and he must have visited the area around 1814 - 1820. He died of consumpti0n (Tuberculosis) aged only 25.

Ahead now out front is the town of Keswick its Southern flank protected by Lake Derwentwater and its Northern flank by Skiddaw like a mother protecting its child.

The islands on Derwentwater can be clearly seen on the VFR scenery. On your left running the length of Derwentwater is the Borrowdale Valley leading around to one of the Lake District's steepest sections 'Honister Pass', rising up over 1000ft with a 1

in 4 gradient. There are numerous steep passes in the Lake District.

When you reach the roundabout on the Northern edge of the town turn right and follow the Eastern coastline of Bassenthwaite Northwards.

Wow Skiddaw looks mightily impressive, can you see the footpath running all the way up to its 3072ft (931m) summit. Another tribute to the quality of the mesh is 'Ullock Pike' a small hillock we are passing just at the side of Skiddaw. The ground falls slowly away as we journey Northwards

When you reach the Northern edge of the lake turn due North, start your stopwatch and it is approximately 12nm to Kirkbride or @ 70 knots or 10 minutes.

Just passed what looks like a motocross track down on my right hand side. The land really has flattened out like someone has run a smoothing iron over it.

The airfield where we are going to land and you know what I am going to say before I say it, is it is a relic from the last war. Opened basically as a storage unit where aircraft could be stored ready for delivery, due to the more pressing needs of Bomber and Fighter command the station opening was delayed until 1939 and even then everything was very basic with very few buildings. As the war progressed the runways were lengthened in preparation for the heavy bombers. After the cessation of the war the airfield was used as a virtual scrap yard and at one time there were over 1000 aircraft of all types at this airfield, if only they were there today!

Three minutes and I think I can make out the airfield ahead in the distance. Head towards it when you see it. We'll fly over the field and go into circuit.

At one time there was the usual configuration of runways here at Kirkbride, but now there is only the 10/28 strip open .

We'll land on 28 so as you overfly the airfield turn onto a heading of 10° time 30 seconds begin your descent, then turn right to 100°, as you pass the runway end reset your stopwatch timing 1 minute, then turn right to 190°, aim to be at 1000ft by this time.

I think that's Skiddaw sticking up away in the distance.

Turn right onto finals just before your right wingtip touches the runway end. See you down there.

A lot of the aircraft brought here after the war ended were flown here by ferry pilots of the A.T.A or Air Transport Auxiliary. Many of these pilots were women one of which was the famous aviator Amy Johnson, the first woman to fly from England - Australia, she crashed into the Thames in 1941 and drowned aged just 38, she set many records with her flying. All the ferry pilots flew widely varying aircraft from a Spitfire to a Lancaster and all variations in between. Hughie Green the famous (well famous over here) television presenter of ` Opportunity Knocks' from the 1960's was I believe a ferry pilot. The government have just this year (2008) presented a retrospective medal to all those people left who served in the A.T.A.

FLIGHT 14

KIRKBRIDE - ESHOTT

'WHEN IN ROME'

Either carry on or load Kirkbride from your airport menu. If you are carrying on I would suggest you refuel, have a taxi around to find Bryan waving and he'll re-fuel you.

Our next flight will take us roughly along the border between England and Scotland. Following the A69 over towards the City of Newcastle. Total flight time approx; 1 hour.

Taxi around to 100° (10°) and prepare for take off, set your clock to 9am.

Power up when ready stay on runway heading and climb up to 2000ft. This heading will take us roughly towards the city of Carlisle.

Approximately 3 minutes after take-off on our right hand side you will see the remains of another R.A.F. airfield Great Orton; built as a satellite field for Silloth it was in it's day a very busy place handling all types of aircraft from Lancaster's to Typhoon's, very different today as all the runways have been dug up and most of the buildings demolished but the scar will undoubtedly remain for a long time yet. There are still the sound of propellers down there thought from the turbines on the wind farm, even if the props are larger than before.

Away in the distance out front is a little white building, I think this is probably Carlisle airport so change heading and fly towards it.

Five minutes and we are over the City of Carlisle with the River Eden snaking it's way around the City, or is it the other way around?

The river begins from much further South rising high in the Pennines before discharging in the Solway Firth.

The City of Carlisle holds high prominence in English history; Carlisle was born way back in the mists of time. The very first known inhabitants were the Celtic warlords, a romantic name but probably just wandering tribes. The site of the City didn't just happen by accident it was chosen because it was in an ideal spot, on a river and easy to defend and probably on a tribal border, as it is today as it marks the gateway

between England and Scotland. This was the extent of the Roman Empire at the time, culminating in that massive structure `Hadrian's Wall. Begun in AD 122-130 on the orders of Emperor Hadrian to contain the savages from the North from raiding the area. The wall took only six years to build, a magnificent achievement and ran from The Solway Firth all the way over to near Newcastle over on the East Coast, a total of 73 miles and a fort being built every mile with lookout posts in between. Today only small sections of the wall remain, much of the stonework being stolen to build local houses.

Hadrian's wall wasn't Rome's most Northerly border, that credit goes to The Antonine Wall built near Glasgow, stretched between the Firth of Forth at Bo'ness and the mouth of the River Clyde at Old Kilpatrick, shorter than Hadrian's wall at 37 miles and really only a soil embankment, but nevertheless still a great achievement.

One other piece of more recent history, well 900 years ago anyway and that is Carlisle Castle (you may just see a representation of it down there). Built by King William Rufus in 1092 on the site of an earlier Roman fort and updated and strengthened as the centuries went by. Mary Queen of Scots was held here after her flight from Scotland in 1568.

The castle played its part in The English Civil War of the 1640's, being held for the King (Royalists) the castle was besieged for 8 months and only surrendering through starvation

One hundred years later the castle was besieged for the last time when Bonnie Prince Charlie's Jacobites vainly tried to hold off the Duke of Cumberland's army. Many of the Jacobite prisoners died here and in the dungeons there are what are known as `licking stones', which parched prisoners licked for moisture to keep alive. It's hard to imagine all those battles here centuries ago isn't it?

Keep heading for the airfield and pick up the road running just South of the airfield, this is the A69 we're going to follow over to the East Coast; we can also follow the railway line and the river so we shouldn't get lost! Famous last words.

The Solway Aviation Museum is housed at Carlisle airport and is well worth a visit if you are up this way.

The airfield has not always been known as Carlisle Airport in W.W.II it was known as Crosby on Eden and housed a squadron of Beaufighters, long range fighters.

CARLISLE AIRPORT AND MUSEUM



Continue following the road as it weaves its way Eastwards. The railway line sweeps in from the South to join us shortly.

The quality of this scenery really is good, I can even see the white lines on the road below.

