

APRIL/MAY 21

## WELCOME TO IKSURFMAG

Welcome to Issue 86 of IKSURFMAG, the World's Number One Kitesurfing Magazine!

The spring season has started with a stumble, not a bang. Getting out on the water without getting stuck in quarantine has become a sport in itself! Luckily, we've got inspiring stories and off the beaten path adventures to keep you entertained. We look at the trials and tribulations of buying new gear,

Karolina Winkowska gives back in the Maldives, Artem Garashchenko kites with a monster, Roderick Pijls goes carbon-free, and Jack Rieder heads back to Baja. From sea level to the snowy peaks, we interview Prolimit's Linda Van Lakwijk and the men of 'RideUp'. Our Tech Focus takes you behind the designs, and we've got techniques to try out and tests to dip into. Turn the page, it's time to dive in!

## 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.



**- TRY BEFORE YOU BUY -**

**THE CASPIAN MONSTER / THE ARCTIC CIRCLE / LA VENTANA  
THE MALDIVES / TESTS / TECHNIQUE AND MUCH MORE INSIDE!**

THE WORLD'S NUMBER ONE KITESURF MAGAZINE

# S/L/S

## STRONG LIGHT SUPERIOR



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

[DUOTONESPORTS.COM](http://DUOTONESPORTS.COM)

UP TO **5** TIMES HIGHER  
TEAR RESISTANCE

**50 %** LESS ELONGATION  
COMPARE TO STANDARD  
DACRON

**15 %** LIGHTER OVERALL  
CONSTRUCTION



### NEO SLS



### EVO SLS



JOIN THE POWER OF A NEW ERA

SAVE OUR PLAYGROUNDS

DEDICATED TO  
KITEBOARDING  
SINCE 2001

[DUOTONESPORTS.COM](http://DUOTONESPORTS.COM)

FOLLOW US

## IC6 950

AREA 950CM<sup>2</sup>  
SPAN 65CM  
A / R 4.4

### EASIER THAN EVER

The latest front wing design is 950cm<sup>2</sup>. It has been refined from the previous versions to extend the range of use. With more lift, the IC6 V3 is easier than ever to learn on and have fun whatever your foiling level. Using careful design, it can fly at very low speed but it can also accelerate with great maneuverability and a fantastic carving potential. The IC6 950 V3 is designed for anyone looking for a first foil purchase or simply for a versatile setup able to deliver tons of fun on the water.



Photo - YDWER

Rider - LIAM WHALEY

Spot - CORSICA

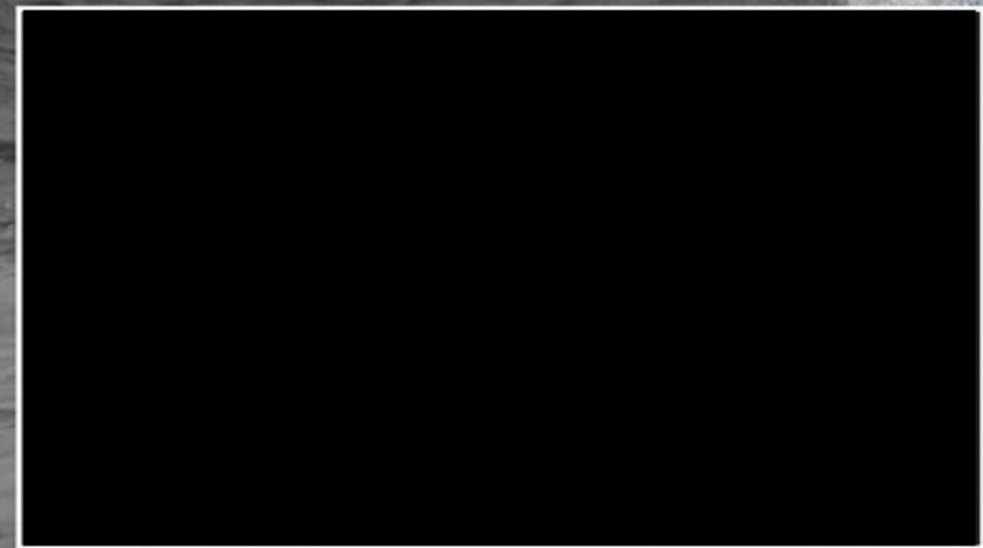


# SWITCHBLADE

PERFORMANCE FREERIDE / BIG AIR

Sizes: 5m / 6m / 7m / 8m / 9m / 10m / 11m / 12m / 14m

When it comes to a kite which represents the pinnacle of performance and versatility, the Switchblade has no equal. The greatest achievements in the sport of kitesurfing have been accomplished with an 'off the shelf' Switchblade, using the exact same kite which can be bought in stores.



Alby Rondina  
James Boulding

**CABRINHA** 

[WWW.CABRINHA.COM](http://WWW.CABRINHA.COM)

BOARD SIZES 115 CM

125 CM

135 CM

—

WING SIZES 1000 SQCM

1250 SQCM

MAST LENGTHS 71 CM

92 CM

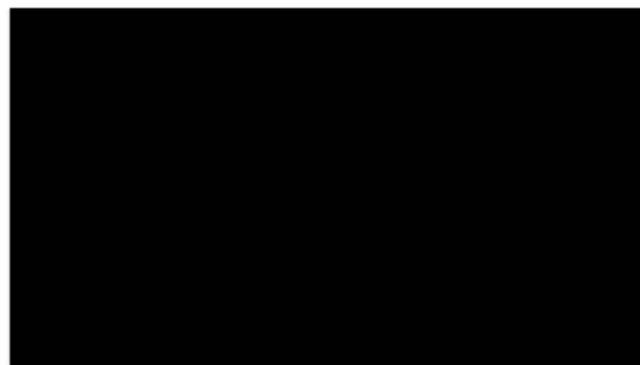


"My tacks are on point. And it's so playful and dynamic that it gives me even more freedom to experiment." - Steven



# FOIL BETTER

You don't need to be at Steven's level to jump on the all-new SLC foil and foilboard and find out what he's been talking about. The highly refined foilboard and hybrid carbon foil deliver predictable performance in all conditions.



SLC  
— FREEFOIL —

SLC. HEAR THE SILENCE

**RPX** ALL NEW

Rider: Stijn Mul  
Photo: Sam Light

# XTRA FREERIDE



XTRA LIGHT  
XTRA FAST  
XTRA VERSATILE

SPEED | VERSATILITY | CONTROL

Featuring 88 less panels, a completely redesigned trailing edge, a 25% thinner bridle, and a 10% overall weight reduction, the all new RPX V1 is next step in freeride kite design.



LEARN MORE AT [SLINGSHOTSPORTS.COM](https://slingshotsports.com) | [FACEBOOK.COM/SLINGSHOTKITEOFFICIAL](https://facebook.com/slingshotkiteofficial) | [INSTAGRAM: @SLINGSHOTKITE](https://instagram.com/slingshotkite)

**SLINGSHOT** | 

15  
COMPETITION



19  
EDITORIAL



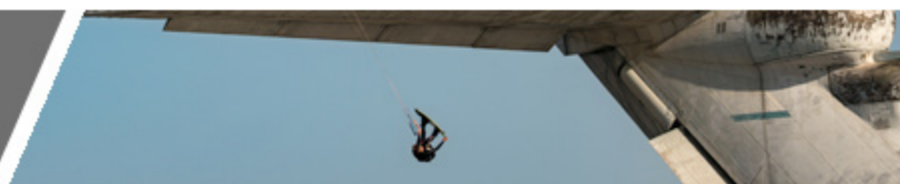
25  
TRY BEFORE YOU BUY



51  
BRIGHT FUTURES IN  
THE MALDIVES



69  
THE CASPIAN MONSTER



89  
TECHNIQUE



123  
THE ARCTIC CIRCLE: A  
CARBON-FREE JOURNEY



143  
LA VENTANA THROUGH  
A DIFFERENT LENS



161  
TEST



183  
LIGHTROOM



207  
THE INTERVIEW:  
RIDEUP MOUNTAINS



227  
TECH FOCUS



273  
INSIGHT:  
LINDA VAN LAKWIJK



285  
MOVIE NIGHT



[CLICK HERE  
TO SUBSCRIBE!](#)

PUBLISHING EDITOR >

Rou Chater  
[rou@iksurfmag.com](mailto:rou@iksurfmag.com)

FEATURES EDITOR >

Crystal Veness  
[crystal.veness@iksurfmag.com](mailto:crystal.veness@iksurfmag.com)

TECHNIQUE EDITORS >

Christian Harris & Karine Nativel  
[christian@iksurfmag.com](mailto:christian@iksurfmag.com)  
[karine@iksurfmag.com](mailto:karine@iksurfmag.com)

WEB EDITOR >

Jen Tyler  
[jen.tyler@iksurfmag.com](mailto:jen.tyler@iksurfmag.com)

DESIGN >

Karen Gardner Creative  
[hello@karengardnercreative.co.uk](mailto:hello@karengardnercreative.co.uk)

ADVERTISING SALES >

Mary Booth  
[mary@iksurfmag.com](mailto:mary@iksurfmag.com)

IT DIRECTOR >

Alex Chater  
[alex@nextelement.co.uk](mailto:alex@nextelement.co.uk)

CONTRIBUTORS >

Jack Rieder, Chris Rollett,  
Artem Garashchenko, Ekaterina  
Makushchenko, Karolina Winkowska,  
Alexander Lewis-Hughes, Hassan  
Rafhaan, Slow Tape, Roderick Pijls,  
Zout Fotografie, Ydwer van der Heide,  
Linda van Lakwijk, Wareck Arnaud,  
Johann Civel, Hugues Beaume

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.

RIDER MICKAEL FERNANDEZ  
PHOTO YDWER VAN DER HEIDE





PHOTO YDWER  
RIDER OSWALD SMITH



# WIN

## ...A MYSTIC MAJESTIC HARNESS SUBSCRIBE TO WIN CLICK [HERE](#) IT'S FREE

We've joined forces with the crew at Mystic to offer up a coveted competition prize to you, our subscribers. The all-new Mystic Majestic hardshell harness is sure to take your kite session to the next level!

The Majestic harness has the same Bionic Core Frame as the Majestic X, but with a Roving glass fibre plate which provides bigger freedom of movement. If you're more into wave riding or freestyling the Majestic will definitely be worth your while. With Soft neoprene

edges, Knitflex and Fix foam, the harness will give you all the comfort you need. The Majestic has a smart Battle belt 2.0 system with Flexcovers and a Key pocket 2.0.

Make your next session majestic with the new Mystic Majestic.

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.

# OFFBEAT VISION FOR LIFE

# FACE PLANT

**SUNGLASSES THAT WILL CHANGE THE WAY YOU  
THINK ABOUT SUNGLASSES  
ARRIVING ON PLANET EARTH SPRING 2021...**

**CLICK HERE TO PARTY**

**WEFACEPLANT.LIFE**



R4.0 Outside Left Temple

silk screen  
Logo

Outside Right Temple

## Searching For Gold

Kitesurfing is a cruel mistress; as we all know, often the conditions won't play ball, and we are left clucking without our favourite fix. It's probably why many of us have become what I like to call "multi-sport enthusiasts", people who have an arsenal of toys in the garage to keep them entertained.

Over the years, I've become worse and worse as new obsessions come along, and I get more involved in a multitude of sports. A love of motorbikes, mountain bikes, surfing, skating, cycling, winging and, of course, kitesurfing can leave little room for the car. It also causes a problem, what do you ride and when? Worse still, what do you ride when the weather is really foul?

There is a saying that goes along the lines of "he/she who dies with the most toys wins" perhaps it's a desire to reconnect with our childhood, a simpler time. It's certainly an odd desire to pursue all these entertainment vehicles in an effort to remove ourselves from reality every once in a while. However, for every "multi-sport enthusiast", there are just as many "enthusiasts"; people who decided to dedicate their lives to just one passion.

Arguably it's a better way to go about it; with a clear focus, you can become so much better, a master of one rather than a jack of all. I was chatting to one such enthusiast this weekend, and through a dedicated pursuit of mountain biking, he's become, at the age of 54, one of the fastest riders in the country. It's pretty incredible, really, but then all he does is ride his bike almost every day for hours on end.

RIDER LUKE MCGILLEWIE  
PHOTO CRYSTAL VENESS



[CLICK  
HERE TO  
SUPPORT  
US](#)

If you've ever read the book 10'000 Hours, you'll appreciate what is going on here. The more time you dedicate to something, the better you get. However, there is another element at play here, as you get better, your needs change. I've been kitesurfing for over 20 years now, and what got me excited back in 2000 doesn't get me excited now.

For me to really get frothing, I want an uncrowded wave, cross/cross offshore, not gusty, at least head high. How often do conditions like that line up in the UK? Not very often, but when they do, for me, there is nothing greater to do with my time. So far this year, between lockdowns and the weather, that just hasn't happened. I've not had a decent kitesurfing session so far in 2021.

OK, we've only been allowed to kitesurf in Wales since the 13th of March, but we are a month in, and the conditions still haven't delivered. In that time, I've had some incredible surf sessions, some magic moments on the wing and loved every minute I have spent on the MTB. If I wasn't so fussy, I'd have had plenty of decent kite sessions; essentially, my love of the sport and time spent doing it has also become its downfall.

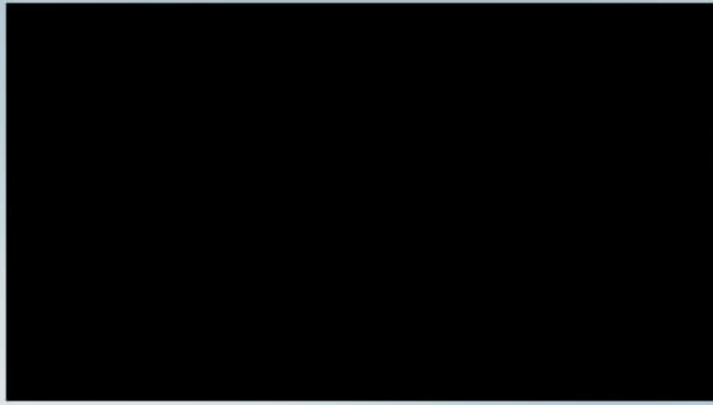
The way I see it, I have two options, get back on a twin tip and enjoy kitesurfing for what it is and stop being a fussy git, or carry on enjoying all the other sports that fill my time between the glory days.

I'm not sure which path I'll take, but if the conditions don't align soon, I might start calling myself a wingsurfer rather than a kitesurfer. Heaven forbid.

*Rou Chater*  
**Publishing Editor**



**RIDER MICKAEL FERNANDEZ**  
**PHOTO MATT GEORGES**



ORBIT



ATMOS



FLEX

This is no time to play small.

This is Big Air.  
It Calls.

RIDER MAREK ROWINSKI JR.  
PHOTO ROBERT HAJDUK



WORDS CRYSTAL VENESS & ROU CHATER

# TRY BEFORE YOU BUY

What's the best source of information when shopping around for kitesurfing equipment? Buying new gear is a big decision, and learning the hard way is neither fun nor cost-effective. Crystal Veness and Rou Chater look at some of the most commonly made mistakes and offer up a (literally) groundbreaking solution!



**“WHAT YOU CHOOSE CAN HAVE A LASTING IMPACT ON YOUR KITING FUTURE AND ENJOYMENT OF THE SPORT.”**

Kiteboarding equipment is, for most, a significant purchase. New kites typically invest some serious time into research before deciding to drop their dollars (or euros, pound, rand, etc.). They find their answers by perusing brand websites, consulting the local kite community, reading our trusted test reports, or polling the international crowd on social media platforms. It's a big decision, and what you choose can have a lasting impact on your kiting future and enjoyment of the sport.

There are a lot of not-so-good reasons to buy kite gear, and I'll be the first to raise my hand and admit to making the wrong choices on several occasions. If there was a list of Top 5 Mistakes When Buying Kite Gear, I could confidently say that I've ticked off every item on that list.

**TOO ADVANCED FOR MY LEVEL? Check.** While doing kite lessons in the Philippines, I remember seeing this talented young shredder, Christian Tio, absolutely rocking it out on the warm water of Boracay Island. Of course, I knew that I wanted to be a pro freestyler just like him one day, so naturally, I had to buy gear suited for freestyle tricks. Yes, I skipped straight to a C kite, assuming that bow kites were inferior. It's kind of like buying a Ferrari after passing your driving test.

**WRONG-SIZED EQUIPMENT? Yep.** A smaller board is easier to travel with, right?! I'd gone with a freeride board, the perfect match for a freestyle kite, obviously.

**AIRUSH**  
KITEBOARDING

# FREEFOIL



Foiling is now more diverse and fun than ever before. The Airush Ultra and foil board range takes you on a freeride journey from the wave-oriented Mini Monster and Slayer, through to the versatile foil skates, and the high-performance Team Foil Board.

All of these are powered by the next generation of the legendary Ultra kite, now lighter, more responsive, and more refined than ever before. The final connection is our hydrofoil collaboration with AK Durable Supply Co., providing a modular foil platform to get you floating on a cloud of freeride euphoria...

[AIRUSH.COM](http://AIRUSH.COM)



MINI MONSTER



SLAYER



FOIL SKATE



TEAM FOIL







**“ TO ADD TO THE MESS THAT I'D ALREADY MADE FOR MYSELF, I BOUGHT THE MOST FLASH HARNESS I COULD FIND ”**

Insert eye roll here. I made a critical error: I never asked for feedback on what size to buy, probably because I thought I already knew everything there was to know! Typical new kiter ego, right? It took about six months for someone to tell me that my board was way too small, making it nearly impossible for me to ride upwind or

get going in light wind. This leads me to my next mistake...

THE PERSON SELLING IT IS COOL? Uh-huh. I clearly hadn't learned anything from my first stuff-up because, in an attempt to resolve my second 'board too small' problem, I bought a wakestyle oriented board which one of my favourite riders was using, which was even worse at going upwind! Yes, it was bigger. No, it wasn't better. For me, that is. To make things even more confusing, the next pro rider I spoke to said that my new board was too big!

Goodness gracious, now I was really confused!

COLOUR OVER COMFORT? Of course! To add to the mess that I'd already made for myself, I bought the most flash harness I could find, but because there was no stock available in my favourite colour and size on the continent, I couldn't try it on. So I splurged on the extra shipping and brought that turquoise beauty in from overseas. It was a beaut, and it fit well enough, but was horribly uncomfortable. I spent my first few months of kiting popping painkillers to counteract the rib pain that came from my harness rubbing me in all the wrong ways.



NOT TRYING THE GEAR FIRST?! **Damn straight.** Every piece of equipment I bought in my first year of kiting was ordered online, sight unseen, without ever actually testing it out first. With a little more patience and taking the time to actually try out several brands and kites, I might have saved myself some of the growing pains that I faced in the early days. Each of the self-inflicted problems that I encountered could have been easily avoided by simply trying some gear first.

“ EACH OF THE  
SELF-INFLICTED  
PROBLEMS THAT I  
ENCOUNTERED  
COULD HAVE BEEN  
EASILY AVOIDED ”



**TAKE A  
LOOK  
INSIDE  
THE MOST  
ADVANCED  
QUICK  
RELEASE  
ON THE  
MARKET**

**NAISH**

# SNAPLOCK QUICK RELEASE

ACCESSORIES ~~NOT~~ INCLUDED

## MICRO LOOP

Leveraging the completely new loop attachment system, we've created the most compact loop on the market. The Micro Loop provides an incredibly locked-in and controlled experience, significantly reducing the distance between the rider and the trim cleat. The seamless transition between the kite and the kite ensures the most direct kite connection available. Through countless iterations, we've developed a unique chicken finger to make attaching and detaching the loop effortless. If you're not looking to unhook, this is undoubtedly the perfect loop for you.

## MEDIUM LOOP

Playing off of the proven size of our previous QR, the Medium Loop offers a locked in feel while still allowing you to go unhooked at a moments notice.

## SLIDER LOOP

Built from incredibly strong and durable stainless steel, our carabiner-style Slider Loop provides the ideal low-friction attachment for rope slider harnesses. If you're looking for the purest surf feeling or just loving riding toeside, this is the loop for you.

## TECHNICAL FEATURES

### ONE-CLICK RELOAD

Effortlessly reload your quick release with one simple motion.

### INSTANTANEOUS LOOP CHANGE

Swap between four different loop styles in an instant. Whether you are sharing kites with a friend, or want to change up your riding style, it is now easier than ever.

### RELEASE ON DEMAND

An ergonomic design paired with an increased quick release throw keeps you clicked in securely and releases on demand.

### SHORTENED SYSTEM

We have brought everything within reach and enhanced your feeling of control by cutting over 3 cm off of the complete safety system.



Slider Loop



Medium Loop



Micro Loop

## FEATHER TRIM

A compact and lightweight trim cleat reduces drag on your center lines and gives you a more direct connection to your kite.

## UNIBODY DESIGN

Utilizing a single piece of stainless steel that includes all the necessary features allows for an incredibly strong yet lightweight design.

## OPTIMIZED TEETH

Refined tooth angle and shaping for easy and secure trimming.

## PU TUBE COLLAR

An elongated collar around the PU tube along with orientation-locking geometry ensures the tube remains fixed into the cleat.

## ENLARGED DRIVE SIZE

Forget about stripped screws with oversized 3 mm hex drive screws.

## VELCRO FACE

Keep the trim line tangle-free and within reach with a velcro face on both sides of the cleat and on the trim line handle.

## DUAL-DENSITY EVA GRIP WITH MEMORY CORE

Two distinct layers of EVA foam combined with a strategically placed memory-foam core provide an incredibly comfortable and intuitive grip without any slip.

