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Flight Worlds 2000

Event Program



MasterCraft



FOX FMX

Air Boom Big Air

Hansen's Hydrofoiling

Hyperlite Wakeboarding

Elsinore MotorSports Sick Trick

plus
**Flight Hydrofoiling
Gainer Dismount
X-News & More**

**Your In-Depth Show
and Competition Guide
to Southern California's
Ultimate Extreme Event**

**FALL 2000
FLIGHT WORLD**

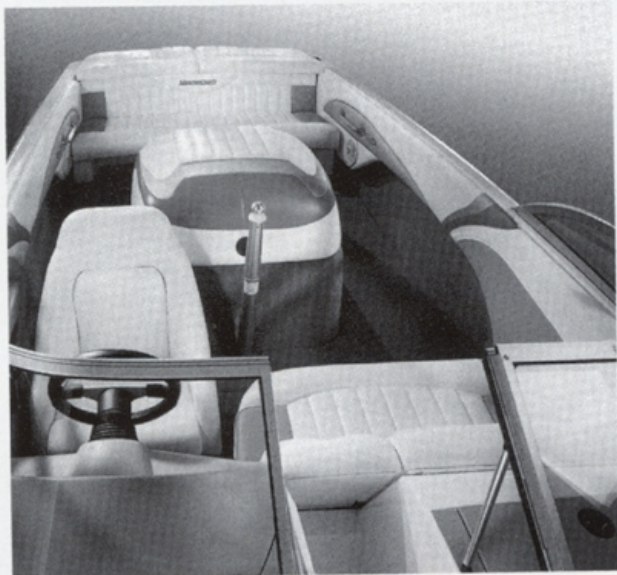
Volume 4, Issue 3

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New X-5. The stoke buggy.

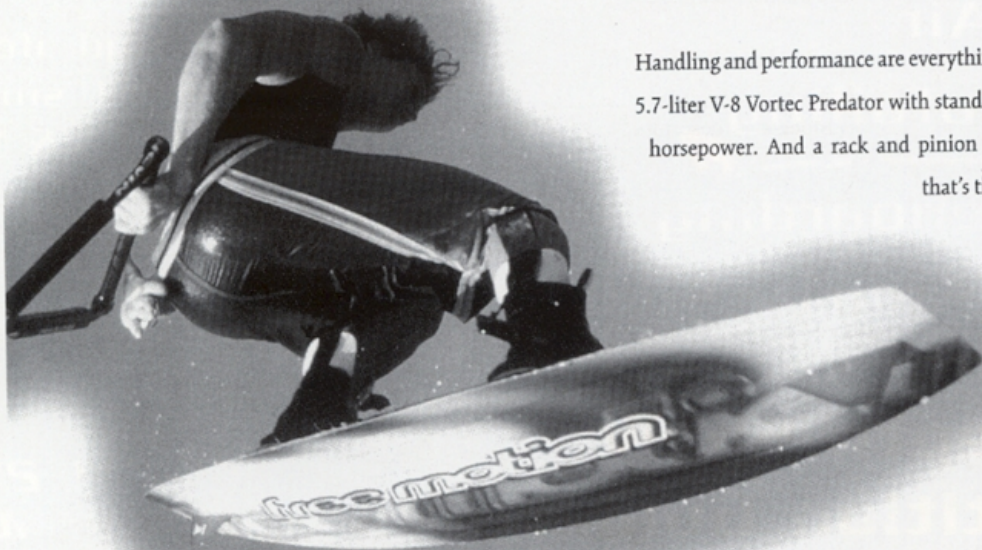


The X-5 features one of the largest interiors in its class, with deep bow seating, a roomy main cockpit and the new full access transom storage under the sunpad.

With looks that are every bit as exciting as its performance, the X-5 is available in Midnight or Regal Red.

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This boat is built on the proposition that the law of gravity is strictly for wimps. It's for people who want to put the sky where the water should be. The X-5 is radically hot, yet it can be yours at a price that won't send your high-flying dreams into a nose dive.

The X-5's look is your first clue that this boat is as much about attitude as it is about altitude. A ZeroFlex Flyer™ and FatSac™ both come as standard equipment. In short, this is one craft that will keep your feet planted firmly over your head.

But it's far from a one-trick boat. Just empty the FatSac™, and skiers have the flat, smooth wakes they dream of.

And we've still only scratched the surface of the X-5's versatility. With one of the largest interiors in its class, the X-5 has plenty of room for your gang and their gear. Storage space can be found everywhere, from the observer's-seat compartment to the full access rear "trunk." It opens from the center split to reveal a fully carpeted, lighted compartment.



Up front, the open bow provides deep seating that's easily accessible via the flip-down observer's seatback. Forward- or side-facing seats offer plenty of leg room.

Handling and performance are everything you'd expect from MasterCraft, too. The 5.7-liter V-8 Vortec Predator with standard electronic fuel injection cranks out 310 horsepower. And a rack and pinion steering system offers sportscar handling that's tighter and more responsive.

Performance, standard equipment and comfort. Any way you look at it, the X-5 goes big.



