

OCTOBER/NOVEMBER 19

WELCOME TO IKSURFMAG

Welcome to Issue 77 of the World's Number One Kitesurfing Magazine! We've got an incredible issue for you with all the best stories, photos and videos from around the world. Colleen Carroll and the Duotone crew head off to Namibia for a once in a lifetime adventure of discovery. Rou Chater looks at the kite industry and asks

the question "Is This Sustainable?" Considering the current focus on the climate, it's a thought-provoking piece. The Manera team gets their kicks in the frigid wastelands of Kamchatka, it's definitely not your usual kite trip! Plus we have Bruna Kajiya drops in for our Female Focus, and we have loads more inside too!

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.



- IS THIS SUSTAINABLE? -

EXPLORING NAMIBIA / KAMCHATKA - THE HARD WAY
TESTS / TECHNIQUE AND LOTS MORE INSIDE

THE WORLD'S NUMBER ONE KITESURF MAGAZINE

WAVE

DUOTONE

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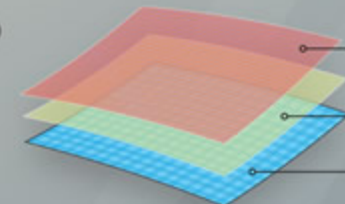
Alby Rondina
J. Boulding



SWITCHBLADE
PERFORMANCE FREERIDE / BIG AIR
4, 5, 6, 7, 8, 9, 10, 11, 12, 14

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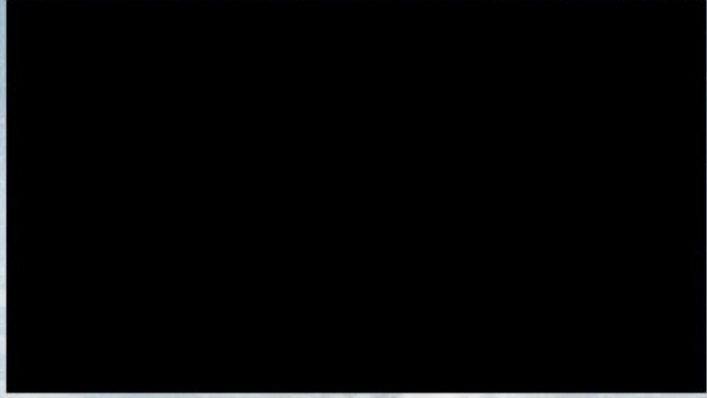
- COATING:**
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Quicker material recovery
- PLASMA TREATMENT:**
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WAVE

SECTION 3

SURF WITH CONFIDENCE

- 4.0
- 5.0
- 6.0
- 7.0
- 8.0
- 9.0
- 10.0
- 11.0
- 
- 12.0
- 13.5

You've never seen it this big. Endorphins kick in as you admire the monster sets rolling in. It's go time.

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RIDER: JALOU LANGEREE
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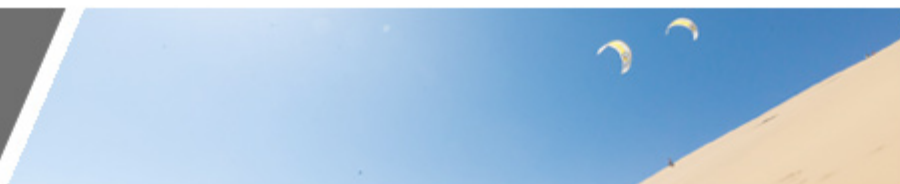
15
COMPETITION



17
EDITORIAL



21
EXPLORING NAMIBIA



53
IS THIS SUSTAINABLE?



87
KAMCHATKA THE
HARD WAY



117
TECHNIQUE



153
TRIED AND TESTED



181
TEN QUESTIONS:
BLAKE OLSEN



201
LIGHTROOM



229
FEMALE FOCUS –
BRUNA KAJIYA



241
DEATH FOREST



257
MOVIE NIGHT



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CONTENTS

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without full instruction in person by a
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LUKE MCGILLEWIE ALWAYS SEARCHING FOR THE BEST WAVES...
PHOTO CRYSTAL VENESS





RIDER RODERICK PIJLS
PHOTO REIN RIJKE



WIN

This issue we have teamed up with Lieuwe to offer one lucky reader an amazing prize! To celebrate 10 years of crafting custom boards, they have made the legendary Shotgun board temporarily extra-extra special: now available in 10 unique Limited Edition design prints, which are further customisable by choosing your rail colour, adding your name and/or phone number and/or a nice quote.

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

ISSUE 77 Living The Van Life

It's the "quiet period" in the kite industry at the moment, all the brand launches are done, the summer in Europe is breathing it's last breath and it's time to take stock and get ready for winter. I decided to use this opportunity to take some time out of the daily grind and head off on an adventure.

A few mods to the Ford Transit Custom and I had the perfect surf vehicle for a road trip, initially Galicia was on the cards. Then the Pure Magic boys invited me to Ireland for the Battle Of The Lake, and with the WaveMasters happening a week later, it seemed like the sensible option with a tour of Wales on the way across.

I might live to regret that as the temperature drops, but so far it's been an incredible trip. I've been in the water pretty much every day, Wales absolutely delivered and so far Ireland has been on fire too. I'm focusing on a multi sport approach with surfboard, SUP, foil and kite gear all in the van with me. The conditions dictate how each day goes and life is as simple as that.

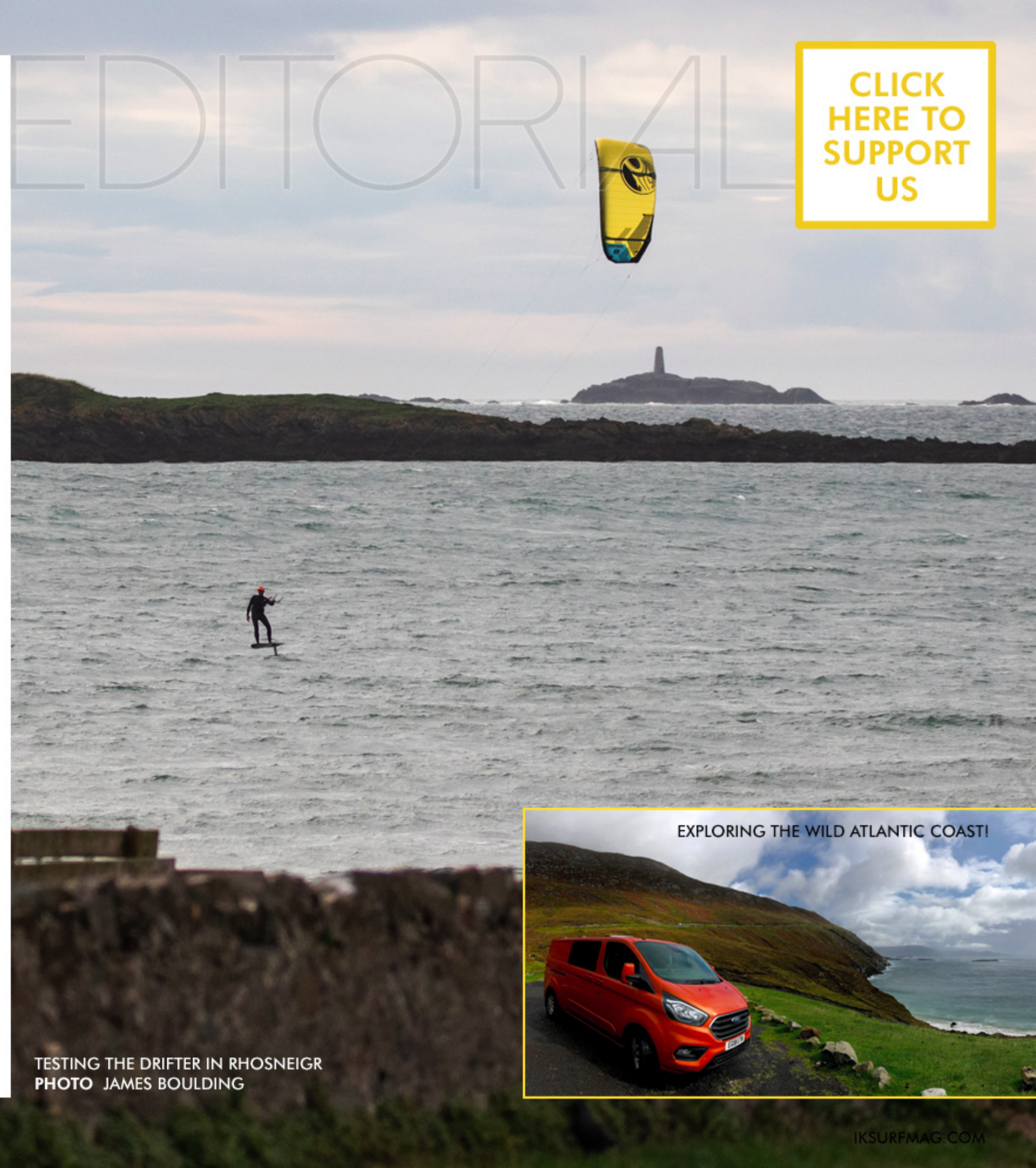
Modern technology means I'm writing this from the beach, keeping on top of the workload, although the mag is a little late, Storm Lorenzo was too tempting to miss. One thing I've learned from the experience is just how little you really need, although looking in the back of the van perhaps that's the wrong phrase!

Once all the toys are loaded, we don't need much, a bit of food, some cooking gear and a sense of adventure makes for a pretty amazing trip! I'll be putting a blog together for the website as soon as I've finished the magazine, keep an eye out, I'll be sure to share it.

If you get the chance, load up the vehicle and head off with a makeshift bed, and your toys, and see where the road takes you!

Rou Chater

Publishing Editor



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EXPLORING THE WILD ATLANTIC COAST!



TESTING THE DRIFTER IN RHOSNEIGR
PHOTO JAMES BOULDING

**FROM
LOW**



NOT THE RPM, THE NEW RPM. NOT THE RPM, THE NEW RPM. NOT THE RPM, THE NEW RPM. NOT THE RPM, THE NEW RPM.

**TO
HIGH**

WORDS COLLEEN CARROLL
PHOTOS TOBY BROMWICH

EXPLORING NAMIBIA

Colleen Carroll joins the Duotone Team for an off-the-beaten-track adventure in Namibia. Stunning scenery, wildlife and more wind than you can ever imagine await the team as they search out the best locations for the Rebel and Dice photo shoots.



“ I HAD NO CLUE ABOUT THE COUNTRY OR CULTURE I WAS ABOUT TO BECOME ACQUAINTED WITH. ”

I departed Portland International Airport early in the morning to fly across the continent before hopping my next flight, which would be one of the longest I've ever taken. Thirty-five hours, a few blockbusters, some mediocre airport food and not nearly enough hours of sleep later, I was disembarking in one of my favourite kite cities – Cape Town, South Africa. However, I wouldn't be sticking around. I was merely meeting up with my Duotone Kiteboarding teammates to take the next flight to Walvis Bay, Namibia.

I had heard of Namibia's empty and vast coastlines but mostly from a few of my kiteboarding friends based in neighbouring Cape Town. In the lead up to this trip, whenever I mentioned where I was off to, I was met with a quizzical look implying that they had heard of it somewhere, at some point, but had no idea where or what it was, and in hindsight, I didn't either. I expected wide-open beaches with booming hollow waves, hopefully, a lagoon or two, and it was Africa after all so of course, I was banking on seeing some wildlife. Naïve as I was, I had no clue about the country or culture I was about to become acquainted with.

We excitedly touched down in Walvis Bay, Namibia. Reno Romeu, Tom Hebert, Matchu Lopes, Aron Rosslee as well as our rock star photography crew who were along to capture what we hoped would be all-time conditions in big air, flat water and waves to shoot for the 2020 release of the Dice and Rebel.





“EVERYONE SHOOK OFF THEIR JETLAG WITH A LATE EVENING SESSION AS WE WATCHED THE FIRST OF MANY EPIC SUNSETS.”

Relieved to see our dozen or so board bags unloaded on the tarmac from the small-ish sized jet, we were in an out of customs without any noteworthy mentions and were on our way to meet our guides from Photo Ventures Namibia. Leaving the arrivals area, we must have been easy to spot as our guides were instantly upon us, loading our oversized board bags onto the cargo racks of several bright orange land rovers.

Settling in for what was to become the shortest journey of our two-week trip we were already unloading at our base camp at the Lagoon Chalet only minutes later. We quickly assembled our boards and unpacked our kites, loading up just enough gear to catch the tail end of the day's wind at the local spot right in Walvis Bay. A large flatwater tidal lagoon borders the edge of town offering up easy access to side onshore conditions, prime for freestyle. Everyone shook off their jetlag with a late evening session as we watched the first of many epic sunsets.

The next morning, we congregated early to make a game plan for the upcoming week

and a half and of course to find some food. Quickly coined the crowd's favourite amongst this carnivorous crew, a breakfast 'sandwich' piling five different types of meat onto one caloric packed plate, it looked like the fare was going to bode well for this energy-intensive trip. The owner-operators of Photo Ventures Namibia and our guides for the duration of the journey, twin brothers who run photo, exploration and kite adventures throughout Namibia arrived bright and early to breakfast to inform us that our entire plan had to change. We had told them that we wanted strong winds to see just how high Tom could send the new Rebel and for Reno to test the mega-looping capabilities of the new Dice. They told us that if we wanted to see what 'strong' meant in Namibia,



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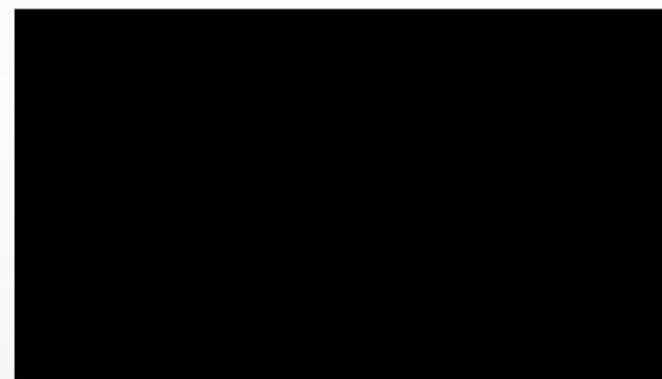
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“ WE ASKED FOR FAR TOO MANY STOPS TO GET OUT AND CHECK THE EPIC SCENERY. ”

we would pack back up our bags as soon as possible and hit the road south. Some of us had travelled for almost three full days to be in Walvis Bay, but team shoots were about chasing down the best conditions we could so, of course, we were going. Now.

I assumed we would be loading into the same bright orange Land Rovers from before, but it was unmistakable when I turned the corner what we would be riding in. Wheels as tall as I am, with extra lights, gas tanks, cargo containers, the works - we were loaded up into what I think easily classifies as a monster truck. The truck was painted bright orange to match the unmistakable fleet of vehicles the brothers operated for their tours throughout the Namibian parks.

Settling into our 'monster truck', we found that it made our upcoming 13-hour journey much more entertaining than it could have been otherwise. Winding our way through rugged mountainous and barren desert-like terrain, we asked for far too many stops to get out and check the epic scenery. Once over the mountain pass, bathroom breaks mostly consisted of looking for a single bush or tumbleweed. There was one place to stop along our 800 km journey for gas, food or other supplies, making us even more grateful for our oversized rig and savvy guides. You would not want to break down out here.

Enthralled by the variety of colours in the rocks and awe of the herds of kudu, odo, baboons and

“THE SPOTS ARE ALL RELATIVELY CLOSE AROUND LUDERITZ, AND WE TOOK A QUICK TOUR TO DECIDE THE BEST BEACH FOR THE DAY.”

zebra we encountered – we wondered if we would ever arrive at our destination. The sunset went from pale blue to peach to neon shades of deep red and purple that I didn't know existed without an Instagram filter as our scenery slipped into the darkness we had to find other forms of entertainment. After all the joke-telling, selfies and movie sharing had tired; we entered into what became a hilarious 3-hour game of charades (there was no signal of any sort aboard the bright orange monster) following which, nearly everyone fell asleep for the final hours of our journey.

We pulled into the once German-occupied town of Luderitz, more well known amongst the kiteboarding world for the infamous 'Speed Spot' where world records have been set in the narrow channel dug out at just the right angle to hold maximum speed through your edge. The town had an old-school European feel to it with gold plated dates and names on each of the buildings that bordered the main cobblestone streets. Restaurants commonly offered brats and schnitzel alongside more local fare like kudu and ostrich.

