

JUNE/JULY 21

WELCOME TO IKSURFMAG

Welcome to Issue 87 of IKSURFMAG, the World's Number One Kitesurfing Magazine!

Halfway through 2021 and the roller coaster ride continues! With travel looking more possible by the moment, our dreams of a faraway kite holiday may soon be a reality! In this issue, we check in with the Duotone team to find out who's staying local and who's shredding global. Graham Howes

introduces us to the Next Gen of kites on Team North, Ben Beholz takes us along for a ride in his RV, and Matt Maxwell showcases his silly season in South Africa. We catch up with kitesurfing cameraman, Laci Kobulsky, and Hawaiian wave riding extraordinaire, Moona Whyte. If that's not enough already, we've got more of the latest news, tech, techniques, and tests. Issue 87 is ready. Are you?!

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- STAY LOCAL OR SHRED GLOBAL -

DRIVEN TO KITE / SLIGHTLY OFF / NORTH NEXT GEN
MOONA WHYTE / TECHNIQUE / TESTS AND MORE INSIDE!

THE WORLD'S NUMBER ONE KITESURF MAGAZINE



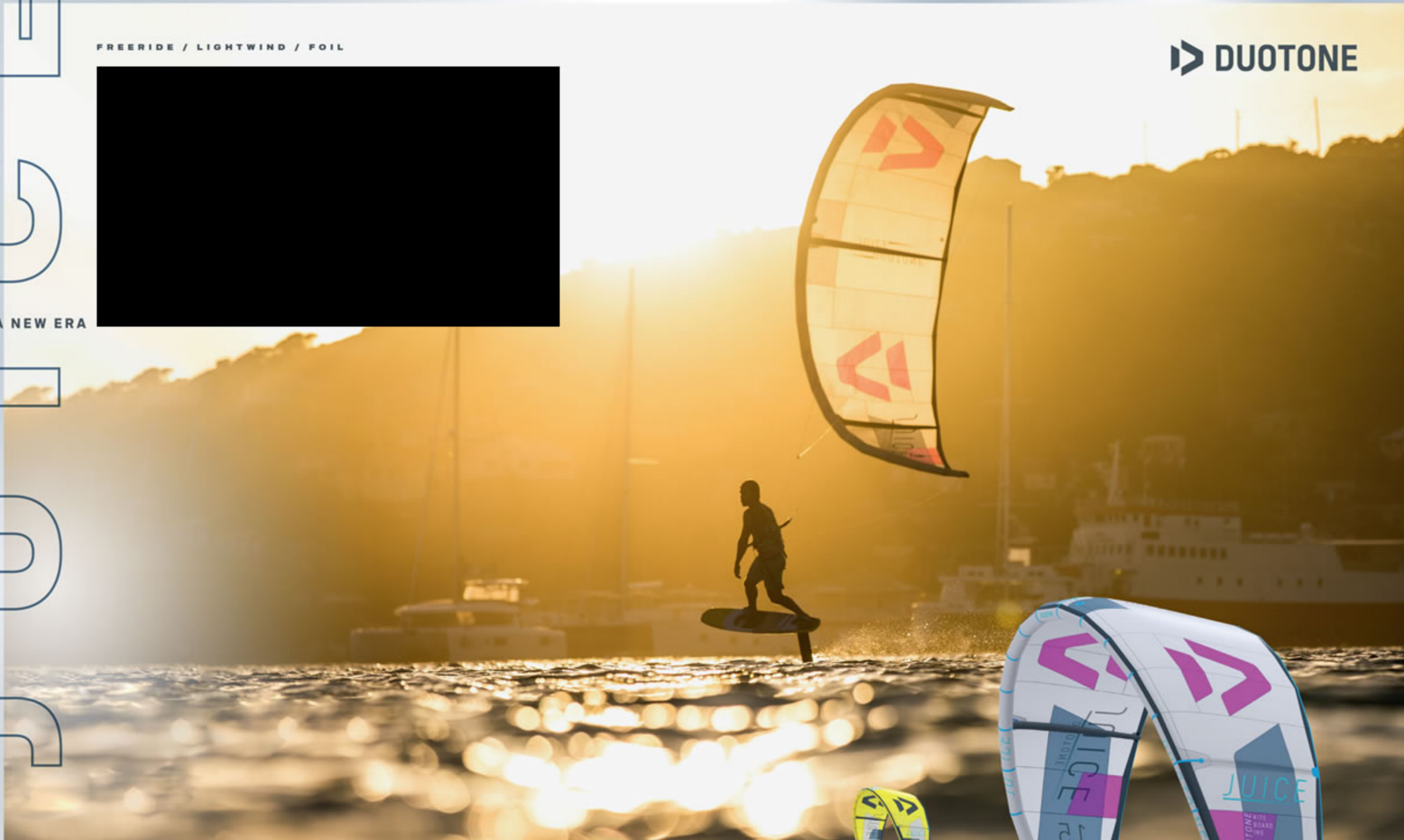
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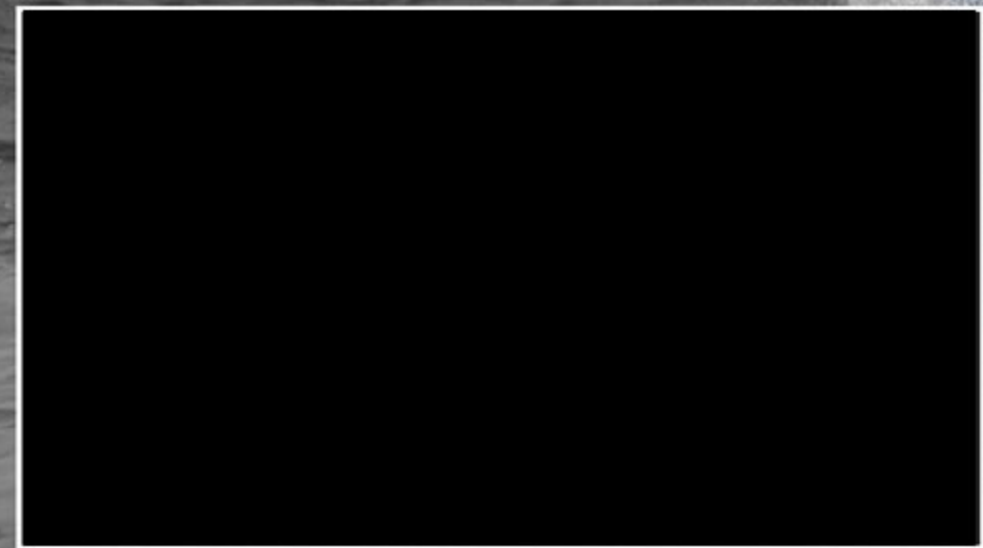


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Alby Rondina
James Boulding

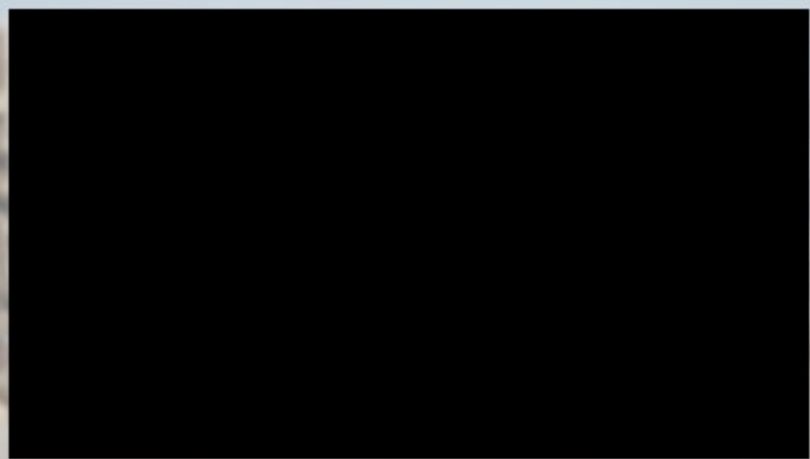
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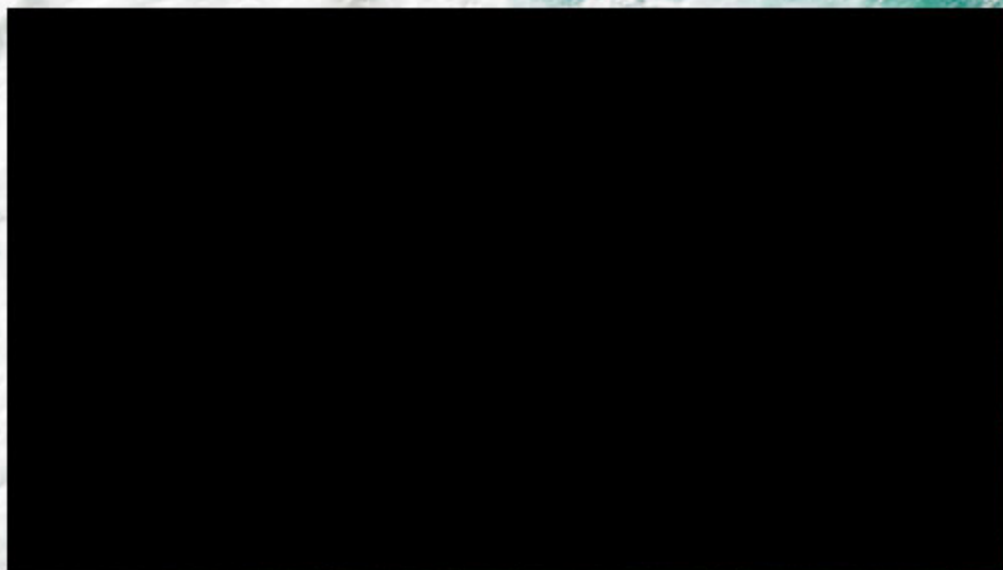


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SPEED / CONTROL / VERSATILITY



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PUBLISHING EDITOR >

Rou Chater
rou@iksurfmag.com

FEATURES EDITOR >

Crystal Veness
crystal.veness@iksurfmag.com

TECHNIQUE EDITORS >

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

WEB EDITOR >

Jen Tyler
jen.tyler@iksurfmag.com

DESIGN >

Karen Gardner Creative
hello@karengardnercreative.co.uk

ADVERTISING SALES >

Anastasia Pankina
anastasia@iksurfmag.com

IT DIRECTOR >

Alex Chater
alex@nextelement.co.uk

CONTRIBUTORS >

Hannah Whiteley, Lasse Walker,
Lewis Crathern, Noè Font,
Chris Priestley, Laci Kobulsky,
Graham Howes, Matt Maxwell,
Nomadic Sea, Ben Beholz,
Moona Whyte, James Boulding,
Craig Kolesky

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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 CHRIS BOBRYK
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WIN

...ION RIOT CURV 14 SELECT HARNESS SUBSCRIBE TO WIN CLICK [HERE](#) IT'S FREE

In this issue, we've teamed up with ION to offer one of our lucky subscribers a prize that you won't want to miss! The latest ION Riot Curv 14 Select Harness, complete with Spectre Bar and Aluminum Kitesurf Hook, is up for grabs in this competition!

With by far the lightest and most durable hardshell harness on the market featuring ION's revolutionary thermal composite CURV material, this bit of kit will take your time on the water to another level! With high-end add-ons like Double-D Buckles and the Kite_Knife Multitool 2.0, the Select stands out from the crowd. With a flex index of

14, all loads are distributed perfectly through its rigid 3D pre-shaped centre part. Together with the lower cut outline, this medium-rigid to rigid harness offers great freedom of movement, further enhanced by the flexible side parts. Additionally, on the inside, a silicone print prevents the harness from riding up while water-repellent Hyper_foam contributes to outstanding performance for extra-long water action.

There's No Bad Days on the water with the new ION Riot Curv 14 Select!

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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!

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ISSUE 87 101 Editorials

Counting has never been my strong point, or perhaps I was just too busy to notice. I wanted to write something about hitting the landmark of writing one hundred kitesurfing editorials. It turns out that was the last issue, and this is number one hundred and one! Now the sharp focussed amongst you will notice we are only on issue 87.

However, those of you who have been in the sport since 2004 will know that I started out with Kitesurf Magazine in the UK. I joined them in May 2004. I was 28 years old and a ridiculously passionate kitesurfer, having taken up the sport in 2000. For many of you new to the sport, that might seem a long time ago, and it was.

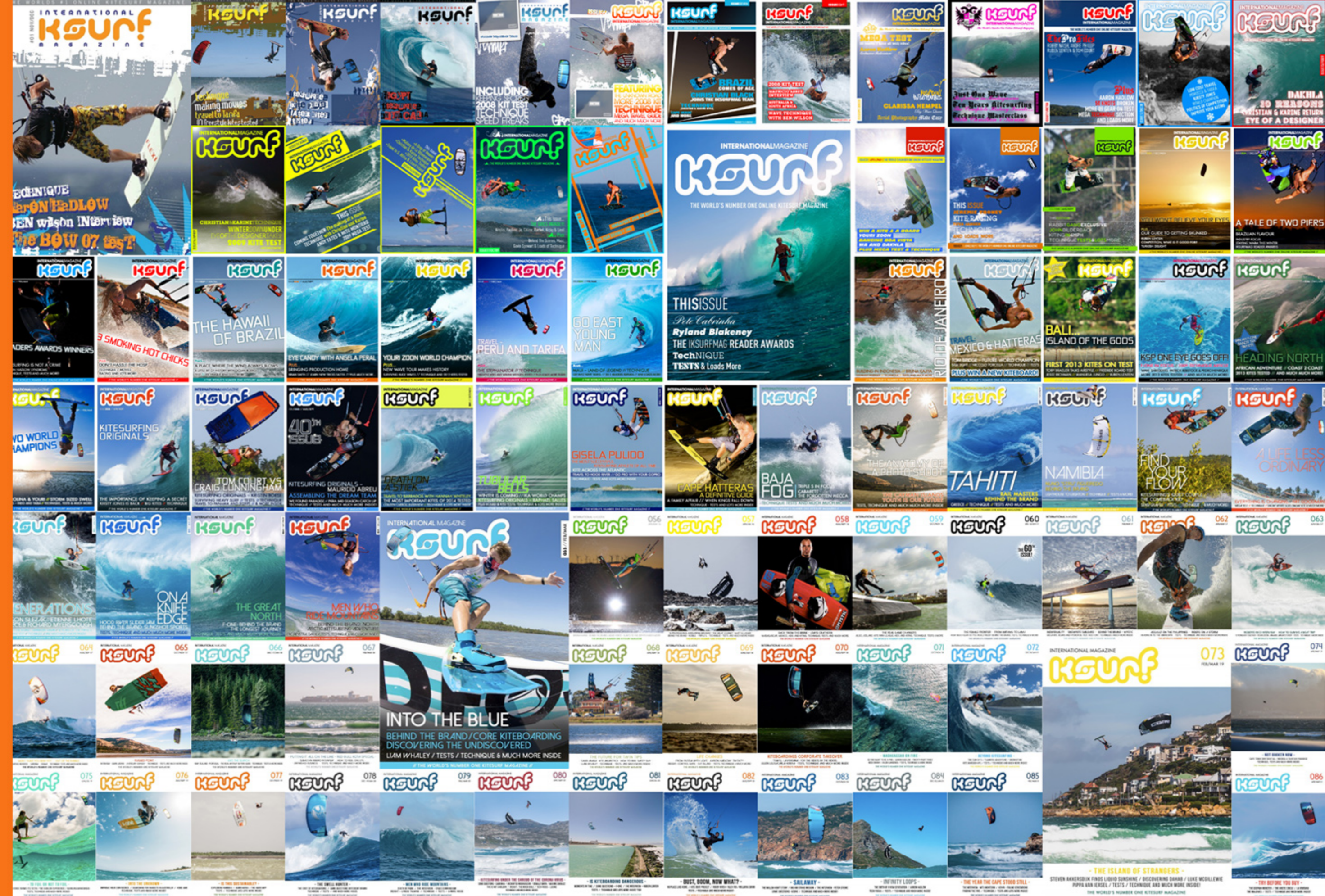
If you'd told me then that in 2021 I'd still be writing editorials for a kite mag, I wouldn't have believed you. I never planned to go down this career path, more a bizarre set of circumstances fell before me, and I ended up here. We launched IKSURFMAG in November 2006; then in August 2008, we launched IMB Magazine for mountain bikers, and in July 2016, we launched SUP Tonic, which has now become Tonic Magazine featuring wings, foils, SUP and surf.

Across all those titles, I've written 173 editorials over 17 years. I've contributed countless articles to each issue and written millions of words. I've always enjoyed writing; it's always been something I was naturally good at. Being able to write about my favourite action sports over the last 17 years has been a gift I never expected to get, ever.

As a young seven year old I would read Windsurf and Boards magazine religiously, but never did I dream I would end up writing for a magazine, let alone owning three. It's funny how the world works sometimes.

RIDER HENDRICK LOPES
PHOTO ALEX DE ROSARIO





INTERNATIONAL MAGAZINE
KSURF!
NOT JUST A SURFING MAGAZINE
TECHNIQUE
ON THE DLOW
KEN WILSON INTERVIEW
THE BOW 07 BEST

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KSURF!
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FREE STYLE TEST & LEADS

INTERNATIONAL MAGAZINE
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COMING TOGETHER
THE BOW 07 BEST
AND TALKED TO
2011 WET TEST

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INCLUDING
2008 KIT TEST
TECHNIQUE
SPEED FREAKS

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FEATURING
MORIS, BOWEN, COLE
TECHNIQUE
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AND LEADS MORE

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BRAZILIAN FLAVOUR
OUR GUIDE TO GETTING SKUNKED
OUR GUIDE TO GETTING SKUNKED
TECHNIQUE, TESTS & LEADS MORE

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A RACE WHERE THE WIND ALWAYS BLOWS
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PERU AND TARIFA
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GO EAST
YOUNG MAN
MAUI - LAND OF LEGENDS
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FIRST 2013 KITES ON TEST
TOP RIGGERS VS. BEST OF FUTURE BOARD TEST
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THE IMPORTANCE OF KEEPING A SECRET
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ON A KNIFE EDGE
HOCO RIVER GLEES JAM
TECHNIQUE AND MUCH MORE

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THE GREAT NORTH
ONE - BEYOND THE BRAND
THE LONGEST JOURNEY
TECHNIQUE AND MUCH MORE

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KSURF!
INTO THE BLUE
BEHIND THE BRAND / CORE KITEBOARDING
DISCOVERING THE UNDISCOVERED
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TECHNIQUE AND MUCH MORE

Of course, we've had good times and hard times; the 2008 financial crash was brutal, Brexit almost killed the MTB mag, and then the Pandemic almost wiped everything out.

Here we are a year on and back running three magazines at full throttle with a full team of staff, and I couldn't be happier with where we are. In fact, it's the new team which I am most proud of; we have familiar faces, but also fresh ones too. It's this new team that gives me the confidence to take a step back; you are in good hands.

