

APR/MAY 18

WELCOME TO IKSURFMAG

Welcome to Issue 68 of the World's Number One Kitesurfing Magazine! We have a no-fluff twin tip guide, just in time for spring! You'll also find a crazy story from a team that just returned from a 70-day kite-powered mission through the wilds of Antarctica. The always-impressive Liam Whaley invites us in for an

interview and we hear from Kari Schibevaag, who has been bouncing between the waves of Cape Town and the snowfields of the Arctic. Plus, get to know up-and-coming ripper Jeremy Burlando. And there's more; the magazine is packed, as always, with the best photos, stories and videos!

ENJOY THE LATEST ISSUE!



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THE FUTURE FOR TWIN TIPS

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· LIAM WHALEY · TECHNIQUE · TESTS, AND MUCH MORE INSIDE! ·

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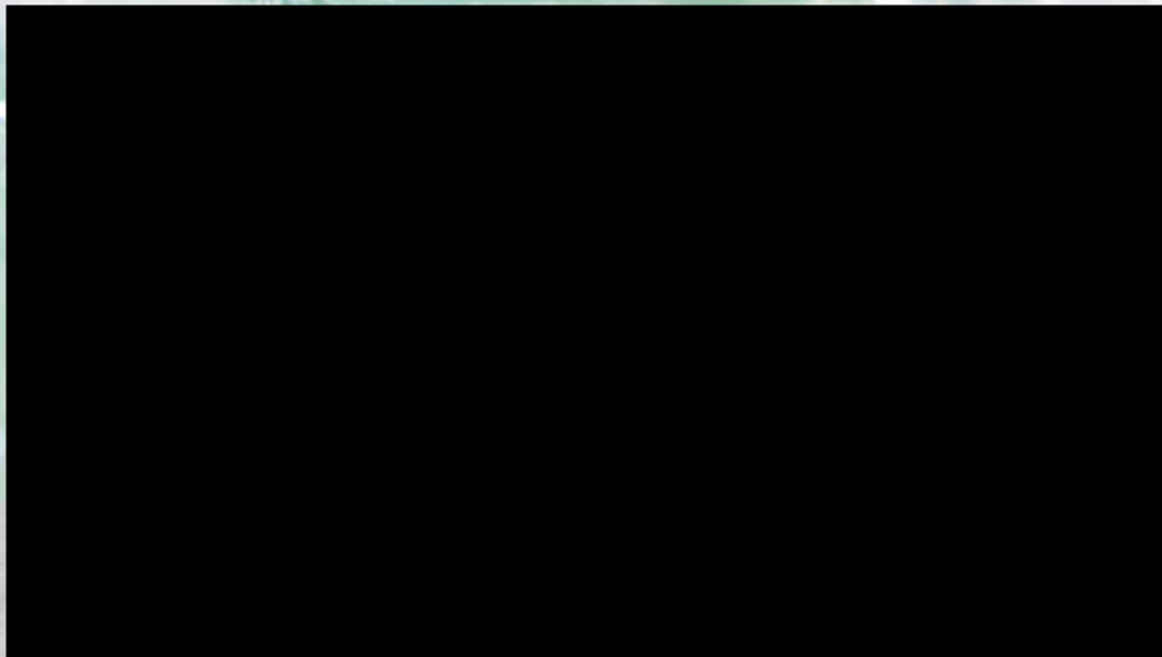
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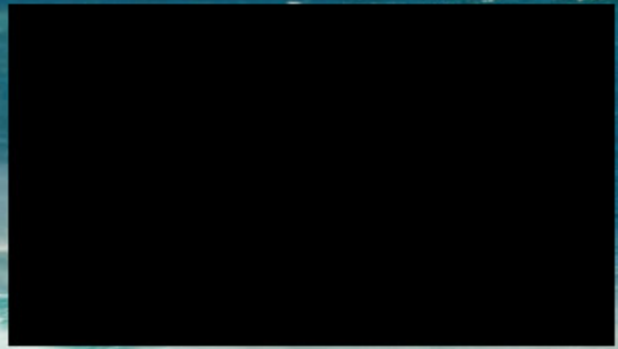
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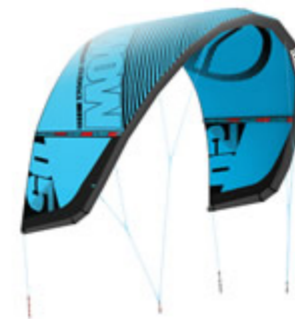
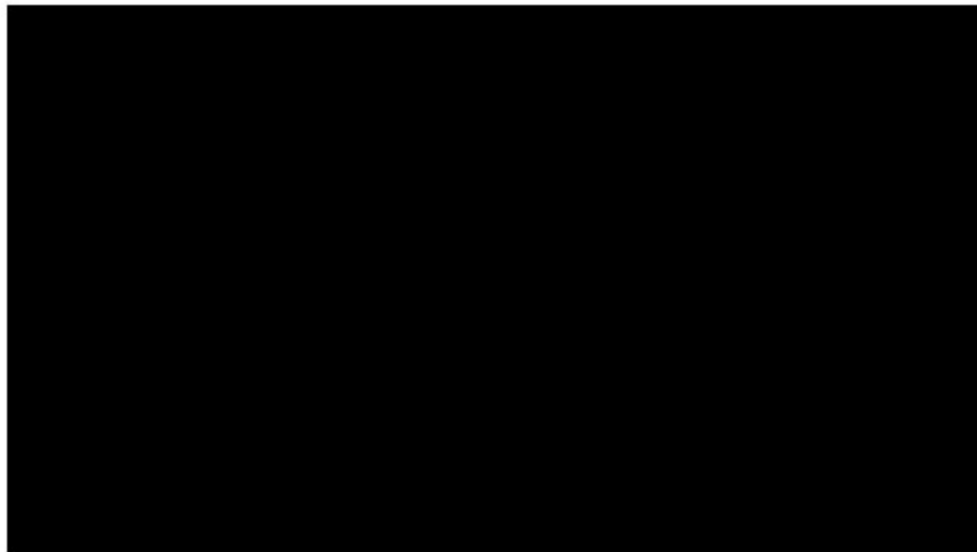


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COMPACT BAR WIDTH (40CM TO 46CM)

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PAULINO PEREIRA FEELING THE STOKE!
PHOTO HAAGON MAELAND

WIN

...A GOPRO HERO6 BLACK ACTION CAMERA!

We use GoPro's all the time and can't rate them highly enough! If you want to get a great action shot of your riding there really isn't a substitute! With the launch of the new Hero6 Black action camera on the market, we figured this would be a great prize for our subscribers this issue!

If you've used a GoPro before you will know how great they are. The new Hero6 Black is fully waterproof without a housing, features voice activation, one button control and has a 2-inch touchscreen display so you can frame your shot and adjust the settings!

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This is without a doubt the best GoPro yet, make sure you are in with a chance to win the prize!

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ROU CHATER GETTING HIS SELFIE GAME
ON IN LANCELIN AUSTRALIA
PHOTO GOPRO



ISSUE 68

The Season Of Our Lives?

If you snowkite, the chances are you just had the season of your life in Northern Europe. We got dumped on big time this year with more snow than has been seen in a lifetime. Even as I write this, the snow depths are still higher than they have ever been in the Alps for forty years.

Some of the shots and stories we've been hearing have been immense; it's genuinely been an incredible year for this often overlooked aspect of our sport. The chances are, no matter where you live in Northern Europe, you got to ride on some snow this season. Even the UK had its fair share with countless sessions going down all over the country!

For some riders, snowkiting has been their only chance to get a fix as the temperatures and weather have hardly been favourable for water sessions this year. However, as the snow starts to melt and spring finally springs, I can feel the tantalising excitement as thoughts turn to the season ahead for kiting.

If the summer can be half as good as the winter snowkite season has been, then we are all set for a magical year on the water.

Let's hope the wind gods deliver!

Rou Chater

Publishing Editor

SNOWKITING ALL THE WAY INTO SPRING!
PHOTO FLYSURFER

EDITORIAL



THIS KITE AND THIS RIDER TURNED THE ENTIRE INDUSTRY

UPSIDE DOWN.

DON'T YOU THINK IT'S ABOUT TIME YOU FOUND OUT WHY?



WORDS LINDSAY MCCLURE

INDUSTRY SPOTLIGHT: TWIN TIPS!

Twin Tips, are they more than just an expensive plank of wood?

In a new series studying the science behind the sport and the industry, we take an in-depth look at the humble twin tip. For many of you it is where your journey started, overshadowed in recent years by surfboards, race boards and now hydrofoils the humble twin is still the go-to craft for most riders. When it comes to bang for your buck, you can't beat a decent twin tip on a windy day!



ALEX FOX KNOWS A THING OR TWO ABOUT RIDING TWIN TIPS!
PHOTO ANDRE MAGARAO

INSIDERMAG.COM

“ TO MAX OUT THE POTENTIAL IN ANY GIVEN DISCIPLINE, RIDERS WANT GEAR THAT IS TAILORED TO WHAT THEY ARE DOING. ”

You've seen the videos floating around YouTube with kilters trying to ride on just about anything. Do these videos get you thinking about what exactly you're paying for when you throw down your hard earned cash for a new deck? What's that money going toward, and what should you be looking for when you're shopping?

In this article, we look at boards that have a symmetrical outline and can be ridden in either direction affectionately known as twin tips. The majority of kiteboarders get their very first rides on a twin tip. After those first few rides, the world of kiteboarding opens up. Some riders, especially those who are interested in freestyle and big air, stick with twin tips; while many others explore surfboards, foil boards and other types of craft.

Does it matter what's underneath your feet? In short, yes and I think that any kiter will agree. Different boards provide wildly different experiences for riders. Sure, there are kilters doing unhooked freestyle on foil boards and racing on twin tips, but to max out the potential in any given discipline, riders want gear that is tailored to what they are doing. Does that mean that twin tips are for beginners since almost all of us began on a twin tip?

Not exactly. Twin tips allow riders to do it all, jump big, land easy, turn quick, go far, get it done, and have fun!

No matter what you want to do with the sport, there's a twin tip with your name on it. However, looking at the array of kiteboarding twin tips can be dizzying,

THE TWIN TIP WILL BE THE MOST VERSATILE BOARD YOU OWN!
PHOTO NIGEL ROBERTSON





"THE MOISTURE CONTENT IS CONTROLLED IN HEAT AND HUMIDITY CHAMBERS TO ENSURE THE CORE OF THE BOARD IS AS STRONG AS IT CAN BE."

and it can be hard to decode the tech that lies beneath the graphics. How is anyone supposed to find their perfect match?

To answer this question, I started with a Google query that led me to some impressive product pages with beautiful photos, convincing taglines, and a list of tech specs that went over my head. Sandwich construction, rocker, flex, concave, channels, Biax longitudinal reinforcement

strips, printed gloss substrate, are you with me? I was a bit lost, so I decided to call on the experts. With help from the best twin tip designers in the business, I'm going to crack open the twin tip market to help you find your Valentine.

How Is A Twin Tip Built?

First up we wanted to understand the process of how a twin tip is built, what stages it goes through and how a bunch of raw materials end up on under your feet on the water. We asked Lars Moltrup, the Product Development Manager at Cabrinha to give us the skinny on how to make a twinnie.

"The process features about ten main steps, but these will be different for each manufacturer. First, a wood core has the outline and inserts machined, at this stage the board still very much looks like a block of wood. Next, the ABS rail and fin materials and the binding inserts are glued into the core. After this, the blank core is machined on a CNC machine, top and bottom and then fixed into a vacuum mould."

"Different boards feature different shapes and more or less machining. During all of these processes, the moisture content is controlled in heat and humidity chambers to ensure the core of the board is as strong as it can be."



CODE_{VI}

PERFORMANCE FREERIDE



SIZES: 135 X 40 // 138 X 41 // 141 X 42 // 144 X 43



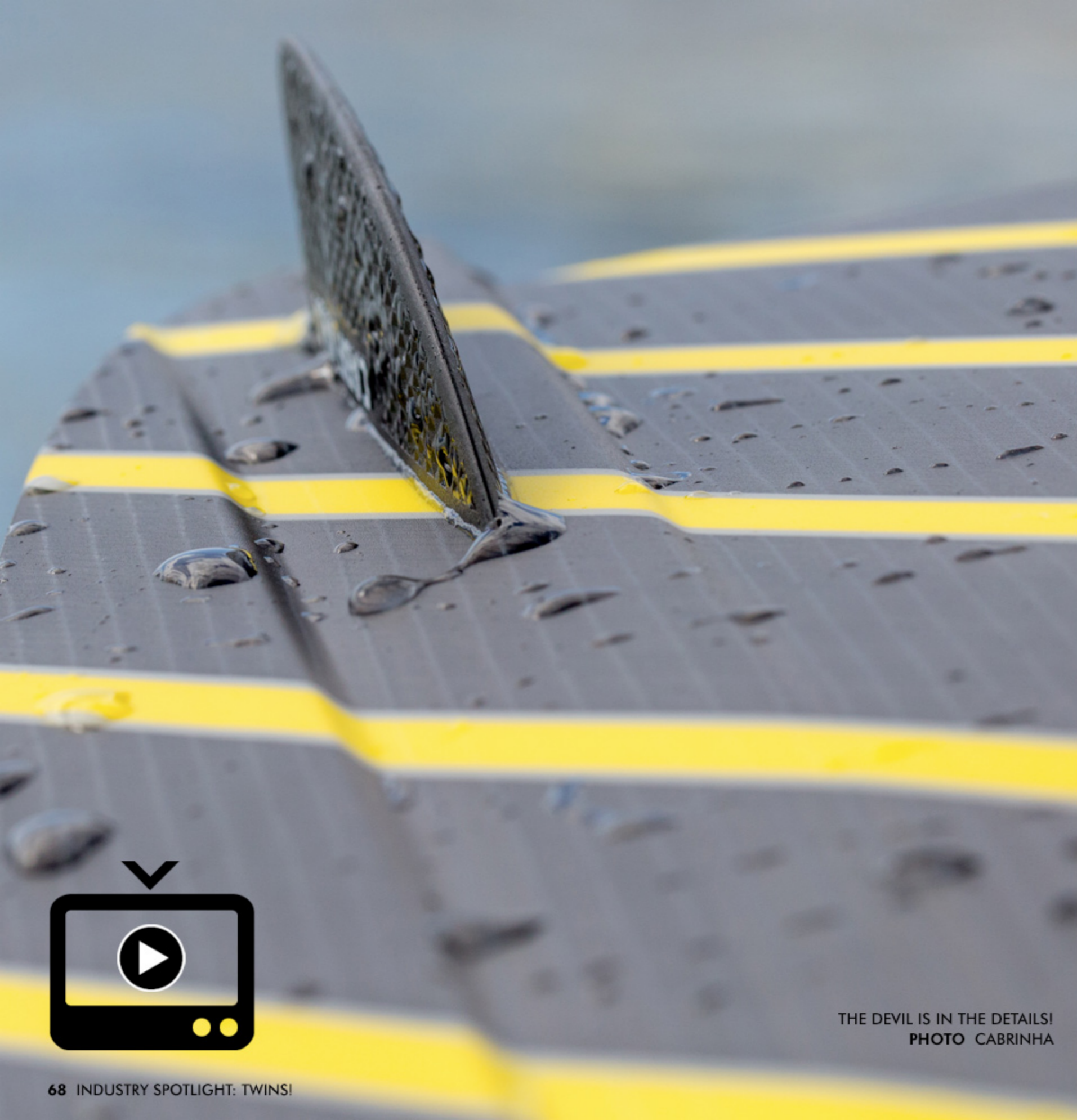
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" THE BOARD IS THEN PRESSED WE USE A HEATING AND COOLING CYCLE OF ABOUT 45-60 MINUTES; THIS IS THE CABRINHA PROCESS. "

"Before the lamination starts, the top and bottom sheet are printed (screen, digital, sublimation or a combination). We then take all the components (top sheets, core and fibres) and stack them in the mould (aluminium or metal) then the resin is applied to the individual components."

