

## SUMMER 2024

Issue 20 of Tonic Mag has arrived, and it's packed with the latest adventures, interviews, and tech talk from the wing and foiling industries' biggest brands and riders! In this issue, we delve into the minds behind FLYSURFER's TAO, discover Mauritius with Juli Pereyra and Louka Pitot tells us about his first Cape Town trip with the Naish crew.

But that's not all; we also have exclusive interviews with Gregorio Pugliese, AFS Foils' Axel Gerard, and Elena Romero. Cash Berzolla is here to help us unlock new skills, and we hear all about Ezzy Wings! Additionally, we have Tech Focus features, techniques, reviews, and more. Dive into the latest news in the foiling world right here.

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## - BEYOND THE SWELL -

THE MINDS BEHIND THE TAO | THE MOTHER CITY'S COASTLINE  
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FRONT COVER RIDER ALINA KORNELLI PHOTO LUKAS STILLER

UP & COMING -  
AXEL GERARD



EDITORIAL



TECH FOCUS -  
EZZY WINGS



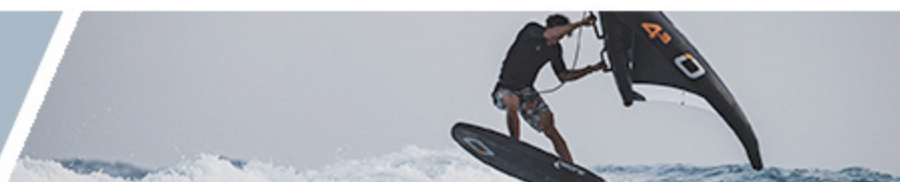
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DISCOVER MAURITIUS



TECH FOCUS -  
ALLOY SYSTEM



THE INTERVIEW -  
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TECH FOCUS - PROLIMIT:  
DRIFT HARNESS



THE MINDS BEHIND  
THE TAO



TECHNIQUE



WATERWOMEN - ELENA  
MORENO ROMERO



TRIED AND TESTED



THE MOTHER CITY'S  
COASTLINE



READERS GALLERY



HOW-TO LAY DOWN  
BOTTOM TURN  
WITH CASH



MOVIE NIGHT



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THE HARLEM CREW IS TESTING THE PACE WITH A STUNNING DUTCH BACKDROPI!  
PHOTO VICTOR LOOIJESTIJN





# CHALLENGE ANYTHING

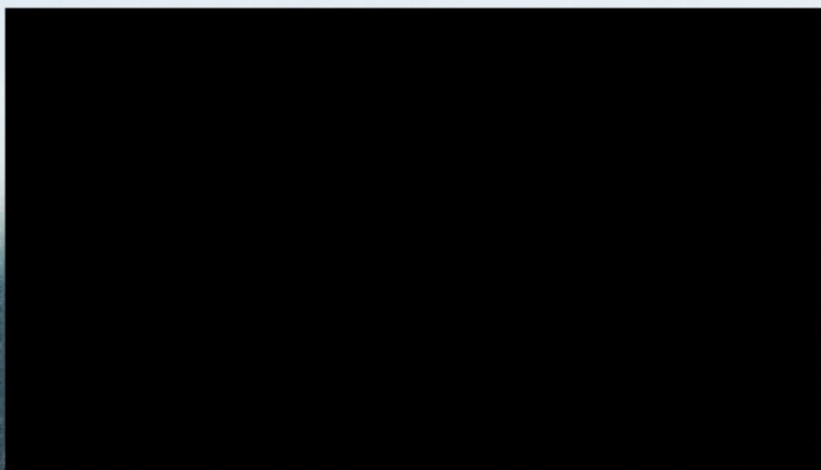
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PHOTO LOUIS ARNAUD LAVASIER / LAVA PRODUCTIONS





# ISSUE 20

In the world of watersports, few innovations have captured the imagination quite like foiling. What began as a niche pursuit has swiftly blossomed into a thriving community of foil-brained enthusiasts pushing the boundaries of what's possible on the water. As we reflect on the trajectory of foiling, one thing has become abundantly clear: the pace of growth and development shows no signs of slowing down.

One of the most notable trends in recent years, or even months, has been the emergence of the foil assist. There's no doubt that these machines offer some easy progression for those who need it. I also recognise that, like e-bikes on the mountain bike scene, they offer people without the fitness or agility to ride in a style they never thought possible. I commend them for that.

However, I have to be honest; several alarm bells were raised regarding foil assists. The first is the propellor under your feet. I hope technology moves on to prevent the slightest chance of an accident, but severe injury is possible.

I also worry about the potential of overcrowding at our busy surf lineups. Relationships are already tense between surfers and foilers in the surf, and I know that foilers worldwide have been working hard to maintain access to our beaches. I'm not the first person to voice my concern that a foiler with a propellor buzzing around the lineup could cause serious upset, and most surfers are unlikely to know the difference between a foil and a foil assist. This creates the potential for all foils to be banned.

I've often heard that foil increases your flight time and, therefore, your skill levels. While that may be true, I also believe it de-skills you in your pumping technique. Time on a foil assist will likely result in much less time learning to pump, and we all know just how much time you have to put in to get efficient at it.

To make this a true praise sandwich, I'll finish my section on foil assists by saying that I see a future for it in downwind SUP foiling. It will allow people to commit to runs they otherwise wouldn't try, which is a big benefit. However, it would be worth not getting too comfy; otherwise, you'll never progress back to foil.

Another trend quietly gaining momentum is the rise of the mid-length prone foil board. The added length and buoyancy, combined with a narrower width,





means these boards provide riders with earlier access to waves and the ability to tackle more challenging conditions. The result? Uncrowded spots with small chip-ins suddenly become accessible, and takeoffs in previously daunting scenarios become both feasible and exhilarating. While I'm not sure who we can credit for this latest development, we can be sure that the inspiration came from Dave Kalama's Barracuda SUP boards. Pioneers like Erik Antonson in Florida and Glenn Pang in Hawaii have led the way. Now we find mainstream brands starting to produce these amazing boards, promising times for sure, not just for prone foiling but also for winging.

Indeed, these are exciting times for the world of foiling. With each passing day, it seems as though innovations and breakthroughs are reshaping the possibilities of what can be achieved on the water. Foil design is still seeing drastic improvements, allowing efficiency, turning, and glide that we didn't think possible just a few years ago. Yet, amidst all this progress, one thing remains certain: we're only scratching the surface of what's possible. For example, you only have to look towards Mikeslab and its 290cm<sup>2</sup> front wings.

As we look ahead to the future of foiling, one thing becomes quite clear: the only constant is change. What innovations will emerge? What uncharted territories will we explore? The possibilities are as vast as the ocean itself.

So, let's embrace this spirit of adventure. Let's push the boundaries of what's possible. Above all, let's approach each new development with an open mind and respect for the traditions and camaraderie that make foiling such a particular pursuit.

*Jack Galloway, Editor*

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# FLOW

## DO-IT-ALL FREERIDE WING

- Rigid carbon handles
- New longer front handle for one handed control
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- Strong build quality



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In this feature, Juli Pereyra shows us a different side of Mauritius beyond the waves. With its mixed culture, natural beauty, and positive vibes, Mauritius offers a paradise for watersports lovers seeking a detox for their mind and body!



# BEYOND THE SWELL

## DISCOVER MAURITIUS

WORDS JULI PEREYRA

PHOTO FABIAN MOSER



“ EACH YEAR HAD ITS MEMORABLE MOMENTS, BUT OVERALL, THIS TRIP WAS AN EXTRAORDINARY ONE FOR ME ”

My first time on this island was in 2015, 9 years ago. I remember coming here and being pleasantly surprised by the mixed culture, nature, and positive vibes. The island is located in the Indian Ocean, on the east side of Madagascar. It includes the main island (also called Mauritius), Rodrigues, Agaléga, and St. Brandon.

I was welcomed by my dear local friend, Willow-River Tonkin, a fantastic person who happens to be one of the most influential individuals actively engaged in kitesurfing and wingfoiling in waves. I was and still am fortunate to have him show me around all the spots on the island and support me both on and off the water. Almost every year after that, I kept coming back. Each year had its memorable moments, but overall, this trip was an extraordinary one for me.

I flew to Mauritius from New Zealand. When I landed on the island, the weather was hot and sunny; sometimes windy, sometimes rainy. I came during what the locals called the “off-season,” at least for the waves. And indeed, it was. As I said, not every day was an opportunity to be on the water, but every day was an opportunity to be out there and make the most of what the island offers.

I stayed at La Gaulette, a small village a few kilometres away from Le Morne, the main kite and wing spot. Both spots are situated on the west-south part of the island, which is the place for all kitesurfers, windsurfers, and wingfoilers who come to stay.



**" IT'S PROTECTED BY A REEF WHERE THE WAVES ARE A FEW KILOMETRES FROM THE BEACH, PROVIDING ENOUGH SPACE FOR EVERYONE TO ENJOY THEIR TIME ON THE WATER "**

Has a charming local vibe and a few little restaurants and cafes. Here is a little spoiler for coffee lovers! There is a fantastic coffee shop called Kind. Actual local surfers own this beautiful little shop that has as a primary goal to provide outstanding, high-quality coffee and delicious pastry,

So feel free to stop by on the way to Le Morne and grab a delicious coffee on the way.

Le Morne itself is an incredible place! The view of the mountain as you cruise around is breathtaking! It's protected by a reef where the waves are a few kilometres from the beach, providing enough space for everyone to enjoy their time on the water in a safe environment. For those craving waves, there is plenty of space beyond the reef and many different waves to get to; the most well-known are One Eye, Manawa and a small reef. It has a flat spot, too,

that is called the Kite Lagoon, where foiling is also possible. So, either waves or flats are available at the same spot.

