

AUGUST / SEPTEMBER 20

WELCOME TO IKSURFMAG

Welcome to Issue 82 of IKSURFMAG, the World's Number One Kitesurfing Magazine! It seems like the summer has been an absolute ripper for the watersports industry. In an extended piece Rou Chater looks at the Bust Boom effect of Covid 19 and asks What Next... We also sit down with legend Robby Naish for a catch up, while Oswald Smith, Graham Howes and friends are off searching for new spots in South

Africa. Alex Fox from Slingshot drops by for our interview and Sam Light gives us the full low down on his Kite Boat Project. We also talk to the industries only female CEO in our insight piece, Malwina Shinn and our new Tech Focus section looks at some of the new developments in within the sport. Of course we have tests, technique and all the usuals to keep you entertained too, be sure to check it out!

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.



- BUST, BOOM, NOW WHAT? -

NO PLACE LIKE HOME / KITE BOAT PROJECT / ROBBY NAISH / ALEX FOX / MALWINA SHINN
TESTS / TECHNIQUE AND MUCH MORE INSIDE!



FREESTYLE / WAVE

▶ DUOTONE



JOIN THE POWER OF A NEW ERA



DUO
TONE



OUR WAY TO MAKE THE
WORLD A BETTER PLACE.
SAVE OUR PLAYGROUNDS

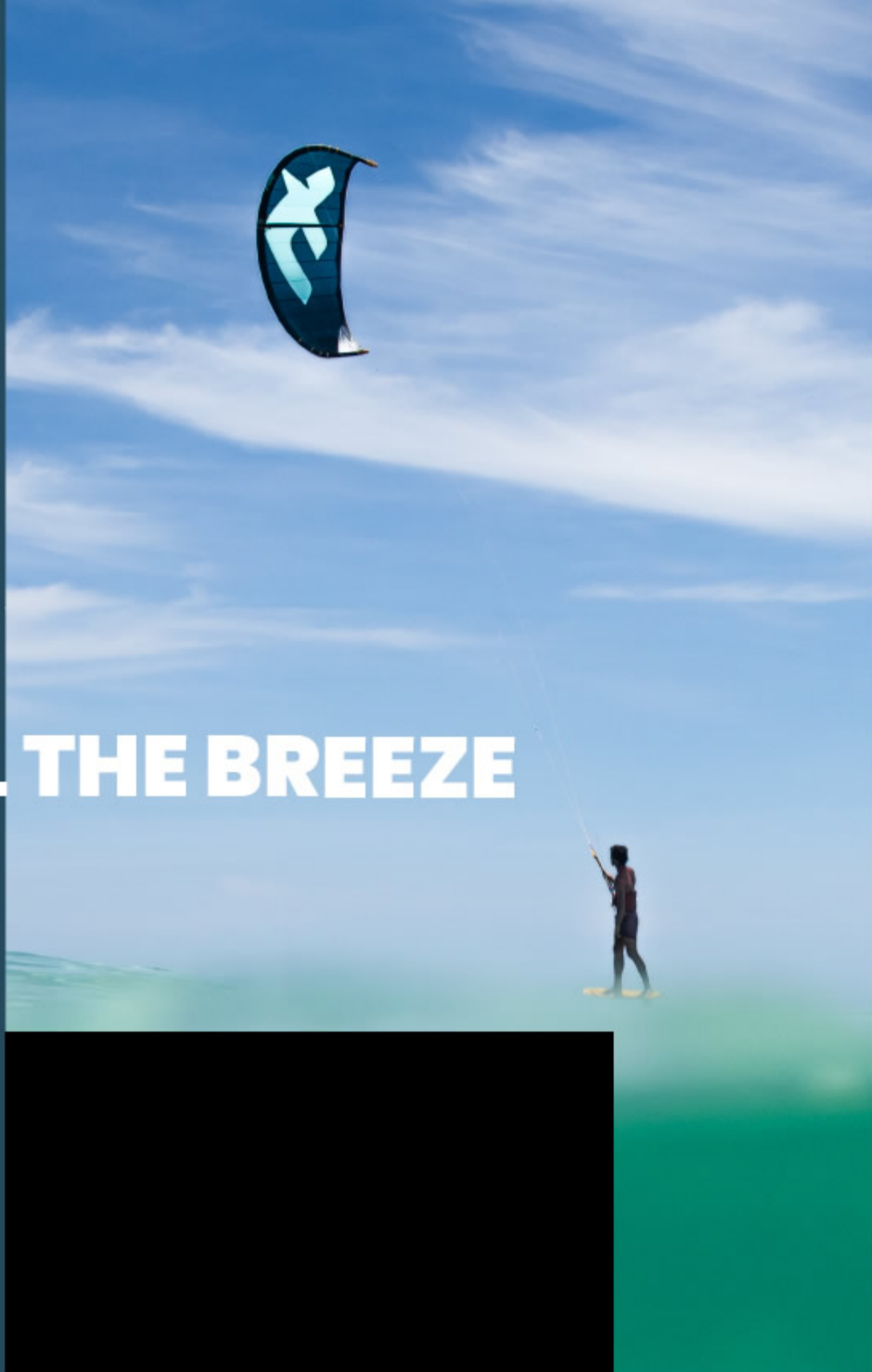
DEDICATED TO
KITEBOARDING
SINCE 2001



DUOTONESPORTS.COM

FOLLOW US

FEEL THE BREEZE



BREEZE V.3

THE MOST USER-FRIENDLY ONE STRUT KITE ON THE MARKET TODAY, INCREDIBLE LIGHT WIND ABILITY MATCHED WITH ABSOLUTE EASE OF USE.

AVAILABLE IN
7 - 9 - 11 - 13 - 15 - 17 SQ.M

RIDER Titouan GALEA
PHOTO Valerie MOUREN

WWW.F-ONE.WORLD

f fonekites
@ fonekites

F-one 



Alby Rondina
J. Boulding



FEATURING OUR NEW
NANO RIPSTOP CANOPY

Every 2020 Cabrinha kite features our all new Nano Ripstop Canopy material. Simply put, this new material brings better performance, increased stability and doubled tear strength to our entire kite range.

CABRINHA 

VISIT CABRINHA.COM TO LEARN MORE



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



5.0
6.0
7.0
8.0
9.0
10.0
11.0
12.0
13.5
15.0
17.0

 CIT MODES /
FREESTYLE - ALLROUND - WAVE

 3 STRUT LIGHT FRAME

 FUTURE-C SHAPE

 RADICAL REACTION TIPS

 CORETEX® TRIPLE RIPSTOP CANOPY

 6 YEAR WORLDWIDE
PARTS & SERVICE AVAILABILITY

 **NEW**
ExoTex LIGHT®
ULTRA LIGHT DACRON

GTS 6

FREESTYLE+
WAVE
FREERIDE

FEEL THE RUSH



Rider: Fred Hope | Photographer: Kayden Sponhauer



**NO STRUTS
NO LIMITATIONS**

UNLIMITED FOILING OBJECT

UFO VI



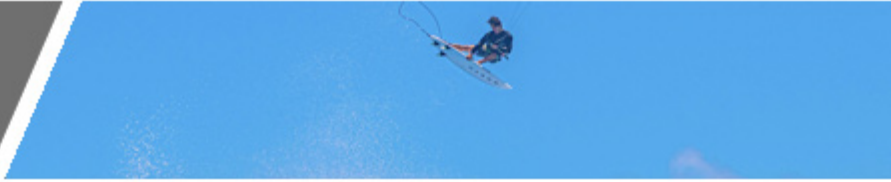
SLINGSHOT

Learn more at [SLINGSHOTSPORTS.COM](https://www.slingshotsports.com)

15
COMPETITION



17
EDITORIAL



21
BUST, BOOM,
NOW WHAT?



43
NO PLACE LIKE HOME



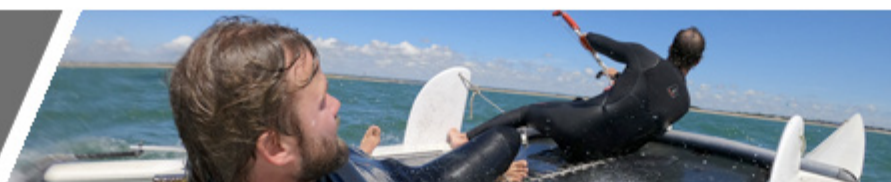
65
ROBBY NAISH



89
TECHNIQUE



121
THE KITE BOAT PROJECT



145
TRIED AND TESTED



159
INSIGHT -
MALWINA SHINN



179
LIGHTROOM



209
THE INTERVIEW -
ALEX FOX



225
TECH FOCUS



241
MOVIE NIGHT



[CLICK HERE TO SUBSCRIBE!](#)

CONTENTS

PUBLISHING EDITOR >

Rou Chater
rou@iksurfmag.com

TECHNIQUE EDITORS >

Christian Harris & Karine Nativel
christian@iksurfmag.com
karine@iksurfmag.com

WEB EDITOR >

Jen Tyler
jen.tyler@iksurfmag.com

DESIGN >

Karen Gardner Creative
hello@karengardnercreative.co.uk

ADVERTISING SALES >

Mary Booth
mary@iksurfmag.com

IT DIRECTOR >

Alex Chater
alex@nextelement.co.uk

CONTRIBUTORS >

Kyle Cabano, Colleen Carroll,
Toby Bromwich, Sam Light,
Malwina Shinn, Alex Fox,
Robby Naish, Robert Hajduk
and Andre Magarao.

PUBLISHED ON THE WEB BY >

Next Element Ltd

All content is copyright of
IKSURFMAG / Next Element Ltd.
No trees were harmed while we
made this magazine although the
staff may have been subject to
beatings in order to get the job done.
The views in this magazine are just
that, views, & should be taken with a
pinch of salt. Kitesurfing is a
dangerous sport & none of the
activities depicted within this
magazine should be participated in
without full instruction in person by a
qualified instructor.

OSWALD SMITH GETTING HIS POOL TIME IN ON HOLIDAY
PHOTO KAROLINA WINKOWSKA





WIN

...A STEALTH HARDSHELL WAIST HARNESS FROM MYSTIC!

SUBSCRIBE TO WIN [CLICK HERE](#) IT'S FREE

This issue we have teamed up with Mystic to offer one lucky reader an incredible prize! The harness is built around the patented Bionic Core Frame (BCF), which is a semi rigid back support plate; its unique composite material is very stiff yet it allows more flexibility than conventional hard-shells. The Stealth is an evolution on the well-known Majestic & Legend harness. It combines the stiffness of the BCF (Majestic X) with the non-water absorbing inner shell of the Legend harness. Best of both worlds!

- Bionic Core Frame
- Fly mold 2.0
- Non-water absorbing Flexagon Drytech
- Light weight material
- Battle belt 2.0: integrated safety knife pocket
- Flexcovers
- HP system with reinforced guidance holes
- Key pocket 2.0: keyloop with mini-buckle

Remember you've got to be in it to win it!

HOW CAN I WIN THE PRIZE?

Simply subscribe to IKSURFMAG for free and we'll enter you into the prize draw. We will pick a winner from our subscriber list, if you are already a subscriber, then you are automatically entered into the prize draw!

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 82 It's been a weird summer for me, we moved house during the first week of lockdown (legally and above board). We'd been waiting six months for the sale to go through, and we just about made it by the skin of our teeth. Anyway, besides having a home after being a bit of a sofa surfer for two years, it was good to finally get a chance to explore.

Sadly, we weren't allowed out, but after 106 days of being lockdown and unable to kitesurf, yes you read that right, Wales had one of the strictest and longest lockdowns around, we can finally spread our wings and explore. Unfortunately, every good forecast has been met with dramas in the house, and I've missed more sessions than I have hit. Responsibilities are definitely taking their revenge on my previously laissez-faire lifestyle. I've also, through desperation, forgotten it is actually summer foiling time, and you'll find me desperately trying to score a wave session on my surfboard totally underpowered and cursing my equipment choices pretty much every time I've been to the beach. Fortunately this week one of our nearest and dearest beaches reared its head with a chunky 2m swell and some nuking winds. I finally made the right choice with the 7m and surfboard and had the ball I've been waiting so long for on the water. It was wild out there, vast walls of water, massive rips, a racing longshore drift and a confused sea that had you on your toes the whole time.

It's given me a taste of what this area of Wales has on offer, and with a bit of luck by the time the autumn arrives, the house will be in a more favourable state, and I'll be able to get out there and hit every session that comes my way! Fingers crossed at least...

One thing is for sure, that adrenalin buzz from a good kite session in big winds is hard to beat, and while I may have been denied my fix for far to long the pleasure was sugar sweet when the hit finally pumped around my veins. Long live kitesurfing, as Robby Naish said in our interview this issue "It's pretty rad".

Enjoy the latest issue.

Rou Chater
Publishing Editor



[CLICK
HERE TO
SUPPORT
US](#)

JESSE RICHMAN GOING BIG IN MAUI
PHOTO DAYANIDHI DAS



PIVOT

Unrivaled in terms of performance and versatility, the Pivot is the perfect choice if you want a kite that handles confidently in strong winds, has responsive wave riding performance and tight, pivoting turns. Backed by Naish's legendary construction, the Pivot uses only the best materials available - no compromises. This two-time King of the Air winning kite has a wide wind range and incredible power generation for fast riding and huge boosts, while maintaining great low end power for everyday riders.

Inspired by Naish's own KOTA riders, this year's Pivot has an all-new bridle adjustment system - giving your kite even more range so you can ride with confidence and ease in the most extreme conditions. Also ideal for strapless wave riders who don't need a super strong pull, Naish's flagship kite - the Pivot - continues to lead the charge in innovation and performance.

FIND THE **PIVOT** & THE AWARD-WINNING NAISH LINEUP INCLUDING THE **SLASH, TORCH, BOXER, DASH & TRIAD** AT YOUR NAISH DEALER TODAY OR AT NAISH.COM

Pacific Boardsports LLC · (509) 493-0043 · pbs@naishsails.com

[f](#) NaishKiteboarding [i](#) Naish_Kiteboarding [w](#) Naish.com



THE BEST AT EVERYTHING

© Frankie Bees · Tim Walsh: Pivot LE Kite, Drive Twin Tip · Nitsan Solomonov: Pivot Kite, Traverse Twin Tip

NAISH

At the end of March this year, the unthinkable happened, a global pandemic swept across the world and flipped it on its head. There was a moment when many kite businesses were staring at the prospect of going out of business. Lockdowns across the world saw global kite sales plummet, and the entire sport looked on the brink.



BUST. BOOM. NOW WHAT?

KEAHI DE ABOITIZ
PHOTO TRACY KRAFT LEBOE

“ THERE ARE SO MANY VARIABLES AND CHALLENGES YOU NEED TO OVERCOME TO PERFECT THE ART OF ‘GETTING THE SHOT’ ”



It provided a unique opportunity and moment in time for the industry to perhaps change and adjust for the better. It was short-lived, however, while March and April will be remembered as the worst sales figures for the industry since its inception, May, June and July are a totally different story.

Did COVID-19 save the sport or spoil it?

I walked into my local kite shop a couple of weeks ago, a place I grew up with, ever since I started windsurfing at the age of seven; I was always itching for my dad to take me there. Whitstable Windsurfing, as it was known back then, will be familiar to some of you, I am sure. Now called Boardworx, it is where I used to get all my windsurfing gear, and when kiting showed up, it wasn't long before they had my card details on file, and I was running up a hefty tab.

What can I say, kitesurfing was just as addictive as a sport back in 2001 as it is now. Anyway, my most recent visit left me concerned, there was the now-familiar social distancing routine in place, but worse than that it looked like the shop had been robbed.

When I say robbed, there was hardly any stock anywhere, shelves were bare and in all my years frequenting the store I had never seen anything like it. Chatting to my good friend, Mark, it seemed that during the lockdown the shop trickled along selling online, but once lockdown lifted the sales went mental, and now they had an issue of not being able to get any stock to sell.

Had we just come out the other side of a global pandemic and economic downturn the likes of which we may never see again? Or was this Christmas come at early for the industry? Chatting to brands across the board, and shops around the world, it's a similar tale.

LASSE WALKER
PHOTO DANNY HOUWAART



With the amount of free time afforded with furlough schemes, and helicopter money flying around, it seems like the industry we know it has been saved, at least in the short term...

The Coronavirus provided a unique series of problems for the industry, from brands sitting on stock they couldn't sell, to shops cancelling pre-orders, even brands who manufacture to order having to support 800 staff who were sitting idle. Other brands had stock on order and couldn't get it, shops were forced to close by governments and beaches were locked down. However, when the beaches opened, so did the floodgates for equipment sales. You couldn't have asked for a better outcome really, arguably a year's worth of business was done by some brands and shops in two months. While March and April were dead, the last few months have posted sales records unlikely to ever be met again.

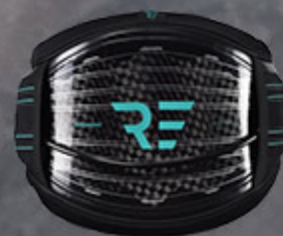
“WHEN THE BEACHES OPENED, SO DID THE FLOODGATES FOR EQUIPMENT SALES.”

RIDEENGINE
Born in Santa Cruz, CA

IS YOUR HARNESS SCIENTIFICALLY BACKED?

The Lumbar Lock hard-shell shape was developed by Ride Engine from more than a thousand back molds of women and men, providing foundational scientific data points for our renowned locked-in fit that's universally perfect for all.

Rider: Angely Bouillot | Photo: Thomas Burblies



ELITE CARBON



PRIME

HARNESS FEATURES:

- + Award-winning Lumbar Lock design
- + Stiff, durable Shell Skin construction
- + Low-profile fit for maximum mobility
- + Form-fitting Fusion foam
- + Compatible with either fixed-hook or sliding-rope spreader bars
- + Removable D-ring/HP-leash attachment



JOHANN CIVEL
PHOTO B. BOONE

“ THE ISSUE HERE IS THE WAY THE KITE INDUSTRY WORKS. HOW THIS PROBLEM GETS SOLVED WILL BE A TESTAMENT TO THE RESILIENCE OF THE INDUSTRY ITSELF. ”

It begs the question if this is sustainable. For Mark, at Boardworx, his new issue is not having enough product to sell, as it's all sold out. He has plenty of customers after equipment, but physically there just isn't any gear around for him to sell. That means the brands providing the gear have order books as long as their arm, but they can't deliver. The issue here is the way the kite industry works. How this problem gets solved will be

a testament to the resilience of the industry itself. A simplified version of the kite industry works like this. The brands work with a factory to make gear from raw materials provided by a manufacturer. There are a lot of steps in the supply chain, and it can easily be affected at any stage. Once the brands have the gear, they sell it to the distributors, who in turn sell it to the shops, where we all go to buy it. For sure some brands skip the distros and sell direct to the shops or online, but the model is there. At the top of the chain is the materials manufacturer, in our sport that is dominated by a company called Teijin. They are known for the canopy material in your kite, they also make Dacron

and other fabrics used in kite and board production. Much like Shimano and SRAM dominate the cycling market as the two gear and brake manufacturers Teijin dominates the kite industry. With good reason, the materials they create have set a benchmark within the sport. Other companies have tried and failed in the past to use different materials with varying levels of success. Cabrinha are arguably one of the only companies to successfully buck the Teijin trend. Working with Nike to develop their Nano RipStop Canopy material, is arguably the first time a brand has moved away from Teijin and been very successful with the results. It's one brand in a sea of many though and for now Teijin well and truly have the market in their grasp.

