

## WINTER 2023

Issue 18 is packed with tales of daring feats and revolutionary gear! Rou Chater tells us about Ozone's FUSION, Brandon Scheid and Sensi Graves share their unforgettable experience on Namotu Island, and Titouan Galea reflects on his first year with the Cabrinha Ohana. We interview aerial acrobat and shredder

Nadja Bianchet, adrenaline junkie Tyler Flanagan, and the man himself, Armie Armstrong! Fabian Moser heads to Mauritius for a CORE photoshoot, and Cash Berzolla tells us about his Dakhla win. We've got tech talks with North and AFS Foils, tests, techniques, and more - Dive into issue 18 here!

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- A NEW DIRECTION -

ONE YEAR IN | UNLIMITED PARADISE ON NAMOTU | LIVING ON THE EDGE  
TECH FOCUS | INTERVIEWS | TESTS & MORE INSIDE!

THE WORLDS NUMBER ONE WING, FOIL, SUP AND SURF MAG





# 2024 ULTRA JET

WING/KITE/PRONE/WAKE

SIZES: 850 | 1050 | 1250 | 1650 | 2000 | 2450

Experience the pinnacle of all-around foiling performance with the Ultra Jet front wing. Crafted using cutting-edge carbon construction technology, it seamlessly connects to Naish fuselages, providing an agile yet stable ride. Its lightweight and robust build combines 100% prepreg 3K carbon with UD carbon and glass core layup, offering unmatched strength and lift without compromising speed or pumping power. Designed for gradual lift and horizontal stability, the Ultra Jet suits riders of all levels in wind foiling, kite foiling, prone foiling or wake foiling. Enjoy increased speed, unrivaled maneuverability, and a smooth experience with this high-performance foil.



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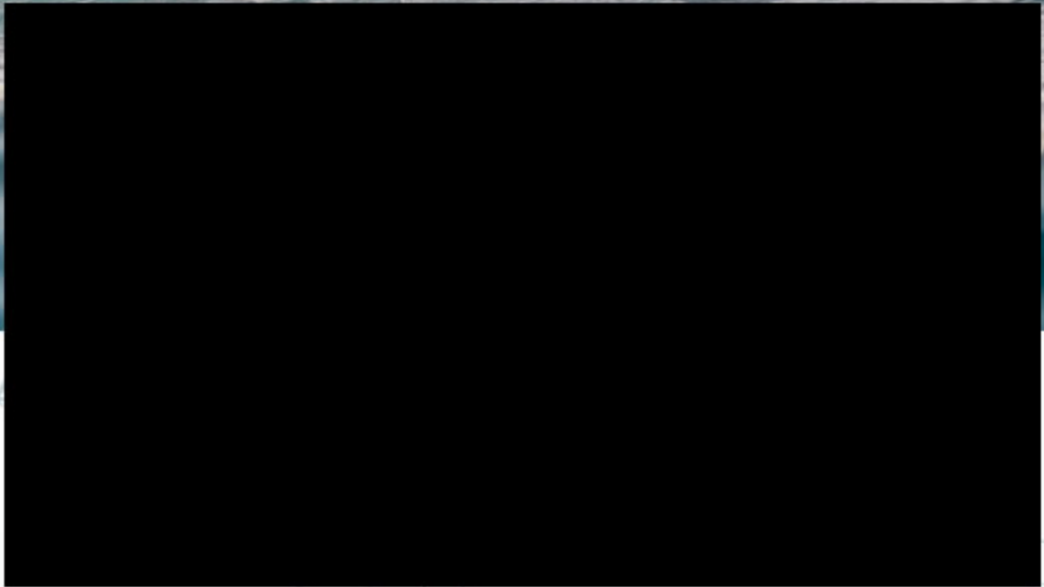
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Titouan Galea  
Valérie Mouren







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COMPETITION



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EDITORIAL



TECH FOCUS:  
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LIVING THE  
DREAM



A NEW DIRECTION



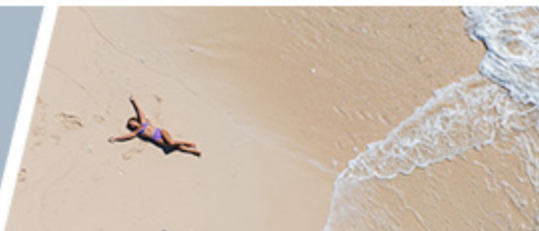
THE INTERVIEW -  
ARMIE  
ARMSTRONG



TECHNIQUE



UNLIMITED  
PARADISE IN  
NOMUTO



AFS FOILS  
WHITEBIRD



LIGHTROOM



TITOUAN GALEA -  
ONE YEAR IN



UP & COMING -  
TYLER FLANAGAN



TRIED & TESTED



WATERWOMEN -  
NADJA BIANCHET



UKIYO - FABIAN  
MUHMENTHALER



READERS GALLERY



LIVING ON  
THE EDGE



CASH BERZOLLA  
DAKHILA WIN



MOVIE NIGHT



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SWAN HABELT GETTING SOME AIR IN MOOREA  
PHOTO LORELEI MOOREA





# CHALLENGE ANYTHING

WELCOME TO A NEW ERA OF WING FOILING ACTION WITH OUR UNCOMPROMISING HIGH-PERFORMANCE WING HALO PRO.

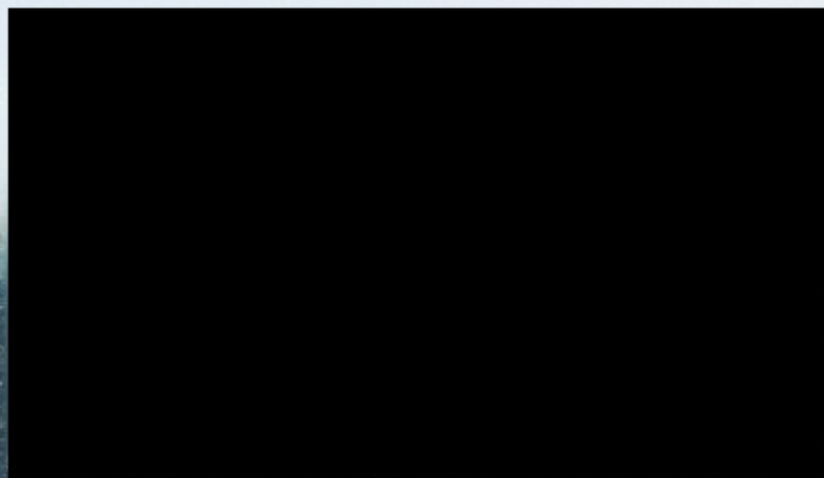
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The continuous boom with the long grip surface makes familiar maneuvers more intuitive and completely new tricks possible.

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Exceptional materials, ultimate performance, sublime design. That's Pro.

HALO  
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# WIN

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FacePlant makes the world's most sustainable sunglasses, using recycled plastic water bottles to make frames with biodegradable, replaceable lenses. The frames are virtually indestructible; they've even been run over with a car! This should be the only pair of sunglasses you will ever need.

Be the envy of your mates down the beach, and look damn good while you're at it!

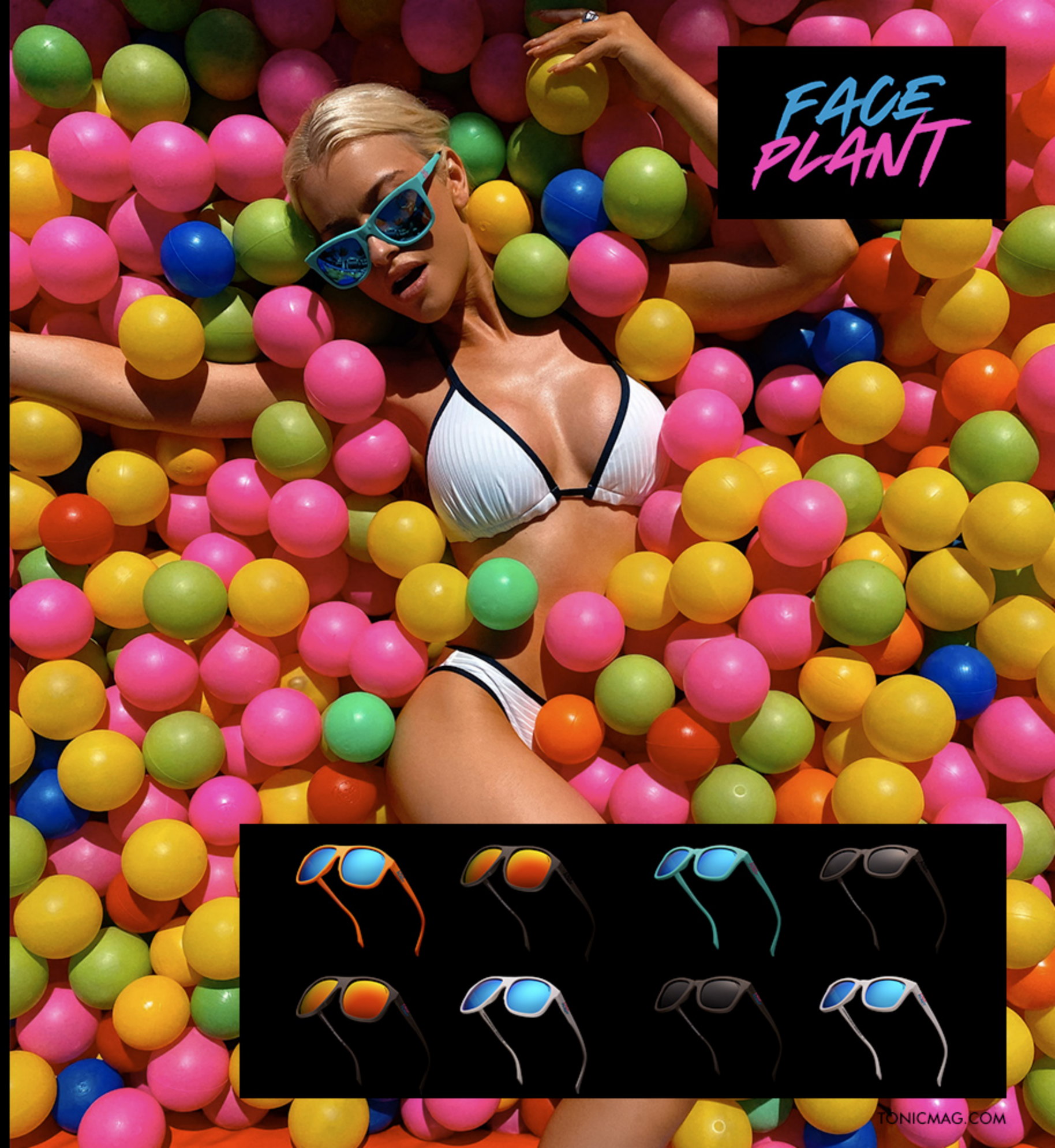
Remember, you've got to be in it to win it!

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## ISSUE 18

As if foiling wasn't already exciting enough, for me, the sport has taken a whole new level of fascination with the recent rise of competition. The GWA (Global Wing Association) has been leading the charge for a while now with professional-level events and doing a grand job of them.

However, it is the emergence of grassroots events that has particularly piqued my interest. Throughout the past summer, an array of exceptional competitions unfolded on a global scale. Noteworthy among these is the Defi Wing, situated in the South of France, which drew an impressive 277 wing enthusiasts into a fiercely contested arena. The Moloka'i 2 Oahu event, this year featuring both downwind SUP and wing foiling categories, made a significant impact with its

resounding success. More recently, Brittany played host to the Open de France Downwind Foil, a remarkable three-day spectacle of downwind SUP racing that witnessed competitors journeying from all corners of the globe to compete. Finally, a noteworthy mention must be reserved for the Kernow Foil Classic, the United Kingdom's inaugural surf foil and wing event. I was lucky enough to take part, and I can attest that both the conditions and atmosphere were incredible! An account of which can be found in this issue.

Let me explain why I'm frothing about foil competitions right now... When I'm not foiling, you can find me out running, ultra running specifically. I've been doing it for about ten years, so I've witnessed the sport of ultra-running go from fairly niche to rapidly expanding.

For me, that has meant that getting into the races I've wanted to do is much more challenging, time-consuming, and expensive. The sport's biggest race is the UTMB (Ultra Trail du Mont Blanc), which, unfortunately, in my opinion, has recently partnered with the Ironman Group. This means that athletes must participate in UTMB-partnered qualifying events just to put their name in the hat, leading to huge amounts of extra travel and entry prices that frequently exceed those of conventional ultra-running events.

Now I understand that there isn't a lot of point complaining about this; it is what it is, and there isn't much I can do about it. What I can do, however, is recognise and reflect on the fact that foiling is right at the start of its journey as a sport. That means that,



# EDITORIAL



for the most part, events will be pretty easy to get into and relatively inexpensive. The companies putting on foiling events right now are doing it because they love it; they're passionate about the sport and want to share that passion, not just make a ton of money. I'd say we're pretty lucky to be a part of that, so if you get the opportunity to take part in one, don't miss it!

This leads to an intriguing inquiry: What is the future of competition in foiling going to look like? Wing racing is gaining popularity, with the fields becoming ever more competitive. Will it make an Olympic sport one day like the IQFOIL and kite foilers? I hold no reservations in anticipating the continued expansion of the GWA, with emerging talents persistently pushing the boundaries of what can be achieved in wing foiling. Something I've heard numerous people discuss is the likelihood of a world series in prone foiling similar to that of the World Surf League (WSL). It seems highly unlikely that we will get anywhere near the size or popularity of the WSL. But wouldn't it be cool to see the world's best go head to head in multiple world-class locations, all broadcast live for our viewing pleasure? I do not doubt that it would be seriously exciting to watch!

Then again, some would argue that it would make our niche little sport too popular and, in turn, lead to our foil spots becoming overcrowded... Only time will tell; in the meantime, I'd like to share massive kudos to those who are running these epic events and encourage the rest of you to get yourself involved in the local events and community in your area; you won't regret it!

*Jack Galloway*  
Editor



# A NEW DIRECTION

WORDS ROU CHATER PHOTOS LOUIS ARNAUD



Buckle up! Ozone's new Fusion wing has arrived, and it's set to take the sport in a new direction! You might have noticed the brand new wing on our front cover, and Rou Chater gives us the lowdown in this exclusive feature. After years of development and working closely with their kite, wing, paraglider and wingsuit design team, Ozone launched their latest new wing called the Fusion, the first double-surface ram-air design to hit the market! We knew this wing was in the pipeline... and couldn't be more excited to share the news.





“ WE’VE SEEN SOFT HANDLES, BOOMS, AND HARD/SOFT HANDLES, AND THE IDEAS KEEP COMING.”

Innovation in the wing industry has been thick and fast; if you look back to the first Naish Wingsurfer design, which arguably was the granddad of them all commercially, it looks different to the wings we use today. It’s even more stark, considering the wing is just four years old.

In a tiny amount of time, our sport has gone from one wing doing it all to multiple sizes, shapes, designs and materials being used. We’ve seen soft handles, booms, and hard/soft handles, and the ideas keep coming. The goal in the industry has always been to create stiffer, more aerodynamic wings. The issue is that to make a wing stiffer, you need a thicker leading edge, and that creates more drag. As ever, we’ve reached a compromised state where the limits in material stiffness hold us back.

You may have noticed something different on our cover and on your phone screen lately. Ozone, one of the leading brands in the business, has launched the culmination of five years of hard work and the marriage of their vast knowledge of kite, wing, paraglider and wingsuit design. It’s that later one we want to focus on, too, as that is where a fresh influence on winging has had a big impact.

For those who haven’t seen the PR or watched the video, The Fusion is the first truly double-surface ram air design on the market. What makes this special, and why do we need it? Well, in truth, not all of us will need it, but don’t let that stop you from reading on.







**“ FOR SOME OF US AND CERTAIN STYLES OF RIDING, THERE IS NOW A NEW WING ON THE BLOCK. ”**

Just like the car industry needs Formula 1, we also need innovation at the top tier of our sport so it trickles down and improves performance for everyone.

When you look at a single-surface wing design, there are obvious flaws. To hold the shape, the leading edge and centre strut need to be fairly substantial; we can't use

bridles like they do on kites to keep a wing profile shape. Once the wind hits it, that simple frame needs all the stiffness. That is a very tall order indeed. Have you ever noticed excess flapping when you get overpowered? That's the frame distorting and loosening the tension on the canopy, which then flaps.

That creates drag, lots of drag, and it makes the wing hard to handle. Going back a step, though just the inherent shape of the wing before the wind hits it is seriously lacking in aerodynamics, but it's the nature of our sport and something we have to put up with.

As you read on, you'll realise in many applications, we'll still be putting up with it too, but for some of us and certain styles of riding, there is now a new wing on the block.

The concept is rather simple: anyone who used to windsurf will remember the invention of the camber inducer. This revolutionised windsurfing sail performance by forcing aerodynamic shape and reducing drag dramatically. Essentially, that's what's been achieved on the Fusion; having a double surface over 100% of the wing surface and a ram air design drastically reduces the drag associated with a single surface wing.



OZONE®

# FUSION<sub>v1</sub>

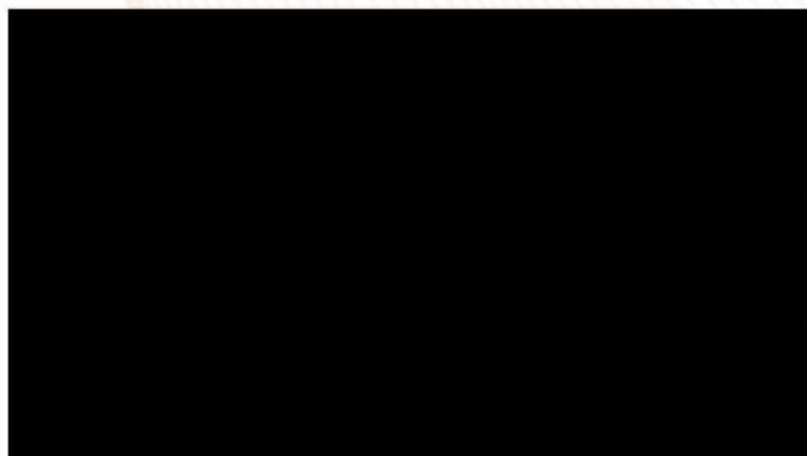
DEFINING A NEW ERA OF FEELING AND PERFORMANCE

## Cutting Edge Performance

- Ram Air Technology
- 100% Double Surface
- Internal Ribs

Five years ago, we launched the FUSION project. The goal was to combine our manufacturing expertise and our design knowledge of **foil kite, inflatable kite, paraglider & wingsuit design**

Fusion has been achieved and this is an aerofoil like nothing you've laid your hands on!



BORN LIGHT  GENETICALLY STRONG





“ IT TRANSFORMS FROM A FLOPPY MATERIAL INTO A STIFF AEROFOIL THAT ALLOWS THEM TO PROXIMITY FLY WITH INCREDIBLE ACCURACY AND SPEED. ”

Remember those wingsuits, though? That's where the clever bit comes in... When wingsuit flyers jump off a cliff, building or out of a plane, the suit is just a baggy mess. But as air fills the suit (ram air), it creates pressure inside, which forces the double surfaces into a wing-like shape. The more air hitting the suit, the more the pressure builds and the more solid it becomes, and it transforms from a floppy material into a stiff aerofoil that allows them to proximity fly with incredible accuracy and speed. Here lies the magic of the Fusion; it's not just about reducing drag and making a smoother aerofoil, which it does with aplomb; it's about creating a stiffer, more solid airframe. The faster you go, the stronger the wind is, the more powered you are, the more pressure builds up inside the wing, and the stiffer and more solid the airframe becomes.

Let that sink in for a minute; it was a real Eureka moment for me. Usually, the faster I go, the windier it gets, the more my wing deforms, bags, flaps, and becomes a handful. With the Fusion, it's the opposite. It gets more solid, flaps less, and becomes more stable in your hands...

