

**CITY OF KIRKLAND****Department of Parks & Community Services**

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

MEMORANDUM

To: Park Board

From: Michael Cogle, Deputy Director

Date: December 5, 2014

Subject: Plaza of Champions Nomination

Recommendation

That the Park Board considers the nomination of Billy and Cory Roeseler into Kirkland's Plaza of Champions.

At the Board's December meeting the Board have the option to:

- 1) Recommend to City Council that the nomination be accepted; or
- 2) Recommend to City Council that the nomination be denied; or
- 3) Defer a recommendation pending either (1) a need for more information from the applicant; and/or (2) more time is required by the Board to consider the nomination at a subsequent Board meeting.

Background

The Plaza of Champions was initiated in 1988 to honor and recognize those groups and individuals in the greater Kirkland area who have not only reached the pinnacle of achievement in their chosen field, but have also, through that achievement, contributed in a significant way to our community. This contribution may be in providing state, national, or international recognition for Kirkland and its residents, and/or improving the quality of life for a significant segment of the greater Kirkland community.

Criteria for recognition and honor are intended to be both broad and flexible (**Attachment 1**). However, the standards set for this tribute are intended to be high.

The following criteria will be used in selecting inductees into the Plaza of Champions:

- Local, State, National, or International Level of Achievement
- Identity with Greater Kirkland
- Significance of Achievement

- History of Achievements, including: documents, press clippings, photos or other examples of media coverage related to the achievement.

A list of prior honorees is provided as **Attachment 2**.

The Park Board has been established as the review panel to consider and make recommendations on all nominations. Final acceptance is determined by the City Council. Honorees are inducted in a public ceremony and have a bronze plaque installed in their honor at the Plaza of Champions near Marina Park.

Kirkland residents Billy and Cory Roeseler have been nominated for induction into Kirkland's Plaza of Champions for their achievements in the sport of kiteboarding. Please see the attached application form that has been submitted on their behalf (**Attachment 3**).

Kristi Christman, the person who has submitted the application, will be invited to attend the Board's meeting to answer any questions.

Attachments:

- 1 – Nomination Guide
- 2 – List of Past Honorees
- 3 – Roeseler Nomination Packet



KIRKLAND PLAZA OF CHAMPIONS Nomination Guide

CRITERIA AND ELEMENTS

An applicant for recognition should satisfy the listed minimum number of the elements from each of the three (3) criteria listed below. Applicants must meet the eligibility requirement listed in Criterion I, must meet at least two (2) of the elements from Criterion II, and must meet at least one (1) of the elements from Criterion III.

In addition, the applicant must also furnish a history of achievements. These achievements must have occurred at least one calendar year prior to submission of the application. The honor cannot be conferred unless the history is provided.

Applicants will be reviewed by the Kirkland Park Board, whose decision will be final.

CRITERION I

LOCAL, STATE, NATIONAL, OR INTERNATIONAL LEVEL OF ACHIEVEMENT

The following basic eligibility requirement must be met before a nominee can be considered for possible induction.

ELEMENTS:

1.1 Level of Achievement

The level of achievement by the individual or team must be explicitly stated and should be the highest possible level of achievement in fields such as science, education, athletics, the arts (music, drama, literary, fine arts, etc), medicine, debate, etc.

The Plaza of Champions is not intended to recognize **lifelong or enduring** achievement in a particular field unless the applicant has previously received an award for such lifelong achievement.

This basic achievement element also provides the opportunity for nomination of first-time achievements (examples: first Kirkland resident to swim the English Channel, first Kirkland individual or group to participate in a national competition, etc.).

If it is not possible to identify the highest possible level of achievement, the applicant must provide a detailed explanation as to why the achievement is considered to be exceptional.

CRITERION II

IDENTITY WITH GREATER KIRKLAND

Applicant must consider Kirkland to be his/her home or identify with Kirkland in such a way that the Kirkland community recognizes the applicant as a "Kirklander."

At least two (2) of the following elements must be met before a nominee can be considered for possible induction.

ELEMENTS:

2.1 Born in the Kirkland area.

This means that the parent(s) were residing in Kirkland at the time of the candidate's birth.

2.2 Currently resides in Great Kirkland area.

Applicant currently has a Kirkland address. Applicant must live at this address at least six months of the year.

2.3 Lived in Greater Kirkland area for at least ten years or longer and consider Kirkland their home town.

2.4 Has improved the quality of life in Greater Kirkland.

2.5 Worked (or has worked) within the community or owns a business in Greater Kirkland area.

The applicant is a past or present Kirkland area business owner or worker who has contributed in a special way to the community.

2.6 None of the above.

An applicant may still be considered even if the preceding elements do not apply. Substantial documentation, however, will be required in this instance so as to demonstrate the applicant's identity with Greater Kirkland.

CRITERION III

SIGNIFICANCE OF ACHIEVEMENT

The applicant must fully explain the significance of the achievement. It must be further specified if the achievement is the result of an individual or team effort. No individual members of a team will be recognized. The team members, however, may be recognized by name.

At least one (1) of the following elements must be met before a nominee can be considered for possible induction.

ELEMENTS:

3.1 Recognition of the achievement by the Kirkland community.

Applicant must submit a statement which explains how the community has been affected by the achievement as well as the manner in which the community was informed (e.g.,

press coverage received subsequent to achievement – include press clippings and any other examples of media coverage).

3.2 Peers recognize this achievement as outstanding.

Persons in the same field must recognize the achievement as outstanding and worthy of recognition. A statement of endorsement for the applicant from leaders in the applicant's field is expected. The peer group may include a person, or persons, residing outside the Kirkland area.

3.3 Played a key role in a group effort which without this individual's achievement would not have taken place.

The candidate formed an organization or group and was instrumental in making it operational. The group or organization benefited the community in a demonstrable way.

3.4 The achievement has improved the quality of life for a large segment of Greater Kirkland area residents.

For example, the achievement may have resulted in increased educational or recreational opportunities for area residents.

HISTORY REQUIREMENT

The history and description of the achievements must be in narrative form and in sufficient detail to completely support the conferring of this award. The person or persons writing the history must provide sufficient in-depth history to enable future readers to completely appreciate the significance of the applicant's contribution. Include, if possible, documents, press clippings, photos, or other examples of media coverage related to the achievement.

If the history is written by anyone other than the applicant, it must be read and signed by the applicant (when possible) and thus documented as a true and accurate account. If the award is conferred, the history will be placed in the Kirkland Library to serve as a reference and permanent record of the achievement.

KIRKLAND PLAZA OF CHAMPIONS HONOREES

<u>1988</u>	JoAnne Gunderson Carner	L.P.G.A. Hall of Fame Golfer
<u>1989</u>	Rick Acton	N.W.P.G.A. Champion Golfer
	Dorothy "Didi" Anstett	1968 Miss U.S.A.
	Hot Dog U.S.A.	World Champion Rope-Skipping Team
	1980 Kirkland National Little League All-Stars	3rd Place in Little League World Series
	1982 Kirkland National Little League All-Stars	Little League World Series Champions
	1975 Tyee/Bel-Kirk Senior Babe Ruth Team	World Champions
	Andrew Okada	Collegiate Boxing Champion
	Steven Earl Todd	Champion Wheelchair Athlete
<u>1991</u>	Demetri Corahorgi	Medal of Honor Recipient
	1974 Kirkland National Little League Girls' Softball Team	2nd Place in Little League World Series
	1980, 1990, 1991 Northwest College Women's Basketball Teams	National Christian College Athletic Association National Champions
<u>1992</u>	Julie Ann Gregg	Bicycle Racing Champion
	Chris Sharp	1990 Peabody Award for Excellence in Broadcast Journalism
<u>1993</u>	Rick Colella	1976 Olympic Bronze Medalist - Swimming
<u>1994</u>	1993 Kirkland/District 9 Big League Softball Team	Little League World Champions
<u>1995</u>	Maxine Conover	1958 U.S. National Women's Bicycling Champion
<u>1996</u>	Glen Ethier	1972 International Broadcasting Award and 1973 CLIO Awards for Excellence in Broadcast Advertising
<u>1998</u>	1963 Lakeside Gravel Baseball Team	1963 Connie Mack Baseball National Champions
<u>2001</u>	Randall Garretson	1964 Junior National Ski Jumping Champion 1964 Nordic Combined Junior National Champion
<u>2013</u>	Chris Warren	2008 Emmy Award Excellence in Broadcasting

Kite Boarding...

Wind, Waves and Speed

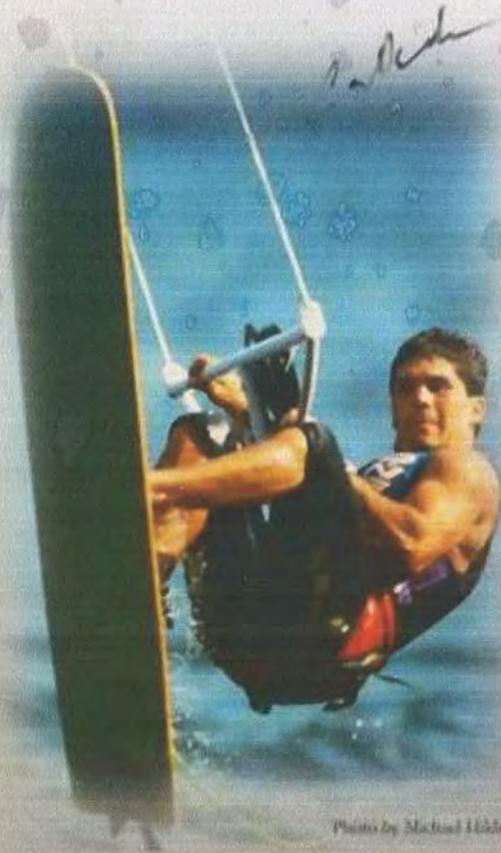


Photo by Michael Hubbard

Beginning in the summer of 1987, kiting pioneers Billy and Cory Roesler started frequenting Hood River to conduct kite ski experiments.

Already a windsurfing mecca, the natural Gorge wind tunnel provided an ideal environment for testing how their stacks of kites could propel a water-skier on the river. In 1989, teenage kiter Cory beat 190 of the world's best windsurfers in the 20 mile "Blowout" race. Billy's prediction that kiteboarding could be as successful as windsurfing started to materialize.

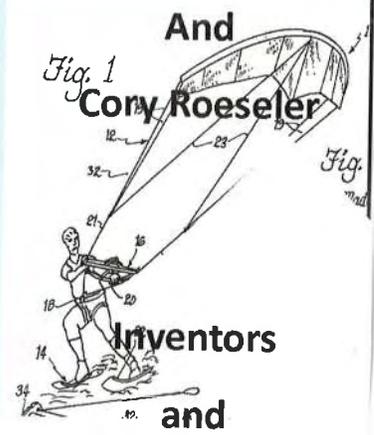
Now an Olympic sport enjoyed by hundreds of thousands of participants around the world, kiteboarding has proven to be the fastest way to sail on water. Kiteboarders reach speeds exceeding 55 knots (64 mph) and altitudes over 100 feet powered only by the wind, waves and water current.

The transformation of the Hood River sandbar in the 1990's and 2000's provided an ideal place for beginners to learn and for experts to continue to innovate with man-made features such as rails and "kicker" jumps moored in the flat water.



**KIRKLAND
PLAZA
OF
CHAMPIONS**

**Nomination
Package
for
Father/Son
Billy Roeseler**



**And
Cory Roeseler
Inventors
and
World
Champions
of
KITEBOARDING**

Kristi Christman, formerly Kristi Roeseler
211 3rd Street S., Apt. B
Kirkland, WA 98033
(425) 766-3392 grace1208@yahoo.com

Plaza of Kirkland Champions
Attn: Committee for the selection of Honorees
c/o City of Kirkland

RE: Nomination of Billy Roeseler and Cory Roeseler, (Father and Son); Inventors, Pioneers and Xtreme Game Competitors of and in the wildly popular sport of Kiteboarding. Cory also holds the record for The Blowout – a 17 mile downwind sailing race held almost every year since 1975 in one of the windiest parts of the Columbia River Gorge. Early Blowouts included catamarans and windsurfers prior to domination by Kiteboards.

Dear Committee,

Today's Kiteboarding community worldwide recognizes the Roeseler's as the inventors and pioneers of the sport. Cory claimed top honors in most of the Kiteboarding events during the first ten years of the new sport, including early events in:

- The UK, including AYRS sailing at Weymouth
- Africa, Morocco, Kiteboard Tournament
- France, Lucate Speed Sailing Events
- Newport Rhode Island, First ESPN Extreme Games 1995
- San Francisco
- Maui
- The Columbia River Gorge

To this day, Cory holds the speed records for these World Class Events:

- Stevenson, WA to Hood River, OR Kiteboarding "Blowout" Race, 17 miles in 44:50
- Speed Sailing AYRS Competition in Weymouth, UK. 34 Knots Avg. over 500m

Kiteboarding is now an international, enthusiastically publicized, competitive and recreational sport. In 2012, Kiteboarding was selected to become an **Olympic Sport**, a decision overturned, at least for now. dirtyhabits.com/kiteboarding-in-the-olympics-2016

The humble beginnings of Kiteboarding took place in the 1980's in Kirkland with Billy, an aerospace engineer and Cory, a strong, willing, teenage guinea pig at the helm. These two Inventors/Athletes, along with a crew of 20+ Kirkland teenage neighbors and friends created and tested many ways to move watercraft across the water solely under kitepower. **U.S. Patent No: 5,366,182** was granted to the Roeseler's circa 1994 for a reel bar and other components of the early Kiteboarding systems.

Kiteboarding, an environmentally friendly sport has blessed the Kirkland community as well as numerous other communities worldwide. Kiteboarding has become a great family sport all over the world and it is not uncommon for Moms, Dads, Boys, Girls and even Grandparents to participate and

even to podium in the same tournaments. One recent Tournament in Hood River, OR raised over \$100,000 for Cancer survivors.

My family was very fortunate to acquire and move into our Kirkland waterfront home in 1972. My brother Cory is a Kirkland native my father Billy has made his home in Kirkland since 1967. Cory attended Peter Kirk Elementary School, KJH and graduated from LWHS in 1988. Kirkland's Lake Washington waterfront had always been our family's home base backyard playground with Cory's mother still living in the family's Kirkland waterfront home, located between the Marina Park boat launch and Waverly Park.

The **Hood River County Museum** created an exhibit featuring Cory and Billy, their early equipment and story of the origin of Kiteboarding. **Red Bull**, after sponsoring the King of The Air Kiteboard Tournament in Maui for a number of years, made a great documentary video about the origins of Kiteboarding, <https://www.youtube.com/watch?v=MLKMSJTtypU> (*which includes early footage of the Roeselers' pioneering work in creating and growing the new sport*). King TV/Evening Magazine also aired their interviews with Cory and Billy hundreds of times during the past 20 years. Cory's *Sense of Place* presentation <https://us-mg6.mail.yahoo.com/neo/launch?.rand=fm1trgar24phh> is another great resource for learning about the great accomplishment of Kiteboarding Champions.

It is very likely that the sport of Kiteboarding, pioneered by the Roeselers in Kirkland will continue to grow in popularity in the years ahead and will eventually, again be accepted by the Sailors who select the Olympic Sports.

I look forward to knowing your decision.

Respectfully,



Kristi Christman



KIRKLAND PLAZA OF CHAMPIONS
Nomination Application Form

Name of Honored Group or Individual:

Billy and Cory Roeseler, (Father and Son)

Achievement or Award to be Recognized:

World Champion Kiteboarder; Pioneers/Inventors of Kiteboarding

Date or Dates of Achievement or Award:

1970 → Present

Name of Person(s) Submitting Application:

Name: Kristi Christman

Address: 211 3rd Street South, Apt. B

City: Kirkland

Zip: 98033

Phone: (425) 766 3392

Email: grace1208@yahoo.com

Relationship to Honored Group or Individual:

Daughter/Sister

If applicable, list members of Group and their roles:

Billy: Inventor, Pioneer, early test pilot, patent holder.

Cory: Inventor, Pioneer, patent holder, guinea pig, world champion.

(attach extra page if necessary)

If applicable, list other key individuals and their roles (coach, parent, sponsor, teacher, etc.):

Molly Roeseler Anderson, (Cory's Mom, Billy's 1st wife), still residing in Kirkland waterfront where Cory was raised.

(attach extra page if necessary)

Also, 25 Kirkland Friends and neighbors who helped build and test equipment in the early days of Kiteboarding.

Agreement

In submitting this application, I understand that the applicant must meet the required qualifications and that this application will be reviewed by the Kirkland Park Board, and that their decision will be final. I further understand that if this application is accepted, a fee of \$200 will be paid to the City of Kirkland to cover the cost of the plaque, engraving, installation, and maintenance. The plaque will not be installed until all application materials are received and the fee has been paid.

Signed: Kristi Christman

Date: 5 October 2014

Signed: _____

Date: _____



KIRKLAND PLAZA OF CHAMPIONS

Application Form

History Requirement

Name of Applicant: Billy and Cory Roeseler

Using the criteria and elements as a guide, please furnish a complete history and description of the achievement in narrative form. Attach extra pages as necessary. Please note that if the history is prepared by anyone other than the applicant, it must be read and signed by the applicant (when possible) and documented as a true account. Please include, if possible, documents, press clippings, photos, or other examples of media coverage related to the achievement.

Father/Son Combo Billy and Cory Roeseler are inventors from birth. Together, they invented Kiteboarding. Billy, an MIT trained Boeing Engineer first published the technical virtues of Kitesailing in 1979 when Cory was a Peter Kirk Elementary 3rd Grader. In 1984, as a Kirkland Jr. High 9th grader, Cory test-piloted Billy's modified amphibious hang-glider. Then, in July of 1989, a year after Cory's graduation from Lake Washington High School, Cory shocked the Windsurfing World by besting 190 of the world's fastest windsurfers in the 17-mile Gorge Cities Blow-out race. Cory's 44:50 record stands today. Billy and Cory co-founded Kiteski Inc. in 1992, earned a United States Patent for their invention and pioneered a sport that has exploded in popularity. Kiteboarding has claimed multiple World Speed records and has been chosen as a future Olympic Sport. The Roeselers pioneering efforts elevated Kiteboarding to World Class Status and Cory won the World Championship in 1995-1997, the first three years that the event was held. He also won the 1995 ESPN Extreme Games., (photos of the trophies for these events follow). He appeared in television commercials and over a dozen feature shows in The Philipines, Japan, Europe, Africa and our USA. Billy and his 2nd wife Brook currently reside in Juanita and California where they happily practice Peace, Love and acceptance in retirement.

Cory continues to invent new ways to play in the water from his home in Hood River, OR, where he and his wife, Terese are raising boys, cows and a small garden. This family of 4 are all competitive Kiteboarders and travel the world to kiting events and choice kiting locales. Cory's Mom, Molly, and Step-father Pete Anderson, still live in the Kirkland waterfront home in which Cory was raised along with his sister Kristi and brother, Charles.

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion I

LOCAL, STATE, NATIONAL, OR INTERNATIONAL LEVEL OF ACHIEVEMENT

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets this eligibility requirement. Attach extra pages as necessary.

Billy and Cory invented Kiteboarding, a popular watersport practiced by over a million people on 7 continents in over 100 countries.

The Roeseler's Sky Sail Progress experiments on Kirkland's area of Lake Washington, followed by their 1992 Patent laid the groundwork for this Olympic caliber trendsport. Cory won the 1995 ESPN Extreme Games Gold and the World Championships in 1995, 1996 and 1997, against competitors from Sweden, Germany, Florida, Hawaii, Texas and France. Cory still holds the sailing World Speed Record over 17 miles on the Columbia River Gorge (44:50).

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion II

IDENTIFY WITH GREATER KIRKLAND

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets at least two (2) of the elements listed for this eligibility requirement. Attach extra pages as necessary.

Element Explanation: _____

After earning his Masters degree in Aerospace engineering for MIT, Billy Roeseler accepted a position at Boeing. Billy and (1st wife/Cory's Mother), Molly lived in Juanita when Cory was born on February 17, 1970, (coincidentally on the same day Billy was born, only in 1943). They moved to the house on Kirkland's waterfront in 1972 where Molly still lives and where Cory was raised. He attended Peter Kirk Elementary, Kirkland Junior High and graduated from Lake Washington High School in 1988. He earned a BS in Mechanical Engineering from UC Santa Barbara in 1993 where he also water-skied competitively. Cory and Billy co-founded Kiteski, Inc. and Cory ended up moving to Hood River, OR in the windsurfing/kiteboarding mecca of The Columbia River Gorge. This is where he currently lives. Billy currently lives in Kirkland, where he has resided primarily since 1966.

KIRKLAND PLAZA OF CHAMPIONS

Application Form

Criterion III

SIGNIFICANCE OF ACHIEVEMENT

Name of Applicant: Billy and Cory Roeseler

Please explain how the applicant meets at least one (1) of the elements listed for this eligibility requirement. Attach extra pages as necessary.

Element Explanation: _____

The Red Bull Documentary, "Upwind" chronicles the birth of Kiteboarding with stories told by other kiting pioneers on Maui, Oahu, Oregon and San Francisco. Of those interviewed, the unanimous telling links the origins of the sport to the efforts of Billy & Cory. (Peer recognized).

Over a million participants have chosen to spend their free time, vacation and expendable income on the environmentally friendly sport of Kiteboarding, a healthy alternative to drugs, gambling, war and other vices. By this measure the Roeselers' pioneering efforts has improved the quality of life for well over a million kiteboarders and spectators.

Red

Bull

documentary about the origins of popular energy drinks, made an excellent
and Cary Hoeseler's work in creating the sport is primarily in the
17 minutes of the video. Footage including Billy
Please see: <https://www.youtube.com/watch?v=MLKMSJT+yPU>

"Sense of Place"

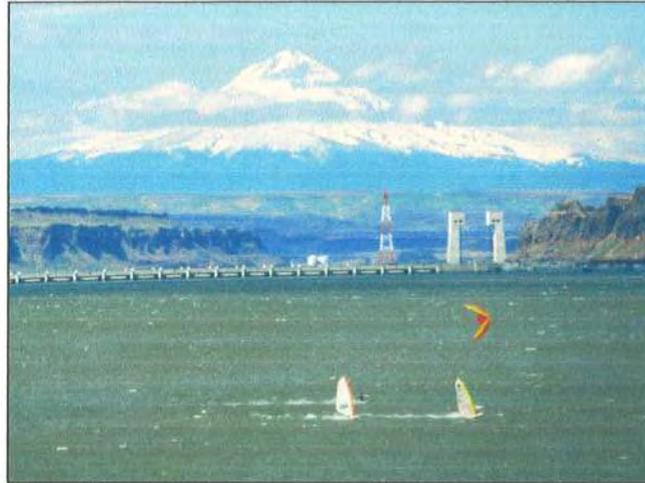
P R E S E N T A T I O N

The following photos and text are from the Sense of place presentation, Cory's story, in his own words. For the full presentation, including video, please see:

<https://us-mg6.mail.yahoo.com/neo/launch?.rand=fm1trgar24phh>

The next 35 pages are from a multimedia presentation given by Cory to people in Hood River a couple of years ago. ^{Even} Without the videos, it still tells part of our

Slide 1



story, in Cory's own words.

