From the Top

By Witold Kosmala
PSIA-E Alpine, Level III
K2 Ambassador

You heard the saying: “The man was upset that his shoes did not fit him until he saw a man with no feet.” This phrase is often in my mind because there is always someone worse off. The other day my brother Andrzej told me about this lady that fell when skiing in a chute and broke her leg. She tumbled on and on down the steep slope while her broken sharp shin bones were eating away her flesh. Eventually, her whole foot came off. She amputated her own leg. So, now, in view of my own skiing accident, I should be thankful that I finally hit that tree that stopped my tumbling just before MY foot came off. YES, everything can be always worse. So in May, when I pinched my sciatic nerve and was in terrible pain, I actually should have been happy that I have a leg to begin with, right? How about those people that got infected with flesh-eating bacteria, hopefully they were enjoying all those body parts that were most-likely amputated. Look at

http://www.nnff.org/survivors/gareth_bolt/gareth_bolt_page2.htm

and

http://www.nnff.org/survivors/scott_fitzpatrick/scott_fitzpatrick_page2.htm

if you dare. For example, Aimee Copeland of Snellville, GA contracted a flesh-decaying infection May 1 as she and friends zip-lined along the Little Tallapoosa River near Carrollton. When the homemade zip line broke, she fell to the water and rocks below, cutting her calf on a stone. The bacteria entered
through Copeland’s wound, forcing doctors to perform multiple amputations, including removing her left leg at the hip. We DO stress that making zip lines should be left to the professionals, and all wounds should be promptly and correctly cleaned.

Well, how about the last winter season? Were we really happy with it? For snowsports professionals and enthusiasts, in most of the US, it was the worst season in last 20 years. But, even so, there were many bright sides to this unfortunate winter. Read more about this further in this publication. Of all North American resorts, Mammoth Mountain, CA stayed open to the public the longest. They stayed open through the Memorial Day, May 28th. Last year it was through July 4.

So, now that we all agree that we need to be very thankful, we should recognize that skiing and riding does not have to end in the spring. There are ski/snowboard camps in the summer time all around the world as well as public skiing and snowboarding in the southern hemisphere. (If you ski on a glacier, watch for crevasses. If you get curious and get too close to one, you might end up seeing more of it then you wished for.) You might choose to do some heli-skiing or explore indoor skiing. Grass skiing is also becoming more and more popular. Don’t forget about water skiing, wakeboarding, surfing, and the list goes on and on. How about getting involved in other sports? There is no reason to stop physical exercise.

In Seattle, WA on April 14, the U.S. Ski and Snowboard Hall of Fame inducted eight legends. Olympic and World Championship medalists Joe Pack and Eva Twardokens headlined eight skiing luminaries who joined the Hall of Fame’s Honor Roll for 2011. Also honored was ski area pioneer, the late Nick Badami, who played a pivotal role with the U.S. Ski and Snowboard Association and the Salt Lake City Olympic Winter Games. The Hall of Fame ceremony, which rotates around the country each year, was in Seattle for the 50th anniversary ski and snowboard manufacturer K2, which received the Hall’s Legends of Skiing Award. Also honored were ski area pioneer Phil Gravink, ski historian Mason Beekley, speed skier and author Dick Dorworth, ski show pioneer Harry Leonard and World Cup and Pro Skiing racer Tyler Palmer.

Since the last publication of Peak Performance some of our readers indicated how much they were looking forward to PART 2 of Becca Borawski’s article about Eva Twardokens. In fact, there was also PART 3 published at http://breakingmuscle.com/. Unfortunately we did not get permission to reprint those articles, so you need to go to the above-mentioned link. Eva is indeed a celebrity carrying Olympic spirit through generations, as her father was a Polish Olympic gold medalist. If you would like some homework, find out in which sport did Eva T’s father get his gold and in which year.
Continuing on a thankful note, pictured above on the left is a good friend of mine, John Cossaboom who is the owner of Gatlinburg Snowsports Center in Tennessee. We are at Ober Gatlinburg on the background of some of his teaching slopes. John is extremely knowledgeable in all aspects of ski industry and a super host. He showed me on which slope some years ago they had artificial turf where I had a chance to ski in the summer time with my brother. What memories. John also confirmed that about a month ago their area got softball-size hail, which did a lot of damage to roofs, cars, and other things. Can you imagine getting hit by one of those things? So, now I am thankful that on that bike ride which once I took in the Boone area I was hit by only a dime-size hail. That was painful enough.

Our next issue of Peak Performance will be the September issue. Please, keep writing me at kosmalaw@bellsouth.net. Also, check out all previous issues of Peak Performance that are posted and downloadable from my web page found at

www.mathsci.appstate.edu/~wak/.

Again, deep appreciation goes to my son, Konrad who makes Peak Performance look so good. Ya’ll, take good care, and don’t let anyone tell you that Canada does not have the 4th of July. They do.

Main Course

The Second Best Thing

By Gordon Carr
PSIA-E Alpine, Level II

Well the season “that wasn’t”...isn’t! I am convinced that some of us last Fall and early Winter weren’t properly thinking “COLD” as instructed, but no doubt these failures will be corrected next fall. In fact, it won’t hurt to practice now and over the rest of the summer. If we get a “cold day in July “ I’ll know that y’all are back on the job!

Of course the best thing in the world is gliding and riding down the white stuff on a
Carolina Blue Day! But the second best thing is READING ABOUT gliding and riding (well, maybe it isn’t the second best thing, but at least it is the 3rd best thing!) So I thought I’d do a light review of several books I’ve read recently which cover the history of our Winter love. In fact one of the titles captures the essence of our obsessions: *Two Planks and a Passion*!

All three books are listed below and, although recently released, are available in “used” condition at reasonable prices from Amazon. Two of them document the ancient and early years of our sport, while John Fry’s book *The Story of Modern Skiing* treats the topic from World War II to the present.


John Fry’s book documents the snowsport history principally since WWII. This material is more familiar to all of us, and for those of us who are GOMERs (G.et O.ut O.f M.y E.mergency R.oom), we actually lived during much of the time, experienced some of the inventions, and lived through, vicariously, many of the sporting events. My personal experience is of the transition from wooden skis with “cracked metal edges” to metal skis, (first Head Standards, then 360s; a pair of Hart Javelins sneaked in my closet also somehow)! The sporting event of note in my early skiing life was the meteoric rise of Jean Claude Killy and his triple Gold in the 1968 Olympics. Viewing the movie, “Downhill Racer” starring Robert Redford, when it was first released became a social event to be viewed and discussed again and again among budding skiers. Because of Killy’s fame in the 60’s even the non-skiing public had an awareness of skiing. In *SKI* Magazine’s December, 1999 issue, Killy is listed at #1, as *THE* most influential of the top 100 most influential skiers of the 20th century, followed at #2 by Howard Head, the innovator who introduced metal skis.