You will pass over the villages of Haltwhistle, Haydon Bridge and finally the larger town of Hexham on the way. Shortly after passing Hexham the road bends around to the right while off to our left are the `Stagshaw Masts', turn onto 060°. This will keep us North of Newcastle Airport and should take us in a the direction of the A1, Eshott is located just at the side of this road.

Just spotted another disused airfield off my right hand side. this will be `Ouston' now a visual reporting point (VRP) for Newcastle Airport. Opened in 1941 on the cold northern moors as a advanced fighter station. One of it's

first occupants were the Polish 317 Squadron who claimed their first kill on June 2nd when a Ju88 was shot down over the North Sea. The station remained active long after the war it even became the North-East Regional Airport for 5 months while Newcastle Airport runways were being extended, closing in around 1967, it then changed into the Army's hands and is now known as 'Albermarle Barracks'

To find the A1 road we will pass the airport and the road we want should then be in front of us. The A1 will probably be a dual carriageway and should be fairly easy to spot. Have just passed the airport and my right wingtip has just passed the end of the runway and the A1 is dead ahead. Turn left following it Northwards. Keep the road on your left.

Ahead is a small town I would say this is Morpeth. Shortly after Morpeth the A697 turns left off the A1, the A1 then reverts to a single carriageway, make sure you follow the correct road.

I can see some of the scenery surrounding Eshott now. Looking at Brian's book we are spoilt for choice of runways here but on our approach route we should be able to make a straight in approach to 01° as I can see the strip quite clearly, so slow down and set yourself up for landing.

Did you see the golf course just before touchdown I you could see all the cars in the car park..

FLIGHT 15 -ESHOTT - KNITSLEY 'SUICIDE MISSION'

We'll stay over on the East coast for a while slowly making our way Southwards. Remember our first flight to Lumb in Rossendale well Knitsley Mill is the Lumb in Rossendale version of the North-East, it is rather tricky as it has a steep drop off at the Southern end and a stone wall at the other! It says 'well drained' I'm not surprised it's on a steep slope!

We're going to follow the A1 back down towards Newcastle then turn Westwards shortly before the airport going back the way we came in, I'm hoping we'll see the Stagshaw masts so we can aim for these, if not don't worry I'll get us there. Most of these farm strip are like there real life counterparts, difficult to find so to make it easier and possibly more enjoyable I have placed building/trees at strategic points along the way.

If you need to re-fuel it's over near the clubhouse, just look out for Brian. We'll use 01 so either load Eshott from your airport menu or carry on. Carry out your checks then taxi around to 01. Power up when ready climb up to 600ft then make a 180° turn following the A1 Southwards. Keep the road on your left. Start your stopwatch. Cruise altitude 2500ft. My cruise speed is around 70 knots. Six minutes I've reached where the A697 meets up with the A1.

. Followed very shortly afterwards by the town of Morpeth. Nice 18 hole golf course off my left wingtip, must like their golf up here

I can't see the Stagshaw Masts so when you reach the next small town after Morpeth where the A1 traverses around turn right to 220°. Eleven minutes on my stopwatch. If you are on the correct route you will fly over the town of Ponteland.

This heading will take us back towards the A69 we followed on the way to Eshott so keep your eyes open. Found the A69 and can just about see the masts,



If you look carefully to your left just as you join the A69 amid a group of trees you may just get a glimpse of Prudhoe Castle. Located at a strategic position on top of a hill guarding the River Tyne from Scottish Invaders the first recorded castle was built by one Robert d' Umfraville and has stood here for almost 900 years. The castle has seen it's share of bloody conflicts and sieges, in fact the Scots spent a year besieging the castle in 1173 but had to give up in the end. The castle was extended and strengthened in the 13th century. The castle has long been in ruins but still stands high on the hilltop swelling out its chest as if still protecting it's town and river.

We turn left very shortly and looking on the map where we turn is at the same spot where we turned off for Eshott, at a large bend before your right wingtip is level with the masts, there is a roundabout here with some trees in the middle and to the side (there is also traffic just to check you are in the correct location) . When you reach this turn left following the A68 Southwards and climb up to 3000ft, we are looking for a large lake - Derwent Reservoir as a waypoint. the road crosses the River Tyne then meets another roundabout, carry straight on

here. Keep the road on your left and stick to it like glue. I can see the reservoir out front. All we have to do now is follow this road.

Approach the Southern end of the lake and ahead is a junction, carry straight on.

Twenty-seven minutes on my stopwatch and I am just by-passing the town of Connsett off my left wingtip and flying over a small village.

Straight after you have passed over the village there is a small clump of trees ahead followed directly by a farm, turn left here and descend to 2000ft, Knitsley will be on our left then. As you reach what looks to be a moto-cross track look to your left and you will see the field, turn and fly towards it, we'll have to fly over first to get our bearings. I am approaching on a heading of 077° if you are flying this with me yours should be about the same. Take a good look at the field, you won't see an actual strip (see photo below)



Look at the black line I have drawn on the photo, this is the area you must land in to the East of this line are a row of telegraph poles and to the South of the line is a steep drop. Be careful.

We'll land on 30° as I think it will be safer. As you overfly the field turn left to 40° and time one minute, imprint the layout of the field into your mind!

Descend to 1500ft and as slow as you dare. Airfield altitude is 550ft.

After 1 minute turn right to 130°, reset your stopwatch timing again 1 minute. After 1 minute turn right to 220° descend to 1000ft. The runway is now off to our right, if you spotted a marker like the row of hedges you will know your position exactly. Turn onto finals.

Well I was really impressed with my landing there, setting those 1 minute legs gives you that little bit more time to get the landings right.

Knitsley Farm is a typical Farm Strip albeit a little difficult but it has all the requirements of a farm strip, bumpy sloping and dam difficult to find and If you have learned nothing else from this flight, it shows landing preparation means everything!

FLIGHT 16 KNITSLEY-FISHBURN

'GOING AROUND THE BEND'

Hope you enjoyed that last flight I certainly did, very satisfying. Our next flight is only a relatively short trip down to Fishburn but it's such a nice strip it's a shame to leave it out. It's not a farm strip it's a real grass runway, does slope a bit though. Carry on or load Knitsley from your airport menu.

Carry out your checks and taxi up to the top of the field, I don't think I will try a take-off uphill! It might be difficult to follow the roads around here as there are so many so the easiest thing to do is simply fly Eastwards and pick up the A1 (M) motorway and fly down to Fishburn, start your stop-watch and power up when ready, take off climb to 800ft then turn left flying due East. Cruise altitude 2000ft.