I'd like to thank Amanda Lawrence and the Sense of Place organization for inviting me to share my stories. Thanks to Michael Hildreth and Richard Hallman and Rod Parmenter and all the other amazing photographers and videographers who have made it so easy to build enthusiasm and stoke for kiting over the years. Many of the images you are about to see, including this one, resulted from their generosity and talent at a time when it was abundantly clear I had no idea how to repay them.



ROOTS OF KITEBOARDING

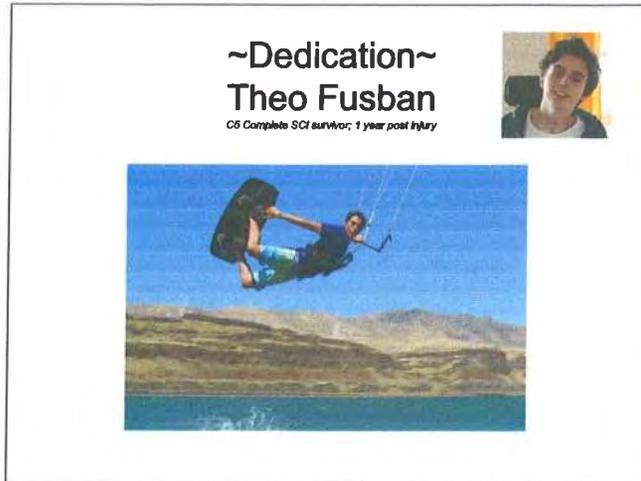
SENSE OF PLACE LECTURE

CORY ROESELER
OCTOBER 2012

I'm going to go ahead and tell some of my stories, show some old footage and photos. At the end of this presentation, I'll turn this story over to you people to finish. Where will kiting take us next? How will our grandchildren play in the water and waves?

How will our journey through life be affected by kites in this playground we call the Gorge.

An inventor's Sence of Place is disjointed, awkward, decidedly out of place. It's precisely this discomfort that drives innovàtion, so it is with a great sense of humility and irony that I share with you some of my stories. I hope you enjoy them.



I dedicate this talk to my friend, Theo Fusban, who broke his neck and was paralyzed from the nipples down just over one year ago. Unlike kiting, the sad and primitive state of medical care for spinal cord injuries cries out for help by smart people with resources. 12,000 new SCI victims/year need better medical treatments now.

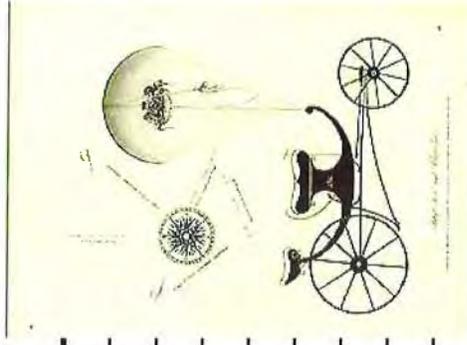
Who here remembers Pat Dougherty, the Duke of Nuke former pro windsurfer and one of the world's best story tellers? He was just here visiting the gorge yesterday. Wow, what an inspiring guy. Nothing gets him down. Pat broke his neck 6 years ago, and now he's a successful business man, traveling the world, selling a wheelchair attachment that he invented for accessing rugged off-road terrain like we have here in the gorge.

Thanks to my Family



To my family, I owe a debt of gratitude. Mostly to my Dad and my loving supportive wife, Terese, who could have each chosen different paths. My boys, Levi and Trey, didn't have much choice, but they continue to humor me with their own interests in kiting.

Inventor Credits – Top 16



Era	Contributor	What they thought us
1752	Ben Franklin	Kites propel across water
1826	George Pocock	Kite-drawn carriage "Charvolant"
1800s	Peter Lynn	Buggies and boats
1886	Theo Schmidt	Reel bar needs good brake (kevlar gloves?)
1987	Bruno Legaignoux	Inflatable kites tow through surf
1988	Troy Navarro	Tow in kite surfing in Hawaii
1989	Cory Roeseler	Kites faster than professional windsurfing
1995	Eric Steinbroner	Kite racing
1997	Marcus (Flash) Austin	Big jumps draw crowds
1998	Lou Wainman	Wake-style works too
1999	Don Montague (Naish kites)	4-line inflatable yields performance, commercial success
2000	Maurizio Abreau	Kiteboarding lifestyle
2003	Silke Gorde	Power kiting still lethal, even for professionals
2010	Rob Douglas	Kiteboarding is fastest, outright
2011	John Heinekin	Olympic caliber kiteboard racing; very fast upwind
2012	Susi Mai	Sexy kiting



My Story



The same as fellow kiter Senator John Kerry, the dynastic family into which I was born yielded great privilege and fortune. That's me in the red shorts at age 3.

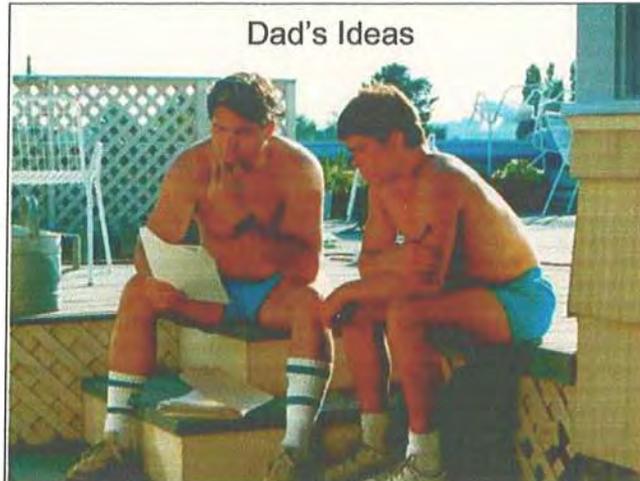


My dad, Billy, a tinkerer who builds many things, some even successful. This home built catamaran in 1974: not so much. This photo taken just before the break-up on Lake Washington.

This video, taken on the Kirkland waterfront circa 1987, shows me starting atop Dad's Aquahome for a barefoot waterski run.



I actually hated the wind, growing up, because it destroyed the flat water. A power and speed junkie, I wasn't easily convinced that any form of sailing was for me.



But Dad's ideas draw people in. He had me hooked with the idea of using kites to break the world speedsailing record. Dad first published on this topic in 1979 when he drew up plans of towing a hydrofoil "fish" with a sailplane "bird".

Sky Sail Progress 1984...



When I was in Jr. High school, dad created a frankenstein from a single Hobie hull and a modified hang-glider in hopes of towing a boat with this deranged "kite". This contraption never flew, thank god!

Dad likes to remind us to celebrate our failures at least as much as our successes, as more lessons can be learned from the experience.

Big Bird 1985-1986



"Paul MacCready and Kelly Johnson showed us the power of learning to fly by flying."

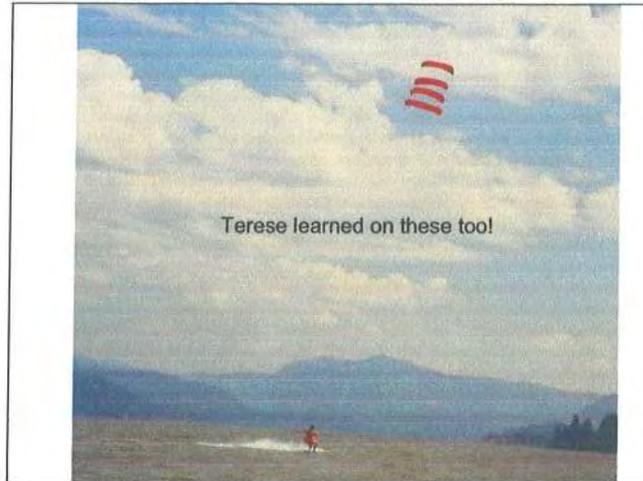
A year later, we did fly, but controls were not our strongest suit. Here, my friend Joe Giordano, a Microsoft intern at the time, maintains level flight for several seconds; a major accomplishment that year.

We built this 50 square meter kite with all volunteer labor. A pair of Hobie 18 rigs were tied to a carbon/titanium keel tube, and we used a pair of plastic kneeboards for floats.

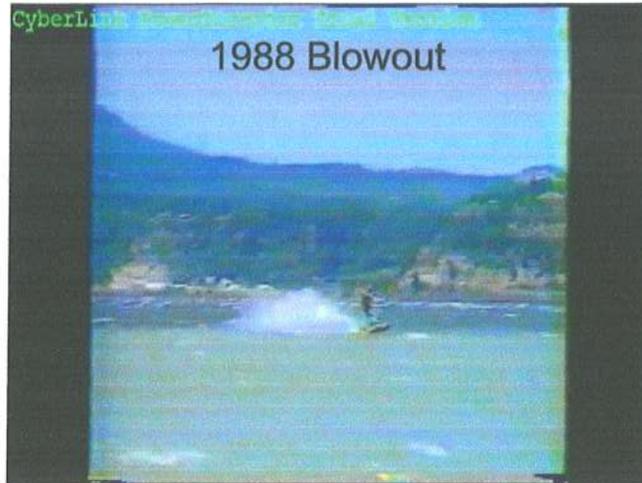


Sometimes we flew with two pilots, and we never decided who was in charge. A typical review of the home video showed me trying to turn right, while Joe was turning left at the same time.

One weekend, Joe and I flaked, and our friend, Lee was left behind to pilot the Big Bird with a totally rookie crew. His mom worked the safety release pin, while some random kid with a ski boat was recruited as boat driver. My dad, the only other experienced one on the crew, assigned himself to video.



Lee's crash was a major turning point for our Sky Sail Progress, and we traded the man-lifting kites for two line sport kites that we could stack. Well suited for waterskiers who didn't mind holding a 6 foot control bar, this rig worked well enough to show the windsurfers in the Gorge that kites can be used to go downwind fast. This shot illustrates a fairly standard rig for us at the time, a stack of 4 ram air inflated kites on a pair of 45meter lines. The control bar is the top 6 feet of an aluminum windsurf mast. We hadn't really figured out the whole upwind thing and the edge of the wind window was still something we avoided. We typically hot launched over gravel. Now, for those of you who aren't familiar with hot launching, it's a bit like starting your car in Drive with the gas pedal all the way down. Then, once you're up to freeway speed, you sort things out; click into seatbelts, etc.



My first Blowout finish, at age 18. 20 miles from Cascade Locks to the Marina Beach, finishing right over where the sandbar currently sits.

I've run the Blowout about 100 times since that day and it just never gets old. Some people ask me if I still win it every year. I did win it again this year, but let's just say waking up to this river in my backyard is a victory in itself.

Kiteski Inc. 1992



(1989)

After passing 190 of the best windsurfers in the world the following year, we decided to invent a Kiteski product. My Dad and I teamed up with Marketing Executive, Wayne Patterson in 1992. We founded Kiteski Inc in San Diego, not for any rational business reason. It's just where we lived at the time. Unfortunately, the wind in San Diego was even lighter than our capitalization.



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STRATEGIC BUSINESS PLAN



T O A I R I S H U M A NTM

TABLE 1 SALES AND PROFIT PROJECTIONS

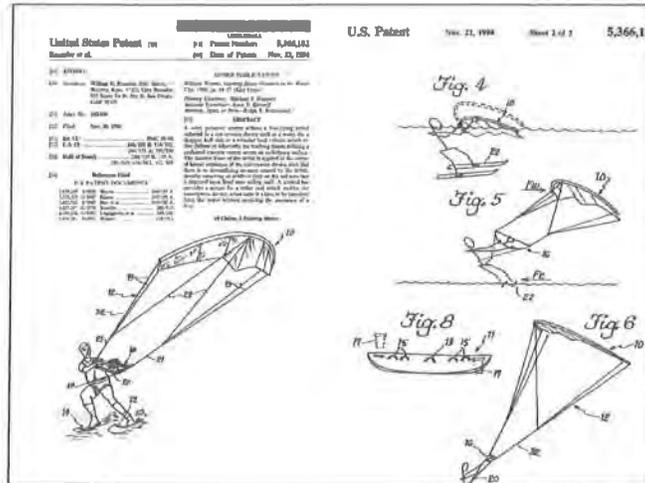
(Thousands)	1992	1993	1994	1995	1996
KITESKI I					
Unit Cost	\$0.576	\$0.346	\$0.300	\$0.300	\$0.300
Unit Wholesale Price		\$0.597	\$0.450	\$0.450	\$0.450
Unit Retail Price	\$0.995	\$0.995	\$0.750	\$0.750	\$0.750
Sales Units	1000	2500	3000	3500	4000
Sales Revenue	\$995	\$2,006	\$1,350	\$1,575	\$1,800
Gross Profit	\$420	\$1,157	\$450	\$525	\$600
KITESKI II					
Unit Cost		\$0.450	\$0.450	\$0.525	\$0.525
Unit Wholesale Price		\$0.900	\$0.900	\$1.050	\$1.050
Unit Retail Price		\$1.500	\$1.500	\$1.750	\$1.750
Sales Units		500	1500	3000	4000
Sales Revenue		\$450	\$1,350	\$3,150	\$4,200
Gross Profit		\$225	\$675	\$1,575	\$2,100
KITESKI III					
Unit Cost		\$0.148	\$0.135	\$0.118	\$0.118
Unit Wholesale Price		\$0.297	\$0.270	\$0.237	\$0.237
Unit Retail Price		\$0.495	\$0.450	\$0.395	\$0.395
Sales Units		1000	2400	3800	5000
Sales Revenue		\$297	\$648	\$901	\$1,185
Gross Profit		\$149	\$324	\$452	\$595
KITESKI IV					
Unit Cost		\$0.359	\$0.359	\$0.359	\$0.359
Unit Wholesale Price		\$0.717	\$0.717	\$0.717	\$0.717
Unit Retail Price		\$1.195	\$1.195	\$1.195	\$1.195
Sales Units		600	2000	2000	3500
Sales Revenue		\$430	\$1,434	\$1,434	\$2,510
Gross Profit		\$215	\$716	\$716	\$1,253
Apparel/Accessories					
Sales Revenue	\$100	\$300	\$1,000	\$3,000	\$5,000
Gross Profit	\$60	\$200	\$700	\$2,100	\$3,500
Total Units					
	1000	4000	7500	12300	16500
Total Sales Revenue					
	\$1,095	\$3,053	\$4,778	\$10,060	\$14,695
Total Gross Profit					
	\$480	\$1,731	\$2,364	\$5,368	\$8,048

42mph in 1993



Photo: Michael Hildreth

Before the Hood River sandbar reformed, Ken Winner set up a 100m speed courses in Lyle, straight towards the rock cliffs that line the mouth of the Klickitat. A blown jibe at the end of those speed runs meant getting pasted to the cliffs.



We were granted a US patent and you would think business would soar. How could we go wrong. But, like many young entrepreneurs, we made many mistakes, and the patent would only serve to ensure that, for the next 18 years, my mailbox would be littered with offers to buy myself a plaque.



Probably our biggest mistake was assuming kites would demand the ability to rig, launch and land at sea, independent of wide open beaches.

Here, Terese demonstrates for the 1995 Kiteski instruction video. Let's give Terese a round of applause right now!

Funny story about teaching Tony Logosz to Kiteski. For some reason, he decided to try to stop the reel from spinning with his thumb, and it peeled a flap of skin right off like a cheese grater! After that, he stuck with much simpler control bars.

Kiting in the '90s ...A Lonely Freak Show







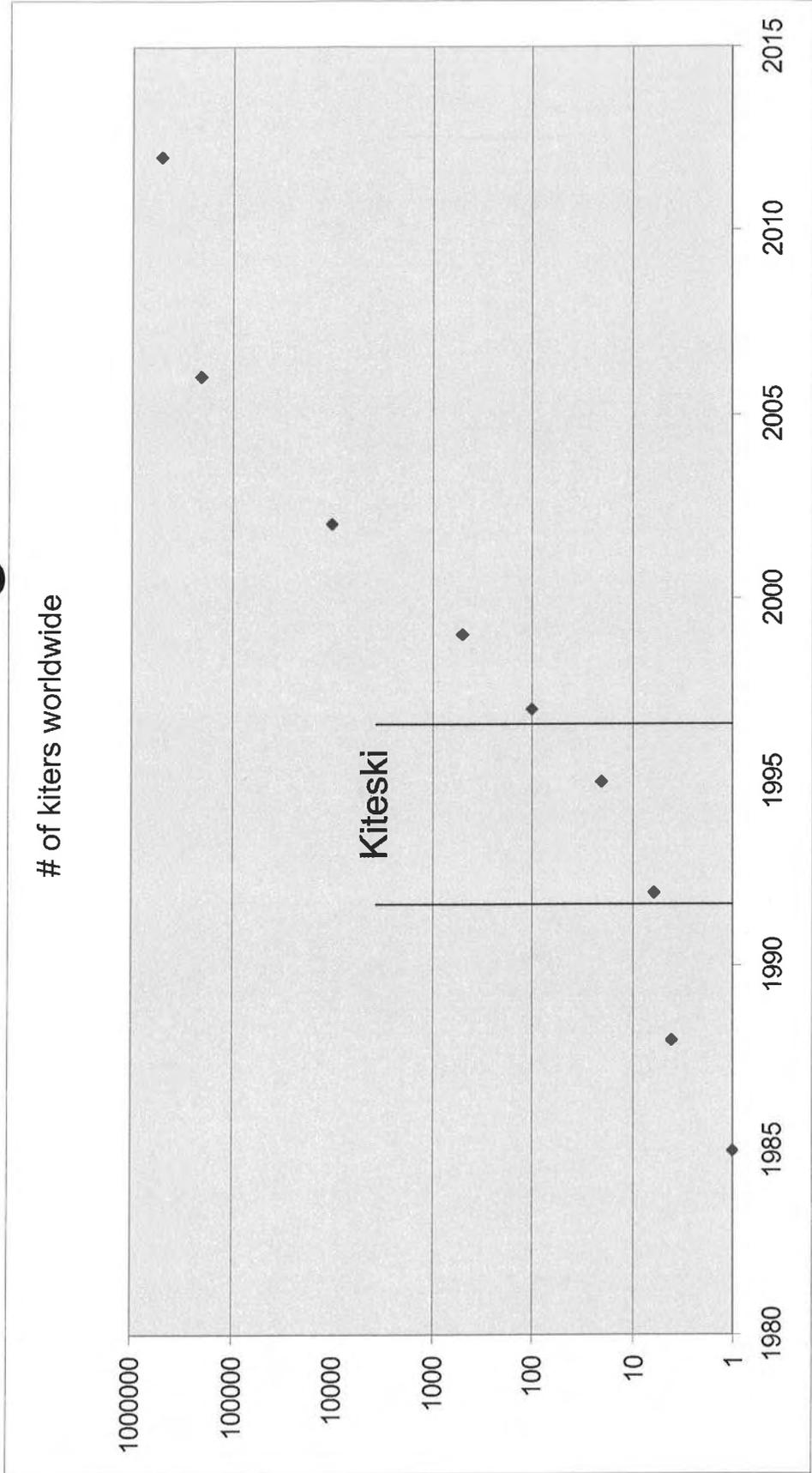
Photo: Richard Hallman



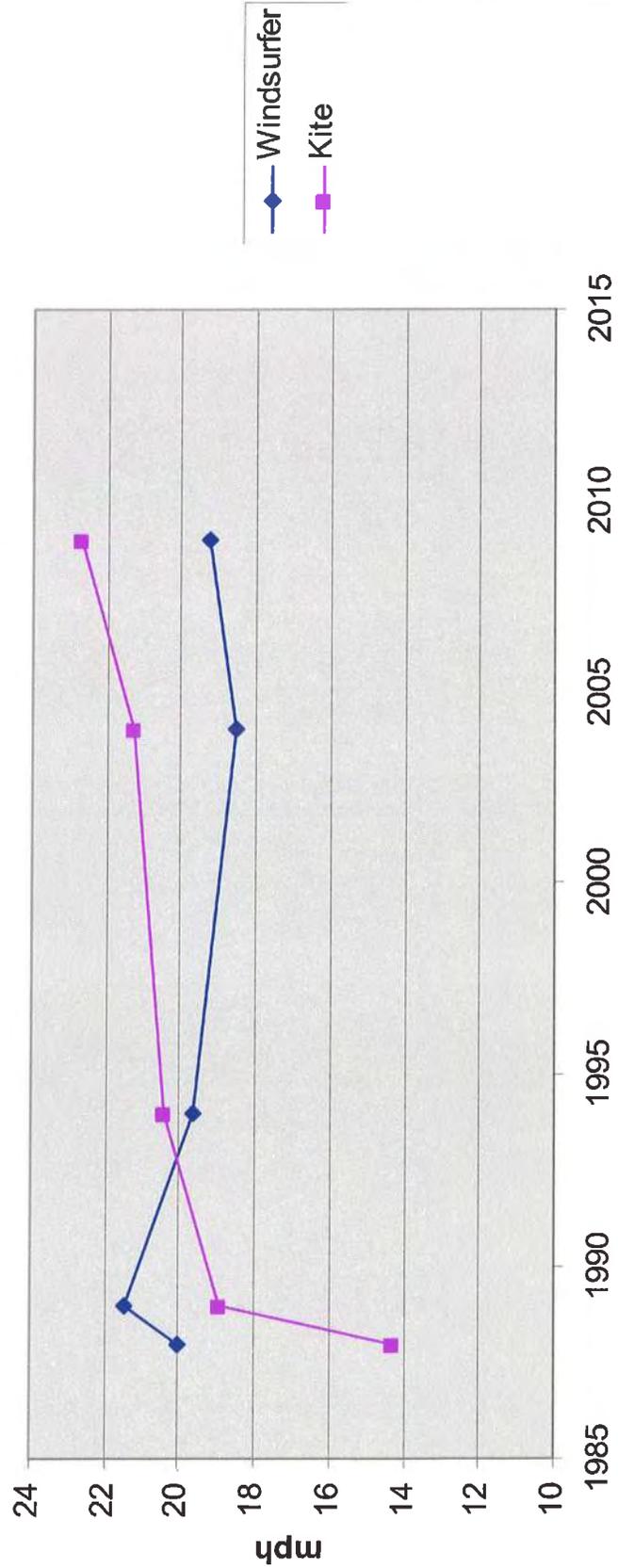
Photo: Michael Hildreth



Things That Go Up and to the Right...