Two points make Fry’s book inmanently readable; it simply glides along (if you’ll pardon my pun.) First, he organizes his chapters around key topics: famous personages, technical innovations, famous races and racers, and the “business” of resort development among other important topics. Second, he writes about the origin and popularity of snowboarding with information which may be known to rider enthusiasts, but which is probably not widely known among skiers. This coverage of snowboarding is as thorough as any article I’ve ever read. Most interesting to me was Fry’s discussion of some of the really early pioneers in the “riding world” and some of the “Rube Goldberg” tools they used to glide down the white world. All very interesting from the perspective of 2012 and with 100% accurate hindsight now that riding is a key component of the snowsport “business” and beginning riders make a significant contribution to the growth of our winter sport.

The other two books, *Two Planks and a Passion* by Huntford and *The Culture and Sport of Skiing* by Allen cover the historical roots of skiing from antiquity to World War II in exhaustive, and sometimes tedious, detail in a
very academic and scholarly manner. Many of the source documents and footnotes are the same in both books as they surely should be in such meticulous writing about the same subject over the same time period. However, to me, and it is just a personal opinion, I found Huntford’s organization and style much more readable. While Allen’s work is more chronologically rigorous in presentation, that very chronology makes subject matter more disconnected. Early discussion about archeological finds related to bindings may be followed by discussion of an early “challenge” race, only to return to a discussion of bindings again in a later chapter.

Huntford, in Two Planks and a Passion, seems to maintain focus in chapter topics a bit more and let the chronological rigor work within each topic. Early races, key figures in ski development, ski design, binding innovation, surface lift and chairlift history, and the role of polar explorers in the notoriety of skiing, are just some of the topics around which Huntford’s book is organized. Don’t misunderstand me; both books are exhaustive in their scope and very interesting in detail. But to me Huntford’s book reads more easily and because of topic cluster there are natural “breaks” where you can put the book down of an evening without being left with an unfulfilled feeling.

If you have interest (or time) only to read one of the books I strongly recommend Huntford’s book. We all “sort of know” the modern stuff. Two Planks and a Passion (as well as Allen’s book) however gives information about the incredibly ancient history of skiing as a snowsport; information that is not readily available in other places and very sparsely covered, if at all, in American literature. Ancient ski history is SCANDINAVIAN in nature and NORDIC in technique. The European Alps as a skiing venue are a late-comer on the scene, and in the earliest days of recreational skiing even Austria, Switzerland and Germany “IMPORTED” Norwegian instructors! The French Alps, now such a renowned destination for skiing and riding, were an even later arrival on the snowsport scene. ALL the European mountainous areas were MOUNTAINEERING destinations where mountain climbing enthusiasts resisted the intrusion of ANY ARTIFICIAL means of descent. You were supposed to “earn your stripes” both up and down slopes and any of the new-fangled gear spoiled the purity of the alpine setting. Later, early skiers, even in the Alps, were offended to think of not “earning your stripes” on the ascent of the slope; you climbed up using skins for your brief moment of dangerous descent! (One of the few early, literary chronicles of skiing occurs in Thomas Mann’s Nobel Prize winning book, The Magic Mountain which details life in the Swiss Alps at a TB treatment sanatorium. During his stay in the Swiss Alps, Mann’s protagonist, Hans Castorp loses his way during a ski run, almost dies, and has his literarily famous “dream of humanity”.) In the early days of skiing, falling down was an acceptable way to stop at the bottom of a slope! The early introduction of skiing into the European Alps was resisted by the mountaineering gang as much, or more, than the ski crowd’s resistance to snowboarding in modern times.

And if you think that is something, alpine racing, as we know it today, Slalom, GS, Super G, and Downhill, was vehemently excluded from official international racing and contests until the late 1920’s. Provisional, but reluctant, inclusion came only through the unending perseverance of Sir Arnold Lund. Lund did much more than introduce the idea of skiing around sticks (or small trees) during a race (Slalom Racing) to control speed and demonstrate turning ability and style; he put “alpine” into the races! Previously all competitions had been exclusively Nordic X-C and Jumping! “Real skiing” was Nordic and Jumping; turning to slow down was for sissies (course they couldn’t “turn” early skis, one of which was typically 6 feet long, called the “Andor,” and the other 12 feet long called the “Ski.” Skis of equal length and the use of TWO poles were a controversial technological development when first introduced. You just have to read this stuff!

Archeological digs have found surprisingly complete skis, the most complete being the “Kalvtrask Ski” dated 3200 BCE found on the southern coast of Sweden. Earlier rock carvings depict skiers hunting; and, in numerous cultures, folk legends describe travel and survival in winter being dependent upon ski usage. All these pre-historical references are European or Asian, in climates where the snow was more hard packed and wind-blown, and which had geography less mountainous and therefore amenable to what we now call X-C skiing. The North American climate produced a less water-dense, fluffy powder (thank goodness) where rounded snowshoes were necessary and there are no references to skis, as we know them, in North American culture, until in the early 1800’s. Even then, North American users of obvious skis called them “snowshoes” (hence the famous...
“Snowshoe” Thompson of the mid-1800s) after the more commonly used Native American rounded, leather-lace-woven foot gear necessary to move in deep pow-pow.

The earliest printed reference to our sport was in 1514! Not bad since the printing press wasn’t invented until 1452! Of course if truly dedicated snowsport enthusiasts, like us, had been around back then, the first printed reference to skiing would have appeared in 1453 in some pamphlet entitled…. Oh!.. Ah!.. something like.. maybe… Peak Performance! The first known printed occurrence of the actual Norwegian word “ski” was in 1644!

