



NATIONAL SKI PATROL SYSTEM, INC. EUROPEAN DIVISION



ALPINE SKI & TOBOGGAN HANDBOOK for the Alpine Ski Candidate Patroller Instructor

Compiled/maintained by Mike Staszewski, #152831

8 Feb 2011

Previous editions are obsolete and are to be destroyed.



Table of Contents

Candidate Screening	1
Instructor Responsibilities for Candidate Safety	2
Gliding Wedge	4
Braking Wedge	5
Crab Walk	6
Wedge Turns	7
Traverse Position	9
Skating and the Position of Balance	10
Basic Wedge Chrisite	11
Advance Wedge Chrisite	13
Sideslip	14
Kick Turn	16
Transition Turn	18
Emergency Stop	19
Sled Work	
General Lift Transportation for all Sleds	20
General Transportation on Specific Lifts	20
General Sled Handling	21
Execution	21
Communication	21
Specifics of Sled Handling	22
Front Person Responsibilities	22
Rear Person Responsibilities	22
Cascade Handling	
General	23
Inspection Before Use	23
Operating Principles	24
Lift Transportation	24
Patroller Responsibilities	25
Changeover	
General	25
Traverse	25

Previous editions are obsolete and are to be destroyed.



NATIONAL SKI PATROL SYSTEM, INC.
EUROPEAN DIVISION
ALPINE SKI & TOBOGGAN HANDBOOK
for the Alpine Ski Candidate Patroller Instructor
8 Feb 2011



Appendix A

Grading System 27

Appendix B

Division S&T Instructor Qualification Levels 28
Senior Instructor Qualification Levels..... 28

Appendix C

Ski Skills Screening Card Completed
Ski Skills Card OTH Graded
Snowboard Card OTH Graded 29



**** CANDIDATE SCREENING ****

PURPOSE

- To give the candidate and future instructor an evaluation of the candidate's ski skills before formal on-the-hill (OTH) training begins.
- To estimate the amount and intensity of training needed for the candidate to meet the standards for Basic Patroller status.

CONCEPT

- Screening is intended to be an "I show you, you show me" type evaluation.
- ALL skills are explained and demonstrated except for sled skills. Off-piste may also not be possible based on the available terrain and conditions. Candidates need the exposure to all skills for their frame of reference and to make technique adjustments in their abilities via guided repetition, practice and if necessary ski school lessons.
 - Guided training is not provided and performance feedback during the evaluation is not normally given.
 - Candidates should pass screening when they demonstrate ski skills that can be refined into a Basic Patroller (in the opinion of the evaluator).
 - After passing the screening process, a candidate must meet the minimum of OTH training sessions (established by Division/Patrol policy) where ski skills are refined and safe handling of a fully loaded toboggan is taught.
 - Passing screening does not guarantee passing a Basic Patroller validation. It only means the candidate may participate in formal ski and toboggan training on the hill.
 - Candidates not passing screening should be encouraged to enroll in a ski school for lessons and screen again later. As an option, also encourage the candidate to focus on the Outdoor Emergency Care portion, becoming an auxiliary patroller then concentrate on ski skills later.

EXECUTION: (Only Division Examiners and Examiners Provisional may screen ski skills for Basic candidates).

1. Instructors will explain and demonstrate all basic skills, observing the candidate's performance of each skill.
2. Grade each skill on an On-the-Hill (OTH) (Ski or Snowboard) training card (see Appendix C, Figure C-1) with written comments on the back if needed. The grade assigned to each ski skill during the screening is based on a "GO/NO GO" criteria.
 - **"G" = GO** - Candidate has trainable skills which can be refined.
 - **"N" = NO GO** - Candidate does not have trainable skills at this point; consider referring to ski school.
 - **"X" = Skill not Rated**
3. Provide feedback to the candidate on their performance after screening is finished.
4. Indicate to the candidate and on the training card whether they passed or not passed after screening is finished.
5. Report screening results via email to the respective patrol director. Scan and email the yellow/red cards to the Division OET Supervisor for input in the OTH Training Database.



****** INSTRUCTOR RESPONSIBILITIES for CANDIDATE SAFETY******

As the instructor in charge of a training session for basic candidates, you are responsible for their safety. Candidates will try to impress the instructor and often times go beyond their limits. The instructor must recognize this energy and find positive ways to make the candidate get the most out of the training session. Since the instructor is in charge, candidates will follow where the instructor leads. You WILL NOT take your class into unsafe areas, ski under barrier ropes, or leave your class. Know where you are going and what to do when you get there. Make sure to communicate your desires and at least one contingency plan with your group.

WARM-UP and STRETCHING

These are important before the session begins as well as during. Watch your candidates for signs of cold and fatigue. Do things to get their heart pumping. Break up the "standing around" with a couple hundred meters of short turns. When stretching, it's best to start either at the head or the feet and work your way up or down. Use your imagination and make it fun. Some suggested exercises are:

1. Do a short shuffle of the skis back and forth; gradually increase the length of the range of movement. Feel the stretch in the thighs and calves.
2. Raise one knee into the chest, then the other.
3. Crouch low and then reach for the sky with arms extended overhead.
4. Stretch the lumbar area by holding arms out to your side. Twist to the left and right to see what's behind you.
5. Short hop both skis off the ground. Gradually hop higher and with more energy.
6. Lie back on the tails of the skis (do it slowly).
7. Kick a ski up and plant the tail next to the other ski. Lower your head in the direction of your extended knee until you feel the muscles start to stretch in your back. Don't overdo it.

FATIGUE and COLD

When training your candidates, be very alert for signs of fatigue. Fatigue will cause shorter attention spans, degraded performance, the chills set in sooner and accidents are more prevalent. DO NOT PUSH them beyond their limits, as there will be other training sessions. If one candidate shows signs of being tired, look at the rest of the group as well and determine if a break is in order.

CLASS ORGANIZATION

Whether you "line up" your candidates in the traditional way facing them or you have a "team huddle", make sure you get your message across and achieve the goal of the training session. Whatever method you choose is up to you, but remember the following rules of thumb:

1. Introduce yourself at the beginning of the session. Take off your sunglasses and goggles so they can see what you look like. Make sure everybody knows everybody else. Chances are they know everyone but do it again anyway. They are to be in an intensive training mode but in a socially relaxed atmosphere. Get to know everyone's name before the first hour is over.
2. Face candidates out of the sun and wind. If they want to stand in the sun, don't stay there too long. They will never want to stand facing the wind. Remind everyone about sunscreen and sunglasses or goggles with UV protection.



3. ALWAYS stop the class to the side of the slope, never in the middle of a "traffic zone" or in a "blind spot" where they can't be seen from above.

TEACHING & FEEDBACK

This is the heart of the training session. Teaching "how to" is done by sight and sound. Be enthusiastic in your presentation. Show that you know what you're talking about and that you like what you're doing. Assure students see your demonstration of each movement and your "break down" of the maneuver into components. Let them hear your movement analysis and corrective suggestions.