"The board is then pressed we use a heating and cooling cycle of about 45-60 minutes; this is the Cabrinha process. It's worth noting that some manufacturers will only run a heating cycle of a quarter of that time. The longer the board is heated and cooled in sequence the stronger the overall product will be."

"After moulding, the board will be placed in vacuum mould on the CNC again to machine the outline and drill fin holes. Some manufacturers do step 7, entirely by hand, which of course is much less controlled and precise than running the board through the CNC machine again."

"The final touch is to hand finish the product, sand and clean the board, after this the build process is over, but there are still some stages to go!"

"The quality control team now takes the board and checks all dimensions (inserts, rocker, outline, rail, etc.), the flex is also measured, any imperfections and the board is rejected. If the board passes the tests and is good to go, it gets packaged up and ships to the shop, ready to be sold to you!"



THE DEVIL IS IN THE DETAILS!
PHOTO CABRINHA

“ MORE ROCKER PROVIDES MORE COMFORT AND MORE MANOEUVRABILITY, BUT IT SLOWS DOWN THE BOARD. ”

What about the shape and design?

OK, Now, we have a better understanding of the process of building a twin tip it's time to look at how the design comes to fruition. How does concave, rocker, channels, flex, outline, construction and all the other factors impact how the board rides on the water? To answer this question, we spoke to Charles Bertrand, a Naval Architect with a masters in fluid dynamics. Charles is also the F-One R&D Engineer who works on all their boards and hydrofoils. We couldn't think of a more qualified man for the job on this one!

"The rocker is the curvature of the board when looked at from the side. Less rocker means less curve, which helps a rider achieve early planning and good speed while improving upwind capabilities. More rocker provides more comfort and more manoeuvrability, but it slows down the board."

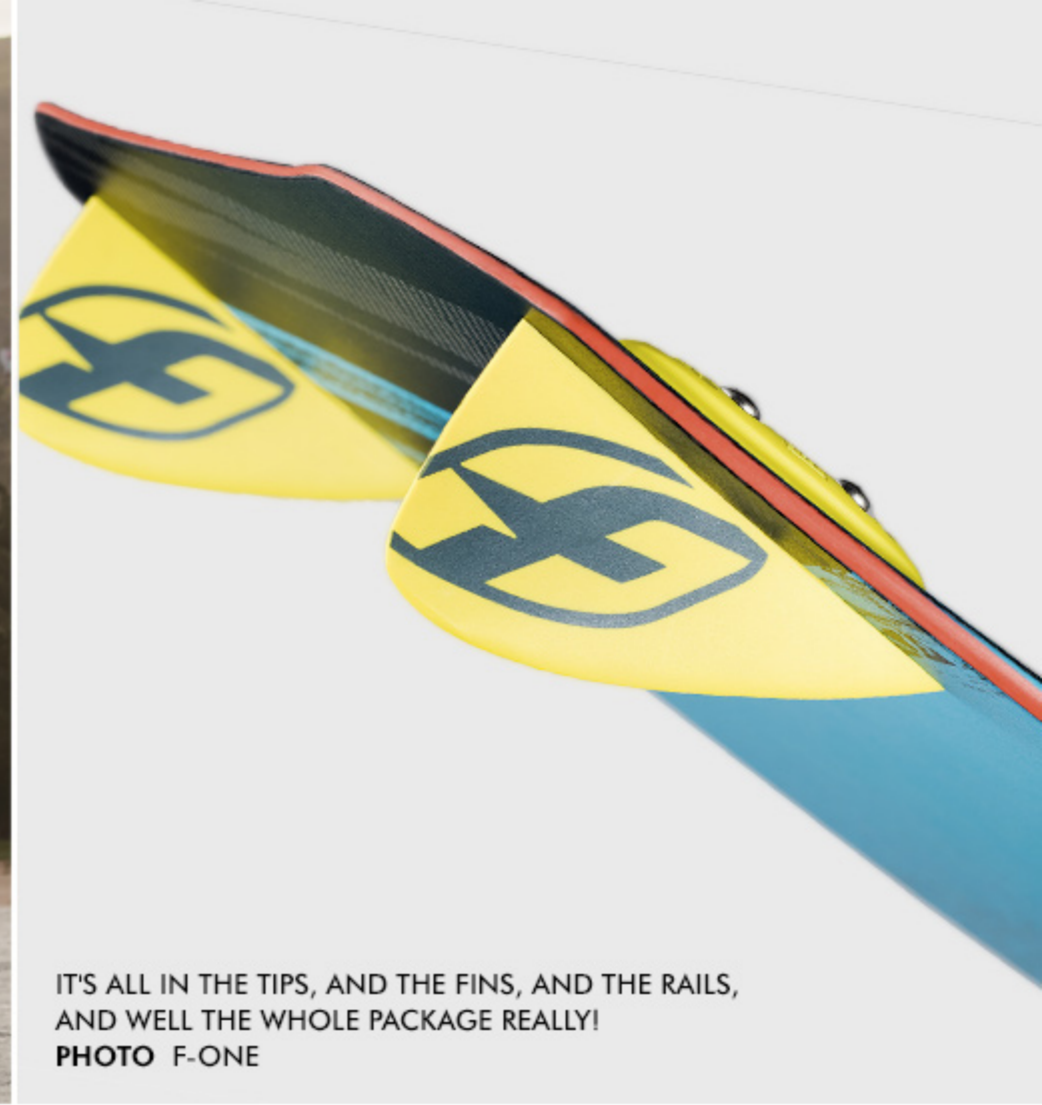
"The outline is the shape of the board when looked at from the top. The more parallel the rails, the better edging the board will have. A rounder outline will help manoeuvrability. The size of the tips compared to the centre of the board is also important. Larger tips help create more pop and also make for easier landings."

"Concave and channels are features of the bottom of the board. It's easy to see if you place a ruler along the width of the board. A concave bottom shape makes the rocker curvature different along the central axis than along the rails of the board. The rocker is subsequently stronger along the rails while in the middle of the board it is, in effect, flatter."



TWIN TIPS ARE ALSO PERFECT FOR THE HAND DRAG, ARGUABLY THE MOST POPULAR TRICK IN KITEBOARDING HISTORY!
PHOTO SVETLANA ROMANTSOVA

DAVID TONIQUAN PUTTING THAT DOUBLE CONCAVE TO GOOD USE!
PHOTO SVETLANA ROMANTSOVA



IT'S ALL IN THE TIPS, AND THE FINS, AND THE RAILS,
AND WELL THE WHOLE PACKAGE REALLY!
PHOTO F-ONE

"CHANNELS ARE SMALL STEPS RUNNING ALONG THE WHOLE LENGTH OF THE BOARD OR SOLELY AT THE CENTRE OR THE TIPS."

"In general, this helps a board achieve earlier planning and better speed without compromising manoeuvrability since the rails have kept the same rocker. Another noticeable effect is that a concave shape absorbs the chop better than a flat one. You can also find boards with double concave, where across the width of the board you will see two concave sections separated by a ridge in the middle. The double concave

shape is probably the best for overall comfort and landing stability."

"Channels are small steps running along the whole length of the board or solely at the centre or the tips. Their role is to add grip when edging. Their effect depends on how deep and how numerous they are."

"Both the shape and the construction of the board affect its strength and the way it flexes. Obviously, strength is always something that you want in your board, but since it usually comes with added weight, you have to tread carefully. The flex is simply how the board bends under load. More flex

provides more aggressive pop and a more comfortable ride, but too much flex can result in a board that lacks control. This can be tuned by playing with the thickness of the board and the materials."

"The design exercise is a constant compromise, as you cannot push all aspects to their absolute max in one single design. But you can find combinations where specific aspects work together to achieve a better result. In a way, you can compare this to a sound engineer facing an extensive set of sliders on his mixing table. There's no way he can simply push all sliders to the max. His job is to find the best combination for all of them to reach the best balance that's going to match the band playing rock, jazz or hip-hop music!"



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PHOTO SLINGSHOT



" SHAPE, ROCKER, OUTLINE AND CONSTRUCTION ARE ALL VERY IMPORTANT ASPECTS THAT WORK IN UNISON "

"My job is to find the best combination of characteristics and blend them according to the purpose of the board and the type of rider who it is aimed for. Each board is different, and this is why it is important to find the best design that suits you and the way you ride. Remember as you get better your needs and therefore your board should change too!"

What Features Are Important?

Now we have a clear insight into the different aspects that go into designing a board and how these attributes will affect the way it will ride, We asked Lars at Cabrinha to explain which features they prioritise when it comes to board design.

"Designing a twin-tip is all about considering the target user. The most important thing is to prioritise who the board is designed for and in what conditions it will be used. Shape, rocker, outline and construction are all very important aspects that work in unison, complimenting each other. One cannot be considered or altered without impacting other features."

"As an example, if we were to design a Carbon construction, wide tip board with low rocker, this board would work great for going upwind on flat water, it would have amazing grip and pop. Once you bring the tips in and the rocker up, the board starts to lose grip but improves greatly for riding in chop. However, you might gain some of that grip back by adding channels or modifying the depth or configuration of the concave. So, in short, each feature is dependent and will affect the others."

"IT CAN SHAPE THE WOOD CORE WITH ONE-THOUSANDTH OF A MILLIMETRE PRECISION. THE CORES OF OUR BOARDS IN SOME AREAS, MAINLY TOWARD THE TIPS, ARE ONLY ONE MILLIMETRE THICK."

What About The Technology Used?

Technology is always changing, whether it is the materials being used, or the way the board is designed, even the machines used to build the boards are evolving. We spoke to Juraj Bukovcak from CrazyFly about some of the techniques they use when it comes to tech!

"We have a state of the art CNC machine that can create very advanced shapes on the core of the boards. It can shape the wood core with one-thousandth of a millimetre precision. The cores of our boards in some areas, mainly toward the tips, are only one millimetre thick. Even at this very thin thickness, the CNC can still shape concaves or angled shapes. The rider feels and benefits from these advanced shapes."

"If you compare our current shapes (double, triple, quadruple concaves etc.) with shapes from five years ago, it is almost incomparable. The older shapes had single concaves on the bottom and no 3D shapes on the deck. The newer boards simply ride much better, there is no question about this."

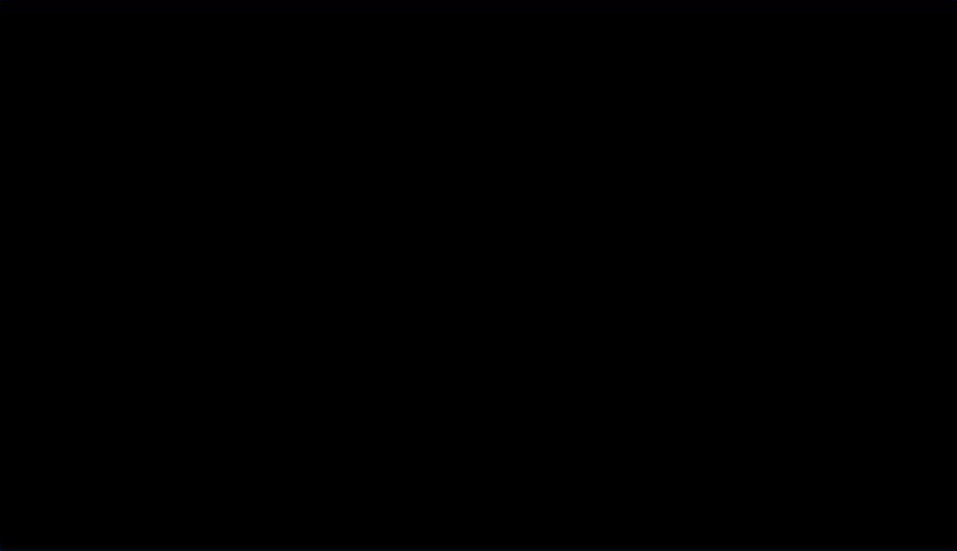
"Also, our custom built moulding machines and moulds for the boards have advanced a lot thanks to new technologies and can mould the advanced shapes mentioned above without any problems. We increased the pressing strength and mould pressure to ensure even distribution of the resin so that the advanced 3D shapes are formed correctly."



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LAYING UP GRAPHICS AT THE NORTH FACTORY, IT'S INCREDIBLE HOW MANY OF THE PROCESSES REQUIRE EXPERT HUMAN INTERACTION!
PHOTO SEPP MORRISON



" FUTURE DEVELOPMENTS WILL AIM FOR EVEN LESS WEIGHT WITHOUT COMPROMISING ON DURABILITY. "

"The CNC machine and the moulding department are the heart of our twin tip board production, giving each twin tip its soul."

What About The Twin Tips Of The Future?

From an outsider's point of view, it would be easy to view all twin tips, as being the same, after all since the revolution of 2005 when North launched the first Jaime Pro using snowboard construction, not much appears to have changed at face value. However,

as we have learned these boards are continually evolving and being developed even further. Take a board from five years ago and compare it to a board from this season and there will be some stark contrasts. We asked Philipp Becker from North Kiteboarding what the twin tip of the future would look like...

"We've seen quite a range of lengths, widths, rockers, channels, outlines and constructions over the years, and we've experimented a lot to find the shapes and flex patterns that can be seen today. They all fit perfectly into the model and purpose it's built for.

The snowboard technology, which we implemented into the market via the first Jaime board years ago, is still a benchmark today. Future developments will aim for even less weight without compromising on durability."

"Shapes will continue to evolve, however, the main thrust of development will be in reducing the weight and maintaining strength. Materials like Textreme Carbon allow us to get closer to these goals and we are always searching for better, more improved materials. Finally, we are always striving to make a greener kiteboard, our factory in Austria moves us even closer to that goal. Be sure to check out the video in this article; it's an incredible place!"

THE OCEAN RODEO MAKO IS ARGUABLY ONE OF THE MOST UNIQUE DESIGNS OUT THERE!
PHOTO NIGEL ROBERTSON



“ IT IS IMPORTANT THAT RIDERS DON'T FORGET THE RUSH OF BOOSTING A HUGE AIR ON A TWIN TIP ”

Should We All Be Riding Twin Tips?

Many riders crossover to surfboards or foil boards soon after they can stay upwind. Should kitesurfers consider sticking with, or going back to, twin tip riding even after they've passed those early stages of their progression? We asked Nesan Furtado, the marketing coordinator at Ocean Rodeo, and Mark Shinn, founder and Shinn how they felt about riders choosing to ride something different!

Nesan Furtado: "As with most sports, the fashion of what's in is always moving around. With modern kite technology combined with the latest twin tip boards, the result is a rejuvenation of kiteboarding's roots; big air! With events like Red Bull King of the Air, it's great to see kiteboarding getting back to what made us want to learn in the first place: jumping huge!"