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Welcome to Southern California's Ultimate Extreme Event! The Sky Ski Flight Worlds 2000 is starting out with a powerful triad of exciting Big Air Sports...Hydrofoiling, Freestyle Motocross and Wakeboarding are headlining the big show. But we don't stop there! A team of world class athletes from around the world will be demonstrating stunt hang gliding, air blade skydiving, stunt skiing and much, much more!

For years I traveled with the water ski pro tour and various other competitions and shows. I always thought that there was room for a contest that was fun to be at and watch. That's where one of our logos comes in "It's Not Just Competition, It's Entertainment!" Competitions should be fun!!!

So now here is my chance to show my stuff. I know you are going to enjoy this show and be talking about it for weeks to come! I could not have pulled off this event without the vision and negotiation skills of my partner, Chuck Sacks. He had the idea of adding Freestyle Motocross, which will probably

be our biggest draw. He has also been the key player in dealing with the city and getting things set up on the land side.

Together we are combining and presenting three thrilling sports in new and exciting ways!

I am also very personally excited about the Indmar X-Show. We have a great talent pool to pull from in all our sports, and the whole thing will be headed up by our friend from Down Under, Peter Nelson.

Flight Worlds is also pleased to present a new sport...Trampoline BMX. A couple of local boys plan on bouncing their bikes into the X-collective consciousness.

All in all it's going to be a wild ride. Enjoy!

Tony Klarich, D.C.
publisher

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INSIDE FLIGHT 4.3

Inside FW 2000...8
Our Hot Exhibitions...14

Stunt Hang Gliding...16
tips&tricks

Gainer Dismount...18
Skydiving Slalom...20

Hydro Hall of Fame...22
X News

Trampoline BMX...27
Climb 4A Cure...28

Marketplace...30

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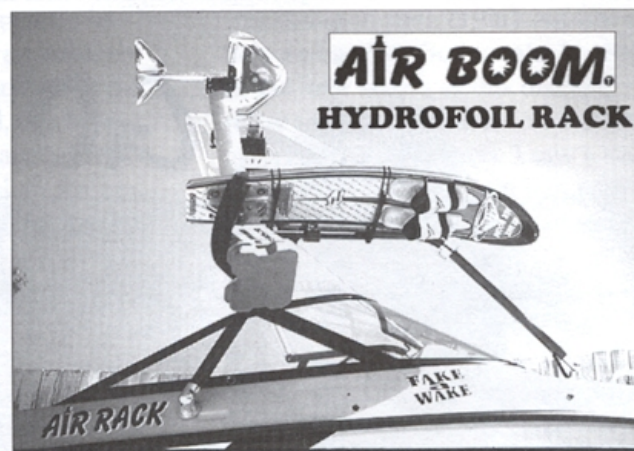
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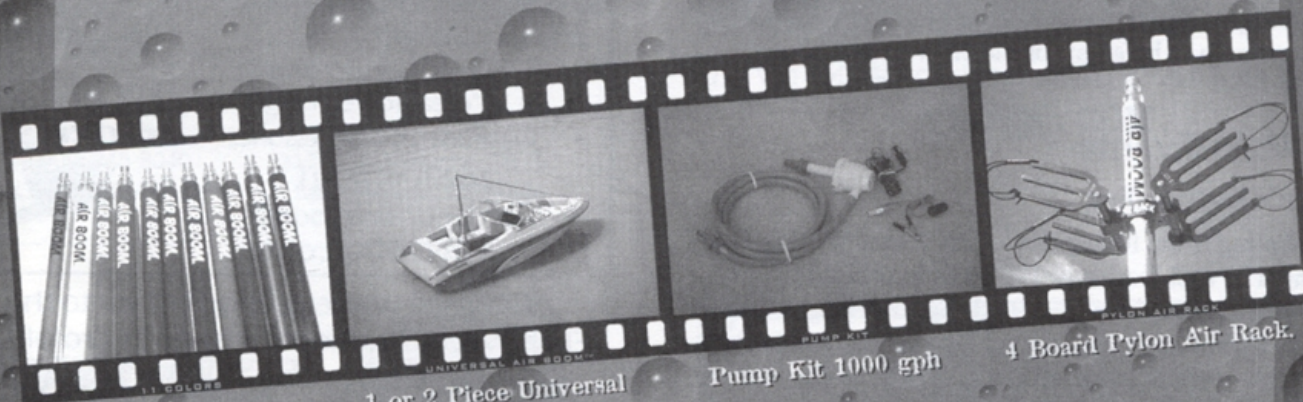
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INSIDE



Sky Ski Flight Worlds 2000 has brought together the world's best athletes from three high-flying sports.

Our main sports are:

Hydrofoiling (the grass roots of the Flight Worlds)

Wakeboarding (our second year, now with the help of the Canyon Lake Wakeboard Club)

Freestyle Motocross (new to the Flight Worlds)

Riders will be going for gold in each of their respective sports. We also have two events that combine disciplines. The Air Boom Big Air competition features hydrofoilers and wakeboarders, and the Elsinore MotorSports Sick Trick features all three sports in a final battle. These innovative events are sure to be great for the crowd and TV

The Main Events

Hansen's Hydrofoiling

Hydrofoiling is the foundation of the Flight Worlds Tournament. The first worlds in 1996 was hydrofoiling only, and drew just 26 riders. In 1998 the second Flight Worlds drew 63 hydrofoilers and invited 5 wakeboarders to ride. Now, with over 100 competitors in foiling alone we have added 8 classes this year. There are 14 divisions for competitors in both age and ability levels.

