

KSURF!

ISSUE 109

FEBRUARY/MARCH 25

WELCOME TO IKSURFMAG

Welcome to Issue 109 of IKSURFMAG! This issue is packed with next-level action, interviews and stories. Lasse Walker makes history jumping over a flying plane, while the GKA Big Air Challenge shakes up the competition. We dive into Santiago Cisneros' inspiring journey, Kaya Lehmann's rise, and Hendrick Lopes' Cape Verde

sessions. Discover Inhaca Island with Joshua Emanuel, the latest on The Vision and Vortex films, plus gear deep dives on the Launch board, RS V9, and Master Twintip range. Add fresh tricks to your skill set and see who dominated Snowkite Masters 2025. Ready? Let's dive into Issue 109 here!



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INTERNATIONAL MAGAZINE

KSURF!

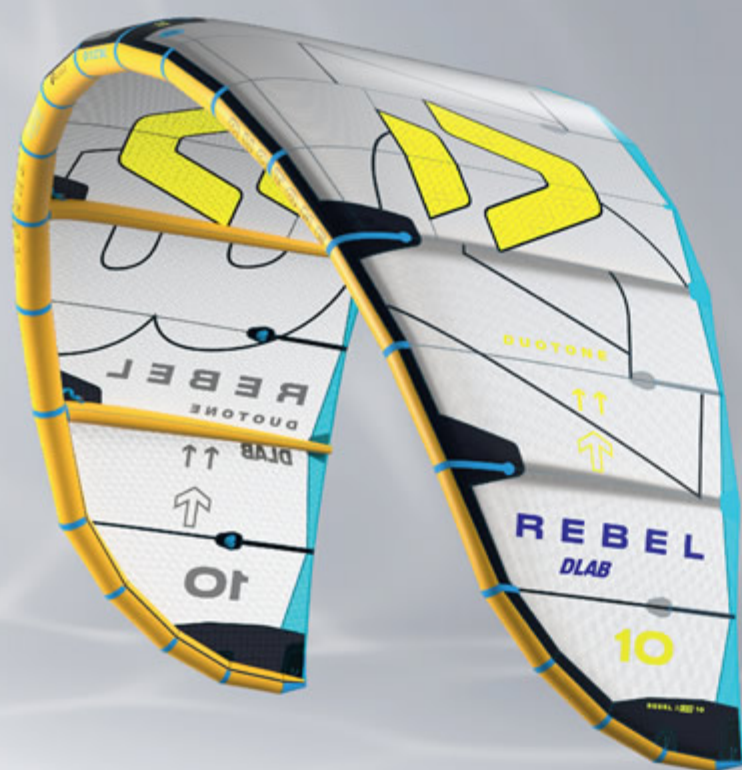
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- UNEXPECTED PERFECTION -

LASSE WALKER MAKES HISTORY // WOO BIG AIR CHALLENGE
TECH FOCUS // INTERVIEWS // TECHNIQUE & MORE INSIDE!

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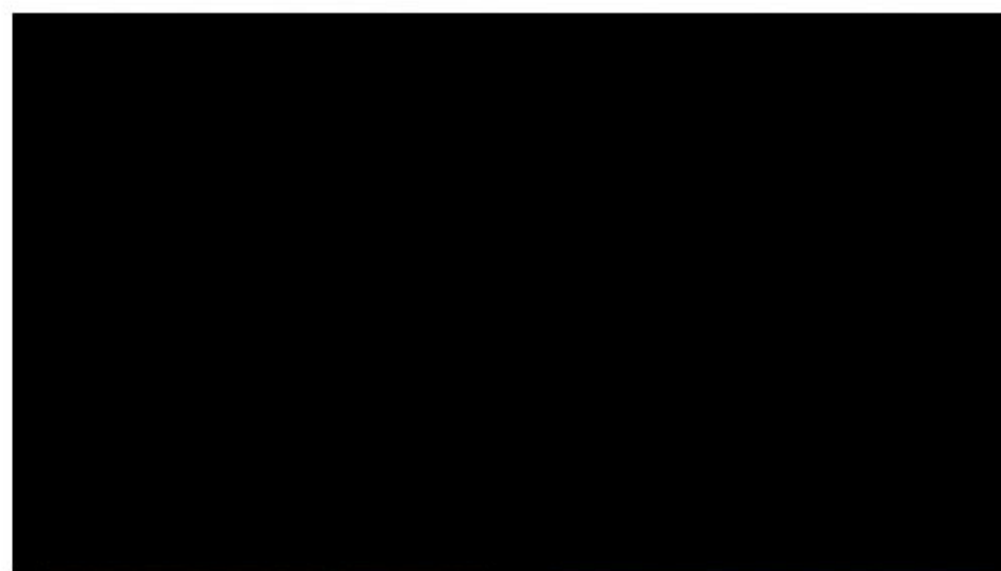
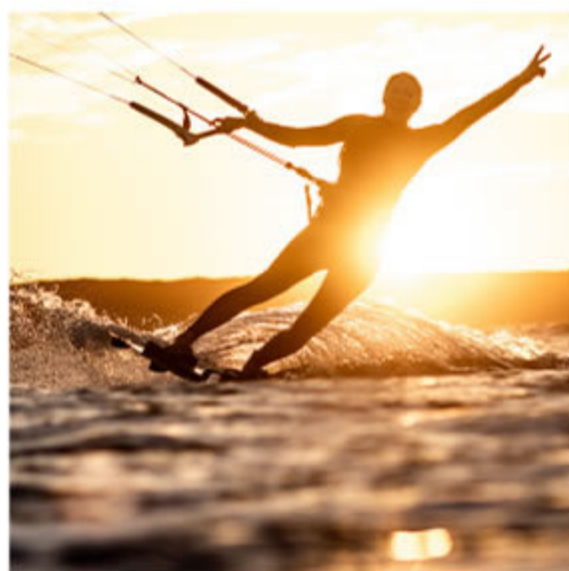
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Gabriel Benetton
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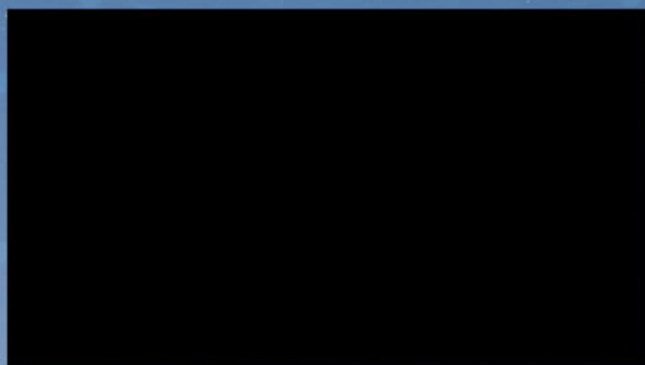
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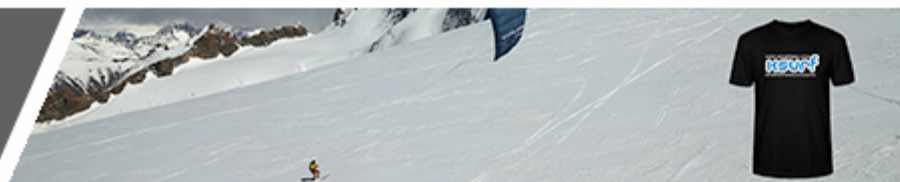
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EDITORIAL



COMPETITION



LASSE WALKER MAKES HISTORY (JUMPING OVER RED BULL'S PLANE)



GKA BIG AIR CHALLENGE



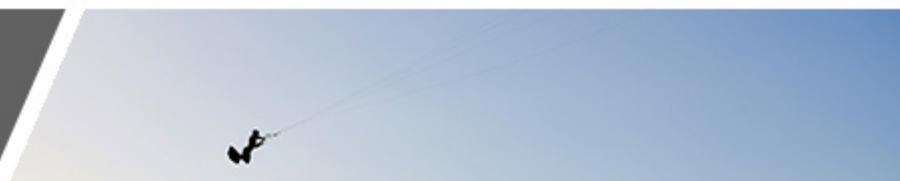
THE INTERVIEW: SANTIAGO CISNEROS



UNEXPECTED PERFECTION



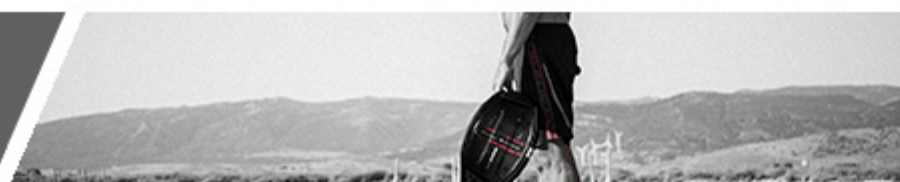
INSIGHT - KAYA LEHMANN



DISCOVER INHACA ISLAND WITH BEYOND OCEAN EXPERIENCE



THE WILD ROSE - A DREAM BLOSSOMED



FRONT COVER RIDER LASSE WALKER PHOTO SEBASTIAN MARKO / RED BULL CONTENT POOL

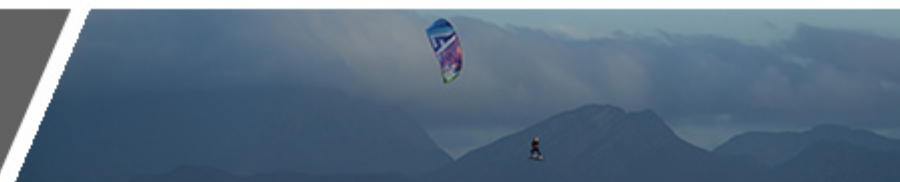
THE VORTEX - PREMIERE



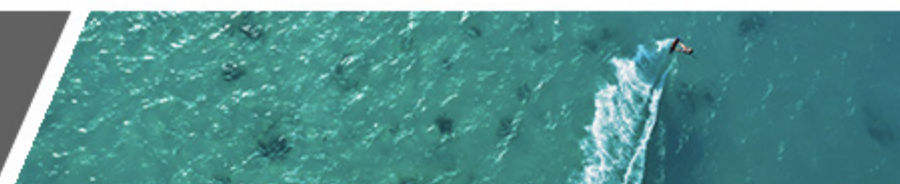
THE VISION WITH MIKA, CAMILLE, AND ANDREA



TECH FOCUS: LAUNCH BOARD WITH AARON HADLOW



TECH FOCUS: RS V9 AND MASTER TWINTIP RANGE



TECH FOCUS: THE LINE SMITH



SNOW KITE MASTERS 2025



TECHNIQUE



TRIED & TESTED



MOVIE NIGHT



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RIDER AARON HADLOW
PHOTO SAMUEL CARDENAS





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A WEIRD WINTER...

Usually, I have kited at least a few times in between writing the editorial. In fact, this might be the first time in 17 years of IKSURFMAG that since last sitting down to write the editorial, I've not been on the water with a kite. There's a chance you're feeling my pain; it's been a strange couple of months in a lot of places around the world.

Here in Pembrokeshire, we've had an incredible run of swell—the best in five years, people were saying. It was almost four weeks of pumping surf, joined by light offshore winds. It was great for surfing but a total scrub for the kite.

I'm not alone, though; if you look at the pro scene, we're bombarded at this time of year with new WOO scores and tales of nuking sessions in Cape Town.

The word on the street is that it's been very hit-and-miss there, too, certainly if you are chasing the 40knot plus days.

Chatting to my friends over in Cabarete, one of my favourite winter haunts, it's been a shocking season that has only now just finally switched on. On the other side of the world, my buddies in Perth have said the usually regular as clockwork "Freo Doctor" sea breeze has been somewhat tardy, to put it mildly.

Hopefully, if you're reading this, you've been scoring, don't get me wrong, there have been some monster storms blow through, but the good days, when it's combined with decent waves and my work schedule, just haven't come together. It's not even like I've been over on the dark side of the wing, and that's just as dusty as the kite.

One thing you and I can hope for is better times ahead. The industry as a whole is in dire straits right now, and we all need a windy spring when everyone, not just the die-hards, dusts off their kite gear.

Last year, it was the most windless spring on record around the major kite spots, This compounded the overstocking issue and impacted sales. Needless to say, we need it to blow, perhaps more than ever! I'll be watching the skies, as I am sure you will be, and let's hope next time we meet, I've logged a few sessions; God knows I've missed kiteboarding!

Rou Chater
Publishing Editor

WORDS JEN TYLER & LASSE WALKER
PHOTO SEBASTIAN MARKO | RED BULL CONTENT POOL

Teaming up with aerobatic pilot Łukasz Czepiela, Lasse Walker made kiteboarding history by pulling off a world-first: jumping over a flying plane! In this chat with Jen Tyler, Lasse spills the details on how the wild idea took flight, the challenges of pulling off such a high-stakes stunt, and why Cape Town was the ultimate playground for making it happen. With strong winds, epic teamwork, and a passion for pushing limits, this isn't just a story about a jump—it's about making history!

LASSE WALKER MAKES HISTORY





PHOTO SEBASTIAN MARKO | RED BULL CONTENT POOL

“LUKE ASKED ME QUESTIONS IN THIS SESSION WHILE I EXPERIENCED THE WILDEST RIDE OF MY LIFE.”

Lasse, what a stunt—massive congratulations! Let’s begin at the beginning: where and how did you first meet Lukasz Czepiela, and how did the idea develop?

Interestingly, the very first meeting took place during a completely different project called “Inflight Interview with Red Bull.” Luke asked me questions in this session while I experienced the wildest ride of my life.

As we went through flips, spins, and intense G-forces that nearly made me lose consciousness, Luke inquired about how I got started in kiteboarding and what I love most about it.

After our interview in 2021, Luke and I kept in touch. He mentioned that he owns a high-speed aerobatic plane and a plane that can fly extremely slowly. A few months later, while I was on a flight from Bonaire to Amsterdam, the pilot announced that we were facing a strong headwind and that the flight would take longer than expected. This made me think that, in extreme conditions,

Luke could potentially fly his slow plane at a very low speed—perhaps even stationary.

Shortly after, I sent Luke a message on Instagram, and we decided to pitch the project to Red Bull together. Of course, they were very excited to explore the idea further.

How did you pitch the idea to Red Bull, and what sort of team did you need to bring this project to life?

The process of pitching the idea to Red Bull and then moving into the actual attempts was incredibly demanding, but it was also where we created the magic recipe for our success. Luke and I were both convinced that we could make this work.

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“ HIS EXPERIENCE ENCOURAGED US TO FOCUS MORE ON SOLVING POTENTIAL PROBLEMS RATHER THAN INDULGING IN “WISHFUL THINKING.”

Pitching the idea and executing it were crucial for our achievement.

Luke said, “Yeah, of course, I can fly super slow and low; I do it by feeling since the instruments won’t respond quickly enough.” I replied, “Absolutely! I can jump over you—I’ve always jumped high, so let’s do this!”

Our confidence convinced the people in our preparation team, which included our athlete managers, content managers, project managers, safety experts, aviation experts, caddies, and a special project specialist. He has worked on many of the world’s biggest and most innovative projects, and his experience encouraged us to focus more on solving potential problems rather than indulging in “wishful thinking.” This perspective was sometimes a bit demotivating in the early stages, as it felt like we were much further from completing the jump than I had initially thought.

I can only imagine the work that a project like this requires. Could you share the preparations, data, permits, and other requirements involved in such a project?

To convince Red Bull that we could jump, we needed to provide a solid amount of data demonstrating our skills. This was relatively straightforward for me. I simply mounted a Woo on my board and consistently performed kite loops in 30 knots of wind, again and again. Consistency is key; I achieved an average jump height ranging from 12 to 14 meters, sometimes peaking at 16 meters.

“LUKE IS A COMMERCIAL AIRLINE PILOT. FOR HIS PROFESSIONAL CAREER AND PERSONAL REPUTATION, WE ALL WANT TO ENSURE THAT NOTHING JEOPARDISES HIS LICENSE OR NAME.”

For a quick safety calculation, the plane flies at an altitude of 5 meters and is 2.7 meters high. We need to add some margin above it, bringing the total height to 7.7 meters. Therefore, we decided that the absolute minimum jump height should be 10 meters, with our target being a minimum of 12 meters.

Obtaining the necessary data was a challenge for Luke—more like a dilemma, really. From our perspective, the lower Luke flew, the greater the distance between the plane and me. However, explaining this to the aviation authorities was quite different. In their view, lower flights are inherently more dangerous. In fact, flying lower than 10 meters is generally not an option under any circumstances.

Fortunately, Luke had extensive training and gathered data from his previous project in Dubai. He successfully landed his aeroplane on a helicopter platform atop the 7-star Burj Al Arab Hotel. This platform served as a runway 20 meters long and was over 200 meters in the air.

What likely made this project more challenging than anticipated is that we adhered strictly to company guidelines. Red Bull aims to continue executing remarkable projects like this, so everything we do must align with their standards. Additionally, Luke is a commercial airline pilot. For his professional career and personal reputation, we all want to ensure that nothing jeopardises his license or name.



PHOTO SEBASTIAN MARKO | RED BULL CONTENT POOL



“THE BIGGEST CHALLENGE WAS TRANSPORTING OUR ENTIRE TEAM AND ALL THE NECESSARY EQUIPMENT TO THIS BEAUTIFUL SPOT.”

Were there any setbacks or close calls during the preparation?

We faced some setbacks, the biggest being when we focused entirely on the project in the Netherlands. However, we had established good communication with all relevant authorities, including those overseeing aviation regulations and nature zones we were restricted from entering. Additionally, we had coordinated with the airports to ensure that our staff would be permitted on the runway to assist Luke's plane.

Last year, when we were fully prepared and ready in the Netherlands, we were waiting for favourable wind conditions. Unfortunately, we received some bad news regarding a key part of the permit. Despite this setback, we did not give up on the project. However, we quickly concluded that continuing in the Netherlands would be very difficult, so we decided to focus on another location instead.

What made you decide to do this project in Cape Town?

Cape Town is widely regarded as one of the best locations for Big Air kiteboarding. The combination of strong, steady winds and great waves creates the perfect conditions for enthusiasts like us (not to mention all the other reasons we love Cape Town). The biggest challenge was transporting our entire team and all the necessary equipment to this beautiful spot. Among these, Luke's special Carbon Cub aeroplane was the most significant concern.



FACTS & FIGURES

This project took **two years** of preparations

Plane: Wingspan **10.44m** Length **6.93m** Height **2.82m** Weight **600kg**

Location: Cape Town, South Africa

“WITH LUKE FLYING HIGH IN THE SKY, WE OFTEN FOUND OURSELVES MORE THAN 1000 METERS APART.”

Flying all the way from Poland to the southern tip of Africa isn't the easiest journey, especially since the aircraft is designed for a slower pace.

Fortunately, Luke found an alternative, and we acquired a Carbon Cub in South Africa. Luke and his team worked hard to make it as close to his plane as possible, ensuring it had the same appearance, branding,

flying characteristics, and everything else to make Luke comfortable.

With that resolved, Cape Town was the perfect location for our needs. Everyone enjoyed the pleasant weather, the airport was conveniently located, and our team and local contacts worked wonders to secure all the necessary permits and paperwork in time.

How did you and Luke coordinate the timing?

