

Mintcake



Find us at: <http://www.kendalmountainrescue.org.uk>

Reg. Charity No. 1125680

November 2011

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Editor's Comment

Well, this is it. The last Mintcake in the current format.

Following discussions about how we get information across to our supporters and team members, I will be making some fairly major changes.

There will be a bumper Mintcake with call out and exercise reports, more photos of team activities, caption competitions, interviews with team members and so on produced on a quarterly basis alongside a monthly update for team members to pass on important information that is only really of interest to the operation of the team.

Hopefully, this will prove to be effective and achieve a more focused newsletter of more interest to everyone.

The first bumper Mintcake will be out in early March.

This is a trial, so I would welcome any feedback

DBH

100 Club

Congratulations to this months winners of the 100 club

- 1st No. 28 John Harper
- 2nd No. 49 Heather Fielding
- 3rd No. 24 Anne Simpkin

What's On?

Tuesday 3 January 19:30

Base & Vehicles meeting

Wednesday 4 January 19:30

Main Committee

Wednesday 11 January 19:00

Winter theory

Wednesday 25 January 19:30

Equipment Night

Sunday 29 January 09:00

Winter training

Wednesday 8 February 19:30

Operations and Membership

Wednesday 12 October 19:00

MR involvement with wildfires

(working with other agencies) **Sunday**

19 October 09:00

Search Management

Wednesday 29 February 19:30

Equipment Night

Mintcake Nibbles



Congratulations to Les and Julie. Les proposed at Everest Base camp and Julie said yes!



The team presented a picture to Lakeland Limited, for their ongoing support of the team! And another to Joan Adam



Next year's training schedule is now pinned up in base and will be in the members area of the website. This time, it includes a guide as to what activities the training session should cover to help people keep their log books up to date. Please also note that some sessions are not on the usual 2nd Wednesday or last Sunday of the month.



The MREW national Water Conference will be hosted by Peak District Mountain Rescue Organisation (PDMRO) at Edale. Anyone particularly interested, please contact Eddie.



Following the committee's decision to increase the number of training points needed to retain Hillgoing / Op support status, please remember that if you have a problem or may have a problem with attendance for any reason please talk to the membership secretary, John Fitch



Rich Pyne can get Blizzard Bags(<http://www.blizzardsurvival.com/>)at a reduced rate and is set to order some in January. Talk or email him! This offer is open to supporters and patrons too. (*Contact me for more details – Ed*)



DRIVERS

Make sure you have got enough drives in – some people are down to just 3 this year and will fall off the list soon. Also remember to get your medical certificate as many run out over the next 3 months.

Callouts - September

04 November 2011 13.40 hrs

Off to Far Easedale again to assist the Langdale & Ambleside team. Despite the low cloud and rain, the air ambulance managed to land close to the casualty while we were on route. We were held at Brimmer Head until it was confirmed that the helicopter had lifted off with the casualty.

11 November 2011 14.00 hrs

Well they do say that things happen in threes! We were asked to assist the Langdale & Ambleside team in a search for a missing person for whom there was some concern. After initial deployment in the direction of Crinkle Crag, we were diverted to Oxendale following information received. The missing person showed up there after a short while.

Just as that incident finished, team members were approached by a walker who had become separated from his companion in the area of Ore Gap. Fortunately, we soon received a message that his friend had turned up at the Woolpack Inn (Eskdale) - good choice!!!

Then there was a report that two walkers had been seen struggling close to the bottom of Rossett Gill in failing daylight. After a short search of the area drew a blank, it was considered that they had sorted themselves out. The tea at L&A base was greatly appreciated!

04 December 2011 11.45 hrs

We were called to assist the North West Ambulance Service with a female casualty at Dalton Craggs, Burton-in-Kendal. She had sustained a painful shoulder injury after slipping on wet ground about half a mile from the road. She had already been given pain relief by the ambulance crew and we stretchered her off to the waiting ambulance.

