

TUNE IN!!! Events Guide & Fly-In Reports

Flight World

Mike Mack

Still Ripping @ 49

You Can Too! pg. 22



THE PROMOTERS
Three Guys Doin'
The Dirty Work
pg.14

TIPS&TRICKS
Jumps Galore, Air Front
Skidders, Hand-to-Hand Heli

New World Records
12 Foilers: pg. 6 Jet Boat Jump: pg. 23

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Lots of exciting things are happening in this sport! From Fly-ins to cash contests and people getting seriously involved, hydrofoiling is developing its own personality. More youth are trying foiling. Check out Tyler Green (p. 4) who presented his favorite sport to his classmates. More youth-news is that a 10 year old has landed an invert! If true this would break the record for youngest invert on a hydrofoil by a full three years. We'll cover the oldest and youngest flippers in an upcoming *Flight*.

This year there are more events scheduled than ever. There are so many that riders are picking and choosing ones they want to attend. The biggest hydrofoiling event this year is sure to be the Flight Worlds. We are expecting over 100 hydrofoiling competitors from around the world. Get set for the Aussie invasion. It's going to be strong this year. With hydrofoiling standing side-by-side with pro wakeboarding and freestyle Motocross, this event

is sure to raise eyebrows and gain notoriety for our sport. Now one knows what the level of riding will be, but there are sure to be many tricks and accomplishments demonstrated for the first time. You don't want to miss it!

While there are many hot spots for riding in areas near Seattle, Dallas (the Brazos River), Parker (the Colorado River) and southern Florida, Canyon Lake in Southern California is claiming its stake as the #1 Foiling Community. On any given day in the backwater or on the main lake you see foils flying and flipping everywhere. While Canyon Lake is a hot spot for wakeboarding too, you may be surprised to find that you often see more foilers than wakeboarders.

Hopefully this is an indication of

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Cover Photo: 3-time World Champ Mike Mack by Kelly Kingman

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A+ Introduction to Hydrofoiling

My son Tyler was given a project for his 7th grade English class. He had to explain to his class, step-by-step, how to do a talent that he is good at. Well, Ty jumped at the chance to promote hydrofoiling. Ty grew up on the water at Canyon Lake. He started foiling at 10 years old and will do nothing else on the water these days. He made a model of a hydrofoil, showed some Sky Ski highlights from a video, and gave an oral and written presentation. He got an A+!!! Long live the next generation of foilers!

Scott Green (dad)

Learning to Fly

Tyler Green

There is a new sport called Hydrofoiling that I like to do. It's popular amongst water skiers and wakeboarders, and it's a sport gaining popularity. Some people may recognize it more by the two companies that develop and produce the hydrofoils called "Sky Ski" and "Air Chair". A hydrofoil is ridden by a person who is towed by a boat while holding onto a rope. You are able to do jumps, flips, rolls, and incredible things that will attract a lot of attention. It takes time, practice, and patience to get good on it, or even just to get up on it, so I will explain how to get going.

It helps to start by knowing you probably won't do any fantastic tricks your first try. It takes the pros years to do what they do. You're strapped



Tyler Teaching Hydrofoiling



A Model in Wood

on to a seat tower that is on a ski on top of a hydrofoil. When you're riding all of your support and control is on top of the foil. Unlike other sports you can ride a lot further because there's very little drag. The ski is thrown into the water and you slide through the strap

and put your feet in the bootstraps. Next, you tighten your seat belt tight because when you are riding the worst feeling is to know that you are sliding around and are not secure. Someone will throw you the rope and you grab it. You tell the driver "hit it" or some other sort of signal that tells him you're ready to go. When you are first riding you move your arms up and it makes you go down, and when you move your arms down it makes the hydrofoil go up. I know this sounds confusing but it's really not once you get the hang of it. When you are first learning you try to keep your arms up because it keeps the ski on the water and you have more control.

Most likely the first time you get up you'll bounce up and down and go out of control to the sides or take a nosedive. It might sound scary but it's really not. It's a lot of fun. It can be frustrating, but stick with it because it's worth it. The way your arms move is like a pivot and arm position is what gives most people problems. They forget and pull their arms in, shooting some awkward direction. It's like riding a bike, you think you'll never get control but you do and it's a blast. Since you are riding above the water there's no rough water contact. All you feel is a smooth ride. If

you're a first timer just go where the ski takes you, don't try to control it. That'll come later. It's a real cool feeling to pierce through the water some warm summer day and then sail up into the air. I hope you get to hydrofoil for yourself someday. Next, I should go on about how to jump and flip, but we'll discuss that once you get up and ride it!

Foreign Exchange Student

Last spring, I wanted to improve my hydrofoiling by coming from France to Mike Mack's foiling school in the USA. At that time, I was a beginner, but already addicted since my first day of practicing. I was even proud of my standard because I was able to ride and do some little wake jumps without any help. But due to the cold weather here in France (I live in the mountains near the border with Switzerland) the riding season is very short. So I headed to the USA to receive intense teaching with the best coach in hydrofoiling: a 3 week long learning session at MIKE MACK'S SKI SCHOOL. The welcome from Vicki and Mike was fantastic. It was the first time they had a French student, and the first time they had a such a long teaching session. Their company every time was so friendly, the housing was perfect, and every detail of the organization was "tip-top". And the teaching was great. Mike is really the best on technique and pedagogy. Not really the best in French language, but I didn't care be-



Bailey, the French Connection

cause we could understand each other. To begin the session, Mike asked me to simply ride behind the boat to observe my abilities. His first verdict was that my situation was as a drama: he was alarmed by the multiple mistakes I did, because I always rode behind a PWC, and never behind a boat. At Parker, it was for me the first time behind a boat. So the first week, Mike taught me how to ride correctly, just as a first beginner. The second week he taught me how to jump and land, and the third week he started to give me the instructions and advice to try to roll and to try flips from gainer jumps. Now I am supposed to repeat all these maneuvers and practice the most I can. I will always keep good souvenirs from this vacation near Mike and Vicki. It was a marvelous trip, and over all a good time on and in the Colorado River, I got the great honor and good fortune to meet some of my idols. I rode with and got the advice from THE JOKER himself, Tony KLARICH, and had the pleasure to speak a few words of the French language with him. I also met Jon and Teresa WILBORN, and Jake KINNISON. They invited me on their boat for an unforgettable travel from Parker Dam to Lake Havasu, throughout which every second of their ride was show time. Another great souvenir is Badenoch's Bar on the river, and EL SARAPE, Parker's fine Mexican restaurant where Mike and Vicki invited me many times. Finally, I will certainly always remember two special things about this learning session: Mike repeating hundreds of times "don't pull the rope" when I was in vain attempting to jump the wake, and last the worst souvenir: blisters on my two hands, so deep and 3 weeks long, I never imagined such blisters can exist. Since I left, I dream to come back to Parker, with my wife now because I am just married, and meet again all these friends I am proud to have.

Dominique.Bailly@UNIVERSAL.FR

Nor-Cal Big Air Festival

ADN2000 was at it again with another great tournament including hydrofoiling. The two day event on beautiful Lake Berryessa in Northern CA drew about 40 wakeboarders and 15 foilers. Damon Moore headed up the judging in foiling, with riders travelling across state lines to compete in Big Air and Free Ride. Junior phenom Ryan Stenderup won top honors in the Free Ride advanced class. He'll be one to watch at the Flight Worlds. The Big Air Contest gave cash to the victor! Riding away was not a requirement, but going big was. California's own George Gallegos came home with top honors.

Great job to Tom @ ADN2000 for this second hydrofoil tournament. Plan to attend ADN2000's "Flight Worlds Warm Up Contest" the weekend before Flight Worlds.

Tom: 707-838-0101

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Crane Lake, Alberta, Canada - Ron Young (above)

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For more info contact the TN State Coordinator:

Glen Mitchell 615-824-7593

skiintn2000@aol.com

Sept. 3, 2000 "2000 Hydrofoil Pre-Worlds"

Lake Berryessa Resort in Napa California

(Home of the AdN2000.com Big Air Festival.).

