

TONIC

WING / FOIL / SUP / SURF

ISSUE 16

SUMMER 2023

Introducing Issue 16 of the world's number one digital wing, foil, SUP, and surf magazine! We've got an action-packed edition for you in Issue 16! Inside, you'll find our interview with Saint-Martin shredder, Théo Demanez. We chat to 2021 Wingfoil World Champion, Bowien van der Linden, and Olympic surfer, Manuel Selman! We hear from Oskar

Johansson as he discusses his downwind journey and Jack Galloway interviews Hawai'i pioneer, Jack Ho. You also won't want to miss our feature with Richard Boudia on his downwinding in the Mediterranean! 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!



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TONIC

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16

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THE INTERVIEW - THÉO DEMANEZ

WATERWOMEN - BOWIEN VAN DER LINDEN | EFFORTLESS - MANUEL SELMAN
THE DOWNWIND JOURNEY - OSKAR JOHANSSON | TESTS, TECHNIQUE & MORE INSIDE!

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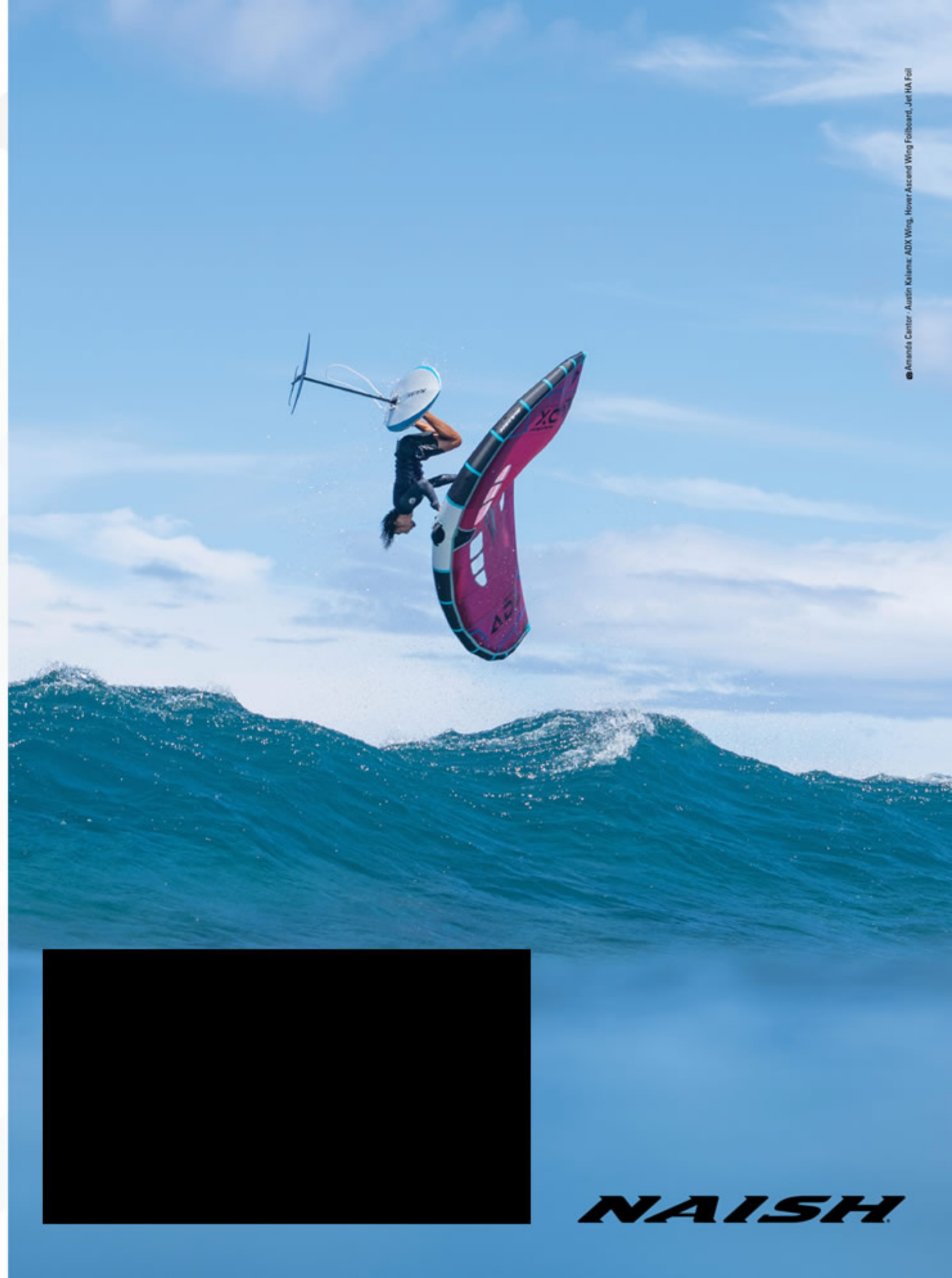




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COMPETITION



EDITORIAL



THE INTERVIEW -
THÉO DEMANEZ



WATERWOMEN -
BOWIEN VAN DER
LINDEN



EFFORTLESS -
MANUEL SELMAN



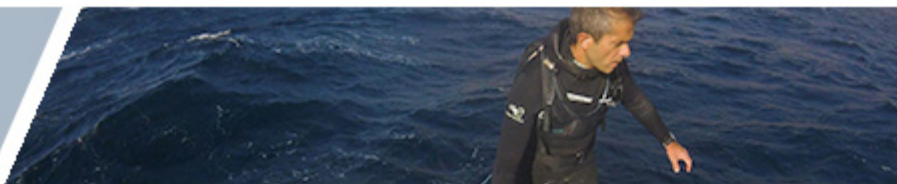
THE DOWNWIND JOURNEY
- OSKAR JOHANSSON



CUTTING EDGE - JACK
HO'S RISE IN FOILING



OFFSHORE -
RICHARD BOUDIA



FRONT COVER RIDER TATIANA GRANT PHOTO FRANCK BERTHUOT (@FRANKIEBEEES)

THE DESIGNER -
NOAH HOFFMAN ON
THE NAISH ADX



TECH FOCUS -
OZONE FLY V1



WINGEN IN WIEN -
FABIAN MOSER



TECHNIQUE



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PUBLISHED ON THE WEB BY

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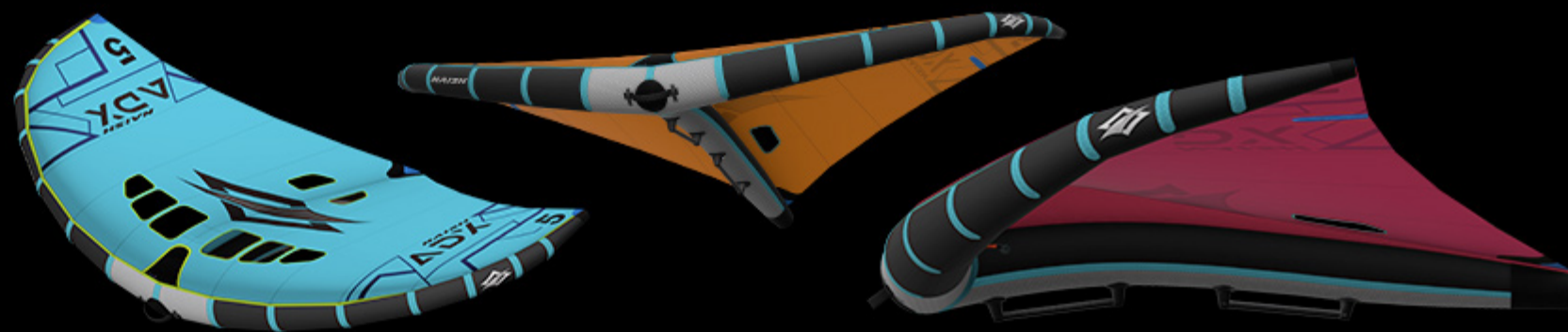
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RIDER ZDENEK MARYZKO
PHOTO AMANDA CANTOR



EDITORIAL

ISSUE 16

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PHOTO IAN VICKERY

Our magazine has gone full circle, you may not know that we started as 'SUP Tonic Mag' in the summer of 2016 and transformed to include all foiling disciplines when winging began four years ago. So to now be back at the forefront of Stand Up Paddleboarding with the boom of downwind SUP is exciting to say the least. That's reflected throughout the pages of this issue. We've got interviews with Oskar Johansson, Richard Boudia & Jack Ho, all with a focus on downwind, two tests on Downwind SUP boards (the AFS Blackbird & Armstrong Downwind SUP), and a ton of pictures to get you inspired.

I wanted to take the time here to discuss what I've learned over the past 3 or 4 months in my downwind journey. It certainly hasn't been plain sailing but I've had some success too. Hopefully you can learn from both! One thing is for sure, I've caught the bug

and am more stoked than ever to downwind at every opportunity.

Back in January, I got a big delivery of AFS test gear from UK rep Paul Wakelin. That included two Blackbirds, the 6'2, 20 inch wide, 90L version & the 6'4, 23.5 inch wide, 110L version. I was buzzing to get them out on the water but I definitely made a few mistakes; the first was to go out in marginal conditions in the ocean, with swell coming from one direction and wind bumps the other. That makes it super challenging when learning and I really would suggest avoiding it. The second was not winging on the boards first to get mast placement right. I believe winging a downwind board first is super helpful to get a feel for pumping and mast placement so that you make fewer mistakes when you do get on foil.

So after a couple of failed sessions, I took the 90L winging with a 'sea anchor' attached to my wing. I imagine you've all seen the craze by now, I highly recommend giving it a go. Once I'd ditched the wing, I could focus on riding bumps and finding energy downwind. After a minute or two I'd come off foil and paddle back to my wing as it drifted towards me, ready for another go.

This session was followed by a month-long flat spell in the wind forecast, so frustrating but I suppose part of the sport. It wasn't until the day that Paul was collecting the boards that the wind finally filled in, 30knot South Westerly. Perfect. I headed to the harbour this time so that I only had bumps from one direction to think about. Particularly in the deeper water, the bumps in Poole Harbour actually get pretty steep and I was finally able to get on foil!



So satisfying and I was able to put that practice to use to stay on foil for at least a couple of minutes. This time I was on the 110L for some added stability in the paddle up and that definitely helped me put power through the strokes.

I sadly said goodbye to the Blackbird boards and anxiously waited for the next test board to come my way. In the meantime, I'd return to shorerunners whenever it was windy and fortunately, a friend of mine, Rick Parkhouse (@allthefoils), discovered an absolute gem in prone downwinding on our coastline. Hengistbury Head is right at the end of Bournemouth Beach and kind of sticks out to sea slightly. This means that at the right tides, you can

chip in and pump a short 100m out to the wind line. What awaited me out there appears to be downwinding heaven, it might not be Hawaii but it's certainly the closest thing to it on the South Coast of the UK. On my first attempt, I went over a mile on foil (followed by a long swim to shore..). I'm buzzing for the next time conditions line up and I can give it another shot for more distance!

Just as Spring was beginning to show some glimpses of hope that the cold wouldn't last forever, Armstrong hooked me up with the 7'7, 21, 121L Downwind SUP via the Official Test Centre. I took every opportunity I could to get out on the water and put to practice what I'd learned from my time on the AFS Blackbird.

On several howling days in the harbour I had epic runs, making progress every time. See the attached YouTube clip to see one of those.

I also got my first flat water paddle starts on the board, something I'd learned doing that is just how effective it is having a larger paddle blade. I'd tried before on the Blackbird but was using a blade far too small and I just couldn't get the power down. It's a serious workout, and while it's definitely not essential for downwinding, I do not doubt that it'll help with your technique just to practice.

Now that I've got the basics, and I do mean basics. All sorts of plans for downwind adventures are going through my head for the rest of the year and beyond. One thing I believe it's important to say at this stage: Downwinding is seriously challenging and will take some proper commitment. I've had to ditch so many fun winging sessions to suffer away at this sport, ultimately I believe it's worth the pain but just be prepared. One thing is for sure, new boards like the AFS Blackbird and Armstrong Downwind SUP do at least make it much more achievable than in the past!

As I write this, the UK is having shipments of downwind boards arrive all over and to say people are stoked is an understatement. The best part about downwinding is that you really can do it anywhere, I never thought I'd be downwind foiling in Poole Harbour but it turns out to be pretty epic. This discipline is without doubt here to stay. Do let us know how those of you who have bought boards get on, we'd be fascinated to know.

Jack Galloway
Editor



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THÉO DEMANEZ

INTERVIEW

PHOTO WIND ADVENTURES



WORDS JACK GALLOWAY & THÉO DEMANEZ

Théo is a creative genius when it comes to foiling & watersports. He's 3 x winner of the GoPro Million Dollar Challenge & is an incredibly skilled foiler, kiter, and winger, to name a few. Having just placed 2nd in the Foil Surf Racing League, he's definitely one to watch out for! Read on to find out more.



“ THIS SENSATION WAS SO UNIQUE AS IT BROUGHT MORE LIBERTY AND POSSIBILITIES TO RIDE IN LIGHTER WIND.”

Hey Théo! Let's start at the beginning, you grew up in Saint-Martin in the French West Indies. Your parents run a kite school called Wind Adventures which must've been super cool. What was it like growing up in an environment like that?

I was very lucky to grow up in an environment where waves and wind meet during a good part of the year. I have been able to practice a very wide range of water sports, thanks to the kite school of my parents and the very sweet weather of Saint-Martin.

Am I right in saying you get consistent trade winds? What are the conditions like at your home spot of Orient Bay?

Orient Bay is a beach exposed on the East Coast where the trade winds strengthen around Christmas for a few weeks and can sometimes go up to 25-30 knots, all year long there's enough wind to ride especially with kite foiling. We also get a fairly strong northerly swell. The wind is very consistent except for hurricane season.

