

Flight

Volume 1, Number 3: Winter 1997

The Hydrofoiling Newsletter

Marine R&D 31566 Railroad Cyn. Rd., #101, Canyon Lake, CA 92587

Many of you have probably noticed the change in the title of *Flight*. This publication is now "*The Hydrofoiling Newsletter*". This name change also brings up an interesting question. What is the generic name for the sport? So far "Air Chairing" has been it because Air Chair is the only company currently manufacturing and selling sit down hydrofoils. But what will the sport be called when another company produces a similar product? Would it be hydrofoiling? Maybe some other name? Let me know.

The "storm on the horizon" referred to in last quarter's column is blowing into town. Mike Murphy, co-owner of Air Chair no longer works for RBM (RBM makes Air Chairs). Litigation between RBM and Murphy is now in progress, and it looks to be drawn out. More updates as this case unfolds.

Keep flying,

Tony Klarich, D.C.

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All Fired Up!



photos: Klarich

Marty Harper: 45 year old firefighter, flies with a Hot Seat

Who says that getting air and going inverted is just for generation X? Baby boomers are discovering that hydrofoiling is one way to stay young on the water. The smart guys have figured out that the Air Chair is easier to jump and flip than any other towable. And once you figure out how to land jumps and inverts on the foil, the landings aren't bone jarring like on a wakeboard or kneeboard. Just ask Don Meyers who at age 60 is the oldest person to land a roll on anything. Of course this sport isn't just for the crowd over 30. It's just that the younger group has yet to tune in to the possibilities. When that happens, watch out!



At 58 Wayne Rexwinkle Land a Roll

Mike Mack's

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Foil Cover



Ski Cover

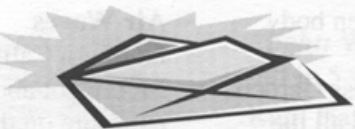


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Letters



The Wacky Texan

I bought my pre-assembled chair in Houston 3 years ago. The only problem was the T-bar was turned backwards and the foils were mounted wrong. My wife drug me for two days, 10 feet at a time. By the third day I could barely go further than 30 feet due to the tremendous pull. I'm considered strong by my friends. I'm 6'3" and 270 lbs. and work in elevator construction. I finally had to call Air Chair to get tips on how to start, and discovered that I didn't get the instructional tape that was supposed to come with the chair. They sent out my tape for free and I also bought a hat, stickers, and T-shirt for my wife. They don't make XXXL shirts. Who cares, I got a purple air chair hat!

Soon after that a guy pulled out a discount catalog with a picture and we discovered my chair was put together wrong. We all got a big laugh. Later I met Tony Klarich after he put on a heck of a cool show at the Shreveport pro tour stop. He gave me pointers, and they worked! He had even heard of the Texas rider with the wacky air chair.

Ricky Baker Huntsville, TX
It's true about Texas, everything is bigger including the riders. Stay tuned to avoid problems like this!

Cluck, Cluck

I just subscribed to *Flight*, and look forward to all the stuff. The great thing about the Air Chair is that a person can continue to reach new levels of individual performance, and be challenged by others who have the same or better skills. My chairing buddies don't think they have enough life insurance to consider flying in any position that resembles being upside down... "Chickens!"

When I first attempted the back-side roll 5 years ago, my only instruction was the sales video. So off to the lake I went...I think I grew a beak, sprouted wings, and started clucking like a chicken myself. My first attempt was the scariest, but once I tried, it became a challenge instead of a hurdle. You know how it goes, when you hold up one finger and tell the boat driver, "one more time". Now I can do rolls, fronts, gainers, skidders, 360s around the boat, and more. I'm ready for the helicopter. "Cluck, Cluck, Cluck...I'm chicken".

Just last week I had a jet skier come up and ask me "What is that?" I told him "A front flip". And he said "No, what is that thing you are sitting on?"

Wow, there are still hundreds of people out there that have never seen an Air Chair. It reminded me of the good old days when a

half a dozen boats followed you around the lake in fascination. 'Til we fly again,

Bob Howrey WtrBob@aol.com

Uncontested

Loved your first edition of the newsletter for us air chair junkies. I hoped to compete in the world's this year, but since they were cancelled, we are having our own championship on Lake Wedowee, Alabama instead (home of five air chairs). I don't know how the scoring goes, like the point values for each trick. Help!

Pat L. High Wedowee, AL
Competitions will be a big step for helping the sport grow. Look for a complete contest rundown in the Spring Flight. As for the World's, the 1998 event is tentatively scheduled for the Southern CA area.

Dear Wyatt

The water hounds from Canyon Lake send special thanks for our great time at the Winston Finals drag races! We all got to meet Bobby Taylor who is one of the best top alcohol dragster racers... and he loves to air chair too! It felt good to have our feet on dry land for the day. Ski Ya Later...

Shonna Klarich Canyon Lake, CA

Got questions or comments? Send your thoughts and words to *Flight* via mail or E-mail: hopro@ez2.net



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Filings

High Chair

Leave it to the Europeans to come up with the highest air chair to date. Dave Statham got into air chairing after Mike Murphy went to Windermere in England to do demos and lessons. Dave caught on quick and has done exhibitions this year at the Cannes Film Festival and the British Water Skiing Championship pro tour stop.