Tom: 707-838-0101

Sept.6-10, 2000; "FLIGHT WORLDS 2000"

Lake Elsinore, CA

see info page 19 in this *Flight World*

Sept.15-17, 2000; "Sky Ski Fly-In"

Parker, AZ - Bluewater Marina

Events subject change. Call the event organizers directly to confirm dates and locations!

Join the Free Flight Emler for more detailed info and links for all these events go to:

www.flightworlds.com

Flight Worlds Trick Rules Update

A Reverse Trick (direction of rotation or spinning) may be performed for the same point value.

Please see our rules on-line and register to get your official rules.

So You Want To Set A World Record

*Ron Young –
Crane Lake Hydroholics*

The idea of breaking the World Record for the number of hydrofoilers behind one boat started when I traded my 3-blade OJ Legend for a 4-blade Force.

The power of the 4-blade prop on my boat gave me the confidence to dream of pulling a ton of hydrofoils. After all, half a dozen kneeboards & wakeboards didn't even cause a hiccup.

However, pulling 10 or more hydrofoils would require more engineering than simply changing a prop. Hydrofoils are expensive toys to have clanging together. It would be both dangerous and expensive to have foils colliding. During the start everyone would probably have to drag a while, which would inevitably cause them to be pulled together. So I hatched a plan to mount a pipe across the boat and secure it to the bow hook. This would allow for a spreading of the riders and would allow them to fight longer before being pulled together. I bounced the idea of a spreader bar off the listbot and got a mixed reaction. Some thought it would work, some didn't. As the Canadian Fly-In approached I went out to secure the materials needed for my plan. I came up with a 2½" square steel pipe, 20' long, as well as a bunch of cable to secure it. Early in July, I was working on the prototype flagpole for the Fly-In when a friend who runs a construction company got excited and involved. He suggested that we use aluminum pipe instead of steel, as it would be much lighter, and he knew a source. Before long I had a 20' length of 4" aluminum pipe for my flagpole, and a 22' length for our spreader bar. This would allow for a dozen riders with 2' spacing. Right up to the beginning of the Fly-In the plan was to mount the bar on the *Hydrofoil Express* and try for a world record.

Flight

The week before the Fly-In Norbert Loiselle, one of our club members, went out and bought a brand new Malibu Sunsetter VLX. Besides extra horsepower it came with an even bigger 4-blade prop. As the Fly-In started I conferred with Norbert and we decided to attach the pipe to his brand new boat. My only reservations were that if the pipe snapped, I would rather it damaged my older boat and not his new one. Norbert is part gambler as well as part engineer, and didn't think we had anything to worry about. On the Friday of the Fly-In the time came to mount the spreader bar. Norbert's ingenuity, along with the advice and help of Bill Curley created a t-bar contraption that mounted in the middle of Norbert's 10 Foot Pole. A series of come-along straps secured the whole thing together. The experience of Bill Curley and Kevin Thayer took over, as Kevin selected the riders for the attempt and Bill acted as crew boss. Bill Kinnison spent a fair while equalizing rope lengths and Jon Wilborn and Jake Kinnison were busy attaching and sorting lines. Excitement mounted for the riders as all the activity came to a climax and we were ready to try for a world record. Lines were sorted one more time, riders spread out, Bill and Kevin barked orders, and Norbert took off.

Everyone fought to get up. Just after they all got up, one rider dropped, and 11 riders rode around Crane Lake. Not as good as we had hoped, but still a record. About ¾ of the way around the loop Norbert decided that 11 wasn't good enough, and cut the throttle. I was driving

the spotter/film boat, and we had already picked up the downed rider. Everyone repositioned and prepared to do it all again. The second time all the riders popped up easier and stayed the duration of the ride. 12 riders, all behind one boat!

In Norbert's excitement after the event, when he went back to his cottage to take off the spreader bar, disaster struck. He came in a little hot, and dinged his prop. The next day he was bound and determined to pull 14 riders, but could only pull a half dozen. It was then that we determined that there are severe limits to pulling multiple riders with a bent prop!

In retrospect I think there is potential to pull more than 12 at once, but only with some way of keeping the riders separated. Even with all our planning there were two foils that had a minor collision. The potential for glory is there, but so is the potential for disaster! I'm especially pleased that there have been at least two attempts to break our record, and neither has succeeded. It may actually hold up until the second Canadian Fly-In next August when we will set the record again at 14!



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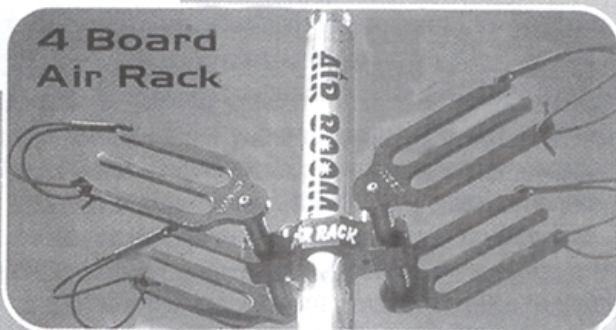
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Making Aluminum Hydrofoils



by Bill Curley

All of us in this sport have been curious at one time or another about how our foils are made and which ones are stronger than others. Today's aluminum hydrofoils have been made using three different processes; Sand Casting, Permanent Mold Casting, and machined from Plate stock. These manufacturing processes determine the major attributes that foilers can really appreciate like bending, breaking, and finish.

Most foils are made from an aluminum alloy comprised of aluminum, magnesium, and silicon. This alloy provides the best corrosion resistance so that the need for polishing your foil is kept to a minimum. This alloy is not the strongest, but for most foilers, it does not bend or break. There are three common failures for hydrofoils. A fuselage break can occur from the bar being stressed in opposite directions (jumping) for many cycles causing fatigue cracks that eventually break. Struts usually bend near the top and with enough additional force it will exceed the ultimate strength of it, causing it to break near the ski. The "strength" of aluminum is measured by fatigue cracking which takes the least amount of force to initiate, followed by bending and the ultimate strength break.

The foils with the most strength today are machined from plate stock or sometimes known as a "Billet" foil. These foils are made from 1/2" to 1" 6061 aluminum alloy plate stock. A digital computer program is made specifically for cutting the plate on a Numerically Controlled (NC) machine into a finished strut, fuselage, or wing. These pieces are assembled to make a complete foil. Very few Billet foils are in use because of the cost of the digital program and the time on the machine. These foils are only cost effective for those of you who are constantly breaking or bending your foil.

The next strongest hydrofoil uses molten aluminum poured into a Permanent Mold. The strength of this foil is about 90% of 6061 plate and produces a nice finish (no pits). A NC machine is used to create the contours needed for the two steel halves of the mold and is very costly to make. This process is only used where the production quantities are high and the foil design is proven.

The most popular foil made is manufactured using a Sand Mold. Sand is tightly packed in two halves around a metal pattern, the pattern is removed, and molten aluminum is poured into the mold creating the part. Because the sand surface is not perfectly smooth, small pits can form which adversely affects the finish. The strength of the foil can vary anywhere from 60% to 90% of the 6061 plate depending on the process. A good casting manufacturer will have class ratings that are higher for their castings causing the material strengths to be closer to 90%. This process works well for designs that are constantly changing and have low to medium production rates...a popular process for hydrofoils.



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Like the weather.
Courage to change the things I can,
Like my inability to do that new trick
and wisdom to know the difference
between a bad day of foiling
and a good day at work!



My prediction for the future is the hydrofoiling community will see new materials that will be twice as strong as the material used today. This will enable foil designs to become thinner helping to reduce drag on the foil. We are just at the tip of the iceberg in hydrofoil designs and many new ones are to be expected!



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Hand-to-Hand Heli

The hand-to-hand heli is one of the more difficult moves being done on a hydrofoil today. It was first performed by Mike Murphy in the early 90s. Murph took so many hard falls trying to perfect this trick that he stopped throwing helis for about 6 years. He has recently picked them up again and is looking good!

To do a heli you must be an excellent rider. Cut out very wide to set up for the trick. You can rotate into or away from the boat. The spin is shown here with an inside rotation. One of the keys to the set up is not to delay throwing the jump. Get out wide, dip, and go for it. You have to be very careful to jump before throwing the spin! An early spin will have you landing on your ear! Start the spin by turning your head and shoulders while pulling the handle

in to the small of your back. Practice the spin with a handle on dryland to get familiar with the motions. One technique that I really found helpful when learning this move is to spot the horizon behind me while spinning. This is super important to maintain a good spinning axis.

