

SPRING 2025

Get ready for Jack Galloway's winter foiling editorial, featuring the toughest riders who brave the icy waters of the UK. Join Armstrong's Women's Athlete Summit in Fiji with Anna Kalabukhova, and ride with Benji in Fuerteventura for the 2025 Cabrinha gear launch. We also catch up with Guy Bridge and take you behind the scenes at BOOT Düsseldorf 2025.

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23  
SPRING 2025



- ARMSTRONG'S WOMEN'S ATHLETE SUMMIT IN FIJI -  
GUY BRIDGE | FUERTEVENTURA: BEHIND THE RIDE  
TECH FOCUS | INTERVIEWS | TESTS & MORE INSIDE!  
THE WORLD'S NUMBER ONE WING, FOIL, SUP AND SURF MAG

ISSUE 23

We meet waterwoman and social media influencer Vrinda Hamal as well as rising star Kamil Manowiecki. Learn how to master the Duck Gybe, explore the Ride Engine Air Box, and check out Duotone's Float. Plus, don't miss our latest gear tests. We've got everything you need right here in Issue 23!



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2025



# THINK



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COMING SOON



Photo: Slater Neborsky

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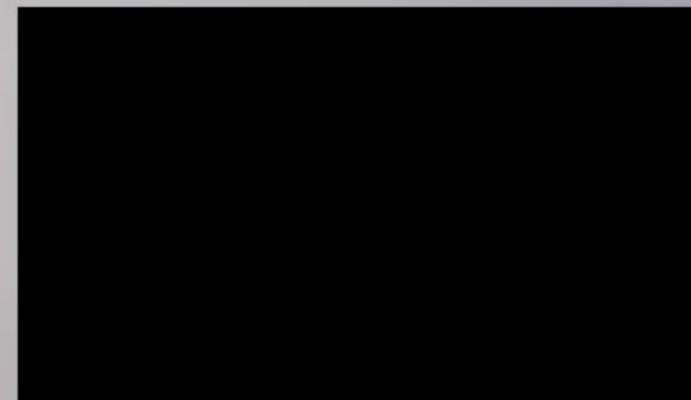
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EDITORIAL



ARMSTRONG'S WOMEN'S ATHLETE SUMMIT IN FIJI



FUERTEVENTURA: BEHIND THE RIDE



THE INTERVIEW - GUY BRIDGE



BOOT DÜSSELDORF 2025 BY VIOLA LIPPITSCH



WATERWOMAN - VRINDA HAMAL



UP & COMING - KAMIL MANOWIECKI



70 FEET TO FREEDOM - SIL SAILS TO BONAIRE



TECHNIQUE



TECH FOCUS: RIDE ENGINE AIR BOX



TECH FOCUS: DUOTONE FLOAT



TRIED AND TESTED



MOVIE NIGHT



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**RIDER** NAUMI EYCHENNE

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# ISSUE 23

Winter foiling in the UK isn't just a sport—it's a rite of passage. Only the most committed riders remain as the temperatures drop and the daylight hours shrink. The cold doesn't deter us; it fuels us. There's something undeniably satisfying about braving the elements, pushing through discomfort, and emerging stronger on the other side.

The preparation alone is enough to test your dedication. Wrestling into a 5 or 6mm wetsuit is an ordeal in itself. The boots cling halfway up your calves, the gloves fold awkwardly, and the hood—well,

let's just say if you don't get it on properly the first time, you're in for a real battle. By the time you're suited up, you're already sweating, but that first plunge into the icy water immediately strips away any residual warmth.

Then comes the paddle out. Every duck dive sends a sharp chill through your skull, and if you're winging, the wind feels like it's cutting straight through to your bones. Numb toes, frozen fingers, and sluggish reactions are part of the game. But once you get moving, the magic kicks in. The conditions are often

better, the crowds are sparse, and the sunrise sessions are better. Unreal. There's a purity to winter riding—a stripped-back, no-frills experience where only those who genuinely love it remain.

That's not to say it's all glory. The short days are brutal. You find yourself checking tide charts and wind forecasts with military precision, squeezing in sessions whenever daylight allows. Midweek rides become gold dust and the weekends? A race against the clock. The fleeting nature of winter sessions makes each one feel much more precious.

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Some of our best surf foil sessions here on the South coast of the UK are in Easterly winds & swells. Bitterly cold biting wind, air temps at 2 degrees C and water temps at 8 degrees C. It's character-building stuff, and you get seriously weird looks from families heading the shops in Bournemouth wrapped up in all their warmest gear.

Yet, the effort pays off. By the time summer rolls around, you've built up serious resilience. Your balance is sharper, your endurance is stronger, and those balmy, golden-hour sessions feel like an absolute gift. You appreciate the warmth, the ease, the simplicity. But deep down, you know—winter is where the real work gets done.

As the foiling world evolves, commitment to winter sessions remains a badge of honour. The sport is growing fast, and with it, innovations in gear and technique are occurring. But one thing will never change: the feeling of triumph that comes from defying the cold, chasing the horizon, and carving through icy water while the rest of the world stays warm indoors.

So here's to the winter warriors. To those who endure the ice cream headaches, the clawed hands, and the relentless battle with neoprene. Summer will come, and with it, the easier days. But winter? Winter is where legends are made.

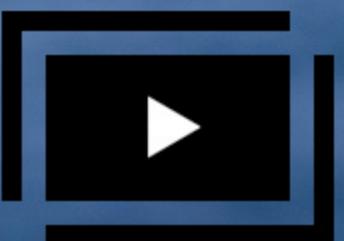
In the meantime, this issue is packed with inspiration to keep you stoked for the season ahead. We head to Fiji for Armstrong's women's athlete summit; we interview UK shredder Guy Bridge, visit BOOT Düsseldorf 2025 and explore dream destinations that will have you planning your next warm-water escape. Until then, make the most of those last few winter sessions—Spring is just around the corner.

*Jack Galloway, Editor*



# ARMSTRONG'S WOMEN'S ATHLETE SUMMIT IN FIJI

When Anna Kalabukhova got the call for Armstrong's Women's Athlete Summit in Fiji, she knew it was a once-in-a-lifetime chance. From charging epic waves to pushing limits alongside legends, this trip was all about progression, connection, and pure stoke. Here's what went down!





"IT WAS ALSO THRILLING AND SURREAL TO BE INVITED ON THIS TRIP WITH SOME OF THE WOMEN IN FOILING THAT I HAVE LOOKED UP TO FOR YEARS."

I first heard about the trip in late spring—the timing of the phone call from the team manager was surreal because I was on my way to the airport for a sailing event in Boston, so I felt like a bit of a jetsetter being whisked away to all of these phenomenal places. The phrase “Fiji” being said over the phone sent me an excited shiver. I was already trying to negotiate time off with my

work and school going to AWSI that same September that the Fiji trip was scheduled for, but the team manager had opened the phone call with, “You’re not going to want to miss this”, and quite frankly at that point I already knew I would be going to Fiji no matter what, because who in their right mind would pass up an opportunity like that?

This was not just any trip to Fiji but to Fiji for a Women’s Athlete Summit hosted by Armstrong for their female team riders. Hearing the purpose of the trip was perhaps even more so exciting than the actual location because anyone involved in the foiling—or even more broadly, the water and wind

sports world—is no stranger to the fact that we females are few and far between (but luckily our ranks have been growing over the past few years!). So to be able to come together at this world-renown location to celebrate the women in our sport was indeed one of the most exciting and amazing things I have ever had the fortune to be a part of, and I already knew it was going to be this way before I even made it to Fiji. It was also thrilling and surreal to be invited on this trip with some of the women in foiling that I have looked up to for years and have watched through the screen of my phone on Instagram—seeing them in the flesh and having the opportunity to share waves with them was trippy. Our crew consisted of myself, Tatiana Grant, Naumi Eychenne, Bowien (Bo) van der Linden, Sierra Stack, Zara Maillard, and Julia Mancuso.



“IT WAS THE PERFECT SET OF PEOPLE TO HAVE A GREAT TIME WITH, RIPPING AROUND IN FIJI’S ABSURDLY CLEAR BLUE WATERS.”

We had Slater Neborsky and Chris Dunn with us as our fantastic videography and photography duo. It was the perfect set of people to have a great time with, ripping around in Fiji’s absurdly clear blue waters.

If someone had told me that one day I would be getting towed into a twenty-foot wave on foil in Fiji with none other than Julia Mancuso, the famed alpine ski racer and multiple Olympic medal winner, manning the jetski, I would have asked them to reflect on their mental sanity.

Our whole crew rallied in Fiji, but I flew from Hawai’i with Tati and Slater, which was sweet because we already knew each other pretty well. My favourite part about being based in Hawai’i is the international and out-of-state riders we have come through, especially during our channel race season in the summer, since everyone has unique foiling backgrounds based on where they are from. So, I was excited to meet the other girls from various places—California, Tahiti, Switzerland, and the Netherlands—and learn their stories and the kind of foiling disciplines they all favoured.

A few of us, such as myself, were fresh off the plane when we were all shuttled and then boated over to Tavarua shortly after touching down in Fiji. Still, the jet lag and travel exhaustion did not stop us from going out that same afternoon for a surf foil session at Swimming Pools. Within the first few moments of arriving at the dreamy Tavarua island,

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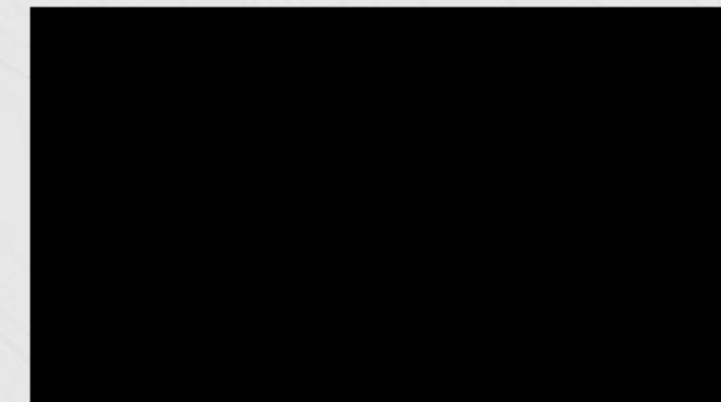
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"I THINK WE WERE ALL JUST SO JAZZED FROM HOW BEAUTIFUL THE WATER AND REEF LOOKED AS IT WAS THAT WE WOULD HAVE BEEN HAPPY NO MATTER WHAT."

Bo was already sprinting towards the water, all suited up with her surf foil set up to break the ice with a quick session at Kiddieland, the break right off the main landing beach. Her excitement and stoke to get out there and after it emboldened me to come along for the session at Swimming Pools even though I was seriously contemplating a much-needed nap in its stead. We all put our exhaustion aside, knowing that most of us were on a once-in-a-lifetime trip to Fiji so we could make use of every day, including the first.

For our first session at Swimming Pools, we mostly towed into the knee-high waves since no surfers were out, and we were all excited to get a feel for the new Armstrong surf foil boards we had the privilege of testing during the trip. I was, quite frankly, stoked for the mellow waves—I've never towed behind a ski before (despite being from Hawai'i, which is a shocker), and I wanted to get my bearings on a new board and at a new location. I was also not mentally ready to shake my plane jelly legs and tiredness off on massive waves, so I was grateful for the fun-sized surf.

Everyone, including myself, seemed to have a great time that first session despite the conditions being a bit small and crossed up—I think we were all just so jazzed from how beautiful the water and reef looked as it was that we would have been happy no matter what. Everyone was quick to start ripping turns and pumping out and connecting—even the girls for whom surf foiling was not their primary discipline—and in no time, I found myself watching the others,





"I FELT NERVOUS WHEN THERE WAS TALK OF TOWING US INTO SOME BOMBS THAT THE MASSIVE SWELL COMING IN AT THE TAIL-END OF OUR TRIP WOULD BRING."

cheering them on, and already learning from them and their unique riding styles. I enjoyed even the smaller-wave sessions such as this one since everyone felt comfortable out on the water, and we could get more playful and loose in our manoeuvres compared to the more sizable days. I even learned the sit-down surf foil move from watching Naumi and consulting her on its mechanics since watching her repeatedly do it on Instagram did not translate the same way as seeing her do it in real-time. I think these opportunities to learn from each other brought this trip together.