Dave Goes Big

Dave says he doesn't know exactly what inspired him to make his "really big one", which measures eight feet. That puts the rider's head about 13 feet high! The aluminum fin was made by a friend of his, Mike Parkinson. One of Dave's favorite party tricks is to spot an unsuspecting boat at a place called "Lady of the Lake". Dave cruises by with the foil down, until they see him, at which time he keeps going up and up and up. Jaws drop, laughs abound, and it's all a lot of fun.

Crossover

Top wakeboarder Zane Schwenk broke his leg last year during a photo shoot when things went haywire and he slammed into the photo boat. During his recovery period Schwenk spent time honing his skills on the air chair (Zane was one of the top competitors the year that the pro tour had air chairing). He is convinced that Chair Raleys are possible, and has even had a few attempts. Zane cuts at the wake and throws his chair completely behind him. The problem is getting the heavy-weight ride down time to ride it out.

So far all landings have been body first.

Schwenk trains with Cypress Gardens skier Steve Bates who does all the rolls and flips, along with some good crashes.

On another heavy note Zane recently re-broke his leg on the wakeboard. From Zane "I had surgery on Monday and I have been recovering great. They put a rod in my tibia and the doc says 6-8 weeks 'til I can get out on the water. I have already done some partial weight bearing, but the swelling is still pretty huge. I hope that everyone is doing good and I hope to hear from all of you soon." It looks like more chair time for insane Zane. (ZSchw30807@aol.com)

Competition

The INT-League Amateur Tour in Arizona was the first organization ever to hold a series of competitive air chair events. Eight tournaments were held through the summer, and one stop in Lake Pleasant had more than 20 riders. Events were based on the tricks format where competitors are given two passes to perform five tricks per pass. Riders are put into groups based on ability levels.

1997 INT Overall Winners - Air Chair

Novice	Advanced
1 Curtis Oglesby	1 Brian Vesely
2 Steve Stanton	2 Brian Kjere
3 Dwayne Alford	



Parker, AZ Winners (left to right)
 1 Blain Sholinder - Port Courgalate, BC
 2 Jake Kinnison - Redmond, WA
 3 Barrie Regan - Burnaby, BC
 1 Open: Brian Vesely - Yorba Linda, CA

Air Waves

Northern Californian ripper Damon Moore got about 7 minutes of air chair exposure on the Outdoor Life Network, national cable channel.

Mary Murphy continues to impress with a story in the October 28th edition of the "National Enquirer" and feature appearance on "Inside Edition".

Mag-ma

Water Ski Magazine sent sports photographer Grafton Marshal Smith and senior editor Gary Joyce to the Colorado River for some explosive riding. Grafton, well known for evoking the feeling of a rider, got right to work with Mike Mack and Skidders. The spray from Mack's foil was back lit with a perfect backdrop of the golden setting sun. Next, Murphy had his turn with some boat to boat shots, pulling moves just feet away from the hyperactive lens. Murphy also posed for shots as the camera boat pulled in directly behind the wake of the tow boat for some up close shots. Adrenaline was running all around, but Murphy pulled off his huge rolls over the photo boat without a hitch.

Klarich also had a go at boat to boat on his chair, pulling off kick ins that floated over the back of the photo boat. Grafton also shot quite a few helicopters with perfect timing between boats, rider, and photographer. The word cover was mentioned a couple of times here by the man sent to write the story, New York born and bred Gary Joyce. Could the Air Chair finally get the cover on *Water Ski Magazine*? John Wilborne had a go as a night rider. Grafton used a generator powered strobe to freeze the action. Wilborn's blind landings were more hit than miss, and the shots will be classic. Grafton also got in a tube for tandem shots of dueling skidders Shonna Klarich and Vicki Mack. The whole crew also teamed up for a picture of even chairs behind one boat, just shy of the current record of eight, but still fun.

(Continued on page 14)

tips&tricks

Staying On

Have you ever slid off the front of your seat? It can be downright painful. With Winter here, many riders use Navy dry suits with the slick finish. This can make you even more prone to coming off the front. To reduce your chances of sliding off the front of your seat tower take these precautions:

- Add a seat pad with cut outs or a non-skid finish
- make sure your seat belt is tight
- try to avoid wearing slick outer gear like bathing suits or Navy dry suits



photo: Kelly Kingman

Slick suits make it easier to slide off the front of the seat.



photo: Klanich

Try a Fashion Air, but remember to keep the handle in!

On Board

Handling your Air Chair is a learning experience that takes time. Over the years I've discovered some of the best ways to lift, carry, and transport my chair. The weight and awkward shape of the Air Chair make it important for you to think ahead and use good body position when lifting and moving.

It's really easy to get your Air Chair on board a tournament style boat. Float the chair into position near the swim step with the tip up and the strut parallel to the platform. Grab a binding or nose of the board and lift straight up on one motion until you can set the rear foil down on the step. Next, gently set the back of the board down so it's well balanced. You're ready to pick the whole thing up, but first you need to clear a space in the boat. Ropes, vests, and other equipment can get in the way, so make room for a smooth transfer from the swim step to the boat. Once you are ready to load the Air Chair, it's time to pick it up. The easiest way to carry the Air Chair is to put your body in the 90 degree angle where the board and foil meet. Lift with one hand on the board and one on the foil for the best body positioning.

