

Together Skiing Compendium

By

Helga von Schweinitz

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by
Helga von Schweinitz

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Introduction

This compendium is a collection of photos and information about Hans and Helga's interest in skiing.

Hans learned to ski as a child in Germany. He continued when he joined the US Air Force. When they were stationed in Wiesbaden Germany, they would take vacations into the Austrian Alps. Hans had to teach Helga how to downhill ski. Helga ad grown up in northern Germany where most of the land is flat, she only knew how to cross-country ski, not how to go down mountains.

While stationed in Roswell New Mexico, Hans was a member of the AF Ski team. Hans and Helga became members of Ski Rescue Patrol in New Mexico.

Hans and Helga also enjoyed Skiing as vacations. Often while in United States, they would travel to Ruidoso Downs New Mexico to ski. When in Europe they liked to ski the Alps in Tröll Austria. Their children joined them from an early age.

Contents

Hans in Air Force Ski Team 1965-1966.....	4
Hans and Helga on the Ski Rescue Patrol in New Mexico 1962-1966	24
Ski Rescue Patrol First Aid 1962-1966	36
Hans and Helga in Alps 1958-1963.....	37
Hans, Helga, and Daughter Tina skiing in Alps 1961-1962.....	43
Hans and Helga in Alpine Downhill Slalom ski race in Alps about 1958-1963.....	44
Family Ski Trips to Tröll Austria 1966-1969, Ischgl.....	45
Last Page	53

Hans in Air Force Ski Team 1965-1966

Photo: 1966 Hans Bib number 118

While stationed in Walker Air Force Base, in Roswell New Mexico, Hans joined the Air Force Ski Team. Hans In 1965 and 1966 Hans participated in Air Force sponsored Invitational races at Hill AFB Utah.

1965

A copy of the military orders and documents are included at the end of this compendium. In January 1965, Staff Sergeant (SSGT) Hans received a letter from Lt Colonel Carl Guerrein authorizing Hans to be a member of the AFB Ski Team. On 21 January 1965, Captain Gundlach, chairman of the Walker AFB Ski Team, received a letter confirming the team's reservation at the Recreation Lodge at Hill AFB from 13 through 20 March 1965. On 26 February 1965, Hans received his official temporary duty order from 1st Lieutenant Henderson, to participate in the USAF-AFLC Invitational Ski Meet starting 12 March 1965 for 10 days. On 1 March 1965, Hans received a letter from Captain Stansbury, ordering all Ski team members to participate in a Giant Slalom course on 14 March 1965 Sunday at Snow Basin Utah. Once at Hill AFB Utah, teams also ski a few other slopes, such as Alta, Brighton, Solitude, and Park City. There is no information available about Hans' results in this Ski Meet.



Ski Team probably on 14 March 1965 on Snow Basin, Giant Slalom Practice.
Hans is 2nd from left, with lightest jacket, and no hat or sunglasses.

1966

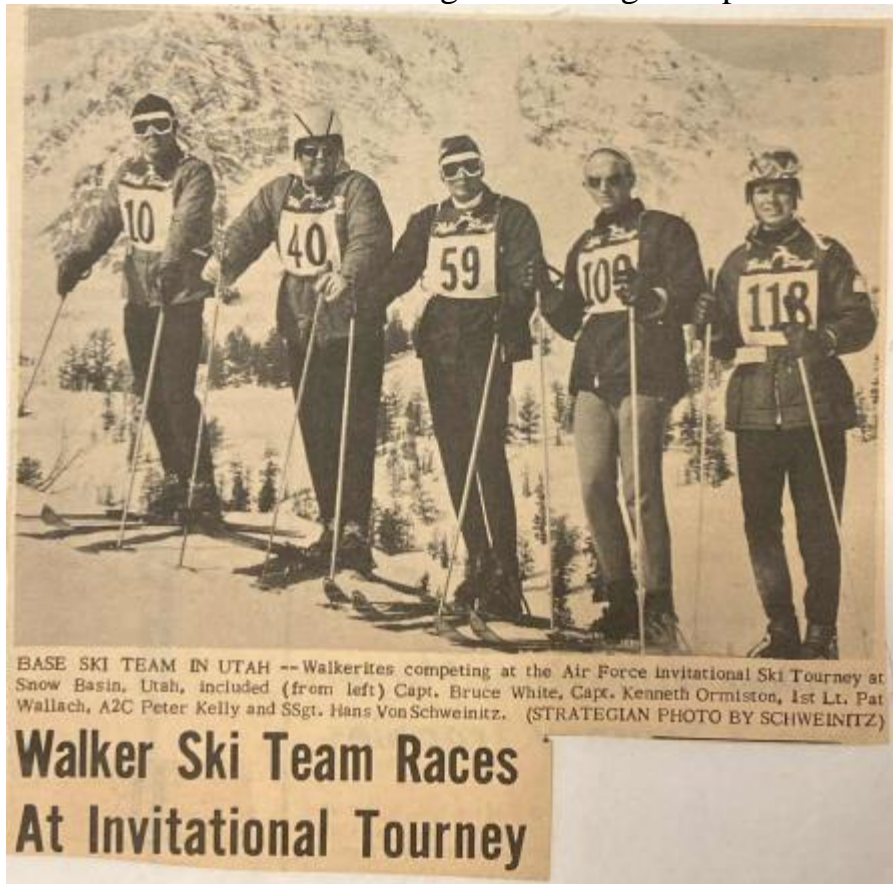
Hans was again a member of the AFB Ski Team in March 1966..Again, the USAF Finals Invitational Ski Meet was at Hill AFB Utah, and from 13-18 March 1966. On 1 March 1966, Hans sent a letter to the Walker AFB Central Base Fund Council, asking for expenses to travel to Hill AFB for 9-18 March 1966. Hans asked for \$80 if the team of 4 used AF provided air travel, and \$106.50 if they have to travel by car. On 2 March 1966, Hans received his reply. 1st Lieutenant McCall issued Special Order T-331 authorizing the Ski team to attend the Ski Meet, but 'does not entitle traveler to expense of travel'. The team of 4 members went anyway. After they returned, the team accomplishment made the local base newspaper.

ski meet



USAF - AFLC
INVITATIONAL
13-18 MARCH 1966
HILL AFB, UTAH

Photo taken at Lodge in Hill AFB. Hans in the right with arms crossed.



Hans is number 118 on right side.





Both in 1965 and 1966, Hans received a lapel pin for attending the USAF-AFLC Ski Meet



February 11, 1966 Page 5

Top Skier Will Race On Walker Team

Five Walker skiers raced for to berths on the base ski team in time trials held at Sierra Blanca Saturday. They plan to compete in the Air Force skiing finals at Ogden, Utah, Mar. 11-18.

Capt. B.H.M. White, who posted top scores for Walker in the Utah competition last year, will head the team which includes Capt. Pat Wallach, SSgt. Hans Von Schweinitz, A1C Robert Morgan and A2C Donald Faufaw Jr.

Prior to the Air Force finals, the base team will represent Roswell in the Falstaff Cup

race at Sierra Blanca later this month.

The Utah competition will be used to select the individual champions in downhill, slalom and giant slalom divisions. One hundred competitors from 25 Air Force bases are expected to take part.

All competitors this year will be persons with previous experience in National, NCAA and Olympic competition, according to Captain White.

He said the Air Force finals will be climaxed by a banquet with Maj. Gen. T. Allen Bennett as host speaker.

RACING TO WIN -- Capt. B.H.M. White, top man on the Walker team in last year's Air Force finals at Ogden, Utah, takes to the air during a practice race at Sierra Blanca. (STRATEGIAN PHOTO BY VON SCHWEINITZ)

February 1966 Article in Walker AFB newspaper about team, used photo of Hans taking jump while in practice.