One very big mistake to avoid at all costs is pushing on the ski with your feet. First, this will push your whole body off-axis and make a smooth spin difficult. More importantly, it is very easy to push your foil right into the rope. Just imaging what would happen if I were pushing on my feet in photos 5-6. I highly recommend using a release while mastering this move.

with Tony Klarich



sequence photos: Kingman



Land Straight Ahead



Keep the Handle in Tight



Do Not Push with Your Feet!
Spot the Horizon.

Mike Mack's

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photo: Kingman

Not only do you not push on your feet, you should concentrate on *pulling them up*. This keeps you tucked better which helps to control the spin. After reaching the 180 position handle control becomes extremely important. The rope will want to pull you off-axis if you let your arm out. Notice how I control the handle position through the entire trick. You should feel the rope pulling while you spin, and you will use that pull to help you make mid-air adjustments to keep everything in-line. Getting a feel for this line tension and using it to your advantage is one of the biggest keys to becoming consistent with this move. If you have survived this far the landing should be a piece of

cake. Just land straight ahead and get both hands on the handle.

When I pull a perfect heli it feels like floating. There's just a bit of line tension, and the jump is up rather than out.

You can try this trick at a much slower speed to cut down on crashes. Mike Mack even learned these at about 16 mph!

The 4 Most Common Mistakes

1. Not getting out wide enough
2. Not jumping before spinning
3. Pushing on the feet
- 4 Letting the handle out!

*Good Luck,
Tony Klarich*



**Maintain a Good Axis.
Pull up with your Feet**



**Jump
Before Spinning**



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Jump Tips

with Hydrofoiling's Listbot

Flight

The Hydrofoiling Listbot has become a great place to learn how to ride. Here's yet another example of how a rider from Sweden has access to riders everywhere to help him (and you) learn how to jump better!

Q: I have started foiling, three times although it's cold. I have discovered that jumping is more difficult in the ocean (with waves) with an old Air Chair than on a Sky Ski, in a calm river with Damon giving instructions. Now I jump pretty well outside the wakes. The problem is I keep being pulled forward while jumping off the wake. I think I'm a bit too tall for the tower, since it's a bit difficult to pull my legs up properly. I think I might be pushing on my feet a bit or at least not pulling enough. Should I focus on pulling my legs more than leaning back?



Glad for any tips! *Filip*

The Gospel According to Royce

Greetings Fellow Foiling Brethren,

Jeff and I ventured forth today in our eternal mission to spread the gospel of foiling. It was a windy day, but these challenges must be overcome. For a while we were alone upon the waters to practice the sacred rituals of inverts. It wasn't long and a heathen showed with an inner tube. Jeff made a couple of runs nearby to show them how the true gospel could send one toward the heavens. They were truly in awe and eagerly awaited the following pass, which they recorded on video to show other nonbelievers. Jeff and I are quite pleased that the word is being spread. After they went on their way with new enlightenment, Jeff and I discussed the virtues of backside rolls. (We have been strictly adherent to the back-gainer sect) I had recently begun to do the rolls, however Jeff seemed reluctant to try these. I was astonished to learn that he had a lack of faith in the teachings. I witnessed to him for some time explaining that all he had heard was confusing him. I further explained that he needn't worry about going airborne and landing on his back. He eventually accepted the idea that a hard cut toward the wake, a big jump leaning back and a firm grip on the rope would be rewarded. After several false starts, Jeff made the leap of faith and was rewarded by landing his first back roll attempt. He made two more in succession. The hydrofoil gods made him crash on the fourth attempt to remind him that it is good to be a humble servant.

Good will to all and spread the word, *Royce Hintergardt*

A1: Hey Filip, when I was learning to jump, Jake told me to imagine a string tied between my shoulders & knees. Don't ever let the string get loose or break on your jumps! When you lean forward, you rock your whole body forward, shoulders & knees all together. And likewise, rock your whole body backwards when you lean back. Keep the string tight by maintaining the 90-degree angle in your back. Don't break the string by rocking back too far or pushing on your feet!

You want to try to always land your jumps leaning back slightly, landing on the rear wing, then rock forward to regain your balance. NEVER push on your feet, this leads to face plants & they suck!

Good luck & get a good drysuit for that cold water!

Bill -

bill@airjunky.com

http://airjunky.com

A2: I don't know about others, but I've found a couple of things "Not To Do".

1. Do not push with your feet. If you've been a water skier, it's a natural tendency to push with your feet on a jump. This will cause, in the extreme case - the unintentional fish check. This is

where the nose, and blades, all are pointing down towards the water during the landing.

2. Don't come out of your "jump posture" too early. Stay in the backwards position through the landing. This allows the blades to establish a bite in the water before leaning forward to ride evenly.

Besides that, it's a piece of cake. When we teach people to jump, we get them riding evenly first, then try a baby jump. Usually this is inside the wake so you don't have to worry about cross over, wake timing or anything else. Just get to an even keel, and change your WHOLE body's attitude to raise the blades. Remember to keep your knees in position with the rest of your body. Think of it as being in a rocking chair, and rocking back from your waist. Do not push with your feet, but kinda lift with your knees.

Try a few baby jumps and you'll see what I mean. Then, depending how aggressive you are, try crossing the wake and jumping. Have fun learning. A camera will help a lot. You'll get some of the best pictures when you're just learning. *Matt Legge*



Sandy Bertha Adds Style to Her Jump with a Method Grab

Air Front Flip

with Trevor Sudweeks

A3: Keep the handle low and steady (by your knees). Pull up on your feet. Keep pulling up on your feet until you land. The first few times, ride the foil pretty high and just pull on your feet. That will result in a little hop. Then work on dipping the board down and pulling on your feet, which will be a bigger hop. It won't be long before the wake jump is in sight. You want to jump early enough so the foil (not the ski) goes up the wake. That's when you start launching...

Do not pull on the rope. I used to do that...and it may make you jump, but you lose consistency. The other thing is, you can't do inverts like that. You have to jump by pulling up on your feet and keeping a tight line. The invert attempts I have made recently when I regress back to pulling the rope are not pretty...like an out of control hyper spin...and those ones that hurt the most... Good luck! *Paul Hicks*

A4: As for jumps, remember, keep your elbows in, handle down on your knees. Start half way up on your foil, lean forward & dip the tip, then lean back to pop it up. Stay leaning back until the foil re-enters the water, then gradually lean forward again. Don't raise the handle or push on your feet as the faceplants suck! The real simple analogy that Murphy told me when I was first learning was to pretend you are in a rocking chair...if you do what Bill mentioned and keep fluid. It WILL be just like you are in a rocking chair. *Nick*



More Good Form



Once you have learned a wake front flip and understand the basic mechanics of the trick, you are ready to try an air front flip. I would suggest you use a trick release the first few attempts.

Step #1: Cut outside the wake approximately 8-12 feet (just outside the white wash) and lift the foil as high out of the water as possible.

Step #2: Stomp the jump as hard as you can, rotate your shoulders back and look at the boat before throwing the flip.

Step #3: Release your outside hand as you pull the handle to the inside hip.

Step #4: Kick your knees forward and spot your landing off the inside of your ski by your feet.

Step #5: Get way back as you grab the rope with the other hand and keep your head up as you land.

The mechanics of this trick are the same as the wake front, only it is a muscle trick. Add more intensity to each step.

Trevor Sudweeks is one of the top candidates for Flight's "Most Improved Foiler". He is moving with his family to Canyon Lake soon.