My hands-on the other hand, well, I average 10,000 words a week; three weeks ago, I wrote 45,000 in seven days. Since 2015 when I started using the Grammarly App, it's counted 1,869,522 words. I think a safe bet would be well over 8 million words written since I started in 2004. I've ghost written a book in that time and also written a lot of kite related text outside of the magazines.

A little like a pro rider with bad knees, that's all sadly come at some cost. My hands are now in almost constant pain, and it hurts to type. I have swollen knuckles from arthritis, and more typing isn't helping. This is part of the reason for working hard over the last six months to build such an awesome team here at the magazine.

I could see the writing on the wall and needed a way to at least take a break from the constant barrage of typing. So after 17 years of scribbling these little essays for your enjoyment, I am taking a well-earned break. Hitting 100 seemed like a fitting way to end it; I guess, as usual, I have gone the extra mile and hit 101.



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I did consider carrying on until I hit 200 across all our titles, but to be honest, we have such a wealth of talent on board now it seems unfair to not let the new blood have a crack. Next issue Crystal Veness will be at the keyboard; she's been with us for almost a year now and is incredibly talented. I'll still be firmly at the helm, but with three titles, a busy team and lots to do, my time feels better spent elsewhere.

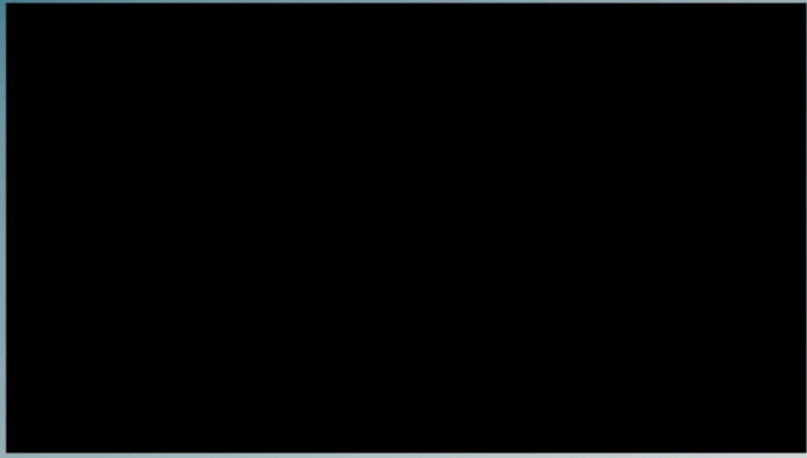
It's been a joy writing these; I'll be back, every now and then when something gets my back up, no doubt,

and when my hands allow. Until then, I'll be doing everything I can to heal as best as I can.

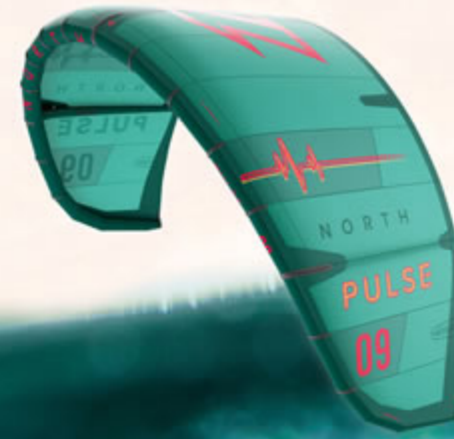
It's not so much a goodbye as a see you later...

Good winds

Rou Chater
Publishing Editor



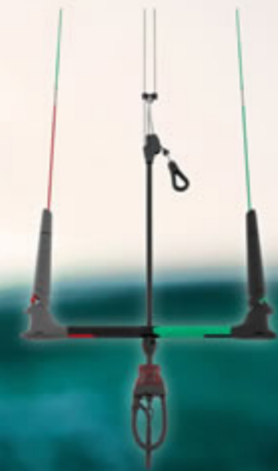
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PULSE



FOCUS



NAVIGATOR

Light up the sky.

This is Freestyle.
It Calls.

WORDS CRYSTAL VENESS

While the debate on whether to stay local or shred global continues, the machine that is the kiteboarding industry needs wind to keep running. In this article, we catch up with the Duotone team to see what they've been up to!

STAY LOCAL OR SHRED GLOBAL

RIDER LASSE WALKER
PHOTO FLY MEDIA PRODUCTIONS



“ AS THE VACCINATED POPULATION GROWS RAPIDLY, WHISPERS ARE CIRCULATING OF A WORLD WHERE TRAVEL IS ALLOWED, NAY, ENCOURAGED! ”

When an international border slams closed, does it make a sound? I can imagine it sounds something like a double overhead wave smashing you into the - hopefully sandy - ocean floor. A deafening roar finished off by an eerie ringing as you sit in a mild state of shock, confused by what's just happened.

What about when it opens again? If the last 15 months are any indication, the sound might be more akin to a creaky cupboard hinge that makes an irritating shriek every time it opens and closes. Naturally, this has to happen repeatedly to see how creaky it is. Suffice it to say, 2021 is one big kitchen with lots of unlubricated doors.

As the vaccinated population grows rapidly, whispers are circulating of a world where travel is allowed, nay, encouraged! In the meantime, we've all just been trying to get on with it.

Nobody seems to want travellers from South Africa, which is certainly reasonable, so I've been laying low in Cape Town, where the wind is weak, but the waves are world-class. At our headquarters in Wales, Publishing Editor Rou Chater has spent more time locked down than most. Normally he'd be racking up enough air miles to make Greta Thunberg have a tantrum. These days though, with wings firmly clipped by the pandemic, he's busy trying to catch moles and a decent kite session, which seems to be proving elusive at his local spots.



“ TRAVEL IS, UNDOUBTEDLY, A LUXURY. YET, IN THE WORLD OF KITEBOARDING, IT IS ALSO A WAY OF LIFE AND, OFTEN, A JOB REQUIREMENT. ”

Now that loosening travel restrictions have made it possible, albeit with the cost and inconvenience of several swabs up the nose, Web Editor and brand new mom, Jen Tyler, finally escaped the gloomy UK to visit her home and family in Egypt. On the other side of the world, our Brand Manager and the newest addition to the team, Anastasia Pankina, may as well not have a passport as she's down under in Australia and very

much not going anywhere anytime soon! Except, perhaps, New Zealand, if she's lucky. Liam Dredge has been using his time at home to build the IKSURFMAG Test Centre in Littlehampton, which we are all incredibly excited about! Our terrific Technique Trainers, Christian and Karine in Portugal and Heliarde in Brazil, have continued to find their way onto the water to keep us schooled and styling with even more new tricks to try.

Travel is, undoubtedly, a luxury. Yet, in the world of kiteboarding, it is also a way of life and, often, a job requirement. While the debate on whether one should stay local or

shred global continues, many pro riders and brand representatives have had to find their way to the wind to keep the machine that is the kiteboarding industry running smoothly. While hearing how our team at IKSURFMAG has been getting along may be of mild interest, many of you would much rather hear what's happening with our beloved pro riders.

How on earth did Hannah Whiteley get that incredible cover shot at home in the UK? Where did Lasse Walker go when King of the Air got postponed? How is Lewis Crathern staying busy close to home? Can Noè Font stay sane without a competition calendar? Luckily for you, we've caught up with Team Duotone to see what's been going down - or what hasn't!

“ BEING COMFORTABLE IN THE UNCOMFORTABLE IS ALWAYS A CHALLENGE. NO ONE EXPECTED THAT A YEAR LATER, THE PANDEMIC WOULD STILL BE ONGOING. ”

With one of the most exceptional studio shots we've ever seen, Hannah Whiteley landed square on the cover of Issue 87 with her innovative approach. Hannah tells us what it took to get the shot!

HANNAH WHITELEY ON STAYING LOCAL

I believe it's the struggle that makes greatness, not the triumph. As an athlete, I'm used to pushing myself out of my comfort zone. Being comfortable in the uncomfortable is always a challenge. No one expected that a year later, the pandemic would still be ongoing. I have gone through a rollercoaster of emotions. In the beginning, I enjoyed the novelty of slowing down from travelling so much. Going from country to county, different time zones, packing, unpacking, shooting, competing and always being on the go can be exhausting. I love what I do, but it was nice to have a break. As time went on, I started to find my time at home in lockdown quite hard. I missed being busy and travelling. I have not spent this much continuous time in the UK since I was a child. My anxiety was high, especially going into wintertime in the UK. It's been ten years since I've spent an entire winter in the UK.

Leaving the UK was only becoming more complicated, with many restrictions for UK residents and no direct flights. I had a trip booked to Cape Town for the beginning of January. I was excited and motivated to get there with some cool projects lined up.



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RIDER: OSWALD SMITH



“SOMETIMES, WHEN YOU HAVE NO CHOICE BUT TO STAND STILL, CREATIVITY IS RE-WIRED, AND IDEAS BEGIN TO SPARK INSIDE.”

Unfortunately, our flights were cancelled, and the UK government announced that anyone returning from South Africa would have to do a mandatory ten-day hotel quarantine. Cape Town was a no go for me.

'Stay Local Shred Local' is what we should be taking on board when we plan to go kitesurfing - only travelling to our local kite spot for the time being. While I would usually be shooting somewhere much warmer at this time of year, at the moment, I am still wearing a 6mm wetsuit with a hood, boots and gloves at my home spot in Lytham St Annes (North West of England).

My extended time in the UK and the struggle to adapt to the harsh British winter has forced me to be more creative than ever. I have never had so many projects or shooting ideas in my mind before! Sometimes, when you have no choice but to stand still, creativity is re-wired, and ideas begin to spark inside. What if I made the "perfect kite shoot" happen right now in the UK? Time to take #StayLocalShredLocal to the next level!

We made a makeshift studio in my friend's gym, putting black material up on the walls and floor. My dad, Pete Whiteley, was a big part of the jigsaw puzzle with the logistics. He set up a pulley system from a roof beam where I would be suspended by a rope hooked around my harness. We tied my kite lines to a second roof beam. For this shoot, I knew I needed someone talented behind the camera. I came across photographer Chris Priestley on Instagram. He was super keen to shoot and loved the concept! It was all systems go!

RIDER HANNAH WHITELEY
PHOTO CHRIS PRIESTLEY



“ IT'S THE FIRST TIME SHOOTING WHERE MY FAMILY WERE ABLE TO PARTICIPATE, AND THEY WERE AN AMAZING SUPPORT TEAM! ”

I can't tell you how difficult it was to hold different grabs whilst dangling like a yo-yo from the roof. It may sound simple, but my core was on fire after a few seconds! About every 10 seconds, I had to stop for a break and shout to my dad, who would run over with ladders so I could take a breather! It was hands down the most brutal core workout I have ever done - and I've done some serious workouts!

Whilst Chris was taking the pictures, my brother Joseph had a smoke machine on the go to add some atmosphere to the shots. My dad was blasting me with a leaf blower to create the wind in my hair while someone else was throwing water at me. It took quite some time to get the "perfect shots".

It was surprising how many people needed to be involved behind the scenes to make it happen. Big thanks to all those involved who helped make it happen; Chris, my dad, my brother, Sara at Pretty Strong Fitness, and makeup artist Rebecca. There was something special about this shoot, done in my home

town. It's the first time shooting where my family were able to participate, and they were an amazing support team!

While Hannah was unleashing her creativity close to home, fellow team rider Lasse Walker followed the wind to South Africa to train for the 2021 Red Bull King of the Air. Like many other competitive big air riders left hanging in Cape Town, he had to get creative with his itinerary!

LASSE WALKER ON ESCAPING THE CAPE

What seems like the entire big air industry moves to South Africa for their windy season. I've spent many winters in Cape Town, training for Red Bull King of the Air and doing photoshoots and R&D with my sponsors.

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NAISH

" I WAS LOOKING FORWARD TO GOING SNOWKITING AT RED BULL RAGNAROK, BUT, UNFORTUNATELY, THAT ALSO GOT CANCELLED. EVEN SO, IT'S NICE TO SPEND TIME AT HOME "

LASSE LOOPING IN WIJK AAN ZEE
PHOTO MARK BEIJK

This year, we hoped to continue with business as usual. Unfortunately, the situation got worse and worse. After Red Bull postponed King of the Air, my hopes for a good season went out the window. With rumours of a lockdown on its way and a situation no better at home in the Netherlands, I decided to travel to Bonaire.

Bonaire is a small island, part of the Dutch Caribbean and part of The Netherlands, making it a safe and simple choice. Besides that, I've been going to Bonaire for over ten years, and I know how good the conditions can get! Bonaire offers perfect free riding conditions, really flat water, and wind from 15 to 25 knots. It's not extreme big air conditions, but riding bigger kites in calmer conditions was a nice change. I had a great time practising more old school and free ride tricks, board-offs, Jesus walks, old school rotations, and everything else!

After Bonaire, I went back to the Netherlands. I was looking forward to going snowkiting at Red Bull Ragnarok, but, unfortunately, that also got cancelled. Even so, it's nice to spend time at home, riding with friends at all the beautiful spots The Netherlands has to offer. In this session in Wijk aan Zee, it was super gusty and insanely cold, especially after I made the stupid choice to ride without boots and gloves! It was intense, but we managed to capture a unique angle with the industrial factory in the background.



LEWIS CRATHERN LOOPING IN WALVIS BAY ON THE TRIP OF A LIFETIME TO NAMIBIA
PHOTO CRAIG KOLESKY



“ WE WERE LUCKY ENOUGH TO SEE THE COUNTRY WITH VERY FEW TOURISTS. IT WAS THE BEST KITESURFING TRIP I HAVE EVER BEEN ON IN 18 YEARS OF KITEBOARDING. ”

Even with temperatures less than 5 degrees and water temperature possibly even lower, most spots are still so busy! It's crazy to see how the sport has grown here and the full-on STROKE everybody has. I'll be staying in The Netherlands for a little while, and when things go more towards normal, I'd love to travel to some windy beaches again! It is so cool to see how we have still been doing what we love and how much we, individually and as a community, have grown since this pandemic started.

Lasse wasn't the only rider tripped up by the Red Bull schedule change. Lewis Crathern claimed his spot in KOTA after Jesse Richman's untimely injury, only to be thwarted by the postponement. Always optimistic, he wasn't going to waste the opportunity to spend some time in Worthing!

LEWIS CRATHERN AT WORK IN WORTHING

In November, I went to Namibia on an incredible 10-day expedition up the coast with Aaron Hadlow. It was a trip of a lifetime organised by Inti at Ligabue and Carsten from KiteArmada. Namibia had a very low rate of infection with Covid, and the trip was a welcome break from the situation in the UK. We were lucky enough to see the country with very few tourists. It was the best kitesurfing trip I have ever been on in 18 years of kiteboarding. Other than that trip to Namibia, I've been back home in Worthing, and I have absolutely loved the time back at home!


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“ KOTA AND THE PRESSURES YOU PUT ON YOURSELF AS AN ATHLETE - TO BE RIDING WELL AND STAYING FIT AND FOCUSED - CAN TAKE ITS TOLL. ”

The most significant exclusion to my usual calendar was Cape Town and King of the Air. I have travelled to Cape Town annually for 13 years, competing in KOTA eight times in a row. While I love Cape Town and how big a part of my life it has become, KOTA and the pressures you put on yourself as an athlete - to be riding well and staying fit and focused - can take its toll. I welcomed the break.

I really enjoyed observing the UK seasons change in detail, having not paid attention to it for a long time while being away 5-6 months each year.

I loved kitesurfing in Worthing through January and February and connecting with the same community I rode with when I first started out. The time at home was great for my relationship with my cats and my partner. I guess it's not easy when you have a partner that is travelling a lot (I would not know), but being home gave me a lot of time to think about the next part of my career.

I have now signed with the Global Wind Energy Council. Together, we will take my school programme global to educate the younger generation about wind power. I will represent GWEC and the global wind industry at global kitesurfing, wind industry, and climate events and collaborate on further initiatives to highlight the benefits of wind power and its role in combatting the dangerous impacts of climate change.

Lewis has been making the most of his time in Worthing on a mission to inspire and educate. While the UK has left the EU, the wind sure hasn't! Noè Font tells us about how he's adapted to this unique European season.

“ IF YOU EMBRACE ALL THIS STUFF AND HAVE NO EXPECTATIONS, YOU’LL BE SURPRISED AT HOW GOOD IT CAN BE. JUST BE PREPARED FOR WHATEVER THE WEATHER MIGHT THROW AT YOU! ”

NOË FONT SCORES IN SOUTHERN EUROPE

I'm out in Italy with the team at the moment shooting some new gear. I've kept it fairly local in the past year, spending most of my time in Spain, Portugal, Sicily, and a trip to Mexico to break up the winter. It was almost surreal to go so far away during these times. Travel restrictions for many countries change daily, and it's always uncertain if you'll be able to travel at all. Hence, this past year, many of us have opted for driving instead of flying. Kiteboarding being my job, it wasn't an issue to get around to spots for shooting, but otherwise, we would've had trouble with the authorities on a few different occasions.

I moved to Portugal for part of the off-season, where we captured these photos. I love how rugged it is - the diversity of spots and different conditions. You can kite a lagoon, waves, strong and light wind all in one day. In the off-season, the shoreline is very exposed to storms, wind, and swell, which can be very good but also very rainy sometimes. It's all about timing your sessions nicely to avoid rain showers. In general, the country is much quieter than in summer, but you still score plenty of water time. If you embrace all this stuff and have no expectations, you'll be surprised at how good it can be. Just be prepared for whatever the weather might throw at you!

NOË FONT EXPLORING OFF-SEASON IN PORTUGAL
PHOTO LACI KOBULSKY



RIDER NOË FONT
PHOTO LACI KOBULSKY



“ I THINK IT'S BEEN GOOD FOR EVERYONE TO SLOW DOWN AND APPRECIATE MANY THINGS WE TAKE FOR GRANTED ”

The highlight was a session with Laci Kobulsky at this "street spot" I found, located in the river/boulevard of the town where I lived. As soon as I saw it, I knew I wanted to do a stall on the handrail off the wall, which turned out to be much harder than I thought. However, we put in the work, and Laci got some incredible photos. It's always more rewarding when there is a story behind the photos you get.

In the past years, I'd usually spend 80-90% of the year away. This year, I spent most of it at home. I think it's been good for everyone to slow down and appreciate many things we take for granted, no matter how big or small. With more time on our hands comes more opportunities, a new hobby or just more time to yourself. I have been getting very into Paragliding and learning how to navigate the sky using thermal activity, clouds and so on. It's a whole new level of understanding air that we know very little about from a kiteboarding perspective.

As of now, there isn't much in the events pipeline, but we have some trips and video projects planned. I sure am excited to shred global as soon as restrictions ease off!

Whether it's in our backyards or on a tropical beach somewhere far away, we are fortunate to have the tools to turn a windy day into moments of magic. And if there's no session in sight due to travel restrictions or an unfortunate forecast? Hang in there! Even if it doesn't seem like it on social media, you're not alone. Whether you're staying local or shredding global, keep it safe and keep it stylish!



