

Mintcake



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Reg. Charity No. 259539

March 2007

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Notice to all team drivers:

See 'IMPORTANT' and 'Training' sections on pages 6 and 7 for information about driving, both general and during callouts.

Training Shorts

- This month's Wednesday evening training is on 21st and not 14th March.
- Stretcher lower training on Sunday 25th has been moved to a later date – this has been replaced by the night navigation exercise that was cancelled in February and will take place on **Saturday 24th March at 7pm.**

Editor's Comment

We may have relatively low numbers of callouts listed on our board, but the numbers give little indication of the level of involvement we have had in some major incidents which have received national and international coverage.

We have had debriefs and discussions, learned more about ourselves, our team mates and our fellow emergency services and despite a relative lack of recognition in the media, we know from feedback received from those affected by the incidents and the other emergency services that our involvement was invaluable.

I leave it to Pete Dodd's reflections on page 2 to express some of our feelings on it all.

Larissa

100 Club

The winning numbers in the March 100 Club Draw were:

1st	59	Mr R Brookes	£10
2nd	96	Mrs D Youngson	£10
3rd	50	Mr F Hodson	£5

Peter Clarkson

Mintcake Nibbles and Tit-bits

- We have been given the opportunity to feature Mobile 2 in an article on unusual uses of Renault Trafics in the Renault Customer Magazine (an in-house publication with a circulation of over 250,000). I have arranged for the writer and his photographer to visit on **Sunday 1st April** in the morning to get some photographs of Mobile 2 'in action'. If anyone is free for a couple of hours to talk about the vehicle and how it is used for our work, and to have their photograph taken (and published!) could you let me know – many thanks.
- A request from Keith: we still have plenty of those wallet sized LDSAMRA cards showing how to access Mountain Rescue Teams. Could those people who distributed them before take another load out and top up the places you visited before? Also, if anyone has seen potential new distribution sites could they take some out as well. The cards are in the upstairs storeroom at Base.

Callouts



20th February 2007

An elderly tenant farmer fell whilst inspecting woodland in Sadgill, Longsleddale. He was found by members of his own family but was unable to be moved by them so they called Mountain Rescue. He was evacuated to Cumberland Infirmary by helicopter. A total of 19 personnel attended.

23rd February 2007

Grayrigg Train Derailment

KMSRT was involved along with several other MRTs in the emergency services' response to the derailment of the Virgin train near Grayrigg, which included providing personnel and equipment for dealing with medical issues, transporting casualties to waiting transport, searching surrounding areas, as well as all the supporting logistical operations on site and at Base and managing the dozens of people who volunteered their services to us on the night.

Everyone who attended this incident is asked to read the debrief notes which are on the noticeboard at Base.

3rd March 2007

We were asked to assist LAMRT with 2 simultaneous callouts. 3 KMSRT personnel attended to an injured lady whose party initially gave their position as between Low and High Pike, but were located near the summit of Dove Crag. She was stretchered off and the other 3 in her party were assisted down.

Four other KMSRT personnel assisted with the search for two men who had become stuck on Crinkle Crag. They weren't certain which hill they were on, and thought they may have been on Bowfell. They were located on Gunson Knott and escorted off.

Grayrigg Rail Incident

Now that Grayrigg, the local community and the country are coming to terms with the tragic events of the night of Friday 23rd February I feel it is appropriate to make some reflections and share some thoughts with you, and, in particular, to point out one individual's efforts.

In the course of my work as a traffic police officer since that night, I have been to the site on a number of occasions and spoken to many members of the emergency services since then. No doubt, like many of you, I have reflected on what I saw and did and discussed this with friends, family and my colleagues, and, despite the apparent chaos at the time, thought to myself how lucky we all were that more people were not seriously injured or killed.

I want to pay tribute to all of you who were involved in any way shape or form; at our team debrief the Team Leader started out by asking if anyone in the room actually understood the whole picture, I think it was immediately apparent that none of us did! I listened to people's experiences and it dawned on me just how little I had seen, it was also inevitable that humorous events came out of tragedy, as they often seem to, perhaps to preserve the sanity of those involved.

The sterling efforts of those at base who, by the sound of it, had as much of a logistical nightmare with vehicles and people turning up as we did on site. Our doctors and medics who supported the A&E staff so effectively to treat the injured. The fetchers, the carriers, the runners, the radio operators, the organisers and the many roles our team members performed that I don't know about and, last but by no means definitely not least, our Team Leader Andy Dell.