1. Get use to giving IMMEDIATE FEEDBACK of the candidates' skiing as it happens. If it's good, tell them it's good. If it's not up to the standard, be honest and "DON'T SUGARCOAT IT". We usually have only 10-16 training days to refine a candidate's raw ski skills into a loaded sled handler.

2. Tell them something good before you criticize. Tell them up front it's not up to the standard and be prepared to suggest improvements. It's your job as an instructor. In some instances, you may not even need to tell them about the problem if you suggest the correct change in movement. Typically, when students are told of an error, they are likely to focus on it and worsen the error.

3. Use "I" statements instead of "you" when giving feedback. For example, "I notice the rear half of your ski is working harder than the front half" is far better than "YOU are in the back seat". "You" statements are a quick way to put someone on the defensive and tune you out.

4. When observing common mistakes and developing corrective actions take the time to do three things: Think about what do you see, why do you see it, and how do you fix it. The most important item is to observe carefully.

5. Instructors **WILL** give face-to-face feedback to each candidate in their training group before the end of the training weekend, even if it means cutting the training session short. Written comments are mandatory for all "MINUS" (-) grades on the Ski and/or Snowboard training card. Refer to paragraph 6.13 in the Division Policy & Procedures Manual (available from your Patrol Director) for the use of the Green Candidate Card.



**** **GLIDING WEDGE** ****

PURPOSE

- The initial movement providing a progression to the Braking Wedge and Wedge Turns.
- Can be taught in conjunction with the Braking Wedge.

PRACTICE

- On flat terrain, start from a good natural athletic stance – fairly tall with ankles, knees and hips slightly flexed, hands in field of vision, elbows out, head up and eyes forward.
- In a relaxed movement, spread the ski tails apart keeping the tips close to each other with weight evenly distributed on the whole foot.

EXECUTION

- Test the terrain by having the candidate hold a stationary wedge position facing down the fall-line. If the candidate can't hold this position without movement, move to flatter terrain.
 - To start a glide forward: From this stationary wedge position, flatten the skis enough to release the edges, or rise up slightly, narrowing the wedge position.
 - Skis should remain fairly flat.
 - Hands are forward about waist level in a relaxed, comfortable position.
 - Poles are parallel to each other as if the hands are in the sled handles. Pole tips are pointing back, not dragging on the snow.

WHAT EXAMINERS LOOK FOR:

- A smooth controlled glide in a relaxed stance with weight evenly distributed on both skis.

COMMON MISTAKES and CORRECTIVE ACTIONS

- Tense, unnatural stance

CAUSES: Terrain too steep. Tense muscles are forcing the maneuver.

CORRECTIVE ACTIONS:

- Choose shallower terrain.
- Practice rhythmic breathing, blowing out and relaxing while letting your skis spread to the wedge position.



**** BRAKING WEDGE ****

PURPOSE

- Permits slowing the rate of speed and also stopping forward motion.
- Used on flatter terrain and near ski lift zones.

PRACTICE

- From a narrow wedge, brush the tails of the skis out to a wider wedge.
- Bring the skis back to a narrow wedge and repeat.
- Find your widest wedge comfort zone.

EXECUTION

1. Starting from a relaxed, stable gliding wedge, allow the tails to spread wider with the tips close together. Hands are forward about waist level. Poles are parallel to each other as if the hands are in the sled handles. Pole tips are pointing back, not dragging on the snow.

2. The wider the skis are allowed to spread apart, the more they tip up on their inside edges creating sharper angles of the edges to the snow and wider path of friction thus producing more braking action.

3. Keep a relaxed posture with flexed ankles, knees and hips.

4. Hold this position until all forward motion stops completely.

5. Flatten the skis enough to release the edges, or rise up slightly, narrowing the wedge position to start another glide. Repeat the braking motion.

WHAT EXAMINERS LOOK FOR:

- A brake that stops when the skier says "STOP" with a minimum of distance depending on the steepness of the terrain.
- Braking on both skis at the same time, not one ski dominating over the other.
- Holding solid, stable wedge positions.
- Solid balanced stance.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Loss of wedge control.

CAUSES: Sitting back. Gravity takes the skis out from under the skier.

CORRECTIVE ACTIONS:

- Stay FORWARD in a good wedge position.
- Keep hands in front of the body (waist level).
- Lean shoulders down the hill.
- More flex in the ankles and knees.

2. One ski dominates over the other.

CAUSES:

- One leg is stronger than the other.
- Poor wedge position.
- Poorly canted boots, poor boot flex.

CORRECTIVE ACTIONS:

- Weight both skis equally.
- Keep the body centered over and forward on the skis.
- Work on strengthening the weak leg, using it more.
- Practice on flatter terrain.
- Have boots canted professionally.



**** CRAB WALK ****

PURPOSE

- Emphasizes knee and ankle flex needed for quick direction changes at slower speeds.
- Used on flatter terrain and near ski lift zones.
- Demonstrated and taught, but not a validated skill.

PRACTICE

- From a gliding wedge, edge one ski more than the other with tipping of foot and ankle. The knee will angle toward the inside. Repeat for the other ski.
- Feel the ankle and knee flex needed to tip the ski on the edge.
- Note flattening of the opposite ski requires knee joint to be directly over ski.
- Find your widest wedge comfort zone.

EXECUTION

1. Start from a braking wedge position, the tails are spread wide with the tips together. Hands are forward about waist level. Poles are held parallel to each other and the pole tips are pointing straight back, not dragging on the snow.
2. While in a braking wedge (straight down the fall-line), release edge grip on one ski by flattening the ski, aligning the knee over the toe piece while maintaining an engaged inside edge on the other ski. Travel in the direction of the flattened ski.
3. Keep shin pressure on the tongues of the boots to maintain a centered stance.
4. Hold the wedge position; allow the edged ski to track (not skid/slide) and the flat ski to smear or slide. Repeat by edging the other ski.

WHAT EXAMINERS LOOK FOR:

- A diagonal direction change following the sidecut of the edged ski.
- Quiet upper body and hands.
- Controlled consistent speed.
- Holding solid, stable wedge positions.

COMMON MISTAKES and CORRECTIVE ACTIONS

- Loss of wedge control.

CAUSE: Sitting back. Gravity pulls the feet out from under the skier's center of mass/balance.

CORRECTIVE ACTIONS:

- Stay FORWARD in a good wedge position.
- Keep hands in front of the body (waist level).
- Lean shoulders down the hill.
- More flex in the knee/ankles.



**** **WEDGE TURNS** ****

PURPOSE

- Controls speed by turning the skis out of the fall line.
- Develops edging, turning skills along with a sense of control over route selection.

THEORY

- The wedge position is maintained throughout the entire maneuver.
- NO POLE PLANTS are used.
- Skis DO NOT match or close after turn completion.

