

# Mintcake



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Reg. Charity No. 259539

January 2007

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## Training Shorts

(ie. notices, not the ones you wear!)

Joint exercise with Bowland & Pennine on Saturday 27<sup>th</sup> January – let Paul know by Friday 19<sup>th</sup> if you want to attend.

Trip to RAF Boulmer on Sunday 11<sup>th</sup> February – sign up at base asap.

## Editor's Comment

When I was collating this month's issue a rather seasonal theme came to mind – losing weight! January's edition was looking very slimline after the bumper December version, until the articles poured into my inbox and I found it back up to a good working size again. Maybe there's a moral in that – not as slim as I thought!

After a quiet period on the callouts, we had a busy Christmas. One team member was heard to say “we'd better not get a callout during Christmas dinner!” at the end of December's training exercise. I've learnt to be careful of what I say within earshot of team members lest it comes true – at least it provided an excuse for those who don't like sprouts!

I'm looking forward the team's annual dinner where we shall raise a glass or two in recognition of all the achievements of 2006 and in anticipation of a successful 2007.

A very Happy New Year to you all!

*Larissa*

## 100 Club

The winning numbers in the January 100 Club Draw were:

1st	45	Mrs H Cuff	£10
2nd	32	Dr J Norman	£10
3rd	23	Mr G Stars	£5

*Peter Clarkson*

## Mintcake Nibbles and Tit-bits

- Don't forget to bring your raffle prizes to the annual dinner on Friday. All items gratefully received!
- The owners of the “special” prizes have been identified and have assured us they will return the items that they have so carefully looked after during the last year.

## Callouts



### 25<sup>th</sup> December

We were called to assist CRO at Bull Pot/County Pot with the above ground evacuation element of a caving incident. A caver had fallen around 10ft suffering serious leg and pelvic injuries. Around 60 MR personnel were in attendance from 3 teams for a long overnight evacuation (7 people from Kendal team gave up their Christmas dinner to attend). The casualty was taken to Royal Lancaster Infirmary by helicopter.

### 26<sup>th</sup> December

A mother and son were walking their dog on Scout Scar, Kendal, when the dog jumped over the edge. The son went to search for the dog but couldn't be seen by his mother so she called for assistance. On arrival, the son appeared but the team was despatched to search for the dog who was found injured so she was evacuated. 11 team members attended.

Dog Meg sustained minor injuries, cuts to her foreleg and bruised ribs so was taken to see the vet for a check-up. She was well enough to go out for a walk the next day and has now made a full recovery.

### 27<sup>th</sup> December

We were called to assist L&A with the evacuation of a man who had slipped on wet snow and sustained a suspected lower leg fracture. He was treated and evacuated by stretcher. 7 team members attended.

We attended a total of 41 incidents in 2006.

### 3<sup>rd</sup> and 4<sup>th</sup> January 2007

A man went missing on a canoe trip down the River Lune, below Killington Bridge. A search of the incident site and then the river banks below it was conducted with teams from CRO and 3 SARDA dogs assisting 26 of our team members who attended alongside the Police, Fire & Rescue and an RAF helicopter. The search was called off for the night and recommenced at first light the next morning with over 70 personnel in attendance from KMSRT, CRO, SARDA, and Bowland & Pennine as well as the Police and Fire & Rescue. His body was found later that morning at Treasonfield near Barbon.

An incident debrief took place at our base on Tuesday 9<sup>th</sup> January with various KMSRT team members present, plus representatives from the Police, CRO, and Dave Watkinson from Patterdale team to add his own knowledge to the discussion. Apologies were received from Bowland & Pennine, and Fire & Rescue (who were having their own debrief). The discussion explored all the aspects of the incident from the different perspectives of the various services involved. We also looked at ways of streamlining our collective response to such an incident and building on our existing knowledge of personal protection and site safety around swift water. Further discussions are already planned between the different services to take these matters forward.