Before you start rushing to the store with your credit card, there are some limitations here. Due to the nature of the way the wing works, it's not for everyone. Your rank beginners will never get it moving fast enough to feel the benefits. This is designed with racing and maximum speed in mind.





**“ IF YOU WANT TO RIDE FASTER, MORE EFFICIENTLY AND FEEL SOMETHING DIFFERENT IN YOUR ARMS, THE FUSION IS THERE FOR YOU. ”**

Ozone themselves say that the hugely popular Flux is the answer for most people. However, if you want to ride faster, more efficiently and feel something different in your arms, the Fusion is there for you. Best suited to intermediate and advanced

riders, it gets better the faster you go, so riding smaller, 400-500cm from wings becomes achievable and where the wing can really shine.

What are the downsides? It's a little different to ride; you can't pump it like your standard wing, and it's better to let power develop with good wind and shorter pumps with a front-hand bias. It also feels quite different to fly and will take a few sessions at least to get used to.

Furthermore, the nature of the double surface design doesn't lend itself to wave riding. While the air intakes have been designed to reduce water ingress, and there are water outlets on the trailing edge and near the strut tip, should you get water in? If you give it a serious swamping in the shoredump or ditch it through a bomb set, it won't be as easy to recover as a single-surface wing. Ozone is still pushing the excellent Flux towards the wave heads, but the new Fusion offers something totally different for the riders looking to go fast and go far...







**“ IT’S BEEN A HUGE UNDERTAKING. WHAT IS INTERESTING IS HOW MUCH THIS DIFFERS FROM EVERYTHING ELSE ON THE MARKET NOW. ”**

Another question we’ve been asked is whether it can be repaired. We all know how taxing this sport is on our gear; launching on a big day in the waves is often fifty-fifty as to whether you come back smiling or have to detour past your favourite repair shop. This is another reason the wing is aimed at the more advanced riders and less at the wave heads. It can be repaired, but it’s a little different to a standard wing and, in some cases, perhaps a little more time-consuming to fix. The leading edge closing seam is on the outside, so it can easily be accessed for repairs here. There are zips allowing for bladder access should they get a puncture or need replacing, and the double surfaces can be repaired, too; if you cause serious damage to the internal ribs, these can be accessed and repaired, but as you can imagine, it’s a little more intricate than stitching a new panel on a single surface wing...

It’s taken five years to develop, and with world champion paragliders, professional wingsuit flyers on the program, and the kite and wing division, it’s been a huge undertaking. What is interesting is how much this differs from everything else on the market now. While we expect to see some double-surface wings hitting the market, this ram air concept, taking a nod from wingsuits and paragliders, is unlike anything we have seen or heard about in development.

Ozone naturally has a patent pending on the concept, so it will be a while before we see it copied, although, as ever, always expect the unexpected in this sport...







**“ WITH THIS WING FIRMLY AIMED AT SPEED AND RACING, I AM SURE WE WILL SEE IT ON THE PODIUM BEFORE LONG ”**

What will be interesting will be the race season next year. With this wing firmly aimed at speed and racing, I am sure we will see it on the podium before long; it's certainly exciting to be part of a sport at this early stage where we see interesting and groundbreaking concepts like this.

The Fusion is available now; we have one on the way for testing; keep an eye on the site for our full review!





WORDS BRANDON SCHEID AND SENSI GRAVES  
PHOTOS STU GIBSON

Brandon Scheid and Sensi Graves tell us all about their unforgettable experience on the picturesque Namotu Island in Fiji. This paradise is renowned for its stunning natural beauty and world-class waves, making it the perfect location for the Unlimited Weeks event organised by legend Ben Wilson. In this exclusive feature, the duo shares their thrilling adventures in towfoiling and wingfoiling, including a memorable downwind session to Cloud Nine. Dive into their adventure here!

# UNLIMITED PARADISE ON NAMOTU



RIDER SENSI GRAVES





“IT WAS THE OPPORTUNITY TO GO TO ONE OF THE MOST MAGICAL PLACES ON THE PLANET—NAMOTU ISLAND, FIJI.”

The phone buzzs as yet another notification pings through across the LCD screen. A glance at my screen tells me the message is from kiteboarding legend Ben Wilson. Since it's not someone I usually get messages from, I quickly opened WhatsApp. "How'd you and Sensi like to come out and help with the coaching staff for a few weeks during our Unlimited Weeks here on Namotu?" It was the message I had been dreaming of for over a decade. It was the opportunity to go to one of the most magical places on the planet—Namotu Island, Fiji.

Namotu is a tiny, sand-covered coral atoll in the Mamanuca Island Group. These dream-like islands are best known for their stunning natural beauty, crystal clear blue water, pristine reefs, and five-star resort accommodations. Namotu Island is approximately 3.5 miles off the west coast of Viti Levu, Fiji's largest Island. Its small size, six acres, and ideal location near several deep water passes make it the perfect home base for someone who is water-obsessed. There is no shortage of activities— one can go fishing, snorkelling, diving, surfing, tow foiling, wingfoiling, kitesurfing, and standup paddle boarding practically in one day. Surrounding the protected island is a series of ruler-edged reef passes, creating one of the island's most precious resources. Waves.

The waves around Namotu are Cloudbreak, Tavi Rights, Restaurants, Namotu Lefts, Wilks Right and Swimming Pools.





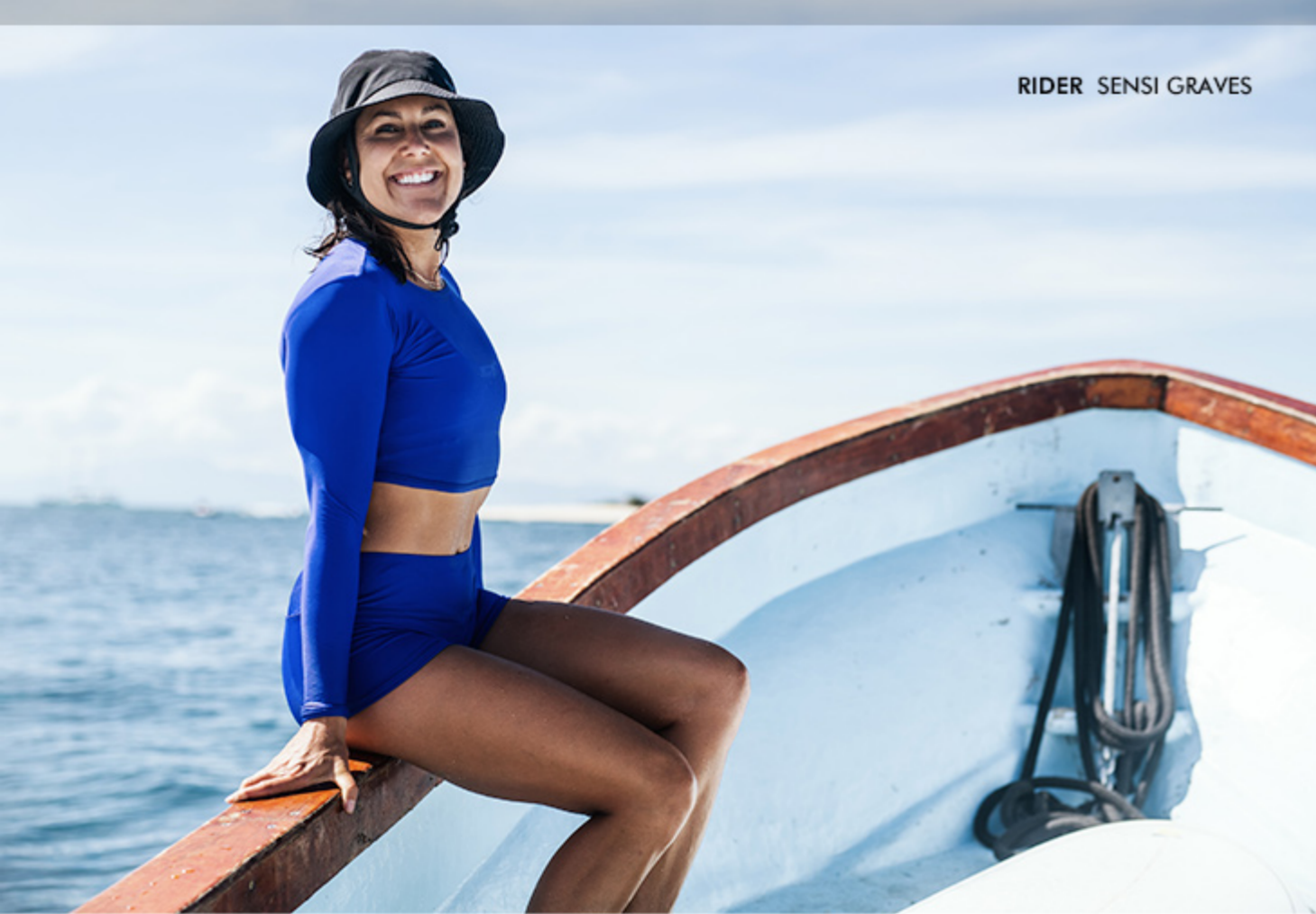
**“THE ISLAND WAS OPENED TO THE PUBLIC AS A FIVE-STAR RESORT BASED AROUND WORLD-CLASS SURFING AND FISHING.”**

The island's proximity to several world-class waves is why the island is so steeped in the lore of the surfing world. The legend goes that the island was bought on a whim during an all-night party by a savvy Australian surfer with a keen eye for a good deal.

After several years of building the infrastructure and enjoying his slice of paradise privately, the island was opened to the public as a five-star resort based around world-class surfing and fishing. It was during this early start-up phase that Ben Wilson got involved. Initially coming on to help set up and run the five-star kitchen, Ben stayed. Fast forward to the birth of kiteboarding and an amazing professional career, there was something that was always in his life—Namotu.

These days, you can find Ben, now the General Manager of the island, happily sharing everything Namotu has to offer with like-minded water sports enthusiasts. After years of catering to the elite surfing world almost exclusively and several years of the WSL tour stops, Namotu may have been more well-known for its skull drags than its restorative ice baths. However, what used to cater to a rowdy surf crowd, now lends itself to the health-conscious, session-sender. It's a much different vibe now. It's not about who could be at the bar drinking the most but who can be found in the water the longest.





RIDER SENSI GRAVES

With the incorporation of windsports, wing and kite into the daily schedule and the birth of prone/tow foil, there is never a lack of anything at any given time. If there is no swell or wind, you can tap into world-class diving or fishing. I hope you are starting to see the theme here: world-class.

Everything you could want is already thought of; the staff knows your name from the second you touch foot on the island, the food is to die for, and all of the best activities are pre-scheduled to take advantage of the changing conditions. It was this all-access, sessions before-schedules style of living that epitomised the Namotu dream. All of this is what fueled Ben to create his Unlimited Weeks.

“IT WAS THIS ALL-ACCESS, SESSIONS BEFORE-SCHEDULES STYLE OF LIVING THAT EPITOMISED THE NAMOTU DREAM.”



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## TAO

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WAVE, FREERIDE, FREESTYLE

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“TOW-FOILING WAS THE SPORT THAT WE SPENT THE MOST TIME DOING ON NAMOTU, WITH WINGFOILING COMING IN AT A CLOSE SECOND.”

As soon as we set foot on the island, it was go time. The thing about Namotu is that you never want to miss a thing. Oh, there's a wave breaking? Better paddle out. Someone's going snorkeling? We should probably tag along. Now the wind is picking up? It's go-time for winging! There's no way you want to miss out on a session because it's just that good. This means that for the better part of the day, you are in the big blue, also known as the Pacific Ocean. Throughout our time on Namotu, we could be found in the water for six-plus hours every day.

Ben's Unlimited Weeks are a special part of Namotu Island. Having established himself as one of the forerunners of wave-riding on a kite, Ben is a legend in wind sports. He began hosting his own "kite weeks" or kite camps on the island 10+ years ago, and the momentum has never stopped. Now dubbed Unlimited Weeks, these all-out froth sessions are the place to be during the season: June through September. An "Unlimited Week" on Namotu is akin to a waterpark – endless rides and yummy concessions stand, AKA the most insane buffet of food you've ever seen.

As part of the Unlimited Weeks, there are coaches on hand to direct, give feedback, help you get on the water, decide on the best session for the day, or, this was my favourite part, drive the jet skis for tow-foiling. Tow-foiling was the sport that we spent the most time doing on Namotu, with wingfoiling coming in at a close second. The thing with tow-foiling is it's addictive,







**“IF YOU ARE INTO WATER SPORTS, PUT NAMOTU ON YOUR VISION BOARD BECAUSE EVERY PENNY YOU SPEND HERE WILL BE INCALCULABLE ON A SOUL LEVEL.”**

fun, challenging and not something that a “normal” person gets to do regularly. I mean, who has a jet-ski, a tow-foil set-up, A WAVE, and most importantly, a talented friend willing to drive you for a few hours? I’d say very few.

Tow-foiling happened right out in front of Namotu at the wave you could watch from the breakfast table, Namotu Lefts. And because we tow-foiled Namotu Lefts so much, when the wind came up, and it was time to wind-sport, we could wing with confidence over the sharp coral, having practised our turns and gotten to know the wave relatively well on the wing foil.

As our time on Namotu came to a close, we were simultaneously both nowhere near ready to go and also ready for a small break. The harshness of the sun, the long hours in

the water, the reef cuts that won’t heal. It all amounts to a toll on the body that one is simply not used to. If there are any top tips for the island, they will go something like this: wear sun protection, bring your reef-safe sunscreen, drink electrolytes, take an ice bath, and rest—but don’t miss that session!

Namotu can be seen as “unachievable”—it’s remote (at least for North and South Americans) and incurs a hefty price tag. And yet, “worth it” doesn’t even begin to cover the uniqueness of this place. If you are into water sports, put Namotu on your vision board because every penny you spend here will be incalculable on a soul level.









" I KEPT GETTING GLIMPSES OF THE UNDULATING SEAFLOOR BENEATH US. THE ABSOLUTE BEAUTY OF THE EXPANSE OF OCEAN UNFOLDING ALL AROUND US WAS BREATHTAKING. "

STAND-OUT SESSION: SENSI:

We departed the island in a small group—just the four of us ladies. Fellow coach Kirsty Jones and I were paired up with two wingfoiling women from New Zealand named Susie and Kat. Susie and Kat were great wingers working on their tacks, making for a fun week together on the latter. On our fifth day, we decided to do a downwinder to Cloud Nine, the floating bar a few miles downwind of Namotu. As our pod sailed off from the small sand shores of the island, I felt an immediate sense of adventure. What fun to set out into the ocean, even if it was only for a short distance. It felt empowering to leave the closeness of the inner reefs of Namotu.

As we manoeuvred downwind, we found small wind chops to ride, and I kept getting glimpses of the undulating seafloor beneath us. The absolute beauty of the expanse of ocean unfolding all around us was breathtaking. It felt like we were floating, getting slowly buffeted downwind.

Soon enough, we arrived on Cloud Nine and "parked" our wings on the buoy ropes while we clambered aboard to enjoy a cold beer. My levels of peace and satisfaction were at an all-time high. It may not have been the most adrenaline-inducing session, but I believe it encompasses so much of what wing foiling is all about—camaraderie, chasing swell and that feeling of flying that we all love so much.



RIDER SENSI GRAVES



“ IF THERE IS A WAVE TO WING, I AM OFTEN THE FIRST ONE ON THE WATER, NO MATTER THE CONDITIONS. ”

#### STAND OUT SESSION - BRANDON:

While I have many standout surf, tow foil, and fishing memories from my time in Fiji, my wingfoil session at a wave called The Bombie takes the cake. I don't know if it was the sheer novelty of winging, the mechanics of the wave itself, the lightwind "redline" conditions, or the fact that I had it all to myself for two-plus hours that seared it into my memory banks. But it will be one of my most memorable wingsurfing sessions. I love winging in waves. It is the main reason I am motivated to wing, and if there is a wave to wing, I am often the first one on the water, no matter the conditions. It was the middle of our second week on the island. I am still in full froth mode, taking every session I can get, and we had just finished lunch after a long morning of surfing Cloudbreak. Tough life... There was a glimmer of hope that the trade winds would fill in, and my wind spidey sense started tingling. As I quickly crossed the island, I could see that the water surface was indeed showing a bit of breeze on the face. I would say 12 knots, certainly nothing worth frothing over.

However, as the swell was on the rise and the tide was dropping, a wave called the bombie started showing her teeth. This particular reef takes a long swell with enough energy to hit the deep water pass, and on the sets, the wave starts to stand up. My jaw dropped as I watched a four-wave set line up, pitch, and cascade like an avalanche down the reef,

RIDER BRANDON SCHEID

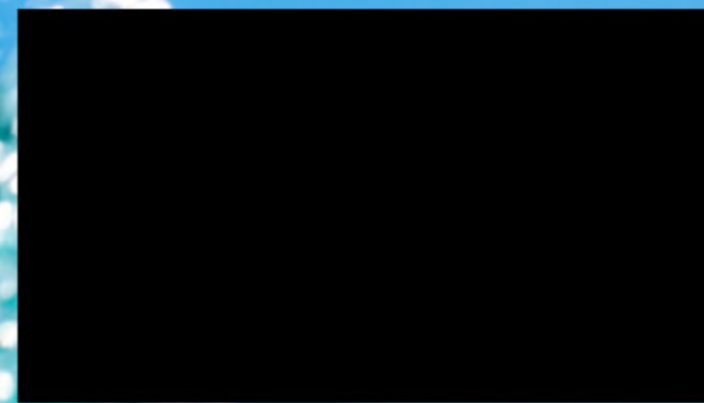






ultimately bending 90 degrees and unloading on the shallow reef at the wave-called pools. Essentially, I had a well-overhead burger wave with tons of energy, which makes for perfect winging-shaped waves. I rigged up my foil on my biggest board, 60L, and pumped my 5.5 m Sling wing V4. Remember, there is barely any wind, but thanks to the wonderful water service, I can always get a boat pickup. This means I can push my low wind limits on the foil.

“ THANKS TO THE WONDERFUL WATER SERVICE, I CAN ALWAYS GET A BOAT PICKUP. ”



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“ I COULD FEEL THE ANTICIPATION OF MY FIRST WAVE RIDE BUILDING, AND ALL I COULD SEE WAS THE WHOLE OCEAN MOVING TOWARDS ME.”

After slogging out to the channel's current line and a ton of effort, I got up and going. I call this wind speed the “Red Zone”, where if you fall off foil, you may never get back up again. As I tacked upwind, unsure what to expect, I could feel the anticipation of my first wave ride building, and all I could see was the whole ocean moving towards me. I quickly turned before I had time to guess my decision second and flagged out the wing. The foil bit into the growing blue wall, and I took off down the line like a bat out of hell. The wave bends almost 90 deg during the ride, taking the wind from side shore to almost offshore, letting the wing drift effortlessly behind you, unhindering your movements. It was a total dream-winging setup, and I had it all to myself.

Everyone else was convinced it wasn't windy, off surfing, eating lunchtime poke bowls, or completely sessioned out. It took well over an hour for anyone to catch on, giving me plenty of time to get my fill. Once Ben caught the eye on what was going on, he fired up Sensi and several of the guests to come out and trade off on long, dreamy rides.



# TITOUAN GALEA ONE YEAR IN

WORDS TITOUAN GALEA PHOTOS VALERIE MOUREN & CABRINHA

Titouan Galea has been a part of the Cabrinha Ohana for a year, and in this exclusive feature, he sheds light on his childhood, his top picks from Cabrinha's new gear, his aspirations for the final GWA stop, and his contribution to Cabrinha's R&D team to revolutionise their wingfoil range.





**“ I DEVELOPED A DEEP CONNECTION TO THE OCEAN, FOSTERING A PASSION FOR WATERSPORTS, FISHING AND DIVING. ”**

I grew up in New Caledonia, a place that still holds a special spot in my heart, with its idyllic blend of crystal-clear waters, diverse conditions, and warm hospitality. Growing up in this tropical paradise, I developed a deep connection to the ocean, fostering a passion for watersports, fishing and diving. New Caledonia is a stunning destination with various conditions, ranging from flat waters to huge waves. The water is always clear and warm, making it an ideal location to spend time in the ocean. My love for kitesurfing and surfing led me to explore other places, including Mauritius, an island known for its turquoise waters and perfect conditions. I spent many years there and learned to kite when I was 9 - it's one of my favourite places on Earth!