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NORTH NEXT GEN

WORDS GRAHAM HOWES

The biggest obstacle kiteboarding faces with the next generation is making sure there is one.

South African pro kiteboarder and North International Team Rider Graham Howes floated the idea of Next Gen to North after discovering Jett Bradshaw. Together with his legendary teammates, he hopes to inspire and mentor many young bloods to see them reach their full potential, on and off the water. Here, Graham gets philosophical about the future of kiteboarding and how we can all play our part in ensuring there is one.



RIDER JESSE RICHMAN
PHOTO FRED POMPERMEYER

“CHANNEL YOUR YEARS OF EXPERIENCE AND KNOWLEDGE INTO SOMEONE YOUNG, ENERGETIC, MOTIVATED AND POTENTIALLY BETTER THAN YOU.”

RIDER JALOU LANGEREE
PHOTO YDWER



I've always been forward-thinking. It's not always a good thing... always thinking or worrying about what's next, but I can't help wondering, what IS next? I thrive off progress and growth, and although it's good to look at yourself in those aspects, the truth is that the answer very much lies in the future generation.

Discovering young Jett Bradshaw - riding with him, taking him on photoshoots, and ultimately getting him signed as a North International Team Rider, sparked something in me. **Ikigai** (a Japanese Philosophy): *That which gives your life a sense of*

purpose; The reason for living.

For me, the thought of inspiring future generations would be one of the greatest achievements possible. It cannot be achieved by being selfish. Once you let go of your ego, it's possible to see the positive effect you can have on the people who look up to you. And this is important in life, not just a kiteboarding career.

Being a professional kiteboarder is quite a lonely journey and maybe even a little selfish at times. At the end of the day, you are trying to be 'The Best' at all costs. For some, that means keeping a lot of what you are trying

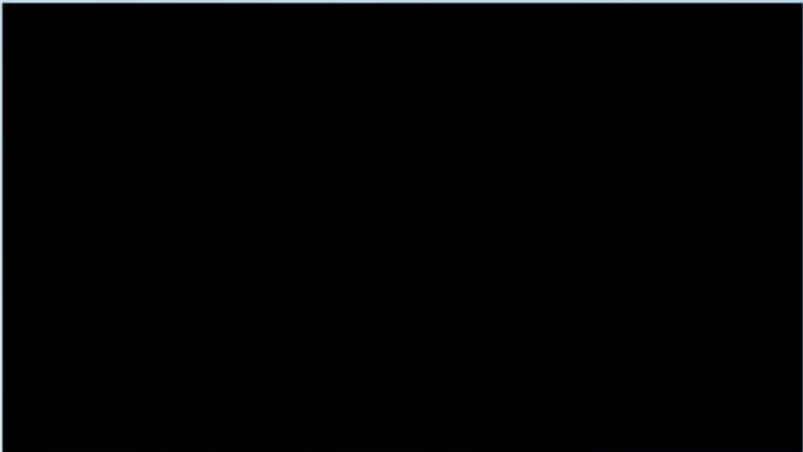
to achieve a secret until you achieve it. For example, learning a new trick, kiting a new spot or getting a unique shot. But imagine if you could change that mindset and channel your years of experience and knowledge into someone young, energetic, motivated and potentially better than you.

It's a hard pill to swallow, but we won't be at the top of our game forever. Being a pro kiter has a very limited lifespan, basically as long as your body/knees can hold up. This time, however, can be drastically increased if you do it smartly. Unfortunately, we all learn the hard way, and when we are young, we think we have to ride at 120% ("Full Send", as Jett likes to call it) every time we are on the water.



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PHOTO: ANDREW LARSON/FLYSURFER.COM

“ I’VE SEEN MANY PROS AND FRIENDS GETTING INJURED DAYS BEFORE THE KING OF THE AIR AND MISSING THE BIGGEST OPPORTUNITY IN THEIR CAREERS. ”



But that is not sustainable. I only ride in "Full Send" mode if there's a camera rolling or I'm competing in a heat. 100% if I'm training a new trick. 80% on a typical session with the crew, and closer to 50% when the conditions are bad and possibly dangerous. I also ride a lot more conservatively in the weeks leading up to a big shoot or contest. I've seen many pros and friends getting injured days before the King of The Air and missing the biggest opportunity in their careers.

These are just my views and experience, but a road map can make the journey easier. Just look at Jesse Richman. His road map is pretty much a blueprint. He wakes up, eats what his body requires, trains the muscle groups he needs, trains his brain in performance and mental fitness, and then wins KOTA year after year. A young grom may have Jesse's potential but is eating Mars bars and playing video games and just dreaming of being like Jesse one day.

I'm so passionate about this project because I didn't have a role model at key defining moments when I was a grom. And it often led to me making terrible choices. When we are young and naive, we are influenced by our circle of friends and elders. It took a life-changing knee injury and a year on crutches for me to realise that trying to be cool, hardcore and showing off wasn't sustainable.

I would say that community is the most important aspect in sport and in life. Being a 'black sheep' and being ostracised in school showed me the dark side of not being part of a community/tribe. It's tough and has a considerable impact on one's personality development.

Abraham Maslow said the "need for belonging" is one of the essential needs of a human being.

This is why I've dedicated my life, with Dirty Habits, to building a 'tribe' for people like me who don't fit into the norm of society. Sport is an incredible tool for identifying with people who have the same passion as you, eliminating all social, gender and age differences. A session with a 14 or 50-year-old produces the same amount of stoke at the end of the day.

The path into kiting is very different all around the world. Certain countries and kite spots have a strong community, but in others, it doesn't exist. The Netherlands, for instance, has amazing communities. With the great beach clubs (and possibly the laws), I'd imagine people join social clubs with familiar faces that make a newbie feel included from the start. Cape Town, not so much. Maybe it's the geography and the fact that we have so many wide open spots that you don't need to ride in a crowded location. Still, we try to offset that by having social events like the annual Dirty Habits Halloween Jam (which from 2021 will be a global event) and movie nights.

The biggest obstacle kiteboarding faces with the next generation is making sure there is one.

European communities won't notice it as much, as the starting wage of a student is pretty good. Even as a bartender, you can save up and buy a second-hand kite setup. But in places like South Africa, Brazil, or the Dominican Republic, gear is completely unaffordable, so the sport is off-limits to groms. The World Champions who come out of these countries learn how to kite on borrowed tourist's gear.

RIDER CAPUCINE DELANNOY
PHOTO SAMU CARDENAS



“SPORT IS AN INCREDIBLE TOOL FOR IDENTIFYING WITH PEOPLE WHO HAVE THE SAME PASSION AS YOU, ELIMINATING ALL SOCIAL, GENDER AND AGE DIFFERENCES.”



“IT'S A REAL PRIVILEGE TO HAVE SUCH A TALENTED RIDER LOOKING UP TO ME FOR INSPIRATION AND GUIDANCE.”

RIDER GRAHAM HOWES
PHOTO CRAIG KOLESKY



In 2006, when I was 19 and living in the Dominican Republic, young Luis Cruz would session for half an hour on my kite, then half an hour on a school kite. That's how he worked his way onto the WKL podium.

We need to get gear in these guys hands. That might mean teaching a grom to kite and handing down your old equipment to them, or donating to an organisation supporting this cause, or just picking up the grom who doesn't have a car and taking them for a session. Kiting has sometimes carried the negative connotation of being an old man's sport because only old men can

afford the gear. But with brands stepping in, nonprofits supporting, the community growing, and projects like Next Gen, I see a strong future ahead.

North Next Gen is a Team Rider Mentoring Program - each team rider has hand-picked a young athlete to train, mentor and share their years of experience with.

My mentee is Jett Bradshaw (21) from Cape Town. Jett has 'Go Big or Go Home' and 'Full Send or No Send' engraved in his brain; there are no half measures. When we ride together, we constantly push each other.

It's a real privilege to have such a talented rider looking up to me for inspiration and guidance. To teach what I've learnt on and off the water - how to make a career out of the sport you love, maintain it, ride smarter, and build a personal brand. It's all stuff I wish someone had taught me.

Nick Jacobsen has teamed up with Maxwell Dahl (10) from Denmark. Max has been kiting for two years, and his goal is to be the youngest competitor at the Red Bull King of the Air. Nick's advice for the next generation is to keep doing what you love. "There will be as many ups as there are downs. *But if the passion and love for what you do stays strong, you can achieve amazing things.*"

“ IF YOU WANNA BE THE BEST, YOU'LL HAVE TO WORK HARD, AND THE ROAD TO THE TOP ISN'T EASY ”

Jesse Richman watched his grom Marley Franco (12) grow up like himself on Maui: "Every ounce of Marley's soul is here to have fun doing some crazy shiz on boards. It doesn't matter the vessel; if Marley can shred it, he will." For Jesse, inspiration comes from the next generation. "Every generation we see is stronger, smarter, and better than the last."

Jalou Langeree chose Noor Zirkzee (12) from her local town Noordwijk, and in her grom can see a lot of herself back when she started. Jalou's advice for the next generation is to follow your joy and intuition. "Having fun in what you are doing is the most important. If you wanna be the best, you'll have to work hard, and the road to the top isn't easy - it can be a bumpy ride. But if you're driven by passion and commitment, you can reach any goal."

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RIDER JETT BRADSHAW
PHOTO MIRCO LIEFFERTZ



"I WOULDN'T BE WHO I AM TODAY WITHOUT HIM. NOW IT'S MY TURN TO RETURN THE FAVOUR TO THE YOUNGER GENERATION."



Marc Jacobs mentors Seb Bramley (15) from Auckland, New Zealand. "Seb has natural talent. We wakeboard at Rixen cable park in Auckland but close up shop and go kiting when the wind picks up. Seb always seemed keen to give it ago, so one day I decided to teach him. I'm excited to see how far he wants to push it and progress." Marc had a great mentor himself in Dave Edwards. "I wouldn't be who I am today without him. Now it's my turn to return the favour to the younger generation."

Camille Delannoy didn't need to look far to find his grom - sister and world champion strapless freestyler Capucine Delannoy (14). "In my opinion (and I'm not just saying this because she is my sister), she is the most talented strapless freestyle girl out there today." Capucine loves sharing her passion with her brother - and getting away with dropping in on his waves. "When we ride together, I feel that it helps me to push my limits more and more."

Having young blood in the sport is fantastic. The energy and progression the youth bring to the table are unmatched (besides the energy of Jesse, haha). Their joints are flexible, their minds are open and like sponges, and their knees are fresh! As industry leaders, we are responsible for helping them flourish.

[Click here](#) to find out more about the North Next Gen.



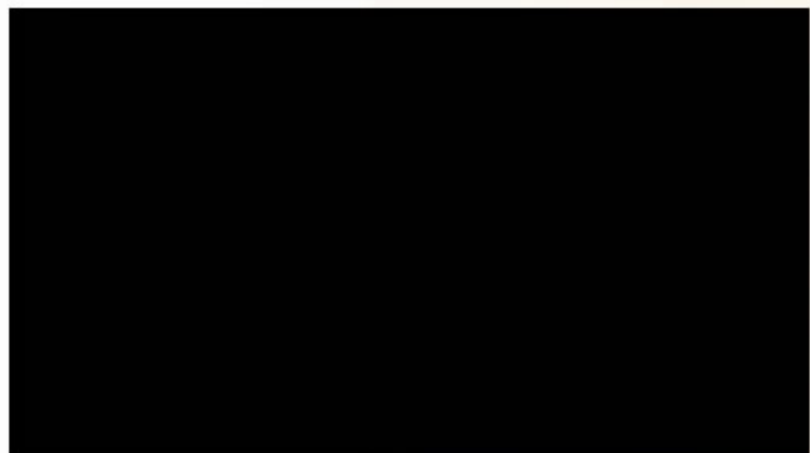
RIDER NOOR ZIRKZEE
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When things don't go as planned, you've got to get creative. After getting taken down by South Africa's second wave of Covid-19, Matt Maxwell wanted nothing more than to get back on the water. Find out how he fared in 'Slightly Off'!

SLIGHTLY OFF

WORDS MATT MAXWELL PHOTOS NOMADIC SEA



“THE SECOND WAVE OF COVID-19 HIT HARD IN CAPE TOWN RIGHT AS THE SUMMER WINDS WERE IN FULL SWING”

The past year has been, without a doubt, ‘Slightly Off’. South Africa had one of the world’s hardest lockdowns, which dragged on through most of our winter season. By the time summer came around near the end of 2020, we were all dying to get back in the water.

Unfortunately for me, the second wave of Covid-19 hit hard in Cape Town right as the summer winds were in full swing. I, along with some of my family and friends, caught Covid. I got pretty sick - the sickest I’ve felt since as far as I can remember. Since it was just before Christmas and I was scared of transferring the virus to family members, some of whom are a lot older than me and more at risk, I took the isolation very seriously. Naturally, by the time I was finished with my isolation period, sitting alone in my room for two weeks, I was dying to get back out on the water again.

Just as I recovered and could finally get back onto the water, new regulations arrived, intended to avoid crowded beaches over the festive season. The police in some areas were selectively stopping people from practising their water sports, depending on how they chose to interpret the new regulations.

The strict enforcement of the new beach lockdown regulations around Cape Town caused me to head an hour North to my second home, Langebaan - a small West Coast town known for its vast blue lagoon and reliable winds. The local authorities told us that the lagoon was still open to kite surfers,





provided that we launched from boats and stayed off the beaches. Fortunately for us, we had a boat, and my family and friends all flocked up to the mudflats of Shark Bay for some flat-water freestyle and big air kiting.

As expected, after only a couple of days of riding in the flats, word got out. The mudflats were packed with boats, more than we had ever seen before. It was not long before the authorities noticed. A couple of days later, to our horror, the South African Minister of Police, Bheki Cele, arrived with a squadron of police vehicles and boats to oversee the arrest of two kite surfers and shut down all water sports activities on the lagoon indefinitely.

**“AS EXPECTED,
AFTER ONLY A
COUPLE OF DAYS OF
RIDING IN THE FLATS,
WORD GOT OUT.”**

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“ WE REALISED THAT THE ONLY POSSIBILITY OF DOING SO WAS TO FIND SPOTS THAT WERE OUT OF THE WAY AND LESS POPULATED THAN CAPE TOWN. ”

It all happened right in the middle of our windy summer kiting season. My wonderful sponsor, F-ONE, had just commissioned Nomadic Sea, a new film and media production company based in Cape Town, to shoot a video with me over the summer. Frustrated by the lockdown, I, along with Aron, Dylan and Nick from Nomadic Sea,

decided we would have to make other plans to get out on the water. We realised that the only possibility of doing so was to find spots that were out of the way and less populated than Cape Town.

This marked the beginning of ‘Slightly Off’ - a personal journey through some of the lesser-known spots in and around Cape Town during the Covid-19 pandemic.

We began our journey by heading further up the West Coast in search of a few of these sleepy spots. The first stop was Elands Bay, a tiny town with a world-famous left-hand

point break about an hour and a half up the coast, north of Langebaan. We arrived in the morning, and there was no one in the water, which is very unusual for Elands Bay. We took this as a sign that maybe we should try somewhere else first instead. The waves weren’t that good, and there was not enough wind, which made the decision slightly easier.

We continued a further half an hour up the coast to a slightly larger town called Lamberts Bay. Luckily for us, there was a really fun wave breaking at a hidden and sheltered surf spot called Yo Yo’s. This spot is out of sight from the main road, which made it a good option for our first session back out in the water!



“ WE JUMPED OUT OF THE CAR AND RUSHED DOWN TO THE BEACH TO CHECK THE WAVES UP THE POINT. IT WAS ON! ”

The spot is not exactly kite-able, but thankfully I had my foils and my SUP with me. We had a super fun surf that afternoon right until the sunset.

When the sun sets, the West Coast gets cold and dark quickly. By the time we got out of the water, we had no choice but to stay the night. We found a nice campsite nearby called Malkoppan. After setting up camp, we checked the forecast for the week, and to our delight, we saw a crazy windy South Easterly was coming in the next couple of days.

When the wind arrived, we discovered that the South Easterly wind at Lamberts Bay is far too onshore for the ideal cross-shore kite surfing conditions we were searching for. So we headed back down past Elands Bay to check out some other options with better wind angles for wave riding. We checked out Elands Bay again on the way past just in case, and upon arrival in the afternoon, we were surprised to see a couple of carloads of windsurfers parked in the car park, but nobody out on the water.

The windsurfers in the car park said that they could not get up to the top of the point where the best waves are. There was no wind near the water's surface due to the prominent headland upwind of the point. On the contrary, it was perfect for kite surfing, with the wind being stronger at higher altitudes.

We jumped out of the car and rushed down to the beach to check the waves up the point. It was on! There was a small but perfect left running down the point, and the wind was pumping straight cross-shore. I had never seen it like this before in my entire life.



Although I have surfed the main point at Elands Bay many times, normally, it cannot be kite surfed. It is a popular surf spot where the surfers have priority when it is working. But, because of the beach ban, the only surfers in the water were three of my friends who had paddled out with me, which gave me one lucky chance to kitesurf it.

I pumped up my Bandit S2 8m, put a leash on my surfboard and headed out. The waves were not big, but the wind was straight cross-shore. I had some of the longest, cleanest rides of my life. I was stoked, to say the least. Finally, the beach ban had an upside - I got to kitesurf the best left-hand point break in South Africa!

