

AUGUST/SEPTEMBER 19

WELCOME TO IKSURFMAG

Welcome to Issue 76 of the World's Number One Kitesurfing Magazine! We've got a fantastic issue for you with all the best stories, photos and videos from around the world. Rou Chater heads to a remote spot in the North of Madagascar and discovers a wind that blows like clockwork. Sensi Graves looks at how you can improve

your riding by addressing your mindset. The Duotone Wave team head to Western Australia for a huge road trip, and we have all the details from the Hood Jam. Perhaps the biggest news though, is North Kiteboarding are back, and we have all the information you need on the brand and where they are headed.

ENJOY THE LATEST ISSUE



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



- INTO THE UNKNOWN -

IMPROVE YOUR CONFIDENCE / SEARCHING FOR NUGGETS IN AUSTRALIA / HOOD JAM TECHNIQUE, TESTS AND MUCH MORE INSIDE!

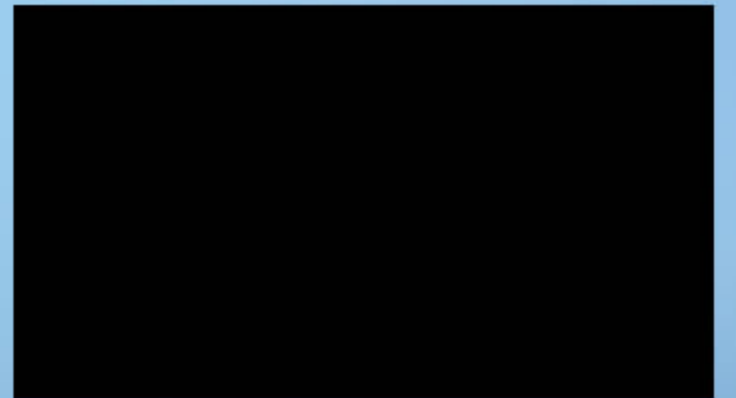
THE WORLD'S NUMBER ONE KITESURF MAGAZINE

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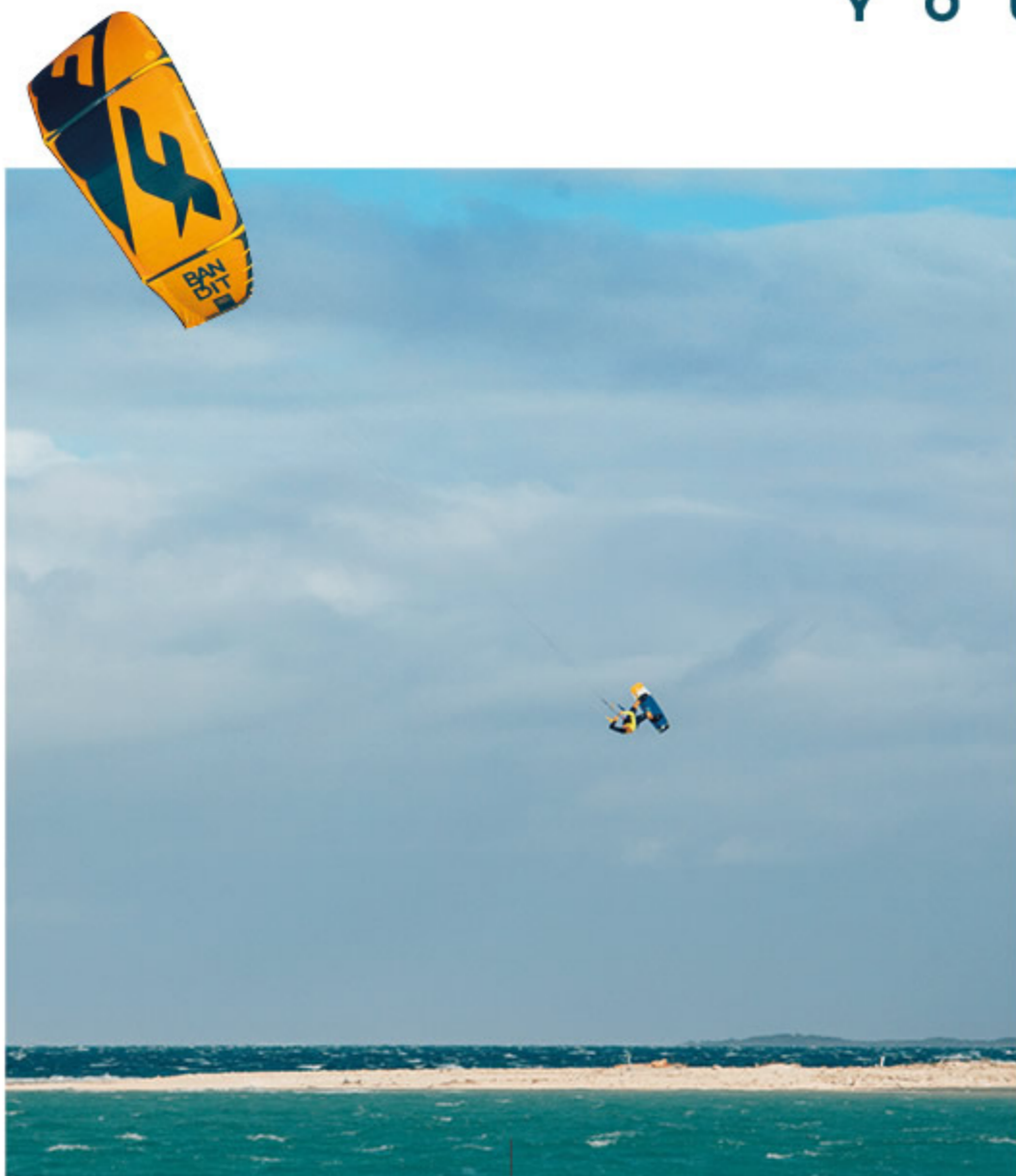
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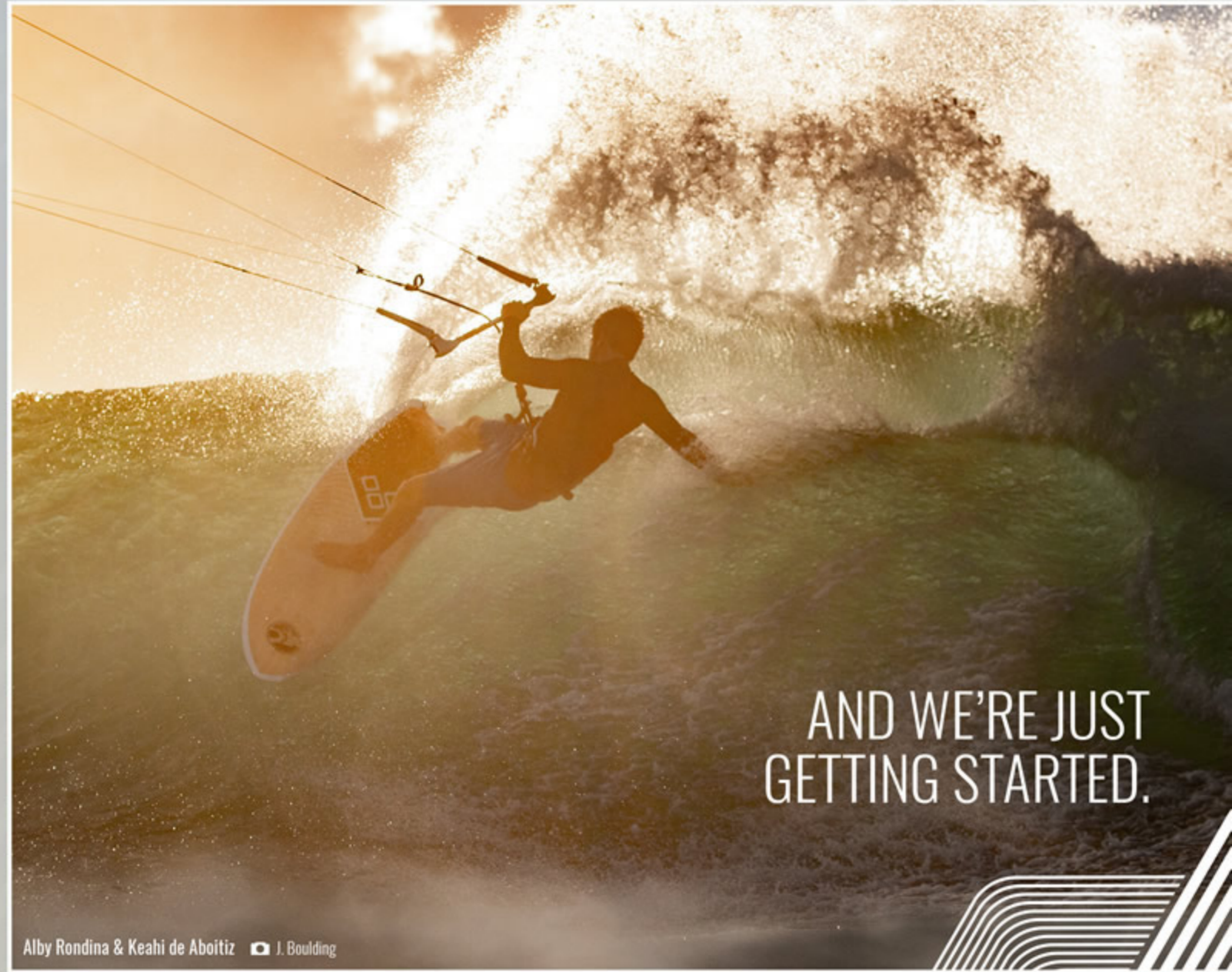
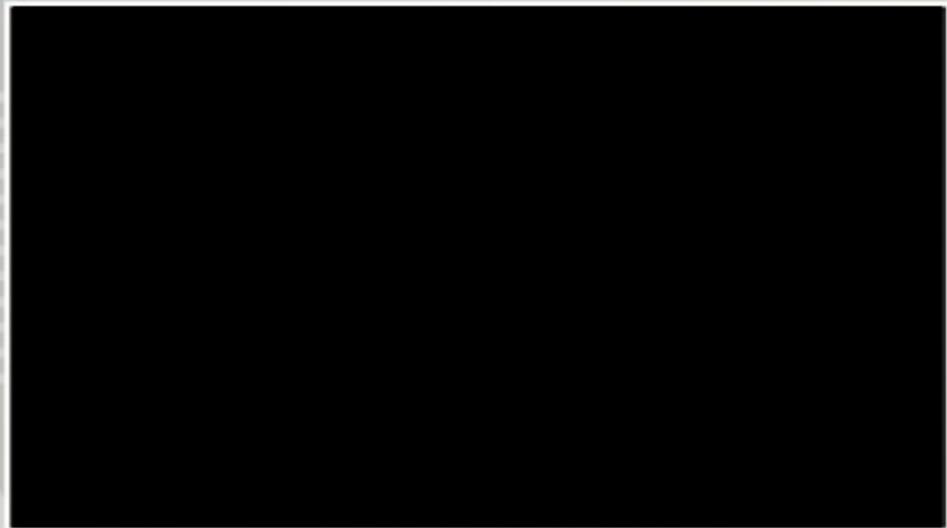


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20

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Alby Rondina & Keahi de Aboitiz 📷 J. Boulding

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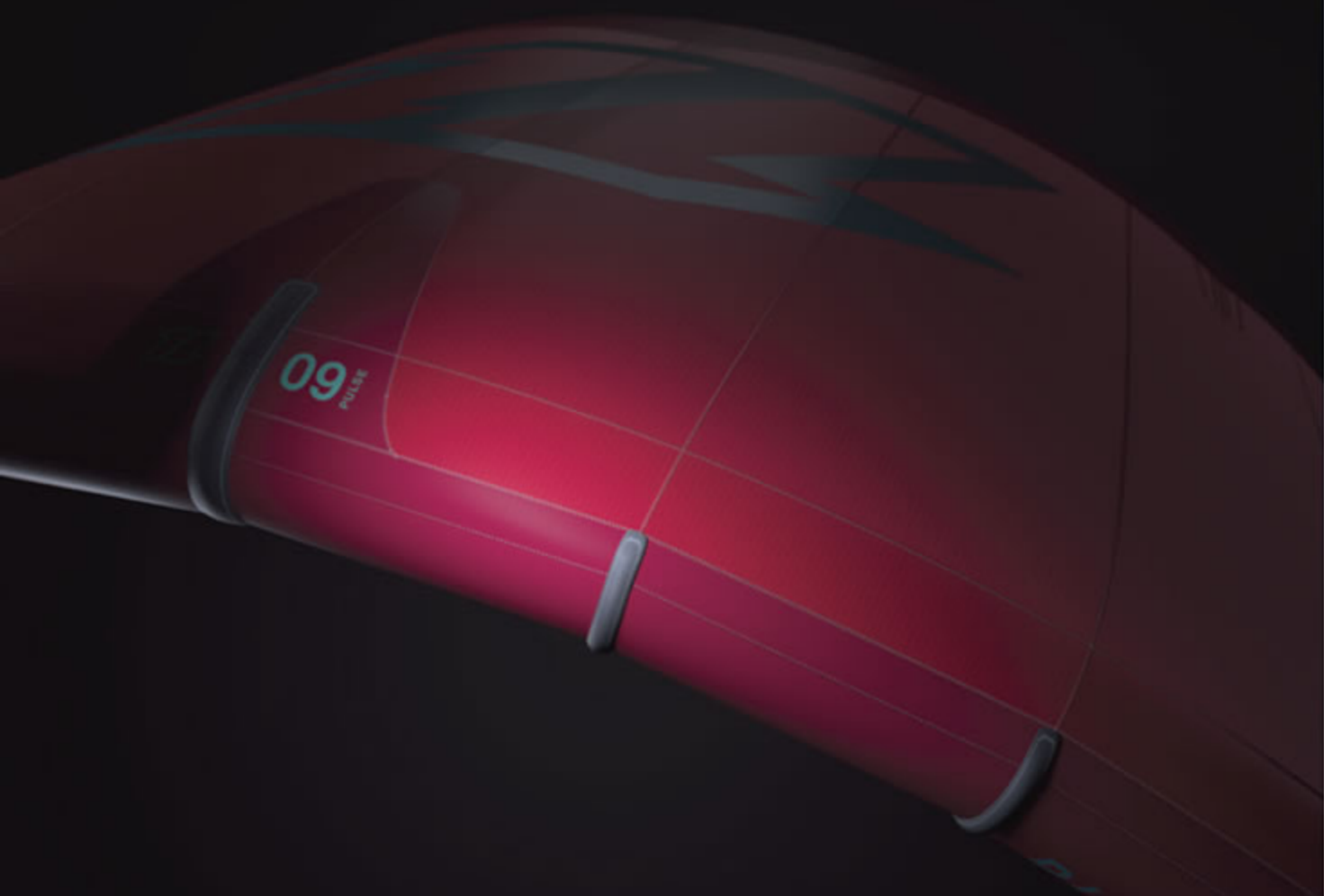
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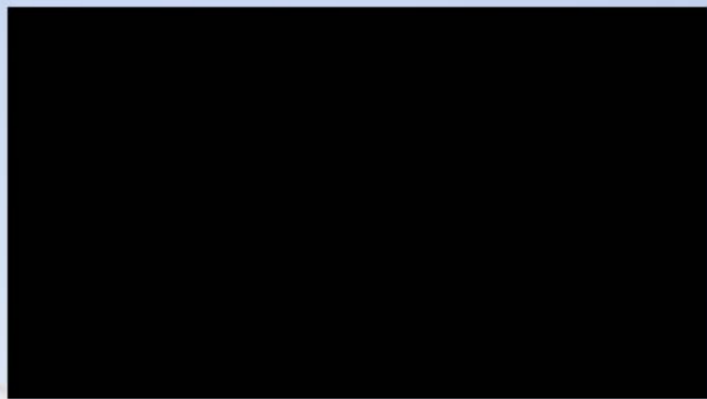
All North 2020 kites feature the same wide, flattened Two-Stage Arc design, guaranteeing the best power and delivery for their size, with more dynamic steering. Reinforced Exo-Skeleton frames increase durability, performance and lift, while aero-optimised canopy technology ensures a more dynamic and efficient airflow.

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MODEL: JESSE RICHMAN / PHOTOGRAPHER: TOMER VAN DER HEIDE



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without full instruction in person by a
qualified instructor.

DAVID TONIQUAN THROWING SOME SHAPES IN TARIFA
PHOTO SAMUAL CARDENAS





WIN

Summer is well and truly here, and that means kiting without a wetsuit. To stay comfy, you'll need the perfect set up, which Manera have offered up as a prize this issue. The Union harness is a very comfortable harness that has been designed to be worn next to the skin. The Gambas boardshorts ooze modern style, and that means you'll look the part too.

