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Texts for reading

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For ski types, see <http://www.abc-of-skiing.com/skis/types.asp>

Ski Types - Alpine, Freeride, Telemark, Cross Country & Freestyle

There are a lot of different types of **Skis** available in the market today, and each Ski Type has its own unique features and applications. It is very important to get familiar with the various types of Skis for you to choose the kind which is suitable to where you will be skiing. Generally, Ski Types differ on where they were designed to be used. In this section, we will look into the different Ski Types:

Alpine Skis

Skis used in **Alpine Skiing** are precise, fast, and excellent for hard groomed Pistes. They are designed for easy turning. The **Ski Bindings** securely fasten the foot to the Ski at toe and heel. It has a mechanism that detaches the Ski from the foot in case the force applied goes beyond the preset value. Alpine Skis are suitable for advanced to race levels.

Freeride Skis

These are the type of Skis you should use when you have already mastered everything that the Ski area had to offer. They are excellent in tough conditions. Freeride Skis float through Powder Snow, cut through Crud Snow, and even slice through Slush Snow. This type of Skis is suited for advanced, expert race skiers.

Telemark Skis

Telemark Skis are downhill or touring Skis. The Binding in a Telemark Ski attaches only at the toe. This type of Ski was pioneered by Sondre Norheim of Telemark, Norway, and it was the first one with a notable Waist which makes turning much easier.

Cross Country Skis

Skis in **Cross Country Skiing** are very thin and light, and have slightly straight **Ski Edges** most of the time. Like in Telemark Skis, the binding in a **Cross-country Ski** attaches only at the toe. This type is usually coated with wax in order to decrease friction when doing a forward motion, while some models have patterns at the bottom to increase friction during a backward motion.

Freestyle Skis

Freestyle Skis are Special Skis used, obviously, in **Freestyle Skiing**. At this time, you should always remember that each Freestyle Discipline, or any Skiing Discipline for that matter, requires its own type of Ski. For instance, aerialists make use of Skis which are lightweight and move out of the way when maneuvering in mid-air. They use these Skis for transport by skiing straight to the take-off ramp and land at the bottom. Those who are into **Mogul Skiing** need quick and responsive Skis to aid them through a Mogul field with a tight control and with many turns. Acro-skiers require the so-called "ballet skis" which work like figure skates. With ballet skis, Acro-skiers can Ski front and back, spin, swirl over the Snow, and make cross-over steps.

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For types of skiing, see http://www.talkskiing.co.uk/guides/types_of_skiing.html

Types of Skiing

Alpine Ski Racing

Alpine skiing evolved from cross country skiing and is a high speed discipline with various courses and extra elements included to create five different events. Alpine skiing includes two speed disciplines (Downhill and Super Giant Slalom) and two technical (Slalom and Giant Slalom).

Downhill

This is traditionally the most prestigious and exhilarating of the alpine events. It consists of a single downhill course which takes between ninety seconds and two minutes to complete. Gates are used to help competitors maintain a straight line and a safe speed, as well as avoid any major obstacles. The chief goal is to maintain the highest speed throughout course, particularly on the straights. However, negotiating the course without losing balance or line is also scored, which normally reflects the speed at which the whole course is completed.

The high speeds mean that the smallest irregularities in the course can cause the skier to become airborne. This is not desirable as it can cause the skier to lose their line and balance, and landing exerts tremendous force on the skis which reduces velocity. Riders therefore aim to stay as close to the ground as possible at all times to reduce the effect on their time.

As implied by the short race time and high speeds reached, that can be over 85 miles per hour. By consequence, this is a very intense competition and safety helmets are compulsory. The helmets are aerodynamically designed to reduce drag and provide a trade off between speed and safety. The poles are curved so as to sit against the body, further reducing air resistance. Optimal ski size is between 215 to 223cm, depending on weight, sex and height. These relatively long skis give rise to high speeds while maintaining stability through their flat tips. The skis are cut very straight as there is relatively little need to carry out sharp turns on most of the major downhill courses. Body air resistance is minimised with lycra suits, although these provide little protection and are subsequently only used at competition level generally speaking.

As with all international sports, rules and regulations are in flux due to constant discourse. The number of competitors and starting order is one example of this. As a general rule, the top fifty world ranked competitors qualify automatically, although pressure from television sponsors to make the sport more appealing for television viewers may change this. For a set of up to date rules please see the current International Skiing Federation (FIS) guidelines. The order in which competitors choose their position is calculated using their world rankings. Again the FIS website should be consulted for the details on how this is done.

Slalom

Slalom is the other end of the spectrum to downhill in terms of how the course is traversed. Slalom focuses primarily on the speed at which a series of very sharp turns can be made as a measure of manoeuvrability. It is considered to be the most technically challenging event and depends on miniscule adjustments in body shape and ski direction. Any missed gate is amplified massively into a time penalty, so the slightest inaccuracy can be catastrophic.

The course itself is made up of a series of between 45 and 75 gates on a relatively short distance and reasonably steep incline. Gates are made up of pairs of coloured flags that are either red or blue. Red and blue gates must be passed alternately and the front of the ski and boot must pass both the flags for the gate to be successfully crossed. The position of the gates that make up the run is decided by representatives from two of the competing nations in the top fifteen slalom nations. There are a set of regulations on how the gates can be arranged here.

- **Course Gates** - The courses usually include open gates, closed gates, hairpins, delay gates and flushes. An open gate is one that lies perpendicular to the fall line (the line of descent directly down the slope), and so can be passed easily. A closed gate is one which lies parallel to the fall line, and is made up of two flags lying one above the other. As such, the skier must ski horizontally across the slope to pass through the gate. A hairpin is made up of two or more closed gates in succession, which requires the skier to weave horizontally to pass through the gates successfully. A delay gate is one that displaces the course across the hill and so forces the skier to alter the rhythm of their course.

In competitive events, each person makes two runs on the same day to ensure conditions are as uniform as possible for the skiers. The position of the gates is changed between the two runs and, although the competitors are not allowed to practice the runs, they can inspect the course layout to decide on good racing lines and turn types to use. The two separate times are then combined to give a total, the fastest of these total times being the winning time.

