

## SPRING 2023

Introducing Issue 15 of the World's number one digital wing, foil, SUP, and surf magazine!

We've got an action packed edition for you in Issue 15! Inside, you'll find details of the Foilers of Aloha Classic, perhaps the best foiling contest to date. The AFS team head to Scotland for some wild downwinders and we interview Ben Tayler, the drone master!

We hear from Brady Hurley on his joy of dock starting and Jack Galloway interviews Laitham Kellum. You also won't want to miss our feature with Titouan Galea on his move to Cabrinha! 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!

## ENJOY THE LATEST ISSUE!



Click on the corners to turn the pages or use the navigation bars. If you are viewing on a touch screen device then you can use swipe gestures. Swipe left and right to turn the pages and up and down to bring up the navigation bars.



## FOILERS OF ALOHA CLASSIC

A SCOTTISH DOWNWINDER | BEN TAYLER - DRONE MASTER  
THE INTERVIEW - LAITHAM KELLUM | TESTS, TECHNIQUE, AND MUCH MORE INSIDE!

THE NEW HOME FOR WINGS, FOILING, SUP AND SURF...



F-one

# PHANTOM<sup>CARBON</sup>



Discover the glide, speed and precision of the **PHANTOM** range,  
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Very easy to handle, these foils will accompany you in all types of waves.



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ALREADY A LEGEND



ALREADY A LEGEND  
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SIZES: 3 | 4 | 5 | 6

The Matador LT enters its second generation with several technical detail and shaping upgrades. The Matador LT remains compact, lightweight and powerful. It is still targeted towards wing-foilers that want to use as small a wing as possible for the prevailing wind conditions, with a focus on riding swells and waves. The Matador LT drives upwind well, even with heavy riders, then flags in neutral with amazing stability and balance for riding waves and swells and doing downwinders. Overall, the new Matador LT is a light weight, easy handling, powerful wing with great flagging characteristics that provides exceptional riding for all skill levels. It is made light with a lot of might!



# NAISH



# THE BEST GETS BETTER

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### ALL-AROUND FREERIDE

2 / 2.5 / 3 / 3.5 / 4 / 4.5 / 5 / 6 / 7

The wing that has helped define and shape the sport is now in its 3rd generation. Increased convex dihedral, refined air foil section and the new convex strut increase the efficiency and range, allowing you to further maximize the true potential of wingfoiling.

Keahi de Aboitiz  
James Boulding

[cabrinha.com](http://cabrinha.com)



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ENDURING  
PERFORMANCE  
FOR ALL  
RIDERS



**G 800 FRONT WING V1**  
SURFACE AREA (CM<sup>2</sup>) = 1173  
SPAN (MM) = 800  
CHORD (MM) = 183  
ASPECT RATIO = 5.5

**G 900 FRONT WING V1**  
SURFACE AREA (CM<sup>2</sup>) = 1263  
SPAN (MM) = 900  
CHORD (MM) = 176  
ASPECT RATIO = 6.4

**G 1000 FRONT WING V1**  
SURFACE AREA (CM<sup>2</sup>) = 1355  
SPAN (MM) = 1000  
CHORD (MM) = 171  
ASPECT RATIO = 7.4

## PHANTASM G SERIES FRONT WINGS V1

GLIDE / SPEED / CONTROL



ALSO FEATURED // JAVELIN V1 WITH WINDOW / FLYING FISH V2  
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COMPETITION



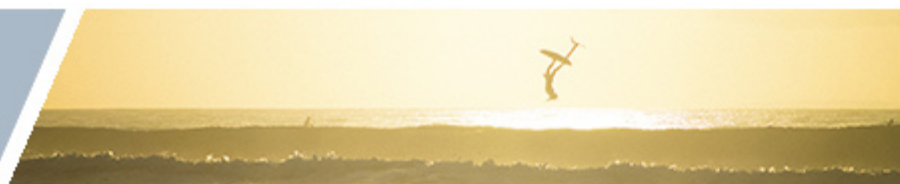
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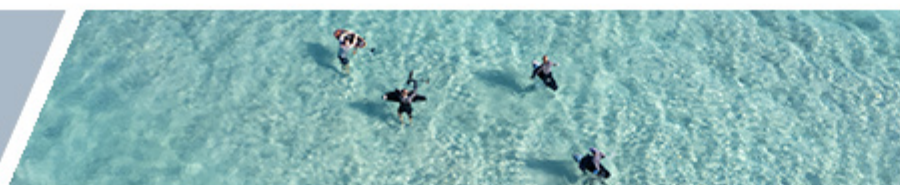
FOILERS OF ALOHA  
CLASSIC



A SCOTTISH  
DOWNWINDER



BEN TAYLER -  
DRONE MASTER



DANA POINT -  
DOCK START



THE INTERVIEW -  
LAITHAM KELLUM



INTRODUCING -  
WINGMAN PRODUCTS



FRONT COVER RIDER LOUKA PITOT PHOTO FRANKIE BEES

TECH FOCUS -  
NORTH SEEK AIR



TITOUAN GALEA -  
JOINS CABRINHA



TECHNIQUE -  
CHRISTIAN & KARINE



TRIED AND TESTED



LIGHTROOM



MOVIE NIGHT



READERS GALLERY



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PHOTO LOUIS ARNAUD LAVASIER / LAVA PRODUCTIONS





# OUR NEW DRIVE

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WAVE

## BREAK NEW GROUND

You'll find yourself redefining how you ride waves once you've locked your foil into a swell and experienced the thrill of being carried along by the pure power of the ocean. Rip waves that you'd previously considered to be 'unrideable!'



Riders: Alina Karmelli, Brendan Labonne, Jost Gace, Louis Erdmann / Production: Gusperrnothing\_etc



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FREERIDE

## FEEL FREEDOM

When you experience the most direct connection between you and the wind new playgrounds will start to open up. You ride more freely and with an unbridled desire to find all the continuously new possibilities.



# SPECTRUM

Each Spectrum front wing has a medium aspect-ratio for the ideal balance of performance and control, resulting in beautifully fluid feeling. Winglets minimize drag while the painstakingly designed profiles throughout allow a sublimely quiet ride quality. Constructed with a multi-layer carbon laminate, the front and rear wings are not only light weight but also extremely durable. Blending valuable strength, stiffness and keeping weight to a minimum, the mast and fuselage have an impressive lightweight aluminium construction. Paired with the CORE Roamer, you can find your perfect set-up between the flowing performance differences of each Spectrum front wing.

<b>FRONT WINGS</b>
2150 cm <sup>2</sup> Progression / Learning
1850 cm <sup>2</sup> Freeride / Progression
1550 cm <sup>2</sup> Small Wave / Freeride
1250 cm <sup>2</sup> Freestyle / Mid Wave / Freeride
950 cm <sup>2</sup> Freestyle / Wave / Speed
—
<b>STABILIZER</b>
300 cm <sup>2</sup> —
<b>MASTS</b>
60 / 70 / 80 / 90 cm —
<b>MAST BASE</b>
90mm Track System —



# XC

m<sup>2</sup>  
2.5  
—  
3.0  
—  
3.5  
—  
4.0  
—  
4.5  
—  
5.0  
—  
5.5  
—  
6.0  
—  
7.0

The XC not only turns playfully, it also provides instant forward drive thanks to the twist allowance in the center strut and tips. A perfect balance between drive and agility. The reactive relationship between stiffness and flex is forged from the ExoTex2 material in the leading edge and center strut. Our low-stretch and highly durable CoreTex2 ensures that the XC delivers smooth and linear power development. Optimal cloth tension and minimal drag helps generate maximum power for a quick take-off and then offers precise control in flight as you simply let your senses take control. Firm, ergonomic handles are extra wide for all riding styles and offer the most direct feel of power control in the palm of your hands.

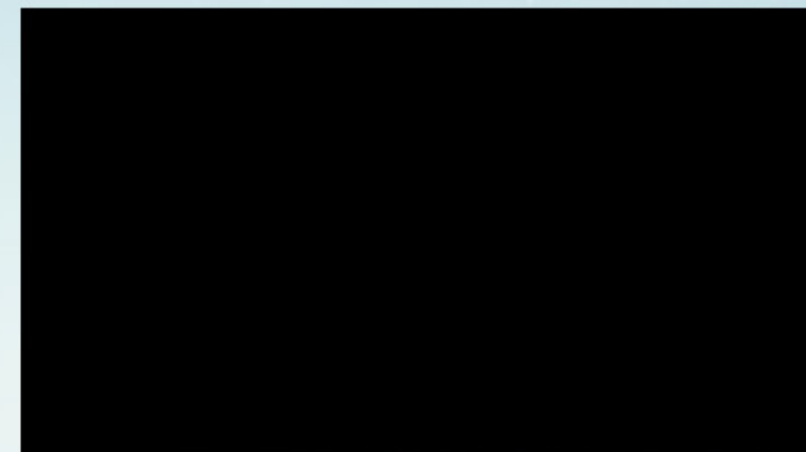


# ROAMER

The double concave bottom shape ensures quick take-offs and is also forgiving on touchdowns. High-volume concave rails are sharply designed for easy release and quickly distribute water away from the centre of the board for a confidence inspiring centre of gravity. A slightly angled deck and higher front foot position further optimises the influence you have with your foot pressures to help you plane faster. The stiff carbon sandwich construction provides a direct feel and long lasting fun even for the most ambitious riders.

<b>SIZES</b>
4'7" / 55L Freestyle / Wave
4'11" / 70L Freestyle / Wave
5'5" / 90L Freeride / Cruising
5'9" / 110L Freeride / Cruising
6'3" / 130L Learning / Progression
—

Rider: Joel Dace / Production: @supernothing\_elc





# WIN...A TONIC MAG HOODY & T-SHIRT!

This issue our winner will receive their choice in colour & size of our hoody & T-shirt. This is not to be missed!

Be sure to subscribe to Tonic to be in with a chance of winning!

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PHOTO LOUIS ARNAUD LAVASIER / LAVA PRODUCTIONS







## ISSUE 15

Here in the UK, we've had a good winter for swell, particularly in November & December where you could have gone prone foiling every day of the month. I hope it has been the same for you!

What I hope isn't the same for you, is the problems we have with water pollution. As a kitesurfer in the past, it's something I'll admit to not paying a huge amount of attention to. I suppose I just thought to myself, 'it can't be that bad'. I was lucky though as a kitesurfer you spend 95% of the time with your head out of the water. Now that I surf foil day in day out, I probably spend at least 95% of the time with my head under the water... and let me tell you, I've had more than a couple of grim experiences this winter. When you can taste it after your duck dive you know there is a big issue!

Here in the UK, the government created a sewage overflow system that was designed to, only in extreme rainfall, spill sewage into our rivers to prevent sewage backing into our homes. However, Surfers Against Sewage (SAS) data showed that during the summer of 2022 alone, sewage was released 5,504 times into UK bathing waters over a total of 15,021 hours. During 2020 and 2021, sewage has been dumped into the ocean and rivers around the UK more than 770,000 times, or for almost 6 million hours (SAS Water Quality Report <https://sas.org.uk/waterquality2022/>).

So why does it matter? Here at Tonic Mag, we believe it is a human right to be able to swim, surf, or foil in the sea without putting your own health at risk. Swimming in contaminated waters is known to

increase the risk of gastroenteritis as well as sinus infections, skin rashes, and conjunctivitis. SAS published data from 1st October 2021 to 30th September 2022: 720 water users reported getting ill after entering the water, more than double the amount reported the previous year. Of those 720, 39% were linked directly to sewage spills in those areas.

So what can we do? Firstly, following Surfers Against Sewage is great start, better than that, becoming a member or making a donation. They're doing brilliant things to fight this battle including creating a useful app telling water users when the most recent spills were in their area. I believe water companies need to be held accountable by the government, it was privatised 30 years ago and the current system is not effective. If you're not from the UK, I think it's worth checking what the situation is in your area, unfortunately it might be worse than you know.

For me, it often means having a can of coke after my session, there are no scientific studies behind this, just a lot of superstition. It seems to work for me, and when the waves are good I find it very hard not to go in for a surf. Let's hope the situation improves, foiling has opened up endless spots and opportunities for water time here in the UK and we certainly don't want that to be ruined.

Fortunately, this issue is action packed with stunning photos of crystal clear water & exciting content. I hope you enjoy it. Another much more positive note is that our Readers Awards are out now, as voted for by you! This is the first year we've run this, the first of many I'm sure. Check out our website to see the results!

*Jack Galloway*  
Editor





RIDER JACK HO

Well, what can I say. Back in November, our feeds were graced with perhaps the most viral day of foiling yet to exist. Foil Fever put on a stellar surf foil event in Kauai that happened to coincide with all-time conditions. The result was quite simply mind blowing. Huge sets, barrels, big crashes, double up waves, and a level of riding we'd not yet seen. It had me transfixed, and I was on the other side of the world. I could only imagine what it would have been like to be there. That's why I immediately got in touch with event organiser Jason Tangalin to get the low down.

WORDS JACK GALLOWAY & JASON TANGALIN PHOTOS KAREN LUNDSTEDT



# FOILERS OF ALOHA CLASSIC





RIDER PIERCE ARMSTRONG

**“ WE HAD EPIC CONDITIONS, INCREDIBLY TALENTED FOILERS COMPETING, AN AMAZING LOCATION, AND THE LOVE AND SUPPORT OF THE KAUAI COMMUNITY ”**

**You must be super stoked about the attention the event got and all the epic footage.**

I am beyond stoked. We had epic conditions, incredibly talented foilers competing, an amazing location, and the love and support of the Kauai community. We also had a great group of sponsors, including a few foil companies. The Foil Fever Ohana dedicated so much work to this contest, and it was so rewarding to get everyone together, competing intensely, sharing the good vibes of foiling, talking story. It was a pretty magical event.

**This is your second event now, what inspired you to get it started?**

Foiling has given us so much... for me, I wanted to give back to the sport that gave me new life. So the Foil Fever Ohana is all about giving a good name to foiling and our foiling community.

We started out by finding ways to give back, like putting on beach clean-ups and supporting local causes. Running contests is the next level for us. Contests help us share the ALOHA and spread the word on foiling safety. We held our usual beach cleanup at the 2022 Kauai Classic, and the event supported Mothers in Need and Nā Maka Onaona.

Also, the momentum of foiling stoke is super inspiring; we had around 70 foilers competing at our event, almost double the number from the first Foilers of Aloha Classic in Kauai, back in 2019.