EXECUTION

1. Start with a gliding wedge down the fall line with a fairly tall yet flexed stance.
2. Use rotary motions of the legs to actively steer both feet/skis out of the fall line.
3. Apply slightly more pressure and inside edge angle to the outside ski by flexing that leg more and tipping the knee inward slightly throughout the turn and take advantage of the natural turning properties of the ski.
4. Hold this position and pressure throughout the turn until ready to make the next turn.
5. Keep wedge width constant throughout the turn. Control speed with turn shape rather than with wedge width.
6. Rise up slightly off of the outside ski decreasing that ski's edge angle and pressure and actively turn the skis towards the fall line to start the next turn.

WHAT EXAMINERS LOOK FOR:

- Controlled, consistent speed. This shows that you are in control of your equipment and can adapt as the terrain changes.
- A DEFINED track from the turning ski. Indicates proper edge control.
- Consistent shape of turns.
- A solid, stable wedge position. The upper body is very "QUIET" (very little or no movement).

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Too fast.

CAUSE: Started too fast.

- Lack of edge pressure/control.
- Sitting back in the fall-line.

CORRECTIVE ACTIONS:

- Start slow, stay slow.
- Use more knee and ankle flex.
- Maintain a good wedge.
- Turn shape should dictate the speed and not the size of the wedge.

2. Upper body rotation (shoulder or hands lead the turn).

CAUSE: Not enough knee or ankle flex.

- Poor wedge position and poor balance.

CORRECTIVE ACTIONS:

- Work more FORWARD knee/ankle flex.
- Use only knees, ankles to make turns.
- Balance over the turning ski will help keep the upper body quiet.



NATIONAL SKI PATROL SYSTEM, INC.
EUROPEAN DIVISION
ALPINE SKI & TOBOGGAN HANDBOOK
for the Alpine Ski Candidate Patroller Instructor
8 Feb 2011



3. Inconsistent shape of turn.

CAUSE: In a hurry to get out of the fall line.

- Loss of balance.
- Not forward in the fall line.

CORRECTIVE ACTIONS:

- Take time to do the turn correctly, don't hurry.
- Think of a smooth, flowing arc when turning.
- Pressure the turning ski and hold that position through and beyond the fall-line.



NATIONAL SKI PATROL SYSTEM, INC.
EUROPEAN DIVISION
ALPINE SKI & TOBOGGAN HANDBOOK
for the Alpine Ski Candidate Patroller Instructor
8 Feb 2011



****** TRAVERSE POSITION ******

PURPOSE

- Begins and completes more advanced ski maneuvers.
- Allows speed and edging control out of the fall-line.
- Develops a progression to parallel skiing.
- Gives the skier time to select a route and prepare for the next turn.
- Allows time for adjustments in balance, knee flex, upper body positioning, etc.

EXECUTION

1. Knees, ankles and waist are softly flexed to absorb terrain bumps and dips.
2. Uphill ski is slightly ahead of the downhill ski. Weight is distributed anywhere from 60-40% (downhill/uphill) on flatter terrain to as much as 95-5% on steeper slopes.
3. Poles are parallel, pointing back, not dragging the snow.
4. The relationship of the body (in most cases) tends to match the angle of the downhill and uphill skis. Use a ski pole to match the plane of the skis to the knees, hips, hands and shoulders. This degree of plane will vary with the terrain encountered.
5. The body's center of mass and balance should be more over the downhill ski.



**** **SKATING and the POSITION OF BALANCE** ****

PURPOSE

- Increases the speed of forward motion in flatter terrain, when that speed is not enough to get over a rise in the terrain or an incline.
- Used on flat to shallow uphill terrain.
- Helps teach weight transfer to, and balancing on, one ski with independent leg action.

PRACTICE: THE POSITION OF BALANCE

- Get both skis parallel across the fall-line.
- PRACTICE transferring all your weight to the downhill ski.
- Lift the uphill ski with both poles off the snow and balance completely on the downhill ski.
- Get the feel of how the body mass moves from both skis to the center of the downhill ski.
- Look down. Your nose should be somewhere over the toe piece of the downhill binding.

EXECUTION: SKATING

1. From the "position of balance" point the uphill ski about 30 degrees away from the direction you are facing. This position of tips pointing away from each other is known as DIVERGENT. With an AGGRESSIVE FORWARD thrust, push off to the uphill ski; balancing on the outside edge momentarily.
2. Return to the "position of balance", roll the knee inward and push off to the other ski. Repeat the process.
3. Your speed will increase with each push-off, it's supposed to! Arm swing helps balance and the thrust energy. However, the head should remain still with the eyes focused on the target ahead.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Ski slips out when pushed off.

CAUSE: Lack of edge control.

CORRECTIVE ACTIONS:

- Practice finding the position of balance.
 - Feel how the body sinks to maintain balance, accept the transfer of the body's center of mass.
 - Roll the knees inward for more edging.
2. Tails swing around instead of tracking on the edge.

CAUSE: Loss of position of balance.

CORRECTIVE ACTIONS:

- Stay forward in the position of balance after the push off to the new ski.
- Don't stand up as it releases the tracking pressure of the ski.



**** **BASIC WEDGE CHRISTIE** ****

PURPOSE

- Basic maneuver to progress to the Advanced Christie.
- Introduces "matching" or "closing" the uphill ski to the downhill without pole plants/touches.
- Minimum skill expected in a Basic Patroller Off-Piste Ski standard.

WHAT'S A STEM?

- A stem is an opening of the ski tails into a "V" shape or wedge in order to start a turn.
- The stem movement is also known as "CONVERGENT" (because the tips point toward each other, thus "converging").
- **NOTE:** The stem movement for this maneuver can be "**brushed out**" or "**stepped out**". Personal preference will dictate which method is used.

EXECUTION

1. Start from the traverse position. Poles are parallel, at waist level, with the tips pointing to the rear. **POLE PLANTS ARE NOT USED.**
2. Rise slightly in the direction of the new turn, brushing out, either the uphill ski only or brush out both skis at the same time, to where your weight is more evenly distributed on both skis. Gravity will cause your ski tips to seek the fall-line, starting your turn.
3. Use the same movement patterns of the wedge turn throughout the turning phase until both skis cross the fall line.
4. Match or close the uphill ski to the downhill ski and assume a good traverse position.
5. **DO NOT LIFT THE UPHILL SKI TO MATCH THE DOWNHILL.** Let it track in by itself. Traverse long enough to allow this to happen. Repeat for the next turn.
6. **NOTE:** Matching/Closing the skis occurs **AFTER** the **SHOULDERS** pass the fall line.

WHAT EXAMINERS LOOK FOR:

- A good wedge position through the fall-line.
- Controlled speed and edging over the entire maneuver.
- A smooth, fluid turn with consistent turn shapes.
- A good traverse position when the turn is finished.
- Matching/Closing the skis **AFTER** crossing the fall line.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Too fast.