Some of the most interesting chapters to me contained information about the technological transformation of ski bindings. Huitfeldt in the late 1800s developed fixed, metal boot toe clamps to hold the boot firmly and these, combined with Hoyer-Ellefsen’s revolutionary tensioning device for the heel strap, was the first, “truly modern” binding system. Previously all systems used to attach the skier’s boot or shoe to the actual ski lacked any lateral rigidity or stability and therefore were unable to transfer the rotational torque necessary for turning from the leg to the ski. Hoyer-Ellefsen was discussing with a friend the problem of inadequate heel strap tensioning devices one evening in his wife’s presence. She was closing a mineral water bottle with its stopper with an eccentric cam lever system, and suggested this mechanical principle as a way to strongly hold the boot “forward into the toe piece.” Hoyer-Ellefsen patented his “lever tensioning heel strap buckle” in 1904 and the Huitfeldt/Hoyer-Ellefsen system dominated the market into the 1930s. Hey! guys, the male engineers and skiers had been struggling with this problem for decades… without a clever, insightful woman and a man smart enough to listen to his wife, we might still be skiing with birch roots wrapped around our ankles as a binding. If you want to see Hoyer-Ellefsen’s wife’s inspiration, look at the eccentric cam lever system on a modern bottle of Oberdorfer Weiss or Grolsche beer. Or look at the photo at right. I have a pair of hickory skis from the 30’s with the Huitfeldt/Hoyer-Ellefsen binding system. After buckling the traditional buckles as tight as possible, you would then increase the strap tension by throwing the eccentric lever buckle rearward and snapping it closed. Even with this system, unless the straps were kept well oiled, with use and “wet out,” the leather would stretch, defeating the original intent, leading to repeated re-tightening. How fortunate we are today to have rigid boots and SAFETY RELEASE BINDINGS. Short of breaking a heel strap, there was no release with the Huitfeldt/Hoyer-Ellefsen system, and a twisting ski during a fall twisted “guess what?”.

Many American skiers have heard the name, Mathias Zdarsky, especially if you are a PSIA member. Zdarsky was born in Moravia, now part of the Czech Republic and in the very late 1800’s thru personal experimentation and study, developed the first “system” of linking turns continuously to control speed on steep slopes. He published his instructional manual in 1897 called, “A Guide for Everyman to Master the Ski Completely in a Short Time.” This was the first real instruction book and was also the first system and book to use photography to illustrate the different parts of the ski turn in his system! Over the course of the next two decades Zdarsky had major influence on technique development, had a loyal following, and reportedly taught, personally, over 20,000 students to ski. His major technical innovation was the use of the inverted “V” (the wedge or snowplow) as a basis of speed control and turn initiation. Amazing!, and yet today, mostly we only know his name! What was it about his system which destined it to the scrap heap of history? It sounds so “modern,” yet today Zdarsky’s method is NEVER used completely and he is basically unknown compared to Hannes Schneider’s fame and notoriety for the Arlberg Technique. Both relied on the snowplow or stem as a basis for turning, yet Schneider’s influence has lasted and Zdarsky is only a historical footnote. Why? The answer, if you don’t read the book will be in the next issue of Peak Performance.

Both historical books have chapters devoted to the military use of skis and ski maneuvering in formation. In some ways the dominance of the Scandinavian skiers in the early days of snowsports in both race performance and instruction was a result of military training in their respective Nordic countries. There are also detailed accounts of the prominent role polar explorers, most notably Nansen, played in the popularization of skiing. It is not exaggeration to say there was a “rock star” frenzy surrounding any public appearance by these heroes of their time.
All of the above is but a sampling of material from Huntford’s and Allen’s books. If you love our winter wonderland sports, these are a “read” which you will thoroughly enjoy! I’ll close with several interesting question raised in Huntford’s book, answers to which will be given in the next Peak Performance.

1. What very famous alpine race had a modern binding invented in 1929, with significant innovations, named in honor of the race?
2. For what series of activities is Snowshoe Thompson actually famous?
3. Why did Zdarsky’s system of skiing and teaching skiing not survive the test of time?

But enough from me already. What started out as a few hundred word, “light” review of several interesting snowsport books has gotten totally out of hand and unless curtailed immediately threatens to become an old GOMER’s endless ramblings on and on about books he didn’t write, only read (but with real interest, I might add… as if you couldn’t tell)! Take care to stay in shape over the Summer and, as instructed, really practice “Thinking Cold and Snow”!!

MORE LATER

Alaska Heli Skiing with Warren Miller

By Ted Ligety
2006 Olympic gold medalist and three-time World Cup giant slalom champion

This is reprinted from Ted’s Blog found at http://www.tedligety.com/. The message was written on April 15, 2012.

I’ve always fancied myself as a good freeskier and would watch ski movies totally respecting what those guys were doing but thinking that it wouldn’t be a hard transition and I would be comfortable doing comparable lines. It turns out there is a lot more then meets the eye. First off every race I do I get to slide down the course and memorize where I’m going. Obviously you cannot do that on these lines, so you look at them from the bottom, disguise the line, take some pictures and then look at the line from the heli and take some more pics. Yet when you stand at the top of the line you can’t see anything, or the ridges are way bigger then you thought or the “small” cliff is actually huge or you can see anything until you 60 meters down the line. Outside just finding the line you thought was good, you have to deal with you stuff (mini avalanche that’s normal on these steep lines) and often times you have to ski though or land off features that have already sluffed off which look fine but it turns out those patches of not so awesome looking powder have 3 foot deep runs and are hard-ish snow. Once you’ve made it most of the way down your line you then have to deal with the bergschrund (mini crevasse) that can be a gaping hole or a moderate sized drop off depending on the line.

Luckily Phil Meier is here, who’s a veteran Swiss big mountain skier, as well as Marcus Caston; a Shred athlete awesome skier and winner of Rahlves Banzai races but very green in this realm too. Phil knows what he’s doing
and has dispersed a plethora of advice and knowledge to both of us along the way. Our guides Lel and Rich with Chugach Powder Guides have been extremely helpful as well. I cannot give enough credit to them for helping gauge the lines, finding the good snow and talk us out of doing stupid lines and into good lines.

The first day here was a real eye opener. First filming run Phil lined up a big spine, 4 turns in a slab broke off starting an avalanche that swept him off his feet and into the chute. He deployed his ABS pack and was right on the surface and fine when he came back into site at the bottom. I was standing 10 meters from the crown at the top and was sufficiently scared. Needless to say that ended our first day.

After watching a seasoned vet like Phil take a real ride, we took it back a few notches and have been easing our way back into some of the bigger lines. I’ve taken a few tumbles each of which has taught me a lesson, so that I’m not totally naive to this scene, yet I’ll still admit I’m very green.

