

Mintcake



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Reg. Charity No. 1125680

September 2009

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See you all at Torchlight!!!
 Contact Chris or Peter if you can help – this Friday,
 11th September, daytime and evening collection and
 procession.

Editor's Comment

Apologies for the somewhat self-indulgent article within... But people did ask!

Kathy

100 Club

The winning numbers in this month's 100 Club draw are:

1st:	40	Mr. J. Swine	£15
2nd:	59	Mr. Rob Brookes	£10
3rd:	12	Mrs. Pauline Speak	£5

Peter Clarkson

Mintcake Nibbles

- If anyone would like to take the opportunity of using an event they are taking part to raise money for team funds Peter Clarkson now has a KMSRT sponsor form available.
- Please look in your pack for one of the team's orange torches which has gone missing!
- Congratulations to Dave Hughes who becomes a full hill-going member this month.

Callouts



11 August 2009 12.15hrs

The Team was called to assist the North West Ambulance Service with a 67 year old female from Bolton who had slipped on a path in Craggy Wood, Staveley. She was found to have sustained an injury to her left elbow and she was in significant pain.. Paramedics immobilised the injured arm and administered pain relief before we stretchered the casualty up through the wood to the top of the hill where the North West Air Ambulance had landed and was waiting to transfer her to hospital in Lancaster.

23 August 2009 17.50hrs

The Team's Leader Group was paged by the police regarding an overdue runner in the Sedbergh area. The missing person turned up safe and well while enquiries were being made and there was no need to call out the Team.

26 August 2009 13.55hrs

The Team was requested by the police to assist the North West Ambulance Service with the evacuation of two casualties from the vicinity of the Pepperpot Monument in Eaves Wood near Silverdale. We arrived at the Monument and after a brief search of the area we were unable to find anyone. Further enquiries were put in hand and after a short time we were informed that the casualties had managed to walk down with the Ambulance Crew via another path. Still, we enjoyed the walk in the rain!

Exercise Reports

Firstly a slightly more expansive version than last month's mystery report of the going's on at Castle Green...

Wednesday 8th July: Ropes Course (or KMSRT join Le Cirque)

After receiving pager messages that we could all turn up at 6pm for the ropes course we duly arrived at 6: 30pm to find Pete single handily putting the ropes out and muttering to himself about where everyone was or indeed wasn't.

We soon had the course rigged and kitted ourselves out with the appropriate attire so as to conform with all aspects of Health and Safety. We then waited to see if Les's SARDA pager would go off for the third year running thus ensuring he would miss out on the evening's fun. The pager remained silent so Les was up for the challenge.

We attempted the wire and rope walkways first off and witnessed Chris's impression of a fly trapped in a web when he attempted the four rope walkway.

Next up was the crate stacking with three teams of two attempting to get the highest stack, first team consisted of Chris and Pierre who managed a credible stack of 11 crates before the tower came down.

Second team up was Sarah and Tony who managed to get the stack to 14 crates before disaster struck.

What's On?

Wednesday 9 September

Training: Scenes of Crime: 18:30 (19:00 L&A)

Thursday 10 September

County Show

Friday 11 September

Torchlight!

Sunday 20 September

Training: Helicopter: 09:00

Wednesday 30 September

Equipment Evening: 19:30

Saturday 3 October

Collection: Marks and Spencer

Wednesday 7 October

Operations and Membership Meeting: 19:30

Wednesday 14 October

Training: Medical Teaching: 19:00

Friday 16 October

Collection: ASDA

Wednesday 21 and Thursday 22 October

Training: Response Driver Theory

Saturday 24 October

Training: Response Driver Practical

Sunday 25 October

Training: Medical Training: 09:00

Wednesday 28 October

Equipment Evening: 19:30

Saturday 31 October

Collection: Booths

Tuesday 3 November

Base and Vehicles Working Group: 19:30

Wednesday 4 November

ANNUAL GENERAL MEETING 19:30

Wednesday 11 November

Training: PPE Inspection: 19:00

Wednesday 18 November

New Members Night: 19:00

(Nb This is a correction from last edition! Apologies, Ed.)

Wednesday 25 November

Equipment Evening: 19:30

Sunday 29 November

Training: Medical Training: 09:00

Finally Richard and Dave "W" who proceeded to make a promising start only for Dave to lose balance at 10 high and swing off from the stack, only problem being his momentum swung him round in a big circle and he became a human destruction ball and took out the tower from under Richards feet. Hopefully John "F" managed to get this spectacular feat on film.

