

KSURF!

ISSUE 48

DEC 14/JAN 15

WELCOME TO IKSURFMAG

Welcome to Issue 48 of the World's Number One Kitesurfing Magazine! You might notice we have had a bit of a spruce up! The updates aren't just to the design, but also to the platform that we use to deliver the magazine on the desktop and on

mobile devices. Some things have remained the same, and that is the amazing content, inside you'll find the best stories, images and videos from around the world, so sit back and enjoy the latest issue!

ENJOY THE LATEST ISSUE!



- Click on the corners to turn the pages or use the navigation bars. If you are viewing on a touch screen device then you can use swipe gestures. Swipe left and right to turn the pages and up and down to bring up the navigation bars.

INTERNATIONAL MAGAZINE

KSURF!



NAMIBIA

NUNO "STRU" FIGUEIREDO BEHIND THE BRAND

LIGHTHOUSE TO LEIGHTON // TECHNIQUE // TESTS & MORE!



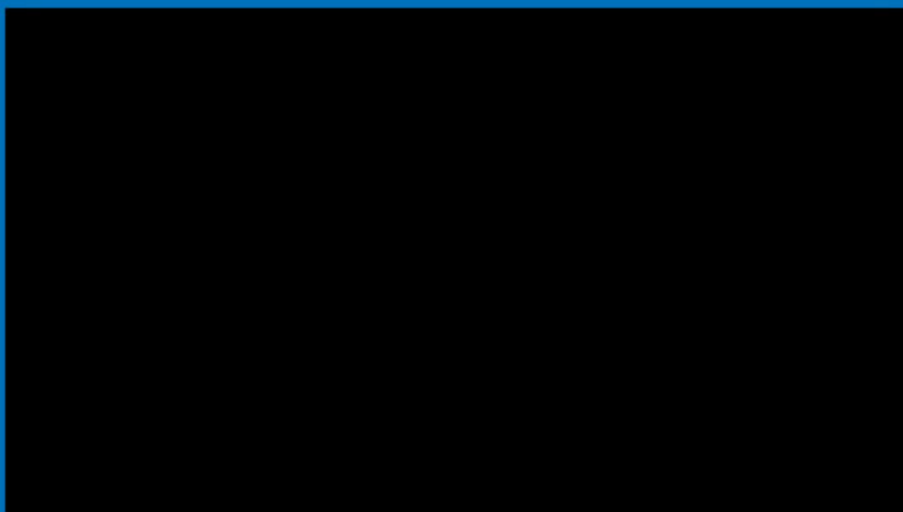
WHATEVER THE CONDITIONS SEIZE THE MOMENT!

FREERIDE / FREESTYLE

THE NEW EVO

SIZES

6 › 7 › 8 › 9 › 10 › 11 › 12 › 13 › 14



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Sam Medysky, Photo: Christian Black



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FREERIDE PERFORMANCE FOR ALL RIDER LEVELS

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PROFANITY

WAKESTYLE

SIZES: 137x42 / 141x43

ARMADA

FREERIDE, FREESTYLE AND NEW SCHOOL

SIZES: 131x40 / 135x41 / 138x42

ADMIRAL

PERFORMANCE FREERIDE

SIZES: 133x40 / 135x41 / 137x42

SPIN

FREERIDE PERFORMANCE FOR ALL RIDER LEVELS

SIZES: 134x40 / 139x42 / 144x43

BREEZE

LIGHT WIND PERFORMANCE FREERIDE

SIZES: 145x44 / 158x46

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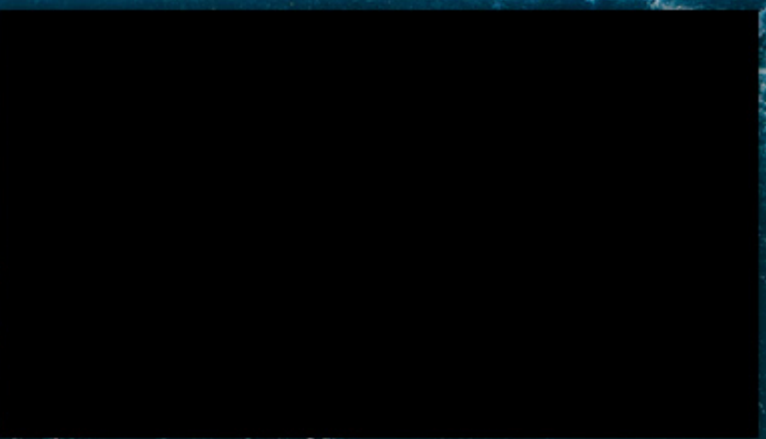


NEW
WITH SSF SAFETY!

- SIZES
- GTS3
 - 5
 - 6
 - 7
 - 8
 - 9
 - 10
 - 11
 - 12
 - 13
 - 14

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PUREMAGIC



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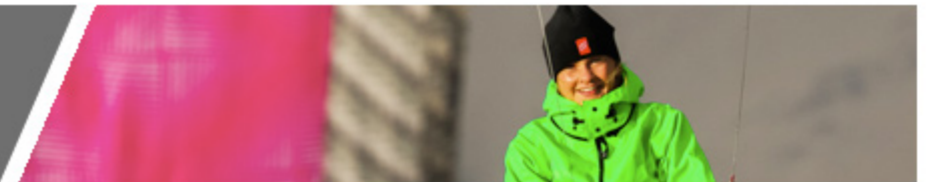
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SUBSCRIBE TO WIN CLICK **HERE** IT'S FREE



ISSUE 48

We're always striving to be the best here at IKSURFMAG, after all improvement is embedded into human DNA. Over the millennia our species has made great strides, from inventing the wheel to putting people into space. Admittedly not quite on the same scale but important to us here at the magazine nonetheless is the constant improvement of your user experience.

You, our readers, are the most important part of this venture for us and we are always looking at ways of ensuring your enjoyment of the magazine is as high as possible. You may have noticed the recent updates to the technology used to display the magazine on your desktop, and there is also a new update to the App which is available for both Android and iOS devices.

All of these changes are aimed at making the magazine easier to use, read and enjoy. The icing on the cake of course is this new look and feel to the design of the magazine itself. We have spent a decent amount of time over the last couple of months working on a more polished and coherent look and we are unveiling it in this very issue.

The aim was to keep the easy to read text, but to have a more stylised layout across the board with a cleaner design. It's all part of our constant improvement program to ensure you get the best magazine possible to enjoy...

We're not rebuilding the wheel, or sending people into space, but we are working hard to be the best at what we do, so you can reap the benefits!

Rou Chater

Publishing Editor

A photograph of a kitesurfer riding a wave. The water is a vibrant green color, and the sky is a bright yellow. The kitesurfer is in the center of the frame, leaning back and holding the kite's control bar. The word "EDITORIAL" is written in large, white, outlined letters across the bottom of the image.

EDITORIAL

WAINMAN HAWAII 3.0



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57

5'10

57

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5'10

6'0

6'2

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5'8

5'11



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THE MANIAC

MANIAC - CLASSIC C-KITE PERFORMANCE POWERHOUSE. 4 LINE FREERIDE OR 5 LINE FREESTYLE CONFIGURATION

HD CUSTOM CORE BY NERKAN JANGI

Western Australia has long been a mecca for water sports, I remember being told of the fabled "Fremantle Doctor" when I was teaching windsurfing in Sydney in 1995. The guys I was working with told me in no uncertain terms that Perth was the place to be, with consistent winds from 20-25 knots every day!

AS MAD AS A CUT SNAKE... THE RED BULL LIGHTHOUSE TO LEIGHTON





IMPRESSIVE PRIZES AND TROPHIES
AWAIT THE WINNERS...
PHOTO ROU CHATER

That was a long time ago and I've been coming back to this area of Australia ever since. The Freo Doctor, I have learned, never fails to deliver.. It's been great to see kitesurfing grow over here, every time I come back it seems more and more people are taking up the sport. Rightly so, the area around Perth is just about perfect, there are fun waves around Scarborough and some of the best flat water in the world at Woodmans Point and Safety Bay.

The word is well and truly out as it were, and just

“ EVERY TIME I COME BACK IT SEEMS MORE AND MORE PEOPLE ARE TAKING UP THE SPORT. ”

like many local guys Tim Turner couldn't fail to notice the sport when he first saw it in 2006. Like everyone involved in kiting Tim quickly became addicted, his passion and love for the sport still rings true today.



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SKATE DECK
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Tim went on to set the Speed Record for Australia in Namibia and his love for the sport has taken him all over the world. He gets it pretty good back home in Perth though; I think I would certainly save on airfares if I lived here! With such amazing conditions in the summer months there is no real need to travel!

There is one thing you see everyday if you kite in Perth; Rottnest Island or Rotto as it is

“ THE 110 LUCKY RIDERS THAT GET TO TAKE PART ARE PULLED FROM A HAT. ”

affectionately called. It's the backdrop to almost every session, sitting a mere 20km off the coast. Naturally the crossing has long been discussed amongst Perth's local kites. It was Tim though, who had the brainchild to create a race.

With a solid background in business, and plenty of experience of attending the many cycle races that he has competed in around the world Tim decided to make it happen. By getting the Royal Life Saving Society on board the event gained a lot of credibility, which then helped to get things moving and garner the permissions from the government.

After that it was a case of organising rescue boats, the course and sponsorship. The Western Australian tourist board got involved, with their slogan “Experience Extraordinary” fitting the bill perfectly. Lastly Tim approached Red Bull to put the icing on the cake and ensure the riders were well fuelled.

Over the last 4 years the event has grown into what it is now, gathering support from the Fremantle Sailing Club, Channel 9 News, Cabrinha, Kite Addiction, Yellow Jersey Strategies and Rottnest Island itself. It's also massively oversubscribed. You have to apply for a place and the 110 lucky riders that get to take part are pulled from a hat. There were over 200 applicants this year from all over the world!

The operation is a slick one, Steph Bridge commented that it is the most well organised event of it's kind, and easily the most fun too. The Freo Doctor providing such consistent wind certainly helps, but it's also a credit to Tim and his huge team of volunteers that help to make the day run so smoothly.

At 9am we gathered at the Ferry Terminal in Rous Head to take the Rottnest Express over to the island. Crates are provided for the competitors so they can take an assortment of kites and boards for the event. As the wind doesn't fill in till the afternoon it is hard to know exactly how windy it will be, so the ability to take a few tools for the job is a good one.



EQUIPMENT
CHOICE
IS CRITICAL,
SO IS HAVING
A STRONG
BACK LEG!
PHOTO
PETA NORTH

The crossing doesn't take long, but the packed ferry certainly takes a while to unload, I was glad to be heading back on board one of the media boats. Mind you with the culpable excitement in the air I was certainly a little envious of the competitors. They come from all over the world; there is a solid representation from the local kite community of course but there are also racers from Russia, Italy, France and the UK to name a few!

A special bus service is laid on to deliver the riders, crew and all the equipment over to Kingston Barracks, which serves as the base for the event on the island. As the gear arrives the racers start to get themselves prepared, pumping kites and checking for leaks, tuning boards and tweaking whatever they can.

**“ WITH THE
CULPABLE
EXCITEMENT
IN THE AIR I
WAS
CERTAINLY A
LITTLE
ENVIIOUS OF
THE
COMPETITORS ”**



INSPIRED BY NATURE
DRIVEN BY THE ELEMENTS

PHOTO: TORRIN BRIGHT RIDER: JAKE KELSICK

KITE: C4 FLYOZONE.COM



It was at this moment that I realised what a special event the Lighthouse to Leighton is. There are all sorts of riders here, championing all sorts of equipment. From home made boards dedicated to the course, to modified windsurfing boards that will only travel in one direction and on one tack, to full-on carbon race machines and of course hydrofoils! I have never seen such a plethora of equipment in one spot!

Once everyone is at the barracks it's time for the briefing from Tim and the team. It's important as there are quite a few logistics involved and the race features a proper start line. Something many of the competitors will be experiencing for the first time. I can put my hand on my heart and say that this was possibly the best race briefing ever, and I have been to a fair few over years.

“ I HAVE NEVER SEEN SUCH A PLETHORA OF EQUIPMENT IN ONE SPOT! ”

The first order of business was informing one of the competitors that his boss had called and there had been a meltdown at work and he had to get back on the next ferry crossing. His disappointment was almost tangible, and for a few moments he looked like the most upset bloke in the room. Until the race director had a good laugh about pulling his leg. Poor guy.

It is also the only race briefing I have ever been to where “undesirables” were alluded to.



By undesirables I mean sharks, how many races can you think of that have a shark warning signal, an abandonment of race signal due to sharks, and a shark evacuation plan? It was also put to the competitors to ponder at what size they would like the shark to be for the event to be called off. The responses ranged from six foot to four metres... Make of that what you will!

Briefing over it was time to get ready for the race, there is a bit of time on the island, this allows for the organisers to set things up, and for the competitors to carry on tuning kit. I busied myself helping Steph and Olly Bridge get some small fins on their boards.

This is their second year at the event and last year they rode hydrofoils. They hit weed in the middle of the crossing though so this year they were opting for standard race boards with smaller fins. It's a straightforward course, no tacking or gybing, just an all out blast from Rottnest to Leighton Beach. This means gear choice is critical if you want to do well. It has to be fast, but it also needs to be comfortable, it takes racers between 25 minutes to an hour to complete the race, which is a long time to be on your back leg.

I have honestly never seen anything quite like it; the range of equipment being used was vast. As the riders headed down to the beach it looked more like a scene from Mad Max than a kite race. Body armour, helmets, ski goggles, GPS units, speedometers, it was clear the Aussies take all this very, very seriously.

Wishing the competitors well we headed out to our media boat with fellow photographer Yuki Murayama and Tim. Shane, the driver, welcomed us aboard and we discussed the ideal plan for getting the best shots as they came over the line. A plan was indeed

needed as the line stretches out for 700m and with all those kites things were going to get busy.

We positioned ourselves at the windward end near the start boat and counted down the time. With the 1-minute signal the riders were lining up on the line and the anticipation was building. That anticipation turned to excitement as the gun went and everyone laid the hammer for Leighton Beach.

With 20km of course before them the Rottness Express lead boat helps to show them the way. The boat takes the most direct route, but with shifting winds, huge ships, weed and a shipping lane to navigate the racers are free to take whatever course they choose.

Olly Bridge, Marvin Baumeister, Steph Bridge and Jonathon Keys all got off the line well, after that it was hard to pick out riders amongst the carnage! After barely a minute we headed off to try and catch the leaders who were disappearing fast.

“ IT LOOKED MORE LIKE A SCENE FROM MAD MAX THAN A KITE RACE. ”



A QUICK MOMENT TO DISCUSS SHARKS...
PHOTO ROU CHATER



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PREVIOUS WINNER
JONATHON KEYS
WITH HIS
DEDICATED
L2L BOARD.
PHOTO
ROU CHATER

The fleet quickly spread out and we ping-ponged across the ocean, which, whilst flat, was still proving very bouncy.

Our decision to try and chase the leaders was futile; we blew one of the sides of the rib just trying to keep up! Slightly wounded we held pace around a bunch of riders and I got to thinking that this crossing must be a lot more comfortable under a kite than in the boat!

It was an amazing sight, choppers in the air, a plane, chase boats, rescue craft and 110 kilters all steaming at Mach 10 towards Perth. In the distance we could see Olly and Marvin had a clear lead and were way ahead of the rest of the fleet. Behind us the armada continued to march on, battles between riders happening all the way through the fleet.

