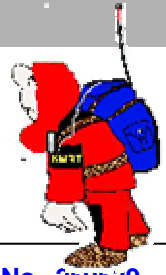


# Mintcake



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

Reg Charity No. 259539

July 2003

## In This Month

Editors' Comments.....	1
Exercise Report 1 .....	1
Exercise Report 2.....	2
Safety Note .....	2
Dates For The Diary.....	3
Ops & Membership .....	3
Callouts .....	3
General Team News & Comment.....	4
Team Dinner.....	5
Queen's Golden Jubilee Medals .....	5
Working Groups .....	6
Caption Competition.....	7
Fund Raising.....	7
Contacts.....	7

## Editors' Comments

A correction to the recent article by Team member, Ray Green, comes from ex-member and still undefeated, Team Champion Hamburger Muncher, Steve Atkinson. Who points out that the sadly missed Mr Molloy's first name is spelled Eamonn. Start checking under your car, Ray.

Bit of a change to the Torchlight theme after Chris got no response from last month's appeal for help. Now we're having a go at the highly amusing "Mountain Rescue" TV soap, "Rock Face". If you're prepared to help, turning up on the day is no good for this one as you'll have no costume and be a spare part. Please help Chris to set this up by speaking to him and offering your services. He's probably the easiest member of the Team to get hold of as he's in his shop in the centre of Kendal 25 hours a day. (Vegetarians are best giving him a ring!)

**Rob**

So it's goodbye from him ... and it's hello from me. This issue is Rob's last (at least for the moment). What started out as a very temporary fill-in job has lasted over a year to enable me, among other things, to concentrate on qualifying with SARDA. I would like to thank Rob for the huge amount of work he's put in, and I'm sure you would all gladly echo that sentiment. He will, of course, continue to keep us up to date on what is happening on the radio front, among others.

**Les**

## Exercise Report 1

### Was it all a bit unreal?

The July Wednesday night exercise started off with Team Leader Andy (who had been out walking with Eddie in that area of Kentmere known as 'where the railway line goes over the river') cutting his hand and having a heart attack. Other unreal things were going on. Time and distance were being compressed. The ghostly voice of Rob would come over the radio waves every now and then with "Parklands is down and BT have to get a new F24/5B technowidget from Carlisle before it will work." just a minute – that was for real. For some reason most of the Team first-aiders lost all their medical knowledge and most of the very experienced incident and control room managers had memory failure. Half an hour into the exercise Paramedic Dave suddenly shot off in a flurry of blue lights saying "There's a petrol tanker overturned on the motorway." Hey, that happened for real as well! This could explain why no county ambulances or any helicopters were available to assist the Team that night.

So all the pressure was on those Team members with only a year or two's experience, as well as provisionals and pre-provisionals, to do all the thinking and planning and 'hands-on' bits. Luckily the long-in-the-tooth members could just about remember how to drive a vehicle and carry a stretcher. Even though Andy's heart attack was made worse by a serious case of over-acting, he was well treated and safely evacuated to the vehicle.

Not realising that Eddie is a bit of a Jonah, pre-provisional member Jonathon went for a fell run with him. Somewhere up on the Kentmere horseshoe he fell over, banged his head and suffered from brain compression. Luckily Eddie leaves him nice and safe under a convenient suspension bridge before running down to get the rescue team. The initial response of two members finds him, treats him and is soon calling for backup. This speedily arrives and he is evacuated to Mobile 2. Due to the deteriorating condition of the casualty Pete M loads Jonathon (still on stretcher) into Mobile 2, delivers him to The Busher Walk Hospital and unloads him – all in record time. Rather surreally the receiving doctor was his previous running partner.

All in all this seemed to be a very successful evening. Theory discussed at the June Wednesday exercise was put into practice on this one – and it worked. A few learning points to note:

- Carry a copy of a casualty card (see Dagmar for them) in your own first aid kit to record the initial vital signs before the Medisac arrives.
- At control (and in the vehicles if possible) record communications and decisions – especially the critical ones (needed on the day to make sure you don't forget things and potentially in Coroner's Court if things don't end up as hoped for!)
- If you have half an hour to spare, browse through the control handbook to see what is in there. You will know where to look for information when it is 'the real thing'. (There is also a copy in each vehicle.)
- When using the radio, have it clear in your mind what information needs to be passed, and what doesn't. Then just pause for a second before pressing the button, take a deep breath, engage brain, then speak.
- When there is more than one person in the control room it gets noisy. If you are trying to use the radio and, for example, a noisy Team Chairman comes in; suggest politely that they go into the main room and close the door. (It is a good idea to always keep the door closed, as there could be relatives of the casualty in there.)

