

# **A Week in the North-West Volume-4 By- Neil Birch**



**Designed for use with Dovetail Games, Volume-4 Light-Airfield's Northern England and Justflight's Vol-4 VFR Photographic Scenery.**

**I thought I would write these flights because there is nothing worse than starting your flightsim and trying to decide what to do and where to fly from so I have planned these seven flights to show you some of the scenery and also tell you a little of the long history of this area of the North-West.**

**As stated at the beginning the flight's have been designed around Justflight's Volume-4 VFR Scenery. I would also strongly recommend some form of map a simple road atlas will suffice and also a stopwatch (there already is one in the Shadow). Also the Northern England Scenery should be at No.1 in your scenery library, also in your Terrain Settings should be set to 100% and 10m.**

**So as not to confuse you I will write the tour guide and history lessons in *italics*. Also another change to make things a little easier is I am going to use the excellent free flight planning programme- G-Plan by Tim Arnot, I will supply flight plans you can so use on your GPS to follow the flight. Which you will find in your Flights-Flight\_Planner -Load.**

**To start our week we are going to begin at St.Michael's Microlight Field conveniently located in the heart of the Fylde so go into your Flight Planner find and select St.Michael's to Bowland Fell Gliding Club. Click Open, when asked if you want to move your aircraft to St.Michael's click Yes.**

**Let's set our date and times before we start so go into World-Time and Season, set your time to 10.00 am, season to Summer and the date to June 4<sup>th</sup>.**

**Before we depart on our epic flights there is something I would like to share with you if you would like to fly your aircraft nearer to real life. So we will set some weather up. Go into World-Weather-Advanced-Weather. Now starting with the clouds set these at 3500ft for this flight. Cumulus- 3/8th, TurbulenceHeavy next is Wind this is the important bit. Set surface wind at 3500 @ 8knts; Heading 26, Turbulence-Moderate, Visibility-10 miles and that's it. If you are a newbie perhaps leave this till later you will have enough to contend with just flying the aircraft. One other thing, make sure you turn off your Crash-Detect.**

# Flights

**Flight-1 - St. Michael's to Bowland Fell**

**Flight-2 - Cark to Glassonby**

**Flight-3 - Tarn farm to Ince**

**Flight-4 - Barton to Blacowe-Farm**

**Flight-5 Carr Valley to Lumb**

**Flight-6 Lumb to Oxenhope**

**Flight-7 Oxenhope to Crosland Moor.**



# St. Michael's Microlight Field



**If you haven't flown any of my flights before, this first one is really a simple introductory flight to get you accustomed to the Streak Shadow, if you have flown this aircraft before then just ignore the following information. One other thing I must remind you of before we start and that is to make sure your Northern England scenery is at No.1 in your scenery library and also your terrain is set to 10m otherwise the fences and walls may be misaligned.**



# CFM Streak Shadow Instrument Layout



## FLIGHT-1

### ST. MICHAEL'S TO BOWLAND FOREST GLIDING CLUB

#### 'Mist Over Pendle'

'There are two critical points in every aerial flight- its beginning and end'. Alexander Graham Bell. Scientist

This next flight should be a nice introduction to the Streak Shadow, we simply head Eastwards towards Pendle Hill, turn around fly over the village of Clitheroe, then Chipping and turn to land at the airfield. Simple! I have already notified them so it's okay for us to land there.

Carry out your checks, half a tank of fuel will be sufficient. Try and take-off on 36, climb up to 300 ft, make a climbing left turn and overfly the airfield heading out on an Easterly heading, Although I have supplied you with a flightplan only use it if really necessary. I'll give you the exact directions once were airborne. Okay the photo below shows where you should be heading, approx 70/80° Head between the hills of Parlick, Beacon Fell and Longridge Fell away in the distance on the right hand side. The airfield is at the base of Parlick, you should be able to see it quite easily when we get nearer, again if you are having difficulty I have placed a NDB, frequency of 300.00 on the airfield. The hill we want is hidden in the mist at the moment



**On the map the distance to Pendle Hill is just over 18 miles, so it shouldn't take us long. By our equation ( 18 (distance) miles ÷ (speed) 80 knots x (time) (60) = roughly 15 minutes. It looks farther than 18 miles from here but that's what it says on the map. Climb up to 3000ft.**

*A couple of minutes into the flight and ahead lies over 300 years of history, we have the latest mode of travel the M6 Motorway, the main artery between Scotland and the South, while directly in front can be seen the Lancaster Canal with the A6 road and railway just behind.*

*The Lancaster Canal was built just over 200 years ago and although never really finished due mainly to the advent of the railway less than 100 years later and despite being cut in quite a few places by the M6 motorway and other roads it still flourishes today for pleasure craft. Although only relatively short at just over 40 miles long it cruises through some beautiful scenery with the Bowland Fells as a backdrop throughout the whole length; another reason it is so popular is that there are no locks (sections which raise and lower the boats) on the canal. As we fly away from the coast, the majestic hills of Northern-England rise to greet us.*

**Three minutes into the flight and Bowland Fell airfield is on our left. Keep on heading Eastwards, due to the mist I cannot see Pendle Hill just yet.**

**Also on our left are the Bowland Fells or better known as Bowland Forest once part of a massive forest that covered England even Sherwood Forest was part of it, but the timber was used for fires and in later years a massive amount was used for the building of ships. The forest belonged to the King and anyone trespassing of heaven forbid, hunting were summarily punished mainly by hanging! So you can forget that rabbit pie today!**

**On our current heading we will just clip the end of Longridge Fell and I can just see Pendle Hill and also the steam from the Cement Works (looks like they are celebrating something!)near the town of Clitheroe**

# Pendle Hill in real Life



# Pendle Hill in FSX



**As we near the hill Justflight's Scenery and underlying mesh again comes into it's own as we see the sharp contours of the hill and the ravines shaped by thousands of years of weather. Pretty good isn't it? The hill is know locally as 'The Sleeping Giant'.**

**Fly over the hill make a 180° heading back towards Bowland Fell, heading roughly 280°. Better stay clear of the cement works!**

*Talking about the cement works it has been found out recently it appears the main staircase in the office here was once the staircase from the P & O liner the Olympic which was the sister ship to the ill fated Titanic! The cement works has become an integral part of the town having been here since 1936.*

*Pendle Hill is known the World over for it's history of the Pendle Witches. The book by Robert Neill 'MIST OVER PENDLE' tells the whole story of what happened around this area in the early years of the 17<sup>th</sup> Century when over ten men and women were hanged for alleged witchcraft. Names that spring to mind are Demdike and Alice Nutter who openly claimed they were witches presumably as a way to earn money which wasn't easy in those days. This area was well known for its lawless ways since King Henry VIII had closed down Whalley and Sawley Abbey. These Abbeys did help to keep some semblance of law and order but since their closures I suppose it was like the Wild West out here, remember this is around the same era as Robin Hood.*





Two of the accused witches, Anne Whittle (Chattox) and her daughter Anne Redferne. Illustration from [William Harrison Ainsworth's](#) 1849 novel *The Lancashire Witches*.

If you keep a look out on your left you may just spot the remains of Clitheroe Castle.