"We feel the big air discipline of kiteboarding is the true heart of kiteboarding, unique to our sport and not borrowed from surfing or wakeboarding. This is why it is important that riders don't forget the rush of boosting a huge air on a twin tip, everyone should definitely have one in their quiver for those windy days!"

Mark Shinn: "Riders should do whatever they want to because this is a free sport and the only thing that is important for any of us is to enjoy our riding. Having said that, I would say that the most often forgotten aspect of kiteboarding is kite control and the best way to do that is to spend a lot of time on your TT!"

"WITH TIME AND FURTHER DEVELOPMENTS WITHIN THE INDUSTRY A CLEANER, GREENER FUTURE IS DEFINITELY ON THE CARDS."

What About The Environment?

As we know our sport isn't the greenest, most water sports embrace the eco vibe, yet we struggle to implement it when it comes to creating the toys that make us smile. North Kiteboarding have been leading the way in looking to a greener future, so we asked Philipp Becker how they were getting on reducing the environmental impact.

"Of course, we're trying to produce in a sustainable and environmentally friendly way. Our production facility in Austria is a leading example when looking at the materials used throughout the process, as well as being powered by hydro energy. The location in central Europe helps to keep transport distances to our main markets down. Packaging is a constant challenge, and we're working on reducing plastic more and more."

"We're always striving to improve in this aspect and with time and further developments within the industry a cleaner, greener future is definitely on the cards."

Can I Just Choose The Coolest Graphics?

Now that we understand how a board is built and how various design elements influence performance, all that's left to do is find a board with agreeable graphics and get on the water! Let's say I choose my board purely for the graphics, can I really go wrong? I asked Gary Siskar, Global Brand Manager at Liquid Force and Maciej Jazwiecki Chief of Marketing and Communications at Nobile that very question!

SHINN HAVE BEEN DESIGNING AND BUILDING AMAZING BOARDS FOR YEARS.
STEVE VERHELST ENJOYING THE FRUITS OF MARK'S LABOUR RIGHT HERE!
PHOTO ROBERT HAJDUK





ADVANCED MACHINERY HAS MADE A BIG DIFFERENCE TO CONSTRUCTION TECHNIQUES... PHOTO SLINGSHOT

Gary Siskar: "I do that... but then I also get to choose what graphic goes on what board! Seriously, if you are going by the graphic alone, you might be satisfying your emotional, cool side but hurting your physical performance side. You should always choose the board that best suits your riding style if you can, but equally if you hate the way it looks you won't enjoy riding it so much haha!"

Maciej Jazwiecki: "I think it's obvious that you ride better on a prettier board, right? Haha! However, don't forget to match the equipment with your style, weight, height and water conditions you kite most often."

"DON'T FORGET TO MATCH THE EQUIPMENT WITH YOUR STYLE, WEIGHT, HEIGHT AND WATER CONDITIONS YOU KITE MOST OFTEN."



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A DECENT TWIN TIP WILL BE ABLE TO TAKE ON ANYTHING YOU THROW AT IT!
PHOTO NOBILE



"A GOOD TWIN TIP CAN LAST YOU FOR YEARS, SO IT'S WELL WORTH INVESTING IN ONE THAT IS RIGHT FOR YOU"

At Nobile, we work really hard on the graphics and run a competition each year with design companies where we ask them to come up with a theme for the collection. This has resulted in some stunning graphics and themes that run across all the boards. Our latest Tribe and Futurism collection for 2018 was designed by the Polish arm of the Saatchi and Saatchi design agency!"

That last point really sums things up; you can choose a board based on the colour and the price, and it won't be the end of the world. However, when you consider how much work and thought goes into making these boards, then you'd do well to make an informed purchase instead. We'd recommend critically analysing your ability, the style of your riding and where you ride. Then take that information and look at several brands and see if they offer a board that will suit you. Once you've got a shortlist, then you can start to let things like the colour, price and even brand loyalty come into play.

Of course, the other alternative is to go with the advice of your local shop; you might even get to demo a board and find out which one suits you best on the water. A good twin tip can last you for years, so it's well worth investing in one that is right for you. Oh, and if you've not ridden a twinny in years because you've "moved on" maybe sling one under your feet again see what you've been missing. Boosting to the moon and back has never felt so good!

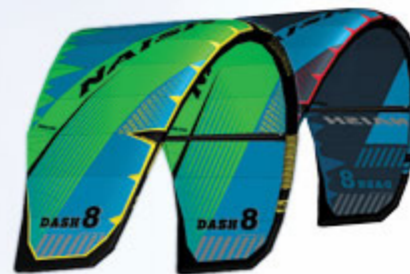


CLICK HERE TO READ ALL THE INTERVIEWS WITH THE BRANDS AND SEE MORE ABOUT THE TWIN TIPS THEY OFFER.

SHAPING YOUR EXPERIENCE



2018/19 KITES



DASH
SIZES: 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14
FREESTYLE/FREERIDE



RIDE
SIZES: 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14
ALL-AROUND
FREERIDE



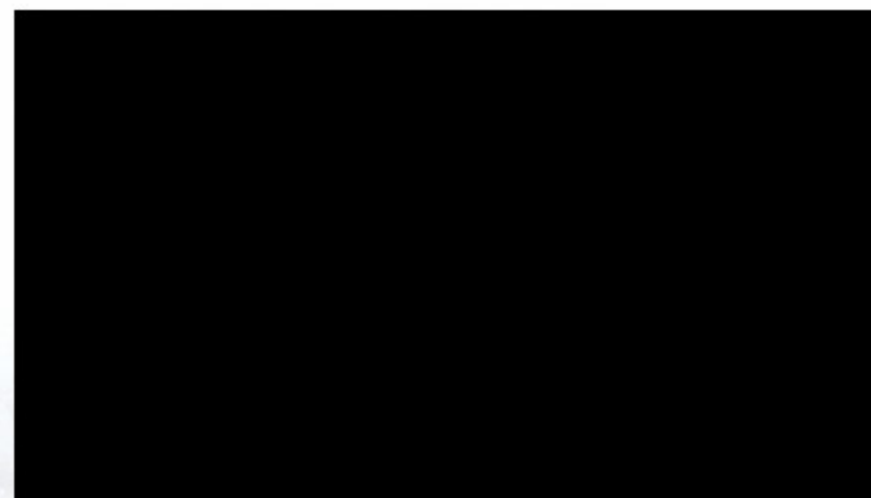
BOXER
SIZES: 3.5 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14 | 16
FREERIDE/FOILING

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2018 KITES



SLASH
SIZES: 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12
PURE WAVE/STRAPLESS



PIVOT
SIZES: 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14
FREERIDE/WAVE



TORCH
SIZES: 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14
PRO PERFORMANCE/
FREESTYLE

NAISH

Photo: frankiebees.com, Riders: Paula Rosales, Jesse Fichman, Featured: 2018/19 Ride Kite, 2018 Hero & Motion Twin Tips



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HOW TO RIDE: SAFETY BAY

WORDS COLLEEN CARROLL

COLLEEN CARROLL SHOWS US HOW IT'S DONE...
PHOTO ROU CHATER

Continuing our series of "how to" spot related guides we asked Colleen Carroll to give us the low down on Safety Bay. While it might not seem at first glance like a tricky spot to ride, the size of the bay itself and the sheer number of kites means it has its own set of rules. Even if you never plan to visit this kiting Mecca, many other spots share similar characteristics, so check out this article, and maybe you'll learn a thing or two!



AARON HADLOW TRIES TO SPEND A MONTH OR SO HERE EACH WINTER TRAINING AND IT IS EASY TO SEE WHY!
PHOTO DREW MACLOM



“ SURE, YOU CAN'T LAND YOUR TRICK, BUT YOU'RE GOING FOR IT, AND THAT'S WHAT IT'S ALL ABOUT! ...RIGHT? ”

The Ins and Outs of Safety Bay

Let's be honest, we've all been 'that' guy/gal. You know, the one who lets their excitement get the best of them and upon arriving at the spot as quickly as possible you get on the water. There's no time for niceties, you've travelled a long way to be here, or maybe you just came from a long day running a household or stuck to a desk at work. Either way, you're jonesing for a session, and now you're here. You immediately take to the water, you start your cruises back and forth, or you start hucking your biggest hardest move. Sure, you can't land your trick, but you're going for it, and that's what it's all about!...Right?

Not Always. You've skipped a few major steps here, and you're not alone, many kites do it. At popular kite spots around the globe, there seems to be a trend that is catching on and is ever prevalent at one of my most favourite kite spots, Safety Bay, Western Australia. The trend is for kites to 'show up and blow up' so to speak, without scoping the spot, asking what the do's and don'ts are, assessing how to ride cordially in a relatively small space with many other people. Last, but definitely not least, riders are forgetting to slap some high fives with the people making sure we all have continued access to the said spot.

You might be sitting there reading this saying, 'well I would never!' and maybe you wouldn't. Perhaps you are of the more considerate sort and if so,



style on land."



"performance on water."



STAY SALTY

COLLEEN CARROLL HAS THE SPOT ON LOCK DOWN!
PHOTO ROU CHATER



“SAFETY BAY IS A SPECIAL SPOT OFFERING IDEAL FREESTYLE CONDITIONS THAT ATTRACT SOME OF THE WORLD’S BEST KITERS IN THE WORLD TO TRAIN HERE.”

more power to you, keep doing you. However, there are still likely some useful tips and pointers here we can all apply to kite spots we visit around the world as friendly reminders to all get along and play nice.

Rhythm & Flow

Safety Bay is a special spot offering ideal freestyle conditions that attract some of the

world’s best kites in the world to train here. The setup provides consistent onshore winds that blow perpendicular to a long sandy finger in effect creating a broad tack of perfectly flat water. The bay is relatively shallow, and the downwind side has a sandy bottom. Not only do these characteristics make it the spot for pro’s and aspiring pros to train, but it also makes it a great place to progress no matter what level you are at. That being said, with each passing year this ideal location becomes busier and busier, and without a little cooperation, the threat of overcrowding becomes an issue.

Have you ever watched a beehive? It may seem like total and utter chaos. This scene can resemble Safety Bay from Mid December – Mid March. Akin to a swarm of riders, it can appear hectic with kites buzzing about every which way. However, with the right cooperation and flow amongst the participants, no matter how many bees come to the hive, it works. The reason being that the kites have adopted a system of ‘right of way’ that goes beyond the traditional ‘starboard tack holds their ground’.

This system is mandatory in any kite spot that has a limited space or a ‘honey hole’ so to speak where the majority of riders want to throw their tricks in one small area. How this rhythm works is most simply put,

that the riders pay attention to one another and adjust their direction of travel accordingly. It may be necessary to bend the standard right of way rules to allow each other the space to do what they want to do. Specifically, at Safety Bay, the sweet spot is predominantly a left foot forward tack. Therefore upon entering the water on your starboard tack, you should yield to the rider coming towards you who likely wants to throw a trick at the flattest water coming left foot towards the entrance of the bay.

This system works similarly to the way it works in surfing, the surfer sitting closest to the peak has the right to drop in on the wave. In kiteboarding, the kiter approaching the 'sweet spot' should have right of way. However, there are caveats, said kiter should be in a rotation with the other kites waiting his/her turn and not short tack (or turn just in front of another kiter) to jump ahead in the rotation.

“ IF YOU CAN'T FIGURE OUT THE METHOD TO THE MADNESS, ASK SOMEONE. OR BETTER YET, INTRODUCE YOURSELF TO THE LOCAL SHOP ”

Locals Know Best

Generally speaking, if you show up to a new spot and aren't sure of how things work or are still confused by the rotation, take a second to stop on the beach and observe the other Kites on the water. If you can't figure out the method to the madness, ask someone. Or better yet, introduce yourself to the local shop or school.

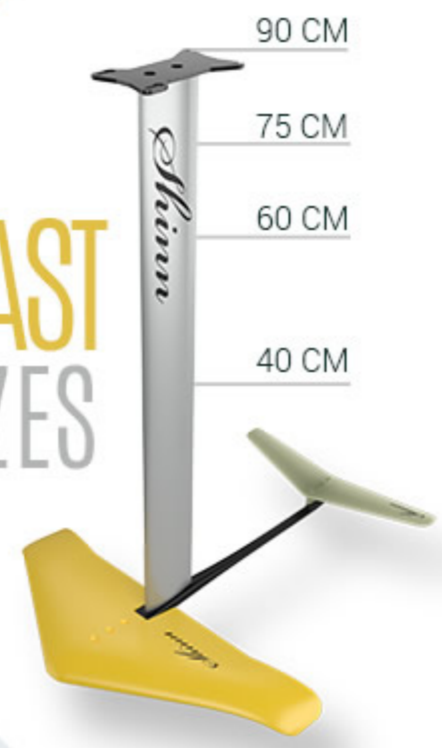
Specifically, at Safety Bay, there is a shop/school called WA Surf who has done a lot to keep access to this flat water haven a.k.a 'the pond' open to Kiteboarders.





3 JACKSON
SIZES — 145 X 45 CM
 — 130 X 45 CM
 — 120 X 45 CM

4 MAST
SIZES



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 FOR HIGH SPEED FREERIDE ACTION





“ FIGURE OUT THE SYSTEM OR ASKING ONE OF THE LOCALS WILL MAKE EVERYONE’S TIME ON THE WATER MORE ENJOYABLE ”

They also have a manicured grass launch in front of their shop that is perfect for advanced riders. When launching from the grass, you’ll have to walk down a narrow sand pathway to get to the pond. Another important tip you may receive from the WA Surf guys if you take the time to say hi is that this pathway also acts as a prime snake sunbathing area. It’s nothing to stress about but good to watch where you step!

This mantra can serve you well at any new kite spot you show up to. A few minutes before that first session to say hi and figure out the system or asking one of the locals will make everyone’s time on the water more enjoyable and as Safety Bay longtime local, Emerson Johnston puts it, “There is something that I see a lot of. The pond is an amazing flat water spot as we know, but it is a relatively small space considering how many of us cram in to there. It needs to work on a system. I believe all spots, especially advanced Freestyle spots work on a rotation system and if you rock up to a new spot, find someone that knows how it works and ask. You’ll make way more friends that way and have way better sessions! Oh and just remember to smile while you kite, that’ll make sure your session is better as well!”

Tipping Point

While Safety Bay has all the natural ingredients to be one of the very best freestyle spots in the world, it can reach a point of max capacity. Now, this isn’t a definitive number, it’s determined by the way the riders are cooperating in the pond.

CRUISING ON THE FOIL, IN THE MORNINGS AND AT HIGH TIDES THIS SPOT IS INCREDIBLE FOR FOILERS!
PHOTO ALEXANDER JAMES LEWIS-HUGHES

EWAN JASPAN KNOWS A THING OR TWO ABOUT RIDING THIS SPOT!
PHOTO NOÉ FONT



IT IS EASY TO SEE WHY IT IS ONE OF THE BEST SPOTS ON THE PLANET!
PHOTO DREW MALCOM



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This number could be 13, or it could be 113. A few Keters thrown into the mix who don't care to observe, or are innocently oblivious, to the way the rest of the riders work together can take away from the experience of everyone riding in the pond that day.

Not to fault those who don't realise these advanced 'right of way' adaptations, which reiterate the point to ask someone who knows.