Exercise Reports

Saturday 29th October: Night Navigation

As British Summertime drew to a close and the nation sat in front of "Strictly" contemplating their lie in Kendal Team training gathered at base keen to spend their "extra hour" looking for small pieces of paper in the dark.

After long deliberation Rod announced the teams and I found myself in the illustrious company of Jules, Adam and the Boss (Eddie not Springsteen that is). Given the catchy tag of Team B Clockwise we grab our list of control descriptions and Eddie and I start plotting grid references. Having finished I ask Eddie to check against his map but he admits he'd given up after one so (part 1 in the contributions to our downfall...) relying solely on my map off we go.

From our park on Brigsteer Road Adam takes the lead for leg one, checks his strategy with us; an easy to find path/wall junction then a 400 metre pace toward the erratic on a re-entrant. It's a tough one but we all fail to see an easier approach (contributions to our downfall 2) and have to practise boxing to get round the stands of Juniper on our bearing. Having come what we think is the right distance in the right direction we stop and assess the landscape. The re-entrant is clear but there are lots of boulders! It takes a bit of searching to finally hit on the one we want and we later realise a longer route to a closer attack point might have saved time and effort.

My turn and I get an easier leg. Although I'm still looking for an erratic in a boulder field the attack point is much closer giving an pace/bear section much easier to keep accurate. As we come close to our target "Team B Anti-clockwise" approach and shout out as they find their control - an erratic boulder in nearly the right place. Things that nearly contributed to our downfall but didn't No.1; we are momentarily phased but realised this was just cunning course setting, kept to our plan and got it bang on.

Eddie takes the lead and we need to make a gate to get through the wall as I have the control marked the other side. It is only when we reach the gate and check the control description that it becomes clear that I have actually marked the map a whole grid square out! A kilometre away from where we need to be and with time running on towards our 10pm deadline we have to ditch that one and go for our final control instead. Jules leads us to our attack point on the road and, while it is surprisingly difficult to pick out the described trench, a bearing leads us to our goal with no problems. Hometime!

Thanks to Rod and Chris for a well set exercise that gave scope for practising lots of basic navigation techniques and providing a bit of challenge even though the ground was very familiar (in daylight!) to most. And thanks for the first night nav in a while when it hasn't rained, snowed, blown a gale or being interrupted by a callout!

Kath Jackson

Wednesday 9 November - Downed Aircraft Talk

Presentation and Talk by Marcus Littler, Team Leader, RAF Leeming Mountain Rescue Team

The message is very simple – **AVOID IF AT ALL POSSIBLE**
Aircraft crash sites are dangerous places with a **high risk of CHEMICAL, BIOLOGICAL, PSYCHOLOGICAL and PHYSICAL injury**. Any volunteers????
So what would be our role if we were first on scene?

Number one has got to be **TO SAVE LIFE**; but first of all we have to think about our own safety and that of our friends and colleagues in the team, and of other people who happen to be in the vicinity.

It will probably be necessary to enter the site to ascertain whether there is life to save, but this is not a free for all! A maximum of two team members should enter the site for the initial recce with a further two standing by to offer assistance if required. Never commit more personnel to the site than are absolutely necessary to complete the task in hand. While all these procedures are taking place other team members need to be setting up a **CORDON** to secure the site (*see below). It's a **CRIME SCENE** by the way! You know, one way in and out and don't move anything, unless necessary to save life. Oh yes, and lots of photos, and I mean LOTS.

RADIOS and **MOBILE PHONES** are a definite no no! Keep them outside the cordon and a bit further for good measure. To be in control of your destiny at an aircraft crash site you need to have a full and thorough understanding of what you are dealing with, and I think it would be fair to say that the vast majority of Kendal team members haven't got the tee-shirt. It's what you don't know that you don't know that's going to get ya! So think very carefully before you commit yourself to a crash site, and then only do so if there is no alternative.

* For aircraft carrying high explosive weapons: 400 m from the main body of the wreckage or 30m beyond an area that encompasses all items of wreckage except aircraft assisted escape systems (AAES), whichever is greater.