## Exercise Reports

### Wednesday 13 September – Communications

As this column is becoming more of a social update on the author of September's exercise, this is the last month of waiting for the article to arrive. The author was last seen packing his skis ready to head off to the slopes (no, not the honeymoon – that's later this year, this is just a holiday!). As I shall also be on those slopes with him (ahead of him, of course – not that we're competitive at all!) I shall try to extract the relevant information from him using all means at my disposal... For those who miss their deadlines in the future – you have been warned!

## What's On

### Wednesday 10 January 2007

Training: Hypothermia/First Aid 19:00h

### Friday 12 January

Annual Dinner Crooklands Hotel 19:00h

### Wednesday 24 January

Equipment evening: 19:30h

### Sunday 28 January

Training: Search & Rescue 09:00h

### Wednesday 14 February

Training: Avalanches & Winter Navigation Theory 19:00h

### Wednesday 21 February

Equipment evening: 19:30h

### Saturday 24 February

Training: Winter Night Navigation  
Timings to be confirmed and start praying for snow...!

### 2nd, 3rd & 4th March (nights of 1st, 2nd & 3<sup>rd</sup> March)

Winter training based at Roy Bridge  
Watch out for further details in Base.

### Wednesday 21 March

Training: Water Rescue 19:00h

### Sunday 25 March

Training: Stretcher Lower 09:00h

### Wednesday 28 March

Equipment evening: 19:30h

### Wednesday 11 April

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

### Sunday 22 April

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

### Wednesday 25 April

Equipment evening: 19:30h

## 9 – 11 December – Swiftwater Rescue Course

In early December (brrr!) ten team members qualified as “Swiftwater Rescue Technicians” (Unit 1) after three packed days of training with Dave Watkinson of Patterdale MRT.

### Day 1

After the minimum of preamble it was straight to action practising shallow water crossings of the River Brathay and various principles and practises of rope use in a river environment. Tensioned diagonal lines provided a useful rescue and crossing technique and an interesting limbo course for passing paddlers. Also introduced were the “15 absolutes” – a difficult (due to being written in a foreign language, i.e. American) set of safety musts and must nots for operating in and around swiftwater. Everyone could remember to look after themselves first then something about helmets...

Moving upstream to Skelwith Force Dave began a briefing on swimming in swiftwater. Nobody was quite sure if he'd finished as he just kind of tailed off and leapt in... Not all were quite so keen to make the initial plunge but once over the “ice cream head” of first immersion it was a lot of fun. The passing tourists seemed to enjoy the spectacle of obviously crazy locals too. Everyone practised aggressive and defensive swimming techniques, getting into an eddy and the rescue technique of live-baiting: a belayed “bombing” of the swimmer in trouble. A shoe and a few brain-cells lighter, back to base to dry out the mountains of gear ready for...

### Day 2

Some basic theory of how moving water acts, consideration of operating in an urban/flooded environment and some very scary “what not to do” clips from actual rescues before finally braving the rain outside which was turning Patterdale Gorge into an impressive torrent. A walk up the bank illustrated lots of river features, likely collecting points for debris - and swimmers - and some ideas for how to manage a riverside search. Yesterday's tensioned line was brought into play again, this time as a way of allowing a vertical lower into a gorge or similar to allow a search or recovery. Back at Patterdale base boat use was discussed from our “Thunderbird 4” to their monster RIB.

### Day 3

Today concentrated on “our patch” with a look at the Kent, what incidents might occur and what responses might be appropriate. With very high water making the Kent a difficult (and very public!) training venue the canal became the preferred option for working with the boat and practise of tether systems. Quick throwbag techniques for assisting an entrapped swimmer were also demonstrated. Before finally heading home for tea and medals (well, Glow in the Dark whistles and badges for our Speedos!) a few moments were spent contemplating the power of moving water at the Kent below Sedgwick.

### Summary

- Safety of self, team and then casualty is the absolute “absolute”.
- Think PPE - better to have it and not need it than vice versa.
- It is easy to underestimate moving water, but it is also predictable.
- My whistle doesn't glow!