RIDER CHRISTIAN PARK



RIDER KAI HAUGHEY



RIDERS GABRIELLA BELLA & FAITH BLALOCK



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# FLY V1



- User friendly inflatable wing
- Lightweight and packs small – ideal for travel
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- Easy set up – inflate and go

The Fly V1 is an intermediate wing that is also perfectly accessible for those new to this sport. We took a modern design approach for the young and rapidly evolving wing market. Keeping things clean and simple the Fly is lightweight, quick to set up and easy to use. It is designed to make learning and advancing into wing propelled sports as easy and efficient as possible.

Sizes: 2m 3m 4m 5m 6m 7m







**“ WE WANTED TO LEVEL THE FIELD AND MAKE SURE SCORING REWARDED RIPPING ON WAVES RATHER THAN MAKING THE MOST CONNECTIONS. ”**

(We missed out on running the contest in 2020 & '21 due to the virus restrictions, so those years we held a Foil Fever donation drive for Mothers in Need.) With the progression of everyone's foiling skills, new techniques, and improving gear quality, we can't wait to see what our competitors bring to upcoming events.

**Love that you're giving back to the community too. What rules did you come up with for the event?**

The key rules were that we had a maximum of two connected waves to count as one ride; initial inside position has right-of-way for the entire ride; no straps; leash required.

**What was the reason behind the 2-for-1 wave max?**

As foilers, it's possible to pump to as many waves as we want. But that would make it very difficult for the judges, and we wanted to level the field and make sure scoring rewarded ripping on waves rather than making the most connections. The judges looked for progression in foiling manoeuvres. There are foilers out there that can score just

as high on one wave compared to a foiler that can pump to the second wave; connection and progression on two waves gives everyone the chance to show their stuff.

**What were the categories for competition?**

Men Prone; SUP; Women; Groms (under 14 yrs.); Seniors/Kapuna (Over 60 yrs.)

**Did you have an event window depending on the conditions or did you have a set weekend and just get lucky with insane conditions..?!**

We have a set date at Kalapaki Bay, Kauai, always falling in late November, the weekend after Thanksgiving. And yes, we've been lucky with insane conditions in 2019 and 2022!



RIDER CAMERON BARRA





**"THE CROWD WAS CHEERING AND GASPING AS OUR COMPETITORS RIPPED IT UP, SO THE VIBE WAS THE BEST I'D SEEN AT A CONTEST."**

**How many judges did you have & who were they?**

We had a total of 7 judges: 1 head judge, 3 judges, and 3 spotters. All our judges are experienced watermen and avid foilers that represented all the islands of Hawaii.

**The scoring criteria must've taken some serious thought! What was the points system and how did you come up with it?**

Our Kauai Ohana came together to discuss the rules in 2019. It wasn't easy; we all had different views on how a foil contest should be run. But in the end, we agreed that competitors could connect 2 waves for a single wave score. Scoring was based on commitment, degree of difficulty, variety, and combination of manoeuvres, with progression being key. The maximum score per wave was 10 points. Same for SUP foiling, with the addition of rewarding functional use of the paddle to increase the intensity of manoeuvres.

**We heard there was a cool atmosphere on the beach. What was it like for the spectators?**

The atmosphere was as intense as the conditions because the foiling was incredible. The crowd was cheering and gasping as our competitors ripped it up, so the vibe was the best I'd seen at a contest. A lot of spectators came down to see this amazing event go down. This sport is still fairly new, so it was so awesome that we got to blow the minds of locals and tourists on Kauai and show what some of the best in the world can do.





F-one

# Air Shield *Composite*

With its compact length and extra-sturdy construction, the **ROCKET WING ASC** is an intuitive, forgiving, and accessible wing foiling board. Its state-of-the-art Air Shield Composite technology benefits from one of the most advanced molding processes in the world, thus reducing production waste, increasing shape accuracy, and resulting in an incredibly strong and durable board.

*Rocket wing*  
· ASC ·



Rider : HUGO MARIN  
Photo : Anthony Lietart

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[www.f-one.world](http://www.f-one.world)

5'0 - 5'3 - 5'5 - 5'10 - 6'2







**“ I’M SURE EVERYONE THERE WOULD’VE FOILED MORE CATEGORIES IF THERE HAD BEEN MORE OPENINGS. ”**

**Was Mateo El the only competitor doing both SUP & prone? Must’ve had his work cut out timing-wise...**

Mateo definitely rocked it, and we actually had a bunch of foilers doing more than one category. The conditions and the waves were so good that I’m sure everyone there would’ve foiled more categories if there had been more openings.

**That’s impressive. How do you see the event**

**shaping out in the future?**

The Foilers of Aloha Classic on Kauai pretty much sets the standard for how we want to share the ALOHA of foiling and spread the word on foiling safety. We would love to see this event grow, and we are thinking about how that might happen. This event is personal to us because the Foil Fever Ohana is originally from Kauai. The foil community is amazing there. The local businesses are so welcoming and give us a hand with anything we need. We are so grateful for our sponsors and the growing interest in this contest. Thanks, Jack, for sharing our contest with the Tonic audience.

**Do you think we’ll ever see a world tour like the WSL in foiling? Perhaps not on the same scale of course!**

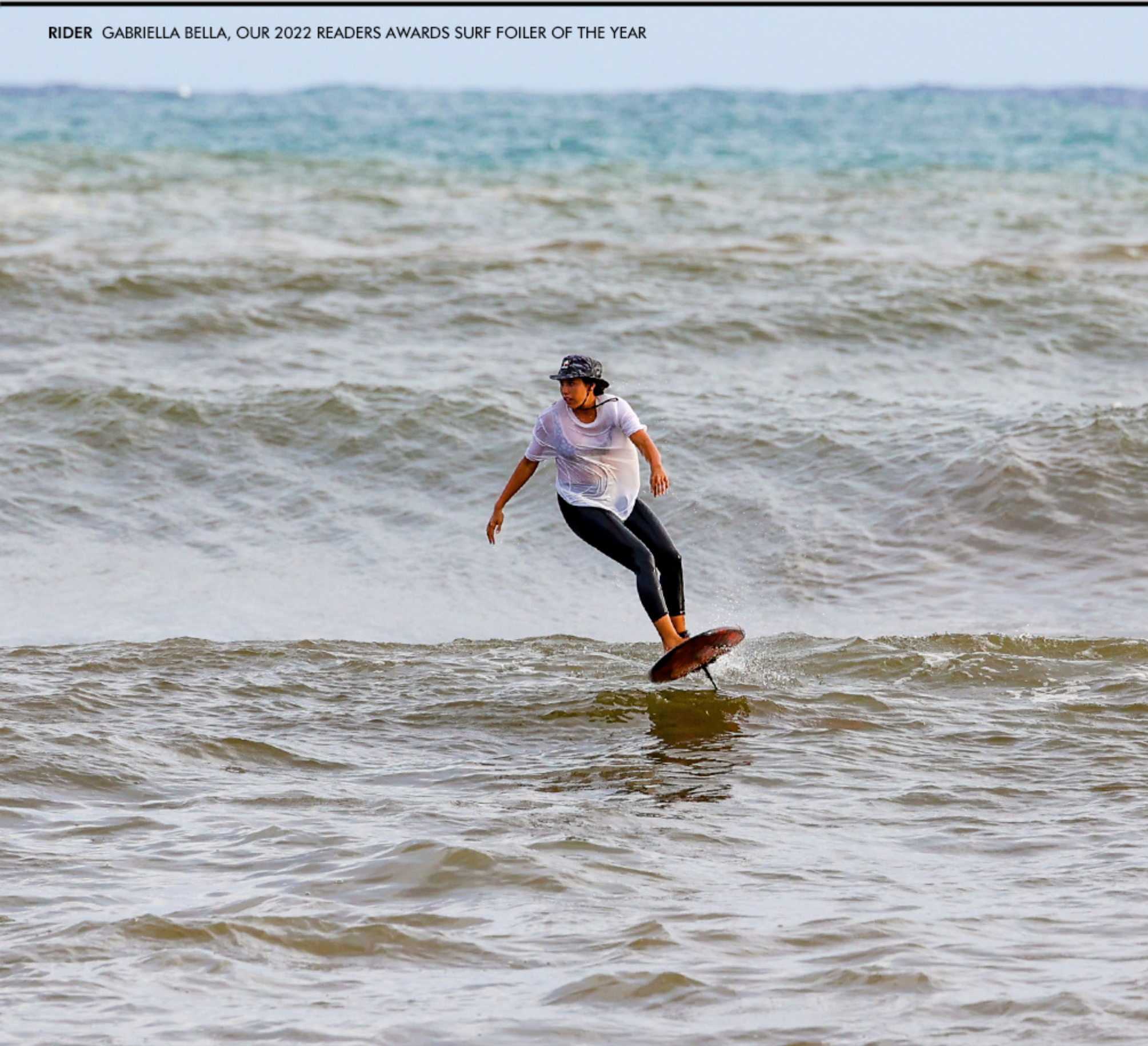
I would love to have a world tour for foiling and I definitely think it’s possible because worldwide interest in foiling is exploding. At the moment we’re planning our 2023 Foilers of Aloha Tour Schedule. We are bringing events for all categories this year: Foil Surf, Wing Surf, Wing Race, Downwind Race, and Wake Foiling.

**Here’s what’s happening:**

July 14-16, 2023 - Foilers Of Aloha Tennessee - Wake Foiling contest; Nov 25-26, 2023 - Foilers Of Aloha Kauai - Foil Surf, Wing Race, DW Race.



RIDER GABRIELLA BELLA, OUR 2022 READERS AWARDS SURF FOILER OF THE YEAR



RIDERS GABRIELLA BELLA, KINGTON PALAKIKO, KAHALA SODARO, KADEN PRITCHARD



RIDER MATEO ELL



RIDER JD IRONS







RIDER WILLIE MARSHALL

“ FOILERS OF ALOHA OHANA IS A GROUP OF HARD-WORKING FOILERS THAT ARE STOKED TO ORGANISE FOILING CONTESTS. ”

We are considering the following events for 2023:  
Foilers Of Aloha Maui -Wing Surf Foil Contest;  
Foilers Of Aloha Oahu - Foil Surf; Foilers Of Aloha  
Puerto Rico - Wing Race, Foil Surf; Foilers Of Aloha  
California - Foil Surf

Foilers of Aloha Ohana is a group of hard-working foilers that are stoked to organise foiling contests. We welcome anyone who would love to help fund our events and/or lend a helping hand.

Wow, exciting times ahead! Thanks for chatting with us, Jason

#### RESULTS

##### Men:

- 1- Jack Ho
- 2- Mateo Ell
- 3- JD Irons

##### Women:

- 1- Glennel Jordan
- 2- Gabriella Bella
- 3- Emma Yuen

##### Seniors:

- 1- Jojo Ponce
- 2- Alex Aguera
- 3- Roy Lundstedt

##### SUP

- 1- Mateo Ell
- 2- Dane Mcbride
- 3- Nick Bennett

##### Groms:

- 1- Kaden Pritchard
- 2- Kahala Sodaro
- 3- Kingston Palakiko



# A SCOTTISH DOWNWINDER

A few years ago, I heard rumours of a group of hardy Scottish foilers sending it across wild oceans & lochs on their wings. Fortunately for us, they invited AFS foils to join them. The result of that was a simply stunning film released just a few weeks ago: A Scottish Downwinder. I'm a huge fan of long-form films over the 30-second reels we're so used to seeing these days. AFS UK Brand Developer Paul Wakelin was lucky enough to be on that trip and has written all about the experience. Be sure to have a read, watch the film, and get inspired to downwind!



RIDER ALAN FEDIT



“THEY HAVE RIDDEN MORE THAN 1000KM SINCE STARTING TO TRACK THEIR DOWNWINDERS IN OCTOBER 2021.”

OK, Scotland in October, quite a punchy call but what do they say... “no such thing as bad weather with the right equipment?!”

I was instantly sold on Oban’s locals, Andy Corbe, and Patrick Winterton’s Facebook trip invitation: “102ft Tall Ship sailing through Scottish waters seeking out the best downwinder routes of the day...”

Joining the AFS team, Europe’s leading Carbon Foil manufacturer, simply poured fuel on the fire. Over a few calls and emails the plan developed into a full-blown, bespoke, promotional film epic. In early November, our hastily gathered but eager team, combining French, German, and British talent and enthusiasm, all headed North. Our very own AFS Scottish Downwinder, just minus the Tall Ship!

Adventurers Andy and Patrick have been pioneering downwinding routes amongst the stunning seascapes of western Scotland since they started wing foiling in 2020. They have ridden more than 1000km since starting to track their downwinders in October 2021.

Their foiling mode has primarily been wingfoiling, self-taught to ride the waves with the wind, flagging the wing... It is a very different, special art from sailing angles down, across, or upwind.

Keen to experience their playground, over the trip we were also further exploring the concepts of downwinding under SUP and Wing Foil. Primarily riding and getting to know the new Blackbird,







**“TO EXPLORE THE WORLD THROUGH A DOWNWIND PRACTICE AND TRAVEL TO THE MOST BEAUTIFUL SPOTS ON EARTH.”**

the brand new and next-level AFS Downwinding board, we also had our specific wing board, the Fire, along with our smallest, the Fly, a go-to freestyle/prone surfboard.

**THE TEAM: AFS PRO RIDERS ALAN, BRUNO, AND RICHARD.**

Bruno Andre, Brittany based waterman, a gentleman, and AFS's chief tester,

over 30 years in the Board and Foil business, and still on the water most days. An inspiring foiling machine. Bruno Andre received the nod from the Hawaiian legends way back in 2007-9, having developed on from the principle of the high-speed foils that the likes of Laird Hamilton and co were using at the time. The key that unlocked the door was to create a foil to work at lower speeds, the AFS1. Bruno basically invented efficient low-speed foiling, SUP foil surfing, in Brittany, France. France continues to be the hub of the explosion to market of foil sports that we've enjoyed from 2015 onwards...

Richard Boudia, AFS International Business Manager and Pro rider, for the last five years, quietly at the forefront, has dedicated himself to the art SUP foil downwinding. For many years a fierce, professional competitor within windsurfing and then kitesurfing. Richard now focuses his highly developed skills on the discipline of downwinders... He has, along with the AFS design team of Tanguy Le Bihan, Bruno, and all the in-house experts at AFS, delivered the Blackbird; a fully focused, downwinding weapon, further building the already impressive foil equipment range.