## SNAPLOCK QUICK RELEASE

The SnapLock safety system is a massive jump forward in quick release technology. In short, we've taken everything we've learned from being on the cutting edge of kiteboarding for 25 years and put it into one simple, sleek, and incredibly safe package.

## PRE-STRETCHED TLS400 FLYING LINES

Market-leading strength eliminates uneven line stretch while low-profile connections help reduce line tangle and drag.

## FLAGGING LINE STOPPER BALL

Prevent the bar from getting too far away when activating the QR using the ultralight flagging line stopper ball.

## FLEX-FLOAT

All-new floater design with an integrated flex section to reduce steering interference.

## TORQUE 2 CONTROL SYSTEM

**“ I WAS GETTING OUT ON THE WATER, PROGRESSING, AND BECOMING ADDICTED TO THE SPORT ALONG THE WAY. ”**

There was nothing inherently wrong with the gear that I had purchased. It did what it was supposed to do! I was getting out on the water, progressing, and becoming addicted to the sport along the way. The only problem was that the gear wasn't a great fit for me, especially at that point in my kiting life.

You wouldn't buy a car before taking it for a test drive, would you? Sure, if it's a brand known to you and you've driven previous model years of that vehicle, you might trust the manufacturer well enough to assume it will have similar performance. But if you are a brand loyalist, you might still be missing out.

What if there's another car out there with all the features you want, with markedly improved performance over what you're currently driving. What if you just don't know because you've never tried?

And yes, maybe there's an exception to be made for the new Suzuki Jimny because it's perfection on wheels... but that's my visually motivated brain tricking me again. The previous miscalculations described above have made me much more cautious when it comes to big purchases. After taking that boxy beauty out for a test drive, it was immediately clear that it was not a practical kiter car, at least not for me! After testing more than a dozen cars, the one I had the greatest affinity for was a far cry from what I thought I wanted.

RIDER LACI KOBULSKY  
PHOTO LEWIS DEAVES





**“ ALL OF A SUDDEN, A KITE THAT I HAD NEVER CONSIDERED PURCHASING HAD BECOME THE KITE I'D HAD THE BEST SESSION EVER ON! ”**

It's the same with kite gear, my preconceptions on what I thought made for a high-performance kite had me blinded to almost everything out on the market. After a few years of kiting and a sharp drop off in progression, I tried my first five-strut freeride kite. It was a game-changer. All of the old school moves I'd been trying to stick were suddenly easier. The kite offered so much extra time in the air to contemplate my next move. All of a sudden, a kite that I had never considered purchasing had become the kite I'd had the best session ever on!

When I started wave riding, there was a whole new dimension of performance to examine. Did you know that some wave kites perform best in offshore conditions vs onshore? Or work better for either a frontside or backside rider? Often, the best conditions for a specific wave kite have a lot to do with where that kite was developed and tested and the wind and wave direction on that spot. There are a lot of exceptional wave kites out there available to you, but they may not be best suited to your particular wave.

So how do you make the right choice when buying gear? Taking a look at what the manufacturer has to say about the kite is a good start. The purpose of marketing copy that describes kite gear is to guide you in the right direction. Kite brands want you to be happy with your eventual purchase, so their portrayal of a kite is an excellent place to start.



**“MOST KITES WILL DO WHAT THEY'RE MADE TO DO, AND ALMOST EVERY MODERN KITE IS SAFE, RELIABLE, AND WILL GET YOU OUT ON THE WATER.”**

Listening to other experienced kites' feedback is also a great option, though making a decision based on word alone is not always sufficient. The performance characteristics that we look for in our gear can vary from person to person. Some people like kites that are slow with a good amount of bar pressure, where others like kites that move quickly and have a light bar feel.

What's right for me may not be right for you. Most kites will do what they're made to do, and almost every modern kite is safe, reliable, and will get you out on the water. But if you know what you're looking for when it comes to your gear's performance, the best way to find out if it's a good fit is to try it before you buy it.

Testing gear before you buy it is crucially important. Of course, for us, we are lucky enough to test some of the best equipment on the planet as soon as it comes out. Some of you might be lucky enough to have a

good shop nearby. Even better, you may live near a beach that is popular with demos. However, if you can only try one or two brands from your local kite shop, or you only get to attend a demo day every once in a while, it's hard to get a proper sense of how the gear is performing.

We often get asked by people if they can write reviews on our site. It's a great idea in principle, but our reviews are so trusted that putting user reviews on IKSURFMAG adds a certain weight. How would we police it and be sure the reviews were genuine? Real feedback from real kites that are experienced enough to communicate how the gear performs?



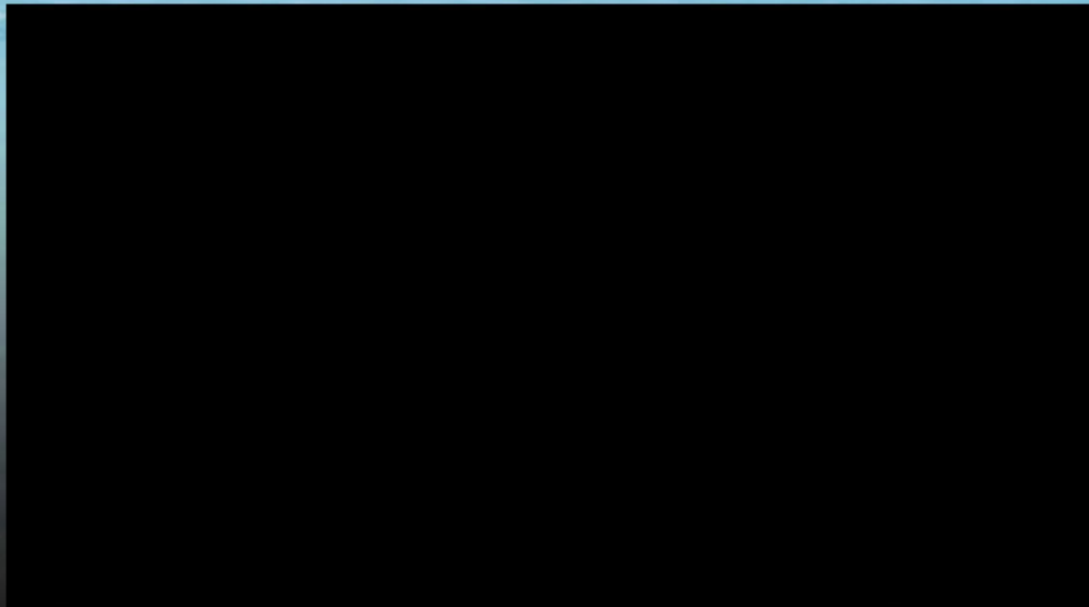
WHERE  
WOULD YOU  
TAKE YOUR  
CATALYST?



# Catalyst<sub>V3</sub>

THE ART OF PROGRESS

- Fun, easy and intuitive
- Simple and fast re-launch
- Large wind range
- The kite of choice for entry level to intermediate riders



Ride again, earlier and faster. Accelerate your progression with the new Catalyst V3.

**“IT'S A WORLD-CLASS FACILITY THAT, PAIRED WITH THE NEW TESTING HUB, IS SET TO BECOME THE NEW HOME FOR WATER SPORTS ON THE SOUTH COAST.”**

Inauthentic information is becoming a real problem online at the moment, and we want to avoid being part of that problem.

How can we help make testing gear and finding reliable information on these products easier? For a while now, we have had an idea brewing. What if we could have a centre that you could visit and test all the gear we do?

The solution? The all-new IKSURFMAG Test Centre, coming to you in 2021! Your source for testing gear is opening up at Littlehampton Beach on the South Coast of the UK. Just a short drive from London and neatly situated between the south coast's major population hubs, this location also boasts a stunning beach and incredible gear testing conditions.

More than that, we have teamed up with Loop Watersports and The Beach Company, two new businesses that we are partnering with to realise our dream. Liam Dredge is the principal of Loop Watersports and our Test Editor at IKSURFMAG. Jamie Hawkins is the brainchild behind The Beach, a new purpose-built cafe and bar right on the beach in Littlehampton. Alongside his partners James and Dave, they will be offering a wide menu with seating for over 100 people. It's a world-class facility that, paired with the new testing hub, is set to become the new home for water sports on the South Coast.



RIDER HANNAH WHITELEY  
PHOTO ADAM GEE





**“ THE IKSURFMAG TEST CENTRE WILL GIVE YOU THE OPPORTUNITY TO TRY ALL THE GEAR WE DO AND WRITE YOUR OWN USER REVIEWS FOR US ”**


We're super stoked to be working with these guys. It's an incredible opportunity for us, and while the trajectory of 2021 is perhaps a little uncertain with everything that is happening, we will be opening up soon. Loop Watersports will be offering a full watersports centre with lessons, equipment hire, and a beach club vibe. The Beach will be the perfect spot to relax with a beer afterwards, and the IKSURFMAG Test centre will give you the opportunity to try all the gear we do and write your own user reviews for us here at the mag.

It's going to be an exciting year down on the South Coast, and we can't wait to see it develop. This will become our physical home outside of the digital sphere. A place where we can meet you, run events, have fun on the water, and enjoy a beer as the sun sets afterwards.

Expect big things to come. For now, check out the websites for Loop Watersports and The Beach to get a taste of what's ahead.

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

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

THE FUTURE IS NOW 



1950



2021

## UNITY | SYSTEM

Have you ever wondered why laces are not used in ski boots anymore? We did, and this is what has inspired us to bring you the Unity Direct Connect System. Long gone are the days of ski boots being sloppy messes made out of leather with poorly functioning laces. So why then are we still wearing ill-fitting harnesses with webbing that's hopelessly tasked with trying to keep the fit dialed? We aren't.

Not anymore. The future is here, the future is now, thanks to our Unity Direct Connection System. Comprised of two revolutionary pieces—the Unity Spreader Bar and the Unity Ladder-Lock Straps—the Unity Direct Connection System is available exclusively on our 2021 Carbon Elite Carbon and Saber harnesses.

Science With Passion  
Proven With Experience  
Heralded For Excellence



RIDEENGINE 

*Born in Santa Cruz, CA*

*Welcome to the future of harnesses. Welcome to the future of performance, connection and stability. The Unity Direct Connection System, the most advanced spreader-bar system ever made.*

# RE

Finding fulfilment as a professional kiteboarder doesn't always come from standing atop the podium. While World Champion is a title that Karolina Winkowska is immensely familiar with, sharing the stoke with other young kites is a different version of success. Read about her mission in the Maldives in this article!



# BRIGHT FUTURES IN THE MALDIVES

“THE IMPORTANCE OF THE JOURNEY AND THE UNIQUENESS OF THE LOCATION WERE IMPOSSIBLE TO RESIST.”



After finishing the Kite Park League 2019 season in Brazil in September, I planned to take a break from travelling to clear my mind after a tough competition season. I had expected to stay in Australia to train in freestyle until the 2020 tour began. That plan didn't last for long!

I was invited to come to the Maldives on behalf of the Minister of Youth, Sports, and Community Empowerment, Mr Ahmed Mahloof. Not only would I visit the Maldives, but I would also be teaching local kids how to kite on the island of Goidhoo and

promote kiteboarding in the nearby resorts. The importance of the journey and the uniqueness of the location were impossible to resist. I was ready to go to the Maldives for a one of a kind adventure!

I have a few friends who go to this island chain every year for kiteboarding, so I knew the wind would be light this time of year. To be sure I wouldn't miss a session, I packed my 14m and 12m kite and a hydrofoil. I was also excited to try a new piece of gear I had just received, the Sci-Fly from Slingshot. It's a cut-off nose surfboard that conveniently

fits inside my twin tip board bag.

Little did I know that it would be my last trip before the entire world went into lockdown. I travelled to the Maldives in the middle of January 2020. My connecting flight was in Rome, and I left the airport to see the Fontana di Trevi, which was always my dream to visit. The COVID-19 virus was first confirmed to have spread to Italy at the end of January 2020, when two tourists in Rome tested positive for the virus. It's strange to think that my trip to the Maldives could have ended so differently. I was lucky enough to make it to paradise before everything changed.



THE NEW FREERIDE COLLECTION

WWW.FLYSURFER.COM



# BOOST

PROGRESSION, FREERIDE  
5 STRUT, L.E.I KITE  
9 / 11 / 13 / 15 / 18



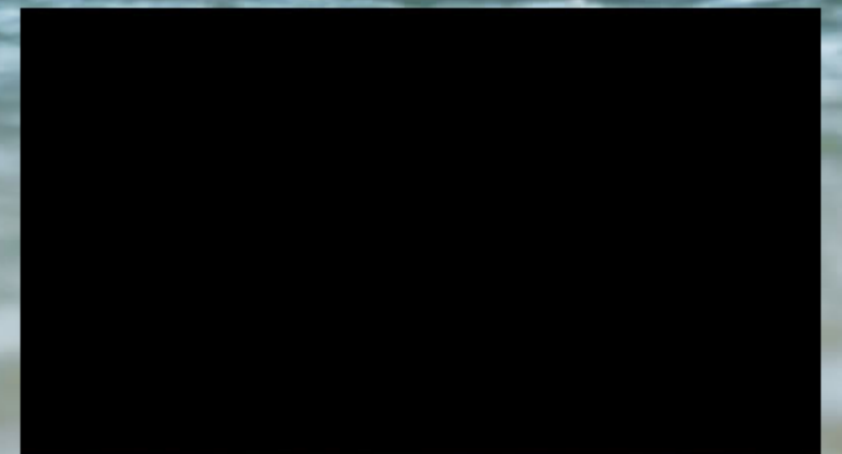
#BOOSTYOURSELF

# FLOW

PROGRESSION, FREERIDE  
TWIN TIP  
132X40.5 / 137X42 / 142X43 / 148X44



#GOWITHTHEFLOW



**“ IT CAN BE QUITE AN INTENSE JOURNEY, AND IF YOU HAVE A TENDENCY TO GET SEASICK, YOU ALMOST CERTAINLY WILL ON THE SMALL TAXI BOATS. ”**



When I landed in the capital of Malé, I was anxious. It struck me that I had not been to a new country for so many years! My recent travels have been to the same spots over and over again to train and compete. These are places I know like the back of my hand. I know exactly what kite gear, clothes, and visas I need. Coming to the Maldives was a completely new experience.

The day before my flight, I was notified that walking in a bikini and drinking alcohol are forbidden in the Maldives. It was strange for me to comprehend this, as all the images I had seen of the Maldives were girls in bikinis drinking fancy drinks in the infinity pool. It turns out that this is only true in private resorts and on yachts, neither of which were on my travel itinerary! Luckily, I had enough time to pack an extra pair of Sensi Graves kiteboarding leggings and long sleeves, so I could cover my legs and arms in places where it was needed.

The next surprise was when the hotel came to pick me up from the airport. Instead of a car or taxi pickup, they sent the hotel's boat! I suppose the only possible way to travel between all the small Maldivian islands is by boat. The main island of Malé is a densely populated city that covers the entire island. When travelling from one island to another, you often have to take a boat to Malé before continuing to another island. It can be quite an intense journey, and if you have a tendency to get seasick, you almost certainly will on the small taxi boats.

There are a few different types of islands you can visit. Some islands have no hotels and have only a few local inhabitants. There are tourist islands that have both hotels and living areas for the locals.

The last type is the private resort islands, where the island is owned by the hotel, and it is designed completely for tourists. People usually choose to visit this type of island on holiday, where you can stay in a hut over the water and sip your cocktail without a worry!

During my visit, I stayed on five islands and got to see all different types of places. Honestly, the ones with the least infrastructure were the most chilled and tropical for me. I also noticed that the wind was better on the islands with wild forests instead of dense buildings.

It is a dream destination for kiteboarding. On top of being a stunning tropical environment, many islands are located inside the reef lagoons. That means flat water on the inside and waves at the edge of the reef. Next to every island, you will find sandbanks with never-ending flat water spots and no other kiteboarder to be seen. The wind is better for bigger kites, but these are the conditions I really enjoy.

We travelled to an island called Goidhoo for the kids coaching program. Some of the local kids were already kiteboarding! In the Maldives, kiteboarding is a relatively new sport. Many of the local riders said it only began there in 2016. Now, a few kiteboarding shops have appeared on the main island and kite schools have opened up in tourist areas. One of the kite schools on Maafushi island distributes Slingshot kites. Since they started operating, they have been teaching kiting, promoting the sport in the local communities, and hosting events like Raalhu Gudi.

The Maldives is such a remote destination that the kids often learn kiteboarding from YouTube videos. There are few other ways for them to get tips! With so few kites to share a session with, it can be hard to progress.

**“NEXT TO EVERY ISLAND, YOU WILL FIND SANDBANKS WITH NEVER-ENDING FLAT WATER SPOTS AND NO OTHER KITEBOARDER TO BE SEEN.”**



“ MOST OF THE KIDS WANTED TO TRY SOMETHING EXCITING AND LEARN A NEW SKILL. ”



A few years before my visit, Youri Zoon travelled to the Maldives to give the first local riders some inspiration for progression! During his visit, he saw that one of the kids from Ghoidoo had an unbelievable kiting level. Hassan Mahir, aka Hantey, was noticed and got sponsored by Slingshot after that trip!

I was invited to join the program supported by the Minister of Youth, Sports, and Community Empowerment, Mr Ahmed Mahloof, and deputy Mohamed Azmeel.

It was a kiteboarding program designed for the kids from Goidhoo island to learn kiteboarding in-between their school classes. Only if they wanted to, of course!

We had 25 participants, half of them female under 16 years old. There were a few tiny boys that were just 10, and also a few older ones. Most of the kids wanted to try something exciting and learn a new skill.

The Ghoidoo island is a fantastic spot for kiteboarding, so continuing to kite after our

program would be a lot of fun for the local community. The Maldives' primary industry is tourism, and many people work in resorts all over the country. Learning to kiteboard is an opportunity to find a solid job in a watersports centre or kite school, especially with more and more opening in these resorts.

On most small islands like Ghoidoo, people don't really practice sport for leisure because they don't have the equipment or knowledge. It was incredible to give these kids the opportunity to try something new and have fun outside of school through this program.



**“ IT TOOK US ONLY A WEEK TO TEACH ALL OF THESE NEW RIDERS TO KITE FREELY WITHOUT ASSISTANCE. ”**



Many kiteboarders came from other islands to join the project and help teach the children how to ride. My role was to inspire the kids by showing them the potential of kiteboarding and how far you could go with this sport. It took us only a week to teach all of these new riders to kite freely without assistance. At the end of my stay, we did a show for the Minister. He was so impressed by the fast progression and potential, he offered to buy five brand-new kites and boards so the kids could continue improving in the sport!

# ETHER HARNESS



**A MINIMALIST & LIGHTWEIGHT WAIST HARNESS  
FEATURING THE ULTIMATE LUMBAR SUPPORT  
AND A 3D SHAPED LOAD PLATE.**

[AKDURABLESUPPLYCO.COM](http://AKDURABLESUPPLYCO.COM)

**“ MY DREAM WAS TO RUN TRAINING PROGRAMS FOR YOUNG ATHLETES. THIS TRIP ALLOWED ME TO DO SO AND WAS AN INCREDIBLE SUCCESS. ”**




We saw some real potential in these talented riders. For some, kiteboarding could be a great opportunity to travel the world, find new possibilities, and enjoy life to the fullest.

This mission was close to my heart because kiteboarding changed my life 16 years ago. I started kiteboarding in my little country of Poland. When I was 18, I turned pro and travelled the world to train and compete. I saw some of the most beautiful locations, met the most amazing people along the way, won the worlds biggest kiteboarding events, and felt fulfilled every day of my life.


When I was younger, I always looked to better athletes and people around me to progress. Because there aren't any training facilities for freestyle kiteboarding, it was hard to find riders to meet up with. In fact, most of the time, I was riding on my own and had to come up with many tricks and training procedures without any help. For young riders, the support of older riders is necessary. Without it, many upcoming talents could lose interest and stop. What an unfortunate outcome that would be!

Ever since I finished my competitive career, my dream was to run training programs for young athletes. This trip allowed me to do so and was an incredible success. Watching these kids learn to kite, find a new passion, and gain new possibilities for the future was very emotional for me. I hope to continue helping riders from all over the world progress with the new training programs I've developed, and I wish all the best to the Maldivian kids. I really hope to come back one day and work on some more advanced tricks with them!




 CIT MODES /  
WAVE - ALLROUND - FREESTYLE

 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

Wave+  
Freestyle  
Freeride

# NEXUS 2

PREPARED FOR THE  
UNEXPECTED



- 4.0
- 5.0
- 6.0
- 7.0
- 8.0
- 9.0
- 10.0
- 11.0
- 12.0
- 13.5
-  15.0
- 17.0

Russia's 37,653 km of coastline hide a wealth of secrets, and Artem Garashchenko takes us behind the Iron Curtain to explore a relic from the Soviet Era. Yes, this is a kiteboarding article!!

WORDS ARTEM GARASHCHENKO PHOTOS EKATERINA MAKUSHCHENKO

# THE CASPIAN MONSTER

**“ AT THE END OF THE SEASON, WE WERE READY TO EXPLORE SOME OF THE UNKNOWN LOCATIONS. DAGESTAN WAS ONE OF THEM. ”**

In Russia, the 2020 season was relatively short but very intense. We started to ride at the beginning of July and had ideal kiting conditions for the next three months. Due to locked borders, all kitesurfers had to stay in Russia; therefore, all of the well-known kite spots were unusually busy. At the end of the season, we were ready to explore some of the unknown locations. Dagestan was one of them.

The Republic of Dagestan sits on the Caspian Sea, at the southernmost tip of Russia. In the native language, Dagestan means the "country of mountains". Located on the northwestern end of the Caucasus Major mountain range, Dagestan is covered in mountains! With 30 peaks that reach higher than 4,000 metres, it is an awe-inspiring sight to see.