Many thanks go to Dave for his energetic presentation of the course. All involved are keen for the skills and knowledge gained to filter through the whole team so that our operations near water are as confident as those on the fell.

***Kath Jackson***

## Wednesday 13 December – Base Operations

### **“It's not a shed it's a Tyre Store”**

Top things to know about base courtesy of the three wise men and a bloke with a beard – no, not Santa but Keith Pittman! It never fails to amaze me how you reach a point in the team when you think you are just getting the hang of things and then someone goes and spoils it by asking you how you open the garage doors on a call out when the power has failed; How do you reset the alarm if it all goes a little Pete Tong and you set it off; or, Where's the electricity meter and what about the stop-cock, where's that?

Prior to this I could answer some questions but in the unlikely event I made it to base first on a call out sod's law said I would have had to vault the electricity meter reader to reset the alarm I had just tripped whilst wading through the flood to get the winding handle to manually open the garage door to get the vehicles ready – you get the picture.

In small huddled masses (actually groups of 2 and 3), we worked our way around four stations guided expertly by the wise and all knowing Messrs Pittman, Fitch, Johnson and Akrigg. The answers to these questions became clear and certainly in my group we all learned something. I have been absent from team training and call-outs for many months now so my familiarity with things is diminishing. I now know about the new radio set in the control room and why the fax machine remains unplugged – Keith said with such confidence it was because of the numerous faxes the team [he] was getting about how to enlarge your member...ship and in any case none of them had worked!

It's easy to make light of these bits of information about the workings of base when you're not involved in them regularly but, since disaster has a propensity to find me at least I know a bit more than I did before. If all this leaves you thinking "*Well tell me more so I know*", I will give you this advice: Get yourself down to Busher Walk and have a wander around in base, ask someone, or just take the time to familiarise yourself with what's in the cupboards. Don't forget the shed outside, it's really important, it's where we keep the BBQ.... oh yes, I nearly forgot, there are some tyres in there as well!

**Pete Dodd**

### **Sunday 17 December 2006 – Helicopter Training**

The day looked promising until we got to the base well in time for 09.00hrs start, only to find an empty car park.

"What's going on?" I asked Steve Kelley – the only living creature inside.

"Didn't you get the pager messages last night?" he enquired.

"Yes, something about money for the pub and leaving non-Sarda pooches at home."

Apparently there was another message informing the team about 09.45hrs start – only our 2 pagers did not pick it up (John Fitch you have been warned!). Steve and I managed to calm Ian down eventually, as he did not take kindly to the fact that he could have had an extra 45 minutes in bed...

Never mind, things can only get better. The reverie of a calm Sunday morning was rudely disrupted when I opened the drying room door and found it full of the gear used during the water training WEEK AGO! And no mention of Mobile 3's several sacks out of the vehicle on the board to boot! That explained why Steve and few other team members arrived somewhat prematurely for the start of the exercise – only I got there first courtesy of two malfunctioning pagers. Hard luck!

The rest of the day seemed to have progressed according to plan. We dutifully departed for our rendezvous with the Brylcreem Boys below Farleton Fell where our team leader was already waiting for us – and NOT wearing team's latest addition to clothing kit – Red Rab – or so I thought until he took his private jacket off. That reduced the number of old black-wearing contingent to four out of twenty-two when Pete and Ali arrived. (I foolishly believed that you lot had enough to wear or was it something to do with Father Christmas – answers on a postcard please!).

We engaged in the usual banter and as the time went by, observed various degree of perma-frost settling into our toes. The only interruption was caused by Bill's and Ian H's dogs (Blue and Winnie to you) as they apparently don't like each other. You don't say! Kess observed their antics in a lady-like manner from a distance.

After a while Steve dispatched an advance welcome party to the bottom of the chosen field armed with flares to guard the "yellow job" in. Lucky ones, the rest of us thought, they are in the sun. Not for long. The RAF arrived and promptly changed their landing site to a higher ground but in the shade and, as they informed us, a mere degree off their gradient limit. What next?