Sudweeks Flying High Over Lake Mead

photo: Steve Coray

Skidder Spice

with Tony Klarich

Skidders are more than just a trick to do. They are a whole other way to ride your foil. I recently have returned to my roots in the skidder, which is performing them out wide. However, I have added some speed to spice things up. I call my new move the high speed skidder. You cut hard across both wakes to generate speed as you get wide on the boat. Now you make a very smooth and gentle transition to skidding as you are very wide, but still moving out from the wakes. When it's done right the skid will actually help you to glide on the water.



photo: Kingman

High Speed Skidder Fun

When you get wide and skid with a lot of speed it creates a whole other dynamic into the move. Now you can play with the line tension and do tricks like the skidder tail grab, skidder floater or even a skidder wrap. Stay on the skid as the line gets tight and you can turn and ride it into

the wake for a skidder wake jump, skidder wake cross, or even a skidder-combo-to-roll off the wake. Experiment to find your own moves and ride the skidder everywhere behind the boat.

the promoters

Meet 3 of the guys that have turned passion and vision into action. Our three choices here are by no means the only guys who have given a big piece of themselves to foiling. They are a great representation how love of sport can do great things!

Tommy Phillips *has been one of the most influential men in promoting not just hydrofoiling, but all watersports. From his original base in Denver, Colorado Tommy has been instrumental in promoting new water sports when they were just getting going. Kneeboarding, wakeboarding, and hydrofoiling all owe a large debt to this man who is always willing to go the extra mile. His watersports store, Tommy's Slalom Shop, has received many awards and has sold more foils than any other pro shop. He continues to promote foiling with grassroots contests, on water demos, and much more. Tommy currently spends most of his time in Lantana, FL at his second store, Tommy's Surf, Slalom, and Guitar.*

Flight World: How did you get into the watersports business?

Phillips: My sister and brother in law had sold ski equipment in Texas and I had sold a few skis to my friends. Hey, I could go to the lake, flirt with chicks, sell skis, and get free rides.

Flight World: Your shops have won the dealer of the year award. Tell us about it.

Phillips: Well, it was an honor. The guys that help the dealers' common causes started the WSIA (water sports industry association). They like to have parties and hand out plaques and Republican stuff!

Flight World: What other watersports have you been involved in?

Phillips: I promoted every event on the water as long as Herb and his bud-

dies were there. Kneeboarding, Barefooting, Surfing, Slalom Skiing, Battle of

the Bands and was lucky to have had the first Wakeboard tournaments.

Flight World: Tell us about your history in promoting kneeboarding.

Phillips: In late 70s / early 80s Tunnel Board came out and I was involved with them. Then Hydroslide started to kick up all these little tournaments. It seemed like a good idea to me. We rounded up all our buddies and called the radio stations and kinda fell into some great times and serious learning curves.

Flight World: What contests have you held?

Phillips: The first wakeboarding tournament in the world, the first Wakeboarding Worlds on the mainland. The first Wakeboarding Nationals, the First Hydrofoil Worlds, and a gillion back yard events around Colorado and Lantana, Florida.

Flight World: How does holding contests help the sports?

Phillips: It builds relationships and transfers knowledge to the younger people and their families. Families are the backbone of the country! They are the best solid investment we can encourage.

Flight World: Tell us a little about how you got into hydrofoiling?

Phillips: Well one day up in Redmond, WA in the early 90s we went and watched Murphy and Tony riding. Mike was pretty good and could carve and jump a bit. Tony was feeling things out. The next day I went with Scott Simms of HO and about drowned learning how to ride. Once I figured it out I went wild.

Flight World: How about the first Hydrofoiling Worlds?

Phillips: We knew everyone was blowing up and it was and still is the ultimate rough water toy. I mean we all want glass but you can Hydrofoil on anything. It just seemed the time was right!

Flight World: You also started the Hydrofoiling Hall of fame. What got you motivated to do that?

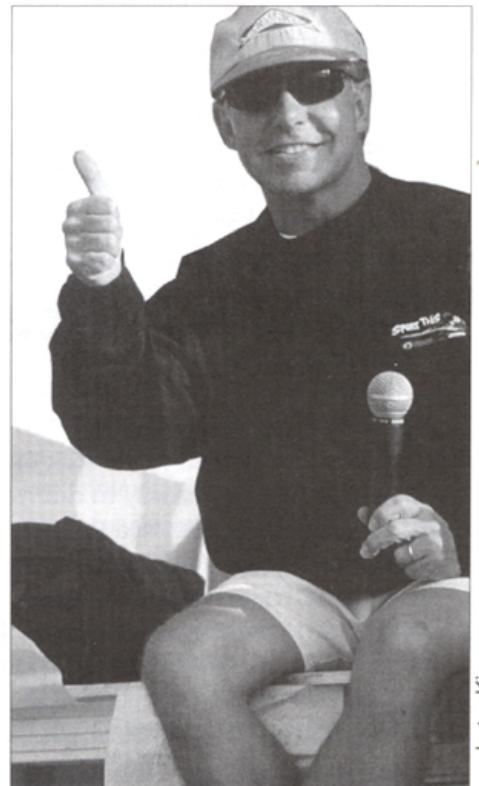
Phillips: Well I don't want to get too worked up here. The regular Water Ski Hall of Fame at this time doesn't recognize Herb or Mike or some of the other people that have been mentioned for nomination. Let me say I do have great respect for the Hall of Fame and they have given us a great lesson in history and deserve a ton of credit. So do the gentlemen we have inducted. I wanted to make sure that there will always be a place to recognize hydrofoilers. With great pride we honor our own that have given so much to bring this new creative energy of Hydrofoiling to reality.

Flight World: Why do you think your shop has sold so many foils? Are you the number one dealer?

Phillips: Mike Murphy, Herb O'Brien, good people, and the ability to make things right when needed. Treating our customers like family and teaching and helping them instead of just selling them.

Flight World: What have you been doing now to promote hydrofoiling?

(Continued on page 15)



Phillips' Knowledge and Enthusiasm Come in Loud and Clear

Phillips: We think that getting the staff excited is the key to Hydrofoiling. On the Water Clinics are a sure way to build growth. Mike Murphy is the ultimate traveling clinic. Wild Bob Welsh has taught hundreds of people.

Flight World: You were the announcer for both Flight Worlds and plan on being there this year too. Tell us a little about how the competition is changing?

Phillips: I was amazed at how big and clean the guys and ladies are going. The grabs that Stack is doing and the intensity of the huge air is breath taking! I think the level of difficulty of the tricks rivals Wakeboarding and I think the guys go way bigger on Hydrofoils.

Flight World: As a visionary in watersports, what do you see happening with hydrofoiling in the next few years?

Phillips: The tournament scene fueled by the spectator appeal and the ability for the Hydrofoilers to get along will vault the sport forward. I have never seen a group of competitors that pulled in the same direction. There are a lot of happy people involved. I was blown away by the people that put on the event and the competitors that cheered each other's families into a frenzy. And by the way I think you meant musician instead of visionary.

Flight World: Tommy where do you see yourself in 3 years with Hydrofoiling.

Phillips: Well, first off I want to be part of the future. I have always wanted to invent new ways to grow our sport. Herb O'Brien is helping me with water breaks and we are going to try to sell the guys in the gray suits into helping us establish more protected areas of good water on existing public lakes. Face it, Glass Rules!

Check out Tommy's World:
<http://www.TommysSlalomShop.com>

Ron Young

"Life is about passion. Those we interact with are touched by our passions. Without it we are entirely forgettable. After all, if something is not important enough for us to get excited about, how can we excite others?" - Ron Young

Flight World: When was the first time you realized that you were hooked on hydrofoiling. What were you doing?

Young: My passion for hydrofoiling started several years ago, in the dark, during a thunderstorm. I had rented a foil for a weekend and had already lost the better part of my first day to the three-hour trip from Edmonton. I drank copious amounts of water as evening set in, between flashes of lightning. I kept repeating my favorite line from Yosemite Sam in the Bugs Bunny cartoon where he says "I paid my four bits to see a high diving act, and I'm gonna see a high diving act!" By the end of the weekend I could barely ride, and I was hooked. I bought a foil, gave up 3 sets a day of slalom skiing, and proceeded to 'spread the word'. As soon as I had a regular to ride with we formed a 'club'. I found that most watersports people are intrigued enough to try foiling, with a little coaxing. Most are not forward enough to ask a stranger for a ride, so I felt that it was my duty to offer them the opportunity to learn. Every summer since we have taught dozens to foil.

The youngest student we have taught is 10, the oldest 72. It's a small payment to the memories of the anonymous lake regulars that showed me kindness taught me to ski, and gave me pulls, as a poor kid in a boatless family.

Flight World: Tell us one of your most memorable experiences giving foiling instruction.