When it comes to kite spots, the Caspian Sea has 405 kilometres of coastline on the east side of the Republic of Dagestan. That's a lot of kite spots to choose from! With the primarily south-east wind blowing 3-4 days per week, no-wind days are few and far between. We had only one windless day on our trip, and we took advantage of the time off the water to visit the Sulak Canyon. It is the deepest canyon in Europe and goes even deeper than the Grand Canyon.

Kiting was not my first connection to Dagestan. While I had never been there before, my father was born in a neighbouring republic. He lived in Dagestan for most of his childhood, spending much of his time mountaineering and ascending local mountains.





He became one of the youngest professional alpinists at that time. Knowing the history of my father, I had always wanted to visit this part of the world.

The timing was perfect. After a busy season with lots of projects on the go, we were ready for an adventure. Luckily, we had some free time before we had to return to Moscow. The forecast looked spectacular, so we packed our gear and got ready to go!

**“KNOWING THE HISTORY OF MY FATHER, I HAD ALWAYS WANTED TO VISIT”**

PROLIMIT

IN LINE WITH NATURE

April 22

PROLIMIT.COM

Experience

Innovative

Technology





**“KASPIYSK ALSO OFFERS EXCELLENT CONDITIONS FOR CLASSIC SURFING. SURFING IN RUSSIA IS QUITE A CHALLENGE AND RARELY POSSIBLE.”**

The coastline is similar to Brazil, with different conditions along the entire length of the coast. One day we did a 40 km downwinder to explore the coastline. Along the way, we pressed butters on perfectly flat water after the seaport pier. We caught almost every kind of wave from little chops up to 3-metre swells. We rode around the abandoned 8th building of the DagDiesel

factory, a naval weapon test area in the centre of the Caspian Sea. Our downwinder ended in Kaspiysk on the central and closest spot to Makhachkala, the Dagestan capital and only 10 minutes from the airport.

There is a kite centre with a friendly local community in Makhachkala. We spent a few days there riding waves with every type of board that we had brought. I rode only one kite, my Duotone Dice 11m, and switched boards according to the wind strength. I did big air on a twin tip in stronger winds but chose the hydrofoil for the light wind days.

When the wind was strong, and the waves were massive, I took out the surfboard. The central spot in Kaspiysk is the perfect playground for advanced riders.

Kaspiysk also offers excellent conditions for classic surfing. Surfing in Russia is quite a challenge and rarely possible. You have to catch a storm with the right wind direction, and when it stops, you end up with just one or two days of good swell on the Black Sea or the North Sea. If you can fly to Kamchatka, you will find more consistent waves. It was funny that my first experience of surfing in Russia also happened in Dagestan! It was, without a doubt, a fun and memorable experience!



When we grew tired of the waves, we were ready to check out some flat water. Another fantastic spot is the Sulak lagoon, one hour drive from Kaspiysk. It is a vast shallow lagoon in the Sulak river's mouth, which flows straight from the Sulak canyon. The spit separates the lagoon from the sea waves and makes this lagoon perfect for beginners and freestyle oriented riders.


**“THE SPIT SEPARATES THE LAGOON FROM THE SEA WAVES AND MAKES THIS LAGOON PERFECT FOR BEGINNERS”**

# FEEL THE FUTURE



SEEK  
SELECT



CO<sub>2</sub> NEUTRAL  ClimatePartner







**“ AFTER SEEING IT IN PERSON, IT IS CLEAR WHY THE LOCALS CALL IT THE CASPIAN MONSTER ”**

On the last day, we were ready to pack up and go home, but the locals invited us to visit just one more spot, and we couldn't pass up the chance for another adventure. Another two hours down the road, and we discovered the giant Lun-class Ekranoplan.

At first glance, it appeared as if this colossal plane had landed on the water. While it resembles a plane, it operated more like a vehicle or a boat. Still, it doesn't fit into any of these categories! A craft that uses ground effect to 'fly' is entirely different and is often classified as a maritime vehicle or ship. The turbofans mounted on the front propelled it off the water with the help of the flying boat hull design. It would 'fly' only 4 metres above the surface of the water.

This craft was built in the USSR in 1986 and carried six guided missiles, ready for anti-surface warfare. It could go up to 550 km/h, and the high speed made it invisible on radar. It is hard to imagine what this incredible craft looked like in motion. After seeing it in person, it is clear why the locals call it the Caspian Monster.

The history of this craft is a short one. The craft that we were standing in front of was the only one of its class ever built. It was part of the Black Sea Fleet from 1987-1990 and then retired due to high costs and the dissolution of the Soviet Union. This unusual beast sat unused at a naval station in Kaspiysk until the summer of 2020 when the local government decided to turn the Lun-class Ekranoplan into a tourist attraction.



## EXPERIENCE THE FIT OF AN INNOVATIVE 3D PATTERN-MAKING.

When the industry standard is to develop 2D patterns and try to fit it on a 3D body, **we decided to break new ground** and take the opposite direction. We use computer design to model good-fitted wetsuits in 3D, then **we employ an innovative software** that converts it into a precise 2D pattern for the factory.

**It creates a natural, second-skin fit** that makes the MANERA wetsuits stand out.



MAGMA - X10D - SEAFARER

©Matt Georges



**“MY KITE WAS SHAKING LIKE CRAZY AND TRYING TO DROP FROM THE SKY EVERY TIME I TRIED TO APPROACH THE FUSELAGE.”**

It was a simple idea. The government would tow it from Kaspiysk naval base to Derbent, Dagestan, where it would go on display at Patriot Park. After a 100 km journey across the Caspian Sea, the destination was in sight. However, the Lun-class Ekranoplan never finished the trip. It became stuck in the sandy beach just south of Derbent, where it remained from July until December 2020.

The managing team did not have the adequate equipment to drag this 286,000 kg craft along the sand.

I like to ride in unusual places and around unique objects, so arriving at the Caspian Monster while it was still stuck in the sand was a jackpot! I spent the entire day riding as close as possible to this strange craft. From the upwind side, it was fascinating to examine every detail. At 19 metres in height and 73 metres long, I was in awe of its size. I could easily fly my kite under the back wing of the plane. The downwind part was harder

to explore because the Ekranoplan's magnitude created turbulent wind and a massive wind shadow. My kite was shaking like crazy and trying to drop from the sky every time I tried to approach the fuselage. Of course, I had to try to jump over the craft. The wind was side shore and strong enough, but the water conditions and the giant wings got in the way of my plan. The wind near the ship was too turbulent, and I would not have made it over in one piece! As the day drew to a close and the wind became lighter, I switched from my Duotone 9m Vegas to the 11m Dice. I wanted to spend every moment I could exploring this epic piece of machinery.



**“ IT BECAME LIKE KITE GYM FOR ME,  
ALMOST LIKE BRAZIL, JUST A LITTLE  
BIT CLOSER! ”**

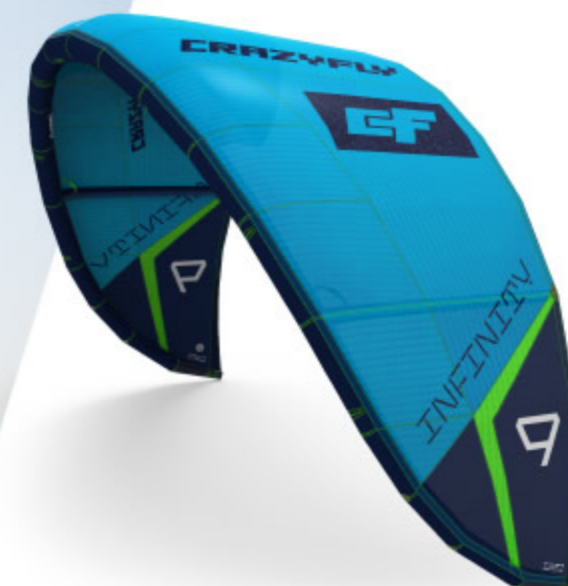
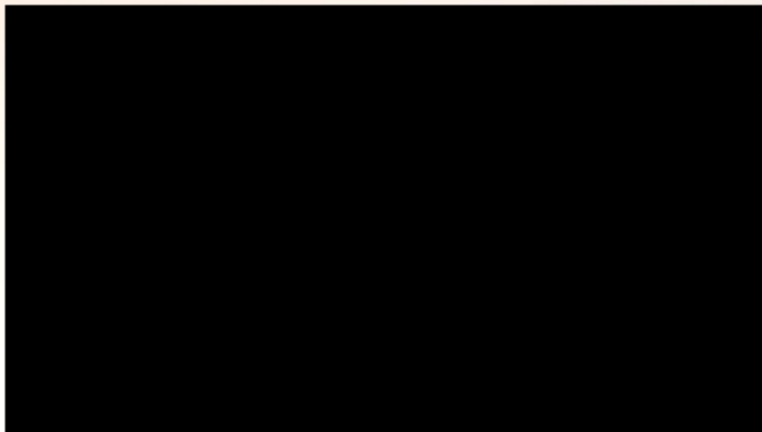
I had so much fun freeriding around, doing sprays and jumping over the wings. I literally touched history! When you ride under the wing, it is as if you can feel the power of this crazy machine from the USSR. It was an insane experience. I'm so thankful to my girlfriend Kate, who captured the session from different angles all day long.

The local kite community made the experience even better. It is such a small community that, one day, a guy asked my girlfriend to take a photo of him with six parked kites in the background. He was excited because he had never seen so many kites at his spot!

I was surprised by how friendly and helpful the local kites were. I want to thank them, especially Marat Aliev and Eduard Gadjev, for pushing kiteboarding in Dagestan. I never expected so many good vibes from their side.

We spent six out of seven days on the water until we couldn't ride anymore. It became like kite gym for me, almost like Brazil, just a little bit closer! I believe this spot's popularity will grow in the next few years until Dagestan is on the map as one of Russia's great kite spots.

**CRAZYFLY**



**ENDLESS RIDE.**

**INFINITY**

**FOIL/FREERIDE.**

5m / 7m / 9m / 10m / 12m

**3 YEARS WARRANTY**

**CRAZYFLY INNOVATIONS**

**EU MADE IN EUROPE**

[CRAZYFLYKITES.COM](http://CRAZYFLYKITES.COM)



CKPerformance  
Clinics



[facebook.com/CKperformanceKitesurfClinics](https://facebook.com/CKperformanceKitesurfClinics)

[twitter.com/CKPkiteclinics](https://twitter.com/CKPkiteclinics)

[instagram.com/ck\\_performance\\_clinics](https://instagram.com/ck_performance_clinics)

KARINE AND CHRISTIAN



HELIIARDE



Happily sponsored by North & Mystic, ambassadors for Surfears

# TECHNIQUE

WORDS & PHOTOS CHRISTIAN & KARINE

Hopefully wherever you are things are easing up a tad. And if you're not yet on the water, that you will be soon. It's been an absolute breath of fresh air to grab the session we so needed to get this issue's technique shot. We both came off the water beaming, absolutely fizzing with excitement, truly elated about how steady the wind was, nattering incoherently about how awesome the kite is and how wonderful the water state felt. Absence certainly makes the heart grow fonder. Go and enjoy these moves with childlike enthusiasm, savour every fail and claim every mini victory. Kiting's endless world of adventure rarely disappoints. Oh yes, what's in store? Surfboard dismount, toe to toe front roll and grabbed back roll beach start! Woohoo...

C&K and Heliarde.

SURFBOARD DISMOUNT



TOESIDE FRONT ROLL TO TOESIDE



BEACH START BACK ROLL GRAB



[www.ckperformanceclinics.co.uk](http://www.ckperformanceclinics.co.uk)

[CLICK OR TAP TO READ MORE](#)

[CLICK OR TAP TO READ MORE](#)

[CLICK OR TAP TO READ MORE](#)

## SURFBOARD DISMOUNT &gt;

**Kite** - North Pulse 12m

**Board** - North Comp 5'0

The surfboard dismount is one of those moves that works, it really is as stylish and practical as a well-tailored, colourful hat. Fun and functional, nonchalantly plucking your board from the air obviously has its aesthetics, but it also trumps fumbling around in the shallows as the backwash bulldozes your board and fins against your shins or the shore break shipwrecks your prized blank against the solitary rock further up the beach. In case you need further justification to devote some time towards this, the movements are also a productive precursor for the strapless air gybe.

A couple of points to get out the way before we get started. The idea of protecting both yourself and your trusty steed means that your intention is not to spring out of the water and land on dry ground. You need enough water to save yourself from the abject sound of fins grinding through the seabed or bouncing against rock, especially when you sink the tail as you pop, and you need a flattish sub aqua landing pad, that's not slippery, covered in urchins or pocked with holes. We appreciate that many beaches offer the perfect sandy bottom required, but it's always worth considering what lies beneath. Might have learnt this the hard way!! Let's begin with a breakdown of the necessities.

### Set Up Pic A

Where you stand on the board will have a bearing on how easily the board lifts off the water. You need to



be comfortable, riding on an edge upwind as per usual, with both feet on the upwind side of the board. From here just inch your front foot back a touch, so that the nose becomes a little bit nervous, without you losing control. This way the wind can get underneath your board when you carve. Your back foot doesn't need to be extremely far back, but at least back over the front fins, so that you have the ability to push the tail down. Too far forwards and you won't be able to sink it due to all the volume and it'll be tricky to carve up. Getting your hands centred on the bar will help you control the kite once you're one handed. If you're riding a bigger kite just centre your back hand, you can leave the front one wherever it's comfortable to help you steer the kite. Think of this more as a transition, in the fact that you need to slow down. If you come haring in like a bat out of hell, at the very least your feet, knees and back won't thank you for it as they come to a sudden halt. Rather coast in,



happily planing and with enough power in your kite that it'll steer on command and your sweet spot trimmed out. You can see that Karine is edging upwind, her feet are only shoulder width apart and the nose of her board is riding high. With her back hand centred on the bar Karine has started to steer the kite up towards 12 o'clock.

### Carve Pic B

Once your kite has started to move up it's time to carve your board up into the wind. Couple of reasons for this. Firstly, carving into the wind from your upwind course will slow you down that extra bit. Secondly the carve will get the nose of your board facing into the wind, presenting more of its underbelly to the breeze which will help lift it once you give it the green light. To carve the board drop your weight onto your heels by sitting your bum down a touch and look over your front shoulder. It doesn't need to be dramatic,

just enough to get you turning. In fact, if you turn too sharply, you'll get into the eye of the wind too quickly and surprise yourself. As the kite rises it'll do its best to lift you and stop you carving, so let the bar out as you turn. With little tension on the lines you should now carve up relatively easily. In preparation of what's to come take your front hand off the bar. The added bonus is that it'll be easier to let the bar out with only your back hand holding it. Glancing over to Karine, she's twisting her head and shoulders to look upwind, she's sat down a little, keeping her shoulders upright, her front hand is off the bar and she's eased it out to allow her to carve up into the wind.

**What are your legs? Pic C**

Springs, steels springs!(To borrow from Archy in Gallipoli). We need to find some energy to start the ball rolling. To get the best out of your springs we need to compress them first. Even though you've sat slightly to carve you will be driving against the board. To get it up off the water you momentarily need to compress down, so that you can push back up. As you compress and your weight lifts off the board slightly, it will flatten. However, as long as you've carved far enough, this will only benefit you as it'll stop the wind getting on the deck side and encourage it under your board. In the pic, Karine's kite is at 12 o'clock and her board has carved up into the wind. She's still got the bar out and as such can drop her weight, compressing her legs and loading the springs.

**Launch Pic D**

From this position you're now ready to coax the nose of the board up off the water. What you're actually



trying to do is stamp down on your back foot whilst lifting your front foot up, raising the nose of the board. If there is sufficient breeze, this will be enough to get the wind under your board and dutifully lift it towards you. The lighter the breeze, the more dynamic the movement. This is also why it helps to be over the board, as you can quite literally kick down with your back foot, extending it, uncoiling the spring. It's imperative that as you stamp with your back leg that you lift your front leg. If you need to concentrate on what to do with it, think about lifting your knee up towards your chest. You'll find that your foot will naturally move back towards your other leg, leaving plenty of room for the board to lift. Looking at Karine,

her back leg has extended, front knee is pulling up, and the nose of her board is lifting, presenting a huge area to the wind. It's worth noting that Karine is looking forwards at her board, towards the rail where her front foot was, as this is where she'll like to grab it.

**Juggling Pic E**

Can't have a move that doesn't require a modicum of multi-tasking:) Actually everything has its order so it's more of a choreography that will get simpler with each attempt. Once you've stamped and the nose is rising you have three things to do. First job, pull the bar in. This will give you some float and time.





However, you don't want the kite to steer off behind you, hence the centred hand and the kite hopefully being at 12. Second job is to aim for the grab. There are in fact two ways to catch the board. The method that we're using here, to catch the board in your hand. Or you can use your arm and clamp the board between your side. We like catching it as it's secure, stops the board hitting you or your harness and leads to the air gybe. However, if you've got an old heavy tanker or sore knackered thumbs you can give the clamp a go. Third and final job is to get your feet up and out of the way so that the entire board can lift off the water and move towards you. In the pic, Karine

has pulled the bar in for lift, she's reaching forwards for the grab and with her weight held in the harness she's lifted her back knee up to join the front one, so that her legs are out of the way.

#### How's that? Pic F

A well held catch. Another huge advantage of using your hand to catch the board is that you have more chance of making it. Your hand is mobile, so you can move it as the board moves towards you. Sometimes it may pop away in front, whilst at other times it may disappear behind you. With your hand primed, you can focus on the board and pluck it from the sky.



Rider: Arthur Guillebert  
Picture: Bruce Wotherspoon

# MASTER

## PERFORMANCE FREERIDE TO FREESTYLE

- Innovative parabolic rails for better grip and upwind ability
- Aerospace-grade Spread Tow Carbon
- Varying bevelled rails for optimized flex, speed, and pop
- Heavy-duty build quality with UV-resistant top deck



PRS

Parabolic Rail Shape



Master S  
132 x 40

Master  
136 x 41 / 139 x 42 / 142 x 43

Master Carbon  
136 x 41 / 139 x 42



Here Karine's feet are out of the way, the board is completely out of the water and she's grabbed it in the middle of the rail with her front hand. Karine has her bar in and is gently floating down.

### The Kite Pic G

As you touch down into the water it's easy to gloat in self-satisfaction, however you mustn't forget your kite. You've caught your board, you've put your feet down with slightly flexed knees to absorb any impact from landing, but you've got to get your kite fully under control. This means 2 things. Firstly, you want to get it back above you, or ever so slightly in front of you. This means levelling the bar, using the same wrist action you would when moving the kite down whilst body dragging, pushing your thumb into the centre

line whilst lifting the heel of your palm. Secondly you don't want your kite to overfly. Modern kites are not as susceptible to Hindenburging as those of a bygone era, but letting too much tension off the lines is never a great idea. To prevent this, keep your bar on the sweet spot, so that some tension is on the back lines. A final look at Karine, as her feet touch down, her legs are soft, she's levelled the bar to stop the kite going back and her bar is in on the sweet spot. Now she can tuck the board under her arm and walk happily in.

### TOP TIPS

Water depth. Realistically you're looking for knee deep or just a little shallower to learn this dismount. Even though you shouldn't be going quickly you can still get it wrong, and some good old H2O is a preferable buffer.

Having your front foot that little further back on the board prior to carving will do wonders for getting the nose up. At first the board may seem nervous, but that's what you want.

Make sure that you start with your kite around the classic 11 or 1. This way you can edge upwind and be in control. Lifting it from here means that you'll get the lift by 12 and have more chance of success.

If the wind is very strong, be aware that rather than lifting your board, it may well hurl it at you.

Have a look through the sequence and videos...

### COMMON MISTAKES

The classic for this move is getting pulled back by your kite, whether you've got the board or not.



This is because your kite has travelled too far back into the other side of the window. Most likely because you started with it too high, and or you waited too long before stamping. Start the kite a little lower and be ready to stamp. Anticipate the kite rising and your carve so you can go early.

Jumping off the board, rather than it lifting. This is when you're too keen on the bar, so as you stamp, you're already pulling in on the bar. The result is that the kite lifts you before you've had a chance to use the springs. Stamp first, then pull the bar.

Board flying off in front of you. This is a result of leaning back as you carve. Keep your shoulders parallel to the water and break at the waist so that you're over the board.

Board flying up behind you. Very likely a result of not carving enough. With too much speed as a result and therefore forward momentum, the board pops up as it should, but you're overrunning it. Slow down a tad and make sure you drop your weight onto your heels as you carve.

### KEYSTONES

1. Back hand centred, front foot back
2. Steer kite from 11 or 1
3. Carve with bar out
4. Stamp, lift then pull and grab
5. Don't forget the kite!



## TOESIDE FRONT ROLL TO TOESIDE >

**Kite** - North Pulse 12m

**Board** - North Focus 139

Toe to toe, a front roll with a difference. It's funny how so much of kiting is based off one's heels, when there are parallel universes out there comprised of all things toes, and if your name's Tom Bridge, all things blind. It's certainly a way to increase your trick count, but probably the best part is the different feeling of a move when you're either taking off from toes, landing to toes, or, like here combing them both. If you're fond of your toe side or it's something you're ready to explore further, then this one is for you.

We will be using the kite for this, so consider it a marginally sent trick, although we're not looking for a huge boost, just a helping hand to give us some air and time to unravel ourselves. Let's have a look at what's involved to get this down pat.

### Toe Side Pic A

To resist in preparation for even a small sent take off from toe side you need an upwind edge. The more edge you have in the water the more resistance you get, but without drag. Drag slows you down, resistance squirts your forwards. Now think about your early attempts at toeside, or perhaps toeside on your weaker foot – where is your weight. Right back over the tail of the board. You're sinking the board, it's dragging through the water and slowing you down. It might feel like resistance but really, it's no different from towing your laundry behind you.