After a short interlude to allow parents of the pilot to deliver his Christmas cake, we were split into three groups and went through the routine of the Stage 1 which this time also included a crawl inside the aircraft. That completed, two groups of two were sent up the hill to man landing sites for the down winch. With two members and one (eligible) dog to be introduced to the joys of heli-flying, we were split into three different groups accordingly. Bill & Blue had an introductory session from a stand still. Blue took to flying like duck to water and passed the initiation with flying colours. Well done! We all completed the up&down winch and warmed up/defrosted our toes on a descent from Farleton Fell, waving the RAF off en route. Pete & Ali left to check on their AGA fitters and the rest of us departed to Punchbowl Inn at Barrows Green for the second part of the exercise. We did justice to generous supply of sandwiches and trays of chips with yours truly accused by two team members who shall remain nameless, of hoovering up the chips and getting fat (wrong on both counts chaps, or perhaps I'd better consult bathroom scales...).

The day was crowned by our resident (?) antipodean making an appearance and, guess what, the topic of cricket was introduced with the two Johnsons and Hamish exchanging their usual pleasantries on the subject. It was good to see you Hamish, honest.

With both the food and conversation exhausted, we wished each other a merry festive season and went home.

Thanks to Steve for organising it all and to the attending team members for supporting the exercise so well, especially after a prolonged lean period as far as call outs go!

Points we learned:

- Don't go wandering around the tail of the aircraft – it bites.
- Don't argue with the main rotor – it's bigger than you.
- Avoid the sack/dog hook on the exit from the winch – it has a nasty habit of catching the rim of your helmet (for details contact Ian J).
- At all cost avoid getting into the same vehicle with Blue and Winnie.

This would, under normal circumstances, be end of my write up. Not this time, though. There was one serious and vastly important aspect to the day's proceedings – Pete & Ali both went through the full extend of the helicopter ex – for Pete first time since THAT day back in 2004 and for Ali first time ever!

WELL DONE BOTH!

Read on...

***Dagmar Johnson***

### **Helicopter thoughts, December 2006.**

So what did I think of flying in a Sea King for the first time since May 2004?

I used to enjoy watching MASH, I lived in a naval city and was used to helicopters flying around most days to and from the dockyard and marines bases, I have read and re-read Chickenhawk, I admire the rescue crews and the work they do... I guess you could say I like helicopters...

Two and a half years ago my life changed for ever when I was involved in a helicopter accident in Langdale whilst on a callout. I don't remember much about that day and although my back wakes me up most nights, I haven't had any nightmares so I wasn't particularly nervous about flying again.

Two of the great things about Kendal Team are its camaraderie and the humour. Suffice to say that many jokes were made about me and helicopters and accidents as we were waiting for the Sea King to arrive. Humour is good. The strange thing for me was how very uncomfortable and nervous I felt when I first walked into the shut-down aircraft for part of the stage one briefing. Was it the environment, was it the distinctive smell, was it the uncomfortable seats, was I worried about my Ali's feelings, or was it some forgotten memory of that day in May 2004?

The feeling soon passed however, and both Ali and I were lucky enough to be winched up into the aircraft, flown up the hill, and winched back down again. A great ride, no nerves, no problems at all. I then crouched on top of my rucksack as the next pair of team members, including Ali, was lowered down from above, and I was a little nervous again... Perhaps it's natural to be nervous with umpteen tons of aircraft hovering above you, particularly if you've been in one on a bad day at the office...

All of this hasn't put me off though. It was Ali's first time in a helicopter ever, let alone being winched, and she didn't see what all the fuss is about. I still think that helicopters are fantastic machines and their crews undoubtedly brave and talented. I know I can't multitask to the level required to fly one. They should be treated with respect, however, and one should be aware of their limitations and dangers. Our regular training sessions give us this awareness. My thanks go to the training panel for organising the exercise, and to the Team for their support, good humour and encouragement.

