

Mountain MAGAZINE Rescue



ISSUE 20

THE OFFICIAL MAGAZINE FOR MOUNTAIN RESCUE IN ENGLAND, WALES & IRELAND

APRIL 2007



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EDITORIAL

Editor

Judy Whiteside
Rossendale & Pendle MRT
8 bridgefoot close · boothstown · worsley
manchester M28 1UG
telephone 0161 702 6080
editorial
email editor@mountain.rescue.org.uk

Website

Paul Baxendale
Paul Horder Keswick MRT
Dave Freeborn Patterdale MRT

Handbook

Eve Burton Buxton MRT

Statistics

Ged Feeney Penrith MRT

MRC Press Officer

Andy Simpson
Rossendale & Pendle MRT

www.mountain.rescue.org.uk

ADVERTISING SALES

Pat Starkie
telephone 0870 240 4024

NEXT ISSUE

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Editorial copy must be supplied as Word/Quark document.
Images must be supplied as separate JPEGs/Photoshop EPS/TIFF (300 dpi)
Advertising artwork must be supplied, ready prepared on CD or via email as font embedded PDF/EPS/TIFF (300 dpi) or Quark document with all relevant fonts and images.

Every care will be taken of materials sent for publication however these are submitted at the sender's risk.

Front page pic

Rossendale & Pendle MRT
vehicle orientation and training at Lee Mill Quarry, Lancashire.
Photo: Chris Boyles.

Thank You

to everyone who has submitted news, articles and photographs for inclusion in the Mountain Rescue Magazine. If your contribution isn't here, don't worry. Everything is kept on file for future consideration, so please keep up the good work.

Editor's Note
Articles carried in Mountain Rescue Magazine do not necessarily reflect the opinions of the MRC. Further, we do not accept responsibility for information supplied in adverts/advertorial.

There has, in recent months, been a paucity of views expressed in the pages of this magazine devoted to letters to the editor. This has been paralleled by an absence of grass roots opinions voiced elsewhere.

Of course, Thomas Carlyle observed that 'Silence is golden'. (Or to be accurate he translated it from the Swiss).

It is tempting therefore to take comfort from this and believe that it is a muted expression of approval for the direction of travel mountain rescue is taking and for the actions being pursued by the council.

My mind, however, casts back to the practice on the deck of some trawlers when a poor catch was followed by a long silent stare directed from the crew to the wheelhouse. The intensity of the silence and the stare increased in the event of successive poor hauls.

We have in place a number of events which are intended to permit, indeed exist for, the exchange of ideas and opinions. Do these actually allow the voice of most team

members to be heard? The 75 anniversary is an opportunity to mark and recognise all that has gone before but it is also a time to re-appraise the direction of travel for mountain and cave rescue in the coming years.

To do this effectively the widest possible range of ideas must be on display and if the mechanism to achieve this is not working then this should be our first priority.

Francis Bacon took an opposing view to Carlyle and said, 'Silence is the virtue of fools'. I am not enthusiastic for a round of scything attacks on the MRC or its elected officers but constructive criticism and positive pointers are more that welcome. This is a unique time to contribute to the future of the services. Remember the lines from Lewis Carroll:-

*He had forty-two boxes, all carefully packed
With his name painted clearly on each
But, since he omitted to mention the fact
They were all left behind on the beach.*

David Allan Chairman

Forty pages. Who'd have thunk it? Not me. Nor, I imagine, the half dozen or so members of the executive committee, assembled round a table some time in late 2000. For there it was I presented my first thoughts for Mountain Rescue Magazine – or MRC News as it was then – and about which I still feel hugely protective. My baby.

Baby dinosaur more like. Cos, just like Topsy, it grew. From the initial twelve page, monochrome number – to which, frankly, the response was sceptical – to the full colour confection you hold in your hands today. Don't get me wrong, the response from readers was nothing but positive. But contribute? Let's just stand back and watch, see whether this bright, shiny enterprise on the part of the national body disappears as rapidly as it came. It took several months – years in the case of one or two teams – before some would even respond to my emails. There seemed a real reticence to share experience, admit to lessons learned, knowledge incomplete.

I'm happy to say those days are past. News is forthcoming from every corner of the UK, teams seem far more comfortable with sharing information, and the quality of contributions – from kit reviews, equipment and technological developments, to 'what I did in my holidays' – continues apace. And, thanks to the digi camera, I generally have a rich supply of images to work with. The *raison d'être* was always to communicate – in all directions – and we would appear to be achieving that. What's more, what began as a publication fully funded by the MRC is now pretty near paying for itself through advertising.

But, dear reader, you already know all this. So why repeat it now? Well, because the Outdoors Show saw us launch a national Supporter's Group. We've been attracting subscribers to the mag for the

last two or three years – and it's great to see them renewing their subscriptions – and many teams either sell or pass on the mag to their own supporters, but now national support members will also receive four issues a year in return for their donation. That weekend alone saw fifty new support members signed up – welcome to them – with many more hoped for and expected. Which opens up a whole new readership and greater potential for growth.

But a couple of conversations at the show made me bristle. Protective instinct on full beam. The first concerned how the mag should look and what it should contain, now it has a wider readership. That it should be 'more like the mainstream mags', effectively diluting the current content for broader appeal. The second, with a fellow editor of one of those mainstream mags, and his comment that this was still 'obviously an in-house magazine, geared to mountain rescue personnel'. Give me a break! Of course, it's an in-house magazine. And focused on mountain rescue. And, presumably, that's why people are starting to subscribe.

Check out the BMC website and Summit. I quote. 'As BMC membership is growing, so is Summit, and it's now full colour, 68 pages and has an ABC of over 41,000.' Imagine that! Forty one thousand readers! That's one heck of a big baby.

Like Summit, we are also starting to attract top writers such as Andy Kirkpatrick. And that publication too started out as an in-house magazine. So, yes, we may introduce the odd item of more general interest – and I would welcome comment and contribution from our newer readers – but we still have a way to go before the tail starts wagging the dog, and we start calling ourselves 'Trail' or something.

Judy Whiteside Editor

EQUIPMENT NEWS

Mike Margeson, MRC Equipment Officer, reports... At the end of the financial year I am delighted to report to you that, via the equipment sub committee, the MRC has been able to fund and provide assistance to 45 teams in the purchase or part purchase of specialist equipment during the year. Regional representatives at the equipment sub committee have been 100% for the first time for a number of years and have put in a huge amount of work over the past year. We currently have both **Bell Stretchers** available at 50/50 funding plus a number of **vacmats** on a first come first served basis. The **PPE/FPE Equipment Checking Course** will be run again this year and is still being well received. There will be a special focus on stretchers at the **National Training Day** at Plas Y Brenin on Sunday 20 May. We hope to get a number of different stretchers together for the session. I am still waiting for further

details of the new **Rescue Belay** device designed by Kirk Mauthner of Rigging for Rescue and will report as soon as I have more details.

EQUIPMENT WARNING – OLD PLASTIC BOOTS

Andy Sallabank, Mountain Instructor and DFMRT Training Officer, was working with a couple of students in the Northern Corries when the old plastic boots of one of his students literally cracked and fell apart (see Andy's photos). This not the first time I've heard of this happening. If you have any doubts about the age or quality of your plastic boots, Andy advises they are put in the freezer overnight and then hit with a hammer the next morning! It's got to be better than them cracking and falling apart on the back doorstep than half way up the Ben.

FOUR SPONSORSHIP DEALS COME TO FRUITION

Penny Brockman reports, 'Some years of cultivating and nurturing a number of



relationships with various suppliers have borne fruit. Mountain rescue now has four sponsorship deals on the table. 'These arrangements have in some cases taken over a year and half to closure, with a deal of to and froing through the fine legal detail – a strong sign the Mountain Rescue (England & Wales) brand is

strengthening in the market place. 'So what is included in these sponsorship arrangements?

Ordnance Survey

'This arrangement has not only been established for Mountain Rescue (England & Wales). We have also been able to benefit British Cave Rescue Council, the Mountain Rescue Committee of Scotland, the Association of Lowland Search and Rescue and, more recently, RAF Mountain Rescue. The only teams not included are those based in Northern Ireland, as OS based in England does not cover this area. We are working with the teams in Northern Ireland to help secure the same arrangement.

'The OS agreement provides each rescue organisation a complete set of DVD 1:25,000 data sets for the 'whole' of the UK. These data sets require an operating system and the GPS working group have developed a free viewer – see www.mrmap.org.uk. 'If teams have their data set, they must sign an addendum to the main contract of your national body, and an internal document written by Tony Rich. If you have not yet received this, email treasurer@mountain.rescue.org

'This arrangement is worth at least £120,000 to Mountain Rescue. **Memory-Map** As we were going through the mire of the OS negotiations it became clear that rescue teams had placed themselves at risk legally by purchasing a 'personal' Memory-Map licence, which did not cover rescue teams. 'Discussions took place on how we could obtain the rest of the data files required for Memory-Map, at a price to suit the teams. Sometimes it felt we were

Memory-Map

close and, on other occasions, we seemed so far away. Our eventual success is very much due to the hard work of Ray Badminton at Memory-Map. 'Once again this agreement covers not only Mountain Rescue (England & Wales) but the other organisations. Each organisation will have access to:-
 • Complete Great Britain coverage of the latest Ordnance Survey Explorer™ 1:25,000 digital maps.
 • Award winning Memory-Map V5 digital mapping software for PC, Pocket PC, Smartphone and PNDs.
 • An annual 5 user licence with additional licences available up to a maximum of 50 per team. 'The normal price for this package is over £2,500 per user but both Ordnance Survey and Memory-Map have agreed to provide the complete package for just £50 per 5 user annual licence (teams will have to sign the addendum to the main OS contract for their national body. 'If you would like to purchase Memory-Map then email treasurer@mountain.rescue.org. Memory-Map have also kindly agreed to offer a 30% discount on Suggested Retail Price for any retail Memory-Map software for those team members who wish to purchase Memory-Map for their own personal use outside of the team's activities. This offer will be available directly from Memory-Map, but orders must be placed by the team's nominated purchaser on headed team paper. 'We must personally thank those people who were involved at different stages of making this happen. Mountain Rescue – Mark Moran, Mark Lewis, Tony Rich, Dave Binks, Rob

Brookes and Andy Simpson. Ordnance Survey – Vanessa Lawrence, Ian Carter, Oliver Newman, Indy Shergill. Government: – Dai Havard and Jim Fitzpatrick Memory Map: Ray Badminton.

Burton McCall and Victorinox 'Burton McCall are a specialist sales and marketing distribution organisation for a portfolio of premium brands including Victorinox, Maglite, Bridgedale and Sigg. They supply to major outdoor retailers such as Outdoor Group, Field and Trek, Cotswold, Tiso and Nevisport. 'They have made a donation to Mountain Rescue (England & Wales) of £10,000 and 250 Victorinox Climber 'glow in the dark' pocket tools (retail price £20 each) which have now been distributed among teams in England and Wales. 'Team members can also purchase any of their products at trade price plus VAT. Orders must be placed by the team's nominated purchaser, on headed team paper, to Sarah Heron at Burton McCall (0116 2344635) or email to sheron@burton-mccall.co.uk. Any orders below £250 will have carriage added. These orders will be on a proforma basis and charged at trade plus VAT.

Blacks

'Blacks and Mountain Rescue (England & Wales) are in the final stages of an agreement worth £20,000. In addition, Blacks will provide a 20% discount across all Black Stores to all mountain rescue team members. 'There will also be two fundraising events in Blacks stores as well as publicity. 'We must personally thank the people below who



LEFT TO RIGHT DAI HAVARD, MP, ROGER WILLIAMS MP; PENNY BROCKMAN, DAVID ALLAN, TONY BLAIR, MRS BETTY WILLIAMS MP AND LORD INGLEWOOD

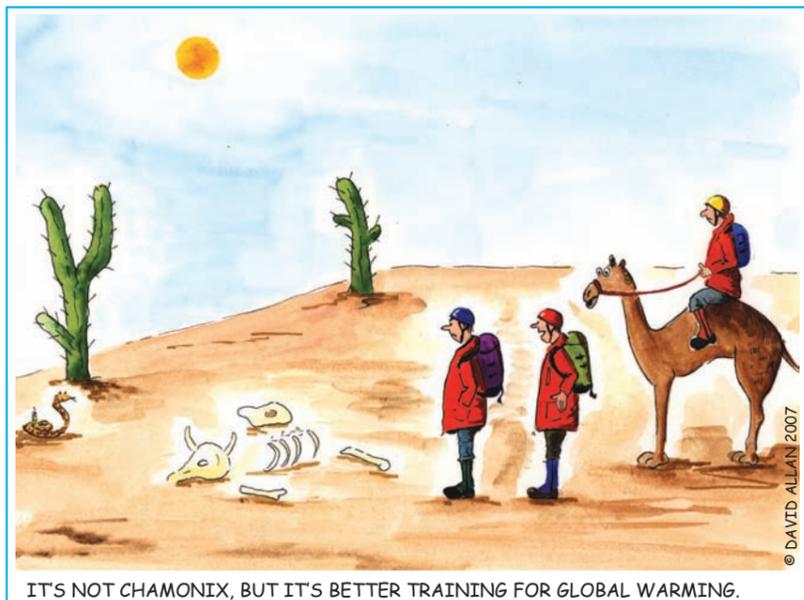
were involved at different stages of making this happen. Mountain Rescue – Tony Rich, Andy Simpson and members of the Avon Somerset Team. Burton McCall – Michelle Dickinson. Blacks – Ashley Cooper.

MR MEETS THE PM

Wednesday 14 March. Parliament debates the future of the nuclear deterrent and anti-Trident protesters clamber over Parliament Square. And Mountain Rescue was lucky enough to secure an audience with the Prime Minister. The idea was to make him aware of some of the problems facing mountain and cave rescue and, in particular, draw his attention to the unsatisfactory state of affairs regarding insurance. David Allan, Penny Brockman and members of the all party parliamentary group, Lord Inglewood, Dai Havard and Betty Williams, talked to Tony Blair and were given an assurance that all the issues would be examined. Following the meeting a number of MR personnel, including Biscuit with her handler John Coombs, and an MR vehicle from Central Beacons team took a press call in Downing Street to record the occasion. Watch this space for further developments!

75TH ANNIVERSARY UPDATE

Plans to mark the anniversary year are progressing well. The first event will be a dinner to be held at the Midland Hotel in Manchester. This venue is appropriate not only for its central location but also because it lies very close to where the first meeting to set mountain rescue on course was held. The date will be either the 1 March or 8 March, 2008. Tickets will be available from September and Andy Simpson is taking charge of this event. At the other end of the calendar, the final fling will be a dinner in Scotland on 8 November at the Dunblane hotel in Stirling. Alfie Ingram is the organiser. We intend to have a bigger presence at the Outdoor Show in March in 2008. Neil Roden and Alan George will be leading this event and queries and offers of help should be directed to them. There will be two high profile outdoor demonstrations of all aspects of mountain rescue. One will be held in the Ogwen valley on Sunday 18 May and the other in the Lake District late in June or early July. More details of these will be available shortly. There will also be a caving event probably in the Yorkshire Dales and again there will be definite information in the near future.



IT'S NOT CHAMONIX, BUT IT'S BETTER TRAINING FOR GLOBAL WARMING.

PS. You've seen the cartoons... now buy the book! **'So You Want To Join Mountain Rescue?'** by David Allan & Judy Whiteside is published by Hayloft – a snip at £14.95! www.hayloft.org.uk

DIARY DATES FOR 2007

MEDICAL SYMPOSIUM

Places: 30
 Date: Saturday 15 April
 Location: Charlotte Mason College, Ambleside
 Contact: Peter Smith
 01706 852335
secretary@mountain.rescue.org.uk

EQUIPMENT INSPECTION DAY

Places: 24
 Date: Spring
 Location: South Wales
 Contact: Richard Terrell
 07971 191942
richard@terrell.orangehome.co.uk

MR (ENGLAND & WALES) MEETING

Places: 60
 Date: Saturday 19 May
 Location: Plas y Brenin
 Contact: Peter Smith
 01706 852335
secretary@mountain.rescue.org.uk

NATIONAL TRAINING DAY

Places: 60 (all welcome)
 Date: Sunday 20 May
 Location: Plas y Brenin
 Contact: Peter Smith as above

PARTY LEADER COURSE

Places: 30
 Date: Weekend July
 Location: Rishworth
 Contact: Mike Marsh
 01204 696383
mjm@boltonmrt.org.uk

SEARCH FIELD SKILLS

Places: 30
 Date: Friday 31 August to Sunday 2 September
 Location: University of Wales, Bangor
 Contact: Dr ASG Jones
 01248 716971
 3 Maes Tyddyn To, Menai Bridge LL59 5BG

SEARCH PLANNING & MANAGEMENT

Places: 40
 Date: Monday 3 to Friday 7 September
 Location: University of Wales, Bangor
 Contact: Dr ASG Jones as above.

SEARCH PLANNING & MANAGEMENT REFRESHER

Places: 30
 Date: Saturday 8 to 9 September
 Location: University of Wales, Bangor
 Contact: Dr ASG Jones as above.

EQUIPMENT INSPECTION DAY

Places: 24
 Date: Autumn
 Location: Oldham
 Contact: John Edwards
 01457 870734
jmemr@fsmail.net

MR (ENGLAND & WALES) MEETING

Places: 50
 Date: Saturday 17 November
 Location: Lancs Police HQ
 Contact: Peter Smith as above

TEAM LEADERS' MEETING

Places: 50
 Date: Saturday 1 December
 Location: Lancs Police HQ
 Contact: Peter Smith. As above.