**" I HAD SOME OF THE
LONGEST, CLEANEST
RIDES OF MY LIFE. "**

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“ THE SPOT IS MAINLY FAMOUS FOR ITS POPULATION OF BULL SHARKS, WHICH CRUISE IN AND OUT OF THE SHALLOW RIVER MOUTH IN SEARCH OF FISH. ”

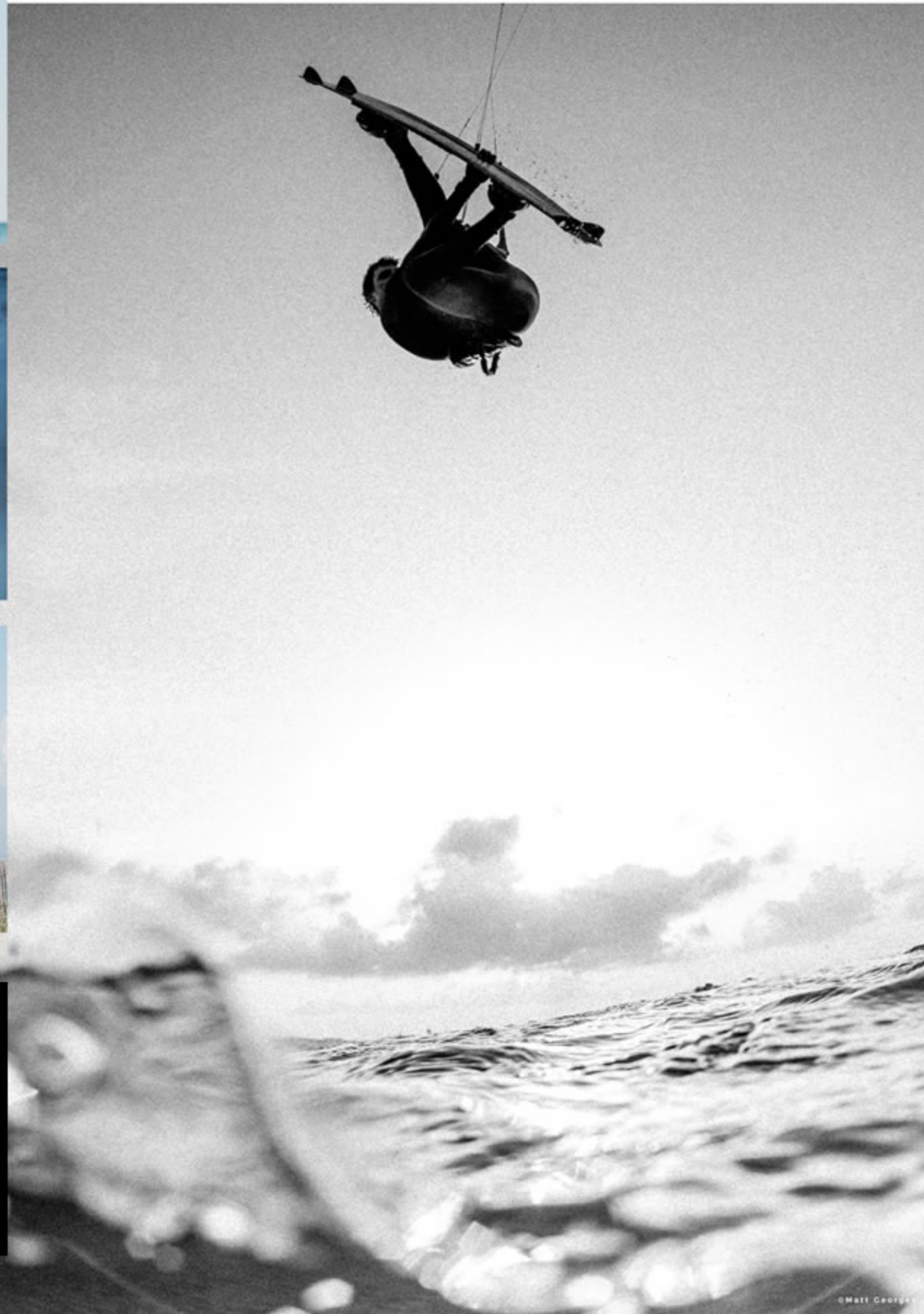
The wind and swell died off the next day, but as stoked as we were due to the session we had just scored in Elands Bay, we decided that the trip couldn't end there. We drove the two hours back home to Blouberg and then another four hours along the East

Coast to a small town called Witsand. Witsand is known for its extremely flat water due to the onshore winds that blow over a sand spit found at the mouth of the Breede River. The spot is mainly famous for its population of bull sharks, which cruise in and out of the shallow river mouth in search of fish. By that point, the sharks were the least of our worries as the alternative was being locked down at home.

The kite spot is a long walk down from a car

park up on a hill, tucked away in a corner between bushy trees and sand dunes. This meant it was the perfect option for us to score a session without being too visible. The water is really warm at Witsand, and the conditions are just absolutely insane for strapless freestyle and big air on butter-smooth water. The spot works with onshore Easterly wind, and the water is flattest on the low tide when the sandbank is exposed.

The weather was so warm every day compared to the more rugged West Coast that we had just come from.



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 **MANERA**

“WHEN WE FINALLY GREW TIRED OF THE PERFECTLY FLAT WATER, WE HEADED BACK HOME TO CAPE TOWN WITH SOME FRESH PERSPECTIVES FROM OUR TRAVELS.”

There was another cosy campsite near the spot, so we decided to stay on for a few days. The wind was like a fan every day with a super consistent and steady feel regardless of the strength. We had days when it blew 15-20 knots all day and then days with steady 30 knots, making it perfect for training and progression. Some days, the conditions were so stable with water so flat, we even ventured from the river mouth into the ocean waves for a change of scenery.

After a couple of days of perfect kiting, the forecast looked promising for some surf further up the East Coast at a favourite spot of mine on the Garden Route, Victoria Bay. So we hit the road again and arrived after a few hours. We set up camp at the campsite right above the beach in one of the most beautiful little bays in South Africa. Unfortunately, the waves never materialised. After a couple of days, we decided to head back to Witsand, where we scored more freestyle perfection.

The beach ban was finally lifted, and when we finally grew tired of the perfectly flat water, we headed back home to Cape Town with some fresh perspectives from our travels. We realised that there were still some great spots around the Cape Peninsula other than the classic Blouberg stretch that we call home.





**“ I COULD NOT BELIEVE THAT THE SPOTS
THAT ARE RIGHT ON OUR DOORSTEP
WERE SO VERSATILE ”**

South Africa’s Cape Peninsula has an incredible variety of spots to choose from if you are prepared to do some driving around and exploring. We headed an hour south from home, and in only one day of South Easterly winds, we surfed hollow offshore barrels at Noordhoek, kite surfed fun cross-shore blue water conditions with dolphins at Scarborough and had an epic onshore strapless freestyle session in the kickers at Glen Cairn.

I could not believe that the spots that are right on our doorstep were so versatile, yet I and so many other kitesurfers had always been so reluctant to venture further than Blouberg for our daily kite sessions. Although this summer season in Cape Town was ‘Slightly Off’ from the norm, it undoubtedly forced me out of my comfort zone, opened my eyes and gave me a newfound appreciation for the place that I get to call home.

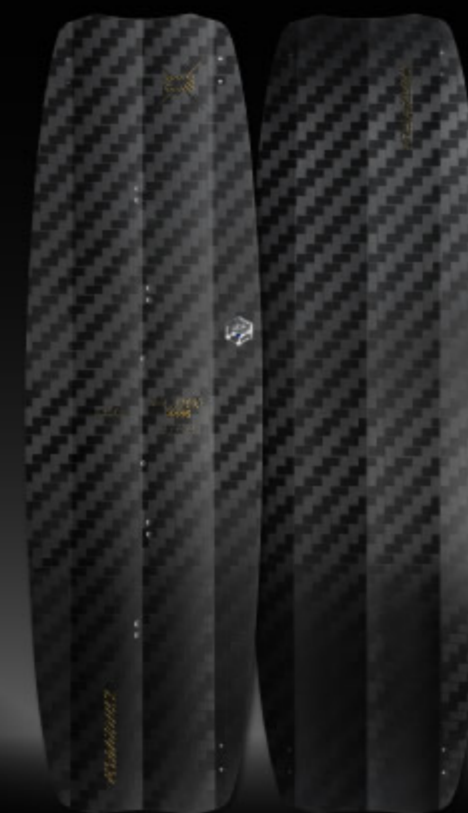
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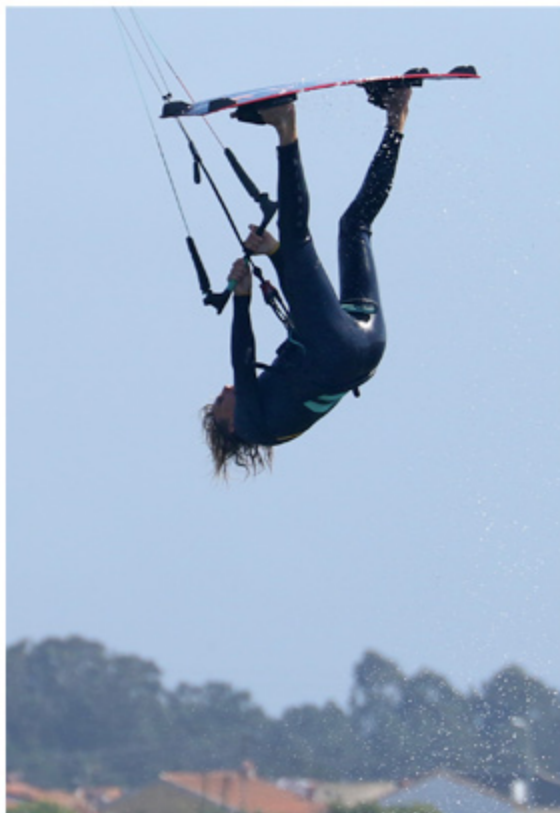
WORDS & PHOTOS CHRISTIAN & KARINE

Warm and windy? We certainly hope so. To make the most of what's on offer and capitalise on more pleasant conditions, we've got an absolute smorgasbord of kiting possibilities for you. From a sent rotation, some surface strapless ballet and an unhooked challenge. Nothing beats a new sensory overload, and that's exactly what you'll get with some hefty polishing of your back roll, adding an awe inspiring invert into the mix. After that, test yourself with the surfboard upwind 360 from toeside. Balance, poise and timing guaranteed to overcome the laws of physics. Wrapping up, we return to the pleasures of unhooking. Looking at the essence of all things toeside in preparation for a world of new opportunities. The future certainly looks bright! Enjoy...

Christian & Karine.

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INVERTED BACK ROLL



SURFBOARD TOESIDE UPWIND 360



UNHOOKED POP FROM TOESIDE



CLICK OR TAP TO READ MORE

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INVERTED BACK ROLL >

Kite - North Reach 9m

Board - North Focus Hybrid 139

Getting intentionally upside down during a manoeuvre adds a unique element, both visually and sensory. In this inverted sent back roll, the visual goodness is twofold. To those looking on from the outside, the invert adds a point of difference. Whilst to you, the pilot, no matter how many times you've rotated before, your world will look and feel completely different, gifting your senses a newfound treat. At first, it may feel more like driving a car full speed in reverse down a narrow alley. Unusual would be an understatement, confusing fairly apt, whilst undeniably exciting.

As a precursor, we'd strongly recommend that your sent (using the kite to jump) back rolls are in the bag. If you can already Stiffy, it's a bonus but certainly not a must. The essence of the move is to try and get your board up to the lines, with your head and shoulders tilting back and down whilst you lay down the most carefree of back rolls. For the sake of learning, there's no need to go huge, control is everything. Let's start with a look at the pivotal moments...

Approach Pic A

You're going to approach this as for any sent jump and rotation, on a decent upwind edge. This way you'll feel what power you have, you'll be guaranteed some speed, and you'll have plenty of tension on your lines. In short, your kite will be primed and ready at the edge of the window, preferably at about 11 or 1 o'clock.



The result is that you can then give it a meaningful send, using both hands to move it quickly up and past 12. There's no need for a kamikaze wang, but if you only drift the kite slowly up, the lift will come late, the kite will travel way past 12, and you'll find it tough at the top to recalibrate once you're upside down and your spatial awareness is challenged! Christian has his bum low, is resisting against the edge with conviction and has given the bar a solid command to get the kite moving.

Initiating the Back Roll Pic B

If we were to set one goal for this moment, it's undeniably the need for a slow controlled back roll. So often repeated, so stunningly important and yet so unnatural. However, once nailed it's with you for



eternity - worth every ounce of effort and drop of sweat. To achieve a slow rotation, you need to use all your board to carve up towards the wind during take-off, overcoming the urge to lean back and pivot through the wind off the tail. This means keeping some weight on your front foot whilst holding the back leg solid, continually resisting against the edge and fighting the temptation to soften the back leg and roll back into the rotation. You can see that at the moment of lift off Christian is still on his edge, pushing the board away with his back leg, looking forwards whilst carving up. Notice how his shoulders and hips are parallel with the board. They're not open and twisting into the wind. This is key to the slow rotation. Other than that, he's pulling the bar in a tad and has stopped sending the kite.



Take Off Pic C

On take-off, you've got two jobs. Number one is to stop the kite flying any further back. This is important regardless of move, but even more so here. By the very nature of a back roll, it's unfortunately way too easy to get your back hand weighted and we're sure that much like ourselves, you are all well acquainted with the consequences! This means levelling the bar on take-off as you pull it in. Number two is to get yourself up off the water. Stamping hard against your edge with the back foot, really extending your back leg. Not only will this help you go up, but it also projects you on a forwards, up and

around path. This stops you hanging off your back hand and prevents you from leaning back, which in turn discourages the kite from drifting further back. In the pic, Christian has kicked hard off his edge and is levelling the bar as he lifts off.

Rock Back Pic D

Now you can! Having projected yourself up, you're now well within your rights, in fact, we positively encourage you to rock back and lean into your back rotation. The result is that your feet will rise as your body rocks back in the harness. Absolutely perfect for inverting (whilst terrible for taking off). Use your knees to lift the board whilst tipping your head back.





Your harness hook becomes your fulcrum. You can also push yourself away from the bar, extending your triceps (straightening your arms) which will push your shoulders further away from the bar, enabling them to drop. The only negative in all of this is that as your head tilts back you'll catch sight of your kite. Try best to ignore it. If you focus on it, you've stamped on the accelerator of that reversing car. Viewing your kite from this new upside-down vista will possibly confuse you, and much like steering a car using a mirror, the concept of which hand does what goes flying straight out of the proverbial window. Rather trust your learned instincts. If you already start to steer the kite slowly forwards to redirect it before you can see the kite, you'll know which is your front hand and can stay gently on it. Here Christian is rocking back in his harness, knees and board rising, head and shoulders tipping back and

down. Note how he's already redirecting the kite with his front hand to bring it back up towards 12 o'clock.

Oops Upside Your Head Pic E

Once you feel the fulcrum is in full swing, that the kite is still floating you, and therefore in the right place, somewhere near 12, you can go the full nine yards and empty the change from your pockets. This will most likely be about halfway around when you would normally be looking upwind. To get the maximum inversion, kick your legs up towards your kite, presenting the bottom of your board to the spirit in the sky. If you do this aggressively you might well feel the board bump your lines. Throw your head back to get your upper body pointing down. Looking at Christian, he's kicked the board up, his legs are extending, whilst his head is tilting back further.



To get full marks, he could have bent his neck back and looked at the water which would have straightened everything into a perfect inversion. :)

Incoming Pic F

Once you feel yourself dropping, that's your cue to prepare for landing. All the usual rules apply, but first off bring your head up to look at the bar and let your feet drop. From here on in it should be business as usual. Look where you expect to land, drop your undercarriage, dive your kite and aim for a soft downwind landing. Your height and rotation will determine the exact timing. If you're high and rotating slowly you'll need to keep your knees tucked up longer so that you can bring them around before diving the kite. If you've rotated quickly and/or didn't have much float you may need to drop the legs down



and extend them sooner in order to slow the rotation and stop yourself tripping over your toeside edge on landing. In the image, Christian looks as if he's coming around a slowly rotated non inverted back roll. Knees are up, he's focused on landing and is ready to dive the kite once he comes around and down.

TOP TIPS

We're going to keep to the tried and tested game plan here. Nothing beats banging out a handful of back rolls so that you can concentrate on the send, the take-off and the kite movement, before then working on getting the legs up and eventually the head back.

Baby steps! As mentioned at the beginning, you don't need to go huge, some float and enough time to get around a jumped back roll is plenty. And remember that in a back roll your kite is generally further back than you think, so be prepared to steer it forwards with conviction when the time comes. Have a ponder through the sequence and vids to see it all playing out visually.

COMMON PROBLEMS

If you're finding that your kite is dropping you because it ends up way too far back, it's time for more input. Rather than levelling the bar on take-off, try and steer the kite forwards just before you stamp.

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You can't invert. There are potential issues with timing, but if you feel like you're lifting the board and dropping the head but sweet football association is happening, it can be as simple as your harness being too loose, and in the case of a waist harness, too high. If your hook is wiggling about like a wet fish, it's not going to give you a solid point to fulcrum about. And if your harness is too high, you can't see-saw your legs up because there's not enough upper body above it to lever down.

When you lose orientation and therefore control of the kite once upside down and it becomes a 50/50 guessing game of which way to steer. Try gently steering the kite forwards with your front hand just as you're about to invert. This way you have pressure on the front hand, and you'll know that it's this one that will be required in the not too distant future.

When there's no time to invert, it's a sure sign that you're spinning quickly rather than rotating slowly. Take a step back and work on your takeoff.

KEYSTONES

1. Good solid edge and kite at 11 or 1.
2. Positive send.
3. Level bar and then stamp up.
4. Lift legs, drop head and shoulders back.
5. Front hand to redirect and landing as per usual.



SURFBOARD TOESIDE UPWIND 360 >

Kite - North Reach 7m

Board - North Comp 5'0

There's definitely something rather joyful about water level tricks on a surfboard. Not only does it make a change from the potential impact of anything air based, giving those tired muscles and sore body a rest, but such surface fare also makes the most of conditions that perhaps don't line up for anything altitude based, giving you the opportunity to hone your skills and develop your technique even when the wind wants you to stay down. The surfboard toeside upwind 360 ticks all the required boxes, with plenty going on to keep both mind and body challenged. As a bonus it's also not a foolish way to prepare yourself for similar foil antics without the distraction of standing on a ladder.

Descriptively, what you'll be doing is getting the kite to 12 o'clock whilst carving the board up and through the wind from toeside, before down looping the kite and turning the rest of the way so that you come out of the move travelling in the same direction, still toeside as if nothing happened, without even a twist in your lines as evidence. The only prerequisites are a solid toeside and some experience with downloops. Let's see what's involved!

Set Up Pic A

As always, your approach is everything. Whether you carve to toeside or change your feet, give yourself room to get into a comfortable toeside riding position before you choose to attempt anything. This means



you'll need the bar trimmed in enough so that you can ride with two hands on it. You'll want to have wiggled your feet slightly over the centreline of the board so that you can get some weight forwards onto the front foot and therefore have the back foot positioned somewhere over the front fins. With the bar trimmed in you'll have plenty of depower on offer, which you'll need to carve up and with your feet positioned centrally you'll be able to balance on the board momentarily when needed. You'll need a bit of momentum to help you carve, and you need to be over the board, so you don't want to be edging hard upwind. Karine has come in flat on her board, and her first task is to drift the kite up to 12 o'clock. With her back hand butted up next to the depower main line, Karine uses her hand to slowly drift the kite up.



As it starts to move, she releases her front hand, which enables her to feather the bar out, preventing the kite from lifting her off the board or pulling her downwind.

Tail Carve Pic B

Once the kite's moving up it's time to get your board carving. You'll initiate this by dropping your weight onto your back foot, flexing your ankle and pushing your back knee down towards the water. Drop your front free hand into the centre of the arc that you'll carve around. This will give you a point around which to turn. As you carve off the tail push the bar away to dump all power. Looking at Karine you can see how she's carving around her hand, as if she grabbed a fence post whilst running past, swinging herself around it.



