

SPRING 2022

Introducing Issue 11 of the World's number one digital wing, foil, SUP, and surf magazine! We've got a ton of exciting content for you in Issue 11! Inside, you'll find our interview with Oskar Johannson, an incredibly talented Australian foiler. We hear from French Polynesian Naomi Eychenne in our Waterwomen feature and get the low down from JJ Koszowski on his

win at the GWA Tarifa event. Dylan Wichmann takes us on a trip to Cape St Francis, South Africa and in our Up & Coming feature, Jack Galloway interviews rising star, Ricky Zorzi. You also won't want to miss Ryan Salm's SUP adventure of a lifetime in Lofoten, Norway. We've also got tests, technique, and a bunch of other features to keep you entertained! Make sure you take a look and share it with your friends!

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SOUTH AFRICAN SUMMER - DYLAN WICHMANN
WATERWOMEN - NAAMI EYCHENNE | THE INTERVIEW - OSKAR JOHANNSON
UP & COMING - RICKY ZORZI | TESTS, TECHNIQUE AND MUCH MORE INSIDE!

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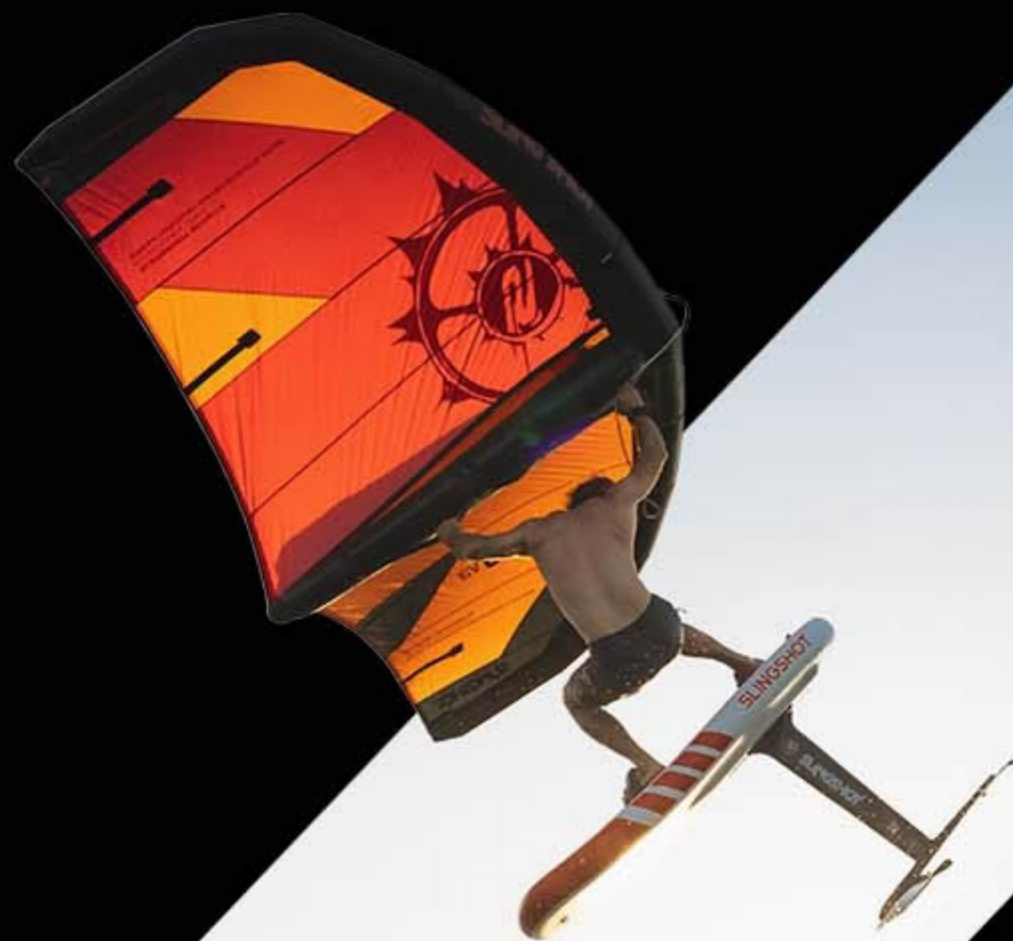
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SOUTH AFRICAN
SUMMER



TECH FOCUS -
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UP & COMING -
RICKY ZORZI



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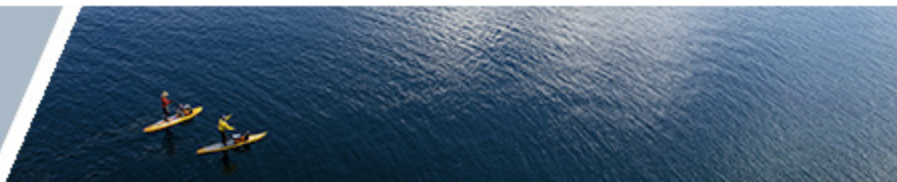
THE INTERVIEW -
OSKAR JOHANNSON



INTRODUCING -
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LOFOTEN



TRIED AND TESTED



PUSHING THE
BOUNDARIES



LIGHTROOM



WATERWOMEN -
NAUMI EYCHENNE



MOVIE NIGHT



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PUBLISHED ON THE WEB BY

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ISSUE 11

I've got a problem, and it's a good one to have. My issue is a lack of time because my froth levels for foiling are higher than they've been for maybe any sport in my life, and coming from me that's a big statement. With work, two young children, and a wife who enjoys water sports just as much as I do, there just aren't enough hours in the day! Life is busy but I wouldn't have it any other way.

I have come to realise that foiling truly is the sport for any condition. No longer is there a forecast that halts the highly addictive feedback loop...with many other

sports I have obsessed over there are optimum conditions and certain forecasts that have left me adrift. Kitesurfing is one of those sports, with large beaches needed to launch and cross or onshore winds, many a weekend would come along where the conditions just didn't align.

Wingfoiling has changed all that with its ability to launch anywhere & in a wide range of wind directions. When the wind drops, learning to prone foil has been the answer to my foiling obsession. And if there's no swell...ladder club (or dock starting) is incredibly good

practice & a great laugh with friends. High aspect foils have been a real game-changer, creating opportunities like wake thieving when obliging boats are available. My latest venture - dock start downwind foiling, is a real workout - just in case I have any spare energy to burn. I haven't even mentioned plans to get into downwind SUP foiling.

The possibilities feel endless, I hope that you're all just as excited about it as I am and find time in your busy lives to enjoy the water.

Jack Galloway, Editor

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WORDS DYLAN WICHMANN PHOTOS TANNER AD SHADE

SOUTH AFRICAN SUMMER

Cast your mind back to *The Endless Summer*'s idyllic footage of Cape St Francis - an almost unnaturally perfect wave, newly discovered. Dylan Wichmann transports us into the 21st Century of foiling awesomeness at this epic location.

“ ALMOST 3 WEEKS OF ONSHORE WINDS MADE THE SEA TEMPERATURE PLUMMET TO SUB-10 DEGREES CELSIUS AT TIMES ”

Cape St Francis has become like my second home over the past few years and I make the 8 hour trip up the East Coast every time I get the chance. Saint Francis as a whole also holds a special place in my heart as it is the place where I learned to foil almost 4 years ago now.

After finishing my schooling, I moved to Cape St Francis and began to run the local surf school. I ran the school for about 5 years before it was time to call it quits and begin to study before it was too late. In the time that I lived there, I was welcomed by the local surf community and during my time up the coast, my family bought a flat which is a 100m walk from the famous Seal Point.

As 2021, drew closer to an end, I began to plan my annual Summer trip up the coast. Unfortunately, during the month and a half I was up the coast we had some of the worst conditions on record and almost 3 weeks of onshore winds made the sea temperature plummet to sub-10 degrees Celsius at times. But after the start of the 2022 New Year, the weather finally started to plan into our favour. The sandbanks on the beach breaks began to line up, and a few good days of swell and wind, made the sub-par December conditions feel like a distant memory.

Cape St Francis and St Francis Bay are 2 small towns that are separated by a nature reserve, each town has its own unique spots to surf and foil. Cape St Francis consists of Seal Point, with a long beach break with multiple peaks all along the roughly 3km stretch of sand.







“ OVER THE NEXT FEW YEARS WE WILL HAVE A FEW REALLY GOOD FOILERS COMING OUT OF ST FRANCIS. ”

St Francis Bay, is home to the even more famous Bruce's Beauties which barely resembled the picturesque point break barrels that appeared in the Endless Summer movies. The next break down from Bruce's is Hullettes which is one of the best longboard waves in the country and can be insane for foiling when it's empty, but it is usually packed with dozens of children and

every watercraft you can think of. For this reason, I try to avoid foiling Hullettes if there are other waves on offer that day.

A few kilometres down from Bruce's and Hullettes, we have a river mouth where all the wind sports take place. In the past, the river mouth has not been very conducive for wing-foiling, but due to rapid erosion happening across the whole coastline of St Francis Bay a new channel has been created that is perfect for foiling.

Only a year ago, I would wing at the river mouth and be the only foiler among a

myriad of kite surfers. But this year, a big crew of the local surfers has taken up foiling and we had about 5 to 10 wings on the water whenever the wind was strong enough. There have also been a few of the younger local surfers taking up foiling and they are all improving incredibly fast. I think that over the next few years we will have a few really good foilers coming out of St Francis.

Unifoil was founded in Jeffrey's Bay and most of the prototype foils that Clifford has been cooking up are still made locally in J-Bay. So whenever I made a trip up the coast, there are usually a few foils that Clifford has ready for me to test and this year was no exception.



I love being involved in the testing and R&D of new equipment. It is so much fun to be able to try a foil that feels completely different from everything else that you've ridden before and trying to figure out how the foil likes to be flown. Although not every foil design I have tested has gone to market, I am continually amazed how every foil I have tried from Clifford immediately works and each foil I have tested seems to become my new favourite foil.

I also got the chance to try the first line of the new Vyper foils that Unifoil is about to release. The Vypers have been such game-changers for my foiling since I started to ride them.

"EACH FOIL I HAVE TESTED SEEMS TO BECOME MY NEW FAVOURITE FOIL."



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“ IT ALLOWED ME TO EXPLORE NEW THINGS AND SPEND MORE TIME FOILING IN CONDITIONS THAT I WOULDN'T USUALLY GO OUT IN. ”

They are incredibly fast, super responsive, and are still pretty easy to pump. They are really efficient foils once you get the hang of them. The profile is quite a lot thinner than the vortex and hyper foils which means that they have less initial lift but the thinner profile allows you to ride at much higher speeds. The biggest difference I have noticed is in pumping the foils. The cadence of your pumping needs to be quite a lot more, but that's where the efficiency of the foil becomes unlocked.

I find that when the foil requires a more rapid pump cadence, instead of using your quads to pump, as if you were doing squats, it requires much smaller movements that can be achieved using much more of one's ankles and calves to create a faster pumping technique. This places much less strain on your leg muscles and results in longer sessions and after the session, it doesn't feel like your quads are going to explode like on the previous generation of foils.

Although my annual trip up the East Coast was not as expected, it allowed me to explore new things and spend more time foiling in conditions that I wouldn't usually go out in. When the conditions did line up, it made the sessions that much more memorable, and I was reminded of the unique foiling conditions St Francis has to offer. I still think it has some of the county's best foil spots, and while foiling is still such a new sport I get to ride most of these spots with no one else out.



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UP & COMING - RICCARDO ZORZI

WORDS RICCARDO ZORZI PHOTOS GWA

At just 15 years old, Riccardo Zorzi is a force to be reckoned with. Read on to hear his event report from his win at the GWA Wingfoil World Tour Tarifa Wing Pro 2021 beating the, until now, unstoppable Balz Müller in the surf-freestyle discipline.



“ WITH A GOOD DOSE OF ADRENALINE AND TENSION, I STARTED MY HEAT AGAINST HIM, HEAD TO HEAD WITH EACH JUMP ”

I left on 21 December with my family to arrive in Tarifa a few days before the start of the event so that I could train and acclimatise to the conditions of the sea and the spot. Unfortunately, the weather conditions were bad, three days with little wind and a lot of rain, so little training and bad conditions.

In the water, there were already some Frenchmen who were training including Malo Guenole (@malo_guenole) who was already performing crazy tricks with little wind and on the waves. I do not hide my concern of having to compare myself with him in the race because I felt decidedly inferior. His favorite manoeuvre is the backflip (a somersault screwed backwards), practically my nightmare; I've been trying for months but I haven't been able to do it correctly yet.

On the first day of the competition, the judges started with the draws and the first person I would have to face was Stefan Spissberger (@stefanspissberger), an athlete with an enviable career in freestyle kite and who has been wingfoiling with good results for some years. With a good dose of adrenaline and tension, I started my heat against him, head to head with each jump, I must say that the anxiety of losing and going immediately against Balz Müller (@radiculo),

MEMBRE. PLAYA DE LINEARIO

ROUND #

W1	
W17	
W2	
W18	
W3	J. SA...
W19	N. W...
W4	F. C...
W20	G. T...
HEAT #6	
HEAT #7	
W5	R. ZORZI
W21	S. CARANTZ
W6	M. G...
W22	M. JAMES
HEAT #38	
HEAT #39	
W7	M...
W23	F. PREVOST
W8	S. ZORZI
W24	
HEAT #40	
HEAT #41	
W9	C. DA...
W25	K. B...
W10	R. M...
W26	C. D...
HEAT #42	
HEAT #43	
W11	M. CH...
W27	N. LE...
W12	X. E...
W28	X. C...
HEAT #44	
HEAT #45	
W13	S. Z...
W29	F. S...
W14	F. M...
W30	I. G...
HEAT #46	
HEAT #47	
W15	Z. M...
W31	M. B...
W16	F. G...
W32	C. B...
HEAT #48	

SEMI FINALS

FINALS

WINNERS FINALS

HEAT #63

W61	R. ZORZI	1
W62	B. MULLER	2

HEAT #61

W57	J. SALM...
W58	R. ZORZI
W59	M. CH...
W60	B. MULLER

HEAT #62

L61	J. SALM...	2
L62	M. CH...	1

HEAT #64

MINI FINALS

1	R. ZORZI
2	B. MULLER
3	M. CH...
4	J. SALM...

ROUND #

3	O. CERIS	
1	6	N. MUNZ
10		
2	2	O. PIANA
7		
11		
4	F. ARTZ...	
3	5	M. DAUT...
9		
1	VAN DER...	
4	8	
12		

the strongest athlete of the last 10 years, made me nervous. I managed to overtake Stefan by just a few hundredths of a point and when I got out of the water I looked at my father who had the judges' score in his hands. When I saw the thumbs up I gave a crazy liberating sigh! I passed by only 0.27 cents of a point! (17.13 - 16.89). Day 1 ended with this victory, so I was able to rest and wait for day 2 where I would be confronted with a local athlete not to be underestimated and without losing concentration.