We anticipate assembling a display of mountain and cave rescue at Rheged. Peter Smith is the contact for this and volunteers will be needed when the time comes to assemble the material. We are also actively pursuing the possibility of a float in the Lord Mayor's Show in London. Richard Warren and Neil Roden are in charge of this and will require a lot of support.

Peter Smith is assembling a collection of pictures and photographs which can be used throughout the year and if you have material which might be useful please let him know. Due credit of source will be given. It is intended we will market MR items during the year. Mike France is in control of this and would welcome suggestions. All of these events are to

celebrate mountain and cave rescue across all the UK and therefore we hope people from across the country will attend regardless of the location.

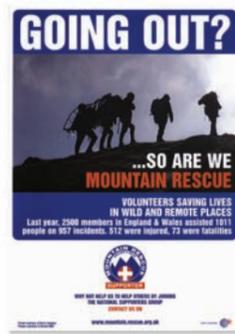
LAND ROVER DEFENDER DIRECT PURCHASE DEAL

The National Fundraising Committee have negotiated terms on which mountain and cave rescue teams can now purchase vehicles direct from the Land Rover factory. The agreed procedure is that individual rescue teams will contact Land Rover Limited direct with whatever specifications they require. This will attract a discount of 13% off Land Rover Defender list prices, which also applies to any factory fitted options. To proceed – contact Ann Hutchinson on ahutch14@landrover.com with your vehicle specifications and quoting the code J0002. She will then provide a quote. Once the team has accepted the quote, the business centre will order

the vehicle from the factory. Normally build times would be 10 to 12 weeks for standard vehicles and standard options, any special vehicle options would add to this lead time, which would be advised at the time of order. The vehicle would be delivered for final PDI and handover to a local dealer as specified by the relevant mountain or cave rescue team. Full product and factory fitted options can be found at www.landrover.com A list of special vehicle options can be supplied independently when we have the various groups contact details.

OUTDOORS SHOW NEC MARCH

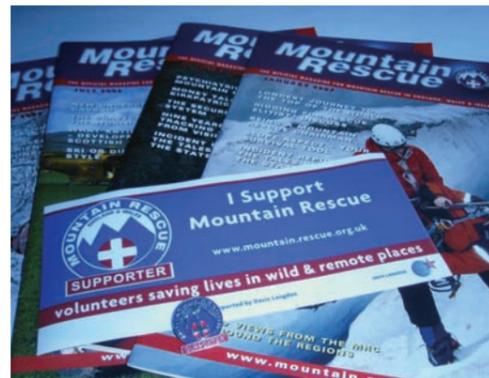
March saw a posse of mountain rescue personnel at the National Exhibition Centre on Birmingham raising the national profile. It was also the launch of the national Mountain Rescue Supporter Membership aimed at helping all teams in England and Wales. Neil Roden, who is



heading up the group said, 'It has long been recognised that a national supporters group was a good idea but getting it off the ground wasn't quite so easy and I'd like to thank all those who have joined. Hopefully, by the time you read this the group will have a brand name and we intend to launch a PR and advertising campaign in the coming months. 'Some months ago, a survey was carried out across all teams in England and Wales to see what teams would like nationally raised money to be spent on. The majority wanted the same things. Top of the list was decent personal insurance cover

when team members were out on call or training. Second on the list was help with capital expenditure and specifically with team vehicle replacement. The fact remains some teams still cannot afford a team vehicle. The third on the wanted list was a bulk purchasing scheme for essential team equipment. 'A lot of work is being done to work towards these goals and your support really does help.' The weekend set the scheme off to a promising start with over fifty supporters signing up for the year – many offering donations well above the

minimum requested – and many, many more taking the information away with them to consider at home. Single membership comes at a minimum charge of £24 per annum, joint at £42 per annum. For this, supporters will receive the four issues of Mountain Rescue mag per year, a Supporters badge and car sticker. Anyone interested in joining the Supporters group should contact Neil Roden c/o White Cottage, 9 Main Road, Grindleford, Hope Valley, Derbyshire S32 2JN or go to www.mountain.rescue.org.uk for further information.



Discover undiscovered gems in Spain

One of the great undiscovered gems of Spain is the mountainous region hidden in the North West corner of the Alicante province behind the Costa Blanca. The Muntanya Alicantina provides some of the best mountain walking available in Spain. The dramatic limestone scenery and varied flora combined with its wonderful climate make it an ideal destination for walkers for ten months of the year. The variety of terrain is a surprise for first time visitors with a series of ridges running west to east, north of Alicante to the border with the Valencia province. Hidden between the numerous ridges and peaks are beautiful valleys with small traditional farming villages nestling on the sides and a number of stunning gorges. It's not only dramatic and beautiful scenery, which you will find here. The empty countryside bears evidence of its varied and long history. The area is surprisingly green compared with the arid coast just a few miles away and boasts a vast variety of wild flowers with a combination of Mediterranean, alpine and continental climate influences. For more information about walking holidays in this beautiful part of Spain we recommend you contact www.mountainwalks.com or call 0870 068 5158



▲ NICKY THOMAS AND JONATHAN WYATT RECEIVE THE POSTHUMOUS DISTINGUISHED SERVICE AWARD ON BEHALF OF THEIR FATHER TERRY WYATT. THE AWARD WAS PRESENTED BY MRC PRESIDENT, PETER BELL AT THE UK MOUNTAIN RESCUE CONFERENCE IN SEPTEMBER.

SPEED LIMITERS ON VEHICLES

Peter Howells has drawn teams' attention to legislation regarding speed limiters on some vehicles, which may have implications for many team vehicles. Unless a vehicle is registered as an Ambulance – which is exempt – then it will have to be fitted with a speed limiter. It's worth noting that the older Land Rover 110 County vehicles are specified as either 9 or 10 seaters. Check any minibus specifications and also check the manufacturer's vehicle documentation.

Peter notes, 'For all MR vehicles, Land Rovers and van type vehicles (Transit, Iveco, Mercedes Renault etc.) that have been fitted out and now carry team kit and personnel, please have the vehicle weighed with all equipment, members and their kit on board. You may be surprised with the result and what weight you are carrying. Please check the GVW of the vehicle.'

The VOSA website states that, 'From 1 January 2007 additional vehicles fell into scope under the speed limiter legislation introduced in January 2005. The changes affect all goods vehicles over 3.5 tonnes maximum gross weight and all passenger vehicles with eight or more passenger seats, irrespective of weight. The

relevant date for fitting speed limiters varies depending on the gross design weight of the vehicle, engine type (such as Euro III), international or national usage and the date of first registration. Specifically affected from January 2007 are goods vehicles between 3.5 and 7.5 tonnes and passenger vehicles with more than eight seats, irrespective of weight, which were first registered between 1 October 2001 and 31 December 2004, have Euro III engines approved to Directive 88/77/EEC and are used on national operations in this country.

'In addition, goods vehicles first registered between 1 October 2001 and 31 December 2004 with a maximum gross weight between 7.5 tonnes and 12 tonnes, will have to have their existing speed limitation devices recalibrated from 60mph to 56mph.'

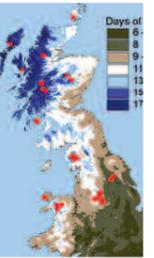
VOSA Scheme Manager for Speed Limiters, Chris Dormand said, 'I would strongly advise anyone who requires further information to consult the table on our website (Speed Limiters – New Regulations – Table of dates Adobe PDF Document), as it does an excellent job of



simplifying what is quite a complicated piece of legislation.'

If a vehicle has, or is required to have, a speed limiter fitted and working, then it is not permitted to use the outside lane of a three or more lane motorway. If the vehicle is required to have a speed limiter fitted but it is not working, it will be illegal to use it on the public highway under the Road Vehicles (Construction and Use) Regulations 1986. Go to www.vosa.gov.uk for further information.

SIXTY ROCK CLIMBS. TWO CLIMBERS. FIVE WEEKS.



A group of hardy individuals are set to climb every route in Ken Wilson's classic 'Hard Rock' in just five weeks to support the Army Mountaineering Association 50th Anniversary and raise £30,000 for mountain rescue.

When 'Hard Rock' was published in 1974, it was immediately recognised as a must for every climber's bookshelf. Ken Wilson had assembled a distinguished group of climbers, including Chris Bonington, Doug Scott, Hamish MacInnes, Ed Drummond, Pat Littlejohn and Royal Robbins who, in an inspired series of essays, relived their experiences on some of the finest and hardest climbs in Britain. The result was a feast of climbing literature, a celebration of sixty of the best routes in the land, illustrated with a superb collection of crag and action shots. Over 22,000ft of climbing, 180 miles of walk-ins, 3000 miles of driving and 4 ferry crossings. Only two climbers are known to have climbed every route and both took ten years to do it!

Mark Stevenson was born in Dundee in Scotland in the mid 1970s. As a youth he spent his summers exploring the Scottish Highlands. At university, he progressed from hill walking onto rock climbing and mountaineering and has been climbing mountains, cliffs, outcrops, boulders and frozen waterfalls ever since. Currently holding the rank of Captain in the British Army, he has served in both the UK and Germany and has completed operational tours in both Kosovo and Northern Ireland. When not climbing, he is employed as a specialist aircraft engineering officer with the Apache Attack Helicopter project team.

In 1998, Mark made the first British ascents of two 6000 metre peaks in the remote Pamir Mountains of Kyrgyzstan. Since then, as an active member of the Army Mountaineering Association, he has instructed on numerous expeditions worldwide and in 2002, led a major Army climbing expedition to the USA. In 2006, he was part of the successful British Services Big Wall expedition to Yosemite and he is currently shortlisted to participate in the next British Services Expedition to the Himalayas in 2008 which will attempt the taxing South East Ridge of Makalu, the world's fifth highest mountain.

Ranked as one of the top three sport climbers within the entire armed forces, he has regularly represented the British Army in national and international indoor climbing competitions. A qualified climbing instructor for nine years, he is no stranger to climbing accidents and has the claim to fame of being the only person to be airlifted from the Roaches after taking a fall of less than four feet.

Rich Mayfield spent much of his youth climbing and walking in his native Welsh hills. In 1994, he was invited to participate in the infamous British Army Expedition to Borneo, to descend the North side of Mt Kinabalu via an area known as 'Low's Gully'. The expedition was a spectacular debacle – no communications, poor weather, inappropriate planning, training and equipment led to the disintegration of the expedition. Rich was one of the few to facilitate his own escape, but only after an eight day period with no food. His escape initiated the largest ever peacetime mountain rescue operation which involved over one thousand British and Malayan military personnel in a race against time to find the remaining members of the expedition. The aftermath was acrimonious but Rich was exonerated, receiving a formal commendation for bravery. He has since relocated to Spain, where he works as a full-time climbing instructor. His climbing experience is vast, taking in Peru, Bolivia, Norway, Morocco, Tunisia, Russia, USA, Oman and closer to home, the French Alps and Spanish Pyrenees. He remains an active member of the Army Mountaineering Association and still regularly instructs and coaches members of the British Armed Forces.

Sam Mayfield had lived on the edge of The Peak for most of her life, but came to climbing when she met and fell in love with Rich after she 'retired' to the Costa Blanca with her boys. Now hooked on climbing, she and Rich run The Orange House outdoor centre. Remarkably, Sam volunteered to spend her entire summer supporting the two mad climbers attempting this. She is going to be responsible for logistics and media coverage for the event as well as driving the team motorhome over 3,000 miles around Britain. She is currently trying to recruit further support team members, especially anyone who is a good cook!

Finally, canine team member Tufa, who will be fitted with a special harness so she can help carry water for the boys. The three legged, six year old half Husky, half German Shepherd is instantly recognised by hundreds of British climbers who have visited the Costa Blanca. Despite her disability, she copes admirably with Grade 1 scrambles. No doubt she will be Hard Rock Challenge's secret weapon in exhorting donations out of tight-fisted climbers!

The challenge kicks off on Friday, 13 July 2007 at Cheddar Gorge. Thanks in anticipation from mountain rescue and good luck! You can keep in touch with the team's progress through their blog – www.hardrockchallenge.org.uk



LAKE DISTRICT

Richard Warren (Secretary, LDSAMRA) writes... 'The number of recorded incidents within the Lake District is 360 for the calendar year 2006. This number will probably reach the 395 level of 2005 when all the reports are finalised. Following data analysis, there has been a large increase in fatalities due to water related incidents (24). Incidents initiated by mobile continue to increase (52%). Numbers of fatalities in 2006 as a result of heart attacks is much higher than normal at nine. The last time it was at this level was 1993 and 1994 with eleven and twelve heart attacks respectively. There is also a worrying increase in numbers reported lost at 102. This trend was recognised half way through the year and we now have a rise of 137%, which is a message we need to get out to the general public. Currently there is no breakdown of 'lost by mobile report' versus 'lost reported missing' – this could be done if the information was provided differently. The development of incident statistics is a continually moving activity but is an extremely important part of search and rescue strategy. It can provide teams with a strong steer as to where resources should be directed; both in training and equipment eg. search techniques, swift water rescue technician training and also public awareness programmes.'

GPS TRACKING

It has also been a busy start to this year, not just rescues, but also finalising the arrangements for the implementation of the GPS Personnel Tracking System within the region (see the article by Phil Taylor which provides a detailed update on the system). At the time of writing, a couple of the Lake District teams are fully operational with the system and it is proving its value on both injury rescues and searches. For example, the family of four rescue involving the 14-month-old baby

(19 February 2007), heavily reported in the media and reported separately in this issue, was tracked by both the Keswick and Wasdale MRT. Team members located in Piers Gill, Scafell Pike were being picked up on a Keswick computer at the same time as team members being picked up on the Wasdale control computer based in Gosforth.

TV DOCUMENTARY

The Cave Rescue Organisation and the Lake District teams were approached by a film company to explore the possibility of a full documentary series covering these two voluntary rescue services. Five of the LDSAMRA teams agreed to participate in the project along with one of the cave rescue teams. However, the discussions between the BBC and the film company fell through late in January. Work is still ongoing to attract one of the other television companies, particularly since 2008 will be a major opportunity for mountain rescue and cave rescue teams to promote the voluntary nature of these highly professional UK wide rescue services.

Whilst on the subject of promotion, and wishing to report on a more positive project, one idea that has gained momentum is the involvement of mountain and cave rescue in the November 2008 Lord Mayor's Parade. As part of the 75th anniversary celebrations, myself on behalf of the Lakes along with Neil Roden, Edale MRT and National Supporters Group have been progressing involvement of teams in the 2008 parade through the streets of the capital. Mountain rescue and cave rescue have now been accepted for registration in next year's event. This will involve participation from representative teams from across the UK. We are currently at the conceptual stage but as the year progresses we will move into the design phase for submission early 2008. We will continue to keep you appraised of developments through the magazine.

ACCIDENT INSURANCE COVER

It had been some time since the last review of accident insurance cover for team members, therefore the Lake District Association's January 2007 meeting considered and agreed the proposal to increase the cover from £250,000 upon death to £300,000 with loss of earnings increased from £250 per week to £300. The association will fund the additional premium.

CUMBRIAN RAIL CRASH

Kendal MRT were very quickly mobilised following a request from police and Andy Dell, Kendal team leader, wishes to pass on his sincere thanks to all the teams that were involved that night. Andy plans to write an article for the next issue of the MR magazine when he has more time. Things have been a little hectic in and around Kendal over the past couple of weeks. Although, tragically, an elderly lady lost her life in the accident, it could have been so much worse. The team kit is now out of the drying room and no longer caked to the eyeballs in mud. The first debriefs have taken place with the police and fire and rescue services. We will report any any lessons learned from this incident in the next issue. If you have any questions on this article or indeed any of the Lake District articles or statements made then please contact Richard Warren.

FORTY YEARS SERVICE

Langdale Ambleside MRT presented Mountain Rescue (England & Wales) Long Service Certificates to three team members in 2006. Certificates marking forty years service were awarded to Johnny Graham, Brian Morgan and Mike Mitchell. Johnny was a founder member of Ambleside Fell Rescue Team in 1965. The first rescue the team was called to was at the 1966 Vaux Mountain Trial, when an Army Captain suffered a broken leg at Styhead Tarn. Johnny



LEFT TO RIGHT
NICK OWEN, JOHNNY GRAHAM, MIKE MITCHELL AND BRIAN MORGAN

became a LAMRT member in 1970 when the team was formed by the amalgamation of the Ambleside Fell Rescue Team and the Langdale Mountain Rescue Team to form Langdale/Ambleside MRT. Brian started with South Ribble Rescue Team in 1964 when he was an apprentice with British Aerospace. The team was an offshoot from South Ribble Orienteering Club. South Ribble merged with Northern Rescue in 1976 to become Bowland-Pennine MRT. Brian moved to Ambleside in 1974 and joined LAMRT.

Mike joined Kendal MRT in 1960 where he is still an honorary member. He was a founder member of Cumbria Ore Mines Rescue Unit (COMRU) and team leader until he stood down in 1998.

COCKERMOUTH RAFFLE

Cockermouth MRT are currently trying to raise £30,000 to buy a new rescue vehicle to replace a seventeen year Land Rover – although it is still reliable and has only 29,000 miles on the clock. To help raise the money they are holding a raffle with fourteen prizes all donated by local people and businesses. The first prize is two weeks in a villa in Florida, plus £500 towards the flights. There's also a weekend break for two at the Trout Hotel, Cockermouth or dinner, bed and breakfast at the Bridge Hotel, Buttermere. If anyone would like to help the team in their efforts, why not buy a ticket or a book of five. Tickets are £1 each. These can be obtained from Derek Tunstall, Fellside, Barside Row, Arlecdon, Frizington, Cumbria CA26 3XD. The winning tickets will be drawn at 2.00pm on Tuesday 25 September 200 at Cockermouth HQ.