Record Average 17 mile (Blow-out) Speed

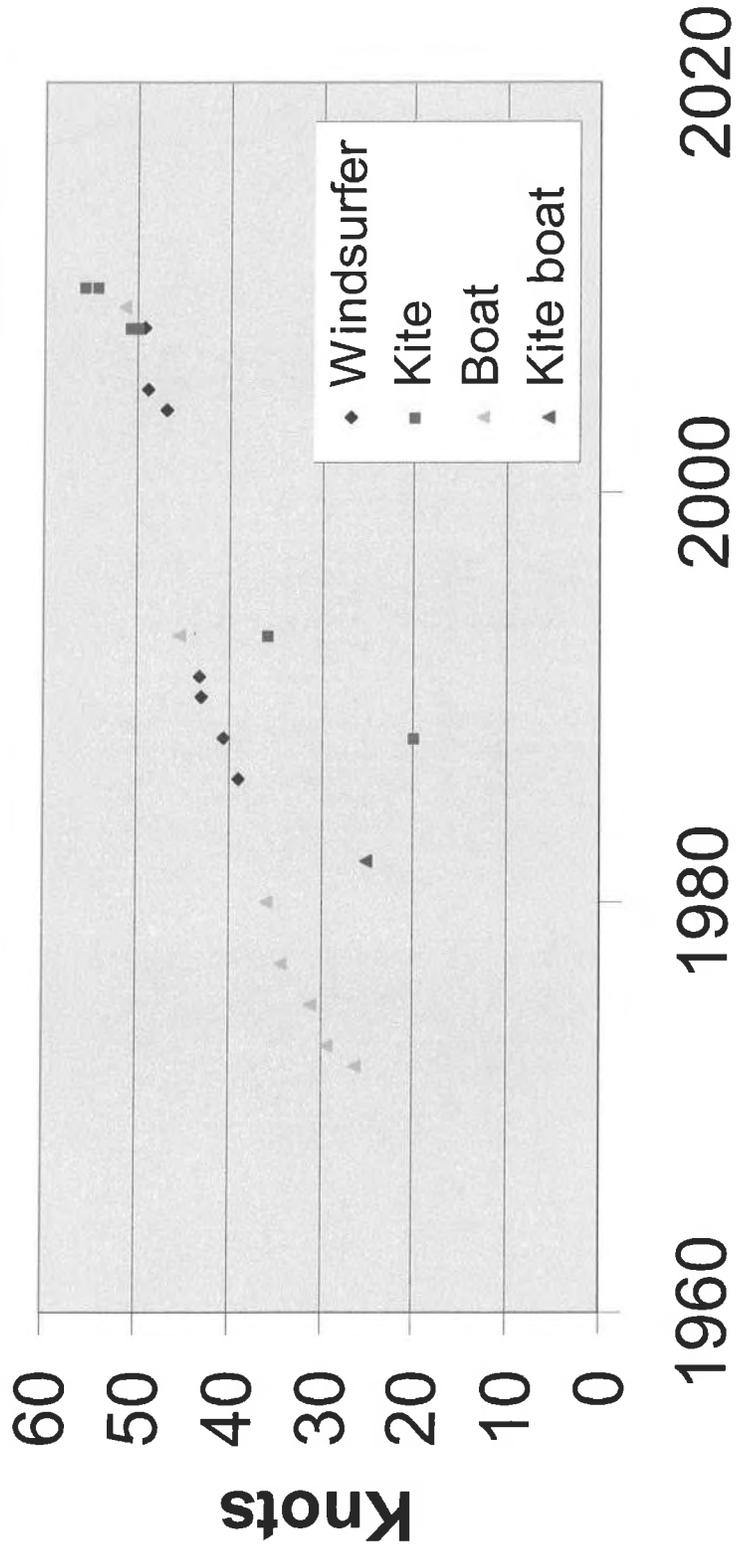


42mph in 1993



Photo: Michael Hildreth

Outright Speedsailing Records by craft, 500m



Picabo Learns at Rufus 1999



We had the pleasure of introducing many great athletes and luminaries to Kiteboarding including Laird Hamilton, Robbie Naish, Picabo Street, and John Kerry.

Another bad idea Wright Flyer II cir. 2003



Hydrofoil Kiting, 1992-2001



Kitedrofoil

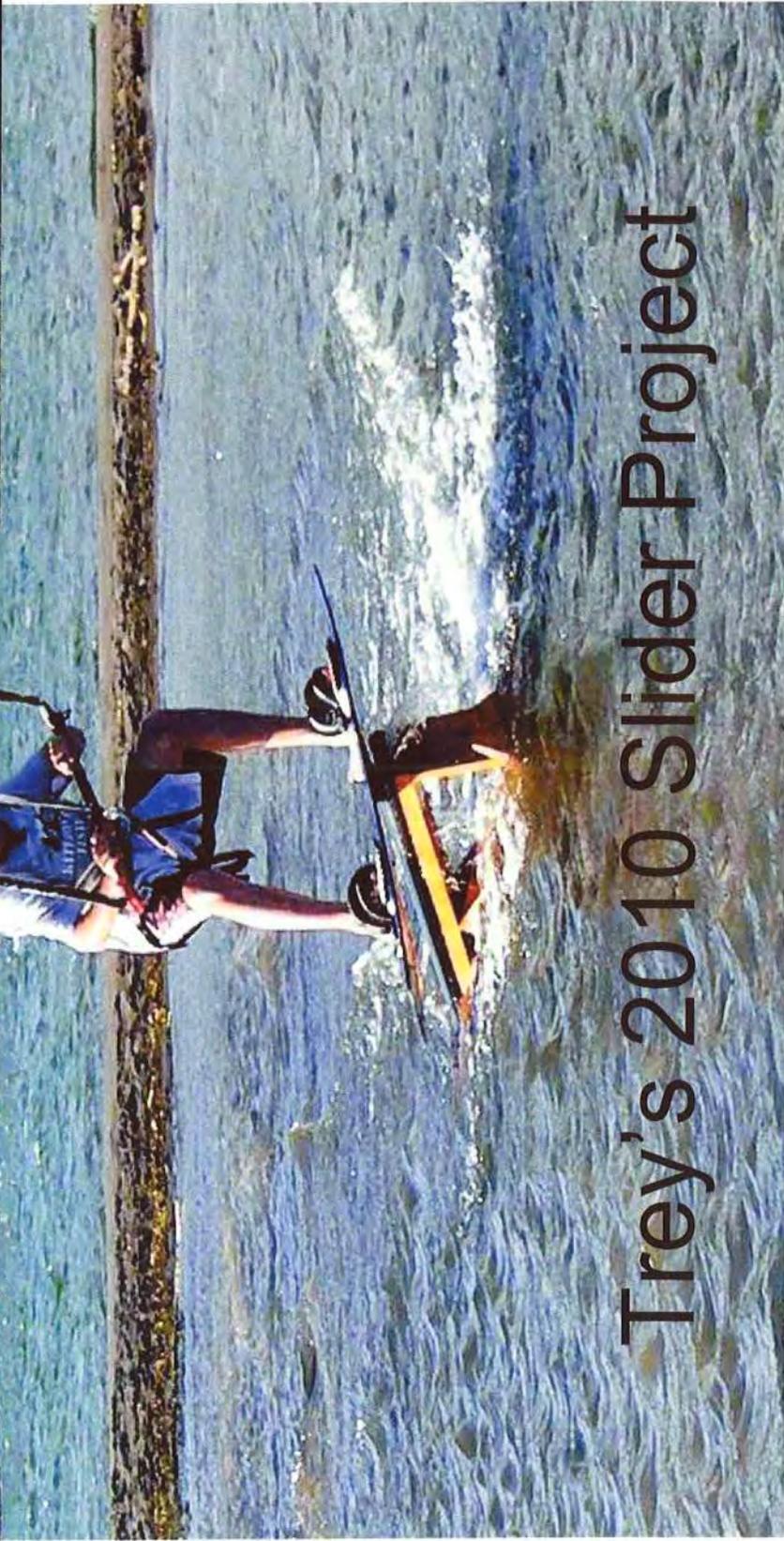




Who remembers the Gorge Games? Probably my fondest memory was crashing the windsurfing freestyle event with this jump on a light wind day and they struggled to get enough wind even to run the event. I was probably supposed to be racing, but I just couldn't resist.



On the Columbia River, we share the water with barges and many other boats, and Kiting gives us the ability to do so safely and with style.



Trey's 2010 Slider Project

Kiteboarding Today



Kiteboarding Today

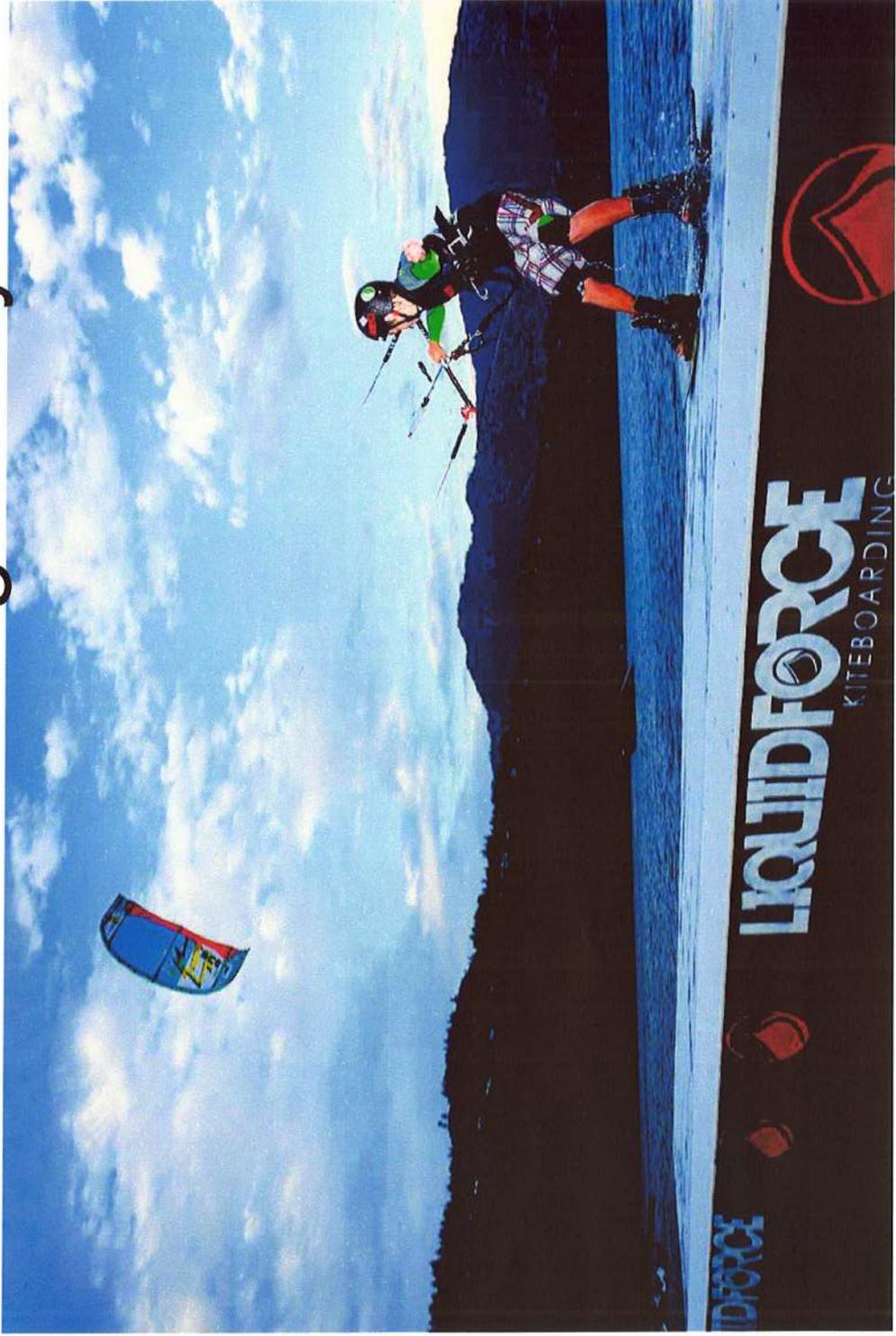
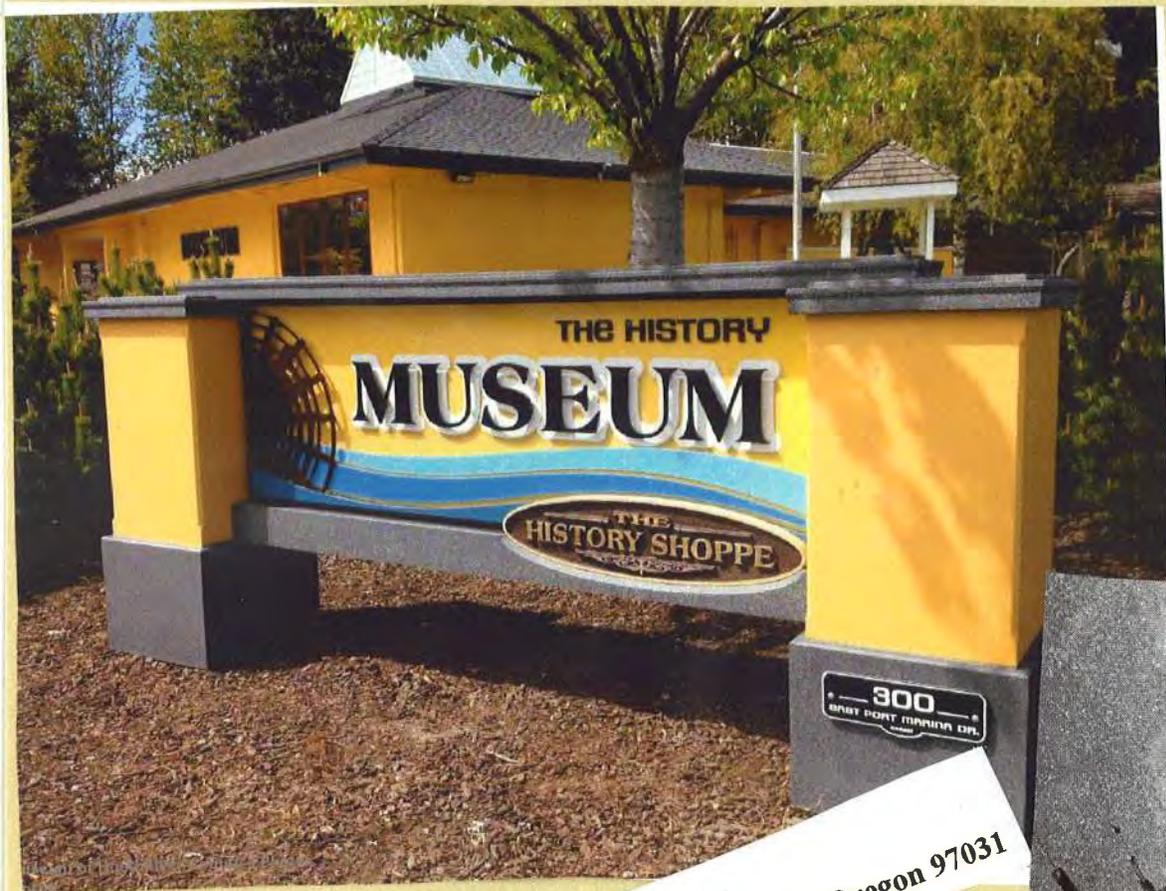


Photo: Paul Lang



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Kiteboarding

Kiteboarding

Hood River has long been known as the windsurfing capital of the world; and recently we can boast that kiteboarding capital of the world is not far off. It seems no matter what the season kiteboarders flock here to be challenged by the mighty Columbia River. Events around the sport go on throughout the summer season as well as classes and workshops taught by local business owners. You don't have to be a pro; riders of all skill levels come to Hood River for a great time out on the water.

The following 3

photos are from the

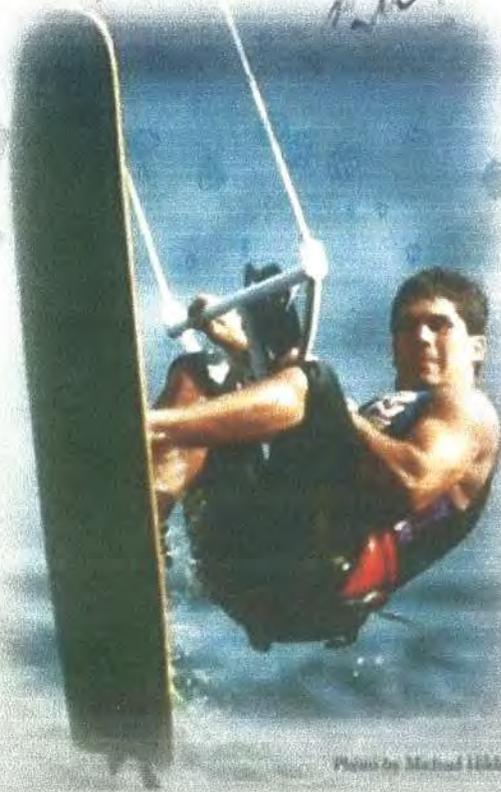
Kiteboarding exhibit

in the Hood River History

Museum.

Kite Boarding...

Wind, Waves and Speed



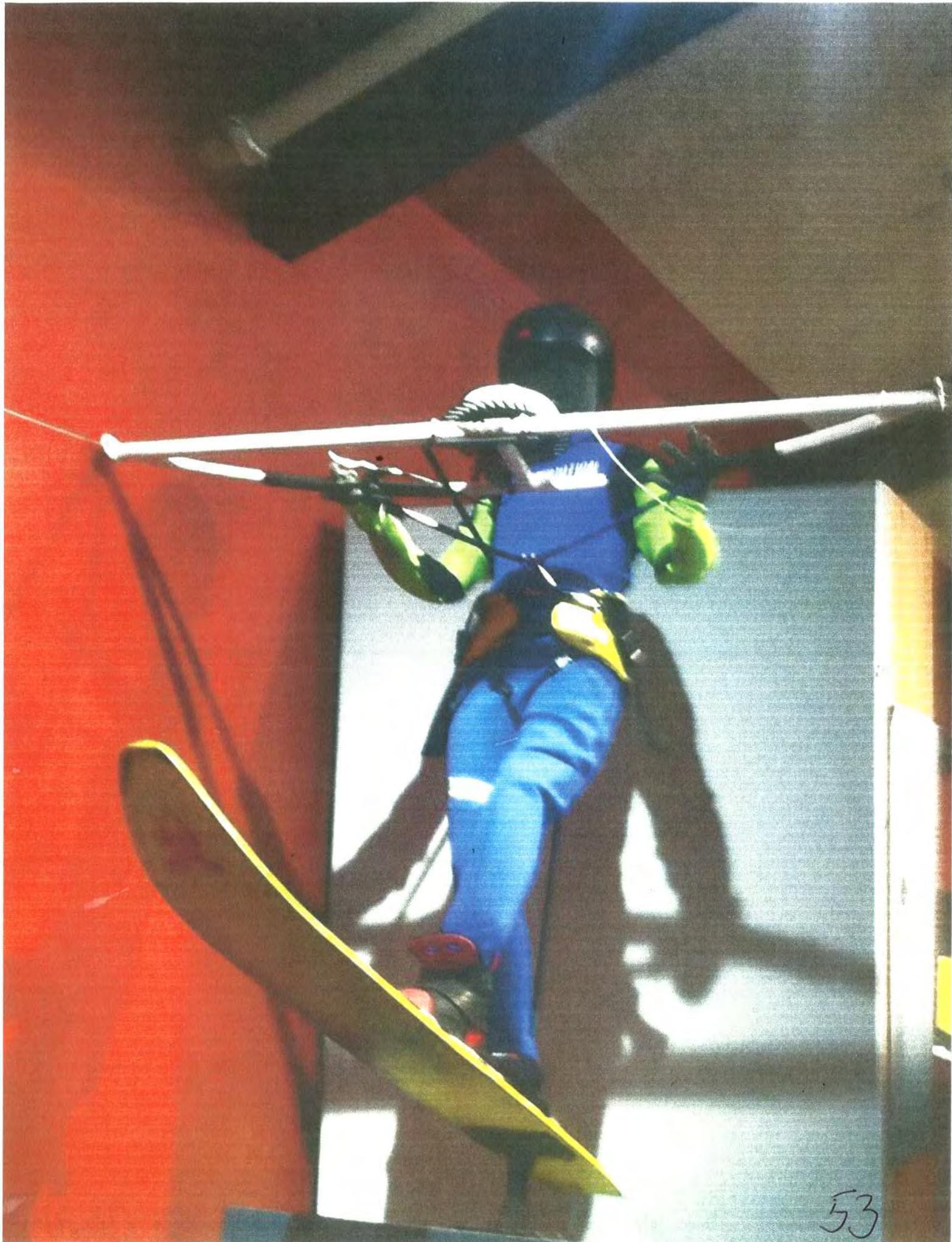
Beginning in the summer of 1987, kiting pioneers Billy and Cory Roesler started frequenting Hood River to conduct kite ski experiments.

Already a windsurfing mecca, the natural Gorge wind tunnel provided an ideal environment for testing how their stacks of kites could propel a water-skier on the river. In 1989, teenage kiter Cory beat 190 of the world's best windsurfers in the 20 mile "Blowout" race. Billy's prediction that kiteboarding could be as successful as windsurfing started to materialize.

Now an Olympic sport enjoyed by hundreds of thousands of participants around the world, kiteboarding has proven to be the fastest way to sail on water. Kiteboarders reach speeds exceeding 55 knots (64 mph) and altitudes over 100 feet powered only by the wind, waves and water current.

The transformation of the Hood River sandbar in the 1990's and 2000's provided an ideal place for beginners to learn and for experts to continue to innovate with man-made features such as rails and "kicker" jumps moored in the flat water.



