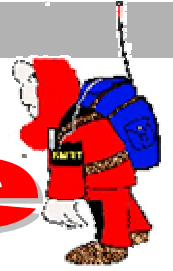




# Mintcake



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

Reg. Charity No. 259539

December 2005

## This Month

Editor's Comment .....	1
100 Club .....	1
Equipment Room Access Code.....	1
Exercise Reports.....	2
Oz News.....	3
Incident Reporting Form .....	3
Ground-to-Air Communications .....	4
Shorts .....	4
Fund Raising.....	4
Callouts.....	5
The KMSRT Agony Column.....	5
Help Needed .....	7
Mountain Rescue – Book Review.....	7
Contacts .....	7

### Note

January's weekend exercise will now take place on Saturday 28 January (**not** on Sunday). It will be a joint exercise with Bowland Pennine, Bolton and CRO teams. In order to assist planning of the exercise, Paul Astle needs to know as soon as possible how many of our team expect to attend this training. Please contact him ASAP.

## Editor's Comment

"Are you a real mountain rescue team?" To her relief, a mountain biker found that we are (see callout on 19 November). It's obviously about more than donning a nice red jacket and climbing into a Land Rover. Over the course of 2005 we have attended 50 (at the time of going to press, thus making it the team's 2nd-busiest year to date) callouts of one kind or another. And in that time we have worked together as a team on callouts, on exercises, on equipment-checking nights, on committees, on talks to groups of various kinds, on filming for our own DVD and with Border TV, on welcoming new members and on purchasing and equipping a new team vehicle, all of which are ultimately done with the aim of providing assistance to those who need it, predominantly but by no means solely on the fells. Yes, we are a team and a successful one. Happy Christmas!



**Les**

## 100 Club

The winners of the November 100 Club Draw were:

1st	43	Mr. J. Cropper	£10
2nd	83	Mr. K. Speak	£10
3rd	12	Mrs. P. Speak	£5

**Liz Parkes**

## Equipment Room Access Code

Note for your diary: Tuesday 3 January 2006. The access code for the Equipment Room will be changed during the Base & Vehicles Working Group meeting to be held that evening. The new code will be paged out at the same time. If you don't received the message, or don't have a pager, then phone base between 20.00 and 21.00 on 3 Jan and you can get the new code (or you can even come along to the meeting). To help maintain base security, please do not pass the code to anyone who is not a team member.

## Exercise Reports

### Wednesday 9 November – Dealing with a bunch of dummies

The annual CPR refresher and re-assessment was upon us again, and I looked forward to it with trepidation. The chance to pit our wits against a bunch of dummies, and possibly fail, always focuses the mind.

After some ace tuition from our team of medics and some updates on the apparently ever-changing CPR procedure, we were off. Off into a room where an inscrutable, steely-eyed assessor described a horrific scene of plastic carnage, which we were to resolve with cool, professional confidence. HELP!

Of course, we need not have worried, our tuition was indeed ace. We all had plenty of time for a spot of practice and revision, the self-confidence flooded back and the day went well. It was a very worthwhile exercise, as you will read.

Spookily, only a few days later, I was in a busy bar when a young lady crashed to the floor, unconscious, at my feet. Now believe it or not, I can't claim to be used to strange women swooning over me, so I was taken by surprise. However, remembering my training, I launched confidently into the procedure by turning to her pal and asking, "Is she drunk?" Having established that too much booze wasn't the cause and being assured that she wasn't just after my seat, it was over to me.

Don't worry, folks, I recovered my *sangfroid*. Things got better from then on, I was able to remember the drill and look after the unfortunate casualty until grown-up help arrived in the form of an ambulance crew.

So thanks, medical training team - a job well done.

#### Learning points:

- Revise your CPR skills regularly. You never know when you might need them!
- Be ever-ready. Despite what the CPR assessors might think, people do collapse in places other than the ASDA car park.

**Dan Shiels**

✱

### Saturday 26 October – Helicopter/night navigation

Meet at base at 5.30pm. Helicopter stage 1 briefing in the Howgills. Individual groups will be airlifted to an agreed drop zone, from where each group will navigate to its specified control points. Target distance for each group about 8 km. Sounds straightforward enough, doesn't it?