We all had a bash at the zip wire before our final obstacle "The Pole". None of those that attempted it managed to hit the target ball but we were all glad that our harnesses were on correctly as we leapt off the top.

After stowing away the gear we headed off down to the bar to witness a stunning sunset and reflect on an enjoyable evening. Many thanks to Pete for arranging everything: - "Team Bonding, more like Team Bondage"

Tony Womack

Wednesday 12th July: Radio Exercise

A good turn out of 22 members for an evening which got going with a very useful run through of the different types of radio we use, how we select channels, care for batteries and all the other important but slightly boring stuff that is essential for efficient operation of the Team. The function of Parklands was explained and the simple test to check that it is working highlighted. This is a good habit to get into when you go into the Control Room. I am, and I am sure other older team members with failing memories are, grateful for this reinforcement of the basics of radio usage.

Next came the principles of Repeaters; how, where and why we use them. We used to have 'human' repeaters. I can remember taking my Yamaha trail bike to the top of the Calf with a tent, radio set, spare battery pack and a special folding antenna to act as a relay and another time sitting on my own up at Lords Seat on an all night search. Those were the days!

Next we came to the Protocol or accepted system of working. Most MR Teams adhere to this system, but even if you find yourself working with a team that doesn't, you should stick to it. Start by speaking slowly and clearly the name of the Unit that you wish to contact and who you are, then wait for a reply. Think what you want to say, pass your message when asked and then say "OVER". When the exchange is finished, say "OUT". Everything follows from this basic exchange:

'Copy' – understood

'Listening out' – I have finished but will continue to monitor transmissions.

'Wait one' – I will get back to you shortly.

'Numbers' e.g. Grid References. Advise that numbers are to follow, speak slowly and clearly and ask that they be repeated back

'Wait out' – I am very busy, wait until I call you back. If you have an urgent message you can interrupt with 'Priority message'

'Immediate & Flash' are other words you can use to stress importance of message.

In the case of fatalities the word 'Foxtrot' is sometimes used, but the preferred method in Kendal Team is to use a mobile phone if possible.

Remember: Think what you need to say, speak clearly and concisely and don't worry. If you have a long message, break it up into sections, as the people in Control have to write it all down. After this we went out into the night to put it all into practice.

There were two Controls set up and each Group were given a set of instructions as to what they were to communicate to their allotted Control. The Controls also had a list of instructions to pass on to their allotted Groups and a series of questions to ask.

As scribe at one of the Controls, I found that some radio operators did not give us enough time to take down the messages; whilst others, were a little nervous, and did not speak clearly. One person was so nervous that they kept keying the mike, which meant that we could hear their conversation, but they blocked the channel for other users.

A very useful session, where newer members got some good hands-on experience in a non-emergency environment and the rest of us reinforced the good practice we had learned in the past.

During the debrief, the practice of underlining each entry on the Comms. Sheets came up. We subsequently realised that this instruction is written in the box at the top of each sheet and we had all forgotten about it.

I don't know about the rest of you, but I shall miss Roger!

Trevor Cotton

Training

East Cumbria Search Panel Exercise - Sunday 27th September

If you are interested, contact Trevor.

Driver Training - Blues & Twos

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

Theory - Wednesday 21st October or Thursday 22nd October, starting 7pm prompt.

Practical - Saturday 24th October or Saturday 7th November.

The course is aimed at general drivers seeking to up-grade to call-out status, and call-out drivers wishing to refresh. Remember if you are a call-out driver, you need to repeat this training every 3 years.

All Team members are welcome to attend one of the Theory sessions. **Practical Sessions are open to all drivers who have attended a previous driver training course(s) and have attended one of the 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!

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.

New Members' / Provisionals' Night - Wednesday 18th November, starting 7pm prompt.

To give New Members / Provisionals an overview of the team structure and how it operates. All team members are welcome.

Logbooks

No I don't want them in yet!

New logbooks will be issued in January 2010. Before we start to print the new ones, we would welcome some feedback about the current one - positive and negative. This is your opportunity to have your say and help create a user friendly and useful log, so speak now or forever hold your peace!

So far only 1 response!!