The main wind direction on the island is south-east. That is why Le Morne and Bel Ombre are the spots where one will find the best wind to wing foil around. But as with any island, there are a few lovely places where it is possible to go out and have fun. If you are a beginner in waves and currents, get in touch with the locals for advice on when to do what. Sometimes, the spot is empty, even though it looks fantastic for a reason! The current here does its job and can become dangerous for those unaware.



“ THAT’S THE PLACE WHERE, ON THE RIGHT DAY, YOU CAN FIND BEAUTIFUL WAVES TO SURF, FROM SMALL AND FUN TO AMAZING ONES ”

When the wind is more East to North-East, drive to Point D’Esny and/or Blue Bay. They are on the south-east side of the island. They have beautiful beaches with white sand and blue crystal waters, and on the right tide, they are a paradise to foil and explore.

Anse La Raie is another great option. Situated in northern Mauritius, it is an alternative to Le Morne, which can get pretty busy during the high season. Both of these spots are in very beautiful surroundings, worthy of checking out even on a non-windy day.

When it comes to surfing, the most famous spot on the island is the Village of Tamarin. That’s the place where, on the right day, you can find beautiful waves to surf, from small and fun to amazing ones; it has to be said, as well, that there is a group of local surfers are protecting the spot, so be aware of that.

During the non-windy days, I cycled up the mountains, exploring the lush and verdant forests with my friends. Almost every morning, regardless of the weather, we would meet at 0700hs and head up the mountain of Chamarel for a refreshing start to the day. Here is another spoiler of something interesting to look at in that Area. If you have a car, I suggest driving from La Gaulette up the mountain, passing Chamarel, to the Grand Bassin Temple and the Ganga Talao; this last one is a crater lake about 550 m above sea level. It is considered the most sacred Hindu place in Mauritius.







**" A PARADISE FOR EVERYONE WHO DESIRES TO COME AND MAKE THE MOST OF WHAT THE ISLAND OFFERS "**

When I wasn't cycling, I found the motivation to run up the mountains, too. Willow and his wonderful girlfriend, Michell, are great surfers and incredible runners! I discovered the beauty of mind and body training by

joining them on their runs. A sense of good performance and mental inner peace began to arise and increase with each passing day. This sensation intensified as I concluded morning endurance workouts with a refreshing combination of salty and fresh water while foiling at Le Morne Beach.

Mauritius is a paradise for everyone who desires to come and make the most of what the island offers according to their preferences.

If you want to surf, it's done! Go to Tamarin. If you want to foil, let the tide guide you, and if you want to kite, you can do so every day from May to October. Additionally, there is a bit of nightlife and excellent restaurants around. Still, since my main focus is on sports, consider bringing, in addition to all your water sports gear, your bike, running shoes, or paddle racket, and come to the island for a proper body and mind detox.

## THE INTERVIEW

Meet Gregorio Pugliese! In 2020, Greg's journey into wingfoiling began against the stunning backdrop of Italy's shores. As a seasoned windsurf instructor, his passion for the sport naturally flowed into his newfound love for wingfoiling. Now a vital member of the Ozone team, Greg blends his competitive spirit with a commitment to sustainability, driving forward the evolution of wingfoiling. Find out more in this exclusive interview!

QUESTIONS JEN TYLER PHOTOS LUKAS STILLER



**It's a pleasure to meet you, Greg! We have a lot of questions for you, but let's start at the beginning. When and how did you first get into wingfoiling?**

Hello! I'm happy to be here and answer your questions. In 2020, I got into wingfoiling. At the time, I was working as a windsurf instructor in my hometown, where I first started windsurfing when I was 12 years old. My goal was to switch from Slalom to Freestyle windsurfing. However, it was tough to train in my hometown because the wind was unpredictable, and high-quality wind was rare. One day, the school owner asked me if I could learn how to wingfoil so that I could teach it. I decided to try it, and I loved it from the start.

**“ I LOVE EVERYTHING ABOUT WINDSURFING AND WINGING, AND I'M USED TO SPENDING MANY HOURS OUT ON THE WATER TO KEEP MY SKILLS SHARP. ”**

**Did you get to spend a lot of time on the water growing up in Italy?**

Since my first windsurfing lesson, I have fallen in love with sailing. It's something that has always felt familiar to me. Exploring the sea in such a free, silent and natural way is mind-blowing for me. I have become one of the most consistent riders at my home spot since the beginning. I love everything about windsurfing and winging, and I'm used to spending many hours out on the water to keep my skills sharp.

**How does your background in windsurfing influence your approach to wingfoiling?**

Everything I learned in windsurfing is crucial for my progression in wing foiling.





**How do you balance the competitive aspect of wingfoiling with your personal enjoyment of the sport?**

I enjoy competitions because they are a great way to learn new things and go hand in hand.

**How have the past few months on the Ozone team been?**

The past few months have been great. I met some of the members of the Ozone team, and we've established the foundation of our work together. The atmosphere within the company is amazing, and things are "flowing".

**"THE WINGFOIL GEAR MARKET IS CONSTANTLY EVOLVING, AND I HAVE SOME EXCITING IDEAS THAT I WOULD LIKE TO INTRODUCE SOON."**

**What sets Ozone apart from other brands within the industry, particularly regarding product innovation?**

Ozone quality is exceptional, as the materials are carefully selected and treated with sustainability in mind.

**How do you envision the future of wingfoiling, and what role do you see yourself playing in its development?**

The wingfoil gear market is constantly evolving, and I have some exciting ideas that I would like to introduce soon. As a rider, I aim to have fun and enjoy my passion for the sport. Additionally, I am also an innovation addict who loves to brainstorm ideas, conduct tests, and assist both current and future riders in having the best possible experience out on the water.



“ THE FUSION'S DESIGN MAKES IT A TOP-TIER RACING MACHINE, BOASTING THE BEST COMBINATION OF ANGLES, STABILITY, AND SPEED CURRENTLY AVAILABLE ON THE MARKET. ”

How does the FLOW wing perform for wave foiling versus flat water conditions?

FLOW wing is designed as a versatile freeride model that performs well in both conditions.

The FLOW is a lower-aspect design; what advantages does that bring to the table?

Lower-aspect wings have several advantages, including improved pumping comfort, increased manoeuvrability, and the ability to flip and roll during wave riding easily.

The Fusion is aimed at riders looking to go fast. How does the Flux fit into the lineup now that the Flow is here? What sort of rider should choose which wing?

The Fusion's design makes it a top-tier racing machine, boasting the best combination of angles, stability, and speed currently available on the market. The Flux, on the other hand, is an ideal wing for free riding and racing, while the Flow serves as the new go-to for freeriding, wave riding, and freestyle.

The longer front handle is a neat idea. How easy is it to ride one-handed and what other benefits does it bring?

Riding with one hand is a useful and accessible skill for wing riding. It allows the rider to make adjustments with their free hand. Additionally,

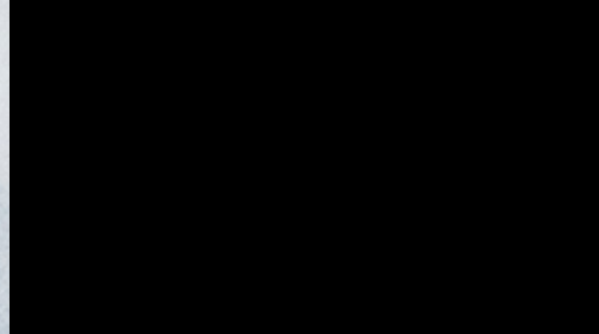
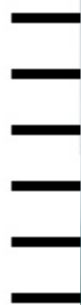


having a longer front handle makes it easier to enter and exit the water using the power of the wing when needed. It also allows the rider to slide with their hand and grab the front handle more easily.

**You have an Aluula kite in the Vortex. Are there any plans to use that material in the wing range?**

Ozone products have already gained an exceptional stiffness/weight ratio; the ozone Dacron wings are incredibly rigid and comparable with Aluula wings due to the high-quality materials and knowledge in building.

**“ OZONE PRODUCTS  
HAVE ALREADY  
GAINED AN  
EXCEPTIONAL  
STIFFNESS/  
WEIGHT RATIO ”**



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**“ IT IS MORE DURABLE AND  
GUARANTEES THE RIDER'S SAFETY  
IN THE WATER ”**

The Flow uses Ozone's latest Triple Ripstop Dacron and Triple Ripstop Canopy material. How tough are these, and how well can the wing withstand abuse?

The Triple Ripstop is a technologically advanced material that improves the wings. It is more durable and guarantees the rider's safety in the water, as it significantly reduces the chances of ripping and fixing costs without negatively influencing the weight and cost of the final product.

**Amazing, thanks again for your time, Greg. Hopefully, we'll catch up soon!**

Thanks, Jen, see you soon!

An aerial photograph of a wingfoil rider on a rocky coastline. The rider is positioned in the center-left of the frame, riding a yellow and blue wingfoil. The water is a deep teal color, and the rocks are dark and jagged. The sky is a pale, hazy blue. A dashed yellow line runs horizontally across the top of the image, separating the credits from the main text.

QUESTIONS CHRISTOPH HESINA  
WORDS MAXI KÜHNHAUSER AND NATHAN VAN VUUREN  
PHOTOS JAMES LEIGH

FLYSURFER has achieved another milestone! Nathan van Vuuren, their South African team rider and shredder, stepped on the podium during the first Wingfoil World Tour while riding the TAO SH. In this feature, Christoph Hesina interviews Nathan, who helps design hydrofoils for Signature-Foils, and Maxi Kühnhauser, FLYSURFER's L.E.I. designer, about their successful collaboration as the FLYSURFER team announces the release of the TAO RH. Find out more in this exclusive interview!

