# Summit Station Skiway Report

09 August, 2012

**Primary Skiway:**

**Markers:** All markers along the skiway have been replaced and raised to regulation height.

**Surface:**  03 grooming phases have been completed since the last flight on July 23, 2012. We anticipate completing at least 01 complete grooming phases and 1 centerline grooming phase prior to the next flight on August 13, 2012.

 We recommend using the center of the skiway.

 The entire skiway is usable.

**Comments:**  **The skiway was dragged on August 1, 2012 because drift snow was building up. The sheepsfoot roller was used on August 7 and August 9. The Case tractor is out of service, so we pulled the roller with the Tucker. CRREL wanted us to use the roller and the drag together, but the Tucker cannot pull both. We have modified CRREL’s instructions to match our current HE capabilities. The Tucker is being serviced in the shop today, but it should be back on the skiway for dragging this afternoon (August 9, 2012). We have been getting snow and drifting snow, and more is expected. Another skiway report will be sent on the afternoon of August 11, 2012.**

 **Taxiway:** Markers: Blue flags denoting taxiway area in place.

 Surface: 01 complete taxiway phases have been completed since the last the last flight.

 The area by the fuel pit was groomed a second time. We expect to do at least 1 full grooming of the taxiway before the next flight.

 **Approach:** All approach flags have been replaced and set at regulation height.

 **Comms:** VHF/AM base operating on 123.45MHz (Primary), 122.8MHz (Secondary)

HF base operating on 8.093

IRIDIUM 88-631-460-730

 **Weather:** Weather station is operating.

Observations begin 3 hours prior to first off deck and continue hourly until last off-deck or as directed. Observations reported daily at 12 GMT.

Updated conditions available upon request during flight operations.

 **Other:** Rammsonde penetrometer (snow strength) measurements are ongoing.

High-speed turnarounds have groomed at both ends of skiway since last flight period, but we have not sheepsfooted the perimeter of the turnovers. We don’t want the Tucker to get stuck. **We anticipate that the perimeter areas of the turnarounds will be softer than usual.**

 **Recent Rammsonde data shows that the snow strength is the worst of the season.** We are making an extra effort to compact the surface layers for this flight period.