I switched to Cabrinha a year ago, which marked a significant turning point in my career. Stepping into unfamiliar territory, I faced the challenge of adapting to a new team, gear, and brand identity. While looking into this new opportunity, I did my homework speaking to other riders and some key staff in the wing and foil design team. It was clear that they were investing a huge amount of development and time into this area, and I had the unique opportunity to join this exciting movement. When you test gear, you look for and feel the intricacies of every small change in setup, so changing board, foil and wing was a big thing. Still, it was the right thing and a huge opportunity to add my ideas to their processes, and I would be allowed a lot of input and access.

PHOTO CABRINHA





WETSUITS  
PREMIUM  
BROUGHT  
TO YOU  
BY THE MINDS  
AT RIDE  
ENGINE







**“ MY AIM IS TO WIN THIS YEAR'S LAST STOP AND TAKE THE WORLD TITLE. I'VE ALREADY PREPARED MY GEAR WITH NEW FOILS AND FASTER, MORE RIGID WINGS. ”**

I embraced the change and immersed myself in understanding Cabrinha's philosophy and design ethos. There are many people working in each product sector, and it's been an eye-opening process, one that, after a year of work, we will soon see some of the fruits of Cabrinha's upcoming product launch in January 2024.

I've always preferred riding small boards; my go-to sizes are the Link 4'6 and 4'8. When it comes to foils, my favourites are the H550 and 700 for freestyle tricks and big-wave riding. For racing, I mostly ride the Mantis wing and the Apex version. Riding smaller boards allows me to have better control and feel the foil more efficiently since the board's weight doesn't play a significant role. They also offer less drag in the air, which is essential, especially when tackling big waves. The same goes for foils - I like them small for speed and control, particularly in waves.

The beauty of the smaller H-series wings is that they don't top out, and you can push them as fast as you can go while still feeling stable at slower speeds. This is useful when landing tricks and getting straight back onto the foil.

This year, my competitions had their ups and downs, with good and bad results that put me in first position, especially before the final with Francesco Capuzzo. My aim is to win this year's last stop and take the world title. I've already prepared my gear with new foils and faster, more rigid wings. I will fly to Brazil ten days before the competition begins, giving me some time to prepare and train.



PHOTO JAMES BOULDING



**“ MY COMPETITIVE SPIRIT HAS PROPELLED ME TO THE TOP OF THE WINGFOIL WORLD, EARNING THREE WORLD CHAMPIONSHIP TITLES. ”**





**“ IT FEELS LIKE A COMMUNITY THAT COMES TOGETHER MULTIPLE TIMES A YEAR IN BEAUTIFUL LOCATIONS WORLDWIDE. ”**

Competition has always been a driving force for me, fueling my determination to excel and push the boundaries of his sport. Whether sailing, kitesurfing, or wingfoiling, I relish the thrill of testing my limits and vying for victory. I have always liked competing, where my interest in equipment design comes from, as you need the best gear to top the podium.

Competing has many good points; first, it keeps you at the top level, forces you to progress continually, and gives you adrenaline and goals. My competitive spirit has propelled me to the top of the wingfoil world, earning three world championship titles. Competition not only drives my personal growth but also contributes to the overall development of the sport. Competing is what makes the sport grow. It pushes everyone to be better.

The Wingfoil Tour has become like a close-knit family for me, consisting of a diverse group of athletes from around the world. It feels like a community that comes together multiple times a year in beautiful locations worldwide. The only downside to the tour is being away from home for extended periods, especially when you live in a remote place like me.

With its quick growth and diversification, wingfoiling has evolved into a multi-faceted sport, offering a variety of disciplines that cater to different styles and preferences. I always did various disciplines, including freestyle and wave riding. However, for the 2023 season, I decided to focus on slalom racing.



**“ IT’S GREAT THAT I HAVE A BRAND THAT SUPPORTS ME WITH THESE DECISIONS AND WORKS ALONGSIDE ME TO DEVELOP NEW PRODUCTS THAT WILL PUSH THE SPORT FORWARD ”**

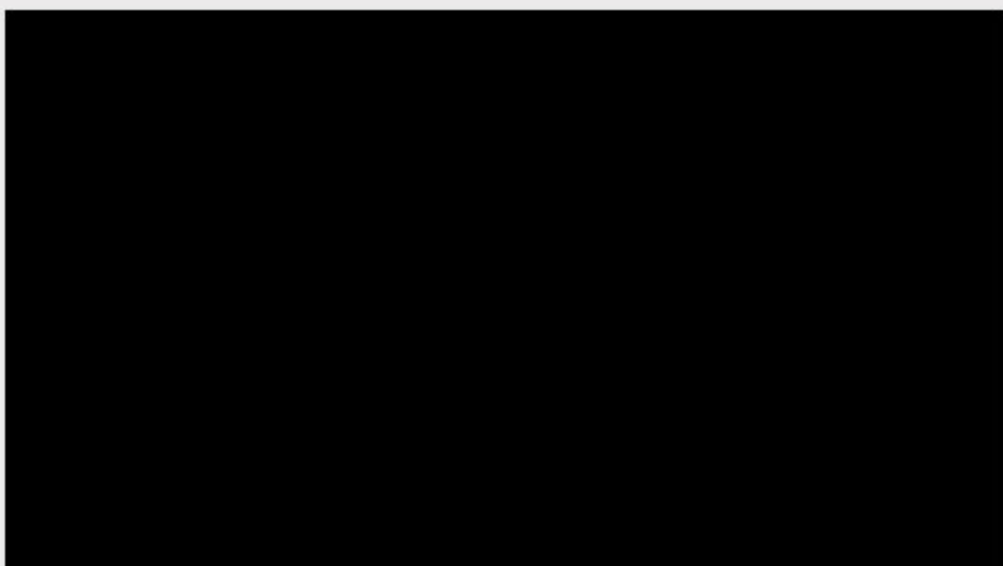
I am still determining which one of the disciples will grow the most. One thing is sure: the young riders are now leading the freestyle game; they spend three times more time in the water than me and recover ten times faster. I decided to focus on slalom racing this year but will also do some wave events; it’s great that I have a brand that supports me with these decisions and works alongside me to develop new products that will push the sport forward and make it more accessible to the broader public.







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PHOTO ANDRE MAGARAO



# WATERWOMEN

QUESTIONS JEN TYLER PHOTOS ANDRE MAGARAO, RYAN GARVIN & ANDREW CAIN

## NADJA BIANCHET

At 19, Nadja Bianchet left her life in the Austrian mountains behind and embarked on a new adventure as an Au Pair in Los Angeles, a bold move that changed her life forever!

From learning to kiteboard on the rugged beaches of Malibu to park riding and wingfoiling in Hood River - this Austrian aerial acrobat has an exciting tale to tell in this exclusive Tonic Mag Waterwomen interview with Jen Tyler!





**“MOVING ACROSS THE WORLD ALONE WAS A BIG CHALLENGE; I FELT HOMESICK, AND THE CULTURAL DIFFERENCES WERE SHOCKING!”**

**Welcome, Nadja; it's exciting to have you here! We have lots to talk about, but let's start from the beginning. What inspired you to trade in the mountains for the ocean and journey to Los Angeles?**

I moved to LA at 19 to work as an Au Pair. After high school, I needed to escape the small town I grew up in, and this opportunity

allowed me to afford to live in the US and experience a new country. Moving across the world alone was a big challenge; I felt homesick, and the cultural differences were shocking! In hindsight, it was the best decision I ever made; it opened many personal growth opportunities and introduced me to the beautiful world of wind and water sports.

**Oh wow, that must have been such an adventure! Where do you call home at the moment?**

I still move around quite a bit and don't have

a place to stay year-round. I spend most of my time in Hood River, Oregon, and Baja, Mexico; that's where I feel most at home. In between, I spend considerable time in Brazil and Southern California; I also try to visit one or two new places every year. I love my nomadic lifestyle and get restless when I stay in one place for too long! **Yes, I completely understand what you mean! Were you always into watersports, or is this an interest that started later on?**

I grew up in the mountains, so there weren't many opportunities to get into watersports.



“ MY PREVIOUS AERIAL ACROBATICS HELPED ME WITH MY BODY AWARENESS IN THE AIR. ”

Once I moved to the US and lived close to the beach, I spent every day in the water trying to figure out this kiteboarding thing! I didn't know anything about wind and water sports. Learning in Malibu with light winds, rocks, and shorebreak didn't make it an easy journey, but it certainly taught me patience and persistence!

**Growing up in the mountains, how did you spend your weekends?**

Austria is absolutely breathtaking, and it's essentially a massive playground! You'll find mountains and lakes wherever you look. During the winter, I would spend most of my time snowboarding; it was a routine for me to head straight to the mountains after school almost every day. In the summer, I managed to do some wakeboarding behind a boat. Additionally, I worked at a gym, instructed several classes, and even taught pole dancing. Keeping physically active and exploring various ways to move my body is something I really enjoy.

**Your progression at wingfoiling and airtime is impressive. Do you believe your previous experience in dance and aerial arts influenced your riding style?**

Yes, absolutely! My previous aerial acrobatics helped me with my body awareness in the air. However, what helped me the most was working on my mindset, constantly trying new things,



PHOTO ANDRE MAGARAO





being okay with taking some hard crashes, and pushing against the boundaries of my comfort zone.

**When did you first get interested in wingfoiling? Do you share the same passion for it as you do for park riding?**

I learned to wing in 2021 in Hood River. I borrowed my friend's gear on days when the wind was too strong and gusty to enjoy park riding. I enjoyed the progress and challenge of learning something new. Currently, I feel equally passionate about wingfoiling and park riding, with the only difference being that I prefer to wingfoil in all conditions, whereas I've become quite selective about the conditions for park riding. This season, I definitely dedicated more time to wingfoiling than anything else.

**" I ENJOYED THE PROGRESS AND CHALLENGE OF LEARNING SOMETHING NEW. "**

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“ SHE WAS INCREDIBLY FRIENDLY AND WELCOMING, WITH NO EGO, MAKING IT EASY AND ENJOYABLE TO BE AROUND HER. ”

**You're an outstanding example for women who aspire to get into watersports; who do you look to for inspiration?**

There are so many inspiring women in watersports. One woman who has always inspired me is Hannah Whiteley. I loved her videos when I first started learning to kiteboard; I admired her strength and powerful riding style. Above all, she was incredibly friendly and welcoming, with no ego, making it easy and enjoyable to be around her. When it comes to wingfoiling, I'm a big fan of Orane and Nia for pushing the boundaries for female riders!

**How long have you been riding for Naish, and how have they supported your career as a professional athlete?**

I have been riding Naish gear ever since I got into wind sports, which is eight years now. However, in the past two years, Naish has put me on contract and has provided me with all the gear I could ask for. They have also invited me on some trips and paid for some shoots. I truly appreciate their support!

**We'd love to hear about your go-to Naish set-up - What's your quiver or choice and why?**

At the moment, I am obsessed with the new 42l hover wing foil ascend carbon ultra-board and the ADX wing. For foils, I ride the 2024 Jet HA foil front wings; 840 and 640 are my go-to sizes with a 220 stabiliser.





**“ DOCK STARTS ARE TRICKY TO LEARN, BUT I CAN DO THEM CONSISTENTLY NOW! ”**

I am particularly stoked about the new ADX wing; its rigid handles allow for super direct steering, and the stiff canopy makes it a super-efficient wing even in light winds.

**Now, let's talk about your seriously impressive dockstarts! Can you share with us the struggles you've faced while**

**learning and what your success rate is at the moment?!**

Dock starts are tricky to learn, but I can do them consistently now! A large front foil wing makes things easier when getting started, but there is no way around the awkward crashes, especially during your first attempts. I tried over and over again. I just saw it as a workout and a challenge on windless days, a way to get on the foil, even if it's just for a short time. Eventually, everything fell into place!

**Your Instagram page showcases a plethora of activities: kiteboarding, wingfoiling, yoga, aerial arts and more. How do you manage to prioritise them all? What do you do in your downtime?**

I spend most of my time in the water, kiteboarding and wingfoiling. I wish I had more opportunities to practice my aerial arts, but finding a place to hang my silks and Lyra is often challenging. I take good care of my body every day. Yoga and stretching are part of my daily self-care routine, which I truly enjoy and appreciate for how it makes me feel.





PHOTO ANDREW CAIN

**“THOSE WHO MATTER DON’T MIND, AND THOSE WHO MIND DON’T MATTER!”**

In my free time, I study a lot. I am currently back in school for integrative health, and learning about the biochemistry of our bodies is another thing I am incredibly passionate about.

**Do you have plans to participate in any future foiling competitions?**

I would love to take part in the GWA Wingfoil Tour. Let's see what the future brings. For now, I am still working on a few things to get there!

**Good luck; we’re looking forward to seeing you there! To finish things off, could you share with our readers the best advice you’ve ever received?**

Don't stress over what others do, say, or might think of you. One of my favourite quotes is, “Those who matter don’t mind, and those who mind don’t matter!” I wasted too much time seeking validation from people who weren't worth it in the end. Allowing myself to do things my way and finding confidence in who I am made life so much better!

**Thanks, Nadja; it’s been great catching up with you!**

Thanks, Jen! See you soon!



# LIVING ON THE EDGE

WORDS FABIAN MOSER PHOTOS THOMAS BURBLIES

Fabian Moser ditches Vienna's shallow, muddy waters and joins Chantale Pöttgens, Dylan Wichmann and Willow River Tonkin on a photo shoot in Mauritius for CORE's latest wingfoil lineup. Was all the exploring, surfing and shooting epic content worth missing all his classes and exams for? Without a doubt! Fabian recaps his trip and shares some gorgeous shots of his team members - Brace yourself for a feast of breathtaking visuals from this CORE trip to Mauritius!







**“ WE CHASED SWELLS AND WINDS WHENEVER POSSIBLE TO CAPTURE AWESOME VISUALS FOR THE UPCOMING, FRESHLY DROPPED MARKETING CAMPAIGN. ”**

At 24, growing up in the digital age, it's nearly impossible to remain untouched by mesmerising pictures on Instagram and Facebook. Especially as a wannabe surfer like myself, you see seemingly everybody else surfing, kiting and wingfoiling in exotic places with crystal blue waters and palm trees. But back to reality: you find yourself stuck at a university in Vienna, with access to

either a muddy lake with water levels too shallow for proper winging or a mostly gusty river in the middle of the city, both falling short of the breathtaking scenes you've just scrolled through on your feed.

This March, I had the chance to join the Core team, including Chantale Pöttgens, Dylan Wichmann and Willow River Tonkin, on their photoshoot in Mauritius for their latest wingfoil lineup, which I didn't hesitate to agree to. We were based in the southwest of the island, near Le Morne. We chased swells and winds whenever possible to capture awesome visuals for the upcoming,

freshly dropped marketing campaign. This meant leaving my university studies in sports equipment technology for a good month, even though I usually study full-time on campus, with no real opportunity for remote work during this period. As expected, my lecturers weren't too enthusiastic about supporting this 'holiday' in the middle of the semester, which meant I had some extra work cut out for me when I came back, but that was a problem for my future self considering I was not going to let this opportunity slide.

I arrived in Mauritius with the expectation of experiencing the tropical vibes of an Indian Ocean island, prepared for big waves and constant winds.





**“THE CHERRY ON THE CAKE IS THAT THE WIND IS OFTEN BLOWING SIDE SHORE, IDEAL FOR DOWNWIND RUNS.”**

Those expectations were quickly dashed as the first tropical rain shower hit, and windlessness settled in. Don't get me wrong, there are worse places to get stuck in, and with all the classes I was missing, I filled the time with catching up on studying while simultaneously exploring the beautiful island and spending one or the other morning surfing with some friends. With all those things on my mind, the mission was still the shooting, which meant getting the wing gear ready, checking and preparing camera equipment, setting up drones and organising boats for when the wind was back. And it came back with a bang!

The first day of the shoot started with a massive swell accompanied by awesome wind. The new gear performed, the riders were on point, and we were able to produce some epic content over the next few days and weeks. After shooting days, when the equipment was sorted out, cameras and drones were cleaned, charged and ready to go again, it was time to share the sunset atmosphere with the mosquitos while programming another part of my semester project or getting tired over some lecture slides.

With Mauritius being one of my dream destinations to hit the water, my first session was really special, especially after coming from Austria in early spring, where I had my last session a week prior in 10° water and freezing wind in my winter wetsuit with hood, gloves and booties on. While entering the water, I almost flinched out of habit because I was not used to being warm in board shorts.



“ONCE YOU ARE FLYING, YOU CAN FEEL THE AGILITY FROM THE STRICT WEIGHT LOSS PROGRAM THE BOARD WAS PUT THROUGH.”

As I revelled in my first-ever session on the waves in Mauritius, it was also my first time using the whole new lineup from Core. The Halo and the Roamer S should have been no surprise to me since I was included in the development process and have been able to ride earlier prototypes already. The Vert foil range, on the other hand, was still new to me. The idea behind this new range of products was to offer a progressive range for advanced riders who grew out of their previous Core gear or are looking for gear that enables performance on the highest level. The transition from last year's products seems intuitive, as the feeling is similar to the Roamer and Spectrum combination. With this year's addition of a carbon mast, the high-aspect Vert front wings and the stabiliser, you can really feel a step up in performance. Thanks to the new mast-base unit and carbon construction, the setup feels incredibly stiff, giving precise control in all your manoeuvres. The special taper design of the mast was chosen to reduce drag the further your mast comes out of the water, and especially with the addition of the Vert 700 front wing and the redesigned stabiliser, I could feel the difference in speed. The Roamer S, which is only available in smaller sizes, fulfilled my desire to get an even smaller and lighter board for wave riding and freestyle. The board's shape feels incredibly balanced and supports you in getting up and going. With the small volume of the board, getting up on the foil is more challenging, but once you are flying, you can feel the agility from the strict weight loss program the board was put through.





RIDER WILLOW RIVER TONKIN



It is a thought-through construction with reduced paintwork to save weight, which exposes the beautifully crafted carbon layers. Perfect for everyone looking for a board to push their riding to the next level. Although it is primarily not promoted that way, it also made for an awesome surf foil board on days without wind.

The completely redesigned Halo Core's new performance wing is topping it all off. The first time I saw it, I mistook it for an Aluula XC with a boom instead of handles. Yes, it has a very familiar feel, but it just felt like the next step.

"IT ALSO MADE FOR AN AWESOME SURF FOIL BOARD ON DAYS WITHOUT WIND."

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**“ WE CHASED SWELLS AND WINDS WHENEVER POSSIBLE TO CAPTURE AWESOME VISUALS FOR THE UPCOMING, FRESHLY DROPPED MARKETING CAMPAIGN. ”**

Thanks to a new material combination, the wing got much stiffer while reducing the overall weight. With a more rigid front handle and reduced weight, the branch follows you effortlessly in the wave.

The most apparent change, the boom, improves the wing's handling by allowing it to grab it almost along the entire strut, enabling new possibilities and tricks. Overall, the new line of products is equally good for improving riders looking to enhance their skills and advanced riders pushing the limits.

In retrospect, missing several exams and weeks of lectures may seem reckless. Being a student who is not committed could be

interpreted as a waste of time, but I would argue differently as someone with more than one field of interest. The opportunity to test the gear beforehand and be one of the first to ride the final versions was cool and reminded me of what I am studying for. I find it hard to accept that choosing one path rules out other options. Was it worth it? Definitely! Travelling as a full-time student is not quite as relaxed as I hoped, but after catching up with all the lectures and passing all the exams I missed, I'm ready for the next adventure!