# THE MINDS BEHIND THE TAO





“ I ALREADY KNEW THAT NATHAN IS EXCELLENT IN WAVES WITH IT, BUT I NOW KNOW IT’S PROVEN IN COMPETITION, WHICH IS SUPER COOL. ”



Hey Nathan, we're still excited about your podium win! We heard that you've been really happy with your setup during the Wingfoil World Tour. Can you tell us more about how you combined the TAO SH (soft handle version) with your Signature-Foil equipment and what advantages it gave you?

**Nathan:** It was an incredible opportunity to compete in this year's wave stop in Cape Verde and use optimal equipment. The TAO SH performed spectacularly in our riding conditions, which weren't always the best. The wind was very gusty, with lows of about 10 knots and gusts of 22 knots, so it would usually have been challenging to know what size to use, but the 4m TAO SH performed beautifully throughout the event due to its extensive wind range. While using the TAO SH, I realised how predictable and stable the wing is while riding on the waves, which allowed me to focus on my riding. The foil of choice was a new SPG setup that I have been testing, and paired with the TAO SH; I had the best combination of equipment for the waves and conditions during the event!

**Servus Maxi,** it was clear to us that our material mix was highly competitive even when compared to wings that cost twice as much. Additionally, the TAO SH was stable and provided Nathan with the freedom to make exceptional turns and score big points. Did you get a chance to watch the stream and see what we observed?

**Maxi:** First of all, congratulations to Nathan again on this incredible performance. Due to our testing sessions developing the TAO, I already knew that Nathan is excellent in waves with it, but I now know it's proven in competition, which is super cool.

It was interesting to watch all the different types of wings and their equipment mix on the live stream. Wind range performance means low-end to high-end power and stability. Free-fly performance means how stable the wing is flying flagged out in straight riding

and manoeuvres. The TAO performed well with its big wind range and stability in all conditions.

The wing's performance is not only related to the stiffness or weight of a material. It's how you place the material on the wing and which kind of performance you want to give it. In some areas, you want the wing stiff; in others, you want some flex, making the wing more stable. The TAO is a good example of wings that use a not-that-expensive material, which can still be on top level and beat expensive wings.



THE MINDS  
BEHIND  
THE TAO

# THE MINDS BEHIND THE TAO



Maxi, please explain the difference between a soft handle wing and a rigid handle/boom configuration.

Maxi: Both types of handle configurations have their advantages and disadvantages. The soft handle version is more forgiving in gusty conditions, which gives you a more stable feeling because the handles can flex more quickly than a human's reaction. It is also safer as you can't hurt yourself on the handle or destroy your board. Due to this, you'll get the maximum Free Fly performance with the soft handles as they have less weight on the trailing edge.

“YOU'LL GET  
THE MAXIMUM  
FREE FLY  
PERFORMANCE  
WITH THE SOFT  
HANDLES”

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## SHIELD STEAMER FREE-X

This wetsuit offers thorough protection. The right shoulder combines fluid neoprene on the outside with memory padding on the inside for comfort and durability. Specially designed lining shields the underarms, while armored KED kneepads protect the knees. Additionally, a robust armored layer safeguards the shinbone, ensuring comprehensive protection for the wearer.

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PROLIMIT



“RIDING THOSE FIRING WAVES WITH THE TAO SH 4M AND NEW FOIL SETUP WAS A REAL TREAT, AS I COULD PUSH HARD AND BE CONFIDENT IN THE EQUIPMENT.”

The rigid handle configuration gives you a more direct feel, which helps to pump the wing in the low end. When you push the wing away from you, the wing acts at the same time as a soft handle, where you bend the handle first until you get in contact with the strut. The same thing happens when you

pull the rigid handles and are acting at the same time. For manoeuvres, it is also better for people who steer the wing more on the front hand because you can transfer momentum on the rigid handle. If you want to do freestyle tricks, rigid handles have this benefit, too, as you find the handle much more accessible with no look, and you can push the wing much more precisely into rotations.

**Nathan, there have been numerous questions about your board, mast, and glider configuration. Please provide**

**us with a summary of your Cabo Verde competition equipment.**

**Nathan:** My setup for the event felt super dialled, from the foil to the board and wing. I was using an SPG custom wingboard that was 4'5 x 20 x 46 litres, and it had a more surf-friendly shape than a regular freestyle wingboard. The foil I was riding is a new unreleased SPG setup I have been working on for a while now, which uses an 80cm mast joined to a 515 cm<sup>2</sup> front wing with a new 160 cm<sup>2</sup> tail wing and a longer fuselage. Riding those firing waves with the TAO SH 4m and new foil setup was a real treat, as I could push hard and be confident in the equipment.



“ MY PRE-SESSION WARM-UP ROUTINE USUALLY INVOLVES GETTING PSYCHED UP AND AMPED WITH FRIENDS BEFORE HITTING THE WATER ”

**Nathan, I weigh 82kg and consider myself an average rider. What's my ideal setup for riding lake or river swell?**

**Nathan:** Riding lake and river swells can be fun with the right foil setup! I would recommend a slightly bigger foil setup with more glide for river swells, as they have less energy. For the 80-85kg range, something like a 1200cm<sup>2</sup> – 1400cm<sup>2</sup> would be a great starting point for riding the river swells, but you could go bigger or smaller depending on your skill level.

**You always wear an obvious helmet or any protection gear. Do you also have a preparation routine or warm-up before a session, and most importantly, does red make you faster?**

**Nathan:** The bright red helmet is vital to my quiver for any wing session! From personal experience, I believe that wearing a bright colour or red gives you a few more skill levels + extra speed (or maybe it's just a myth), but I'm going to roll with it anyway!

My pre-session warm-up routine usually involves getting psyched up and amped with friends before hitting the water, followed by tasty snacks like cookies or pretzels! I also generally pretend to stretch on the beach by waving my arms around and bending my knees for a few seconds before running into the water.

“ BEFORE RIDING IN BIGGER WAVES OR EVEN STRONGER CONDITIONS, THE FIRST STEP IS BEING CONFIDENT IN YOUR GEAR AND SKILL LEVEL. ”

Maxi, accessibility was a major factor for the wing boom, but in my opinion, safety is right on top of the reasons to start wingfoiling. We both enjoyed the TAO SH version during our daily session. What makes the TAO SH such a good freeride wing?

Maxi: As you said, Chris, I enjoy the TAO SH more because it's more comfortable on my hands and has a much more forgiving feeling in gusty conditions, which we mostly have at our lake. I also like to ride small waves at about 15 knots, where you usually use bigger wings. To ride these small waves in lighter wind, I prefer the best possible free-fly performance, which the TAO SH has. Sometimes, I ride with a harness, too, where crashes can hurt yourself and the board with rigid handles, which is another argument for using the TAO SH for more safety. I don't have any problems doing manoeuvres with soft handles as I push the wing with my backhand, which is so easy. This means some people argue that the rigid handles are easier to manoeuvre, which is not valid for my riding style.

Nathan, on the contrary, you have been riding big swells and have had to overcome a massive shorebreak at his home spot. What is essential for wingfoiling in big waves?

Nathan: Before riding in bigger waves or even stronger conditions, the first step is being confident in your gear and skill level. When you go out riding in a bigger swell, you want to ensure you are riding on a smaller area foil + longer mast to have the most control possible.



THE MINDS  
BEHIND  
THE TAO



## “ THE TAO RH HAS PROVEN ITSELF IN STRONGER CONDITIONS WHEN GOING FOR BIG AIR RECORD ATTEMPTS ”

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Also, wing choice is critical as you want something like the TAO, which flags out and behaves predictably while riding the wave, so you do not need to focus on controlling your wing. I suggest some protective gear, such as an impact vest and helmet, as a wipeout on a bigger wave has more consequences, so a bit of protective gear will give you more confidence.

**Do you have any advice for riders about to start riding bigger swells?**

**Nathan:** My advice to riders who want to start getting into bigger waves is to make sure you are comfortable with the gear you are riding, as being confident is essential as you start pushing your level. Finding the right spot to start riding bigger waves and another fellow rider is also crucial. When going out, a few things to consider is whether the launch is safe enough without a large shorebreak or rocks. Before going out, you want to make sure you know where the channels are and if there are any strong rip

currents, so if anything does happen, you know the spot is layout. Once you have decided to go out, all that is left is to send it and have a fun session!

**Insiders know you have had access to our newest addition, the TAO RH (rigid handles), for quite a while now and were chasing the SurfrApp height records. For whom do you recommend the TAO RH?**

**Nathan:** I have had the privilege of participating in the testing and R&D for the new TAO RH and have loved it so far! The TAO RH has proven itself in stronger conditions when going for big air record attempts and freeriding, as the rigid handle option provides a great amount of wing control.



## THE MINDS BEHIND THE TAO

“ WHAT WE ARE LOOKING FORWARD TO MOST IS PUSHING THE LIMITS OF BIG AIR WINGING AND DEVELOPING RACE WINGS ”

and have many playgrounds to grab the handle in any kind of manoeuvre variation. The short back handle gives you everything you need optimised to save some weight towards the trailing edge for an excellent Free-Fly performance.

**Where do you think the TAO RH is performing exceptionally well?**

**Maxi:** This is for people who want a maximum direct feel for the wing and who like to do the manoeuvres more with the front hand.

For people who want to go for big air, you can adjust the angle of attack more precisely, which gives you some extra height.

This is for people who want to go into freestyle because it's easier to grab the handles and spin the wing.