Eddie and I were very pleased that everyone who turned up was willing to have a go at what ever he or she was asked to do. Because of this we are sure that everyone gained maximum benefit. What was also very pleasing was the way everyone worked together as a 'team', with the resultant slickness of the rescues.

**Keith Pittman, Kendal MSRT**

## Exercise Report 2

The advanced party of 4 set off in search of a young female. We split into pairs and concentrated on searching the ravine and waterfalls around Cautley Spout. Previously the informant had stated that she was on the left-hand side. After a few minutes the radio crackled into life: "*Kendal 55 to Kendal 53, are these people blind or something?*" Well, we all know it's common knowledge that doctors make impatient patients, don't we?

Shortly after that, Hamish found our lone female and proceeded in his gentle bedside manner to assess her injuries whilst promptly removing her trousers. Soon afterwards the others arrived and radioed through an equipment order, only to find that our day's organiser Paul had looked into his crystal ball and arranged the back-up crew to set off with what was required, and before the request was finished most of the gear had arrived.

The new splint was applied to one leg, a hand was splinted and a collar applied. The casualty was then put into the vacuum mattress and onto a stretcher ready for a sledge ride down the hill using a back rope for security.

Considering there are not many secure belay points in the area, Dave made good use of the ground stakes, and Kevin belayed while Dave set up another belay further

down the hill using the spider rings (*some gear that has not seen the light of day for a long time*). With only six people to deal with the stretcher the descent off 200+ feet proved quite strenuous

Shortly afterwards Paul decided that the casualty had recovered enough to go to work and play at real doctors. With that, Abby gave us her brief comments on the first aid and disappeared.

We all then climbed back up to the two belay points for a general de-brief during which our Aussie team member produced his tin of baked beans and a spoon, whilst everyone else had a sandwich.

Needless to say, after we packed the gear up and headed further up hill to the top no one followed Hamish.

On our way down we spent an hour or so discussing various ways of rescuing someone from the Cautley Ravine whilst coachloads of tourists struggled up the hill. Looking at some of them, it's amazing we don't get called to Cautley more often.

### Lessons learnt

- Always treat any fall for cervical injury - ACBC (Airway, Cervical, Breathing, Circulation).
- After watching a rock gather speed on its way into Cautley Spout it was a timely reminder that hard hats should always be worn if working on steep ground.
- The stakes & spider rings should only be used as backup whilst carrying the stretcher. They should not be relied upon for weight-bearing.
- Whilst searching, remember to scan outside your search area.

Although there were only 8 of us, a good day was had by all. Thanks Paul for organising it and thanks Abby for being yourself.

**Eddie Harrison, Deputy Team Leader**

## Safety Note

When the blue lights go on and the red mist descends that's the time when we are most vulnerable. The chances of injury responding to a callout are probably greater than attending to a casualty. For those over 14 years old it is your personal responsibility to wear the seat belt provided. The driver also has the right to ensure everybody is belted up before moving off. Please take this reminder in the spirit in which it is given as we don't want a team member hurtling through the air damaging Rob's comms or my vehicles but more importantly one of your team-mates.

**John Everett**

## Dates For The Diary

Exercises start at:

Wednesday 19.00hrs

Sunday 09.00hrs

unless otherwise stated.