From the beginning, it was clear that Luke and I needed to communicate directly with each other. We tested various systems to

make this communication as effective as possible, ranging from military-grade communication systems and simple walkie-talkie radios to equipment used by artists on stage at large concerts. Unfortunately, each of these systems had a limited range, and with Luke flying high in the sky, we often found ourselves more than 1000 meters apart. As a solution, we switched to a cellular group call, which allowed Luke and me to communicate perfectly while our team on the beach could listen in on our conversations.

Once Luke was in the air, he could see exactly where the sets of waves were forming. Luke is an incredibly skilled pilot, and even in those challenging conditions,

“ MY JOB WAS TO TIME OUR MEET-UP AT THE OPTIMAL SPOT SO I COULD JUMP ON THE PERFECT KICKER RIGHT IN FRONT OF LUKE ”

he was able to update me about the waves lining up ahead of him. From that point, my job was to time our meet-up at the optimal spot so I could jump on the perfect kicker right in front of Luke and leap directly over the cockpit.

How did the windy conditions affect your jump and Luke's flight?

This is where the story takes an interesting turn, and I'll try to keep it simple. We needed the wind to help me kite and jump high enough for this project, but we also needed it to slow Luke down. His aeroplane can fly at about 35 knots (65 km/h), so with a 35-knot headwind, Luke could technically hover in the same position.

We found ourselves in a very narrow window of suitable conditions. If the wind was too light, I wouldn't be able to jump high enough, and Luke would also fly faster, making the timing much more difficult and dangerous. Conversely, if the wind were too strong, Luke would encounter more turbulent conditions while flying low over the water and during takeoff and landing on the runway. The plane would be difficult to control without several people holding the wings down.

What safety measures were in place?

We were fortunate to work with Red Bull South Africa, which has organised the Red Bull King of the Air competition for 12 consecutive years. A safety team was on the water for this event, and the same team supported our Plane Jump project.

PHOTO WAYNE REICHE | RED BULL CONTENT POOL





“ BEFORE TAKING ANY OF THESE PRECAUTIONS, WE ENSURED THE PLANE WOULD NOT END UP IN THE OCEAN! ”

The team is experienced in kitesurfing and understands the protocols for when someone needs assistance. They have been in similar situations and possess years of expertise.

For our project, we also included a team of free divers. Their role was to respond quickly and efficiently in case either Luke or I ended up in the ocean. One unique aspect of our plan was that if the plane landed in the water, it would float for a few minutes due to the hollow, air-filled cabin and wings.

To ensure that we would never lose the plane in the ocean, one diver was specifically assigned to attach an inflatable buoy, allowing us always to know its location.

However, before taking any of these precautions, we ensured the plane would not end up in the ocean!

How does this jump compare to other jumps you've done in the past?

Interestingly, looking back, I see that the jump was quite similar to others I've done. However, the risk involved with the plane jump is significantly higher than jumping over a small boat or performing a standard jump.

The biggest difference, I believe, is the pressure of having the whole team there.

The whale jump was spontaneous and came as a big surprise, adding to my excitement and fear. This spontaneity likely contributed to why that moment and its success on social media felt so significant. Everything just came together, and it felt right to make that jump.

The same applies to jumping over boats and other objects. When the conditions are favourable, and I feel comfortable, I've even managed to grab a Red Bull can off the second story of a yacht on my second attempt. When I'm in control and everything feels right, I perform pretty well—at least, that's my humble opinion.



“AS LONG AS NO MAJOR SURPRISES OCCURRED, WE WERE ALL 100% CONFIDENT IN OUR SUCCESS; OTHERWISE, WE WOULD NEVER HAVE ATTEMPTED IT”

The biggest challenge with the plane jump, compared to those other moments, was the size of the team involved. At that moment, everything had to come together perfectly, so it was essential to figure out how to ensure everything aligned and felt right.

What motivates you to take high-risk jumps?

That's a great question. I just live for it. However, it's not entirely the right question for me. The jump was a high-risk stunt, but we took every possible measure to minimise that risk. As long as no major surprises occurred, we were all 100% confident in our success; otherwise, we would never have attempted it.

As Luke wisely stated, "We do crazy things, but not stupid things." There is a big difference between the two. We are professional athletes with a dedicated team, so we strive for perfection, not the reckless mentality often seen in Nitro Circus or Jackass, where you just "f*%& around and find out!"

Now that you are a father, has your perspective changed in any way?

Becoming a dad has completely changed me in many ways. Having my little family to come home to is incredible and doesn't compare to anything else. I've never had a solid base after travelling so much and spending Christmas back home only once in the last 15 years. But now, coming home to my girls is truly amazing. They, along with my parents, are my biggest supporters. They give me the confidence to pursue my goals and inspire me to succeed.

WORDS JEN TYLER & LIAM DREDGE
PHOTOS JASON BRODERICK

GKA BIG AIR CHALLENGE

In January 2025, Cape Town hosted the GKA Big Air Challenge, a kiteboarding event created in collaboration with WOO Sports. The competition brought together amateurs and professionals to record their highest jumps across the Western Cape, combining individual efforts into team scores for a brand showdown. Jen Tyler catches up with Liam Dredge to discuss the inspiration, challenges, and standout moments that made this new format such a success!





**“ THE COMPETITION FOCUSED ON TEAMWORK,
WITH BRAND TEAMS COMPETING FOR THE HIGHEST
COMBINED JUMP TOTAL. ”**

From 2–9 January 2025, Cape Town, South Africa, hosted the GKA Big Air Challenge 2025, a revolutionary team competition in collaboration with WOO Sports. Open to professionals and amateurs, the event brought riders together to record their highest jumps across the Western Cape. The top five individual jumps from each kite brand’s riders were combined to determine the winning team, with the highest overall score securing victory.

The challenge ended in the Qatar Airways GKA Awards on 10 January, held at Cape Town City Hall. The winning team was awarded a trophy to hold for a year, while the top five riders from that team received WOO sensors. Riders from the second and third-placed teams earned free entry to the awards gala and after-party, adding an extra layer of excitement to the evening.

The competition focused on teamwork, with brand teams competing for the highest combined jump total. Riders had eight days to record their best jumps at any kite spot in the Western Cape. All jumps had to be recorded using WOO sensors, and sessions were required to be uploaded on the same day to be valid.

Riders used their own WOO sensors or borrowed demos, which were available. Once recorded, riders tagged their kite brand to join its team, allowing all kite brands—GKA members and non-members—to participate.

The GKA Big Air Challenge 2025 set a new benchmark for team competitions in kiteboarding,



“CAPTURING THE EXCITEMENT OF THE ATHLETES ON OMAN’S MOUNTAINS, DESERTS, AND COASTLINES.”

merging technology, teamwork, and skills. With the Western Cape delivering world-class conditions and WOO sensors tracking every jump, the event highlighted the potential for innovative formats to bring the kiteboarding community together. We catch up with Liam Dredge to learn what happened behind the scenes!

Hi Liam, I hope all's going well in South Africa! Can you tell us about the initial idea behind the GKA Big Air Challenge? What inspired it?

Hi Jen, absolutely! The GKA Big Air Challenge was born out of a collaboration between the GKA and WOO, aiming to kickstart the 2025 season in an exciting and innovative way. With its incredible conditions, Cape Town seemed like the perfect location to tie in this event with the annual GKA awards at City Hall.

The idea was to merge WOO's vibrant community of riders with those already in South Africa. This would bring together amateurs and professionals to compete individually and as representatives of their kite brands. This new concept would create a unique sense of camaraderie and competition both on and off the water.

What were the event's main goals, and how did you envision it standing out from other competitions?

Our goal was to inspire riders to explore the Western Cape, discovering new kite spots they might not have visited before while challenging themselves with



big jumps. We wanted this event to go beyond individual performance—it was about fostering organic teamwork.

Cape Town offers a variety of incredible locations if you're willing to venture beyond the well-known Blouberg Beach. The week-long event window and unpredictable wind forecasts pushed participants to think creatively. For example, the Duotone team found perfect conditions at Elands Bay—a spot famous for surfing but less so for kiting—and achieved some of the event's most impressive jumps there. Since the challenge, seeing more riders have started visiting and kiting at this location is exciting.

“SEEING MORE
RIDERS HAVE
STARTED VISITING
AND KITING AT
THIS LOCATION
IS EXCITING.”

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“EACH BRAND’S TOTAL SCORE WAS BASED ON ITS TOP FIVE HIGHEST JUMPS, WITH ONLY ONE SCORING JUMP PER RIDER.”

How did you decide on the format and structure for the challenge? Were there any unique features compared to other Big Air events?

The structure was designed to be simple, inclusive, and accessible to riders of all levels. Together with WOO, we envisioned a brand battle that allowed everyone—not just professionals—to contribute to their team’s score.

The format was straightforward: riders had one week to log their highest jumps using the WOO device, upload their results via the app, and ensure their sessions took place within the Western Cape. Each brand’s total score was based on its top five highest jumps, with only one scoring jump per rider.

What set this event apart was its inclusivity. Regardless of skill level, any rider had the chance to rank highly and represent their brand. There was no qualification process, rigid rules, or waiting for specific conditions. This openness encouraged over 200 kites to register their jumps—a brilliant turnout.

What were some of the biggest challenges you faced while organising the event?

Working with Arlin and the WOO team was an absolute pleasure; our vision aligned perfectly. However, the 2025 season in Cape Town hasn’t been the strongest for wind, and that did cause some concern when looking at the forecast during the event window.





“CAPTURING THE EXCITEMENT OF THE ATHLETES ON OMAN’S MOUNTAINS, DESERTS, AND COASTLINES.”

That said, the beauty of our format was its flexibility—participants could kite anywhere in the Western Cape. If you’re willing to find the wind, Cape Town always has it, and this adaptability helped make the event a success despite the lighter conditions.

How did you choose the location and conditions for the challenge? Did the weather cooperate as planned?

Our goal was to encourage participants and brands to seek out the best conditions within the Western Cape. While the weather wasn’t ideal, it encouraged riders to explore lesser-known spots like Langebaan, Hermanus, Elands Bay, and the iconic Blouberg Beach.

While we didn’t get a classic 35+ knot “Cape Doctor” day that might have produced jumps exceeding 30 meters, the results were still impressive. Given the conditions, the top three brands achieved outstanding combined scores exceeding 100 meters.

How did the riders react to the event concept? Did they enjoy the format? Did you receive any feedback about potential improvements?

The feedback has been overwhelmingly positive. Riders appreciated the format’s simplicity and the opportunity for anyone to contribute to their brand’s score.

We’re excited to plan the next Big Air Challenge, whether back in Cape Town or Europe. While the current format works well, we’re open to making minor adjustments based on rider feedback and the location. Arlin and I will definitely be brainstorming ideas to take the next event to an even higher level.

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Rider: Kaimar Halliste / Picture: Keri Halliste

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“I’M EXCITED TO ESTABLISH THIS CHALLENGE AS A MUST-ATTEND EVENT IN THE KITING CALENDAR.”

How do you feel the event went overall? Did it meet or exceed your expectations?

We’re incredibly proud of the first GKA Big Air Challenge’s outcome. It was thrilling to see the leaderboard constantly evolve as scores came in from various locations.

Linking the event to the annual GKA Awards evening added an extra layer of excitement. We also worked with a talented local designer in Cape Town to create a stunning trophy, which will be updated each year with the winners’ names. For a first-year event, I’d say it exceeded expectations, and I’m excited to establish this challenge as a must-attend event in the kiting calendar.

What were your most memorable moments as the lead organiser?

The most rewarding aspect for me was watching the daily results roll in and seeing the stories unfold throughout the week. When a project comes to life after months of planning and teamwork, and you witness its success, it’s incredibly motivating.

With this event, we’ve set a strong benchmark, and I can’t wait to push the limits even further for future Big Air Challenges. I’m already looking forward to brainstorming new ideas with the team!



WINNER: GKA BIG AIR CHALLENGE



THE RESULTS

- 1st - Team Duotone - 121.3M
- 2nd - Team FLYSURFER - 112.1M
- 3rd - Team CORE - 104.0M
- 4th - Team Naish Kiteboarding - 93.9M
- 5th - Team North Kiteboarding - 92.9M
- 6th - Team Airush Kiteboarding - 65.4M
- 7th - Team Lacuna Kites - 63.3M
- 8th - Team Cabrinha - 55.3M
- 9th - Team Reedin Kites - 51.9M
- 10th - Team Ozone - 51.5M
- 11th - Team Eleveight - 51.0M
- 12th - Team F-ONE - 28.7M
- 13th - Team Slingshot - 22.3M
- 14th - Team GONG - 20.0M
- 15th - Team Harlem Kitesurfing - 16.1M
- 16th - Team Ocean Rodeo - 15.8M

Max Height - Duotone Riders

- 1st - Matteo Lazzaretti - 28.0M
- 2nd - Tommie Klop - 27.1M
- 3rd - Ross Dillon Player - 23.3M
- 4th - Andrea Principi - 22.8M
- 5th - Kimo Mahmoud - 20.1M

Max Height - FLYSURFER Riders

- 1st - Hugo Wigglesworth - 25.5M
- 2nd - Julian Zens - 23.5M
- 3rd - Ivar van de Kamp - 21.4M
- 4th - Luca Ceruti - 21.4M

Max Height - CORE Riders

- 1st - Maarten Haeger - 24.3
- 2nd - Hendrik vd Eems - 21.6
- 3rd - Angely Bouillot - 20.7
- 4th - Patrick Haller - 19.6



THE INTERVIEW

QUESTIONS / WORDS JEN TYLER & SANTIAGO CISNEROS

SANTIAGO CISNEROS

In this issue, Jen Tyler sits down with Santiago Cisneros, whose journey began far from the usual coastal hotspots. Growing up in Tucumán, Argentina, Santi's love for kiteboarding was sparked on a family vacation and quickly became an all-consuming obsession. From crafting homemade kites as a child to becoming the Argentine Freestyle Champion, his story is one of dedication, community support, and an unstoppable drive to push the sport forward! Dive in and get inspired by Santi's incredible journey here.

Santi, it's lovely to meet you! We're curious to know how your family tradition of kitesurfing has influenced your passion for the sport.

Hi Jen, it's great to be here! I was born in a small town in northern Argentina called Tucumán, far from any major water sports scene. Everything changed for me when I was seven years old. During a family vacation in Brazil, my father discovered kitesurfing, and from that moment on, I became obsessed with the sport. I spent all my time thinking about kiteboarding, making my own kites from old T-shirts, and imagining myself riding the wind.

On my eighth birthday, my father gave me my first real kite, which marked a turning point in my life. I began travelling two to three hours to the nearest lake to ride, always with a clear goal: to make a living from this sport, travel, and compete—the dream of every kiter!

What were the challenges of becoming a competitive kiteboarder in a smaller region like Tucumán?

Growing up in Tucumán, I was lucky to have two lakes nearby. The local kiteboarding community embraced me as one of their own, picking me up from school when my father couldn't and taking me to the kite spot. This support was crucial in shaping my journey as a competitive athlete.

How have organised local championships in Tafi del Valle impacted the kitesurfing scene in northern Argentina?

When I first started kiting in Tucumán, the sport was on the verge of disappearing. My father and I decided to open a kite school and help it grow, which worked incredibly well. The same happened with competitions

"I SPENT ALL MY TIME THINKING ABOUT KITEBOARDING, MAKING MY OWN KITES FROM OLD T-SHIRTS, AND IMAGINING MYSELF RIDING THE WIND."





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"EVERYONE KNOWS ABOUT IT AND WANTS TO LEARN. MY GOAL IS TO KEEP GROWING THE SPORT YEAR AFTER YEAR."



—Argentina has very few kiteboarding events, and the ones we do have are usually organised by the riders. Last year, I created my kite event, which was a complete success. Now, kitesurfing in my hometown is booming. Everyone knows about it and wants to learn. My goal is to keep growing the sport year after year.

What was the first kiteboarding trick you ever landed, and how did it feel?

I was drawn to freestyle from the beginning, inspired by tutorials by legends like Aaron Hadlow, Sam Light, and Ewan Jaspán. Like most kites, my first trick was a simple jump, but I vividly remember the first time I landed a raley. My passion for the sport led me to explore different disciplines.

Are there any kiteboarders who inspire your style or push you to improve?

Over the years, I've found inspiration from a mix of people both internationally and nationally. Christophe Tack impresses me on the global scene with his unique style and manoeuvres. Then there's Noé Font, who not only sails with style but also nails it when sharing that vibe in his videos. On the local front, I've always looked up to Lisandro (Turtle) Fasce and Ramiro Gallart for their skills and talent.

You also got into racing and won the 2019 Argentine KiteFoil Race Championship. Can you share the story behind this achievement?

After a few years of kiting, I had the opportunity to train in kite foil racing. Two friends, Ezequiel Balbarey and Federico Aguilar, took me under their wing and brought me to Paraná, where they provided me with gear and training. After a year, I became the Argentine Race Champion in my category, but despite my love for foiling, it wasn't my true passion.





" I STAY RELAXED AND FOCUS ON A SOLID STRATEGY RATHER THAN PUTTING TOO MUCH PRESSURE ON MYSELF TO WIN. "

You later on made your mark in the freestyle world! What made your victory as the Argentine Freestyle Champion in 2023 particularly special?

Winning the Argentine Freestyle Championship in 2023 was a dream come true. Freestyle has been in my blood since the beginning, and that victory reaffirmed that I was on the right path.

What was it like competing in the Red Bull Qualifier (King of the Air) in Cuesta del Viento?

How do you mentally prepare for a competition like that?!

Competing in the Red Bull Qualifier (King of the Air) at Cuesta del Viento was another eye-opening experience. It was my first event with international kites, and it made me realise that I could do more than just freestyle. In all my competitions, I stay relaxed and focus on a solid strategy rather than putting too much pressure on myself to win. Of course, victory is the goal, but being overly

anxious can block your mind. Instead, I aim to enjoy the session and perform at my best.

You've been riding for Ozone since 2020; what has been the most unforgettable part of your experience so far?

One of my most unforgettable experiences was my first international team trip with Ozone, shooting the AMP V2 in Greece. That trip was organised just a few weeks before, and I had never been to Europe.



Suddenly, I was flying to Greece with my idol and team manager, David Tonijuan, alongside some of the best photographers and filmmakers, like Same Cardenas and Edgar Puyol. I was only 18 years old, filled with excitement, and surrounded by the pros I had always looked up to—it was a dream come true.

Since 2015, I have had the privilege of working with Ozone Kites. Ozone Argentina (Windtoys) has played a crucial role in my development as a kitesurfer. Lisandro Fasce, the owner, taught me everything about professional kiteboarding and welcomed me into the Ozone family. Beyond producing incredible gear, Ozone operates like a close-knit family with a passion and dedication that inspires me daily.

“ I WAS ONLY 18 YEARS OLD, FILLED WITH EXCITEMENT, AND SURROUNDED BY THE PROS ”

JOIN RIDERS WORLDWIDE SCORING SESSIONS ON **WOO!**

BAPTISTE
▲ 18.6m

LEADERBOARD
Misty Cliffs, ZA

1		BAPTISTE	29.3m
2		CYRIL	27.2m
3		AARON	26.7m
4		JAN	26.6m
5		STIG	26.2m
6		STIJN	25.1m
7		ANDREA	24.5m
8		VAL	24.4m

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What has been your favourite kiteboarding spot outside of Argentina?

