

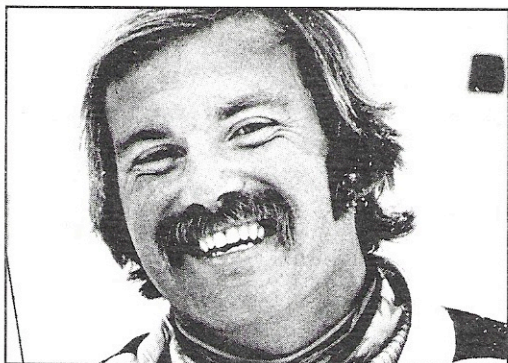
VOLUME 4

# Ski Tips '76

By Jake Hoeschler



**NORTH CENTRAL AIRLINES**



## MEET JAKE HOESCHLER

**Pro Racer for Beconta Race Team, Member Advisory Staff Munsingwear, and Sports Consultant for North Central Airlines.**

Jake began skiing when he was seven in his home town of La Crosse, Wisconsin. In high school he won several skiing victories in the Junior Nationals. While at the University of Colorado he competed on the U.S. Ski Team, where he remained a member for six years, and on the university ski team. He also made the NCAA All American Ski Team. Jake is the only skier from the midwest to make it in the U.S. and Pro Racing ranks.

Jake has skied on the Pro Race circuit for the last six years and has an impressive list of sponsors to his credit: Beconta, Munsingwear, North Central Airlines and Samsonite. He is also the president of his own company, International Sports Management.

# Ski Tips '76

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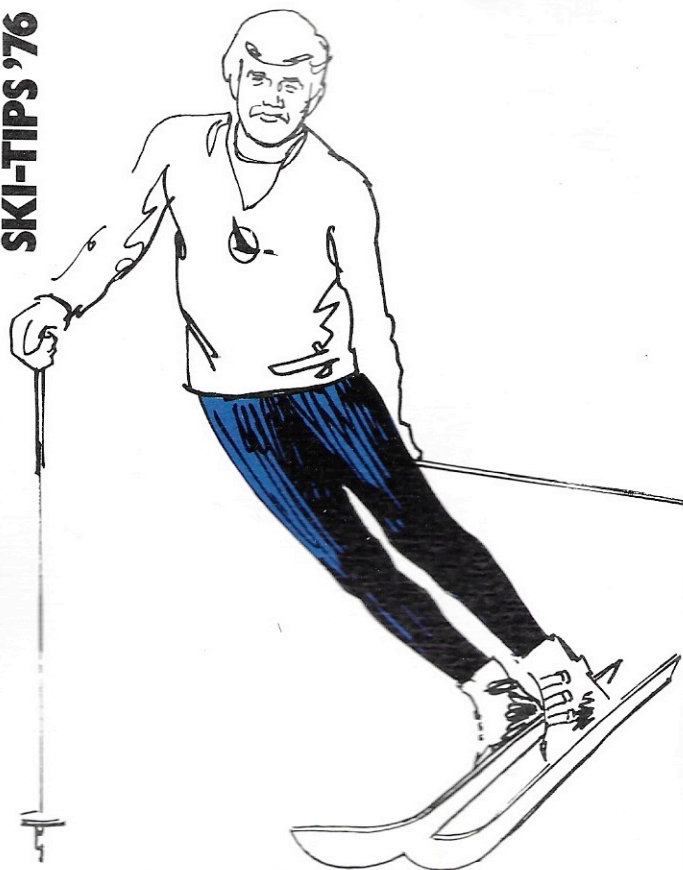
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## SKIING ICE/ TRAVERSING SLOPES

Most people make the mistake of leaning into the hill. This collapses their hips and brings no weight out over their ankles and skis.

What you've got to do is learn proper angulation—bend your knees into the hill, then lean out over your skis with the rest of your body. Get your hips and weight over your boots and skis. This will give you the edge control you need for skiing ice and traversing slopes.



Here's an easy way to develop a feel for proper angulation. From a shallow traverse, step your downhill ski about 12 to 18 inches downhill and roll the ski on its edge. Weight the downhill ski and then slide the other ski alongside it.

As you step downhill, you will automatically move your upper body over the downhill ski to preserve your balance and it will be easy to roll the downhill ski on its edge. Remain in the angulated traverse a few seconds, then take another downhill step. After some practice, try stepping downhill through the completion of a turn. Soon you will begin to feel more comfortable in what is basically an unnatural position.



## SKIING POWDER

Here are three good tips for you powder skiers. First, sit back on your skis and, second, keep your back up straight to keep your weight over the back of your skis and bring the tips out of the snow. Finally, instead of keeping your weight on the downhill ski like you would when you're skiing hard-pack, keep your weight equally distributed on both skis. You'll find it much easier to turn.

Above all, don't bail out when you get in trouble. Keep at it! You will be surprised how many saves you can make if you hang in there.



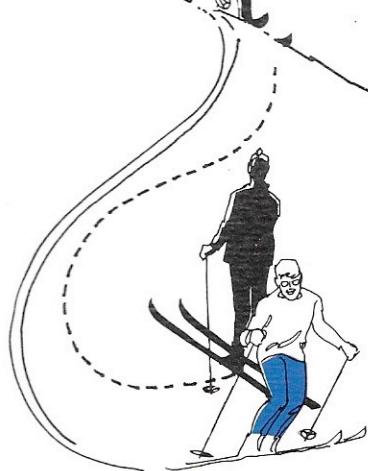
## FALLING

The correct way to fall is not often taught, but it's very important. Most knee injuries come from bending a knee into the slope while momentum is carrying you across the slope. That's wrong. If your binding doesn't give something else probably will.

