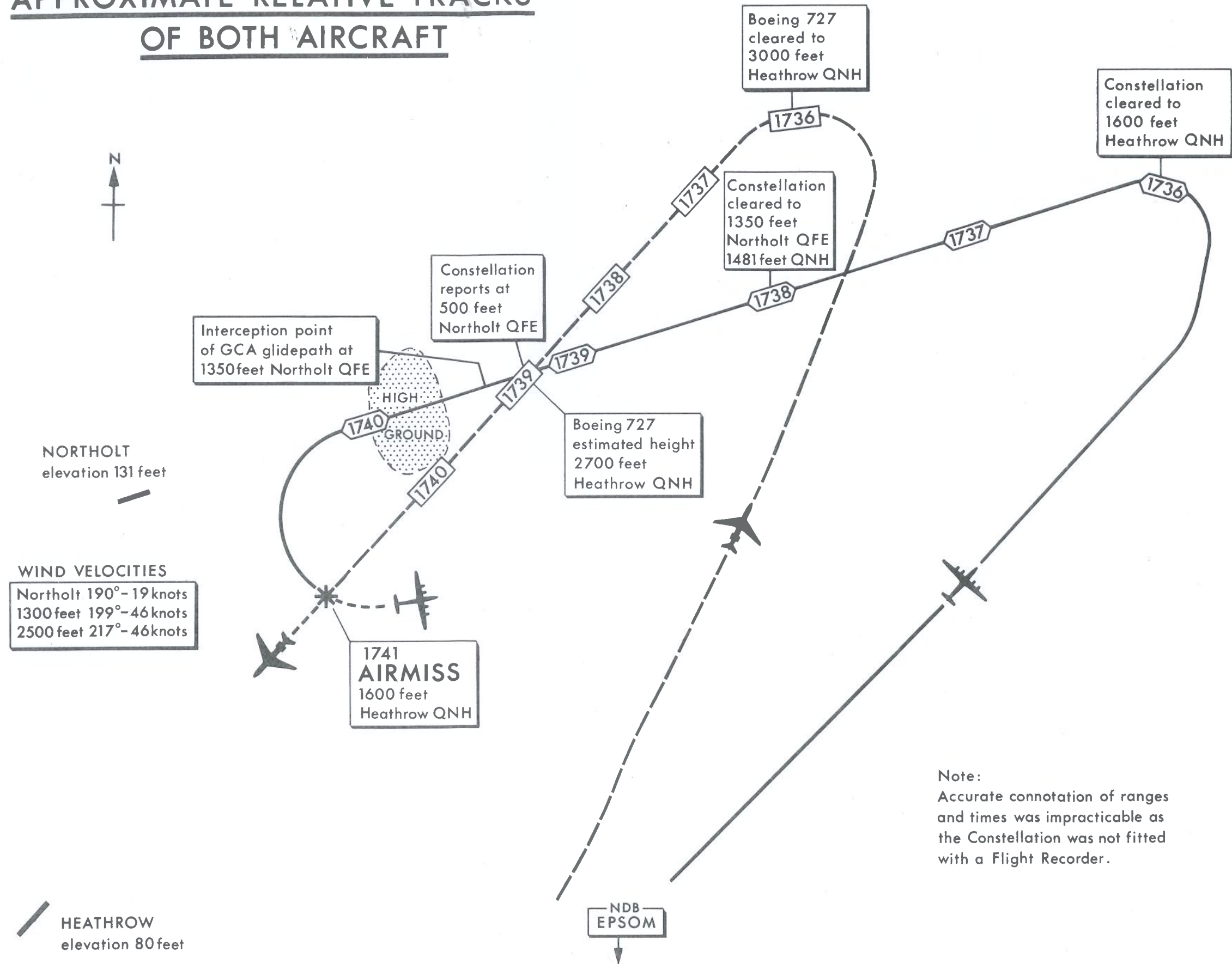


APPROXIMATE RELATIVE TRACKS OF BOTH AIRCRAFT



Appendix B

Extract from transcript of R/T recording of Northolt GCA frequency 123.4 MHz and landline messages between Northolt GCA, Northolt Tower and Heathrow from 1737 + 21 hrs to 1742 + 24 hrs on 9 January 1970.

To	From	Message	Time
GCA	LD	Northolt Victor Lima Delta on one two three decimal four	1737 + 21
LD	GCA	Lima Delta loud and clear how me	1737 + 24
GCA	LD	Reading you strength five Sir	1737 + 26
LD	GCA	Roger you have <i>ten</i> miles to run turn left ten degrees heading two five zero	1737 + 28
GCA	LD	Roger turning to two five zero	1737 + 33
LD	GCA	And make <i>that</i> heading two four zero	1737 + 38
GCA	LD	Roger two <i>four</i> zero	1737 + 41
LD	GCA	Set the QFE nine nine two millibars or two nine decimal two eight inches and fly at one thousand three hundred and fifty feet	1737 + 43
GCA	LD	Roger <i>nine</i> nine two millibars on QFE Sir	1737 + 53
LD	GCA	And how many <i>persons</i> on board	1737 + 58
GCA	LD	Er one <i>three</i> Sir	1738 + 00
LD	GCA	Roger you now <i>have</i> eight miles to run your heading two four zero is a good heading for a precision approach to runway two six five thousand five hundred and forty feet on three and a half degree glidepath	1738 + 04
LD	GCA	Lima Delta the surface wind is one nine five at thirteen visibility three nautical miles in rain and our cloud two oktas at one thousand three hundred six oktas at one thousand six hundred	1738 + 34
GCA	LD	Roger	1738 + 51
LD	GCA	And Lima Delta turn right ten heading two five zero	1738 + 52
GCA	LD	Er turning two five zero	1738 + 56
LD	GCA	Victor <i>Delta</i> advise me with your gear down and locked for this approach	1739 + 05
GCA	LD	Affirmative <i>our</i> gear down and locked	1739 + 09
LD	GCA	Thank you Lima Delta	1739 + 11