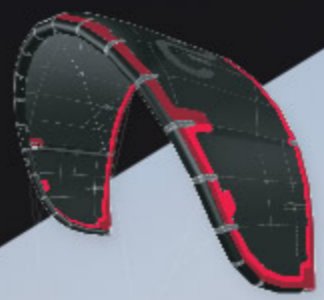
She's dropped onto her back foot, which encourages the board to carve on its tail rocker. If your back foot is too far back, you'll sink the tail and stop. With her bar out, the kite offers no resistance. Final but valid point is that Karine is looking forwards to where she'll go, which keeps her body open. It's a carve, so you'll travel in a sharp arc. If you look back over your shoulder, twisting and closing your hips and shoulders you'll sink the tail and almost twist yourself off the board, rather than carving with the board.


Rail Carve Pic C

As the board starts to carve up it's important that you stay over it. The simplest way to do this is to get more

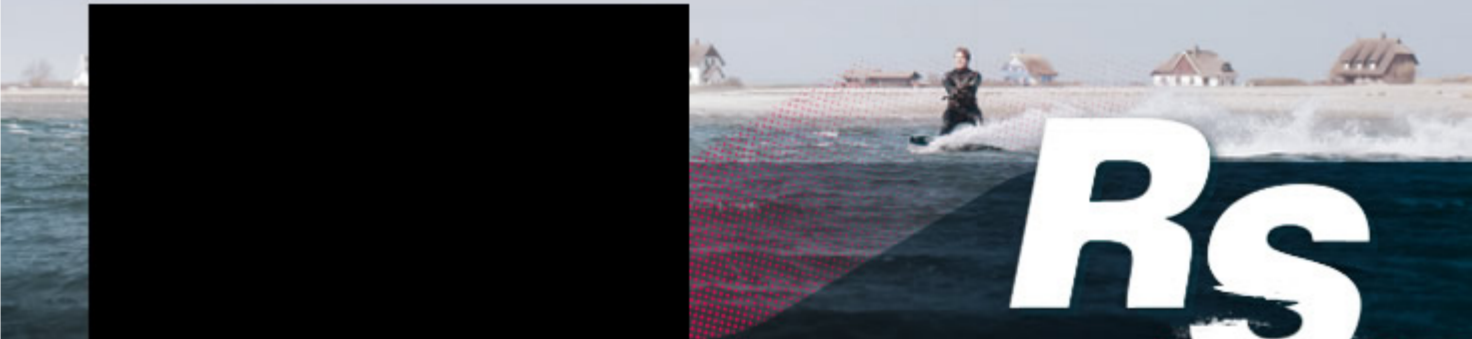
weight onto your front foot, which you can achieve by bending the front knee and flexing the front ankle. Much as you would carving downwind, initiating back foot heavy and moving forwards, the same applies here, but you've got far less time. With both ankles and knees driving you will be able to keep your upper body upright. You can see how Karine is straight from knees to shoulders. This effectively means that once the board has carved enough, she'll be back over it. If you break at the waist, you'll fight with the kite by powering it up and you'll be in no position to get your weight over the board once it's underneath you.

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Support Pic D

Once the board comes around into the wind it will slow to a near stop. Without movement, it'll offer you no buoyancy to stand on, and as such it's time to call on the kite again. Reach up to get your free hand on the bar. You can make this simpler by pulling on the bar to bring it down a tad. As you put tension on the lines the kite will offer you support, on your hands and on your harness, taking the load off your feet and relieving the board of some of your weight. Once both hands are firmly on the bar you can literally lean on them as you pull the bar in. In the Pic you can see how Karine is supporting herself on the bar, leaning on it and pushing herself upright onto her two feet.

A Moment's Breath Pic E

With support from the kite, you'll be amazed how you



can push yourself back up onto the board for a split second's breath. However, the support will be short-lived, and if you hang about, you'll soon be sinking with your ship. As soon as you're on the board you need to get the kite looping. Your intention is not power, it's pull in the direction that you want to go. This means looping the kite from 12, and tightly so that it doesn't have the option of overpowering you as it turns. To do this use both hands to give the bar an almighty push-pull. Beware that if your kite has drifted across to the other side of the window it has the potential to generate power by the bucket full, another good reason to learn this in a more moderate breeze. Here Karine is perfectly poised with her weight on both feet, she's pushed herself up onto the board. However, her board is pointing the wrong way! She immediately gets the kite downlooping,



pulling hard on her front hand, which incidentally is the one that has remained on the bar the entire time, and pushing with her back hand. You can see that in anticipation of some pull she is dropping her weight onto her heels and lowering her derriere.

Pivot vs Carve Pic F

Your aim now is to manhandle your board to turn the rest of the way so that you can carry on in the same direction that you entered the move. There are two possible methods, carving or pivoting. We'd recommend the pivot as it's cleaner and makes the move look more deliberate. However, both possibilities share the exact same body mechanics and board control. The kite will decide your fate. The quicker, smaller and therefore less powerful the loop, the tighter and more pivoty the final furlong.



No matter what you do, if the kite swings low through the downloop and generates 20 horses of pull you'll be carving out and holding on for dear life. The important part is to be ready and anticipating. The crux of this is changing your weight distribution on the board. In the previous image, you were able to stand up because you moved your weight onto your front foot. Now you need to shift it back over your back foot and the tail of the board so that you can sink the tail, keep the nose high and let the kite do the rest of the work. Karine has bent her back leg and moved her hips over the tail, sinking it. Now, as the kite comes through and moves across to the other side of the window it pulls Karine, and the board naturally follows. If there's too much power you'll be forced to

release your front hand and carve out, otherwise steer the kite forwards and stop the loop. Your only remaining job is to finish the pivot or carve by getting your body back into a good toeside position before riding off into the sunset.

Top Tips

Flat water. Whether this be between waves or a protected spot, you'll initially find it unbelievably less difficult to carve the board into the wind without chop slowing you down prematurely.

Make sure you have the momentum to take you through the move. This means coming in with the board flatter than you may consider prudent and also

releasing enough power so that you can carve up and away from the kite.

Keep your body upright. Admittedly in pictures, this move may look like you're battling the laws of physics, but actually, it all flows, as long as you carve from your ankles and knees, not your waist.

And finally, the more lift the kite, the harder the move. You can, however, counteract this by trimming the bar in close.

We've broken the sequence into two separate images, the two halves if you like. It's a good way to approach this move, as if you think too far ahead, you'll get yourself in a pickle. Go check them out along with the videos.



COMMON PROBLEMS

The kite can make this more difficult than it needs to be, so it deserves your attention. If you have too much power you can't carve. If you don't move the kite enough you can't carve. If you move the kite too quickly you can't carve and if you move the kite too much you can't carve as it'll pull you off the back of the board. Make sure the kite goes slowly but surely to 12 o'clock.

If you're not getting far enough around the first part, it's likely that your back foot is too far back or not

across the centre line of the board. If you sink the tail, you'll stop. If you can't engage the rail you won't turn.

The most common issue is getting around and then getting pulled over the front of the board. This is because once you can stand up, you'll have a lot of weight on your front foot. Make sure that you transfer all your weight back onto the tail of the board as you commit to the downloop.

KEYSTONES

1. Feet centred, weight forward.

2. Flatten board and drift kite to 12.
3. Drop hand, bar out and carve.
4. Weight forwards, push down and stand.
5. High downloop and weight back.



UNHOOKED POP FROM TOESIDE >

Kite - North Reach 12m

Board - North Focus Hybrid 139

By jolly, it feels like an eternity since we last entertained the realms of unhooked. High time to put things right, make amends and get you frothing for a plethora of possibilities. We're going to delve into the unhooked pop from toeside because it's the base and fundamental of an entire complimentary box of tricks that we can excitedly unpack in due course.

To be frank, popping from toeside requires a dynamism and weight shift that isn't exactly child's play. However, just like all the skills that we work on, with a bit of understanding, focus and practise you'll soon enough be celebrating wildly and wondering what all the fuss was about! Let's ponder what's involved.

We will assume that you're already an unhooker, but a quick recap never hurt anybody. If you don't get this dialled, you'll be making the next few pages considerably more challenging than they need be.

First a brief sojourn into kite trim. Regardless of which kite you use, it needs to fly efficiently when you unhook. Simply put it needs tension on the back lines to give you power, but not too much or else it will stall. This means that using the trim strap to position your sweet spot, and therefore your bar down low near the chicken loop is essential. If you don't trim and leave your sweet spot up high your kite will stall, and you won't reap the rewards of all the experience and hard work that some wonderful designer put into it. However, blindly trimming all the way in, with no



regard for where the power ends up, could equally leave you with saggy back lines, jack squiddy power in the kite and a literal sinking feeling.

Secondly the art of when to unhook for a toeside trick deserves some consideration. There are two possibilities, to unhook whilst heelside or once toe side. We'll favour the later, once toeside, purely because if you bear away whilst on heelside, unhook, switch to toeside and then contemplate popping, a kitesurfing age will have passed. Unless you're riding a tank, and even if you keep good form, there's a high probability that you'll no longer have enough speed and glide to carve up and pop. The bonus here is that the very nature of switching or popping to toeside often involves an involuntary slackening of the lines due to a touch of flat board down wind.



The result, an opportunist moment to disengage yourself from the chicken loop.

And dare we add, regardless whether you consider it a safety pin, chicken finger or donkey dick, it needs to be out of your hook!!!

Unhooking Pic A

Your approach is all about set up. Trimming the sweet spot whilst keeping tension on an edge. With the power positioned close you may have to work the kite with a couple of dives to make sure that it's flying happily and that you have enough speed. Get your hands centred on the bar to reduce your input and help keep the kite still throughout the move. Kite position, around 1 or 11 o'clock. Any higher it'll be hard to unhook, any lower and it'll be hard to pop.

Once ready it's time to toeside. Either switch with a slide or the gentlest of pops. If the water is flat, a quick slide is less likely to throw you off balance. However, if there's any chop you run the risk of catching an edge because you're entering with speed, so a quick, gentle, low, minimalistic pop is a fine plan. No massive carve upwind and extension of the back leg, just a squeeze of extra pressure and a lifting of the front leg. As soon as you've switched make sure that you keep the weight off your toes so that you're not edging. Going straight back onto your edge is fairly instinctive if you've got a good toeside, so you might even need to weight your new back heel to flatten the board and steer it off the wind. As you do this stand up tall. This lifts your hips and shoulders up and will make the unhooking way less tricky. From this position, you can pull the bar in with your hands and push it down with your arms to free yourself! Looking at Christian, he's standing tall, hands centred, his board is flat and with the bar pulled in, he's pushing it down to unhook. Worth noting that he's not looking at the kite or his hands but upwind where he's about to go.

The Drop Pic B

From the moment you unhook time becomes an even more precious commodity. In short, you need to get a wiggle on, chop-chop etc... The longer you're moving on a flat board, towards the kite, the sooner you'll lose tension and power and thus the ability to pop. To put this into context, it needs to be immediate, as soon as you unhook. Having stood up to unhook you need to get your weight low and in a position to carve up. Use the tail rocker of your board to initiate the carve, by dropping your weight and hips over your



back foot whilst flexing your back ankle and driving your back knee and weight across and upwind of the board to engage your toeside edge. All while keeping the kite still and the bar close. You can see how Christian has dropped his weight both back and upwind, getting onto his edge and the tail, which will steer his board upwind.

The Carve Pic C

Now that the board is steering upwind, you need to engage as much edge as possible so that the board carves up without stalling and stopping. Just like you would if you were heelside. Without morphing into a game of twister, this is mildly counterintuitive and more than a little alien at first because you're

unhooked. However, if you're the proud owner of a strong toeside, this position is built from skills that you already have. Look at Christian, he's looking upwind, his shoulders and hips are open whilst all his weight drops onto both feet, knees driving upwind and forwards. Same position as you should enter any hooked toe side move. Concentrate on moving your head forwards. You can see how Christian is breaking at the waist, bending himself and positioning his shoulders towards the front foot, whilst his chin literally rests on his leading shoulder. In this position the board will comfortably and quickly carve upwind and away from the kite, replacing tension on the lines and offering you power against which you can pop.



Your Call Pic D

A pop happens because you say so! Heel or toe, you can't wait for it to happen – you make it happen. Popping is all about dynamism, the sudden aggression of your stamp, extension and explosion. Your aim is to kick against the board from your strong toeside position. The beauty is that with weight on both feet you're free to stomp with all your might against your back foot. Whereas if all your weight is directed solely over your back foot as you carve up, you'll need ridiculous strength to pop. Yes, once again, it's about technique,

not brute force. Timing is crucial, as soon as you are carving, the tension is replaced, and you can pop. Wait too long and you'll either be overpowered or stop. Extremes but both equally disruptive to your end goal. To launch yourself, you'll actually use both legs, detonating the front leg a fraction of a second before the back leg. As your front leg extends, it throws your weight back onto your back foot and the tail of the board, which then enables you to stamp off your back leg with virtually no weight on it. In the pic, you can see that Christian's weight is back so that the board takes off at a steep angle.

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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.

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If our all new '21 midnight blue isn't your thing, just pick another color from our custom configurator at lieuweboards.com.





This is the result of both legs being used, the front leg forces his weight over the tail before his back leg forces him up. The popping equivalent of a heartbeat.

Up & Over Pic E

Once you're rocketing off the water it's all about regaining balance. In this instance, it means that you can return to heelside. In the future, it means that we can add a multitude of embellishments. To regain balance, you need to get back over the board. If you've completed all the preceding stages and managed a decent pop, the kite will do everything in its power to help you. Once you're off the water the kite will pull you towards it, so go with the flow and allow yourself to be pulled forwards. That said, concentrate on keeping the bar close, push your hands down and try to lift yourself over the bar,

keeping tension in your arms. This doesn't mean that the bar has to be in your hips, it just means that your shoulders have to be strong so that you don't get folded over. Christian is holding the bar in as he rises and keeps pressure on the bar, pushing his hands down. As such the kite has lifted him up and forwards so that he's over his board, his body is now upright, and he's balanced. His board is still effectively toeside and he's very much concentrated on where he's going.

Board Work Pic F

Now all that's left to do is get the board back to heelside so that you can land over it, flat and towards the kite. Once again these will be skills that you possess. However, without the kite pulling through your harness you will need to manually call on them for help. Use the kite. Chances are it will have drifted



up a smidgen. Steer it down with your hands so that it rewards you with a sense of direction. As you steer the kite, pull your front hand in towards you. This should now give you a solid fulcrum point around which to turn, to replace the usual harness hook. Now that you have this anchor, you can bring your leg through towards it, lifting what will be your front knee up and around. As it comes through, you'll be set to land tail first, slightly downwind and ready to celebrate.

TOP TIPS

First things first. Go practice a few hooked in pops from toeside, but give more thought to bearing away before carving. This way you'll prepare for the moment of unhooking and get the muscle memory going for the pop.



Get a feel for unhooking whilst toeside. Switch, unhook and get back on your edge to feel the tension without carving. This way you'll acclimatise yourself with a vital stage in the process and you'll find out just how much trim you require to be comfortable unhooking in the given conditions.

Have a good look at the sequence and videos to give you an idea of the timing and urgency.

COMMON PROBLEMS

If you're struggling to unhook once toeside, you're either overpowered or still on an edge. Try trimming more and then work the kite and make sure you bear away and stand tall to unhook.

If your kite moves erratically once unhooked, turning without your input or dropping, it's a sure sign that it's stalling. More trim, please.

If you're getting lifted off your edge when carving up so that the board flattens and you can't pop, it's a result of the kite being too high. This is most likely because you're drifting the kite up while carving. Concentrate on keeping the kite flying forwards whilst you carve up, keeping pressure on your front hand.

If you get pulled out of position in the air, make sure to keep your shoulders strong. Go with the kite but resist with your upper body so that everything remains compact.

KEYSTONES

1. Switch, stay flat and tall.
2. Unhook, drop weight back and upwind.
3. Move weight forwards and carve.
4. Explode and let kite pull you forwards.
5. Pull on front hand, bring knee up and through.



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

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#BREAKBOUNDARIES

It's the classic dream of the passionate kitesurfer: To break free from the chains of the corporate world and follow the wind wherever it takes you. Ben Beholz shares how his drive to kite has taken him out of the office and onto the road full time.

WORDS BEN BEHOLZ

DRIVEN TO KITE





" I HAD EVERYTHING I NEEDED TO LIVE BY THE BEACH DURING SUMMERTIME. WHAT MORE DOES ONE NEED?!"



To tell the story of how I ended up living in my van full-time, I have to go back in time a little bit. The dream of van life began while studying architecture in Oldenburg on the North Sea of Germany.

I lived one hour from the coast and spent a lot of time driving back and forth to stay true to my passion for kitesurfing. However, within that hour, I could only reach the kite spots nearest to me on the North Sea. These spots had a large tidal range, meaning the time window where kitesurfing was possible was very short.

With a neverending need to spend as much time kiting as possible, I spent most of my free time searching for sessions in the Netherlands. I bought my first little van to avoid spending too much money on expensive accommodation while visiting the Dutch coast.

The van was tiny, but it was exactly what I wanted. I had everything I needed to live by the beach during summertime. What more does one need?!

A few years later, when I finished my architectural studies, I once again faced a seemingly endless number of new possibilities. During my time studying, I had quickly realized that I loved one thing: To be outside at the beach living in my small van and experiencing life as it truly is, out there with all its facets. As I came closer to graduation, the fear of a dreadfully 'normal' life grew greater. If I chose to live the average, everyday life of an architect, I would lose the freedom to kite.

Life is rarely a fairytale, and as it often goes, I ended up the way almost everyone does after completing such a degree. I found myself working as an architect and firmly planted in an office in Gaienhofen at Lake Constance, in Southwest Germany and far, far away from the salty sea that I loved.



At this point, I faced two serious issues. The first problem was that the architectural firm I worked in was a long distance to the sea and any decent kitesurfing spots. Second, I stayed in a room in a shared apartment in Radolfzell with an extremely clean housemate. That may sound like a blessing, but having someone cleaning up your breakfast breadcrumbs while you're still eating breakfast is taking cleanliness a little too far. My neatfreak flatmate, combined with a severe lack of hours on the water, made me ask myself some serious questions: At this moment, does my life look anything like the life I had always dreamed of? Am I experiencing life as I really want to be? The answers were clear. Something needed to change.

" DOES MY LIFE
LOOK ANYTHING
LIKE THE LIFE I
HAD ALWAYS
DREAMED OF? "

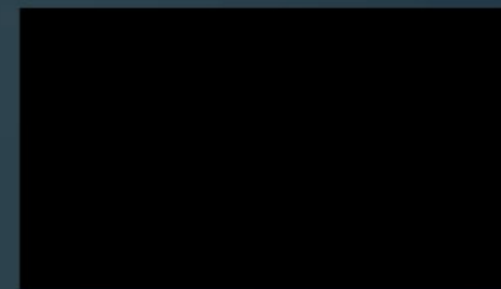
"THIS MIGHT WORRY THE BIG BOYS"

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.



THE KITE
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"I WAS ONE STEP CLOSER TO MY DREAM LIFE, WITH MUCH MORE TIME TO SPEND ON THE GOOD THINGS IN LIFE."