The right way to fall is to stretch your legs out straight. And if your reactions are quick enough, lift your skis up so you can slide to a stop.



**WRONG**



**RIGHT**

## STOPPING

Here's a safety tip on how to stop properly. A lot of skiers make their run down the hill and then complete their final turn above their skiing companion. This could result in a serious accident if you should lose your balance by hitting a patch of ice or something.

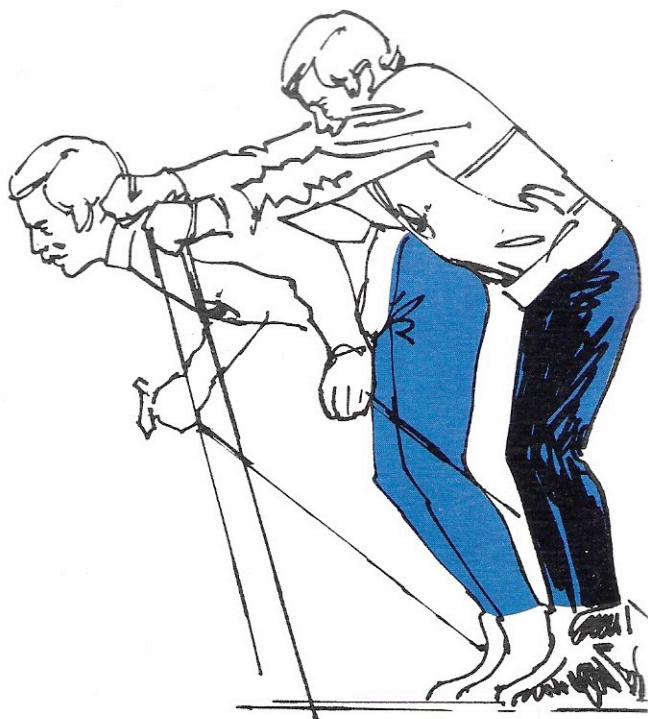
The right way to stop is to ski down and make your final turn up underneath your skiing buddy.



## POLES UP FRONT

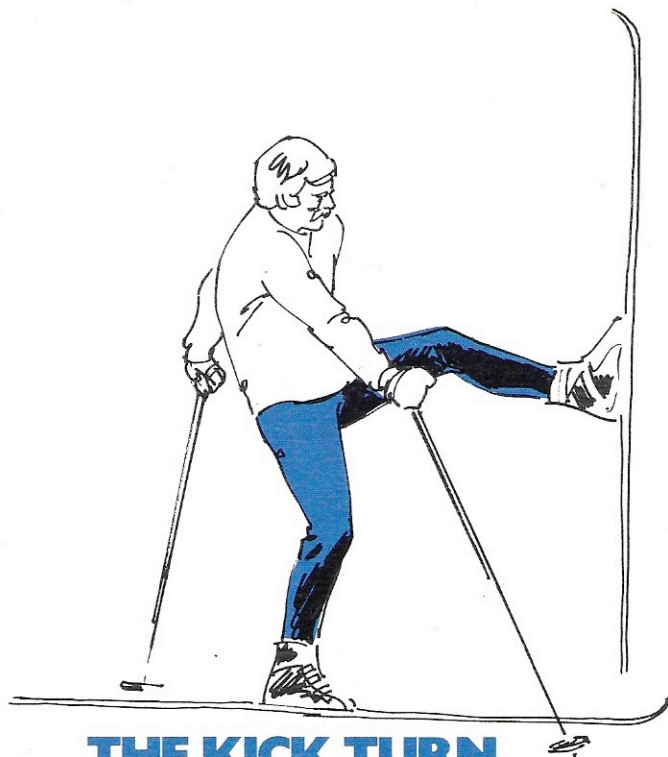
One of the most common problems I see is improper pole plant. Many skiers leave the pole planted in the snow too long, or they let the pole get behind their shoulder. This pushes your shoulder back, which pushes your hips back, which puts your weight on your heels instead of the balls of your feet.

Since the pole action triggers each turn, try to get and keep your poles in front of you. Imagine holding onto bicycle handlebars while moving straight downhill or in turns. Keep your arms comfortably bent, with the hands waist high and visible. After you make your pole plant don't let your hand drop down to your hip. Keep it up front and one turn will lead to another.



## EXPLOSIVE START!

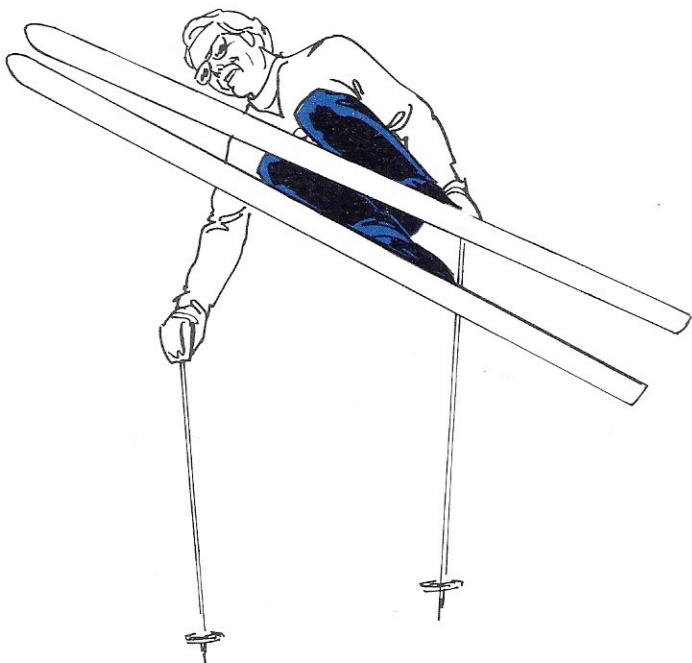
Explode out of the starting gate, don't coast out of it. With a forward pole position, lead your body out with your shoulders leaving your boots as the last to come. You can chop off at least a second before you even reach the first gate.