One minute into the flight and just a check to make sure you are heading in the right direction, I am just passing the town of Lanchester off to my right

Just keep heading East you have a few minutes in which to admire the scenery. Five minutes and I can see the motorway off to my left, keep heading Eastwards we'll meet up with it shortly.

Six and a half minutes and I am at the motorway, turn right keep the motorway on your left following it Southwards. I've joined the motorway just North of junction-62. Six miles of Fishburn.

Approaching junction-61, the motorway sweeps around a couple of bends then there is a long straight stretch, Fishburn is off to our left then.

Just gone round the bends and I can see Fishburn off to my left, apparently, 08 runway is in use so when you see the airfield fly towards it and descend to 1300ft. and reduce speed to 60 knots airfield altitude is 377ft. Overfly the field then turn onto a heading of 170°, re-set your stopwatch timing 30 seconds then turn left to 080°, we're now flying runway heading, drop first stage of flap, when

your left wingtip touches the end of the strip time 30 seconds then turn left to 350°, when your wingtip touches the end of the strip time 1 minute, keep your eye on the strip, they have a habit of disappearing, remember what I said at the last airfield find something visible to take your bearings from, like the airport buildings in this case. after 1 minute turn left to 260° , when your wingtip touches the downwind end of the strip time 1 minute. we're now on base leg keep looking left turning onto finals just before your left wingtip reaches the runway end, drop final stage of flap. See you down there.

Bit easier than the last landing don't you think. Look's like someone's had a bit of bad luck!

FLIGHT- 17

FISHBURN - REDCAR

'Were I to die at this moment want of frigates would be stamped next to my heart'. Admiral Nelson at the 'Battle of the Nile'

Again this next flight is only short, approximately 15 miles and will take us over onto the East Coast. The easiest way to get there is simply fly over to the coast then follow it South, the airfield should be visible from the coast.

Again either carry on from your last flight or select Fishburn (FISH) from your airport menu. Re-fuel while you have the chance if you are carrying on, you'll see Bryan at the top of the field waving. Carry out your usual checks, we don't need to backtrack on the strip, just taxi out up near the Eastern end near the fuel pumps turn onto 08° , start your stopwatch, power up climb up to 600ft, dump flaps then turn onto 090° heading for the coast. Cruise altitude 2000ft.

We are approaching the town of Hartlepool well known for its historic links with the sea Hartlepool is the resting place of H.M.S. Trincomalee a perfectly restored frigate , built at the beginning of the 19th Century. The ship like many others at the time was built in Bombay then sailed back to Britain to be rigged out. Unfortunately she missed out on active service during the Napoleonic War and was in storage for the next 25 years, although she did actually serve 10 years active service later on in her life patrolling the Caribbean and Newfoundland and later on in Russia. In the early 1860's the ship visited here , little did they know at that time it would be brought back here eventually; it wasn't until 1987 that the ship did eventually return as nothing more than a wreck, restoration started and completed in 2001 she is now permanently berthed here and is open to the public and well worth a visit.



Also berthed at Hartlepool is P.S.S. Wingfield Castle the last of the old Humber Paddle Steamers, built here in 1934 she ferried passengers across the Humber for the next 30 years but was retired when the new Humber Bridge was built. She was sold to a Brighton Marina and at one time was used in the 1980 film starring Anthony Hopkins and John Hurt 'the Elephant Man' where she was disguised as an 1824 ferry. After languishing around for many years she was brought back here and lovingly restored by the skilled craftsmen of this area and is now proudly displayed alongside H.M.S. Trincomalee, you may just see a representation of them as you pass by.

Turn left when you reach the coast heading South and what have we out front like a beacon to the airfield is the 'Cooling Tower' at the ICI chemical plant which is just East of the field.

P.S.S. WINGFIELD CASTLE



Ahead now lies the Mouth of the River Tees and just in front is the small town of Seaton Carew where in the 1950's an old ex-army DUKW amphibious used to drive people around the bay. I remember one in Blackpool as well when I was younger.

If you have UK ANO enabled you will have quite a few buildings around.

I've phoned the farmer to tell him we're coming so if I judge it correctly we should be able to make a straight in approach, bearing in mind I haven't actually landed here before, not in this version any way, the last time I landed here was when I designed some scenery for FS98!

Carry on following the coast and when the cooling tower is off our right wing turn and head towards it, hopefully we'll be able to make out some surrounding scenery. I can see some scenery now, the strip runs East-West and like all the farm strips is not easy to make out. Change of plan don't turn yet keep flying South, remember what I said about picking a landmark? Well I can see the hedges running alongside the strip so if we turn now it will be too early. You'll see a what looks like large brown V on the ground, keep flying. we're now approaching the town of Redcar, when you reach the far end of the town turn onto finals, hopefully we'll be able to make out the strip, if not look at the line of hedges. Okay you are on your own now, unless I have to go around, see you down there. Airfield altitude is 30ft.

YEARBY WESTERLEY APPROACH



FLIGHT- 18

REDCAR - EGTON

'KING OF THE SMUGGLERS'

Not exactly a very visible strip was it? No more difficult to find than most farm strips though.

We are situated just North of the North-Yorkshire Moors another beautiful part of the country. So we'll take a short flight over to Egton which is South West of our current location, after which we can take a flight over the North-York Moors down to Kirbymoorside.

We'll take off Eastwards, find and follow the coast Southwards as far as Whitby then find the A171 inland to Egton. Either carry on or select Yearby (YEAR) from your airport menu, taxi around to the strip and turn East, carry out your checks set your stopwatch and power up, stay on runway heading , cruise altitude is 2000ft.

In the 17 and 18th century the East-Coast was a hive of smuggling and Saltburn one of the villages we pass over on our way South was the home of one John Andrew known as 'The King of the Smugglers'. Whitby the town we'll arrive at just before we turn was notorious for smuggling. we have a romantic view of smugglers, their portrayal sometimes comical as they sought to avoid the dreaded 'Customs Men' but I think that version is far from the reality in truth they were violent men prepared to kill and maim to keep from getting caught, not much different from today's criminals really. In Saltburn is 'The Smugglers Heritage Centre', set in old cottages the museum accurately portrays life as it would have been where you can follow the story of John Andrew.

John Andrew 'King of the Smugglers'



Ahead shortly after Saltburn, if you have installed the add-on UK-ANO you will see out front Easington Colliery as it would have looked in the early 1990's. Digging first started here at the end of the 19th century but the pit didn't begin production until 1910. there are two shafts both 20ft diameter the North shaft is 1430ft, the South shaft is 1500ft deep. On the 29th May 1951 81 men lost their lives in an underground explosion. The pit closed in 1991. The town of Staithes on the coast appears next looks like a right smugglers cove doesn't it?

