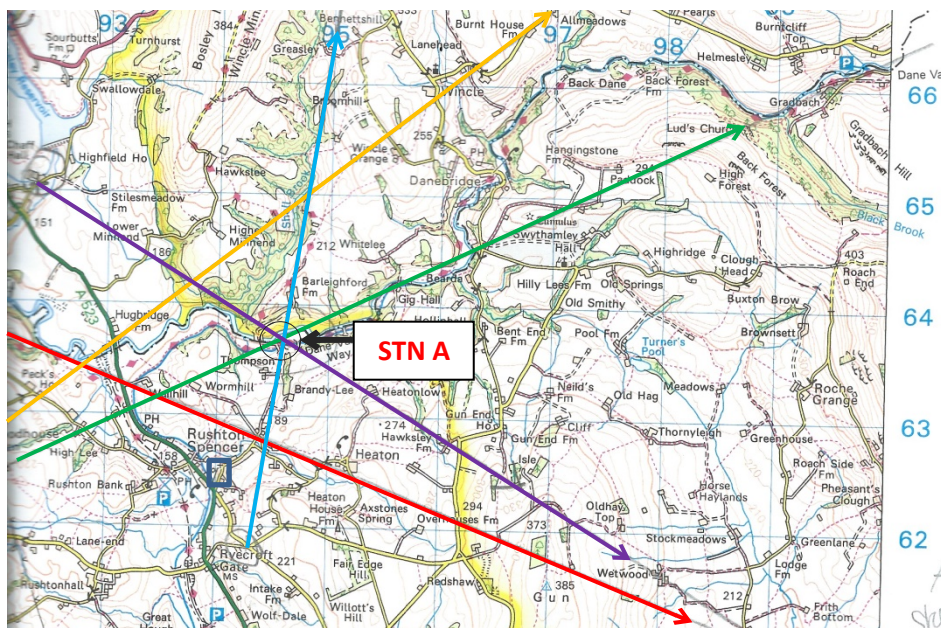



STAFFORDSHIRE QUALIFYING DF EVENT 2nd SEPTEMBER 2019

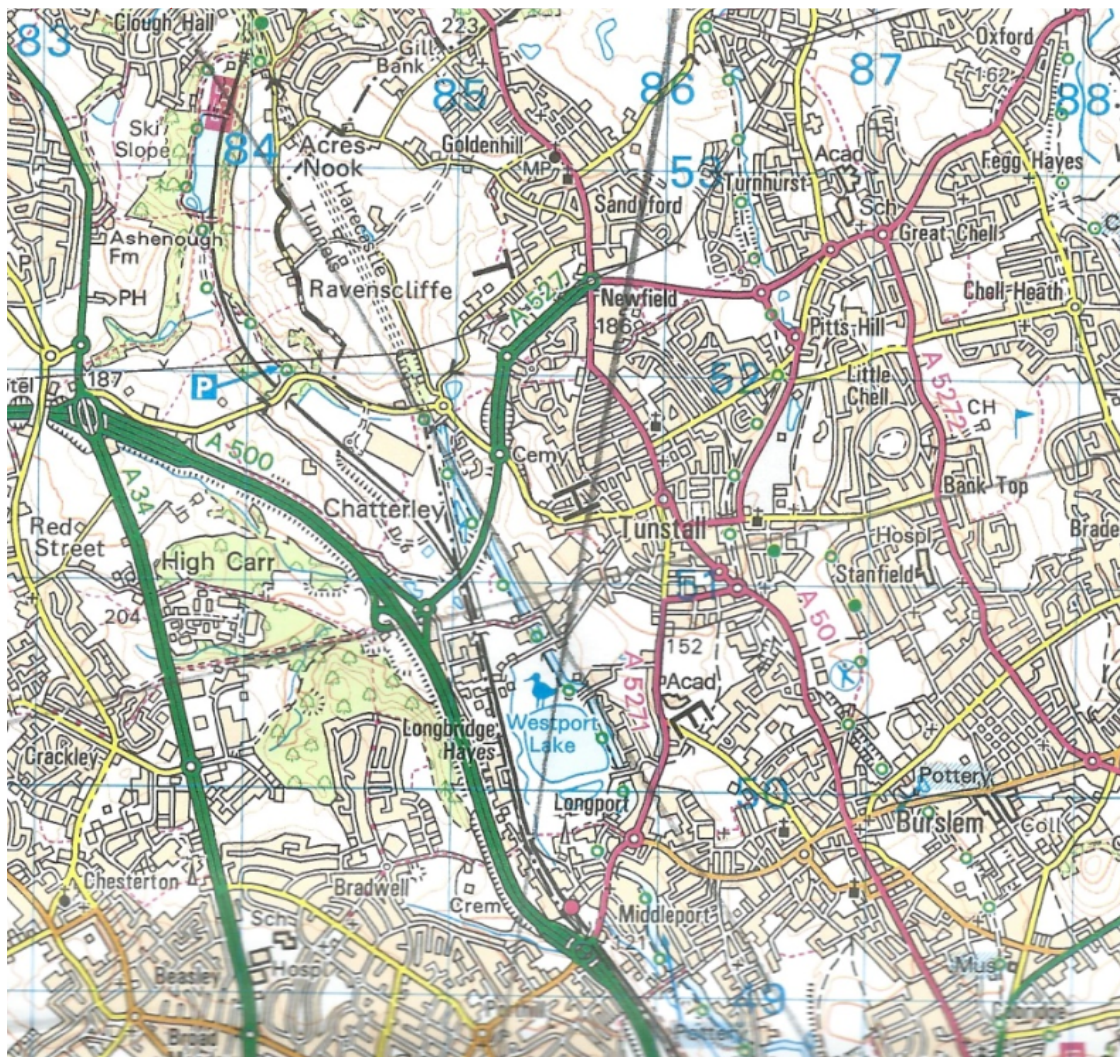
At 1:20pm the three teams assembled at Shakerley Mere, heard TWO good signals. Station A moderate strength at 111° and station B, weaker but no problem at 149°. I decided to split the angle and take second bearings high up on the Staffordshire Way to the west of Biddulph. Station A was to the NE and B to the south. Not wanting to battle with the traffic near Stoke twice, I opted for the A station first. Took another three bearings which crossed on a bridge to the north of Rushton Spencer (note size of cocked hat!).



Station A was in a remote location and there was no easy access from any direction. Map below shows route of about 1.5km to the bridge where we came across the hidden station, operated by Chris, under this bridge.





KEY:	Start bearing		Parked here	
	Second bearing			
	3 rd bearing			
	4 th bearing			
	5 th bearing			

On the way out we spotted Geoffrey and Graham parked in a much better spot and they had only just arrived. So we headed south, by-passing Leek, towards Stoke on Trent. Navigating the Stoke roads was not easy and we only had a limited time to find the second station. We stopped for a third bearing near Endon and got a cocked hat showing **Station B** to the north of Westport Lake, near Tunstall, Stoke.



KEY: Start bearing  Parked here 

 Second bearing 

 3rd bearing 

It was just after 4pm when we parked. Only time enough to drive straight to the intersection and go on foot from there in whichever direction it happen to be. Followed the canal north then took a track through an industrial area towards the A500. I only had about 15 minutes now to the end of the contest. Signal coming up in strength slowly so even further to go! Eventually found a footpath entrance to a possible wooded hide area. Kept on going west and the signal got much stronger and led me into the B station with just 5 minutes to spare!

It transpires that I was the only competitor to find station B all afternoon. With DF, you have no idea how you have performed relative to the other teams. We were pleasantly surprised to find that we had won the event. Strangely, had I not found station B it would not have altered the results at all, being the first in at station A.

A really well-organised event which was much enjoyed. Two good signals at the start, bearings with only 30° between stations both at around 20km from the start and plenty of transmissions. No tricky aerials or power lines to contend with. Chris Plummer, along with Roger and the stn B operator all earned their DF event proficiency badges on this day. Many thanks for the event.

We were using our new hybrid (petrol/electric) car for the first time on a DF. Amazingly there was no noticeable interference from the motor. However there were two occasions when the car became very hot. I subsequently discovered that when the in-car receiver (which was connected to the car's audio system) was too quiet I had been turning up the heating control and not the volume control!