

KSURF!

ISSUE 53

OCT/NOV 15

WELCOME TO IKSURFMAG

Welcome to Issue 53 of the World's Number One Kitesurfing Magazine! As usual it's a huge issue packed full with the best images, stories and videos from around the globe! Inside Sensi Graves and Brandon Scheid

take a look at the amazing Squamish in Canada, we go Behind the Brand with F-One and we talk to two polar explorers using kites to travel 5000km in the Arctic!

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!

053 // OCT/NOV



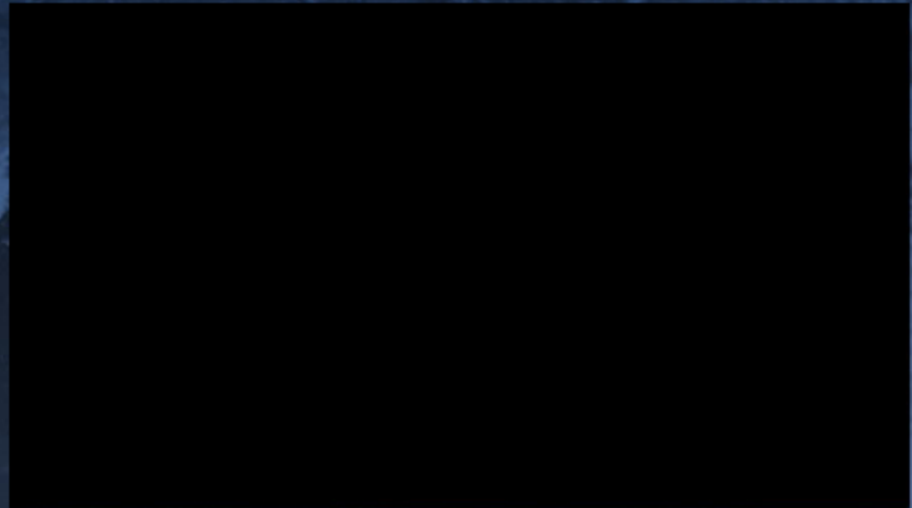
THE GREAT NORTH

F-ONE: BEHIND THE BRAND
THE LONGEST JOURNEY

TECHNIQUE, TESTS AND MUCH MUCH MORE INSIDE!

// THE WORLD'S NUMBER ONE KITESURF MAGAZINE //

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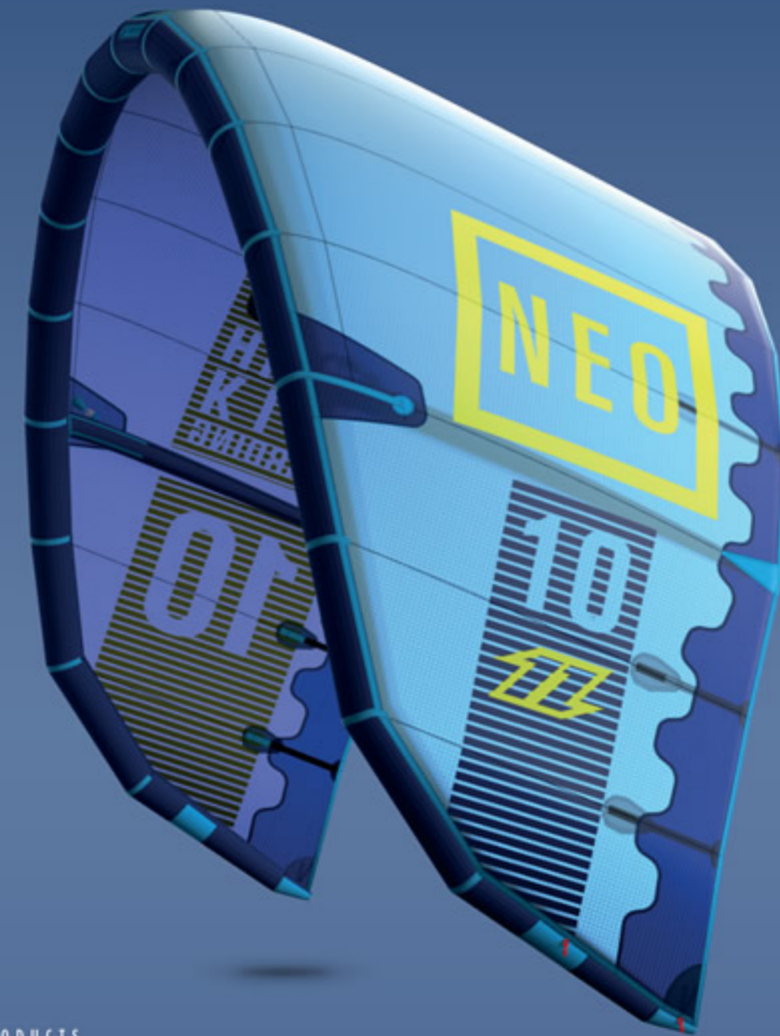


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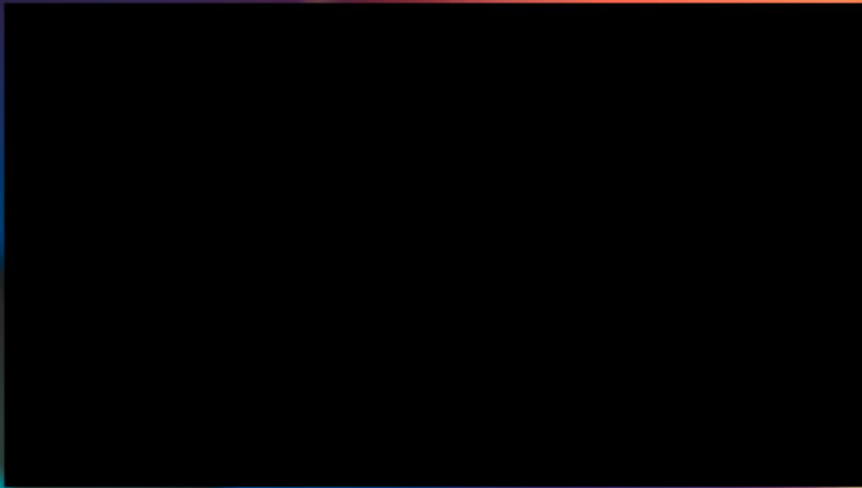
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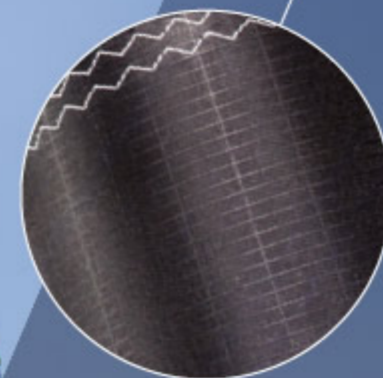
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The world of kiteboarding is changing in front of our eyes. After a decade of dynamic growth it enters another - the professional stage. The competitors' and riders skills are becoming higher and higher, while the tricks are more complicated than ever. It requires hard work of our engineers from the R&D department, searching for innovations at every stage. And such is the new Nobile Kiteboarding collection which we named "Earth and Spaces"

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ERIC RIENSTRA UNDER COVER OF DARKNESS...
PHOTO ANDRE MAGARAO



WIN

...A RIDE ENGINE HARNESS!

We are teaming up with Ride Engine this issue to give away one of their newly-released Armor Harnesses.

Ride Engine has exploded onto the market since launching its lineup of three Armor models earlier this year, and for good reason. This hard-shell harness is unlike anything else out there and truly does live up to the hype as a game-changer in kite harnesses.

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By subscribing to IKSURFMAG you'll be entered into all future prize draws and be first to read the magazine. We will never spam you and only email about new issues or important IKSURFMAG news.



ISSUE 53 We've had a busy few months behind the scenes here at IKSURFMAG! In addition to all our usual chores, which bring you the best kitesurfing magazine on the planet, we've been working hard on the new website. It went live last month, and we are busy working on a series of updates as you read this.

It's always an ongoing project with us; we're constantly working hard on the tech behind the scenes to ensure we are the best. The new website is the product of 9 months of round the clock labour. It has been a hugely engaging project for our IT Director Alex. We're really stoked on the result though, and we hope you are too...

The idea was to make it a one-stop shop for all things kite; you'll find every test we have ever written on there! Plus all of Christian and Karine's technique reimagined for you to enjoy. Also, we have added brand pages for every kite brand in the industry; you can see all the latest news, videos, articles, tests and lots more!

We did the same thing for over 100 pro riders too, with more adding themselves every day you can now follow your heroes easily. There is also a directory of the world's kitesurfing schools; it's integrated with Google Maps so you can easily find your nearest one!

Lastly we have a travel guide section, with weather forecasts, in-depth information about each spot, and you can even get discounted flights from your nearest airport to the destination through SkyScanner...

It would be fair to say we are pretty proud of it, but we aren't stopping there. We're already onto the next big project to ensure we keep delivering the best experience possible for you, our readers!

Enjoy the latest issue, it's a cracker!

Rou Chater

Publishing Editor



EDITORIAL

TWIN TIP STOKE IS ON!

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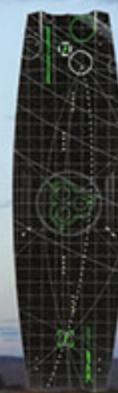
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Squamish in Canada might not be on your bucket list, but perhaps this vibrant kitesurfing community in the heart of British Columbia should be...

THE GREAT NORTH

WORDS SENSI GRAVES PHOTOS VINCENT BERGERON





“ IT’S NOT OFTEN THAT I VISIT A NEW PLACE THAT BLOWS ME AWAY SO COMPLETELY ”

Sensi Graves and Brandon Scheid headed North for the end of season Kite Clash event but ended up staying a while and falling in love with arguably one of the best kitesurfing spots in the Northern Hemisphere...

I’m a Hood River snob. I absolutely love where I live and am so thankful that I get to say that. Every single time that I make the hour drive East from the Portland airport to Hood River, I marvel in the vast beauty of the looming cliffs, the sun glistening off the large body of water that is the Columbia River and the epic greenery of the place. And then I breathe a sigh of relief that I’m home.

Therefore, it’s not often that I visit a new place that blows me away so completely, the raw natural beauty of the landscape overwhelming all of my senses. However, this past August I was fortunate enough to travel to our Northern neighbour and visit a small community known as Squamish. Nestled an hour north of Vancouver, British Columbia, Squamish is a small town that reminded me a lot of home. There’s amazing mountain biking, you can ski and snowboard nearby and the kite community is thriving, oh and the scenery is to die for.

A group of us headed to Canada for an event known as Kite Clash, plus a week of mountain biking, kiting and exploring what the kite scene had to offer. Squamish, we were told, means Mother Wind, and the place certainly delivered. The breeze blew strong and cold nearly every day. Although the sun was out, full suits were still a must in the chilly sound water.

The season in Squamish runs from May through September, the warm sunshine creates a thermal wind, which sweeps up the valley and creates consistent and steady conditions, perfect for kiting pretty much everyday. The grand finale at the end of the season is Kite Clash event.

Kite Clash was started in 2013 and is the official Canadian National Championships for freestyle. The event is held over three days with each day featuring a different aspect of the contest. This year the Canadian Nationals were held on Friday, Saturday was open to any and all riders and Sunday’s schedule was big air and best trick contest.

As Friday was reserved exclusively for our Northern friends, our crew was side-lined and we got to sit back and watch the Canadians throw down on the water.



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TYRANT
6'0"



“ HALF WAY THROUGH MY FIRST HEAT I WAS HUFFING AND PUFFING. ”

There are some talented riders in this part of the world and the level of riding was impressive, we were going to have to work for it when they let us loose!

Saturday soon arrived, the day was shining bright and the wind, as ever was pumping. The participants turned out to be an amalgamation of Friday’s riders and the Americans and Europeans who had made the trip. Kite Clash is unique in its spectator experience, the man-made jetty, known as the Spit, sticks out into the Howe Sound and riders throw tricks just a few feet from the crowd. With Thor Kaze, announcer and creator of Kite Clash, on the mic, the event is pumped with enthusiasm.

As usual, there were plenty of gentlemen competitors, but I was glad to see that there were 7 women in the event, four of whom were Canadian riders. The contest was run in 7-minute heats with competitors’ top 5 out of 12 tricks scoring. I have not done very much heat-based contest riding and half way through my first heat I was huffing and puffing. Who knew it was so tough to throw trick after trick in such a condensed period of time?! Hats of to all the VKWC riders out there!

At the end of the contest, Brandon Scheid took first in the men’s division and I ended up second for the women with my good friend Colleen Carroll taking first place. The day ended with homegrown brews and spirits running high after another successful day on the water. With the competition over it was time to relax and see what this magical place in the world had to offer us!



The rest of the trip was filled with plenty of water time, and then just when we thought we were done for the day we would ride off on the mountain bikes to explore the plethora of trails on offer! If you ever come and visit, be sure to ride a bike at least once, the trails are truly world class!

There are really only two locations to launch a kite in Squamish, the popular Spit and also the not so popular Nexen Beach.

“ IT SOUNDS RIGID BUT REALLY IT’S A WELL-OILED MACHINE THAT KEEPS THE SPOT RUNNING SMOOTHLY. ”

The Spit is really safe, regulated and at times during the summer quite busy, Nexen Beach is wild, untamed and if I’m honest a little dangerous!

The Spit launch lies at the end of a long jetty that sticks out into the Howe Sound.

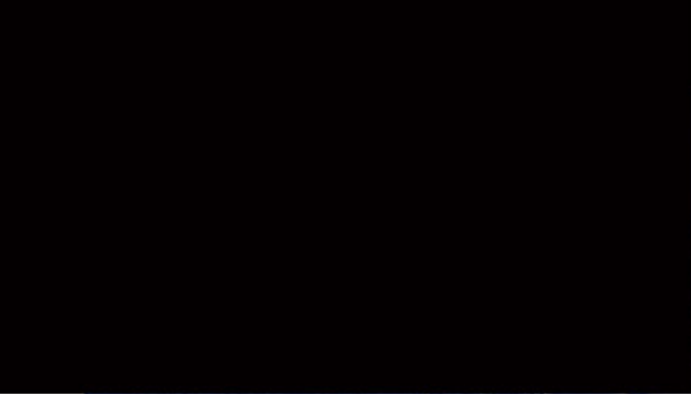
This spot is a regulated kite launch with “lifeguards” on jet skis that will pick you up if your kite deflates, you can’t stay upwind or you get in a tangle. It’s also one of the few places I’ve been that you have to pay to kite. At \$20 a day, it’s not cheap but it pays for the rescues and the regulation of launching and landing at this tightly packed location and management from the Squamish Windsports Society.

Launching here is not a social activity; be prepared to get on the water as soon as you pump up.



The rigging and pumping zones are separated and you aren't even allowed in the launching area unless you have your wetsuit on. It sounds rigid but really it's a well-oiled machine that keeps the spot running smoothly. Additionally the Windsports Society also provides restrooms, sand bags for your kites, air-compressors and a generally awesome facility for local and visiting kites alike.

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• FOR LOCAL AND
• VISITING KITERS
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TEAM RIDER: JOHANN CIVEL PHOTOS: WARECK ARNAUD



“ THE INLET HAS A FEW GIANT OLD PILINGS STICKING THEIR BIG UGLY HEADS OUT OF THE WATER, DARING A KITER TO COME NEAR THEM. ”

Kiters launch from the spit and kite out into the Howe Sound (the Pacific Ocean). Most of the kites head out into the sound or up to the mouth of the Squamish river and play in the undulating waves and chop that trundles by. Additionally The Spit creates a wind block and many kites rotate around the flat water to throw big airs and powered tricks on the inside.