In addition to the system benefiting everyone's progression, it's also for safety. Karolina Winkowska, world champion and Safety Bay pseudo-local, explains that even though she admittedly "was the biggest shmuck in the pond this year". "At spots like the Pond in Safety Bay, you will encounter many riders going through their training routines."

**"YOU WILL
ENCOUNTER MANY
RIDERS GOING
THROUGH THEIR
TRAINING
ROUTINES."**



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“ IT IS THE RESPONSIBILITY OF THE MORE ADVANCED RIDER TO GIVE SPACE TO THE LESSER EXPERIENCED. ”

They won't be smiling; they will be throwing tricks in front of you, jumping over your head and very often crash right next to you. It is super exciting to see them training, and I also love watching other riders practice new tricks. However, it is very important to respect that and avoid unnecessary interference or collisions with them. It's not that hard to learn that these professional riders very often jump in the same place one after another and very often, don't ride that long."

Avoiding collisions is to everyone's benefit and most easily achieved when both the person throwing the tricks and the person cruising back and forth are aware of the other's intentions and are willing to amend their direction of travel so that both can ride in harmony. I've often been told from beginner or intermediate kitesurfers that it is the responsibility of the more advanced rider to give space to the lesser experienced. And yes, I agree entirely that we should all go easy on those freshly diving into our fantastic sport. We want those beginners to have a good experience and get addicted to kiting just as we are.

However, I also feel that there needs to be responsibility from all participants. If you are in a lesson, this responsibility lies with your instructor who should choose a safe space for you to practice. If you are an independent kiteboarder who merely wants to cruise back and forth in the beautiful smooth flatwater of spots like Safety Bay, then more power to you.

However, you do have the responsibility to be a competent fellow kiteboarder and work with those around you and work within the flow of the group as a whole.

Even one or two riders thrown into the mix can completely throw off this delicate balance if they choose to ignore the flow that the rest of the group establishes. This is when it becomes frustrating for everyone, newbie and pro-rider alike. Without cooperation, no one feels that they have their space to enjoy their session to the max.

“ JUST BE AWARE OF WHERE YOU STEP AND GIVE THEM SPACE IF YOU HAPPEN TO SEE ONE. ”

SAFETY BETA

Who to say hi to: Drew and Emerson at WA Surf

Where to launch: For beginners to intermediates, park at one of the park parking lots along Safety Bay Rd and walk the path to the western end of the bay. You'll have a sandy launch and likely plenty of other kites to assist you with a launch or land.

What to watch out for: Remember that you are in Australia, there are snakes that live in the tall grasses around the pond. They don't want to harm you so just be aware of where you step and give them space if you happen to see one.

When to go: November – March with peak months December - February

How to get there: Fly into Perth International Airport. You can rent a car from the airport or for better rates look at rent-a-cheapie rentals that you can pick up in Fremantle. If you are planning an extended stay,

BLUE STEEL FROM NOÉ FONT
PHOTO ALEXANDER JAMES LEWIS-HUGHES





“ WE ARE ALL HERE TO HAVE A GOOD TIME AND PRACTICE OUR SPORT THAT WE ENJOY DOING. ”

some will even choose to buy a vehicle on Gumtree.com and sell it before their departure. The drive from the Airport to Rockingham is about 1 hour.

Where to Stay: Most of the best options are found on Airbnb or other home rental apps or also gumtree.com. Look for something in Rockingham for closest proximity to the pond.

Where to go for Apres-Session Food & Libations: Rockingham is a very small town and doesn't offer much in the way of nightlife or food options. While there are a few restaurants and cafes, it can be worth the drive at some point during your trip to head up to Fremantle and check out Little Creatures brewery or go for Saturday night in the park.

F.U.N

At the end of the day, it's all about this three-letter word. Whether this is your last session before that big competition or your first session learning how to stay upwind. We are all here to have a good time and practice our sport that we enjoy doing. As Emerson mentioned, put a smile on and have a good time. A little common courtesy and friendliness can go a long way at any spot around the world, and I hope that this can serve as a gentle reminder to all Kitters to go with the flow, ask questions, slap some hi-fives and make friends with the locals.

AARON HADLOW IS NO STRANGER TO THIS PLACE!
PHOTO DREW MALCOM



#INCONTROL

MAJESTIC X

HARNESS

MYSTIC



BIONIC
CORE
FRAME

IV-FOAM

BATTLEBELT
CLOSURE

NONSLIP
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KEYPOCKET

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MOUNT SPECTRE ANTARCTIC KITE EXPEDITION

Exploration is changing, in the 21st century explorers are turning to wind power more and more and the advantages of crossing vast snow and icescapes with kites are clear. Can you imagine spending 50 days in Antarctica though struggling to survive everyday, dealing with glaciers, crevasses and freezing storms? Fortunately Mark Sedon has done the hard work for us and shares his incredible experiences here...

WORDS & PHOTOS MARK SEDON



JEAN TACKS UPWIND ALONG THE CALIFORNIAN PLATEAU, 110KMS TRAVELLED FOR 36KM UPWIND AND AN 800M ELEVATION GAIN.





“ THE ICE WAS SO HARD AND POLISHED WE COULD HARDLY STAND UPRIGHT AS WE STEPPED OFF THE PLANE ”

I heard the crackle on the radio. It was a panic-stricken voice, the call we'd been dreading since landing at 3,000m, just 200km from the South Pole. Leo was saying, "my pulk has fallen in a crevasse and is pulling me toward it. Help!" A pulk is a type of sled, and ours were full of climbing gear, kites, camping gear and food for 70 days in Antarctica, weighing in at nearly 200 kilograms each. This was bad.

A little over two weeks prior, we'd flown from Chile to Antarctica in a chartered Russian Illusion jet, landing on the commercial blue ice runway called Union Glacier operated by US company Antarctica Logistics & Expeditions. The ice was so hard and polished we could hardly stand upright as we stepped off the plane into the fresh -15 degrees Celsius air. After a few days of sorting food and re-packing gear, we boarded the Twin Otter aircraft for a flight that would take us closer toward our goal, Mount Spectre. This wasn't to be your average kite trip it cost an eye-watering \$350,000, with another pre-paid rescue bond of \$100,000, which world-famous UK climber Leo Houlding had raised through his sponsors and supporters.

Leo, French kiter Jean Burgon and I discovered the adventure of a lifetime—a ten week, 1,700-kilometre kite, ski and man-hauling expedition to climb one of the most remote mountains on earth, Mount Spectre. If we had another \$100,000, we could have flown to the mountain, but we didn't, so we used kites to travel the distance.

LEO HOULDING PACKS UP HIS KITE IN TEMPERATURES APPROACHING THE HIGH -30'S



We take off from Union Glacier and fly four hours to what may be the most remote gas station in the world, Thule Corner, which consists of several barrels of aviation fuel buried in the snow. As the pilot bashes the fuel cap on a barrel with a large crescent wrench, he remarks in a thick Canadian accent, "nothing is easy down here." At that point, we had no idea that we'd be repeating that phrase daily.

With a full tank of gas, we fly toward a point called the point of no return, when a pilot flies as far as possible using just under half a tank of the fuel before turning around and heading back to start.

**"WE FLY TOWARD
A POINT CALLED
THE POINT OF
NO RETURN"**



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GLOBALLY APPROVED**



“THE WIND EASED TO 20-25 KNOTS SO WE THOUGHT WE’D GIVE KITING A CRACK.”

We land on the hard, bumpy snow, 200 km from the South Pole on November 20, 2017. As we step from the plane, the cold hit us like a smack in the face, and we almost turn and get back on board. It’s -35 degrees Celsius, and there’s 10-15-knots of wind.

We unload the plane, the pilots wave us goodbye and fly back to the comforts of Union Glacier. As we set up the tent in the

bitter cold, I notice some clouds on the horizon and say to the others, “looks like a storm brewing”. They look at me as if I am nuts. We are all blown away by the beauty and serenity of the Polar Plateau but quickly end up inside our tents brewing up dinner and talking about the trip ahead.

I wake during the night when 40-knot gusts hit our tent, and I can hear driving snow. It’s weird considering that the Polar Plateau is a desert and it hardly ever snows here. But, this was a real storm, and after breakfast, we go outside to check on the tent and gear

while shooting some photos and film for the movie we are making of our trip. Filming with down mittens on in temperatures (including wind chill) approaching -60 degrees Celsius is not much fun, but oddly we enjoy it and manage to keep our spirits up with jokes and good banter as the storm rages on for four days.

On day five the clouds part and the wind eased to 20-25 knots so we thought we’d give kiting a crack. In the bitter cold, we rig up our 9m Ozone Hyperlink kites. We know that we’ll be overpowered, but it is the smallest we have. With the heavy pulks we also need extra power to move, and we have 8m traces on so if we crash the pulk will hopefully stop,

“ IT WORKS AMAZINGLY AND HELPS US KEEP THE KITES LOW AND IN THE WINDOW. ”

or at least slow down before running us over like a speed bump. I also suggest we tie knots in the rope, a standard glacier travel technique so that if a pulk falls in a crevasse, the knot should catch in the snow and not pull us in with it.

Jean launches first while I film. He gets hoisted 3 or 4 meters off the ground, then gets the kite under control and heads off. Leo is next and gets lifted even higher before gaining control. Later, Jean suggests that we move the knot on the de-power further down on the race bars we are using which allows us to hold the bar in while launching, overpowering the kite, so it doesn't pull too hard while we slowly move it to the side of the window for a more controlled start. It works amazingly and helps us keep the kites low and in the window.

On the first day, we kite for 3-4 hours, moving quickly over the rough snow and wood-like sastrugi. The sastrugi are formed by years of wind etching and will flip the pulk on its side if we go too fast or hit it at an angle. If our pulk flips, we have to try and sidestep or kite back to the pulk, which isn't easy when fully overpowered.

Our systems aren't dialled in that first day. After a while, my goggles freeze up, reducing my vision to a blurry haze. I call on the radio that I have to stop, and I eject my kite. Unfortunately, the others are in the same position, and we end up 500 meters apart. It takes us an hour to drag each pulk, one at a time, into camp. But we are stoked to be moving after the four-day welcome storm.





From then on, we move as much as we can each day. The wind is strong. We'd been told about, and were expecting, polar high-pressure systems that give clear skies and 10-12 knots, but we are battling 20+ knots and stormy skies. We wear 8000m down suits and, despite wearing ski boots, three sizes too large with exceptionally warm liners and a neoprene over-boot, our feet often get cold. Numb feet are always a concern. One morning, I end up with Jean's bare feet on my stomach for 30 minutes to re-warm them. Frostbite is not an option! Exposed skin will freeze in a minute. When we remove our goggles, we feel the liquid in our eyes freezing between blinks.



**“ FROSTBITE IS
NOT AN OPTION!
EXPOSED SKIN
WILL FREEZE IN
A MINUTE. ”**



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“ IT TAKES US TWO HOURS TO FIND A PATCH OF SNOW TO CAMP ON WHILE WE WAIT OUT THE STRONG WIND FOR TWO MORE DAYS. ”



It was about day eight when things really spiced up. We are kiting down from the Polar Plateau when the terrain in front of us drops out of sight. The surface turns to a solid, concrete-like blue ice with car-sized bulges and car-swallowing crevasses. I am a mountain guide, and this is my tenth expedition to Antarctica, so I have an idea of what's ahead.

I call Leo on the radio and tell him I think we must be off route. This looks like an icefall. The wind is strong, over 25 knots, and we can't stop. The kites lift us off the ground if we put them above us. He replies that the GPS route we have is pointing us this way, so we carry on. I am last and come over a bulge to see Leo's pulk upturned, and below him, the trace stuck around an ice bulge. Jean is trying to get to Leo's pulk to tip it back upright. However, his kite and pulk are also downwind and downhill of him, trying to drag him down the icefall.

There is nothing more to do except eject our kites, roll them up and ski our pulks down the icefall. The ice is hard and loud. The pulks still threaten to drag us down, so it was with some difficulty that we ski them down. Below the icefall we are faced with blue ice again, it takes us two hours to find a patch of snow to camp on while we wait out the strong wind for two more days. Luckily for us, we'd dropped 1,500m and the temperature has risen to -20 C without the wind, which seems quite reasonable!

When the wind drops two days later, we cautiously launch our small kites and have our first enjoyable kite of the trip. Remember, we are ten days in.



“ JEAN ABSEILS INTO THE CREVASSE TO EMPTY THE PULK SO THEY CAN PULL IT OUT AND FREE LEO. ”

The Californian Plateau is smooth with powdery snow and no crevasses. We enjoy some high-speed downwind travel. For a while at least.

A few hours later we find ourselves overpowered on hard, white ice in the middle of the extremely crevassed Scott Glacier. We decide to camp for the night between precariously soft, unstable crevasse bridges. As I drag my pulk over to the camp

spot, a bridge falls in as my pulk nudges it softly. We decide that kiting in this area is not wise, so we rope together for six hours of hard walking over ice bulges and around dangerous crevasse bridges to get us to where we can kite again.

It's day 15, and we are approaching the mountain when Leo's pulk falls through a crevasse bridge and almost drags him in behind it. Luckily the knot catches on the lip of the crevasse. He manages to place an ice screw quickly, so he doesn't fall in too, luckily Jean gets to him fast. Jean abseils into the crevasse to empty the pulk so they can pull it

out and free Leo.

We are just one kilometer short of Mount Spectre! We set up camp below the impressive 2000m granite mountains. After a few days of exploring, we set off to climb the mountain via a new route. Mount Spectre had only been visited and climbed once before by American brothers Ed and Muggs Stump.

We set off at 8:00 a.m., and it takes 15 hours to get to the summit after a lot of tough and dangerous climbing. The weather deteriorates all day and night — remember it never gets dark. It is 11:00 p.m. when we nervously step onto the summit, take some quick photos and make a hasty retreat back to our camp, getting in at 5:00 a.m. after 21 hours on the go.



ON THE SUMMIT OF MT SPECTRE, AT 11PM



Within 30 minutes, the storm arrives and strong winds buffet our tents. Getting stuck on the mountain in high winds would have required an epic survival effort.

We spend the next week trying to climb different peaks but keep getting shut down due to severe wind and unsettled weather. We are surrounded by unclimbed mountains but only manage to get up one more summit before our time is up, and we have to set off for our 1,400-kilometer journey back to Union Glacier to catch our flight home.

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“ WE SPEND THE NEXT WEEK TRYING TO CLIMB DIFFERENT PEAKS BUT KEEP GETTING SHUT DOWN ”

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“ WE HAVE TO WEAVE AROUND CREVASSES AND OVER ICE BULGES WITH SHOULDERS STRAINING, CALVES BURNING AND BACKS ACHING. ”

The next part of our trip is 20 days of ‘man-hauling’ back up the Scott Glacier. Man-hauling is dragging the pulks in 50-minute sessions with 10-minute breaks. It’s hour after hour of tiresome, monotonous work, and most polar explorers do it week after week. Due to the extremely crevassed nature of the Scott Glacier, we have to weave around crevasses and over ice bulges with shoulders straining, calves burning and backs aching. In one 10-hour day, we only travelled 12 kilometres!

Finally, on the fifth day of man-hauling, the surface cleans up, the crevasses thin out and we launch our 15m Ozone Chrono kites on 65m lines. We do 110 kilometres of tacking and make it 36 kilometres upwind, toward home. It is hard work, but we cover more than twice the distance of what we could walk in a day.