MID PENNINE

ROYAL VISIT TO HOLME VALLEY

Holme Valley MRT was proud to be presented with the Queen's Award for Voluntary Service by HRH The Duke of Kent at the team's new HQ in Marsden. Several team members were also presented with their Long Service Certificates by The Duke of Kent, in recognition of between 10 and 35 years service in mountain rescue. The Duke of Kent, the Lord Lieutenant of West Yorkshire, Dr Ingrid Roscoe, and several other local dignitaries were guests of the team to see its work past and present. Their visit included a tour of headquarters taking in several displays covering training and exercises with Marsden fire crew, the RAF Search & Rescue Sea King crews and past press coverage. Also shown were several static displays showing first aid and rescue from heights equipment, team vehicle capabilities and an active

demonstration of search management and control. The Queen's Award for Voluntary Service recognises the outstanding achievement by groups of volunteers who 'regularly devote their time to helping others in the community, improve the quality of life and opportunity to others and provides an outstanding service.'

The Holme Valley team is proud of its links with the local and wider community to promote its work and safe active mountain sports though providing rescue cover for many outdoor events, such as fell races, sponsored walks and mountain bike events run by other organisations. The team continues to develop links with young people though the scout movement and the Duke of Edinburgh's Award. Of course, the main task it to provide West Yorkshire Police with a search and rescue capability and assistance with difficult casualty evacuations for the West Yorkshire Ambulance Service. In recent years, the team has provided a consultative role in the emergency planning in case of incidents in the Standedge rail and canal tunnel at Marsden with NetworkRail.

Team leader, Peter Philips said, 'It was a proud day for the team members and their families to have this Award presented by the Duke of Kent, and in the year following the Team's 40th Anniversary. We've come a long way from our humble beginnings in 1965, but we would not exist without the support of our members, their families and the other emergency services.'

The presentation took place at the team's new HQ which is an excellent example of an emergency services partnership. When HVMRT were given notice to quit their old HQ, West Yorkshire Fire & Rescue Service stepped in and offered two self contained bays and some store rooms at their station in Marsden. Sharing accommodation has created strong links between the services and a number of joint exercises have taken place, including an interesting evacuation of 'casualties' from a barge stranded in the Standedge Canal Tunnel which is the longest (5698 yards) and highest (645 feet) tunnel in Britain.

The team was nominated for the award by the Chief Constable of West Yorkshire who recently lost his long fight against cancer. Peter Philips said, 'He was a great supporter and friend of mountain rescue both in West Yorkshire and in Northern Ireland. Not only did he assist the team with support and equipment but on occasion got his boots on and came out with us on exercise. He will be missed.'

ANNUAL BOWLAND EXERCISE

The last weekend in January saw **Bowland Pennine MRT** hosting their annual major exercise in Langden Valley, set in recently opened access land owned by United Utilities and with some of the Trough's most challenging terrain. The day started with a search involving teams from Bowland Pennine, Holme Valley, Calder Valley and Rossendale & Pendle MRTs. Search and rescue dogs from the Isle of Man Civil Defence MRT, and SARDA England & Wales also assisted us along

with police search officers. The teams searched, located and treated a large number of casualties and then, mid morning, another exercise was 'sprung' on control in another area to stretch resources and communications.

The event was a great success with over eighty mountain rescue personnel actively involved. The day was supported with the much-appreciated co-operation of the Lancashire Constabulary Air Support Unit. The LanCon ASU was deployed in a search capacity with its thermal imaging camera and new live-feed download link proving highly beneficial for our controllers. As helicopters are in great operational demand it was a good opportunity to further develop our communications as well as our helicopter handling experience. Thanks to the crew for all their assistance.

The day ended with a hot debrief followed, by those who stayed over at our Smelt Mill HQ, with a huge curry and lashings of local Bowland beer! A huge thank you goes to all the teams who made the journey to take part in this day and to all from BPMRT who made it possible.



ROSSIE WAY BACKWARDS AGAIN

Rossendale & Pendle MRT are hosting their annual fundraiser on Saturday 7 July, once again inviting walkers to do it backwards, with the traditional route reversed to anti-clockwise. There are three events on the day – the 46 mile circular Rossendale Way, the 22 mile linear Halfway route and a Family I-Spy walk of just five miles. Entry fee for the two longer walks is £12.50 for adults, £7.50 for the under-16s. The I-Spy walk is just £7.50 for the whole family. It's a challenging day out for the most hardened walkers, not to mention team members on duty all day, but if you fancy having a go, email judy.whiteside@zen.co.uk for details and entry form. Go on. You know you want to.

NORTH EAST

POLICE AWARENESS

Teesdale & Weardale SRT have recently delivered training and awareness to over sixty police officers from Durham Constabulary. The team were invited by the force's POLSA group to provide input to their Search Team Refresher Training. The five day long presentations at police HQ covered all aspects of mountain rescue but

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Eyes to the skies for overhead wires

Friends of the Lake District has been campaigning for several years to reduce the visual impact of overhead lines, particularly in our most valued landscapes. We are now seeing the fruits of this campaign as the energy regulator Ofgem has agreed a programme specifically to improve the landscape. It has granted a new allowance to all electricity distribution companies to put intrusive overhead lines underground in National Parks and Areas of Outstanding Natural Beauty.

In the North West, United Utilities have £5 million to spend by 2010 across three National Parks and four AONBs. Friends of the Lake District has developed a survey technique with United Utilities and, in the Lake District, volunteers from the Lake District National Park Authority and Friends of the Lake District are surveying lines identified by both members of the public and parish councils.

The first line to go under is at the RSPB's Leighton Moss nature reserve in the Arnsdale and Silverdale area. This has brought a dramatic enhancement to the landscape by removing unsightly power lines and will help prevent birds being killed after striking a line. Lines have been identified at Blawith Fell, in the Duddon Valley and in Martindale. United Utilities is now assessing the feasibility of the engineering work required to put them underground.

We are still looking for keen-eyed locals to help identify intrusive overhead wires that are spoiling the landscape. If you are know of any visually intrusive lines that appear out of character in the landscape, please let us know. The line must fall inside a National Park or Area of Outstanding Natural Beauty, be supported by wooden poles, not pylons, and placing it underground should benefit the wider public rather than an individual.

focused primarily on search strategy and method and explored closer operational links. The presentations were also attended by senior officers from Supervision, to again develop closer operational links and greater understanding of our role and remit. Part of each day was also devoted to SARDA and all the participants had the opportunity to see first hand our SARDA dogs working. Team leader, David Bartles-Smith added 'this opportunity came on the foundation of what is a very positive relationship with Durham police. The operational benefits are already very apparent, but it was very heartening to hear such positive feedback and the future role of mountain rescue in County Durham will undoubtedly be one of continued progress and development.' The team has been invited to continue this programme with a further group of officers in Spring 2007.

BIT OF A SQUEEZE

Llanberis MRT were called out when a 20 year old student from Bangor somehow managed to get himself stuck in the squeeze crack around the back of the Roadside Boulder (in the Llanberis Pass, Snowdonia). It seems the trapped man slipped past a constriction into a lower section of the crack and could not get out again. Despite the efforts of the full gamut of emergency services the man remained stuck for over five hours. In the end a decision was made to lever the large capping stone off the top of the crack and drop it over the side of the boulder. As it turned out, this didn't really help as the man seemed to be stuck against a constriction much lower in the crack. Powerful hydraulic tools were then applied to the crack, which allowed some slight expansion, enough for the trapped man to be pulled free. He was taken to Ysbyty Gwynedd suffering from mild hypothermia.

PEAK DISTRICT

TRAUMA DAY SUCCESS

Sunday 11 February saw the first regional Trauma Day take place. It was hosted by **Edale MRT** at neighbouring Hope Valley College (the team are currently baseless as their new rescue centre is under construction). The day saw team members from Edale, Kinder, Woodhead, Glossop, DCRO and Buxton, all of various lengths of service to mountain rescue, come together – some to learn new skills, others to refresh those skills forgotten. The level of teaching on the day was aimed at



casualty care certificate holders. Instructors and speakers were mainly provided by Edale MRT, but thanks also go to individuals from Glossop, Woodhead and Derbyshire CRO who assisted with the skills stations during the afternoon sessions. The day took the format of lectures/discussions in the morning followed by skills stations in the afternoon. The material presented was based on Advanced Trauma Life Support (ATLS), Joint Royal Colleges Ambulance Liaison Committee (JRCALC) and casualty care guidelines and with a mix of doctors, A&E nurses and paramedics delivering the information. Those teaching drew from their considerable experience in mountain rescue, as well as from their professional backgrounds.

The morning programme consisted of lectures on SAFE Approach; Airway – brief anatomy, problems and adjuncts; C-spine – anatomy, types of injury, complications and management; Breathing – brief anatomy, problems and management; Circulation – brief anatomy, problems and management; Disability – AVPU, GCS and Head Injuries; Fractures – types of, assessment and management. The afternoon saw skill stations on Airway, Primary Survey, Fracture Immobilisation and Spinal immobilisation using various methods, allowing all participants to get their hands on kit and be guided through various practical skills.

All members who attended found it extremely useful and many learnt new skills. For many, it helped consolidate the teaching of the casualty care course with additional hints and tips from medical professionals. The day was deemed that much of a success that those present expressed wishes for a similar session to be organised based on medical rather than trauma care. It was proposed that this should take place as part of a weekend to include scenarios on the second day. True to mountain rescue this would obviously allow for an unplanned evening 'skill station' on the pharmacology and effects of alcohol, most likely at a local hostelry!

James Stubble, deputy team leader of Edale summed up, 'This day was a rare occasion when members from all PDMRO teams had chance to come together, share ideas and socialise. It looks set to become a regular regional calendar entry. Many thanks to all those who organised the day.'

INTERNATIONAL WEEKEND SEMINAR

Oldham MRT will host their annual training weekend Friday 4 May to Sunday 6 May, at the Saddleworth Outdoor Pursuits Centre, Oldham. Experienced mountain rescue personnel with reasonable rope and crag ability are invited to join – there will be an initial limit of four members per team. Attendees should bring along their personal crag kit for all outdoor sessions, minimum requirements being helmet, suitable harness, three crabs and a 1 x 8' sling. The team retains the right to inspect and advise against the use of equipment considered inappropriate for the weekend. Cost is £65 for mountain rescue team members and £130 for all others, which includes two nights youth



hostel style accommodation (sleeping bag required) and all meals. Contact Tony Gillon on 0161 330 4723 for further details.

BRACE YOURSELVES FOR AN EMERGENCY LANDING

Peter Greenhalgh, **Oldham MRT** tells a salutary tale... 'Imagine if you will, that your plane is on the final phase of its descent into Manchester International Airport. You can hear the clunks and groans of the landing gear deploying and the flaps rising. Or can you? Just as you dismiss it, the captain announces there is a problem. 'Please would all passengers adopt the emergency landing position and all crew prepare for an emergency landing.'

'Words, I'm sure, every traveller dreads.

'On Thursday, 23 November over 100 others and myself took part in Exercise Big Rig at the airport. The specialist fire service at the airport has acquired a new £2,000,000 toy – a full scale replica of a 747 aircraft. Complete with fire and smoke on demand, this is as close to real as it can get. We, as volunteers, took part in an evacuation and processing exercise (no fire or smoke!) We were safely evacuated from the plane whilst fire service, police and paramedic staff and vehicles swarmed over the site. We were led initially to the Evacuee Reception Centre and the process of identifying and reuniting us with family at the Friends & Relatives Reception Centre began. For us, just a wait – for the services involved a logistical nightmare.

'The exercise was a chance for the emergency services to co-operate on a large scale exercise and to practice their own roles as best as possible. Incidentally, it is also a legal requirement.

'Flying still remains the safest form of travel but it's good to know the everyone knows what to do if the worst does happen!'

SOUTH WALES

SARDA WALES ASSESSMENTS

The weekend of 8–10 December saw two new additions to the Call Out List. Antony Griffiths from South Snowdonia SART and his dog Moss who gained Novice Search Dog and Iain Nicholson of Bowland & Pennine MRT and his dog Mij, who

Fred Barlow BEM - 60 years in mountain rescue

Fred's long involvement with search and rescue began in May 1946 when he joined a surf and cliff rescue team in Bude, after meeting a group of surfers on the beach. He'd taken up surfing following a knee injury, when it was suggested sea bathing would assist in the treatment. His interest in rock climbing developed during his time in the army,



FRED (SECOND FROM LEFT) AS NORTH DARTMOOR TEAM TAKE CLR MRS WHITE, THE THEN MAYOR OKEHAMPTON, TO CRANMERE POOL. CHRISTMAS 1970

training as an Army Commando at Achnacary, Scotland – the original training base for the very first Army Commandos and then Royal Marine Commandos – training which served him well. Following the war, as holidaymakers returned in their numbers, the call for surf and cliff rescue grew.

His job at that time, for a gas company, regularly took Fred into Cornwall and there he became involved with a mine rescue team which, in turn, led to his twenty year membership of Devon Cave Rescue.

Fred was also involved with the National Park as a Voluntary Warden (Ranger) and, as such, he was regularly on Dartmoor. He teamed up with a Dr Jones, an

Okehampton GP and, following a number of incidents involving missing persons on the moor, the two of them worked together to form a permanent rescue team for Dartmoor. A meeting of interested parties gathered in Tavistock and the Dartmoor Rescue Group was formed.

In 1969, a second DRG section was formed in Okehampton under Fred's guidance and he became the section's first Controller. He was closely involved in the planning and operations for the Ten Tors for many years and became a member of the Ten Tors Committee, a post which he still holds on an honorary basis today.

Involvement with DRG led to contact with the Mountain Rescue Committee (MRC) and Fred became a representative for the South West. The regional forum, the South West England Rescue Association (SWERA) was formed in 1978 in response to the number of teams being formed in the region. Fred was instrumental in the setting up of SWERA and became a long-serving member of the committee, still serving as vice president.

His many years of personal devotion to search and rescue were marked with the presentation of the first ever Mountain Rescue (England & Wales) 60 year Long Service Award, on 10 March 2007. Colonel Alan Hooper RM Rtd, the Deputy Lord Lieutenant of Devon, presented the award at Devon & Cornwall Police HQ, surrounded by many of Fred's friends. Joyce, Fred's wife of 58 years, also received a bouquet of flowers in recognition of her long service to Fred and mountain rescue.

LEFT TO RIGHT COLONEL ALAN HOOPER, FRED, JOYCE AND SGT MIKE ROSE, CHAIRMAN OF SWERA



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Geoff Crowther

Team Leader – Kinder Mountain Rescue Team



Photo: Courtesy of Kinder Mountain Rescue Team

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LEFT TO RIGHT GAYNOR & PERO, GWEN & ROLF, ROLY & WILLOW, ANTONY & MOSS, KEVIN & ROLY, AND IAIN & MIJ

gained Novice Trailing Dog. Kevin Taylor of Valley MRS and his dog Roly passed their Full Mountain Search Dog, as did Gaynor Lewis of Aberglaslyn MRT with her dog Pero. Gwen Patmore, also of Aberglaslyn MRT, and her dog Rolf gained Advanced Level 1 Trail Dog. Roland Layland of Llanberis MRT and his dog Willow gained Full Search Dog status.

SARDA Wales would like to take this opportunity to thank all of the external Assessors who travelled to Snowdonia, and also wish the new dog handlers a long and productive time on the Call Out List.

dealing with the press. Everybody in the business knew him and he exploited this to our advantage. Over the years he collected a huge archive of photos and these were widely used as well as being the basis for the photos in the team's 50th year commemorative book.

He gave many talks, over many decades, and always managed to return with amazing donations. An incurable joiner of clubs and societies, his fame and involvement meant a packed church in Otley for his funeral with some 500 people attending. UWFRA members were present in force and six

members acted as pallbearers. UWFRA was always his favourite and he used all his other memberships to spread the word and, of course, fundraise. As a caver, Ted could give some very exciting and involved tales during his talks to the public but he also recognised that many had never been inside a cave or down a pothole, or had any idea of the problems and conditions encountered. He decided we needed a film – 'Cave Rescue'. This was in 1963, in the days before fast colour film and portable lighting.

The regional TV companies didn't want to know and said it was impossible, but Ted knew a freelance cameraman who, after a few pints, found he had volunteered. The resultant film went on to be shown around the world and won numerous awards. The cameraman's career took off and he became Yorkshire Television's star man, covering many of their national programmes.

Ted's wife Hazel and son Chris followed him into the team, Hazel giving so much support to Ted and the team and, in particular, with our portable 'soup kitchen' turning out in all weathers like the rest of the team.

Chris has been a team member for many years and, like his father, is a professional photographer now running the family business. We brought forward our Annual Dinner recently to ensure Ted received his MRC Long Service Certificate. It was clearly one of his proudest moments.