I've been lucky to kite in many incredible places worldwide, but if I had to choose one favourite spot outside Argentina, it would be Tarifa. That place has something special—the wind, the vibe, the people. It's a place that breathes kitesurfing.

What made you join the Ride Engine team, and how has the experience been so far?

Joining the Ride Engine team has also been an exciting step in my career. I'm still new, but their harness with the Hyper Lock system has blown my mind. The fit is perfect, and it never comes loose. I think it's something unique that works flawlessly, and combined with their wetsuits, there's no better combo to be ready for any conditions. Their tech robe is probably the best thing I've ever owned!

What's your favourite gear from Ozone or Ride Engine, and why?


As a multidisciplinary rider, I appreciate Ozone's wide range of kites and boards, but if I had to choose just one, the Enduro V5 would be my go-to—it truly does it all!

What's the most rewarding moment you've had as a kitesurf instructor?

As an instructor, I've taught in many places and love it. I feel like I experience the sport in a unique way and try to pass on that passion to my students. Every kite instructor will say that the most rewarding moment is seeing the smile on a student's face after their first proper ride—it's an unforgettable feeling. A big hug, pure joy, and the best day of their life!

" EVERY KITE INSTRUCTOR WILL SAY THAT THE MOST REWARDING MOMENT IS SEEING THE SMILE ON A STUDENT'S FACE AFTER THEIR FIRST PROPER RIDE "





" IF EVERYTHING GOES WELL, MY MAIN GOAL FOR 2025 IS TO COMPETE MORE IN ARGENTINA AND EUROPE "



How do you balance being an instructor, competitor, and content creator?

Balancing my roles as an instructor, competitor, and content creator is challenging, and I'm still working on finding the right balance. Teaching is rewarding, but if you want to be a professional, you need to dedicate a lot of time to training—time that could otherwise be spent on the water or in the gym. Right now, I'm focusing on creating as much content for my brand while riding as much as possible while aiming to strike a balance between work and kiteboarding.

Do you have a favourite video or project you've worked on?

I have many ideas in mind, but one of my proudest projects is my welcome video for Ride Engine, released a few weeks ago. It was the first major project I worked on entirely alone, and I'm really happy with the result.

What are your goals for 2025 in competitions and personal progression?

If everything goes well, my main goal for 2025 is to compete more in Argentina and Europe. At the same time, I want to focus on progressing in my kite content and getting more involved in kite testing and development.

Are there any new projects or collaborations you're particularly excited about?

There are also some exciting projects and collaborations coming up this year—although I can't share much yet, I'm sure they'll be amazing!

UNEXPECTED PERFECTION



For Hendrick Lopes, Cape Verde is more than a kitesurfing paradise—it's home. This season brought unexpected calm, offering time to reconnect with family, train his surf-loving dog Nalu, and inspire local kids to dream big. But when the waves returned, so did the action, transforming quiet days into unforgettable sessions - we've got it all, exclusively in IKSURFMAG!





“MAIO FELT LIKE THE “REAL” CAPE VERDE—SIMPLE, JOYFUL, AND ROOTED IN TRADITION.”

This year, I arrived in Cape Verde earlier than usual, loaded with excitement. In the past, mid-October always marked the start of pumping waves and a winter full of action. But this season surprised me—calm seas and barely any wind stretched from mid-November to early January.

While the downtime allowed me to recover from travelling, train my new Australian shepherd, Nalu (who’s quickly becoming a little surf dog!), and spend quality time with my family, I couldn’t shake the itch to get back on the water. A highlight of this quiet period was a trip to Maio with my mom, Nalu, and the Monteiro family. Unlike the more touristy islands, Maio felt like the “real” Cape Verde—simple, joyful, and rooted in tradition. Our trip wasn’t just about exploring

and inspiring local kids to try kitesurfing, showing them they don’t need to leave the islands to follow their dreams.

When the new year arrived, everything changed. The wind returned, the waves picked up, and my days transformed: kiting in the morning, surfing in the afternoon—a dream life!

One night, Mitu called me, buzzing with excitement. “It’s going to be huge tomorrow. Let’s hit this spot at sunrise,” he said. That energy was contagious, and I didn’t need any convincing!



At dawn, we arrived at the spot. The wind was light, and the waves looked flat—not the barreling perfection we’d hoped for. Still, after some hesitation, we decided to go for it.

We started at a trickier, shallow section upwind from the main peak. It wasn’t ideal for barrels, but the conditions were perfect for warming up with some fun airs. It was a challenging spot; the light wind made it hard to keep up with the waves,

“THE CONDITIONS WERE PERFECT FOR WARMING UP WITH SOME FUN AIRS.”

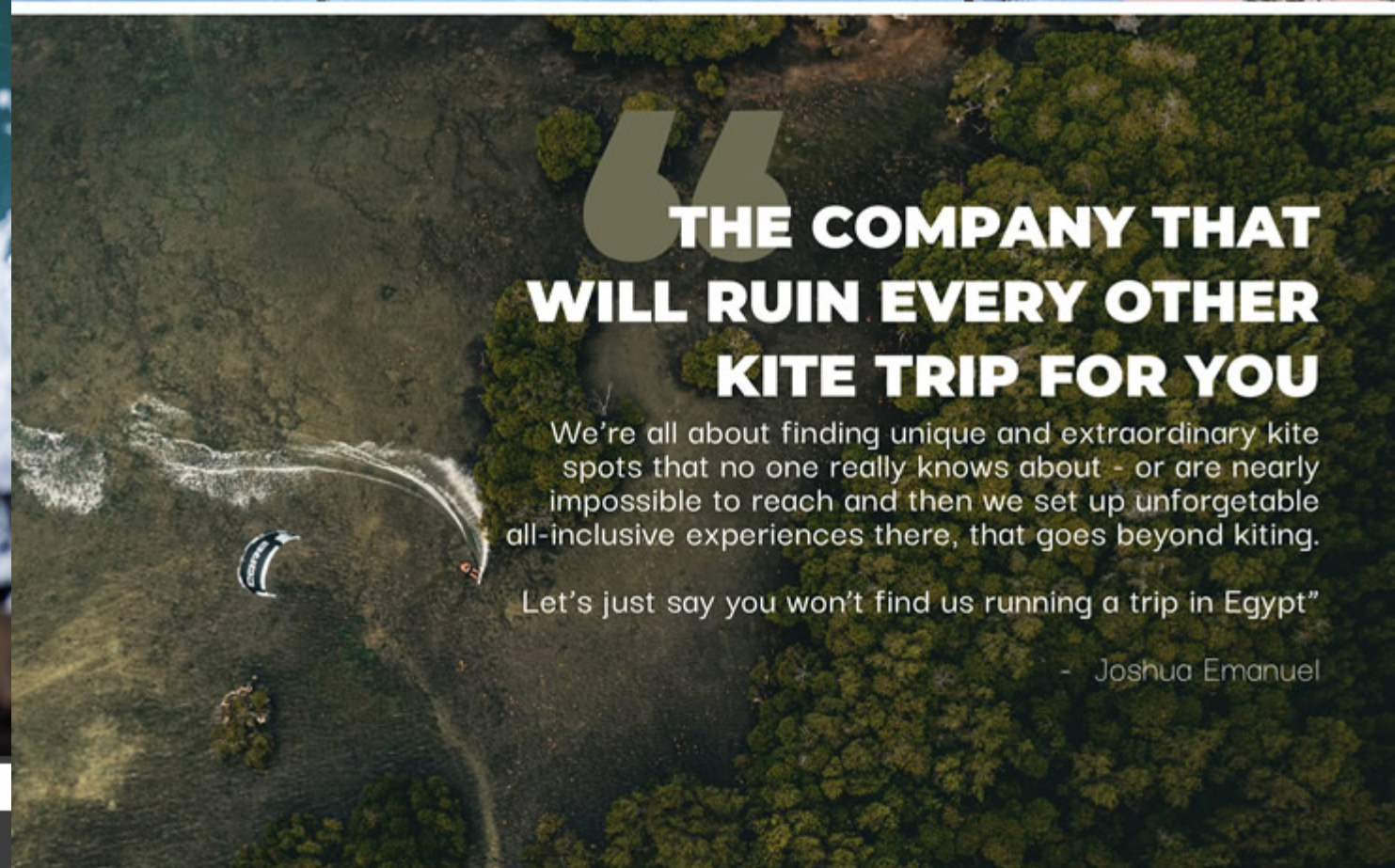


“THE COMPANY THAT WILL RUIN EVERY OTHER KITE TRIP FOR YOU

We’re all about finding unique and extraordinary kite spots that no one really knows about - or are nearly impossible to reach and then we set up unforgettable all-inclusive experiences there, that goes beyond kiting.

Let’s just say you won’t find us running a trip in Egypt”

- Joshua Emanuel



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“SESSIONS LIKE THESE, WHERE THE OCEAN’S POWER FEELS HUMBLING AND EXCITING, ARE WHY I RIDE.”

and the shallow water was intimidating—I realised just how shallow it was after getting washed up the first time. But pushing through the challenge made it all the more rewarding.

Eventually, we moved down to the main peak, where the waves were massive. While they weren’t barreling much, they offered long, open faces perfect for carving. Mitu and I traded waves, shouting stoke at each other and soaking in the adrenaline. Sessions like these, where the ocean’s power feels humbling and exciting, are why I ride.

Another memorable session happened on a day that didn’t seem promising. I was at Ponta Preta with Airton, who had just arrived from Spain and was eager to kite despite the light and shifting winds. Mitu suggested returning to the barreling spot, and I didn’t hesitate.

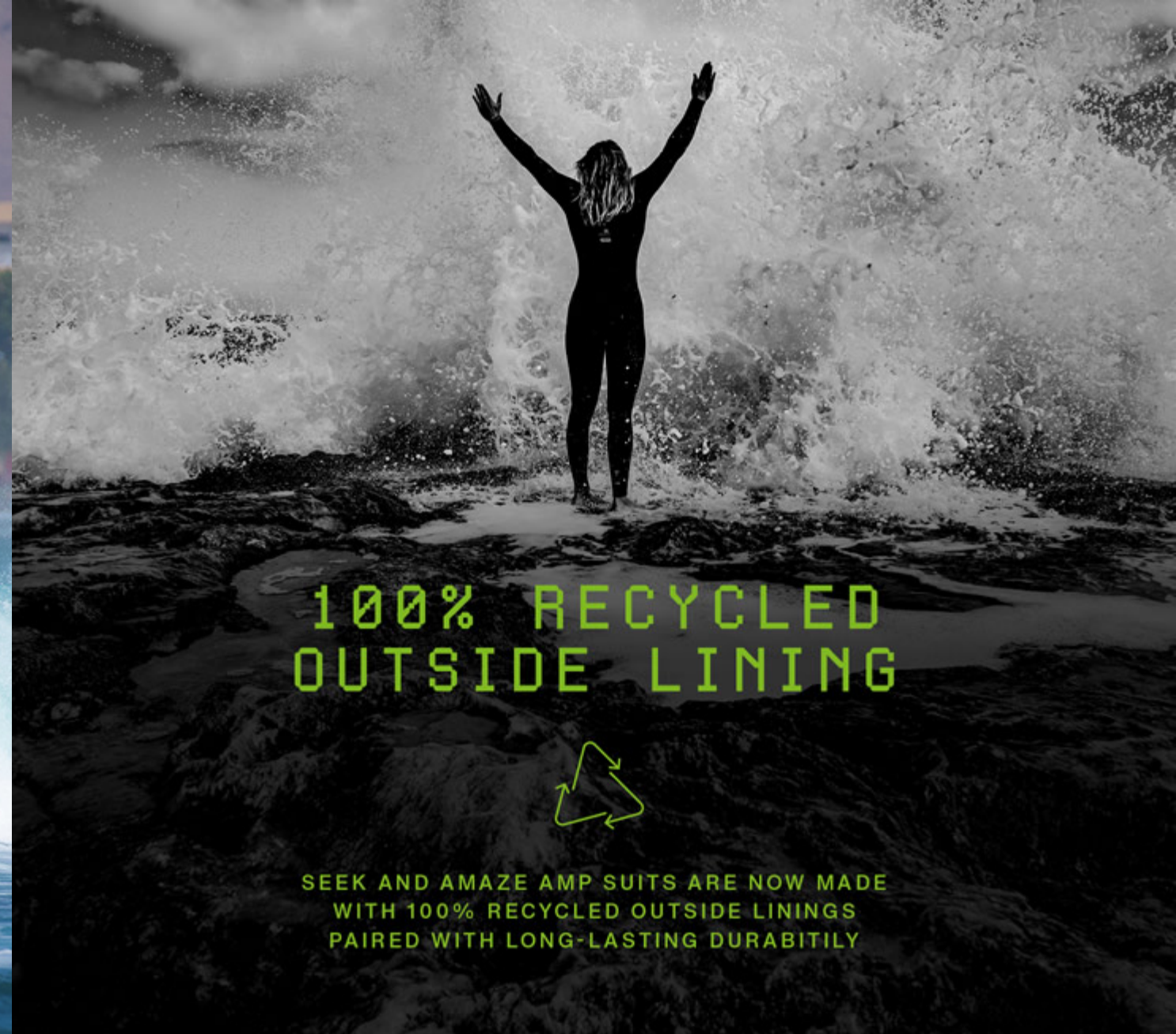
When we arrived, the waves were smaller and less impressive. Still, we decided to pump up and give it a go. As the tide changed, the spot came alive—perfect barrels rolled in, and it was just Mitu, Capucine, and me out there.

We shared wave after wave, laughing and pushing each other to go bigger.



I told Capucine about a past session where I snapped my harness on a barrel and got dragged underwater. Her worried face quickly turned to stoke as she joined us, throwing big turns and having a blast. To top it off, we spotted one of the largest turtles I've ever seen—a surreal addition to an already unforgettable session!

**“HER WORRIED
FACE QUICKLY
TURNED TO STOKE
AS SHE JOINED US”**



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SURFING ELEMENTS



**“ IT’S ABOUT PUSHING LIMITS,
CHASING PERFECTION, AND
SHARING INCREDIBLE MOMENTS
WITH FRIENDS ”**

Cape Verde has always held a special place in my heart—a mix of powerful waves, tranquil moments, and lasting memories. This year, the contrast between calm and action, hesitation and reward, made the experience even more meaningful.

Sessions like these remind me why I love what I do. It’s about more than the thrill of riding; it’s about pushing limits, chasing perfection, and sharing incredible moments with friends in places that feel like home.





QUESTIONS JEN TYLER PHOTOS GREGORY GERHARDT

INSIGHT

KAYA LEHMANN

At 19, Kaya Lehmann is making her mark in kiteboarding. From mastering Copenhagen's flat waters to podium finishes on the GKA Freestyle World Tour, she's a force to be reckoned with! Kaya shares her journey, love for Big Air and freestyle, and what's next for her on the world stage. Don't miss her inspiring story in this issue's Insight feature!

Kaya, it's great to meet you! Can you please tell us about yourself? What was it like growing up in Copenhagen? What were your favourite local spots to kite?

My name is Kaya Lehmann, and I am 19 years old. I was born in the Netherlands but grew up in Denmark, so I hold German and Danish citizenship. After living in Norway for a while, I settled in Copenhagen when I started school.

My parents are passionate about sailing, so I grew up immersed in watersports. Living in Copenhagen was ideal for this, as the sea and great kiteboarding spots are nearby. My favourite locations back home are Amager Strandpark and Farø. These offshore spots have flat water, perfect for freestyle and big-air kiteboarding.

Who initially interested you in kiteboarding, and when did you realise it was more than a hobby?

I grew up around water sports and began sailing with my family at age five. This experience gave me my first taste of competition, even internationally. When I was 12, my parents introduced me to windsurfing, which I enjoyed until I discovered kitesurfing at 13. I was instantly hooked. Shortly thereafter, I started competing in the Danish Nationals. In 2021, I decided to test my skills internationally at the GKA Youth competition. It was my first time on an international stage, and I secured podium finishes in strapless and twintip freestyle categories. Since then, I've focused on competing nationally and internationally.

You love the variety of kiteboarding disciplines. Do you have a favourite, or does it depend on the conditions?

I love the variety of disciplines kiteboarding provides, each offering unique aspects of the sport. My favourite

"THESE OFFSHORE SPOTS HAVE FLAT WATER, PERFECT FOR FREESTYLE AND BIG-AIR KITEBOARDING."





disciplines are Freestyle and Big Air, which complement each other perfectly. Freestyle works best in lighter winds, while Big Air excels in stronger winds.

How has learning multiple disciplines helped you develop your overall style?

The variety of disciplines allows me to blend different tricks from each one. I often spend hours practising hooked tricks to fully understand the movements before transferring them to unhooked freestyle. This practice makes it much easier to land unhooked tricks since I'm already familiar with the movements. Each discipline supports the others; the movements are similar and enhance my awareness and understanding of the tricks, ultimately improving my kiting skills.

"THE VARIETY OF DISCIPLINES ALLOWS ME TO BLEND DIFFERENT TRICKS FROM EACH ONE."

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A full-page photograph of a kitesurfer in mid-air, suspended by a yellow and black kite. The surfer is wearing a white helmet and a dark wetsuit, holding a surfboard with "ELEVENTH" written on it. The background shows a clear blue sky, a row of tall, thin trees along a beach, and a body of water. The text is overlaid on the left side of the image.

**" BEFORE COMPETITIONS, I FELT STRESSED,
BUT I GOT INTO THE ZONE AND
CONCENTRATED ON WHAT I COULD DO. "**

Congratulations on placing 3rd on the GKA Freestyle World Tour, especially as it's your first-ever tour! What was the most memorable moment of the tour?

Thank you! My most memorable moment was the first GKA competition in Dunkerque in August. It was my first competition, and I had no expectations—I just wanted to see how it went. To my surprise, I achieved the best possible outcome: third place! It was unbelievable and something I hadn't anticipated. Additionally, finishing third place overall when the titles were awarded in Qatar was a dream come true, especially considering it was my first year on tour!

What strategies or techniques have been most effective for managing pre-comp stress, and how do you stay focused during high-pressure heats?

I spend a lot of time focusing on the consistency of my tricks and experimenting with new variations, such as blind and toeside. Not many other girls put effort into all these trick variations, which gives me the potential to score higher since I'm doing things that others aren't.

Before competitions, I felt stressed, but I got into the zone and concentrated on what I could do. However, when the pressure is high, I sometimes don't perform as well as I'd like. For example, in the finals in Brazil, despite winning all my prior heats, I became overwhelmed and ended up in 4th place, missing tricks that I knew I could have landed.

What's the most valuable lesson you've learned from competing at such a high level?

The most valuable lesson I've learned from competing at a high level is to remain mentally strong and focused under pressure. Additionally, I've realised that everything is possible, even if it doesn't seem that way at first.



" I WAS PART OF AN AMAZING TEAM COMPOSED OF SOME OF THE BEST KITERS AND VIDEOGRAPHERS IN THE KITEBOARDING WORLD. "

How did transitioning from youth champion to competing in the main freestyle division feel?