**Nathan and Maxi, thank you for your time.**

**What's next? Is there anything on the horizon?**

**Both:** We are super excited about the future as the sport of winging progresses so fast. What we are looking forward to most is pushing the limits of big air winging and developing race wings that will push the boundaries of what is currently possible!



PHOTO JESUS RENEDO

# WATERWOMEN

QUESTIONS JEN TYLER

## ELENA MORENO ROMERO

Meet this issue's Waterwoman, Elena Moreno Romero, the fiery firefighter whose journey from the shores of Seville to the waves of Cadiz has ignited a passion for wingfoiling. Fresh from competing in Cape Verde, she's riding the wave of excitement while balancing life's demands. Find out more in this exclusive interview with Jen Tyler!







**“ I HAD BEEN "AVOIDING THE WIND" ALL MY LIFE, AND NOW I CAN'T STOP LOOKING FOR IT. ”**

**Elena, it's nice to meet you finally! Please tell us a bit about yourself, including where you grew up and what initially attracted you to wingfoiling.**

Hello there! It's a pleasure to meet you! My name is Elena. I'm 30 years old and was born in Seville, but my heart belongs to Cadiz, where I've spent most of my leisure time since I was a child, in a place called Los Caños de Meca. I've always been drawn to the sea and sports; my mother has greatly inspired me.

When I turned 18, I moved to the Canary Islands to study Physical Activity and Sports Sciences, as I wanted to be close to the waves and the sea. From 18 to 27, I studied and worked at a surf school, which allowed me to finish my degree and become a firefighter, which is my current profession.

Until recently, wind sports had been a dream of mine that I had yet to fulfil. I started with kiting but soon switched to wingfoiling, which has become my passion.

**Did you face any challenges when you first started learning?**

Deciding to learn and do something new is already the first big challenge.

In my case, I had been "avoiding the wind" all my life, and now I can't stop looking for it. From the first moment, I was passionate about the wing since it combines many elements, and the feeling of flying is amazing!



PHOTO LUKAS STILLER

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**What watersports had you previously done, and did they help with your wingfoiling progression?**

I've been surfing since I was 12 years old, and it has definitely helped me progress.

**Have you had any notable injuries or setbacks while wingfoiling, and how did you overcome them? What advice would you give someone getting into the sport?**

Fortunately not! I highly recommend trying this sport! It's a fantastic way to stay fit, connect with nature, and join a growing community. Sport is life, and this one is suitable for everyone, so don't hesitate to give it a shot!

“SPORT IS LIFE,  
AND THIS  
ONE IS  
SUITABLE FOR  
EVERYONE”





**“CAPE VERDE HAS A UNIQUE ENERGY FILLED WITH JOY AND VITALITY THAT CREATES A MAGICAL ATMOSPHERE ”**

**We've got to ask: where does your Instagram handle/nickname Elenakilla come from?!**

Hahaha, well, in Andalusia, we often use the expression "killo" or "killa" to refer to each other. The term comes from the shortened version of "chikillo." I didn't know anyone's

name when I relocated to the Canary Islands, so I began addressing everyone as "killo" or "killa." Eventually, they began calling me that, too.

**Let's talk about the GWA stop in Cape Verde—what an event! How did it feel to stand on the podium with Moona and Nia?!**

Overall, the trip was a beautiful experience. Cape Verde has a unique energy filled with joy and vitality that creates a magical

atmosphere combined with the natural conditions. Although the conditions were challenging, they brought everyone together, fostering a great sense of harmony.

It was an honour to compete alongside Nia and Moona. Moona is a reference in the sport with a history that could be intimidating, but she exudes positive energy and makes everything seem easy with her talent. I admire her greatly. Nia, on the other hand, is a young and skilled wing pioneer. Her commitment to the sport at a young age is admirable and inspiring.

“THERE WILL STILL BE MAGICAL PLACES, AND WE WILL BE ABLE TO PRESERVE AND RESPECT THEM.”

**What an insane bail you had in the waves, but you still came out smiling! How did you feel at that point? You must have been terrified!**

It's true that I did it effortlessly, without much contemplation but by pondering on the matter. I've been surfing through rocky waves for many years, and I've developed some skills that have helped me during difficult times. Additionally, the supportive community, always willing to assist in any way possible, gave me the courage to take risks.

**What is the most memorable wing foiling session you've ever had, and why?**

Several come to mind, but I'll stick with a session in Cape Verde. They are not the best waves I have ever caught, but as a whole, it is a session that I will never forget. When you arrive at a place you've never been before, and getting there is an adventure full of uncertainty, it is undoubtedly the great essence of sport. Hopefully, there will still be magical places, and we will be able to preserve and respect them.

**How long have you been riding for Cabrinha, and how have they supported your dream of being a professional wingfoiler?**

Less than two years ago, I took my first steps with Cabrinha when I started using the wing. I owe a big thanks to my local store, Magma, for supporting me from the beginning of this adventure. Their unwavering support is something I value greatly.





“ AS SOMEONE WHO LOVES SPORTS AND NATURE, I FIND IT CHALLENGING TO SIT IN FRONT OF THE COMPUTER AND CREATE CONTENT. ”

While I no longer profit from sports, I find it inspiring to see those who do, especially in lesser-known sports. These days, athletes and digital technology go hand in hand, and I understand the importance of finding a balance between the two. However, as someone who loves sports and nature, I find it challenging to sit in front of the computer and create content.

**What are your hobbies off the water, and how do you balance your passion for wing foiling with other aspects of your life?**

On the one hand, my work is a very important part of my life; I am lucky to be able to say that as a Firefighter, I am passionate about my work. It is a profession that allows you to learn in many fields. Still, it also requires you to be up-to-date and continuously trained to have the greatest number of tools and skills when it comes to solving any adversity.

On the other hand, sports, in general, are things I have carried inside since I was a child, and I am so grateful for all the doors they have opened for me in life. Whether it's watersports, cycling, racket sports, climbing, etc., in the end, you create a community with people who are passionate about the same thing as you and a very nice harmony is generated.

“IT OFFERS A FEELING OF FLYING AND HAS A MINIMAL IMPACT ON THE BODY.”

**How do you think wingfoiling will evolve in the future?**

Recently, I have frequently used the phrase "it's the sport of the future" among my friends. I genuinely believe that water sliding sport is highly versatile as it can be practised in a much wider range of conditions than traditional wind sports. It offers a feeling of flying and has a minimal impact on the body. Besides, the equipment required for this sport is not too bulky, which I think is a significant advantage.

**Thanks again, Elena. We look forward to seeing what 2024 brings! Do you have any exciting plans to share with us?**

I hope I haven't talked for too long. I wanted to use this opportunity to encourage all aspiring riders to take the first step and pursue their dreams. I want to send a big hug to everyone who has supported me along the way!

**Thanks, Elena. It was lovely meeting you!**

**And you, Jen! Thank you!**



WORDS LOUKA PITOT PHOTOS ANDY TROY

Louka Pitot ventures on an exciting journey from Mauritius to Cape Town, where he discovers the beauty of the South African coastline while testing out the latest gear with the Naish crew!

# THE MOTHER CITY'S COASTLINE

WORDS DYLAN WICHMANN PHOTOS ZAC KRUYER

" MY LAST FEW YEARS HAVE BEEN A WHIRLWIND OF TRAVEL, JETTING OFF AROUND THE GLOBE FOR COMPETITIONS AND TRAINING. "



Ah, the renowned Cape Town! Known as one of the windiest spots on the planet and a mecca for windsports, this vibrant city is just a 6-hour flight away from my hometown of Mauritius.

As a dedicated kitesurfer, my last few years have been a whirlwind of travel, jetting off around the globe for competitions and training. The fact that the only time of the year when I could truly call it home was during our summer made it quite difficult for

me to leave and fly to Cape Town, where it is typically fully Cape Town season.

As a freestyler, I don't usually chase the blistering 40-knot winds; therefore, I had never felt the urge to leave the comforts of my little home for Cape Town - that is, until this year.

The French crew was in Cape Town for the season and offered me the chance to join them for a kite trip a few times. However, leaving behind the solitude of home,

with nobody on the water, perfect wind, and quality family time, initially seemed like a bad idea. But then...winging came to my mind; I thought about giving it a chance.

I got into winging a few years ago, and since then, I have added it to my bags. I go nowhere without a whole set these days. I started on my prone setup a few years ago. I would be prone in the windy chops and saw Titouan Galea winging. I asked him if I could give it a go, and luckily, he was kind enough to let me! Cheers Titou!



" I CONSIDER MY HOME AS ONE OF THE BEST WINGING SPOTS, AND NAISH OFFERS A FANTASTIC RANGE OF EQUIPMENT FOR ANY SPORT YOU WANT TO DO. "



Ever since I discovered this new sport, I've fallen in love with it. It doesn't replace my passion for kiting; instead, it adds to the fun! I consider my home as one of the best winging spots, and Naish offers a fantastic range of equipment for any sport you want to do. Everything has fallen into place, and I'm really excited.

Now, back to the escape! While I was still at home, the team from Naish contacted me about their upcoming trip to Cape Town, where they plan to shoot some new gear. They invited me to join them on their coastal adventure, where we'll drive around in search of the best winging spots. I'm thrilled about trying new gear and spending time with a great crew. Plus, the flight to Cape Town is relatively short, so it's all good!