David Dennis

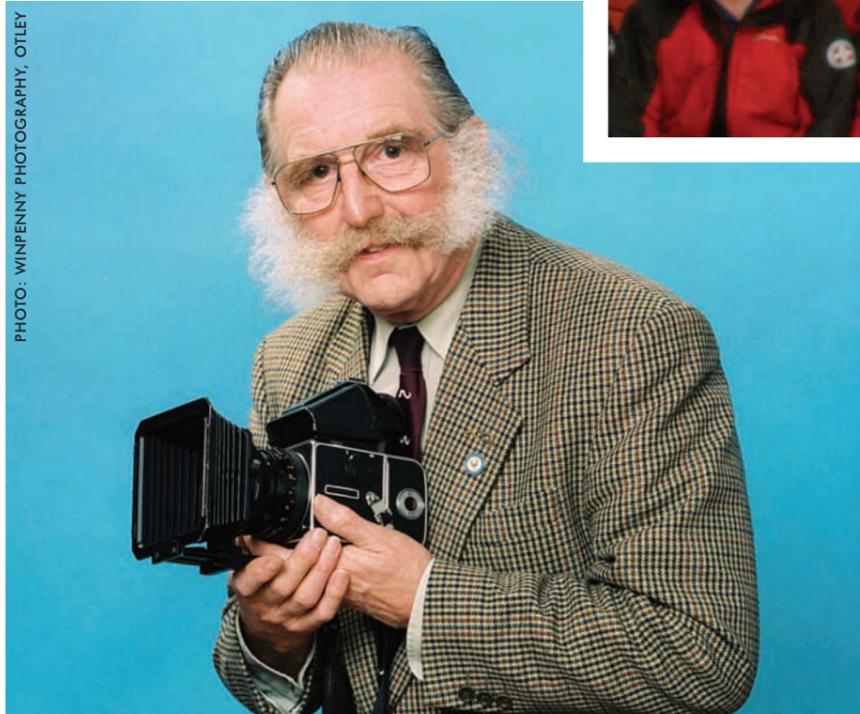


PHOTO: WINPENNY PHOTOGRAPHY, OTLEY

YORKSHIRE DALES

TED WINPENNY

Upper Wharfedale FRT are saddened to report the death of team stalwart Ted Winpenny. Ted died on 20 January after a relatively short illness, aged 77. He had been a member of the team from the early 60s and was still active on the publicity and fundraising side until very recently. It is difficult to even begin to cover all the facets of Ted's life and his considerable contribution to mountain and cave rescue. First, his appearance made him instantly memorable – he was proud to have done his National Service with the RAF and from that day he sported an amazing handlebar moustache. Coupled with this was his very outgoing and indeed straightforward Yorkshire approach to everything.

He joined the team when he worked as a press photographer, working for the Daily Mail, followed by the Yorkshire Post. Needless to say, the wariness and distrust of the press in mountain rescue circles at the time was very much at its height. Ted began to show his worth, not just in underground as well as surface rescues, but in his

First Response



ROAD SAFETY BILL

In a recent Mail on Sunday, the well known and influential columnist, Peter Hitchens had as his lead story 'The charity fat cats who betray our generosity.' Briefly, his advice was not to part with your money until you have thoroughly investigated the charity and its officials – are they getting paid, are they making a good living out of voluntary donations etc etc. Now I only buy the newspapers to look at the racing results, but this article

caught my eye and, as I say this chap is by all accounts influential. He is also a regular on Radio 4. So, before we all see a drop in our donations perhaps we should state the terms of reference we operate under and make our case known to the general public. The Fundraising Standards Board (FSB) may be of some interest to teams as membership gives recognition they are a bona fide charity. I believe it is £50 to join.

Stewart Hulse

Kit crit Grippy Gloves

We've all been there, stretcher carrying over rough ground, with short sections needing ropes for safety, struggling to get any real grip on the metal stretcher or rope with the normal fleece type gloves! Well help is at hand with a new range of leather gloves from Singing Rock. They currently make two models of glove – one full length and one with 3/4 fingers. The 'Grippy' range – as the name suggests – offer excellent grip on rope and metal.



I have been using these for rope rescue work for about six months now and they certainly are proving themselves to be a and wet weather use. The 3/4 are good for warm weather or for that team Via Ferrata trip you've planning for years!

Made in the Czech republic out of high-grade leather both models have suede reinforced palm, Velcro closure and pull on loop, and are sized from small through to XL. They are supple

enough to allow dextrous work with karabiners, as well as tough enough for fighting through undergrowth on rural searches.

The price is also excellent for a quality leather rescue glove, the 3/4 fingers retail at around £12, the full finger at £16. We have a deal with a supplier who will beat these prices for teams ordering on headed paper. If anyone is interested, contact me via the Bowland Pennine MRT website. www.bowlandpenninemrt.org.uk

Alan Woodhead Bowland Pennine MRT
MPSRO Equipment Officer

New rescue qualification Technical Rescue level 4

Xi Training Ltd, a rope rescue and height safety training centre, based in Lancashire, now run a level 4 ASET accredited course in Technical Rescue. They recently donated fourteen places to the Bowland Pennine team. The course includes stretcher rescue, rope access, PPE inspections for climbing equipment and links various aspects of crag rescue – the main difference was the industrial climbing element which saw team members hanging from a communications mast 190ft up – a very different feeling from working on the crag! The 5-day course ended with stretcher evacuations from telecoms masts using a number of mountain rescue and industrial rescue stretchers. Although the industrial aspect is a new dimension for our rope rescue unit, it does mean we as a team can use our skills in an ever-changing rescue world. Thanks to Xi Training Ltd for kindly sponsoring the training.

Alan Woodhead Bowland Pennine MRT



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Interview dates: 19, 21 and 28 June 2007.

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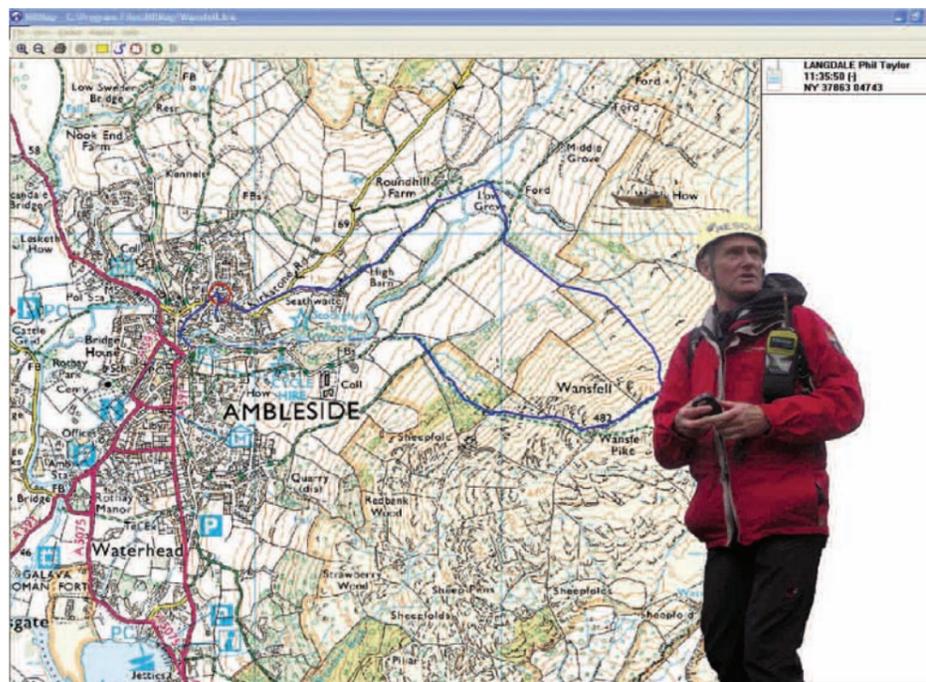
We welcome applications from all sections of the community, people from ethnic minorities are currently under-represented and their applications are particularly welcome.

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Personnel tracking

Phil Taylor on developments in the real time tracking of individuals

Rob Brookes, LDSAMRA Comms Project Officer and a member of Langdale Ambleside MRT, has been working to develop a mountain rescue friendly GPS based personnel tracking system for nine years. Although he could make it work, the limiting factor was the equipment which would need to be carried on the fell. It was too heavy, too bulky, too complicated and too easily damaged. Everything changed when Simoco developed their GPS equipped speaker microphone and Dave Binks of Duddon & Furness MRT agreed to write a professional tracking program. This has now been released as MRMap. Real-time GPS tracking of individual team members has become possible with a minimum of fuss.



Team Simoco and TMC Radio have provided Rob with considerable support and assistance in handling the hardware side of the project. Dave has received valuable assistance from Duddon & Furness MRT who have done a great deal of work testing the system. Those are the folk who walk up the hill in the rain 'Just to check it works!'

Most Lake District teams have bought a number of Simoco GPS mics and are beginning to use them. Rob and Dave undertook their first international assignment by visiting MRTs in the Republic of Ireland who have also adopted the system. A number of other teams around England and Wales are also looking at what it has to offer.

What is it for?

Whilst Rob and Dave continue to stress that they are not suggesting any specific way of using the system, individual LDSAMRA teams are finding their own ways of making GPS tracking work for them.

The most obvious advantage is that base operators can more easily be sure of the safety of team members on the hill. Being able

to see where they are removes the need for requests for position reports and, 'Are you down yet?' transmissions from base. A unanimously appreciated benefit is that there is a general reduction in radio traffic.

Managing searches is easier when you can actually see symbols representing search groups moving across the computer screen.

Langdale Ambleside intends using the system to help triangulate the position of torchless benighted casualties who can sometimes see team members' lights and give bearings towards them. This well practised routine will be more efficient when the positions of team members can be accurately seen on the screen.

Patterdale MRT operates in an area with poor pager and mobile phone coverage, so intends to use MRMap to 'log' team members as they attend callouts. Everyone will be told to click their mic as they leave home to attend base. As soon as one of them does this the program will automatically poll the rest of the team. A list of team members attending the callout will automatically appear down the edge of the MRMap screen.

There are numerous possibilities but it's up to the users of the software to come up with the ones best suited to their needs. The development team would be interested to hear from anyone with a good idea to share.

How should a system be set up?

Different teams have different needs so it's a matter of horses for courses. Some teams such as Wasdale have a straightforward desk-top mounted vehicle radio in base that can talk directly to the GPS handsets on the hill. It is connected to their base computer running the MRMap software and they can see where their team members are. It's simple and suits their method of operation. Wasdale's area tends to go up rather than along! Sometimes simple is good!

At the other extreme, Langdale Ambleside has five remote transmitter sites all feeding back to a very sophisticated signal voting device that decides which is the appropriate transmitter to use for any given handset being received. This gives very efficient coverage of the operating area despite the abundance of hills and narrow, twisting steep sided valleys. All the remote sites are heard at base from just the one desktop control unit. The voter unit does the hard part of keeping all the sites in order. Controlling five independent transmitter sites is easily achieved without the base operator needing multiple pairs of hands!

Unfortunately, the desktop controller (SRD1000) used by LAMRT cannot handle GPS data at all. It was developed prior to this type of transmission entering wide spread usage. AW Communications in Carlisle are now building a stand-alone data modem that will connect to their own model of desktop controller and pass data to allow the computer to place team members on the map.

Duddon and Furness is the first team in the Lakes to use a rebroadcast vehicle – a system somewhere between the extremes of the Wasdale and Langdale Ambleside systems. The vehicle must be able to move when necessary to maintain communications between the hill party and Broughton base. The GPS data passes straight through the link repeater and the system works well.

Operation of the program is no more

constrained to base/desktop computers than computers themselves are these days. A laptop in a command vehicle will function just as well as a fixed team base. In theory, even a PDA handheld type of computer could be used by someone out on the hill.

Will it work with other makes of radio?

This is a frequently asked question. The answer is, Yes it can, providing you have GPS equipped radios, but we've yet to find any other team who actually has GPS equipped radios they can call their own. The majority of manufacturers don't provide GPS microphones for their radios. Without these, the tracking system will not work.

The Lake District teams researched all the available choices before having good reasons to choose Team Simoco radios. Rob and Dave do not have access to any other make of radio and no software can be developed without hardware for testing. In the case of Icom F31G handsets which did have a GPS microphone available, the code is already written to handle the GPS data. It has not been included in the program because Rob and Dave cannot get hold of any hardware to test it. They will be happy to test it if someone provides the necessary radios.

If you have any other make of radio, the question to ask is, 'Does it handle data in the first place?' Not all do by any means and even then the data format is fairly critical. The LDSAMRA system is set up to accept what is called 'FFSK' data. This is 'Fast Frequency-Shift Keying' and just means two audio tones, one representing binary zero and the other binary one. These are sent very quickly and sound very much like high speed FAX. Not rocket science but like all industry standards, there are many variations. Cross manufacturer compatibility or cooperation is not industry standard!

Any team using one make of handset and another make of base/vehicle radio will have a problem. No manufacturers design their hardware to work comfortably with another's. It is as simple as that. Data protocols are like the various company logos, different every time. The solution to this is the same as the one opted for by Langdale Ambleside. The AW Communications data modem and desktop controller will work with radios like Icom F510s and Philips PRM80s as their base sets. Icom users probably only have to buy new gps handsets rather than a whole new system.

There could be another approach. You could ignore the radio itself and go for a 'generic' GPS speaker microphone. These take care of all the data formatting and contain their own modem. The actual make of radio would become irrelevant as it's only used as a means of getting the data to the base computer. The two tones are perfectly audible to the human ear and can be transmitted via virtually any make of radio for which a suitable connector plug can be found. This option would solve all the problems at one go as there would only be a need to code for the data format used by the microphone itself, the

make of radio is of no concern. This option is being investigated, but again, without sample hardware, Rob and Dave cannot go very far. But it does look like the most viable solution for those who do not use Simoco radios.

What's coming next?

The original LDSAMRA project simply called for a GPS tracking program. This has been achieved and the temptation to keep on adding functions has been resisted in order to avoid dictating how it should be used. The software has been released so that MRTs can use it and feed back ideas for future development. Dave Binks writes the code himself and can make the program do anything reasonable. There will be no charge if it benefits everyone.

Dave has recently successfully tested the newest addition to the software which would enable teams to track the locations of their own and other GPS radios via a web link. In theory, any number of teams could participate in this and their radios would appear on the maps of all teams connected to the web server at the time. This would be possible from anywhere in the country, or indeed the world, provided that all teams have a broadband internet link. Another team called to help with a large search, for example, would immediately be able to see how other teams are deployed. Police, RAF and ambulance could all be directed to such a site for updated information. This would be the ultimate 'All informed net'. Add a Skype phone and you could talk to them too!

Also being examined are the advantages of using radio links to remove the accident prone and expensive telephone landlines that feed remote transmitter sites. Three teams in the Lakes already have OfCom licensed, low power radio links to their sites. As in the case of mobile repeaters and re-broadcast devices, the data from the GPS mics passes through these links to be handled by the base computer. Voice over internet protocol (VoIP) is also being examined as an alternative to a radio link.

For the near future, GPS position reports received from suitably equipped mobile phones is another project. The data output from a GSM phone modem is again, a published standard and not difficult to decode.

How to get the software

The MRMap program developed by Dave Binks, is now available to any team. It can be downloaded from the web at www.mrmap.org.uk. There is no charge and it is less than 1MB so is easy to download. You will also need the recently released OS 1:25,000 map tiles that Penny Brockman has laboured long and hard to get for us.

The software released is a basic initial version which will enable GPS tracking by any team using Simoco radios and GPS mics. It will track your team members and place them on a map anywhere in the country. Apart from copying the maps to the appropriate folder, you need do nothing. The program will sort

out the maps for you. Use as many or as few as your hard drive can handle. The total for the whole country is just under 12GB so a significant amount of storage space is required for anything beyond your own region or operating area.

If your team is not ready for GPS tracking the software can be used simply as a viewer for the OS maps.

There is nothing regionally sinister or in any way sub-standard in the LDSAMRA GPS project just because it is being given away free. Rob Brookes and Dave Binks are both highly skilled and motivated people who give their time freely. The success of this project demonstrates what can be achieved by those who are prepared to work co-operatively together for the common good.

Useful contacts:

MRMap can be downloaded from www.mrmap.org.uk

Dave Binks: info@mrmap.org.uk

Rob Brookes: rob-brookes@tiscali.co.uk
Home 01539 728684. Mobile 07969 311280

Andy Gamble: Senior Business Development Manager Team Simoco, Field House Uttoxeter Old Road Derby DE1 1NH
Mobile: 07710 738171

DDI: 01332 375591 Fax: 01332 375501

E-mail: andy.gamble@Teamsimoco.com

AW Communication Systems Ltd:

01697 748777. www.toneremote.co.uk

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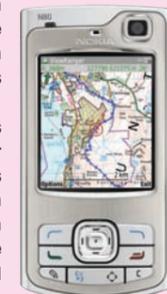
Viewranger mobile phone software for Mountain Rescue

Augmentra has released an update for ViewRanger, the award-winning mobile phone software which turns your phone into a complete off-road navigation system with full colour OS mapping.

But ViewRanger is much more than simply a 'map on a phone'. Its unique 3D Panoramic Viewpoint maps label the landscape features around you, its new Buddy Beacon lets your location be shared with authorised viewers (and lets you see the location of others), and integration with a phone's camera records photos directly to the map.

Waypoints and map coverage is limited only by the size of your phone's memory card, and tracklogs can be recorded to be analysed with ViewRanger or later on a PC. Both 1:50,000 and 1:25,000 UK Ordnance Survey mapping is available and Augmentra say they are working with other national mapping agencies in Europe. The phones ViewRanger run on – called 'smartphones' – include the popular Nokia models. You may need a Bluetooth GPS receiver to provide positioning information (available for around £40), but the Nokia N95 with integrated GPS is due to be available soon and Nokia have announced further GPS handsets to be available later in 2007. Screen size may have been a problem in the past, but the latest models such as the Nokia N73 have a bright, crisp display of the finest detail available in OS Explorer mapping.

For members of bona fide search and rescue organisations, Augmentra offers a discount scheme for its software and mapping. Contact the company for details. Find out more, and download a free trial version of the software and sample mapping, at www.viewranger.com



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Enabled by Ordnance Survey

ViewRanger is GPS-enabled mapping, navigation and information software for smartphones. With a bluetooth GPS receiver connected, ViewRanger transforms a smartphone into a fully featured trail navigation system. With Ordnance Survey 1:50,000 scale or 1:25,000 scale maps plus unique 3D panoramic viewpoint mapping, GPS tracklog recording and Buddy Beacon locator, ViewRanger helps you to locate, navigate, identify, track and record.

