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Here is a list of upcoming foiling events that can be enjoyed by everyone, no matter what you ride!

INT-League Competitions

July 24, Aug. 28: Lake Elsinore, CA
Cheryl Dettmers (909) 678-9514

Canadian Fly In - see story at right

Flight Worlds 2000 - Fall, 2000

look for more info in Flight.

Get involved and have fun!

Tony Klarich, D.C.
publisher

INSIDE FLIGHT 3.2

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Great Canadian Fly In

Everything is full speed ahead for the largest hydrofoiling event held in Canada to date. This "Weekend of Sharing" will feature free workshops, free lessons, free flying, and more. Evenings will be filled with exhibitions from the pros, campfires, fireworks, and large screen videos of the hottest foiling action. Plus, it is a major air show weekend, with a variety of planes presenting thrilling action just 20 minutes away. Organizer Ron Young says, "It has been going great. We are starting to get some major media interest. Venture Fuels has donated gas for eight boats, and we've got a \$4000 grant. Life is good!"

Major press kits have been sent out, 'teaser' videos will be distributed leading to the Fly-In, and there will be national coverage that weekend! The host of the event, Crane Lake Air Chair Club, is forming a legal entity as a club and forging a major alliance with Waterski Alberta.

"We want this to be a focus event for both Waterski Alberta and Waterski Canada," says Young.

Pros slated to be on hand include Tony Klarich, Teresa and Jon Wilborn, and Jake Kinnison.

Check out the updated website for the latest plans on the Fly-In. The site has been dramatically expanded, and includes the absolute latest in plans.



Only You

Who is that masked bear? Mike Murphy recently donated his time to don a furry suit and help promote water safety for the Parker, Arizona area. Smokey could not be reached for comment.



Canadian Fly-In Info

July 24-25, 1999

Ron Young

780-594-2542

5314 - 40 St, Cold Lake, Alberta,
Canada, T9M 2A9.

www.coldlake.com/hydrofoil

Cover Photos: Kelly Kingman

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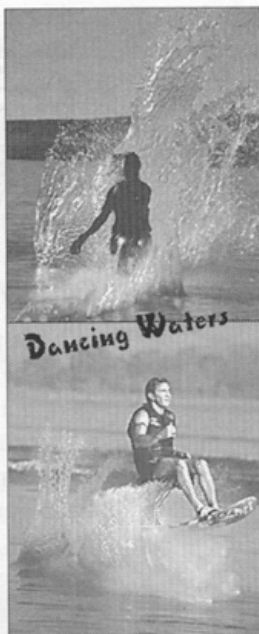
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Splash

Have you ever noticed the plume of water that often jets up after a rider lands on a hydrofoil? Some of these dancing waters are quite picturesque, especially when back lit. Here's a couple of cool splashes frozen in time.

Free Fall

Eighty-one year old "Catalina Queen" Mary Murphy is at it again. Last June she was asked to appear on a new adventure show for the Discovery Channel. She and son Mike taught "The Bald Eagle" and the show's host how to Sky Ski. The Eagle wanted to return the favor, asking Mary if she would like to go skydiving with him. "Why of course", she replied without an ounce of hesitation. The crew met two days later at the Perris Airport. Mary was introduced to her tandem jump master J.C. and given preflight instruction. With four generations in attendance for support, the excitement was palpable. Mary was cool as a cucumber saying "I feel like I'm just going for a ride in my car." However, this wild ride was in a plane called "Shark Air". The crew climbed to 15,000 feet and Mary and J.C. took the plunge. "It was a beautiful ride", exclaimed Mary. Watch for both lessons to air soon as "Courageous & Crazy" on the Discovery Channel.



Shonna K. / photo: Klarich
Ron Stack / photo: Kingman

Sky Ski - 1999 Best New Design

Jon Wilborn and Bobby Taylor have been awarded the best idea for this year's best Sky Ski modification. The winning design this year is the Shock Tower, a shock absorbing seat that cushions landings. Wilborn joins last year's winners, the Farmer Brothers, who figured out that the rear wing should fly right side up.

Maybe your design is the next big breakthrough, and you can win a Sky Ski too. Here's the official spiel from Sky Ski for the '99-'00 "Best New Design" contest: "The winning modification idea that is put into production or used as an accessory will win a Sky Ski Pro and will be selected on May 1, 2000. Sky Ski reserves the right to use all submissions as we see fit (based on suitability, safety, etc.). The Sky Ski will continue to be improved with the support of the hydrofoil community. Send your submissions to Sky Ski and include when possible photos, illustrations, explanations, etc. Please note that actually making modifications to your Sky Ski can void your warranty and is a violation of the Sky Ski Safety Rules."

Hot New Moves

It was just a matter of time and guts. Now is the time, and the guts have been supplied by Jon Wilborn. He has landed numerous *double rotation* dismount gainers. Wilborn sets his boat speed at 30-32 mph, then cuts left as another boat approaches slowly from the opposite direction. This assist boat plows through the water, kicking up a 3 foot roller that acts as a launching platform for the "double-d". Wilborn throws the rope and throws his head back and spins as he flies well over 20 feet high. A smooth landing is breathtaking to watch. The 1½ rotation high impact falls are also a visual feast, always receiving sympathetic howls from the crowd.

Wilborn has shown that a double is possible, and now the race is on to be the first one to ride away from one with the handle.

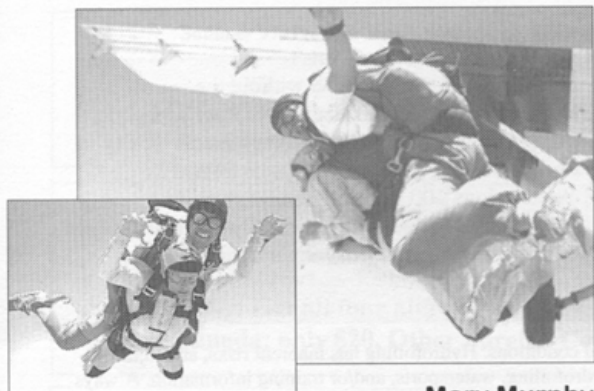
Let's also take a minute to recognize Paul Helbock who was the first to land a *single rotation* dismount gainer ten years ago. Watch for his story in an upcoming *Flight*.