The second kite location in Squamish is Nexen Beach. The wind blows straight onshore so only experienced kites should ride here. You rig in a park and walk across the rocks upwind to the inlet that is Nexen Beach. The launch is sketchy and the inlet has a few giant old pilings sticking their big ugly heads out of the water, daring a kiter to come near them. The crew here is die-hard. They don't want to deal with the bustling crowds at The Spit and they're willing to kite in more challenging conditions to get their fix. Once launched, however, kites can head upwind and out into the Sound.

We ended up kiting at Nexen Beach more often than we did at The Spit. Personally I preferred the luxury of the spit with all the facilities, but Nexen provided us with better angles for images and that was what we were here for after all. On one such session, we waited until a local logging area was closed and then dropped our photographer, Vincent Bergeron, in the midst of the burly machinery and copious logs.



The logging operation is positioned right on the waterfront and hundreds of logs sitting naked, trimmed of their branches and bark, are corralled in giant, floating holding areas. As Vinny maneuvered his way down to the water- front, overlooking the mighty log zones, we headed over to Nexen to launch. As we kited across to the logging zone, the first thing I noticed was the smell. It was

intoxicating. Like Christmas on steroids, the fresh-cut pine had a soothing aroma. We kited in and out of the logs floating in their storage areas, threading our way in the uneven canals around the zone.

“ I WAS LEGITIMATELY NERVOUS TO RIDE AMONGST SO MANY MASSIVE, ROLLING AND SWAYING HUNKS OF WOOD. ”

The wind was gusty and powerful and I was legitimately nervous to ride amongst so many massive, rolling and swaying hunks of wood. Hopping over logs to get inside the canals, Brandon and I weaved among the timber. I quickly grew tired of staying on constant alert (you do not want to get stuck under one of those things) for the logs and the towers that were thrust at varying locations in the corrals and started making my way back.



Meanwhile, Brandon, being the expert kiter that he is, continued to stall logs, throw slim chances over single floating logs and meander around the epic, mixed terrain. It's not often that you get to kite between so many interesting and diverse features and the photos and the experience were well worth the effort.

“ THE PHOTOS AND THE EXPERIENCE WERE WELL WORTH THE EFFORT. ”

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“SOMETIMES IT’S WORTHWHILE TO STEP OUTSIDE OF YOUR BUBBLE AND DROP RIGHT INTO ANOTHER TRULY MAGNIFICENT SCENE.”

The rest of our kite sessions weren’t quite as exciting as the log session. Yet kiting in Squamish is like kiting inside a snow globe, you don’t know where to look because everything looms up around you. The Sound is cold and blue and the water is channeled in between two massive mountain ranges. In the backdrop of the whole thing sits The Chief, an enveloping rock slab with a sheer face that looms above you. I couldn’t stop staring at it. Majestic doesn’t even cover it.

All told, Squamish is a wind and adventure sports paradise. With nearly endless wind from May through September (Thor states that 2014 saw 65 consecutive kiteable days), an epic viewing experience and a helpful and well-organized community at the Spit, Squamish is a re-energizing summer getaway.

Racing enthusiasts, foil boarders, and freestyle riders all call this place home. Add in the outstanding mountain biking, rock climbing and base-jumping and Squamish is a contender for extreme sports capital of the world.

It’s not often that I leave Hood River during our peak activity summer months, but this trip showed me that sometimes it’s worthwhile to step outside of your bubble and drop right into another truly magnificent scene. We’ll be back to this part of the world next year for sure, and if you have never thought of making the trip, perhaps you should... You might just fall in love with the place!

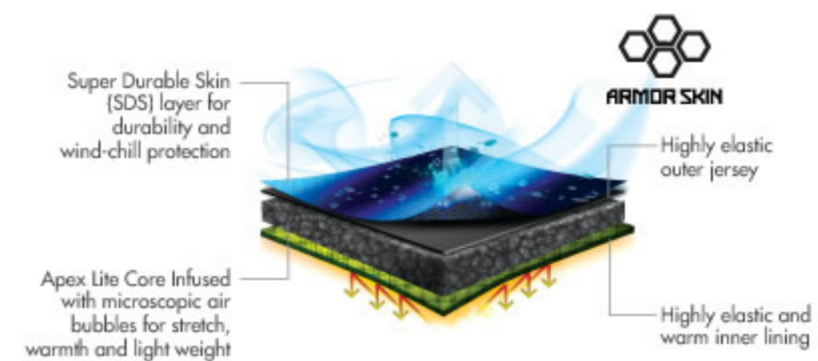


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BEHIND THE BRAND

F-ONE

There aren't many brands in the industry that can truly claim to have been there right at the very birth of our sport. Trailblazers at the time, these brands and their protagonists saw something in the future of our sport that others failed to recognise...

MR F-ONE HIMSELF RAPHAEL SALLES GETTING SHACKED AT ONE EYE IN MAURITIUS?

WORDS & PHOTOS ROU CHATER



Raphael Salles was one such individual; he started kitesurfing in 1996 and is just as passionate about the sport today as he was when he started. He spent around 300 days on the water last year testing the products that make up the huge global brand that is F-ONE. They have enjoyed immense growth over the years; from making the world's first production kiteboards back in 1997, to dominating the racing scene in the last six months. There is a momentum flowing from the offices in Montpellier that reaches around the world.

As ever in business though, it hasn't always been plain sailing, excuse the pun. It was only a few years ago that they parted ways with long-term kite designer Sylvain Peretti. Sylvain had been designing kites with Raphael since 1998; he had been instrumental in developing the Delta Kite as a concept and bringing it to the kitesurfing population in the form of the first Bandit in 2007.

Equally sometimes the innovations and ideas aren't always a success, the infamous Source kite for SUP's being a case in point. However, the determination and steadfast will of Raphael to keep improving the equipment he uses has always won through and right now the brand is riding high.

RAPHAEL SLAYING A DECENT SIZED MARAUDER AT ONE EYE!

“ THE DETERMINATION AND STEADFAST WILL OF RAPHAEL TO KEEP IMPROVING THE EQUIPMENT HE USES HAS ALWAYS WON THROUGH”





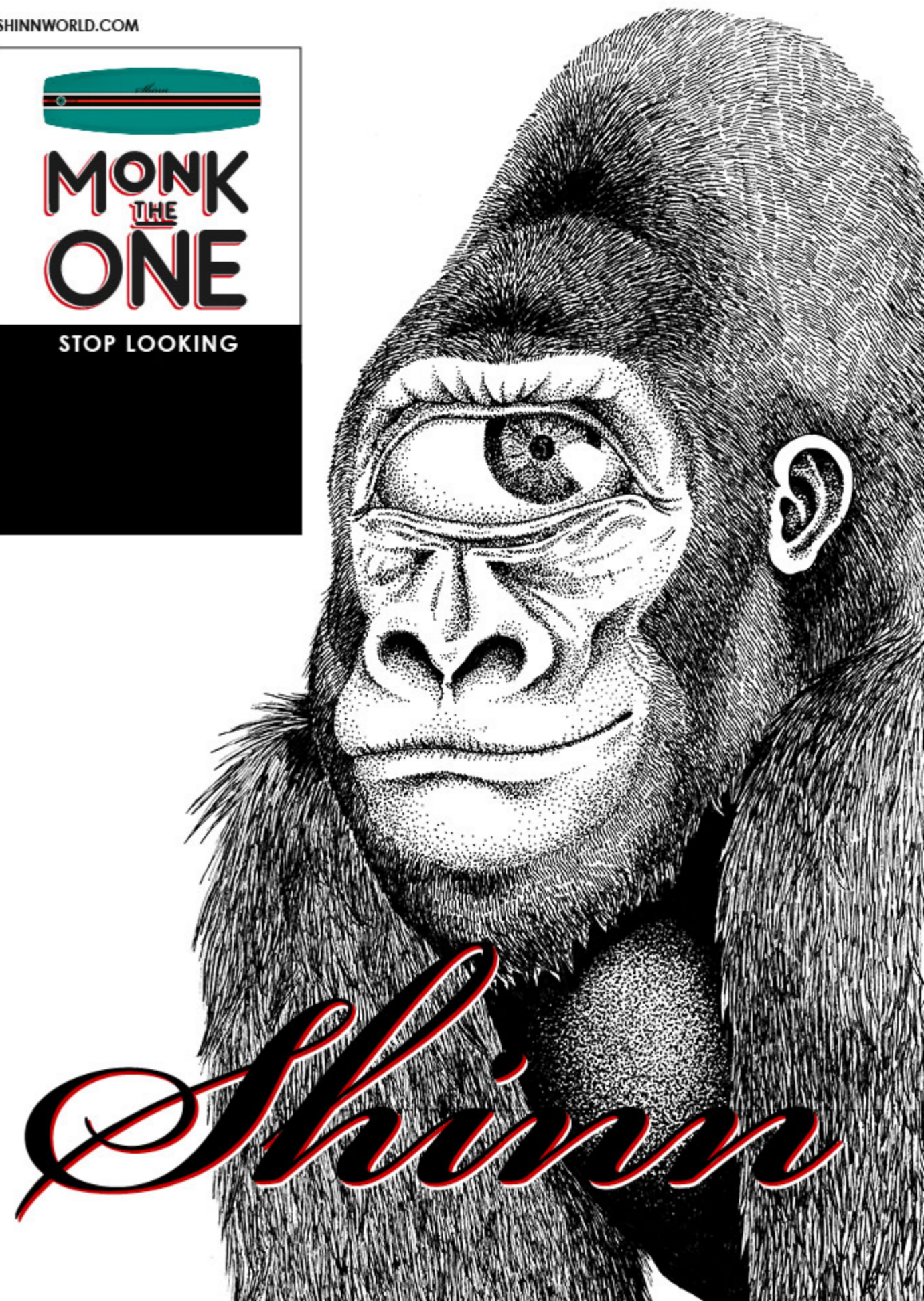
In the old days, Raphael and his wife Sophie were F-ONE; they would build the boards, sell them, box them up and ship them. Often “borrowing” cardboard from the rubbish bins at the nearby Montpellier airport in order to get things packed up. It’s safe to say Raph isn’t afraid to get his hands dirty, from the beginning it was

this hard work ethic that carried them forwards.

F-ONE now though, is a very different beast to the brand of old, and indeed it is very different from the brand some three years ago. It’s becoming more than just Raphael Salles; it’s starting to take its own direction. In the past the design process was always led by Raph, he tested, designed, tested again and worked tirelessly to bring those products to market.

THE BOSS CRANKING A CLASSIC
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“ THE FRUITS OF THEIR LABOUR ARE SOMETHING TO BEHOLD AND IT IS A TESTAMENT TO THE TEAM INVOLVED. ”

MICKA FERNANDEZ IS AN INTEGRAL PART OF THE TESTING TEAM.
PHOTO GILLES CALVET

When Micka Fernandez joined the company to help Raphael with the testing nine years ago it was the first sign of Raphael starting to share the huge workload. Something that needed to happen, no amount of passion can compensate for the tireless nature of running a growing brand. As the sales of the Bandit skyrocketed the need for the company to increase in size became evident.

The workload is shared now, among a team of individuals that have the same passion and vision that

Raphael and Sophie had all those years ago. The fruits of their labour are something to behold and it is a testament to the team involved. Raphael has managed to create a dream team of designers, engineers and passionate people who are hell bent on creating the best products in the industry.

A driving force within the new team is Robert Graham, the softly spoken kite designer who joined F-ONE just over three years ago. Robert had some big shoes to fill when he arrived, and he also had to

get used to the tireless work ethic that Raphael and Micka put into the testing!

In his past life, Robert was a sailor and windsurfer who used to design and build his own sails, he went on to become a world-class paraglider. Hailing from his native Switzerland the mountains were a natural place for him to seek his thrills. He designed his first paraglider in 1984 and then founded Advance Paragliders in 1987. In 1988 he placed third at the European Championships, a testament to his abilities in the air.

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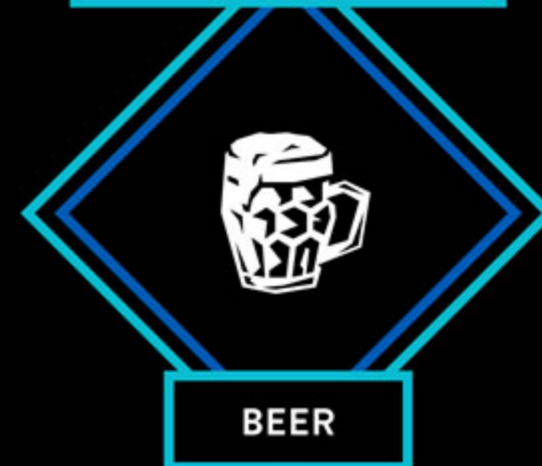
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PEOPLE WHO BOUGHT THIS ALSO BOUGHT



“ I’D LIKE TO THINK IT WAS PURE GENIUS, BUT IT WAS MORE LIKELY A LITTLE BIT OF LUCK TOO. ”



Design is in Robert’s blood, and he has an analytical mind with a real understanding of aerodynamics too. Interestingly, he speaks disturbingly good English for a man from Switzerland, his parents were British though, which goes some way to explain his mastery of the language.

He went on to work as a designer for Gin Gliders in 2004 (not to be confused with Gin Kiteboarding, which is a different company altogether) before Raphael found himself in need of a new kite designer in 2012. Robert started work on the Bandit and the Trust right away, and when I first met him on a remote island in 2013 he was settling into the hectic testing regime and the mechanics of the F-ONE brand.

Who better to build what is regarded as the fastest kite on the planet right now, the Diablo?! The funny thing is that Raphael couldn’t have known when he hired Robert that the market was going to shift so dramatically in three years time. I’d like to think it was pure genius, but it was more likely a little bit of luck too.

The Diablo is the new foil kite from F-ONE, and unless you have been living under a rock, it is the hot ticket in town at the moment on the race scene. So hot in fact, that pro riders are queuing up around the block to get their hands on them. In the fickle world of racing, the latest, greatest and fastest bit of kit is always the one the riders want.

ROBERT GRAHAM TESTING PROTOYPES IN 2012!

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The Diablo is just that right now. By utilising Robert's skills in foil design, and his old employee Gin Gliders in Korea, F-ONE have been able to go from zero to hero. Building a race winning foil kite that was just a twinkle in Roberts' eye only a year ago. With the help of Maxime Nocher and Romain Castel, they have created a masterpiece that performs not just on the race circuit, but also as a light wind freeride kite with insane hangtime.

It's not just about the design though, the kite needs to be well built and be able to stand up to the demands of the world's top racers. Gin Gliders have been making some of the world's leading paragliders for years. They had the know-how to help F-ONE create the foil kite they wanted. In typical F-ONE style, the kite uses some of the best and most exotic materials available.

The result is a foil kite that is not only fast, but it is also built to last; Maxime is still using the same kites he was given six months ago. He's not had to trim the bridles or tune it in any way, it just works out of the bag every time. Six months might not seem like a long time, but when you ride for several hours every single day, hugely overpowered, clocking 40 knots on a foilboard, you quickly rack up more water time than your average kiter. It's like doing your 'average' three years worth of riding in those six short months.

MAXIME NOCHER CRUISING ON THE NEW DIABLO, THE FASTEST KITE ON THE MARKET RIGHT NOW!



“ THEY HAVE CREATED A MASTERPIECE THAT PERFORMS NOT JUST ON THE RACE CIRCUIT, BUT ALSO AS A LIGHT WIND FREERIDE KITE WITH INSANE HANGTIME. ”



“ IT IS THE LITTLE THINGS THAT COUNT AND THE CRAFTSMANSHIP AND DESIGN SHINE THROUGH IN THIS OFFERING. ”



It's not just the Diablo that is making the headlines though, the new hydrofoil and foil board programme is an area that F-ONE are charging into all guns blazing. Raphael sees hydrofoils as a huge feature of our sport in the coming years. He and the team are working hard to ensure they are seen as a serious contender in this sector.