...SOME A UNION HARNESS AND SOME GAMBAS BOARDSHORTS FROM MANERA!

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The Union harness is a test team favourite, built to be incredibly light; it uses a minimalist approach and materials that don't soak up water, so it stays light even when you are kiting! You can choose the colour and size that best suits you, just subscribe to IKSURFMAG for a chance to win. If you are already a subscriber, then you will automatically be entered into the prize draw.

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ISSUE 76 You Can't Stop The Stoke

Hands up if you love hangtime! Possibly the greatest gift the sport of kiteboarding has ever afforded us. Kiting is such an easy sport to plug into, after a few lessons you can be out there enjoying yourself at speed, and it doesn't take long before you a starting to get a little airtime.

That buzz and feeling of power from the kite hooks you in like no other. With time as your skills improve, the jumps get bigger, and the sense of flying over the water envelops you. It's an aspect of our sport that is hard to beat; I've tried and failed, to find that same feeling elsewhere.

In an age where we are becoming multisport enthusiasts, propping up our kite fix with other activities, you'll be pushed to get the same buzz from a run or ride on the bike. I had my first twin tip session in a long time the other day (let's not mention the ankle again), and the buzz I got in a rare burst of storm winds in August in the UK was incredible.

I've done many things in my life, I'm a keen multisport enthusiast; I think as a kiter in the UK you have to be. It's not windy all the time, and you need other activities to keep you fit and keep you entertained. However, between the snowboarding, mountain bikes, motorbikes and surfboards, nothing quite comes close to the buzz of a big air kite session. Somehow I don't think that will ever change, and that's an incredibly good thing!

Rou Chater
Publishing Editor

EDITORIAL



EWAN JASPAN KNOWS A THING OR TWO ABOUT STOKE!
PHOTO FRANKIE BEES

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PHOTO MATT GEORGES



Rou Chater heads out to a remote spot in Northern Madagascar to explore a new kitesurfing spot that has hardly been touched. Will it be windy, will there be waves, who knows? On this trip, Raphael Salles and the team lay all their cards on the table with a once in a lifetime adventure...

INTO THE UNKNOWN

WORDS ROU CHATER





“ THE WILD, REMOTE AND RUGGED NATURE OF THIS INCREDIBLE COUNTRY ALWAYS ENTICES ME IN. ”

When you get an invite to go to a far-flung place like Madagascar, it's a simple decision, cancel everything else and get on the plane. There are spots in the world that I can easily take and leave. However, the wild, remote and rugged nature of this incredible country always entices me in.

My last visit here was way back in 2008 when F-One launce the Bandit Dos, eleven years later and I was keen to head back and see what had changed. During that first trip, we stayed near the infamous Flame Balls break in the South West in a small area known as Anakao.

I have fond memories from that trip, the wind didn't play ball, and the wave was fickle, but when it came together on the last day, it was a few hours of kiting that has been etched onto my brain forever. I still talk fondly about it with Raphael all these years later.

Last year the F-One team went back for the tenth anniversary of that trip, and I was watching the film they produced with a touch of envy. 2019, it seemed, would be my chance to revisit one of the most enchanting places on the planet. Maybe I'd even get to see a lemur or two!

This time, I was given minimal information about the trip; it was all top secret as F-ONE didn't want to give too much away. All I knew was that we would be heading to the North East, travelling to Diego Suarez, before heading off to a remote island to kite where not many people been before.



“ I THINK IN TOTAL IT TOOK THREE DAYS TO GET FROM MY FRONT DOOR TO THE FINAL DESTINATION ”

I've always been keen to explore with a kite, back in the day my brother and I would continuously ride new spots around our area hunting out good waves and flat water and feeling a little like pioneers at being the first to kite certain spots. It's a desire that has stuck with me, but with the gravy train of kite events following a seemingly rigid schedule, it's hard to get to new spots.

Any trip to Madagascar from Europe generally involves some effort; it's why it isn't as wildly popular as some of the kite spots on the map. I think in total it took three days to get from my front door to the final destination, but I lost count of the airports, planes and hours that passed.

Madagascar is a real country of contrast, the poverty here I found shocking when I first visited all those years ago. The average wage is 30 euros a month, and that's if you are lucky enough to have a job. Tourism is becoming a massive boom for a country

that's traditionally fallen foul of the "rape and pillage" attitude of the "developed world" to many African countries.

The tourism boom is mostly thanks to the film industry, although if you travel here expecting to see a host of wild animals and King Julian with a gecko called Stevie on his crown then prepare to be disappointed. Landing in Antananarivo the culture shock is almost instant. From the luxury of spending 12 hours in Marseille surrounded by creature comforts to Madagascar's biggest transport hub is quite a stark contrast, and that's an understatement.



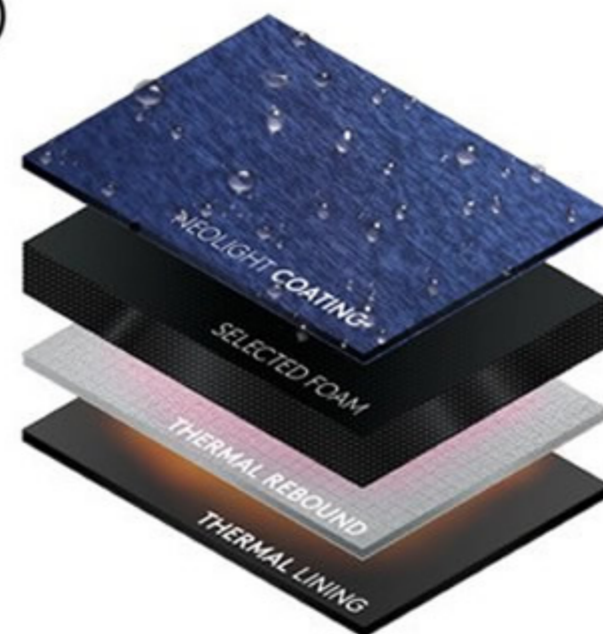
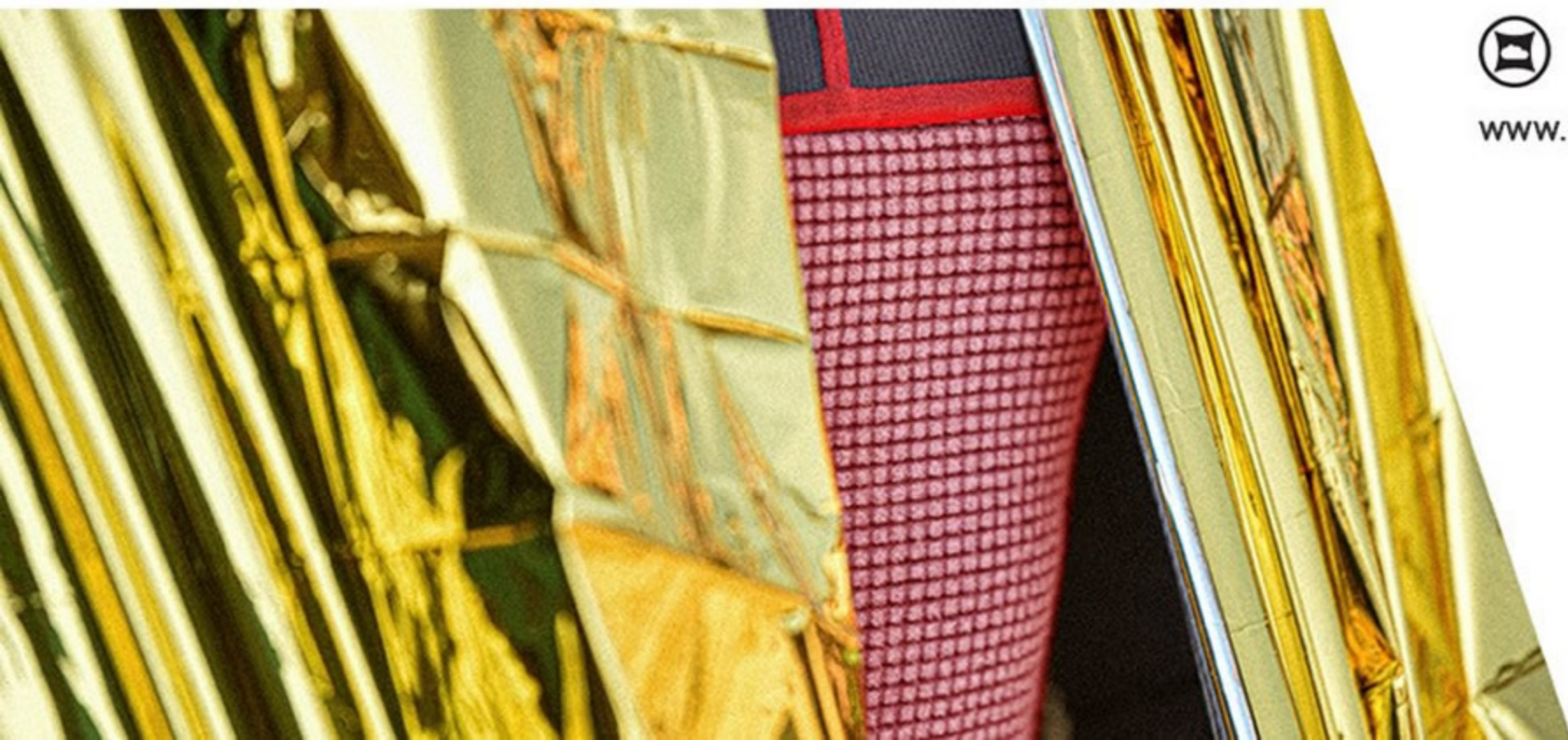
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“ THE SCENES OUT OF THE WINDOW OF VAST WILDERNESS EXPANSE CAN'T HELP BUT STROKE YOUR HEART. ”

After some fun and games with the bags, we manage to convince the airport staff that 18 huge board bags and half a ton of camera gear will fit on the plane. Who knows what we'll see at the other end of the trip and whether they will load it, but that's half the fun of heading somewhere like this.

The internal flight to Diego Suarez is an experience, the small plane takes us over the mountains, and the scenes out of the window of vast wilderness expanse can't help but stoke your heart. We stop for a night in the town and enjoy a hot meal that isn't being served in a plane or an airport for the first time in what feels like a while.

Our final trip to Nosy Ankao and the Time and Tide resort of Miavana involves a rare treat for me, a helicopter rider. I'll be honest, I have spent all my life with a mild fascination of these incredible machines, and before we had even pumped a kite up, I was about to fulfil a life long dream. We had great fun winding up Matt Maxwell who let on he had a fear of flying, the groom of the trip as ever fulfilling his duties perfectly.

Arriving in Nosy Ankao after Diego you are hit by the contrast once again, here we are in a luxury resort, while just down the road there is a village made of sticks and shacks. Time and Tide manage the island and have several villas, a gym, restaurant and bar. It's a high-end getaway for the well to do, but they have also taken on a conservation role and some employment of the locals too.

PHOTO YDWER VAN DER HEIDE






PHOTO ROU CHATER

“TUCKING INTO SOME SUNSET SWELLS WITH MITU, BRANDON AND MAX WAS A REAL TREAT. WE FOUND A FUN GAP IN THE REEF WITH SOME SOLID SWELL DELIVERING 3-4 TURNS”

The goal at Time and Tide has always been to give something back, whether that is monitoring and helping the turtle population, managing the fishing areas or providing schooling for the local children. Having flown over some incredible breaks were all keen to see the island's potential, but while we took a shortcut with the chopper, the equipment was on a slow boat and won't be there until the evening.

A quick decision leads to us exploring the island on quad bikes, and it does not disappoint, there are stunning beaches at every turn. Incredible fauna and flora with wild birds everywhere and the odd chameleon strolling along and even a few snakes lurking in the bushes. No lemurs though...

Heading up to the lighthouse gives us a 360-degree view of the place, and there are some promising looking waves off the North East coast. Sadly for this trip, the swell forecast wasn't all time, but as soon as the kit arrived, we headed out to see what the island had to offer.

After three days of travelling, tucking into some sunset swells with Mitu, Brandon and Max was a real treat. We found a fun gap in the reef with some solid swell delivering 3-4 turns, we were powered on 8m kites, and it was so refreshing after being cooped up on planes that I ended up staying till the very last drops of sunshine fell from the sky.



“ WE FOUND A PLACE UP THE COAST THAT HAD A SUBSTANTIAL GAP IN THE REEF AND SOME BIGGER SWELLS PEELING THROUGH ”

Just over a kilometre from the launch spot, we had found a fun wave to play on, and this was only day one. I wondered if anyone else had ridden this wave, as it turned out we were probably among first. The manager at Time and Tide, Rosco Wendover kitesurfs and has been riding solo on his own over the last couple of years that he has been on the island.

Before that, a couple of French guys had come here when there was just the local village and kited some of the bays, I can't say for sure, but I like to think we pioneered this wave spot. Pioneering would be a theme for the rest of the trip! On our first full day, a handful of us headed out to the reefs to hunt out new wave spots.

Mitu and Max were tasked with shooting strapless freestyle in the lagoon, which left the swells wide open for us to play. The reef on the north-west coast of Nosy Ankao is literally a playground waiting to be discovered. However, there was an element

we hadn't quite factored in, the wind. This area of Madagascar is notoriously windy.

We asked the locals how often it was like this and they said every day. By this, I mean 35knots plus. We'd packed a load of small kites, but when a 7m is stacked, and there are just a handful of 5's and 6's we fell foul of perhaps underestimating just what a wind machine this place was.

One thing about being stacked though is you can fly upwind, and that's where we headed, checking the reefs along the way for potential wave spots. We found a place up the coast that had a substantial gap in the reef and some bigger swells peeling through, it was fun to ride, and the swell was deceptively large on the sets.



Dropping into some big bombs this far away from civilisation was an excellent way to get the heart pumping.

Not only were we a long way from the resort, but we were also a long way from anywhere, even on the mainland there was nothing around, a chopper ride was the only quick way to get any medical attention, and that was dubious in Diego Suarez at best.

Fortunately, these weren't barrelling bombs but more lumbering giants that allowed you in with welcome arms. Titu and Micka played for a while as Raph stalked up and down still hunting for something better. In the end, the boys headed further upwind to a small beach on the island of Nosy Manampao with crystal clear water and sand as white as the driven snow!

PHOTO ROU CHATER

“TITU AND MICKA PLAYED FOR A WHILE AS RAPH STALKED UP AND DOWN STILL HUNTING FOR SOMETHING BETTER.”



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“ WE’D DISCOVERED AN IDEAL FREESTYLE SPOT, BUT WE HADN’T COME ACROSS THAT IMMACULATE WAVE JUST YET ”

We found a perfect section of flat water with a long sand spit sticking out, we'd discovered an ideal freestyle spot, but we hadn't come across that immaculate wave just yet. Still, it was only the first day; time was on our side!

We were so far upwind a joint decision was made without even thinking about it; it was time to become the first people to circumnavigate the island. We wouldn't know if we were the first until we confirmed it with Rosco, but we set off anyway!

The wind was really howling as we rounded the small island of Nosy Ratsy, I'm sure you can guess why it was called that. Rosco told us that bonafide pirates live there who steal the turtle eggs and also the turtles and in fact anything that isn't tied down. There had even been raiding parties to the village on Nosy Ankao in years gone by.

We found a fun little spot on the eastern corner of the island; the rock formations had been eroded by the wind to create stone barrels that you could tuck into on the kite. Heading further round on Nosy Ankao, we kited through the mangroves in Lighthouse Bay.

A spot that looked great from the lighthouse the day before turned out to be gusty, and while picturesque, perhaps not the spot we thought it would be. As we rounded the western point of the island, another freestyle spot showed itself, with wild dead trees littering the beach it would provide a perfect backdrop for some shots.



PHOTO YDWER VAN DER HEIDE

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“ WE HAD COVERED JUST OVER 30 MILES AND SPENT 2.5 HOURS BAKING IN THE AFRICAN SUN WHILE GETTING BLASTED BY THE HOWLING WIND! ”

As we came round the top of the island the inevitable happened, the wind turned extremely gusty, while Nosy Ankaos is relatively flat, it still created a huge wind shadow. Working at keeping the kites in the sky Raph, Titu, Mick and I made it back to the spit where we had launched that morning.

To say I was sunburnt was an understatement. In our excitement at a new spot, we had covered just over 30 miles and spent 2.5 hours baking in the African sun while getting blasted by the howling wind!

The following days took a similar pattern, Mitu and Max on photo duty while we explored the surrounding area looking for places to ride. We covered some distance and found lots of great spots, but there was never a light bulb moment when we discovered another One Eye.