"I think towing into big waves worked for me because it's a lot like downhill skiing," I recalled Julia saying during one of our team dinners in Tavarua. These words kept me from panicking as I got towed on foil into the biggest waves of my life at Ro Ro's, the majestic rolling sandbar break that is straight out of a dream.

Truth be told, I felt nervous when there was talk of towing us into some bombs that the massive swell coming in at the tail-end of our trip would bring. I had no experience foiling into waves before this trip, much less double overhead waves, so I had no idea how I would react to such a daunting experience in terms of physical and mental skills. I was entirely comfortable and capable of winging in large swell, though—we had a couple of sick sessions out at Namotu Lefts in some overhead waves on the trip—however, what I had with winging that I did not with towing was that personal control over the situation.



**"IT WAS ALSO THRILLING AND SURREAL TO BE INVITED ON THIS TRIP WITH SOME OF THE WOMEN IN FOILING THAT I HAVE LOOKED UP TO FOR YEARS."**

I knew with winging; I could bail from waves and also perfectly position myself on their faces where I had the best chance of not being pitched off by the wave; however, with towing, there was that element of not only fully trusting your partner on the ski but also knowing you are fully committed to the wave the second you let go of the towline,

and that if you are in an undesirable situation, the only way out is through it.

We watched the swell steadily grow—first seeing Restaurants, the spot in front of Tavarua, begin to bare its fangs with the fast left-hander barrels that suddenly appeared, which made any sort of foiling there nonnegotiable, and then especially on a mission out to Cloudbreak the day before we went to tow at Ro Ro's to see what the swell was doing there. Bo and I hoped to wing it—for me, it was mainly a personal bucket-list item to get to charge the

world-renowned Cloudbreak after years of watching the Fiji Pro surf competition on television—however, that particular day, there was a lot of wind holes in that area which could prove devastating in the case of needing the wind to be consistent for a quick bailout or avoid getting wrecked on the shallow, razor-sharp reef on the inside. So, as my parents say, you always need to leave something you want to do to make the next time you come back fun, so maybe that will be in the cards the next time I (hopefully) get to come to Fiji.

Ro Ro's ended up being more than fair consolation for not getting to wing the legendary Cloudbreak.

“THE FIRST COUPLE OF TRIPLE-OVERHEAD WAVES I GOT TOWED INTO MADE ME WANT TO SCREAM AND LAUGH AND THROW UP SIMULTANEOUSLY”

The boat ride over there was gorgeous—we followed the massive reef sandbar that starts at Wilkes Pass the whole way over there, watching whitewash explode in the distance over the sandbar as we cruised on the calm turquoise waters inside of it. When we pulled up, all I saw were the gorgeous crystal-clear rollers wrapping around the edge of that massive sandbar, and I knew it would likely be one of the funnest sessions of my life.

Going from never towing into waves before this trip to towing in knee to chest-high waves to sending double-overhead waves behind the ski within a week was a dizzying yet thrilling experience. The first wave at Ro Ro’s I got towed into was just overhead. Still, I quickly realised that I was in the wrong gear for it—I almost breached on my HA 680 and the entirety of the ride was spent on pushing all of my weight down on my front foot to keep the foil under so I barely even got to take in that ride. We were fortunate to have Armie Armstrong tag along with us that day. As always, he had just the perfect foil parts up his sleeve, so with his help, I could dial in a setup that was more geared towards big wave towing and made me feel a lot more comfortable and in control of these gnarly faces. However, given that all foils abide by the general laws of physics, the smaller a front and tail wing you have, the faster you go; the chilling speed this set-up produced took some getting used to. The first couple of triple-overhead waves I got towed into made me want to scream and laugh and throw up simultaneously—that rush down the face is truly one of the most exhilarating and scariest feelings I’ve experienced.





**"HAVING HER TOW ME INTO SOME OF THE BIGGEST WAVES OF MY LIFE ON A SKI WHILE CHEERING ME ON MADE ME APPRECIATE THE ABSURDITY OF LIFE"**

I told myself it's just like skiing—as Julia Mancuso said—but the reality is that it's like skiing straight down an icy slope with a constantly shifting angle. Also, you might have a massive avalanche on top of your head if you end up on the wrong side, and your skis might explode if you shift your weight slightly in the wrong direction. But if you manage to survive all those factors, it is the best ride you will ever have.

The most surreal part of the Fiji trip and experience was being in the presence of Julia Mancuso. My family was big into watching alpine ski racing when I was growing up—we briefly lived in Colorado with its whole ski scene—and Julia Mancuso was up there with some other household names such as Lindsey Vonn and Bode Miller that my family religiously followed. Never would I have ever imagined that I might not only cross paths with Julia Mancuso one day but that it would happen on basically the absolute opposite of a ski slope—a small island in the middle of the South Pacific Ocean—and that we would both be brought

there by this sport called foiling that I was not even aware of back then. Having her tow me into some of the biggest waves of my life on a ski while cheering me on made me appreciate the absurdity of life—we truly live in a world of infinite possibilities, possibilities that I never would think to put down on a bingo card such as getting to spend a week of shredding in the south pacific with a multiple-Olympic medal-winning alpine ski racer that I grew up watching on television. We all were fortunate to learn from not only her knowledge of the area—her husband is one of the seasonal Tavarua managers, so their family spend quite a bit of time there—but also all of her stories and wisdom coming from transitioning from being a competitive alpine ski racer

**"MY FACE HURT FROM HOW HARD I WAS SMILING, MY HEAD STILL FEELING DIZZY FROM THAT EXHILARATING RIDE DOWN THAT MASSIVE MOVING SLOPE"**



to a fierce mother of three that rips on the daily some of the gnarliest waves in the world on the foil. Having her out there on the water with us was a contributing factor in inspiring me to work a little harder and revel in being in this wonderful space of incredible women just having the best time of their lives together doing what they love most.

It's just like skiing; it's just like skiing, it's just like skiing—my mantra as I rushed down the face of the first bomb I was whipped into, my foil on the edge of cavitating, feeling like I might scream and laugh and throw up all at the same time. I felt suspended on the face of this dazzling cerulean mountain, going as fast as I could ever have on foil while feeling like I was not moving as the water rushed up beneath me. I wove back and forth on the face of the wave until it ultimately petered out at the edge of the sandbar after a four-minute long ride. My face hurt from how hard I was smiling, my head still feeling dizzy from that exhilarating ride down that massive moving slope, watching it stack to my right into the most beautiful wall of clear blue water.

At this point, I would like to slightly backtrack and point out that if we had gone to tow at massive Ro Ro's at the start of the week in Fiji, I would have politely chosen to remain in the boat to watch.

I may come from Hawaii but I am not known as a big-wave charger. Head-high to just slightly overhead is my jam—just big enough to get some adrenaline flowing but not actively risking my life.

“WHEN WE GOT OUT TO LEFTS, THE OCEAN WAS ANGRY, NOT THE MESMERISING IMAGE OF FIJI THAT I’D BEEN PROMISED.”

Our first few days in Fiji, we towed and paddled into knee-to-waist-high waves—a much-needed warm-up for what was to come. In truth, we were all just happy to get our fill of looking at the blue-green-brown watercolour of living coral and fish flashing below our foils without worrying too much about taking one on the head (at least I was). It was also nice to see all of the girls ripping in the surf regardless of their background—we had a couple who mostly foiled in lakes—and with the fun-sized waves, we had the chance to get playful and push ourselves a little harder. After seeing Naumi do the sit-down move on a wave (I had watched it many times on Instagram, trying to decipher its mechanics), I felt something click in my head after witnessing it in person. After a couple of attempts, I managed to pull it off, Naumi cheering me on, and soon enough, Zara was doing the sit-down as well—it was wild to see this ripple of learning take place amongst us, the way you could just tell everyone was absorbing everything and everyone like a sponge.

It was not until our first winging session at Namotu Lefts that I became inclined to get a little risky—to send it—because when you’re on a once-in-a-life-time trip to Fiji with a ton of girls at the forefront of the sport of foiling, why not? When we got out to Lefts, the ocean was angry, not the mesmerising image of Fiji that I’d been promised. It was soupy, grey, and chaotic—a storm had rolled through earlier that day, and coupled with the first substantial swell we would encounter on our trip beginning to build, the whole break was confused and unpredictable.





**"I WAS WINGING INTO SOME OF THE GNARLIEST WAVES OF MY LIFE, AND I HAD ONE OF THE BEST WING SURFING SESSIONS"**

About an hour into the session, Lefts began slowly cleaning up and forming solid 8'12' foot sections. As I was winging out through the channel, I saw Bo winging into what was quickly a double overhead wave. At this moment, I was passing Tati, and we both locked eyes and shouted the same thing at each other—that's a bomb!

Seeing Bo begin to charge made me start to catch some of the bigger waves on the shoulder, and slowly, I began to get comfortable and gravitate towards the more

critical sections. Before long, I was winging into some of the gnarliest waves of my life, and I had one of the best wing surfing sessions ever. I just knew if I had not seen the other girls so fearlessly charge into these stormy monsters as Bo had, I'm not sure I would have ever worked up the courage to get after it myself.

Despite the hectic conditions and the unexpectedly cold and stormy weather, this session on our trip stayed at the forefront of my mind. The thrill of winging double overhead waves sounded in my body for many days, inspiring me to keep sending it the rest of the trip and into the new massive swell that had filled in towards the tail end of our time in Tavarua.

I think moments like these—finding motivation and comfort in seeing someone else send it—pulled the whole trip together and brought us girls closer by cheering each other on and wanting everyone to push themselves to the limits of their fears and abilities. Given how few women there are in the sport of foiling, I feel like there is always naturally an intensified competitive air in the races and events I have done. There is this expectation to perform and prove our place within the sport, and since the women's division is usually small, there is this need to want to come out on top because there are not so many competitors to go against.

Experiences such as getting all the girls together in a world-class foiling location like Tavarua raise the calibre of foiling among women and do so healthily. There was not a moment I felt a competitive edge or the sense of wanting to "one up" someone, which I feared might happen going into the trip. Instead, it was a productive experience of learning from each other and becoming closer rather than being driven apart. With so few women competing in the various disciplines of foiling, I feel like there is this expectation to perform since there are so many eyes on us as it is, the pressure of which can be isolating at times as the only way through is to focus in on yourself. On this trip, I felt this focus shifted outward, put towards collaborating rather than competing with these girls, which led to astounding progress in my skills and everyone else. Watching someone shred with joy and curiosity rather than that sense of threat that can sometimes come in a competitive setting felt refreshing. As the foiling scene becomes even more competitive—especially for women—trips and opportunities such as this will remind us of the genuine stoke of foiling with other people.

**"THIS FEAT I KNOW WOULD NOT HAVE BEEN POSSIBLE WITHOUT SEEING PREVIOUS WOMEN'S ACCOMPLISHMENTS IN VARIOUS MALE-DOMINATED SPORTS."**

As the foiling scene becomes even more competitive—especially for women—trips and opportunities such as this will remind us of the genuine stoke of foiling with other people.

There is a lot of progress to be made in better representing and supporting women in water and wind sports. Still, after being fortunate enough to partake in the women's athlete summit hosted by Armstrong in Tavarua, I have a positive outlook on my future and the future of a strong female presence in the sport. These types of initiatives certainly foster the progression and confidence for female athletes to take on their disciplines and be able to inspire future generations of female rippers. I feel privileged and honoured to be a woman at the forefront of this sport. This feat I know would not have been possible without seeing previous women's accomplishments in various male-dominated sports. I get a sense of responsibility for the sport's future and past to push myself to the limits and pave my path in this rapidly progressing and exciting foiling era.