From Cars to Skis

Smoothness

By Witold Kosmala
PSIA-E Alpine, Level III
K2 Ambassador

There is an amazing connection between driving a car and skiing. They both turn in front, they both have outside and inside wheels/edges, they both go on a surface, they both accelerate and slowdown, they make turns, they slip and slide, oversteer, understeer, and so on. And, you can race them both. But for some reason people can relate to driving a car much easier then to skiing. So, I thought that for the next few issues of Peak Performance I will bring up different things that we do, or at least we should do when driving a car that translate directly to skiing. Since it will be the optimal performance of the car in interest, we will think about car racing. In this issue I will briefly discuss smoothness.

Smoothness is one single most important skill that can greatly improve your car driving performance, whether it is for safe driving or racing. In sports, aggression does not equal speed. First, we need to explain what is meant by smoothness on the controls of a racing car. Normally, smooth means avoiding jerkiness, snapping and whipping when applying or releasing the brakes, the gas, or steering. Most of the time, you want to roll on and off the gas, squeeze on and off the brakes, slither in and out of steering. It is very important to exercise
smoothness on the beginning of a maneuver as it is at the end. Let me give you a few illustrations. Did you ever get on a trampoline and start crazy jumping? Didn’t the rubbery surface feel like it did not obey you? When I was younger (OK, much younger), I was a springboard diver. Perhaps you also had some experience diving off of a board, maybe at some motel swimming pool. Do you remember bouncing on the end of the board and not being able to coordinate your going up with that of the board? How about if you just jumped on your heals? Did that get you higher up into the air then when you landed on your toes and then pushed off with your toes as well? Every diver has better dives when they can synchronize their bounce with that of the board. That’s why you can adjust the tension of the board to better match your bounce. It is an awesome feeling to ride that board all the way down and then ride it back up again. Here, let’s try another situation. You are driving fast down the wet road and all of sudden you jerk the steering wheel to avoid that animal, or a puddle, or a rock. What is the result? How about the last illustration: put a book on a sheet of paper and start dragging it on the table by pulling only the paper. How fast can you accelerate? What if you are going pretty fast and then suddenly you turn to the side? Won’t the book slide off the paper? OK, so I lied, here is one more. Did you ever bounce a corner of a car that had worn out shocks? Didn’t it feel good to see it go up and down, and up and down? Did you ever try to make it bounce faster or slower? You probably couldn’t due to the weight of the car.

Yes, smoothness will take you far, (even smooth talkers have powers over the explosive ones.) So, back to the car and off racing we go. Smash on the throttle to get out in front of others, yes? No! You will just spin the wheels and loose traction and waste gas and rubber. The movement starts with the slither onto the pedal and progressively pressing it more and more. Movement can be fast, but must be smooth. Practice this on a sheet of ice. What do you need to do to get your car going? Will you snap firmly on the throttle? The same idea goes for breaking and turning the wheel.

Importantly, smoothness does not always mean a slower movement. There are such things as being too slow, that is too smooth with working car controls. If you need to stop quickly and you slam on brakes, you will slide and not stop on time. Neither will you if you apply the brake too slowly and not firmly enough. In sciences and mathematics smoothness is represented by sinusoidal curves, like the one pictured. They are wavy curves with no corners. Everything takes time to get from one place to the other. If you can match your applications to those that match the natural responses of the car, the car will produce a maximal response. It is like a diver

matching his bounce on the end of the diving board with the board’s natural frequency. Jerky inputs upset the car. By matching the shape and frequency of your control inputs to the car’s natural response curve, you’re telling the car to do something it can actually do. By giving the car an “instruction” it can actually physically do, you will be able to get the optimum traction, resulting in a faster time, safer driving, and other favorable outcomes.

Don’t misunderstand me. There is room for sudden moves. For example, if the front tires are already sliding, a driver may benefit from quickly steering them into line, hoping to “catch” the car. Likewise, a jerky blip on the throttle with the clutch engaged to bring up the revs to match the gears on a downshift is usually the right thing to do.

Now, quickly, let’s talk about smoothness in steering. Put a heavy roll of roofing felt paper in the back of your station wagon so it can roll from one side to the other. Now go on a curvy road and see if you can steer your car so that this roll will only gently hit the sides of your car. The trick is to make the felt paper start rolling gently and then progressively press it to the car windows after it finished rolling. That is, your slither onto steering needs to be extremely smooth. Passenger with closed eyes should not be able to tell when you actually start turning. Isn’t that exactly what you would do if you were turning on a sheet of ice? Then, you need to release steering gently and start going the other way with the same smooth movements. Can you see a wavy, sinusoidal curve that you would be drawing with your steering application? And of course, never, ever, lock your wheels, or your turning will stop.
Steering smoothness is so very important since it moves the pressure from one side of the car to the other. When turning a corner, there is usually a spike in force as the weight transfers to the outside of the car, and it's at this point loss of traction is most likely to occur. Grip demands then remain relatively constant for the duration of the corner, and reduce as the steering lock is unwound. When the steering stops and the car goes straight, there is usually an additional small spike in force as the weight transfers back to the opposite side, known as the pendulum effect.

- Avoid “chucking” the car into a corner – ease it in allowing the weight to shift to the outside of the car in a progressive manner. Spikes in force need to be avoided when driving near the limit in a race or on a slick surface.
- Do not place additional demands on the tire’s grip early in the corner by hard braking or accelerating, as this is when loss of control is most likely to occur.
- Unwinding the steering in an aggressive manner is just as likely to upset the balance of the car – steering motions should be smooth.

Can you see how the above discussed topic of smooth steering, braking, and accelerating transfers to skiing? How about synchronizing your moves with those that ski is able to understand and obey? We often refer to this as a “surprising” a ski.

Health Course

Reducing Exposure to Pollen

By Witold Kosmala
PSIA-E Alpine, Level III

Pollen, sometimes microscopic in size, is the cause of many seasonal allergies. Here are some simple things that you can do to reduce your exposure to it and to help reduce allergic reactions, often called hay fever.

