

Hydrofoiling is brewing. More people are riding. Equipment is getting better. Skill levels are going up fast. Competitions are giving riders incentive to practice, and *Flight* is here to cover the action as this sport takes off.

Some of my readers have suggested they would like to see more pictures of other riders. So would I!!

You, the hydrofoilers out there, need to take action. Take some pictures and send them to me (full frame slides are best, but a clear photo works too). Have an idea about foiling? Jot down a few words and contact me about writing an article.

Do you enjoy this newsletter? Get involved to keep it going strong. Tell a friend about it, or sign up yourself.

I will continue to concentrate on instruction, while bringing the latest news of events. I will also always give you health & fitness training tips, so important for progressing.

All for you.

Tony Klauich, D.C.

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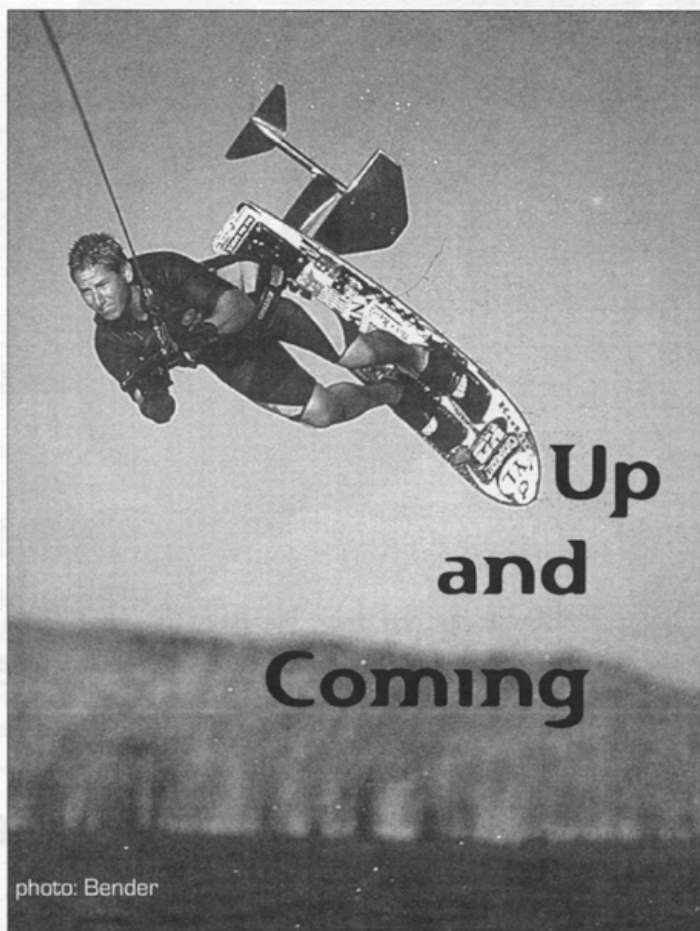
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Brian Vesely is a world class rider from Southern California

Support Your Sport

Hydrofoiling is on the verge of going Big Time. You can help to be a part of that, you've just got to get involved.

Go to a Tournament: Organized competitions bring people together to exchange ideas while advancing the sport. They are great fun! Competition fuels new tricks and riding. If we hold lots of successful events, foiling can be an X-Games sport. We also need a minimum of 10 ace riders to represent the sport on a world stage. To date, the list is simply too thin. (send me your votes for top ten riders). When we do this we will make it into the X-Games (my prediction; 3-5 years).

Subscribe to Flight: This newsletter needs you. Please subscribe today. So far only 200 people have signed up. That's not enough. There are thousands of you out there who enjoy the sport. Take it to the next level by learning new skills and staying in touch.

Ride with Friends: This is the core. Friends push each other to excel. Personal achievement feels good. You can set athletic goals and reach them.

Your Homework: Write down 5 things you will do to get involved with your sport. ➡

Mike Mack's

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"Paradise Island Water Festival II"

Sept. 5-6 Stop #5 Lyman Lake, St. John, AZ

"4th Annual Buffalo Chip Throwing Festival"

Sept. 19-20 Stop #6 Aha Quin (Blythe), CA "Paradise Island Water Festival III"

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July 12 Lake Elsinore, CA

Aug 9 Lake Elsinore, CA

INFO: 35142 Unga Circle, Wildomar, CA 92595 (909) 678-9514 I

ntski4fun@aol.com

Independent

Sept 17-20 Lake Elsinore, CA "1998 Flight World Championships of Hydrofoiling"

INFO: California Skier 600 Third St., Lake Elsinore, CA 92530

909-674-7900 fax 909-674-8882 or airjunky.com/worlds/

Sept. 26-27: Southern CA area. The "Fly-In". Bring your boats, foils, and get set to ride. The Fly-In is already a hydrofoiling tradition. Come join the friends and fun.

Wednesday Night Ski Shows. 6 weeks on the Parker Strip starting July 8.