This trip certainly heightened my desire to foil worldwide to have a great time in amazing locations rather than just fixating on its competitive aspect. I grew up participating in all sorts of sports, especially tennis, which I played at a highly competitive level for a long time, so I have been finding it hard sometimes to flick off that switch of wanting to do something only for the sake of competition. Sure, it's a fantastic driving force,





Beyond competition and my accomplishments in that respect, I will always be most excited about the phenomenal places this sport has taken me thus far—Fiji, Hood River, the middle of the Ka’iwi and the Pailolo channels—and the fantastic people I have met.

Well, all of us girls were heavily hinting that we would love for this to be an annual trip, but I can’t imagine it was all that easy to pull this together, even for just this one time. I hope to see more all-female gatherings like this in the future, even if it’s by other brands—just this one trip has proven to be so productive and essential for developing and empowering the female presence in the sport of foiling. My plans for this coming year are so far centred on the summer downwind race season here in Hawai’i; I am incredibly excited to see how much the women’s divisions will have grown from last year, as I’ve seen an upward trend in women participating over the last couple of years I have raced.

I wish I could relive the whole trip! I think that magical day at Ro Ro’s is tied with the big stormy wing session at Lefts, even though the ocean was angry and the skies were grey. I just recall dropping in on bomb after bomb with the wing at Lefts—I was having so much fun I think I was the last person to go in—and towards the end of the session, the sun had made a dazzling appearance for sunset and a mystery winger on an Armstrong kit had materialised as well as if brought by the sun’s rays. I remember circling back to the outside of the break after pulling into a huge set wave and hearing the winger yell excitedly behind me, “You rip!”. Looking back, I realised it was Armie Armstrong grinning widely at me, who I did not even know was in Fiji then. Being praised by the mastermind behind the brand you ride for is undoubtedly a highlight of my trip and my foiling career.

QUESTIONS JEN TYLER WORDS BENJAMIN CASTENSKIOLD  
PHOTOS JAMES BOULDING

# FUERTEVENTURA: BEHIND THE RIDE

Big winds, big waves, and even bigger stoke—Benji had an unforgettable trip to Fuerteventura with the Cabrinha crew for the highly anticipated 2025 photo shoot! Get ready for an inside look at the future of wing foiling straight from the source!





**"THE WHOLE TEAM ENJOYED THE TRIP. IT WASN'T JUST ABOUT GETTING THE SHOTS—IT WAS ABOUT CELEBRATING THE NEW GEAR AND MAKING MEMORIES."**

**Hi Benji! We can't wait to hear all about your trip to Fuerteventura with the Cabrinha team to launch the 2025 lineup! How was the overall experience of the trip to Fuerteventura with the Cabrinha team?**

It's always a great time with the Cabrinha crew! The whole trip was an awesome experience. I never take for granted the opportunity to work alongside such an epic group of riders. The energy was high, the conditions were pumping, and it was a blast from start to finish.

**This trip was all about launching the 2025 Cabrinha lineup. What was the vibe on set? Did everything go as planned?**

The vibe was amazing! We had a solid plan going in, and everything ran smoothly. We got a ton of incredible footage, and beyond just the technical side, the whole team enjoyed the trip. It wasn't just about getting the shots—it was about celebrating the new gear and making memories.

**The 2025 lineup looks next-level! What were the standout products for wingfoiling, and what improvements can riders expect?**

Yeah, it's super exciting! One of the biggest highlights in the wing range is the new AER wing—it's been made for riders wanting something ultra-lightweight and easy to handle. It's the lightest wing in the line-up, with the 4m coming in just under 2kg,



**"IT'S A PRETTY UNFORGIVING PLACE WITH A COASTLINE ON THE NORTH COAST, WHICH IS ALL REEF, SO WE HAD TO HAVE OUR WITS ABOUT OURSELVES ON THE BIGGER DAYS."**

which is lighter than most aluula wings. It's the ideal wing for doing wing up/down winders or just having something that packs down super small. It is also made in really small sizes, which opens things up to riders of all ages. The 1, 1.3, and 1.6m wings are ideal for kids, but they've been properly built

and are just as suitable for use when the wind is really cranking! I think my Dad will be stealing my small ones in Hood River when the winds are wild, haha!

**Which new features or designs impressed you the most?**

One of the biggest upgrades this year is the switch to Teijin D2 ripstop canopy material in the wings. This material makes the wings feel more rigid and durable and helps prevent them from stretching over time. Riders can expect a longer-lasting performance and a crisper feel on the water.

**Fuerteventura is famous for its strong winds and epic conditions. How did it deliver for you and the team?**

Fuerteventura did not disappoint! We had those classic strong trade winds, and massive ocean swells. It was the perfect testing ground, enabling us to put the gear into some heavy conditions. It's a pretty unforgiving place with a coastline on the north coast, which is all reef, so we had to have our wits about ourselves on the bigger days. However, with Elena Romero joining us, we had some great insider knowledge, so we always managed to ride the happening spots at the right times. I don't think we broke a single wing or foil during the trip which must have been a new record!

**"YOU COULD RIDE REALLY FAST DIRECTLY AT THESE BIG MOUNTAINOUS WAVE RAMS AND JUST SEND IT STRAIGHT OFF THE TOP."**

**How did the new wings, foils, or boards perform in Fuerteventura's conditions? Any setups that stood out?**

One setup that really stood out was the new Vision wing. The Vision has been my go-to wing for the past seasons, so I am pretty excited to try the next iteration. The 2025 Vision has an updated dihedral design, making it an absolute game-changer for freestyle. This dihedral helps when spinning and allows you to rotate quicker and tighter with more control. You can feel the stability in the air, which is key for staying balanced during spins and really helps to nail more technical tricks like Palau's and multiple spin/flip tricks.

**What were the best sessions of the trip?**

**Any unforgettable moments on the water?**

One session, in particular, at Majanicho, was just unreal. There was a massive ocean swell rolling in that was closing out Majanicho. The wind was a perfect side shore, so you could ride really fast directly at these big mountainous wave rams and just send it straight off the top. It was exhilarating, and having James on the ski shooting back made for some great shots. Honestly, what more could you ask for?!

**Did you face any challenges with conditions, logistics, or equipment?**

The usual daily challenges are always involved when deciding where to shoot to combine riding conditions with what the media guys need. In a place like Fuerteventura, the conditions are very changeable,





and it can be hard to predict where it will be, even when looking at an accurate forecast. The key is for everyone to chip in and be ready to ride if the light is on, even when the riding might be harder or less fun. I learned this during my first shoot last year with the team in Tiree, and it's helped this year. I feel like I've been able to participate more and get more out of the shoot this year, so that's been a really good learning process.

**"THE KEY IS FOR EVERYONE TO CHIP IN AND BE READY TO RIDE IF THE LIGHT IS ON"**

A photograph of a person standing on a sandy beach, holding a windsurfing board. The board is yellow and black with the word "DATA" printed on it. The person is wearing a black wetsuit and a helmet. They are positioned in front of a large, dark, rocky overhang that frames the scene. The background shows the ocean and a clear sky. The lighting suggests it might be sunset or sunrise. The text "THIS IS THE WAY" is overlaid in the upper right corner of the image area.

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**"IT FEELS LIKE THE GEAR IS CURRENTLY EVOLVING AT LIGHTNING SPEED. THE NEW WINGS HAVE AMAZING CANOPY TENSION AND FEEL STABLE ACROSS ALL MODELS."**

**The Cabrinha team is stacked with talent—what was it like riding and working alongside them?**

Majestic. No other word for it! Riding together with Titouan, Ancor, Elena and Alby while James and Antonio swam shooting was just a lot of fun; there were loads of smiles on the water, and the stoke was always high. It's a nice mix of ages and personalities, so the atmosphere translated well while we were on the water.

**What would it be if you had to pick just one highlight from the trip?**

Spending half an hour upside down, hooked into the foot straps of a twin tip just to get the perfect shot. Yep, that happened!

**Any advice for riders looking to upgrade their wing foiling setup with the new Cabrinha gear?**

It feels like the gear is currently evolving at lightning speed. The new wings have amazing canopy tension and feel stable across all models. I'd say give the Mantis and Vision a try back-to-back and decide which one suits your needs. The AER stands out quite uniquely, and I think will really benefit younger riders or dedicated wave sailors. I'm in a unique position where I get to try all the wings out, and I really favour the Vision, but there's something for everyone in the range, so the best way is to get to a demo and give them all a spin.



"I FINALLY HIT THE AGE LIMIT TO COMPETE IN THE GWA FREESTYLE TOUR, SO THAT'S MY BIG FOCUS FOR 2025."

Where's your next adventure? Are any exciting trips or competitions on the horizon?

This year is huge for me—I finally hit the age limit to compete in the GWA Freestyle Tour, so that's my big focus for 2025.

Beyond that? Just having as much fun as possible on the water!

Thanks, Benji!

Thanks, Jen!





## THE INTERVIEW

QUESTIONS JEN TYLER

From growing up in the Team Bridge household to carving his path in the world of foiling, Guy Bridge has had an epic journey on the water. In this chat, he shares some incredible travel stories, his ultimate gear setup, and what's next for him and Emma in 2025! Dive in for an inside look at life, adventure, and all things foiling with one of the sport's most dynamic riders.



PHOTO RACHAEL HOOPER

TONICMAG.COM



Hey Guy, it's fantastic to have you here! I don't think we've had the opportunity to interview for Tonic Mag before. Growing up in the iconic Team Bridge family, what was it like being surrounded by such a strong watersports culture from a young age?

Childhood was such an incredible time—always fun and great to have two brothers to share it with on the water. After school, we'd hop on our bikes, head to the beach, rig up, and go kiting. Mum and Dad would be working down there, and we would all hit the water. Looking back now, it was a pretty epic set-up!

**"THAT RIVALRY DROVE HIM TO IMPROVE RAPIDLY IN HIS EARLY TEENS - IT WAS PRETTY COOL TO WATCH!"**

Growing up with Olly and Tom must have been such an adventure! Did the three of you find yourselves getting competitive, or was it more about encouraging and motivating each other both on and off the water?

Growing up with Olly and Tom was an unforgettable time. We all started kitesurfing and freestyle around the same age—under 10—so we were small, young, and energetic. Olly, being older and bigger, had a bit of a head start and progressed faster than Tom and me in that first year. But it quickly became apparent that Tom had a natural talent that surpassed us. By then, I think I had accepted that I wouldn't reach his level, but Olly, as the older brother, didn't want to be outdone, and that rivalry drove him to improve rapidly in his early teens - it was pretty cool to watch!

We competed together in youth events across Europe, with Tom dominating every competition he entered. Olly often won in the older age divisions, while I was usually happy to secure 2nd or 3rd.



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**"TOM AND OLLY ARE STILL SUPER SUCCESSFUL IN THEIR KITING AND STILL PUSH ME TO TRY NEW THINGS - I AM SUPER PROUD OF THEM BOTH."**

Olly also loved racing, and as it evolved into foiling, I got into it too. Travelling the world with our mum, Steph, to events was such an epic experience and had an amazing vibe.

Olly's success in racing set the benchmark for me, and training with him pushed me to improve. However, things became more

competitive between us as we got older. Olly's temperament was a bit fragile, so even though I wanted to beat him, I worried about how it might affect our dynamic—both on and off the water. Still, I believe our small rivalry kept us both at the top for a long time. When Olly eventually stepped back, my level gradually dropped. I think I lost that extra edge I had when we trained and competed together. Those years, though, were some of the best of my life. Plus, off the water, we had so many epic times travelling

together and some pretty classic stories! Tom and Olly are still super successful in their kiting and still push me to try new things - I am super proud of them both.

**Are you still kiting as frequently as you wing or foil, or have you fully transitioned?!**

Ha! I always loved kiting, but I'm quite a bit fussier nowadays. I'll always get on the water, but I'll wing surf or surf foil if it's gusty or swell. It depends on the conditions and what I feel like. My main aim is to be on the water with family and friends. I do mind scoring the best conditions for discipline!