- **Gate Clearing** - Times are greatly affected by the course and weather conditions, and riders must vary their turning technique according to both of these elements. The history of slalom has seen different trends of gate clearing techniques. However, the two main methods are inside arm clearing and cross blocking. The conventional inside arm method involves clearing the gate flag with the inside arm, and the cross-block with the outside arm by having the body almost directly above the flag. The best slalom skiers will have both methods at their disposal and adopt whichever is most suitable for every section of the course without expending too much energy on altering body position and line.

Slalom skiing requires a high degree of carving and so must be relatively short, roughly 150cm, with wide tips and tails to provide maximum purchase on the snow during carving. As the fastest line requires the inside flag to be knocked down by the lower leg, shin and face guards as well as a helmet are compulsory.

Giant Slalom

Super G, Giant Slalom and the Combined events make up the rest of the Alpine Ski events. Each of them lie somewhere between Downhill and Slalom and have different requirements and attributes.

Giant Slalom is a slalom race in that it consists of gates that must be passed in the same way as the Slalom. As the word giant implies, the gates are more widely spaced and therefore require fewer sharp turns. The competitors sweep through the course in a less frantic manner and so emphasis is on precision and line. There are fewer gates than in the Slalom, usually around 50, although this depends on the length and incline of the course. The gates are usually

spaced at least 10 metres apart along the course. There are rules imposed on the spacing of the gates which are available through the FIS website. The gates themselves also differ in that they consist of two poles linked by a piece of fabric known as a panel rather than two separate flags that must be skied between. The inside blocking technique described above is therefore more common in Giant Slalom rather than the comparatively aggressive cross blocking.

The rules regarding starting position, number of runs, winning times and course completion remain the same as in the Slalom. The safety equipment is the same as the Slalom, although slightly longer skis are used. Restrictions on the minimum ski lengths and maximum stand height (measurement between the surface of the snow and base of the boot) are constantly updated and can be obtained through the FIS.

Super Giant Slalom or Super G

Super G lies somewhere between Downhill and the Giant Slalom. The turn rate of Giant Slalom remains but the speeds reached are higher and so the courses tend to be longer. As with the Slalom, there is no practice run and so the course is inspected before competing, as the racing line is of paramount importance. There are a minimum of 35 gates for men and 30 for women and runs must take at least one minute, but they can last over 90 seconds.

As expected, the technique is closer to that of Downhill than Slalom, with skiers assuming a tucked low posture to reduce drag whenever the course permits. There is no practice run and the Super G is seen as the ultimate test of combined racing skill and line planning. There is no practice run and racers are permitted one hour to inspect the track and visualise their route through the track. This is made more difficult by competitors only being given one attempt on the course rather than the traditional two with a combined time. Other regulations and equipment are the same as the other disciplines in Alpine Skiing, with the exception of ski length (which is set at minimum of 200cm for women and 205cm for men).

Combined

The combined Alpine race consists of one Downhill and two Slalom races, the courses of which are all shorter than in the individual events. The three races take place on the same day and the fastest total time for all three runs wins. In Olympic competitions, the Slalom takes place on the lower section of the Downhill course.

Nordic Combined Ski Racing

Norwegian soldiers are known to have been competing in skiing events since the eighteenth century. These are thought to have formed the basis for the six events that now make up the class of Nordic Combined Racing. It is an Olympic event that is competed in by males only.

Other international competitions including the three events (Individual, Sprint and Team) also take place. All the events include cross country skiing and ski jumping. Until the 1950s, the events began with the cross country section and finished with the jumps. As equipment and technique developed, however, the margin advantages gained in the cross country part became potentially too large to overcome in the jump section and so the order was reversed.

- Individual Gundersen - The Individual Gundersen or Individual consists of a jump from a 90 metre hill followed by a 15 kilometre cross country ski race. Each skier

makes two jumps that are scored according to distance and style and the scores are then converted to time handicaps. The highest scoring jumper starts the race section of the event first, followed by the next highest jumper and so on. The scoring depends on the hill, but generally 2 points are awarded per metre jumped and 1 point is then equivalent to a four second time advantage in the race. This conversion method is called the Gundersen method and lends itself to the name of the event. The winner is the first competitor to cross the finish line.

- Sprint - The sprint event consists of a single jump over the 120 metre hill and then a 7.5 kilometre cross country ski race. The scoring is done in the same manner as the individual.
- Team - As the name implies, groups of skiers compete in this event. Each of the four people in each team makes two jumps over the 120 metre hill and the scores are combined. Ten points gives rise to a fifteen second advantage for the second part of the event; a 4 x 5 kilometre cross country relay. The whole team must cross the line to finish, and the winning team is the one in which all members cross the line first.
- Hurricane Sprint - This event works on the same principle as the sprint but distance is used as a handicap instead of time. The distance is worked out for the average speed of 6 metres per second and so every point is worth a 24 metre advantage.
- Mass Start - This is an older style version of the event, where the cross country section takes place first and the winner is awarded 120 points. Each extra minute that the other competitors take to complete carries a penalty of 15 points. The jump section is scored purely on distance, although failing to perform a Telemark landing carries a penalty.

Cross Country

Cross country skiing is one of the Nordic skiing sports and is subsequently very popular in Europe, although interest is also growing in North America. This is mainly a recreational sport, owing to the massive cardiovascular benefits of exercising your arms and legs simultaneously. It has even spawned its own exercise machine known as the “Nordic Track”, which uses resistance cables and planks to replicate the motion in a confined space. It is one of the most accessible methods of skiing, as you control your own speed. It takes places on relatively flat terrain and so you are not at the mercy of gravity while trying to learn! Most people find that they are fairly comfortable with the method in hours rather than days, and it can be a good way to build confidence before taking to the slopes. As well as racing, the practice is a good way of exploring countryside that would normally be inaccessible.

There is a range of different racing events, but these only really vary in terms of distance and number of competitors:

Sprints

This consists of a series of timed races, each round eliminating a proportion of the slower skiers until only four remain. These four skiers compete in a single heat, the first to cross the finish line being the overall winner of the event. Pairs of skiers can also compete together as a team for the Team Sprint. There are men’s, women’s and mixed team events.

Mass Start

All competitors line up in rows and start the race together. The first skier across the finish line is the victor. The race can be mixed and takes place over distances of around 30km. The long distance accounts for the less than regimented method of starting the race.