Great Granny Flies First Class

Mary Murphy celebrated her 79th birthday by skiing 26 miles to Catalina across open ocean. After completing that trip she promised to complete the round trip for her 80th birthday. She made good on that promise on April 17, 1998 with a 52 mile, 4½ hour ride that amazed her family, friends, and media. The training for Murphy's oceanic journey began with hour long walks and morning exercises. Then Mary's son Mike Murphy bought her a membership to the local gym where she added weight training, aerobics, and stretching classes. The voyage was delayed 3 weeks due to bad weather cause by El Niño, but the actual day of the big event was picture perfect. The journey began fittingly at the Queen Mary in Long Beach Harbor. Our Queen Mary hopped in the brisk water and began her odyssey at 6:30 AM under clear blue skies and calm, cloudless conditions. The port of Long Beach with it's giant ships and cargo cranes passed quickly as Mary made her way out through the breakwater to the open sea. Santa Catalina Island loomed



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Granny...

ahead, as 5 foot swells rose and fell gently. A lone seal peered curiously at the spectacle, and later a school of dolphins joined the fun. Mary rode a sit down hydrofoil water ski that is manufactured by her son Mike. Pat, the eldest son had driving duties while Mike observed. Mary made the island in under two hours. In Avalon Harbor the octogenarian climbed aboard for a quick break and a photo session. Mary was quickly back into the water with her full length body Glove Wetsuit for the return flight. The snow capped mountains of Southern California stood silent witness 50 miles off, and the weather continued to cooperate completely.

The second half of the trip was unremarkable, except for the fact that an 80 year old great grandmother rode over 4 hours across more than 50 miles of open ocean! As Mary let go of her rope triumphantly near the Queen Mary, those on hand let out a wild cheer. She did it! On the dock Mary was greeted with hugs and cheers from family and friends on shore. More newspapers reporters and TV crews were waiting so Mary, ever the show off, took another 15 minute ride for more video and photos!

Finally all in attendance boarded the 72 foot long Body Glove yacht "Disappearance". This is the second year Body Glove drove support for the crossing, and graciously offered food and drink for everyone. Mary, surrounded by a few of her family including her husband Nick, two sons, daughter, and grandson, blew out the candles on her 80th birthday cake. What a day!

-Tony Klarich, proud grandson

Stats:

Mary Murphy born March 25, 1918
Learned to ski: age 42
Learned to hydrofoil: age 75
Family: husband - Nick,
4 children, 6 grandchildren,
2 great grandchildren

Mini Chair

In any sport the youth is the future. Smaller riders would have better performance with a chair sized and weighted for them. Key elements such as seat height, ski length, binding placement, and overall weight ratio affect the performance of smaller riders.

No one currently manufactures a sized down model, but hopefully someone is thinking about it.



A Little Experiment



Hydrofoiling is In

Extreme Sports,

the definitive book on the new breed of athletics, is now available. The 192 page "encyclopedia" covers over 40 sports in extreme color and action that gets you in touch with the sport. See B.A.S.E. jumping, Speed Biking, Open Water Swimming and Air Chairing. This is a great coffee table book for all athletes, especially if you foil!

author: Joe Tomlinson

Smithmark Publishers 212-532-6600

X-games Update

News from the big wigs at World Sports & Marketing, producers of the Pro Ski Tour, Boardstock, the Wakeboard Worlds, and the X-games. Hydrofoiling is receiving close attention another boat towed watersport in the X-games.

The undisclosed official said that hydrofoiling needed more organization and proven contests. Sounds good for us...keep practicing!

Are you a **Behind-The-Boat** sport fan? Do You live in Southern California? Then you need to check out The Ski Line. With all the info. you need, to get the most out of your favorite behind the boat sport.

Tournament Calendar
Classified page

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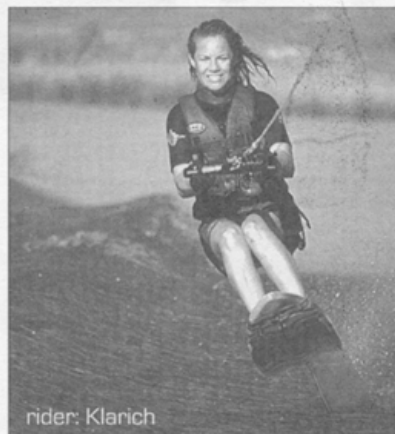
10 Minutes
from Orlando Attractions

Wake Crossings

New riders often find negotiating the wakes a tricky proposition. Making the crossing is simple by following a few steps.

Get control before crossing: make gentle controlled turns from crest to crest, staying inside the wakes. *Steer with your knees:* Point your knees in the direction you want to go and maintain that angle. *Be ready for extra lift at the wake:* your foil will want to climb as you cross the wake. Lean forward and raise the handle just before the crossing to keep your blades down, and avoid bucking.