### August

Wednesday 20th

Training :- Radios & comms

Wednesday 28<sup>th</sup>

Equipment & Medical Working Group

Friday 29th

The Team Annual Dinner

Saturday 30th

Westmorland Shopping Centre Collection

Sunday 31st

Training:- Possible Howgills

### September

Friday 12th

Kendal Torchlight Procession

Wednesday 17th

Training:- River Rescue and working near water

Wednesday 24<sup>th</sup>

Equipment & Medical Working Group

Saturday 27

Training :- SATURDAY EVENING

Helicopter (night flying) plus stretcher evac

### October

Wednesday 15th

Training:- Take vehicles apart and play with kit

Sunday 26<sup>th</sup>

Training:- Medical round robin

Wednesday 29th

Equipment & Medical Working Group

### November

Saturday 1st

Morrison's Supermarket Collection

Wednesday 19<sup>th</sup>

Training:- Defib Training

Wednesday 26<sup>th</sup>

Equipment & Medical Working Group

Sunday 30th

Training:- Search TBA

### December

Wednesday 17th

Training:- Hypothermia talk

Sunday 28th

Training:- TBA

Tuesday 30<sup>th</sup>

Equipment & Medical Working Group

## Ops & Membership

Congratulations to Peter Dodd who recently completed his provisional membership and has been voted in as a hill-going member of the Team.

## Callouts



July 9<sup>t</sup>

Saw us assisting Langdale with a 48-year-old male who was having a suspected heart attack in the Dove Crag area. As is usual and preferable in situations such as this, he was airlifted to hospital by the RAF. Four team members were out for 3 hours.



July 10

Had five Kendal members again assisting Langdale in the Heron Pike area above Alcock Tarn. A 22-year-old lad had slipped whilst walking and suffered head injuries and a suspected fractured ankle. Again, with the head injuries, he was whisked off to Cumberland by the RAF. Kendal were out for five and a half hours, in the sunshine for once.



July 11

Another Langdale assist, this time a 33-year-old gentleman had slipped and injured his shoulder on Swinscar Pike in sunny Grasmere. Thirteen Kendal Team members helped with the evac by stretcher and were out for three hours.

July 27

Just as we thought we had finished the day's training exercise we were requested by L & A to assist them at Stickle Tarn for a carry-off. The casualty was brought into Kendal by us on return.

## From our canine correspondent



"It would be nice if her first search could be on a beautiful starlit night..." That's how I finished my article when Kess and I last appeared in these pages in the May edition. However, my more experienced colleagues, you may recall, had given me the likelier picture, i.e. that "we would probably next meet up in the early hours of the morning on a wet and windy fellside looking for someone who was not in our area".

So, what has been the reality since qualifying in mid-April?

Searches: 5

Finds: 0

Length of search 10 min to 6 h

Starlit nights: 1

Wet, windy fellsides: 2

Non-descript: 1

Potential heat stroke: 1

Callout times: 2am, midnight x2, 8am, 5.30am

Not in our area: 5.

Three of our searches have involved driving to Brotherilkeld Farm at the far end of Hard Knott Pass (hence my change of vehicle!) and then walking into the Upper Esk valley, with the threat of having to continue to the summit of Scafell Pike.

The potential heat stroke came on the hottest day in July when we were searching in Riggindale for the owner of a rucksack found to contain a passport, flight ticket and a large sum of cash. Thankfully the RAF was on hand to lift four of us onto High Street so that we could work our dogs back down, and, again thankfully, the police were on hand to locate the owner two hours later safe and well in Birmingham. All other missing persons were located a little closer to the search area, including one who was found by another handler about 400 metres away from us. A vicarious thrill!

In the meantime, training goes on and I continue to hum Don MacLean in the hope of making it our theme tune rather than Bob Dylan or, especially over towards Sellafield, Peter Gabriel (work it out for yourselves!).

**Les Telford, SARDA**

## General Team News & Comment

### So why are you involved in MR?

This summer has seen a number of keen and experienced provisional members joining that cynical group known as 'full hill-going members'. Clearly the upstarts' black humour on callouts had reached a low enough level to become full members. (At the risk of being serious for a minute, the quality of the new members has been very high in the past year or so – this must be for the ultimate good of future casualties.) The knock-on effect of all this is that Ian Johnson has been pulling a few 'pre-provisionals' off the waiting list, getting them along to an exercise or two to see if we can put them off. (I suspect we will fail yet again as they are reported to generally be 'O.K.', so it looks like there will be number of 'new' faces around who will shortly be 'familiar' faces.) Rumour has it that 3 pre-provisionals not only got to see a helicopter on their first exercise but got a flight out and, get this, got one back! (I can only assume that they were not with Pete Munford, as he always ends up walking miles back to the vehicles as helicopter after helicopter flies off into the sunset.)