Paul Astle
Training Officer

Mobile 3

As you are all aware Mobile 3 is up and running. It has been on a Call Out and the odd training jaunt and the feedback is that it's pretty good.

We have had a few minor problems all of which have been resolved; we have also made a couple of modifications which make for a better finished user friendly vehicle.

B&V group would like to thank everybody for their ideas and criticism (which we of course ignored), I hope most people got what they wanted, but I'm sure you will agree that a project like this is a bit of a compromise.

Old M3 was sold to Plymouth SAR, a member of the Dartmoor SAR group; by all accounts they are very appreciative of the generosity of Kendal Team.

It has been spotted outside Sainsbury's in Plymouth as part of a fund raising event, it's had its livery altered and apparently its looks very good and recently attended its first call out.

Thanks to everybody on the B&V working group involved in the project, and I look forward to the next one? (after a long break).

John Everett.
Vehicle Officer.

Do you still need your locker at Base?

There are 28 lockers (of various sizes) available at Base for use by Team Members (also various sizes!). Clearly there are not enough lockers for every one in the Team to have one - so only keep one if you really need it and will make use of it. There is currently at least one Member waiting for a locker to become available. If you only want to keep limited gear at Base please consider sharing a locker with a like-minded Team Member, or reconsider if you need to keep any gear at Base at all! If you no longer need your locker, please give it up (just remove all your kit, leave the key in the lock and cross your name off the list that is in the Locker Room).

A few reminders for all locker uses:

- Please remember that the Locker Room is not a drying room; only put dry kit in there.
- Please keep the Locker Room tidy.
- There is also only limited ventilation, so please, no smelly socks or remains of your cheese sandwiches.

Pierre Betoin
Base Officer

KMSRT, LDSAMRA, MR(E&W)and YOU!

Things going on, lots of information, but do you know about it?

The purpose of Mintcake is to primarily concentrate on what is directly relevant to you as member of Kendal MS&RT. But there is a lot more going on in mountain rescue than what you see in this esteemed organ. Our umbrella organisations – Lake District Search and Mountain Rescue Association (LDSAMRA) and Mountain Rescue [England & Wales] (MR [E&W]) both provide guidance and support to teams as well as representing MR to the general public, statutory authorities and government. Mountain Rescue magazine (free and available for you to pick up at Base) provides some insight as to what is happening both nationally and (to a limited extent) what is going on regionally.

Work carried out and decisions made at team, regional and national level are likely to have an effect on you and your relationship with MR. So you may wish to be more aware of what is going on, or even get involved at one or more of these levels. To get more information about Kendal team, come along to any of the meetings or read the minutes (they are all available in files on the book case at Base. For LDSAMRA and MR [E&W] have a look at their websites <http://www.ldsamra.org.uk> and <http://www.mountain.rescue.org.uk> Copies of the minutes of their meetings are a bit harder to obtain, but if you want to see them; have a word with our Chairman Trevor Cotton or Secretary Pauline Speak. Some of the snippets that appeared in the past few months include:

Mobile phones in team vehicles may get preferential access to networks during a major incident.

A national vehicle officer is to be appointed.

The RAF approach to dealing with spinal injuries is different from MR.

MR [E&W] have a new constitution and are now aiming to form one organisation for MR in the UK, so joining with the Mountain Rescue Council of Scotland.

LDSAMRA are changing their constitution.

Use of Personal Location Beacons may become legal in UK – implications for MR call-outs.

More changes to radio frequencies late in 2009.

MR [E&W] spent £30,000 on equipment for teams this year, much of it on testing that existing stretchers are still safe to use.

MR [E&W] has got £100,000 in voluntary income and £30,000 from sales in the past year.

Goodyear is doing a MR calendar for 2010, with a competition for the best photos. (Not clear if photos on a par with Pirelli calendar).

There is a new Casualty Care syllabus.

A national Training Manual is to be published.

Party Leader training courses are available.

New Water Training Guidance to be produced.

Old flares can be disposed of via Marine & Coastguard Agency

Kirkby Stephen team have dropped their 'Bog Trot' radio call-sign to 'Kirkby'.

And lots more

Maybe you are interested in taking a more active role in MR (at Team, regional or national level) by contributing your expertise (both MR and non-MR) to a working group, undertaking administrative duties, observing at meetings, or representing the views of the Team or region; then have a chat with Trevor to find out more.