To put it all together, start your crossing at the far side of the opposite wake. Make a gentle turn across, steering with your knees. Maintain your angle all the way through the wake, remembering to lean forward and lift the handle as you cross. To cross back in, start from about 7 feet out and reverse the process.



rider: Klarich

Use Your Knees to Steer

photos: Klarich



Perfect Form Across the Wakes

1. Tip Up
2. Handle on knees
3. Maintain flight path across wakes

rider: Rexwinkle

Mike Mack developed this technique at his school in Arizona

Hands on the Knees and Freeze!

Have you ever gone for a jump only to have your tip drop for an out-the-front crash? This face first fall is affectionately called the "Mud Hen", and here's how to avoid it.

Ever since we were kids, everything involving jumping involved pushing your feet down and extending your legs. Not so with the air chair. It's tough to over ride this conditioned response to a jump. Instead, mentally concentrate on leaning back like you are in a rocking chair by tightening your stomach muscles. This keeps the tip up. In airplane terms it's nose up for takeoff and flare for landing.

While in the air always keep the handle low to keep your tip up. Combine good handle position and a rocking chair action to get this season's rhyming maxim:

Hands on the knees and freeze.

-Tony Klarich

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team rider: Mike Murphy / photo: Klarich

Be Like Mike

The Big Spin



Stay on edge until you get out fairly wide. Maintain control with your forward arm. Keep it low.



Let up only momentarily before rising and dipping in preparation for your take-off. Keep the rope tight. Control it with your lead hand.



Focus on taking off straight ahead. You must get clear before starting the turn. Keep your head up, and don't push on the feet.

LIKE SO MANY OTHER AIR CHAIR MOVES, the helicopter is an adaptation from another discipline in water skiing. As a show ski jumper I performed the single over heli with two riders criss-crossing beneath. The guy going over the top has to pop off the ramp before unwinding to get enough distance for clearance. On the Air Chair the positioning and pop are quite similar. The first trick is wrapping up.

High Flying Heli

Get into your inside wrap by cutting out from the wake about 10', then turn in quickly and lean forward. You should advance on the handle mostly with your slack, and not so much from the pull. But be careful; it's easy to ski over your line.

Once you get wrapped up start your cut from next to the wake.

Cruise out moderately hard while staying forward to reduce lift.

Keep edging out continuously until you are fairly wide; at least 45° from the boat. Do not throw the move unless you get a good approach.

Let up on your cut, but still maintain slight edge out pressure. Do not hesitate to throw the jump. Waiting will cause the foil to rise. Jump straight up and release the



Sequence photos: Rick Doyle

Lead the landing with your head and shoulders. Look ahead to get a good spot. Keep the elbow in to pull it around.

It's o-kay to land with a slight under-rotation on this trick. Expect to spin in to the landing.





Pull up on your feet. Use your stomach muscles to crunch it. Keep the shoulders squared, and slightly forward. It's a "ball".



Keep your arm in to control the line. Feel the tension and use it to adjust your rotation. Spot the horizon behind. Don't push feet!

wrap only after the foil has cleared the water. Keep your shoulders forward and knees up by crunching your stomach. Keep your eyes open, spot the horizon, and keep the handle in to maintain control of the line tension.

Falls on this trick can be hard. I advise using a lightweight helmet and properly fitting neck brace to reduce the punishment of the inevitable impacts. The Air Chair helicopter is a tough trick, but skiers with the right background in jumping, tricking, and turning will be able to wind one up.

Common Mistakes - Results

1. Not cutting out wide enough. - *Excess line tension and rotation.*
2. Unwinding before the foil leaves the water. - *Total explosion!*
3. Pushing on your feet. - *"Mud Hen" out the front.*
4. Letting the rope out. - *Loose axis, side fall.*

-Tony Klarich

WRAPPING UP

HOW TO GET THE ROPE QUICKLY & COMFORTABLY BEHIND YOUR BACK

Start just outside the wake, preparing for an inside (rope on the wake side) wrap. Cut out 8-12 feet then turn quickly in to advance on the rope. Practice this a few time to get the feel. For the reel thing, wrap up quickly while the line is slack. Quickly transfer weigh to your front arm to control the tension.



Rope Lengths

Lines are getting longer as riders jump higher and fly further. Longer ropes give a longer approach and a bigger pendulum to perform tricks. Top end riders are going to lengths of 60-65 feet. Intermediate riders should try 45-60".

Avoid Rope Recoil

It's easy to zing a handle into the boat with the wrong rope. Use a low or non-stretch rope to reduce the risk of recoil. Avoid the stretchy poly-P slalom rope (with colored sections).