Damon Moore has upped the ante on backside roll combos. He recently completed seven consecutive bounce and rolls. With the right positioning behind the boat and line control this move will eventually become roll until you get too dizzy.

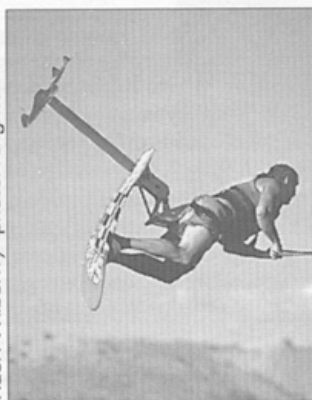
Tony Klarich continues his tricky ways with his latest move, the jump to skid to backside roll combo. "Combos are coming" quips Klarich. I have been doing jumps to flips, flips to jumps, and anything else I can think of."

Nationals Cancelled

Bad news for foilers. The 1999 nationals tentatively planned for Mission Bay have been downgraded to an exhibition. While there will be no competition, some top riders will still get to put on a show.



Mary Murphy
Airing it Out at 81



rider: Wilborn / photo: Kingman

The Shock Tower is
1999's Best New Design

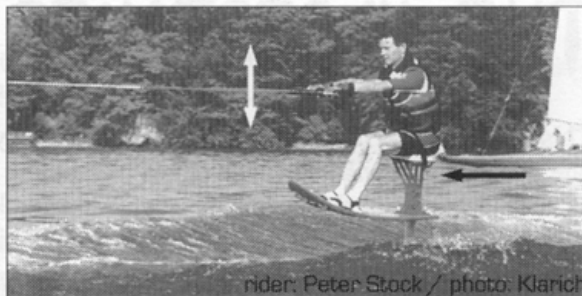
Got questions or comments? Send your thoughts and words to *Flight* via mail or E-mail: hopro@ez2.net



Novice Tip

There are two key elements to control your foil altitude when you are first learning to ride. The first is your positioning on the seat. Most riders sit too far back, and this causes the foil to rise prematurely. Make sure that you (or your student) are sitting forward on the seat. The next thing for controlling altitude is handle position. With your arms straight, raise the handle to go down. Lower the handle to go up.

It's better to keep things low at first by sitting forward and keeping the handle up. For right now keep it simple with small and controlled movements. Later you will control altitude by using more body English.



rider: Peter Stock / photo: Klarich

Handle Position and Sitting Position are Important for Novice Foilers

Intermediate Tip

Love 'em or hate 'em, PWCs are here to stay. Good news for hydrofoilers is that you can have a great time behind one of these jet powered crafts. Getting used to riding behind a PWC should take just a few rides. The most noticeable difference is that the rope is hooked on at a very low angle. Don't despair! Shorten up your rope a bit from your regular behind-the-boat length. Next anticipate the low tow. Keep your board tip up during jumps. Throw inverts harder because you will have less hang time. After just a few rides you should be able to do most of your regular maneuvers. Keep practicing for Flight Worlds 2000.



photo: Lauder

Low Wakes, Big Air

Advanced Tip

I have been hydro-foiling for more than 9 years and have just really started learning how to use the handle to my advantage! I used to let the handle out on rolls and this caused my landings to be inconsistent and rough. I didn't realize the importance of having an awareness of where your handle is at all times. My breakthrough came from watching other skiers who kept the handle in and rotated around it as a pivot point. Since then I've started utilizing better handle control and have gained confidence and smoothness. -Cheryl Roberts

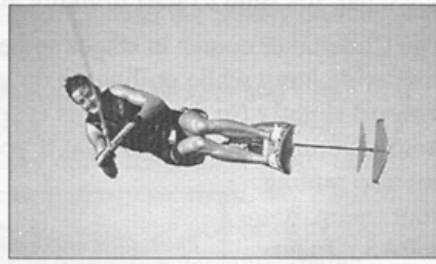


photo: Kingman

Roberts Rolling Around the Handle

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THE UNDERTAKER

Flight

Tony
Klarich

This is a technical move that is tricky in more ways than one. Mastering it will teach you to have complete control of your jumps. You should also learn how to quickly decide when **not** to try a maneuver (an important skill).

Get ready for the Undertaker by getting very familiar with wide jumps on either side. It is very important that you get very wide so that you have longer hang time and less tension in the line. Once you have your outside jumps down pat, it's time to start thinking about the move itself.

The Undertaker comes in stages so be patient. First, do your wide jump while pulling up on your feet and leaning forward slightly (in the air). This is something like a stomach crunch. Remember that if you lean forward without also pulling your tip up, it is **EASY** to go out the front. As you progress with the crunch it's time to start getting your outside hand under both legs. As you reach under simultaneously

bring the handle down towards your free hand. Do not try to release the handle with your inside hand right away. Just practice grabbing it under your legs, keeping both hands momentarily on the handle. Before you land make sure to release underneath to get the rope & handle clear.

If you feel off-balance on your approach or jump, **DO NOT** attempt the handle switch. In fact, you should use a trick release while you learn this move because it is possible that you get tangled in the rope.

Now get ready for the real McCoy. Progress in steps as you assume the final position by letting go of the handle with your inside hand. Start with a quick release, then build it up as you move your inside hand further away from the handle. You can increase your hang time by getting a good wide jump and making the handle switch early in your jump. Style it out by getting your free hand

as far away from the handle as possible.

Stay forward on your landing because your foil has a tendency to land a bit more tip up than normal. This is okay, but work on getting it to just a slightly tip up position for an easy re-entry.