Kitesurfing was your focus from the age of 8, when did you first discover foiling and what was the learning process like?

I started windsurfing at the age of 5, then I rapidly started to practice with a training kite and a skimboard. At the age of 8 I was heavy enough to ride a proper kite. In 2014, Damien Leroy came to Saint-Martin with a foil and he introduced me to the new discipline of kite foiling. This sensation was so unique as it brought more liberty and possibilities to ride in lighter wind.



PHOTO JAMES BOULDING

" LIVING IN SAINT-MARTIN ALLOWED ME TO ACCESS THESE BEAUTIFUL SPOTS AT ANY TIME. "

Since then, I had been highly attracted by every new sport such as the surf foil and the wing.

How did your relationship with Cabrinha come about? It looks like you've been riding the gear for a long time now.

My dad always worked with Cabrinha, then in 2004, the team came to the house for a shoot. Following this, in 2014 when Damien

Leroy came, he really introduced me to the brand by giving me some gear. This allowed me to progress more and the vibes of the brand gave me the energy to pursue my career in this industry.

I'm an avid fan of GoPro and have been for years now, so naturally I'm really interested in your 3 Million Dollar Challenge wins. What clips won you those 3 awards? How do you come up with these ideas and what are the logistics like behind them?

The 4 clips that allow me to win the GoPro Million Dollar Challenge all have in common

the sea and sports action including kitesurfing, surfoiling, and Hobie Cat. To diversify the different shots, I used the FPV drone to innovate and create new shot angles. Living in Saint-Martin allowed me to access these beautiful spots at any time.

You've recently been to Mexico with the Cabrinha Team. It looks to me like a close-knit family of people that are passionate about the sports they do. How was the trip?

The Mexico trip was our annual dealer meeting. This is the best time of year to regroup every person linked to Cabrinha including riders and dealers of the brand, and we all share the same passion and vision.

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PHOTO WIND ADVENTURES

“ RIGHT NOW, I AM PRACTICING FOR THE COMPETITION IN KITESURFING AS I AM PLANNING TO START COMPETING AGAIN.”

It is an awesome event as this allows me to meet inspiring people with different cultures from all around the world.

What's your go-to discipline at the moment? Your Instagram page makes it look like you're doing a bit of everything!

I really like to adapt myself to the forecast conditions. Depending on the time of the year, I am practicing different disciplines. For instance, as the wind is stronger during the winter, I prefer to kitesurf and wing foil. Right now, I am practicing for the competition in kitesurfing as I am planning to start competing again.

Massive congrats on 2nd place at the Foil Surf Racing League. That's an impressive result in a seriously competitive field. How was the event and what tactics did you adopt to do so well? Also, which foil setup did you use?

A few weeks before the competition, I created a training plan mixed with Crossfit, swimming, and foil pumping. I didn't have a lot of time to adapt myself to the conditions in Cocoa Beach as I arrived the night before the event. As this competition depends a lot on the beach break, I switched my foil between two heats for a bigger one. Regarding the setup, I used the Cabrinha H-series MKII 1300, with the LINK 4'3 and the 74 hollow mast.

PHOTO OSCO PHOTOGRAPHY (OSWEN CORBEL)





“ THE FOIL RACING LEAGUE INSPIRED ALL RIDERS TO CREATE MORE TRICKS, INCREASING MY MOTIVATION TO PRACTICE.”

Sticking with surf foiling, a recent video shows you doing strapped 360s when surf foiling - looks super cool! Did it take you long to learn? What kind of waves do you look for?

Indeed surf foiling opens so many more possibilities with the fact that you don't need power or big waves, and a small mushy wave gives you the potential of doing tricks or turns. Regarding the 360, I've been practicing it for a while now, but I wasn't consistent enough on riding with foot-straps. However, the foil racing league inspired all riders to create more tricks, increasing my motivation to practice.

Who do you look to for inspiration?

My first inspiration was Damien Leroy because he showed me how to enjoy riding different types of boards and disciplines, then Kai Lenny with the ability of ripping in so many different sports or Keahi de Aboitiz with such an effortless riding style. Actually, I am inspired by a wide range of riders as I like to create my own style and identity in terms of rides.

Cabrinha has a huge selection of amazing gear. Can you talk us through some of your favourite equipment to ride at the moment?

The Cabrinha gear fits for every rider, from beginner to advanced, as well as in kite, wing, or surf foil. Personally, my quiver is composed of the MotoX which enables me to ride in any environment that I can use with the Ace Hybrid. Currently, I am using all the surfboards of the Cabrinha range.

“ I LOVE THE CONTROL THAT IT GIVES WHEN RIDING ON THE WING AND WHILE SURF FOILING OR FLAT WATER PUMPING. ”

For the foils the H-series MKII is my go-to, with the perfect amount of manoeuvrability and glide, I love the control that it gives when riding on the wing and while surf foiling or flat water pumping. In terms of foil bars, I use the Logic, Link, and Code depending on the conditions and the discipline.

Finally, what are your goals over the next few years? More competitions like the Foil Surf Racing League or do you have your heart set on something else?

My goal right now is to participate in GKA and GWA tours in all events including surf foil. The Surf Foil Racing League event was one of the first competitions I've done in a while. It really increased my motivation to push myself on a competitive level.

Thanks for taking the time Théo!

PHOTO THEO DEMANEZ RIDER VALENTIN VILLEYRAS





WATERWOMEN

WORDS JACK GALLOWAY & BOWIEN VAN DER LINDEN PHOTOS LEO HOCHGRASSL & MATHYS FRAILE

BOWIEN VAN DER LINDEN

Introducing Bowien Van Der Linden, 2021 Wingfoil World Champion and all round ripper. Bowien competes in all disciplines of winging in the GWA and does it with style. Just check out the clips of her wave riding in Cape Verde for proof! Not only is she on the North Team competing around the world, she's also doing a Master's Degree in Design Engineering. Jack Galloway sits down with Bowien to find out more about this talented young woman.



“ I NEVER EXPECTED I WOULD DO ANY WORLD TOUR EVENTS, LET ALONE WIN AN EVENT OR WIN A WORLD TITLE! ”

Hey Bowien! It's awesome to have you join us here at Tonic Mag. Let's start with the big one, what was it like becoming the 2021 Wingfoil World Champion?

Sometimes I still don't believe it. My whole life has been full of watersports - windsurfing, surfing, and supping - from a young age. But when I started wingfoiling I never expected I would do any world tour events, let alone win an event or win a world title!

It's been such a fun experience and I especially love how it has given me the opportunity to dedicate more of my life to watersports, travelling, and competing.

Can you tell us about that year of competition, how many tour stops did you go to? What were you focusing on during the heats?

I had very little competition experience thus I had no idea what I was doing at the beginning of the year, luckily I learned fast. I think the experience mostly helps you prepare better for heats - getting you better results in the heats. What gear do you choose, how do you trim your gear, how and what to train, keeping calm and collected before your heat, knowing the ins and outs of the spot (especially important in surf events) etc. In my heat, I just focus first on landing the tricks I have in mind and when I've gotten them all locked down I try to better the scores!

That year I did the whole tour which was Leucate, Dakhla, Brazil, and Tarifa.



“I’VE SLOWLY STARTED GETTING BACK ONTO THE FOIL AND GETTING INTO FREESTYLE.”

Last year you unfortunately dislocated your shoulder which I believe resulted in surgery and missing a good deal of competition. How did it happen and are you back to full strength now? It certainly looks that way!

I had a dislocation once, eight years ago, during SUP surfing my shoulder was pulled out by a big wave. After recovering from that

injury all seemed well and I didn’t have any troubles with my shoulder. Then I traveled to Cape Town after I won the world title to train. After a couple of weeks, I had a session where I was super sore and tired from many days of winging before and then the worst possible thing happened. My shoulder dislocated in the middle of a 360 - a sign that my shoulder wasn’t nearly as reliable as I thought. And I immediately knew my chances of defending my title were gone. Even if I could do most of the events, how was I

going to push myself with an unreliable shoulder? I immediately took action and was operated on the same week. After a couple of months off the water and getting my range of motion and strength back I’ve slowly started getting back onto the foil and getting into freestyle.

I would say my shoulder is definitely not 100% - some days yes, but some days not. But with training it gets better and better - I’m really grateful for the progress I’ve made and proud to say I’ve been on every single freestyle podium since I’ve been back on the tour!



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RAY COLLINS RIDER: JAMES JENKINS

I'm glad to hear it's recovering. Let's rewind a bit, your childhood involved a mix of living in Noordwijk, The Netherlands & Cape Town. It must've been an amazing opportunity to ride in Cape Town as a youngster. How often did you travel/move between the two?

So I literally grew up 50/50 between the two countries spending 6 months in the Netherlands and 6 months in Cape Town each year. Pretty much an endless summer!

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AND 6 MONTHS
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“ I AM LOOKING FORWARD TO BEING ABLE TO FULLY FOCUS ON WINGING ONCE I’M DONE! ”

The opportunity to get so much time riding in Cape Town as a youngster was an amazing experience - it’s given me the skills I’ve needed to progress fast in wingfoiling and even though I don’t get to spend so much time there recently Cape Town is amazing for winging. I stopped spending half my year there when I started at university, now that I’ve nearly finished my master’s degree I hope to spend more time there again.

**Well, I’m impressed that you’ve managed to fit studying in around all that water time!
Am I right in saying you’re studying Design Engineering? How’s it going and do you make the course relevant to the watersports industry?**

Yes, I’m studying design engineering. It’s going well, at the moment I am doing my thesis for my Masters degree. So I’m nearly done, I am looking forward to being able to fully focus on winging once I’m done!

I got the opportunity to do my thesis at Mystic. The North Action Sports group and Mystic headquarters are located in Katwijk, right next to my hometown Noordwijk. So it was the perfect opportunity to combine my knowledge from my studies with my watersports experience!

Sounds like the perfect place to do a thesis.





“ AT A CERTAIN POINT I KNEW THAT IF I WON I WOULD BECOME WORLD CHAMPION - THAT WAS A CRAZY FEELING! ”

When did you first start wingfoiling? How did you find the learning process?

I started wingfoiling in June 2019 - nearly 4 years ago - my dad was already into SUP-foiling and bought one of the first production wings he could get his hands on in the Netherlands. We had no idea what we were doing, but we had so much fun learning this new exotic sport. Then I went to Cape Town that winter and there we weren't the only wingers on the water, I started to progress really fast and was soon doing carve 360's and some little jumps - the rest is history ;)

Awesome. At what point did you realise that wingfoiling could become a professional career for you? Must've been a super cool feeling!

I think this moment was in Brazil in 2021, at a certain point I knew that if I won I would become World Champion - that was a crazy feeling!

2023 has been great so far for you competition-wise. Podiums in all disciplines on the GWA tour, freestyle, surf & race! Do you find it difficult to balance the different disciplines or is it a natural part of winging for you?

I think in such an early stage in the sport it's pretty easy to balance the different disciplines, but it's getting a bit more difficult, especially with the full calendar. For me, Surf and Freestyle definitely have the focus when the time comes but now that they are still combined with racing, I'm doing everything!



“I HAVE MORE THINGS TO POST ABOUT AND I LOVE TO KEEP EVERYBODY UPDATED WHILE I’M COMPETING.”

You signed with North last year, what’s your go-to equipment in the different disciplines? You made the HA650 look insane in Cape Verde!

For freestyle and wave, my favourite setup is the Seek or Swell 4’4” with my HA’s and a NOVA. For racing I stay with the HA’s and switch to the MODE’s and the slightly larger

Seek 4’6”. I’m using my HA’s for basically everything, I just range between the different sizes but if the winds are good the HA650 is definitely my favourite size.

How do you balance training with things like staying on top of your social media? Or do you just go with the flow?

For me it’s something that I just go with the flow, when I’m traveling I naturally post more as I have more things to post about and I love to keep everybody updated while I’m competing. When I’m busy with other

things than winging - like my studies - it’s a bit more difficult.

Competition in freestyle is getting more & more intense. What tricks are you working on at the moment to stay ahead of the game?

It’s definitely getting much more intense, in the last few months my focus has been more on my shoulder and getting down all the tricks I had locked down before the injury. So not too many crazy new things, now I need to shift my focus to some new things otherwise I’ll fall behind. At the moment I want to start training some combos!

“ IT ALREADY HAS SUCH A HIGH LEVEL OF FUN IN MEDIOCRE CONDITIONS ”

With the racing discipline, do you have any background in sailing or are you fairly new to the race course? Do you think winging has a big future in racing, similar to that of windsurfing or kitesurfing?

I have absolutely no experience in racing. I think it has a huge future, where I personally see the potential is that with winging you can have really short upwind and downwind legs making the course really exciting. Instead of just having longer-distance races.

What's your schedule like for the rest of the year? Will you compete as often as possible or choose specific events?

If all goes according to plan I will be competing in all the world tour events this year. I'm still finishing my master's degree so between the comps I won't be traveling that much!

Lastly, what advice would you have for women & girls getting into wingfoiling? I'm well aware that it is a male-dominated sport at the moment but we'd like to start seeing that change a bit!

I think winging is such an accessible sport for anybody - it already has such a high level of fun in mediocre conditions and with a large wind window it can increase the time on the water like crazy! And especially very accessible for ladies - it takes less power than windsurfing and doesn't have all the lines and the power that might be frightening to some ladies during kitesurfing.

Thanks for taking the time Bowien. Good luck for the rest of the year!