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Visit : www.viewranger.com

Beach Cottages - Morroch Bay, South West Scotland

Why not take a break at Richard Nash's 'hidden hideaway' in Scotland – nestling against cliffs, deep in the south west corner of Scotland lies Morroch Bay, shielded from the wind on three sides by steep high cliffs, and guarded by the Atlantic to the south.

The cliff track, once managed only by tractor and ropes, is now improved to allow 4WD access. The track has a hairpin bend on a 45 degree gradient, but is comfortably handled with the correct vehicle and careful driving – particular care should be taken. Richard Nash, who manages the coastal smallholding, particularly welcomes walkers and off-road enthusiasts. 'We get a number of visitors throughout the year, and arrange a four-wheel drive delivery service. However, 4WD owners can best appreciate the freedom and isolation of this unique and beautiful private setting.'

Once on the bay, set on the Mull of Galloway to the south of Portpatrick, the isolation is complete. No other houses, shops or pub within convenient walking distance. However, the village is only ten minutes away by boat or 4WD. On a clear day, the Isle of Man can be seen and, at night, the lighthouses on the Irish coast complement the stars as the only lights, save from the comfortable croft houses on the sea shore. Protected by Scottish Natural Heritage, the peace and solitude offers the ideal antidote to the pressures of modern living.

The cottages at Morroch Bay are available individually, together or with single exclusive use throughout the year. For further information, see www.morroch-bay.com or contact Richard or Susan Nash on 01457-862128.

Reporting Missing Person Behaviour

Launched at Lancaster Conference in Sept 2000, the UK Missing Person Behaviour Study aims to provide search managers with reliable, UK-based data about the behaviour of missing/overdue persons in many environments.

- * As MRC Statistics Officer and a team leader, I've found this information very helpful in the management of small and large searches.
- * It is actively used by all PoISA officers in many police authorities to determine priorities and in other decision-making processes.
- * It is issued by the Police Training College search courses
- * It does not claim to give you the answers but it has proved very useful guidance in managing search operations.

This study, and the advice extracted from the study, is freely available from the websites of the MRC and the Search Research Centre. So far, five reports have been published in 2001, 2002, 2003, 2004 and 2005. This last publication contained a dataset of 708 cases, by far the most significant dataset of missing persons in the UK. The dataset currently stands at 852 cases. However, this is not a static project – it relies on new cases being reported regularly. There appears to be a significant falling-off of reporting in this vital area as the following table shows:-

Year	Searches	MPB Reports
2002	336	145
2003	286	117
2004	302	93
2005	276	76
2006	203	61

LEVEL OF MISSING PERSON BEHAVIOUR REPORTING IN ENGLAND & WALES

As a regular user of these reports, they do not take a great deal of time to complete. As anyone can see, if every search for these five years had been reported, this alone would have contributed over 1200 cases to the dataset. This study is for all search managers but, to be of greater benefit, it needs to grow. This growth depends on you contributing reports. It is no longer acceptable to expect missing hillwalkers (or any other category for that matter) to behave in the 'usual way' if you have not established what is 'normal' behaviour. A team leader's memory will never be that clever and besides team leaders don't last for ever!

Reporting for this study has been incorporated into incident reporting since before the September 2000 launch of the study. The report does not make heavy demands on time or intellect. Questions on the category of person missing, the environment where the search is centred, location found and distance from Point Last Seen; together with any background, usual and unusual behaviour and what search tactics proved useful.

Please continue to report the behaviour of missing persons if this has been your habit. If you have not reported this information recently, it can be back-dated. The least I can urge is that it is time to make a resolution to report all missing person information in future searches.

Copies of the studies can be obtained from:-
www.mountain.rescue.org.uk/publications/serman.php
 or searchresearch.binaryvein.com/ukmpbs/
Ged Feeney Mountain Rescue (England & Wales) Statistics Officer

Edison is history.

It looks like Thomas Edison's light bulb is about to go out. Introducing new Recoil LED Technology™ from Peli. By pointing a hi-performance Luxeon LED backwards into the reflector, 100% of the light is captured and focused forward. What you get is the first LED torch that's as bright as an incandescent, without the dark spots and irregular beam pattern caused by old-school filament lights. Plus the durability and extended lamp life of an LED.

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PELI™

2680 HeadsUP Lite™

Peli head for new 2630 LED

The 2630 is the latest addition to the HeadsUp range from Peli. This hands-free headtorch uses a super bright 1 watt LED that can be activated in 4 modes: low, medium, high and flashing for emergencies. The 2630 HeadsUp lite features a battery power indicator to show the level of usage. The 3 AA batteries, which are included, are housed in a lightweight rear battery pack. They have a burn time of 24 hours in low mode, 10 hours in medium mode and 3 hours on the high setting. The torch head pivots 90° to aim the beam directly where required. The body is tough ABS resin that is corrosion proof and lightweight.

The 2630 is one in a range of HeadsUP Lites from Peli, offering quality and choice for hands-free torches. All the HeadsUP models are supplied with a rubber strap for helmet use and a comfortable cloth strap for wearing directly on the head. It weighs just 196 grams and is priced at £52.12 (inc. VAT). For more details go to www.peliproducts.co.uk. As with all Peli products, the 2630 is covered by the legendary 'You break it, we replace it' lifetime guarantee.

New Mountain Equipment Spring/Summer 2007 range now available

Spring/Summer 2007 sees some new additions to the already extensive Mountain Equipment Range.

Sleeping bags – we've introduced the New Xero Range, our lightest and most compressible sub zero down bags ever. The New Xero Range offers the highest warmth to weight ratios possible for those indulging in ultra light ventures. We've also added women's specific cut sleeping bags across our down and synthetic ranges for this season.

On our Hardshell range – all the classic award winning shells carry through, such as the MR team favourites like the Kongur and Ogre XCR jackets. For summer, the range sees the introduction of lighter alpine/summer pieces such as the new men's and women's Firelite jackets constructed in Gore-tex® Paclite, with a total weight of 295g, making it the ideal partner for those warmer summer days as back up in your rucksack. It also features 3M® reflective detail for hi-visibility.

We've also made further improvements to our already popular lightweight and versatile Stretchlite and Approach leg wear collections for the summer.

For further details on our whole range see www.mountain-equipment.co.uk or call 0161 366 5020



Piers Gill, Scafell Pike – Wasdale's newest incident blackspot. The latest rescue in there caused quite a stir in the media but was it an 'insane' climbing expedition? Here are the facts from the Deputy Team Leader who arrived on scene.



PIERS GILL FROM THE CORRIDOR ROUTE IN BETTER VISIBILITY

'A baby of fourteen months became the youngest person to be rescued from England's highest mountain, after his family embarked on an 'insane' climbing expedition.' Times Online. 21 February 2007.

Many of you will know something about this rescue already as it was very widely reported. The comment about it having been 'insane' apparently came from a walker who was interviewed at Wasdale Head the following morning, as he prepared to set off for a walk. In contrast, Wasdale MRT went to a lot of effort to ensure the reporting was factually accurate but this may fill in some of the gaps.

The call came at 19.30 on 19 February. The previous day had been glorious and warm T-shirt weather, and I'd even bumped into one of our team doctors carrying his baby in upper Mosedale that afternoon. Today had been different – cooler, more wind, low cloud, and rain in the afternoon, but still unseasonably

mild for mid-February. It had been dark by 18:00. A couple, with their baby in papoose and a five year old on foot, had set off at noon from Wasdale Head up Brown Tongue onto Scafell Pike. By chance they got into conversation with another unrelated party ascending the same route who subsequently raised the alarm when they noticed their car still parked after dark. These informants had even gone part way back up the fell to see if the family could be found.

The family had last been seen at 16.00 shortly after leaving the summit. The group was vulnerable so a fast find was important. Our numbers were reduced due to half-term, so Duddon & Furness MRT were covering the Eskdale exits, a favourite place for ending up after navigational errors on the summit plateau, and Keswick MRT, despite having already been out that afternoon, would cover the Borrowdale side. We were sending small party groups up all the likely Wasdale exits and more dogs were on order.

My group took the path up the true right side of Piers Gill, a deep vertical-walled cleft, which sometimes sucks people in from the Corridor Route but has no walker's exit below this. Visibility was poor when we made contact with a party beneath us and it was difficult to tell whether they were on the true left bank above the crags or in the bed of the Gill, but neither are good places for small children. We left one of our party as spotter/radio relay to keep in contact and the remainder moved up to the Gill top then back down to cover both options.

We got to the family in the bed of the Gill (NY212082) at 23:00 and erected a bivvy tent. They were cold and wet but well dressed and unharmed, so not at immediate risk and a leisurely evacuation could now be considered. The parents were mortified and continually apologised from the outset. They were experienced walkers but had made a navigational error and entered the Gill, and then compounded it by pressing on hoping there was a way out lower down, rather than retracing their steps up the rocky bed of the Gill. As soon as they had realised their mistake they had protected their children well and had stopped and sheltered when the going got too risky, before the big pitches lower down. They did not know who had called us out as no one was expecting them, and had left their survival bag in the car. The five year old was a bit quiet but perked up when offered a Mars milkshake, the baby was warm in a fully enclosed papoose but polished off a bottle of orange isotonic through a sports nozzle. We rewarmed and fed on sheep droppings (chocolate raisins) whilst the team assembled around us.

The best route out for small children from the Gill bed was not clear: either a rope haul up the side or assisted walkout/carry up the Gill to the exit some 100m/0.4km higher. We decided to try the latter and see how it went as it was important to keep the family together if we could. Baby went on the back of a sure-footed team member, and the five year old was carried across the pools and lifted up the steepest sections in a chest harness with supporting slings. The five year old went remarkably well but, not surprisingly, was tiring so we decided to stretch him off from the Gill top – it would be both quicker and safer. Keswick MRT kindly carried up the stretcher from the Styhead box and met us there. The way off now was a short uphill carry to Lingmell Col and then down to the valley bottom in stiff wind and rain by 04.00, to a very warm welcome from the Wasdale Head Inn. Not a technically difficult or adrenalin inducing job, but more satisfying than most

Press interest was intense from the start and we reported the event factually and non-judgmentally. As far as I am aware no member of MRT present on the job criticised the parents personally: the parents were only too aware of their mistakes. They'd certainly been extraordinarily lucky in having us called out early that evening, but anyone can make a mistake and they'd done their best by their children thereafter. It's good the incident was widely reported, that others may learn from their experience, but were the parents 'insane'? The implication of some reports is that the hills are no place for children no matter what margin of safety is applied. I used to take my children up hills at the same ages and I haven't been locked up yet. I fear some of the reporting will put off other parents taking their children (safely) into the hills for fear of public criticism, and in my view this would be a great shame.

David Willey
Deputy Team Leader
Wasdale MRT



PIERS GILL FROM THE CORRIDOR ROUTE IN BETTER VISIBILITY

Lakes

QUARTERLY INCIDENT REPORT FOR ENGLAND AND WALES OCTOBER-DECEMBER 2006

The following is a listing of the number of incidents attended by MR teams in England and Wales during the period from 01/10/2006 to 31/12/2006 It is grouped by region and shows the date (day/month) the incident began. It is not comprehensive as many incidents have yet to be reported.

Lake District

Cockermouth	06/10, 07/10, 11/10, 16/10, 24/10, 24/10, 29/10
	09/11, 13/11, 22/11, 23/11, 01/12, 19/12, 24/12
	26/12, 30/12
Coniston	14/10, 31/10, 04/11, 27/11, 28/11, 24/12, 26/12
Duddon & Furness	19/10, 25/10, 26/10, 22/11, 25/11, 27/12, 30/12
Kendal	25/10, 05/11, 25/12, 26/12, 27/12, 27/12
Keswick	13/10, 17/10, 21/10, 25/10, 26/10, 26/10, 29/10
	08/11, 11/11, 22/11, 25/11, 25/11, 01/12, 13/12
	17/12, 22/12, 29/12
Kirkby Stephen	08/10, 22/11
Langdale Ambleside	03/10, 17/10, 23/10, 24/10, 24/10, 25/10, 26/10
	29/10, 05/11, 19/11, 26/11, 01/12, 01/12, 13/12
	20/12, 25/12, 27/12, 27/12, 31/12
Patterdale	21/10, 25/10, 25/10, 02/11, 02/11
Penrith	08/10, 22/11, 14/12, 17/12, 23/12
Wasdale	10/10, 10/10, 12/10, 14/10, 25/10, 26/10, 17/11
	22/11, 13/12, 17/12, 19/12, 21/12, 22/12, 26/12
	30/12

Mid-Pennine

Bolton	03/10, 08/10, 15/10, 28/10, 13/11, 17/11 19/11
	19/11, 23/11, 26/11, 05/12, 08/12, 13/12, 15/12
	18/12, 23/12, 31/12
Bowland Pennine	09/11, 24/11, 26/11, 12/12, 29/12
Calder Valley	31/12
Holme Valley	08/10, 21/10, 03/12, 09/12, 31/12

NE England

Cleveland	08/10, 26/11, 07/12, 31/12
Northumberland NP	01/10, 08/10, 14/10, 17/10, 22/11, 06/12
North of Tyne	08/10
Scarborough & District	08/10, 26/11
Swaledale	08/10
Teesdale & Weardale	08/10, 20/11, 26/11, 13/12

North Wales

Aberglaslyn	13/10, 21/10, 01/11, 27/11, 18/12
Llanberis	06/10, 07/10, 09/10, 23/10, 23/10, 24/10, 25/10
	02/11, 04/11, 25/11, 01/12
North East Wales	02/10, 25/11
Ogwen Valley	09/10, 24/10, 25/10, 03/11, 10/11, 15/11, 18/11
	25/11, 05/12, 22/12
Outward Bound Wales	01/11
Plas y Brenin	25/11

South Snowdonia	13/10, 01/11, 25/11, 18/12
Snowdonia Nat Park	23/10

Peak District

Buxton	01/10, 14/10, 25/10, 29/10, 02/11, 04/11, 09/12
	17/12, 17/12, 24/12, 24/12, 25/12, 27/12
Derby	08/10, 08/10, 12/11, 18/11, 14/12, 28/12
Edale	01/10, 14/10, 25/10, 29/10, 02/11, 04/11, 06/11
	18/11, 26/11, 07/12, 09/12, 09/12, 17/12, 17/12
	24/12, 25/12, 27/12
Kinder	08/10, 08/10, 17/10, 28/10, 28/10, 12/11, 02/12
	04/12
Oldham	08/10, 08/10, 08/10, 26/10, 30/10, 30/10, 08/11
	12/11, 03/12, 23/12, 30/12, 31/1205/12, 31/12
Woodhead	08/10, 08/10, 26/11, 25/12, 28/12

South Wales

Brecon	21/11, 24/11, 28/12
Western Beacons	01/10, 04/11, 24/11, 11/12
Central Beacons	01/10, 27/10, 04/11, 15/11, 21/11, 24/11, 23/12
	26/12, 28/12
Longtown	26/12

South West England

Exmoor	11/10, 28/10, 07/12
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Yorkshire Dales

CRO	07/10, 07/10, 23/10, 30/10, 22/12, 26/12
Upper Wharfedale	09/10, 28/10, 29/10, 17/12, 19/12, 19/12, 30/12

RAF

RAF Leeming	22/11, 01/12, 25/12
RAF Valley	06/10, 02/11, 01/12

SARDA

SARDA (England)	07/10, 08/10, 11/10, 17/10, 25/10, 28/10, 09/11, 19/12
	22/11, 06/12, 22/12, 25/12, 26/12
SARDA (Lakes)	08/10, 17/10, 25/10, 26/10, 08/11, 22/11, 23/11
	23/11, 26/11, 01/12, 22/12, 23/12, 29/12, 30/12
SARDA (Wales)	11/10, 01/11, 01/12
SARDA (South Wales)	01/10, 08/10, 27/10, 04/11, 04/11, 15/11, 21/11
	24/11, 11/12, 23/12, 26/12, 28/12
SARDA (Scotland)	22/11

Non specialists (Non MR)

	09/10, 01/11
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ALL PHOTOS: PAUL ROSHER

Rocky mountain rescue

Paul Rosher on two months with Yosemite Search and Rescue

Yosemite National Park is situated at the southern end of the Rocky Mountains, in the Sierra Nevada range. Paul Rosher spent a couple of months working and training with them in the winter of 2002/3, sponsored by the Winston Churchill Memorial Trust. A heavily glaciated granite valley, Yosemite contains some of the worlds largest rock walls, a feature that attracts climbers, mountaineers and general tourists the world over. The park is run and attended by the Department of the Interior who also fund the search and rescue team. The search and rescue function is managed in each district with the overall programme management based in Yosemite Valley, which has the highest visitation of all districts and is also the administrative centre of the park. Yosemite Search and Rescue, or YOSAR for short, have the task of working with the Park Rangers and other emergency services to provide a professional rescue response to a wide range of accident situations. From the tourist with a twisted ankle to the big wall climber injured on the massive 3200ft face of El Capitan.

As an active member of Skye MRT, and also part of the Mountain Rescue Committee of Scotland research group developing rescue equipment, I was keen to experience the differences between Scottish mountain rescue and YOSAR with a view to finding new ideas and a possible means to improve our own service to the lost and injured on Scotland's hills. Although the terrain may be very different, the basic principle of running my short stay here I hoped to identify the methods and techniques which could be of benefit and improve our overall function and performance.

In a rambling wooden building, sharing premises with the National Park Fire Service, the Yosemite Search and Rescue has its base. The first thing you notice as you enter are the wall length open box shelves, packed with kit for 'grab and go' situations – so much easier than hurriedly trying to sort what equipment is

needed out of a heavy rucksack in the pressured moments immediately before a call-out.