From that day on, we rest when there is no wind and kite when there is. One hundred kilometre days become the norm. It all depended on the always-changing surface condition. We find hard blue glacier ice; rough wind etched sastrugi, soft powder, hard white ice or a combination of all of them.

We cover 201 kilometres one day and manage over 650 kilometres in a 4-day stint. It is really hard on the body, but once or twice a week, the wind lets up, and we sit around and eat, drink a whiskey/rum tea or take in the incredible scenery.

AFTER A ‘SPECTRE SPANKING’ (THE CREVASSE FALL), JEAN (LEFT) AND LEO WALK INTO THE FINAL CAMP BELOW THE MOUNTAIN, EXHAUSTED AFTER 17 HARD DAYS TRAVEL



“ WE’D BATTLED SERIOUS COLD, STRONG WINDS, TERRIBLE SNOW, HEAVY LOADS, DIFFICULT CLIMBING AND TRIED TO DO SOMETHING NO POLAR EXPLORER HAS EVER DONE BEFORE. ”

One particular rest day, we witness one of the most amazing natural phenomena I have ever seen. It is like a mixture of a double sundog, 22° halo (the arcs passing through each sundog), a sun pillar (the vertical line) and a parhelic circle (the horizontal line). Numerous rainbows circle the sun and extend horizontally around the entire sky. It feels like we are in a science fiction movie. To top that off, the wind comes up at 10 p.m. just when we get into our sleeping bags, so we pack up camp and kite through the night, covering over 100 kilometres.

After 50 days in the field, we are on our last day, kiting through the Horseshoe Valley with mountains all around us and smooth powder snow under our skis, moving silently at 35-40 kilometres/hour. We cross over a high col, ejected our kites in strong winds and ski down to just below Union Glacier. Only 5 kilometres from camp, we clip our pulks to our harnesses, put on touring skins and walk back into camp just in time for the buffet dinner we’d been dreaming about.

It’s a good time to wind down and reflect. We’d been tested in every way. Not one of the 50 days had been easy. We’d battled serious cold, strong winds, terrible snow, heavy loads, difficult climbing and tried to do something no polar explorer has ever done before. We’d pulled it off, and I loved every minute of it. Best of all, the three of us became and remained best of friends along the way, laughing and enjoying the trip as a team.

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KARINE AND CHRISTIAN



HELIARDE

WORDS & PHOTOS CHRISTIAN & KARINE

This issue we have a few strapless morsels for you surfboard shredders along with more fun and games courtesy of Heliarde. First on the list is the strapless toeside beachstart, which will work some skills that we can then add to in a future addition! Following on from that we welcome Heliarde to demonstrate the finer points of the barefoot water-ski dismount. A great looking move to dazzle your fans with and also the no less than the first steps towards walking on water. And the finale this time is the strapless chop hop. Perhaps better known as a backside air. Working on this and getting your first sensations of a board sticking to your feet will be the beginning of an endless journey of boosting without straps. Hope you enjoy the moves, good luck:) C&K and Heliarde

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STRAPLESS TOE SIDE BEACH START



CLICK OR TAP TO READ MORE

BAREFOOT WATER-SKI DISMOUNT



CLICK OR TAP TO READ MORE

STRAPLESS CHOP HOP



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STRAPLESS TOE SIDE BEACH START >

Kite: Drifter 7m Board: Squid Launcher 5'2

You may be wondering why on earth you should donate some of your valuable kiting time learning a toe side beach start when a normal heelside start stands you in good stead regardless of which direction you intend to start? The carat here is that this is in fact the base move for the somewhat trendier running version, and who doesn't want that in their bag of tricks? If you're now convinced please read on! If you have yet to master the standard strapless beach start please refer to Issue 23 - **CLICK HERE** to check it out

We should start by contemplating the main difference between the heelside and toeside version. When you start from heelside you stand upwind of the board and use the kite to lift you up, over and onto the board, whilst you have the board positioned pointing slightly upwind and the kite starting ever so slightly behind 12 o'clock. Whilst here on the toeside version you'll be standing downwind of the board, so you won't be wanting lift from the kite, nor will you want the board pointing upwind. With this in mind let's continue...

The Set Up Pic A

To get an idea of wind direction have a look at Christian. The wind is blowing onto his back and his bar is roughly 90° to the wind. As such he's standing comfortably facing downwind near the tail of the board. His kite is at 12 o'clock and his board is pointing slightly off the wind, with the tail upwind of his legs.



This is how you need to have all the relevant components positioned. Why? Back into the wind is the norm, so we're happy with that. Kite at 12 o'clock. If the kite is positioned further back it will create lift when moved which would then pull downwind. Seeing as how you'll already be downwind of the board, you really don't want to be pulled any further away from it. Standing downwind of the board. This is part of getting used to what's to come in the running variation, where you'll need to be downwind of the board whilst dragging it in your front hand upwind of you. Board pointing slightly downwind. This is necessary because you'll be downwind of it. With the nose pointing off the wind it is in front of you,



so you'll be able to jump forwards towards it even though the board is upwind of you. Before we go any further we should mention that this will be simpler to learn if you're jumping up into your favoured toe side.

The Dive Pic B

Time for the off, so Christian dives the kite quite hard, whilst keeping the bar on the sweet spot. He's looking down at the board focusing forwards towards where he intends to plant his front foot. Preferably where he would have it positioned if he were riding. The hard dive is needed as the kite is at 12 o'clock so not much power is available. That said this is relative. Christian is on a kite size suitable for carving, if he were more powered he would give it a bit less, and so should you.



Keeping it on the sweet spot is a must for all the usual reasons – you don't want the kite to stall if you pull the bar in, but you do want the kite to turn, move and give you power so you mustn't let the bar out. And looking at the board will not only aim your leap to the required landing zone, but it should also prevent you from kicking the board, sanding your shins or impaling your feet from underneath on the fins.

Open Up Pic C

As the kite pulls it's time to move with

it. Stepping/jumping up to toeside is the same move as on the water, the shoulders open, the hips twist and the back knee comes up and around – should be a fairly instinctive movement! As Christian feels the kite power he plants his weight onto his front foot, twists and lifts his back leg, whilst still looking towards where his front foot should land. He also pulls the bar, a natural reaction to make sure you get all the power you want, and this also stops the kite diving as the bar levels out.

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Leap of Faith Pic D

Like a Gazelle springing gracefully forwards (no irony here...) Christian leaps towards the front of the board. If the timing is about right the kite will help pull him forwards as he is not resisting its pull. The nose will be further away than planned as whilst Christian has been faffing getting on with the job, the board, as surfboards are wont to do, has of course drifted with the wind. The good news is that it will have drifted more downwind which means that although it'll be further forwards it will also be better placed for your leap.

Triple Twenty Pic E

Now that the flight path has been set, you need to be



ready for making contact with the board, and encouraging it to move rather than to just stop you. If you have a look at Christian he has extended his front leg, pushing his foot forwards towards the front pad, his shoulders are up, but his weight (hips) is still back over a lifted back foot, whilst his back knee is very flexed. This means that when he hits the board he will push it forwards into action.

Ride It Out Pic F

Once you land on the board there are only two things to think about, and it's almost like learning to ride toeside all over again. You need to get back on your edge to get some tension in the lines and the board heading across or upwind, and you need to make



heading across or upwind, and you need to make sure that the kite can breathe and pull you along, which is always the most counterintuitive thing to do when you've just jumped aboard! You can see that Christian is flexing his back knee and ankle to get some pressure on the upwind rail, as his hips come across the centreline of the board, his front knee and ankle will also bend, so that he can then extend and push through the board. He's also concentrating on pushing the bar back out onto the sweet spot. At this moment, you'll be looking for support and pulling the bar in is tempting, but that will just stall the kite and kill your power. Hence push the bar out and if you need more oomph, work the kite.



Top Tips

As well as the already mentioned idea of trying this on your favoured toe side there are a few things that will help you make this easier. You won't have lift from the kite so if you're noticeably underpowered it will be harder, so make sure there is enough. A sandy bottom will help because you don't want to be too deep. Once you're knee deep it will be harder, but any shallower there is always the risk of touching the fins. Sand will make this uneventful. And try to land forward down the board. If the nose is held down the tail won't sink so much. You need to move to edge so if you can get some inertia going from your leap on, it's all going to be so much simpler.

Now have a look at the sequence and the videos. In both we've added a slight bowling of the board to get it moving with your front arm, which helps when

you're dragging it behind.

Common Problems

If you're finding it hard to reach the board and it feels too far away, make sure that you have the board pointing slightly downwind so that the nose will drift across in front of you and make sure that you don't start behind the board.

If you leap on and the board surges downwind, the chances are that you're landing with your weight on the downwind side of the board, so try and aim a bit more towards the upwind side.

If the tail is sinking heavily when you get on, make sure your front foot reaches far enough up towards the nose and make sure that you get your weight onto it. It's tempting to lean your shoulders back against the moving kite but this won't help the board. You can lean the hips back but keep the shoulders upright and

forwards, as this then enables you to move the hips forwards when needed.

Keystones

1. Stand with wind onto back, tail of board upwind of legs.
2. Dive kite from 12, board pointing slightly off wind.
3. Open shoulders and weight leading foot.
4. Leap forwards whilst lifting rear foot to toeside
5. Land front foot first and push forwards.



BAREFOOT WATER-SKI DISMOUNT >

Kite: Switchblade 9m**Board: Ace 138 & a pair of size 42s**

Unsurprisingly here is another fun filled move from Heliarde. The water-ski or barefoot dismount. Not only does this look the absolute shizzle, but it's also a good way to train yourself for the joys of the Jesus Walk should you be so inclined. The beauty is that even if you consider yourself to be on the wrong end of the flexible scale, getting the board off here is not too hard, and there's no reason to get it back on – everyone's a winner babe and that's no lie!

This is another move from the support style stable. Therefore, if you have any experience at Dark Sliding, Back Loop Hand Wash, Foot Wash etc. you'll find the kite dynamics similar and will be able to concentrate on the board and barefoot skiing. That said as long as you have the inclination this one is for you. One last word before we have a look, stating the obvious perhaps, but when you learn this there is no need to finish standing on the beach with a smile on your face. Best get it nailed with a deep water sink rather than risk a sandy face plant.

The Approach Pic A

This move is all about maximising your time being supported by the kite. As such a few things are a must to give yourself a good chance. First off you need power in your kite. For sure when you have these moves down you can get away with less, but they are easier and can be down out more with plenty of



oomph. And to make it more comfortable on the bar it's helpful to have your sweet spot trimmed out away from you. A larger kite will also make things easier as it won't move so quickly and will give you more lift. Other than that, you need tension in the lines and you want to be low down near the water and your board for the grab. The final part of prep is to loosen your feet in the straps, by sliding them back a bit. You can make it easier still by loosening your straps to help with learning this. If you look at the pic you can see that Heliarde comes in with his kite high, around 12:30 (11:30 if going left), his hand is centred on the bar and his sweet spot is trimmed out. He's edging hard which gives him tension and his weight is



dropped back and low, which means he can resist the upward lift of the kite and he is low down close to his board. As he approaches he starts to drift his kite up slowly and takes his front hand off the bar.

Your Friend the Strap Pic B

Once the kite starts lifting you need to think about getting the board off your feet. In preparation for this you'll need to shift your hips back to unweight the front foot slightly so that you can slide it out of the strap a bit more to give you enough room under the strap to grab onto as the front foot strap will be your handle. This is what makes this more achievable, as there is no need to pop, bring the board up and grab the rail or handle.

XENON

S2AS



Only a matter of grabbing the front strap:) Here Heliarde as squatted right down, the nose of the board is lifting slightly as his weight is towards the tail to lighten his front foot. As it slides back a tad he can get his fingers under the strap by leaning his shoulders forwards and reaching his hand down. Once you can reach the strap this move is well within your reach....

Free Your Feet Pic C

This is the crux of the move, freeing your feet. If you've already pulled them

back on the pads it should be a doddle. Lifting your heels, pulling on the bar and holding your front arm forwards should be enough to lift your forwards and out of your straps. The challenge is to keep a grip of the front strap whilst deliberately losing contact with the board. By pulling on the bar the kite will both lift you and pull you downwind which will result in you being pulled across the board. As long as you hold it forwards with your front arm, the board will stay put and you'll be free.

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You can help by lifting your knees to completely unweight your feet. At this stage Heliarde has his knees held high, he's pulled on the bar so the kite is supporting him and his fingers are hooked under the front strap.

Pre-Ski Pic D

Once you're out of the straps you need to get ready to barefoot, whilst pondering the kite. Depending where your hand is on the bar, how hard you pulled down on it, where you started the kite and what size you're on, will dictate where the kite is now. Ideally you want the kite to be near twelve, not too far back in the window. If you look at the pic Heliarde is



readying himself for the barefoot skiing part. He's got a good grip of the board which he's pulling along behind him and he's extending his feet out in front of him, straightening his legs so that they're ready. It's important to keep the bar in on the sweet spot as you need to keep the support and lift coming from the kite. However, you don't want the kite flying back across the window so concentrate on trying to keep the bar level.

Barefooting Pic E

This is it, you're officially barefooting. Almost a lost art, but always looks spectacular. If we may go off at a slight tangent, the Raley pre-empted wakeboarding.



Watch the old barefoot skiers hitting the jump ramp, now that was the original superman! Once your feet are on the water you will be creating resistance. Keep your toes up and your legs straight so that you don't buckle and stop, imagining that you're trying to push your feet out in front of you. Due to the resistance, you'll need a bit more pull from the kite so feel free to pull the bar in further, but don't steer the kite further – this isn't the time for a cheeky kiteloop!!! Looking at the pic you can see that Heliarde is skiing just fine, bar is in and board is bouncing along behind him - perfeito. Remember that your aim here is to skim across the surface, so you should be on the water rather than in the water.



Slowing Down Pic F

This part is for once you have this nailed and actually intend to walk casually onto something solid downwind of you. Up until this point the chances are that you've come to rest naturally, losing your speed and slowly sinking. Once you can keep going you'll need to slow down at will so you don't just career up the beach at Mach 10. Slowing down on your feet is much the same as if you have a board on your feet. Your feet are already resisting/edging, so your only option is to let the bar out, dump the power and thus slow down. As Heliarde approaches the beach he slowly sheets out to calm his pace. Don't just fully dump the power as you'll stop dead – unless of course you have to.

Happy Landing Pic G

If all goes to plan you'll have just enough momentum to pitch you upright onto your feet so that you can casually wander up the beach whilst your sinuses drain.

Top Tips

This is definitely a move to work on in stages. First off get used to keeping the kite relatively still. It should drift, but at a snail's pace. Whilst working on the kite also work on getting your hand on the strap. It's very tempting to let the bar out to reach the strap, but this will then allow the kite to move further behind you, so keep the bar in on the sweet spot. Once you can get the board off your aim is to get the barefoot sorted. You can then work on bringing more speed into the move to lengthen your ride. If you get all of the above nailed then bring it onto the beach, as long as no one else is endangered by your actions and the beach is soft. Finally, just in case you're in any doubt, you will be moving on a downwind trajectory doing this, so keep it in mind.

Now have a good look at the sequence and videos to emulate this move in your own way.