“ WHEN I SAW THE THUMBS UP I GAVE A CRAZY LIBERATING SIGH! ”



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“MALO LEFT THE AUDIENCE SPEECHLESS THANKS TO HIS BACKFLIPS AND ELEGANT CARVINGS”

Day 2 and I got through a round against Sam Carentz (@sam_carentz), a local athlete who knew the spot well. The only problem of the day was that the Frenchman Malo had also passed all the turns and as I feared I

would find him in Round 4; this thought had not made me sleep so peacefully.

The next morning with a bit of excitement I got ready early and set up all my gear first on the beach. Malo also had the same idea as me, we both avoided making eye contact. All morning we were waiting for the wind but it had decided to take a day off so the race committee let us do an expression

session in the waves of Tarifa. The session consisted of being towed by jet skis and being able to surf the fantastic waves of the Atlantic Ocean. Many remained on the water's edge, fearful of facing the force of the sea. I could not miss this opportunity and despite my inexperience, I managed to reach the jet ski and fulfill the dream of feeling light on the crest of the wave. The French athletes put on a show and Malo left the audience speechless thanks to his backflips and elegant carvings on really big waves.

UP & COMING

“ONCE IN THE WATER I DID AN ALMOST PERFECT FRONT SIDE 360 WHICH GAVE ME A GREAT BOOST, SALMON KEPT CRASHING AND I WAS TRYING TO BE FLAWLESS.”

Fourth and last day of competition, the wind was blowing intensely from the early hours of dawn and everything was still to be decided, especially the races. The judges gave the first start at 8 when the sun was not yet high in the sky. There was no time to waste and the athletes performed one after the other giving a show, supported by the applause of the crowd. The moment had come, I had to stay focused because I knew that the confrontation with Malo would affect the rest of the day. Head to head until the last second, the judges did not publish the results so no one on the beach could suggest if I needed to push even more. The eight-minute challenge seemed endless and we were both anxious. I overtook my feared opponent with a 2.15 point lead.

Now I just had to stay lucid, think about the right strategy to adopt to improve my jumps to get the highest score. With Gregorio Pugliese, an Italian athlete whose repertoire of manoeuvres I knew, I didn't want to risk it, I just had to pass the heat with simple but perfect jumps.

I got to the semifinals, the games were getting really difficult now. Waiting for me was Julienne Salmon, a German, who had beaten the great Francesco Capuzzo and of whom I knew very little. Once in the water I did an almost perfect front side 360 which gave me a great boost, Salmon kept crashing and I was trying to be flawless. I finished the heat with more than 5 points, the podium was guaranteed!





I was already happy with my result, I would be playing in the final against none other than Balz Müller. I went into the water very relaxed because, however it went, I was satisfied with my performance. This just freed me from tension and I started jumping as I like it, tall, confident and fluid in my movements. I just thought about doing my best, having fun, and putting on a show. Reviewing the photos I realised I had a great heat. The judges were keeping the results under wraps, waiting for both of us to return to the beach to announce the winner. When I heard my name being pronounced, my heart tightened with emotion, I immediately ran to my father with my arms raised and screamed for happiness.

“ I JUST THOUGHT ABOUT DOING MY BEST, HAVING FUN, AND PUTTING ON A SHOW ”

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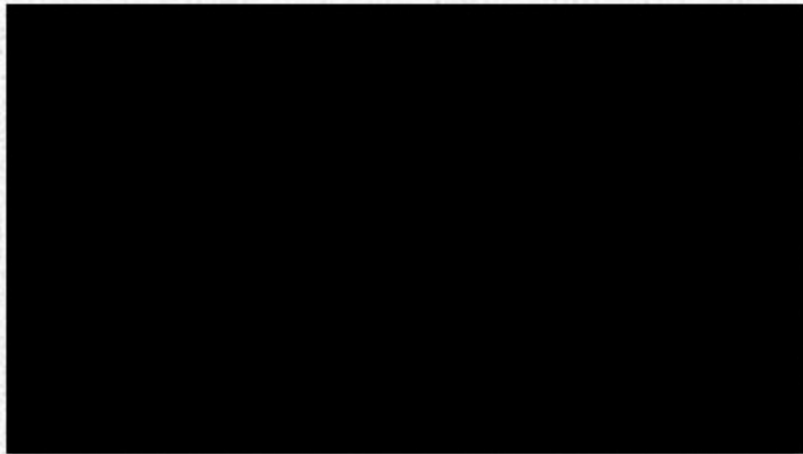


“DESPITE THIS, I AM WORLD CHAMPION IN THE UNDER 19 FREESTYLE CATEGORY.”

I completed the year of GWA world competition finishing in 5th place overall, disputing only 2 events (Leucate 3rd place and 1st place in Tarifa) of 4 Stages; despite this, I am world champion in the Under 19 Freestyle category.

This victory is the result of teamwork by Sabfoil with its performance materials, Slingshot who provided me with all the wings that help me fly high, my coach Daniele Concas who trained me hard, my nutritionist Alina who always kept me tonic and Ride Engine who provided me with fantastic wetsuits. I'd like to thank my sponsors - Savoia Pneumatici, Toyo Tires, Immobiliare Costa Blu, Kitecenter Garda Lake, La Vecchia Mescola - who believed in me in this growing season, allowing me to participate in all these races. Thanks also must go to the Headmaster of the Depero Artistic High School in Rovereto and all the teachers for their scholastic support.

RIDER: KYLIE ZARMATI PHOTOGRAPHER: ERIC DURAN



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THE INTERVIEW

OSKAR JOHANSSON

Oskar Johansson is a rising star in the world of foiling, he's gained tons of attention for his epic YouTube videos pumping around his local surf break and he's now progressed to downwind SUP foiling. Jack Galloway gets in touch with Oskar to find out the secrets to his success.



Hi Oskar, great to have you join us here at Tonic Mag. After doing a bit of Instagram stalking it looks like you first went surf foiling in 2018? What inspired you to give it a go?

Hey guys! Oh you must have dug deep through the gram to find that one. Yeah it was a while back now, but a good friend Jase Finlay got a GoFoil setup well before I even knew what foiling was. After watching how much fun he was having I gave it a crack. I don't think I got to my feet the whole first session, but second session I got a 15-metre glide and ordered my first setup that week.

Since then the equipment has improved dramatically, tell our readers about your progression. How long until you were linking waves & what led to you to complete the ridiculously impressive 30-minute run?

After getting my first setup, which was regrettably a Chinese replica of the Naish Thrust, I was solely motivated to link waves. I started with the 2 for 1 and kept trying to add one more. I could get to a 3 for 1 consistently but to be honest it just wasn't doing much for me and I pretty much stopped foiling for over a year and a half. It wasn't until May-June 2020 when I got to witness Jeremy Wilmotte foiling and he completely changed my perspective. He was riding it like a shortboard, ripping turns and pumping way out for multiple waves. That was when I got foil-brained! I started shaping my own foils that were based off the GoFoil GL series but thinner and higher aspect. I learnt to relax on the pump, stay up high, and move my feet around on the board to work different leg muscles and conserve energy. I could get 10-12 mins on foil but I was totally gassed. Then the Armstrong HA1125 came out and in just 2 sessions I could go for over 30 mins. Those high aspects changed everything for me.

"HE WAS RIDING IT LIKE A SHORTBOARD, RIPPING TURNS AND PUMPING WAY OUT FOR MULTIPLE WAVES. THAT WAS WHEN I GOT FOIL-BRAINED!"





“ BOTH WERE THE FIRST WINGS THAT I COULD KICK OFF THE BACK OF A WAVE AND GLIDE WITHOUT PUMPING TO THE WAVE BEHIND. IT STILL BLOWS MY MIND! ”

Incredible stuff. I've recently seen that Perth Standlick (@Perth67) went past the hour mark, will you be heading out to beat his record soon?

Perth Standlick is a crazy good ex-pro surfer that is just as talented on a foil! I chatted to him after that 1 hr run and he was still doing turns for the first 40 mins and not until the end started focusing on conserving energy... Although I may have already beaten him haha. The second prone session I had on the HA1325 I went for 1hr 8 mins. I was genuinely running late for work so had to call it quits.

I haven't had a crack at it since, but I really don't even know what the limit could be...

I feel like you need to go in the record books for that. Can you give our readers 3 points to improve their pumping? What's the best wing you've used in terms of glide and efficiency?

The first thing that helped me was to try keep the foil as high as possible, the water density is less and the foil is so much more efficient up high. Try to stay up in the top third of the mast height. Second is to keep the board as flat as possible on the down

pump, you want the nose to barely drop down. This ensures your energy pushing down is translating into projecting forward, and not wasted driving the foil down into the water. And third, make sure you are not just working one leg. I struggled with my back leg burning out, so I slide my front foot back when I am pumping to take more of the load, as well as sliding my back foot forward, basically narrowing my stance.

Oh the best wings I have ridden for glide and efficiency would be between the Armstrong HA1325 and the AXIS ART1099. Both were the first wings that I could kick off the back of a wave and glide without pumping to the wave behind. It still blows my mind!



"I WANTED TO SHOW HIM WHAT HE WAS MISSING OUT ON"

We love your unique YouTube edits, techniques, or reviews whilst on foil surfing and pumping. It's impressive to see and really engaging for the viewers, what gave you the idea?

I got the idea a little before the Armstrong HA1125 came out. One of my best mates was going through chemo while stuck in the US in the middle of COVID. He is a good surfer but never foiled so I wanted to show him what he was missing out on and give him something to look forward to. I took my GoPro out, caught a wave and naturally just started talking about everything I was feeling.



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ADDICTED TO Foiling



“WHenever I paddle out, or if surfers come out, I just talk to them and see how they feel about it.”




He loved it and it got me thinking about doing a review in the same style. A months later the HA1125 came out and I had a crack at the review. Honestly the hardest part was uploading it to YouTube, I was so nervous!

I presume your go-to foil spots are along the East Coast of Australia. As long as they're not secret... what are your favourite spots & what conditions are you looking for?

I split my time between Sydney and the south coast near Batemans Bay. Sydney has some awesome foil waves around Long Reef headland on the northern beaches. Any wind or wave direction and one side of the headland will be working. The south coast however is pretty challenging for foiling. I actually still surf more than I foil as we have a lot of really good waves to get barrelled. Once it gets below 2 ft then I start foiling. Tomakin river mouth, or Shark Alley about 5 mins further south are really good foil waves. Honestly, I spend most of my time foiling standard beach breaks, nothing special. Once I dialled in my pump all I needed was a chip shot and then I could pump out and ride the unbroken lumps further out. I just look for slow weak rolling waves for an easy entry.

I've recently seen a rather depressing article from Sydney suggesting that foiling might be banned at certain beaches. What do you think we can do, as foilers, to protect our sport & the fun that we're all having at the beach?

It's a tough one, there are people on both sides of the fence doing the wrong thing where the argument seems to be focusing on. Whenever I paddle out, or if surfers come out, I just talk to them and see how they feel about it. 99.9% of people watch you glide around and catch 20 waves and just want to know "how much?" and "where can I buy one?".



“SURFERS CAN ONLY RIDE IN THE POCKET OF A BREAKING WAVE, WHILE WE TRY AND AVOID THAT AREA ”

But there are people that are genuinely nervous about them and they can be hard to navigate. In general the rules I follow are don't weave through multiple surfers. Paddle/pump down to a vacant bank if it's possible. And never pump out and snake a set! I have always had the mindset that surfers can only ride in the pocket of a breaking wave, while we try and avoid that area so we naturally stay away from each other and look for different waves. It obviously gets complicated when you throw beginners in the mix in heavily populated beaches.



AFS
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*THE FOILING
SPIRIT SINCE
2009*

If you ever see a beginner foiler in a situation that might be dangerous, just have a chat with them and try to help them understand. And give them some tips to help them out as well! Hopefully if we can keep having constructive conversations to understand the different concerns and then share that around we can avoid any mandated bans.

What are you working on at the moment in your surf foiling? Straps, turns, style, airs?

At the moment I am really focusing on taking more of a top to bottom surf approach. That was always my approach with low aspect wings, but now that wings have become higher aspect and much faster it is way more critical to approach a section straight on. I think the high aspect wings love to be powered up through wide turns on unbroken sections but taking them into the pocket is scary! Your timing has to be perfect and the load on your legs is intense, you really need to be strong enough to stop your legs collapsing. The other one is straps, I want to play more with doing tweaked straight airs. I have landed a few flips, but the tweaked grabs that Austin Tovey does look insane! The landings look so sketchy though.

I've seen you've been riding the HA725, we're excited to get our hands on one.. What's it like?

OH MAN that thing is my all-time favourite prone foil. It has an almost twitchy feel, it always wants to be on rail. It can take a bit of getting used to, but once you start feeling comfortable you can lean it over so hard, and then roll over to the next rail with no lag. The pump on it is surprisingly good, but you have to keep it at speed and any mistakes are pretty hard to recover from. Speed wise it can handle anything. I can tow it at 10ft, and then prone it at half a foot.

"YOUR TIMING HAS TO BE PERFECT AND THE LOAD ON YOUR LEGS IS INTENSE, YOU REALLY NEED TO BE STRONG ENOUGH TO STOP YOUR LEGS COLLAPSING."





“THE GOAL WAS TO HAVE SOMETHING THAT IS FAST THROUGH THE WATER TO CATCH THE TINY BUMPS OUT AT SEA ”

It does have a high stall speed, but you get used to that and it teaches you to make less mistakes.

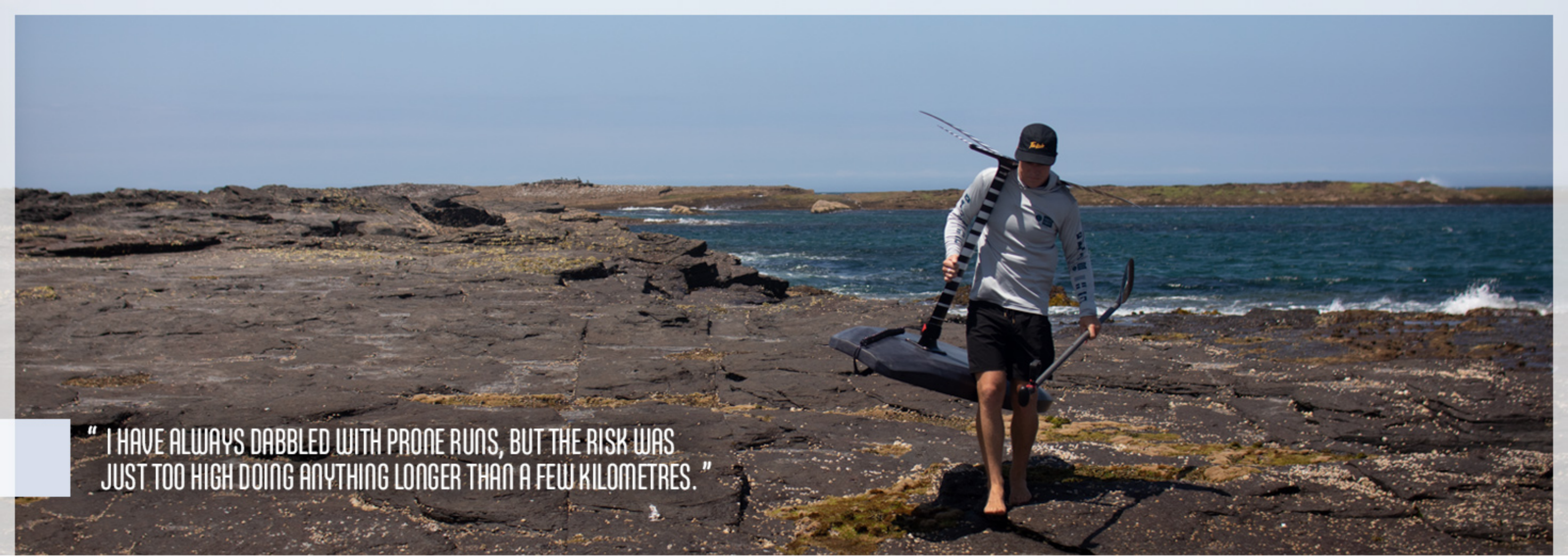
Tell our readers about your self-built SUPfoil downwind board. What dimensions did you go for and, crucially, does it work? Have you built surfboards in the past?