## Clitheroe Castle



*If you did spot the castle (only a representation), I must admit (it wasn't easy even for me), you will notice it is on the top of a quite steep hill. It is an obvious defensive spot and there has been a structure of some sort here since probably long before the Roman's trod this way. This particular castle was built in or around the 12<sup>th</sup> Century, that's the time of the Norman Conquerors so it has been here for a long time. The castle was slighted (made indefensible) by Cromwell's troops just after the end of the Civil War in the mid 1600's, if you look at photos on the web you will be able to see holes made in the walls even to this day. The castle and the town today are major tourist attractions and I suppose many of the visitors think the holes in the walls were made by cannon balls! The castle isn't just a ruin though there are many events that take place here and they also house a museum. The hill it is standing on*

**Power down slightly and begin a slow descent down to 2000ft, airfield altitude is 590ft.**

**Trim up when you reach 2000ft.**

**You should be able to see the airfield now power down to 60 knots, drop first stage of flap, don't aim for the light coloured strip as that's a gravel path where the winch cables lie, the actual strip is to the right of that path, not easy to see as are many other fields you are yet to discover. Runway heading is 290°. See you down there.**



*This gliding club actually started nearly 60 years ago but not on this site, they moved here in 73 and fly on Wednesday, Friday and the weekends.*

# **Flight-2**

## **Cark to Glassonby**

### **'A Host of Golden Daffodils'**



**Our flight today is from an old RAF airfield up through the beautiful and jaw dropping scenery of the Lake District and then on over to Glassonby Airfield just East of the town of Penrith.**

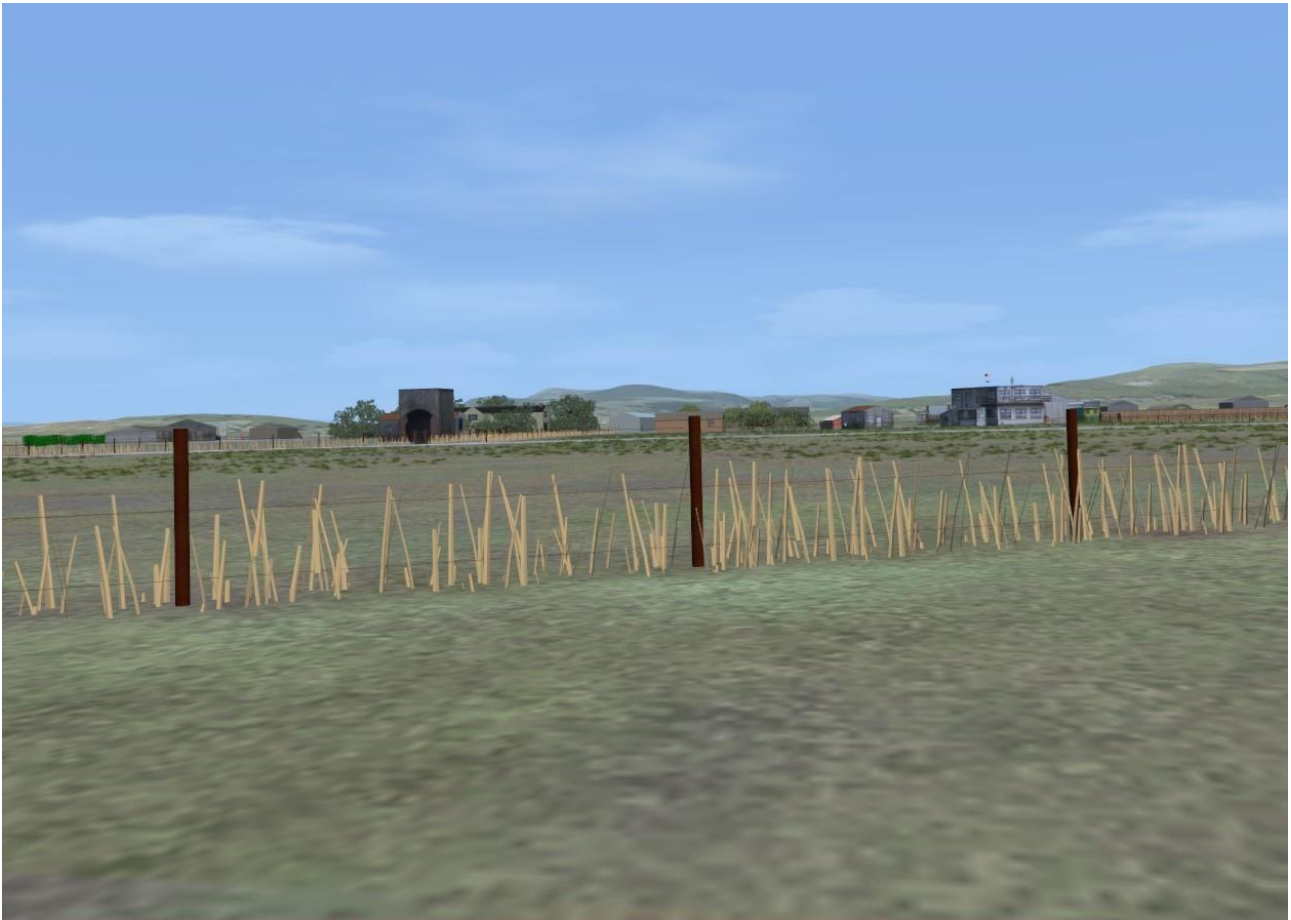
**Select your flight plan- Cark to Glassonby. Carry out your checks then go into World- Time and Season, set time to 10.00am, then move the date forward to the 5<sup>th</sup> . Keep the weather as it was if you wish.**

**The runway isn't very easy to make out from the ground but if you taxi around to your left you will come across two large cones, pass between these two and the runway is directly ahead, still not very clear I must admit.**

**Power up, say on runway heading, check the flight plan and climb up to our cruise altitude of 3000ft AGL. You need to stick to the flightplan to pass safely through the Lake District mountains.**



# *Cark Airfield*



*Cark Airfield was built in 1941 originally as a fighter airfield but it never was, it was used for training purposes through the whole of the war being well away from the main centre of action it was deemed safer.*

*Just imagine the scene just after the end of the war when the airfield had an 'At Home Day' with loads of different types of aircraft including a Lancaster Bomber, Tempest, Spitfire, Halifax and Mosquito's. Must have been a wonderful site. The airfield was disbanded shortly after but is now home to GA and also home to the North West Parachute Centre. As it's Monday today the club isn't active so you don't have to keep a look out for falling parachutes!.*

*There are still very many of the original buildings still standing. If you look on the above photo you will see a tall building on the left, this was the Parachute Building and the Control Tower is now a family home.*

**A few minutes into the flight and I can see the foot of Lake Windermere and the beginning of our flight through the beautiful Lake District, the homes of both Beatrix Potter famous for her many children's books and William Wordsworth, the author of many famous poems including the one about 'a host of golden daffodils'.**

*As we travel along the lake on our left is Esthwaite Water, Beatrix Potter actually lived near there. The Tale of Peter Rabbit with Flopsy, Mopsy, Cotton-Tail and Peter. Beatrix was born in London in 1866. She wrote her first story for the son of an ex governor who was ill in bed, but it wasn't until 1902 she tried to get them published and was rejected six times by various publishing houses. Eventually Frederick Warne agreed to publish it at a cost of 1 shilling and it has become one of the most famous stories ever written by a children's author.*

*She first visited the Lake District as a child and with the money she made from Peter Rabbit she bought Hill Top farm in the village of Far Sawrey. She lived here until she married in 1913, moving to Castle Cottage in Sawrey, she was then 47. When she died in 1943, Beatrix Potter left*

*4000 acres of land to The National Trust, including 15 farms, cottages and many local areas of beauty including Tarn Hows. Her gift back to the land she loved was to help preserve it for future generations. Beatrix Potter left her house to the National Trust on the one stipulation that the house would remain just as she had left it, the house is located in Sawrey and is now a museum.*

*There are four islands on the lake the largest of which is Belle Island, originally called 'Lady Howe'; the first owner who was the Scottish ambassador from the King of Scotland to Henry III of England actually founded a hospital way back in the 13th century, the island then passed through various families and in 1774 was bought by a Mr. English for £14,000 who built the cylindrical building still standing on the island, he sold the island seven years later to the Curwen family who still own it. While on our right which just has to be the most populated place in the whole of the Lake District- 'Bowness' a lovely placed but very busy all year round.*

*Back in Victorian times when the railway line was being built the townspeople changed the name of the town from Burnthwaite to 'Windermere', it sounds much more romantic doesn't it? The tourism era had begun.*

*Flying along here takes me back to when I wrote 'A Week in the Lakes' back in 2004 it was about spending a week in the Lakes on a flying bike and it's still available on [flightsim.com](http://flightsim.com)! Might do it again in VR!*