Generally, brands are booking materials with Teijin two years in advance. You can't just knock on their door and ask for enough material to make 10,000 kites, the raw materials simply don't exist. This is one of the reasons why starting a brand takes time, especially if you want to produce at scale. For sure, you could use inferior materials, but why take that risk. Teijin themselves have different grades of the same material. Canopy fabric in D2 which most brands use now, for instance, is graded A, B, C, D. A brand might not be so fussy and be able to get hold of lower grade materials, but they are a lower grade for a reason, and the risk is more warranty issues further down the line.

For 2020 the brands have long had their gear in production, now it's sold out, and 2021 is on the way, they can't suddenly ask for another 10,000 kites from the factory to supply the demand as the raw material just isn't there. This means for Mark at Boardworx he can't get any new stock and looks like he's been robbed.

It's not just the kite industry that is affected, try and buy a mountain bike in Europe or the US for under £2000 and you can't, they are entirely sold out in all sizes and all models. Such has been the spike in demand for sporting goods the whole world is reeling from a weird phenomenon.

In a world where you can order something online and get it the next day, we are now in a situation where certain goods have waiting lists of months, and some just can't be bought, not for any money. What does this mean for the future?

“ IT'S NOT JUST THE KITE INDUSTRY THAT IS AFFECTED, TRY AND BUY A MOUNTAIN BIKE IN EUROPE OR THE US FOR UNDER £2000 AND YOU CAN'T, THEY ARE ENTIRELY SOLD OUT IN ALL SIZES AND ALL MODELS. ”



“ EVERY KITER HAS NOTICED THIS, YOU CAN'T MISS IT. THE UPTAKE IN PARTICIPATION OF THE SPORT IS UNPRECEDENTED ”



It's almost impossible to forecast an event like this, and forecasting is what dictates the industry. Sell 20,000 kites in 2019 you'll probably order 22,000 for 2020. You'd be foolish to order 10,000 or 30,000 as you'll either miss out on sales or be left with a load of stock. With an event like this, what do you do as a brand? You know you can sell your product ten times over, but is that demand going to be there next year?

In an unpredictable world, it's a tough situation to be in, especially when 2020 has thrown up more curveballs than the World Series and its only August. For you, as a kiter, you may or may not have noticed this strange phenomenon. If you haven't tried to buy any kite gear, you may be oblivious, equally that kite you wanted to buy might be out of stock and you have to make do.

What you won't have failed to notice though is the sheer number of people at the beach. It seems like when humans can do anything they want, they tend to just travel along a linear path doing the usual things that make them happy. Stop them from doing what they want for an extended period, and something changes.

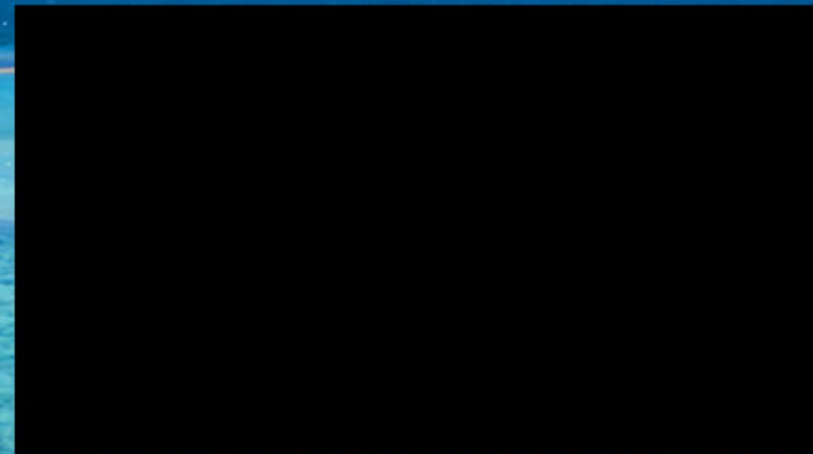
People all over the world were dusting off bikes in garages, digging out windsurf gear long since forgotten and pulling those kites out of cupboards and heading to the outdoors. The beaches of the world have been rammed. Every kiter has noticed this, you can't miss it. The uptake in participation of the sport is unprecedented, a word I was trying to avoid using for this whole article and have now failed.

BOOST LOOP FOIL SURF REACH

The Ultimate Desert Island Kite



NORTHKB.COM





JESSE RICHMAN
PHOTO FRANKIE BEES

“ WE’RE REACHING THE POINT WHEN THE FREE MONEY STOPS FLOWING, THE REDUNDANCIES INEVITABLY COME, AND THE ECONOMY SURELY HAS TO TAKE A DOWNTURN. ”

We’re in a unique situation where more people than ever have a combination of time and money and are choosing to either revisit, learn or just spend more time participating in sports. For the industry that’s a good thing, more people equals more customers, the oxymoron here is that if you don’t have the equipment to sell in the first place, it’s just another missed opportunity.

Will that momentum carry on for the future is the larger question? We’ve had the bust,

then the boom, but what next? This summer in Europe and the US will be marked in history as one where people had more free time, either being paid to stay at home by the government or because they were working from home as so many of us now do. Most of us have more money flushing around too, government bailouts, helicopter cash, furlough schemes and lower expenses, after all, it’s hard to spend cash when bars and restaurants are closed.

This blending of cash and time has led to the boom, but what happens when these resources run out. We’re reaching the point when the free money stops flowing, the redundancies inevitably come, and the economy surely has to take a downturn.

This seismic shift in our lives has had surprising consequences, but the current status quo is unsustainable and when the money runs out what comes next? Will all these newly energised kitesurfers carry on with the sport? As winter approaches and the weather turns will that newfound enthusiasm translate into wetsuit sales as the passion continues or will the desire to hit the water wain as quickly as it exploded at the end of lockdown.

These are questions that are hard to answer and even more difficult to predict. One area where the industry is still struggling is the kitesurfing holiday business. While countries are opening up, borders are not, insurance companies are nervous and the general kite populous seems to be relishing the conditions at their home spots over hours sat on planes in search of something better.

Usually, kite travellers are a pretty resilient bunch, after the terror attacks in Egypt, it wasn't long before the kites headed back. The promise of warm water and consistent winds and the chance of a good fix surely outweighs the minimal chance of a run-in with a terror incident.

However, this feels different, with governments putting restrictions on travel, staycations being pushed at every turn and the underlying fear of what is still a killer virus it's going to take a little more time before the travel industry gets back to any new kind of normal.

What a lot of these resorts are finding is an influx of local kites visiting, after all a staycation is precisely that, a holiday away from home in your home country. The lagoon at Lo Stagnone in Sicily is filled with Italians, rather than the usual eclectic mix of European kitesurfers. It's the same story everywhere you look, the schools and spots where people can travel too are busy, but the mix of kites from different countries isn't quite there yet.

There will, of course, be casualties in all of this, as well as success stories. Liquid Force Kiteboarding have ceased to be, deciding to focus on the sport of foiling and closing the offices in Hood River and dropping all the team and staff. Dakine have moved their huge office out of Hood River too, they are now running a much smaller operation out of California. We've just heard BWSURF will cease production of kites with immediate effect.

No doubt there will be more companies that follow suit, but we are also hearing of brands that were expected to struggle this year having found themselves saved by the uptake of sales. After all, if you were lucky enough to be sitting on stock, then that very quickly became a much sought after commodity.

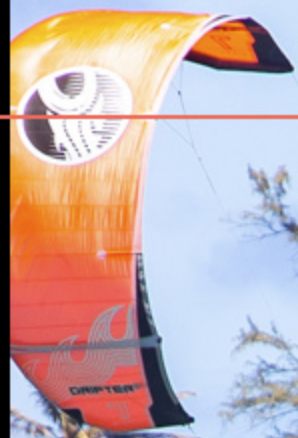
“ WE ARE ALSO HEARING OF BRANDS THAT WERE EXPECTED TO STRUGGLE THIS YEAR HAVING FOUND THEMSELVES SAVED BY THE UPTAKE OF SALES.”



LINUS ERDMAN
PHOTO THOMAS BURBLIES

IKSURFMAG.COM

“ THE WIND WILL STILL BLOW, THE SEAS WILL ALWAYS BE OUR PLAYGROUND AND KITESURFING WILL PREVAIL ”



THE ICONIC CABRINHA SWITCHBALDE AND DRIFTER CRUISING IN MAUI
PHOTO PHIL SOBOLEV

Personally, I think this could turn out to be a missed opportunity for the industry, overnight they were forced to rethink how they operated; everyone made sweeping changes across the board. As soon as the money flowed in though it didn't take long for the creatures of habit to go back to what they know best. Whether that is for the better remains to be seen. One area that has always niggled me is the second-hand market. It's crazy you can drop £1800 on a new kite and bar and then not sell it for anything more than £500 barely a season later in the UK.

With this lack of gear and high demand, perhaps there will be an opportunity to redress that balance. Although once again I think we'll shoot ourselves in the foot. Human nature will ultimately be what decides the future for us. How we react as a populace of beings to the unfolding drama remains to be seen.

Will you keep up your renewed enthusiasm for the sport you love? Or will you let a love of something you once held so dear wain once again? If you're reading this article, you are more likely to fit into the die-hard passionate kitesurfers bracket, and I know from experience that is a hard fire to snuff out.

Perhaps the only constant in all of this is that the wind will still blow, the seas will always be our playground and kitesurfing will prevail. It's proved to be resilient in the face of the most ardent disorder, and I don't think that will ever change. History will be the ultimate judge as it always is, the only question is whether we are all around to see it...

Inspired
by Nature...

Driven
by the Elements.



Wasp v1

- Kite Wing for the water, land or snow
- Easy to fly and handle
- Stable with efficient low end grunt
- Strong and lightweight single strut design



WING ASSISTED SURF/SNOW/SKATE PROPULSION

© BRIAN SOLANO TEAM RIDER: RIDGE LENNY

OZONE®

WORDS & PHOTOS KYLE CABANO

NO PLACE LIKE HOME

The date, 11 June 2020, and South Africa has just been moved from Level 4 lockdown (house-arrest style) to Level 3, which allows some room for movement within provincial borders. This seemed like a good enough reason for us to pack our cars and head to the desert.



The trip was initiated by Graham Howes, who contacted me to ask what I knew about the kiteboarding potential of the northern parts of the Western Cape. This area is well known among the surfing fraternity, offering some of the best surf in the world. Every winter, there is a pilgrimage of wave hunters that head up when the conditions are on. As far as I know, nobody has ridden this coastline with kites, which was enough incentive for us to want to try it out.

Two days later and the convoy was ready to get moving! Oswald Smith and I travelled in my car, while Jason Colborne and Darryl Parrington travelled with Graham. Packing for a trip like this is no easy task!

With no shops or gas stations around for hundreds of kilometres, you've got to plan and pack thoroughly and all provisions including firewood, food essentials and comforts to be fully stocked up.

We started our journey at the crack of dawn. The excitement was mutually shared among the crew, as it had been a while since we've been able to embark on a quest like this one! The drive continued for over three hours through the beautiful winding roads of the Cederberg Mountain range, eventually arriving at our final refuel point before we leave the grid. From here on out, we lose signal. We also used this opportunity to contact our families, letting them know we'd be unreachable.

“ THE EXCITEMENT WAS MUTUALLY SHARED AMONG THE CREW, AS IT HAD BEEN A WHILE SINCE WE'VE BEEN ABLE TO EMBARK ON A QUEST LIKE THIS ONE! ”





“ WE CRACKED A BEER AND WAITED FOR THE CAR TO SLOWLY IDLE AWAY AND HOPEFULLY DRY OUT. ”

The roads that run along the coastline are a mixture of sandy straights, with hard clay bits in between but after the winter rains, these hard clay bits had turned into puddles of mud! We got a little carried away blasting through the puddles, and my car's motor got soaked, wetting the plugs and causing it to lose all power over 2000 rpm, making the road ahead a lot scarier! It took a while to diagnose the issue, so we cracked a beer and waited for the car to slowly idle away and hopefully dry out. Luckily it was self-remedied, and we continued the journey north, avoiding the puddles while we bumped our way across the desert plains.

AIR TRAVEL FRIENDLY

SHINN

comes with all our grip & pop

SLICER

split board reinvented



82 cm when split

Next Generation Split Board
X-over/ Enduro Performance
Perfect Solution for Travellers



“ I GUESS THE LOCKDOWN HAS HAD ITS ADVERSE EFFECTS ON ALL OF OUR FITNESS LEVELS, BUT IT WAS A TREAT TO BE OUT THERE IN SOME OF THE CLEANEST AND BIGGEST SURF I HAVE EVER WITNESSED. ”

With the sun dropping lower, and the days travel slowly coming to an end, we arrived at our destination. Our friends, Jason Baker and Kyle Bell, were already at the spot in their old VW Combi; who knows how they managed to get this legendary surf van over those waterlogged coastal roads!

We were finally here! While we were unpacking our rigs, a deep fog bank started

to appear from the south, and it seemed to have come bearing wind. Ozzie got amped to test the water and wind up here, and even though he was underpowered on his 9m kite in the 15-knot puff, it was epic to have scored a session, literally upon arrival. The session was short-lived, with the wind dying off as soon as the fog bank left us.

We started the evening fire while the dusk set in and the dry desert hues were slowly replaced by pastel blues and stars in a density us city-slickers know nothing about. The temperature must have dropped to around 5C that first evening; it was freezing! We kept warm by sitting around the fire,

sharing stories of stoke and scandals before eventually retiring for the evening, looking forward to the week ahead.

The morning started off with a bang! After a cold first night, the start of the day was welcomed with light offshore winds, grooming the open ocean swells. The waves were firing! First to the water was a group of bodyboarders camping on the hill next to us, revealing the true size of the waves. It was big but so perfect that one-by-one we each gave it a bash before getting washed in or denied entry by the set wave. I guess the lockdown has had its adverse effects on all of our fitness levels, but it was a treat to be out there in some of the cleanest and biggest surf I have ever witnessed.



EVENINGS WERE SPENT ROUND THE CAMPFIRE

Time in the desert rolled on as the days and nights all kind of morphed into one. It must have been four days by now that the straight offshore winds were blowing.

We were white-washed and crispy with many surfs under the belt, although the kiting that we had hoped possible had not happened. With provisions for the week starting to show areas of weakness, the outcome of the trip as far as our kite-dream went was at question.

On the fourth evening of the trip, we went all in, deciding to burn the last of our firewood, making a massive fire for the final evening's campsite feast. On the menu was a dish traditional to the area and the Afrikaans culture called a "potjie", which translates to pot in English, and is essentially a big pot of meat and vegetables, slow-cooked over the heat from a fire.

“ IT MUST HAVE BEEN FOUR DAYS BY NOW THAT THE STRAIGHT OFFSHORE WINDS WERE BLOWING. ”

VELOCITY MADE GOOD

8 / 9 / 10 / 11 / 13 / 15 / 18 / 21 / 23

IKA Registered Series Equipment



drag reduction

47%

performance increase

25 sec/nm

top speed

41,4 kts

2LB 2-Level Bridle Design

High Performance Construction

Speed Mode

FLYSURFER

FOLLOW FLYSURFERKITEBOARDING | FLYSURFER.COM

“ THERE WAS TALK OF A BIG SWELL HITTING THE COAST THE FOLLOWING DAY, AND WE WERE ALL QUITE EXCITED TO SEE HOW IT WOULD PLAY OUT. ”



“ AS THE MORNING WENT ON, THE SILHOUETTES REVEALED THEMSELVES AS TOWERING WALLS OF WATER. THE SURF WAS HUGE! ”

The night was perfect, and we shared stories while polishing the beer stocks and slowly preparing our meal. By this point of the trip, there were more campers on the hillside next to us. There was talk of a big swell hitting the coast the following day, and we were all quite excited to see how it would play out.

I was sure to be up before first light to get a head start on the day. I wanted to climb up to the top of the hill, to capture some dawn landscapes as the night turns into day. As the morning went on, the silhouettes revealed themselves as towering walls of water. The surf was huge! Slowly but surely the campsite woke up and came to life, everyone gathering on the edge of the hillside to watch these massive waves coming through in perfect form. Also to note, was that the wind had now switched direction somewhat as to be slightly more cross-shore than the full-offshore from the days prior. The waves continued to power through while a handful of experienced watermen from the camp next door gave the paddle out a shot, one-by-one.

We stared at it for about three hours before deciding to head in and attempt the surf. Graham, Ozzie, Darryl and Jason were all keen to give the surf a bash, while I opted to try the swim with my camera. The potential of scoring a one-of-a-kind photograph, in conditions like these had me convinced. The swim/paddle in was extreme, to say the least.

Ozzie and I were the first to be swept in by the surging set waves, but we put our heads down and got to work trying to head out again. Determined to make it out there after a humbling first paddle.

AIRUSH
KITEBOARDING

100% FREESURF



Never commit yourself to one style.
Always maintain an open mind.
Ride everything.

AIRUSH.COM



PHOTO: KYLE CABANO & SAM CARDENAS

100% FREESURF

RIDER: KIKO ROIG TORRES & OSWALD SMITH



“WATCHING THE OCEAN FROM THE HILL, WE NOTICED HOW THE WAVES WERE LOSING PERFECT SHAPE WITH THE WINDS TURNING FURTHER CROSS-SHORE, ALMOST STARTING TO LOOK KITEABLE!”

We made it to the back, full survival mode by this point. With the waves in the 10ft range, I found myself quite paranoid by the rogue ones. My position in the water made getting in the zone for the shot quite tricky. Still, it was an absolutely epic experience to be out there witnessing these giant waves detonating over the sandbanks on these lonely desert shores. It had me in a deep

wonder; what else is out there if you take the road further along this coastline? Does it do this every day, while we live our fast-paced city lives? A trip to a destination like this broadens your perspective and leaves you with more questions than answers.

I had about an hour of glory before the ocean decided my time was over and I got washed ashore after taking a wide set to the head. Quite an ordeal, but I was stoked to be back on land. Ozzie followed shortly after so did the rest of the crew. Watching the ocean from the hill, we noticed how the waves were losing perfect shape with the winds turning

further cross-shore, almost starting to look kiteable! As we were packing our camp up, getting ready to embark on the journey back to Cape Town, we decided to check another spot on the way home, a bay that we came across a few days before that seemed to have potential. With the morning berg winds swinging further towards an NE direction, there was a chance that we might be able to get something rideable.

Rocking up at the spot in the bay, we quickly noticed how much bigger it was. Ozzie was instantly excited, although Graham and myself weren't biting; the wind seemed too light to me. Ozzie insisted that we at least try so went on to rig over the rocks and bushes that we had on offer and did a test launch of the kite.



“ BOTH RIDERS WERE IMPRESSIVE TO WATCH OUT THERE, NAVIGATING ALONG WITH THE UNPREDICTABLE SLAB, BUT IT WAS OZZIE WHO WOULD CLAIM THE BARRELS BEFORE THE WIND DIED OFF ”

The kite stayed in the air, so I guess that means we are on? Graham wasn't going to let Ozzie do this stunt alone, so while Ozzie took the lead and made his way down to the water, Graham geared up.

The kites looked out of place as the sets rolled in over the slabbing west coast reef, almost photoshopped into a scene that was clearly lacking wind! Ozzie went straight into tube hunting mode and committed to the cause, getting caught on the inside a few times and having to eject on some, that totally bottomed out. Graham was also getting more and more confident, moving further inside and closer to the rocky ledge. Both riders were impressive to watch out there, navigating along with the unpredictable slab, but it was Ozzie who would claim the barrels before the wind died off, even more, causing an abrupt end to the session.