Free Ride

The opening round of hydrofoiling starts with free ride. Foilers get a set time or number of passes to show their stuff. Riders are free to perform just about anything they can imagine. Judges look for everything including starts, turns, dismounts, and all the moves in between. Total scores are based on a maximum of 100 points, with a maximum of 25 points awarded in each of the following categories:

Degree of Difficulty (25pts) - how hard the overall run is

Air (25 pts) - how high riders jump

Technical Range (25 pts) - adding unique style to moves and performing a wide range of tricks

Performance (25 pts) - An overall score based on the judge's impression of the entire run.

Letting riders do whatever they want allows for great expression on the water!

Moves to See: Start up tricks, Loop around the boats, multiple combos, moves never seen before in competition.



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(Continued on page 10)

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photos: Kingman, Lauder, Coray

(Continued from page 8)

Hydrofoil Tricks

Riders have to be fast and good to perform well in the tricks format. This event is meant to give foiling a different look, with emphasis placed on performing each trick to its definition in a set amount of time. Riders have 2 - 25 second passes to complete 10 different tricks. Each rider must also perform two jump style tricks (jump or jump element). Riders who complete their second pass will also have the chance at a dismount. The dismount is unique in the water-skiing world, and foilers are going for both accuracy and style.

Moves to See: air front flip, jump to roll combos, double-d, and gainer combos.

More About Hydrofoiling: This is the third time a World Championship has been held, and the interest level for hydrofoiling continues to grow dramatically. We should have well over 100 riders this time.

The Southern California area is where the sit down hydrofoil was invented, and this area is to hydrofoiling what Florida is to water skiing...a large rider and fan base will make the Flight Worlds the best hydrofoiling event to date! Last time our event was mainly hydrofoiling and drew over 3000 fans.

This year there are more competitions than ever for hydrofoilers. From Tennessee to Switzerland foiling is ready for the big time!

Hyperlite Wakeboarding

Wakeboarding is a growing event at the Flight Worlds. This year the Canyon Lake Wakeboard Club is heading up the event. The format is an expression session with two passes and a double up at the end. On Sunday sliders will be added for those who dare. Judges are looking for score in the following categories: Air, Execution & Performance.

Moves to See: Whirlybirds, 720s, Inverted grabs

About Wakeboarding: Wakeboarding continues to be an exciting watersport. It has been included in the X- Games and Gravity Games. There is a multi-stop US Tour on ESPN, a European Tour, and even a World Tour supporting the sport.

In the US there are at least three publications covering the sport: *Blue Torch Wakeboard*, *Wakeboarding Magazine*, and *Level 10*. There are also several publications in other countries. Wakeboarding has several dedicated websites and its own discussion group. Wakeboarding continues to go big.

The Southern California area and especially the local community are considered to be the "second Mecca" for wakeboarding. Many pros are in and around the area on a constant basis (Canyon Lake). This year

the Wakeboarding World Championships will also be held on the same site one-month later.

Fox Freestyle Motocross

About Freestyle Motocross:

Freestyle Motocross is an exciting new discipline for this year's Flight Worlds. Much of the sport is being pioneered in the SoCal region, and the world's best FMX riders live in the surrounding area. Brian Deegon is leading the way and five more of the sport's elite will be in flight on Saturday and Sunday. With the Moto site directly adjacent to the watersports area, we are sure to see some unique action..

FMX exploded from the supercross and free riding moto scene just about 2 years ago. After huge shows at both the X-games and Gravity Games, this death defying sports has quickly become an extreme sports magnet. Riders are already securing corporate sponsors, pulling down the big bucks, and travelling the globe to display their new way to fly. Even video games are in the works.

Brian Deegon and Mike Metzger (the Flight Worlds go-to guys) have been instrumental in promoting FMX and getting it to the level it is today

Moves to See: Superman Seat Grab, Cliffhanger, Hart Attack and No-Handed Lander.

FOIL



Ron Stack / photo Kingman

WAKE



Scott Byerly / photo Hyperlite

FMX



Brian Deegon / photo Kingman



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Air Boom Big Air

The battle for big air will be over the skies of Lake Elsinore. For the first time at the Flight Worlds hydrofoilers and wakeboarders will be going head to head to find a champion. Each rider gets three chances or 2 falls to hang it high. Riders must ski away for the jump to count. Heights are measure from the highest point. The 26 foot tall "Big Air Boomometer" will be on the water, challenging riders to go for broke.

Moves to See: wakeboarders hitting double or triple ups, tantrums, backside rolls, laid out front flips.

Elsinore MotorSports Sick Trick

This much anticipated event is the grand finale of the Flight Worlds. Pro riders in each of our three sports are eligible to compete by submitting a list of tricks they intend to perform. They must try at least two of their declared tricks, but may also try a wild card that is not listed. A panel of judges from

all three sports will review the trick lists from each rider and choose which ones will go for it. We are not defining what sick is, but we are pretty sure that you will know it when you see it. Riders do not have to ride away from their sick trick, but hey must leave under their own power.

Moves to See: Tricks never landed or tried in competition. Riders laying it on the line!



