

Summary Report for Individual Task  
699-000-8036  
Move Over Snow by Skijoring  
Status: Approved

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**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD1** - This training product has been reviewed by the training developers in coordination with the Northern Warfare Training Center FT Wainwright AK foreign disclosure officer. This training product can be used to instruct international military students from all approved countries without restrictions.

**Condition:** In a snow covered environment, given a Small Unit Support Vehicle (SUSV) or snow mobile(s), two 50m static ropes, a pair of military skis, and ski poles. While wearing vapor barrier boots, Extended Cold Weather Clothing System (ECWCS), ballistic helmet, goggles, fighting load carrier, rucksack with prescribed packing list and weapon. Standard MOPP 4 conditions do not exist for this task. See the MOPP 4 statement for specific conditions.

**Standard:** Move over the designated course demonstrating a skiing skill level that will allow you to safely skijor without injuring yourself or fellow Soldiers. Additionally the Soldier must demonstrate a knowledge of skijoring movements during a written examination by scoring a minimum of 70%.

**Special Condition:** None

**Safety Risk:** Medium

**MOPP 4:** N/A

<b>Task Statements</b>
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**Cue:** None

<b>DANGER</b>
None

<b>WARNING</b>
None

<b>CAUTION</b>
None

**Remarks:** None

**Notes:** None

## Performance Steps

1. Prepare skijor rigging for the SUSV.
  - a. Connect two ropes 120 to 150 feet long to the rear of the tow vehicle. Stow rucksacks inside the tow vehicle.
  - b. Sling weapons over the shoulder with the muzzle to the outside of the column.
  - c. Space skiers, in column of twos, at equal intervals behind the vehicle, to the outside of the ropes. Maintain a gap of approximately ten to twelve feet between individuals.
  - d. Half-hitch the rope around the ski pole shafts just below the handles. Hold the poles under the outside arm. Rest against the baskets of the ski poles.
  - e. Tie a small fixed loop in the end of each rope. The last soldier on each rope inserts the shafts of both ski poles halfway through the loop. Grasp the poles on each side of the loop, in a manner similar to water-skiing.
  - f. Post a lookout in the SUSV facing the rear of the tow vehicle. Establish communication with the driver.

## CAUTION

Soldiers are never allowed to fasten themselves directly to the rope. In case of a fall they must be able to immediately release the rope, to avoid serious injury. If a soldier falls, the skiers immediately behind the fallen skier must be able to release the rope so that they can maneuver to avoid the fallen skier.

- g. Cover all exposed skin and wear goggles.

## 2. Move over snow by skijoring.

### a. The vehicle operator:

- (1) Starts and stops gradually.
- (2) Follows the easiest route that the terrain permits.
- (3) Does not exceed 15 MPH.

(4) Avoids steep slopes, obstacles, and sharp turns. Whenever these cannot be avoided, reduces speed to allow the skiers to negotiate the obstacle.

### b. The lookout advises the driver when to speed up, slow down, or stop.

### c. Personnel skijoring:

(1) When the vehicle begins to move, shuffle your feet forward a few steps. Gradually lean back and place your weight onto the tow rope. Failure to do so will most likely result in the skier being jerked forward abruptly enough to cause a fall.

(2) Once under way, lean slightly backward. Keep your upper body generally erect, with the knees slightly flexed, to act as shock absorbers. The skis may be in a slightly wider than normal stance, and one ski should be slightly advanced. This will increase your stability, as well as your ability to compensate for irregularities in the terrain and the vehicles' rate of movement. You should be able to relax, but you must remain alert for obstacles.

(3) If a sharp turn is necessary, speed is reduced to a walk. You can walk/shuffle around the corner. Do not drop or step on the tow rope. Once the last skier has completed the turn, speed is gradually resumed.

(4) When descending hills, keep the rope taut by using a braking wedge. If you find that you are unable to control the rate of descent, and collision with the vehicle is imminent, drop the rope and maneuver to avoid the vehicle. On short downward slopes the vehicle should temporarily increase speed so that you do not need to brake. On longer steep slopes, you should descend independently of the vehicle and regain the rope at the bottom of the hill.

(5) If you fall, release the rope and roll to the outside of the column to avoid being run over by the next soldier on the rope.

Note: Students that have had a minimum of 40 hours of ski training and have demonstrated a reasonable proficiency on skis (as determined by NCOIC and instructor consensus) will have the opportunity to skijor. Using the techniques described above students will execute a skijoring exercise on the trails surround the Black Rapids Training Site. All Risk Management procedures will be followed IAW the USARAK Pamphlet 385-4 Risk Management Guide for Cold Weather Operations.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** You will observe a demonstration and then you are expected to skijor behind a snow machine or SUSV. Your instructor may determine that you have not attained a skiing skill level that will allow you to safely conduct this exercise. You will also be tested on your knowledge of skijoring movements during a one hour written examination at the conclusion of the course (Refer to training schedule for date/time of exam). You must score a 70% on the written exam. If you fail the written exam, you will be given a second exam after re-training has been conducted. If you fail this second examination, you will be dismissed from the course.

**Evaluation Preparation:** Setup: Provide the Soldier with all items listed in the conditions statement. Ensure all the required equipment and components to conduct the evaluation are present and functional prior to initiating the evaluation.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Prepared skijor rigging for the SUSV.			
2. Moved over snow by skijoring.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	ATTP 3-97.11	Cold Region Operations	Yes	Yes
	NWTC 02	Northern Warfare Training Center Cold Weather Operations Manual	Yes	No
	USARAK PAMPHLET 385-4	RISK MANAGEMENT FOR COLD WEATHER OPERATIONS	Yes	No

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. IAW local policies.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. All exposed skin will be covered, goggles must be worn and a lookout must be posted on the tow vehicle, and vehicle speed will not exceed 15 MPH.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None

**ICTL Data :**

<b>ICTL Title</b>	<b>Personnel Type</b>	<b>MOS Data</b>
Cold Regions	Any	