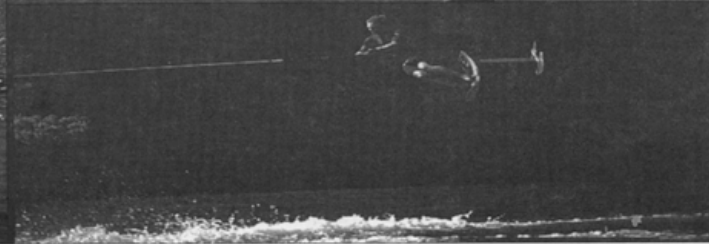
A recoiling rope can be dangerous

Cruise-In

Adding a dismount to your run is one easy way to get better. Hydro-foiling competitions also include dismounts as part of the scored run. The long distance (LD) glider is one of the basic moves to start with. Pick a landing spot that is plenty deep and free from obstacles. Cut out from the boat to gain speed, and throw the foil down (the extra speed will increase lift). As you coast try to keep the foil in the water, and ski off the water. You gliding distances can improve to great lengths with some practice. Also, try the gyro glider, a 360 turn in the water after you let go.

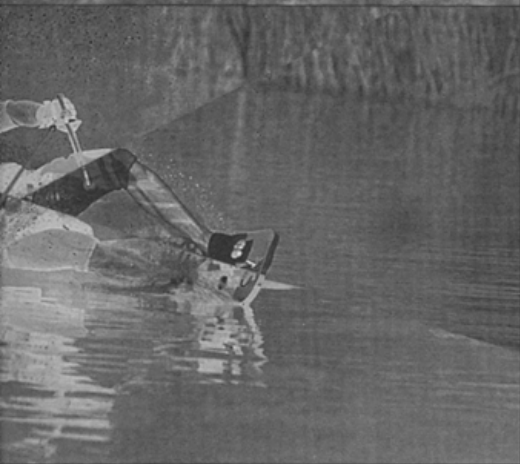
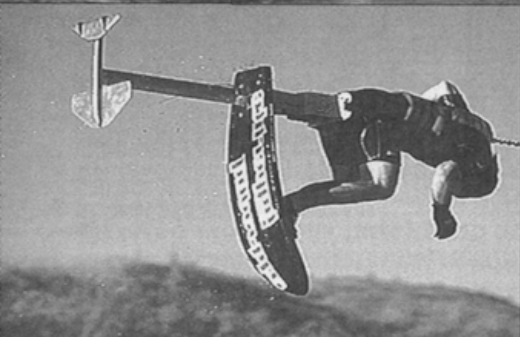
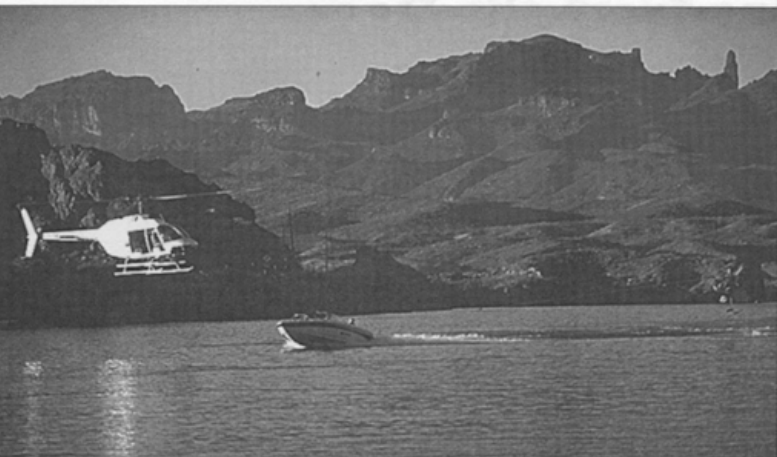


Don't Forget Your Dismount!



AJ Klarich
Summer 1998

Hyper
Speed
the HYDRIF



riders:
Moore, Vaseley,
Murphy, Crocker
Klarich, Wilborn,
Stack, Mack

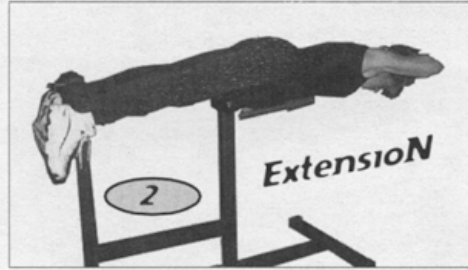
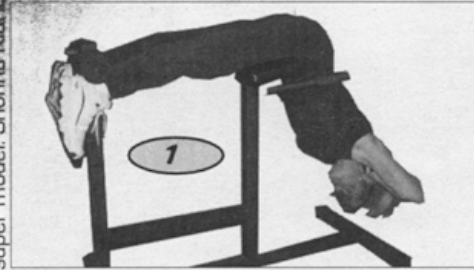
photos: Doyle, Bender,
Klarich, Whitmoore

Flight
WILSON Newsletter

Back to Basics

Caring For and Strengthening Your Lower Back
Tony Klarich, D.C., photos: Kelly Kingman

Roman Chair. Stabilize the pelvis on the pad (1). You should feel this in your back, not your hamstrings. Extend up slowly to vertical (2). Lower with control.



A STRONG BACK not only helps you ride, it helps your life. The back and stomach combine to provide your central power. These muscle groups help the lower spinal column support the large area from the hips to the chest.

Training your back takes patience, perseverance, and dedication. Strength training should go hand in

hand with stretching to maximize performance.