On three large sheets of paper stapled to the walls are checklists for kit, ability and general hill craft. These may be for the newer team member's benefit but I think they serve as a useful reminder to any active rescuer of the seriousness of this business. The idea certainly could carry across continent and ocean and be a practical aid for all the SAR personnel about to go on rescue. The idea could be modified to the methods, procedures, terrain requirements and general rescue demands of the particular team. It would certainly help those new to the team to consider what they may need for the task in hand and save the time-served members the hassle of having to check they have what is needed.



TOP: FIRST SNOWS OF WINTER ON HALF DOME, SPINDRIFT AVALANCHES TO LEFT FRAME

ABOVE: SOFT SNOW AVALANCHES ABOVE YOSEMITE SEARCH AND RESCUE TEAM BASE OR SAR CACHE

For comparison the sheets are as follows:-

ASSIGNED TO A TECHNICAL RESCUE? YOU SHOULD KNOW HOW TO...

- Put a harness on correctly.
- Rappel (or abseil).
- Ascend.
- Belay with tandem prussics.
- Wrap three pull two (anchors).
- Create a load sharing anchor.
- Make a load release hitch.
- Operate a brake rack.
- Tie a munter hitch.
- Tie a clove hitch.
- Tie interwoven long tailed bowlines.
- Tie prussics.
- Make a 3:1.
- Pass a knot on lower or raise.

FLYING TO THE TOP? YOU WILL NEED...

- Nomex flying suit.
- Leather boots.
- Leather gloves.
- Ear protection.
- Eye protection.
- Helmet.
- Harness.
- Ascenders/prussics.
- Descender device.
- Rain gear.
- Headlamp
- Spare batteries.
- Water.
- Food.

SITUATIONAL AWARENESS TRIGGERS...

- Many people talking loudly.
- Spaghetti rope/rigging.
- Rushing/perceived urgency.
- Whining team members.
- Mental baggage/distractions.
- Change in situation.
- Plan is not working.
- Change in weather.
- Multiple incidents.
- Pressure from above (chief on your case)
- Helicopters.
- Unable to communicate with team.
- Summit fever.

In various rooms in the base, there is a mouse proof steel cabinet containing food and ready to eat meals – useful if a team member has come directly from work or the hill on a call-out. There's also a small but functional workshop where equipment can be repaired or made specifically to function. With the battery rechargers is a device capable of finding how much life these batteries are capable of maintaining. When they get below a certain charge capacity they are binned – what's the point in carrying kit that doesn't work?

Like any mountain rescue base there are the communications, base radio, telephones, pagers and computers. Other items of interest are the loud hailer or PA system, used when there's an incident on the big walls, like El Capitan and Half Dome. Combined with binoculars and spotter scopes, and powerful spotlights at night, the team here are able to communicate with the stranded or injured party and then develop a rescue plan. I'm not suggesting we add these items to our already overburdened rescue rucksacks, but it's a practical solution to a serious problem and means there is more situational information, which is always a good thing. Perhaps it would be useful if teams had access to such kit if it were needed, say in the instance of severe crag-fast casualties?



LE COMTE GULLY, GLACIER POINT. HALF DOME MAIN FACE APPROACH

Stashed away in various corners, all manner of rescue equipment awaits use. Huge bags containing 1200 foot ropes for the massive lowers required when climbers are stranded or injured on the big walls. Haul bags for lowering or dragging kit to the incident – heavy duty neoprene coated sacks with clip-in strapping points. Boxes and cabinets of climbing hardware – though I could find very little with a toothed cam, like the Jumar or the ID. The opinion on this kind of climbing aid that they represent a danger to the rope itself, that they can shear through in excessive load situations – something worth avoiding by any measure.

Incidents and Training

1 December 2002: Acting search and rescue co-coordinator John Dill invited me to assist in the re-investigation of an accident site at Washington Column, Yosemite Valley. The apparently simple task of locating the final resting position of the casualty by matching the incident photographs with the terrain was made difficult by the two year difference in time. Trees had grown slightly and rocks had shifted on the scree slope. After some two hours of attempting to identify the exact site we eventually made a match by co-inciding the views from the climb he was on, looking back down to ground and the final rest position photographs.

2 December 2002: Ranger Charlie Fullam invited me to a training session at Crane Flats, sixteen miles north and west of Yosemite Valley. In a mixed ability group of experienced search and rescue workers and newcomers, the session focused on the practical 'Rigging for Rescue' winching techniques, featuring pulleys and directional belays, also how to tie into the Stokes Litter. The absence of any devices with toothed cams was noted, the alternative being prussic hitches at key positions in the system. The group looked at the Secure Casualty Bag

System and immediately understood its application and function. We tested casualty stability and comfort by linking the casbag, initially with karabiners only, fixing on the Stokes Litter frame and later utilised the casbag exterior closure straps by linking them to the Stokes Litter frame. They also used a lock-on wheel, which absorbed a lot of the shock when covering uneven and rocky ground.

The volunteer casualty gets a thorough shaking to test the interface between the Stokes Litter/stretcher and the Secure Casualty Bag System linked by webbing and karabiners.

8 December 2002: At 13.00 hours, an emergency call was received concerning a lady on the upper Yosemite Falls trail experiencing breathing difficulties. I offered to assist Ranger Chris Cagle and was given an oxygen cylinder to carry. He made very rapid progress to the casualty, being an active fell runner, and had already administered epinephrine by the time I arrived, some minutes behind him. The oxygen wasn't needed, so I provided assistance by allowing the lady to lean on my arm on the descent. She had inadequate footwear for the steepness and grittiness of the trail, slipping many times in which she could have hurt herself. We were met at Camp 4 by an ambulance crew who took charge of the casualty for further checks at the Valley Medical Center.

Causing the breathing problems was a swollen tongue, the result of a histamine reaction to over-exertion. This situation could have been far more serious if it were not for the rapid response and correct administration of medicine. Call-out ended around 16.30 hours.

22 December 2002: At 12.45 hours, Warner, Merry Braun and myself were diverted whilst on Northside Drive by Pohono Bridge by an MVA (Motor Vehicle Accident) call on the radio. Deciding to offer our assistance, we were second on the scene. A saloon car with two Koreans and a sports utility vehicle with six English tourists had collided on a heavily iced road. First on the scene, and witness to the collision was a fire truck, Brian Hanson a fireman and Todd Bruno a Park Ranger reacted immediately by engaging road safety/traffic control and triage.

On arrival we were tasked with various functions as the situation was clearly serious and the two men were over-burdened. Brian asked me if I had first aid training – which I have as a member of Skye MRT – and I was tasked to give assistance with spinal stability for the Korean passenger who had a six inch wound to the head, which was bleeding profusely. He had not been wearing a seatbelt, enforced by Californian law. Once he was safely transferred to a backboard and secured with a 'spider', a Velcro strap system, which locates on the rim of the backboard hoist points, I was then given the task of assisting. All were suffering from various degrees of shock and beginning to suffer from the cold. We were in the sun's shadow and up about 4500 foot contour with heavy snow and temperature approx 5°F.

The elderly male driver was complaining of chest pain and had a history of heart

complaints. He was difficult to move and needed immediate medical attention. The others suffered from whiplash and the effects of the chill. All were extricated on secured backboards and taken by ambulance to the Yosemite Clinic for medical care. Although in Scottish Mountain Rescue we are not trained for road accidents, it's worthy of note that basic first aid is the same whatever emergency situation we find ourselves in.

Two of the casualties were later evacuated by helicopter for further care. Another noteworthy feature of this incident was the manner in which the members of different emergency services co-operated and communicated clearly in a difficult situation. The fire services, paramedics, the Park Rangers and search and rescue all worked easily and professionally together with common terminology and eventual successful outcome.

28 December 2002: At 20.30 hours my pager informed me of a call out situation on El Capitan. Blizzard conditions prevailed with light winds. At SAR Cache I kitted-up with the rest of the team as we received our brief. Jack Hoefflich headed out initially to get first contact with the casualty, who had been heard shouting for help around 19.00 hours by other climbers. This situation was verified a rescue matter when he was heard again shouting for assistance around 20.00 hours. Initially, I was teamed with Dave Horne, Edward Visnovske and Mark Faherty, our task to attempt to illuminate the 3200 foot wall with a portable floodlight unit attached to the flatback truck. This didn't work as the snow was too heavy and all we created was a useless blur of light.

We were then given the task of heading up the mountain to group with and assist Jack. Dave and I made our way through deep, soft snow to the incident location and saw the casualty hanging motionless about 25 feet from the ground and 15 feet out from the wall. He had been solo aid climbing a route called

'Zodiac'. A fixed rope about 60 foot away from the casualty afforded the only access up the overhanging wall. We waited till Ed, Mark and Todd Bruno arrived on scene with additional equipment. Of prime note was the telescopic extending 'cheater stick' which allowed Ed Visnovske to hook an open snap karabiner with an attached rope to the casualty's harness. Simultaneously, Jack was ascending the fixed rope with jumars and the same rope, which connected to the casualty. During the operation, my task was to illuminate the action with a large halogen spotlight. As Jack pulled

slipped or fallen during the duration of the carryout. The cold was an incentive not to hang around, so it was straight back to SAR Cache and de-kit. The casualty was delivered to Jim Tucker who had the unenviable task of ascertaining his identity.

30 December 2002: A group of six was sent in to retrieve the enormous amount of climbing equipment, food, clothing and trash remaining at the incident location. This we achieved by packing the Cascade Toboggan completely, strapping it tight and dragging it down the mountain. An interesting

...he must have considered cutting the sling attaching him to his rope and risking the fall to the ground. He gave it his best shot, tragically perishing of hypothermia within sight of the very equipment which would have made all the difference...

on the casualty's rope, they slowly drew together in mid-air. At no time did Jack have his feet on the wall to brace or assist. Once the casualty was reached Jack rigged a simple lower with a back-up anchor for security. At this point the casualty's condition was not fully determined, so a careful lower was needed. Once on the ground, Edward did a thorough check and considered the climber deceased. Around 01.00 hours other team members appeared with additional equipment including a Cascade Toboggan and my Secure Casualty Bag System, which sadly was not needed. We packaged the deceased into the litter/stretcher and began the task of extricating the casualty to the roadside – not easy due to the slippery snow conditions, referred to in Skye MRT as 'soap'.

We reached the roadside around 04.30 hours. I think all of us were wet and had

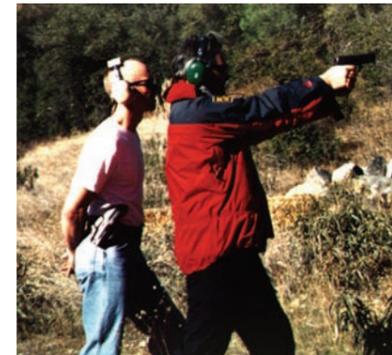
note is that the toboggan does not do well on mixed snow and rock. It was heavily scored and damaged, acquiring a few holes during both times out. Clearly it is intended for snow and ice only.

The climber who came to grief that night had much experience and had managed to descend over 350 foot before he ran out of rope. He had attached slings and etriers in an attempt to extend his line down. He may have dropped his head torch and had been unable to estimate the distance of fall to the ground. An open penknife was found on his harness, he must have considered cutting the sling attaching him to his rope and risking the fall to the ground. He gave it his best shot, tragically perishing of hypothermia within sight of all the very equipment which would have made all the difference. Although I am deeply aware of the human loss in this situation, and would have rather had that man reach his bivouac or even risk a short fall and be rescued alive, the real outcome cannot be changed. It was a pleasure to work alongside these men (and one woman) and have the opportunity to be assisting in this incident.

1 January 2003: A meeting was held to attempt to get a clear picture of this incident. A number of additional features emerged which helped explain the deceased climber's last hours. No rucksack has been found as yet, suggesting he had expected to return to his bivvy for food and warm clothing. A looped section of rope had not been utilised and was redundantly left at the third pitch of 'Zodiac'. Perhaps he intended to return the following day and left this rope in place to save him time? Ironically it could have saved his life. Also he had left behind on the third pitch, two webbing ladders that could have given him an extra fifteen foot, giving him only a ten foot drop to the ground. Finally, a blue bruise was found on his neck caused by the

sling from his climbing hammer as it had caught in his etrier. Asphyxia was partially responsible for his demise. Jack Hoefflich realised that when he cut the casualty free for the lower, he had severed this hammer lanyard alone and that was all that was securing him. He was attempting to lower himself when he snagged and lacking the strength to free himself slowly froze and strangled to death. It seems now that a combination of mishaps accrued to result in this sad conclusion.

4 January 2003: During a discussion about patient/casualty packaging using webbing, a call came in for assistance for a lady who had hurt her knee on a tobogganing run near the Valley Stables.



WEAPONS TRAINING WITH .45 AUTOMATIC HANDGUN

John Dill, Donna Sisson and myself drove over with a litter and arrived to find two Rangers and two paramedics on scene. The injured woman had a serious knee dislocation, possibly a break, and was in a lot of pain. We secured her to the litter and padded the legs as best we could, though she complained when the injured leg was attempted to be placed in the litter proper. I rigged a simple sling support from a towel and held the injury as we descended the packed snow slope.

6 January 2003: Rangers Dave Horne, Todd Bruno and myself went down the Valley to a shooting range in the hills above El Portal. After an introduction to their range safety procedure I was coached in the use of .45 and 9mm automatic handguns, both Sig Sauer make, and later the AR16 rifle. They took me through both stationary and moving drill with the pistol, also prone and standing rifle usage. It was an insight into a part of Ranger training, which is law enforcement, as regular target practice and arms drill is important. They said I did well, considering I had never fired a handgun before or used a rifle other than .22 short or shotguns for small game. Afterwards we cleaned all the weapons used by thoroughly stripping them down and oiling all moving parts.

8 January 2003: A final demonstration and discussion session on the Secure Casualty Bag System. Four Rangers attended and one member of the fire department. Many helpful points were made and recorded and they all agreed it was easy to understand and operate. Everyone saw it had relevance and took interest in the continued development of this item of rescue equipment.

The time I spent with Yosemite Search and Rescue was a success in a number of ways. Of prime import was the friendly and helpful attitude of the YOSAR team members making it easy to feel at ease and assimilate the operation of what was, for me, a very different mountain rescue organisation. Their professionalism was manifest across the board – from the high degree of team member fitness, the extreme grade rock climbing skills, first aid abilities and the severe rescue situations. I could trust myself to their company and their work and I was not disappointed.

I joined Skye MRT in 1984. The years and experiences in that time prepared me somewhat for what I would encounter during my placement. The quality of training we receive in Skye is directly related to the demands of the main mountain range in our search and rescue remit, the Cullins. The Mountain Rescue Committee of Scotland incident log bears witness to the perils and dangerous epics our team has had to deal with in these hills. In short, although my YOSAR placement was new, I had been well prepared and trained for this by my time with the Skye team. Without this I would have been out of my depth.

The feedback and the field tests of the Secure Casualty Bag System (a full explanation of the system was reported in Mountain Rescue Magazine, October 2006) was of the greatest assistance to the development of this project. All of the suggestions and design modifications were noted in my personal log. Their criticism was always totally relevant and constructive, furthermore, they have expressed an interest in the product and I have an open invitation to return. This will occur, as it is only fair to let these people see the outcome of their contributions.

It was insightful to be part of an entire rescue process, from call-out to clean-up and final dissemination of the incident in the debrief and analysis of the 1 January. On the night of the El Capitan incident I had to illuminate Ranger Jack Hoefflich with a spotlight as he ascended, grappled and lowered the casualty to the ground. At no point could he touch the rock face to brace or balance. This demonstrated the skill and nerve of the YOSAR team – not that I doubted their abilities to begin with.

A personal and welcome advancement was the rock climbing sessions with the team. They helped me improve my grades and coached me on extreme routes the like of which I had never dared to attempt before. This also has a benefit for my Skye team commitments in that I will be more confident, and therefore more use, in demanding rescue situations.

The Yosemite Valley is regarded as a Mecca for climbers worldwide, justifiably so, as it has to be one of the world's most beautiful places in which to develop one's climbing abilities. Finally, my complete appreciation to the Winston Churchill Memorial Trust for the award by which I developed and built the Secure Casualty Bag System and financed the Yosemite visit.

The equipment

The Kendrick Extrication Device:

This lightweight pack contains an adjustable back and neck board, which can securely immobilise any movement of the casualty's head.



The Stokes Litter:

This features regularly in YOSAR rescue situations and incidents. A very sturdy aluminum alloy stretcher that combines the open top railing to give more handholds and tie down points and the plastic pan to give more secure containment of the patient. The stretcher has aluminum tube frame with cross bars under the plastic pan and webbed attachment points for extra strength. The Stokes Litter will accommodate a 1980mm x 400mm spine board. Also available as wire basket with wooden slats or full aluminum pan. This system is still lighter than current McInnes models used in Scottish mountain rescue and robust enough for heavy-duty use on rock and ice.

The Cascade Toboggan:

The attraction of this stretcher/litter is its light weight and apparent ability to be used on snow, ice and rock. It is helicopter compatible and has a circumferal steel frame for tying-in and securing the casualty. Weighing less than 20lbs, this two-part system was thoroughly checked out.

The SKED Litter/Stretcher:

I was initially introduced to the SKED at the cave rescue base at Ingleton in Yorkshire by team leader Dave Gillimore. At first, I thought it looked flimsy and would not protect the casualty from the shock of impacts and bumps when in transit. Perhaps if the casualty was padded it would be less uncomfortable. The advantages are its use in any tight confined spaces such as chimney and gully incidents, it is also light, adjustable, simple to use and easy to haul across snow. Considering there has not been, as yet, a caving accident on the Isle of Skye, it could be advantageous to have one at base in the eventuality of an incident, allowing us to respond.



The Heatpac:

An item of kit used for warming casualties or rescuers in adverse cold conditions. Light and easy to use it has the advantage over 'teabag' type heaters in that it is adjustable and reusable. It is also highly efficient and could be used safely in a thermal bag to generate lots of warmth. Equally, it could be used in a bivouac bag and it runs for between ten to twenty hours, depending on adjustment. It runs on charcoal blocks and has various attachments.