Ozzie managed to catch the final puff of wind while Graham got smeared on the inside section after his kite fell out of the air. Luckily Graham and his gear made it to shore unscathed. The boys made the walk back up the point to us, as the ocean glassed off even more.

There is still much to learn about the conditions up here on this section of the coastline, and I am sure in due time, we will learn more of its secrets that it holds. With sunburnt faces, toasted hair and satisfied souls, we packed it up and made our way down the coast and back to the city, leaving behind nothing but footprints but taking home an experience of a lifetime.

WE STAND ON CORE PRINCIPLES.



QUALITY IS OUR SPECIALTY

We offer high-quality products. We are experts in innovation, creating high-performance and durable products. We work hard so that no one has to get out of the water because it's too cold or they don't feel comfortable.

WE ONLY SELL TO SPECIALIZED SHOPS

We are passionate people, and we surround ourselves with passionate people. We do not cut out our partners by selling directly from our website. In that way, we favour service, advice and we help grow local communities.

WE ARE A FAMILY BUSINESS

Our brand has been 100% owned and run by the same family since its inception. We make our own strategic choices, and we share the same passion, generation after generation.

WE WANT TO SEE YOU AT THE SPOTS

We use marketing to inspire, to gather and to encourage everyone to spend more time on the water. Our products are made to brave the worst conditions, we want to see them used wisely.

If ever there was a man who needs no introduction, it's Robby Naish, he's been the undisputed king of watermen for longer than I can remember. A hero of mine since I was a 7-year-old windsurfer and someone I've had the fortune of meeting on several occasions. Always down to earth, always humble, we thought we'd catch up with Robby to see how things were going in the midst of the craziness and chat about the last 25 years of making full production gear for windsurfing, kite, SUP and now Wings...

WORDS ROU CHATER PHOTO FISHBOWL DIARIES



ROBBY NAISH



" THE IDEA WAS TO GET THE SAMPLES DONE, GET THE PHOTOSHOOTS DONE, TO HAVE A LOT OF OUR PRODUCTS IN STOCK, AND SHIP BEFORE THE CHINESE NEW YEAR. "

First up, I guess we best ask how are things going for business during these crazy times?

Surprising well, knock on wood! We have managed to position ourselves, timing-wise, better than most of our competitors. My plan for the season was to launch earlier than we ever had in the past. As a lot of our production comes from China, the Chinese New Year is always a factor, the date changes and the time that it affects production seems to get longer and longer. As a result, I had moved a lot of stuff forwards this year. The idea was to get the samples done, get the photoshoots done, to have a lot of our products in stock, and ship before the Chinese New Year.

The Chinese New Year went straight into COVID-19, which shut down China, shut down the factories and stopped anyone from going there. A lot of brands hadn't signed off on product at that stage, and so they had no production and no stock, but fortunately, we did. In that sense we were good, we knew, of course, that business would be dead for a while, but at least we would have stock.

Then, people stopped travelling, they were sat at home while the government gave them money, and everyone was buying things because they had cash and time. We did a lot of direct to consumer business, but also, we were seeing a lot of our dealers doing exceptionally well. In fact, we are exponentially up on our sales from last year domestically, Foiling, wings and SUP were way up, as well as our kites.

PHOTO JULIA SCHWEIGER

STEALTH

If The harness is built around the patented Bionic Core Frame (BCF), which is a semi rigid back support plate; its unique composite material is very stiff yet it allows more flexibility than conventional hard-shells. The Stealth is an evolution on the well-known Majestic & Legend harness. It combines the stiffness of the BCF (Majestic X) with the non-water absorbing inner shell of the legend harness. Best of both worlds!

HARDSHELL HARNESS



#BREAKBOUNDARIES



PHOTO FISHBOWL DIARIES

" EVEN THOUGH PEOPLE WEREN'T ALLOWED TO TRAVEL, THEY WERE AT HOME AND HAD MONEY AND SO THEY STARTED SPENDING ON GEAR INSTEAD, AND EUROPE BOUNCED BACK QUITE STRONG. "

Stand up paddleboarding has been going down for years, and it shot back up to being as good as it ever was for us, locally.

When COVID-19 hit, we were talking to the industry about the action plan and what the brands would do with their teams; it was pretty much doomsday. A lot of brands were laying off staff and dropping riders. I didn't know what direction things were going, but I knew I didn't want to do that, so we kept all our staff, kept all our riders, and kept paying

all the salaries. We kept our fingers crossed that the riders would find a way to promote themselves and the brand and people would be stoked on that, and in the end, it worked out, and we made it through just fine.

The European market was utterly dead during the lockdown, with all the beaches being closed. But once the restrictions were lifted, and even though people weren't allowed to travel, they were at home and had money and so they started spending on gear instead, and Europe bounced back quite strong.

Overall, things were horrible for everybody, but from a business standpoint, it really has

not been too bad for us, in fact, we are going to be well ahead of pre-COVID times.

And how has it been on Maui, were you guys stopped from kiteboarding or surfing at all?

No, we've been pretty lucky on Maui and have been able to kiteboard and surf throughout it all. There was a period when they closed the beach parks, but the lifeguards were still there, and you could always go to the beach, but you couldn't use the parking lot, so you had to park across the street and walk over. That was as bad as it got. In fact, it's arguably been better than usual because it has been uncrowded, to a degree. It's been jam-packed with locals as no one's at school or working, so the surf has been heaving with surfers, but in terms of windsurfing, wings, kiteboard and foil it's been perfect.



It's been strange having no tourists here for this long, there are thousands and thousands of rental cars parked everywhere, all around the whole airport it's just rental cars! And the roads are quiet because we don't have any tourism!

In terms of being able to get in the water, ride, and develop product and do photoshoots, it's been incredible. At the beginning of COVID-19, we couldn't really post anything online as people were freaking out if we shared a session. We would get loads of hate mail from people saying we were taking hospital beds. It felt like "I can't eat ice cream, so therefore you can't eat ice cream either" attitude. Out of respect, we stopped posting, as obviously elsewhere in the world it was much worse, and they couldn't get to the beach.

**" IN TERMS OF
BEING ABLE TO
GET IN THE
WATER, RIDE,
AND DEVELOP
PRODUCT AND DO
PHOTOSHOOTS,
IT'S BEEN
INCREDIBLE. "**

Feather light

Extreme light weight engineering.



Pure

The Pure is without a doubt the lightest foil board in the world. In its 77 x 43 cm size, the board with full deck pad weighs an incredible 1 400 grams.



" MOST OF THE PLACES HERE IN PAIA ARE STILL BOARDED UP, AND THOSE ARE PEOPLE WHO HAVE NO MEANS TO MAKE ANY MONEY AT ALL. "

Here on Maui, we had no cases, maybe one at that time, so it was a different situation. In fact, it's worse now, we have about 100 cases, but we have strict quarantine rules for anyone coming to the islands. People can't just drive here; we know when people have landed and how they got here. The sad result for the economy is that it is wholly f**ked, but we don't have many COVID-19 cases. I'm not sure which is better, but it is what it is. It's really catastrophic for the economy here, tourism is how we pay the bills in Hawaii. Businesses are closed, hotels are closed, the rental car companies are closed, and the restaurants are closed. Most of the places here in Paia are still boarded up, and those are people who have no means to make any money at all. The pain and impact of it may have been kicked downstream a little with the government payouts, but it's not good.

I think the economic impact will be felt and will be far more reaching than the initial impact of the disease. We just need to be smart, conservative and flexible, and that's what we are, we don't have giant aspirations of conquering the universe by selling more gear than the other guy.

This year marks Season 25 of the full production side of the company. Obviously, the custom business has been going for years, but that's a huge landmark to reach. What's the proudest moment of all of that do you think?

We've been creating custom gear since 1979, but Nalu Kai was the company I started 25 years ago to make windsurfing gear on a full production scale.



" AT THE BASE, IT'S A SMALL TEAM WORKING REALLY HARD IN HAWAII AND AROUND THE WORLD TO MAKE THE DREAM A REALITY. "

The fact that we made it this long is what I am most proud of. I don't know what I am doing, haha! We've had a lot of fun, we've learned a lot, we've made some cool stuff over the years for a lot of different sports and been in the right place at the right time. I have been fortunate many times over, whether it be with windsurfing or kiteboarding and then SUPing and now foiling and wings we've been at the leading edge of a lot of fantastic stuff. Not only do I enjoy riding it, but it's been great to touch a lot of other lives too.

I'm proud we haven't tripped over our own feet so badly that we didn't make it back up and I'm proud that we made it this far being independent. Undercapitalised, cash base, never asked for money, never borrowed money, and never sold out. It's been an exciting journey, not always pleasant, but it's been rewarding and right when you think it's getting a little stale something new comes along.

There are always new challenges, but we are still loving getting on the water and playing with all the toys we make, that's the main thing!

Has the company structure changed much over the years?

You know we are still pretty small, we come across as a huge company with all these sports and products, but at the base, it's a small team working really hard in Hawaii and around the world to make the dream a reality. We've grown, we have more people on admin, as we sell more gear, more engineers to develop it and the design department has grown too.

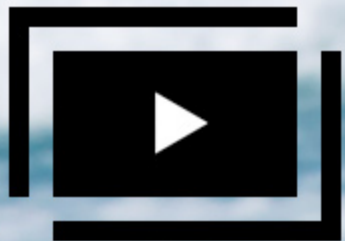




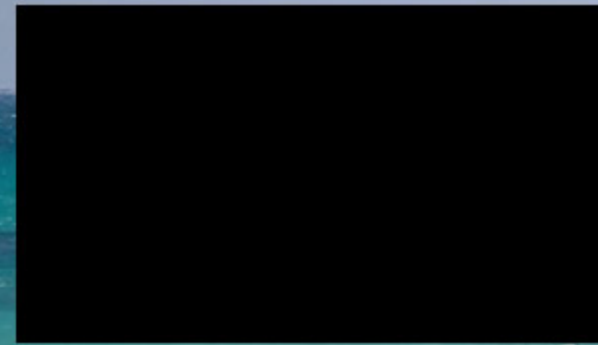
PHOTO JULIA SCHWEIGER

We still do all our own graphics and handle pretty much everything internally. We're a tight-knit team, and a lot of our people have been with us for a long time. We have a good mix of new blood and old guard; obviously, I'm always there as the spine behind the operation, steering it in the direction I want it to go.

You're obviously a master at so many watersports but how do you decide what to do when you hit the beach each day?

It's usually led by the conditions, but also by work. I still love to ride Ho'okipa on my windsurfing gear, but the conditions haven't been that good lately. I've actually haven't ridden there in several months, as it's been crap, so I've been slalom sailing and kiteboarding a lot on flat water. We've also been working on the kites a lot lately, so that's been dominating my time in the water.

"A LOT OF OUR PEOPLE HAVE BEEN WITH US FOR A LONG TIME."



Rider: Alessio Alferoni

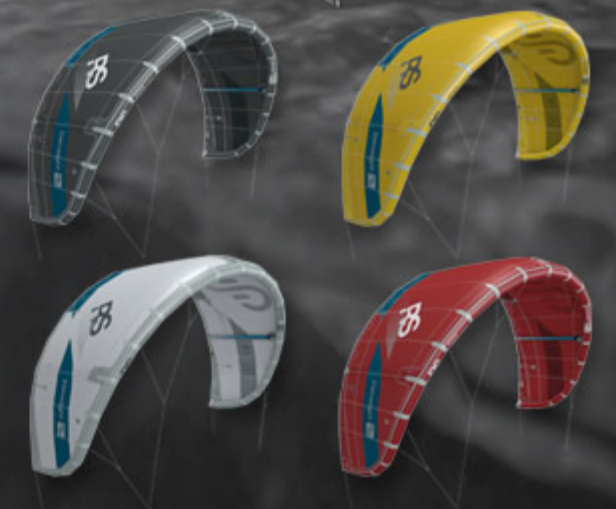
Eleveight 

RS CROSS OVER
FREERIDE
SERIES

The RS is a highly versatile delta-hybrid powerhouse designed for limitless freeride performance and distinctive surf and freestyle characteristics.

Sizes:

- 05 06 07 08 09 10 12 14 17





" A LOT OF PEOPLE DON'T KNOW HOW INVOLVED I AM WITH THE PROCESS OF TESTING AND DEVELOPING THE EQUIPMENT, BUT I'M THERE AT EVERY STEP. "

Testing this kite against that kite and getting as much feedback on this year's S25 gear as at the moment we are well into testing for S26. I've also been loving wingsurfing. My progression in that is so fast, and I really enjoy it. I'm pulling tricks and moves that I didn't think I would be able to do a few months ago, so that's exciting. I'm spending a lot of time on the water doing a bit of everything at the moment.

I test every kite, every bar, and most people don't know that I actually design all the

directional boards for kiteboarding too, so I spend a lot of time working on those. A lot of people don't know how involved I am with the process of testing and developing the equipment, but I'm there at every step. I don't do the twintips as I don't ride them anymore, but everything else I'm working hard on. The testing schedule often dictates what I do when I show up to the beach.

Where you do feel that wingsurfing fits in with kiteboarding and windsurfing, is it there to complement it do you think, or will it take a lot of riders away from one sport and into the wings?

I look at it the same way I did with kiteboarding and windsurfing and SUP to

kiteboarding and windsurfing, they all compliment each other, and to me, they are all surfing. For the people that have the means, they will add wingsurfing to the list of things that they do. For people that don't, it's a great addition to what they can do on the water.

The Maui wingsurfing market is the most developed and mature market in the world. To start with, no one was doing it aside from me, people thought it was a bit whacky. Now you go to the spots, and there will be wingsurfers everywhere you go. With no tourists around at the moment, just locals, if you go down to Kanaha at noon on any day, there will be 10 -15 kites, 5 -10 windsurfers and 15 - 30 wingsurfers. Sometimes it's all wingsurfers, a lot of them are coming in from non wind sports too, surfers and kids are getting involved who haven't played in the wind before.

" THERE IS BEAUTY IN THE SIMPLICITY OF WINGSURFING. IF YOU'RE JUST A BACK AND FORTH KINDA' GUY, THIS IS SO COMPELLING, AND YOU CAN DO IT IN REALLY LIGHTWIND "

My daughter and her friends are really into it as well. The windsurfers and surfers are crossing over, but the kites seem to be the last guys to cross over. If you're already kiteboarding in a place where you have the conditions, and you have space, you are already out there, and kiteboarding is pretty dam rad. Wingsurfing feels like you're mowing the lawn compared to that!

It's kiteboarding simplified to a certain extent, you are never going to get the massive air that you get from kiteboarding or that feeling that you get, but there is beauty in the simplicity of wingsurfing. If you're just a back and forth kinda' guy, this is so compelling, and you can do it in really lightwind. For places with access issues where kiteboarding isn't that great, this is better for sure. I think wingsurfing in the future will be huge, but the sports go hand in hand, you'll have guys like me who still do everything, but then there will be people for whom wingsurfing is everything.

You've been at the front of the Naish brand for so long now, and you've had to master all these sports over the years, do you ever get tired of being Robby Naish and having to be that persona on the beach, or is it still just as much fun for you as it was in the early days?

I think it is every bit as much fun as it ever was, I get tired of the business side, I get tired of having the underlying stress, but I never get tired of riding and going to the beach and sharing the stoke with people. I'd like to, at some stage before I'm too old, get back to where I'm not really stressed on the business side at all.

PHOTO JULIA SCHWEIGER





" I LOVE JUST BEING OUT ON THE WATER ONBOARD AND SHARING THAT STOKE WITH PEOPLE, AND I THINK I'M PRETTY GOOD AT IT, I DON'T KNOW IF I'M ANY GOOD AT ANYTHING ELSE! "

To me, it's about riding, I love taking my 10'8" Nalu single fin paddleboard and going to the south side and riding waist high waves; there is such a rush to me in that. I love just being out on the water onboard and sharing that stoke with people, and I think I'm pretty good at it, I don't know if I'm any good at anything else! I'm not a great businessman, I don't have any other great skillset, socially I'm not that gifted; I'm kind of a loner! But I love to share the stoke of surfing with people, whatever craft that is on and I'm good at that, and I still love it.

It's the reason I'm still doing it, that has never changed, I was never doing it to be the best, I never had some goal to win some title, I wasn't out to make a million dollars and then become a motorcycle racer or a golfer or set up a plumbing business one day, this is what I do, and there has never been a plan, it's just been continuing to travel down that path. So far, my body has allowed me to keep doing it...

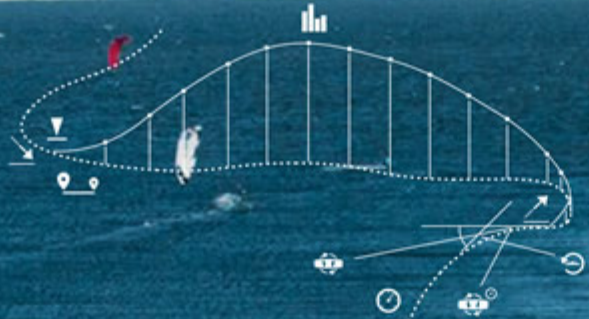
Thanks for taking the time to catch up with us Robby! For the full interview un-edited check out the Intriguing Beings Podcast with Rou Chater.



LISTEN TO THE FULL PODCAST HERE



WOO PRO



THE ART OF FLYING

PRO MEMBERSHIP PACKAGES



ANALYTICS



GAMES



CREW



SAFETY



LIVE

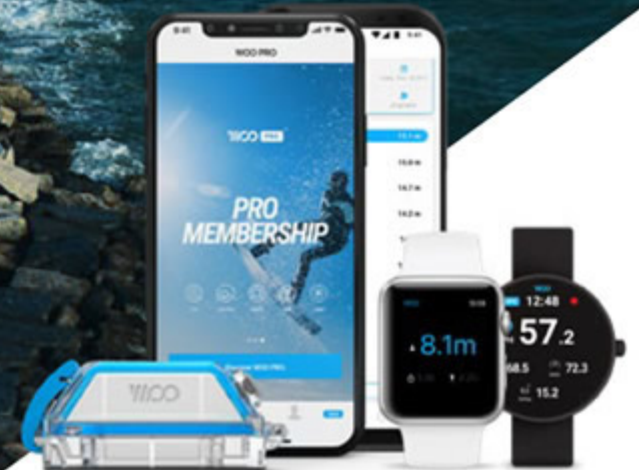
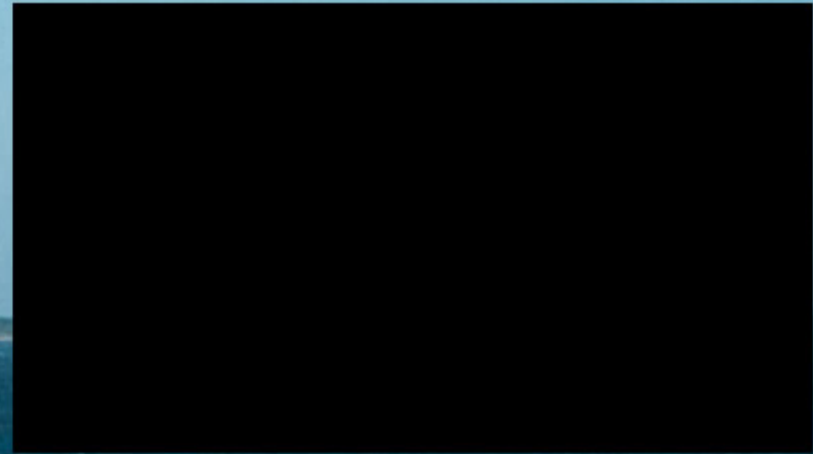
Unlock more technique with our Jump Analytics package.