ABOVE THE GUN GOES OFF
AND THE COMPETITOR LAY
THE HAMMER!
PHOTO ROU CHATER

**“ IT WAS AN AMAZING
SIGHT, CHOPPERS IN THE
AIR, A PLANE, CHASE
BOATS, RESCUE CRAFT
AND 110 KILTERS ”**

MARVIN BAUMEISTER GAVE OLLY BRIDGE A GOOD RUN FOR HIS MONEY...
PHOTO PETA NORTH



OLLY AND MARVIN GOING FOR THE HIGH FIVES.
PHOTO ROSS WYNESS



Behind us the armada continued to march on, battles between riders happening all the way through the fleet.

Hit some weed, crash, get back on, overtake someone, get overtaken, crash, it was all going on and every single kiter looked to be absolutely loving it! In just over 30 minutes we were across, the leaders having already hit the beach. Ollly Bridge had taken the win, Marvin crashing a couple of times towards the finish.

He'd broken the course record too; averaging 60kph over the distance of the course he smashed it in 22 minutes and 7 seconds! That takes a while to digest, imagine riding flat out, in one direction for 20 minutes, and when I say flat out, I mean at 37 miles

“ EVERY SINGLE KITER LOOKED TO BE ABSOLUTELY LOVING IT! ”

an hour. That's an average speed of 32knots, which is only 1knot less than the Australian Speed Record over a 500m course that Tim set in Namibia a few years ago.

Even more impressive was that he was on a 10m kite and the wind hadn't filled in as much as he thought it would. He said he was underpowered and thinks next year with the right kite he can take it to sub 20 minutes!

THE SPOILS OF VICTORY!
PHOTO ROU CHATER



STEPH BRIDGE MAKES IT A FAMILY TOP STEP...
PHOTO ROU CHATER



WILL YOU BE HERE NEXT YEAR?
PHOTO ROU CHATER



Jonathan Keys put in a sterling effort to come third, at 51 years of age that's pretty impressive.

In the women's fleet Steph Bridge broke the course record for the girls and won the race underpowered on her 7m. She felt that, had she had the right kite, she would she would have been mixing it up at the front a little more, she ended up just outside the top ten overall in 13th place. Kim Lema did well to come in just a minute behind Steph with Theresa McKirdy taking third place.

This year there was a prize fund for the twin tips as well, Luca De Prato, Pat Banks and Trevor Gerritsen filled the podium for that one. It's a testament to the event that they have a twin tip trophy. The Red Bull Lighthouse to Leighton is a world-class event, with world-class riders, but anyone can have a go.

The rules stipulate 100 hours of kiting experience, to ensure you can make it over the start line and cross the distance needed. Other than that anything goes, you can ride whatever you want, wear as much body armour as you fancy and as long as you have a good time and a smile on your face that's all that matters.

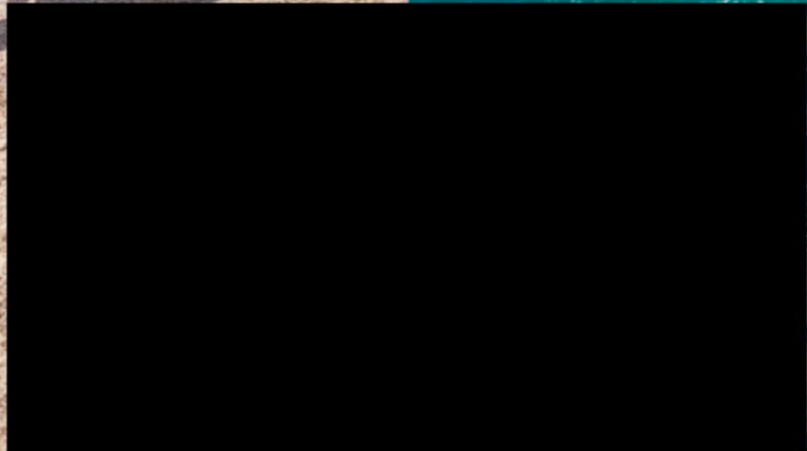
It's hard to describe just how awesome this event is, I've been publishing the press releases for 4 years now. Until I actually witnessed it first hand though I had no real idea just what a blast it is. Some of the competitors reckon it's the best day of the year and literally spend the remaining 364 days between the events training and building gear to give them an edge.

If you get the chance, apply for a place in next years event, you'll need a bit of luck to get in, you will also need a fair amount of luck to make it to the finish. With that said, you will make a bunch of new friends and be part of something really special in the kitesurfing world. It's the best kite event of its kind on the planet, and something I think everyone of us should do at least once before we die...

I'll be signing up for next year then, which means I have just 364 days to build something worthy of riding, where did I leave that old windsurfing board?



Red Bull Lighthouse To Leighton
Tourism Western Australia



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WORDS IKSURFMAG PHOTO DAMIEN PoulLENOT/AQUASHOT

PORTO GEEZA

THE NUNO "STRU" FIGUEIREDO INTERVIEW

Age 37
Lives Porto, Portugal
Loves Waves
Hates Traffic

“ ONE OF THE BEST WAVE RIDERS ON THE PLANET TACKLES SOME OF THE BIGGEST WAVES THE ATLANTIC HAS TO OFFER...”





HE'S IN THERE...
SOMEWHERE!

You've been kiting for a while now, how did you get into it and what were you doing before?

I've been kitesurfing for 13 years now, before that I was a keen surfer. We get a lot of thermal winds where we live that pick up in the afternoon, so kitesurfing was a natural progression. I tried windsurfing before kiting

**"IT'S GREAT TO HAVE ALL TYPES OF
CONDITIONS IN SUCH SMALL COUNTRY."**

came along, but my mode of transport was a motorbike so the logistics didn't quite work! One day I saw Flash Austin on TV flying through the air and smashing waves with a

kite and a surfboard on his feet, that was it for me!

Have you always been into kiting in waves, or did you play on twin tips along the way?

I always wanted to ride waves when I started out, but of course I rode a twin tip in the early days too. I really enjoyed freestyle; I actually won a few freestyle competitions in Portugal! Doing KGB's, slim chances and mobes was cool but the crashes started to get harder and the flat water became boring. I have a kite school, so the flat water was great for that, but for me personally I wanted to improve my wave riding. I still have a twin tip in the car for those days when the wind is above 40 knots and the waves are blown out. In those kinds of conditions I either boost huge strapless airs or go and throw down some kiteloops on the twin tip!

Portugal seems to be a hotbed for great waves and riders, what makes it so special in your eyes?

Portugal is really good; there are plenty of great spots and lots of wind. I have travelled a lot and the only thing I've found better has been the water and air temperature. Portugal has the same quality in terms of waves as anywhere else, we have lots of variety too; the problem is the wetsuit rubber. What makes it so special is that there is always something going on for those who kite and surf. It's great to have all types of conditions in such small country.

When is the best time of year for swell and wind?

We get great wind and waves on a regular basis during the fall and in the spring.

You've recently been out in some monster waves at a spot near you, how much preparation goes into a session like that?



I have a big wave spot near my home called Papoa. It's a left, being regular I am much more comfortable on right-handers! This session happened just one week after a Best trip to some shallow left-handed Indonesian waves, which made me feel a little more comfortable!

I've actually been training for big waves for the last year or so with some tow surfers I know. I did a tow course with them and looked at special kite rescue techniques as well. I've actually surfed much bigger waves with a kite by myself, but those sessions have made me think a little more about safety. I'm a kitesurfing instructor with national and international qualifications and lots of experience, so all of these aspects allowed me to approach the day in the safest way possible.

WITH THE TOW SURFERS SHOWING UP AND THE ASP IN TOWN THERE WAS A BIT OF ADDED PRESSURE FROM THE ONLOOKERS!

“ ALL OF THESE ASPECTS ALLOWED ME TO APPROACH THE DAY IN THE SAFEST WAY POSSIBLE.”

STRIP

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SURFING ELEMENTS



Was the launch and landing sketchy, what were the risks involved?

The launch and landing were quite easy, as I had planned everything to the last detail. Joao Cabral and Nuno Glória, a couple of local riders, they gave me lots of help to make this happen with out any mistakes.

You have a ski and a driver, do you swap duties or is he just your rescue buddy?

That's my partnership with Joao Malafaya. He is a tow surfer and instructor and we developed a project to catch big waves with

ABOVE RUN!
RIGHT TURN AND FACE!

“ IT IS AMAZING WHAT YOU CAN BE CAPABLE OF WITH THE RIGHT TRAINING.”

Best Kiteboarding supporting us. He also kites but it is too early for him to go out in such big conditions; he prefers to go kiteless when it is huge!

How long have you been working together?

We teamed up a year ago and have been working together ever since.



What do you do to train for big waves like that?

Lots of normal surfing in big waves, tow in on even bigger waves and some apnea exercises. Apnea is the term used for holding your breath and it is amazing what you can be capable of with the right training.

The video of you getting rinsed went viral online. Can you tell us a little bit about what that wipeout was like?

Yes, the views on the video were surprising, but I know how much people love crash videos too! In that wipeout the foam caught up with me and I knew that I had to eject from the situation. Usually in side off conditions the best thing to do is too make a kiteloop and get pulled to the channel. I did that and thought that I had completed the kiteloop, due to the power I felt, but I only made half of it and the kite went down. When I saw the kite was going to be caught by the next wave I grabbed my QR to see if it was going to hold the punch. Joao came over to me telling me to let it go; if another wave came it was going to end up on the rocks. I told him, and told myself, to take it easy and I saw that my Cabo was not destroyed so I was able launch him again. That is the time when you really have to trust your gear.

A few people have suggested you should have released from the kite, so as not to get dragged underwater, did you have time to do that, or was the plan always to hold on?

I was expecting to be dragged underwater so I was ready for that. My only concern was whether the kite would relaunch after the wave hit. Had a second wave hit the kite then I would have released, as it would have dragged me to the rocks. Personally I think you should hold on until you are absolutely sure the kite isn't going to relaunch, and then of course if you



“ IN THAT WIPEOUT THE FOAM CAUGHT UP WITH ME AND I KNEW THAT I HAD TO EJECT FROM THE SITUATION. ”

need to, let go. Each situation is different though, and everyone is different too. and everyone is different too.

How often do you get to ride in swells like that?

Two to three times per year, it is hard to get big waves with wind and acceptable safety conditions.

Was it intense with the huge crowd on the cliff?

That was a first for me! I usually ride alone with just a photographer on the cliff! It added a little pressure to look good of course and that was why I did so many jumps! It was quite offshore and that made it hard to drop in so I played a little more than usual and got lots of airtime!

NUNO IS NO STRANGER TO BIG WAVES, HERE HE IS ON A BIG DAY AT SUPER TUBES!



“ START SMALL AND GO BIGGER STEP BY STEP. ”

You had an image posted on Surfline as well from that day, how was it received by the surfers?

I saw some comments like – “That’s why you should surf and kite. It makes life better!” I hope I made some surfers think about it a little just like the time when I saw Flash Austin in Hawaii!

There seems to be a solid crew of big wave riders heading to Portugal each winter, do you tow in as well as kite?

I’m starting to do it, but for me I still feel more comfortable with a bar in my hands all the time!

NUNO BOOSTING FOR THE MADDING CROWD!
PHOTO WILDSURF



FROM THE FINEST MERINO SHEEP

1.5mm HOOD | 1.5mm LONGSLEEVE VEST | 1.5mm GLOVE



THE MYSTIC MERINO COLLECTION WILL KEEP YOU WARM WHETHER YOU ARE WET OR DRY.

Merino wool is the new alternative to be used in wetsuits and other thermo lined products. The reason for this development is that it comes from a sustainable resource whereas synthetic linings are constructed from petrochemicals. In addition, Merino is as natural and organic as your own skin. Being in the cold has never been this warm due to this revolutionary, comfortable, antibacterial and odor resistant wool in your gear.

RIDING IN THE COLD HAS NEVER BEEN THIS WARM!



MERINO LINING

In tests conducted by the British Textile Technology group, Merino™ lining proved to offer a 35% increase in thermal efficiency, in both dry and saturated conditions over the best, comparable synthetic linings.

What advice would you have for someone thinking of heading out in huge waves?

Check the conditions very closely. Forecast, rips, currents, plan A and plan B, exit points and be sure to train for self rescues. Start small and go bigger step by step.

Do you enjoy riding in competitions? Are there any decent trophies in the cabinet at home?

I won the KPWT Santa Cruz in 2011, also the YourMood Wave Kite Cup Wave in 2011 and was 2nd at the PKRA Dakhla in 2013. This year, for the third time, I was crowned the Kite Wave National Champ. Despite these results, and also taking part in lots of competitions over the years I don't like competing, as I am usually very "unlucky" with the judges!

You used to ride on the KSP tour, how do you feel about its ultimate demise, is there something missing in terms of competition from the sport now?

The first year was really the dream tour, beautiful spots and waves, fair judgment and a family feeling. After that came the money and that ruined everything from my point of view.

Would you like to see a replacement tour appear on the scene?

It would be nice but I think the sport has to grow a lot more and fair judgment needs to be the priority of any competition.


You've obviously ridden in some pretty amazing places, which has been your favourite spot away from home?

For me I really enjoyed Dakhla's right-handers and the lefts in Mauritius.


**" I DON'T LIKE
COMPETING, AS I
AM USUALLY VERY
"UNLUCKY" WITH
THE JUDGES! "**

NUNO
FREEZING TIME
ON A MONSTER
IN MAURITIUS!
PHOTO: JOHN
BILDERBACK





NUNO DICING
WITH DEATH AT
AGUDA
PHOTO VITOR
AZEREDO

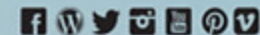


“ WHEN I FIRST SAW THIS IMAGE I THOUGHT THERE
WAS SOMETHING WRONG WITH IT, THEN NUNO
TOLD ME THAT'S A HARBOUR WALL RIGHT IN
FRONT OF HIM, PONDER THAT FOR A MOMENT...”
- ROU CHATER EDITOR





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NOBILE KITEBOARDING SAUDADE 2015 COLLECTION

NOBILE SPLITBOARDS: TRAVEL WITH NO EXTRA COST

THE NOBILE W-CONNECTION TECHNOLOGY IS A GLOBAL INNOVATION. THOSE WHO HAVE CHOSEN THESE BOARDS TRAVEL AROUND THE WORLD WITHOUT PAYING EXTRA CHARGES FOR EXCESS BAGGAGE AND SAVE APPROX. 100 EUR EACH TIME. DO YOU HAVE SUCH COMFORT TO SAVE ENOUGH MONEY WITH NOBILE ON TRAVEL EXPENSES TO AFFORD FEW EXTRA TRIPS EVERY YEAR?