Charles Bertrand is another addition to the team, a Naval Architect by trade he joined F-ONE three years ago and brings a wealth of knowledge. He has been working with Raphael and the rest of the team on the

hydrofoil programme as well as on the board design too. The F-ONE Hydrofoil is a magnificent piece of engineering; the team spent a long time perfecting the mast, which is a critical part. The method they use to build it is a closely guarded secret, but by using pre-pregated carbon and Forged Carbon (technology borrowed from the Space Program) they have built a masterpiece.

To overcome the issues of getting the wings aligned correctly each time it is assembled they created a system that plugs together allowing no errors or twists.

It then uses a very simple, one bolt connection system, meaning the board can be assembled in seconds rather than minutes. It is the little things that count and the craftsmanship and design shine through in this offering. The current model is the start of what will expand into a larger programme of boards with an aluminium/carbon hybrid set to hit the shops early next year. The new foil will use the same connection system as well as the Forged Carbon elements of the fuselage and wings. Rumour is that it will hit a price point that could well be a game changer.



“ THE KITE HAS CONTINUED TO BE A STRONG CONTENDER ON THE MARKET EVER SINCE. ”

Raphael and the team see the hydrofoil as the next big step in kitesurfing, opening up new areas that previously didn't get enough wind to become kitesurfing destinations. Enabling riders all over the world to experience the feeling of flying above the water and sharing the stoke that the team

all have for this new dimension in our sport.

Of course, the bread and butter of the brand is still the Bandit, the kite that took F-ONE right into the mainstream consciousness of the marketplace. The Bandit Dos was a huge success for the brand outselling their previous kites and becoming one of the best selling models on the market that year. It's been a huge deal ever since!

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In recent years the Bandit has undergone tweaks rather than huge overhauls, the tried and tested profile, arc and three strut design fulfilling its role as an all round kite exceedingly well. This year the team approached the testing process a little differently, working on three different sizes at the same time, this created three distinct characteristics within the range.

It is probably worth mentioning the design process for the Bandit, which is an on-going project the year round. Robert designs the prototypes and sends the CAD files to the factory in China on a Sunday night. The factory then builds the prototypes on a Monday and ships them to Montpellier to arrive on Friday. Five days after Robert drew up the prototypes on his computer, Raphael and Micka have them in their hands at Friday lunchtime.

They then drive to wherever is windy on the south coast of France, with the Mistral and Tramontane winds a regular feature in that part of the world they can always find the wind! Occasionally they might drive for 3 hours to get it, sometimes it's on their doorstep. Raphael and Micka will then ride and test until it gets dark and they repeat the process on the Saturday and Sunday. During the afternoon on Sunday the feedback goes to Robert, and he then designs the new prototypes for the next week.

THE BANDIT 2016 IS PERFECT FOR RIDING BIG WAVES...



“ FIVE DAYS AFTER ROBERT DREW UP THE PROTOTYPES ON HIS COMPUTER, RAPHAEL AND MICKA HAVE THEM IN THEIR HANDS ”



“ THIS MAJOR CHANGE CREATES LESS DRAG, LESS FLUTTER, BETTER PERFORMANCE AND INCREASES STABILITY ”

Micka and Raph then continue testing as the wind allows and feedback to Robert until the new kites arrive. This relentless process gets repeated every week throughout the year; they have specific test trips to Cape Verde in the winter to allow them to all get together and just talk about kite design and test non-stop. It's not unheard of for Raphael and Micka to spend 8 hours a day on the water... Think about that for a moment, what was the longest kite session you've ever had?

The testing and design process is perhaps one of Raphael's favourite parts of his role at F-ONE. He loves getting new kites, and it's like Christmas every

week when the prototypes arrive and he and Micka can head to the beach. Probably the only time Raphael rides a production kite is for the photoshoot and the distributor meeting he holds each year. As soon as the kite is finalised for the production year the process starts over and they get to work on the next year's kites!

This year the smaller sizes of the Bandit are optimized for strong winds and wave riding. The medium sizes are great all-round kites with a large wind range, and the larger sizes are lighter with a deeper profile to generate more low-end power in light winds. Robert and Raphael also worked on the way the

Bandit depowers. The bridle now works to pivot the kite around the leading edge when you sheet in and out rather than just dragging the trailing edge up and down.

This major change creates less drag, less flutter, better performance and increases stability especially when sheeted out. It is very noticeable on the water too; I have always felt the Bandit to be very stable, but the 2016 model is off the charts. This modification also helps to make the kite more user-friendly for beginners and intermediates getting to grips with the sport. At the same time, it still has the fast turning characteristics that Bandit fans all love.



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“ PICKING THE RIGHT RIDER AT THE RIGHT MOMENT CAN BE VERY BENEFICIAL. ”

Another core aspect of F-ONE's success has been the selection of their pro team, over the years they have had some amazing riders, but more often than not those riders have remained part of the family. They have the Next Generation programme which supports young riders, and they have invested in talent such as Robinson Hilario too. The young Dominican rider has placed top 5 on the VKWC tour this year and is proving the case that picking the right rider at the right moment can be very beneficial.

Most of the pro team is French, unsurprisingly, yet perhaps more interesting is that they all fit with the F-ONE ethos. Quiet, soft-spoken, but with a real passion for kitesurfing and a willingness to share that stoke on the beach. Arguably the epitome of the team is the impressive Mitu Monteiro, one of the world's most popular kitesurfers.

Mitu was picked up years ago after Raphael visited Cape Verde, at first Raph left him some kites, and then each year he visited the spot he saw Mitu getting better and better. It didn't take long for Raphael to sign him to the team; the rest is history. With a World Title under his belt, Mitu is one of the most talented strapless riders on the planet.

He's graced the covers of magazines, won competitions and wowed spectators all over the globe, yet he is humble and modest to a fault. To see him ride like a man possessed on the water is a stark contrast to his understated behaviour on dry land.

MITU MONTEIRO ABSOLUTELY SHREDS ON THE WATER, ONE EYE NEVER STANDS A CHANCE!



“WHEN THE CONDITIONS SWITCH ON IT CAN HANDLE EVERYTHING YOU THROW AT IT WITH APLOMB!”

It's fitting then that Mitu was given the first ever Pro Model board in the F-ONE line up. Of course, Mitu helped with the shape and the design, and he now rides his trusty 5'8" no matter what the conditions throw at him.

The Mitu range is one of the best selling kiteboards on the market, a further testament to the Cape Verdean's popularity. It's a great board too: easy to ride, encouraging riders to nail their first gybes and turns with ease. Nevertheless, when the conditions switch on it can handle everything you throw at it with aplomb!

A 'Behind the Brand' for F-ONE wouldn't be complete without a nod to the growing SUP and Manera side to the business. Stand-up paddleboarding is something

that Raphael and the team are truly into; it's the perfect accompaniment to kiting in waves; SUP in the morning, kite all afternoon. I remember being told a few years ago that in the future, Raphael saw SUP and Manera making three equal pillars to the business. It would be fair to say they are well on their way to that goal!

Manera is headed up by Raphael's son, Julien, some of the passion for excellence has rubbed off on him, and the products coming out of that side of the business are all top drawer. The team from Montpellier see themselves as the Porsche of the market place, creating high-end products that might not fit everyone's budgets, but will certainly please

anyone who cares enough to make the investment.

It's been nearly 20 years since F-ONE's inception, that anniversary will be coming around next year. When you ask Raphael if he always thought the brand would become as big as this, he answers with his usual modesty. Of course, he could not foresee the future of the brand all those years ago, but he did foresee the future of the sport.

He knew the sport was going to be big, and he knew that if he could bring the right products to the market at the right time then there was no reason F-ONE wouldn't follow suit.

You can't argue with that...



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THE LONGEST JOURNEY

PHOTOS MICHAEL CHARAVIN & CORNELIUS STROHM WORDS ROU CHATER



When Michael Charavin and Cornelius Strohm decided to take on one of the biggest challenges in the Arctic they had no idea that two other teams would decide to do the same thing. What started out as a serious endurance challenge for both polar explorers soon turned into a race.





“ A CHALLENGE THAT WOULD SEE THEM LIVING ON THE ICE, TOTALLY SELF SUFFICIENT AND UNSUPPORTED ”

Michael and Cornelius were planning a kite-ski circumnavigation of the Greenland Ice Cap, a challenge that would see them living on the ice, totally self sufficient and unsupported for two months. Their kites and the katabatic winds of Greenland would take them over 5000 kilometres as they navigated their way around the

world's biggest island.

They would encounter polar bears, frostbite- inducing temperatures and multiple navigational challenges along the way. The added incentive of becoming the first to complete the challenge out of the three teams only added to the excitement of the adventure. The Arctic can be a lonely place, but Michael and Cornelius are experienced explorers, and we took the time to catch up with Michael just as soon as his feet had warmed back up!

You spent years planning this expedition, do you guys go snow kiting and kitesurfing for fun, or is it just a means of transportation for you?

Well, we both come from the polar expeditions community, and already had accumulated several thousand kilometers of skiing across northern areas. We then started to become interested in expeditions assisted by kites (I discovered this activity on an expedition to Spitsbergen in 2002).



“ FINALLY WE COULD TRAVEL ACROSS THE NORTHERN AREAS FASTER, WHILE HAVING LOTS MORE FUN THAN JUST SKIING! ”

Cornelius and I started taking the sport a little more seriously when we prepared for a south-north Greenland crossing in 2007. However, even at that time, we still practiced sporadically, almost exclusively in Norway, where we have been going every year for nearly ten years now. We must admit that initially our interest was purely for transportation; finally we could travel across the Northern areas faster, while having lots more fun than just skiing!

In the last few years, though, snowkiting has become my main winter sport, replacing skiing and mountaineering. We're not into freestyle or anything like that, but prefer to head off into the wilderness exploring with our kites in the area around my home in the Alps.

The logistics in an adventure like that must be immense, especially as you are unsupported on the ice for so long. What's the most important piece of equipment you take with you?

There is no particular equipment that is more important than the others. Everything has importance and we take immense care to choose our equipment carefully. We base our choices on over 15 years of experience in polar skiing expeditions and almost 10 years of kiting expeditions. Also, taking into account other people experiences practicing these specific expeditions.

Nevertheless, these choices are very complex, and we have to take performance into account, especially regarding the choice of kites, ski and shoes.

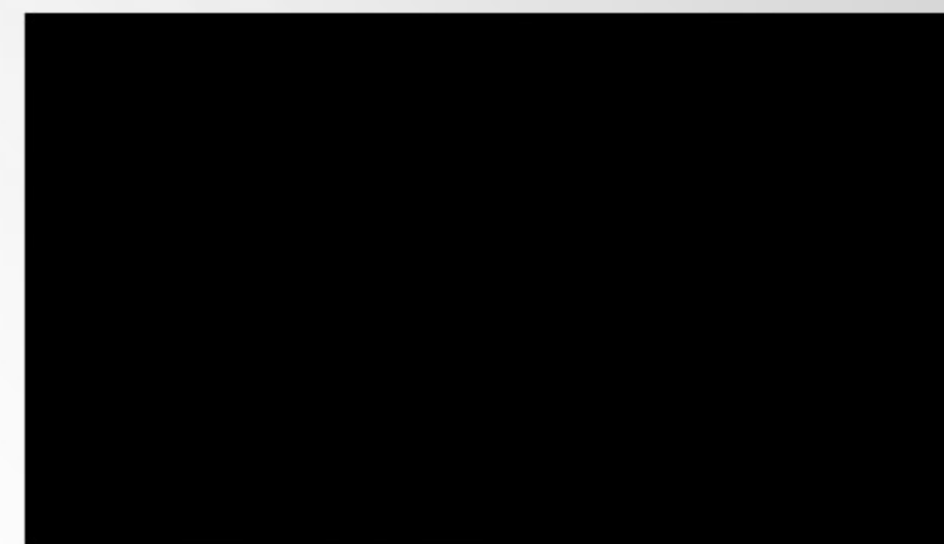
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Of course, we are interested in the pure performance of each piece of equipment, but also the strength of the materials, and a kind of "comfort of use". Material preparation for a trip like this takes months.

One thing is clear though, we systematically doubled everything that was crucial and what we thought we were not systematically able to repair (skis, tent, stove, sleds and electronic communication equipment etc.)

Obviously you take everything with you on the sleds, which you have to pull along, how much does each one weigh?

At the start of the expedition, each one of us pulls 180kg. This includes 67 days of dehydrated food, about 80 kg of food for each of us. The rest was equipment.

" WE ARE INTERESTED IN THE PURE PERFORMANCE OF EACH PIECE OF EQUIPMENT."



“ WE SUFFERED A LOT BECAUSE THE PULLING FORCE ON THE HIPS WAS HUGE DUE TO THE WEIGHT OF THE SLEDS!

This may seem a lot, but as I said above, the choice of our equipment is clearly oriented towards the robustness, and reliability rather than looking for the lightest gear. Damage to some of the more technical bits of gear can mean the end of the expedition.

The first two days, from the coastline to an altitude of 400 m, we had to push all our equipment in 2 trips without the help of kites. After that, we have always been able to progress with kites. During the first few days kiting we suffered a lot because the pulling force on the hips was huge due to the weight of the sleds!

On the ice cap plateau, the snow is very cold, very rough, and its sliding efficiency is very bad. To pull all this weight, we were systematically obliged to ride a bigger kite size than normal, that is mentally demanding and very costly in energy. It was often the only way to move forward though.

At the end of the expedition, each of us still pulled 100kg sleds.

How do you prepare for the challenge, is there lots of training before hand to ensure you are fit?

It's quite amazing, but we have no special physical preparation. Personally, I'm just trying to maintain a minimum rate of 2 to 3 mountain day trips a week throughout the year, skiing in winter and spring, mountain biking in summer and fall. For four months a year, when I run my guiding business in the polar regions, then I am in the field.

MANERA
WATERMEN EXPERIENCE





“ THESE EXPEDITIONS ARE NOT FOR THOSE WHO LIKE THEIR CREATURE COMFORTS! ”

I'm often in conditions of basic comfort for several weeks or months in a row. It contributes towards the physical preparation. You could laugh at our physical preparation before leaving for this expedition: the workload to complete the preparations was so important that the month before departure was just hell! I spent the last 30 days on the computer and telephone, sleeping only 5 or

6 hours each night to complete all logistic aspects. That last month was pretty hard; I didn't even sleep at all the night before departure! Luckily we had a few days of transit to south Greenland to recover a little bit before we started the main part of the expedition.

It's not just about being fit though there is a lot of mental strain too. We must be able to accept living in permanent discomfort, keep a strong mind in all circumstances and refrain from giving up to make sure we go

the distance. These expeditions are not for those who like their creature comforts!

Did you change any of your plans or tactics when you knew the other teams were attempting the same challenge or did you always stick to your plan?

We were the first to officially declare our intentions; we publicised our attempt on the first circumnavigation of the Greenland Ice Sheet, more than a year before the start. We're not sure, but we think our announcement precipitated the two other teams to enter the running. (Nevertheless, it's undeniable that they also had this idea in mind for some time already).



Our closest competitors, the famous Belgian polar veteran Dixie Dansercoer, and the young, but experienced Canadian Eric McNair-Landry, drew lots of attention, their media attention was huge. This left us to then fit the bill of the outsiders, which suited us as there was less pressure.

'On paper', the targets announced by each team were very similar. To be the first to complete the circumnavigation of the largest ice cap in the northern hemisphere, while covering a distance of more than 5000 kilometers.

"THIS LEFT US TO THEN FIT THE BILL OF THE OUTSIDERS, WHICH SUITED US AS THERE WAS LESS PRESSURE."



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“ THIS REQUIRED US TO DEVIATE AS LITTLE AS POSSIBLE FROM THE PLANNED ROUTE, EVEN IF IT REQUIRED ADDITIONAL DIFFICULTIES. ”

From the outset, we have distinguished ourselves by our minimalist logistics: no drop off by helicopter or plane directly over the ice cap as the other teams have done, but a drop off and a pick up with a very small boat, at sea level, at the southern end of the ice sheet.