- Find out what types of pollen you are allergic to. Ask your doctor how to obtain a skin prick test, which can easily determine which grass and tree pollen you might be allergic to.
- Find out when during the year pollen is most likely to be your problem. You can get information on pollen count and type from some TV stations and on line.
- Stay indoors when the wind is high. Pollen that you might be allergic to wind can bring from many miles away. Usually the highest pollen count is in the mornings.
- Keep the windows closed in your house and in your car and invest in quality air filters.
- Keep the grass around your house low.
- Wear well-fitted sunglasses.
- Avoid going places where the pollen count is high.
- When you come back home, take a shower and change your clothes. Do your laundry often and frequently vacuum.
- Wash your hair before sleeping and change your pillowcase often.
- Be courageous and wear a dust mask.
- Best of all: move to a snow-covered country.

Trees, grasses, and weeds release small particles that are carried by the wind. The particles exist to fertilize plants. They are sharp and irritate throats, eyes and noses.
Common Sunscreen Mistakes

By Witold Kosmala
PSIA-E Alpine, Level III

Regularly using sunscreen is one of the best ways to prevent skin cancer. You should follow manufacturer’s instructions to get the maximum protection. Here are a few common sunscreen mistakes.

• **Not applying sunscreen at all.** Or, forgetting to apply sunscreen to some places like: face, ears, neck, top of the head when hair is thin and/or there are parts in the hair, tops of feet. Sometimes your clothes move and expose unprotected skin. You also can get harmful UV rays through thin clothes and white material, as well as through glass.

• **Applying sunscreen AFTER going outdoors.** It normally takes 30 minutes for the sunscreen to get absorbed into the skin, so apply sunscreen 30 minutes BEFORE going outside.

• **Not applying enough sunscreen.** To get maximum protection you need to apply adequate amount of sunscreen.

• **Not reapplying.** Even if the sunscreen is labeled as waterproof, it does come off when swimming or sweating. You should reapply it, especially after toweling.

• **Not reapplying at all.** Sunscreen protection does not last forever. Read the label to see how long your coverage will be good for, usually not more than 2 hours.

• **Not using sunscreen on cloudy days.** Harmful UV rays still affect people when it is cloudy.

• **Not using sunscreen due to skin tone or ethnicity.** All people are at risk of skin damage caused by sun’s harmful UV rays.

• **Not using sunscreen on indoor workdays.** Your exposure to the harmful UV rays keeps adding up, and you are exposed when you walk from one building to another, walk to your car, walk to eat lunch, walk to a meeting, and so on.

Turn to Wisdom

• I’ve learned that it is not what I have in my life, but who I have in my life that counts.
• Gratitude is the best attitude.
• Don’t believe everything you think.
• The best inheritance a father can leave his children is a good example.
• Temper is what gets most of us into trouble. Pride is what keeps us there.

Thoughts for the Month

• Since we are located in Appalachian Mountains, are we pronouncing the name correctly? What is the correct pronunciation of “Appalachian?”
• Is crawling important in child’s development? In skiing development, what skill would you say crawling is equivalent to?

Elaborations on last month’s Thoughts for the Month.

“Z” turns. What are they, what causes them, why are they used, what should be done to make them more like “S” or “C” turns? Are “Z” turns good or bad?

**Answer.** Just so we don’t forget anything, we will discuss this subject closer to the wintertime.
Does an empty 18-wheel rig stop quicker than a loaded one?

**Answer.** From 55 mph on flat and dry pavement, a fully loaded 80,000-pound truck requires more than the length of a football field to stop. The heavy load creates both friction and traction, which help in stopping. If these two elements are not present in an empty truck, braking capacity drastically diminishes. A stopping empty rig can start to bounce or jackknife. Empty truck on the average takes twice as long to stop as a full one.

Where should you hold your car’s steering wheel, or does it not matter?

**Answer.** For decades, the standard instruction was that drivers should hold the steering wheel at the 10 and 2 positions, as envisioned on a clock. This is no longer the case due to incorporation of airbag modules in the steering column, which are designed to deploy upward to protect your head and chest. In fact, driving that way could cost you serious injuries. Higher up the wheel your hands are, the more likely they are to be directly over the plastic cover when it opens and the bag is inflated at 150 to 250 mph. The bag can also slam your arms and hands directly into your head, causing broken noses and concussions. Also, amputations of fingers or entire hands, traumatic fractures and other gruesome injuries can occur.

Experts also say new research in ergonomics suggests that what’s called "parallel position" makes for safer driving in general. That is, holding the hands at the 9 and 3 o’clock positions on the wheel. It not only places the hands out of the bag’s way, but lowers the body’s center of gravity and reduces unintended and excessive steering wheel movements. New shapes of the wheel automatically improve your finger position, but your thumb can be still in danger. Make sure that quickly turning steering wheel does not hit and break your thumb when your thumb falls inside the grip. This can happen when car wheels go over a large stone. Also, never turn the wheel while gripping it from the inside of its rim.

This and That

**MEMORIES OF SARAH BURKE**

Canadian freeskier Sarah Burke died on January 19, 2012, nine days after crashing at the bottom of the superpipe during a training run in Utah. As a result of her fall, Burke's vertebral artery was torn, which led to severe bleeding on the brain, causing her to go into cardiac arrest. Athletes that saw the crash said that Sarah’s fall did not look that serious. Supposedly she landed on her feet and then kind of bounced onto her head.

Sarah was a pioneer of the superpipe event. She was a four-time Winter X Games gold medalist, and won the World Championships in the halfpipe in 2005. Burke lobbied to add superpipe skiing to the Winter Games program, noting that no new infrastructure would be needed. Her arguments won over Olympic officials, and the discipline will

Peak Performance
debut at the Sochi Games in 2014, where she likely would have been the gold-medal favorite.

WE WILL MISS YOU !!!! SARAH

http://www.youtube.com/watch?v=O4tQJAI4tYM&feature=share

Here is what her Canadian Teammate, Kaya Turski wrote on her page http://www.kayaturski.com about Sarah.

Hello World,
Here’s my latest webisode, “Sarah State of Mind.”
At the start of the year the world lost one of the most special people I’ve ever met in my life. Sarah was one of the best people I knew, loving, caring, dedicated, passionate. She not only lit up the world of freeskiing but anyone and everyone who crossed her path. Undoubtedly it was the most significant loss I have ever experienced and she’ll always be in my heart. Every run I take for the rest of my life will be dedicated to her. She fought for what we all have today and I am eternally grateful to her.

I like to think she’s flying above us all, watching over us. I wanted to go out there and make her proud, and ski my hardest at X-Games. She always had a major impact on the competition scene and contributed her own spark to the game. I did my best to go out there and do it Sarah Style.