TROUBLE SHOOTING

PROBLEM: *Falling out the back.*

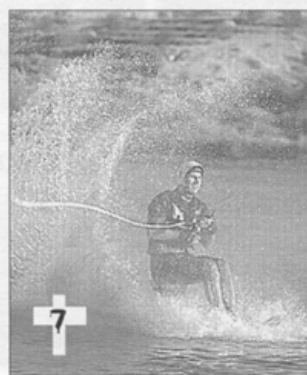
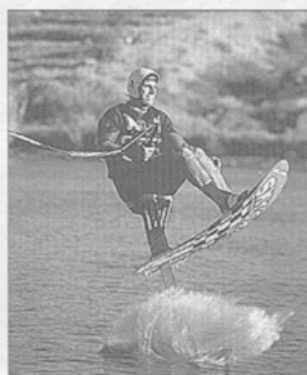
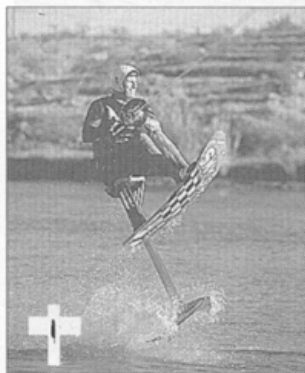
SOLUTION: This is a very common fall caused by too much of the tip up position. If you only bring the handle up by bringing your knees up, you will get too much weight back and have an out the back fall. Remember that you must also lean forward to get to the handle. This will also help you to keep more of your weight forward.

PROBLEM: *Falling out the front.*

SOLUTION: You must pull your tip up after the takeoff to counteract the forward lean you need to reach the handle. Get comfortable with this crunch jump before you really go for it. Get a wide jump to minimize the line tension and keep your handle in close.

PROBLEM: *Not reaching the handle.*

SOLUTION: One problem may be that you are not wide enough on your jump. A wide jump will allow you more time to reach under and grab the handle. You must also pull the handle down to your "under" hand. This requires hang time and a ski line with little or no tension. Perform more of a crunch to make it an easier reach.



rider: Klarich
sequence photos: Kingman

photo: Lauder

The Undertaker is a Technical Variation of a Regular Jump

SKIDDER VARIATIONS

O-kay so you can do a skidder. It feels pretty good, right? What's next?

Now how about adding some style to this move. You may soon discover that a skidder is an entirely different way of riding your hydrofoil. You can surf, cross, or even jump the wakes with a skidder. Try a one hander or grab. Build up to using the skidder in a combo trick like the Skid Roll. Open your mind to the possibilities and read on.

One Hand Skidder - Let go with either hand, but remember to keep your handle centered. You have to really concentrate on keeping the handle low.



Murphy / photo: Kingman

**A Nice Variation...
One Hand & Wide**

Grab Skidder - Now you can do something with that free hand. Start with a seat lift, tower grab and then tail grab. Try to get to the grab then return to the Skid without losing lift.

Wake Cross Skidder - Now that you are getting the hang of steering while in the up position, it's time to cross the wakes. Start with a wide Skidder, then gently float back into the wakes. Let your momentum take you across while staying well back.

Surf Skid - Yes it's true, you can turn while riding a Skidder (especially if you have front winglets and or a keel on your T-bar). Steer with your knees and try to take small turns up the face of the wake.

Jump to Skid - Do a wake to wake jump and land directly in the skidding position. Keep your jumps low at first and try to land on the down side of the opposite wake.

Wide Skidder - While most people learn their first Skids in the trough just outside the wake, this move was originally performed about 20 feet outside the wake while cutting out slightly. As the line tension pulls you back into the wake, steer with your knees to point your board back to the wakes.

High Speed Skidder - Do a double wake cut across both wakes to gain speed. Gently pop it up to the Skid while still cutting out (about 20') with speed. Now you get to glide it out for about 5 seconds before the line gets tight and pulls you back in. Doing Skidders in the wide position gives the move a new and interesting look for passengers in the boat.

Skidder Wake Jump - Perform a very wide Skidder. As you get pulled back in to the wake, turn in some more to build speed. Pop of the wake in the up position by using your shoulders. Land in the Skid position on the down side of the opposite wake.

Skidder Floater - Do a handle release while in the skidding position.

Swiss Cheese - Do a wake jump with a floater across the wake and land skidding. Keep your arms in on the landing, this one wants to pull you over the front.

Skinned Knee - First, ride a regular Skidder. Place the handle up and down as you move it into position. Squeeze the handle between your knees, not behind them.



Stack / photo: Kingman

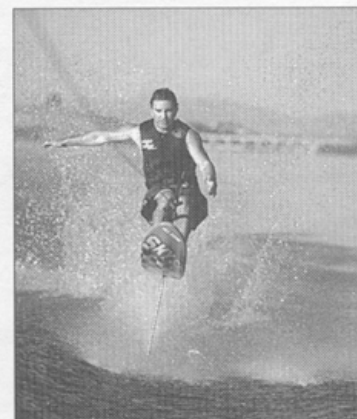
Surf's Up, Ride the Wave!

Skid Roll - Do either a backside or frontside roll and land directly into the Skidder position. Keep your weight well back on the landing to get the foil up.

Front Flip to Skid - Do a wake front flip. As soon as your board hits the water during the landing, immediately bounce it back up to Skid.

Skidder to Roll - Ride a skidder in the trough just outside a wake. Release the skidder and let your board go down. As soon as your board hits the water, immediately bounce it back up into a backside or frontside roll.

There you have it, just about every variation of Skidder done to date. Hopefully you can add a few of these to your bag of tricks. After a while of riding with your new skidder mindset you may even be adding a new move to this list. Let us know!

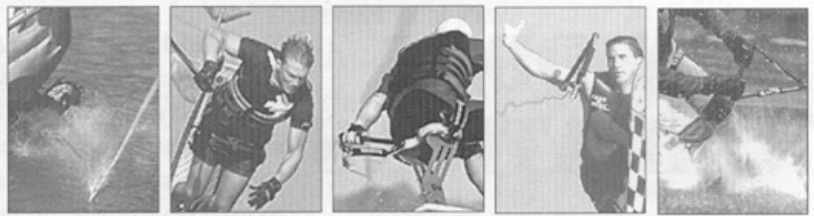


Stack / photo: Kingman

**The King of Cheese
Skids with his Knees**

5 Super Sequences

Today's hydrofoilers are going more extreme than ever. From a female trying front flips to a helicopter across wakes, it takes dedication, discipline, and skill to get to this level of riding. Each of these breakthrough riders have set themselves apart from the crowd with moves that have helped define the sport. Here are their stories...