After a hard and slow expedition start, Dansercoer and McNair-Landry were totally focused on their world premiere announced goal. (They even had requested and obtained a special exemption from Greenland authorities to benefit from an earlier start agreement than the official ice cap access date). After 55 days on the ice, they were the first to complete a circumnavigation but only covered 4045 kilometres.

We are on the contrary always remained focused on our goal to exceed 5000 kilometres (a world record was at stake). This required us to deviate as little as possible from the planned route, even if it required additional difficulties. (We progressed at an altitude slightly lower than the other teams, and thus we were more exposed to the sastrugi fields, these very dense snow waves that we skied through for thousands of kilometres).

After 58 days and with 5067 kilometres on the clock, Wings Over Greenland II became the longest, (in distance), expedition travelled on skis in total autonomy ever.



“ THERE IS A REAL RISK OF GETTING STUCK IN A KIND OF MELTWATER MARSH ”

The Arctic has changed a lot over the years. As you spend more time there than most, have you noticed any big impacts on the region?

For someone like me who regularly travels to Greenland, but who does not consistently come back to the same place, and whose objective is not to make specific observations, it's very difficult to quantify the size of climate changes.

We can obviously notice that the front glacier, through which we access the ice cap, has moved slightly backwards since our previous visit six years earlier. Yet on such an expedition, it's about all that can be seen.

However, there is a parameter that is not easily measurable, but we had to integrate it in our expedition schedule: the ice cap snow surface melting, especially at altitudes below 2000m. Because there is a real risk of getting stuck in a kind of meltwater marsh, not be able to move and to have to be evacuated by helicopter. For that, we collected and studied

the previous year's snowcap melting data, trying to learn from which date it becomes dangerous to be on the ice. We can say that year after year, this date is getting earlier and earlier in the season...

You came across some polar bear tracks, were they ever close and did you encounter them?

Luckily, we didn't encounter any bears; we only saw the tracks. Polar bears are a marine animal they normally live on the coasts or on the pack ice. The tracks we observed were 200 kilometres away from the nearest coastline. The animals do roam and travel to new territories, but to see them this far within the ice cap was totally unexpected.



We were armed with a high-powered rifle, just because the Greenland regulations require it from the moment one enters the National Park northeast of the country. This regulation makes sense because people visiting this park usually remain more or less in the coastal area, where the large majority of Greenlandic polar bears population is concentrated.

Do you have lots of different kites for different conditions? What kites were you using?

The idea is to be able to progress relatively quickly in all conditions - to achieve this challenge; we had to cover an average distance of nearly 100 kilometres per day! For that, we needed a wide quiver: we had 11 kites for both of us.

“ WE HAD TO COVER AN AVERAGE DISTANCE OF NEARLY 100 KILOMETRES PER DAY!”



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“ LOADED AS WE WERE, WE COULD RIDE IN WINDS RANGING FROM 8 OR 9 TO 40 KNOTS.”

It means that each of us had:

- 2 Parawings (5 and 8m²) for strong winds, manufactured by the German company Beringer
- 1 Flysurfer Speed 4 10 DL
- 1 Flysurfer Speed 3 19 DL
- we also had a pair of 12m² kites as spare in case we had a problem with the Flysurfer Speed 19

And we also had a spare Flysurfer Speed 4 10 STD.

Loaded as we were, we could ride in winds ranging from 8 or 9 to 40 knots.

We of course thought carefully about this quiver. We tried to compose it in order to have kites both efficient and stable, with ranges of use overlapping at minimum. This was supposed to limit the permanent doubts in choosing the good wing size on the field.

It took us about one month of progress

before we began to understand that it was a mistake, it forced us to use the kites too often either in their high and low ranges. This is uncomfortable for cruising for over 10 or 12 hours with a target speed to keep, especially when you are rarely on a favourable point of sail. We clearly missed out a 15 m² that would have allowed us to use the kites in the middle of their wind ranges.

I consider the Flysurfer Speed 3 19 DL as almost perfect for this kind of cruising trip: it's a slow, very powerful kite that's hyper-stable in the air, and settles easily and perfectly in the flight window. This is the perfect kite to go fast and straight!



“ ASSISTANCE CAN TAKE SEVERAL DAYS IF THE WEATHER CONDITIONS ARE NOT GOOD OR IF YOU ARE FAR AWAY, AND ACCESS CAN BE ONLY DONE BY PLANE ”

Its major drawbacks: the inability to hold it the one time we landed it in strong winds, it also takes a lot of time and energy to fold and unfold. This forced us to limit our breaks and often to progress without stops for hours. We flew them with 40-70 meter lines to gain even more power!

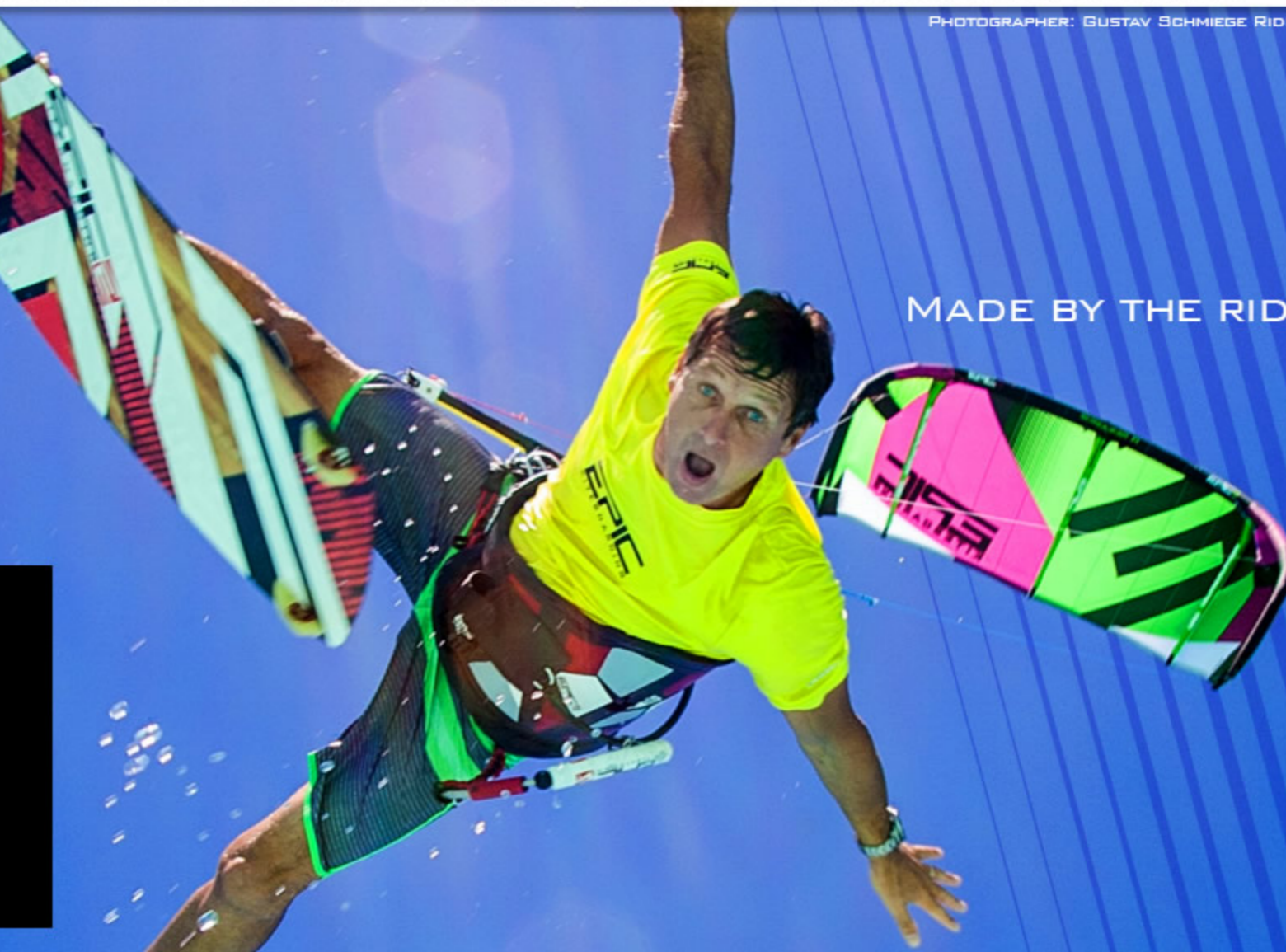
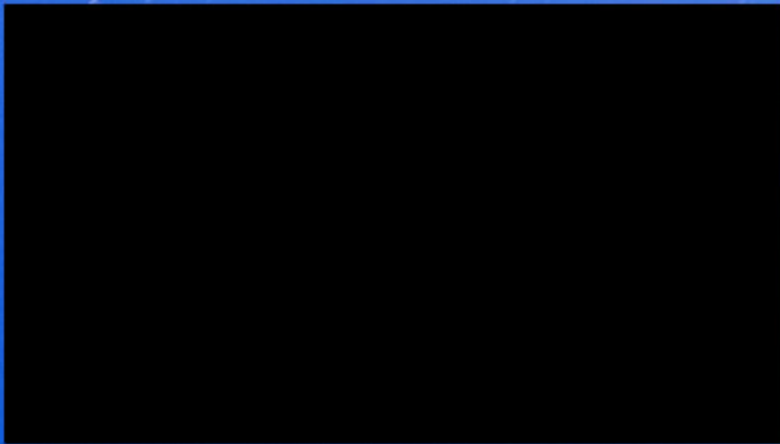
The weather patterns are reasonably predictable, but did you ever get stuck due to the conditions and have to wait for the winds to change?

Yes, the conditions are fairly predictable. However, it's worth remembering that nobody had ever kited on the mostly east side of the ice cap, except in some rare places. So we had to do calculations and verifications to ensure that winds would be favourable on this huge parts of the ice sheet too. For this, we recovered data from automatic weather stations located on the ice cap and collected by American scientists, and we studied them in order to have a better idea of the ice sheet global wind pattern. It was an important job that Cornelius undertook.

On the field, we had the services of a professional weather router: he transmitted us a very precise daily wind forecast, depending on our position. The idea was to be able to anticipate wind changes to be as efficient in progress as possible.

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WORDS & PHOTOS CHRISTIAN & KARINE

It is always exciting to share more potential moves and know how. This issue we fire off with the satisfying, enjoyable and simply aesthetic toe to heel carve with maximum spray. Following on it's time to polish up your transitions with the front loop 540, an absolute gem. And to finish we take you through the grabbed hooked popped back to blind. Plenty to keep you busy over the next couple of months. Have fun.

Next available clinic spots: Extra week added 16th to 23rd March 2016, Sal Cape Verde.

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TOE TO HEEL SPRAY CARVE



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FRONT LOOP 540 TRANSITION



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HOOKED BACK TO BLIND
TAIL GRAB

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TOE TO HEEL SPRAY CARVE >

Kite: FX 9m Board: Ace 139

There is something deeply satisfying in kicking up buckets of spray regardless of sports. Whether it be fanning deep powder on a mountain, annihilating the lip of a wave, chucking dirt on a bike or walling a slalom ski around a buoy, the inner kid in all of us can't resist it and the ensuing look back to check, regardless of how bleeding awesome it felt. Pushing against water, generating your own prism, bending light, making rainbows, or simply soaking someone on the beach – the fun is ours to have.

This article arose due to a recent clinic questionnaire on which a guest asked to improve their carve so that they could throw heaps of spray. Turns out everyone in the group got equally excited, challenge set, gauntlet thrown. As a result we thought we'd share some hints in these very pages.

Before we start though, we should mention a few factors that will affect your spraying potential. First off, any board designed to turn or carve, and therefore has some rocker will be considerably more rewarding and simpler to push through a turn than a stiff, flat, lightwind plank. Wake-style boards will be da bomb, and most freeride boards will have plenty of tail kick (rocker) to help turn. Secondly, you need to be able to use your legs independently of each other so having a sufficiently wide stance is a must. We're not talking baggy shorts split style here, but if your straps are tickling your handle it'll be a lot harder and you'll be



more likely to skid. Finally, water state can make or break this move, the flatter the easier, whether that be behind a sand bar or in between waves. Chop will make you bounce and therefore will require more technique to pull it off.

Let's have a look at the individual steps that'll make you part the seas. First you have to set your edge and then you can put some power through it.

The Set Up **Pic A**

Coming into a toe to heel carve with intent is all about your set up. You'll be wanting power throughout the move so have your kite positioned relatively low, around the 45° mark. The kite needs to move quickly when it's time, you need tension in the



lines so a good edge on your toeside is a necessity and it'll enable you to ride with the kite low without it pulling you off down wind. If you look at Pic A. you can see Christian's toe side position. He's looking upwind to where he wants to go, the bar is trimmed in so that he can comfortably reach it with both hands, which means that he can commit his weight and shoulders upwind of the board. His hips are twisted forwards and away from the kite, whilst both knees are bent, putting weight onto both feet so Christian can drive hard against his edge through the balls of his feet, which gives him good speed, glide and resistance. This isn't cruising, this is dynamic and energetic! From this position, if you get the timing and order of events right, spray is yours for the taking.



Kite 1st Pic B

Once you're edging well, the first thing to do in order to start the carve is move the kite. The chances are that most of you will currently flatten the board before moving the kite, but here, just as on a surfboard, we'll move the kite before giving away our edge. The reason? With tension in the lines the kite will respond quickly. The other point worth pondering is where do you want the kite to fly? Your aim is to turn the kite quick enough so that you chop off the top of the window. That is to say, you don't want the kite to drift up to 12 o'clock, but want it to fly in a relatively straight line across the window. In **Pic B** you can see that Christian still has all his weight, shoulders, hips and knees, committed upwind of the board and is therefore edging. However, he has steered the kite aggressively with his back hand. Note that Christian



has released his front hand and is not pulling his back hand in towards him. This is because he is steering the kite from the sweet spot using his wrist. With two hands on the bar and his weight committed upwind, he'd end up stalling the kite.

Weight Back Pic C

Once you've steered the kite, but before it starts to pull, it's time to move your weight back onto the curved tail section of your board ready for the carve. Rock your hips back, extending your front leg whilst bending your back leg so that you feel all your weight over and through your back leg and foot. This will lift the nose of the board, place you on the turn orientated tail rocker, and flatten the board off the edge. However, as you can see in the picture, Christian still has his head, shoulders and back knee leaning upwind...



Carve Ho Pic D

As your weight goes back it's time to get your carve on. You need to be balanced so that the kite doesn't pull you over and into the water. Use your free hand, get it out and upwind to stabilise you. Drop your bum to the inside of the turn as your back leg bends even more, as this will allow you to weight your back heel and initiate the carve as you turn your shoulders and head downwind. Christian still has his shoulders upright, he is broken at the waist, lower body committed to the turn, upper body committed to staying balanced. He has officially set his edge and the carve is full steam ahead. This is, however, the moment that it may go wrong. If you turn your head and look back towards where you want to go over your shoulder, you will drop your upper body weight behind your hips and the kite will pull you, whilst the board keeps going the other way.

Hammer Time Pic E

Now that the kite is moving, the board turning and you're balanced, it's time to put your foot to the floor for a ferocious carve and the resulting spray. As you carve downwind the board will start to push back against your foot. The more you resist against this, the bigger your spray. However, to resist and push against the board you must get your body in the right position. Have a quick look at **Pic E**. You can see that Christian has now turned his head and body through the turn, looking towards where he will go, and is bringing his free hand forwards and back onto the bar. In this position he can push hard with his back leg, creating a smooth turn with oodles of spray, without the risk of skidding out or stalling.

The Result Pic F

Hidden behind your own cloak of nature's finest. Get it right and you'll have plenty of plumage chasing you out of your turn. Feels great, looks good – win, win!