I flew from Mauritius to Cape Town with Air Mauritius, and the flight lasted 6 hours. During the week, I spent time with the team, riding the new Matador LT 2.0 and exploring hidden treasures such as rolling swells, whale-watching spots, and unforgettable moments with an exceptional crew and friendly locals. The Naish team for this trip was a lot of fun! It was my first Naish Trip with the entire crew, including the R&D, prolimit, media, designers, team managers, camera crew, and riders. You may know some, if not all, of these names, but they include Des, Ewan, Jenne, Stig, Tim, Kim, Jill, Savannah, Andy, Jake, and myself. The trip was enjoyable, and I learned a lot during this trip. It's incredible how everything the team does focuses on tiny details we would never consider. It was inspiring, and we made great memories and experiences that I will always cherish.



" WE SCORED SOME  
SUPER FUN SURF FOIL  
PRONE SESSIONS "

I spent one week in Cape Town. While we were staying in Blouberg, where all the kitesurfers tend to stay as it is right on the spot, I found the other side of the CBD to have much nicer views. During the numerous drives, we'd stop on Victoria Road along Hout Bay to sip coffee while watching the whales, which, to be honest, is a pretty lovely way to start the day.

Firstly, if you are a winger, you **MUST** bring a prone setup. Before the wind picked up, we scored some super fun surf foil prone sessions with Ewan and Val (Garat) in the mornings. It's great since the coastline is so long; you can look for a sandbank while driving and have a session with your friends!

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The standout locations of my week there have to start with Noordhoek! Unfortunately, we didn't ride in Noordhoek, but it is a MUST visit. Its crystal-clear water, a white sand beach surrounded by big rocks, felt like the Seychelles. It was not what I expected in Cape Town as a kiter, and I enjoyed surfing a few waves and resting from the wind here.

Scarborough is a stunning left-hand break located just over an hour's drive from Blouberg. The wind was light during our visit, but the break was amazing for kiteboarding, windsurfing, wing foiling, or surfing. We left Blouberg early and had a great session in Scarborough. There are a few lovely coffee places where you can have brunch, unlike Pringle Bay.

Pringle Bay offers a beautiful drive with fantastic water colors and natural pools along the way. It's not a very common spot, but definitely worth the drive! I had a great time catching rolling swells, meeting friendly locals, and trying out the new Pivot Nvisions. The only downside, similar to Big Bay, is the presence of seaweed. However, unlike Big Bay, the water in Pringle Bay is super clear, making it easy to avoid the seaweed.

I had a great time in Cape Town. The last day had big swells, and we rode around the Blouberg area. Kite Beach was tricky due to the big rolling swells, but Big Bay was super fun. Big Bay, being a bay with rocky islands, had clean waves that looked like reef breaks, but there was a lot of seaweed to dodge. We also had to watch out for big air riders landing on our heads, which was pretty funny.

" ITS CRYSTAL-CLEAR WATER, A WHITE SAND BEACH SURROUNDED BY BIG ROCKS, FELT LIKE THE SEYCHELLES. "



" ONCE YOU'VE ENJOYED CAPE TOWN,  
REMEMBER THAT YOU'RE ALREADY HALFWAY  
TO MAURITIUS "



This was my first proper wind sports trip to Cape Town, and I'm grateful for the fantastic crew I was with. Despite the perfect conditions at home, I think it's worth making the trip here. I hope to make the Cape Town getaway an annual trip and maybe bring some of the local Mauritius crew and my girlfriend along next time!

Here are some tips for first-timers going to Cape Town:

1. Rent a car.
2. Explore the coastline.
3. Watch out for seaweed if you're foiling ;)

And 4. Once you've enjoyed Cape Town, remember that you're already halfway to Mauritius. Drop us a line if you're swinging by — let's catch some waves together!



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**"My eyes have never felt so loved"**  
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WORDS CASH BERZOLLA PHOTOS ARMSTRONG FOILS

From mastering smooth transitions to unlocking endless wave-riding possibilities, Berzolla shares insights on integrating this dynamic manoeuvre into your water repertoire. Ready? [Click here.](#)

# HOW-TO

# LAYDOWN BOTTOM TURN WITH CASH



“ WHETHER IT'S TO LEARN A NEW TRICK OR JUST TO HAVE FUN, MAXIMISING EVERY MOMENT IN THE OCEAN IS CRITICAL FOR ME. ”



Making the most of a day on the water has always been a goal of mine whenever I drive to the beach. Whether it's to learn a new trick or just to have fun, maximising every moment in the ocean is critical for me. The laydown bottom turn has increased my fun on the water and given me a handful of new ways to manoeuvre around the wing and foil.

The laydown bottom turn isn't only for wave riding but can work as a fun new skill in your arsenal. In the beginning, the laydown bottom turn was just used as a way to jibe and be a little creative with it. This form of jibing can also be beneficial in light wind. Compared to a regular jibe in which you might run into your wing as you make your downwind turn, the laydown

jibe provides a smoother and cleaner transition, resulting in no hiccups along the manoeuvre. Being able to jibe with the wing under you means you aren't running into it as you project downwind—the ability to come out of jibe in various ways increases, too. If you wanted to do a complete 360, you would lay the wing down and start your jibe. As you come around,

" YOU COULD DO THAT IF YOU WANTED TO ADD A LITTLE BACKWIND ACTION TO YOUR JIBE."



you bring the wing up and continue into the wind, making a 360 and continuing the way you came into your jibe. You could do that if you wanted to add a little backwind action to your jibe. Once again, you lay your wing down with your jibe, but as you start to come around, you pull the wing up, upwind of yourself, backwinding for a little bit. There are a few

ways to come out of your backwind. You can either push the wing over your head, switch hands, and continue on your way back out, or push into the wind, and your wing will spin around and end up the way you came. It is also possible to turn downwind and head back in as well. The laydown jibe opens up a whole lot in terms of wingfoiling.

Now, adding it to a wave is a different story. I started to do this manoeuvre in the waves for two main reasons. The first was to be able to see what was coming. As you lay the wing almost on the water's edge, everything opens up in front of you so you can plan what to do and when to do it. The second reason was mobility; diving the wing down under you can be done



" YOU HAVE TO PULL THE WING UP ABOVE YOU AND GET IT BACK INTO A REGULAR WINGING POSITION "



with no or a lot of power depending on how much you sheet in with your backhand. It is similar to when you dive a kite up and down, sheeting in and out. Doing this manoeuvre on a wave is slightly different than doing it on flat water because you have to be able to cancel out the jibe to stay on the wave. It's the same as on flat, but as your board's nose starts to face the wave, you have to pull the wing up above you and get it back into a regular winging position as if you were winging towards the beach.



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The secret to this is in your backhand; your backhand will do all the work, whether pushing or pulling.

1. The first step in dialling in the laydown jibe is gear choice. Make sure the foil you're riding for your first few attempts is something you are familiar with, preferably something stable and with a lot of glide. I started on Armstrong HA725 and CF950.

2. The second step is to choose the right conditions.

Make sure it's not too windy and that you're in flat water; you don't want to be overpowered.

3. The third step is to go into it at medium speed and let the foil do the work.

4. Four, aim downwind and lower your front hand to your front foot. Be prepared to lean over a little bit.

5. Five, since this will be for the wave version, pull up with your backhand so the wing is above your head.

Then spin the trailing edge of the wing, again with your backhand, downwind so the wing is back the way you came into your jibe.

There you have it—the laydown jibe. Well, kind of. I guess it's not really a jibe, but it works. Practice doing that on flat water; by no time, you'll be in the waves, hitting lips like you're on a shortboard!

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RIDER GWEN LE TUTOUR  
PHOTO SABFOIL





# UP & COMING



## AXEL GERARD

QUESTIONS JEN TYLER  
WORDS AXEL GERARD

In this exclusive interview, Jen Tyler talks to Axel Gerard, an up-and-coming rider of AFS foils who is already making a name for himself in the world of wingfoiling at just 15 years of age. Discover his mindset and approach to reaching the top through this interview!

**“ THIS WAS MY FOURTH TIME AT TARIFA, AND I'M THRILLED THAT I FINALLY MADE IT TO THE FINAL, ESPECIALLY AFTER LAST YEAR'S DISAPPOINTMENT ”**

**Congratulations on your impressive performance at the GWA Wingfoil World Tour! How does it feel to come second?**

Thanks a lot! It feels amazing to grab second place in the Tarifa Wing Pro, especially after getting a podium at Leucate (I got third place there), which also helped me to secure the second position in the overall ranking. This was my fourth time at Tarifa, and I'm thrilled that I finally made it to the final, especially after last year's disappointment when I came so close to making it. I wanted to grab the first place, but Chris was just killing it out there, and it was tough to beat him. But I'll work on it!

**What initially drew you to wingfoiling, and how did you get started?**

I started surfing when I was seven years old. Later, I also tried surf foil and became interested in AFS Foils. I tried the equipment and loved it from the beginning. What attracted me to wingfoiling is its accessibility and the fact that it allows me to catch many waves by neutralising the sail, just like in surf foiling.

**What do you enjoy most about wingfoiling?**

What I enjoy the most about wing foiling is the opportunity to get on the water in unfavourable conditions, such as light wind and small waves. This allows us to spend more time on the water and enjoy more sessions.

PHOTOS LUKAS STILLER





**" I TOOK A DEEP BREATH, CONCENTRATED, AND TOLD MYSELF THIS WAS THE MOMENT. "**

**What challenges did you face while competing on the world tour, and how did you overcome them?**

I've faced many challenges while competing on the world tour. Last year, losing the

overall podium was hard for me, but the toughest moment was at Tarifa in the final. I crashed the first four attempts out of seven, and only three tricks counted. So, I had to land my following three tricks. I took a deep breath, concentrated, and told myself this was the moment. I started my last attempts with a hard trick that scored well: 1080. I knew that I could land it often. It happened,

and then I did a nice backmobe, almost foil to foil. For the last one, I did a front flip 360, which was the trick when I was the most stressed in my entire life.