1. Cheryl Roberts
2. Damon Moore 3. Tony Klarich
4. Ron Stack 5. Mike Murphy

GUTS

Cheryl Roberts claims that her front flip falls (numbering about 30 to date) have been "not as bad as a lot of my other crashes learning rolls and gainers."

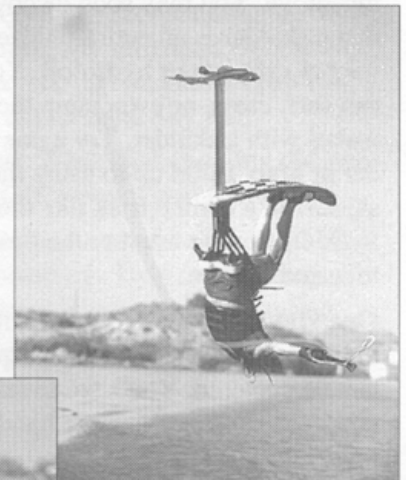
The trick, she says, is to take it over the top. Then even if you under-rotate the landing, the falls aren't that hard.

While her attempts at the front flip have been "a little intimidating at times", she keeps getting closer...already having landed the move a couple of times without hanging on to the handle.

It took Roberts eight years to land rolls, but now she plans to be making her fronts by the end of this summer (only about 1 year). That would not be surprising as she is already the first woman to land rolls, and now has rode away from 5 different inverts including backside and frontside rolls and gainers. "I'm just trying to keep up with the big boys."



photos: Kingman



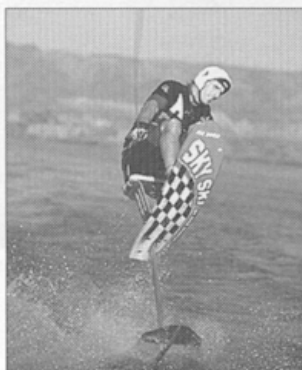
Cheryl Roberts

"I'm just trying to keep up with the big boys."



Wake Wrapped Heli

Tony Klarich



Laid Out Front Flip

Damon Moore kind of stumbled on to this impressive move. While doing front flips he kept trying to make them bigger and bigger...all of a sudden he was laying them out. When pulling off one of these massive moves Damon feels "like I'm trying to stop the ski from going over my head for as long as possible." It took Damon more than a few tries to perfect this move, so he's naming it the "Mooreball".

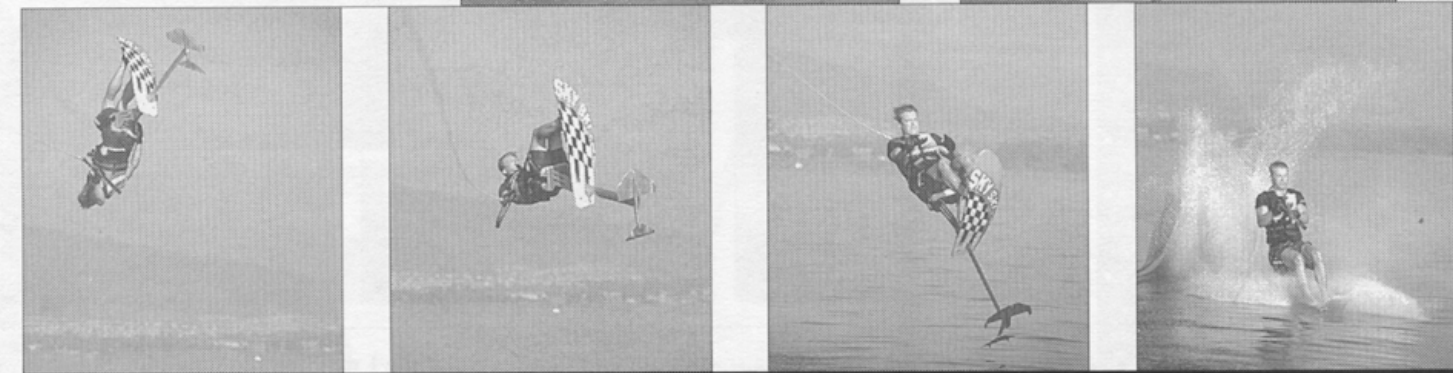
Damon says, "I get the best cut I can and throw the biggest jump I can, and then throw a flip to try to go even bigger."

If you want to try this move Damon says, "go the biggest you possibly can, throw the flip, and then try and stop the rotation as long as you can." Good Luck!

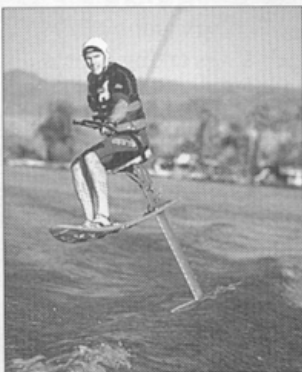
"Go the biggest you possibly can."

Damon Moore

sequence photos: Kingman



"You really have to be comfortable and confident to pull the wake heli off consistently."



photos: Kingman

Like so many other foiling moves, the helicopter is an adaptation from another discipline in water skiing. As a show ski jumper Klarich performed the single over helicopters 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. That was the first crossover for the wide wrapped heli. From there it was a natural progression to try it at the wake too, which for Klarich is something like a wake helicopter on a slalom ski.

"The wake version is quite a bit harder than the wide one because there is so much more line tension," says Klarich. "You really have to be comfortable and confident to pull the wake heli off consistently."

Submarine

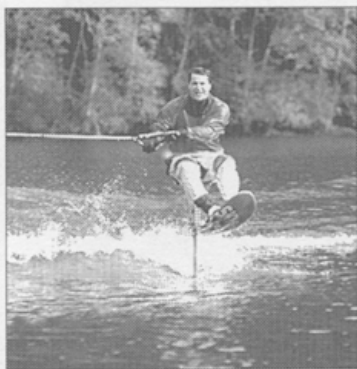
Mike Murphy was inspired to do this trick after watching world champion Larry Ripenkruger do submarines on his stand up PWC. Mike remembers, "Larry was at Mack's one time after I learned how to do it. I asked Larry if he thought I could do a sub on my foil. He said no way. Well, I did it and blew him away."