JULIEN FILLION

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WORDS JACK GALLOWAY & MENUEL SELMAN

MANUEL SELMAN

It's not very often that you see evidence of a WSL athlete foiling, let alone get an interview with them in a foiling magazine. Therefore, we feel very lucky to have Manuel Selmán grace our pages this issue. Not only is he a top competitor on the WSL and competed in the Olympics, he also shreds on all disciplines of foil.



PHOTO SAM LIGHT

TONICMAG.COM

“ EPIC SURF, KITE, FOIL, AND WING CONDITIONS AND YOU DON'T FIND THAT IN MANY PLACES. ”

Hey Manuel, We feel very lucky to have an olympian in the mag! Welcome :) Firstly, massive congrats in Cabarete recently! Great result. Can you start by telling us about your childhood in Chile? It must've involved a lot of surfing.

I was born in Viña del Mar, Chile about an hour's drive from Santiago to the coastal city of Valparaiso, my dad was a bit of a windsurfer when I was a kid and had a fantastic childhood in Chile, but funny enough I was not revolved around surfing or any water sports really. I was a little skate rat, in school, I played soccer, with family and friends I played tennis and mountain biked, but I didn't surf until I was 12 years old when we moved to Cabarete in early 2001, and it quickly became my passion.

At what point did you move to the Dominican Republic? What was that change like? It's still a watersports mecca but perhaps doesn't have the same wave quality?

DR is where I found a new home and it's definitely the mecca of wind and wave sports in Central America and the Caribbean, some incredible waves for sure. I would say that Chile, as it's on the Pacific, definitely gets more consistent and bigger surf, but DR has something to envy anywhere in the world, I think warm water makes up for those small windy days, hahaha. While the wave quality might not be as consistent as Chile, the Cabarete watersports scene is unparalleled, with epic surf, kite, foil, and wing conditions and you don't find that in many places.

PHOTO CARLOS GONZALEZ





"IT'S A LOT LESS TRAVELING THESE DAYS AND NOW I MISS GOING TO OTHER CONTINENTS AND COMPETING IN MORE DIVERSE WAVES AROUND THE GLOBE, "

When did you start competing in the World Surf League? It must be incredible to travel the world surfing. Do you find it stressful at the same time?

I began competing in the World Surf League consistently in 2009 and have since been fortunate enough to travel the world,

meet amazing people, and surf some of the most incredible waves. Although it can be stressful at times, during the pandemic I had my first break of not needing to pack my bags every two or three weeks in 12 years. Since then, the WSL is split by regions, it's a lot less traveling these days and now I miss going to other continents and competing in more diverse waves around the globe, I try to focus on the positive aspects and take things one day at a time.

What was the qualification process like for the Chile surf team and the Tokyo

Olympics? You must have been thrilled to qualify. Tokyo was the first time surfing was in the Olympics. What was it like to compete for your country?

Qualifying for the Chile surf team at the Tokyo Olympics was a dream come true for me. Representing my country and the DR also in a way on the world stage was an honor, and it was an unforgettable experience to compete in the first-ever Olympic surfing event. Although we had heavy covid restrictions like not being able to attend other sports which was a bummer and the waves weren't amazing, it was a real experience being there.



As a professional surfer, it's not that common for athletes to take part in many other disciplines at the same time. Do you think your kitesurfing, winging, & foiling make you an all-round better athlete? Why do you think more professional surfers don't do it? Or maybe we just don't hear about it...

I believe for sure that kitesurfing, winging, and foiling have made me a more well-rounded athlete. They all really complement each other in different aspects, both of your physical body and mental approach. A lot more surfers are foiling than kiting and winging for sure, but I think it's more of a personal choice, and it depends where you're from too. Surfers from Maui, most of them all foil, while Brazilians foil and kite too like Pedro Henrique and Caio Ibelli. They are the only other athletes on the WSL that kite and foil that I know of.

"A LOT MORE SURFERS ARE FOILING THAN KITING AND WINGING FOR SURE"





**" I THINK OF SURF FOILING AS A WAVE OPTIMISER,
MAKING THE MOST OF BAD SURF CONDITIONS "**

It must be cool to be recognised by surfers when you're back in Chile?

Being recognized by people and surfers in Chile is always humbling, and I'm so grateful for their support.

How did your relationship with Slingshot & Ride Engine come about?

My relationship with Slingshot & Ride Engine began when they reached out to me, I learned to prone foil on a Hover Glide H3 and an Alien Air board, I posted some photos on Instagram, and Jeff McKee at the time was the surf foil team manager for Slingshot and he loved it, a couple calls later and I was on the foil team. I'm so stoked and happy to be a part of their family. Then with time, I got in contact with Wyatt Miller and Sam Light and I was all Slingshot waterman, hahaha, and shortly after that I got in contact with Gary Siskar from Ride Engine and went on an epic trip to Chile with the team to shoot "El Camino"

I've found shortboard surfers to mostly have a fairly negative view of surf foiling. What has your experience with that been like?

Regarding surf foiling, my experiences have been the exact opposite, when I paddle out people are really intrigued, I mean, it depends, if you paddle out a line up with glassy 3+ feet waves then you're gonna get the stink eye for sure, I think of surf foiling as a wave optimiser, making the most of bad surf conditions and that's what's attractive to surfers, I think it's an epic way to explore new facets of surfing and challenge yourself in different ways. Some surfers might have a negative view of it, but it's ultimately up to the person.



“ THE PHANTASM G700 IS MY NEW GO-TO SURF FOIL, IT REALLY TURNS LIKE SURFING, HITS THE WHITE WATER, BREACHES, AND SMOOTHLY RE-ENGAGES, IT'S SICK! ”

I'm glad to hear you've had positive experiences with it! How do surfers on the world tour view surf foiling? We see the odd clip of John John Florence surf foiling but don't hear much else. Are many of the athletes foiling?

As for the world tour, I can't speak for every

athlete, but from the top of my head, I believe that John, Medina, Caio, Ian, Zeke, Barron, & most Hawaiians foil, but I know that more and more surfers are getting into foiling.

How's that Phantasm G700 for surf foiling? Looks not only like it turns well but also pumps well. The V2 Flying Fish looks super fun. Is the 4'2 your go-to size?

The Phantasm G700 is my new go-to surf foil, it really turns like surfing, hits the white water, breaches, and smoothly re-engages,

it's sick! It's a bit hard to pump but if you manage to kick out with speed it's an easy connection. And yes, the 4'2" Flying Fish is my go-to size! I've also been prone and wing foiling on the Spencer Pro 45L.

Do you have a favourite discipline or do you prefer to do a bit of everything? What's your training routine like for competition? Does foiling fit into that in any way or is it specifically a hobby?

I don't have a favourite discipline per se, surfing takes the advantage but my favourite thing to do is the best discipline for the conditions at the time. I enjoy trying new things and pushing myself to new limits.



**“ I’M OFF TO EL SALVADOR FOR THE ISA
WORLD SURFING GAMES AND I HAVE SOME
EXCITING PROJECTS IN THE WORKS ”**

All three disciplines are definitely a part of my training routine, and I think it's an excellent way to stay in shape and improve my surfing. I'm contemplating competing soon in one of the foiling disciplines so...

Ooo that would be cool! Finally, as I mentioned earlier, a massive well done for your 2nd place finish at the Cabarete Pro! What is your schedule like for the rest of the year?

Regarding my schedule for the rest of the year, I have a few events coming up, I'm in Panama right now at the Panamerican Surfing Championships, in June I'm off to El Salvador for the ISA World Surfing Games and I have some exciting projects in the works. I'll keep you updated!

We look forward to it. Good luck and thanks for chatting Manuel.

THE DOWNWIND JOURNEY

OSKAR JOHANSSON

WORDS JACK GALLOWAY & OSKAR JOHANSSON

PHOTOS OSKAR JOHANSSON

Oskar played an integral part in the creation of the Armstrong Downwind SUP. We caught up with him to find out all about the process and how his foil obsession progressed to a downwind obsession. Oskar is clearly an asset to our sport, his enthusiasm shared through his YouTube videos is infectious, he's been sending big distances on his downwind SUP and is an inspiration on all disciplines of foil. We hope you enjoy this one.

“ GEAR HAS PROGRESSED SO FAR SINCE THE EARLY PIONEERS AND HAS MADE IT SO MUCH MORE ACCESSIBLE. ”

Hey Oskar, great to have you join us again.

Firstly, when did you first realise that downwind SUP foiling was something you wanted to do?

To be honest it really didn't appeal to me for quite a while. I never SUP'ed and coming from a prone surf background the idea of riding such a big board just didn't appeal to me. We did a few prone downwind runs with a jetski but the logistics of getting the trailer to the finish point just meant we didn't do it often. Eventually, it was a friend, Zane Westwood, who talked me into it. But I still went into the process very hesitant.

Tell us about your downwind journey, what was the learning process like? What gear did you start on?

Looking back on my DW journey I was somewhat lucky that I waited as long as I did. Gear has progressed so far since the early pioneers and has made it so much more accessible. I started on a friend's Sunova Aviator 6'4" with the Armstrong HA1325. I had the idea of just going straight out for my first downwind run and tried to paddle out from a local boat ramp and quickly realised I couldn't even paddle the board in a straight line. In the end, the whole journey from learning to paddle to DW'ing was about 3 weeks. I spent a session in the lake learning the "j" stroke and how to paddle straight, then progressed into the surf to learn the transition from paddling to then being on foil. I just progressively worked on paddling up on smaller and smaller bumps and trying to get the paddle pump technique to assist with releasing the board from the surface.





“ HAVING SHAPED SURFBOARDS SINCE I WAS YOUNG AND NOW HAVING SHAPED MY OWN SUP I ALREADY HAD SO MANY IDEAS ”

I then had a session paddling about 1-2km out in onshore winds and practicing paddling up on the way back. This really taught me to not try and paddle for the big swell bumps but for the steep little wind chops. My first real attempt was 3 weeks into the journey with Zane which was a 9km run across a bay which to my surprise was successful. Even after doing my first run, I knew I wanted a completely different board.

At the time nothing was available so I decided to make my own. At the time boards were about 25-29" wide so I went 22.5" wide, and 5'10" long. Maybe it was a bit arrogant for my first board, James Casey and Zane gave me no confidence and said it was too extreme, but it ended up working great! The boxes were also way further forward which made it feel super nimble and responsive.

You've had a big input in the design of Armstrong's Downwind SUP.

Can you fill us in on the process of designing a board with Armstrong. What did you start with shape-wise? Who did you work with?

How many prototype boards did you go through?

It was quite a natural evolution. Armstrong said that they could make me a custom DW SUP board and I immediately jumped on it. Having shaped surfboards since I was young and now having shaped my own SUP I already had so many ideas and features I wanted to put into the board. I was honestly nervous to let someone else design it, so I decided I would draw something up in CAD and send it to them. My drawings were rough at best though, and so many aspects of the board were terrible, but Armie worked his magic and brought the design into an actual board. There were so many aspects from the bevels in the rails, to rocker and volume distribution that he fine-tuned to make it into the first board.



It started out at 79L, 5'11" x 18 1/2" and Armie made four of them with different bevels and constructions to test at the AWSI event in Hood River. Instantly they were better than anything else I had ridden, but we still had a lot of ideas and changes. This took at least an additional 5-6 iterations on that one size until we arrived at the 85L board that is available today. The amount of boards then prototyped to make each of the additional sizes in the range would be a fairly sizeable number!

Shape-wise, they're not as aggressive in terms of length & width as some brands are. Was that deliberate or something that naturally turned out to be the best performance?

There are a number of variables that control the limits in board dimensions. Of course longer and narrower are easier to paddle up, but eventually, you get to a point where you can paddle up far too small of a foil than you can actually downwind.

"INSTANTLY THEY WERE BETTER THAN ANYTHING ELSE I HAD RIDDEN"



Laurent Borgna is a designer well known for his bump foil models inspired by the biomimicry of the whale. He joined the AFS team in February 2023 with the first project to develop a specific range of foils for wave riding.

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"I ALMOST EXCLUSIVELY DOWNWIND IN THE OCEAN WITH SWELLS SO I RUN A MINIMUM OF A 795MM PERFORMANCE MAST TO GIVE ME THAT EXTRA HEIGHT"

At that point having such a long board is detrimental to the performance while downwinding. It becomes more difficult to handle in tighter bumps as it's susceptible to nose-diving, and the response of the board decreases as it gets longer through the increased swing weight. Width also has its limits in that you still need to cater for the rider's offset stance and foot size.

For example, my limit with a US size 9 shoe and not much offset is 17". You then have to factor in people with more offset stances and riding positions and that is where we landed at 18 3/4" for the 6'3" model that I ride. Ultimately where we ended up was a board that balances the dimensions so that it is accessible to intermediate foilers, but something you won't outgrow as you progress with your downwind journey. Interestingly on James Casey's latest "Thursday Thoughts" he talks about this and the trend now going back to shorter boards but maintaining that narrow width...

so hopefully we got that right haha.

You've been doing some huge ocean runs. 80km being the longest I believe? What's your go-to setup at the moment?

Yeah, 83km is my longest so far, but I am already looking for way longer runs. I always ride the 6'3" x 18 3/4" at 85L Armstrong DW board and mast very far forward, 11 on the tracks. I almost exclusively downwind in the ocean with swells so I run a minimum of a 795mm performance mast to give me that extra height for dropping into the bigger swells with confidence to not breach. Fuse length I have been experimenting a lot with. There are a lot of pros/cons with different lengths, but ultimately as I have progressed onto smaller front wings where I like the additional stability and projection on the pump of the longer 70cm fuselage. In light wind conditions or during a bay/enclosed water run then I go for the 60cm fuse. And front wing I basically only ride the HA925 in everything. I can paddle up the HA725 fairly comfortably but it's too quick to cruise with the wind bumps which makes it a lot more work to DW.