*Neil's Flying Bike Touring version Mk.1  
N.F.B.1*



*Imagination is the highest kite you can fly!*

*As we near the head of the lake another busy town lies ahead- Ambleside and shortly after passing over the town is Rydal Water where William Wordsworth lived and saw his 'Host of Golden Daffodils' at the side of this lake and in March/April they still bloom ever year.*

## Rydal Water



*Not exactly a host I know.*

**Keep an eye on the flightplan as you approach the mountains as we are going to fly between them.**

*Rydal Water is followed very quickly by Grasmere. While on the left is Elterwater.*

*Wow these mountains look impressive don't they, especially as we are almost flying beneath them!*

*As we approach the long stretch of Thirlmere ahead on our right lies the massive bulk of Helvellyn while on our left lie the Wythburn fells.*

*Thirlmere is approx; 3 ½ miles long but it hasn't always been this long, in fact it was two small mere's at one time, that's before the growing population of Manchester needed more water, that was way back near the end of the 18<sup>th</sup> century after many years of arguing that it was decided to flood the valley and make one large Mere. A dam was built at the Southern end and the valley slowly flooded, a pipeline was laid nearly 70 miles long and water flowed in may 1895. Another larger pipe was laid later. So the mere you see today is totally man made but still fitting in perfectly with it's surroundings.*

*Beneath the waters of Thirlmere is a stone called the Steading Stone and it was here that the villagers met in medieval times to discuss matters of court, it's strange to think that that stone still lies exactly where it has lain for hundreds of years, but now it's 50ft below the surface of the mere.*



*If you look closely to your right you can see the footpath making it's way to the summit of Helvellyn standing at over 3000ft. (I'm flying at 3000ft and it's towering over me!).*

*As we near the end of this leg directly ahead is the massive bulk of Skiddaw and to the right the Blencathra Range, while to our left is the beautiful town of Keswick with Derwent water just visible.*

**Turn right at the end of this leg and all we have to do for the time being is follow the main road to the town of Penrith.**

## **Blencathra Range**



**You can slowly descend now down to 2000ft.**

*Shortly after our turn away on our right is one of the 1300 stone circles in this country- Castlerigg Stone Circle, this circle was supposedly built somewhere over 3000 years ago but if the truth be know no one really knows much about them at all is purely guesswork, no one know why they were built or what purpose they served. And yep your guess is as good as mine!*



# *Castlerigg Stone Circle*



*After a few minutes following the road off to our right is Ullswater another stretch of water just over 9 miles long which is regarded by many to be the most beautiful stretch of water in the Lake District, and I would find that hard to disagree with.*

**As you reach the M6 motorway and the town of Penrith turn onto approx;03°, our field is approximately 6nm away. Airfield altitude is 600ft, as the wind is blowing from 26 we may as well do a right hand circuit and land on the short strip.**

**Check on your GPS and when you are 3 miles from the field slow down to 60 MPH and drop your first stage of flap and descend to 1500ft. NDB is 200.1.**

**when you spot the field and can make out the runway turn onto 07 we are now flying downwind.**

**When you pass the downwind end of the runway time 30 seconds (we darn't go any more as the runway will completely disappear!**

**There is a stopwatch in the Shadow down on the bottom right of the dashboard**

# Stopwatch



After 30 seconds turn left onto 340° and descend to 1000ft. Try and keep your airspeed around 50 MPH, as it is a short runway.

As you turn you will realise what I mean about the runway disappearing!

Turn onto 25 just before the runway touches your left wingtip, apply second stage of flap and power down keeping an eye on your airspeed and watch out for the digger. See you down there.

## Flight-3

### Tarn Farm to Ince Microlight School

For once you have tasted flight you will walk the earth with your eyes turned skyward for there you have been, and there you will long to return.. Leonardo da Vinci

# 'My Beating Heart'



No mountainous scenery for us today, it's all flat as a pancake! Select your flight planner then select Tarn Farm to Ince, move aircraft to Tarn Farm. Set your time to 10.00am Tuesday, weather same as yesterday apart from the wind, change this to 180°, let's have a warm wind.

Finish your brew, carry out your checks, half a tank of fuel is sufficient.

There are actually three runways here depending on the mowing. We'll use 28 for our departure, looking at the map in the Airport Guide may help you.

Navigation wise this flight is fairly simple, we follow the coast Southwards across the Ribble Estuary, past Southport and RAF Woodvale then land at Ince. Simple.

Okay taxi around to 28, first stage of flap, power up, climb to 300ft AGL then turn and head Westwards towards the coast, the flightplan is only there to help in case you get lost unlike yesterday where you had to follow it fairly accurately through the mountains. Cruise altitude is 2500ft.

*As we approach the coast we cross the mouth of the River Wyre which starts its journey to the sea over on the slopes of The Bowland Fells where we were a couple of days ago. At 28 miles long it is reputed to be the longest river in England. On this side of the river lies the town of Knott End and on the far side is Fleetwood, named after the landowner Peter Hesketh-Fleetwood who made the town what it is today. It was once a very busy fishing port but since Ted Heath gave away all the fishing rights as a bribe to join the 'Common Market' in the 1970's the fleet has dwindled to almost nothing, and its catch is less than 1/2 of what it was in its heyday, hopefully in years to come we will be able to grab it back!*



# Fleetwood in the 1950's



*A strange trawler story happened in 1957 on the trawler Ella Hewett, while passing between Iceland and Scotland the white bridge turned pink, the crew had reported seeing a blinding flash in the night. Other reports came in about a flaming object crossing the night sky and exploding somewhere over the Isle of Man. Many theories abounded but the mystery remains to this day.*

**When you reach the coast fly out to sea a few hundred yards then turn and follow the coast Southwards.**

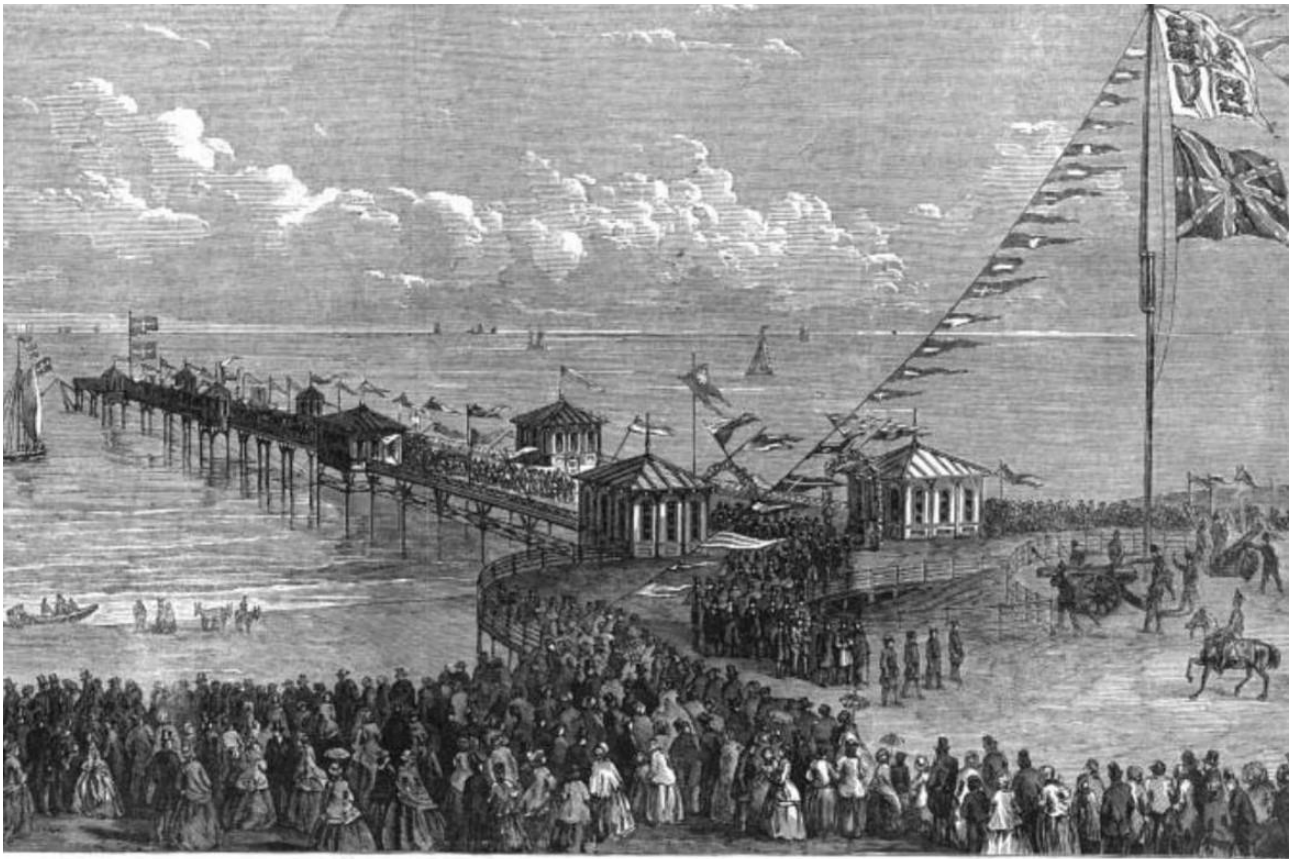
*As this area of the Fylde Coast is a very popular holiday destination you will see many caravan parks dotted around.*