To make it efficient you have to learn to get your weight forwards, trimming the board from front to back whilst still edging. Look at the picture and you can see plenty of Christian's board in the water. Suffice to say you need to get your weight forwards and onto your front foot. The easiest way to do this is to open your chest and hips, facing forwards down the board so that you have a shoulder each side. This with a bent front knee, hips and head dipped forwards and both knees driving forwards, pointing in the same direction and working together opens the door to a world of possibilities. It will be simpler to adopt this position if you let your back foot twist in the strap and point forwards. Always the same analogy here, think of a surfer racing down the line or a slalom snowboarder in hard boots. Coming into any toeside trick this is your approach position – comfortable speed, no drag and kite flying at 11 or 1 o'clock on the edge of the window, ready to send. In the pic



Christian has his chest open, two hands on the bar, knees driving forwards and plenty of edge in the water.

### Send & Carve Pic B

Now that you're on a decent toeside edge, you can send the kite. With your chest open you should be able to control the bar with both hands, allowing you to steer with the usual pull push, keeping the bar on the sweet spot. Just as per heelside, if you yank the bar in as you steer it, the kite will fly lower across the window from 11 or 1 o'clock and it will pull you off your edge. Even though you don't need a big jump, you want the kite to move, so a short sharp send is in order, so don't be timid. The quicker the kite moves, the sooner you'll have lift. Once the kite starts to move, you'll need to keep resisting, so now is the time to exaggerate your edge, look up wind, drop lower and dive against your back foot. This will effectively carve you upwind from your upwind course.



You can see in the picture how Christian is able to control the bar with two hands and therefore send the kite with the usual push pull, dropping his weight more onto his back foot to resist the kite as it lifts towards 12 o'clock.

### Weight Back Pic C

This is really a continuation of the last point, but it's worth pondering for a moment. To kick yourself into a front roll, you need to explode off your back leg against the toese side edge of the board. However, we have two issues if we approach in this position. One, we're dragging that laundry, hence the forwards stance. Two, if all our weight is on the back foot, and all the pressure from the kite is being directed through your back leg, it'll be pretty darn difficult to

then suddenly extend your leg unless you have Herculean strength. As such as you carve and the kite rises and approaches 12 o'clock, when you feel the lift come on in your harness, you need to suddenly shift your weight back, bum over back foot, extending your front leg, so that immediately afterwards you can kick off you back leg. Here you can clearly see that Christian has extended his front leg, his weight has dropped back, the nose of the board has risen and in a blink of an eye he can kick off. It's a quick action, drop back and immediately kick off.

### Take Off Pic D

The great news is that it's more natural to stamp off into a front roll from toe side than it is to stamp into a straight air from toese side. Things are going your way.



Take off here is quite literally about stamping your authority on proceedings. First in the sequence is the kick. You need an explosive stamp from the ball of your back foot against the board. It's oh so tempting to throw yourself across the board and under your bar in search of the rotation, but first it's about up. Kick yourself hard upwind. Next part of the sequence is controlling the kite. You don't want it flying any further back so get the bar level and pull it in for some lift. However, make sure that you stamp before pulling. And let us not forget the rotation. From the kickoff aim to get you head and leading shoulder heading down towards the water. You don't need much, as you'll find the kite and harness hook quite obliging in trying to untwist you and accelerating your roll. Here Christian has stamped hard against his edge,



extending up off the water, he's dipped his head down towards his front shoulder to start the rotation and he's levelled his bar to stop the kite and bring it back to 12.

### Roll with It Pic E

Assuming that all has gone to plan you will be slowly rotating underneath your kite which should be around 12 o'clock. The slow rotation is in fact a plus, as your intention is only to get to toeside after all. However, to make sure that you keep all that kinetic energy working for you, bring your knees and board up. This will also give you more room when it comes to getting around the last few degrees at the end. Now if you look at Christian the glaringly obvious take away from this picture is the angle of his bar. He is already diving

the kite, and let's be honest it looks fairly aggressive! There's a good reason for this, actually two. By launching from your toes, it is probable that you won't have managed the same level of resistance that you manage on your heels. The result being that you'll be travelling a bit more downwind and under the kite. And the very nature of throwing yourself forward into a front roll also has a tendency to move you downwind as one tends to lose a little edge. As such you won't have as much tension on the lines as you'd like. Getting on the front hand early and with meaning will guarantee that the kite moves forwards. As it does it'll help you around. This is all good and well, but please keep in mind that in this move Christian is flying a 12m, and although quick, it's nothing like a 7. If you're on a small kite it won't need



quite the same input, so simmer down.

### In the Head Pic F

Once you come around to the halfway mark and have passed through upwind your challenge is to do very little, and not force your body around a full front roll. Due to the fact that you are travelling downwind and you're backwards, it will feel like your feet are left behind. If so, bring the knees in tighter which will put the board underneath you. Now it's about focusing on where you think you'll land. Keep looking over your back shoulder but pick a point in front of you and keep watching it. This will prevent you from turning the full 360. In the pic Christian is still steering the kite forwards, and he's got his eyes fixed in front of him.



### The Pull Pic G

As a result of your determined steering the kite will start to pull you downwind. If it doesn't, you'll need to give it a bit more front hand. Your aim is to land downwind on your board, not toeside across the wind. With the kite pulling on your harness it'll bring your hips around. At first this will feel unnatural as you'll be the wrong side of the bar! Normally the bar is downwind of you, between yourself and the kite, but here your shoulders are leading. In preparation for landing you can drop the undercarriage, lowering the board towards the water as you drop. You can see that Christian is extending his legs, watching that mythical landing zone and holding the bar in for support.



### Bingo Pic H

This is the landing shot and you're probably wondering where the toeside is? It's a few milliseconds away. As you come down and the kite pulls your harness and waist around you will land heel heavy downwind. From here it's just a matter of getting your weight back over the board and carving up back onto your toeside edge. No different from a heelside landing when in fact you land flat and then carve back onto your heels. Last but not least, if you look at Christian's bar, he's steering the kite back up, lifting it away from the water. You need to get the kite back up asap, as it's been diving for a while and you're heading downwind straight towards it. Getting it back up and yourself back onto an edge means you've nailed it.

### TOP TIPS

Make sure you have a solid toeside! Without a decent edge and some speed, the take-off will be so much harder. Spend some time on the flattest water you can find to hone that stance.

Trimming your kite sufficiently and turning your shoulders are the two ways that you can guarantee reaching the bar and not stalling the kite.

Giving the kite a short but sharp send, means less time trying to edge against a lifting kite, so give it the beans on the bar but for less time.

Now have a good look at the sequence and videos for some real life walk throughs.



## COMMON PROBLEMS

Getting pulled off your edge when sending the kite. This is the result of pulling the bar in past the sweet spot when sending the kite. Make sure to trim enough so that you can reach the bar and send from the sweet spot.

Kite flying too far back. Normally a result of not having enough edge, so practice your position. However, if you drift the kite rather than send it, it may move way back before you feel lift, and it's hard to rescue once there. Make sure you start at 11 or 1 o'clock and try to move it quickly just to 12. Also make sure you level the bar as soon as you kick off.

Over rotating into a full front roll. Often the result

of too much air. A good problem to have, but tone down your kite send.

Not making it around and landing on your back. Not enough height. Can be a result of lack of edge or not enough send. Make sure that your kite does get all the way up to 12 o'clock before you kick and level.

## KEYSTONES

1. Open chest, knees driving forwards, bar trimmed. That toeside position.
2. Short sharp send
3. Stamp and level
4. Head and shoulder dip
5. Early dive





## BEACH START BACK ROLL GRAB >

**Kite** - North Orbit 12m

**Board** - North Atmos Carbon 138

If you want to kick off your session completely mad dog, hair down, guns blazing, look at me, who's the Daddy, then this far from subtle entry into the ocean is defo your tippie of choice. However, it is possible to underplay it as if nobody is watching, but that forced cough before lift-off, might just arouse suspicions. We're spicing this bad boy up with a cheeky grab and tweak, and who better to call in but the maestro of style himself, Heliarde.

A few finer details that should be delivered before we get too excited. Firstly, this is a move for offshore or cross offshore spots. If you're devilishly brave, foolish or extremely accomplished, it's vaguely possible with cross shore. However, under no circumstances should the light bulb spark with any inkling of onshore on the menu. Secondly deep water is what makes kiting both fun and safe, a sport of aerial antics with nothing more than broken water. Few spots have the luxury of deep water right next to dry sand, and as with everything, nothing is certain. If it's not deep enough to fail spectacularly, it's not deep enough!

Prerequisites are rotations. Even though it's technically a back roll, knowledge and accomplishment of the front roll will stand you in good stead due to the nature of the take off. In this instance the wind is blowing cross off, and Heliarde will be spring off to his and our left.



We'll take this from the beginning as a little refresher before we get to the accoutrement, where you'll be grabbing the nose of your board with your front hand.

### On Your Marks Pic A

Set up for this remains the same as any beach jump start. With your board across the wind and kite at 12 o'clock you can step into the straps. Now drift the kite back slowly behind you, in this case to just past 1 o'clock. If you pull a little on the bar you should feel some pull as the kite drops deeper into the window. Wiggle your board so that you can comfortably lean gently against this pull. Now your board is in the perfect position for the jump, probably slightly further back than dead across the wind. Heliarde, is now ready he's holding some power in the kite and has dropped his weight slightly to counterbalance it. To make sure he'll get enough air, he has trimmed the



sweet spot away and out and feels to make sure that there is enough power for this move. Weight should be balanced equally between your feet and the kite should have some pull even at standstill.

### Set Pic B

If you're already down with the beach jump start, you'll be fully aware that it's all too easy to be gentle with the kite and end up with nothing more than a damp squib. To get off the beach, and up into the air you'll need to give the kite a good send. You also want maximum lift, with the kite moving up and over 12, so sending on the sweet spot is a must. Pull the bar in and the kite will scoot across the window, and you'll get zero in the way of height. You need to harness this power and resist it until the appropriate time comes, so drop your weight against the kite and lean back so your heels push the edge into the sand.



And as far as timing goes, it's worth watching your kite so that you know where it is and when the moment comes. Heliarde is push-pulling the bar on the sweet-spot, watching as it rises, whilst keeping his weight back, resisting and adding tension in the lines, so that the kite turns and heads up to 12 with gusto.

### Go Pic C

To get off the beach and get your rotation going you need to be ready. Once the kite reaches 12, stamp hard off your front foot, kicking against the edge and upwind to keep tension on the lines, whilst throwing your head and shoulders towards the tail of the board, behind the bar. At the same time pull the bar in to get maximum lift and level it. This movement can feel counter intuitive as you're exploding up

whilst throwing the rotation against your intended direction of travel. Once again, if you're on the edge of deep water with the wind blowing offshore you've got nothing to worry about. Here Heliarde has exploded up, adding height to the pull from the kite, whilst kicking himself towards the tail of the board, throwing his head and shoulders down and around behind the bar.

### Rotate Pic D

Bring your knees up to help continue the rotation, look over your shoulder to lead the rotation and keep the bar level and in, to stop the kite moving any further in front of you, and to make sure that it pulls you downwind and away from the beach. Once you know it's all going to plan you can start to bring your



knees up and release your front hand in preparation of the grab. Heliarde knows that he'll make the water and feels that he's got plenty of height and the kite is in the right place, so he's releasing his front hand.

### In Place Pic E

Now that you're in your comfortable place, floating and happy in the knowledge that you have time and water you can commit towards the grab. The reason we're opting for the nose grab with the front hand is because of the take off. For the rotation you are leaning back onto your back foot before kicking off. This naturally forces the shoulders down and the nose up, so why not make the most of a good thing. As you release your hand bring your front knee up towards you and aim your hand towards the nose.



To make it easier to reach, and again by good fortune what will make it look even better, extend your back leg away from you. This will push the nose up nearer. Looking at Heliarde, he's lifting his front knee up whilst extending his back leg away and he's looking at the nose, where he'll grab.

#### Make it Count Pic F

Get you pinkies on the nose and pull it

in towards you. Once you've got a good grip you have the option of tweaking it by pulling in and pushing your back foot out as much as possible. At the same time, you need to continue your rotation, so look over your shoulder to get your bearings. With the kite pulling you and your front hand off the bar the only way in which you have control of your destiny is by sheeting in or out.

# LIEUWE SHOTGUN FAST. LIGHT. TIMELESS.

Our legendary Shotgun is the result of a decade long pursuit of perfection by our shapers in Holland. Our 'jack of all trades', is master-crafted to ride fast, take you to new heights and cruise comfortably in any condition.

Its strong, ultralight wood-core delivers high speed and lot's of pop to claim big airs with smooth and controlled landings. A great freeride performance is guaranteed by its unique 3d shape, offering a forgiving experience and great chop handling.

Thousands of riders trust our Legendary Shotgun for many years, asking us to not change it anymore because it's perfect. Guess only Legends can get away with this.

With a Lieuwe, you have a strong, ultra light, eco friendly, timeless classic that will be your companion for life.

If our all new '21 midnight blue isn't your thing, just pick another color from our custom configurator at [lieuweboards.com](http://lieuweboards.com).



**Lieuwe**  
CUSTOM BOARDS



If the kite is pulling too much sheet out, if you're losing support sheet in. Heliarde, unsurprisingly looks rather in control.

### Landing Pic G

This part should come pretty naturally to most, although how you sent you kite will affect what happens next. If you sent it too far your kite will be at the edge of the window so you'll have to land on an edge, whereas if it stopped at 12, you'll need to get the front hand back on and give the kite a dive to pull you out with some power. Heliarde has opted for a bit more oomph, getting his front hand back on so he can dive the kite down for some extra pull and a

softer landing. As you come down drop your legs to get the board underneath you and be ready to absorb the impact if you come down across the wind.

### TOP TIPS

Deep water and offshore wind! 'Nuff said.

As with all moves, get yourself accustomed to the conditions with one part before adding the next. Bang out a few beach jumps and once you're comfortable add the rotation and finally the grab.

Line tension and sweet spot mean everything. If you don't resist, you'll have no height and travel, but if you replace resistance with brute force and choke

the kite, you'll gain nothing and be lucky to make the water.

Have a gander at the sequence and videos for a step by step and real time visual.

### COMMON PROBLEMS

If you find that you're not getting enough height on your jump. Chances are that you've either trimmed too much, don't have enough power or are being too gentle with the send. That said if you're moving the kite well but you're not going up you might be trying to jump off your toes rather than with your heels against the edge. Make sure you drop your weight back to keep tension on the lines.



If you're getting up and around but land unbalanced on your side, it's because the kite has travelled across the window to the other side. The good news is that you must be sending it. Make sure though that you level the bar before exploding up. This way the kite will slow considerably and stay more above you as you rotate. Watch Heliarde again and you'll see how he really stops the kite by levelling the bar before springing.

If you're not rotating, it's a sign that you're not using your front leg and you're going forwards with the kite

rather than back and behind. As the kite moves up, get your head back around your centre line, as if ducking under the bar.

If you're missing the grab, concentrate on extending your back leg as you bring the front knee up.

#### KEYSTONES

1. Set up a solid ready position
2. Decent send, push-pull

3. Bar out and level

4. Front leg kick, head and shoulders back

5. Front knee up, back leg straight



# DIVA

The all new Diva is jam-packed with new features. The rubber in this wetsuit is Yamamoto 39. A premium Japanese limestone neoprene with insane thermal and stretch properties. To improve stretch and heat even more we've Knitflex+ and Flaremesh+. Knitflex+ is an outer lining that stretches better and hold less water. Flaremesh+ is our new quick-dry inner lining with a geometrical pattern to improve stretch. The Diva is a great combo of performance and style.

## WETSUIT



YAMAMOTO 39  
LIMESTONE

Softer, lighter & more durable  
than petroleum based neoprene.



#BREAKBOUNDARIES

# THE ARCTIC CIRCLE:

## A CARBON-FREE JOURNEY



WORDS RODERICK PIJLS

Kitesurfing can take us to magnificent places. With a little bit of wind and a lot of inspiration, the possibilities are truly endless. In this article, Roderick Pijls takes us on a kiting journey in search of the Northern Lights at the Arctic Circle, and all of it carbon-free!

PHOTOS ZOUT FOTOGRAFIE

There is something majestic about kiting in wild landscapes. It's a feeling that is hard to describe: that we, as humans, are just a needle in a haystack.

In July last year, I began to start ticking unique locations and landscapes off my bucket list with the support of Protest Sportswear. The place where it all began was Iceland.

Iceland is an unpolished pearl, if you ask me. It is as if nature has yet to shine this raw gem, which gives it a feeling of purity. If I am not mistaken, there is a greater part of the Icelandic people that still believe in trolls. To be honest, when I left Iceland, I also started to believe!!

You still see the lava flows from a couple of years ago next to the highway and every corner of nature just keeps astonishing you more and more. There were so many insane moments, like kitesurfing above a waterfall and on top of a glacier. The primary goal we had been working towards for a month was to get a shot of me kitesurfing inside the volcano. The first try was a complete disaster, and I just couldn't see any possibility of making it happen. You must imagine that the wind is swirling around in circles and up and down. We literally saw water tornados and wind going from left to right. When we succeeded in making the shot happen, the sense of relief was incredible.

After my adventure in Iceland, I got the question from my sponsors, Protest Sportswear, on where my next adventure would be. For our project, The Last Line, there are many locations that we want to visit. Included on this bucket list of spots is Greenland, Siberia, Tornado Alley, and the Maldives. All of these locations have their own specific story that we believe must be told.

" WHEN WE SUCCEEDED IN MAKING THE SHOT HAPPEN, THE SENSE OF RELIEF WAS INCREDIBLE. "







For this particular journey, we chose the Arctic Circle. I knew I wanted to visit this polar landscape to chase the Northern Lights and kitesurf underneath them. Witnessing this natural phenomenon has always been a childhood dream, and I couldn't miss the opportunity to realise that. Protest really liked the idea, but they challenged me to do the entire adventure in a carbon-free way and to include it in their GreenUP Campaign... Challenge accepted!!

" WITNESSING THIS NATURAL PHENOMENON HAS ALWAYS BEEN A CHILDHOOD DREAM "

**FLUID**  
KITEBOARDING

# DREAM OF FLYING?



MADE IN THE EU

FULL CARBON  
UNMATCHED **REAL GOLD**  
HIGH PERFORMANCE  
EXTREME **FREE DELIVERY ALLROUND**  
2021 - 2022 **SPRAY REDUCTION**



COMPLETE FOR  
**€859**



**FREE WORLDWIDE DELIVERY**



“ ONCE YOU CHANGE YOUR MINDSET AND KNOW WHAT TO BUY, COOK AND EAT, IT'S PRETTY SIMPLE (AND SUPER TASTY, HAHA). ”

I am a person that likes tough challenges and one-of-a-kind adventures, and I look at obstacles as new chances. My mind was going full-throttle to work out a way to make this happen. First, we needed to get the crew together. Joining me would be photographer Rein Rijke of Zout Photography, a creative mind with the drive and talent to

capture the perfect shot. The group would also include Kiwi Aerial Shots, Tom van Oijen and Kim Hoogervorst, an experienced film production team specialised in views from above. It was the same crew from our adventure in Iceland, and we were already well-matched with our ideas and perspectives.

Normally, you would book a plane ticket and accommodation and arrive at the kite spot the next day to pump up and ride. This time, it would be completely different. When I told the crew of the carbon-free challenge,

they laughed. Of course, they were great sports and were quick to join the planning.

To achieve our GreenUp Challenge, the first step was to change our mindsets. It is the same with everything. Often people say that it is almost impossible to eat vegetarian or vegan. One of our crew members has been vegan for 11 years. We all agreed to join his vegan mission on our trip. Once you change your mindset and know what to buy, cook and eat, it's pretty simple (and super tasty, haha).

After weeks of preparation, we finally found the perfect plan. We would travel from the Netherlands to the south of Norway on a sailing boat for 72 hours.



Then, take an electric train to the Arctic Circle, which would take 36 hours, and finally, rent an electric car and drive for another 12 hours. To put this crazy adventure in perspective, a flight would only take us 3 hours.

With the help of our experienced sailor, Johan, we checked the wind forecast hourly until we spotted a perfect gap. We would have three days before the storm arrived, but if we sailed quickly enough, we would stay ahead of it. We sailed non-stop, taking turns to keep watch on the radar and navigation to avoid any obstacles. I must admit that sailing through the night with a clear sky, shooting stars, and a constant breeze is something magical.