Jump Analytics amps up the power of the WOO 3.0 sensor to look at the motion of your board over 100 times per second, and give you unbiased and objective insights on your technique along all phases of a jump sequence - Approach, Pop, Liftoff, Airborne and Landing.

For a better kiting experience upgrade to PRO Membership now via your WOO App.

UNLOCK MORE

with PRO Membership



woosports.com/pro

CKPerformance
Clinics 

facebook.com/CKperformanceKitesurfClinics

twitter.com/CKPkiteclinics

instagram.com/ck_performance_clinics

KARINE AND CHRISTIAN



HELIIARDE



Happily sponsored by North & Mystic, ambassadors for Surfears

TECHNIQUE

WORDS & PHOTOS CHRISTIAN & KARINE

It transpires that this issue is all about rotations, both high and low, front and back. Karine starts things off with a real test of your coordination. The New Nose Grab BLT is set to get your synapses firing as nature intended, an achievable challenge for the tenacious. Then continuing all things requiring clean body parts and plenty of support from the kite, Christian changes things down from hands to feet with the fine looking Front Roll Foot Wash Transition. Heliarde steps up for the Big Air grand finale with an obviously unrushed, casual and boosty Double Front Roll Board Off, a sure fired crowd pleaser for those who enjoy hang time. We hope that'll keep you busy! Enjoy.

C&K and Heliarde.

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

NEW NOSE GRAB BLT



FRONT ROLL FOOT WASH TRANSITION



DOUBLE FRONT BOARD OFF



CLICK OR TAP TO READ MORE

CLICK OR TAP TO READ MORE

CLICK OR TAP TO READ MORE

NEW NOSE GRAB BLT >

Kite - North Orbit 7m

Board - North Atmos Hybrid 133

It would appear that there must be more possible variations of your typical Back Loop (or roll) Transition than the average combination lock. This one is a little bit like playing twister after a week on a boat. It's not the simplest grab combination, but well worth the effort, especially if you enjoy a challenge.

So what exactly is a new nose grab when muddled into a BLT. Well by new nose grab we mean that you'll be coming out of the move doing a nose grab in that direction. If you have a quick cheeky peak at the video, Karine is going into her transition from right to left, and will therefore land coming back to the right. This means that her nose grab will be the same as if she were jumping to the right. Right knee up, back leg (left) extended, her back hand, left, reaching across for the grab, so that she can dive her kite for landing with her right front hand. How hard can it be to casually add one of these into your back rotation in a transition? Let's have a look.

Approach Pic A

This doesn't need to be a high move, but you do need time to both rotate and sneak in a new nose grab, so a few extra nano seconds and a slower rotation won't go amiss. To give yourself time and balance in the air it helps to be moving, so come in on an edge with comfy speed. If you're feeling sluggish you can even relax your edge to accelerate coming into the move. With the coast clear it's a hefty short sharp send to



move the kite quickly from either 1 o'clock or 11 o'clock. As the kite starts to move you'll need to check your speed by carving up slightly, which will also put pressure onto your edge and give you something to kick against when you take off. You can see that Karine has some speed, she's given the bar a positive push/pull on the sweet spot and she's carving the board up slightly to increase both tension in the lines and pressure on the edge.

Take Off Pic B

This bit is pretty crucial, as your control and balance is either claimed or lost at this moment. You want to convert your speed into lift, whilst stopping the kite and initiating your back roll. Stopping the kite moving further is just a matter of levelling the bar, so as long as you keep your shoulders up and don't roll back, pulling in on the bar will do the job. To convert your



speed into lift you need to stamp hard against your back heel, extending your leg and whole self against the edge. The rotation comes from the carve, but as you want it nice and slow you mustn't throw your head. Looking at Karine you can see that her bar is in and level, so the kite has stopped. She's carved up without looking over her shoulder so she'll rotate slowly. And she has really extended up into the air, stamping hard against her edge, slowing herself down and exploding herself up.

Kite & Board Prep Pic C

Once you're in the air you have two jobs. Get the kite under control so that it's where you want it and get the board up and close so that the grab is possible. If you have a look at the pic, the first glaring fact is that Karine's bar is not level. She's actually steering the kite forwards to make sure it doesn't go back.



C

This may seem counter intuitive in a transition, but with the kite redirecting forwards she'll also get some drift in that direction, which will give her both more balance and more time and stop the kite drifting back as it normally would. You need to get this done whilst you've still got two hands on the bar. Next off is getting the board into a grabable place. So bring your knees up just like Karine. Last take away from this image is that Karine is looking at where she'll grab, the present tail but the nose to be. This will not only make the grab simpler, but will also slow your rotation down as you'll be looking the wrong way.

The Swap Pic D

Once you've done your prep, you will have rotated sufficiently that you can now consider this a nose grab in the new direction. With the board already up you can manoeuvre it for the grab in a scissoring action. Bring what will now be your front knee up and across your body, whilst you extend your back leg away from you. The knee across brings the nose close, and the extended back leg tips it even closer to you. Karine has now released her new back hand, the one she doesn't need to dive the kite and can reach for the grab.



The Moment Pic E

With your legs sorted, the kite in place and the bar level you can now grab the nose and tweak it for all your worth. Make a concerted effort not to steer the kite as you keep the bar in on the sweet spot by keeping the bar level. Now Karine has the grab she can look where she hopes to land and hold her position until she comes around and starts to drop.

The Landing Pic F

As soon as you start to drop you need to get yourself



ready. Most importantly you need to get the kite diving, as unchecked it will happily and autonomously drift to the side of the window from where you'll get no power. So keep the bar in on the sweet spot and steer it down hard using the outside of your hand to pull and your thumb to push. Look where you want to go so that you can aim downwind and try and control your feet as they drop, aiming for a tail first reception. Karine is diving hard, on the sweet spot, looking at the runway and lowering her board.



Top Tips

It goes without saying that you should be able to get your nose grab in a straight jump in the direction that you intend to land this transition. Giving yourself time to perform the same movement here is key, so the slower that you can rotate the better. It allows you to set everything in motion before getting the grab. Redirecting the kite forwards after take off will help no end as the kite will behave considerably better. Now have another look at the videos and the sequence for a full run through.



Common Problems

Missing the grab. The most likely issue. To guarantee a slow rotation don't carve too far into wind. If you're really whipping around, bear away and carve gently before take-off. Also if you don't explode up and use only the kite to lift you, you'll be playing catch up with your knees. By stamping hard you'll be able to get the legs up quicker.

Landing hard and heavy on the front foot may be unpleasant or actually cause you to fall. This is

because the kite is drifting whilst you're concentrating on the rest. Make sure that you stop the kite and level the bar before you take off, and then make sure that you redirect the kite forwards before removing your grabbing hand. And finally make sure to dive hard for landing so that the kite comes down through the window and not along the edge.

Keystones

1. Short sharp send
2. Level and stamp

3. Redirect kite whilst lifting knees

4. Scissor legs and grab

5. Dive hard



FRONT ROLL FOOT WASH TRANSITION >

Kite - North Orbit 12m

Board - North Focus Hybrid 138

Most of us change direction more often than we do anything else, and that's why transitions should be celebrated. Here's one to really tickle your pinkies. The front roll foot wash transition is the antithesis of less is more, squeezing as much into a transition as possible. The base for this move is the popped front roll transition, as it's all about keeping low to the water so that you can dip the foot in whilst rolling around.

Before we stroll into the key moments let's have a quick run-down of your set up and approach. Seeing as how you can't send the kite for height, but rather you're looking for support, you will need both speed and tension in your lines. This way you'll have lift when you pop without getting hoiked into the heavens. You'll require some power, so it'll be much more tricky if you're on the underpowered end of the spectrum. Trim your sweet spot up and away from you, but you'll need to leave some room to sheet out, so that you can control your height.

Once you are ready, approach with speed on a comfortable edge, weight low and back, with your front hand already off the bar. With your back hand centred on the bar slowly drift the kite up and ease the bar out so that the kite doesn't pull you as it rises, which will also allow you to carve up and pop when it's time to go.

The Pop Pic A

Timing is everything, and will depend on how you



move the kite, what size it is and how much you ease the bar out. The idea is to try and pop early, latest by the time the kite reaches 12 o'clock, and a tad earlier if possible. The advantage of going early is that the kite won't wander too far back across the window during the move. Once you get the hang of the kite's movement, you'll soon have your sequence of moving the kite and carving up. As you carve up pull in on the bar slightly so that you have something to pop against. Your pop should be the shortest of carves and quickest of stamps against your back foot, momentarily extending your back leg before pulling it back in. This way you'll leave the water and initiate the front roll, but you won't be getting any height. As soon as you're kicking you should be reaching forwards, both looking for the grab and initiating your front roll. Dropping your front shoulder and lifting your front knee whilst kicking against your edge will be enough to get the



roll going. In the picture you can see that Christian has his bar in, he's stamped, and the back leg is already pulling up, he's almost got the grab on the front fin and he's throwing his weight towards the nose of the board.

To Do List Pic B

We're not suggesting you rush but as soon as you're off the water a lot needs to happen. You have to get a good hold on the board, get your foot out, control your lift, continue the rotation and steady the kite. You can see that Christian has a solid hold on the board, grabbing his heelside edge near the front fin so that he can already begin to slide his front foot out. He's also eased the bar out again so that the kite doesn't lift him, he just wants support. His head and front shoulder remain dropped into the rotation and he keeps his elbow lifted in an attempt to level the bar and prevent the kite moving across and behind him.



The Wash Pic C

The bit that counts. As soon as your front foot is free, get it in the drink. To wet it, extend your leg and push your foot down towards the water. You may find that you're too high, in which case you'll need to push the bar out further to drop yourself. At this point you really need to make sure that you're not steering the kite back, so keep the elbow up and hand level. Not only does the wash look pretty, it will actually encourage your rotation, much like a back roll hand wash. Your foot acts as an anchor point, around which you'll spin.

Christian still has head and shoulder down, his bar is out but level and his foot is dipped. The end result, he's turning further into his rotation.

Back to Business Pic D

As much as we'd all like to drag our foot for eternity until it's as clean as a whistle and absolutely everyone has noticed, it is in fact the kite which dictates just how long we can hold the pose. The two factors which denote that play time is over are the position of the kite and the lift of the kite. As soon as the kite has drifted too far past 12 o'clock you'll lose support.

Lieuwe®

HANDCRAFTED CUSTOM BOARDS

MADE IN HOLLAND 

WWW.LIEUWEBOARDS.COM





D



E

That said, you'll also lose lift and support for a plethora of reasons: if there wasn't enough power, the bar was too far out, you didn't have enough speed, not enough tension when popping. Unfortunately, the list is substantial. Either way if you're dropping down from no height, you need to do something about it, whatever the cause. First off try and get some lift, so pull the bar in a tad. Too far and you'll stall the kite, so be sensitive. Then it's a matter of getting your foot back up towards the board. Looking at the photo Christian has pulled the bar in, still trying to keep it level and he's lifted his foot out of the water and is looking at the foot strap

where he intends to stick it.

Foot In Pic E

With the bar in and a moment of support gained you can ignore everything else and watch your foot back in. Try and get it snugly into the strap, pull your hand towards you as you push your foot in. Once it's firmly in you'll be able to take most landings, no matter how imperfect. With a loose foot you won't have the same confidence. Keep the bar in for support. As Christian does the above, he'll feel that the kite is starting to move far across the window, but at present he's just worried about getting his foot in...

Take Control Pic F

As soon as your foot is in you'll play a bit of catch up so that you can get back in the driver's seat. First off, it'll be considerably more pleasant if you can see where you're going, so turn your head and look where you want to go, which is downwind. This will finish off the rotation, give you your bearings and set you up for landing. Next up is sorting the kite. You need it to pull you out of the move. In a perfect world you'd dive it from 12 o'clock and bingo, job done. However, there's an extremely high likelihood that the kite will have drifted quite far back towards the edge of the window,



F



G

so you'll want to give it a hefty pull, to not only dive it, but add a late and small kiteloop. Much the same as in many support moves, think darkslide et al. You can see that Christian has turned his head, which has allowed him to come around the rest of his front roll and get his bearings. He's got the bar in on the sweet spot and is giving the bar some very positive instructions.

Touch Down Pic G

This is what we're after, a soft tail first down wind landing. The secret to this is all in the kite and timing. If you're too greedy with the foot wash and therefore the kite drifts too far back, you'll be pulled across the

window and land on your heelside edge which will only complicate things further. If you manage to keep the kite above you, you could even get away without a loop, just a pleasant and hefty dive. Sacrificing a bit of show for a stomped trick seems reasonable. Christian is coming in with a bit of speed and power on this one, but with the kite pulling from downwind and the board pointing downwind it's extremely claimable.

Top Tips

Baby steps. As we say each issue, start off with the base move to get used to the timing, conditions and

kite. Here it's a popped front roll transition, then with a nose grab, then with a one foot and finally with a foot wash.

Loosen your front foot in the strap by wiggling it free a touch before the trick. You don't need to be wrestling your foot out when time is of the essence.

Consider this a truly one handed trick. There is an innate temptation to grab the bar with your free hand as soon as you have the foot back in. Try to avoid this urge, as generally your body and bar won't be aligned and you're likely to grab the wrong side of the bar.



Now have a look at the sequence and videos for the move in full.

Common Problems

If you're struggling to get your front foot out.

Assuming that you've wiggled it loose, the reason will be that you're not lifting the back leg post stamp.

With your back leg straight, the strap will grip your front foot, so make sure that you lift the back leg as soon as you've popped.

If you're falling onto your back and not completing the rotation. This is a sure sign of the kite flying too far back. Firstly, make sure you're popping early. Then make sure that you're pulling the bar in to pop and finally make sure that you're not completely dumping

the power during the move. Feather the bar whenever you let it out, don't aimlessly let go of all your power.

Spinning too far around. Once again, your kite has drifted too far back. If you're consistently getting around but facing too far back the other way, try pulling and steering the kite harder as soon as the back foot is in. This will encourage the kite to pull you from a higher position, and therefore it'll pull you more downwind.

Landing across the wind with too much power. If you're getting drilled it's because you're concentrating too much on looping the kite, rather than adding the loop late. As soon as your foot is in, you're giving it the beans and suffering the consequences.

Try delaying your pull to chill things out a bit.

Keystones

1. Power, speed and edge
2. Drift kite, 1 hand, carve
3. Pull, mini pop and kick forwards
4. Bar out, foot out
5. Bar in, foot in, turn head, dive



DOUBLE FRONT BOARD OFF >

Kite - North Orbit 12m

Board - North Atmos Carbon 138

Heliarde is back with some big air shenanigans for you all. This time with a lofty double front roll with a rather casual board off. Nothing beats a biggy, except a biggy with some form of embellishment, and a board off double certainly does add more than a hint of spice. May we suggest that a decent double front is already in the bag, preferably with a slowish rotation. The rest we can add on nicely. Let's leap straight into juicy bits.

The Approach Pic A

Unless you are an absolute ninja and can move all your limbs at breakneck speed, you're going to prefer time and therefore height to fit all this in. This will allow you to rotate slowly, lift the board off, know where you are, replace the board and have time to think about landing. In which case you'll need some power in the kite so you can get a decent boost. It'll be simpler on a bigger kite as you'll get more hangtime for less effort as the kite will hold you and float you down more. Anything from 9m upwards is good, although a sporty 12 is ideal. Approach wise you should have your hands centred on the bar, sweet spot trimmed comfortably out, decent speed and a solid edge. Your kite parked around 11 or 1 o'clock with a decent rooster chasing you. Here Heliarde is powered, his bar is within reach but trimmed out, he's edging hard with plenty of board in the water and he's sent the kite with meaning. All of which bodes well for some decent air.



Lift Off Pic B

Just as with any front roll, your initial stamp on take-off will set your rotation in motion. How much you give will depend on how much power you have and therefore how much height and time you'll enjoy. Ideally, as stated above, your rotation should be slow and controlled, and therefore you don't want to throw yourself into a disorientating spin. That said, your stamp should still be hard, making sure you get maximum bang for your buck on resistance at take-off. Kicking yourself upwind, hard against your edge will put maximum tension on the lines and results in most height and least downwind drift. If you have a look at Heliarde you can see that he's given an almighty stamp, lots of spray, his back leg is fully extended, along with the rest of his body, all aimed at height. However, his head is up and still looking forwards.



He hasn't thrown himself into a fast front rotation, the only key that's it's a front roll is the bent front leg. And finally seeing as how he gave the kite a good send back for take-off as well as pulling the bar in, he's also levelled it, to stop the kite going any further back than it already has.

Dynamic Patience Pic C

As soon as you're off the water you have one aim, to get the board off. However, there is no rush. The very motion of a front roll will eventually bring the board up high and rock you back into the perfect position from which to remove the board, so you might as well wait for the help. Added to this by going for maximum boost you will be fully extended as in the previous photo. Therefore, to help things along get yourself ready, bring your knees up and get the kite stable and positioned behind 12 o'clock so that your balanced and confident.



Once you're happy you can free your back hand and reach towards the board. Heliarde has his knees high as he starts to rotate, he's got the kite parked behind him and he's reaching towards the board.

Board Off Pic D

This is where the slow rotation really comes in handy. It means that with no rush you can wait until you're already 180°. Here the shoulders have rolled back, and the board will naturally be higher. With a bit of



effort, you can exaggerate the status quo and lift the board a tad higher. Grabbing either the toe side edge off the board or the handle you can then hold the board firm and up, whilst slipping your feet out of the straps. You can clearly see how Heliarde is holding the board high, allowing his feet to benefit from gravity and drop out. His bar is in on the sweet spot and he's watching the board, no rush. No surprise there:)



**GO FOR GOLD
COLORED SILVER**

100% UNIQUE 100% HANDMADE 100% EUROPEAN MADE

WWW.FLUIDKITEBOARDING.COM

FLUIDO

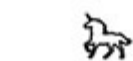
KITEBOARDING
INNOVATIVE SINCE 2007

 **FLUID KITEBOARDING**



**UNMATCHED QUALITY
ENDLESS POSSIBILITIES
TWOSEVEN 2020**

BASALT FIBER / UNICORN DUST / COLORED SILVER



Unicorn dust
Got it wet! It will show!



contains very rare
coloured silver flakes



3D Stamped pattern
outer layer



Basalt fiber
made of volcanic rock

FROM
€449,- //



More Rotation Pic E

Once the board is off and you're comfortable with kite, it's back to the double and making sure you get enough rotation, whilst keeping everything in place for later on. Here Heliarde is coming around to complete his first rotation. In an effort to keep things moving now is when he throws his head and looks over his rear shoulder. To add some extra impetus, you can twist your hips and push your knees around. With support from the kite, Heliarde also leads with the board and holds it high. This way it won't get left behind or slow him down.