* For aircraft not carrying high explosive weapons: 100 m from the main body of the wreckage or 30m beyond an area that encompasses all items of wreckage except aircraft assisted escape systems (AAES), whichever is greater.

For those of you who have just got to have more information then try the following link <http://preview.tinyurl.com/bm32cff>

Ballistic Recovery Systems – you need to be aware of these 'whole plane parachutes'. They are fitted to some civilian light aircraft and are deployed using a rocket!! Check out the following: <http://preview.tinyurl.com/bsbopjg>

Ian Higginbotham

Sunday 27 November - Hyp-O-thermia, Avalanches and Pelvic Sling.

After Bill's customary rant (*that's a bit strong isn't it?* – Ed) about the common mispronunciation of Hyp-O-thermia, we were off to a flying start on the Dos and Don'ts of Hypothermia, followed by a few key changes in other guidelines and equipment.

Hypothermia

Guidelines have recently been modified:

(a) Greater emphasis on stopping heat loss (usually involving removal of wet clothing) and covering with materials to prevent heat loss and then gently warming patient with a variety of methods (discussed during session), as the prime move in most situations.

(b) A witnessed cardiac arrest would be an indication for CPR following our standard guidelines. In other situations rapid careful transport is the likely best option for a person with absent clinical vital signs (once CPR is started it has to be continued).

A discussion then ensued on methods of gentle warming. If you need help on warming a patient, Jo Wilmott is more than happy to step up to the mark. Apparently in years past we had a "Little Dragon" oxygen warmer in the team... speculation was made as to which "Little Dragon" had replaced it.

Bill then covered symptoms of Hypothermia in relation to severity of hypothermia, particularly in relation to early decision making on those who could eventually be walked off from those who would need non-ambulant transfer. Emphasis was placed on the understanding of the larger amount of energy production with food and exercise, as opposed to the much smaller amount of energy input by passive methods. Does a patient with hypothermia feel cold? A possible quick test for this: "put your hand down trousers and feel around for any warm bits!" Jo didn't volunteer quite as readily for this task.

Avalanches

Some important information to digest:

(a) The importance of an air pocket for survival.

(b) High survival rates for the first 20 minutes.

(c) The importance of remembering the slightly macabre adage "not dead until warm and dead".

Suspected Pelvic Fractures

We are now using Pelvic Slings to immobilise the pelvis.

Two extremely important issues in its application:

(a) Do not tighten to "click", comfortable tightness is the way to go.

(b) Must be placed at the correct level (of the greater trochanters).

Sarah Nield

A Rough Break- the insidious nature of hypothermia

Following from our session on Hypothermia, Trevor sent me the following article to illustrate the subtle onset of hypothermia!

Peter rang to ask if I was going to the November MBA Area meeting. He had discovered an "interesting new cycle route to Backhill of Bush" he said. I should have smelled a rat! I have done Peter's "interesting" routes before. However, I agreed, and we decided to spend Friday night at Clennoch and strike out West from there.

Friday night came and John dropped us off on the old track from Craigengillan to Moorbrock. John and Dan were heading to White Laggan for the night and then some hill walking. We were to meet them the following evening at Backhill, as they had our tents in the car. It was a beautiful starlit night as we pushed our bikes over the Crumbly Bridge, up past Moorbrock house to the highpoint of the forest road. We then mounted up and set off cautiously on the long, steep descent to Clennoch. The surface was very soft in places and about $\frac{3}{4}$ of the way down I suddenly felt myself flying through the air. I landed on my back in a patch of sand. The bike bounced over me, one of the pedals biting me in the knee as it passed. I picked myself up, and, apart from a stiff neck and a cracked helmet, I seemed to be fine. The bike checked over O.K. so we carried on to the bothy with no further mishaps.

It was 12.15am and we had a brew, followed by Christmas pudding and custard and another brew, before turning in about 2am.