Next,slightly inland is the small village of Hinderwell, followed shortly by Runswick Bay, these cliffs look great in the scenery don't they? Followed by the larger Sandsend Bay, not far off our turn now.

Ahead now lies the town of Whitby we are going to turn inland when we reach here.

Overhead Whitby harbour turn right to approx; 260° and ahead you should be able to see a clump of trees the airfield is over there. Again there are no real marked runways here it is simply a large field, it says in Brain's guide 'rather bumpy'. Airfield altitude is 650ft. I can see the field surrounded by trees so I am going for a straight in approach. See you down there.

Slightly to the South of Whitby in Saltwick Bay are the remains of the Red-Cross Ship H.M.H.S. Rohilla which ran aground in a storm on October 30th 1914, just after the outbreak of W.W.1. On board were 229 people, the heroic rescue attempt by the R.N.L.I over a period of over 50 hrs and 6 lifeboats managed to save 144 lives. The lifeboat crew were awarded four silver and three gold medals. The wreck is slowly

disintegrating over the years but it is still there as a grisly reminder of those desperate hours.

WRECK OF THE H.M.H.S. ROHILLA



Just South of our current position is Goathland, the setting for the fictional town of Adensfield in 'Heartbeat' a television series set in the 1960's. First broadcast in 1992 starring a young Nick Berry fresh from Eastenders playing P.C. Nick Rowan with his young wife Niamh (pronounced neve) Cusack, Nick was replaced in 97 by Jason Durr (P.C. Mike Bradley) who was I think replaced by Jo Mcfadden who I think is one of the best. Derek Foulds (originally Seargeant Blaketon now the owner of the local pub) and William Simons (P.C. Alf Ventress) are I believe the only surviving members of the original cast.

There is also a competitor in 'The Royal' set at a hospital in Whitby (where we have just flown over). A relative newcomer but nearly as popular as 'Heartbeat'.

FLIGHT- 19 EGTON - FELIXKIRK

'IN SEARCH OF ODIN'

Thought perhaps we could stay around the North-York moors for at least one more flight, we'll take a scenic journey around the Northern perimeter of the moors following the A171 road at the side of us. So either load Egton (EGT) from your airport menu or carry on.

Start up carry out your checks then simply turn onto a heading of 240°, start your stopwatch, power up climb to 1000ft then make a climbing 180° turn fly back over the airfield, pick up the A171 and simply follow it North-West. I say simply but it's not always that easy is it?

Shortly after picking up the road if you look to the left of the road you'll see what looks like an old iron-age fort on top of a small hill.

The road swings around to the West shortly, keep following it and on your left is Scaling Reservoir.

As I turn onto a North-Westerley heading I can see the cooling towers near to Yearby. We pass another waypoint- Lockwood Beck reservoir on our left. The water looks very dark! Followed very shortly by Margrove Park, a large camping/caravanning site where the roads makes a large 'S'. The road now By-Passes the town of Guisborough.

Just look at the escarpment behind the town, it look's real!

The road swings around to the West shortly after passing Guisborough.

There is a small peak visible to your left, this is Roseberry Topping, when the vikings populated this area this hill was regarded as sacred and the home of the Norse God 'Odin' in later years it warned the residents of the coming of the Spanish Armada. At the foot of the hill is a monument to that great navigator Captain James Cook who was born in 1728 at Marton not a stones throw from where we are.

We are approaching the City of Middlesborough now where we turn left, following the A172 Southwards. see the photo below.



Down to the next roundabout and turn left again. Still following the impressive line of The North-York Moors rising up like a tidal wave. Next waypoint is the town of Great Ayton, there is a museum here devoted to Captain Cook's life.

The cottage thought to have belonged to Cook's mother and father's was dismantled and shipped to Australia where it was re-erected in Melbourne; on the site of the house is an obelisk sculpted from a lump of granite taken from Point Hick's the very first sighting of Australia from Cook's ship 'The Endeavour' in April 1770.

I know this is a diversion but I just have to tell you as we're passing. The City of Darlington is about 12 miles to the West of our location. Darlington at the height of the Industrial revolution became the birthplace of the 'Steam Train' for ever a romantic ideal. The 'Stockton & Darlington Railway' opened here in 1825 and the 'Railway Era' was born. George Stephenson's original locomotive 'Locomotion Number One' hauled that first train which included 600 passengers and can be seen today in Darlington at the 'North Road Station Museum'.

Steam trains ceased to operate on British Rail in the early 1960's and no steam trains have been built since, not until today anyway. A group of 15 dedicated engineers taking 18 years to come to fruition, have actually built a 'real' steam train, an A1

model weighing 164 tons and 72ft in length. Supported by many more volunteers and fund raisers as the total cost of building this train is nearly £3,000,000. Fund raising still goes on so if you can afford it please sponsor them.

Next waypoint is where we join the larger road the A19. Continue Southwards. Keep the road on your left.

On your left where you join the A19 is the site of Mount Grace Priory, you may just be able to see a representation. The priory was built at the end of the 14th century by a French order known as 'The Carthusians', founded near the end of the 11th century by St. Bruno, these monks had very strict rules, each monk having taken a vow of silence each monk lived alone in a tiny cell (a bit like me writing this book!) with it's own private garden The Carthusian Monks are famous for the Green Chartreuse liqueur.

We are not far from Felixkirk now, I can see the end lights of Topcliffe runway ahead and just to my left I can see Felixkirk, slow down and descend to 1500ft and turn towards the airfield.

Felixkirk has two runways 16/34 I am going to try and go straight in I can see the hedges lining the edge of the runway so slow down and set yourself up for landing. If all goes to plan I'll see you down there.

Yep got down okay, again not a very obvious strip but landable.

FLIGHT-20

FELIXKIRK - KIRBYMOORSIDE

'JUST HOVERING'

There is a profusion of airstrips in the area we are now so we'll be flying a few relatively short flights. Good landing practice. Kirbymoorside should be relatively easy to find, we simply fly South, fly over Sutton Bank which is easy to spot, then follow the A170 Eastwards. We have 3 good way-points to spot- 1 Sutton Bank. 2- Rievaulx Abbey. & 3-Helmsley Castle. I have placed representative objects at the relevant positions.

Either carry on or select Felixkirk (FELIX) from your airport menu. Carry out your checks then taxi around to 34°. Drop some flap, start your stop-watch, power up take-off and as you begin climbing out you'll see Sutton Bank on the top of the hill to your left, cruise altitude 200ft. Keep a look out for the traffic climbing the hill.

It's quite a steep climb up Sutton Bank and apparently caravans and trailers are barred from using this route due to the steep turn. Good view of the airfield at Sutton Bank from here! Rievaulx Abbey is on your left shortly.