Enjoy Pic F

Once you're en route and going around number two

it's a matter of enjoying the moment for as long as possible. At halfway around number 2 you have options. You can either already think about getting the board back on if you're low on height or rotating quickly. Or if all feels rather wonderful you can bask in your resplendent glory and give 100% to the admiring masses. Heliarde has opted for the later, tweaking out his legs and holding the board aloft for all to see. Whilst making the most of this moment, you will be on your way back down, so it's a good time to redirect the kite forwards. This will give you a bit more lift as the kite goes over 12, which translates to extra time to get the board back on, and it will also help pull you around the last bit of rotation. You can



see Heliarde has given the bar some input, steering it forwards with his front hand.

Board On Pic G

As the kite moves forwards, pulls and lifts it's the last chance to get the board back on. As long as you've held it high the board will be in place. Get the abs fired up and lift your knees and feet, whilst concentrating on the straps so that you can lower the board back onto your toes. As your feet approach the straps it can help to ease the bar out a touch, momentarily releasing pressure and making it easier to reconnect feet and straps. Heliarde has his board high, bar feathered out and feet homing in on the straps.



It's also worth noting here that although this is a double front with board off, the board is only off at most for a little more than one rotation.

Landing Pic H

All good things must unfortunately come to an end, and what better way to end it than stomping the landing. This should be bread and butter stuff. However, knowing that you went for height, chances are that you'll be coming in at a fair lick, and having added a double front you will have some downwind drift too, so everything needs to be exaggerated. This means that you'll have to give the kite an almighty dive down through the window, to pull you downwind and soften

the landing. You can see Heliarde has been pretty aggressive with his dive, which results in the kite pulling him off the wind for a relatively gentle touch down. Bingo.

Top Tips

Step by step, bit by bit. Start off with a few double fronts to get into the swing of things before adding the board or handle grab and then finally the board off. Concentrate on stomping against your edge rather than throwing yourself across the board on take-off, as this will give you more height, time and control. And finally, if you feel that you're not going to get the board back on, make sure that you leave it

behind you, don't drop it last minute in front of you where you might land on it.

Have a look at the sequence and videos to see it up live and personal.

Common Problems

Not getting the board off. Don't rush, wait for the natural moment halfway around number one. It helps to loosen the straps, and this will also make it so much easier to get the board on.

Stalling the front roll and not completing the full two. It's easy to concentrate too much in the board off and forget about the double. Make sure that you really throw the head into the second rotation.



Also make sure that you redirect the kite to help you around the last part of number 2.

Can't get the board on. This is usually a matter of time. That extra time can be squeezed by committing to the dive of the kite. This may not always seem like the most sensible thing, but it'll help.

Keystones

1. Good power, speed & solid send
2. Hefty stamp upwind, no head
3. Knees up, kite parked back, wait for natural moment
4. Throw head for no. 2
5. Redirect and board on





FORTALEZA



MANCORA



CABARETE



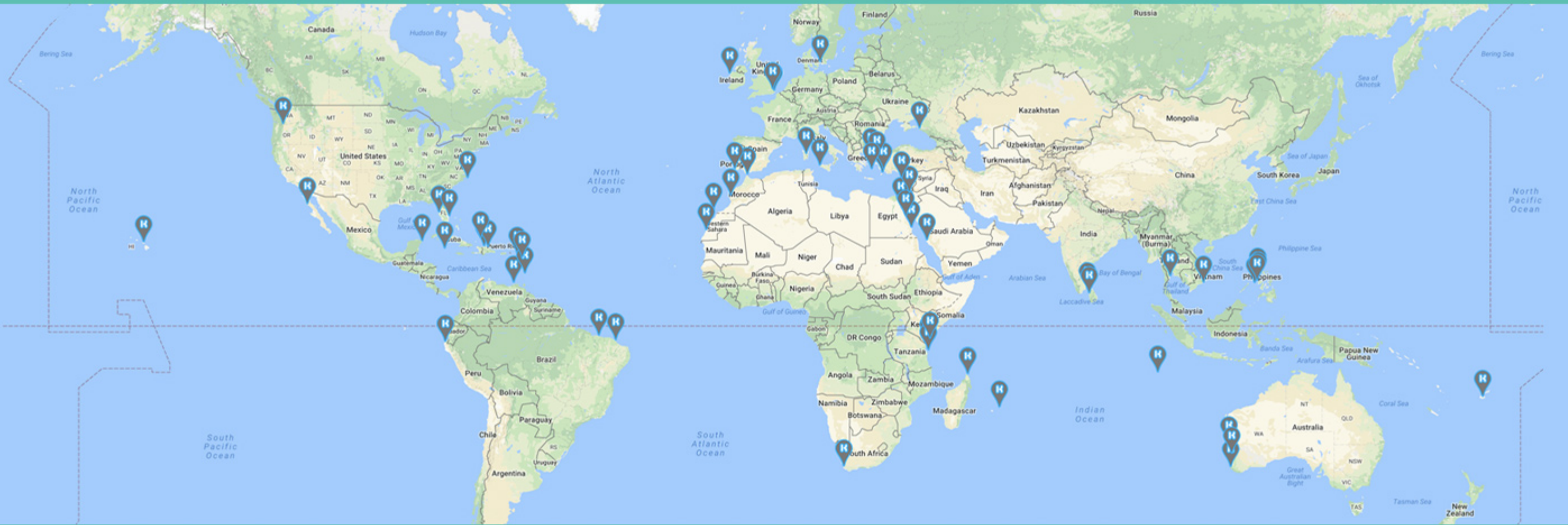
LANCELIN



DAKHLA

GOING ON A KITE HOLIDAY?

Don't go anywhere without checking our travel guides first! We have over 100 in-depth guides to some of the best places in the world! Get all the information you need, check the weather, book accommodation, organise flights and pack your bags for the trip of a lifetime!



CAPE HATTERAS



MAURITIUS



UNION ISLAND



CAPE TOWN



MAUI

Kite boats have been around for a while, and we've always featured them as an interesting concept. Most famously Don Montague was all in a while back, so it was great to see a resurgence in the form of Sam Light's Hobie Cat conversion, we just had to sit down with him and get the low down!

THE KITE BOAT PROJECT

WORDS ROU CHATER PHOTOS SAM LIGHT





“ DURING THE LOCKDOWN I HAD A EUREKA MOMENT AND REALISED I NEED TO START SMALLER AND BUILD SOMETHING WITHIN MY MEANS TO TEST IT AND GENERATE SOME INTEREST BEHIND THE PROJECT. ”

THE KITE BOAT PROJECT, IT LOOKS LIKE IT'S BEEN AN EXCITING JOURNEY, WHERE DID IT ALL START?

Hey Rou! All good thanks! Yes its been super fun, I have been interested in kite boats for a long time, I grew up sailing in small sailing dinghy's before I kited, and back in the day I tried using my Topper sailing dinghy as a kite boat with my first ever kite with virtually no depower and it worked pretty good! I've always thought there is so much potential for kite boats, over the years I have done research, made proposals and I spoke to boat builders about trying to build a badass kiteboat that could cross oceans, but it would cost such a vast amount of money to even design such a boat, let alone build one. During the lockdown I had a eureka moment and realised I need to start smaller and build something within my means to test it and generate some interest behind the project. I remembered I was a part owner in a Hobie Cat 18 that was just sat rotting in a boat yard and never used, so I convinced the boys to let me turn it into a kite boat!

YOU USED TO RIDE FOR NAISH YEARS AGO, DID YOU EVER MEET DON MONTAGUE AND HAD YOU SEEN HIS KITEBOAT BACK IN THE DAY?

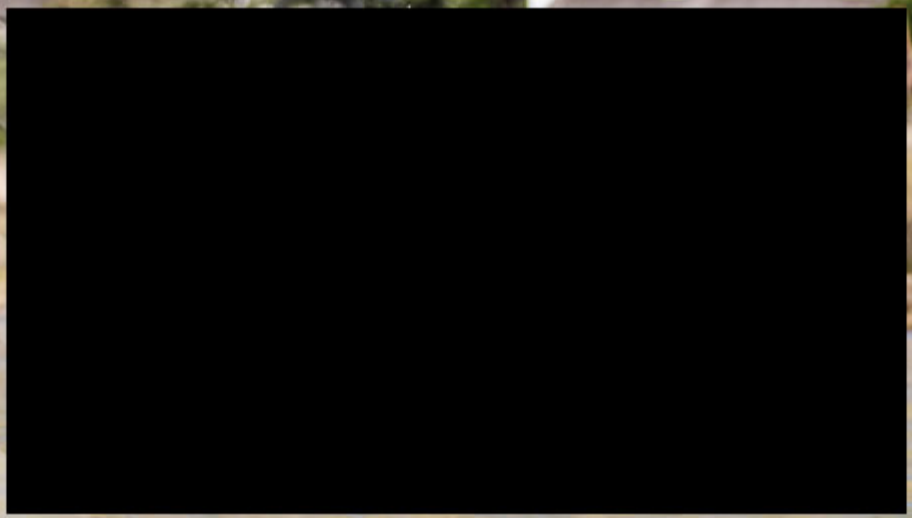
Don Montague is the man when it comes to kite boats! I've never met Don but I have watched his videos on YouTube countless times, he is a big inspiration and has pushed the envelope of kiteboats much further than anyone else. I learnt so much from watching his videos,

PHOTO SAM LIGHT

Freestyle+ / Freeride / Wakestyle

LIMITLESS CHOICE 4

-  KATANA CHANNELS
-  BEVELED DECK
-  TUCKED UNDER RAILS
-  CARTAN CARBON
-  BOOT READY
-  V-SHAPED KEEL



- 133/40
- 135/41
- 137/41.5
- 139/42
- 141/42.5
- 144/43.5



PHOTO SAM LIGHT

“ IT WAS EASIER TO TURN IT INTO A KITE BOAT THAN IT WAS TO TRY AND SAIL IT. I JUST TOOK ALL THE RIGGING OFF THE BOAT ”

I heard his kite boat got him a job at Google developing kites to create power! I should probably hit him up.

DID THE HOBIE CAT NEED MUCH WORK TO GET IT SEA WORTHY?

It was easier to turn it into a kite boat than it was to try and sail it. I just took all the rigging off the boat, and got a custom outboard bracket made (check out the video).

The Hobie 18 is particularly well suited to kite boating as it has a long flat rocker line,

apparently the smaller 16ft cats have more rocker so in theory they wont be as fast and good upwind. The 18 also has dagger boards which helps go upwind, I have experimented with and without the boards, you only need one dagger board on the leeward side to help go up wind, but you can stay upwind no problem without the dagger boards.

WHAT ADJUSTMENTS DID YOU HAVE TO MAKE TO ATTACH THE CHICKEN LOOP TO THE MASTFOOT?

I wanted to keep it super simple so it was easy, safe and quick to use, I just tied a piece of strong Dyneema around the cross brace for the first few goes and attached the chicken loop straight to a loop in the rope.

Then upgraded to a shackle so it was easier to quickly attach the chicken loop without having to release it. It's nice to be able to launch the kite normally then attach it to the boat when the kite is in the air as the boat can be awkward to control when its on the beach with a kite attached to it.

HOBIE CATS ARE NOTORIOUSLY HARD TO STEER, POSSIBLY ONLY BEATEN BY DART 18'S HOW'S THE HANDLING WITH THE KITE, HAVE YOU GOT MUCH CONTROL?

It's almost easier to use with a kite attached to it than it is with sails! It's surprisingly simple with a kite attached to it, provided you are a competent kite flyer and there is a decent breeze, it gets more complicated in light wind. It's very sensitive to the power, you can go from 4 knots to 15 knots and back super quickly.



PHOTO SAM LIGHT

It is very hard to turn upwind and tack, but it gybes very easily. It goes upwind just as good as with the sails, way better than a twin tip, you can get a similar angle to upwind as you can with a kite foil.

The transfer of kite power feels harmonious, there's no heeling motion. When sailing it in strong wind you are on the edge of your seat all the time, on a reach you are scared of 'pitch polling' meaning catapulting downwind. None of this happens with the kite as the kite lifts the bow up, if anything we need to get our weight forwards.

" IT IS VERY HARD TO TURN UPWIND AND TACK, BUT IT GYBES VERY EASILY. "

Free shipping world wide

kitelement

No VAT for Non- EU customers



re solve BLACK

"two-piece masterpiece"

kitelementshop.com

“ THE HOBIE CAT IS AN AWESOME BOAT JUST AS A CRUISER WITH AN OUTBOARD, IT GOES REALLY WELL, I HAD 14 KNOTS OUT OF IT. ”

THE FIRST OUTING WITH THE ENGINE WAS PRETTY SELF SUFFICIENT, THE SECOND OUTING YOU GOT TOWED OUT THERE. CAN YOU SEE SELF SUFFICIENCY IN THE FUTURE WHERE YOU CAN LAUNCH AND LAND THE KITE OUT AT SEA WHILE ON THE BOAT?

I set out with the intention of being self-sufficient by adding the outboard engine, so it's actually feasible to use without assistance, I didn't want to rely on other people to help to me out. The only place to launch the boat is inside a sheltered harbour and there was no chance of flying a kite there, kites are effected way more than sails by wind shadows and gusts, kites are also banned in many harbours in the UK. On the first outing I had a pretty big outboard on the back with a long shaft and the outboard was dragging in the water and slowing us down a lot. Since then I have managed to arrange assistance from another boat when I am using it, I'm not sure what the best solution is for this yet, I think if kite boating was to become a thing you needs a small outboard, maybe a small electric engine that you can take off and store inside a hull. The Hobie cat is an awesome boat just as a cruiser with an outboard, it goes really well, I had 14 knots out of it.

Regarding launching and landing from the boat, that is actually fairly easy with some preparation before hand, using the same technique you would use to drift launch from a yacht. Lay out the lines before hand and attach to the kite prior to going out on the water, then pump up, throw the kite in and undo the lines and hope they come out good!



PHOTO SAM LIGHT



“ YOU NEED TO GET THE TIDE AND WIND ABSOLUTELY PERFECT AND THEN IT WOULD STILL TAKE AROUND 6-8 HOURS SO IT’S A BIG DAY IN BIG WAVES AND STRONG CURRENTS ”

The outboard really helps in light wind if you need to create line tension to launch the kite! I haven’t actually needed to do a water re-launch yet, I normally plan to set off from a beach.

Surely with the IOW staring at you on a daily basis that is in your sights, any chance of breaking a record for the circumnavigation? Fastest Kiteboat is in the bag I am sure haha.

No body has ever gone around the Isle Of Wight in one day on a kite boat yet, people have done it over two days but that was a long time ago when kites didn’t go upwind, kites have come on so much since then, they are way more efficient now which should make going upwind much easier. It’s going to happen, I am just waiting for it all to line up, we gave it one attempt already and failed, the tide and the wind did not come together and we aborted the mission 20 mins in! (check out the video). To make it around in one day you need to get the tide and wind absolutely perfect and then it would still take around 6-8 hours so it’s a big day in big waves and strong currents, it is there for the taking however!

OBVIOUSLY IT’S A TWO MAN JOB, WHO’S GOT THE TOUGHEST JOB, THE HELMSMAN OR THE KITE FLYER?

The helmsman has had the toughest job up to now because the new tiller extension I made wasn’t up to the job so the rudders would pop up without warning,



I have improved the tiller extension now so it should be easier. It's super easy to use and helm if you have helmed a boat before, even if you haven't most people could learn very quickly, in like 5 mins! Which is awesome how quickly you can give someone an experience, kitesurfing takes a long hard week of commitment to get going. Flying the kite is easy if you can kitesurf proficiently, you just need to have fairly good kite control and be aware of keeping line tension, flying the kite and managing the line tension becomes a lot harder in lighter wind, in strong wind 15+ knots its super easy to control and you use a big kite and long 27m lines so its slow, in less than 15 knots it gets harder to control the kite.

" IT'S SUPER EASY TO USE AND HELM IF YOU HAVE HELMED A BOAT BEFORE "

"THIS MIGHT WORRY THE BIG BOYS"

YES, THIS IS ANOTHER AD. BUT WE REALLY WANTED TO SHARE THAT OUR HARLEM GO KITES AND HARLEM ROCKER BOARD WERE PICKED FROM 47 TOP SELLING BIG BRANDS.



KITES, BOARDS, BARS – HARLEMKITESURFING.COM



“ EVEN IF IT ALL GOES WRONG YOUR ALL JUST CHILLING ON A NICE PLATFORM OUT THE WATER THOUGH ”

I normally just hit up all the homies and see whos about, it's really fun that it is a group activity getting the kite boat going, it's very different to normal solo kiting! It's also really nice that you are not attached to the kite, so you're not constantly tensing and fighting against the kite like you are when kitesurfing.

We have had 3 people on the boat as well, which is cool to take people on rides to experience it who have never helmed a boat or kited before! It's a cool experience when the kite is pulling you along at 20 odd knots! Everybody is laughing along having a great time!

HOW DOES RELAUNCH WORK WHEN YOU CRASH?

I have only crashed the kite once whilst using it so far! That was when we tried to go around the IOW and the wind was so light I just couldn't keep the kite in the sky, then there was no chance of launching in 5 knots of wind once it was wet. I think it would be easy to launch the kite in strong wind, similar to kite foiling, you don't want to crash any LEI in less than 10 knots!

Even if it all goes wrong you're all just chilling on a nice platform out the water though, it's not like your swimming in miles alone! If you have an outboard you could reverse away from the kite to launch it in very light wind.

**HAVE YOU HAD ANY FEEDBACK FROM ALL THE YACHTIES AND OTHER BOAT USERS IN THE AREA?
WHAT'S NEXT WITH THE BOAT?**

I had lots of feedback on my YouTube videos, it's crazy how many experts there are out there! Haha.