Next morning the mist was right down as we took an early breakfast. After a steep push up the new forest road, we branched off left round the foot of Dugland heading for the quarry at Sware Brae. We knew there was a good firebreak through the forest there, but in the poor visibility we chose the wrong one. It was easy at first; but then we had to cross a boulder field, negotiate a nasty gully and finally brash our way through trees, before breaking out about 50 metres below the quarry. It had taken over 2hrs to cover 2 km. The slope was severe so we carried our panniers up separately.

The sun broke through as we checked our bikes over before setting off down the forest road. To my horror I discovered that one side of my pannier carrier had fractured where it bolted onto the frame. I effected a temporary repair with some cord, but it was not very successful, and I had to keep stopping to tighten it.

We stopped for lunch where the road crosses the Bow Burn. After a reviving mug of tea, Peter and I put our heads together. We came up with a better idea using an aluminium tent peg as a splint and the cord as a brace. It was so good that I didn't have to touch it again for the rest of the trip.

We hit the A713 and had an exhilarating downhill ride before turning onto the Loch Doon road outside Dalmellington. Despite the downhill section we were still a good two hours behind schedule. Strong headwinds made us work hard along the lochside and we were very relieved to find the café by Doon Castle was open. Fortified by excellent mugs of tea at an amazing price of 35p each, we embarked on the final leg.

From the head of the loch we turned to the South, down the forest road, leaving it where it took a sharp turn to the right. Peter said that a new forest road was supposed to have been driven through here to the Riders Rig, but all we saw was a quad track.

I had thought that the first part of the day had been bad, but this was much worse. 4km of hell culminating in a steep ascent through rutted peat, the bicycles sinking up to the hubs in places. We staggered out onto the road, lathered in sweat, and just lay there for 10-15 minutes whilst we recovered.

The last 7-8 kms were fairly easy, mostly downhill on good forest roads. We finally reached Galloway's answer to the Ballachulish Bridge, where the new road crossed Downie's Burn behind Backhill of Bush, and onto a wonderfully smooth section of road paved with crushed seashells. It felt so good that we cruised on past Backhill, down to the next fork, and round to the bothy from the other side. The bothy was now on a traffic island just like the famous farm on the M62.

We were very late and the meeting was about to start. I got my tent from John's car and quickly erected it. I had no time to put on dry kit, get a brew or grab something to eat before going into the meeting. As I was the last to arrive I had to sit in the doorway. The bothy door was missing, and as the meeting went on, I started to feel colder and colder. Then I started to feel light-headed and nauseous. By this time I realised that 77km across Galloway on the bike had taken it out of me and my blood sugar must be really low. I decided to go into the other room in the bothy where there was a stove, and try to make something to eat and get warm. I had started to shiver by now and by the time I got into the other room, I was shaking so much that I could not light my stove. A guy who was in there, asked if I was on heroin as I looked so bad. I realised that it

was hypothermia and got the guy to do me a pan of hot soup whilst I got changed into my dry kit. He had a brew already on the wood stove, which I was grateful for. Although I have had years of training, the hypothermia crept up on me, and in different circumstances could have been much more serious.

After about an hour I felt a lot better so I went to my tent and, crawling into my sleeping bag fully dressed, slept for about 10 hours. After a good breakfast the next morning, apart from a sore neck, I felt fine and went home in John's car.

As a postscript to this story, I woke up on Monday morning with severe pins and needles in my hands and feet, and spent most of the day in hospital having x-rays and being examined etc. Afterwards, when I examined my helmet carefully, I saw that it was almost split in half and I had been very fortunate. As the old saying goes – It's a good job I landed on my head or I might have been hurt!

Trevor Cotton

Swiftwater Demonstration Day

At first glance of Paul's e-mail it seemed pretty straight forward, 4 or 5 Swift Water Techs needed to link up with Duddon, Coniston & Langdale teams for a swift water demonstration in front of a couple of local newspapers on the river Levens at Backbarrow. The event was organised by Mike Margeson training officer for MREW.