To demonstrate the importance of being flexible, the meeting time was changed to 2.45pm (though not everyone got the message, for which apologies) and the drop zone moved by some 3 km because of wind conditions. This meant that one group, at least, had to cover 4 km just to reach its first control at the extreme edge of the area, and the total distance was around 14 km. Factor in the snow and mist and the fact that we'd missed our tea, and some were probably wishing they'd forged a letter from their mums.

For two provisional members it was their first flight with the team. Perhaps surprisingly, one of them continued despite knowing a thing or two about trauma injury and quoting statistics about helicopter crashes being the main cause of death among junior doctors in America, presumably on the basis that he was safe as he was not a wet-behind-the-ears MD from the USA.

Thanks to Chris for organising (?) the RAF, the helicopter crew for their usual good-naturedness in coping with us, and especially to George for organising the navigation part of the exercise and putting up with comments about navigation, runaway cars, control points which were white plastic tubes hammered into ... snow etc.

An enjoyable time was had by all, though some seemed to be tucked up in warm beds at home much earlier than others.

**Les Telford**

## Oz News

Hi, you 'orrid lot, 'tis a message from the Antipodes, Martin Wyness here. We have all settled in lovely here and are living in an old church by a river in a town called Franklin in Tasmania. Sophie is now taller than her mum, and Ruby is a little comic. Lucy works for the local government, and I work on and off for Bob Brown, the leader of the Australian Greens. I am supposed to be in the state emergency service remote rescue team, but my time is all taken up with the local state emergency service road rescue team. We are all volunteers and are sadly all too busy. The team is full of great folk - a bit like MR, except they are not as fit as you lot – lazy buggers get driven all over!! The remote rescue is a bit of an eye-opener. You have to be able to be dropped by chopper in a remote location and search for a max. of 10 days, being mostly self-sufficient. Thankfully I have not had to do this hairy-chested bit yet - all those spiders and snakes. There was a tiger snake in the kids' playground down the road a few days ago, right on the cycle track!! Can't complain though, the natural beauty is something else. Apparently there are great chunks of the SW where we are that have never seen white people. I have also been working up in the northern desert on remote aboriginal communities. The job is to help kids from 7 to 25 who are addicted to petrol sniffing. The mortality from this awful practice is horrific. It is usual to see pregnant women and breast-feeding mothers sniffing petrol. The whole desert people are in extreme crisis and yet are so rewarding to be amongst. I always go home both sad and happy - and usually with some illness or other. Don't believe what you read - kangaroo tail is foul!! Anyway, I hope to see all my old friends in the team when I return for a holiday in February, and judging by the team pic, there will be a few new faces to meet too. Cheers, Mart and co. Happy Christmas!

## Incident Reporting Form

A helicopter crash, involving Kendal Team members in Langdale in 2004 was the trigger to look at a number of ways in which the team operates. One of these related to how, when something goes seriously wrong, information is gathered to inform any subsequent investigation. Our current means of information gathering is hit-and-miss, so it has been decided by the Operations & Membership Sub-Committee that an 'Incident Recording Form' should be made available.

An 'incident' can take many forms; it may be an injury, a road traffic accident, a near-miss, aggression, unacceptable behaviour, misuse of team property, adverse publicity, clashes between team members, etc. Where someone is injured, or there is a crash in a team vehicle it will be quite clear to everyone that something has gone wrong. However with the mixed bunch of extravert characters that make up Kendal team, there will often be disagreements on ways of doing things. These disagreements are generally minor and are closed out by discussion, feedback sessions or a shrug of the shoulders. But occasionally some will be considered, by one of more of the parties involved, to be serious enough to require some means of independent investigation. It is for any of these wide ranges of 'incidents' that the Incident Recording Forms have been introduced.

Any team member can make the decision that such an incident has occurred. So, as it could be you, it important that you know what to do. The forms are readily available at Base (by the callout board in the Briefing Room). It is down to you to ask all people involved, or who saw the incident, to complete one of the forms. Do not influence them in what to record. You should also complete a form. (Similarly if you are asked by someone else to fill in a form, please do so.) It is important that the forms are filled in as soon as possible after the incident has occurred. You should then collect all the forms and pass them to any 'senior\*' team member, but ideally one who was not involved in the incident. (\*Senior should preferably be a team officer or main committee member, but does not have to be – it can be anyone that you have confidence in to follow the procedure through.)

