

# Mintcake



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

Reg. Charity No. 1125680

May 2011

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## Editor's Comment

I have heard a lot about the team members extra curricula activities this month: one tried to sink a dinghy (only to be rescued by another); whilst some went down Gaping Gill to film a performance of a Jazz band, around the time a hen party were enjoying the sight of naked abseiling cavers. Puts my sliding straight out of a marquee and landing in some mud during a ceilidh at a music festival to shame.

*DBH*

## 100 Club

The lucky numbers for June are remarkably similar to May. Don't worry, Peter has been asked to clean the glue off balls 18 and 85!

1st No. 52 – Mr & Mrs T J Holdaway  
2nd No. 18 – Mr D Harding  
3rd No. 85 – J M Bailey

Congratulations!

## What's On?

**Wednesday 8 June 19:00**

Medical Round Robin

**Saturday 11 June**

Town Centre Collection

**Wednesday 15 June 19:00**

Communications Training

**Saturday 18 June**

Blues and Twos Practical

**Sunday 26 June 09:00**

Round Robin

**Wednesday 29 June 19:30**

Equipment Night

**Tuesday 5 July 19:30**

Base & Vehicles sub group

**Wednesday 6 July 19:30**

Main Committee

**Saturday 10 July**

Team Barbecue, Greyrigg

**Wednesday 13 July 19:00**

General driver training theory

**Wednesday 27 July 19:30**

Equipment Night

**Friday 29 July**

Bucket Collection – Asda

**Saturday 30 July**

Bucket Collection – M&S

**Sunday 31 July 09:00**

Exercise

## Mintcake Nibbles



### **\*\* Reminder ADDITIONAL TRAINING SESSION \*\***

**Wednesday 15th June - 19.00** start at Base Kev Knowles will give a Communications Overview.

Whilst the session is primarily aimed at Provisional Members and those Hill-going Members who have been in the Team for less than 2 – 3 years; it may be of benefit for ALL Hill-going and Operational Support Members - so please feel free to come along.



### **Town Centre Collection 11 June.**

**Our biggest bucket day of the year and only a handful had signed up by last Wednesday.**

**Please contact Peter ASAP**



Did anyone lose any keys at the driver training at Holmescales? If so, please call Simon at the Activity centre on 01539 722147



Goodbye to Ailsa Hulme our collection box co-ordinator, who is moving to Hertfordshire. On behalf of the team, can I offer our thanks for all the hours you have put in and wish you best of luck with the move down south.



Having mocked a certain deputy team leaders troublesome braces last month, I must apologise and ask: is anyone any good at shortening these things or am I stuck with using a half hitch for the time being?



With my Pager Officer hat on – Can people that do not think they get all pager messages, please let me know so I can include you in a trial of an alternative?



A rather unusual caption competition winner this time, transcribed from Gnomish by Keith Pittman.

The picture in the Caption Competition is actually a mock up of what WILL happen to the Editor if continues with his aspersions that the the Base Gnomes have been sniffing the Toilet Duck and the like. (*Guess that tells me! – Ed*) Don't you realise that it is a hard job keeping both the Ogre and the Chief Sprite happy, so is it surprising that we occasionally have a little snifter? I have managed to cut back a bit recently, helped in no small part by the number of Team Members who kindly turned up for the recent Base Spring Clean - you should have seen the smile on the Chief Sprite's face!

A special prize for most multiple entries goes to Chris Marsden for:

"Who forgot to take the casualty off the stretcher before they put it away?"

Keith being meticulous at keeping everywhere tidy!

Peter Clarkson saying "Where did you say you saw that penny?? they all add up you know!!"

Tony Womack saying "Told you we can get 6 team members in a landrover on a call-out!!"

## Callouts

**07 May 2011 02.30 hrs**

We were paged by the Police and asked to assist the North West Ambulance Service with the location and evacuation of a male who had reported himself unwell at School Knott Tarn (Near Bowness on Windermere). We met a paramedic on the Crook Road, drove as far as possible up the track towards the tarn and located the casualty after a short walk. He seemed to have been there some time and was found to be very wet, with mild hypothermia. He was

stretchered back to our Land Rovers and transported back to the Crook Road where he was transferred to an ambulance. Back to bed at 5am! - except those 5 team members who were leaving at 5.30am to attend a course in North Wales and the others who were off to the Keswick to Barrow walk. Ho-hum!

#### **10 May 2011 14.30 hrs**

The Police paged us and asked that we attend a casualty on the bank of Windermere in the Millerground area. It transpired that an elderly man had become disorientated after he had fallen, hurting his knees and his head. As it happens, he was spotted by a group of canoeists who were being lead by one of our Deputy Team Leaders. The North West Ambulance Service and two members of the Langdale & Ambleside Team also attended. The casualty was assessed and it was decided that the easiest option for evacuation was to call in the Lake Warden's launch. He was taken on the launch to the nearest point at which he could be transferred to the Ambulance at the lake-side.