When we woke the next morning to our windows howling and our vintage bed and breakfast all but shaking from the blasting wind outside, we knew that the twins had advised us well. The spots are all relatively close around Luderitz, and we took a quick tour to decide the best beach for the day. We settled on what we were told was called 'Beach Three',



A man in a black wetsuit is kitesurfing on a lake. He is suspended in the air, holding onto the control bar of his kite. The background features a dense forest of evergreen trees and a large, snow-capped mountain peak under a clear blue sky. The water in the foreground is dark blue with some whitecaps.

GET OUT THERE.

If you're guilty of rescheduling appointments, pushing back meetings, and neglecting to do that much needed yard work all because you're chasing the wind up and down the coast, maybe it's time to get a foil that can keep up no matter the conditions. The Liquid Force Foil line will reward those who continually go the distance to prioritize sessions over schedule.

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“ IT WAS THE KIND OF WINDY THAT SHOOK WINDOWS, TRIED TO BLOW YOU OVER AT THE SLIGHTEST MISSTEP AND ENGRAINED SAND IN ABSOLUTELY EVERYTHING ”

where the wind blew side shore with a rocky finger that leads to Hali Fax island blocked the chop at the upwind end. It was easily blowing 40 knots.

Just setting up the gear was a feat of its own. Weighing down the pumped kites with 3-4 bagged kites on them wasn't enough to

keep the gear from being blown down the beach because even kites in bags would go flying if left unattended. Reno and Tom were ecstatic! They had never experienced wind this strong for a Duotone photo-shoot before so they were excited for the chance to show how hard they could send it.

For the next few days in Luderitz, we fully grasped why this spot was so famous for setting world speed records. It wasn't just typical windy here; it was the kind of windy that shook windows, tried to blow

you over at the slightest misstep and engrained sand in absolutely everything. We rode at all of the main spots close to town finding nice flat water as well as peeling little kickers that Aron found particularly fun and similar to those of his home spot in Cape Town. Megaloop sessions, big air, freestyle and even a few cruises through the speed channel made us very happy we took the road trip down here but we were also on a mission for swell, and Matchu was starting to itch when he heard that a sizeable one might be hitting the Skeleton Coast in the next few days.



Back in Walvis Bay, we eagerly awaited the incoming swell, but it didn't show. We checked the spot, but it was flat; not even a ripple. The only disruption in the water was caused by curious seals popping their whiskered heads up to give us a look. We waited around a few days to see if something would materialize, spending our days finding other nearby lagoons and flat water spots for freestyle and big air sessions.

“SPENDING OUR DAYS FINDING OTHER NEARBY LAGOONS AND FLAT WATER SPOTS”

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“ WE JUST HAD TO TRUST THAT OUR DRIVERS AND GUIDES KNEW WHAT THEY WERE DOING ”



We couldn't stay in one spot for too long, so our guides planned a special excursion for us to go to Conception Bay. Permits and all the supplies we could need were loaded into a caravan of five off-road vehicles. We headed into the Namib Desert driving not by road but through dunes that our drivers were intimately familiar with yet they continuously change in the strong winds. We found our path as we went, the most experienced driver always leading the way to navigate the steep shifting mountains of sand.

While the kite sessions were all-time, driving through the dunes was arguably almost as fun! I was in awe the first few dunes we climbed that our vehicle wouldn't immediately topple over sending us into a terrible tumble. I had never experienced a ride like this other than maybe a roller coaster that I knew was securely fastened to its track, but there was no track here; we just had to trust that our drivers and guides knew what they were doing.

Luckily for us, it turns out that they did know what they were doing and very well at that. We cascaded down one last monstrous dune floating on what felt like a cloud until our tires met firmer sand. We had reached the coastline where we could pick up the pace and make our way to our next kiting location. Cruising the beach, we stopped to check out families of hundreds of seals lazily basking in the heat of the day or the surprisingly frequent shipwrecks that strewn the shore left from the early 1900s.





“ WE FOUND AN EMPTY LAGOON WITH A STEADY BREEZE BLOWING OVER THE NARROW SANDBAR AND DECIDED THAT IT DIDN'T GET ANY BETTER THAN THIS ”

One site we came upon was an uncovered gravesite from indigenous people who lived in the dunes and dug shallow graves near the water. Our guides informed us that this was nothing to be alarmed by, and that the graves often were uncovered and recovered by the moving dunes, and of course, that they were not to be interfered with.

At this point in the drive, we had been on the road for most of the day, and like many

of our other outings in this beautiful country, we had hardly seen another person. Plenty of animals including dolphins, flamingos, mackerel, seals, ostrich and others who found their ideal habitat closer to the water but really, we barely ever saw any people.

We found an empty lagoon with a steady breeze blowing over the narrow sandbar and decided that it didn't get any better than this for a freestyle session. Kiting until we couldn't see a thing, we headed to our home for the night where we were welcomed to a full set up camp with fresh fish caught during our session roasting on the grill. A day of travel away from anyone else, the stars,

sounds, and mix of salt air with campfire smell sunk in as we exhaustedly settled in for one of the best nights of sleep of the entire trip.

On the way back from Conception Bay to our base in Walvis Bay and our last shot at getting a swell on the trip, Reno begged us to stop at the biggest dune that bordered the coast. Apparently, for the entire ride to Conception Bay, he had been looking for one thing, the biggest dune within close proximity to the water; he wanted to jump! The wind was light, just enough for his upcoming stunt. Wingman Tom couldn't let Reno jump alone, so the two pumped 14 and 15m Rebels and bounded up the dune. Aron, Matchu and I had to get a closer look, so we too ran up the mountain, each step crumbling beneath our feet as we went.

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INSPIRED BY NATURE // DRIVEN BY THE ELEMENTS

© GLEN BOWDEN TEAM RIDER: JULIEN KERNER

“ I’VE NEVER SEEN MATCHU MOVE SO QUICKLY. HIS WETSUIT WAS ON BEFORE THE TRUCK CAME TO A STOP. ”

Sufficiently out of breath we waited, as Reno and Tom quickly argued over who would go first. One after the other they jump backwards away from the mountain and towards the water, expertly navigating their kites as to pull them away from the mountain and down to the water each riding away from their jumps, hearts pumping from the adrenaline. So much so that they each had to do it a second time just for fun.

Back in Walvis Bay, we couldn't believe our luck; a swell was coming. This time it looked even better than before. With only a few days left in the trip, we knew this would be the icing on the cake if we could time it right. We watched the forecast and busied ourselves riding at Lover's Hill and another nearby flat water spot that our guides had scouted. A jetty built entirely to break the chop but allow clean wind pass over. Made of boulders and concrete, Reno and Aron hadn't gotten their fix for thrills, so each proceeded to megaloop over it.

We arrived at the surf spot and knew it was on because we could hear it even before we could see it; fast, hallow, clean. It was breaking, and the wind was blowing. I've never seen Matchu move so quickly. His wetsuit was on before the truck came to a stop. He bounded out, scrambling to the roof where we kept the gear — kites, bars, harness, flying past the windows down to the sand below. Matchu wouldn't come off the water, lining up sets and dancing along their faces. He didn't have to say it;



“ THIS WAS AN EPIC DAY FOR THE RIDER WHO HAS TRAVELLED THE WORLD LOOKING FOR INCREDIBLE BREAKS. ”



I could see it written all over his face that this was an epic day for the rider who has travelled the world looking for incredible breaks. The rest of us couldn't help ourselves either; we had to get in the water. Reno even paddling into a few and tucking into the fast-moving barreling wave. It was hands down the ideal finish to what was arguably one of the best team trips we had ever been on.

We were tired mentally and physically, we had shot everything we could have possibly wanted to, and this was even before we found our perfect wave. As Reno recounts of team manager and trip organizer Tommy Kaiser's goals for these trips; "Too much is not enough".



WHERE KITING MEETS SURFING



SLASH SIZES 4-12 | PURE WAVE/STRAPLESS

For pure kitesurfers, there's no better kite than the Naish Slash. What distinguishes this kite is its ability to pull you in to waves and disengage power, thanks to its excellent bar throw. This allows you to focus 100% on surfing while the Slash simply drifts down the line. Made with Quad-Tex, the strongest canopy material available and packed with other features, the Slash is ready to take on whatever wave you drop in on.



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WORDS ROU CHATER

IS THIS SUSTAINABLE?

Editor Rou Chater looks at the future prospects of kitesurfing as a sport, and how it impacts on the environment. It's no secret that the watersports industry uses some pretty hideous processes in its production, with the current focus on the climate, ocean and a viable, sustainable future he decided to speak to the brands to see what they were doing about it.



WILLOW RIVER TONKIN RIDING ONE EYE IN MAURITIUS
PHOTO THOMAS BURBLIES

TAKE A LONG HARD LOOK AT YOURSELF IN THE MIRROR...
PHOTO LACI KOBULSKY



“ WE WOULD SCRAMBLE AS QUICKLY AS POSSIBLE TO GET IT OFF THE BEACH AND OUT OF THE OCEAN. ”

Sustainability, it's a word that comes up a lot. Brands are always talking about it, but are they actually doing anything about it? It's not as clear-cut as you think either, adopting one process, can impact on another. The whole thing is a seemingly bottomless pit of advantages and disadvantages.

As ocean lovers, we have a unique connection to the environment around us. Some people never leave the towns where they live, stay indoors and watch TV, flushing something down the toilet, such as sanitary products or wet wipes feels like a good way to rid yourself of something you don't want to see again. After all, if you aren't out there enjoying the environment we live in, it's easy to disconnect from it and not care.

Ask yourself when was the last time you saw something floating in the water that shouldn't have been there, it probably wasn't all that long ago. Depending on where you live and where you kite, it can be better or worse, but one thing is for sure if humans are about there will always be pollution in the ocean and on the beaches.

We used to spend a lot of time in Cabarete in the winter and Mary and I were forever doing beach clean-ups, especially after big storms which would wash all sorts of crap in off the ocean. If you left the rubbish on the beach a few days later the sea would take it away again, a solution the locals were happy with. To prevent the trash from going back into the sea, we would scramble as quickly as possible to get it off the beach and out of the ocean.

AIRUSH ARE ONE OF THE BRANDS REALLY LOOKING AT A SUSTAINABLE FUTURE FOR OUR SPORT.

PHOTO KYLE CABANO



“MANY BRANDS ARE WORKING ON SOLUTIONS, THEY ALL FEEL A NEED TO DO EVEN MORE”

It left me with an unusual perception of humanity. There are two types of people in this world. Those that will see someone cleaning a beach and stop and help, and those that will look at you like it's your job and walk on by. OK, I get it, some people are too busy to help, but you know what, some people only stopped to help with a couple of bits of trash, taking a few minutes maximum, others stayed for the entire

duration of the clean. We need this attitude now more than ever, think about what you can do for the environment at every opportunity rather than the other way around.

The chances are if you kitesurf then you already feel this affinity with Mother Nature and care about recycling, beach cleaning and living a more sustainable life. The good news is that the brands we work with care too, most of them are run by riders like you and I and while we will never get away from the corporate ethos of product for profit it is a lot more ethical than some industries out there.

The downside is that by its very nature, the materials used to create our toys are all pretty harmful to the environment. We sent a set of five questions to every brand we work with on our systems to see how they were working towards a more sustainable future.

The responses were incredibly interesting, and we have put the interviews in full on the website for you to read. To include it all here would fill the entire magazine with no room for anything else. Overall many brands are working on solutions, they all feel a need to do even more, and there is a great hope for the future that with advances in technologies and materials we can indeed become a sustainable sport at some point, although who knows how long that might be.

Full carbon foils

FREERACE / FREERIDE



MASTER



UP



SHORTY

Premium boards

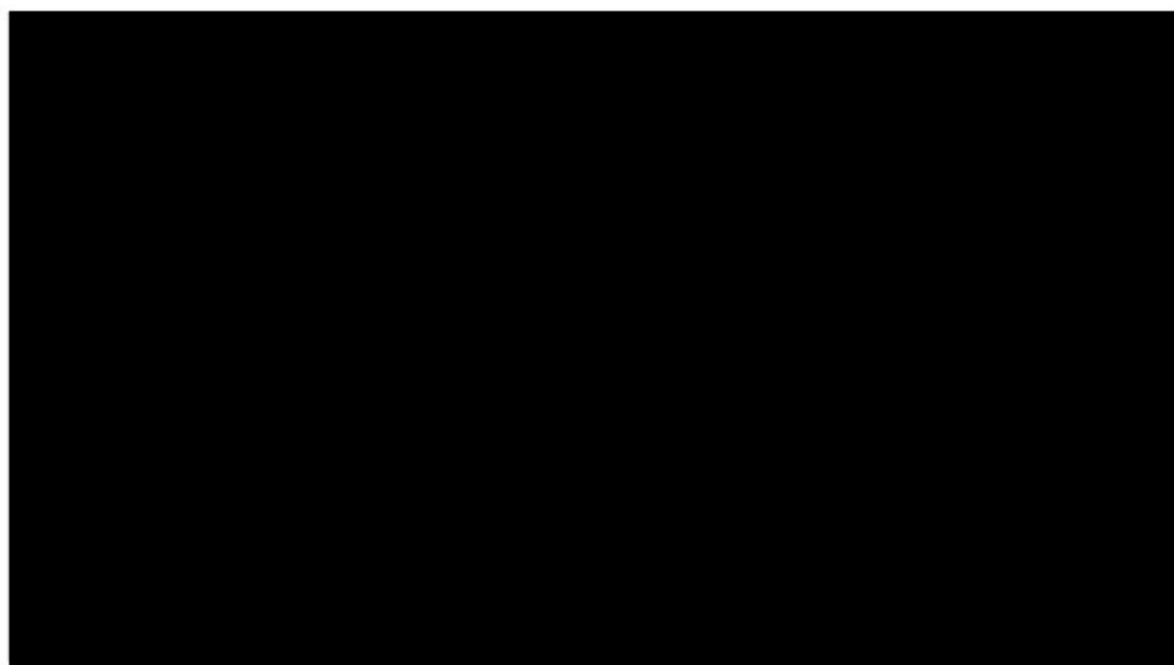
FOIL



F-Lite



Chill



“CERTAIN SUN CREAM INGREDIENTS CAN BE REALLY DAMAGING FOR YOUR HEALTH, BUT THEY CAN ALSO DEVASTATE CORAL REEFS AND SEA LIFE TOO.”

Before we get onto what the brands are working on, everything always starts with you. I'm always inspired by my parents, but lately, they seem to have taken their impact on the planet to another level. Keen recyclers, we all should be, they have also massively reduced the amount of plastic they consume.

You'll find no shower gel or shampoo bottles, but soap instead, recycled loo roll, I mean why not, it just goes in the loo anyway. Soap nuts to wash your clothes, have you heard of them? Who'd have thought that a nut grows in India that you can chuck in with your washing to get your clothes clean? It means no more plastic washing products in the house. The nuts are way cheaper than the chemical plastic packed alternatives too!

They've also been on a crusade to consume less and to think about every purchase they make and where it comes from. Can food be sourced locally from local farmers, do you really need that new item of clothing, or is it just "a want". It's an inspiring thing to see in my parents and trust me when I say they are far from tree-hugging hippies. They aren't perfect, but I take these examples on board and try and follow on.

Another crucial area which we should all be looking at is sun cream, I am sure you have heard that certain sun cream ingredients can be really damaging for your health, but they can also devastate coral reefs and sea life too. Even worse than that,

WHEN NATURE IS THIS MUCH FUN WHY WOULDN'T YOU WANT TO PROTECT IT.
ROBERT KIDNIE PUTTING THE RIGHT KIND OF AIRMILES IN
PHOTO JASON WOLCOTT



WETSUITS ARE INHERENTLY BAD FOR THE ENVIRONMENT, BUY A GOOD QUALITY ONE, WEAR IT FOR AS LONG AS POSSIBLE, THEN RECYCLE IT.

PHOTO YDWER VAN DER HEIDE

“ WHILE WE CAN BE A SMALL COG IN THE MACHINE, THE BRANDS AND MAJOR PLAYERS CAN HAVE A FAR MORE REACHING EFFECT. ”

some manufactures pointed out they have had to warranty products because the chemicals in sun cream eat away some of the materials they use. Oxybenzone and Octinoxate are one of the worst culprits, but it's worth learning what is safe and what isn't for you and the coral reefs. After all, if it melts incredibly durable rubber, why would you rub it on your face... Ideally, if you can cover up and don't wear sun cream, however, if you do, make sure it is a reef safe certified one.