What's On

Wednesday 21 March

Training: Water Rescue 19:00h

Saturday 24 March

Training: Night Navigation 19:00h

Wednesday 28 March

Equipment evening: 19:30h

Wednesday 11 April

Training: Mobile 2 Familiarisation / Round Robin 19:00h

Saturday 14 April

Collection: Killington Services

Sunday 22 April

Training: Air Ambulance Familiarisation / First Aid scenarios 09:00h

Wednesday 25 April

Equipment evening: 19:30h

Saturday 5 May

Collection: Booth's, Kendal

Wednesday 9 May

Training: Down Under... 19:00h

Saturday 12 May

Collection: Kendal to Barrow (for the really fit folks)

Collection: Asda, Kendal – for the rest of us!

Saturday 19 May

Collection: Asda, Kendal

Sunday 20 May

Training: Crag Exercise 09:00h

Wednesday 23 May

Equipment evening: 19:30h

Saturday 9 June

Collection: Asda, Kendal

Wednesday 13 June

Training: AED & Primary Survey, 19:00h

Saturday 16 June

Collection: Asda, Kendal

Wednesday 20 June

Equipment evening: 19:30h

Sunday 24 June

Training: 1st Aid Round Robin, 09:00h

It is because of Andy I have shared these thoughts. Great Leadership is, in my opinion, not a skill learned, it is an ability a person possesses and a role they grow into. Better people than I have tried to define it but I flatter myself that I know it when I see it. On that Friday night Andy showed this ability but not just to us, he brought some semblance of order to the most chaotic of scenes and displayed his leadership to all those agencies involved. What is needed at these times is someone to get on with the job and *tell it like it is* and I feel confident that is exactly what he did. He is magnanimous in all that he does and may cringe to hear these things said about him but they need to be said.

We're not in the business of giving out medals and certificates and winning popularity contests but, equally, we perhaps don't often publicly praise the greatest asset our team has, its leadership - I mean that also in the wider context to include Eddie and Steve. My police colleagues have said to me how they were impressed by Andy's actions as have several paramedics and a member of the fire service, so I am pretty confident that he did far more than could have been expected to make them say those things.

What follows is a quote from a paper on leadership I heard many years ago whilst in the Army that seems to embody Mr Dell!

"There is one trait in the character of a leader that above all things really counts....No amount of ability, knowledge, or cunning can ever make up for not being straight. Once those under him find out that a leader is absolutely straight in all his dealings with them, and free from the slightest trait of self interest, they will trust him, work for him, and follow him as their leader in the most difficult of times with the fundamental ability of a person which comes to the surface when things are at their worst."

"Basilisk" Talks on leadership

So, if I may be so bold, I would like to thank Andy on behalf of all the team for an extraordinary job well done under the most difficult of circumstances, and pay tribute to him for his actions.

Peter Dodd

Exercise Reports

Wednesday 14 February – Avalanches & Winter Kit

The evening training session was pre-empted by a cryptic message from Andy Dell requiring us to bring full winter kit...curious, there was no snow around...did Andy have a secret gully, full of snow? Where were we going? What were we going to do? Why did we need all our winter ironmongery?

The evening started with the main attraction - the latest film on medical aspects of avalanche rescue, hot off the press! The film, titled "Time is Life" (Medical Training in Avalanche Rescue), from ICAR-MEDCOM and starring Hermann Brugger et al. We were most grateful to Andy for allowing us to hear the introduction in Serbo-Croat, but were relieved to be exposed to the rest in English!

The film was an excellent, up to date review highlighting the relationship between survival probability and the two important factors of burial time and the presence (or absence) of an air pocket. The film also highlighted the significance of understanding the different factors involved in causing asphyxia as opposed to hypothermia (since loss of vital signs due to hypothermia does not necessarily mean death, whereas loss of vital signs from asphyxia invariably equates with death).

A further important point made was for rescuers to be aware that once they had exposed a casualty who was breathing spontaneously, the rescuers needed to be aware that the casualty could stop breathing at any time (due to the sudden absence of high carbon dioxide levels). A full description of the "Triple H" syndrome (low oxygen, high carbon dioxide, and hypothermia) was given.

The film also reviewed three standard avalanche safety devices (transceivers, waistcoat breathing device, the French balloon gadget). The French with their balloon came out tops. A list of ten common errors to be avoided was included.

In terms of management of an actual avalanche site, two main areas were covered:

1. Procedures for an avalanched group to undertake there and then.
2. Procedures for the rescue team to undertake.

A summary of the first of these procedures is described below.