Yeah, since I was 16 I have always shaped my own surfboards so getting into foiling I naturally wanted to build my own boards. The trends in SUP downwind boards are moving to longer and narrower boards so I decided to push it and go 5'10 1/2" x 22 1/2" x 5" at maybe 80 litres (I can't measure volume hand shaping). The goal was to have something that is fast through the water to catch the tiny bumps out at sea (think like an ocean canoe), but not be too narrow that you can't balance.

It is certainly more advanced than I am, but it's good to have something that you can grow into rather than hold you back. So far it has been the easiest board I have paddled up. There is also something so rewarding about riding something you made yourself.

Is downwind foiling something that is fairly new to you? How's it going? Done any big downwind runs?

Downwinding is my absolute obsession at the moment! I have always dabbled with prone runs, but the risk was just too high doing anything longer than a few kilometres.



" I HAVE ALWAYS DABBLED WITH PRONE RUNS, BUT THE RISK WAS JUST TOO HIGH DOING ANYTHING LONGER THAN A FEW KILOMETRES. "

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Learning to SUP downwind has changed everything though, now I can go as far as I want. I actually just sent my dream run over the weekend that I have been eyeing off for over a year. It is a 30km run that finishes back at our house. I'm already planning some way longer runs but just trying to convince people to come with. Slide into my DM's if you're interested. Haha!

As a Brit, I just have to ask this question... Ever had any shark scares while you're surfing?

You guys always have to ask! Well, that 30km downwind run I came across 8 sharks,

but all mostly juvenile and half were hammer heads. I have had a few encounters with them surfing though, but mostly they are hunting fish and we happen to be in the middle of it. A few years back we had a great white darting at the mouth of a rip looking for fish in the turbulent water. I saw him surface on the next wave out and it came straight at me. Once it got close enough to see that I was far bigger than what it was hunting, it made a very aggressive U-turn underneath me. I had to lift my feet up so I didn't hit him. He wasn't at all interested in me, but I still needed to wash that wetsuit out afterwards! Took me a few weeks to get back in the water after that one.

Crazy stuff, thanks for taking the time Oskar!



LOFOTEN

WORDS & PHOTO RYAN SALM

The archipelago of Lofoten, Norway is about as far north as you can get in Europe. Boasting dramatic scenery, the midnight sun & the northern lights, it was the perfect place for Ryan Salm and his friends to plan the SUP adventure of a lifetime...



“ WE AIMED TO ROLL WITH THE TIDES, USE THE BARRIER STONE ISLANDS AS PROTECTION AND HOPEFULLY FIND SAFE PASSAGE. ”

ANECDOTES FROM LOFOTEN

They don't boast of calm seas and beautiful weather in Lofoten. Framed pieces of artwork displayed on the walls of hotels, restaurants and public buildings of the small hamlets dotting the land-scape depict this place as all gales, lone ships on high, cold seas, giant breakers on beaches, and snow-capped peaks. The stories in these works tell tales of difficult winters and the tough lives of fishermen lost at sea.

Our goal was to zigzag through the archipelago. We aimed to roll with the tides, use the barrier stone islands as protection and hopefully find safe passage. My team was a collection of friends from my home in Lake Tahoe; Jason Layh, Dan Shannon, and Jenna Minnes. After taking a ferry from the mainland pitched camp for the night. The following morning we inflated our Naish boards in the cool arctic air and worked on balancing our heavy loads. Large rolling waves and splash-back from the rocky coastline made this a priority. Just before bed while taking in one of the most extended sunsets I have ever seen, a small sound in the water made me quickly turn my head. No more than 15 feet away the large white patch of an orca breached the surface. Besides being blown away I was also instantly aware of how real the journey on the water could be.



“ IT WAS DAY ONE OF THE PADDLE JOURNEY AND WE AWOKE TO CALM SEAS AND VISIONS OF GRANDEUR. ”

THE JOURNAL

THE BEGINNING OF OUR JOURNEY

The sun continued to revisit my thoughts as it often does in the Arctic during late April. It must have set at least four times from behind peaks in the last three hours. Alpenglow clung to the tips of massive

granite domes making it hard to tell if true night would ever arrive or if dusk will simply hang out until morning. It was day one of the paddle journey and we awoke to calm seas and visions of grandeur. A hint of uneasiness descended upon the group as paddling through Arctic open ocean can have that effect. Our day's journey lead us from our camp in southwest Moskenes toward the final town on the island chain—after which we backtracked past towering coastal mountains and fjords to the

main attraction of Reine. It was there we poached a mustard yellow fisherman's cabin, known as a rorbu, to escape the cold.

TIMELESS SUND

Sund was a fantastic surprise, a fishing village lost in time. Some newer buildings were standing, but the chronicles of the past were what caught my eye—boats and fishing cabins so old they defied logic. An intense feeling of desolation swept over me as I watched a lone fisherman walk down the street in the distance, past the decrepit remnants of a vessel.

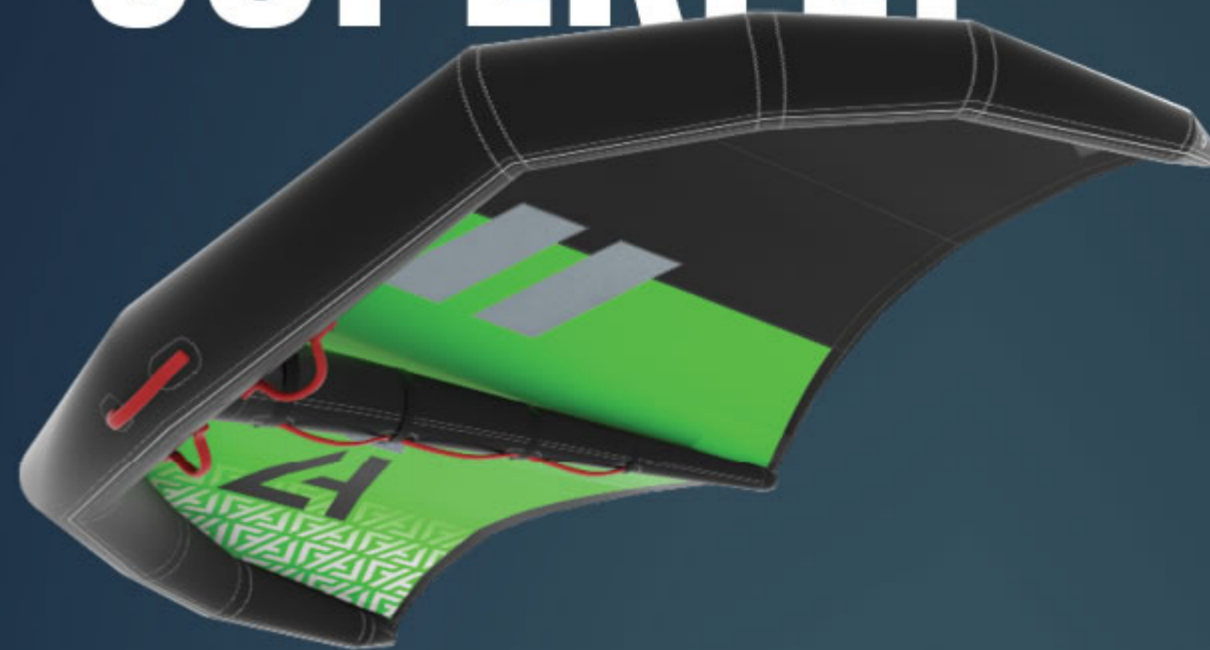


NORWEGIAN COUNTRY

Our goal for the day was to paddle, portage, and hitch, ending up in Nusfjord. There we would catch a short ferry ride across the strait, which is known for wreaking havoc on fishing vessels. Little did we know the tide was nowhere near where it needed to be for us to exit at the end of the fjord. Upon breaking into groups of two we set on foot in hopes of finding a different mode of transport. Jay and Jenna returned 30 minutes later inside a diesel Euro Van driven by a giant 18-year-old Norwegian boy. He said if we paid for petrol, he would take us wherever we wanted to go. As the pedal hit the metal, he cranked up the stereo, which blasted a Swedish version of the Hank Williams classic, "Jambalaya." From deep in the driver's throat came a deep bass voice somewhere between Johnny Cash and Luciano Pavarotti.

" HE SAID IF WE PAID FOR PETROL, HE WOULD TAKE US WHEREVER WE WANTED TO GO. "

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FEATURES

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“ WE DUG OUR PADDLES THROUGH QUIET SEAS,
PAST SALMON FARMS AND BEAUTIFUL ROCK
ISLAND OUTCROPS.”

Speeding through the rugged coastal landscape he told us there was, in fact, no ferry in Nusfjord. After a few back and forth about just paddling the strait, his father called and advised him not to let us paddle across. It was way too dangerous.

He dropped us in Ure after numerous stops and we commenced the most perfect paddle of the trip. We dug our paddles through quiet seas, past salmon farms and beautiful rock island outcrops.

AN UNEASY FEELING

We are constantly reminded of the dangers that exist in all straits of the Archipelago. People seem to fear for our well-being, especially as the tides change, when the water from the Norwegian Sea flushes through the narrow passageways and off the weak hulls of our inflatable vessels. Stories of maelstroms flow off the tongues of everyone we come in contact with.

ARCTIC DECISIONS

When we woke it was gloomy, a low ceiling of clouds hung thick and ominous. And while the sea was more or less calm, we could feel that she was hiding something.

It began simply. The winds began to build from the southwest when we set out on a diagonal path across the bay. Small manageable rollers bobbed us up and down as we took shelter behind various island outcroppings.

Dane and I pushed onward but in the process, lost touch with Jenna and Jay. As we passed one island,





“ THE SAME WIND HAD SPUN JENNA AND SHE WAS LOSING HER GRIP. FOR AN INSTANT, IT APPEARED THAT SHE WAS BEING PULLED BACK TOWARD OPEN SEAS. ”

a fjord lingered to the west and the winds increased considerably from that direction. To our east lay a couple of staggering rock islands and beyond that, the sea extended into an abyss toward mainland Norway.

I paddled onward while attempting to hold my balance and gear weight in place. A large roller swept over my side, caused my load to wobble, and knocked me off my feet. At that same moment, a large gust of wind from the west blasted through, grabbing my attention in an instant. Only then did I realize that what we were doing out here was completely real. We were amateurs in this Arctic world.

After a brief pause, I got my shit in order, got back to my feet, and found an eddy. At that point, I turned to notice Jay waving in the distance. The same wind had spun Jenna and she was losing her grip. For an instant, it appeared that she was being pulled back toward open seas. Jay paddled to her assistance, while we set up, with Dane paddling toward shore while I paddled between Dane and Jay to set up a communication line in case they decided to head to the last outcropping before the open seas. The wind had full control of her board. But eventually, she pushed through.

The day progressed with moments of calm glass, multiple rain showers, bouts of freezing feet, shivering, and awe for the sheer magnitude of this true adventure.



The sky teased blue skies and tried to bait us into crossing the channel. We discussed the crossing while shivering and all agreed that although it appeared calm, a gale hung in the distance. Moments later, the wind began to rip and the sea began to flutter as a north wind raged through the channel. We found an old beat-up pier and fisherman shack with an unlocked door, set up our tents out front, and borrowed a shelter to hunker down with some hot food.

Who knows what our fate might have been had we attempted the crossing.

“THE WIND BEGAN TO RIP AND THE SEA BEGAN TO FLUTTER AS A NORTH WIND RAGED THROUGH THE CHANNEL.”



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“IT WAS IMMEDIATELY APPARENT THAT WE WERE PERFECTLY SITUATED AT THE TOP OF A 20 OR SO KILOMETER DOWN-WINDER TO HENNINGSSVAER.”

DOWNWIND TO HENNINGSSVAER

We sat on the corner of the dirt road trying to hitchhike down the empty E10 highway. 500 pounds of gear and four people throwing rocks into puddles and waiting. We were a full shit show of tourism and dysfunction. The day before's crossing had us questioning ourselves.

Four hours later, Jay and Jenna had committed to walking to a nearby hamlet to ask random people for a ride. Meanwhile, a passing car stopped at our intersection. Based on our available space and gear equation, Dane and I jump at the opportunity.

A few miles down the road we reached the northern edge of the fjord we were debating to originally cross from the west. It was immediately apparent that we were perfectly situated at the top of a 20 or so kilometer downwinder to Henningsvaer. We quickly asked for the driver to pull over and began to inflate. Moments later Jay and Jenna stopped in a second vehicle but had decided to catch a ride straight to town. In an attempt to lighten our load, we gave them our extra paddle bag, which unfortunately contained Dane's fin.

After about 10 minutes of regret, half-blame, and making fun of one another, Dane decided to do the downwinder anyway. We loaded up, caught current & breeze, and hightailed to Henningsvaer. What began as a junk show turned into a true day of travel; one of hardship, questions, hitchhiking, and bliss. For the first time in a few days, we had a warm bed and a day off.





“ A DUSTING OF FRESH SNOW CREATED A RENEWED SENSE OF MAGIC THAT FOLLOWED US THROUGH OUR NEXT FEW DAYS. ”

HOLLYWOOD EXTRAS

A dusting of fresh snow created a renewed sense of magic that followed us through our next few days. The snow made it feel like the Arctic of my imagination. Low clouds hung in the slices between the rocks. Flakes fell effortlessly like feathers into the sea as we paddled to Kalle with no roads or civilization in sight.

We stopped at the Lofoten Ski Lodge and their crew took us in like family as we exchanged stories all night. The evening took an unexpected turn when another guest introduced himself as part of a film crew and asked, “Would you guys be interested in drinking free beers for a few hours?”

We happily obliged and proceeded to fill in as extras during a bar scene for a low-budget Hollywood flick starring actor Jamie McShane.

STRUGGLE FOR CONTROL

Back on the water and back to reality.

My feet felt like chunks of ice as I remind myself not to stray from concentration. Generally speaking one foot, the one in the sun was always OK while the shaded one felt moments from frostbite. Just below my inflated board lay a black abyss with an occasional reflection from the grey sky above. The cry of a seagull brought me back to the moment.