Common Problems

No support from kite when you try and take board off. Assuming that you have enough power this will be a question of tension in the lines – you need more. Try coming in with more speed, make sure you keep the bar on the sweet spot and edge hard with your weight low. It's also possible that your kite is not high enough in the window so be sure to drift it up.

Can't get board off. Try loosening your straps and wiggling your feet out slightly on your approach. If you have hold of the strap but can't get out you have possibly flattened the board off, therefore losing tension and lift. If you edge you'll be pulled out of the straps as you lift your knees and pull in on the bar.

Stop as feet go in. It is a balancing act between speed, resistance and lift. You'll need to feather the bar to find a good fit, but it's worth remembering that you are not really barefooting, you are flying with the kite and just happen to put your feet on the water. As such the kite and lift are most important so use the bar to either lift you up if you're slowing or drop you if you lose contact with the water.

Keystones

1. Loosen feet, edge low and drift kite
2. Drop weight and grab strap
3. Lift knees and pull on bar
4. Extend legs forwards and lower feet
5. Use bar to lift or lower to just maintain contact with water





STRAPLESS CHOP HOP >

Kite: Drifter 7m Board: Squid Launcher 5'2

Strapless airs, what's not to like? We all have to start somewhere and this humble chop hop is pretty much the best place to work on all the necessary ingredients. Get the approach, take off, in-flight entertainment and landing down and the sky is your oyster... Velcro, super sticky wax and the dark arts. None of these will be necessary if you can get some air off the flat. Then hitting stunt ramps on the way out and landing without snapping your favourite stick will all seem a whole lot more realistic, attainable and dare we say it enjoyable, and those on-shore days will become something that you look forward to as much as perfect peeling down the line days.

Chop hop may not be the de rigeur name for a backside strapless air, but it should give you a good idea of what's involved. And the beauty of some chop is that it will help you get your timing with kite, pop and ramp, even though the ramp is not actually doing a great deal other than making you go right "now"!

You're ready to try this if you are happy riding upwind with a bit of speed, edging the board. No more is required. The only thing to keep in mind through all of this is that you should always be aware of where the board is. There will be plenty of times when you and the board part company at various stages of getting air, and you don't want to be coming down onto your fins. It's easy to avoid by tweaking the kite one way or the other to pull you away, but only if you know where to avoid in the first place.



Balance & Control Before The Send Pic A

Before studying how to get off the water, it is worth spending a moment contemplating how we stay on the water and on the board. To tap into some of that board sticking black magic you will need some speed. However, if you're bouncing around, desperately gripping on with cramping toes you won't have much hope of maintaining control as you transition from blasting along to launch pad. The object is to find a stance that allows you to be both comfortable and maintain speed whilst edging against the kite. Every board will be different and each one of us is different. For sure if you look at some of the pros they will be doing the splits with a foot at each end of the board, but just remember that one man's beef is another man's bacon and they are top athletes. Find the stance for yourself which is wide enough to control



the board, but which doesn't glue your hips into a locked position. You'll need your heels sufficiently on the edge of the board, especially if it is a wider surf design and your front foot will need to be sufficiently forward to control the nose, whilst the back foot needs to be far enough to sink the tail when you stamp. As you widen your stance you may be pushing more board into the water this may slow you somewhat. To counteract this, you may need to lower your kite so that you can edge hard against it, or try a different position. The advantage of all of this is that if you're edging you'll be cutting through the chop rather than bouncing. Get comfy riding around this way and with your kite below the magical 11 or 1 o'clock.

In the pic you can see that Christian is edging against the kite, with his weight low whilst pushing against the board. This way he's got the perfect cocktail of speed



and control. With tension on the lines he sends the kite upwards, giving the bar a short but meaningful send. He doesn't want the kite to go past 12, and if it doesn't get all the way there it isn't a problem. He also has his eye on a small bit of chop upwind that he'll use as a ramp. Although the ramp won't push his board up much it will be his queue to launch and gives him something to aim at.

The Carve Pic B

By far and away the easiest way to get the wind under your board is to turn the board into it. This way the wind will get under the nose of your board as it lifts. However, if you're edging hard against the kite, you're being pulled forwards. If you want to carve up further you need to let the bar out. Here Christian lets the bar out and hey presto he can carve up into the wind. As he carves he drops his weight by bending both knees so that his bum lowers towards the water. The more you flex the more you can pop and the less likely you are you jump yourself off the board, so the lower the better. The wider your stance yet again the lower you need to get to maintain mobility. Christian hasn't just dumped all the power, but has let the bar out sufficiently so that he can carve up. This will not be possible if your sweet spot is miles away so make sure it's close enough. It's worth noting here that this part and the following two parts happen in rapid succession. By the end of you carve you want to be hitting your ramp with your kite slightly depowered and high in the window so that it isn't pulling...

Compress, Pull & Cork Pic C

This moment, a whisker before take-off will decide how successful your hop will be. In essence you'll be performing an ollie whilst pulling on the bar for lift.

If you don't know what an Ollie is think of it as a flat pop and read on. It can help to compress a touch more before you hit the ramp. This has the added bonus of flattening the board slightly as your knees bend, which will get you more over the board when you take off and allow you to spring up even more. As the nose of the board starts to rise up your designated piece of chop, help it by dropping your weight slightly back towards the tail of the board and then stamp down hard off your back leg whilst you simultaneously pull the bar in. Christian is rising from his crouch and he's pulled the bar in hard, His hips have moved back slightly which has also opened his hips and shoulders. The idea of stamping down hard on the back leg is to cork the board. Just like pushing a beach ball under the water, once you release it, it'll cork back up and out of the water – so will your board. Last important point to note from the picture is how by compressing, then stamping and pulling on the bar, the kite has pulled Christian up and onto the board. This means that even though he has carved hard, when he stamps he is stamping down on the tail, not against it a la Twin Tip. This will make the in-flight entertainment a whole lot more fun as it encourages you into the correct flying position.

Airborne Pic D

This is the moment we've been waiting for, the board leaving the water. However, your work is far from done. You can see how the nose is rising and the tail is still low. Immediately following the stamp Christian has put all his effort into lifting his front knee into his chest. Now this is where the picture doesn't do the movement justice as he also tries to push his chest forwards and down towards his knee. If you just lean back you'll stay in this position,



but you need to get your centre of effort towards your front foot, which will help control the board and opens your chest which prevents you from turning immediately downwind. Other must dos are to release the back hand and push the bar away. Releasing the back hand pulls your body weight downwind of the board, encouraging the board to “stick” to your feet as the wind blows against it. And it also allows you to push the bar away, sheeting the kite out, which then prevents the kite from pulling you

away from the board, also helping keep you in contact with the board.

In-flight Entertainment Pic E

Show me your board. If your board ends up in this position it means that you’ve mastered the witchcraft (at least on this attempt). This position has been created by the compressing of your knees pre stamp, the pulling on the bar and the moving your shoulders forwards. Those parts effectively positioned you downwind of your board,

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and done with enough control they'll keep you there. Christian has both knees bent, as it's important to bring the back leg back up after stamping. If you stamp hard enough the board will cork back up and find your back foot. However, if you don't lift your back foot post stamp, you're likely to push the board severely off the wind and you'll lose control of it. With both knees bent the board will stay close to you. At this stage of chop hopping as long as the bar isn't in you'll be fine. You can see the position of the kite is just forwards of 12 o'clock, and this is where Christian sent it to pre cork, he hasn't redirected it.

Newton's Apple Pic F

It is only a matter of time until it's all over. Wind strength, speed, kite send, stamp, weight of board,

they're all factors but realistically your aim is to get off the water and feel the wind push the board onto your feet. It's a remarkable sensation, you'll know it immediately and it's compellingly addictive. However, as you slow and drop the board will also give in to gravity. Try and drop down onto it, extending your legs to keep in contact for as long as possible, so that you'll reunite after only the shortest of separations. Pushing the bar out further will also help you drop down onto the board. You can see that Christian is extending his legs (easier than compressing) and contact is maintained. If your kite didn't go past 12, you'll have some forward momentum to carry you through the landing. Just sheet the bar in and dive the kite and you'll be off and ready for another attempt:)

Top Tips

It may sound silly, or even obvious but if you can visualise what you're trying to do here with board, body and kite it'll make the multi-tasking considerably easier, especially if you also ride a twin tip as you'll be going against so many of your in-built muscle memory skills.

You essentially want to get some speed up, so edge against a lowish kite. You want the kite to lift you when you stamp so it needs to be high, therefore the short but sharp send. You also want to carve into your chosen ramp so you need to let the bar out post send. And then you want to cork the board and use the high kite to help lift your weight a bit before you dump all the power and hold the board up near your derriere.

Chop helps with the timing, but if you have tiny waves or even better, very small sections of white water (the air really kicks the board back up at you) they'll work fine too. If you're on a mirror flat water the timing will be much harder and as such you'll be likely to use the kite too much.

And finally speed also helps stick the board to your feet as the induced wind will push it onto you. So, the more comfortable you get riding a surfboard quickly, the better your hopping will get... Now have a look at the sequence and videos to get an idea of the all-important take off and in-flight entertainment.

Common Problems

Probably the most common problem to start with is feeling the need to take your front hand off the bar to carve up into wind. This is not wrong, and many of the top boys and girls do this, although they'll get their front hands back on pretty sharpish.



To start with it will encourage you to throw your body upwind of the board as you carve and present the top of the board to the wind rather than the bottom. If keeping the front hand on feels awkward try trimming in a bit to get your sweet spot nearer and try getting lower before stamping.

If the board spins down and away from your feet, chances are that the wind is hitting the top of the board. To prevent this, keep your front hand on and make sure that you are over the board when you pop. So, get low, stop carving before you stamp and pull the bar in a bit earlier when you stamp.

If you just get launched and pulled back away from the board, you have sent the kite too far. 12 o'clock is plenty but it doesn't even need to go that far. Short and sharp. And don't wait to feel the kite lift before popping as then it'll be way too far back.

If the board turns away downwind as soon as you get into the air. If you don't let the bar out when sending you'll get pulled downwind and so the board wraps around you. Also, if you pop and wait too long before pulling in the kite will also pull you away and the board will do the same. And finally, if you don't open your shoulders as you carve, it'll turn you and the board downwind once you're up there.

Keystones

1. Edge with kite lowish
2. Short sharp send
3. Bar out and carve
4. Compress, stamp and pull
5. Back hand off, knees up and bar out





FORTALEZA



MANCORA



CABARETE



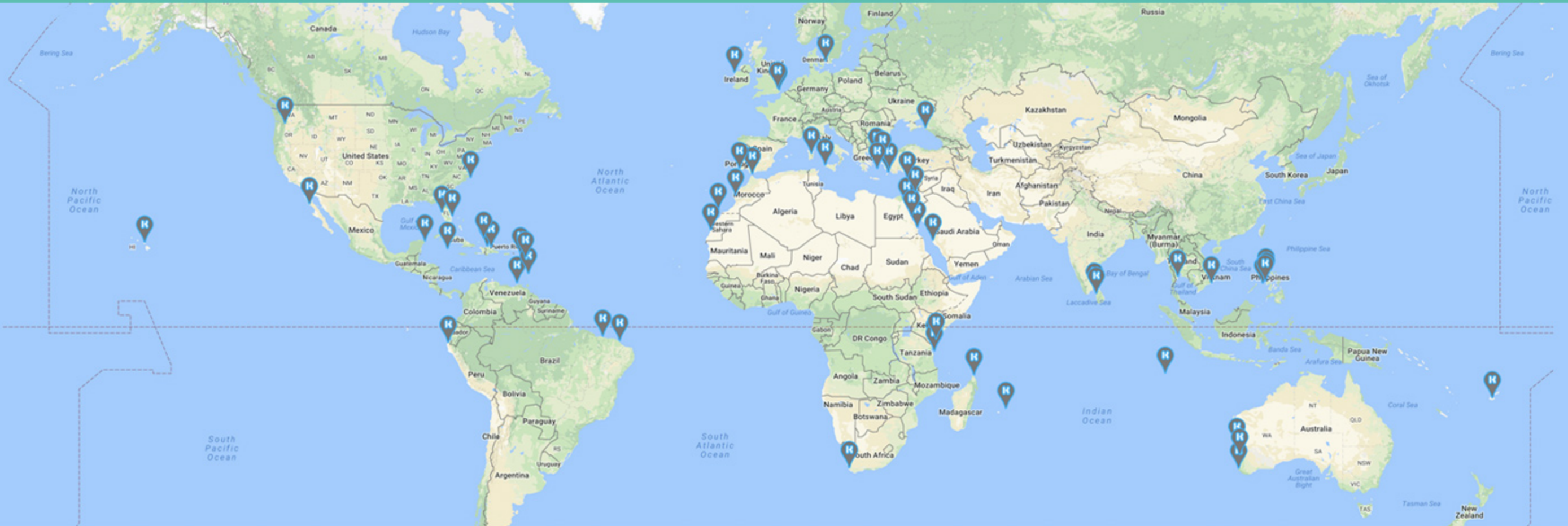
LANCELIN



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MAUI

WORDS LINDSAY MCCLURE
PHOTOS ALEX BOURNAY

THE INTERVIEW **LIAM WHALEY**

Liam Whaley just entered his first KOTA event and stormed onto the podium taking a deserved second place behind Kevin Langeree. Liam has always been a tour de force on the freestyle scene and now has cemented his place among the legends of big air! In a shock move he's also just joined the F-One Team for the 2018 season, Lindsay McClure caught up with him to get the low down!





“ I FOUND IT EASY TO LEARN TO KITE BECAUSE I BECAUSE I WAS YOUNG. ”

You got into Red Bull King of the Air as a last minute qualification, then absolutely crushed it. What was your mindset in this event? What training went into making sure you were prepared to go all out?

KOTA was a last minute event for me. I didn't train for it, so I didn't put pressure

on myself to do well. I just went out there, felt how far I could push it without things getting too dangerous and things worked out. The crowd on the beach were definitely a factor that helped me land tricks that I'd never tried before and go big without fear.

Will Red Bull King of the Air have a regular spot on your calendar in the coming years?

Definitely! Hands down it's the best event in kiteboarding. It gave me some hectic

adrenaline and which is exactly what I thrive on!

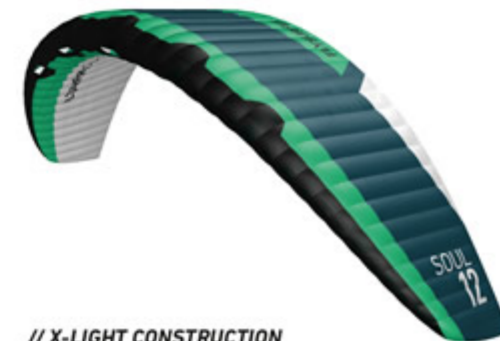
Congratulations on making the switch to F-One. What factors influenced your decision to change sponsors?

I have had a great relationship with Cabrinha over the past 6 years, but moving forwards they have a different vision than I have. I talked to F-One and they told me that I could be really involved in product development and that our partnership will be long term. This partnership is exactly what I was looking for.



SOUL

FREERIDE, FREESTYLE, LIGHTWIND
6 / 8 / 10 / 12 / 15 / 18 / 21



- // X-LIGHT CONSTRUCTION
- // EFFORTLESS BOOSTING
- // SUPERB RELAUNCH & HANDLING

The SOUL is an impressively diverse character. It mutates from a comfortable lightweight low-wind cruiser to a sporty freestyler. Featuring technical lightweight kite construction, the highest safety standards and precise control and bar feedback. The great water relaunch and improved drainage system bring it all together to make the kite truly user friendly. Be inspired by the vision of the SOUL.