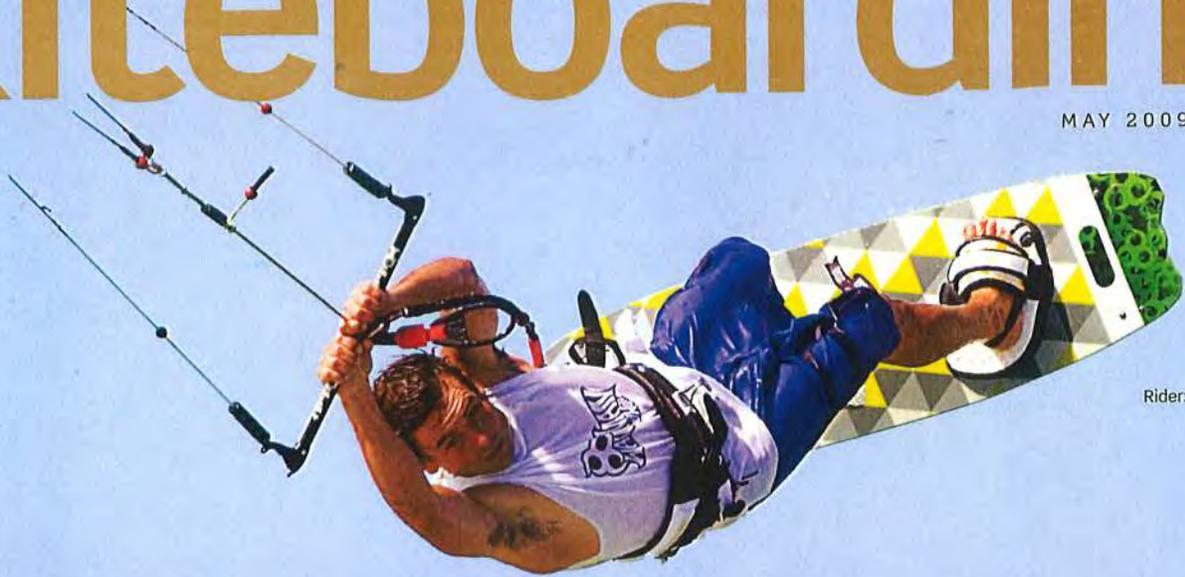


SPECIAL ANNIVERSARY ISSUE

MOST INFLUENTIAL PEOPLE • GREATEST MOMENTS • OUR BEST PHOTOS • AND MORE

kiteboarding

MAY 2009



Rider: Lou Wainman

10 years

SINCE 1999

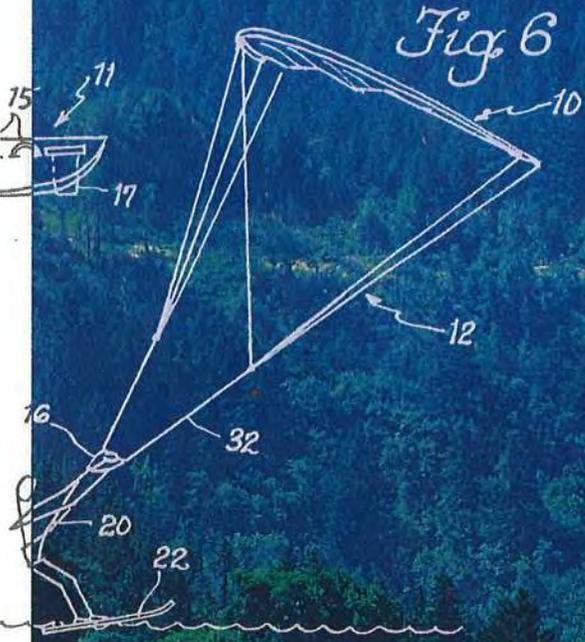
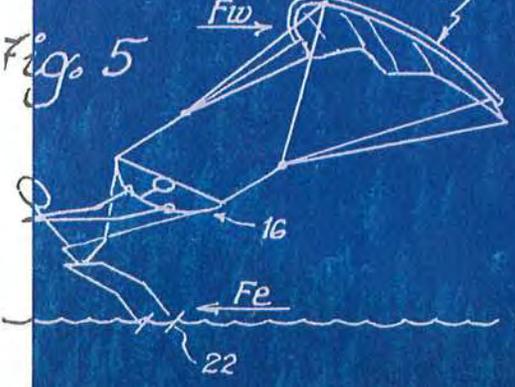
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WE RECYCLE

v. 4



MEET YOUR MAKERS

THE 10 MOST INFLUENTIAL PEOPLE IN THE HISTORY OF KITEBOARDING BY CIMERON MORRISSEY

Let's face it: We're addicts. Kiteboarding injects us with adrenaline, makes our pulses race and always leaves us itching for more. For most of us, it's more than just a sport. It's a dance with the wind; it's a community of friends at our local site; it's a limitless ocean of stoke that offers a chance to renew and

reinvent ourselves with each session. It's who we are.

We owe a debt of gratitude to the dozens of people around the world who created and shaped the sport of kiteboarding, especially the following 10 pioneers. While many people made significant contributions to the sport, these 10 risked

their lives, fortunes, futures and names to make kiteboarding what it is today and to introduce it to us. While history will remember these innovators for being instrumental in the development of our sport, we'll always think of them as the people to thank for making our addiction possible.



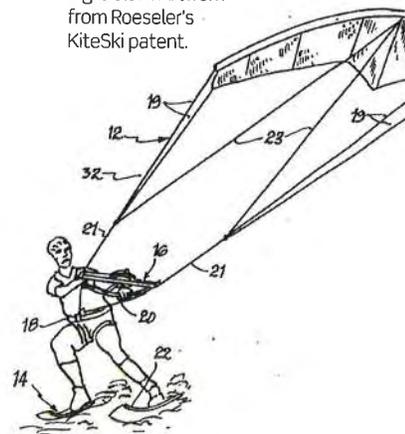
CORY ROESELER

The Godfather of Kiteboarding

In 1989, Cory Roeseler competed in the Gorge Blowout windsurfing race on a homemade frame kite and water skis. During the race he saw two things before anyone else: the finish line and the potential for a new sport. In 1979, his father, Billy Roeseler, an aerodynamicist for Boeing, speculated that a kite could allow

a sailor to go 40 knots in only 10 knots of wind. This kicked off a fascination with kites between father and son. In 1987, Roeseler says he experimented "with 40 knots, three wetsuits, a pair of stacked delta kites and a pair of old water skis [to get my] first taste of kiteboarding." Roeseler and his father developed the KiteSki system (see page 34). "But," he says, "it didn't get people to try kiteboarding in the beginning. At the '91 Blowout, I wasn't winning and was kind of bummed, so I did a couple of big jumps and those jumps got more people talking and interested in kiteboarding than [when I won the Blowout in '89]." This inspired the first wave of kiteboarders.

Left: Cory Roeseler in the pioneering stages of kiteboarding. Below: Artwork from Roeseler's KiteSki patent.



58 (blank)

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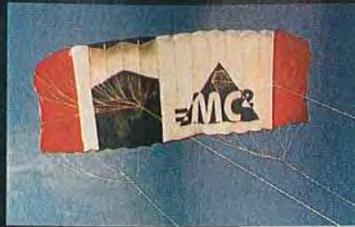
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High-Flying



The four pockets on the sparless Quadrifoil 2004 (above) fill with air to create lift. It's a reliable engine at low and high wind speeds (3 to 25 mph). With the flexed-spar KiteSki system (below), the pilot steers and brakes with hand controls and can ride on combo skis or a board.



Engines

By Eden Maxwell

LIKE ONE OF Leonardo da Vinci's flying machines—unrealized during the Renaissance because the materials to build it did not exist—kite power is a centuries-old concept now made practical. Innovations in aerodynamics, fabrics, and flying line have spawned a generation of powerful and maneuverable kite “engines” flown for sport and pleasure.

Under the right conditions, these kites can pull a craft two and half times as fast as the actual wind velocity. A traditional sail fixed to a mast travels at the same velocity as the hull. Kite sails, however, escape turbulent ground winds that could slow a craft. Experienced pilots can maneuver the kites in an up-and-down sine-wave or figure-eight pattern to pick up speed. To brake, pilots often turn the craft upwind while placing the kite high overhead into a minimum-pull position.

There are two distinct types of kite engines, called “traction” kites—one more suitable in the water, the other on land. For water, the latest entry is a bat-like C-Wing from Peter Lynn of New Zealand. The C-Wing's single-skin configuration features a hybrid arrangement with multiple bridle lines that create a curved airfoil shape, improving lift.

Aerospace engineer Billy Roeseler

Ride the wind!

Now, high-tech

designs and

materials give

kites a powerful

new pull.

and son Cory have also taken up the aquatic challenge. In 1994, they launched KiteSki, a kite-powered water-skiing system with an elegant, controlled means of self-launching. The pilot holds the control bar and brake reel, guides the kite up, and then slides into the water on combo skis or a board. The single-skin kite has a leading flexed spar that spills wind like a wind-surf sail, adding control during high gusts.

Soft, sparless ram-air kites are the second type of traction kite, and they are most often used on land to pull a pilot in a buggy. With no spars to break, these lightweight kites are

nearly indestructible and less likely to harm bystanders, and they can be rolled into a small bundle for travel. Blowing wind gives ram-air kites their aerodynamic shape. A finely tuned network of bridle lines establishes the angle of flight, maintains the arc of the airfoil, and connects the kite to the control lines.

One sophisticated example is the ram-air Quadrifoil 2004, from the Active People Corp. Its 3.3-meter width includes four pockets that fill with air to create a shape like a rectangular honeycomb.

To meet the demands of kite engines, sails have naturally become lighter and more durable. In light winds, when conventional ripstop nylon sail fabric stays earthbound, the Icarex P31 kite fabric takes off. Impregnated with a polycarbonate resin similar to that used in fighter jet canopies, Icarex is a finely woven ripstop polyester yarn that's 25 percent lighter than comparable nylon. Control lines for the fabric must also be high performance: Traction kites rely almost exclusively on AlliedSignal's Spectra Fiber, a low-stretch, low-volume gel-spun polyethylene yarn. Pound for pound, it's 10 times as strong as steel. The low stretch is important, because stretchy lines reduce kite control.

Since one kite can't perform optimally for all conditions, many pilots bring several along for a day—large ones for light winds, small for high winds. Land pilots can sail off for about \$1,000, including the kite and craft; with a system like KiteSki, water skiers can start for less than \$2,000.

The wind is still free. ♦

PHOTOGRAPHED BY MICHAEL HILDRETH

FARM TO TABLE
CSAs Bring Food Home

CANOE JOURNEY
Renewing Native Tradition

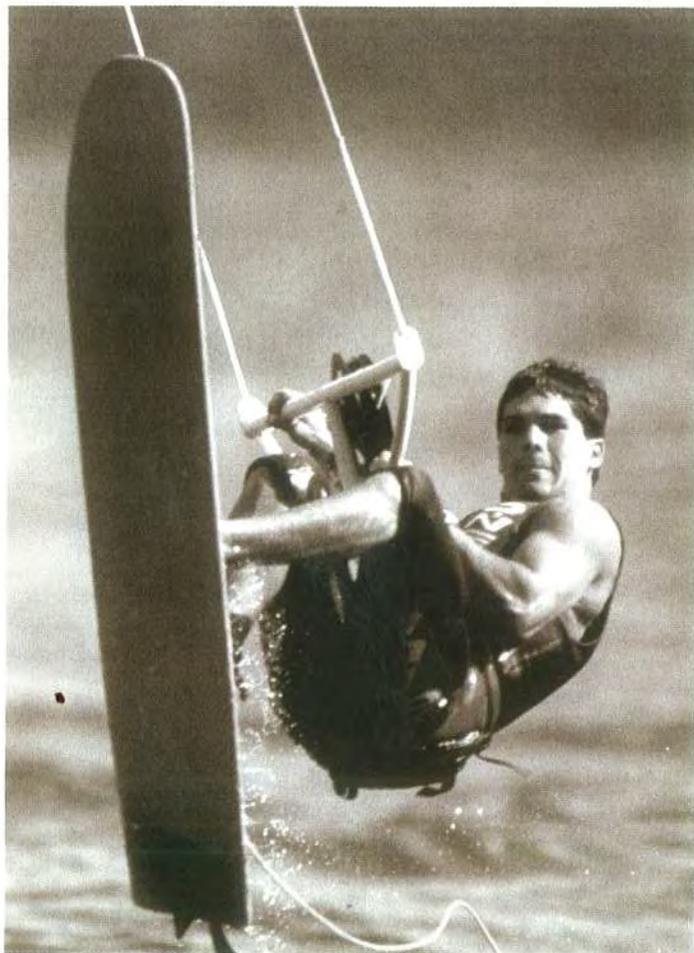
RIP CASWELL
Sculptor Seeks the Soul

the gorge

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CORY ROESELER

BY ADAM LAPIERRE

Back when florescent wetsuits were cool and windsurfing was *the* watersport in the Gorge, a lone guy began appearing on the river being pulled on waterskis by a strange-looking kite. It seemed kinda crazy at the time but as it turns out, Cory Roeseler was onto something. We recently caught up with the ever-modest kiteboarding pioneer and longtime Gorge resident to talk kiting past and present.

What brought you to the Gorge?

CR: The wind, of course. A windsurfer and Boeing engineer friend of my dad's introduced us to the Gorge in 1987. The teaser wind in Kirkland, Wash., where I grew up, left much to be desired.

What was your role in the invention of kiteboarding?

CR: Early on, I was the teenaged test pilot for my dad's contraptions. After engineering school, I like to think I helped with kite, bar and board design, and we were granted a U.S. Pat-

ent for the Kiteski system, the first complete commercially available package for waterborne kiting. Then we discovered that a cool invention remains a business failure unless a market exists, so my efforts in the mid 1990s shifted to promotion, giving lessons and organizing competitions to stimulate the sport.

How was your dad involved in your early kiteboarding adventures?

CR: At first, he was the idea guy, and the contraption builder. Then he bought a Waverunner and was support crew for the dozens of water rescues. We operated that way until 1993, at which time the Kiteski system enabled water re-launch, and Dad ran the video camera.

Tell us about the first kiteboarding rig you ever used.

CR: I foolishly stepped off a lee shore in Port Townsend, Wash., into the Strait of Juan de Fuca with 40-year-old wood waterskis and a double stack of 1-square-meter delta-shaped stunt kites. Super Sky Darts from the local kite shop, I think. I used a pair of stunt kite handles, no harness, and three wetsuits. (It was February.) The 40 knots of wind was enough to get a 200-yard reach, but then I crashed in the riptide.

Describe the first time you tried to kite on the Columbia River.

CR: Dad launched me from the chilly Hood River just north of the foot-bridge. He thought the 200-foot lines would be sufficient to clear the trees and get my stack of 2-square-meter kites "up in the stronger, clean air aloft." I was skeptical, but gullible, as I shoved my feet into my ski bindings. I managed to keep the stack flying until I reached the Columbia. No sandbar existed in 1987. I worked the undersized kites hard to keep myself planing until dumping them in the water near the bridge. That five-minute ride had me hooked.

Early forms of kiting were physically punishing. Why did you keep doing it?

CR: Dad predicted we could use kites to set the world speed-sailing record for 500 meters. At that time, it was 38.86 knots, and I could definitely see the potential.

In those early days, did you ever think kiteboarding would become what it is today?

CR: In terms of speed-sailing, yes. Freestyle kiting surpassed our wildest expectations, and the upwind performance of today's race gear continues to drive a part of sailing that was very difficult to predict 25 years ago.

Tell us about the first time you entered the Gorge Blowout [a downwind race from Cascade Locks to Hood River].

CR: The organizers rejected my registration, claiming it was only for windsurfers. I launched a stack of flexi-foil kites on 40-meter lines and crawled down the boulders where the Stern-wheeler docks. A minute or two after the wall of approximately 200 windsurfers started, I began weaving my way through traffic. I rode the same 1970s-era honeycomb Jobe jumper combo waterskis that I still use today and, by that time, had a 6-foot aluminum tube for a control bar and a butt harness. I finished about 20th, which was fast enough to turn some heads.

What's it like to see your two sons kiteboarding?

CR: Riding with them is definitely fun. It's also nerve-racking. We struggle with the balance between enjoying all that kiting has to offer and staying safe.

What do you think windsports mean to the Columbia Gorge today?

CR: The kites, sailboats and windsurfers definitely contribute to the scenery. They provide outlets for many of us nerds who live and work here, and have created a few low-wage jobs. Beyond that, I can't say. ☺

KIRKLAND SPORTS



Roeseler best in west

Cory Roeseler, a 1988 graduate of Lake Washington High School, competed in the collegiate Western Region Water Ski championships two weekends ago, taking first place in the jump and slalom events and third in tricks. In the regional championships, he beat out 50 competitors from 13 schools. His success in those events earned

team for the third year in a row, and, as the #1 seed representing the west, he was chosen to be the team captain for the national championships in Florida last weekend. Roeseler is the captain of the Univ. of Calif. Santa Barbara Water Ski team, where he is a junior majoring in mechanical engineering.

—Contributed Photo

LW grad rides speedy sails to victory

The Johnny Walker Speed Week wasn't as speedy as Cory Roeseler would have liked, but the Lake Washington High graduate nonetheless came up a winner in his second "big-time" speed sailing event.

Roeseler, using water skis and a Flexi-Foil kite, finished first in his class — 10-square-meter sails — in the recently completed competition in Weymouth, England. He averaged 19.89 knots over the 500-meter course.

"The winds were only 10-15 knots, with maybe a maximum of 20," said Roeseler, a freshman at the University of California-Santa Barbara. "If we would have had 30 knots of wind, we could have bro-

ken the world record."

The world mark is 38.68 knots, held by French windsurfer Pascal Maka.

Winds were too light for most of the nine days Roeseler and his crew were in England. The crew included Tony Rusi, a Boeing engineer who lives in Kirkland.

Roeseler, 18, has been water skiing since he was 8 and flying kites the last couple of years. His type of sailing utilizes both activities. He said there were only three regulations for his class: the apparatus had to be wind-powered, it had to carry a person and it had to accelerate from a stop position.

The mechanical engineering student won 700 pounds (about \$1,360 American) in the Johnny

Walker, which drew speed sailors from all over the world. He only wishes there were many more such events and more time and money to devote to developing his craft.

"If we could develop it into a full-time sport and make it profitable," he said, "I'd love to do it as my business."

Roeseler's first big competition was The Blowout, a race on the Columbia River Gorge in August. He finished 47th in a field of 200.

At UC-Santa Barbara, Roeseler is on the water-ski and lacrosse teams, which are both club sports. He played football for LW, where he also participated in lacrosse, wrestling and track.

THE SUNDAY TELEGRAPH OCTOBER 23 1988

SPORT

THE FUTURE of the International Speed Sailing championships at Portland Harbour, where for the third year running there was insufficient wind for any serious attempt on the outright world record, seems to be in jeopardy.

Sponsors Johnnie Walker have now withdrawn to concentrate on golf and the Royal Yachting Association has not found a replacement.

There is also a feeling among the top board-sailors that a major speed event on one week each year is the wrong approach as the chance of ideal weather is a lottery.

In contrast, a French group, which has created a special course by digging a 500-metre

Chilling wind for speeders

YACHTING
David Pelly

trench across the sand flats of the Camargue, will have a complete timing and observing team on standby for the next six weeks.

Members of the British Speed Sailing Association hope to start using a new course on

the marine lake at West Kirby this autumn.

They intend to wait for a strong winds forecast before dashing to Lancashire, but cannot afford the French approach of keeping a full technical team on permanent standby. To qualify for a world record, an official observer from another country has to be present.

The best speed achieved at Portland this week was 28.8 knots, jointly by French board-sailors Manuel Bertin and Pascal Maka — well short of Maka's world record of 38.86 knots. One bright spot was a new record in C-class by the hydrofoil boat Loisirs 3000, sailed by the intrepid Bretons Jean-Bernard Cunin and Maurice Gahagnon.



DAVID ROSEN/Daily Nexus

...e may be conservative and the other wild, Debbie Gold-
Johnstone are friends on and off the court.

...g number-one dou-
bles?' I was so
embarrassed."

While Johnstone enjoys
success in both singles and
doubles competition, Gold-
berger admits that she plays
much better in doubles.
Both players insist that
working together to win a
match is much more gratify-
ing than a singles victory. It
helps, Goldberger said, that
collegiate tennis gives sin-
gles and doubles matches
equal weight.

"In tennis, it's pretty
much singles almost your
whole life, because the dou-
bles was never that impor-
tant," she said. "Then when
you get to college, you can
do just as much with dou-
bles. After singles,
whenever we go to play
doubles, I'm always so
much more relaxed."

With doubles play imme-
diately following singles
competition, Johnstone and
Goldberger sometimes find
themselves in a position
where their match will de-
termine which school gets the
victory. In an effort to en-
sure that more of the wins
are rung up on UCSB's side
of the scoreboard, first-year
Head Coach Chris ...

...of the points were going lon-
ger than they should have.
That's something they've
gotten a lot better at, and
they're more threatening be-
cause of it."

Off the court, Johnstone
and Goldberger retain
much of their chemistry.
Though they say they don't
see a great deal of each other
outside of tennis, the two
have forged a strong friend-
ship through team functions
and daily workouts.

"God knows why... we're
totally different," Johnstone
said. "Our social lives are
different. (Goldberger) was
more conservative, but now
she goes out a lot more."

"She's corrupted me,"
Goldberger laughed.

But the two are strictly
business once they set foot
on the tennis court. They
won't know their seed for
the NCAAs until they arrive
in Stanford this weekend,
but that doesn't concern
them. Nor does the thought
that a loss will bring an end
to this partnership. When
it's over, they have three ex-
ceptional season's worth of
memories.

"We've already been so

Two Waterskiers Show At All-Star Tourney

Two UCSB waterskiers strutted their stuff last weekend at the annual Collegiate All-Star Tournament in Groveland, Florida. Juniors Cory Roeseler and Chris Renz were two of five competitors selected from the Western region to take part in the event. Roeseler competed in all three events, placing 17th in the slalom competition, 19th in tricks and 16th in the jump event. Renz took part in just the trick competition and finished 22nd.

"It was a lot more competitive this year than it was last year," said Roeseler, who was seeded first in the Western region in both the slalom and jump events as well as third in the trick competition. "There were a lot of people from other regions that are not only on their college teams, but compete professionally as well. I'd say there were about 10 or 12 skiers who are active on the pro circuit."

Roeseler racked up with 580 points in the trick competition, 35 buoys in the slalom and a jump of 84 feet to finish 9th overall. Renz amassed a total of 480 points in the trick event. As a team, the Western region placed fifth overall.

"I would've liked to do a little bit better," Roeseler said. "It was just a pretty average performance. But I felt pretty good about it. A lot of skiers from the West might have gotten a little nervous — having to go all the way to Florida."

In all, five all-stars from each of six different regions throughout the nation competed in the tournament.

— Jonathan Okanes

CYCLE

Continued from p.8
cramping in the longer races
lately."

In Sunday's criterium
races, UCSB had hoped to
do much better than on the
previous day. However, the
Gauchos failed to make any
noise in any of the catego-
ries. As a result, Santa Bar-
bara cycled themselves into
submission and finished the
year with an eighth-place
conference ranking — a far
cry from the stardom UCSB
is used to.

After winning the na-
tional championship in
1988, UCSB has gradually
slipped, finishing fourth na-
tionally in 1989, sixth na-
tionally last year and not
even qualifying for this sea-
son's ...

Recycle

Recycle

Recycle

The Stephen S. Goodspeed Internship

with the Vice Chancellor—
Student Affairs is a salaried
position open to all UCSB
graduate and
undergraduate students.