What do you think about flat water paddle-ups as part of the progression? Is it worthwhile or should people go straight out to the bumps?

I never did flat water paddle-ups, but I wish I did. It really highlights all of your weaknesses. It is also one of the only ways to really work on the paddle pump technique while getting on foil. Paddling up in the surf you always "catch" the wave and don't get many opportunities to really work the board up onto foil. In the flat water, there is nowhere to hide, and you have to get everything right to make it work. All of those skills translate to being out in the bumps and working the board up onto foil.

“ BEING THAT FAR OFFSHORE WITH NO MOTOR OR RELIANCE OTHER THAN YOUR OWN ABILITY AND SKILL IS ADDICTING ”

What is it about downwind foiling that appeals so much? How popular do you think it will become?

To me, it's the adventure, and to some extent the risk. Being that far offshore with no motor or reliance other than your own ability and skill is addictive, it's a complete flow state where you have to be present. Everything that you've learned in foiling is used while downwinding and it takes all of your concentration and ability. Even when you think you've got it "mastered" you can progress to a smaller foil, faster average speeds, and longer distances. Eventually, you'll find yourself checking every wind forecast model daily, scouring google maps for stretches of coastlines that would suit particular direction winds and then possible starting and exit points.

As for how popular will it get, I think it will continue to grow steadily. With gear becoming more accessible not just to downwinding but progression of foiling in general, more and more people will have the skills and ability to downwind. Aside from rider ability, the attraction of adventure is something I think a lot of people want to get involved with. It also gives you the opportunity to pioneer those adventures along your own stretch of coast.

What advice do you have for people that are new to the discipline?

As much as I hate to say it, buy the latest downwind gear. There has been so much progression in gear to make downwinding more accessible.





“IT IS SUCH A SPECIAL AND UNIQUE PLACE OUT IN THE MIDDLE OF THE OCEAN, AND BEING ABLE TO SHARE THE EXPERIENCE WITH FRIENDS ALWAYS MAKES IT BETTER!”

Even looking back 6 months the boards coming out then are almost irrelevant now. We have landed on some good trends so think about your ability and experience, and choose a board accordingly with some room to grow into it. Secondly, ride a way bigger foil than you would ever dream of. There is nothing worse than not getting on foil,

so make the learning process easier on yourself. And lastly, try and enjoy the suffering. There will be plenty of frustration and cursing, but try and enjoy the process. It makes the reward of downwinding so much more satisfying!

What safety equipment do you take with you when downwinding?

There are a few things I always take with me. Firstly a tool, in case I didn't tighten something up or if you need to come in at a different point and disassemble your foil (touch wood I have never needed it yet).

Secondly a phone. I use a Pelican waterproof floating case and never do a run without it. I always share my live locations with anyone I am doing the run with, or with family/friends that know I am out there. I do most of my runs alone so having people able to see my location is key. I also share my location with the local maritime through their app in case I need rescuing, but also if someone from the public calls worried about a person paddling way offshore then they can see if it was me they were talking about and can call before sending out a full search party. I also always wear high-vis shirts for visibility from land but also to keep an eye on each other during a run. We have also tried marine walkie-talkies but in the bumps they seem to have a fairly useless range and we have just had too many issues with them to prove reliable. Also if you don't have good reception I would recommend an EPIRB or similar emergency device.

You're well known for your record-breaking pump foiling. Do you have any specific goals within downwind foiling?

My biggest goal at the moment is the M2O race in July. It has always been a dream to ride in the Hawaiian conditions, but to do it between two of the islands in the middle of the ocean seems like such an amazing experience. After that, I just want to explore doing more adventurous downwind runs. Pushing how far we can go, but also doing it with a good group of friends. It is such a special and unique place out in the middle of the ocean, and being able to share the experience with friends always makes it better!

Best of luck in July! You'll smash it I'm sure. Thanks for chatting Oskar.

WORDS JACK GALLOWAY & JACK HO
PHOTOS MATTY LEONG & PHILLIP MULLER

JACK HO'S RISE IN FOILING

At the astonishingly young age of just 15, Jack Ho established himself as a pioneer of downwind foiling. In the summer of 2020, Jack and a small group of friends including the likes of Simeon Ke-Paloma & @foilwizard Scotty started chipping in and sending it offshore into ocean bumps. The Voyager Foilers were formed and the rest is history. We catch up with Jack to find out all about it.



CUTTING
EDGE





"I NEVER PLANNED FOR IT TO GO THIS FAR BUT WITH MY LOVE FOR THE OCEAN AND MY DRIVE TO BE THE BEST IN WHAT I DO, IT HAS GONE IN A GREAT DIRECTION."

Hi Jack, welcome & thanks for taking the time to chat! Can you start by telling us how you first got into foiling?

Aloha, honoured to share the space and talk! For me, it all started in 2013 when I was in middle school. I grew up longboarding and would always see the early day foilers flying around the local surf spot. Since I was on a longboard and they were on foils (old Go Foils at the time) we were both sharing mushy waves. After months of seeing them having way more fun than me, I begged my dad for a try. He surprised me with a trip to the Used Surfboard's shop and bought me a complete "Made in China" setup for \$600. The foil barely lifted out of the water and the board was a bulky 5'6 but that was all I needed to get started. The rest is history!

Growing up on O'ahu must've been seriously fun. When did you first set foot on a surfboard? Did your family have a big input in helping you become the athlete you are today?

O'ahu is my home and in my opinion, the best place in the world. I grew up and still live minutes away from the world-famous Waikīkī Beach so surfing was inevitable. I learned how to surf at the age of 5. Kindergarten or first grade if I can recall. From there, it escalated into a career and a lifelong passion. I never planned for it to go this far but with my love for the ocean and my drive to be the best in what I do, it has gone in a great direction.



“ WITH THE COMMUNITY PRESENCE HERE IN HAWAII, THERE ARE SO MANY ROLE MODELS AND PEOPLE THAT I LOOK UP TO DAILY. ”

My dad has been a lifelong surfer so of course, he is the one who has taught me and showed me everything I know. In addition to my dad, with the community presence here in Hawai'i, there are so many role models and people that I look up to daily.

That sounds amazing. Moving forward a bit, what were those early days of prone downwind foiling like? You were essentially

discovering a completely new sport. Must've been great to get your first successful runs.

The first real downwind run I did was about a mile long. I was already foiling for a couple of years at the time and I had a pretty good stamina for pumping. However, I had no idea how to read the bumps and the swells. At the time, I was using a Lift 200 classic surf wing. For me, this had a ton of lift and I was able to pump it pretty well. With the help of my good friend and lifeguard/waterman Simeon, I paddled out to Diamond Head, caught a wave, and went roughly a mile down the coast. Simeon was the first guy to do it within our foil community

at the time so he was the one telling and showing me what to do. He paddled and raced canoes his whole life so he already had the ocean and downwind mindset. We did this short wind swell shore run for a few weeks to practice and log our reps. About a month later, Lift released the 170 HA and we instantly cracked the code. Since we (myself, Adam, Scotty, & Simeon) were all used to the surf wings, once we got on the HA wings it was so easy. We all decided to try a little further, so one day, my dad drove us up the coast and we started 2 miles away from the finish. We all caught a wave and made our way down riding bumps. We all made it on the first try without any falls and that was the start of the "Kaiko'os run" that everyone here does now.

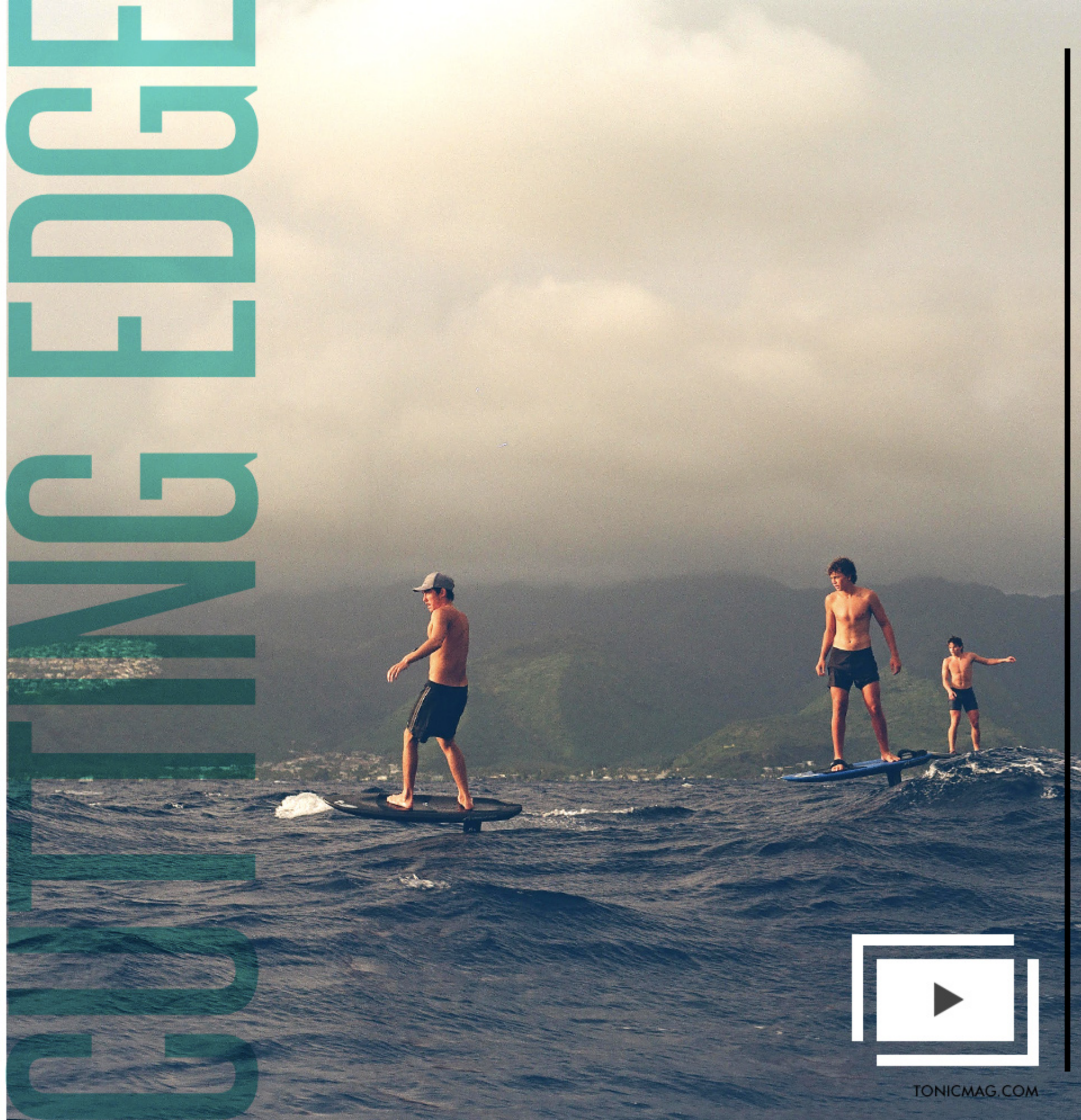
“ IT'S FUN BECAUSE I GET TO TAKE MY FRIENDS AND EXPLORE ANY ZONE THAT I WANT! ”

That's inspiring stuff right there. Things have progressed a lot since then, in the space of just 3 short years downwind foiling has grown massively. What's your preferred method of downwinding now? Still prone, or is it SUP, hand paddles or just paddle?

Prone for sure! I think it's the most fun because it's the most similar to foil surfing, the board is small, you can ride super small front wings, and go fast! Yes, you can do all of that on the SUP board but I still think it's the most fun on the prone. I recently bought a ski so I've been taking it out a lot and downwinding. It's fun because I get to take my friends and explore any zone that I want!

For me, one of the best parts of foiling is the community. What's it like to go surf & downwind with the Voyager crew? It looks like there are more & more of you every time it's windy!

I agree with you 100%. The community aspect of foiling is unmatched! The Voyager Foiler crew started out as a little joke with Simeon posting some downwind clips. We never expected it to turn into 30+ guys bouncing down the coastline. Also to mention, the IG account has close to 10k followers now! The beauty of the crew is that there are so many different surfers and ocean lovers from all different backgrounds. This group includes teenagers like myself, my dad's friends (who are now my friends), my teachers, my role models, my friends' dads... it's so classic! It seems like every time it's windy, more guys are showing up to the spot to try their first attempts at downwind foiling. It's amazing to see!





"I TRIED A FEW OF THE FOILS AND THEY FELT MENTAL. PROBABLY THE BEST STOCK FOILS THAT ARE ON THE MARKET NOW."

What are your favourite locations to foil surf & downwind?

My local surf spots on the south shore of Oahu! In the summer, I'll go to Maui a lot to do the Maliko run. Flights are like \$100 and it's fun to see my friends who live there. I also look forward to going to Hood River. It's the mecca of wind sports and has insane

conditions! It's also such a rad little town. I really want to go to Europe and do some downwind runs there. It looks insane.

I've recently spotted a fair bit of F-ONE gear in your Insta posts. Is that the new SK8 or the Eagle you're riding? What's your go size for downwinding?

Yeah! So I recently joined the F-One foil team this year. Prior to signing, I tried a few of the foils and they felt mental. Probably the best stock foils that are on the market now. I've rode just about every brand by now and I can unbiasedly say that F-One is one of the best.

I have been frothing on the 790 Eagle for downwind and I use the new 750 SK8 and 690 Eagle for surf. The 690 is actually the dark horse in my opinion because it's soooo fast downwind and rips in the surf. It's an all-around amazing wing for all conditions.