Miss you Sarah. love love love

Hello World,
• Ninth Annual Superstars – Ski Camp at Ski Portillo, Chile.
• Chile Highlights: Culture, Wine & Ski
• Santiago Heli Ski
• Speaking Engagement Presentation
• FINALLY

Any questions feel free to contact me at chris@chrisanthony.com

Ninth Annual Superstars Ski Camp at Ski Portillo, Chile, AUG 11–18.

Professional coaches brought together by camp operator Chris Davenport will again include Chris Anthony of Vail, CO, Ingrid Backstrom of Squaw Valley, CA, Wendy Fisher of Crested Butte, CO, and Mike Douglas of Whistler, BC. The camp will also feature a professional photographer, who will document in stills and video the entire experience for the guests. The Superstars Camp is geared towards expert skiers looking to take their skiing to the next level with expert coaching on the skills of steep skiing, terrain recognition and management, proper mechanics, as well as good old powder skiing techniques.

Camp founder Chris Davenport says: “For eight years we have had a grand time skiing with and coaching amazing people from all over the world in Portillo. The terrain and the hotel make the perfect location for this type of ski-week, and the coaches and I all agree it’s one of the most fun weeks we experience throughout the year.”

The cost of the camp is US$2500 and includes all coaching and activities both on and off the hill, including exclusive presentations by the professional staff, a world-class gift bag, and a DVD with images and video of each client’s skiing highlights.
* Note that the Portillo ski week is an additional cost.

To book this amazing skiing experience, guests should first book a Ski Week at Ski Portillo with Carolina Acuña, carolina@skiportillo.com. A seven-day ski week includes accommodations, lift tickets and four meals daily. After getting a confirmation, please email Chris Davenport at chris@steepskiing.com to confirm your place in the camp. Please email Chris with any additional questions.

For more than 60 years, Ski Portillo has seamlessly united the spectacular beauty of the Chilean Andes, the pure joy of skiing and snowboarding, the camaraderie of friends and family, and the resort’s unique brand of hospitality and service, delivering unforgettable vacation experiences where guests create the memories of a lifetime. For more information or to book a Portillo vacation, visit www.skiportillo.com or email reservas@skiportillo.com or call toll-free from North America, 1.800.829.5325.

Chris Anthony Chile Highlights: Culture, Wine, & SkiAugust 5 – 10, 2012
SANTIAGO / VALLE NEVADO, ChileWARM UP

Prior to our annual Portillo Chile Camp how about joining Chris Anthony in Santiago, Chile for a little culture, food and wine. You can also warm up our on snow skills in Valle Nevado Prior to Portillo. Or take it one more notch and book of day of Heli Skiing or Heli Sightseeing up to Valle Nevado.
Try one of the options or both.

Day 1 (August 5, 2012): Arrival & Santiago de Chile
Welcome to Chile! Your Santiago Adventures representative will meet you at the International Airport to begin your adventure. You will be transported to your hotel, where you will have time to settle in and relax before setting out on a guided tour of the city.
We will set out to visit Santiago’s most important historical sites, including the downtown area surrounding the Plaza de Armas and the La Moneda Presidential Palace. We will also pass by the Mercado Central, one of Chile’s largest fresh seafood markets and stroll by the many bustling stalls to see the tremendous variety available from Chile’s bountiful sea. We will visit some of the lesser known barrios of Santiago including República and Concha y Toro. Initially constituting the outskirts of the city, the capital’s constant growth transformed the area into a privileged neighborhood and home to Santiago’s high society. There will be time to walk around and take photos of the varied styles of architecture dating back to the 19th and early 20th century. Continuing through the cobblestone Lastarria neighborhood, we will walk through the Parque Forestal and pass by the Bellas Artes Museum. For a panoramic vista of the city, we will visit the top of Cerro San Cristóbal Hill, 600 feet above the city. During the tour, you will have the option to visit one of Santiago’s most famous museums: La Chascona, the former home of Chile’s beloved poet and Nobel Laureate Pablo Neruda. The evening is yours to relax and explore the city at your own pace. We will provide restaurant recommendations for an excellent dinner on your first evening in Santiago.

**Hotel:** Hotel Rugendas ([www.rugendas.cl](http://www.rugendas.cl))

**Meals Included:** N/A

**Day 2 (August 6, 2012): The Casablanca Valley & Valparaíso**

Your guide will meet you in the lobby of your hotel this morning and you will drive approximately 90 minutes west, passing through the lush agricultural valley of Curacaví and the renowned Casablanca Valley, where Chile’s move toward cool-climate viticulture began 25 years ago when innovative winemakers began planting in the pre-coastal Casablanca region. The valley is now world-famous for its technology and commitment to terroir, producing some of Chile’s best white wines and cool-loving reds. As we make our way to the coast, we’ll stop for a tasting at the beautiful Loma Larga vineyards. Named “Winery of the Year 2011” by Wine & Spirits magazine, Loma Larga continues to represent the best of the Casablanca Valley, setting the bar for quality cold-climate red wines with several award winners and consistent 90+ point ratings by such prestigious publications as Robert Parker’s Wine Advocate.

Next, we’ll arrive to Valparaíso, one of the first Chilean cities founded by the Spanish and a UNESCO World Heritage site. We will start in the downtown sector, learning about the history of “Valpo” and its role in South American trade and commerce. Century-old hillside elevators will transport us up into the city’s steep hills, where a labyrinthine maze of streets reveals brightly colored buildings, bohemian cafes and elegant restaurants, and spectacular views of the harbor below. Our tour will lead us on foot through two of the most famous and eclectic neighborhoods, Cerro Concepción and Cerro Alegre.

Our lunch in Valparaíso will be at Oda Pacífico, located only steps from another of Pablo Neruda’s former homes, “La Sebastiana”, which we will visit after lunch. With a privileged vista of the Bay of Valparaíso and a varied menu including Neruda’s favorite, Caldillo de Congrio (Conger eel soup), Oda Pacífico promises not just a meal, but a “culinary experience.”

After lunch, we will continue our tour in the resort city of Viña del Mar, also known as “the garden city” for its lush gardens and palm-lined boulevards. We’ll pass by the “Reloj de Flores” (flower clock) and the inviting beaches while learning about the colonial history of the city as well as its contemporary flair. In the afternoon, you’ll be transported back to your Santiago hotel.