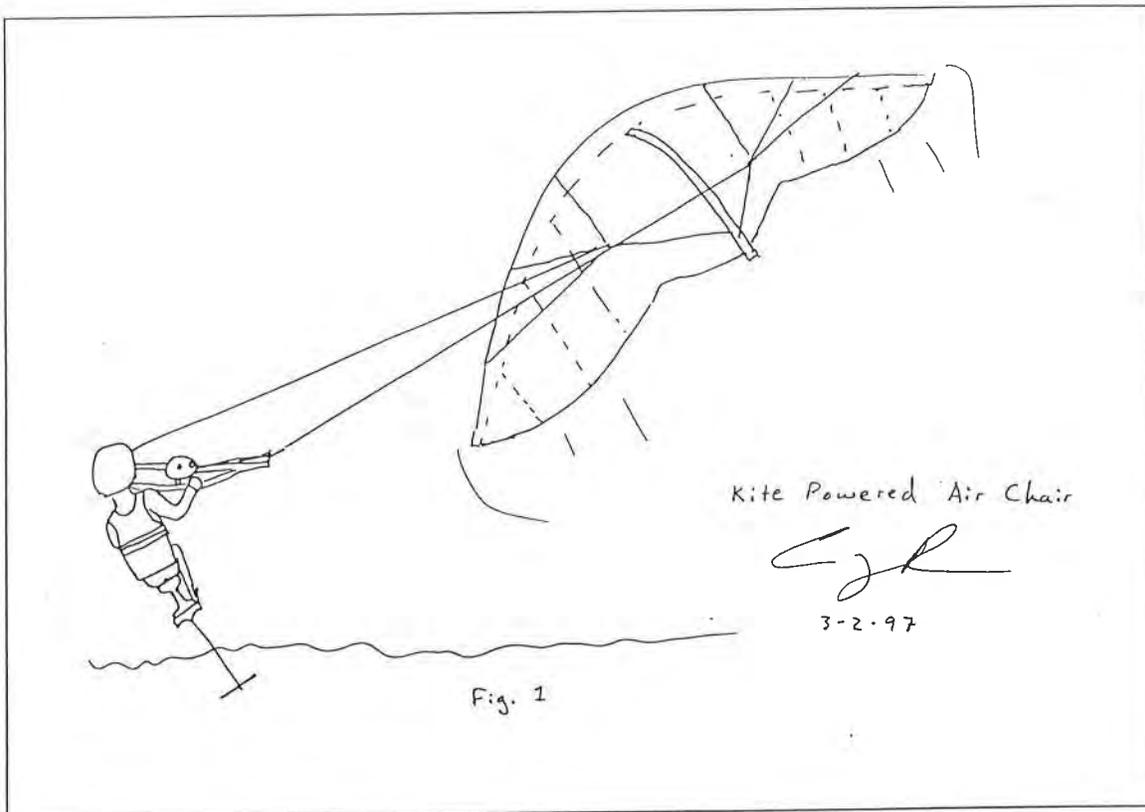
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Ultimate Sailing V
A field study of Kite Powered Hydrofoil Theory

1 March, 1997
Cory Roeseler

Introduction:

Thanks to the recent advent of a popular hydrofoil waterski toy called the "Air Chair™," (Kitson, B. Roeseler; AYRS 118) and the modern Kiteski™, exciting sailing theories proposed by the Dutch Professor, J. G. Hagedoorn in the 1940's may now be proven (or disproven as the case may be.) A skilled rider may now take "off the shelf" hardware, ordered by phone and shipped to one's doorstep via UPS, and sail at 2.5 times wind speed while enjoying a hydrofoil smooth ride, kite sailing in a relaxed, sitting position (Fig. 1).



The "hapa"

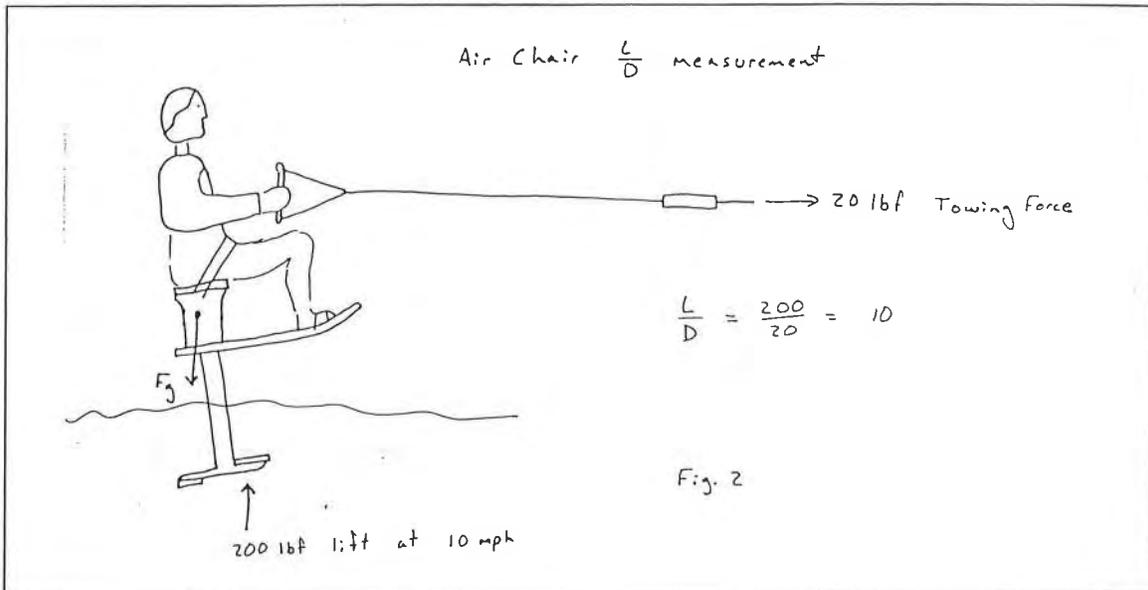
The Air chair, invented in the 1980's in Lake Arrowhead, California by Bob Wooley, a retired fire fighter, and Mike Murphy, a hot dog waterskier, is a 5 ft x 1 ft water ski with a short stool and sturdy lap belt bolted to the tail. Sturdy bindings fix the feet to the nose. Directly beneath the stool, a single 3 foot vertical strut is fastened. A flat plate aluminum foil of aspect ratio 1.5 and 18" span provides lift at the bottom of the strut. A 1" x 1" solid aluminum fuselage extends aft 10 inches to a horizontal tail stabilizer of aspect ratio 2 and 12" span. The tail stabilizer has slightly less angle of attack for pitch stability and snappy jumps.

We measured a required towing force of 20 lbs at 10 kts boat speed using a spring scale in series with the tow rope. With a total weight of 200 lbs, we get $L/D = 200/20 = 10$ (Fig. 2).

The "sail"

The Kiteski is a kite powered waterski system developed for the recreational water sports enthusiast. It is water launchable in deep water without assistance of any kind, and its weatherly performance is sufficient, in most cases, to return to the starting point without an upwind hike at the end of the ride. The standard "skiing" version is featured in AYRS 118 Ultimate Sailing III.

These two toys, coupled with a rider who has mastered the Air chair behind a motorboat and the Kiteski with its standard skis, provide useful data for the system proposed by Dr. Hagedoorn 50 years ago, all for under \$3000 USD.



The competition:

3 years ago I made my first attempt at "Kite powered Air Chair" with little success. I had been trying, unsuccessfully, to keep up with Greg Ketterman in his Tri-foiler in 10 knot wind and 6 inch chop while I was riding a standard Kiteski. He was literally sailing circles around me.

First try:

This motivated me to replace my draggy skis with the more efficient Air Chair. I was able to get planing and speed across Los Angeles Harbor for 200 m sprints, but could not manage a water start without help from the chase boat crew, nor could I make use of the windsurfing seat harness that I wore. My grip only lasted a few minutes and the ride ended with sore forearms.

The learning curve:

I tried the kite powered Air Chair again in '94 and '95 and once or twice in '96, but I was mainly learning to loop and double loop the "fun board" with the kiteski. More advanced forms of sailing could wait, I felt, until the TV people quit drooling over the aerial tricks possible with the standard Kiteski.

Mastery:

Late last summer I found myself riding the kite powered Air Chair increasingly more often, until I felt comfortable going out alone. By the end of the summer, the waterstart had been mastered, sailing to windward was possible but still inconsistent. I still had to rely on the 2 knot favorable current which makes the Columbia River Gorge famous as a "user friendly" sailing spot. The best conditions seemed to be when the windsurfers were idling/swimming in at the end of the day, and parts of the river almost seemed to glass over.

I would see a dark patch of water and burst onto a plane. By keeping the kite fairly low, hooking into the chest harness, and "edging" the Air Chair at roughly 30 degrees I could manage short, close hauled reaches at 70-80 degrees to the true wind. Inevitably my speed would either increase to the point where the loads stood me up and steered me to leeward, or I would lose power and stall the hydrofoil, sinking to my neck. At rest, the net buoyancy of the whole system may only be 10 lbs including the life vest.

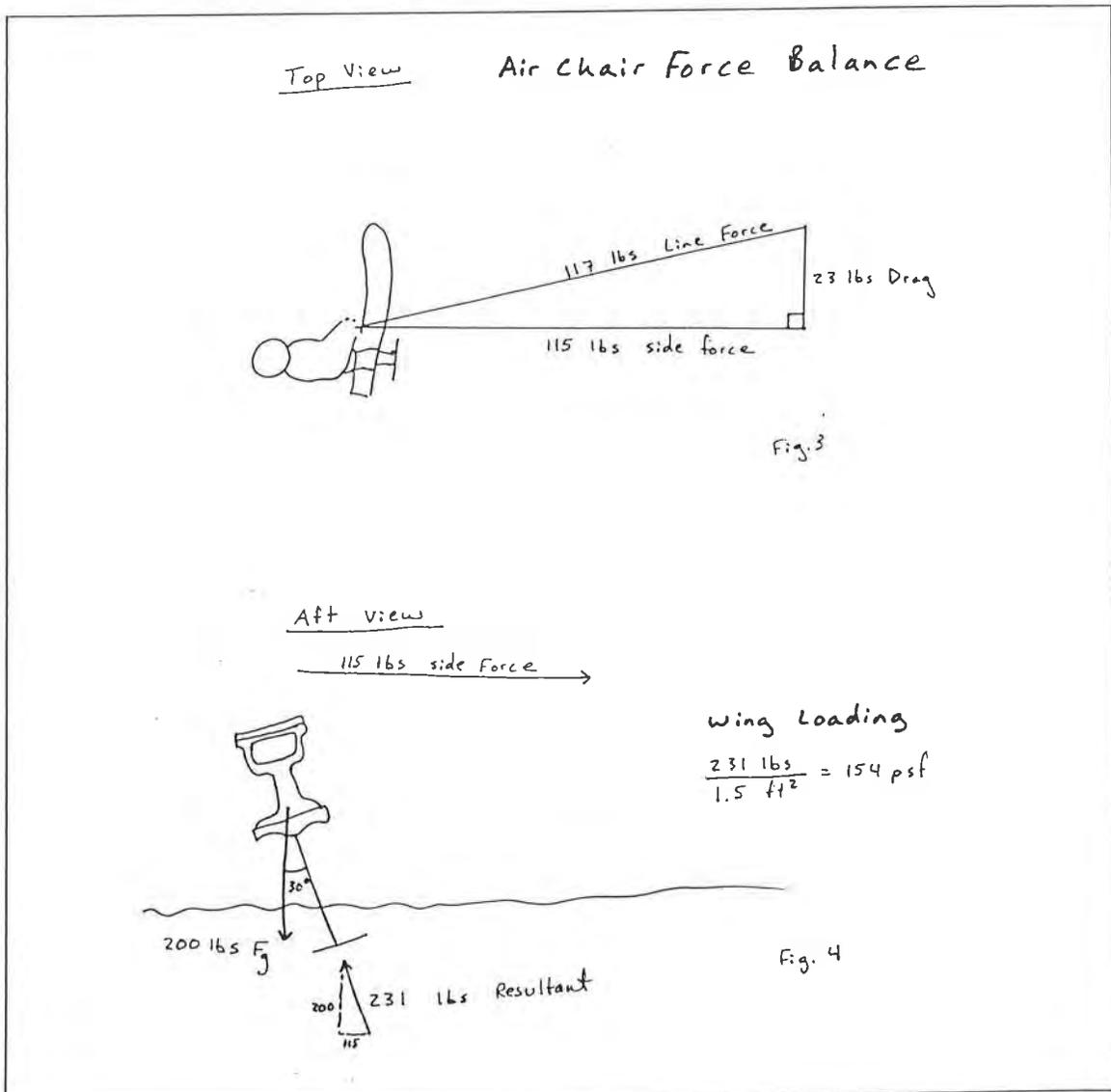
The show:

The high points occurred when a gust came at the right time, and I zipped past a windsurfer heading for the beach. The others were packing their gear while cheering on the crazy guy on that "chair thing." Once or twice I was able to give a show with a high flying backwards loop on the chair thrown into a jibe near shore, and sail away without falling off a plane. (Can Tri-foiler do that?) A loop with the kite was then required to untwist the lines on the ensuing reach.

Attained speeds:

Unfortunately, I have no speedometer on the Air chair (yet), and have not used it on a speed course. However, I can guess the speeds based on a similar 'feel' while being towed behind a ski boat equipped with a speedometer. In 10 knots of wind, the kite powered Air chair will cruise at 10-15 knots at 90 degrees to the true wind. Note that the ski is often kissing the wave tops under these conditions. Intermittent hull drag may not be avoided.

As you bear off to 120-130 degrees off the wind, it becomes much easier to keep the ski off the water, with maximum speeds around 25-30 kts. A constant, 30 degree lean to windward is required to balance side forces generated by the kite. The resultant is a 231 lbs lifting force on the main hydrofoil. For L/D = 10, the hydrodynamic drag is 23 lbs, and the required line force on the tether is 117 lbs (Fig. 3 and 4).



kite flying at a high angle the Air chair has a tendency to dive. This gives the foil a negative attack angle, and my spine becomes a tension member in series with the tether--a very uncomfortable sailing position. (I expect criticism for this). My physical therapist suggests that this may be a more primitive form of ultimate sailing.

AYRS pub. 118 illustrates this concept in Figure 2 of a paper by Theo Schmidt. The caption reads: "Kite and Hapa of Dr. Collodon (1845) see AYRS 108" -- certainly an early concept, if not primitive. (Fig. 6)

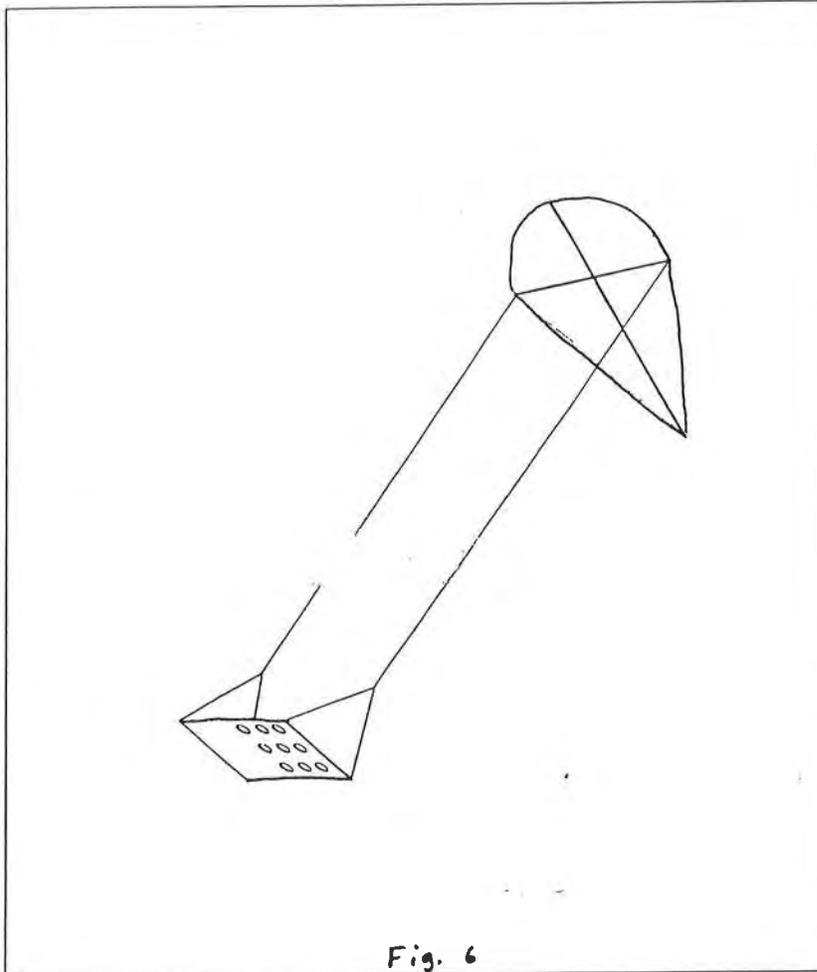


Fig. 6

I also understand that Hagedoorn and others have proposed parafoil type kites for this application. I wholeheartedly disagree. Much of the time spent with the existing contraption is indeed swimming with it, and I would much prefer to swim with a framed kite and 8 bridle lines than a parafoil and 100 bridle lines. Even a fully inflated, water-launchable parafoil like the French "Wipica™" doesn't interest me since it would never completely stop pulling, even after it hit the water.

An Air chair crash often ends with the chair behind the rider, and the kite dragging him face first through the water. At this point, the kite hitting the water comes as a great relief and opportunity to take a breath.

The plan:

This summer, I hope to refine my ability to sail to windward on the Air chair. I promise to record some speeds with a Speedwatch™ and take pictures now that survival isn't the main objective. Mike Murphy may be joining me, and we hope to find a way to teach others to enjoy the thrill of sailing/flying at 3 times wind speed for under \$3000 USD. As always, feedback is not only welcome, but expected.

NTSC or PAL Video available upon request.

Specifications:

Sail area 70 ft²
 Wing span 22 ft
 Kite weight 6 lbs
 Line length 150 ft
 Air Chair weight 45 lbs

Hydrofoil span 1.5 ft
 Hydrofoil area 1.5 ft²
 L.O.A. 5 ft
 Beam 1 ft
 Wind range 10-20 kts.

SKY SAIL PROGRESS

Kite Sailing Consultants
Composite Structures

832 16th Ave W
Burkland, WA 98033

206 322-6355

Kite Sailing

For years, men and women have enjoyed the fantasy of soaring like the birds, rising aloft on the slightest thermal or ridge lift, then gliding effortlessly over rocks and trees in search of food or perhaps just the perfect landing spot. With modern glider and sailboard technology, we can approach this fantasy, but gliders require tow planes or other mechanical means to get aloft, and sailboards restrict flight to the first few feet above the water. Even hang gliders, which most nearly approximate natural flight today, require a lift to the top of the mountain or cliff.

Of all the flying things made by man, only balloons and kites can rise aloft without burning fuel. Balloons will always have a place in serenity, but storage and deployment present special problems. That leaves kites alone as the popular link between sky and sand, the most probable fulfillment of mankind's fantasy of soaring like the birds, the logical connection between mechanical and natural flight.

Equally prevalent in the history of mankind has been the drive for adventure. Roman conquerors roamed the earth in search of people to take as servants. Viking and Chinese sailors spread their civilizations over large parts of the world by taming the seas. The New World was discovered and colonized by British, French, and Spanish adventurers. Then came the bomb, and war became obsolete. Our generation is faced with finding new ways of expressing ourselves without resorting to violence, for the ultimate expression of violence today is nuclear war, a consequence too horrible to imagine, and clearly not the choice of any nation.

The spread of sailboard technology in the past 20 years has underscored our commitment to fantasy and adventure. Spots like the Columbia River Gorge, thought to be almost uninhabitable due to high winds, have become Mecca to thousands of world class sailors. Except for a few low bridges, "The Gorge" embraces kite sailing as no other spot in our experience. We have made half a dozen trips to "The Gorge" to commune with the boardheads and to test our kites against the mighty Columbia.

We have extended our runs from two hundred yards to 20 miles in one year. Speeds have increased from 20 to 40 kts, and we are fully competitive with the fastest sailboards off the wind. We need to improve windward performance, as the requirement for a chase boat severely restricts our operation.

Kite sailing is the next logical step beyond board sailing in our quest for natural flight and adventure. By taking advantage of the higher winds aloft and the higher relative wind speeds, the kite sailor can disassociate the wing from the hull. A variety of hull shapes are suitable, with "Jacobs Ladder" enjoying early success with a catamaran, Cory Roeseler making best speeds on two ordinary water skis, and hydroplanes and hydrofoils in the future.

By combining glider technology with offshore powerboat technology, good motor sailors in the 40-80 kt speed range are practical. There is no reason why the sailing speed record couldn't hit iceboat speeds of 120 kts within ten years. The folks in on the beginning of this technology should enjoy a good bit of natural flight and adventure.

Wm G. Roeseler
8/20/88

Shut up and Ski

KITE-SKIING *Ein Fortbewegungsmittel der besonderen Art, ausprobiert und durchlitten von Dieter Loibner, unserem Mann in Kalifornien*

Faschingsamstag war's. Viljach, Rio, New Orleans – überall hätte ich mich dem Anlaß entsprechend dekoriert unter die Narren begeben können, nur in Südkalifornien stand diesbezüglich nichts auf dem Programm. Dennoch: Ausreden zählten nicht, eine Verkleidung mußte her. Badehosen statt Pappnase, Wasserski statt Faßlbauben und ein Lenkdrachen von gigantomantischen Ausmaßen. Zur Hardware kam dann noch der Optimismus, daß man sich mit diesem Outfit auf dem Wasser mehr oder weniger flott fortbewegen könnte. Wasserskifahren ohne Motorboot? Klingt ja fast wie Bier ohne Alkohol oder Porsche zum Treten. Und das im Fasching.

Kiteskiing heißt der neue Trend, entwickelt von Billy Roeseler, einem Aerodynamiker, der seine besten Jahre Boeing und seinem Sohn Cory, seines Zeichens Wasserskimeister, geopfert hatte. Die Idee ist so einfach wie wirkungsvoll: Anstelle eines Motorboots wird der Wind als Antriebsquelle genutzt, Rigg und Segel der bekannten Machart werden von einem Drachen ersetzt, und an zwei Leinen hängt das tapfere Schneiderlein, um den Höllenritt über die Wellen zu meistern. Seit einem Jahr ist Kiteskiing ein Geschäft, und die Haupteinkennnis, die sich aus über hundert verkauften Einheiten destillieren läßt, lautet: Aller Anfang ist patschert.



FOTOS: DIETER LOIBNER

KITE-SKIING: Segelerfahrung allein macht noch keinen Meister, jenseits von 4 Beaufort kommt Freude auf

Wer jetzt behauptet, auf der Donauinsel derartiges bereits gesehen zu haben, bedarf einer kleinen Belehrung: Die Bauart des Lenkdrachens ist ähnlich, Kohlefasergerüste plus 1,5 Unzen Spinnakernylon, nur die Dimensionen wurden potenziert. Das Fluggerät entwickelt mörderische Zugkräfte und verhält sich zu einem Spielzeugdrachen wie eine 1000er-Rennmaschine zu einem Dreiradler. Die beiden Steuerleinen aus Spectra haben zarte 500 kg Bruchlast, die „Segelfläche“ beträgt etwa 10 Quadratmeter. Wer einmal ein 6-m²-Surfsegel bei mehr als 3 Beaufort in Betrieb genommen hat, wird verstehen, daß ein derartiges Monstrum nicht locker aus der Hand gefahren werden kann, außer man heißt Terminator und verfügt über einen Fünffziger-Ärmel. Weniger robust gebaute Sportsfreunde verwenden die

mitgelieferte Aluminiumlenkstange, auf der eine Doppelspule und eine Bremse für die Leinen montiert sind und schnallen sich zur Armschonung ein listiges Trapezhoserl um. Kärntner Kiteskier würden ohne dieses hilfreiche Extra in Kürze ein physisches Erscheinungsbild annehmen, das stark an ihren Urahnen, den berühmten Orang-Utng erinnert.