**“WHAT'S IMPRESSIVE ABOUT THE NEW LINEUP IS THAT THE ENTIRE SPECTRUM AND VERY FOIL COLLECTIONS ARE INTERCHANGEABLE”**

“CORE's latest range of performance wing foil gear has seen a significant upgrade with the introduction of the Halo Pro wings, Vert foils, and Roamer S board. These additions perfectly complement their existing range of entry/intermediate foil gear. What's impressive about the new lineup is that the entire spectrum and very foil collections are interchangeable, allowing you to create the ideal setup to suit your level and the current conditions.

The Halo Pro and Vert foils are built for speed and offer higher stall speeds, making them the perfect choice for tackling challenging conditions like strong winds and big waves. When the winds are lighter, I prefer the spectrum foil with XC wings, which are more forgiving and have better low-end capabilities than the new range.

Earlier this year, I was fortunate enough to test and capture footage of Core's latest gear in Mauritius, which proved to be a fantastic experience as I had never foiled outside of South Africa before. The trip was incredibly enjoyable, and I got to experience the thrill of foiling in the crystal-clear waters of Mauritius.”

- Dylan Wichmann



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WORDS DAVE LITTLE (MATERIALS) AND ULI SOMMERLATT  
PHOTOS MILES TAYLOR AND FRANCK BERTHUOT  
QUESTIONS ROU CHATER

# TECH FOCUS

## NORTH PRO SERIES (WINGS & FOILS)

In this Tech Focus, Dave Little and Uli Sommerlatt talk us through North's latest Pro Series and the advancements made in their materials. North constantly works on refining its materials and using its bespoke options instead of pre-existing ones. The new material, N-Weave45, is lighter and stiffer than conventional Dacron, leading to better performance and efficiency in their wing designs. If you like a bit of tech talk, you'll love this!







**“WHEN WE'RE NOT PRODUCING NEW MATERIALS, YOU'LL FIND US EVOLVING THE EXISTING ONES FROM SEASON TO SEASON”**

Hi Dave and Uli, it's great to have you with us! We'd love to hear more about North's latest Pro Series. The materials have seen significant advancements lately and now form a major part of North's Pro Series lineup for 2024. How long have you been working on perfecting these materials to the point where they are ready for integration into the new products?

We never stop working on materials. When we're not producing new materials, you'll find us evolving the existing ones from season to season, as with the addition of the cross-ply laminate used to create N-Weave45. We constantly seek ways to refine our products to increase performance further.

**North distinguishes itself by using its own bespoke materials instead of working with pre-existing options. Does this affect the speed of the process, and what are the benefits and drawbacks of manufacturing your own materials?**

North Sails Advanced Textiles has been an excellent asset for the broader group. We can try many different options in material make-up reasonably quickly. Knowing our material will be our own and is purposefully developed for specific performance in a kite or wing and not just re-named mass supply product is a huge benefit. It's more complicated than buying a pre-existing material, but it brings unique performance and advantages to fine-tune the material properties as we require them.





**“IT IS EXPLICITLY DESIGNED FOR WINGS — BECAUSE IT IS STIFF IN ALL THREE DIRECTIONS.”**

**Let's start with the N-Weave45, replacing the conventional Dacron on the wing structure. What makes it distinctive, and why is it better than the material you used before?**

N-Weave45 is a high-tensile strength woven fibre reinforced with a Dyneema cross-ply laminate. We developed N-Weave45 to help reduce geometric compromise in the inflated structures. It is explicitly designed for wings — because it is stiff in all three directions. You don't need a wing to twist and turn like

a kite, more the opposite. The inflated airframe needs to be torsionally stiff — much like the mast or rig of a sailboat.

Furthermore, you want the inflated airframe to be as stiff as possible in the high-loaded areas for maximum efficiency. Imagine you have an easy-to-bend airframe, and you start pumping it. You won't get much efficiency out of a bendy wing — all you do is feather fabric through the air. Now, you do the same with a stiff airframe and a nicely tight canopy, and you get a great pull from the wing for every pump you engage the wings with.

N-Weave45 is still 30% lighter than conventional Dacron. The weight saving

conventional Dacron. The weight saving translates into more outstanding performance, more efficient power delivery in light air, and makes the wing more manageable in all conditions. This allows us to make smaller diameter LE and struts for our wing designs, reducing the drag of a wing and making it stiffer than a bigger Dacron LE wing, with significant weight savings.

It is 3x stiffer than Dacron in the warp direction. N-Weave45 is almost 4x torsionally stiffer than Dacron on the 45-degree bias when inflated to the recommended inflation pressure. From a manufacturing and performance perspective, the new 45-degree biaxial laminate layer stabilises the material, improving its consistency for greater integrity and durability of the airframe.



“THEY ARE USED IN SOME OF THE MOST EXTREME CONDITIONS IN THINGS LIKE MILITARY BODY ARMOUR, INDUSTRIAL-SIZED FISHING EQUIPMENT, AND SAILS AND ROPES FOR RACING YACHTS.”

How is the durability of this new material, especially under harsh UV conditions, compared to other products on the market?

The UPE fibres used in N-Weave are well known for their resistance to moisture, most chemicals, UV and micro-organisms, and the laminates used by North Sails Advanced Textiles are proven over 1000s of sails made and used around the world in some of the harshest conditions.

We test every new material we make and trial. Then, we test production material lots.

Compared to other products on the market? I'm sure that most products are on top of UV nowadays. We still use standard Dacron and canopies in our wing range, which are long-lasting and durable.

High-modulus materials stretch little when pulled and have incredible resistance to deformation. This is important because if the inflated structure deforms under load.

UPE fibres also have extremely high cut and abrasion resistance. They are well known for their lightweight, their durability and their toughness. They are used in some of the most extreme conditions in things like military body armour, industrial-sized fishing equipment, and sails and ropes for racing yachts.



PHOTO MILES TAYLOR

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PHOTO FRANCK BERTHUOT

**“A LIGHTER AND STRONGER WING IS MORE EFFICIENT, REQUIRING LITTLE TO NO WASTE, EFFORT OR ENERGY TO ACHIEVE RESULTS.”**

**We hear lighter, stiffer, stronger all the time; why does that matter to the rider?**

Without oversimplifying things, a lighter and stronger wing is more efficient, requiring little to no waste, effort or energy to achieve results. The lighter the wing, the more efficient the power delivery in light air and the easier it is to handle in all conditions. The stiffer and stronger it is, the more power it can generate and the greater the shape-hold, durability and longevity. A stiffer wing reduces structural deflection and transfers wind energy into greater forward speed while getting up on the foil or riding along, and explosive boost and hangtime for freestyle tricks.

When you combine these two attributes, you get a wing that can generate much more power for its size, that is lighter and, therefore, easier to handle.

A lighter and stiffer wing overall might also mean you could ride a slightly smaller wing size because it now has the same speed and power-generating performance as a larger wing.

Or you could look at it the other way and say that a larger wing, such as the Loft Pro, is lighter for its size, making it more efficient and easier to handle.

However, efficiency does not only depend on material choice. It also helps to consider all the design attributes of the wing, such as the LE size, Profile shape, Camber, Dihedral, Centre of Effort (COE) and TE Tension.





**"THEY GIVE THE RIDER A FASTER, MORE DIRECT, AND MORE REACTIVE RESPONSE."**

**The new canopy material, Matrix HTRS, why did you need to create this, where is it used and to what advantage?**

For a high-performance, high-speed wing, canopy tension and shape-hold are critical canopy attributes. Matrix is a low-stretch, high-tenacity, low-deflection canopy material explicitly designed to meet the demands of the new stiffer N-Weave45 airframe. It helps balance the tension of the rigid airframe, increasing the wind range and helping to hold the wing's shape in all conditions. Since the

N-Weave45 airframe deflects less than a traditional Dacron airframe, an N-Weave45 airframe sees naturally higher loading. Therefore, it needs to be paired with a canopy material that can handle these higher loadings, which is what Matrix HTRS does.

**How does it (Matrix) handle interactions with the foil? We understand this is arguably the primary concern for wing foilers' canopy tears; can we expect fewer issues with this new material?**

Matrix is not just stretch-resistant... it's also strong, tough, and has remarkably high cut and abrasion resistance. However, carbon foils, especially when scratched on the tips, can be razor sharp for any canopy material.

**You've also developed a new GripLock Carbon handle for the Pro Series. What's different about it compared to the standard handle on your other wings?**

The Carbon handles are lighter and reduce the overall wing weight. Hence, they give the rider a faster, more direct, and more reactive response.

**We all know that these new materials cost money to develop, but how does the Pro Series compare to other products using new materials? Are we talking eye-watering prices, or is it something more attainable for the weekend warrior?**

Manufacturing materials in-house helps us to keep the costs down and then pass on those savings to our customers. Just look at the RRP of the North Pro Series



## “THE PRO SERIES IS FOR THE DISCERNING RIDER LOOKING FOR AN EDGE OVER THE COMPETITION”

on our website compared to wings made with Alluula or other materials, for example. The North wings are more affordable.

**You still have the standard wing series, too, which is excellent; why should someone choose the Pro Series, and what sort of a rider is it for?**

The Pro Series is for the discerning rider looking for an edge over the competition - or higher performance from their equipment. Although we don't market the Pro Series as entry-level, they are still incredibly accessible wings for all riders, and anyone - from the relative novice to the seasoned pro - will benefit from their performance attributes. The Nova is our all-round Freeride wing, with an effortless low-end and a massive wind range. It's easy to get up and ride without pumping your wing. The Mode Pro also has a huge wind range, but it might require more effort to get up and going than the Nova. The Loft Pro is a large wing to handle, but we recommend every rider has one in their quiver for those days when you need to get on the water and can't wait for wind.

**Will we see these materials and technologies filter into new products as well?**

We're already starting to see a crossover between various products in our foil/kite range - from small yet crucial details like the handle grips to introducing Pro materials into yet-to-be-released products (coming soon!)

**Thanks, Uli and Dave, for taking the time to talk to us!**

Thank you!



RIDER CHUCHO NONNOT PHOTO FRANCK BERTHUOT





QUESTIONS JEN TYLER  
PHOTOS OZONE

# TECH FOCUS

## OZONE'S CONNECT WING V2 & WING WAIST PADDED BELT V1

BY TORRIN BRIGHT — OZONE PRODUCT MANAGER

Ozone's Product Manager, Torrin Bright, discusses the features of Ozone's latest harnesses: the redesigned Connect Wing V2 and brand-new Wing Waist Padded Belt V1 harnesses, the benefits of the new sliding hook and more! Find out in this Tech Focus!





“RIDING TOESIDE IS MUCH MORE COMFORTABLE, AS THERE IS LESS ROTATIONAL FORCE THROUGH THE HARNESS, AND IT REMAINS CENTRED ON YOUR BODY.”

Hi Torrin, it's great to have you here! After a massive success with the Connect Wing V1, Ozone released the V2. Can you tell us a little bit about the latest upgrades and the benefits of the new sliding hook?

For the most part, the Connect Wing V2 is a full redesign. We kept to the concept of a lightweight, comfortable harness but reworked most of the harness construction, materials and features. It is a full support harness that focuses purely on the rider's needs; nothing more.

A stretch velcro and neoprene belt hold the harness securely and comfortably in position. The harness shell is tougher and features an inner neoprene layer that locks into position on a rider's back, providing excellent support and more comfort with the soft internal foam padding.

The webbing strap spreads the load effectively, while the new sliding hook allows your body to rotate freely. Therefore, riding toeside is much more comfortable, as there is less rotational force through the harness, and it remains centred on your body. The hook can also be moved to the side and folded down if you need to lie on your board to paddle.

There are two leash line / QR connection points for rider preference.





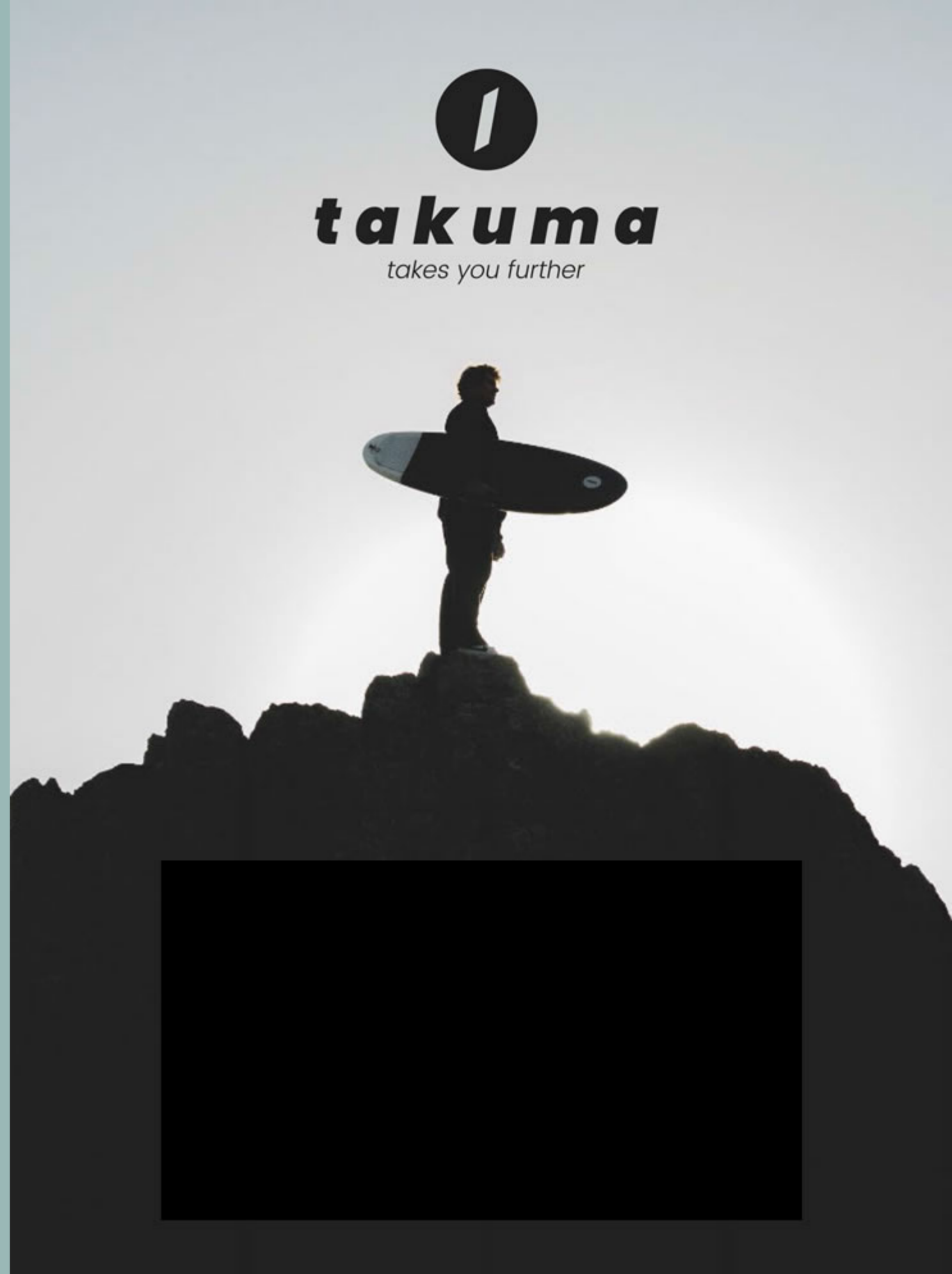


What are the pros and cons of riding a soft shell harness while winging, and how do the Connect Wing V2 and Wing Waist Padded Belt V1 materials provide support and comfort?

There are no cons really; they are such lightweight and unrestrictive products that you hardly notice wearing one.

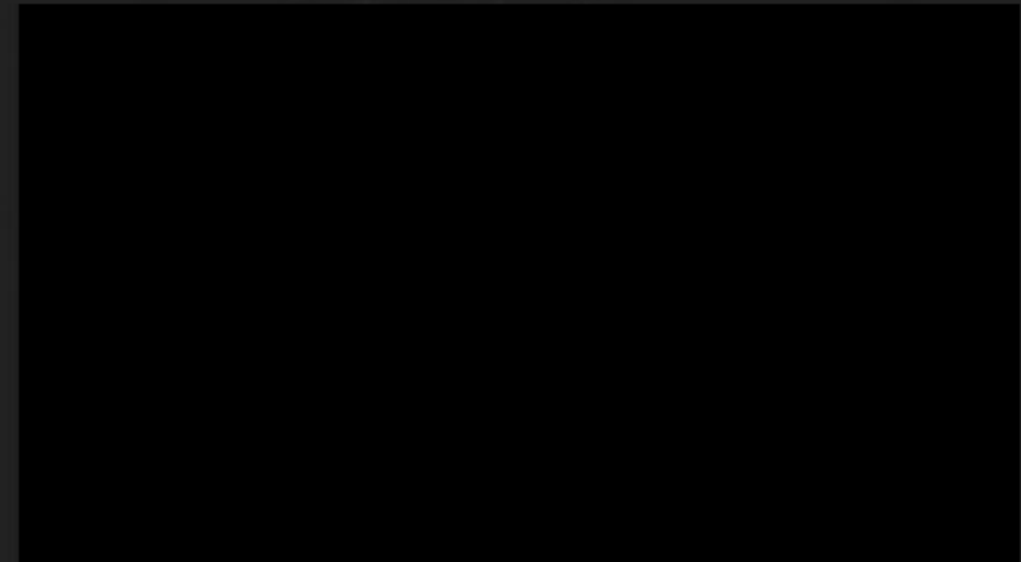
The pros are being able to take a break and relieve the load on your arms to maximise your sessions.

“THEY ARE SUCH  
LIGHTWEIGHT AND  
UNRESTRICTIVE  
PRODUCTS THAT YOU  
HARDLY NOTICE  
WEARING ONE.”



**takuma**

*takes you further*







**“BOTH HARNESSES ARE LIGHTWEIGHT, EASY TO USE, AND COMFORTABLE FOR THEIR INTENDED PURPOSE.”**

In colder weather, your arms and grip tire more quickly, so there are added benefits to using a harness in the winter, too. For riding powered and when needing to push your speed or upwind riding angles, once you've felt the benefit of a harness, you'll wonder how you managed without one. It's why they're now essential for racers.

Webbing helps to spread the loads into the harness frame. On the Connect Wing V2, soft foam and neoprene layers provide maximum comfort.

**The webbed straps and buckle make both harnesses look extremely easy to wear, and above all, they pack down tiny! Was this Ozone's main objective when designing the harnesses?**

Our philosophy is always to design for what's required and nothing more. Both harnesses are lightweight, easy to use, and comfortable for their intended purpose.

They have all the required features, use high-quality materials and, as you alluded to, are fantastic for travelling too.

**What are the main differences between The Connect Wing V2 and Wing Waist Padded Belt V1, and who would you recommend purchasing which?**

The Wing Waist Padded Belt V1 is a very lightweight EVA product for those who occasionally hook in but want to prioritise freedom of movement without committing to a full harness feel. It's a massive upgrade in comfort and performance compared to a standard webbing belt that can dig into your back when your wing is well-powered.





CONNECT WING V2



THE WING WAIST PADDED BELT V1



**“THEY CAN HELP EXTEND YOUR SESSIONS OR TO RIDE MORE POWERED AND REACH FASTER SPEEDS.”**

The Connect Wing V2 harness is a streamlined, lightweight harness for riders looking for high levels of comfort and support who might be hooking in for longer, riding powered, racing, etc.

**What are the safety features of the Connect Wing V2 and Wing Waist Padded Belt V1?**

There are very handy connection points for a quick release/leash to be attached, allowing the rider to choose which side they prefer, making the leash very easy to reach. If necessary, both harnesses can be released instantly by undoing the buckle.

**Wing harnesses can be a divisive topic. What are the benefits of wearing one vs not? What's it like at your local beach? It seems to be an almost tribal thing these days!**

Harnesses are a great way to take the load off and cruise. They can help extend your sessions or to ride more powered and reach faster speeds. They offer extra comfort and support compared to the standard webbing waist strap. It really comes down to how powered you like to ride. If you do a lot of cruising in light wind, they're unnecessary, but once you've felt the benefit they offer in stronger wind, instantly allowing you to ride for longer, they become a vital piece of equipment. As they make it possible to crank very hard upwind, if you're catching long wave rides downwind, they can also save you a lot of time and energy to get back in position to get another wave! So, in this case, you just need to choose how much support you'd prefer.