Finish the Job Pic G

Now, assuming that you're not just going for the photo opportunity, but want to come out of this carve still motoring back from whence you came, there are a couple more pointers to guarantee a complete success. Power. You gave the kite plenty so that you could jam against it. With so much edge you need to keep the power on throughout the entire carve. If you go back through the previous photos you'll see that Christian had, and still has, the bar on the sweet spot the whole way around. Let the bar out, even just a



smidgen, and the kite will fly to the edge of the window and you'll be left wallowing. That said, pull the bar in too much, the kite will stall, and rather than breathing through and across the window the kite will stop downwind and you'll sink. Think sweet spot. You need to resist the temptation of a cheeky look back. Come on, we'll all admit to looking back as we push against our back foot to see our spray in all its glory. Yet, looking back will interrupt the flow of your carve and stop you turning smoothly. As a result you'll be able to jam some hefty spray, but you're far more likely to stop as well.

Top Tips

Build up to this as you would with any other move. Concentrate on the steps in the order above, decent toe side edge into a good chopping off of the window,



making sure you don't look over your shoulder too early and get a nice flowing carve. However, start with the kite at 45° and aim to chop from 11 to 1 o'clock, or vice versa, better too little than too much.

Remember to trim your kite so that you can reach the bar easily with two hands when you're edging toe side.

Steer your kite through the turn using your wrist, don't just yank the back hand in and upset the kite.

Have a good look at the sequence and videos while pondering the points above.

Common Mistakes

If the kite turns slowly even though you're giving it plenty of welly. This is the signal that you're flattening the board off, releasing your edge before turning the kite.



If you're getting yanked backwards by the kite as you steer it back. As with so many things, timing is everything. Although the order of play is edge, steer the kite and then carve the time between steering and carving can be the blink of an eye. It's dependant on your speed and how hard you steer the kite, but by no means should you steer the kite and wait for a count of three – this would be more akin to jumping from toe side!

If you're falling to the inside of the turn. Don't lean your shoulders back, just your hips and don't look over your shoulder, but turn your upper body. Keep your shoulders forward and turn your head from there.

If you're skidding as you apply pressure. The chances are that you have too much weight forward and on the front foot, so that as soon as you push against the back foot the board can slide. Make sure your hips are right back and you'll be able to push like crazy.

If you're stopping. Either it's a cheeky look back getting in the way, in which case turn your head and shoulders as you exit the turn and try to get your back hand back on the bar. Or you could be stalling the kite, so keep the bar on the sweet spot throughout the turn.

Keystones

1. Good toe side edge.
2. Kite first.
3. Drop hips back, flatten board and carve.
4. Push back against board through back foot.
5. Look out of turn.



FRONT LOOP 540 TRANSITION >

Kite: FX 7m Board: XO 133

It's been a long time since we took you through the front loop (or roll) air gybe, so now it must be time to encourage you to try this 540 version - a toe side landing. Coming around to toe side is effectively adding an extra 180°, hence the original old school name of any such transition being a 540. Although this is slightly misleading as you only want to rotate the usual 360° and add the toe side on as a landing option, not throw yourself into an uncontrollable spin.

The great part here is that if you're not the type to go trawling through old editions, even with the help of IKSURFMAG's great new website, then most of this will get you into the idea of performing a bog standard front loop transition. Adding the toe side ending isn't just about being flash, it's also rather practical. Most of us have a preferred heel side to land on, and a natural leading foot, which means that sometimes landing an air gybe type move on your less favourite foot may be a tad abrupt, lacking in downwind glide and therefore not as smooth as it deserves to be. The perfect answer, landing preferred foot forward. This should increase your chances of planing out of this like Lewis Hamilton on slicks during a typically wet Silverstone weekend. Without wanting to teach your granny to suck eggs, we would of course suggest that you can already claim to have the front loop in your armoury, and if you can perform a floaty air gybe your life will be easier still. So how do you do it?

**Short, Sharp & Early Pic A**

The take off and everything it involves needs to be precise to make this work. As is the norm you need a decent edge and your kite at 11 or 1 o'clock, but no higher. Being a transition you don't want forward momentum, so use your edge to slow down. You still need to send the kite as you want to get up in the air, however you don't want the kite travelling too far past twelve so make the send as aggressive, but shorter than for a jump. This way you'll get the energy to go up, but the kite won't want to go flying across



to the other side of the window. This will only work if you keep the bar on the sweet spot. Let it out and your kite will drift way back before you get any lift. You can see that Karine has a decent edge and has sent the kite with meaning.

The only thing left is to go early. In an added effort to not let your kite go behind you too much you also need to pre-empt the up by kicking off your back leg against your edge before the kite lifts you, which means that you can get the kite back where you want it sooner.



Slow Round the Front **Pic B**

Here's the contradiction. Even though you intend to come back around, turning more than your normal 360°, you actually want to rotate relatively slowly. Your objective is to hang under your kite, so you don't want to over rotate, therefore as you kick into your rotation don't give it too much head. By all means throw your shoulder down and turn your head and shoulders, but don't give it everything. In **Pic B**, Karine has her head down, but only slightly turned, most of the impetus for the rotation coming from her kick off the back leg. As soon as she takes off she is pulling on her front hand to stop the kite



from continuing on its backwards journey.

Hang Time **Pic C**

Here Karine is halfway around her front rotation. Her bar is in, her knees are up and her head is fairly centred. She is pulling noticeably on her front hand, steering the kite forward to get the kite back up above her at 12 o'clock as soon as possible. Once there, the kite will give her time and float, and as long as she keeps the bar in on the sweet spot it means the kite is ready for when she needs it to land. It's worth remembering that your rotation speed is related to your height, and this feeling will come with practice.



Chill & Change **Pic D**

Once the kite is above you, you'll feel the float and lift. If you feel it pulling, then you have redirected it too much and the kite has now gone forward of 12 o'clock, which is an easy mistake to make on small quick kites. However, despair not, as this is when you actually transition, taking the weight and pull off your front hand and instead changing and pulling gently on your back hand to freeze the kite above you. Once here you're in the chair of air, kite supporting you, and all you need to do is chill whilst you rotate slowly. Here Karine's momentum is pushing her through the rotation whilst she does nothing but wait.

Look and Dive Pic E

As you come around your rotation you must keep the bar in, otherwise you'll lose control of both your loop and the kite. As soon as you can see downwind it's time to take control and prepare for landing. As always, you must focus on where you'd like to land and dive the kite to pull you downwind and stop your rotation. Having already weighted her back hand Karine is ready for a hefty pull-push to get the kite diving down towards the water, giving her some momentum to carry into her landing.

Knee Time Pic F

As the kite pulls you downwind, it's your cue to get your preferred foot through for the toe side landing. Note that, although you'll be landing toe side, you should still aim to land off the wind on the tail of the board, not facing back up wind on an edge. To get your foot forward, keep your back knee high and lift the leg through whilst turning your head and shoulders towards your desired direction. You should find that this is more than enough to swing the board around as this foot effectively wants to lead. Keep the kite diving.

Look, Power & Carve Pic G

Once the board touches down use your momentum to carve the board back up onto its edge, keeping the power on in the kite whilst looking where you want to go. You can see how Karine has absorbed the landing and has her knees and ankles flexed so that she can carve out of the landing without losing any speed.



Try and keep both hands on the bar, unless the kite is overpowering you, in which case take your front hand off, to help get your body into a more dynamic toe side position.

Top Tips

The Front Loop 540 Transition will be easier to learn if you have some power in your kite, this way you'll be sure of some float, sufficient height and you won't have to send your kite too aggressively to get off the water on your first attempts.

Keeping the bar in and rotating slowly can be practiced without a transition, so feel free to slow down and attempt your normal front loop with little forward momentum.

Diving hard is the key to landing all transitions,



so make sure the bar is on the sweet spot and that you use both hands to steer the kite.

Now study the sequence and videos to ingrain the movements in your head.

Common Problems

First problem is likely to be the kite being too far back in the window after take off. Which then means you have no time and height during the rotation, and you can't dive the kite for landing as it's at the edge of the window. This can be the result of many things, but the most common reason is drifting the kite up, rather than sending it. A slow moving kite will still generate lift, but slowly and as it starts to lift you off your edge you'll naturally let the bar out and then it's goodnight Vienna. If you come in too quick the same can happen.



So slow down by edging hard, not drifting the kite up, and make sure you send it from 1 or 11, no higher.

If you're getting the float, completing the rotation but sinking on landing, then the chances are that you're drifting the kite down around the edge of the window rather than diving it straight down at the water. Use both hands to get a good pull and push and keep the bar in as the kite pulls, you want that power. Also check that you're not landing on an edge, as this is a sure fire way of killing everything.

If you're not getting your foot through to toe side, are you trying to land this going in your preferred toe side direction. Sounds silly, but you won't be the first person to try it on the wrong side. If you are make sure you keep your knees up during the rotation, as Karine does back in Pic E. If your legs are dangling you'll struggle to lift your back knee through.

Keystones

1. Slow down.
2. Send kite, don't drift it.
3. Go early and redirect with front hand.
4. Once hanging, chill and change with knees high.
5. Hefty dive, lift back knee through & turn shoulders.



HOOKED BACK TO BLIND TAIL GRAB ▶**Kite: FX 7m Board: XO 133**

Here's a beauty. Those of you who have been following our technique for some time will recall how we used to bang on about going for moves which the conditions allow (saves a lot of frustration), and how learning so many of the more advanced moves hooked in will stand you in good stead and allow you to show some style when it's not perfect flat water and constant wind, whilst polishing the required skill sets and avoiding too many wipe outs – we don't all want to give up freestyle and only ride waves as the years pass us by! So, here's a move that'll feel lovely, looks great and won't hurt half as much as it's unhooked brother, but can be performed pretty much 100% of the time, game on.

The Approach **Pic A**

You're going to approach this as you would any popped trick. In this photo Karine has her kite between 10:30 and 11 o'clock, she gained good speed on her edge and got into this body position before bearing away. Her hips are dropped back behind her back foot, her shoulders are upwind, her front leg extended and the nose of her board slightly up. Her sweet spot is trimmed down towards her chicken loop so that she can maintain this position when she carves up to pop. Being a back rotation Karine has also gone a bit further off the wind. This way she can turn hard to get the rotation and maximum pop, but because she's starting her carve



from a more downwind course she'll have time to carve and pop before the board turns too far into the wind. The result will be height, and more importantly mean that she'll be in the air earlier, giving her more time to fit the grab in.

Pop **Pic B**

Good popping is all about extending up, and in a back rotation this is doubly important. If you intend to get the grab in you can't be spinning fast, the rotation has to be slow. You can see that as Karine kicks herself up everything is extending. Looking at the board you can see that the emphasis is on going up



and not around. Karine's head is looking forwards through her hands, she hasn't thrown it around over her front shoulder. Everything is geared up for pop and a slow rotation. Should make the grab easier then!

Slow Rotation, Fast Grab **Pic C**

This picture says it all. You've got to get on with it, bringing the board up towards you and releasing your back hand to get it down to the board. Having extended to pop Karine puts all her effort into bringing her knees up whilst focusing on where she intends to grab the board: the tail. It's too easy if you pop well to leave your legs extended as you go into the rotation.



Here you've got to get them up quickly. She's keeping the bar in so that the kite still supports and pulls her through the move. Karine has time because she knows that she's rotating slowly, she's only facing upwind. If she was already around to downwind she wouldn't fancy her chances of the blind, yet alone with a preceding grab.

The Grab **Pic D**

The brilliant thing about this trick! By grabbing the board you will really focus on bringing your knees up, which will place you in a perfect position to throw the blind from. Also by adding the grab, which takes a



moment of your time, you will also rotate around, completing your back loop and therefore making the move look even better. Karine still has her bar in so the kite drifts her downwind and keeps her momentum going, her knees are really high which places her close to the bar and this means that the weight of the board and her legs is brought up high. As she comes around to here she needs to be ready to throw the blind.

Blinding **Pic E**

Having got everything into the correct position she can now confidently rotate her body to blind. To turn

Karine has released her grab, she turns her head aggressively to look back and pushes the bar out with her front hand to ditch the power and allow her legs to drop. She pushes her front foot down and keeps her back foot tucked up under her bottom. This way the nose of the board will touch down first and pivot itself and the rest of the board further around for a clean reception. If Karine kept the front foot up or let the back foot down she would land flat on the board. The board would then stop abruptly and she would get rather wet.



Top Tips

As with all pop tricks, where you start is where you finish. You cannot land across the wind, so you need to land slightly off the wind. If you bear away before popping, this is your start course and you'll land going the same way.

If you concentrate on just one thing it will be popping early so that you rotate slowly. Practice a few slow

popped backs before adding the grab, and then finally the blind.

Have a ponder over the sequence and the videos. You'll really need to visualize this trick so that you can slow each movement down in your head, giving you more time to fit everything in.

" PRACTICE A FEW SLOW POPPED BACKS BEFORE ADDING THE GRAB "



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Have a ponder over the sequence and the videos. You'll really need to visualize this trick so that you can slow each movement down in your head, giving you more time to fit everything in.

Common Problems

Same as above really, your biggest issue will be throwing too much into your take off, so that the

board completes half the rotation whilst still on the water. Bear away and pop up.

If you're landing fine, but missing the grab; this is a good start, but you'll need to focus on bringing the legs up quicker and looking for the grab as soon as you take off. It could also be due to the fact that you're not completing your back loop before throwing the blind, which means you have less time.

Concentrate on coming fully around your rotation with knees high and then throw. Do this a few times and then try adding the grab – you'll be surprised.

Keystones

1. Off the wind.
2. Pop early & up.
3. Look for grab and lift legs quickly.
4. Complete rotation.
5. Throw blind & land nose first.



It was somewhat by accident that I found myself launching a kite on a narrow stretch of beach in Northern Germany. I was about to embark on what is claimed to be one of the toughest 'marathon' kite races on the planet. The RedBull Coast2Coast race was getting underway, and the start time was fast approaching. It was not the time to be pondering on what had led to my current predicament on this particular piece of German coastline.

RedBull Coast2Coast 2015

WORDS & PHOTOS MARY BOOTH





It was sometime back in the summer when one of the IKSURFMAG team mentioned their eagerness to take part in the second ever Coast2Coast event (the first one being held back in 2013). He is a talented kitesurfer with a bucket load of skills and is a dab hand on both race board and foil. The opportunity to ride against some of the best kite racers in the world was too good to pass and with only a €25 Euro entry fee it seemed like a bargain.

With a rush to secure one of the limited places, his coveted ticket to join the 599 other kites on the water was confirmed. Unfortunately, other commitments

arose taking precedent and his spot on the start line was offered to me in a throwaway comment. As I am afflicted with a severe case of FOMO (fear of missing out), I found myself saying yes.

As it turned out, two of the magazine's test team, Robin Snuggs and Sukie Robertson, were also planning to take part, so we joined forces. I'll be honest, we largely ignored the mailouts that we received from the RedBull event organisers offering preparation advice for the crossing. Sukie and Robin were busy testing new gear and teaching students at their kite school during the busy summer months.

“ As I am afflicted with a severe case of FOMO (fear of missing out), I found myself saying yes. ”



I was caught up with various sports events, trade shows and helping to finish off the new IKSURFMAG website. Chats leading up to the event revolved more around what tasty snacks Sukie was planning on baking for the ten-hour journey to Germany, rather than how many thigh-building squats either of us had managed (none).

In the blink of an eye, September was upon us and we were whizzing along the Autobahn. A flash of gold in a specially wrapped Ford Transit Custom, marking the 50th anniversary of the iconic Transit van and the closest we were going to get to any gold medals. A pile-up on the motorway causing mega delays turned the ten-hour drive into about fifteen.