After carrying on like this for a few more months, I finally said Tschüss (BYE!) to my neurotic flatmate and bought my first motorhome, which I moved into immediately. I parked my RV right in front of the architectural firm so that the commute to the office was shorter, nearly nonexistent!

I was one step closer to my dream life, with much more time to spend on the good things in life. For me, that was kitesurfing, and editing kitesurf videos.

Another year went by in which I sat in the office four days a week and followed my dream the other three days per week, at whichever kite spot had wind. Deep down inside, the question kept coming up. Why don't you make kitesurfing and video production your job? Isn't that what

you dream of?

I always had this feeling that this dream life was unrealistic. I had the illusion that you can only make a living from a sport if you play football or tennis. In a sense, I stood in my own way for far too long. It was a while before I discovered that it doesn't matter how much money you earn with your job. The point of any job is to make sure you have enough income to cover your expenses. My very inexpensive van life did not require the high paying job that would stand in the way of my dreams. Change was on the way once again.

A few months later, I found myself somewhere on a random beach, editing videos in the morning and kitesurfing in the afternoon. I was very close to my idea of freedom, and I enjoyed this lifestyle for a few years. This was all quite some time ago, well before the pandemic hit and when endless travel was still possible.

Last year when I returned home from a kitesurfing trip in Sal, Cape Verde, the whole world suddenly turned upside down. The travel restrictions hit those who kitesurf for a living particularly hard because flying and travel were suddenly no longer possible. However, I was once again extremely lucky. It was the best possible time to be living in an RV!

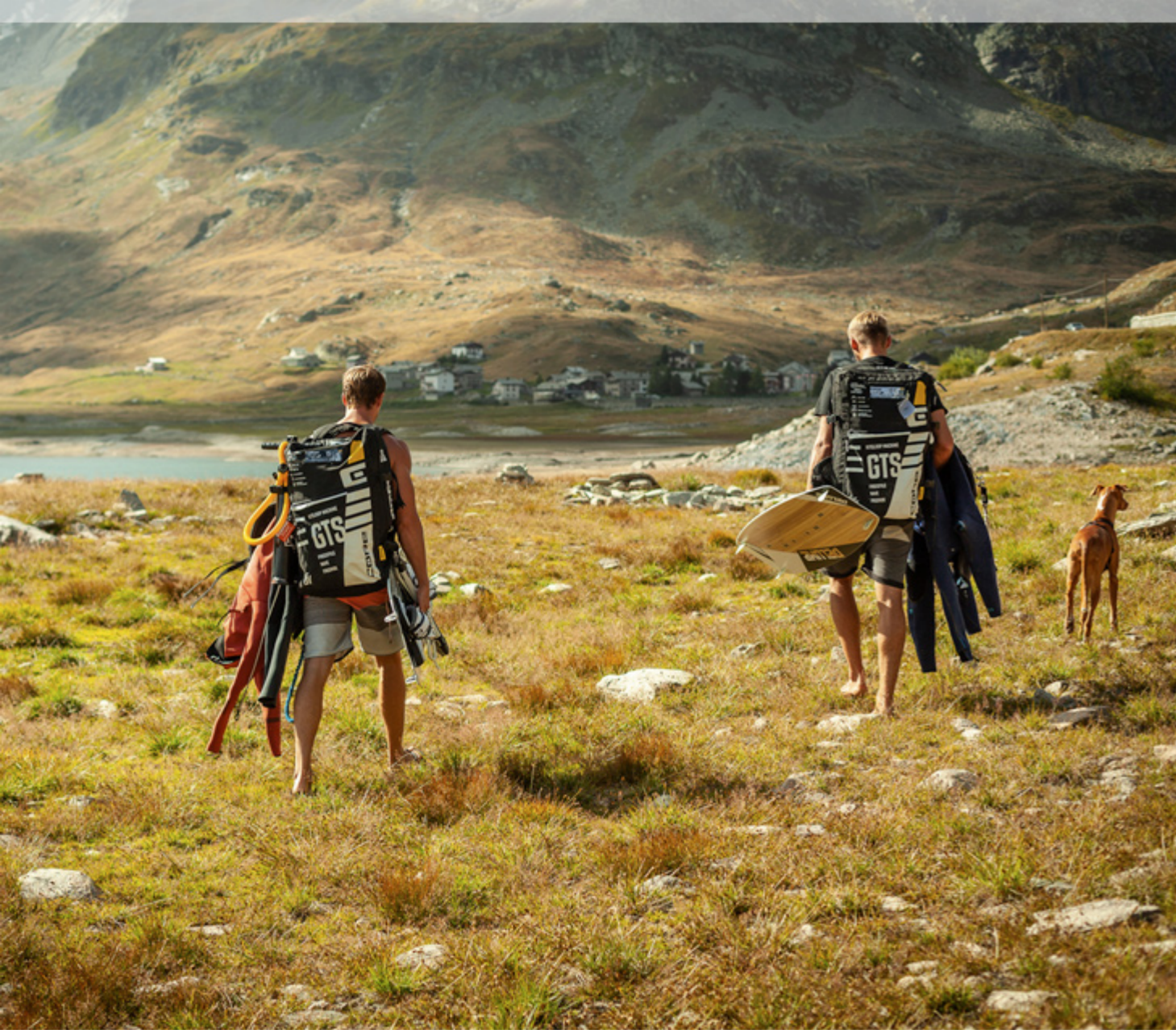
Life in the van made it possible for me to still travel for kitesurfing. I could stay for an extended time at one spot and continue to follow my passions. Because of the pandemic measures, I had to get a little more creative to continue pursuing my goals. But, for the most part, my life went on as normal.

I spent a long time in Switzerland at Lake Silvaplana, 1840m above sea level. I went kitesurfing in an ice hole for the first time in my life in the best wind conditions you can imagine. When the mountain tops became too cold, I parked my RV at a random kitesurfing spot in Sardinia and continued to produce kitesurf videos from there.

Life as a digital nomad comes with a lot of advantages, especially combined with van life. You can leave as quickly as you came. I kept myself informed with the news and local laws, and when restrictions were looming that might affect my freedom of travel, I'd get into the driver's seat and take off!

" BECAUSE OF THE PANDEMIC MEASURES,
I HAD TO GET A LITTLE MORE CREATIVE
TO CONTINUE PURSUING MY GOALS. "





I know it is hard to imagine living on the road 24/7. The reason for this, in most cases, is the lack of comfort. I suppose you could see that as the major disadvantage of van life. For me, however, comfort has never been a particularly high priority. Why would I go kitesurfing in an ice hole? Not because it's comfortable! I do it because I feel alive in those intense moments. To me, it's the same about life in an RV - I feel alive and look forward to every challenge that I have yet to overcome.

**"I FEEL ALIVE AND
LOOK FORWARD
TO EVERY
CHALLENGE THAT
I HAVE YET TO
OVERCOME"**

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"IT FEELS NATURAL. YOU LIVE WITH THE RHYTHM OF NATURE."

Adaptability is probably one of the most important properties for all living beings on this planet - the only constant is continuous change. I no longer ask myself the question of where I should go on the next trip. I look to see where I'm allowed to go and drive.

Living in the van in these crazy times has made one thing clear to me. Life is not about building your house from stones that are as heavy as possible. For me, it's about remaining as flexible as possible and adapting to new situations. The house of life might be better as a wooden structure. Even better, one that's on wheels.

I consistently ask myself: How would I like to live? How am I living right now? I see the fact that I can ask myself this question again and again as an absolute luxury. In a world in which just 10% of the entire population has access to the Internet, one should appreciate and be mindful of our own luxuries.

Life in the van often feels very real to me. It feels natural. You live with the rhythm of nature. You get up when it gets light and go to bed when it gets dark. In times of great crisis, many aspects of our lives were threatened, but one thing has always stayed with me: The best way to experience life in its greatest form is right there in the moment, on the beach.



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08

SUMMER 2021



TEN REASONS

THE INTERVIEW - ADAM BENNETTS | FINER POINTS WITH MARK SHINN
KATTEGAT SEA CROSSING | TESTS, TECHNIQUE AND MUCH MORE INSIDE!

THE NEW HOME FOR WINGS, FOILING, SUP AND SURF...



THE INTERVIEW

LACI KOBULSKY

WORDS CRYSTAL VENESS PHOTOS LACI KOBULSKY

It takes a lot to stand out in the world of kiteboarding, and this individual has managed to make a serious impression. If you haven't seen his face, you've definitely seen his work! In 'The Interview', we catch up with talented filmmaker and CrazyFly team rider, Laci Kobulsky.



Laci, thank you for joining us for The Interview! You were recently in Dubai for the latest CrazyFly Kiteboarding product shoot. How was the trip?!

Hello, and thanks for having me here! Well, the Dubai trip was half planned and half lucky coincidence. I have been in touch with my friend Lew who has lived in Dubai for the last three years. He has been working on his production company Resonate Media House while running a small kite school. We wanted to team up on some projects together, and COVID finally gave us a reason to do so. At the same time, the guys from CrazyFly called me to organize a last-minute shoot of the new foils and the Infinity, their light wind kite. It was an easy choice and great timing!

Why did CrazyFly choose Dubai for this shoot? How were the conditions?

We needed to show CrazyFly's new light wind specific kite and foil wings in challenging conditions, which is Dubai exactly! I don't think I would choose Dubai as my dream kite destination, but if you want a fancy, luxury vacation with some decent kiting, it's a good fit. We could only (officially) launch from a tiny beach that is intensely crowded on weekends. The wind was light and cross onshore, but the water colour was beautiful, and the views were spectacular!

Other than kiting, what were you up to in Dubai? Any crazy experiences from this one-of-a-kind destination?

A lot of work, surprisingly! Dubai has been a haven with more or less freedom during this winter's COVID restrictions, which drew many businesses and individuals. The combination of hard work beforehand,



" THE WIND WAS LIGHT AND CROSS ONSHORE, BUT THE WATER COLOUR WAS BEAUTIFUL, AND THE VIEWS WERE SPECTACULAR! "



our diverse team of two, and the "situation" resulted in a lot of demand for our work, which we could not object to! We shot a music video, lots of corporate videos and business interviews, some freelance stuff for documentaries, real estate videos, and a massive job for Porsche. Good times and big up Lew for bringing me on the team! Make sure to check out our work on Instagram at @ResonateMediaHouse.

" THE
"SITUATION"
RESULTED IN
A LOT OF
DEMAND FOR
OUR WORK "

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RIDER RODERICK PIJLS
PHOTO LENNART VAN HOLTEN

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"IT IS FASCINATING TO SEE HOW OUR TOYS GET BUILT. I WAS SURPRISED TO SEE HOW MANY STEPS WITH SMALL AND CLEVER DETAILS GO INTO THE PRODUCTION"

RIDER LEWIS DEAVES

In addition to shooting products, you've been behind the scenes at CrazyFly's factory in Europe. What was it like seeing the production process?

CrazyFly has two factories back home in Slovakia, one for kites and one for boards. I have been there many times, so I have seen the production and always admired the process. It is fascinating to see how our toys get built. I was surprised to see how many steps with small and clever details go into the production. We had to shoot this video over three days since not all processes can run every day. I had to run around the company while each step was in progress and later make sense of it in the editing room.

You're from Slovakia, is that where you learned to kite? What is the kiting scene like there? Will you be spending some time at home this summer and doing any projects locally?

Slovakia is not a kiter's dream, being an inland country with few lakes. I was lucky that my dad has taught me how to windsurf on our local lake, Domaša. I picked up kiteboarding in Greece and was always abroad in the summer, so I never had the opportunity to kite at home. It took a global pandemic to glue me home last summer, and I was surprised by the conditions on our lakes! You need to be patient, but when it's windy, it is incredible!

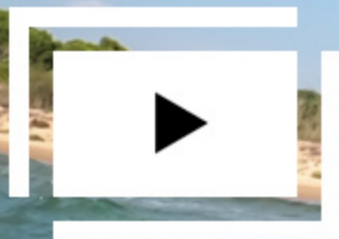
How and why did you get into photography and videography?

I was never the superstar athlete that would draw the attention of the media. That meant if I wanted some cool photo or video of snowboarding or kiting, I had to get creative. When I worked in Egypt at Bigdayz in 2012, they took me as an instructor on a kite safari on a huge boat, which was a dream! I got in a bit of trouble just before the trip, and the boss gave me a hard time, so I decided to "show him" and doubled down on work.

I did all the teaching, kite caddying, kited for myself, and shot with the GoPro at the same time.



“ YOUNG RIDERS ARE THE MOST STOKED BECAUSE EVERYTHING IS NEW FOR THEM, AND THEY WANT SOME UNIQUE VIDEOS. ”



Every evening, I made a short video and showed it during dinner. The guests loved it, and my boss must have too, because he said, "Hey Laci, that was cool with the videos. How about you make a video like this every week? I'm gonna pay you the same, you don't have to teach, and you can kite more!" Wow, another dream come true! I can do what I love AND get paid? All in!

What is your favourite subject matter to shoot?

Any subject that is passionate about what they do! I would rather shoot super stoked beginners learning the first water start and sparking with joy and energy than a world champion who is over it and could not be bothered. In general, young riders are the most stoked because everything is new for them, and they want some unique videos. However, there are old dogs like Gianmaria, Paula, or Alby, who are always welcome in front of my lens!

Sometimes you're in front of the camera as a rider, and sometimes you're behind it as the photographer and videographer. Which role do you get the most excited for and why?

Both, to be honest. I could not imagine my life without either of them! I started shooting because just riding seemed dull and meaningless to me. I always wanted to create something on the side. When I go on a kite trip, I get bored quickly with just riding. It's the same if I only shoot; I don't feel satisfied. Obviously, with age, I am more focused on the job these days. If I am on a working kite trip, I get all the footage first and ride after. It would be super unprofessional to hurt myself while kiting on a shoot where everybody depends on me.



You work not only with CrazyFly but behind the camera with other brands as well. What was it like shooting with Noè Font and the Duotone crew in Portugal?

Duotone is one of the biggest brands with top riders, so it has been a great honour to be invited to shoot and work with my friends. Portugal was challenging but beautiful. We were trying to shoot freestyle outside of the main season, so rain and lack of wind were always issues. But often, these challenging conditions tend to get the best out of us, so when we had a glimpse of good wind, we were 100% on it. Portugal is a unique country with exceptional conditions, and I think we will see more and more of it in the coming years!

" IT HAS BEEN A GREAT HONOUR TO BE INVITED TO SHOOT AND WORK WITH MY FRIENDS. "

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

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In Dubai and Portugal, you were able to capture a stunning mix of action, lifestyle, and scenery. Do you think it adds a lot to the trip to get this more expanded view of the spot?

I always try to provide value to the viewer in my videos or photos. I do not see my videos as a simple statement of a rider's level. People watch a video because they want to check out the spot and maybe get some motivation for new tricks. If somebody will visit a new place or try a new trick after watching one of my videos, I've done my job well.

What has been the most exciting project you've worked on in the kiteboarding industry in the last year?

It had to be the Huawei Mate 40 promo. A Chinese company contacted me to shoot kiteboarding for an "unnamed phone company" out of nowhere. Long story short, they sent me three unreleased Mate 40 phones, and I had to shoot a short promo video of kiteboarding using these phones. I called Gianmaria and Alby to ride, and they showed the final video at the official Huawei Mate 40 event. It was quite a big deal for me to be able to show kiteboarding on such a stage!

What about outside of the kiting industry?

Last year was full of changes for all of us. I had to think outside the box and find work outside of kiteboarding. I have done some television jobs back home in Slovakia and some other corporate work. In Dubai, we were busy with a diverse set of projects. I think it is essential to have a diverse portfolio.



" IF SOMEBODY WILL VISIT A NEW PLACE OR TRY A NEW TRICK AFTER WATCHING ONE OF MY VIDEOS, I'VE DONE MY JOB WELL. "



“ I WOULD LIKE TO KEEP KITEBOARDING AS MY PASSION AND MAKE MY INCOME OUTSIDE OF KITEBOARDING.”

Each shooting scenario teaches you something else, and you can transfer that knowledge into other fields. In the future, I would like to keep kiteboarding as my passion and make my income outside of kiteboarding. It would be a dream to make big bucks with corporate work and support my kiteboarding and documentary productions the way I want them.

What's coming up in 2021 for Laci Kobulsky?!

I have spent my 20's enjoying my life, kiteboarding, snowboarding, and travelling. I will be 32 in June, and now it is time to work. I want to establish myself as a one-stop videographer/photographer and marketer for small to medium-sized businesses. I am on the right path, but I set my goals high.

I did the TWENTY documentary with Aaron Hadlow, and I would love to do more of those. In 2020, I started shooting another documentary that could reach viewers outside of the kiteboarding industry with Paula Novotna. After a week of shooting in Prague, the whole COVID business started, my flights got cancelled, and the project postponed. I want to continue that project. Short videos are fun, but nothing compared to longer-lasting projects. In 2021, I'd like to find sponsors for these projects, develop scripts, and keep working towards my goals!

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DO YOUR FRIENDS AND FAMILY WANT TO LEARN TO KITE?

WORDS & PHOTOS
PHOTO THIS PAGE

THE IKSURFMAG TEST TEAM
RIDER DAVID TONIQUAN

Brexit and production issues are still making it hard to test gear this issue; we've got a bunch of gear tied up in customs, so let's hope next issue we have a little more on test! In this issue, we have kites from North, Ozone, and CrazyFly. Plus, the new Cabrinha Overdrive Quickloop bar gets tested alongside boards from Nobile and F-ONE.

KITES

CrazyFly Hyper
North Reach
Ozone Alpha V2

BARS

Cabrinha Overdrive Quickloop 1x Recoil

BOARDS

F-ONE Slice Bamboo
Nobile Gamechanger



TRIED & TESTED

BRAND CRAZYFLY

MODEL HYPER

SIZE 9M

YEAR 2021



“ THE
POSSIBILITIES
WITH BIG AIR
AND OLD
SCHOOL TRICKS
ARE ENDLESS! ”



AT A GLANCE

The Hyper 2021 is the newest edition of the renowned big air machine from CrazyFly. The kite design is a 5 strut, delta bow shape, which translates to great hangtime and boosting capabilities! CrazyFly is a leading kite manufacturer since 1999. Based in Europe, the brand is known for having the longest warranty in the kite market: 3 years which has been their policy since 2019. Furthermore, CrazyFly has taken a firm stand against climate change by becoming one of the leading eco-friendly manufacturers in the industry: all their kites, bars and boards come in eco-friendly packaging, which is great!

One thing that has changed from the 2020 model is the bridle placement. This has added strength and structure to the kite. They have also incorporated the same ripstop material that is found in other kites in its line-up into the Hyper. This new material, called Triplex, is exclusive to CrazyFly. This consists of a coating on the top that protects the kite from UV rays, salt and other abrasive materials like sand. The triple coating and triple ripstop prolongs the life of a kite by reducing stretching and deterioration of the material.