PHOTO SAM LIGHT



PHOTO SAM LIGHT

" I THINK KITE BOATS HAVE MASSIVE POTENTIAL TO GO LONG DISTANCES, MY PIPE DREAM IS GO ACROSS THE ATLANTIC ONE DAY. "

I want to set up a race with another Hobie 18 with sails, I think it would be really interesting to compare speed, I hope the kite can smash the sails which would be crazy when there is so little development! I think kite boats have massive potential to go long distances, my pipe dream is go across the Atlantic one day. I want to bridge the gap between yachties and kitesurfers, obviously sailing is a much bigger industry and I hope if I can create enough interest and momentum I could get build a bigger following and get some proper investment

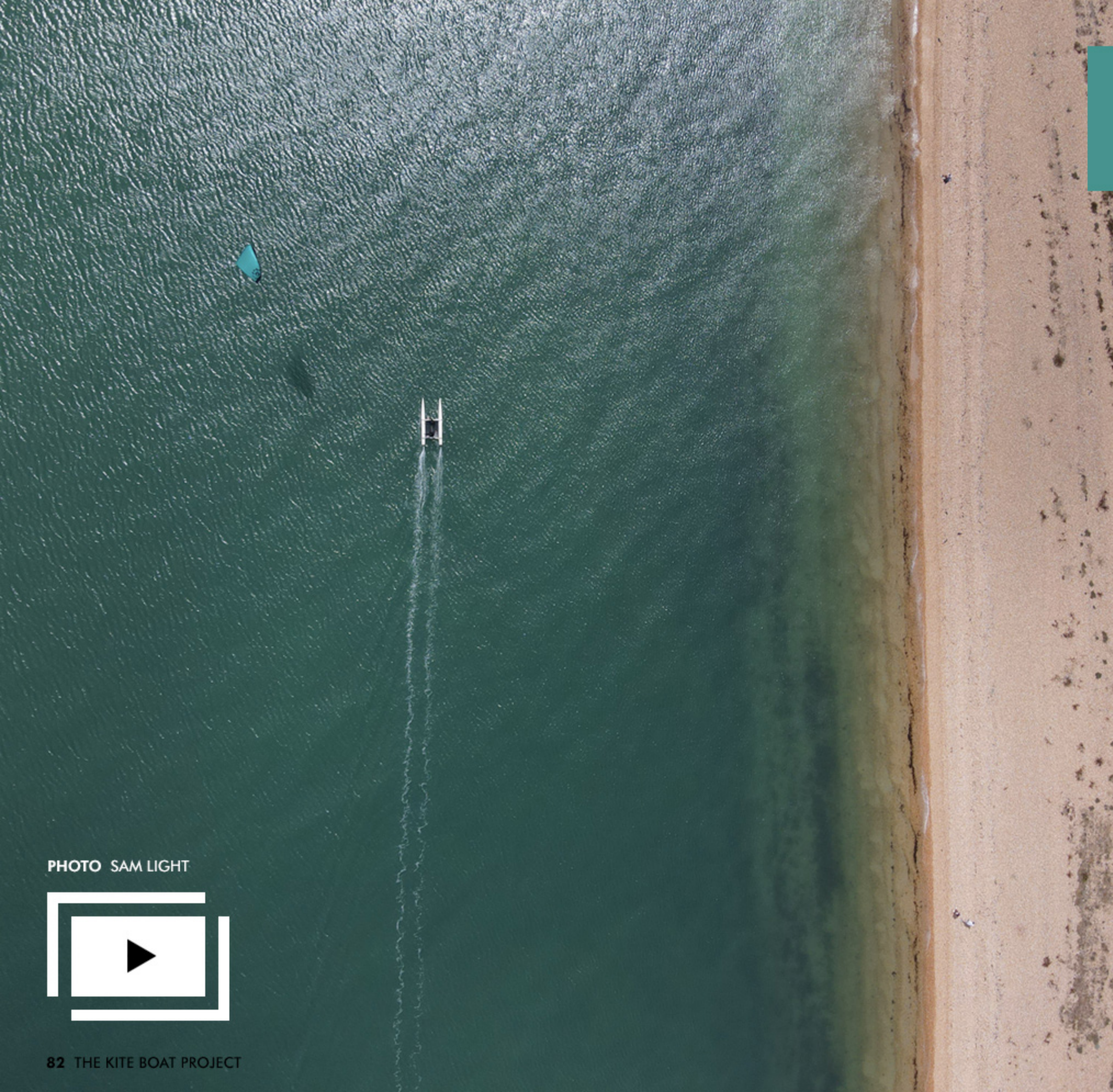
into actually developing kite boats further. ALEX THOMPSON IS OFTEN AROUND THOSE PARTS AND I KNOW YOU'VE WORKED WITH HIM ON SOME PROJECTS BEFORE. ANY CHANCE OF AN ULTIMATE KITE BOAT COLLABORATION?

Hopefully! I text Alex Thompson and asked if he wanted to race my kiteboat but he is sailing offshore preparing for the biggest race of his life, the Vendee Globe 2020 which kicks off in about 2 months, it's an insane sailing race going around the world! Hopefully he wins and next year he has some time to come kite boating. He's a cool dude and he loves kiting!

WHILE WE'VE GOT YOU HEAR SAM, WHAT'S YOUR PLANS FOR THE YEAR FOR

KITEBOARDING, EVERYTHING HAS GONE A LITTLE CRAZY, ARE YOU PLANNING ON STAYING LOCAL FOR A WHILE?

All the plans have been thrown up in the air, but to be honest I have been loving spending more time at home during the summer, normally I travel the majority of the summer months but its been so refreshing taking a step back from it all and having time for other projects such as the kite boat. It's been good to re-evaluate my schedule and how I allocate my time, I realised how much time competing has taken up over the years, which I don't regret at all, but I am ready for new challenges now. I've been in this whirlwind of competitions and photoshoots for 10 years+, travelling to the same places at the same time of year, doing the same thing. I want to mix it up and do some different stuff, I'm not getting any younger and there is loads of crazy missions and projects I want to do!



“ HAVING DONE IT FOR SO MANY YEARS I KNOW HOW THE SYSTEM WORKS, I’VE BEEN IN THEIR SHOES AND I WANT TO USE MY EXPERIENCE TO HELP THE NEXT GENERATION SUCCEED. ”

I actually bought a boat (check out the video) to do some more sailing/kite missions in the UK, and possibly even sail around the UK next year with all my kite gear on board... watch this space.

I’ve been getting more involved at Slingshot helping out managing the international team so I have a more computer based work on my plate keeping the team fed and happy which I am really enjoying! Having done it for so many years I know how the system works, I’ve been in their shoes and I want to use my experience to help the next generation succeed.

I’m really enjoying creating YouTube videos, I am super motivated to keep building my channel, the YouTube algorithm is way nicer than Instagram or Facebook, I wish I started earlier, look out for new videos every week!

GOOD LUCK WITH IT ALL, CAN WE COME AND CREW NEXT TIME WE ARE ON HAYLING?

Absolutely, just hit me up anytime you want to go out and I will make it happen!

THANKS SAM!

Thanks Rou, catch you soon!

PHOTO SAM LIGHT



WWW.IKSURFMAG.COM



INTERNATIONAL KITESURF MAGAZINE



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

DO YOUR FRIENDS AND FAMILY WANT TO LEARN TO KITE?



TRIED & TESTED

More gear getting put through its paces by the test team this issue, we've got kites from F-ONE, Harlem and North and boards from Core, North and Harlem for you this issue.

KITES

F-ONE Bandit 2020
Harlem Go
North Pulse

BOARDS

Core Ripper 4
North Focus Carbon
Harlem Rocker

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM
PHOTO THIS PAGE THOMAS BURBLIES



"THE BANDIT 2020 HAS GROWN INTO ITS NEW STYLE AND PULLED IT OFF PERFECTLY"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

This next kite needs no introduction, it's had many years of design thrown at it and this year it comes with a complete overhaul for its 13th edition. The Bandit has always been known for its great cross over performance between wave and freeride/big air. This year sees F-One take this great kite and create two versions to maximize the performance at each end of the scale while keeping this a great all-rounder. We see the Bandit S: Tweaked more towards wave riding, strapless freestyle. The Bandit 2020: Tweaked more towards big air and freeride.

The Bandit 2020 is a 3-strut mid-high aspect kite. For 2020 we see some major tweaks in the design and shape of the kite as well as features like bridles and materials. The wingtips have become squarer on this version to create more speed and turning ability. The new Spider bridle has been tweaked to enable the kite to be pushed for maximum depower ability while retaining huge amounts of stability in the air. The new 130gr Double ripstop has been used to provide a lighter weight kite that still has tons of strength.

[CLICK OR TAP TO READ MORE](#)

BRAND HARLEM

MODEL GO

SIZE 9M

YEAR 2020



" THE FREERIDE
POTENTIAL OF
THE GO IS
FANTASTIC "



AT A GLANCE

Dutch brand Harlem are making waves in the kitesurfing world for all the right reasons. Not worried about trends or being the cool kids, they simply want to make kites for people to have a blast kitesurfing with. The Go sits in their line up as the high performing freeride allrounder. This means it is the kite for you if you wish to do a bit of everything and do it well.

The Go is a 3 strut kite, has a supported leading edge bridle system and a swept delta shaped canopy design. The canopy and trailing edge are made from Teijin triple ripstop from Techfibre for superior strength. The frame material is a Teijin Marubini Dacron from innovative industry manufacturer Challenge Sailcloths, chosen for it's feedback and optimal stiffness.

The one-pump system is standard, and Harlem have added additional dump valves for even speedier deflate should you wish to use them.

Sizes: 5,7,9,12,14(lightwind) meters

TO VISIT THEIR
WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)



"THE PULSE IS
A TRUE
FREESTYLE KITE,
PUNCHY AND
LIVELY"



AT A GLANCE

Norths line up continues to grow with kites sitting in almost all corners of our sport. The Pulse sits firmly as the freestyle machine in the line up designed to be ridden at its top end with power and solid rider input.

The Pulse is a 3 strut hybrid C shaped kite with a compact, low drag pullyless bridle system. North use a 2 stage Arc design in their kites for power in the mid section and turning ability in the tips. This is then altered according to the design and power/turn required. The Pulse also uses a flattened 2 stage design in its canopy for increased freestyle performance.

High end Teijin D2 double ripstop is used for the main canopy of the Pulse, and there are Kevlar reinforced strut connections as well as Dura Light seam protection for added durability. The Pulse benefits from a Dacron Exo-Skeleton which is a durable frame around the kite for added strength and canopy control through those big moves.

TO VISIT THEIR
WEBSITE, CLCK HERE



[CLICK OR TAP TO READ MORE](#)



" THE ACE HYBRID IS CLASSIC CABRINHA; SMOOTH, SMART AND AN ABSOLUTE BLAST TO RIDE "



BRAND CABRINHA
SIZE 138 X 41.5

MODEL ACE HYBRID
YEAR 2020

AT A GLANCE

Cabrinha's extensive twin tip line-up has an option for every rider no matter their style or favoured discipline. The Ace Hybrid sits at the slightly more freeride side of freestyle, and Cabrinha describe it as being "Designed for freeride creatives looking to bend the rules of gravity" leading us to believe this will be a board suiting a high caliber of rider who will not accept second best in design or performance.

TO VISIT THEIR WEBSITE, CLICK HERE



CLICK OR TAP TO READ MORE



" EVERY ONCE IN A WHILE A BOARD COMES ALONG WHICH MAKES YOU REEVALUATE YOUR QUIVER; THIS IS IT. "



BRAND CORE
SIZE 5'4

MODEL RIPPER 4
YEAR 2020

AT A GLANCE

The Ripper from CORE enters its 4th version with a huge overhaul in design to improve not only its usability, but also lightwind and sloppy wave performance. The construction of the board stays the same with a classic surfboard layup of a closed cell PU foam blank lovingly shaped in Portugal with a double laminated wooden stringer and finished with a multi layer glass and resin process.

TO VISIT THEIR WEBSITE, CLICK HERE



CLICK OR TAP TO READ MORE



" BRILLIANTLY PLAYFUL FEEL FOR BOTH HOOKED AND UNHOOKED FREESTYLE "



BRAND HARLEM
SIZE 138 X 42

MODEL ROCKER
YEAR 2020

AT A GLANCE

Harlem have 2 twin tips on offer for 2020, the Wood and Rocker. We had the Rocker on test for this issue which is their hand built freestyle board.

Designed for intermediate to advanced riders who want a board they can progress with, it is a high end bit of kit for both freeride and freestyle.

At its core, the Rocker has a Paulownia wood blank which has been CNC precision engineered,

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



" EXCELS WITH A POWERFUL RIDER ABLE TO PUSH HARD AND ENSURE THE FULL RAIL IS LOADED FOR MAXIMUM PERFORMANCE "



BRAND NORTH
SIZE 139 X 42

MODEL FOCUS CARBON
YEAR 2020

AT A GLANCE

The Focus twin tip comes in both wooden and carbon variants. We had the carbon on test for this issue which promises the perfect balance of stiffness and flex for an unrivalled freestyle performance board.

The boards core is made from high grade paulownia wood which is fine tuned per size to ensure performance is maintained. This is then enveloped in a refined carbon laminate layer for exceptional response and flex when loaded at all angles.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



RIDER RIDER RODERICK PIJLS
PHOTO MARIAN HUND

Do you enjoy reading IKSURF Magazine, using our App and website? We now need your support to keep IKSURF going.

Get free stickers when you sign up to support us!

CLICK [HERE](#) TO
SUPPORT US

BECOME A SUPPORTER

**FREE
STICKERS!**



WORDS JEN TYLER

INSIGHT

MALWINA SHINN CEO SHINNWORLD

Malwina Shinn is the CEO for Shinnworld, and, as far as we are aware, the only female CEO of a major brand in the industry.

Bucking the trend, coming from a business background, and getting into kitesurfing later on, she looks at the sport with perhaps different eyes. Just like everyone though, the stoke for kitesurfing became addictive, and it didn't take her long to find out why this sport survives on passion...



**How long have you been working at Shinnworld?
What are your responsibilities within the company?**

I've worked in different departments within Shinnworld since 2011. Back then, it was never my intention to be entirely involved, it was more just to help my boyfriend out! I come from a completely different background, so the kiteboarding business was almost entirely foreign to me. However, life had other plans, and in 2014, I became the CEO of Shinnworld, and I'm responsible for everything unrelated to the kiteboard design process. We have come a long way from two people in the Tenerife office to the company we are today.

Initially, Shinnworld was well-known due to Mark's name and achievement, but from an administration point of view, it was a one-man orchestra, based on Mark Shinn. You won't believe me when I say this, but it was Mark who would personally issue invoices to customers. When I started, I introduced Enterprise Resource Planning within the company and ran a parallel accounting program to gather some data. Six months in, I was ready to attempt our first cash flow planning process, and it worked! Technically, I'm a Business Administrator, but when people call me that, I just imagine myself wearing glasses sorting through paperwork and invoices, but that's not what I do, at all!

Kiteboarding is based on passion, and this is the 'it' factor in our industry. For years, I was on a mission to explain to avid kiteboarders within the industry that it's impossible, it will work as it does not add up. It was stopping me sleeping at night as our KPI's and cash flow indicators were not even in the scale of description.

PHOTO ROBERT HAJDUK



"KITEBOARDING IS BASED ON PASSION, AND THIS IS THE 'IT' FACTOR IN OUR INDUSTRY."



“WHATEVER MARK DREAMS OF,
I NEED TO MAKE IT HAPPEN. OUR
INDUSTRY IS BASED ON DREAMS!”

I truly believed it does not matter what the product or business was, knowing all the rules and methods I had learned would be enough. Well, I will say it only once: I was wrong!

The passion within our industry is incredible, I have never seen anything like it, and I can honestly say, it changed me. I still have my knowledge, and nothing ever will convert my business ethics, but what I thought was stopping kiteboarding from growing into a professionally managed industry, was actually something that made it happen. It's tiny compared to other industries, but despite that, passion drives innovation, and we are still opening new doors, continuously. After so many years of making equipment safer and more accessible to all, kiteboarding is still exciting as well as an extreme sport. There is still so much to explore and what I value most is to see kiteboarders being involved and wanting to do something instead of only take.

Mark and I make the time to listen to new innovative ideas and possibilities that during negotiations with investors, we have been told that there is material for more than 12 new start-ups. To sum up my role in Shinnworld; whatever Mark dreams of, I need to make it happen. Our industry is based on dreams!

Is kiteboarding, as a sport, something you are passionate about or is it something you've grown to love?

It definitely wasn't love at first sight for me! I come from the mountains, and I only learned to swim when I was 22. The lifeguards at our local pool offered to pay for me to go to a different pool if I promised not to swim during their sessions!



PHOTO ROBERT HAJDUK

It took me some time to overcome a bad experience, but I finally made it happen while I was in Egypt. I still remember sitting on the beach with a friend of mine watching Conny, our instructor at Hamata Village, coming off the water after a session. She had lovely blonde hair (still dry!), a cute bikini and a big smile on her face. We were there, sitting fully covered in sad, battered, with red faces from superman impressions and attempting to take seaweed out of our hair. There is something addictive about the sport, especially with such a severe learning curve. But now I cracked it, and whenever I have a free moment, I'm on the water!

"WHENEVER I HAVE A FREE MOMENT, I'M ON THE WATER!"

S P I R I T W I N I T I A L

DUOTONE

S/L/S

PERFORMANCE AND DURABILITY - INNEGRA MAKES IT POSSIBLE

INCREDIBLE DAMPENING PERFORMANCE, ABSOLUTELY SMOOTH IN ANY CONDITIONS

VERY CONTROLLED AND EXPLOSIVE POP DUE TO LESS VIBRATION

JAIME SLS SELECT SLS SOLEIL SLS SPIKE SLS ULTRASPIKE SLS



JOIN THE POWER OF A NEW ERA



ADDICTED TO PROGRESS AND INNOVATION. LEARN EVERYTHING ABOUT THE TECHNICAL DETAILS HERE:

DUOTONESPORTS.COM

"OUR MOTTO IS 'FAMILY FIRST' EVEN IF IT MEANS GETTING UP AT 5:00 AM TO GET WORK DONE"



What's it like juggling family life and being the CEO of Shinnworld? How do you manage to keep things running smoothly?

I don't! They don't run smoothly, but that's how we enjoy it! Our motto is 'family first' even if it means getting up at 5:00 AM to get work done, it's all good, I'm up anyway! Mark travels a lot, and I have two full-time jobs as I also manage our composite production factory. On top of that, we just finished building a house here in Poland. We do use as much help as possible, and I can assure you, I don't bake cakes very often!

For a person with a background in time management, it is not the most challenging task, but sometimes you do it too efficiently, and you forget the

most crucial point, and that is to add the things that make you happy. It's easy to focus on a to-do list and plan 16-hour day, but then I look at my son, and he doesn't feel like going to his hockey lesson and would rather cuddle up and watch Minions on the couch. My policy at home is to deal with things and to manage them as they come. I try not to pile things up.

Having a Business Consultation background, how have you been able to transfer and apply your previous experience within the kiteboarding industry?

My involvement in the kiteboarding industry wasn't actually planned as such. I moved to Tenerife in 2011 as I intended to have a small break from my career working in Kraków; I wanted to learn Spanish and

work in tourism, but one day I woke up, and there were some complications. It happens in any business, Shinnworld (managed by Mark and his partner Jan back then) had some cash flow issues due to an unmanaged growth spurt.

Additionally, our personal situation changed, and we needed to sort out some house issues. We had just gotten married, and I was 3 months pregnant. We renegotiated the company structure, and I bought out shares to restructure the company financially. Seven months into my pregnancy, I was a proud owner of Shinnworld and the new CEO! How about that for a new beginning. We put everything in one basket, and here we are – a successful company and a happy family.

Where did you study and what led you to choose this career path?

I studied in Poland and Sweden. I got my degree in Designing Information Systems. After that, I decided that was not enough and did an MBA at the Cracow University of Economics joint venture with Stockholm University School of Business. I wanted to do my masters as I wanted to create something; I wanted to influence the world. I spent months building my business models to analyse data and extrapolate them to see what would happen.

I was working as a Board Assistant then, and my most important task was to make sure no one would enter my boss's office without an appointment. However, that wasn't something that interested me, and I needed to do something more challenging and engaging. Naturally, I lost my assistant job as the boardroom ran out of coffee! That was the beginning of my career.

The next day, I was offered a managerial job at a new branch in China, and that's how it all began. The company was going to IPO, and they needed every pair of hands they could get. This was a great opportunity and sped up my career by years. The job was tough and challenging, but I embraced every minute of it. I went from Board Assistant to managing a \$5 million budget and an International team. I realised that the method is only part of the equation – people are more relevant and a fascinating subject. This was when I decided I need an MBA, and I did it.

" I WANTED TO DO MY MASTERS
AS I WANTED TO CREATE
SOMETHING; I WANTED TO
INFLUENCE THE WORLD. "





"YOU HAVE TO CUT THE LOSSES AND ANSWER YOURSELF A QUESTION: AM I PLAYING THEIR GAME, OR SHOULD I CREATE MY OWN RULES?"

What sort of changes have you noticed within the industry since the pandemic?