Pursuit

The race is identical to the mass start except it must be completed using both of the cross-country skiing techniques (Classical and Free, both explained below). This requires a type of *pit-stop* where skis can be changed in order to change the skiing technique.

Relay

Teams of four complete a race in four legs. The fastest team wins and each member must tag the next to finish their leg.

Interval Start

As the name implies, the skiers start at intervals which can be of 15 or 30 seconds.

Biathlon

This refers to a competition which involves cross-country skiing and rifle shooting. The sport grew out of military techniques in Scandinavia where border patrol companies used to compete against each other. It is now a major international multi-disciplinary sport competed at Olympic level.

The competitors race around a course which is broken up by rounds of rifle shooting. Performance in the shooting sections are converted into time penalties and added to the final time. The winner is, unsurprisingly, the one with the lowest time. Skiers must compete carrying the rifles on their backs and be able to load and fire the guns quickly to avoid losing time. Precision shooting is a difficult task at the best of times over 50 metres and so, when exhausted and cold, it becomes a real test of skill. The rifle shooting is also tested from standing or prone (kneeling) position. The biathlon events are varied further by adopting the different modes of start and technique detailed above.

Ski Jumping

This is one of the straightforward types of competition, but one of the most daunting. Skiers descend a ramp and then attempt to cover the longest distance possible without conceding points for style. Olympic events take place on a 90 or 120 metre hill, with a distance line set at 90 and 120 metres respectively from the point of take-off. Each competitor gains 1.8 points for each metre they travel in the air beyond this point, and loses points if they do not cover this distance. Style points depend on steady flight, balance, control and the landing, which must be a telemark skiing position with one foot leading the other.

Technique and equipment have greatly increased the distances attained over the last few decades. Most skiers adopt a V-Line with their skis in the air, the technique attributed to

Sweden's Jan Boklov in 1985. Ski length must be precise to maximise aerodynamics; the optimum being 1.46 multiplied by the skier's height. Clothing is also designed to maximise upward lift and sustain the time in the air. This is achieved by using a spongy material that "inflates" while the skier is airborne.

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For skiing techniques, see http://www.talkskiing.co.uk/guides/skiing_techniques.html

Skiing Techniques

There are three separate techniques used in cross-country skiing; classical, skating or freestyle and telemark.

Classic

Many cross-country trails have two parallel grooves cut into them and are called pistes. The classic technique is adhered to on these tracks as it is what would have been used when the practice began, when vast numbers of soldiers crossed terrains in single file, wearing tracks into the snow. There are four main techniques; herringbone, double pole, double pole with kick and diagonal stride. All techniques require the weight to be transferred completely from one ski to the next.

Free/Skating

This technique uses longer poles and shorter skis to the classic technique. Instead of sliding along the snow with flat skis, the surface area of contact with the snow is reduced by using the inside of the ski. The technique is used on pistes but is also suitable for smooth snow and snow covered frozen lakes. There are a vast number of different techniques and equipments that are used for different terrains and inclines. Skating tends to be faster and more efficient, and so races often designate different legs for the separate disciplines.

Telemark

This type of skiing has an image of indulgence and mystique generated by those who practice it. The technique differs from the other two types of cross country skiing in that it is only suitable for descents, as the technique is based on a type of turning rather than a method of propulsion.

It essentially arose due to the evolution of equipment, specifically the free-heel boot. Telemark skiing was lost with the development of alpine skiing and the fixed-heel boot. It was re-invented by those wishing to explore back-country areas in the 1970s who found the narrow climbing skis unsuitable for unexplored descents. It is revered as a very difficult method to master, but further changes in technology have made it possible for those with an alpine skiing background to pick up telemark skiing in a matter of days.

http://www.talkskiing.co.uk/guides/skiing_learning_to_ski.html

Learning to Ski

This step-by-step skiing guide will take you through all the basics from getting down beginner ski slopes safely, to mastering the infamous black runs and their terrible moguls. We cover skiing technique in-depth from beginner to advanced with lots of handy tips throughout for skiers of all abilities.

Ski Technique

Learning to ski is a gradual process. The first techniques that you learn are the safest and, most importantly, the easiest for beginners. As your skill and experience increase through practice you move onto a new set of intermediate techniques that will allow you to navigate the ski slopes at a faster pace with more freedom, before finally dealing with more challenging ski runs and bumps in the piste called moguls. The best thing about skiing is that it is an enjoyable experience at all levels. In this Ski Technique section we will be familiarising you with all the different stages so that, when you get on the slopes, you will be well prepared for what awaits you.

Falling

Curiously enough the first thing a skier needs to know when getting started is how to stop. A beginner may well career out of control and become a risk to himself and other skiers if he cannot stop his random descent. At all levels of skiing, a rapid halt can be not just limb saving but life saving. If all else fails throw yourself on the ground. Its only snow after all and as a beginner you need practice in falling down. It will probably happen a lot and it's good to see that it doesn't really hurt if done correctly. Even really good skiers may need do this as, once they're going at pace, it is the best way to bring an end to danger closing in at speed.

Skiing equipment is designed to let you fall. Your ski-bindings (which connect your boots to you skis) should release when you fall, allowing you to crash into the snow without entangling your legs and damaging them. If ski bindings are set incorrectly, however, they will either not eject you (if too tight), which is dangerous, or frequently eject you unnecessarily, making you fall when you should not (if too loose). Ski instructors wary of being sued may be reluctant to help you out here, but lift operators often have a screw driver or pen knife on hand to lend to you. Adjust bindings by turning the screw 180 degrees at a time only. If that fails, get them looked at professionally in a ski shop.

Here are a few handy ski tips for falling:

- Fall sideways, try to land on your backside and not your knees. Always try and fall with your head uphill.
- Go with the momentum - being relaxed when falling reduces the chance of muscle sprains.
- Bring yourself to a sliding halt by bringing your legs down in front of you and digging the edges of your boots or your skis (if you still have them) into the snow. Stopping as quickly as possible is crucial as you don't want to run into hard objects, including other skiers. Also, you are going to have to trudge back up the slope to recover lost equipment and skis are much more fun going downhill than up.
- Never use your poles to stop! This is not what they are designed for and this can cause injury if you run onto them!