CAUSE: Poor wedge position.

- Loss of balance or sitting back in the fall line.

CORRECTIVE ACTIONS:

- **FORWARD** in the knees and ankles for more edging.
- Use more pressure on front of the boot for better steering.

2. Ski tips rise off the snow when stemming and/or closing.

CAUSE: Poor balance.

- Sitting back on skis.

CORRECTIVE ACTIONS:

- Weight must be more forward and balanced over the turning ski.
- More knee/ankle flex.
- Keep skis under the body's center of mass.



NATIONAL SKI PATROL SYSTEM, INC.
EUROPEAN DIVISION
ALPINE SKI & TOBOGGAN HANDBOOK
for the Alpine Ski Candidate Patroller Instructor
8 Feb 2011



3. Tails of the skis slip downhill after skis are matched.

CAUSE: Loss of good traverse position.

- Use of heel thrust to steer skis out of the turn.
- Hip alignment is turned past neutral.

CORRECTIVE ACTIONS:

- FORWARD pressure on the turning ski will keep it on-line without slipping.
- Keep hips aligned in a good traverse position.



**** **ADVANCED WEDGE CHRISTIE** ****

PURPOSE

- Teaches more graceful, flowing turns. Turning arcs have a more defined, elongated "C" shape. More carving, rather than skidding, is desirable.
- Teaches a stem with an early closure/match of the skis.
- Introduces pole plants/touches.
- The minimum requirement expected in a Basic Patroller Free Ski standard.

EXECUTION

1. Start in a good traverse position.

2. Rise slightly, projecting the zipper line in the direction of the new turn while stemming the uphill ski and preparing for an inside pole plant/touch.

NOTE: The stem movement for this maneuver can be "**brushed out**" or "**stepped out**". Personal preference will dictate which method is used.

3. Plant/touch the inside pole, transferring weight to the uphill ski's inside edge.

4. Immediately match the skis **before** your shoulders enter the fall-line.

NOTE: If you choose the "step to open" stem, the motion of closing/matching the new uphill ski may also be a step closure. Lift only the tail of the skis to open and close, leaving the tips on the snow.

5. Slowly sink/settle down with increased FORWARD and INWARD pressure on the turning ski finishing in a good traverse position to anticipate the next turn.

NOTE: Matching/Closing the skis occurs BEFORE the SHOULDERS enter the fall-line.

WHAT EXAMINERS LOOK FOR:

- Controlled, constant speed.
- Upper body very quiet.
- Consistent rhythm and a longer "C" turn shape.
- No jerky or erratic movements.
- Matching/Closing the ski well before the shoulders enter the fall line.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Matching/Closing the skis too late.

CAUSE: Lack of confidence or fear of the fall-line.

CORRECTIVE ACTIONS:

- Work on pole planting/touching and matching/closing immediately after stemming the uphill ski on flatter terrain.
- Keep a fair amount of speed.

2. Ski tip comes off the snow during the turn.

CAUSE: Poor body position.

- Weight is back on the ski tails
- Not balanced in a more FORWARD skiing stance.

CORRECTIVE ACTIONS:

- Practice leaning more FORWARD in the boots (the driver's seat).
- Feel pressure on the shin against the tongue of the boot.
- Keep the feet under the body mass and hands in an active, ready position.



**** SIDESLIP ****

PURPOSE

- For controlling fall-line speed and direction of descent on steeper and/or hard packed, icy terrain.
- Used to navigate the sled through narrow passages.

POSITION: Start from a good traverse position.

From the bottom up:

1. Skis are perpendicular to the fall line, no more than shoulder-width apart.
2. ANKLES and KNEES are flexed FORWARD and INTO the hill for aggressive edging.
3. WAIST is soft and absorbing.
4. HIPS face downhill in line with shoulders and hands as much as possible.
5. SHOULDERS face directly down the fall line, out over the downhill ski.
6. HANDS are in a parallel or even forward with the downhill ski as if IN SLED HANDLES.

EXECUTION

1. Weight is about 60-65% on the downhill ski, 40-35% on the uphill ski.
2. Holding the above position, roll the knees away from the slope (flattening the edges). Keep the upper body quiet working only with the knees and ankles.
3. A straight fall-line descent is desired. Balanced pressure on the entire length of the skis will ensure the tips and tails are stable.
4. Make **DIRECTION CHANGES** (FALLING LEAF) by a slight weight transfer forward or backward. It doesn't take much to move them one way or the other. Flex only the ankles in the boots. DO NOT rise up on the balls of the feet or back on the heels. Keep the skis underneath you for the best balance. Use the bumps in the terrain to help change direction.
5. To STOP: Roll both knees INTO the hill.

WHAT EXAMINERS LOOK FOR:

- Controlled, constant speed with both skis slipping as a unit.
- A straight fall-line descent during the fall-line sideslip and an "S" track when doing the directional (Falling Leaf) sideslip.
- A QUIET upper body, working only the knees and ankles.
- Aggressive edging when stopping (Stop on a dime and give the examiner nine cents change)

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Downhill ski slips ahead of the uphill ski.

CAUSE: Even weight on both skis is causing loss of downhill steering/braking control.

CORRECTIVE ACTIONS:

- Commit more balanced weight on the downhill ski.
- The uphill will follow better if it's weighted less. GET MORE "OFF" THE UPHILL SKI.

2. Tails or tips slip ahead of other.

CAUSE: Too much forward or backward pressure on the boots with upper body movements.

CORRECTIVE ACTIONS:

- Keep balanced pressure over the entire length of the skis.
- Work ankle and knee flex for better balance and edging.



- KEEP THE UPPER BODY QUIET.

3. Falls into the hill

CAUSE: Too evenly balanced on both skis or more weight on the uphill ski. Gross upper body movements.

CORRECTIVE ACTIONS:

- More balanced weight/pressure on the downhill ski.
- Keep shoulders and hips on the plane as the downhill ski.
- Hands should lead the slip.
- KEEP THE UPPER BODY QUIET.

4. Clumps of snow (also known as mashed potatoes) build up in front of the skis preventing movement.

CAUSE: Soft, wet snow.

CORRECTIVE ACTIONS:

- Use Falling Leaf sideslip to go around mounds of snow and bumps.
- Shuffle (scissor) skis back and forth to flatten the mounds.
- DO NOT STEP OVER THEM.



**** **KICK TURN** ****

PURPOSE

- Allows a 180-degree direction change in a stationary position.
- Used also with a sled.

PRACTICE

- From the traverse position, step up to the uphill outside edge.
- With no poles, notice the transfer of the body's center of mass.
- This teaches confidence in using the outside edges.