Glad to hear you've joined the team! I have to know more about that new F-ONE Downwind board. F-ONE has kept it very secret, what dimensions is your board & how are you finding it? Did I spot that you're paddling into bumps without hand paddles on it?

Haha! I can't say too much as this was an out-of-the-box prototype idea that came to life.



"IT WILL ALLOW ME TO STUDY WHILE STILL PURSUING MY OCEAN CAREER. I PLAN TO ENJOY THE OCEAN FOR THE REST OF MY LIFE!"

It's 6'6 x 18 and was created for the Molokai to Oahu channel crossing. I wanted something I could flat water start on but at the same not be too long in length while up on foil. I don't like the feel of the super long SUP boards. The little dug-out by the foil boxes is inspired by my local shaper who does that on the prone boards he makes. The theory is that it puts your foot closer to the mast for more sensitivity and feel. I posted a clip riding it without the paddle on a downwinder. No, I didn't paddle into a legit wind bump with it. That day, the wind was blowing hard onshore so it was wind bumps mixed with ground swell waves. So basically I paddled into a wind/wave chop to get up. In my book, it doesn't count... Lol!

Haha fair enough. You must be about 19 by now Jack. What are your goals in the future? Have you finished studying? Will you continue living the ocean athlete life or do you have another career in mind?

I am actually 18 years old. I graduate high school this spring and will be attending the University of Hawaii in the fall. I decided to stay home for college because it will allow me to study while still pursuing my ocean career. I plan to enjoy the ocean for the rest of my life! My career goal is to be a commercial airline pilot. It's been my dream since I was 12 so I am determined to make it happen. It's kinda like foiling in a sense ;)

Can't believe you're still only 18! Sounds like a great plan, best of luck, and thanks for chatting.

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"My eyes have never felt so loved"

- Sukie R



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OFFSHORE

RICHARD BOUDIA

WORDS JACK GALLOWAY & RICHARD BOUDIA
PHOTOS RICHARD BOUDIA

As I discovered doing this interview, Richard Boudia has been SUP downwinding since 2017! Amongst a few key athletes, Richard has put the Mediterranean on the map for downwind foiling. It seems to regularly blow 40+ knots and genuinely looks insane. Richard has even had Eric Stermann & Aaron Evans (@makiacreative), two Hawaiian legends, over to visit recently to sample the conditions. Some of the photos from that trip feature in this article and they make it look incredible. After reading what Richard has to say, I have no doubt you'll be adding the Med to your bucket list.

“ I THINK MY SUP BACKGROUND WITH THE ABILITY TO PADDLE ON SMALL UNSTABLE WAVE-RIDING SUPS HELPED ME A LOT ”

Hey Richard, thanks so much for joining us!

Thanks for having me guys!

Could you start just by telling us a little bit about yourself & your background in watersports?

I moved from the Paris area to the coast around Marseille at the age of 20 to live my passion of windsurfing. Then progressed into kiting in September 1999, surfing and stand up paddling in waves for a while also.... then got hooked on foiling waves and swell since 2016.

Sounds like an ideal route into foiling. Do you think there is a specific sport that helped the most with downwind foiling progression or was it a combination of all your previous experience?

Yes, I think my SUP background with the ability to paddle on small unstable wave-riding SUPs helped me a lot, apart from that my main attribute is being really stubborn ;)

Haha, you need it with downwind SUP! How did your work with AFS Foils come about and what is your role there?

I used to work for another Foiling company, doing mainly commercial work, around March 2023 I contacted AFS (Foil and Co) to see if we can work together, I love linking R&D, commercial work, and marketing.





“ A FEW TEAMS MEETING PER DAY ALSO TO MAKE SURE WE OPTIMISE EVERY SINGLE ASPECT OF THE AFS GEAR ”

Tanguy (president) has been doing the board designs and Kevin Ellway designs those magical foils. In AFS, we work as a team in the R&D department, each speciality is gonna need a lot of experience to make sure we get the best product out there, I'm the most obsessed with downwinding in the team so I've been the one to push on board size, shape type on the boards...

and for the foils, Kevin, Emeric and the rest of the team have been discussing foil size, span, and speed range to make sure we got it right ASAP.

Other than testing foiling gear, what does the average day look like as International Business Manager at AFS (Foil & Co)?

Checking the forecast at first, I'm checking it 10 times a day on average :) ... replying to quite a few emails, WhatsApp, Messenger... a few teams meeting per day also to make sure we optimise every single aspect of the AFS gear from performances to marketing and commercial perspective.

It looks to me as though you've been downwind SUP foiling for over a year now. What was the learning process like for you?

I've been SUP foiling Downwinding since 2017 it's been a while ... back then we needed strong wind to get going. For a few years now the gear and technique improvement allows us to ride even in light conditions.

Wow, you're a real pioneer Richard! I was lucky enough to test the Blackbird recently. Which AFS foils would you recommend our readers learn with, and which foils for advanced, high-speed runs?

To begging with I would suggest Performer 1900/ 1650 /1450 (depending on your weight + stab Cruiser 245 and small mast (75 alpha or 78 Performer UHM).



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

Then for advanced riders, the Pure HA1100 + stab HA165 (85 or 78 UHM mast) in light conditions, and the Pure HA800 + stab HA135 or Pure 900 for punchy conditions, Performer 1250 + stab 190 is also a good option.

Am I right in saying you live near Marseille?
I think people wouldn't immediately think of the Mediterranean as a downwind location. Can you tell us why it is so good?

Yes, I live in Six Fours, we are blessed with wind swell and good wind in the area, the cherry on the cake is that the wind is often blowing side shore, ideal for downwind runs.

Sounds ideal. What kind of wind speeds are you looking for for your downwind runs? Does it make a big difference if the wind has been blowing overnight too or is that not really relevant?

To make it easy to start you want a short wave period, and strong wind (above 20 knots), blowing overnight can often get the swell to enlarge the wave period so it can get more technical because the swell speed is gonna be harder to match.

You've done a 100km+ downwind run which is super impressive! What goes into the planning of an adventure like that? Weather, safety equipment, nutrition?

100k runs used to be impressive, gear improvement and a good technique make it actually not that hard,



after a certain level you can go as long as you want, depending on how much time you've got... The weather was a sunny 5° and an average 25/30 knots, good wind direction to go along the shore, phone fully charged (plus extra battery, DW friends were aware so that I could call them if needed), camel back with salted water and a tool for my foil. I mainly ride fasted, so nutrition is simple, my last meal was the night before. That run was not really planned, I'll go for the real one next time with a bit of planning.

"I MAINLY RIDE FASTED, SO NUTRITION IS SIMPLE, MY LAST MEAL WAS THE NIGHT BEFORE."

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TEAM RIDERS: MATEO ELL AND CASH BERZOLLA

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**“ DOWNWINDING ON SUP EVERYWHERE,
GOING FAST, GETTING BETTER TURNS,
GOING LONGER ...”**

Awesome, what's the downwinding scene like in South France? Are there many of you getting into it?

It's growing fast, there must be a good 100 people practicing in the south of France from Nice to the Spanish border.

I saw that you've done some hand paddle downwinding on the BlackBird too. Do you think it's just a phase, or is it here to stay?

It's here to stay no doubt, great for DW without needing a SUP experience.

What is your current go-to setup for downwinding? I'm hearing great things about the PURE 1100, is that in your quiver?

Black Bird 6'2, in light conditions and long distances it's the Pure 1100+ stab HA 165 + UHM mast 78 and 85, in punchy conditions I take Pure 900 or Pure HA 800.

Finally, what's next for you Richard? Got any big adventures planned on the downwind SUP?

Yesss, downwinding on SUP everywhere, going fast, getting better turns, going longer ... mixing it up to keep the excitement.



THE DESIGNER

NOAH HOFFMAN ON THE NAISH ADX

The Wing-Surfer ADX, or Aero-Dynamic-Xtreme, is Naish's latest and greatest piece of kit. We caught up with designer & all-round waterman Noah Hoffman to get the low down on the ADX. In just a few short years we've progressed a long way in terms of wing design and Naish, without a doubt, remains at the forefront of the sport.



“SURFING EVENTUALLY TURNED INTO SURF FOILING, AND FOILING TURNED INTO WINGING & KITING.”

Hey Noah. Thanks for taking the time to chat, we're excited to find out all about the brand-new Naish ADX. Let's start with a bit about you, you're clearly a proficient foiler as well as a designer. What's your background in both watersports and product design?

Well, I grew up in Kailua Oahu and have been on a board since before I can even remember. My background is in surfing, surfing eventually turned into surf foiling, and foiling turned into winging & kiting. Designing for me started at a very young age, I always enjoyed making things and working with my hands. My grandpa helped me shape my first surfboard when I was 13 and throughout the years I have done many projects to find new ways to express my creativity. I followed in my father's and grandfather's footsteps and got my degree in Mechanical Engineering. Setting me up very well for a job as a designer, having both passion for the sports and technical knowledge from my schooling.

Sounds like it worked out! What led you to work with Naish?

One of my long-time family friends is Des Walsh who has been with Naish for over 20 years. Growing up in Kailua we would always go into the Naish Shop with my dad and spent a lot of my young days on the beach hiding under kites and watching my dad windsurf. Because of this, in my eyes when I started doing wind sports Naish was the cool brand.



“ BEING ABLE TO DO WHAT I ENJOY IN AND OUT OF THE WATER FOR A CAREER IS SUPER REWARDING. ”

After I graduated from school, I was onboarding with a different company outside of the watersports realm when Des called my Dad to see if I would be interested in a position at Naish. Going this route was one of the best decisions I have made in recent years. Being able to do what I enjoy in and out of the water for a career is super rewarding.

I'm glad to hear it. Hawaii must be a great place for product testing & development.

Hawaii is an amazing place for product testing and development. There is pretty much something you can do in the water every day wind or no wind. My girlfriend and family still live on Oahu so I do a lot of traveling between the two islands and that helps get a good range of conditions for testing.

How many of you were there in the team for the ADX and what's the process like start to finish in creating a product like this?

The core test team includes myself, Robby Naish, Michi Schweiger, and Austin Kalama. We also use a variety of riders as well as customers to cover all aspects of what the wings need to achieve in terms of their performance and target market.

For a product like the ADX we are able to start with a baseline which is always the product that we created previously. We then narrow down what direction we would like to go in and through lots of prototyping and testing, we move to achieve that goal. A good relationship between us and our factories is an essential part of that process.

“ IT WAS REALLY IMPORTANT TO US THAT WE NOT ONLY USE OUR TOP TEAM RIDERS BUT GET BALANCED FEEDBACK FROM A VARIETY OF RIDERS ”

It was tough through covid as traveling was difficult through most of the development process so constant communication was necessary to achieve the results we wanted.

I bet. How much of a part do your professional riders have in testing gear & giving you feedback?

They are definitely a big part of the testing process. Robby Naish, our product manager Michi Schweiger and myself collect the feedback from our testers and discuss how to apply it to the development of the product and eventually bring it into production. It was really important to us that we not only use our top team riders but get balanced feedback from a variety of riders with different skill levels and different expectations.

The ADX has a higher dihedral than previous Naish wings. Can you explain the reason behind this?

We changed the geometry a lot from the previous MK4, one of the biggest shape changes was increasing the wing span making the wing a higher aspect. The added dihedral was an essential part of adjusting the wings handling. The higher wingspan requires that the wing balances a bit more over your hand and is not ridden as vertically as the MK4. This makes it so you don't have to worry about your wingtip hitting the water when you are riding around. There is so much positive lift in the wing that it feels like it wants to fly out of your hands.





The dihedral gives the wing the balance to stay neutral in the air, essentially auto balances itself. Making tacks and gybes easier as the balance allows you to focus on projecting through your turn and not where the wing is positioned.

Naish has placed a big emphasis on the canopy tension of the ADX. How did you and the other designers achieve this?

One portion to achieve the canopy tension is also connected to the dihedral which allows us to keep even tension through the entire canopy section. Another factor was that it was possible again to fine-tune patterns directly at the factory once the covid restrictions were lifted.

“IT WAS POSSIBLE AGAIN TO FINE-TUNE PATTERNS DIRECTLY AT THE FACTORY ”

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“ALLOWING US TO CREATE THE RIGHT BALANCE BETWEEN PERFORMANCE AND A WING THAT WILL LAST FOR MANY SEASONS.”

What's the reason behind the strengthened Plasma Dacron material on the central 'T' part of the strut & wing?

The idea behind the t-bone construction came from previous wing failures across the market. The strut and middle section of the wing takes the most stress and sees the most failures. With the additions of rigid handles, we wanted to ensure that we gave the wing

enough structure so that you get the full benefit of the direct feel provided by the handles. We also wanted to give the airframe a little extra structure in the center while still keeping the weight down and allowing the tips to twist off making for a comfortable ride.

How does a designer like yourself go about deciding on the balance between durability & weight?

This essentially gets directed by the market needs. The team now has several years of experience on the wings with a track record that shows us what is doable in terms of

material choice. In addition to that we have decades of sail and kite making, allowing us to create the right balance between performance and a wing that will last for many seasons.

The Naish ADX has an interestingly shaped curve strut. I'm excited to find out how it feels when we get one on test but in the meantime can you explain why it's there?