Look at the things you buy, do you need them or want them, if you need them are they packaged responsibly, how big is their environmental footprint, can you source them from a local producer, are they using chemicals or products that impact on the environment? By voting with our feet in these situations, we can make a big difference, but we all need to do our part.

What then of the industry, while we can be a small cog in the machine, the brands and major players can have a far more reaching effect. It was interesting to see the responses too, not just who responded but how they responded and the language used. Some felt more could be done; others explained what they were doing. I asked a series of five questions, aimed around what the brands were doing, what more could be done if there was hope for the future, and what they might be doing personally. For the full interviews check the website, they will all be online at the time of publishing. There will be a link in this article too.



“ WHEN YOU BUY A NEW BIT OF KIT, SPARE A THOUGHT FOR THE RUBBISH IT CREATES AND DISPOSE OF IT SUSTAINABLY. ”

The first question was relatively simple: *“What are you working towards as a brand to reduce your impact on the planet?”* I want to focus on that question in this piece, as it is arguably the most important in terms of how the industry is responding. The most significant and most unified response here was about packaging. Brands are all too aware of the needs to move away from plastics and towards more sustainable

options. However, there are issues, and it is, as ever, a compromise.

Airush found that when they shipped kites out of plastic and not vacuum packed, they took up twice as much space as when they were packaged in cardboard. Which meant you used twice as much fuel and space. Causing potentially more damage than the plastic, which is readily recycled. Other brand mentioned issues around the consumer if a kite arrives not in plastic, is it new? If it isn't in plastic then for sure, the kite bag will get scuffed and damaged in transit. As a consumer, would you accept that as a

new kite in the face of it being better for the environment? Brands who had tried biodegradable plastics found they could degrade before the customer got the product, leading to a feeling of it not being new, or sustaining damage in transit. We liked Core's approach to this, ship the kite in plastic, but have it printed with the suggestion to fill the bag with trash at the beach, inspiring kites to do a beach clean when they get their new kite.

Paper and cardboard are gradually starting to replace plastics though, many brands are using these as alternatives for things like accessories, soft goods and boards too. When you buy a new bit of kit, spare a thought for the rubbish it creates and dispose of it sustainably.



20 — 20 E X O H A R N E S S

MADE TO BACK-UP YOUR EVERY MOVE.

The EXO harness integrates a rigid structure to spread pressures around the back. It is the fruit of a very long research & development process in collaboration with a human kinetic lab and the world's best team riders.



“THERE IS A REAL WIN FOR THE CONSUMER HERE, GETTING BETTER QUALITY GEAR WHICH IS DESIGNED TO LAST LONGER”

Another area is the quality and manufacture of the products themselves. Several companies highlighted how by producing better, more durable gear, they could make equipment last longer, meaning you keep it over time and effectively reduce the overall consumption of kite gear. One area where this can be pushed further is to move away from a yearly product cycle, something Flysurfer and Ozone do, along with some other brands too.

If a kite is working well, is it really worth releasing a new version and driving consumer needs to upgrade? It flies in the face of the product for profit capitalist model, but we do need to be thinking drastically here to ensure our futures on the planet. There is a real win for the consumer here, getting better quality gear which is designed to last longer saves you money and helps the environment. Think about where you purchase your equipment from, is it higher quality and likely to last a good few years.

Materials also came up a lot in the responses. Resins, glass, nylon, carbon it's all pretty bad for the environment. Ocean Rodeo feel their new Aluula fabric for kites has some benefits here as it doesn't need any of the UV coatings that we see on current kites, these coatings degrade and end up in the ecosystem, and as with producing any product there is always wastage during the manufacturing process and these aren't the sort of chemicals you'd let a baby drink. They also highlighted the fact the kites are lighter means lower shipping footprints.

DOM MOORE TUCKING INTO A PRISTINE ATLANTIC WAVE IN CORNWALL.
PHOTO KATE STARLING



POSITO MARTINEZ FLYING OVER THE MANGROVES...
PHOTO LACI KOBULSKY



“ WITH THE SAVINGS, THEY HAVE REINVESTED IN THE WORKFORCE, OFFERING PENSIONS, STAFF HOLIDAYS AND BENEFITS TO KEEP THE TEAM HAPPY. ”

As we move forward and more and more people develop better materials, not just for manufacture but also for packaging. In the future we should see some real improvements here, the solutions are coming, and they should be here sooner than you think. Again though can we afford to make an inferior product with greener materials that needs to be replaced twice as often, causing more wastage and nullifying those initial benefits?

It was fascinating and inspiring to see how far some companies have come along this journey to a more sustainable future. CrazyFly, for instance, are now producing all their products in Europe having built a new factory right next to a renewable energy source from the river nearby. The power doesn't have to travel far, and they source raw materials as close as possible to cut down on the carbon footprint of shipping.

Perhaps the most inspiring story was from Ozone, not only are they running their factory using solar energy, and using those panels to insulate the factory too. Also, they use efficient electric clutchless sewing machines and have switched all the lighting to LED to reduce power consumption. With the savings, they have reinvested in the workforce, offering pensions, staff holidays and benefits to keep the team happy. With a large factory and over 800 employees in Vietnam that is some undertaking!

INSET NEW PACKAGING INITIATIVES ARE BEING ROLLED OUT THROUGHOUT THE INDUSTRY





INNOVATION THAT CLICKS

INTRODUCING THE IQR

A completely redesigned quick release system that allows for a single-handed release, and reset. The all-new connection point sets the industry standard in safety, reliability, and usability. The durable injection molded TPU harness loop, and locking tube provide a comfortable attachment to your harness hook. In addition to the single line flag out system, the IQR features a low friction, enlarged spinning handle for easier line untwisting. The Intelligent Quick Release, that really clicks.

AIRUSH.COM



IMAGINE IF THIS WAVE WAS FULL OF TRASH, CHANCES ARE IT IS, YOU JUST CAN'T SEE IT...
PHOTO JOSE FAZIO



“ADVANCES IN TECHNOLOGY HAVE MEANT BRANDS CAN USE FAR LESS RAW MATERIALS TO CREATE A FINAL PRODUCT”

THE GLACIERS RETREATING IS A GLARING ALARM BELL
WE SHOULD BE LISTENING TO.
PHOTO HAAKON MAELAND



“ WE'RE A LONG WAY FROM BEING PERFECT, BUT WE ARE CERTAINLY MAKING STRIDES IN THE RIGHT DIRECTION ”

Another area where Ozone shine is their innovation Ozone Order System and "just in time" manufacturing process, shops can make orders directly from the factory. The kites are built and shipped to order, meaning there is very little wastage. Wastage is another big concern across the industry, advances in technology have meant brands can use far less raw materials to create a final product, it's a win-win as it saves them

costs but also helps the planet too.

We're a long way from being perfect, but we are certainly making strides in the right direction. Many of the brands support charities, offset carbon and plant trees to try and reduce their footprint too. Overall it's been a real learning process for both myself and the rest of the team.

As a brand ourselves we've always been committed to never using paper, the wastage in the publishing industry is shocking, it's one of the reasons we came up with the digital publishing concept back in 2006. On average when you buy a magazine in a

store, three copies of that magazine have been printed, published and recycled to get it there. It's an unsustainable situation, and until the industry moves away from the Newstand model, it's sadly incredibly bad for the environment.

Of course, we need rare metals to build and electricity to fuel your devices to read our magazine and the website, but at least those devices can be reused and sourced sustainably too. We also try and offset our footprint as much as possible through various charities and projects.

An area that was also highlighted and one we struggle with is the amount of travelling we do as kites. We drive to the beach, we fly on holidays,



flying is definitely my Achilles heel, with all the trips, events and launches we have to attend it becomes quite a mission over the year. On a personal level, we always ride local spots whenever possible, limiting travel times, and we usually carpool with the office or friends to reduce the impact.

Our new UK based testing plan also seeks to utilise demo gear available in the UK from the brands in a particular location at the end of the year, we've trialled this with Duotone and Cabrinha this autumn, and we'll be rolling it out in full next season. That means fewer kites off the production line and removing all additional airfreight just for us.

NEW DEVELOPMENTS IN MATERIALS SUCH AS CABRINHA'S NANO TECH FABRIC MEANS KITES LAST LONGER
 PHOTO JAMES BOULDING

“ THAT MEANS FEWER KITES OFF THE PRODUCTION LINE AND REMOVING ALL ADDITIONAL AIRFREIGHT JUST FOR US. ”

TWEAK OUT AT COCONUT BAY IN ST. LUCIA

SAVE ^{up to} **60%** on Accommodations



Enjoy amazing sessions in a Caribbean backdrop with consistent trade winds from December through July. Learn from professional IKO Certified instructors in a world-class staging area. Award-winning Coconut Bay Beach Resort and Spa, offers premium all-inclusive amenities including: Nine restaurants providing casual and fine dining indoors and oceanside, 7 bars, 5 pools, an oceanfront spa, the island's largest waterpark, daily activities and nightly entertainment. Only 5 minutes from the Hewanorra International Airport with FREE transfers. Prime location near Saint Lucia's most visited attractions.

Side With Us Consistent Winds | Expert Instruction | Premium All-Inclusive Accommodations
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For Assistance in Planning Your Kitesurfing Vacation,
 Call **01582 792 260** or Visit **COCONUTBAYRESORT.CO.UK**

“THEY ARE MAKING STRIDES WHERE THEY CAN AND RESEARCHING NEW TECHNOLOGIES WHEREVER POSSIBLE.”

While the industry and ourselves are far from perfect, it was fantastically reassuring to see the initiatives already in place and also the willingness to collaborate amongst the brands on the significant issues such as packaging. As technology and materials advance, we should see even greater strides to a greener and more environmentally conscious future. If we all do our bit too, then the prospects are good.

Mark Shinn summed things up well commenting "The state of manufacturing didn't happen overnight. Early guesses put the start of the industrial revolution around 1760 and some of the smartest minds on the world have taken 250 years to reach the current state of manufacturing with little or no thoughts towards environmental sustainability. It is naive to think we can't create new green solutions but also convert all the existing technology and production facilities over in a short time."

Perhaps the most reassuring aspect of this whole article was just how much the industry does do to try and be better. They are making strides where they can and researching new technologies wherever possible. Through organisations like the GKA they are also sharing these new technologies, especially when it comes to packaging suppliers and things like that.

If the brands are doing their bit, then it is up to us to do ours too. Pick up trash at the beach, consume less, consume more responsibly, think about the waste you create. Put something back whenever you can.

LEAVE THE ENVIRONMENT AS YOU FOUND IT, SO WE
CAN ENJOY IT AGAIN TOMORROW
PHOTO ROBERT HAJDUK



SENSI GRAVES IS NOW MAKING BIKINIS FROM RECYCLED MATERIALS...
PHOTO VINCENT BERGERON



“ PICK UP TRASH AT THE BEACH, CONSUME LESS, CONSUME MORE RESPONSIBLY, THINK ABOUT THE WASTE YOU CREATE. ”

FACT BOX

Ideas for a greener future from my mum and dad...

<https://www.peacewiththewild.co.uk>

Charities Suggested by ourselves and the Brands we spoke to:

4Ocean - 4ocean.com

Surfers Against Sewage – sas.org.uk

Sea Shepherd –
seashepherdglobal.org

Kiteboarding For Children –
kiteboardingforchildren.org

Surfrider Foundation – surfrider.org

Sustainable Surf – sustainablesurf.org

Parley For The Oceans – sparley.tv

Consider signing up and donating to some of these initiatives.

MAJESTIC

FRONT-ZIP WETSUIT

 **MYSTIC**

#BREAKBOUNDARIES



RIDER: OSWALD SMITH

MAJESTIC is still one of our team riders' favorites. It was quite the challenge to make the best even better, but we pulled it off. We've updated the panels with Knitflex on the outside and Flare Mesh Quick dry lining with waterproof stretch taped seams on the inside. Multiple arm panels are combined to gain optimal stretch in all directions. Safe to say that maximum comfort and freedom of movement are guaranteed while riding this suit.

MYSTICBOARDING.COM

WORDS JULIEN SALLES

Julien Salles isn't your usual brand manager, when it comes to running Manera he's always searching out the most difficult and challenging spots to go to for the shoot. After hearing about this wild wilderness in the far east of Russia he knew he had to take the team there, however, it was to prove a lot harder and more challenging than it looked!

KAMCHATKA

DOING THINGS THE HARD WAY





"IT WAS WITH A HEART FULL OF PASSION AND FEAR THAT I BEGAN THIS TRIP INTO THE DEPTHS OF RUSSIA."

Four years. This is how long it took to gather and coordinate the four Kamchatka photoshoot essentials: The best local team, four world-class riders, logistics (visas, permits, tickets, boat, tents, vehicles etc.), two photographers and a cameraman with unwavering dedication.

After all these years, I had this bad feeling that I was expecting too much, that only disappointment awaited me. The same feeling you get before a New Year's party full of false resolutions. So, it was with a

heart full of passion and fear that I began this trip into the depths of Russia.

Located in the far east of Russia, Kamchatka is a huge volcanic peninsula covering 270,000 km². It was classified as an "ultra-secret" military zone at the end of World War II, and the peninsula was therefore closed to visitors until the 90's. This has preserved the authenticity of the place and nature there has remained almost intact. Special permits are needed to venture from the capital, and there is little to no infrastructure to get around.

The Pacific coast receives swell and wind, and it was there that we would be hanging out.

THE TEAM

Mallo is the veteran. After a busy riding career, he is now a head judge on the world freestyle tour. He was there for the waves, which he rips with the mastery of an experienced surfer.

Paul is a pure freestyler. After having spent five years on tour, he is one of the most experienced riders. I'm counting on him for some big air/kite-loops if the wind is strong.

Camille is one of the world's top 5 strapless riders. He's been on all the MANERA trips, and every year his bag of tricks evolves - all he needs is 20 knots, and he can do anything!

Max, the young freestyle prodigy, a regular on the podium at the GKA Freestyle World Tour events.

“THE NATURE AROUND US IS VAST, AND WE WERE IN AN IMMENSE PLAIN SURROUNDED BY SNOW-CAPPED VOLCANOES.”

At only 19 years old, he has demonstrated great maturity and has a massive passion for the sport.

The team was chosen not only for their performance on the water; they are humble and polite people, and especially passionate about adventure. They master all the disciplines of kitesurfing and are happy to go into the water no matter what the conditions are.

LOGBOOK

After an 8-hour flight from Moscow, we landed at Petropavlovsk-Kamchatsky, the capital of Kamchatka. We crossed the city to meet up with the Omega, a Japanese military ship that was converted into an expedition ship.

The contrast between the city and nature is striking. The buildings are cubic, with few openings, and very often in bad shape. It'd a cold yet effective Soviet style, nothing extra is added for comfort. The nature around us is vast, and we were in an immense plain surrounded by snow-capped volcanoes. It was very green; we got the impression that it rained a lot. This contrast gave an apocalyptic dimension to the city, which made everything charming. We crossed a military port where old, rusty warships were piling up, and then we finally arrived at our boat. The crew was waiting for us, and we met our local guide. Our guide wasn't an old, bearded, tattooed sea dog as we expected, but instead a petite brunette in her thirties: Kristina.





PHOTO MATT GEORGES

Don't get me wrong! She was born in the Kuril Islands, runs a team of six sailors, knows how to drive almost any motorised machine, a VIP in the best club in town, and she makes her own vodka! She runs the Peleken agency, which was crucial for the success of the trip.

THE OMEGA

We did not really know what to expect with this ship, especially having seen the condition of the harbour's other ships. Imagine our surprise when we arrived in front of a beautiful 30m vessel equipped with two dinghies, six cabins, and a sauna. After loading the board bags and strategically choosing our cabins to avoid the loudest snorer (whose name I will not mention), we finally set sail.

"WE ARRIVED IN FRONT OF A BEAUTIFUL 30M VESSEL EQUIPPED WITH TWO DINGHIES, SIX CABINS, AND A SAUNA"





“ WE WEREN'T SUPER REASSURED WHEN A WHOLE SECTION OF THE CLIFF COLLAPSED WITH A HEAVY SOUND RIGHT BEHIND US! ”

The first meal was a salmon feast, an opportunity to settle down and look at the forecast before cutting off all contact with civilisation. The Windguru board displayed a white to light blue colour: Less than 10 knots every day; things were looking rough. We checked the map for any bay that could accommodate a Venturi effect (wind acceleration), but we had no luck. We took advantage of the opportunity to ride foil surfs and spend time on the water. The waves were strangely docile even if the swell had an extended period. The take-off was easy, and the swell reformed for a long time.