FLEXIBILITY exercises at home on a carpeted surface. Knees and ankles must be loose to accept the torque you put on them. Practice standing heel to heel and opening up the hips. Due to everyone's physical limitations, it is important to stress doing the kick turn in a way that is safe, stable and comfortable.

EXECUTION

1. Start from a stable traverse position with skis perpendicular to the fall line.
2. Make a solid, aggressive edge set on the uphill outside edge. STAMPING a base is not necessary or recommended (only a good edge set). Test the edge set to make sure there is no movement of the uphill ski.
3. Plant both poles behind and uphill. Poles are:
 - For control and balance only, not to lean on.
 - Placed far enough uphill so they don't hinder any rotations of the skis.

NOTE: Recommend placing of the hands ON TOP of the poles for better control and less "lean on" potential.

4. Step up to the uphill outside edge.
5. Using the poles for balance, kick the downhill ski forward and up, planting the tail next to the uphill ski.

FIRST SKI ROTATION

1. Rotate the downhill ski tip 180 degrees opposite and parallel to the uphill ski. TIPS and TAILS should now oppose each other. Exaggerate flexing the knees to get the downhill ski parallel to the uphill. Placing the ski boots "heel to heel" with some daylight between is usually more comfortable than heel to toe. Soften the waist slightly by flexing forward (down the fall-line).

2. Ensure the downhill outside edge set is solid and stable. Then transfer weight to it.

TRAINING AID: When skis oppose each other, lift the poles off the snow to test for balance and stability. **Note: This is not used in a validation environment.**

SECOND SKI ROTATION

1. Unweight the uphill ski and rotate it 180 degrees parallel to the downhill ski. **Pick up only the ski tail.** A "tip up" indicates leaning on the poles and lack of proper balance or control.

2. Weight the new downhill ski and test for stability.
3. Bring poles around to match the rest of the body and finish in a good traverse position.

WHAT EXAMINERS LOOK FOR:

- Starting and finishing with a good traverse position.
- Solid, stable edge sets.
- No movement of the skis after edges are set and weighted.



- Confidence and stability during ski rotations.
- Ski tip kept parallel to the snow on the second ski rotation.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Skis move forward or backward during the maneuver.

CAUSE: Stiff/rigid position.

- Skis are not completely out of the fall-line.

CORRECTIVE ACTIONS:

- Flex the knee and ankle but keep the foot flat along the length of the boot.
- Make sure skis are perpendicular to the fall-line.

2. Skis SLIP away from under the skier.

CAUSE: Poor edge set.

- Leaning too far into the hill or on the poles.

CORRECTIVE ACTIONS:

- Set a solid, stable edge. Don't be timid, be aggressive when setting edges.
- Balance on the uphill edges only. Use poles only for control and balance.

3. Skis hit the poles during rotation movements.

CAUSE: Poles are too close to the skis.

CORRECTIVE ACTIONS: Plant the poles far enough uphill so they don't hinder the completion of the maneuver.

4. Ski tip comes up during the second ski rotation.

CAUSE: Poor position.

- Leaning too much on the poles.

CORRECTIVE ACTIONS:

- Keep the tip on the snow. Brush the tip in the snow if you have to but, **KEEP THE TIP DOWN**
- Pick up the tail only.

5. Pain in hips, knees or ankles on ski rotations.

CAUSE: Joint are too stiff.

- Not properly warmed up.
- Trying to rotate the skis to match heel to toe instead of heel to heel.

CORRECTIVE ACTIONS:

- Spread the feet so they meet heel to heel instead of heel to toe.
- Flex downward on the knees and ankles.
- Soften the waist posture so your hips open up.
- Make sure your joints and ligaments are stretched and warmed up beforehand.



**** **TRANSITION TURN** ****

PURPOSE Provides a change of direction option while running the sled in the fall line sideslip.

CONCEPT

- Don't think of it as a turn, but a sideslip position change while keeping the sled traveling in the fall line.
- Corridor of movement between turns should be no wider than two ski lengths.
- Ultimately, this turn is used only when running sleds.

EXECUTION

1. From a good sideslip position, slip straight down the fall line.
2. **Project** the upper body (the zipper) down the fall-line to flatten skis.
3. Let gravity pull the ski tips downhill (a small wedge may be noticed).
4. When the skis are moving straight down the fall-line, quickly **CLOSE** any wedge and immediately;
5. Softly "land" by compress your stance, allowing the tails of the skis to drop into a new sideslip facing the other direction.

NOTE: Hard edges set "landings" are not recommended and only serve to slow your momentum.

6. Assume a new sideslip position and continue slipping down the fall-line.

WHAT EXAMINERS LOOK FOR:

- A smooth flow of movements maintaining balance and control that enable the skier to quickly get in and out of the fall-line.
- A quiet hand position and upper body facing directly down the fall line.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Turning/Arcing out of the fall-line into a traverse.

CAUSE: Too stiff from the waist down.

- Poor balance and body position.

CORRECTIVE ACTIONS:

- Use more ankle/knee flex to let the ski tails drop quicker into a new sideslip.
- Stay forward down the fall-line.
- Don't think of it as a turn but a sideslip to sideslip pivot from the center of the feet.

2. Picks up speed in the fall-line.

CAUSE: Sideslip speed too slow to do transition movements.

- Staying too long in the fall-line.

CORRECTIVE ACTIONS:

- Keep a faster sideslip speed. This makes transfer movements quicker.
- Don't stay in the fall-line too long.
- Drop the tails of the skis quicker and settle downward into next sideslip.



**** **EMERGENCY STOP** ****

PURPOSE: To make a quick stop in an emergency in the shortest distance possible.

PRACTICE STOPPING: From a good standing traverse position, turn the upper body more down hill and flex ankles, knees and hips while tipping the skis on their uphill edges.

EXECUTION

1. Start with parallel skis in a straight run down the fall line in a fairly tall stance.
2. Turn both skis out of the fall line into a side slip alignment with a quick pivot.
3. Flex ankles, knees and hips while progressively engaging the uphill edges by increasingly tipping the skis.
4. Maintain a countered stance keeping the upper body facing downhill (as if in a sideslip position).

WHAT EXAMINERS LOOK FOR:

- A smooth flow of movements stopping in an reasonable distance relative to terrain and snow conditions while maintaining balance and control.
- A quiet upper body facing directly down the fall-line **as if inside the sled handles**.

COMMON MISTAKES and CORRECTIVE ACTIONS

1. Ski tails washing out with loss of control.

CAUSES: Rotary motion of upper body in the direction of the ski tips.

CORRECTIVE ACTIONS: Maintain countered upper/lower body separation with upper body facing directly downhill.

2. Loss of balance when engaging edges

CAUSES: Too quick and forceful edge engagement.

- Not enough edge engagement.
- Leaning uphill when engaging edges.

CORRECTIVE ACTIONS:

- Progressively tip the skis up on edge while maintaining good fore/aft and side to side balance.
- Pressure the downhill ski more.