**Who are your biggest inspirations in the world of wingfoiling?**

My biggest inspirations would be Malo's creativity and Chris's consistency. However, having idols is difficult when you are competing against them!

# THE MINDS BEHIND THE TAO



**What advice would you give to aspiring wingfoilers who want to compete professionally?**

I think you need to work on your mental strength because it can be challenging to keep trying and failing repeatedly while practising. However, when you finally succeed and consistently land the tricks, it is one of the best feelings in the world!

**“IT CAN BE CHALLENGING TO KEEP TRYING AND FAILING REPEATEDLY”**





**" I GET EXTREMELY FOCUSED. I ALWAYS THINK ABOUT WHAT I MUST DO TO WIN BECAUSE I DON'T LIKE LOSING - I COME TO WIN! "**

**How do you balance high school with your training and competitions?**

The FFV has recognised me as a level athlete, which allows me to receive some assistance from my high school. At home, I attend school and train either on the water or by doing muscle-strengthening exercises. I make sure to complete my homework before anything else. During competitions, I work when there's no wind or before and after my heats.

**What are your goals for your wingfoiling career in the future?**

My goal for my wingfoiling career in the future is to become a world champion, not just in the freestyle discipline but also in the wave discipline. Additionally, I aim to improve my performance in the racing discipline, for which we are working closely with AFS's engineers to create the best gear possible.

**What goes through your mind when you're out on the water competing?**

When I'm competing, I get extremely focused. I always think about what I must do to win because I don't like losing - I come to win! I played a lot of football when I was younger, which helped me develop a strong competitive mindset. That's why I try to put everything together to achieve victory.



**" I WOULD LIKE TO SEE WINGFOILING INCORPORATE MORE KITESURFING/ WINDSURFING TRICKS AND PURE WAVE RIDING IN PERFECT WAVES "**

**What's the most memorable moment of your wingfoiling career so far?**

One of the most unforgettable moments of my wingfoil career was when I defeated the reigning wingfoil wave world champion, Wesley Brito, just after he had won his title. This victory secured my position as third in the event and allowed me to step onto the podium for the first time in the wave discipline.

**What improvements or innovations do you hope to see in the sport of wingfoiling in the coming years?**

In the coming years, I would like to see wingfoiling incorporate more kitesurfing/windsurfing tricks and pure wave riding in perfect waves, similar to those we experienced at Punta Preta earlier this year.

**What are your plans for 2024?**

My goals for 2024 are to place on the podium in freestyle, rank in the top 5 in waves, and be in the top 10 in slalom.

**Amazing! Thank you, Axel, for taking the time to chat. I'm looking forward to seeing what the future holds for you!**

Thank you, Jen!

PHOTOS SAMUEL CARDENAS



GWA EXPRESSION SESSION IN CAPE VERDE  
PHOTO LUKAS STILLER



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QUESTIONS JEN TYLER WORDS JOSE FERNANDEZ  
PHOTOS EZZY WINGS

# TECH FOCUS

## EZZY WINGS

### THE FLIGHT

The Ezzy Flight Wing is a collaboration between Jose Fernandez and David Ezzy. They have a combined 75 years of experience and have created wings in Sri Lanka. The high-performing wing first came on the market in March 2024, and we couldn't wait to find out more about it! Dive into The Flight's Tech Focus here!





**“OUR FACTORY ENABLES US TO QUICKLY CREATE AND TEST PROTOTYPES, A CONTINUOUS PROCESS THAT HELPS US IMPROVE OUR WINGS.”**

**Could you provide more details about the low-stretch Dacron used in The Flight wing's leading edge and strut?**

We use 160g of Dacron fill-oriented fabric made by Challenge Sailcloth for the leading edge and strut. The low-stretch properties provide exceptional durability and structural integrity even under the most demanding conditions.

**What are the benefits of having separate leading edge and strut valves in terms of adjustability and safety for the rider?**

There are two advantages: 1. You can still make it in if the strut bladder fails, and 2. deflation is faster with two valves.

**Could you share the testing process that The Flight wing undergoes to ensure its top-notch quality and performance?**

We have two testing centres, one in Maui and the other in Tenerife. Additionally, our factory enables us to quickly create and test prototypes, a continuous process that helps us improve our wings. We value feedback from riders of all skill levels.



**“THEIR COMMITMENT TO EXCELLENCE, DESIGN, AND PERFORMANCE IS REFLECTED IN EACH WING THEY PRODUCE.”**

**It's great to meet you, Jose! Please tell us a little bit about Ezzy Wing's background.**

The Ezzy Flight Wing is the result of a partnership between Jose Fernandez, the owner and designer of Flight Sails, and David Ezzy, the founder and owner of Ezzy Sails. With a combined experience of 75 years, they have come together to create wings crafted with precision and care in their

own factory in Sri Lanka. Their commitment to excellence, design, and performance is reflected in each wing they produce.

**When did The Flight come on to the market? Can you tell us more about the wing?**

Our work on developing wings began in 2019, and the Ezzy Flight was introduced in March 2024. We strive to create user-friendly, long-lasting, high-performing, and affordable wings.

**Your website mentions the importance of high skin tension. Why is this important?**

High skin tension is crucial for a wing's stability and performance since it minimises deformation under load. In other words, high skin tension ensures the wing's profile is aerodynamic rather than droopy.

**What materials are used in the handles of The Flight wing, and how do they contribute to comfort during use?**

We use marine grade 6061 aluminium covered with 2mm EVA foam.

The leading-edge handle is curved and raised in the front for comfort and faster launches. The rear handle is straight to give your arms a perfect ergonomic fit while flying.

**“WE BELIEVE IN MAKING SMALL INCREMENTAL CHANGES TO OUR PROTOTYPES, JUST LIKE WE DO WITH OUR SAILS”**

**Are there any exciting plans for 2025 you'd like to share with us?**

We believe in making small incremental changes to our prototypes, just like we do with our sails, hoping they will lead to significant improvements. For 2025, we focus on three main goals: refining our designs, researching and testing potential lightweight and durable materials with low stretch, and improving our manufacturing precision.

**We are excited about what awaits us in 2025 and hope our work will inspire people to use our wings!**

Thank you so much, Jose! This sounds very exciting!

Thanks, Jen!



QUESTIONS ROU CHATER WORDS KJELL VAN SICE  
PHOTOS GEORGIA SCHOFIELD

# TECH FOCUS

## ARMSTRONG FOILS

### ALLOY SYSTEM

Are you looking to explore the world of Armstrong Foils Alloy System? You're in luck! Our latest Tech Focus feature has all the information you need to know. Get ready to immerse yourself in the exciting world of Armstrong Foils Alloy System!





**“ALUMINIUM ALLOY OFFERS SOME EXCITING OPPORTUNITIES, MAINLY BECAUSE IT’S A TERRIFIC WAY TO GET MORE PEOPLE INTO THE SPORT OF FOILING.”**

**Armstrong goes alloy... Most brands started with aluminium and moved to carbon, but you’ve always been famous for only using carbon for your foils; what was the reason for adding aluminium to the range?**

We are big fans of carbon fibre and titanium in our masts and fuselages. As you mentioned, from the very start of Armstrong, these components have been carbon and titanium. That said, aluminium alloy offers some exciting opportunities, mainly because it’s a terrific way to get more people into the sport of foiling. Price accessibility is no small thing. And alloy presented our team with an exciting opportunity to apply the Armstrong ethos of high-quality design and manufacturing to a new material to improve how fun an alloy foil could be.

**Carbon is often seen as stiffer and lighter, but aluminium is a pretty incredible material, too; how close are they in terms of weight and performance?**

Historically, marketing has told us that “carbon is good, alloy not so good,” but the degree of difference depends on the variety of each material used and the layups. Without generalising, a high-quality alloy mast may be stiffer and lighter than a so-so carbon mast. Conversely, a top-tier carbon mast will likely outshine the best alloy mast in weight and stiffness. It’s a design and construction story and partly how the foil gets ridden.







## “EVERY MAST WILL HAVE A DIFFERENT COMBINATION OF THOSE FEATURES AND CHARACTERISTICS”

In an alloy mast, the grade and placement of that alloy—basically the ingredients in the sauce and where they’re used—greatly affect the design itself. The Alloy System mast vertical is crafted from 6061 aluminium alloy because it has the ideal strength-to-weight ratio. Meanwhile, the mast top, bottom bracket, and fuselage are 7075 aluminium alloys for maximum strength in those areas where loads are mainly concentrated.

Section shape and thickness, chord, taper, and many other factors contribute massively to how a mast or fuselage (regardless of material) ultimately feels on the water. Those determine responsiveness, top speed, stability, recovery from ventilation, etc. Every mast will have a different combination of those features and characteristics, and one might matter more to you than another if you’re prone to surf foiling versus cruising on a wing.

The long and the short of it is: if you decide between alloy and carbon, you’ll probably be super stoked on alloy for a lot of the riding you’ll do. Sure, our carbon masts have

a faster top end, are zippier and have that signature smooth Armstrong feel that is so loved, but any of us on the team would gladly rip our favourite foil on an Alloy System setup any day.

You had to develop a new foil connection system to facilitate the new material in the line. How long was that process, and was it challenging to develop something that worked well and was future-proof?

The mast-to-fuselage connection point is new, but the front foil and stabiliser connections fit precisely the same hexagonal design as our existing carbon A+ System. This means all our front foils and stabilisers fit, regardless of whether you choose the alloy or carbon mast route (or both).

“AIMING TO GET THE DESIGN SORTED THE FIRST TIME AROUND CERTAINLY CAN REDUCE THE NEED TO REFRESH THE CORE ELEMENTS OF A PRODUCT LATER ON.”

