

WHAT DID I WORK ON TODAY?



WHAT?

WHY?

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| Outside Ski | The ski that will be downhill at the end of the turn. | Keeping pressure on the outside ski throughout the turn allows us to make clean arcs and stay balanced no matter the conditions under our feet. |
| Inside Ski | The ski that is closest to the center of the turn. | Our inside ski should have very little weight on it throughout the turn. However, it's important to make sure our inside ski is tracking at the same angle as our outside ski, in order to give it room to move. Remember, our inside ski will become the new outside ski next turn. |
| Ankle Flexion/Shin Pressure | The act of pressuring the front of the boot. Ankle flexion and shin pressure give us control over our skis. We want to have no space between the front of our boot and our shin during a turn. | A proper turn starts from the snow up. Ankle flexion and shin pressure are the first moves that start a new turn. They help us stay in control of the direction of our turn and balanced over our moving skis. |
| Radius | The radius of a turn is determined by the size of the imaginary circle that would be drawn by the sidecut of our ski, or the distance between turning poles in a course. The bigger the radius, the bigger the turn. | Both our skis and turns in a course can be measured by a radius. Ultimately, your skis can make any size turn if you pressure the ski enough to make a tighter arc, but the radius of a ski is a great way to gauge the general turn shape it will make. |
| Pole Plant | Touch of the downhill ski pole to the snow at the end of the turn, to start a new turn. | Pole planting helps us with rhythm, keeps our momentum going forward (down the hill), and keeps our upper body stable and centered through the turn. |
| Separation (Upper/Lower) | Letting our legs move out from under our center of mass without changing our upper body positioning. | Separation is key to maintaining balance throughout the turn. Our legs are responsible for creating pressure on the ski. Our upper body must counteract this pressure in order to stay upright and stable. |
| Angulation | The body's actions to edge the ski and balance on the edged ski. | We use ankles, knees, and hips to angulate. Practicing will help us be precise with our turn shape while keeping our upper body balanced over our outside ski. |
| Line | Path a racer takes through a ski course. | Different line choices have different outcomes. We practice different lines in training to learn what works best for us on race day. |
| Fall Line | Imaginary line down a slope that gravity would follow. | Spending time in the fall line makes us pick up speed. The position of the fall line in relation to the gate determines the line we will need to take to execute our turn successfully. |
| Inspection | Before skiing a new course, a racer takes the time to slowly familiarize themselves with the set. | Inspection allows us to plan our runs to be the best they can be, both on race days and in training. It's important to practice inspecting as much as possible to be comfortable in our routine and know what to look for on race day. |
| Fore-Aft Balance | Forward-and-back balance. | Skiing puts us in all kinds of crazy positions. We need to learn how to manage being thrown around and return to center no matter what, both from front-to-back and side-to-side. |
| Lateral Balance | Side-to-side balance. | |
| Transition | The moment between outside ski pressures where our bases are flat against the snow, and our tips are facing the new turn. | Keeping our upper body stable during the transition is key to maintaining balance as our skis cross over our midline (belly button) into the new turn. A short and precise transition will help us go faster and succeed. |
| Tuning | Tuning is the process used to keep your skis in the best shape possible. We focus on having sharp, smooth edges and wax on our bases. | Having properly tuned skis is part of being the best ski racers we can be! Sharp edges give us more control over our skiing, and waxed bases keep the ski healthy and fast much longer. |
| Turn Shape | The arc of a full turn. Turns can look like bananas, the letter C, the letter J, or an upside-down J. | Turn shape tells us when and where you are pressuring the ski. Different turn shapes will be necessary depending on courses or demands of different disciplines. We strive for "C" shaped turns when we free ski. |
| Pressure (Early/Late) | The amount of force applied to the ski is called pressure, because that power comes from our own body. Pressure and turn shape work off one another. | Adjusting both timing and intensity of our pressure will change our turn shape, and how much energy (speed) you are generating from the turn. |