***Our next town is Cleveleys. Back in 2008 the ship MS Riverdance beached around here in a severe storm, if you keep a look out you may just see the remains (Only a representation).***



***Sixteen minutes into the flight and I can just see Blackpool Tower ahead. As we approach the tower you can't fail to see the North Pier, Blackpool has three piers North, Central and South. The North Pier is the oldest and longest of the three. Designed by a relative of mine Eugenius Birch The pier was officially opened in May 1863. Disaster struck the pier when it was damaged in a severe storm by Nelson's flagship 'Foudroyant' which had been moored alongside for an exhibition decided to get a bit closer. The pier has been damaged numerous times more over the years by ships.***



OPENING OF THE NEW PIER AT BLACKPOOL, LANCASHIRE: THE PROCESSION RETURNING FROM THE PIER.—SEE NEXT PAGE.

*Designed primarily as an entertainment pier rather than a landing stage it has attracted 1000's over visitors over the years as well as many famous acts including- Charlie Drake, Frankie Vaughan, Frank Randle, Tessie o' Shea, Morecambe and Wise, Little and Large and many many more. It was a prestigious spot to perform from the 1930's up to today really. The pier was badly damaged again in 2014 when over £1,000,000 was caused by a severe storm but remains open, maybe not in whole but it's still, let's hope it's here in another 150 years.*

## ***Blackpool Tower***



*The World Famous Blackpool Tower has stood guard over the town of Blackpool and looked out over the Irish Sea for well over 100 years and has seen many events, some happy some not so*

*happy. After the latest terror attack in Manchester the tower was illuminated in red white and blue with a beating heart in the middle.*



*Next but not last is the World Famous 'Pleasure Beach'*

*We now come across the said 'Pleasure Beach' which itself has been here for over 100 years, being opened in 1896 and unbelievably the original ride 'Sir Hiram Maxim's Flying Machines' is still there and flying people around just as it did 100 years ago. Another old ride still active is 'The Grand National' a roller coaster ride where two carriages race each other side by side. These have been joined by more modern rides like the 'Revolution' and 'The Big One'. Will they be here in another 100 years?*

**Shortly after passing the tower Blackpool Airport is on your left.**

*Back in the war years of 1940 although Blackpool Airport was a major player in producing and repairing aircraft the town itself suffered little damage. It was found out in later years the reason why. The town of Blackpool was World renowned as a very popular holiday destination and had it's 'Pleasure Beach' with it's many rides. Hitler wanted to preserve the town and it's amusements for his victorious troops to enjoy!*



# ***Blackpool Airport***



***Originally known as Squires gate Aerodrome. Blackpool Airport is one of the oldest in the country and was the scene of a famous airshow all the way back in 1909 when over 100,000 people an unprecedented number at the time chose to attend.***

***After WWI the sight became a small growing airport flying to Liverpool and the Isle of Man which it still does today. During WWII it was a major producer of the Wellington Bomber (designed by the inventor of the bouncing bomb which destroyed the dams in Germany- Sir Barnes Wallis) and also used for pilot and navigation training. During the blitz over Liverpool the airport was one of the major fighter airfields and claimed quite a few enemy bombers which were relatively unescorted as the main German fight the Messerschmitt 109 didn't have the range. After the war years the airport was the busiest in the North West after Liverpool but lately the airfield is facing an uncertain future with major hauliers pulling out. Scheduled flight stopped for a couple of months before restarting under new ownership.***

***Until 2006 the gate guardian was a Vulcan Bomber XL391 and it was actually sold on Ebay for just over £15,000. The owner intended to place it in the back of his pub in Manchester but when he found how much it would cost to move it he pulled out of the deal and it was eventually sold for scrap. The airports future is still uncertain although GA and also offshore helicopter operations are still very busy.***

***Follow the coastline around as it turns inland, we'll cross at the shortest crossing point as I have no survival gear in the aircraft.***

***As we turn further inland you can see a small lake this is Fairhaven Lake a small boating arena, I remember seeing the famous comedian Hilda Baker get out of her Rolls Royce here when I was small.***

***As we turn further inland we can see the runway lights of Warton Aerodrome.***



*Now owned and operated by BAE. Built originally as a satellite for Squires Gate it was occupied by the Americans in August 1942 flying in their B17's. Warton although overshadowed by it's larger stablemate Burtonwood many damaged aircraft were repaired and sent back into battle from here. A very sad event took place near here when a Liberator Bomber crashed in a storm on the nearby town of Freckleton landing on a school and killing 35 children and 18 adults.*



*Today the airfield is more active than ever and is now home to the new breed of fighters the `Typhoon`.*

**Check your flight plan where to cross the estuary.**

**Shortly after crossing ahead now is the town of Southport and another boating lake the `Marine Lake`.**

*Southport grew into provenance as a holiday resort in the early 19<sup>th</sup> century as it was a `posher` resort than nearby Blackpool catering for the more refined people which it still gives today. Southport is also home to quite a few prestigious golf clubs.*

*Shortly after leaving the town behind we come across RAF Woodvale. Where I had my first flight in a Chipmunk more years ago than I care to mention. This airfield is the only surviving RAF base in Lancashire, it was built to defend Liverpool against the bomber attacks in 1940 but by the time it was finished the bombers had gone elsewhere. Many Polish squadrons came here for a rest after the bitter fighting in the south but it still survives to this day.*

**Just after passing RAF Woodvale is the rather affluent town of Formby. Keep your eye on the flight plan as we'll be turning shortly. After turning you will see the Formby By-Pass ahead, follow this and descend slowly to 2000ft.**

**Okay I can see the runway now, it's a bit closer than I thought so descend to 1000ft and slow down to 60MPH. We are landing 18 so when you see the field turn left to 90° then when the field is off your right wingtip turn right onto finals. See you down there.**



# Flight-4

## Manchester Barton to Blacowe Farm

The worst day of flying beats the best day of real work. Neil Birch.