There was always a volcano behind the spot; it was as if we were in another world. For the last session, we got into the water at the end of a cape on a sort of mini-slab far at sea. We weren't super reassured when a whole section of the cliff collapsed with a heavy sound right behind us! Getting out of the water, we sailed for five minutes by boat, and we ran across a pod of killer whales near where we surfed. There is definitely something brutal and rough about this coast!

Despite all our efforts to find wind, we spent four days without inflating even one kite, until a squall came through. We were filming Max skiing in a fjord when we saw clouds bringing in 20-25 knot winds. We threw ourselves in the dinghies and rigged the gear as soon as possible, knowing that these types of conditions only usually lasts 20-30 minutes. We headed to the beach with the film crew, and Max and Paul struggled to follow because the wind wasn't stable yet,



" IT'S ALWAYS EXHILARATING TO GO ON AN ADVENTURE IN UNFAMILIAR LANDS, BUT THAT MEANS THE WIND AND WAVE CONDITIONS ARE ALSO ENTIRELY UNKNOWN "

the kites were wobbling, falling, but the wind finally came back, and we started filming. The dinghy went back to the Omega, and we stayed alone on the coast:

"Did anyone bring the bear repellent?"

"No."

The guys filmed and took photos while I watched the plain behind us to avoid any unpleasant surprises. Kamchatka has a very dense brown bear population, of which the locals are wary, so we were

constantly watching our backs.

We only filmed for 20 minutes, but we were happy, and this allowed us to get at least a couple of action shots. It's always exhilarating to go on an adventure in unfamiliar lands, but that means the wind and wave conditions are also entirely unknown, so it's hard to score. This means each short session is a success.

The next day, we stopped to fish in a lake, when two poachers approached us. They had hard, cold, and damaged faces; one was carrying a machete and the other one a rifle. They dropped their weapons and explained that their boat had broken down and they had been stuck out there for three days.

We decided to help them but took away their weapons for precaution. We finally dropped them off at a poachers' camp a few hours away. They seemed to know each other and hugged each other heartily. We probably saved them, but to be honest, it was not a reassuring encounter.

It was towards the end of our boat trip, and we headed back to the port in Petro. The last five days had been incredible, but we are still missing action shots, and Windguru had no good news for us. The stress started to rise. We overheard a local talk about an extinct volcano that housed an ephemeral lake in its crater. It is an ice pack all winter, but it melts for three to four weeks in July and finally disappears in August. Apparently, the timing was good. We decided to try our luck, and we rented a 6x6 military vehicle without really knowing what we were getting into.



PHOTO ROBIN CHRISTOL

We spent the night in town before leaving, and our guide suggested that we go out for drinks. After a few shots of her homemade vodka, we left the club in a hurry, chased by a group of angry Russians and their girlfriends who had apparently fallen in love with the riders!

THE PYRAMID OF FIRE

The next day, we loaded the Soviet vehicle and left for 6-hours of very rough terrain, moving in all directions, and that clearly did not help our hangovers. After driving for a bit on the snow, we arrived above the crater. The first pleasant surprise was that there was water; the ice pack had melted! The second pleasant surprise: it was blowing a consistent 15 knots!

STRETCH AS NEVER
WARM AS EVER

ONYX SELECT



MAKE NO COMPROMISES
SUPERIOR WARMTH & EPIC STRETCH



“THE FIRST PLEASANT SURPRISE WAS THAT THERE WAS WATER; THE ICE PACK HAD MELTED!”

“THE TEAM LANDED THEIR TRICKS ONE AFTER ANOTHER WITH EASE, AND THE SPOT WAS GLASSY BECAUSE THE CHOP WAS CUT BY THE ICE PACKS.”

Paul and Max got out the gear and ran to the water, carving down the long snowy slope to the lake. The filming crew slid down as far as they could. The sun was low, and the light was perfect, the team landed their tricks one after another with ease, and the spot was glassy because the chop was cut by the ice packs. They picked up speed on the snowy slope to send their biggest tricks, they slid on the icebergs, the scene was unreal, and the ambience was festive that evening! It was still too early to drink another beer, but we shared a good meal around the fire, and it was pure happiness.

The nights on the boat were very comfortable, but when we got back to the tents that night, it was something completely different: the humidity had soaked everything, the wind was still blowing, and the wet tent was flapping in our faces. It was cold... very cold. As I was finally falling asleep, I heard loud music start up a few meters from the tent; heavy dubstep. We were the only humans for miles around, so it was, of course, one of us. I told myself it was a mistake and that it would be turned off, but the music stayed on all night, as loud as it was when it started.

The next day, we learned that bears often frequented the place and that they started looking for food at night. The music deters them from approaching (personally, that dubstep would have made me flee too). So we had a restless night, but at least no bears came rummaging nearby.



PHOTO ROBIN CHRISTOL



On the other hand, we found big, fresh footprints below where we had filmed the day before.

The following day, the wind was still there, it was very steady, a kind of thermal wind created by the difference between the 2°C water and the air that could reach 15°C during the day. Usually, the riders have a lot of trouble with their tricks during our shoots. The cold numbs the body, the conditions are often unpredictable, and the hood, gloves, and boots do not help to grab the bar, but here they were able to do everything. It was as if we were in Brazil (with 25°C less).

“ USUALLY, THE RIDERS HAVE A LOT OF TROUBLE WITH THEIR TRICKS DURING OUR SHOTS. THE COLD NUMBS THE BODY ”



Eleveight 

The RS is a high-performance freeride kite with a huge sweet spot over an impressive wind range. It is very well balanced and works for all riding styles.

Peter Stiewe



Sizes: 05 / 06 / 07 / 08 / 09 / 10 / 12 / 14 / 17

Rider: David Torrijan Colomer
Picture: Samuel Flotat
Location: Almeria, Spain



“ THE PHOTOGRAPHERS AND THE CAMERAMAN STAYED MOSTLY STILL AND WERE CLOSE TO HYPOTHERMIA IN LESS THAN AN HOUR. ”

We took advantage of the conditions by shooting from the bank, by drone, and from the water. The riders comfortably stayed on the water for 2-3 hours, but the photographers and the cameraman stayed mostly still and were close to hypothermia in less than an hour. You have to choose the right moment! While the freestylers were shooting, Mallo and Camille had fun playing with the icebergs, gliding/flying along the slope, cutting the ice with their foil; the playground had great potential for fooling around!

When we returned in the evening, a not-so-shy fox came to visit. He came to steal some salmon from us. It was Mallo's birthday, so of course, we had to drink again; we didn't have any alcohol, but the drivers offered us a pink beverage contained in plastic bottles that they called "spirit". We didn't have a choice. We tried it in spite of our guide's reluctance.

Our 6-hour drive back was quite similar to the previous one...

BLACK SAND

We were back in Petro. We finally got an Internet connection, and we had to decide on a plan for the remaining five days. Windguru still had nothing good to say, but the weather was nice and warm (around 20°C in the afternoon), so we bet on a thermal wind. We left for the most exposed coast, a huge volcanic sand beach north of the city. No time to rest, we went from a military vehicle to a 4x4 to chart our way forward.



" WE HARDLY HAD TIME TO SET UP THE CAMP, THE THERMAL ROSE WITH A BEAUTIFUL 15-KNOT SIDE-ON AND A RATHER FUN LITTLE SWELL. "

The beach was huge, dominated by three volcanoes, including one active one. A river ran right next to the camp, perfect for fishing and cooking. The meadow behind the beach is very rough with big craters. A local explained to us that they were created during the last explosive eruption of the volcano. In the meantime, they made great restrooms!

We hardly had time to set up the camp, the thermal rose with a beautiful 15-knot side-on and a rather fun little swell. It was time to get into the water for Mallo and Camille. I knew they had been dying to do their job since the beginning of the trip. It was hard to watch the freestylers bingeing on the flat when we had already spent ten days without being able to film any waves or strapless action. In front of the volcanoes, they surfed waves one after another until nightfall, accompanied by a few seals curiously watching their new neoprene companions.

We lit a beautiful bonfire to warm them up, and it was too late when we noticed that the ground under our tents was very uneven. It looked like another excellent night to come!

Since it was too difficult to sleep, we got up at 5am to surf-foil. The waves were glassy, the wind was offshore, and the sun rose. We found new bear tracks on the beach; this one was a smaller bear. We looked for the bears all throughout the trip but found none. It was quite frustrating to be in bear-land without seeing a single one! That being said, thanks to the prints, we know that they had probably seen us.

PHOTO ROBIN CHRISTOL



We spent three days surfing in the morning and kiting in the afternoon, but one of the guys managed to get some signal and a rather strong wind from the northwest made itself known in a bay to the south. Our guide agreed to take the boat over, and we swung into action to reach the port as quickly as possible. We needed a 4x4 and rented a tow truck to bring all the equipment.

“ A RATHER STRONG WIND FROM THE NORTHWEST MADE ITSELF KNOWN IN A BAY TO THE SOUTH. ”

OCEAN RODEO.



THE
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EXTEND YOUR SEASON

“ WE FINALLY ARRIVED IN THE BAY, THERE WERE SMILES ALL ROUND AS THE WIND WAS BLOWING A SOLID 25KNOTS ”

It got bogged down seven times on the road, and we had to push and retrace our steps so many times, but we finally arrived in the bay, there were smiles all round as the wind was blowing a solid 25knots. We were in the open sea at the exit of the bay, the spot was rather hostile, but Camille and Mallo were ready to go. We just needed to take off, launching from the boat was difficult since it moved a lot. We tried several techniques, the kite first, the rider first. The latter seemed to be the most effective, even if it was hard to throw yourself from the deck into the icy water.

It was time for me to change, and as I passed the living room, I saw Camille landing a big frontroll through one of the portholes; and that was it, off we went. They landed all their tricks while Paul was boosting some hang-time over the volcano. Camille did a series of doubles, backs, kiteloops one after another, but when he starts doing board-off we hear someone shout:

"Hey, what the %#! are you doing?!"

It was Olivier the cameraman who "gently" reminded him of the rule: Strapless board-offs were banned. They laughed, and Camille did other tricks.

We sailed to Petropavlovsk to spend our last night in Russia, and I looked back on these last two weeks. Was I expecting too much? Definitely not; Russia spoiled us with beautiful landscapes, encounters, wind, waves, and certainly a little too much vodka.





“ WE DO IT TO INSPIRE PEOPLE TO GET OUT OF THEIR HOMES, PUT ON A WETSUIT, AND ENJOY THE OCEAN NO MATTER WHAT THE CONDITIONS ARE. ”

Iceland, Canada, Scotland, Russia, each trip reinforces my belief that our sports are more than just summer sports and that braving the cold is something unique, even necessary for some.

Experiencing a beautiful adventure between friends in the cold is worth it, even with the hours of bad sleep, frozen fingers, a certain discomfort, and all the efforts to be at the right place at the right time.

We do it to inspire people to get out of their homes, put on a wetsuit, and enjoy the ocean no matter what the conditions are. Every moment spent in the water should be magical. Stay salty.





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KARINE AND CHRISTIAN

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TECHNIQUE

WORDS & PHOTOS CHRISTIAN & KARINE

This issue we begin with a flowing twin tip turn, the heel to toe downloop carve. There aren't many better feelings than exiting a carving turn with speed and power, driving against your edge and feeling the push back from the board. This one is guaranteed to make you smile. Close on it's heels though are the delights of riding blind. Nonchalantly reversing across the water behind your kite, waving at the adoring masses – looks great, feels heavenly. And to top it all off we have a delicious embellishment on the hand wash, this time spicing it up with a somewhat inverted back roll, what could possibly be smoother. Hope you enjoy the ride:) C&K.

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TWIN TIP HEEL TO TOE CARVE WITH DOWNLOOP



CLICK OR TAP TO READ MORE

RIDING BLIND



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HAND DRAG BACK ROLL



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TWIN TIP HEEL TO TOE CARVE WITH DOWNLOOP >

Kite - North Orbit 12m

Board - North Atmos Hybrid 133

There is nothing sweeter than exiting a carve with some oomph, whether it be full back burners boosting to the max or a more mellow constant pull to drive against. There are so many factors that inhibit the perfect turn, but there is one addition that can pretty much guarantee an excellent score – adding a downloop. If the mere mention of the L word strikes fear into your very soul, lets rephrase that as the addition of an underturn. There you go, nothing to worry about, but so much to gain.

Those of you well versed in our technique will be used to our use of the underturn name. If you're not, rest assured they are one in the same. We just happen to use the term underturn for anything when you're still on the water and downloop for when you've already left it. The bar and kite movement, and the way your attack it however are equal.

Normally we would certainly recommend that you can already underturn your kite during a slide turn, or at the very least whilst body dragging, and it goes without saying that you should be able to carve from heel to toeside, even if it ends slowly, as what we are trying to do is add two movements together here and work out the timing.

Before attempting this you should consider what you're trying to achieve. Your aim is to take the kite



up high enough so that you have plenty of space to downloop it, and you'll then be carving a 180 degree turn. How sharp you turn and how high you loop the kite are all interchangeable elements depending on how much power you want and how windy it is, but for the moment as this is the first time, we'll be looking at more of a pivoting carve with your weight back whilst looping the kite quite high pulling on your front hand to make sure that we don't generate too much power – we can always add more later.

Here we go then, lets have a look at how this works...

Approach Pic A

Your approach is important as it sets the move up and will dictate how everything goes from hereon in. Whilst learning this you really don't want too much power, rather slightly less, even verging on only having just enough. If you can just about park the kite



and ride upwind it's perfect. If this is the case, you'll want to approach on an edge with the kite at either 11 or 1 o'clock. This means that you'll have tension in the lines and control of the kite and sufficient speed to be happily planing. Make sure that your sweet spot isn't trimmed too far out as you'll need to be able to ride toe side at the end. In the pic Karine is comfortably edging upwind, usual stance, looking where she's going and hunting for some space so that she will have room to both carve, and potentially room to drop her kite should she not make it. Karine also has her hands out on the bar. They don't need to be at the ends, but you'll struggle to get decent leverage if your hands are centred.

Kite Pic B

Next task is to move the kite up. If you think back to learning the underturn, the trick was to get the kite high.



Once it's up you have more room to manouver it, and if you loop it high it will generate less power. That's two good reasons to move it up. You want to drift it up towards 11:45 or 12:15, really quite high, by steering the bar slowly. Here Karine keeps her weight low and edging, and moves the kite slowly up towards 12. She's still heading upwind.

Ironing Board Pic C

Once the kite is up it's time to start the carve. On a twin tip the first thing to do is flatten your board. Do this by softening you knees so that

you release the edge, and then as the board flattens move your weight up and onto the board. However as you do this make sure to keep your hips back towards the tail of the board, by ensuring that your rear leg remains bent whilst the front leg is only flexed a little bit. With the kite high, it will be easier to stand up onto the board. You can see Karine's kite is high, she's come off her edge and is standing up on the board. However her weight is back over the tail. Just enough to stay over the turning tail rocker of the board.



DREDGING

This winter it rained a ton so the water was chocolate and the sandbar was psycho. I came in full speed against this vertical wall, pretty much no curve in it. All of a sudden it threw out super hard- Next wave I was confident from making this one, ate shit, and broke my board.

-Coleman Buckley



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Go Pic D

Once the board is flat and you're over it, it's time to pull the trigger and start the loop. By flattening the board you will have started to steer it off the wind. As such you'll slowly be losing tension in the lines and speed, so you can't wait too long. This bit is all about commitment. The more determined you are, the easier it will be and the kite will produce less power. To get the kite moving in the smallest possible arc you must use both hands, pulling down on your front hand whilst pushing away on your back hand. This will bring the kite down and then through the window in a C shape to the left. Or if you're doing this to the right it'll be more of a \square . The joy of using two hands is that you can keep the kite on the sweet spot, the result being that it will turn fast and you won't stall it.