Lost in my thoughts, I worked to keep myself afloat amid the pounding currents, winds, and waves coming from all directions.

I guess that’s what the fisherman mean when they speak of the maelstrom that occurs in all the large channels.



“ I QUICKLY HOLLERED, TURNED, AND BURNED JUST AS THE ENORMOUS WAKE HIT MY BOARD, SLAMMED THE ROCKS, AND REBOUNDED ”

CROSSROADS

A classic northwest wind blew as we set our course across yet another daunting strait. Catching the wind, we sailed past fish farms, islands, and snow-laden summits. Before we knew it, we'd traveled over ten miles.

That strong northwesterly blew us all the way down to a small group of rocky islands, a virtual crossroads in life, and this adventure. Part of the group had decided to stop in a tiny gap between two rock outcroppings when a giant ferry came full bore into the harbor. I quickly hollered, turned, and burned just as the enormous wake hit my board, slammed the rocks, and rebounded, causing me to hold on for dear life and surf it out.

Jenna was not so fortunate and found herself in a dangerous position. The ferry's large wake plowed right through the narrow hallway where she had stopped. Moments later the wave took her out and submerged her in the Arctic waters.

Jay and Jenna came on this trip looking for the adventure of a lifetime and in that regard, they were not disappointed. But after yet another frightening incident, both decided to count their blessings and call it quits a couple of days early. No matter how beautiful, they were no longer interested in tempting the Norwegian Sea's fury.

RIDING INTO THE SUNSET

Dane and I grabbed what we needed and headed back to sea to reconnect with that perfect north-westerly.

“ A SHORT HIKE LATER, I FOUND MYSELF SITTING ATOP A SPECTACULAR BLUFF, STARING OUT AT THE BREATHTAKING SCENE ”

With the breeze at our backs, we pushed onward for eight more miles. Across the horizon, the endless fjords of Norway’s east coast were alight in a pink glow. The sunset continued to resurface through gaps in the mountains, blasting alpenglow on scattered islands and lighthouses.

We paddled through two small channels around a large rock island and onto a hidden beach, our campsite for the night. Once set up, around 11 p.m., we climbed a mossy knoll as the full moon rose over the Arctic.

ROLLING SOLO

While the rest of the crew soon had to catch a flight back home, I had plans to stay an extra week. I loaded up my board, said my goodbyes to the crew, and began a solo journey to nowhere specific.

After paddling across the bay, taking a quick bus ride, and hitchhiking in an ‘80s VW, I found myself on a gravel pullout with over 100 pounds of gear, a paddle bag, and a board.

30 minutes later I was picked up by a man named Gustav. After hearing my accent, he immediately changed the classical music on the radio to country. It’s clear to me now that Norwegians love country music and why shouldn’t they? If Lofoten isn’t pure country, I don’t know what is.

We cruised the backroads until he dropped me off at a secret trail. A short hike later, I found myself sitting atop a spectacular bluff, staring out at the breathtaking scene: a rugged moonscape of emerald bays,





" I KNEW DAMN WELL THAT I WAS GOING PADDLING AGAIN. OTHERWISE, I WOULD BE SITTING IN THAT SPOT FOR HOURS OR IF NOT DAYS. "

dry and snow-covered peaks, an entanglement of pure beauty.

A FINAL DANCE

At yet another crossroads, arrows, and signs pointed to Svolvær, Fredvang, Ramberg, and beyond.

Kvalvika was desolate at 5 a.m. I stood on an empty mountainous maritime roadway with no cars in sight. Despite an aching left knee and my best efforts to talk myself out of it, I knew damn well that I was going paddling again. Otherwise, I would be sitting in that spot for hours or if not days.

The view out toward Ramberg was ominous but the winds appeared to be blowing in the right direction. I inflated, packed up my gear, and set out solo across the bay, sticking as close to shore as possible.

Reaching the first bridge, the current and maelstrom begin to show their dark side as rollers moved in from all sides. On multiple occasions, I almost bailed, often docking and scoping the scene ahead. Every time I pulled over, I knew that deep down it was just nerves and I really had no choice but to paddle across.

The first crossing went fine. On the second, the tide began to shift. Winds moved in from the south and the current began to swirl. Confused and alone I almost bailed and walked a nearby bridge. When it finally settled down I realised, "I have no interest in walking." Pushing off, I turn to face the fury of the Norwegian Sea, one last time.

WORDS JACK GALLOWAY & KEAHI DE ABOITIZ
PHOTOS CABRINHA

PUSHING THE BOUNDARIES

Cabrinha is doing some incredibly exciting things in our industry. They're designing and developing top-of-the-range equipment, not only in kitesurfing but surf foiling & winging too. We find out all about their team of designers & engineers, Cab Design Works, and later, speak to none other than Keahi de Aboitiz about his input in the brand new H-Series high aspect foils.

"IT IS THE PASSION, KNOWLEDGE AND EXPERIENCE OF A DIVERSE, BUT TIGHT-KNIT TEAM THAT ULTIMATELY CREATES THE PRODUCT."

Development is the backbone of Cabrinha, and in order to help capitalise on new opportunities and trends, Cabrinha has expanded and diversified the team of designers and engineers with the creation of Cab Design Works.

Cab Design Works is a collection of the most influential leaders in the industry, with the one focus of pushing the boundaries of the sports that we know and love. Through Cabrinha's new ownership group, Waterbound Investments, the team has been given the resources to take a non-bridled approach to development & design and is already on a course to release some incredible new products to the market.

Lars Moltrup, Product Development Manager, directs the R&D operation up from the Maui hub; "The Cabrinha process and approach to product design is very different than the majority of what you would see in the industry. We are not only a diverse design team, spread over all corners of the world, but we bring a top-to-bottom thorough approach to both the design, but also the manufacture and quality of our products. The engagement and close relationships with both 1st, 2nd and 3rd tier of our supply chain, puts us in a unique position to develop and test exciting new raw materials, which is a long term investment and dedication to developing and improving all the sports that we love.

Not 1 product is the output of a single person. It is the passion, knowledge and experience of a diverse, but tight-knit team that ultimately creates the product.





“THE LEVEL OF DETAIL CAN GO INTO ON THEM IS GOING TO HAVE A PROFOUND EFFECT ON THE SPORT WE ALL LOVE”

From the initial idea, to conceptualising, prototyping and iterating, homologating, industrialisation and implementation of quality control, the entire team comes together.”

Pat Goodman, recently rejoined the program, bringing his vast experience and a wealth of knowledge on kite- design,

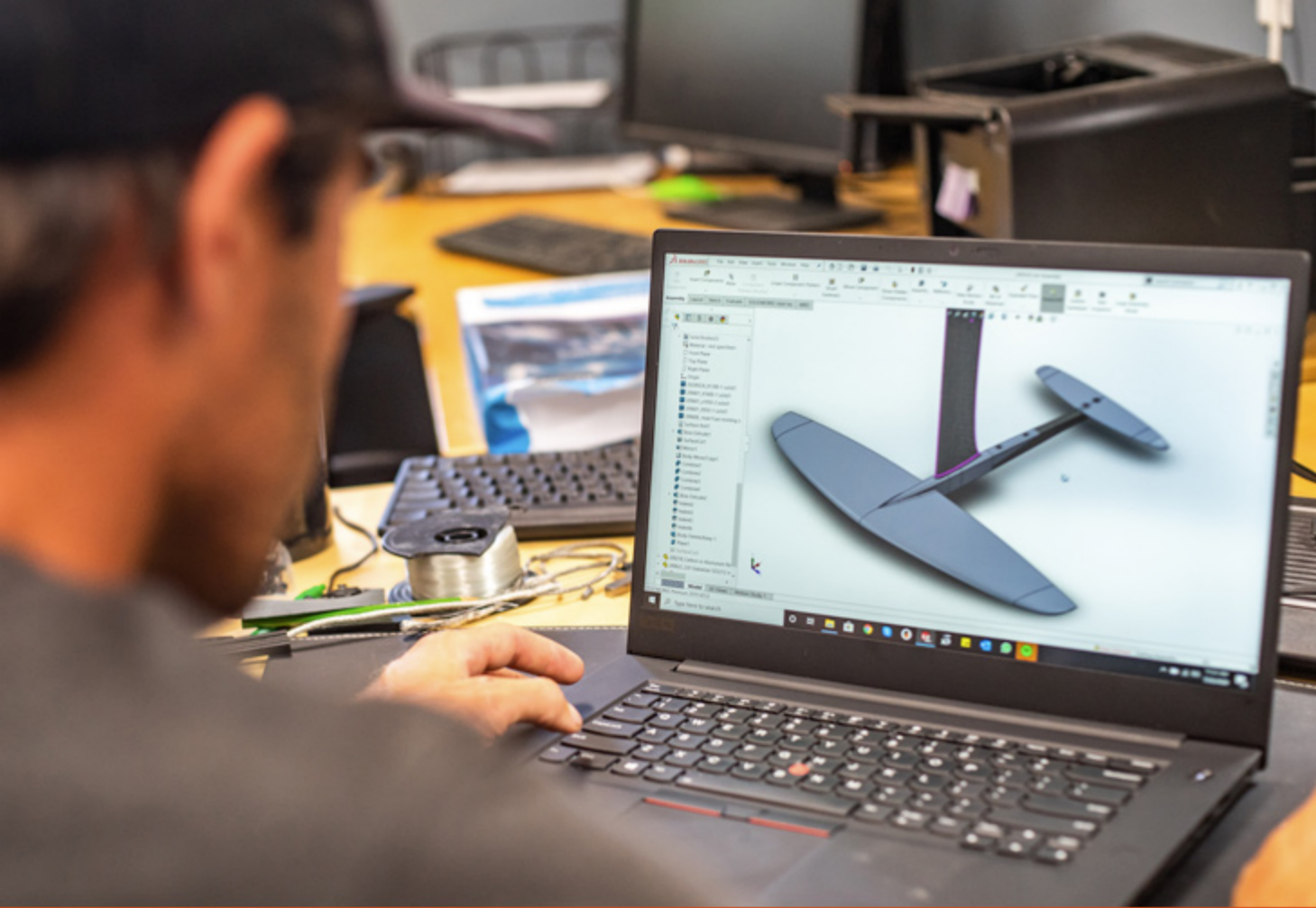
materials and construction to the table.

“It’s so great be be back home and be a part of the Cabrinha family. With the new ownership and Cabrinha Design Works development group the sky is the limit! We have some exciting projects in the works and the level of detail can go into on them is going to have a profound effect on the sport we all love”

A new and formidable young talent, Brodie Sutherland has played an instrumental part in Cabrinha’s wing and foil program. With a

background in unmanned aircraft in the aerospace industry he combines an incredible level of on water performance with off water thinking.

“My background and speciality was in the aerospace industry with aircraft built mostly out of Carbon Fibre. I used to spend a lot of time in the workshop laying up parts with the production team. Working alongside my father at our manufacturing facility producing aerospace parts was my avenue into flight and it’s super exciting to now take flight within kiteboarding and winging to that next level with the products we are designing”



Adding to the teams global approach to product design, Dean Freedberg is situated right at the epicentre of another wind mecca; Cape Town; "A technical design process in its basic structure is commonly applied in our industry, what really sets a team apart are the team dynamics and the way in which the design process is approached. I believe the new CDW team have an amazing team dynamic, filled with a combination of fresh, excited members and alongside more experienced and established members. This breeds an exciting and passion fuelled design dialogue and a strong innovative culture, which ultimately will put CDW ahead of the pack."

"WHAT REALLY SETS A TEAM APART ARE THE TEAM DYNAMICS AND THE WAY IN WHICH THE DESIGN PROCESS IS APPROACHED."

FOILWING
▶ DUOTONE

UNIT

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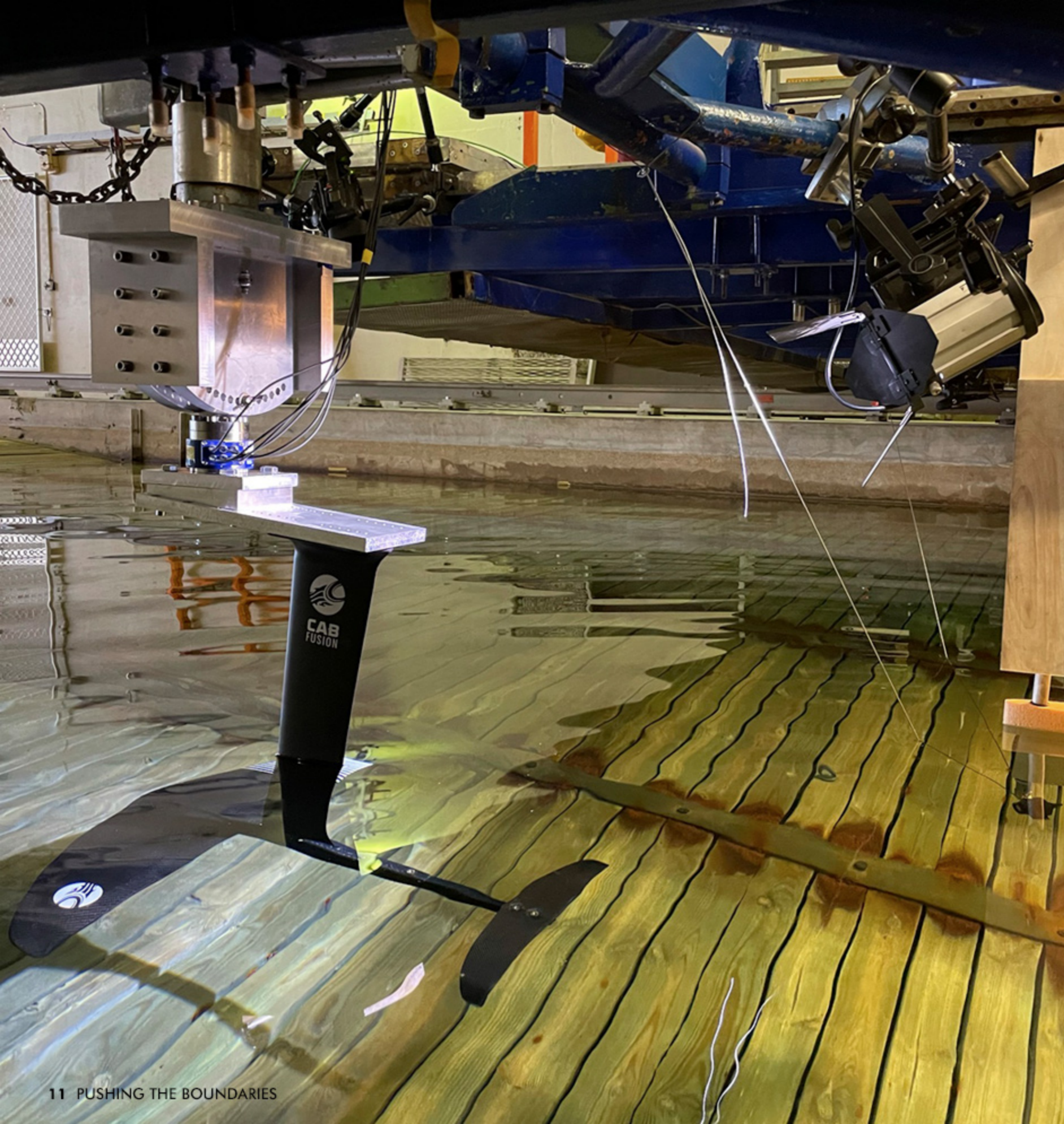
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"IT WAS A PRETTY EASY TRANSITION AND I ENDED UP HOOKED ON SURF FOILING RIGHT AWAY LIKE EVERYONE ELSE."