Jump Tip - Variations

As your jumps advance it's time to add some flair. Of course you should be confident with straight jumps across both wakes and out wide on both sides before you go for variations. The first step for any new addition is to make sure you get a good approach and take off. Don't try to maneuver the board or your body before you leave the water. For example, a Fashion Air is a good move to start with. Get a good jump in the flats, then let your hand ride up as your board lifts off the water. Remember to keep the line in with your handle hand. Grab the handle with both hands before you land and you are "looking good".



photos: Rick Doyle

Lifting your chair for storage is easy with some planning

THE BIG THREE: In addition to on-water time your complete training should include the balanced triangle of stretching, strength training, and aerobics.

Stretching/ Flexibility: There are many benefits from taking a few minutes to stretch out properly before participating in a vigorous activity such as skiing. Blood flow, temperature, and elasticity are increased within the stretched muscles, allowing a smoother transition from inactivity to activity. Range of motion and nerve awareness are also both increased, resulting in faster and freer movement. Even muscle soreness can be significantly reduced by stretching the right muscles. But perhaps the most important benefit is a reduction of injuries such as strains and sprains. Before stretching take a few minutes to do a light jog or calisthenics. This raises your core temperature to prepare the body for stretching.

Strength Training: Effective riding combines the proper combination of technique and strength. With the right body position an increase in muscular power will result in better leverage, stronger edging, and more air.

(con't on page 7)

The Front Flip

Got Balls?

sequence photos: Rick Doyle Rider: Mike Murphy



TOP TIPS: Mike Murphy: "Wait until you get to the apex to throw it."
Fly-n Brian Vesely: "Throw your head and your shoulders and don't be afraid of it."

You've got the jumps, skidders and rolls. Now it's time to master one of the most impressive tricks being done.

The front flip is impressive for many reasons. It's pretty tough, and not that many people can perform it on cue. It's also a trick that is big. Even a small front flip requires plenty of height to complete the rotation. I have been in the boat many times with uncle Mike showing off behind the boat. It's great fun when it is the observers' first time to be in the boat while Murphy foils. His rolls always inspire gasps and yells. But it's the front flips that always take the cake. Here's how you can do them too.

Getting Ready

I highly recommend some sort of dry land instruction before trying this move. Get used to the feel of the front flip on a diving board, trampoline, or any other way possible. Pay special attention to spotting your landing. It's actually more like spotting the horizon as you come around. When you see the horizon, it's time

to open up and slow your rotation. Concentrate on a perfect end over end spin. A crooked rotation makes for nasty falls. You will also need to mentally prepare for this one. Learn and visualize each part off the trick off the water before you try it on the water.

Use a release with this move. I have seen and heard of foils getting caught up in the rope, and arms going through the handle after over rotations. Also, make sure your seat has maximum traction. DO NOT use only a swimsuit. I have personally slid forward off the front of the seat while learning this one, and it hurts! Ooooh!

The Approach

Set your boat speed at 23-26 mph. Cut out about 25 feet. Wait until the line is tight before you turn into the wake with a moderate angle and pace. Start from whichever side feels comfortable. Dip your board as you would for any other jump or rolls, with your board coming off the wake as you start the trick.

The Takeoff

Here's where things can get tricky. You first need lift which requires you to go up and back. Then you have to stop that momentum and reverse it to throw it forward. You must jump first before throwing the flip. Get air as you normally do, but do not throw you shoulders back as hard. Once the foil clears the water it's time to throw the flip firmly and quickly by pulling the rope to your boat side hip, and throwing your upper body towards the tip of your ski. Throw your flip on the same line as your approach. Most riders initiate the rope pull with two hands, then throw their outside hand down to aid in rotation.

Controlling the Line Tension

If all has gone well so far you will be up in the air spinning forward with the line near your forward hip. The pull from the boat will make it hard to keep the handle in and tight with tension. But remember, it is this tension which helps pull you through the spin. The tension will also want to twist your shoulders open to the boat. Don't do it! Maintain your same line, and keep the handle in. The more you resist the boat with a good line load, the faster you spin.



FRONT FLIP TROUBLE SHOOTING

Problem: No height on the jump.

Solution: Air time is in direct relation to speed at the takeoff and strength of the pop. You must go up and back to get air before throwing it forward. If you feel you are doing this part correctly, try a bit more boat speed or speed/angle to the wake.

Problem: Twisted rotation.

Solution: You control the line tension, it should not control you. Keep the handle in near your hip throughout the entire rotation. Also, make sure that you are throwing the move straight down during the initial takeoff.

Problem: Under rotation.

Solution: First you must have enough height to complete the move. If that's not the problem it may be that you are not being aggressive enough with your approach. In addition, get a quick, firm pull the rope to initiate the spin while *snapping* your head & shoulders forward.

Problem: Inconsistent landings.