Anyway, all of this change got me thinking about WHY people become involved in MR. It could be for the kudos, along with the badge and the discount from Kentdale Rambler et al. The discount is appreciated, but is there any kudos? There probably is and it may well be a good reason. However, it may be because they feel a need to partake in 'public service' or do something for the 'public good' (are they the same?); these seem laudable reasons and maybe morally superior to doing it for the kudos.

But there could be many other reasons. They may know someone who was involved in an MR incident and it's a way of saying 'thank you'. A friend or relative may have been an 'MR person' and they 'drifted in' (or even made a positive decision to help). They may have seen 'Rockface', but decided to come along anyway. Perhaps it was a combination of all these reasons, or maybe none of them. Does the reason for being involved even matter? Is the mere fact of doing it, enough? If you are reading this (an optimistic thought there on my part), you are involved in MR, so what made YOU take that first step? Is your continuing involvement for the same reason, a different reason, or just habit? (Oops, I hope this does not trigger a spate of resignations as members ask themselves why they are still doing it.) So what are your reasons for being an 'MR person'? Are you willing to share these reasons? I hope you are - and if so a scribbled note to the Editor will see them in print (and enough responses may mean I won't feel the need to do an article next month).

“What”, I hear you say; “with all this rambling on about reasons for doing things, Barbellate has forgotten to give an obscure quotation from some dog-eared old book this month?” Not so, what I have on offer is from ‘The Alps From End To End’ by Sir William Martin Conway. The book describes the tour he undertook in the Alps (when not in the first flush of youth I would point out) in 1894. When he is in the Warnsdorfer hut he describes meeting a *delightful old German gentleman* that he gets into conversation with and notes the following. ‘*You young fellows’ he said, ‘are always in too much of a hurry. Why don’t you spend the night here like me? You can’t see the view properly because of the clouds on the tops of the peaks. Wait here till you can see it and then move on. You have no time, you say, and have more mountains you want to climb. I tell you that is nonsense. You appear to be a free man; I am a slave, I have only ten more days’ leave, but I mean to spend them well and not to race around, passing beautiful scenes without seeing them. Climb fewer mountains, but see those that you do climb. Getting to the top of peaks is not everything or indeed anything. The enjoyment of beauty is the sole excuse for your travel. But I see you won’t take my advice. Wisdom only comes with age.*’ Subsequently Sir William and his colleagues finished their lunch and then climbed to the Krimmler Thorl, to find the Venediger in cloud and a storm coming in. So they scuttled off down the valley. The old German gentleman’s observation may have been correct.

**‘Barbellate’**

## Torchlight

Change of idea for this year’s theme for us. We’re gonna take the mickey out of the TV programme ‘Rock Face’. Titled **‘Rock Farce’** With the able MR team from ‘Ben-Thur’. We need volunteers to make signs, build the float, and most importantly man the float on the night of Friday 12th September

**Chris Marsden, Training officer**

## Team Dinner

### You know it makes sense

Do you really want Trevor on the phone again, threatening to pop round with the boys?

No, of course you don’t. So, get into base, sign up for the team dinner on 29 August, let Simon have a cheque and there’ll be no need for any unpleasantness.

## KENDAL MOUNTAIN SEARCH & RESCUE TEAM

### Queen’s Golden Jubilee Medals

Members of the front-line emergency services – accessed by dialling 999 – who have completed a minimum of 5 year’s reckonable service on 6<sup>th</sup> February 2002 – the 50<sup>th</sup> anniversary of the Queen’s Accession – will receive the medal to mark the Queen’s Golden Jubilee celebrations.

The MRC has provided guidance that 5 years’ reckonable service should be counted from the date the member went on to the callout list, not when they started training. Members of fund raising and supporters groups who have not been on a callout list do not qualify for medals.