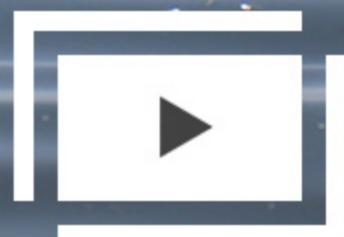
I hope you're having an amazing trip to Australia!

What are you and Emma up to down under?

We love being in the sea, so it's no surprise that we've spent nearly every waking moment on the water! We feel like we've had the whole world on an epic coastline. We shipped lots of gear a month before arriving and still managed to bring two board bags, so the ocean has been our playground and natural air conditioner! The wind generally picks up around midday/1 pm, so we have been waking up in the tent + jumping in for a surf before breakfast, then running errands and chilling a bit before pretty hectic afternoons: winging, downwinding, surfing, or kiting; we've been making the most of whatever the conditions have dished up! Emma has been frothing on the downwinding, so we have been doing many runs, which has been fun. Ningaloo Reef runs were a real highlight, with colourful corals and multicoloured fish, and they rode with some absolute legends and true watermen. We have found the foiling community out here excellent; the crew are legendary and knowledgeable, and we have loved riding with them.

**"THE LOCAL CREW WERE ABSOLUTE LEGENDS TO RIDE WITH; HONESTLY, LEAVING WAS HARD!"**

Haha, as you can imagine, we have slept like rocks. That's probably a good thing since we've lived out of a tent for over a month! The nights have been pretty magical, though; the stars out here are insane. We've been pretty remote for most of the trip, having a Gnarloo stop and scoring some epic swell both for surf and winging, but we made it as far as Exmouth, which was a special stop since it's where we're from in the UK! The local crew were absolute legends to ride with; honestly, leaving was hard!





Could you describe your downwind foiling journey? Did you struggle with it initially, or did it come naturally?

Haha, I can speak for everyone learning to downwind. There is plenty of struggle, and I was no exception to this! I started learning to downwind around 2019 when I had a very square sup board that I used to foil and would try to use in the bumps but struggled and barely got foiling. That same year, Titouan Galea invited me to New Caledonia to stay and ride with him (downwind/wing/kite), an offer you couldn't turn down! So I was thrown into the deep a bit there, given a pass-off giant board at the airport, plus the struggle to downwind started when we got to the sea.

“ THERE IS PLENTY OF STRUGGLE, AND I WAS NO EXCEPTION TO THIS! ”

An advertisement for the Harlem Pace wingfoil board. It features a large image of a person riding a board with a blue and pink sail. The sail has the word "PACE" on it. Below the image, the text "HARLEM PACE" is written in large, bold, dark blue letters. To the right of the text is a circular logo with the numbers "3→6" in the center, surrounded by the word "SIZES" repeated multiple times. At the bottom, the website "harlemwingsurfing.com" is listed. A large blue letter "A" is in the bottom right corner.



It made even more difficult and frustrating by going with Titouan and his cousin Clement Colmas; at this time, they ranked 3rd and 4th at the M2O, so trying to downwind with those guys lapping around you made you feel mega s#!t, and guilty for holding them up!

**“ HAVING DONE SOME PADDLING BEFORE IN THE SURF HELPED, AND HAVING THE FOIL SKILLS DIALLED, MY PROGRESS WAS RELATIVELY FAST.”**

I struggled to take off—I’d need the biggest, steepest bump to get any flight. From then on, I could generally do a few kilometres on foil, but the stress of coming down and paddling up again made the whole experience a bit stressful and not that enjoyable. So, after that, I gave up on downwinding supping for a while and did all the other disciplines.

It wasn’t until around 18 months ago that I started downwinding properly! I had been watching the boards and foils develop over time, so I thought it was my time to get back into the sport. I bought an Appletree skipper board and started giving it a shot again; my progression was pretty quick. Having done some paddling before in the surf helped, and having the foil skills dialled, my progress was relatively fast. My next board was the AFS Blackbird v2, which is 8' 0 x 18', and it was a game changer for me. It accelerated my progression and has given me the confidence to go for runs I’d never have had the confidence to; easy to build speed, good takeoff, and ultimately having trust in your gear, I think, naturally gives any rider confidence + natural progression - investing in good gear where possible should not be underestimated!



**“ SEEING THE PROGRESSION IN GEAR AND PARTICIPATION IN ALL OF THESE OTHER FOILING DISCIPLINES IS INSPIRING AND MAKES YOU WANT TO KEEP IMPROVING ”**

**How has your racing mindset influenced your winging and foiling, especially in downwind conditions?**

I don't think racing has influenced any foiling discipline I do now! Now, I am totally in it for the love of each sport, which I think when you're competing and racing, you are

much more focused on that discipline - you're in it to win, right? There was quite a lot on the line for me, and it required much more dedication and focus on kite racing, specifically, particularly with the lead-up to the 2024 Games! So, I was driven in another way to what I am now. The main thing racing did for me was to gain so many foiling skills that I could never have had today if I hadn't gone through it, as well as a more profound knowledge and appreciation of the foil itself. I still love tweaking and adapting my foils just as I did for racing,

but now I want more glide, carving varied conditions, etc. I do it for fun and to push myself, not to win. It is more me.

**Was the transition motivated more by the evolution of the sport or by a desire for new challenges?**

I'd probably say new challenges, being crap at something again is good for the soul and learning something new is mega fun if pretty humbling! Seeing the progression in gear and participation in all of these other foiling disciplines is inspiring and makes you want to keep improving and push where the sports can go.

## How has AFS Foils supported you specifically in excelling in your new disciplines?

They've been super helpful in facilitating me with some of the best gear on the market across all the disciplines, and that's not me being biased. I generally love their gear and bought it before they started supporting me. We recently visited their factory in Crozon (France). Seeing the processes and levels of making every product was pretty epic.

**"SHE WOULD ALWAYS MAKE EPIC FEEDS, BUT RACING WAS ALWAYS SUPER DIFFERENT."**

## What's your go-to set-up for each discipline?

- Surf foil: Board: AFS 4'4 Chipri Pro. Foil: 850 Silk or 700 Enduro, 80 uhm mast 38 Stabiliser.
- Wing foil: 650 Silk, 85cm uhm mast, 38 Stabiliser. Board: Fire pro 4'6. Wings AFS Diamond V2
- Downwind: V2 Blackbird 8.0, 17.5, 105L, 850 silk with the 38 Stabiliser.

With Steph being a 5x Kite Race World Champion, what's the best piece of advice she's given you about competing or pushing your limits on the water?

Honestly, there's nothing really in terms of on-water advice that she'd offer us. She would be super helpful in facilitating us in terms of getting all the knowledge we could before events and ensuring our preparation and the logistics were good around being at events. She would always make epic feeds, but racing was always super different. You could only learn properly by doing it yourself, so it would only be occasionally when we chatted about plans on water.





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**“THERE'S NOTHING QUITE LIKE SPENDING LONG DAYS WITH FAMILY AND FRIENDS AND SHARING EPIC SESSIONS ON THE WATER WHEN THE CONDITIONS DELIVER!”**

In terms of pushing our limits, that would all be down to us; there wasn't ever any push to get better; it was all down to what we wanted to do. It's been fun seeing her

progress on the downwind journey of late; she's so passionate about trying to learn that sport and is often looking for as much advice as possible.

**What's your favourite memory of training or travelling together as Team Bridge?**

Wow, there are so many special memories and trips we've all been able to do together,

which has been so special. I'd probably have to say either our trip to SA when we were younger or the trips we did to WA; those trips were so special as we were younger, so just travelling to those places was an insane experience in itself, but being able to Kitesurf in these epic spots was another level. The progression we all saw in each other from riding in excellent conditions was all the time and made it so enjoyable. We still do a lot of trips together; I've done trips with Tom recently, which has been mega fun, filming and riding loads together, which has been super sick!

**Do you and Emma have exciting plans to share with us for 2025?**

It always seems to feel exciting to us. Still, Emma and I have a pretty exciting year ahead—not in terms of big trips - we are just making the most of every minute down under - but in the kind of everyday adventures, making quick calls on conditions that always seem magical. Emma is currently teaching supply, so she is flexible, which works well for scoring some epic sessions! The biggest highlight? We're getting married in May! After that, it's summer in the UK, a season we both love and try to work hard through - we are busy in the family shop, and it's a time for us to knuckle down. But the long evenings are always super special; there's nothing quite like spending long days with family and friends and sharing epic sessions on the water when the conditions deliver!



# BOOT DÜSSELDORF 2025

WORDS VIOLA LIPPITSCH

PHOTOS DANIEL PANKOKE

BOOT Düsseldorf 2025 made history with the first-ever indoor pump foil contest and GWA wingfoil racing, bringing the action to a 20x60m pool with wind machines and a pumped-up crowd. Viola Lippitsch took on the challenge, racing hard, pushing limits, and landing on the podium in both disciplines. Read all about it [here!](#)

What an amazing weekend at BOOT Düsseldorf 2025! It was a weekend filled with racing, action, and fun. The event took place from January 17th to 19th, featuring the first-ever indoor pump foil contest and GWA wingfoil racing, which were absolute highlights for viewers and riders.

The action took place in a large pool measuring 20 by 60 meters and less than a meter deep, with powerful fans creating wind. Viewers were just steps away from the riders, making the excitement palpable. The close proximity of the crowd made it an incredible experience for the competitors. Hearing the cheers and shouts from the audience gave an extra boost of energy, motivating everyone to compete at their best and race as fast as possible.

I didn't know what to expect since it was my first time at the pool. I arrived late for the evening practice directly from the airport and had no time to get used to the wind conditions or the starting winch.

The morning of the 18th was filled with excitement. Following the viewer's opening ceremony, which featured the official opening of the pool and a display of tricks by Balz Müller in the water, we kicked off the first rounds of the pump foiling contest.

Since I didn't participate in the qualifying rounds the day before, I was seeded last and had to face a strong opponent, Axel Gerald. We began with at least three runs, including one slalom lap in the pool. I needed to win most of the runs to advance to the next round. Unfortunately, I fell on the first run, and Axel was faster in the second and third runs, which meant he qualified for the next round.

" HEARING THE CHEERS AND SHOUTS FROM THE AUDIENCE GAVE AN EXTRA BOOST OF ENERGY, MOTIVATING EVERYONE TO COMPETE AT THEIR BEST "



"I MANAGED TO NAVIGATE THE COURSE AND FINISHED AS QUICKLY AS POSSIBLE."



In the women's category, the fastest two competitors would qualify for the next day's finals. Fortunately, Sara Spalinger and I were the only two participating women, so we qualified. But it wasn't over yet!

An hour later, the wind machines turned on, and the wind began to blow. We completed five runs, which included two laps around two buoys. Each rider could go around in circles with two jibes and two tacks or jibe four times and head upwind. The first two starts were tricky, and I couldn't complete the entire course. However, once I got used to the wind and the winch start, I managed to navigate the course and finished as quickly as possible. I had the second-fastest time on the women's side and qualified for the finals the following day.



"AFTER THREE RUNS, WE COULD CROWN OUR WINNERS. IT WAS TOUGH FOR ME AFTER SUCH A LONG DAY FULL OF ACTION, PUMPING AND HAVING FUN."



After a quick morning training session, during which all the riders had more time to practice, I felt comfortable with a slightly faster setup and was ready to start the final day.

Starting with the pump foiling round two, Sara and I had time to rest and enjoy the show, as the woman had already advanced to the finals. It was a fun time cheering up

the riders with all the viewers. Seeing so many people interested in the new pump and wing foiling was incredible. It was also amazing to show people watersports they had never seen before and encourage them to try them.

The finals consisted, as the day before, of three runs. For the man, today's course got

extended to two slalom and two straight speed lengthen. We changed the course for the woman to one slalom and one speed length. We already saw some intense battles between a few boys before, so Sara and I started super motivated into the last round.