" WE SAILED NON-STOP, TAKING TURNS TO KEEP WATCH ON THE RADAR AND NAVIGATION TO AVOID ANY OBSTACLES. "

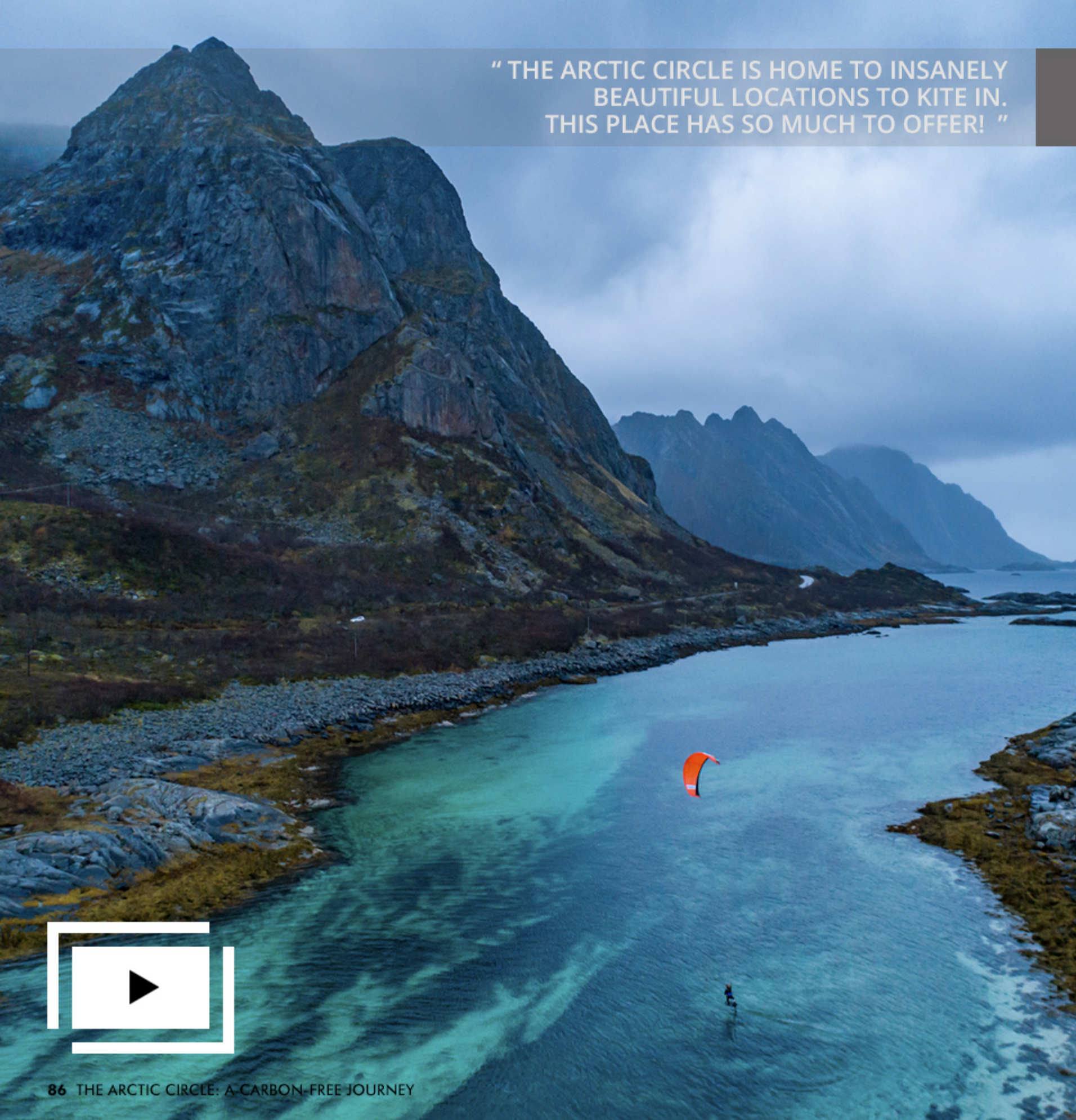
# "THIS MIGHT WORRY THE BIG BOYS"

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





“ THE ARCTIC CIRCLE IS HOME TO INSANELY BEAUTIFUL LOCATIONS TO KITE IN. THIS PLACE HAS SO MUCH TO OFFER! ”

Unfortunately, that was only the first night. The storm arrived faster than expected, and the next two nights, we had rain, 2.5m swell, and 22-33 knots of wind.

We had set off on October 6th. Even amidst the COVID-19 pandemic, this particular journey was even easier than 'normal' travel. Because we would be isolated with a permanent crew for several days, we effectively served our own quarantine en route. After 72 hours of non-stop sailing, we finally arrived in Kristiansand, where we stayed several days on board in the harbour to finish our quarantine.

The next portion of the journey was to board a train headed towards the Arctic Circle. We entertained ourselves by playing card games, reading books, drinking litres of subpar train coffee, and attempting to sleep. When we finally arrived in the North, we picked up our electric car and went in search of our accommodation. We were slightly concerned when we realised that there is no EV charging station anywhere in the vicinity. Luckily, we found an extension cord and could charge the car via our 220V electric plug powered by wind energy. We were still on track and staying true to our mission!

The following day, we decided to head out early to catch the worms. We wanted to make the most out of every day. We had to pay close attention to our distance travelled, as we could only charge the battery at home. The cold drained the battery quickly. Often, we would return home with only 8 km of range left.

The Arctic Circle is home to insanely beautiful locations to kite in. This place has so much to offer! Every corner is mind-blowing, its nature is overwhelming, and every little bay has its own micro-climate. It can be rainy with no wind in one bay, while 30 km further, there's sunshine and a perfect 16-knot breeze.





“ IT'S A GOOD THING THAT I HAD SO MANY OPTIONS, AS WE HAD ALL DIFFERENT KINDS OF CONDITIONS ON THE TRIP. ”

I had packed several PLKB kites to ensure I could kite in any conditions that we might encounter. I brought the PLKB Swell 7m, with a strong high-end for the windier days. I also had the 9m Escape and 10m Synergy, perfect for the light wind foil days. I also brought the 12m Nova, a foil kite with the same flying characteristics as a tube kite. For boards, I had my Lieuwe Shotgun 138 twin tip and Appletree foil board. It's a good thing that I had so many options, as we had

all different kinds of conditions on the trip. We spent most of our time riding and shooting in the most unreal locations. I spent about half my time on a twin tip and half on foil. When the wind was lighter, I mainly foiled, as I had more flexibility to go upwind and downwind to explore the landscape. We were blown away by nearly every photo captured. Still, as much gold as the photo and video team had collected, we had not yet achieved our primary goal and the reason we had travelled so far and for so long. Every night, we left the house at around 10 pm, drove to the spot, and waited for the lights to reveal themselves, ready to kite.

Unfortunately, we couldn't see any light at all. Often, it was too cloudy for the lights to be visible, or there were just no lights. We would wait until 3 am hoping that we would get to see these colourful lights dance across the sky, but we had to balance that with the need to get some sleep for the next early morning. For 8 days straight, we followed this routine. Waiting in the chill, dark night to see the Northern Lights. At one point, looking at the forecast, it showed cloud, rain, and a 2% chance of seeing the lights. Knowing we may never get the opportunity to return to this place again, we waited, as hopeless as it seemed. The sky remained dark, and the disappointment was palpable. We couldn't avoid reality any longer. The boat was waiting to take us back home.



We cannot control mother nature. I realised that while being on this trip. During these adventures, I am trying to push my own boundaries and those of the industry. I want to ride the best gear out there and capture exceptional moments in kiting that have not been seen before. Planning and making sure that everything is correct does not automatically mean that you can achieve your goals. Mother Nature has to be on your side.

“ DURING THESE ADVENTURES, I AM TRYING TO PUSH MY OWN BOUNDARIES AND THOSE OF THE INDUSTRY. ”

**NOBILE**  
WWW.NOBILEKITEBOARDING.COM



ALL-ROUND  
FREERIDE  
KITE **V-RIDE  
2021**

**NEW KITE** COLLECTION



LIGHT  
WIND  
KITE **THE ONE  
2021**

SHOP ONLINE: [SHOP.NOBILESPO RTS.COM](http://SHOP.NOBILESPO RTS.COM)

" I STOOD THERE FOR A FEW MINUTES BEFORE I REALISED THAT I WAS LOOKING AT THE FREAKING NORTHERN LIGHTS!! "

On our way back to the boat, we stopped overnight near the ocean to get some sleep. Around midnight, I was too eager to go to sleep, having trained myself to be awake until the early hours throughout the trip. I walked outside to have a look at the night sky for the very last time, and I couldn't believe my eyes. It was as if I was tripping. There was some sort of green fire dancing across the entire sky, moving from left to right in the most elegant way.

I stood there for a few minutes before I realised that I was looking at the freaking NORTHERN LIGHTS!! I rushed back inside, scrambled to get the crew together, and we piled into the car with all our gear and cameras. We most certainly broke a few speed limits in our rush to the spot. Once we arrived, we realised that there was no wind... not one puff.

Still, the moment was so incredibly peaceful. The temperature was a few degrees below freezing; there was no wind, no sound, no people... only us, standing beneath the Northern Lights. What else would you need to be happy, I guess?!

Thank you to Protest Sportswear for making this journey possible. And a big thank you to the crew for being as stupid as me and willing to undertake such an adventure!



# FURI.

## HANDCRAFTED IN MUNICH

South African kite surfing expertise, finest design, modern performance and engineering combined with classic style and wood finish decor all in one board and handcrafted in Munich Germany...this is FURI

NEW  
LICK



SEEKER *LT*



SEEKER



[www.furikiteboarding.com](http://www.furikiteboarding.com)  
[info@furikiteboarding.com](mailto:info@furikiteboarding.com)



# LA VENTANA THROUGH A DIFFERENT LENS

Buttery flat water is the siren song for some of the kiting world, and most park riding pros jet from one lagoon paradise to the next in search of the best and flattest water out there. With limited travel options, Jack Rieder found himself revisiting his old stomping grounds in Mexico, where flat water is in short supply.



If you're from the Pacific Northwest, Mexico is one of the must-go spots to escape from the winter cold. I live in Squamish, on Canada's Sunshine Coast. That nickname is not so accurate in winter, so my family was always on the lookout for a winter getaway.

My very first kite holiday was six years ago in La Ventana. We had so much fun that my family went back for the Christmas season for the next three years in a row! We stayed at what used to be called Captain Kirk's and is now known as Pelican Reef Ventana. It was a family holiday that I looked forward to every year, but it has been a few years since I've been back.

**" THE DRAW OF PERFECT FLAT WATER FREESTYLE CONDITIONS IN COUNTRIES LIKE BRAZIL WAS TOO HARD TO RESIST! "**

As much as I missed that annual winter trip to Mexico, competitions and training in different parts of the world kept me away from the winter sun. The draw of perfect flat water freestyle conditions in countries like Brazil was too hard to resist!

I hadn't foreseen a return visit for quite some time, but current travel restrictions meant that Mexico was one of the only countries that would be easily accessible. I set off with a picture of La Ventana in my mind and some uncertainty of how accurate my memory would be. I knew I would enjoy myself, but I had become accustomed to world-class freestyle conditions and kite parks. Would La Ventana stand up to my now spoiled expectations?

Whispers had been going around the park riding community about Choco Lake, not too far from La Ventana. It's more accurately defined as a pond than a lake, and the local crew had built a kite park there. They set up a corrugated rail, shotgun up rail, and a large up-flat, which became my go-to feature.





In previous years, I had spent time in the shallow park without a worry in the world. This year, however, I was particularly cautious of the shallow water. My recent trip to South Africa left me stuck on crutches for several months with a broken femur after crashing in the shallow waters of Hermanus, near Cape Town. Nonetheless, I had a fantastic first week with non-stop 9m conditions, sharing the water with all the incredible kites in town.

**" MY RECENT TRIP TO SOUTH AFRICA LEFT ME STUCK ON CRUTCHES FOR SEVERAL MONTHS "**

Free shipping world wide

kitelement

No VAT for Non- EU customers



**Kitelement Travel Set is more than just split kiteboard, backpack and a vacuum bag.**

**It is the key to making traveling your lifestyle for good.**

[kitelementshop.com](http://kitelementshop.com)



**“ WE WERE MET WITH THE CRAZIEST BAJA MUD, SLIPPING AND SLIDING ALL THE WAY THERE. IT WAS AN ABSOLUTE BLAST! ”**

Kiting is a small community, so we tend to link up with our friends across the world. Sometimes it's planned, but most often, everyone just happens to chase the wind to the same place. We had gathered a small crew consisting of myself, my girlfriend Nadja, and our friends Nemo and Sam. We would ride in the park together, film each other, and wrap up nearly every day

with a group dinner. We basically lived the cheesy line "eat, kite, sleep, repeat".

Then the rain came. We took a couple days off while we waited for the weather to clear. Finally, we woke up to bright blue skies and piled into the ATV for an adventure back out to Choco Lake. Along the way, we were met with the craziest Baja mud, slipping and sliding all the way there. It was an absolute blast! What we saw after we arrived, however, was shocking.

The rails were now high and dry without any logical explanation, and the already small

pond was unrideable. Choco Lake fills up when waves crash over the barrier between the pond and the ocean when strong winds and high tides combine. We had assumed that the lake would be even more full after heavy rainfall, but for some reason, the exact opposite happened.

The lack of water in the pond forced us into the ocean for the remainder of our trip. The ocean conditions in La Ventana are probably the most challenging freestyle conditions I have ever ridden and, honestly, quite frustrating. I still enjoyed the occasional freestyle session ocean, but I wasn't willing to force it in sketchy, choppy conditions.



Back in South Africa, I remember the pain I felt lying in that shallow water with a broken leg. It was a hard-learned lesson. That lesson was: I love freestyle, but sometimes the conditions just aren't right, and it isn't worth the risk or struggle.

Typically, having no flat water would have put a damper on my excitement to ride. This year, things were different. I had come prepared with gear for big air, foiling, and even winging. Instead of taking unnecessary risks to practice freestyle, I explored all the other disciplines that kiteboarding has to offer, and I was STOKED!

**"THIS YEAR, THINGS WERE DIFFERENT. I HAD COME PREPARED WITH GEAR FOR BIG AIR, FOILING, AND EVEN WINGING."**

My first Freewing from Airush had arrived the day before the trip, and I was looking forward to learning to wing while I was there. The massive crowd of wingers that had taken over the bay got me even more motivated. With limited space in my kite bag, I had only brought my kite foil board to ride, which proved difficult. To water start with the wing, I needed a ton of wind. Luckily, the wind was in solid supply this season!

I learned how to manage lighter wind the hard way, resulting in a few long walks back upwind when I couldn't find enough power to get foiling. Walking along a warm, sandy beach wasn't so bad, so I still felt great even through the learning process. When the wind really picked up, the resulting large swell created perfect winging conditions. I could foil surf in through the swells with the wing by my side and plenty of power to get back upwind after my surf was done. I wasn't sure how I felt about winging before this trip, but now, it's safe to say that I am sold!





A classic La Ventana experience is the downwinder, something I had missed out on in all of my previous years visiting. This year that would change. We organised a downwinder with our friends, leaving from the Hot Springs roughly 5km north and exploring the shoreline all along the way. The starting point was extremely gusty, but once we made it away from the shore, the wind cleaned up, and the fun began.

**" ONCE WE MADE IT AWAY FROM THE SHORE, THE WIND CLEANED UP, AND THE FUN BEGAN. "**

**SURFBOARD S/L/S**

UP TO **100 g** LIGHTER - MORE DURABLE AND MORE DENT RESISTANT

COMBINES THE QUICK REFLEX OF EPS/EPOXY WITH THE EXCELLENT DAMPING AND COMFORT OF PU

FISH SLS    WAM SLS    SESSION SLS    WHIP SLS    VOKE SLS    HYBRID SLS



JOIN THE POWER OF A NEW ERA



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

[DUOTONESPORTS.COM](https://www.duotonesports.com)

Everyone was jumping over each other, showing off, and laughing at all of the epic crashes. When we found a section of organised waves along the reef, I was blown away. These were perfect for big boosts, and we made sure to make the most of it. I was even more surprised to find crystal blue water sections with perfect white sand below. I had never thought of La Ventana as tropical, but these little pieces of paradise made me feel like I was in the Caribbean. After so many years of looking at La Ventana through a freestyle lens, I finally saw a whole new side of this beautiful place.

**“ I HAD NEVER THOUGHT OF LA VENTANA AS TROPICAL, BUT THESE LITTLE PIECES OF PARADISE MADE ME FEEL LIKE I WAS IN THE CARIBBEAN. ”**

Finally, there was a break from the constant 25 knots, and I enjoyed some sessions working on my foiling skills. Once again, I was proud to have come prepared with all my gear because I would have watched from the sidelines had I not brought my foil. Exploring the bay in calm, sunny, and warm conditions with barely any wind was a new experience. I could hardly foil the last time I was in La Ventana!

As much as I love foiling, light-wind sessions can only be exciting for so long, so Nadja and I decided to take a trip to the Baja coast, another first for me! I never had my driver's license in previous visits, so I was limited to walking distance or snagging rides out to the park. This year, Nadja drove down from LA, and we were free to explore all over with her vehicle. Her description of the drive down had me so inspired that I have set a new goal for next year: To drive from Squamish all the way down the Baja peninsula.





The trip would start in the fall, snagging kite sessions along the entire west coast, off-roading, and camping at remote spots. At the end of the long drive, an epic season of park riding, winging, foiling, and big air awaits in Mexico!

I was already mentally planning my next trip, but this one wasn't over yet. We packed our tent and marshmallows and set off. We ended up at Cerritos Beach, just south of Todos Santos. On the west side of the Baja peninsula, the sun sets directly over the water, and we were treated to one of the most beautiful sunsets I have ever seen. To top it off, a giant whale breached right near shore. It was one of those moments you can't even believe just happened.

**" AN EPIC SEASON  
OF PARK RIDING,  
WINGING,  
FOILING, AND  
BIG AIR AWAITS  
IN MEXICO! "**

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



RIDER RODERICK PIJLS  
PHOTO LENNART VAN HOLTEN

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!





We set up camp and built our fire, settling in for an evening of marshmallows and San Pellegrino's. It was a tad warmer than the snow camping I had just done back home! We woke up the next day, ready for some surfing, but the waves were not on the same page. Instead, we explored along the coastline, spotted more whales, and returned to La Ventana to catch more wind in the forecast.

**"IT WAS SIMILAR TO HOW I HAD REMEMBERED IT. YET, THIS YEAR STOOD OUT BECAUSE I EXPERIENCED SO MUCH MORE."**

La Ventana has now earned its place back up at the top of my list for winter escapes, and I can't wait to make it a yearly adventure. All in all, it was similar to how I had remembered it. Yet, this year stood out because I experienced so much more. I explored brand new parts of La Ventana and the Baja peninsula for the first time and was stunned by both the beauty and contrast between each spot. I cannot wait to get back next year and explore even more off the beaten path and out of my comfort zone.



# TRIED & TESTED

WORDS AND PHOTOS THE IKSURFMAG TEST TEAM  
PHOTO THIS PAGE RIDER ANNELOUS LAMMERTS  
PHOTO JAMES BOULDING



We're back to the beaches and that means back to the testing schedule, pretty soon our new test centre will be open alongside the Beach Company and Loop Watersports in Littlehampton and you'll be able to test gear with us too! This issue we have a handful of kites and boards that made it past the Brexit barriers, yeah that is a think too! Enjoy!

## KITES

Cabrinha Contra  
Cabrinha Switchblade  
CrazyFly Sculp  
F-ONE Bandit S2  
Ozone Catalyst V3  
Slingshot Rally GTV2

## BOARDS

Fluid Kiteboarding TwoSeven  
Fluid Kiteboarding X  
Slingshot Luna V1  
Torque V2

## BAGS

Kitelement re pack

BRAND CABRINHA

MODEL CONTRA

SIZE 11M

YEAR 2021



" IF FOILING IS YOUR GO TO DISCIPLINE WITHIN KITING, THEN THIS FEATHERWEIGHT KITE IS A NO BRAINER. "



### AT A GLANCE

Here we have it, the new 2021 Cabrinha Contra, a light wind foil machine! The Contra is a primary kite within the range and has been now for quite some time. For 2021 Cabrinha have added an all new 1 strut size in the smaller kites, and kept the Contra 3 strut design in the larger sizes. You'll see from the images attached we had the chance to test the new 11m single strut kite. It's one strut build gives the kite an extremely light feel and open canopy – an ideal design for lighter winds which is what this kite's main focus is about. It's important to understand that these smaller sizes focus more down the foil route which is great news for those foil junkies out there.

The new 1 strut hybrid design is available in sizes 3,4,5,7,9 & 11m whilst the 13,15 & 17m continue with the original 3 strut design. There are 3 colours to choose from across all sizes.

As you would expect from a kite like this there are no extra reinforcements that you might find on other models, reason being, this helps maintain the light feel whilst keeping its quality and pure purpose of producing in wind speeds from as a little as 10 knots.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



BRAND CABRINHA

MODEL SWITCHBLADE

SIZE 10M

YEAR 2021



“OFFERING EXTRAORDINARY HANGTIME, YOU’LL BE FLOATING ABOVE SEA LEVEL FOR WHAT COULD FEEL LIKE A LIFETIME!”



### AT A GLANCE

The Switchblade has forever been a go to kite for both freeride performance and big air riding. Although Cabrinha cater it as their freeride and big air kite, it really does have a great all-round performance that near all riders will find enjoyable.

You’ll see from the images the Switchblade features a 5-strut design, allowing the kite to really load up with power and boost big when the wind turns on! The Switchblade also features a fusion wing tip shape and draft forward profile which make it such a great all-round kite. Freeride cruising, big air boosting and popping freestyle manoeuvres is where this kite excels, however if a selection of Switchblades is all you have in your quiver, it can also perform rather well with riding waves. Of course, you can take it out on a foil, however, if foiling is your discipline, you should really have your eyes on the all new 2021 Contra – an amazing foil kite in even more sizes than ever before.