The following KMSRT Members qualify to receive the medals, which will be presented at the Team’s 50<sup>th</sup> Anniversary Dinner on 29<sup>th</sup> August 2002:

Andy Beavon	Dan Shiels
Sue Brookes	Terrence Stephenson
Martin Campbell	Dave Winchester
Andy Clifford	John Gorrigan
Andy Dell	Melanie Mukherji
Hilary Fouweather	Rob Brookes
Ray Green	Trevor Cotton
John Hall	Claire Hughes
Eddie Harrison	Tina Judson
Steve Kelley	Dave Meredith
Chris Marsden	Barbara Minton
Rod Muncey	Mike Mitchell
Pete Munford	Phil Morgan
Keith Pittman	Peter Waring

Whenever criteria are set and a list is drawn up inevitably some people who have made an enormous contribution to the Team get missed out.

It would be nice to be able to present medals to everyone in recognition of the efforts put in. Unfortunately we are bound by guidelines set by MRC.

**Andy Dell, Team Leader**

### From the MRC Newsletter.....

A reminder that team members who have received their Jubilee Medal can kit themselves out with a special fleece jacket for the knockdown price of £15.

The black Skye 200 jacket is produced by Keela in Zetland 200 micro fleece and features elasticated cuffs, 2 outer zip pockets, shock cord in hem with adjustable cordlock and loops at cuff and collar for attachment to jacket.

Available in sizes XS to XXL, the jacket has the MRC logo embroidered on the left breast with the text Queen’s Golden Jubilee Medal. Block orders are invited from teams only to John Edwards [jmemr@talk21.com](mailto:jmemr@talk21.com) or by post to John at 5 Valley Cottages, Manchester Road, Greenfield, Lancs. Payment on delivery please. For further info, contact John via email or telephone 01457 870734.

My thanks to Phil Taylor of Langdale MRT, whose face managed to stay straight, which is more than mine did. – Ed

## Working Groups

### Equipment & Medical / Communications

Negotiations with the police, for funding of our new radio system, continue at a slow pace. A number of meetings have been held at Carleton Hall, some of which I attend, and some I don't. Many other meetings have also been held between the members of the LDSAMRA Comms Working Group and yet still more, between Stewart Hulse and myself as we try and bring together all the elements of the move to the new radio frequencies. I do the technical bit and Stewart handles the politics. Fortunately, the technical bit is not proving too difficult at the moment which is more than can be said for the politics! However, Mr Hulse thrives under these circumstances and has a habit of sticking to his guns.

The MRC have now released the actual frequencies we will be using but UKSAR have yet to identify which channel does what. The new, high band, (more correctly, mid-band but it's too late now) channels are as follows:-

Channel	Frequency
24a	157.200 MHz (FM,25kHz)
24b	161.800 MHz (FM,25kHz)
62a	156.125 MHz (FM,25kHz)
62b	160.725 MHz (FM,25kHz)
63a	156.175 MHz (FM,25kHz)
63b	160.775 MHz (FM,25kHz)
64a	156.225 MHz (FM,25kHz)
64b	160.825 MHz (FM,25kHz)
83a	157.175 MHz (FM,25kHz)
83b	161.775 MHz (FM,25kHz)

The channel numbers shown, 63a, 83b etc, are what these channels are currently called by the Coastguard. It has been agreed by UKSAR, that we in mountain rescue will continue to call these channels by their original names. The reason for the 63a, 63b bit, is that they were originally used as pairs. Receive on one and transmit on the other. We are authorised to use them as transmit and receive on the same channel (simplex) so, potentially giving us ten channels instead of our current four.

Also contained in the new proposal are the original Home Office repeater channels of:

147.4750 MHz and  
155.3500 MHz

These two channels are not yet permitted in our area as someone in Northern Ireland is reputed to be still on them and we don't want any unexpected visitors from over there.

We can already use the frequency known as 'channel 53' (158.650 MHz) and this is by far the preferable channel to use when working with RAF and Air Ambulance helicopters. At about ten past most hours, Liverpool Coastguard put the small boats weather forecast out on the 'normal' helicopter channel, marine 73 and if you're on a callout or, more likely, undergoing training with the RAF, then the chances are, you will need to use the radio at this

time. The weather forecast takes a good few minutes to get out. We are also not supposed to be doing any training on channel 73 however, with a few million quads' worth of thirty-year-old technology hovering above your soft parts, exceptions are made.