## THE KICK TURN

The kickturn, like the snow plow, is often overlooked in a number of alpine ski schools because of the advent of the short ski. However, as you progress to a longer ski it is a basic maneuver everyone should know.

Simply stand on the side of the hill, place your uphill pole near the tip of the uphill ski, downhill pole near the tail of the downhill ski. Now kick your downhill ski tip straight out in front of you—tip high into the air. The butt of the ski should be planted in the snow near the tip of your uphill ski. Now simply let the downhill ski turn downhill and follow it around with your shoulders bringing the uphill ski around to finish the 180 degree turn.



## POLE VAULT TURN

This accomplishes the same thing as a kick turn but is a little fancier. Again, while in the traversing position place the butt of your hands over the top of the ski poles. Now push them into the snow keeping your arms and elbows locked. Kick your skis high into the air and when you are at the peak turn your skis to the opposite direction and follow with your shoulders. And voila—a dazzling maneuver for all to admire.

## CARVE YOUR TURN

In Nastar races the idea is to carve your turns as much as possible, rather than skid them and lose time plus a good line from gate to gate.

Unfortunately, many skiers begin poorly out of the starting gate because they skid their first turn through the course. Battling skidding skis, the racer enters the second gate too far below the proper line and is usually late for each successive gate.

To get the best start, try lifting the tail of the inside ski as you approach the first gate. Lifting the inside ski will provide you with the proper edge angle and pressure on your downhill ski and start you carving through the course right from the first gate.

You'll be delighted with the improvement in your handicap rating and how well your ski will hold on icy courses.

## FILL THE GROOVES

Often a skier who has learned via the graduated-length method on rental skis buys equipment slightly longer than the skis he learned on. The longer skis may seem harder to turn and control at first, but a coat of wax properly applied can ease the transition from short to middle-length skis. It can also help anyone having their first experience trying to turn in deep powder.

Simply apply a generous coat of hot wax on the base of your skis. Follow directions supplied by the wax manu-

facturer, but paint the wax into the grooves from a point just ahead of the toe piece of your binding to the ski tip and from just behind the heel unit to the tail. The wax will make turning much easier as you will now have a nearly grooveless, smooth surface.

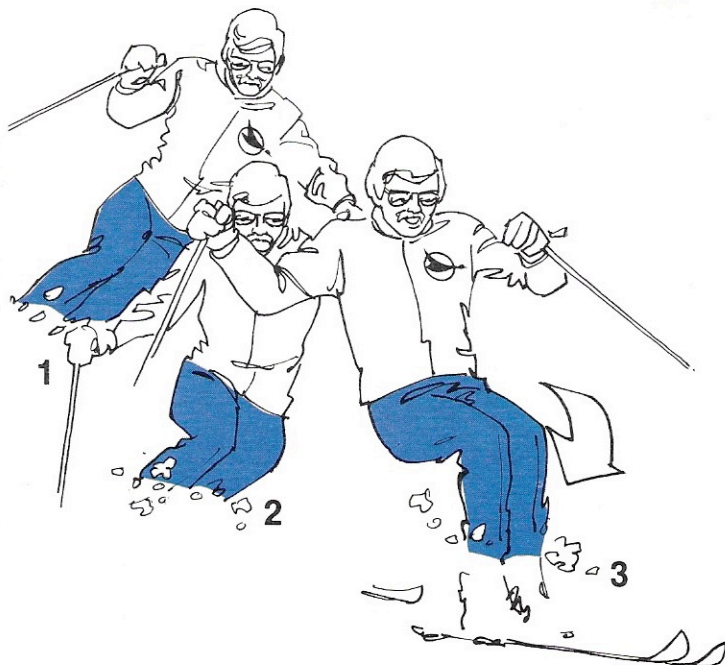
A variation on this technique helps novice powder skiers overcome very long or overly stiff skis that become difficult to turn in deep snow. Wax skis in the same manner but, in this case, fill in the entire length of the groove.

## SKI SOFTLY IN SPRING

Skiing corn snow in the spring can be easy and fun if you learn to use the conditions to your advantage. The trick is to ski lightly. After you've started a turn ride the skis gently and avoid strong edge sets and violent up and down motions. Try a couple of controlled turns in the fall line, then check your tracks. Narrow tracks indicate smooth, effortless turns. Wider ones mean too much motion. Make skiing in corn snow fun instead of work.