Separa line/ Flying Carpet Carbon Split

WE HAVE GIVEN OUR "SPLIT" BOARDS LINE THE NAME OF SEPARA, WHICH MEANS "SEPARATION". THE LEITMOTIF IS THE SUN — AND MOON IN CASE OF CARBON BOARDS — WHICH REFLECTS IN SEA WAVES

Nobile Splitboards Technology:
INFINITE INFINITY CARBON: APS TECHNOLOGY ADDED PRE-STRESS / W-CONNECTION / ELLIPTICAL PROGRESSIVE CONCAVE / CAV - COMPLETE ANTI-VIBRATION TECHNOLOGY / AIRLIGHT CORE / WOODCORE / TRIAX
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Separa NHP Split



Separa Flying Carpet Split



Separa Infinity Split



Separa NHP Carbon Split



Separa Flying Carpet Carbon Split



Separa Infinity Carbon Split


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LEFT: NUNO
GETTING SHACKED
AT ONE EYE!
PHOTO JOHN
BILDERBACK

RIGHT: NOT A BAD
SPOT TO CALL
HOME!
PHOTO VITOR
AZEREDO

You've been on the Best team for some time now, what's so special about the brand and what do you like about the kit?

I identify myself with Best brand. I have used Best kites since the very beginning of the brand. I can say I've ridden all their kites

**“ JUST FEEL THE ADRENALINE PUMPING
WHEN YOU MAKE A GOOD ONE... ”**

over the years. Best has had it ups and downs, but they have gained experience and I know I can trust my gear. It is essential for me to have top quality products.

There are some great shots of you getting barreled on a kite, what tips can you give to the wave riders reading this wanting to learn something?

Be sure to get some barrels without a kite first! Being inside a wave can make you

claustrophobic so you have to overcome this feeling naturally! Then just feel the adrenaline pumping when you make a good one... The lines can be a pain in the ass in offshore conditions so positioning and stalling is the key to success. If you want to know more just take a wave clinic with me and come and stay at my kite house!

What do you do when you aren't shredding on the ocean?

You'll find me teaching kitesurfing or having some family time. I have my own kitesurfing school and camp in Porto City and luckily also have a lovely wife and incredible daughter that support me in what I do.

Is there anyone you would like to thank?

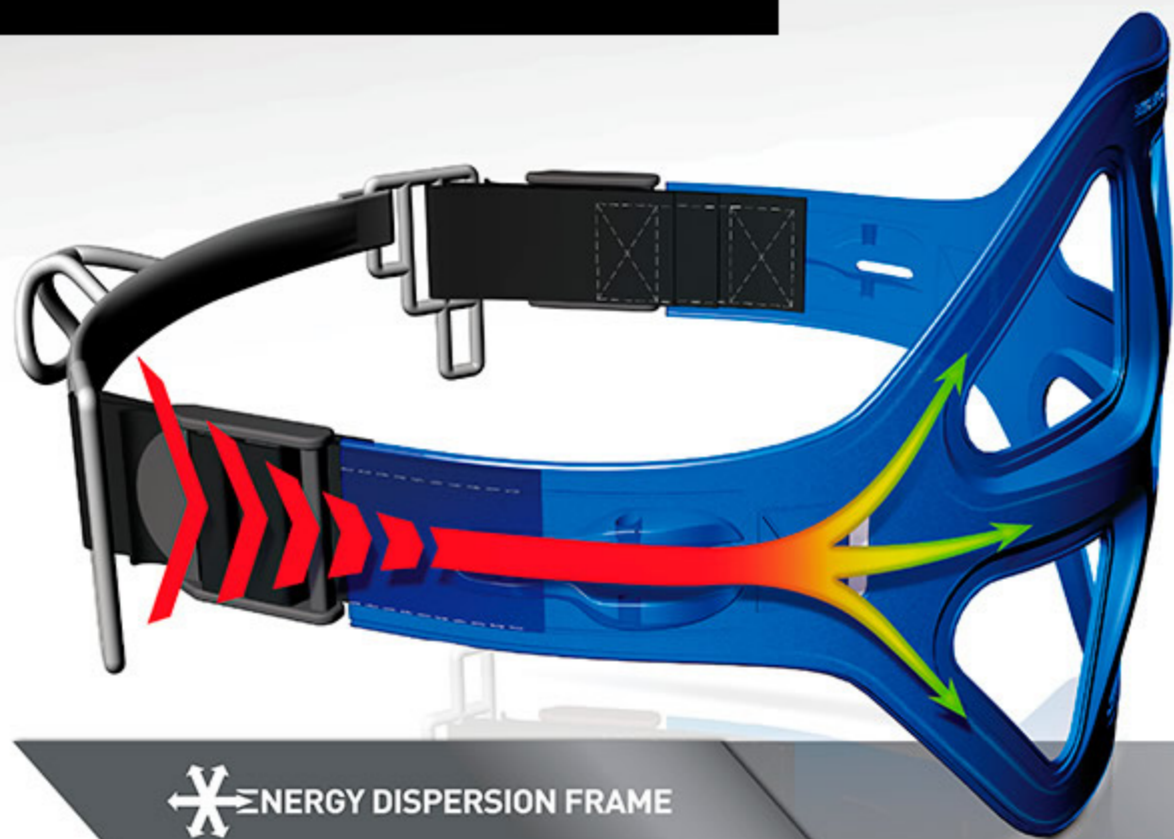
My wife who holds everything together when I am not on land and all my friends especially the Oporto Kitesurfing team!

Where can you check what are you doing?

 I have my facebook page you can check it here:
<https://www.facebook.com/NunostruFig>

Cheers Nuno for taking the time!

No problem any time!



*** ENERGY DISPERSION FRAME**

The EXO significantly enhances riding comfort thanks to a brand new technology: the **Energy Dispersion Frame**. The E.D.F. is directly connected to the spreader bar through the webbing and buckles for a direct transfer of the load. Its design and structure optimizes load distribution, spreading consistently the pressure over a much wider area. It provides you with an unrivaled comfort feeling.



BEHIND THE BRAND

Ozone are one of the original brands in the Industry, their rise to popularity hasn't been as fast as some however. Run by a modest but highly dedicated team in recent years they have dominated the race scene and produced some of the best kites on the market. We chat to Matt Taggart to find out a little more about what goes on behind the scenes...



WORDS IKSURFMAG

BEHIND THE BRAND

OZONE

PHOTO STEPHEN KLEINLEIN

Ozone were originally known for their paragliders, when did you start making kites and what was the driving force behind that?

Rob, Mike, & David founded Ozone Paragliding in 1999, their first kite design was a fun 4-line stunt kite for blown out paragliding days in 2000 called the LD STUNT. It was a really fun kite that stayed in our product line-up for years afterwards. Rob was already interested in kiting and with the sports growth could see the potential.

During that time I was working for another Paragliding brand on their kite line and I was often with Rob at paragliding competitions and kiting any windy day I could when Rob suggested I join Ozone. We formed Ozone Kites Ltd in 2001 with the aim to develop LEI's, but unfortunately we couldn't come to an agreement with Bruno Legaignoux, the holder of the LEI Patent.

During that time we discovered snowkiting and decided to focus on that side of the sport. Rob and David already had some innovative designs back in 2001 for a bridled flat kite. We like to think the industry would have developed earlier if we'd been able to buy a license back in 2001!

Ozone started their own factory in 2001, where is it based and do you produce kites for anyone else?

David Pilkington, one of the Ozone designers and founders, went over to Vietnam after a lot of disappointment with the suppliers that we had been using during the early days in Vietnam and China.



JAKE KELSICK FLYING THE C4 IN LE MOURNE
PHOTO STEPHEN KLEINLEIN

"IT'S A WORLD-CLASS PRODUCTION FACILITY THAT WE ARE ALL VERY PROUD OF."

He decided to make the huge commitment in starting the factory. David created something very special with a team of passionate and skilled craftsmen and women. It's a world-class production facility that we are all very proud of. We only produce Ozone products including paragliders, kites and the various accessories for those companies.

What are the advantages of having your own factory for production?

We love the flexibility our own production gives us combined with our incredible quality control process to ensure millimetre accurate construction that is vital in today's performance designs. We also love the fact we are not forced into the typical ordering process of a 4-6 month production cycle.



ONLY THE BEST MATERIALS AND MOST TALENTED STAFF ARE EMPLOYED AT THE FACTORY.

FLORIAN GRUBER, RICARDO LESSECE AND MAT TAGGART SMILING FOR THE CHOPPER.
PHOTO GRAEME MURRAY



“ WHEN KITE RACING CAME ALONG IT WAS A NATURAL PROGRESSION FOR US. ”

Other factories demand this and it forces many brands to end up launching a kite design before they are really ‘finished’. They then end up dumping product that never sells, gathering dust in their warehouses, which only hurts the industry in the long run.

What’s the most difficult thing about building a kite?

Our factory and the amazing team and processes that David has built are so good its not actually difficult for them to build a kite, the hardest part for us is getting the designs spot on!

It’s arguably fair to say in recent years the brand has really grown, at the forefront of that awareness was surely the success of the race team aided by your kites. How did the Ozone Edge come to be the favourite kite for racers?

The first Edge launched in 2007 and was such a fun boost machine; it flew upwind and had a ton of performance. We’ve all raced various things over the years, hang-gliders, paragliders, motorbikes and even yachts, so when kite racing came along it was a natural progression for us.



SOUL SERIES: SO MUCH MORE
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WORLD LEADER IN DRYSUIT TECHNOLOGY

OZONE HAVE A HUGE FOLLOWING IN THE SNOW...
PHOTO PASCAL BOULGAKOW



“ THE EARLY DAYS OF ANY GROWTH
SPORT IS ALWAYS A TON OF FUN
WITH SO MUCH TO LEARN ”



THE A-TEAM, L-R DOMINIK ZIMMERMANN, MATT TAGGART,
ROBBIE WHITTALL, TORRIN BRIGHT, ANDY BANKS



Thanks to the likes of Chip Wasson and the St Francis Bay Yacht Club, kite racing blossomed and started to become a healthy series. The Edge, being such a high performance machine, was bound to become the kite to have. Our pedigree in designing hang-gliders and paragliders has been an obvious advantage.

Full credit to Chip, as he was at the forefront of driving racing, he was already racing with a foil board back in those days and started riding the Edge. From there Chip infected everyone and we focussed on designing the ultimate kite for racing which just so happens to make it the ultimate boosting machine. Most of our sales of the Edge are still from freeriding, many people don't realise what a legendary kite it is however.

All that extra publicity must have been fantastic, especially in a sport with so many huge brands...

Yes for sure it was a great boost to us all and we were excited to be part of a new side to the sport. The early days of any growth sport is always a ton of fun with so much to learn, just like snowkiting was for us when we launched the Frenzy, the first dedicated kite designed for snowkiting.

Ozone is still a relatively small team isn't it, how many people do you have working for you at the moment?

Yeah I guess we are still seen as a small player in the industry. The overall group is not so small, but then I have no idea how many people the big players like North and Cabrinha employ. The paragliding design team are based in France; Dav, Luc, Fred & Russ along with our wonder women who run the overall group admin, Karine, Chloe and Isabelle plus Matt and Loren in the USA.



“ AT THE MOMENT WE ARE STILL
EXCITED ABOUT ADVANCING
OUR KITE DESIGNS ”

Iain, the Ozone Kites General Manager, is based in Barcelona with Hannes and then myself, Rob, Torrin, Andy, Dominik and Nick are based in New Zealand. The overall group MD, Mike, is based in the UK and France and of course we have David and his amazing team at the factory in Vietnam. It's quite a collective of passionate talent focussed on designing wings with great feeling & performance.

Does it help that you just focus on kites and not boards?

Yes I think it does help that we are 100% focussed on designing kites only. Anything you add is a distraction

unless you can commit to a separate team to focus on that. We never say no and perhaps one day in the future it might happen, but at the moment we are still excited about advancing our kite designs and the control set up, also our service, systems, factory and distribution.

When you first built the Edge did you have racing in mind, or was it a freeride kite that just happened to be great on the racecourse?

The Edge in 2007 was designed by David and he was looking at offering a kite with the highest performance possible yet still easy and fun to fly.

STATUS DEFINED.



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ELITE
KITEBOARD

So it was designed for freeriding and is still is my favourite kite to ride as it is with most people that give it a go. The ultimate boosting machine, crisp direct intuitive handling and it will take you to the moon!

The original race team actually approached you to ride your kites didn't they due to the performance?

Chip Wasson was the first racer to give our kites a go thanks to Heather and Brian Scheck our USA distributors. Chip then joined the International Team and he has been an absolute legend and close friend since then, as he is to everyone that's lucky enough to get to know him. As our kites were out-performing everyone else's on the racecourse it was natural for serious racers to want to get on board the program.

Staying on a race tip for the moment, how long have you been working on the Chrono?

Rob's been designing paragliders probably longer than he'd like to remember and of course designing kites since 2000. We've worked on closed cell foil designs & high performance buggy race kites over the past 13 years so that's a lot of experience to draw on. We started working on the Chrono project towards the end of 2012.

Roman the owner of ELF Kites had been focussing 100% on his high aspect performance foil and when Ivan won the light wind Europeans, held in Italy 2013, we were in a good position having already invested in design time and prototypes.

We personally love the light wind performance these designs offer which is un-matched by LEI's. It's really

RYLAND BLAKENEY IN MAURITIUS
PHOTO STEPHEN KLEINLEIN



“ WE HAD ALWAYS LOOKED FOR A GOOD PLACE TO BASE THE KITE TEAM. IT JUST HAPPENED TO BE ON THE OTHER SIDE OF THE PLANET! ”

opened up a whole new exciting opportunity for design, which is motivating and exciting for us all here at Ozone.

It's totally changed the game on the racecourse, so much so it almost got foil kites banned from Formula Racing, how do you feel about the politics in the sport when it goes like that?

Politics, well I've been racing for the past few years and loved it so the politics has really annoyed me. We have lived through it in Paragliding and unfortunately it looks like its here to stay in kiting. Its amazing how one or two people can suddenly take over a sport and

then dictate how it will go blatantly ignoring the riders wishes who created it in the first place!

You moved the kite team from the UK to New Zealand around 8 years ago, what was it like to up sticks and head to the other side of the world with the company?

I met a beautiful Kiwi lass and on a visit to NZ to meet her family I fell in love with Raglan. Thankfully Rob also wanted to move to NZ and we had always looked for a good place to base the kite team. It just happened to be on the other side of the planet!



DAVID PILKINGTON AND SOME OF HIS TALENTED TEAM IN VIETNAM.

It's ended up being a great move for the company, the kite team grew to welcome Kiwis Torrin, Andy and Nick. They bring so much to Ozone so its been a wonderful experience although the first few years I didn't get much sleep making it happen with the rest of the worlds time zones!

What are the benefits of being in New Zealand, do you miss the cold grey weather back home much?

Myself and Rob left Blighty when we were teenagers, I started working on yachts aged 17 and Rob was already World Hang-Gliding and Paragliding Champion, so do we miss England... no. We love to go back for a pint with friends and to see the family, but that's about it I'm afraid!

A lot of brands have quite small kite ranges, yours is extensive though, especially when you consider the foil kites. Is it important to have a big range covering lots of disciplines?

We certainly feel it is, there's always a compromise in design and that leads you to designing for the discipline you wish to do. Just like motorbike design, a KTM 450 is perfect for blasting off-road, but you wouldn't take a 1000cc road bike there, its no different. Having our factory also helps us be able to design such a comprehensive range and most importantly be able to supply it on time without over-stocking or having to dump product.

The Reo is one of our favourite wave kites, how long do you put into developing a kite like that and what are the processes that you follow, is there extensive testing of prototypes?

Typically a year's development goes into each design, often longer than that with many prototypes tested and tweaked during that time. Rob, Torrin & Dom spend the NZ winter in Mauritius and also some time in the UK and Europe. This ensures they test all our kite models all over the globe, which is really important.