Don't stare at the kite as you need continue your own arc. Karine gives her bar a hefty pull/push, touching the knuckles on her back hand against the centreline. She's looking forwards, downwind which is where she intends to go next

Get Your Carve On Pic E

Now that the kite is on its merry way you can keep it turning and focus on your carve. As we said at first we're happy to pivot a bit more off the back foot. As long as your weight is back and the board is carving the kite will then pull you through the turn:) To get your carve on, flex your ankles, pushing your back knee across the board and look back to where you would like to go. In the picture Karine has her back knee pushed across the board, her weight is still back over the tail, her hands are still push/pulling the bar



as much as possible, she's on the sweet spot and she's now looking back the other way. In this position you are set to complete your carve as soon as the kite starts to pull. In this image Karine's kite is turning down, it hasn't yet started to move though the window, but it's only a matter of milli seconds!

The Pull Pic F

This is the moment you've been waiting for. As the kite starts to fly across the window, even momentarily in a little loop it will start to pull. What's beautiful is that the pull starts one side and moves across the window, actually helping you around your turn as it moves across. However as there will be some power you must direct that energy down into the board to drive yourself further around and resist the temptation to follow the kite and therefore lose tension,



power and speed. It's also possible that the kite will start to climb again, and if this is the case you need to stop push/pulling, level the bar and steer the kite so that it flies forwards in the new intended direction. Karine has dropped her weight more against the power in the kite, she's levelled her bar and is focusing on finishing her turn so that she ends up toe side going back from whence she came. If you feel overpowered during the carve you can ease the bar out a bit.

Breath Upwind Pic G

The final ingredient, onto your toes. We mentioned above about finishing your turn. The finish line is when you are on your toe side edge riding back up wind. There are a couple of

things you'll need to do to get there. First off is to let the kite breath. Chances are that with your two hands steering the bar around the downloop onto your toeside you may have pulled it in slightly. So even if the kite is not fulling stalling, you are probably strangling it a bit. Let the bar out gently so that the kite can breath. Now it will fly to the edge of the window and can pull you upwind. Secondly you need to get onto an edge. Letting the kite breath will help, but you'll also need to get your weight forwards to get more board in the water. Do this by keeping your chest open, flexing your front ankle and knee more and moving your hips forwards towards your front foot.

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You can see that Karine is moving her weight forwards, and yet again she is looking where she would like to go, which is upwind.

TOP TIPS

If you're intending to marry two skills, it never hurts to practice both separately. Before adding the downloop try a few heel to toe carves with the normal kite movement, and then build your confidence by trying a few downloops with a slide turn, or in the water without the board. Then stick them together.

Do picture your kite movement. Another reason it's more of an underturn than a loop is because the kite will not complete a full loop. It starts high, turns under 12, rather than over 12, but then settles in the direction you will be travelling. However in your first attempts, it's better that it turn too much than not enough.

It's advisable to start with your kite too high if you're not sure exactly where. As long as you're moving on an edge you can even take the kite right up to 12 o'clock. Have a look at the sequence and videos of what you'll

be aiming for, and take note of how the kite should be flying in the kite movement video.

COMMON PROBLEMS

Getting hauled. If you find that you're getting pulled violently as the kite starts to pull, chances are that you haven't flattened the board. If you're off your edge you won't have much resistance and therefore the kite won't be too nasty. If you edge against it and push/pull you will be in for a surprise.

Crashing the kite. This is usually a result of your steering technique. Your aim is to make one line longer and the other shorter. With the kite high the movement is more intuitive, however as the kite turns it is easy to twist your arms, try and follow the kite with the bar and lose yourself. Try to lock yourself in the initial push/pull position until you feel the power in the kite subside.

Rolling the kite. If you're carving and getting the kite turning but then dump it on the water and it rolls, it's a sign that you're not finishing your turn. Don't watch the kite as this means that you'll be looking

downwind and will inevitably travel that way. As soon as you move towards the kite you'll lose tension and the kite will have no option but to fall. To add insult to injury, as you are moving towards it once it touches down you'll have even more slack and the kite will roll and invert. So make sure you concentrate on finishing your turn by getting back on a toe side edge.

KEYSTONES

1. Edge in
2. Kite high and flatten board
3. Stand over board, two handed push/pull
4. Flex ankles and knees and look where you want to go
5. Let the kite breath and finish turn on toeside edge



RIDING BLIND >

Kite - North Orbit 12m

Board - North Atmos Hybrid 133

Looking back in annals of kitesurfing history, riding blind had a similar standing as the darkslide does today. It was considered a decent showy move and was much sort after. Casually skimming across a bay or lagoon in reverse gear, waving at your adoring fans with a Cheshire cat smirk etched on your face was a wonderful sight to behold. And much like the darkslide, the beauty of blind is that with some dedication and effort it sits well and truly within most kiter's grasp. In fact if you can pop a bit and ride toeside you already have the skills necessary. And if that isn't reason enough, it can lead on to a world of different tricks, landing blind or from blind. So if you fancy a new challenge or are interested in opening the door to a plethora of new moves, read on.

Those of you how have been loyal to the mag since the beginning may remember us covering this in the very first issue! However an update is overdue...

We'll start by having a look at how this works on the water.

Your Approach Pic A

When you're contemplating turning your back on the action, you don't want any unnecessary surprises. As such making sure that your kite is well behaved in the build up is mandatory. This means that you should approach on an edge, not hard upwind but upwind none the less, with your bar on the sweet spot.



This way the kite will be flying at the edge of the window, pulling you forwards with tension on the lines. Also by kiting only just upwind you won't have as far to turn the board for a comfortable landing. There is no need for break neck speed, but once you land, it is your momentum that will keep you going but you do need to get off the water, so no tootling along either. Your sweet spot should be trimmed in relatively close, so that you have the ability to sheet out easily when the time comes. Finally whilst learning blind you can keep your kite relatively high, just above 1 or 11 o'clock.

From this position you can then think about the pop. There is no need for height, you really just need to unstick the board and clear your fins. In preparation for the pop you will soften your knees and stand up over the board so that you are no longer edging. It's important to keep your hips back towards the tail of



the board to keep the nose up as you relax your edge. Looking at Karine, she is in the process of relaxing her edge and standing up over the board. Even though she is standing on the board, her weight is still committed upwind of the board, whilst her hips are back and as such her nose is high. Most of her weight should be on her rear heel. This means that she's on the right part of the board, the tail, to turn quickly back onto her edge. Lastly Karine has centred her front hand on the bar, spreading her first two fingers either side of the centre line. If you don't have a plastic centre line then butt your front hand right up next to it.

Quick Carve Pic B

To pop, you'll first need to carve back onto your edge. This is why you adopted the hips back position on your approach. From this position all you need to do is turn your shoulders and hips whilst pushing through



your back leg. It's also important that you don't carve up all the way into wind, as this will cause you to lose all speed. This is also the reason that you relaxed your edge and stood up over the board at the beginning. Although only subtle, your board will have turned slightly off the wind, which gives you room and time to turn back up without ending up all the way back into wind. In the photo you can see how Karine is carving up, pushing against her back leg, throwing some spray and replacing the tension on her lines. The one thing she hasn't done

is send the kite. This is going to be a small pop, not a little jump.

The Stamp Pic C

A stamp off the back leg, that's all the pop is. With the kite high you'll soon free the fins. It's important to understand that the carve and pop are almost simultaneous. Carve to long and you'll slow down, so think of it as turn and stamp. You are kicking against your board with your back heel. This way the lines will lift you as you cork off the water. However you're not trying to jump up off a flat board, you're kicking against the edge.

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Counter intuitive, but it works:) Now the hardest part about your stamp is that due to over 4 million years of evolution, you'd prefer to compress before stamping. Please don't as this will flatten the board again. Rather use the small bend you already have in your back leg, it'll be more than enough. Final point here is that even though you want to turn to blind, the pop comes first. They are two separate actions, so think of stamping, then we'll come to turning! Having turned up, Karine is immediately stamping down against the board through her heel. The nose of the board is lifting as her hips are still back. As she stamps she is releasing her back hand from the bar. Note how she is still looking forwards.

Then Turn Pic D

Now that your board is free of the water it's time to turn. It's best if we already look at Karine in Pic D. First thing to note is that her back leg has not extended much, because she's not trying to pop over anything, just get the board up. Too much pop will make it harder to land with momentum, so tone it down. Stamp, but not as if your life depends on it. Next as Karine is going up she is leaning her head back and twisting her shoulders and hips in an effort to rotate her body 180. If you start to turn your head this will help, and imagine that you are trying to turn to see your reflection in the water. This is really the key point. It's called blind for a reason, and if you



attempt to see where you're going you won't turn. At the same time Karine has pushed the bar away. This way as you turn, everything remains neutral. If you pull the bar in the kite will pull you downwind and you won't be able to land on the board.

Back Leg Up Pic E

As you come around you already need to prepare for the landing. You won't have much time in the air from a little pop, but the only movement needed is to get your back leg up. Think about lifting your foot towards your bum. This way the tail is up and you'll land nose first, and it keeps the board under you which means that you're over it. The great advantage of this position is that even if you don't turn enough,



the nose will land first and pivot the board around further, increasing your chances of success. Looking at Karine, she has her back leg up, so the nose of the board is down. As a result she is over the board. Her bar remains sheeted out, she's looking backwards and her shoulders are up. Set for landing.

Nose First Pic F

And here's the result, a beautiful nose first landing, body upright and centred over the board, head and eyes most definitely looking the wrong way. Both knees pointing back and the bar is still out. Landing over the board like this is important, as it means that you are

not breaking on an edge which will slow you down. This way your momentum will keep you moving, even if just for a couple of meters, but believe us you'll feel it, and it will feel good. The temptation when turning to blind is to push the feet around, Karate style, but this will only result with you landing on all of your edge with your weight miles upwind. It's a tempting position to aim for as at least you won't catch your heel edge. However as long as you lift your back foot and push the bar away you'll be more than fine.

Power on Pic G

Once you get to the stage where you are consistently



landing and "blinding" for a few metres of your inertia, you'll no doubt fancy adding some yardage. To do so you need to put some tension back in your lines. The desired method is probably not what you think. You don't want to pull in on the bar, but rather get onto an edge, which will then pull on the lines, the kite and give you a little bit of oomph. This is where your knowledge of toeside comes in handy, as you need to get your ankles and knees involved. Karine is flexing her ankles and knees, which moves her weight over onto her toes. To keep balanced she raises her free hand and points backwards. Bingo, you're riding blind!

LEVEL ADVANCED

Best Way Out Sequence 1

If you'd like to finish blind in style, rather than sinking slowly a la Titanic, by sliding back to heelside, have a look at the first sequence. Make sure you get plenty of weight onto your toes and lean your shoulders over the nose and upwind. This will turn the board more upwind and slow you down. From this position then turn your head to look where you're going. The very nature of no longer being blind should be enough to twist you back out. For a helping hand you can reach for the bar with your free hand. Keeping your weight on your toes the board will slide and you won't be in danger of catching your heel edge. Finally as you slide around, move your hips back over the real tail of the board and sit onto your heels.

TOP TIPS

Which way to try it? It's always good to harness skills you already have. Seeing as we'd like to use some toeside ankle and knee flexing, it's best to start with the side which uses this. If you think of blind as toeside backwards, it's just that – meaning that if you like to ride toeside left foot forwards, from left to right, you'll potentially find riding blind easier whilst kiting right to left, exactly as Karine does in all of the images and video.





If you're a goofy foot and right foot forward is your thing, you'll be trying this heading right, popping from heelside with your right foot leading.

Terra Firma is as good as any place to start to get the idea of what you're after. Once again, if you, like Karine, prefer riding left foot forwards, set a bar up on a tree, hung from your left and imagine that you're riding heelside towards the tree. Now jump up and turn 180 so that your head turns back.

Flatter water will make this considerably easier as you won't lose as much momentum when you pop, or when you land. Find some if you can.

COMMON PROBLEMS

First off, if you're struggling to get airborne. Make sure your kite is high. Too high and you'll have no momentum when you land but at least you'll get a helping hand from the kite when you pop.

Also make sure that you're popping off your heel. A lot of kitesurfers will twist their back knee in as they carve up pre pop and this will place your weight over the ball of your back foot, so concentrate on keeping the back knee out.

Coming out the straps. This is the classic and is merely the result of attempting to pop and turn at the same time. Practice on land, think up and then round. Not much of a pause but separate movements none the less.

Getting pulled over on landing. If you use the bar to help you pop it will choke the kite slightly. The result is that when you then push the bar away and sheet out, the kite breathes, flies forwards and pulls you. As such you will land off balance with the board slightly upwind of you and catch the heelside edge. Don't pull on the bar.

Stopping on landing. This means that you're pushing your feet and board around, rather than rotating you

shoulders and hips over the board. Yet again think up and around and try to keep your chin and shoulders raised so that you stay over the board.

KEYSTONES

1. Gentle edge in, kite highish
2. Hips back and stand up
3. Carve and stamp
4. Bar out, up and around
5. Back foot up, nose first landing



HAND DRAG BACK ROLL >

Kite - North Pulse 9m

Board - North Focus Hybrid 139

Kite tricks are much like cakes, once you've got the foundation you can add to and embellish it in any number of ways, combine it with another skill and the keep the ever growing endless game of learning alive. Here is one such combination, the Hand Drag Back Roll, a bit of a twist on the Hand Drag from a couple of issues ago, but with more than a hint of rotation. Before we go on though, we ask you not to confuse this with the back roll hand wash transition, as here you are dragging the back hand, there is no change of direction and not a sniff of a kite loop...

In simple terms this is a back hand Hand Drag, with a back rotation, intended to be completed travelling in the same direction as it was started.

Dare we assume that you've already tried the hand drag/wash? If not have a quick read through in issue 75 under Hand Wash. That said there's no harm trying this even if you've not yet dragged or washed. Lets have a look at what makes this move tick, and the required difference to add the back roll.

Approach Pic A

Once again, as for all support moves there are two absolute necessities here, lift in the kite and tension on the lines. You need a good solid upwind edge to put plenty of tension in your lines and preferably some power in your kite. A larger kite will simplify things too with it's readily available consistent lift.



If you have lift and support, then you'll want your sweet spot trimmed out so that the bar is in a comfortable position for straight arms during the move and place your hands centred on the bar.

As for your position, lower your bum and get yourself down close to the water, but keep resisting, and move your weight back towards the tail of the board so that your back leg is quite bent. From this position you can then start to bring the kite up from either 11 or 1 o'clock. If you're on a large kite and powered you can slowly drift the kite up. If however you're on a smaller kite and not so powered you'll have to be more aggressive in order to generate some lift. Either way, it's only possible if you're edging!

You can see all of the above in the photo. Christian is just powered on a 9m, so giving it a bit extra on the bar, however he's low, edging, weight back and ready.



Lean On Pic B

Once you feel the kite starting to lift it's time to free your back hand and get ready for the wash and drag. As per the straight line variant of this move, it's all about leaning yourself back, rolling your rear shoulder down towards the water, keeping everything in synch. By releasing your back hand you will naturally stop moving the kite back, which is good as it's now lifting. By moving your hand down towards the water, you can follow it with you head and shoulders, tilting your head towards your back shoulder as if you were clamping a phone there. Rocking your upper half back is effectively preparing to rock your lower half up. Final point here is that you'll need to feather the bar out, be careful not to merely push it away as then you'll loose all lift. Hence the sweet spot trimmed further away:) In the pic Christian has his back hand off and is rocking back,

LEVEL ADVANCED

all the while still edging to keep tension on the lines.

The Rotation Pic C

So this is where it's ever so slightly different! If you want to get some rotation, you'll need to set yourself in motion before the board leaves the water. You're still leaning back to get the hand wet, the head and shoulders following and the nose of the board is just gagging to rise up. However rather than lifting your feet and therefore your board up off the water, you will instead keep the tail of the board engaged just a tad longer by extending your front leg, and continuing to push against your back leg. By doing this, the board rolls back onto its tail rocker and starts to carve you upwind. Your job now is to allow your hips to turn upwind with the board, and low and behold you will have started to rotate. Looking at Christian you can see that the nose is up but his board is carving upwind off the tail, he's pushing his back foot against the board and allows his body to twist up with it. The trick here is not to be too greedy with lift. If you pull in for support too early you'll lift yourself off the tail and have trouble carving up. We should also point out that you won't be spinning like a ballerina on a jewellery box even when you get it right.





The rotation will be somewhat more languid.