We were not in a rush to develop the new design; it's a critical connection to get right. As with our Performance Series products, we recruited our design consultants from SailGP to help with the machined bottom bracket. It's a press fit, which means when you tighten down the screws, the whole system snugs up and fills the space with a high tolerance and clean fit. It's a neat component if you can hold one in your hand.

Along with that bottom bracket, we ended up making our custom titanium M7 and M8 x 1.25 screws for the mast to the fuselage connection point. That M7 was necessary to fit the skinny space available at the trailing half of the mast section while achieving the optimal placement for structural needs. Those are some beautiful screws that we're stoked about.

While we don't claim to control the future...aiming to get the design sorted the first time around certainly can reduce the need to refresh the core elements of a product later on. It allows riders to invest in a system, knowing it'll remain relevant for a long time. We like that.

**You've tried keeping the front wing connection similar to the carbon setup. Was it intentional to keep as much Armstrong DNA in there as possible?**

The commonality is a core design tenet at Armstrong. If you build out a quiver of front foils and stabilisers while on the Alloy System and





**“IT’S STRONG ENOUGH TO TAKE THE IMPACT OF FULL SEND JUMPS BUT STILL LIGHT AND COMFORTABLE ENOUGH TO BE YOUR DAILY DRIVER.”**

one day decide to switch to one of our carbon masts (or vice versa), everything fits from the word go—no adapters, no worries.

**What are the cost savings for the consumer on average?**

When considering a mast, fuselage, and hardware together and generally comparable component sizes, Alloy is about half the price of Carbon and roughly a third the price of Performance Carbon.

**There are currently only three mast sizes; will that change in the future to offer more options?**

Currently, the Alloy System has 85, 72 and 58cm masts and 75 and 65cm fuselages. That covers most riders' needs, from beginner to advanced, in different foil sports, from winging to surfing and wake, so we're happy with that lineup.

**Where does the Alloy System sit in the range for foilers?**

It covers everyone, whether you're advanced or just starting. The top-end speed of the Alloy mast caters perfectly to most riders in most foil sports. It's strong enough to take the impact of full send jumps but still light and comfortable enough to be your daily driver.



**“REGARDLESS OF WHERE YOU’RE IN YOUR FOILING JOURNEY, THE ALLOY SYSTEM’S QUALITY, DURABILITY AND PERFORMANCE MAKE IT AN EXCELLENT INVESTMENT ”**

Because of the titanium and stainless steel hardware, you can leave the major components together between sessions with minimal risk of corrosion. That translates to a setup that’s easier to take care of when you’re learning and then something that will take you through your more advanced days.

Regardless of where you’re in your foiling journey, the Alloy System’s quality, durability and performance make it an excellent investment when looking down the road at your progression. If you’re looking for the smoothest, zippiest and most premium ride feel, our carbon A+ System does that well. Either way, we think you can’t go wrong.

**When will it be available in stores?**

Right now! Reach out to your local Armstrong retailer.

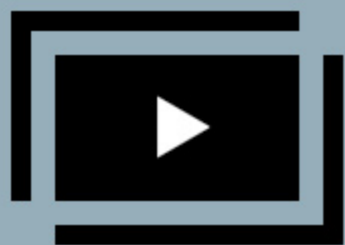


QUESTIONS JEN TYLER  
WORDS PROLIMIT, HEAD OF DEVELOPMENT ALEX CRETIER  
PHOTOS SAMUEL CARDENAS

# TECH FOCUS

## PROLIMIT: DRIFT HARNESS

Welcome to the latest Tech Focus with Prolimit's Head of Development, Alex Cretier. In this feature, Alex discusses the Drift's design process, its benefits, the materials used, and more.



“THE SPORT HAS DEVELOPED RAPIDLY OVER SEVERAL SEASONS AND HAS BECOME A POWERFUL SPORT THAT CAN BE PRACTISED IN VARIOUS CONDITIONS.”

### What inspired the design of the Drift Harness?

The development of the wingfoiling has been a big one! We began with low-wind foiling and low-wind wings. However, the sport has developed rapidly over several seasons and has become a powerful sport that can be practised in various conditions. The sport has evolved to include powerful, extreme, high-wind, and fast conditions, which have increased the forces on everything involved.

### What benefits do wingfoilers feel when using a harness?

Using a harness reduces arm stress and improves upwind performance at higher speeds.

### Can you please talk us through the materials used in constructing the Drift Harness?

The Drift harness is a thermomolded harness with a cushioned neoprene interior for added comfort. The outer plate of the harness transfers power through a small platform, making it extremely comfortable to wear.





**“THE HARNESS IS DESIGNED WITH PRE-CURVED AND 3D SHAPING TO FIT THE NATURAL CONTOURS OF THE HUMAN BODY”**

The sliding Drift hook also ensures that the harness hook operates smoothly without damaging the board.

The Drift harness is part of the Drift product line, and we plan to expand it with an Extreme Light version, a more padded version, a vest version, and more.

**What advantages does the pre-curved and 3D-shaped design offer compared to traditional designs?**

The harness is designed with pre-curved and 3D shaping to fit the natural contours of the human body, preventing it from sliding up and rubbing against the sides or back. At the same time, the neoprene interior provides exceptional comfort.

**Is there a process the Drift undergoes before hitting the market?**

Everything starts with an idea, a concept, a handmade sample, many testing hours, and the improvements and needs of our riders, which are translated into the final product.

“OUR DRIFT RANGE WILL CONTINUE TO EVOLVE AS THE SPORT DOES.”

**Are there any environmental considerations taken into account during the production of the Drift Harness?**

Our project is entirely PVC-free; we use limestone neoprene, recycle plastics, and package everything in compostable packaging.

**What future developments or improvements can we expect in the Drift Harness product line?**

Our DRIFT range will continue to evolve as the sport does. Our 2024 DRIFT range already includes many new items for wingfoiling!





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# TECHNIQUE

KARINE AND CHRISTIAN



Happily sponsored by Cabrinha,  
ambassadors for Surfears

The Duck Gybe is a CK favourite because it is functional and looks impressive! It involves releasing the front hand of the wing and swapping hands while carving through a gybe. The timing and action of the duck gybe are crucial for success, and it is essential to keep the wing low and maintain control while manoeuvring. Practising the duck gybe in light wind and on dry land can help improve skills before attempting it on the water. Ready? Let's do it!

## NEW 2024 CLINIC CALENDAR UP ON:

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## HOW TO WING FOIL #12 – THE DUCK GYBE, HEEL TO TOE

The Duck Gybe is a personal favourite. Not only does it feel fabulous and look amazing, but it's also pretty functional! Due to the movement of the wing, you're far less likely to get backwinded by your induced wind when it's light, and the wing's movement gets the power back on sharpish. What's more, if you're happily gybing, meaning that your carve is solid and your toe side is up to scratch, the duck gybe is an exceedingly achievable alternative to your regular gybe—time for some showboating.

So, what is it? You'll have a good idea if

you come from a windsurfing background. For the rest of you, have a look at the Sequence. It's still a gybe; you're carving broad reach to broad reach, and you'll swap hands in that downwind zone. However, what you do with your hands and wings is entirely different. As you carve through your gybe, you'll let go with your front hand! This will drop your wing's leading edge down into the inside side of your turn. You'll then swap hands on the rear handle before reaching down for the front handle and lifting it back into position as you exit toe side. You're ducking it rather than flipping it!

As you're already happily gybing (if not, please check out the heel-to-toe gybing video here), we're going to concentrate on two things: the when and the how, or, to put it into our usual language, the timing and the action.

### TIMING

Timing-wise, the duck gybe will be similar. You'll be searching for that same downwind zone. In the duck gybe, this timing will help for several reasons. Firstly, you'll have your carve on, so it'll be easier to keep carving! Secondly, as you approach downwind before you pass through downwind, getting your body into position and releasing your front hand will be more intuitive. The action will also be smoother. And finally, as you come through downwind, you'll be in a better position to lift the wing into your usual toe-side position.

### THE ACTION

There is one caveat before we look at the action and how it fits in with your gybing skills. Depending on how you ride, your hands may be underhand or overhand,

A



and you may end up either of the two post duck. Finding what suits you and is comfortable will increase your chances of success. However, yes, there's always a BUT! You must keep your wing lower when learning to enter the duck gybe. An overhand grip on your front hand will help. All the same rules apply as per your gybe. Get yourself ready:

B



Make sure your feet are positioned for the gybe, potentially more offset. Move your back foot a touch forward to help with your eventual toe side. Approach upwind to get your bearings. Move your hands forward on the handles. This helps keep the leading edge of the wing over your board and the wing down rather than pointing to the outside of your gybe and lifting up. Once it travels up and out, ducking becomes very difficult.

Bear away to get yourself over the board and balanced. However, do this more gently and keep the wing down with your front hand. Don't sheet in too much, as this will encourage the wing to fly forward toward the outside of your turn and up. If you feel the wing moving up, sheet out.

Flex your ankles and drive your knees forward and across the board to set your carve. Once you're on track, it's all about the duck.

Back to the action...

#### WING LOW PIC A

Karine has got her carve on. She's approaching downwind. She's kept her wing low, and her front hand is held over the nose of the board, following it around the turn. This will be easier if you have your front hand further forward on the handle. Karine turns her head, shoulders and hips to face more towards the inside of her turn. She bends her back arm to keep the wing in close. This combination sheets the wing in. In this position, the wing won't pull as much as you approach the downwind zone, and the next steps will feel more intuitive.

#### FRONT HAND DOWN & IN PIC B

To initiate the duck, Karine pushes her front hand down towards the inside of her turn while keeping her backhand close. Keeping the backhand close will result in a less aggressive movement by the wing once you release.