An underlying personal goal drives Richard: To explore the world through a downwind practice and travel to the most beautiful spots on earth. He confirmed the Scottish coast is one of those places.





“ YOU CAN REDISCOVER A PLACE YOU THOUGHT YOU KNEW BY HEART, CHANGING YOUR PERSPECTIVE, “GO DOWNWIND!” ”

Richard: “The downwind: this practice is similar to hiking in the mountains to discover nature. As soon as you are at sea you see the coast differently. You can rediscover a place you thought you knew by heart, changing your perspective, “Go Downwind!”. The unlimited surfing of the swell combined with the discovery of the coastline makes downwinding the holy grail for many surfing enthusiasts. It is the combination of all these things that makes downwinding an exceptional practice. The discovery of these epic Scottish downwind spots was possible thanks to Andy and Patrick. Without the eyes and the knowledge of the secret spots of a local guide, it would not have happened”.

Alan Fedit, 26 years old, trained as an engineer in composite materials, racer, and freestyle competitor finishing within the top ten of the 2022 GWA World Tour. The man lives to ride, always smiling, always jumping! Due to the presence of a support boat, Alan continually let rip with ariels in a most un-downwind like fashion, because he could! He injected a sense of effortless enjoyment throughout the trip, the Northern experience was fully embraced before heading to Brazil straight after, rock n roll!

Our film team was led by our AFS in-house videographer Clément Nicolet, well practiced at his art producing great content for AFS. Christian Brown was another very welcome, fortunate addition to the film team, a fanatical rider, and now AFS brand ambassador and film creator extraordinaire.





Christian turned to me at one point in the film boat, "I never thought I'd say Alan so much over a day!!". Google the YouTube clip "Alan, Steve...", the fun vibe of the trip was cemented.

Ever in support, we had Keith Bowyer from Kaisports, the UK AFS distributor, based in Calshot, and Sarah Bagley from her awesome Windswept Watersports centre in Dale, Wales. Both committed to helping when and wherever necessary whilst riding whenever possible too.

The team to record the adventure was set, ready, and primed.

"BOTH COMMITTED  
TO HELPING WHEN  
AND WHEREVER  
NECESSARY"




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“ IT'S STILL A FAST-DEVELOPING DISCIPLINE  
ALTHOUGH THE KIT AVAILABLE RIGHT NOW IS  
REALLY, SUPER GOOD.”

The downwinding concept is fast developing. The practice lends itself perfectly to Europe and now the UK. Technical and technique developments unlocking the huge potential we have right on our doorsteps.

Personally, whilst sitting on the fence over the early years of SUP foiling in the UK, whilst heavily involved in foiling multihulls, I was checking in with the Weymouth SUP Foil forerunners. Out of necessity, they would only tackle Portland Harbour to Overcombe if it was a minimum average of 30 + knots! Pretty daunting conditions for anyone to learn in!!

With design and material improvements, efficiencies are such that we're now seeing athletes pumping onto foil in flat water, and sustained foiling for hours at a time... Accessibility to Downwinding has arrived. SUP, Wing, hand paddles, and now the pure pump take-off, it's still a fast-developing discipline although the kit available right now is really, super good.

As ever, on any trip, we are at the mercy of the weather. Thankfully mother nature smiled also and Scotland truly delivered. Early excitement and build-up after just one day in the highlands led to a perfect 30 km downwinder route. Impressively completed from Easdale to Oban. Sun, swell, and rainbows, fantastic...

Then the wind swung to the SE and increased, giving a storm that was best suited to wind against tide in Loch Fyne. A further 16km downwind with 50 knot squalls and torrential rain.







“THE HIGHLAND SCENERY ON THE DRIVE BACK TO THE MAINLAND WAS A HIGHLIGHT, SIMPLY BREATHTAKING, STUNNING, WORDS FAIL IT.”

Unfortunately, none of the footage was suitable for the end film although the tales, experiences, and adventures of that particular day will stay with us all!

When the storm passed, the wind disappeared, the sun reappeared and a little swell remained. A memorable surf foil session was scored at Machrihanish, all within sight of Northern Ireland just across

the North Channel. Ireland to Scotland, a target of future Wingfoil travels of Andy and Patrick. Both of which think nothing of 50km plus routes that, at times, are scarcely within sight of land!

Our final day's filming took us from Oban across the Isle of Mull to Iona. All of us Southerners were totally unaware of the breathtaking scenery we were crossing in the darkest of mornings before sunrise. In search of crystal clear green water to add to our footage, a fun session in a dropping breeze was gained. The Highland scenery on the drive back to the mainland was a highlight, simply breathtaking, stunning, words fail it.

A Scottish Downwinder, the west coast, a trip to savour, friendships forged, and memories made. Huge thanks to the team and all at AFS. We are so very fortunate to have experienced this incredible trip utilising incredible equipment and joining incredible people, perfect.

FEEDBACK, RICHARD:

“I have always been fascinated by Scotland, its wild landscapes, its castles, its legends, and of course its Highland cows... I think we all feel very lucky to have been able to discover this magnificent place among fully motivated enthusiasts. The icing on the cake, the conditions were great with beautiful downwinders and a nice foil/sup foil surfing session.





“THE PERFECT SAILING CONDITIONS ALLOWED US TO GO OUT ON THE WATER EVERY DAY AND ENJOY IT TO THE FULL.”

Letting the swell be your guide, the experience of gliding through the air is all the more unique when you are surrounded by such landscapes.

It is exactly these kinds of experiences and meetings that I love. I will be back for sure! ”

FEEDBACK, ALAN:

This Scottish experience was simply incredible. We were able to discover beautiful landscapes and the perfect sailing conditions allowed us to go out on the water every day and enjoy it to the full. The re-sults of this trip: two beautiful long-distance downwinders around Oban and a paddle and surf foil session at sunset, with a moonrise over Ireland. It was really cool. As we crossed the country, we soa-ked up the local culture, from breakfasts in Scottish pubs to meeting the famous highland cows. An unforgettable trip. Can't wait to go back.

FEEDBACK, CLÉMENT:

This is probably my best trip so far. These are probably the best images I've taken so far. The great thing is that, as well as experiencing some great things, the whole team was dedicated to our mission: Riding the lochs, capturing a great downwind, and enjoying it all. For this trip, we had to make some sacrifices, notably on our sleep and letting Bruno drive the truck for the 2 x 12 hours stints. Very happy to have seen the highland cows, to have captured a great surf foil session at sunset, and to have met this beautiful team.



“ AS WELL AS EXPERIENCING  
SOME GREAT THINGS, THE  
WHOLE TEAM WAS DEDICATED  
TO OUR MISSION ”

THE TEAM :

Paul Wakelin - AFS UK Brand  
Developer

Bruno Andre - Chief AFS test rider  
and Foiling Pioneer.

Richard Boudia - AFS International  
Business Manager and Pro Rider

Alan Fedit - AFS Pro Rider

Clement Nicolet - Director / AFS  
Videographer

Christian Brown - Photographer,  
Cinematographer, rider.

Sarah Bagley - Manager Windswept  
Watersports, Rider, Support Crew

Keith Bowyer - Kai Sports  
Representative, Rider, Support Crew

Andy Corbe - Rider, Guide,  
Scot Ocean Sports

Patrick Winterton - Rider, Guide,  
Scot Ocean Sports

RIDERS ALAN FEDIT AND RICHARD BOUDIA







VINAKA

Rider : Kylie Zarmati  
Photographer : Eric Duran

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# BEN TAYLER

## - DRONE MASTER -

You might not have heard Ben's name before, but if you've been following the progression of foiling over the last few years I guarantee you've seen his films. Most of the films that Adam Bennetts releases have been filmed by Ben. What you're seeing isn't just foiling mastery, it's flight mastery. To catch radical turns & high-speed foiling at low & exciting angles takes an exceptional level of skill. Ben does just that and more. We just had to have a chat with him to find out how he does it.





**" I COULDN'T BELIEVE HOW AMAZING THE WORLD LOOKED FROM UP THERE AND I WAS HOOKED. "**

Hi Ben! Welcome to Tonic Mag. It's awesome to have you here, your drone skills and follow-cam footage are genuinely incredible and we just had to find out all about it.

**Could you start by introducing yourself? What do you do when you're not filming rad surfing?**

I grew up in West Oz, moved to Indo for 5 years, then found a home right in Byron Bay in 2012 with my wife Daisy. The ocean has

been my life for as long as I can remember. Grabbed a foil in 2018, tried it twice, and got so spooked that I put it away for over a year. Fully committed to foiling at the end of 2019 and it's the most obsessed I've ever been about anything. Most days I wake up, I go to the beach to foil, film, foil, film, foil, film.

**Sounds like you're fully foil brained! Where did your original interest to fly drones come from?**

I'm not exactly sure. I had the first DJI Phantom in 2013 where you attached a Gopro to it. Zero image transmission,

so you were flying blind. Hit record on the ground, launch the drone, and fly around hoping the camera was pointing the right way. I couldn't believe how amazing the world looked from up there and I was hooked.

**After a scroll through your Instagram, it looks like you started filming foiling in 2020. Did you know the likes of Adam Bennetts before foiling took off?**

Adam and I have been friends since the good old Kuta, Bali days in 2009. Chasing swells as surfers in the day and dance floors at night. We both got into foiling separately, then when he moved back to Australia we started foiling and filming together.



**" WITH BATTERY LIFE, IT'S IMPORTANT TO HAVE A PLAN, BE FAMILIAR WITH THE DRONE YOU ARE FLYING, AND UNDERSTAND THE WIND ON THE DAY. "**

RIDERS ZANE WESTWOOD, TONY PRESCOTT

It's a pleasure to film him and watch him lead this sport forward. For me, he's the best surf foiler in the world. I also wouldn't be on this filming journey without him. He's immensely supportive and also the best possible subject I could be shooting.

**Love it. What drone do you have now and do you need a licence in Australia to fly drones?**

I mostly use DJI Air 2S. It's perfect for most of the foiling I shoot. For commercial purposes, yes. I'm an accredited drone operator through CASA.

**Some of my favourite edits of yours are the continuous shots from Wategos to Main Beach. That's a long way to catch on film, where do you stand to get the shot? Is the battery life reliable enough to do it?**

Everywhere I shoot takes some planning. We've got some great downwind runs around here and the logistics of shooting those are always tricky. With battery life, it's important to have a plan, be familiar with the drone you are flying, and understand the wind on the day. Following a foiler on a downwind run in 30 knots of wind is a recipe for disaster if you haven't thought it through. You need to have a good understanding of surfing & foiling to get those epic shots, especially being in the right place for laid-back top turns.

**Yeah, I bet, you don't often see aerial films like yours where the riders stay perfectly in the shot! Do your own experiences on foil help with this?**

Yeah absolutely. I feel like because I foil, I can anticipate what the foiler is going to do.







Shooting the same guys regularly and learning their style and approach, helps a lot too.

What gear are you riding when you're on the water?

Cabrinha foils and Cosmic Crafts foil boards.

The foil crew in Byron Bay and the surrounding areas seem to be growing. Must be a cool thing to be a part of in such a new sport.

It's incredible. I feel like we're in a real golden age. Like the stories I've heard of surfing in the '60s. It's a real brotherhood where everyone is so stoked to share every part of it.

"IT'S A REAL BROTHERHOOD WHERE EVERYONE IS SO STOKED TO SHARE EVERY PART OF IT."





" THE FOILING COMMUNITY IS INCREDIBLE AND WE ALL TAKE CARE OF EACH OTHER IN ANY WAY WE CAN. "



Our crew is small but solid and constantly improving. We recently had an amazing 9-day run of swell and for the first time, we'd have 4 or 5 of us together on 8-minute prone runs across the bay together. It doesn't get any better than sharing big blue lumps way out to sea with others.

**Wow, that sounds insane. Foilers must buy you lots of beers when you get them on film!**

Well, my wife works for a local brewery so the guys love to grab a six-pack with their footage when they come over!! But yeah the foiling community is incredible and we all take care of each other in any way we can.

**Haha footage & beer, lucky them! How was your recent trip to Fiji? The conditions there look like foiling heaven, day in, day out.**

Fiji was next level. I was taken as a filmer as a part of the Adam Bennetts/Matt Wilkinson foil/surf experience on Namotu Island. We also did a Fliteboard shoot. The place is foil heaven. The clearest water I've ever seen in the world. If you told me 5 years ago that I'd want to leave perfect 10ft Cloudbreak to foil 2ft rolling lumps, I'd never have believed it but it couldn't have made me happier.

**I know you've been expanding your photography skills recently, including shots in the water. What are your ambitions when it comes to filming or photography?**

The drone to me is the best way to capture foiling but I'm really excited to shoot from the water more.





**" I WANT TO MAKE FOIL SURF VIDEOS THAT REALLY CAPTURE THE ESSENCE OF THE FOIL COMMUNITY AND EXPERIENCE. "**

RIDERS ADAM BENNETTS AND CHRIS BENNETTS

It's harder because it's mostly up to the foiler to surf at me. It's exciting and scary getting close to high-speed foil turns so I really have to trust their surfing. I want to make foil surf videos that really capture the essence of the foil community and experience.

**You must have some close calls when it comes to the drone? How close are you comfortable flying to the water?**

It regularly comes back soaked in seawater. Love getting low!!

Woah, that sounds close! Thanks for sharing your experiences, Ben. Can't wait to see what you come up with next.





# PURE

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# DANA POINT

A man with brown hair, wearing a white t-shirt, is sitting on a concrete dock. He is holding a black surfboard with both hands. The surfboard has white text on it that reads "MIDWINTER FOR THE NEW YEAR". The dock is made of concrete and has some wooden planks. The water is a deep teal color. The title "DANA POINT" is overlaid in large, dark, bold letters across the top of the image.

## DOCK START

WORDS JACK GALLOWAY, BRADY HURLEY, & AARON GRACE PHOTOS GARRETT CORTESE

On the rare occasion that California's waves aren't big enough for foiling, Brady Hurley heads down to Dana Point to dock start. Foiling is perhaps the most versatile watersport going and the photos here are evidence of that. Jack Galloway sits down with Brady to uncover more on this session.



Hey Brady, thanks for joining us. This looked like a fun little session, is it a spot you use a lot?

Hey, thanks for having me! This is pretty much the only dock start spot near me, but it's a pretty nice little spot.

I've been dock starting myself for over a year now and am a big fan of this discipline when there's no wind or waves. How does it fit into foiling for you?