TO VISIT THEIR
WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND NORTH

MODEL REACH

SIZE 9M

YEAR 2021



“ AN EXTREMELY VERSATILE KITE THAT PERFORMS AT A HIGH LEVEL ACROSS ALL DISCIPLINES! ”



AT A GLANCE

2021 sees North Kiteboarding bring out their second model of the Reach. Your 'Desert Island Kite' is the go-to kite in the range that does everything exceedingly well. This kite has no boundaries. A playful kite that boosts well and shoots upwind while also having the ability to drift nicely in the waves and be accessible for all levels.

Looking at this kite, you can see it features a 3-strut design with a medium-high aspect ratio. The canopy includes premium Teijin D2 Ripstop Fabric. This fabric has the highest strength to weight ratio giving your Reach the durability it deserves! Also, across the kite, North have lightweight reinforcements to protect areas such as the struts and leading edge. Thin foam padding has been inserted within the kite, protecting the stitching along the seams. This is a great feature for those that aren't treated to luxury sandy beaches!

Along the struts, you'll see the Reach has Kevlar reinforcements providing a durable connection. North has placed the reinforcements where the kite needs it most,

TO VISIT THEIR WEBSITE, CLICK HERE



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BRAND OZONE

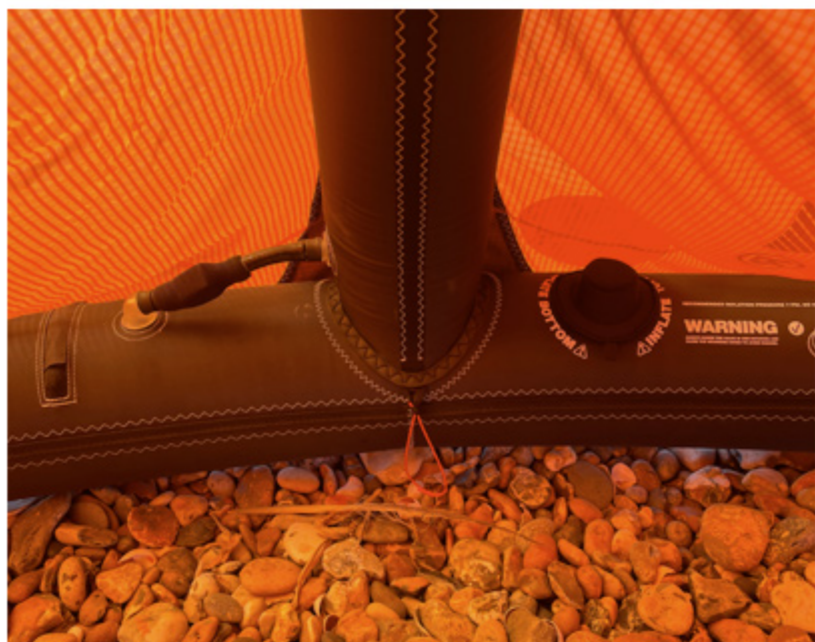
MODEL ALPHA V2

SIZE 10M

YEAR 2021



“ ONE OF THE
BEST SINGLE
STRUT KITES IN
THE INDUSTRY! ”



AT A GLANCE

With many people wanting to get more time on the water (even in light winds) and the travel restrictions making places with consistently strong winds harder to access, the popularity of single strut kites has increased exponentially. As most kites' local spots do not have as consistent a breeze as they would like, people are looking for a “do it all” kite for all conditions. We believe that the new Alpha V2 ticks this box.

The Alpha V2 is the new and improved iteration of the popular single strut Alpha V1 from Ozone kites. Ozone releases its kites every time they think that they have made a significant improvement on the previous model, which allows the kite to keep its value for resale. Now that Ozone has released the new Catalyst V3 with a single strut, you'd be forgiven for thinking the Alpha was not needed anymore. However, we can tell you that these kites are vastly different to each other. The Alpha V2 is far more performance orientated. The main improvement on this model from its predecessor is the inclusion of the new Continuous Curve Leading Edge construction;

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR
WEBSITE, CLCK HERE



BRAND CABRINHA

MODEL OVERDRIVE QUICKLOOP 1X RECOIL BAR

YEAR 2021



“ INCLUDES QUALITIES THAT MAKE YOUR KITE SESSION EASIER AND SAFER! ”

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Cabrinha Overdrive 1x Recoil Bar is one of four control systems to choose from in the bar range from Cabrinha. There have been some solid upgrades from previous years not only making the bar easier to use, but also providing a safe system if things don't go to plan.

The bar can be purchased in two sizes. A medium bar, measuring at 44-52cm, or the larger model which measures at 52-60cm.

The bar itself has a really nice feel when in the hands. An all-new soft ergonomic grip leads out to colour coded floats. When you hold the bar, you can really feel that Cabrinha has spent some time using efficient materials that should make this bar long-lasting! The bar has been designed for all levels of riding. Use this bar as a complete beginner or all the way up to pro level.

Going into a little more detail about the bar now... why is it named the Overdrive Quickloop 1x Recoil Bar? Well, let's look at the bar itself first. It features a textured bar grip with an ergonomically designed asymmetric finger bar.

[CLICK OR TAP TO READ MORE](#)



" A SMALL DYNAMIC POCKET ROCKET EQUALLY AT HOME ON THE WAVE AS IT IS IN THE AIR! "



BRAND F-ONE **MODEL** SLICE BAMBOO
SIZE 5'3" **YEAR** 2021

AT A GLANCE

The Slice is the do-it-all surfboard from F-ONE, available in the format here or also with a track to add a foil. I first rode the Slice years ago in Mauritius and loved it! Every time I've ridden it since has been a pleasure, so I was very excited when this arrived on the doorstep through all the Brexit red tape.

It's a modern compact surf shape, with parallel rails and a squared-off nose. Available in three sizes, the 5'3" is bang in the middle of the 5'1" and 5'5".

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE



" FOR THE ADVANCED RIDER ON THE HUNT FOR A NEW FREESTYLE BOARD, THE GAMECHANGER WILL CHANGE THE GAME! "



BRAND NOBILE **MODEL** GAMECHANGER
SIZE 145 X 43CM **YEAR** 2021

AT A GLANCE

The 2021 Nobile Gamechanger is a new wakestyle weapon from Nobile Kiteboarding! With a new construction and added larger sizes, this sure is a freestyle machine with a stealthy look, ideal for those riders who throw down huge tricks and want a solid landing.

The board features an ABS sandwich construction which seems to be the industry standard amongst a lot of current boards. The Gamechanger uses a wood core

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE





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WORDS CRYSTAL VENESS

PHOTO CRAIG KOLESKY

TECH FOCUS

SLINGSHOT RPX

Q&A with Sam Light

There have been some exciting kites coming out of the Slingshot factory in recent years, most recently the out-of-this-world UFO strutless kite for foiling, the single strut Ghost for light wind, and the Raptor for boosting. The latest arrival is the Slingshot RPX. We caught up with Sam Light to find out more about this new kite.





" WE HAVE SEEN THE BIGGEST PERFORMANCE INCREASE FOR BIG AIR, WHILST IT STILL RETAINS SOME OF THE DNA FROM ITS PREDECESSOR. "

Sam, tell us a bit more about the RPX and how it fits into the lineup!

We are stoked with the feedback we have been getting from our latest kites and we are super excited about the new RPX. We have taken some ideas from our new lightweight kites such as the UFO and implemented them into the RPX, such as reducing the diameter of the leading edge and reducing the weight by up to 14%. The RPX is an evolution of the RPM, the most versatile kite in our range designed for high-performance freeride, big air and freestyle.

What was the design brief for the RPX? What segment of the market were you trying to satisfy, and which elements of the final design do you feel achieved this?

Strip down the RPM to the bare bones, reduce the weight as much as possible without sacrificing durability, simplify the canopy, reduce leading edge diameter and use our new 25% lighter bridle line. We managed to reduce the number of panels from 108 to 20. This created a lighter kite which results in a more efficient canopy that turns faster and more direct, flies faster through the window, recovers better from kite loops, and jumps higher. We have seen the biggest performance increase for big air, whilst it still retains some of the DNA from its predecessor.

Taking a closer look at the adjustment points on the RPX wingtips, this kite has the option to switch from wake to freestyle. What do these adjustments do?

On the wake style setting, the kite has more bar pressure, turns slower, sits deeper in the window, and requires more input to turn. On the freestyle setting,



" WE SCORED A FEW DAYS OF EPIC CONDITIONS AND EVERYONE WAS STOKED WITH HOW THE KITE PERFORMED! "

the kite will turn faster, fly further forward in the window, have more depower, and generally be more nimble. These are quite subtle changes that are worth experimenting with to see which you prefer.

The Slingshot RPX features technical features like SplitStrut, Fly Line Bridle, 4x4 Canopy tech, and one pump. Can you break down these features for us?

SplitStrut is a Slingshot invention that has been borrowed industry-wide. It integrated the kite canopy and struts into one firmly interconnected piece, rather than the canopy being sewn over the strut like lesser designs. It creates a stronger more stable canopy.

The Fly Line Bridle has been upgraded on the RPX. Using more premium materials, we have reduced the

bridle line thickness by 25% which reduces drag and makes the kite more efficient.

4x4 Canopy tech is Teijin reinforced ripstop material and is the strongest, stiffest, most durable canopy material on the market.

One pump is a patented Slingshot invention that is used across the industry. The single point inflation system has been upgraded with increased tube diameters for easier inflation and beefed-up durability.

Which Slingshot bar is the best choice to pair with the RPX?

Our new Sentry bar, for sure! Our kites have been performing even better using the new Sentry bar,

which is considerably lighter and features auto swivelling, a brand new safety system, and PU coated centre lines, making it a pleasure to use!

Trying to showcase a new piece of kite equipment is becoming increasingly difficult with the constantly evolving public health situation and ever-changing travel restrictions. Can you tell us a bit about the experience of travelling to and shooting the RPX in South Africa?

We were super lucky to squeeze in our photoshoot in Cape Town. I felt it was important to shoot in Cape Town to do the kite justice and have it perform in the conditions it was designed to excel in. I was organising the photoshoot and in constant communication with our riders. We had to book everything last minute, but we scored a few days of epic conditions and everyone was stoked with how the kite performed!

During the shoot, the team was excited to use the RPX with the new Formula board, which is mostly carbon and super lightweight, making a huge difference for big air and free riding. The RPX has so much extra performance with so much less kite than the RPM, particularly for big air, which makes it a lot of fun to fly free riding.

On your international team, which riders will be adding the RPX to their quiver?

Our rider's quivers are getting bigger and bigger as we refine our range of kites, with most wanting a selection of different kites for different applications so they can chop and change depending on what they are doing. Our top freestyle/big air riders such as Carlos Mario, Rita Arnaus, Karolina Winkowska, Stijn Mul, Youri Zoon, and myself (Sam Light) are using the RPX.

WORDS CRYSTAL VENESS
PHOTOS MIRIAM JOANNA

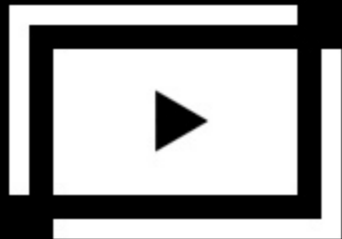
TECH FOCUS

FLYSURFER THE NEW SOUL

Q&A with Benni Boelli, Kite Designer

When FLYSURFER released the first version of the SOUL a few years ago, it was a game-changing design. A 'soft kite' that had the potential to excite even the most committed tube kite riders.

With the recent release of the second edition of the SOUL, we caught up with designer Benni Boelli to find out more.



Benni, what was the inspiration and the goals for the design of the original SOUL?

I always liked the way 'soft kites' fly, but they were never so easy to fly and launch. In other words, not so easy to use. When I was travelling around with my wife, she started kiteboarding on tube kites while I was riding soft kites. The number of kites needed was just too much for travelling.

So I decided there has to be a way to create a design meeting both of our requirements. On the one hand, easy to use for my wife and, on the other hand, a lot of jumping performance. I think the design of the SOUL excellently combines those two characteristics.

The new SOUL launched on April 30th. What has changed in the new version?

We didn't change the character of the SOUL. If you have flown a SOUL and jump on the new SOUL, you will feel at home straight away. We did change the internal construction and materials to give the customer better durability and faster inflation of the kite. We changed some details like the wingtip shape, drainage system, etc. We've also managed to slightly improve the turning and sporty feel on the bar.

How does this kite perform compared to a traditional tube/LEI kite?

It will give more hangtime for sure and will fly in a lot less wind, which comes in handy when on a hydrofoil. The better upwind performance helps you when doing tacks on a hydrofoil, and you will spend less time trying to go upwind and enjoy more time jumping on a twin tip.



“ YOU WILL SPEND LESS TIME TRYING TO GO UPWIND AND ENJOY MORE TIME JUMPING ON A TWIN TIP. ”



" IF AN EXPERIENCED SOFT KITER EXPLAINS THOSE TECHNIQUES, THE FEAR OF THE BRIDLE LINES WILL FADE IN NO TIME. "



My first experience flying a foil kite on the water was on the new SOUL while the FLYSURFER team was shooting in Cape Town a few months ago. After a quick lesson on rigging and launching and shaking off the nerves of trying something so foreign, I went out and had the boostiest session of my life! The lift and float are incredible! For LEI riders that are hesitant to try a foil kite, what is the learning curve like, and should they step out of their comfort zone and try this kite?

I think the learning curve is very steep. I think most people are afraid of the number of lines on a soft kite.

There are techniques to avoid any issue with the bridle lines, such as specific packing and unpacking techniques. If an experienced soft kiter explains those techniques, the fear of the bridle lines will fade in no time.

Riding on the water is not so different from the SOUL than an LEI kite, except the jumps will be higher and longer. My suggestion is to get a soft kite handed over already flying to get a sense of the different feeling while riding without stressing about the rest. If you like it, dive into the techniques of launching and packing.

For those aiming to achieve the highest speeds, the VMG is the proven design for racing performance. For mere mortals looking for a forgiving, user-friendly kite, is the SOUL the one to try?

Yes, the SOUL has the best overall package to enter the soft kite world of FLYSURFER. I ride the new SOUL in small sizes when it's super windy on a twin tip, but you can use it on every terrain (land, water, snow) and board because it is so stable and user friendly. The second edition of the SOUL is a refined version of FLYSURFER's most successful product of all time. I love it, and I hope most of you do too!

WORDS KIM DOUMA, KUBUS SPORTS

RIDER BEN BEHOLZ

TECH FOCUS

PROLIMIT HARNESSES

At 36 year old, Prolimit is one of the oldest accessory brands in the wind and water sports industry. Their line of moulded and hardback harnesses uses a unique approach and has introduced an exciting new technology, the PURE™ material. Kim Douma tells us all about it!





PROLIMIT

"WE ARE VERY EXCITED ABOUT THIS PRODUCT INNOVATION WHICH WE HAVE CREATED AND MADE AVAILABLE TO THE MARKET."

Prolimit is driven by the desire to create and build innovative water sports products. We at Prolimit have brought a lot of innovation to the harness market since the beginning, as the first brand to recognise kiteboarders as a specific target group. We introduced the first kite specific harness, using neoprene soft edges, inner plate constructions, dual foam systems, and Slide-In Barpads, which every brand in the industry now uses as well.

Our newest technology is our PURE™ material. With PURE™, we're pushing the boundaries of design, environmental impact and technology. This material is 100% recyclable and degradable and is in line with our aim to reduce our carbon footprint and make our products as eco-friendly as possible. The patented PURE™ material is non-toxic and made by thermoplast (joined by heat, not resin). It is safer than other common materials because it doesn't shatter/splinter when the PURE™ material breaks. PURE™ is lighter than water, and while the material is stiff, it still has some elasticity. We are very excited about this product innovation which we have created and made available to the market.

When it comes to harnesses, we use a unique approach. Every model of moulded harness we offer has a different inner plate. For every discipline, we developed a specific shape. The inner plate is the harness, in the sense that it determines shape (not just the C-shape but through 3D shaping), support, flexibility, stiffness and comfort. Essentially, it has the same purpose as a hardshell harness. It carries all the load, is where all webbing is attached, holds shape, function, and at the same time, is supported by a comfortable interior and durable exterior construction.

Our moulded harnesses are available in five different shapes, each with a unique load profile at the back. Our models not only differ in colour, but more importantly, in shape, height, width, and sides, depending on the inner plate inside. An inner plate can consist of light, medium and max loads, light providing more flexibility and max offering more stiffness. It is essential to check what inner plate is best for your riding style so that your harness connects best with your needs as a rider. You can find the mark, which explains the specific inner plate, on the inside of our harnesses.

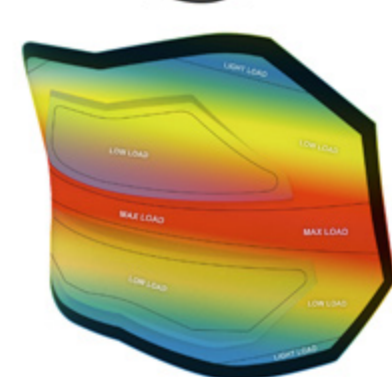
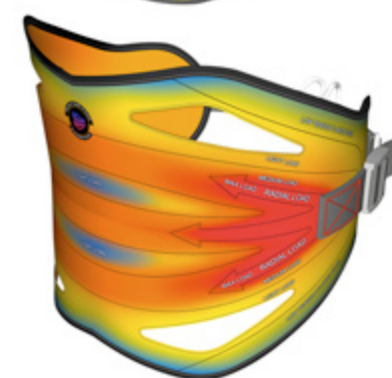
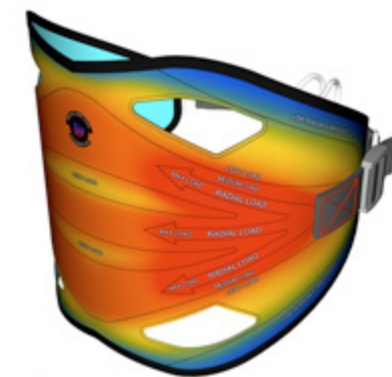
For most users, the moulded harnesses are the ones to choose from. Many parts of our inner plates are as stiff as a hard shell, and we combine the stiffness with comfort and flexibility using multiple dual foam systems, moulded parts and technical materials. We have various models to suit the user's preference at a friendly price point between £159 and £229, including the spreader bar.

Our hardback harnesses are based on the same principle as our moulded harnesses. There is added support with the hardback, maintaining the soft sides but giving the extra back support some riders might be looking for. Of course, we have noticed the trend of making harnesses stiffer, but this does not always make a more comfortable experience for the rider. The posture of 99% of riders is not with a hollow back. The full hardshell harnesses are only for a niche group driven by image and willing to accept the hard sides. The various fits and flex of our hardback harnesses suit a wide range of needs at £259, including the spreader bar.

We are continuing to innovate at Prolimit, and our R&D department has lots of new things in the works. We look forward to sharing our next developments with the kiteboarding industry!