The second part of the session was a review of personal winter kit (hence the strange pager message!!!). We all turned out our kit, and compared it to the "KMSRT Winter Gear Review" list. There were a few items that were added, such as probe, small stove, water, sleeping bag (but it was thought that these could be shared out, rather than be carried by everybody). Consensus was that the kit review was a very valuable exercise.

Management of Avalanche Site by Those Involved in Avalanche

Preparation before trip: Air balloon device is the most effective device for increasing survival. Transceivers form the only mechanical device for locating completely buried victims. Need shovel - without it, there is very little possibility of digging out buried victim within the crucial 15 minutes. Need probe.

Avalanche Phase: If caught in the avalanche, keep hands covering nose and mouth (to make as large an air pocket as possible) while avalanche still flowing.

Aftermath: As soon as avalanche stops, all survivors should start search IMMEDIATELY since survival chance is good in the first 15 minutes. At the start, if 'phone/radio is available, one member should call for help (if there is no 'phone/radio, send one person for help ONLY AFTER 20 minutes search).

Search Phase:

- FIND: Using transceivers (check in correct mode). No unnecessary trampling on snow (may destroy vital air pocket). If no transceivers, search surface of avalanche using eyes and ears.
- PROBE: To determine depth. Once you have found object, do not remove probe but use as marker.
- DIG: Not from above, but obliquely from valley side of hill (to preserve any air pocket). Approach face with hand clearing, making sure to assess airways and presence of any possible air pocket. Start managing airway at this point in time. Dig cave from which rescuer(s) can work. Extricate gently, and be alert for sudden respiratory arrest. Insulate. Send party member for help, if not previously 'phoned.

Survival Criteria: Burial time over 35 minutes with no air pocket (and blocked airways) and no vital signs (asystole on ECG), equates with death due to asphyxia.

Burial time over 35 minutes (extended for many hours), with an air pocket and clear airways, but no vital signs may be compatible with survival in situations where the patient is hypothermic (need core temperature to define this). So, don't give up hope in these situations, but start CPR (intubate if possible) and continue CPR until the patient is at a hospital for rewarming (cardio-pulmonary bypass).

A more detailed account has been prepared from the film, a copy of which will be displayed in base. Personal copies can be obtained from me (e-mail or hard copy).

Bill Malone

A Footnote (but definitely not a Love note in this case):

A Plea from the Heart of the Pager Officer to the Training Panel:

The Avalanche DVD and the "I'll show you mine if you show me yours" session at Wednesday Training on 14 February was great. However, if the Panel could avoid arranging training on Valentine's Day next year it might prevent the abrupt interruption to marital bliss, the withdrawal of conjugal rights and the threats of a premature divorce that were faced by at least one team member this year. Even the new pair of earrings failed to placate the offended party and I just hope that the incident does not have an adverse effect on the supply of steak & kidney pie in the longer term.

Winter Training, Roy Bridge, 2 – 4 March

Today I've got the blues, as I sit in an empty house and realise just how much fun the winter training weekend was. For those uninitiated it is something special.

On the surface it had 3 simple objectives:

- Team building
- Improvement of winter skills
- Test and improvement of fitness whilst learning about the environment

When you break it down though it never quite works out the way you expect.

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Building relationships

The building of team relationships happens quickly on weekends away and Andy & Phil in their camper van morphed into Mr & Mrs Dell with disturbing ease. Their mantra of "If it's rocking, don't come knocking!" being a warning to us all.

The rest of us meanwhile were enlightened by the wisdom of Solomon/Ian (very much alone/single this weekend and heard to call out Paul in frustration "Here Paul, give us a tug") when he proclaimed that his biggest problem with having 12 wives would be "...the nagging".

Other relationships were occasionally strained and on the brink of being destroyed when Larissa gracefully saved the day with some "Chunky" chocolate.

Improving your skills

Winter skills are important to pick up fast and Howie quickly realised he should learn to duck responsibility better as he was volunteered to organise the snow skills party for the day.

Up on Ben Nevis other survival skills were also blatantly absent. Howie's lot split into 2 groups. One party with Howie, one with Andy Bev. I volunteered first to go with Bev, everyone else then curiously proceeded to choose to go with Howie. It was only halfway up when Bev asked me to get out my second axe and put on my harness (both of which I'd been told to leave behind) that I realised the severity of my mistake. With 3 axes & 2 slings between us we did manage a lovely climb and I learnt the knack of passing the 3rd axe to the person leading.