Glaubt man dem Video und dem Beipacktext, entspräche der Schwierigkeitsgrad von Kiteskiing dem Abfahren eines Idiotenhügels in der Skischule, unerwünschte Nebenwirkungen ausgeschlossen. Um sich mit dem unkonventionellen Sportartikel vertraut zu machen, muß man in Lektion 1 beweisen, daß man mit einem 20-Fuß-Lenkdrachen an Land etwas anzufangen weiß. Mir wurde das Privileg zuteil, mit dem Modell Turbo (= 24

Fuß Spannweite) zur Tat schreiten zu dürfen, weil die Brise an diesem Samstag bestenfalls ein Faschingshuster war und ich trotz des erfolgreichen Abbaus meiner Finnwamp'n immer noch nicht zur Kategorie der Schmalgepickten zähle.

Die flotten Marketing-sprüche waren schnell widerlegt. Kaum hatte ich das Monstrum von einem Drachen in der Luft, ging ich – Whoaaa! – teils über den Sandstrand schleifend, teils schwebend wie Hatschi-Bratschi, auf eine Reise nach Lee. Dort lag – sehr zu meinem Unbehagen – Tacoland, das man ohne gültige Reisedokumente unbedingt meiden sollte.

Die mexikanischen Abfangjäger stiegen bereits auf, um eine flagrant Verletzung des Luftraumes von Tijuana zu vereiteln. Bevor der erste in aussichtsreicher Schußposition war, konnte ich den Drachen im Niemandsland zum Absturz bringen, ohne dabei die im Dickicht lauernden illegalen Grenzgänger zu erschlagen. Mein Lehrmeister – der Erfinder himself – befand, daß ich nach dieser Demonstration meiner Flugtauglichkeit reif für den Showdown sei. Mit angeschnallten Wasserskiern wartete ich im bauchtiefen Wasser, wohin mir die Lenkstange mit voll ausgerollten Spectraleinen und dem wildgewordenen Drachen nachgereicht wurde. Aaaaction! Knie anziehen, Skispitzen aus dem Wasser, Dra-



chen in Position bringen. Augen zu, und innerhalb von Sekundenbruchteilen war ich der stolze erste Kiteskier der Zweiten Republik. Daß das Vergnügen ein kurzes war, ist nicht sooo wichtig, sei aber der Ordnung halber erwähnt.

Jetzt hieß es die Kanten einsetzen, damit genug Lateralwiderstand aufgebaut wird und ein halbwegs vernünftiger Halbwindkurs gesteuert werden kann. An Land hat man mit dem Drachen seine liebe Not, doch auf dem Wasser war alles easy. Zu easy, wie sich gleich herausstellen sollte, denn ich begann sofort, das Fluggerät in Luv zu überholen. Dies wiederum kränkte den Drachen dermaßen, daß er sich mangels Auftrieb in die Fluten der Mission Bay stürzte, aus denen er trotz guten Zuredens nicht wieder aufsteigen wollte: Nix war's mit dem flotten Wasserstart. Es kam wie es kommen mußte: Mit Schwimmweste und Badehose eher spärlich bekleidet, mit sämtlichen Utensilien im Schlepptau und nur zum Gaudium der zahlreichen Schaulustigen, mußte ich zähneklappernd aufgefischt werden.

Sind Spastik und Koordinationsprobleme überwunden, paßt der Wind und hat man den Drachen ordentlich im Griff, dann, liebe Freunde der frivolen Blasmusik, geht die Post ab. Der geübte Freak steuert etwas höher als Halbwindkurs, nützt den nach schräg oben wirkenden Zug des Drachens, um über die Wellen zu springen – zehn Meter und mehr sind kein Problem – und wechselt die Fahrtrichtung

mittels Powerhalse. Jenseits von 4 Beaufort kommt Freude auf, bis zu 35 Knoten wurden bei optimalen Bedingungen gemessen, ohne das Potential auch nur annähernd ausgeschöpft zu haben. Dies wäre laut Mr. Roeseler auch der geeignete Zeitpunkt, den Betrieb auf Monoski umzustellen und sich an den Beistrich in der Hos'n zu gewöhnen, den der Happel an unseren Kickern so wenig geschätzt hat. Logisch, daß die Kiteskier auf den Geschwindigkeitsweltrekord für windbetriebene Wasserfahrzeuge aus sind und dem derzeitigen Rekordhalter, dem australischen Ungetüm *Yellow Pages* auf den Pelz rücken wollen. Bis man

de endlos sind, das Wasser nicht unter 25 Grad hat und der Wind stur mit 4 bis 6 Bft. aus einer Richtung kommt. In Österreich fallen mir auf Anhieb nicht sonderlich viele Plätze ein, die diesen Vorgaben entsprechen. Etwas Kompromißbereitschaft vorausgesetzt, könnte ich mir dieses Vergnügen am Lago di Neusiedl jedoch sehr gut vorstellen. Ansonsten tut es für den Anfang ein windig gelegener Baggersee mit Schotterstrand, wenig Verkehr und keinen Hochspannungsleitungen über der Wasseroberfläche oder in unmittelbarer Nähe ...

Kiteskiing erfordert mehr Geschicklichkeit und Koordination als Windsurfen, Segelerfahrung alleine macht noch keinen Meister. Wichtiger ist vielmehr, daß man mit einem Lenkdrachen umzugehen versteht und einmal eine Runde Wasserski gefahren ist. Ab 3 Windstärken geht was weiter, für Fliegengewichte tut es eventuell etwas weniger, lustig wird es ab 4. Wer gerne weit reist und den Transport eines Bootes oder Bretts dabei eher störend empfindet, wird beim Kiteskiing auf seine Rechnung kommen. Zerlegt und verpackt

WAS KOSTET DER SPASS?

Für knappe 2000 Dollar erhält man einen 20-Fuß-Drachen, spezielle Wasserski, Lenkstange mit Spule und Bremse, Steuerleinen aus Spectra, Gebrauchsanleitung, T-Shirt und Hut, damit man sich von diesen No-Fear-Typen deutlich abhebt, und eine Tasche, in die alles hineinpaßt. Zielgruppe sind alle, für die Stehsegeln zu wenig Herausforderung bietet, die nicht Mainstream und dennoch fit sind und die ihr Anderssein gerne überall hin mitnehmen wollen. Europa ist auf der Landkarte der Kiteskier noch ein weißer Fleck, daher wende man sich für weiterführende Produktinfo, ein Video, eine komplette Ausrüstung oder einen Distributionsvertrag an folgende Adresse: Kiteski, 5555 Santa Fe Street, Suite E, San Diego, CA 92109, Tel 619/274-3214, Fax 619/274-6830.

aber diese Reife erlangt, heißt es wie beim Windsurfen üben und schwimmen, außerdem ist ein verlässliches Transportmittel auf Abruf für Anfänger äußerst empfehlenswert, damit die Rückkehr an den Ausgangspunkt sichergestellt ist.

Aus den gesammelten Erfahrungen konnte das Profil eines optimalen Reviers ermittelt werden: Die Karibik, wo Sandsträn-

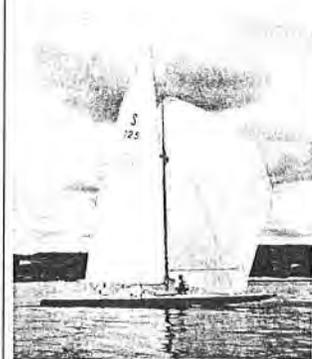
verschwindet das G'spiel in einer Tasche, die in jedem besseren Kofferraum Platz findet oder die für im Flieger ohne Gepäckzuschlag eingeeckelt werden kann. Vom ökologischen Standpunkt her stellt Kiteskiing eine umweltfreundliche Alternative zu allen Fortbewegungsarten auf dem Wasser dar, bei denen der Gashebel als Orgasmusbeschleuniger dient. □

DER MANN



Dr. Roman Hummelt
(mit Gattin Christine)
Regattasegler seit 1965 (Korsar, 35 m² Nationaler Kreuzer, Sonderklasse) Mitbegründer der bayrischen Traditionsflotte.

DAS SCHIFF:



Bibelot II
Nachbau 1992 in den USA der legendären Bibelot I - Baujahr 1910.
1. Platz Kaiserpokal Kiel 1911

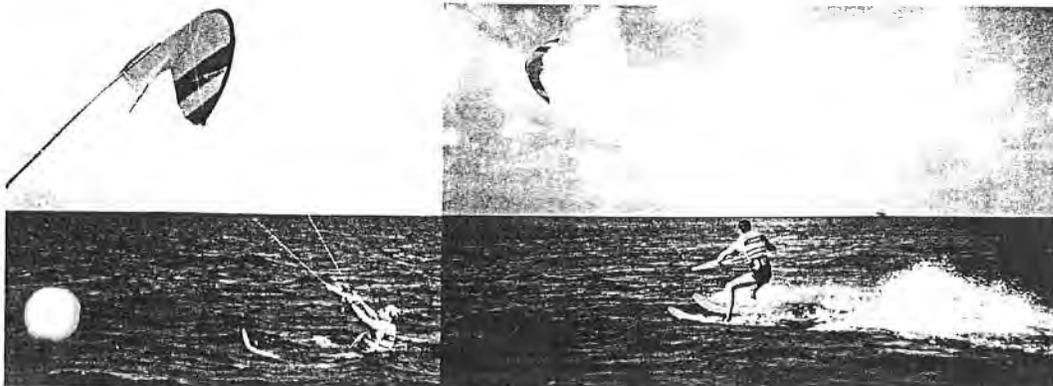
DIE SEGEL:



Rigg-Design von H. Raudaschl, Großsegel, durchgelattet, 5 oz Dacron 36,3 m²
Genua I 3,4 oz Dacron 26 m²
Genua III 5 oz Dacron 14,2 m²
Spinnaker Tristar 0,5 oz 110 m²

RAUDASCHL SEGEL FÜR DIE BESTEN UND ANSPRUCHSVOLLSTEN:

RAUDASCHL SEGEL A-5360 St. Wolfgang Ried 155 06138) 23 33, 25 56 Fax: 06138/30 53	Fa. Schwaiger Achenkirch 05246/66 65, 62 63 Fax: 05246/6776-9
Fa. Prokes Wien 0222/50 57 332 Fax: 0222/5054103	Fa. Fels Höchst 05578/4186 Fax: 05578/33 47
Fa. Möstl Neusiedl 02167/2395 Fax: 02167/2395	Ecker Yacht Charter 52521 Punat - KRK KROATIEN Tel+Fax: 00385/53227330
Fa. Lang GesmbH Mörbisch 02685/6685, 8284 Fax: 02685/6914	Fa. Ecker Yacht Charter A-4910 Ried im Innkreis 07752/84265 Fax 07752/87557
Fa. Haltzinger Altersee 07666/312 Fax: 07666/312	Fa. Master-Yachting Marmaris TK-80090 61 2/5 11 66
Fa. P. Kretschmann A-9220 Velden Seeorso 5 04274/2953 Fax: 04274/29399	Fa. WIM Yachts LTD Marine Cres 0038/532/571-622 Fax: 0038/532/571-125



NEW PRODUCTS

is available with a rear-zip, pull-cord style for comfort and easy on/off.

It has the movement capabilities and the color combos, but what about the impenetrable skin construction? Ski easy—all Ironskin wetsuits feature mauser stitching for durability, a double collar for a watertight seal, and beaded wrists and ankles for decreased water seepage.

For more info on the Ironskin Series, contact Casad at 319 S. Park Dr., St. Marys, OH 45885. Ring the company at 419-394-7478, or circle 102.

BLOWN AWAY

If we had a dollar for every day the water's been blown out, we could easily afford what may be the most complimentary sport ever invented for water skiing—KiteSki.

KiteSki is the invention of aeronautical engineer Billy Roeseler. Along

with his 23-year-old champion water skiing son Cory, Billy has been experimenting and refining the concept since 1987. Simply put, the KiteSki is a kite, a control bar, and water skis. It's basically a giant version of those high-performance kites you see buzzing around every park. But you can ski behind this one.

The control bar is their equivalent to our handle. This welded aluminum contraption transfers the power from the kite to you. Just like a windsurfing boom, it has a harness line that you hook into with a harness. On the control bar is a giant fishing reel-like device with two reels of Spectra line. The reel is tied to a disc hand-brake, just like on a mountain bike. This allows you to control how fast you let out the line. The skis themselves are high-lift, low-drag, neutral-buoyancy water skis (much like jump skis) and

are available in two sizes for different weight skiers.

This setup gives kiteskiing tremendous speed potential.

If you think it's windy on the water, just think about how windy it is up 150 feet where you fly the kite. The company claims that speeds of 45 mph and jumps of 80 feet are possible.

For \$1,495, you get all the components, plus a shirt, a cap, and a bag to carry it in—no gas, boat, or glassy conditions needed.

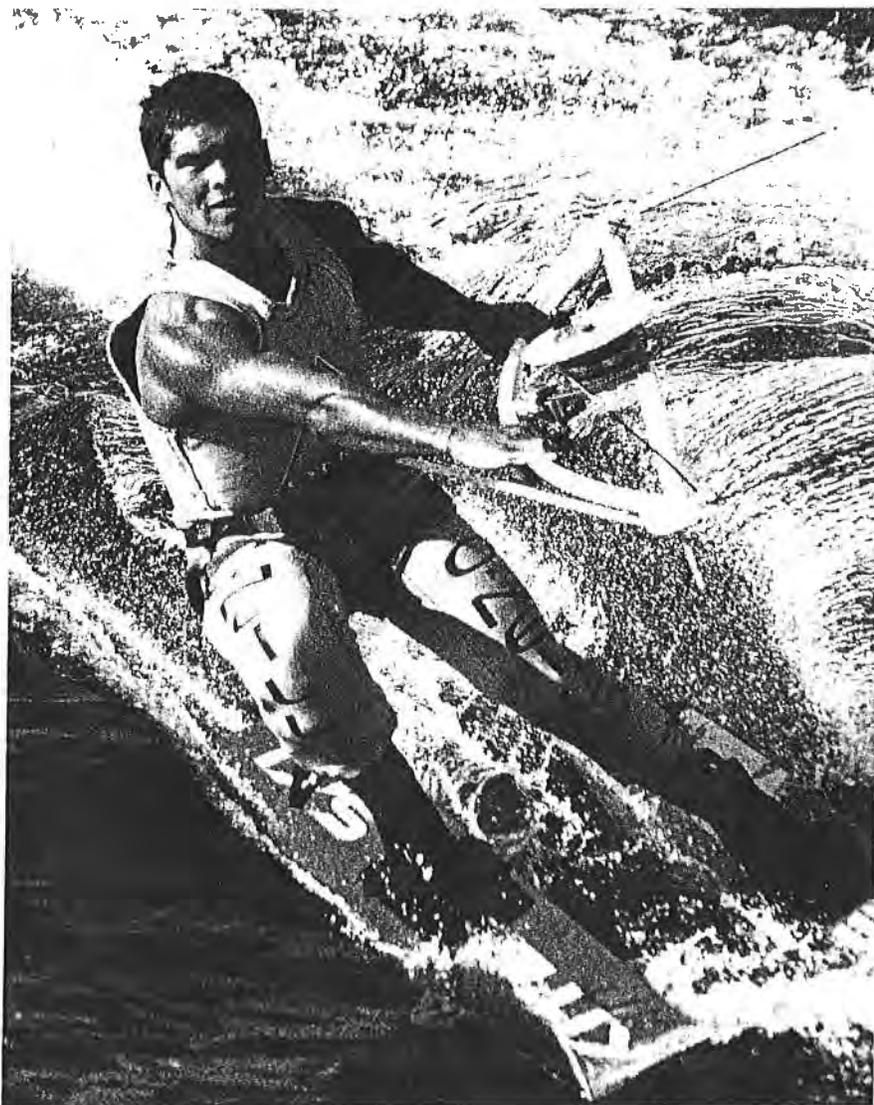
We had a chance to be KiteSkiers for free. We arrived at the site with the wind a respectable 12 to 15 knots—way too choppy for skiing. It looked like windsurfing weather.

Surprisingly, once our helpers got the kite up out of the water, we popped right up and were skiing. The amount of force the kite generates is both substantial yet easily controllable. Once we were up, the skiing part was amazingly easy—something any beginner could handle. The hard part, in the marginal conditions, was keeping the kite flying. Had it been windier, we could have just flown the kite and done a straight downwind run. But instead, in the light wind, we had to attempt to generate more kite power by diving it, and generate more "boat" speed by cutting across the wind.

Turning (or jibing, as they call it) is very easy—just like you're skiing behind a boat. You can also slalom ski or skiboard behind the kite. (Plus the kite leaves no wake).

If kiteskiing develops the way the Roeselers envision, one day we'll all be hoping for 20 knots and using our inboards for fishing.

For additional information, contact KiteSki, Inc. at 5555 Santa Fe St., Suite E, San Diego, CA 92109. For a free video, call 800-473-3214. Circling 105 won't get you the video, but it will save a phone call.



HOLD ME

If your boat was designed before the "beverage age," chances are it isn't loaded with 14 drink holders. And for today's boating enthusiasts, you

Kite-Powered Water-Skis A New Wave In Watercraft

Founded in April of 1992, KITESKI, manufactures, markets and distributes an innovative line of wind-propelled products, catering specifically to the international recreation and water sports industries. With the continual advances in development of modern controllable kites, technical advances aerodynamics and the industry's superior, lightweight, high-strength composite materials, the concept using kite power to propel a personal watercraft is quickly breezing through the watersport community. The unique combination of a kite and water-skis have been proven to deliver extraordinary speed and performance — often times providing the Kiteskier with heart-racing speeds up to 45 miles per hour — giving conventional sail boards a tremendous and competitive challenge,

out North America.

KITESKI is a product realized by two very different yet cohesive visionaries — veteran hightech and consumer electronics marketer, Wayne Patterson, and former Boeing engineer and KITESKI inventor, Billy Roeseler. Seeing the tremendous potential for the Kiteski concept, KITESKI was formed to provide the watersport industry with kite-propelled capabilities that will energize not only recreational water transportation well into the next century.

At the core of the company's product line is the complete KITESKI package, designed for the watersport consumer. This package includes a durable, easily controllable 20 foot kite, accompanied by a pair of high-lift, low-drag water-skis, thin



Seeing the vast potential for the capabilities of kite-propulsion, KITESKI conducted extensive testing of prototype systems in optimum areas frequented by competitive board sailors, such as Baja, California, the Columbia River Gorge and other high-wind locations through-

500 pound test Spectra flying lines, a control bar with harness line for steering, a reel/brake assembly taken from the latest mountain bike technology, along with ancillary items like a T-shirt, sailing hat, instructional manual and heavy-duty cordura bag to transport the entire KITESKI package from home to water. Additionally, the company offers a brochure and a video at no charge to consumers who call the (800) 473-3214 number.

After more than five years of intensive product development and research, KITESKI is committed to responding to the ever changing needs of its customers with even faster, more powerful and more controllable kite-propelled products. With a vision to the future potential of wind power, KITESKI aims to provide the consumer with the highest quality, most technically advanced watercraft products in the world. For more information, write Watercraft News, 16499 N.E. 19th Ave., N. Miami Beach, FL or call

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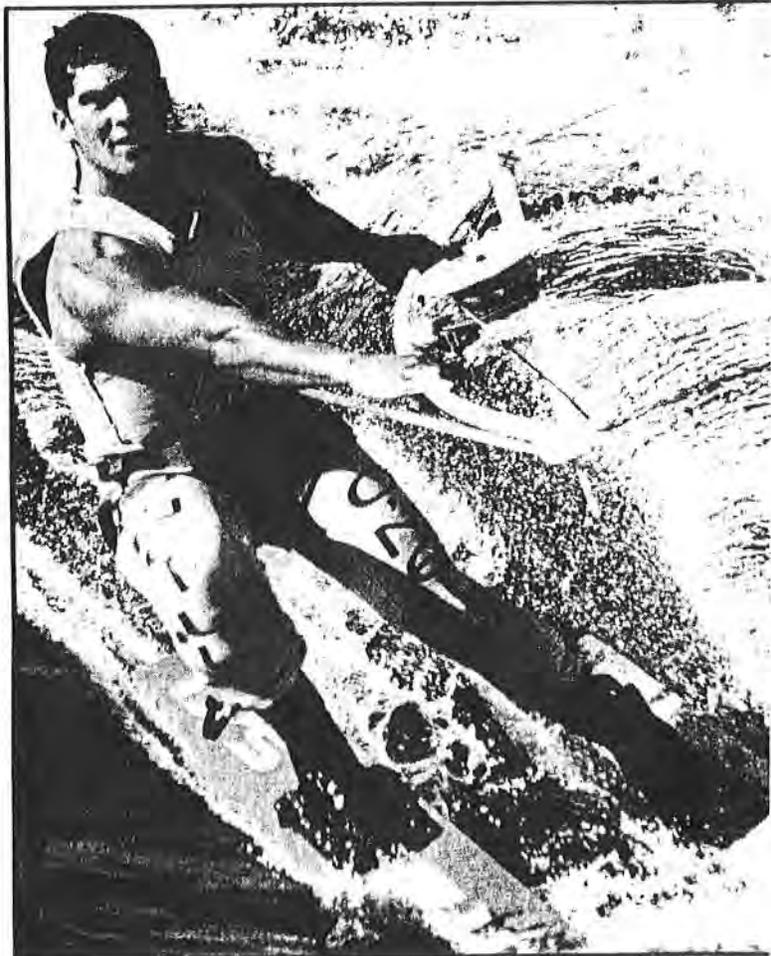
SCHEDULE

ROUND #1	JAN. 17th	Rocky Point, Tampa, FL.
ROUND #2	JAN. 31st	Lani Kai, Ft. Myers, FL.
ROUND #3	FEB. 28th	Lake Alfred, Winter Haven, FL.
ROUND #4	MAR. 14th	Shooters, Orlando, FL.

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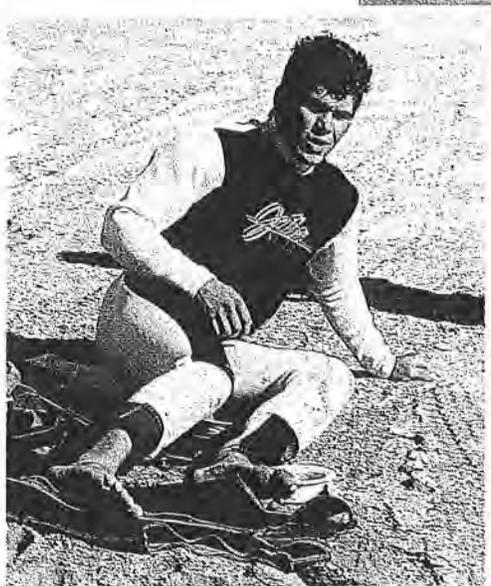
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THE NEED FOR SPEED



by
Garry Hoyt



Using a control bar to steer and maneuver his kites, Cory Roeseler (above and left) is able to jibe effortlessly and maintain speed even at 30 knots. Because his primary concentration has been on speed, and since skis do not provide lateral resistance, upwind sailing to date is less successful, though daggerboard-equipped cats can kitesail to weather quite effectively.