# 'The Chill Factor'



**Today we have a little job to do. We are going to fly North from Barton to Blacowe Farm, collect John then fly on up to Bedlands Gate, just East of the Lake District. A total of about 70nm as the crow flies, you can split it into two flights if you wish.**

**The flight should be fairly easy as we'll be following the motorway all the way as it weaves it's way Northwards. I say easy as long as you follow the correct motorway! Which should be easy as we'll have the flightplan handy. Select-Barton – Bedlands Gate from you flight-planner menu.**

**Carry out your checks half a tank will be sufficient for this flight. Set your weather as last time but put your visibility to 2 miles, it does actually seem more like 5 miles to me though, but even more realistic!**

## **Manchester City Airport.**

*Better know simply as Barton, I think it changed its name when Peel Holdings bought it. Barton is one of the oldest airfields in the country and started its life in around 1922 when one John F Leeming built a glider and a group of friends from Bowden started a small club calling it the Lancashire Aero Club, moving here from Woodford in 1946. In 1925 the famous John Cobham delivered the first powered aircraft here. In 1928 when the local council were looking for a site to build a main airport for Manchester they chose this location.*

*It ran very successfully in the 1930's flying virtually all over the country, it was only when the Dutch company KLM wanted to fly into here it was found that the ground was really unsuitable for the more modern heavier aircraft coming into operation so the council looked for a better site*



*and found one at Ringway just South of the city, now better known as Manchester International Airport.*

*However the airfield carried on, Fairey Aviation had a plant here and built the ill fated Fairey Battle and Hendon Bombers and RAFVR (RAF Volunteer Reserve) pilots did their basic training here until the school closed down 6 months before WWII started.*

*Repair work for many aircraft took place here during the duration and after the war civil flights still took place here until the Air services preferred hard runways and moved to either Liverpool or Manchester. The largest aircraft to land and take off from here was actually a Lancaster bomber, unladen obviously!*

*After a dispute with the owners (Peel Holdings) the Lancashire Aero Club moved down to Kenyon Hall Farm in 2006.*

*Unless you have altered it from the first flight the wind should still be at 26° so we will use 27L for our departure, so taxi around to 27, you may have to look on top down view to get your location then use spot mode for taxiing. When I used to fly from here the control tower only had advisories but I think they offer full ATC now.*

*First stage of flap, power up when ready, climb up to 1000ft then turn left and follow the M62 back towards Manchester. Remember to dump your flaps. You may have to just check you are aligned with the flightplan as it can look a little like spaghetti junction from the air.*

*As we fly towards Manchester you can't fail to notice the large building called 'The Chill Factor'. This is one of the largest ski slopes in Europe and pretty well dominates the landscape now making it very easy to find Barton, I remember years ago there were two chimneys that also made it very easy to find unfortunately they were demolished.*

## **The Chill Factor**



**Keep your eye on the flightplan as the motorways are rather complicated unless you know the area as we follow the M62 the M60 and latterly the M61!**

*On our right now is the City of Manchester of which I could write a book but forget it just keep flying.*

*If you look very closely just after you cross the first roundabout you may just see a thin brown line (no I haven't got a problem!) this is The Bridgewater Canal, if you're not conversant with the area*

*you would never be able to recognise it for what it is. The brown colour is caused by the iron oxide in the water from the Duke of Bridgewater's coal mines and it still seeps out to this day. The canal was built around about 1760 to furnish his coal mines and transport it into the heart of Manchester, I could be wrong but think it was one of the first canals built in this country. At today's values it cost over £23 Million to build. The canal carried on extending really until the arrival of the steam trains. This canal like all the other canals in this country are used for leisure activities today.*

**Carry on following the motorway as it heads Northwards keeping it on your left. Cruise altitude 1800-2000ft.**

*On our left now are the towns of Westhoughton, Atherton and Wigan all looking like they merge into one large city, while on our right is the town of Bolton. A name that springs to mind when I think of Bolton and a name everyone here in Britain will know is 'Fred Dibnah MBE'. Originally a steeplejack climbing repairing chimneys, church Steeples and other dangerously high places. I would love to see those health and safety people especially when you watched him climbing! He became a steeplejack at a very young age and after doing his National Service returned. It was while repairing Bolton Town Hall he first came to the public's attention when the local BBC News Service did an interview with him. The BBC then did a documentary of him at work which led on too much more television work and cementing his name for posterity. He died in 2004 and many thousands of people attended his funeral and his coffin was towed by one his beloved steam engines which was preceded by a military band.*





*His famous cap lies on top of the coffin, I don't think I ever saw Fred without his cap. He was awarded the MBE (Member of the British Empire) for his services to heritage and broadcasting. So loved a person was Fred that the town of Bolton even have a statue of him in the town centre.*

## **Fred Dibnah MBE 1938-2004**



*If you would like to see Fred at work there are many films of him on U-Tube.*

*Also over on your right sat on top of Winter Hill you may just make out a large aerial. This is a television aerial, a bit bigger than the one on our house! It was first erected in 1956 and stands at a little over 1000ft and transmits television programmes over a wide area.*



***In February of 1958 a Bristol Freighter flying from the Isle of Man to Manchester crashed into the mast obviously in bad visibility leading to 35 deaths and 7 injured.***



***The aircraft was used for transporting vehicles as well as people, opening up at the front to load the vehicles. This aircraft was on it's way to a trade show so nearly all of the people on board were all involved in the Motor Industry. The pilot Captain E.M.H.Cairns, First Officer William Howarth, Navigator and Jennifer Curtiss a stewardess all survived the crash.***

***The Bristol Superfreighter really was a remarkable aircraft for the time. It allowed people to travel to distant destinations and take their cars with them, totally revolutionary for the time as can be seen by the photo below. It could carry 20 passengers and up to 3 vehicles.***



***The next landmark of any significance are the Rivington Lakes which will appear on your right. These are man made structures presumably to supply water for the people of Lancashire. They were constructed between 1850–1860 and consist of three lakes. To the right of the lakes lies a structure called Rivington Barn, the original barn dates from I believe around the 9<sup>th</sup> century but today it is a venue which attracts people from far and wide for weddings, dances and at weekends hundreds of motorcyclists turn up to show off their hardware***

## *Rivington Barn*



*Next landmark on our flight is the town of Chorley, famous for its Chorley Cakes which are flattened fruit filled cakes using currants for their filling. Which when you look at them they look like dead flies on the top!*

*The town is also known for it's magnificent Mormon Temple (my representation does it no justice). The Mormons first came here from America in the early 1830's and chose Chorley as their base of operations and have massive complex covering 15 Acre site. The temple is a very impressive sight when seen at night.*

## *Mormon Temple, Chorley*



*Adorning the top of the temple is a 23 carat gold leaf figure of the angel Moroni. I believe Mormons can have more than one wife, blimey I had enough with one!*



**Keep following the motorway.**

*Shortly after passing the temple, off to our right in the distance is Crook Farm Airfield.*

**We will cross over the M65 shortly and sweeping in from the left we will soon join the M6, the main North/South motorway and if you look to your right just as the motorway joins you will also see Houghton Airfield.**

**Ahead now lies the River Ribble emanating high up on the fells of the Yorkshire Dales and disgorging at the Ribble Estuary that separates Southport from Lytham. Start your stopwatch as you cross the river.**

**Turn on your ADF-200.3 and it shows we are heading virtually straight for it. After 2 minutes slow down to 70 knots and descend to 1300ft. As the wind is 27 we're going to land on 270 so we'll have to perform a circuit. Keep heading towards the airfield we are going to overfly it first.**

**As you fly over the airfield turn due North and fly approx;30 seconds, it doesn't have to be dead accurate. After 30 seconds turn left to 270°. We are now flying parallel with the runway now. When your left wingtip aligns with the downwind end of the runway time 30 seconds in which time slow down to 60 knts, and drop your first stage of flap and descend to 1000ft.**

**After 30 seconds turn left to 180° and keep an eye out for the runway on your left, just before the end of the runway reaches your left wingtip turn in onto finals dropping the last stage of flap when your are aligned correctly. After landing taxi over towards the house where you will see John waiting with his suitcase. Never mind him checking his watch, we're never late! You can call it a day and save the flight for later if you wish.**

**When ready taxi around to 27, check everything's okay, time on my clock is just coming up to 11 o'clock, first stage of flap, power up, climb up to 600ft**



**ASL then turn following the motorway Northwards again, keeping it on your left. Dump flaps. You may not see the motorway on take off.**