Bob Eazor may look familiar - in zebra stripes. The worlds champion are wrestler, coach and referee impress Chuck Norris and Sylvester Stallone with his style and knowledge of the sport and landed the role of the #1 referee in the movie "Over the Top", which focused on the world of arm wrestling.

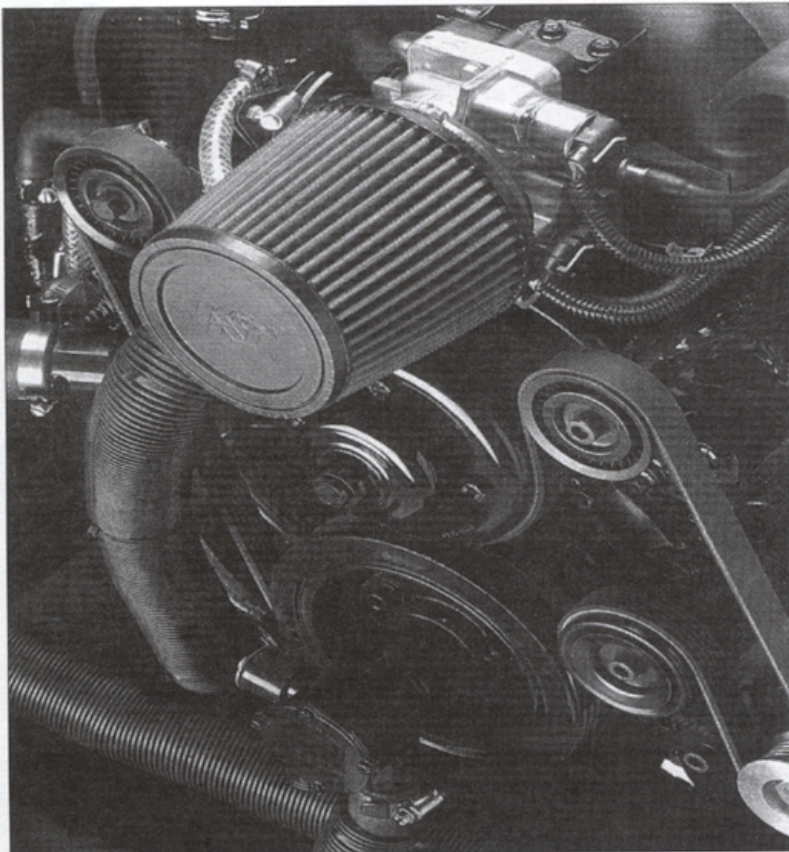
Bob has competed in the sport for many years and has been coaching for the last 20. In that time he has brought 32 competitors to champion status.

A world tour followed the movie, and Bob found competitors at every stop, as well as a desire to unify the sport and see it take its place in the Olympic Games.

In 1980 he founded the World Amateur Arm Wrestling Association to benefit children's charities. The Association has raised and distributed more than \$210,000 to date.

A right-handed heavy weight at about 230 pounds, the three time world champion is determined to see his sport succeed.

The Arm Wrestling will be on Saturday with weigh ins-starting at 11am. The public is welcome to join in this fun amateur event.



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EXHIBITIONS



Indmar X-Show

On Sunday Sept 10th at 11am sharp we will be kicking off the Sky Ski Flight Worlds with a big bang! First, Jennifer Diamond will be knocking us out with an acappella version of the Star Spangled Banner. The presentation of flags will come next with representatives from each country planting their country's flag to preside over the main show.

Next, get set for 30 pulse-pounding minutes of non-stop action from all of our sports and competitors. This is sure to be one of the highlights of the day. Don't miss it.

Peter Nelson is directing our Sunday "X-Show" and exhibitions. Nelson recently broke the world record for a jet boat jump of 122' on MTV's "Senseless Acts of Video". He has acted as director of Sea World of San Diego's Water Ski Show and Universal Studios Water World Show. He currently produces his own extreme sports show in Japan and runs Amphibian Stunts.

Mary Murphy, 83 years young, will be performing on-water hydrofoiling exhibitions throughout our event. Mary has gained recent notoriety by hydrofoil water skiing to Catalina Island and back on her last three birthdays. That's over 56 miles in open ocean!



photo: Doyle

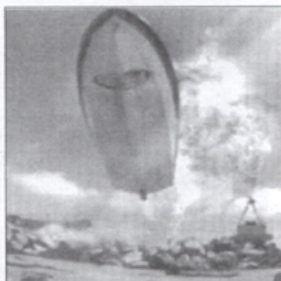
Rope in Teeth!

Banana George Blair, well into his 80s, will be performing his amazing barefoot water skiing for our crowd. The banana man's favorite moves are the "rope in teeth" and "one-foot toe hold". He'll also be on site passing out his usual bunches of bananas.

Ivan "Murphy" Honkala is no different than any other 4 year old, somewhat shy, until you strap him to his Sky Ski, then he becomes MR personality and loves to play



Diamond Sings



Nelson Directs

The Catalina Queen



it up for a crowd. He just became sky ski's youngest sponsored Sky Ski pro team rider and with that title came a brand new kid size Sky Ski.