Getting up again

Well if you want to master the art of throwing yourself on the ground, it is natural that you need to follow up with the art of getting back on your feet afterwards.



Getting Up

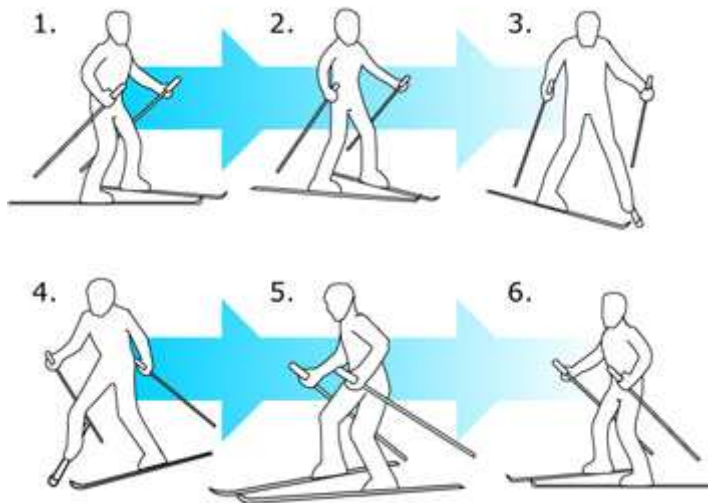
Getting back up can be complicated for a beginner. Stuffed into a ski suit with goggles plastered with snow, a ski pole dangling from each arm and feet weighed down with heavy boots and long skis, a novice can be forgiven for feeling a little encumbered. If you have fallen down, take a deep breath and remember these easy tips:

1. Relax, you may be out of breath. Let your friends know that you are alright and take however long you need to gather your wits about you. Don't take too long though because sitting in the snow can get cold.
2. If you still have both your skis on, manoeuvre your feet just down the slope below your backside so you are in a squatting position. From here take both your poles and put them together parallel. Place one hand on either end of the poles, dig the end of the poles into the snow just beside your uphill buttock and push yourself up on the poles and back into a standing position centred above your skis.
3. If you have lost one or both of your skis, first of all retrieve them/it and sit down to clear the bindings and your boots of snow. One by one, fit the boot into the binding space while in the position described and follow the same procedure to stand up. This will place the requisite force through the boot in order for it to snap back into place in the ski bindings. If you do not clear your bindings and boots of all snow you run the risk of being prematurely ejected, resulting in the tiresome experience of having to go through it all again.
4. If you fall in deep snow, off-piste for example you can arrange your ski poles in a cross formation to help you spread your weight across the snow surface and stand up again. If you have sunken in and or lost a ski you may need to flatten out a region of snow in order to get kitted up and on your way again.

Snowplough

Snowplough (also known as *the wedge* in the US) is the first skiing technique a beginner should learn. It allows a novice skier to descend and navigate the ski slope in a measured and controlled way. The snowplough is designed to go slowly so that beginners do not zoom out of control. Despite being a technique used primarily by beginners, the snowplough can be

used by very experienced skiers in particular situations - under extremely poor visibility for example.



Snowplough

1. Assume the basic snowplough position. Once assumed, this position is not altered until the end of your run. Point your skis inwards so that they meet at the tips in a V shape. Incline your knees in towards each other by gently bending your legs and the outside edges of your skis will naturally dig into the snow. Arms should be relaxed in front of you, holding your poles with the tips pointing outwards, this helps to keep your upper body relaxed. You should be pointing diagonally down a gentle run, facing the far side and thus giving yourself plenty of time to turn.
2. Now begin your descent by planting your poles in behind you and pushing off gently.
3. Control the speed of your descent in snowplough by digging the inside edges of your skis in and widening the vee. Speed up again by relaxing the pressure through your legs but never allow the skis to become parallel, i.e. maintain the snowplough position at all times.
4. Next comes turning. In snowplough the idea is to zigzag down the ski slope in slow, meandering turns that are initiated at either side of the slope. To turn put your weight through the upper most leg (the leg that is up slope). This causes it to dig in and forces you to turn away from the leg, i.e. down the slope. Keep that weight going through the leg and hang onto the turn until you have come right round and are pointing diagonally to the other side of the slope. You will have completed an almost 180 degree turn. As you push through your skis you will naturally bend your legs so, as you come out of the snowplough, turn and relax and then straighten them - they need a rest before the next turn! At first give yourself plenty of time to turn before you reach the edge of the slope. As you become more experienced you will know when to initiate your turn and make the most out of each diagonal crossing.

When doing the snowplough here are a few handy pointers to remember:

- If you learn on a dry slope you will find snowplough turning on snow ridiculously easy. In fact you will most likely over turn. Be aware of this when first getting on the snow and practice a few on the gentlest of slopes.
- At the very beginning of your snowplough experience you can place both hand on the knee of your upper most turning leg (the one you are putting pressure on to turn). This helps you concentrate your body weight where it is needed at a time when you may be overly tense and under-coordinated.
- Do not be tempted to swing your body into the turn. This is very bad form and can result in over turning and excessive tiredness. Let your legs do the work and keep the upper body relaxed.
- As you move through your turning arc, there will be a brief point when you are facing more directly downhill. At this section of the arc you will speed up. Do not panic, accept this as a normal part of the turn and continue your turn by keeping your weight on the same, uppermost ski. Tensing up and digging both skis in is counter productive and will only stop your arc just where you do not want it, causing you to move downhill rapidly.
- Try a longer and then progressively shorter periods between turns. Play with your snowplough technique, experiment and make it your own.
- Always look ahead of yourself at where you are going and not down at your skis. You may miss something important - wall, pole, tree, other skiers etc.

Stem Turns and Traversing

As you get more confident in snowplough you can begin to relax the stance a little by bringing your skis parallel as you move across the slope between turns. Moving across the slope in this way is known as **traversing** and this represents one step up from basic snowplough. If you start going too fast, you can always drop your knees in and force your heels out to adopt a snowplough position again. The other factor that affects your speed is the angle at which you traverse - a steeper angle obviously means a faster descent.