#### LET GO PIC C

The moment of truth. With her front hand moving down and toward the inside of the turn, Karine lets go of the front handle, holding on tight with her backhand.

If you're not too powered, the wing will fall gently to the inside. Keep your backhand up to prevent the wing from dropping too low. This is especially important with big wings. Sliding your back hand forward on the handle will help in this scenario.

#### HAND SWAP PIC D

You can see how the wing falls almost parallel to the board's rail. Now, reach your free hand up and grab the back handle. You have two options here. You can reach over as Karine has or go directly to an overhand grip with your new backhand. Or if you have stiff wrists, you can grab it palm facing you (which will require a grip change later on). Once again – keep carving. It's oh so easy to concentrate so hard on your hands that you stop turning the board.

#### FRONT HANDLE PIC E

Holding the wing in your new backhand, you can release the other one, reach down and grab the front handle. The wing will feel very close to you, but because you're in the downwind zone, your hips, board rail and wing are all parallel. You'll feel no pressure in the wing, so you can keep carving.

This is when you'll know if you got your timing right. If the wing pulls against your front hand, you've ducked too early about downwind. If the wind pushes against the wing from the wrong side, you've gone too late!





## FRONT HAND UP PIC F

To get your wing back into position, lift your front hand and the leading edge. Try not to sheet in as you do this. This doesn't have to be rushed. It's better to be slightly later once you've passed through downwind than before. You'll have no power from this position until you lift your front hand higher than your rear hand. If you're a bit early, or the wind is strong, you'll catch power sooner. In this case, as you lift your front hand, you'll need to keep it close to your shoulder whilst pushing your back hand down and out so that the wing returns to its normal position more quickly and sheets out as soon as it catches the wind.

## BOOM PIC G

And as if by magic, you're now heading out on a broad reach toe side with power in your wing. If you swapped hands and your rear hand is now underhand grip, this is the moment to change. Release some pressure by sheeting and twisting your hand into an overhand grip.

## TOP TIPS

It's worth practising the duck on dry land. It won't work if there's wind, so find a spot of grass or sand out of the wind and repeat the wing and hand movements until they become more natural. Inside, you can practice with a broom:) Once you're happy, take it onto the water.

Light wind is your friend when learning this. Once you've got the duck gybe nailed, you'll be showing off to all the grannies on the sea wall in any wind strength, but less power will make a massive difference in getting the wing into the correct position to duck and then back to riding. As such, it increases your chances of claiming it.

Excellent, enjoy. C&K



The Tonic Mag UK-based test team has been braving the cold to put the latest gear on the market through its paces. They are determined to bring you first-hand reviews, ensuring you stay on the game with the best gear available. This issue we've got:

- Armstrong Alloy Foil Mast - 72cm & 85cm
- Ozone Fusion V1
- North SF-Series 680cm<sup>2</sup> & 830cm<sup>2</sup>
- Cabrinha Swift 85L



BRAND ARMSTRONG

MODEL ALLOY FOIL MAST

SIZE 72CM & 85CM

YEAR 2024



“ ARMSTRONG HAS ALSO MAINTAINED ITS EXCEPTIONAL BUILD QUALITY AND ATTENTION TO DETAIL. ”



TO VISIT THEIR WEBSITE, CLICK HERE



This is a welcome addition from Armstrong. While all of their equipment is brilliant, it has always come with a reasonably hefty price tag. It's worth paying if you ask me, but it's a barrier to entry. Introducing the Armstrong Alloy Foil Mast—an affordable, high-quality alternative to their carbon range that allows you to access their entire foil range!

It's important to point out here that Armstrong is not selling this as 'only' an entry-level mast; they are specifically marketing it as an affordable yet still high-performing piece of equipment. I'll be putting that to the test later on.

Armstrong has left no stone unturned in the design and build of the Alloy Foil Mast, searching for the right balance of efficiency and strength. The mast has been crafted from aerospace-grade aluminium alloys. Its hexagonal fuselage shape provides strength and stiffness and allows for the same compatibility and easy swapping of front and rear wings.

The mast has been built with aircraft-grade 6061 and 7075 alloys at its core. This has then been paired with premium titanium and surgical stainless hardware.

[CLICK OR TAP TO READ MORE](#)

BRAND CABRINHA

MODEL SWIFT

SIZE 85L

YEAR 2024

" THEY'VE PRODUCED SOMETHING UNIQUE WITH COMPLEX FEATURES THAT COMBINE INTO SOMETHING USABLE. "

TO VISIT THEIR WEBSITE, CLICK HERE



Rider weight at the time of riding:  
approx 83-84kg

#### INTRO

The recent downwind foiling hype has kept the pace of foiling equipment development at an all-time high and has had a huge impact on board designs. Facebook groups have been rife with posts about the secondary use case (or primary, depending on your circumstance!) of downwind boards being light wind-winging boards. Brands have managed to persuade many riders into justifying the purchase of a downwind style board, knowing that they'll also get extra winging sessions with it...plenty of those riders are yet to use it for downwinding. Cabrinha has done something different. They have produced the Swift. This board is inspired by the downwind scene and all associated board design discoveries to optimise efficiency and ease of take-off onto foil but is explicitly dedicated to winging. It is a dedicated performance light wind wing board.

#### AT A GLANCE

The Swift is a unique and eye-catching design. It is like a scaled-down version of the lovechild of a downwind foil board and an all-around race stand-up paddleboard.

[CLICK OR TAP TO READ MORE](#)



BRAND NORTH

MODEL SF-SERIES

SIZE 680CM2 & 830CM2

YEAR 2024

" THEY ARE NO-BRAINERS AS FOILS TO PROGRESS ONTO FOR RIDERS OF THE EXISTING BIGGER SIZES OF THE RANGE. "



TO VISIT THEIR WEBSITE, CLICK HERE



## INTRO

Having originally introduced the SF series last year, North has recently enhanced its offering by releasing the highly anticipated smaller sizes of the range (the 680 and 830). As the riding level of pros and amateurs continues to increase at an astonishing rate and the market's desires become clearer and clearer, North is aiming to satisfy these demands with this release. The sonar SF series is intended to be an easy-to-use surf-style foil that will easily turn and provide effortless pumping to connect waves. It targets prone foilers but works equally well for wave-orientated wing-foilers.

## AT A GLANCE

All of the North SF series are specifically optimised size for size, and the new additions to the range follow the same trend as the bigger sizes. As the foil size/surface area reduces, the aspect ratio increases. There is still a net reduction in wingspan, but not as much as expected given that the 1230cm<sup>2</sup> size is 930mm and the 680cm<sup>2</sup> is 790mm. That's an approximately 45% reduction in foil surface area with only an approx 15% reduction in wingspan.

[CLICK OR TAP TO READ MORE](#)

BRAND OZONE

MODEL FUSION V1

SIZE 5M

YEAR 2024

"IT IS CLEAR THAT OZONE WAS ON A MISSION WITH THIS WING TO MINIMISE DRAG."



Rider weight at time of riding:  
approx 82kg

#### INTRO

The dust settled after the Ozone Fusion's release at the end of 2023, but it is still a product many riders are desperate to get their hands on and take for a ride. Its very name, 'Fusion', is a nod to Ozone's expansive knowledge base as leaders in the kite, paraglider, wingsuit, and wing industry. The utilisation of these combined experiences resulted in the Fusion project. It is the first double-skin wing and, as a result, the cleanest airfoil the wing industry has seen. As usual, Ozone's marketing is focused on the product instead of maximising sales figures, and they unashamedly market it at advanced to expert freeriders. So, how does it perform? And is it only reserved for the advanced and above?

#### AT A GLANCE

The Fusion wing presented the most exciting wing unboxing experience thus far, with so many construction details associated with the double skin format to look over. The initial observation was the aesthetic similarities to the Ozone Flux.

[CLICK OR TAP TO READ MORE](#)

TO VISIT THEIR WEBSITE, CLCK HERE



# 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 and 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 20 winner, Mark Galloway!**

"This was a fantastic session at a spot on the southeast coast near Dover, with plenty of wind and waves to jump off. The photo was taken by local watersports photographer Malcolm Kirkaldie, who is always there regardless of the time or weather. Respect!" - Mark Galloway

**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

## 3 TIPS FOR BEGINNER WINGFOILERS

This issue's top spot is snagged by Gwen Le Tutour and Damien Leroy, who have unveiled three invaluable tips to kickstart your progression. If there's anyone you should be getting tips from, it's these guys!

398 votes


[CLICK HERE FOR VIDEO](#)

#2

## HOW TO WING FOIL #11 – FOOT SWITCH TOE TO HEEL

Christian and Karine from CKPerformance Clinics come in hot at #2 with their toe-to-heel foot change. Tutorials seem to be the most watched videos of this issue - we'll keep an eye on your progression!

277 votes


[CLICK HERE FOR VIDEO](#)

#3

## THE RIGHT FOOT PLACEMENT | WING FOIL

This can't be a coincidence; we're definitely seeing a trend here! For #3, Damien LeRoy and Gwen le Tutour share insights on optimal foot placement for a smoother wingfoiling experience! You know you've got to watch this!

273 votes


[CLICK HERE FOR VIDEO](#)

#4

## 7.5KM UK PRONE DOWNWIND – BOSCOMBE PIER TO HENGISTBURY HEAD

Jack Galloway comes in #4! He takes us on an exciting coastal journey as he navigates the challenging 7.5 km prone downwind route from Boscombe Pier to Hengistbury Head.

272 votes


[CLICK HERE FOR VIDEO](#)

RIDER TITOUAN GALEA  
PHOTO GILL CHABAUD

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