For me, dock starting is kinda the last resort when it comes to ocean/water activities because there is always something to do. If there's no wind or waves to foil or nothing to surf, then there's a chance that I'll end up dock starting.

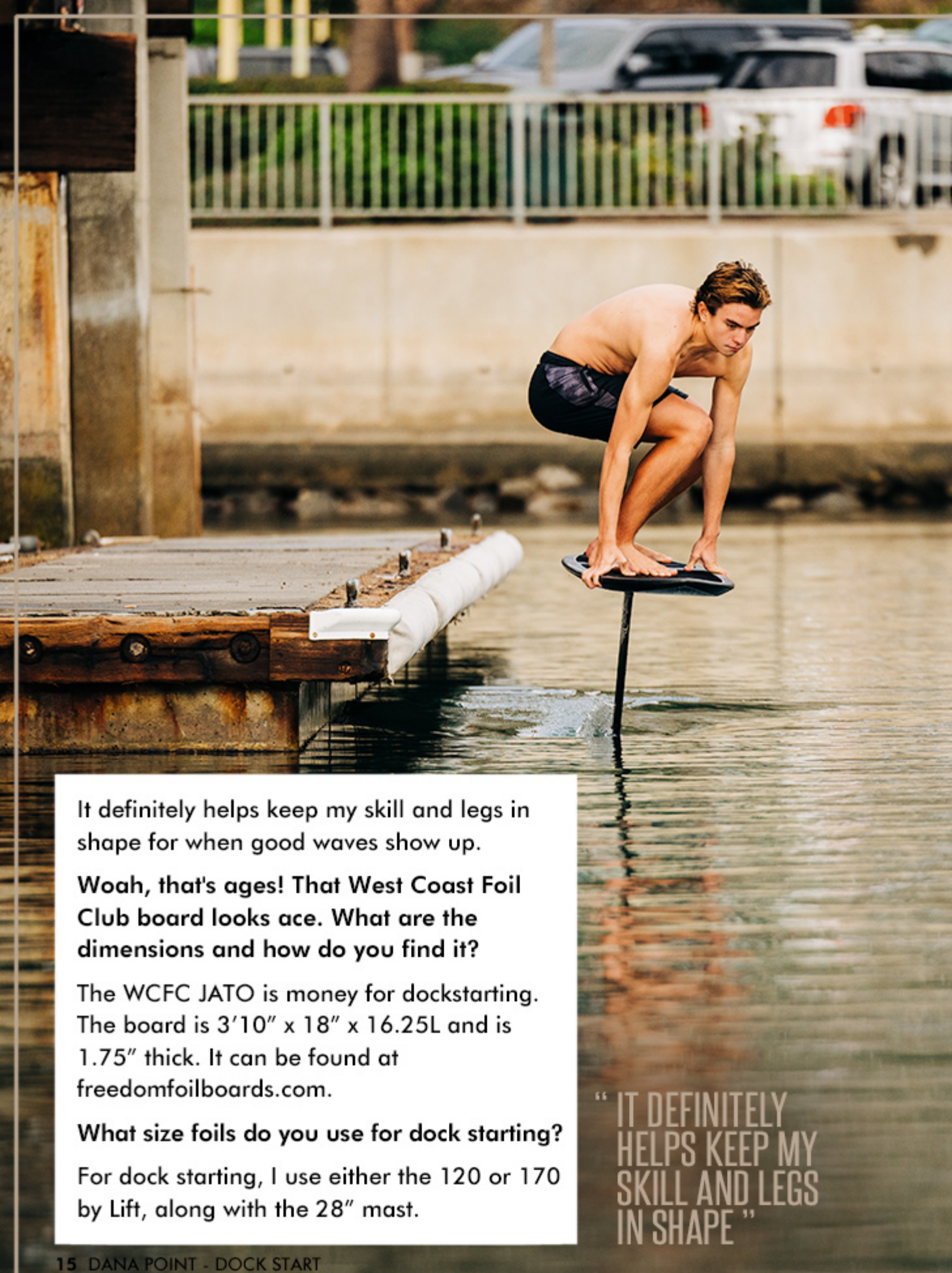
What do you think is the longest you've pumped off a dock start? Do you think the skill & fitness gains translate well into prone foiling?

I've never really pushed myself into seeing how long I could flat water pump for. I think the longest that I've pumped off of a dock start was around 10 minutes, but that was after about an hour's worth of 5-minute rides.

" I'VE NEVER REALLY PUSHED MYSELF INTO SEEING HOW LONG I COULD FLAT WATER PUMP FOR. "







It definitely helps keep my skill and legs in shape for when good waves show up.

Woah, that's ages! That West Coast Foil Club board looks ace. What are the dimensions and how do you find it?

The WCFC JATO is money for dockstarting. The board is 3'10" x 18" x 16.25L and is 1.75" thick. It can be found at [freedomfoilboards.com](http://freedomfoilboards.com).

What size foils do you use for dock starting?

For dock starting, I use either the 120 or 170 by Lift, along with the 28" mast.

"IT DEFINITELY  
HELPS KEEP MY  
SKILL AND LEGS  
IN SHAPE"

The advertisement features a large background image of a kitesurfer in a red helmet and black gear, riding a blue and white wing on a choppy sea. In the top left corner, there is a black rectangular placeholder. In the bottom left, a black Wingman life vest is shown. The Wingman logo, consisting of a stylized wing and the text 'WINGMAN PRODUCTS', is in the top right. A QR code is located in the bottom right, above the website address. The text 'GET HOOKED' is written vertically on the right side.

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" I WOULD RECOMMEND HOLDING THE BOARD  
WITH AN OFFSET GRIP, AS IT MAKES IT  
EASIER WHILE STEPPING ONTO THE BOARD "

**Have you ventured into wake-thieving at all?**

I haven't got the chase to steal some wakes yet but for sure something that I'm interested in!

**Can you give a few short pointers on how to dock start for our readers?**

1. Equipment: Make sure you are riding a larger/stable foil that glides well (I use the lift 120 or 170). If you are not using a regular prone board, any smaller board will work (my go-to board is the WCFC JATO).
2. Finding the right dock: While learning to dock start, the more run-up space there is, the easier it will be.
3. Positioning and Grip: I would recommend holding the board with an offset grip, as it makes it easier while stepping onto the board. Position the foil just so it is barely in the water to maximise glide.
4. The takeoff: Run-Step-Pump. 5-7 steps of running space before stepping onto the board are ideal while learning. The foil should be moving at a solid speed before stepping onto the board. As your feet hit the board, you want to go straight into a pump, all in one motion. After a couple of attempts, you should be up and flying!



“AT ONE POINT WE EVEN HAD A SMALL CROWD OF ONLOOKERS GATHERED AROUND TO SEE WHAT WE WERE UP TO AND ASK QUESTIONS”

You make it sound so easy! Thanks for the advice, Brady.

To finish, Aaron Grace of Liquid Force fills us in on his experience of the day:

The goal for the day was to get out in the open ocean for some down wind action and tow and prone surf shots. Unfortunately, we were dealing with some iffy weather conditions and we had complications with our PWC's. We had some down time to wait for the weather to change and to get the ski's working so we decided to do some dock starts. It's a great discipline to have in your back pocket when the conditions aren't right for other types of foiling. We ventured over to the Dana Point Harbour Pier, Garrett got his camera gear set up and we were able to knock out some pretty rad images of Brady dock starting. At one point we even had a small crowd of onlookers gathered around to see what we were up to and ask questions like "does that thing have a motor on it"? Even with broken ski's and weather issues, we were able to make the most of the day and score some rad photos because of the dock start discipline. It's a great way to foil when there aren't any other options.





THE INTERVIEW

# LAITHAM KELLUM

Laitham Kellum is the definition of a waterman if I ever heard of one. He's rumoured to have been prone foiling since before the original Kai Lenny videos went viral. Laitham's unique in that he comes from both a surfing & kite surfing background, two skills which I think combine perfectly for surf foiling. Read on to get a small insight into his life & foiling journey so far.

DEEP ATLANTIC HURRICANE SWELL OFF PATRICK SPACE FORCE BASE, GOPRO MAX SELFIE POLE

WORDS JACK GALLOWAY & LAITHAM KELLUM PHOTOS GARRETT CORTESE & GUENTHER OKA

TONICMAG.COM



"IT WAS SAID THAT CERTAIN EAST COAST SURFERS HAD THAT EXTRA SPARK THAT COULD DETONATE IN PACIFIC SURF."



**Hey Laitham! Thanks so much for joining us. Could you start by introducing yourself a little? Where in the US are you based?**

I was born in Miami, a multi-generation Florida native. My family were tug boat captains, from running barges in the Americas and Bahamas, dredging inlets, to transporting raw materials for the construction of the space centre at Cape Canaveral. I was then raised in Central Florida, Cocoa Beach.

I believe you started surfing in the 70s. Can you tell our readers a bit about those

early days? Must've been really special to be a part of.

My father was a surf addict from the start. My earliest memories as a toddler are of him waking my sister and me for dawn patrol and heading straight to Sebastian Inlet where we were pretty much left to ourselves to surf, swim, fish, and crawl around the rocks around the jetty and tidal cove all day. I remember preferring to body surf for the longest time before giving in and finally paddling out on the regular like my dad and sister.

Although the wave quality of Sebastian Inlet in the 70s was world-class on semi-frequent occasions, the lineup there was world-class at all times. Every bit as intense and hierarchical as Pipeline or Malibu, if not more so due to the persistent wave hunger of a typical East Coast surfer. It was said that certain East Coast surfers had that extra spark that could detonate in Pacific surf. The 70s were a magic time with the shortboard revolution in full swing. Long hair, custom vans, and lightning bolt surfboards. Everyone seemed to love the colour red for some reason, lol. My whole world smelled of tangerine and coconut surf wax, it was full of surfers, fisherman, golden sand, and blue skies.



PHOTO LAITHAM KELLUM.  
BREAK TIME WITH FRIENDS ON THE MOTHERSHIP:  
BREY SAWYER, JEREMY ANDERSON, AND  
ERIC KROUNGOLD. BEYOND THE CAPE HORIZON.

"I WAS SURPRISED AT HOW GOOD THE SURF  
BECAME IF YOU WERE WILLING TO SUFFER  
HEAVY WEATHER AND OVERCAST SKIES"

I literally thought everyone in the world surfed as an intrinsic part of their existence.

As I grew, surviving in the central core of the pit at Sebastian tended to make one street-smart and savvy with both wave etiquette and crowd domination. Survival led to thriving in that environment over time. The '70s turned into the '80s with a vengeance. Having the main peak functionally dialled as a kid led to some hectic incidents once I grew into an adult-sized threat to the collective wave count. While most guys out at first peak on any given day were on the clock "professionals" I was more of a "grey man" so to speak, never a standout, blending in until I was in perfect position. It was a different era then for sure. Family struggles kept me away from the spot often through my early teens but that just made me more hungry for the peak once I started driving my own car. My perspective was a direct relationship with the ocean, the people in it were secondary at best, regardless of clout. I would never back down from a fight. You learn quite a lot about human nature and self-control in that environment. Put in the work, earn some scars. Lifelong skills for sure.

I find that fascinating, and intense! You were an avid kitesurfer for a long time, which says to me that you adapt well to change and are keen to learn new things. Do you think the kitesurfing skills helped when it came to foiling?

Absolutely. I was just looking for board speed in a surf-starved environment. I was surprised at how good the surf became if you were willing to suffer heavy weather and overcast skies, which is where kitesurfing was a perfect fit. What is considered garbage for most was actually full of frequently overhead magic days and exploration.



I thank kitesurfing for getting me far out past the lineup and into the typically inaccessible wilderness breaks on the horizon that are in abundance here in Florida. This led me to realise the appeal of surfing alone, and the importance of self-reliance.

**Did you first access foiling through kitesurfing? What year was it and how did it go?**

Yes, when kite-foiling came along for its second surge (the first one being around 2001-2004 and the Strapped crew and the elite Maui kites like Elliot Leboe and Rush Randle were ripping on future-primitive foil gear). The next evolution in the 2010s now seemed more practical. Trading heavy aluminium for carbon and form-follows-function prototyping made me an early adopter for this round. My first-week kite-foiling was in head-high ground swell and pretty light winds at the end of my street here in town. I could instantly feel the power of the swell through the foil and was consistently outrunning the kite, relying on pure foil power alone.. it was a eureka moment. Within weeks the board straps were gone and the kite sizes dropped in half, with the kite chord length doubled to allow them to drift and float down the wave with slack lines. An intense love for the freedom of the foil was lit right then.

**Such a great way to start foiling. Rumour has it you were prone foiling before the famous Kai Lenny videos came out. What kit were you using back then?**

We were on basic Slingshot and Lift kite foils then, as we did not have the convenience of a waterman legend like Alex Aguera developing proper carbon fibre surf foils in our own neighbourhood!

PHOTO GUENTHER OKA. PINBALLS

**"AN INTENSE LOVE FOR THE FREEDOM OF THE FOIL WAS LIT RIGHT THEN."**





FOUL WEATHER GEAR IS ALWAYS WITHIN ARMS REACH  
IN RHODE ISLAND. CHASING THE MAGIC.

"BUT WE JUST COULDN'T SORT  
OUT HOW TO SECURE THE FOIL  
TO THAT PERFORMANCE SUP"

My good local friends from surfing and kiting, Billy and Jeremy were also hooked on kite foiling and knew we needed to figure out how to mount a kite foil to a "big" board and just paddle in. Another good friend Glyn Ovens was into the performance SUP discipline at the time and was staying at my home for a couple of weeks. He definitely understood the assignment and had left a spare Fanatic board to try out as a foil test bed, but we just couldn't sort out how to secure the foil to that performance SUP. Any local shapers and fibreglass pros that we asked for any help would let us down easily with a friendly "I don't understand, please go away"...

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"IT WORKED AMAZINGLY WELL FOR A FEW WEEKS AND I ENDED UP FOILING CONSISTENTLY FROM THEN ON."



The ultimate functional result was taking my old 5'10" Slingshot Dialer kite surfboard, with thin wedges from the hardware store placed "just so" to level out the tail rocker under the mast plate. It was both very successful and also very fragile. It worked amazingly well for a few weeks and I ended up foiling consistently from then on. Ultimately ending up prone foiling on a 25L Slingshot warcraft kiteboard for several more months due to the push for a desiring a smaller board size. With all other factors covered at the time, I then endured an

entirely new fitness/diet regimen to accommodate the low volume prone setup dropping from 225 pounds down to 205. The journey to foilsurfing crested the uphill leg when I finally got on the GoFoil kit, thanks to Alex Aguera, and had my first purpose-built carbon-innegra prone foil board local custom within the week.