We rode downwind as far as the eye could see to rendezvous with a boat to get back to the beach. We visited the freestyle spit on Nosy Manampao numerous times; we organised a jetski shoot at one of the bigger wave spots only for one of the skis to break down outside the reef. This resulted in a kiter's rescuing skis situation as the spare ski tried to tow the stricken one over the reef.

We outran the mother of all storms at sunset as the sky turned black and we hot-footed it the 6 miles downwind to the resort with Mother Nature throwing everything she could at us as we tried to outrun her. Madagascar is a country of contrasts, make no mistake.



“ IT'S NOT EVERY DAY YOU GET TO RIDE SPOTS THAT HAVE NEVER BEEN KITED BEFORE, AND IT CAN'T BE LONG BEFORE THAT BECOMES AN IMPOSSIBLE DREAM. ”

While we may not have found the most perfect waves on the planet, we did discover windy lagoons perfect for freeriding and freestyle. The waves were good too, just not all-time, which was a shame. One thing they weren't was crowded though and with just us to play on them I'd take that over a hectic session at One Eye any day of the week.

The wind though was relentless, while Nosy Ankao might not be a realistic destination for many of you reading this, spots like Babaomby and Saklava Bay are well within reach of any kitesurfer, These spots get that same trade wind that we were lucky enough to enjoy, and rest assured it blows, day and night for non stop from March to November!

It's not every day you get to ride spots that have never been kited before, and it can't be long before that becomes an impossible dream. While the effort was huge, the rewards were endless, Madagascar once again blew me away and the next chance I get to go I'll be jumping on it!

A huge thanks to Rosco Wendover at Time and Tide Miavana for hosting us, and a special mention to Chloe Scamps from F-One for organising the trip of a lifetime, I won't be forgetting it in a hurry!

OVER TWENTY YEARS KITING AND WE'RE JUST GETTING STARTED

At Naish our desire to innovate goes beyond passion to borderline neurotic obsession. We are constantly scrutinizing our kites to see how we can make them better, involving better materials and components. Our Quad-Tex canopy material remains the strongest canopy material available and this year we are pleased to introduce our SureLock valve and One Point Inflation system. Whether your focus is freestyle, surf or competing at Red Bull King of the Air, the 2020 Naish kite range is designed to take your riding to the next level.



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HOW TO BUILD CONFIDENCE IN YOUR RIDING

Learning to kiteboard can be hard, and yet at the same time, it's one of the sports with the steepest learning curve. You can be up and riding in three days! And from there the possibilities are endless! Toe-side riding, transitions, jumps, rolls, boosts to the moon! However, with endless possibilities comes immense pressure to keep on learning. Progressing in kiteboarding is something many of us are continually striving for. Whether that's building our skill-set to be able to self-launch, or learning our first front-rolls, the bar is continuously moving higher and higher.

WORDS SENSİ GRAVES



PHOTO VINCENT BERGERON



“ IT’S CRUCIAL TO BUILD CONFIDENCE TO KEEP GOING, KEEP TRYING AND STICK THROUGH THE HARD TIMES ”

Progression and new experiences are what drive us, and are what we’re all seeking. It’s what keeps kiteboarding fun and exciting, whether that’s exploring a new spot to shred or working on a new trick. In kiteboarding, progression is often one catapult forward followed by a slow slide backwards. Usually, as kiteboarders, we’re able to learn something new in a session, and the next time you might go out, and somehow you’ve “lost” your trick. Your confidence can take a beating as you “swear that I’ve landed a backroll before”. It’s this feeling of not being able to or being stuck that hinders progression, and the secret is that most of this feeling is in the mind.

Progression is fuelled by confidence. Therefore it’s crucial to build confidence to keep going, keep trying and stick through the hard times, setbacks and crashes. It’s your confidence that will enable you to keep trying, keep getting after it and continue your progression in our beloved sport, even though it can be hard; extremely, frustratingly, even throw-your-bar-across-the-sand hard.

But let’s get back to the secret of progression: No one ever did anything without first believing that they could. Use the following tips to cultivate your confidence and go out there and kick some serious booty. Progression is on the horizon.

PHOTO VINCENT BERGERON





“LEARN TO SEE CHALLENGES AND SETBACKS FOR WHAT THEY REALLY ARE, OPPORTUNITIES TO GROW AND GAIN LIFE EXPERIENCE!”

1. Embrace every failure as progression

As I lamented earlier, learning to kiteboard can be extremely hard. Every failure feels like a massive setback. Learning to stay upwind, face-planting, and getting “stuck”, can all feel like enormous hurdles when you

aren't able to do them right away. But every self-rescue is an experience. Every second that you're on the water, you're progressing. Your mind and body are learning even when you don't feel like it. Focus on your progress and keep moving forward. Learn to see challenges and setbacks for what they really are, opportunities to grow and gain life experience!

2. Practice visualization

The practice of visualization has been used

by athletes from Laird Hamilton to Tiger Woods; it's been vital for their stratospheric success. The power of visualization is grounded in the fact that if you can't see yourself doing something, you probably won't get there. Visualization helps you imagine success instead of the obstacles that could potentially occur. If you focus on the challenges, you'll feel less motivated. Obstacles can make a new trick feel unattainable. Focusing on actually landing the trick or having a great session will help you overcome those mental restraints and barriers.

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“ EVEN IF YOU DON'T PUT IN THE TIME TO VISUALIZE SUCCESS, YOU MUST, AT THE VERY LEAST, BELIEVE IN YOURSELF. ”

By visualizing how the trick looks and how your body is going to look and feel as you do it, you start firing the necessary nerve pathways in your brain. You lay down the basis for making the trick happen. If your mind believes, your body will follow suit.

Alternatively, if your mind doesn't believe, chances are you won't ever get there.

3. Believe in yourself

Even if you don't put in the time to visualize success, you must, at the very least, believe in yourself. You made it this far, didn't you? Give yourself some props for even getting out there and trying. The flipside is what? You don't try? If you don't, we know where you'll be at this time next year - still sucking (thank you Real Watersports for that one). Say your mantras, look at yourself in the mirror and tell yourself that you love yourself! You can be your biggest fan.

4. Watch a crash reel

Crash reels from any sport are excellent reminders of how long it takes to get good at something and how long it takes to truly master something. We're all in the same boat; we're all in this together. Look at how much time people must spend before they are successful. Look at how many crashes a professional skateboarder endures before nailing the trick for his video part. I'll give you a hint; it's a heck of a lot. This serves as a reminder that you've got to keep getting back up. You can't give up.



“ I’M AT MY MOST FOCUSED WHEN I’M COMMITTING TO ATTEMPTING SOMETHING OVER AND OVER AGAIN. ”

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“ REPETITION IS THE KEY TO LEARNING SOMETHING NEW AND THE MORE YOU PRACTICE YOUR SKILLS, THE MORE CONFIDENCE YOU WILL BUILD. ”

5. Repetition, repetition, repetition

I'm at my most focused when I'm committing to attempting something over and over again. You get in a type of zone where everything else becomes irrelevant. You're laser-focused and enjoying the

moment. Repetition is the key to learning something new and the more you practice your skills, the more confidence you will build. At the start of your next session, pick a specific number of attempts you want to hit and go out there and start ticking them off your list.

6. Start small

Start your session with the confidence-building technique of acknowledging every small success and building your base up

from there. Celebrate the wins along the way. Laid out your lines correctly? Cue the happy dance. Navigated off the beach and now you're riding around like a rockstar? Give me a heck, yes! Build from the ground up. No one expects you to throw a double backroll until you've learned how to do a single. And even if you have a double back roll in your bag of tricks, you're better off successfully completing a single back roll to warm up both your body and your mind and prime yourself for further successes. Which leads me to my next hint...



PHOTO DEBBIE JEAN HOLLOMON

7. Know when to take a break

Kiteboarding can get extremely frustrating. You can become so focused on learning one thing that it's all you can do. You're in the laser-repetition zone! But after much-focused practice, when you aren't able to do it, well that's when the fun really begins. Insert expletives here. If you're attempting a new skill or manoeuvre and just. Not. Quite. Getting it, then it's time to take a breath, go into the beach and reset. If you get too frustrated, you'll hinder progression. And if kiteboarding is no longer fun, well then maybe it's time for a beer and a fresh attempt another day.

**"WHEN YOU
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DO IT, WELL
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**“ GET BACK UP WHEN YOU FALL DOWN,
ENJOY THE PROCESS AND TRY,
TRY AGAIN. ”**

8. Be stoked on where you're at

It's essential to have goals, both in life and in kiteboarding. Setting your sights to bigger and better things keeps you motivated, encourages drive and expands your skill-set. However, it's equally important to enjoy the process and be stoked with where you're at. Once you hit your goal, the bar will continue to move higher and higher, and if you're not satisfied with where you're at now, chances are, you won't be happy when you get to your previously-held goal. The secret lies in being stoked on where you're at, being thankful for your skills, and your ability to kiteboard AND continuing to set goals, reach for the moon and move forward in a way that feels awesome.

Kiteboarding is hard. Heck, being a human is hard. But the rewards of kiteboarding far outweigh the what-feels-like-near-drowning experiences. We keep coming back because we're addicted to the sport and we're addicted to learning more and more. The secret to progression is to build up your confidence. So, acknowledge your successes, give yourself a pat on the back, visualize success, get back up when you fall down, enjoy the process and try, try again. Go get 'em, Tiger!

PHOTO VINCENT BERGERON



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STORY OF THE SEARCH

It's not always sunshine and rainbows, join the Duotone wave team as they cover the whole coastline of WA searching for nuggets of gold on a trip that was as challenging as it was rewarding...

WORDS SOPHIE MATHEWS
PHOTOS TOBY BROMWICH



“ BUT THE DETAILS AND CHECKLIST ARE ENOUGH TO GIVE ANYONE THE SHAKES WHEN THE DAY OF DEPARTURE ARRIVES. ”

There are times when we have to accept the fact that we are being tested! No matter how well you plan, how much thought and passion you pour into the project at hand, sometimes, you will feel that you are swimming upstream; but that's ok. For if you believe, persist and keep a slither of optimism, and a sprinkle of motivation, good things are bound to happen!

This is the story of our search in Western Australia for barreling waves, epic winds and to shoot the official 2019 Duotone Neo product clip.

The work that goes into the preparation of a shoot is not for the faint-hearted. That being said, it gets the adrenaline pumping, and the final product is, what makes it all worthwhile. But the details and checklist are enough to give anyone the shakes when the day of departure arrives. You buckle into your seat for a far-flung destination; you have to quiet your mind and trust that everything is in hand — not on the office floor!

Finding the right time and destination (that was still in-season) for the 2019 Duotone Neo shoot, and our wave team shredders were almost impossible. While we wrecked our brains, scoured schedules and clawed at potential opportunities. We additionally sent the Neo to St Brandon on the 2019 Dice and Rebel shoot, just incase we were unable to get the shots, we could bank some media that would take the pressure off. Still, we needed to get the likes of Matchu Lopes, Airton Cozzolino, Sebastian Ribeiro and James Carew together on a shoot. Without this, as a brand, we would not be true to ourselves.





“ WE WANTED AN ADVENTURE; WE WANTED THE SWELL, WE WANTED THE WIND — NOT MUCH TOO ASK, RIGHT? ”

Somewhere between the GKA event in Brazil and the next stop in Turkey, we had ten days, and a gruelling travel itinerary of plane hopping for the boys, to the only place we knew could deliver at this time of year; Western Australia. Taking advice from longstanding Team Rider, Sky Solbach, who lived there for seven years and Boards & More CEO, Till Erbele, who hails the destination as a wave board testing

paradise, the vision started coming together, on paper that is.

We wanted an adventure; we wanted the swell, we wanted the wind — not much too ask, right? We also wanted energetic team riders, seamless transitions from spot to spot, no creepy crawlies, no moments at the mercy of Mother Nature and certainly no nighttime appearances of bounding Kangaroos. As we learned, some things you can't control!

In the knowledge of everything above, and the anticipated arrival of five, fatigued, jet-lagged and drained — both physically and mentally individuals, Team Manager Philipp

Becker had his work cut out for him in preparing for the mission ahead. Making base camp at the house of Duotone Ambassador and firefighter, he counted out all the kites, boards, bars, harnesses, suits, two pick-ups and one van courtesy of Mercedes Benz, one Jet Ski, a cameraman and a videographer. Four plane rides later, the last rider to appear was Airton, at 3 am, and the mission was set to start the journey at 5 am.

Setting out while still dark; a fine, burning line on the horizon signified the crackling heat of the day ahead. As you could imagine, team spirit was flat, but there was no doubt that the callings of an empty spot with barrels, and incredible waves were fuelling the stoke within; you could feel it!



RIDER: VICTOR HAYS
PHOTO: KYLE CABANO



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“ SPIDERS AND DANGEROUS CREEPY CRAWLIES THAT COME OUT AT NIGHT WERE ENOUGH TO CAUSE A MELTDOWN ”

Sixteen hours of driving, passing up mediocre conditions and crumbly waves in the hope that the next spot would deliver, we saw days turn to nights. Tired bones from travelling, aching muscles still full of adrenaline from the days of competition before, weary heads from the hot sun, and concentration needed to drive the dusty roads of the outback, morale was low.

Pulling in to the chosen accommodation, the briefing of snakes, spiders and dangerous creepy crawlies that come out at night were enough to cause a meltdown. While some braved the dark and closed their weary eyes, others found the hot tub where they could rescue their aching bodies.

The quest continued day after day, the hunt, the search. We'd been to the very north of WA, the forecast laughing at our efforts. We'd given it our all by this point, made the best out of soul-destroying conditions, tormented by tales of snake bites that will kill you in a matter of hours, slept with the lights on, had the wind pick up only to drop once the cameras were rolling. We all knew the potential; we'd all experienced the epicness that this coastline offers numerous times before. We knew the potential was there; it just wasn't going our way.

Just when we thought it was time to give up, ready to throw the towel in, lost our sense of humour and called it quits, we caught our break!

There are no words to describe that feeling when the sun streaks through the clouds and the grey turned to blue. The wind stabilises, the lines clean up and peaks form.

To get the shot, video clip and session, it's a right of passage that Mother Nature dictates. It didn't look like it was going to happen as the riders wallowed around in less than average conditions, that was until, Sebastian and Airton set off on their adventure, rounding the point with media team and jet skis in hot pursuit.

This is when the heart starts to pump harder, and breath quickens at the possibility of paradise lying behind the next point. As they disappeared, Philipp and three of the five riders waited patiently, unable to access the mission crew by foot, deserted in the outback with nothing but time on their hands.

No one knows how long they were gone, the sun is different to anywhere else in the world, but in the distance, two Neo's appeared along with whistles, whoops and pumping fists into the air, a sure sign that something extraordinary had gone down.

As the crew, Sebastian and Airton hit the beach, tales of shacking barrels, steep shoulders, long tubes and chunky walls ensued, and the twinkly eyes of the three who passed up on the session started to turn a hue of green. At last! We had something, and the footage did it every bit of justice.



“TWO NEO'S APPEARED ALONG WITH WHISTLES, WHOOPS AND PUMPING FISTS INTO THE AIR”

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The theme of long drives and wildlife continued as we decided to end our northbound mission and head back down south to Perth. Transport relied on navigation by the riders; there indeed was no rest for the wicked. If you've never experienced the straight, stretching and seemingly endless roads of the outback, it's something quite extraordinary. At night time, it's as if you stay still with a conveyor belt of surroundings passing you by, often causing you to question, have I seen that before? As the monotony continued, and within a few hours of our destination, kangaroo carnage crept in! Native Australian and international team rider James Carew had come with his van on the trip. He'd warned us about the Kungu-Fu Kangaroo's, but nothing prepared us for this.

**“ IT'S AS IF YOU
STAY STILL WITH
A CONVEYOR
BELT OF
SURROUNDINGS
PASSING
YOU BY ”**

DEVELOPMENT
NEVER STOPS



Eleveight 

Rider: David Torrijan Colomer
Picture: Samu Cardenas
Location: Balneario, Tarifa, Spain



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“ OCCASIONALLY, DISASTER WILL STRIKE AND THIS TIME IT HAPPENED TO BE JAMES, HIS VAN AND A BOUNCING KANGAROO ”

Brazilian Sebastian had never seen one before, and as dusk fell, it was his turn to sit behind the wheel. One after the other, they hopped out of the bushes without warning, bounding across the road in front of the cars with nothing but a death wish. Close calls, clips, 360 spins and freestyle aerobatics like

never before, it seems that these critters were well versed in the drill and our existence their playtime. With such huge expanses to cover in one day, it's customary to drive at a specific speed limit to avoid other disastrous situations. However, it is inevitable that occasionally, disaster will strike and this time it happened to be James, his van and a bouncing kangaroo that totalled the vehicle. This is not a happy encounter, but it's a reality, and we hope our story will keep you from being

hope our story will keep you from being surprised on your trip to Australia.

