

Our experience. Snow conditions on the slopes

The main cause of problems associated with a change in the state of the slope is the loss of contact with snow. Therefore, you need to modify your cornering technique in each case separately.

Solid ice

The ice is hard and therefore the contact surface should be maximum. Here, by the way, lies one of the greatest myths of snowboarding. It is generally accepted that longitudinally rigid boards travel more reliably on ice than soft ones, but this is not always the case. The soft boards bend under loading, and fit snugly to the snow with the entire edge of the edging with a more or less even distribution of weight per centimeter. When longitudinally rigid boards create excess pressure on the nose and tail, which can lead to their breakdowns. Overloaded sections of the edging simply cut off a thin layer of ice and lose contact.

Well, okay, if you still decide to ride that day, then to maintain a carved arc on ice, you need to pay special attention:

1. Exact weight distribution 50:50, for even distribution of weight over the maximum contact length;
2. A clear edging of the board from 45 to 75 degrees 😊 visually of course;
3. Do not use aggressive slots;
4. Maximum smoothness and accuracy of movements;
5. It is preferable to use unloading down and, if possible, to close turns to Pressure Point - the red zone in the arc

Hard slope

This means dense snow that has been spent and frozen during the night. He is a velveteen .. There are no special details here, for all articles on our site are devoted to skiing on such snow.

Summarize:

1. Tough and confident enough to keep legs;

2. The movements are smooth and fast;
3. If the slope is large, then close the turns to the perpendicular, and then adjust the speed.

Broken slope with mounds



The difficulty here is that, as a rule, the hillocks are not homogeneous. Some have already frozen, others have just formed. Hitting a peculiar mini-springboard in a high-speed arc threatens with loss of contact.

Therefore, on such a slope you need:

1. Learn to instantly determine the approximate composition of snow on the intended arc. This is not so difficult, after several not very successful descents;
2. Take a more aggressive stance, "close" the body, slightly bending the back;
3. All movements should be as confident and fast as possible, you need to immediately prepare that today there will be fast and aggressive skating, in half with drifts and waving your arms, but perhaps the most provocative this week. As a rule, in Europe black tracks are marked as such, not only because of the slope, but because of those additional surprises that await the rider on the way. There are even special pieces of tracks that are crooked to make it interesting 😊
4. Quickly load the nose on the tubercles, which have the ability to cut through;
5. Quickly cushion with your knees those knolls that are better to move;
6. Сделать вертикальную работу «возвратной».



О последнем пункте чуть подробнее.

Допустим, в разгрузке вниз вы в ведении поворота выпрямляете ноги. В центре вы встречаете на своём пути бугор, в момент его пересечения ноги снова сгибаются, чтобы уменьшить загрузку канта и «облизать» неровность. После прохождения верхней точки бугра – сразу продолжать выпрямлять ноги до конца дуги. Отчасти именно такими случаями и диктуется медленное выпрямление ног в дуге по мере ведения всего поворота. Если учесть что время

нахождения в повороте как правило не превышает 2-3 секунд, то это возвратное движение не такое уж и простое.

Мягкий склон

Такой склон всегда медленный, доска глубоко врезается в толщу снега и поверхность трения увеличивается. Кроме того, на мягком склоне более мягкая доска от этого сильнее прогибается, существенно уменьшая свой радиус поворота, а как следствие – и скольжение по линии спада склона. Это потеря скорости.

Вот на что следует обратить внимание:

1. Слегка перецентрироваться на хвост доски, разгрузив нос, чтобы он не зарезался слишком глубоко;
2. Быть крайне внимательным к углам закантовки доски, углы свыше **50-60°** будут приводить к сильному зарезанию доски в снег;
3. Отслеживать радиус поворота доски, быть готовым к резкому укорачиванию дуги;
4. In snow porridge, at a plus temperature, among other things, you need to choose less deep slopes, because such porridge, even with a half-trench, extremely poorly holds the load. Breaks out of the slope in pieces, along with the fall of the carver.

Final word

It happens that in one day you may come across different snow conditions. That is why you need to learn various techniques and techniques so as not to feel insecure. Various types of vertical work, unloading up and down, bends, drifts, stacking - all these techniques must be quickly implemented in skiing techniques and applied depending on the quality of the snow.

To switch from one snow to another correctly, use the hot mulled wine in a cafe 😊

☰ CONTENT

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