This team member who then receives the forms must ensure that it is both initially investigated at an appropriate level and also reported to the appropriate committee or working group. The investigation may involve gathering other information and/or referring it to others to investigate further. The outcome will be fed back to you.

**Keith Pittman**

## Ground-to-Air Communications

You have no doubt been aware for sometime that changes are due to be made to the means by which mountain rescue teams communicate with both military and civil (air ambulances) helicopters. **The following applies from 1 January 2006 onwards.**

All team radios will receive some new channels:

- Calling Channel – 62a
- Helicopter Channel – 24a
- HeliScan – A scan bank containing the above 2 channels, plus Kendal Team channel. In the vehicles and local base set this scan bank will also include L&A's team channel.

As of the above date, all communications with helicopters – military or civil – will follow the protocol outlined below:

On a dedicated Kendal callout:

- The Team Leader of the day or a designated individual will monitor the HeliScan.
- On arrival in the area the helicopter will announce its presence to the team on a given channel, normally the Calling Channel 62a.
- **Bearing in mind that you will transmit on the last channel heard**, the Team Leader or designated individual will reply, confirming that communications have been established.
- The pilot will then choose to retain communication on the Calling Channel 62a or move to the Helicopter Channel 24a (otherwise known as the Ground-to-Air Channel). **This is the pilot's decision.**
- At this point the Team Leader or designated individual will move to the dedicated channel chosen by the pilot. All communication will then be on this channel unless otherwise advised by the pilot during the duration of the operation.
- At the end of the operation direct communications will be closed by the pilot and the aircraft will return to monitoring the Calling Channel 62a. The Team Leader or designated individual will return to the HeliScan and monitor both the Calling Channel 62a and the team's own working channel.

As now, only the Team Leader on the day or a designated individual should monitor the HeliScan or attempt to communicate with the aircraft, except in the most urgent of circumstances.

**Kevin Knowles, Radio Officer**

## Shorts

- There is now a driver's log in each vehicle, as previously announced. The appropriate entry must be completed by the driver *whenever* a team vehicle is used. The information will be used in part to ensure that our list of qualified callout drivers reflects their driving experience in team vehicles.
- The training (spare) Bell stretcher in the garage must not be used other than for display/demonstration purposes. If an operational stretcher from M1 or M3 has to be dried out, the training stretcher must not be put in the vehicle in its place.
- If you are away for more than 3 weeks, your pager should be returned to the Pager Officer so that we can make best operational use of it for this prolonged period (e.g. passing it to a provisional member). It will then be returned to you once you are able to attend callouts.

## Fund Raising

- We are grateful for the donation of a pulse oximeter from a local nurse (who won it in a competition!).

## Callouts



### 2 November

L&A assist north of Easedale Tarn to evacuate a casualty with an injured leg. 11 Kendal team members were involved for up to 4 hours.

### 3 November

A member of a team surveying the canal near Farleton slipped as he crossed a ditch and broke his tibia and fibula. An ambulance crew responded and treated the casualty but were unable to evacuate him because of a difficult location. The team therefore attended with the intention of carrying the casualty to the ambulance parked on the nearby road. In the event, the North West Air Ambulance was able to attend to evacuate the casualty.

### 5 November

Another L&A assist to the north of Easedale Tarn where a 16-year-old boy with a school group had slipped and suffered an ankle injury. The resulting carry-off was a prolonged affair, after which Kendal team members also transported the casualty to Westmorland General Hospital.

### 19 November

“Are you a real mountain rescue team?” On a sparkingly clear and cold day the team was involved on a photo shoot with Land Rover Owner magazine on Garburn Pass. One of a couple of cyclists was perhaps unfortunate to skid on ice and break his wrist a short distance from us, but would have been even more unfortunate if the team had had to tell his partner who asked the question that, yes, we were merely Rock Face-type actors... Instead, we were able to treat him and evacuate him and his bike to the valley where an ambulance collected for transport to hospital.