Solution: Open your eyes! You must see where you are to adjust in the air. Hit and miss landings are also the result of inconsistencies in other parts of the trick. Try to get a consistent approach, takeoff, and line control to keep things the same.

Problem: Falling into the wake.

Solution: This is one of the most common problems after you start sticking a few flips. Do not drop your inside shoulder or open to the boat. You should have the same angle of attack for the approach, mid-flight, and landing.

(from page 5)

The Landing

Spotting your landing is the most difficult part of this trick, and it is also what makes consistency hard to achieve. At first you probably won't see much. Hopefully you will have spent some time with dry land flips to increase your aerial awareness. If you wait to actually see the water, chances are you will over rotate. When I first learned, I looked for the horizon to time when to open up. Maintain your angle as you land the flip. Do not open up to the boat. This slows your spin and makes the landing much harder without a tight line. Get both hands on the handle and your upper body forward after you hit.

One *advanced* method I have used to spot the landing is to look over my inside shoulder mid way through the rotation. This gives you a much earlier spot, but be careful. When you look over your shoulder it's easy to also turn your shoulder, and you don't want that. Turn your head without turning your shoulders to employ this early spot technique.

Tony Klarich

Off Season: "Higher weights, less reps". The Winter and Spring months are the time to concentrate on building strength. One proven technique is to work a muscle to failure. That is, increase your weights until you can perform between 8 and 12 reps for 2-3 sets. Once you make all sets with 12 reps it's time to increase the weights again. *This is called progressive resistance training and is the backbone for building strength.* Pay special attention to the main skiing muscles like the forearm flexors, biceps, lats, traps, rear delts, and back extensors.

On Season: "Lower weights, more reps". Tone down your intensity level to light maintenance and work your endurance. Perform with 50-65% of your normal weight and sets of 20-30 for your main skiing muscles. You can work the skiing protagonist muscles a bit harder to maintain balance (triceps, anterior delts, pecs, abs, hams). Consult your local trainer for expert advice on including techniques like supersets, pyramid training, and more. There's a lot out there!

It is especially important to vary your routine occasionally. Muscles doing the same exercises week after week get accustomed to the load. You need to "confuse" them with change to keep improving.

Work the entire body with both free weights and machines, paying special attention to the back, shoulders, and biceps.

Aerobics: Water skiing is a combination of anaerobic (strength) and aerobic (cardiovascular) work. Building up your endurance can be your extra edge to hold the line and maintain good angles and handle control.

Aerobic training involves reaching your target heart rate for a period of at least 15 min. 3-5 times per week. Shoot for 60-80% of your max heart rate (max = 220- your age).

A good choice would be 20 minutes of high intensity running/jogging with some sprint work (quick bursts are great training for intense riding).

Getting your arms and legs in on the action gives a fuller workout. How about swimming or Nordic Track? My personal favorite is the AeroDyne by Schwinn which provides both arm and leg movements.

Cross training is a popular way to maintain endurance. In line skating, biking, basketball, and soccer are also great choices. Whatever your game, keep your heart beating at a good rate for at least fifteen minutes.

Spending time with each of these areas will help you reach new levels of performance. We will get more in depth on each of the big three in future editions of *Flight*.

Tony Klarich, D.C.

Disclaimer: Make sure to get your doctor's clearance before participating in any new exercise program.

.....Skidder.....

Riding the bottom of the foil on top of the water is known as a Skidder, and you'll instantly feel it when you make that first one. The skidder is relatively easy to achieve for a brief time, but extended rides take practice.

Although the Air Chair is known for cutting through the water like a Ginsu knife, this trick is a special exception. You need a fairly flat surface to keep from busting your chops. Set the speed at 18-21 mph, and ride in the trough next to the wake. Scoot yourself back to the rear of the seat tower. Let the foil gain altitude, then initiate a tiny hop so that the foil lands lightly and rides on top of the water. This transition should be as smooth as possible.

In mid air you need to get your body in the correct position; shoulders back, legs extended until they are slightly bent, and handle low. Maintain this position as you land. Keep the board slightly nose up by tightening your stomach to maintain a constant upward pull on your feet. Once the blade is skidding, keep movement to a minimum. Hold the handle low and steady by locking your elbows next to your body near your hips. Steer by lifting your right foot to go left and left foot to go right. Shifting the handle side to side also affects steering. Lean forward and bend your knees to return to regular flight.

You may find that you loose lift after the first hop or during the trick. It is possible to get the foil back on top by keeping your weight back and letting the foil rise again.

This trick can also be done wide, and looks good too. Cut out hard to about 20 feet off the stern of the boat. Coast straight ahead briefly as you let the foil rise. The rest is the same except you also have to let the nose of your board drift slowly back into the wake.

Tony Klarich, D.C.



photo: Kirk Bender

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Skidder Tips:

1. Try skidders for at least 5 minutes every time you ride.
2. Move back on the seat & lean back.
3. Make a smooth but quick transition from foiling to the skidding position.

Try these skidder based moves too!
skidder wake cross • jump to skid
skidder wake jump • skid roll & more

Murphy has his handle in and low while leaning way back

rider: Mike Mack
 photos: Rick Doyle



Super Modifications

The Air Chair was first released in 1991. Since that time there have been few design changes. Up until now, it has been up to dedicated riders to add the personal touches that increase performance and looks.

