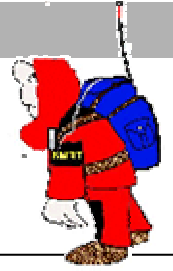


Mintcake



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Reg. Charity No. 259539

March 2006

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DON'T FORGET

The clocks go forward on Saturday night. Sunday's exercise starts, as usual, at 9am so if you don't want to be late, you'll have to reset your clocks and watches before going to bed on Saturday.

Editor's Comment

Well, it might have been a little late coming, but there's been rather a lot of snow recently, and even now there's still quite a lot on the fells. Winter skills have been practised in our own backyard, as it were (see details below) and in the Cairngorms (see next month's issue for reports). So, February was a busy month in many ways, not least in terms of the number of callouts, after a very quiet period.

Les

100 Club

The winners of the January 100 Club Draw were:

1st	35	Mrs. J. Mills	£10
2nd	61	Mrs. B. Monkhouse	£10
3rd	78	Mrs. G. West	£5

The 100 Club makes a significant contribution to team funds. If you wish to join, please contact Liz Parkes.

Liz Parkes

Fundraising

The first collection of the year was held at Asda on a very cold 25 February. We managed to collect £717.37, so many thanks to those who donated and to everyone who braved the cold wind.

Please note the date for the Kendal town centre collection: Saturday 24 June

Details in next month's issue about assistance needed with the Garburn Trail on 4 June.

Liz Parkes

Callouts



The quiet spell had to come to an end eventually, surely? No callouts for the second half of November and the whole of December and January. February started. Now read on...

1 February

L&A assist after an elderly lady tripped on a tree root in Elterwater Quarries and badly fractured her arm in the subsequent fall. 8 Kendal members attended, and we then transported the lady to Westmorland General Hospital.

1 February

Later that same day... A young man slipped on the path down from Easedale Tarn and injured his knee. 10 of our team assisted L&A with the carry-off and then took the casualty to WGH.

2 February

A lady slipped on muddy ground by the River Kent near Natland and injured her lower leg. We were able to get a Land Rover almost to the casualty, splint the leg and then drive the lady to WGH.

5 February

A man slipped at Thornthwaite Beacon and dislocated his shoulder. One of our team doctors relocated his shoulder on scene, and we then carried the casualty down and transported him to hospital in Kendal. 17 Kendal team members were also assisted by 6 from L&A.

10 February

A local man in his 30s was reported missing. 21 team members, backed up by L&A and 5 search dogs searched the area around Scout Scar for 7 hours until darkness fell. Nothing was found.

11 February

The search continued in the Lyth Valley and associated shoreline, with 18 team members, 3 search dogs and assistance from Duddon & Furness and Bowland Pennine teams, the Coastguard and Bay Hovercraft Rescue. Again, nothing was found.

11 February

After the police received further information, another fruitless search was conducted by 15 team members for the same man on and around Kendal Golf Course.

12 February

Kendal team went to Red Screes to assist L&A in the search for another missing person. The searchers were stood down after a couple of hours when the police received reports (subsequently proved to be accurate) that the man had been sighted walking the Lancaster Canal near Carnforth.

12 February

The search in Kendal was resumed in a quarry on the edge of town. Again, the man was not located.

12 February

Five team members attending a first aid course at L&A base were asked to assist with the recovery of the body of a collapsed walker.

17 February

An elderly lady slipped on wet ground above the New Dungeon Ghyll Hotel. Five team members assisted L&A to carry her down to our vehicle, and we then transported her to WGH.

19 February

A man was injured in a mountain biking accident in Longsleddale. The North West Air Ambulance was able to evacuate the casualty as 19 team members were en route.

What's On

Sunday 26 March

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

Saturday 1 April

Collection: Booths

Friday 7 April

Slide show/talk: Pakistan Earthquake with Hamish Wilson
19.30h

Saturday 24 June

Collection: Kendal town centre

Exercise Reports

Wednesday 8 February – First Aid

Another opportunity for team members to sharpen their first aid skills



Sunday 26 February – Winter Skills

On a cold Sunday in February we headed off into the Pennines for winter training.

During the morning session we practised ice axe braking. Several different styles were exhibited which displayed a need to practise the discipline. I am fairly convinced that JF's eventual brake within inches of hitting the tarmac at the bottom of the slope was to prove his status as a stunt man. Was it you, John, who fought on top of the cable cars in the film "Where Eagles Dare", and then acted in "Cliffhanger"?

Braking was practised after the following falls:

Feet first onto back, head first onto front, head first onto back and a forward somersaulting fall.

Andy Dell's instruction highlighted the following:

1. Keep your feet raised to prevent them jamming into the ground causing your body to be thrown into the air resulting in dangerous out of control somersaulting.
2. Lift your stomach off the slope.
3. Roll towards the hand which is holding the axe head.
4. Apply pressure with pick gradually to prevent the axe from being snatched from your grasp.