At the So CAL INT-League hydrofoil competition, he competed for his first time. He got second place in junior novice, which is just the beginning of this youngster's trophy collecting future. We no sooner got him home then he wanted to try his "new trick" on the new ski. He now does fashion air jumps giving full credit to the new foil. He's coming all the way from New Hampshire to demonstrate his amazing skills on a hydrofoil. Watch for him to steal the show at the Flight Worlds 2000!

Roger Crocker is one of Southern California, premier show water skiers. From barefooting to hydrofoiling and hot dog slalom skiing, Crocker flips and slides his way to a great show.

Tommy Phillips will be headlining our hydrofoil announcing. Tommy has been the pioneer of grassroots tournaments and big contests in kneeboarding, wakeboarding and hydrofoiling. One of the true ambassador for watersports, sit back and enjoy Tommy's unique style and humor.

Charlie Saunders is a long-time and well-known ski racer. He has participated in just about every aspect of going fast on a ski including numerous Catalina Ski Races, Circle Races, and Speed Runs. Look for Charlie to rip it up as he goes for a 100+ mph run.

Air Boarding. Mike Mack designed his original hydrofoil wakeboard in 1992. Mack is an avid surfer and hydrofoiler, so he just put together his two favorite sports. His original board was developed in 1992.

Extreme athlete Laird Hamilton developed his surfboard with a hydrofoil in the early 90s too, after trying to stand on his Air Chair.

He gave air boarding a worldwide introduction through *Sports Illustrated* and *Surfer Magazine*. Laird has mastered riding them for great distances and has plans to try and ride the ocean going swells. Watch for our presentation of this new wild way to ride.



4 Year Old Ivan Rips!



photo: Hyman

Flight



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RIDE



Hyperlite

wakeboards

What is Freestyle Hang Gliding?

Many people all over the world have enjoyed the sport of Hang Gliding for more than 25 years. The basic design has seen many improvements from the slow and simple kites of yesterday to today's modern gliders. Many things have changed since the sport's early days, but the incredible sense of freedom a Hang Glider pilot feels while flying remains unchanged. Today, the sport is practiced on several different levels. Many pilots enjoy spending their Saturday afternoons floating blissfully around at local soaring sites. More adventurous pilots strive to cover as much distance as possible; their cross-country flights can take them a hundred miles or more! Some pilots take "Flying vacations", and tour the countryside to sample the flying at many different locations.

Still others become "Tandem instructors"; these pilots enjoy sharing the wonderful experience of gliding flight with passengers.

A select few pilots pursue Freestyle Hang gliding; it is the extreme form of Hang gliding where pilots perform challenging maneuvers to express their interpretation of flight. Freestyle Hang Gliding contests hold a unique type of Audience appeal found nowhere else in the world. The gliders dive and climb, again and again, as they gracefully perform loops, rollovers and spins. The action is fast paced and dramatically elegant with the gliders trailing bright tails of colored smoke that traces their paths across the sky. These contests have been held at various sites throughout the world since 1981. Contests like this have always been held from a mountain to achieve the altitude needed to perform the maneuvers. As beautiful as the mountain sites are, often organizers had to deal with ever-changing high altitude flight conditions and the challenges of establishing an administration for the sport. Few spectators ever had a chance to see the exciting and elegant spectacle that is a Freestyle hang gliding contest. The goals of the Master's are to present the most valid, most visible and the most enjoyable contest possible for everyone involved.

The Masters of Freestyle Hang Gliding Contest was held in September 1996, '97 & '98, at the beautiful Rosarito Hotel and Spa, in Rosarito, Mexico. The flying conditions on the coast are perfect for Freestyle flying and spectators have better access to the venue. The hotel owner, Mr. Hugo Torres, graciously welcomed our group to this superb resort facility. An entire "Light Airshow" was presented by a variety of unusual "light" aircraft including Skydivers, Paramotors, and Ultralights that provided a fantastic show between contest rounds. The 1999 contest

was hosted by the City of Lake Elsinore at their lakeside park and was a big success. The Master's competition has continued the standardization process of the rules used for judging and scoring Freestyle maneuvers. We have insisted on using the most qualified judges available, some of our judges are expert Freestyle pilots as well.

The practice of towing Hang gliders has been done using a variety of different methods, the most effective of which is using a powerful Ultralight Tow plane or "Tug". We have employed this method known as "Aero towing" to gain the altitude needed to perform the maneuvers. A 300 ft. "Tow line" is attached to the tail of the Tug, then a special towing "Bridle" and release mechanism is attached to the glider and pilot. The glider is placed on a three-wheeled cart called a "Dolly" that acts as temporary

wheels for the gliders during the tow launching procedure. When the Tug takes off, the Dolly loaded with the glider rolls along the runway behind it. When the glider has reached flying speed, the Dolly is released and the glider rises away from it. The glider is then pulled along behind the Tug. At 2000' they will reach the aerobatic performance area known as the "Box", the glider pilot then releases the towline and begins his Freestyle routine.

We have taken the best aspects from Freestyle Hang Gliding's past and coupled those with new methods. Now, Aero Events soars on to present its best effort yet with the 2000 Master's of Freestyle Hang Gliding Contest at the San Diego Bayfair September 15-17th.

Aero Events is very pleased to be invited to perform at Flight Worlds 2000.