## USE THE TREES TO SEE

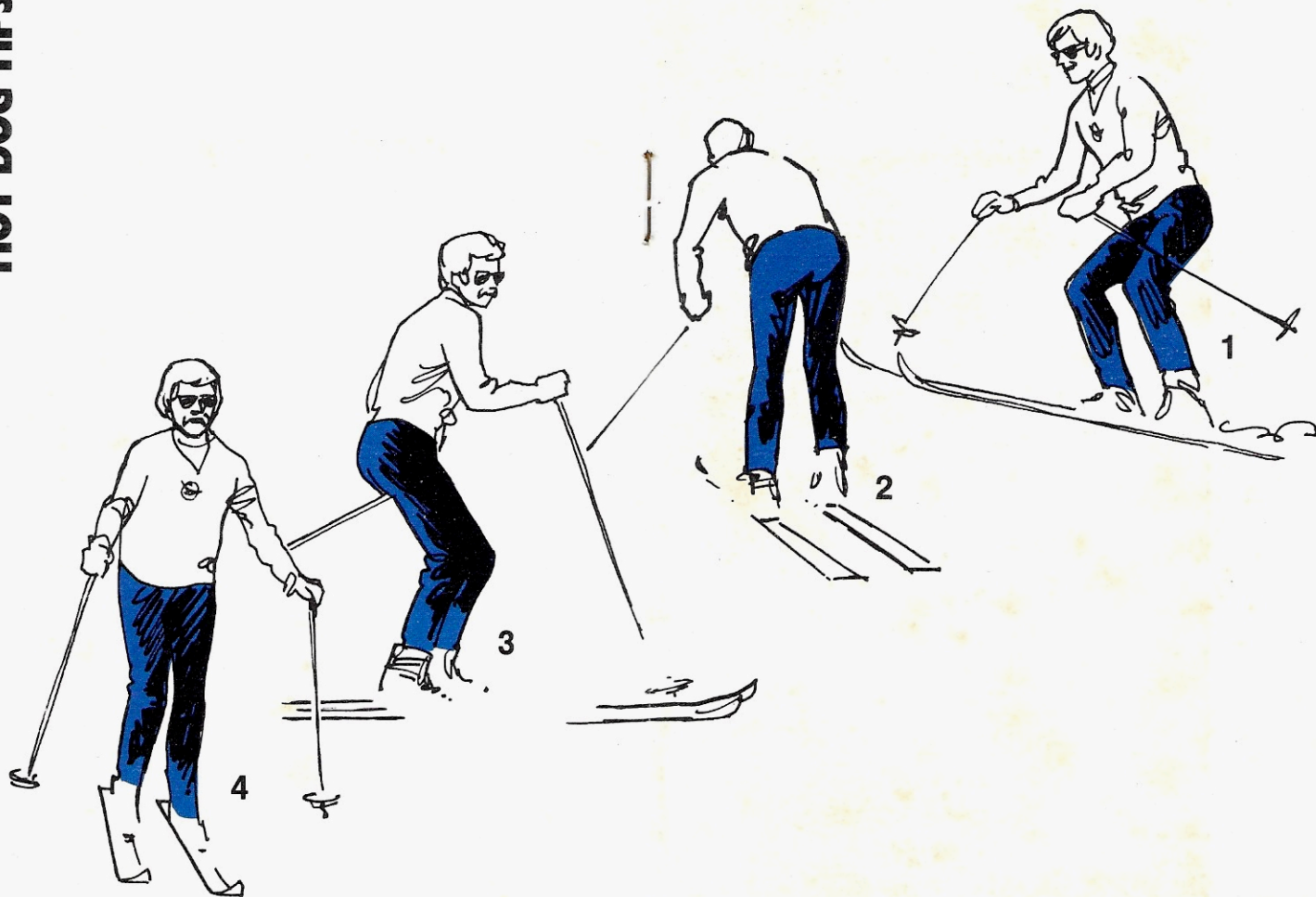
Late in the afternoon or on an overcast day when the light gets flat, pick trails that are relatively narrow and are lined with trees instead of those wide open slopes or bowls. The shadows caused by the trees give you a reference to use in the failing light. If you have to ski a wide open slope, stay near the edge where trees or large rocks line the slope. Objects that throw large shadows will help you see your way down in flat light.



## SET YOUR EDGES FOR WET SNOW TURNS

In the spring, when you come across a sunlit section of the snow and find the slope heavy, wet mashed potatoes, rebounding from a hard edge set will get your turns going again. As you begin the turn, plant the pole and set your edges hard (1, 2). When you rebound off the edge set, turn the skis with your feet in the direction that you want to go (3). Exaggerate angulation as you begin the turn for better balance. Don't let sloppy, wet snow stop your turns.