**I get the impression your motivation for foiling hasn't faded one bit since then.**

I am now a lifelong student of the craft for sure...

**I can see you've worked with America's Cup/Sail GP boats. What was your role there? Must've been inspiring to be a part of!**

I was a medic/rescue technician for the American Magic team under the New York Yacht Club. I helped design the emergency response procedures for the team and developed response profiles for the surrounding emergency agencies in the local areas they operated. My job required me to be stationed on a chase boat following the yacht at close range while ready to respond in seconds. It is an incredible sight to see a full-size yacht standing tall on one foil arm and a rudder, devouring miles in mere minutes.



"WE WORKED HARD TO ENSURE THE SAILORS  
AND CHASE CREWS WERE CONFIDENT IN THEIR  
ABILITIES IN AN EMERGENCY"

The need for immediate quick reaction safety teams has been directly driven by the speed gains the new technology brings to the yachts. This push to improve the safety aspect was driven home by the loss of the AC sailor Andrew "Bart" Simpson in San Francisco in 2013 on Artemis. More speed means more energy transfer in a crash or capsize. This could translate to heavy trauma, ejection or entrapment for sailors, and even rapid sinking of the vessel. We worked hard to ensure the sailors and chase crews were confident in their abilities in an emergency, and the shore crew supported that safety mission. That confidence in safety can ultimately translate to even higher performance from a team at the Americas Cup and SailGP level.

**Sounds like a seriously cool job. How are you finding the new Armstrong MA foils? What sizes do you prefer and how do you have them set up?**

First, let me say that I am not officially sponsored by Armstrong Foils, I simply prefer the gear due to a wonderful blend of engineering, aesthetic, durability, and consistent build quality. I have never been easy on my foil gear and the Armstrong kit is definitely up to the task.

**MY FAVORITE SETUPS:**

Prone surf: 72cm mast  
CF1200, 50 fuse, 232v2 tail with 0.5 shim  
(performance surfing, not pump, and glide, still good for double dips when needed)

MA1000, 50 fuse, 235 flow tail no shim  
(Performance surfing/pump and glide, decent)

Tow surf head high or less: 85cm mast  
CF950, 60 fuse, 195 tail



Tow surf overhead: 85cm mast  
HA725, 60 fuse, 195 tail (swoop  
CF950 (pocket surfing near the peak)  
MA800 (fun, playful, and large speed range)

Freshwater wake: 72cm mast  
CF1600, 50 fuse, 232v2 tail

Wingfoil: 85cm mast  
Variety of sizes-  
Light wind vs heavy  
Small surf vs big

I have just begun exploring the MA series. The biggest takeaway is that the low-end speed lift/stall point is significantly lower than the HA series. The tip ventilation recovery is profoundly better than the HS series. My weight at 6'3 and 205 pounds, and being mostly addicted to prone foiling in beach break sandbars, I need to find the proper lift and manoeuvrability while retaining glide speed (just like everyone else!)

I find the MA1000 is a great all-rounder for waist to overhead, but I am struggling out of the hole with its low lift in smaller surf as I really have to work hard to keep it going. I found the MA series should not shim the older tails as they tend to dive at higher speeds if shimmed. Furthermore, the new MA front wings really should be set-matched with the new tails that just came out. The new tails are feeling amazing and are very well-refined.

I also bounced back to my HS1550v2 for a weak high tide session and am still blown away at how well it lifts and stays up on prone takeoff- I just got the MA1225 and it is similar enough to the 1550 with adjustments to wingspan, tip angle, and chord in all the right places.

PHOTO ALEX AGUERA. BEYOND THE CAPE HORIZON



"THE NEW TAILS ARE FEELING AMAZING  
AND ARE VERY WELL-REFINED."



"WE ARE BLESSED WITH AN INCREDIBLE TOW FOIL BACKCOUNTRY ENVIRONMENT PRETTY MUCH EVERYWHERE IN FLORIDA."



The surf at home immediately went into a wave drought as soon as I mounted the 1225 to the board so we gotta wait for any feedback on that!

**Have you also got the High-Performance mast? Is it as good as everyone says it is?**

I have only towed with the 795 so far. The biggest observation is that it feels amazing in the foil-to-board relationship.. it is tight with no perceived wiggle or bend when riding and pumping. Efficiency improvement for sure!

During my last offshore tow session,

(MA800/60/195) I was initially skeptical of the slight 1 degree nose-high mast plate angle. I immediately put it through several g-turn backside cutback swoops, flying up into the peak apex and down into the trough fully loaded at speed. The board angle of attack feels much more predictable should I tap down to the deck. This 1 degree improves the "send it and forget it" factor for me.

**What's your favourite discipline at the moment? Do you still do any winging/kiting or is it all prone/tow these days?**

Prone foil, simple and purest form of

foilsurfing. Tow foil is right up there as well, and we are blessed with an incredible tow foil backcountry environment pretty much everywhere in Florida.

I still wing or kite if it is flat, or if we want to chase down yacht wakes in the inter-coastal waterway with friends. I'd rather paddle out on kite days and do surfing downwinders.

**Do you have any foiling goals this year or are you just enjoying it as it comes?**

Exploration and discovery of more new foil breaks. Traveling soon to the Mediterranean and European Atlantic to hang with family and friends, so hoping to get a few weeks in over there.



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WORDS JACK GALLOWAY & RONNY KIAULEHN  
PHOTOS RONNY KIAULEHN

Wingman Products are leading the charge in harness & impact vest design for wingfoiling. Their products are new & innovating, changing the way many of us perceive harnesses for good in the sport of winging. Jack Galloway chats to Ronny Kiaulehn to learn all about the brand, the products, and how it all came about.

# INTRODUCING: WINGMAN PRODUCTS







**"WE HAD A PATENTED HARNESS DESIGN CALLED THE  
"VERTEBRA" CONCEPT. IT HAD MOTOCROSS  
PROTECTORS MOUNTED ON THE BACK"**

Hi Ronny, Great to chat again! We did an article with you and your son Pietro a year & a half ago now on wing foiling in Lake Garda. It looks as though a lot has changed for both of you since then!

Hi Jack, yes when we did the last article we just started on our Wingman Products project. I remember Pietro using one of the first prototypes of our impact harness vest in the photos. Now Wingman Products is a small exclusive brand producing tailor-made high-end foiling accessories.

And now we also collaborate with ION on a few of their wingfoiling product designs.

I'm looking forward to hearing more. Could you start by introducing yourself & Pietro to our readers?

My background comes from windsurfing R&D. I was working as a test rider and accessory designer for Fanatic/A.R.T. in the early 90s. This is when I also started to work on harnesses. Back in 1992, we had a patented harness design called the "vertebra" concept. It had motocross protectors mounted on the back for protection and better power distribution. It was the first real hardshell harness design on the market. In 1996 I quit my professional windsurfing career and started working as a photographer which I still do today. For Wingman Products I only help out with the designs and producing photo/video content.

It's my son Pietro that takes care of the production, prototyping, and most of the testing. He developed some impressive sewing skills and craftsmanship and





**"WE ARE TRYING TO MAKE OUR PRODUCTS WITH THE BEST MATERIALS POSSIBLE."**

he's a pretty good wing foiler, too. The great thing about that is he can finish a prototype and gets it straight from the sewing machine on the water for testing. That saves us a lot of time and we can implement improvements very fast into our products.

So Pietro is the second generation of harness and accessory design and now, 30 years later, we got another patent for our Wingman impact harness vest design.

**What gave you both the idea of creating Wingman Products and the impact vest & harness combo?**

Pietro comes from BMX racing and freeride mountain biking. He was used to using protectors since he was a little kid. When he started wing foiling, the jumps got higher and higher. I was getting more and more worried about him getting hurt. All impact vests on the market only had soft foam protection. That's ok as long as you are falling on the board or crashing on the water but does not help too much when you have an impact with the foil.

Then we had a look at Pietro's bike protectors, they were all hardshell designs. So we thought that would also be a good idea for our impact vest.

The idea to make a modular impact harness vest came due to a heavy epicondylitis I had after a few months on Fuerteventura.

I was not able to wing foil anymore. A harness was the only solution for me to get back on the water.

Making the harness detachable was the next step to adapt it to different riding styles: racing, cruising, long distance, and free riding with the harness module and if you go for a freestyle session you can just take the harness off and use it as a full hardshell impact vest.

**Is it true that all your materials are from Europe? What was the reason behind that and how does that affect the quality of the finished product?**

Yes, it is. We are trying to make our products with the best materials possible. Wingman is not producing any stock, we only take back orders. That allows us to improve our products continuously. Buying materials made in Europe means having short lead times and makes it easy for us to change materials or parts for better ones without any problems.







## "A SELF-REINFORCED THERMOPLASTIC COMPOSITE THAT PROVIDES SUPERIOR IMPACT RESISTANCE"

Reordering materials is a matter of days. Ordering materials in Asia can take a month to arrive and maybe they would be already outdated for us the day we get them.

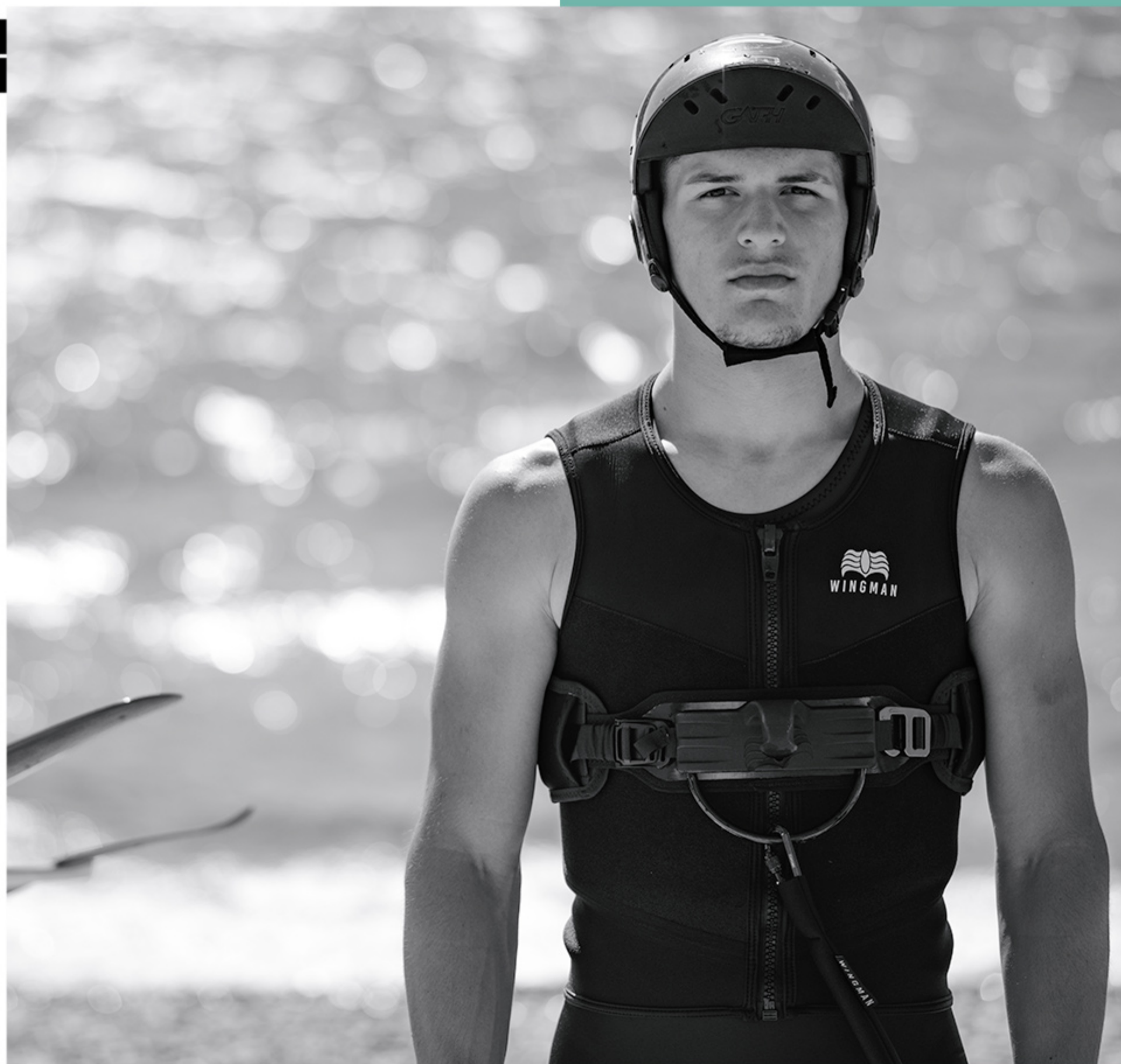
That's very unique in this market. Could you go into a bit of detail on where the various materials are from and where they are made? For example, neoprene, carbon, hardware, etc.

Our Neoprene is "Made In Berlin" from the only neoprene producer in Europe. They make single sheets of neoprene for us just the way we want them for testing before we order bigger quantities.

The carbon looking material we use for our protectors is not carbon. It's a material called Curv. A self-reinforced thermoplastic composite that provides superior impact resistance. Basically indestructible. It's also used for tactical and anti-ballistic gear. It's the perfect material for our protectors and reinforcements. We also got a really cool Fidlock magnetic quick-release buckle on our spreader bar. Curv and Fidlock are both German brands.

This clearly has a positive impact when it comes to sustainability. Particularly when compared with brands importing materials or using labour from China etc. How important is this to you? Is there anything else you're doing as a brand with sustainability in mind?

Yes, you are right. Wingman Products are 100% handcrafted in Italy. Most of the work is done in our tiny workshop at Lake Garda and we get some help from a sewing factory at Lake Como - A small family -owned business. They specialise in custom-made diving suits







**"WE ARE STILL MAKING BIG STEPS TO IMPROVE OUR DESIGNS EVERY DAY AND WE ARE WORKING ON NEW ONES ALL THE TIME. 3D PRINTING LETS US FINE-TUNE OUR DESIGNS TO PERFECTION."**

and are able to produce small quantities of very high quality. But the most important for us is their flexibility to quickly change and improve things from one batch to the other. The short transportation route gives us the possibility to better control the quality of our products. I think building long-lasting products is one of the most important steps toward sustainability. Producing in this tailor-made style results in much higher production costs.