Experiment with traversing to broaden your skill:

- Try traversing with one ski lifted up. This can be be very useful if you have lost a ski and need to catch up with it as it slides off down the slope.
- Practice traversing at different angles rather than relying on snowplough to slow down.

The next step is to get into a traversing stance neatly after each turn. This turning technique is known as a **stem turn**, also known as a *stem christie* or *wedge christie* in North America. Stem turns are not used just by beginners. Faced with difficult circumstances, stem turns may be the safest option for advanced skiers in a number of scenarios. If visibility is poor, the slope is overly fast due to adverse weather conditions, or a combination of factors make it dangerous to engage in more advanced techniques, then stem turns can provide the stability and control a skier needs to get to the bottom of the run safely. Here is how to do a stem turn:

1. From the traversing position enter a wedge or snowplough position position to initiate a turn. You do this by forcing your upper most ski's inside edge in, dropping the knee inwards and forcing your body weight through that leg, much like in a snowplough turn. The small difference is that the downhill ski remains neutral - it does not need to

- be pointed inwards like in snowplough. Now keep turning in what is basically the same shape as a snowplough turn.
2. As you are exiting the turn, allow the downhill ski to drift parallel to the other so you are in a traversing stance. You have now done a stem turn.
 3. Traverse across the slope and re-initiate the stem turn again.

Here are a few tips you should remember when doing stem turns:

- The faster you go the easier it is to do a stem turn.
- Dig the edges of your skis into the snow to make the stem turns cleaner.
- As your experience builds you can initiate the stem turn later and later.

Parallel Turns

Parallel turns are the apex of skiing technique. With this skill in your skiing arsenal, you will eventually be able to handle the hardest of slopes - the infamous black runs. The idea of parallel turning is to allow a skier to perform rapid side-to-side turns in quick succession while travelling at high speed. In parallel skiing the skier is usually facing pretty much straight down the slope and changes the angle only to slow slightly and to navigate around objects such as trees, bumps in the slopes (known as moguls) and other skiers.

Unlike snowplough or stem turns, in parallel turns the skis always remain... parallel. It is a considerably harder technique but it yields the most impressive results. Parallel skiing takes a good deal of experience to master and should only be done by skiers who have first worked through the other techniques thoroughly. A novice or intermediate skier trying to show off with fancy parallel skiing without a solid foundation is a risk not only to himself but, more importantly, to other skiers.

Once parallel skiing is safely mastered, the true joy of skiing can be discovered. Whizzing down hill at speed, confident in your abilities to deal with a variety of terrain - the slopes are yours to discover! A truly polished parallel turning technique will make you stand out from the crowd. Here is how parallel turns are done:

1. Before turning get your arms into the correct position. This will help your balance. Move your downhill ski pole in front of you. You should be holding both arms in front of your body where you can just see them out of the corner of your eye. Do not look at your arms, keep your eyes fixed on where you are going.
2. Lightly flex your knees, keeping your weight central above your feet.
3. Start to put your weight through the uppermost ski to initiate the turn. Dig the inside edge in to get some purchase on the snow.
4. Maintain the other ski parallel by using the outside edge against the snow at the same time as lessening the body weight through that leg.
5. Finish the parallel ski turn and quickly prepare for the next one.

There is nothing better than watching a well seasoned skier navigate the slopes efficiently with style. Work hard on your parallel ski turns and keep these tips in mind:

- Bear in mind that in parallel turns the uppermost ski controls the turn, making you turn and dictating the size of the turn by the pressure you put through that leg. Meanwhile the other ski keeps the direction of the turn clean.

- Keep your torso and head facing downhill as you make rapid turns. There should be a 'separation' between your trunk and legs as the upper part of your body stays relaxed, maintaining equilibrium while the legs do the work of moving you from side-to-side.

Skiing Moguls

Moguls are bumps intentionally placed or left in ski slopes to make the sport of skiing more challenging and fun. You will generally find moguls on harder runs, called black runs, and they can be a variety of shapes and sizes. In order to ski moguls, you need to be a good parallel skier. Do not venture out onto moguls unless you have the requisite skill as they carry many dangers. The nature of large bumps means that other skiers (who may be descending at considerable speed) may not be able to see a novice in trouble until it is too late. The difficulties of skiing in moguls mean that it is easy to ski out of control and injure yourself by falling on uneven terrain at speed and from a height.

Once you have mastered quick successive parallel turns and red and black runs you may want to challenge yourself further. In that case here is a guide on how to ski moguls:

1. Stop at the top and observe the mogul field in detail. Plan out your line of descent.
2. In the beginning, use your poles as a guide. Plant your pole at the top of a small mogul and turn around it.
3. Keep making short successive turns round the moguls.
4. A gentle technique for skiing moguls is to ski up to the top of each mogul and turn at the top.
5. Skiing only in the troughs is more challenging and requires faster turns, move onto this technique when you have mastered the other two.

It's easy for things to go wrong in a mogul field. keep these tips in mind at all times and you will end up having a lot more fun:

- Keep digging your ski edges in hard when turning to control your speed.
- Keep your body weight slightly forward. If you lean back it is hard to stop, if you end up leaning all the way back and sitting on your skis in a mogul field, you are in for a disaster! You can get stuck in this position and head downhill at considerable speed without the ability to stop or turn. If you feel this happening, throw yourself on your side. Keep your knees over your feet to maintain good balance.
- Keep your legs lightly flexed and your upper body relaxed. Your legs need to bend to absorb a bump as you come into it and then straighten (but not lock) as you come into a trough. If your legs are rigid you will jump from one mogul to the next with dire consequences.
- Carve around the moguls. Keeping your torso central, extend your legs as you dig in your edges to turn around the bump. The effect is the same as absorbing the bump, as your body will hang over the mogul once your skis go around it.

Basic Navigation with skis

There are many times when you will need to move around on skis but not actually ski. Sounds confusing? Well think about this - one cannot ski uphill for example, but you may need to move uphill to retrieve a lost item or help out a friend. You may find yourself in a tricky situation and not wish to surrender yourself to the mercy of gravity and slippery slopes, or

you may simply need to get from A to B in a direction that is not downhill. Taking skis off and putting them on again is a laborious affair, particularly where snow is desperate to clog every nook and cranny in boots and bindings, so here are the techniques you need to know to get around on skis without skiing!