The transition from youth competitions to the main division was huge! The level of competition in the main division is much higher, requiring consistency in performing tricks and a focus on innovation to stay competitive. At times, I still find it hard to believe that I'm competing against the athletes I have admired for years, and occasionally, I can even win against them.

Let's talk about the Park division! What did winning the KitePark League Team Battle in Brazil mean to you and your team?

The Kite Park League was an incredibly fun video contest. We were divided into groups and given a week to film a video that met specific criteria. I was part of an amazing team composed of some of the best kiters and videographers in the kiteboarding world. Together, we created some really impressive footage that showcased a variety of freestyle manoeuvres blended with park elements.

Winning the contest felt fantastic; our hard work and dedication throughout the week truly paid off. Overall, it was an exciting experience to try new obstacles, explore a different discipline of kiting film, and spend quality time with my teammates.

How's it going down under? What's your current training routine while solo at the Pond?

Australia is a lot of fun! I usually wake up in the morning, have breakfast, and spend time on my laptop until the wind starts blowing around noon. The wind is consistently strong and perfect for freestyle and Big Air, with smooth, flat water that makes progression easier.

Travelling here solo was a new experience since I hadn't been far from home before. However, I didn't feel completely alone since I already knew some people who were going. I've also met amazing people here and enjoy my time!

How do you stay motivated when training alone for long periods?

I stay motivated by remembering to have fun and do what I enjoy. This means mixing freestyle and Big Air, doing tricks I enjoy, and not pushing myself too hard so I don't get unmotivated if something is not working.

What are your main goals for the upcoming season?

My goal for the upcoming season is to progress in kiting, learn new tricks, and compete in as many finals as possible. To achieve this goal, I spend as many hours on the water as possible to improve while working on my off-water activities.

What role does Eleveight play in your progression? And what is your set-up of choice?


I am very happy that Eleveight is my sponsor. Their equipment allows me to push my limits, perform at my best, and try new tricks.

My freestyle setup is the FS in sizes 8, 10, and 12 combined with the AG Pro board in size 137. For big air, I'm riding the RS Pro in sizes 7 and 8 combined with the Master S 132.

If you could go back and give 13-year-old Kaya one piece of advice about kiteboarding, what would it be?

Keep on kiting, do it how you want, enjoy the progress, and have fun!

Best of luck, Kaya! We can't wait to see what the next chapter brings!



" MY GOAL FOR THE UPCOMING SEASON IS TO PROGRESS IN KITING, LEARN NEW TRICKS, AND COMPETE IN AS MANY FINALS AS POSSIBLE. "

mysticboarding.com

Joshua Emanuel's Beyond Ocean Experience invites you to discover the untouched beauty of Mozambique's Inhaca Island! Beyond the water, guests can explore coral reefs, enjoy sunset beach dinners, and immerse themselves in vibrant local culture. This experience combines world-class kitesurfing with unforgettable adventures. Find out more and get in touch with Beyond Ocean Experience to book your spot!

DISCOVER INHACA ISLAND WITH BEYOND OCEAN EXPERIENCE

I first discovered Inhaca Island at a young age during a family holiday. The memory of its untouched beauty etched itself into my very being. Years later, I did not know where to go when my kitesurfing career led me to seek out unique spots to share with others.

Inhaca's raw beauty and incredible conditions called me back, this time to introduce others to its magic.

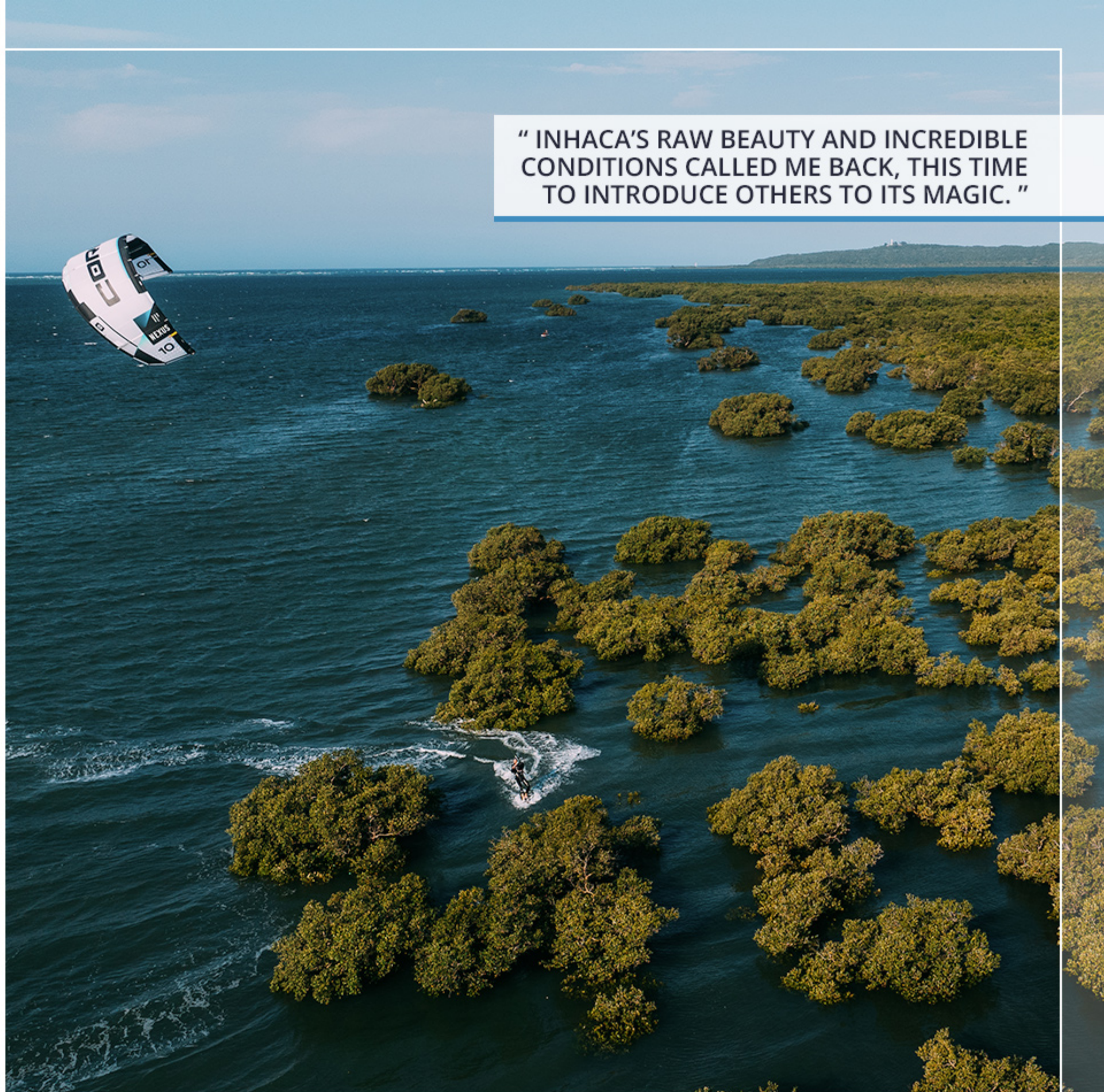
Inhaca Island, located off the Santa Maria peninsula in Mozambique, is an awesome spot for kitesurfing. The lagoon between Inhaca and Portuguese Island has shallow, clear waters that are perfect for beginners looking to enjoy calm, flat conditions. A narrow beach separates the lagoon from the open ocean, making it a fun playground for everyone, no matter their skill level.

Having travelled to some of the world's most popular kiting spots, Inhaca remains etched in my memory. Every time I go, its breathtaking beauty leaves me speechless. What amazes me most is how 'off the map' it still feels. Practically, no one has heard of it, which makes it one of the world's last hidden gems for kitesurfers.

Accessing Inhaca Island is part of the adventure. We arrange private speedboat transfers from Maputo Marina to the island, a journey that takes about an hour. For those wanting an even more unique experience, we can also organise helicopter transfers, offering a spectacular aerial view of Mozambique's coastline. Rest assured, we have safety measures and emergency procedures in place for all our transfers, ensuring a smooth and secure journey.

You would generally arrive in Maputo a day earlier and stay at one of the hotels near the marina. It's a 20-minute drive from the airport to the marina, which we can arrange with a local shuttle service.

"INHACA'S RAW BEAUTY AND INCREDIBLE CONDITIONS CALLED ME BACK, THIS TIME TO INTRODUCE OTHERS TO ITS MAGIC."





“KITING ON SMOOTH, FLAT WATER ALONG AN ENDLESS SANDBANK IN A NATURAL SETTING IS A UNIQUE EXPERIENCE.”

The boat to Inhaca departs at 10 a.m. Upon arrival, you'll be welcomed with a fresh coconut and lunch before diving into their first kiting session!

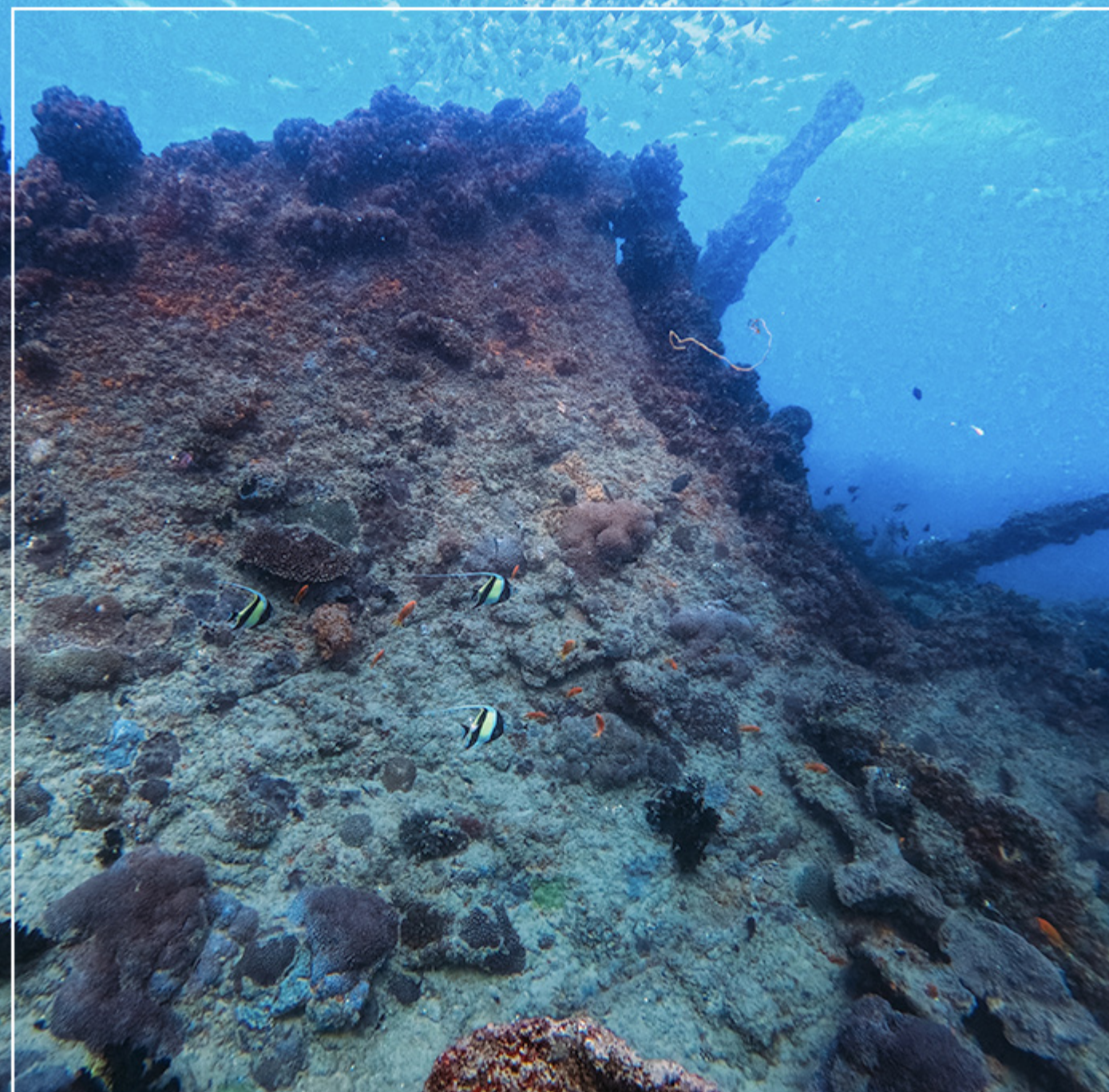
For those with extra time and a sense of adventure, there's the option to drive through the elephant reserve. This scenic safari route offers the chance to see Africa's

wildlife up close before arriving at the Santa Maria peninsula. From there, it's a quick five-minute boat ride to the island.

Two adjacent lodges are perched on a hill overlooking the bay of Maputo. The lodges blend rustic charm with luxury. They feature spacious ensuite rooms that offer privacy and comfort. Both lodges have swimming pools and chill-out areas where you can relax and soak in the island's scenic views, providing a secure and serene environment for your stay. The facilities are designed to be practical and convenient for kilters. Gear is stored in a

beachside room for easy access, while wet items are returned to the lodge to be cleaned and hung up for the next session. The kite spot is just a short boat ride away, though the predominant northerly wind also allows kiting directly in front of the lodge or even downwinding back to it.

Inhaca Island offers an unparalleled kitesurfing experience, a privilege that only a few have had the chance to enjoy. Kiting on smooth, flat water along an endless sandbank in a natural setting is a unique experience. Beginners can build confidence in the calm lagoon, while advanced riders can ride on the ocean side with great waves.



Even non-windy days on Inhaca Island are full of adventure. You can explore vibrant coral reefs and wrecks through guided snorkelling trips, kayaking through lush mangroves, or deep-sea fishing. Fishing charters are a blast and usually bring awesome catches, like yellowfin tuna, king mackerel, and even sailfish.

**" YOU CAN
EXPLORE VIBRANT
CORAL REEFS
AND WRECKS "**

YOUR LIFETIME IS IRREPLACEABLE
YOUR LIFETIME IS IRREPLACEABLE
YOUR LIFETIME IS IRREPLACEABLE
YOUR LIFETIME IS IRREPLACEABLE



Dare greatly. Live wild.
Your lifetime is irreplaceable.
Call the crew and ride!

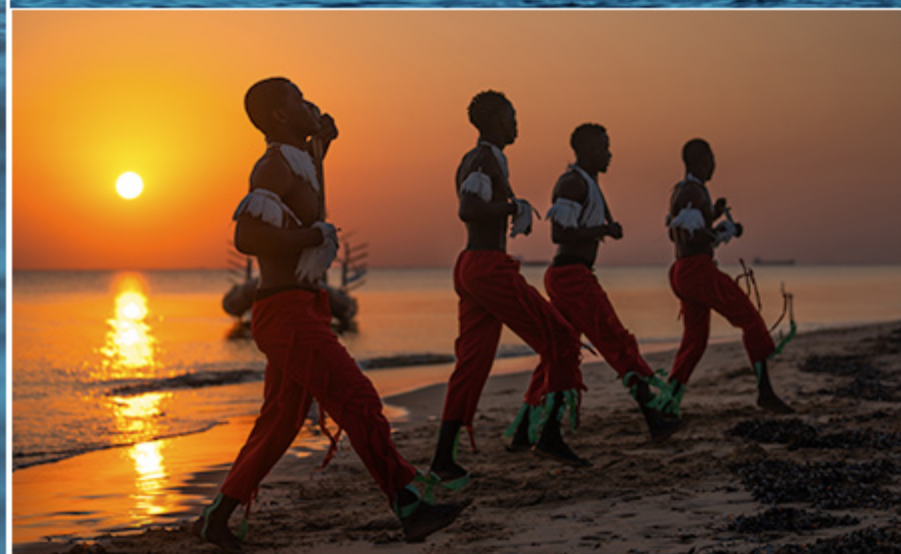


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"THESE UNIQUE CULTURAL EXPERIENCES ADD A SPECIAL TOUCH TO YOUR KITESURFING ADVENTURE ON INHACA ISLAND."



One of the highlights is the sunset boat ride to the Portuguese Island, where we host a candlelit beach dinner. You can enjoy traditional Mozambican music and dancing performed by local artists—a cultural experience that always leaves a lasting impression. If you visit during humpback whale season (August to October), you'll have the chance to see these gentle giants up close and sometimes even swim with a calf and its mother. These unique cultural experiences add a special touch to your kitesurfing adventure on Inhaca Island.

For those who love to explore on foot, the island offers scenic walks to the Marine Biology Museum, where you can learn about Inhaca's unique marine ecosystem. Safari drives across the island take you through coconut forests and local villages and up to the lighthouse, where the view from the dunes is breathtaking.

The ideal time to visit Inhaca Island is during the peak windy season from August to October. You can expect consistent northerly thermal winds ranging from 15 to 25 knots, while occasional southerly winds bring stronger conditions of 20 to 35 knots. This period offers 70–80% kiteable days over a 10-day trip, making it perfect for a kitesurfing holiday!

I recommend bringing kite sizes ranging from 7m to 13m for kitesurfing to adapt to the varying wind conditions. Twintips, surfboards, and foils all have their place here, depending on your style and preference. We can provide a full range of premium gear for those travelling light, including the latest Core products available for demo or purchase.

Temperatures range from 18–32°C as the season progresses, with water temperatures staying between



staying between 20–27°C. Humidity remains manageable, and occasional rain provides a refreshing break.

Meals on the island are an experience in themselves. Chef Amouse and his team prepare buffet-style dinners featuring fresh seafood, Mozambican classics like Peri-Peri Chicken, and South African-inspired dishes. Visitors rave about the variety and quality,

“ MEALS ON THE ISLAND ARE AN EXPERIENCE IN THEMSELVES. ”

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often joking that they're eating like kings without gaining weight thanks to their active days on the water. Lunch favourites include Prego rolls and freshly grilled fish, while the Mozambican chilli sauce is a must-try. For those with dietary restrictions, the team takes great care to accommodate every need.

The local village also offers a chance to explore small markets and enjoy nights out at rustic restaurants, where music and the famous "R&R cocktails" add to the vibrant atmosphere.

Despite its remote location, Inhaca Island is equipped with world-class Starlink Wi-Fi, allowing visitors to stay connected and even work remotely if needed. Mobile network coverage is excellent, and local SIM cards are affordable.

Whether you're carving through perfect lagoon waters, exploring vibrant reefs, or sharing unforgettable sunsets with new friends, every moment here is magic. This hidden gem in Mozambique is waiting to be discovered—an adventure that combines world-class kitesurfing, cultural immersion, and the untouched beauty of nature!