Sara won the first round after an intense battle, as she was slightly faster in the speed section. I had a fantastic start in the second round, and when Sara fell, I could slow down a bit and secure a victory. The race remained intense until the very end. I pushed hard on the speed stretch but fell just before the finish line. What an incredible competition! Seeing everyone get caught up in the excitement was so much fun.

But no time to rest. The fans turned on, and the action continued on the wing foiling. To keep up the action, the course was extended to three full rounds in the pool, and the hall was filled with more and more people. After three runs, we could crown our winners. It was tough for me after such a long day full of action, pumping and having fun. I did my best but couldn't beat Nia Suardiaz on the racecourse.

Standing on the second step of the podium at the first-ever GWA wing foil indoor race and the inaugural SFT pump foil contest was an incredible experience. I never imagined competing in a pool could be so much fun and exhausting. The large group of spectators, including excited kids and adults cheering just a few meters away, was truly remarkable. I thoroughly enjoyed participating and sharing a wonderful time with all the athletes at BOOT Düsseldorf. This event will definitely be one for the books!



# WATERWOMEN

QUESTIONS JEN TYLER

## VRINDA HAMAL

Meet Vrinda Hamal, a true waterwoman! From early wing foiling struggles to mastering flight, she's built a life of adventure and ocean freedom.

In this exclusive interview, she shares her Los Roques playground, go-to foiling setup, and the reality of being an extreme sports influencer—plus, a look inside Rancho Pirata, her dream project for riders. Read the full interview [here!](#)

“HER PASSION FOR WATER SPORTS GREATLY INFLUENCED ME AND HELPED ME DISCOVER MY LOVE FOR EXTREME SPORTS”

Vrinda, it's great to chat with you and highlight you as our waterwoman in this issue! Your Instagram page features a wide array of adventure and adrenaline-fueled activities. However, since we are a wing and foiling magazine, we'll focus primarily on that. Let's start at the very beginning! Could you share a bit about yourself? What was it like growing up in Venezuela, and what was your family like?

Absolutely! Growing up in Venezuela was truly special, especially with my mother, a surfer and captain. Her passion for water sports greatly influenced me and helped me discover my love for extreme sports. I feel fortunate to have been raised in an amazing environment encouraging adventure and exploration!

**You joined the CORE team in 2019. Can you tell us about your journey with them and how they've supported you in your career so far?**

Joining the CORE team in 2019 was a pivotal moment for me. It opened up incredible opportunities to pursue my passion for kiteboarding globally. Collaboration with CORE has elevated my skills and provided essential support and resources to achieve my dreams. The exposure and experiences I've gained through their network have been invaluable, helping me achieve my goals and travel to some of the most breathtaking destinations worldwide.

PHOTO CARLOS ROBLES





## "THE FREEDOM AND EXCITEMENT WITH THE WING FOIL ARE UNMATCHED"

**Can you describe your first experience with wing foiling? Was it love at first sight, or did you struggle to learn?**

It took me a few hours to find my rhythm and catch the wind just right. There were moments of frustration and many wipeouts. Suddenly, I revelled in the experience, embracing the thrill of gliding over the water.

Now, I've journeyed from kiting in light winds to harnessing the power of explosive gusts and riding incredible waves. It's transformed into a deep passion for me. The freedom and excitement with the wing foil are unmatched. It's become a true love affair with the water!

**What is your set-up of choice for both winging and foiling?**

I love the 3 m Halo and 138 Lt board. I'm light, and I love this for every condition.

**What are the conditions for wing foiling in Los Roques, and what is the best spot to visit?**

Los Roques is a paradise for watersports, and wing foiling is no exception. The crystal-clear water, steady winds ranging from 15 to 25 knots, and wide-open spaces make it perfect for beginners and experienced riders.

The best thing about Los Roques is that there are more than 300 cays and sandbanks, and you can sail freely with a foil, hopping from island to island and creating endless routes until you're tired.



Some of the best spots are Crasqui, which has flat water ideal for effortless gliding, and Francisqui, where you can find small waves to play with on the foil. Plus, the natural beauty of these cays makes every session genuinely magical.

Walk us through a day in the life of Vrinda Hamal when you're not out on the water—how do you stay active? Do you hit the gym for strength training, focus on mobility and recovery, or look for adventure-filled activities? How do you balance rest, fitness, and mindset training on your off days?

My lifestyle has always been movement-driven, but rest and recovery are just as essential.

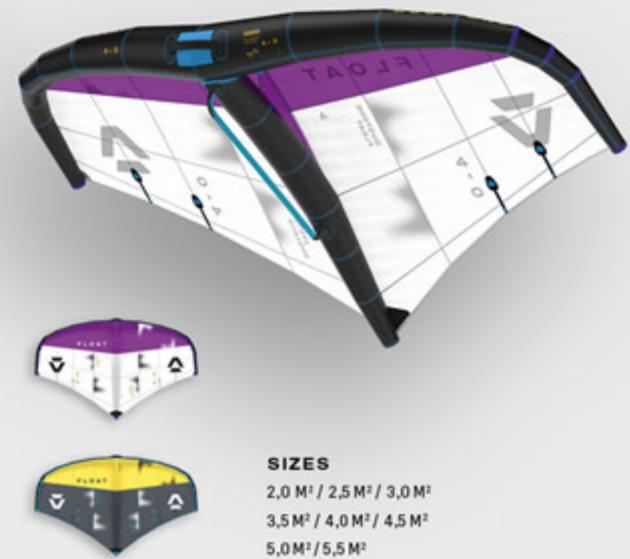
**“THE NATURAL BEAUTY OF THESE CAYS MAKES EVERY SESSION GENUINELY MAGICAL.”**



## FLOAT

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WAVE/FREEFLY



**SIZES**  
2,0 M<sup>2</sup> / 2,5 M<sup>2</sup> / 3,0 M<sup>2</sup>  
3,5 M<sup>2</sup> / 4,0 M<sup>2</sup> / 4,5 M<sup>2</sup>  
5,0 M<sup>2</sup> / 5,5 M<sup>2</sup>





**"MY VISION IS FOR IT TO CONTINUE GROWING AS A HUB FOR OCEAN AND ADVENTURE LOVERS"**

When not on the water, I practice mobility exercises to keep my body flexible and prevent injuries. I also do functional training to improve endurance and strength, especially for kiting and foiling. A healthy diet and hydration are key; when I need a complete reset, a mindfulness meditation session helps me stay balanced.

**Tell us about Rancho Pirata—what inspired you to start it? What makes it unique to you, and what do you hope to achieve with it in the future?**

Rancho Pirata is where I was raised. All the local houses in one of the islands of Los Roques were made of wood. I wanted to create a space where riders worldwide could come together, share epic sessions, and experience the true essence of Los Roques. It's more than just a place—it's a way of life. My vision is for it to continue growing as a hub for ocean and adventure lovers, where respect for the environment and a passion for wind sports thrive.

**What are the day-to-day ups and downs of being a social media influencer?**

Being an influencer has allowed me to connect with incredible people and share my love for the ocean, wing foiling, and kiting. Inspiring others to chase their dreams and step out of their comfort zones is the most rewarding part. However, there are challenges: keeping up with social media, dealing with criticism, and balancing personal life and public exposure. The key is staying authentic and remembering why I started this journey.

“THE DEEP CONNECTION WITH THE WIND AND THE SEA ARE UNPARALLELED. EACH SESSION IS UNIQUE, MAKING ME FEEL TRULY ALIVE.”

If you had to pick just one sport that brings you the most joy and adrenaline, which would it be and why?

Water sports have always been my greatest passion. The feeling of freedom when gliding over the water, the adrenaline rush from landing tricks, and the deep connection with the wind and the sea are unparalleled. Each session is unique, making me feel truly alive. I can't choose just one modality because each one offers something special.

What are your plans for 2025?

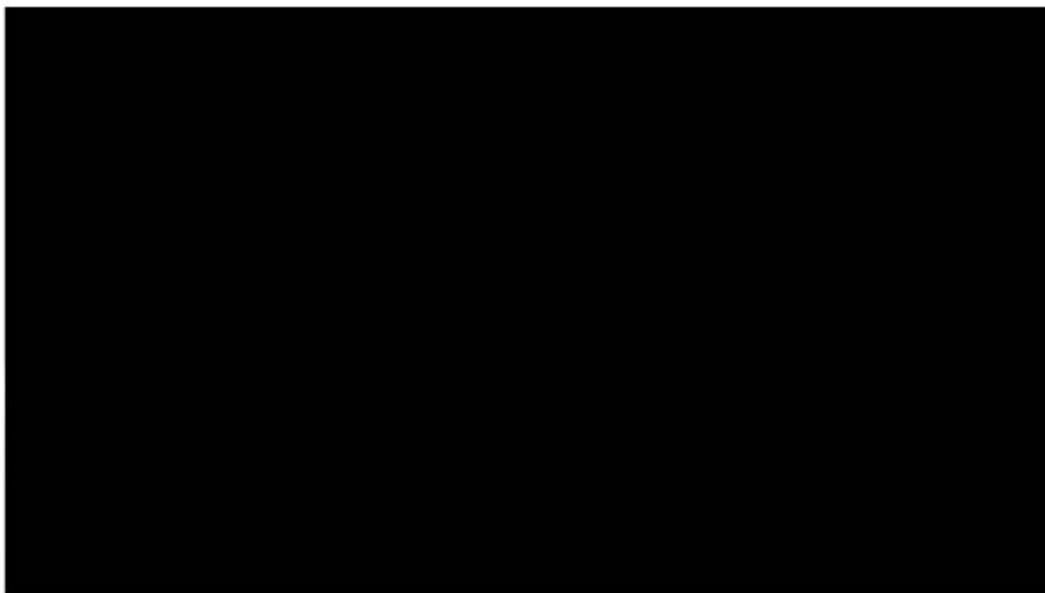
For 2025, I want to keep pushing my limits, explore new spots worldwide, and continue building projects like Rancho Pirata. I also want to focus on creating content that inspires people to live with passion and adventure while continuing to grow both in sports and personally.

Great, thanks so much, Vrinda!

Thanks, Jen!