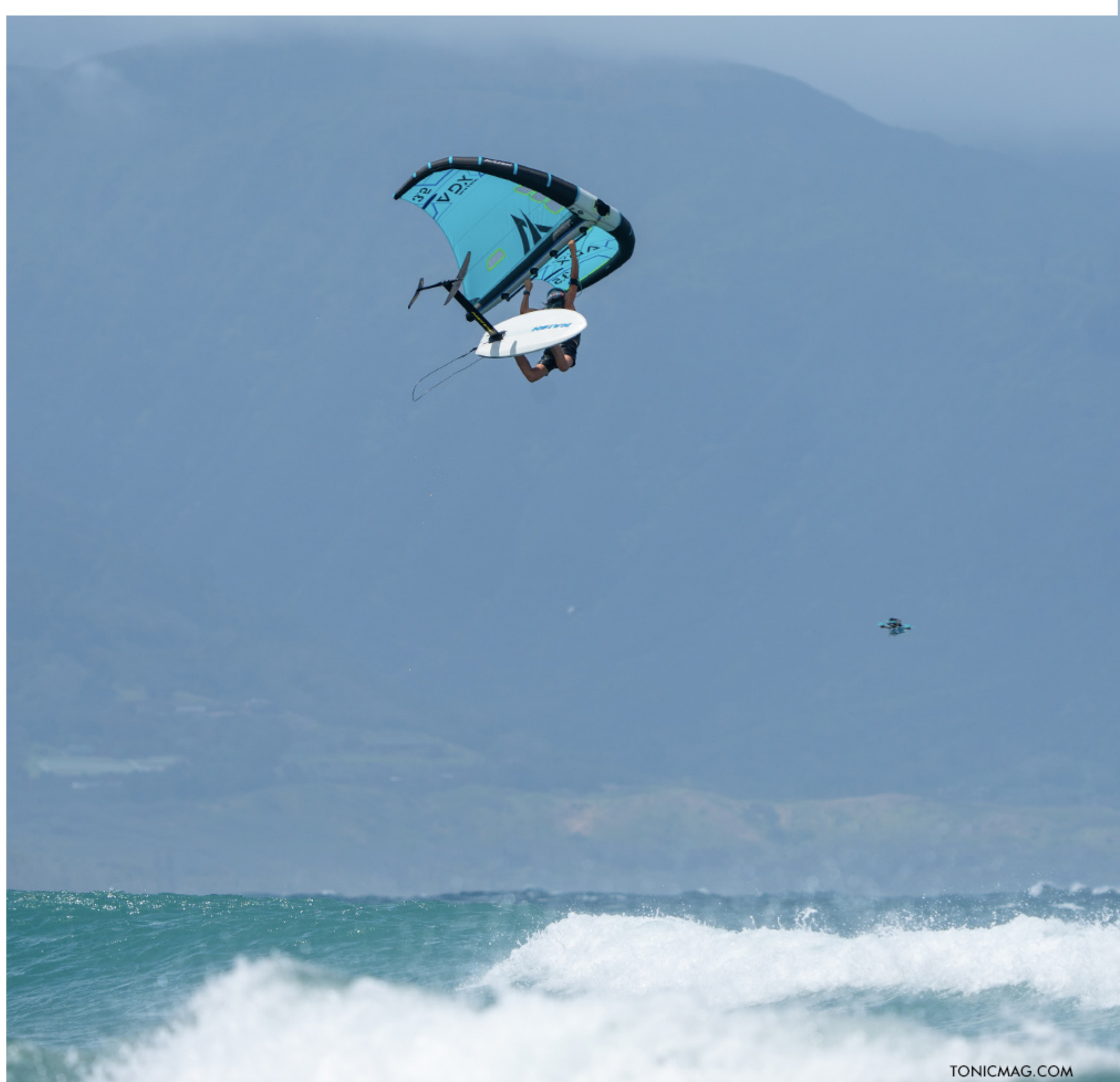
The curved strut was designed for a more comfortable hand position when riding. This was achieved by putting the rider's body in the middle, so that they can sheet in automatically through body position and not by pulling with their arms.

“YOU CAN HOLD ONTO THE WING WITH JUST YOUR FINGERS. THE SHAPE CREATES A GREAT HOLD THAT TAKES LITTLE EFFORT ”

In addition, it creates a more favourable hand position. The curve of the strut in combination with our handle design aligns the rider's arms and wrists making it easy and comfortable to hold on even in really powered conditions. For example, if the strut is straight then your front hand will have a slight angle at the wrist and the power distribution will be more straining on your front hand. With the curved strut, your front hand aligns straight and you essentially have a more ergonomic hand position that lets you apply more power and that doesn't tire out your wrist and forearm.

Well, that makes sense to me! Am I right in saying the rigid handles are a teardrop shape? Is this to help with grip and control?

Yes, the handles have a teardrop style shape a flat and corners on the top side so that it fits into your fingers perfectly. They are designed so that you can hold onto the wing with just your fingers. The shape creates a great hold that takes little effort to maintain during long sessions. Whereas, a shape like a pure oval or a circle you have to actively grip to keep it from slipping out of your hands. The size and thickness of the EVA was also tuned to be comfortable to hang on to with as little effort as possible.





“WE ARE ABLE TO MAKE THOSE FINE ADJUSTMENTS AND “TRIM” THEM TO PERFECTION ”

I'd say brands are about 50/50 on whether their wings have windows or not. Can you explain why you felt it was important to stick with them?

The discussion about windows will probably be never-ending. But having the chance to at least have a glimpse of what is going on downwind of you and avoid a collision is a convincing reason for us. The windows towards the back hand allow you to check the area before gybing without having to sheet out. The front windows give the rider the chance to see what's downwind of them slightly ahead. Visibility and safety get more and more important in more and more crowded spaces on the water especially when dealing with different wind sports where the riding angles differ dramatically.

Finally, can you talk us through the size range and any changes in design for the relevant sizes?

We offer the ADX in a full-size range with 2.0/2.5/3.0/ 3.5/ 4.0/ 4.5/ 5.0/ 5.5/ 6.0 and 7.0

The flow through the sizes carries the same basic style and concept. The sizing of the LE and strut and the connected PSI recommendations are the biggest adjustments next to adjusting the aspect ratio. Smaller wings for example get too twitchy if the strut is too short. Through testing all sizes individually, we are able to make those fine adjustments and “trim” them to perfection before going into production.

Thanks for filling us in on all the details Noah. We look forward to getting one on test!

WORDS JACK GALLOWAY
PHOTOS OZONE

TECH FOCUS

OZONE FLY V1

Designed to be an intermediate wing that is also accessible to beginners, the Fly V1 is clean, simple, and lightweight. This wing has been designed to be easy to set up and use on the water, maximising flight time.





"GRAB AND GO" SETUP ELIMINATES THE CONFUSION THAT MULTIPLE HANDLE OPTIONS MIGHT CAUSE NEWCOMERS

One of the Fly V1's key features is its user-friendly design. The soft Power Handle layout includes two long handles, which offer a range of hand positions and trimming options. This "grab and go" setup eliminates the confusion that multiple handle options might cause newcomers.

Sheeting in on the rear Power Handle generates a solid amount of power to get you moving, which can be fully controlled into higher wind strengths.

The Fly V1 is smooth, balanced, and always in control, making tacks and gybes easy to learn. Its refined sail tension and new panel layout provide the perfect amount of lift when positioning the wing over your head. Its low aspect and compact planform reduce

the tips from touching the water, making it a handy feature when starting out through to riding waves.

Another great feature of the Fly V1 is its De-Power/Surf Handle on the Leading Edge, which makes handling the wing to and from the water easy while offering full control when riding with the wing flagged out behind you. Additionally, the Fast Flow Air Valves on both the Leading Edge and Strut make inflation, deflation, and packing nice & easy.



The Fly V1 has windows to help spot others around you and the modular leash system of the Fly V1 can be customised for rider preference. The wing comes with a Waist Strap pre-attached to the Leash Line, and additional leash system accessories such as a velcro Wrist Strap and a Quick Release are sold separately for use with the supplied Waist Strap or for connecting the Leash Line to a harness.

“THE MODULAR
LEASH SYSTEM OF
THE FLY V1 CAN BE
CUSTOMISED FOR
RIDER PREFERENCE”

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“THE LIGHTER THE WING, THE BETTER IT WILL FLY, AND OZONE HAS DESIGNED ITS PRODUCTS TO BE AS EFFICIENT IN FLIGHT AS POSSIBLE.”

The Fly V1 bag is designed with an easy-to-use roll-top closure and double-layer foam padding inside the shoulder strap for carrying a board and foil over the shoulder.

Produced exclusively in Ozone's own factory in Vietnam since 1999, the Fly V1 wing has been designed with lightness in mind. The lighter the wing, the better it will fly, and Ozone has designed its products to be as efficient in flight as possible. Ozone uses only top-of-the-line materials that have been through a rigorous testing program. The result is a technical, performant, durable, and efficient wing that is built to last.

The Ozone Fly V1 is an exciting and accessible way to experience the thrill of the elements and get out on the water. Its clean, simple, and user-friendly design makes it easy to learn and advance into new disciplines.



Ever heard of someone arriving by train for their wing session? I certainly hadn't until now! Fabian Moser fills us in on his home spot in the city of Vienna, Austria. Read on to find out all about winging in Vienna, or as the Germans call it: Wingen in Wien.

WINGEN IN WIEN



“YOU WILL FIND A COLOURFUL MIX OF WINDSURFERS, KITERS, AND WINGFOILERS, WHO ALL SHARE A PASSION FOR FOILING.”

When one thinks of a sports holiday in Austria, hiking, cycling, or perhaps rafting may come to mind. Some surfers possibly also know about Lake Neusiedl, the muddy home spot of Eastern Austrians. However, many have missed the fact that recently a new dream spot for wingfoilers has emerged right in the heart of Vienna.

If you've ever been to Vienna, you probably know the city because of its rich history, magnificent palace & park grounds, and its rich artistic and intellectual heritage. Perhaps some visitors have also noticed the wind that is loathed by all the cyclists visiting the capital. Due to the hills of the Vienna Woods, every breeze is channelled along the Danube and leads to relatively strong wind conditions in the city. Since the Danube foilers discovered this phenomenon, the spot at the Kaisermühlen parking lot is always

crowded on windy days. However, since the spot is located in the middle of the city, driving by car is not that easy. Many come with converted bicycle trailers or even on the subway, making it easy to arrive with a packed board bag. When you arrive at the spot, you will find a colourful mix of windsurfers, kites, and wingfoilers, who all share a passion for foiling. Due to its easy accessibility, the spot is busy throughout the week. People gather for a short session before work or university, during lunch breaks, or to end their workday in a sporty way.



“ ALL OF THE ABOVE-MENTIONED SPOTS ARE FREE OF CURRENTS BECAUSE THEY ARE RESERVOIRS OR OLD ARMS OF THE DANUBE ”

About the spot: Kaisermühlen has now established itself as the main spot in Vienna, as the Danube runs in a southeast direction in this section. It works well both with southeast and northwesterly winds, which are the prevailing winds in Vienna. This provides a spot that works on an average of 200 days a year. If the wind has a different direction, you can switch to the Donau Altarm in Greifenstein in the north of Vienna with west wind, or even to the Alte Donau if the wind is a bit more north or south.

All of the above-mentioned spots are free of currents because they are reservoirs or old arms of the Danube, and the water is deep enough shortly after entry to avoid scratching your foil. Depending on the season, you have to be a bit more careful at the edge to avoid taking a piece of seaweed with you. Speaking about seasons: the spot is busiest in the summer. From mid-May to early September, you will find pleasant conditions to pursue your hobby. Going without a wetsuit will only work in midsummer.



“THERE ARE HARDLY ANY WINDY DAYS WHEN A FEW DIE-HARD WINGFOILERS DON'T VENTURE ONTO THE WATER, EQUIPPED WITH A HOOD, GLOVES, AND A WINTER WETSUIT.”

However, this does not mean that locals give up foiling in winter, following the motto "There is no bad weather, only bad clothing". There are hardly any windy days when a few die-hard wingfoilers don't venture onto the water, equipped with a hood, gloves, and a winter wetsuit. This can lead to bizarre sights for tourists who come to visit the Christmas markets in the pre-Christmas season and then experience how, despite the snowstorm, some are still out wingfoiling.

The wind conditions are constant throughout the year, so you cannot necessarily speak of a season, although, if we're honest, most of us prefer the warmer months. For me as a student in Vienna, the Danube, with its unique features, central location, and wind safety, has developed from a stopover between holidays over the past few years into my home spot.



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HOW TO WING FOIL #8 – RIDING TOE SIDE

Riding Toe side is a key skill that will unlock a whole world of moves and possibilities. A good solid toe side will help you stay up on the foil, will improve your gybes, is essential for tacks and will come in handy for an absolute plethora of tricks. It's a foundation, an essential part of your armoury.

Whether you can already change your feet or not, the first and most obvious toe side moment comes after a heel to toe gybe. You've nailed the gybe, you're round, on your foil and ready to pop the champagne, only to realise that you're precariously balancing on a knife edge, struggling for power and just can't get the board to turn upwind. The cigar will have to wait.

The good news, a few little tweaks to your stance and you'll soon be hammering upwind. So, what's the secret behind a good toe side? **Pic 1.**

The aim of a good toe side stance is to position the wing where it needs to be, whilst keeping your foil happy, yourself balanced and comfortable, with the power driving forward. Sounds simple enough!

Before moving on there are two things to consider.

Firstly, the name. Toe side is slightly misleading. You're not trying to ride with all your weight on your toes, lifting your heels as you attempt to balance on your pinkies.

Toe side means that rather than weighting your heels, you are applying pressure through the balls of your feet. We can all agree it's pretty obvious why they went with toes!! You do this by flexing your ankles and driving your knees forward. **Pic 2.**

Secondly, and we have touched on this before, we all have a preferred leading foot. Riding heel side is less of a drama, but for many of us, toe side will be considerably less difficult if we lead with our strong foot. Whether you prefer left foot forward (regular) or right foot forward (goofy), it'll seem more achievable and balanced on your preferred side. This doesn't mean that you can't or shouldn't learn on both sides, but it's best to start with your strong side.