Avalanche awareness and avoidance was drilled home on the Sunday when lots of debris could be seen on slopes we'd intended to cross. The main learning that day though was how to keep Kath on the ground in winds that were unceremoniously picking her up and dumping her in the snow on the top of Beinn a'Chaorainn. (Despite valiant rescue attempts the weather also resulted in the tragic loss of my new snow shovel, whisked away on a gust of wind.)

Fitness & Environment

John kept a careful eye out for the fitness of his muse.... Mobile 2, whilst Paul's greatest feat of endurance was riding in the depths at the back of Mobile 2 all the way home. His plaintive cries of "I guess you lot are all comfortable then" studiously ignored. Dave didn't fare quite so well and damaged his foot early on, managing to soldier on (to the pub at least) and keep his damaged knee away from further trouble.

Our learning about our environment came in 4 main areas:

- The Gondola: use it when you have the chance.
- The pubs: get Steve to guide you to the best with his local knowledge.
- The moon eclipse: worth the wait, but cannot be hurried.
- Keep the environment out whenever possible: Pierre did this most successfully by wearing all his clothing all the time and still didn't break out in a sweat!

So what did we get out of this year?

It's always nice coming back feeling fitter than you went, and the weekend did brush the cobwebs off some under utilised winter skills. But most importantly it was a reminder and realisation of what a great team we have.

So that was it. Time to go home. Travelling in convoy with George's car we agreed to meet at Junction 9 services until it became apparent that George's car was a whole motorway ahead of Mobile 2! Should we have been surprised?

(Public information announcement - there are no services at junction 9 of the M8, only a housing estate).

To distract us from that disappointment Pete pointed Mobile 2 North again and drove us back to Glasgow.... 3 or 4 times. A lovely sunset view (again and again), but I was possibly not in the right mood to enjoy it!

We knew we were finally home when we saw the bright shining lights of the metropolis that is now Grayrigg. Keeping our eyes open for locally operated speed cameras and shoulder-mounted stinger missiles we made it home in one piece having achieved all our objectives.

Jonathan Burgess

A personal note to Dagmar from the Editor – all views expressed here are strictly those of the author unless otherwise credited, and responsibility for individuals' behaviour and actions rests with them. Any issues you may have with these should be addressed directly to the relevant person.

(Ian – I've got a tin helmet you can borrow if necessary!)

IMPORTANT

AND WITH IMMEDIATE EFFECT

As from January 1st 2007 there have been a few important legislative changes with regards to the use of Team vehicles. There are two related items which we must introduce with immediate effect:

Item One - Driving During a Call Out.

We have to be able to show that **all** drivers have had proper training and that this information is registered. Paul is currently organising the appropriate training (see *Training section of this edition*). **We can still operate under blue lights, but with immediate effect we cannot use our exemptions, i.e. speeding, crossing red lights etc.**

Item Two - Vehicle Insurance.

It is our duty to ensure that all members on the drivers list meet certain criteria: that your driving licence is current, that you have no offences pending and that you are medically fit. All drivers by now should have had their medical, so the next stage is to get all the documentation in place otherwise our insurance policy could be compromised. **Between now and the 31st March** all Team members on the drivers list **must complete a "Drivers Record Form"** and supply a photocopy of their driving licence. **Failure to comply with this will mean your removal from the list of approved drivers.**

In these times of blame and litigation we must get all these things in place, and I have no fears or worries that you will all cooperate and that we will all meet the required standard. Should anybody have any questions then I am sure that Paul & I will try to answer them.

Please make a note of this very important date: MARCH 31st.

Extra copies of the "Drivers Record Forms" can be found at base.

Paul has arranged dates for driver training, see the notice board at base and Training section below.

The Team Leader fully supports these measures and made it clear at the recent debrief that we must not use our exemptions. He also made the point that should anybody get caught speeding they will not get any support from the team.

John Everett
Vehicle Officer

Training

Logbooks

Logbooks are due in for review during the first week of April. Please ensure they are in the Training Officer's pigeonhole that week. You will be issued a new logbook in the second week of April (provided it exists by then...). No old logbook, no new logbook.

First-Aid

Duddon and Furness Team are arranging a one-day basic first aid course aimed at team members who do not currently hold a casualty-care certificate. Dates TBA. If interested, please contact Paul ASAP.