At first Murphy tried it at 20 mph and about ripped his body in half. So he kept slowing it down to about 8 mph. From there it only took about a dozen tries. Murphy says, "when you are underwater it's just massive pull." The future for the sub is to do it on the inside during a boat turn so that the driver keeps the speed up.

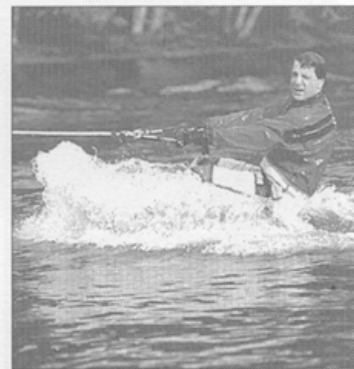
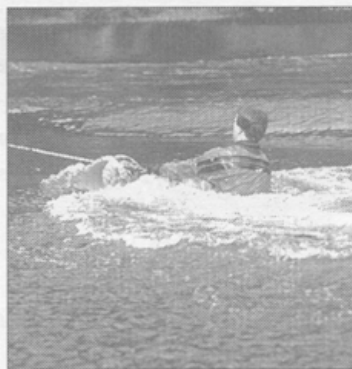
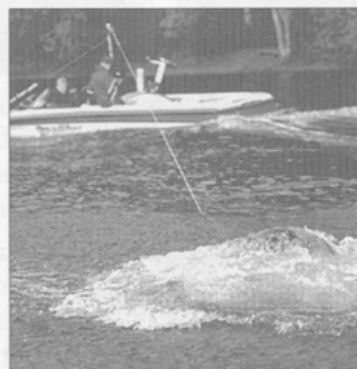
Tips from Murphy:

Go slow, under rotate a roll and catch the tip. Then, pull it around, tip up. At first have the driver chop the throttle. You basically stop and do a deep water start.

Safety tip: Don't do this in funky water...you can get sinus infections!



"When you are underwater it's just massive pull."



Rider: Kevin Thayer photos: Lauder

Brain Waves - Ian Lauder, photographer

What do you like about photographing hydrofoilers?

What I like most about photographing hydrofoilers is hanging out with friends and capturing those moments that show everyone at their best (and worst) so we always have something to remember those times with.

How do you get shots showing big air?

Most riders like the photos that show them as high as possible. It just requires a few different techniques to show the surroundings as well as the hydrofoil to give a sense of the height. Usually shooting with the camera tilted sideways (vertical) with an 80-200 zoom lens and an f2.8 aperture solves most of the technical problems. Trying to setup a specific shot when everyone usually just wants to free ride is another story ;)

What have been your memorable moments photographing foilers?

My most memorable moment photographing foilers would hands down have to be photographing Kevin Thayer trying to do a sub-

marine in front of me while I was floating only 10 feet underwater on SCUBA for a couple hours. We dedicated a whole weekend to get those photos and spent quite awhile getting everything setup so it could be done safely. I was joined underwater by Bill Curley who was taking photos of me while I was taking photos of Kevin. I came away with two photos used in *WaterSki Magazine* from that trip and a sequence for *Flight*. It's quite a feeling to see a foil heading right for you from underwater even at slow speeds.



Lauder's Most Memorable Moment

Rider: Kevin Thayer photo: Lauder



NEXT GENERATION

Pilot Peter Schorno +
Photo Kingman

Mike Murphy has been a water skiing innovator for 41 years. Always pushing the limits, Murphy co-invented the kneeboard in 1972 and sit down hydrofoil in 1991. An Extremist - Mike is regarded as the world's best in his field as a show skier, kneeboarder, hot dog slalom skier, and hydrofoiler. Now Mike introduces a new company designed to raise hydrofoiling to new heights. Mike has been riding hydrofoils since 1966 and is now using all of his riding and design knowledge to produce the best product ever, the Sky Ski.



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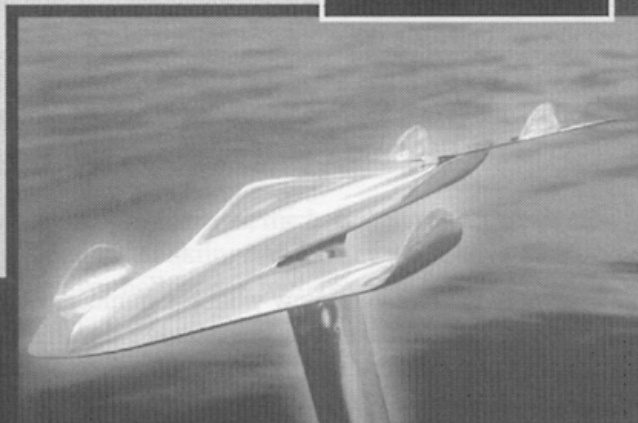
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Method Floater



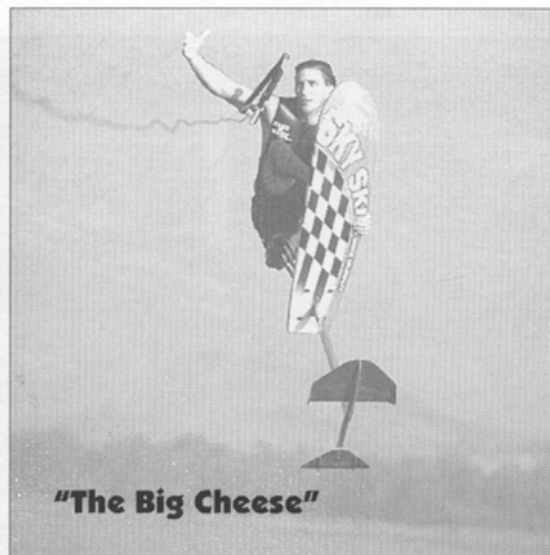
photos: Kelly Kingman

Ron Stack

Ron Stack got the idea for this trick from a combination of maneuvers that developed over a period of years. The first part came when Ron used his background in wakeboarding to start grabbing his board. The method grab was one variation that was a natural, and was also his first hands on maneuver. Over a year later Stack came up with the floater. This unique move was inspired by a motor cross trick called the Nancy where the rider lets go of the front handle bars and grabs the front fender. After mastering both the method grab and floater it was just a matter of time before these two "melted" together to become one. One of Stack's hobbies on the water is to build tricks on top of tricks, no matter how "easy" they are. He is commonly ribbed for his creation of these "cheese" tricks including the typewriter, spinner, air wrap, and revolving door. Stack defends his Cheese with a smile saying, "put enough cheese together and soon you'll have the makings for a great sandwich."