With 4 volunteers in the bag (Myself, Ian H, Kath & Chris) a second e-mail confirmed the location and also added that the paparazzi was now being joined by ITV (borders). All we needed now was a script!!!!!!.

We also learnt that a full rehearsal will be needed to ensure the planned V lower and live bait drills were carried out smoothly prior to the media arrival. This was planned for 0830 in the morning, bang goes the Saturday morning lie in.

We arrived at the school/village hall in plenty of time for a brew and a brief from Mike explaining the reasons behind the event, the main one being teams getting to know each other and what equipment each team could provide in case of a full scale water incident in the Lakes area. Also we had the opportunity to increase the public awareness of MR teams capabilities when dealing with incidents in a water environment whether that be flooding or river rescues.

The demonstration was split into two parts so as to give everyone the chance to get wet. First was the V lower. As soon as upstream and downstream spotters were in position a volunteer got himself stuck on a rock in the middle of the river. Two techs swam across to the opposite bank and established an ideal anchor for the canyon line. Ian H proved his line throwing skills by getting a line across to the opposite bank which was used to pull the canyon line across. Once secured a successful V lower was carried out and the casualty was recovered. Second was the live bait demonstration, there was definitely no shortage of techies happy to throw themselves in to get rescued. This demo was repeated a few times as the TV presenter kept getting tongue tied; in the final cut it was Kath who managed to make the 6pm edition of the news on ITV.



A very eventful day which managed to achieved all the aims that Mike had set out. The added bonus was seeing the kit other teams carry, plus much talk of getting together every year to practise working with other teams.

Tony Womack

MREW Fitzroy Jackets

These have arrived and are now in base. These were ordered over a year ago, and to the same sizes as the team kit, so if anyone has "grown out" of theirs, there is unfortunately no alternative sizes.

Defib

With new (lighter!) model defibrillators (AED / Automated External Defibrillator) available for the hill kit, there is now one of the old ones readily available for use in the Base / Busher Walk area. (Any suggestions that Paul Astle's new Training Programme is likely to induce heart attacks in Team Members is just a malicious slur!). This AED (along with a first aid box) is now kept in the cupboard next to the notice board in the entrance hall at Base; by the time you read this there might even be a sign in place to say so.

Both the AED and first aid box are routinely checked by the Equipment & Medical Working Group; so always ready for use. If you do use either the AED or anything from the first aid box, please subsequently make sure they are restored to full operational availability - just as you would after using kit on the hill.

Base & Vehicles

Social News

Sunday Social Exercise

The team Sunday Christmas Social is on 18th December.

Starts 9am at Base. Morning: **"The challenge!"**

Then time to wet your whistle and scoff butties and chips at the Gateway Inn at 1pm. Team members, Supporters and families welcome.

Annual Team Dinner

The Annual Dinner is booked for 10th March at the Eagle and Child. The sign-up sheet and menu will go up in Base in January. Everyone welcome - Team members, Supporters and partners. Let's see a few faces who've never made it before - you might just like it! Oh, and Mr Burgess has confirmed... plenty of material for the POTY awards then. Final thing: start thinking about raffle prizes. In whose boudoirs are the 2 star prizes lurking?

Sarah Nield

Last Months Caption Competition



1st Photo - "The new D.T.L. is fooled completely by Stan's idea of wearing a 'full-body dog suit' so he can stay in the Caption Competition for another month."

2nd Photo - "The Vehicle Officer carries out the annual assessment of the comfort level of the seats in the Team vehicles."

Mr M. R. Member

Internet News

The team has had an excellent website (*one of the best MRT websites in the country in my biased opinion –Ed*) for some time now, kept up to date by our ever diligent webmaster. Following a discussion at the last committee meeting, the Team will be dipping its toe into the world of Face Book, so please come and like us!

Tim Ternet

Contacts

David Hughes

Got an idea for the next Mintcake? Let me know!

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or

Editor's pigeonhole in base

or by post to:-

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