Go Sail A Kite

Consider the "sail plan" whose aerodynamic lift pulls you up and forward — not over and down.

In a properly unfettered quest for speed, you sometimes have to force a willingness to freely entertain the improbable. That said, let's consider making 30-plus knots on a pair of water skis, powered by a high-flying stack of kites. My first, offhand reaction is that this sounds ridiculously farfetched. How could you get the kite to go where you want it to go while underway? How would you start and stop? And besides (harumph), how can a pair of water skis be considered a proper boat, or any sort of boat at all? The whole idea is decidedly disrespectful...which is often an excellent place for innovation to begin.

Enter, from stage left, one Cory Roeseler, who recently and irreverently challenged a fleet of 180 of the world's fastest sailboard sailors in a unique 20-mile downwind river race from Cascade Locks to Hood River, Oregon. His reported time for the run

was 56 minutes, which simple arithmetic shows to be a very speedy passage in anybody's book, particularly since he did not sail in a straight line.

Cory's father, William Roeseler, an engineer and manager at United Technologies, sent along the report of the event, which graphically reveals the flavor of this refreshingly new design thrust for speed under sail: "For power, Cory had two 12-foot (wide) Flexifoils (kites), and another 16-footer. I used a pair of Jobe Jumper skis, and 150 feet of 50-pound Spectra Spiderline. Winds were 20 to 30 knots with gusts as high as 40, and his average speed over the water was close to 30 knots.

"He crisscrossed the mile-wide river 20 times the process of going 20 miles as the crow flies against a two-knot current. The swells rose to 3 feet in spots, capped by two-foot chop that slowed the chase boat to 20 knots (the chase boat, had been racing, would've finished 24th!). There we

times when Cory would be carried over several swells, lifted skyward by the high-flying sails of power kites, while the boardsailors would be slammed by inconsistencies in the surface wind."

When you think about it, working the updrafts 100 feet overhead has to be more rewarding than battling the vagaries of surface winds. In any case, by mile 10 Roeseler had left them all in his wake and was a mile ahead of the entire fleet when he rounded the finish buoy off the Hood River. Unfortunately, one of the supporting kite "sticks," or spars in a kite's leading edge, had broken earlier in the run, and Roeseler lacked the maneuverability to pass through the official finish gate. But the point was nevertheless proven, and several myths were dispelled in the process.

It is now indisputably clear that kite power is very fast indeed, and can be controlled to manage a specified course. In fact, William Roeseler reports that, "The most important benefit of kitesailing over boardsailing is that we can carry twice the sail area in really heavy air. Cory has been out having fun, under control, with over 100 square feet of sail in winds of 40 knots, gusting past 50." Blue-nosed traditionalists please note: Conventional sailboats can claim neither full control or much fun at 50 knots, and they certainly can't claim 30 knots of speed.

Obviously a whole new set of sailing skills is involved in this exciting new branch of sailing, and considerable physical prowess is required for optimum results. But then that is true of any sport. And once these pioneer speed sailors like Roeseler show the way, more refined and manageable rigs are sure to follow.

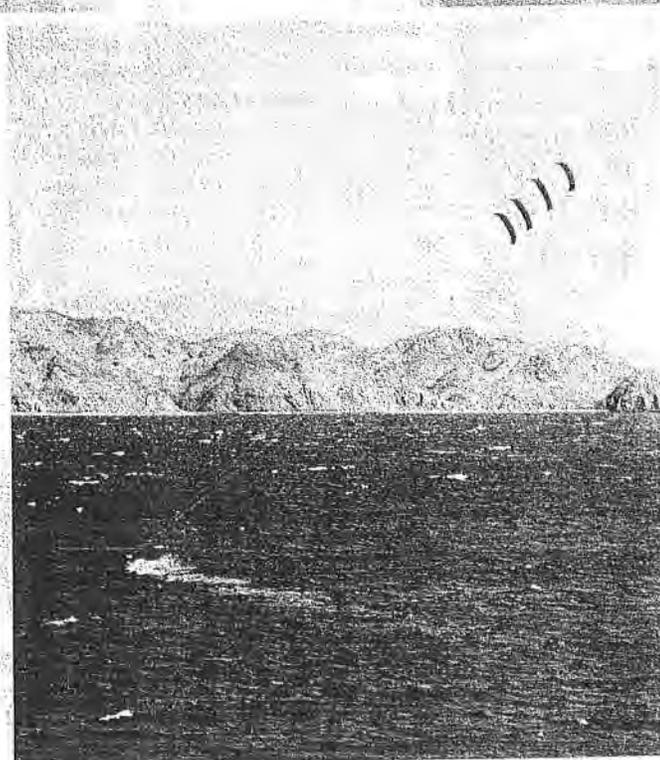
In their latest sally, "Team Roeseler" sampled the heavy air of Punta La Guinza at Bahia de Los Angeles in Baja, California, where the accompanying photographs were taken. The winds aloft were up to 30 knots. These pictures hint at the sense of freedom and power that kitesailing must generate.

The idea of setting a high-flying power kite to catch the stronger and steadier winds aloft has long been tempting — and its application is by no means limited to water skis as a sailing "base." For example, a life raft could be powered by a kite very efficiently. For that matter, an effective kite sail of small area could easily outpull a conventional spinaker of much larger size, and be much easier and safer to handle to boot. Steadier platforms like multihulls would be particularly suitable as launching pads for kite sails.

Perhaps the Tall Ships of tomorrow will carry taut, stringed kite sails instead of taut, rigged masts, and their topsails will simply be the highest-flying kite that can be set to suit the breeze. Surely it makes more sense



Roeseler uses off-the-shelf Flexifoil recreational kites (above), whose only modification is a graphite stick, or spar, in the leading edge, which increases force and strength. Spectra kite strings, likewise, keep windage to a minimum, an advantage in the big winds off Baja California (right).



to send kites aloft, than men aloft, to catch the wind. And doesn't it figure that a free-flying kite whose aerodynamic lift pulls you up and forward, is better than some towering rig that presses you over and down?

The Roeseler's future plans include installation of struts and foils on a conventional monohull, which will be coupled with a large kite of 1000 square feet — with which they then expect to power past the new America's Cup Class boats as they begin sailing off San Diego! (Those interested in learning more about kitesailing may wish to directly contact: William Roeseler, 955 Harbor Island Dr. No.145, San Diego, CA 92101.)

In this column we repeatedly stress that

the best speed solutions will come from those sailboats which harness lift from *both* rig and hull. These skillful kite sailors perfectly emphasize and demonstrate the benefits of that synergy, and point the way to a whole new kind of sailing pleasure. I say congratulations to the Roeselers for their probing efforts on this nascent frontier. Let's go sail some kites, and with the strong and steadier wind aloft we can skim over the water like the seabirds we all envy.

"The Need for Speed" welcomes submissions from designers, sailors and builders seeking new speed solutions.



SAN DIEGO EDITION

Defense Budget Cuts Impact UTC Units.... But Little Near Term Effect on ASD

The Senate Armed Services Committee, in its markup of the President's Defense Budget request for fiscal year 1991, approved a \$289 billion authorization package that calls for major cuts and delays in several of the Pentagon's high profile programs. The \$289 billion figure is budget authority; the Committee approved a budget outlay of \$297 billion for the year. The House Armed Services Committee has yet to announce its detailed mark-ups, but has indicated that its totals will be \$283 billion in authority, \$6 billion less than the Senate Committee, and \$296 billion in outlays, \$1 billion less than the Senate. Later a conference committee will arrive at a consensus on a bill between the two bodies.

The Senate Committee's FY91 package calls for eliminating all procurement funds for the Navy's A-12 attack aircraft, deferring procurement of the Air Force's C-17 transport, and killing outright the Army's ADATS air defense missile system. The Committee also approved the procurement of two B-2 stealth bombers -- as called for by Defense Secretary Richard Cheney following his Major Aircraft Review -- and directed the Air Force not to begin full scale development of the Advanced Tactical Fighter. *(Continued on Page 2)*

TOPICS INSIDE:

Editorial: Homework in the Electronic Age

24 Things You Can Do To Save Water

Go Ride a Kite !

UTC Access is Source for Savings, Loan Information

From The Employee Assistance Program

DIALOG Questions and Answers

Commuter Corner

Club ASD Activities

Community Relations

ASD San Diego Picnic Biggest Yet

ASD's annual San Diego Picnic, held at De Anza Cove on Mission Bay on Saturday, June 23, was the biggest event yet staged by the San Diego facility. Over 250 employees, family members and guests got together for an afternoon of fun in the unflinching California sun. An excellent barbecue accompanied by all the "fixins" was served, and most folks found it necessary to make repeated trips to the beverage stand as a way of beating the heat.

ASD's senior executives, led by Jim Karam, found another way to keep cool by volunteering to serve as targets for water-filled balloons thrown with varying accuracy by their subordinates, sworn enemies, and possibly one or two mean-spirited strangers. Constrained to remain within a three-foot hoop, the targets displayed an impressive degree of suppleness as they twisted and turned to dodge the incoming missiles. In spite of their efforts, all participants ultimately suffered one or more direct hits, much to the satisfaction of the watching crowd.

An energetic few spent the afternoon in fiercely matched volleyball on one of the two courts provided, while the children found plenty to occupy them, including a clown to paint their faces in vivid colors, the playground swings and an inflated Astro Jump which saw almost continuous use all day.

As evening fell, those with younger children headed for home, while a few of the adults stayed to enjoy the beauty of an evening at the beach.



(See more photos on back page)

Go Ride a Kite !

All you need is a strong wind and you're cruisin'

Editor's Note: Many of us are familiar with the sight of Bill Roeseler, ASD's Structures Analysis Section Head, standing on the bluff behind the San Diego Facility at noon, skillfully maneuvering one of his many kites in graceful arcs through the sky. But relatively few are aware of the depth of Bill's passion for kites, which has continued for many years, and includes the serious study of the kite as propulsion source for sailboards, water skis and other waterborne craft. Bill shares his pastime, and his passion, with his son, Cory, who has frequently served as "test pilot" for their ideas. The following are excerpts from an article written by Carrie Robertson and published in Water Sport Illustrated earlier this year:

On a river where boardsailors have become commonplace, Cory Roeseler is suddenly the one to watch. With his feet strapped to stock water skis, the 19-year old athlete/inventor zips back and forth across the wide Columbia River, harnessing the Gorge's amazing wind energy through three rectangular, colorful kites as they fiercely flutter 200 feet above him.

Employed by a kite store in Hood River, Oregon, Roeseler spent last summer perfecting his kite skiing skills in the popular high wind boardsailing resort and was the only kite skier on the water.

"I've been sailing and waterskiing all my life, so kite skiing was a natural progression for me," Roeseler says while preparing for a recent kite skiing adventure at the Hatchery, a popular Gorge boardsailing site.

Although he boardsails, too, kite skiing is more exciting for Roeseler. "The most fun parts for me are passing the boardsailors and acceleration. I like getting air but it doesn't turn me on as much as speed." Like boardsailors, Roeseler jibes at the end of each reach by flipping the kites first, which pulls him through the fast, sharp turn.

Comparing the two sports, he says that kite skiing gives you the same sailing sensation and the same weightlessness when you're in the air. "But when you're kite skiing, there are no barriers when you reach 30 (MPH)," he says.

Because of his expert kite flying skills coupled with a lifetime of water skiing, Roeseler says he has complete control of his craft and has never collided with a boardsailor or his mast. Though his kite lines sometimes dive low to give him more power, with a flick of his wrist Roeseler can maneuver them back up into the air in seconds, out of the way of any approaching boardsailors.

Roeseler has entered the past two Blow-Outs, an annual Gorge 20-mile downwind competition. Last year, he placed 40th and this year finished the course in record time. However, the race director considered the young kite skier an unofficial entrant and would have barred him from any prizes or money.

Roeseler's 46-year-old father, Bill (an M.I.T. graduate and former Boeing engineer), has been interested in kite-powered sail craft for years. In a 14-page report he wrote for the American Kitefliers Association (*actually, the American*



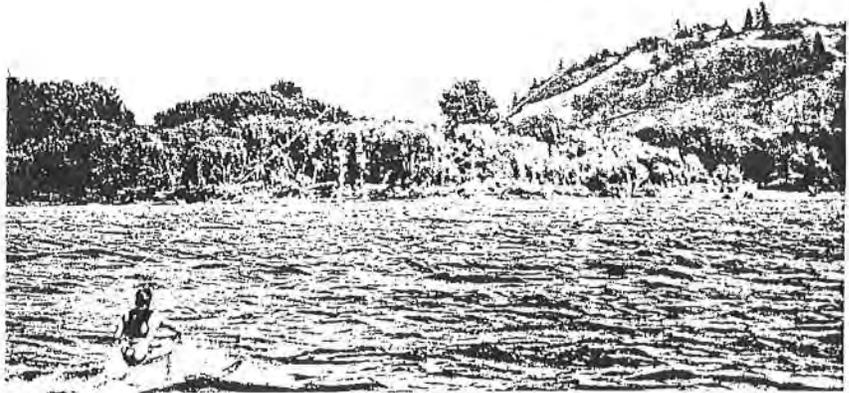
Institute of Aeronautics and Astronautics - Ed.), Bill predicted that "kite power will be for sailing what the jet engine has done for aviation - double speeds and safety while cutting costs, thus making the world smaller."

The report includes historical information about Polynesian and Oriental fishing canoes pulled by kites, and states that young Ben Franklin used kites to pull himself while swimming.

Cory's interest began at age 5 with waterskiing behind his father's sail-powered Hobie Cat near their Seattle-area home on Lake Washington. In February of 1986, the father-son team's first attempt at kite sailing in the Straight of Juan de Fuca near Port Townsend, Washington, ended with a rescue and Cory being hospitalized for hypothermia.

After a number of tries, the young Roeseler mastered the sport and now rarely falls or crashes the kites. As a safety valve, however, he pulls a Yamaha Wave Runner behind his home-on-wheels pickup camper. A friend waits on shore, ready to rescue Roeseler if necessary.

On the camper's door is a list of goals dated July 28, 1989. Just above "recycle cans," "fix rear view mirror," and "refill medication" is listed "break world record." More specifically, he means the world speed record for sail-powered craft. In October of 1988, he placed first in the 10-square-meter boat class in the



Johnny Walker Speed Week in England, one of the world's premiere speed sailing competitions. He sailed at 20 knots then and figures he averaged 30 mph for an hour during the '89 Blow-out. His goal is to beat British boardsailor Eric Beale's record of 40.34 knots over a 500-meter course. *(The record currently stands at 43 knots, set by French boardsailor Pascal Maka - Ed.)*

"Breaking the world record will put a lot of people on skis and kites and will give me the satisfaction of being the fastest sailor in the world," Roeseler says.

UTC Access is Source for Savings, Loan Information

UTC Employee Savings Plan participants now have instant access to the details of their accounts. The new UTC Access information service is available by calling 1-800-323-5500 from a touch-tone phone.

Right now, the service can tell you how much money you have invested in the UTC Employee Savings Plan, describe the new savings plan loan feature which began on July 1, and inform you how much you'll be able to borrow, if you wish. Beginning next Fall, UTC Access also will provide you UTChoice benefits plan information.

When you phone now, a recorded voice will answer your call from 6 am to 11 pm EST on weekdays, and from 6 am to 9 pm on weekends and holidays.

You will be asked to punch in your Social Security Number, and then your Personal Identification Number (PIN). If you haven't yet chosen one, contact your benefits administrator in Human Resources. The service is confidential, so without a PIN you can't proceed.

Next you can push number 1 on your phone for information on your savings plan balance. You then may push number 2 for a menu of information, which includes the balances in each of your savings plan funds, the amount available for withdrawal, information on how the loan program works and how much you could borrow now.

You can initiate a loan application by phone also, receiving a promissory note through the mail afterwards for signature.



Roeselers compete in Hawaii Kiteski event

By CORY ROESELER

News special report

Editors Note: Cory and Terese Roessler of Hood River recently competed in a World Kiteski event. Cory's report was written from his first-hand experience at the event. This is the first part of a two-part series.

11-12:00 Various casual skippers meetings led by Joe Koehn and Ed Angulo set forth the rules and format for the single-elimination wave/freesstyle event. Top two from four heats of three or four sailors advance to the next round.

Heat 1

1:00 Defending overall World Champion, Cory Roessler, from Hood River, looped and table-topped his way through the first heat riding his favorite 6 m2 Kiteski and custom Open Ocean board. Mike Walize of Maui also advanced with solid sailing, clear upwind performance, and a few wave tricks.

Heat 2

1:20 Flash came out flying with huge loops and weaving hand-drag to clinch the second heat on his way to defending his wave title. His powerful 4-lime Sky Tiger kept him soaring in the light, 10 to 15-knot breeze. Elliott Leboe rode waves and floated apts to advance into the second spot.

Heat 3

1:40 The third heat was dominated by wakeboarding sensation Lou Wainman on a 5 m2 Wipika and 150 cm Wake Tech board. His forward loops and slashing wave-riding advanced him to the next round. Sean Ordonez also advanced.

Heat 4

2:00 Multiple world windsurfing champion Robby Nash and Don Montague stayed front and center the entire heat, however, Mauricio Abreu of Brazil with the blue kite was going off in the distance with big jumps and speed. Robby advanced with steady wave-riding and male kicks while Mauricio did it with extreme sailing offshore.

Coast run #1

The first downwind, long distance race, from Mama's Fish House to Kanaha beach park was an awesome sight with over 20 kites in the air. The chaotic, but well organized start sent the kitesurfers racing downwind. They had to sail outside the second reef at Baldwin and Spreckelsville then locate the canoe hale at Kanaha for a high speed finish.

Cory Roessler and Mike Walize nailed the start with Flash hot on their tails. Cory quickly gained a quarter mile lead which he maintained the entire race. Flash stayed closer to the inside hoping to catch a puff with his under-powered 5

m2 Wipika and placed second. Mike fell several times, but made super fast sprints to stay in the third spot. Elliott and Lou came in fourth and fifth respectively with Robby, Don Montague, Chris Gilbert, and Dave Donn close behind. Cory won with a 7 m2 Kiteski. Don took his 8.5 m2 Wipika, and all other men had 5 m2 Wipika.

Uncontested World Champion Terese Roessler jumped into the pack to lead the women's fleet, but came into the wrong beach at Kanaha. While she was re-launching, Tomoko Okazaki of Japan snuck across the line to win the women's division with Terese in second. Maria was unable to complete the course due to equipment problems.

All four Heat 1 semi-finalists threw their best tricks right away. A nice set wave came through just after the hour mark offering rideable waves for Mike and Cory. Flash threw a double loop then broke his board leash and a flying line early on.

Cory surfed in too close, dodged a windsurfer, and lost his 6.0 m2 Kiteski kite in the rocks. With the line wrapped around an underwater boulder and the waves crashing over-

head, the safety boat came in to assist. Fearing disqualification from the heat, Cory waved the boat away, then managed to swim his gear through the surf and started again. By then, the safety boat had powered Flash and his board to shore where he was handed a new kite. Meanwhile, Mike and Elliott were soaring with big wave rides and attempted loops. Mike stayed in the zone for the best-judging angle, while the other three drifted downwind. Cory rebounded from the rock mishap with some lofty air and tweaked tabletops. Flash re-entered the heat with the new kite. Then he jumped, started, and slashed for a most impressive end of the heat.

The four contenders looked for a good landing spot, assuming the heat was over. Flash landed a clean double just for fun. Mike sailed home for a ride back with his wife, and Cory edged upwind back to the launch site. The judges wondered why the performance ended four minutes early.

First heat ended. Cory and Flash advance to the finals. Heat two semi-finalists Lou and Robby came out smoking with slashing wave riding early in the heat. Sean and Mauricio

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KITESKI Competitor enjoys favorable wind

Continued from Page A8

worked the inside, then drifted downwind of the zone. Lou popped several soaring front and back flips to keep the crowd cheering. Robby's wave-riding and ability to stay in the zone helped him score consistently. 1:40 Second heat ended. Lou and Robby advance to the finals.

Expression Session

1:44 The last-chance expression session featured half a dozen of the kitesurfers who were eliminated in round #1. They slashed, crashed and looped until the end of the heat when Chris Gilbert of Hi-Tech Surf Sports was awarded "Bragging rights."

FINAL

2:35 Flash, Cory, and Robby sailed upwind to position themselves for the announced 2:40 start. Lou waited on shore for a planned, last minute entry. While jockeying for position, Robby flew his kite between Flash's flying lines and burned through one of them, leaving Flash flailing in the surf. Robby and Cory alerted the safety boat, then Robby went down inside the break. Lou still hadn't entered the surf, and the race committee decided to postpone the start. Flash quickly tied his severed lines back together, but the knot failed seconds after the launch.

2:40 Cory started the heat in front of the Ho'okipa crowd enjoying the best wind of the day all by himself. The steady 20-knot trades fueled several high soaring table-tops. Unfortunately, the judges were not scoring, and he broke his leash on a hard fall close to the rocks. After retrieving his board, the safety boat driver told Cory about the postponement, and provided a useful communication link between Cory and the rest of the world on shore. They agreed to re-start the final start sequence at 3:10.

3:14 This time, all four finalists were going at the start. Lou handed half a dozen forward and backward flips before being eaten by the surf at Lanes. With his inflated kite inverted in the churning waves, he was unable to re-start. Robby rode yet another solid heat on his 8'6" "mini-tanker" board. His years of windsurfing dominance showed through as he displayed grace and power always in the critical section of Ho'okipa. Near the end of the heat, Robby launched his big board into a donut rotation but came down hard on his ribs with possible fractures. Flash clearly grateful to have been waited upon, entertained the home crowd with several double loops. He surfed and slashed through the end of the heat, riding the lip, and bottom turning with authority. Then he, too, came down hard, bruising his ribs. Cory started with a good wave in the critical section but rode in too far. He was forced to ride a dangerous mini-salon through the rock jetty to get back out. His next big jump resulted in a destroyed front binding and his leash failed. After re-starting, he rode waves at Lanes and edged back upwind again to get closer to the judges. His last three jumps were a slow rotating loop into a small breaking wave, a double loop on the inside, and a high, lip-smacking board electing, back-spinning toe-side triple at the horn.

3:30 End of final heat. No announcement was made regarding the outcome of the big wave/freesstyle finals. Cory wrote up a protest for the use of the safety boat for getting to shore and swapping gear in the middle of the semi-final, then the delayed start for 2 downed sailors prior to the freesstyle finals.

Coast Run #2

3:20 Tomoko and Maria had an early start with Terese about five minutes behind. Terese fought her way past the other two, sailed past the point at Kanaha where flags were waving (which she thought was the finish line), and dropped her kite celebrating. As she re-launched to come ashore, Maria and Tomoko glided across the official line into 1st and 2nd respectively.

3:30 Robby nailed the start for the men's downwind. He quickly pushed his big surf fast enough to keep up.