Exercise with caution, especially if you are new to these exercises.

2-3 sets; 8-12 reps

Increase weight when you can perform 3 sets of 12 with good form.

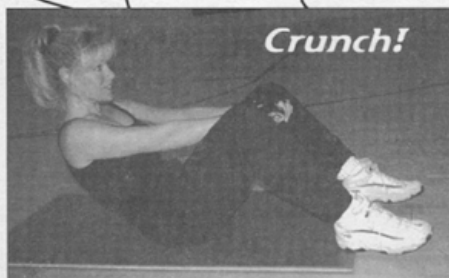
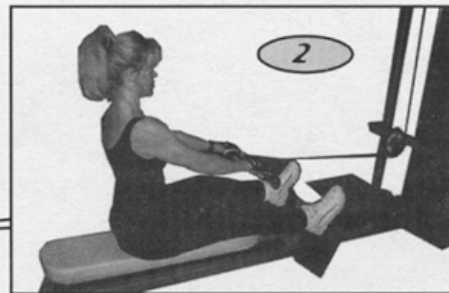
For endurance training, increase reps and decrease weights.

The Straight leg dead lift is one of the best exercises for your back. Build up weight slowly and always use good form. The proper down position is with both legs and arms straight, head up, and back straight. (Don't round your back on the down position!). Extend to the up position with the arms straight. Always use control when moving, especially when lowering. Do not bounce at the bottom. Start with the bar only.

Start: palms down or baseball. Knees slightly bent. Flex forward with the arms straight.

Mid: Extend smoothly through the lower back, to sitting up position. Start transition into....

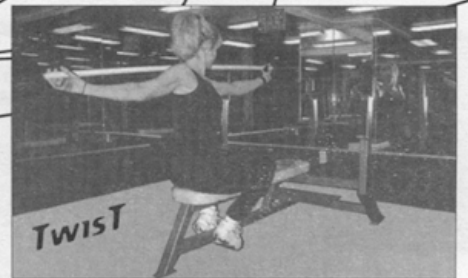
...Rowing, by heaving into your stomach and pinching your shoulder blades together. Visualize Riding.



A good crunch is a stomach's best friend. Raise up through the entire muscle, feeling the contraction. Move from the lower to upper abs. Reach through and squeeze it out. Embrace the pain

Stomach

Well toned abs help keep your back in shape. The abs are your muscular bridge to your rib cage. The abs and back form your "central strength zone"; key for athletic performance. Many exercises work well for abs like inclines, hanging crunches, and Ab-roller. Good form is far more important than high reps. Sets of 12-25 work well. Contract through the entire muscle group. Squeeze out a final contraction at the top for the best results.



Twists focus on your obliques and lower back (quadratus lumborum). Turn with control, extending your range of motion gently. Don't swing wildly into it. Keep your hips steady. A mirror helps. Also: side-to-side, and with lateral flexion.

The 3rd Annual Swiss Hydrofoiling Championships

Flight

Rules

As this was a Swiss competition, the rules were quite different than what you would find in America. The competition consisted of each rider getting three, 3-minute passes. In the first pass, they were asked to do as many wake jumps as possible. However, they had to make it wake-to-wake to score. On the second pass, the biggest air is what mattered. The higher the jump, the better, which Jon rated on a 1-10 scale. And on the third pass, the judge was looking for simply the best gainer dismount attempt. (This, by the way, was a source of laughter for many days to follow.) A delicious lunch awaited us at the Zap, a wonderful Italian hotel and restaurant on the east shore (with raviolis to die for) following the event.

The Competition

The day began with a breakfast of muezzin, bread, cheese (bacon and eggs for the Americans) and coffee all around. As in American competition, and all competitions I would imagine, the riders were extremely nervous. Everyone was loaded into Peter's two boats (a twin-engine Colombo and a Master Craft) to head out and find a beautiful finger of the lake.

The first rider up was Philip. He completed a total of 8 wake-to-wake jumps, a high jump of 3 feet

(foil to water), with a 3/4 rotation on his dismount gainer, catching the tip of the board. Etienne made one pass, attempted one jump, and then a dismount of a half rotation, landing on his head. Third was Martin. He completed 1 jump and then attempted a dismount with a half rotation and, like Etienne, landed on his head. Peter then began his ride, made 7 jumps on his first pass with 5 counting. On his high jump pass he averaged 6', the highest one being nearly 8'. On his dismount he made a full, foil-to-foil, flip. Bruno took his turn next and completed 5 jumps, with 4 counting. His high jumps were approximately 4' and performed a full rotation dismount. Helene completed one beautiful jump and a three quarters rotation on her dismount. The winner was awarded a bottle of California wine and bragging rights for a year. Jon was asked to do a show on the waterfront of the Zappa Hotel and Restaurant (no one had to twist his arm of course) and performed extremely well.

We really enjoyed ourselves and had a great time judging this Swiss competition. We'd like to thank our host again for his very gracious hospitality during our 25 day stay in Switzerland. We must admit that the Swiss really impressed us with their enthusiasm for hydrofoiling.