PHOTO MARÍA ALEJANDRA FINOL





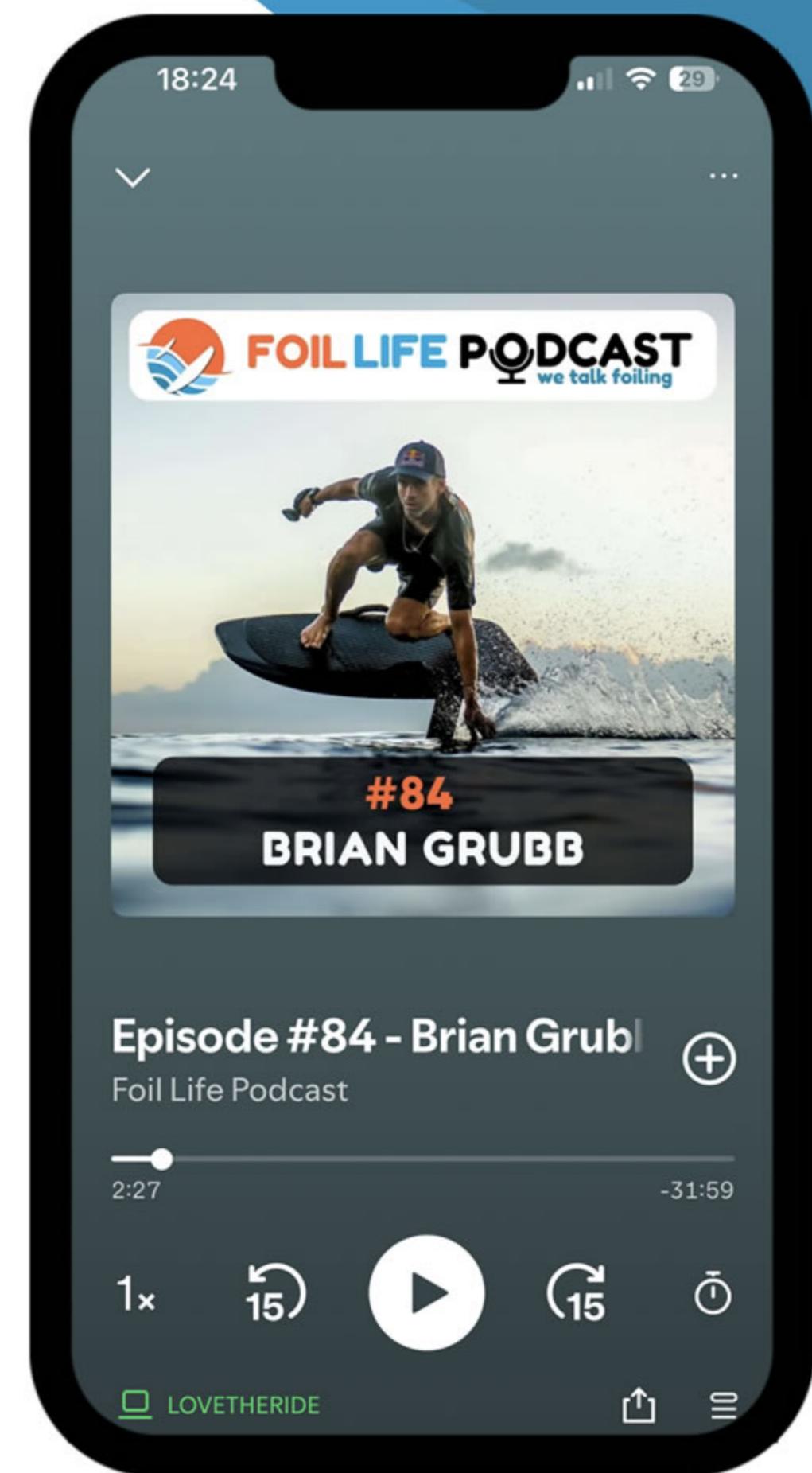
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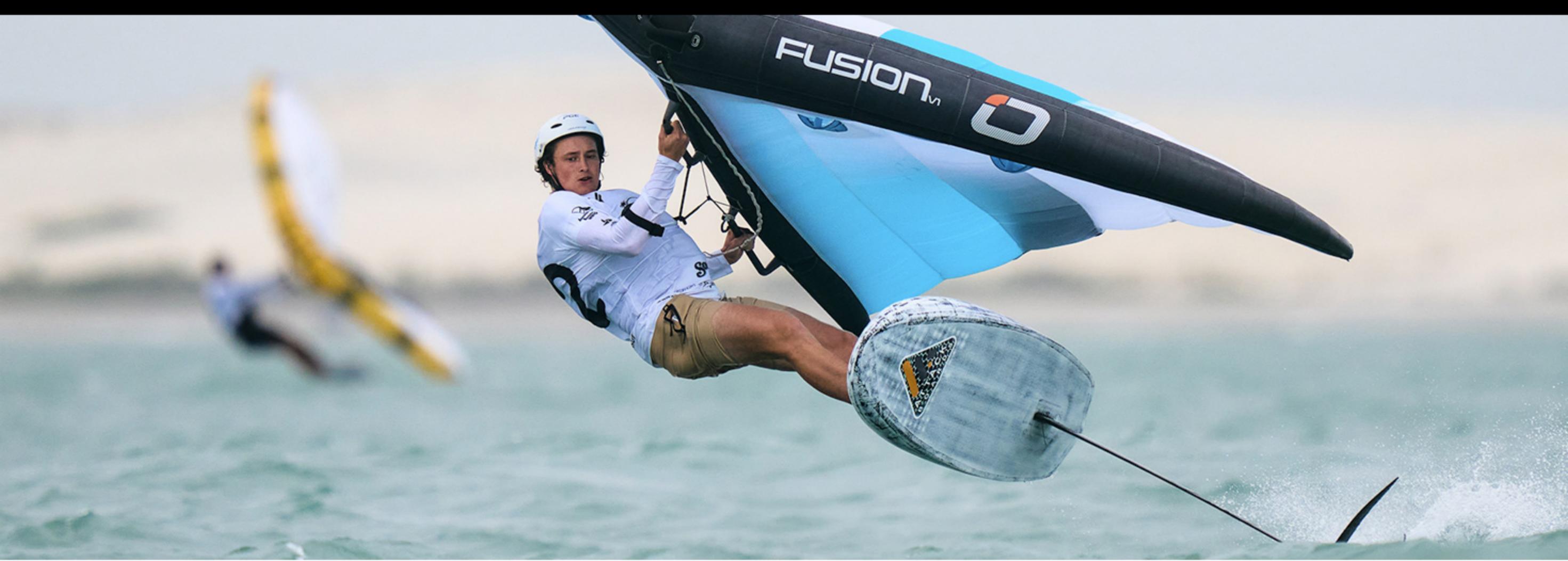




# KAMIL MANOWIECKI

QUESTIONS JEN TYLER WORDS ROBERT HAJDUK

Kamil Manowiecki's journey on the water began with sailing Optimists as a kid and has led him to victory at the 2024 Wingfoil Racing World Cup. In this interview, he sits down with Jen to share his experience—from his first wingfoil session in Hong Kong's Stanley Bay to going head-to-head with the world's best. He dives into the mental toughness required, the gear that gives him an edge, and his pursuit of a World Championship title. Tune in for an inside look at his incredible career!



**"I STARTED WINDSURFING AT A YOUNG AGE AND QUICKLY DEVELOPED A PASSION FOR IT."**

Hi Kamil, thanks for joining us! Growing up in Sopot must have been fun; it looks beautiful! How do you think that influenced your journey in watersports?

Growing up in Sopot, surrounded by the sea, fueled my passion for watersports. Sopot is a beautiful and pleasant city that offers a great quality of life. In addition to the sea, we are surrounded by forests,

and everything is within biking distance—which is how I spent much of my childhood. I sailed my first miles at the end of Europe's longest wooden pier. My club, Sopocki Klub Żeglarski, played a significant role in my development. Here, I took my first steps in windsurfing and began to pursue my athletic journey.

**Who were your biggest inspirations when you started wingfoiling? Have they changed over time?**

I was first inspired by Balz Müller (Radiculo), whom I saw at Silvaplana. He raced on the lake, winning all the races while performing

tricks and smiling the entire time. As the sport evolved, Titouan Gallea also inspired me. He was the first to perform massive rotations and win world titles. When I met them in person, I realised I wanted to be like them.

**What made you choose racing over freestyle?**

I've been involved in watersports for most of my life. I started windsurfing at a young age and quickly developed a passion for it. I competed in various disciplines before discovering wingfoiling.

My journey as a rider began over ten years ago when I started sailing Optimists. I progressed to national competitions, and in 2016, I won the Polish Championship—a turning point in my career.

“THAT ADVENTURE IGNITED A DEEP LOVE FOR WINGFOILING IN ME, A LOVE THAT CONTINUES TO DRIVE MY JOURNEY IN THE SPORT.”

Eager for more dynamic experiences, I transitioned to the Bic Techno class the following year. Despite being new to this category, I quickly caught up with more experienced competitors and claimed the Polish Champion title in 2017.

Since then, I've defended my title every year, progressing through Olympic classes like RS:X and IQFoil. Along the way, I represented Poland at the Youth Olympic Games in Argentina in 2019, earned the Vice European Champion title in RS:X Youth in 2020, and placed third at the Formula Foil World Championships in 2021. After two years of Olympic class training, I saw the opportunity in wingfoiling and decided to pursue it.

Not many people know this, but my first experience with wingfoiling was in 2019 in Stanley Bay, Hong Kong, with my friend Edo Tanas. It was an incredible experience—I remember learning to pump simultaneously with my hands and legs. We even managed to fly around some local islands and cruise among container ships. That adventure ignited a deep love for wingfoiling in me, a love that continues to drive my journey in the sport.

So, as you can imagine, racing has always been close to my heart. For some, racing might seem straightforward once you can tack and jibe, but the devil is in the details. I notice things others don't even think about, and those small adjustments taken all together then make a big difference.





**"MAKING FEWER MISTAKES AND PUSHING FORWARD MAKES THE DIFFERENCE."**

**How do you prepare mentally and physically for competitions?**

I spend a lot of energy and time preparing for competitions, starting with the right equipment choice, setting it up, and testing it through everyday physical training and mental coaching.

**What's the one thing you've learned from competing that has improved your riding the most?**

My biggest lesson is to race confidently and not let the fear of mistakes hold me back. Everyone makes mistakes—making fewer mistakes and pushing forward makes the difference.

**Massive congratulations for winning the 2024 Wingfoil Racing World Cup in Brazil! What were the high and low points of that event? Can you share a standout moment or lesson from competing alongside Francesco Cappuzzo and Mathis Ghio?**

Thank you! The high point was winning the event—the culmination of all my hard work and preparation. The low point was the intense pressure of competing at such a high level, where every mistake could cost you. Racing against incredible athletes like Francesco Cappuzzo and Mathis Ghio taught me to stay calm under pressure and trust my training.

**What does "focusing on yourself" mean to you, and how has that mindset helped you succeed?**

For me, "focusing on yourself" means staying committed to your own process and not worrying about what others are doing. It's about trusting your preparation and sticking to your plan.

**“I'M COMMITTED TO THIS VISION AND HOPE TO INSPIRE OTHERS WITH MY DEDICATION AND PASSION”**

**What's your choice of gear for each discipline?**

For wingfoil racing last year, I used Ozone wings, a Chubanga foil, and Attack boards—a combination that proved to be perfect. Let's see what equipment I'll be using this season!

I enjoy wave-winging with some freestyle action in my free time and off-season. With my 80 kg weight, I typically use a 4 m wing, a 30+ litre board, and a 600–700 foil with an 85 cm mast.

**What's your ultimate vision for your career in wingfoiling, and how do you hope to inspire others along the way?**

My ultimate vision is to continue competing at the highest level, pushing the boundaries of what's possible in wingfoiling, and ultimately winning a World Championship title. I'm committed to this vision and hope to inspire others with my dedication and passion for the sport.

Being from a cold country presents its own set of challenges, especially when it comes to training in the winter abroad while balancing time with my family and close ones. However, with their unwavering support and understanding, I've been able to overcome these obstacles. I hope my journey will inspire others to pick up wingfoiling as their hobby and show them that with determination, anything is possible.

**Amazing, thanks Kamil! We look forward to seeing what the future holds for you!**

Thanks, Jen!



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“My eyes have never felt so loved”

- Sukie R

[CLICK HERE](#) to check them out!

What started as a smooth sail from Bonaire to Curaçao took an unexpected turn—straight into massive, barreling waves! A last-minute detour, a legendary yacht, and a wingfoil session of a lifetime made this trip one for the books. Wind, waves, and pure adventure—let's dive into Sil Romeijn's latest adventure!



WORDS SIL ROMEIJN AND JEN TYLER PHOTOS CHARLES DASHER

# 70 FEET TO FREEDOM – SIL SAILS TO BONAIRE

“SAILING TAKES YOU TO PLACES YOU WOULDN’T OTHERWISE REACH, AND WINGFOILING IS THE PERFECT WAY TO EXPLORE ONCE YOU GET THERE.”

Last week, I had the incredible opportunity to join the crew of Kialoa 3, a legendary 70-foot racing yacht, on a sailing adventure from Bonaire to Curaçao. When I was asked to come along, I had one question—could I bring my wing gear? The answer was yes, and I didn’t hesitate for a second.

For someone who thrives on adventure, combining sailing and wingfoiling is irresistible. Sailing takes you to places you wouldn’t otherwise reach, and wingfoiling is the perfect way to explore once you get there. The gear is light and easy to pack and launching straight off the boat opens up a new world of riding. More and more sailors are picking up wingfoiling for this reason—it’s just too good a combo to pass up.