During November Les and Kess also attended 3 SARDA callouts to a despondent walker, a farm worker who had a little too much to drink and seemingly got lost in freezing fog between his taxi drop-off point and his home, and a couple benighted (without a torch) on Great End.

## What's On

### Wednesday 21 December

Equipment evening: 19.00h

### Wednesday 11 January

Training: Avalanche awareness / personal and team winter kit 19.00h

### Wednesday 18 January

Equipment evening: 19.00h

### Saturday 28 January 2006

Training: Joint exercise with Bowland Pennine et al; time to be announced

### Wednesday 8 February

Training: First aid round robin 19.00h

### Wednesday 22 February

Equipment evening: 19.00h

### Sunday 26 February

Training: Base operations / search skills OR Winter skills / winter navigation 9.00h

### 3-5 March

Winter Training in the Cairngorms. Watch for details in base. Non-returnable deposit will be required.

### Wednesday 8 March

RACE NIGHT 19.00h

### Wednesday 22 March

Equipment evening: 19.00h

### Sunday 26 March

Training: Winter skills / winter navigation OR Base operations / search skills 9.00h

## The KMSRT Agony Column

**Dear Honor,** Having now seen the team's completed DVD, I must say that I am very impressed by the speed with which Hamish is able to put on a vacuum splint. He is certainly just the man for the job! **Anon**

**Dear Anon,** Yes, I was impressed too. It's probably due to all that practice he got getting the tucker ready down by the billabong before it turns to Ashes. But Andy Dell is clearly the star! The DVD is excellent – many thanks to Dave Weatherly for a great film. **Honor**

**Dear Honor,** In the light of the announcement at the team dinner that John and Ann are to marry, why on earth was Ann not nominated for a POTTY award? **Anon**

**Dear Anon,** I take your point. I can only assume that the announcement was as much a surprise to the award committee as it was to the rest of the team. Good luck to both of them anyway (Ann will certainly need it!). **Honor**

**Dear Honor,** With the weather turning decidedly chilly, I dug out my crampons over the weekend. I found that the points were smeared with grease and, although I suppose that this has prevented corrosion, I can't for the life of me recall applying it. Any ideas of how this may have come about? **Anon**

**Dear Anon,** Would you by any chance be the person who took three days to get home from a callout (November column)? If so, I suggest that you clean off the grease thoroughly and buy your wife a large bunch of flowers. **Honor**

**Dear Honor,** Surely a new wife should be sympathetic to a bloke's commitment to the team and not accuse him of having "strange bedroom habits". I knew that the team was on a night exercise on Saturday 26 November and that there was a strong possibility of being collected from my hotel lawn by a SeaKing at some time during the night. So what was wrong with sleeping in full winter kit? **Anon**

**Dear Anon,** Oh dear! You clearly have much to learn about the fairer sex. Strange as it may seem, few women are aroused by smelly hill gear in the marital bed. You really should have tried to get your priorities right and just turned up for training. **Honor**

**Dear Honor,** I'm seriously considering doing my Winter ML. Do you think it would be likely to help me with navigation? **Anon**

**Dear Anon,** From what I'm told, it certainly should be of great assistance to you. However, his Winter ML did not seem to help a certain team member who was putting out the control points for the night exercise and headed off down the wrong ridge in the mist. **Honor**

**Dear Honor,** There I was, sitting in the office with my feet on the desk massaging my crime figures, when my attention was grabbed by an un-manned Audi approaching at a pace from a south-westerly direction from the Kendal Mountain Rescue Team car park! Fortunately, it did not do too much damage to my nice Police Station. Any information that you can provide to assist me with my enquiries into the identity of the person responsible will be much appreciated. **PC Anon**

**Dear PC Anon,** I may be many things, but I am no "grass". All that I can say is that the guilty individual from north of the border had only just had the handbrake checked, officer. It's just a shame that the garage failed to explain to him how to apply it. It does seem, unfortunately, that the sat nav in the Audi is no better than the navigation of the individual in question (see above). **Honor**

**Dear Honor,** What a terrible dilemma! There I was, complying with all the Health & Safety regulations by wearing my helmet in the helicopter when I was invited up front to speak with the pilot and issued with a headset so that we could communicate. Try as I might, I could not get the headset on over my helmet and I had no choice but to remove it. Then, horror of horrors, I found that I could not get my helmet back on over the headset. There are clearly very serious safety implications here. **Anon**