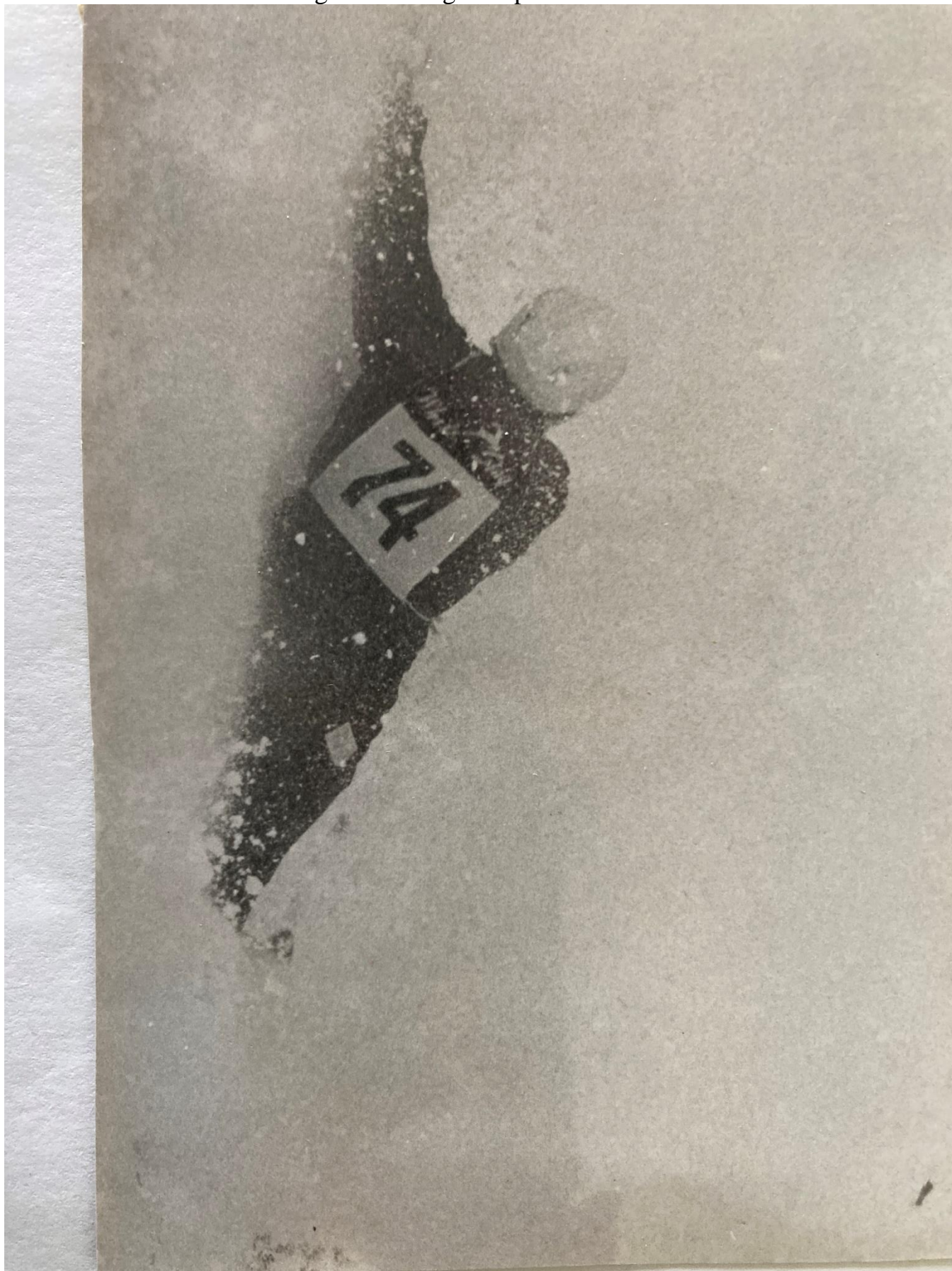




1965 or 1966, unknown team member taking gate during race.



1965 or 1966, unknown team member taking gate during race.



1965 or 1966, unknown team member taking a fall during race.

AFB Ski Team Preparation

The Walker AFB Ski teams were serious. They practiced exercises special for skiers developed by the Royal Canadian Air Force by Dr William Orban called the "5BX Plan for Skiers".

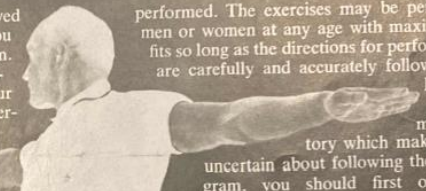
The originator of the famous Royal Canadian Air Force exercise plan designs a new pre-season physical conditioning program for skiers.

By Dr. William Orban

Several moments of each day, a million people in various parts of the world pick up a small manual bearing the insignia of the Royal Canadian Air Force, read it, then perform a series of calisthenics designed to make them healthier, if not wealthier and wiser. The book is called the "5BX Plan for Physical Fitness." It has sold 600,000 copies in Canada, 650,000 copies in the United States and 130,000 in Australia and New Zealand. The book carries no mention of an author, although it has one. He is Dr. William Orban, 41, who is presently director of the School of Physical Education at the University of Saskatchewan. He wrote the 5BX Plan when he was with the RCAF several years ago. SKI recently asked Dr. Orban to develop a series of exercises for skiers interested in building themselves up physically before the active ski season, making use of the progressive conditioning principles of his original 5BX Plan. What follows are details of his exclusive exercise program for SKI readers.

5BX PLAN FOR SKIERS

Maximum enjoyment and health may be derived from skiing at any age—but only if you have an adequate level of physical condition. To help skiers of any age achieve proper conditioning, I have designed a program of four basic exercises in three series—beginner, intermediate and advanced. In addition, there is a bonus exercise. The five exercises have been selected for their contribution to the conditioning of the muscles performed. The exercises may be performed by men or women at any age with maximum benefits so long as the directions for performing them are carefully and accurately followed. If you have any previous medical history which makes you feel uncertain about following the 5BX program, you should first obtain your



Although Hans knew how to Ski because of growing up in Germany, he had to learn the "American Ski Technique" to be on the ski team. They used the USEASA (United States Eastern Amateur Ski Association).

"The American Ski Technique"

distributed in the interest of American skiing by

SKI

Magazine

AND

Hart

Ski Manufacturing Company

Photography in co-ordination with the film, "The White Badge," produced by the USEASA with the cooperation of the Hart Ski Manufacturing Company.

GRADE, NAME, AFSN
CAPT JAMES H ALLEN JR, AO3081459
CAPT RICHARD C BOUSKA, 59627A
CAPT SETH J BUTTERFIELD, AO3009125
1STLT JAMES W FITZGERALD, AO3104086
CAPT STANLEY H HOWARD, 74730A

6. The following named personnel, organizations indicated, SAC, this stn, are appointed as members of the Walker AFB Ski Team, effective 19 Jan 65, to participate in ski competition for this season. Authority: AFR 34-47, 31 May 61.

GRADE, NAME, AFSN, UNIT
LTCOL HENRY MORRIS, AO0680263 - 24 Bomb Sq
CAPT BRUCE H M WHITE JR, AO2068241 - 579 Strat Msl Sq
CAPT VAUGHN R GUNDLACH, AO3058891 - 40 Bomb Sq
CAPT JOHN R SEBALD, AO3140157 - 812 Med Gp
CAPT JACK A HERRMANN, AO3036380 - 40 Bomb Sq
1STLT KENNETH G ORMISTER, AO3141481 - 812 Med Gp
1STLT PATRICK H WALLACK, AO3116088 - 40 Bomb Sq
SSGT HANS L VON SCHWEINITZ, AF16589642 - Hq 6 Strat Aerospace Wg
A2C PETER J D KELLEY, AF11395512 - Hq 6 Cmbt Spt Gp

7. So much of para 3, SO M-236, this Hq, 21 Sep 64, pertaining to appointment of members of the Base Hi-Valu Control Monitors Committee, as reads, "TSCT CURTIS W DIGGS, AF13386106, 6 Fld Maintenance Sq, Alternate", is amended to read, "SSGT JOHN THOMAS, AF14475079, 6 Fld Maintenance Sq, Alternate".

FOR THE COMMANDER

Carl J. Querrein
CARL J QUERREIN
LtCol, USAF
Director of
Administrative Services

DISTRIBUTION:
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Unit (1) DP (30)

TOTAL: 125 copies

21 January 1965 Letter confirming Reservations at Recreation Lodge at Hill AFB

OOBSR

21 Jan 1965

1965 USAF-AFLC Invitational Ski Meet

Capt Vaughn R. Gundlach
Walker AFB Ski Team Chairman
Roswell, New Mexico

1. Reference your letter dated 7 Jan 1965, we will certainly reserve 8 accommodations for your team at the Recreation Lodge. Regarding the "first come - first served" condition on these reservations, we assume you are making a firm commitment for eight people and will further assume this to be from 13 through 20 March, or seven days. The lodge has four 4-bed rooms, one 2-bed room and two 9-bed dormitories. Rooms are \$1.50/bed and dorm beds are \$1.00. While you have a choice, we can book you in the rooms, if you like. Please confirm as to rooms or open bay and number of days.
2. Messing at personal expense is available at the Hill AFB Lodge for breakfast and supper. Rates are very reasonable. Box lunches can be provided for the noon meal from the Base Food Services Section. Food (at your expense) is also available throughout the day at the Snow Basin Lodges.
3. Transportation should be very flexible for your needs. Buses will transport people from the base to the ski area each morning and return at the end of the skiing day. As presently planned, a scheduled late run to the lodge and return, with stops in Ogden, will be made for each day of the meet. You should be able to reach Ogden, the base, or the lodge, and return to quarters very conveniently.