The method floater came along with just such genius. One day Stack and Klarich were out riding, having a friendly game of "Cheese Whiz Wars". Whoever could come up with the best new move would be crowned the "Big Cheese". "It only took me a few tries to make my first method floater after I thought of it," says Stack. "It was really just a combination of two moves I already do".

Even though this trick has a background in Limburger, don't be fooled by the pleasant aroma. Stack jokes, "it's Nacho Cheese until you ride away."



"The Big Cheese"



still grabbing!

"It was really just a combination of two moves I already do"



Dear Subscriber,

This little note is to let you know what the number code following your name means. The first number signifies what number of paid subscriber you are. 001 proudly belongs to Lloyd Murray while the latest, 295, is David Ewing. Number 300 is at long last coming soon!

As you can see, these numbers need to come way up. Make sure you renew, and get your friends to subscribe!

The second number is the code for when your subscription expires. The first digit of the second number is the season:

1: Spring, 2: Summer, 3: Fall, 4: Winter

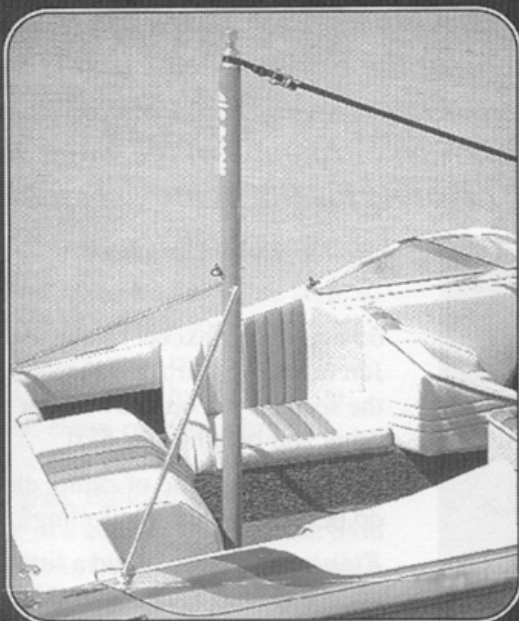
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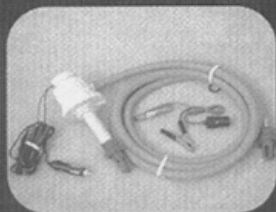


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JAKE KINNISON

California Dreamin'

You might say that Jake Kinnison is at a crossroads in his life. After living in the Seattle area for 20 years and working at HO sports for 10 years. Jake, girlfriend Debbie, and dog Tonto all moved south to Canyon Lake, CA and warmer weather. Kinnison came down to work full time for Sky Ski, and it has been a life changing experience.

Flight: How has the big move been?

Kinnison: It's been great!! An awesome change! It's kinda like I'm on a different planet, but since I am working more it's o-kay. Before I was just a Sky Ski rider, now it's my life.

Flight: How is the Seattle weather vs. Canyon Lake weather?

Kinnison: In Seattle, after two weeks of rain they say its going to be sunny & warm, then it rains anyway. Here, in Canyon Lake, after two weeks of sun they say its going to rain, then it gets hotter, and sunnier!!

Flight: Attitude changes?

Kinnison: My attitude has changed a lot, I'm happier now because I'm involved in something I love to do. Going to work doesn't seem much like going to work these days.

Flight: What are you doing for Sky Ski now?

Kinnison: I'm working full time for Mike, with Jon Wilborn. Together we're trying to make Sky Ski the best in the world in sit down hydrofoiling, and extreme watersports.

Flight: How are things going at the factory now?

Kinnison: Things are going very fast.



Always Ready With a Smile and Positive Attitude

After getting moved into the new shop we are finally getting caught up with all the orders. Now we have been able to start concentrating on more innovations for the year 2000.

Flight: How would you define your job at Sky Ski?

Kinnison: I would have to say that I'm the "go to guy". Everybody comes to me with their problems. I

Jake Kinnison is a rising star in foiling. He recently took top honors in his age division at the Flight Worlds and is set to turn pro. On the water he is one of the most stylish riders around. Off the water he is devoting his life to promote foiling.

photos: Kelly Kingman

do everything except tuning the foils. Jon tunes. My girlfriend Debbie is the secretary. You know, I just eat, drink and breathe Sky Ski!

Flight: What kind of skiing did you do before you got into foiling?

Kinnison: As a kid I did a little bit of kneeboarding. Then snow skiing, snowboarding, and wakeboarding.

Flight: What got you motivated to become a foiler?

Kinnison: I was working for H.O. Sports when we started the production of the first Air Chair boards in 1990, so it was only a matter of time before I got out from behind the press and tried to ride one.

Flight: Best foiling experience?

Kinnison: Right after the Worlds, behind a friend's new X-star equipped with a new tower and a rockin' system with a fresh win under my belt. The tunes were just cranked. I got so into it that I sort of forgot I



Jake's Gainers are Super Stylish

was even riding. I had a no fall two song ride.

Flight: What was your most radical foiling experience?

Kinnison: Just recently, ridin' through a canyon at Lake Powell. We had just returned from Rainbow Bridge. We had two boats going side by side with 500 foot canyon wall only about 60 feet wide. Unreal!

Flight: What are some things you never thought you would get to do because of hydrofoiling?