The road will take a sharp left turn shortly so keep your eyes open. Ahead then is our third way-point 'Helmsley Castle' (just a representation).

The castle was built in the late 12th century by Robert de Roos' Lord of Helmsley and was extended in the 13th century and included a formidable obstacle in the shape of a double ditch cut through solid rock, a remarkable achievement with the tools available at the time. The castle was owned for a short while by King Richard III but returned back into the de Roos families hands after Richard was killed at the 'Battle of Bosworth Field'. During the English Civil War the castle was held by the 'Royalists' and suffered a three month siege by the parliamentarians (Cromwell's 'Roundheads') early on in the war. When the castle surrendered due to famine, Cromwell's troops led by Sir Thomas Fairfax destroyed much of the castles defences using his cannons, this was called 'slighting'. Today the castle is in ruins but a very romantic sight and still echoing to the sounds of the battles of the Civil War.

RUINS OF HELMSLEY CASTLE



As you approach Helmsley with the castle out front you want to take the road on your right heading North-Eastwards. The airfield is now approx; 4 miles away, at 70 knots that's just over 3 minutes.

The road takes a sharp right hand bend and ahead lies the airfield. we have a choice of two runways 04/22. (Although it says in Bryan's guide runway 04/22 it is actually 03/23 which I found out on landing so I have altered the landings in retrospect)) Let's take a closer look. Slow down and descend to 1500ft, I can make out the strip, it looks fairly easy; fly over the centre of the runway, turn onto 300° timing 30 seconds, then turn onto 030°, when your left wingtip touches the runway end time 30 seconds, then turn left to 300°, when the runway end is off your left wingtip time 1 minute after which turn left to 220°, when the runway end is off your left wingtip time 1 minute begin your descent 1 stage of flaps. After 1 minute turn to 120°. Land at your own discretion.

You may have noticed a few large buildings on this site, that is because this is the site of 'Slingsby Aviation' the makers of the highly successful T67 two seat aerobatic training aircraft.. Not only do they make aircraft they also make hovercrafts as well.

Did you see the old airfield when you were in circuit? This is or was Wombleton. Constructed as a standard Bomber Airfield it was completed by 1943 and destined to be a Canadian Training Base. The site being chosen by the Air Ministry , not a

particularly good choice in retrospect as there were many crashes due to the surrounding terrain, plus this is the highest base in Yorkshire if not the country and heavily laden bombers had difficulty getting airborne, that is probably why it was relegated to a training base where pilots took a conversion course from 2 to 4 engines. It remained as such throughout the war. The Canadians left in 1945, the base was then taken over by the R.A.F. There is a memorial on the base to all the people who lost their lives here. Although the RAF and the Canadians have long since left the airfield is still open for light aircraft.

FLIGHT 21

KIRBYMOORSIDE - EDDESFIELD

'Snip snip bob's your Aunt'

There are two airfields very close together Eddesfield and Octon so we'll land at both. Our route is to carry on following the A170 Eastwards until we reach Pickering our way-point being the obligatory castle. We then follow the A64 Southwards until we reach a large roundabout. Also here is Eden Camp, I'll tell you about that as we progress. We then follow the A64 Eastwards until we arrive at a 'B' road heading Southwards, we then follow that and there we are - 'snip snip bob's your Aunt'. We'll use our stopwatch more in this next trip as we need to time the legs to make sure we are heading in the right direction. All times are based on 70 knots.

Again either carry on or select Kirbymoorside (KIRBY) from your airport menu. Carry out your checks taxi around to 21° as it's the nearest. One stage of flap, set your stopwatch, power up we have a nice long runway this time. climb up to 600ft dumping flaps on the way. Turn around and fly back towards the airfield find and follow the A170 slight to the North of the field heading Eastwards, you will immediately see the town of Kirbymoorside. Cruise altitude 2000ft. Pickering is approx; 4 minutes away.

Looks like we are getting back to our patchwork quilted scenery!

A couple of minutes into the flight and I can see Pickering Castle in the distance; we turn right at Pickering. The road we want to follow is directly opposite the castle; turn right here following the A169 Southwards. Keep the road on your right. Distance to our next waypoint is 5 miles or approx;4 minutes.

Four minutes and Eden Camp is directly in front, turn left here following the A64 Eastwards and re-set your stopwatch. Keep the road on your left this time. Quite a long leg at approx; 10 miles = 8.5 minutes.

I'll give you a bit of information about Eden Camp while we're flying this leg. Eden Camp started life as a Prisoner Of War Camp in the early 1940's. As WWII progressed in North Africa the constant stream of prisoners meant places had to be found for them, Eden Camp was one of those. The prisoners were put to work enlarging the camp and many of the prisoners were allowed to work on local farms. The camp was left to rot after the war and it wasn't until 1986 that local business man Stan Johnson discovered that the camp was still virtually intact and decided to

purchase it and make the camp into a living museum and I have to say he has done a brilliant job and it is today a museum dedicated to those long forgotten war years. Each hut is dedicated to a certain part of the war and is complete with the sounds of the era be it one of Hitler's speeches or a night in 'The Blitz' everyone is lovingly recreated and to get the most out of Eden Camp you really need to spend more than a day there.

Five and half minutes into the flight and I have East Heslerton runway on my left, nothing else just a runway!

Seven and a half minutes and I have a golf course underneath and the main East-Coast railway line just about to shoot off North-East and our road is directly ahead running up the hill, turn right here



Re-set your stopwatch after you turn, it should take less than four minutes to find both fields. As Octon is closer we'll land there first. Runway heading is 180°.

I can see Octon as we turn, it looks like a large rectangle running the direction of the strip, head straight for it, we'll have to take a look first as apparently it has quite a slope. Slow down and descend to 1500ft maintaining this altitude until finals. I can see the strip doing it's best to hide itself next to the hedge, overfly the field and we'll go into circuit, turn left to 090° timing 1 minute, don't forget to take your bearings from the hedge as I think the field will blend back into the background as we move away. I can see a distinct slope on the runway. after 1 minute turn north to 36° and as the end of the runway touches your left wingtip time another minute after which time turn left to 270°, I think you know what to

do now don't you? Don't forget full flaps on finals. runway altitude 250- 400ft.

Well that was different, imagine trying to find this field in real life! I don't think it would look any different than all the surrounding fields. I think you are going to need your handbrake as well to stop you rolling away!

Turn around onto 360 when you are ready, first stage of flap. Power up, take-off and climb up to 800ft then turn around and Eddesfield is just to the right of Octon as we head South. Leave your flaps down and stay in slow flight maintaining 1500ft

The strip is is running East-West, I can see the strip quite clearly. Aim for the middle of the strip and we'll land on 09°. Turn due South when overhead the field, timing 1 minute, after which time turn right to 270° timing 1 minute when your right wingtip touches the end of the runway . Turn onto base leg after 1 minute. You will probably loose sight of the runway, don't worry just use the corner of the hedge as a guide. Runway altitude is 500ft.