Young: My proudest

moment in hydrofoiling was last summer when Kevin Thayer and Bill Curley talked my son Neil through his first successful backside roll. The funniest teaching story I have revolves around a 16-year-old hockey player and former student. The first weekend we had the foil he tried it, and was a natural. He made us sick with envy as he found the balance point and got up right away. We didn't see him for a year, and by the next time we were getting good height on wake jumps. He watched us, and then strapped in and proceeded to ride a little too aggressive for his experience. He's the only guy I've ever seen do 7 eyeball peeler faceplants in a row. When we came around to pick him up after his 7th face slapper he had his hand in his mouth. All he said was "I think my teeth are loose". I still laugh when I think of him saying that. When a hockey player thinks his teeth are loose, he's been hit pretty hard. Around the campfire all he could talk about was going again!

Flight World: What has been your coldest experience foiling?

Young: In Canada the winters are long and the summers are too short. Every year we are foiling before the ice is totally gone, and we ride well into the fall. We stretch a four-month season to six.

My coldest experience involves not being able to take off my lifejacket until standing by the fire, because my fingers were numb and my lifejacket

(Continued on page 16)

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the promoters

frozen shut. I am very familiar with the pain associated with applying heat to numb fingers. And all these events were in the days before having a drysuit! With old age comes wisdom. Now we wear drysuits and rubber gloves.

Flight World: Canadians are the second largest group of foilers (next to the USA). Why do you think Canadians are drawn to this sport?

Young: I believe Americans and Canadians are blessed. For all our crying about fuel prices, we should talk to Europeans. Not only are their fuel prices high, but their lakes are tightly regulated. Here in Alberta you can't go 10 miles in any direction without running into a lake, and relative to wages, gas is still cheaper than it was 30 years ago. Free trade has also made it easier for Canadians to get the equipment to foil. The price of a foil has remained fairly constant over the last several years, which really means that as everything else goes up in price, foils are really getting cheaper and cheaper. It is easy to spend as much on a high-end ski or wakeboard as on a hydrofoil. Low fuel prices, low regulation, and affordable equipment will lead to a bright future for the sport.

Flight World: You have been involved with Waterski Alberta this year. How is that working out?

Young: I have been working to get hydrofoiling recognized and accepted by conventional watersports organizations in Canada. Why should barefooting be promoted by waterski organizations, and not hydrofoiling?



Young's Dedication is Inspirational

Despite the low numbers of hydrofoilers, there are still more foilers than jump or trick skiers! For the sport to grow, it needs exposure. To get exposure we need alliances. We have taken on responsibilities in Waterski Alberta this year to hold the Alberta Championships, and this event will lead to an endorsement from Waterski Canada. Next year we will be sponsoring the Canadian Championships. It would have been easy for our club to sponsor these events, but the support and sanctioning by existing watersports organizations give the event credibility. We could have pushed for the Canadian championships this year, but we decided not to run the risk of upsetting the powers that be. Another benefit Waterski Canada gives us is club insurance, it comes free with membership. 3 million bucks in coverage is plenty for us! Our relationship with Waterski Alberta has worked better than we ever expected. They are all folks just like us, wanting to expand the role of all water-based sports. I am writing a regular column on foiling in *Splash*, and we have been asked to put on a demonstration at the provincial barefoot championships.

Flight World: Who are the Crane Lake Hydroholics. What do they do?

Young: The Crane Lake Hydroholics are a group of friends who see each other through the winter months as well. A couple of teachers, a couple of oilfield contractors, businessmen, and military workers...quite a variety of occupations. The one thing everyone shares is a passion for watersports!

Flight World: Where do you see hydrofoiling in the next 2-4 years?

Young: I feel hydrofoiling is on the verge of a major breakout. The fact that we finally have enough top flight riders to be considered for the X-Games and the like will give the sport a profile. Only another year or two and foiling will be an 'overnight success'!

The Great Canadian Fly-In started this resurgence in Fly-Ins. In 2001 we will have even more community buy-in for a bigger and better event. I think it will become increasingly difficult to attract quality participants as the number of Fly-Ins explodes! We had Canadian spies watching Philthy and Laurie at the Florida Fly-In and plan to incorporate all we have learned for next summer!

see webmaster Ron @
www.coldlake.com/hydrofoil/

Bill Kinnsion

Who can talk about Hydrofoiling and NOT say, somewhere in their conversation "Did you see what Bill put up", or "Bill talked to so and so and got this", etc. etc. I think he gives us so much coverage that there wouldn't be 1/3 the foilers there are if he wasn't out there living and breathing the sport. -Comment via the Hydrofoil Listbot

Flight World: How long have you been into hydrofoiling?

Kinnison: This is my 6th year, Jake's 7th.

Flight World: What got the Air Junkies started?

Kinnison: When Jake won the Best Custom Air Chair award at the '98 Fly-In at Mike Mack's & everyone wanted a seat pad like his. I was doing my first few projects on the web at the time. We decided that we could sell seat pads on the web pretty easily.

Flight World: What are the Air Junkies?

Kinnison: Just a fancy name that people will remember when they see some guy fly by on a foil. It's great for promoting the sport somewhere that hydrofoiling or water-skiing isn't so common (like at the hydroplane races or even the boat show).

Flight World: Tell us about some of the on-water promotions you have been involved with.

(Continued on page 17)

Kinnison: The Seattle Boat Show, Columbia Cup Unlimited Hydroplane Races, Cologne Unlimited Hydroplane races, NW Sessions Wakeboard competitions, INT League competitions, and the 1998 Flight Worlds.

Flight World: Your website, air-junky.com, has been described as one of the best sites in hydrofoiling. Why did you start it?

Kinnison: We started the website in late 1997 to sell seat pads. The best way to get hits is to have the content that people want, and in this sport people want to see pics & video of riders in action. Since then we've developed a few new products & relationships with others in the sport. Many people know the Air Junky name long before they know Jake or Bill.

Flight World: What kind of information is on your website?

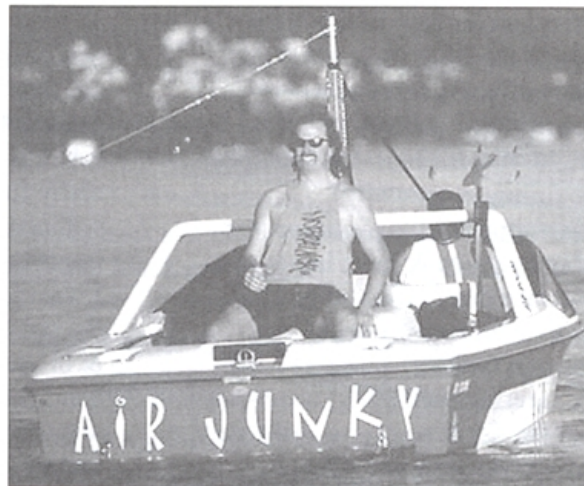
Kinnison: Hydrofoil products like seat pads, foot pads, ankle straps, drysuits & of course the hydrofoil of choice, Sky Skis. We also endorse events & other products on the site, drawing more attention to the other companies & ourselves.

Flight World: You have hosted pages for fly-ins, *Flight* and more. How does this work?

Kinnison: By offering all the info for a product or fly-in (hotels, air fares, phone numbers, etc.) we can make it easy for someone to decide to just show up at an event or purchase a new or used product. These are typically pages done for people who don't have the ability to create the page or the following to make sure it's seen. We have both & make sure the information gets out there for all to see, insuring their success.

Flight World: Tell us about your baby, the Hydrofoil list-bot.

Kinnison: The Hydrofoil list started as a tool to notify riders about Sky Ski products. Ian Lauder & I had just signed on with Mike to do the SkySki.com website & were looking for a simple way tell people to come check out the website for new content, prod-



Coach Bill Spreads the Word

ucts, etc. About that time Air-Chair.com had a bulletin board online but they were editing it's content. We kind of thought this was censorship, even if it is on a privately owned web page. So we thought that Air Junky.com could toe the line & cater to both riders, through our products and an uncensored e-mail list. This would allow all riders to speak their mind about any product, good or bad. Except for a couple of isolated events this has worked out exceptionally well. Tricks,

(Continued on page 18)

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**Fly High
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safety, products & services are regular topics & these more than likely affects everyone's decisions.