**Great, thanks again, Torrin!**

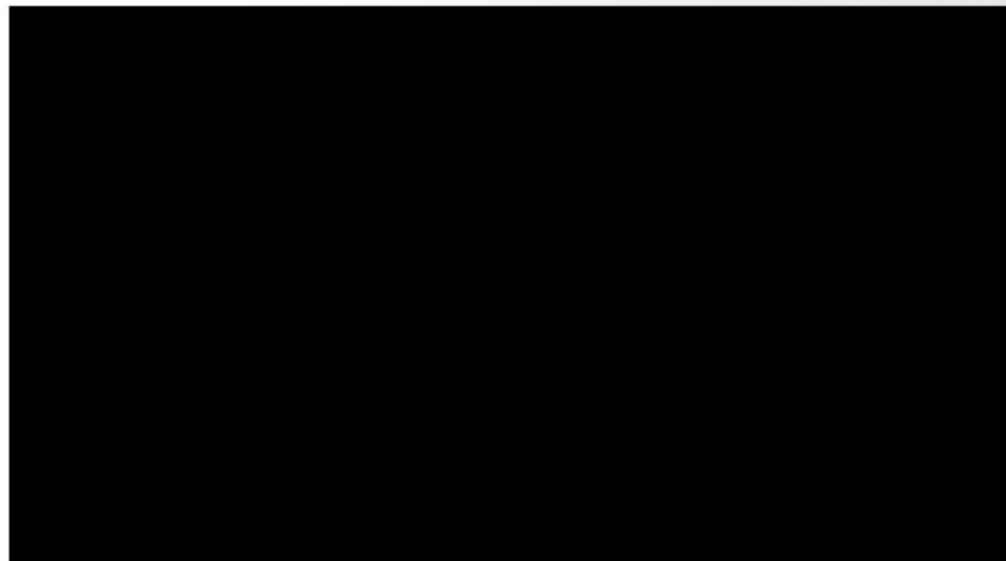
Thanks, Jen!



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## THE INTERVIEW

QUESTIONS ROU CHATER

For this issue's 'The Interview', we got to speak to the man himself, Armie Armstrong! Armie opens up about his extraordinary childhood, his journey in watersports, his love for the ocean and his introduction to kitesurfing and foiling. He talks about the challenges of getting into new disciplines in New Zealand, the inspiration behind creating his own gear, and much more! Armstrong's love for foiling and watersports shines through in the interview - Read the full interview exclusively in Tonic Mag!



PHOTO JOSH MCCORMACK





“ KITESURFING WAS MORE OF AN ADVENTUROUS SPORT FOR ME IN THE EARLY DAYS AS I CHASED UNCROWDED WAVES. ”

**Welcome, Armie! We're thrilled to have you here. Please tell us about the beginning of your journey in watersports; what inspired you to start?**

To make a long story short, I was lucky to grow up on a sailing boat with my family. We sailed around the world for a few years when I was very young, and I learned to walk on the boat somewhere in the Pacific Ocean!

Probably because of that, I have always had a strong affinity for the ocean or any body of water, in fact. I experience severe withdrawal symptoms if I'm not in, on, or under the water regularly. Growing up on a sailboat is one of the best ways to learn about how objects function in the natural world. During school, I was introduced to whitewater kayaking and competed at a national level. I was deeply affected by how energy and water move in powerful rivers. You become part of the current with the small kayaks we were using. While studying for my science degree at university, I worked part-time as a

whitewater raft guide and enjoyed windsurfing as much as possible. And then kitesurfing happened...

**During your time as a keen kiter, were you ever involved in any competitions in the early days?**

Not really, although we did make a video for the NZ edition of Red Bull King of the Air when the legendary Flash was in his prime; kitesurfing was more of an adventurous sport for me in the early days as I chased uncrowded waves. It was all new and exhilarating, with massive development all the time, much like foiling now. I vividly remember Lou Wainman boosting straight over me and a couple of friends at Sprecks on Maui when we were windsurfing there in 1999.



“ THE SENSATION OF FOILING IS ALSO INCREDIBLY ADDICTIVE. I JUST COULDN'T GET ENOUGH, MUCH TO THE AMUSEMENT OF MY FATHER ”

That was the turning point. Within 6 months, we had all sold our windsurfing gear and were happily getting trained by the early 2-line inflatable traction (“tractor”) kites. Foiling, to me, is similar in that it offers new perspectives on water sports and a sensation of sheer freedom.

**One of the first to embrace foiling with a kite, what got you interested in taking the sport in a new direction?**

As a sailor, kitefoiling immediately appealed to me because the foil allowed me to sail at such great upwind angles. It enabled me to explore much larger areas than twin tips permitted. Foiling made kiting a genuine sailing sport for me, which is now evident with kitefoiling's inclusion in the 2024 Olympics. The sensation of foiling is also incredibly addictive. I just couldn't get enough, much to the amusement of my father, as I would kite around him on his yacht during family holidays. He definitely wondered when I would have any time to 'grow up' and find a real job!

**New Zealand is certainly out on a limb; was it hard to get into new disciplines when the gear wasn't so readily available, and there wasn't a crew of people going in the same direction?**

There is often a lag with new cultural or sporting activities coming to New Zealand. We have a real sense of doing it our own way, and while that is cool, it can be limiting to new things sometimes.







“ BEING A BIT OF A GEAR THRASHER AND THAT FOIL NOT BEING DESIGNED FOR JUMPING, I WAS ALWAYS IN THE WORKSHOP REPAIRING IT. ”

As you say, gear is harder to come by for us, especially in the earlier days of a new sport. I was lucky that Daniel Kereopa had an ancient boot-binding tow foil rig handed down from Laird that was collecting dust in his shed. When kite foiling started, we took that setup to our kite spot in Raglan. That was how I had my first foiling experience; it was love at first flight! To this day, the Mike Murphy-inspired sit-down foils are a good learning platform as they are very thin, produce quite manageable amounts of lift and regain that lift immediately if they come out of the water. This lack of “ventilation” incidentally inspired some of our MA foil designs. These older sit-down foil designs need a lot of rider input to rise - that’s good when you’re trying to throw it around like a surfboard.

**Is that what turned your focus to producing your own gear?**

Limitations always lead to innovation, and plenty of people in NZ simply made their own gear - kites, boards, and foils. A few have even grown into leading international brands. I was so hooked after those first flights that I saved my pennies and bought a good kite foiling-specific rig. I wanted to immediately jump on the foil, but being a bit of a gear thrasher and that foil not being designed for jumping, I was always in the workshop repairing it. Growing up on the water, with a boat builder as a grandfather and an architect as a father, I knew my way around tools and started experimenting with my foils. I was mates with Rob Whittall from kiting missions together in NZ.



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RIDER OLIVIA JENKINS  
PHOTO BEN THOUARD

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“ IT WAS A DREAM COME TRUE TO BE ACCEPTED IN THE WATER AND RUB SHOULDERS WITH ABSOLUTE LEGENDS FROM ACROSS THE SURF WORLD. ”

Rob's an inspirational individual and a designer who always sees far outside the walls of the box. I floated the idea of making an all-sport foil setup that was much stronger and wouldn't require constant repairs when pushed hard. He loved the idea and was keen to support my mad dream, so we began. We didn't know how hard that job would be or where it would take us, but we gave it a try!

**You were a big fan of SUP racing and had some amazing results; what was your favourite race and why?**

My favourite race has always been the Pailolo Channel (Maui to Molokai) because it is such an epic stretch of ocean! The Molokai2Oahu World Championship is the most rewarding as it presents a challenging channel. These are closely followed by the early Battle of the Paddle events in Hawaii, organised by Sparky and Gerry Lopez. The Battle of the Paddle was legendary because surf racing was so enjoyable, and it attracted surf legends from all levels in Hawaii at that time. It was a dream come true to be

accepted in the water and rub shoulders with absolute legends from across the surf world. Everyone was thrilled to be part of it, and that inclusiveness also extended to the early days of kiting, which were booming here in New Zealand.

**As one of the first to think about putting a foil on a SUP, where did that idea come from? Was there a particular event or instance that made you believe a foil would be better?**

I wanted to beat the younger SUP racers who were dominating at the time! I didn't care how, or whether it was within the rules. A foil seemed to be the obvious answer! I was experimenting with a massive handmade prototype foil that my dad helped design with the aim of achieving easy, low-speed flight.



“ WITH OUR EXPANDING PRODUCT RANGES TO COVER THESE COOL NEW ADDITIONS TO FOILING, THERE ISN'T MUCH TIME FOR NON-TEST FOILING; LUCKILY, I LOVE MY JOB! ”

Around that time, Kai Lenny made one of his incredible viral videos - it must have been early 2016. He was successfully downwind foiling on Maui's North Shore with a prototype foil rig. I immediately booked a flight to Maui to learn how to do it myself! We were completely hooked, and for about a year after that, we worked tirelessly on homemade mutant prototypes in our garage as we traveled the world chasing SUP races. Our intention was to create something that even non-professionals like me could easily use. Such good times!

**Foiling has expanded so much in recent years; what's your favourite foiling discipline, or is it condition-led?**

That is a tough choice as I love them all! It depends a lot on the conditions. But in reality, these days I'm using whatever prototypes need to be tested for the refinement process, and with our expanding product ranges to cover these cool new additions to foiling, there isn't much time for non-test foiling; luckily, I love my job!

This year, that meant a heap of downwind SUP foiling in Hawaii. It was amazing to be there working on gear as that was one of my dreams when I started out. Like many people, I have also gone through phases with my foiling. Initially, kite foiling was my obsession, but then I got into SUP surf foiling and didn't kite so much.







“ THERE IS STILL SO MUCH DEVELOPMENT TO COME THAT WILL TAKE THE FOILING JOURNEY TO EXCITING NEW PLACES SOON. ”

Tow foiling also became a significant part of our development process as you can get tons of time on foil and it's the easiest way to back-to-back test the many different variables in prototype testing. Plus, it's great fun! I don't dock start much, and to be honest, there simply isn't enough time in the day for me to also go prone surf foiling. Luckily, a big team of amazing riders is working with us to test the gear. Aidan Nicholas spent much time testing our APF pump foils. Oskar Johanssen, Jeremy Wilmotte and Reo Stevens are busy testing the equipment in waves. Cash Berzolla, James Jenkins and Tatiana Grant test our winging gear - to name just a few!

**Armstrong is known for making some of the highest-quality gear on the market. Was that always a focus for you as a brand?**

It's always our goal to make the best gear we possibly can through a continual research and development process. We love all forms of foiling, so this passion drives us to make gear that feels great to us. Like with anything where design is evolving, at times, it can seem like the more you learn, the more you realise you have left to learn! That can seem frustrating, but it's extremely exciting as it means there is still so much development to come that will take the foiling journey to exciting new places soon. We're proud to have built a foiling-dedicated brand from the ground up as the sport itself grew. It's almost surreal to take a step back and look at the depth of world-leading design consultants we can call on today in our daily pursuit of improvement.





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“ ONE OF THE MOST SIGNIFICANT FACTORS IN OUR SUCCESS IS THE INCREDIBLE TEAM THAT I HAVE PARTNERED WITH AND BUILT. ”

There are just so many cool projects on the go. It's an incredible ride, and I sincerely thank all our customers who enjoy the gear as much as we do!

**Is it hard to balance the quality, cost and margins to keep the company in business, or do you purely focus on quality first and let the rest follow?**

We focus consistent quality on a daily basis

and recognise that there is always room for improvement. I think that everyone has experienced the effects of the crazy rollercoaster of the past few years, especially within the fast-paced business industry that has been constantly evolving. Our main drivers are quality and innovation. Even though I am extremely passionate about foiling, it requires a lot of hard work and dedication. One of the most significant factors in our success is the incredible team that I have partnered with and built. The management has now been taken to a whole new level with outstanding people in key leadership roles. This means everyone in

the business can focus on their passion to build the best product - the rest takes care of itself.

**Foils have seen some massive changes in recent years, and you were always at the forefront of that development; in hindsight, did the sport dive down the super high aspect rabbit hole too fast?**

It's a natural human instinct to push boundaries with new tools, particularly in an exciting new sport with a spotlight on more experienced riders. One issue can stem from people overestimating their progress level and getting on gear too soon that is too advanced for them. In foiling's recent evolution, there's been a good mix of stable, easier foils along with more radical high-performance designs.



“ THE PROGRESS MADE ON EARLIER HA FOILS HAS LED US TO MIND-BENDING DOWNWIND ACHIEVEMENTS AND HAS POSITIVELY INFLUENCED FUTURE DESIGNS.”

Looking back to where it all began with the crazy thin, solid alloy Mike Murphy sit-down foils bolted to the feet of big wave riders chasing gloriously impossible dreams; and somehow pulling it off! Some HA foils are advanced/expert-oriented and out of reach for many riders, but that does not mean they should not be developed. The progress made on earlier HA foils has led us to mind-bending downwind achievements and has positively influenced future designs. So, no, I believe all development is beautiful and necessary. It's impossible to build something to perfectly suit all riders, all the time. It's essential to look carefully at the ranges of foils on offer and choose what best suits your skill level, foiling discipline, and the conditions where you ride.

**Your MA series of wings is getting huge acclaim now; what makes them different from the other offerings on the market?**

It is a simple thing- they are so bloody fun to ride! These foils were developed primarily for the wing and tow disciplines. They are made to be ridden with power, allowing a rider to direct that power from a wing and/or wave with precise and easy control. The ease with which these foils carve turns is addicting. Our primary development goal with these foils was to make the most forgiving, best ventilating (where the foil comes out of the water) foil possible. When paired with the Surf, Flow, Speed or Dart stabilisers, the MA foils come alive when pushing hard turns in the pocket or skipping across the surface with a wing before instantly reconnecting to the flow and riding away.







“ IT IS NOT AN EASY SYSTEM TO MANUFACTURE, AND WE ARE VERY PROUD OF THE CONSISTENT QUALITY OUR MANUFACTURING TEAM HAS ACHIEVED. ”

This means recovery from breaches; riding through whitewater or landing airs becomes a fun component of foiling instead of fearing breaking through the water's surface.

**Your foil system is very different to everyone else out there. How hard is it to produce, and why aren't other brands copying it?**

Ha! Yes, it is not an easy system to manufacture, and we are very proud of the consistent quality our manufacturing team has achieved. We always work to improve the details of the system wherever possible. Materials and layups are a significant part of testing and prototyping. We also work with several expert manufacturing consultants to analyse our processes and techniques - some exciting developments are coming soon!

Our core design concept has several key elements that create that smooth "X-factor" feel our foils have in the water. A round mast bottom bracket and fuselage shape move smoothly through the water, primarily through turns, no matter what angle the foil is on. The curves and fairings at the front and rear disperse loads as evenly as possible into the mast fibres. This enhances the ride characteristics and longevity of the mast itself. Over the years, we have fully optimised key layup details for consistent, industry-leading construction quality. We use a 100% titanium threaded rod in the fuselage core, which pairs with our titanium and 316 hardware for lightweight, corrosion-resistant connections.



“ IT'S AWESOME TO SEE HOW RIDERS PROGRESS WHEN THEY BOLT ON A NEW FOIL OR STABILISER. ”

We feel very strongly about every customer who has supported the brand, so modularity through commonality in design is very important. The A+ System allows anyone with an existing setup to quickly put on one of our latest components because the titanium core carbon fuselage system and foil/stabiliser fittings have remained the same. It's awesome to see how riders progress when they bolt on a new foil or stabiliser. It's all about having great sessions together for maximum enjoyment in the water.

**You've never made an aluminium mast; what's the thinking behind that? Do you think that alienates some of the market at the lower end from your products?**

We've made focused decisions about materials with the priority to consistently deliver first on our high quality and performance standards - this has consistently resonated with our customers. It's great that there are so many choices in the foil market these days; it's good for the growth of the sport, us and other brands.

**High Modulus Carbon is a buzzword now; how much of a difference does it make? Is stiffness the ultimate goal with foiling, or is a bit of flex sometimes a good thing?**

As with most things, there are various opinions on this topic. The devil is in the details, with many factors to consider. There are only a handful of fibre manufacturers in the world, so the basic fibre quality from all suppliers is pretty consistent.

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# AFS FOILS WHITEBIRD



WORDS PAUL WAKELIN PHOTOS LUCAS LE BEC

Paul Wakelin gives us the lowdown on AFS Foils Whitebird, a versatile and suitable for SUP Foil Surf, Downwind, and light wind wingfoiling sessions. It comes in two sizes and has a stable design with excellent glide and release. The board's construction is strong, light, and environmentally friendly. The Whitebird offers riders exceptional stability, efficiency, performance, durability, and value. It is designed for various downwind experiences, whether a short paddle or a long journey! Find out more in this tech talk!



RIDER RICHARD BOUDIA



AFS, one of the first brands to bring a specific Downwind board to market with the Blackbird. Primarily developed for the art of Downwind SUP foiling, the benefits of the longer, quick-releasing shapes when wingfoiling were fully anticipated. These advanced shapes extend the range of conditions that flight could be achieved and the scope of use of progressive downwind designs.

As part of the AFS advanced range, development products pushing new levels of performance, the Blackbird flew in its full carbon, custom-built construction. Over this last year, as the downwind discipline has gathered momentum and a wider following, further expert experience and Blackbird DNA has now been applied in the making of our brand new AFS downwind board, the Whitebird; the Waterman spirit is personified in a board. A high-performance yet accessible board aimed at allowing more riders to enjoy the readily downwind experience and maximise their wingfoiling sessions in the lightest of wind conditions.

As many have experienced, the downwind journey is far from easy; physicality aside, logistics also play a part! Initially, it was the norm to put in place a vehicle for the return journey.

That takes time and effort and isn't the most environmentally sound option. The development has been mini downwinders, bite-sized chunks, paddling upwind (prone, knees or standing) to paddle up using a bump and come back down, repeat until spent.

“ THE BENEFITS OF THE LONGER, QUICK-RELEASING SHAPES  
WHEN WINGFOILING WERE FULLY ANTICIPATED. ”







**" VERSATILITY IS KEY; THAT'S PRECISELY WHERE A SUPPORTIVE DOWNWIND DESIGN OF THE WHITEBIRD ALLOWS GREATER CREATIVITY TO YOUR ACTIVITY. "**

Alternatively, simply wing hard upwind and then flag back down, finishing where you started, the perfect lunchtime power hour. A further option is winging upwind with a paddle along the centre strut of the wing, deflating, and then downwind home. The joy and purity of only the paddle in hand when riding the waves. With mini pumps now available, the option of re-inflating is also there for the well-prepared; the possibilities go on...

Versatility is key; that's precisely where a supportive downwind design of the Whitebird allows greater creativity to your activity.

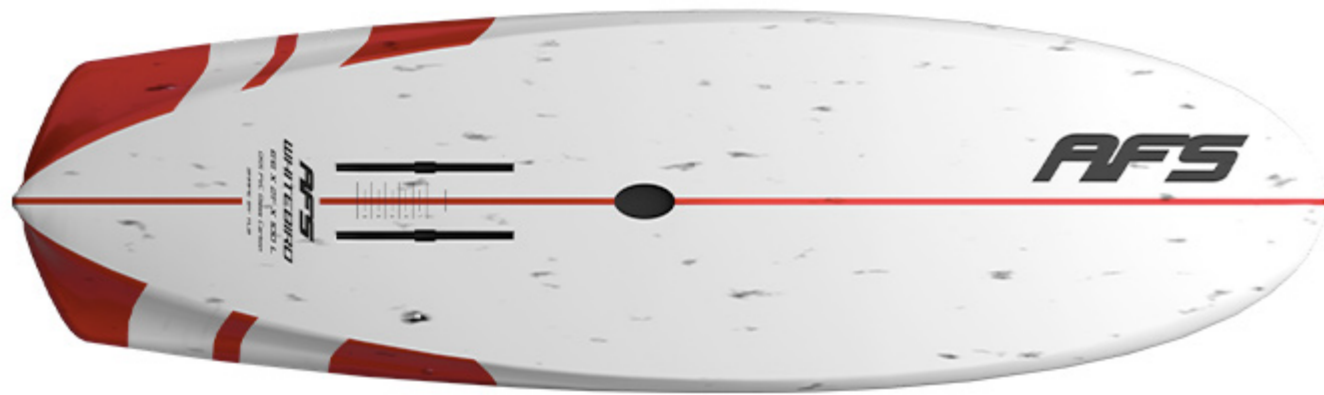
Relatively stable, very doable, yet with fantastic glide and release, allowing the rider to reach foil speed for super efficient take effortlessly-off.