FLIGHT 22- EDDESFIELD - MELROSE FARM 'I'VE GOT THAT SINKING FEELING'

Our next flight will take us South following the B1249 (the road we have just been following) down to Driffield then Westwards over to Melrose Farm which is located on ex RAF Melbourne.

Again either carry on or select Eddesfield (EDES) from your airport menu. Carry out your check then taxi around to 27°. The road we want to follow is directly behind us so we'll climb up to 1000ft and do a 180° back towards the field then Southwards to Driffield which is approx; 6 miles away. Take-off when ready.

Start your stopwatch as you overfly the strip, should take us approx; 4 minutes. Cruise altitude 2000ft. Keep the road on your left.

Three minutes and I can see the town of Driffield, turn right at the first roundabout straight across the second roundabout turning right at the third, so stay alert. Reset your stopwatch after turning West. In a straight line it's approx;15 miles to Melrose,add on a couple more for the bends and I reckon we should be there in under 15 minutes.

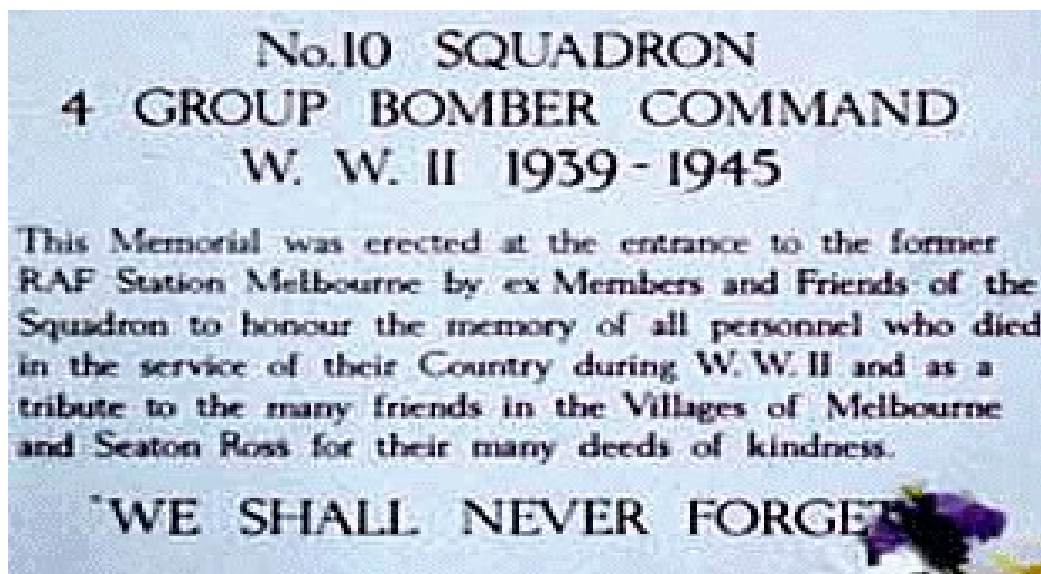
Approx; 2 minutes into this leg you will reach another roundabout, turn left here. shortly after your turn the road divides, take the right hand route. Four minutes and I am overhead the town of Middleton-on-the Wolds, straight on here. Follow the road as it weaves it's way across the landscape

Eight minutes and ahead is the town of Market Weighton and yet another roundabout. Straight across here. Another roundabout, straight across. We should arrive at another roundabout shortly---yep there it is, we turn right at this one, shouldn't be long before we see the airfield now. Eleven minutes and I am approaching the town of Holme on Spalding Moor. Follow the road heading West, the same as the disused railway line. Oop's the airfield is off to my right, here's me telling you to keep alert! Melrose was built in the usual 'A' formation but the only active runway is 06 - 24. We'll land on 24° fly over the end of the runway and turn onto 330° timing 1 minute after which time turn onto 06° again timing 1 minute then turn onto 150, we're now on base leg, I think you know well enough what to do now, see you down there.

Melbourne was a busy airfield during the last war. Under Bomber Command it

originally had grass runways and as I have mentioned before as bombers grew in size so did the weight and many of the bombers sunk into the mud especially during winter months. By 1942 Melbourne had concrete runways and they are still here today 60 years later, albeit a little worse for wear. No. 10 squadron operated here throughout the war and flew over 300 raids with the loss of 128 Halifax Bombers. The awards the squadron amassed came to 9 DSO's 333 DFC's and 173 DFM's. There is a tribute to all the young boys lost located at the main gate. The airfield is also used for drag racing nowadays.

MEMORIAL AT MELBOURNE



FLIGHT 23

MELROSE FARM - REDMOOR FARM

'DON'T GET LEGGED UP'

We'll stay in the area for a while longer as there is another field not five minutes from here.

Either load Melrose Farm (MELR) or carry on. Carry out your checks then taxi around to 24°, start your stopwatch and take-off, stay on runway heading and stay in slow flight. Climb up to 1500ft.

Three minutes and I am overhead the village of Bubwith, turn right following the main road, you should see Brighton Airfield on your left as you turn.

Out front now lies Redmoor Farm , let's fly over and get the lay of the land.

Head towards the buildings. Okay the hedge appears to run alongside the strip so as you near the end of the strip turn onto a heading of 360° the strip runs East/West, we'll use 09°. Time 1 minute, then turn left to 270°, when your left wingtip is opposite the buildings time 1 minute then turn to 180°, you should now be heading towards Drax Power Station. You are now on finals you know what to do now. If you are wondering what those little dots are on the runway these are markers on the telgraph wires that cross the runway so land after these! runway altitude is only 20ft.

Hope you got down okay and didn't end up upside down on the wires!

FLIGHT 24

REDMOOR FARM - CLIFFE

'TIMING IS EVERYTHING'

I just want to show you one more field nearby so either load Redmoor Farm (RDMF) or carry on, taxi to the far end of the field, we'll use 27°. Again although the runway heading says 27/09 in the book looking at my heading indicator it actually says 29!

Carry out your checks, set your stopwatch, power up and away we go. Climb up and turn onto 270°, keep a look out for the A19 out front running North/South, there are a couple of minor roads so be careful you don't mistake them.