Flight World: How has it helped the foiling community?

Kinnison: Foiling events are far more common & have larger attendance due to the ability of riders to communicate with other riders in far away places. People are meeting each other. Riders join the list & comment that they have never seen any riders in their area & before long someone speaks up & says they're nearby & ready to ride! And this happens regularly!

Also, riders are progressing much faster. I believe that the overall level of talent will be affected in the long run. Riders can get coaching from other list members & perfect their tricks without all the trial & error many others had to go through. This talent level will ultimately push the top riders to levels they may not have reached if they had not known what others are doing around the world.

Flight World: While you have many connections with Sky Ski, you have tried to keep the list as an open forum for all hydrofoilers, no matter what they ride. Why have you done this?

Kinnison: The bottom line is that collectively we are the most knowledgeable group of riders anywhere, regardless of what we ride. The riding & trick techniques are all similar. Segrega-

tion of the sport only hurts us all. Don't get me wrong, competition between companies & riders is a good thing, especially for the riders. Products will continue to be developed & improved because of this.

I want to be involved in making the sport, level of competition & product technology better. I want riders to recognize us as an authority in the sport, someone who is in the know, regardless of what we ride.

Flight World: Some people on the list seem to just want to stir up controversy. Could you comment?

Kinnison: That's life. Some people feel the need to build themselves up by demoralizing others around them. Remember that saying "Money talks & BS walks"? In this case I believe their riding will speak volumes...

Flight World: What other computer related stuff are you doing.

Kinnison: I am in contact with most other waterski related websites including Wakecentral.com, Aquaskier.com, About.Waterskiing.com, Wakeboarder.com, & Waterskimag.com & I try to make sure they are provided content for their Hydrofoil section, notified of future events, & kept informed about the sport. Because of this I was asked by the owner of WakeCentral.com to

organize the weekly chat on their page (which has been pretty successful!).

I also stay in contact with our own local ski shops (Wiley's, Pro Tour & Ski Masters). They know who to call if they need lessons, coaches, exhibitors, demonstrators, demo equipment, sales information, etc. I encourage other groups of riders to do the same in their own areas too. Because of this we've been involved in developing their products, performing at their company events, & have a constant source of riding partners. One day I expect to actually be able to put on a local event & that one-day isn't far off.

Flight World: What do you predict for foiling in the next 2-5 years?

Kinnison: I expect the sport to work its way into the mainstream via events like the fly-ins, X-Games, Gravity Games & the Worlds. I think we are in on something in it's infancy & when it gets big, the ride is gonna be awesome! Products will continue to get better, stronger, & lighter & when young riders start getting more into it, the new equipment will allow them to take the level of tricks far beyond what we can imagine now. Ideally I'd like Air Junky to ride the sport's coat tails in a similar way that No Fear rode along with Motocross.

www.AIRJUNKY.COM

Aussie Connection

Peta McLean who is the wife of World Mens Hydrofoil champion Scott McLean, last weekend Peta made her first back roll and then went on to make 3 in a row. She is 27 years old and has been skiing for 12 years, riding the Sky Ski for 4 years, and recently started riding away from

wakeboard rolls. She has been attempting the hydrofoil backroll for about 6 weekends of training and doing back flips after letting go and in the flats.

Scott will be coming over to defend his title along with other Aussie

pros, Peter Nelson, David Hedley and David Brown who are all trying to talk her into skiing in the womens division.

Flight Worlds 2000
hydrofoil ☆ wakeboard ☆ FMX

www.flightworlds.com

Flight Worlds Update

- ✱ **Wakeboard**
- ✱ **Hydrofoil**
- ✱ **FMX**



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The main events are shaping up like this:

Sky Ski Hydrofoiling: The world's best go for broke in Free Ride. Survivors will advance to Free Ride and/or Tricks. Be ready to do both! 14 age and ability divisions.

Hyperlite Wakeboarding: Flight Worlds has teamed up with the #1 Wakeboard Team and the Canyon Lake Wakeboard Club to put on a great wakeboarding event. Riders can qualify during the August 12th Canyon Lake wakeboard tournament or during the Sept. 6th Open Challenge. Expression Session format will be used. We are expecting a high caliber of riding this time out.

Fox Freestyle Motocross: This new sport is exploding onto the world scene, but Lake Elsinore is the home stomping grounds for many of the world's top riders. Brian Deegon and Mike Metzger will be leading the way along with several other top riders. We are already building the wooden ramps, and they will be set up on the water side of the levy. This is going to be high flying action. The FMX is by invitation only.

Air Boom Big Air: The dog fight for air supremacy will be over the skies of Lake Elsinore as hydrofoilers and wakeboarders go head to head. Expect to see jumps clearing 20 feet!

Sick Trick: Sure to be a crowd favorite, this unique contest is the Flight Worlds Grand Finale on Sunday. All three of our core sports will go *mano a mano*. What is sick? Come on Sunday and you will find out!



Murphy's Winning Jump at the last Flight Worlds

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Schedule: Sept 6-10, 2000

Wednesday (6th): Wakeboard prelims - challenge round.

Thursday (7th): Practice day for foilers. Press Day.

Friday (8th): Free Ride prelims for all divisions - foiling.
2nd round - wakeboard

Sat. (9th): Foiling finals (except pro men semis),

Wakeboard semi-finals, Moto seeding rounds

Sunday (10th): Finals - Foil, Wakeboard, Moto.

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Entry Fee Saturday and Sunday

The Florida Fly-In 2000

attracted over 100 people from 5 countries and 18 states, everyone returning home with sunburns and sore muscles from 4 days of foiling. "Is it March yet?" was the slogan on hydrofoil listbot all winter, as everyone anticipated the fun they were going to have here. My husband, Phil, and I were the organizers, and to me, it was a sad day Sunday slowly gathering all the stuff we brought to Lake Placid, Florida. On a 3500 square acre spring fed lake, the foilers went off BIG everywhere! I don't think I've ever seen that many foilers all at once!

The 4 days, March 30th to April 2nd, were almost too sunny. Though windy and choppy Thursday and Friday, the lake leveled out flat for Saturday and Sunday. A slight rain Friday night didn't dampen anyone's spirits; we were celebrating a large birthday party, eating a huge gator decorated birthday cake in an enclosed screened outdoor banquet room. There were a lot of birthdays, mine was the night we arrived and I couldn't think of a better way to spend it! The owners of the Lakeshore Resort, Charlie and Isabelle, were so hospitable they invited all 100 of us back, I guess we only tore up the lake! Charlie even tried to foil! Now everyone can see why this is one of our favorite places. At rest, the foils and boats were scattered over the white sugar sand beach, with the sounds of Fla.'s Jimmy Buffet and Reggae music in the background. Our ski show was quite a hit with mostly all hydrofoilers. Pros teamed up, foiling double were Jon Wilborn with Jake Kinnison, Trevor Sudweeks with Dave Myers and Chip Reihl with Thomas Freeman. Jon and Thomas did doubles. 4 year old Ivan, Phil with a shower clown act, and 8 girls behind 2 boats all foiled for the show. Add Jake on an air board, Jeff Yarab kneeboarding, Geno wakeboarding and barefooting, Angela, his fiancée, who works at Cypress Gardens, on swivel



The Florida Fly-In Attracted Over 100 Riders From 5 countries

ski with Carol Wolfe belting out the National Anthem and you can see why it was an awesome event. Since we made the newspaper, locals came to watch and cheer from the ends of their docks. Our record attempt of 15 foilers behind one boat wasn't successful, but was fun trying anyway! For those who brought ski boats, we gave them etched glass mirrors that we had fun making. We just couldn't have done it without the many boats and drivers!

This sport is very addicting itself, but the generous people I've met have made foiling the best sport! As a joke, John Burton started the "Aussie Fund" and the listbot made his trip from Australia happen by raising enough money to help him cover some of his expenses. There were foilers who sent money for him but couldn't come themselves. He was so blown away by this, that he filled his suitcase with T-shirts, pins, key chains, flags, maps and gifts for all of us. John returned with a suitcase full of American goodies, videos and a brand new Sky Ski with a shock tower. He made a lot of new American friends and took back plenty of fun foiling memories.