It just goes to show how popular this sport is becoming.

Teresa Wilborn
Teresa.Wilborn@
CU.EDU

RESULTS

1. Peter Schörno
2. Philip Lufolf
3. Bruno Kurzen
4. Martin Beutler
5. Helene Howald
6. Etienne Kiss-Borlase

also: Teresa & Jon
Wilborn

In August 1997, my husband Jon and I were invited to visit a fellow "foiler" at his home in Lachen, Switzerland, a suburb of Zurich. While there, we helped put on a hydrofoiling competition on beautiful Lake Lugano, nestled between Italy and Switzerland.

Our host Peter Schörno gathered a handful of hydrofoilers from all over Switzerland to compete in the much anticipated weekend event. On the evening before the competition, Peter invited everyone to his lakeside estate for a night of delicious barbecue and friendship. Afterwards, the competitors drew lots for seed position at Sunday's event. This was done by using the French version of eeny-meeny-miney-moe. Tensions were high during this process, as no one wanted to be the first.

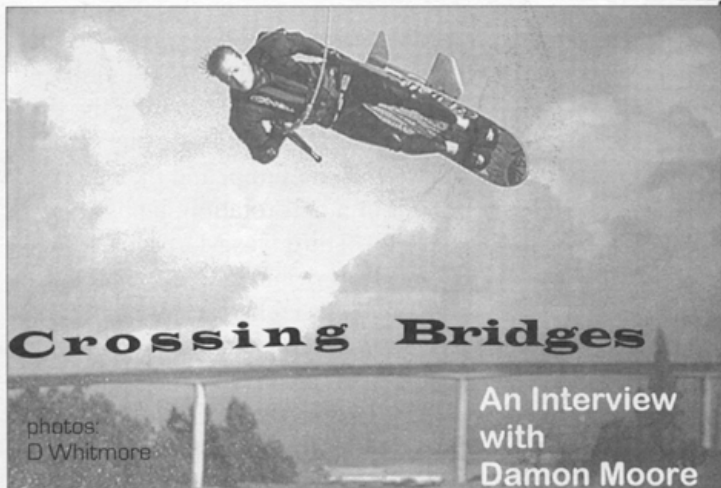
Competitors

The roster of riders and their abilities varied tremendously and was quite interesting. There was Peter Schörno, of course, from Lachen, who put the event together. Then there was Philip Lufolf, a wakeboarder from Geneva, whose air was quite respectable. Philip's friend, Etienne Kiss-Borlase, entered despite just having learned to fly the chair the day before! The two other male competitors were Bruno Kurzen and his friend Martin Beutler. Two very beautiful blond Swiss women signed on, Helene Howald and Malisse Wegmuler, from Carona, both ready to compete with the men.

I drove the boat, which wasn't an easy task. As the boat speeds varied, the judge (Jon) felt the need to tell me to speed up or slow down every few minutes! Philip's father, a Swiss champion swimmer in his youth, was the timekeeper. The weather conditions were ideal and couldn't have been better. The air temperature was in the high 70s, with no wind to speak of, and a sheet of glass water covered the lake.



The Swiss Experience



Crossing Bridges

photos:
D Whitmore

An Interview
with
Damon Moore

Flight: Tell us about your skiing.

Damon: I learned to ride a single ski behind a 14 foot aluminum boat with a 20 hp outboard. After that I got a Hydroslide kneeboard and a 115 hp outboard on a 16 foot glass boat.

Flight: Who's your greatest influence?

Damon: I remember watching Ted Belevaqua on the "Get Radical" video and trying all his stuff. I would say he's been my biggest impact into toys on the water.

Flight: Kneeboarding has been one of your favorite rides, how does it relate to hydrofoiling?

Damon: For one, on the kneeboard you're facing the boat; just as you do on the hydrofoil. Also, all the flips are thrown the same way; you just have to remember that the hydrofoil has a foil that you have to think about.

Flight: You are also an accomplished wakeboarder. What's the crossover there?

Damon: It's not like anything else on the water. Everything I've learned has been square (facing) the boat. With the wakeboard you're sideways to the boat; so it makes the cross over with my other toys difficult.

Flight: Who and what got you into Hydrofoiling?

Damon: Dave Meyers and Doug Morgan. They used to bug me and bug me to ride it, and when the water got too rough to kneeboard I would get on it; and let me tell you it took me a lot of practice and I was a sad sight, but after I landed my first flip, I was hooked.

Flight: You're now starting your second season of instruction. What do most people need to work on?

Damon: Slowing down flips, loading the line, and not pulling in the handle.

Damon Moore was born in the East, but at an early age he moved West to a small town on a river in California's Bay Area. On this river Damon struck gold as he excelled in many water sports, including foiling. His crossover skills have made him a stand-out "water man", no matter what he rides. In the past four years Damon has concentrated on foiling, and has recently signed on to perform with the Marine World Ski Show. Damon also has a few moves on the wakeboard and kneeboard, and was the California state INT kneeboard champ in 1996.