Rob and Torrin are wave hounds so that also helps as far as the Reo. But Torrin's past as a freestyler and currently a top level racer ensures all our kites are tested at a very high level. Dom is our snowkite legend, he's a RedBull Ragnorak race winner and it's amazing to have all this talent alongside Rob working on all the kite model designs.

The factory is a huge asset for development; we are really focussed & efficient with the design time. There's certainly no better feeling than another proto delivery arriving on the doorstep, I doubt any of us will ever get tired of that.

JAKE KELSICK TAIL STALLS FOR DAYS...
PHOTO STEPHEN KLEINLEIN



“ THEY TEST ALL OUR KITE MODELS ALL OVER THE GLOBE, WHICH IS REALLY IMPORTANT. ”



JAKE KELSICK ON THE
GHETTO KICKER!
PHOTO STEPHEN KLEINLEIN



“ WE DON'T BELIEVE IN ADDING
WEIGHT AND FRILLY BITS THAT
DON'T HELP THE KITE FLY BETTER ”

Do you use different construction techniques for different kites, so the Reo is tougher than the Edge for instance?

We don't believe in adding weight and frilly bits that don't help the kite fly better and have found what we feel is the perfect balance of construction. There are not major differences between the kite models

because we love taking the Edge out in 40+ knots so it still has to be able to withstand those conditions.

The 2015 range has some changes in construction that has made them even stronger and this combined with switching to TEJIN D2 rip-stop and their TECHO FORCE Dacron means the 2015 range is tougher than ever.

BRUNOTTI BOARDS

KITE WAVE SLIP WAKE LONG

2014 WAVEBOARDS



2014 TWIN TIPS



HIGH PERFORMANCE PADS & STRAPS





You have a new bar on the horizon; does the development for that happen in-house as well?

Yes everything is done in-house with the whole team giving their viewpoints and ideas to Nick our CAD expert and hardware designer who then brings those ideas to life. First we'll make up models so we can see how something will look and feel, then the concept is turned into working prototypes and then tested before any moulds are committed to. It's a long process and we test in the field for over 18 months and load test every component and material used.

You have a pretty understated team, yet there are some of the best riders in the world on that roster, how do you go about recruiting for riders, or do they find you?

We've been very fortunate that riders approach us and we do what we can to support them. They are an amazing group and we like to think of us all as a family focussed on having fun. We are not a results driven company, it's just happened that way with racing thanks to our great designs and the amazing riders that have decided to choose Ozone. A huge thanks goes out to all of you that are reading this.

What makes a great pro rider in your eyes?

We love down to earth types that are approachable and fun.

What makes Ozone different from the other brands out there?

Our diversity and love for all kitesports combined with our first class production facility.

Cheers Matt, thanks for taking the time...

Pure energy.



The 2015 **PARK**

Freeride/Freestyle

Sizes: 5, 6, 7, 8, 9, 10, 11, 12, 14

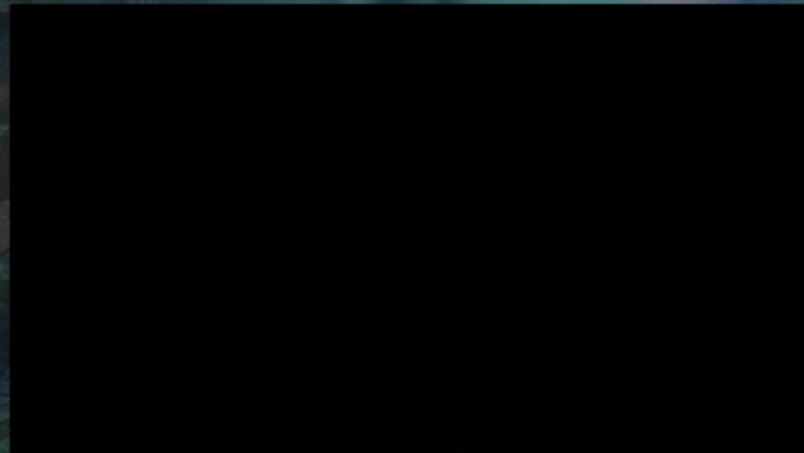
The 2015 Park is one kite that does it all for any rider, any style, in any condition.

The powerful profile gives the rider outstanding low-end power and constant pull over a wide range of wind speeds while the reduced leading edge taper and HD radial segmented arc provide a solid feel, extra stability and increased control. The Compact C outline and three-strut design create a stable and responsive kite. The Park uses just enough sweep to maximize depower and allow for easy relaunch.

Its refined static bridle platform also improves forward flying, acceleration out of turns, and instant response while creating less pull in the harness. These characteristics are essential for unhooked riding.

Designed with fun in mind, the Park provides an easy ride, the power to boost and outstanding freeride and freestyle performance.

Recommended Control System: Fusion Control System



- REDUCED LEADING EDGE TAPER
- HD RADIAL SEGMENTED ARC
- CANOPY STABILIZER
- COMPACT C
- LOW DRAG WING TIP
- THREE-STRUT DESIGN
- POWERFUL CANOPY
- DUAL INFLATION SYSTEM
- STATIC BRIDLE PLATFORM
- EVOLUTIVE PROFILE
- SOLID FIBRE CONSTRUCTION
- HIGH FLOW VALVE
- ANTI-STATION WINDOW
- RADIAL LOAD DISTRIBUTION



CKPERFORMANCE

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TECHNIQUE



Hi Ladies and Gents, this issue we have a couple of sent moves and one for you fledgling surfboard riders. We begin proceedings with the sent double grab. Another show boater involving big air, a tweaked nose grab on the way up and a cheeky boned out tail grab on the way down – a crowd pleaser for sure. Following on we have the first part of the surfboard chicken gybe. A sharp turn which is useful in so many situations, and which may well save your bacon when you don't have space or time but really need to go the other way. And to finish this issue we have a sent Shifty Indy, a somewhat tweaked and twisted sent indy grab that just goes so well with a decent amount of air. Enjoy.

For more on coaching, upcoming clinics and the expanding 2015 calendar:



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SENT DOUBLE BOARD GRAB



CLICK OR TAP TO READ MORE

CHICKEN GYBE – PART 1



CLICK OR TAP TO READ MORE

SHIFTY INDY JUMP



CLICK OR TAP TO READ MORE

SENT DOUBLE BOARD GRAB >

Board XO 133 with H3s

Kite Chaos 7m

Here's a good one for all you show offs. Holding a grab always adds plenty of style, so holding two has to be a winning combination! For this combo we'll be starting with the nose grab and finishing with a boned out tail grab – both crowd pleasers on their own. Therefore we do suggest that you're capable of both of these before splicing them together. It'll look good as both of these grabs are full tweaks, with one leg bent and the other straight. We're going with the nose grab first as it suits the send and then opting for the tail grab to finish as you can hold this one as long as you dare whilst still diving the kite for landing.

As we so often do, let us ponder some of the key moments before looking at the complete picture...

The Send {Pic A}

It goes without saying that if you want to squeeze in a couple of tweaked grabs you'll be needing some airtime. This means that you'll require a decent edge and a hefty send. Make sure that your kite is not above 11 or 1 o'clock so that you'll get the pull early enough, and get on that get home edge so that you're pointing high with maximum tension on the lines. You can see that Karine is fully on her edge and has plenty of spray to prove it. In this position she can send the kite aggressively with both hands, keeping the bar on the sweet spot and aim for decent height and hangtime. Also as a footnote, do make sure that



your hands are centred on the bar so that you can grab away to your hearts content without any unwanted kite movements.

Kite Position {Pic B}

As we mentioned the nose grab fits well with the first phase of your jump as it's easier to reach if the kite is slightly back in the window. Following a mighty send the kite will most likely be back there, but make sure that when you are on the way up you don't redirect the kite too much, as this'll make it harder to reach the nose. As Karine ascends post take off she keeps the bar in on the sweetspot whilst her legs are extended but she does not level the bar. This way once the initial boost is done with she can lift her legs and board for the grab without having the bar and lines in the way.



" SHE CAN SEND THE KITE AGGRESSIVELY WITH BOTH HANDS, KEEPING THE BAR ON THE SWEET SPOT AND AIM FOR DECENT HEIGHT AND HANGTIME. "



The Nose Grab {Pic C}

As soon as you can it's time for the nose grab. With the kite back you will be able to lean back and get yourself into position as per normal. Karine has lent back, keeping the bar in. She has lifted her front knee up towards her chest and twisted it across towards the right side of her body. At the same time she extends her back leg, pushing her back foot away from her. These two movements place the board's nose handily in front of Karine so that she can reach forward and grab the nose. Once she has the nose Karine



will keep hold of it until she reaches the apex of her jump, or she feels the kite flying forward and up to 12 o'clock.

Release {Pic D}

Once you're at the top of your jump you must release your nose grab, get some support from the kite and prepare for the tail grab. Assuming that you're confident with grabbed jumps, the kite will have moved up as you held the nose grab.

" LEAN BACK AND GET YOURSELF INTO POSITION

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As long as the bar is in on only the one hand, the kite will move and this is a good thing. As your kite nears 12 and you stop going release your nose grab. You can see that as soon as Karine releases the nose she is already bending her back leg, bringing her back knee up and reaching back with her free hand in anticipation of the tail grab.

Boned Tail Grab {Pic E}

As soon as you can reach the tail, grab it and tweak it. Karine has the tail in her back hand and immediately pulls it in towards her bottom. As she pulls the board with her hand she now extends her front leg to bone the grab out. At the same time she must control the kite with her front hand, keeping the bar in, tension on the lines and float in the kite without pulling too hard and diving the kite.

Landing {Pic F}

All that's left now is to hold the grab for as long as you're comfortable before releasing it and landing. This may depend on what size kite you're flying. The bigger the kite the more you'll float down and the slower the kite will move. The smaller the kite the more you'll drop down and the quicker the kite will want to dive off the front hand. As Karine drops she lets go of the tail and gets her back hand on the bar. With two hands on the bar she can dive the kite hard, which in turn will pull her downwind for a smooth flat board landing.

Top Tips

Be realistic with how much time you hold your nose grab. If you hold it for an eternity you won't have time



" HOLD THE GRAB FOR AS LONG AS YOU'RE COMFORTABLE BEFORE RELEASING IT AND LANDING. "

for the tail grab, so concentrate on the nose for the way up and the tail for the way down.

Sending the kite hard will not only help you get the height and time, but it will also mean that the kite can move forward as you fly it off your front hand without consequence. If you don't send it the kite will only get to 12 and you'll have to release your grabs much earlier.

Now have a gander at the [Videos](#) and [Sequence](#) for the full breakdown.





“ CHANCES ARE THAT YOU ARE ALREADY THINKING ABOUT THE TAIL GRAB ”

Common Problems

If you can't reach your nose grab, then the chances are you are already thinking about the tail grab and are therefore not leaning back.

If you're running out of time to get both in, try sending the kite a little more gently so that you don't

get as extended on take off and you can then get the nose grab earlier.

If you're getting pulled forwards by the kite before it's time to land, make sure that your hands are centred on the bar and that you send the kite far enough.

Keystones

1. Good send
2. Leave kite back for the nose grab on the way up
3. Release at apex
4. Tail grab down
5. Hard dive for a clean landing

CHICKEN GYBE - PART 1 >

Board Proto 5'7

Kite Drifter 8m

The chicken gybe is often used but rarely celebrated. It serves surfboard riders well as a method of changing direction quickly when time, space or both are limited. The chicken gybe is particularly useful if you are yet to master the tack as it will enable you to turn on a dime and not lose ground down wind. That said even if you are a tacking don, you'll no doubt squeeze a few of these out in a session as they're a go-to, 100% reliable, get out of jail card.

As with the original gybe there are two ways of executing the chicken gybe, so we'll start here with the first, the heel to toe. Your aim is to turn the board from its heel rail to its toe rail without carving down wind – instead you'll be pivoting the board around on its tail, using the kite for both pull and support.

The Approach {Pic A}

In order to pivot the board around on the tail you'll first need to slow down. In the photo you can see that Karine has dropped her weight back on the board by moving her hips and shoulders over her back foot. This weights the tail of the board and lifts the nose, creating drag and therefore slowing the board down. As with a normal gybe you do need to position your feet so that you'll be able to ride toe side in a comfortable position once you have turned. Karine has her front foot straddling the centre line of the board and she has her back foot across on the back



pad. Her stance is wide enough to balance on the board but not too wide that she won't be able to ride toe side once she completes the turn. With the board slowing Karine moves the kite up to 11 o'clock.

Initiate the Turn {Pic B}

To start the pivot Karine moves all her weight back and bends her back leg, she also keeps weight on her heels as she doesn't want to flatten the board – she's going from rail to tail to rail. She then starts to steer the kite slowly across the window, using both hands on the bar. As the kite starts to gently pull she turns her head and shoulders and supports herself on the bar, keeping the power on and slowly moving the kite. In order to pivot Karine aims to steer the kite up and across the window, this way the turn will be sharp and can be performed whatever the wind strength.



" SHE CAN SEND THE KITE AGGRESSIVELY WITH BOTH HANDS, KEEPING THE BAR ON THE SWEET SPOT AND AIM FOR DECENT HEIGHT AND HANGTIME. "



If Karine was to throw the kite across the window she would be pulled up over the board and would start to carve the board, therefore losing ground down wind.

Leg Scissor {Pic C}

As the board turns you must keep all your weight back and upwind of the board, so that you can use the pull of the kite to spin you around. With all your weight on the tail you can push the front of the board away from you with your extended front leg. The scissoring action is what enables you to turn the board the full 180°. In the photo as the board points down wind Karine pushes her front foot away and pulls her back foot under her.

Keep Moving the Kite {Pic D}

Karine keeps the kite moving, as it is the kite that will help you complete the turn. With her back leg pulled in



" YOU MUST
KEEP ALL
YOUR WEIGHT
BACK AND
UPWIND OF
THE BOARD "



" THE KITE SHOULD NOW BE AT THE EDGE OF THE WINDOW AND YOU HAVE PERFORMED A SLOW BUT VERY SHARP TURN. "

underneath her Karine can now start to put the weight onto the ball and toes of her back foot in order to engage the toe side rail. She still has her bar pulled in on the sweet spot and the kite is still supporting her as it moves slowly across the window. You can see that up to this point her body weight has remained upwind of the board.

Toe Side {Pic E}

If you had your weight right during the turn, this is how you'll finish – the same as you went in. All your weight back and the nose somewhat excitedly sticking up in front of you. The kite should now be at the edge of the window and you have performed a slow but very sharp turn. All that remains now is to get the board trimmed so that you can accelerate and work the kite to gain some power. Karine has her bar pulled in and will now shift her hips forward onto her front foot to level the board out, whilst she works some power back into the kite. Once she is moving she can either continue toe side or change her feet to crank upwind on her heels.

Top Tips

To start with try this in flat water, so that you can concentrate on doing everything slowly. Then once you have the movement you can start to pivot the board and move the kite more quickly to snap round in a blink of an eye. Keep your hands centred on the bar, as this will stop you moving the kite too quickly and it will help you keep the bar on the sweet spot throughout the turn.

Now have a look at the **videos** and **sequence** to see the Chicken Gybe in full.



“KEEP THE BAR IN SO THAT THE KITE PULLS YOU AROUND.”