Back to the Switchblade. It features a heavy-duty closing seam construction with a nano ripstop canopy whilst also having areas of the kite covered with a high tenacity Dacron.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLCK HERE



BRAND CRAZYFLY

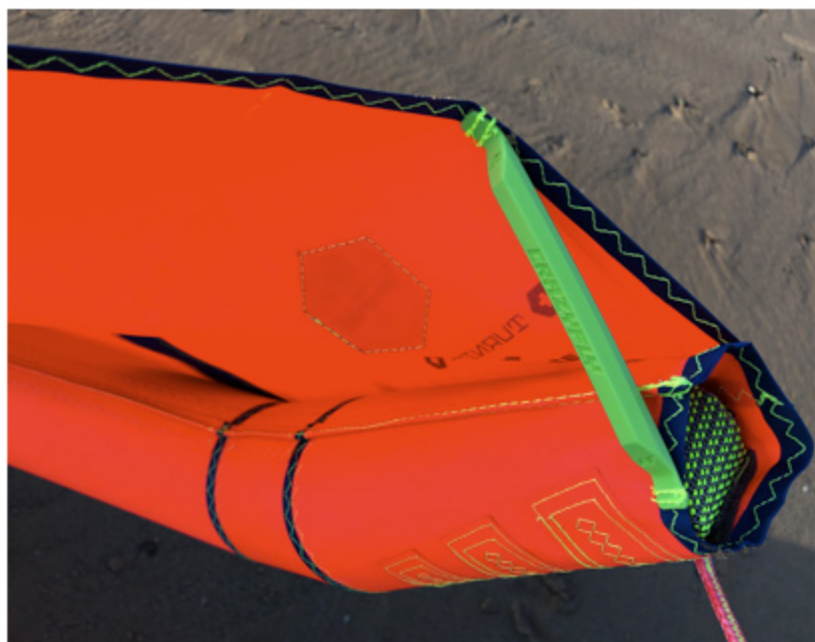
MODEL SCULP

SIZE 9M

YEAR 2021



“ THIS ALL-NEW  
SHAPE MAKES  
THIS KITE  
VERSATILE  
ACROSS A  
VARIETY OF  
DIFFERENT  
DISCIPLINES ”



### AT A GLANCE

The CrazyFly Sculp is a staple kite within the brands quiver. 'One World, One Kite', this is CrazyFly's do it all kite. Freeride, freestyle and foiling can all be easily achieved when using this kite on a session – a fantastic all-rounder.

Looking at the kite design, it features a 3-strut build with an all-new Hybrid Delta Bow shape. This all-new shape makes this kite versatile across a variety of different disciplines providing a platform for big air, fast kite loops and precise turning. Its 3-strut design encourages weight loss throughout the kite whilst being able to take its fair share of wear and tear. Using a heavy-duty Dacron frame, there are numerous reinforcements placed around the kite which keep its strength and durability. Having this Dacron frame also helps achieve a stable flight when in the air whilst not affecting the weight too heavily.

Previously, CrazyFly have used Teijin Triple Ripstop material in their kites whereas 2021 sees a brand-new material which is exclusive to CrazyFly. Triplex contains a coating that protects the fabric from UV rays, salt and abrasive objects like sand meaning your kite will last for longer!

TO VISIT THEIR  
WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND F-ONE

MODEL BANDIT S2

SIZE 6M

YEAR 2021



“PLAYFUL, POPPY  
AND PRECISE”



TO VISIT THEIR  
WEBSITE, CLICK HERE



## AT A GLANCE

Last year F-ONE split their mainstay, the Bandit, into two versions: the 2020 and the S. This year, we see the same, with the more freestyle/big air inspired 2021 and the Surf inspired S2 series. Both similar at their core; we had the S2 on test this issue in some wintery swell and winds.

The Bandit S2 is a 3 strut delta C kite with a compact pulled bridle system, direct back line connections and benefits from Teijin's Techno Force D2 ripstop canopy material for a strong and lightweight kite. The Force Frame is a lighter weight Dacron frame within the kite, consisting of the leading edge, trailing edge and struts. This rigid frame ensures maximum strength within the kite without any additional weight, essential for a wave specific kite that could be held down amongst some bombs.

F-ONE have focussed on the feeling and feedback through the bar for this S2, and the main changes are seen in the trailing edge of the kite, a slightly squarer wingtip, and also the profile tension. You would be forgiven for not immediately noticing these changes when you look at the kite; however, in flight,

[CLICK OR TAP TO READ MORE](#)

BRAND OZONE

MODEL CATALYST V3

SIZE 10M

YEAR 2021



“THE USER-FRIENDLY APPEAL OF THE CATALYST V3 WILL NO DOUBT SEE THIS KITE FLOOD THE BEACHES THIS SUMMER”



### AT A GLANCE

Ozone's ever-popular Catalyst is back for its third incarnation with a new shape and less struts than before! Designed as the easy to use first kite we all need when we start out, the Catalyst is simple, lightweight and fun.

New for this third version, the Catalyst has changed from the 3 strut more delta-shaped kite of the V2 to now being a single strut lightweight kite with an open arc canopy shape. Based on the incredibly successful Alpha V1, the Catalyst V3 builds on this single strut design with new materials to create a stronger kite with a more direct feel.

The buzz in the kite industry at the moment is all around materials, and Ozone are now using Teijins Technoforce Triple Ripstop for the canopy and Triple Ripstop Dacron for the leading edge, strut and other areas requiring added strength such as wingtips on the Catalyst V3. This triple ripstop Dacron material is not only 15% stronger; it is also noticeably lighter and has a unique Ultraflex coating for added stability and smoothness.

TO VISIT THEIR WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND SLINGSHOT

MODEL RALLY GTV2

SIZE 10M

YEAR 2021



“ THE SLINGSHOT RALLY GTV2 HAS UNIQUE CONFIDENCE INSPIRING QUALITIES; BOMBPROOF, RELIABLE AND EASY ON TAP PERFORMANCE ”



### AT A GLANCE

Slingshots Rally GT V2 is an update on a loved classic. A tried and tested design, it has been revamped for 2021 to ensure a longer lasting kite with a bigger wind range and more usable performance. A 3 strut future Retro-C design, it is a proven shape to get the most out of all conditions with versatile performance for all. The wingtips on the Rally GT V2 are swept which aids relaunch capabilities and response in the air.

New for this V2, the leading edge has been reduced in diameter which makes a faster kite in the sky, upwind, and also a lighter feeling through the bar. Slingshot have now also started to use the higher strength 4x4 canopy material from ripstop giant Teijin. This offers an even stronger kite which will last you longer and hold itself well in all manner of gusty winds.

The smaller sizes of the Rally GT V2 use the 4 point IRS bridle system which is a bungee system on the lowest Leading Edge bridle attachment, whereas sizes 9-14meter feature the 4 point pulleyed IRS bridle resulting in lighter flight, superior relaunch and harder upwind angles.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLCK HERE





" A SUPER FUN  
ALL ROUND  
BOARD THAT  
ACCOMMODATES  
FOR EVERYONE "



**BRAND** FLUID KITEBOARDING    **YEAR** 2020/2021  
**MODEL** TWOSEVEN JUNGLE LTD    **SIZE** 136 X 41CM

#### AT A GLANCE

The Twoseven LTD Jungle series is an all-round board that allows riders to land their first jump, cruise upwind or even go through the chop on a wavey day. The board is a limited edition spin on the much-loved standard Twoseven Black series 2020 big-air machine from Fluid. The most striking change is the design compared to the standard Twoseven. This in turn is one of the most eye-catching things and makes the board have an exceptionally unique design.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR  
WEBSITE, CLICK HERE



" PERFECT FOR  
THAT  
BEGINNER-  
INTERMEDIATE  
LEVEL, THE X  
REALLY DOES  
MARK THE SPOT"



**BRAND** FLUID KITEBOARDING    **MODEL** X  
**SIZE** 135X41CM    **YEAR** 2020

#### AT A GLANCE

The 2020 X from Fluid Kiteboarding is a lovely all-rounder when it comes to picking your twintip. With a smooth ride and great for beginners, the X is accessible for everyone.

The board consists of a full wood core with a progressive 3 stage rocker whilst having a nice flat base in the middle. Like Fluid's other board in the range, the Twoseven, it has the advanced 3D flex tips.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR  
WEBSITE, CLICK HERE



" LIGHTWEIGHT AND AGILE, THE LUNA V1 IS A BOARD WHICH WILL BRING OUT THE BEST IN YOUR RIDING."



**BRAND** SLINGSHOT  
**SIZE** 133X39.6CM

**MODEL** LUNA V1  
**YEAR** 2021

#### AT A GLANCE

An entirely new board from Slingshot Kiteboarding, the Luna V1 is for pint sized rippers who need a no-compromise progressive stick. Slingshot have done a huge overhaul of both their ranges and styling, and the result is nothing short of impressive.

The Luna, though designed for smaller riders, houses the same tech and is based upon the ever popular Misfit twin tip. A sustainable Paulownia Atomic wood core gives a lively and responsive deck,

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



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

"IT IS EQUALLY AT HOME STOMPING THE LATEST PASSES AS IT IS BEING FLIPPED THROUGH YOUR BOARD OFF REPERTOIRE."



**BRAND** OZONE  
**SIZE** 138X42CM

**MODEL** TORQUE V2  
**YEAR** 2021

#### AT A GLANCE

Ozone's successful freestyle/freeride board the Torque is back for its 2nd version. Taking all the knowledge and feedback from the V1, Ozone have spent their time developing and perfecting the Torque V2 in their own purpose built factory in Vietnam. An A grade Paulownia wood core and biaxial and UD fiberglass layers make up the core of the board and, unlike many, the Torque V2 comes ready to rip with fins,

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



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



**RIDER** RODERICK PIJLS  
**PHOTO** LENNART VAN HOLTEN

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!



" GONE ARE THE DAYS OF CHARLIE CHAPLIN-ESQUE LADDER SCENES TO MANOEUVRE YOURSELF THROUGH THE CROWDS! "

TO VISIT THEIR WEBSITE, CLCK HERE



### AT A GLANCE

It's a strange time for travel at the moment, yet with vaccines starting to roll out around the world, it feels like there might be a light in the gloaming. The excitement of booking a kitesurfing trip might soon be able to bubble once again!

When that moment happens, you're going to want to be ready for it, and what better excuse than to check out the 're pack' travel backpack from Kitelement. They pride themselves on their expertise in creating splitboards, with the intention of making travelling with kitesurfing gear that much easier, and they have transferred that knowledge into the ideal luggage companion. As with their splitboards, they aim to create a premium bit of kit, which is simply more portable, without compromising too much on performance.

The first inspection of the 're pack' reveals a decent build quality and plenty of attention to detail. There's a whole host of carefully considered features creating a bag that's clearly been designed by people who know its intended use and would want to travel with it themselves.

[CLICK OR TAP TO READ MORE](#)



LIGHTROOM

STEVEN AKKERSDIJK LINES UP FLATWATER AND OFFSHORE WIND  
IN SCARBOROUGH TO SCORE THIS PERFECT INVERTED FRONT ROLL  
PHOTO JOSÉ DENIS-ROBICHAUD



*Lightroom*

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

LIGHTROOM

PABLO AMORES IS TUCKED IN AND FULLY COMMITTED TO THIS BARREL IN CABO VERDE!  
PHOTO CLAUDIO CABRA

*Lightroom*

LIGHTROOM

MICKAEL FERNANDEZ KICKING IT INTO HIGH GEAR IN CORSICA  
PHOTO MATT GEORGES

*Lightroom*

LIGHTROOM

CAPTURING JANEK "JJ" KOSZOWSKI ON THE SHINN FOIL FROM EVERY ANGLE  
PHOTO ROBERT HAJDUK



*Lightroom*



LIGHTROOM



*Lightroom*

BIG MOVES IN BONAIRE BY RODERICK PIJLS!  
PHOTO FLY MEDIA PRODUCTIONS

IKSURFMAG.COM

LIGHTROOM

WOJTEK ANDRZEJEWSKI UNHOOKED AND UPSIDE DOWN IN TIGANI ISLAND  
PHOTO DARUSZ ORLICZ



*Lightroom*

LIGHTROOM

GUIDO CROON GETTING EXTENDED DURING GOLDEN HOUR IN THE NETHERLANDS  
PHOTO ELEVEIGHT

*Lightroom*

LIGHTROOM

JAMES CAREW CUTTING BACK ON A SLAB AT A SECRET SPOT!  
PHOTO CLAUDIO FNINGA SULF KULTURA

*Lightroom*

LIGHTROOM

SAILING PAST DUBAI'S STUNNING CITY SKYLINE WITH LACI KOBULSKY  
PHOTO LEWIS DEAVES



*Lightroom*

LIGHTROOM



*Lightroom*

ERIC RIENSTRA WATERING THE GRASS IN THE SLICK AT CAPE HATTERAS  
PHOTO ANNIE BOOTH

IKSURFMAG.COM

LIGHTROOM

ARIAN HINTRINGER ENJOYING THE SUNSET SESSION IN BIG BAY, SOUTH AFRICA  
PHOTO VICTOR LOOIJESTIJN



*Lightroom*

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?**



THE INTERVIEW

# RIDE UP

WORDS CRYSTAL VENESS

When it comes to winter, this group of men has risen to the top, conquering unimaginable peaks with the help of their kites. Wareck Arnaud, Hugues Beaume, and Johann Civel are the men who RideUp Mountains, and we're getting to know this cold weather crew to find out what drives them right here in The Interview!



RIDER JOHANN CIVEL

**First things first, what is RideUp?**

**Wareck:** RideUp Mountains was formed with me, Johann Civel, and Hugues Beaume. We include all riders who are as intoxicated by the summits as we are.

The term RideUp has now passed into the collective language of snowkite enthusiasts. In our language, it means... going with great pleasure, riding by kite, with no walking, to the top of a mountain. Once you get to the top, as we did in the past with ski lifts and with helicopters, you arrive at the ultimate moment when you appreciate the landscape before checking the line that you are going to ski or snowboard down.

Above all, we are free riders who love to trace beautiful areas of fresh, virgin snow. "In pow pow we trust!"

**How did the group come together?**

**Wareck:** The name RideUp is a tribute to those who inspired me when I was young, the "Men Who Ride Mountains". It was a Quiksilver advert featuring Serge Vitelli, Jean-Philippe Garcia, and Yvan Dieng. They looked like cowboys!

The RideUp project was made possible thanks to the Ozone team. I appreciate their positive energy and that we can share our common passion and create beautiful images. For several years in the Hautes-Alpes of France near the "Col du Lautaret", we were snowkiting with Matt Taggart (Co-founder), Rob Whittall (Designer), Dominik Zimmermann (Assistant Designer), Hannes Burner (Team Coordinator), and Iain Hannay (General Manager). We have been on mythical and mystical trips to Norway and New Zealand with the Ozone dream team.



" WE ARE FREE RIDERS WHO LOVE TO TRACE BEAUTIFUL AREAS OF FRESH, VIRGIN SNOW. "IN POW POW WE TRUST!" "



RIDER AXEL MAZZELA  
PHOTO WARECK ARNAUD

" TODAY, THE MOST EXCITING THING IS TO DISCOVER NEW MOUNTAINS WITH OUR KITES!! THE STEEPER IT IS, THE MORE ADRENALINE THERE IS. "



We have the same energy, which motivates us to develop and use the best tools to make the most of our passion, snowkiting. We are happy and proud to be at their side.

**Most of your sessions are centred around the South Alps of France. Which spot is your favourite and why?**

**Johann:** All the mountains can be a spot! So it's hard to say which is our favourite. Today, the most exciting thing is to discover new mountains with our kites!! The steeper it is, the more adrenaline there is.

**Wareck:** Of course, the favourite spot is the one we will discover tomorrow, and for sure, we will manage to climb to the top! Otherwise, my best memory is a

secret spot and the place it all began, the basic, the faithful, the famous Hawaii of Snowkiting: the Col du Lautaret. It is a landscape that looks like a waking dream in paradise.

**What is your kiting background, and how long have you been kiting for?**

**Hugues:** I started snowkiting in 1999. For the first 5 or 6 years, we only did freestyle. Once the materials evolved, we began to go into the mountains.

**Johann:** I started snowkiting and kitesurfing in 2000 with a 2-line kite. It was so dangerous! I don't have the same motivation for water, as it's hard to find good wind and waves, but my passion is still the same in the snow.

**Wareck:** My journey is that of an enlightened person who needs to slide (slide being art like dancing or medicine like yoga) to consider life more in feeling than in reflection. I was skiing, monoskiing, and snowboarding while working in Montpellier. I was trying to do a little surfing in the Mediterranean when I first saw a kitesurfer. I then bought a traction kite to be towed on the beach in 30 knots.

I went back to live in the mountains to make snowboard films and spoke about this idea to Guillaume Chastagnol (2nd at the X Games snowboard halfpipe and future snowkite legend). We tested, approved, and then met other illuminated individuals. Thus began the golden age of snowkiting at Lautaret. This was in 1998.

" I HAVEN'T HAD THE CHANCE TO RIDE MANY HEAVENLY SPOTS, BUT I DREAM OF IT: A BEAUTIFUL WAVE, TO THE RIGHT! "



PHOTO WARECK ARNAUD

**Did you learn to kite on water or on snow? What is your favourite spot to kite on water?**

**Hugues:** I have only been to kite on the water once. Etienne Lôthe drove me to Dakhla in 2009 for 15 days. It was nice but flat. It must be better in the waves, but I think I should stay on the frozen water!

**Wareck:** I started with snowkiting. After three great winter seasons, it amused me to say that I only had three days of water practice. When I kitesurf, I ride in the Mediterranean towards Montpellier and the surrounding area, where strapless riding is excellent. I haven't had the chance to ride many heavenly spots, but I dream of it: A beautiful wave, to the right!

**Johann:** My best kitesurfing spots have been French Polynesia and Peru, where the waves and wind are perfect! Now in summer, I live in Vendée, where there are many good spots. I love surfing without a kite, so my focus on water is riding strapless.

**What ignited your passion for snowkiting?**

**Hugues:** I was ski patrol in "Les Deux Alpes". On my days off, I would go skiing off-piste because I was fed up with people and a chair lift! One day, I tried a tiny kite, and I thought maybe a bigger one could carry me to the top of the mountain. It took me 10 years, but I finally arrived.

**Johann:** The love of the mountain and this incredible pleasure that comes from playing with a power kite. Twenty years ago, I learned that the kite can bring me to the top of the mountains.

**Wareck:** It's this tremendous adventure, an epic experience that I have shared and that I continue to share with my friends. The limits continue to be pushed back. Finally, we can say to ourselves that we were visionaries.

**We've seen some pretty wild videos of snowkiters soaring over the mountain peaks that look more like flying than kiting. How do you get air in the mountains safely?**

**Hugues:** A kite is not made to fly! But the original skis were not built to jump cliffs. When I see King of the Air, I don't think I take too much risk! In the snow, it is essential to know how to fly because it can be an escape from a bad situation. With flying, you can have easy and safe transitions in mountains when it's too rocky or grassy! Also, because it's super funny!

**Wareck:** Love the wind, and the wind will help you. In terms of security, it depends on the day, your snowkiting level, and your comfort zone. You have to look at the weather forecast, know how to analyse it, mix it with your knowledge of the spot and how you feel, and on D-day, see if you can experiment with new trajectories. Also, check your equipment because a kite is sold with the disclaimer that it "is not made to fly".

**Johann:** You have to fly gradually... don't start at the top of the slope!! Start from the bottom. Take the time to feel the wind and see if it's suitable for flying.

**Some of the steep peaks that you climb with the assistance of your kite look impossible, yet you still manage to get to the top! Is there any fear when you're looking straight up or down one of these steep mountain faces?**

**Hugues:** When your kite is flying as you ride up, the mountains look flat, and there is no fear! But on the way home, when you look back, it's totally amazing and surreal.



**" WITH FLYING, YOU CAN HAVE EASY AND SAFE TRANSITIONS IN MOUNTAINS WHEN IT'S TOO ROCKY OR GRASSY! "**



" MY FRIEND MISSED THE BACKLINE TO KILL THE KITE... HE FLEW 30M OVER THE ROCKS BEHIND THE MOUNTAINS! "

PHOTO WARECK ARNAUD

**Johann:** You just feel the steep slope when you look backwards or when your kite does not have enough power to pull you up. On the way up, you are too concentrated to feel fear... But on a 50° slope, the fear starts when you start skiing down.

**Wareck:** The latest exploits and world firsts that have been achieved by Johann Civel and Hugues Beaume have earned my maximum respect. I have to do more physical preparation because my limit is 35/40°. Remember that you also have to be able to descend the slopes without the kite!

**Riding off-piste in some of these raw, natural conditions has to have some risks associated.**

**Do you need any special equipment to explore the backcountry and mountain tops?**

**Hugues:** In the end, it's just ski touring or hiking with a kite, so you need all the same material... just add a kite!

**Johann:** The main danger of snowkiting in the mountains is the mountains! We always have an avalanche beacon, avalanche backpack with an airbag system, shovel, probe, radio, and sometimes crampons and poles. On the glacier, we need more equipment.

**Wareck:** I just have the basic shovel and probe equipment. If I wanted to pass the course to follow Jo and Hug into the mountain corridors, I would need

ice axes, crampons, etc. Since I often have shooting equipment, it is always quite heavy, and it's not easy to follow them. Therefore, I always consider making all of my equipment lighter. It is all a question of grams.

**Have you ever seen it go wrong out in the alps?**

**Johann:** The worst thing I have seen was while filming with friends on the top of the mountains. We wanted to ride all the way to the top on skis. When it was time to stop the kite, my friend missed the backline to kill the kite... He flew 30m over the rocks behind the mountains! Luckily, he landed in the snow, and everything was okay. Now, he always uses the 5th line!

“ IN REALITY, WE CAN RIDE FROM 4 KNOTS TO 45 KNOTS AND MORE BECAUSE WE HAVE THE OZONE RE-RIDE SYSTEM. ”

**Hugues:** We had a lot of times where it's gone wrong... Avalanches, missing the break line at the top of the mountain, falling in a ravine, losing a kite on a glacier with no way to go down. We can only read books on this subject. We try to learn from our mistake and not do it a second time.

**Wareck:** A bit like a storm at sea, even if it galvanises and exhilarates us, we have to pay attention to our equipment and the risks that we can encounter. Everything goes well if we are humble when we face the mountains.