Kinnison: I never thought I would be able to move to a water-sport oriented community, work in an environment doing something I love to do. Basically live my life as I am now!! Hydrofoiling has given me something to put all my energy into, and given me the opportunity to travel the country, and make lots of new friends along the way.

Flight: You won the Men's Title at the last Flight Worlds. What did you do to prepare?

Kinnison: Just ride as much as possible, relax and have fun with it.

Flight: How do you go about learning a new trick?

Kinnison: I start each ride by attempting my new trick at least two times, before going on to other things. As long as the crashes don't hurt too much I'll keep trying them.

Flight: About how long does it take you to master a new move? What's your approach?

Kinnison: I'm kind of a slow learner. First, about six months find the nuts to start tryin'!!! Then, it's usually at least a month or two.

Flight: What's the one move you are trying now that gets your heart pumping?

Kinnison: Lately I've been trying wrapped helis. They're just plain scary.

Flight: Predictions on the future of this sport?

Kinnison: I think that over the next two years or so this sport will double or possibly triple in number of riders because of the competitiveness between the two companies making better products, and driving down prices. At the professional level I think we'll see more double invert, and 720's by the Flight Worlds 2000.

Flight: Predictions for your future in this sport. Will you turn pro?

Kinnison: Yes, I will turn pro.

"Just ride as much as possible, relax, and have fun with it."



When You See a Hat and Hair, It's Jake

Besides, I don't think I could handle another year of being called a sand-bagger!

Flight: If there was one thing you could change in the sport, what would it be?

Kinnison: The only thing I'd change would be my own involvement in it. I wish I'd have gotten into it in '90 when I first saw it.

Flight: Give us the skinny on Air Junky.

Kinnison: My brother and I started it about two years ago. It was our way to put our foiling innovations in one place and market them. My passion is having new ideas and bringing them to life under the Air Junky name.

Flight: Parting Shot?

Kinnison: Go big, ride hard, & have fun!!



Jake Can Do Front Flips Going Both Directions

JAKE'S STATS

Age: 30 HT: 6'4" WT: 200 lbs.

Speed and Rope length: 28-30 mph @ 75'

Ride: Sky Ski with a Shock Tower, Air Junky traxxpad on seat.

Titles / Awards: 1998 Worlds Free Ride Champion (Men I)

1998 Florida National Trick Champion

Hobbies: Snowboarding, Snow Scooting, trying new things and finding new ways to tap into the adrenaline!

Sponsors: Sky Ski, Air Junky.

Extreme X News

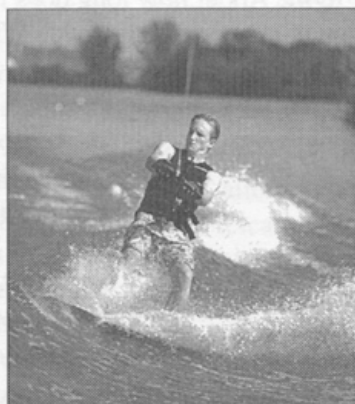
with Tony Klarich

Big Wakes

It started with loading up all your buddies into the back of a boat. Then it took on weight with cement blocks, steel, tubs of water, and the like. The result was big wakes for easier aerials (plus, weights don't take a turn on the water). Then someone got smart and marketed water sacks for inside the boat that could be filled and drained pretty easily. This was the first organized step in a cottage industry.

These sacks typically come in two sizes. The larger holds about 60 gal, (around 500 lbs.) and is typically put in the stern. The slimmer side sacks hold less (200-250 lbs.), but still help to kick up the wake. Boat makers got on board too. Malibu has had some success with its Wedge hydrofoil system. The hydrofoil mounted on the back of the boat can be raised or lowered. While down it pulls the back of the boat deeper to displace more water for the big wave. Soon flip of a switch "wake enhancement devices" were built right into the structure of boats, freeing up space taken by bags. Tigé Boats uses "Taps" an adjustable plate that changes the wake's shape. Nautique uses water tanks that add weight. The latest such foray into this market has been designed by none other than legendary water-man Mike Murphy. His "Pure Vert" system is the cleanest and best his author has seen to date, filling or draining 80 gallons (650 lbs.) in under 30 seconds with simple plugs at the stern of the boat.

All these wake enhancement devices and big wakes make for bigger air, which in turn leads to a quicker learning curve and more exciting riding. Look around and you see just about everyone getting inverted and having fun with these major launching platforms. However, there is allegedly a down side. Some claim that big



Is there a Down Side to Big Wakes?



Water Bags are a Popular Way to Create Large Wakes

wakes barreling across a small body of water erodes shorelines, smashes into docks, and can be a downright jarring experience for oncoming boat traffic. This is becoming a sticky issue in lakes across the nation as free spirited riders battle traditional skiers and waterfront homeowners. Fishermen, pontooners, and sailors, and other boaters have even expressed concern and dismay. So, whose has the right?

Lloyd Murray, father of wakeboarding world champion Shaun Murray has experienced this conflict first hand. The lake where Shaun grew up (and where his younger brother, Paul, now "attempts" to train - after a restriction on weights this year) has run into just such opposition. "The wakeboarders (including engineers) presented a very convincing, (and at

first successful) argument that "damage" to the shoreline and docks is caused primarily by weather," Lloyd says. "This is absolutely true. We live on the busiest part of the lake and during the past 11 years I have seen the damage storms can do. Additionally, family boats cruising at low speeds can make just as large a wake as wakeboarders. The reality is that boat wakes are not the major cause of damage. Our wakeboard association won the first round with the Lakes and Parks Committee. They agreed to send a recommendation to the Board of Directors to not restrict weight or extended pylons. Several weeks later, at another committee meeting, while two members favorable to the wakeboarders where absent, and without listing the item on the agenda, they reintroduced the restriction, passed it, and sent it to the Community Association Board of Directors. Without visible opposition, the Wakeboard Association again made a convincing argument in front of the BOD, but for some reason they were not successful. Clearly, this was a case of politics of the worst kind. It appears, at our lake that the opposition (although no one would publicly support the restriction) was from "non-ski" individuals, rather than skiers versus wakeboarders. The unfortunate part is that our kids suffer. As one mom put it some time ago, 'I know where my son is when the boat is gone. This is good, healthy fun.' Murray says "Kids today have a tough enough time surviving in a challenging world. We can help that process or hinder it. And this restriction is one big hindrance."