“ Chats leading up to the event revolved more around what tasty snacks Sukie was planning on baking for the ten-hour journey ”

Photo: Lewis Crathern / Best Kites

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“ The first one returning across the finish
line takes the win. ”

We swiftly demolished Sukie’s snacks (that should be a brand name!). The discussions to help pass the time centered around whether sweet potato brownies counted towards one of your ‘5-a-day’ (consensus swayed towards a yes). We should have been discussing race tactics, which would probably have been a more sensible use of the time.

The basic principle of the RedBull Coast2Coast is to race from a beach in Germany over to the nearby coastline of Denmark, and back again. The first one returning across the finish line takes the win. It sounds simple enough, and when it comes down to it effectively is, or at least should be.

The starting point is Fehmarn, a small island in the very north of Germany sitting in the Baltic Sea and connected to the mainland via a dramatic bridge. It’s a flat-lying patchwork quilt of fields with a network of narrow country lanes weaving through it, linking up the tiny villages to the main town of Burg auf Fehmarn and the 78 kilometres of coastline. Boasting endless sandy beaches, freshwater lakes, rugged cliffs, campsites, caravans, small hotels, family run guesthouses and 2,200 hours of sunshine every year, it’s a popular tourist destination.

However, it is the island’s strategic position between Germany and Denmark that has drawn the throngs of kitesurfers to congregate on this particular weekend. Just 18 kilometres south of the Danish island of Lolland, a stretch of water, used by ferries, merchant ships, recreational sailors, fishermen and jellyfish, provides the showground for the race.





The sunshine is, of course, a welcome bonus, especially as the majority of people camp during the weekend at the event site.

The event in 2013 had around 300 participants: this year the limit was set at 600. With a mass start line and the option of competing on directional boards (including race boards) or twin-tips, you can imagine the carnage this might create. The only rule was that foilboards weren't allowed, much to the disgruntlement of a few keen beans obviously hoping for a win based purely on their plentiful array of equipment.

While there are quite a few pro's taking part looking to claim the title and battle it out for podium positions, the majority of entrants are there just to challenge themselves. Everyday riders looking forward to a weekend kiting at a new spot with other like-minded people. There are plenty internal battles between groups of friends looking to claim the bragging rights too! The competitive streak has a tendency to show itself in otherwise placid folk during events like this, but the atmosphere is friendly, and the set-up is geared around having fun.

“ Everyday riders looking forward to a weekend kiting at a new spot with other like-minded people. ”



With RedBull playing hosts, Weber barbeques onboard to provide freshly cooked food, Jeep offering mini off-road driving experiences and Ultimate Ears sound systems sponsoring some of the prizes, the emphasis on having a good time is obvious. A free shuttle bus links the event camping field to the beachside set-up and runs throughout the weekend. Sadly Weber ran out of food sometime during the afternoon, and Jeep ran out of waiver forms, so it wasn't quite the hive of activity you might imagine.

With a no-wind forecast, the call was made to move the race to Sunday, with a possible start time of 11 am, all very leisurely! After a relaxed sunny Saturday spent chilling in the little 1980's trailer caravan we had booked at the adjacent campsite, everyone was raring to get on the water come Sunday morning. The wind was pumping, numbered rash vests and the all-important TracTrac had been collected, and our allocated set-up area found.

" everyone was raring to get on the water come Sunday morning. "

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“ riding with friends is what makes some of the best and most memorable kitesurfing sessions. ”

Morning briefings weren't the clearest of affairs, with a small whiteboard and hoards of people clambering around to get a glimpse of the course. Questions were a-plenty as the concept of simply riding from one side to the other and back again became a complex melé. The briefing involved marker boats, instructions on passing them to a specified side, race course directions, and the 'what to do if there's a merchant ship about to cross your path' guidelines.

Robin, Sukie and I all walked away with slightly different understandings as to what was expected. Despite listening carefully, assessing the whiteboard scribbles and asking the race officer to go through it again in English just one more time. Given we had chosen to ride twin-tips, we had already established there was no chance we would be standing on the podiums. (There's no separate categories, it's a first back, first place clear cut ruling). We decided to have a laugh and ride together, after all, riding with friends is what makes some of the best and most memorable kitesurfing sessions.

First possible start was moved to 12-o'clock and tannoy systems lined the beach to keep riders and spectators informed – and so the RedBull DJ could pump his tunes of course. The majority of the talk was in German, so we only had a scattered understanding of what was going on. We adopted a "follow the crowd, and you probably can't go too wrong" attitude, it seemed like a good idea! Well, as it turned out that might not have been the best approach, but we'll come to that later!





Although the wind was playing ball, there had been rumours of it dropping a few knots on the Danish side, and with such a long distance you don't want to find yourself under-powered halfway across. We opted for the larger kites in our quiver, myself choosing the 12m Core GTS 3.

As mid-day approached, the start time was shifted forward again to 12.30pm. We were rigged up and ready to launch; there were already scores of people 'mowing the lawn' near the start line. Then a fuzzy announcement came through just before half past;

"Viertel vor eins! Viertel vor eins!". The organisers were urgently telling everyone that the new start time would be 12.45. However, by this point almost every competitor was on the water, with just a smattering - who could still hear this - ashore launching kites.

The last minute changes and slight confusion as to the course set the tone for the race. As the time approached 12.40, I could already see masses of kites well on their way. Thankfully, we were there for a bit of challenging fun, and the red mist of a competitive race hadn't enveloped us!

" with such a long distance you don't want to find yourself under-powered halfway across. "

Our understanding was that 5km into the crossing there would be a line of boats. There would be a slightly more important boat that would have a bigger flag at the end of the row, and we had to go upwind of this boat. In reality, there was a boat with a flag, but the row of boats was missing, and people were making their own decisions about whether they were going upwind, downwind or around it. We stuck by our interpretation of the instructions, going upwind of this 5km 'marker' and continuing into the distance.

As the choppy kilometres were eaten up, the throngs of kitesurfers that had progressively dispersed at the 5km mark became even more spread out. A couple of large tankers and merchant ships created some excitement as we crossed the channel, and gradually the outline of Danish sand and soil became visible on the horizon.

By this time, it seemed as though everyone had become well and truly separated. It was like a flow of ants, who were all on the same mission to begin with, but got distracted and their attention diverted when a few crisps were dropped in the middle of the path.

The course we were supposed to take meant we should be navigating around two buoys before making the crossing back over to Germany. However, these weren't clearly visible, and it was a further upwind slog until they came into view. By this point, I'd already ridden up the beach and put my bum on the Danish sand. Just to emphasize my realisation of having ridden, not just to another beach, but to another country! It was an excuse to give my back leg a split-second rest too, now if only someone had thought about bringing a picnic...



It was at this point that the wind shifted slightly, and the angle of the return journey wasn't quite the same. As we turned round and headed back into the deep waters, land on the other side wasn't visible, nor were any other marker buoys or boats. It was a case of following those in front and hoping that they were following someone, who was following someone, who could see someone else ahead of them going the right way.

“ By this point, I'd already ridden up the beach and put my bum on the Danish sand. ”

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WORDS & PHOTOS THE IKSURFMAG TEST TEAM

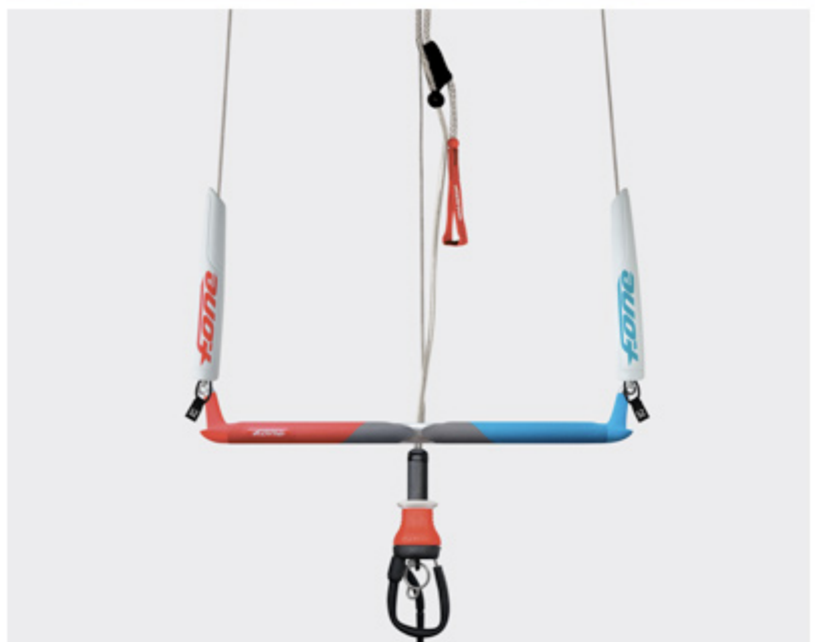
More new kites including the Ozone Edge V8, North Neo and F-One Bandit 2016, plus a handful of twin tips from Brunotti, Core, CrazyFly and Shinn!



BRAND F-ONE MODEL BANDIT SIZE 9M YEAR 2016



“ WHEN YOU FLY THE KITES YOU INSTANTLY GET A FEEL FOR WHAT RAPH AND THE TEAM HAVE BEEN WORKING ON. ”



AT A GLANCE

The flagship kite from F-ONE is now in its ninth year, which means I'm getting old as I was there when they launched the very first one! This year the Robert Graham and Raphael Salles wanted to work on the kite's stability, especially when the kite is overhead. The goal was to make the kite more user-friendly for beginners while still maintaining its high-end capabilities for the advanced riders.

It has retained the same shape as last year with the same arc, but the team worked on the profile of the kite and also changed the way it depowers. The previous incarnations of the Bandit moved the trailing edge up and down as you sheeted in and out. This created some drag and flutter in the canopy. By shifting the axis point further forward to the leading edge, the kite now depowers with less drag and flutter.

As ever, the Bandit is billed as an all-round kite, aimed at the rider who wants to do everything. It can handle freestyle; Robinson Hilario is using them to devastating effect on the VKWC.

TO VISIT THEIR WEBSITE, CLICK HERE



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BRAND NORTH MODEL NEO SIZE 8M YEAR 2016



"IT'S SO RESPONSIVE IT FEELS LIKE AN EXTENSION OF YOUR ARM."



AT A GLANCE

The Neo has been in the North line up for a few years and it has an army of fans around the world. It's the kite that powered Airton Cozzolino to his impressive win at the strapless event in Tarifa this summer, and it's also the kite that pulls him into barrels all over the world.

The Neo is a simple four line, three-strut design with a short bridle and North's adaptive tips to connect the rear lines to the trailing edge. These allow to easily tune the handling and feel of the kite by just sliding a lark's head along to a different knot. In previous years the kite has been famous for its extreme low end power, but this year North have sought to improve the depower of the kite and also improve the turning speed.

Essentially, the changes are small, and this isn't an overhaul but more a refinement of the popular model from last year. The canopy profile has been flattened near the leading edge with a rise as you get to the trailing edge. The wingtip struts have been tuned to allow more flex in order to improve the turning speed too.

TO VISIT THEIR WEBSITE, CLICK HERE



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BRAND OZONE MODEL EDGE V8 SIZE 13M YEAR 2016



"SENDING THE KITE INTO A JUMP WILL HAVE YOU SOARING FOR LONGER THAN YOU THOUGHT POSSIBLE!"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Edge is the longest standing kite in the Ozone tube kite line up, having originated when the original Instinct was split into the Light, Sport and Edge. Now in its 8th incarnation, hence the V8 moniker, it has become synonymous with speed, height and hangtime.

The Edge features five struts, a high aspect delta shaped canopy and an incredibly aerodynamic pulley-less bridle. The entire kite has been designed with efficiency in mind; the more efficient the kite, the faster it can go and more radical angles can be achieved. There is excellent reinforcement in key areas to aid longevity, but it has been only done where necessary and with the lightest of materials. The bridle on the Edge has been fine tuned to produce a smoother feeling through the bar and enhance the kites flying characteristics. It is also 50% thinner than normal to drastically reduce drag and speed the kite up.

The V8 is made with the new Teijin Technoforce D2 canopy material and the new Teijin Dacron on the struts and leading edge. This material has proved to be light,

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" THIS YEAR
ADDED FLEX
GIVES HUGE POP
OFF THE WATER
WITH ONLY THE
TINIEST EFFORT! "



BRAND BRUNOTTI MODEL RIPTIDE
SIZE 132 X 40CM YEAR 2015

AT A GLANCE

Brunotti have been making women's specific boards for some time now. Their latest offering really hits the nail on the head for the girl who is looking to push her riding and needs a board to keep up. Traditionally women's boards have been very much geared towards the more genteel freeride style, good in chop, medium flex, etc. Which is great if you just want to cruise, but what about those women who want to push themselves? That is where the Riptide comes in.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLICK HERE



" INCREDIBLE
ATTENTION TO
DETAIL,
PERFORMANCE,
TECHNOLOGY
AND LOOKS! "



BRAND CORE MODEL BOLT
SIZE 140 X 41CM YEAR 2016

AT A GLANCE

The new Bolt from Core is an all-out aggressive wakestyle board that can, and is encouraged to, take a beating. More and more riders these days are looking for a 'one board does it all' for their kitesurfing and wakeboarding needs, and the CORE Bolt seems to fit the bill perfectly.

Impressive construction and top performance make this board very attractive to those who want something to ride at all times. Built using a wakeboard construction,

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLICK HERE





" WE WERE
CAUGHT OUT BY
JUST HOW HIGH
THE BOARD
THROWS YOU! "



BRAND CRAZYFLY MODEL ADDICT
SIZE 139 X 42CM YEAR 2016

AT A GLANCE

CrazyFly have been producing boards for a long time now, and their latest offerings are at the pinnacle of design and performance. The Addict is new for 2016, replacing both the Nuke and Pro Tour within the range. The Addict has been designed as an all-out wakestyle, freestyle board.

It is a high-performance offering designed for those who are looking to be at the top of their game.

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" INCREDIBLY
EASY TO RIDE
AND VERY
FORGIVING! "



BRAND SHINN MODEL PINBOT
SIZE 135 X 41CM YEAR 2015

AT A GLANCE

The board line up at Shinn just keeps on growing, the Pinbot is a new edition to the range for 2015. Designed as a do-it-all, have fun anywhere and everywhere type of board, it fits into the line up perfectly. The Pinbot features Squoval mould technology resulting in unparalleled bilateral flex in the tips of the board while still maintaining its rigidity and feedback. The result of this is a super smooth ride even in the roughest of conditions.

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A HELLUVA TIME IN HUELVA

WORDS ROU CHATER

When most people think of kitesurfing and Spain, the popular windy town of Tarifa will no doubt spring to mind. Yet, with almost 5000 kilometres of coastline, España has so much more to offer. Nestled right next to boarder of Portugal in the south is the province of Huelva. Steeped in history, with a rich and varied coastline the thermal winds offer a warm paradise for kitesurfers during the summer months.





“ WHILE THE COAST IS FLAT, LITTERED WITH RIVER DELTAS AND STUNNING BEACHES, THE NORTH OF THE AREA IS MORE MOUNTAINOUS, OFFERING A COMPLETELY DIFFERENT KIND OF SCENERY ”

In the heart of the province, located on the coast is the city of Huelva itself, this ancient city has been inhabited for 5000 years, and it has a rich cultural past. The Rio Tinto river provides a natural harbour for the port, and while the shape of it is constantly changing as the sands shift around the delta, it has provided a safe harbour for millennia.

It was here that Christopher Columbus launched his forays across the Atlantic to find new worlds in the Americas. The port is still used today, and there is even a large museum dedicated to their most famous sailor along with life-size reconstructions of his fleet.

The Rio Tinto isn't the only river in the province though, the Guadiana and the Guadalquivir mark the territorial limits of the region. Also, there are other smaller rivers



FAMILY RUN RESTAURANTS IN THE SLEEPY HILLSIDE VILLAGES PROVIDE A SUMPTUOUS LUNCH BEFORE AN AFTERNOON ON THE WATER AT ISLA CRISTINA.

and canals that make up the marshland of the coastline, creating small islands, inlets and plentiful flat-water locations.