**It's approx;45 NM now to Bedlands Gate. Cruise altitude same as last time.**

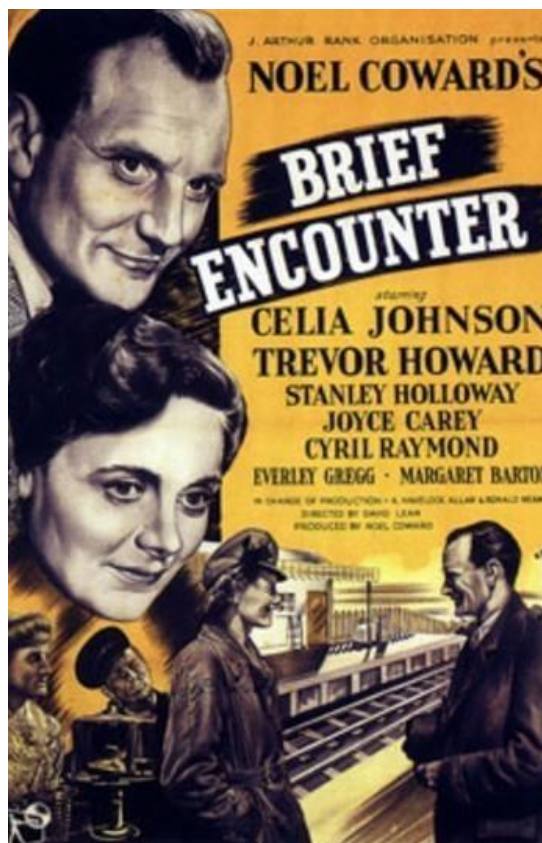
*A couple of minutes into the flight and we are passing the market town of Garstang, away to the West of Garstang you should see a large wind turbine this is used to power the local cheese producers 'Dewlay' and also on your left if you keep your eyes really peeled you may just see the remains of Greenhalgh Castle (only a representation) , built in the late 15<sup>th</sup> Century by Sir Thomas Stanley, on land donated by King Richard III his stepfather for his help in defeating Henry VII at the Battle of Bosworth Field in 1485. The castle was also used in the English Civil War in the 1640's when it was held for the Royalists. It was one of the last two castles to fall to Cromwell's troops and was obviously slighted (made indefensible) and probably most of the stone was used to build the local houses with. It is thought it was a square castle with rectangular towers but so little is left it is not known for certain.*

**Next landmark is Forton Services on the M6 with it's unique tower.**

*The lakes you see dotted about I think were made to supply the Lancaster Canal and away to our left you can just see the River Lune discharging into Morecambe Bay while directly ahead lies the City of Lancaster from where the county of Lancashire took its name.*

*It was here at Lancaster that the Pendle witches were tried and executed.*

*After crossing over the River Lune on our left is Bolton le sands followed by Carnforth. It was here that the famous film 'Brief Encounter' starring Trevor Howard and Celia Johnson was made and Carnforth have never let us forget it because the station is still open and is virtually the same as it was then and it attracts thousands of visitors each year. The film was about a couple who accidentally met on the station and went on to form an unrequited love for each other.*



**Bedlands Gate is recognisable by a large quarry but it isn't this one the quarry we want is on the western side of the motorway.**

**Next on our route is the Pine Lake holiday resort and if you look to your left we have just reached the head of Morecambe Bay. While out front is Farleton Fell and Newbiggin Craggs on this side of the motorway. Keep following the Motorway. The terrain seems to be getting lumpier now.**

*Shortly we come across another lake, this is Killington Services and it brings back happy memories for me as this is where I started my `Week in the Lakes' about spending a week in the Lakes with my flying bike where we explored loads of interesting sites. It is still available on [flightsim.com](http://flightsim.com).*

**The Eastern fells are rising quite majestically now on our right.**

**The ground appears to be getting closer I think we should climb to 2500ft.**

*Wow this is brilliant scenery as we weave our way through the hills. Looking at all the gullies and ravines where the rain has carved its way down over the millennia.*

*Both the road and the railway line are following a route carved out by the river Lune thousands of years ago.*

**Our next landmark is the motorway junction at Tebay.**

## Howgill Fells



**Coming into view on our left is the village of Shap.**

*Believe it or not Shap was once an extremely busy place as the main road from England to Scotland ran through this little village. It is one of the oldest known villages in the country and before Henry VIII dissolved the monasteries there was a fine example here, the ruins of which still attract visitors today.*

# Shap Monastery Remains



*The quarry on the right opened in the mid 19<sup>th</sup> century and increased virtually doubled the local population.*

*The road up to shap Summit was a notoriously difficult drive for lorry drivers especially in the ravages of a mid winter gale. Almost all of this has been eliminated now by the motorway. My memories of Shap are riding over with my friend Ken when we toured Scotland on our motorbikes when we were about 17. Happy memories.*

*In October 1999 a Hawk jet from RAF Leeming clipped a van on a bridge here before crashing into a barn killing the two crew members Squadron Leader Mike Andrews and Flight Lieutenant Steve Todd. Eyewitnesses hailed the pilot as a hero as he appeared to steer the aircraft away from the village rather than eject.*

**Not too far to go now, my ADF has just sprung into life (frequency 200.1) which means we have about 6 miles to go so just as we pass the village of shap you will see a quarry on your left and a road bridge crossing the motorway, follow this road keeping well to the South of it, we will try and make a straight in approach using whichever runway is best. They are both crosswind so it makes no difference power down to 60 MPH and apply full flap and begin your descent, you will see the field as you begin your turn. I think 34 is favourite so I will see you down there. Taxi over to the right hand edge of the Farm and taxi through the gates and you will find your friends waiting.**



# Flight-5

**Carr-Valley to Lumb in Rossendale  
I'm a Rambler, I'm a Rambler,  
From Manchester Way!**

When everything seems to be against you  
remember that an airplane takes off  
against the wind not with it Henry Ford



**Our flight today is from Carr-Valley Airfield situated near to the town of Leyland in Lancashire and we will be flying to Lumb in Rossendale, a very challenging field to land on as you will see, One it's 900ft ASL and in Bryan Lockyear's book it says `slopes up to the North-West, that is an understatement!**

**Select Carr-Valley to Lumb in Rossendale flightplan. Leave the weather as it is. Set your clock to 10.00am, carry out your checks, ½ a tank is plenty as distance as the crow flies is only approx;20nm.**

**If you have left the weather same as before then the wind is blowing 26° so we will use 26 runway. These are relatively short runways but plenty adequate for the Streak. Carry out your checks then taxi around.**

**First stage of flap, power up stay on runway heading until you reach 300ft**

**AMSL, dump flaps (don't exceed 60 MPH) then turn around heading back towards the runway, when overhead the field turn onto approx;060/070° and start your stopwatch. Keep your eye on your flightplan, if you don't know the area it can be a bit confusing.**

*If you look quickly to your right as you overfly the field you may just catch a glimpse of Garth and Wymot prisons! Category B and C prisons*

**We are looking for the end of the M65 motorway now and it's about 5 miles away.**

**Also on our right is the old BMC test track, the industrial buildings is where they make chassis for buses. The test track I have been reliably informed is earmarked for a housing development in the near future.**

**I can see the roundabout and it has taken me 3 minutes. We follow the M65 now for, stop and re-start your stopwatch. Distance to our next waypoint is approx;7nm. When the M65 was being built the builders were plagued by so called eco-warriors trying to stop it being built (hate to think what traffic would be like round here if they had succeeded) one of which I remember well was called 'Swampy' who seemed to spend most of his life up a tree! Anyway he died a few years ago as he had a heart attack, was taken into hospital but died after refusing to have a by-pass! (that was a joke!)**

*If you look closely on your left you may see Houghton Tower (only a representation), this is another piece of English history dating all the way back to 1065 that we know of. Taking its name from the de Houghton family who came over with William the Conqueror*

# Houghton Tower



*The family came over from Normandy with William the Conqueror.*

*In the early 1600's King James I and his retinue stayed at the hall for three days and nights and the King was so impressed by a side of beef he was served he promptly knighted it calling it Sir Loin and that's where we get the name for the joint of beef Sirloin!. Unfortunately there is a sting in the tale, as I said the King and his retinue stayed for three days and nights and this left him penniless and he was imprisoned for a short while in infamous 'Fleet Gaol'.*

*In the English Civil War of the 1640's Sir Gilbert de Houghton fought on the side of the King unfortunately it was the wrong side (I wonder if he ended up in gaol again?). Many battles were fought around in and around the surrounding area. In 1641 the tower was besieged by Cromwell's Troops ( Parliamentarians or Roundheads as they were commonly known). 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 Roundheads. I don't think for one minute 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 that one 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 and hosts many events from Farmer's Markets to Classic Car Shows.*