**Am I right in saying the harness hook is 3D printed? How did that come about?**

There must have been a lot of R&D in getting the design just right.

Yes. It's incredible how strong high-quality 3D prints are right now and also how nice they look. We found a company on the Adriatic coast that prints all our plastic parts. Apart from the hook also parts of our Loop, the mono harness line, are 3D printed. We are still making big steps to improve our designs every day and we are working on new ones all the time. 3D printing lets us fine-tune our designs to perfection. But there is also a dark side to it. 3D prints are very, very expensive compared to injection moulding. To give you an idea: The price we pay for a 3D-printed hook is probably 20-30 times higher than a moulded one. Investing in a mould now would be too early for us as

we are still developing. But that would be the next step. Let's see what the future brings.

**Your harness hook is higher on the chest than you'd find on traditional kite & windsurf harnesses. What is the reason behind that? How do you stop it from restricting your breathing?**

Yes, we are convinced the high hook position is the way to go. There are only advantages from our point of view. First of all the wing is in its natural position. Compared to a waist harness you can use a shorter harness line which results in less swinging and it's really easy to hook in and out. When you are hooked in the harness line is about 90° to your chest, so it's not pulling the harness up or down. The high hook position also allows you to de-power your wing above your head without unhooking. When you start climbing on the board the hook is already above the rail so it won't damage it.



**"RIDING IN SWITCH HOOKED IN IS ALSO POSSIBLE  
BECAUSE YOUR CHEST TURNS AROUND MUCH MORE THAN  
YOUR WAIST."**

Also paddling lying on the board is easy. You can place the hook between your front straps to keep you in a comfortable position. Riding in switch hooked in is also possible because your chest turns around much more than your waist.

Yes, you are right, a chest harness can restrict your breathing if you tighten them enough so the hook stays in a stable position, and if you leave it loose enough to freely breathe the whole harness and hook will move all over the place. Resolving that problem was one of the biggest challenges of the whole project. The solution was to design the harness module in a way so it can breathe with you. We found a way, the circumference of the harness can extend by about 8cm which is enough to breathe freely and at the same time our pre-tensioned velcro system fixes the hook firmly in position. We call it the breathing harness system.

**Lake Garda must be the perfect spot for testing gear. Does Pietro do most of your testing or does your growing list of pro riders feedback on their opinions too?**

Pietro does a lot of testing together with Alesandro Tomasi who lives also at Lake Garda. Balz Müller passes by a few times a year and gives us very important input. But we also get feedback from many other athletes using our products. We are really proud to already have many pro riders using our gear: Francesco Cappuzzo, the Zorzi brothers, Gollito Estredo,







**"AT THE MOMENT WE ARE WORKING ON  
A LIGHT HARNESS VERSION AND A  
MODULAR IMPACT VEST."**

Luca Franchi, Nicolò Spanu, Giulio Gasperini and the list is still growing. Having those riders testing our stuff in all kinds of conditions around the world helps us a lot to improve our products all the time also in terms of durability.

**We can't wait to test the Wingman but I have to ask; what else can we expect to see from Wingman Products in the future?**

We will be super happy to set you up with everything you need to get you "hooked" on our impact harness concept. At the moment we are working on a light harness version and a modular impact vest. We are currently in Fuerteventura setting up a small workshop for prototyping. Of course, we will share the news as soon as the new products are ready.

<https://www.wingman-products.com>

[https://www.instagram.com/  
wingmanproducts/](https://www.instagram.com/wingmanproducts/)



WORDS JACK GALLOWAY & ULI SOMMERLATT  
PHOTOS MILES TAYLOR

# TECH FOCUS NORTH SEEK AIR

In the past, it has been widely known that inflatable wing boards, although convenient, lack performance. This was due to the instability & flex between the deck & bottom layer, making foiling a real challenge... until now! North has quite possibly revolutionised this part of the sport. Read on to find out how as we interview Uli Sommerlatt.





**“OUR DESIRE TO SHARE OUR PASSION FOR FOILING WITH A BROADER AUDIENCE LED US TO THE INFLATABLE DESIGN.”**

Hi Uli! Thanks for joining us to talk about the new Seek Air. Could you start by letting our readers know who you are and what your role is at North?

Hi Jack, my name is Uli Sommerlatt, and I'm the Product Manager responsible for developing all our Sonar Foil, Boards, and Wing equipment.

As we've found while testing the new Sonar, Mode, & Swell. North has made a decisive push to make the best winging and foiling gear. What made you, as a brand, choose to take on the inflatable wing board?

North Foils has a unique position in the market with our North Sails heritage. Our desire to share our passion for foiling with a broader audience led us to the inflatable design. Its lightweight convenience, space-saving design, and of course, the ding resistance factor (for your boat and the board) all contribute to the appeal for sailors and boat owners. We wanted to present an easy crossover for sailors and their families to experience foiling and winging – while staying true to the idea of “Fun starts here”. We also wanted to create a high-performance product that packs down to a small space. Something that's easy and safe to learn on (when you fall, it doesn't hurt you or the board). Who says performance cannot be inflatable?

Our first thoughts on this board would be the convenience of rolling it up into a backpack. What sort of size is the bag and how easy is it to carry? I imagine it will be a great solution to travelling.







## “LOW SWING WEIGHT ALSO CONTRIBUTES TO THE HIGH-PERFORMANCE FEEL OF THE BOARD.”

As any wingfoiler or kitesurfer knows, travelling with all your gear can be challenging. We've endeavoured to make it as fuss-free as possible. The recycled PET bag is 75x90cm, and its roomy design also fits your Sonar Foil System and Nova Wing inside, for easy travel. It has comfortable ergonomic backpack straps which fold away under a cover when not in use and large roller wheels for easy manoeuvring. There is room in the bag for your foiling gear as well.

What are the other benefits of owning an inflatable board? Weight & durability must be a big consideration.

**WEIGHT** – not only does this make it travel-friendly, it's lightweight, and low swing weight also contributes to the high-performance feel of the board.

**DURABILITY** – the PVC Dropstitch Technology construction is durable, impact-absorbing, and ding resistant. As mentioned, this makes it ideal for protecting your boat and the board and provides the rider with a forgiving surface to fall on when you're learning to wing or foil.

The Seek Air features a CST Carbon Sandwich Transfer Base, custom-curved to match the rocker of the board. This looks like a game-changer in inflatable board technology. Where did the idea come from and how does it work?

Just like on any of our other products, we do not like to compromise on the key attributes that make a good design. A dedicated foil board must have a well-dialled-in rocker.

With the moulded prepreg Carbon Sandwich construction we have chosen for the CST Base, we have the freedom to shape, ensuring we can retain the rocker through the board just like it would be a rigid board.





The CST base plate runs the full length of your stance, transferring the load and your steering impulses directly to the foil. The curve in it to match the curved rocker of the board helps with touchdowns. It's the exact design feature change we added to the 22 Seek – pivotal rocker, which is better for pumping and easier to come back up onto the foil when you touch down. The CST Base is about 1m long, and the curve in the base allows the bottom of the board to curve through that section, increasing the ease with which you get onto the foil. It also helps with earlier take-offs, a really flat section will stick on touchdowns, but the curve will make it easier to lean back and take off.

“THE CURVE IN THE  
BASE ALLOWS THE  
BOTTOM OF THE  
BOARD TO CURVE  
THROUGH THAT  
SECTION”

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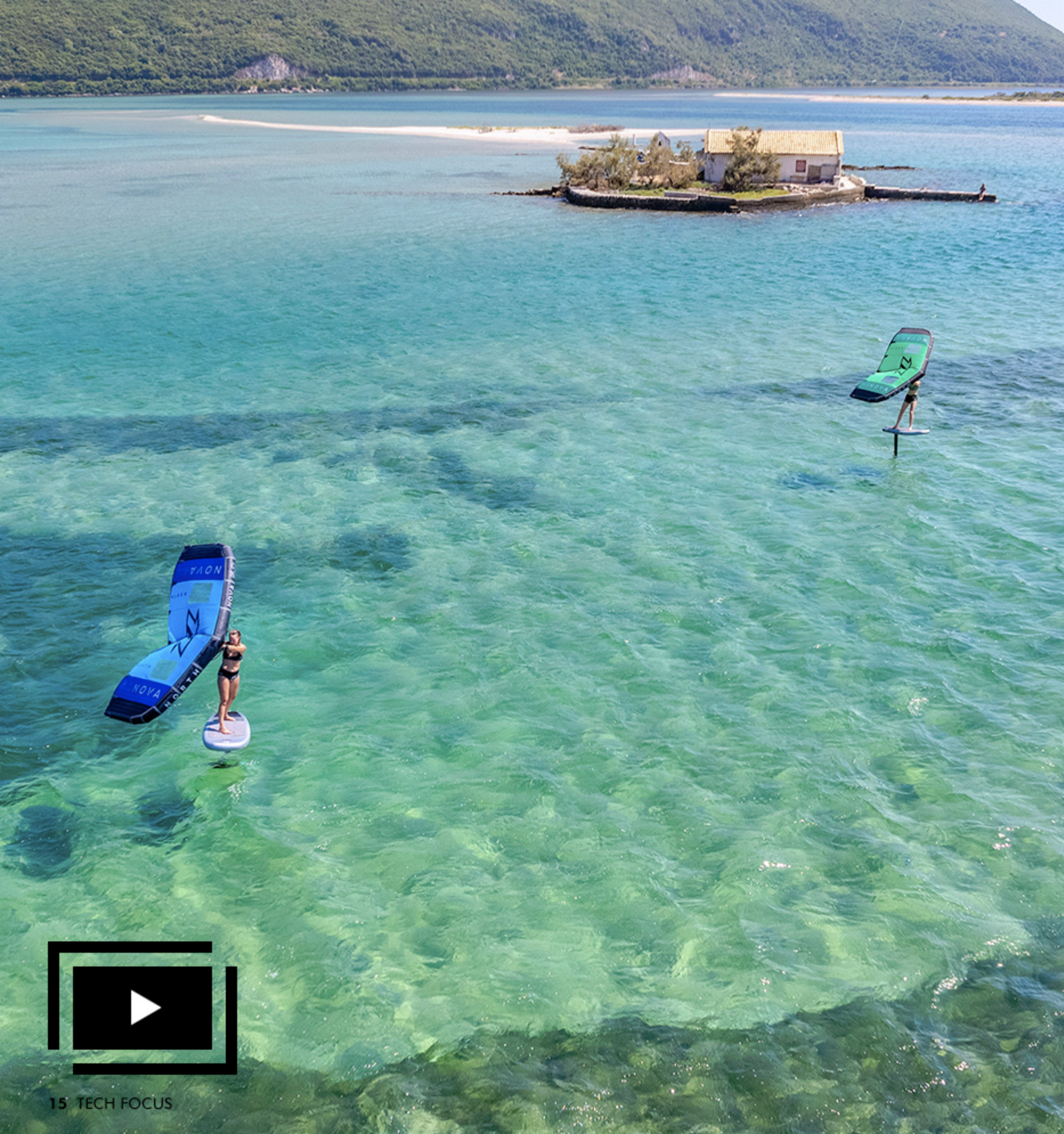
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**"THE EXTRA LITREAGE ENSURES THE BOARD HAS ENOUGH STABILITY FOR STANDING STARTS WHILE YOU GET THE HANG OF WINGING."**

**That stiffness must make its pump-ability and control next level in comparison to earlier inflatable board designs?**

In all honesty, from the very first test runs, I was really surprised at the performance of the Seek Air. Prior, I had hesitations that you might feel a big loss in performance. But after the first test, I had to admit this prejudgment was unjustified. The board feels really rigid and the load gets transferred without any loss in efficiency.

**It looks to me as though the Seek Air will be great as a beginner board that continues well into your journey as an intermediate foiler. What would be your recommended size choice for someone getting their first board?**

For novice riders, we recommend adding 30-40L to your body weight in kg. So a 75kg person would be looking at a 5'1/108L board or larger.

An intermediate rider or someone progressing across from another foil sport would look for 10-20L above their body weight in kg. The extra litreage ensures the board has enough stability for standing starts while you get the hang of winging. A larger board is also ideal to keep in the quiver for winging in light wind - no matter what your ability level. It's a huge advantage to be on a board that doesn't sink if the wind drops and you have to crawl home...

**Where are the fin boxes for the two larger sizes? I think it's great they can be used for non-foiling winging too.**







## **"WE RUN THROUGH THE DURABILITY TESTING AND PUT THE BOARD THROUGH IT WITH MULTIPLE TESTERS"**

There are two side fin boxes with removable fins supplied with Seek Air for the 5'9 and 6'11. We have also developed a DropBox Fin Adaptor that allows you to use the DropBox Foil Mast track with a fin. This is available as a separate accessory.

When the Seek Air is used for winging with all three fins, it allows you to stay upwind.

If you ride any kind of sail-powered board you need lateral restraint underwater in the form of fins to avoid drifting downwind.

The centre fin also converts the board to a stand-up paddleboard that you could use to explore off a boat. It's easier to manoeuvre as a SUP with just the centre fin, but the side fins add extra directional stability.

**This is clearly an incredibly well-thought-out product. The drop box fast foil mounting is genius! What is the testing process like for a board like this?**

It is actually quite a long process to get a product like this to the market, with a lot of iterations in-between to validate shape and build quality. Once we have the shape locked in, we run through the durability testing and put the board through it with multiple testers in different locations around the world. Then we collect the feedback and make adjustments where needed. Once the board has passed all its development stages and QC steps, we sign it off for bulk production.

**Thanks for taking the time Uli. We can't wait to try one out!**





# TITOUAN GALEA JOINS CABRINHA

WORDS ROU CHATER & TITOUAN GALEA  
PHOTOS JAMES BOULDING

You might have heard some rather big news recently, arguably one of the best riders in the world has left F-ONE and joined Cabrinha. There has been a lot of speculation about this...but you no longer have to wait. Rou Chater sits down with Titouan in Mexico to find out all the details.





**"HE EMBRACED IT 100% AND HAS WON THREE WORLD CHAMPIONSHIPS FOR WINGFOILING - WHICH IS A SERIOUS ACCOLADE."**

I'm sat down with a very talented young man by the name of Titouan Galea. He is from New Caledonia. Originally a kite surfer who was into foil racing and then, when wings sports came along, he totally embraced that. This was an interesting angle to take because a lot of young people weren't really interested but he embraced it 100% and has won three world championships for wingfoiling - which is a serious accolade.