Training 25th of March changed to Night Ex 24th March

The stretcher lowering session will now take place in the summer. The night ex on the 24th March will be the exercise that was cancelled in February in the aftermath of the train crash. It will start at 7pm and aim to finish by midnight, tucked up in bed for 1am. (Except it will probably be sabotaged by a call out as Pete M is running the ex!)

Driver Training - Blues & Twos

The Road Safety Act 2006 became law on 1st January 2007. Previously, it was the vehicle and the purpose for which it was being used that allowed 'exemptions' to be used. Now, it is the individual driver who makes use of the exemption. This means that any individual driving on a call-out will have to have evidence of driver training based on 'National Competencies'.

Andy Stokes will be providing this training on the following dates:

Theory: 3rd and 17th April and 1st May, starting 7pm prompt.
Practical: 14th April, 5th May, 9th & 10th June, details TBA.

All call-out drivers, and any general drivers seeking to upgrade to call-out status, **must** attend one theory and one practical session. All Team members are welcome to attend the Theory session.

Practical Sessions are open to all drivers who have attended the previous driver training course(s) and have attended one of the three Blues and Twos theory sessions above.

Each driver will have a half-day session in a group of three. This will involve driving with Blues and Twos operating!

Note - Priority will be given to current callout drivers.

On completion of the training, you will not automatically be kept on or put on the call-out list, as an informal assessment of ability will take place during the practical session. However, the training we have already had from Andy will mean that most people already drive to a high standard.

Driver Medicals

There are a few driver medical forms outstanding. If you have not handed your Medical Form into Paul, **you may not drive team vehicles in any circumstance** until you have done so.

Paul Astle
Training Officer

p.s. I should like to formally apologise to Jonathan for losing his 'birthday-shovel' during team winter training. Not a bad sledge, but an even better frisbee!

Fundraising Notices

4th GARBURN TRAIL RACE – Sunday 3rd June

- The 4th Garburn Trail Race has chosen Kendal MRT as its nominated charity for this year's event in recognition of the help we gave last year.
- It's a very well organised and supported event, so make a date in your diary to enter or individually volunteer to help with marshalling. More details in next month's issue.
- Take this opportunity to support this local event and help raise funds for the Team.
- Entry forms available at base.

John Everett

A Dry Article... of clothing

Your help is requested to make one aspect of the Base's operation run a bit smoother than at the moment. The Drying Room is again drifting into becoming a storeroom, it is not meant to be so please ensure that when equipment is dry it is put away as soon as possible. Here is a reminder on how the Drying Room should be used to ensure equipment is dried out as quickly as possible and the Team is able to respond with fully equipped vehicles:

- Spread equipment out as much as possible; move the central racking around, as you need. Keep gear off the floor and also make sure there is nothing in contact with the tube heaters fixed to the walls.
- Turn on the Master Switch, just inside the door. (The extractor fan and de-humidifier on/off switches are at the back of the drying room – for wet and very wet gear the fan should be on and the de-humidifier off. For gear that is only slightly damp it is more effective if the fan is turned off and the de-humidifier on.)
- To minimise the risk of flooding from dripping taps do not leave the plug in the sink's plughole. Problems from 'drying out the "U" bend' can be put up with.
- Close the door; the red warning lights should be on to remind people there is gear in the Drying Room.
- Make a note on the adjacent white board as to what gear is in the drying room and from which vehicle.
- Make sure someone (you?) is coming back in the next day or two (that should be long enough) to check drying. If gear is still wet, leave the Master Switch on and come back the next day.

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- When it is all dry, turn off the Master Switch and put Team gear away. Do not just leave dry Team gear there as it is often forgotten about and we end up responding to a call-out with essential equipment missing – could be bad news for the casualty! Remove the note from the white board.
 - All personal kit (including Team issues clothing) should be removed very soon after drying. Remember that this is not a locker room and it should be left clear to take the next load of wet bothy tents and ropes.
 - If personal kit is left in the Drying Room for more than a week after drying it will be disposed off.
- If you have any problems with the Drying Room then please contact Pierre (or anyone in the Base & Vehicles Working Group).

Keith Pittman

Caption competition – results

I gratefully received all the captions for the Caption Competition, but rather unsurprisingly am unable to print most of them here given the nature of the content. A grateful Team Leader was heard to say that he wouldn't hold it against me – phew!

The only ones suitable for publication before the 9 o'clock watershed are:

- “The team leader displays his magic wand”
- “The sad thing is, mine actually looks like this!”
(*What breed of dog is this I wonder? Another rare breed for Crufts...? Ed.*)



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