#### **17 May 2011 18.50 hrs**

The Police requested our assistance in recovering a body from woods near Arnside.

#### **17 May 2011 21.00 hrs (approx)**

On returning to base from the previous incident we became aware that the Langdale & Ambleside team had been called out on a search. We offered our assistance, which was accepted. Apparently, a lone walker had parked his car in Great Langdale with the intention of walking the length of Crinkle Crag and he reported that he could not find his way off. He had no torch but he chose to ignore advice to stay put. He said that he had a compass and that he was walking south. Search teams covered Crinkle Crag from both the north and the south and the search was later extended to Pike of Blisco and to Cold Pike in wet and windy conditions. The search was wound down without success at around 2am and our team members returned to base at around 3am. It is understood that the missing walker turned up later in the morning at Seathwaite (Borrowdale). This is around 8Km north of Crinkle Crag - did he have his compass the right way round?

## **Exercise Reports**

### **Wednesday 11 May 2011**

#### **Party Leader Training**

May's Wednesday evening training was titled Party Leader Training. This was something of a misnomer. It was more an opportunity for newer Team members to experience how a call-out and search comes together from the first pager message.

Eddie started by deconstructing the process of selecting Party Leaders, the criteria used and the composition of Parties. Harry did his best to knock him off his stride by 'laiking' with the AV equipment; but Eddie is made of sterner stuff and managed to keep going to the end.

Harry then took over and explored the mechanics of Search Management, using the AV to good effect.

We then had a break for refreshments and one poor chap, (Dave Howarth) got a pager message regarding a virtual call-out. There followed a somewhat truncated, virtual version of a search in Brigsteer and district, which I think, went extremely well.

Harry and I were in M2 down in the garage pretending to be at Helsington church.

It would have gone better if Harry had switched the radio on, but after some jeering from stray MR personnel, we settled down to do our job. An RAF MR Team leader, sounding suspiciously like Keith Pittman, called us for deployment and we were soon into the swing of things. But, just as we had got into our stride, our misper turned up, and the exercise was over. An excellent evening, during which I am sure everyone learned something. My revelation was that if someone leaves a switched-on radio perched on the windscreen of M2 it completely wipes out the radio in the vehicle. Thank you, Jonathan! The other highlight for me was the magnificent simnel cake baked by Jo's mother. More please!

**Trevor Cotton**

**Monday 16 May 2011**  
**Off Road driver training.**



The Guilty Party surveying his work.  
Yes, it was going dark.

Holmscales Activity Centre kindly let us use their land for training. We were joined by a Land Rover full of Duddon and Furness Team members. This was a very useful session with such arcane subjects as “low box” and “diff lock” being explained (with questionable success) and controlled plummets down ginormous vertical slopes and climbs up small cliffs performed. Having practiced hill starts both forwards and backwards and having looked at quite how vulnerable the (non lockable) axle differentials are, we were nearly ready to go home when one of our new chums from D&F team got OUR Mobile 3 axle deep in a bog. However all was not lost as there was an opportunity to practice recovering a vehicle from such a situation, a service that I understand we occasionally provide to CRO and Langdale & Ambleside MRT.

Thanks to Holmscales Activity Centre and Chris for organising and instructing alongside Steve Kelley and Simon Thorn and top marks for Kev “I♥Landy’s” Pennells, who had not been expecting to be instructing a number of us in the dark arts of 4x4 driving until an hour before the start. Finally thanks to Kentdale Land Rover for fixing whatever bit of Mobile 3 got broken in the mire.

**Dave Hughes**

**Sunday 22 May 2011**  
**Search and evacuation.**

The exercise was started via an ‘exercise callout’ pager message. A number of us were already at base re-loading the newly repaired Land Rover... but we won’t go there!

The scenario we were presented with was a missing male who had the previous day set out bird watching. The alarm being raised by his wife, who had become concerned for his safety. He has however been known to stay out over night on previous trips and he was believed to be reasonably equipped for the terrain he was intending to cover. There was no real health concerns although he was on medication for high blood pressure.

To make things interesting, he was described as wearing camouflage clothing!

His van had been found at Huck’s Bridge on the A6. We were deployed to that location in three vehicles with base being manned throughout. On finding his van, we checked that the missing person hadn’t just made his way back and was asleep there.

Control had previously identified areas that they considered most likely for a bird watcher to head for from the location of his van. Initial search patterns were based on this calculation. The police however were able to furnish us with further information which narrowed down the search area. The missing person was doing a survey in three specific square kilometres. With this more detailed information we were split into three groups and each group tasked with a square kilometre. We were also mindful that the missing person may be in a location between these three sectors.

Our missing person, in an attempt to be located helped us with smoke signals (or it may just be he was having a crafty ciggy while waiting!) Whatever the reason, it helped and he was located!