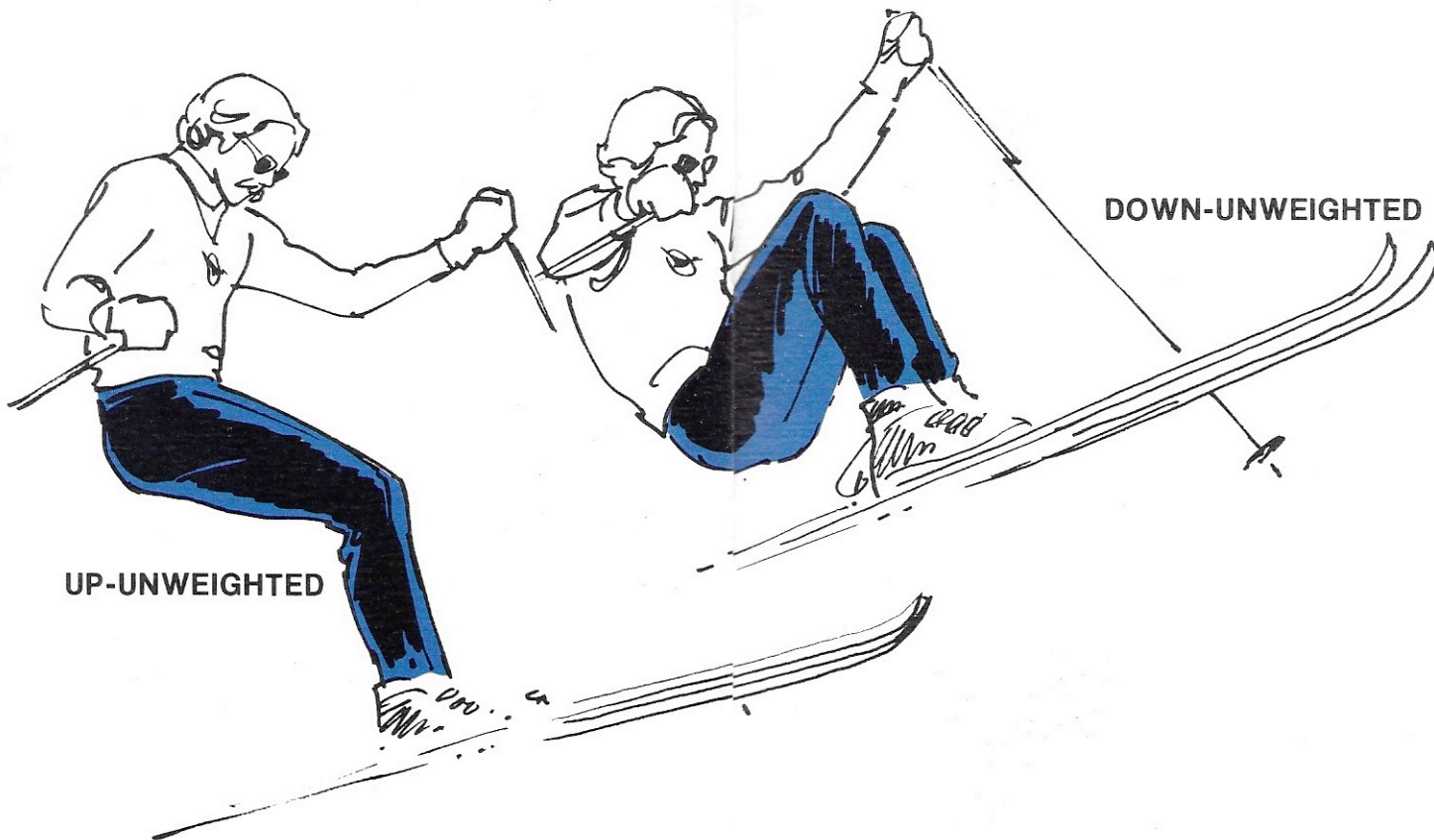


## THE 360

Start your 360 from a gentle traverse at medium speed up into the hill. Rotate your body up into the hill. Use unweighting, rock your body forward. While rocking forward, make the tips of your skis the pivot point. When you

reach the half way point, without delay rock your body back, transferring the pivot point to the tails of your skis. Continue the rotating action.

Remember: Make sure your head is looking in the direction of the turn all the way around.