That was a fairly short strip wasn't it? Two minutes on my stopwatch and ahead the village of Riccall and the A19, turn left here following it Southwards. Shortly ahead is the village of Barlby with the River Ouse meandering slowly along at the side. Four minutes am overhead Barlby turn left following the A63 and you'll see the village of Cliffe out front. Descend and maintain 1000ft and aim for the buildings at the Southern end of the strip. Bryan's guide says runway heading is 11/29. that thin green strip must be the runway, doesn't look very wide from up here. we'll land on 11°, so when you reach the far end of the strip turn left to 020° timing one minute then turn left to 290°, can't see the runway end this time so it's going to be down to timing, reset your stopwatch and time 1 minute, then turn left to 200°, I reckon if we aim for the buildings we'll see the strip as we approach . If you turn just before the buildings touch es your left wingtip we should be okay, maintain more altitude than normal and as slow as safety allows. Yes no problem I can see the thin green strip, it's a bit blurred but I can make it out okay, see you down there. Be careful as this strip also has telegraph wires along the 29 end.

FLIGHT 25

CLIFFE - INCE

'IF I KNEW YOU WERE COMING I'D AV BAKED A CAKE'

This our final flight of the book is quite a long one as we are going back over the Pennines to Lancashire, Ince in fact a small microlight school between Liverpool and Southport.

I'll have to call off for some fuel somewhere as I only have half a tank, so we'll call off at Walton Wood as it's on the way.

Either load Cliffe from your airport menu or carry on. We'll use 29°. Basically the route we'll follow is the M62, I know we've followed it before but it is the easiest route. Distance is around 100 miles @ 70knots that's around 1 ¼ hours give another 15 minutes for our diversion say 1 ½ hours. Walton Wood isn't very far away just a short diversion off the motorway. So carry out your checks taxi around to 29, set your stopwatch, power up and let's go. Climb up to 1000ft then turn and simply head South until we meet the motorway. Cruise altitude 1800ft. Five minutes and the motorway lies out front, turn right following it Westwards, we are turning off just opposite the Power Station at Ferrybridge ahead. Just passing over junction 34, I hope you have used some maps yourself for flying these chapters, difficult without them!

Eleven minutes and ahead is where the M62 meets the A1, turn left here and follow the A1 Southwards.

I'm heading 200° and ahead are a few clumps of trees, the airfield is in there somewhere, go into slow flight and descend and maintain 1200ft. Looking at the strip I thought we had two runways but no the short one is the taxiway up to the farm!

We'll land on 24° so as you pass overhead the field slowly turn onto 150° and time 1 minute. I hope you got a bearing on the strip. After 1 minute turn left to 06° as you pass the end of the strip time 1 minute then turn onto 330° and keep a look out for the end of the strip, you know what to do now. See you down there. Total flight time was 27 minutes. I'll just re-fuel and we'll be on our way.

Taxi down, join the runway and turn left and taxi along the runway, you don't need to go all the way to the bottom end, turn around, we're using this end because the road we want to follow back to the motorway is just at the far end of the runway, so start your stop-watch, power up and after take-off turn left and

follow the road when you can. Cruise altitude 2500ft. That power-station is a good landmark! turn left when you reach the motorway, following it Westwards. We follow the motorway now for approx; 40 miles. Just approaching junction-30, junction-29 is ahead, this is where the M1 from London crosses over. Ardsley Reservoir off to my left , followed by junction-28

Back in the early 19th century when the Industrial Revolution was just getting going coal was one of the most necessary essentials to have, from heating homes to powering factories and the new fangled 'Steam Trains' was coal. Yorkshire was one of the main providers of this and there were many pits along the route we are flying, you can see many of the slag heaps left behind . At the beginning of the 20th Century Britain was the world's largest producer of coal. During W.W.II young boys were sent down the pits to replace older men who were conscripted into the services, these boys were called 'The Bevan Boys', over 48,000 were employed. Things seem to have gone downhill a little since those heady days the majority of the pits being closed by the Tory government in the 1990's, with the price of oil and gas I think maybe many of the uneconomic pits may open again some day.

Just flown over junction-28 the motorway sweeps around the Cities of Leeds and Bradford where a section of the motorway (junction-27 flows into the heart of Leeds.

Just keep on following the motorway I'll list off the junctions so we won't get lost.

Junction-26 and the M606 motorway into the centre of Bradford is next, followed by the Hartshead Moor Service Station.

Hartshead is a small hamlet just South of the motorway and it was here in around 1812 came a curate by the name of Patrick Bronte, he married a young lady called Maria Branwell, between them they produced six children Maria, Elizabeth, Charlotte, Branwell ,Emily and Anne, three of the sisters went on to become famous writers, Emily who wrote 'Wuthering Heights' Charlotte who wrote 'Jane Eyre' and Anne who wrote 'Tenant of Wildfell Hall'. Between them they were prolific writers and wrote many other books besides those, but these are the ones most people will have heard of. All six of them died young and all were buried in the tomb in the village of Haworth with the exception of Anne who is buried in St.Mary's churchyard in

Scarborough near to where we have been flying.

The majority of the children died from consumption, which is today known as 'Tuberculosis'! Branwell being the exception, he died from drug and alcohol related problems, possibly an overdose as he was addicted to Opium. At the time it was prescribed as a pain relief medicine nothing being known of its addictive qualities. He died aged 34.

THE BRONTE SISTERS WITH SOMEONE PAINTED OUT, POSSIBLY BRANWELL.



CHARLOTTE VISITING HER SISTER ANNE'S GRAVE IN SCARBOROUGH



Ahead now is junction-25

On our right as we pass the junction is the town of Brighouse and on our left is the town of Raistrick home to the World Famous Brighouse and Raistrick Brass Band who celebrated their centenary in 1981, they were brought to the world's attention by being at 'No.2' for nine weeks in the 'Pop Charts' in 1971 with their version of 'The Floral Dance'. They have of course had much more success than this and have been European Champions many times.

BRIGHOUSE & RAISTRICK BRASS BAND



As we leave the brass band behind we begin the long climb up and over the Pennines and junction-24.

If you look off to you left you'll see Crosland Moor where we landed earlier on in the book. Flying in this directions gives you a great view of Scammonden Water and the dam I wrote about earlier, looks very impressive, you can see Deanhead Reservoir behind Scammonden. Looks like a moto-cross track on top of the hill behind the water. Booth Wood reservoir ahead looks quite impressive as well, strange how things look different flying this way. Following the motorway gives you a bit longer to look around so enjoy it while you can, the views are quite impressive.

The large stretch of water on our right is Green Withens Reservoir .

If you look carefully off to your right standing proud on the lonely wind swept moors is the 'Aiggin Stone' . This stone has been here for over 600 years that we know of and marks the route of the old packhorses before the days of GPS, it is also on the route of a much older Roman road, you can see the footpath quite clearly as we pass over junction-22.