THE PORTALEDGE AND HAUL BAGS, ALL OF THE ESSENTIAL KIT WITHIN FIFTY FEET OF THE CASUALTY





JIM BRIDWELL, EX YOSAR TEAM, PLACING A PITON WITH HIS TEETH AND ON A BIG WALL RESCUE SITUATION
PHOTOS THIS PAGE: COURTESY OF WERNER BRAUN

History of climbing and rescue in Yosemite

There was a legend amongst the Miwok Indians – who inhabited Yosemite Valley since prehistoric times – of a young woman who recovered the body of her lover, fallen from the canyon's upper rim to the base of Lost Arrow. If there is any truth in this archaic tale, then hers was the first mountain rescue on record in Yosemite, albeit in folklore.

This Indian maiden, Kos-soo-kah, created a rope from Lodgepole Pine saplings joined with deer thongs and descended to her dead friend about 220 feet down. As with current mountain rescue recoveries where there is no helicopter to assist, it took the lifting power of many others to bring them back to the top. In this case, it was the members of her tribe. The legend states that, despite her noble efforts she died of grief, poor girl. This story has been reported by many varied sources and has at its core determination, ingenuity, bravery and a remarkable mountain rescue achievement.

In 1833, the first Caucasians are said to have visited Yosemite Valley. Joseph Reddeford Walker and his party were said to be amazed at the 'sheer walls, lofty escarpments and huge waterfalls'. They also reported that it was utterly impossible to ascend. Human nature being what it is, such claims have to be investigated and, by 1851, the Valley and its wonders became known to the world.

The cavalry of the Mariposa Battalion followed Indian raiders to Ahwahnee in the Valley itself after they had been attacking farmers and settlers. With some allowance for the pursuit, this would constitute the first official search, for that is what they would have had to do.

In 1855, James M Hutchings was one of the first tourists to come to Yosemite with the intention of climbing every high point around the Valley, a big achievement in its day and setting the tone for much that was to follow.

Any accidents in these times had to be dealt with by the guides and whoever they could hire to assist.

In 1860, John Muir arrived, pioneer of Californian mountaineering. His explorations and route finding have entered into the history of this place, echoed in the place names and features. The numbers of visitors began to increase dramatically, bringing environmental and safety concerns. So in 1890, a National Park was created, mainly due to conservationists like Muir, who is said to have a great involvement with Yosemite. These early Park Rangers would have been the first response to any accidents or injuries. For it is within their remit as an established agency to maintain regulations to protect the area and its visitors. A wise move, considering the floods of tourists which began to arrive.

Mountaineering groups like the Sierra Club of San Francisco began the climbing explorations of the natural first lines of ascent in Yosemite from the 1930s onward. Exploring these huge walls, seeking the routes of easiest run, they began a process still happening today, that of finding new and interesting ways up these enormous walls to the top. Many famous climbers have come and gone, Robert Underhill in the 30s, John Salathe in the 40s, Mark Powell in the 50s, Royal Robbins in the 60s to name a few.

By 1968 the basic techniques of raising and lowering a casualty had been developed, the core of the system is still in use today. The numbers of rock climbers (as opposed to tourists) was increasing and, by the 70s, the era of extreme wall ascents had definitely begun.

I remember as a boy reading my uncle's climbing magazines – the exploits of folk like Jim Bridwell were reported in British publications, over 5000 miles away. The stories were consumed by a generation of

mountaineer rock climbers, like my uncles, who found first ascents in Wales and Scotland and lived for the long weekends away climbing. Of course, accidents occurred, the ever increasing standards, or grades, of difficulty meant that this dangerous recreation was becoming more so.

One early technical rescue involved Warren Harding and his climbing partner Galen Rowell. They had been attempting an unclimbed route on Half Domes extremely serious vertical face. An autumnal storm hit them and they became cragfast – that is, stuck on the wall and unable to move. They had to hang in their hammocks for several days enduring cold rain and snow. They had lost all strength and could not move up or down. The Yosemite search and rescue team were helicoptered to the top of Half Dome where they rigged the anchors for a long lower. The by-then famous Royal Robbins was lowered over 300 metres through the mist, directing the descent by radio and eventually finding the two stranded climbers in their portaledge bivouac. He then assisted them in ascending the rope with jumars – a technical aid device allowing the rope to be climbed easily – and brought them safely to the top.

The YOSAR team now have a history of rescues like this and have developed techniques and procedures entirely as a response to the severity of these immense walls of granite. The majority of team members are extreme grade climbers, EMT trained (Emergency Medical Training) and, in the main, hold National Park related jobs. Some of their members have skills in rock climbing and technical rescue at a very advanced level and are greatly respected in the climbing community both for their achievements, ability and character.

YOSEMITE FALLS.
EVERYONE PHOTOGRAPHS THIS PLACE.
DARE ANYONE NOT TO!
PHOTO: PAUL ROSHER



Cornish Tipi Holidays

Combines the experience of a traditional lifestyle with the beauty of rural Cornwall with a unique tipi holiday. Our tipis are arranged throughout an old valley which was once a quarry but has now become a haven for the local flora and fauna. A large freshwater lake offers swimming, boating and fishing, with the spectacular scenery and beaches of the north Cornish coast such as Rock, Polzeath, Port Isaac, Boscastle and Tintagel a few minutes drive away.

Accommodation consists of medium and large tipis fully equipped for up to 3 or 6 people in either a community setting or private clearings. We offer a family based holiday with an authentic flavour of camping as it used to be – stary skies and outside fires, wild flowers and children playing.

'It was the smell of real canvas... something you never find on a campsite now. Inside, it had sumptuous rugs on the floor and lanterns hanging from the poles. It was quite enchanting.' Kathryn Holliday The Observer.



Emergency trauma and medical training from Lifeskills Medical

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Students from across the UK, the United States, Europe, Africa and South East Asia attend courses at our centre. We operate worldwide, and regularly provide trauma and medical training for major organisations worldwide, including providing courses in the UK, Nigeria, Azerbaijan, Belgium, France, Libya, Philippines, UAE, Spain, Russia, Malta and Gibraltar. If you have suitable facilities, we will train your staff on your site to meet your own specific operational needs.

We consult with you to ensure that we fully understand the training needs of your people – and we are flexible, so as to best meet your operational needs. All instructors are professional and fully qualified, being drawn from the NHS, or the emergency services, and undergo regular update training to ensure that they are training your people in the latest safe techniques. To maintain our industry lead, courses are NVQ style competency based, with clearly defined training and development outcomes. Lifeskills Medical is the professionals choice.

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WERNER BRAUN. BIG WALL CLIMBING BACK IN THE 1970S



Mountain rescue... ...why do we do it?

Bob Sharp examines our motives

Last year, I contacted all members of one of Scotland's teams with a request to complete a questionnaire designed to determine why people are involved in mountain rescue. This request was based on a wish to obtain more objective information on a subject about which I am frequently asked. Why do you do it? What attractions are there? Why do you risk your life? Do you not feel you should be paid? These are some of the questions I am presented with. As many readers will know, the Press especially are always eager for a dramatic answer – Why do you risk your life? or Do you get annoyed at the stupid people you have to rescue?

Over the years I've assumed people take part for a wide variety of reasons, but have never tested whether my assumptions are accurate. The questionnaire sent to each member included fifty items describing why people might be involved. Everyone was asked to indicate on a five-point scale how strongly each item referred to their own circumstances.

A basic statistical analysis of the questionnaire data is shown in Table 1. It ranks each of the fifty items according to the overall strength of feeling. To do this I used a simple conversion to compute an average score for each item ('Applies Very Strongly' = 1, 'Applies Strongly' = 2 and so on to 'Does Not Apply At All' = 5). In the table, those items with an average close to 1 show the item applies strongly whereas items with an average score close to 5 indicates the item applies less strongly. I'm interested in those close to 1.

The item at the top of the list 'Helping others in distress' has a mean score of 1.28, which indicates that for the vast majority of people this item applies very strongly. In fact, the majority of people ticked a single box – 'Applies Very Strongly' (see Table 2).

In contrast, the item at the bottom of the list 'Opportunity to experience fifteen minutes of fame' attracted responses mainly in the category 'Does not apply at all' (see Table 3).

TABLE 2. FREQUENCY COUNTS FOR THE ITEM 'HELPING OTHERS IN DISTRESS'

	NUMBER
Applies Very Strongly	21
Applies Strongly	8
Average	0
Applies Weakly	0
Does Not Apply At All	0

TABLE 3. RESULTS FOR THE ITEM, 'OPPORTUNITY TO EXPERIENCE 15 MINS OF FAME'

	NUMBER
Applies Very Strongly	0
Applies Strongly	0
Average	1
Applies Weakly	5
Does Not Apply At All	23

The information in Table 1 is simple to describe and assess. Taking the top ten items it follows that members are involved in order to help others in distress, to learn new skills and use existing mountain skills, to see a job through to completion and for the banter with colleagues. If we take the lowest ranked items it follows that members are not involved for the kudos or glory, the opportunity to acquire cheap gear, to boast about their involvement in MR or fill time with something useful. This seems entirely logical and consistent with what I have seen and heard over the years about people involved in MR. It could be said that the top ranked items are somewhat old fashioned and illustrate a rather altruistic approach to our work – somewhat at odds with the selfish attitude that tends to prevail in today's society!

If asked for a view about why we are involved in MR I would have no hesitation in reporting the findings above. It's worth noting that these views represent the team in question as a whole as every single member completed the questionnaire. Whether they represent the feelings of other teams in Scotland or elsewhere in the UK is another matter, but my gut feeling is the opinions of other teams would not differ greatly. However, before you go and tell the world what I have found, read on a bit. The data was subject to a

TABLE 1. OVERALL RANKING FOR EACH ITEM

	RANK	MEAN
Helping others in distress	1	1.28
Sense of achievement	2	1.62
Opportunity to learn new skills	3	1.76
Opportunity to use my mountain skills	4	1.86
Giving time as a volunteer	5	1.97
Opportunity to develop own mountain skills	6	2.00
Satisfaction in seeing job through to completion	7	2.03
Playing an important role	8	2.10
Opportunity to develop safety knowledge	9	2.10
Banter, chat with team members	10	2.14
Challenge working against weather elements	11	2.21
Satisfaction in working with like minded people	12	2.24
The challenge that accompanies serious rescues	13	2.24
Working as a team member	14	2.28
Achieving a specific goal	15	2.28
Opportunity to spend more time in the hills	16	2.41
Challenge of medical element	17	2.41
Opportunity to help others develop skills	18	2.45
Doing my bit for the local community	19	2.48
Enjoyment of physical hardship	20	2.59
Playing a part in a unique organisation	21	2.66
Playing a significant role within a larger team	22	2.69
Excitement that accompanies a rescue	23	2.69
Contributing to the wider MR framework	24	2.69
Challenge provided by technical rescues	25	2.69
Meeting people outside work circle	26	2.72
Working with people from different backgrounds	27	2.72
Opportunity to make new friends	28	2.90
Making mountaineering safer	29	2.90
Opportunity to learn more about environment	30	2.93
Challenges of unsociable hours	31	2.93
Satisfaction working with other emergency services	32	3.00
Opportunity to socialise with members	33	3.07
Opportunity to use my leadership skills	34	3.07
Uncertainty associated with rescues	35	3.07
Opportunity to manage resources	36	3.10
Helping fundraising	37	3.21
Uncertainty in not knowing what is involved	38	3.31
To provide a break from daily life	39	3.31
A central player within the emergency services	40	3.38
To experience risks	41	3.41
Satisfaction is telling others	42	3.41
Talking to others about MR work	43	3.41
To fill my time with something useful	44	3.59
Kudos from carrying out a worthwhile task	45	3.83
Advance payment for own rescue	46	4.03
Kudos in regard to work and friends	47	4.07
Being in the public eye	48	4.21
Acquiring discounted gear	49	4.38
Opportunity to experience 15 minutes of fame	50	4.76

secondary and more in-depth data reduction statistical analysis, designed to collapse the information from fifty individual items into a lesser number of factors. In questionnaires of this kind it follows that people tend to respond in the same way to certain questions, especially if the questions surround a single, central topic. For example, you might expect people for whom the item 'Opportunity to develop safety knowledge' applies strongly, to feel the same way about the item 'Making mountaineering safer'.

Similarly, you would expect people to respond in a similar way to the items 'Being in the public eye' and 'Opportunity to experience 15 minutes of fame'. A procedure called factor analysis examines the similarities in the way people respond and identifies clusters of items where people respond in the same way. The logic which can then be applied to explaining the findings is that if people do respond in the same way to groups of items, then those items must be measuring the same thing. As a consequence, the analysis reduces the original list of items (50 in the present case) to a much lesser number of factors – possibly just three or four. In this way, it deepens the level of analysis, and hence and understanding, of the topic by attempting to determine the principles, which underlie people's responses. The interesting and often challenging part of this procedure is to explain what these principles are. It's a process that best involves several people, each sharing their expertise and adding their own interpretations to the data. As a start, I've made an attempt to identify the principles. It may be others disagree with my interpretation or would make slight adjustments. I am more than happy for readers to make comment.

The factor analysis revealed six different factors. I'll take them in order of importance or strength (by this I mean degree of association or agreement across team members). The items which make up the first factor are listed in Table 4.

To recap, everyone tended to respond to these ten items in a similar way. A cursory glance would suggest they do describe the same kinds of things. Common elements are challenge, excitement and uncertainty. The task is to identify what all this means. What is the underlying motive that brings all (almost) of these items together?

This is where it helps to

TABLE 4. COMPONENTS OF FACTOR 1

Challenge working against weather elements
The challenge that accompanies serious rescues
Enjoyment of physical hardship
Challenges of unsociable hours
Uncertainty associated with rescues
To experience risks
Uncertainty in not knowing what is involved
Excitement that accompanies a rescue
To provide a break from daily life
Challenges provided by technical rescues

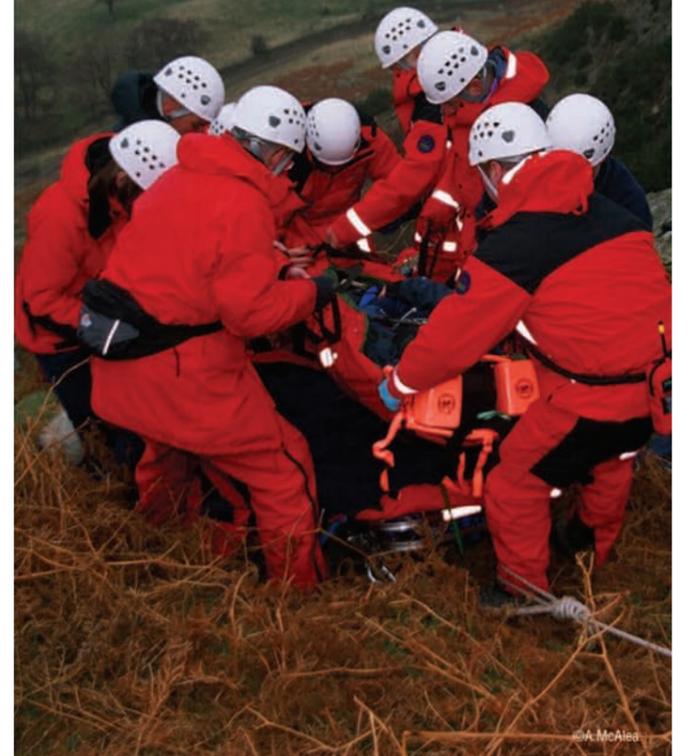
brainstorm with other people. The challenge is to find a single word or perhaps a small phrase that distils the essence of each item. I'm going to go for the word ADVENTURE. In other words, the single most important motive behind peoples' involvement in mountain rescue is to experience adventure. If this is true then I can see why this is the case. I frequently hear people talk about rescue work providing a break from the tedium of ordinary life. It provides a bit of excitement, whilst simultaneously helping others. It's also worth noting, from well-established motivation theory, that people do seek excitement in their lives as a way of increasing arousal levels. We all need a degree of stress (some more than others) in order to perform at an optimal level.

Table 5 lists the items that make up the second most important factor. The key words here are satisfaction, achievement, player, working with others. I think this factor is connected with the key purpose behind mountain rescue work and especially the achievement of a specific outcome. It's also concerned with working with other

TABLE 5. COMPONENTS OF FACTOR 2

Satisfaction in seeing job through to completion
Playing a part in a unique organisation
A central player within the emergency services
Satisfaction working with other emergency services
Achieving a specific goal
Satisfaction in working with like minded people
Sense of achievement
Contributing to the wider MR. framework
Working as a team member
Helping others in distress

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people/agencies to a common goal. Taking all this together, I'm going to call this factor ACHIEVEMENT. There might be another expression such as TEAMWORK that is better.

Table 6 describes the third factor. This is an interesting one because it defines the negative items listed in the questionnaire. You will note that these items are all ranked very low in Table 1. A key word that describes these would be EGO. Members seem to agree on these items, but the underlying factor describes why people are not involved in mountain rescue. So, even though there is common agreement here, the factor does not explain why we are involved in rescue work.

TABLE 6. COMPONENTS OF FACTOR 3

Satisfaction is telling others
Kudos from carrying out a worthwhile task
Acquiring discounted gear
Being in the public eye
Kudos in regard to work and friends
Opportunity to experience 15 minutes of fame

Table 7 describes the fourth factor, which seems to be connected with learning new skills and meeting different people. This seems to be a laudable aim and probably reflects not only the need for members to learn new skills but also the therapeutic value in working in an environment different from work and home. I call this factor LEARNING.