*Also off to our left is Houghton Airfield.*

**After passing the tower we now come across Junction 3 with roads going off to Blackburn and Chorley. Just before we reach the junction you should be able to see the Leeds Liverpool Canal with the River Darwen just to the east of it. While on our right is Crook farm Airfield.**



# Liverpool Canal



*The Leeds Liverpool Canal today is mainly used for leisure activities such as (obviously) boating, fishing, cycling and walking. Originally though it wasn't designed for having fun on oh no, many thousands of men women and children spent their lives working on the canal hauling anything that paid a wage sailing the 127 mile length and 91 locks took quite a few weeks.*

*As trade between large cities was growing a way to transport good more quickly was urgently sought, remember the fastest way at the time was by horse and cart and they were limited by what weight the horse could pull. Although the canal barges were originally pulled by horses once they got the boat going it was much easier. The plan first came about at a public meeting in Bradford in July 1766. The canal was built in sections, the first part between Bingley and Skipton taking 3 years. At Bingley you have the very impressive 'Bingley five Rise'*

# ***Bingley Five Rise***



***Designed by Henry Longbotham are five locks all in a row raising/lowering the canal over 59ft. A very impressive feat of engineering and certainly presenting a major problem at the time it was built. Opened in 1774 with a crowd of over 30,000 people watching the first boat to ascend and descend the locks. Lower down the canal there are also the smaller `Bingley three rise' opened at the same time giving a total rise of nearly 80ft!***

***And after 50 years the canal finally linked up with the City of Liverpool and reigned supreme until the arrival of the steam train. Have you noticed that as travel gets faster our lives get faster?***

***On our right are some of the small lakes built to service the canal.***

***Also on our right shortly before we reach Junction Three on the motorway perched on top of Darwen Hill is Darwen Tower.***

# *Darwen Tower*



*It is called Jubilee tower really but almost no-one knows it as that. Designed by the Architect-R.W.Smith-Saville and built not just to commemorate Queen Victoria's Diamond Jubilee but also the freedom to roam these moors. As like the Derbyshire peoples right to roam the moors people here were prevented by a man of God the Reverend William Arthur Duckworth who blocked ancient rights of way preventing people from traversing these moors. The struggle led to the courts where thankfully Duckworth lost and the people's right to roam reigned supreme. The tower itself was opened in 1898 and it originally had a wooden turret but this got blown off in a storm in 1947 and wasn't replaced until 1971. It promptly blew off again in 2001 but was replaced by a powder coated stainless steel one designed and made by W.E.C. of Darwen. It was lowered into place by a helicopter.*





**Next on our route is Junction 4 on the motorway and off to our right is the town of Darwen while off to our left is the town of Blackburn. Both these towns were in their heydays when cotton was King but both have declined a little since cotton's demise, Darwen more so than Blackburn which has a lovely shopping centre. Also to your left you may just see Blackburn Rovers Football Stadium (only a representation). Rovers is one of the oldest clubs in the country being a founder member of the Football League.**

**After passing the stadium you will see a large lake on your left the next junction is where we leave the motorway turning right and following the road over the moorlands towards the town of Haslingden. You should be able to clearly see the road and at this altitude you can see the lakes in the far distance. Keep to the right of the wind turbines.**

**As you pass the final lake again this photographic scenery comes into its own as you can clearly see on the hill to your right signs of early quarrying. Actually there are quite a few signs of quarrying some of them still seem active.**

**Ahead now lies the urban conurbations of Haslingden and Rawtenstall both seem to merge into one. We are looking for Rawtenstall, I know this area quite well if you don't I suggest you simply follow the flightplan.**

**We will fly over the Edenfield By-Pass and virtually straight up the Rossendale Valley flying over the town of Rawtenstall.**

**Follow the flightplan exactly now as I am going to set us up for landing. When you turn onto the final leg of the flightplan, slow down to 60 MPH and drop your first stage of flap and descend to 1500ft. The airfield will be on your left Runway heading is 30° altitude 925Ft/294Mtrs. Drop last stage of flap on finals and I will see you down there. Mind the houses on the way in. As you can see once landed there is only one way to land on one way to take-off.**

# Flight-6

I am no bird; and no net ensnares me; I am a free human being with an independent will. Charlotte Brontë.

**`Can't Karrimor'**

## Lumb to Oxenhope

**I would like to take a flight over to Oxenhope so we may as well go from here. Load Lumb to Oxenhope flightplan.**

**Either carry on you should have enough fuel or fly later. Leave the weather as it is. Set your time to 13.00hrs then taxi to the top of the field turn around then carry out your final checks. NDB for Oxenhope is-200.1**



**Power up mind the houses, when airborne make a sharp turn right following the road back down to the village of Waterfoot were we then turn left. It's difficult for me to see the roads and I know the area check the flightplan you should be heading Eastwards. Keep your altitude low at 1500ft for the moment.**

### ***Waterfoot***

***Although a very tiny insignificant Lancashire mill town really, Waterfoot does leave a large footprint in history as it was here in 1931 that a Charles Parsons started a bicycle business but after the war ended in 1945 he couldn't find any saddlebags for the bicycles although you could buy fabric so his wife and his mother began making saddlebags and a name every cyclist and hiker will remember came into existence- Karrimor. The company was bought out by Sport's Direct' and is now a brand within a brand.***

**Keep your speed down to 60 MPH on this leg and when you reach the junction turn left following the road towards the town of Bacup.**



**As we approach Bacup the roads seem to branch off in all directions to our right over to Rochdale and to our left over to Burnley, you need to look at the flightplan on this leg.**

*Again on our right as we journey towards Bacup there are signs again of old quarrying. If you watch Coronation Street Sam Aston who plays Chesney Brown was born here and still lives locally in Rawtenstall along with a more famous actress Jane Horrocks.*

**We are now flying over Todmorden Moor heading for the town of the same name, keep your speed no more than 80 MPH Also keep an eye on the flightplan or there is an easy road to follow at the moment. Climb up to 2500ft now.**

**You know this photographic scenery never ceases to amaze me!**

## **Todmorden Moor**



*If you look very closely on the left hand side of the road you may just spot a small observatory.*

# The Astronomy Centre

*The centre was founded in 1982 by Peter Drew who wanted to share his love for astronomy to the people. With help from all his volunteers the centre opens every Saturday night (weather permitting) for visitors to go and see the wonders of the universe through one of the many telescopes.*



**Keep following the road and we will reach a t-junction and the town of Todmorden. Turn right here (you may find it easier to follow the river for a while)**

As you fly over Todmorden you may see a small monument on a hill to your right (just a representation), this is 'Stoodley Pike'. This monument was first erected to commemorate the end of the Napoleonic War in 1814 and was rebuilt in 1846 after it collapsed to commemorate the end of the Crimean War. You can actually climb to the top of the structure.