Hey Keahi! Many of our readers will know you from your kitesurfing prowess, but you've been in the surf foiling game a long time. Your YouTube video - Hydrofoil Surf Heaven in Hawaii, from over 2 years ago blew everyone's mind! It now has nearly 2 million views. Can you tell us a little bit about those early days in surf foiling?

For sure. I was very intrigued by surf foiling right from the moment I saw it and when those first couple vids of Kai Lenny came out experimenting with some bigger foils that allowed you to ride smaller waves, that's when I really got interested and decided to get involved. It was always impressive watching what Laird and Pete were doing in the early days, but the gear and the speeds they were riding just looked scary when you fell. With the bigger foils, it just slowed everything down and meant you could now ride small unbroken waves which opened up a whole new world of fun in conditions you'd never really have fun with before!

With a decent kite foiling background at the time, it was a pretty easy transition and I ended up hooked on surf foiling right away like everyone else. It was super fun to start experimenting with some different designs and brands as well as get into tow foiling some of the outer reefs on Oahu which is where that video came from. Discovering that we could now ride these big wave spots when they were barely breaking was super exciting and I think the footage speaks for itself just how fun that is flying at speeds like that on a wave that you would never be able to ride on any other craft!

"IT'S ABOUT FINDING SOMETHING WITH GREAT PERFORMANCE THAT STILL TICKS AS MANY BOXES AS POSSIBLE."

Foiling has come a long way since then and from what we've heard the Cabrinha H-Series will be one of the best foils on the market. What part did you play in its creation?

It sure has been crazy to watch the progression of gear and riding over the last 5 years or so. When the Cabrinha brand separated from the Pryde group a couple of years back and decided to make a big push towards their foiling gear, they decided to get me more involved on the foiling side and work on a new design together which I was very excited about. It was super fun getting involved from the ground level working with Brodie and Lars on the new designs and being heavily involved in the testing process. It took some time and a lot of work to get to the final product, but I'm incredibly happy with how the new foils came out and have been having a blast seeing what's possible with the new designs.

What are you looking for in terms of feedback when testing new gear?

It depends a little on the goal we're going for, but ideally, it's about finding something with great performance that still ticks as many boxes as possible. For the high aspect wings, we were looking for something that has good speed and efficiency while trying to keep something that was stable and forgiving with a relatively low stall point as well. The biggest thing I learned with testing is you have to test things back to back or it can be very difficult to properly tell the difference especially when it's small design changes.

RIDER/DESIGNER BRODIE SUNDERLAND





It's a process but it's super rewarding when you see it paying off and I'm super stoked with where we ended up with the design. Wing foiling in the waves for testing has been a game-changer as it allows you to catch a lot of waves in a short period of time as well as ride at consistent speeds to feel the subtle changes with as few variables as possible.

Could you talk us through the various sizes and what conditions you expect to use them in?

For the H series foils, we came out with 4 sizes for now to cover a range of conditions and riders. We have the 1200, 1000, 800, and 650sq cm front wings. Although those numbers might seem small especially compared to the X series wings,

" BUT IT'S SUPER REWARDING WHEN YOU SEE IT PAYING OFF AND I'M SUPER STOKED WITH WHERE WE ENDED UP WITH THE DESIGN. "

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“ I'M RIDING THE 800 IN MOST OF MY VIDEOS AS THE ADDED SPEED AND EFFICIENCY YOU GET IS SUPER ADDICTIVE ”

the higher aspect design still gives you a ton of lift but with a much higher top-end speed thanks to the shape. This makes them a game changer for winging, pumping, or connecting sections thanks to added efficiency this style of wing gives you. One thing I've been really stoked with about

these wings is that they're still pretty front footed for a HA wing which makes them feel a lot more surfy compared to some of the other brands we tested against while making these.

It's worth noting these aren't really beginner wings for someone learning to foil, but they are the perfect next step for someone looking to try a higher aspect design thanks to its low stall speeds and solid stability for a HA setup. The 1200 will feel similar to the X1600 in terms of lift with a little added

efficiency, but the 1000 and the 800 are where things really get fun thanks to the added top end and glide. I think the 1000 is the most versatile wing in the range and can be used in pretty much everything up to slightly overhead waves. Personally, I'm riding the 800 in most of my videos as the added speed and efficiency you get is super addictive and once you learn to control it, allows for some truly unique lines which weren't possible before.

If it's your first HA wing, I would opt for one of the bigger sizes, but if you want that next level of speed and efficiency, try one of the smaller ones.



" IT MIGHT TAKE A LITTLE ADJUSTMENT GETTING USED TO THESE STYLE WINGS AT FIRST BUT ONCE YOU GET A TASTE, IT'S VERY HARD TO GO BACK. "

They work best in waist to head high waves with the larger sizes being a little better in slower moving waves and the smaller sizes better in bigger faster moving waves. It might take a little adjustment getting used to these style wings at first but once you get a taste, it's very hard to go back. The biggest key is that you need to keep them moving, but as long you can connect those power pockets you can still ride these designs in very small waves too.

It's worth noting that the 650 has a slightly different shape with a little narrower wingspan, but this makes it a really fun wing for both kite foiling and tow foiling as it can roll side to side a little easier and is a little more stable than a higher aspect shape would be at that size. For the more advanced guys, it's also a great wing for surf foiling in slightly bigger waves as well as wing foiling.

It has been amazing to hear some really positive feedback on these wings from a few of the top guys recently and I can't wait to hear some more as people get their hands on these!

Thanks for the insight Keahi, we're super excited to have a go when the opportunity arises!

A woman with a shaved head, wearing a black wetsuit with a white floral pattern and a black headband with a white spiral, is smiling and holding up a large, bright yellow inflatable boat with blue accents. The background is a clear, bright blue ocean. The text 'WATERWOMEN' and 'NAUMI EYCHENNE' is overlaid in the top right corner.

WATERWOMEN

NAUMI EYCHENNE

WORDS JACK GALLOWAY & NAUMI EYCHENNE

**"IT'S THE BEST CHILDHOOD YOU CAN HAVE.
GROWING UP ON A SMALL ISLAND WHERE
EVERYONE KNOWS EACH OTHER IS SO NICE"**

Hi Naumi, Thanks so much for joining us here at Tonic, we first heard of you after seeing you dock start off a log this summer, since then you've been downwinding like a pro and pulling backflips, we just had to get you in the mag!

How old were you when you first picked up a surfboard?

Thank you, and I'm glad to have a place in your magazine. I first started to stand up on a board around 5-6 years old, my father towed me behind his small boat, and I remember I was addicted to that. After that I started surfing the waves on the reef around 7 years old I think.

What was it like growing up in Huahine, French Polynesia? The conditions look idyllic!

It's the best childhood you can have. Growing up on a small island where everyone knows each other is so nice, we're like a big family and I've always loved that. We spent our time in the water, every day after school we went to the beach, if there were waves we went surfing, or paddling, or wakeboarding... always on the ocean! I was driving my own boat when I was 10 to go surfing with friends. Life is so simple out here! I just spend my days in a swimsuit, surfing, walking barefoot, having a flower in my ear, eating fish and fruit, that's the best way of life for me. Huahine is a paradise on earth, this island has got my heart.



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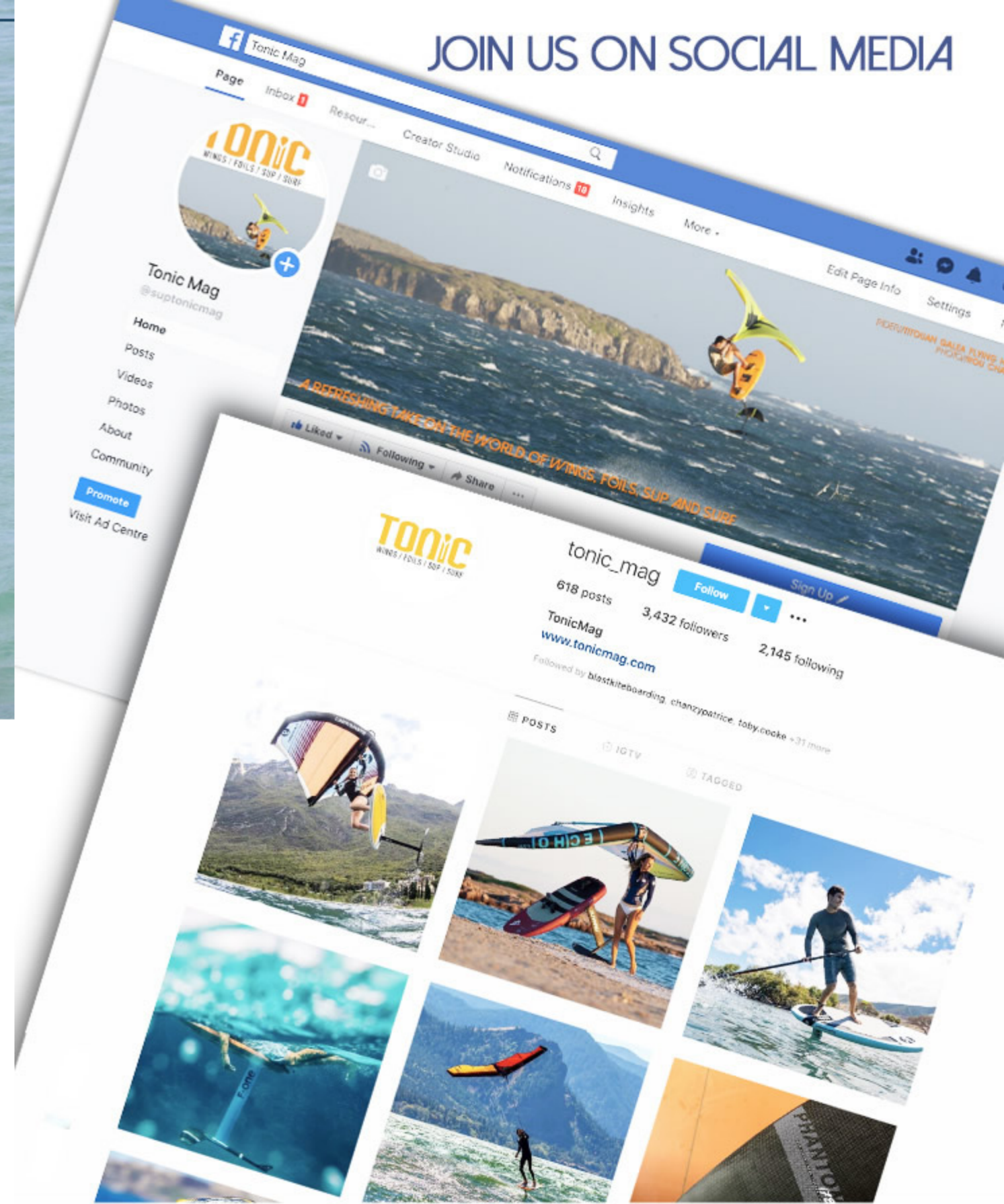
"I IMMEDIATELY LOVED THE FEELING, FLYING OVER WATER IS SO INCREDIBLE"

How long have you been foiling? How did you learn and what was the transition like?

I started foiling in July 2019 at home. I started out behind the boat, I first learned to hold onto the wave of the boat without the rope, then to pump on the flat. I immediately loved the feeling, flying over water is so incredible, it's so smooth and you feel so light.

At first, it's destabilising, it's not the same feeling/sensation as surfing, so you have to adapt but it comes quickly.

Surfing has always been my favorite sport and is still, but foiling allows you to have fun in other types of conditions when the waves are very small/trickiest. Foiling is a very polyvalent sport that allows you to have sessions everywhere (wing, downwind, surfing, towing, dock start, pumping...), it's just fantastic.



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"I WAS SO EXCITED AND SO HAPPY TO BE NOTICED. SO YEAH IT WAS A SHOCK, AND KIND OF A DREAM COME TRUE."

It looks as though you've picked up a few sponsors since your practically viral videos this summer. Did that come as a shock?

In fact, it all started with a downwind video that was shared by @foilhub, then by several other Instagram and Facebook pages, including one @foilingweek post where I got over a million views. The same thing happened with the following videos,

and I started to receive several partnership requests for wings, boards, foils... Everything happened suddenly and so quickly, I didn't expect it at all! I was so excited and so happy to be noticed. So yeah it was a shock, and kind of a dream come true.

What's it like being in the Armstrong team? What is your go-to foil setup?

I am very proud to be in the Armstrong team! I had already heard about the brand and I had noticed that they had very good riders in their team, but I had never tried their foils before.

I don't regret it at all today because all the Armstrong equipment I have is just extraordinary, everything is carbon, very light, solid, it's a super quality foil. As for the ride, it's just as great, fast, manoeuvrable, stable ... all in one! And then there is a wide range of models and sizes, there is something for all conditions.

My favourite is their new model the High Aspect, it's the most manageable and fastest foil I've ever tried! I always take the HA 925 and the HA 1125 with me: HA 925 for the surf foil (carving) is just perfect, and HA 1125 is better for downwind and play behind the boat.

" I HAD TO MAKE ABOUT FIFTEEN ATTEMPTS, AND I'M NOT GOING TO LIE, I BLEW MYSELF UP BEFORE I GOT THERE."

Talk us through your recent backflip video. Had you been planning it a long time? Were you towing into waves at the time?

In fact, it took me all of a sudden a few months ago, by way of seeing videos on social networks of people doing backflips and getting more and more air, I said to myself that I had to try it too. So I started trying when I got back home in December! The first few times, I tried it on the flat without a springboard, so it was a bit difficult, I didn't have much speed or time to turn. Then one day we went to tow ourselves in the surf spot, so we used the wave as a springboard and it worked! It was a friend, Hauroa (very good surfer and foiler) who allowed me to get there, he was the one who gave me advice and who towed me. In the end, I managed to land the first backflip during my 3rd test session, I had to make about fifteen attempts, and I'm not going to lie, I blew myself up before I got there.

Which Duotone wing do you ride? Did you sail in the past or are wind-sports fairly new to you?

I most often ride the Duotone Slick model in 4.5 meters, and before I used the Unit model in 5 meters. I should receive 2 new wings of the Unit 2022 model soon, they look like they'll be incredible. In any case, the Duotone wings are the best for me on the market (and I already thought that before they sponsored me haha).