Bindings- The first and most important part about bindings is:

Always Use Your Heel Straps!

Do not loosen them to make them easier to get into, it also means they will be easier to get out of.

With that said, placement of your bindings is important for a comfortable ride. The stock factory setting works well for riders 5'6" and up. Move everything back one screw hole for shorter riders. Experiment with placement to see what works for you.

Foot Pads- Many riders find increased comfort and traction with the addition of foot pads inside their bindings. For straight traction any waterproof non skid will do. Foottraxx Pads makes colored foot pads that also help reduce impact. The ultimate in foot pad action comes from wakeboarding. Air Shock foot pads are part of the Hyperlite wakeboard boot system. They come in right and left, and are contoured to fit your foot. They also have superior impact protection. Your foot fits better with the binding, and that translates to a better ride. The one drawback to the Air Shock pads are that you will need to supersize your regular overlays. The extra height inside the binding requires that you also get a L or XL toe strap binding.



XL Bindings with Foot Shock Pads

Foil Tuning (by Chris O)- This first step is to remove the powder coating. Disassemble your foil into the three main components: the T-bar, front blade, and rear blade. The least messy way to remove the coating is with a power sander with 60 or 80 grit paper. Be very careful to only remove the powder coating, not the aluminum. You can also remove the powder coating with an aircraft grade paint remover. This way is messier, and takes several applications. Use a paint

remover pad, and lightly score the powder coating first.

Dealing with the 3 pieces of the foil assembly requires filing (6 or 8 tooth body file) and sanding. The Black & Decker Workmate Table works well for the process.

T-bar (fuselage section): Take off all the square edges. Streamline and round the fuselage, with a taper from the front to the back. Don't take off any beyond the third hole from the front. The strut section should be not be razor sharp, but not blunt either. Go for something like the tip of pen sharpness. There should be no flat surfaces.

The front blade: The top of the leading edge should ramp up. Carefully take down this section which is on the front 1/3 of the top surface, adjacent to the leading edge. There is also a hump on the top rear of the front blade that should be reduced.



When it comes to performance, you have to do it yourself

The rear blade: Again, remove the leading edge hump on the rounded surface. There is also a very blunt section to reduce where the front of the rear blade meets the fuselage. Pull this back and streamline it. The two wings should be pulled back and thinned out, especially at the base. Reduce the trailing edge hump.

Take care not to make any edges too sharp or too thin. Take off a bit at a time, then check the performance on the water. You can always take more off, but you can't put it back on.

After filing it's time for sanding. Grits of 80, 150, 220, and 400 should all be used, and can be applied with a power sander. Grits above 600 and wet sanding should be done by hand.

Finally it's time for the aluminum polish. There are basically two types. The ones with some grit, such as Never Dull, are best used after you rough sand. A paste polish such as Mother's is good for the final stages or touch up maintenance polishing.

Buffers - Don't use anything over 4000-5000 rpm. Use a "sander polisher" - the synthetic sheepskin cover works better than terry cloth.

Bondo - Many riders have taken the reduction of drag to extremes. They have filled in their allen bolt holes with bondo, and sanded them down. Sunlight activated bondo works best. Make sure you thread the bolts in first.

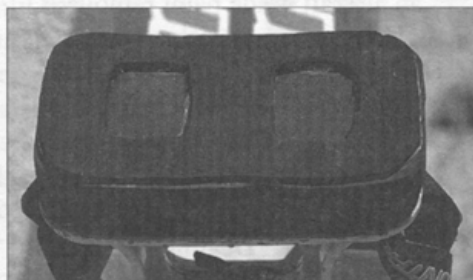
Chris Ockershausen (who tunes foils and provided the foil tuning info for this story) says, "It's harder to put water together than it is to separate it. A lot of turbulence comes from the trailing edges".

Color - you can add visually to your ride by painting your deck and/or seat tower. Stickers are another way to add graphic interest.

The **Seat Belt** that comes standard on the chair is subject to wear out, and if you have used one you have no doubt noticed that it can be uncomfortable. It's best to wear wet-suit protect to keep the strap from digging into your upper thighs. A triple locking kneeboard strap works too. It tightens down securely, and many come with

a neoprene pad that makes it more comfortable. The down side is that learning to tighten them is tricky, and they often don't fit for larger riders.

Seat Pads are one item you should invest in. Many have chosen to add an extra seat pad. This helps decrease the shock of landings, and is good for larger riders to sit up higher. These can be purchased from Air Chair. Add a thin layer to increase seat traction and help reduce the risk of sliding off the front of your seat. Buttraxx work well. The



Double Thick Pad with a Thin Upper Cut Out for Traction and Positioning

Modifying your Air Chair will make it easier to teach new riders the sport. The problem with an untuned board is that it always rides a little squirrely and gives many riders the idea that they are not in control, but along for the ride. This is not good, as the rider should be in control of their own fate. It is well worth the time to strip the powder coating, do some filing, and polish it up. Add the winglets in the future, they do not have to be an immediate priority.