Accessible, lightweight, and high-performing, the Whitebird is for SUP Foil Surf, Downwind and light wind Wingfoiling sessions. Available in two sizes, 6'6" x 21" x 100l and 6'8" x 23" x 115l, with a perfect volume distribution to ensure the broadest range of riders experience smooth glide, manoeuvrability, easy wave catching and early flight.

Its compact shape and stretched lines make it an encouraging downwind freeride board with relatively good stability. Its moderate width allows for excellent glide to facilitate speed acquisition for takeoff.

The volume bulb in the nose helps limit the risk of nosediving when gaining speed and provides strong support under the front foot to facilitate takeoff. The rounded forward rails provide comfortable tolerance for touchdowns, giving a gentle rebound and giving the rider confidence to push.





**" THE LEVEL OF FOIL CONTROL, FEEL, AND PRECISION IS MAXIMISED. "**

The highly efficient underside tail shape is complemented with a reduction of the wetted surface through the aggressive pin tail, providing even more glide and release. The pintail is supported above by tail extenders, providing stability in the build-up to a wave or bump.

Optimal foil precision and control are enjoyed thanks to the hollowed, concave deck that brings your contact closer to the foil and lowers your centre of gravity. Combined with longitudinal and lateral concave, rider input is direct and precise. The level of foil control, feel, and precision is maximised. Some may choose a wider stance, with feet further outboard over the foil ends, to increase control over wider HA span foils. Front foot strap inserts are included.



**CONNECT WITH THE GLIDE**

**NOMAD FOILBOARD - ACTIVE CARBON CONSTRUCTION**

The all-new Nomad is an intuitive and stable lightwind and downwind crossover foilboard with effortless gliding capabilities. Perfect for catching long drawn out waves, downwinding, or getting up on the foil in the lightest wind with your wing.





“ THE WHITEBIRD OFFERS EXCEPTIONAL OVERALL STABILITY, EFFICIENCY, PERFORMANCE, DURABILITY AND VALUE FOR ITS RIDERS.”

The perfectly placed US foil tracks' forward position and exceptional rigidity provide highly effective take-off capability in low wave energy and ultra-light wind conditions. This advanced forward track positioning increases the board's flight capabilities, allowing you to have all the takeoff benefits of a longer board with the ride feel of a much smaller board once up on foil.

The construction is a one-shot sandwich technique utilising an outer mould for accuracy and consistency. Strong, stiff, and light at just over 6kg. A responsible build using eco epoxy over an EPS core with PVC reinforcement in all the essential supportive areas.

By a subtle combination of all these characteristics, the Whitebird offers exceptional overall stability, efficiency, performance, durability and value for its riders.

There'll always be the special occasions when you simply need to go downwind, 1km, 10km, 100km!! A gathering of friends, a perfect forecast, a new route to be run... Let the Whitebird take you on your journey and help fulfil your adventures...





# UP & COMING



## TYLER FLANAGAN

QUESTIONS JEN TYLER PHOTOS IVAN VAN VUUREN

Born and bred in South Africa, 21-year-old FLYSURFER team rider Tyler Flanagan has only been on the wingfoiling scene for a couple of years now, but he's quickly becoming one to watch! Jen Tyler pinned down the MTB, kiteboarding, wingfoiling, adrenaline junkie for this issue's Up & Coming to learn more about what makes him tick!





**“ GROWING UP IN CAPE TOWN, WE WERE NEVER SHORT OF THINGS TO DO ”**

**Tyler, we are thrilled to have you join us! Please tell us a little about yourself - What was your childhood like in South Africa?**

Thanks, Jen, I'm stoked to be here! My name is Tyler Flanagan. I am 21 years old, turning 22 in December. I grew up in a small town called Melkbosstrand, just a 20-minute drive from Blouberg, which is Cape Town's main kiting destination. Growing up in Cape Town, we were never short of things to do, from surfing to golf and mountain biking on world-class trails just a 30-60 minute drive from where I live. I focused a lot on MTB Enduro and Downhill racing in high school. My family is also very active, which made it possible for me to engage in sports and try new activities. I am currently an IKO and IWO instructor (kite & wing instructor).

**That's awesome! You've been wingfoiling for a few years; who convinced you to give it a go, and how old were you when you first started?**

I was 18 years old when I first tried wingfoiling. One of my very close friends, Nathan Van Vuuren, convinced me to try it. We were on a massive SUP with a double centre strut wing, which confused the living daylights out of me, haha! But fast forward a couple of years, and I still love every second of it.

**What did you struggle with most when you were first learning to wingfoil?**

One of my biggest challenges was transitioning from heel side to toe side while riding. It became even more difficult because I live in an area with bigger waves,







**“ THEY HAVE TAUGHT ME SO MUCH WHEN IT COMES TO WING DESIGN AND WHAT KEY FACTORS TO CONSIDER ”**

which made me quite scared of falling. This fear caused me to go out too far and struggle even more, haha!

**Do you attend university or plan to enrol in a program, or do you see yourself solely becoming a professional wingfoiler?**

I am not attending university because I am still unsure about what I want to study.

Whenever I go into the water with a kite, wing, and foil, I discover something new about them and how they respond to different movements. It would be a dream come true if one day I could work in the R&D department. But, this field is not for everyone, no matter how strong their desire is. In the future, I may switch to an entirely different career.

**Winds on! Who is the first person you hit up for a session?**

That's hard to say, as we are a very close-knit group of friends. I'd have to choose 2 of my best friends, Nathan van Vuuren and Jake Rankin!

**When did you first join FLYSURFER?**

I joined FLYSURFER at the end of 2022.

**What's it like being on the FLYSURFER team, and how has their support impacted you?**

Being an ambassador for the FLYSURFER team has been an amazing experience so far. Even though most of them are at HQ, having Luke McGillewie, Nathan van Vuuren, and Julian Zens on this side always creates a great vibe. When the team does come down, it feels like seeing family in a sense. They are the most energetic and fun people to be around. They have taught me so much when it comes to wing design and what key factors to consider when testing.



**“ THE WINGS EFFORTLESSLY GLIDE AND RESPOND TO MY EVERY MOVE WITHOUT FLAPPING OR DRAG. IT'S EASY TO FORGET THAT I'M EVEN HOLDING THEM! ”**

Their support so far has been incredible, helping me progress more and more in both my kiteboarding and wingfoiling.

**What's your FLYSURFER wingfoiling quiver of choice? Why?**

My go-to choice is the TAO 4.5 and 3.5. These smaller-sized wings are perfect for the windy conditions in Cape Town. Not only do they handle strong winds exceeding 40 knots, but they also perform exceptionally well in lighter winds of around 15 knots.

Another reason I prefer these particular wings is their versatility in different riding styles, such as wave riding and downwinders. The wings effortlessly glide and respond to my every move without flapping or drag. It's easy to forget that I'm even holding them!

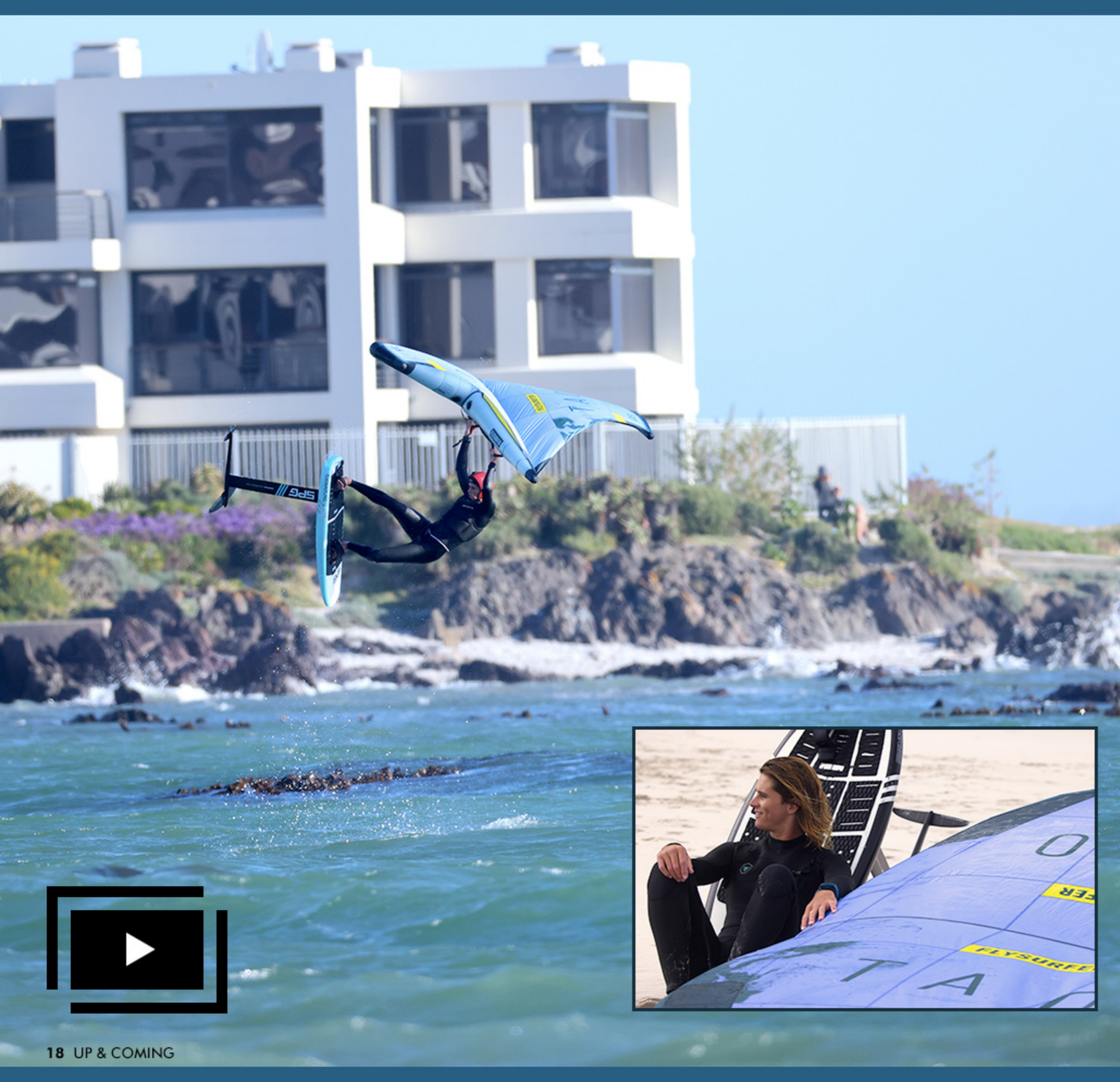
Freestyle is another reason, with the power and ability to pull any trick and shape easily.

**What trick have you been working on lately? Have you landed it yet?**

I've been working on a few, including backflips, 720, 1080, front flips, wave jumps with a 360, handle passes, and some technical wave-riding tacks.







**“ I WOULDN'T BE SURPRISED IF IT ENDED UP IN THE OLYMPICS AND BECAME EVEN MORE POPULAR THAN KITING ”**

Scrolling through your Instagram page, I can't help but notice that mountain biking constitutes 50% of your content! Is it safe to assume you have an equal passion for mountain biking and water sports? Is mountain biking something you see yourself doing professionally one day?

I have been actively involved in mountain biking since I was about 10-11 years old. While my passion for it may not be the same as before, I still enjoy going out for a ride whenever possible. Throughout high school, I competed in numerous races and got pretty good results. After I graduated school, I dedicated another year to racing and gradually developed an interest in winging/foiling.

**Where do you see wingfoiling going in the future?**

Considering how young the sport is and how it's starting to flourish globally, I wouldn't be surprised if it ended up in the Olympics and became even more popular than kiting in the long run.

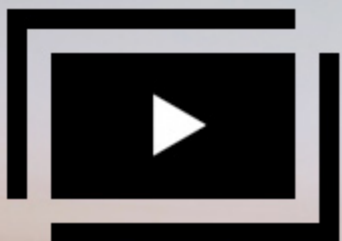
**Thank you, Tyler! It's been great to catch up with you!**

Thanks, Jen!





In this mini-feature, Fabian Muhmenthaler talks about his latest video, UKIYO, inspired by the Japanese concept of living in the moment and detached from life's problems. The video focuses on Fabi's love for water sports and the ocean. Collaborating with a photographer, videographer and childhood friend, Leo Hochgrassl, they plan a two-week trip to Gran Canaria to capture the island's beauty and their passion for water sports. Dive into their adventure here!



WORDS FABIAN MUHMENTHALER PHOTOS LEO HOCHGRASSL





**“ IT'S THE MOMENT OF PEACE WHEN I COMPLETELY DISCONNECT FROM EVERYTHING AND FOCUS SOLELY ON THAT SPECIAL AND UNIQUE MOMENT. ”**

This project is named UKIYO, inspired by the Japanese word which means: 'Living in the moment, detached from life's problems and bothers. The floating world.'

I first discovered Ukiyo through the internet after reading a book called Ikigai. This idea

aligned with how I felt then, so building the project around this notion and giving it genuine significance felt natural.

My Ukiyo is found in the ocean, engaging in water sports. It's the moment of peace when I completely disconnect from everything and focus solely on that special and unique moment.

Leo Hochgrassl and I have a harmonious working relationship and understand each

other really well. He is the younger brother of my best friend Max; we've known each other for a very long time. Our bond has always been strong; he is like a little brother to me. Max and I were avid surfers, windsurfers, and kiteboarders during our teenage years, while Leo started capturing our moments through photography. It was a natural progression to collaborate with him on shoots and create short films as a hobby. When two people feel comfortable working together, you can see that in the project's final result.



“ HE HAS EVOLVED INTO AN INCREDIBLE VIDEOGRAPHER, AND OUR CONNECTION IS UNIQUE AND SPECIAL. ”







**“THE ISLAND OFFERS EXCEPTIONAL CONDITIONS ALONG WITH BREATHTAKING LANDSCAPES AND LIGHTING.”**

Now that I ride professionally for North and Mystic, who could be better to work with than Leo? He has evolved into an incredible videographer, and our connection is unique and special.

After completing my university studies (Engineering in Industrial Design and Product Development) in June, I decided to plan a two-week trip to Gran Canaria with Leo. The island offers exceptional conditions along with breathtaking landscapes and lighting. We decided to work on a project that captures the island's beauty, my love for the ocean, and the quest for the best shots under perfect lighting conditions.

I first visited Gran Canaria in 2021 and instantly fell in love. The island is simply stunning, boasting excellent wind and wave conditions. You can find yourself on a volcanic stone beach one moment and drive for 20 minutes to a huge sandy beach full of dunes or venture into the mountains to witness a deep green forest where rain falls.

Gran Canaria has many spots ideal for wingfoiling in waves and freestyle. It's a special place where the ocean and wind are powerful and rough.



“THE IMAGES THAT REMAIN FILMED IN YOUR RETINA ARE AUTHENTIC AND PRECIOUS, AS YOU CAN SEE IN THE VIDEO.”

While not recommended for beginners, those who connect with this environment can have an unforgettable experience. The incredible contrast between the dark rocky beaches and the intense blue of the ocean, combined with the mesmerising sunrise and sunset lighting... the images that remain filmed in your retina are authentic and precious, as you can see in the video.

Lastly, I want to thank my sponsors, North and Mystic, for providing me with the freedom and support necessary to make projects like this possible. Their support allows me to express myself as I wish while creating distinct and original content I enjoy doing. I hope you enjoy the movie as much as we enjoyed making it.







**WORDS** CASH BERZOLLA **PHOTOS** LUKAS K STILLER / GWA

You've undoubtedly heard of Cash Berzolla, and chances are you wouldn't forget a name like that! In this exclusive feature, Cash takes us through his journey from training in Maui and Hood River to boarding a flight to Morocco to participate in the final GWA wave stop of the season. Despite a rocky start with missing gear and seaweed-filled waters, Cash turned the tide in his favour and landed top spot on the podium, and we've got all the exciting details right here for you!



# CASH BERZOLLA - DAKHLA WIN!





“ I WAS SUPER KEEN TO COMPETE IN THIS EVENT BECAUSE IT WAS THE SAME SETUP I HAD BACK HOME ”

I never thought I'd be lucky enough to visit, let alone ride a foil in Morocco. However, once I saw the schedule for the GWA and that the last wave event would be held in Dakhla, I got very excited. After watching the first wave event from the GWA in Cape Verde, I knew I had to try it out!

Rio was my first wave event with the GWA, and I had a great competition. I placed second and loved the format of the surf-orientated style. Coming from a surf background, I found a lot of similarities between the two. After Rio, I switched my focus to Dakhla; I was super keen to compete in this event because it was the same setup I had back home, a right-hander with wind blowing down the line. Once home from Rio, the waves were flat. Summertime on Maui is fantastic, but the north shore has little to offer

regarding waves. The best training I got for the two weeks I was back was doing downwinders and playing with the rolling swells that marched down the coast.

Before I knew it, I was off, headed to Hood River, Oregon, for the AWSI trade show. Hood River was amazing, but it didn't have the waves I needed to train for the competition. I took what I could get, still practising on rolling swells and dialling in my gear. I spent a week or so in Oregon and then on a few flights to Morocco.





Except there was one problem: when I arrived in Morocco, I soon realised the gear I needed to compete hadn't come. However, I was fortunate my teammate Aidan Nicholas had his gear, and I could use that. I used Aidan's gear for the first round, which wasn't a big deal, and soon after, I got mine.

"IT FEELS MORE RESPONSIVE, AND THERE IS LESS DRAG, MAKING THE EXPERIENCE MORE ENJOYABLE."

For this competition, I rode the new 4'4" 40L Wing FG board from Armstrong Foils with a 795 Performance mast, 60cm fuselage, MA800 front foil and a 180 Speed stabiliser with a 1-degree shim. For me, riding a board with fewer litres is normal, and I find it great in the waves. It feels more responsive, and there is less drag, making the experience more enjoyable.

The conditions for this wave contest were great. We had wind the whole time, and we even got some pretty decent swell. When we first got there, it was a very challenging spot to learn; this was due to the amount of seaweed floating in the water. Every few feet or so, you would snag some seaweed, and your whole setup would slow down, forcing the nose of your board towards the water, making it nearly impossible to ride with speed, power and flow.

Lucky for us, as the competition started, the seaweed dissipated, and we found ourselves at a dreamy right-hand point break in the middle of the Western Sahara. This wave was nothing like I had winged before; with such a long distance to ride after each completed ride, you felt it in the legs.



The tide changes were dramatic as well. High tide wasn't much of a problem, but at low tide, rocks were exposed, and it was very sketchy to come back and rebound into the white water.