**You grew up in New Caledonia, right? How did you get into watersports over there?**

Hey Rou. Thank you for having me. Yeah, I'm originally from New Caledonia. I was born there in '97 and I've been raised pretty much my whole time there until I was 18. But I actually learned kitesurfing in Mauritius. I was there in 2006 & 2007 and went to school there when my dad moved there for a job offer. He was a professional diver back in the day and so we lived there for two years. So yeah, that's where I started to kitesurf.

**You then turned your skills to kite racing and became a professional in that discipline. Did you initially have time to try wingfoiling and fit it in amongst your training? Or did you just see it and have to have a go?**

In 2019, I was already SUP downwinding and was offered the chance to try the F-ONE Swing in March of that year. Initially, I wasn't sure how fun it would be or if it was for the masses. But then in June, we did a team trip to Madagascar and by then I could use a smaller board & foil for the waves.







**"I STILL WANT TO DO THE WORLD TOUR THIS YEAR AND THE YEAR AFTER MAYBE, AND WE HAVE 10 TO 13 EVENTS THIS YEAR."**

That was when I realised it could be great. By October of that year, I had done my last professional kite race and had switched to winging full-time!

Kitefoil racing is pretty intense in terms of your skills on the foil. When you're tacking and gybing, everything is done really really fast & at super high speeds.

Your footwork has to be spot-on. That must have been a big advantage when switching over to the wing.

Yeah for sure. It helped me, definitely. Sometimes, I think I should do more kite racing because it's so much harder. You're going 30 to 45 knots and you're gybing at 30 knots. Winging just isn't that fast yet so it's easier, if you can get used to the wing that is.

Yeah, you've already got the foiling skills that's for sure. We're here in Mexico. You've just recently moved to Cabrinha, how did that come about?

Well, I'll maybe not go into all the details. But yeah, I was with F-ONE for seven years. It was really fantastic and I have a lot of respect for Raph and the team there. Now the market is having a bit of a tough time and they wanted to reduce some of my contract. I still want to do the world tour this year and the year after maybe, and we have 10 to 13 events this year. Obviously, it costs a lot of money and the offer wasn't enough to get me to all the events this year. I'd wanted a brand that will support me for racing because that's what I was doing well at. Last year, I still had a title for racing, and I know I can do well due to my experience in the kite days, so that's why I'm gonna keep racing a bit.





It's been an incredible journey with F-ONE, with a really good team, we parted on good terms. I'm happy to be working with Cabrinha and exploring new opportunities with a new team. It's been great to meet the rest of the Cabrinha team and the people behind the brand. I feel more motivated to push myself a bit more for a couple more years.

You're known as one of the best wing foilers on the planet. You probably could have picked any brands you want to kind of work with. But you chose Cabrinha, what was the reason behind that?

Well, I don't know if I could have picked any brand. I think I could have gone to a few of them. I wanted a brand that does it all, wings, foils, boards, accessories and Cabrinha and Dakine offer that, just like F-ONE and Manera did. For me it's quite a similar set up.

"I FEEL MORE  
MOTIVATED TO  
PUSH MYSELF A  
BIT MORE FOR A  
COUPLE MORE  
YEARS."

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## “ WE CAN DEVELOP SOME PROTOTYPES TOGETHER TO IMPROVE THE BRAND ”

I'm sure I could earn more by having different sponsors for each area, wings, boards, foils etc, but then it's a lot more hassle and I really want a one stop relationship that allows me to concentrate on my riding. In this regard the choices were limited, I can't go into too many details but some brands had a team that was too large or I didn't like the gear. I have to enjoy the gear that I'm riding!

**F-ONE** are known for making really great equipment, they just pretty much swept the readers awards! However as a rider, it's not just about who's going to offer you the most money, you've got to spend all day riding that kit, right?

Yeah, it's weird. I saw some comments the other day on Facebook, some people saying it was all about money. And I can tell you the truth, like, last year, I had offers that were almost double F-ONE. But I didn't leave because I didn't trust the brand. It's not all about money. I mean, maybe for some, but not for me. And yeah, it's not overnight.

I may have better offers from another brand, but then I won't have such good gear, or I won't have such a good team or I won't have such good support.

With Cabrinha, we can develop some prototypes together to improve the brand, I'm excited about that. Yeah, there are a lot of different factors, the choice was kind of easy for me. It's been interesting this week to see the amount of effort Cabrinha are putting into the sport and the amount that goes on behind the scenes. What they're putting in both financially and in development, it's quite exciting to see.



**"I LOVE WING FOILING IN BIG SWELL, IT'S RARELY CROWDED WHEN IT'S THAT BIG. THAT'S PROBABLY WHAT I ENJOY THE MOST ABOUT WINGING."**

I've already seen you're chatting to Lars Moltrup and some of the design team. It seems like you're fitting right in and already helping in terms of looking at the product.

Yeah, for sure. Well, I've always been interested in developing gear. That was also a big part of my job with F-ONE, and that's going to be part of my journey with Cabrinha now. Also, due to my knowledge of kite foiling I can assist in the wing racing department. So that's maybe why I'm so close to the R&D team already here.

**You're known for really big wave-riding videos with your wing. You make it look super impressive. Was that always a focus for you to try and take the sport to a different level?**

Well, I don't know if I want to take it to a different level, but I just really enjoy it. I love wing foiling in big swell, it's rarely crowded when it's that big. That's probably what I enjoy the most about winging.

**You grew up in New Caledonia, but also spend a lot of time in Mauritius. It's a pretty scary place, and very unforgiving. Do you feel at home there? Because you spent so much time there over the years?**

Yeah, I spend a lot of time there, it's a bit of a weird place though because, sadly, they don't allow jet skis. When it's seriously big, the channel kind of closes over the reef so they cannot put the boat out. If something happens, you have to swim back, that's a bit of a problem and adds to the challenge.







**" I DON'T GET TO GO VERY OFTEN. I REALLY LIKE TO GO OVER TO BE WITH MY FAMILY, MY CLOSE FRIENDS AND IT'S MY HOME. "**

If I injure myself on the reef, I know if I ended up there I don't think I will die, I know where to swim, but you are very much on your own unless someone comes to help. A few people have disappeared in the past, unfortunately. I have been campaigning to the government to change this rule but have had no luck.

**So where's next for you? We're leaving Mexico today, where are you off to?**

As you said I'm from New Caledonia. Most people know about it, but it's between New Zealand and Australia. So there are not many flights going there, so I don't get to go very often. I really like to go over to be with my family, my close friends and it's my home. I really feel good to be home, especially the last couple of years I haven't been there so much. I'm heading there, though I'm gonna do a stop in Tahiti on the way. This way I get to stop at some of my friend's places, I'm going to stop in Tahiti for five days. And then I'll go back to New Caledonia, for two and a half weeks. After that, I've just booked my flights for 1st March, to fly out to New Zealand for the first stop of the world tour.

**Look out for the full version of this conversation in Rou Chater's 'Intriguing Beings' Podcast, coming soon.**



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# TECHNIQUE

Happily sponsored by Cabrinha,  
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KARINE AND CHRISTIAN



WORDS & PHOTOS CHRISTIAN & KARINE







## HOW TO GYBE PART 5 - HOW TO GYBE ON THE FOIL. TOE TO HEEL

Just when you thought you could enjoy sitting on your laurels, the latest Tonic drops and you've been gifted yet another challenge. There is of course a carrot dangling here, as the toe to heel foiling gybe is another step towards staying up on the foil for longer, whilst also doubling as an extremely effective method of turning around. And just in case you need any more encouragement, this is a turn that can, and dare we say will, feel so utterly divine.

Hopefully you've been practicing the previous iteration, the heel to toe gybe, and have also given the woffing toe to heel a go? If so, you're up to speed with what a gybe is, your bearings are set, your wing flips are practiced and therefore the green lights are flashing for this bad boy. All systems go! However, you may be wondering why another gybe? It's a fair question. If you come from windsurfing, you'll likely be asking the same. The reason is that pretty much all of us have a favoured foot forward. We have discussed this previously, but mark our words, you'll find it considerably less difficult to gybe toe to heel with your good foot forward, than a heel to toe with your least favourite foot forward. For many of us a toe to heel turn is a more natural movement. Once you nail a heel to toe on your favourite side and keep going toe side, you can then go straight into one of these, a killer combo!

We should also add that once you learn the foot change (coming soon) you'll be able to quickly change feet and then toe to heel gybe, just as we did in the woffing toe to heel last issue:)

As always, we highly recommend that you give this a go when the conditions are what you may consider as friendly and we should remind you that as you'll be turning around you need to have a very good look before doing so.

There's also an accompanying video, so do have a watch!

Right, let's get on with it..

BE READY. PIC A

First things first. We say this every time but to give yourself the best chance of success you need a consistent starting point. If you start from the same place each time you can build on your gybe every attempt. Ideally you want to be riding upwind. This way you'll know where you are in relation to the wind and you'll have your bearings. You also need to be in a balanced dynamic position so that you can control the board throughout your gybe. This is only possible if your feet are working with you. If you've got a good toe side position your back foot should be across the board enough that you can weight the balls of your feet. This means that the heel of your back foot will be facing across the board, just behind or on the centreline. Your front foot should be pointing slightly forward and should be on the downwind side of the board. You'll know if your feet are right as it should require very little physical effort to keep the board trimmed, both from nose to tail and rail to rail as you'll be using your weight rather than strength. You can see in the photo that Karine is riding upwind in a good balanced toe side position.



B



Her feet are set, ankles flexed, upper body open. She's got her wing powered, sheeted to the wind and centred so that she's cruising upwind. Now a quick look round to check that the coast is clear and you're ready!

#### BEARING AWAY. PIC B

For this gybe your bearing away does not need to be as extreme. However, its purpose is no less significant. The reason to bear away is that it will get you and everything else in position for your gybe. By moving the wing forward and away, extending your front arm, the wing will lift you over the board, this effectively trims the board rail to rail so that you're standing on it, weight on both feet. It also turns the board off the wind, starting your gybe. This means that you're

C



balanced, and so is your board and foil. By pointing the wing forwards, you've positioned it where you want it for the first part of your gybe. And finally, as a little bonus, this action will lift you a touch. Starting slightly higher gives you more room to get round on the foil. Here Karine is now standing over her board, she's come up a tad, the board has started to turn and her wing is pointing forward. Your gybe has been set into motion.

#### THE CARVE. PIC C

Realistically when we talk about carving, we mean turning the board by transitioning your weight. By bearing away your weight went from the balls of your feet onto all of your feet. Now you're moving it a bit further towards your heels. This is why your foot position is

important, you want the weight shift to help. Yet again you don't need anything extreme, just enough to get the board turning whilst you remain balanced.

Whilst keeping the wing forwards, flex your legs, drop your bum and twist your hips as if you're trying to point them downwind. Keep your shoulders centred over the board, and your chin up. With your wing pointing forward, it will help keep your board trimmed, even as your weight drops. This is a dynamic position which you can practice on land. You can see that karine is dropping her weight, twisting and opening her hips and holding her wing forward. The result is that her weight gently transfers onto her heels. With her head held high Karine remains balanced over the board. Note that her wing is still powered and sheeted to the wind and that her head and shoulders have not turned into the turn.



D



#### KEEP TURNING. PIC D

In essence, your aim is to maintain your position, and therefore, keep turning/carving. However, you're not frozen in a static position. You still need to keep the power on and trim the board from nose to tail to stop yourself breaching or dropping down. As your board turns further off the wind your lower body needs to follow, whilst your upper body holds the wing in a similar position. This allows you to keep power in the wing, and also helps keep you balanced and centred over the board, and keep your weight on both feet. As Karine approaches downwind you can see that the angle of her wing hasn't changed, she's still catching wind, but by twisting at the waist her lower body is turning with the board. It's important to keep some flex in your knees. If you stand bolt upright, you'll get stuck in position.

#### TIMING. PIC E

As alluded to earlier, the wing flip on this gybe can actually be later than you think. Still in the downwind zone, but because the wing helps keep you in a balanced position there is no rush to let go. It won't hurt if you release early, but holding the wing a tad longer can help. However, when keeping the power on for longer, it's important that you keep the wing pointing forward, and avoid steering it up. This photo is pretty much dead downwind and Karine is beginning to flip her wing. Note how she has kept the wing pointing to the outside of the turn and hasn't steered it up. She's sheeting out a bit before helping with a little back hand push. This way the wing doesn't fly up. Karine still has both legs lightly flexed, her hips are turning, but she is looking downwind to stay over the board and manage her wing flip. If you turn and look around, your weight will drop back and turn the board sharply, knocking you off balance!

E





F



#### HAND SWAP. PIC F

There are two points to consider in your hand swap, both of which you will have unwittingly practiced in your toe to heel woffing gybe from the last issue. The first is keeping the wing in front of you. This will be the first moment in your gybe when you don't have any pull in the wing to keep you balanced on both feet. Instead of pull you can use the weight of your wing. To swap your hands bring the wing across in front of you rather than over your head. By not flying your wing up when flipping, it should be in

G



#### FRONT HAND DOWN. PIC G

To regain total control you need to get your front hand away from you. It's oh too tempting to reach for the back handle and pull in to get the power back on. However, once you grab it, push your front hand away and guide your front arm around towards the nose of your board. This has the double benefit of pulling your weight forward and keeping the nose down, avoiding the dreaded post gybe stall, whilst also putting the wing into a position from which it can drive you forward in your intended direction, rather than lift you off balance. Look forwards over the nose of your board as you do this, so that everything is moving in the same direction.





Your aim is to come out and get the power on gently whilst on a broad reach. Karine takes hold of her back handle, but sheets in by pushing her front hand away and down, with everything heading in the same direction.

#### FINISH YOUR TURN PIC H

Game on, you're coming out strong foot first heel side, into a well rehearsed stance. This should make staying up a little less difficult as it will be akin to coming up onto the foil. You're on a broad reach and as such the same principles apply. You can and should use the wing to help you. By concentrating on getting your front hand down and away from you you'll counter the fact that your weight might be back and encourage forward drive. From this position you can then turn your head, move the wing back a touch and drive against your back leg to turn yourself back onto an upwind course. Karine's got power on, she's balanced and now turns upwind.