PHOTO FRED MORIN





“THE MORE POLYVALENT YOU ARE,
THE MORE FUN YOU CAN HAVE ON
THE OCEAN!”

Wind sports are indeed quite recent for me, I'm not a sailor at heart, but I'm working on it. I have been kitesurfing for 3 years, a sport that I love, and I started winging in July 2021. They are really great sliding sports! It seems essential to me to practice these sports because the more polyvalent you are, the more fun you can have on the ocean!

**Do many women on the island surf and foil?
What do you think are the barriers to getting more
female participation in foiling right now?**

We are a group of 3 friends (Vahine, Kailea, and me) who grew up together and learned to surf together. We were the only girls to surf when we were kids, now Vahine's two sisters have started and my little sister too, but more and more other girls are getting into it on the island, it's so cool!

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"IT IS INDEED SOMETIMES COMPLICATED TO ORGANISE BETWEEN STUDIES AND SPORTS, BUT I NEED THE OCEAN."

As for the foil, I'm the only one who does it often, whether it's women or men, it's not really developed on my island but my friends also know how to do it very well! On the other hand, in Tahiti the foil has developed enormously, there are a lot of people who do it (men & women), and they are all talented. In any case, from what I see on social media and around me, I find that girls are getting into it more and more, it's promising.

For me the only big barrier there can be with the foil is the price of the equipment and that is the same for everyone!

Am I right in saying you're studying medicine? How do you find balancing your free time & your studies?

Yes you are right! I am currently in my 6th year of medicine at the University of Bordeaux in France. It is indeed sometimes complicated to organise between studies and sports, but I need the ocean. I practice my passions to feel good, and be able to be effective in my work. It's a balance! It allows me to set goals, and it gives me the motivation to work. I have to admit that this year it's particularly difficult because I have my graduation exam so I have to study even more, but I also got my sponsors with whom I have conditions to fulfil... it's quite stressful!

But so far I'm not doing too badly. I can't wait to finish my exams and dedicate myself fully to riding.

Thanks for joining us Naumi, good luck with your final year!

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WORDS & PHOTOS CHRISTIAN & KARINE





GYBING OFF THE FOIL

WING: CABRINHA CROSSWING X3 6M
BOARD: CABRINHA CODE 5'2

We know that many of you are keen to move onto riding and pumping, but before racing off into the grand bleu in a flurry of youthful exuberance, we thought it both prudent and wise to have a look at turning around, and more specifically the heel to toe/switch off the foil. So yes, today is about woffing (winging off the foil)!

Now before you go stuff your hands in your pockets and kick a can down the street in a huff, there is a carrot hanging on a very

short stick here. Other than the more obvious advantage of being able to change direction without submerging yourself, gybing off the foil will be hugely beneficial to your forthcoming gybe on the foil. Much like cultivating kefir grains, we're going to take the skills that you already have and grow them into more.

What is a gybe? Just in case you're not familiar with the nautical lexicon. Gybing is turning around whilst bearing away from the wind. You'll turn from across the wind through downwind and eventually back to across the wind in the other direction. To be clear it's the opposite of tacking, which is turning around by turning up into and through the wind. We should be clear that the disadvantage of gybing compared to tacking, is that you will lose ground when gybing. However, as you're all now masters of riding upwind this won't be a problem!

Our plan here is to complete the gybe without changing your feet, so you'll end up toe side (if you've been a kiter), switch (if you've been a windsurfer) or whatever you care to call it if you're new to this water sports game. Probably unusual and unstable will be the most fitting names for the time being. There will be a sticky moment in the middle when you'll need to "flip" your wing, so that it points towards where you'd very much like to go.

You can see the basic direction change of a gybe in **Sequence 1** on the previous page. Karine is on the way out, she turns downwind and as if by magic comes back riding switch. Now it's your turn to learn some magic.

Back to the carrot(s)!

OK, first off, you'll have a method to turn that you can use when woffing, whether in light winds or lulls.

It's a fantastic way to explore new directions, the wing flip, foot position, riding switch and even a cheeky foot change with limited consequence.

It leads perfectly into foiling gybes. When you learn foiling gybes there will be plenty of times when you touch down, and by already having this woffing gybe in the bag, you'll have the tools and confidence to make it out.

With the exception of carving on the foil, almost everything else is similar, so you'll get your bearings and polish the necessary skills which will make a humungous difference when you come to the foiling version.

Hopefully we've convinced you that this is not only a useful move in its own right, but an absolute fundamental move for your onward wing foil journey.

Final thoughts before we get to the nitty gritty.

You can practice and learn this on both sides, but be aware that the switch part will feel less comfortable coming out on one side than the other. We all have a favoured leading foot, as you've no doubt already discovered. No panic though, there is another gybe that we can learn later on...

And don't forget your dynamic position. Throughout this move you are not fixed and frozen, you can make small necessary adjustments to maintain trim, power and balance.

So, with all that in your minds, let's have a look at what's involved to make this heel to switch woffing gybe a reality.

THE SET UP PIC A

Familiar ground, making sure that you can control your board and your wing. Starting down low at your feet.

B



C



The usual applies regarding trimming the board, so make sure your feet are positioned so that you have control of the board both nose to tail and rail to rail. Front foot pointing slightly forwards on the upwind side of the board's centre line. Back foot sufficiently across the centre line. You will need your feet set wide to be able to control the board once you've turned and are switch, unless the wind is very light. As far as hands go, it depends on handles, booms and the like. Your aim is to be able to push the wing far forwards to bear away and keep wind in it. Don't have your front hand right up against the leading edge. Position your rear hand far enough back that it doesn't prevent you from pushing the wing forwards and allows you to stay balanced and control the wing. In short, probably as you would normally be

positioned when bearing away.

INITIATING THE GYBE PIC B

This part should also be second nature by now. To kick things off and start your gybe you're going to bear away. Your aim is to turn the board as far as possible, all the way until it's pointing down wind. You know the score, keeping the wing pointed forward and sheeted in, push your front hand forwards towards the nose of the board. As your hands are connected by your wing, this will bring your back hand forward. As the wing pulls, push through your front leg to turn your board away from the wind.

The bigger the wing movement, the quicker the board will turn. If the wind is very light, you'll need some patience. If the wind is strong, you'll have to be dynamic and resist

by dropping your weight and controlling the power with your back hand.

EXTRA PUSH PIC C

Now we're getting into uncharted territory. You'll have practiced bearing away and then straightening out with the aim of accelerating onto a broad reach. This time you're not (yet) looking for speed, you just want to carry on turning, until you're running with the wind. To turn the board all the way you need to keep your wing where you put it – which was forwards towards the nose! However, as your board turns the nose no longer has any relevance. You need to keep your wing pushed to the outside of the turn. Simultaneously you should concentrate on staying balanced over the board. This will be all the more possible if you flex your ankles and knees, lowering your centre of gravity. Make sure you don't dump power unless you need to, or over sheet. Keep your wing sheeted into the wind, across the wind.

WING FLIP PIC D

Once the board is pointing downwind, you're halfway there. The bad news. Unfortunately, this next part takes you deep into the realms of wobbly. Up until now you've had the wing pulling, even if just a touch, which gives you something to balance against. You're now going to release what's been your lifeline. This is such an important part of winging, back to balance. It's not about having a ballerina's poise, or a gymnast's balance, but about having your weight centred over your board. The good news. Once you can do this on moving water, it'll seem easier on a balanced foil. Every attempt will stand you in good stead.

As the board nears downwind you can lift your front hand higher and push your back hand down so that the pull directs you downwind. From this position you can release your back hand, letting your wing fly momentarily above your head. You can now swap hands!

Time to pause and have a look at how you swap hands. There is no one way that suits everybody and all situations, and there is no right way or wrong way. Personal preference and the situation dictate. That said we have a preferred method for riding and entering a gybe. If we rewind to Pic. B and bearing away you can see that Karine has an overhand grip whilst riding. The main advantages being that it's more natural to keep your arm straight this way, you feel the pull in your shoulder and you're less likely to accidentally interfere by unwittingly using a strong bicep to pull on your front hand.

As you lower your back hand to bring your front hand up, both hands will move with the wing. Your front





hand will end twisted above you. All you need to do is reach up with your free hand and grab the handle. If you grab it palms facing each other you'll end up with an underhand grip with your new front hand, which you can then twist out of. To twist out make sure you sheet out so that the wing is hovering. You can then hold the handle with just your thumb from above, open your fingers and then twist your fingers around to grab the handle from above. This may sound like a recipe for disaster, but with no power in your wing you'll be amazed at how wonderfully this works – just don't sheet in with your back hand until you've got a good grip. You can see the mechanics in action here in Sequence 2.

Or you can reach under so that you end up with an overhand grip. You will find that

you'll become accustomed to both eventualities. Once your new front hand is on, you can release the other one, reach back and grab a rear handle.

The other option which you may want to explore, is changing to an underhand grip before you gybe. Not our cup of tea, as you may not have the time or inclination to dump power in order to twist your grip around, but it could be yours. If you wing with an underhand grip, this will of course be the perfect fit.

You can and should practice this on Terra Firma, but the beauty is that you're in no hurry when woffing. You'll have time to practice and adapt.

FINISH THE TURN PIC E

Once you've two hands on the wing, you

need to get the board turning again so that you can go back the other way. The first thing you'll notice is that the board suddenly feels so different. As soon as there is any wind in the wing, it wants to tip your weight onto your heels. You need to counter this by flexing your ankles and dropping your knees over the centreline. Avoid the temptation to break and bend at the waist, as it will pull you off balance. This might also be time for a quick wiggle to get one, or both feet a touch more centred or across the centreline, even if moving is the last thing on your mind. Once steady, you can sheet in by extending your front arm and pulling in with your back hand. Move the wing back to steer the board around. This should put pressure through your back leg and force the nose to turn. If the wind is very light you will need to push against the tail of the board to encourage it to turn. In your switch position this may well feel like you're pulling your back foot under your bum with your hamstring.



SWITCH STANCE PIC F

Now that you're moving again, a sense of balance should be restored. As such you're in a position to ponder your switch position. First thing is the wing. You want it driving you forwards, not pulling you downwind. The principles are the same, you want to get your wing pointing in the direction you're going in. This means bringing your front hand down and your back hand up to



transform your wing back into that forward pointing >. You also need to hold the wing forwards in front of you once you've turned. You'll notice that you don't have the same reach because you're standing facing the wrong way! To compensate for this, you'll need to make a real effort to hold it forward with your front arm fully stretched out. Turn your hips and shoulders so that your chest faces forwards. This will help you hold the

wing forwards and sheet in. Finally make sure that you've got your ankles flexed and knees across the centre line. If the board tilts downwind, shimmy your feet a little bit further across.

This will probably feel a bit odd and twisted at first, but it's well worth practicing, as once again, you'll likely be doing this on the foil sometime in the future! We can't emphasise enough how important it is to practice your switch stance.



BRUCEY BONUS - FOOT CHANGE SEQUENCE 3

Having lost some ground gybing, and potentially some in switch, you'll be more than eager to stand the right way round and keen to get back up wind. As such it's the perfect time to think about changing your feet. This won't be quite the same as on the foil, but it's a very good place to start and brilliant confidence booster which proves that you're not glued to the spot. Time for your Cuban heels and a spot of Salsa. Before switching your feet, move your back foot up the board so that your feet aren't so wide. Keeping your chest open your aim is to step your front foot back towards your rear foot, placing it just in front, in a Charlie Chaplin duck stance. As soon as it's down, move your back foot forwards. This may

sound over simplified, just a quick two step, but it's exactly what you want. A move that you can do quickly and efficiently. The trick is to keep the wing forwards with your upper body open, just using your legs, as this way the board won't be affected as much. It goes without saying, that you can't rest on your laurels with two feet back on the board. If you do, your trusty steed will rear up and buck you off. The quicker you get this done and dusted, the sooner you'll be back in your comfy place.

There you go, time to pop the cork, you've just gybed, ridden switch and changed your feet – quite something:)

As a final note on all things woffing, the lighter the wind, the harder it will seem. You will spend more time balancing whilst both your wing and your board will be

slower to react. Find some flattish water and a gentle breeze. You can and should use your usual set up, but be aware that the smaller your board, the more precise you'll need to be with your foot placement throughout.

Have a look at the **Sequence 4** on the next page for a step by step walk through and don't forget the accompanying video:) In all the images and photos Karine has very little breeze – great practice.

Brilliant, enjoy your woffing. C&K





WORDS JACK GALLOWAY & JASIEK KOSZOWSKI
PHOTO SHINNWORLD

JASIEK KOSZOWSKI - WING CONVERT

This young man from Poland is one to watch. He exceeds at every board sport he has a go at. We chat to Jasiek about all things foiling & find out about his journey into his latest sport; wingfoiling.





"IT WASN'T EASY BECAUSE THOSE DAYS THERE WASN'T ANY KNOW-HOW AND THERE WAS NO PROPER EQUIPMENT FOR CHILDREN."

Hi Jasiek! Thanks for joining us. Could you start by just telling our readers a little about yourself and how you got into watersports?

Hi, my name is Jasiek Koszowski but my friends usually call me JJ. I have just turned 16 years of age, a couple of days ago.

To be honest, I don't remember when I got involved in watersports. Simply, I was too young to remember. I can only recall it from

the "old" photos and videos captured by my parents. For example the first trainer kite I got when I was 2 and a half years old. It had a surface area of 0.6 square meters and I was using it almost every day.

Then came skimboarding, basic windsurfing, and of course surfing. Living at the seaside and spending a couple of months each year in the caravan gave me a lot of opportunities. Later, I became familiar also with inland waters, taking part in wakeboarding and wakesurfing competitions. But all this time I was dreaming about kitesurfing.

It wasn't easy because those days there wasn't any know-how and there was no

proper equipment for children. With my dad, we tried almost every type of gear, and finally, we made it work. At the age of nine, I started my first race training with my friend and sparring partner Speedy. At the beginning we competed in TwinTip racing, a year later we fell in love with foil racing and this feeling lasts to this day.

Wing foiling is growing at an exponential rate, what do you think it is about the sport that appeals to so many?

Accessibility, easiness, and relative safety. It is just tailor-made for people tired of windsurfing and afraid of kiting. Most beginners consider kitesurfing as extremely dangerous and technically difficult, with all the lines, bars, and bridles.

“ THE IDEA OF WING PROPULSION HAS BEEN WANDERING AROUND FOR MANY YEARS, BUT THE RECENT COMBINATION WITH HYDROFOIL MADE IT A GAME-CHANGER. ”

Compared to this, winging seems to be easy & safe, and does not require advanced, long courses. Moreover, it is allowed to launch it and practice on every spot, even where kitesurfing is forbidden. As for the advanced riders, this sport literally "gave them wings". Some surfers (including myself) found new possibilities to ride waves longer and more efficiently. The idea of wing propulsion has been wandering around for many years, but the recent combination with hydrofoil made it a game-changer.

Tell us about your kite foil racing? Are you campaigning for Paris 2024?