Common Problems

If the board starts to carve downwind you have either entered with too much speed or you have flattened the board, keep edging/railing as you move your weight back.

If the kite ends up with no power whatsoever it means that you have let the bar out during the turn, which

will let the kite flutter to the edge of the window. Keep the bar in so that the kite pulls you around.

If you can't get moving at the end, get your weight forwards into your surfboard toeside position.

The turning position will not do anything but sink the tail.

Keystones

1. Slow down
2. Weight way back and edge
3. Slowly steer kite on sweet spot
4. Turn head and scissor legs
5. Finish turn and then move weight forwards

SHIFTY INDY JUMP >

Board X Caliber 138

Kite Chaos 9m

To finish off this issue another sent move which you can enjoy in the cold, hanging on with gloves just as much as you can somewhere warm. The Shifty Indy is a sent grab with a look back and twist which you can hold for a while in the air, and which you can tweak by either extending the legs or keeping them bent – choice is yours. So what do you need to do?

The Jump {Pic A}

This is a fun air move so it's worth giving it some beans to make it worthwhile. It's also a move that holds your balance well in the air so it can be used as a way of controlling yourself during a biggy. Come in with controlled speed so that you are cranking upwind with maximum edge and loads of tension on the lines, flying the kite on its sweet spot at either 11 or 1 o'clock. From here you can give the bar a decent send. You can see that Christian is not pulling his bar in too much whilst sending so that he gets more lift and less down wind. Also focus on keeping your back leg stiff so that you don't give away any edge at the last moment.

The Look Back {Pic B}

The look back is an essential part of this move, dodgy kite face is however optional. By look back we mean that after take off you'll need to look back at where you came from, rather than forwards, through the lines.



The purpose of this is that it will turn your head and shoulders, opening your body, hips and board so that you'll be pointing down wind rather than square across the wind. This moves you behind the chicken loop and the centre line so that you have room to bend and reach without restriction. As you take off you'll also need to redirect the kite above you to just behind 12 o'clock with a bit of front hand. Here Christian has turned and is looking back, as a result his board is twisting around and he is getting everything moving towards his intended move.

The Grab {Pic C}

Now that your board and body have twisted you will have room to reach for the Indy grab – which is the toeside of your board, between your feet.



“THE LOOK BACK IS AN ESSENTIAL PART OF THIS MOVE, DODGEY KITE FACE IS HOWEVER OPTIONAL.”

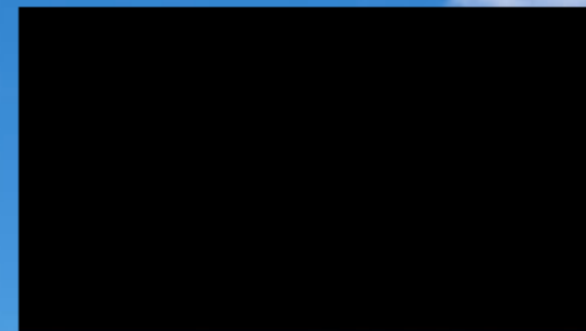


Without the harness and centre line in your way it should be simple to bend at the waist and bring your feet towards you by bending both your knees. Christian is leaning forwards under the bar and reaching down towards the centre of his toeside edge, looking for the indy grab.

The Shifty {Pic D}

The Shifty part of this move is really the tweak to make it a bit more contorted and stylish. The idea being to twist the board even further around by twisting your front hip up towards the bar. Christian has the grab with his back hand, and to twist even more he drops his back shoulder and head, forcing his lead hip up towards his hand on the bar, almost scissoring his feet so that the front of the board is now pointing upwind. At this point Christian tweaks it further by extending his legs whilst holding the grab.

“ YOU WILL
HAVE ROOM
TO REACH
FOR THE INDY
GRAB ”



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" RELEASE THE GRAB AND ALLOW YOUR BODY TO UNTWIST SO THAT THE BOARD ROTATES BACK AROUND TO WHERE IT SHOULD BE. "

As with any grab try to hold this until you feel that you're coming down and the kite needs to be dived.

Touch Down {Pic E}

As you'll be in a slightly contorted position give yourself ample time to prepare for the landing. As you start to descend release the grab and allow your body to untwist so that the board rotates back around to where it should be. At the same time reach for the bar with your free hand, as this will help pull you back upright into a more normal jumping position, which will in turn drop the board down beneath you, making for an easier and softer landing. In the photo you can see that Christian's head and shoulders are low and his board is still high. By reaching for the bar he'll get himself upright and balanced.

Top Tips

Once again sending the kite enough is important. If you send the kite you'll be able to support yourself with your front hand as you twist to look back. If you bow the kite to 12 o'clock you may struggle with the look back.

At first get used to the look back and grab, and as you get more comfortable you can then tweak and twist as much as you see fit.

Have a look at the **Videos** and **Sequence** to see the move in real time and slow mo.



“ THIS WILL RESULT IN YOU DROPPING FROM THE HEAVENS. SO SEND IT HARD AND KEEP THE HAND IN. ”

Common Problems

It can be tempting to push the bar away as you twist and look back so that the kite doesn't move forward, but this will result in you dropping from the heavens. So send it hard and keep the hand in.

Likewise if the kite is pulling you forward as you twist and grab, make sure that your hand is centred and that you take off with the kite behind you.

Keystones

1. Good send
2. Look back to create space
3. Grab for Indy
4. Twist head and shoulders down for Shifty
5. Release grab and reach for bar to bring you back upright



EVEN THE ROCKS HAVE PERFECT BARRELS!

David Romeu throws caution to the wind and heads off in search of one of the most fickle, yet rewarding waves on the planet...

WORDS ROU CHATER/DAVID ROMEU PHOTO DAVID ROMEU

FORTUNE FAVOURS THE BRAVE





BACKSIDE FOR
DAYS...

“ IT WAS A MIX OF STUNNING VISUALS AND AMAZING RIDING ”

As kitesurfers we inherently love to travel, there is something about adventure that is ingrained in all of us. Perhaps it is the fact that learning to kitesurf is such an adventure in itself that we have this insatiable urge to experience more than just the local beach.

Equally we are often guilty of following the same well-trodden paths, no doubt our need for wind and certain conditions have dictated the “Meccas” of our sport. Places like Tarifa, Brazil, Egypt and Maui all enjoy a consistency that cements their merit in the kitesurfing hall of fame as far as travel destinations are concerned.

I’m no different from you, I’m also a creature

of habit, and if I’m spending my hard earned cash on a trip I want to be guaranteed wind. I’ll look to all the usual suspects in an effort to quench my desire to travel, yet also my absolute need for a decent breeze. We all do it from time to time, and this often means we end up bunched together in crowded spots fighting for a patch of ocean amongst the madding crowd.

Of course fortune favours the brave, and if you are prepared to take a risk and throw caution to the wind you can be blessed with rewards fit for a king. A couple of years ago Jeremie Eloy published a video on the Internet that featured one of the most amazing waves on the planet.

The infamous, yet elusive, Skeleton Bay had been kitesurfed for the first time. The film went on to win our “Best Video of 2014” category in our readers awards. Deservedly so, it was a mix of stunning visuals and amazing riding coupled with some of the most ridiculous left-handers I have ever seen.

It’s a tough wave to ignore; if you have a Facebook account, or frequent YouTube then you’ll be sure to have come across phrases like “longest barrel ever ridden” “most epic barrel ever” and “barrelling more than Esso”. Without exception, everyone one of these videos was filmed at Skeleton Bay in Namibia. Dane Reynolds holds the current record with a 50 second ride spent almost entirely in the tube...

David Romeu was no doubt party to this media onslaught as well, except unlike me, and I’m sure many of you, he didn’t just call his travel agent and head to the usual spot. Instead he embarked on a three week long adventure filled with risks, stunning scenery and a search for Skeleton Bay.



AMAZING NIGHT SKIES COMBINE WITH ENDLESS WAVES FOR THE PERFECT GETAWAY...



If you've read this far, well done to you, take a moment to actually take this story out of the "aspirational" section of your head, and put it on your "to do list" instead. That's exactly what David did, and although his just rewards weren't perhaps what he expected, he certainly came away with far more than he could have imagined.

David spent three weeks traveling around Namibia, he and his girlfriend drove over 6000km and would you believe they only got one day riding at Skeleton Bay. That might seem like an awful lot of effort for not a lot of reward, but as far as I am aware David is one of just a few riders to have ever kitesurfed in this magical spot.

" HE CERTAINLY CAME AWAY WITH FAR MORE THAN HE COULD HAVE IMAGINED. "

I had a similar experience in Madagascar a few years back, where a serious amount of travelling amounted to just a few hours riding at a spot called Flameballs. People asked me if it was worth it, I still remember it to this day, and I still snared one of the biggest left-handers I have ever ridden there. It was shared with friends and we still talk about that one session to this day.



I guess my point is that you can have a thousand mediocre sessions at a crowded but predictable spot. One amazing session though, at a majestic location that is rarely visited is worth far more than all of that... A bird in the hand is worth two in the bush as they say.

With a coastline that stretches on for miles and miles Namibia isn't just a one trick pony either. There is a reason that this place is home to more world speed records than anywhere else. Walvis Bay was picked out early on as a contender for a speed spot.

The consistently strong winds lending itself well to the guys who just want to go faster.

MEMBERS OF THE HIMBA TRIBE, THEY REMAIN LARGELY UNTOUCHED BY CIVILISATION...

“ THERE IS A REASON THAT THIS PLACE IS HOME TO MORE WORLD SPEED RECORDS THAN ANYWHERE ELSE. ”



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NOT A BAD WAY TO START THE DAY, SUNRISE IN NAMIBIA...

These days Lüderitz has taken the crown from Walvis, the custom built speed channel hosts an annual competition each year. Every year it is the place that has consistently delivered in terms of records being broken and that looks long set to continue.

Namibia is windy then, so there is a good chance if you come here you'll have plenty

“ PERFECT SPEED STRIP FLAT WATER FOR FREESTYLE AND BLASTING ”

of opportunities to ride. There are 19 charted kite locations; there are also hundreds of uncharted ones waiting to be discovered. All you need is the time and the inclination to check them out.

The exact location of Skeleton Bay is a closely guarded secret; furthermore mining companies who keep security tight own the surrounding land. Namibia is a huge country though and it would be unfair to brand it as a one-wave pony. There are point breaks and world-class surf spots littered all over the coastline.

A good starting place for any trip would be Walvis Bay, there is a kite centre there and they have perfect speed strip flat water for freestyle and blasting, a great learning spot and an area for freeriding. They also run trips to Donkey Bay, which is a world-class surf spot that is close by.

Once you are there grab a few beers with the locals and tongues will start to wag and you'll be able to tease them and bribe them into imparting some local knowledge. Failing that have a good nose around Google Earth, it was how Skeleton Bay was originally found after all!

The best time for wind is from September through to March and April. A South Westerly blows all the way along the coast and the waves roll in from the Southern Ocean. The water is cold, so you'll need to bring a spring full suit to keep warm. The conditions are very similar in fact to Cape Town, except there are a lot less people, and probably more sharks, there are definitely more seals!

Namibia is a hostile environment, but that shouldn't stop you going to visit, after all if it was easy everyone would do it. In terms of visiting there are a few options. You could head to Cape Town, rent a car and drive up the coast from there, or you could fly into Walvis Bay and then base yourselves from that spot.

DAVID ROMEU GETTING BUSY ON THE FACE AT SKELETON BAY.





“ THEY ARE BEAUTIFUL AND YOU CAN GO TREKKING AROUND TO GET AMAZING VIEWS. ”

LEFT WHEN IT IS WORKING THE WAVE DOES THIS ALL DAY LONG ALMOST ENDLESSLY!

RIGHT A YOUNG MEMBER OF THE HIMBA TRIBE.

The Skeleton Coast is to the north of Walvis Bay, so if you want to explore there then we would recommend the flight to Walvis. If you drive up from Cape Town then an exploration of the area around Lüderitz would be a better idea, especially if you are only here for a couple of weeks.

We would recommend that you don't travel here for anything less than 2 weeks at a minimum. If you are happy to kite everyday and not really explore then the area around Walvis Bay is perfect for that. However, if you

want to get lost in the wilderness then plan to spend between 3 weeks and a month here.

Here are some of the highlights that David discovered during his trip running from North to South...

EPUPA FALLS AND HIMBA TRIBES:

The falls are right on the border with Angola. They are beautiful and you can go trekking around to get amazing views. Trees cling on right in the middle of the falls as the earth around them has eroded. It's a stunning spot and the roar of the water is immense, if you head this far north it is well worth a visit.

The Himba Tribe, their skins rubbed with red ochre, have the appearance of having been

forgotten by the rest of the world. This is, however, only as a result of their extreme isolation and conservative way of life. You'll see them on the roads around Opuwo area.

They are very friendly and they will invite you to stay with them, although communication can be kind of a mission, as they usually speak no English at all.

If you're planning to go visit them, keep some room in your bag and bring any old t-shirts, shoes, or anything you don't use anymore. I've never seen anybody so grateful when we gave them some of our clothes and even a pair of my Teva sandals!

ETOSHA NATIONAL PARK:

One thing we liked about the Etosha National Park is that you don't need to get a guide with you in the car.

“ IT IS SAID THAT ONLY THOSE WHO CAN
FIND THE SPOT BY THEMSELVES DESERVE
THE REWARD OF RIDING IT. ”



You're free to drive around it at your own pace; the only requirement is that you must sleep inside the campsites, for your safety, which close just before sunset. The best season to see wild animals is during the dry season (May –October) as animals concentrate in certain areas to drink water in small lagoons. You'll see giraffe, zebras, and lots of African game, if you are lucky you might see some big cats and perhaps even a rhino or two...

SKELETON COAST:

Well known for its communities of sea lions. It is easy to understand why it is called the Skeleton Coast, you'll find lots of skeletons of dead seals on the beaches. For surfers and kitesurfers like us, the real treasure of Skeleton Coast is being able to find the famous Skeleton Bay.

You'll have to use your Sherlock Holmes skills here; the whole "searching thing" is part of the adventure. It is said that only those who can find the spot by themselves deserve the reward of riding it.

SOSSUSVLEI DEADVLEI AND THE RED DUNES:

Namibia is known for being the country with the highest red dunes in the world. You don't need a guide for this either but you need to sleep inside the campsite there and be sure to book in advance. The campsite is situated 60km from the dunes, so you really want to start driving as soon as they open the gates, just before sunrise.

If you don't sleep inside the Camp, you won't be able to start driving until after sunrise and you'll miss the magic. Bring tones of water with you, sunglasses and a hat to protect you from the sun. You really don't want to be walking out there after 10:30am.



“ THERE’S A BIG BAY WHERE YOU CAN KITESURF ALMOST EVERYDAY. ”

LEFT & RIGHT
TWO VERY
DIFFERENT KINDS
OF BEASTS, BOTH
OF WHICH
WILL BITE!

The Sossusvlei Deadvlei or Dead Valley is very curious to see if you are in this area. It’s a valley with dead trees, almost petrified, which shows what once was a green bushy valley, now completely dead and with no

life and which has been eaten by the Namib Desert.

LÜDERITZ:

Renowned around the world for its diamond mines. There’s a lot of security and restricted areas, so don’t get yourself in trouble and don’t leave the road.

Here is where the Kitesurf Speed Challenge is held every year, but you don’t have to kite in that narrow channel, heading North from Lüderitz there’s a big bay where you can kitesurf almost everyday.