****** SLED WORK ******

PURPOSE: Trains the candidate to:

- Inspect, assemble and disassemble the sled.
- Control the sled when moving.
- Deliver the sled to an accident site.
- Prepare and load the patient for transport.
- Safely transport:
 - A sled by way of various lift systems.
 - A patient by definitive care without further injury.

GENERAL LIFT TRANSPORTATION FOR ALL SLEDS

(See CASCADE HANDLING for Cascade specifics)

1. Coordinate with area management/lift operators before getting on the lift with a sled. Some areas will not allow repeated use of chair lifts. Ask to utilize any special transporting devices to take the sled up the hill.

2. Candidates will ride ahead of the sled to assist in unloading, if necessary and behind the sled for safety. Severe injuries can result from a "runaway" sled.

3. The patroller in charge will never put themselves or candidates into an unsafe situation.

4. INSTRUCTORS WILL ALWAYS BE PRESENT TO SUPERVISE, DIRECT AND ASSIST IN SLED LOADING FOR ALL LIFT TRANSPORTATION METHODS. NO EXCEPTIONS!

5. Smooth sled loading is imperative for maintaining area management rapport.

GENERAL TRANSPORTATION ON SPECIFIC LIFTS

T-Bar, J-Bar, Poma Lift

1. Loop a rope/strap through one handle. Tie it off and put a carabiner (biner) in the loop. Put the biner on other handle. This rope rides on the patroller's waist or upper legs and leaves the hands free. There are other methods of the safety rope. Be open to other ways. This method is the easiest and is less strenuous to the transporter.

2. Position the sled parallel to the lift track.

3. When the lift operator signals, quickly get into the lift track. The person rides the lift in the normal position. The T-Bar is normally placed under the sled handles and rides normally under the person's posterior.

Gondolas, Cable Cars

1. Handles **MUST** be removed or retracted and strapped to the sled.

2. Larger gondolas may let you move the sled in one piece standing on end. For smaller "eggs" (4 or 6 person), two-piece sleds may have to be disassembled and taken in separate halves. Handles may have to be put in outside ski racks or carried inside. One-piece Cascades will have to be transported by special carriers if the gondola is too small.

Chairlifts

1. Have two people on either side of the chair path to position sled.

2. After a signal from the lift operator, the person taking the sled moves into position to receive the sled, then sits in the chair. Chair arms should be used to support the sled.

3. The type of chairlift will determine whether the lift is slowed or stopped for



loading/unloading.

4. Always close chairlift safety bars as much as possible when transporting the sled.
5. Be aware of how the sled is positioned on the chair and the effects the wind will have on it.
6. The person(s) riding ahead of the sled will:
 - a. Notify the uphill lift operator of the approaching sled.
 - b. Assist in the unloading at the top if necessary.
7. Some chairlifts may require sled disassembly. The loading and unloading principles are the same.

GENERAL SLED HANDLING
MAKE SURE AN ASSEMBLED SLED IS SECURED AT ALL TIMES!

PATIENT TRANSPORTATION

1. Each candidate will run the sled empty in both front and rear positions before running it loaded.
2. Once loaded, candidates will make their first run on an easy (blue) slope.
3. When the sled is being run by Basic candidates, an instructor **WILL ALWAYS BE DOWNHILL** of the sled to stop it in cases of control loss. Positioning one or more candidates downhill is also recommended for safety.

EXECUTION

1. The patient is loaded in the sled according to the injuries.
2. The patient is secured in the sled with enough padding, support and is protected from the elements (this may not be necessary during training sessions; it is up to the individual instructor).
3. Route selection: Generally, sleds will be run to the side of ski slopes not run down the middle. Care and comfort of the patient is the primary concern, therefore, the sled will be run **no faster than the skiing public**. The only exceptions are where delays might result in severe disability and/or death.

COMMUNICATION

1. Simple, defined communication is essential to a smooth running sled team. Although any type of dialogue can be used, keep in mind that it should be:
 - a. Clearly understood.
 - b. Short and simple.
 - c. Professional in nature.
 - d. Agreed upon by both Patrollers.
2. Primary communications established by the FRONT PATROLLER should include at least:
 - a. "**STOP**, if I need to stop."
 - b. "**SLOW DOWN**" Driver has primary speed control and tail roper can give input
 - c. "**LET IT RUN**, when we need to run it for speed."



d. "**SLINGSHOT**, when I want you to give a slingshot on the **uphill** side of the sled only.

e. "**TRAVERSE**, left or right so you can get the same position before we traverse."

NOTE: TRAVERSE (LEFT/RIGHT) Driver calls out over the shoulder of the desired traverse direction. A left or right hand signal is also recommended in addition to the call out if the driver is not capable of command voice.

f. Any other communications as needed between both patrollers.

SPECIFICS OF SLED HANDLING NEVER LOSE SIGHT OF OUR OBJECTIVES

- Train patrollers to handle a loaded sled with safety, control and confidence.
- Train to eventually ski the Cascade sled in the fall-line using sideslips and transition turns as primary ski techniques.

EMERGENCY STOPS

- Stop the trainees out of traffic zones.
- Their first inclination is to stop "on a dime". That "dime" may not be the safest place to stop for the patient or the sled crew, but may be an effective training exercise. Develop candidates to be responsible for stopping where they believe to be safe. Ask them why they do what they do and if called for, give them options to make it better.

FRONT PERSON RESPONSIBILITIES

1. Responsible for:

- Route selection
- Speed control
- Establishing communications used between sled handlers.
- Calls for changeovers

2. Some advocate standing up straighter during sideslips while others advocate an absorbing stance by sinking down. Candidates should be shown both ideas and let them decide which one works best for them. Train the front patroller in proper route selection with the final objective of keeping the cascade in the fall-line as much as possible.

3. The best cascade front running position is with the patroller's hands around **waist level**. Shorter people and those not particularly "strong of leg" may not have the "bullishness" to handle the sled with straighter standing sideslips. Many have found their best comfort/control zone by pressing down on the handles, softening their stance, and using whatever part of the front chain that touches the snow for braking. This position also provides for lots of extending pressure in case of an emergency stop by pulling up on the handles.

REAR PATROLLER RESPONSIBILITIES

- The rear person is a safety valve for the front in case front control is lost. He/she keeps the back of the sled tracking with the front by keeping the tailrope positioned in the fall-line (prime directive). Need not be in the same stance/facing direction as the front person all the time except in a traverse.

- Keeps a "tensioned" tail rope providing any braking power as needed to keep the sled running safely.

- Monitoring uphill skier traffic. Notify the front patroller of any dangerous conditions.

- Monitoring the patient's condition



WHAT EXAMINERS LOOK FOR:

- Controlled, consistent speed control in all terrain.
- Solid, stable turns.
- Good, effective communications
- Keeping the sled running more in the fall-line than the traverse.
- Stable, controlled sideslips and kick turns facing both directions.
- A well-executed changeover.
- A sensible, safe route selection.