We arrived late at our destined accommodation where the WSL is famously hosted. With the kitchen closed and James understandably shaken, their hospitality was faultless as staff geared into action, raiding the fridges and popping the tops of cold beers to lighten the mood and get us all back on track.

It was a story to remember. The coastline and country are humbling, and when it comes to encounters with Mother Nature, both positive and negative, it is totally out of your control!



We took a chance on this trip, committed to a mission and gave it all we had. We got the shots, although it took blood sweat and tears. We drove the whole coast of WA in 8 days, had a lot of laughs and plenty of silence. We averaged 4-5 hours of sleep, spoke about the hopeful next session, dreamed of that one shot. Laid awake, staring at the ceiling as the worlds most fascinating and dangerous creatures went about their daily routines.

We watched our riders do what they do best, kitesurf, using the 11 and 12m Neo's to get out back and then park them as they surfed memorable waves. We got sunburned, rained on, had wind and saw kites fall out of the sky. No good story is made up of utter perfection, and no shoot from Duotone would be without the team spirit of everyone involved and drive from the guys behind the lens dedicated on giving everything they have to get the shot!

**“ WE GOT
SUNBURNED,
RAINED ON,
HAD WIND AND
SAW KITES
FALL OUT OF
THE SKY ”**

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TECHNIQUE

WORDS & PHOTOS CHRISTIAN & KARINE

Hopefully, those of you in the Northern Hemisphere haven't melted and have managed to find some high-pressure wind somewhere, and those of you South of the equator are enjoying a mild and windy winter. This issue we have a trinity of twin tip tricks for all. We are kicking off with the OG money shot, a casual caress of the water while riding heelside, relaxed and smiling to the adoring sound of firing camera shutters. Never gets old and everybody deserves one of these on their walls. Next, we have the oft ignored but equally sensational heel to toe carve with extra spray. Cranking into a radical carve chased by a wall of water should be on all bucket lists – find out how to make it a reality. And last but not least we're sending you to the skies with a rather attractive double grab sent back rotation. Sneaking in a cheeky nose grab, followed by a descending tail grab should keep you busy, feeling fresh and look the pyjamas. Enjoy, C&K. If you'd like coaching on these moves, or any of the moves featured in IKSURFMAG, Christian and Karine's next clinic with places available - Brazil 16th to 30th November 2019

For upcoming 2020 CKPerformance clinic dates please visit - <http://www.ckperformanceclinics.co.uk>

HEELSIDE HAND DRAG



CLICK OR TAP TO READ MORE

HEEL TO TOE CARVE WITH SPRAY



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BACK LOOP DOUBLE GRAB



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HEELSIDE HAND DRAG >

Kite - North Orbit 7m **Board** - North Atmos Hybrid 136

We thought we'd start this edition with a bit of simplistic, or so it would seem style. Elegantly stroking the water, followed by a plume of spray, was one of the original kiting money shots, and one that is still oft revered and pulled out the bag by many a guest on our clinics. However, as has been the experience of many a camera loving, kite flying, water-sports enthusiast, it isn't quite as simple as first meets the eye. Hopefully in time for your holiday snaps, without some poor family member having to spend freezing hours in the shallows, here is a helpful little how-to for that laid back of all shots.

So, what's involved? What you'll be practising is getting yourself low to the water, while keeping control of your kite and maintaining power, while still riding in a straight line without losing your speed. This then lends itself quite perfectly to some playful water stroking.

The Set-Up Pic A

To get yourself ready for some low riding, you'll need power in your kite. Trying to stroke for miles while working your kite is not a match made in heaven, so best leave this for a session when you can enter the realms of park and ride kiting. You'll also need to set your sweet spot somewhere towards the middle of your throw, although this is arm's length dependant. Suffice to say you don't want your sweet spot butted up against the bar! Flatwater is your friend, as without the constant annoyance and breaking effect of chop,



your board will be much happier cruising along. You'll need some space downwind of you, as you'll be flying your kite a tad lower, and finally, if you have a camera person set up in front of you, you'll have more than enough motivation to drop the clutch and give it a go. Karine is approaching the camera, her kite is just above the 45-degree mark, she's powered up, and importantly she's edging but not massively hard, just holding an upwind course, with plenty still left in the tank.

Derriere Down Pic B

Next on the list is getting low and dropping your bum down near the water. This is your aim. Don't worry about reaching down; first, get your arse down low. Now when we say low, we don't mean bending your legs and squatting down, what we mean is getting



into that canoe position, or sitting in a racing car, where your legs are outstretched, while your body is upright. To do this, you need to have your weight relatively centred, so that your back leg is fairly extended. This will keep you away from the board and is quite the opposite of squatting. The other massive advantage of this position is that you will keep most of the board's edge in the water, from tail to front fin. This way, you'll be riding on the flatter planning area, and you'll be less likely to slow down. Keeping your kite low, with hands centred on the bar you can push the bar gently out a smidgen while edging. You should find that this lowers you towards the water, and at the same time encourages you onto a stronger edge. If your sweet spot is set a bit further away, you'll need to release your front hand to achieve this, just like Karine in the picture.



Open Shoulders Pic C

With your front hand off the bar, you can now reach forwards, not down, opening your shoulders so that your chest faces the direction of travel. This will help keep your weight balanced on the board and prevent you from leaning back towards the tail, which will carve the board up and stop you in your tracks. With your hand off, you now have the task of balancing edge against power. With your kite low and your bar slightly out, your kite will be towards the edge of the window, and you should be bombing upwind. The beauty here is that if you pull the bar

in, without the kite moving up, then it will fall slightly back, downwind of you and pull harder. You need to play with this feathering action, seeing how much you can push with your legs and how much you can pull on the bar — too much of either, or not enough and you'll stall and get wet. As you get used to this, you'll find that you'll be comfy for long rides, and it is even possible to move the kite by using your wrist as you would when body dragging. You can see that Karine has a decent edge, her bar is out on the sweet spot and she's resisting with her legs.



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Shoulder Dip Pic D

Now that you're in control and riding low, you can drop your front shoulder down towards the water. With your shoulder lower, you can edge even harder, and as such, you can also start to lean the body back so that you're not so much broken at the waist. This looks like you're pushing the hips up, but actually, you're pushing everything away from the kite, straightening from your canoe position. Here you can take lots of power, controlling both the board

and the kite. You can see how Karine has pushed her back leg away and is dropping her front shoulder.

The Money Shot Pic E

And from such a comfortable position it's simply a matter of putting your hand down onto the water for the most stylish of caresses:) Riding low like this you will need to keep plenty of tension in the lines to support you, and power in the kite as you'll be edging hard. Keep looking forward and get the shot...



Top Tips

To be honest, this is as much about confidence and trusting yourself while not looking at the kite as it is about lining up the rest. Build up to this by riding one-handed not so low, then try getting lower with two hands and finally low with just the one.

It's also worth trying to ride around with your kite lower than usual, as this will give you a feeling for the edge which you can apply when the kite is pulling against you, rather than trying to lift you.



COMMON PROBLEMS

The main problem is coming to a grinding halt. Unfortunately, there are a multitude of reasons for this:

If you bend your knees and squat, you flatten the board and lose tension in the lines and power from the kite, and stop.

If you soften your back leg, your weight will drop over the back foot, and the board will carve upwind, and stop.

If you let the bar out too much or too suddenly, you depower the kite, and stop.

If you pull the bar in too much, you'll strangle and stall the kite, and stop.

If you steer the kite up too far, you'll have nothing to edge against, and stop (or go haring off downwind).

If you edge too aggressively for the power available, you'll kill the power, AND STOP!

So, if you find that you are losing speed, run through the above checklist;)

KEYSTONES

1. Start with comfy speed and kite at 45
2. Let bar out slightly and drop bum into canoe

3. Open shoulders and release front arm to keep weight forwards
4. Drop front shoulder, edge hard and feather bar
5. Touch the water and CLAIM IT!



HEEL TO TOE CARVE WITH SPRAY >

Kite - North Pulse 9m **Board** - North Focus Hybrid 139

Everyone loves a decent toe to heel carve, pushing against the back foot, throwing up a wall of spray like Andy Mapple on the slalom course. Funnily enough, we don't often witness people wanting to light it up heel to toe. Odd when you compare it to other sports where toe edge carving is the dream, a searing frontside bottom turn at lined up J-Bay, flying backcountry powder in the mountains and of course the afore mentioned biceps behind the boat. Well, we were recently inspired by one of our guests, Dr Wolfi, who had the badest, most radical hell to toe that we've seen. He may by chance be good going downhill on a snowboard in hard boots! Not sure if we'll do him justice but as a result here is the Radical Carve (read spray) a la Wolfi. And yes, it was on a twin tip.

The attraction of this move is that it is fully achievable; it can be worked on to become more and more extreme, more lean, more spray, more stoke. All you need is a flattish piece of water, a board and a kite – simples. Let's have a look at what is involved...

The Set-Up – Think Low Pic A

If you want to throw some spray and commit into a good carve, you do need power in your kite. Although the timing is important, even good timing in marginal conditions, underpowered with feel underwhelming, and to be candid, smaller kites, with their quicker turning response will also help. With this in mind, you'll also be hunting out some smooth water, which



you'll also be hunting out some smooth water, which will help at first. Kite position wants to be quite low, so let's start at about 45 degrees. You aim to cut the top off your wind window, and if you start high, it'll be tricky. The ideal height will depend on how powered you are and how strong your carve becomes. Too high and the kite will lift and take a shorter route, which may lead to slack lines as you finish your turn. Throwing it from too low may overpower you if you're not yet carving solidly, but in most cases, this will give you more pull at the end when you need it. Sweet spot wants to be in a manageable position, out slightly as per jumping. Hands can be centred on the bar to help once you release a hand, but bear in mind that the kite will be less responsive when you throw it with your hands together, so again, find a balance that suits you. You need to drop your hips,



sitting down slightly, so that your knees are bent, but you're still edging. And finally, you need your weight over your back foot. Most twin tips, unless wakestyle rockered, will slide out if you carve with weight towards your front foot. Christian is approaching upwind, on the edge, with speed, kite low at about 45, both hands on the bar, weight dropped low upwind of his board and onto the back foot and knees bent.

Kite First Pic B

If you're not versed in the arts of strapless but are used to carving onto your toes on a twin tip, this is likely the biggest difference and most needed change. Gone are the days of flattening the board off, getting yourself carving and then moving the kite. Here you'll be getting the kite set on its path first, and only then getting the board off your heelside edge and into a carve.



To cut the window you need tension on the lines, hence the edge. And to guarantee that the kite turns quickly and cuts across you need to be aggressive with the bar, using both hands to push and pull, on the sweet spot, so that the kite turns as quickly as possible. You can see that Christian is still low, still on an edge and still has his weight back. He's now given the bar an almighty push-pull to turn the kite back the other way in the smallest radius possible.

Carve On Pic C

Once you've sent the kite and it turns to go back through the window, you

can get your carve on. However, it is worth taking a moment to reflect which way we carve! You carve in a semi-circle, which means that even though you plan to turn and go back the other way, first you must carve forwards to your downwind point. Momentarily your kite will be flying one way, and you'll be going the other. As long as it's cutting deep through the window, you'll be fine. If it goes up over the top, you'll lose tension. To get the carve in motion, keep your weight over your back foot and allow the pull of the kite to pull your hips and body up over the board, which will flatten it,

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from here you can push your knees across which will set the toeside edge and get you tracking around the semi-circle. Don't be too aggressive at first, as you want to place your edge in, not force it. Here Christian has shifted his weight across the board, flexing his rear ankle and pushing his knees towards the centre of the turn. He is still turning the bar, in on the sweet spot. Most importantly, he's still looking forwards, not back towards where he will go, but downwind towards the apex of his turn.

Commit Pic D

Now that you're carving happily, the board is set, the kite is flying across the window, you can commit more weight and edge to carve tighter and throw

more spray. This all comes from the ankles, knees and hips. Think of your body as being a pole attached onto the deck of the board, perpendicular, so that if the board is flat, you are vertical. The more you bank the board, the more your body needs to lean. And the more you lean your body, the more the board will bank. Bending at the waist, however, is not committing into the turn, your lower body will be left where it was, and you'll end up off-balance. Looking at Christian, his ankles are flexed; both his knees are pushing across the board, and working together, so that both knees are pointing forward. This is a result of his hips and shoulders, which are still open, facing forwards along with his head. He's still steering the kite across, and the bar is still on the sweet spot.



Lean and Drive Pic E

As you round through the downwind point of your carve, you may need to sheet out if you feel too much power from the kite. If you don't, the kite will pull you downwind and stop you carving. This is the point when you must concentrate on carving and not worry about the kite, your aim is to finish the turn, so if it's too much let the bar out.

With the board turning you can lean more into the centre of the turn, release your inside hand, and then drive the board by extending your legs and body, pushing yourself against the board, which will add power and speed, but even more importantly, it'll add to the spray factor :) You can see that Christian is leaning in, but standing up,



pushing his weight onto the edge, driving the board around the turn and forcing water into the air.

Wings Pic F

To keep carving with speed, it's essential not to sink the tail of the board too much. You need to keep your weight forwards, without actually pushing down on your front foot, which could then slide the tail out. The secret here is to keep your chest open, facing forwards. Picture your arms as wings, with one each side of the board. This way, your body and hips will stay open, your knees will continue to drive together, and you'll keep carving. Try and keep your free hand forwards, don't let it drift back behind you as it will then pull your weight back. In the pic Christian's body is open, and even though the bar is out and there's a

bit of slack in the lines, he can still drive around the carve. Rather than thinking of pulling the bar in for tension, Christian is aiming to turn his board back upwind and regain tension using his edge.

Back on It Pic E

The final push for the summit, finishing your turn. By completing your turn, we mean that it should end with you being back on your edge, riding upwind, and aiming to cross your approach wake. Christian is now finishing the carve by getting back onto his edge, he's turning his shoulders more upwind, he's reaching upwind with his free hand, and he'll start to pull the bar back in onto the sweet spot. The point to note here is Christian's knees; they're almost knocking together. This is a good thing, as the back knee is still



driving forward. The legs akimbo heelside stance is not welcome here. Think back to carving snowboards, or surfboards, the back foot will be angled forwards to help keep the knee in this position.

TOP TIPS

As with all moves you want to build up to this. Your first port of call is getting used to steering the kite while still edging. You'll also want to concentrate on getting low on your approach. Many of us kites struggle with this as we spend most of our time pushing and extending, not squatting down in a dynamic carver stance. If anything at the beginning make sure you start the kite moving while on your edge, but to make life less dramatic you can be more gentle with the bar so that the kite doesn't move too quickly.



Have a good look at the sequence and videos to see how you'll be doing it. And apologies to Wolfi for not getting as low as he'd deem necessary;)

COMMON PROBLEMS

The first problem that you're likely to encounter is feeling overpowered by the kite when you steer it while still edging. The beauty is that even though you can get it turning with two hands, as soon as you feel too much power, you can sheet the bar out to regain control. However, do remember that if you mistakenly stall the kite while steering it, and you then let the bar out the kite will pull even harder as it breathes.

There may be times when you feel that the board is sliding out when you start to carve. Some boards by nature carve better than others, but as long as you have more weight on the back foot, anything will go. Remember not to stamp your edge in, come across

onto it from the back foot and feel it in, don't just throw yourself across.

If you find that there is too much slack in the lines as you come around to toeside. Two possibilities. Either you took the kite too high and over 12 o' clock, which means that the kite flies up above you as you carve underneath. In this case, be more aggressive with the bar. Or you're leaving the bar out too long. Yet again depending on the style of kites, some will fly off to the edge of the window very quickly if you sheet out. If so, make sure you sheet out when the power is too much, but then pull back into the sweet spot as soon as you recover.

And finally, if you're getting no spray! This can be a speed issue, but more often than not, it's because you're pivoting and not carving. When you turn your head and shoulders to look back where you want to go,

it throws all your weight over the tail, and you stall, sink and pivot in a tight radius. Keep your body open and look forward towards the apex of the turn, not back, and you'll get your carve on for sure.