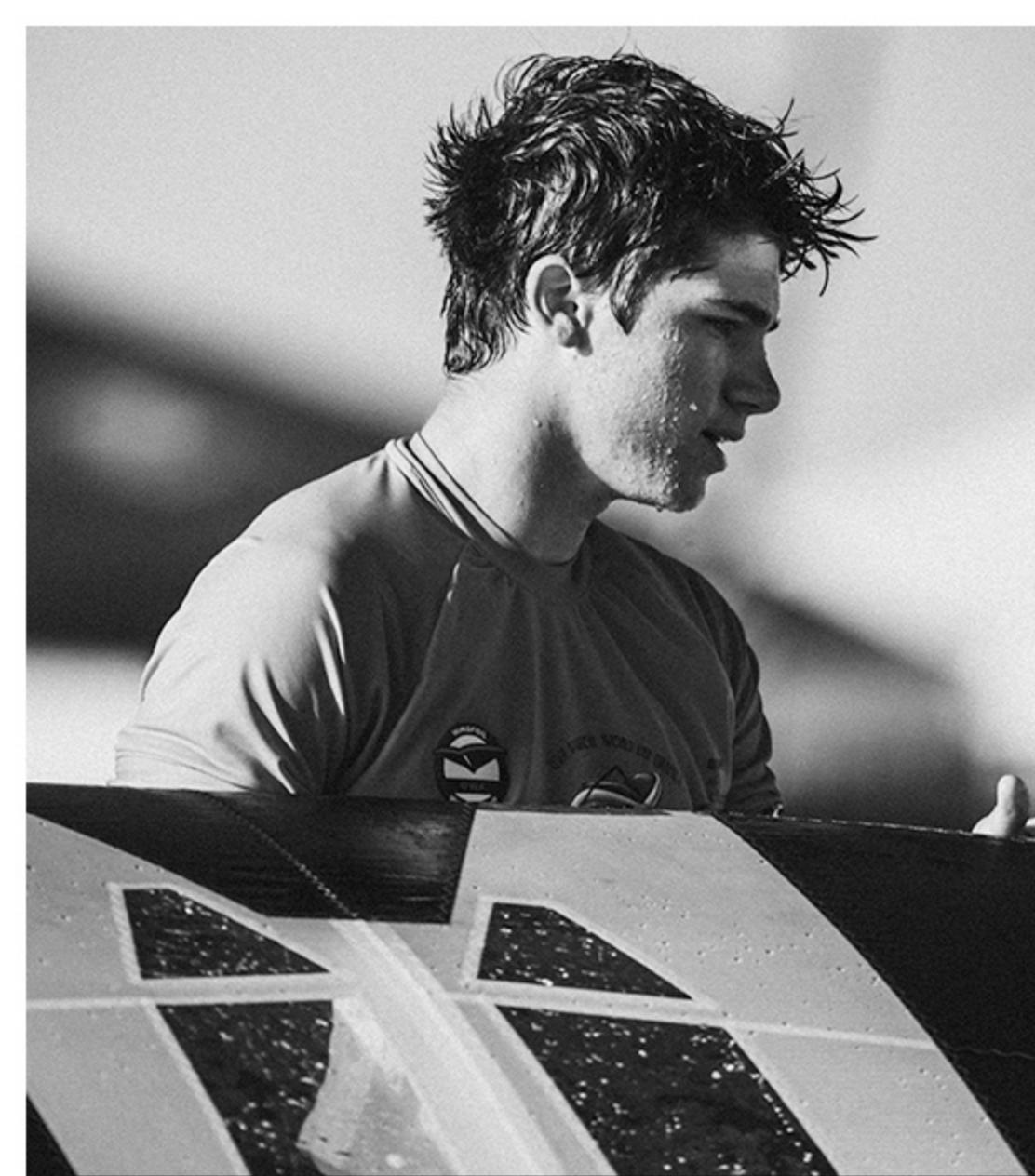
We made do, and I tried to bring my flair to each of my heats. A big part of what I love to do in the waves is the laydown jibe. The laydown jibe is when you go with your back to the wind, and instead of doing a regular jibe (passing the wing above your head), you turn downwind, sheet in with your back hand and push your front hand to the water. There are many ways to come out of this manoeuvre. One is you backwind slightly with the wing upwind of you and continue into a three-sixty, ending up the way you went into it, or you backwind slightly and push the wing above your head and start heading out the way you would with a regular jibe.

“ THE MAIN REASON I THINK I STARTED DOING THIS MOVE WAS BECAUSE I’VE SEEN IT A MILLION TIMES AT HO’OKIPA FROM MY WINDSURFING BUDDIES. ”

However, doing a laydown jibe on a wave is a bit different; the beginning is the same by lowering it to the water, but as you come up to the section, you move the wing to flip back over, allowing power back into the sail. The main reason I think I started doing this move was because I’ve seen it a million times at Ho’okipa from my windsurfing buddies. Whether a big bottom turn or a small little one, any windsurfer trying to hit a section lowers the sail, generating power into the next manoeuvre.







“ DIVING THE WING DOWN LIKE THIS, SIMILAR TO THE POWERING UP OF A KITE, GENERATES MORE ENERGY, MORE POWER AND MORE SPEED. ”

As I began to try this manoeuvre and copy the windsurfers, I realised that lowering the wing down to the water just like the sail of a windsurfer opened up more to see. This changed everything. Now, I could see the upcoming section and see what the wave

was planning to do. Diving the wing down like this, similar to the powering up of a kite, generates more energy, more power and more speed. Doing laydown jibes like this allowed me to see where I was going, hit sections at the right time, generate more speed, make it around sections, and even slide on the bottom of my foil.

Incorporating the laydown jibe into my skill set made riding waves more interesting,

higher paced, and more fun. The jibe doesn't come with a high level of difficulty; you can make it as easy or as hard as you would like. If you want to drop in on a ten-foot wave and do a massive laydown bottom turn with tons of speed, go do it; if you want to wing one-foot mush and diversify your riding, have a crack at it. Having fun on the water has always been what's driven me in any ocean sport; adding things like the laydown jibe is one that has gotten me excited to get in the water day after day.





Overall, this event was amazing. While we didn't get to ride any camels, which was a bit of a bummer, we scored some pretty awesome right-hand point breaks. Sharing the lineup with many amazing wingers and kites made each session unique. I feel fortunate to have been able to travel to and compete in Dakhla, win and place third in the world.

" EVEN THOUGH I TRAINED FOR COUNTLESS HOURS IN DIFFERENT STATES AND COUNTRIES, SOME LUCK CAN NEVER HURT, AND I WILL ALWAYS TAKE IT. "

I definitely got lucky with the win here by only 0.2 points, but I will never admit that my whole performance came down to luck because I trained hard for this event, and I can't take that away from myself. However, even though I trained for countless hours in different states and countries, some luck can never hurt, and I will always take it.

A massive shoutout to Malo Guenole and the other competitors for giving me a run for my money and keeping me on my toes throughout the event. Big Mahalo to the GWA, Armstrong Foils and the Westpoint Hotel for putting on this fantastic competition. Morocco was the trip of a lifetime!



- WORDS GEORGINA READ PHOTOS ELLIOTT GLYNN -

# THE KERNOW FOIL CLASSIC

## A DAY AT DAYMER TO REMEMBER



On the 21st of October, Daymer Bay hosted the UK's first-ever surf foil event - the Kernow Foil Classic. An early start combined with prime conditions allowed wing and prone disciplines to compete, with the UK's best shredders bringing their world-class skills to the bay. It truly was an outstanding day!



Expanding from our school in Poole, we recently opened Poseidon Watersports, a kite, wing, and foil shop in Newquay, Cornwall, where we've seen first-hand the surf foil discipline grow with both speed and strength. With such a high standard locally and across the UK, we wanted to create a legit wave-riding competition, providing a platform for those riders to show their talent and grow the sport. And, with Cornwall providing choice conditions and a peachy backdrop, Daymer Bay was the apparent decision.

“THE PIPE DREAM WAS COMING TOGETHER, AND A PLAUSIBLE FORMAT, ON PAPER, HAD SOME POTENTIAL”

Cornwall, however, is a notoriously protected county, with locals preferring to stay off the map where possible. Because of that, we needed to get the blessing of the community, so we approached the local landowners first. After lengthy conversations and late nights pulling together detailed risk assessments, we were granted the green light from the good folk of Daymer, the Padstow Harbour Master, and the Kernow Foil Crew. We secured the insurance we needed to run the event safely.

With those thumbs up, it was all hands-on to begin work on the logistics. Tom Earl meticulously equated the probability of the tides and weather aligning to be able to run both disciplines, and whilst the margin was tighter than avarotti's dinner jacket, we deemed it doable. The pipe dream was coming together, and a plausible format, on paper, had some potential. We'd ironed out some of the kinks and pulled together judging criteria, with further help from Rich at the KiteBarn and the rest of the event team.







For the whole concept to work effectively, we needed to understand Daymer Bay in all its states. Nestled into the Camel Estuary, the bay faces west and features a point break on the near side and on the southern side, towards Hawkers Cove, the Doom Bar, which forms a beach break. The Doom Bar gained both name and notoriety because of the many boats that ran aground and fell victim to the sand bar's wave that we now respectfully have the pleasure of riding. The point break has a specific set of conditions required to work - a big swell and an NW wind, only when the tide is high enough. We decided on neap tides when the workable window is at its' maximum of around 6 hours. With these natural restrictions presenting a particular set of dates, we were left with a series of potential weekends to run the event.

**"WE NEEDED THE SUPPORT OF THE INDUSTRY, AND THAT'S WHAT WE GOT, IN ABUNDANCE FROM ALL AROUND THE WORLD"**

Now, we needed the support of the industry, and that's what we got, in abundance from all around the world. We were humbled and hugely grateful to the list of sponsors that soon came together with funding and prize bundles for our grassroots competition. From Kaohi Leashes and Hydrofoil Wing Screws flown in from Hawaii to fill podium prize winner's swag bags to the big league players Armstrong gifting an XPS wing and Freedom Foilboards donating a foil board to our silent auction. We weren't short of prizes, and we'd pricked the ears of the international scene.

The idea was in place, so we pitched it to foilers across the country, announcing the plan and waiting with bated breath for it to be received. Some of the UK's best riders put in their entries overnight, filling the 30 places we'd set.





**“WINGERS ILLUMINATED THE BEACH WITH HEAD TORCHES, PUMPED UP AND READY TO KICK OFF THE ACTION AS THE SUN SLEEPILY ROSE ABOVE THE DUNES.”**

As we approached the first holding date, our eyes rarely strayed from the forecast. The start of the week looked like a definite no, with light easterly winds seemingly making the decision an easy one. But, in proper British form, out of nowhere, some forecast models began to flirt with good NW winds and big swell. Too good to ignore, we put the event on standby. Next came three days

of nerve-shredding changeable forecasts, masses of uncertainty due to a ruptured jet stream causing a deep low-pressure system named Storm Babet set to follow a northerly track. Day by day, patterns were forming, and some models started to agree; we leapt and called it. We gave the green light for the Kernow Foil Classic. And so followed many more late nights, packing prizes, folding rider t-shirts, lining up media, and liaising with the full crew of team and riders.

It was an early drive to the bay for a wet and windy pre-dawn riders briefing under an undulating Ozone event tent. There was

wind, and although we couldn't see it yet, the swell was there too.

The judges huddled in the Mitsubishi Delica loaded with cheese baguettes and black coffee atop the prime spot of the amphitheatre that is Daymer. Wingers illuminated the beach with head torches, pumped up and ready to kick off the action as the sun sleepily rose above the dunes. This was it; the horn blew, and the Kernow Foil Classic was underway. What followed was nothing short of a whirlwind of 15-minute heats, beach sprints, lightning-fast rash vest swaps, and mind-bending foil skills. We're still trying to work out how and why Guy Bridge is so bloody fast.



The first heat blew up as Jack Salmon set the bar almost untouchably high, taking fluid lines. In heat 2, Oli Evans paddled out with all the energy you'd expect from a 15-year-old breaking onto the scene, but it was Guy Bridge's speed that accelerated him into the quarter-finals. The wingers were captivating the crowds, and the day was flowing when the proners out back suddenly began scoring some waves. We quickly formulated a plan to pause winging and roll with the prone competition. That was the split decision that meant we could run both disciplines in a single day.

**"THE PIPE DREAM WAS COMING TOGETHER, AND A PLAUSIBLE FORMAT, ON PAPER, HAD SOME POTENTIAL"**

The judges left the luxurious comfort of the wagon and relocated to the cliff edge. The prone competition began in a breath. With a prime tide state, we ran extended 8-man heats on a single knock-out format. Whilst it wasn't getting too much warmer for the spectators, things were certainly heating up on the water. Rides were long with multiple sections, and it was the local Cornish boys who knew how to work them to their best. Mike Chapman was consistent and fluid, taking 3rd place. Smiler showed technical ability, putting him in 2nd, and Tom Earl's speed, vertical attacks, and turns earned him the win.

We picked back up with the winging and rolled into the quarter-finals, pushing it for time with the tide threatening to pull the plug. But the swell held, and the riding became more technical.







Ultimately, experience won the day - Guy Bridge took the win with fast, aggressive, powerful riding and immeasurable wave-reading ability, ticking all the boxes for the judges. Jack Galloway came in 2nd with more risky rides in a critical section of the wave, and 3rd place went to Oli Evans for his progressive airs and cutbacks.

“OUR BIGGEST TAKEAWAY WAS THE ENERGY AND ABILITY OF THE UK RIDERS. WE’RE A SMALL ISLAND NOT TO BE OVERLOOKED”

In all, the event ran from 7 until 3, with achy muscles and a buzz that lasted long beyond sundown at Bluntrock Brewery. Our biggest takeaway was the energy and ability of the UK riders. We’re a small island not to be overlooked, and the Kernow Foil Classic certainly showed that.



LEFT TO RIGHT, 2ND SMILEY WATERS,  
1ST TOM EARL, 3RD MIKE CHAPMAN

LEFT TO RIGHT, 2ND JACK GALLOWAY,  
1ST GUY BRIDGE, 3RD OLI EVANS



## DOWNWINDERS ON LAKE GARDA

TEXT AND RIDER MICHI SCHWEIGER PHOTOS RONNY KIAULEHN

Naish rider Michi Schweiger shares his unforgettable connection to Lake Garda, particularly with the renowned area between Torbole and Malcesine. In this thrilling feature, Michi shares his recent downwind adventure runs, enjoying the sights, the changing wind conditions, and his exciting dreams for the winter!







It is always mind-blowing how things come together when you least expect them. My family and my windsurfing background connect me very closely to Lake Garda. Particularly with the renowned area between Torbole and Malcesine, a hub for all wind sports in landlocked central Europe.

For anyone unfamiliar with the wind magic that occurs here, at its peak, you'll experience a northern wind called Pelèr in the morning, which subsides around noon and becomes a southern wind known as Ora. The region is bordered by cliffs, charming towns, and an Italian lifestyle of 'Bella Vita'.

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“ MY FOCUS WITHIN STAND-UP PADDLING HAS MAINLY BEEN DOWNWIND PADDLING, A DISCIPLINE THAT GAINED IMMENSE POPULARITY IN MAUI ”

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Although my roots are firmly grounded in windsurfing, I have always had an open mind. This has led me to explore SUP paddling and, more recently, foiling and winging. Whenever the weather permits, I enjoy participating in all of these activities. My focus within stand-up paddling has mainly been downwind paddling, a discipline that gained immense popularity in Maui, where my family and I live.

When foiling resurfaced in its various applications, it became apparent that foiling would dramatically increase water time in any kind of condition.

Kai Lenny paved the way and had us all excited to learn it. In its early stages, it seemed unachievable. But we soon realised that with the improvements in equipment, this can be within reach for most people.





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“ YOU HAD TO BE SKILLED AND READ THE OCEAN CORRECTLY TO AVOID FALLING OFF THE FOIL. ”

---

Downwind foiling with or without a paddle was the hardest to achieve, but after spending time on it, more and more people could have fun on Maui, which offers ideal conditions. Initially, it required a lot of wind to get our shortboards going, and you had to be skilled and read the ocean correctly to avoid falling off the foil.

Meanwhile, Dave Kalama made it his mission to develop gear to make it easier to get up on the foil, opening up the sport to an even larger crowd. The trend towards longer, narrower boards combined with higher aspect foils opened doors, and quickly, we all started creating gear based on those parameters. Much of our equipment catered to windy downwind conditions as we experienced them on Maui, but the wind threshold started to decrease more and more. In another corner of the world, flatwater pump foiling started happening and gained

popularity. Bigger, large wingspan foils that can be pumped around and dock-started at any lake.

While working on pump foils, it became clear that they also brought down the low wind threshold for downwind foiling with a paddle even further. Starting from entirely glassy water conditions became a real possibility.

And this is where I can link back to “how things come together”. While I was somewhat addicted to downwind foiling during the Maui summer months, Lake Garda always remained on my mind. I started dreaming of doing downwind runs from Torbole to Malcesine and vice versa.



In September 2023, I had the opportunity to revisit Lake Garda. I put together my Naish Hover DW and a larger size of HA foils (1840) to give it a try. It wasn't difficult to convince my local friends Nik and Dani Slijk, Ronny and Pietro Kiaulehn, and Patrick Lombardi to join me. It's hard to pass up the chance to "surf" wind chop for miles with no end in the heart of Europe!

And so we did - We launched in the morning from Circolo Vela Torbole at Conca D'Oro and followed the flow of the Pelèr, which meandered towards the western walls of Limone and then eventually swung back towards the east coast of Malcesine, allowing me to do a beautiful sightseeing run downwind. With the longer board and high-aspect foils, it was surprisingly easy to get going shortly after leaving Torbole.

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" THE EAST SIDE OF THE LAKE BASKED IN THE SUN RAYS SHINING OVER THE CREST OF THE MOUNTAINS, WHICH ADDED TO THE AMAZING AND WARMING SIGHT. "

---

Riding along the cliffs at Ponale, cruising past the wind and kite surfers who enjoy the morning winds, and passing by the picturesque town of Limone was quite enjoyable. Around Limone, it became evident that the wind favoured the east side of the lake towards Malcesine, and riding the "wind swell" while turning left brought us right in front of the medieval castle in Malcesine that sits right at the water's edge.

Meanwhile, the east side of the lake basked in the sun rays shining over the crest of the mountains, which added to the amazing and warming sight.







As we approached the castle, the wind began to lighten significantly, but the “bumps” that the wind created kept travelling south while the water’s texture changed to what surfers would call “glass”.

---

“ NOW, THIS IS NO LONGER JUST A DREAM BUT A REALITY THAT CAN BE EXPERIENCED AGAIN. ”

---

We passed through the town with its little pathways that descended down to the lake. We went past the ferry terminal that connects many of the small towns along the lake and then turned into the bay towards Brenzone using the last remnants of the Pelèr wind.

Now, this is no longer just a dream but a reality that can be experienced again. Hopefully, our next destination will be one of those winter Pelèr days when the mountains surrounding Lake Garda are covered in snow. The wind will then carry me even further south - who knows, maybe even to the southern end of the lake with larger and more powerful waves to ride. Stay tuned!



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# TECHNIQUE

KARINE AND CHRISTIAN



Happily sponsored by Cabrinha,  
ambassadors for Surfears

In this issue, Christian and Karine guide us through your first attempt at tacking. If you're unsure what a tack is, think of it as changing direction by steering into and through the wind. It's the opposite of a gybe. Tacking has several advantages over gybing: if you're trying to make progress upwind, you won't lose the distance you've gained when you turn. In fact, a successful tack can even gain you more ground. This makes it perfect for situations where the wind is onshore, and you want to move away from the beach. Similarly, if you've been out and the wind dies down, and you want to sail back upwind, tacking allows you to maintain your progress. Find out here how to master that Woffing Tack!

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## HOW TO TACK OFF THE FOIL

### THE WOFFING TACK

Today's the day, Ladies and Gents! Your first foray into the world of tacking. If you're unsure what a tack is, think of it as changing direction 180 by steering up into and through the wind. It's the opposite of the gybe. The tack has a few advantages over the gybe: if you're trying to make ground upwind, you won't lose the precious meters you've made when you turn. In fact,

a good tack will gain you even more ground. This means that if the wind is onshore and you want to get away from the beach, it's perfect. If you've been out and the wind drops, and you want to woff back upwind, same deal; each time you turn, you won't lose those hard-fought yards.

Now, if all this sounds too good to be true, you'd be partially right. Because you'll be changing from one tack to another, you will need to swap sides on the board and still need to get the wing pointing in the new direction, too. This means that the tack involves dancing with the wing above your head.