**What wind range do you need to snowkite?**

**Wareck:** It depends on the playground and the snow's quality, and the size of kite you have. The ideal wind range is 8 knots to 35 knots with kites from 15m to 4m. In reality, we can ride from 4 knots to 45 knots and more because we have the Ozone re-ride system.

I no longer do freestyle, rather freeride. My favourite conditions are 35 knots and 50cm of snow on a twin tip snowboard or 25 knots and 30cm of snow on skis for a fast and frenzied ride up the mountain.

**Why do you use foil kites instead of inflatable kites for snowkiting?**

**Johann:** Autonomy, easy to pack in 1 minute, ready in 1 minute, and no pump needed. It's light, and you can entirely kill the power with the 5th line.

**Hugues:** What is "inflatable kite"?

**Skis or snowboard? Is one easier than the other?**

**Wareck:** I started snowboarding, but of course, learning while skiing is easier. I choose based on the expected route and the quality of snow. I have a preference for snowboarding in fresh snow.

**Johann:** I was snowboarding since I was 7 years old. Now, I have stopped snowboarding. It's 10 times easier on skis than a snowboard. On skis, you have 2 edges instead of one, and you can move your feet! If you start, come on skis.

**Hugues:** If you are called Guillaume Chastagnol or Simone Borgi, you can take a snowboard. For all the rest, take skis.

**What equipment are you using out there? Why?**

**Hugues:** Five years ago, I had a deal with a brand of kites, but now I prefer to pay to have Ozone kites because they are safe and perform just like I want! I use the Subzero for the climb, Chrono for open spaces, and Explore 4m for the storms.

**Johann:** For the skis, I use ski touring equipment. I use the Subzero for the kites. It's the most versatile kite from Ozone, from flat terrain to the steepest mountains. But I like performance, so I fly the Chrono Explore 11m. It's perfect for all-terrain under a 30° slope. It's also the weapon for flying!

**Wareck:** For several years, our kites have been equipped with the Ozone re-ride system. It is ultra-efficient and reassuring in many situations. It allows us to evolve with a free spirit because, at any time, we can put the sail on the ground, cancel its power, and store it easily.

It is also thanks to this that we can engage in wild RideUp, to the max!! Big up, and thank you to the Ozone dream team for allowing us to progress in our practice of this magical sport by developing formidable kites.

" IT'S PERFECT FOR ALL-TERRAIN UNDER A 30° SLOPE. IT'S ALSO THE WEAPON FOR FLYING! "





" AND I ADMIT I HAVE NEVER HAD SO MUCH FUN PILOTING A KITE IN FREERIDE SESSIONS. I WILL SAY THAT AFTER THIS FLIGHT ALONE, I'M IN LOVE. "

Last week, we just tested the Subzero V2 model, and I admit I have never had so much fun piloting a kite in freeride sessions. I will say that after this flight alone, I'm in love.

**What was your most exciting session in the 2020/2021 winter season? What happened?**

**Hugues:** Easy, we did not have many good conditions this winter, so it was riding up the NW corridor of Trois-Évêchés. Now, I'm asking what we can do next...

**Johann:** Riding up the craziest couloir of my life, 1000m elevation and slope between 40° and 50°!

**Wareck:** I lived it by proxy. It was the world first of Johann and Hugues ascending the corridor of

Trois-Évêchés. The season is not over, and we have plenty of surprises in store. I have the perfect kites, and the mountains are beautiful in April and until mid-May. There are 45 days left to satisfy our thirst for freedom, to express our joy of riding with friends on our heavenly planet. We are going to have a great time. Don't hesitate to come and see us and follow us on Facebook and Instagram.

**How has the COVID-19 pandemic affected snowkiting at your local spot? Are there more kites on the slopes nowadays?**

**Johann:** Many people want to try snowkiting, but on a visit to the Alps in a typical year, they would buy a ski

pass for the week... So they could never find the time to go snowkiting! This winter, there was nothing but time. So the spot (Lautaret Pass) was completely full of beginners, which is a good thing for the sport.

**For any kites considering a snowkite trip or snowkite season for the first time, what should they know before they go? Do you have any advice to share?**

**Hugues:** Have fun, but don't forget that snowkiting is not kitesurfing in the mountains.

**Johann:** Snowkite school first!



# KSURF

**EXCLUSIVE T-SHIRTS  
AVAILABLE NOW**

**CLICK HERE  
TO BUY**

WORDS CRYSTAL VENESS

PHOTO FRANCK BERTHUOT  
RIDER SKYLAR LICKLE

# TECH FOCUS

NORTH  
SONAR FOILS

Q&A Q&A with George Hradil





**" HE REACHED OUT TO ME TO SEE IF I WAS INTERESTED IN DESIGNING THE NEW FOIL LINE FOR NORTH. I WAS DEFINITELY INTERESTED! "**

George, thank you for taking the time to do this interview with us! Can you tell us a bit more about yourself and your background? How did you get connected with North, and which products are you focused on developing?

I am a lifelong sailor and have always been interested in boats, airplanes, and kites. I started racing small boats as a child and then raced on the sailing team in college. When I was doing my graduate studies in engineering, I wanted to keep sailing but did not have room for a boat, so I learned to windsurf and was passionate about it for 20 years.

In 1999, I learned to kite on the two-line Wipika kites, which was pretty wild in the early years of kiting. I survived that and eventually bought the original Carafino kite foil and learned how to foil with a kite. Then I got one of the first race foils from France, the Spotz 1. It was like learning all over again. Good foils were hard to get at the time, and none were available in the US, so I decided to start Delta Hydrofoil to make kite race foils in the US. That was nine years ago. Since then, foiling has grown quite a bit.

I have a PhD in Chemical Engineering, and I worked in the electroplating/metal finishing industry for 30 years. I have retired from that field and now focus solely on hydrofoil development. I had worked with Mike Raper on the design of the AV8 race foil when he was at Neil Pryde. When he migrated to North Kiteboarding, he reached out to me to see if I was interested in designing the new foil line for North. I was definitely interested! The 2020 and 2021 lines are the result of my work with the North team.

RIDER MARC JACOBS  
PHOTO GEORGIA SHOFIELD

A high-angle photograph of a person with blonde hair, seen from behind, carrying a large hydrofoil board. The board is black with green accents and has 'SCOP' and 'NORTH' written on it. The person is wearing a black wetsuit with 'GOM' and 'SUNSTI' logos. They are walking on a sandy beach with shadows cast by palm trees. In the background, another person is partially visible behind some green foliage.

**" PEOPLE DON'T WANT TO GO 30MPH. I LIKE RACING, BUT I ADMIT IT'S INTIMIDATING, AND THE CRASHES HURT! "**

### **Tell us a bit about your design approach.**

The design of the North line was a logical progression from the preliminary development I had done at Delta Hydrofoil. I have eight years of experience designing foils, primarily designing high-performance race foils. I took that knowledge and applied it to recreational hydrofoils.

The pioneering surf foil designs by Alex Aguera used very thick foil sections appropriate for the conditions in Hawaii. At that time, most other brands were simply copying Alex. My approach was to design much lower drag foils with thinner wings, which would work better in weaker waves and for pumping. Fortunately, this type of foil also works well for wing foiling.

### **As the foil frenzy continues to spread, customers**

**and riders continue to gain more knowledge about hydrofoiling, and brands have had to work hard to stay ahead of the curve. How does the North Sonar Foil System differ from other kite foils on the market?**

Now that people have developed confidence in kite foiling, they want better performing hydrofoils. In the past, I would have thought they would want a race type of foil, but as it has turned out, people don't want to go 30mph. I like racing, but I admit it's intimidating, and the crashes hurt! Instead, wings have gotten bigger, and people have chosen to go slower. I'm blown away - I was 180 degrees wrong on this.

Using bigger wings means the whole hydrofoil becomes even draggier - even slower. Solving this problem has allowed me to create new wing designs with a much greater speed range that are easier to

handle than in the past.

I'll give you a big wing, but that big wing is going to be fast. It's going to have low drag, you're still going to be able to go 25mph on it, and at low speed, it's going to be all you want. A 1500cm<sup>2</sup> wing is still phenomenal for kiting because it has that speed range, plus you can wing foil it, and it's great in the surf.

### **What are the key developments from 2020 to 2021 with the North Sonar Foils?**

*The 1500R, 1850R and 2200R Reflexed Wings:* The reflexed wing design is unique, and no one else is offering it. In fact, we have applied for patents on this design. These wings feel much smaller than their actual size, are extremely pitch stable and have a very wide speed range. I think people will be blown away when they try them.

The *HA1250 and HA1450* High Aspect Wings: One of the dirty little secrets of wingfoiling is that they don't go upwind very well. One of the things that a high aspect wing does particularly well is improving windward performance. So, for winging in flat or choppy water, the HA wing is perfect. It's also your ideal wing for pumping and connecting bumps.

**The product description talks about reflexed hydrofoils and reflexed camber. What does this mean? How does it affect performance?**

A normal hydrofoil wing is what's called under cambered – it's more curved on top and flatter on the bottom, sometimes concaved on the bottom. If you measured halfway between the top surface and the bottom surface, you'd get what's called the camber line. It dictates how the foil is going to behave. If I drew that line just by itself, it would be concaved downward.

A reflexed foil has a different shape. Instead of the trailing edge being orientated downward, it is orientated slightly upward. What that means is that the trailing edge doesn't create any lift at the back of the foil. In fact, there's a localised downforce on the trailing edge of the wing, which acts as a stabiliser would. So, in essence, when you use a reflexed foil, it's like you've built a mini stabiliser into the back edge of the wing.

This does a couple of things: Firstly, it makes the wing itself a lot less pitch sensitive – it needs less stabiliser angle to be stable in pitch. Secondly, it gives the foil an incredible speed range. It can get going at very low speeds, but at really high speeds, it is very controllable.

**"IT CAN GET GOING AT VERY LOW SPEEDS, BUT AT REALLY HIGH SPEEDS, IT IS VERY CONTROLLABLE."**





PHOTO FRANCK BERTHUOT

**“ OUR GOAL WAS TO KEEP THE WING LEVEL AND NOT HAVE IT BECOME UNSTABLE AT HIGH SPEEDS. ”**

Most wings start to foil around 10mph (maybe 8mph), but by the time you get to 20mph, big wings are pushing hard, limiting the amount of top-end speed. Our goal was to keep the wing level and not have it become unstable at high speeds.

With many wings, particularly big wings, as you go faster and faster, the nose of the board starts going down, and the foil starts riding at a negative angle of attack (the angle the wing flies through the water on). In that negative angle state, the wing becomes very pitch unstable. But a reflexed foil just doesn't behave like that. It's extremely stable at high speed because the trailing edge has that stabiliser built into it.

I would encourage people to try the reflex wings. I suspect that most people will appreciate the unique characteristics of these wings.

**The Sonar Foil System is designed to be modular with the option to change out different components to customise your ride. How does the modular system benefit the customer?**

It's a significant cost saving to the customer to be able to change the front wing and get different performance from a foil rather than having to buy a completely different foil. This is particularly true now that so many different foiling disciplines are being enjoyed.

**The carbon front wing is available in 1500R, 1850R, and 2200R. Can you tell us more about what type of rider or riding style would be best suited to each size?**

When someone contacts me for a hydrofoil, I always ask how much they weigh. If you were interested in

kite foiling, you'd gravitate toward the smaller wings. For winging, the HA wings. And for surfing, the reflexed wings – depending on your weight and the power of the wave.

If you want to wingfoil, the 1500R is suitable for a medium-lightweight rider, and the 1850R for a heavier rider. But if you only want to wing, then the HA is the best choice - the HA1250 for most conditions and the HA1450 for light wind.

For me, the stand-out wing is really the 1500R because it is excellent across all disciplines. I believe it is the best wing I have ever designed, and it also works great for winging and surfing for medium to light riders.

WORDS CRYSTAL VENESS  
PHOTOS KYLE CABANO

# TECH FOCUS

AK

**ETHER HARNESS**

Q&A with Clinton Fien





In the never-ending debate between soft shell and hard shell, AK Durable Supply Co. has come out of the left-field with something completely different. At first glance, the AK Ether harness is unique within the industry. Can you tell us a bit more about this product?

The Ether is a lightweight, ultra-thin harness that can be flat-packed or rolled. It is the lightest harness in our range with the highest freedom of movement. Initially developed as a travel-ready product, most of our customers use the Ether for foil, wave riding, and in more recent months, a solution for wing surfers looking for a less bulky harness!

**What was the inspiration behind the design of the AK Ether harness?**

I, and pretty much the whole design team, are inspired by minimalism and making products that are as simple as possible without undermining the core function.

Within traditional harnesses, there is a lot of “styling” in the way of large, moulded foam pieces that add a lot of unnecessary weight and complexity that have almost become fashion accessories. Of course, this is also a fun pathway in harness design, but we wanted to do something different.

**How does this design differ from the more traditional hard shell and soft shell harnesses?**

The Ether would be the furthest from a traditional hard shell harness but takes some aspects of that and a soft shell for primary shaping. Following the fundamentals of biomimicry, we took a completely different path for load distribution.

A person wearing a brown jacket is holding a black AK Ether harness. The harness is shown from the inside, revealing its internal structure and padding. The person's hands are visible, holding the harness open to show its interior. The background is dark, making the person and the harness stand out.

**“ WE USED THE BENCHMARK OF A TRADITIONAL HARNESS AND, OF COURSE, WORKED TO MAKE IT AS COMFORTABLE AS POSSIBLE. ”**



**" WE TEND TO BUILD A LOT OF QUICK, ROUGH IDEAS TO TEST OUR CONCEPTS AND THEN POLISH THEM INTO SOMETHING BEAUTIFUL AFTERWARDS. "**

We used the benchmark of a traditional harness and, of course, worked to make it as comfortable as possible. You will not get the same level of stiffness or support you would get from a full composite hard shell, though that product category exists in the AK range.

**AK has the Method harness and Synth harness, which cater to the hard shell and soft shell lovers, respectively. Can you give us a quick run-down on these two designs?**

The Method is our take on a hard shell design, where we kept the hard composite shell support but

developed a flexible edge system. The Synth focuses on the classic harness or soft shell market, with the option of a seat attachment that we find extremely useful for those riding various disciplines or riding levels.


**How long have you been working on the AK Ether? What has changed from the early prototypes to the production version?**

We have been working on this product in some shape or form for around four years. The early prototypes were quite basic; some even left out the foam padding so we could fine-tune the shaping, flex zones, and

edge tension diffusion. We tend to build a lot of quick, rough ideas to test our concepts and then polish them into something beautiful afterwards.

**The Ether harness features a 3D ergonomically shaped load plate combined with fly-line load distribution technology. What are these two features, and how do they work?**

We look at the 3D ergonomically shaped load plate concept as a semi-flexible membrane that changes your body's movement. This is reinforced by the "fly-line" load lines, which act like tendons that support the heavier loading without adding much weight.



**" IT IS NOT ONLY ABOUT HARNESSES,  
AS ANYTHING YOU WEAR OR USE TO  
PROTECT YOU SHOULD FUNCTION AS  
A PART OF YOUR BODY. "**

**A word I've heard you say several times that always causes an 'ah-ha!' moment is biomimicry. How do you incorporate biomimicry into your designs?**

It may sound strange, but imagine if your body grew a harness over time. How would it diffuse the load and distribute the forces? Look at how your body and nature would solve these problems and mimic these solutions in the design. Of course, it is not only about harnesses, as anything you wear or use to protect you should function as a part of your body. Even a product like a fin or a foil needs to be intuitive and feel fused with your natural reactions. So it is a broad philosophy that forms a part of our design ideology.

**What is coming up next in the Ether concept?**

The Ether waist harness concept is a design fundamental for us, so watch this space for an expanding line of Ether products tying into this idea of minimalist, lightweight, human-centred design.

WORDS CRYSTAL VENESS  
PHOTO FRANKIE BEES

RIDER ROSS DILLON PLAYER

# TECH FOCUS

## NAISH TORQUE 2 CONTROL SYSTEM

Q&A with Brian Dennis (Kite Engineer)  
and Ewan Jaspán (Team Rider)



**" THE NEW SNAPLOCK RELEASE HAS THE MOST SATISFYING RE-ENGAGING OF ANY SAFETY SYSTEM OUT THERE AND IS DONE SO WITH A SIMPLE PLUG-IN. "**



**The original Naish Torque Control System was introduced in 2017 and has been a proven design in the Naish lineup. With the new Torque 2, Naish has reimagined how riders connect to their kite. Brain, can you tell us more about what's new?**

**Brian:** The major changes for the Torque 2 are the quick release, the trim lines, the trim cleat, and the flying lines. The quick-release has the new SnapLock mechanism, which is very easy to release and re-assemble, even in the water. The other half of the quick release is the new loop attachment system, of which there are 3 with each bar — the standard loop, the micro-loop, and a slider loop. We've also created

a freestyle loop that is available as an additional accessory and is sold separately.

The new trim lines are PU-sheathed, so they are smoother on the hands and more durable for the system. The new cleat is a smaller one-piece design that is cleaner and easier to service. The new lines on the Torque 2 are noticeably thinner, but at 400kg, they are still some of the strongest lines out there. We also sell an extra-strong line set for big air riders who want a stiffer connection. The bar itself has also received an upgrade to the grips and the floaters.

**Ewan, what changes are you most excited about**

**with the new Torque 2 Control System?**

**Ewan:** There are many new features on the Torque 2 to get excited about. The standout for me is the quick release due to its security and simplicity. The new SnapLock release has the most satisfying re-engaging of any safety system out there and is done so with a simple plug-in. Once the male part is engaged within the system, it feels super secure and safe, giving me full trust in my equipment. The travel distance required to release has also increased, meaning accidental releases are a distant memory, again, giving me further trust, which is ever important.

As a pro rider who has achieved an expert level of proficiency across all kiting disciplines, how does this bar update improve your riding experience? Do you notice different aspects of the update in various styles of riding?

**Ewan:** The new bar has four different chicken loop configurations, meaning you can fine-tune your setup depending on the discipline. For me, this means I can gain extra movement for foiling and wave riding with the rope slider, have maximum ability to unhook with the freestyle loop, have an all-around option with the standard loop, or have a dedicated hooked in option in the micro loop.

Along with having the option to change loops, it is the easiest system on the market to do so. You literally just release whichever loop you want to change out and plug the new one straight in, toolless and instant. The PU coated trim lines on all the bars also give increased comfort for longer sessions and increase the life of your trim lines.

**Brian, why was it time for this overhaul to the Naish Control System?**

**Brian:** The original Torque is a great bar, which many people call the "tried and true" system. We wanted to answer the requests for a more compact and convenient quick-release and smoother trim lines.

**In the previous version of the Naish Torque, users had the option of above the bar (ATB) or below the bar (BTB) depower. What is the depower system like on the Naish Torque 2?**

**Brian:** It's all ATB now. We saw that most people were going to ATB and those with the BTB were content to switch to ATB. We did not find many customers who absolutely preferred BTB.



**" WE WANTED TO ANSWER THE REQUESTS FOR A MORE COMPACT AND CONVENIENT QUICK-RELEASE AND SMOOTHER TRIM LINES. "**



**" THE BAR, LINES, AND THE NEW CLEAT WERE ALSO RIGOROUSLY TESTED ON THE WATER BY VARIOUS RIDERS IN DIFFERENT LOCATIONS. "**

When we floated the idea to our network of customers and dealers, they appreciated the idea of making life simpler with ATB only.

**What has the development process been like for the Naish Torque 2, from the first concept to the final release?**

Brian: The process began with a list of the things that riders have been asking for, from beginners to pros. Robby, Alex, and I then began to brainstorm — studying examples from our past, from other brands, and from other industries. We agreed that our quick release ought to be as simple and safe as a standard quick-disconnect used on air hose fittings. So we cut one of those in half to study its construction and then we adapted the design for kiting. This assembly went through several iterations and many months of testing on the water and in the lab. The bar, lines, and the new cleat were also rigorously tested on the water by various riders in different locations. The exhaustive testing has been the key to identifying all potential design issues, ensuring we have a safe and robust design.

**Thanks for taking the time, Brian and Ewan. We look forward to seeing the Naish Torque 2 hit the market in early summer!**

# TECH FOCUS

SHINN

## BIRTH OF THE SHINN SUPRAHYDRO 950

Research and Development is a process. Sometimes it's exploratory with an innovative idea, and sometimes it's evolutionary - either the natural development of an existing product or fulfilling a demand that the current range is not satisfying. In the case of the Shinn Suprahydro 950, it was a natural expansion of our range. Our line-up already offers multisport applications, but developing a front wing of this size would give us further options by delivering a set-up for stronger wind winging, tow-in surfing, and kite-foiling.





**" WE PRODUCE TEMPORARY MOULDS FOR ALL OUR FOILS - A MOULD THAT CAN BE USED TO PRODUCE 4 OR 5 WINGS BEFORE IT IS DESTROYED. "**



When we have an idea of the wing's size and desired performance range, the first step is to develop a model. Knowing we would utilise the already existing fuselage, mast, and stabiliser from the range simplifies the process and reduces the modelling time needed. Anhedral, Outline and Profile need to be established and defined, and this I do in a 2D environment before passing the information to the draftsmen to create the fully digital 3D model.

Creating the model often raises un-foreseen complications, especially when preparing the fuselage mounting area, but, once done, we can run a series of simulations and tests before moving onto the expensive and time-consuming process of creating physical prototypes. Understanding the results from

simulations is not an easy task, but with each development, we learn more. With the continual application of that knowledge, we hope to one day be able to accurately predict a hydrofoil's performance without physically making it.