Keith Pittman

Going Backwards is Best

The following article recently appeared in the Institute of Advanced Motorists newsletter. The Team's Vehicle Officer and the Kendal and South Lakes Advanced Motorists Group felt it worth bringing to the attention of Team Members; be they a driver of Team Vehicles, or not. Read on

In a car park, do you reverse into a parking space and drive out, or drive in and reverse out? The next time you are in a car park, have a look around and see how many people reverse into the space. You will probably find that most people actually drive in and reverse out. There is no doubt this may be safer/more convenient if the spaces are angled, when you have to load/unload items from the boot or if it would cause inconvenience to other road users.

On the other hand, reversing into the space provides you with several advantages. The first of these is that it is safer to reverse into somewhere you can see into (the parking space), rather than reverse out, into somewhere you can't (the line of moving traffic). Many people find that it takes them a few minutes to settle into "driving mode" when they start their journey. Therefore it doesn't make sense to undertake a potentially high risk manoeuvre such as reversing when you are not concentrating fully. It is also easier to control a car going forwards, rather than backwards when the car is first started and the automatic choke is activated. The reduction in wear and tear on you and the car is useful too – plus the fact you can pull away immediately while the engine is cold, rather than labour it doing a reversing manoeuvre.

From a security point of view, reversing close to an object such as a wall can make it more difficult for thieves to access your boot. If you need to exit a parking space quickly for personal security, driving out provides you with better acceleration and improved vision.

Over the next week why don't you try reversing into a parking space? You may find it helpful if you have electric mirrors, to lower your left (nearside) mirror as this will provide you with a guide to your lateral position. Another option where all the spaces run in parallel rows is to line your car up with the space in front and reverse back in a straight line. This should automatically position you in the centre of the space.

As you would have noticed, Team vehicles are reversed into the garage at Base. When you next bring your car to Base, why not try reverse parking?

Coast to Coast Adventure

I've a bit of a secret competitive streak which I vent on the odd Adventure Race (Adventure Racing involving any number of outdoor sports, it suits my lack of ability at any one discipline!) and for this year's main event things got a whole heap odder when former team member Hamish Wilson found himself with a week in the lakes between stints working with DFID in Helmand and decided it might be a laugh to join me... Ah yes, Hamish can always be relied upon to ignore the small-print! He somehow managed to enter without noticing it was a four day event covering nearly 200 miles from Coast to Coast, finally realising only days before. I enjoyed his panic as his training had consisted of a rowing machine and a run round the 1.5km perimeter of an army compound! But he was committed so we dove into the logistical battles of making sure we had vehicles, bikes, boats, clothing, tents, lots of food and drink and, most importantly our support crew in the right place at the right time.



Optimism and energy in Whitehaven!

Day 1 started with support saint #1 (my dad!) driving us to Whitehaven Harbour from where, due to a Force 4-5 onshore wind, we were to run to St. Bees instead of the planned sea kayak. I'd been training hard and looking forward to the

kayak but, knowing the reputation of the waters off the Head and watching the surf crashing on the harbour wall I can't pretend I wasn't relieved at the switch to a less exciting but less life threatening start! At St. Bees we picked up bikes for a blast to Crummock where we did get to use the boats. The bright and breezy day was turning increasingly black and as we launched the air exploded with lightning directly overhead. Torrential rain bounced so high off the water it was hard to distinguish lake and sky and the wind picked up, fortunately from behind! We whooped in fear-tinged exhilaration as the kayaks relished surfing the wind driven waves. Whooping turned to cursing as we portaged the world's longest kilometre to drop the boats into Buttermere for another short paddle to transition. Next was a quick stroll over Robinson, Dale Head and Catbells; alarm bells were starting to sound with knee pain from an injury earlier in the year kicking in more than I'd like on day 1 of 4! But we made Nichol End in time to finish the day with a swim across Derwent and a wetsuit clad run through Keswick to the Moot Hall finish, a day 2 briefing and a very short night!