Roeseler's take top finishes at Kitesurf World event

By CORY ROESELER

News special report

Editors Note: Cory and Terese Roessler of Hood River recently competed in the Kitesurfing World Championships. Cory's report was written from his first-hand experience at the event. This is the second part of a two-part series.

Slalom Final

In the minutes preceding the slalom final, the mood changed a bit from the chaotic kite handling and traffic control to the calm, focused reserve of the three remaining racers.

Robby, Cory and Flash double-checked their gear, and triple-checked their watches for that ever-critical start. In a race that only lasts 90 seconds, the difference between first and last placement can be minutes prior to the

start, Flash broke the tension, pretending to cut through Cory's lines with a sharp rock.

Flash and Cory launched with 8 minutes to go, jockeying near position at the committee boat. Robby stayed on the beach until the 1-minute mark, then slowly eased out to the line. He crossed within 2 seconds of the yellow flag for an awesome start, showing his competitive knowledge and experience with course racing. Flash and Cory were totally out of position. As they raced across the line 15 seconds late, Cory edged up 2 meters between his shoulder and the outboard motor of the committee boat.

Robby sailed directly towards the outside mark. Cory sailed high with Flash on the middle course. Robby rounded first but his lead was fading. Flash rounded near the mark forcing Cory 50 meters wide. Cory recovered then hit the turbo-boost, catching Flash in 10 seconds. Flash's 8.5m Wipika was holding steady, yet he dragged his hand to prevent his worst fear of going out the front. Cory dipped under Flash with his 22-foot wingspan Kiteski kite inches from the surf. Flash let out an audible groan. With his board speed over 30 knots, Cory closed the gap to 5 seconds, but couldn't catch Robby, the slalom champion.

SKY SURF PROGRESS
Ski Tiger/Wipika
1. Flash

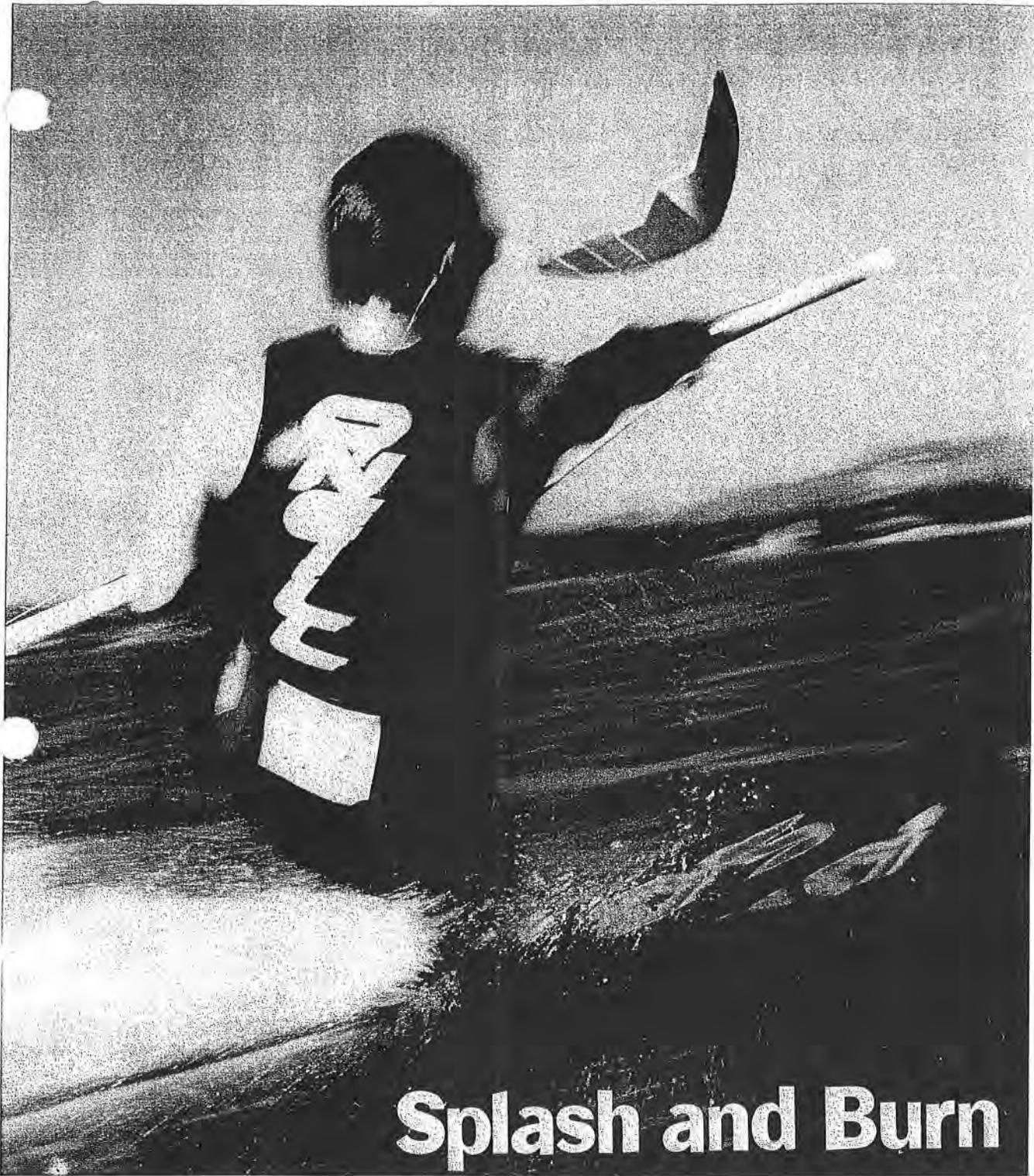
Men	Flash	Cory	Robby
1	Flash	Wipika	Wipika
2	Cory	Wipika	Wipika
3	Robby	Kiteski	Wipika

Tomoko Okazaki
and Terese Roessler
1. Flash
2nd Maria Souza

Men	Flash	Cory	Robby
1	Flash	Wipika	Wipika
2	Cory	Wipika	Wipika
3	Robby	Kiteski	Wipika

Tomoko Okazaki
and Terese Roessler
1. Flash
2nd Maria Souza





Splash and Burn

Was segelt ohne Probleme über 60 km/h, springt mit Leichtigkeit 10 m weit und paßt in einen 1,8x0,3x0,3m Packsack? KITESKI. So heißt der neue Sport aus USA, bei dem man sich auf speziellen Wasserskiern von einem Lenkdrachen über das Wasser ziehen läßt. Der extrem leichte Drachen ist mit dem Sitztrapez des Wasserskifahrers verbunden und wird über einen Steuerbügel gelenkt. Die Zugkraft des Lenkdrachen, die im allgemeinen vorwärts und aufwärts gerichtet ist, kann vom Piloten weiten Bereichen beeinflußt werden und sorgt für enorme Sprungkraft und Beschleunigung. Mit nur zwei unterschiedlichen Drachengrößen läßt sich der Windbereich von 3-8 Windstärken beherrschen. Die Firma Kiteski sucht Händler die offen sind für den Trend von morgen.

Kiteski Inc. Hood River OR 97031, USA Fax: 001 503 386 7141 Phone: 001 503 386 7099

Ps.: Deutschsprachige Korrespondenz ist möglich.

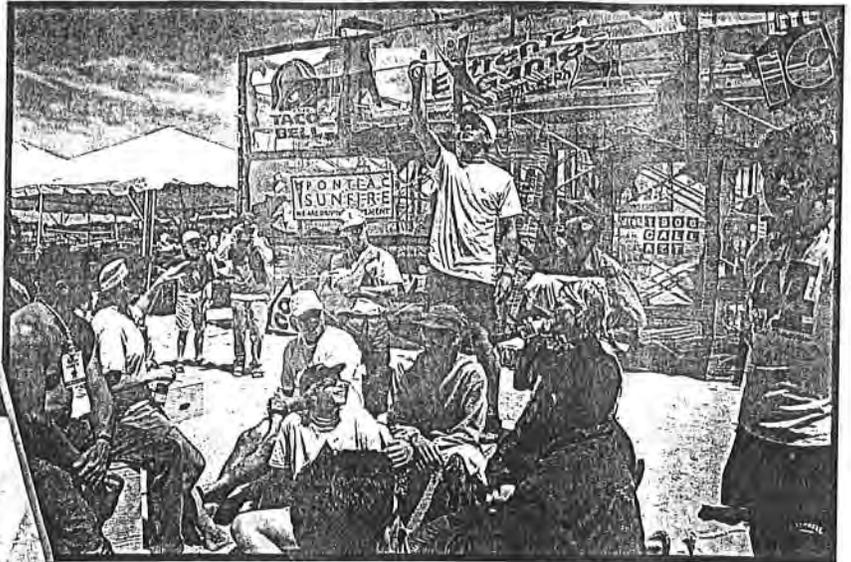


Splash and Burn

Catching the fastest wave in water sports

Sailboats are fast, windsurfers are faster, but kite-skiing, a new sport that combines a giant kite with water skis, is the fastest way to travel over water without an engine. Developed by Kiteski Inc. in San Diego, the new sport is powered by a superlight twenty-foot kite linked to a body harness. A control bar attached to the kite is used for steering, and specially designed water skis provide extra buoyancy. Because the Kiteski, which costs about \$2,000, is pulled both forward and up, riders can skim the surface of the water at speeds of up to fifty miles per hour. So watch out for the waves: A big one can send you flying ten feet in the air for over eighty feet.

MARK HANAUER



Above and left The news was not good at the wind speed meeting. In between racing, kiteskiers like Navarro enjoyed a little camera time and a little camaraderie. "This was a good first step," he says. "Everyone learned a lot. Cooperation and good sportsmanship were the rule."

"This allowed all of us to step away from the canvas. The sport itself has to become more user-friendly. People have to be able to do it in less than 20 knots of wind."

tion of just who is the top kitesurfer. Not that he has any doubts himself.

"There's me," he says, "and then there's these other seven guys who are pretty close to each other."

Asked about a full-fledged kitesurfing tour, Roeseler says that goal is at least a couple years away. "I don't think we have enough good competitors yet. We really only have about eight guys who are competition-ready. There are a lot of avid kitesurfers out there but they're not going to compete with the best of them.

"With the 'Extreme Games' and the worlds, this year we've got two somewhat legitimate competitions," Roeseler says. "Next year we should have four, with probably twice as many competitors, and I think it'll

multiply like that for two or three years. Maybe there'll be a dozen or so kiteski races within two years, with 16 to 24 competitors."

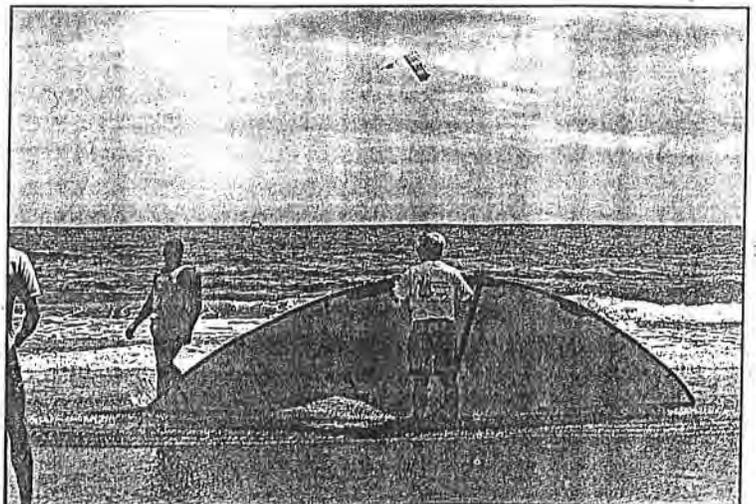
And maybe they'll be on television. There is certainly an audience for the sport—Roeseler reports that nine out of 10 spectators he talked to in Rhode Island were asking when the kiteskiing would be on TV.

Roeseler says even people who had never heard of kiteskiing were looking forward to the event. "They got a little tickler on the hype and then, since we had no wind, they were sitting in front of their TVs watching skysurfing—and that's neat but it's not what they're looking for. They *do* want to see kiteskiing. The public response has been really positive. I had this truckdriver say, 'Yeah! I've been looking for the kiteskiing. Where is it?'"

Keep looking, Bubba—and pray for wind. **AK**

"EXTREME GAMES" FINAL RESULTS

- 1st **Cory Roeseler**, Hood River, Oregon
- 2nd **Clarin Mustad**, Norway
- 3rd **Thomas Jeltsch**, Germany
- 4th **Terese Roeseler**, Hood River, Oregon
- 5th **Randy Schumacher**, Hood River, Oregon
- Bruno LeGaignoux**, France
- Troy Navarro**, Smithville, Texas
- Nils Andermo**, Sweden
- 9th **Eric Steinbronner**, Mountain View, Calif.
- Peter Fleck**, Orlando, Florida
- dnf **Vittorio Sanvito**, Belgium
- Billy Roeseler**, Kirkland, Washington



Making Waves

By Jonathan S. Petrikin

**The Kiteski
could be the
fastest sail-
powered craft
in the world—
and the hottest
new sport in
the water**

It was five minutes into the West Coast's most prestigious board-sailing race, the Gorge Cities Blow-Out on the Columbia River. One hundred ninety of the world's best windsurfers were well on their way along the 20-mile upstream run when those at the back of the pack caught sight of a lone waterskier. Flying across the 5-foot swells, he was gaining fast, leaning hard against his harness, gripping a long handlebar, pulled by a kite. A kite?

Well, three kites, actually: the waterskier, a then 19-year-old Cory Roeseler, went on to win the race behind a stack of Flexifolks. And Roeseler pronounced RACE-ler) didn't just win, his time of 57 minutes broke the existing course record by an eye-opening 12 minutes. Roeseler's victory did not surprise everyone—a year earlier he had steered his stack of Flexis to first place at the Johnny Walker Speed Sailing Championships in England—but it proved that kite-skiers could compete on equal footing with board-sailors, finally establishing kite traction as a force to be reckoned with in the world of sail power.

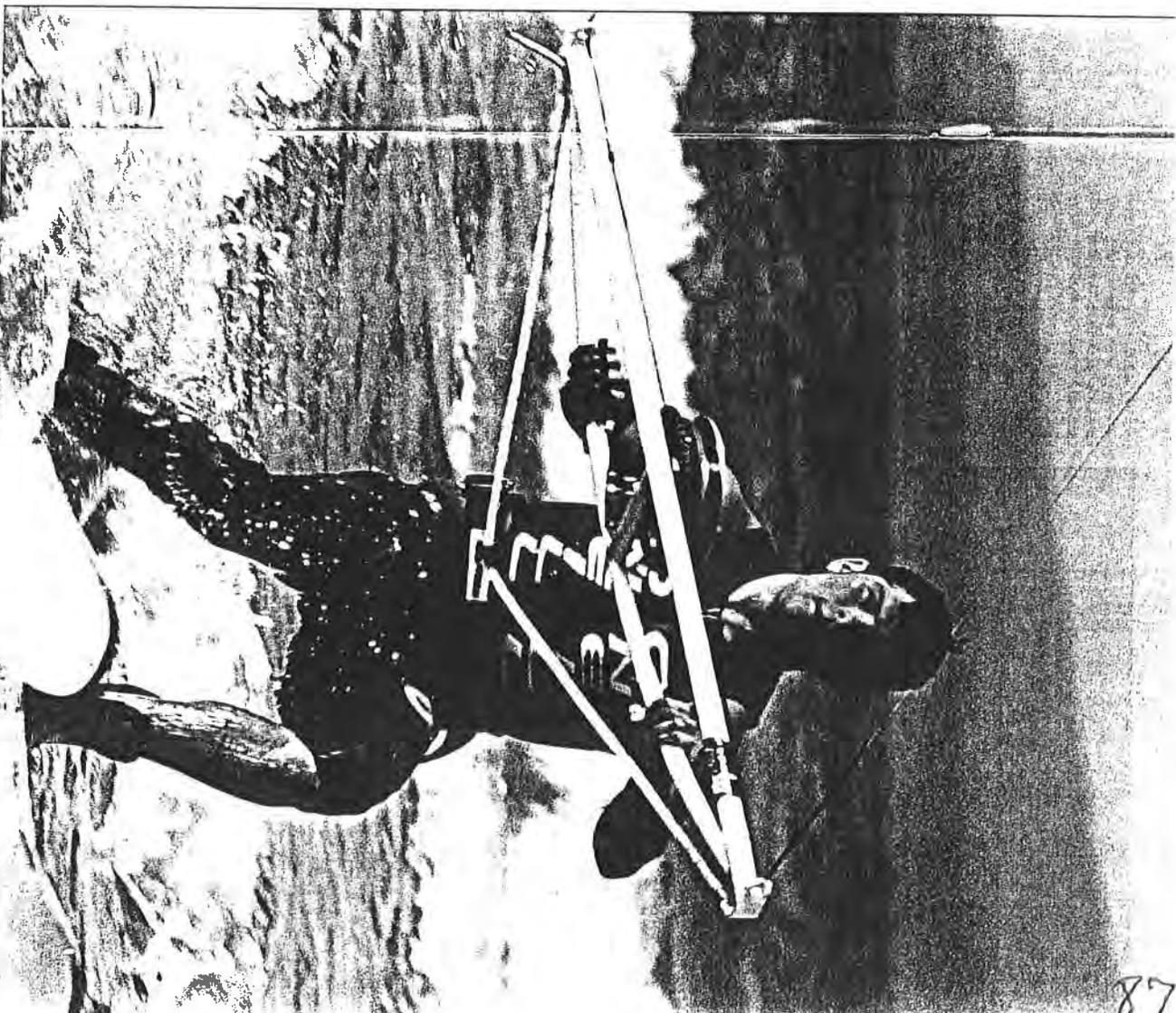
And that was the older, slower Kiteski. In the four years since his win in the 1989 Blow-Out, Roeseler's system of kite, control bar and skis has been extensively refined by Cory and his father, Billy Roeseler. With the help of Wayne Patterson, a high-tech marketing consultant and former Air Force fighter pilot, the Roeselers are now taking aim at the speed-sailing world record.

But this is not simply a group of garage inventors with a hot-rigged kite and a dream of a speed record. As Kiteski Inc., manufacturer of the first kite-powered watercraft on the market, Patterson and the Roeselers are hoping to popularize an entirely new watersport, an activity on a par with windsurfing and water skiing. The three have so far invested seven years and more than \$200,000 in their campaign, which includes a slick brochure, a monthly newsletter, a video, television appearances, and magazine advertising and demonstrations around the world.

Clearly, the Kiteski trio is sold on their sail. Is anyone else? Patterson won't say exactly how many Kiteskis have gone out the door, but he will say that Kiteski gets about 50 calls a day from potential customers. Some come from kites, but most are from waterskiers. We find that the kiteflyer is one of the easiest converts, because he already understands the maneuvers. Patterson says, "but waterskiers are number one because they have 50 percent of the skills already necessary." If a caller is interested, Kiteski sends an instructional video and a downsized, 8-foot kite to learn to fly.

With a wingspan of 20 feet and a sail area of 70 square feet, the current production model, Kiteski 1, boasts an advertised speed of 10-plus mph. It is powerful enough to lift a skier out of the water for leaps of more than 100 feet—kite-jumping without the danger of ground impact. But the Kiteski is not for the faint of heart, nor the frail

Board-sailors to bored sailors? Cory Roeseler says windsurfers drop their masts and watch when he skis by.



'Let's go ski a kite'

By Amy J. Goodpaster
Staff Writer

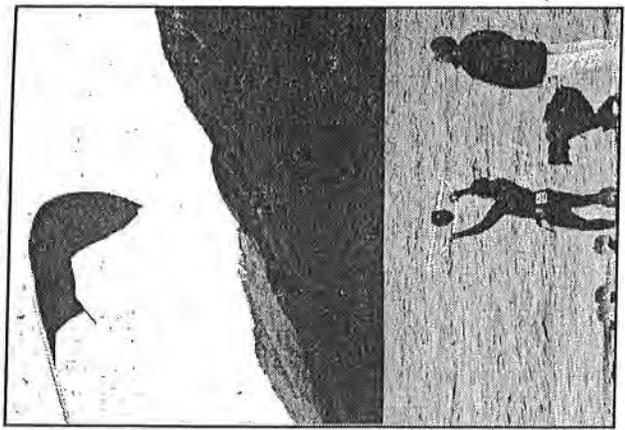
SAN DIEGO—Imagine being propelled on skis across the water at speeds upwards to 50 mph—pulled by a 20-foot kite. That's right, not a boat, a kite.

Kite propulsion is not a new concept, but it's fast becoming the most exciting and unconventional way to experience water sports.

The concept of kiteskiing, harnessing the wind to generate speed on water, came after five years of extensive research and development.

Billy Roeseler, a former aerospace engineer, and his son Cory, founded the San Diego-based company KITESKI, Inc., in April 1992.

"It's designed to allow ordinary people a really enjoyable feeling of flying on the water," said Cory Roeseler, 23-year-old champion



Kiteskiing is a growing passion of boaters. Below, Tom Spencer Kiteskies in Aruba.

water-skier.

To start a kiteski from the water, a kiteski puts his back to the wind with the kite floating in front of him, and flying line wound tightly onto the reel. With a slight toss skyward, the kite will virtually fly out of the kiteski's hand and the race begins.

Using the brake lever to keep the reel from spinning too fast, the kiteski pays out line at a comfortable rate until all is out. When the kiteski feels ready, he may accelerate from zero to 30

KITESKI - page B-9

KITESKI

from page B-1

mph in just three seconds! Winds should be from 10 to 12 knots.

Kiteskiing offers advantages over conventional sailboards, and is reportedly easier to master than waterskiing.

The sailboard, for example, relies on a delicate balance of weight shifted windward against the overturning momentum of the sail, and unexpected gusts can often upset this balance causing even the best board sailors to fall.

The kite's speed is independent of the skier's speed, so the kite has a greater capacity for catching more wind than the standard sail set-ups.

Unlike waterskiing behind a boat, a kiteski has no smelly boat fumes to ski behind, and this makes the sport environmentally-friendly.

"I've found that people with kite flying experience do better at kiteskiing than people with only waterskiing or on-the-water experience," said Tom Spencer, a sales representative at Kiteski's office in San Diego.

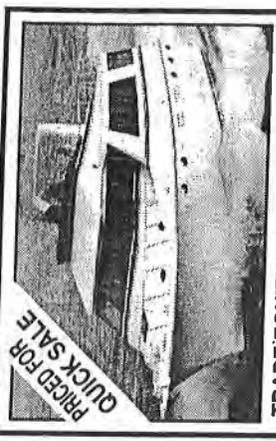
The Kiteski package costs \$1,995, and comes with everything a person needs to get started.

Last year the company sold 100 kiteski packages, and projections for 1994 are hopeful with talk of taking Kiteski into the international market.

"Kite power will do for sailing what jet engines did for aircraft—improve the speed, improve the safety and make the world smaller," Billy Roeseler is fond of saying.

This is a sport even old Ben Franklin would have gotten a charge from!

KITESKI, Inc., is at 5555 Santa Fe St., Suite E in San Diego. Call (619) 274-3214 to learn more about this water sport.



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