While the coast is flat, littered with river deltas and stunning beaches, the north of the area is more mountainous, offering a completely different kind of scenery for your senses. You'll find small towns and villages with vibrant communities of proud locals either farming the land or working in the mines, and local restaurants with friendly proprietors all waiting to tickle your taste buds with fresh regional delicacies washed down with a cold beer.

The Rio Tinto Group, one of the largest mining conglomerates in the world, takes its name from the area and started mining copper here in 1873. They no longer have a presence, but there are still working mines in the area and also plenty of mining museums. These give you a feel for how the ground has been shaped by the generations of people extracting resources from the earth dating back to the Bronze Age!



“ A GUIDED TOUR AND TASTING SESSION, ACCOMPANIED BY REGIONAL WINES, WILL HAVE YOU WORKING OUT IF YOU CAN BRING A SHOULDER OF ONE OF THE WORLD’S FINEST SPANISH HAMS BACK IN YOUR LUGGAGE...”

In the north, you will also find the Gruta De Las Maravillas, an underground network of limestone caves and one of the jewels of the region. Worth a visit if you have a family that doesn't want to kitesurf all day long, or if you get a no wind day and fancy exploring something rather special.

You can take a guided tour through the 1 km tourist route that weaves its way through the

cave system filled with stunning stalactite and stalagmite formations. It's a bit like being on the set of the Goonies, and indeed quite a few Hollywood films have been shot here. Discovered by a shepherd who was looking for one of his sheep they are a stunning example of another world and definitely worth the trip.

If you're in the area and want to indulge in even more local culture (and food), then the opportunity to visit a specialist pig farm, that produces some of the highest quality Jamón Ibérico, is also on the doorstep. A guided



100% IBERIAN PIGS ENJOYING THEIR ACORNS, WHILST THE KITE AREA AT ISLA CANELA LEAVES PLENTY OF ROOM FOR FREESTYLE PRACTISE, COMPARED TO THE BUSY WATERS OF TARIFA.

tour and tasting session, accompanied by regional wines, will have you working out if you can bring a shoulder of one of the world's finest Spanish hams back in your luggage...

Besides the copious array of things to entertain you on land, there is one thing that Huelva delivers on a regular basis, which whets our appetite even more: WIND! Unlike the howling 40-50 knot Levante winds of Tarifa, Huelva offers a more genteel experience, perfect for bigger kites and beginners. There is another ace up its sleeve; you won't find the crowds here, it's a pristine, untouched playground waiting to be discovered!



The wind is thermal, one of the best examples of a land and sea breeze cycle I've ever seen. If the sun is shining, then there is a good chance you'll be getting on the water, and of course in southern Spain the sun shines a lot!

At around midday, the onshore sea breeze starts to fill in at the beaches, building in strength as the afternoon draws on. It's strongest at around 3 pm and then by 5 pm it begins to die off. The land breeze then starts to work in the opposite direction, blowing offshore; the breeze is strongest in the mornings, and if you get up early, you can be blessed with some powerful wind.

FINDING FLAT WATER SPOTS IN THE OFFSHORE MORNING WIND, WITH PORTUGAL JUST ACROSS THE RIVER MOUTH.

"IF YOU GET UP EARLY, YOU CAN BE BLESSED WITH SOME POWERFUL WIND."

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“ OF COURSE BEING OFFSHORE YOU NEED TO BE CAREFUL ABOUT WHERE YOU RIDE, THE MYRIAD OF RIVER DELTAS AND INLETS OFFER PLENTY OF CHOICES DEPENDING ON WHERE YOU ARE. ”

The sea breeze can get up to 20 knots, but tends to be around 15 knots most days, 12m to 17m kites are the order of the day. Whilst it isn't super strong it is very consistent and smooth, making it perfect for learning new tricks and for beginners looking to improve. In the mornings the offshore sea breeze is much stronger and can blow up to 30 knots.

Of course being offshore you need to be careful about where you ride, the myriad of river deltas and inlets offer plenty of choices depending on where you are. There are four main areas for kitesurfing in Huelva, running west to east along the coast you have Isla Canela, Isla Cristina, El Portil and Punta Umbria. If you want to explore them all, then you'll need a car to get around. The wind is typically stronger the further west you go, so if you want to be sure of the best



MAKING THE MOST OF THE LAGOONS NEAR THE RIO GUADIANA RIVER MOUTH IN THE MORNING, WHILST THE EVENINGS REWARD YOU WITH SOME SPECTACULAR BLOOD-RED SKIES.

breeze base yourself towards Isla Canela and then travel to the other spots on a good forecast.

Isla Canela is in the far west of the region; the Rio Guadiana separates the coastline from Portugal, and you can kite across the river if you fancy an adventure. (For the even more daring, there's a zip wire, LimiteZero, a little further inland that scales the river too – the only one in the world that crosses the river – the only one in the world that crosses between two countries, taking you from Spain into Portugal.)

The Kanela Kite School, located on the beach near the parking area, is the place to stop for some local knowledge about kiting at Isla Canela; they offer equipment rental as well as lessons, and the guys are very helpful.



“ AT LOW TIDE, THE SPOT BECOMES AN ABSOLUTE PLAYGROUND, AND YOU CAN EASILY FIND A PRIVATE LAGOON TO RIDE IN. ”

Sand and silt from the Rio Guadiana creates lots of lagoons and sand bars in the mouth of the river. These are perfect for freestyle riding and learning as the water is shallow. At low tide, the spot becomes an absolute playground, and you can easily find a private lagoon to ride in. When the tide comes in the water remains reasonably flat, and you can ride down into the river itself to find more lagoons and flat water spots to play on.

Isla Canela is also one of the best places to take advantage of the morning offshore land breeze. The lagoons and river mean you can find a spot that is onshore and relatively safe to ride despite the offshore wind. There are a few “chiringuitos” along the beach, all serving drinks, tapas and meals, these are perfect for an after session sundowner and not a bad place to get dinner either!

Isla Cristina is the other side of the Rio Carreras, as you head out of the town along the coast road you’ll find some dirt roads leading to beach parking and access to the sea.



PUNTA UMBRIA AND THE WET KITE SCHOOL SET UP.



There is a special kite zone at the eastern end of the beach; it's a bit of a walk from the car park, but the stunning waters of the Atlantic make it worth it. Here the beach shelves steeply so you are instantly into deeper water; it's perfect for foil boards and a great spot to spend the day. You don't get the flat water of Isla Canela, but if the tide is low, and there isn't much water at that spot, then this is the place to go!

Further east you'll cross the Rio Piedras and discover the amazing spot that is known as El Portil. The river here heads sharp left as it approaches the sea and runs parallel to the coast creating a huge lagoon with butter flat water. Towards the end of the spit, you'll find the cleanest wind and the flattest water. This spot works in the onshore sea breeze, the offshore land breeze gets affected by the buildings and small hills just before the beach.

THE SAND BARS AND LAGOON AREAS OF ISLA CANELA IN ALL THEIR GLORY.

"TOWARDS THE END OF THE SPIT, YOU'LL FIND THE CLEANEST WIND AND THE FLATTEST WATER."

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“ IT’S A GREAT SPOT TO WATCH THE SUN SET OVER THE ATLANTIC AT THE END OF AN AMAZING DAY ON THE WATER! ”

In the winter, you can get some good waves on the sandbars at the end of the spit. In the summer months on a low tide, you can find lagoons similar to Isla Canela depending on the shifting of the sands. There is an urbanization near the spot with plenty of bars and restaurants as well as shops offering much-needed fuel for weary kitesurfers. Lastly, just outside of Huelva city you’ll get to Punta Umbria, nestled up against the start of

the wide delta for the Rio Odiel and Rio Tinto. This large sandy beach offers good waves in the winter and spring. In the summer the sea breeze can be weak here, but it does have some good days. There are a couple of kite schools, namely WET, which has ION and North gear for rent and as well as SUP’s and windsurfing gear. Next door is the Mosquito Club, which has kiteboarding gear, windsurfers and catamarans to rent. Mosquito Club is also home to a large beach bar and stage, which puts on lots of music

MIX KITESURFING WITH SIGHTSEEING. THE RIO TINTO MINES LEAVE SOME DRAMATIC SCENERY AMONGST THE MORE NATURAL BEAUTY IN THE AREA.

events over the summer months. This is the place to be in the evening at the weekends; they also serve some excellent food too. It’s a great spot to watch the sun set over the Atlantic at the end of an amazing day on the water!

The Province of Huelva is well served by two large international airports, Faro in Portugal and Seville in Spain. Faro is just over an hours drive from the city of Huelva, and it takes about an hour and a half to get there from Seville. If you time your flights right you can head straight from the airport to the beach and get a full afternoons riding in!



“ THE WIND IS LIGHTER, SMOOTHER AND FRIENDLIER THAN THE HOWLING LEVANTE'S FOUND FURTHER SOUTH. ”

There are lots of accommodation options along the coastline, from large golf hotels and 5-star resorts to self-catering apartments and campsites, there is something to suit every budget here. For a luxury stay near Isla Canela, the Hotel Isla Canela Golf, is smart, comforting, has storage for your kite gear and is surrounded by a lush green golf course and fountains.

Situated between Isla Cristina and Punta Umbria, just near El Portil is the large resort of Hotel Fuerte El Rompido. The hotel has three swimming pools, comfortable rooms and a huge buffet dining room serving good food. Take a short walk to the river and a boat will take you across to the main beach, it's a good choice for families and groups with non-kiting members.

For the best wind, we would recommend staying towards the western end of the province. If you want to be right in the



DEDICATED KITE ZONES AND UNCROWDED AREAS MAKE THIS AN IDEAL DESTINATION DURING THE SUMMER MONTHS.

heart of the action, then the city of Huelva itself has a lot to offer.

While this most certainly isn't Tarifa, it does offer a very different and very rich kitesurfing experience. The wind is lighter, smoother and friendlier than the howling Levante's found further south. The area also offers a vast tapestry of activities that will cater well for the non-kitesurfing members of your party. If the wind doesn't play ball during your visit, this means you'll find plenty to do and certainly won't be twiddling your thumbs!

In fact, if you are looking for a holiday that isn't 100% focussed on kiting then there is a huge amount on offer here. With amazing food, a vibrant winemaking culture, stunning beaches, decent hotels, enticing countryside and even some hidden gems underground, Huelva can offer you a helluva time!



FACT BOX

Isla Canela:

Kanela Sailing School

Isla Canela Paradise Kite School

Hotel Isla Canela Golf

Isla Cristina:

Club Kitesurfing Isla Cristina

El Portil:

Flecha Extreme Kite School

Hotel Fuerte El Rompido

Punta Umbria:

Wet Huelva Watersports

Mosquito Club Kite School and Beach Club

No-wind activities:

Limite Zero Zipline Adventure

Jamón Ibérico Farm

Gruta de las Maravillas

Monastery of La Rábida

Wharf of the Caravels

10 QUESTIONS OF ALVARO ONIEVA

Alvaro
Onieva

WORDS ROU CHATER
PHOTO TOBY BROMWICH





“ It will be a very competitive kite and super balanced in every aspect ”

Back in the day he was known as the Spanish Wonder Kid, his stylish riding style stood out from the crowd on the Pro Tour. He was riding boots in competitions before most of today's freestylers were even kitesurfing! Alvaro's long been one of our favourite riders; he's got a permanent smile on his face, listens to Led Zeppelin and is always up to mischief!

You've been on the Wainman Hawaii team for a

few years now, what is it like riding and working them?

I feel honoured to be involved in such a cool project, the equipment is great to ride, and it stands out from the crowd too. Mainly though, it is the spirit of the brand that makes it like no other company that I've been involved with.

How is the new ManiaC coming along, we heard you and Forest Bakker have been testing them

for the brand?

We have been testing and developing this kite together with all our team, (Mike Husky, Forest Bakker, Maxi Gomez and I). I can't be happier with all the new modifications and improvements in the new ManiaC. It will be a very competitive kite and super balanced in every aspect: awesome pop, very nice turning speed, amazing slack, everything you need in a great freestyle and wakestyle kite!

The new Wainman Hawaii Twin Tips are just about to drop on the market, what can riders expect from each board?

This year there will be boards for all kinds of riders and disciplines, from the very wakestyle board the Joke, to the very light wind performance board, The Machete. The new Cruzer also has a great design and a very nice shape, it is my favourite option this year to cruise around on.

You've not competed in a long time, are you ever tempted to jump back into the competition scene?

I was competing for pretty much all my life; I stopped doing it because I always love to combine and do all the different styles that kiteboarding offers. On the freestyle tour for the last few years that I competed it was too much of the same thing...or at least I felt that way. I'm convinced the competition format will change in the future and eventually will be more diverse, scoring many different factors, once that moment arrives I will probably make my come back!

You ride a lot with Forest in Tarifa; it seems like a huge number of Pros are there now, what is so special about that place?

Tarifa has always been the Mecca of the Wind, a very popular place for windsurfers and kitesurfers from all over the planet. Not only is it windy quite often, but the place itself is also very inspirational and magical.



“Not only is it windy quite often, but the place itself is also very inspirational and magical.”

“it has a great mix that makes it a really place attractive to live.”



It's the residence of many pro riders, and you can normally see them training at the different beaches, it has a great mix that makes it a really place attractive to live.

It's become quite busy in recent years, is it ever tricky to find a spot to ride?

During the summer, the beaches can be packed, but we, the freestylers, we always manage to find a spot

with no people or perhaps sometimes we scared the people off... hahaha ;-)

You've been in some successful movies that Forest has put together, how long does it take to film them?

It depends on the movie; it could be for one or two weeks or until one month or two... Each film is different, and we always film until we are totally happy with all the shots we have.

10

“in the end we managed to have one of the greatest movies I’ve ever been involved in.”





“I am very grateful to see everybody riding boots and pushing the wakestyle to the limits...”



Of all the kite movies, you have ridden in, which is your favourite?

The best project we did it was the Color Your Life film, we were shooting for over a month in Brazil. It was a mission to make this video as we faced so many obstacles, but in the end we managed to have one of the greatest movies I've ever been involved in.

Last time I saw you we were on a catamaran in Los Roques, are you still travelling much or do you prefer to stay at home?

Oh man, we had a blast on that trip! I usually spend most of my time between Málaga and Tarifa, but during the winter I usually travel to keep my level up. My favourite places to visit in the winter, and where you can most likely find me are Brazil, Cape Town and Maui.

You were one of the original wake style freestylers, are you happy with how that aspect of the sport has progressed and grown?

I was probably one of the first riders that used boots and rode wakeskates during the contests in the past. Today I am very grateful to see everybody riding boots and pushing the wakestyle to the limits... In my opinion there should be even more obstacle competitions out there, it is such a great platform to advertise for the brands but it is also so much fun to do! I'd like to see this side of the sport grow even more!

Cheers Alvaro, thanks for taking the time!

Thanks to you!

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!

MOVIE NIGHT

#1 EPIC TRAMORE BEACH GAP

Sean Murphy is an exceedingly talented rider from Ireland; he's also got a screw or two loose as this video demonstrates! Check him out as he boosts a huge air over Tramore Beach clearing a massive amount of shingle and other such stuff that wouldn't make for a safe landing!



2,031



CLICK HERE FOR VIDEO

#2 LUDERITZ SPEED CHALLENGE 2015 TRAILER

It's that time of year again; when the crazy speed freaks throw themselves down the channel in Luderitz in search of glory and world records! It's always an amazing thing to watch, seeing these guys and girls on the absolute limit with no room for error makes for great viewing!