Drag & Roll Pic D

The bit we've all been waiting for. Regardless if you succeed or not, this remains the money shot... Leaning back with your weight in the harness your legs will rise and your hand will plough a flume of spray, quite brilliant. However the move is far from complete. First off there's the tricky business of trying to keep your hand in the water to maximize show time. You need to keep the power and tension on, but too much and you'll lift, too little you drop. And if that wasn't enough you've got the rotation to complete. As long as you got a bit of carve off the tail you should be going around. If you kept your weight back and front leg extended it will be easier still as you'll be



inverting more, which means that you're using the lean to help you round. The crux here is to have enough time and rotation to get half way around, as from the 180 degree position we can bring it home. Both speed into the move and line tension will help. The good news is that if you don't have enough of either you'll just lower gently onto your back.

In the picture Christian has his arm fully extended so he's maximum distance off the water, which means he has time. He's got plenty of room on the bar for some extra lift and his board has already rolled up through the eye of the wind, so as it drops it will help him around. Things are looking rosey.

Pull When You Pause Pic E

This is where your carve up will get you, half way

around, slightly inverted, possibly disorientated and with the finish line somewhere in sight. From here you need lift to make it around the rest of the manouver, and forwards momentum so that you can keep moving and land. Both of these will come from the bar. By steering the kite forwards it will fly back over you and give you more time, and then as it moves down from 12 o'clock it will start to pull you forwards. Use your front hand on the bar to steer the kite using your wrist. Try not to just pull the bar in as it won't be as an effective way to move the kite and you'll be more likely to stall it.

You can see here how Christian could easily float down onto his back. However by steering the kite across and over he gets more lift, more time and some much wanted forwards momentum.



Heads, Shoulders, Knees & Toes Pic F

Now that the kite is moving, you must follow it. They say that coaching is stating the obvious and this is one peach of an example. To make sure you finish the rotation, you absolutely have to turn your head, looking over your front shoulder. It may seem obvious, but from your inverted position it will feel that everything is going to plan, but without turning your head you'll just stall and freeze at the half way house. Here Christian has turned his head, peering over his front shoulder, looking for a glimpse of the future. At the same time he gets his now rather clean back hand back on the bar. Make sure you keep your knees up, it'll help you rotate and will give you room should you already be low.



Dive Captain Pic G

Now that you're on the way to sticking this, you just need to add the final piece of the jigsaw and it's well and truly yours. As for pretty much all moves it's imperative that you dive the kite and set yourself up for a smooth downwind landing. Keep your knees up, give the bar a hefty pull and push so that the kite dives down through the window and look where you want to go, which is downwind. This way the kite will pull you downwind and you can extend your legs for a gentle touch down. Christian has the kite diving hard, his knees are still up, he's got his board positioned to go with the kite and stomp it downwind.

TOP TIPS

Without encouraging you to go mad, this move is

definitely easier with more board speed, as the kite will be happier holding you, and as such you won't need to concentrate on feathering the bar as you try to get everything else in order! Combined with a bigger kite, you can just worry about the rotation.

The disadvantage of a smaller kite and/or less power is that you'll stall the kite easily when you try and redirect it, as due to the nature of the move you need the sweet spot out.

When learning this, don't worry about the length of your drag. The trick is getting the back rotation with some inversion. Once you have this nailed you can then polish the washing line.

Now have a good look at the sequence and videos to see the move in from start to finish...



COMMON PROBLEMS

Not getting the hand wet. This is likely to be your first issue. When you're concentrating on carving up a bit and keeping the edge in the water, you're likely to do one or two things which scupper the wash. First of you may try and pop into the rotation. If you kick you'll give yourself some extra height and it doesn't need much to make the water unreachable. Secondly by concentrating on the carve you may not be concentrating on the kite. If it goes too far back it'll lift more and as such you'll be jumping rather than supporting. Gentle movements with kite and encourage the carve by extending your front leg.

No Rotation. If you've already trained the Hand Drag this is more likely as you already have the muscle memory engrained for that move. You are used to

lifting your feet up off the water simultaneously. To overcome this, concentrate on shifting your hips further back towards the tail of the board and extending your front leg, as this will encourage the board to turn as you roll back and invert. Then as mentioned the turning of the head once you're up is paramount to completing the rotation.

Not enough support/height. Assuming that you are moving the kite enough, it is either down to you moving it too slowly, letting the bar out, or if you're a bit underpowered, stalling the kit. Make sure that you keep drifting the kite until you feel lift and then use the bar to prevent the kite lifting you too much. If however you just dump the power the kite will continue back without helping you. When you're underpowered it is very easy to pull the bar in and stall the kite when you're trying to steer it, so make

sure that you steer with your wrist and not by pulling on your arm.

KEYSTONES

1. Speed and Edge.
2. Drop weight back and drift
3. Push front leg out and carve up
4. Wash and Invert
5. Turn head and dive





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CAPE HATTERAS



MAURITIUS



UNION ISLAND



CAPE TOWN



MAUI

TRIED & TESTED

We're getting well and truly into 2020 territory now in the kite season, and yet in the real world we haven't even thought about New Years! This issue we have got gear from Airush, Cabrinha, CrazyFly, Duotone, Eleveight, F-One, Kitelement, North and Peter Lynn all going under the microscope...

KITES

Cabrinha Drifter
CrazyFly Sculp
Duotone Neo
Eleveight RS
F-One Bandit S
North Carve
Peter Lynn Synergy

BOARDS

Airush Livewire
CrazyFly Raptor Extreme
Eleveight Master
Inobo Wavio
Kitelement Resolve
North Hybrid
Shinn Mental Monk

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM
PHOTO THIS PAGE KEAHI DE ABOITIZ SHREDDING ON THE DRIFTER IN MAUI
PHOTO JAMES BOULDING

BRAND CABRINHA

MODEL DRIFTER

SIZE 8M

YEAR 2020



“ IF STABILITY IS WHAT YOU WANT, THEN THIS KITE HAS MORE THAN MOST ”



AT A GLANCE

Cabrinha have been producing the Drifter for what seems like forever, and it's long been considered a fantastic wave kite. The weapon of choice for wave seeker Keahi de Aboitiz and the rest of the pro wave team it offers a dynamic flying experience with plenty of drift, the clue is in the name as it were.

This year Cabrinha have a new Nano Ripstop fabric for the canopy material, this uses a 3mm weave that effectively doubles the number of cells compared to the standard double ripstop. Also, the coating is added using a plasma treatment that ensures it doesn't come off. This means the material is not only stronger and more stretch resistant, but it will also last a lot longer too.

Another new feature for this year is the optimised Dacron layout which helps to reduce the weight of the kite even further. As usual, the Drifter comes as standard with Cabrinha's high-end construction techniques and the kite feels exceedingly high quality when you take it out of the bag and pump it up.

TO VISIT THEIR WEBSITE, CLICK HERE



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BRAND CRAZYFLY

MODEL SCULP

SIZE 9M

YEAR 2020



" WE WERE
UNABLE TO
HOLD BACK
FROM THROWING
LOOPS INTO
EVERYTHING -
THE KITE IS SO
MUCH FUN. "



AT A GLANCE

One of CrazyFly's longest standing kites, the Sculp is back for 2020 as part of their line up. An all-rounder, it has been designed with freeride, freestyle and foil riding in mind.

The 2020 Sculp houses 3 struts, a flat delta shape and a higher aspect ratio for increased forward drive and power delivery. The kite itself is made using Teijins Triple Ripstop for superior strength, which has been structured around a Dacron frame that not only holds the rigidity of the kite, it also increases flight stability, response and strength.

Arptex patches and bumper pads provide those all-important reinforcements in key areas, and overall we were impressed with the high quality construction. CrazyFly have really focussed on the construction of their products over the past few years and the results are now kites which are up there with the best of them.

Made in their own factory in Europe, CrazyFly offer a fantastic 3 year warranty on all their products, which is an incredible back up in the unfortunate event something were to be wrong with your new product.

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BRAND DUOTONE

MODEL NEO

SIZE 9M

YEAR 2020



“WELL BUILT,
FAST, DYNAMIC
AND HAPPY TO
DRIFT TOO.”

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

One of the most successful wave kites in the business is back again, the Neo really needs no introduction, but I'll do my best anyway. The choice of champions, Airton Cozzolino and Matchu Lopes as well as the rest of the Duotone team the Neo has some pedigree.

It's still a three strut design packed with features like the Trinity TX canopy fabric, adaptive tips to tune the bar feedback and an adjustable front bridle to really dial the kite into the way you ride. For 2020 a lighter combination of materials have been used to reduce the overall weight of the kite, and an updated trailing edge profile aims to reduce flutter.

The build quality is exceptional as we have now come to expect from Duotone, lots of neat features are built into the kite, and only the best materials are used. The finished product feels incredibly polished in your hands, and you should expect the Neo to last a good few seasons with ease.

The larger sizes have also been reworked to make them faster through the turns and the feedback so far from riders is that the 12m and 11m are really valid wave kites now.

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BRAND ELEVEIGHT

MODEL RS

SIZE 12M

YEAR 2020



" PREDICTABILITY
IS THE BEAUTY
OF THIS KITE "



AT A GLANCE

Eleveight's all-round freeride kite the RS, is back again for 2020 complementing their five kite line up as the freeride/crossover model. Designed for use by a range of people in an array of disciplines, it would suit those riders who do not wish to be locked into a certain style.

The RS features 3 struts, a simple bridle, effective 1-pump system, and a large universal style inflate/deflate valve. Eleveight have really thought about the construction of their kites for this year and have opted for the proven Teijin XT Dacron and Techno Force X4 Ripstop for longevity.

New for 2020 Eleveight have changed the angle of attack of the kite for increased power delivery. The delta style wingtip sweep has been increased for added low end power and upwind drive, and a new 5 point bridle system is in play for increased feedback through the bar and added support.

The kites come equipped in a strong bag with enough pockets for all your extras, and a spares and repair kit to cover any quick fixes should you ever need to make them.

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"IT IS THIS QUALITY THAT THE TEAM WERE GOING FOR."



AT A GLANCE

This year sees the most significant change to one of the most iconic kites in the history of kiteboarding! The Bandit now becomes the Bandit S and the Bandit 2020. In previous years the Bandit range was effectively 3 kites in one, the smaller sizes were aimed at the wave rider, the medium sizes were all about freeride and boosting, and the larger sizes had a light wind focus.

For 2020 the design brief has been split into two distinct models, the S is the Surf version, designed for strapless freestyle and wave riding. The 2020 is the big air and freeride weapon. Notably, the smaller sizes of the 2020 are aimed at the mega loop and KOTA crowd too. We'll bring you a test on that kite next issue. For now, let's concentrate on the Bandit S.

Available in all sizes from 4m to 10m by shifting the focus the design team were able to make this a genuinely dedicated wave kite. It still uses all the excellent Bandit DNA, a delta C shape design, three struts, a short, simple bridle system and an easy to fly nature with impeccable handling.

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“ PERFORMS REALLY WELL WITH A FAST DYNAMIC TURN ”



AT A GLANCE

The Carve from North Kiteboarding is a three strut wave kite, the clue is in the name, designed to offer fast turning, excellent drift and impressive depower. Suitable for both strapless freestyle and waves it's the kite in the range you want to be looking at if you spend your days with a surfboard beneath your feet.

It's a medium aspect design with swept-back tips and a very short pulley-less bridle. The leading edge has a large diameter, Pat Goodman, the designer, wanted the kite to generate lots of power and lift, so you can effectively ride a smaller size than you need to.

The construction uses the popular Teijin D2 canopy ripstop, coupled with Dacron for reinforcement. There are protective Duralite Seam bumpers along the leading edge and Kevlar at the strut tips to help the kite stand a bit of abuse on the beaches. The strut connection is also reinforced with Kevlar to ensure the kite has a durable framework. A fast inflation system negates the need for a special adapter, and there are large-diameter tubes for the one-pump valves too.

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"THE SYNERGY IS A POWERFUL KITE, WHICH ENABLES YOU TO GET OUT RIDING IN THOSE MORE MARGINAL CONDITIONS."



AT A GLANCE

The Synergy from newly rebranded PLKB is designed to be a foiling and travel companion of super light weight construction and versatile design. A single strut kite, it has an open canopy design for maximum efficiency and a pulley bridle system for feedback and control.

Weight is a big factor with the Synergy, and PLKB have worked hard to eliminate any excess. The single strut instantly keeps things simple, and measures have been taken to rid the kite of any excess bumper pads or reinforcement unless critical to the kite. The canopy is made using double ripstop for superior strength to weight ratio, and the entire leading edge double stitched to add strength but reduce weight.

The Synergy packs down super small, and would be the perfect size to take as your carry on hand luggage whilst travelling. A simple repair pack is included with the kite, as is a very handy stuff sack for loosely packing the kite between sessions.

Sizes: 6, 8, 10, 12meters

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" A REFRESHING
TAKE ON A PARK
AND WAKESTYLE
BOARD "



BRAND AIRUSH **MODEL** LIVEWIRE V6
SIZE 140 X 42CM **YEAR** 2019

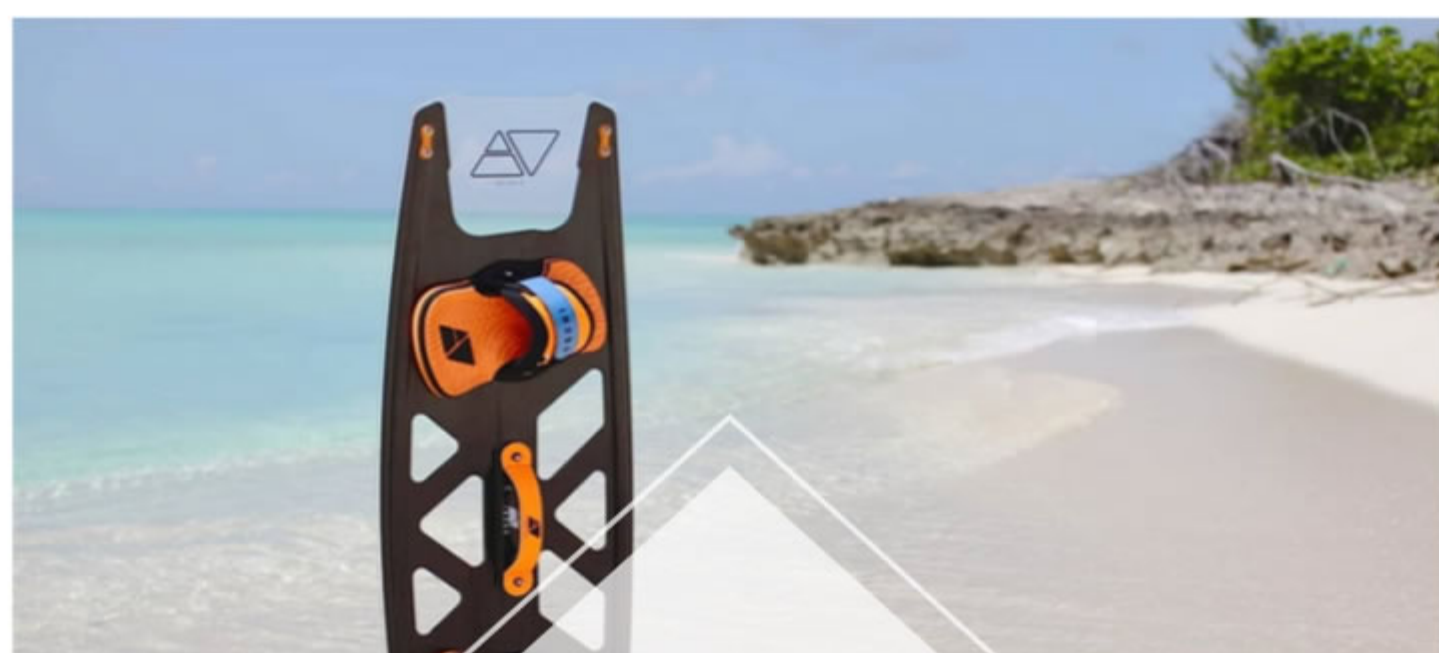
AT A GLANCE

Airush have been at the forefront of freestyle and wakestyle riding for years with many great riders on their team, freestyle rider Alex Pastor is often seen throwing down on the Livewire Team board, this is a lighter version of the Livewire purely dedicated to competition freestyle.

This issue we are taking a look at the Livewire V6. This is Airushs out and out freestyle/wakestyle and

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WEBSITE, CLICK HERE



" AGGRESSIVE GRIP, TONS OF POP "



BRAND CRAZYFLY **MODEL** RAPTOR EXTREME
SIZE 138 X 42CM **YEAR** 2020

AT A GLANCE

CrazyFly have brought some seriously good boards to the kiting world over the years. One of their extremely popular boards has been the Raptor. This freeride / freestyle board has been gracing the market for 13 years now. The carbon brother the Raptor LTD is another big hit being the slightly stiffer, lighter weight version.