Talking of wars (the only thing we seem to be good at) during the Great War (the war to end all wars!) of 1914-1918 every young man in the country volunteered their services and the residents of Todmorden were no different. It was from here that Lieutenant E.A.Holinrake M.C. came, he was awarded 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 from around here was- Captain William Hubbard D.F.C and Bar. Will was in the fledgling R.F.C. (Royal Flying Corps) and shot down 3 German planes in one 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 on to Gallipoli in Turkey where he got shot on the first day and 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 enemy bombers who were targeting London. It must have been horrendously difficult flying at night in those early days of flying, I have difficulty finding some of 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 players of the Holden

**Motor Company where he worked until his retirement in 1964. He then came back to England and after all his Perils through 2 World Wars he was killed in a motoring accident in 1969.**

**Keep following the river as it snakes its way towards the town of Hebden Bridge.**

**We have the thing to follow here all making use of the natural valley, we have the road, the railway line and the river but keep an eye on your flightplan as we leave them all very shortly.**

**I can see a wind farm and some lakes away to my right.**

**NDB is 200.1 and my ADF is active. You can either carry on following the flightplan or use the NDB.**

**Next on our route is the village of Oxenhope and we are squarely in Bronte Country now.**

**I can just about see the airfield but because I have Justflight's Revolution X installed it's not easy because of all the added autogen.**

**Airfield altitude is very high at 1150ft AMSL so when you do see the airfield aim for it flying directly overhead and descend to 2000ft. We are going to land on 29 as it's the longest. The runway isn't easy to make out so take a good look as you fly over. As the wind is from 26 we will have to carry out a circuit. So when overhead the field turn onto 02° and time 30 secs, after which time turn onto 290°. Slow down to 60 MPH and apply first stage of flap. We are now flying parallel with the runway, when you reach the down wind end turn onto 200°. When you pass the end of the runway again time 30 secs then turn left to 110°. again we are flying parallel with the runway. When you pass the end of the runway again time 30 secs then turn onto 02°. We are now on base leg, power down and begin your descent. Just before the runway reaches the end if your left wingtip turn onto finals and apply second stage of flap. The first part of the runway is very bumpy so keep your eyes open and land a bit further down. See you down there.**



# Oxenhope



## Flight-7

### Oxenhope to Crosland Moor

### 'Beware of Aliens'

Flying is done largely with your imagination

Again you can either carry on or fly at a later date.

Select Oxenhope to Crosland Moor flightplan. Set your clock to 15.00hrs. We should have enough fuel! Leave weather as last flight.

We'll use 29 for our departure, there is no need to backtrack on the strip simply taxi out and turn left, even on the ground the strip isn't easy to make out but I have placed a few cones to help you.

We are going to fly back to Hebden Bridge. We will follow the flightplan back towards the town then we will navigate across the moorland following two lakes until we reach the M62 motorway then simply follow that until we near the airfield I will then guide you into circuit using the flightplan. I think you will find it a very interesting if a little windy airfield, not quite as high as Oxenhope but at just over 800ft it is still quite high and the runway is 25 so not much of a crosswind this time although it is a little bumpy and uphill.

Time 3.06pm. Power up turn left heading approx;220/230° following the flightplan back towards the town of Hebden Bridge. Cruise altitude of 2500ft.

*Off to your right is the village of Haworth (you probably won't be able to make it out). This was the home of The Brontë Sisters the World famous authors from the mid 19<sup>th</sup> Century. There were five sisters in all the eldest being Elizabeth followed by Maria, Emily, Charlotte and lastly Ann, they also had a brother Branwell. You may not have heard of the first two sisters as both of these girls died very young after contracting T.B. (or consumption as it was then known) at a school in Cowan Bridge, Charlotte wrote a good description of the school in Jayne Eyre calling it Lowood. All the sisters died young but their books will live on for evermore. One of the most famous books was Jayne Eyre written by Charlotte. The second undoubtedly was Wuthering Heights by Emily. Charlotte Bronte was a tiny woman standing at a mere 4ft 10" and Ann was even smaller! If you have ever visited the museum in Haworth and seen her shoes which are about size-2 you will realise how tiny she was.*

*Because of sexism they released their books not in their real names but under more masculine name, Charlotte was Currer Bell and Emily was Ellis Bell and Ann was Acton Bell.*

## The Brontë Sisters



*Ann, Charlotte and Emily. I am certain that their brother Branwell painted this picture, which shows obvious signs of being folded for a very long time.*

**You just got to admit this Photographic scenery is very good isn't it?**



**This is what flying is all about! Love seeing all these tracks criss-crossing the countryside.**

**Three minutes and I can see the town of Hebden Bridge ahead and also Stoodley Pike, aim for the Pike.**

## **Hebden Bridge**



*Hebden Bridge due to the rivers used to be known as 'Trousers Town' due to the large amount of clothing manufacturers, times change but Hebden Bridge is no simple backwater it is a vibrant town of life and quirky characters from artists and musicians (Ed Sheeran was born here) and is a very folky town, that's the only way I can describe it. In fact the town was named as the fourth quirkiest place to live in the World! The town has many events and nearly every weekend you will find something going on. Quite a few films have used the town as a backdrop the latest being 'Happy Valley' starring Sarah Lancashire. I was an extra in a film back in 1997 called 'Fanny and Elvis' starring Ray Winstone, Kerry Fox, Jennifer Saunders and Dave Morrissey. Although I spent five days filming I still ended up on the cutting room floor with Kerry Fox! Michael Medwin was also in the film as a registrar, a man I remember well from my childhood from when I used to watch 'The Army Game'.*



*As we fly over the town you can see how it has grown along the valley floor following the course of the river which used to be a lifeline. We can even see a golf club situated in the middle of the moor among all the crags on our left as we approach the town! There is also a canal on the overcrowded valley floor as well as a railway. 'Rochdale Canal' it's called and began life in around the end of the 18<sup>th</sup> century. The canal was built in stages like all the other canals in the country. It began in Rochdale moving slowly Eastwards as the 19<sup>th</sup> Century progressed, many of the reservoirs we can see were built specifically for the canal as the many mill owners around here objected for many years because they were worried about the loss of their water supplies.*

**As you approach 'Stoodley Pike' you will see a reservoir to the left, aim for it. As you approach the reservoir you will see another in the distance, aim for this now and climb to 3000ft.**

**Ahead now lies 'Blackstone Edge' followed by our first view of the motorway. Away to our left you will see Junction 12, turn and fly towards it.**



**The motorway looks as busy as ever and we are approaching it at it's highest point at over 1200ft ASL. When you reach the motorway turn left keeping it on your right.**

*Off to our right as we follow the motorway Eastwards is Saddleworth Moor a name gone down in history for all the wrong reasons thanks to Brady and Hindley. Least said about that the better.*

*Opposite the reservoir ahead you will notice that the motorway separates into two and you can clearly see a farmhouse in the middle, this is the 300 year old Stott 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 therefore preserving this 300 year old farm house.*

*Although nowadays we take the motorway for granted this seven mile stretch must rank as as one of the greatest engineering achievements in this country's history, which included 5 major rock cuttings, moving impossible peat bogs and finally the building of Scammonden Dam. The Department of Transport also had to build and maintain a five foot cattle fence to keep animals of the motorway. It must have been horrendous for the farmer, a lifetime of peaceful tranquillity*



*broken forever! The weather is also an enemy of the motorway which is understandable at over 1000ft altitude. This is one of the main reasons the motorway was built as all the A roads used to get blocked by snow, even the motorway gets blocked sometimes. It got blocked once not by snow but a wall of peat that had slipped down the hillside.*

**You can descend to 2500ft now. NDB is 200.1**

*As the carriageways rejoin you can't fail to notice Scammonden Dam ahead. The bridge at the head of the dam actually took four years to build using the fill from the motorway cuttings plus 9000 tons of concrete with 70 miles of scaffolding to support it. The total cost of this 7 mile stretch of motorway was nearly £14 million pounds and was opened by The Queen in 1971. I reckon you could quadruple that cost today! A little known fact is that Scammonden Dam is known as a UFO hotspot as quite a few sightings have been reported around this area.*

**Keep an eye on your flightplan after we have passed the dam we are going to turn shortly as we haven't very far to go to the field now.**

**Just turned onto 150° and heading towards March Haigh reservoir and my ADF has just sprung into life. Descend down to 2000ft now.**

**As you approach the reservoir you should be able to spot the field on your left. I am going to set us up for 25 approach.**

**Stay on this heading 150/160° as we cross the airfield and when the runway touches your left wingtip time 30 seconds, maintain 2000ft. Turn left after 30 seconds heading 07°, we are now flying parallel with the runway on downwind leg this will give you a good view to assess the runway. Slow down to 60 knots and descend to 1700ft when your left wingtip reaches the end of the runway again time 30 secs then turn left to 340°. We are now on base leg turn onto finals when ready you should know how to land now. Full flap on finals. See you down there.**



**I would just like to thank Microsoft Flight Simulator because without This we wouldn't be here. Also in no particular order- Dovetail games and JustFlight for their brilliant Photographic Scenery.**