There are various ways to get onto toe side, whether gybing from your heels, changing feet or coming out of a heel to toe tack. Whichever move, your default toe side stance will be the same.

We are going to have a look at all the individual parts, from your feet to your head, hands to your wing, to see what's going on. Everything is working in unison, and each separate part is both dependant on and vital to the others to make the right thing happen. They combine to form a good toe side. This really is the sum of all parts.

What's going to help?

Wing Position, pointing forwards **Pic 3.** If you've been following our Wing Foil technique in these pages and the videos, you'll be no stranger to getting the wing forward and away from you, whether it's to bear away, accelerate, keep the nose down or coming out of a gybe. Positioning the wing correctly is crucial as it both drives you forwards and keeps your foil trimmed.



3



4



5



The same remains true here. If you want to move forwards, you need your wing pointing forwards.

It's a tad more awkward when toe side as you don't have the reach and let's be honest, you're pretty much facing the wrong way! When heel side we talk about holding the back hand steady, whilst pushing the front hand down to point your wing forwards and letting the front hand pull away to sheet in. The difference in toe side is that this doesn't quite have the same effect. You can still push the front hand down but to get the power and be able to let the front hand pull away you need to physically pull your back hand in towards you to actually sheet the wing in.

Order of Play. This is perfect in theory, but the common end result is that as you hurry to get the power on you can all too easily pull the back hand in and down with the wing still pointing up **Pic 4**. The result, the wing pulls downwind, which in turn pulls you towards it and at very best pulls you downwind, or at worst puts all your weight back and stalls the foil! The solution is not to rush, use your back hand to anchor your wing so that you can push it down to point forwards and then sheet in – order of play. Just like heel side, you can and will sheet out and let the wing rise during a gust or to slow down, as long as it still points forwards. **Pic 5**.

Hand Position. You may find it tricky to get the wing as far forward toward the nose as you'd like and are used to when riding heel side. The great news is that you still can! The most effective method to extend your reach is to hold the wing further back. Whether it be sliding your hands back a touch on the handles, moving back within a handle loop or using the next handle down, you can genuinely extend your reach and position the wing just where you want it.

Combining the order of play when sheeting in and holding the wing further away from the leading edge will give you the ability to direct your power forwards, pull your weight forwards and thus keep your foil trimmed and stay up on the foil.



YOUR STANCE

The idea is that you can use the position of the wing to help position yourself. However, this is a circle of help, so you'll also use your position to help the wing! There are two body movements that will help you lock into a solid toe side stance, and once you are, we'll move on to see how you can turn further upwind and bear away.

BODY TWIST

If you've ridden any form of board before, or descended down a snowy slope, an open stance won't be anything new, but when applied to riding toe side on a wing it takes on a whole new meaning – the full body twist.

Once you've got your wing sheeted in this should seem more natural than awkward, it's a matter of letting your body go with the flow and helping out a tad too. Essentially your hands and shoulders will be facing more downwind while your feet and knees face more upwind. By allowing your upper body to twist you will find it much easier to hold the wing forwards, keep the power on and it'll help keep your weight on both feet. **Pic 6.**

The simplest way to get into this position starts down low. Make sure your feet are offset, with your back foot further across the centre line than your front and point it across the board or ever so slightly forwards. **Pic 7.**

This position puts you in a more open stance. If gybing, do this before you gybe. Offset feet is the answer to your prayers if you feel like you've been balancing on a tightrope when toe side. With both feet pointing in a similar direction, it'll feel more comfortable to twist and turn your shoulders, et voila, go-go gadget arms. **BACK FOOT**

It's hopefully becoming more obvious that one of the tricky things about toe side is keeping the wing far enough forward. This doesn't just affect your ability to get forward drive, but also to keep your weight forward and thus the board and foil trimmed from nose to tail. When riding toe side, it's all too easy to stall your foil, especially in lighter winds. The wonderful news is that your back foot is the perfect tool to help you keep the foil trimmed.

If you feel the power going and need to get more weight forward you can slide your back foot slightly up and further in front of the mast, narrowing your stance. **Pic 8.**

This has a massive effect and is a great skill to learn which you'll use more often than you'll believe, as your back foot will become more and more mobile depending on what you're up to!

Once in this position, toe side will feel far more natural, but it can still feel like a struggle to transfer the power into an upwind position.

STAND TALL & LOOK

The only way to transfer power and stay balanced. Whenever a rider wants to put more lean into a toe side, whether to resist power, accelerate, push harder upwind, the natural and innate movement is to bend at the waist in an effort to lean the shoulders upwind. Unfortunately, this has the opposite effect to the intended. As you bend upwind you push your bum back and your weight transfers onto your heels, which ultimately leads to a loss of balance and power. **Pic 9.**

To add ballast and cant the board and foil over it's all in the hips. Your feet stay put, and your head and shoulders stay up. This makes it much simpler to use your head and look where you want to go! The lean comes from bending your torso and "stretching" your hips out. **Pic 10.**



It's not the most natural of positions, but bet you by golly wow does it work. In effect you're holding the same position but letting your back knee and core bend away from the wing, banana-ing out...

POWER

Many riders find that they need a little bit more



oomph from the wing to ride upwind toe side. The reason for this is that it gives you something to resist, and therefore to push against, which makes forcing the board upwind a little easier. A bit more power also allows you to lean out into your banana, which in turn cants the board over and helps you push upwind. **Pic 11.**



Combine a bit more power with your upright banana hip and you're pretty much there.

BODY TORQUE (THE ANTI-TWIST)

And last but most definitely not least is the matter of locking your lower half into a solid, fixed unit. This is really reserved for getting more upwind and adding more torque into your toe side. There are numerous ways to explain or visualise this, but for the moment we'll go with the following. Get yourself into a solid toe side position, hands pointing downwind, feet pointing up. Once in it, lock everything so that it's solid. Then turn your hips towards upwind slightly without unlocking your lower half, effectively twisting

them against the pull from the wing.

Pic 12.

This action pushes your back foot laterally across the board, pushing the tail away and therefore the nose up. This is turning your board using yaw, as we discussed previously in heel side. Foot position will have an impact on how effective this is. A wider stance will give you more leverage around the mast, but the action will still help you upwind with a narrower stance.

STEERING

Bearing all this in mind once you get yourself riding upwind and comfortable toe side, you'll be able pick your path depending

on wind, obstacles and your desire. We've pretty much covered turning upwind, and with practice combining all of the above will become slicker and quicker, so that you can turn more acutely. Some of you may be wondering why we haven't gone into moving the position of the wing to turn further upwind? The reason is that your body talk is more important. Moving the wing too far back is more likely to stall your foil than help you turn.

As far as turning off the wind the same principles apply as per heel side. You can push the wing further forward to help you bear away, you can lift the wing to lift help you back over the board and then shift your weight onto your heels to gently carve the board off the wind. By relaxing your toe side you'll go less upwind, it's a question of effort and reward.



It's a great idea to practice the zig zag drill as we did in steering on the foil. You'll find that as you get too close to the wind (a reason to celebrate nonetheless – you got there) you'll lose power in the wing and lift from your foil. Therefore, you'll need to bear away by moving your wing further forward, sheeting in and perhaps even moving your back foot up slightly.

Once you get this nailed, you're truly free to roam and can make bigger, more dynamic

weight shifts to add carve into your directional changes.

FINAL THOUGHTS

Consider this a guide to help you explore and improve. There are so many variables at play, whether it be wind strength, wing and foil combos, feet position, mast placement, body mechanics. You name it, there's a lot that can influence your time on the water. We really recommend experimenting and working through this without foot straps so

that you have freedom of movement and will feel just how much difference a small movement of your feet can make. No foot-straps also means that mast position is far less critical. As long as you're able to stay up on the foil, you can play around and find your perfect stance.





TRIED & TESTED

The Tonic Mag test team has been busy testing in the chilly waters of the UK this Spring. All of the gear on test this issue is next level in both quality & performance. See the full list of kit below!

WING

Ozone Fly V1 4m

F-ONE Strike V3 5m

FOILS

Armstrong MA 800, 1000,
1225 & Performance Mast 795

AFS PURE 900 & 1100

F-ONE SK8 950

BOARDS

AFS Blackbird 6'2 & 6'4

Armstrong Downwind SUP 7'7

FFB Nugget 4'4

CORE Roamer 70L



WORDS AND PHOTOS THE TONIC MAG TEST TEAM
- JACK GALLOWAY, ROU CHATER, & LIAM PROCTOR
PHOTO THIS PAGE IAN VICKERY

BRAND OZONE

MODEL FLY V1

YEAR 2023



"IT'S A
HIGH-QUALITY
PRODUCT, WITH
EVERY DETAIL
PLANNED OUT."

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

The Fly V1 is the most recent wing from Ozone, it's their entry-level wing. It features a lower aspect ratio, designed to reduce the wing tips catching when you're learning. The Fly has been built with a modern and clean approach to make learning and advancing easy and efficient. The wing has been created to be user-friendly, lightweight, and packs small, making it ideal for travel.

The lightweight design has a tighter canopy, thanks to their new CAD design systems. Ozone has built their own highly advanced custom CAD software. Their designers are able to work with features specifically tailored to the unique forms and structures of technical inflatable wings. This means that you can rely on every bit of the wing built for purpose, one result of that is the tighter canopy, leading to higher performance. With this new technology, they've created a new panel layout with refined sail tension. The Fly V1 comes in a wide range of sizes to suit rider needs & wind conditions - 2m, 3m, 4m, 5m, 6m, & 7m. On test this issue is the 4m.

[CLICK OR TAP TO READ MORE](#)



BRAND F-ONE

MODEL STRIKE V3 5M

YEAR 2023



"THE ATTENTION TO DETAIL IS THERE AND IT LOOKS VERY WELL PUT TOGETHER."

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

Since F-ONE introduced the first edition of the Strike, it has been a firm favourite amongst wingers worldwide. Whilst the strike has always been marketed as 'the ultimate performance wing' (and it doesn't disappoint in that regard), thanks to its balanced flight characteristics, predictable performance and light feeling, its performance can still be exploited by less experienced riders also. The third iteration features significant construction changes and the size range has expanded to include everything from 2.0m-5.5m² in 0.5 increments (larger sizes up to 9.0 are covered by the new dedicated Strike CWC V3 which we'll cover separately).

F-One have gone to great efforts to optimise both the panel layout and orientation to both improve performance, increase rider comfort in challenging conditions and prevent deterioration of the wing's performance over time. F-One have focused a lot of their marketing on the introduction of a number of new canopy and load frame material weights used in different locations throughout the wing with the aim to increase stiffness only where required so as not to increase the overall weight unnecessarily.

[CLICK OR TAP TO READ MORE](#)



BRAND NAISH

MODEL ADX WINGSURFER 5M

YEAR 2023



"PARTICULARLY
IMPRESSIVE
WHEN YOU PICK
UP SPEED WHEN
PINCHING THE
WIND"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

Naish was one of the first brands to see the potential of Wing-surfing. With the introduction of their first Wing-Surfer in spring 2019, I remember Robby himself assuring dealers that the market would be flooded with products by the end of that year. He foresaw every kite brand, as well as new wing brands, having a variety of offerings. He was not wrong! Luckily, we are no longer limited to one size option, as was the case back then, and you can now buy the ADX in almost every 0.5m increment between 2.0 and 7.0m.

The ADX is the culmination of five years of R&D by the Naish team, resulting in a wing that they promise caters to all skill levels and riding styles. While the Wing-Surfer Mk4 and Matador have obvious similarities when placed side by side, the ADX looks as though it comes from a completely different bloodline. The wing features a good amount of dihedral, which should result in stability when flagging on the depower handle. The higher aspect leading edge arc creates an impressively high canopy tension. It will be interesting to see if this is maintained on the water as the panel layout is

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BRAND ARMSTRONG

MODEL MA800, MA1000, MA1225, 795 PERFORMANCE MAST, FLOW 235 & SURF 205 TAILS

YEAR 2023



"THEY'RE
VERSATILE
WINGS,
WITH HUGE
POTENTIAL FOR
DOWNWINDING"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

The highly-anticipated MA series sits right in the middle of Armstrong's HA & HS wings. Designed for the best of both worlds this wing is made for more of a surf feel, with a slower stall speed than the HA but with more glide & efficiency than the HS.

I was lucky enough to be sent a whole quiver of MA gear by Armstrong - the 800, 1000, & 1225 front wings, the 795 Performance mast, and the Flow 235 & Surf 205 tails. The above gear provides endless options for a whole host of conditions, which I'll go into in detail below. I had a seriously fun Spring on this kit!

THE MAST

I often think that masts can get overlooked when it comes to the performance of a foil. With that in mind, I want to delve a little deeper into just how much effort Armstrong has put into the Performance masts. For a start, it has been developed in collaboration with a team of America's Cup foil engineers, that's not something to be overlooked if you have even the smallest understanding of how impressive those boats are.

[CLICK OR TAP TO READ MORE](#)



BRAND AFS

MODEL PURE 700 & 900

YEAR 2023

"THEY'VE
OBVIOUSLY
TAKEN THE TIME
TO GET IT RIGHT
AND CREATE A
PRODUCT THAT
LASTS."

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

AFS Advanced is part of Foil & Co., a company known for its expertise in composite products and its commitment to sustainable development. AFS makes 100% carbon foils that are manufactured from A to Z in their factory in Pencran, France. The AFS PURE is no different.

One of the founding pillars of Foil and Co is sustainable development. The company's goal is to reindustrialise in France by controlling the production process from design to shipping. This has allowed Foil and Co to create short circuits and limit their impact on the environment while using sustainable materials. I think this often gets overlooked in the watersports industry, here at Tonic we're really excited to be working with a brand that puts sustainability high on its agenda.