1,005



CLICK HERE FOR VIDEO

#3 KITESURFING HAS NO LIMITS

This video is pure inspiration, Markus Pfisterer heads to Union Island in the Grenadines to learn to jump with Jeremy Tronet. What makes it inspirational, well Markus lost the use of his legs a few years ago, but he found kitesurfing, and he's got one of the biggest smiles you will see!



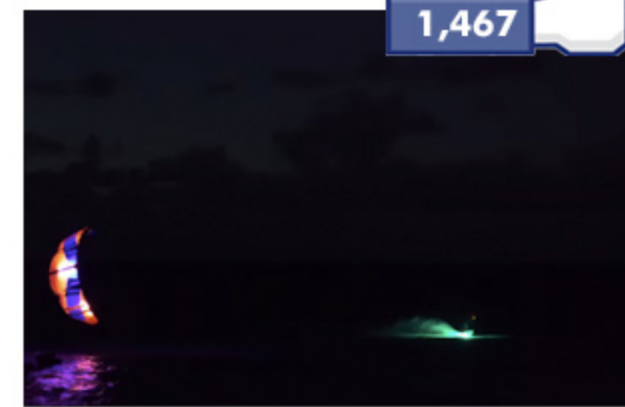
812



CLICK HERE FOR VIDEO

#4 MOONLIGHT KITESURFING

If you aren't getting enough kiting action during the daylight hours, why not strap on some LED's and make the most of the moonlight! Shot in Maui during a full moon this magical edit puts an enlightening perspective on our fantastic sport, it's not your average kite flick that is for sure!



1,467



CLICK HERE FOR VIDEO

LIGHTROOM

CRAIG CUNNINGHAM GETTING HIS STEEZE ON IN CAPE HATTERASI
PHOTO TOBY BROMWICH



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

Lightroom

SNOWKITE SEASON IS ALMOST UPON US, ARE YOU EXCITED YET? JOHANN CIVEL IS GETTING AMPED FOR IT!
PHOTO WARECK ARNAUD

LIGHTROOM

Lightroom



LIGHTROOM

ERIC RIENSTRA ISN'T ONE TO BACK DOWN; HERE HE IS DOMINATING THE HUGE JOHN WAYNE FEATURE AT REAL WATERSPORTS IN CAPE HATTERASI! PHOTO BRANDON SCHEID



Lightroom

LIGHTROOM



Lightroom

SOMETIMES IT'S GOOD TO SEE A DIFFERENT PERSPECTIVE AND JUST APPRECIATE THE MAJESTY OF IT ALL, THE CORE CREW CRUISING IN FUERTEVENTURA!
PHOTO GUNNAR BINAISCH

LIGHTROOM

LIAM WHALEY GETTING WILD ON THE LAGOON IN BRAZIL!
PHOTO ANDRE MAGARAO



Lightroom

LIGHTROOM



Lightroom

FLAT WATER CRUISING WITH YOUR BEST MATE, WHAT COULD BE BETTER?
PHOTO COURTESY OF PETER LYNN

LIGHTROOM

MARK SHINN LAYING DOWN A BACKHAND SLASH WITH SOME STYLE IN TENERIFE!
PHOTO COURTESY OF SHINN

Lightroom



LIGHTROOM

ANNELOUS LAMMERTS, THE FRESH NEW TALENT WHO HAS BEEN MAKING HER WAY UP THE FREESTYLE LADDER OVER THE LAST FEW YEARS STYLING IT OUT FOR THE CAMERA!
PHOTO LACI KOBULSKY

Lightroom

LIGHTROOM

HOW'S THIS FOR A LINE UP, THE OZONE BOYS SCORING IT BIG TIME IN CAPE VERDE!
PHOTO HANNES BURNER

Lightroom



LIGHTROOM

ALL ABOARD FOR TAKE OFF... SETTING UP FOR AN INDY FLAT 3 OFF THE CHOP IN ISRAELI
PHOTO URI RICHTER



Lightroom

JALOU LANGEREE



Could you tell us what it was like growing up in the Langeree household?

I don't think it was much different from any other household. Although we were that family that was always on a holiday and playing with kites in the ocean, which was hard for the people around us to understand. Kiting came before homework and kiting was one of the main subjects we talked about around the dining table. My parents never pushed us in any direction; they have only ever been super supportive. They let us follow our hearts and chase our dreams. I'm super thankful for that.

Congratulations on your recent win at the Cape Hatteras Wave Classic, can you tell us a bit about how that event went for you?

It was great to come back to Hatteras for the second edition of the Cape Hatteras Wave Classic. Just like last year, Hatteras proved to be a great spot for a wave event. On the first day of competition, we had great weather and wind from the left- my absolute favorite- wind for 9m Alana and some fun waves. It made me think of Holland on a good day. I rode one heat that day and made it straight into Round 3. It felt really good to be in a heat again, as my last contest was in Morocco back in March.

The final heat was good fun, riding against Morgan Skiperdene and Gage Fichter, both great riders. I remember Morgan from PKRA's back in Cabarete, she was one of the few girls that was able to do a dangle pass and now she's also into wave riding.

"THEY LET US FOLLOW OUR HEARTS AND CHASE OUR DREAMS. I'M SUPER THANKFUL FOR THAT."



PHOTO FRANCK BERTHUOT

" THAT'S WHY I STARTED WAVE RIDING AND TOTALLY REGAINED MY LOVE FOR THE SPORT. "



PHOTO FRANCK BERTHUOT

The conditions were fun during the finals. We had quite a lot of current and the weather was switching from rain and no wind to no rain and 6m weather. Waves were pumping and hard to read because they were split into two sections. The heat started slow and jacked up at the end and got really hollow. I felt very comfortable riding in the finals. The conditions were just how I like it. I had a couple nice turns and stuck a backroll, after that I just enjoyed every minute of my heat.

It must be getting a bit cold in The Netherlands, what travel plans do you have for this winter?

The usual, Cape Town from December till March, because it's just so good! Before then I might take some short trips. I'm thinking of going to Indonesia for a few weeks and going on a SUP trip in Portugal with friends.

You seem to be quite a talented freestyler, but you focus nearly all your energy on wave riding, why?

I've been kiting for over 13 years, and after doing the PKRA for a couple years I lost my motivation and stopped progressing. It felt like I needed a new challenge, so that's why I started wave riding and totally regained my love for the sport. I still ride a twin tip every now and then when conditions are perfect.

Perfect for me is flat water and 9/8m kite, what dreams are made of!

How do you find a balance between competing and free riding?

We haven't had many contests the last couple years, which is quite disappointing because I train very hard during the winter and then only get to compete in one contest. During every wave riding session I'm trying to improve my turns and work on my style. When freeriding, I like downwinders, riding with a bunch of friends, or taking the twin tip out. Or sometimes I skip kiting and go windsurfing! ;-)

"TAKE YOUR TWIN TIP INTO THE WAVES SO YOU CAN CHICKEN OUT WHEN THE SURF INTIMIDATES YOU."



What advice do you have for twin tipers who are intimidated by riding in waves?

First, take your twin tip into the waves so you can chicken out when the surf intimidates you. Then, get used to riding a wave board in flat water and get your jibe and toeside riding solid. Take it step by step so you don't freak yourself out.

What kit are you riding from Naish, and what do you like most about it?

I'm riding the Alana series kites and boards. I'm loving the kite, as it steers fast and is smooth, plus it drifts well when riding a wave. I'm super happy with the board. It's nice and snappy and works in all kinds of conditions, from Holland to Cape Town to Indo, I use the same board. That's what you want, right? One board suits all!

Naish has a female specific line, the Alana, do you play a role in developing those products and what important characteristics do you think need to be present in women's equipment?

I get to give my opinion about the look and the feel of the gear, which is cool. The boards look great this year. We've received lots of positive comments from the girls. We love it when gear looks good and is a little feminine.

As an ambassador for women's kiteboarding, why don't you think we see more women on the water and do you think that will change in the future?

I think women's kiteboarding is on the map these days. The number of women in kiteboarding is increasing every year. When I travel, I've noticed that it depends on the spot, country, and conditions.

“ USE YOUR HEART AND EVERYTHING
WILL BE POSSIBLE. ”



PHOTO FRANCK BERTHUOT



PHOTO QUINCY DEIN

The ratio will never be 50/50, but what other extreme sport has more females than males?

You recently added Mystic as a sponsor. How did that come about and what do you like most about their products?

I've been with O'Neill since the very beginning. They are a beautiful company, but they miss the

focus on kitesurfing. Then Mystic came around the corner as a beautiful, young, and quick-growing Dutch brand. I now feel more a part of the actual brand.

What is your most memorable kiteboarding experience?

Setting goals and reaching goals. Becoming

World Champion was the best thing ever. I'm hoping for another wave tour with at least four stops, so all the training I'm doing isn't for nothing.

Who inspires you?

Everyone who dares to chase their dreams and do what they really love.

Where do you find the motivation to work hard at staying on top every day?

Not over doing it is a major focus of mine. That's why I stopped riding freestyle - I felt burnt out. If I don't feel like kiting I don't go, but that's still hard after 13 years. I don't want the same thing to happen with riding waves as what happened with freestyle, so I try to keep the right balance. That may also be a reason I started windsurfing, just to reset my focus, learn something new, and be a beginner again. It makes me smile.

Outside of kiteboarding, what are your favorite pursuits?

I love cooking. I can spend hours in the kitchen making good, healthy food.

What are your goals for the future, both short term and long term?

I would like to become world champion again... but first we need a tour. I have a couple things in mind for the future, but no specific plan. I'll let it be a surprise, anything can happen.

Cheers Jalou thanks for taking the time!



“ TO RESET MY FOCUS, LEARN SOMETHING NEW, AND BE A BEGINNER AGAIN, IT MAKES ME SMILE. ”

PHOTO QUINCY DEIN

READERS GALLERY

Winner! ★

Robert Tillman of Foster City in California, kiting 'somewhere in the middle of nowhere'.

Photo: Paul Erb of San Francisco.

IKSURFMAG Says:

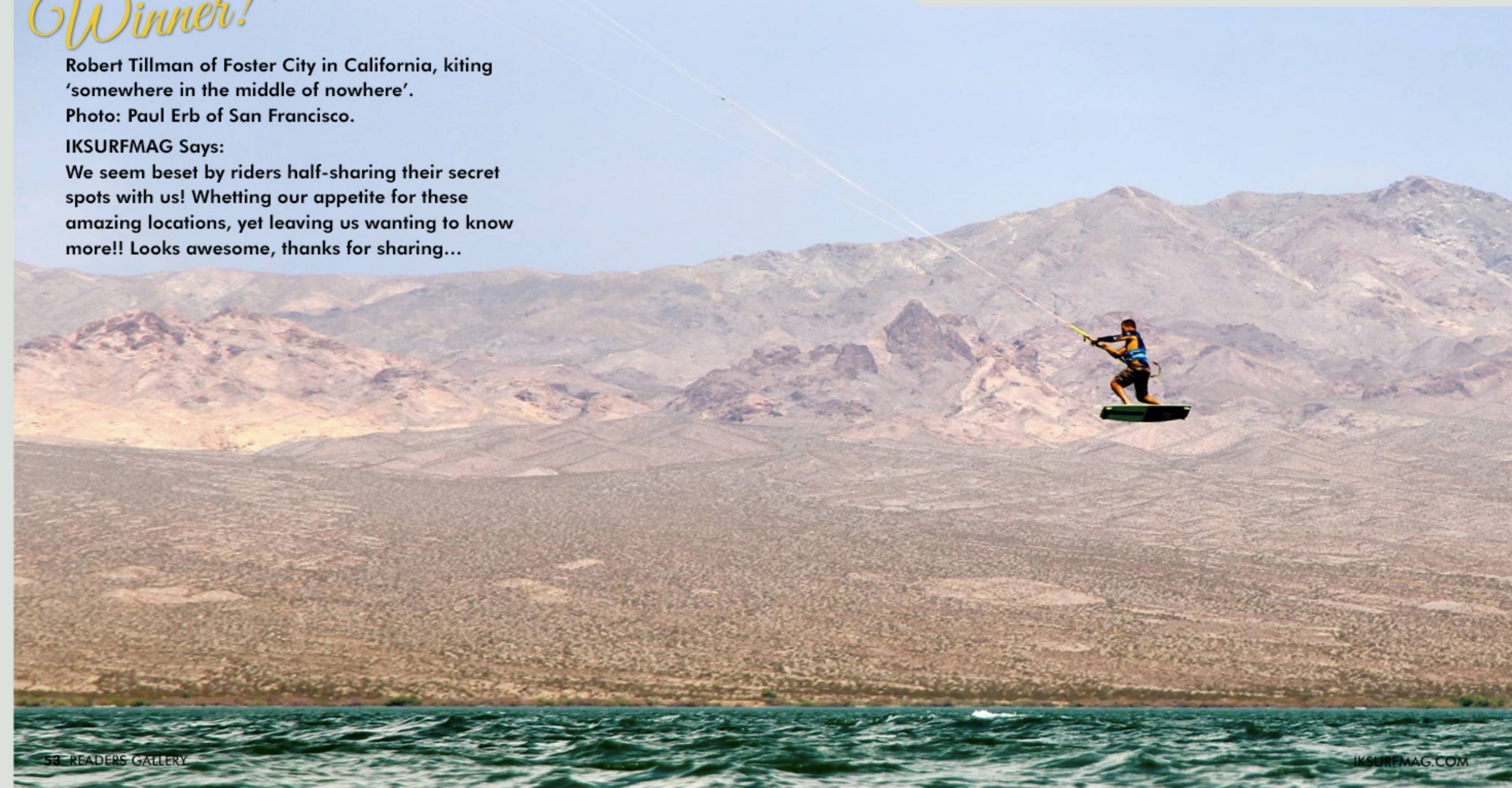
We seem beset by riders half-sharing their secret spots with us! Whetting our appetite for these amazing locations, yet leaving us wanting to know more!! Looks awesome, thanks for sharing...

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 Robert Tillman. Well done Robert, get in touch and we'll send you the t-shirt!

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





Maris Gabrans, the green mean machine, styling it out somewhere sunny and wavy!
IKSURFMAG says: Tweaking it out nicely
Maris, great selfie!



Roberto Molina has shared this scenic photo of a secret kite spot.

IKSURFMAG says: Pretty stunning back drop, and flat water all to yourselves – no wonder you're keeping quiet about the location!





Kitesurfer's wedding in Koszalin, Poland!



And another one in Mielno, Poland!
Thanks to Ali Al-Saiedi for the photos.

IKSURFMAG says: Love is clearly in the air this issue!!
Now, the question is, did they escape the wedding celebrations mid-way through for a sneaky kite session?!
(As a few members of the IKSURFMAG team have been known to do before..!)



Not content with just learning to ride a foilboard, Jody Little, in the UK, has been working on a DIY project to build his own recently, and a carbon fibre skin has been planned to finish things off. Intense!

IKSURFMAG says: Crafting your own hydrofoil is quite a technical challenge to set yourself! (Most people would settle for some shelves or a picture frame...) Looking forward to trying it out once it's finished!



Gerg-o Szkalák doubling up at Playa de los Lances, Tarifa - when one kite just isn't enough... Thanks to Simon Carr for sharing the photo.

IKSURFMAG says: Most riders wish they could halve their kite size when taking on the strong winds of Tarifa! This must've been a nice calm day - a good way to make the most of the rare empty shoreline!



▽
Jacob Olivier taking foiling to new heights in Jupiter, Florida. Thanks to Lori Griffith of Chasin A Dream Photography for this image!
IKSURFMAG says: Awesome skills Jacob - really taking foiling to the next level – quite literally!



▽
Even when the wind dies, Huey keeps on smiling... Radcalkitesurf.com sharing the stoke, despite the dying breeze.

IKSURFMAG says: What an awesome mirrored photo!! Though with the lack of a single ripple on the water, even foilboarding would be ambitious!

JEROME CLOETENS GETTING WILD IN BRAZIL!
PHOTO ANDRE MAGARAO



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