Flight: Tell us about your best hydro-foiling student?

Damon: Anyone who's enthusiastic, wants to learn, and listens is my best student.

Flight: How do you learn new tricks?

Damon: I think about it for a long time and picture doing it over and over when I'm on the water. Right now, Brian Nelson and I are trying to figure out which way we could do a front mobe that would look like the one Geno does off the ramp.

Flight: Any special gear or approach to learning?

Damon: A life jacket, imagine the trick in your head so when you close your eyes you can picture it. That way when you hit the water, your mind is in the right place. Always know where you're at when upside down and examine every try with a fellow skier.

Flight: Heard you're going to work for Marine World. How did that come about?

Damon: Gary Thompson called me out of the blue, because Barton Nash recommended me.

Flight: How is it going there?

Damon: We're breaking a lot of boats, but the guys and girls there I work with are great, and it has really helped my foiling.



The hydrofoil-kneeboard Crossover Connection

Flight: Are you planning to compete in the worlds this year.

Damon: Yes definitely, I think it's the best thing for the sport and for all of us who show up there.

Flight: How are you preparing?

Damon: Working at Marine World really helps because of the crowd and short show course, cleaning everything up and putting more style and variety in it, and not letting life or weather get in the way of riding.

Flight: Predictions for Hydrofoiling?

Damon: X-Games, I hope.

Flight: Favorite riding experience?

Damon: Staying with Darin Shapiro

and taking wakeboard lessons from him for a week.

Flight: Funniest riding experience?

Damon: Landing in the open bow of a boat, (doing a two boat shoot), with my Air Chair still attached to me.

Flight: Scariest riding experience?

Damon: Kneeboarding over the six foot ski ramp (this one was double ended) and hit my head on the back side of it after losing the handle.

Flight: Philosophy?

Damon: "When someone says it can't be done, do it."

written by Rhoda Stewart & Damon Moore

Birthplace: Philadelphia, PN **Age:** 27

Height: 5'11" **Weight:** 173 pounds

Years Skiing: 14 **Years hydrofoiling:** 4

Riding speed and rope length: 12-35 mph, 75-80 foot.

Special equipment: Kneeboard strap, life jacket, and Air Junky pads.

Best air chair move: combo

Best other mover: Layout to roll combo on the kneeboard

Titles/Awards: Third at 1996 worlds, INT Kneeboard state champ in 1996,

Cool STUFF: helping put foiling in at Marine World, and all the air time I've received on ESPN2 and Outdoor Life Network

Sponsors: Air Chair, Air Boom, Cope & McPhetres, Marine World, Air Junky, and Napa Boat Works

DAMON MOORE
personal stats

"California Boarders", Ski School Info:

1508 Milton Rd.

Napa Ca. 94559

(707) 255-8141

calboarders@juno.com

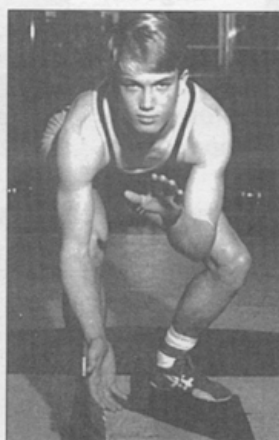


Stalling Out a Huge Front Flip

The Future's Looking Up



Look For Moore to Breakthrough Big



Always a tough competitor



Moore extends through his gainer with perfect symmetry

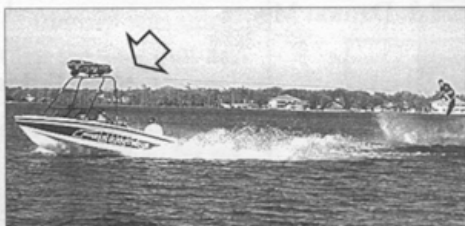
Extreme News

Tower Power

There's new way to tie high, and it's called a tower. Towers first showed up on fishing boats (often called tuna towers) Last year Ski Nautique introduced the tower concept to water-sports enthusiasts. Towers are mounted to the hull at four strategic locations. The pull from the rope overhead is directed to these four mounts. Drivers claim there is less rock side-to-side in the boat, along with better handling. The towers can also double as a place to rack gear, and mount speakers or lights.

The big draw back is the price.

Several new manufacturers have entered the arena for 1998. Prices range from \$800-\$2500.



Nautique's Flight Control Tower

new creation, and their excitement shows. The crowd gets electric, most witnessing the longest water jumps they have ever seen. In the quest for distance, a daunting mark of 300' has been spoken in hushed tones. That would be a world record jump.

Now the old jump record of 222' seems ho-hum simple. The new breed effortlessly soars 230-250'+.

Inside: here's the nuts and bolts of how they do it. *Longer Rope:* allows a bigger pendulum swing as the flyer soars ahead of the boat. *Thinner Ropes:* the new thin spectra lines are just as strong, with 1/8 of the wind resistance. *Longer Skis:*

The new jumpers are more like their snow ski cousins, longer and wider for more lift. *Faster Boat Speed:* Now 35 mph is just life in the slow lane.