#### TOP TIPS

As with the "other" gybe, it's about keeping some power on. By this we mean having the wing sheeted to the wind and pointing towards the outside of the turn. In theory this sounds great, but you need to feel the wing, sheeting out gently in relation to you, so that you keep it sheeted in, in relation to the wind!

Although it's good to keep the power on for longer, you don't want to end up with the wing pulling in a different direction to which you're going, so err on the side of caution.

Unfortunately, it's all too easy to stall this gybe, as your weight drops back in the later stages. It can be a result of taking the wing up, turning your head and shoulders too much or sheeting in too early. The good news, even if you touch down, you're already in a good solid heel side position to start over.

Have a look at the sequence to see the toe to heel foiling gybe step by step. Have a butchers at the video and enjoy having a go once you get the chance.

All the best

C&K





# SUP YOGA TECHNIQUE

WORDS AND PHOTOS CHANTAL BACHERE CRINQUAND  
@CHANTALCRINQUAND

SUP Yoga Technique is back! Here at Tonic Mag we know how much of a toll foiling can be on the body. We therefore have no doubt that a bit of SUP Yoga will keep you, and us, in shape. This issue, Chantal Bacher Crinquand guides us through three poses of varying difficulty. Good luck!

SHAVASANA/  
CORPS POSE

BEGINNER



USTRASANA/  
CAMEL VARIATION

INTERMEDIATE



UTTHITA PARSVAKONASANA/  
EXTENDED SIDE ANGLE POSE

ADVANCED





## BEGINNER/ SHAVASANA/ CORPS POSE

BEGINNER

This is by far THE easiest Yoga pose you can do on a SUP. Corpse pose doesn't require you to do much apart from lay still, so even those with poor balance can do this one!

It's important to lay in the middle of the board with the middle of the back positioned over the handle so there is even weight distribution. The legs are long with the feet slightly turned out. Arms come out to the side with the back of the hands in the water. This is pure floating bliss, a sure way to relax and let the water wash all your worries away.





A woman with blonde hair, wearing a grey sports bra with a pink band and black bikini bottoms, is performing a Ustrasana variation on a blue and white SUP board. She is kneeling on the board, with her right leg bent and her right foot lifted towards her glute. Her left arm is extended upwards, and her right hand is holding her right foot. She is looking upwards with her head tilted back. The background shows a beach with houses and a blue sky with clouds.

## USTRASANA/ CAMEL VARIATION

INTERMEDIATE

A chest and back opening SUP Yoga pose that requires flexibility of the spine. With both knees on the board, hip width apart, lift one foot towards your glute and find your balance. Once you have found stability, raise the opposite arm, push the hips forward and start to lift the chest upwards. Don't simply lean back, think more about opening the front of the body towards the sky and the spine will naturally curve. Initially try looking forwards then slowly lift the eye gaze upwards for an extra challenge!



## UTTHITA PARSVAKONASANA/ EXTENDED SIDE ANGLE POSE

ADVANCED

This pose is all about the extension in the arm, legs and stance. Already a challenging pose on land, on a SUP it's even more of a challenge, so it's important to take the time to get the foundations right. Start by positioning the legs even distance from the central handle of the board. Front toes pointing forward, back toes at 90 degrees. Front knee is bent at 90 degrees whilst the back leg is straight and serves as an anchor to keep you stable. Try to align your body so it is upright but equally try to expand horizontally creating a long line from the back foot to the hand above the head. If you lose balance, simply touch down onto the board with the other hand to regain stability. Remember to breathe! Steady breath, steady pose! Once you have stayed in this pose for 5 breaths, swap sides and repeat on the other side.





# TRIED & TESTED

The Tonic Mag test team has been busy testing through the cold winter months. All of the gear on test this issue is next level in both quality & performance. See the full list of kit below!

## WING

North Mode 4.2m  
F-ONE Strike V2 5m

## FOILS

North Sonar HA 1050 & 850

## BOARDS

North Swell 4'2 (38L)  
Armstrong WKT 109





BRAND NORTH

MODEL MODE 4.2M

YEAR 2023



"WING DESIGN  
HAS COME ON  
LEAPS & BOUNDS  
AND NORTH IS  
AT THE  
FOREFRONT"

TO VISIT THEIR  
WEBSITE, CLICK HERE



#### AT A GLANCE

The Mode is North's brand-new offering to the market. Available in only 3 sizes, featuring the exciting new N-Weave material, and competitively priced, this wing has been highly anticipated!

This wing was originally designed specifically as a race wing however it turned out at some point during North's testing to be incredibly versatile. Hence why it has come to market as an all singing all dancing wing not just for racing but also wave, freestyle, & freeride.

Let's start with the N-Weave material, it's immediately noticeable & unique when you get the mode out of the bag. I felt like I was picking up a high-performance dingy sail from an Olympic boat. You have to remember that North is part of the North Sails group, which makes sails for Americas Cup yachts. So it's no surprise when you feel the quality of this material. Technology-wise the N-Weave is a woven fibre material, claimed by North to be 3x stiffer & 40% lighter than traditional leading-edge materials. The Mode can be pumped to 9 PSI and I have no doubt that the N-Weave material is part of the reason the airframe holds its shape so well under such pressure.

[CLICK OR TAP TO READ MORE](#)





BRAND F-ONE

MODEL STRIKE V2 5M

YEAR 2023



"IT PERFORMS  
EXCEPTIONALLY  
WELL, PROVIDING  
GREAT SPEED,  
POWER, AND  
CONTROL IN A  
VARIETY OF  
CONDITIONS."

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TO VISIT THEIR  
WEBSITE, CLICK HERE



#### AT A GLANCE

The F-ONE Strike V2 wing is a high-performance wing designed for advanced foilers. It's a well-crafted piece of equipment, featuring a compact design that minimizes drag, and a high degree of camber that allows for quick and responsive turning. The wing is available in several sizes, ranging from 4.2m to 7m, to suit a variety of riders and wind conditions.

The F-ONE Strike V2 wing is constructed from high-quality materials, with a Dacron leading edge and trailing edge, and a canopy made from a durable and lightweight double ripstop fabric. The wing is easy to inflate and set up, with a simple three-strut design that provides good stability and control in the air.

#### ON THE WATER

The F-ONE Strike V2 wing is a joy to ride on the water. It's quick and responsive, with a high degree of control and stability, making it a great choice for experienced foilers who want to push the limits of their riding. The wing generates a lot of power, allowing riders to get up to speed quickly and easily, and to stay upwind with minimal effort.

[CLICK OR TAP TO READ MORE](#)





BRAND NORTH

MODEL SONAR HA 850 & 1050

YEAR 2023



"A SERIOUSLY  
WELL-THOUGHT-  
OUT PRODUCT  
THAT IS GOING  
TO LAST YOU  
FOR MANY  
SEASONS TO  
COME."

TO VISIT THEIR  
WEBSITE, CLICK HERE



#### AT A GLANCE

North has been making a big entrance into the foiling market in the last year or so. The Sonar foils are at the pinnacle of that. Out of the box, it is immediately obvious that this is high-quality gear. The foils come in a fully padded bag with individual covers for all of the components.

The Sonar foils are fully modular. So the HA850 & 1050 on test today can be easily switched up with any of the other Sonar foils North has to offer, including the new surf wings that I've heard rumours of arriving in the near future.. This also means that the masts, fuselages, & tail wings are all interchangeable. I'm a big fan of when a brand does this, buying a complete foil setup is not a cheap endeavour, so being able to add to it & change it up at a much lower cost is well worthwhile.

We had the CF 72 Mast, S270 Carbon Stabiliser, and 700mm Fuselage to go alongside these HA front wings.

If you didn't already know, HA stands for High Aspect. That means that the nature of these wings is faster than that of a mid or low aspect wing, with a faster stall speed.

[CLICK OR TAP TO READ MORE](#)





BRAND NORTH

MODEL SWELL 38L

YEAR 2023

"THE BIGGER SIZES WILL BE EXCELLENT FOR LEARNING TO PRONE FOIL AND SMALLER SIZES PERFECT FOR PROGRESSION."

TO VISIT THEIR WEBSITE, CLICK HERE



#### AT A GLANCE

Introducing North's second edition of the Swell. This prone board is available in several sizes - I have the 4'4 (38L) on test. It also comes in a 3'10 (28L), 4'1 (33L), 4'7 (43L), & 4'10 (50L).

On first inspection, this is a fairly unique board in that it is slightly shorter & fatter than most on the market. I'd say that for the lengths specified above, most brands would have around 5 litres less volume than the Swell does. I was super interested to get out on the water and have a feel for myself what this board could do.

The new Swell has a deeper recessed deck than the previous version, designed to give a closer connection & feel to the foil. The Hybrid Carbon board features bevelled rails with some fairly sharp angles, it certainly makes them easy to grab when popping up. It has a tapered tail to aid clearance when pumping too.

Something I'm a big fan of is North's new 'DropBox' mast track. It's a very clever design that makes attaching your foil to the board much quicker.

[CLICK OR TAP TO READ MORE](#)





BRAND ARMSTRONG

MODEL WKT 109

YEAR 2023



"IT WILL CHANGE  
THE WAY YOU  
RIDE FOR THE  
BETTER AND  
YOU'LL  
STRUGGLE TO  
GO BACK!"

TO VISIT THEIR  
WEBSITE, CLICK HERE



## AT A GLANCE

Armstrong have gone from strength to strength and clearly take it seriously when they release new equipment. I have no doubt that R&D is done exceptionally carefully, so that they release only the highest quality products. That's why you don't see gear released yearly from them, only when a genuine technological update is needed.

With that in mind, getting the WKT out the box actually blew me away. The board is a thing of beauty. The shape & finish are not like anything I've seen from a board this size. It immediately feels strong as a rock, while maintaining a thin profile & light weight, but not ridiculously light.

WKT stand for Wake, Kite, Tow. Fortunately for Armstrong, all three disciplines require very similar, if not identical, characteristics in a board. They did however miss something - Dock Start - although that wouldn't have flowed nearly as well! Dock starting is something I spent a good deal of my time doing when testing this board and I'll discuss this later.

[CLICK OR TAP TO READ MORE](#)





LIGHTROOM

ROBBY NAISH CONTINUING TO MAKE IT LOOK EFFORTLESS AMONGST THE PALM TREES  
PHOTO FRANKIE BEES



*Lightroom*

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



LIGHTROOM

JON: "HAVING RECENTLY CAUGHT THE BUG FOR SUP FOIL DOWNWINDING I'VE BEEN DISCOVERING HOW GREAT THE CONDITIONS AT HOME CAN BE! THE IJSSELMEER IN THE NETHERLANDS OFFERS THE PERFECT SUP FOIL DOWNWIND PLAYGROUND. SO LONG AS THERE'S SOME WIND THERE'S ALWAYS RUNS ON OFFER FOR ALMOST ALL DIRECTIONS IN LENGTHS RANGING FROM 5 TO 30 KM."

PHOTO FREDERIQUE HAVER  
RIDER JON MANN

*Lightroom*



LIGHTROOM

GUENTHER OKA WITH A STEEZY BACKSIDE TURN, RIDING THE FFB FTW PRO  
PHOTO GARRETT CORTESE  
FLORIDA. FTW PRO

*Lightroom*



LIGHTROOM

AUSTIN KALAMA WITH A POWERFUL BOTTOM TURN RIDING THE NAISH MATADOR LT  
PHOTO NAISH  
RIDER AUSTIN KALAMA

*Lightroom*



LIGHTROOM

COME RAIN OR SHINE, AUSTIN TOVEY CAN BE SEEN SHREDDING IN FLORIDA ON THE DAILY  
PHOTO LOGAN NEWMAN  
RIDER AUSTIN TOVEY



*Lightroom*



LIGHTROOM

DANA POINT HAS MORE THAN JUST DOCK START LOCATIONS. JASON MILLER ON THE FFB TC PRO  
PHOTO GARRETT CORTESE



*Lightroom*



LIGHTROOM

BRANDON SCHEID BLENDING IN WITH THE LOCALS. THE OCEAN TO HIMSELF  
PHOTO ERIC DURAN





LIGHTROOM

HENDRICK LOPES WITH A STYLISH HANG 5 IN BOA VISTA.  
WHO NEEDS FOOT STRAPS ANYWAY?  
PHOTO MATT GEORGES

*Lightroom*



LIGHTROOM

THERE'S NO BETTER FEELING THAN BOOSTING OFF A WAVE ON YOUR WING!  
PHOTO COURTESY OF CORE



*Lightroom*



In this special edition of Movie Night, we're featuring the best of the best videos released in 2022, as voted on by YOU in the Tonic Mag Readers Awards!

The competition was fierce, no doubt! It is a credit to all creators and riders for providing top-notch content for the winging and foiling community, but the creative geniuses and talented athletes behind these top four videos stood out—so grab a beer; this is the ultimate movie night!



# MOVIE NIGHT

#1

## TITOUAN GALEA RIDE ONE EYE MAURITIUS

Titouan Galea is claiming the title of "best film of 2022!" As a kid, Titouan used to watch his father kitesurf at One Eye, and now he gets to join in and ride this beautiful left! This is one for the books!

422 votes


[CLICK HERE FOR VIDEO](#)

#2

## F-ONE | CHICAMA, LA OLA MAS LARGA MUNDO

Coming in at #2, watch Chicama, a stunning film by F-ONE featuring Mizo and Julien making the most of this gorgeous foiling playground. Chicama is a foiler's paradise with a tale to tell.

197 votes


[CLICK HERE FOR VIDEO](#)

#3

## PARATAISI – PERI ROBERTS

Landing at #3 is Peri Roberts, PARATAISI. Peri was soul searching and found it in Fiji, the ocean, and the people. Parataisi is the way Fiji captures your heart. Take a breath; feast your eyes; paradise awaits!

185 votes


[CLICK HERE FOR VIDEO](#)

#4

## WING FOIL NIGHTMARE!!!

At his home on the Isle of Wight, Tom Court heads out to test his latest foil wing gear the worst happens. His hydrofoil wing tore through the leading edge and burst the Wingfoil, stranding him about a mile out to sea! Watch this!

167 votes


[CLICK HERE FOR VIDEO](#)



# READERS GALLERY

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 Arthur Maridat!** Here's what he had to say about the session:

"Surf foil session in the north of Siargao, beautiful spot with long right handed waves with many speed sections. For these kinds of waves I always use my Freedom FTW pro board and my Game Changer 900 from Signature. Fun waves for cut backs but don't go there at low tide!"

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





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