It’s a huge country, a lot of it undiscovered by kilters, whilst it is primarily a desert country you will also find it teeming with life. It’s a place of stark contrasts, happy people and amazing waves. It might not be the easiest place to get to, but it isn’t hard either, and the rewards awaiting you are bountiful... Where will your next kitesurfing trip take you, that same old well trodden path, or somewhere totally unique?

TRIED AND TESTED

With light winds making things tricky it's a bit of a mixed bag as far as the tests go, here's hoping we get some wind over the festive season!

2015 KITES >

Cabrinha Chaos 9m
Core GTS3 LW 15m
Flysurfer Speed 4 Lotus 18m
North Evo 10m
Slingshot Rally 9m
Wainman Hawaii Gypsy 6.25m

2015 BOARDS >

F-One signature Series 5'10"
CrazyFly Bulldozer 135 x 41cm

WORDS & PHOTOS THE IKSURFMAG TEST TEAM



BRAND CABRINHA MODEL CHAOS SIZE 9M YEAR 2015



"YOU CAN REALLY CRANK THE KITE THROUGH A RAPID TURN WHEN YOU WANT TO."



At A Glance

The Cabrinha Chaos is the all-out freestyle machine from the brand, used to devastating effect by Liam Whaley on the PKRA where he finished 3rd this year. Everything about the Chaos has been designed with high-end freestyle and wakestyle riding in mind. It is a 5-strut high aspect kite with a C-Shape profile and aggressive wingtips for total control.

The build quality is exceedingly high with lots of reinforcements in the frame and Cabrinha's 2DR canopy material for improved non-stretch and strength characteristics. There are tuning options on the pigtails so you can tune the bar pressure and power, plus the kite features the Dynamic Arc technology that allows it to open up and re-launch much easier.

The bridle on the kite is simple and very short, unlike some bridles that connect to the entire leading edge the bridle here just connects to the area around the front of the wing tip. There is a pulley system to improve the turning speed and allow the kite to move a little as you sheet in and out.

TO VISIT THEIR WEBSITE, CLICK HERE

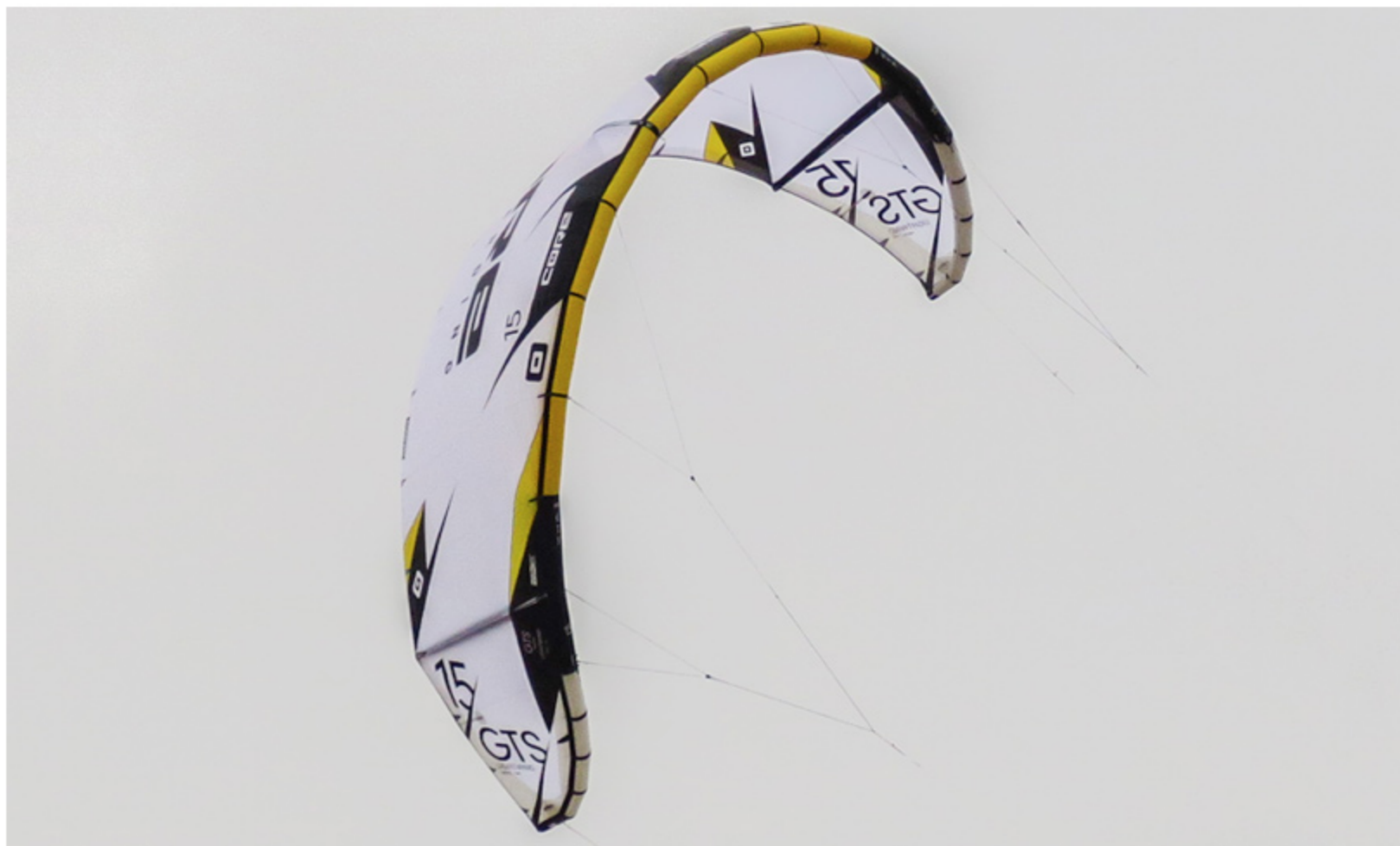


[CLICK OR TAP TO READ MORE](#)

BRAND CORE MODEL GTS3 LIGHTWIND SIZE 15M YEAR 2015



“ IT’S THE PERFECT TOOL FOR AIRSTYLE MANOEUVRES WHEN POWERED UP”



At A Glance

The GTS3 was launched this year and it's a compact 3-strut kite aimed at the freeriders, freestylers and wave riders out there. The Lightwind version we have here isn't just an oversized version of its smaller sibling, far from it! Whilst the kite shares some of the DNA from the GTS3 the LW version is arguably a different beast altogether.

The kite has a much flatter arc profile and a more delta wing shape to it, enabling it to fly faster through the window and generate more of its own power. It retains the three-strut ethos, but utilises a totally different fabric, Core Tex Light, which is built to be more aerodynamic and weigh a lot less than their Core Tex fabric. It is still exceedingly durable and has fantastic non-stretch characteristics, and of course is manufactured to Core's exacting standards.

They have saved weight in the tips as well using less Dacron and a lighter version of it where it is needed. The struts are also thinner, again bringing the weight down and the overall shape of the kite is radically different when compared to the GTS3.

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND FLYSURFER MODEL SPEED 4 LOTUS SIZE 18M YEAR 2015



“ HANGTIME,
AS EVER, IS
INSANE - YOU
NEED TO TRY
IT TO
BELIEVE IT.”



At A Glance

There is an avid fan base for the Speed series of kites around the world, protagonists are fans of the low end power, easy flying characteristics and of course the huge airs previous incarnations of the kite delivered. The new Lotus fabric is 20% lighter than the previous material, and that is the biggest change when it comes to this kite. The lighter material improves the kites low-end, and also it's responsiveness in the sky.

In addition to the fabric Flysurfer have also tuned the bridle to make the kite more efficient whilst utilising a new line set up as well. In terms of the construction the new material has undergone extensive testing and the team paid a great deal of attention to getting the most durable finish possible with the lighter fabric. Internally some of the cell shapes where changed to enable the new Lotus material to be used.

Sizes: 8m, 10m, 12m, 15m, 18m, 21m

The Bar

The bar system is the proven Infinity 2.0 bar, it was launched a couple of years ago and has been proven to be very reliable.

TO VISIT THEIR
WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND NORTH MODEL EVO SIZE 10M YEAR 2015



“ IT WILL JUMP HIGH, FLY FAST AND TURN ON A DIME. ”



The North Evo has been in their line-up for a number of years now, it's arguably the unsung hero of the brand and one of our favourite kites on the market. It's a freeride/freestyle machine favoured by the likes of Tom Hebert who got the record for the highest jump at the Red Bull King Of The Air last year!

It's a 5-strut design with a progressive profile and a reasonable arc shape, there are hints of it's Delta shape DNA in there too. The bridle is short and simple and the kite benefits from the adaptive tips that allow you to tune the feeling of the kite from a light pressure fast turn to a more positive pressure slower turn.

As usual the build quality is second to none, the canopy is the Techno Force D2 material that North have been championing for some time. The trailing edge features "Force Control" which is a panel that helps to distribute the forces on the canopy evenly. The fast inflation system has also been improved and is now even easier to use.

The kite can be flown on 4 or 5 lines depending on your style, the Evo is one of the kites in the line up designed to be

TO VISIT THEIR WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND SLINGSHOT MODEL RALLY SIZE 9M YEAR 2015



"IT HANGS IN THE AIR FOREVER AND DOESN'T PULL LEFT OR RIGHT AS YOU RIDE THE WAVE."



At a Glance

Slingshot are a brand with a huge heritage, and the Rally is quickly establishing itself within their stable as the go-to kite for versatility, reliability and stable flying characteristics. It utilises what Slingshot call an Open Delta C Platform, which one can argue is a bit of a mouthful. Essentially it has a very flat arc profile and quite a pronounced Delta shape to it.

There are three main struts, which are integrated into the kite using the Split Strut technology that Slingshot have been using for over ten years. This construction technique locks the struts in place and keeps a uniform profile over the kite regardless of its position in the window.

In addition the Reflex wingtip makes a return for 2015, this enhanced shape features a small mini strut that is designed to flex as the wingtip twists. There are also soft trailing edge stiffeners that combine with new geometry to offer faster turning and more responsiveness.

The bridle has always been really short on the Rally, this remains true for 2015,

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND WAINMAN HAWAII MODEL GYPSY SIZE 6.25M YEAR 2015



“ OFFERING BIG BOOSTED JUMPS WITH GOOD HANGTIME ON THE WAY DOWN. ”



At a Glance

Generation 3.0 of the Wainman Hawaii series of kites has been long awaited. The team don't release kites on a yearly product cycle unlike some other brands and the Generation 2.0 series was actually launched over two years ago. Wainman Hawaii fans have had a long wait for their new kites!

What's changed? Fans of the brand will be pleased to know it's another round of tweaks and tuning rather than a complete overhaul. Keeping the kites firmly inline with the brands philosophy and maintaining the low aspect nature of the design.

One Pump brings the kites up to date, and tweaks to the leading edge shape, profiles and panel layout have been done to improve the kites handling and characteristics. As ever each size is actually a different kite, the brand does this as it's a more effective way of designing a kite to suit the conditions it is intended for.

The 6.25 Gypsy we have on test here is a low aspect three strut design aimed towards lighter riders in moderate winds

TO VISIT THEIR WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)



" THIS ISN'T YOUR RUN OF THE MILL TWIN TIP, THIS IS SOMETHING A LITTLE BIT SPECIAL... "



BRAND CRAZYFLY **MODEL** BULLDOZER
SIZE 135 X 41CM **YEAR** 2015

At A Glance

Launched in 2014 the Bulldozer is a freestyle/wakestyle crossover board aimed at the rider looking for maximum pop and performance. It has a unique shape to it with a quarto concave mid section on the bottom that moves to a hexa (that's six) concave shape in the tips. The board ships with both the SEC pads and straps and Dura Pads and straps as well as two different fin sizes, you get quite a package here!

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



" A SMOOTH RIDE IN ROUGH CONDITIONS MAKE THIS THE PERFECT BIG WAVE SLAYER "



BRAND F-ONE **MODEL** SIGNATURE SERIES
SIZE 5'10" **YEAR** 2015

At a Glance

2015 sees a major change for the F-One surfboard range, the company that pioneered bamboo construction all those years ago has now dispensed with it... In its place is a new technique that the team are calling HD Foam Flex Composite. The HD stands for high density, the aim was to build a stronger lighter board with the kind of flex you find in a typical PVC constructed board. The Camel Deck remains,

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



FADE - TURN - RELEASE

I think the hardest part about waveriding is getting your head around exactly what it is you're supposed to be doing. Everyone I know that rides waves with a kite came into it with plenty of kite skills from their twin tip days - even learning to ride a surfboard takes no more than a few sessions on flattish water - but matching your constant movement with the constant movement of a wave, in relation to the wind, is multi-tasking in the extreme.

Speak to Dom at



www.facebook.com/thesurfsanctuary

www.surfsanctuary.co.uk

Like everything in kiting, I'm a big believer in having a simple plan to follow. Once that kite's in the air, stuff comes down the pipe at you very quickly and you want to already have your next move worked out in your head so you can proceed in a focussed manner and execute with style. I break the attack of each wave down into three basic parts, fade, turn, and release, in that order. Once each part is happily executed, I'm on to the next one and so on. Here's what is meant by these terms.

Fade:

I should point out now that I'm talking about all this with a view towards cross to cross-on shore wave riding, and we're going to be running the waves downwind. So assume like in these photos that we're picking up a right hander, riding in from out the back and then dropping down the face of it. The fade is where you ride into the steeper part of the wave, cutting hard upwind in the process. It does a couple of things: firstly, irrespective of the kite and wind, fading into the steep part of the wave on takeoff puts you where the power is, give you more potential, and positioning you behind the lip so that you can either try and get under it, or give it a good whack. The next thing the fade does is to load up your kite lines for a warp-speed bottom turn as you send the kite across to the other side of the window. Without fading, you'd try to send the kite over for a bottom turn and your forward board speed on the wave would cancel out much of the wind, resulting in a kite that doesn't react.

“The fade is where you ride into the steeper part of the wave, cutting hard upwind in the process.”



FAAAADE PHOTO IAN EDMONDSON/EXPIX

“your forward board speed on the wave would cancel out much of the wind, resulting in a kite that doesn't react.”



To execute a fade is really simple, just edge your board into the wind and let the kite fly to the edge of the window. Keep as tight to the wave as you can, don't drift too far out into the flats, you may need to keep your board speed down a little to help with this. When it looks like the wave is standing up and about to break, it's time to shift gears and swoop into the bottom turn.

Turn:

The bottom turn is EVERYTHING when it comes to waveriding. If the bottom turn is lacking, the rest of the ride won't amount to much. You want to come into the bottom turn with lots of speed, driving hard off of the inside rail.

INITIATE BOTTOM TURN
PHOTO ALEX CHATER

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“ The next thing the fade does is to load up your kite lines for a warp-speed bottom turn ”




The whole time you need to be eyeing up the section you want to engage with next.

Common mistakes with bottom turns come down to not being aggressive enough with the kite and not engaging the back quarter of the board enough. If the kite action is too meek, all you'll succeed in doing is just moving it over to the other side of the window whereupon you and your board will soon shoot

straight downwind of it, causing at best a lack in power and at worst a kite in the drink. Instead, you want to fly that kite up from its current edge of the window as you ride out of the fade, then straight down through the power zone, just as if you were doing a water start. About half a step behind, you're just steering your board through a committed downwind turn, leading hand on the bar, inside hand trailing over the water or close to it, giving you a

fulcrum to pivot around. A bit of compression in the knees is good, and the hips want to be fairly straight – you want a line of force coming down from your centre of mass perpendicular to the centre line of your board.