FOR THE COMMANDER

HARRY G. HALL
Ski Meet Project Officer
Base Services Division

Together Skiing Compendium pg16

26 February 1965 Temporary Duty Order for Ski Meet 12 Mar 1965 plus 10 days

TEMPORARY DUTY ORDER—MILITARY <small>(If more space is required, continue on reverse, identifying items by number)</small>				DATE 26 February 65
TO: Hq 6 Strat Aerospace Wing "DAS"		FROM: Hq 6 Cmbt Spt Gp BDPSR		1. INDIVIDUAL(S) WP ON TDY AS SHOWN IN ITEMS 5 THROUGH 21.
2. TYPED NAME, GRADE AND TITLE OF ORDERS ISSUING OFFICIAL STUART M PRITCHARD, LT COL, USAF Director of Personnel		3. SIGNATURE 		4. PHONE NO. 8517
5. GRADE	6. NAME (Last, first, middle initial, AFSN)	7. ORGANIZATION	8. SECURITY CLEARANCE	
-----SEE REVERSE SIDE-----				
9. EFFECTIVE ON OR ABOUT 12 Mar 65		10. APPROXIMATE NO. OF DAYS (Include travel time) 10		11. DAILY
12. PURPOSE OF TDY To participate in USAF-AFLC Invi- tational Ski Meet		13. ITINERARY FROM: Walker AFB, NMex <input type="checkbox"/> VARIATIONS AUTHORIZED TO: Hill AFB, Utah RETURN TO: Walker AFB, NMex		
14. MODES OF TRANSPORTATION AUTHORIZED WITHIN CONUS				
A. <input type="checkbox"/> TPA. TRAVEL TIME BY RAIL OR BUS IS _____ DAYS. TRAVEL TIME IN EXCESS IS CHARGEABLE TO LEAVE AUTH. IN ITEM 11.				
B. <input type="checkbox"/> TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVT.				
C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)				
15. TOTAL POUNDS BAGGAGE, INCLUDING EXCESS, AUTHORIZED EACH PERSON				
16. APPROVED _____ PER AFR 35-14 FOR ALL NECESSARY TRAVEL EXPENSE INCLUDING FOR REGISTRATION AND/OR ADMISSION FEES				
(ITEMS 17 THROUGH 21 APPLY FOR OVERSEAS TRAVEL)				
17. NAME OF DESIGNATED OFFICIAL COURIER		18. AIR MOVEMENT DESIGNATOR ASSIGNED IS		
19. <input type="checkbox"/> PROPER THEATER CLEARANCES HAVE BEEN OBTAINED				
20. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL				
A. <input type="checkbox"/> MILITARY AIRCRAFT				
B. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)				
C. <input type="checkbox"/> COMMERCIAL AIRCRAFT (First class accommodations)				
D. <input type="checkbox"/> COMMERCIAL AIRCRAFT (Also foreign registry when U.S. registry is not available), RAIL AND BUS WITHIN CG AREA				
21. a. Prior to travel overseas comply with the Foreign Clearance Guide for passports and immunization requirements. b. Return air movement designator will be obtained from the local area priority issuing agency. c. In the event of limited war or mobilization and you are traveling overseas, contact your Hq to determine the necessity for continuance of travel. In the event of general war or if the CONUS is attacked by a foreign military force while you are traveling, report to the nearest AF installation as soon as possible.				
REMARKS Travel authorized by this order does not authorize traveler to expense of travel.				
23. AUTHORITY AFM 35-11, AFR 34-47		24. DATE 5 March 1965		25. SPECIAL ORDER NO. T-416
26. DESIGNATION AND LOCATION OF HEADQUARTERS HEADQUARTERS 6th STRATEGIC AEROSPACE WING (SAC) UNITED STATES AIR FORCE Walker Air Force Base, New Mexico		27. EXPENSES CHARGEABLE TO No expense to the Government CUSTOMER IDENTIFICATION CODE		
29. DISTRIBUTION E-1 TOTAL: 150 copies		30. SIGNATURE OF AUTHENTICATING OFFICIAL HARRIS R HENDERSON 1STLT, USAF Directorate of Administrative Services		

AF FORM 626

PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED

GPO: 1963-890-032

NAME	RANK	AFSN	ORGANIZATION
HENRY MORRIS	LT COL	AO 0680263	24 Bomb Sq
BRUCE H.M. WHITE, JR	CAPT	AO 2068241	579 Strat Msl Sq
VAUGHN R. GUNDLACH	CAPT	AO 3058891	40 Bomb Sq
JOHN R. SEBALD	CAPT	AO 3140157	812 Med Gp
JACK A. HERRMANN	CAPT	AO 3036380	40 Bomb Sq
JOHN J. CAIN	CAPT	AO 3025356	6 Cmbt Spt Gp
KENNETH G. ORMISTER	1st LT	AO 3141481	812 Med Gp
PATRICK H. WALLACK	1st Lt	AO 3116088	40 Bomb Sq
HANS L. VON SCHWEINITZ	SSGT	AF 16589642	6 Strat Aerospace Wg
PETER J.D. KELLEY	A2C	AF 11395512	6 Cmbt Spt Gp

HEADQUARTERS
284TH AIR BOMB GROUP (COMBAT)
UNITED STATES AIR FORCE
HILL AIR FORCE BASE UTAH 84401

REPLY TO
AUTH OF: OGBS

1 March 1965

SUBJECT: Acceptance of Ski Teams, 1965 USAF/AFIC Invitational Ski Meet

TO: Walker AFB, New Mexico

1. Reference OGB letter dated 24 December 1964, 1965 USAF/AFIC Invitational Ski Meet.

2. The following personnel are accepted as representatives of your base at subject meet. Attendance of all participants is mandatory on Sunday, 14 March 1965, in place at Snow Basin, for Giant Slalom course preparation and practice. The mandatory competitors meeting will follow at 1700 hours as indicated in letter referenced in paragraph 1 above.

Capt Bruce M. White, A02068241
LtCol Henry Morris, A0680263
Capt Vaughn Gundlach, A03058891
Capt Kenneth G. Ormisten, A03141481
Capt John R. Sebald, A03140157
A2C Peter J. Kelley, AF11395512
SSgt Hans L. Von Schweinitz, AF16589642
Capt Jack A. Herrmann, A03036380

3. Base/Lodge accommodations for 8 persons are confirmed.

4. The following information is still required from your base:

- a. Mode of Travel.
- b. Arrival and departure dates.

5. Listed below are bases in your area who will attend and with whom you might coordinate for transportation:

Cannon AFB, New Mexico

Holloman AFB, New Mexico

REESE AFB, TEXAS

DAVIS MONTHAN, ARIZ


HARRY O. STANSBURY
Captain, USAF

2849TH Air Base Group
Hill Air Force Base, Utah

Snow Basin Lodge

reservations.

Building 146 000 Office

all day Pass \$4.00

LOCAL SKI AREAS

SNOW BASIN

Located 17 miles east of Ogden, this area is the nearest one to Hill AFB. Facilities include three double chairs, one single chair and a rope tow. The maximum vertical drop is 2,600 feet. There are runs for beginners through expert. An all day pass costs \$4.00.

ALTA

Located 28 miles southeast of Salt Lake City, up Little Cottonwood Canyon, is world renowned for its powder snow and spring skiing. There are three double chairs, one single chair, and three rope tows. The vertical drop is 1,800 feet. Runs are open and trail skiing for all experience levels. A day pass at Alta costs \$5.00.

BRIGHTON

Located 32 miles southeast of Salt Lake City, up Big Cottonwood Canyon. There are two ski hills, Mt. Magister with its two double chairs and rope tow, which is a beginner-intermediate hill, and Mt. Millicent with one single chair lift, for intermediate-expert. A day pass for both hills costs \$3.50.

SOLITUDE

Located in Big Cottonwood Canyon, five miles below Brighton. Its three double chair lifts and one T-bar provide skiing for all abilities on the varied terrain the 1,900 foot drop provides. An all day pass at Solitude costs \$3.50. There is night skiing starting at 6:00 P. M. each night except Sunday. Night Skiing costs \$3.00.

PARK CITY

Otherwise known as Treasure Mountain, is located 24 miles east of Salt Lake City, just a short distance from Route 40. It features a two section 2½ mile long, gondola lift, two high capacity chair lifts and two J-bars. This is a new ski area, and resembles Aspen with its wide smooth trails and after ski facilities. Also featured is an underground tunnel and lift to the gondola mid station. All day pass is \$4.50.

1 March 1966

FROM: Walker Air Force Base Ski Team

Subject: Request for Allocation of Funds

TO: Central Base Fund Council

1. Request the following funds be allocated to the Walker AFB Ski Team, which will compete in USAF Finals Invitational Ski Meet at Hill AFB, Utah 9 - 18 March 1966. Four men will compete for a period of 8 days, with one day travel each way if By Air and 2 days if by Car. The TDY expenses required are \$80.00
2. In the event scheduled air transportation is canceled due to weather, etc., request \$106.50, to cover the cost of transportation. This is figured at .05 per mile for 2130 miles, round trip.

Hans Von Schweinitz,
S/Sgt, USAF
Manager, Ski Team

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 6 STRATEGIC AEROSPACE WG (SAC)
WALKER AIR FORCE BASE, NEW MEXICO 88201

SPECIAL ORDER
T-331

2 Mar 1966

The following named personnel, units indicated, SAC, this stn, are authorized to proceed to Hill AFB, Utah, for 11 days to attend the 1966 USAF-AFLC Invitational Ski Meet, effective on or about 9 March 1966. This is a permissive TDY. Travel authorized by this order does not entitle traveler to expense of travel. AUTHORITY: AFR 35-26 and AFM 39-11.

GRADE, NAME, AFSN, UNIT

CAPT BRUCE H. M. WHITE JR., FV2068241, 6 Services Sq
SSGT HANS L. VON SCHWEINITZ, AF16589642, 6 Strat Aerospace Wg
A1C ROBERT W. MORGAN, AF12617128, 812 Med Gp
A2C DONALD A. FAUFAW JR., AF11442506, 2010 Comm Sq *

FOR THE COMMANDER

* With Concurrence of
the Commander

J. S. MCCALL, 1st Lt, USAF
Directorate of Administrative Services

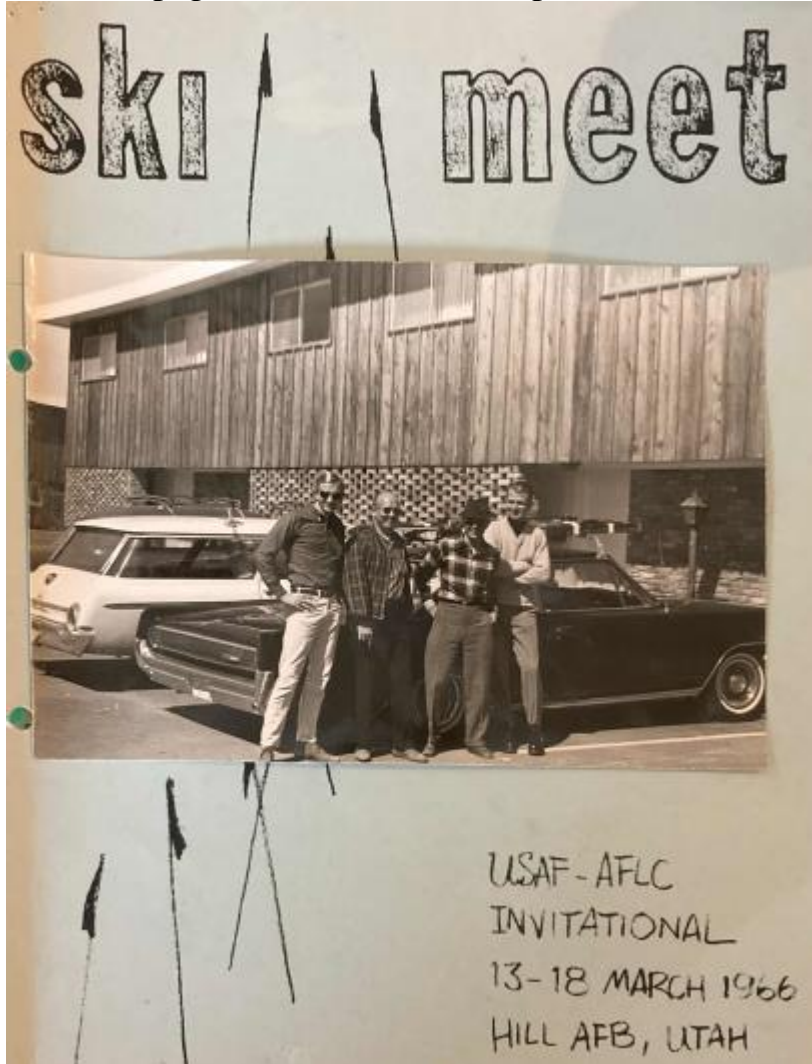


DISTRIBUTION:
E-1

TOTAL: 90 copies
(10 each and 5 for BDPSR)