Our glider pilots will be Dino DiNaso, Dave Biddle, Eric Delf, and Mitch Mc Aleer. Our ultralight tow pilot will be Joey Fresquez. We'll be there to watch our brothers in aerial mayhem; the Hydrofoilers, Wakeboarders and Freestyle Motocross Riders. Then we will take to the sky to demonstrate our interpretation of the term "Big Air"!

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Dismount Gainer

By Teresa Wilborn

Learning dismount gainers at the wake enables foilers to experience the first sensations of going inverted and learning air-sense. Air sense is the recognition of where you are in your rotation. I recommend learning this trick as a cross over to wake rolls. It will teach you the importance of a good jump (the foundation for all tricks), as well as teach you where to initiate your jump as far as wake position is concerned. It will also help to get over the fear that going inverted can sometimes instill in a person.

An excellent time to begin throwing this trick is after you've perfected your jump.

I have found that having access to a trampoline with a

harness attachment, and a strong spotter, is extremely helpful in learning this, and other, tricks. "Jump, set, throw" is a good mental phrase to repeat to yourself when learning this trick. If you jump first, then kick your feet over your head, you can expect to land this trick. However, if you don't jump first, or you only kick half-heartedly, you'll more than likely land on your head or catch the tip of the board three-fourths of the way around! Remember, a good jump is essential.

Try following these five steps, and practice every time you ride!

1 JUMP



Take Off at the Wake

2 SET



Throw Straight Back

3 THROW



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4



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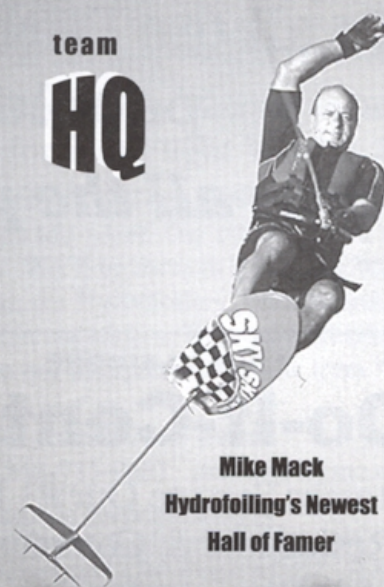
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1. Cut out approximately 8-10 feet from the wake.
2. Glide back in and approach the wake with good speed, riding the board high.
3. About a foot before the wake, dip the board and release the handle at the same time. **Jump first**, and then kick your feet up and over your head. **And keep your eyes open!**
4. Really kick hard. You have to remember that the ski isn't light, and it won't go around by itself. **Do not** throw your head and shoulders back to look for the water. This will open you up and stop your rotation, resulting in a face plant!

5. Instead, keep your eyes on your feet until you're far enough around to spot the water. At that point, do a stomach crunch and pull your feet in under you. To prevent over-rotation, keep your eyes on the water.

Helpful hint: A good habit to get into would be to keep your hands in close to your body. That is a critical handle position when landing a wake roll.

COMBO DISMOUNTS with Tony Klarich

The gainer dismount is a good place to start leaning your first double invert combo. First master the single rotation variety. Then try it outside the wakes while cutting out slightly. Increase your speed bit by bit, trying to nail the first gainer, then ride on in control. With this mastered go for the combo. Under rotate the first gainer, then drive through on the landing. Lean back quickly, and go for it!

5

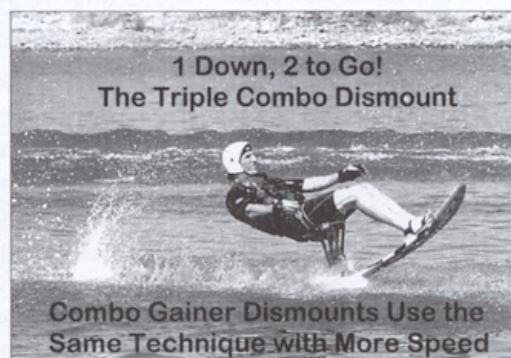


Keep your Body balanced and in line.

6



Voila!



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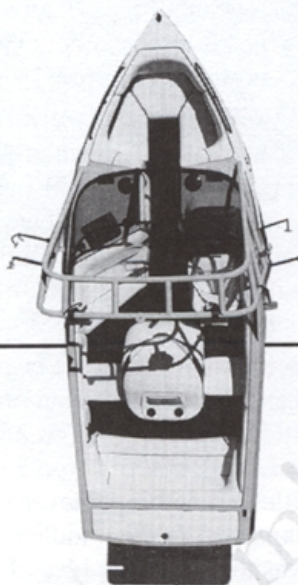
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Hydrofoiling Hall of Fame Inductee - Mike Mack

Hydrofoiling for the boys started back at Mike Murphy's ski shop. I remember laying down in the ski shop looking up at all the ski pictures cut out from ski magazines, and reading articles on the ceiling.

We saw this ad in the magazine with this guy riding stand up hydrofoils, cruising through the everglades." WOW, is that a trip. We need a pair of those." So we ordered a pair and anxiously waited.

Well, UPS delivered the Hydrofoils and the adventure began. After a few tries and no success, we figured out how important it is to have the wings on right. (ha ha)

It took me probably 16 tries until I could fly them. People could not believe their eyes, and the attention we got made us show off even more.

As time passed, more and more friends joined in the fun. Flying along the Colorado River became a part of our lives, little did we know what was ahead.