MAKE SURE AN ASSEMBLED/PATIENT LOADED SLED IS SECURED AT ALL TIMES!

**** CASCADE HANDLING ****

GENERAL

There are some major differences in the handling characteristics in the Cascade versus other sleds:

- Thin metal runners make it track better.
- A flatter bottom rides more squarely on the snow. There's less of a tendency to "torque" or twist the sled.
- The handles have a lock/non-lock option. The handles are always unlocked when running empty and locked when running loaded.
- With a sled length of about 7 feet (without handles), the Cascade better fits a larger patient.
- A one-piece fiberglass body is lighter (40 lbs) than an all-metal/aluminum Akja.

INSPECTION BEFORE USE (CASCADE) Check for:

- Loose rivets, bolts, nuts or any other fasteners,
- Cracks or chip in the fiberglass (inside and out). Pay attention to stress points where fiberglass meets metal.
- Metal runners:
 - Not bent or broken.
 - No attached ice and/or snow
 - Remove any burrs by filing gently
- Lynchpins connecting handles to the sled are secure
- Integrity of horn locks:
 - Working
 - Move smooth and easy but not loose
- Chain brake:
 - Solid attachment
 - Bungee cord retainer or metal "O" ring is in good shape
- Intact safety rope across the front handles:
 - Rope is not frayed or cut
 - Latch clip is not broken
- Secure tail/safety rope:
 - Rope is not frayed or cut
 - A secure loop is on the end
 - Well placed knots for added grip security
- Secure litter handles with good knots
- Good condition of patient retaining straps:
 - Buckles hold under tension
 - No rust or broken parts



- Good condition of protective over bag
 - Not ripped excessively
 - Not torn
- Good supply of blankets, splints and other first aid equipment.

OPERATING PRINCIPLES (CASCADE)

- Handles are unlocked when running empty; locked when loaded.
- Use more of the direct fall-line descent rather than medium radius turns or traverses. If not run in the fall-line, longer radius "C" shaped turns allow for better tracking at faster speeds.
- Give priority for the safety of the injured.
- The Cascade is skied primarily with more quick in-line parallel swing turns, directional (Falling Leaf) sideslips and transition turns. Wedges are only acceptable on very gentle flat terrain, at low speeds, and/or around lift stations.
- Good verbal communications with the patient and other patrollers are essential.
- Back patroller turns AFTER the front patroller completes their turn and is again stable.
 - Keeps tension on the tail rope. Does NOT follow the sled but keeps the rope oriented to the fall-line.
 - Need not be in the same position as the front patroller. May sideslip or wedge.
- Facing same direction is preferred on sideslips.
- MUST be facing the same direction for traverses.

LIFT TRANSPORTATION (CASCADE) Chair Lift (single or double)

- The handles are secured to the Cascade with the patient restraining strap at the rear of the sled.
- Tail rope is secured to the back retaining strap.
- Two patrollers prepare the Cascade around the incoming lift route.
- The patroller taking the Cascade has one hand on the sled and one hand awaiting the chair.
 - If a Cascade sled loader is not available, the Cascade is placed across the lap of the patroller or placed across the armrest of the chair. Safety bars or gates are used as much as possible.
 - If a sled loader is available, attach the sled loader after handles are secured. The sled loader bears the weight of the sled on its own by way of the metal "O" rings attached to the footman loops. The sled loader attaches over/on top of the sled handles not from underneath the handles.
 - With the assistance of the qualified instructor, the Patroller lifts the sled by the sled loader and allows the chair lift seat to slide into the sled loader. Patroller sits while holding onto the sled loader as the seat carries the weight of the sled. Always maintain a hold on the sled loader.
 - When nearing the top of the lift, patroller should stay on the seat until reaching the lift apex while holding the sled loader. It may require some "muscle" to lift the sled loader off the seat. It is advantageous to alert the lift operator at the top to slow the chair down to ease the offload.

Chair Lift (triple or quad)

- Two patrollers may take the Cascade up.
- If a sled loader is not used and chair design allows, the Cascade may be placed lengthwise in-between both patrollers. This eliminates the "sail" effect associated with the wind.
- Same preparation as above.



T-Bars, J-Bars, Poma Lifts

- Handles are unlocked.
- ONE patroller brings the Cascade to the lift.
- Safety rope or strap is clipped in across the front handles.
- Lift device is placed as normal on the patroller.
- Safety rope "rides" on the thighs of the patroller.

PATROLLER RESPONSIBILITIES (CASCADE)

FRONT PATROLLER (driver)

- Speed Control
- Route Selection
- Verify handles are locked for loaded running.
- Establish what communications/commands are to be used with rear patroller.
- Execute transitions with stability and control.

REAR PATROLLER (on tail rope)

- Serve as a reserve brake and speed control partner.
- Prevent rear of Cascade from sliding or washing out downhill.
- Secure the Cascade until the front operator is ready.
- Monitor patient condition.
- Monitor uphill skier traffic and alert the front patroller of any adverse operating conditions.
- Communicate with front patroller as needed.
- Maintain control of the tail rope (tension as required for safe operation).
- Act as the primary brake if the front patroller runs the Cascade outside of the handles.

GENERAL - CHANGEOVER

- Above all, SAFETY is the number one priority.
- Although there are three fall-line methods described in the "NSPS Ski and Toboggan Manual", European Division candidates will train on all methods but and validate on the traverse changeover only.
 - The traverse changeover is a European Division option and is described in the detailed sequence below.

TRAVERSE CHANGEOVER EXECUTION

- Front patroller:
 - Calls for a traverse changeover.
 - Directs the rear patroller to move on command.
 - Assumes a sled securing position in the handles to prevent sled movement and announces: "SLED SECURE".
- Rear patroller response:
 - Coils the tail rope while sideslipping down to the rear of the sled. Avoid tugging on the tail rope while coiling.
 - Places the coiled tail rope near the back of the sled, but not above it.
 - Places a hand on the back of the sled while moving to the center of the sled, with one on the uphill side and one, on the downhill side, assumes a position of "**on edge**" stability and announces: "SLED SECURE".
 - Monitors patient condition

NOTE: SITTING OR RESTING ON THE SLED IS NOT PERMITTED.



NATIONAL SKI PATROL SYSTEM, INC.
EUROPEAN DIVISION
ALPINE SKI & TOBOGGAN HANDBOOK
for the Alpine Ski Candidate Patroller Instructor
8 Feb 2011



- Front patroller responds:
 - Releases the front handles, testing for sled stability, then announces: "COMING OUT OF THE HANDLES".
 - Moves DOWNHILL of the sled and to the rear.
 - Front Patroller picks up the coiled tail rope at the back of the sled and moves far enough away behind the sled to get the tail rope into a belay position, then announces: "ROPE SECURE". No need to move uphill of the sled.