UP-UNWEIGHTED

DOWN-UNWEIGHTED

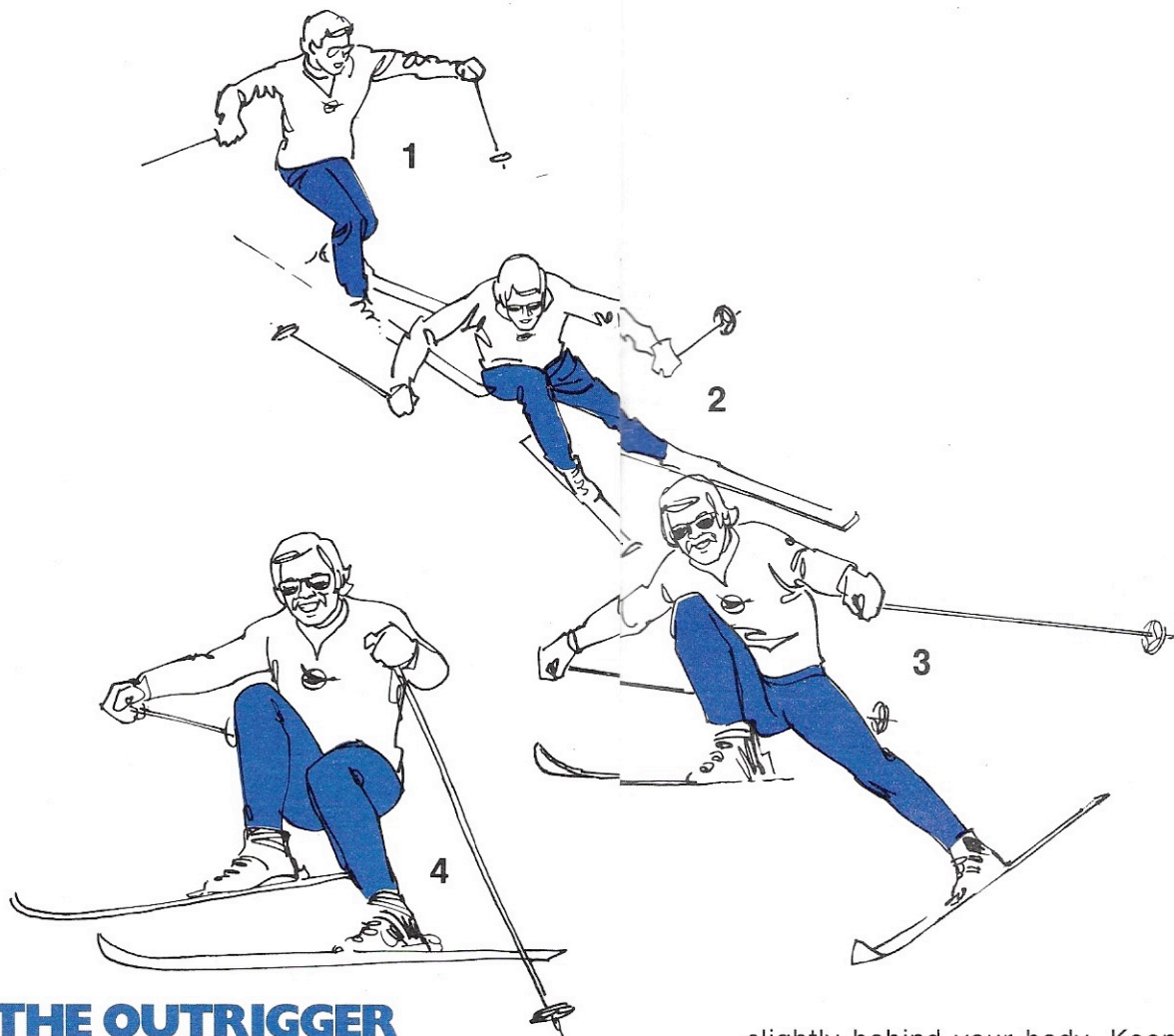
## WHEELIES

There are two types of wheelies—the up-unweighting and the down-unweighting.

The UP-UNWEIGHTING WHEELIE is done by approaching a bump in a natural stance and rapidly extending upwards, shoving your skis out in front of you. As you feel yourself starting to come down, twist your skis in the direction of the next turn pivoting off the tails. Don't forget to drive the hands high and in front of you.

The DOWN-UNWEIGHTING WHEELIE is done by approaching a bump and then executing a bun drop, (lowering your rear). Stay back, riding the tails of your skis down the mogul. Keep your hands in front. Come back up on your skis as they reach the next bump.

Depending on your speed, using either technique, you will stay in contact with the snow or fly over several bumps at a time.