What is your current gear setup and what are you stoked on?

I am super hyped on the WTF line up. The C kite gives me insane pop and has felt comfortable in my hands from day one. The board is lightweight, strong and has a shape that I like!

Fill us in, what's the latest with the freestyle world tour? What are your competition goals this season, and what can spectators look forward to?

The freestyle tour is a bit of a mess, as per usual. We keep choosing the wrong people to run our tour.

"THE C KITE GIVES ME INSANE POP AND HAS FELT COMFORTABLE IN MY HANDS FROM DAY ONE."



“ I’LL BE COMPETING AT EVENTS THAT ARE GONNA BRING ME GOOD MEDIA AND A GOOD SHOW TO THE FANS. ”

The riders and I have put so much energy and hope into building a solid tour, but everything keeps on getting crushed because of internal politics. This year I am just going to focus on my riding. I’ll be competing at events that are gonna bring me good media and a good show to the fans. Obviously my passion is freestyle and it always will be, but for now I just have to adapt.

What are your plans for the rest of 2018, and how do you find a balance between traveling, training, shooting media, competing, personal time? Are you working on any exciting projects at the moment?

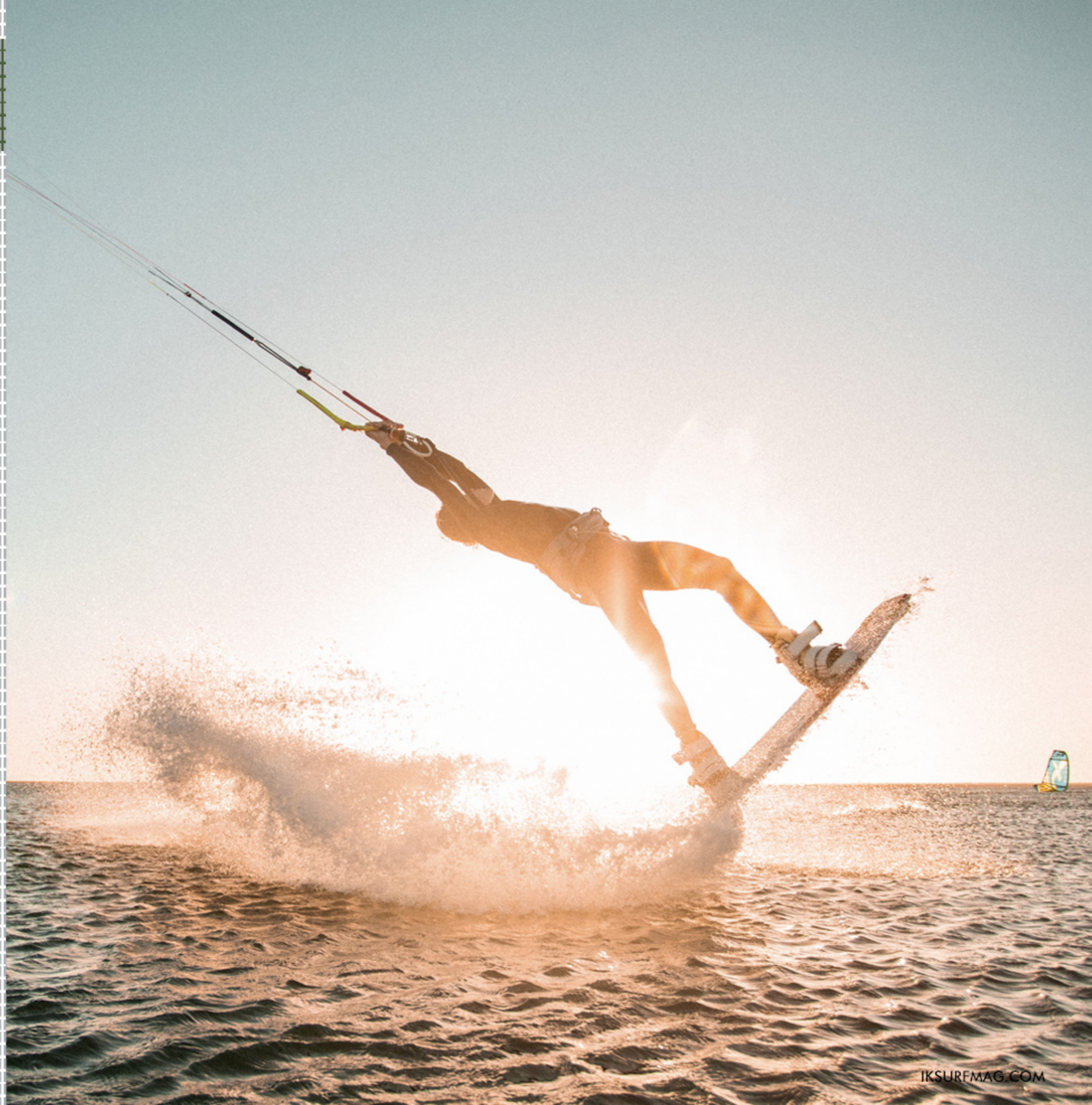
It’s a balance that I love. I’ll be competing as much as I can and, apart from that, I want to make more videos this year. Whether it be blogs, quality edits or movies, I want to put content out there and let people get to know the real me.

You have shown you can dominate many disciplines in kiteboard competition. Have you got any interest in competing in park or racing events?

Not for now. Everything comes at the right time. I don’t really have the facilities to train for park and racing doesn’t really interest me.

Tarifa has been a big part of your life, what does it mean to you?

It’s a place where I come back, relax and evaluate everything I’ve done over the past weeks or months and also make plans for the future.



“ I WANT TO PUT CONTENT OUT THERE AND LET PEOPLE GET TO KNOW THE REAL ME. ”





Of course, I still go out when the conditions are prime and have fun with my mates!

How much do you workout off-the-water and how does cross training translate to on-water success?

At home, I'm in the gym almost every day. I'm working on new ways of training, trying to innovate things that can relate to kiteboarding, a lot of balance, coordination work, etc. I think training off the water gives me confidence on the water.

" I'M WORKING ON NEW WAYS OF TRAINING, TRYING TO INNOVATE THINGS THAT CAN RELATE TO KITEBOARDING "

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**“ FIND WAYS TO ALWAYS STAY
MOTIVATED NO MATER WHAT. ”**

If I feel strong and ready, then I go ride with a different more daring state of mind.

What advice can you offer to up and coming riders? How have you continued to stay focused and stay in the game as you've transitioned from up-and-coming grom to World Champion?

Just keep at it! Find ways to always stay motivated no mater what. If you're bored of kiting, go do something different and then get back on your board when you've got that fire within you again!

Thanks for taking the time to chat to us Liam, good luck with the new team and the upcoming season!

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM
PHOTO THIS PAGE THOMAS GAUNT TAKING THE CRAZYFLY BULLDOZER FOR A SPIN!
CREDIT THIS PAGE ANDRE MAGARAO

The wind gods haven't been kind to us this issue, not to mention all the snow! Still we've managed to brave the cold when the wind did show up to put some new 2018 gear through it's paces!

TRIED & TESTED



BOARDS

CrazyFly Bulldozer
Core Fusion3
Kitelement re volt
North TS Hadlow

KITES

Xenon Air
Cabrinha Contra
Flysurfer Soul
Core XR5

" THE BULLDOZER RIDES WITH A BLISTERING SPEED WHICH RESULTS IN SOME PHENOMENAL POP GENERATED "



BRAND CRAZYFLY
SIZE 140 X 42CM

MODEL BULLDOZER
YEAR 2018

AT A GLANCE

A mainstay of CrazyFlys impressive line up, the Bulldozer comes into 2018 with a complete redesign and the result is better than ever. Designed as a high performing freestyle and wakestyle kiteboard, the Bulldozer is best suited to those more experienced riders who demand a board to stand up to the more powerful moves.

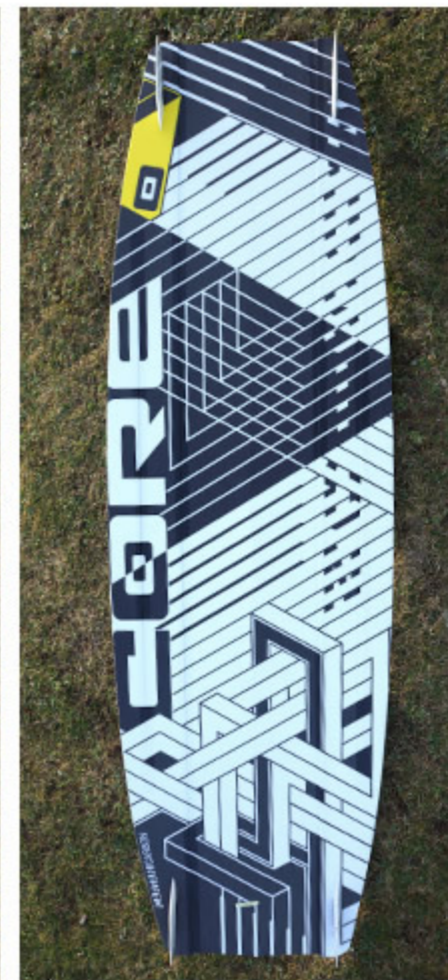
The 2018 Bulldozer has a complete new shape with a deep centred concave, which adds comfort and

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



" A TRULY EXCEPTIONAL PERFORMANCE BOARD "



BRAND CORE
SIZE 139 X 41.5CM

MODEL FUSION3
YEAR 2018

AT A GLANCE

The Fusion3 is the third incarnation of the ever popular Fusion model Twin Tip by German Kitesurf manufacturer CORE Kiteboarding. Designed as a performance all-rounder, the Fusion3 houses some impressive technology and features for a board, which looks like it will suit a vast majority of us.

Starting with the deck, a 3D wooden core is sandwiched between 2 layers of Carbon Carbon which

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE





" NOW YOU REALLY
CAN KITESURF
OUT OF A
SUITCASE "



BRAND KITELEMENT **MODEL** RE VOLT
SIZE 140 X 43CM **YEAR** 2018

AT A GLANCE

The re volt from Kitelement is one of their split kiteboards on offer alongside their traditional twintips and wakeboards. Split boards have been gaining popularity over the past few years, with more and more people travelling and being conscious of the size of their bags.

Kitelement use a unique and superbly strong joining system for their boards. Known as the A-Lock Joint System, full carbon slats are embedded in the

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLICK HERE



" ONE OF THE
TOP SETUPS ON
THE MARKET
TODAY "



BRAND NORTH **MODEL** TS HADLOW
SIZE 140 X 42.5CM **YEAR** 2018

AT A GLANCE

Producing leading equipment for many years now North still bless us all with some insanely good setups. One of the world's most accomplished kitesurfers Aaron Hadlow has been a part of their team for some time and his signature model boards are well known across the world.

We recently got our hands on a North Kiteboarding TS Hadlow twip tip and North Boot binding set up.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLICK HERE



BRAND XENON MODEL AIR SIZE 9M YEAR 2018

“ ONCE POWERED,
THE SPEEDS
ATTAINED ARE
QUITE
SOMETHING ”



AT A GLANCE

Xenon are a renowned board company coming out of Poland and for 2018 have launched their kites with 3 models covering a range of styles. We were excited to get our hands on the Air which is Xenon's freeride and big air kite.

The Air is relatively high aspect 5 strut kite, and houses a 2 pulley bridle system for smooth response through the bar. The kite is built to a high standard using the well regarded Teijin Technoforce canopy material. The one pump system is clean and works well, with the increasingly standard larger sized inflate valve for speed during set up.

The back line bridles offer different adjustment options to tune the kite to your personal taste and the current conditions. The Air comes in a good quality back pack style bag, with a comprehensive manual and repair kit, should you ever require it.

Though this is the first year of kites for Xenon, their attention to detail is excellent and the kite looks like a tidy bit of kit.

Sizes: 7m, 9m, 10m, 12m, 17m

TO VISIT THEIR
WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND CABRINHA

MODEL CONTRA

SIZE 17M

YEAR 2018



“ AN
OUTSTANDING
LIGHT WIND
KITE ”



AT A GLANCE

No matter what level you are in Kiteboarding you're going to be thinking "what do I do on those light wind days?"... Well, you'll want light wind kite. Gone have the days where the grown-ups used to throw rocks at me for being the only person riding. We have foilboards, foil kites and some amazing light wind LEI's that get everyone on the water most days.

Here we're going to be taking a look at Cabrinha's offering the Contra. A dedicated light wind model the Contra comes to us as a 3-strut mid-high aspect ratio, all round performer.

The Contra is packed with Cabrinha's innovative design and high quality construction features. We see the Pure Profile panels and Skeletal Frame which keep the kite solid and stable while retaining efficiency, even in the holes in the wind on light days.

The kite is also compatible with all of Cabrinhas control systems. There is the Overdrive series which has an adjustable size and Recoil/Trimlite depower options or the 1X Trimlite fixed length series.

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TO VISIT THEIR
WEBSITE, CLCK HERE



BRAND FLYSURFER

MODEL SOUL

SIZE 10M

YEAR 2018



“ AN
EXCEPTIONAL
KITE WITH SO
MANY
POSSIBILITIES ”

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Since 2001, Flysurfer have been pushing the boundaries of foil kite design. We have recently seen some pretty exciting stuff come into the water market, the Stoke kite and Rush twintip, which we loved.

We have recently had our hands on the latest closed cell foil kite from Flysurfer. The Soul. The Soul is aimed at the freeride, freestyle and foil market, the fun end not the race end. The Soul is designed to give the user an easy to use, safe, performance foil for a magnitude of different sports and disciplines.

Featuring a new X-light double ripstop and a DLX + reinforced leading edge the Soul is set to not only be lightweight but super durable, so no worries here for those land kites shredding the beach. Flysurfer have also added an easy to use bridle check system, so you can adjust and keep the kite flying perfectly for years to come. Wanting to ensure the Soul is as safe as possible, Flysurfer have improved the automatic water drainage on the Soul to allow for deep water launches even in light winds.

[CLICK OR TAP TO READ MORE](#)

BRAND CORE MODEL XR5 SIZE 12M YEAR 2018



“ A REAL “SWISS ARMY KNIFE” OF THE KITE WORLD ”



AT A GLANCE

Core have always been renowned for their build quality, as are many German manufactured products across the world. Another year forward we are excited to see what new additions we have to not only the build quality but the technology they are implementing in their kites.

We recently got our hands on some new Core goodies and headed out on the XR5. Coming as a “does it all” kite, focusing mainly on the high performance freeride market, the XR5 is the 5th generation of the XR series and has undergone refinements up till now to make it the well known and respected kite it is today.

This year we see all the usual Core tech and construction suspects in the lineup; Coretex Triple Ripstop, ExoTex UR Dacron, CIT and the Speed Valve 2. However, we wanted to really take a look at the new shortened front bridles on the XR5. Over the years we have seen bridles across the brands getting shorter and shorter, this shortened bridle system provides the rider with a more direct, tighter feeling kite. Less distance from the kite also means less scope for movement in the bridles, ensuring your kite is ready for the next move when you are.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



[FEMALE FOCUS]

KARI SCHIBEVAAG

WORDS LINDSAY MCCLURE



Kari Schibevaag is a prolific kiter from Norway, she's equally at home in the waves as she is the mountains and her snow kiting escapades in the Arctic are becoming legendary. Find out what drives this Norwegian rider to be a success at everything she turns her hand to in our Female Focus this issue...