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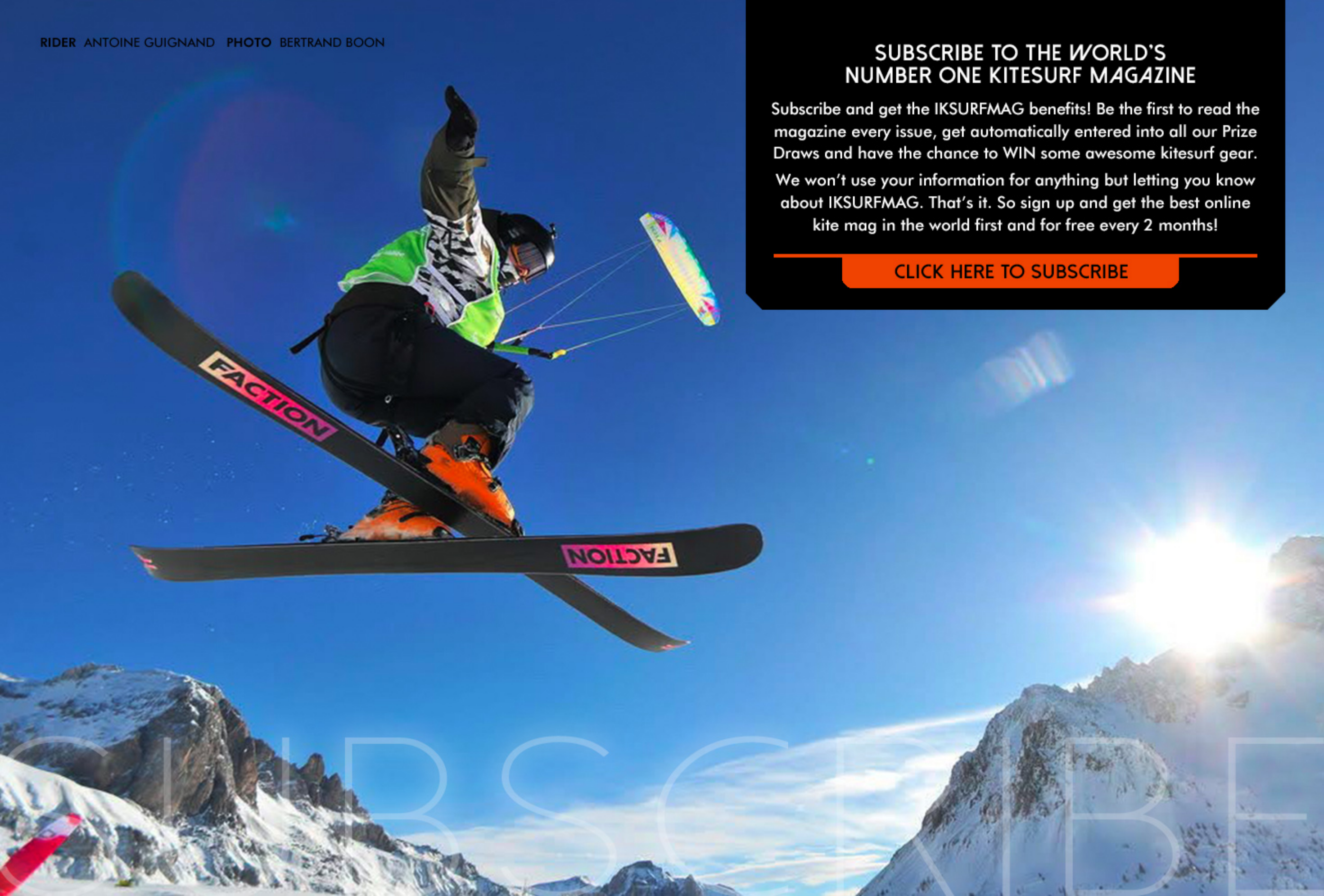
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WORDS OSWALD SMITH
PHOTOS SAMUEL CARDENAS

Growing up, Mystic was the brand that ignited Oswald Smith's passion for sports. Now, he has come full circle with the launch of the Wild Rose Collection. This limited-edition line combines high-performance gear with Oswald's personal journey. Curious about the meaning behind it? Read all about it here!



THE WILD ROSE A DREAM BLOSSOMED

**"THE WILD ROSE ISN'T JUST A PRODUCT LINE;
IT'S A STORY—A REFLECTION OF WHO I AM AND
HOW I SEE THE WORLD."**

Growing up as a grom, all I wanted to do was kite, surf, and spend every moment immersed in the water. Mystic wasn't just a brand back then—it was the brand. I'd watch their products traverse beaches and kite spots woven into the fabric of our community. To be part of such an enigmatic company has always been a dream, but the idea of creating a signature line? That felt too far to fathom. Yet here I am, and the Wild Rose was born.

Working with Mysticboarding has been nothing short of empowering. It's one thing to ride for a brand, but to have my ideas and concepts heard? That's something else entirely. The Wild Rose isn't just a product line; it's a story—a reflection of who I am and how I see the world.

The concept didn't just appear out of thin air. In many ways, it feels like an extension of me. Philosophically, I see every person as a rose waiting to flourish. Think about what a rose represents: death, love, romance, beauty, desire, new beginnings—it symbolises everything, even when those meanings contradict each other.

That's what makes it so powerful. A rose embraces it all—the perfect metaphor for humanity. To truly bloom into our higher selves, we must accept every part of who we are, even our flaws. Each petal plays a role, and none should overpower the other. Simple, really.







“ THIS IS MORE THAN GEAR. IT’S ABOUT PUSHING BOUNDARIES AND CRAFTING SOMETHING FROM THE HEART. ”

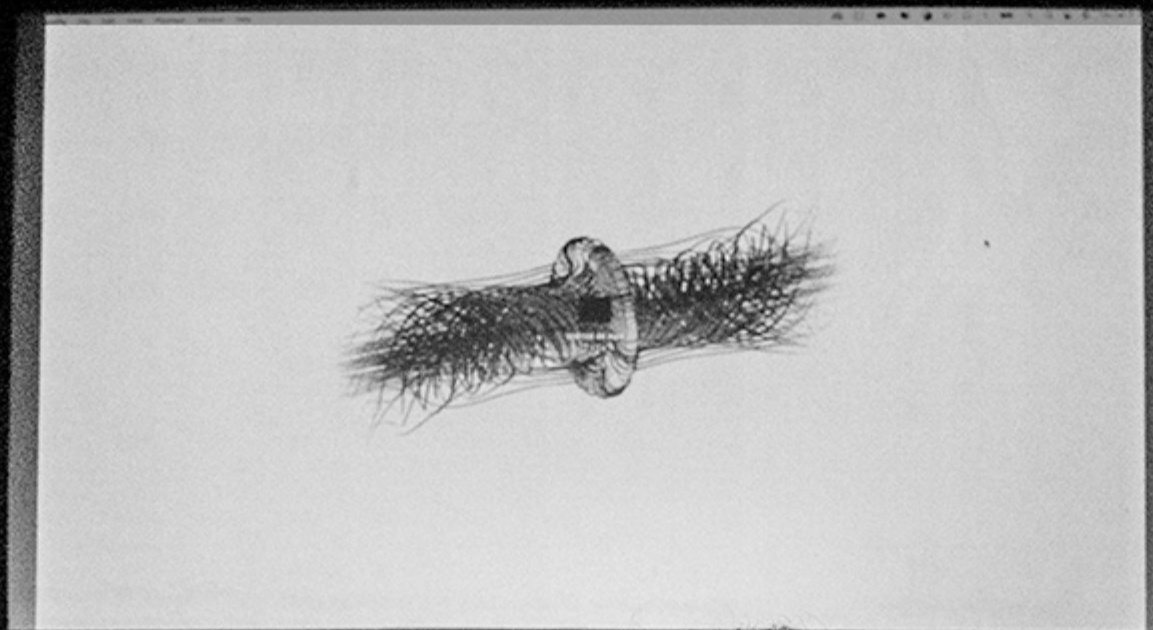
But enough of the philosophy. What’s been so special about this journey is creating a product that serves a purpose for kitesurfers while carrying a deeper meaning. With Mystic, we brought the Wild Rose concept to life in a badass harness, board shorts, and t-shirts—each part of a limited artist collection.

The board shorts, in particular, hold something deeply personal to me. Inside them, you’ll find a love poem I wrote myself - a piece of my heart I wanted to share with the world. The poem speaks to the essence of love: that it should be like an ember, burning bright and steady. Don’t settle for anything less.

This is more than gear. It’s about pushing boundaries and crafting something from the heart. Every piece in this collection has meaning and is curated with care and intention.

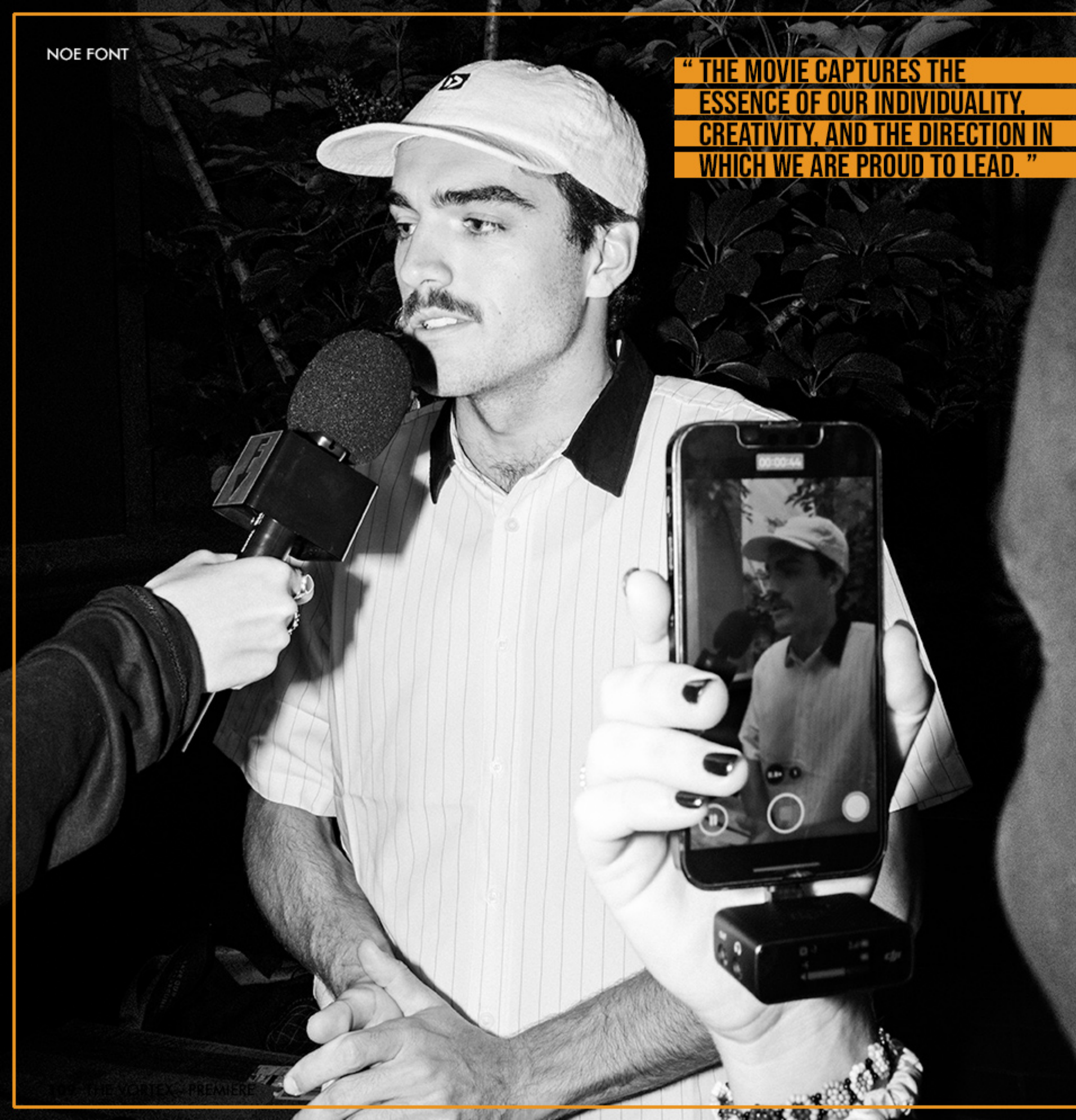
So there you have it: The Wild Rose. May we all leave rose petals behind.

Few things are as rewarding as sharing an experience that connects people through a shared vision. For Xander Raith, Tom Bridge, and Noe Font, this connection became the foundation of Vortex. With its world premiere in Cape Town's iconic Labia Theatre, Vortex marked a bold new chapter for kiteboarding cinema. Now, it's your turn to join the journey. Watch the film on the Knot Future website and experience the story inspiring the next generation of riders!



WORDS XANDER RAITH PHOTOS JASON BRODERICK

THE VORTEX — PREMIERE



**"THE MOVIE CAPTURES THE
ESSENCE OF OUR INDIVIDUALITY,
CREATIVITY, AND THE DIRECTION IN
WHICH WE ARE PROUD TO LEAD."**

Sharing an experience with others has to be one of the most rewarding sensations in life. I have grown to strive for the ability to converge through a common perspective and emotional respect. Throughout this past year, I have had the opportunity to experience this convergence, which snowballed into a movie, Vortex, featuring myself, Tom Bridge, and Noe Font.

"Welcome to our vision. The colliding of three worlds and shared pursuit that has spiralled together and flows in distinct harmony. It is our divine privilege to share Vortex. A view from within our bubble and the culmination of our sincerest intentions. Enter our paradigm."

First and foremost, Tom, Noe, and I would like the film to speak for itself, and for those reading this, if you find yourself interested in watching the movie, please head over to the Knot Future website to view it. For those unfamiliar with the film or its concept, this article can serve as an introduction to the movie's inception. Here is a brief excerpt from the movie:

For the past year, the three of us (Tom, Noe, and I) have travelled the globe to bring our vision to life and showcase kiteboarding as we see it, conveying it through a film. The movie captures the essence of our individuality, creativity, and the direction in which we are proud to lead. Tom, Xander, and Noe - "Every detail of the film is intentional, and the locations, riding style, cinematic style, music, the crew itself, and the collective process are an opus meant to stand out from the rest."

Since the release of The Bubble nearly a decade ago, no kite film has rivalled or even followed in the footsteps of the film's prestigious wake.



"A LARGE MAJORITY OF THE INDUSTRY IS WEARING ITSELF THIN, SCATTERING BRANDS AND RIDERS INTO EVERY POSSIBLE DISCIPLINE"

To capitalise on this lack, the idea to begin filming another movie has been gaining momentum for the past few years, and now, over 12 months later, Vortex has come to fruition.

One of our goals for Vortex was to illustrate our perspective on kiteboarding and use the film as a vessel to help carry and showcase the culture we wish to share. Since my introduction to the kiteboarding industry,

I have always felt that its culture lacked a sense of union that helps inspire the current and proceeding riders responsible for sharing its fundamentals. In my eyes, a large majority of the industry is wearing itself thin, scattering brands and riders into every possible discipline, showcasing repetitious media, and making it more and more difficult for any up-and-coming enthusiast to navigate the chaos. Although we are not

providing a solution, we hope Vortex can inspire and give direction to our culture.

During the infancy of Vortex's initial outline, a premiere accompanied the movie we knew we desired to incorporate. I have been fortunate enough to experience a few premieres throughout my life, and no matter what type of film is being shown or the size of the audience, the experience is electric, and the energy in the room can be felt by everyone present.

For the world premiere of Vortex, we screened the film in Cape Town, South Africa, one of the most sought-after destinations and a convergence point for many kiteboarders during winter. At 7:30 p.m., viewers began to pour into the Labia, one of Cape Town's historical theatres, which served as an idealistic host for our film. The theatre was adorned with Vortex mirrors, posters, stickers, Vortex merchandise (available on the Knot Future website), and incredible company.

"The premiere was sick; it was my first time at the cinema, so it's funny that I was on the screen. I owe a huge thank you to everyone who came out, and it was good to see so many legends come up."

- Tom Bridge.

"With the exception of kite contests, the only other event in kiteboarding you can attend is a movie premier; it acts as a way to connect and experience a common interest socially. Generally, movies, photos, and videos are experienced in isolation and showcased from behind our digital devices. Going to a premiere allows you to experience, feel, and celebrate alongside your peers, which is nearly impossible to recreate in an insular setting. It is the closest we get to kiteboarding culture, if there is any."

- Noe Font.

Thank you to the brands that helped support the film: Redbull, Duotone, ION, North, and Mystic. Thank you to Isak Petersen for filming the evening and Jason Broderick for photographing the premiere. We truly appreciate the support of those who were able to attend the film's debut. For those unable to attend, we hope you can get together with your friends, watch Vortex, and gain traction in a blossoming culture.



TOM BRIDGE

**"GOING TO A PREMIERE
ALLOWS YOU TO
EXPERIENCE, FEEL,
AND CELEBRATE
ALONGSIDE YOUR
PEERS"**



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THE WORLD'S NUMBER ONE WING, FOIL, SUP AND SURF MAG

WORDS JEN TYLER, MIKAILI SOL, CAMILLE LOSSERAND AND ANDREA PRINCIPI PHOTOS ARTHUR SAMZUN

The Vision brings Mikaili Sol, Camille Losserand, and Andrea Principi together to share their passion for kiteboarding and personal journeys. Jen Tyler explores how this film captures their creativity, resilience, and friendship, creating an inspiring story about pushing limits and chasing dreams.

THE VISION

WITH MIKA, CAMILLE, AND ANDREA





"I HOPE TO INSPIRE OTHERS TO EMBRACE THEIR OWN JOURNEYS AND RECOGNISE THE POWER OF THEIR UNIQUE EXPERIENCES."

In *The Vision*, Mikaili Sol, Camille Losserand, and Andrea Principi take us on a deeply personal journey, blending their passion for kiteboarding with their unique stories. The collaborative film reflects their commitment to pushing boundaries, both in the sport and in their lives, offering an inspiring glimpse into the world of these extraordinary athletes.

For Mikaili Sol, the project was a transformative experience.

"Creating *The Vision* allowed me to dive deeper into my personal narrative and share my unique journey with others," she reflects. "Reflecting on the pivotal moments that shaped my values and aspirations was invigorating. Crafting this vision required introspection and creativity, and it pushed me to articulate my thoughts in a way that could resonate with others." Mika's passion for storytelling shines through in the film, where she weaves together the challenges

she's faced and the achievements that define her journey. "It was fulfilling to combine the different elements of my life, creating a cohesive vision reflecting who I am. By sharing my story, I hope to inspire others to embrace their own journeys and recognise the power of their unique experiences."

For Camille Losserand, the project was equally impactful, providing an opportunity to reflect on her unconventional path as a kitesurfer.

"I'm very grateful to have been part of this video project; it was such an enriching experience," she shares. "Being from Switzerland, where we don't have regular wind, training as a kitesurfer wasn't easy."



Although I always dreamed of being a professional, I never imagined I'd make it this far."

Camille credits her family's decision to live between Switzerland and Spain for giving her the conditions to train and pursue her dreams. "It wasn't an easy move, but it made all the difference. Without their support, I wouldn't be here today."

The connection with Mika and Andrea added a special dimension to the project. "Sharing these moments with Andrea and Mika was really special. They're more than just competitors; they're friends who motivate me to train and push my limits. Through this project, I wanted to inspire people—especially women—to keep chasing their dreams and show that we can break boundaries in sports."

For Andrea Principi, the film was an opportunity to channel his creative energy into something meaningful.