I have made a couple of other modifications that I think are useful:

1) go to a skateboard shop and buy 1 square foot of skateboard grip tape. Take off your heel straps, stick on the tape, and remount your heel straps. This keeps your heels from sliding around on the board. The tape feels rough on your hands, but is not at all hard on your feet.

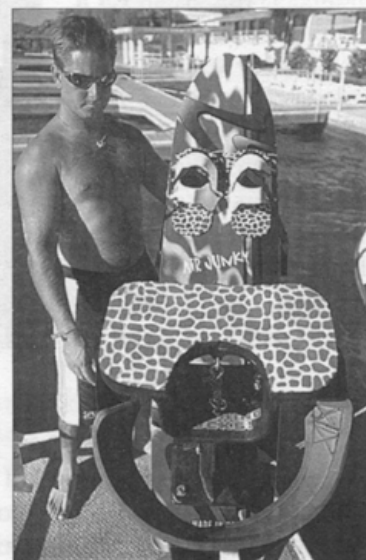
2) take off your seat belt and the footman loop that holds it onto the seat. Redrill holes and remount the little support bars $\frac{3}{4}$ " ahead of where they were. The biggest problem beginners have when you are teaching them is that too much of their butt is over the back of the board. By moving the seatbelt up $\frac{3}{4}$ " it is easier for them to keep their weight forward.

These are the little things you can do. The fact that a tuned board can go much faster does not mean you should be teaching new riders at faster speeds. No one should be going faster than 12-15 mph until they find the balance point and are competent riders.

Only then can you pick up the speed.

Ron Young - Crane Lake Air Chair Club - Skiing in 3D

variable raised surface helps you stay in place on the seat, and the extra colors look cool. Two cut outs are another good option. Your butt cheeks fit into the cut outs and increase traction with the extra ridge up front. They also act as a locator so that you can position yourself onto the seat in the exact location each time. Although many of these pads come with self stick adhesive, the best way to secure them is with regular contact cement. Follow the directions on the label for the best adhesion. The sticky tape back on some seat pad products can loose its grip after a while, and finding a floating pad is no fun in the middle of a lake.



This chair has all the bells and whistles.

- Air Junky Foottraxx and Buttraxx-
- Tailbone cut out-
- Triple locking kneeboard strap-
- Colored deck-
- White footstrap overlays-
- Much more-
- Man not included-

Shims are a hot topic. Some riders use machined shims to get a better fit between the blade and T-bar. However, the most common shim used is a dime (you can also use a nickel or washers). In general, adding a shim under the front of the front blade or front of the back blade will increase lift. Shimming the rear of the front blade or rear of the rear blade decreases lift. When it comes to the rear blade, less does more. Since every foil rides a little different you will need to experiment with this to get it just right for your individual foil. A rule of thumb: if you constantly have too lean forward to keep the foil down you have too much lift.

Through Bolting is another high performance addition you can do yourself. Through bolting helps to reduce the small amount of play between the tower assembly and

the foil, thereby making it a more positive connection. You are less likely to get the cut and dip action with through bolting.

To make the modification start by putting together your ski and foil, making sure to snug the top wing nut firmly. Next, use a 3/8 inch power drill bit to make two holes through your seat tower and foil. There should be one on the front and one on the back. Some people only use one through bolt, and claim to have good success.

Tighten your bolts firmly to increase the clamping action of the seat tower around the foil, and reduce unwanted movement. Use the largest bolts that will go through the holes you drilled.

One note on tightening your bolts. It is possible to crank them down and leave the foil in a nose

down attitude. First secure the top wing nut. Then put in the bolts and wedge open the deck and foil by resting on the front wing and nose. Now tighten to make sure to get the same attitude every time.

DISCLAIMER:

Flight and Air Chair do not endorse the modifications suggested in this article. These are simply a reflection of what is currently being done. In fact, performing many of them may void your warranty with Air Chair or cause personal harm or permanent damage. For more modification info contact Air Chair at (520) 505-2226. Or better yet click to airchair.com.



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Air Booms work with or without existing pylons
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team rider: Mike Murphy / photo: Klarich