“these are the moments you see in magazines from the likes of Keahi and Airton”



“ these are the moments you see in magazines from the likes of Keahi and Airton.. ”

So now you are heading straight back up the face of the wave, plenty of edge on the inside rail, and the kite flying ahead at an angle of around 50-60 degrees. What comes next is the...

Release:

A release in the psychological and energy sense. The release is when you make your move, be it a deep, powerful man hack, a swooping cutback, a floater, fin waft, air, barrel stall, basically anything that feels good; these are the moments you see in magazines from the likes of Keahi and Airton. An easy one to start with is a simple redirect of the kite, and then a turn off the top with your board.

WALL RIDE
PHOTO ALEX CHATER

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Available on the
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IMPROVED FUNCTIONALITY FOR MOBILE DEVICES,
IT'S NOW FASTER WITH LOTS OF NEW FEATURES!

[CLICK HERE TO CHECK IT OUT](#)

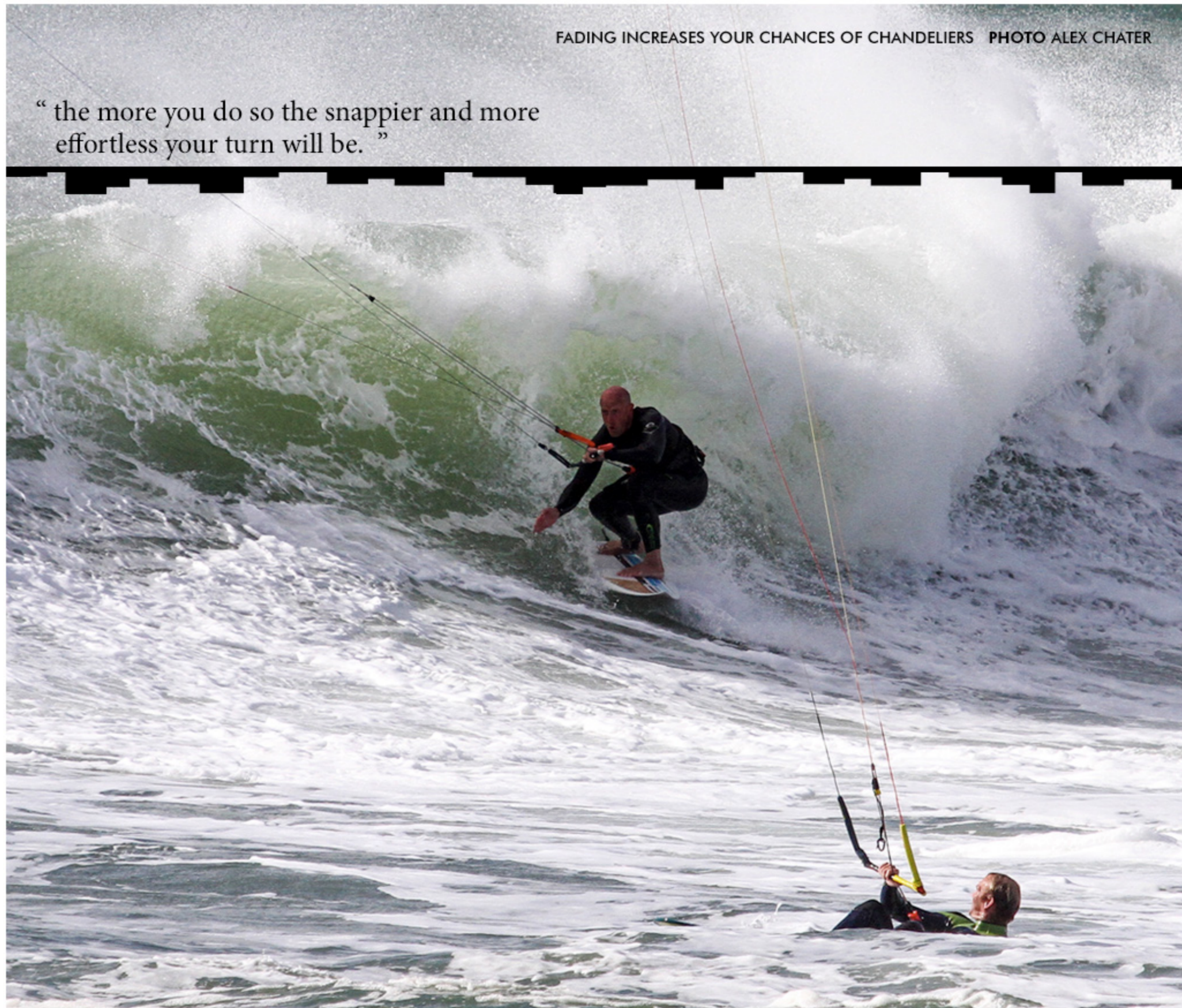
If you are riding regular foot, facing the wave, think of this as a simple heelside carve off of the top of the wave. You want to aim quite high and quite steep; the more you do so the snappier and more effortless your turn will be. If the wave doesn't quite stand up the way you thought it would, go for a more drawn out, carving top turn or bring it all the way around into another fade – a.k.a. the cutback! If it seems that the wave is going to throw over, flick in a little mid-face hook, stall your board and get under the lip.

Granted these might seem like overly simplified instructions but we're looking at the macro move here – the release – and not the micro step by step move. This approach works with waves from ankle slappers driven in sideways by the wind right up to overhead lunkers and in essence it's all about maintaining line tension during situation in which you have to head downwind.

Hopefully this feature isn't too lacking in humour for you, I've had a slew of really good waves the last few days and it tends to leave me sounding a bit dull, probably because you burn all your mental energy up out on the water. A bit like a comedown I suppose but without the guilt and shakes, or the blues. Ha, I suppose that's what makes wave riding so addictive!?

FADING INCREASES YOUR CHANCES OF CHANDELIERS PHOTO ALEX CHATER

“the more you do so the snappier and more effortless your turn will be.”



10 QUESTIONS

lewis
crathern

WORDS IKSURFMAG
PHOTOS COURTESY OF
LEWIS CRATHERN



ONE OF THE MANY "DAY JOBS"!



You're known as the man that touched the sky, with arguably the craziest kite stunt ever performed in the history of the sport under your belt. How did that moment change your life?

I like to look at it as a calculated, well thought out expression session! I wouldn't say that it changed my life completely, as I had some experience already from the first pier jump (Worthing). I did learn, however, that kiteboarding needs to be understandable by the general public in order to gain mainstream coverage.

Obviously you haven't done anything that crazy for a while, what does your professional career entail these days?

It is always in the back of my mind to try something big, but now I have a great sponsorship from Best Kiteboarding. I try to focus on being a great ambassador for the brand as much as possible and to concentrate my efforts on the different projects I am involved with. I am becoming ever more passionate about commentating and this year I have commentated for the King Of The Air, Kitesurf Tour Europe, The Kitesurf Tour Asia and the PKRA World Tour numerous times. I'm still very competitive so it's good to keep my hand in on the events especially the King Of The Air. On top of this I like to run coaching clinics focusing on the simple things like boosting bigger airs.

I often use you as a good example of a great pro rider who has carved a career out of this sport. You send regular updates of your activities to the



“There is always another young ripper kid that is looking to be world champion”

sponsors and brands, how important is it to give something back to the people who support you?

I always remember some of my sponsors telling me that some riders only contacted them when they wanted new gear so I never wanted to be like that. It's really important to be as proactive as possible for your sponsors and people that support you as in a blink of an eye your professional career can disappear. I've seen so many top riders over the

years come and go and I guess I never wanted that to happen to me. There is always another young ripper kid that is looking to be world champion so you need to show your sponsors the value in supporting you.

You're a bit of an eco warrior, educating kids in schools about renewable energy sources and things like that, how did that come about and what does it entail?



Inspiring young people to take up the sport is a major passion of mine and I like to do this by visiting schools, running workshops, performing assemblies and also coaching some young kiteboarders. It all came about a very long time ago actually with Lance Nunn when we were invited to be part of a project where working professionals went into schools. Somehow Lance and myself were seen as working professionals back then, but anyway we signed up for it and I will never forget us standing there doing our first assembly. It didn't go too badly and from that day on I enjoyed the challenge of talking in front of people and engaging different audiences.

A couple of years ago you switched from your previous sponsor to Best Kiteboarding, did they instigate that, how is it going and what do you like best about their equipment?

My move from Slingshot to Best was very simple. I had an amazing time over the years with Slingshot UK and

Graeme Fuller from Surf Sales the UK distributor. I am eternally grateful for the level of support he gave me and the advice that helped me with my career. Slingshot were looking for a more wake style orientated team and I guess I didn't really fit that so it was time to move. Frazer who was running Best at the time in Worthing, where I live, recommended contacting BEST and it all went from there.

I'm really into my board, the Profanity, which works really well is a great all rounder no matter what the conditions. Channels on the bottom give me the grip and the rocker keeps me above all the chop and waves. I can hold a lot of power in the board and with its size (137) I have a good landing area to land hard and fast.

You are one of the main guys behind the Virgin Kitesurfing Armada, how did you get involved what are the plans for the future?

My involvement came by working with Dan Charlish on one of my clinics. He presented the idea to me and I agreed it was brilliant. Lots of meetings with councils and various people brought it all together. What's really nice is that so many well known names joined the team like Chris Bull, Simon Bassett and Andy Gratwick. Their expertise and backing of the event was a real catalyst to making it all possible.

How much has that event raised for charity over the last couple of years?

In the first year we raised just of £70,000, which was amazing, so far this year we are over £50,000 so the event has raised over £120,000 for charity so far which is pretty amazing!





LEWIS IS THE 'FACE' OF THE VIRGIN KITESURFING ARMADA!

“I would love to see more clinics aimed at people who are interested in the sport”

Where do you see it going in the future?

I see the event expanding every year. We got a bit unlucky this year with the weather; it was hard to put on as much as we would of liked over the weekend. I would love to see more clinics aimed at people who are interested in the sport, some kite taster sessions and that sort of thing. Already lots of people have approached us with different ideas of how they can add something to the event. Like massages and things like that! I see the event being the biggest event in the calendar as far as participation and the industry presence is concerned.

You are also really well known for your entertaining commentary behind the microphone,

are you looking to take on more of that work in the future, what do you like about it?

I have grown up watching football my whole life and through watching so much of it I have picked up the skills of commentary. My goal when I first started doing the BKSA events a long time ago was to become the commentator for the PKRA world Tour. I'm starting to get a regular presence with that but these last few years I have made even more goals. I would love to feature on ESPN or Euro Sport covering all levels of sports where I can.

I enjoy all forms of talking on the microphone and the different challenges each one presents. I really enjoy the pressure of speaking live on a PA on the beach or Live

TV and getting the timing right to slip in accurate and interesting statistics to the live stream. Choosing the right moment to speak some of the local language in a major prize giving is can be a challenge as well, and lets not forget saying the winners in the right order, you really don't want to mess that one up!

Lastly, I saw you got on the podium at a race event recently, erm what's that all about?

Yes I finally got on the Podium on the PKRA! HAHA! It wasn't in freestyle but did I care? No not really! I signed up for all the disciplines as I am out in Asia right now promoting Best at locations close to the events. I had a great first day of slalom, which set me up to take the 3rd place position if I held it together on the last day. I nearly blew it with a DNF, 4th and 6th but we all got 2 discards so my top 4 results were 3/3/4/4, which was enough. It was a real bonus to the trip I felt very proud.

Awesome stuff cheers Lew thanks for taking the time!



www.windmachine.biz

www.facebook.com/LewisCrathernKitesurf

www.kitesurfingarmada.com



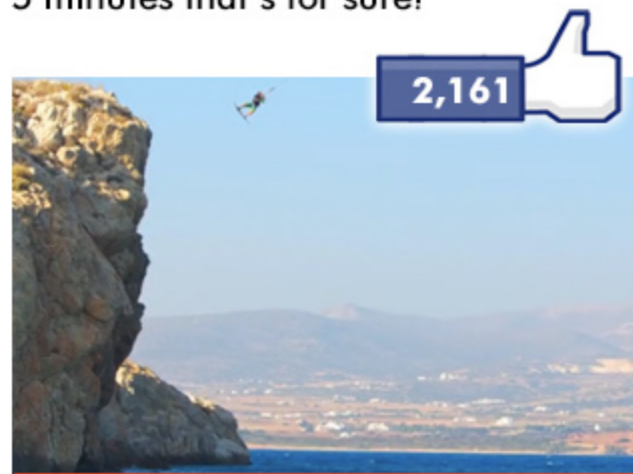
INVERTED IN BRAZIL

The IKSURFMAG website is crammed with news and videos everyday, we only show the best videos, so to make it onto the site is an achievement in itself.

These are the 4 most popular videos that have been viewed on the site as voted for by you with your thumbs up likes in the last 2 months! Check out the full list [HERE](#), and if you see a video you like on the site, give it the thumbs up, it might just help to push it onto this page!

#1 FEARLESS

Dimitri is one of kitesurfings larger characters; he also boosts some of the sports biggest jumps! In this edit you can ride on board with him as he jumps off cliffs, over large objects and generally throws down huge kite loops with lots of board off trickery, it's certainly an entertaining 5 minutes that's for sure!



[CLICK HERE FOR VIDEO](#)

#2 BLACK ICE

No water, no waves, not a grain sand in sight, just miles and miles of glossy, unforgiving black ice. If the idea of kiting on a landboard on grass fills you with dread just think about the consequences of making a mistake at speed or falling from altitude onto this friction free, concrete hard, ice freeway.



[CLICK HERE FOR VIDEO](#)

#3 TE TAINUI – SHARING THE OCEAN

One of the kite movies of the year! The F-One team take you to the magical paradise of Tahiti where they explore the many lagoons and waves by boat. This movie has some of the highest production values you will see alongside some of the most stunning scenery and riding you'll witness this year!



[CLICK HERE FOR VIDEO](#)

#4 HUGE KITESURFING COMPILATION

25 minutes of amazing kitesurfing footage put together using various different films and edits from over the years. This movie has it all, freestyle, freeride, big air and of course plenty of waves. If you ever want to explain to someone just how awesome kiting is, show them this video!



[CLICK HERE FOR VIDEO](#)

MOVIE NIGHT

LIGHTROOM



More shots with no particular place to go this issue, feast your eyes!

Lightroom

LOOK OUT; IT'S THE NAISH ARMADA! PHOTO QUINCY DEIN

LIGHTROOM



Lightroom

CAPTURED IN THE MOMENT, CRAZYFLY TEAM RIDER KI HWAN KWON!
PHOTO COURTESY OF CRAZYFLY

LIGHTROOM



Lightroom

MIKA FERNANDEZ RUNNING SHORT LINES AND GETTING STRETCHED OUT IN TAHITI! PHOTO GILLES CALVET

LIGHTROOM



Lightroom

GET LOST IN THE WILDERNESS WITH THE FLYSURFER PEAK, A SINGLE SKINNED, NON-INFLATABLE, BACKCOUNTRY MACHINE! PHOTO COURTESY OF FLYSURFER

LIGHTROOM



Lightroom

KEVIN LANGEREE TAKEN FROM ABOVE ON BOARD THE NEW TORCH!
PHOTO QUINCY DEIN

LIGHTROOM



Lightroom

SENSI GRAVES GETTING TWEAKED OUT IN THE CARIBBEAN!
PHOTO VINCENT BERGERON

LIGHTROOM



Lightroom PKRA SPECIAL

YOURI ZOOM HAD A STELLAR END TO HIS SEASON, WINNING THE EVENT IN PINGTAN AND GETTING BACK TO THE TOP OF THE PODIUM ONCE AGAIN!