I was born in Poland when it was still under martial law. I remember long queues to empty stores. I think I had my first orange juice when I was nine years old and my father came back from working in Germany. I was following when capitalism was born in Poland, and I knew since then that I wanted to be the boss of a company. When I was moving out of my parent's house, they were living in an area where mines had just closed, the unemployment rate was 40%.

I was eighteen then, and I had to work to study, but what kind of work would I get if even qualified workers were unemployed. This taught me how to respect money and how to live without it. I got a job as a bartender, and funnily enough, this was my first

business experience, but eventually, I decided it wasn't for me. This was back in 2000, so just when capitalism was on the rise in Poland and I could watch the early entrepreneurs.


In 2016, we decided to move back to Poland to keep an eye on the production side of our business; this was like hitting a train. I had worked in an international environment for so long that I forgot that Poland can still be the 'Wild Wild West' of Europe; this is how the experience was for me. I do understand why despite low labour costs and low-cost of land Foreign Investors are still reluctant to invest in Poland. I found it strange coming back to it after a few years and how shocking it has to be for someone experiencing it for the first time.

Currently, business owners in Poland are still people

who made their money in the first years of capitalism, and the zero-sum game is what they know.

Additionally, we have a populist government, who treats entrepreneurs as great evil (entrepreneurs kill national companies with competition) and here you are. With the best knowledge, the best attitude to pay taxes and grow their GDP, you find yourself as the enemy in the war!

No matter how much you try to explain that unity, cooperation, coordinated long-term strategy execution is the way, all you hear is only: charge. So one day, you have to cut the losses and answer yourself a question: am I playing their game, or should I create my own rules? And here I am, slowly, but steady, I build the foundation for long term growth of our brand and a full company behind it.



"WE STAYED CALM AND REORGANISED, AND IN JUNE THIS YEAR, WE HAD THE HIGHEST SALES PER MONTH IN OUR HISTORY."

MALWINA CRUISING IN EGYPT

There are lots of surprises still to come, and we are always prepared for the snowball effect. And then, BOOM, the pandemic.

We signed our investment deal two months before the pandemic and I have to say, 3 months lockdown at the start of the project was a real kick in the teeth. However, we stayed calm and reorganised, and in June this year, we had the highest sales per month in our history. The product we sell is luxury – from the definition is not receptive to the crisis, but our partners cashflow is.

At the beginning of the year when they were first signs of a problem in China, I made sure we had enough materials from Far East and alternative suppliers in Europe that there was no risk to start the season. I reorganised our cashflow and made sure our stock was full before it wholly hit. Once lockdown was over, we were ready to ship from our inventory. I can proudly tell you that we did not have to let anyone go. Moreover, we see what our strong points are and together, we are planning to hit it harder to make sure we can be a flexible partner for our clients and distributors.

I don't believe like the government's in Europe did a very job of transferring money to businesses. I could see that, especially in our industry. Some managers treated this as a holiday and as a convenient answer to every failure. We didn't! On the first days of lockdown, I had a very inspiring conversation with one of my business partners. He has been in the business sector for more than 30 years, and he said, this is not my first crisis... they are all the same.

While others are running around crying, busy with making themselves essential – you should quickly focus and at least try to win back the missing sales before you make yourself busy complaining. Figuring out excuses takes as much time as thinking about solutions!

We've got to ask, when did you first learn to kiteboard and was it Mark that taught you?

Tenerife, La Tejita Beach, 35 knots, 1.5 m short break and of course Marks famous words, "you will be fine!"... Well, I wasn't! The depower was too far, and the bar slipped out of my hands. Nobody explained to me what would happen if I pulled only one side of the bar (that's all I could reach!) I did my first kite loop and smashed the kite on the water. The kite deflated, and I was dragged into a short break. I had to use both safety systems on my first lesson and was rescued by boat! So my kiteboarding lessons were not going very smoothly; Mark refused to even to watch! We almost got a divorce because Mark refused to teach me. I actually thought I would be more comfortable with someone I knew, and that they would be compassionate - hahaha! Marks exact words were; "Which part of what I said didn't you understand?" That's all I got! We spend hours mountain biking in Tenerife. This is very challenging as well, and I found it challenging to climb rocky stairs (literally rock - of 20 cm stairs). Mark's advice was "just pedal harder!". When I had my bike crash and went into hyperventilation, Mark was the first one to try to slap me to regain consciousness!

Word of advice for all the chicks that would like their partners to teach them to kiteboard; Don't do it! It might cost you your relationship! This sport does something to them! They want to protect you and yet at the same time they want you to make progress. This is just as bad and ends up in fights. Get a cute instructor; instead, you might even enjoy the view, and you will learn a lot faster!

[CLICK OR TAP TO READ MORE](#)



WORD OF ADVICE FOR ALL THE CHICKS THAT WOULD LIKE THEIR PARTNERS TO TEACH THEM TO KITEBOARD; DON'T DO IT! IT MIGHT COST YOU YOUR RELATIONSHIP! "



KSURF

**EXCLUSIVE T-SHIRTS
AVAILABLE NOW**

**CLICK HERE
TO BUY**

LIGHTROOM

PHOTO WARECK ARNAUD
RIDERS NICO PARLIER AND AXEL MAZELLA
LOCATION SERRE PONÇON / ALPS



Lightroom

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

LIGHTROOM

ERIC RIENSTRA TESTING OUT CORE'S BOLT 4 ON WHATEVER HE CAN FIND!
PHOTO MIKE PHANEUF

Lightroom



Lightroom



Lightroom

LIGHTROOM

THESE ARE THE MOMENTS OZZIE SMITH LIVES FOR!
PHOTO KYLE CABANO

Lightroom

IKSURFMAG.COM

LIGHTROOM

PHOTO ÁLVARO RODRÍGUEZ
RIDERS NICO PARLIER AND AXEL MAZELLA
LOCATION LA FRANQUI / FRANCE

Lightroom

LIGHTROOM

ALESSIO ALFERONI LOOKING VERY COMFORTABLE AT HIS HOME SPOT IN SICILY
PHOTO GEGE LA BARBERA



Lightroom

LIGHTROOM

LASSE WALKER GETTING IN SOME LOOPS WITH TEAMMATES AARON HADLOW
AND LEWIS CRATHERN AT DOLPHIN BEACH, CAPE TOWN
PHOTO CRAIG KOLESKY

Lightroom



Lightroom



Lightroom

AUSTIN LEDER PULLING AN ALL-NIGHTER AT WAVES, NC (REAL WATERSPORTS)
PHOTO NICK BAINES



Lightroom

LIGHTROOM

YOU DON'T OFTEN SEE ANYONE KITEBOARDING IN FRONT OF THE HIGH TATRAS
- WELL, LACI KOBUSLY ISI!
PHOTO JANKA KOPTAŠIK



Lightroom

LIGHTROOM

ERIC RIENSTRA FULLY FOCUSED AT REAL WATERSPORTS
PHOTO CODY HAMMER



Lightroom

LIGHTROOM

HUGUES BEAUME IS IN THERE SOMEWHERE!
PHOTO JOHANN CIVEL

Lightroom

IKSURFMAG.COM

LIGHTROOM

SEBASTIAN RIBEIRO RIPPING IN BRAZIL
PHOTO VICTOR DUTRA

Lightroom

IKSURFMAG.COM

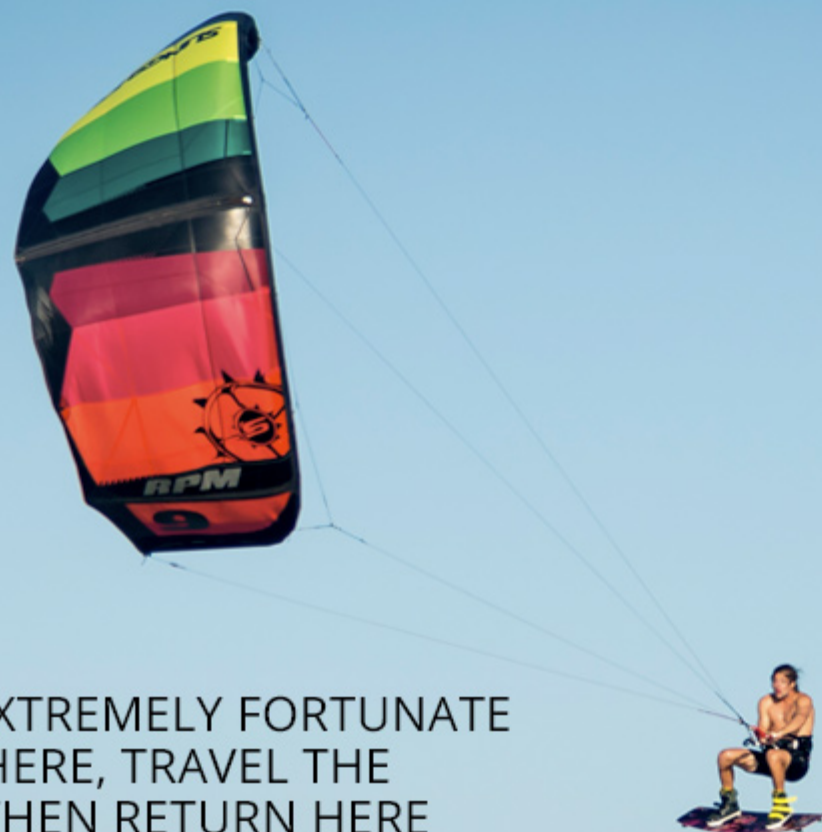
THE INTERVIEW

ALEX FOX

WORDS JEN TYLER PHOTO ANDRE MAGARAO

Alex Fox has gone from pro rider to board graphics artist to Brand Manager, always leaving his mark in the kiteboarding world. In this interview, Alex shares how it all began, the Slingshot ethos, his thoughts about the pandemic, what the future may hold for kiteboarding, and more!





" I HAVE BEEN EXTREMELY FORTUNATE TO GROW UP HERE, TRAVEL THE WORLD, AND THEN RETURN HERE WITH MY FIANCÉ. "

Kiteboarding has been a part of your life since you were a kid, who got you into it, initially? Were you interested in other sports?

Like most kids getting into kiteboarding, it was my father who was the initial spark, I would say. He was a long-time windsurfer and scuba diver, so we were used to going on windy vacations to the Caribbean. Once he saw kiteboarding for the first time, I pretty much knew we were going to get into it. It was clearly different than the other sports I was doing at the time. I was really into scuba diving at the time, but more so interested in team sports. I played a lot of baseball and basketball growing up, and then I also ran cross country and track. Kiteboarding was the perfect antithesis to all those sports, though. It was pure freedom. I didn't have to rely on anyone else to do it, and it was actually less stressful than team sports.

Where did you grow up, and what was your family like? Have they always been supportive during your career within the kiteboarding industry?

I grew up in St. Petersburg, Florida. It's a fantastic underrated kiteboarding location. I have been extremely fortunate to grow up here, travel the world, and then return here with my fiancé. My family has always been my best friends and my heroes. They were always very supportive of my kiteboarding. The "career" aspect of it, they were definitely skeptical of! I just don't think they knew you could actually be "pro" until I started showing them the checks! They were always really supportive of the extracurricular parts of my career, though. They knew I had talents outside of strictly riding, so they always pushed me to get more involved behind the scenes. When Slingshot started pulling me deeper and deeper, I think they knew I had found a real home and a real career.



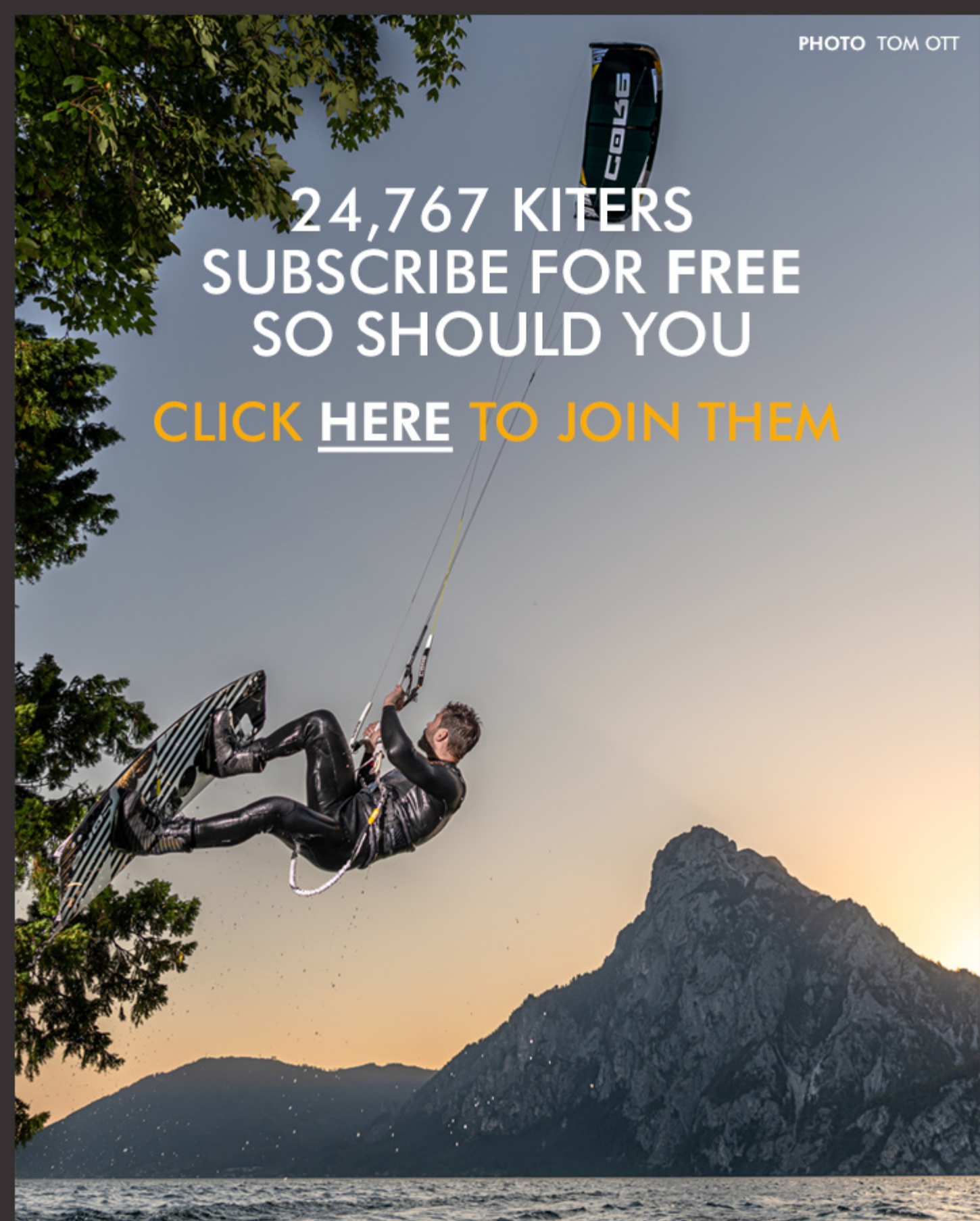


PHOTO ANDRE MAGARAO

You've always represented Slingshot; can you tell us how that all began? We believe the first board you ever owned was a Slingshot one!

Well, I have ridden for some other brands, but I was never really a part of a family until Slingshot. Slingshot, like many riders my age, was always my favourite brand. I remember when we went to my local shop before we even took lessons and I saw all the boards on the wall. There was a 2004 Slingshot SX 141 on the wall, and it was hands down the sickest thing I had ever seen. It was black, sleek, and had this piercing red spikey ball on it. It's probably the one board that I wish I still had in my collection. I didn't keep it because I didn't know what it would do for my life. If anyone has one, hit me up on Instagram, I will buy it!

"IT WAS HANDS DOWN THE SICKEST THING I HAD EVER SEEN."



**24,767 KITERS
SUBSCRIBE FOR FREE
SO SHOULD YOU
[CLICK HERE TO JOIN THEM](#)**

GET THE WORLD'S NUMBER ONE KITESURFING MAGAZINE DIRECT TO YOUR INBOX EVERY ISSUE. SUBSCRIBING IS FREE AND YOU AUTOMATICALLY GET ENTERED INTO OUR SUBSCRIBER COMPETITIONS AND GET EXCLUSIVE DISCOUNTS IN OR STORE!



" WHEN I WAS JUST A PRO RIDER, THE GRAPHICS WERE A PERFECT WAY TO HELP SUPPLEMENT MY INCOME. I HAD NOTHING BUT TIME; THOSE WERE THE DAYS! "

Tell us a little bit about your art; you did quite a few board designs, do you still do that?

I have done quite a few, yes. I still do some graphics occasionally, not as much as I used to, however. It really comes down to time. Board graphics can be rather labour-intensive, and my job is pretty demanding. When I was just a pro rider, the graphics were a perfect way to help supplement my income. I had nothing but time; those were the days! I still love to do it, it's a fantastic feeling travelling to another country and seeing your art on the water, especially hearing the positive feedback. I have learned how to

cope with negative feedback better now. I always say: "if the work you have done isn't loved or hated, then you really haven't done all that much." There are a lot of board graphics out there that haven't really done all that much!

What's it like having Hood River as a hub? How does that work with testing equipment, riders visiting, and the conditions Hood River offers for both kiteboarding and wingfoiling?

Hood River is a home away from home, for me. Most of my best friends in the entire world live out there as well as all of my work buddies. I can't really

say anything about it that no one else has, but it really does hold such a special place in my heart. Not only have I had some of my most exceptional sessions and memories there, but just growing with Slingshot out there, while couch-surfing on Rich Sabo's living room floor, it was a special time!

Hood River is basically a wind sports microcosm. With all the riders visiting, the great weather, and the constant wind; the sports just progress there faster than almost anywhere else; it is incredible. Both kiteboarding and wing foiling have found such a great home in Hood.

What does your role as Brand Manager entail, can you share with us 'a day in the life of Alex Fox'? What are the challenges you face?

As the Brand Manager, I'm in charge of the brand direction. This includes but isn't limited to the marketing, product line offering, product check off, and the brands look and feel. Everyone at Slingshot wears lots of hats and has more roles, but on paper, that is what I do. A typical day in the life... well, nothing is ever ordinary around here! I usually wake up at 7:30 and start by answering emails and posting on social media. Once those tasks are complete, I make my daily task list and my weekly task list, basically what I need to finish before the end of the day or week. Daily, I manage media, sit in meetings, talk with the product development team, create graphic files for various projects and products, but really each day presents new challenges. With the pandemic, no two days are ever the same, and it's really changing how we do business and every day is a learning process. That is the obvious challenge that we have been facing lately, but I'm proud to say that Slingshot has been incredibly agile when dealing with the pandemic and its roadblocks. We have a fantastic team from top to bottom.

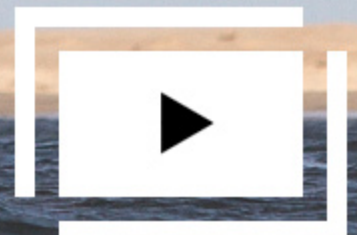
You've got some seriously talented riders, in a variety of disciplines representing Slingshot, what kind of riders match the Slingshot ethos?

The Slingshot ethos for everything that we do is simple; Do everything we can to create and motivate, and our riders must do the same thing.