Right, onto the PURE itself. To give you an idea of the aspect ratio of these foils, I recently saw a picture of the PURE next to a Lift HA & an F-ONE Sk8. All three foils looked very similar, you can see why I was excited to get out on the water and ride the PURE.

CLICK OR TAP TO READ MORE



BRAND F-ONE

MODEL SK8 950

YEAR 2023



"THE SK8 HAS THAT FAMILIAR HIGH-SPEED GLIDEY FEELING OF MANY HIGH-ASPECT FOILS."

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

The F-One Sk8 is 'designed for surfing'. Whatever foiling discipline you choose to use the Sk8 for, it promises the control, maneuverability, and glide to surf the wave. Does it live up to the tagline? "This foil doesn't just turn; it carves!"

The Sk8 is a performance mid-to-high aspect foil (A/R: 8.0) available in sizes from 550 to 1050 cm². Given the higher relative spans associated with higher A/R wings, F-One only offer the Sk8 in their carbon construction to ensure adequate rigidity. As with all of their carbon wings, this includes the monobloc construction methodology, which incorporates the front wing and the majority of the fuselage (including F-One's Titan mast connection) in one piece. This guarantees optimal stiffness and durability while minimising drag by removing unnecessary connection points and overlaps. The Sk8 utilises high modulus carbon in the layup and is a very nicely finished piece of kit.

With the release of the Sk8 we also saw the introduction of the monobloc tail range.

[CLICK OR TAP TO READ MORE](#)



BRAND AFS

MODEL BLACKBIRD 6'2 & 6'4

YEAR 2023



"IT'S A SERIOUS
PIECE OF KIT
THAT I KNOW
WILL BE
POPULAR
AMONG A LARGE
NUMBER OF
FOIL-BRAINED
FROTHERS."

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

As I mentioned in the editorial, I was super excited to get a hold of the AFS Blackbird and dive head-first into the fascinating sport of SUP downwinding. The board has a high-aspect design, with notable volume on the nose of the board. The board's triaxial carbon construction, low drag design, and "Y" configuration footstrap inserts are designed to provide dynamic and responsive performance with incredible glide. On test here are two versions: the 6'2 by 21 inches, 90L & the 6'4 by 23.5 inches, 110L.

The AFS Blackbird is full carbon and made in France using triaxial carbon fibre and high-density foam for extra stiffness. It comes with a $\frac{3}{4}$ length EVA deck pad fitted and can be ordered with or without footstrap mounts. The board does not have handles on the underside or deck, allowing for complete mobility without fear of accidental injury.

The Blackbird comes ready to use, but footstraps/screws, bag, and leash are sold separately by AFS. The board has a pressure vent screw (Breather Screw) included: be sure to tighten it when you go on the water!

[CLICK OR TAP TO READ MORE](#)





"FAST
ACCELERATION,
AND EASY
TAKE-OFF MAKE
FOR AN
INCREDIBLE BIT
OF KIT"

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

After the success I'd recently had from the AFS Blackbird, I was super excited for the Armstrong Downwind SUP to arrive. The Armstrong DW board is designed to provide exceptional performance for downwind SUP foiling, light wind winging, SUP surf foiling, and prone downwinding. The range comprises five sizes, providing plenty of options for a range of rider weights and skill levels. I was sent the 7'7 by 21 inches, 121L. That is probably one or maybe two sizes larger than I would buy personally (I'm just under 70kg) but as I'll go on to discuss, it wasn't an issue.

The board features sleek lines, innovative volume distribution, and a state-of-the-art construction that delivers a lightweight and stiff feel. It features proprietary carbon FG tracks and a double carbon sandwich stringer system.

The design of the bottom chines, inspired by Armstrong's Performance mast foil section, is designed to deliver efficient water release and fast acceleration onto bumps. The V nose to subtle double concave up to the foil boxes and the pin tail acts like a fin,

[CLICK OR TAP TO READ MORE](#)



"AN IMPRESSIVE BOARD THAT DELIVERS ON ITS PROMISE OF HIGH-END, HIGH-SPEED PERFORMANCE."

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

If you've reached a bit of a ceiling in your winging and are in search of a high-end, high-speed board that can help elevate your game to the next level, then the FFB Nugget may be just what you need. This compact board is packed with rich design details that are specifically geared toward progression at the highest level, read on as I put the 4'4, 40L to the test.

One of the standout features of the FFB Nugget is its sinker-style design, which makes for minimal swing weight and is designed to allow for effortless manoeuvring while in the air or downwinding a high-speed wave section. For me, it's all about sinker boards, I've been doing it for years now and will rarely go winging on a bigger board. I just love the feeling of having a board the same size as my prone board under my feet, it's so much more satisfying.

The Nugget features an 8-layer construction with an EPS lightweight foam core, wrapped in Carbon Double Bias. It feels super light and strong when you pick it up. Aesthetics-wise, FFB has hit the nail on the head. A cool carbon black with gold & red finishing makes for an awesome look.

[CLICK OR TAP TO READ MORE](#)

BRAND CORE

MODEL ROAMER 4' 11"

YEAR 2023

"THE FINISH AND QUALITY OF THE EQUIPMENT ARE RIGHT UP THERE WITH THE BEST ON THE MARKET"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

Core exploded onto the wing foil scene last year, having bided their time and working to ensure the products were spot on when they came to market. The hard work has certainly paid off, and the small but focused wing foil line has succeeded incredibly.

The Roamer is the wing board in the range; it's built using a stiff carbon sandwich construction technique with a lightweight EPS core. The result is a light board that feels very durable. There is some interesting shaping on the deck to reduce your centre of gravity when you are riding, and on the base, there is a double concave with a V in the nose that washes out to a beefed-up foil box section. Equipped with a 90mm extra-long US Box Track System, it should be compatible with most of the foils on the market.

Sizes: 55l 70l 90l 110l 130l

ON THE WATER

I was excited to jump on the Roamer in South Africa at the recent Core launch event; I'd seen the board in the marketing and always thought it looked rather fetching. At 70l, it's 5l less volume than my go-to wing board, and at 4'11,

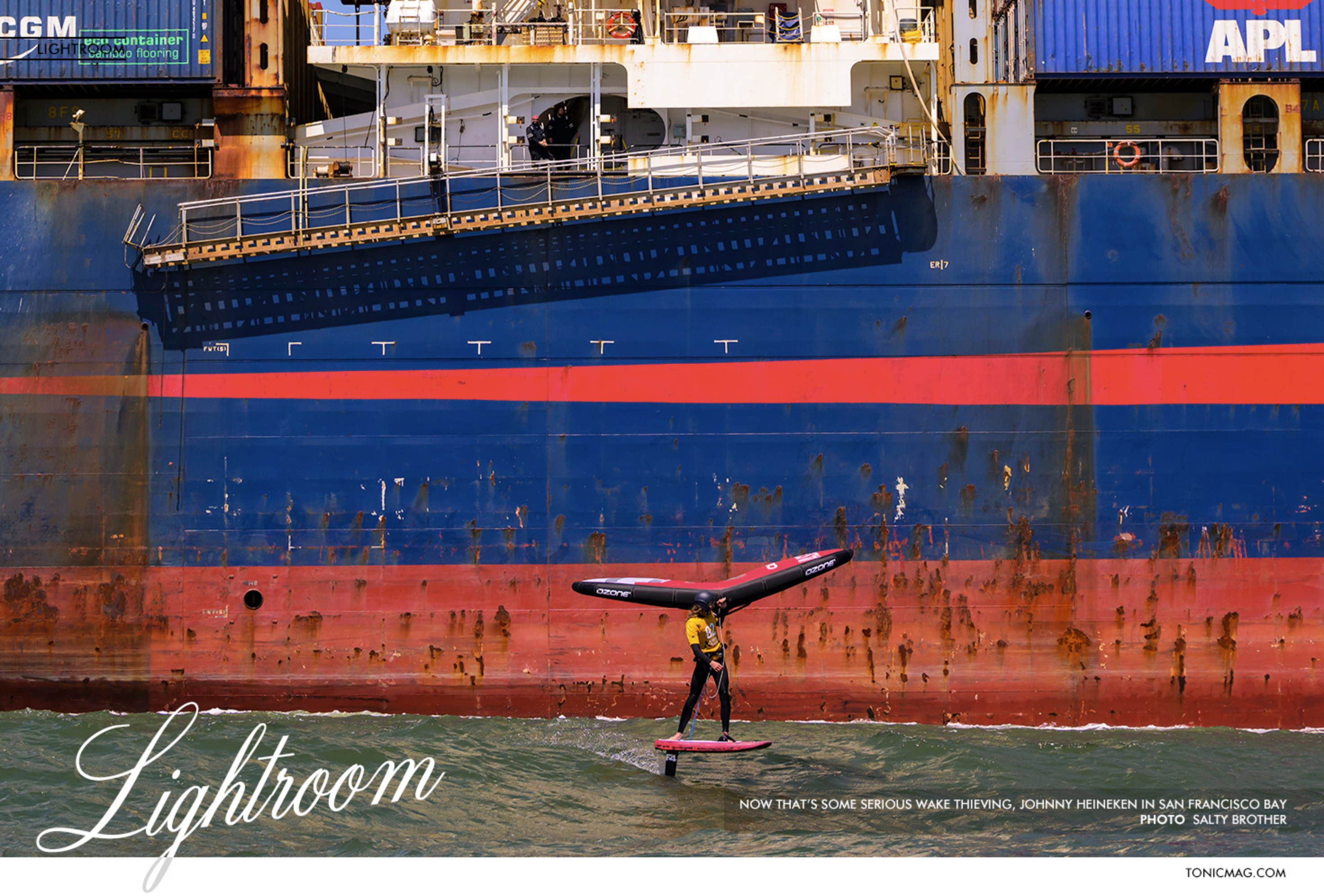
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LIGHTROOM

HARD TO BEAT VIEWS LIKE THIS WHEN YOU'RE WINGING.
AIDAN NICHOLAS IN FULL SEND MODE WITH THE MOUNTAINS FOR INSPIRATION
PHOTO NATE VOLK

Lightroom

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



CGM
LIGHTROOM
eco container
bamboo flooring

APL

Lightroom

NOW THAT'S SOME SERIOUS WAKE THIEVING, JOHNNY HEINEKEN IN SAN FRANCISCO BAY
PHOTO SALTY BROTHER

TONICMAG.COM

LIGHTROOM

A SECRET SPOT IN SOUTH FINISTÈRE, BRITTANY, FRANCE. TAHITIAN RIDER CHIPRI COURDE
SURFING THE NEW AFS CHIPRI PRO BOARD & SILK FOIL, THEIR NEW WAVE RIDING FOIL
PHOTO AFS ADVANCED

Lightroom

LIGHTROOM

FFB FOUNDER CHRIS SAYER WITH A SMOOTH GRABBED TOP TURN, WE LOVE THE LIGHT ON THIS ONE
PHOTO SHAWN PARKIN

Lightroom

LIGHTROOM

MATEO ELL PUSHING THE LIMITS ON ARMSTRONG'S BRAND NEW A-WING XPS
PHOTO FRANCK BERTHUOT @FRANKIEBEEES

Lightroom

LIGHTROOM

COMPETITION WAS FIERCE AT THE SPRING WINGDING, PACIFIC COAST CHAMPIONSHIPS, HOSTED BY THE ST. FRANCIS YACHT CLUB. FULL CONCENTRATION MODE FOR A GYBE MARK IN SAN FRANCISCO BAY
PHOTO SALTY BROTHER



Lightroom

LIGHTROOM

BRADY HURLEY, WINNER OF THE 2023 FOIL SURF RACE LEAGUE,
GETTING SOME AIRTIME IN THE FREESTYLE SESSION
PHOTO CHASE HEAVENER

Lightroom

LIGHTROOM

NO BETTER WAVE THAN A PARTY WAVE. NAISH RIDER LOUKA PITOT
& PRO SURFER ALICE LE MOIGNE LIVING THEIR BEST LIVES
PHOTO SVETLANA ROMANTSOVA

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

ARMSTRONG FOILS
DOWNWIND BOARD | 68
X 19.5 X 5 5/8" – 96L

As the #1 pick for our Movie Night, Olly dives into the exciting world of Armstrong Foils downwind boards.

Trust us; you won't want to skip this one.

235 votes


[CLICK HERE FOR VIDEO](#)

#2

F-ONE SK8 – SURF
SKOLAN'S FIRST
IMPRESSION REVIEW

There's been a lot of hype around F-ONE SK8 foil, and the Surf Skolan couldn't wait to get out on the water with it whenever and wherever they could!

187 votes


[CLICK HERE FOR VIDEO](#)

#3

FOILING WITH DOLPHINS

A new world has opened as Adam Bennetts tests his brand-new downwind board in teeny conditions where the waves weren't even breaking! Even better, he got to glide alongside dolphins—definitely worthy of a spot on our Movie Night list!

139 votes


[CLICK HERE FOR VIDEO](#)

#4

OFFSHORE – EP 3 –
GETTING EQUIPPED FOR
A DOWNWIND SESSION

Landing at #4 on our Movie Night list, hear it from the AFS Foils crew; here's all you need to know about getting equipped for an unforgettable downwind session!

93 votes


[CLICK HERE FOR VIDEO](#)



PHOTO OLLIE J DIGITAL ARTIST

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 Kiran Verm! Here's what he had to say about the session:

"This was a photo taken at Mooloolaba Sunshine Coast, Australia. Cross shore winds, waves and a crew of 9 wingers enjoying amazing waves on a public holiday. I rode my 55-litre Fanatic wingboard, Fanatic 750, Crave front wing and Duotone DLab 5.5 metre wind wing that day."

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