Sideslipping

Sideslipping is a way of moving down a slope without skiing. It is invaluable if you need to get yourself out of a tricky situation. You have taken the wrong lift, for example, and find yourself at the top of a run you are unable to ski safely. Alternatively you may just need to move down the slope slightly to give yourself room to manoeuvre. Whatever the reason, sideslipping is not a beginners technique - it is a skiing essential. It is always taught to beginners, as the skill teaches you how to use your skis correctly in other situations. In sideslipping, the edges of the skis must be used to alternately grip and then release the snow. It is this same use of edges that will be used in all ski turning techniques.



Sideslipping

How to sideslip:

1. Stand at the side of the ski run facing directly across the slope at the other side. You should not be in motion. The upper edge of both skis should be dug into the snow. For this, your legs are lightly bent with knees inclined into the slope.
2. Roll your knees into a neutral position, thereby flattening your skis against the slope. You will slip sideways, so use your legs to maintain the position of your skis and ensure you do not start traveling forwards or backwards.
3. Stop your sideslipping motion by returning to position 1 again.
4. Continue to sideslip in small controlled slips alternating from stopping to starting again. Stop whenever you feel yourself losing control or your horizontal line being broken.

Remember in side slipping:

- Never let the downhill edges dig in. If you do, you will go flying! To avoid this always keep your skis slightly inclined to the slope.
- Look downhill to where you are travelling. Do not follow the line of your skis.

- Keep your weight evenly distributed throughout your foot. Any imbalance here will cause your skis to turn and your slide will turn into a ski. This is what you are trying to avoid.
- Keep most of your weight going through the downhill ski to ensure a smooth sideslipping action.
- Try and practice *sidestepping*. Simply step the uppermost ski upwards as far as it is comfortable and then bring the other ski up to meet it. Repeat the process to keep moving up.

The Herringbone

A herringbone allows you to ascend a slope on skis. Unfortunately you do not ski up the slope, it is more of a trudge. However, if you need to go back up a short distance with your skis on, the herringbone is invaluable. If you need to go a great distance though, you may want to consider taking your skis off, slinging them over your shoulder and walking.

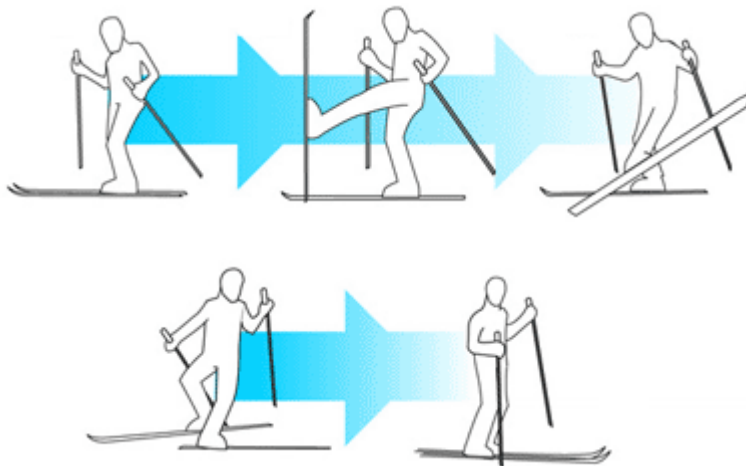
A herringbone is a simple manoeuvre to perform. Here is how:

1. Face up directly up the ski slope. Point the tips of your ski outwards in a vee shape with the tails meeting together behind you. Lean your weight forwards into the ski slope. The inside edges of your skis must be dug into the snow to grip and stop them sliding away.
2. Lift one leg at a time, placing it a comfortable distance in front. Maintain your skis position, paying particular attention to the inside edges of whichever ski is the current weight bearing one.
3. Move up the slope one step at a time.

Remember the following points when using a herringbone to get around a ski slope:

- As long as the ski slope is not too steep, you can use a Herringbone to ascend. If it is overly steep then you may find yourself skiing backwards in an uncomfortable reverse snowplough. In this case you should use sidestepping to ascend the slope.
- The herringbone gets its name from the pattern left behind in the snow as the skier ascends.
- The icier or harder the snow and steeper the incline the more you will need to use your edges.
- The herringbone can be tricky for complete beginners. If you find the herringbone annoyingly difficult, switch to sidestepping and revisit the topic when you have more experience on your skis.

Kickturns



Kickturns

Gone the wrong way and need to reverse direction quickly? Easier said than done when you have a great big ski attached to each foot. Unless that is you know how to do a *kickturn*! A kickturn will allow you perform a stationary 180 degree turn on skis. Sound marvellous? It is, and here is how to do one:

1. Stand facing directly across the slope. You should not be in motion.
2. Swing your downhill boot into the air directly in front of you in a straight legged kicking motion until your ski is vertical to the ground. Plant the tail of that ski into the snow just beside the tip of the other ski.
3. Drop the tip of the vertical ski around to point in the other direction. Make it an angle less than 100 degrees to ease the strain on your ankles and knees.
4. Using your poles for balance if you need to, transfer the weight to the ski you have just swung around.
5. Quickly pick up the other boot and allow the ski to swing round in a normal fashion, horizontal the ground.
6. Hey presto! You are facing the opposite way and can continue your descent.

This extraordinary looking ski manoeuvre may seem simple enough but there are a few points to bear in mind when thinking about kickturns:

- If you have any physical issues such as knee problems it may be best for you to avoid kickturns.
- Keep your body weight back against the slope. You don't want to fall forwards while your skis are pointed in different directions!

Ski Jumps and Tricks

The very pinnacle of skiing skill is jumping. Spinning through the air in multiple planes while performing daredevil acrobatic contortions is a truly impressive feat and best left to the professionals. However, if you are an intermediate skier and a bit of a daredevil, there are a

range of ski tricks that look a lot harder than they really are. Let's take a look at some of the most popular ski jumps around.

The standard ski jump

Before you start anything too fancy you need to become accustomed to jumping on skis. This is something that will only come through experience so get practicing. Start with small jumps and work up to bigger ones. You will discover little bumps and inclines that can be used to jump all over the place in a ski resort. Remember where the good ones are!