KEYSTONES

1. Low, on an edge, kite 45
2. Kite first, two hands
3. Flex ankles, knees across and engage edge, looking forwards
4. As carve drive knees and release front hand
5. Extend against the board to finish turn



BACK LOOP DOUBLE GRAB >

Kite - North Orbit 7m **Board** - North Atmos Hybrid 136

Hard to believe, it's more than two years ago that we took you through the Front Roll with two grabs! Time to rectify the situation. So here it is, a sent back loop/roll spiced up with both a nose and a tail grab. A must for your aerial repertoire, double embellishments ooze style points. Prerequisites for this are an ability to boost a back roll, preferably with a controlled rotation. And if you happen to be in the business of nose and tail grabs during straight jumps, it'll certainly speed things up. To make your life easier, let us start proceedings off with an in-depth look at the crucial parts of this beauty...

Approach and Take Off Pic A

First off, this is a sent jump with a back rotation. This means that your approach should be as per a jump. Kite no higher than 1 or 11 o'clock, a solid edge upwind, resisting with your back leg and as much edge in the water as possible. Add to this a decent sending of the kite, and it's game on. This approach will help a couple of things. You need time in the air to squeeze in the double grab, and you want a slow, balanced rotation. This isn't about going orbital, but you want support from the kite throughout. With the kite no higher than the 11 marks, you'll be able to get enough height and time with a good send, without the danger of the kite flying too far behind. That said you do want the kite to go past 12 o'clock. With the kite slightly behind you, you'll be both more balanced,



and it will help with a slower rotation, which is crucial to the success of this move. You can see that Karine has a good edge, her weight is centred, and she is driving against her back foot, with her back leg quite extended and bum close to the water. This equals plenty of edge in the water and lots of resistance. With her kite just below 11 o'clock, she has given the bar a solid send on the sweet spot, so that she'll get the lift before the kite travels too far. Her hands are centred on the bar in preparation of the grabs.

Go and Slow Pic B

As you lift off, there's a bit of multi-tasking required to set all the pieces in motion. You need to kick up off your back leg, which will stop you from rolling back (hence why it's a back loop not a back roll;) and will keep you in control of the bar. This kick will also offer



you some rotation as you carve up into the wind, as well as helping you up into the air. While the temptation is to throw your head around and look over your shoulder to help the rotation, you must resist the urge. Spinning uncontrollably around won't give you any balance, time or confidence to look for the grabs. As you carve up, keep your head looking forwards, perpendicular to your shoulders.

Last but not least you need to stop the kite going any further back, by levelling the bar. You can see in the pic that Karine has a fully extended back leg as a result of her kicking off, her head is looking forward towards her bar, and she has levelled the bar by pulling in on her front hand. These combined parts lead to a positive take-off; a lifting kite stopped behind 12 o'clock and the very slow initiation of a back rotation.

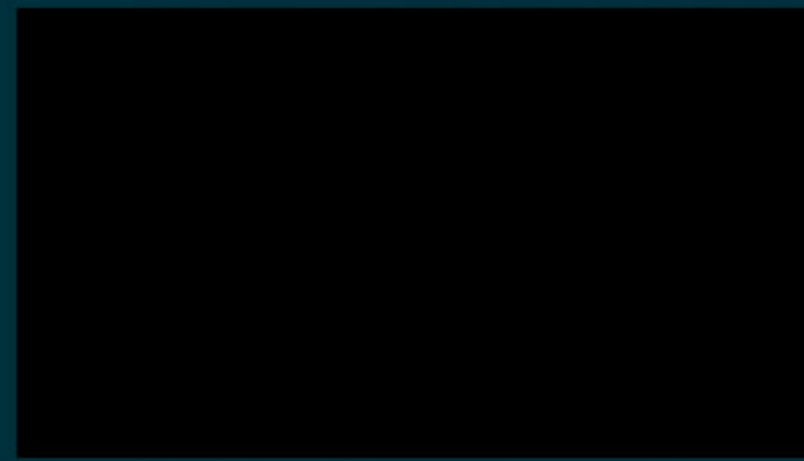


Spot and Stop Pic C

Here is the reason the slow rotation is required, as you will effectively stall your back rotation so that you can get both grabs in while both feeling and being in control! If you've sent yourself into a whirlwind twister spin, you'll struggle for sure. This is no different from learning any grab or combo, make sure that everything is where it should be first while you still have two hands for control, and only then do will you reach for the tickle. First, with both hands on the bar, you should ponder your nose grab. The movement is to bring your front knee

up and across in towards your chest on the back hand side, while extending the back leg, to push the tail away, which will point the nose up towards you. If you look towards the nose, where you'd like to grab, you will be looking upwind, against your rotation. And with the kite hanging obediently just behind 12, you'll come to a standstill, or at least slow down noticeably! Karine is looking towards the nose; her head is re-winding back against her rotation, slowing her down. At the same time, she is lifting her front knee and extending her back leg.

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Grab 1 – The Nose Pic D

If your take-off and stall go well, the resulting control should make this bit achievable. In comparison to the last picture, the only thing that has changed is the angle of the board as Karine has positioned it perfectly with her legs, nose high, tail low, which allows for an extended back arm grab of the nose. While doing this, Karine keeps tension on the lines, her bar is in on the sweet spot, and with her front hand centred the kite shouldn't be moving too much. Yet again, with the kite positioned behind 12 o'clock, it gives her room for error should the kite starts to

move forwards once she grabs.

Drop and Swap Pic E

Once you've had a good tickle of the nose and made it count you should think about swapping out for the next grab. Your main concern here is the position of the kite. If you feel that it is already pulling you forwards, you don't have time. If you feel that you're dropping and it's too far back, you need to steer it above you. However, your aim is like on any other grabbed jump, a smooth, progressive natural movement of the kite while grabbing. Assuming it's above and still floating you, drop the nose and swap



your legs. That is to say, bring your back leg up as you extend and bone your front leg out. Keep looking at the board so that you don't rotate yet. You can see Karine has dropped the nose and "swapped" her legs, her bar is in, and she's looking at the board. And she still hasn't rotated.

Grab 2 – The Tail Pic F

Having already had the board in your sights, as soon as you go for the grab, you also need to get your rotation back on track. Feel for the tail of the board or the fin and then turn your head to look downwind.



This is also the time to get the kite ready for later part of your rotation. If you get it moving forwards through 12, the kite's pull on your harness will help you turn the rest of the way. As Karine grabs, she's steering the kite forwards and starts to turn her head back towards her front shoulders.

The Dive Pic G

All good things must come to an end, but to squeeze the most out of this move, you should try and hold the tail grab for as long as possible. This means getting your return to earth underway while still having your

back hand anchored to the board. Once you feel that you're on the way down and approaching the wet stuff, you must dive the kite hard so that it will pull you out of your rotation and towards it for a smooth downwind landing. Here Karine is still holding the tail while diving the kite hard with her front hand. She can then release her grab just before touch down, placing the tail of the board down first for a smooth reception.

TOP TIPS

Progressive steps will make life less complicated!



May we suggest starting with a few slow rotation Back Loops/Rolls. Much easier to nail your slow leading take off without having to concentrate on a grab or two.

Once you've got the slow rotation in the back, work on the grabs separately. For the nose grab, work on getting it early, and while stalling your rotation. Then move onto only the tail grab, again with the slow rotation, but now holding the grab for as long as possible to get the one-handed dive for landing sorted.

Finally, marry the stages above into one happily flowing bundle of joy...



Now have a good look at the sequence and videos to get a real-time look into your next move.

COMMON PROBLEMS

If you find you don't have enough time in the air, you're either too gentle with your kite send, coming in too slowly or a mixture of both. Make sure you have enough speed and tension to jump and make sure your kite is no higher than 11 or 1 o'clock.

If your kite is flying too far back in the window once you take off if you don't kick-off, but compress, you will roll back, and the kite will go too far back. Make sure you resist, kick and level the bar even before take-off.

Or you may be starting with your kite too high, so get it down a tad.

If you're missing the grabs, make sure you're rotating slowly on take-off, and perhaps go and practice them separately.

If you come down nose heavy, you are moving your kite across 12 too early, so leave it back until you've got the tail grab.

If you're getting the grabs but not finishing the rotation, make sure to turn your head as you bring the kite over.

KEYSTONES

1. Solid edge and decent send, kick up and level bar
2. No head, slow rotation
3. Front knee up and across for nose grab
4. Drop and swap for tail
5. Turn head and dive for landing





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MAUI



We have absolutely LOADS of new gear on test this issue with all the major brands involved. There are twin tips, surfboards, foils, and kites from Airush, Cabrinha, Shinn, F-One, Moses, Ozone, Kitelement, Naish, Ocean Rodeo and North Kiteboarding!

KITES

Airush Wave V8

Cabrinha FX

Naish Dash

North Kiteboarding Orbit

Ocean Rodeo Roam

HYDROFOILS

Airush Core Freeride Foil

F-One IC6 850 V2

Moses Onda 633

Shinn Model K2

HYDROFOIL BOARDS

F-One 49

Moses T35 Ltd

Shinn Jackson Sunburner

TWIN TIPS

Kitelement Re Volt

Ozone Infinity V1

Shinn Ronson Player

SURFBOARDS

Airush Mini Monster Convert

North Kiteboarding Cross

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM

PHOTO THIS PAGE BLAZEJ OZOG RIDING THE SHINN JACKSON SUNBURNER IN EGYPT.

PHOTO ROBERT HAJDUK

TRIED & TESTED

BRAND AIRUSH MODEL WAVE V8 SIZE 9M YEAR 2019



“ DYNAMIC
TURNS AND
EXCELLENT
DRIFT ON THE
WAVE! ”

TO VISIT THEIR
WEBSITE, CLCK HERE



AT A GLANCE

The Wave V8 is back for 2019 as part of Airush's extensive kite line up. Dedicated entirely to those who seek the kite to shred all manner of waves in all conditions, it has been fine-tuned for maximum response, drift and stability.

The Wave houses 3 struts, is of moderate aspect ratio, and uses the Airush Load Frame V4 for incredible stability and stiffness throughout the canopy and flight. The load frame has integrated high modulus polyethylene yarns.

The kite comes supplied with 2 sets of bridles; a fixed bridle for more direct response, and a pulley bridle for smoother feel and better gust handling. It comes ready to fly with the pulley bridle attached, though it is simple to switch the two over.

The canopy is made using Technoforce D2 double RipStop which has proven high performance strength-to-weight ratio, one-pump is in play and there is a large volume inflate/deflate valve for extra fast set up and pack down.

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BRAND CABRINHA

MODEL FX

SIZE 12M

YEAR 2019



“ AN ALL-ROUND
USABLE KITE
FOR BOTH
ASPIRING AND
ACCOMPLISHED
FREESTYLERS ”



AT A GLANCE

Cabrinha's long standing freestyle all-rounder is back again in 2019. So good is its reputation and high end performance, Cabrinha decided their dedicated freestyle kite, the Chaos, was redundant and put all their focus into the FX: their freestyle crossover.

A 3-strut kite, it has a modified C shape arc for explosive power, a larger wingtip area for power through the turn, and a moderate aspect ratio for forward drive. The bridle for 2019 now features three different turning options to suit how you ride, with dedicated settings for freeride, freestyle and kitemanoeuvres. The short bridle system is pulley free for a direct feel and the back line pig tails have three attachment points for further personalisation.

As you'd expect in 2019, there is a large inflation valve and a one-pump system in play. Reinforcements feature in the style of both bumper pads and heavier duty material in key wear and stress areas, and Cabrinha uses the 2DR double RipStop material for added strength in the canopy.

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BRAND NAISH MODEL DASH SIZE 10M YEAR 2019/2020



“ A SOLID PERFORMER IN BOTH NEW AND OLD-SCHOOL FREESTYLE ”



AT A GLANCE

Naish Kiteboarding have bought out another stellar line up for the coming season with equipment for pretty much every eventuality. The Dash sits in the gang between freestyle weapon, the Torch, and new kid on the freeride block, the Triad. The Dash is a freestyle kite but with the boosting and looping ability we now see on the more freeride end of the spectrum.

Love it or hate it; the Octopus system is in play and ensures zero air movement between strut and leading edge aiding that tight powerful turn, just remember to close those valves on the struts before you start pumping! Quad Tex ripstop provides an ultra strong canopy, which is then supported by the shark tooth training. The leading edge on the Dash is slim for increased speed through the air, and this in turn is supported by the High Tensile thread which enables you to pump the kite to a higher pressure.

The Dash has had a few key refinements for 2020, including a squarer wing tip for increased power through the turn, and the low end has been increased thanks to new bridle geometry.

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“ THE TAKE-OFF IS EXPLOSIVE, BUT THE HANGTIME IS SOMETHING ELSE ”



AT A GLANCE

We had seen a few prototypes of this kite being used by the likes of Jesse Richman and Nick Jacobsen at the King Of The Air in South Africa. The Orbit is as the name suggest, a free ride and big air kite for boosting. It's a 5-strut design with a high aspect swept wingtip design and a flattish profile.

There is a short pulley-less, low drag bridle that supports the leading edge, which has a 2 stage arc. It's a well-built kite with Teijin D2 material for the canopy and Dacron in the high-stress areas like the wingtips and leading-edge. You'll find Duralite Seam protection on all the likely wear areas on the leading edge of the kite and also Kevlar-reinforced tips.

North Kiteboarding are also using Kevlar to reinforce the strut connection points, and the kite is built around an Exo-Skeleton structure. A high-speed inflation system that doesn't need any adapters gets you on the water fast, and the struts are inflated via high volume one-pump tubes to make things even quicker. These are also a massive bonus when deflating the kite too.

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“IMPRESSIVE PERFORMANCE IN A LARGE RANGE OF WAVE CONDITIONS.”



AT A GLANCE

Ocean Rodeo have their biggest line up of kites this year, and the Roam is the dedicated wave kite within the range.

Featuring three struts, a short bridle system, and a thick leading edge; the Roam has been designed to excel in the real world kitesurfing conditions we all experience.

Made with high quality Teijin double RipStop throughout the canopy, the Leading Edge and Struts use the KP-E Dacron, which together create a strong and resilient kite. Add to this Kevlar abrasion pads, Buck stitching and Ocean Rodeo’s Load Distribution knowledge and you have a kite that is built to last.

New for the 2019 version of the Roam, we see a tapered leading edge and struts to reduce drag as much as possible, precision curve struts which hold the canopy shape even above the strut, and a new speed inflation system, again for an even greater reduction in drag and an even faster set up time.

All Ocean Rodeo kites come in the Sherpa bag which is brilliantly sized to house not only your kite, but your wetsuit, harness,

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"A REALLY EASY FOIL TO GET TO GRIPS WITH AND PERFECT FOR IMPROVING YOUR SKILLS."



AT A GLANCE

Airush have a comprehensive foil line up that has been on the market for a little while now. Combining carbon composite wings with aluminium masts and fuselages the range offers excellent value for anyone looking to get into foiling. Utilising the standard twin track mast mount set up means there are a wealth of board choices out there to go with your new wing.

The Freeride Foil has an intermediate aspect ratio with a 825cm² front wing. The front wing has quite a deep profile and the delta shape bolts beautifully to the fuselage with minimal gaps or joins. The new rear wing is slightly smaller than before and features the same X wing design, it can be mounted tips up or down and also moved fore and aft to trim the lift.

A three bolt mounting system marries the mast to the mast plate and also the fuselage, and it's a male-female affair with the mast slipping into the fuselage and mast plate. Airush ship the set up in a fantastic package with a padded bag and 80cm mast as standard but there are other mast options available as an extra;

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BRAND F-ONE MODEL IC6 V2 850 YEAR 2019



" FIRST FLIGHTS TO LONG BLASTS UP AND DOWN THE COAST, THIS FOIL HAS YOU COVERED! "



AT A GLANCE

F-One were early to the foil game years ago and have thrown their full weight behind it as a brand. They have a whole range of wings for a multitude of different sports and have come up with some exciting tech along the way. The IC6 V2 850 might seem like a mouthful, but when you break it down, it makes sense.

IC6 refers to the Injected Carbon moulding process. Traditionally carbon is laminated, resin is added, it's then compressed and heated. This whole process takes time and is the reason why carbon is so expensive. By using a mould and injecting a carbon resin, F-One have created an incredibly stiff and robust product with almost all the benefits of carbon, less the cost.

V2 is because this is the second version of the wing, the profile has been updated to give it more lift and make it more stable. The 850 refers to the surface area in CM, foil measurements are still not all using a standard, but the actual surface area in CM seems to be a method many brands are now adopting, and it makes sense.

TO VISIT THEIR WEBSITE, CLICK HERE



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“YOU’LL ENJOY THE FLICKABILITY OF THIS POWERFUL WING.”



AT A GLANCE

The Moses Onda W 633 set up has been designed for foilers who want to play in the waves, have fun and freeride with their foil. It’s made in full carbon, Moses have yet to start working with aluminium, but they are in the process of making this happen. The set up features the wing, fuselage, rear wing and a one-piece mast which has a moulded top plate.