Be Like Mike

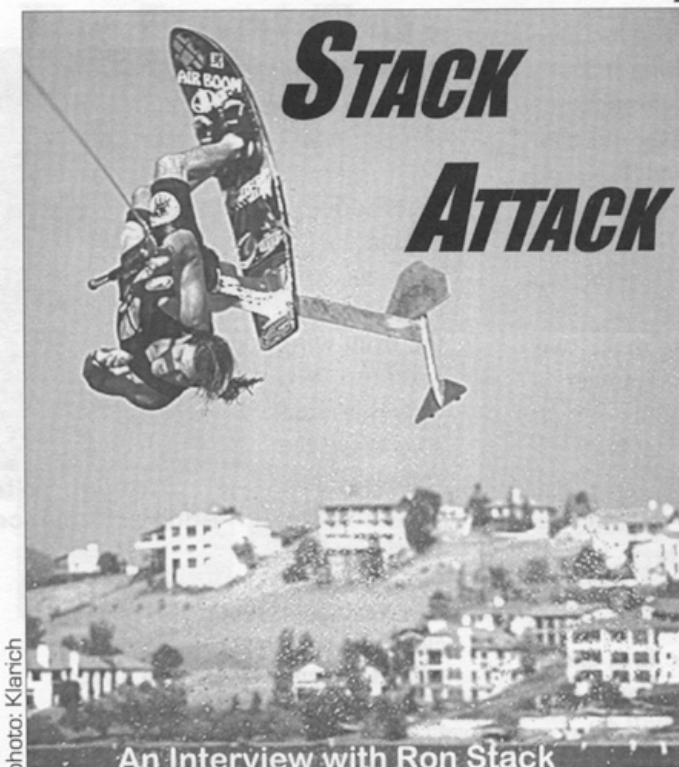


photo: Klarich

Flight: Tell us about your skiing background.

Ron: I started skiing in 1975. I never really was a slalom type skier. I was more interested in mastering the body slam turn and things like that. Trick skiing was fun but only because the wakeboard wasn't born yet. When the wakeboard came out it really clicked with me.

Flight: What got you into Air Chairing?

Ron: I would wait my turn to wakeboard on a boat full of air chair riders. Eventually the pressure was too great. I've been addicted ever since.

Flight: Tell us about the crossover influence from wakeboarding.

Ron: Wakeboards have a foundation of twists and grabs, so it made sense to take it to the chair. Doing it with 37 lbs. strapped to you is somewhat awkward, but it sure draws a crowd.

Flight: How is riding for an exhibition different from free riding?

Ron: Exhibitions are great!

Flight: You have also figured out how to ride for great photos. Any tips for the readers on this one?

Ron: It took a long time to get over the butterfly feeling, but I would say be 100% on the trick you are shooting and remember to smile.

Flight: You have come up with innovative moves like the Floater. How did that one come into being?

Ron: That trick was a crossover move I took from supercross racers. Instead of the handlebars I let go of the handle. It's a fun one!

Flying High on an Air Raley

Ron Stack has never been intent on simply following the lead of others. On the water, Stack has invented numerous air chair tricks. Off the water he introduced the water-sports world to one of the most innovative products of this decade... the vertical pylon extension.

Your heart races and you have all this energy and the crowd is egging you on to go higher and lay it out there. Free riding is fun but like the great one says, never waste a crowd, and I try not to.

Flight: Your Air Boom was the original extended pylon. How do the new tall tows help hydrofoilers?

Ron: The Air Boom has brought jumping to a whole new level. Instead of the rope pulling you back down and making you push on your feet it's tied up high in the boat so you have no choice but to get pulled up and join it! If you haven't tried one yet you really should!

Flight: With the success of your new business how do you manage to balance work and play?

Ron: My play time definitely suffers, but being on the cutting edge of new watersports with products that really do make a difference is pretty cool too! My water time has become a lot more valuable.

Flight: Tell us about winning the Mens under 35 Expression Session World title last year.

Ron: It was fun to be a part of the 1st Air Chair World's. The best



photo: Klarich

thing about Expression Session is that anything goes! No format or trick run. Just go out and do your best moves!

Flight: You have been referred to as the mad scientist with your inventions. What's the latest?

Ron: It's funny you ask me that. I've just completed my Stack Rack, The world's only Bimini top rack for watersports equipment. I'm also nearing the completion of my hands free baby feeder...look for it soon at a toy store near you!

Flight: What is it that keeps you up at night (referring to inventions). How does an idea form then get turned into the final product?

Ron: My trips back to the drawing board usually occur at night. I can't rest until I know something works. These words have always stuck with me... An invention is 1% inspiration and 99% perspiration.

Flight: Where do you see yourself in 5 years?

Ron: Having my power lunch with Donald Trump and Tony Robbins (ha-ha). Seriously? Anyone who knows me knows I live and ride by the seat of my shorts.

Flight: Give us a few air chairing predictions.

Ron: I'm at the drawing board right now. But I would like to see hydrofoiling at the X-Games.



Another crossover wakeboarding move the Stiffy

How low can you go? Stack answers with style



photo: Klarich

PERSONAL DATA

HT: 5'8½" WT: 163 Age: 34 birthplace: Indianapolis

Top Boarding Accomplishment: ESPN commercial

Best Wakeboard Move: Hoochie Glide

Top Air Chair Accomplishment: Men's Under 35 Expression Session World Title

Favorite Air Chair Move: Skid Roll

Favorite Riding Spots: Canyon Lake, Colorado River

Hobbies: Snowboarding, Motorcycling, Sand Railing

Sponsors: Hyperlite, Body Glove, Toes on the Nose, Animal Watches, Sick Threads

I'm happiest when: I'm wet.

Funniest thing I've ever done: 2 man air chair with Tony Klarich (luge style)

Scariest thing I've ever done: wakeboard Air Raley over an Air Chair

Philosophy: "Fun is first when it's not for the worst."