It is easier to jump on short skis than long ones, so if you are really into jumping bear this in mind at the ski hire centre.

Here is how to do a a basic ski jump:

1. Approach the jump with sufficient speed so that the incline will not slow you.
2. Flex your legs, bend your body forward. Lean your weight into the jump as you go up it.
3. Just before the top, quickly straighten your legs to jump up and get some extra height.
4. In the air, remain relaxed and upright. Keep a slight bend in your legs to absorb impact when you land.
5. On landing, try and get the tails of the skis down slightly before the tips. Absorb the impact of landing with your legs.

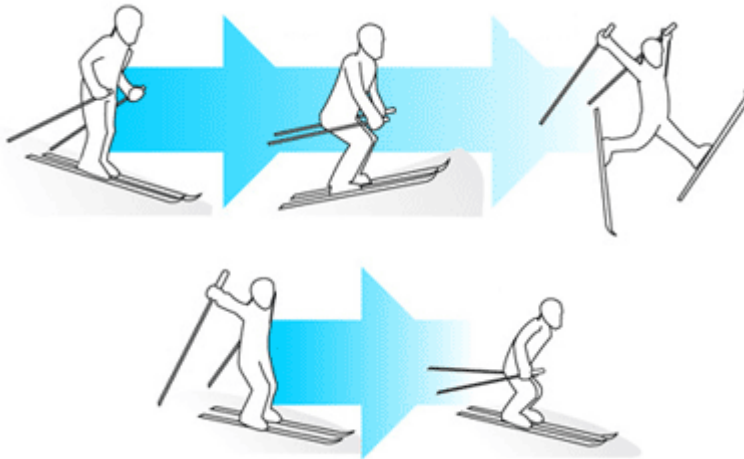
Once you are comfortable with flying through the air, you might want to try a few variations!

The Spread Eagle

This is a simple jump that looks nice and is fun to do. You do not need mega height for a spread eagle and there is a relatively low risk of mid-air entanglement should you get it wrong. Here is how to do a spread eagle ski jump:

1. Use a ski jump to get some height.
2. When airborne, split your legs to each side as wide as they can go with your skis pointing upwards at a 45 degree angle and hold your arms out to the sides.
3. Hold that pose! The longer you maintain the spread eagle the cooler it looks. Alternatively a very quick open and shut motion off a smaller jump looks equally slick.
4. Resume a safe landing position with skis facing forwards in plenty of time before you hit the snow again.

The Daffy

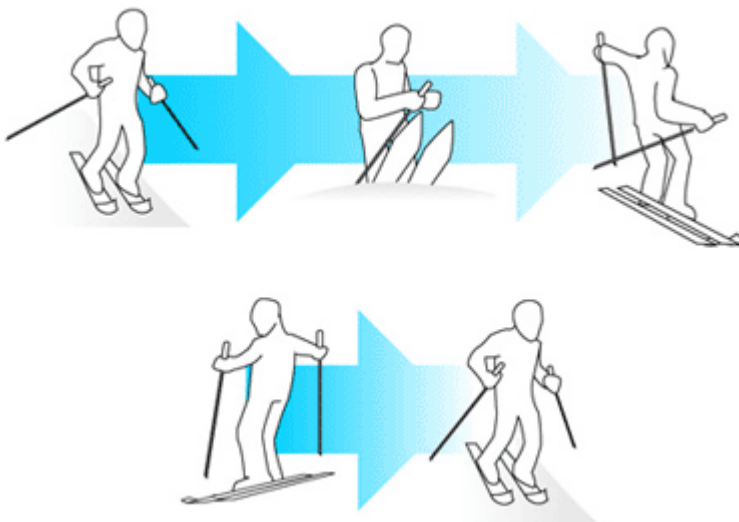


The Daffy

The daffy also involves splitting your legs but this time forwards and backwards. Because of the instability this causes and the fact that your ski tails will be pointing directly down, this is a much harder ski trick than the spread eagle. You need a higher jump and more mid-air body control to pull a Daffy off.

1. Fly off a decent sized ski jump.
2. Simultaneously kick one leg up and forwards and the other back. Swing your ski poles over your head and bend your arms behind you to get them out of the way.
3. Maintain your position in the air for as long as you have time.
4. Return to neutral in plenty of time to hit the ski slope safely.

The Helicopter



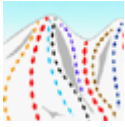
The Helicopter

Also known as the 360, this is one of the most difficult ski jumps to perform, as you can end up landing in an awkward position. However, if you can get it right, the helicopter is by far the coolest ski trick of them all.

1. Approach the ski jump at medium speed. You don't want distance with a helicopter, you want control and height.
2. Having decided long beforehand which way you intend to turn, initiate the spin just at the lip of the ski jump. Start by turning your head and your shoulders.
3. If you time it right, the rest of your body will follow the circular motion as you get airborne.
4. Whip your head right round again to complete a 360 degree rotation with it. You can now see your landing space before the rest of your body has completed a full spin. This is known as spotting and will let you know how fast you need to twist your trunk. Maintain your skis absolutely parallel throughout.
5. Make a clean, firm landing and ski away to the rapture of all onlookers. Sweet!

* * *

For learning skiing online, see <http://www.abc-of-skiing.com/learn-skiing/>



Understanding the Fall Line

Understand what a Fall Line really is by reading this section. In general, a Fall Line is an imaginary line down a mountain or a hill wherein gravity makes an object to roll down.



Skiing Stance

Skiing beginners should learn first the standard skiing stance. This should be one of the first steps a beginner must know since this paves the way for easily learning the succeeding exercises.



Carrying your Skis

Ensure no harm to your fellow skiers by knowing how to carry your equipment properly. Moreover, by carrying your skis properly, you will be able to transport your Skiing equipment with ease.



Walking with Skis

Every beginner should learn the basic steps first to make him or her successfully perform the succeeding Skiing exercises. If you are still new to Skiing, this section will guide you in making the first steps.



Getting Up after a Fall

Falling is a staple in every winter sports activity. It is expected that you will fall a lot of times hence, minimize the risk of getting yourself injured by knowing the right way to get up and how to react during a fall.



Kick Turn

This maneuver allows you to rotate 180 degrees and change direction without losing altitude. In this section, learn how to execute a Kick Turn. Let our animation guide you as you go through the steps.