It’s straightforward to put together with three Torx on the front wing, two on the rear and then rather strangely two Allen bolts to connect the mast. The top of the mast bolts to the board using the now near-standard twin track system and some Allen bolts. I mention the names of the bolts themselves as it would be good to see either all Torx or all Allen being used across the board. Torx seems to be the new standard with foils as they are harder to round off and offer more purchase.

Moses make incredibly light foils, and that is very evident here, compared to an aluminium set up the difference is stark, so while you may pay a little more, you will feel the difference the instant you pick it up.

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BRAND SHINN

MODEL FOIL MODEL K2

YEAR 2019



“ YOU CAN PUT
THE PEDAL TO
THE METAL AND
RAMP THINGS
UP AS FAST AS
YOU DARE ”

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

When Shinn launched the Model P a while back it was a bit of a lightbulb moment for lots of riders - an easy to use, forgiving wing that made learning to foil quite simple. Brand new for 2020 is a new wing that equally could be about to set the world on fire for a vast number of kiteboarders. The new K2 wing set up aims to be a revolutionary freeride combo that will allow you to progress your riding with ease.

The front wing itself is a two stage anhedral design with a surface area of 866cm². It's manufactured from high modulus carbon and is meant to be exceedingly durable. That is coupled with a rear wing of 290cm² which attaches to an aluminium fuselage and mast. It's a top mount design for the wings, meaning the tougher aluminium fuselage can act as a buffer in the event you hit the deck.

The mast plate is a quick fit design and coupled with the Trim Track on the Shinn Jackson Sunburner it's a fast way to connect the set up together and allows for easy for and aft adjustment. The whole set up is modular and there are a variety of masts on offer from 40, 60, 75 and the 90 which we had on test.

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" ONE OF OUR FAVOURITES FOR ALL-ROUND RIDING. "



BRAND F-ONE
YEAR 2019

MODEL 49

AT A GLANCE

F-One have a vast range of boards for foils, from SUPs, surfboards and kiteboards, using some smart technologies and designs they've been in the game longer than most and the 2019 range is looking impressive. The 49 is part of their kiteboard line up with volume. There are three boards in the range, the larger 52 being for beginners and the smaller 45 being for racers. The numbers relate to the width of the board at their widest point.

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" EASY TO TURN AND SNAP AROUND ON THE WAVE "



BRAND MOSES
YEAR 2019

MODEL T38 LTD

AT A GLANCE

The Moses T38 Ltd is a full carbon foilboard from the Italian brand, aimed at the freeride and wave foilers out there it's relatively short and compact. It's a low volume design with a reasonably square outline. A full deck pad makes for a comfortable and grippy surface to stand on and you can ride it strapless or add straps using the Y configuration inserts.

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" STRAPLESS IT IS DEFINITELY ONE OF THE EASIEST BOARDS OUT THERE "



BRAND SHINN **MODEL** JACKSON SUNBURNER
SIZE 128CM **YEAR** 2019

AT A GLANCE

The Shinn Jackson Sunburner is a low volume hydrofoil board that is perfect for strapped or strapless riding. Mark Shinn has been a fan of foiling for some time and this is his latest board to hit the shelves. Previous versions have been incredibly popular and it is easy to see why.

At it's heart it is a simple looking board, but when you get under the hood there is so much more going on.

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The Ultimate Uplifting Experience



CLICK [HERE](#) TO FIND OUT MORE ABOUT THE MOSES KITE FOIL RANGE

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" HOLDS SPEED WELL, AND THIS IN TURN LENDS ITSELF TO SOME SURPRISINGLY ACCESSIBLE POP "



BRAND KITELEMENT **MODEL** RE VOLT
SIZE 143 X 43CM **YEAR** 2019

AT A GLANCE

Kitelement have slowly and quietly been working away at the progression of split boards for quite some time, and have burst onto the scene with an entire range of kiteboards, that not only address the needs of freeriders, freestylers and everything in between, but also split in half for easy transport and travelling.

TO VISIT THEIR WEBSITE, CLICK HERE



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" THE OXYMORON OF OUR SPORT; LIGHT WIND FREESTYLE, HAS BEEN SHATTERED WITH THIS QUITE PHENOMENAL BOARD "



BRAND OZONE **MODEL** INFINITY V1
SIZE 145 X 44CM **YEAR** 2019

AT A GLANCE

Since the inception of the Zephyr a decade ago, Ozone have been synonymous with light wind riding fun. Fast-forward to now and we see foiling firmly taking over. However, what about those who simply love to shred and throw themselves around more akin to those 20 knot days? Enter the Infinity. This is a light wind board with a difference.

TO VISIT THEIR WEBSITE, CLICK HERE



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" THE BOARD HAS
A TURN OF PACE
THAT IS
ELECTRIC "



BRAND SHINN **MODEL** RONSON PLAYER
SIZE 138X42CM **YEAR** 2019

AT A GLANCE

If your riding style sits between freestyle and freeride then the Ronson Player from Shinn is for you. The brand have been synonymous with outstanding kiteboard design for some time and the Ronson Player sets out to give you freestyle levels of performance with a rider smoother than melted butter on silk pants.

The outline is wider in the middle and draws out smoothly towards the double stage diamond tips, a classic freeride shape with a modern twist.

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" HOURS OF FUN
ON THIS HIGHLY
ENGAGING ECO
STICK "



BRAND AIRUSH **MODEL** MINI MONSTER CONVERT
SIZE 5'2" **YEAR** 2019

AT A GLANCE

The Mini Monster Convert from Airush sets out to bridge the gap between a lightwind freeride wave weapon and a capable foil board. Its got some very fish looking aspects, such as the full nose and the winged tail, and the volume is high and distributed in the centre of the board with a full nose too.

The rocker line is quite flat to promote early planing and there is a central concave with a rear channel to

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLICK HERE



" EXCEEDINGLY
VERSATILE AND
GREAT FUN ON
THE WATER."



BRAND NORTH KITEBOARDING **MODEL** CROSS
SIZE 5'2" **YEAR** 2020

AT A GLANCE

One thing North Kiteboarding have done well is the naming of the products, everything is almost self explanatory. Charge big waves on the Charge, win strapless freestyle competitions on the Comp, and if you want something in between, well then the Cross is that crossover board between strapless freestyle and charging big waves.

[CLICK OR TAP TO READ MORE](#)

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WEBSITE, CLICK HERE





RECALIBRATION

North has brought together some of the industry's most experienced and respected designers, engineers and brand managers to write the next chapter in the brand's history. Everyone has been energised by the opportunity to step back, look at the industry and ask: "Where should we go from here? How can we improve?"





The launch of the North 2020 range in August represents the culmination of a fresh, reinvigorated, recalibrated North and we can't wait for kitesurfers around the world to feel the difference.

Our ambition of launching a new era in kiteboarding began in the middle of last year with the end of a long-standing third-party licensing agreement, and our decision to join forces with MBrands, under a new umbrella called North Actionsports Group. Together with Mystic and Magic Marine, we form a powerful alliance of passionate, world-class kitesurfers determined to make kiteboarding more visible, more accessible and to take our sport to the next level on the global stage.



PHOTOGRAPHY: TOP: SCOTT SIMON / BOTTOM: YOWER VAN DER HEIDE

There were so many things on our wishlist, things we've always dreamed of evolving or solving. We listened. We heard what the schools had been saying for years - what people struggle with when they're developing their skills in the sport. We set about to solve some problems. How could this or that be different? How can it be easier? How can it be safer for everyone?

We analysed everything, looking at it all from a new perspective and in totality. We compiled the best of the best - attributes, components, elements and materials. We partnered with experienced, reliable suppliers and manufacturers.

Mike Raper, industry veteran, waterman and Brand Director, comments that "in some ways, this collection we've designed for 2020 feels like it's been twenty years in the making. We've paid more personal attention to detail to all the pieces than we ever have before. We've made some big changes from the way it used to be done. We've come a long way, for us and for the sport, this year."

World-renowned Kite Designer Pat Goodman has poured decades of hands-on experience into improving and refining our 2020 kite range - the ORBIT, the PULSE and the CARVE, and the difference in intuitive responsiveness has to be felt to be believed.

Director of Design and Engineering Hugh Pinfold has refined two pivotal pieces of tech innovation in our range - the NAVIGATOR Control System and FLEX Bindings - to the Nth degree, so that as a rider you feel everything, and nothing, all at once. Always looking for more, for better, for what's next,



North has attracted a world-class team of riders standing strongly behind this shared vision. Most recently triple world title winners Jalou Langereer and Bruna Kajiya have joined the ranks. They stand alongside 'Jack of all trades' Jesse Richman, the first kiter to get barrelled at Jaws, King of the Air 2017 winner, Nick Jacobsen, Graham Howes, Annabel Van Westerop and the megaloop maniac Marc Jacobs, all led by Director of Sales and Team, Klaus Warkentin.

"Everything's super simple. I love that. North's simplicity is on point."
Nick Jacobsen

Our team of designers and engineers have sweated the detail on combinations and ratios for power, stability, control and balance so that everything feels harmonious and every component works as one. The modularity within the range is the plug-and-play functionality we've always dreamed of as kitesurfers. We've achieved real accuracy and consistency. It's easier, safer, more intuitive to ride, giving you more time to feel free, feel the ride.

Every North product is designed to be:
Engineered. Refined. Intuitive.

FUTURELITE
EPS CARBON REINFORCED SURFBOARDS

ENGINEERED

We use technology to resolve design conundrums like: how can we create the strongest and the most flexible? The simplest and the most technical? The greatest performance that remains understated?

We all know that surf kiteboards need to be stronger than regular surfboards to absorb harder impacts and higher loads. But for the ultimate surf kiting experience you need the lightness and feel of a high-performance surfboard. With our revolutionary Futurelite system and lighter laminate construction, Board Designer Jaimie Scott in collaboration with Naval Architect and Engineer Uli Sommerlatt has engineered the solution - a lightweight kitesurf board with the responsive flex characteristics of a high-performance surfboard.

“The Futurelite carbon fibre and innegra wireframe forms a structural skeleton to support the laminates,” explains Jaimie. “This maximises strength without losing flex and allows the board to load and release power on demand for more drive and responsiveness.”



REFINED

We want a lighter footprint for ourselves and the planet and we believe that when your engineering is sharp and every detail is recalibrated and fine-tuned then less is very much more. We've looked at what can be stripped back for pure performance, striking the perfect balance between clean lines and aerodynamics.

Chief Kite Designer, Pat Goodman explains the kite refinement process: “Using modern profile analysis software data has enabled us to go deeper into aerodynamic performance and optimise the shape of the kites for greater efficiency. By testing different profile attack angles as well as different profile alignment to the airflow, we've been able to take a new direction for optimum performance with these kites. It's not purely aerodynamics.



PHOTOGRAPHY: TOP: SCOTT SIMON / BOTTOM: YONER VAN DER HEIDE

There's a lot of handcrafting and understanding about building wings from flexible materials that can only be obtained from years of experience. The stability of these materials also makes a great difference in the accuracy of your prototyping. Better quality materials, combined with more automation in the manufacturing process, allows kites and bridles to now be refined within millimetres. Since we don't use any pulleys in our bridles, the need for stable bridle lines is even more important. The more bells and whistles you have, the more there is to go wrong, especially on the water.”



INTUITIVE

We're looking for the most effortless, natural, instinctive ride. We want you to sense where your kite is in the air, to move without thinking, to switch gears without losing time – because when you're in harmony with your gear, that's when you're free.

Hugh Pinfold, Director of Design and Engineering believes in refining to get back to exactly what is needed and crafting every detail with fine precision. Creating high performance gear that is both simple and powerful has become his life's work.

Hugh explains: "Two pieces you want to feel intuitive are your control system and your bindings because these are the touchpoints to

your board, your kite and to the unpredictable elements. Our new NAVIGATOR Control System raises the industry standard in kite safety, connecting you intuitively to your kite so you can think less and feel more. The CONNECT Quick Release is as easy to load and release as a car seatbelt - it resets easily and can be released while under high load."



PHOTOGRAPHY: TOP: YONKER VAN DER HEIDE / BOTTOM: SCOTT SIMON

"I was stoked to have these kites in my hands and boards under my feet. They felt like home straight away."

Graham Howes

Every product has been recalibrated so they work together harmoniously, for more direct response, more command and performance, for a more effortless experience. You'll sense everything working together instinctively, so you can switch your mind off and feel everything - and nothing - all at once.

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INTERNATIONAL KITESURF MAGAZINE



Check out our extensive Schools Section on the website and find the best school near you to get your friends and relatives involved in this amazing sport, our interactive map has lots of information and some incredible schools too!

DO YOUR FRIENDS AND FAMILY WANT TO LEARN TO KITE?



10 QUESTIONS


WORDS JEN TYLER

LOUKA PITOUT

Louka Pitot grew up on the tropical island of Mauritius in the middle of the Indian Ocean. He learned to kiteboard at the age of ten, and since then, he has had claimed his spot as 2x Junior World Champion, 3x Junior French Champion and 8th overall at the GKA Kite World Tour. This young Mauritian is on a tear through the Freestyle world! We got a chance to ask Louka 'Ten Questions', and here's how it went!



PHOTO JOEL CAPILLAIRE



" THAT'S WHY I ENJOYED FREESTYLE SO MUCH; IT WAS A WAY WE COULD PROGRESS TOGETHER. "

Louka, we're stoked to catch up with you! Tell us about your childhood! What was it like growing up in Mauritius? Was it as incredible as one would imagine?

Thanks for having me; it's great to be here with you guys!

Growing up in Mauritius is probably much better than you would ever imagine! Ever since I can remember, I've always had a deep passion for the ocean; I don't know who I would be without having the privilege of growing up in a place like Mauritius, with the sea as my backyard.

We used to squeeze in a quick wakeboarding or surfing session before school and we'd go to class feeling stoked and fresh! After school and once we'd finished our homework, we'd head to the beach again.

I never realised how lucky I was until I moved to Montpellier a couple of years ago for university.

Unfortunately, we don't choose where we are born, but I have to admit, I am very grateful.

How and when did you get into kiteboarding and what pushed you towards freestyle?

I was ten years old when I first got into kiteboarding. My best friend used to kiteboard a bit with his parents, and one day I went to the beach with them, and I was awestruck! When I got back home I begged my dad for lessons, and luckily he allowed me to give it a try, and since then, I've been hooked!

I guess you don't choose your discipline; it chooses you! My friends and I pushed each other's limits, we spent hours in the lagoon, trying jumps and attempting tricks. That's why I enjoyed freestyle so much; it was a way we could progress together.



Simon Lamusse also grew up in Mauritius, but on the other side of the island. Later on, whenever I was motivated to try a new trick, we'd kiteboard and train together. I'll never forget those days!

What affects you most when you go back to Mauritius for a visit? Would you ever consider moving back there permanently?

As I mentioned earlier, I moved to Montpellier two years ago for university and honestly, it's a lot easier to travel around Europe for competitions.

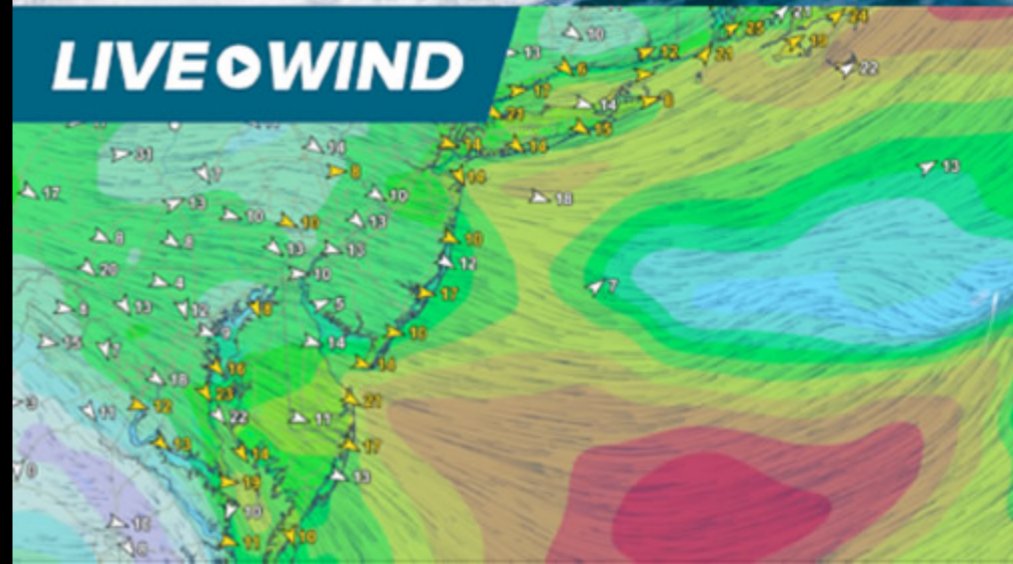
PHOTO JOEL CAPILLAIRE

"WHENEVER I WAS MOTIVATED TO TRY A NEW TRICK, WE'D KITEBOARD AND TRAIN TOGETHER"



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" I USED TO WATCH VIDEOS OF ALL THESE GUYS DAY AND NIGHT WHEN I STARTED KITEBOARDING, AND TO THINK THAT NOW WE TRAVEL THE WORLD TOGETHER IS TOO GOOD "



PHOTO LACI KOBULSKY

I don't think I'll head back to my paradise island as soon as I finish university; there is so much to do in this world we live in! But eventually, I want to move back to Mauritius; the lifestyle is incomparable to anywhere else!