The raffle helped fund the Fly-In by selling hundreds of tickets. Everyone was in awe when Trevor Sudweeks, who won the Sky Ski, donated it back to help the Fly-In. Then a local man, Tom Pelflye, won it the 2nd time and gave half the cost of the new Sky Ski back to

the Fly-In fund. Just when we thought we had seen a lot of generosity, the "Sky Junkies" from Nebraska gave us two hard shell travel cases. Wow! I love these Hydrofools! Phil and I want to thank everyone involved, from the companies who donated to the raffle, Sky Ski, Air Boom, *Flight*, Air Junky and Gath, to those who donated to the "Aussie Fund", and even master chef, Steve McCrary (AKA Sky Dog) who brought the meat here from Tennessee. We appreciated those who helped with meals and the drivers and many boats that came to pull all of us. The list will never be the same to us! We finally got to put faces on all the names of those we already liked from writing and to me that was the very best part of the whole Fly-In! Everyone lived up to my expectations and then some! From the great e-mails since, I think everyone had a really good time and that was the whole idea! Strangers, who have the same passion, were foiling, sharing and learning from each other. Now we are all friends and we can't wait until the next fly-in!

Laurie Petersen

Sky Ski Lands Down Under

Mike Murphy recently visited Australia to promote his Sky Ski. Hydrofoiling is not as popular down here as it is in the States (USA). We have some pretty good riders but they are few and far between. So the chance to see The Master himself was just an 8-hour drive..

The Fly-In was held on December

Flight

18-19, 2000. We arrived at Lake Mulwala at 2AM, found the cabin we had booked and hit the sack. Luck was with us. After a good night's sleep we left our cabin only to bump into Mike Murphy who was staying in the cabin next door.

We headed off to the Mulwala Pro Shop to meet the owners/ organizers; Carol, Robbo, Cathy, and Brutus. Like I said, Hydrofoiling hasn't really taken off down here. About seven riders turned up with all levels of experience. Mike spoke about tuning foils, and stretching and spent the entire two days teaching us all. He has a unique style of teaching. After each crash he asked from the boat "what do you think caused that?" He goes through the maneuvers step-by-step, breaking them down until you realize where you went wrong. By the end of day one I was picking out my own faults. In Mike's words, there are good and bad falls. Good falls are when you know where you went wrong. Bad falls are when you just fall out of habit.

I used to ride, crash, ride and crash again and think that was all part of it. Now with Mike's style of teaching I find I am more consistent and am landing with much more time to spare. When Mike took to the water jaws dropped. He rode faultlessly, making every maneuver he threw. The time we spent with Mike and the Pro Shop gang was great! We would like to thank them all for a fantastic weekend. We would also like to wish Mike all the success with the Sky Ski. He is a great ambassador for the whole sport. Thank

you also to *Flight Magazine*, as it is the only publication on Hydrofoiling that is available down here.

Robyn & Kevin
Pitt Town, Australia



more photos available at:
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The First Fly-In Down Under



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Foiling After 40

Do you think "Father Time" is creeping up on you, wanting to get a good grip? Rob him of his fate and laugh in his face in the last half of your life and hydrofoil! In search of a vice to recapture my youth, I started water skiing in my mid 40's, which I thought, was late in life. I'll explain later how "DEAD" wrong I was.

Watching my 1st wakeboard tournament, I saw 13 to 24 year olds ripping it up big. On the sidelines were retired 25-year-old wakeboard pros. This taught me that this extreme sport was for the younger set. Then the Extreme Games of 1995 showed me the world of hydrofoiling. Dean Lavelle won that competition. What was that thing? Shortly after, on cable TV, I saw Mike Murphy going big on his foil. Wow, this dude was ripping it up, bigger than anyone I had ever seen! He was my age! Mike and his toy stopped everyone in their tracks, and captivated them. This 46-year-old, gray long-haired guru made this high energy, "big air" extreme sport look easy at any age.

For 30 days I lived in turmoil. To buy or not to buy? That was the question. Am I fooling myself or does being 47 matter. With no one to talk to about this flying machine, the question I wrestled with was, "Would it kill me or make the last half of my life rock like the 4th of July?" Considering my wife of 20 years, Laurie, has had dislocating knees all her life; she needed a sport that wouldn't damage them any-



Author and Rider Phil Dixon is a Top Veteran's Competitor

Flight

more. Just about every sport was hard on her knees. After buying our first foil we laughed about the age-old phase, "Older is wiser". Looking back we couldn't have made a better decision. We only regret not finding this sport, years sooner when we were a lot younger, so we'd have more years to enjoy foiling.

What highly active sport can give you that 16-year-old feeling again? Youth is not a number; it's a feeling! Is there a "big air" sport that has a division for competitors over 40, or in my case, over 50? Hydrofoiling is it!

Competing in the 1998 Flight Worlds was like getting off that famous "Time Machine". I soared with excitement and felt 25 years old again. The "Veterans Division" was doing all the same tricks and "getting air" just as big as the younger whippersnappers. Spectators didn't care about what division they were watching; excitement level ran high for all age groups. I felt that bulletproof feeling again at 49. Thinking that after 40 you can no longer compete or keep up with the younger set couldn't be further from the truth! Foiling allows you to be Kewl, Kewl, Kewl. For you foilers of age that haven't kept up with the youthful lingo, Kewl is no different than our Cool in the 60's.

If you're an average middle age or older American, perhaps you are not in top-notch shape. Gliding through the water, this sport offers a feature other water toys can't, little or no drag! Mary Murphy at 82 and Ivan Honkala at 4 prove without a doubt, it doesn't take Mr. Atlas to hang on. Long ski sets are just a foil away. Balance and control are the main ingredient to this



photo: Lauder

Murphy Puts Younger Guys to Shame at 50+

flying machine. Advancing to more radical moves takes a little more muscle than just riding, but the beauty of getting into shape is that it comes automatically.

Can foiling put an anchor on the aging process? Staying and feeling young keeps the mind youthful as well. Foiling into the golden years is going to make watching the grand-kids fun. I can hear it

now; "My grandpa gets more air than yours!"

Back to my first paragraph on how dead wrong I was, thinking mid 40's was too old to start skiing, Howard Eberhardt and the Farmer brothers in their 60's are living proof, this sport is for us. I'm wondering at what age one will stop rolling and flipping and just ride 70? 80? We won't know for another decade or so as I think the oldest person throwing and riding out rolls is in his low 60's.

It's important, participating in any sport, to having low impact crashes. It's not so bad crashing when your ski absorbs most of the fall, as healing after 40 isn't the same as at 18.

No matter if you are over 40, have bad knees or ankles, are in or out of shape, or even paralyzed, don't hesitate to try this sport. You wouldn't want to miss out on the fun, as dollar for dollar, it's very reasonable.

At 40 is life almost over? What have you got to lose? Is the rip roaring, blood flowing, toe tinkling, hair raising excitement over for you? Nope! If you are looking for that youthful adrenaline rush or just want to enjoy or compete in sports past middle age, look no further. Strap on a foil and get busy!

"It's not how old you are, it's how you are old!"

Phil Dixon

MTV and a New World Record

Top Australian Foiler Peter Nelson recently made a quick hop to the States to do a world record breaking jump for MTV's Senseless Acts of Video. His incredible jet boat jump over a rock wall, through flames, and over a barge was exciting and dangerous. Nelson gives us the inside scoop on his death-defying stunt.

"I was approached by my friend and fellow stuntman Mark Vanslow about a month before the boat jump. After much discussion on what I was to jump we finally agreed that I would go over a rock break water (jetty) at Cabrillo State Beach, San Pedro. The rock wall itself was 8 feet high at high tide so timing for the jump was pretty critical. At low tide the rocks were about 12 feet high. I arrived in LA on Wednesday May 10th and was

picked by limo and taken straight to the MTV offices in Santa Monica. We took care of all the paper work. I wanted to make sure that if anything happened to me I was covered.


The next day I did a site inspection and it really hit me. I was jumping a boat over a rock wall, through a fifty-foot fireball and had to clear a 60-foot barge on the other side. The total jump had to be over 100 feet.