Ski Meet booklet for 13-18 March 1966

There are pages with schedules, maps, other information not pictured here.



Exercise: 5BX Plan for Skiers. Copiers in 1965-66 consisted of "Photocopies" which is negative of the of the original. That is why the back ground is black and text is white. This pamphlet contains 5 pages of exercises that are not pictured here.

The originator of the famous Royal Canadian Air Force exercise plan designs a new pre-season physical conditioning program for skiers.

By Dr. William Orban

Several moments of each day, a million people in various parts of the world pick up a small manual bearing the insignia of the Royal Canadian Air Force, read it, then perform a series of callisthenics designed to make them healthier, if not wealthier and wiser. The book is called the "5BX Plan for Physical Fitness." It has sold 600,000 copies in Canada, 650,000 copies in the United States and 130,000 in Australia and New Zealand. The book carries no mention of an author, although it has one. He is Dr. William Orban, 42, who is presently director of the School of Physical Education at the University of Saskatchewan. He wrote the 5BX Plan when he was with the RCAF. Several years ago, SKI recently asked Dr. Orban to develop a series of exercises for skiers interested in building themselves up physically before the active ski season, making use of the progressive conditioning principles of his original 5BX Plan. What follows are details of his exclusive exercise program for SKI readers.

5BX PLAN FOR SKIERS

Maximum enjoyment and health may be derived from skiing at any age—but only if you have an adequate level of physical condition. To help skiers of any age achieve proper conditioning, I have designed a program of four basic exercises in three series—beginner, intermediate and advanced. In addition, there is a bonus exercise. The five exercises have been selected for their contribution to the conditioning of the muscles and joints which play an important role in skiing. The first exercise is a mobilizing exercise which is designed to produce a greater range of movement in the ankles, knees and spinal column of a rotational nature. Exercise number two will develop the abdominal muscles which are used in the trunk and hip rotation so essential for certain maneuvers in skiing. It will also provide an additional opportunity to improve the mobility of the spinal column. Exercise three is primarily for the development of lower and upper back muscles on which there is an additional demand in the skiing posture. Exercise three, particularly in the advanced series, will also improve the strength of the upper arm muscles needed for pole action. Exercise number four is the key exercise for strengthening the lower muscles of the limbs used in skiing as well as for strengthening the knee and ankle joints which are so prone to injury. The exercise also provides practice in dynamic balance if hands are kept on hips and an attempt is made to exercise by jumps on designated mark on the floor. Exercise number five lays particular emphasis on strengthening the lower leg. My exercises are designed to improve physical condition without any soreness or stiffness in a minimum length of time when regularly

performed. The exercises may be performed by men or women at any age with maximum benefits so long as the directions for performing them are carefully and accurately followed. If you have any previous medical history which makes you feel uncertain about following the 5BX program, you should first obtain your physician's approval before starting. Physical conditioning will enable you to engage in skiing for more hours per day, more days per week and more years in a lifetime. It also will contribute to the prevention of injuries. Many injuries, particularly of the sprain variety, can be attributed to poor physical condition. Lack of strength in the muscles involved in skiing and lack of strength and mobility in the joints, particularly in the knees and ankles, contribute to the incidence of injuries. Furthermore, lack of organic and muscular endurance increases the onset of fatigue, frequently cited as a prime cause of injuries among weekend skiers. Skiers should maintain a year-round program of training for maximum benefit. On the other hand, a minimum training period would be 10 weeks prior to the first ski outing. Any program, to be beneficial and effective, must be followed regularly and frequently. Regularity implies a definite time per day and no less than five days per week. The program for skiers was designed to be followed five days a week for a minimum of ten weeks.

The principles of progression and over-
(Continued on next page)

American Ski Technique. There are 16 pages of instructions and pictures of techniques, that are not pictured here.

"The American Ski Technique"

distributed in the interest of American skiing by



Photography in co-ordination with the film, "The White Badge," produced by the USEASA with the cooperation of the Hart Ski Manufacturing Company.

The American Ski Technique — the long-sought ideal of American skiers — is a concept now being formulated by the members of the Professional Ski Instructors of America. Paul Valar, the author of this article, is a leading proponent of a voluntary basic agreement on technique among ski schools in this country, and he is a member of the three-man PSIA technical committee.

The American form was thoroughly demonstrated for the first time last spring at Arapahoe Basin by an Eastern demonstration team headed by Paul Valar, and later by a demonstration team made up of the instructors from various schools across the country.

When the PSIA's work on the technique has unfolded, it will be a three-part study: first, the final forms, or the goal toward which the ski instructor should work his pupil; second, the method, including the exercises, by which the pupil can be made to reach the final forms and, last, a theory of applied physics. At this point, the forms have been completed and approved by the membership of PSIA. The form consists of a definition, plus a carrying out of this definition according to the basic principles of the system. The element of personal style is also added to the demonstration of any of the basic final forms, but it is not the intent of the American technique to dictate personal styles. The

exception is in the case of a demonstration team, in which case the styles must be made to coincide, one with the other, to produce an effective demonstration.

The principles of the American technique are: **counter-rotation**, the turning of the upper body in a direction opposite the skis; **weight transfer**, the moving of the weight to the turning (outside) ski; **total motion**, the continuation of motion throughout the turn, once body motion has started; **up-unweighting**, the decreasing of resistance under the skis by an up motion; **natural position**, the feeling and appearance of naturalness and lack of exaggerated leaning or counter-rotation; **angulation**, the control of the edges by the leaning-out of the upper body and leaning-in of the lower; **forward lean**, the position of the skier at right angles to the skis or forward of that.

On these pages are a complete demonstration of the forms by Paul Valar, done exclusively for ski in the style and the uniform of the Eastern demonstration team. The natural, tall look of the forms, together with the easy motion and the lack of exaggerated edge-setting and waste gestures, will become a goal in skiing in America this year. The preview on the following pages is a concise revelation of the final forms, together with some of the outstanding exercises leading to these forms.

FIRST AID BELT AND EMERGENCY EQUIPMENT CHECK LIST FOR
SKI PATROLMEN

Minimum essential items to be carried in patrol belt:

3" roller bandages (4)
Triangular bandages (2)
2" sterile roller dressing bandages
Band-aids (10)
4" x 4" sterile dressing pads (4)
Tourniquet
Adhesive tape
Knife (folding type)
Safety pins
6" x 36" wire splint for leg

Suggested additional items to be carried in patrol belt:

2" x 2" and 3" x 3" sterile dressing bandage	Tweezers, medical scissors
1" sterile roller dressing band.	Screwdriver, pliers, small wrench
Butterfly closures	Razor blade (protected)
Antiseptic	Matches (waterproofed)
Aspirin	Plastic police whistle
4" x 30" wire splint for arm	Notebook, pencil, tape measure
Wood tongue depressors (finger splints)	Plastic bags (fill w/snow for pad)
Resuscitube (adult/infant)	Extra shoe laces
Plastic scraper (car window type)	Colored avalanche cord (50 ft)
	for bottoms of skis, boots, etc.

Suggested optional items to be carried in patrol belt:

Heat tablets (Army type)	Sewing kit
Candle	Face Mask
Fire starters	Extra Safety straps
Compass	Extra ski wax
Rubber ski keepers (for carrying victims skis)	

Reproduced from the National Ski Patrol System Operational Manual
Form Number SPI - FAEE63

Courtesy of the Roswell Group
of the Sierra Blanca Ski Patrol

Hans and Helga on the Ski Rescue Patrol in New Mexico 1962-1966

While stationed in Walker AFB in New Mexico, Hans and Helga were members of the Ski Rescue Patrol in the Roswell Group of the Sierra Blanca Mountains in Ruidoso Downs.



Hans on Patrol





ON THE RUN -- SSgt. Hans L. Von Schweinitz, member of the base ski team and Sierra Blanca's Ski Patrol, swings through a turn during a recent racing practice session at the resort near Ruidoso in Lincoln county. (STRATEGIAN PHOTO BY GUNDLACH)

Von Schweinitz Skis On Team And Patrol

SSgt. Hans L. Von Schweinitz, who skis with Walker's Ski Team and the Sierra Blanca Ski Patrol, arrived here in December, 1962, from Rhein-Main AB, Germany.

He was born in Silesia, in the heart of German ski country where wooded hills are under deep snow until late spring.