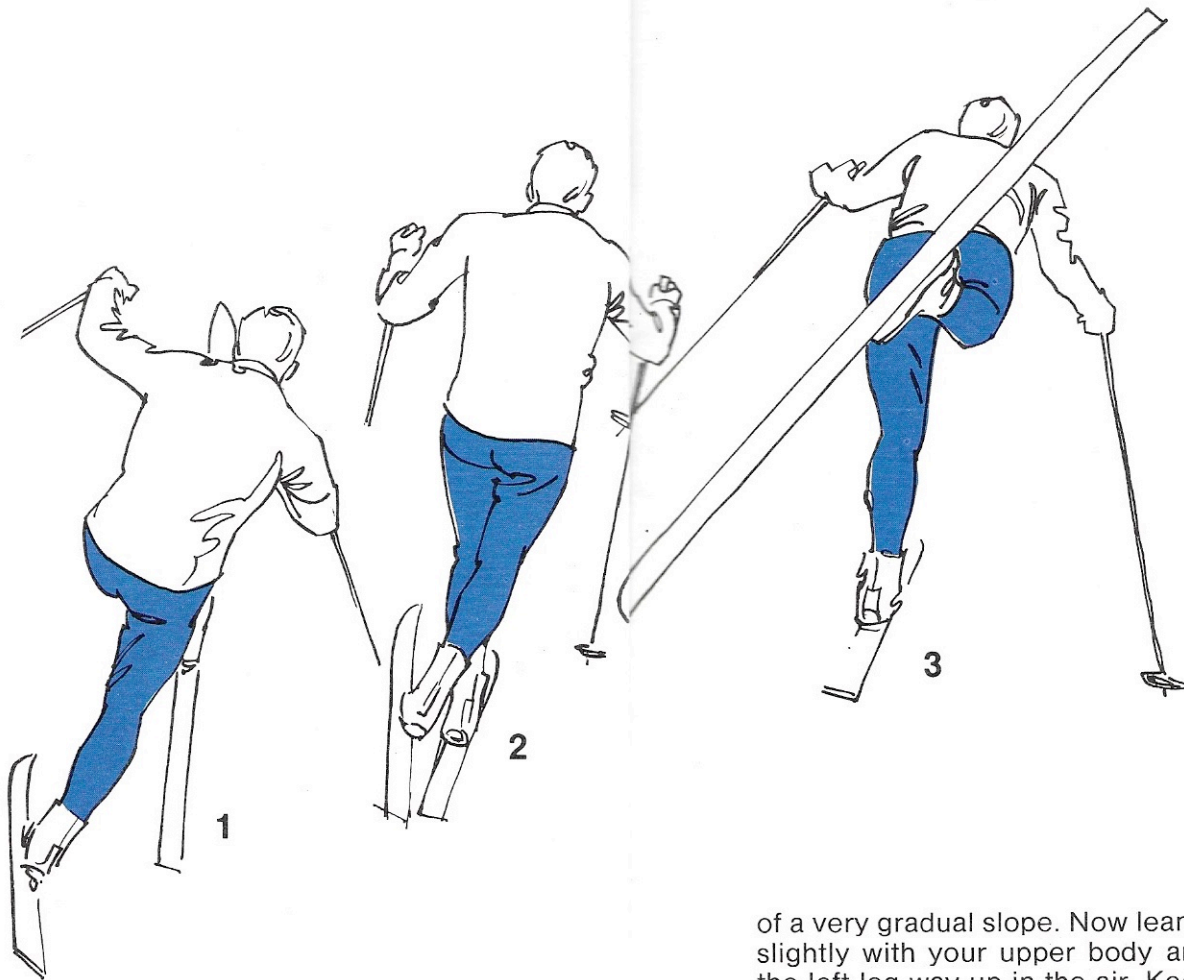


## THE OUTRIGGER

The name is derived from the pontoon projecting sideways from the hull of a sailing canoe to stabilize it, and that's just what your outside leg does in this ski turn. From a traverse, step the downhill ski into the direction you want to go. Now, squat over your skis. As you crouch, extend the outside ski to the outrigger position. Your outriggered boot should feel as though it is

slightly behind your body. Keep your weight on the tail of the inside ski so it planes, and off the outriggered ski. Keep the ski out there until you come back across the fall line.

If you find your skis are starting to spread eagle part way through an outrigger turn, you probably have your weight too far forward on the inside ski. Shift back to regain a stable position.

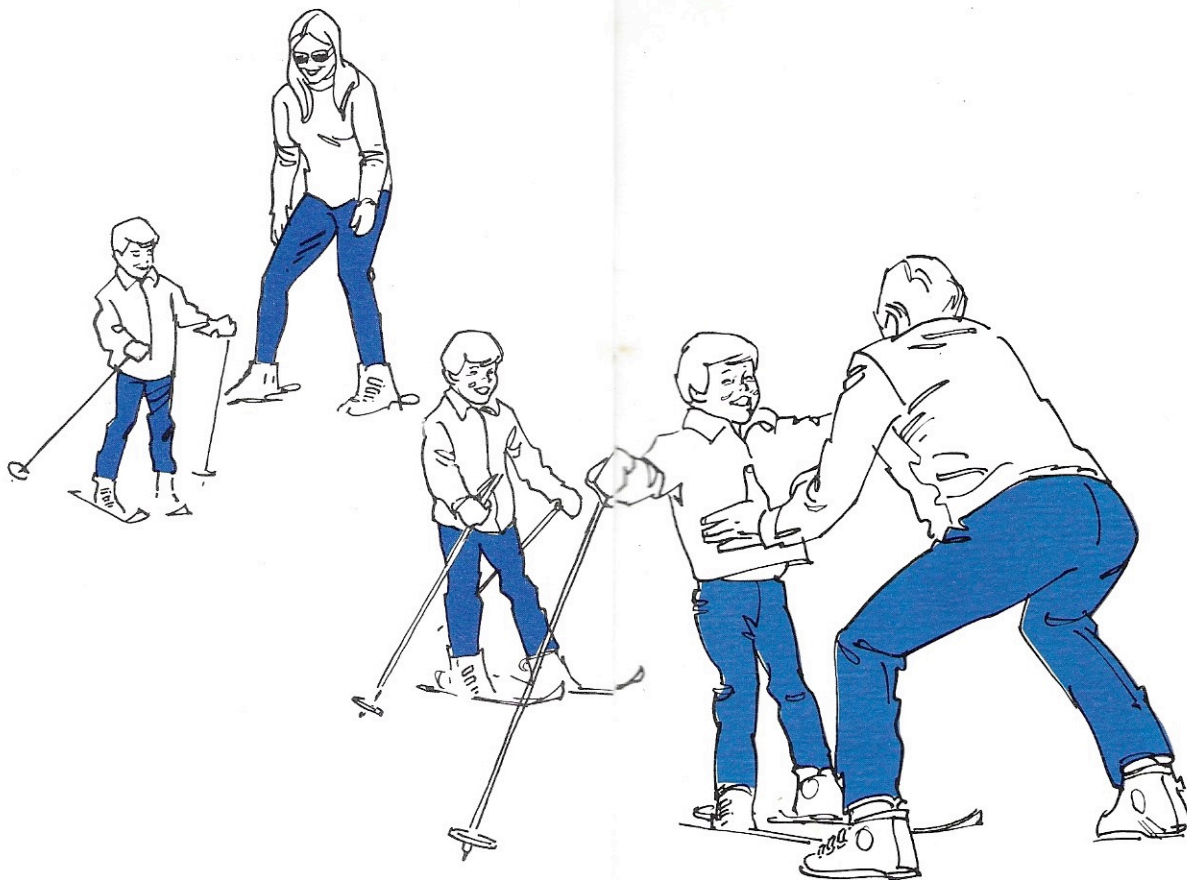


## THE CROSS-OVER

Like most stunts on skis, the cross-over (sometimes called the step-over) serves a multiple purpose. It improves your balance on skis, it's fun, an ego trip and it's satisfying to accomplish. To learn it you should practice first with short skis.

Starting in a running position, skis parallel, straight down the fall line

of a very gradual slope. Now lean back slightly with your upper body and lift the left leg way up in the air. Keep relaxed. Cross the ski in front of your body and set it down on the snow while still gliding slowly forward (1). Now with a sudden forward motion of the body, put your weight on the crossed-over ski (2), and feel your ski lift at the back as you lean way forward. Plant both poles forward in the snow for better balance, as you lift your right leg rearward and high to return the ski to its normal parallel position (3). That's the cross-over.