Finally! I get to see and drive the boat. I wanted to see how she flew before I hit the ramp so I drove outside the breakwater and into some 5-foot swells. I hit a few good ones and figured that I needed some sand bags in the bow to keep the boat at a better angle (not too nose high). While I secured the bags, the crew was anchoring the ramp just beyond the rock jetty and at the same distance out. I jumped without going over the jetty and we used video to

see if I would have enough height to clear the rocks. At the same time, more distance buoys were set up to see how far I was going. I decided to have a quick check of the engine. OH, OH ! Trouble !! There was oil everywhere. The engine had broken mounts and the oil pan was punctured which meant the engine had water in it. After we pulled the boat out of the water we found some structural damage and the boat was taken to a race boat shop and stripped and repaired over night.


Saturday morning now and time to hit the ramp. The Harbor Police gave us about 2 hours. I started my jumps at 40 MPH and she flew great. After a quick inspection of all previously broken parts I went out and hit the ramp at 50 MPH. This time some big cracks started to appear on the hull. After reviewing the video it was determined I hadn't gone far enough to


(Continued on page 24)


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(Continued from page 23)

clear the barge. OK, one more jump and this time at 55 MPH. As I landed the boat spun out violently and I suffered some whiplash in my neck and lower back. I was belted into the boat so I wouldn't get thrown out. This time I had gone far enough and had enough height to clear the rocks. The reason I spun out was the hull had tore open and a 4 foot section of fiberglass tore off and the boat pivoted on that section. Back to the repair shop. 4AM Monday morning was here before I knew it. After a quick inspection on the repair work it was decided that it was all go. People where everywhere and I was getting nervous. The ramp was being anchored, cameras were being mounted and producers, directors, and all the extras were arriving. The place was like a zoo. 9 AM and the wind started to pick up and by 10, it was gusting to 17 MPH from a cross head which was not good. At 10:30 the sun came out, the wind started to die and I said to if it's going to happen, it's gotta be now!! I started to suit up.

Wetsuit, Motocross chest and shoulder gear, knee protection, gloves, neck brace and time for a quick interview. I was getting real nervous now. Mark Vanslow applied the stunt gel to my face and arms to protect me from the fire and my Nomex hood was next and then my helmet and goggles. The 3 safety boats and 7 scuba divers were all in position; it was time to do it. I went out to the furthestmost

safety boat that was holding boat traffic and waited for the all clear. I wanted the water before the ramp to be dead flat. I heard cameras rolling, water clear and Peter is OK to go whenever he was ready. Gulp !! I started off and brought the boat up to 40, made a 90-degree turn and lined up for the ramp. This time I held the boat flat and the last time I looked at the speedo I was doing 58 MPH. My main concern now was hitting that

ramp dead center. If I was off center, well, I don't even want to think about it. I hit the ramp and I hit dead in the center, bulls eye!! Next, I was along for the ride. The ride of my life! Next the fire! I remember feeling it burn me and the next was the impact of the landing. She



James Bond? No. Nelson & His World Record Jump

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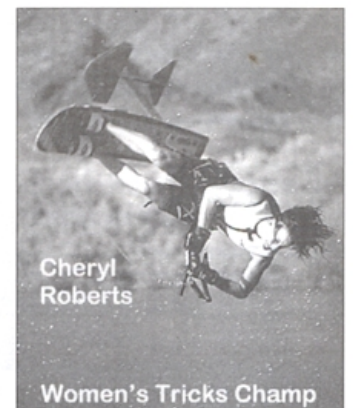
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flew like a bird. The landing was pretty hard but nothing like Saturday. The engine died but I quickly fired her back up and drove around and thanked all the safety crew and lined her up for the beach landing. I had always wanted to do it and now was my chance.

Yes! I did it! But never again. I had some burns to my face, arm, and leg but not too bad and the boat had seen better days. It did a great job. I would like to thank everyone involved, especially Mark Vanslow. See you all in September at the Flight Worlds.

Nelsons leap at of 122 feet was claimed by MTV as a new world record for a jet boat jump! The boat suffered \$4,000 in damage.

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Ride the Wind

There's a new sport in town, and it's called Kiteboarding. The sport originally gained notoriety on the Hood River in Oregon and was called Kite Skiing. In the past few years there have been dramatic improvements in equipment, making the sport much more accessible. One big advance has been the inflatable kite. You pump up the leading edge and ribs of the sail for structural support. With air in the kite it is usually possible to relaunch after crashing the kite in the water.

Sails come in various sizes that allow riders to fly in all kinds of wind conditions.

Riders hang onto a control bar (with or without the aid of a harness) and fly a giant stunt kite with with two or four lines. Most riders use boards similar to wakeboards or surfboards. Liquid Force has even developed its own kiteboard specifically for the sport.

It takes a while to get the hang of how to fly the kite. There are specific patterns to generate pull, jump, or get into a neutral position.

World Publications is so sure that this sport is going big time, they have recently released *Kiteboarding Magazine*. This full color mag is full of lifestyle, tips, and the latest equipment. *Kiteboarding* also recently covered the Red Bull King of the Air Contest in Maui. Riders competed for \$10,000 in slalom, freestyle, and big air.

Freestyle is all about grabbing air and doing moves. Watching the 20 foot high shore starts, quadruple rolls, and other lofty inverts is breathtaking. These guys are literally flying themselves from a "hang glider" by 100 foot long strings!

The King of Big Air at the contest was Max Bo who used a wave to launch himself skyward for a 5.9 second flight! That's huge!

There's some great videos out there to give you the latest on what's happening. From high end ripping to instructional videos, you can learn about kiteboarding right away!

Learn How to Fly:

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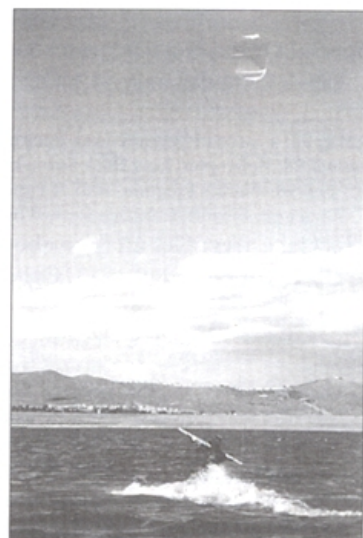


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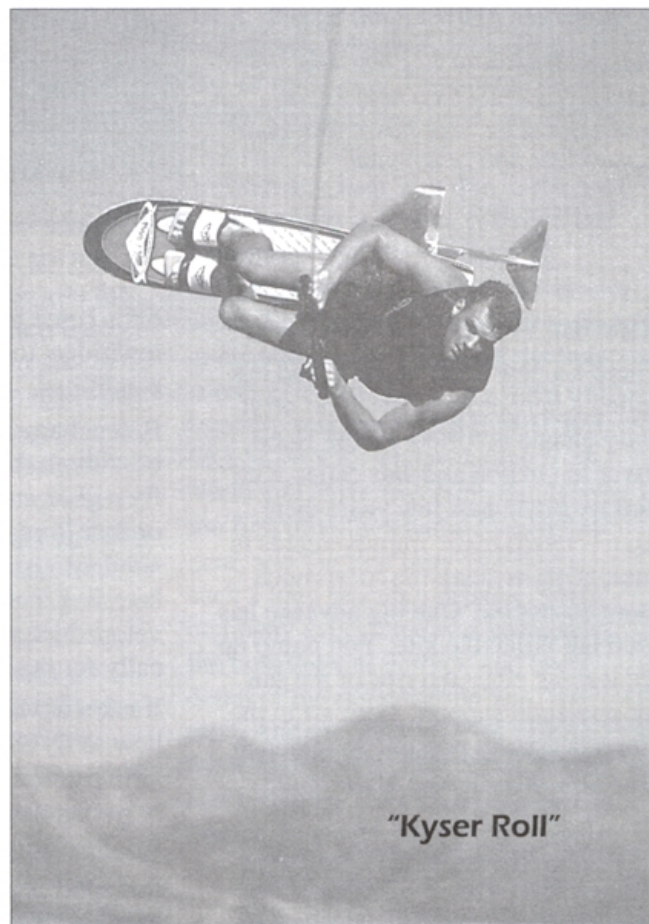
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