At the age of 10, when he was just getting familiar with his first pair of skis, his family had to flee westward from the path of the Russian Army. They finally settled in Wiesbaden, Germany.

In March, 1957, he immigrated to the United States, joining the Air Force in October.

His wife, Helga, was born in Herford, Germany. They met and married in Milwaukee, Wis.

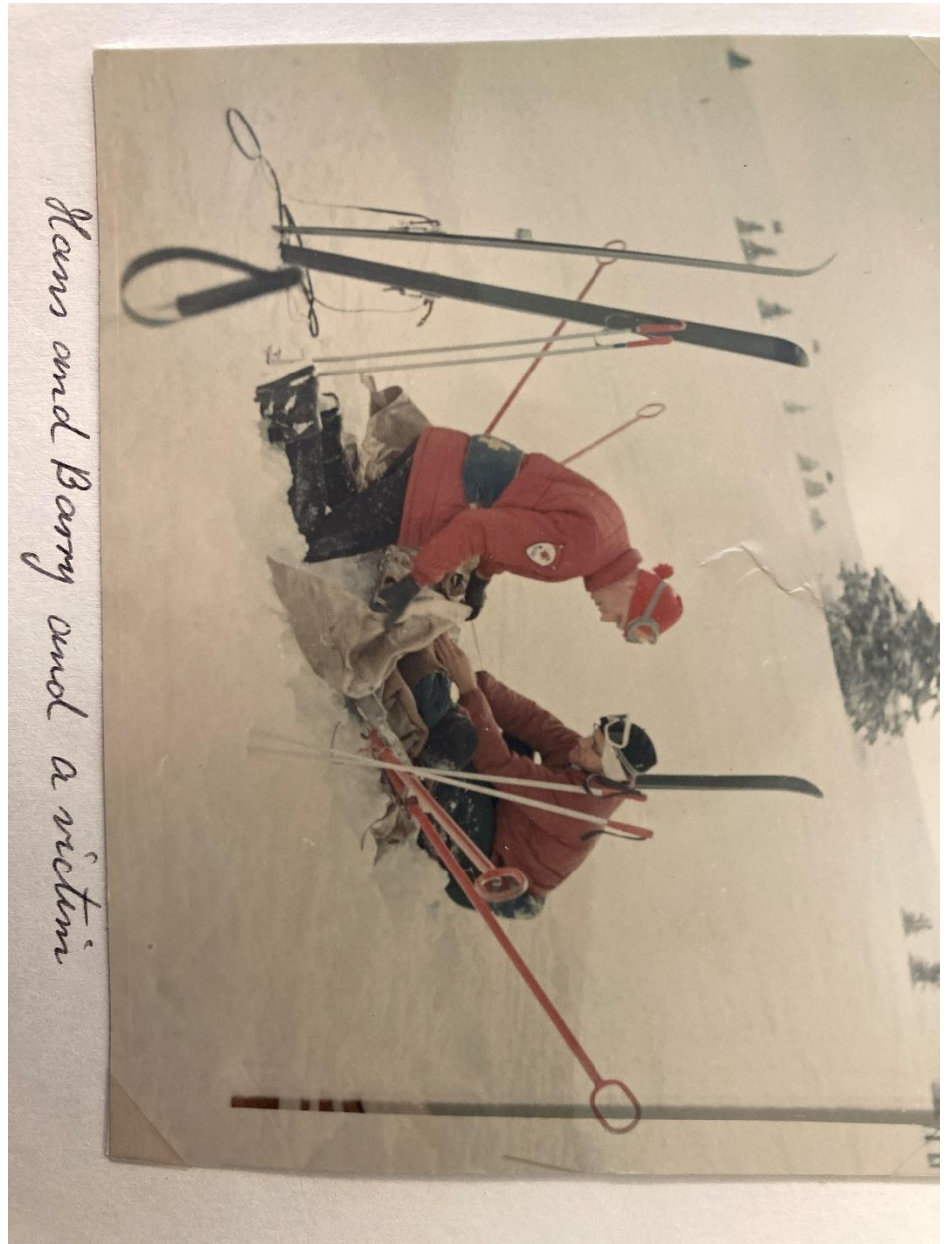
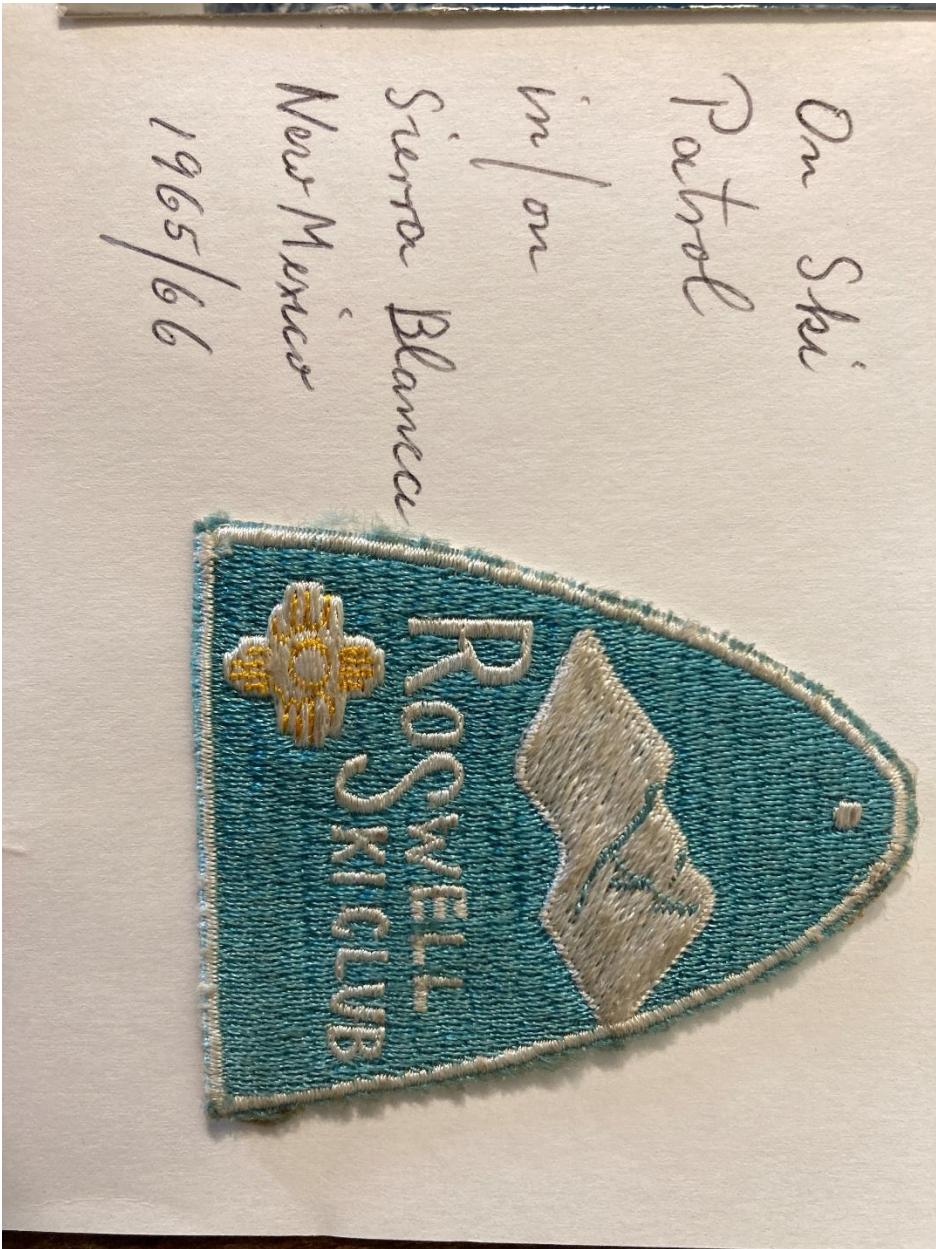
They have two children, Bettina, 5, and Christopher, who is 5 weeks old. Capt. Vaughn Gundlach, Walker Ski Team coach, reports he hasn't seen young Christopher on the slopes as yet.

Sergeant Von

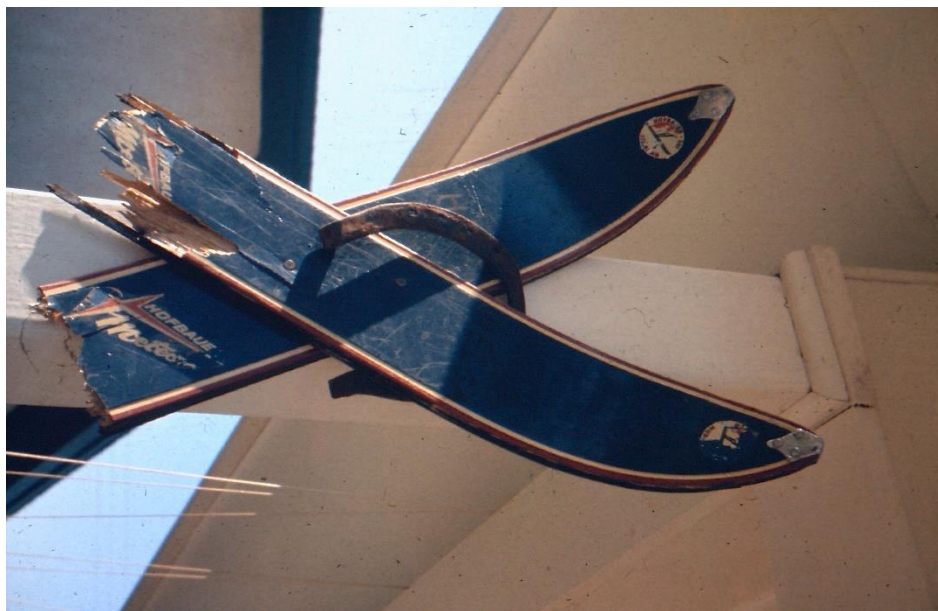
works in the photo lab on the base, and does photography work for the team out on the slopes.