TABLE 7. COMPONENTS OF FACTOR 4

Opportunity to make new friends
Opportunity to develop own mountain skills
Opportunity to develop safety knowledge
Opportunity to learn new skills

Table 8 describes the fifth factor, which clearly focuses on SOCIAL

INVOLVEMENT – meeting different people, working with others and the banter when team members work together.

TABLE 8. COMPONENTS OF FACTOR 5

Opportunity to learn more about environment
Banter, chat with team members
Opportunity to socialise with members
Meeting people outside work circle
Working with people from different backgrounds

Table 9 describes the sixth factor. I'm not fully sure how to define this one. It clearly focuses on contact with other people but it's not the social aspect as identified in the previous factor. I'm inclined to suggest it's connected with leadership, authority or some kind of control. On balance, I'm going with the milder expression INFLUENCE, but I'm prepared to change here.

TABLE 9. COMPONENTS OF FACTOR 6

Opportunity to help others develop skills
Opportunity to manage resources
Helping fundraising
Talking to others about MR work

Conclusion

Why are we involved in mountain rescue? What motivates us? Why do people stay in mountain rescue for so long? This study was an initial attempt to provide some objective answers. It should be said that, from a statistical viewpoint, it would have been beneficial to question many more people – perhaps everyone in Scotland (almost 1000 people). It should also be born in mind that the accuracy of any explanation rests on the accuracy of the responses. I can only assume that the members who completed the questionnaire did so with diligence and care for the truth.

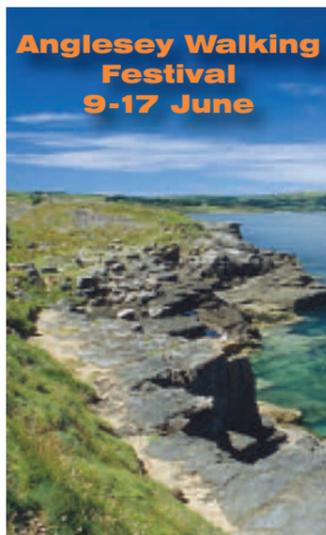
The results are not unexpected and are very clear given the small amount of data. It seems there are five key motivating forces behind peoples' involvement in mountain rescue. Firstly, and most important, team members enjoy the adventure and challenge that accompanies mountain rescue. Risk taking, pitting oneself against bad weather and the uncertainty which is often central to rescue work are important influences. Secondly, there is the process of task fulfilment, achievement and working with others towards a common goal. Helping others in need and combining strengths towards a successful and tangible outcome are essential motives. The third element has a technical edge. It's important to learn new skills from others and develop knowledge both specific to mountain rescue and perhaps within a wider mountaineering context. Fourthly, team members enjoy the social dimension to rescue work. Meeting people from different backgrounds and the banter, chat and camaraderie are important. Finally, the process where members try to influence or take responsibility for some aspect of rescue work is critical.

In summary, the five key factors that motivate team members are:-

1. Adventure and challenge
2. Task fulfilment
3. Learning new skills
4. Social involvement
5. Influence

Finally, it's worth noting that several members indicated their motives had changed over the years. This was especially the case for the long-standing team members. There was too little data to examine this any further.

If any team in England/Wales would like me to run this survey with their own members I am very happy to distribute the questionnaire and analyse the data. I can be contacted at lomondbob@talk21.com or 01360 770431.



COASTLINE LLIGWY TO MOELFRE

This year, the nine-day Anglesey Walking Festival walks you round hill forts and standing stones, where you will learn the history of our coastal and rural villages, and marvel at the islands industrial heritage. The 'Moelfre Maritime and Ancient Past' walk talks of shipwrecks, cannibalism, smugglers and ghosts. Or try the 'Lions Trail' in Llanfair PG, named after the four magnificent lions that sit on either end of Britannia Bridge. Most walks are on the coastal footpath and feature stunning scenery, flora and fauna with varied geological rock faces, home to a large variety of nesting bird colonies – especially on Holy Island – ideal for birdwatchers.

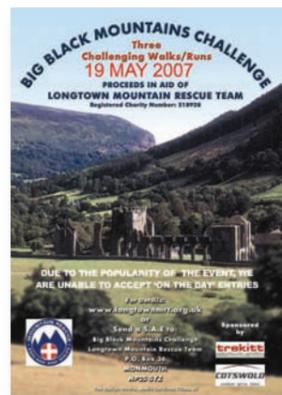
Further inland, see the old coal mines at Pentre Berw and, new for 2007, we have two walks suitable for wheelchair users at National Nature Reserves and the opportunity to hop on a bus and enjoy day tours taking you on artists, church and local produce trails.

All the walks are guided by professional, knowledgeable guides who will help you get the most from your experience. There will be the opportunity to spend some evenings in the company of local historians, and a chance to dine on local Welsh produce. Refreshments will be available in most places and some will also include visits to local businesses.

Also this year, the Isle of Anglesey coastline celebrates forty years as a confirmed Area of Outstanding Natural Beauty (AONB). Most of the walks are within Anglesey's AONB and will be accompanied by officers from the Countryside and AONB team.

There is a nominal fee per walk. Participants can also enjoy some walks through the medium of Welsh. We hope this does not effect your participation or enjoyment.

Forthcoming Events



Saturday 9 May 2007 Big Black Mountain Challenge

Three challenging walks/runs. All proceeds in aid of Longtown MRT. Due to the popularity of this event, Longtown are unable to accept on the day entries. For further details go to www.longtownmrt.org.uk or send SAE to Big Black Mountain Challenge, Longtown MRT, PO Box 36, Monmouth NP25 5YZ.

Saturday 9 to Sunday 17 June 2007 Anglesey Walking Festival

Coastline and countryside walks, guided walks, events and entertainment. Sample local produce. Walks open to all, including wheelchair users. For further details go to www.angleseywalkingfestival.com

Saturday 7 July 2007 Rossendale Way in a Day

Two challenging walks along the Rossendale Way – 46 mile circular walk and the shorter 22 mile linear walk. All proceeds in aid of Rossendale & Pendle MRT. Entry £12.50 adults; £7.50 under-16s. For further details go to www.rpmrt.org.uk or send SAE to Judy Whiteside, Rossendale & Pendle MRT, 46 Clegg Street, Haslingden, Lancashire BB4 5LW.

Why not list your team fundraising event here? Send details to judy.whiteside@zen.co.uk

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Corrie and Blue Peter

James Cole from SARDA Southern Scotland takes to the screen



An approach was made to Harold Burrows, the chairman of National SARDA. This offer was passed around the country and eventually was left with me to agree terms with the BBC so the offer could be taken up.

I made a trip to Durham in July 2005 and chose Corrie, one of the female pups. She was too young to leave Meg at that stage so a return was booked for a few weeks later with the first filming due to take place.

We arrived to meet Matt and the Blue Peter film crew. I quickly learnt that as soon as the cameras were involved then patience is the name of the game. After four takes of driving into the farm entrance we progressed to knocking on the farm door! The other learning was filming out of sequence as we jumped back and forth in script, ticking off all the separate scenes required to make the piece of film. Eventually, after a long day, we left for home with a new puppy ready to start the process of house training and the introductions to my other dogs at home.

The next filming was with a single cameraman who came to a day's training to get background footage. He quickly realised the issues with trying to film a search dog at

work several hundred metres away! However, we managed to set up some short finds to get some good footage.

The next challenge came in Durham. We returned to film a puppy reunion and to update Blue Peter on the training so far. Corrie was in the midst of the run out phase of training, where she follows out a body who has her toy. To be able to film this a camera crew, with sound man and producer, needed to stand in the middle of the run out area – what may happen was anyone's guess. However, as Matt ran away with her toy, Corrie completely unphased ran straight by the film crew and completed the sequence to perfection. As usual though one take was not enough, so Corrie got the chance to train some more!

All the filming up to now was with the other puppies. In January 2006, the first filming dedicated to Corrie was made. The crew and Matt Baker came up to Dumfries for

On 26 May 2005 Meg, a border collie gave birth to five puppies on a farm near Durham. Matt Baker, a presenter on Blue Peter, owns Meg and had decided to breed from her. One of the Blue Peter dogs, Meg's progress is followed on the programme and it was decided by Matt and Blue Peter to offer some of the pups to working positions. Of the five pups, two have stayed on the farm, one has gone to southern England as a trainee hearing dog for the deaf and one has gone with the father to be a sheepdog. It was decided to offer the other pup to become a trainee search and rescue dog with SARDA.



two days of filming. The first day was set up for helicopter training with HMS Gannet. On cue the helicopter arrived in the Galloway Hills and, after the usual safety briefings, we set about filming. The usual laid back filming involving several takes and discussion about

the best shots was put under severe pressure once the rotors were turning!

After two hours flying and winching on top of the Merrick, it was all over and we returned to the landing area for interviews. The crew of Navy 177 were proudly presented with their Blue Peter badges.

To complete this filming a stock test at a local farm and a Corrie search for Matt were filmed nearer Moffat. This again took a days filming to get together and a challenge to meet the film crew expectations without disrupting Corrie's training.

Once the editing of this section was complete, Corrie and I were flown to London to appear live on Blue Peter. This was another interesting day and a real eye opener for how many people are required to put out a thirty minute live show.

Corrie's training continues and I hope we will make the grade and become an active search dog team to assist mountain rescue in Scotland.

For more information about National SARDA go to www.nsarda.org.uk



Memorial wreath laid for 1951 Lancaster crash

In the evening of 13 March 1951, an Avro Lancaster GR Mk3 TX264 of 120 Sqn RAF left RAF KINLOSS for a night navigation exercise. While on the final leg of their training at around 02.00hrs on 14 March, and with only thirty minutes till landing, it crashed into Beinn Eithe. The exercise had been flown in horrendous weather conditions with poor visibility, freezing conditions and strong north easterly winds. The last radio message reported, '60 miles north of Cape Wrath' with nothing else heard.

The aircraft had struck just fifteen feet from the summit, at the top of the inaccessible Far West Gully, above Loch Coire Mhic Fhearchair in the Torridon Mountains, which are above 3000ft. All eight aircrew were killed.

A RAF mountain rescue team was sent from RAF Kinloss but were hampered, as the site was remote and in the depth of a severe winter. All of the rescue gear had to be backpacked into the site, some nine miles over hostile terrain with the added problem of deep snow. Up until this crash, the belief of senior officers had been that what was needed for mountain rescue was fit stretcher-bearers and not mountaineers and so help from local mountaineers was initially spurned. As a result, only four bodies were recovered in a relatively short time, while the other four would prove harder to find and take down the mountain, with the final body not recovered till August. The wreckage of the Lancaster was destroyed in situ by explosives.

As a consequence of the crash and subsequent rescue, the RAF mountain rescue teams were reorganised into the organisation we know today.

Former members of Kinloss MRT, Peter McGowan and Tom Taylor as well as five current team members placed a wreath at the memorial plaque of the Lancaster. They were accompanied by a Royal Navy helicopter from HMS Gannet search and rescue base at Prestwick International Airport – pertinent as the original MRT were assisted by a Royal Marine Commando and RN Lt, with more climbing experience that the team members.

Shewee launches X-fronts for women

Ever since God created mankind, and decided Adam needed that something extra to woo Eve, man has always had one small but significant advantage over the fairer sex – the ability to stand and pee!

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Short, tight and in the pink that makes all women look gorgeous these really are more than a gimmick. Yup, they do encourage the wearer to 'stand up and take control' (and have a hole in the front to slip a Shewee through!). They're also sexier than Eve's fig leaf.

Shewee's x-fronts for women are available on www.shewee.com now for £12. Shewee can also be bought at www.shewee.com for £5 plus postage.



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Irish Mountain Rescue Conference and AGM, Aherlow House Hotel January 2007

The Irish Mountain Rescue Association saw delegates from eleven of the twelve teams in Ireland joined by representatives from the mountain rescue councils of England & Wales, Scotland and the USA, and invited guests. Delegates started arriving Friday evening and, old acquaintances renewed, a very enjoyable social evening followed.

Saturday morning, to the delight of all, there was a light covering of snow on Galtymore. Mary Mullins, chair of the host team SEMRA (South Eastern Mountain Rescue Association) and Pat Holland, chair of IMRA, welcomed everyone and invited Cllr Denis Leahy, the Mayor of Tipperary Town to say a few words. Mayor Leahy said he was delighted to attend and very proud the area had so many members working with the local team. Superintendent Paul Moran AGS Tipperary then thanked the organisers and remarked that, when he arrived in Tipperary last year, one of his first outings was up Galtymore on a charity walk organised by local Gardi and they were joined by members of SEMRA on the day.

Cllr Joe Donovan Chairman of South Tipperary Co, Council officially open the conference. He

welcomed all to the Beautiful Glen of Aherlow, a place he had lived all his life, hunting and walking the Galtee Mountains in pursuit of sport. Now, with more and more people hill walking, he saw mountain rescue teams as a very important part of the community. He was sorry he could not attend the dinner that night but wished all a safe and pleasant stay in the Glen, and invited all back to walk the Galtees when they had more time. A short slide show representing the work and the people involved in Irish mountain rescue followed.

Conference sessions in the morning included a presentation from Sgt Sorcha Fitzpatrick on 'Missing Persons', and two case studies about 'long searches' from the Kerry and Dublin/Wicklow teams. Rick Lorenz from Mountain Rescue Association USA then gave a very enjoyable talk about the work of MR in the states, his own team, and the laws and federal regulations that control them. Another session covered the topic of insurance for the volunteer. After a light lunch, six workshops enable delegates to discuss topics ranging from training, equipment and finance, the work of team leaders and secretaries.



In the evening, delegates were given a demonstration by the UK Lakeland team on real time mapping and the use of GPS in searching. Another session dealt with the area of capital grants and, with so many teams in Ireland looking to update vehicles and equipment and some now looking to build permanent bases, this was very well attended.

Dinner was followed by a duologue by two SEMRA team members – well done to Mark and Ray for a memorable performance! Presentations were made to members of various teams for exceptional service to mountain rescue and a raffle held for items donated by local companies. A voluntary collection was also made, with all proceeds going to hospice. Local musicians played in the bar of the hotel, and an informal social evening followed.

To the management and staff of Aherlow House Hotel, thank you for all your help in organising and your attention over the weekend.

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Giving something back

Heather Morning of the Association of Mountaineering Instructors cleans up

I think without exception all AMI members are excellent ambassadors for promoting respect for our mountain environment. Let's face it – if we didn't, we'd not have the fantastic resource we all make a living from in the future. However, it's sometimes not that easy to make a difference when we're busy fulfilling clients' objectives and tied to a tight time scale.

CARL HABERL AT CORROUR WITH RUBBISH

For the past two summers, I've been fortunate enough to work for the ranger service based at the Coire Cas Car Park at Cairngorm, providing me with a fantastic opportunity to do my bit to 'give something back' in the form of supporting the local bothy network. I have always felt very strongly that the bothies and howffs are an integral part of our mountaineering culture here in the UK as well as, of course, invaluable shelter in some of the remoter areas such as here in the Cairngorms. How many of us have been very grateful on the second night of a soggy ML to head for the nearest bothy rather than another wet night under canvas?

Access via the funicular railway can put me into Fords of Avon or the Shelter Stone within an hour. So, a couple of times a summer, I have headed over with a large

empty rucksack, to be seen trudging back sometime later with it stuffed full to bursting with rubbish. Ryvoan Bothy is on my commute home from work if I take the mountain bike option, so I often call by to see how the place is doing. Fortunately, if the place is bad then I can borrow the rescue team Land Rover and drive to the door to clear it out. Access into some of the remoter parts of the Cairngorms is a little more illusive, so what better than to have friends with a helicopter?

Some of you may remember the incident last February when RAF Lossiemouth had to abandon their Sea King Helicopter in the back of Coire an't Sneachda during a rescue. I brought the crew down that night from the helicopter whilst the rest of my colleagues on the Cairngorm team looked after the climber who had fallen and sustained a broken leg. Heading down out of the Coire in the pitch black, thigh deep snow and high wind, we got into a conversation about bothies. I suggested it would be great for a training exercise for the helicopter crew if we could organise a flight around the more remote bothies for a rubbish collection – the idea had been born.

Following many phone calls, mechanical delays, weather delays etc. we tied down a date and amazingly all went very smoothly. Five AMI members plus myself were picked up from Glenmore Lodge and four minutes later landed on the summit of MacDhui for our first call. The Sapper's Hut (the old ruin built during military training approx 300m east of



RAF SEA KING LITTER GATHERING CORROUR

the summit – all that remains is four walls and an old Lum). A very quick dash round collected half a sack of rubbish (I was very conscious that the helicopter sitting waiting was costing the tax payer huge amounts of money!) Then we headed off to the Garbh Coire where Fran and John were winched out. Carl and myself were dropped at Corrou, Giles and Al at Hutchinsons. An hour later, the Sea King returned as promised and we enjoyed some fantastic views of the Cairngorms on our return trip to Glenmore. The team collected a total of fourteen sacks of rubbish from the four different sites.

Those involved – AMI members Carl Haberl, Giles Trussel, Al Gilmour, Fran Potheary and John Allen (Cairngorm MRT Team Leader).



TRASH FROM THE SHELTER STONE

in my view!

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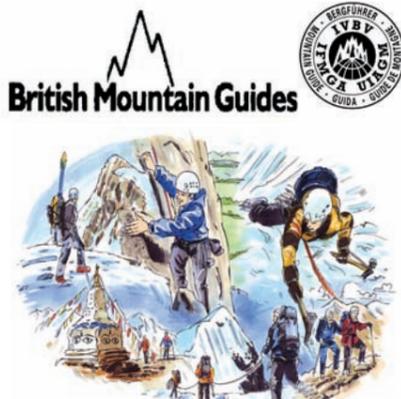
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