*True infection.
Lima Delta*

To	From	Message	Time
LD	GCA	Lima <i>Delta</i> will you confirm your height is one thousand three hundred and fifty feet on the QFE nine nine two	1739 + 17
GCA	LD	We are five <i>hundred</i> feet Sir	1739 + 24
LD	GCA	Climb <i>immediately</i> to one thousand three hundred and fifty feet you are below the hills two miles ahead of you climb <i>immediately</i>	1739 + 26 1739 + 32
North-olt Tower	GCA	Get the <i>tapes</i> out I want to put a complaint about him he hasn't got the right frequencies he's five hundred feet at four miles out	1739 + 40
LD	GCA	Lima Delta <i>climb</i> immediately you are far too low on this approach and go turn <i>left</i> in one orbit one left hand orbit to keep you away from the hills	1739 + 49 1739 + 54
GCA	LD	Roger one <i>left</i> orbit Sir	1740 + 00
LD	GCA	<i>Climb</i> to one thousand five hundred feet in a left hand <i>orbit</i>	1740 + 04 1740 + 08
GCA	LD	Roger <i>climbing</i> to one five zero zero feet left hand orbit <i>Sir</i>	1740 + 09 1740 + 12
GCA	North-olt Tower	<i>Huh</i> yeh we've done that	1740 + 16
North-olt Tower	GCA	Just note the <i>time</i> Wilf I am putting in a complaint done it to me before	1740 + 18
GCA	North-olt Tower	<i>OK</i>	1740 + 21
GCA	Heath row	Yes <i>Northolt</i>	1740 + 27
Heath row	GCA	I'm having to <i>orbit</i> my Indian he got down to five hundred feet below the hills and he's doing a lefthand orbit at fifteen hundred feet on the QFE	1740 + 28
GCA	Heath row	Not <i>lefthand</i> we have one along-side him out there at fifteen hundred	1740 + 35
Heath row	GCA	<i>I've</i> got no control of mine I've lost him he's below my radar coverage	1740 + 38
GCA	Heath row	Oh! bloody hell	
Heath row	GCA	<i>I'm</i> sorry	1740 + 42

To	From	Message	Time
Heath row	GCA	He's turning <i>left</i> at fifteen hundred feet on the QFE at erm er <i>thirteen</i> fifty	1740 + 44 1740 + 49
GCA	LD	Northolt <i>Victor</i> Lima Delta I'm turning left climbing to one five zero feet now we are <i>one</i> five zero zero feet	1740 + 50 1740 + 54
LD	GCA	<i>Roger</i> Lima Delta	1740 + 56
LD	GCA	<i>Lima</i> Delta I have lost you on radar coverage but will you advise me when you are steady heading two six zero	1741 + 12
GCA	LD	<i>Firmative</i>	1741 + 21
LD	GCA	Advise <i>me</i> steady heading two six zero	1741 + 23
GCA	LD	<i>Roger</i> I'll let you know when I'm on course of two six zero I'm turning left	1741 + 26
LD	GCA	<i>Lima</i> Delta	1741 + 30
North- olt Tower	GCA	Yep	1741 + 30
GCA	North- olt Tower	<i>London</i> have just been on asking if we had a M- he's got a- he's had a nearmiss with one of their aircraft	1741 + 39
North- olt Tower	GCA	<i>I</i> know and I've erm already been on to London nothing else I could do it was either that or hit the hills at ern Harrow	1741 + 44
GCA	North olt Tower	<i>Heh</i>	1741 + 49
North- olt Tower	GCA	I'm – I'm putting forward an <i>official</i> complaint note er everything down and get London's statement please Wilf	1741 + 52
GCA	North- olt Tower	Yeh	
North- olt Tower	GCA	Thank you	
LD	GCA	<i>Lima Delta</i> you may see a contact in your nine o'clock ten o'clock range two miles he'll pass down on your port side well clear of you	1742 + 05
GCA	LD	Thank you <i>heading</i> Sir because I'm Indian Mike Charlie Sir	1742 + 14
LD	GCA	<i>Roger</i> Lima <i>Delta</i> I'll keep you well clear	1742 + 17

<i>To</i>	<i>From</i>	<i>Message</i>	<i>Time</i>
GCA	LD	I'm <i>turning</i> port to two six zero now Sir I'm still turning port	1742 + 20
LD	GCA	Lima <i>Delta</i> I have you now on radar contact	1742 + 24