Somewhere within the new frequencies will be a dedicated helicopter channel. Unfortunately the powers-that-be set this up before anyone had asked the RAF if they could use these channels. As they can't, we will have to continue with either 73 or 53 until the choppers have a radio re-fit.

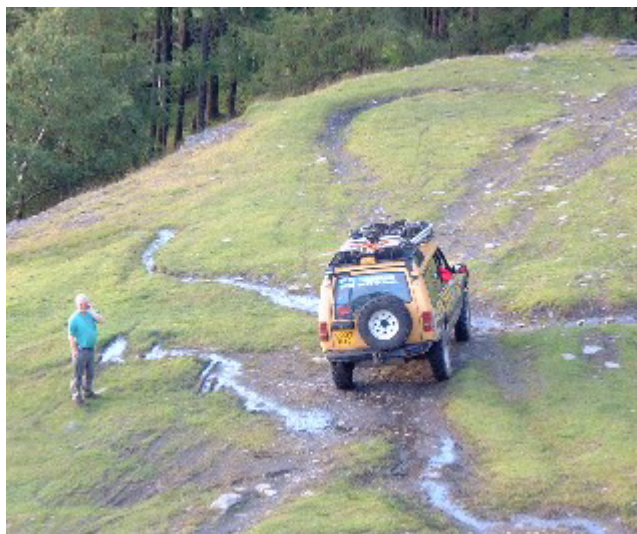
There is a growing consensus of opinion within the Lakes, that if sufficient working channels are made available from those we are to be using, we will find it easier to 'adopt' a specific channel for each Lakes MRT. In a sense, of course, this is what happens now as when two or more teams are on a job, they don't usually try and all stay on channel one. Our handset and vehicle radios would then be programmed as 'Kendal', 'Langdale' 'Duddon' etc instead of '63a', '84b'. This has yet to be decided but the idea has merit.

Our old friends Philips (now Team Simoco) are doing some work on our behalf, to help me rid us of the Parklands landline costs (about £1000/year). Occasionally, in negotiations about funding, we are asked why £1000 per year is such a problem to us and the primary answer is that, as a publicly funded charity, we have no guaranteed income. As a result, the fewer fixed amounts we have to pay out each year, the better we will be able to manage the unavoidable ones, rent, rates and insurance etc. Not a million miles from this argument is that if lightning hits our radio system, which it's done eight times since I became radio officer, I then have to get BT to come and fix the problem as it's never (touch wood) the radio that gets totally destroyed, it's always something along the line. The last time, some of you will remember as it occurred during a Wednesday exercise, I spent two and a half days, finishing at 4:30 in the morning, trying to sort the problem out. Now it's personal: that landline has to go!!

The system under investigation is similar to that in use by Langdale MRT on their Claife transmitter and it's proven its reliability over many years now. If any of you in Kendal are listening to a handset and can hear Langdale, it's almost certainly via the Claife transmitter as it's the only one clearly audible here. When they try and contact our vehicle on route to them, it will also be via this set. There is every possibility that the new radio, when it's developed, will be more expensive than the 'standard' base radio that will, hopefully, be funded by the police. As a result, our team will probably have to absorb the additional cost itself. It's not expected that this will be a huge sum but, as yet, I have no details.

**Rob Brookes, Radio Officer**

## Caption Competition



So who was Eddie speaking to and what was he saying?  
Suggestions to the editor via one of the methods below.

## Fund Raising

The recent collection at Killington Lake services raised £343.93 for team funds. The next collection is on 30 August, the day after the team dinner (you are coming, aren't you?) at Westmorland Shopping Centre. Call Liz Parkes (01539 729323) to offer your help (or she might otherwise ask Trevor for his assistance).

## Contacts

E-mail

[les.telford@dial.pipex.com](mailto:les.telford@dial.pipex.com)

or

on +44 (0)1539 727051

or

Editor's pigeon hole in base

or by mail to:-

**Newsletter Editor**

**Kendal Mountain Rescue**

**Busher Walk**

**Kendal**

**Cumbria**

**LA9 4RH**

**Copy deadline for next issue: 31 August**