LIGHTROOM



PKRA SPECIAL

Lightroom

KAROLINA WINKOWSKA HAD HER WORST EVENT OF THE YEAR IN BRAZIL, SHE STILL CAME THIRD THOUGH, AND WENT ON TO WIN THE TITLE!

LIGHTROOM



PKRA SPECIAL
Lightroom

THE EVENT IN BRAZIL WAS WELL ATTENDED BY THE LOCALS, GIVING RIDERS LIKE ERICK ANDERSON
HERE A CHANCE TO RIDE AGAINST THE BEST IN THE WORLD...

LIGHTROOM



PKRA SPECIAL
Lightroom

ANNELOUS LAMMERTS FROM HOLLAND HAD AN AMAZING FIRST FULL YEAR ON THE TOUR, TAKING 4TH PLACE OVERALL.

LIGHTROOM



PKRA SPECIAL
Lightroom

GISELA HAD A STRONG FINISH TO HER SEASON; HER RIDING HAS GONE UP ANOTHER LEVEL AND HER MATURITY IN THE FACE OF ADVERSITY SHONE THROUGH...

LIGHTROOM



PKRA SPECIAL
Lightroom

AARON HADLOW IS RIDING WELL ON HIS NEW GEAR, A THIRD PLACE OVERALL IS HIS BEST FINISH SINCE HIS RETURN TO THE PKRA!

LIGHTROOM



PKRA SPECIAL

Lightroom

LIAM WHALEY COMES OF AGE; HE'S STILL YOUNG BUT AN IMPRESSIVE 2ND PLACE OVERALL IS SURELY A SIGN OF THINGS TO COME.

LIGHTROOM



PKRA SPECIAL
Lightroom

CHRISTOPHE TACK TRULY DOMINATED THIS YEAR AND TOOK THE OVERALL TITLE AT THE PENULTIMATE EVENT IN PINGTAN.

LIGHTROOM



PKRA SPECIAL
Lightroom

AND YOUR 2014 PKRA CHAMPIONS ARE:
CHRISTOPHE TACK AND KAROLINA WINKOWSKA!



POLLY GETTING READY FOR THE MOST REMOTE KITE SESSION IN THE WORLD!
PHOTO ROOF OF THE WORLD REGATTA

[FEMALE FOCUS]

POLLY CRATHORNE

- Age** 20
- Lives** In Edinburgh at the moment
- Loves** Adventures
- Hates** The word 'pamphlet'





THE FIRST TIME THESE PEOPLE HAVE EVER SEEN A KITESURFER!
PHOTO ROOF OF THE WORLD REGATTA

Hi Polly, we've heard that you just broke an impressive world record in some far flung country – can you tell us a little bit about it?

At the end of the summer, I got a last minute and somewhat unusual opportunity to head to central Asia to participate in the Roof of the World Regatta - a world record attempt for the highest altitude sailing regatta ever. This unique and frankly bizarre event took me to Lake Karakul, nearly 13,000 feet up in the wilds of Tajikistan (just north of Afghanistan). Only accessible from neighbouring Kyrgyzstan via the Kyzyl-Art mountain pass or after a pot-hole ridden five-day journey from the capital, Dushanbe, this is arguably the remotest location in the Pamir region. So yes, I now have another world record to my name - participant in the highest sailing regatta to have ever been held in the world and the first person to kitesurf on Lake Karakul (to add to being the first girl, and youngest person, to kitesurf across the English Channel).

We heard that there were some last minute issues with actually getting there...

Yes, the country does now have a foreign office travel warning. Prior to the trip, rumours of impending border-closures, then the restriction of the issue of international visas meant the number of prospective competitors dropped from twenty-six to just five. I met up with the organisers, choosing to take the risk driving to the Kyrgyz-Tajik border. We acclimatised in Sary Tash, located in the Alay region of Kyrgyzstan, a vast valley with an immense snowy mountain range to the south. After three days we took a road into the mountains with only one destination, not knowing whether we would gain entry into Tajikistan or not.

As we left Kyrgyzstan behind the road through no-mans land deteriorated dramatically. The lush grasslands gave way to sandy, arid plateaus and then steep rubbly switchbacks, which led to the apex of the Kyzl-Art pass and the Tajik border, at 14,050 feet. After forty-five minutes completing formalities in customs, drugs, police and army offices, we were in Tajikistan.

How on earth did you get involved with a project like this?

A friend of mine, Freddie, was on the media team for the event and mentioned to the organisers that he knew a British Kitesurfer that might like this sort of thing. When Freddie told me about the event I knew right away I wanted to be involved in the crazy idea! I contacted Cabrinha and they kindly agreed to support my travel.

What was the hardest thing about the trip?

The kitesurfing itself was challenging, with the elements at their most extreme. The winds were wild and felt different from those at sea level – thinner and gustier. Nevertheless, it was exhilarating. Karakul is a beast of a lake; I first clamped eyes on it after a breath-taking 50km drive from the border. We rounded the base of yet another mountain when suddenly all 380km2 of Lake Karakul and its island archipelago stretched in front of us. Although it was a relief to find the lake unfrozen, as most of the year it is under ice, there was not a breath of wind and the five-day window we had for the event suddenly seemed very small.



CLOCKWISE FROM LEFT:
POLLY DOESN'T GET COLD FEET,
MEETING THE LOCAL KIDS AND "PACKING"!
PHOTO ROOF OF THE WORLD REGATTA/POLLY CRATHORNE



I could hardly believe my eyes that first evening when I saw a hint of white horses suddenly appear on the lake. It was the perfect opportunity to whip out the new 15m Contra. My first tack on the lake was absolutely thrilling. The rawness of nature up there combined with the fact that I was the first person to ever kitesurf on the lake, made for an exhilarating session.

The water temperature of the lake was ridiculously low as Karakul is fed by glacial melt and was due to freeze the following month. Because the lake has no

outflow, it is also incredibly salty as the salt crystals that formed on my toes told me. Keeping the kit clean meant heading to the village well to pump some fresh water every evening.

Had the locals ever seen kites before, were they interested in what you were doing?

At first just a few people from the village came to observe my crazy behaviour. It was such a thrill to introduce these wonderful people to the sport of kitesurfing, it was a totally alien concept to them.



POLLY DOESN'T ALWAYS KITE ON SEMI FROZEN LAKES, HERE SHE IS AT ONE OF HER FAVOURITE SPOTS, LIMNOS, READ ON TO FIND OUT MORE...
PHOTOS CALLY CRATHORNE



www.pollycrathorne.com
Instagram @pollycrathorne
facebook.com/pollycrathornekitesurf

We stayed in Karakul village, nestled on the eastern side of the lake; the villagers here are nomadic herders but struggle for fresh food. Their isolated existence and the physical challenge of living at altitude make them toughest humans I have ever met.

The crowd on the beach got bigger everyday and on the last day we had three hundred people on the shore. Even the Tajik border guards had made the journey down from the pass to see what the fuss was about. The mayor of the town reported that he had never seen so many villagers of all different ages outside together before. It was a truly spectacular sight. The salt-encrusted shore of the lake was busy with volleyball games and land kite lessons, while the elders looked on or joined in. On the lake, boat rides in the safety dingy ensued, with some men opting to wear helmets while others stuck with their kalpaks (traditional felt hats)! When I went for my last session on the lake, the shores were lined with spectators despite the threat of snow in the air. The winds were strong and the crowds cheered as Benny and I rocketed up and down for the last time.

Fellow Cabrinha team rider, Kathrin Bogwardt organised a Kite Kids clinic. It's an initiative sponsored by the Kiteboard Tour Asia. She and I taught over 50 boys and girls kite skills (but I only managed to pick up two words in the local dialect: 'OHFO' and 'COJFO' meaning 'right' and 'left' – which came in handy for figures of eight).

What are the logistics like with a mission like that?

[CLICK OR TAP TO READ MORE](#)

Winner! 

Thanks to Chad Ansel for this photo of Rocky Chatwell riding in Corpus Christi, TX.
IKSURFMAG Says: Nice moves and great photo!

READERS GALLERY

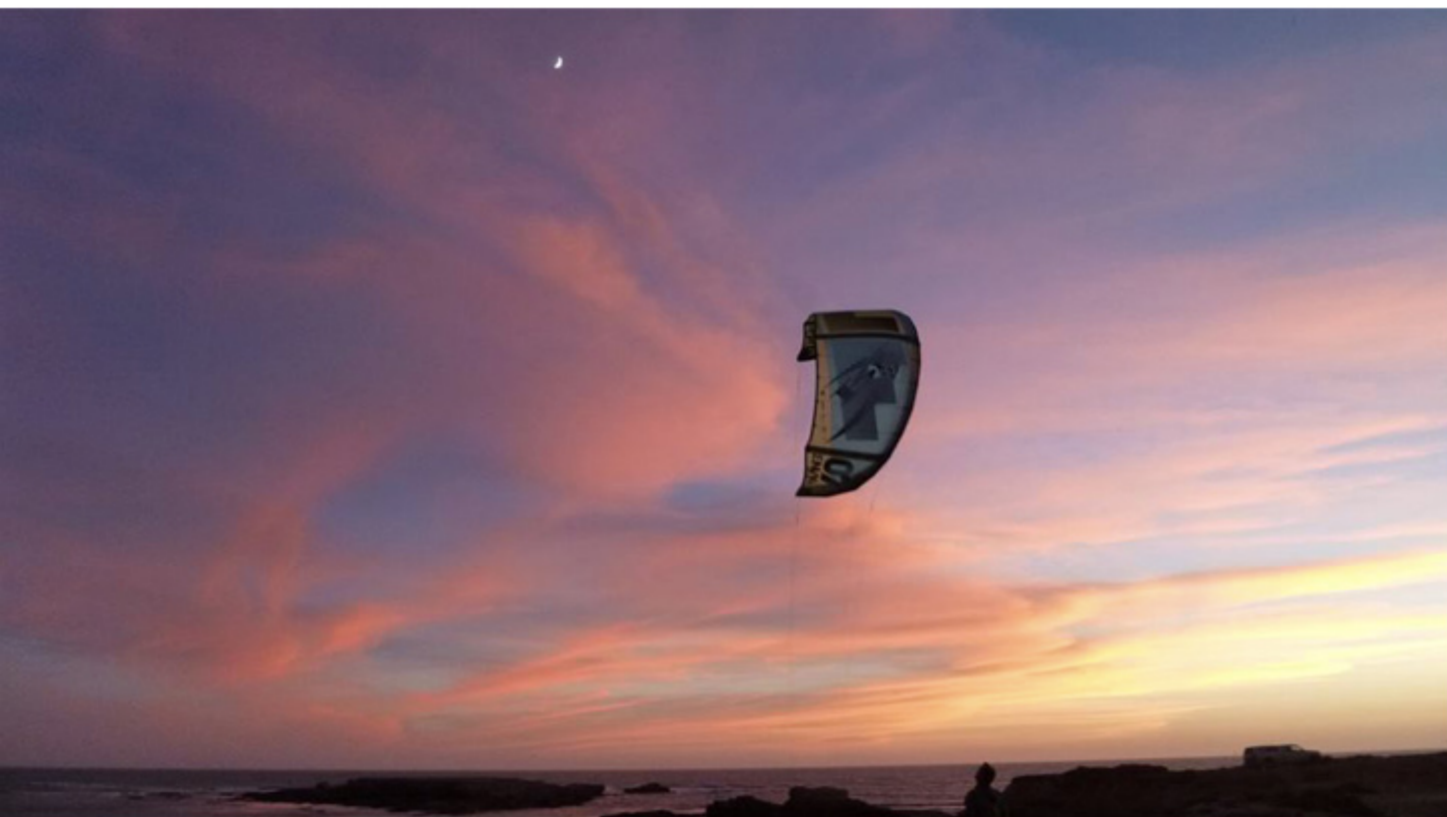
Thanks for all your contributions to the Facebook page these last two months. Once again we were inundated with pictures, so if we didn't pick yours we are very sorry, but thanks for sending it to us...

Turn the pages though maybe we made you famous?

This issues winner is Chad Ansel. Well done Chad, get in touch and we'll send you the t-shirt!

[CLICK HERE FOR A CHANCE TO WIN NEXT ISSUE!](#)





Amir Rubin enjoys the simple things in life with the sun setting down and the moon making its appearance at the end of another amazing day at Punta San Carlos, Baja, Mexico.

IKSURFMAG says: What a spot hey! We were lucky enough to visit Punta San Carlos earlier this year (check out the article in issue 21), back to basics but such an amazing experience.

François-Xavier Bfs ripping at one of his secret spots in Western Europe. Apparently this one is named Cold One Eye, and rightly so by the looks of it! **IKSURFMAG** says: When a wave hunt mission clearly pays off! Looks like an awesome spot.





Tommy El celebrating springtime in Melbourne, Australia.

IKSURFMAG says: That nice feeling knowing summer is on the horizon and you can break out the shortie...

Halloween on Lake Michigan. Strapless on a 6m. Blowing hard. Waves big. "All my previous days were just practice."

Rider Rorke Miller **Photo** Ivo Byrtus
IKSURFMAG says: I think your comment sums it up Rorke. Bet you were buzzing when you came off the water! (And subsequently glad there was a photo to prove it!)



Jessica Winkler
throwing some
shapes at
Tripoli, Lebanon
IKSURFMAG
says: What a
backdrop –
looks like a
movie set!



Thanks to Mike Peffers who got this
nicely composed shot at the Kitesurf for
Kids fundraiser - New Zealand's biggest
Big Air Comp.

IKSURFMAG says: I think the dog might
be having the most fun here!



▽
Kitesurfing on the Sea of Galilee, the largest freshwater lake in Israel. Photo by Tomer Berenstein Rider: Omri Berkovitch.

IKSURFMAG says: Nice clean photo, and we like the use of the grey tone imaging.

Richard Bolton - took this one in Sotavento Lagoon on Fuertaventura. "Love it for the simple speed session we were having that afternoon. Once of my best sessions ever."

IKSURFMAG says: You can never underestimate the smile that a speed race with friends can put on your face! Always a lot of fun! (Although once you've got GPS trackers on the go it can start to get seriously competitive!)





Cape Town in South Africa gets a lot of coverage, but not much of the Eastern coast. At Salt Rock in Kwa Zulu Natal they get epic kiting conditions. Kim Noyce took these photos of her husband Richard in storm conditions with massive surf back in September. Not bad for a 56 year old!

IKSURFMAG says: Wow, those are some seriously heavy waves!! All credit to Richard for getting out there and smashing them!! The team here thinks that's well-deserving of a t-shirt! Get in touch and we'll stick one in the post.



MAX SHEVCHENKO TURNS TO THE DARKSIDE IN EGYPT · PHOTO ENFONDO

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