How long have you been riding for CORE, and what is your go-to set up? What do you like most about being part of the CORE team?

It's my fourth year riding CORE. My go-to set up for freestyle is the Impact and Bolt board, with the wake-style bar.

I like the fact that there aren't that many CORE team

riders, so the experience I am getting and the shooting we've done is enriching.

Who do you look up to in the kiteboarding scene and who encourages you to push your limits?

There are many riders that have been on tour for years, including Yuri Zoon and Alex Pastor to only name a few, that I look up to. The fact that I am competing against some of them is an extraordinary feeling! I used to watch videos of all these guys day and night when I started kiteboarding, and to think that now we travel the world together is too good.

I'd like to also give a shoutout to Alby Rondina,

he pushed and motivated me when I was learning my first tricks, and even got me my first sponsorship deal.

At the moment we have an excellent French team and we all bring out the best in each other. The support I am getting from them is unbelievable, and I am thankful to be sharing this passion with them.

Can you share with us one of your most memorable kiteboarding sessions?

That's a tough question! Brazil is one of the best spots I've ever been to, but I've had the most fun in Mauritius! It's hard to tell which is best; I'll have to give this question a pass!



Other than kiteboarding, what are your other passions when the wind isn't blowing?

If there is no wind, I either surf, wakeboard/waterski, snorkel or go fishing.

I also enjoy playing tennis and squash; those were always our sports as a family while I was growing up, but I'm sure I'd lose miserably to my younger brother now!

What is the best piece of advice you've ever received, and who was it from?

I've always dreamed about becoming a professional kiteboarder, and I often asked pro riders I met what the secret was.

PHOTO JOEL CAPILLAIRE

" I OFTEN ASKED PRO RIDERS I MET WHAT THE SECRET WAS. "

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They always answered with "train hard and remember to have fun!", that's the advice I always follow.

How do you think your generation of kiteboarders have changed the sport, and what changes would you like to see in the future?

I'm not sure if we would consider Bébé as the new generation as he's been around for a while and keeps impressing us all with his new tricks, and tricks we would think are impossible.

The 'new generation' that is changing the sport and undoubtedly been raising the bar are riders like Max, Val, Arthur, Adeuri and of course Bébé.

Max landed the first Back Mobe 7 a year or so ago, and in Brazil, we saw Val land it as well. Adeuri has been pressuring Bébé with his Blind Judge 9, and the only people who landed it so far are the four names mentioned above if I am not mistaken!

They are a lot of changes I and many other riders would like to see including more grabs as they are starting to be a bit forgotten in the Freestyle tour. I feel a bit hypocritical saying that, as I don't do any myself!

The speed at which the sport is evolving at the moment is insane. At nearly every event, someone comes up with a new trick, something we haven't even thought of yet. I'm not sure what the future holds, but I have no doubt that it's only going to get better, more extreme, and more exciting, and I'm thrilled to be taking part in this journey.



" I HAVE NO DOUBT THAT IT'S ONLY GOING TO GET BETTER, MORE EXTREME, AND MORE EXCITING "



What's next for Louka Pitot? What plans do you have for 2019-2020? Any exciting projects you can share with us?

Competition wise, I'm currently ranking 8th, but that doesn't mean anything. The season isn't over, but what I want is to stay in the top 10, and make it to the semi-finals.

I've missed the semi-finals twice this year, because of small mistakes I've made. It's been difficult, but I'm learning and hopefully, I'll make it to a semi-final this year!

PHOTO LACI KOBULSKY

" WHAT I WANT IS TO STAY IN THE TOP 10 "

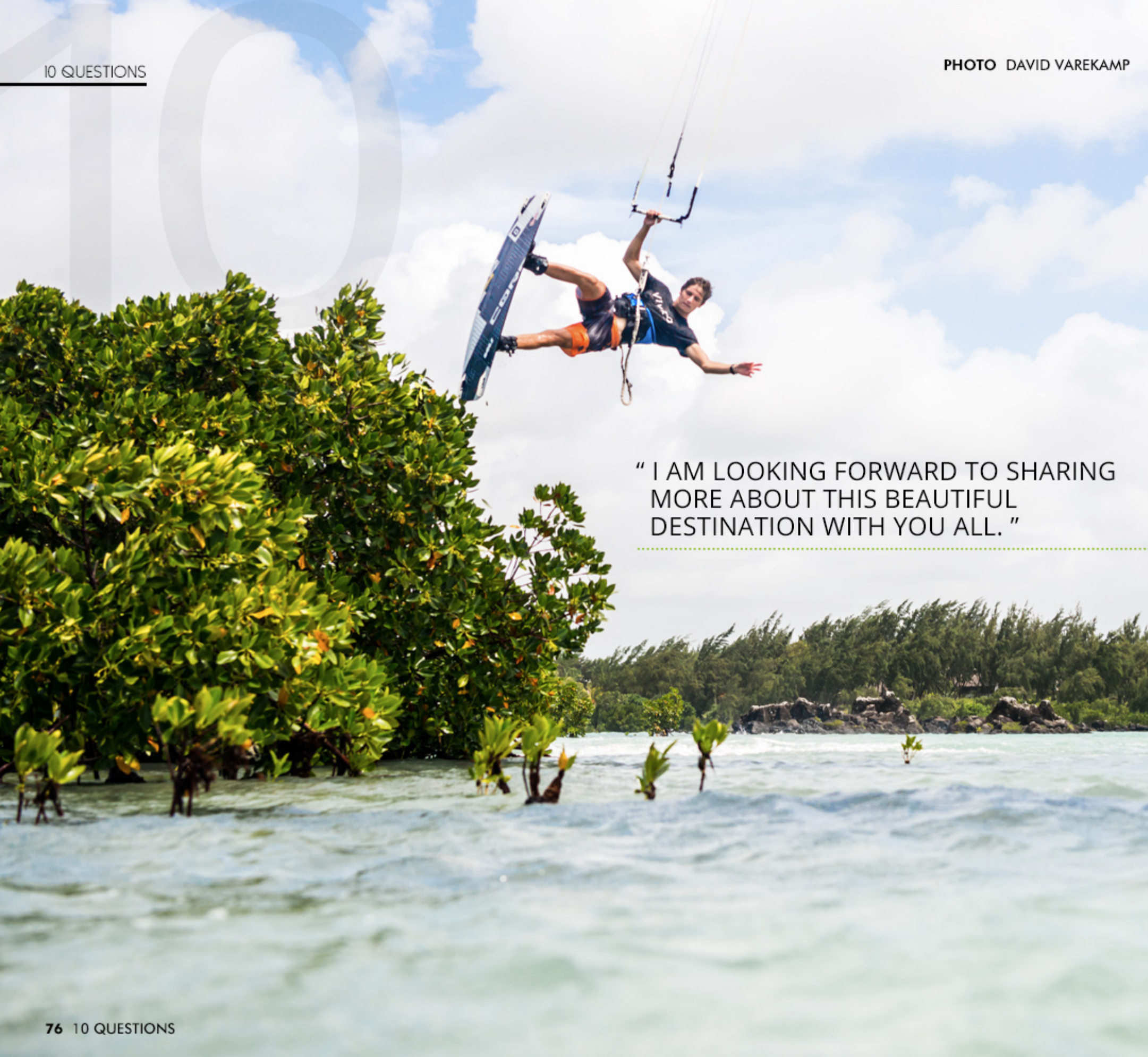
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A man in a blue and orange wetsuit is kiteboarding, suspended in the air with his kiteboard. The background shows a tropical coastline with lush green mangroves in the foreground and turquoise water. The sky is blue with scattered white clouds. A large, faint number '10' is visible in the upper left corner of the image.

“ I AM LOOKING FORWARD TO SHARING MORE ABOUT THIS BEAUTIFUL DESTINATION WITH YOU ALL. ”

Project wise, it is pretty exciting, but I can't share it all here just yet! However, I can assure you that our video from Venezuela with Therese Taabbel, Rita Arnaus, Val Garat and Jerome Cloetens is going to be released soon, so keep an eye out for that! We spent two weeks in the archipelago of Los Roques, in search of the best conditions and more breathtaking kite scenery.

On the other hand, what makes me pretty excited is that I recently became an ambassador for the Mourouk Ebony Hotel in Rodrigues Island, and I am looking forward to sharing more about this beautiful destination with you all.

Thanks, Louka! We wish you the very best for the upcoming season!

Thank you, Jen and IKSURFMAG for the questions and your time! See you all very soon, and in the meantime, I wish you fair winds, and wish you all a great summer!



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RIDER GUSTAVO ARROJO
PHOTO FRANKIEBEEES

LIGHTROOM

TAHITI DELIVERING AND REO STEVENS TAKING UP WHAT TEAHUPOO HAS ON OFFER
PHOTO BEN THOUARD

Lightroom

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

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LIGHTROOM

KEAHI DE ABOITIZ IS MORE COMFORTABLE ON WAVES THAN HE IS ON LAND. FACT
PHOTO JAMES BOULDING



Lightroom

LIGHTROOM

POSITO MARTINEZ ENJOYING THE CRAZYFLY 2020 PRODUCT SHOOT
AT HIS HOME SPOT IN CABARETE, DOMINICAN REPUBLIC
PHOTO LACI KOBULSKY

Lightroom

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LIGHTROOM

GUSTAVO ARROJO CAN'T GET ENOUGH SKATER ACTION ON MAUI
PHOTO BFRANKIEBEEES

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EVEN WHEN THE WIND IS LIGHT, VICTOR HAYS AND ANDRE MAGARAO
MANAGE TO GET A KILLER SHOT LIKE THIS IN THE SHALLOW LAGOON
WATERS IN TAIBA, BRAZIL



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LIGHTROOM

LEGENDARY RIDER PETE CABRINHA STILL SHREDDING AS HARD AS EVER!
PHOTO JAMES BOULDING

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LIGHTROOM

DAVID TONIJUAN HANDEL GETTING INVERTED IN BALNEARIO, TARIFA
PHOTO SAMUEL CARDENAS

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FRED HOPE TAMING THE 2020 TYRANT ON HIS SST V5 IN SANTA CRUZ
PHOTO VINCENT BERGERON

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BEN BEHOLZ HAS GOT HIS HEAD IN THE CLOUDS IN HYERESIN, FRANCE
PHOTO LEO DREES

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LIGHTROOM

SIMONE SCALA ENJOYING A SOLO SESSION IN SARDINIA, ITALY WITH
MARCELLO BALZARETTI BEHIND THE LENS



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LILLO FOURRÉ CHECKING OUT THE TURQUOISE CARIBBEAN WATERS
IN THE DOMINICAN REPUBLIC
PHOTO LACI KOBULSKY



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AFTER HOURS OF REECE MYERSCOUGH JUMPING OVER JAY WALLACE AT NITINAT LAKE, THEY FINALLY SCORED THE SHOT!

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ANNELOUS LAMMERTS LOOKING PRETTY STOKED ON HER 2020 GEAR!
PHOTO JAMES BOULDING



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THERESE TAABEL

[FEMALE FOCUS]



WORDS JEN TYLER

Currently ranking fourth in women's Freestyle, Danish shredder Therese Taabel's positive attitude, compassion, and talent are well worth the spotlight in this issue's Female Focus, and so, Jen Tyler thought it was high time for a catch-up!



Hi Therese! I'm glad we're finally doing this! You've been super busy the last few months (as well as the upcoming few months!) How is the GKA Freestyle tour going so far? What was the most challenging stop so far?

Thank you so much, Jen and IKSURFMAG for making it possible! I'm excited to share my thoughts about my passion, as well as a bit about myself.

Since April, I have been focusing on competing on the GKA Freestyle World Tour, and it has been fun but undoubtedly challenging at times. The women have really been raising the bar this year, but even though we are all competitors, we are also very close friends, which is always encouraging. I am currently ranking 4th, but we're only halfway into the season - there is still a lot more action to come!

The most challenging stop, but far, must have been Leucate in France with the gusty and unstable cross-offshore winds and massive choppy waves. I was on my 5.5m, which I rarely ever have to use. These are the conditions that really put your experience to the test, and you feel a sense of satisfaction and contentment when you finally do land even the most basic tricks! I had to use some strategies and slowly build up my tricks during the heat to get a decent score.

Tell us a bit about your life growing up in Denmark, your hometown, and your siblings? How did you get into kiteboarding?

Denmark offers fantastic kiteboarding conditions during the summertime. I was lucky to grow up close to the beach with my parents and younger sister.

PHOTO SVETLANA ROMANTSOVA



*"EVEN THOUGH WE ARE ALL COMPETITORS,
WE ARE ALSO VERY CLOSE FRIENDS,
WHICH IS ALWAYS ENCOURAGING."*

"IT TOOK ME A COUPLE OF YEARS OF BLOOD, SWEAT AND TEARS TO FINALLY BE ABLE TO RIDE PROPERLY!"



PHOTO DESIRE VAN DEN BERG/RED BULL CONTENT POOL

The first time I ever flew a trainer kite was when I ten years old while my dad was on a kiteboarding course, and I instantly fell in love with it. The thought of flying and being in the water drew me to it immediately.

My dad thought I was too small to start kiteboarding, so I started practising daily on a trainer kite at the beach. One day, my dad brought home a 4.5m second-hand kite that had been torn apart by a thorn bush. We spent hours repairing it together, and I think that was one of the most memorable moments for me; I remember thinking "I'm finally going to start kiteboarding!"

It took me a couple of years of blood, sweat and tears to finally be able to ride properly! I am so grateful for my parents for supporting me, they knew how much I wanted this and how much joy kiteboarding brought into my life.

I would check the wind forecast before school, and in the beginning, I would go kiteboarding with my dad. Later on, I got to know other local riders, and I would catch a ride to the beach with them. I was continuously texting them to find out if I could join them; I must have been extremely annoying!

Even when they ignored me, I always found a way to

get to the beach by bus, bike, friends or family. I also got special permission from school to go kiteboarding when it was windy!

We know you have a passion for sports, water and the wind, but let's say you had to spend the day in a city, where would you go and what would you do?

I would probably start off at an organic café and order a café latté with almond milk while getting some work done on my laptop. After that, I'd find a gym and then go exploring in the hope to find a botanical garden I could visit in the city.



PHOTO JILL CHRISTINA

You often talk about encouraging and motivating others to follow their passions, who taught you always to be so positive?

My mother, she is the most inspirational person I know. She taught me everything I know about positivity, visualization, and having the right mindset. "What you think is what you get", is what she always said.

Positivity and gratitude have become a big part of my daily life's philosophy. Your thoughts are so powerful, and by learning to control them, you can build your dream life. I primarily use visualization as a tool during competitions.

From the bottom of my heart, thank you, mom, for showing me the way.

" POSITIVITY AND GRATITUDE HAVE BECOME A BIG PART OF MY DAILY LIFE'S PHILOSOPHY. "

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THE RISE OF THE KITE PARK LEAGUE

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CORE GTS4 FREESTYLE NIKA THE UNDISPUTED MEGALOOP CHAMP

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Kenya Kitesurf Paradise, Episode 14

Discover two wonderful spots in Kenya: Watamu, with its incredible clear blue water and Lamu Island, a wild spot full of sandbanks. This edit

UPDATED DAILY WITH NEWS AND VIDEOS. GET EASY ACCESS TO OUR TRAVEL GUIDES, RIDERS AND BRANDS PAGES, REVIEWS, TECHNIQUE SECTION AND MUCH MORE, YOU'LL ALSO FIND EVERY BACK ISSUE AVAILABLE TOO!



" I AM GRATEFUL FOR THE LIFE I HAVE CREATED,
WHERE I CAN LIVE OUT MY CRAZIEST DREAM AS
A PROFESSIONAL KITEBOARDER.. "

In 2013, you started competing internationally, what is the hardest challenge you've faced since?