Congratulations on the release of your new movie, *Breathe In*. Could you tell us a bit about the making of the film? Any crazy experiences while filming?

Thanks. *Breathe In* is a documentary about snowkiting that was filmed in April of 2017 in Svalbard /Spitsbergen in the Arctic. It was made by Shutterbird Production and featured me and four of my friends: Jørgen Faksvåg, Cecilie Rydberg, Tom Magne Jonassen, Lars Oven Pettersen. Our focus was on exploring the Arctic glaciers, climbing mountains with only the force of the wind.

The film is about working together as a group in extreme conditions, coping with dangers and camping with polar bears.

We had some crazy stories with one of our teammates going through the ice. We had to rescue her and all her gear from the icy water. This could have been a perilous situation, but we managed to heat her up in the tent and got her warm.

Also, out there with such cold conditions, it is always a mission to try to fly drones. We put a lot of effort into this. Filming in cold conditions is hard. The camera and camera batteries get cold and don't function. Also, when we are on this trip, it's not like we can just turn around if we want to film. We were each carrying 90 kilograms on our backs.

Ultimately, it was a dream come true to be involved in this trip.

"THE FILM IS ABOUT WORKING TOGETHER AS A GROUP IN EXTREME CONDITIONS, COPING WITH DANGERS AND CAMPING WITH POLAR BEARS."



PHOTO TOM MAGNE JONASS

"I BECAME HOOKED ON KITING AND ALL MY SPARE TIME WAS ABOUT FINDING THE WIND."



Can you describe your childhood for us, from growing up in Norway through to learning how to kiteboard.

Growing up, my family consisted of my mother, father, two brothers and me. I come from an outdoor family, so I am used to a lot of action. When I was young, I tried everything — swimming, football, singing, gymnastics, running, skiing, etc. I loved sports. Athletics were always my favourite part of school. Although I hated school because I always wanted to be outside playing.

I was a handball player, but I injured my knee, so I had to stop. After this, I felt my life was over. Then, I spent five years studying sport and pedagogy. I was working with kids who had problems with drugs and anger around the time when I started kiting. I became hooked on kiting and all my spare time was about finding the wind. After three years of work, I took six months off to focus on kiting. I never got back to work.

Are there any pieces of Norwegian wisdom or common sayings give you motivation?

There is no bad weather only bad clothing.

You've had a lot of competition success, which accomplishments are you most proud of?

I'm most proud of my overall world title. For me, this shows that I can do different things with the kite, and it represents what my life is all about. Competition has made me want to become a better kiter, and it helped me get to a point where I can be doing what I'm doing today.

What sparked your interest in adventure kiting and adventure travel?



I have been outside since I was born, and I dreamt of being out in the Arctic for longer stretches of time. I've been on a lot of smaller trips, and I know this life is for me. My last trip to the Arctic will not be my last expedition of this nature, and I hope the next will happen soon.

What's your favourite season? Why?

I like real summer and real winter. I need both of them. I can't stand to only be in the sun or snow. The change makes the year perfect.

PHOTO
SVETLANA ROMANTSOVA

" I LIKE REAL
SUMMER AND REAL
WINTER. I NEED
BOTH OF THEM "

SUP TONIC

05
AUTUMN 2017

INTERNATIONAL MAGAZINE



WE'VE LAUNCHED A BRAND NEW MAGAZINE ALL ABOUT STAND UP PADDLE! IT FEATURES THE SAME AMAZING TECHNOLOGY AS OUR KITE MAGAZINE WITH AN AWESOME APP, WEBSITE, AND DIGITAL MAGAZINE, ALL FOR FREE!

"I WANT TO TRAVEL MORE IN THE ARCTIC
AND DO MORE EXPEDITIONS SIMILAR TO
THE ONE I DID IN SVALBARD."



PHOTO TOMMY SIMONSEN

Do you have any advice for the softer kilters in our audience who shy away from cold, winter days?

It's not too cold when you have the right gear. If you know how to dress, then being in the cold is a ton of fun. Also, the head plays a significant role in staying positive.

Describe your all-time favourite kite session.

My all-time favourite kite sessions include powder, mountains, sun and a few friends. Climb the mountain and enjoy perfect powder on the way down. What could be better? Maybe perfect waves from the right, strong wind, and sun. These two options are the best conditions I can imagine, and when I find them my smile stays for a long time.

Tell us about the business side of your life. How do you support your adventures?

I've started a water sports centre in Lofoten/ Flakstad called Schibevaag Adventure where I have my business. I offer kiteboarding, SUP, kayak, snorkelling, boogie boarding, and surfing and for all levels and ages. I also put on kite camps, write travel stories, give speeches, produce films, and more!

What is your quiver of choice, and why?

I use the RRD Religion kite for waves together with the Maquina and C.O.T.A.N. directional boards. In the snow, I use Vision and Passion kites.

PHOTO SVETLANA ROMANTSOVA

" THESE TWO OPTIONS ARE THE BEST CONDITIONS I CAN IMAGINE, AND WHEN I FIND THEM MY SMILE STAYS FOR A LONG TIME. "





PHOTO GO PRO

In the snow, I use Vision and Passion kites. I use the Bliss Kiss twin tip for freestyle, and my harness of choice is the RRD Sense. I usually wear the Fahrenheit 6/5 woman's wetsuit with a hood. It's a great winter suit. For me, this setup is the best.

I love RRD, and I am just super happy that I can ride this gear and also be part of the team. This team is special, and Roberto and his family are not people you meet every day. They are an incredible family.

" I AM JUST SUPER HAPPY THAT I CAN RIDE THIS GEAR AND ALSO BE PART OF THE TEAM. "

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" IF YOU ARE YOURSELF, THEN YOU WILL FOR SURE FIND GOLD. "



What's the next big adventure you want to check off your bucket list?

I want to travel more in the Arctic and do more expeditions similar to the one I did in Svalbard. I hope it will happen soon.

Do you have any advice for young kitesurfers who want to follow in your footsteps?

Just do it. Be yourself. Don't try to copy anyone else. If you are yourself, then you will for sure find gold. You can only be you, and you are capable of doing anything you want.

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

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

MOVIE NIGHT

#1 AARON HADLOW JUMPS OVER SAND BAR IN SAFETY BAY

Aaron Hadlow goes massive, jumping the full width of the Safety Bay sand bar in Western Australia. Aaron says: "I have always thought about doing it and on my last day before flying out the wind ramped up, so I went for it..." Big, easy, and stylish as always!



CLICK HERE FOR VIDEO

#2 MAGIC SWING

Swings aren't just for kids! One of the best swings around us under your kite while snowkiting. Check out this GoPro POV video from a perfect day for flying in the mountains! Bien Joué Hugues and Etienne Lhôte know how to have a good time. Don't forget the volume for this one the soundtrack is on point!



CLICK HERE FOR VIDEO

#3 NAZARÉ GOES BALLISTIC | SESSIONS

The swell forecast promised one of the biggest ever days of surf at Nazaré and didn't disappoint. On January 18, 2018 the Portuguese beast showed up with waves the size of mountains. Witness Portugal's giant turn it up to the max it is truly a sight to behold.



CLICK HERE FOR VIDEO

#4 2 KOOKS VS 1 PRO KEVVLOG #206

Looks like Kevin Langereee and Lasse Walker are getting the hang of ice kiting! On their second day on the ice, they invite speed skating Olympic gold medalist Mark Tuitert out to trade skating lessons for kiting lessons. Watch this video to see who is the fastest!



CLICK HERE FOR VIDEO

LIGHTROOM

JULIEN FILLION KNOWS THAT, WHEN IN FRANCE, MATCHING IS PART OF THE CULTURE
PHOTO VINCENT BERGERON

Lightroom

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

IKSURFMAG.COM

LIGHTROOM



Lightroom

GOOD LUCK GETTING PATRICK BLANC TO CALL IT A DAY!
PHOTO HAAKON MAELAND

IKSURFMAG.COM

LIGHTROOM



KAROLINA WINKOWSKA GIVES HER NAMESAKE TWIN TIP, THE KAROLINA PRO,
A REST— INSTEAD OPTING TO TAKE A FEW PASSES ON THE FOIL
PHOTO ALEXANDER LEWIS-HUGHES

Lightroom

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JULIAN MEISTER FINDS A PERFECT STASH IN BRAMBRÜESCH, SWITZERLAND. SNOW, WIND, WEATHER, ATHLETE AND PHOTOGRAPHER— ALL LINED UP TO LINED UP FOR A PERFECT 10!
PHOTO LUKAS PITTSCH

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IMPRESSIVE, FOCUSED FLATWATER FOIL FREESTYLE IN EGYPT'S RED SEA
PHOTO ROBERT HAJDUK

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THERE'S A LOT TO LOVE IN THIS PHOTO, INCLUDING THAT MOON!
PHOTO WARECK ARNAUD

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TOMAS AGUIRRE, A YOUNG RIDER FROM MAUI, HAWAII, PUNTS A BIG INDY GRABBED S-MOBE IN BRAZIL WITH THE WORLD CLASS KITEBOARD ACADEMY. ANDRE MAGARAO SPENT A FEW DAYS WITH THE TEAM, TEACHING THE STUDENTS ABOUT HIS PROFESSION - COVERING LIGHTING, COMPOSITION, DEDICATION AND MORE!
PHOTO ANDRE MAGARAO



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10 QUESTIONS

WORDS LINDSAY MCCLURE
PHOTOS COURTESY OF CORE KITEBOARDING

Jeremy Burlando

Jeremy Burlando is a young Italian rider who is on a tear through the kiting world. Get used to this name. He has his sights set on the biggest prizes in kiteboarding, and he's only 12 years old! We caught up with Jeremy to find out what life is like for one of kiting's fastest rising stars.



How did you become interesting in kiting, at what age did you learn to kite, and do you have advice for young riders who are looking to get into the sport early?

I have always lived near the sea, and my father has always been really into kiting. He rides almost every day. When I was 6 years old, my dad was carrying me on his shoulders or on the board. I liked it so much. Then, at 7 years old, I started to use the trainer kite. I had fun making it loop and doing handle passes on the beach. When I was 8 years old, I started wakeboarding which really helped me develop balance and stability on the board. At 9, I started kiting and everything was easier than I thought.

Ours is a sport that drags participants beyond the limit and makes us feel free, driven by the wind and the sea. It gives me the passion. I hope that many guys and girls can have my luck and have the opportunity to learn this sport. My advice is to respect the sport and follow the rules. Use the right equipment, recommended by experts. Be determined and keep charging day after day, always keeping fun first!

Congratulations on your victory at the WKL Junior Freestyle World Championship in 2017! What does this victory mean to you?

It was a great, emotional moment. I had the honor to meet riders who are more experienced than I am. Everyone was very nice and enthusiastic.

“ At 9, I started kiting and everything was easier than I thought.”





They welcomed me in an exemplary way, and I felt like I was already part of the family. The conditions were right for me that day. Thank you all!

What gear do you ride, and have you had to modify any of your equipment to fit your smaller stature?

The material that I use is the same as the other riders. I've made a small change with my fifth line so that I can relaunch my kite easily when it falls into the water. For a year, I've ridden with Core. For freestyle, I use the Core Impact 2 kite. It's extraordinarily fast for tricks with hard bar pressure that gives me good stability for freestyle. I also like the Impact 2 for big air because of its great hangtime and looping performance.

“ It's extraordinarily fast for tricks with hard bar pressure”

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“ I do not focus on off-water workouts as much as I just try to ride as much as possible. ”

I've had the opportunity to meet the owner, manager and many other people who work at Core, riders included. They've all welcomed me, listening to my ideas on how to improve the brand. This is very important for me, and I think Core is the very best in the market.

With the little experience I have, I still find the need for more control from my equipment. Core is improving the technology and, above all, the safety

safety compared to the first kites that were very heavy and slow.

Good luck at the St Pierre la Mer Junior Championship in France that's coming up! How did you train and prepare for that event?

Thank you! I always train in El Medano, Tenerife. It's a very difficult spot for freestyle with very high wind and powerful waves. It isn't the most suitable place, but if I

can learn my tricks here I can land my tricks anywhere without problems.

For me, I do not focus on off-water workouts as much as I just try to ride as much as possible. Sometimes, when there is no wind, I still go to the beach. I try to fly my biggest kite, just hoping the wind will pick up. I don't set specific goals with deadlines, I just try to improve a little each session by concentrating and trying my hardest.



The happiness that I find in all weather conditions helps me to feel satisfied after every session. Life is better when you're kiteboarding is my motto.

What are your short and long term kiting goals?

My long term goals are to participate in many events and become World Champion. I will participate in the following events during the 2018 season: Spanish Kiteboarding League, Italian Championship, Mercedes-Cup, the Global Kitesports Association events, and more. In short, I'm on a tour de force!

“ My long term goals are to participate in many events and become World Champion. ”

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PHOTO: TOBY BROMWICH

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Now, I'm only 12 years old. For sure, I would like to continue travel and discover many new spots for kitesurfing. I see so many people like my father kiting every day. I'm glad to watch them and see what's possible when I get older.

How to balance kiteboarding, school and time with friends and family?

It's easy! This is how I spend my time:

School 55%

Kiting 43%

Family 1%

Friends 1%

How does your family help support your goals?

I live with my father. He is my personal coach and sponsor. He dedicates all the time necessary to help me reach my goals. Big thanks to my father who is still making a thousand efforts to help me, without denying me anything. We are looking for a second sponsor that will help lighten the costs, there are many from hotels, flights, and so on. I am sure that with my determination and desire to do this sport it will all work out. My ultimate goal is to be sponsored by Red Bull. Hopefully soon!

In which languages do you speak and how to be fluent in so many languages helps you become an aspiring kiter?

Fortunately, I can speak and write in five languages: Italian, English, German, Spanish and Arabic so I can communicate with pretty much everyone!

“ I would like to continue travel and discover many new spots for kitesurfing.”





Do you focus primarily on freestyle, or do you also practice other disciplines?

My primary discipline is freestyle, but I also like big air, strapless, TT:R and hydrofoil. I'm improving in these areas as well, so why not? I would like to participate in the Red Bull Megaloop Challenge and the Red Bull King of the Air as soon as possible... maybe in 2018?

“ I would like to participate in the Red Bull Megaloop Challenge and the Red Bull King of the Air ”

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Who are your favorite kiteboarders, why and what did you learn from the current top rider generation?

My idol has always been Aaron Hadlow. I've been lucky to meet and ride with a bunch of riders who I look up to. Ideally, I would like to become a mix of the determination of Carlos Mario, the elegance of Liam Whaley and the power and diplomacy of Yuri Zoon.

I think your generation will reinvent the sport of kiteboarding, taking it to new levels. What do you think is possible within the kiteboarding world that has yet to be realized?

Yes, there are lot more people coming into kiteboarding and the creativity that kids have is incredible. I believe that, in five years, tricks will be much more powerful and the level will be so much higher. At the moment, there are already many riders who have invented many tricks I hope one day to invent a new one.

“there are lot more people coming into kiteboarding and the creativity that kids have is incredible.”



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