After years of riding hydrofoils, Mike Murphy and Bob Woolley went further ahead and started trying foils on kneeboards and sit skis. From all their trials, I got a chance to be a part of history, testing new ideas. I guess you could say we were test pilots.



Mike Mack & His Ski School / Resort

Years later the Air Chair was born and the explosion of popularity was growing like crazy.

Because Murphy was on the road showing off their new invention, I remained on the river, broke and happy. Since nobody knew much about the Air Chair, I started teaching people how to ride it and became the first official hydrofoil ski school in the world.

As the sport grew and the product got better, so did the riding ability.

I remember riding the Air Chair without foot straps or a seat belt. That was all right until we realized that it was safer to be strapped in so it wouldn't chase you when you fell.

I started tuning foils after Woolley showed us how to shape the front blade for better performance. From

my background in surfing and being involved with shaping boards it was a natural progressing to shape my foils and T-Bar. I learned how much it really made a difference in stability and performance. After tuning hundred of foils I have learned how to just look at a foil and know what needs to be done. Our next step is single wing foils!

As people got better, the tricks got better, and when Tony Klarich got involved, the sport went to a new level. With Tony's experience in competition came the birth of Hydrofoil World competition, now known as FLIGHT WORLDS!

Being involved in the beginning, I was fortunate to win my first world title in Colorado. Then 2 years later in Lake Elsinore I won 2 more world titles, something I never would have expected. In the middle of all this, I was testing a new Idea of my own. The AIRBOARD, a hydrofoil wakeboard. By this time people were used to seeing the Air Chair and the Sky Ski, and wakeboarding was going off. So when I would ride the airboard, people just couldn't believe their eyes. This sport is the newest in hydrofoiling and is here to stay.

This winter, Laird Hamilton, Mike Murphy and myself will take the sport to another level, riding the ocean waves, jumping huge swells, and riding swells with no tow boats, just nature's own energy. The ocean will be a new frontier and the adventure will go on!

Ski Ya Later!
Mike Mack.

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Dear Flight,

I take serious exception to the last issue of Flight. In the section on promoters of the sport, you failed to recognize the biggest promoter of the sport we have. There are several reasons I feel you overlooked this person, but as a loyal reader from the conception of this publication, I demand that you get an outside source to interview this person, as well as include a detailed biography of his many outstanding accomplishments and titles in many watersports. I feel the main reason he was not included in the last issue is that because he edits and publishes Flight, others may think he is exercising his ego by including an article on himself. The fact remains that if it were not for this person we could still be waiting for the first Worlds, and we would all have to be learning tricks in our own little corner of the world. As a world champion he has opened his secret trick book and shared for all to see and learn. The only money he makes from the sport, other than prize money, is from his publication. o the math. In 100 years, he'll be rich from subscriptions. Until then he does it out of love. His biggest drawback is that because he is always so busy he may appear to be aloof and unapproachable. Nothing could be further from the truth! The more you get to know this character, the more you like him. I want to see an interview with TONY KLARICH. I would also like to see a short summary in each issue from Phil on what's happening in Florida, from Todd on what's happening in Nebraska, from John on what's happening in Australia, etc. I'll do the Canadian scene. Keep up the great work!

Ron Young
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News Release

Contact: James Hill 909-244-5537

Riders: Canyon Lake boys James Hill and Kyle Barrick.

We call it trampoline biking. We've been doing it for about a year. The bike itself is a modification of your regular kid's bike. The invention of taking a regular lightweight BMX bike and combining trick routines on a trampoline came about after watching a rookie at a bike show last year. Kyle Barrick came home and began tearing his only transportation apart, in hopes of a design that would take regular trampoline jumping to new

"We're Flying Crazies on a Mission"

heights...and there you have it...*Trampoline BMX*.

Between the two of us we have modified and modified. All that's left is the forks, frame, bars, and seat. Then we add padding wherever contact might be made

between the tramp pad and the bike.

The tricks we do are mostly what we learned from freestyle bicycle and motorcycle riding. We've just adapted them to a lighter, less dangerous vehicle.

It also takes music to pump you up and get you flying just like any other extreme sport, so we drive our moms crazy with hard sounds! We sweat, laugh, crash, and tear some mat, cause we're flying crazies on a mission.



photos: Debbie Sacks

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PROSTATE CANCER CLIMB

Our Flight Worlds Medical Director, Terry Weyman, is climbing the tallest mountain in the Americas to raise 1 million dollars for prostate cancer research. Flight Worlds is supporting this climb. Come see Dr Terry on-site Saturday and Sunday to find out more or just to say hello. We hope that you can help this heartfelt cause. Dr Terry has given so much of his time to watersports and hydrofoiling, its time to return the favor!

MY STORY...

I get asked, "Why are you climbing such a high mountain, why are you doing this?" The answer is simple, "I don't want to die of the disease that claimed the life of my father, Prostate Cancer". I see women joining together to fight their diseases yet, I do not see men doing the same for their disease, that is sad. Men join forces in sport, business and in charity; however, they do not join forces to save their lives.