Here in Canyon Lake big wakes took a major dive after months of heated discussion between the Wakeboarding Club and Home Owner's Association. The establishment won out, banning weight enhancement devices completely from the main lake.

Wakeboarding magazine even called this move "an arbitrary agenda brought forth by a bunch of water skiing homeowners who don't want anyone to have fun on their lake". While this comment appears extreme, many factors came into the decision to ban big wakes including overcrowding on the lake, an abundance of seawalls (super reflectors of waves), dock damage, and complaints from other boaters.

No matter which side you take on this watershed issue, big wakes and their impact do warrant further discussion and investigation. While each of us behind the boat has a right to have fun, it is important to look at exactly what we are leaving in our wake.

Supermen

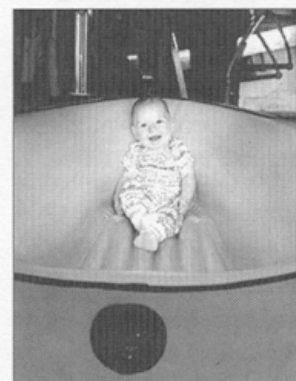
Ski Flying continues to push the limit of flight over the water. At the Masters this year Bruce Neville smashed the current record with an incredible leap of 280'. To put this into perspective imagine him soaring from the

goal line of a football field to inside the 10 yard line of the opposite end. Superhuman!

Smoke, Mirrors & Hot Air

After more than 15 years as a regular in the watersports industry, it appears that Tony Klarich will finally be getting a signature model product. Klarich is working on his tube with HO "tube guy" Greg Ashton for release in the year 2000 (affectionately called Y "tube"K by Klarich). The Catalina Cruiser is the working title for the one man oversized inflatable, drawing on Klarich's experiences in tube racing in the Pacific Ocean off the Southern California coast. Klarich is hopeful to have tubing included in the next running of the 52 mile Catalina Ski Race. "Tubing is fun", says Klarich. "Anyone can do it and have a great time. But no one has seriously explored what is possible on a tube. Just call me the Lewis & Clark of tubing."

In a not so related, but cute side bar. Klarich and his wife Shonna gave birth to their first son, Kade Klarich. K2 hopes to follow in his fathers tube steps as shown here.



K2
+
Catalina
Cruiser
Prototype
=
Test
Tube
Baby

Moomba Rules

It is the very best water ski event in the World... the Moomba Masters. 150,000 cheering fans line the banks of the Yarra River in Melbourne, Australia every March. This event which has been held yearly for the past 35 years should be an inspiration to what can be done with a water-

Mike Mack's

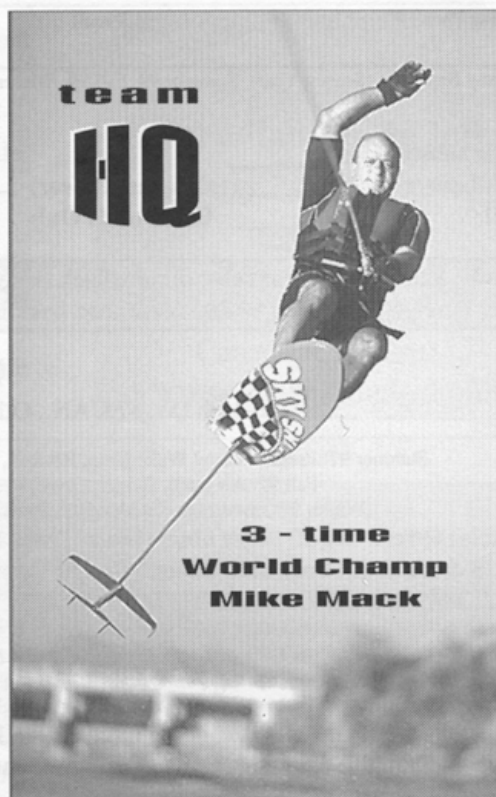
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**3 - time
World Champ
Mike Mack**

photo: Kingman

sports event. Slalom, trick, and jump have been the mainstays of Moomba. One of Australia's top foilers, Peter Nelson (interview - *Fall 1997 Flight*), relates his Moomba experience as a distance jumper. "Moomba is awesome. There is nothing like it in the world. Cutting toward a ramp with a rocky shore line as a backdrop, with all those people watching. It was an unforgettable experience."

The Best

The May 1999 issue of *Water Ski Magazine* named their picks for their top athletes in nine behind the boat watersports. Hydrofoiling was in-

cluded with a full page spread, naming Tony Klarich and Damon Moore as the sport's top guns. Their company wasn't too shabby either as other winners included Andy Mapple and Kristi Overton Johnson in slalom, Shaun Murray and Tara Hamilton in wakeboarding, Ron Scarpa and Nadine DeVilliers in barefoot, Carlo Cassa and Lori Dunsmore in ski racing, Cory Pickos and Tawn Larson in tricks, Bruce Neville and Emma Sheers in jump, Jonathan and David McDonald in kneeboarding, and Tony Klarich in tubing.

Big Air Boom

If you weren't at the 1998 Flight Worlds and have not seen the video, here's your chance to check out one BIG Air Boom.

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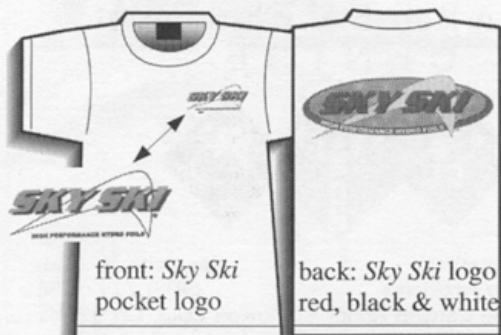
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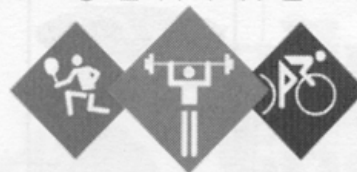
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