Kiteboard racing became a very important part of my life. Since 2016 I have spent a lot of time on training and competitions, sometimes gaining, sometimes losing. As for Paris 2024, I think it's too early for me to make any serious plans. There are so many good, older than me, and more experienced riders who will battle for the Olympic nomination. Of course, participating in the Olympics seems to be a dream of every sportsman, but it's not my goal at the moment. Much more important is the road that can lead me there. The most valuable thing for me at the moment is meeting amazing people involved in this business, testing equipment, gaining experience, simply being a part of it, fully immersed. Sometimes, even you have to take a step backward, like we did last season, animating IKA A's Youth Foil Class.





" I MANAGED TO WIN THE A'S WORLD CHAMPION TITLE. "

At first, it seemed to be a downgrade from Formula Kite, but it finally occurred an "upgrade" for me, as I managed to win the A's World Champion title. At the moment I just have to prepare for the coming racing season.

Well, best of luck! Whatever you choose to pursue, I'm sure you will succeed. Like many, you've added wing foiling to your repertoire. What caught your interest in the first place?

It's a funny story. Once, when I had a really bad day, I got a call from ShinnWorld with a proposal of joining the Shinn team. Until then I had never had a chance to try winging, but I agreed immediately. In a short time, we arranged a meeting for a joint session on the water. It took me about ten minutes to ride my first wave with the use of a wing. At this first session I got a taste of fair waves and pretty good wind, so no wonder that I got into this with all my heart.



“ EVERY SAILING EXPERIENCE, ANY BOARD UNDER YOUR FEET IS VERY HELPFUL WHEN GETTING INTO NEW WATERSPORTS. ”

What skills transfer from kite foiling to wing foiling? Do you think it's a big help having kite foiled before?

Definitely yes. Every sailing experience, any board under your feet is very helpful when getting into new watersports. Operating the wing comes more from windsurfing experience, but riding a hydrofoil board is almost the same as in the kitefoiling. General wind knowledge, the ability to keep the board stable are the main skills transferred from one sport to another.

What discipline of winging is your favourite? What are you working on at the moment?

As I have a lot of competing and racing in other disciplines, winging became a mind chiller for me. The essence of winging is waveriding. There's nothing better than a soul session with friends at dawn or sunset. Of course, I do practice wing tricks. It's fun. I also took part in some competitions, but mainly with the purpose of testing the equipment. The winging itself is such a fast-growing sport, the competitions are being organised in every of its discipline, however, I'm more interested in participating in testing gear and developing the process, than the scoring.

“ IT SHOULD BE FULL OF FAIR WAVES, SPECTACULAR VIEWS, AMAZING SUNLIGHT, AND STRONG, BUT NOT TOO STRONG WIND. ”

**Tell us about your dream wing session?
What equipment would you use?**

I believe that the dream session is still ahead of me. It can be any session with friends and my teammates. It should be full of fair waves, spectacular views, amazing sunlight, and strong, but not too strong wind. If I have all these factors together, no matter what equipment I ride and how good I am, the best of it is the freedom and fun you get from this. But generally, I prefer fast turning foils, low volume boards with 5 sqm or smaller wings.

It looks like you're part of a great team at Shinnworld. What's that like? Have you been on any trips with them?

That's true. I am part of the Shinn Team for over a year now and I am really happy about that. But seriously, I am really thankful to Mark Shinn for giving me the opportunity to participate in his world and vision. Shinnworld is not a big company, but already successful. More importantly, it is managed by an enthusiast, titled kitesurfer who "touches" every product with his own hands. As for me, the rider, the huge advantage is for the possibility to call the boss directly to share my opinion or ask for advice. You don't get that in giant companies. I just love the days, when Mark arrives in Kuźnica or Ustka (spots in Poland) with his van loaded with new prototype gear to be tested.





“ THANKS TO THEM I GOT TO KNOW TENERIFE WHICH BECAME ONE OF MY FAVOURITE SPOTS. ”

Also, the atmosphere is amazing, when the international Shinnworld family of riders meets to test products or a photoshoot session. Thanks to them I got to know Tenerife which became one of my favourite spots. Unfortunately, I missed a great kite safari trip to Egypt last fall. There was a conflict of dates between the session and the Kite European Championships. My heart was crying but duty called. But as I said before, the best is still ahead of us ...

Thanks, JJ. Hope to see you on the water soon!

WORDS JACK GALLOWAY
PHOTOS AK DURABLE SUPPLY CO

TECH FOCUS

AK DURABLE SUPPLY CO. COMPACT WINGBOARD

AK Durable Supply Co. have already seen a lot of success from their original do-it-all board the Phazer. We had it on test last year and it's a brilliant bit of kit, excelling in not only winging but also prone & downwind foiling, but perhaps not perfect in each specific discipline of foiling.

Introducing the wingfoil specific AK Compact Wingboard!





“100% COMMITTED TO ONE SPORT; WINGFOILING.
MAKING YOUR WING EXPERIENCE BETTER THAN EVER
BEFORE.”

What AK are doing with the Compact Wingboard here is going 100% committed to one sport; wingfoiling. Making your wing experience better than ever before.

The Compact has been fully optimised for winging, with its highly concentrated volume, and low swing weight. Perfect for intermediate to advanced wing riders in lighter conditions, the stable platform, and centralised volume create a board that is easy to throw around when jumping and doing progressive manoeuvres. The high apex rail maintains the feel of a narrow board, with stability provided by the additional width when not planing. It's available in 4'6", 4'8", 4'10" & 5'2".

CARBON INNEGRA CONSTRUCTION

Covering an ultra-lightweight fused EPS core, the Reflex Carbon Innegra shell provides exceptional flex and response. Innegra, an inherently lightweight and impact-resistant material, dissipates and absorbs a tremendous amount of energy, greatly reducing vibrations. The heavy-duty foil connection features a high-density load plate, which carries the load of the foil and connects it to the top deck for a direct connection between the foil and the rider.

KICK TAIL

The bottom kick tail allows the rider to tilt the board upwards, assisting to force the nose to lift and release from the water. It also reduces the tail touching the water when pumping and turning.

“THIS UNIQUE COMBINATION MAKES THE COMPACT EASIER TO USE IN LIGHTER WIND WITHOUT SACRIFICING PERFORMANCE AS YOU GET UP ON THE FOIL.”

BOTTOM SHAPE

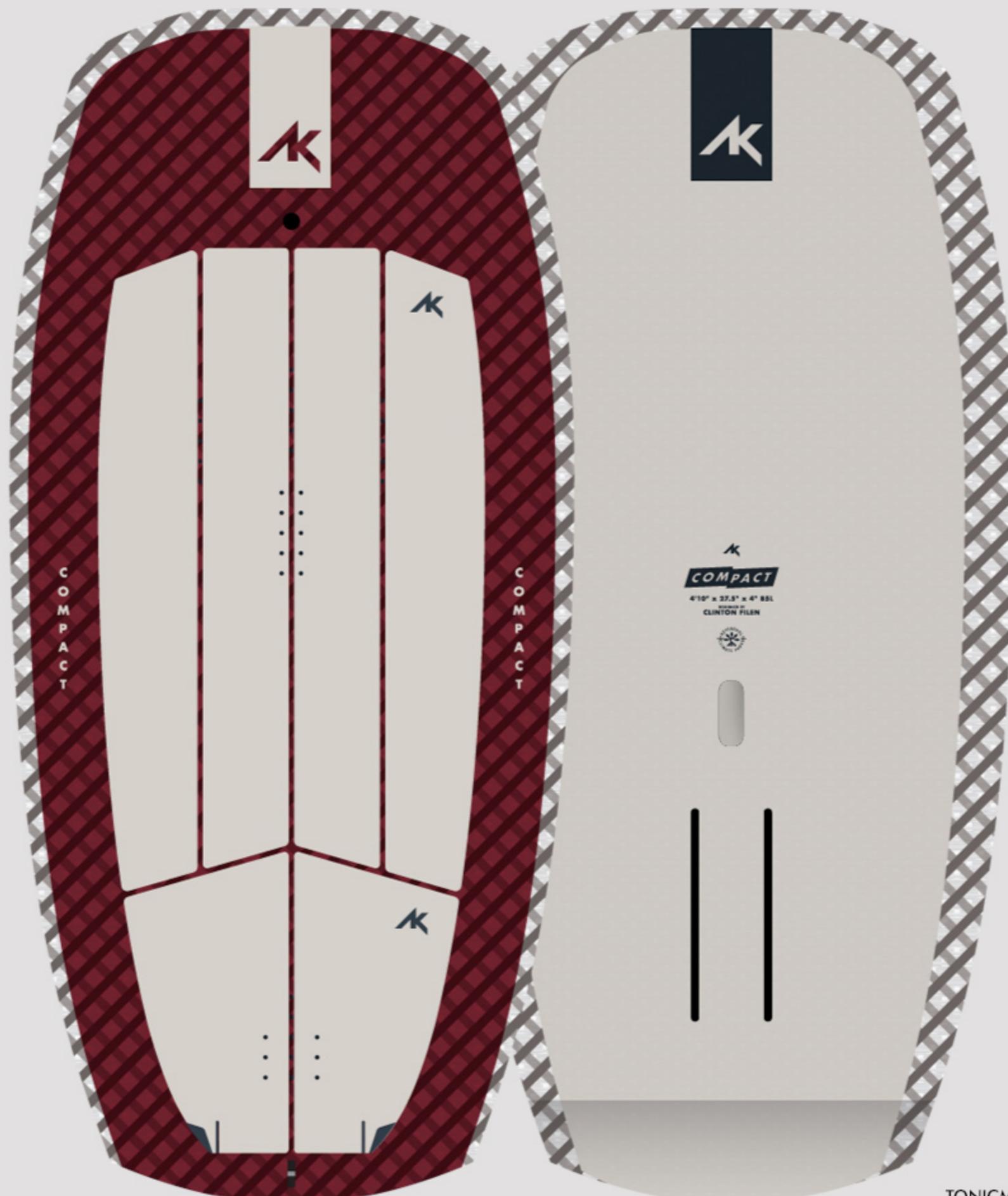
The rounded nose and softer rails help prevent the nose from sticking on touchdowns, instead recovering without losing too much speed. The mid-section runs into a single concave for maximum planing speed and works in conjunction with the hard rails in the tail area for a quick water release during partial touchdowns.

CONCAVE DECK

The concave deck lowers the rider's center of gravity on the board and places the buoyancy higher on the rails, creating a more stable sub-planing platform. It also makes you feel more connected to the foil, improving the stability and response when pumping and turning.

HIGH APEX RAIL

The high apex combines the stability of a wider board with the ability to turn more aggressively as you would on a board 4 inches narrower. These work in conjunction with the hard release edge in the tail and a softer release in the nose for intuitive touchdowns and fast releases. This unique combination makes the Compact easier to use in lighter wind without sacrificing performance as you get up on the foil.





“ WE KEPT THE COMPACT AS SHORT AS POSSIBLE, WITH THE WIDE NOSE KEEPING VOLUME UPFRONT, AND THE RAILS PARALLEL ”

THICK PROFILE

Packing a surprising amount of float into such a short length reduces the swing weight, keeping the board easy to pump and turn. The volume is optimised for stability and works with the high apex rail to keep the board as nimble as possible.

WIDE NOSE

For pure wing performance, we kept the Compact as short as possible, with the wide nose keeping volume upfront, and the rails parallel. This creates directional stability at low and high speeds and spreads the volume more evenly between the nose and tail.

WORDS JACK GALLOWAY
PHOTOS F-ONE

TECH FOCUS

F-ONE STRIKE V2

It doesn't feel like that long ago that F-ONE bought out the original ground breaking design of the Strike V1. They were the first company to use two longer handles instead of multiple smaller ones. It proved to be a popular wing! But what could be improved? Read on to find out.





“ITS DYNAMIC STABILITY IN FLIGHT MAKES EVERYTHING EASIER FOR YOU WHILE ON YOUR FOIL.”

- Adaptive Wing Design: Controlled Power, Performance, and Comfort
- Pre Loaded Canopy: Our unique canopy tension allows the wing to keep its shape at all times
- Perfectly balanced center of traction between your two arms
- Legendary lightness, essential for freely
- Dynamic stability for a fully controlled ride
- Exceptional forward traction to increase upwind and reduce fatigue
- Extended wind range, guaranteeing performance and control in all your sessions
- New sizes from 2.5m to 5.5m

ADAPTIVE WING DESIGN

While the industry trends towards the “all-rigid”, F-ONE have developed the Adaptive Wing Design, a unique concept offering the perfect balance between performance and comfort.

It is difficult and uncomfortable to handle a stiff, handheld wing in the high end winds, especially without a harness. A wing must be able to absorb that power, just like the mast bend or the opening of the leech in windsurfing or the depower in kitesurfing.

CLICK OR TAP TO READ MORE



WORDS JACK GALLOWAY & ROBERT STROJ PHOTOS TAKUMA

THE DESIGNER ROBERT STROJ

Takuma has a brand new wing incoming; the RS. Jack Galloway sits down with designer Robert Stroj to find out what we can expect from this exciting new edition to the Takuma line up.



“ PROFESSIONAL, SUPER ENTHUSIASTIC AND THE WHOLE ENERGY IN THE COMPANY WAS REALLY GOOD! ”

HI ROBERT, THANKS SO MUCH FOR JOINING US. COULD YOU START BY TELLING US A LITTLE ABOUT YOURSELF AND YOUR EXTENSIVE CAREER IN THE SAIL DESIGN INDUSTRY?

After studying naval architecture I learned sail making and got into windsurfing sail design at Monty Spindler sail loft on Garda, which was around 1990.

From Garda, I moved to Tarifa and was working there for Fanatic / Art till 2000, when I got hired by Neilpryde and moved to Maui.

With Neilpryde I had the opportunity to work with very top sailors in all disciplines, gaining world titles as well as overall speed sailing records with Antoine Albeau.

WHAT LED YOU TO DECIDE TO MOVE TO TAKUMA?

There were two main reasons;

I really liked the product range at Takuma including the E-foil products as well as really exciting products that were in development.

Also, the team at Takuma was very nice while professional, super enthusiastic and the whole energy in the company was really good!

WHAT WAS THE TASK AT THE VERY BEGINNING FOR THIS NEW WING?

Cyril gave me a pretty open brief, but the idea was to design an overall performing wing that would work well on flatwater freeriding as well as flying balanced off the front handle and be good in waves or downwind runs.



“ THERE IS MUCH LESS EFFORT REQUIRED TO HOLD ON DURING LONG SESSIONS.”

The exciting part here was that it was not going to be a budget wing where the production price would be the important factor; instead, we were free to innovate and use the best materials we felt were suited for the purpose.

IS THIS AN UPDATED VERSION OF THE WR WING OR IS IT A COMPLETELY NEW DESIGN?

This design is totally new and has no connection to WR designs.

Other than focusing on the actual outline, profile, and materials. I really wanted to combine the ergonomic advantages of the boom with the lightweight advantage of webbing handles.

In addition, I felt there was a big benefit from being able to extend the distance between the rider and the wing in the front relative to the back hand position.