He was located in trees with a dislocated knee. The first aid seemed fairly straight forward with the knee being splinted and entonox given.

The evacuation was a little more interesting. We initially sledged the stretcher which was appropriate. As we moved on, the stretcher was on a side slope and we had an incident of the stretcher tipping sideways. We need to bear this in mind in future when sledging the stretcher across such terrain. A later short section required a back rope. This was carried out quickly and efficiently making use of a nearby tree as an anchor. The stretcher was then carried to and loaded into a waiting Land Rover for evacuation to the road head.

Points to consider:-

- Check the missing person’s vehicle more carefully. On this exercise we missed a map that had been left on the seat with details of the missing person’s intended route marked on.
- Be careful of the stretcher tipping when crossing side slopes when it is being sledged.
- Back roping can be a very quick and easy way of safeguarding the stretcher on more dangerous sections.

- Make sure that control have an idea of when the stretcher party will arrive at road head so that a county ambulance can be arranged to meet up there.
- We need to bear in mind for future reference that communications down the Borrowdale Valley can be sketchy at times with handsets being unable to communicate with base and base being unable to communicate with vehicles at certain points along the valley.

**Simon Thorn**

## **A Vehicle Officer Writes:**

### **Vehicle update**

As I am writing this all 4 vehicles are back and operational. The problem with M4 proved to be a dodgy connector within the electric's which only needed to shift slightly to disengage the battery. M3 developed a fault in the transmission box after 4 x 4 training. This was repaired under warranty at Kentdale garage.

If any team member discovers a fault with any of the vehicles please let me know at the earliest so I can do something about it. Leaving bits of landrover in the vehicles pigeon hole or in the equipment room without a note does not help, especially when my crystal ball is broke.

We do have comprehensive AA cover so if you are out and about and you break down, please call them, they will either repair the vehicle or recover it to base.

Each vehicle now has an old set of team kit vacuum packed and located behind the rear passenger seats, if you need to change a tyre or get down and dirty with a Landy then please use these to protect your new team kit.

### **Vehicle quotes**

After being informed that M3 was in need of repair I explained to Molly what had happened. Her reply was "That was pretty silly of them". Just about summed it up for me.

Best excuse for M3 needing repairs. "Duddon Did it"

And finally, a very small moan....Please take your rubbish with you and do not leave it in seat pockets etc.

**Tony W**

## **First Aid Requirement for Hill Going/ Op Support Members?**

The Team's medical sub-group want to ensure there is a minimum level of first-aid skill maintained by all operational members of the Team. This is for many reasons, including:

- You could be first on the scene at a call-out.
- Your partner in a search could become ill or collapse.
- A Casualty Carer needs assistance at the scene.
- You could be with a Team vehicle at a fund-raising event and a member of the public collapses near-by.

As a consequence, it is proposed to amend the current requirements for continued team membership to include "To attend, at least once every 3 years, a 'Minimum Basic 1st Aid Course' run by the Team" along with the existing requirements to attend 10% of call outs, maintain 8 training points and help at a fundraising event. The relevant standing order is due for review this year and the proposal will be discussed at the 6 July Management Committee meeting. Anyone wishing to comment is welcome to come along and do so.

The 'Minimum Basic 1st Aid Course' would be run, normally by the Team Doctor, once a year during one of the normal Team training sessions

The medical sub-group realises that First Aid, like water rescue and rope work is not for everybody; but feel there is a certain basic knowledge for all Team Members to have just like navigation and using a radio.

**Medical Sub-Group**

## Caption Competition



Seems like Stan has been trying quite hard to star in caption competitions recently (I suppose everyone else is wary, if they see me wandering around with a camera!) Can anyone provide a suitable caption?



## Team Barbecue

 

**TEAM  
BARBECUE**

TO BE HELD AT

**PUNCHBOWL HOUSE,  
GRAYRIGG**

On  
**SUNDAY, JULY 10<sup>th</sup> 2011**

From 18.00 onwards  
Everybody welcome  
**THIS IS FOR ANY TEAM MEMBERS &  
THEIR FAMILIES ETC.**

B.Y.O. Food & Drink

*Further details from Ian & Dagmar on  
01539-824345*

## Internet News

Having been asked by the editor to find out what a locked differential (on a landrover) is, I realised that I knew what a differential does, but not how it does it.. In my quest for knowledge, I came across this rather nice film from the 1930's. <http://youtu.be/K4JhruinbWc> featuring formation motorbike riding, one wheel drive cars and the best explanation of a diff I could find...

This month there has been a timely reminder to be careful about internet links in emails. If anyone, no matter how trustworthy, sends an email just containing a hyperlink without explanation as to why they have sent it to you delete it. Chances are their account has been hacked into and the link does something nasty.

*Tim Ternet*

## Contacts

David Hughes

Cheer me up! Send me an email

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or  
Editor's pigeonhole in base

or by post to:-

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**Copy deadline for next issue: 6 July 2011**