- Rear patroller responds:
 - Moves up the sides of the sled, up the downhill handle (never letting go) to an "inside the handles" position.
 - Assumes a position of stability, tests for stability and announces: "SLED SECURE".
 - Establishes commands and communications to be used between the two patrollers.



APPENDIX A
****** GRADING SYSTEM ******

MINUS: " - " SUBSTANDARD

- Candidate is inconsistent in meeting the minimal skiing or toboggan standards.
- Candidate displays errors in speed, control, stability, route selection & communication or equipment usage.
- **Each skill graded as substandard must have written comments on the back of the training card indicating:**
 - The suspected root cause for substandard performance
 - Recommended fix for the issue

EQUAL: " = " TO THE STANDARD (The letter "E" is used in lieu of the "=" sign if Excel spreadsheet processing is used)

- Candidate demonstrates the ability to ski or operate a toboggan safely and consistently.
- Displays good stability and control, but makes minor errors in speed, route selection or equipment usage.
- Generally demonstrates all skills with confidence.
- Demonstrates stability and control in all terrain and snow conditions, providing for a safe and consistent run.

PLUS: " + " ABOVE THE STANDARD

- Candidate is stable, strong and smooth throughout the maneuver.
- Demonstrates exceptional control and stability in all conditions and terrain providing for an expedient, safe, smooth and consistent run.
- Appears at ease even under the most difficult conditions.
- Excellent execution of maneuvers.
- Should be considered as a candidate for SENIOR training.

VALIDATION RECOMMENDATION

When a candidate exhibits ski or snowboard skills, at what the instructor deems a "validation level", the instructor recommends the candidate to the Patrol Director (PD) for validation.

This recommendation is written on back of the yellow ski or red snowboard training card with the exact phrase/words: **"READY TO VALIDATE"**

The OTH database manager puts those exact words into the comment block and checks the Trainer's Recommendation Block in the DB. This is reflected on the OTH report supplied to the PD. The PD schedules time with the candidate to discuss their performance and sign the candidate's green card approving the validation recommendation.

The Region Directors get the same report and can see which candidates are recommended so the appropriate examiner cadre for future OTH events can be scheduled.



APPENDIX B

*** Division S&T Instructor Qualification Levels ***

Basic Program

(Determined by the Division S&T Supervisor with Instructor/Trainer feedback)

Examiner - May screen, train, and validate basic candidates in ski and toboggan skills. Possesses advanced skills in presentation, error detection, error correction, and skills demonstration. Able to make the right validation call every time.

Examiner Provisional - May screen, and train basic candidates in ski and toboggan skills. May validate only in the presence of an examiner(s). Possesses better than average skills in presentation, error detection, error correction, and skills demonstration. May need assistance or requires reinforcement in making the right validation call.

Trainer - May train basic candidates in ski and toboggan skills. Not allowed to screen or validate basic candidates. Possesses requisite skills in presentation, error detection, error correction, and skills demonstration. May be allowed to participate in validations for training purposes but has no input in the decision making process as to passing or not passing a candidate. Normally the status given to a first year instructor. Needs time and experience before progressing to the next levels.

Intern - Does not possess the minimum skills desired in presentation, error detection, error correction and/or skills demonstration to qualify as a Trainer. Interns are teamed with a Trainer, as a minimum, for team teaching and mentoring. Not considered an instructor, but an instructor in training. **Interns are NOT allowed to train a class solo under any circumstance.** Instructor candidates are also categorized as an Intern until successful completion of the NSPS Instructor Development Phase I course.

Senior Program

(Determined annually by the Division Senior Program Supervisor)

Examiner - May train, and validate Senior candidates in all facets of Senior ski and toboggan program. Possesses advanced skills in presentation, error detection, error correction, and skills demonstration. Able to make the right validation call every time.

Trainer - May train Senior candidates in all facets of Senior ski and toboggan program. Not allowed to validate Senior candidates. May be allowed to participate in Senior validations for training purposes but has no input as to the candidate pass/fail decision making process.



APPENDIX C

***** OTH Training Card ***
 SAMPLES**

TRAINER: SKIDOG DAILY SCORES
 Maneuver (* = EXAM EVENT) 1 2 3

DATE: 22 JAN 05

PATROL: RAMS

GLIDING WEDGE		G		
BRAKING WEDGE		G		
WEDGE TURNS		G		
CRAB WALK		X		
EMERGENCY STOP *		G		
WEDGE CHRISTIE		G		
ADVANCED CHRISTIE *		G		
TRANSITION TURN *		N		
SIDE SLIP *	L	N		
	R	N		
KICK TURN *	L	N		
	R	N		
FREE SKI *		G		
OFF PISTE *		X		
SLED *	FRONT	X		
	REAR	X		
	CHANGE-OVER	X		
	COMMUNICATION	X		

NAME: _____

European Division FORM 7 15 December 2001
 Basic Ski Skills Training Card (Yellow)
 Previous editions are obsolete

Figure C-1
 Ski Skill Screening Card

TRAINER: SKIDOG DAILY SCORES
 Maneuver (* = EXAM EVENT) 1 2 3

DATE: 22-23 JAN 05

PATROL: RAMS

GLIDING WEDGE		=		
BRAKING WEDGE		=		
WEDGE TURNS		=		
CRAB WALK		X		
EMERGENCY STOP *		=		
WEDGE CHRISTIE		=		
ADVANCED CHRISTIE *		=		
TRANSITION TURN *		=		
SIDE SLIP *	L	=		
	R	=		
KICK TURN *	L	=		
	R	=		
FREE SKI *		=		
OFF PISTE *			X	
SLED *	FRONT		-	
	REAR		=	
	CHANGE-OVER		-	
	COMMUNICATION		-	

NAME: _____

European Division FORM 7 15 December 2001
 Basic Ski Skills Training Card (Yellow)
 Previous editions are obsolete

Figure C-2
 Ski Skill Training Card

TRAINER: SKIDOG DAILY SCORES
 Exam events = * 1 2 3

DATE: 22-23 JAN 05

PATROL: HDBG

SIDE SLIP *	TS	=			
	HS	=			
FALLING LEAF *	TS	=			
	HS	=			
TRAVERSE *	TS	=			
	HS	=			
EMERGENCY STOP *	TS	=			
	HS	=			
TRANSITION TURN *		=			
BASIC TURN *		=			
SKIDDED TURN *	Small	=			
	Medium	=			
	Large	=			
BASIC CARVING *		=			
OFF PISTE *			X		
FREE SKI *		=			
SLED *	FRONT			-	
	REAR			-	
	CHANGE-OVER	Fall line			-
		Across fall line			-
	COMMUNICATION				-

NAME: _____

European Division FORM 8 15 December 2001
 Basic Snowboard Skills Training Card (Red)

Figure C-3
 Snowboard Training Card