“ IT IS ESSENTIAL TO CHECK WHAT INNER PLATE IS BEST FOR YOUR RIDING STYLE SO THAT YOUR HARNESS CONNECTS BEST WITH YOUR NEEDS AS A RIDER. ”



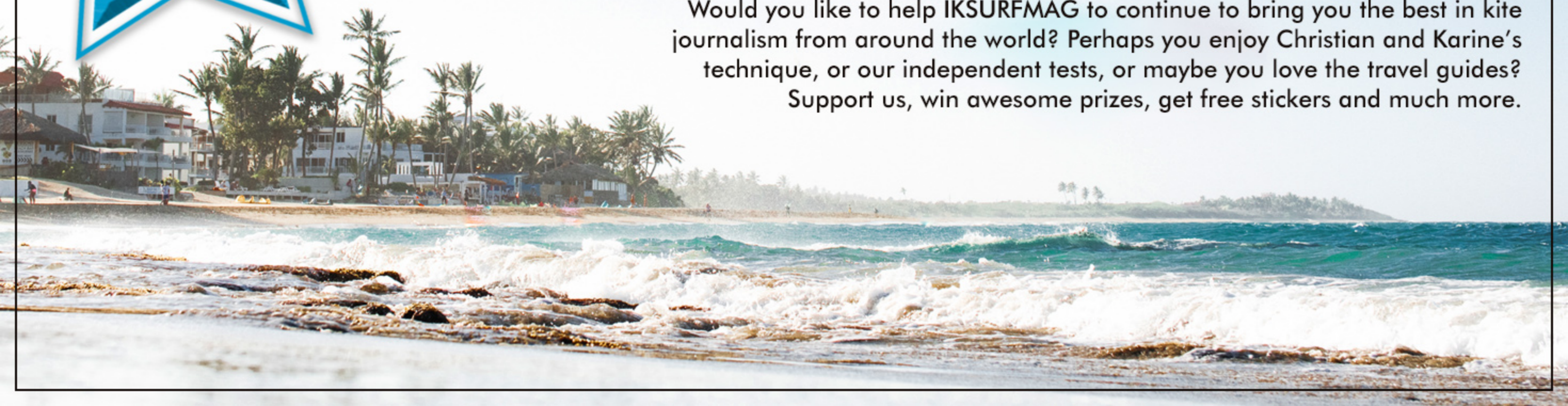
RIDER CARLITO MARTINEZ
PHOTO KITESHOOTER

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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.



On The Fly

AIRUSH // THE SWITCHING GAME

The Airush team picked up a South American shredder this season. Ramiro Gallart fills us in on the big switch!



After the pandemic took over, I ended up in a pretty challenging situation for my kite career. Travel was impossible, and all events on the Kite Park League tour were cancelled. To make it even worse, the brand I had been riding for my entire career, Liquid Force, was closing down.

Three months into the pandemic, while sneaking through the farms of Argentina to be able to kite, I got a message from Sam Medysky and Eric Braojos asking if I would like to join the Airush Team. That changed the whole game for me! It's hard enough to find a sponsor in a moment when nobody knows what's going to happen, not to mention a sponsor that makes insanely good kites and has an incredible team behind the scenes.

It took us quite a while to announce I was switching to Airush. Long story short, shipping wasn't at its best for obvious reasons, and Argentinean customs didn't help at all. By the time I got the gear in my hands, winter was about to take over, and I knew that meant more lockdowns to come. After thinking through the possible scenarios, it seemed that the only way to keep riding was to escape to the Northern hemisphere.



On The Fly

AIRUSH // THE SWITCHING GAME

With the clock running out and the fear of getting stuck in Argentina, I had to act quickly. Three days later, I was on my way to Cape Hatteras, North Carolina, to meet up with friends for some slider sessions and to shoot my "Welcome to the Team" edit! While we weren't too lucky with the conditions, it was a lot of fun to ride and reconnect with the Kite Park crew!

PHOTO EWAN JASPAN



PHOTO ERIC BRAOJOS



On The Fly

HARLEM // NONSTOP WIND IN BRAZIL

The Brazilian coast is known as one of the most consistently windy places in the world from July to December, but funny fact, this year it has been windy the entire year! For some reason, the low season never happened! Enjoying this gift from mother nature, Yury Manzon from Kitesurf Brothers has fun on the water in Cumbuco, Ceará.





NAISH TEAM

On The Fly

NAISH // JEFF URFER, PRODUCT DEVELOPMENT ENGINEER

How did the man they call 'Shark Bait' end up on the development team at Naish?
Jeff Urfer gives us the low down!



PHOTO JEFF URFER

Growing up sailing, windsurfing, and wakeboarding, I didn't know I was already training for my next passion. In the summer of 2004, I was introduced to kiting, signed up for lessons, and was instantly hooked. Constantly tinkering with the design of kites, boards, and foils, I always dreamed of working in the industry. In the meantime, I searched for mechanical engineering jobs in close proximity to kite spots. My path started on Florida's east coast, where I engineered satellites and recreational boats until the dream of a more remote kite spot took me away.

My first major kite oriented move was to a Navy Installation in the Bahamas for a snazzy engineering job that I can't really talk about! It was also my first major kite injury: a complete hamstring avulsion. After surgery, recovery, and rehab to relearn how to walk, I was back to kiting. The next career move was to an even more remote kite spot in the Marshall Islands. Another unmentionable engineering gig, but in an incredible kite location. Unfortunately, it was also my next kiting injury. This one involving my foot and a shark's mouth. Another more extreme round of medevacs, rehab, and, once again, relearning to walk. I was back for the windy season after a little more work, and it was time to kite.

Finally, now, one more career island-hop to Maui... and Naish, where my love of kiting and engineering has professionally merged. Dream achieved!

On The Fly

GIN FLYMAAX // A NEW VISION

If you haven't heard of Gin Flymaax Kiteboarding yet, you will surely be hearing more about them very soon. With their race team making a strong impression in the Formula Kite scene and a long history of freeride products under their belt, this is a dynamic duo that is sure to create something special.

Gin Kiteboarding was born in Switzerland, where it all began. Today, they are evolving, with a new strategic shift and a whole new vision. Relying on their history of ram air kites, they are focused on development, quality and innovation. They want to change the way people enjoy the outdoors, from the mountains to the ocean. Flymaax has joined the team, and together, they have created a winning dynamic. Gin Flymaax Kiteboarding combines the historical axis of Gin Kiteboarding in freeride performance and innovation with the competitive race axis of Flymaax and their expertise on the ground.

"The Gin Team's work embodies the Tribe life. We are a group of people that choose to be close to the land, follow the rules and lifestyle of mother nature. We have world champions, innovators and leaders in the sport that perfectly represent our brand. The #GinTribe is fulfilled by passion, innovation, and the desire to take the sport to other levels."

With a growing team of talented staff and riders and two exciting new products on the way in 2021, we look forward to seeing what's next from Gin Flymaax Kiteboarding!



On The Fly

UP & COMING // MARCEL STĘPNIEWSKI

The team at IKSURFMAG thinks the Up & Coming kids of kitesurfing will be taking over the pages of our magazine in no time.



We first spotted 12-year-old Marcel Stępniewski riding with the Shinn team during their product shoot in Tenerife, and we had to know more. Coming from Poland, Marcel spends every possible moment on the water with his family and friends.

Marcel says, "I always try to push my limits. That is why, whatever the conditions are, I am always on the water foiling, freestyling and surfing. I will never forget my first blind judges, kiteloops and first tacks and jibes on foil. When the kite conditions aren't sufficient, I take my surfboard and surf for hours, all the time hoping to get better backsides on waves. Watersports help fulfil me. They teach me respect and regard for nature's elements."

He's only been kiting for three years, but loves the diversity of the sport. Keep an eye out for this kid who is already taking the Formula Kite world by storm!

See more Up & Coming kites on our website, [click here!](#)



On The Fly

TONIC // WILL WINGING OVERTAKE KITING?

In the latest issue of Tonic Mag, Rou Chater talks winging. It's been a wild ride the last two years, from his first meeting with a wingsurfer at Naish's 2019 launch in Tarifa to now, when he is helplessly addicted. Rou firmly believes that winging will overtake both kitesurfing and wingsurfing in terms of popularity, and he doesn't think it will take long.

Check out Rou's **TEN REASONS** why wingsurfing is going to be the biggest water sport on the planet, exclusively in Tonic Issue #8.



RIDER SENSI GRAVES PHOTO ERIC DURAN



RIDERS STEFAN SPIESSBERGER AND KLAAS VOGET PHOTO CRAIG KOLESKY



PHOTO LANE SOLANO



Lightroom

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

LIGHTROOM

WINDSPORTS COME TOGETHER IN THIS EPIC SHOT WHERE KIKO TORRES FLIES OVER ALVARO ONIEVA IN TARIFA!
PHOTO SAMUEL CARDENAS

Lightroom

LIGHTROOM

LOYD DE NOYETTE GETTING SOME STELLAR CONDITIONS IN TENERIFE WITH THE SHINN TEAM!
PHOTO ROBERT HAJDUK

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LIGHTROOM

BARREL MAGIC WITH BEN WILSON: "THIS DAY WAS ONE OF THE DAYS I DREAM OF... IT'S WHAT I LIVE FOR!"
PHOTO SCOTT WINER

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LIGHTROOM

CHRIS BOBRYK POPS IN THE COLOURFUL BACKDROP
OF STILTSVILLE IN KEY BISCAINE, FLORIDA
PHOTO CHRISTIAN DIAZ



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LIGHTROOM

MAREK ROWINSKI JR. RIDING AT FULL POWER ON THE NEW PINBOT IN TENERIFE!
PHOTO ROBERT HAJDUK

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ROSS-DILLON PLAYER EXPLORING ALL OF THE UNIQUE KITE SPOTS IN SOUTH AFRICA
PHOTO JOSHUA EMANUEL

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LIGHTROOM

HENDRICK LOPES MAKING IT COUNT ON THE WAVES OF CAPE VERDE!
PHOTO ALEX DE ROSARIO



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LIGHTROOM

LUIS CRUZ CAPITALISES IN THE DOMINICAN FLATWATER FREESTYLE HEAVEN OF LA BOCA, CABARETE
PHOTO CARLOS RODRIGUEZ

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LIGHTROOM

JAN BURGDOERFER IS NEVER SHORT ON STYLE POINTS!
PHOTO HELEN FISCHER

Lightroom

INSIGHT

MOONA WHYTE

WORDS JEN TYLER PHOTOS JAMES BOULDING

Born to a family of surfers in Oahu, Hawaii, Moona Whyte first hit the waves when she was only five years old. Moona lives a life of surfing, creativity, and sustainability while travelling the world to wherever the wind takes her. In this issue, she gets our 'INSIGHT' spotlight and tells Jen Tyler all about it.



Moona, we're stoked to have you featured! Growing up in Oahu, Hawaii, we'd expect you to hit the waves before you could even walk! Tell us how and when you first got into surfing?

Thanks for having me! Yes, surf culture is huge in Hawaii. Both my parents are surfers, and we lived on the beach my entire life. I was about five years old when I first got on a board, but it wasn't until I started kitesurfing that I became obsessed!

Living as eco-friendly as possible plays an enormous role in your life, from what we can see. Are there any major tips you'd like to share with us to help others live a more sustainable lifestyle?

After learning about our footprints and the impact our choices make, I started changing daily habits and haven't been able to stop. Some of the best tips I can suggest are to eat more vegetarian meals (even if it's just once a week); this can reduce your impact and cast a vote for organically grown veggies rather than factory farms. Another tip is to be an intentional consumer, which means only buying what you need, buying second hand, and supporting brands with ethical supply chains and recycled materials. Another good tip is to watch your single-use plastic consumption by purchasing products from the farmers market, drinking tap or filtered water from a reusable bottle, and carrying your own utensils or containers.

If you travel a lot as I do, the best thing you can do is offset your air travel with companies like Seatrees, which plant mangrove and kelp forests that absorb carbon out of the atmosphere; I could go on forever! But lastly, vote for politicians that will support action on climate change issues on a larger scale.

“ THE BEST THING YOU CAN DO IS OFFSET YOUR AIR TRAVEL WITH COMPANIES LIKE SEATREES, WHICH PLANT MANGROVE AND KELP FORESTS ”



" THEY HAVE GIVEN ME THE FREEDOM AND SUPPORT TO PURSUE DIFFERENT PASSIONS LIKE COMPETITIVE KITEBOARDING "

You are one of those people that emits positivity; what is your secret?!

People only see what I share on my social media highlight reels, but the truth is, I'm just like everyone else! For me, having a kite and being by the ocean is the key to happiness!

We've got to ask, when and how did you and Keahi meet?

I first met Keahi when I was 18 years old at my local kitesurfing beach. He came for a Cabrinha photoshoot, which was fascinating to watch, plus I was impressed by his riding and his Aussie accent!

I guess it was love at first sight; for Keahi and Cabrinha, haha!

What's it like being a team rider for Cabrinha? What does your role entail?

It's incredible to be a Cabrinha rider, and I am fortunate to be part of this team. They have given me the freedom and support to pursue different passions like competitive kiteboarding, following the World Tour, and, more recently, chasing the best waves around the world. My role is to be at my highest level, create content that reflects the fun and high-performance gear, provide feedback on equipment, and be a

good ambassador for the brand.

Tell us about The Shallow Reef Studio? Do you design your t-shirts, or do you have other designers working with you?

The idea for Shallow Reef came while I was taking a screen-printing class in college. We learned how to print on t-shirts, and all I wanted to do was design and print clothes I wanted to wear! So, I started the business, doing everything myself from sourcing shirts to designing, marketing, and selling. I probably should have scaled the company to enlist some help, but I was too busy kiting and travelling!

"EVERY COMPETITION AND TRIP SINCE THEN HAS BEEN SO SPECIAL AND MEMORABLE THAT I WOULD RELIVE IT ANY DAY."



If you weren't a professional kitesurfer, what would you be doing instead?

I would probably be a graphic designer. That's what I majored in in college, and I love the whole process of design. But no matter what, I would always make time to be in the water because that's my first love!

If you could relive a moment in your kiteboarding career, what would it be?

My first competition on Maui was a very special one. It opened a whole world of kiteboarding and kickstarted my kiteboarding career. But also, every competition and trip since then has been so special and memorable that I would relive it any day.

What was your least and favourite aspect of competing? What would you change?

My favourite aspects of competing are travelling somewhere new, hanging out with other kites, and the feeling of accomplishment after having a good heat. I struggled with feeling extra pressure to do well and not performing my best because of it. On a more surface level, I miss having more pure wave events. Still, I think the GKA and all the competitors are doing a fantastic job adapting to challenges and restrictions and are doing well to elevate the sport through existing and new disciplines.

Your 'Sessions with Moona' vlogs make us want to pack our bags and travel. Can you tell us about your favourite vlog so far? Are there any plans for a full movie in the pipeline?

My favourite episode would be from a trip to Beran Island in 2019; it was my first time there.



"EACH SPORT HAS ITS TIME AND PLACE AND HAVING BOTH IN YOUR QUIVER ALLOWS YOU TO ENJOY ANYTHING THE OCEAN THROWS AT YOU."



I love having captured my first glimpse of the place and first experiences full of excitement and shared with good friends. I also got a little more creative with the editing since I didn't get as much kiting action footage as I wanted to! I would love to work on a longer length piece once we start travelling again.

Having the travel bug, what was it like being stuck in Oahu during the pandemic? (We can think of worse places to get stuck!)

I'm grateful to have spent quarantine life here! We had a great season of waves throughout all the lockdowns and restrictions. We were always able to

go in the water, which was a huge lifesaver. Even though I'm itching to travel, and after being "stuck" here, it's still a hard place to leave!

Board sports are your thing, and we've noticed you've been winging and surf foiling loads recently; what do you enjoy about it, and how does it compare to a kitesurfing wave session?

Foiling and winging are another thing that saved me in quarantine! I used to get bored in summer at home because the waves are small, but this time I had so much fun learning to wing on a small board and riding tiny waves. It opens a whole new set of

conditions, so suddenly, we're excited for when it gets flat and windy. Like kiting vs surfing, rather than choosing one or the other, I like to say that each sport has its time and place and having both in your quiver allows you to enjoy anything the ocean throws at you.

What are your plans for this summer?

I'm getting my COVID vaccination soon, and I'm hoping we'll start travelling again. If not that, home is still a great place to be, and I would be perfectly happy finding fun ocean adventures to have here!

Thanks, Moona! It's been great to catch up!

Thanks, Jen!

The IKSURFMAG website is crammed with the latest news and best videos from the kitesurfing industry. With so much to see, where do you even start?!

This issue, we've hand-picked our 4 favourite films that you might have missed 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!

Put the popcorn on, it's Movie Night!

MOVIE NIGHT

#1 "THE KITEBOARDING INDUSTRY" MOVIE

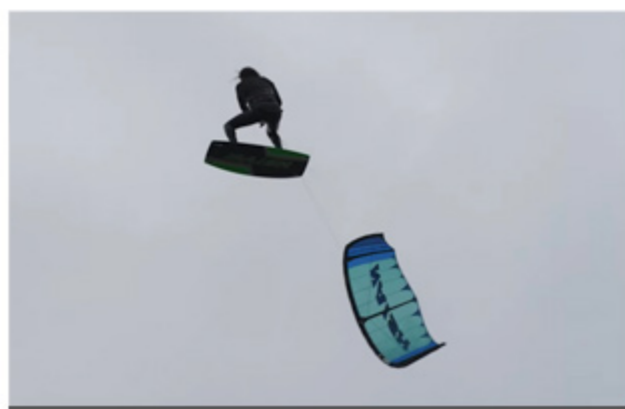
Tom Court takes us behind the curtain of the kite industry. At 25 minutes of action and insight, we get a look at everything from the riders to the designers to the factory. This is our #1 pick, and a film you absolutely cannot miss!



[CLICK HERE FOR VIDEO](#)

#2 WOEI - A CLASSIC DUTCH BIG AIR KITEBOARDING SESSION

Our #2 pick puts Dutch big air front and centre! WOEI is a stunningly presented film from The Stoke Farm, perfectly capturing the energy of a stormy session in the Netherlands. Join Stig and the crew to ride out the storm...



[CLICK HERE FOR VIDEO](#)

#3 NEWFOUND FREEDOM PROJECT EP.1 CHARLESTON

We couldn't leave this inspiring story off the list! Our #3 pick documents the Newfound Freedom project, where the Cabrinha team makes watersports accessible to those with unique physical and mental challenges.




[CLICK HERE FOR VIDEO](#)

#4 I AM ADDICTED BORJA VELLÓN GARCÍA

Foil addiction is a real thing, so our #4 pick is this documentary from KITENATURE films, a video a lot of us can relate to! This film tells the story of a kitesurfer who found that feeling of foiling and couldn't let it go...



[CLICK HERE FOR VIDEO](#)



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