Wakeboard

The "double-up" is a new move pushing the limits of hang time. To do a double-up the boat makes a wide arcing circle, skillfully crossing its own wake. The rider waits on the inside of the turn and cuts in as the two boat wakes converge to make a series of massive double up wakes. Timed right, wakeboarders are launched skyward 20 feet and more. The double up was featured last March in a "Big Air" contest held at Sea World of Orlando. Darin Shapiro took first with his Speedball, scoring big with \$10,000 of the \$25,000 purse.

At the Masters, Shapiro tried a triple front flip, completing the rotations, but losing the handle.

Ski Flying

Ski Flying continues to make waves. Several contests have already been held at pro tour stops and the Masters (not known for quick change). The jumpers are pumped on their

Sperry X

Glenn Sperry is what you might call a stilted skier. Through the years as a water ski competitor and performer, Sperry has specialized in the uncommon; everything from the saucer jump over the ramp, to a shoe ski somersault...he's tried it all.

The AWSEF recently honored Sperry with the Award of Distinction Medal, for his lifetime of innovation and dedication to skiing.

Sperry's strong suit has been show skiing. He invented the "skier around the boat", and "double-double" (two skiers on 1 pair of skis over the ramp), along with lesser known show stoppers like the "chair on disc handstand, trick ski ramp jumping, and the original stand up hydrofoils. Sperry has traveled the world as a performer and director. His signature stunt is the stilt skis, Sperry has recently bested himself again, after 30 years of practice. His latest stilts are 7'3". An 8' pair is in the works, with the ultimate goal: 10"!

Sperry usually starts on two stilt skis from a dock or a chair on a dock. He can even do deepwater starts with stilts up to 6 feet long. Once Sperry is up on two, he drops one for the show. He doesn't always ride with the handle on his foot, sometimes he uses his teeth or goes between the legs! What a showman!

Sperry, at 57, says "The falls aren't as bad as barefoot falls. At 19-20 mph you have time to react".

Any time he rides around his lake in Texas he says it's "an eye catcher". Sound familiar?



Innovator Glenn Sperry

RetroX

Double The Pleasure

This Vintage Ride was captured at the Carlsbad Lagoon, near San Diego (now a hot spot for wakeboarding).



photos: Mary Murphy



Marketplace

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Dealers and Retailers: Advertise in Flight

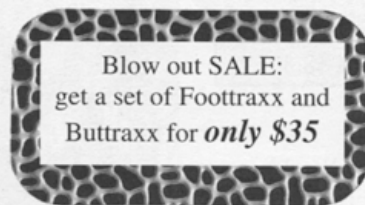
The hydrofoiling scene is building fast. You can benefit in this emerging market. Affluent males 25-50 comprise the majority of riders. Do you sell air chairs or accessories? Do you tune foils? How about lessons? You can benefit from advertising in *Flight*. Special ad rates for the 1998 season are now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



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Summer 1997: Wake jump, BS Roll, Jon Wilborn, Worlds

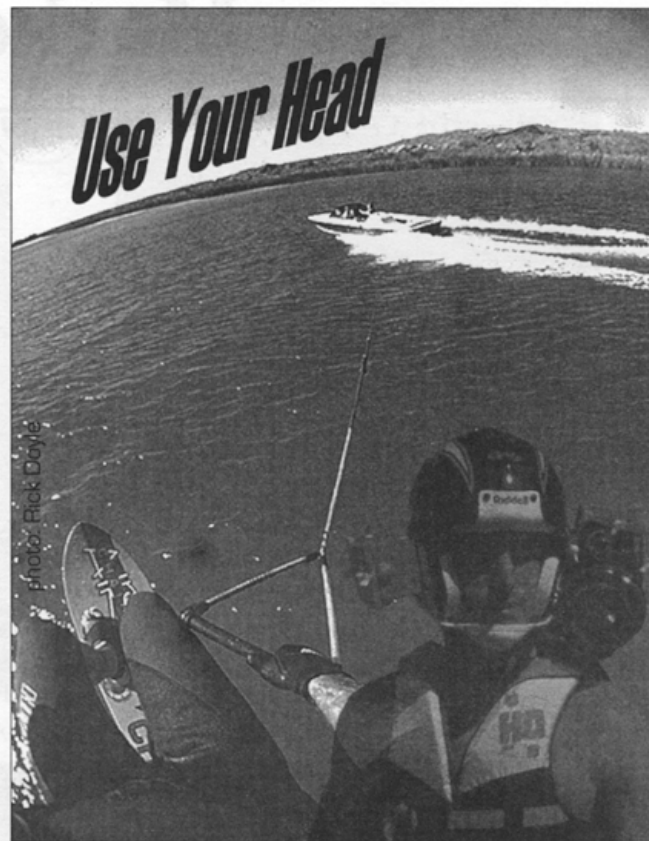
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