He resumed skiing while assigned at Rhein-Main AB, Germany, touring the Silvretta Mountains in Tyrol, Germany, during three winter seasons.









Helga



Know Your Abilities For Skiing Safety

by Capt. Vaughn Gunlach

Only you know your ability to ski on a particular run as you look down on it from the top. Always consider your experience and present mental and physical condition before attempting to follow those signs down the hill.

It takes several years of experience to follow intermediate trail signs. When it says "experts only", it always means what it says and not one degree of experience less than that.

Those people who insist on not heeding the warning given by these signs are the ones who are in need of the ski patrolman. He often finds these novice and intermediate skiers stranded half way down a slope unable to continue safely.

Anyone planning to ski should prepare for their first attempt making sure that they are in the best possible physical condition and also by developing an improved breathing ability so that they can take in more air to compensate for the higher altitude of the mountains in which you are skiing.

Prepare yourself physically for that first week on the hill and take a refresher lesson.

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CANCENNE, Inc.

You will be ahead of the game and improve your chances of returning home intact. If you start out with good habits, recalled to you by a competent instructor, your season will be much more enjoyable and safe.

Broken Binding Causes Crash

by Tom Lewis

Capt. Vaughn R. Gunlach and Mrs. Robert E. Oyler, both of Walker, recently incurred seven broken bones between them in two separate skiing mishaps at the nearby Sierra Blanca ski area.

Captain Gunlach, a veteran of over 20 years on the slopes, was on a down hill run when the binding on one of his skis released. "I was still standing up," Captain Gunlach related, "When the ski propellered and broke both of the bones above my ankle."

He was brought off the hill by ski-patrolman Hans Von Schweinitz, also of Walker. After applying first aid, Patrolman Von Schweinitz placed Captain Gunlach on a toboggan for the trip to the first aid station.

Mrs. Oyler, received five broken bones in her fall.

Even though both skiers were thoroughly experienced, it didn't save them the inconvenience of a trip to the hospital.

Rescue by Hans and Ski patrol in Sierra Blanca ski area.



Hans and Berry Konneker at 'work' on patrol



Hans and Berry Konneker on their way to an injured skier



Hans following Daughter Tina down slope

ROCKY MOUNTAIN DIVISION - USSA
 CLASSIFIED FOR 19 64 65 SR. NO. 585

VET. I	VET. II	VET. III	VET. IV	A	B	C	NOVICE
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DOWNHILL, SLALOM, AND GIANT SLALOM

SENIOR CLASSIFICATION CARD
 HANS VONSCHWEINITZ

A MEMBER OF THE
 Roswell Ski Club

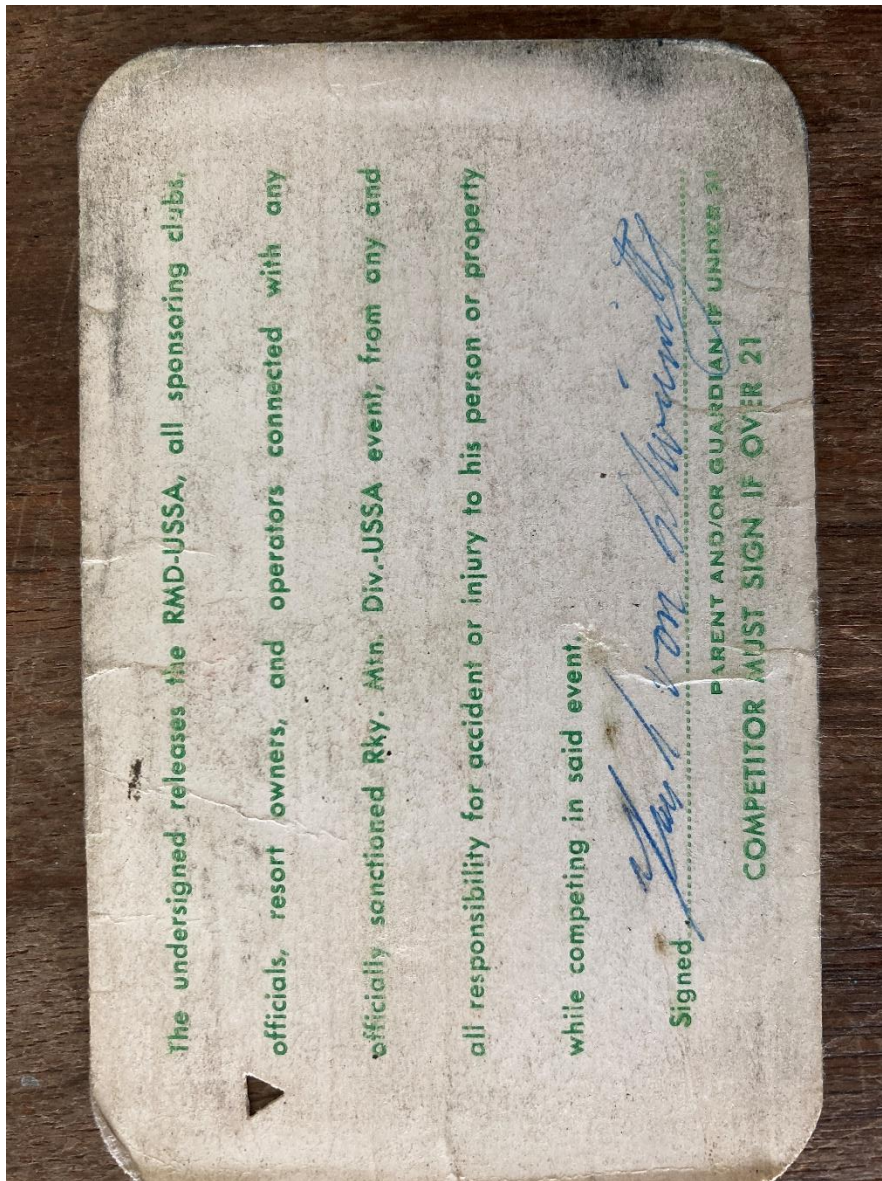
CAN COMPETE ONLY IN THE CLASSES OF SKI EVENT INDICATED BY THE PUNCH

BY AUTHORITY OF RACE & CLASSIFICATION CHAIRMAN
 JUMPING

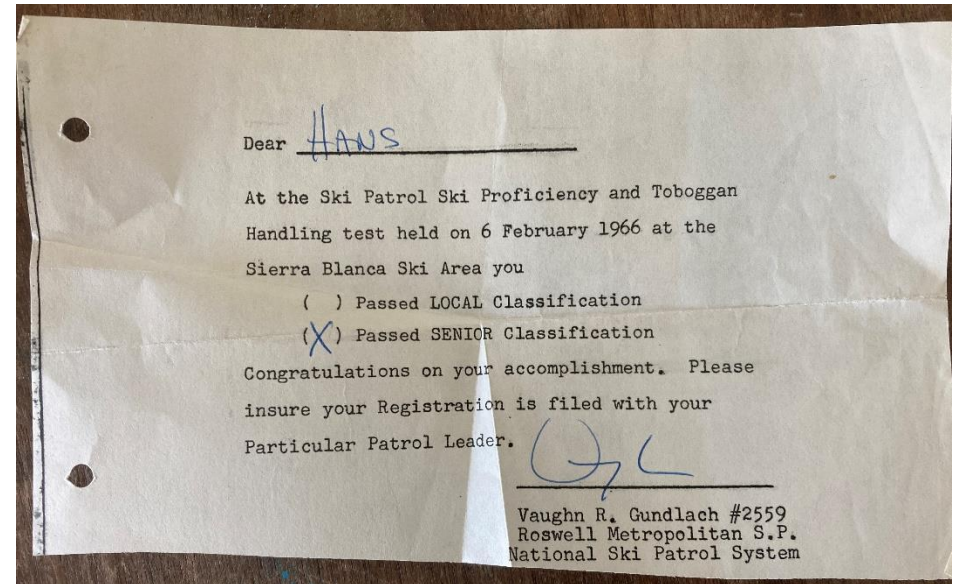
10m Canada CROSS COUNTRY

VET. I	VET. II	VET. III	VET. IV	A	B1	B2	A	B
--------	---------	----------	---------	---	----	----	---	---

Hans membership card for 64/65 winter season



Backside of Hans' membership card for 64/65 season



On 6Feb1966 Hans passed his Ski proficiency test and received a Senior classification

MEMBER
1965-66

1967

UNITED STATES SKI ASSOCIATION
ROCKY MOUNTAIN DIVISION

[HANS L. VON SCHWEINITZ
602 W. REDWOOD ST.
ROSWEILL, N. MEX. 88201]

USSA ROCKY MOUNTAIN DIVISION
SUITE 214 EQUITABLE BLDG.
DENVER, COLORADO 80202

INSURANCE _____ PATRICA J. SWENSON
EXEC. DIR.

Hans' 1967 Membership card

66S-602 SKI PATROL
REG. NO.

PATROLMAN
REG. NO. 66-10333

NATIONAL SKI PATROL SYSTEM, INC.

1966 ANNUAL REGISTRATION

NAME Helga Von Schweinitz

ADDRESS 602 West Redwood

CITY-STATE Roswell, New Mex. ZIP 882 01

IS A ☒ LOCAL ☐ SENIOR ☐ NATIONAL (NO. _____)

MEMBER OF THE Roswell SKI PATROL
So. Rocky Mt. DIVISION.