"It was such a fun experience to share this week of shooting in Tarifa with Mika and Cami," Andrea recalls. "We were lucky to have strong winds every day, which let us stick to the video's vision of pushing limits on the water and creating new tricks."

Andrea's passion for innovation in kiteboarding shines through in *The Vision*. "I hope to do more creative projects like this one as soon as possible. It's inspiring to work alongside athletes like Mika and Cami, who share the same drive and love for the sport."

Together, their stories intertwine to form a narrative of resilience, creativity, and friendship. *The Vision* isn't just a showcase of world-class kiteboarding—it's a reminder of the power of perseverance, the importance of community, and the beauty of chasing your dreams.

THE VISION

"I WANTED TO INSPIRE PEOPLE—ESPECIALLY WOMEN—
TO KEEP CHASING THEIR DREAMS AND SHOW THAT WE
CAN BREAK BOUNDARIES IN SPORTS."



TECH FOCUS

HARLEM LAUNCH BOARD WITH AARON HADLOW

In this Tech Focus, Aaron takes us behind the scenes of the Launch, sharing insights into the design process, the collaboration with Ralf Grosel, and how this board is set to redefine performance for riders of all levels. From stormy 27.5m jumps to smooth, controlled curves, the Launch is engineered for versatility, comfort, and confidence. Aaron tells us all about it!



Hi Aaron, Thanks for taking the time to chat with us; we're excited to hear about the Harlem Launch board! How long has the Launch been in development, and what was the design goal at the start of the project?

We knew that when I joined Harlem in June, I would set out in designing and testing new boards to accompany the new kites from Brainchild. In combination with Ralf Grosel, we set our goal to release our first board within 6 months. The goal was to produce a board that would pair and synergise with the DNA of the Harlem kites, particularly the Thrive. The whole package makes the difference, meaning the kite, bar, board, and accessories should work together to improve the entire experience.

You've worked on many boards in the past. Was this a similar process, and were there any new technologies you could use?

It has been a while since I was so deep into the entire process; things have changed over the years. It is more efficient and precise in how we go about the process. Knowing what you want as an end product gives you a clear direction. Materials have improved, and options have widened, but the basics are the same. Play with the lay-up, thickness, outline, rocker, and many other variables to make a combination that suits your requirements.

Many riders keep their twin tip for a long time and don't upgrade. What would you say to them, and why should they consider switching?

The board is crucial to the setup, especially when matching it with your kite. I like a fast board that can carve sharply into the wind for a vertical take-off that matches my kites and riding style.

"THE GOAL WAS TO PRODUCE A BOARD THAT WOULD PAIR AND SYNERGISE WITH THE DNA OF THE HARLEM KITES"





"WE ARE BOTH COMPETITIVE AND DRIVEN AND WANT TO BRING THE BEST PRODUCTS AND PERFORMANCE TO THE MARKET."

I always recommend that people try multiple boards at any opportunity to see if they can improve their comfort or confidence, increasing their level.

As we touched on before, materials change, technology advances, and there is a wide range of options on the market. However, in general, the boards have become much more refined and comfortable to ride.

The Launch, in particular, has been designed for an easy, comfortable ride that can be pushed relatively hard. The main points were to eliminate water spraying up towards your body and face, have fast

planning and speed whilst maintaining grip, and have an all-round board that is comfortable in all conditions.

Where was the board made? We've heard a lot about the Brainchild factory. Are they being made there?

Our kites and wings are made in Brainchild, but we keep the boards in Europe. The process and communication are easier, reducing the timelines for samples and shipping. We are on quite a schedule at Harlem and pushing to bring an amazing product line to the market as soon as possible.

You've been working with Ralf for many years now. Can you give us insight into that relationship and how you collaborate on the design and testing methodology? Does it differ for various products?

Yes, the relationship has grown over the years. We are both competitive and driven and want to bring the best products and performance to the market.

We worked similarly for all products. Our feel and testing process were usually totally aligned, and we could trust one another's feedback even if we were not testing at specific points together. This speeds up the process, and having such a clear vision of what

"THE BOARD IS DESIGNED TO HAVE GOOD UPWIND ABILITY, FAST PLAINING AND SPEED AND OVERALL GOOD GRIP AND EDGING ABILITY."



we are aiming for really helps us nail the product we are working on. Being able to do the boards complements the kites even more, so we are excited to have the opportunity to create the ultimate packages.

What set-up are you using and why?

I mainly use the 138 in the Launch, although we are expanding the range so that you may see me on many prototypes in the coming year. The launch is aimed at entry-intermediate riders, although we wanted advanced riders to be able to push it to a certain point. The overall characteristics suit a good take-off, and we also stiffened up the centre of the board to accommodate a harder landing.

How is the performance of a rider of your calibre, and does it still work for riders who perhaps aren't so talented?

The board is designed to have good upwind ability, fast planing and speed and overall good grip and edging ability. It works amazing well for entry-advanced. Personally, I can, of course, push the board over the edge at times, although I have had some amazing sessions on this board, and it will be more than suitable for advanced riders, such as learning kite loops. We have gone for an all-round free board for riders to push their limits, and as I said, we aim to expand the lineup over time.

Three sizes keep the buying choice simple: what's the concept behind that?

We started with three main sizes that adapt to a rider's size and weight. For instance, the 141 is stiffer, while the 135 is more flexible, more forgiving, and has a reduced stance width relevant to the board size.

We took the 138 as a starting point as that is our preferred length for the size and weight (70 - 80kg and +/-180cm). We worked up and down in the sizes from there.

What's the highest jump you've boosted on it, and what's your favourite characteristic about the board?

I made a 27.5m jump in the UK during a storm session, which shows its capabilities. However, the board shines in less extreme conditions. My favourite thing about it is that it works well in all conditions, whether flat, choppy water, smooth, or gusty wind.

Thanks so much, Aaron! Are there any exciting projects on the horizon for us to look forward to in 2025?

We are working hard on many things, but look out for the full release of our new kite, the PEAK. It should be accompanied by another new board, which I'm really excited about!

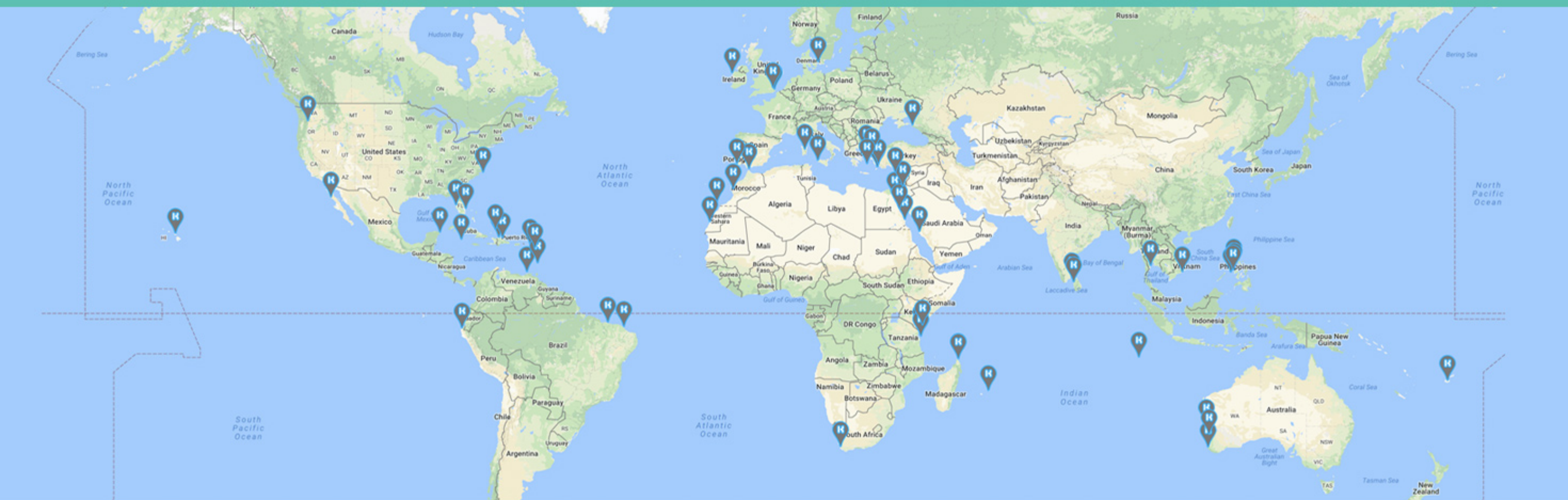
"IT WORKS WELL IN ALL CONDITIONS, WHETHER FLAT, CHOPPY WATER, SMOOTH, OR GUSTY WIND."





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QUESTIONS ROU CHATER
WORDS TEAM ELEVEIGHT
PHOTOS KERLI HALLISTE

TECH FOCUS

ELEVEIGHT NEW RS V9 AND MASTER TWINTIP RANGE

Eleveight continues to push the limits with the RS V9 and Master Twintip range, and in this exclusive chat, we dive into the RS V9's improved power, durability, and control, plus the Master Twintip's refined construction and eco-conscious materials. You won't want to miss this!





"WE'RE TALKING ABOUT THE RS V9 HERE, BUT OUR DEVELOPERS ARE ALREADY IN FULL SWING TO DEVELOP THE V10 VERSION!"

Hi! Thank you for taking the time to chat with us. We look forward to hearing all about the new RS V9 and Master Twintip Range. The RS has been a flagship kite for Eleveight for many years, how long did you spend developing the V9 version, and what were the design goals at the start of the project?

Development never stops—it's true, as our R+D is a continuous process. We start the new version as soon as we finish the previous product version (in this case, the RS V8). Sometimes, we open the drawing board on a new product before its predecessor is released into the market. In other words, we're talking about the RS V9 here, but our developers are already in full swing to develop the V10 version!

The development timeline for incremental changes, like in the RS V9, is roughly 12 months. During this time, we develop several prototype test iterations in different key locations and with different material configurations and bridle line setups. The process is quite complex, even if the final result cannot be received as something that stands out as new. However, it is quite the opposite because all the smaller invisible changes, such as new wireframes or slightly changing the aspect ratio, significantly impact performance.

Design goals all start with the target market's needs, and riders' riding styles and preferences are constantly changing. A freeride kite from 5 years ago had different needs than a freeride kite in the market today. By observing the market and getting very good feedback from our network, we already have a good starting point.

One design goal for the V9 was efficient power development to help with loop speed and instinctive control. Nowadays, riders want to jump high and



"WE ALSO MADE SOME CHANGES ON THE LEADING EDGE TO ENSURE EXTRA DURABILITY SO THAT THE INFLATABLE PART COULD TACKLE MORE LOAD."

loop their kites, so making this efficient and easy for the rider was a big goal. Our secondary goal was to tune the power development to increase the low end of the RS V9. This helps ensure a wide wind window, as not all riders have four kites in their quiver.

These days, more 'radical' riders also need a product with more durability, so we also aimed to increase the kite's stability and efficient load transition. We used new X6 ripstop material in specific key areas and worked on the wireframe to set up the different panels for the best possible load distribution. We also made some changes on the leading edge to ensure extra durability so that the inflatable part could tackle more load.

Lastly, the modern rider demands a broader variety of trim options for the kite. We also aimed to improve our turning speed setting so customers can trim the kite how they want to ride it.

The RS V9 is marketed to reduce the need for a large quiver due to its wider wind range. How was this achieved, and what's the ideal quiver for the average rider out most weekends with a wide range of conditions?

The question of an ideal quiver is a personal decision based on location, rider ability and weight. In general, three kites will cover 95% of your sessions, but with an RS, you can also have only two kites in your quiver,

which will cover most of your days. Our top selling sizes are 9m and 12m, so that gives a good indication.

The RS is a classic delta/hybrid 3-strut kite, and its DNA generally has a broader wind range. The RS's 3-strut construction is light and agile, which helps in low-wind conditions. However, it also offers a lot of depower, so the kite also performs well in the higher wind range.

For the V9 version, we worked on a moderate increase in the leading edge arc with a higher projected area to improve power development and increase the low end. We also focused on further weight reduction using our new X6 ripstop material on the trailing edge

and wing tips to improve load transition and reduce material weight.

The larger models (14m and 17m) use XT Light material to enhance responsiveness and reduce weight. What are the weight savings over the XT material used on the smaller sizes, and how does this impact the overall durability and longevity of the kite?

The weight savings from XT light are 15% if you compare both materials, so if you translate that into the overall kite weight, we have a weight advantage of 10% in the bigger sizes. That ratio would decrease in smaller sizes, which is why we prefer to use it only in bigger sizes.

However, the more important factor than weight is the increased performance. XT light offers a perfect balance between stability and stiffness and is key for bigger kites, as it is essential they are also responsive. The times when bigger kites were just low-end pull machines are over. We want a fun reactive kite that applies to bigger sizes that can loop and feel playful.


The increased stiffness also helps the overall durability of the kite recover quicker after jumps and loops, as the canopy has better overall tension and load distribution. That all helps to keep the canopy crispy for longer and increase the life span of the RS.

How did integrating Teijin's X6 ripstop material improve the kite's performance and durability compared to previous versions? Is this new material heavier than X4?

We used the X6 first in our wing models and had fantastic results with the overall tension of the canopy and less deforming in the trailing edges.

"XT LIGHT OFFERS A PERFECT BALANCE BETWEEN STABILITY AND STIFFNESS AND IS KEY FOR BIGGER KITES"





"EVEN THOUGH THE X6 IS A BIT HEAVIER, WE REDUCED THE MATERIAL CONSUMPTION IN THESE STRESS AREAS, WHICH LED TO A LIGHTER OVERALL CONSTRUCTION."

In the previous version, we also used X4 to transition between the inflatable structure and the canopy. These areas are under high stress because a harder material like Dacron is linked to a softer material like ripstop. The load transition between these two materials is not easy and can lead to stress areas where the kite can rip. For this reason, we always used a 2-step load transition, which is a double layer of X4 ripstop (a small strip between the inflatable structure and the canopy ripstop), and our new X6 ripstop follows the same principle.

Due to its woven structure, the X6 is slightly heavier overall. Still, it offers 30-40% less elongation, which is very beneficial in stress areas like the load transition zones and the trailing edge. A better load transition increases the kite's performance and also improves durability. Even though the X6 is a bit heavier, we reduced the material consumption in these stress areas, which led to a lighter overall construction.

With all these new material innovations, how does the RS V9 compare to the RS Pro? Has the gap been closed from the V8, or are they still in a different ballpark in terms of performance?

Overall, we aim for different performance and target markets, the gap between both kites. The two kites. Our velop kites that offer the right performance for the needs of different riders.

The RS V9 has very intuitive flight performance and is our classic plug-and-play freeride kite that is very versatile. It is also a kite that has a reasonable price point for most. In comparison, the RS Pro is more like high-performance racing kites that are more dynamic, reactive, and fast, but the rider also needs more skill to use the performance advantage.



"THE FORM STABILITY OF THE RS V9 COMES FROM THE GENERAL CUT OF THE WIREFRAME AND THE MATERIALS WE USE."

The leading edge arc was adjusted for better power development and low-end performance. What kind of rider feedback or testing led to this decision?

I mentioned this a bit in the beginning, as all new Eleveight developments are a mix of observation, feedback from the market and our research for new shapes and materials. Our decision to modify the leading edge arc was mainly driven by achieving very easy and accessible power development, which is required for modern freeride kites. Most freeriders these days are focused on jumping with some added tricks or even kiteloops, and on helping them progress, we wanted the RS V9 to have an increased turning speed noticeable in loops. Fast-turning kites

are also very good in the low-end segment. The kites swing faster, and you can generate much more power in low wind conditions.

How does the RS V9 maintain stability and control during gusty winds, and are there specific bridle settings riders can tweak for extreme conditions?

All of our Eleveight kites have been designed to focus on stability as kites nowadays have to tackle much more load from the riders. Our sport has progressed in the last 10 years, and so has most kites. The form stability of the RS V9 comes from the general cut of the wireframe and the materials we use. The X4 ripstop, the previously mentioned X6 ripstop for the 2-step load frame, and our high-quality XT inflatable

material all build a foundation for a solid construction. As a result, the kite is agile and fast but has less deformation under load, which can be an issue, particularly in gusty conditions.

We also offer three bridle settings on the RS to offer personal preference depending on how you ride, and not so much that one is better for gusty winds than the other. The wave setup increases the drift ability, and the turn is more of a pivot with less power, which performs best in gusty conditions. The kite develops a bit less power, which maybe helpful for most of the riders. However, if you want to get a bit more extreme, then our standard freeride setting allows the rider to go big and pull off some insane hang time and loops if you have the guts!

Who is the RS V9 for? What riders will benefit most from the new performance upgrades? Is it suitable for everyone or better for more advanced riders?

Hands down, the RS is made for versatility and is aimed at the classic freerider. In other words, it's our all-round powerhouse guaranteed to get you stoked from your first launch. To be more specific about the V9 version, we hope the upgrades will help most riders progress in their air game. Loops were never easier than with the V9 version, and the hang time is guaranteed!

MASTER

Again, you have three versions of the Master Twin tip: the V8, S V5, and C+ V7. Did they all get a complete redesign for 2025 and share the same shape, or did they have to be tweaked according to the different construction materials and use case scenarios?

Our new Master range is completely redesigned in terms of the shape, but also about the material mix and construction. Franz Schitzhofer, our board designer, went through several prototypes and many testing hours to find the right balance for each board.

In general, the shape and rocker of the Master, Master S, and Master C+ are the same, but the differences are in the construction, flex patterns, weight, and performance outcomes.

The Master V8 is our base model with a medium to hard flex performance for the freerider and a lot of freestyle potential. The Master S is the little sister and is tweaked for lighter riders. The flex is softer based on a thinner wood core. We also changed the inserts so you can ride with a smaller stance.



"OUR BOARD DESIGNER, WENT THROUGH SEVERAL PROTOTYPES AND MANY TESTING HOURS TO FIND THE RIGHT BALANCE FOR EACH BOARD."



" WE TRY TO BE MINDFUL OF ALL THE CHALLENGES OF SUSTAINABLE PRODUCTION AND CHANGE THINGS WHEN WE CAN 100% CONTROL THEM. "

The Master C+ is a complete carbon construction, which decreases the board's overall weight but also gives it very dynamic flex and pop... it's tweaked for the performance freerider that likes to go big and push the limits in big air.

You're using basalt fibres, which are more ecologically friendly than traditional carbon. Have there been any other green initiatives in the board production?

We used basalt last year for the Stellar and were impressed with its performance. We should implement it immediately into our Master range as well. This high-tech material is suitable for our board range and has an ecological advantage. It feels better to push design to produce more sustainable products.

All our boards have a different resin implemented, too. GreenPox is a clear bio-based epoxy resin with 35% plant-derived content, offering lower carbon emissions and excellent colour enhancement for prints. Its high impregnation properties reduce resin use, making boards lighter. We also use sustainable Paulownia wood core, a fast-growing wood with a rapid absorption of atmospheric carbon dioxide.

Lastly, our twintip range is wrapped in plastic-free packaging and produced in Europe, decreasing shipping and ensuring that the factories have a high standard in energy and waste management.