Slowest times from day 1 started first so we found ourselves up at 5am which wasn't early enough to do breakfast, all the kit sorting needed and get back to the start at 06:20! Bike up and over to Thirlmere, another tailwind favouring our kayak to the South End and back on foot with Helvelyn looming in the mist. Ascent was good (although we didn't threaten the timed "King of the Mountain" winner; 49 minutes!) but mascot Buzz Lightyear, travelling with me on all stages, took a dramatic tumble down a gully on Striding Edge (after briefly contemplating what Patterdale MRT would have to say if called out to this emergency Hamish made a bold solo rescue and Buzz was safely reattached to my pack with no more than scratches...) and descent also took it's toll on me. The knee pain I could control with poles, a snail's pace and drugs but the agony of frustration as the path stretched ahead, crying out to be run hurt badly. Patterdale never seemed so far from the hill. Fortunately the next stage was to give generously to morale as we cruised out of the river onto Ullswater and into yet another breeze at our backs! This strengthened gradually so that what could've been an energy sapping battle was a fast and joyous cruise to Pooley Bridge. The ride over Shap fells to the finish in Kirkby Stephen was long but beautiful and, after food, stretching and a battle with bike tyres, sleep was beautiful too...

Day 3. Support saint #2, Chris Marsden arrived at 5am (!) and immediately got to work as breakfast chef, allowing us to kit up for the run. It didn't take too long until Nine Standards loomed spookily out of the mist but this was not the end by some margin with a long descent into Keld ahead. Hamish's knee came out in sympathy and we were Team Crippled, sharing trekking poles and Ibuprofen and passing time by talking through the biomechanics of our issues, all the while being overtaken by the (mostly very friendly, gracious and encouraging!) rest of the field! Ushered into a cowshed and handed a hot drink we were then out on the bikes. Mountain-biking in the Dales is to be thoroughly recommended but you have to get up there first so, a ways down Swaledale, we were faced with a near vertical (!) bridleway and no option but shoulder the bikes, head down, keep trudging up! A red jelly baby and a grin-inducing descent to Castle Bolton managed to pull me out of the resulting grump! A long transition, with slicks back replacing the knobby tyres, and off on another long road ride through the Vale of York to the Northallerton overnight.

The early start got even earlier for day 4 but we managed to be on the line on-time for 5:20am!! Sun-up whilst we biked to Swainby and off on foot over Carlton Bank. Again the high point of the run was a long, sore way from the finish with four ascents and corresponding downhill hobbles along the paved Cleveland Way before the next transition. But you could see the sea!!! Another tough "bike hike" and I hardly grumbled at all (I may have mentioned I'd like a lighter bike...) but, again, the rewards were up there with fast, rattling bridleway through acres of purple heather all the way to Glaisdale (except where Ham and I defied the rest of the field by going through the bog they all went round!). It was kind of hard to believe we'd reached the last stage but the sun beating down (if you spent BH Monday in soggy Cumbria you should've come East!), the lovely Sus-trans route continuing bemusingly up (*surely* the sea is downbank!?) and a saddle sore butt kept reminding me until finally the gradient tipped us over into Robin Hoods Bay where we left the cycleway for a field full of applause. Made it! Well, not quite. With medals round our necks and the timed race over we still had the walk down to the real finish – where the cobbles meet the North Sea. Hamish, used to endless Australian beaches I suppose, was a bit bemused by our insistence that yes, this odd few feet of street packed with kids, flip-flops, dogs and ice creams was where we'd been trying to get to for four days, but threw himself in anyway.



45 hours travelling and 290 kilometres later – still smiling!

This was my first supported race and I'm overwhelmed by how much dad and Chris were prepared to put in/put up with just so that we could have this experience. Thanks also to Hamish for spending 90% of his well earned break from the desert traipsing across the country with me! Stay lucky out there bud!

My next planned race (knees willing) is a trifling 5 hours bike/run in November so if you fancy this AR lark come and join me!!

Kathy Jackson

Annual General Meeting

The Annual General Meeting of KMSRT will be at base at 19:30 on Wednesday 4th November 2009. All members are encouraged to attend.

The following 2 posts are for re-election this year due to the present position holders standing down. These positions will initially be for a 1 year term and then will be re-elected in the normal course of events.

Team Leader
Treasurer

The following posts are for re election having completed their elected term.

Director/Company Secretary David Ritchie
Vice Chairman (elected annually)
Deputy Team Leader (Steve Kelley)
Fund Raising
Newsletter Editor

Nominations for these posts should be sent to me, preferably before 20th October 2009 to assist administration. However, nominations up to the start of the meeting can be received. Any nomination must have the agreement of the nominee and must be proposed and seconded by any FULL MEMBER.

Pauline Speak
Secretary

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or
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