I guess I still like helicopters...

***Pete "As long as it's a Yellow One" Munford***

## Base & Vehicles

A Summary of Points Discussed:

### Base Computer

- Short term: someone is needed to monitor all incoming emails as these are piling up.
- Long term: we're looking to replace the whole system with a broadband link, a new computer system (this will complement our new website and new sponsor's needs once these are both in place) and a large flat screen monitor. This will need someone/group to administer the running of the system.
- This was discussed at the main committee meeting and decided that a working party would investigate options (what's available and at what cost), reporting back to next main committee meeting in 2 months. If anyone has any contacts, ideas, technical knowledge that could help on this please contact John Everett.

### Base Items

- Discussed changing control room phones for cordless models, but was decided to remain with present phones as they work well, and when operating the Comms room attention should be there and not moving around with other tasks. Wooden wall mounted brackets will be attached to the wall above the small whiteboard in the Comms rooms so that a map can be hung closer to the phones if required.
- 2 screw hooks will be placed above the window to the left of the large whiteboard in the briefing room so that map and whiteboard can be used at the same time.
- Equipment room shelves to be fitted by Pierre very soon.

### Vehicles

- Both Land Rovers are on Winter Tyres – note that tyre pressures need to be checked regularly. A tyre gauge is being purchased and regular plan of checks to be implemented, possibly as part of Equipment Night.
- 2 waterproof kits have been purchased for M1 and M3 – these will be fitted soon.

*John Everett, Vehicle Officer*

## Committee Meeting Notes

A summary of points discussed:

### Granger's Sponsorship

- Discussions having been taking place with Granger's regarding a potential 3 year sponsorship agreement.
- It would involve a core team of 6 people to test and evaluate current and prototype treatments.
- The Granger's logo would be displayed where appropriate on our website, corporate sponsor information material and vehicles.
- Photography and other media formats that involve the team would be available to Granger's for marketing and advertising purposes. Any material involving KMRT would be approved by the team before release.
- In return Granger's would agree to a three year contract with KMRT (with appropriate release clauses for both parties). In this period Granger's would pay a fee of £2,000 per year in way or cash or apparel and/or equipment.
- Granger's would supply KMRT with the appropriate care treatments for team and personal use.
- Granger's would include the KMRT web links, where appropriate, on both its North American and European web sites and we would have links on our website to Granger's.
- Having had a consultation period, the Committee agreed to go ahead with this sponsorship agreement.

### Website

- The site has been created, discussions are now needed to get the end-user format.
- All the current web information needs to be checked and updated.
- John Fitch has volunteered to be the "Webmaster" to act as focus for all the developments and discussions.

### Limited Company Status

- Following Dave Ritchie's presentation at the AGM in November a working party has been formed (Trevor, Dave Ritchie and Keith Pittman). They have now been mandated by the committee to get the process underway.

## Training Items

### **Joint Exercise with Bowland & Pennine, Saturday 27<sup>th</sup> January**

We have been invited to attend a joint exercise with Bowland & Pennine team based at their Smelt Mill HQ. The exercise will take the form of search, find, medic and evacuation.

If anyone is interested in attending this please let Paul Astle know by Friday 19<sup>th</sup> January at the latest so that we can give numbers to B&P for planning.

### **Scottish Winter Training**

The cost for this trip will be £12 per night. You will need to pay in full by 31st January in order to secure your place. No refunds will be available. Cheques should be made payable to 'Kendal Mountain Search & Rescue Team' and cheques or cash put in the Training Officer's pigeonhole. If you have any queries regarding this, please contact Paul.

Mobile 2 will be taken to Scotland and there is already a list of names on the noticeboard at base – first come, first served.

### **Training Programme July-December 2007**

If you have any ideas for areas of training that you would like to be covered over this period, or better still, would like to be involved in organising or leading a session, please put your ideas in writing and have a chat with Paul before the end of February.