Stepping onto Kialoa 3 for the first time was breathtaking. The yacht has this stunning, classic design that any sailing enthusiast would appreciate. It carries a deep history that is well-known within the sailing community. It’s part of a series of five iconic yachts, and I was standing aboard number three. I’ve sailed plenty before, but nothing on this scale. This was the biggest boat I’d ever been on, and I had no experience handling something of this size. I expected smooth sailing, but I didn’t expect we’d end up scoring some of the best waves of my life. That surprise twist made the entire trip unforgettable.

We set off for Curaçao on a Friday afternoon, cruising downwind at a steady 10 knots. The sea conditions were classic for that stretch—open ocean swells rolling beneath us, giving the yacht a smooth,





“AS WE GOT CLOSER, WE SAW WHAT WAS CAUSING THE MIST—PERFECT ROLLING BARRELS BREAKING OVER THE REEF. IT WAS FIRING!”

surfing motion. As the sun set, we witnessed one of the biggest green flashes I'd ever seen—it felt like it lasted forever.

The energy on board was amazing. We had a mixed crew of about nine people, with sailors from Sweden, the Netherlands, England, and France. Two crew members were hitchhiking to Colombia and had

joined for part of the journey, adding another layer of adventure. The conversations flowed as quickly as the miles beneath us, with everyone sharing their sailing stories and plans for what came next.

After a short weekend in Curaçao, we set sail back to Bonaire. As we approached Klein Curaçao, a small island along the route, we spotted something unusual near the northern point—a thick white mist rising into the air.

At first, we thought it might be a wind turbine or some strange atmospheric effect, but then it hit me. I knew this part of the island

sometimes got good surf, and as we got closer, we saw what was causing the mist—perfect rolling barrels breaking over the reef. It was firing! The moment I realised what we had stumbled upon, my excitement skyrocketed. My friend Tom, a Swedish surfer on board, was just as stoked. The crew could feel our energy, and soon, everyone was buzzing. After discussing it with the captain, we decided to stop for a quick session and lunch.

It wasn't all smooth sailing, though—just as we were manoeuvring to anchor, we ran into some unexpected issues. The halyard got caught in the furler, making it difficult to roll in the Genoa sail, and at the same time, the day fuel tank ran dry, shutting off the engine.



"THE SWELL CAME IN FROM DEEP WATER AND HIT THE ISLAND AT THE PERFECT ANGLE, CREATING FAST, HOLLOW WAVES THAT BROKE CLOSE TO SHORE"

So, there we were, approaching a remote reef break with limited manoeuvrability, trying to troubleshoot on the fly. But the captain and crew handled it like pros; before long, we were ready to get in the water.

The moment I started rigging my gear, the adrenaline kicked in. I had brought my light-wind setup, expecting mellow conditions, but in reality, the waves were massive—easily 3 to 4.5 meters—and the wind was lighter than I would have liked. This made it incredibly challenging to get up on foil, but once I did, I knew I was in for something special.

Riding those waves was pure magic. The swell came in from deep water and hit the island at the perfect angle, creating fast, hollow waves that broke close to shore. It was unlike anything I'd ever experienced in the Caribbean. My foil—a high-aspect Florence 130 designed for downwind racing—was completely overpowered in the conditions. It accelerated like crazy, making sharp turns nearly impossible. So, instead of my usual carving style, I went for long, straight, high-speed runs, playing it safe while still soaking in every second.

Tom had paddled out on his surfboard and managed to drop into a couple of waves—some of the biggest he'd ever attempted. The crew stayed on Kialoa 3, watching the session unfold. They took videos and photos on their phones, cheering us on from the boat. The excitement was contagious—even those who weren't in the water felt the thrill of what we were experiencing.

"EXPERIENCES LIKE THIS ONLY DEEPEN MY LOVE FOR BOTH SAILING AND WINGFOILING. THE BEAUTY OF TRAVELLING BY BOAT IS THAT YOU END UP IN PLACES YOU'D NEVER REACH OTHERWISE."

After an unforgettable session, we climbed back on board, exhausted but exhilarated. Lunch was served: a delicious couscous dish packed with fresh greens and a hint of lemon, which hit the spot after an intense few hours.

The sail back to Bonaire was smooth, and we completed the entire trip in just one tack. As the sun set, the island came into view, and by the time we reached the coast, the moon was rising, casting a silver glow over the glassy water. We sailed along the shoreline in absolute stillness, reflecting on the incredible day.

We celebrated at the harbour with a cold beer, still riding the high of what we had just experienced. Plenty of sailing stories were told that night, but none could quite match what we had just lived.

Experiences like this only deepen my love for both sailing and wingfoiling. The beauty of travelling by boat is that you end up in places you'd never reach otherwise. And with a wing and foil on board, every stop has the potential to turn into an epic session.

Anyone thinking of combining these two sports should just do it. Pack your gear, chase the wind, and prepare for the unexpected. You never know when you'll find yourself in a moment like this, scoring waves in the middle of nowhere, with nothing but the ocean, good people, and the purest kind of freedom.





# TECHNIQUE

Welcome back! It's always exciting to introduce a new move, and in this issue, we'll be guiding you through another absolute gem, the toe-to-heel Duck Gybe. Assuming that you've been working on the heel-to-toe Duck Gybe, you've hopefully fallen head over heels for this fun and functional method of gybing. Well, rather than let you bask in the glory of your achievement and rest on your laurels, it's time for a fresh challenge; do it the other way, toe to heel!

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## HOW TO WING FOIL #15 - THE DUCK GYBE, TOE TO HEEL

The toe-to-heel Duck Gybe has a few little quirks of its own, so we highly recommend that you already understand the ducking action, even if it's the other side. And you need a solid toe-toe-to-heel gybe down pat to concentrate on juggling the wing. The primary and rather noticeable difference with the toe to heel is that you're entering riding toeside. This makes things a little bit awkward and less intuitive.

As you love the other duck gybe, let's examine which parts will try to trip you up.

**Initiating your gybe.** When learning this, you must bear away from the wind and get your carve on. However, you need to do this without using the wing for support, a habit many of us develop in our toe to heel gybes. You must be balanced, standing over the board, not hanging off your wing.

Now add to this how you usually bear away—pushing the wing forward towards the nose of your board and the outside of the turn. You just can't do it here as much. You need to get the wing inside.

**Getting the wing across your board into the ducking position.** You'll be facing the opposite way from the toeside, so you'll have to make a real effort to twist your trunk sufficiently to get the wing inside.

Timing. You're looking for that same golden egg when the wing can be sheeted in, and you can release your front and duck it. It'll be harder to find if you carve too quickly/hard. A longer carve is preferable. It can be easier to bring your back foot forward a touch and ensure it's well offset so that if you weigh your heels, it won't pitch your board uncontrollably.

**Lifting before power.** This one is similar to your last duck gybe. You must first position the wing on your exit before you apply any power to it. This means keeping the front hand close as you lift the leading edge and the rear hand away as you bring it down.

With these points in mind, let's ponder how to make the toe-to-heel duck gybe a reality.

### APPROACH AND SET UP PIC A

Approach toeside, heading gently upwind with your wing relatively low and pointing forward; this way, you can stand balanced on the board and not support yourself by leaning out against your wing. Move your front hand forward on the handle, so the wing can't push as far forward. It can help to hold the back handle a tad further forward to keep the wing up and away from the water when you duck it. Overhand or underhand front grip is up to you, but as before, overhand can make it easier to keep the wing down and less forward. If you're riding with a wide stance, move your back foot forward, but ensure it remains offset so your heel is close to the centre line. This way, you won't carve too hard. Check that the coast is clear and you have room to gybe.

B



C



D



### BEAR AWAY PIC B

As you approach the other side, try not to go upwind! Relax, and the board will flatten, allowing you to make sure that you're balanced. Then, to bear away further, you'll steer the board with your feet and use the wing more subtly. If you push the wing too far forward to help you bear away, it'll fly to the outside of the turn and encourage your upper body to stay open, making the next few steps trickier. Feel the wind in your wing. You need some power but don't want to sheet in hard, as this will fly your wing to the outside! You can see here that Karine has

turned her board off the wind, tilting slightly as she uses her feet to steer and starts to carve gently. She's holding her wing low and hasn't sheeted in hard. Finally, look at her shoulders. Karine is turning her upper body to look down at the board and where she's going. And she's standing up over the board, balanced!

### CARVE PIC C

Once the board turns off the wind, it will accelerate if you keep some wind in the wing. As it does, drop your weight a little more onto your heels to carve the board and foil. It doesn't need anything rad, just enough to set your carve in motion. As you do this, keep your front hand over the board and your back hand to the inside of the turn, holding the power. Look where

you're going and face down the board. Here, Karine is on a broad reach and gently pressing onto her heels, flexing her knees whilst staying upright. As the board starts to carve, she keeps the power on, and the wing over her board using her front hand.

### KEEP CARVING PIC D

We have this same step in every gybe tutorial because it's an absolute must. Once your foil is carving, it's tracking around the corner, and if you can keep it banked, it'll take you without any fuss. Soften your knees, flex your ankles and drop your weight onto your heels whilst staying balanced! As the board turns further, you're searching for the moment. You'll only find it if you sheet the wing in. As a result of accelerating,

E



the wing should feel lighter, so pull your back arm in, and you can now allow your front arm to pull away. Twist your torso, and let the wing pull your front hand across the board. Karine's board is banking nicely; she's dropped her weight into a comfortable, balanced position with weight on her heels to keep her foil tracking around. She's sheeted the wing in with her rear arm, pulling her hand towards her and allowing her front arm to pull away, twisting her upper body as it does. She's still looking forward, not to the inside of the carve.

#### BINGO PIC E

You've found it! Everything will feel less

F



heavy with the wing sheeted in and the board carving downwind. It's a sign. You don't want to hold power through the downwind zone; it's time to duck. Keep your backhand and weight committed to the carve, push your front hand across and downwards, release it, and dump any power in your wing. Look at Karine; her body is twisted, she's soft and committed to the carve, she's released her front hand early and is still stable, standing on her feet.

#### THE DUCK PIC F

When you release your front hand, the wing will drop. If you sheeted in and twisted your upper body, it will end up inside the turn with no power. Keep your rear arm solid and hold the handle firmly. The wing inside

G



will add some pressure to your heels, so try to tighten your carve. This is why having your back foot further away from the rail is a good idea. You don't want to be in this hanging position for too long, so quick hands are a must. Here, Karine's wing has swung into the inside of the turn; she's holding it up with her rear hand and keeps looking forward to maintain a smooth carve. She's going to be quick with her...

#### HAND SWAP PIC G

You must have both hands on their handles and the wing back up before you carve too far. Grab the rear handle, either above or below your other hand, preferably into an overhand grip, then reach down and grab your front handle with your new front hand.



This needs to be quick, or you must be carving gently, as once you're through the downwind zone, the wing will want to catch wind even in this nose-down position. Keep looking forward to keeping your arc longer. Karine juggled the wing and swapped her hands as quickly as possible whilst the wing was still hanging inside, close to her and without power.

#### WING UP PIC H

You must get the wing back up and into position before powering it up. We've already mentioned that you need to do this sharpish, but you can help keep things calm by keeping the wing sheeted out as you lift it into position. To do this, keep your front hand close to your body as you lift the leading edge whilst simultaneously extending your back arm away from you. This pull-and-push action will allow the wing to open even if your timing or positioning is not spot on. If you feel that there is still too much pressure as you lift the front hand, you can release your back hand completely. Keeping her front hand in and close, Karine lifts her wing whilst aggressively sheeting out with her rear arm.

#### CLAIM IT PIC I

With your wing back where it belongs, pointing forward, you can steady yourself and turn your head and shoulders to look where you want to go so the board turns back upwind. Get the power back on and give yourself a hearty pat on the back, one beautiful toe toe-to-heel duck gybe in the bag:)

#### TOP TIPS

It pays to practice the ducking action on Terra Firma when there's no wind.