Out of those ideas our lightweight carbon “Direct Control Bars” developed; they weigh the same or less than some of the “batten-reinforced flat webbing handles” but provide a super comfortable small diameter oval grip and very precise, direct

connection with the wing.

Also, the fact that they are ergonomically designed to “hook” to your fingers and not twist in the arm there is much less effort required to hold on during long sessions.

Compact elliptic outline of RS wing results in a significant overall reduction of LE and canter strut lengths which reduces the weight of both, Dacron material as well as internal bladders.

To keep the outline shape stable even in strong gusts we incorporated “Power Tip Battens”; these are flat battens located at the compression-side of the tips which resist compression, prevent buckling of the inflatable tips and result in much higher tip stiffness for the same diameter.

“ THIS IS TRADITIONALLY DONE BY ADDING A TENSIONED LINE TO THE LEECH WHICH HOLDS THE TENSION AND PREVENTS FLUTTER ”

The big challenge with using the lightweight woven materials in the sail is preventing the stretch and deformation from the loads.

This is traditionally done by adding a tensioned line to the leech which holds the tension and prevents flutter; the problem of this approach is that the profile is compromised resulting in excessive back-hand pressure when loaded as canter of effort moves back.

We chose to keep the efficient profile with a flat rear section and integrate Aramid reinforced X-ply laminate in the high load leech area.

This together with super-light flat composite leech battens controls deformations in this area and provides a stable profile shape even after many sessions.

ARE YOU ABLE TO TALK US THROUGH YOUR DESIGN PROCESS?

It starts with a 3D model which is designed with profiles and twists that would work as an optimal compromise between low-end power, stability in gusts, and stable flight when depowered.

This model then gets adjusted with lots of factors that influence the final shape, mainly the stretch and deformation of inflatable components.

Once all the adjustments are made the panels get “unrolled” and transferred into 2D flat shapes that are then plotted and cut into the panels.





“ I WAS BUILDING AND TESTING PROTOTYPES RIGHT HERE BEFORE SENDING DESIGNS TO THE FACTORY. ”

What is different now with Takuma to the majority of other brands is that we got a fully equipped prototyping sail loft here on Maui so I was building and testing prototypes right here before sending designs to the factory.

We are using a computer-controlled plotter/cutter table to cut the panels in exactly the same way they are made at the factory and then we stick and stitch the wings together for testing here on Maui.

This not only speeds up the process but also lets me learn hands-on about different construction techniques and improve on details right between each of the prototypes made as well as being able to make changes and re-cuts on existing prototypes and then re-test the following day.

SOUNDS SUPER EFFECTIVE! WHAT HAS THE FEEDBACK BEEN LIKE FROM THE TEAM?

So far very good. The main points I keep hearing are a direct response from the carbon handles, a very wide wind range, and a super-light feel when flying.

WHAT'S THE SIZE RANGE?

The sizes are 2.8, 3.5, 4.3, 5.1, 6.1, and 7.2;

THANKS ROBERT, WE CAN'T WAIT TO GET OUR HANDS ON ONE TO TEST!

INTRODUCING FOIL & CO

Created in September 2016, Foil and Co specialises in the manufacture of foils for water sports. The French company now includes four international brands: AFS, AHD, Nahskwell, and Sealion which are present in the world of windfoil, windsurf, wing foil, surf foil, sup, and sup foil.



“ FOIL AND CO PRODUCE ALL FOILS FOR THESE BRANDS ON-SITE WITH THE AMBITION OF RELOCATING OTHER BOARD EQUIPMENT ”

Recognised as the leading European hydrofoil producer, Foil and Co produce all foils for these brands on-site with the ambition of relocating other board equipment (most foils are currently manufactured in Asia). "The goal in four years is to produce 80% locally," says Tanguy Le Bihan. "Since the beginning, we have been working to control the entire production chain, manage logistics, sales, and exports, and above all support and develop local and sustainable employment."

With 1200 carbon foils produced in 2021 and a turnover multiplied by three, the French company is moving to a larger building in Pencran (29). After six years of continuous growth and the hiring of about thirty employees, the SME Foil&Co was cramped on its initial site of 1000 m² located in Tréhou. Combined with the desire to integrate the design office and to relocate all the manufacturing stages, Tanguy Le Bihan, president and founder of Foil and Co, was forced to think bigger. He, therefore, turned to an eco-designed building with a surface area of 2700 m², located in the neighboring town of Pencran.





“ THE EXPANSION OF THE FACTORY WILL ALSO ALLOW US TO MEET INTERNATIONAL DEMANDS ”

"This move will allow us to pass a gap on the production capacity to tend towards a factory 4.0, by taking advantage of the aid of the plan of revival of the State obtained in 2021", specifies Tanguy Le Bihan.

The expansion of the factory will also allow us to meet international demands, "by growing the team both on the commercial and marketing aspects," emphasises the manager. This new site will be inaugurated next week, in Pencran.

TRIED & TESTED

The Tonic Mag test team have been out riding this issue's gear in England, Wales & South Africa. We've got a complete setup from Naish, and boards from both F-ONE & Harlem. We hope you enjoy the reviews!

WING

Naish Matador 4m

FOIL

Naish Jet HA 1040

BOARDS

Naish Hover Wing Foil Carbon Ultra 40L

F-ONE Rocket Wing V2 5'4

Harlem Wingman 5'0

WING-SURFER
MATADOR

WORDS AND PHOTOS THE TONIC MAG TEST TEAM



" A TRULY
EXCEPTIONAL
PIECE OF
EQUIPMENT,
FREE-FLY MODE
IS A DREAM "

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

The Wing-Surfer Matador is Naish's wave-specific offering in their wing lineup. It has been designed to allow wing foilers to use the smallest wing possible so that they can focus on riding swell & waves without it hindering them.

Naish has maintained the same high level of quality we've become accustomed to, the wing features high tensile thread stitching and kevlar reinforcement along the leading edge. Attention to detail is second to none, I particularly like the neoprene patch behind the leading edge handle to protect the knuckles when free-flying the wing.

Once pumped up down the beach, compared to the original Naish Wing-Surfer, the Matador clearly has a deeper draft & larger diameter leading edge and strut, this is designed to place the power further forward. It has small windows to aid viewing, 5 handles on the strut, and 'Y handles' handles running from the top of the strut to the leading edge. It also features a high-pressure valve, just like you'd find on a SUP board, which made pumping the wing up to the correct pressure a breeze.

[CLICK OR TAP TO READ MORE](#)



BRAND NAISH MODEL JET HA SIZE 1040 COMPLETE YEAR 2022



“ THE GLIDE WAS TRULY EXCEPTIONAL, I COULD FREE-FLY THE WING FOR WHAT FELT LIKE FOREVER ”

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Jet HA 1040 is the smallest in the Jet HA range. Its 1040 squared cm surface area means that it is on the smaller side when it comes to wing foiling, don't let that put you off though. The foil I tested came with an 85cm carbon mast, they are also available in 75cm & 95cm, in either carbon or aluminium versions.

The 'HA' refers to 'Higher Aspect' on the front wing, meaning that the wingspan is longer and narrower like a glider rather than shorter and fatter like a fighter jet. This should mean that the wing glides further but turns slower than a low aspect wing, but I'll come back to whether that is actually the case later.

The full carbon front wing is fairly flat in the middle section and has a small anhedral curve at the wingtips. The 64cm fuselage is aluminium, hydrodynamics have clearly played a big part in its design, I particularly like the connection between the mast and fuselage which is almost seamless. Look at the pictures to see what I mean, it's something I haven't seen before but it makes perfect sense to reduce drag in that critical area.

[CLICK OR TAP TO READ MORE](#)

BRAND NAISH MODEL HOVER WING FOIL CARBON ULTRA SIZE 40L YEAR 2022



“ AT THE EXPERT,
SMALLER
BOARD END,
WILL TAKE
YOUR RIDING
TO THE NEXT
LEVEL ”



AT A GLANCE

Naish has been at the forefront of design & performance since wingfoiling started over two years ago. I remember taking in every last one of Robby Naish's words in his first YouTube video discussing the brand new sport of wingsurfing. There is no doubt that they have carried on that trend with the Hover Wing Foil Carbon Ultra. For a start, it's available in nine sizes!

Starting at just 40 litres and going all the way to 140 litres, there is something for everyone. When Naish asked me which size I'd like to test, my eyes fixated on the 4'4, 40L version. That would be on the smaller side of wing boards I'd tried, I was excited to give it a go.

The Carbon Ultra is an update from the original Hover Wing Foil board. Changes to the board include an increased nose rocker, narrower tail, more overall rail curve in the outline, and more pronounced bottom shaping and concave. There are multiple foot strap insert positions, allowing three or two straps, and the ability to move them forward or aft on the board for your preference.

TO VISIT THEIR
WEBSITE, CLICK HERE



[CLICK OR TAP TO READ MORE](#)

BRAND F-ONE MODEL ROCKET WING V2 SIZE 5'4" 75L YEAR 2021

" THE BEVELLED RAILS MAKE HARD CARVES EASY, AND WE THINK A LOT OF RIDERS WILL LOVE THIS BOARD. "

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The Rocket Wing V2 is the flagship board for wing sports in F-ONE's extensive line-up. It's a dedicated wing foil shape with some interesting design features to help you get the most out of it. It's available in a multitude of sizes, from a 6'6" with 140l down to 4'8", measuring in at a very short 4'8". Unlike some brands, the designs remain constant throughout the sizes; however, it is worth noting that the 4'8 up to the 5'5" are available with foot strap inserts as an option.

Interestingly, this board's volume is evenly distributed throughout; it isn't nose heavy or tail heavy, as we have seen on some designs from other brands. It's also not ridiculously thick; the 25" width and even distribution of the volume leads to a smooth looking shape without some of the trademark "thick bits" we see elsewhere. The bottom shape features a subtle V in the nose with bevelled rails and a small amount of tail kick at the back.

Featuring the popular Bamboo Construction we have seen across the F-ONE board range for a few years now, the Rocket Wing V2 is light at 5'3 kilos but also very durable. A full deck pad offers plenty of grip,

[CLICK OR TAP TO READ MORE](#)

BRAND HARLEM MODEL WINGMAN SIZE 5'0 88L YEAR 2022

"EVEN AN ADVANCED RIDER CAN ENJOY THE NIMBLE HANDLING AND FORGIVING FEELING OF THIS BOARD"



TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

As the wingfoil market continues its rapid growth, we see innovation at an almost unthinkable pace! It's an exciting time to be a winger, and even more so when we see a totally unique take on a common product arrive on the market!

The team over at Harlem Kitesurfing hasn't been in the wing game long, but their SuperFly V2 wing is already a solid performer. Having wings in the lineup inevitably leads to boards in the lineup, which is where the Harlem Wingman comes in. Fast, easy, and forgiving are the features that Harlem has focused on in the new Harlem Wingman.

We tracked down the Harlem team on the beach in Cape Town to try out some of their new gear and got our hands on the Wingman 5'0 with 88L of volume. We may have even gotten our hands on a new version of their popular wing, but you didn't hear it from us. ;)

At first glance, the Wingman looks like your typical full carbon construction wing board, but a closer look shows a unique base construction. The Flow tech bottom has a similar appearance to the surface of

[CLICK OR TAP TO READ MORE](#)

LIGHTROOM

TITOUAN GALEA FLYING HIGH AT THE WORLD-FAMOUS ONE EYE, MAURITIUS
PHOTO MAX GIFTED



Lightroom

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

LIGHTROOM

RIDGE LENNY & ANNIE REICKERT SENDING IT IN HOOD RIVER
ON THEIR OZONE WASP V2'S.
PHOTO RICHARD HALLMAN



Lightroom

LIGHTROOM

ZAIRA VALERIO PROVES THAT YOU DON'T HAVE TO BE ON FOIL TO HAVE FUN!
PHOTO WYATT MILLER



Lightroom

LIGHTROOM

MOONA WHYTE & KEAHI DE ABOITIZ SHARING THE STROKE IN HAWAII.
PHOTO CHRISTA FUNK



Lightroom

LIGHTROOM

WE'D HAVE A SMILE THAT BIG IF WE TOO WERE WINGING IT IN SUNNY BRAZIL
RIDER CHARLOTTE CONSORTI
PHOTO @C.CONSORTI

Lightroom

LIGHTROOM

IT DOESN'T GET MUCH BETTER THAN RACING YOUR MATES WHILE WINGFOILING,
ESPECIALLY IF IT'S IN TAHITI!
RIDERS THEO LHOSTIS & AXEL MAZELLA
PHOTO @LORELEI.PHOTOGRAPHY

Lightroom

LIGHTROOM

WE'RE BLOWN AWAY BY THIS PHOTO, NEW ZEALAND LOOKING STUNNING AS ALWAYS

RIDER MATT TAGGART

PHOTO RICHARD PROUT



Lightroom

Each issue we'll be showcasing some of the most popular movies from our website, as chosen by you with your Facebook likes on the videos! Be sure to like our FB Page by [CLICKING HERE](#) so you can help shape what ends up on these hallowed pages!

MOVIE NIGHT

#1 F-ONE STRIKE V.2

F-ONE are clearly doing something right! Our most clicked on video this past few months is the Strike V.2 product clip. The V.1 Strike was an impressive wing to say the least, we therefore can't wait to get our hands on the V.2 and see what it's like. This is an upbeat video that's well worth a look at.



[CLICK HERE FOR VIDEO](#)

#2 WINDSKATE, WINGSKATING WITH KOABÄR SURF=SKATEBOARDS AND OZONE WINGS

Wings are so versatile, at number 2 this issue is you'll find the Koabär Surfboards team wing skating what looks like an abandoned airfield in Munich. You can even get wing skate lessons out there!



[CLICK HERE FOR VIDEO](#)

#3 BASICS – HEEL TO TOE JIBE – DUOTONE WING ACADEMY

At number 3 is the Duotone Wing Academy's how to heel to toe gybe. The pros may make it look easy but this manoeuvre can be a tricky one to master. Click the link to see Olivia Jenkins & Stefan Spiessberger show you how it's done. Only difference for them is the warm Caribbean conditions.



[CLICK HERE FOR VIDEO](#)

#4 WINGFOIL: SOME WORLD BESTS SHARING A SESSION TOGETHER IN BRAZIL (JUJUCAMS & FRIENDS)

This edit shows what Brazil has to offer for winging, you might call it a wingding paradise. This edit features 15 world-famous riders making the most of the conditions!



[CLICK HERE FOR VIDEO](#)

READERS GALLERY

Readers Gallery is back! This is your chance to be featured in Tonic Mag, have bragging rights to be famous, AND win a Tonic Mag T-shirt & Hoody of your choice!

Simply upload your photo on IG, using #tonicmag and tag @tonic_mag. It's as simple as that!

Congrats to this issue's winner Ben Felton!

[CLICK HERE FOR A CHANCE TO WIN NEXT ISSUE!](#)



Winner!

Ben Felton sending it just a few days after Christmas, burning off those calories with a 23 mile session!

PHOTO Howard Shep



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PHOTO WYATT MILLER
RIDERS BRANDON SCHEID & BRYAN METCALF

SLINGSHOT