There's a day trip to RAF Boulmer on Sunday 11<sup>th</sup> February. If you're interested, put your name on the list on the whiteboard at Base.

Happy New Year

**Paul Astle**

## Introducing the New Fundraising Co-ordinator

Trevor has suggested that I put a couple of lines in Mintcake to introduce myself and to ask everyone to keep a lookout for any potential money-making scams oops, I mean schemes that anyone hears about. If you do, either give me a call on 01539 736316, email me at clarkson19@hotmail.co.uk or leave me a note in the Fundraising pigeonhole. The same applies if you hear of anyone looking to make a donation to a charity.

We've got about 30 spare places in the 100 Club, so please let me know if you think of any potential new members.

And I'm on the scrounge already! The new shelter was used as an extension at the back of Mobile 2 as a base at Devil's Bridge on the morning of the River Lune search for the missing canoeist. Since the shelter was standing on tarmac (!) on quite a breezy day I felt there was a chance that our shiny new shelter may take to the air. To speed up the fixing of guy ropes it would be quicker if we had karabiners to clip them to the shelter. So if anyone has any old krabs which they've retired from active service, half a dozen would be very gratefully received.

Many thanks,

**Peter Clarkson**  
**Fundraising Co-ordinator**

## Fundraising Co-ordinator's report

John Hall and Liz Parkes attended the Keswick to Barrow presentations in November and received a cheque for £1,000 on behalf of KMSRT plus £277 in Gift Aid. Many thanks to everyone who took part in 2006. The 2007 K2B will be held on Saturday 12<sup>th</sup> May. Contact John Hall for details.

Larissa managed to get our display boards squeezed into Kendal Leisure Centre for the weekend of the Kendal Mountain Film Festival. Our main objective was to have a presence. Donations were not sought aggressively, but we managed to raise £46.71.

I have sent in the request to SLDC for a Town Centre Collection this year and should hear from them by the middle of February. I have also written to all last year's collection venues to request collection days for this year.

A talk has been arranged by Kath for a group from Kirby Kendal School on Friday 12<sup>th</sup> January at 4:45pm. Eddie and Kath have kindly arranged to handle this.

Other future events are:

- Grange-over-Sands Soroptimists, Tuesday 3<sup>rd</sup> April at 7:30pm at Graymouth Manor Hotel.
- Keswick to Barrow, Saturday 12<sup>th</sup> May (see above).
- Garburn Trail, Sunday 3<sup>rd</sup> June.

**Peter Clarkson**  
**Fundraising Co-ordinator**

## Agony Doc

*Q.1 A team member writes (for personal and team benefit):*

*Dear Agony Doc*

*Following the consumption of a little too much food and the occasional drop of alcohol over the festive period I found myself suffering from what may be referred to as 'indigestion'. As I would like to enjoy myself at the team's annual dinner, do you have any suggestions for avoiding these unfortunate (and rather embarrassing) side-effects?*

*Anon*

A.1 Dear indigestion sufferer,

Thank you for your seasonal question. However, I don't think you needed to ask the question, as you seem to have your finger on the answer already. You stated that your problem was caused by "too much food and just a little alcohol".....therein lies the problem. Less food and more booze is the prescription! Booze, booze, booze and more booze.....with a serious hangover, any symptom of indigestion that manages to surface will seem like sweet relief, indeed it may even seem pleasurable by comparison.

I hope this gives you the direction to take at the KMRT Dinner.....if you look carefully you will see many others who have the same prescription.

Now to the odour (oops, I mean other), embarrassing side effect. I would suggest blaming it on the spouse (a very popular option), or on the innocent person sitting next to you (those who have tried this in the past are easily recognisable – they have empty seats on both sides). If either of these remedies don't appeal, then do what most of us do.....get a dog and blame the dog, (with the added advantage that you can blame the dog for all sorts of things, from making you late to having mud on your clothes!!).

Yours in confidence (at the right price),

**Agony Doc**

## Contacts

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or

Editor's pigeonhole in base

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