**Hotel:** Hotel Rugendas

**Meals Included:** Breakfast, Lunch

**Days 3-5 (August 7-9, 2012): Valle Nevado**

Private transportation will take you from your Santiago hotel into the Andes Mountains for three days of
excellent skiing or snowboarding at the internationally renowned Valle Nevado resort.

Optional: Helicopter transport from the Santiago Tobalaba aerodrome directly to the Andes and the Parraguirre region for heliskiing.

Please see Valle Nevado for more information and pricing.

**Day 6 (August 10): Departure**
Your journey comes to an end as you are transferred from Valle Nevado to the Santiago Airport for your international flight.

- Starting Around $2500 (Moves up or down based on size of group and lodging options)

**CONTACT:** Skidynamic@hotmail.com and reference: Chile Highlights.

**HOW ABOUT THIS!!!!**

Helicopter skiing out of the “W” Hotel in Santiago. Access the Andes from the luxury of urban base of Santiago.

**SANTIAGO HELI SKIING ADVENTURE:** Imagine skiing deep powder all day long in the heart of the pristine Chilean Andes and at the end of the day land on the rooftop of most luxurious hotels the city has to offer. The “W” Hotel Santiago, located against the panoramic backdrop of the snow-capped Andes, reinvents style and sophistication in the city’s most fashionable and trendsetting enclave, a fascinating universe of urban innovation amid cobblestone rooms and or suites, with fully-wired technology, spa, a massage or drink by the panoramic terrace of before heading out to dinner at Santiago’s finest restaurants. Santiago is happening city with sophistication, the highest standards in cuisine and great nightlife.

9,000 Euros = $11,818.43. **TWO SPOTS OPEN FOR Week of August 5th**

**CONTACT:** skidynamic@hotmail.com reference: "Santiago Heli Ski"

**FOLLOW CHRIS ON TWITTER!** @chrisanthonyaski
Or FACEBOOK Under Chris Anthony or Ski Fanatics

Cheers,
Chris Anthony
Chris Anthony Adventures

**SNOW PRO UPDATE: THE SEASON THAT WASN’T (AND YET WASN’T ALL BAD)**

By Peter Kray
PSIA Blog, May 11, 2012

Unless you had a liftside seat to the ski and snowboard season in the Pacific Northwest, Alaska, or Taos this year, then you know that in most of the country winter never really happened. The good news is that, although snow didn’t fall, participation in lessons didn’t fall much either (more on that later).

The preliminary report for the *Kottke National End of Season Survey 2011–12*—released this week at the National Ski Areas Association annual convention in San Antonio, Texas—showed just how bad a season it really was. An annual compilation of skier visits, snowfall totals, and lesson volume, the Kottke report estimated that U.S. resorts recorded 51 million skier and snowboarder visits during the 2011–12 season, the worst overall total since 1991–92, when 50.8 million visits were recorded.

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Peak Performance
It’s a steep fall from the record 60.54 million skier visits set last season, and also a far cry from the roughly 58 million-plus visits the industry had been averaging over the past 10 seasons. Snow, or the lack of it, was the deciding factor, of course, with 2011–12 marked by the lowest national average resort snowfall since 1991–92.

According to the report, 50 percent of responding ski areas opened late, and 48 percent closed early this season. Also, every region experienced a decrease in overall days of operation, with particularly significant declines in the Southeast, down 13.9 percent, the Northeast, down 13 percent, the Pacific Southwest, down 11.7 percent, and the Midwest, down 10.6 percent. More modest declines in total days of operation were experienced in the Rocky Mountain and Pacific Northwest regions, with each showing a 0.8 percent decrease.

Snowboarding in particular seemed to take the brunt of the hit, recording only 29.8 percent of the total visits, compared to 30.4 percent of the total skier visits in the 2010–11 season, and 30.9 percent the previous two seasons. It’s worth noting, however, that snowboard participation held relatively steady in the Midwest and Rockies and has steadily increased over the past three seasons in the Southwest.

If there is a silver lining, especially for snowsports instructors, it’s that lesson volume was only down 8.6 percent. Compared to the 14.6 percent loss in visits, lesson participation actually increased 7 percent, according to the report, which included the statement that, “The fact that lesson volume held up better than visitation (albeit still trending down) should help soften the revenue impacts of decreased visitation.”

Other “good” news? Overnight visitation was up for the third consecutive season, accounting for 48.5 percent of visits compared to 46.9 percent and 45.8 percent the previous two seasons, which means that more people are committing to staying at the mountains. Also, history shows that the industry can be remarkably resilient. After a precipitous 17.6 percent drop in visits during the 1980–81 season (also the result of poor snow), visits fully recovered with a 22 percent increase in the 1981–82 season.

Just add snow, and visits will grow, it seems. Which means it’s never too early to start hoping for some deep snowpacks next season.

WHO STEALS AN ENTIRE CHAIR LIFT?

According to the Prague Daily Monitor, on May the 7th, an entire ski lift has been stolen in the Northern Bohemian town of Desná in the Czech Republic. The steel support structures, three posts, a pulley, and a 1.0 kilometer long cable were taken, worth $10,236.64 USD.

If that happened back in 1974, I would say that Philippe Petit used that cable to walk between the 2 towers in New York City.

Philippe Petit is a French high-wire artist who gained fame for his high-wire walk between the Twin Towers of the World Trade Center in New York City, New York, on 7 August 1974. For his feat (that he referred to as "le coup"), he used a 450-pound (200-kilogram) cable and a custom-made 26-foot (8-meter) long, 55-pound (25-kilogram) balancing pole.

By Witold Kosmala
THE 2012 – 16 PSIA/AASI NATIONAL TEAMS

By Peter Kray
PSIA Blog, Apr. 27, 2012

What has often been billed as the U.S. ski and snowboard instructor’s Olympics certainly fit the bill Thursday night in Snowbird, Utah, as a standing-room crowd of well over 100 people came to hear the announcement naming the PSIA Alpine and Nordic Teams for 2012–16.

In addition to the dozens of talented ski instructors who tried out for the teams, the volunteer selectors who worked day and night evaluating the candidates, and the PSIA-AASI staff that crunched a veritable election-day’s worth of data, the room was filled with PSIA-AASI Team alumni, ski company executives, and family members of the hopefuls. Their presence was a well-earned tribute to an incredible week of hard work, in which the candidates pushed themselves to the edge of their skiing and teaching abilities in a bid to make one of the teams.