Clock Turn

This Skiing Exercise enables you to change direction and turn in place using either the tips or tails of your Skis as pivots. Learn how a Clock Turn is done in this section.



Side-stepping

In Side-stepping, you need to keep your Skis perpendicular to the Fall line so you will not slide backwards. Learn how to side-step up the hill in this section.



Herringbone

This is another way of moving uphill with your Skis on. Notice the marks that your Skis leave on the snow and you'll understand where the Herringbone technique got its name.



Sideslipping

Sideslipping is a controlled slide along the Fall line of a slope. This exercise will teach you how to control your descent using your Skis' edges. Know more in this section.



Skating

This is one of the basic maneuvers that you should learn to help you get accustomed to your Skis and improve balance while shifting your weight from one Ski to the other.



Traversing

In Skiing, you can move directly across the fall line through Traversing. This basic skill is not that difficult to learn. In fact, you only need a specific destination and a maintained speed!



Linking Turns

After learning different basic maneuvers and skills, it's time to combine them in one exercise. In this section, learn how to link turns smoothly and effectively.

Skiing Tricks



Skiing Tricks

Your winter escapade can turn into a more memorable and thrilling experience by doing several tricks - whether in the air or on rails. Learn some freestyle tricks in this section.

Now that you have already learned Skiing with the help of this online course, you will soon be able to make advanced moves. You can always go back to our online course and take a look at our tips for beginners if you are having difficulties doing a particular maneuver. With the help of these sections, we hope that you will be on your way to becoming a good skier in no time.

301 Zimski sportovi I (Skijanje)

- 1-72 skijanje
 - *skiing*
 1 skija
 - *compact ski*
 2 sigurnosni vez
 - *safety binding (release binding)*
 3 sigurnosni remen
 - *strap*
 4 rubnik skije
 - *steel edge*
 5 skijaški štap
 - *ski stick (ski pole)*
 6 drška štapa
 - *grip*
 7 omča štapa
 - *loop*
 8 kolut štapa
 - *basket*
 9 skijaško odijelo
 - *ladies' one-piece ski suit*
 10 skijaška kapa
 - *skiing cap (ski cap)*
 11 skijaške naočale
 - *skiing goggles*
 12 skijaška cipela
 - *cemented sole skiing boot*
 13 skijaška kaciga
 - *crash helmet*
 14-20 oprema za skijaško trčanje
 - *cross-country equipment*
 14 skije za skijaško trčanje
 - *cross-country ski*
 15 vez skija za skijaško trčanje
 - *cross-country rat trap binding*
 16 cipela za skijaško trčanje
 - *cross-country boot*
 17 odjeća za skijaško trčanje
 - *cross-country gear*
 18 kapa sa štitnikom
 - *peaked cap*
 19 sunčane naočale
 - *sunglasses*
 20 bambusni štapovi za skijaško trčanje
 - *cross-country poles made of bamboo*
 21-24 pribor za mazanje skija
 - *ski-waxing equipment*
 21 vosak za skije
 - *ski wax*
 22 grijalica za voštenje
 - *waxing iron (blowlamp, blowtorch)*
 23 mazalica za vosak
 - *waxing cork*
 24 strugalica voska
 - *wax scraper*
 25 štap za spust vožnju
 - *downhill racing pole*
 26 penjanje raskorakom
 - *herringbone, for climbing a slope*
 27 stepenasto bočno kretanje
 - *sidestep, for climbing a slope*
 28 skijaška torbica
 - *ski bag*
 29 slalom vožnja
 - *slalom*
 30 štap za vrata
 - *gate pole*
 31 skijaško odijelo
 - *racing suit*
 32 spust vožnja
 - *downhill racing*
 33 spust u stavu »jaje«
 - *'egg' position, the ideal downhill racing position*
 34 skija za spust
 - *downhill ski*
 35 skijaški skok (skijaški let)
 - *ski jumping*
 36 pretklon naprijed
 - *lean forward*
 37 startni broj
 - *number*
 38 skije za skokove
 - *ski jumping ski*
 39 žljebovi (3 do 5 žljebova)
 - *grooves (3 to 5 grooves)*
 40 dijagonalni vez
 - *cable binding*
 41 cipele za skijaške skokove
 - *ski jumping boots*
 42 skijaško trčanje
 - *cross-country*
 43 odijelo za skijaško trčanje
 - *cross-country stretch-suit*
 44 staza za skijaško trčanje
 - *course*
 45 oznaka staze
 - *course-marking flag*
 46 presjek građe skije
 - *layers of a modern ski*
 47 posebna jezgra
 - *special core*
 48 tanka pločica
 - *laminates*
 49 elastični sloj
 - *stabilizing layer (stabilizer)*
 50 čelični rubnik
 - *steel edge*
 51 aluminijski gornji sloj
 - *aluminium (Am. aluminum) upper edge*
 52 donji sloj od plastike
 - *synthetic bottom (artificial bottom)*
 53 sigurnosni branik
 - *safety jet*
 54-56 dijelovi veza
 - *parts of the binding*
 54 sigurnosni alpski vez
 - *automatic heel unit*
 55 prednji dio sigurnosnog alpskog veza
 - *toe unit*
 56 kočnica
 - *ski stop*
 57-63 skijaške žičare
 - *ski lift*
 57 dvosjedeznica
 - *double chair lift*
 58 sigurnosna poluga s naslonom za noge
 - *safety bar with footrest*
 59 vučnica (ski-lift)
 - *ski lift*
 60 staza
 - *track*
 61 sidro
 - *hook*
 62 kolotur za sidreno uže
 - *automatic cable pulley*
 63 vučno uže
 - *haulage cable*
 64 vrata za slalom
 - *slalom*
 65 otvorena vrata
 - *open gate*
 66 zatvorena okomita vrata
 - *closed vertical gate*
 67 otvorena okomita vrata
 - *open vertical gate*
 68 kosa uzdužna otvorena vrata
 - *transversal chicane*
 69 ukosnica
 - *hairpin*

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- 70 premještajna okomita dvostruka vrata
 - *elbow*
 71 hodnik
 - *corridor*
 72 Allaisova dvostruka vrata
 - *Allais chicane*