After a lunch break (not brake) we staggered up the slope on the opposite side of the road to do avalanche assessment. Cutting back the snow with an axe, we produced a wall about three feet deep and by gently prodding the snow from the top of the wall to the bottom using a finger tip we determined several different layers which we marked. We then tested each layer for softness and graded each layer accordingly. Finally we used a modified Rutschblock test to further assess the slope.

We received a severe weather warning, indicating that within 20 minutes we were to be struck by a blizzard and were advised to dig in. The result confirmed that Kendal Mountain Rescue would be able to survive even the ridiculously extreme conditions shown in the "Day After Tomorrow". Within the time allowed, several snow caves had been dug, and the majority were linked producing a flume, which even the largest team members could crawl through. As a matter of course we destroyed our caves and returned to Base. Has anyone seen Kev?

John Hall

Fewer Seats = More Passengers?

Changes are underway for Mobile 2:

- It has had two seats removed.
- The casualty and stretcher will be secured on the floor.
- The Troll stretcher will be the one normally used.
- The casualty will travel propped up, not lying flat.
- You MUST know how to secure both the casualty and stretchers.
- It will be the first vehicle away for an L&A assist.

Now read the detail below.

Why change?

M2 is designed to be the support vehicle on a callout. It can move people around, carry a casualty (fairly comfortably), provide a radio relay. It only carries limited equipment as normally M1 or M3 (or an L&A vehicle) will already be at an incident road-head. It was designed to carry 10 people + driver. Whenever a casualty is carried on a stretcher this 10 is reduced to 6 + casualty + driver; there can sometimes be logistic problems with collecting the surplus people and kit.

On L&A assists it has been noticed that in the past M1 is normally deployed direct to the road-head, whilst M2 is sometimes held back as part of the casualty-transfer planning. As only a maximum of 5 can be deployed in M1, this can result in reduced numbers from Kendal being on the fell.

Getting any loaded MR stretcher into a MR vehicle is never going to be done in the most ergonomically efficient way! The current M2 system is an improvement on the old M2, and that on the existing M1 & M3, but it still involves lifting the stretcher up above waist height – quite an effort with the possibility of back injury.

How it will be changed

There has been much discussion and experimenting taken place. Things considered included: medical, operational, equipment and vehicle issues. A way forward has been identified that would seem to not involve excessive cost, but will benefit both casualties and team members.

With what appears to be perverse logic, the removal of 2 seats from M2 is a way of carrying more people! By changing 'where' we carry the loaded stretcher (i.e. move it from the high-level, supported by fixed & removable bars, to rest on the floor) we can use 6 of the seats in the rear of the vehicle instead of just 4. By moving the loaded stretcher to the floor, it improves casualty access for the first-aider and means the casualty is less 'on display'. There is also the potential to use the smaller Troll stretcher (which could be carried in the back of M2) as well as a Bell. Use of the Troll would remove the hassle of later returning L&A's stretcher to them.

On a Kendal callout M1 will still be the first-response vehicle supported, as more people arrive at Base, by M2 and M3. On an L&A assist, M2 will be the first response vehicle. But we need enough people to get to Base (or an en-route pick-up point) so that M2, with (ideally) 8 people +driver, get to Ambleside quickly. So it is important that a pager message with "L&A assist" has the same level of response from you as a callout to Kentmere.

The changes will happen in phases

Phase 1 (completed) – The two 'single' seats have been removed and stored in the garage. (The 'quick-fit' one can always be refitted in a few minutes if we need to have 9 people +driver in M2.) A casualty on any Bell stretcher can be secured at floor level by use of attachments that fit in to the floor tracking. This will be demonstrated at future training and by having photographs in the vehicle. Only use this system if you are fully sure as to how the stretcher is to be secured, if you are not 100%, then continue to use the old system of supporting bar and stretcher at higher level.

Phase 2 (in progress) – New securing/tensioning straps (that fit in the floor tracking) to enable the Troll stretcher (+casualty) to be secured at floor level are currently being made. (The Troll must *never* be used at the higher level.) Again, this will be demonstrated at future training and by photographs; it is important that you only use this system if you are sure as to how the stretcher is secured. When not in use the Troll will be carried in the back of M2.

Phase 3 (being planned) – An adjustable backrest, that will enable the casualty to sit in the 'semi-recumbent' position, will be designed and constructed. This back rest will be suitable for both Bell and Troll stretchers. In conjunction with this, a casualty restraint/harness/seatbelt needs to be obtained and installed. When this is completed, there will be further training.

Phase 4 (not started yet) – If the system works, then the single 'non-quick fit' seat that was removed from M2 may be modified to become a 'quick-fit' model. This would give the potential for M2 to speedily be changed to carry 10 people +driver if needed.

While all the engineering work of phases 1–3 is being carried out, the Equipment, Medical & Comms Working Group are reviewing the equipment in the M2 medi-sac. They are also considering if any additional equipment is needed to be carried to deal with the occasional situation where M2 becomes the first vehicle at an incident.

Important points

- The Troll stretcher is not really suitable for use on the fell (and NEVER for lowers), it is there for use in M2 and transfer into A&E.
- Dependant on their injuries, the casualty may be just as comfortable sitting in one of the seats in M2.
- Unconscious casualties and those with major trauma and medical conditions really need to be in a helicopter or paramedic ambulance, M2 is not the first choice of transport for these casualties.
- Only put a casualty on a stretcher in any team vehicle if you are confident about how to secure both the casualty and stretcher.