“One of the greatest problems we have is one of having more talent than we have spots for,” said PSIA Alpine Team Coach Rob Sogard before announcing the teams. “We will work hard with (PSIA/AASI Professional Development Manager) Earl Saline to help keep everyone in the loop going forward, because there’s too much talent in this room not to keep everyone involved.”

The 2012–16 PSIA/AASI Teams, including the AASI Snowboard Team and the freestyle specialists on the PSIA Alpine Team, which were named in Copper Mountain, Colorado, are:

**PSIA Alpine Team**
Jonathan Ballou – Aspen, CO; Robin Barnes – Heavenly, CA (second term); Mike Hafer – Northstar at Tahoe, CA (second term); Nicholas Herrin – Crested Butte, CO (third term); Jeb Boyd – Thornton, NH (third term); Matthew Boyd – Thornton, NH (second term); *Ryan Christofferson – Northstar at Tahoe, CA; *Kelly Coffey – Breckenridge, CO; Heidi Ettlinger – Truckee, CA; Eric Lipton – Blue Mountain, PA (second term); David Lyon – Stevens Pass, WA (fourth term); *David Oliver – Breckenridge, CO (second term); Michael Rogan – Heavenly, CA (fifth term); Jennifer Simpson – Vail, CO (second term). *Freestyle Specialist

**AASI Snowboard Team**
Scott Anfang – Breckenridge, CO (third term); Chris Hargrave – Northstar at Tahoe, CA; Seth Johns – Heavenly, CA; Tony Macri – Copper Mountain, CO; Tommy Morsch – Bristol, NY (second term); Eric Rolls – Canyons Resort, UT (second term)

**PSIA Nordic Team**
David Lawrence – Winthrop, WA (second term); Ross Matlock – Crested Butte, CO (third term); *Jim Shaw – Winter Park, CO; Megan Spurkland – Homer, AK. *Telemark Specialist

**PSIA-AASI Adaptive Team**
Geoff Krill – Loon Mountain, NH (second term)

For the 2012–16 term, Rob Sogard will serve as the PSIA Alpine Team Coach, Lane Clegg as the AASI Snowboard Team Coach, Scott McGee as the PSIA Nordic Team Coach, and Kim Seevers as the PSIA/AASI Adaptive Team Coach.

Later, in a meeting for all the newly selected members, Saline told the 2012–16 teams that they represented a new era going forward, and that along with their opportunity to take the association to “the next tier” in terms of education and instruction, he also hopes they will play a key role in identifying up-and-coming instructional leaders who can help do the same. “We need you to help us keep identifying future leaders,” he said, “and providing new opportunities for other instructors who are raising their hand.”

In a statement announcing the new teams, Saline said, “The selection events were amazing; all of the candidates
should be recognized for their efforts and long hours spent preparing. The team coaches and selectors worked incredibly hard in choosing this group to represent PSIA-AASI and bring forward new and innovative ideas. We are confident each team member will do an excellent job working with our members across the country.”

WHAT IS WRONG?

Announcements

- Did you know that “extreme skiing” is a past term, now outdated and wrong. For example extreme skiing events are now considered big mountain or big mountain free skiing events.
- Sugar’s own, Will Mauney, who spend last two seasons at Alpine Meadows, CA, passed his PSIA Alpine Level III skiing exam. I wonder if Will showed off his flips and twists in front of his examiner and his group. Will, congratulations to you on a job well done.
- Tour de France is under way. Best road cyclists from all over the world will cover 3,479 km (that is 2162 miles) in 21 stages from June 30 till July 22. I suppose that will be a good warm-up for the Olympic racing later in the month.

Funny Turn & Pet of the Month

This month we are combining these two sections and bring to you a story, which is really not funny and involves an animal which we could hardly call a “pet.” Story involves Doug MacLeod who is our PSIA-E Alpine, Level III instructor as well as a ski patroller at our mountain. The story was written on May 29, 2011 by his father-in-law and luckily all ended well. Peggy in the story is David’s wife, Tonda is Doug’s wife, and Jim-bob is the “pet.”
Wednesday morning, Peggy and I started toward the barn to do the milking and morning chores. Jim-bob, our Jersey bull, had busted through the fence. He and the cows were out. We herded them toward the barn.

Peggy said, “You need to finish putting the strand of electric fence wire around the rest of the pasture.”

“Okay,” I replied, “but you’ll have to let the bull graze around the barn while I do it. I’m not working where he can aggravate me.”

We were putting insulators on the posts and stringing wire, when Peggy said, “Go ahead and finish, I thought I heard the bull bellow up on the ridge between here and the road. I’ll take the golf cart and make sure the cows don’t bother the neighbors.”

On the way, Peggy met up with Doug, our son-in-law, who had volunteered that morning to clear off an old tree patch for a new orchard.

“Need help?” he asked.
“Probably,” she said.

Jim-bob had met the neighbor’s cattle, was likely thinking how he could steal the cows away from the other bull, and wasn’t interested in going back to the barn.

“You’ll have to swarp him hard,” Peggy told Doug as he took a garden hoe from the golf cart.

Peggy was rounding up the cows. Doug was trying to get the bull headed up our driveway, but he would only go in reverse. Jim-bob kept his head lowered as he was backing up from Doug’s hoe action. When Doug let his hoe get close to the ground, Jim-bob made his move, lunged forward, snapped the hoe handle, caught Doug on his horns, and flipped him in the air like a rag doll.

Instantly, Peggy was between Doug and the bull with her pitchfork, managing to keep the bull off Doug.

“Are you okay?” Peggy asked, still fighting with the three quarter-ton of angry Jersey bull, unable to check on Doug as he lay on the ground.

He groaned as air entered his lungs. “Oh, that hurt,” he slowly got out.

“Did he hurt you bad? Are you all right?”
“I think so,” he managed. “Knocked the breath outta me.”

When Peggy finally got the bull turned and headed for the barn, she went back to Doug. He was on his feet holding the broken hoe.

“Sorry I broke your hoe.”

Peggy was relieved. “That’s okay. I got it on sale for five dollars.”

I had the fence fixed when they got the cattle back to the pasture. The next morning our daughter came over to get milk and eggs.

“How’s Doug?” Peggy asked.

Tonda chuckled, “Last night, I asked Doug how he got all those bruises. He said, ‘You just can’t trust a five-dollar hoe.’”