PHOTO VINCENT BERGERON



“ WITH THE PANDEMIC, NO TWO DAYS ARE EVER THE SAME, AND IT'S REALLY CHANGING HOW WE DO BUSINESS AND EVERY DAY IS A LEARNING PROCESS. ”





We look for athletes that innovate and inspire. Innovate new tricks and new styles of riding, but also inspire the next generation of athletes as well as your everyday kiteboarders. All of our athletes do this, and that's why they are a part of our family. We love every single aspect of kiteboarding, so we try to find the athletes that represent this ethos in every single category; we love our team!

Wing foiling, future or fad?

Future! Future! Future! For Slingshot, wing foiling, or wing surfing has always represented a catalyst to get more people into wind sports. It's easy and straightforward to explain to the average rider. It's awesome to see the sport explode, and it will continue to grow for years to come.

" IT'S AWESOME TO SEE THE SPORT EXPLODE, AND IT WILL CONTINUE TO GROW FOR YEARS TO COME. "

A TOTALLY NEW MOBILE EXPERIENCE!



Available on the
App Store



GET IT ON

Google play

WE'VE COMPLETELY CHANGED THE WAY YOU ENGAGE WITH OUR CONTENT, IT'S INTUITIVE, AMAZING AND 100% FREE!

CLICK HERE TO CHECK IT OUT



“ THE BAD, UNFORTUNATELY, IS A LONG LIST. I'LL KEEP IT CONCISE AND JUST SAY THE UNCERTAINTY—THE UNCERTAINTY FOR WHAT LIES AROUND THE CORNER. ”

We are just at the tip of the iceberg. Anyone who says that wing foiling or wingsurfing is a fad has absolutely no vision of the future. I would even go as far as to say that wingsurfing has a larger participation potential than kiteboarding.

Besides travelling, what sort of changes, good and bad, have you noticed within the kiteboarding industry since the pandemic started?

I think the good is that kiteboarding is an independent sport that is done outside in the elements. It's good to see that kiteboarding participation, as well as other action sports, is on the rise. Most likely, the team sports and these sorts of activities that require multiple people to participate will experience a

decline, yet the action sports much like kiteboarding will grow. This has been evident lately, but we hope to continue to see that improve. The bad, unfortunately, is a long list. I'll keep it concise and just say the uncertainty—the uncertainty for what lies around the corner. Businesses everywhere have been affected. We have seen friends and families lose loved ones, lose jobs, lose security, and lose faith that "normal" will ever come again. Our thoughts are with the ones who have been affected by this awful virus.

What is your favourite piece of Slingshot kit you've ever owned?

Oh wow, that's a really tough question! I think overall the RPM. I have had a quiver of RPMs in my

possession since the kite was released in 2009. For the past 11 -12 years, regardless of where I have lived, I have had that product with me — that's kind of crazy, once I think about it! However, lately I'd say the UFO. I have gotten pretty into foiling recently as we just have such light wind in Florida, especially during the summer months, so the UFO has really been my go-to kite!

Can you talk us through the UFO?

The UFO has been one of the most fun and rewarding projects we have worked on recently. We knew we wanted to produce a strutless kite for foiling and the design brief was extremely simple. We challenged our design team to produce the most effective LEI kite for foiling. The UFO was the result.

" WE HAVE SO MANY EXCITING PRODUCTS THAT ARE RELEASING SOON AS WELL AS SOME HUGE PROJECTS IN THE WORKS. "



PHOTO ANDRE MAGARAO

We had a few development code names, but the more and more we looked at the kite, it just looked like this flying orb, and that's when it hit me; the UFO - Unlimited Foiling Object! I'm really proud of the team for producing such a well-received product. I think both Tony Logosz and I were super passionate about this project as its the kite that we have wanted to use for so long. We're both really excited about foiling, and we have such a great foiling team led by Fred Hope, that we wanted something that hit on all levels. Fred is exceptionally particular about kites and foils, so once he told me the UFO was his "favourite kite ever," I knew we were onto something pretty special.

Can you give us a hint on what constructional and design changes we might be seeing in the future for Slingshot?

We aren't stopping anytime soon - that's all I can say! I would tell everyone to brace yourselves. Slingshot is really hitting its stride, and we have so many exciting products that are releasing soon as well as some huge projects in the works. I'm incredibly proud to be a part of this team and can't wait to see what we accomplish in the near future!

Thank you, Alex - It's been a pleasure!

Thanks, Jen!

WORDS ROU CHATER
PHOTO NELSON

TECH FOCUS

In a new format for the coming issues we're looking at some of the new products on the market and the technology behind them. In this issue, the new North Reach kite, Mystic's Stealth Harness, F-One's new Magnet Carbon strapless surfboard, the PRS Rails from Eleveight and the new VMG from Flysurfer... Enjoy!

MARCELA WITT ON THE NEW F-ONE MAGNET CARBON



DEVELOPMENT NEVER STOPS - ELEVEIGHT PRS RAIL DESIGN

The 2021 Twin Tip (TT) line is the result of a long development process that took place all around the world. We aimed to challenge the status quo of existing boards to create a product evolution that results in higher and more accessible performance. One of the main features is the innovative Parabolic Rail Shape (PRS) which sets new benchmarks in Twin Tip (TT) rail design.

Franz Schitzhofer, the mastermind behind all our twin tips, has been experimenting with unique rail design theories for a long time as the rail shape is an essential performance parameter for control, maneuverability, power, and speed.

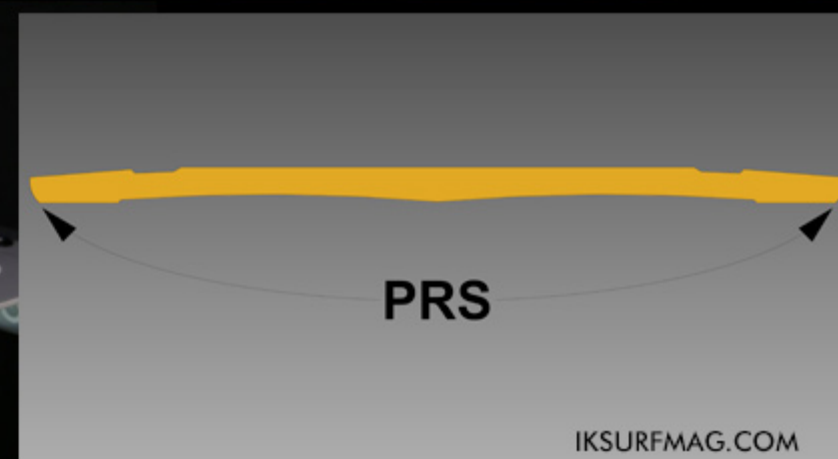
The key idea of the PRS rail is a tucked under edge, a concept which is well known in surfboard shapes, and we adjusted this idea for our TT range.

The PRS rail features a thin rail in the tips, as a thin profile results in better grip and pop during take-offs and landings. The thickness of the rail increases in the foot area and has a tucked-under-edge in the center part. The general concept of a tucked under edge is that the boards sits slightly deeper in water. This creates a much better upwind performance and grip, less spray, and more comfort especially in choppy conditions.

The challenge in the development process was to integrate such a surf-rail in a thin twintip rail. We followed a precise testing process and sampled more prototypes than ever before. We enjoyed every bit of it, and the team is incredibly proud of the result.



**" WE FOLLOWED A PRECISE TESTING PROCESS
AND SAMPLED MORE PROTOTYPES THAN
EVER BEFORE. "**



" THE BOARD IS DESIGNED TO BE RIDDEN BACKWARDS TO HELP YOU WITH YOUR SPINNING TRICKS AND WHATEVER TRICKS YOU CAN DREAM UP "



F-ONE MAGNET CARBON

Could this be the lightest, strongest, most advanced strapless freestyle board ever made? Weighing at a mere 2.3kg for the 4'11" and 2.4kg for the 5'1" version it certainly has the credentials to take the crown. Designed by Charles Bertrand, F-One's naval architect it was developed with Mitu Monteiro, Matt Maxwell and Simon Joosten.

Using some clever construction techniques and new materials, including a high strength foam core material the team managed to create a thinner board that is actually stronger. F-ONE call the technology Slim Tech Carbon and the thin high strength core is wrapped entirely in a carbon fibre skin, all the layers are carefully laid and vacuum bagged for minimum weight and maximum fibre efficiency. Creating a thinner, lighter, stronger board with better flex.

It's not just about the materials either, the Magnet has a totally new shape featuring deep channels on the base and grab rails on the top deck. With an asymmetrical rocker line but near symmetrical plan shape the board is designed to be ridden backwards to help you with your spinning tricks and whatever tricks you can dream up the Magnet will be the perfect tool to help you perform.

Available now why not visit your local dealer and get hold of one for a test ride, or just look at the sleek lines and decide to buy one anyway just because it looks so damn good!

TECH FOCUS FLYSURFER VMG

velocity made good Interview with Benni Bölli

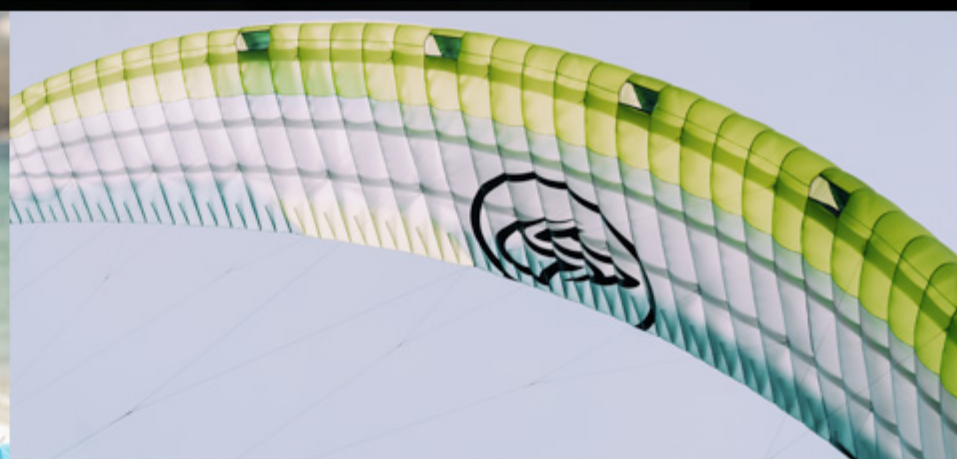
You've long been at the forefront of kite racing design, what makes the new VMG so special compared to the kites that came before it?

The VMG is not only an update from the prior race kites, it is a completely new designed- and redefined foil kite. It is the world's first Two-Level foil kite with a supported profile technology approved as Formula Kite registered series production equipment.

The biggest difference is the reduced drag with the two-bridle system. The initial idea is to reduce the drag to a minimum by removing 49% of the lines in comparison to a common foil-kite design. The canopy is normally supported by three bridle levels and brake lines that are attached to the trailing edge. The complex bridle line system is controlled by several pulleys to change the profiles camber and angle of attack. The VMG only changes the angle of attack and uses a constantly cambered profile supported by fiberglass rods to generate an efficient airfoil. The highly sophisticated internal construction enables the minimalistic system to work. This innovation is strategically supplementing our future kite designs to tailor them to our performance requirements. The VMG has been tested and tuned by world-class athletes Theo de Ramecourt, Nico Landauer and Florian Gruber in order to reach their dreams. Together we rely on the outstanding quality of the individual highly innovative components and the precise manufacturing process of the production.



" THE HIGHLY SOPHISTICATED INTERNAL CONSTRUCTION ENABLES THE MINIMALISTIC SYSTEM TO WORK. "



It's a very niche area of the sport, with riders choosing the best gear at the time, does that put additional pressure on the design process in terms of budget and also in the sense you have to have the best kite on the market?

The pressure is high for sure, because the kite is going to be on the market for the next four years and if you don't have the best kite, you won't sell a lot so the ROI won't be as good as it could be. That's the reason why we have put a lot of effort in the development of the new VMG to make the best race kite in the market.

Can anyone ride the VMG or is it a racers only kite?

Not everyone can race the VMG, only experienced racers and it is specifically designed by and for formula kite racers.

The Soul has proved exceedingly popular amongst the freeriders out there; does the VMG share any of the same DNA?

The VMG doesn't have any DNA from the SOUL, meaning it has a completely different design. For riders who already have made their first steps on the SOUL and want to go faster, we highly recommend the SONIC, which is our high performance freeride kite- perfect in light wind conditions and for adrenaline-junkies who love massive hangtime.

It's been recognised by the IKA as registered series production equipment, how does that work with the Olympics, can you keep developing the kite or do you have to settle on this design for the moment?

Benni:

We can already start to design the new kite for the Olympics 2028, but we cannot make any adjustments



on the profile of the kite for the Olympic games in 2024. The new VMG is registered by the IKA and we can't make any changes on the canopy, the only option to tune the kite is on the bridle, so the bridle is open and we can make a new bridle set for example in two years with a new trim and new material. But the design itself is locked until 2024.

The kite is available in a huge range of sizes, how hard is it to get all those designs right, I would assume the 23m is quite different from the 8m?

It is really hard to make a really good small kite and a really good big kite from the same construction-design, so that's why we developed from the

beginning on, 3 different sizes, which are the 9, 15 and 21 and if you have made these sizes working, then you can scale up and down a little bit, but it is not easy to make the big and small sizes feel the same.

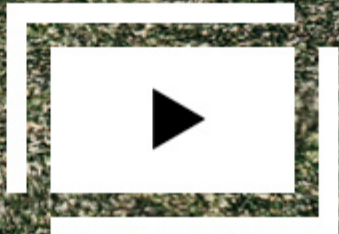
Whats next to come from the Flysurfer team in terms of kite development?

There's definitely something cooking, we have couple of new projects launching soon, don't worry you'll be the first one to know. =)

Thanks for taking your time Rou and hope to have a foil kite session soon with you!



" IT'S THE MOST POLISHED PIECE OF EQUIPMENT WE HAVE SEEN IN THE HARNESS GAME FOR A LONG TIME. "



MYSTIC STEALTH HARNESS

The harness market has evolved so much in the last few years, it was hard to see where it might be headed. Refinement was arguably the buzzword, but then last year we got a sneak preview of something Mystic had been working on. Kai Lenny is an unlikely champion for the Legend harness they make, it's a soft harness made of foam that is designed to be light and not absorb water.

Overshadowed by the Majestic X and Majestic it was hard to see where the legend would end up. Well it looks like the designers at Mystic locked the Majestic X and the Legend in a bedroom with a bottle of tequila for the weekend and this is the result. The Mystic Stealth. We've had one for a week or so now and can confirm much like its inception it's the pinnacle of harness porn.

The hard shell back plate combines with the non-absorbent foam to create a supportive, comfortable lightweight harness that looks hard to beat. In fact it looks good enough to eat. Combined with the excellent Stealth Spreader Bar system and it's the most polished piece of equipment we have seen in the harness game for a long time.

The caveat with any harness of course is that it has to fit you and work with your body, so try one on if you can. It's rigid, but not so stiff that it doesn't have a little bit of flexibility to fit different body shapes. What would we change, nothing, it's about as close to perfect as you can get.

THE REACH - INTERVIEW WITH PAT GOODMAN

Is this the best kite you've ever designed?

It's the most versatile kite I've ever made. Whether it's wave-riding, boosting or foiling, the Reach works in any condition you can throw at it. It was nice to have the freedom to design a kite that works in every condition, without having to be so focused on one discipline.

I'm not a hardcore wave or surf rider, I just like to dabble in a bit of everything, so the Reach is my personal go-to kite. I'm also stoked how the Reach sits in the middle of our range, now making the range we offer feel complete. If you're having trouble making a choice of which kite is for you, this is a no brainer; the Reach is your go-to kite.

Can you explain how the design enables the Reach to boost and loop?

The Reach has a slightly higher aspect ratio and flattened arc design for big loft and hangtime. At the same time, it's wider wingtip, and well-balanced bridle helps to maintain a compact steering radius, ideal for kite loops. During a loop, many kites will pause before they climb back up, but the Reach has a smooth, consistent catch that doesn't hesitate to come back around. This is due to the open arc design combined with efficient, powerful profiles.

When it comes to surf, how does the Reach perform?

From the Carve, the Reach has inherited the direct and responsive steering that makes it, so fun to use in the surf. The Reach has tactile handling with light bar pressure and steering impulse for a fast response and tight turning radius.



" THE REACH HAS A SMOOTH, CONSISTENT CATCH THAT DOESN'T HESITATE TO COME BACK AROUND. "





"THE REACH IS THE KITE I'D CHOOSE IF I WERE STRANDED ON A DESERT ISLAND AND I COULD ONLY HAVE ONE KITE."

The neutral static balance improves the drift and helps prevent front and back stall. Both Jalou and Jesse were so excited with the Reach surf characteristics, they both said they just felt right at home in the waves on the Reach.

What is it about the Reach that makes it fly so well in light wind? Is this the go-to kite for foiling in the North line up?

When it comes to foiling and light wind twintip riding, the lightweight 3-strut construction combined with more powerful draft forward profiles helps get you

up and going in light wind conditions.

We've kept the weight down by using a small two-ply of canopy along the trailing edge, instead of heavier Dacron materials and minimised heavier reinforcements wherever possible. This way, the steering and performance are optimised, without compromising strength or durability.

In the larger sizes, we've also used a lighter Dacron material in the leading edges and struts, as well as a lighter bladder material.

As the lightest kite in our range, it is perfect for foiling.

Its medium aspect ratio swept design, and moderate leading-edge diameter helps the kite release quickly from the water in even the lightest conditions making relaunch a breeze.

So, the Reach is your ultimate desert island kite?

The Reach is the kite I'd choose if I were stranded on a desert island and I could only have one kite. It boosts, loops, foils and surfs - making it the ideal companion for any board in every condition.

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

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

MOVIE NIGHT

#1 KING OF THE CHAIR - SIT-KITESURFING CAPE TOWN

Claiming #1 on our Movie Night list is the incredible story of Willem Hooft. "I can no longer walk, but I will learn how to fly." Willem's words after he ended up in a wheelchair in 2017. This one will give you goosebumps!



[CLICK HERE FOR VIDEO](#)

#2 PROJECT KITE BOAT - 25 KNOTS - PART ONE, TWO & THREE

Sam Light's Kite Boat project scored #2 and #3 on our Movie Night list this issue! Watch Sam convert an old Hobie Cat 18 into a kite boat and attempt to sail around the Isle of Wight, he's on to something here!



[CLICK HERE FOR VIDEO](#)

#3 NICK JACOBSEN CRANE JUMP 2.0

We never get tired of Nick Jacobsen's videos, particularly when it involves him jumping off something ridiculous! In this movie, Nick launches off from a 60m high crane on a massive cargo vessel! "This is the stuff I live for" – admits Nick. You've got to watch this!



[CLICK HERE FOR VIDEO](#)

#4 TESTING THE KITETRAINER

We're a little surprised to see this one land at #4! Scoring just one less like than Nick's wild crane jump is this new invention! Essential tool or over-complicated, over-engineered fix for a problem that didn't exist? Let us know what you think once you watch it!



[CLICK HERE FOR VIDEO](#)

SUBSCRIBE TO THE *WORLD'S* NUMBER ONE KITESURF MAGAZINE

Subscribe and get the IKSURFMAG benefits! Be the first to read the magazine every issue, get automatically entered into all our Prize Draws and have the chance to WIN some awesome kitesurf gear.

We won't use your information for anything but letting you know about IKSURFMAG. That's it. So sign up and get the best online kite mag in the world first and for free every 2 months!

[CLICK HERE TO SUBSCRIBE](#)

RIDER ERIC PLANÇON
PHOTO NAIM CHIDIAC



SUBSCRIBE