The real story begins in 1988. I was

just starting my Chiropractic Internship when I received a call to come home. When I arrived at the house I found my Dad, my Mom, and our Pastor sitting around in a circle with an empty chair for me. I was told my Dad had terminal Prostate Cancer. My Dad had been complaining of lower back pain but passed his yearly physical (at the time the PSA test was not part of a yearly physical, just a digital rectal exam, DRE, for the prostate). He asked for my help with his back pain and I referred him to a Chiropractic friend of mine. He was referred for x-rays and when he told my friend that the pain was waking him up at night and the adjustments were providing only temporary relief, he was sent in for a bone scan. The result, the Cancer had broken the capsule and spread to the bone.

The next two years were hell for both my Dad and my family. We had our ups and downs but to see the man you most admired shrink before your eyes was at times more than we could handle. Speaking for myself, I saw this terrible disease strip a man of his strength, his drive, his ambition and his dignity. I saw a man raised in the depression, in a world where "men don't cry,"

screaming in pain, crying out for help and asking God to take his life. In the later stages of this disease, (after radiation, Medication and finally, an orchiectomy), I saw a man asking his family to help him with bowel moments and to bathe and feed him. I saw a man use up the legal amount of Morphine by 10 am and would hear his bones break when he rolled over. I saw a family finally lose their father/husband/mentor, after brutal struggle, to prostate cancer, on January 11th, 1990.

What I did not see was the look on my Dad's face when my bride walked down the aisle, or when I opened my first practice, or when I bought my first house. I also did not see the look on his face when my wife and I announced that we were going to be parents or the look on his face when we had a son. I will never see the look on his face when my son learns to talk or has his first school play, and will never hear my son say, "Grandpa". Its reasons such as these, that I hate this disease. It scares me to the bone, and my hope that we can find an end to this disease that robs more and more families of the men in their lives.

The years that followed were a blur to me. I was lost and was angry at the world and God for taking this

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man from me so early. I traveled around the world looking for answers to my questions. I learned, listened and cried.

Why climb a mountain?

In 1999, my wife and I were watching a show on the Discovery channel that showed a group of women, joining forces, to climb a very high mountain-Aconcagua. These women were not professional mountaineers; in fact most of them were very inexperienced hikers. They were, however, very committed. Committed to reach a goal. Their goals, to reach the top of a mountain and in the process, conquer their disease, Breast Cancer. My wife turned to me and saw tears streaming down my face. It finally came to me what I wanted to do...to repeat that same endeavor for men, to fight our disease, Prostate Cancer.

An irony associated with cancer is, "when you hear that diagnosis, you feel as if you have the biggest mountain to climb ahead of you", said one cancer survivor. With my background in mountain bike racing and distance running I took on the task of mountaineering to see if this "goal" was even possible. After several ascents up local 14,000+ mountains such as Mt. Muir, Mt. Whitney, and White Mountain, plus my ascent of Kilimanjaro in 1999, I knew I had the physical ability to make the trip.

As I have said earlier, men need to join their forces to stop this disease now. We have the power and resources to do this. We can no longer hide in fear, fear of the unknown, for this will surely kill us. Myself, along with 20 other mountaineers will tackle Aconcagua on January 15th, 2001. Prostate Cancer has touched all of the climbers in some way and several are carriers and survivors of the disease. We ALL want to see an end to this disease. It is time we stand up and join together and fight for something worth fighting for.

If you want to help in any way, log-on to our website at

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Dr. Terry Weyman

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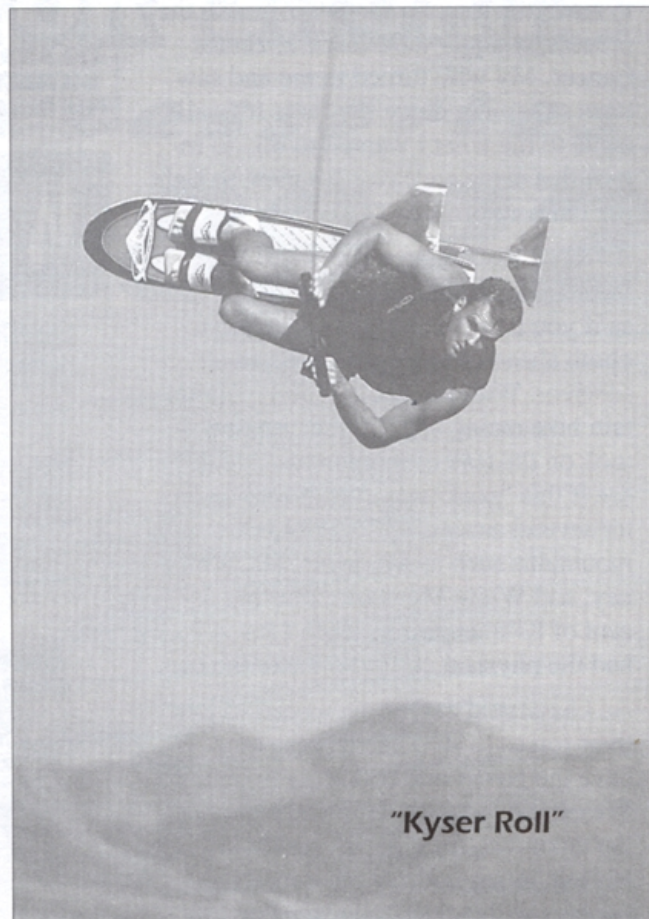
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