

The following are some ideas regarding the language and organization of information in the Instructor Manual in an attempt to bring more clarity to the concepts.

I believe the ACA manual's current strength lies in its flexibility. The companion or supporting opposite of flexibility is clarity. It is with clarity and simplicity that I want to address the possible changes. In all of the following concepts, I want to be careful to structure the information from simple to more complex in nature to increase the ease of gaining understanding especially for new instructors. I am not fixed on the names of these categories and have tried to stay as close to present paddling terms, with some changes, as possible for authenticity. One of the inspirations for this is the perceived need of the membership to further define the **fundamental skills** in paddling any craft. Most every paddling school I have come across uses an acronym for these skills. None of these acronyms are in our present Manual. These acronyms contain the Fundamental skills. Sometimes they are known by different names:

- SAE (speed , angle, edge)
- SAT (speed, angle, tilt)
- PAL (power, angle, lift or lean)
- SAVE (speed , angle, vision, edge)

In each case there is a grass roots expression of the fundamentals skills (pitch, yaw, roll, propulsion) that all instructors use to:

1. Observe paddling skills
2. Develop a critical eye
3. Demonstrate, Coach and Cue students to blend the fundamental **skills** with the **movements** inherent in any **maneuver**.

The following explains the difference between **Skills, Movements** and **Maneuvers**

1. **Skills are the 3 planes in which the craft or paddle can move.**
2. **Movements are what the body does to create the Skill or responsemovement of the craft or paddle.**
3. **Maneuvers are Movements combined with one or more Skills.**

ACA Instructors should be able to clearly define the **Skills**. I would suggest the 3 planes of movement in our contemporary three dimensional universe.

SKILLS for BOARD/BOAT

1. Pitch (trim) (sagittal or for/aft plane)
2. Yaw (angle) (coronal or rotational plane) (spinning)
3. Roll (edge) (frontal or lateral plane)

SKILLS for PADDLE connected to power /propulsion, can also be broken down to the 3 planes of movement in which the paddle can move:

1. Verticality (for/aft plane) power close to craft center
2. Sweep (rotational plane) power further from craft center
3. Feather (frontal plane) propulsion, feather, support

Movements are the movements of the body that correlate with the Skills of the boat/board or paddle. Movements are usually combined from two or more planes of movement to execute one skill. For example , a paddler rolling (Skill) a boat onto edge can create a J-Tilt in her spine (lateral plane) while also rotating her shoulders, chest and head to one side of the boat (rotational plane).

MOVEMENTS

1. **Balance/Posture** Alignment of body, head, spinal angles, hip, leg_ and ankle angles, vision a few boat/board lengths ahead, arms in the Paddler's box.
2. **Trim** For/aft -weight shifts, tuck, lay back, foot, knee, butt pressure
3. **Spin** Torso rotation, foot and knee pressure, leg extension and rotation
4. **Boat Board Tilts.** J-leans, C-leans, head dinks, foot and knee pressure, leg/flex extension
5. **Strokes** Pull/Push/ Torso Rotation, foot, knee pressure, leg flex/extension, vision

MANEUVERS

Maneuvers are a combination of Movements and one or more Skills. Maneuvers are often but not always accompanied with a power or paddling element (hands, paddle or sustained glide/surf).

Maneuvers contain many blends of movements and skills. They include but are not limited to the following:

- Carving
- Surfing
- Rolling
- Wet exits
- Eddy turns
- Paddling forward
- Pinwheels
- Peel outs etc.

A key component of a maneuvers is momentum. Often we find people using speed we actually they are referencing momentum. If we break down this we start with velocity witch includes speed and direction. For direction we can reference both Skills and Movements. For example to execute a carve Maeuvers we have to use several Skills and Movements to effect the directional outcome. This though is only a piece of the equation. While it is a little more complex the execution of the Maneuver is dependent on the speed which is the effect from a Skill and Movement as well. However, speed

can be expanded to momentum by talking about it a the change on speed. Which in the case of a carve is the result of *how* someone executes the **Movement**. While we use speed no one can keep their speed at a constant thus we see momentum and how a **Maneuver** is effected by the changes in how the **Movement** is carried out. This can also be applied to **Skills** as well. If, while performing a carve you lessen the roll(edge) of the board their is a difference in effect based on accelerating of decelerating momentum. The momentum shold be broken down into it's component axial, longitudiunal and rotational. Axial and longitudinal can be combined into directional. A carve with a large radius has more directional than rotational and the opposite a tight carve(eddy turn) has much more rotational momentum than directional.

Starting with **SKILLS** (simple), next to **MOVEMENTS** (less simple) and finally **MANEUVERS** (complex), we can more clearly define to new instructors the three planes in which the boat/board can move, the paddle can move and the body can move. The next segment is on the Critical Eye; training different levels of instructors **-how** to see and eventually connect the body movements (cause) to the boat/board/paddle movements (effect).