AIGGIN STONE



We are now at the summit and begin the long slow descent into the North-West of Lancashire and ahead lies Hollingworth Lake; a man made lake made at the beginning of the 19th century to provide water for the `new' Rochdale Canal. Many of the mills around here were water powered and the mill owners feared that this new fangled canal would rob them of their precious water and in turn their livelihood so Hollingworth Lake was made, taking 5 years to dig out. Today although it still provides water for the newly restored Rochdale Canal it also provides a host of recreational facilities from simply enjoying the walk around the lake to sailing and boating. We also have a host of smaller lakes off to our left which were made to augment the areas water supply.

As we drop down the land flattens out and begins to get more industrial, while ahead is **junction-21 followed very quickly by junction 20**, these lead to the towns of Oldham and Rochdale, home of Gracie Field's who left the life of the cotton mills of Rochdale in 1915 to join the stage and by 1931 `Our Gracie' as she was affectionately known was a big screen star. Her popularity waned a little in WW II as she chose to remain in Hollywood for the duration, but came back to England afterwards. She was made a `Dame of the British Empire' and retired to Capri where she died in 1979. A song in a television advert at the moment is one of hers `If I knew you where coming I'd av baked a cake'.

Directly out front snaking along is 'The Rochdale Canal' I mentioned earlier; built at the beginning of the 'Industrial Revolution' and one of the major movers it allowed distribution of goods between Rochdale and the surrounding areas Eastwards high up over The Pennines and into Yorkshire or Westwards joining the Leeds Liverpool Canal which opened about 6 years after the Rochdale Canal, then allowed the shipping of goods over to Liverpool and onward around the globe.

THE ROCHDALE CANAL



The building of the Rochdale Canal was a major engineering achievement of the time, constructing a waterway over the formidable barrier of The Pennines took some doing. Opened in 1804 the canal had the privilege of being the first to be fully opened and over the next 100 years was very profitable, but due to newer and faster modes of transport the canal went into decline and was Nationalised in 1948 and closed for through traffic in 1951. One of the most outstanding achievements of the canal is the building of Standedge Tunnel, a 3¼ miles long tunnel hewn through solid rock

STANDEDGE TUNNEL



The canal is 33 miles long and has over 90 locks. After years of neglect the canal was refurbished in the early 1970's at a cost of over £23,000,000. New locks had to be constructed to replace ones that had been filled or to go under new roads built since, 12 new bridges were constructed but the major achievement of all was the re-opening of Standedge Tunnel. As I said earlier a 3¼ mile long tunnel it stands at over 650ft above sea level and originally taking 17 years to build.. When the tunnel was built the barges would be transported through the canal by an army of `Leggers'. These people would lie on the roof's of the barges and literally walk the boats through. A hard job by any stretch of the imagination for which they were paid the princely sum of one shilling a trip and probably taking them about 4 hours. Don't know we're born these days!

The tunnel was re-opened in 2001 by British Waterway official George Greener. Today the boats are pulled through the tunnel by an electric tug; 4 boats being tied together and pulled through taking approximately 3 hours, the owners have to make their own way to the opposite end of the tunnel.

Junction-19 to Heywood and Middleton is next. Followed by junction-18 and the M66 motorway heading Northwards through the town of Bury and Southwards as a ring road around the City of Manchester.

If you look off to your right as you pass the roundabout you may be able to see 'Peel Tower' again on top of Holcombe Hill.

On the left is Heaton Park and the large boating lake.

Next we have junction-17 serving Whitefield and Prestwich

We arrive at Junction-16 and the lovely hamlet of Worsley and The Bridgewater Canal constructed by the Duke of Bridgewater in 1765 to service his coal mines. The canal was linked to the River Mersey and provided a great income for the Duke. The coal mines have been closed for many years now but in 1998 a group of enthusiasts with the help of funding from the National Lottery actually ventured into the deserted canal where many years before men had toiled long hours to produce the coal for the Duke and it was still in very good condition.

INSIDE THE BRIDGWATER MINE TODAY



The water emerging from the canal is stained light brown due to the iron oxide in the mine.

Now which motorway do we follow? The answer is neither, we'll do a bit of real navigation now otherwise we'll be getting lazy. So head 270°

Off to your left now is Barton Airfield, one of the oldest in the country.

Shortly we'll see Wigan Flash, a popular landmark for Barton Airfield. Followed very soon by the M6 motorway. Off to our right as we progress Westwards is the M58 motorway.

We'll meet up with the M58 motorway again shortly and follow it to it's junction with the M57 (see map below) then follow the A road heading North-West. Descend to 2000ft.



Keep the road on your right. Straight across the roundabout, the road twists and turn and is difficult to see at times but just keep heading North-West you can see the outline of Ince Airfield ahead. Can you see the large square clump of trees, we're going to land on the runway to the left of these, this is 36° so hopefully we'll be able to make a straight in approach. Descend to 800ft and slow down to approach speed dropping first stage of flap. Keep the road on your right. The strip is quite visible.

Hope you got down okay, your landings should have improved a lot during our twenty-five chapters.

Well that was quite a long trip, I'm just glad John has some toilets here. I think my old aircraft is going to need a servicing after all this flying we have done.

I hope you have enjoyed our flights around the North of England, there are many more airfields available in the scenery that we haven't visited.

Please don't copy my software, no income = no more scenery- no more books!

Neil Birch August 2008.

THANKS AND ACKNOWLEDGMENTS

Thanks go first of all to my long and silent suffering partner Jean for all her help and guidance.

Thanks go to my good friend Bryan Lockyear firstly for his guide book without which none of this would have happened and thanks also for all his help and guidance.

Thanks to my Brother Stewart for numerous G-Max models he made for me.

Thanks to my friends Wayne and Niall for testing the software.

Thanks To Microsoft for making all of this possible.

Thanks to Innova Software for their FSXKML used for creating road traffic.

Thanks to those few people around the globe who e-mailed me and pushed me into developing my scenery and guide books.

Last but not least my thanks go to Horizon and Justflight as again without their excellent scenery again none of this would have happened.

The scenery was developed using G-Max, FSX 3 & 3.5 . Instant Object Designer and was placed using Instant scenery.

This book plus all the PDF's were written using OpenOffice.org

Last but definitely not least my thanks go to Luis Sa' for his excellent SBuilderX which has given the terrain it's exciting feel.

Updates and additional fields will be made available on flightsim.com and [Avsim](http://Avsim.com).

Coming next.

Part 2 Midland Microlights.

ADD-ONS AVAILABLE FROM FLIGHTSIM.COM

U.K. ANO--- ukanofsx.zip

NORTHERN ENGLAND LANDMARKS ---- nengl1a.zip

NORTHERN ENGLAND LANDMARKS---norenglm.zip