Once we have the approved 3D model, we can move onto the prototyping stage. Unfortunately, having the model is still a long way from being ready to mill. CNC milling is reductive technology, meaning you are cutting away from a larger piece of material to leave behind what you want to create. Whilst the world of Additive Manufacturing (3D printing and similar techniques) is a fast-developing process, there is no way to cost-effectively 3D print a part that falls inside the required weight/strength parameters.

We produce temporary moulds for all our foils - a mould that can be used to produce 4 or 5 wings before it is destroyed. The first task is to create the drawings of the moulds. Once done, we can convert this into cutting paths and loaded to the machine to cut the moulds - a process that can take between 8 and 16 hours depending on the size of the part to be created. Having a finished set of moulds allows the laminators to take over, and several days after we start the process, we arrive at the exciting part: We have a physical wing in our hands, and it's over to the testers to do their thing!

There is no doubt that testing is one of the more enjoyable parts of the process. As we design and create more foils, there are fewer surprises,

but until you ride it, there is always a small question mark over whether it will work. I'm still relieved when a new foil actually flies for the first time!

There is a lot of basic set up work to be done on a new foil. Stabiliser size and Angle of Incidence, Wing AOI, foil position on the board... They all contribute to the feel and performance. I always do this initial testing, but once I'm happy the foil is performing within the desired spectrum, we send it to our team of testers of varying ability levels, to test the gear on the water as much as possible.

One of the benefits of using the temporary moulds is that we can produce 4 or 5 identical prototypes, so the testing phase can go much faster. In the case of the Suprahydro 950, we went through 4 variations before we arrived at the combination of features we were searching for. From a kiteboarding perspective, this foil needs to be early starting, stable, fast enough to be fun, and above all, offer a carving performance far above anything we have done before. In these aspects, I think we have been successful.

Once approved for serial production, the product passes from the R and D team to the logistics team to prepare production moulds, graphics, marketing material, and photoshoots. It's a long journey from having an approved prototype to getting products out there in the shops!

The Suprahydro 950 will be available in shops mid-April.

**" ONCE I'M HAPPY THE FOIL IS PERFORMING WITHIN THE DESIRED SPECTRUM, WE SEND IT TO OUR TEAM OF TESTERS OF VARYING ABILITY LEVELS "**



# TECH FOCUS

## CABRINHA BEHIND THE DESIGN AT CABRINHA

Q&A with Brodie Sutherland (Designer),  
Dave Hastilow (Brand Manager), and  
James Boulding (Marketing Manager)

With a few major product releases kicking off the 2021 season, the Cabrinha team is already hard at work preparing the next batch of products. We check in with the men behind the scenes to find out what else they have in store for us!





**" OTHERS ARE CHANGING SO FAST WE TRY AND GET THEM OUT FASTER TO KEEP UP WITH THE QUICKLY EVOLVING MARKET. "**

**There seems to be quite a focus on R&D at this time of year. Can you tell us anything about what products are in development?**

**Brodie:** The entire year is always busy with R&D. As a collection is being launched, we are already starting to put the finishing touches on next years product collection. On this most recent trip, we spent a lot of time testing. I brought over a whole bunch of new kite samples, wings, and foils. As always, we have a lot in the works here at Cabrinha, so it's good to get as much gear tested at the same time while a lot of our riders, reps, brand staff and commercial team are at the beach together.

**What is the testing process is like for Cabrinha? How long is a product in development before it reaches the market?**

**Brodie:** We try and develop most of our gear on a year-long cycle. Some products we spend more time on, and others are changing so fast we try and get them out faster to keep up with the quickly evolving market. When testing, we try and test a variety of gear and compare it to other products in the market. From the start of a new product, we try and design very wide and explore the boundaries of what is possible. From there, we can decide where we want to end up and refine the product further. For kites, this means countless hours tuning bridles on the beach. For wings and foils, it is harder to make any changes once we actually make a prototype, so these products are more about learning from previous prototypes, simulations, and other products in the market to make an educated decision on what we want to make. Once we have this, we can make a prototype and see if we ended up with the results we were expecting.

**" THE DOORS ARE NOW OPEN TO EXPLORE ALL AVENUES AND TO START TO DIVERSIFY THE RANGE INTO OTHER SEGMENTS. "**

**Which members of the team need to get their hands on the products, and what are they looking for when testing products?**

**Brodie:** The core of the design team consists of myself, Lars Moltrup (Product Development Manager), Phil Sobolev (Test Manager), and a team of local riders on Maui. Widening out from there, we try and get as many members of the team involved in testing as possible. At Cabrinha, we are very lucky to have an extremely talented group both on and off the water. Everyone brings their own background and opinions on the product. Lars and I's job as designers is to take all this information and filter out what we are looking for in the specific product. At the end of

the day, we are chasing a certain feeling in a product that is very hard to quantify, so the more feedback we can get, the better.

**Cabrinha brand manager Dave Hastilow has his roots with the brand running the test and R&D program. Dave, you joined Rou on the Intriguing Beings podcast nearly 2 ½ years ago. Have there been any major shifts in Cabrinha since we last spoke? What is the focus for the next few years?**

**Dave:** There have definitely been some big changes going on in Cabrinha since the last time we chatted. The big one which has been talked about quite a lot before was the change in ownership of the brand. This has been a really exciting time for us. To have all

members of the team at every level, even up to the Board of Directors, all be passionate kitesurfers and water people, has opened up some amazing opportunities for us. The doors are now open to explore all avenues and to start to diversify the range into other segments. It's also allowed us to ramp up the R&D to all-new levels.

One of our main focuses at Cabrinha has always been innovation. The sport of kitesurfing is still a relatively new sport, and there is still a lot of room for new ideas to help enhance peoples time on the water. With wingsurfing established as its own legitimate sport, it's a really exciting time to see where the designers and team can push the boundaries.

Talk us through the Cabrinha brand values. How do these values come into play when you have a group of team members on the ground working on product development?

**Dave:** Without getting too cliché on the Hawaiian naming, we have always had something we have called the 'Cabrinha Ohana'. Ohana is Hawaiian for family, and we count that as one of our main brand values. Whether we are talking about the people behind the brand or even through to the end customer, we are all part of the same family, and we all share the same passion and love for the sports and products that we make.

Product development is not an easy task. We sell products all over the world to many different customers that all have specific needs and desires, so deciding what to design and how it's to perform is not as easy as people may think. But having the right people who can all work closely together, who can provide great feedback as well as importantly give and take constructive criticism, is key to how we can develop. Most of the key development team have worked together for many years and know how to develop products efficiently, knowing where each person's strengths are in the development process. A key thing to our brand is that there is not just one person in product development. A designer is not the only person who creates a product; there is a complete team of people who all design the product in some form or another.



**"WE ALL SHARE THE SAME PASSION AND LOVE FOR THE SPORTS AND PRODUCTS THAT WE MAKE."**

**" IT'S EVERYTHING I PERSONALLY WANT IN A WING, AND FROM THE FEEDBACK IN THE MARKET, I THINK WE REALLY KILLED IT ON THIS ONE. "**



**Brodie, as the kite and foil designer for Cabrinha, it looks like you've been loaded with projects if the latest Cabrinha releases are anything to go by! What's the most exciting project that you've completed in the past year?**

**Brodie:** Yes, we have been very busy. We recently released the new Mantis wing, and I am very happy with the final product. I spent a lot of time refining the canopy on this wing, and I really like how it turned out. We were also able to get a very rigid frame on this wing, so it has very little flex when pumping. This means more power so that you can ride a smaller wing. I am a big fan of products that

are as simple as possible and don't have anything you don't need on them. This wing really represents that. You can choose if you would like windows or not. The wing is light, well balanced, with simple graphics, and clean. It's everything I personally want in a wing, and from the feedback in the market, I think we really killed it on this one.

**One of the most recent announcements from Cabrinha is the updated Contra. A lot has changed for 2021, with the major news being more sizes and fewer struts! We asked James Boulding, Marketing Manager at Cabrinha, to tell us more about the 01 Cabrinha Contra.**

**James:** The Contra is a light wind weapon that remains in sizes 13/15/17, but this year we've added smaller sizes 11,9,7,5,4,3 that take on the legendary efficient Contra design but changed to a lightweight one strut design. This is a real performance foiling kite.

When foiling, there is often much less pressure on the kite structure, and you can get away with a more slimline platform. This helps with the weight and agility, and it's enabled the Contra 1-strut to perform in lighter winds where foiling often takes part. With so many advancements in foil technology, we've also seen guys riding much smaller kites in light winds, so we wanted a foil specific kite in the smaller sizes.

**" IT'S ALWAYS FUNNY TO SEE PEOPLE ON THE BEACH EXCITED ABOUT THE NEW PRODUCTS THAT ARE A YEAR OR TWO OLD IN MY EYES. "**



In sizes 13-17, they tend to be more used for light wind with twin tips, surfboards and in very marginal conditions for foiling. When used with a twin tip, it's here where the 3-strut platform benefits riders and keeps the stability. This means that in light wind, you have the 3-strut bigger sizes of the Contra to ride with twin tips, surfboards, where the 3-strut platform really adds some benefit, with the smaller sized Contra's to take over when you need a smaller size.

**What are you currently working on that you're excited (and allowed!) to share with us?**

**Brodie:** This is a hard one. I wish I could share all the exciting projects we have in the works. It's always funny to see people on the beach excited about the new products that are a year or two old in my eyes. I can tell you we have some changes to a few kites in our range that I'm very excited about and some new materials we have been developing with our suppliers that have the potential to change the game. I have also been working on some new foils that can let you push the limits. As always, there are lots of exciting products coming up.



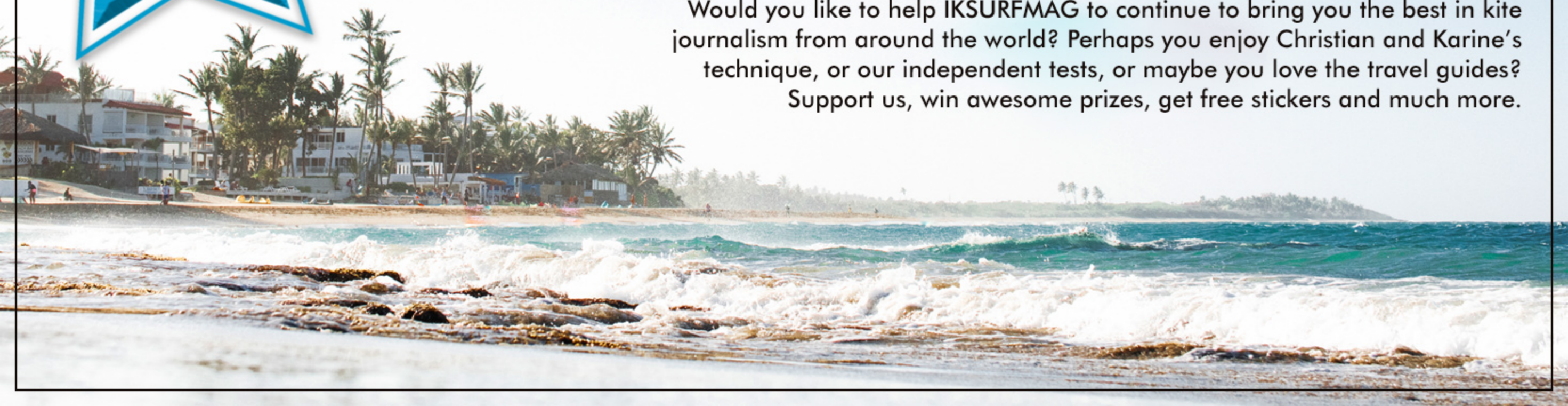
RIDER CARLITO MARTINEZ  
PHOTO KITESHOOTER

# BECOME A SUPPORTER

FREE  
STICKERS!

CLICK [HERE](#) TO  
SUPPORT US

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



# INSIGHT

## LINDA VAN LAKWIJK

WORDS CRYSTAL VENESS

**Interview with Linda van Lakwijk, Marketing Coordinator at Prolimit/Kubus Sports BV**

Behind the scenes of every kite brand is a team of industry members dreaming up ideas, ploughing through paperwork, and making decisions that drive the brand forward. Today, we get to know Linda van Lakwijk, one of the women behind the scenes of Dutch brand Kubus Sports BV, the parent company for Prolimit.

RIDER BEN BEHOLZ  
PHOTO FLORIAN PECHER

"WE ARE A TEAM OF FIVE, SO WE HAVE TO DO WHATEVER NEEDS DOING, AND WE ROLL UP OUR SLEEVES WHERE NECESSARY."



LINDA VAN LAKWIJK ON THE WATER

**Linda, thank you for joining us on this interview! What is your role at Kubus Sports BV, and what is their relationship with Prolimit? What do your responsibilities include?**

I am the marketing coordinator at Kubus Sports BV, which is the company behind Prolimit. Besides Prolimit, Kubus Sports BV owns more brands, including STX (inflatables), two large hockey brands, and more. Next to our own brands, Kubus Sports is also the importer of several water sports, winter sports, and hockey brands such as Naish, Nitro, and Elan.

My role at Kubus Sports is the coordinator within the team and the first point of contact. I am mainly responsible for the marketing strategy, marketing targets, budgets, campaigns, sponsoring and riders, arranging shoots, agreements with media partners, contact with our agents and dealers, etc. At least half of my work time is spent on the Prolimit brand, but that differs within the team. We are a team of five, so we have to do whatever needs doing, and we roll up our sleeves where necessary.

**Is the team made up of action sports lovers or more of a corporate vibe?**

Most of us are action sports lovers in some way, or they practice action sports themselves, love to photograph it, or have been working in the industry for a long time. The vibe at the office is super informal. They were already calling me Lin or Linnie from day one! I can't wait to score some epic after-work sunset sessions with the team now that the days are getting longer again.

RIDER STIG HOEFNAGEL

PHOTO ALESSANDRO D'AMBROSIO

" IT'S MORE REASON TO APPRECIATE EVERY MINUTE ON THE WATER IN OUR SPARE TIME. AND IT'S COOL TO BE ABLE TO TEST ALL THE PRODUCTS YOURSELF. "



**What is it like working for a company that creates kitesurfing products? How is the work/life balance?**

People always think that when you work at a water sports company, you're located near the beach and can go to the water whenever the conditions are good. This is definitely not the case! When it's windy, we are at the office, making sure our customers can get the best products they need for any conditions. But, it's more reason to appreciate every minute on the water in our spare time, and it's cool to be able to test all the products yourself.

**What has the last year looked like for you with the new challenges presented by COVID-19?**

COVID-19 brings another challenge to face since we can't travel abroad to attend shoots. Now, we have to rely on our riders. We already knew our riders were taking on a lot of responsibility, but I am very proud that with these new circumstances, they were able to organise product shoots with only remote assistance. It helps that we have riders like Pablo Amores, who we have been working with for a long time who has attended many shoots. He knows what we want and need!

**Tell us a bit more about yourself. Where are you from, and what were you doing before joining the world of kitesurfing?**

I am a 33-year-old girl from the Netherlands, where I was born and raised. I grew up in a town called Dronten, which was, for Dutch standards, not too close to the North Sea. Our perception of a long drive is different here in this small country than people from Canada, for example. You can cross The Netherlands from North to South in less than 4 hours, so 1.15 hours from the sea feels quite far away.

I was a happy kid and spent a lot of time outside playing soccer, korfbal, building caves in the forest, etc. When I was 18, I was pretty done with village life and decided to move to the city to party. Well, study, but you know how that goes!

I graduated with my bachelor in Commercial Economics in 2009, focusing on events, media, and entertainment. I was always interested in working in the music industry and started my first company, a booking agency, during my study. For a while, I worked as a freelancer before I decided to pack my bags and go to Turkey for seven months to work in tourism. That is the moment I became addicted to being at the beach.

My first full-time marketing job was in 2012, working for a company in the movie and entertainment industry, where I did digital marketing for several large cinema movies. In 2013, I realised that I wanted a change in my personal life. That was where my road to kiting began.

**Why did you choose a career within the kitesurfing industry? What is your kiting background?**

As a kid, I had always been a bit of an adrenaline junkie, so I wanted to do something 'extreme' and preferably on the water. I randomly booked a 3-day kitesurf course in the summer of 2014, and after that, there was no looking back!

To find that balance of working in an industry I loved, I started working as a digital marketer at a holiday review platform and weather website in 2016, where I learned a lot about wind! At the end of 2019, there was a vacancy in my dream job, and I joined Kubus Sports BV/Prolimit.

**What are the upsides of working with a kite brand? And the downsides?**

The upside is working with the products you love to use most in your daily life! You can be part of and help develop these products, give input, requests, needs, etc.

"I HAD ALWAYS BEEN A BIT OF AN ADRENALINE JUNKIE, SO I WANTED TO DO SOMETHING 'EXTREME' AND PREFERABLY ON THE WATER."





" THEY SAW ME AS THE FACE OF THE DUTCH WOMEN KITESURFING INDUSTRY, WHICH WAS SO REWARDING TO HEAR. "



The downside? There isn't really a downside. Your work just doesn't stop when you step out of the office! When I am at the beach, I always check what people are wearing, which I didn't notice before. It's fun and rewarding to see so many Prolimit products on the beach. We do spend a lot of time behind our computers. But, hey, we're working on the products we love!

**Outside of the office, what is your after-work and weekend life like?**

When I'm at work, structure and planning are crucial, and it's important to me that my work is appreciated.

Thus, I can be quite a perfectionist. I have no structure at all outside of work, meaning I don't plan stuff anymore since I've started kiting. Everything depends on the wind forecast!

Nowadays, my work doesn't stop when I step outside of the office. I try to spend as much time as possible on the beach. Sometimes, I fill in as an instructor and try to get people enthusiastic about the sport and, of course, get them excited about our products.

**When you're not doing kite stuff, what are you doing?**

Besides kitesurfing, I love to spend time in the

mountains snowboarding, longboarding through my city on a lovely summer evening, SUP when it's hot and there's no wind, mountain bike, or walk in nature with my camera. Since COVID-19, I started to realise that I like nature photography a lot.

**What has been the proudest moment of your kitesurfing career so far?**

For me, this was when I got approached by a brand for a sponsor deal. I am definitely not a pro-rider and never expected to get a sponsor deal, but they saw me as the face of the Dutch women kitesurfing industry, which was so rewarding to hear.

" WE ARE CONTINUOUSLY WORKING ON EXPANDING AND IMPROVING OUR COLLECTION AND PRODUCTS "



### In the Prolimit lineup, which gear are you riding and why?

It depends on the temperature since it can be pretty cold here in the Netherlands. During the winter, I prefer to wear the Prolimit Oxygen 6/4 with Thermal Rebound. This suit is super warm and keeps my body warm even in temperatures close to freezing. When it gets a bit warmer, I switch to my Prolimit Flare 5/3. I love the Flare wetsuits' design and, because of the Down Airflex, it's super soft and stretchy.

Next to that, I use the Pure Vapor 2021 harness, which we just released. It has improved in terms of shape and has a smaller bar pad than the previous model, which better suits a woman's body. I like the 'hardback' concept of the harness. It has a stiff back panel to maximise support, and the sides have more edge flex to allow rib and hip comfort and sideways bend.

### Is there any exciting news for 2021 from Prolimit that you're allowed to share with us?!

The Summer collection looks rad! For all the girls riding in cold conditions, we will add a Hooded Oxygen to our 2021/2022 winter collection. We are continuously working on expanding and improving our collection and products, and there is much more to come soon!

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 RUBEN LENTEN IS BACK - KITEBOARDING 2021

This video only hit the airwaves a few days ago, but it rocketed to the top of the Movie Night leaderboards in only a short period of time! Kiteboarding legend Ruben Lenten takes #1 with his first session back on the water!

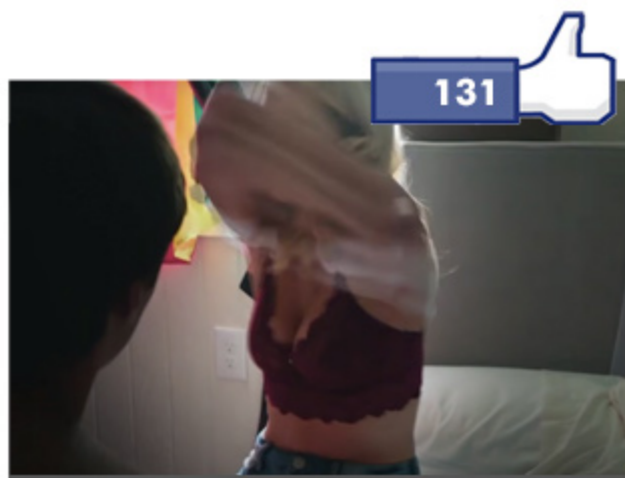


211

CLICK HERE FOR VIDEO

## #2 SEND IT! OFFICIAL TRAILER (2021)

We blame the horrific thumbnail for letting this trailer land a spot at #2, but the votes don't lie! A cringeworthy way to introduce the world to the kiteboarding industry, but that's just our opinion – Will you watch the FULL MOVIE?



131

CLICK HERE FOR VIDEO

## #3 KITEBOARDER'S CREATIVITY HAS NO LIMITS

A regular on the Movie Night list and claiming the #3 spot with this compilation of head-turning, jaw-dropping, creative moves is Danish shredder, Nick Jacobsen. Nobody does it quite like Nick! Wouldn't you agree?



129

CLICK HERE FOR VIDEO

## #4 JESSE RICHMAN KITESURFING JAWS 2021

The impact zone at Jaws feels like home to Jesse Richman. Even though he has had his share of tumbles, the rewards make it all well worth it. North's latest video landed Jesse at #4 and will take your breath away – guaranteed!



118

CLICK HERE FOR VIDEO



RIDER PETRI SANDSTRÖM

## 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](#)

SUBSCRIBE