In 2013 I did my first European Championship, and that opened up a whole new world! A world where I was able to test my abilities and push my limits even further.

The hardest challenge I have faced has been truly believing in myself and trusting my journey. The older I get, the more confident I am in myself.

I am grateful for the life I have created, where I can live out my craziest dream as a professional kiteboarder. I am continuously battling through my own pressure within myself. I want to be the best athlete I can be, on and off the water. There is always a voice inside my head that is constantly encouraging me to evolve and push my limits.

How have your sponsors, including Red Bull and Cabrinha, helped you achieve your goals?

Joining the Red Bull team has been one of the biggest moves in my career yet. Personally, it is the ultimate goal as an extreme sports athlete to work with such a professional and creative partner. I have already learned so much from the team at the Red Bull office in Denmark, and I regularly see inspiration in those people.

I also recently started a partnership with a Danish company called FYSIQ sport, with the support from Red Bull Denmark. They have been screening my physical abilities and have designed a specific training program. We are aiming to create a functional training program, with exercises similar to my tricks on the water, as well as building more body strength where I need it.

Combining training on and off the water is vital for me to progress. Working with a professional coach is new to me, and I cannot describe how rewarding it has been already. We have located most of my weaknesses so that I can work on that.

Kiteboarding is an individual sport, and most of us are self-taught. Therefore, it has personally been a big step for me to have a team at Red Bull and my new physical coach to rely on and ask for professional advice.

Cabrinha has been there since ever since my journey started, and I am forever grateful for our partnership and the best equipment for me. It is such a great brand, and I love working with them and our team. They have supported me since day one, and I can't tell you how much I've learned.

So, thank you to all my partners, that all have helped me to where I am today!

Where do you see yourself living, and what do you see yourself doing once your professional kiteboarding career is over?

Summer in Denmark is incredible; I love it here but as good as the summer gets, the winter here would be impossible for me to survive! I would like to settle somewhere warmer during the winter, but I am still searching for the perfect destination. Scandinavia does have a special place in my heart, though!

I have always dreamed of having my own company and being my own boss. I am currently studying Business,

PHOTO LEO FRANCIS/RED BULL CONTENT POOL



“ THEY HAVE SUPPORTED ME SINCE DAY ONE, AND I CAN'T TELL YOU HOW MUCH I'VE LEARNED ”

" IT'S ALL ABOUT FINDING THOSE PEOPLE THAT MOTIVATE YOU, PUSH YOU AND STILL HAVE FUN ON THE WATER "



PHOTO JILL CHRISTINA

Service and Innovation at Copenhagen Business School. I believe I will find a way to combine my passion for water and positivity, with my business studies somehow and build my own company. What it is going to be, I have yet to find out!

What advice would you offer to young riders who want to pursue the level that you've achieved?

Train hard, but have fun while you are doing it. Make sure you are still doing it with passion and not continually doubting your abilities. If you genuinely love what you do, in my opinion, you will always succeed... just remember to smile as well!

Who are your favourite riders to train with and why?

Nothing beats a session with the girls on tour, but a session at my local home spot with the home crew is equally special! It's all about finding those people that motivate you, push you and still have fun on the water.

What have been the biggest highs and lows in your kiteboarding career?

A major high has been joining the Red Bull team. They believe in me, and this has contributed to my confidence as a rider. Equally, making it to the final

last year in Dakhla, Morocco and waving the Danish flag, knowing I gave it my all was very memorable.

There have been lows for sure, but when I manage to overcome them, I try to see what I have learned from it, and that helps, sometimes.

What other disciplines besides Freestyle do you enjoy?

I would love to foil more, as I enjoy it so much and it feels like a new sport for me. Besides kiteboarding, I love wakeboarding at the cable park in Copenhagen. It is like my second home with the friendliest community. It is the perfect training for no wind days,



“ I AM PLANNING TO GO SOMEWHERE WITH GOOD TRAINING CONDITIONS AT THE BEGINNING OF 2020 ”

and I like to go there without having the pressure to perform.

What is your favourite trick and which new tricks are you working on?

My favourite trick is an S-Mobe, and I would love to land an S-Mobe 5; it's a work in progress!

Any plans for 2019-2020 you'd like to share with us?

For the rest of the season, I will be travelling to the remaining stop on the GKA tour, and then I am planning to go somewhere with good training conditions at the beginning of 2020 - let's see where the wind takes me!

There are some exciting projects with Red Bull that are brewing for 2020, so stay tuned!

Thank you for taking the time to talk to us, Therese, and sharing your story with us!



Anyone who fills their time chasing the wind or lives within the kiteboarding bubble has heard of, visited, or yearns to include Hood River as a part of their annual kiteboarding destination. For those who have not had the opportunity to visit this wind crazed landscape, or are only aware of its exclusive conditions through the grapevine or magazines; this small town, adjacent to a rushing river is revered by kiteboarding enthusiasts, professionals, and the industry, as a whole as one of the singular best kiteboarding destinations in the United States.

WORDS XANDER RAITH PHOTOS VINCENT BERGERON



HOOD JAM 2019

PRESENTED BY WIND VOYAGER





“ CONDITIONS DID NOT DISAPPOINT, AND THE WIND WAS ON TAP FOR NEARLY THE WHOLE DURATION OF THE EVENT. ”

For a town that has developed into a wind sports hub and a mecca for kiteboarding, Hood River is an elegant locale of the oddest calibre. Apart from the townie nature of its inhabitants, one of the most shocking aspects of Hood River is that despite its landlocked identity, the town is centred on a watersports lifestyle and culture.

Almost every car driving by is equipped with a roof rack, surf pads, a quiver of boards and an effervescent driver who is still frothing from his or her last session in the

windblown river chop. Kiteboarding shops display posters of surfers in the latest neoprene, coffee shops are plastered with photos and art of salty waves certainly not hailing from the nearby river!

While the irony is nearly comical, the river most certainly does produce impressively habitual westerly winds, which ultimately draws kiteboarders to this special swimming hole nearly every summer.

As the glory of the summer month's peak across North America, the Kite Park League (KPL) hosts the second stop of the tour in the beautiful, glacial runoff of none other than Hood River. Being home to the world's only free, public kite park aptly dubbed:

the Slider Project - also known as the birthplace of many park features fueling the incessant progression of kiteboarding (the choice of location is as natural as the elements surrounding the river) Wind Voyager Authentic Apparel, in its primary year, excitedly took on the task of hosting the Hood Jam this July 2019.

Fortunately, for an activity such as kiteboarding that relies entirely upon Mother Nature and her variant gusts, conditions did not disappoint, and the wind was on tap for nearly the whole duration of the event.

In addition to favorable winds, the 2019 Hood Jam was able to incorporate a Junior Jam hosted by World Class Academy only a few days prior to the main event, giving the next generation of young rippers a chance to ride the park, and even have the potential to qualify along with the professional riders as wild cards.



Along with the Junior Jam, Hood Jam also hosted an open session allowing all local riders and eager newcomers a qualifying format to showcase their potential and earn a spot in the event. The turnout for both the Junior Jam and the Open Session was far greater than expected and continues to manifest the reality that park events are a future contingency for string surfing.

Before the Hood Jam's official welcome party, the qualification events enjoyed the steady wind and enthusiastic participation. The Junior Jam saw a total of fifteen riders and phenomenal progression in both technicality and originality from all the groms.



"THE TURNOUT FOR BOTH THE JUNIOR JAM AND THE OPEN SESSION WAS FAR GREATER THAN EXPECTED"



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“ THE EVER-CREATIVE GROUP OF KPL RIDERS FELT IT NECESSARY TO REARRANGE THE PARK FOR THE EVENT AND COMBINE SOME UNLIKELY FEATURES TO CREATE A UNIQUE WATERPARK SETUP ”

The Open Session had a diverse crowd primarily dominated by a slew of European and Argentinean riders, as well as local Hood River destroyers. After the riders had thrown down and results were tallied, the competitors awaited their results at the registration party hosted by the Hood River's bowling alley, Orchard Lanes.

KPL invitees, Junior Jam groms and Open riders flooded the doors of the bowling alley, all chucking the dented orbs along the shiny slick lanes with a comical novice flair, all sharing in the humour of the evening.

After registration was complete, the qualifying hopefuls stood in eager anticipation to see if his or her riding had reached the high tier set by the KPL judges. At the end of the evening, a total of 5 riders were welcomed into the event, and the official start to the 2019 Hood Jam commenced.

In typical fashion, the ever-creative group of KPL riders felt it necessary to rearrange the park for the event and combine some unlikely features to create a unique waterpark setup, maximising each rider's unique approach and skill set. After completing the remodel, the Slider Project Park was ready to be intricately dismantled by each rider's individualised set of tricks. With a total of four features including a Slingshot Kicker, a Sessions Lager Mini Kicker, a Cabrinha Fun Box to Duotone Down Box and finally a Duotone Incline to a Flat Corrugated Tube, the second stop of the KPL tour was well underway.



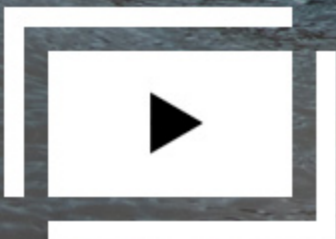


“ THE JUDGING FORMAT WAS BASED ON A POINT SYSTEM WITH THE BENCHMARK SET TO FORTY POINTS FOR A PERFECT SCORE. ”

A total of twenty-four men and ten women assembled bright and early on the morning of Monday the 22nd, converging at the marina, buzzing from the drip of their Stoked Roasters coffee. The men were separated into three heats of eight and the women into two heats of five. To select the riders for the finals, both the men and women had three latter series that narrowed the field while also determining the initial final bracket.

Riders who placed first or second in their opening heat earned their spot directly into finals while third, fourth and fifth place finishes had to battle it out in the second chance semifinals, where top three out of the nine semifinalists would join the distinguished men's final to make a total of nine riders for the concluding round. As for women, initial winners placing first and second from heat one and two qualified directly into finals and would ultimately be joined by the top two women from semifinals to taper the ladies field to six people for finals.

In conjunction with the seeding order and qualification system, the judging format was based on a point system with the benchmark set to forty points for a perfect score. With each feature counting for a total of ten points each, half of the score was allocated to kicker hits (twenty points) and the remaining half, (twenty points) was separated between the two sliders; each rider pushing their limits in pursuit of perfection.





Amongst the slew of familiar finalists, Lucas Arsenault made his rookie debut in his very first KPL men's final. Lucas joined the crew in a stacked final line-up with exceptional Hood River wind conditions. With every feature, the crew pushed themselves and raised the bar for events to come. Ramiro Gallart, Christophe Tack and Ewan Jaspan all pulled off 900's off the kickers during the final and Ewan even laced together a contest NBD (never been done) KGB540! In spite of the highest level of competition ever seen at a Hood Jam, KPL tour leader, Brandon Scheid, rode the entire day consistently and was able to nudge Ewan off the leaderboard by .35 of a point, securing his winning place.

" WITH EVERY FEATURE, THE CREW PUSHED THEMSELVES AND RAISED THE BAR FOR EVENTS TO COME. "



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“ THE WOMEN ALSO SOUGHT TO AMELIORATE THE STANDARDS AND TAKE FULL ADVANTAGE OF THE HOOD JAM'S PROGRESSIVE NATURE. ”

At the end of the day, Christophe Tack stood at the podium in 5th, Noe Font in 4th, Ramiro Gallart in 3rd, Ewan Jaspán in 2nd, and defending champ, Brandon Scheid, in 1st. While the men's final was a hectic mix of progression and competition strategy with the newfound addition of live scoring, the women also sought to ameliorate the standards and take full advantage of the Hood Jam's progressive nature. The ladies

expertly navigated their way through the features, but inevitably it all came down to their final hits on the Slingshot Kicker during which Karolina Winkowska and Annelous Lammerts were able to seal the deal and clinch the top two spots on the podium respectively.

Karolina landed herself the top spot by stomping a tootsie followed by Annelous in 2nd who landed a flawless Crowmobe. Katie Potter, finishing in 3rd, was in hot pursuit of the leaders, backing up Karolina and landing her first-ever tootsie in competition. Colleen Carroll's spot on the podium slipped from her grasp on a Crowmobe attempt during

her final hit on the Slingshot Kicker, making for an exceedingly dramatic last few minutes.

Although Sensi Graves was able to put together the run she hoped for, her commitment throughout the qualifying rounds and into finals helped her achieve a 5th place finish, rounding out the podium for the women.

After all competing was said and done, the awards party kicked off with live music at Kickstand, a local hotspot offering an ideal finale to a fantastic week of kiteboarding. Most big events, such as this competition, have many moving pieces both logistically and technically and the Hood Jam was no exception to the rule; encompassing a massive group effort.

“ APPARENT WITHIN THE KPL IS THE PRESENCE OF A SINCERE GROUP MENTALITY AND PASSION ”

One of the most distinct qualities that are unmistakably apparent within the KPL is the presence of a sincere group mentality and passion for ensuring this event, and the entire tour, are successful. However, within this motivated group, a special thanks go out to judges Alex Lewis-Hughes, Ian Daly, and Eric Rienstra as well as James Ropner who manned the live Facebook feed from sunrise to sunset. Without the media coverage from Jackson Lebsack and Vincent Bergeron, the event would be no more than mere bragging rights.





“ STAY TUNED AND PREPARE YOUR ANTICIPATION FOR THE THIRD AND FINAL STOP OF THE KPL, THE KITE MANSION OPEN ”

Along with this dedication to actualise the event, Brandon Scheid headed the role as a Park Crew Leader and made sure the features were up to par while Rich Sabo oversaw the permitting of the Slider Project. If competing in the KPL Tour, riding, travelling, and working a full-time job was not enough, Colleen Carroll outdoes herself and stands ultimately responsible for managing and overseeing the entirety of the event.

Lastly, a sincere thanks from the KPL family goes out to the event sponsors and primarily Charlie McKinney and those at Wind Voyager Authentic Apparel for making this event possible. The media coverage is only just beginning to leak out, so stay tuned and prepare your anticipation for the third and final stop of the KPL, the Kite Mansion Open, slotted to go down September 15th in Icapuí, Ceará, Brazil. Keep the good times rolling and be on the lookout for more media coverage from the KPL team!





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MOVIE NIGHT

#1 78-YEAR-OLD KITEBOARDER WHO FLIES HIGH ABOVE THE WATER

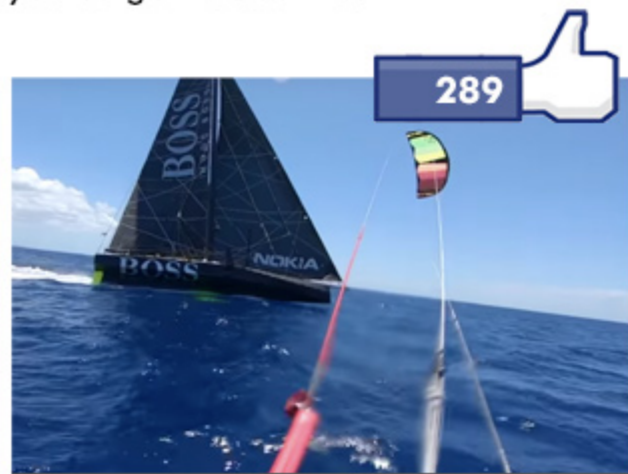
This one deserved a resurrection! 78-year-old Luis Gomez survived vocal cord cancer and decided to change his life-long habits, and start kiteboarding. If you or anyone has ever thought they were too old to start kiteboarding, think again! This guy is a legend!



[CLICK HERE FOR VIDEO](#)

#2 THE RACE! KITE FOIL VS ALEX THOMPSON'S RACING VLOG #22

While Sam Light and Fred Hope were in Cozumel, Mexico on a Slingshot hydrofoil photoshoot, they met up with Alex Thompson Racing and thought it was high time they arranged a race. Kitesurfing hydrofoiling vs IMOCA 60, you've got to see this!



[CLICK HERE FOR VIDEO](#)

#3 150M FLIGHT - FONE KITEBOARDING

What a nutter! This one got our heart racing and our knees weak! Watch this local Egyptian Bedouin rider in a 150m tow-up at Blue Lagoon near Dahab, Egypt. Shoky stirred up quite a bit of hype on social media, and it's not hard to see why! (Please do not try this at home!)



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#4 IS THE WINGSURFER REALLY THE NEW TREND?! KEVVLOG #11

Kevin Langaree taps into that inner butterfly in KEVVLOG³ #11 and makes it on to our Movie Night list! In this episode, Kevin jumps on the WINGSURFER wagon after reading loads of different opinions about it and decides to try it out for himself.



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