We would be lying if we said the Master is an ecologically friendly product. Our industry relies on oil-based raw materials, so we must avoid greenwashing. However, as a brand, we try to be mindful of all the challenges of sustainable production and change things when we can 100% control them.



"SMALLER SIZE WILL HELP RIDERS PROGRESS AND PREVENT THEM FROM BEING HELD BACK WHEN PUSHING THEIR LIMITS."

What sort of rider should be looking at each version of this board? The S V5 is better for smaller riders, but what separates the C+ V7 and V8? What advantages and disadvantages are there between the three shapes?

The three different models are based on rider preference. The Master S is made for smaller riders and helps them find a board that fits their weight. Its narrower stance, softer flex pattern, and smaller size will help riders progress and prevent them from being held back when pushing their limits.

The Master V8 is our flagship board and offers the best versatility between aggressive freeride and freestyle. Since our test team tweaked it more in this direction, it might be the better alternative for freestyle-driven riders.

The Master C+ is for an advanced freerider who needs a dynamic and reactive board. Its state-of-the-art construction best suits boosters who focus on jumping high.

When will these new products be available, and will riders be able to demo them soon?

Our new twintip range is already in our warehouse, and our dealers are getting pre-orders! The official release will be mid-March, when customers can get their hands on one of the new Masters.

Excellent, thank you so much for your time!

Thank you, Rou!

WORDS ROU CHATER & GILION GOVEIA
PHOTOS THE LINE SMITH

TECH FOCUS

THE LINE SMITH

Kite bars are essential gear, yet often overlooked. The Line Smith, founded by Gilion Goveia, is changing that with SK99+ lines, trusted by top pros for their strength, precision, and speed. Now, with the Line System, riders can upgrade or replace lines in minutes—no more waiting, just better performance! Find out more here.





"THERE IS SO MUCH WORK AND DESIGN THAT GOES INTO THE BAR, PLUS IT NEEDS TO BE A FAIL-SAFE BIT OF YOUR GEAR"

When we go kiting, we often think of three components: a board, a kite and a bar. These days, you'd be forgiven for wincing at a new bar's price, with some now priced at well over 600 euros. Kiteboarding bars are in a world of their own regarding the number of parts and pieces; they are much more complicated than the combined kite and board. This is why they are so expensive; there is so much work and design that goes into the bar, plus it needs to be a fail-safe bit of your gear; you don't want a line snapping or chicken loop exploding when you are twenty feet up.

As riders, we often overlook the bar as just a piece of gear that comes with the kite. We agonised about kite choice and size and what brand or design might suit our riding style, but we never really paid much attention to the bar, which "just comes with the kite". Gilion Goveia is a name some of you may know; he's been repairing bars and fixing broken lines for years. His brand, The Line Smith, has become increasingly popular among the top flight pro riders on the big air scene. Names like Ross Dillon Player, Nico Gambier, and even Jamie Overbeek openly referred to The Line Smith as their line supplier in

2024. More than that, though, if you have ever had the misfortune to snap a line, then the chances are you've used him too.

Let's find out who or what The Line Smith exactly is.

"The Line Smith is a Dutch brand owned by kite designer and product developer Gilion Goveia. A name you might already know, as Gilion has a long track record in the kite industry. As the owner of multiple kiteboarding-related brands, from his kite brand Fluid Kiteboarding to being a rider, Gilion has been in the kite scene for decades."

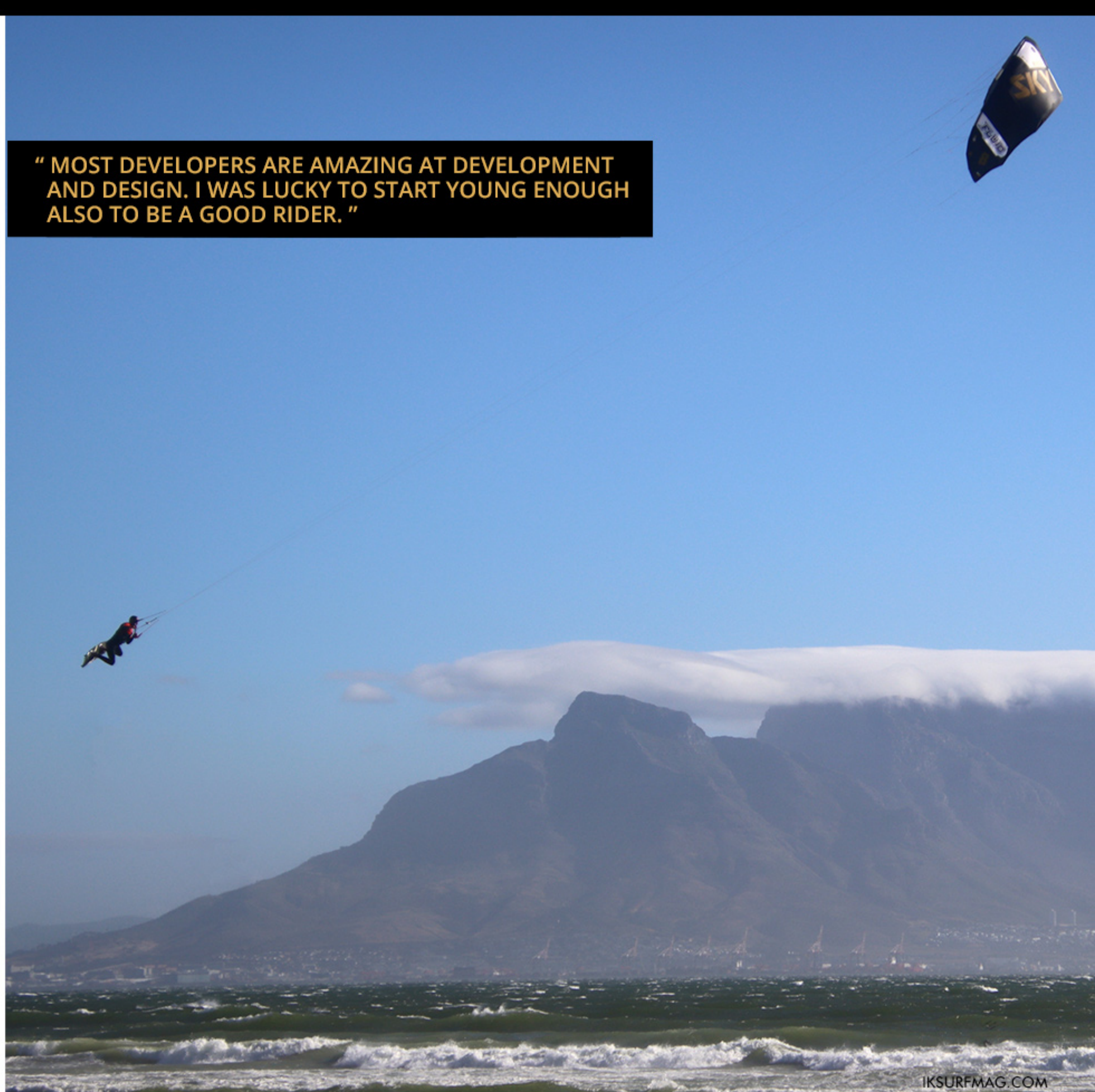
As a rider, I've constantly pushed the sport from the production/development side and the front end. It all started in 2015 when I became obsessed with breaking the world record on WOO, pushing myself and my equipment to the absolute limit at every opportunity. Unfortunately, that also meant I went beyond the limits of my equipment! Most of the time, it would be lines snapping, as the equipment back then wasn't made like it is now. That was the start of it all!

As I was already developing kites then, I had access to all the commonly used and prototype lines. I could try out all the lines on the water in different conditions on many kites. This gave me great insight into how lines work and their influence on your kite. Most developers are amazing at development and design. I was lucky to start young enough also to be a good rider. (And yes, I broke that world record in 2015, being the first person to jump 20m on Woo.)"

A few years ago, Ross Dillon asked me for blue lines. I got a spool of lines and customised a few sets for him. As he and a few local Dutch friends were happy, they started referring more people to me, which was the start of The Line Smith. I decided that I didn't want to be a repair shop but a full-line brand that focused on the highest quality lines and refurbishing bars, just like we do with our phones.

Many bar designs have remained relatively unchanged over the years, so why not allow consumers to upgrade what they already have? After receiving and refurbishing many bars over the years, I became skilled at this and gathered a lot of data on line layouts.

" MOST DEVELOPERS ARE AMAZING AT DEVELOPMENT AND DESIGN. I WAS LUCKY TO START YOUNG ENOUGH ALSO TO BE A GOOD RIDER. "





In 2023, it all blew up when I launched our SK99+ lines—something the market had never seen. Stiffer, thinner, and stronger lines will increase any kite's performance. More pro riders came knocking on my door, and within a few months, I was the line supplier for most of the pro fleet.

Our influence has been HUGE on the 2024 events across almost all disciplines, with multiple world champions riding The Line Smith lines.

SK99+ PREMIUM

Yes, it's an SK99 line, but there is a big difference between a traditional SK99 and The Line Smith SK99+. Although they are both made with SK99 fibres, the major difference is the coating process. Standard lines are braided first and then coated. With SK99+, we have taken the coating process to the front, coating each individual yarn.

Due to this process, we have a coating inside and outside the line, creating a stiffer and less stretchy line. With the low elasticity, the line maintains its length during flight, causing the kite to fly at the perfect angle of attack in much stronger wind and decreasing the response time of the kite. It's a noticeable difference. Another benefit is that we do not have this thick coating wall outside the line, making it possible to have a much thinner line with a higher breaking strength. Thinner lines have much less drag, resulting in a much faster-recovering kite after loops and before jumps.

THE LINE SYSTEM

I've just launched The Line System to take things to the next level. This universal modular line system makes it possible to fit The Line Smith SK99+ lines on ALL bars.

I don't have to custom-make each set as I have been doing in the past. No more waiting for your lines to be made! It's in stock and ready to be shipped. We offer worldwide delivery, but we opt for a global network where you can get our lines on the spot. Break a line? Walk inside and replace it within 10 minutes! #nevermissasessionagain

The Line System also allows centres, schools, and even beach bars to become resellers, offering all riders an instant local repair option.

Within 10 minutes, you can replace your lines with premium SK99+ lines and have a supercharged kite that flies better than when you first bought it.

The Line Smith is a person, a brand, and it's also in every kiter! With the step-by-step guide, you can also mount lines to your bar. We also have videos for most bars, which will help you learn how to mount lines to your bar. The idea is to make upgrading your lines or repairing a broken one really easy.

With the new Line System, everybody can become a Line Smith!

"WE OFFER WORLDWIDE DELIVERY, BUT WE OPT FOR A GLOBAL NETWORK WHERE YOU CAN GET OUR LINES ON THE SPOT."

The Line Smith
HIGH QUALITY KITELINES

CRUISING ON THE FOILS IN THE HEBRIDES!
PHOTO JAMES BOULDING

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Would you like to help IKSURFMAG to continue to bring you the best in kite journalism from around the world? Perhaps you enjoy Christian and Karine's technique, or our independent tests, or maybe you love the travel guides? Support us, win awesome prizes, get free stickers and much more.




BECOME A SUPPORTER

WORDS LAURENT GUYOT PHOTOS JULIEN ALLET

SNOW KITE MASTERS 2025

Congratulations to Laurent Guyot for claiming victory at the World Snow Kite Masters and reclaiming the French snowkite snowboard freestyle title! At 42, Laurent proved age is just a number, landing big air and wakestyle tricks with power, style, and precision. Read all about it right here!





“ I TRAIN CONSISTENTLY THROUGHOUT THE WINTER SEASONS TO MAINTAIN MY FREESTYLE SKILLS AND CONTINUALLY STRIVE TO PUSH MY LIMITS EACH YEAR. ”

The World Snow Kite Masters is an annual freestyle and freerace snowkiting competition in the French Alps, also serving as the French snowkiting championship. I train consistently throughout the winter seasons to maintain my freestyle skills and continually strive to push my limits each year. Although I'm almost 42, I feel strong enough to continue my competitive career.

I appreciate the SKM competition because it is a pure freestyle event that combines big air and wakestyle tricks—this variety is my definition of freestyle. The Lautaret Pass is a world-class snowkite area surrounded by magnificent mountains, offering incredible possibilities for big air, wakestyle, and freeriding.

During the competition, I felt super relaxed and successfully landed all my big air and wakestyle tricks during my heats, showcasing power, height, style, variety, and kite control. The wind was blowing at around 20 knots, and I used the FLYSURFER SOUL3 in size 12m with 20m lines, which was the perfect setup for this wind range.

I'm thrilled to have won the SnowKite Masters and the France Championship in the snowboard freestyle category for the second consecutive year. Constant training has paid off, and I'm ecstatic about my victory at the Snow Kite Masters snowboard freestyle 2025 and regaining the title of France snowkite snowboard freestyle champion.

A big shout-out to all the riders involved in this competition! It's exciting to see new generations of young kitesurfers coming in and boosting big tricks in snowkiting!

"CONSTANT TRAINING HAS PAID OFF, AND I'M ECSTATIC ABOUT MY VICTORY AT THE SNOW KITE MASTERS SNOWBOARD FREESTYLE 2025"



Happily sponsored by Cabrinha and ambassadors for Surfears

TECHNIQUE

WORDS & PHOTOS CHRISTIAN & KARINE

Whether you're enjoying the southern summer or weathering the northern winter, nothing beats having something to get your teeth into, ready for the next session. We've got two low-altitude tricks that should put a smile on anyone's face and thoroughly deserve a space in your box of tricks. First up, another member of the twin tip duck tack family, this time the rather captivating toe side variant. Everyone loves a carving transition, so why not put your carve to good use heading upwind? Get your head around this one, and you'll have your friends scratching theirs. Then it's onto some old-school hooked-in tomfoolery. With the hooked back to blind, you'll be hunting out every flat bit of water and opportunity you can just to showcase your latest acquisition.

Have fun...C&K

2025 Clinic Calendar up on:
<http://www.ckperformanceclinics.co.uk>

KARINE AND CHRISTIAN



1 / TWIN TIP TOESIDE DUCK TACK



CLICK OR TAP TO READ MORE

2 / HOOKED BACK TO BLIND



CLICK OR TAP TO READ MORE

TWIN TIP TOESIDE DUCK TACK ▶

Board: Ace 138

Kite: Switchblade 9m

Another one straight from the twin-tip duck tack toy shop! This is such a fun transition and should confuse the hell out of your peers. If you've been working on the heel side variant and the upwind 360, you'll understand the kite movement and a respect for how much the carving of the board counts. The only thing you need to turn this dreamboat into reality is a decent toeside and, if you can find some, a bit of flattish water. The toeside duck tack is a beauty to behold as it really flows; there's no stepping through or looping of the kite. The secret lies in a good carve and getting the timing right for when to stand up and head back the other way. If you're ready, let the games commence!

THE APPROACH PIC A

The same principles apply here as for the other duck tacks. You need some speed to drive against your edge and quickly carve the board and up, into and through the eye of the wind. You need an edge to have tension on your lines so you can steer the kite and feel where it is. And you need to be in a position where you can carve the board. Looking at Christian, you can see he's edging with all his weight committed into the harness. He's got his front hand free, and it'll stay off the bar for most of the move! His sweet spot is trimmed close enough that he can reach the bar and has some throw left. He's in an open, toeside position, facing forwards, hips open,



and both knees driving diagonally across and forwards. The kite is just below 11, which makes it easier to edge.

KITE UP PIC B

Once you're ready, your first job is to get the kite into position so that you can carve and transition. Drift it



up towards 12 o'clock with gentle pressure on your backhand. If you level the bar, that's enough to get the kite moving. As the kite rises, it will generate more lift. To counteract this, feather the bar out and drop your weight. You can see Christian steering his kite up, dropping his weight whilst letting the kite pull his bar away.



YOUR CUE PIC C

It's your cue to carve once you've pushed the bar away. We'll pause right here to ponder what you're about to do. Firstly, you need to get your free hand planted in the water. This isn't for effect; your hand is the axis you'll carve, so get it in and keep your arm stiff. This will pull your weight slightly back, which is a good thing as it'll help you carve off the curved tail of your board. As you reach your hand down, this will drop you even lower, enabling you to fight the lift from your kite, which should now be around 12 o'clock. Looking at Christian, he's planted his hand; his arm is straight and stiff; he's lowered his entire truck, read body and hips, looking upwind and driving against his edge.

THE CARVE PIC D

This is very much the continuation of the last paragraph and photo. It all needs to happen as a fast,



continuous process. You aim to carve the board as hard you can and as quickly as you can so that you'll get as far as you can:) At the same time, you should keep the kite drifting so that it goes through and past 12, as you'll need it on the other side as part of your exit strategy! Two things are imperative to guarantee a good carve. Firstly, even though you're driving through both legs, you need to keep your weight sufficiently over the tail so that it grips; a tiny bit too far forward, you'll break the tail out and slide. Secondly, you need to keep yourself in a carving position. This means shoulders and hips facing forwards, knees driving forwards. This promotes carving. If you turn your shoulders to the inside of the turn, closing your stance, you'll lose drive and won't get far enough. Here, Christian continues to drift the kite; he's super low with his shoulders and hips aligned and not breaking at the waist. And finally,



he's in an open carving stance, facing forward to drive against the board, arcing it upwind.

KEEP CARVING PIC E

It's oh too easy to get wrapped up in the future, thinking about getting out of the move before you get there. Don't worry about making it; concentrate on getting yourself through the wind. You'll be better positioned to claim it if you get far enough! Look at Christian; he's still committed to the carve, still in that open stance, driving the board up and through the wind. And he's still drifting the kite. The wonderful thing here is that as you keep carving, and the kite keeps drifting, you're going to end up perfectly synchronised and ready to finish the job.

THE MAGICAL DUCK PIC F

The reward for your carve. Once the board has gone through the eye of the wind and the kite has passed 12,



F

you'll be on the correct side of the bar. With your body and head low, you unwittingly ducked the bar as it moved across above you, following the kite! Effectively, by doing little other than carving, the bar has followed the kite to the new side, and you've ended up in the right place. As you come around, you need to get balanced on the board. The board will be turning under you, so centre your hips to get weight on both feet and lean against your new front hand, the one on the bar. Resist the temptation to pull the bar in; instead, push against the bar for support. You can see from the spray that Christian has kept his carve on! He's now putting his weight onto both feet and leaning on his right arm to lift himself. Your kite wants to be on the other side but high.



G

STAND UP PIC G

You're on a twin tip, so as you grind to a halt, it's only a matter of milliseconds before you sink. Every cell in your body will suggest that it's wiser to stay small, but you want to stand tall and proud. The reason is that you can aggressively dive the kite if you're standing. If you stay trim, you'll support yourself on the bar and stall the kite, so you won't be able to wring any power out of it. Christian's got his bar on the sweet spot and is diving his kite meaningfully while reaching for the bar with his free hand.

CLAIM IT PIC H

With your kite diving hard, you need to get ready for the pull. Drop your weight back over your rear foot, which will enable you to keep the nose of your board



H

up and drive it off the wind as the power comes on. As soon as you start moving, get back on your edge, and once you're comfy, you can untwist your lines.