Main women in my life: Denise & baby Sierra

Air Boom - Stack Rack - Fake-a-Wake

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Extreme News

Ski Flying

In the quest for extreme distances a band of long distance jumpers are taking matters into their own hands. The jumpers experimenting with the new style of flying include Bruce Neville, Scot Ellis, Jaret Llewellyn, and Stephan Wild. They have extended the ramp several feet to reduce the steep takeoff angle often attributed to big falls. The boat speed was upped to 40 mph (normal = 35 mph). Ropes have been lengthened 20 feet to 95 feet, and are of a much thinner diameter to reduce drag. Taking a cue from wakeboarders, the pylon was raised 1½ feet for more hang time. Finally, the ramp was turned in and opened to the skier to allow for an easier approach.

The combined effects were tested recently in Orlando with amazing results. With ¾ cuts to the ramp all the jumpers went over 220 feet. Stephan Wild flew 230, and Scot Ellis soared to 245 feet!

The jumpers report the takeoffs are less stressful, flights feel like floating, and the landings are softer. All this is good news for fans, sponsors, and TV as the group continues to experiment in the hopes of jumping 250 feet and beyond.

Records

Slalom: It's official, Jeff Rodgers broke the world slalom mark with an incredible score of 1@43 off. At this line length the rope is 5½ feet short of the turn buoy. Even more amazing was Rogers' complete pass of 6@41 off where the rope is 3½' short of the buoys.

Jumping: John Swanson leaped 124' for a pending world mark.

Kneeboard

Billy Rossini is the forth skier to complete a double mid air rotation, this time the double front flip on a kneeboard. A renegade crew of kneeboarders including Rossini, "Pistol Pete Parrills, Jonathan McDonald, and David McDonald are moving the sport into a new realm of huge air. They load their boats down with hundreds of pounds of weight to make the wake bigger, and are using extended pylons for added lift. The crew is coming up with more than a few jaw-dropping moves. Two kneeboarders have even been invited to challenge two wakeboarders at the upcoming "Wakeboarding Magazine's Team Challenge".

Totally Tubular

Tony Klarich became the first tuber to compete in the 49th Annual Catalina Ski Race. Klarich made the 52 mile round trip channel crossing in just under two hours, beating two skiers who finished the race. Six foot swells and wind kept the speeds from 25-40 mph, and two falls were a testament to the rough conditions.



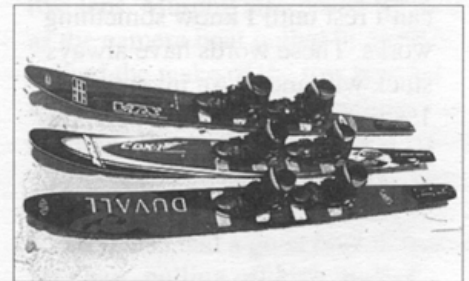
World's First Pro Tuber?

Hard Core

More and more skiers are making the move to hard shell bindings. And it's not just slalom skiers. Trick skiers, wakeboarders, and even air boarders are converting. World Champion 3-event skier Pierre Carmin (French) has been using hard boots for years, and the increased performance is now available in the U.S.

The Fögmán ski binding system is a hard shell boot mounted to a slalom ski on a fully adjustable plate system. This design allows for dramatically increased leverage while cutting and full flexibility allowing the ski to turn properly. Greater edge and overall ski control is achieved through this system.

For more info: (407) 380-0734



Hard Boots are Catching On

Filings...

(Continued from page 4)

Air chairing was the main focus of the story and the over 60 rolls of film shot. But this didn't keep Grafton from cashing in on exploring other talent including wakeboarder Chris Ockershausen jumping over a tube, Tony Klarich on hot dog slalom and tube racing, and Mike Mack rounding it out capturing the first jumps on his air board. Mack summed up the three days of perfect temperatures, glass calm water, and boat free conditions. "You should have been here this week".

Marketplace

Classified Ads

Now you can sell your stuff, search for custom products, or just get together with other riders. Send your ad in today! \$20 for 30 words, pre-paid. Spring deadline: February 22

I'd like to meet some other people, and maybe chair with them. If anyone has a tape from the World's, or a tape of good riding, I'm interested.
Ricky Baker Huntsville, TX
409-295-1643

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Dealers and Retailers:
The Air Chair scene is building fast and you can benefit in this emerging market. Affluent males 25-50 comprise the majority of riders. Do you sell air chairs or accessories? Do you tune foils? How about lessons? You can benefit from advertising in *Flight*. Special ad rates for the 1998 season are now available.



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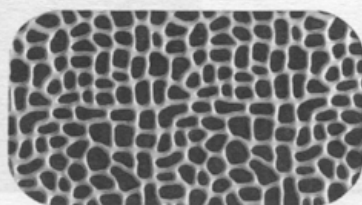
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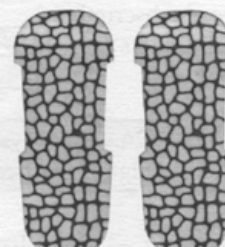


AIR JUNKY Buttraxx Seat Pad

Add some grip and padding to your seat while helping reduce the risk of sliding off the front of your tower.

201 Buttraxx 24.00

AIR JUNKY Traxx colors vary greatly, and all are fun! Each pad has at least two colors. Indicate your primary color choice of black, red, purple, or yellow.



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Style out your ride while giving your feet what they need!

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