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" GET SOME POWER BEHIND YOU AND THE FREESTYLE PERFORMANCE OF THIS BOARD STARTS TO SHINE "



BRAND ELEVEIGHT **MODEL** MASTER V2
SIZE 139 X 42 **YEAR** 2020

AT A GLANCE

Eleveight, after being on the periphery for a couple of years, have burst forward this year with a stunning range of kites and boards to suit all occasions. The Master V2, is the freeride and freestyle crossover board. This is the board in the line up which should suit a huge array of people who like to cruise, flip, jump, swap, and everything in between.

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" THE WAVIO DECK ITSELF OFFERS SOME OF THE SMOOTHEST RIDING AROUND "



BRAND INOBO **MODEL** WAVIO
SIZE 135 X 40 **YEAR** 2020

AT A GLANCE

Inobo are a brand with a whole new concept of board design and creation; an 'Exoskeleton' made of carbon, and a deck chosen to create a board with the characteristics to suit your style. Born of the idea that you should be able to adapt your board to the style and conditions of the day, the two French students who created the brand went back to the drawing board and decided they needed to rethink the entire kitesurf board concept.

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" GONE ARE THE DAYS WHEN A SPLIT BOARD WAS SOMETHING OF A SECOND CHOICE NECESSITY "



BRAND KITELEMENT **MODEL** RESOLVE
SIZE 136 X 41 **YEAR** 2020

AT A GLANCE

Kitelement have a full range of 'split' kiteboards, and we were very excited to get our hands on the newly updated 2020 Resolve. The 'freestyle' board in the split pack, it features a carbon lay up, a moderate rocker line and the new A Lock joint system.

Based upon their classic construction twin tip; the ReTort, the ReSolve is a board for more advanced riders and freestylers who simply need a board which can be split in two for easy travel and storage,

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" THE GO-TO BOARD FOR MOST KITERS FROM THEIR RANGE. "



BRAND NORTH KITEBOARDING **SIZE** 138X41CM
MODEL ATMOS HYBRID **YEAR** 2020

AT A GLANCE

We've been hugely impressed with the scope of the North Kiteboarding product range, something they have developed over an exceedingly short amount of time. The Atmos is their freeride and big air twin tip, available in two constructions: Hybrid and Carbon. The Hybrid version here uses carbon taping in high load areas to reinforce the glass lamination over the Paulownia wood core.

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" YOU WON'T FIND A SMOOTHER BOARD, AND WITH SOME EXCELLENT PERFORMANCE TOO "



BRAND SHINN MODEL MONK MENTAL
SIZE 135 X 42 YEAR 2020

AT A GLANCE

The Monk has been a stalwart of the Shinn range for eight years now, with an extensive pedigree, and an army of fans around the world. It's an easy to ride freeride board with an emphasis on comfort. The board features a relatively simple design with wide square tips and a single progressive concave underneath.

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DO YOUR FRIENDS AND FAMILY WANT TO LEARN TO KITE?

10 QUESTIONS

10 QUESTIONS

BLAKE OLSEN

Brought up around the Red Sea and the desert of Saudi Arabia, Blake Olsen caught the travel bug at a very young age. A self-taught kiteboarder, adventurer and traveller, Blake had loads of stories to share when he caught up with Jen Tyler from IKSURFMAG. Check out the full interview, right here!

WORDS JEN TYLER

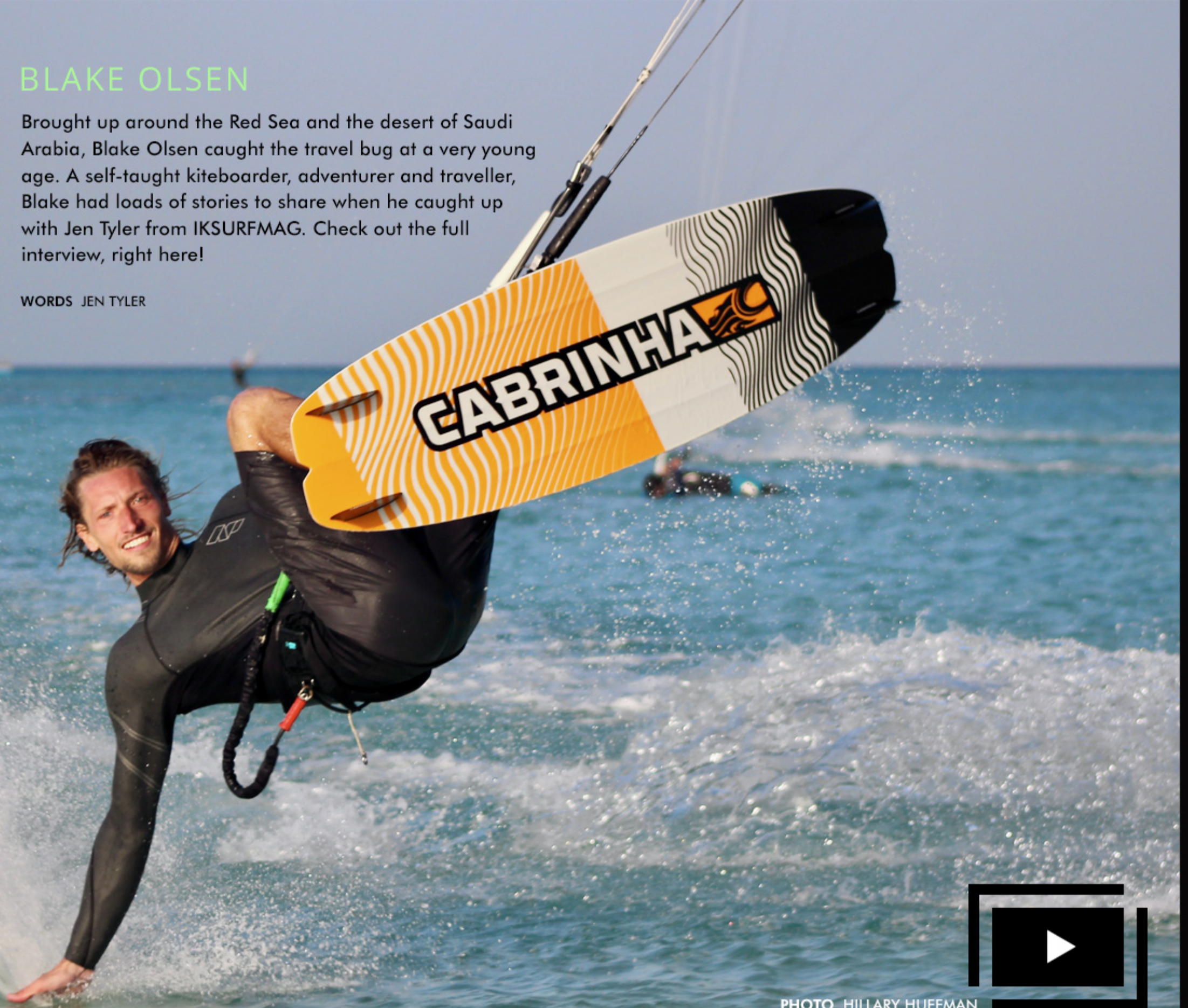


PHOTO HILLARY HUFFMAN



“ SAUDI IS A BEAUTIFUL COUNTRY,
FILLED WITH FRIENDLY, HOSPITABLE
PEOPLE THAT WILL GO OUT OF
THEIR WAY TO HELP YOU ”

Blake, it's great to catch up with you, finally! You've been on the road a lot this summer - can you share with us some of the countries you've visited, and what you were up to!

Hey Jen, great catching up with you as well! It's been a fantastic year filled with loads of travelling and adventures! Hilary and I have been to quite a few places this year including Qatar, Oman, Vietnam, Philippines, Canada, Jamaica, Cayman Islands, Egypt, Saudi Arabia, Spain, and Morocco, to name a few!

You moved around quite a bit growing up, what was that like?

Yes, growing up, we did move around quite a bit as a family. My brother and I were born and raised in Saudi Arabia. My parents were teachers at international schools, both windsurfers and very adventurous people. We got to know the Kingdom well and explored it at every opportunity. We would go camping, windsurfing, fishing, snorkelling, spearfishing, rock climbing, arrowhead hunting, sandboarding, exploring, meeting remote local villages, and seeing things you can't even imagine! Saudi is a beautiful country, filled with friendly, hospitable people that will go out of their way to help you and treat you like family.

We lived a life filled with travel and adventure at an early age. As I get older, I realise that it is not as common as I thought, and it has given me a different perspective on the world as a whole. I am trying, through kiteboarding camps and videos, to take people out of their comfort zones to destinations around the world, helping them see new cultures and introducing them to the incredible diversity and beauty this big world has to offer.



Do you think growing up in countries like Saudi Arabia engraved the travel-bug in you? Or do you prefer staying in one place?

Oh, absolutely! There is no way I would be travelling as much as I am today if it were not for my upbringing. My parents didn't travel in the sense of going on a holiday; they went on adventures! They would acquire GPS coordinates from their F-16 pilot friends and try to find different mountains, beaches or valleys, and every weekend we had somewhere new to explore!

“ EVERY WEEKEND WE HAD SOMEWHERE NEW TO EXPLORE! ”



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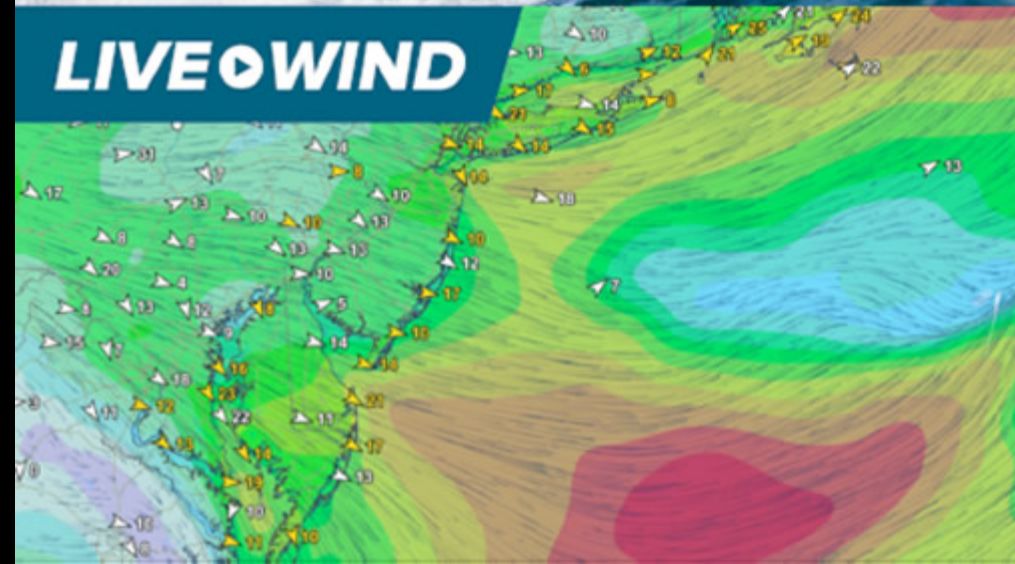
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" IT TOOK YEARS OF BEGGING MY PARENTS TO LET ME LEARN TO KITEBOARD AFTER THEY HAD WITNESSED KITEMARES IN MAUI "

PHOTO HILLARY HUFFMAN

The reason I left Key West is that I was feeling too comfortable with my life. My Dad would always say, "If you are bored, you are boring" and that has stuck with me to this day. Growing up over there, my brother and I never watched TV, played video games, or even listened to music. It wasn't until we moved back to the States that we were introduced to all of that, but it never interested us as much as being outside.

Rumour has it that you taught yourself to kiteboard, how and when did that happen?

That is correct. I ended up teaching myself how to kiteboard during high school. We moved stateside to my parents' hometown of Alpena in northern Michigan.

It took years of begging my parents to let me learn to kiteboard after they had witnessed kitemares in Maui and heard horror stories from their windsurfing friends. They bought me a 1.5m trainer kite in 2002, and I was a master when it came to flying after nearly seven years. I took matters into my own hands and started saving money for a kite. I had to drive an hour and a half to Tawas, which was the nearest place that offered lessons.

One way I raised money was by setting up a cup in the school store and would do backflips for a dollar!

When I finally had saved enough for a lesson, there was no wind, and I wasn't prepared to do another 350 backflips!

In the end, I taught myself to kiteboard in our backyard and had so many kitemares; I can hardly remember them all!

When did you first start working at MACkite, and what do you there? Have you always lived near the Florida Keys?

I moved to the Florida Keys in the winter of 2013 after a brutally cold polar vortex! I had never been to South Florida before. I started to ride for MACkite in the spring of 2017 while I was living down in Key West, Florida. My friend Nathan Patterson, who has been a long-time employee at MACkite asked me if I wanted to join the team, and it was on from there.



Ryan Goloversic (Rygo) the team manager and video editor for MACkite came down to Key West with Nathan after a dealer meeting, and Rygo asked if I would do some tutorial videos for the shop's YouTube channel. I agreed, and that is how "Ride with Blake" started. Being a newbie to video blogs, just like learning to kite, took a lot of trial and error before feeling comfortable talking to a camera and making that style of video.

We released a video every Tuesday for 47 weeks straight until it wasn't possible to get him footage anymore. We were living in Vietnam at that time, and the WIFI was too slow to transfer large video files. We took our first break and came back more ready than ever!

PHOTO MARC HOEKSEMA

" THE WIFI WAS TOO SLOW TO TRANSFER LARGE VIDEO FILES. "

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“ I UNHOOKED AND TRIED A HANDLE PASS, MISSED THE HANDLE, MY LEASH SNAPPED AND I WATCHED MY KITE FLY AWAY. ”

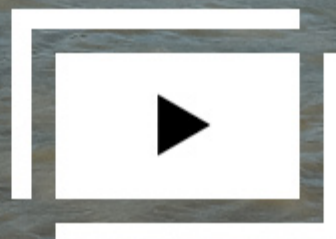


We need to ask - you have earned the reputation as being "The Destroyer," destroying everything, including boards, kites, harnesses, and your body! Has this always been the case? Can you share a couple of gnarly stories with us?

Haha! I guess you could say that it has always been this way: however, I am getting better with the not breaking myself part of it. I did get my first sponsorship when I was 17 by breaking someone's board though! He had bought it that day at Kitty Hawk Kites and thought I would like it. I took it for a spin out and back and snapped it between my feet on a landing. I sheepishly came back to the beach to show this poor guy his new board. I was expecting him to be disappointed, but instead, he had a good laugh, invited me over for dinner and ended up sponsoring me for many years, we have been friends ever since!

I want to say that I have matured but still manage to break gear from time to time, especially hydrofoils!

One of the closest calls happened in my backyard in Northeast Michigan. It was a windy, snowy, mid-November's day in northern Michigan. I had a 6mm wetsuit with a hood, boots on my board and no gloves. The wind was sideshore and blowing strong with snow blowing sideways. My face was red, and my hands were numb, but I was used to riding in these conditions and didn't think much of it. As I was riding out, I unhooked and tried a handle pass, missed the handle, my leash snapped and I watched my kite fly away. The wind direction was blowing me parallel to the beach, and it would be miles before I would reach land. So I had to swim to shore cross current, and it took a long time to reach the beach with my body slowly failing.



" I ARMY CRAWLED ALONG THE BEACH, STOPPING TO BURY MY HANDS IN THE CRUSTY, FROZEN, SNOW-COVERED SAND BEFORE CONTINUING. "



By the time I got to shore, my body was a deep purple and convulsing from the extreme cold. My fingers started to lock up, so much so that I couldn't use them to unstrap my boots. I had left the boots on to keep my feet warm, even though they probably would've been more useful for kicking. I had to use my teeth to unstrap the Velcro and tried to take deep breaths to calm the extreme convulsions. I was almost bouncing off the ground from the shivers and had quite a long way to go before making it home. I army crawled along the beach, stopping to bury my hands in the crusty, frozen, snow-covered sand before continuing. After what seemed like hours, I finally made it to the

house, crawled through the yard, up the stairs and slid into the hot tub.

I remember waking up in darkness, in a hot and steamy place. It took me a minute to figure out where I was, under the hot tub cover face up luckily where I had passed out from shock. When my parents and brother got home from school, I asked them how their day was and continued, talking like nothing had happened. Years later, I shared that close encounter with them but didn't want them to worry about me.