Base & Vehicles Working Group

The KMSRT Agony Column

Dear Honor, What a relief! After two and a half months without a callout, the wife was clearly running out of little jobs for me to do around the house and the garden. I've finished the bathroom, mended the bed, cleaned the windows and emptied the greenhouse. Now, with twelve callouts in a month, it's so nice to be back to normal and getting nagged at for not being around!
Anon

Dear Anon, Yes, it was a quiet time for the team from the middle of November until the end of January. My Bertie has also been busy with his little jobs, but I must admit that he gets under my feet now that his “little problem” restricts his time on the hill. I must have a word with the Membership Secretary to see if I can get Bertie accepted as a provisional team member. **Honor**

Dear Honor, Should we be notifying the Guinness Book of Records about the number of personnel we managed to transport down from Troutbeck Park in two L&A Land Rovers? **Anon**

Dear Anon, Yes, I’m told that it was a sight to behold at the end of the callout on Sunday 5 February when sixteen people had to be brought down the long rough track back to civilisation in/on the two available Langdale & Ambleside vehicles. It was very nice of them to stop and pick up the Pager Officer when he fell off the ladder at the back of the first vehicle (and very kind of the driver of the second vehicle not to run over him). The Training Officer (who was balanced precariously on top of the spare wheel and hanging on to the roof rack) used this as an excuse for losing his pager, though I understand that the pager was found a day or two later by a walker and handed in. I am pleased to be able to report that the Health & Safety Officer is expected to be out of therapy within the next few weeks. **Honor**

Dear Honor, Jonathan Burgess’ clear desire to ram a rubber airway up someone’s nose during first aid training on Wednesday 8 February did not go unnoticed. How would he like it if other team members tried to ram unpleasant things into his body? **Anon**

Dear Anon, Perhaps an opportunity for revenge will come on the Winter Training trip to the Cairngorms in early March. Ice axes to the ready my lads! **Honor**

Dear Honor, After reading your newsletter and the piece about pagers going off tone only at strange times – this needs to be logged and reported to Vodafone as they say this should not happen. They are collating data to sort out the problem. **L&A Anon**

Dear L&A Anon, Many thanks for that. Team members experiencing this problem should let the Pager Officer know (name, date, time, message, etc.) but preferably during waking hours! E-mail or a note in his pigeon hole please. **Honor**

Dear Honor, Only one medal for the UK in the Winter Olympics! Surely we should have been able to do better than that? **Anon**

Dear Anon, I quite agree, but I suppose that with the lack of the white stuff this year (as usual!) there were few opportunities for our people to practise. However, I understand that in true British tradition KMSRT came to the rescue during training on Great Dunn Fell with a clean sweep in the subterranean luge (run created from numerous inter-linked snow holes). The results were: Gold – Trevor Cotton, Silver - Howie Crook and Bronze – John (but I’m a good dentist) Hall. Unfortunately “Skeleton Bob” failed to complete the course. Congratulations also go to Rod Muncey for his superb effort in the “how far can I travel during self arrest with an ice axe” event (has anyone found him yet?). As usual, the Australians failed to make it to the podium. **Honor**

Dear Honor, Did you hear the one about the musical snow drift? **Anon**

Dear Anon, Yes, this one was indeed reported to me. Only a provisional member would bury his mobile phone! Can we really trust such people with pagers? Or the Training Officer, come to that! **Honor**

Honor Corlowtt

Driving

All team members are reminded that they have to drive safely and responsibly when making their way to base for a callout. Putting other road users (and ourselves) at extra risk in order to save a few seconds cannot be condoned. We are subject to the same rules as every other driver, and the police can be expected to apply these rules in the same way.

Shorts

- Andy Dell has just obtained his Yacht Master certificate (approved by MCGA [those people responsible for rescues on Windermere, Ullswater etc]). Does this mean that the proposed Mobile 4 may be a bit more than the small inflatable that was being planned? Will buoyancy aids be standard team kit? Will Roger the cabin boy ... [to be continued, maybe]
- Keith Pittman recently obtained his Offshore Survival Training Certificate though denies this has anything to do with the above!
- The Great North Air Ambulance is getting a new helicopter which is expected to be in service by May or so.
- The door alarm code has yet to be changed. Please continue to use the same code.

Keswick to Barrow Walk (or jog or run)

I am putting a team together to take part in this year's Keswick to Barrow walk, which is to be held on Saturday 6 May starting at 6am from Keswick. Although I am not specifically looking for KMSRT members in fear of compromising the team's operational effectiveness, I am happy to include any one who is willing (mad enough to want) to participate. In previous years our K2B team has been made up mainly of outsiders, with a few generous-hearted KMSRT members. You may want to do it or help by providing support etc. Please would mentors inform their provisionals. Contact me if you are interested.

John Hall

Logbooks

Remember that training logbooks should be placed in the Training Officer's pigeonhole in the first week of April.

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