The great thing is that there's no better place to start

your tacking journey than off the foil in light wind. This will give you a chance to get the fundamentals mastered. Although the feet won't necessarily be doing the same as when tacking on the foil, the positioning and awareness, along with your upper body, hand and wing movements, will get you practised and ready for the foiling version.

Realistically, we can split the tack into three parts: turning upwind, the tack – lots going on, and then power on to finish your turn. If you're happy steering, you'll already have the first and last parts in the bag.

Right, let's have a look at what's going on and what you need to do to get this nailed.

#### Part 1 Turning Upwind

##### Set Up Pic A

Conditions and Tools! We should start by saying that although light wind is great, if there's hardly a puff, this will be really difficult. You'll struggle to turn the board far enough into the wind. It's also worth noting that a big board is your friend when learning a woffing tack. It'll be far more forgiving when you're stomping around like an elephant.

Approach riding comfortably, slightly upwind. Feet should be offset so that your front foot's big toe is on the centre line, whilst the rear foot is straddling or just over the centre line. This encourages an open stance with your hips facing forward. You need forward momentum; it'll help if you can feel the wind in your wing. If you're holding the wing up, the tack will be trickier. Keep your wing centred so that you can keep on course. Here, Karine's feet are offset, her shoulders are open, and she's looking forward with her wing centred.





### Turn Upwind Pic B

You should be familiar with this part, especially if you practice the turning drill back in our first video from TONICMAG Issue #9. Your aim is to turn the nose up into the wind until your board stops. You won't be able to get the nose into the wind, but as far as she'll go. Turn upwind by moving your wing slightly back, twisting your shoulders to look upwind. Keep power in the wing and push across the board with your back foot. Be careful not to over-sheet your wing by pulling in too much with your backhand. This will prevent you from turning far enough as it will push the board downwind. Bending your front arm will help prevent this. You can see



that Karine has a lot of weight on her back foot as she pushes laterally against the board. She pushed her wing back whilst she turns her body upwind.

### Part 2 The Tack

As you and your board turn closer to the wind, you will slow down and come to a halt. You've turned as far as possible. This is your cue for the actual tack. The aim of this tacking part is to position the wing high, where it's happy so that you are free to get on with swapping sides.

### Wing High Pic C

Your first job is to get your wing high. This gets it out of the way, giving you room to move, and also stops the wing pulling so that you can stay balanced. This position won't push you and the board back



downwind. In a perfect world, you'll anticipate the board slowing and start moving the wing up as you turn closer to the wind. To fly the wing up, lift your front arm and push gently down with your rear hand to steer it higher. Let the wind do the work. Karine has flown her wing up high, allowing the wind to hold it above her.

### Body Twist Pic D

With your wing high, you want to get it floating above you, pointing into the wind, supporting itself. Once it's happy flying itself, you can then get on with swapping hands and feet! The position doesn't need to be exact; if you give the wing half a chance, it'll get there by itself. Getting your wing into this position is about turning your shoulders and looking upwind. Keep your feet planted and twist from the waist up,



looking upwind as much as possible whilst sheeting the wing out so it's supported on the breeze. You can see how Karine has really twisted her shoulders open so that her chest is facing the nose of the board. Her wing is neutral, supporting itself and pointing into the wind.

### Release & Front Foot Pic E

The moment of truth, dancing with your wing! If you're fond of a boogie with your partner, you may unwittingly already have this tacking skill. You're going to release your backhand, giving you the freedom to move your feet. Think of this as a continuation of the body twist. You can still turn your shoulders as you let go with your backhand. You want your feet to come with you, so step your front foot back and turn your hips. You will automatically bring the wing across with you as you change position. Looking at Karine, you can see that by continuing to turn her body and move her feet, the wing comes across with her.

### Hand & Foot Swaps Pic F

As soon as your front foot lands, move your rear foot forward. On a big board, you don't need to be overly precise, but in an ideal world, your feet will be near enough to the centre line where they would normally be. It's a two-step action, back and forward, with your new front foot replacing the old but on the new side.







You also need to swap hands on the front handle. If you can, try to go directly to an overhand grip. In the photo, you can see how Karine simply brings her free hand up and grabs the handle while her feet are positioned near the centre of the board.

### Part 3 Finishing Your Turn

Getting power back in the wing will give you some support and enable you to get the nose of the board completely through the wind so that you can start moving again.



### Power On Pic G

Before you can get the power on, you need to get your new backhand on the wing, so reach back and grab the handle. Once you have it, gently sheet in with your backhand and extend your front arm away until you feel the wind pulling. Don't worry about where your board is, but concentrate on sheeting your wing in until you feel power. You can see in the photo that because the board is not yet through the wind, Karine's wing is in an unusual position in relation to her board. Not a problem; she's searching for some breeze to pull her through.



### Pushing The Nose Pic H

With a bit of wind in your wing, you need to push the nose through the wind and bear away until you can move forward again. This bearing away is the other part of the drill from the previously mentioned video, possibly a skill you already have. It's all about transferring the power from the wing through your front leg so that you can push the nose of the board. Hold the wing forward and stiffen through your body and front leg to steer the board away from the wind. Once you've turned enough, the board will start to move, and you can return the wing to a more central position as you move in the new direction.





## TOP TIPS

Anticipate the tack. You need to be ready for the board to slow down and stop so you can start your dance just as the board stops. The longer you wait, the more unbalanced you'll feel. With practice, the timing will become more intuitive.

Like the gybe, it is tricky to know where the wind is coming from. The good news is that

by turning into the wind, your board and wing will tell you by slowing to a stop.

It's a good idea to practice the hand and foot movements on land first. The new front foot wants to land near where the old one was. You'll find that there's a tendency to step too far forward, making bearing away difficult or even sinking the nose.

What you do with the wing and your hands is extremely good practice for foiling tacks. It's tempting

when woffing to rush the wing across you, but be diligent and concentrate on getting your wing high; you'll be thankful in the long run.





KYLIE ZARMATI IS STILL BUZZING FROM HER RECENT TRIP TO STUNNING DAHAB,  
SOUTH SINAI, EGYPT. JUST LOOK AT THAT BACKDROP!  
PHOTO ABDELRAHMAN ALDAKIKI



*Lightroom*

Shots with no particular place to go this issue,  
feast your eyes!



LIGHTROOM

ALBY RONDINA AND HANNAH WHITELEY SHARE THE STOKE IN SICILY  
WITH TALENTED LACI KOBULSKY DOCUMENTING THE ACTION!  
PHOTO LACI KOBULSKY



*Lightroom*



LIGHTROOM

ELIAS OUAHMID COULDN'T WAIT TO TEST HIS NEW AK DURABLE SUPPLY CO. FOIL GEAR, EVEN IF IT MEANT A LAST-LIGHT SESSION IN MUNICH!  
PHOTO ANDY KLOTZ

*Lightroom*

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GOOD LUCK TRYING TO GET MATAHI DROLLET TO LEAVE TAHITI!  
PHOTO JOAN HERNANDEZ

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LIGHTROOM

MISTRAL TEAM RIDER SIL ROMEIJN ENJOYING A WINDY OCTOBER  
FREESTYLE EXPRESSION SESSION IN UITGEEST, NORTHERN HOLLAND  
PHOTO BENNY JANSEN



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AFS FOIL'S SWAN HABELT IS LUCKY ENOUGH TO CALL MOORA HIS HOMESPOT!  
PHOTO GREG FLEURENTIN

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MORE STUNNING SHOTS FROM THE CORE TEAM'S RECENT TRIP TO MAURITIUS -  
CHANTALE PÖTTGENS IS ALREADY LOOKING FORWARD TO THE NEXT TRIP!  
PHOTO THOMAS BURBLIES

TONICMAG.COM



LIGHTROOM

XAVI CORR SCORED ONE TO REMEMBER AT VARGAS BEACH ON THE EAST COAST OF GRAN CANARIA WITH WINDS GUSTING OVER 25 KNOTS AND A NICE 1.5M WIND SWELL, ALLOWING HIM TO TRY NEW PROGRESSIVE MANOEUVRES ON HIS AK COMPACT V3, GIVING HIM SOFT LANDINGS EVERY TIME!  
PHOTO PABLO AMORES



*Lightroom*



LIGHTROOM

PAUL ARTZNER GETTING INVERTED, AND LOUIS D'HALLUIN NAILING THE SHOT!  
PHOTO LOUIS D'HALLUIN

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LIGHTROOM

KLAAS VOGET GIVING US THE ULTIMATE TAHITIAN VIBES!  
PHOTO BENTHOARD

*Lightroom*

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LIGHTROOM

JOAN HERNANDEZ CAPTURING LÉO-PAUL ETIENNE'S MID-FLIGHT ROTATION IN TAHITI!  
PHOTO JOAN HERNANDEZ



*Lightroom*



# TRIED & TESTED

WORDS AND PHOTOS THE TONIC MAG TEST TEAM -  
JACK GALLOWAY, LIAM PROCTOR & ROU CHATER

As the days become shorter and colder in the Northern Hemisphere, our test team continues to brave the weather and test out the latest gear available! We've got boards, foils and wings from Cabrinha, AFS Foils, Core and FLYSURFER - Check out the full list below!

## BOARDS

AFS Chipri Pro 4'4

## FOILS

Cabrinha Fusion H-SERIES MKII

CORE Spectrum 1250

AFS Silk 850

## WINGS

Cabrinha Mantis APEX

CORE XC 5m

FLYSURFER TAO 4.5m



BRAND AFS

MODEL CHIPRI PRO

SIZE 4'4

YEAR 2023

" AN INNOVATIVE,  
VERSATILE  
PRONE  
FOILBOARD  
DESIGNED TO  
REVOLUTIONISE  
SURF FOILING  
ACROSS  
DISCIPLINES. "

---



#### AT A GLANCE

We've reviewed many of AFS's existing products, so you'll know about the French brand. The Chipri Pro is Chipri Courde's pro model board; if you haven't heard of him, I highly recommend you check out his socials. He's got a unique style that is exceptionally fast and features incredibly aggressive turns. A lot of that style and turning ability is, I believe, down to his offset stance, and that's where the Chipri Pro comes in.

The unique T-Tail design has been added to provide added width for riding 'off-set' or off-axis, which gives Chipri the ability to connect turns rail to rail in that aggressive manner.

The Chipri Pro is an innovative, versatile prone foilboard designed to revolutionise surf foiling across disciplines. Its progressive shape accommodates a range of foil shapes and brands, offering a unique and responsive riding experience. Drawing inspiration from snowboarding, the board features a camber underfoot for increased responsiveness and pop. A pronounced double concave at the front has been designed to add speed in takeoffs.

[CLICK OR TAP TO READ MORE](#)

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TO VISIT THEIR  
WEBSITE, CLCK HERE





BRAND CABRINHA

MODEL FUSION H-SERIES MKII

SIZE H850

YEAR 2023

“ THE H-SERIES MKII WILL HOLD THE FLAG AS THEIR HIGHER ASPECT DESIGN FOR ALL FOILING DISCIPLINES. ”



#### AT A GLANCE

The Cabrinha H-SERIES is back with an updated design and promises an even more efficient and high-performance package than before. With Cabrinha's foil offering currently being relatively small, the H-SERIES MKII will hold the flag as their higher aspect design for all foiling disciplines. If it is anything like its predecessor, we know it will deliver both the speed and glide associated with the efficient high A/R designs, with impressive roll and carveability. This year, Cabrinha emphasises its increased speed range to increase its suitability for the more extreme disciplines (wing freestyle/racing). Given the broad size range available (550-1300) and rumours of an increasing tail wing selection, it should be pretty easy to find a combo for any discipline, and they'll all be inter-compatible thanks to the modularity of the Cab Fusion system.

The H850 on test is a pretty spicy-looking foil and definitely gathered interest amongst friends on the beach during testing. When you take a close-up look, it has some very prominent design features that explain some of the prominent riding characteristics (which I only noted after riding it, so don't worry, it didn't introduce bias!).

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLICK HERE





BRAND CORE

MODEL SPECTRUM 1250

SIZE H850

YEAR 2023

“ THE  
LIGHTWEIGHT  
AND DURABLE  
CONSTRUCTION  
ENSURES THAT  
IT WILL STAND  
THE TEST OF  
TIME ”



#### AT A GLANCE

CORE is a brand that has been around for a long time, and they are renowned for producing high-quality products that deliver on performance. The Spectrum is no exception. It utilises a high-quality carbon construction to ensure a lightweight and stiff design. The mast is made from 6063 aircraft aluminium, and the fuselage is CNC machined for a precise fit and exceptional strength.

The Spectrum is compatible with the now ubiquitous twin-track system and has a hydrodynamic profile that enhances its connection to the board. The mast socket is deep and provides a secure, stiff connection, while the low profile and slick form minimise resistance during touchdowns. Assembly is quick and easy, and the finish is of a very high standard.

The set comes complete with the mast, front wing, stabiliser, fuselage, mast base, screws, and all the tools you need, including anti-corrosion paste and a screwdriver.

#### ON THE WATER

The Spectrum features a medium aspect-ratio front wing that provides a great balance between performance and control.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR  
WEBSITE, CLICK HERE





BRAND AFS

MODEL SILK

SIZE 850

YEAR 2023

“IT'LL BE MY GO-TO FOR BIG DAYS AND FAST SWELLS AS LONG AS I GET TO KEEP A HOLD OF IT.”

TO VISIT THEIR WEBSITE, CLICK HERE



#### AT A GLANCE

AFS has released the Silk 850, built to offer exceptional wave riding performance. AFS has included tubercles and winglets designed to optimise low-range stability and control in turbulent waters, ensuring confidence in dynamic carving while maintaining full control. The Silk mast, explicitly designed for wave riding, boasts a 14 mm thickness (super thin, and therefore fast, compared to most foils), 115 mm chord, and 80 cm length. The mast is constructed with Ultra High Modulus carbon and provides extra stiffness and direct feeling.

The foil has been directly moulded with the fuselage in a one-piece design; this is unique in the foiling world; it essentially enhances hydrodynamic flow for maximum glide. As foiling continues to reach the boundaries of what's possible, finer details like this will make the difference.

AFS has put a serious amount of R&D into this foil; they state that specific adjustments to aspect ratio, sweep, dihedral, and fuselage length for each front foil size cater to longitudinal stability and high-speed control.

[CLICK OR TAP TO READ MORE](#)





BRAND CABRINHA

MODEL MANTIS APEX

SIZE 4M

YEAR 2023

“ IT DELIVERS THE PERFORMANCE UPGRADE YOU'D EXPECT FROM A LIGHTER AND STIFFER AIRFRAME THAT GETS PUMPED UP TO 13.5 PSI ”



The Cabrinha Mantis Apex is the first high-performance alternate construction methodology wing to hit the market from the brand. Whilst the Apex shares part of its name with the Mantis, and the brand describes it as an evolution from the original Mantis, it is a noticeably different beast! It does intend to meet the exact design requirements of the Mantis (an all-around performer). Still, this one is designed to be the highest possible performance all-rounder that is lighter and stronger, thanks to its ULTRA HP construction.

#### AT A GLANCE

I don't think I've ever looked down to plug in my pump to the inflating nozzle of a wing to see a recommended inflation pressure of 13.5 psi! The super high inflation pressure is possible thanks to the new ULTRA HP airframe. Just make sure you use a pump that can handle these pressures to get the most out of this wing. Both the leading edge and the strut use a new lightweight laminate extremely strong material. In this case, it is approximately 20% smaller. The leader edge diameter reduction is very noticeable.

TO VISIT THEIR WEBSITE, CLICK HERE



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BRAND CORE

MODEL XC

SIZE 5M

YEAR 2023

“THE CONSTRUCTION IS TOP-NOTCH, AND THE ATTENTION TO DETAIL IS SECOND TO NONE.”

TO VISIT THEIR WEBSITE, CLICK HERE



#### AT A GLANCE

Core Kiteboarding has been at the forefront of the kite industry for years, and they've applied that knowledge to their wing program. The XC is their do-it-all, all-performance wing aimed at anyone looking for solid performance across a range of disciplines. The construction is incredible, and the attention to detail is second to none. The wing is packed with features, and it's clear from the moment you get it out of the bag that a lot of thought has gone into the design.

From the rugged top panel to the lightweight bottom, this wing is ready to take a beating. The handles are well thought out, and the whole package feels very polished. The XC is a mid to high-aspect wing with a moderate aspect ratio, which should deliver a decent amount of power and still be easy to handle.

#### IN THE AIR

The XC is very well balanced; there isn't a lot of front or back hand pressure, and the wing feels very natural in the air. It's stable and predictable and delivers a good amount of power for its size. The top end is good, too, and it's easy to trim the XC to ensure you get the most out of it.

[CLICK OR TAP TO READ MORE](#)



BRAND FLYSURFER

MODEL TAO

SIZE 4.5M

YEAR 2023

“ A PLAYFUL WING THAT ENCOURAGES YOU TO TRY NEW THINGS.



The TAO is the new addition to the FLYSURFER lineup and is intended to be a lightweight, ultra-manoeuvrable surf wing. It is designed to feel intuitive to use and provide all of the speed and performance you could require but in a smooth and free-flowing manner. The TAO concept is to carefully balance lift and agility to provide reliable performance to get you into waves without fatigue. Once you start performing tricks or turns on the waves, it also provides an easy turning, responsive, and manoeuvrable wing.

#### AT A GLANCE

The FLYSURFER TAO is a unique-looking wing packed with interesting design features. The strut and leading edge have independent iSUP valves to inflate the wing. While these both have recommended inflation pressures of 9 psi, the independent valves allow for different inflation pressures if desired, which some riders prefer to optimise the feel and performance of a wing for different wind speeds. When the wing inflates, its 'bat wing' outline becomes obvious. The centre strut is quite long and extends well beyond the wingtip.

TO VISIT THEIR WEBSITE, CLICK HERE



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# READERS GALLERY

Here's your chance to be featured in Tonic Mag, have the right to brag about being famous, and win a Tonic Mag T-shirt and hoodie of your choice!

Simply upload your photo on Instagram using #tonicmag, tag @tonic\_mag, and you might just spot it in the latest issue of Tonic Mag - It's as easy as that!

**Congratulations to our Issue 18 winner, Lee Harvey!**

"Storm Babet produced the rare occurrence of easterly wind with big south west swell which makes this spot in front of St Michaels mount turn on and is amazing on the wing giving steep long rides." - Lee Harvey

**CLICK HERE FOR A CHANCE  
TO WIN NEXT ISSUE!**



## Put the popcorn on; it's Movie Night!

The Tonic Mag website is packed with the latest news and videos from the wingfoiling, foiling, SUPing and surfing world, and these are the four most popular videos that have been viewed on the site as voted for by you with your thumbs-up likes over the last two months!

Like what you see? Give it a thumbs up; it could be the next hot pick!

# MOVIE NIGHT

#1

## THANK YOU TANKER

Ready for some serious wake envy? Landing this issue's top spot on our Movie Night list, we're joining Jamy Donaldson and the crew for the tanker wake session! If you're looking for a thrilling ride, the Hamburg Süd might be your answer!

100 votes


[CLICK HERE FOR VIDEO](#)

#2

## DREAM WING SESSION

We've got Adam Bennetts coming at #2 - Launching from the Pass because it was impossible to get out at Wategos with the swell and sweep; Adam winged upwind around the corner and had an absolute ball, no down days at the local!

91 votes


[CLICK HERE FOR VIDEO](#)

#3

WORLD'S LONGEST WAVE CHICAMA, PERU  
I WING & TOW FOIL

David Silverstein began his wing foil journey just over two years ago, and at the age of 55, he recently embarked on the world's longest wave at Chicama, Peru - Check this out!

83 votes


[CLICK HERE FOR VIDEO](#)

#4

## HOW TO SUP FOIL ON FLAT WATER

Coming in at #4, take on a new challenge with SUP foiling! In this video, Damien Leroy teaches the basics to help you get started on exploring different water areas. No limits, just endless possibilities!

74 votes


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RIDER JULIEN FILLION  
PHOTO FRANKIE BEE



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