Carole A. Indlach
PAROL LEADER'S SIGNATURE

Charles Schibinger
NATIONAL DIRECTOR

Helga's registration card for 1966

[illegible]

Helga did at least one patrol on Sierra Blanca Mountain in June? 1965.

**MINIMUM NATIONAL REQUIREMENTS FOR ALL SKI PATROLMEN
FOR REGISTRATION**

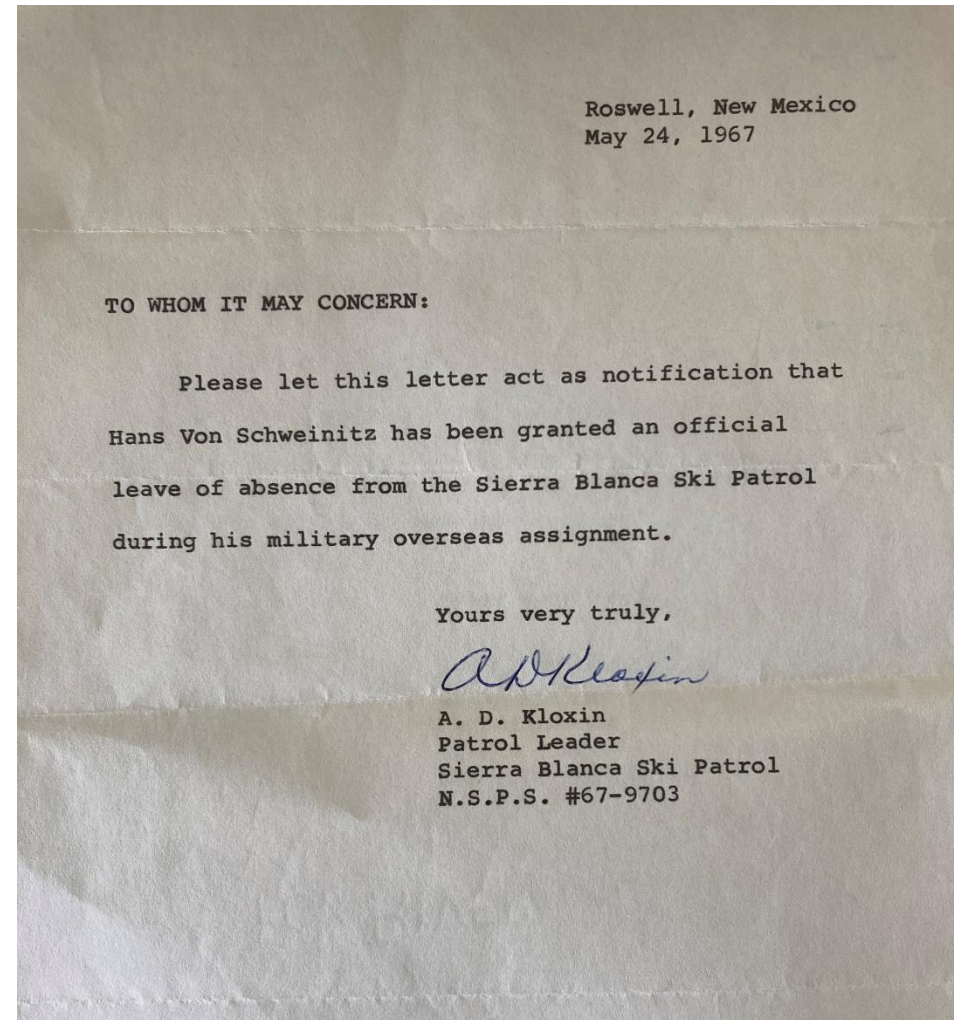
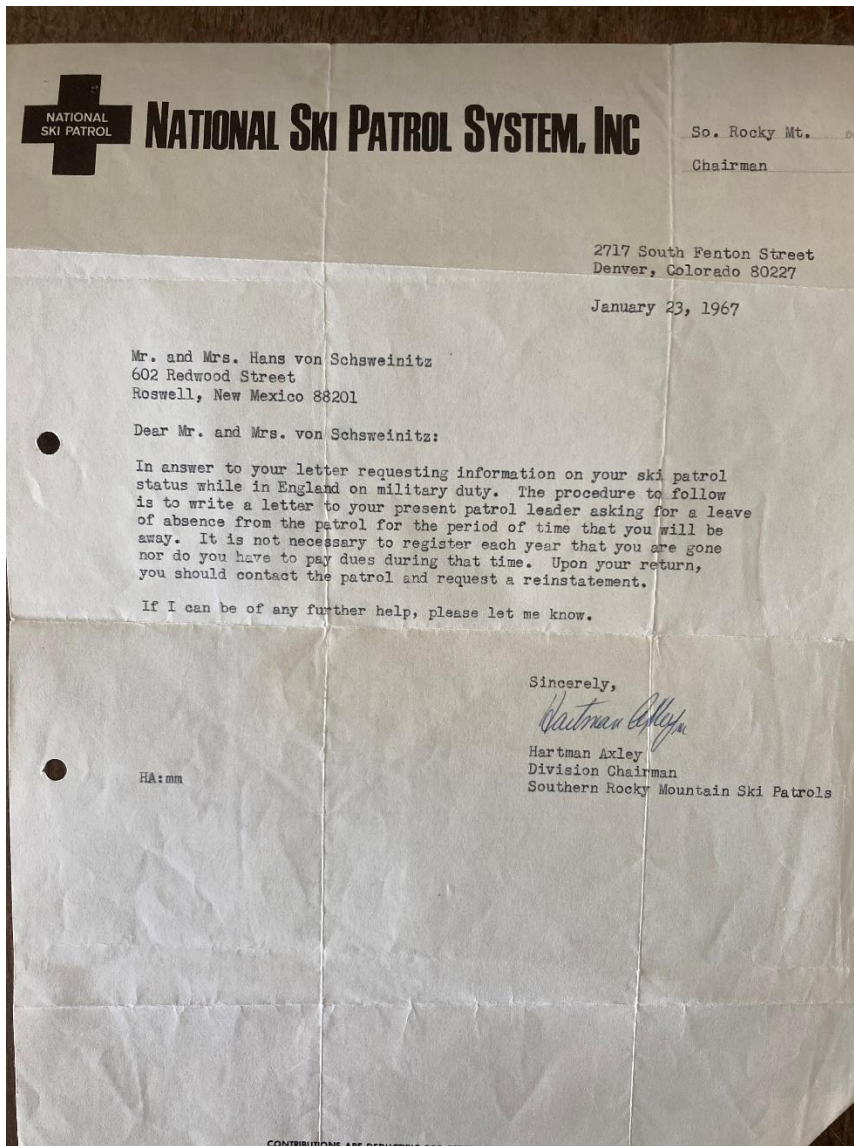
1. Be at least 18 yrs. of age (Jrs. may be 15, 16, or 17)
2. Hold a current American Red Cross **Advanced** First Aid Card.
3. Complete required practical training.
4. Pass the required skiing and toboggan handling tests.
5. Remit registration fees which are required.

FOR RE-REGISTRATION

1. Prior to each ski season complete an 8 hr. ARC **Advanced** First Aid Refresher Course, taught by a Registered Ski Patrolman.
2. During each ski season complete a 4 hr. On-the-Hill Refresher Course.
3. Fulfill any additional local training, refresher, or attendance requirements.
4. Remit registration fees which are required.

A SKI PATROLMAN MUST CONDUCT HIMSELF IN AN ACCEPTABLE MANNER
AND MUST DEMONSTRATE A HELPFUL AND COURTEOUS ATTITUDE.

Back of Helga's registration card with requirements.



So Hans asked for a temporary leave of absence from the Patrol. Hans and Helga never did join another ski patrol

In 1966, Hans was transferred to Upper Hayford in England.

Ski Rescue Patrol First Aid 1962-1966

First Aide was an essential part of the Ski Rescue Patrol.



Part of being on the Ski Rescue Patrol and providing First Aid was to have the right equipment in the "Fanny Pack" This was the recommended list:

FIRST AID BELT AND EMERGENCY EQUIPMENT CHECK LIST FOR SKI PATROLMEN

Minimum essential items to be carried in patrol belt:

- 3" roller bandages (4)
- Triangular bandages (2)
- 2" sterile roller dressing bandages
- Band-aids (10)
- 4" x 4" sterile dressing pads (4)
- Tourniquet
- Adhesive tape
- Knife (folding type)
- Safety pins
- 6" x 36" wire splint for leg

Suggested additional items to be carried in patrol belt:

2" x 2" and 3" x 3" sterile dressing bandage	Tweezers, medical scissors
1" sterile roller dressing band.	Screwdriver, pliers, small wrench
Butterfly closures	Razor blade (protected)
Antiseptic	Matches (waterproofed)
Aspirin	Plastic police whistle
4" x 30" wire splint for arm	Notebook, pencil, tape measure
Wood tongue depressors (finger splints)	Plastic bags (fill w/snow for pad)
Resuscitube (adult/infant)	Extra shoe laces
Plastic scraper (car window type) for bottoms of skis, boots, etc.	Colored avalanche cord (50 ft)

Suggested optional items to be carried in patrol belt:

Heat tablets (Army type)	Sewing kit
Candle	Face Mask
Fire starters	Extra Safety straps
Compass	Extra ski wax
Rubber ski keepers (for carrying victims skis)	

Reproduced from the National Ski Patrol System Operational Manual
Form Number SPI - FAEE63

Courtesy of the Roswell Group
of the Sierra Blanca Ski Patrol

Hans and Helga in Alps 1958-1963













Hans, Helga, and Daughter Tina skiing in Alps 1961-1962





Hans and Helga in Alpine Downhill Slalom ski race in Alps about 1958-1963



Helga



Hans



Family Ski Trips to Tröll Austria 1966-1969, Ischgl





Idjoch-Lift

Doppelschleplift Idalpe—Idjoch (Schweizer Staatsgrenze)

Technische Daten: Seehöhe Talstation 2320 m — Bergstation 2763 m; Betriebslänge 1682 m; Fahrtdauer 8,5 Minuten; Fahrgeschwindigkeit 3 m/sec.; Kapazität 600 Personen stündlich.