What does your kite quiver consist of, and what is your favourite discipline?

My kites of choice for the past couple of years have been Cabrinha. This year I got a Moto, Switchblade, FX, and Contra. My favourite board is the Duotone Jaime Textreme, and for foiling, I like the Slingshot Ghost Whisper with the Dwarf Craft Micro. I also have the Liquid Force Galaxy board with the 60cm impulse Wing Set, which is excellent in the waves, while practising footwork, and for cruising in the shallows.

I'd say that my favourite discipline is Big Air because there's nothing quite like the feeling of flying high and getting horizontal. However, I enjoy it all and like to ride in just about anything!



How have your friends and family supported and influenced your riding?

I feel so grateful to have such supportive and uplifting family and friends. My parents instilled in my brother and me that being kind to strangers, always doing the right thing, and spending time outside are some of the essential things in life. Micah is my best friend, and adventure partner and my parents made sure that even though we lived overseas and moved around a lot, we always had each other. We learned how to have fun wherever we were and never had trouble keeping ourselves entertained.

PHOTO HILLARY HUFFMAN

“ WE LEARNED HOW TO HAVE FUN WHEREVER WE WERE ”

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“ ENJOY EVERY SESSION NO MATTER
WHAT THE CONDITIONS AND HAVE
FUN GETTING CREATIVE WITH IT ”



PHOTO KITEVOYAGE

My parents have always supported my dreams in any way they could, and that has influenced how I kiteboard. The riding style they instilled in me is to enjoy every session no matter what the conditions and have fun getting creative with it. I used to go windsurfing with a mask and snorkel to check out the coral heads in the Red Sea. To this day, I'll go out with a mask on and go kite snorkelling!

Where can we expect to find you this winter? Any plans in the pipeline you'd like to share with us?

I haven't planned that far ahead yet! There are so many places that I want to see and explore. After our October Egypt trip, we are planning on going to Thailand for Thanksgiving and checking out some new countries in Asia. I want to go back to Oman in July, which is their monsoon season and drive along the coast of the Indian Ocean camping, surfing and kiting.

Blake, it's been epic talking to you! Best of luck this year!

Hey Jen, it's been great chatting with you! Hope we can link up for a session together at some point! Thanks for the interview!



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KEVIN LANGEREE HAS GOT HIS GAME FACE ON IN TARIFA
PHOTO FISHBOWLDIARIES



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

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VICTOR HAYS FULLY CHARGED IN SOUTH AFRICA!
PHOTO KYLE CABANO



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CHRIS BOBRYK SEEKING OUT ALL KINDS OF SLIDERS AND KICKERS ON HOOD RIVER.
PHOTO SARAH DUNICK



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STIG HOEFNAGEL LOSING TRACK OF TIME DURING A SHOOT IN HARDERWIJK, NETHERLANDS
PHOTO REINOUT SMIT

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PABLO AMORES SCORED SOME KILLER SESSIONS IN INDONESIA THIS SUMMER
PHOTO UNKNOWN

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EVERY TIME WE THINK OF CLEMENT HUOT, THIS IMAGE WILL COME TO MIND!
PHOTO ANTHONY MAUDET AT SAINT-MALO, BRITTANY.



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LIGHTROOM

LUCKILY DAVID TONIQUAN HAD PHOTOGRAPHIC EVIDENCE OF THIS SESSION IN GREECE!
PHOTO SAMUEL CARDENAS



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I DON'T THINK WE'VE EVER SEEN FRED HOPE WITHOUT A BOARD UNDER HIS FEET!
PHOTO KADEN SPONHAUER ON HOOD RIVER



LIGHTROOM

IZABELA MATYKIEWICZ ENJOYING ZANZIBAR'S TURQUOISE WATERS.
PHOTO LACI KOBULSKY

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SUSI SCHWARZTRAUER AMID ALL THE ACTION DURING THAT GKA KITE WORLD TOUR HEAT IN MAURITIUS
PHOTO YDWER



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CHRIS BOBRYK'S PLAYGROUND ON HOOD RIVER
PHOTO SARAH DUNICK



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BRUNA KAJIYA

[FEMALE FOCUS]



WORDS JEN TYLER

5 x Brazilian Champion, 2 x Triple-S Winner, 5x Vice World Champion and a 3x Freestyle World Champion, it's safe to say that Bruna Kajiya is one of the most iconic female riders out there! After recently taking a break from competing, Bruna is back! She has joined the North Kiteboarding team and is already ranking #2 on the GKA Freestyle World Tour! Find out what she's been up to, right here!



"ALWAYS SEARCHING TO BETTER YOURSELF AND THE "ALL-IN" MENTALITY, ARE THINGS THAT GIVE ME THAT BUTTERFLIES-IN-MY-STOMACH KIND OF THRILL."



Bruna, it's great to see you back on tour! What did you miss most about competing?

I love competing, the challenge of performing under pressure, always searching to better yourself and the "ALL-IN" mentality, are things that give me that butterflies-in-my-stomach kind of thrill. Not many things in my life affect me like that, and that's what I missed the most!

You took some time off because of a knee injury, could you share with us what happened and how you recovered?

I had a meniscus tear on my right knee; the same knee that took me out six years ago during my semi-final heat during the World Tour stop in Germany.

This time, it happened in Brazil, while training for the World Tour. I had travelled a lot for my sponsors during that time and hadn't adequately trained for a while. When I got back to Cumbuco, two weeks before the 1st competition of the year, I decided I would catch up three months of not training in 2 weeks. I overtrained myself and was fatigued, the perfect recipe for an injury!

When I injured myself, it was a tough decision; I could either remove the piece that was torn or stitch it back together. The first option would only take one month to recover, and the second would mean six months rehab with the possibility of the stitching not working. On the other hand, removing the meniscus would mean harder consequences for my future due to the number of impacts we have during freestyle training, so I valued a healthy knee for my future, and decide to take the harder road, that included six months of rehab.



“ LISTEN TO YOUR BODY WHEN IT'S TIME TO STOP; THAT'S MY BIGGEST LESSON SO FAR! ”

PHOTO SVETLANA ROMANTSOVA

The only way to minimise the chances of injuries is to stay mentally and physically healthy. Do you follow a strict eating and training plan? What does your weekly training schedule look like?

I do my best to stay healthy while travelling so much; that's my biggest challenge. When I'm at home and get to train regularly with a routine, it's a lot easier to keep my body balanced, in shape and ready for action. Unfortunately, I don't spend much time at home, but when I am there, I focus solely on working out at the gym to get strong and also finish my knee rehab, I have physiotherapy work done pretty much daily.

As for my diet, I try to eat healthily, but I don't obsess about it too much, I also love sweets and "junk food", I feel it's essential to keep a healthy mind and be happy, so I try not to control my eating habits too much!

To potentially prevent future injuries, what lesson did you learn the hard way, and what advice would you give other kiteboarders?

To listen to your body when it's time to stop; that's my biggest lesson so far! I need to understand when I'm tired or over-trained and have the patience to rest. Being hyperactive, that's always been a challenge for me, and I'm continuously working on it.

You always seem to emit positivity and remain focused; how do you mentally prepare yourself before competing? What thoughts are generally rushing through your head before you go on the water?

I'm positive because I chose to do that and that I love it. Although it might feel very hard at moments, I keep my perspective on the bigger picture, why I'm there and what's my mission. Leading up to a competition is when I feel like my mind gets the most active with thousands of thoughts rushing through at once, and it's a mind game to quiet my mind and focus solely on riding.



With me, it's usually a storm of thoughts up the moment that buzzer goes off, then I go into such a deep focus, and everything else disappears. I'm in the present moment, and that kind of presence is what I live for.

We all know you're an ocean addict, but when you are not kiteboarding or surfing, what are your other hobbies?

Although I love the ocean and it's where I do my job, I also spend quite a lot of time away from it, to keep some balance, especially if I'm home. If I'm not kiteboarding, I love to spend time with my friends, doing whatever, and that's my favourite thing to do in my free time.

“ IF I'M NOT KITEBOARDING, I LOVE TO SPEND TIME WITH MY FRIENDS ”

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PHOTO YDWER VAN DER HEIDE



"I HAVE A NEWFOUND ADDICTION FOR WAVE RIDING SINCE MY LAST TRIP TO MAURITIUS DURING THE WORLD TOUR."

Tell us about the new North Kiteboarding gear; what is your quiver of choice?

The new North Kiteboarding gear is impressive; I felt an instant connection to the board, kites and control system. It's so intuitive that it feels effortless when riding it; it feels like it's been my gear for ages!

My quiver of choice is the Focus Hybrid board; it had an incredible pop for tricks and jumping, with smooth landings. I've been using the Pulse kite mostly, not only for Freestyle but also for kite loops and more aggressive big air tricks; it's epic!

Besides Freestyle, what other disciplines do you enjoy?

I have a newfound addiction for wave riding since my last trip to Mauritius during the world tour. We were lucky to finish the event during the first three days, and after that, I was at One Eye every day with a big smile on my face every chance I got! Apart from wave riding I also enjoy foiling a lot, especially the big wings, carving around and cruising.

Without a doubt, Brazil must be your favourite place to train, but what other spots have you been to that equally compared to your home conditions?

I love to ride in the tidal lagoon in Tarifa during Poniente wind, which can be as good as Brazil. New Caledonia is also an incredible location and stunningly beautiful. I also love Los Roques in Venezuela, Safety Bay in Australia and Soma Bay in Egypt - There are so many amazing spots in the world!

The wind is ON, who is the first person you call for a session?

That changes depending on where I am since I'm always in different places with different people.



But some of my favourite people to ride with are Jerome Cloetens, my teammates Nick Jacobsen and Marc Jacobs, Paula Novotna and Colleen Carroll. These riders always make it fun and keep it light, and those are generally the most gratifying sessions.

Where do you plan on spending the winter? Do you have any exciting plans this year you'd like to share with us?

I don't have any plans yet this year because I've been travelling so much. Unless I need to plan, I try to keep things flexible and go with the flow a bit; bring some balance and lightness to my travel helps me stay fresh and motivated. But at some point during winter I usually stop by Cape Town!

Thanks, Bruna, it's been a pleasure!

Thanks, Jen!

DEATH FOREST

WORDS ARTEM GARASHCHENKO PHOTOS ALEXEY SHABANOV

Kiteboarders tend to stick together, riding the same old spots and taking on the crowds wherever we go. Sometimes though, looking beyond the usual reaps massive rewards. When Artem Garashenko heard about the Death Forest in Russia he knew he had to go there, with a name like that most of us would probably head in the opposite direction!



“ I TEND TO HAVE THE URGE TO EXPLORE THEM A LITTLE FURTHER; FIND NEW LAGOONS, POOLS AND DISCOVER NEW CHANNELS OR RIVERS. ”

I believe that kiteboarding offers so much more freedom in comparison to other board sports. I find myself riding at popular destinations, but I tend to have the urge to explore them a little further; find new lagoons, pools and discover new channels or rivers. I usually end up having to walk back on a sketchy surface, but that's ok!

I was on a quest to find the craziest locations to kiteboard and decided to launch my YouTube channel called 'Kiteable' and documented my adventures at exotic locations. These spots are unusual, and not your average kiteboarding spots.

After completing two episodes of 'Kiteable', the first one being at Rose Lake in Russia and the second being a salt mining factory in Brazil, I started looking for spots closer to Moscow. A friend of mine recommended a place with sunken tractors and industrial machines, which were possible to jib on. Without giving it a second thought, that spot was on my list!

It was the morning before my flight to Tarifa; the weather forecasted rain and storms, but we ventured off anyway; my girlfriend, Kate, photographer Alexey Shabanov and I.





“ I WANTED TO MAKE SURE I WOULDN'T GET STUCK IN THE MIDDLE OF THOSE TREES SO DECIDED TO TAKE THE BIGGEST KITE I HAD! ”

After about three hours of driving through traffic jams, and the last 30 km off-road, we finally arrived at an abandoned location. It was sunny, no wind, plenty of gadflies and no obstacles in sight!

There were a few fishermen around that

shared some information about the spot. It turned out that this place was a drained swamp where peat had been extracted at since the 1950s. When factories stopped using peat as energy, the production decreased and nine years ago, it was closed entirely. The drain pumps and channels were removed, and water filled the area. Unfortunately for us, the locals had already sawed away all the metal constructions and

sold it many years ago for scrap.

The wind was picking up, and we focused on more natural things like the backgrounds, birch trees and channels, which were all perfectly kiteable.

From the very start, nothing was easy! The launching area was quite small, especially for my 17m lightwind 'Juice'; I wanted to make sure I wouldn't get stuck in the middle of those trees so decided to take the biggest kite I had!



According to the forecast, we were expecting grey clouds and rain all day, but it was bright, sunny and clear sky almost the whole time.

The first tacks were the scariest because I didn't know what was underneath me! I even put on a full 3/2 wetsuit to feel more protected despite it being very warm and the risk of overheating!



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

People tend to assume that Russia is always cold, but it is not, and that day, it was +30 C°, and windy.

In some places, I couldn't touch the bottom, but I often hit snags, roots and rotten trees while I was riding. A durable park board, with small fins, did the job and helped me not to crash. Then, everything got better; I figured out where I could tack and jump without touching anything.

One area that I particularly liked was just after a line of reeds, and I rode on perfectly flat water spraying green duckweed on both sides! I was able to go for two tacks until the wind gave up entirely, and my kite went down.

The moss wrapped around my lines, and so attempting to relaunch my kite, while standing on the rotten tree trunks underwater was tricky - luckily the moss was easily removable just by shaking them off my bar.

The wind was quite gusty and sometimes switched offshore, but most of the time, I was powered enough to do presses and slides in the swampy areas, and stalls on the top of the trees. Some of them were dead and dry, while others broke when I touched them with my board in the air. There were people on the shore cheering and taking photos.

“ I WAS POWERED ENOUGH TO DO PRESSES AND SLIDES IN THE SWAMPY AREAS, AND STALLS ON THE TOP OF THE TREES. ”





One of the fishermen lent us his boat, and we went out to get some shots in the middle of the 'Dead Birch Forest', and this was the hardest part of the day. The wind started to drop, and I was trying my best not to get my line snagged on a tree or to drop my kite. But in the end, it was incredible! I carved between the trunks 1-2 meters apart from each other, did jibs, slides and jumps over them!

“ I WAS TRYING MY BEST NOT TO GET MY LINE SNAGGED ON A TREE OR TO DROP MY KITE. ”

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“ WE TRIED TO EXPLORE INDUSTRIAL OBSTACLES BUT FOUND A PLACE THAT HADN'T BEEN TOUCHED IN YEARS WITH AN INCREDIBLE STORY TO TELL. ”

The feeling after kiteboarding there was extraordinary! As we were leaving, the sky turned grey, and it started to rain. Despite the gusty wind, challenging spot and multiple gadfly bites, we are thrilled that we made it! We tried to explore industrial obstacles but found a place that hadn't been touched in years with an incredible story to tell. This abandoned peat moor exceeded our expectations, and we will try to go there again, probably in the wintertime to explore the other side of the spot. Stay tuned for more upcoming adventures!

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

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MOVIE NIGHT

#1 KITEMARES AND HOW TO AVOID THEM

Landing at #1 this issue is Alex Buss's (Kitesurf College) insightful KITEMARES movie. These are real-life scares that have happened that could have potentially been avoided. This one is definitely worth watching, not for entertainment purposes but because one day, it could save your life.



553



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#2 KITESURFING 150KM AROUND THE ISLE OF WIGHT

Making it was up to #2 this issue is Sam Light and Tom Court's trip around the Isle Of Wight. Kitesurfing 150 km on hydrofoils in just under six hours – this is pretty impressive stuff! Sam Light documented the whole journey, so make sure you check this out!



161



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#3 UNEXPECTED SUMMER STORM KEVVLOG #14

Kevin Langeree always seems to make his way on to our Movie Night list, and this edit definitely deserves the spot! Watch Kevin as he goes absolutely MASSIVE during an unexpected summer storm that hit Noordwijk last month; you are going to love this!



149



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#4 JESSE RICHMAN DRONE EDIT

If you are skimming through Instagram or Facebook, and you come across the heading Jesse Richman vs Race Drone – it hard not to immediately drop what you are doing, and you watch it! Our only advice would be; get this one on the BIG SCREEN!



133



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PHOTO LACI KOBYSKY

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