TOP TIPS

We can't emphasise enough how much your toe-toe-sieving position impacts this move. It's worth practising your open stance, which will also improve your toe side if it needs polishing. Everything happens very quickly, so you'll likely carve too late at first, having missed the cue from your kite. The more you practice, the better the timing and the more feel you'll have for the kite's position.

Now, look at sequence 1 for the entry and sequence 2 for the exit, and then watch the video to see how it plays out in real-time.

S1



COMMON PROBLEMS

Suppose you can't drop your weight to carve. Either your sweet spot is too far away, or you've drifted the kite too quickly. You must minimise lift, so be gentle and give yourself room to push out.

If you can't carve, you've moved the kite too far, or rather than carving on your edge, you've broken at the waist and lost your edge. Once again, be gentle with the kite, and keep your knees, hips and shoulders aligned as you drop.

Suppose the tail is skidding out as you carve. Too much weight on the front foot is the usual culprit here and, ironically, results from a good toe side. Allow your weight to drop slightly back as you sink your hand. The other possibility is that you're turning your shoulders into the carve too much. This will encourage your legs to push across the board rather than drive it forward, so hold an open stance.

KEYSTONES

1. Good solid open toeside with some speed
2. Drift the kite slowly to 12 and feather bar out
3. Plant hand and carve hard upwind; keep drifting
4. Push against your front hand to stand up
5. Dive hard from the sweet spot

S2



HOOKED IN BACK TO BLIND ►

Board: XO 133

Kite: Switchblade 9m

This is a beautiful combo for you to add to your repertoire. We love a good hooked-in blind landing. Unhooked freestyle may not be everyone's cup of tea, but having a few popped hooked-in moves in the bag for low-level showing off is a must. The back-to-blind is a peachy move, and pairing it with an Ole makes it even more fruity whilst neatly dispensing the need to carry on blind! To give this a go, you'll need a popped back roll and a pop to blind, preferably with an Ole.

To learn this, we're going for a Hybrid back roll. By hybrid, we mean that you're approaching and popping as you would for a pop trick, but you'll give yourself more time by drifting (not sending) the kite higher. The aim is not to get a lot of height but just give enough to slow the move down, giving you time to judge when to throw the blind. The popping part is essential as this will give you a little pull and travel, which you need to be able to throw the blind. If you use the kite to jump, you'll have too much support and struggle to land blind and over the board.

This move is challenging because halfway through, you're changing direction from back roll to blind. So, let's see how you'll do it.

POP APPROACH PIC A

Your approach for this will be to learn any pop move. Whilst approaching on an edge with your kite around 11 or 1 o'clock, centre your hands on the bar.



Shift your weight slightly to favour your back foot so you can carve on the board's tail. Check that the coast is clear before softening your knees to relax your edge and briefly bear away, keeping the bar on the sweet spot. By bearing away, your kite will drop back in the wind window, giving you a bit of downwind pull to pop against and some travel in the air, assisting in your blind landing. You can see that Karine has born away with her weight slightly back. Her hands are centred, she's over the board, nose up and kite at 11 o'clock.



CARVE & DRIFT PIC B

As soon as you bear away, it's time to carve back onto your edge so you can pop. As this is a hybrid, you will move the kite up. You won't be carving for long; steer the kite up as soon as you drop your weight to carve. Here, Karine has steered the kite up; she's dropped her bum low to the water and is carving hard upwind. Note how Karine feathers the bar out to keep it on the sweet spot. Pull it in, and the kite will pull you off your edge, ruining your chances of a decent pop.



C

POP PIC C

You will pop into this just as you would for a popped back roll. You choose when to go by stamping. Don't wait for the kite to lift you! You want a slow rotation to stop it and throw the blind. Fortunately, this goes well with a good pop, so direct all your effort towards exploding off the water and trust your carve to initiate the rotation. If you look at Karine, you can see that she hasn't turned her head; it's perpendicular to her shoulders as she blasts off. This helps keep the rotation slow. She's fully extended her back leg to get maximum pop, and her bar stays out on the sweet spot so that she gets maximum up!

BLIND PREP PIC D

Once you've got yourself off the water and rotating,



D

you must get ready for the blind. The first job is to stop the kite moving. The best way to do this is to give it a tiny tweak forward. You need to be balanced, so bring your knees up and keep the bar on the sweet spot so that you've got tension on your lines. You also need to know where you are, so turn your head a little bit so that you can see where you're going. Here, Karine has her knees up; she's now looking at where she's going and has tension on her lines. She's ready.

THROW TO BLIND PIC E

Let yourself rotate until you can see downwind and where you want to land. Once you can, it's time to throw. You need to get your legs underneath you. Push your bar out so that your kite stops pulling.



E

This will help your legs swing under you. Now, turn your head and shoulders back the other way, away from the direction of travel. As you do this, release your backhand and pull your back foot under you. Karine has pushed her bar out, released her backhand and turned her head and shoulders back the other way. You can see her legs dropping; as they do, she pulls her rear foot under her. Now everything is turning back to blind.

HEAD UP PIC F

You've set the blind in motion. Keep your head up so that you turn to blind upright, as this will help you land over the board. If you keep your rear foot up and back leg bent, you'll land nose first, pivoting the board off the wind as it lands. In the photo,



F

you can see how the kite is leading, and Karine has her head up, keeping her over the board and set for a smooth landing.

TENSION OFF PIC G

This part will depend on how you land in relation to the wind. The more downwind you land, the easier it will be as you'll be chasing the kite and have little tension. However, if you land more across the wind,



G

you'll need to exaggerate this. To get tension off the lines, you must flatten the board. Keep your head up, turn to the new direction, bend your knees, and rock your weight onto your heels whilst pushing the bar as far out as possible. Karine drops her weight, turns her head and pushes the bar away. This will get you off your edge (if you're on it) and turn the board towards the kite, freeing you of line tension, which means it'll be easier to...



H

OLE! PIC H

When the tension increases, you can push the bar upwind and across the front of you. You'll end up toeside and can either stay this way or slide around to your heels. You might already have this in your box of tricks, but remember that if the kite is low, it's much more difficult to Ole. Karine's lines are slack, so she turns her head and shoulders, pushing the bar away and around until she ends up toeside.



Check out the sequence for a step-by-step visual, and watch the video to see how it unfolds in real-time.

COMMON PROBLEMS

If you're spinning too quickly and find no time to throw. This is a result of your rotation. Make sure you bear away enough. This enables you to carve hard but take off before turning into the wind. With further rotation in the air, you'll have more time. Don't use your head on take-off; think of it as $\frac{3}{4}$ of a back roll.

Tripping over your heelside edge on landing. This means that the board didn't swing under you. Make sure you push the bar out before throwing it to blind to allow your board to catch up.

Landing on an edge, keep your head up and don't push your legs underneath you. Keep your back foot tucked up close to your bum.

If you land without speed, it's a sure sign that your kite went too high or even past 12. Tame your kite movement a tad.

KEYSTONES

1. Weight back and bear away
2. Drift kite and pop up, no head
3. Knees up, look for downwind
4. Bar out, turn back and throw
5. Land overboard, turn to weight heels - Ole





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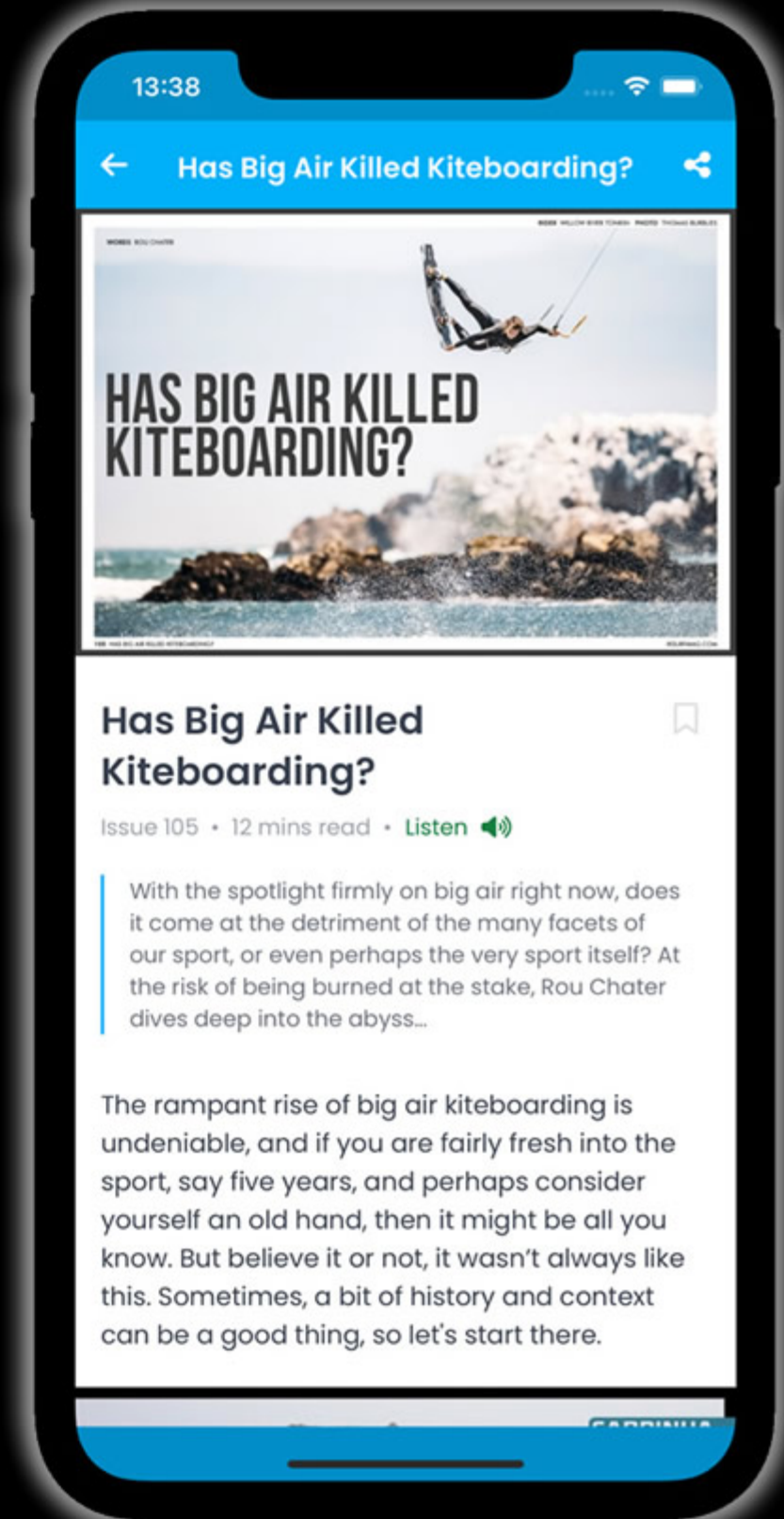
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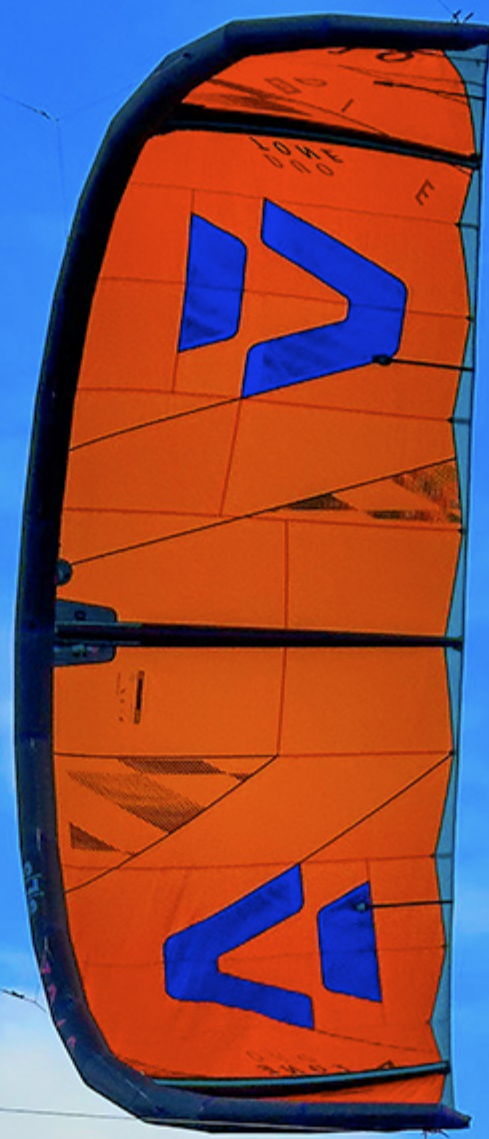
CLICK HERE TO CHECK IT OUT



TRIED & TESTED

The UK Test Team swapped chilly waters for Egyptian sunshine this season, putting the Duotone Dice SLS 10m through its paces in pristine Red Sea conditions. Want the full lowdown? Dive into the review [here!](#)

WORDS & PHOTOS
THE IKSURFMAG TEST TEAM



BRAND DUOTONE

MODEL DICE SLS

SIZE 10M

YEAR 2025

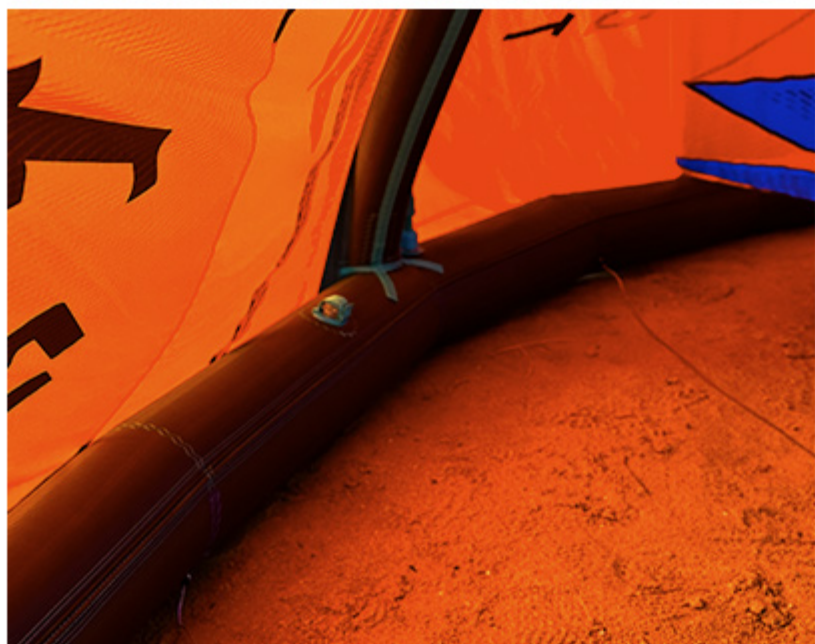


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TO SEE MORE PHOTOS,
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AT A GLANCE

With over 10 years of refinement, the Duotone Dice 2025 SLS is here. Since its birth, the kite has been tweaked to fit the needs of the multi-disciplined rider and become what it is today. This kite is billed as Duotone's most versatile kite in the range, capable of anything from advanced unhooked tricks to hooked-in kiteloops and wave riding. It provides confidence-inspiring control, whether carving through clean surf or tackling choppy conditions. This all-around capability means you can switch between freestyle, big air, and wave riding seamlessly.

The Dice SLS's innovative Penta TX construction contributes to a stiffer frame while significantly reducing the diameter and weight of the leading edge, creating an incredibly playful and responsive kite adept in the most challenging of wind conditions. The bridle is fixed, and there are no pulleys, which helps improve the kite's responsiveness and offers a more direct feel through the bar, allowing a good response and feel of where the kite is at all times.

[CLICK OR TAP TO READ MORE](#)



This special edition of Movie Night brings you the best of the best from 2024—as voted by YOU in the IKSURFMAG Readers Awards!

With 17 jaw-dropping videos in the running, the competition was fierce. Every filmmaker and rider brought their A-game, delivering next-level content. Get ready to be blown away—it's time to celebrate the creative minds and athletes who pushed the sport to new heights. Let's roll the tapes!



#1

OMAN | STEP INTO THE KITESURFING WORLD | 4K CINEMATIC

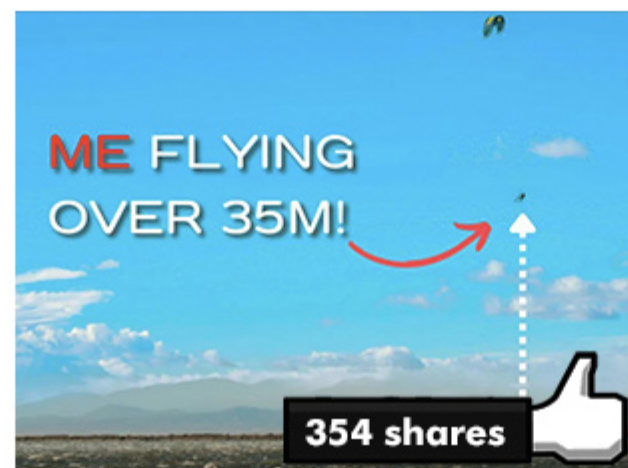
Experience Chase of the Trade Winds—a breathtaking film by Nikola Bagarov! Join Mostafa Abbas, Janek Grzegorzewski, Giel Vlugt, and Luca Ceruti as they explore Oman's windswept landscapes, rich heritage, and epic kitesurfing conditions.


[CLICK HERE FOR VIDEO](#)

#2

60+ KNOTS KITESURFING - TO BREAK A WORLD RECORD

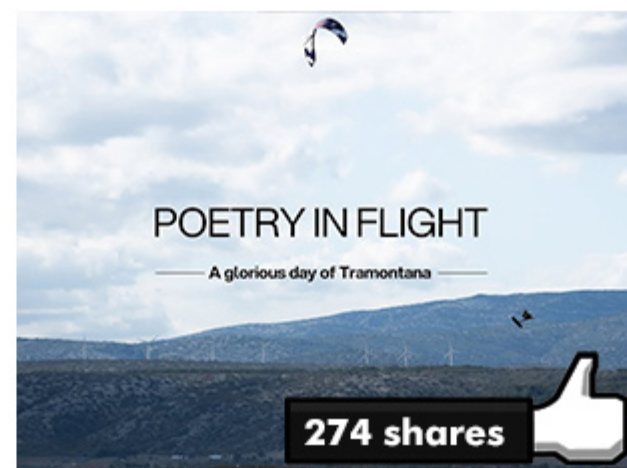
Landing at #2 - Evan Klijn takes on insane wind speeds in fearless pursuit of a world record! Witness raw power, skill, and determination as he faces extreme conditions; you won't want to miss this!


[CLICK HERE FOR VIDEO](#)

#3

ELEVEIGHT - POETRY IN FLIGHT

With the Tramontana wind blowing and the new XS V5 kite + Stellar arriving just in time, magic unfolded in Barcarès, France! A perfect day, incredible timing, and an unforgettable session—watch the beauty of kitesurfing in Poetry in Flight!


[CLICK HERE FOR VIDEO](#)

#4

CRAZY GUSTY WINDS - KITESURFING LANES, MAUI

Claiming #4 on our Readers Award 2024 Movie Night list is legendary Robby Naish as he battles unpredictable Kona winds on Maui's North Shore in an unforgettable session! Press play; you can thank us later!


[CLICK HERE FOR VIDEO](#)

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