Fahrplan und Tarif:

Für die Beförderung von Personen gilt neben den Beförderungsbedingungen der vorliegende Tarif:

Fahrplan:

Vom 15. Dezember bis 12. Mai von 9 bis 16 Uhr.

Fahrpreise:

- | | |
|--------------------------|--------|
| I. Normale Fahrpreise | |
| Einzelfahrt | S 15.— |
| II. Ermäßigte Fahrpreise | |
| Einzelfahrt Kinder | S 7.50 |
- Weitere Ermäßigungen durch die 120-Punktekarte (siehe Tarif der Silvrettabahn unter 2)

Höllbodenlift

Doppelschleplift Höllboden—Idalpe

Technische Daten: Seehöhe Talstation 2090 m — Bergstation 2330 m; Betriebslänge 950 m, Fahrtdauer ca. 5 Minuten, Fahrgeschwindigkeit 3 m/sec.; Kapazität 700 Personen stündlich.

Fahrplan und Tarif:

Für die Beförderung von Personen gilt neben den Beförderungsbedingungen der vorliegende Tarif:

Fahrplan:

Vom 15. Dezember bis 12. Mai von 9 bis 16 Uhr.

Fahrpreise:

- | | |
|--------------------------|--------|
| I. Normale Fahrpreise | |
| Einzelfahrt | S 10.— |
| II. Ermäßigte Fahrpreise | |
| Einzelfahrt Kinder | S 5.— |
- Weitere Ermäßigungen durch die 120-Punktekarte (siehe Tarif der Silvrettabahn unter 2)

SILVRETTA - Bahn

Längste Seilschwebe-
bahn Österreichs

ISCHGL TIROL



Tarifblatt gültig bis 15. September 1968

Technische Daten: Seehöhe Talstation 1355 m — Bergstation 2320 m; Betriebslänge 3982 m, Fahrtdauer 8,8 Minuten; Fahrgeschwindigkeit 10 m/sec.; Kapazität 300 Personen stündlich in jeder Richtung.

Auskünfte: Silvrettabahn AG., Ischgl, Tel. 054 44/270
Fremdenverkehrsverband, Ischgl, Tel. 054 44/266

Typo: Landak

Fahrplan, Personen-, Hunde- und Gepäcktarif

Für die Beförderung von Personen, Hunden und Reisegepäck gilt neben den allgemeinen Beförderungsbedingungen der vorliegende Tarif.

Fahrplan:

Die Bahn verkehrt vom 1. Juni bis 15. September und vom 15. Dezember bis 12. Mai von 8 bis 17 Uhr stündlich; außerdem Bedarfssfahrten ab 15 Personen laufend. Fahrten in den Zwischenzeiten laut Bekanntgabe.

Fahrpreise:

A. Beförderungspreise für Personen:

I. Normale Fahrpreise	
Bergfahrt	S 35.—
Talfahrt	S 15.—
Berg- und Talfahrt	S 45.—

II. Fahrpreisermäßigungen

1. Kinderkarte:

In Begleitung fahrende Kinder bis zum vollendeten 4. Lebensjahr, jedoch je Begleitperson nur ein Kind, werden ohne Fahrausweis befördert. Kinder vom vollendeten 4. Lebensjahr bis zu einer Körpergröße von 1,40 m haben 50 Prozent Ermäßigung.

2. Punktekarten:

120-Punkte-Karte	S 300.—
------------------	---------

Punktewertung:	
1 Bergfahrt	= 12 Punkte
1 Talfahrt	= 4 Punkte
Idjochlift	= 4 Punkte
Höllbodenlift	= 3 Punkte

3. Tageskarte:

	S 120.—
gilt zur beliebigen Benützung der Seilbahn und der Schleplifte am Lösungstag	

4. Wochenkarte:

	S 550.—
gilt zur beliebigen Benützung der Seilbahn und der Schleplifte an 7 aufeinanderfolgenden Tagen	

5. 12-Tages-Karte

S 850.—

gilt zur beliebigen Benützung der Seilbahn und der Schleplifte an 12 aufeinanderfolgenden Tagen

6. Jännerermäßigung:

Für die Zeit vom 6. Jänner bis 31. Jänner werden 10-Tages-Karten zur beliebigen Benützung der Seilbahn und der Schleplifte an 10 aufeinanderfolgenden Tagen ausgegeben

Preis S 550.—

7. Saisonkarte:

S 1700.—

gilt zur beliebigen Benützung der Seilbahn und der Schleplifte für die Dauer einer Saison

8. Nachmittagsbergfahrt:

S 30.—

gültig ab 13 Uhr, nur während der Wintersaison

9. Für Skischulen und Reisegruppen ist die 120-Punkte-Karte (siehe Punkt 2) bei geschlossener Auffahrt beliebig übertragbar. Es gilt somit die ca. 15prozentige Ermäßigung.

10. Kriegsversehrte der Versehrtenstufe III und IV haben 50 Prozent Ermäßigung auf den normalen Fahrpreis.

11. Mitglieder von alpinen Vereinen und Skiverbänden genießen gegen Vorzeigen des mit Lichtbild versehenen Vereins- oder Verbandsausweises eine ca. 15prozentige Ermäßigung auf den normalen Seilbahnfahrpreis.

B. Beförderungspreis für Hunde und Gepäck:

Handgepäck bis zu 5 kg für den eigenen Gebrauch des Fahrgastes sowie ein Paar Ski sind frei. Hunde und Gepäck, wie Koffer, Rucksack, Reisetasche, Korb usw., mit einem Gewicht von mehr als 5 kg, auch bei Mitnahme im selben Wagen, kosten pro Stück S 10.—

Dieser Head-Ski-Paß ist bei allen Reklamationen mit den Head-Ski dem Sportgeschäft zur Weiterleitung an die offizielle Landesvertretung zu übergeben.

Dieser Head-Ski-Paß ist auch der Nachweis des regulären Kaufes der Head-Ski in der Bundesrepublik gegenüber der Zollbehörde bei Grenzübertreten.

HEAD-Ski Nummer: 210M28159

Sportgeschäft: U.S. Army
Hausberg

Käufer Hans Von Schweinitz

der HEAD-Ski UPPER Heyford

Anschrift: PAFB.
England

Kaufdatum: March 2

Sportgeschäft - Name und Unterschrift

Mary Vainque
(ohne Kaufdatum und Unterschrift ungültig)



Ski-Pass

Nr 33473

Die Head-Ski Comp. garantiert für die erstklassige Qualität dieses Paares Head-Ski. Sollte dieses Paar Ski innerhalb von zwei Jahren ab Kaufdatum unbenutzbar werden, ~~weil ein offensichtlicher Fabrikationsfehler vorliegt~~, dann wird dieses Paar durch die Head-Werke oder durch den offiziellen Landesvertreter repariert oder ersetzt.

Diese Garantie schließt aus: Abnutzung der Lauffläche und der Kanten, allgemeine, natürliche Gebrauchsabnutzung, Schäden durch Nachlässigkeit oder durch absichtliche Gewaltanwendung.

In jedem Schadensfall sind entweder die Head-Ski Comp. oder der offizielle Landesvertreter die Beurteiler und Entscheidenden.

HEAD SKI COMPANY INC.



Bettina and Hans



Bettina and Chris



Hans and Christopher



Tina



Tina



Tina



Tina



Chris



Tina



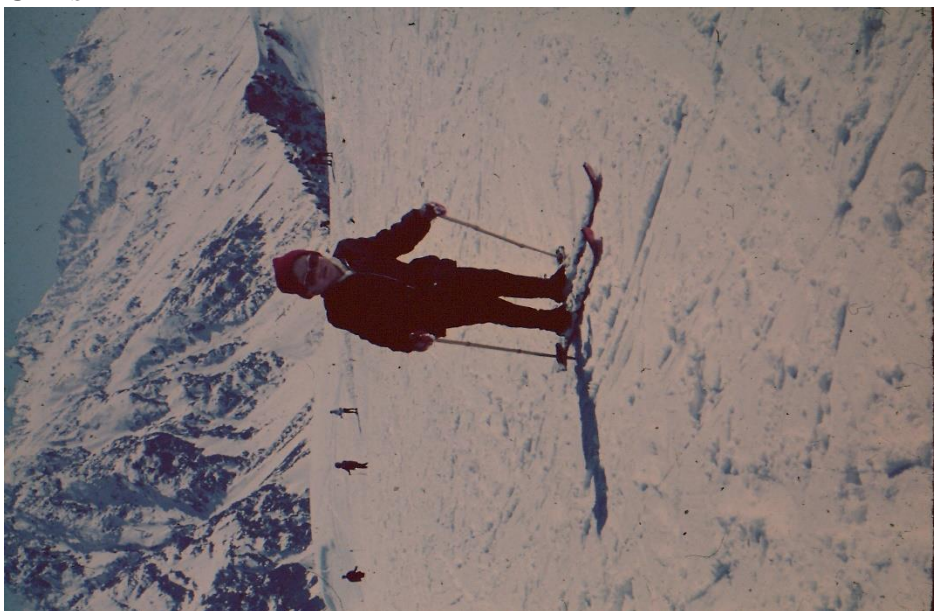
Chris



Tina, Hans, Chris



Chris



Chris

Last Page