**Dear Anon,** Oh you poor dear! It must have been a terrible experience for you. All that I can suggest is that you get yourself one of those trendy bone domes that the RAF use which comes complete with an integral headset. I'm told that you should be able to pick one up for a couple of grand (possible Christmas present?). **Honor**

**Dear Honor,** I seem to have lost a walking pole on the night exercise. Have you heard whether anyone has seen one? **Anon**

**Dear Anon,** I've made some enquiries on your behalf but, unfortunately, the only report that I have had is of someone spotting a walking Czech. **Honor**

**Dear Honor,** I must say that I found it very disturbing to find that the RAF had dropped us 3 kilometres from where they were supposed to on the night exercise. Where on earth do they learn their navigation? **Anon**

**Dear Anon,** Probably on the same Winter ML course as a certain team member (see above)! **Honor**

**Dear Honor,** With Christmas fast approaching, the timing of the release of the team's DVD has been very fortunate. Many thanks to Dave Weatherly. I didn't have a clue what to get the missus, but he has solved my problem. **Anon**

**Dear Anon,** You are obviously seriously lacking in imagination. What about a new chip pan or a nice ironing board? Or a new brush so that she can clean your boots properly? **Honor**

**Dear Honor,** It's nice to know that the festive season is approaching. On the hill the other night, I'm sure that I caught a glimpse of a very old man with a long white beard and a red jacket. **Anon**

**Dear Anon,** You really should get someone to introduce you to Steve Kelley. **Honor**

PS – A very merry Christmas to all Mintcake readers.

**Dame Honor Corlowtt**

## Help Needed

The next Garburn Trail Race & Challenge event takes place on Sunday 4 June 2006. The organisers have supported local organisations on the previous events and have asked for our assistance in 2006 with providing 20 marshals for the event, mainly to marshal gates along the bridleway linking Staveley and Windermere via Garburn Pass. Marshalling duties will typically last 3 hours. Because of the insurance situation, we are not able to provide "official" cover as a team. However, should any team members wish to help in a private capacity or recruit friends or family to assist the organisers, the team will receive a donation for each marshal and will also be included on entry forms etc. with the prospect of receiving further sponsorship from participants/competitors. If you would like to help the team and the event organisers in this way, please contact Liz Parkes in the first instance.

## Mountain Rescue – Book Review

*"Deep down I will always be proud that he's so dedicated. I know he would move heaven and earth for his family. It's just that when that bloody bleeper goes off, so does he..."*

Ever had to explain what you do as a mountain rescue team member and why? Of course you have. A certain TV drama didn't give quite the picture you wished to convey? Of course it didn't. Perhaps in future you should consider pointing your inquisitors in the direction of **Mountain Rescue**. The authors' declared aim is "to give you a complete and accurate picture about what we do, who we are, how we train, the risks we encounter and how we are organised. And, yes, we will inject some of the gory details..." Yet there is no attempt to sensationalise what goes on as the authors are both involved in mountain rescue. And, presumably aware that such a book is never going to rival Harry Potter for sales, the authors have sensibly aimed it at the widest possible readership, so MT team members, fell walkers and climbers, and members of the general public will all find plenty to interest them in this book. It has history, drama, humour, human interest, helicopters, statistics, dogs but, thankfully, no sex in equipment rooms (à la Rock Face). Interspersed throughout the book are well-presented accounts of rescues and searches together with contributions from rescuers, casualties and families.

A word of warning, though. If you do recommend it to friends (or even, who knows, give it to them as a Christmas present), bear in mind that your stories of derring-do equipped only with the finest state-of-the-art clothing, radios and torches will make you seem a bit soft compared with some of our forerunners: "Each of the party was equipped with a pork pie and a hurricane lamp. Johnstone lost the former and broke the latter when he fell down a steep slope in the pitch darkness." Recommended.

**Mountain Rescue** - Bob Sharp and Judy Whiteside, 2005, 263pp, Hayloft Publishing, ISBN 1 904524 39 7, £20. Available now from Ottakars.

**Les Telford**



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