## TURNING FROM MOM TO DAD

When a child skis on the level ground and wants to try a downhill run, parents can choose a gentle slope and join in junior's first real skiing adventure. If mom and dad are involved, kids usually forget their fears and enjoy it right from the start.

While one parent accompanies the youngster a short way uphill, the other lines up directly below. If mom does

the climbing she helps junior set up for his first downhill schuss. Ask him to ski straight downhill to dad. Knowing that dad is below ready to catch him builds up his confidence. As junior masters the short runs, the parents can move farther apart.

To encourage turning, the parent who is downhill should move to a new spot slightly to the left or right. In most cases the youngster will pull off a natural parallel turn in trying to reach you.



## THE SAFETY LINE

Some tiny tots are eager to ski even before the age of five. And once junior has some fun on skis where it's level, he'll probably want to follow you up a ski lift for longer runs.

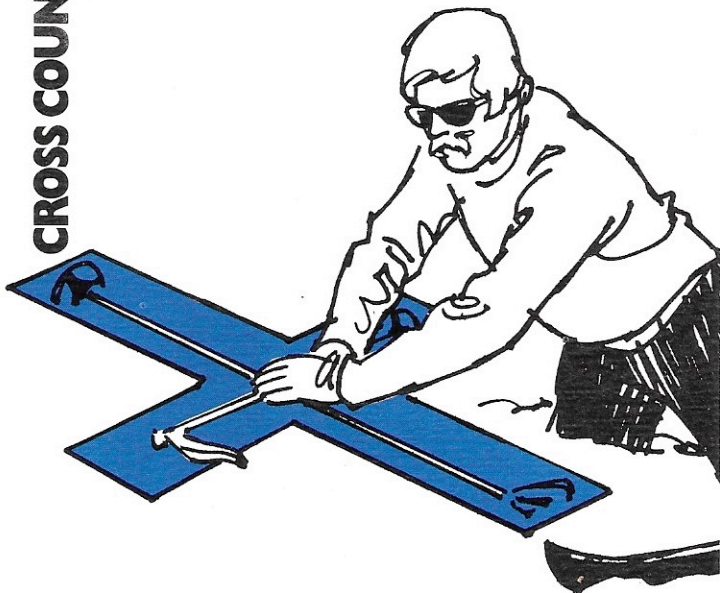
Here's a good way to let your youngster ski on his own while you retain adequate control over his speed. Buy a 25-foot rope and at the top of a suitable run tie one end around junior's



hips. Hold the other end and ski behind him giving a free rein or shortening up to steer clear of heavy traffic areas. Your youngster's balance will improve rapidly when he skis on his own.

To encourage turning, ask your child to aim for a readily identifiable object at one side of the slope—a big tree, ski lift or building will do. As junior aims for the target he will learn to turn naturally without your having to utter a word of explanation.

To be on the safe side, remove the rope on lift rides where the rope might become entangled while unloading.



## "X" UP

Getting up after you've fallen in the deep snow of the "back country" is not like getting up on a packed Alpine slope or a groomed touring trail. Here, the snow offers very little support. Consequently, you'll find that a platform is needed for your hands to push you back up onto your feet. To build the platform, make an "X" with your poles. Place one or both of your hands on the center of the "X". Work your legs into position under your hips. Now, push yourself to your feet.

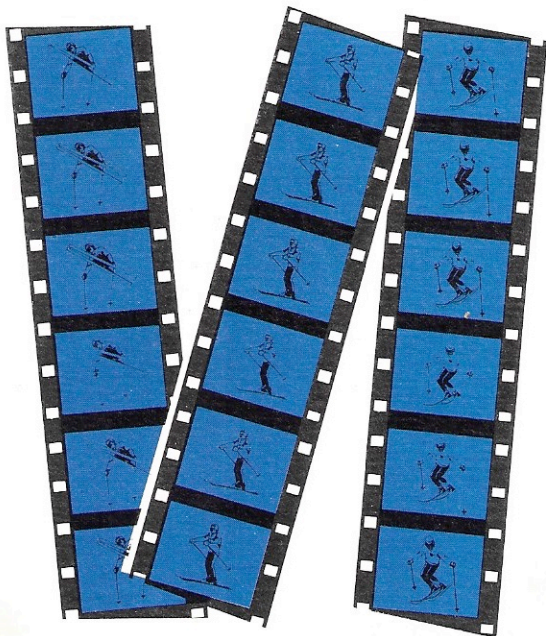


## FLEX

Because of the low-cut light weight boots and narrow skis used in ski touring, a good sense of balance is needed. To achieve a balanced stance it is very important to bend the knees. When skiing over rough terrain, flexed knees will not only help you maintain your balance but will also act as shock-absorbers.

## EXCITED?

Your travel agent or North Central Airlines can arrange your skiing holiday. Ask for complete information on dozens of special packages in the Rocky Mountains Colorado, or many of the fine hills and chalets around the Upper Midwest. Plan now.



## SKI-TIP FILM

"Ski Tips", an eight-minute color film demonstrating many of the tips in this booklet, is available free for showing to groups. For a copy of the film, contact the North Central Airlines sales office nearest you or write to Modern Talking Picture Service, 9129 Lyndale Ave. So., Bloomington, MN 55420.

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*Jake Hoewcher*





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