We strongly recommend waiting for a day when you're not too powered, and it's not too windy!

You can duck any wing size, but learning on a 4m will be easier than on a 7m.

If the wind is light, you can use a bigger front wing. This way, you'll be able to carve around more slowly, giving yourself time to feel for the moment and time for the movement.

Right, check out the sequence to see it step by step. It has been stretched out so that you can see each individual part! Then, go have a butcher at the video.

#### COMMON PROBLEMS

Assuming you're happy getting your carve on, here's a little look at what problems you might encounter with your wing.

If your wing is powered as you duck it, it could force you to straighten out or make the hand swap impossible. Two potential issues are at play here.

- First, bring your backhand right in when you sheet in. This will only be possible if you allow your front hand to pull away. When you release your front hand, the wing will drop into the centre of your carve, almost parallel to your board, and therefore, it won't hold any power.

Secondly, don't hold on with your front hand. It's tempting to try and keep hold of your wing for longer than necessary to place it where you want it. However, it's better to let go earlier with your front hand, which allows the wing to fall and swing to the inside.

If your wing is powering past-hand swap, making it very tricky to lift, the following culprits may be guilty.

If your wing doesn't drop to the inside as above, then even if you let go early with your front hand, the wind will lie across the board and catch power when you grab it.

Timing. The further around your carve and the later you lift, the more your wing will likely catch the wind. Whether you're ducking too late, have a slow hand swap, or carving too hard. These will all result in you lifting the wing late about the wind.

It's also possible that you're extending your front arm as you lift the wing in preparation to point it forward. Keep your front hand close and extend your back arm to dump any power.

Excellent, now it's time to give it a go!

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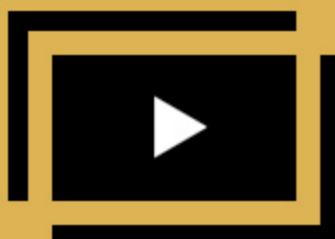


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QUESTIONS JEN TYLER  
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# RIDE ENGINE AIR BOX

Tired of pumping up your gear by hand? The Ride Engine Air Box is here to change the game! This compact, shockproof, two-stage rechargeable pump effectively inflates kites, wings, and SUPs, reaching up to 20 PSI for maximum performance. It's lightweight, airline-friendly, and with 6-12 inflations per charge, you'll spend less time setting up and more time riding. Once you try it, you'll never want to go back to manual pumping again. Find out more [here!](#)



RIDER BRYAN METCALF-PEREZ PHOTO JULIEN FILION





"THE AIR BOX IS SOMETHING THAT WILL CHANGE YOUR PERSPECTIVE ON SETTING UP FOR THE SESSION."

**Hi Gary, it's great to have you here! Please explain how the Ride Engine Air Box works. Can it be used for kites, wings, and SUPs?**

Of course! The Air Box is something that will change your perspective on setting up for the session. I know, some say pumping their kite or wing is how they warm up, or some just can't see past using a rechargeable pump to inflate as the advantages are unclear to them. But the Air Box, once you start to use it, truly changes one's attitude. Simply the Air Box is a 2 stage rechargeable pump that inflates wings, kites and SUPs (and many other inflatable items for that matter) These pumps have been around for some time. But what is unique about the Ride Engine Air Box is that we designed a shockproof casing that is better suited to how we, as wind sport enthusiasts, use our gear. In addition, we designed a proprietary nozzle set that covers inflation for every major brand that produces kites and wings.

**How compact is it, and how much does it weigh?**

It is small compared to a manual pump, making it much easier to transport to the beach and travel with. Its overall weight is just 1.4kg, making it lighter than some of the largest manual pumps and about the same as a standard manual pump.

**Is the Air Box waterproof? If not, how durable is it when used on the beach when it's rainy or windy? Can sand or water cause damage?**

It is a rugged unit, for sure. But, as with any electronic device, you must take care of it!

**"TWO-STAGE INFLATION IS NECESSARY TO INCREASE INFLATION TIME AND ACHIEVE THE PRESSURE NEEDED TO ACHIEVE YOUR EQUIPMENT'S HIGHEST PERFORMANCE"**

We created a shockproof case that provides a bit of protection from elements such as moisture. But, it is NOT waterproof and can't be submerged or left in the driving rain. Sand intrusion is not a problem but should be avoided. With the general use of inflation, that is enough to avoid having any significant sand entering the unit and impacting the performance. I have one of the first units that we produced for testing over 2 years ago, and it has been with me for 3 seasons in Baja, Mexico, 2 month long trips to Peru, Egypt, Hood River, Oregon, Fiji and many other places and it is still running strong!

**What is the two-stage inflation system, and how does it work?**

Two-stage inflation is necessary to increase inflation time and achieve the pressure needed to achieve your equipment's highest performance. The first stage is a low-pressure high volume that pushes a lot of air. Once it switches to the high-pressure low volume, the pump will achieve the higher pressure and exact pressure recommended by the equipment manufacturer.

**Can you set different PSI levels for various equipment? What is the maximum pressure the Air Box can reach?**

Being able to adjust the PSI / Bar to the recommended pressure of the equipment manufacturer is what is beautiful about the Air Box.





**"YOU GET A PERFECT INFLATION TO THE RECOMMENDED INFLATION TO ACHIEVE THE MAXIMUM PERFORMANCE"**

The PSI / Bar can be set up to 20PSI / 1.4 bar; this range will inflate any wing, kite, inflatable wing or SUP board on the market. Also, what is great to note is that the calibration is exact, which means you get a perfect inflation to the recommended inflation to achieve the maximum performance out of your gear. I have seen time and time again under-inflated wings as getting to 10PSI for some is hard to achieve with a manual pump.

**How long does it take to fully charge the Air Box, and how long does the charge last? How many kites, wings, or SUPs can it inflate on a single charge?**

The Air Box come with a USB-C charging cord that allows anyone globally to plug into a wall adaptor, depending on the plug type. Changing times vary depending on what time the adaptor is used. We recommend 5V 2A or higher, and depending on the power delivery, a full charge from full depletion will take from 2 to 4 hours with the recommended adaptor. You can expect to get anywhere from 6 to 12 full inflations with a full charge.

**What type of battery does the Air Box use? Does the Air Box meet airline regulations for lithium-ion batteries?**

The Air Box has a lithium-ion battery bank and fully meets airline regulations. It is to be transported in your carry-on, not in checked baggage, as with any lithium-ion battery.

**What kind of feedback has Ride Engine received from users?**

The feedback has been amazing! Even the most apprehensive users thought replacing a manual pump was not necessary. I can say that once you use the Air Box, it is very, very hard to go back to a manual pump. You can adjust for the exact pressure for the gear,



**"ONCE YOU USE AN AIR BOX, YOU WILL NEVER WANT TO USE A MANUAL PUMP AGAIN!"**

and you can cut set up time to get on the water by securing the wing to your foil and then get ready as the Air Box inflates your wing!

**How long does it take to pump up a 5m wing on average?**

Depending on LE size and the type of valve the wing has, it will take between 2 minutes, 30 seconds and 4 minutes.

**Are there any other exciting features you could share with us?**

I think we have covered it all! But I will say, once you use an Air Box, you will never want to use a manual pump again!

**Perfect, thanks, Gary!**

**Thanks, Jen!**

QUESTIONS ROU CHATER  
WORDS KEN WINNER

# DUOTONE FLOAT

To explore the innovation and performance of the all-new Float, we spoke with Ken Winner, the visionary behind its design. Ken reveals the key engineering decisions that make the Float stand out in this interview. Whether you're a passionate wave rider or simply intrigued by the evolution of wing design, we're sure you will enjoy this behind-the-scenes look at the latest wing from the Duotone stable.



**"THEIR INPUT WAS INSTRUMENTAL IN REFINING THE DRIFT, STABILITY, AND PRECISE CONTROL NEEDED FOR SEAMLESS CARVING ON WAVES"**

**What was the development plan for this new wing, and why did you feel you needed me in the Duotone wing range?**

The Float was designed to bring wave and downwind performance back into focus. While our best-selling Unit evolved into an all-round wing, we wanted to create something explicitly tailored for pure surfing and gliding. To achieve this, we worked closely with our top wave riders, Jeffrey and Finn Spence. They bring years of expertise from their home base in Maui's world-class conditions. Their input was instrumental in refining the drift, stability, and precise control needed for seamless carving on waves and effortless downwind runs.

**How did you achieve these design goals, and what makes it such a good wing for wave riding?**

The Float has been specifically designed to enhance wave performance, ensuring optimal control, manoeuvrability, and efficiency in dynamic conditions. The following design points were important here:

- A low sweep angle in the leading edge improves luff stability. When flagged out, the wing drifts naturally, making it easier to focus on the wave.
- Moderate dihedral for a balanced feel provides a smooth blend of stability and responsiveness that suits aggressive turns and relaxed down-the-line riding.



RIDER VIRGIL AUBRIOT  
PHOTO ROBIN CHRISTOL  
TONICMAG.COM



"OUR GOAL WAS TO MAKE THE FLOAT AS LIGHT AS POSSIBLE WITHOUT RELYING ON EXOTIC OR COSTLY MATERIALS."

- Light front canopy tension enhances roll control, allowing for intuitive handling when carving through waves and making micro-adjustments mid-ride.
- The wide, stiff, leading-edge handle offers precise manoeuvrability, ensuring direct input from the rider translates into instant response, which is crucial for quick transitions and wave positioning.
- Neutral lift while luffing contributes to fluid turns and seamless transitions, reducing drag and maintaining speed without unnecessary lift and better flow.
- Low-weight construction eliminates unnecessary materials like windows, reducing overall bulk and improving drift for easier handling in variable conditions.

**Weight reduction was a major design goal. How did you balance this with keeping the Float durable, especially given the rigours of winging in waves?**

Our goal was to make the Float as light as possible without relying on exotic or costly materials. We used trusted Dacron and ripstop materials but removed the heavier Dacron from the centre of the leading edge, opting instead for a slightly larger diameter to maintain stiffness. Additionally, we eliminated the windows, as this material adds significant weight. Wave wings are mainly luffed, so windows offer no real benefit here.



RIDER KLAAS VOGET PHOTO ENNO OLDINGS

**"THE FLOAT DELIVERS AN UNMATCHED RIDING EXPERIENCE FOR THOSE WHO VALUE FLUIDITY OVER RAW POWER."**

**Lately, there has been much discussion about loose and tight canopies in wing design. Different brands and models offer a wide variety of options. What did you settle on with the Float, and why?**

We discovered that while high canopy tension improves speed and stability when sheeted in, it can reduce luffing stability. Though we've known this for years, we fully leveraged it while developing the Float. It features low canopy tension in the front, allowing the canopy to luff freely when sheeted out. This luffing creates drag and

stability. At the same time, we maintained a strong leech tension for solid pumpability and power. The canopy tension also varies by size - larger Floats have more front tension to keep the draft from shifting in gusts, while smaller sizes have significantly less front tension. The result is excellent low-end power, a broad angle-of-attack sweet spot, and a surprisingly forgiving feel.

**The unit has several booms and handles options. What did you decide to use for the Float?**

We use only the Fusion Boom design for the float. This design keeps weight minimal and makes handling intuitive, making it an excellent choice for experienced surfers and beginners/intermediates downwind.

**What sort of rider do you think should be looking at this wing, and why will they love it?**

The Float is a top choice among wave and downwind riders prioritising smooth, effortless gliding. While it doesn't match the Unit's speed or cater to freestyle tricks, it excels in flow, stability, and drift. Its lightweight design and balanced handling make it ideal for riders who want a controlled and predictable wing while luffing, allowing them to focus entirely on the waves or long downwind runs. Whether carving clean lines or cruising with minimal effort, the Float delivers an unmatched riding experience for those who value fluidity over raw power. It's also a good choice for less experienced riders learning the basics.

**Great, thank you so much, Ken!**

**Thanks, Rou!**

# TRIED & TESTED

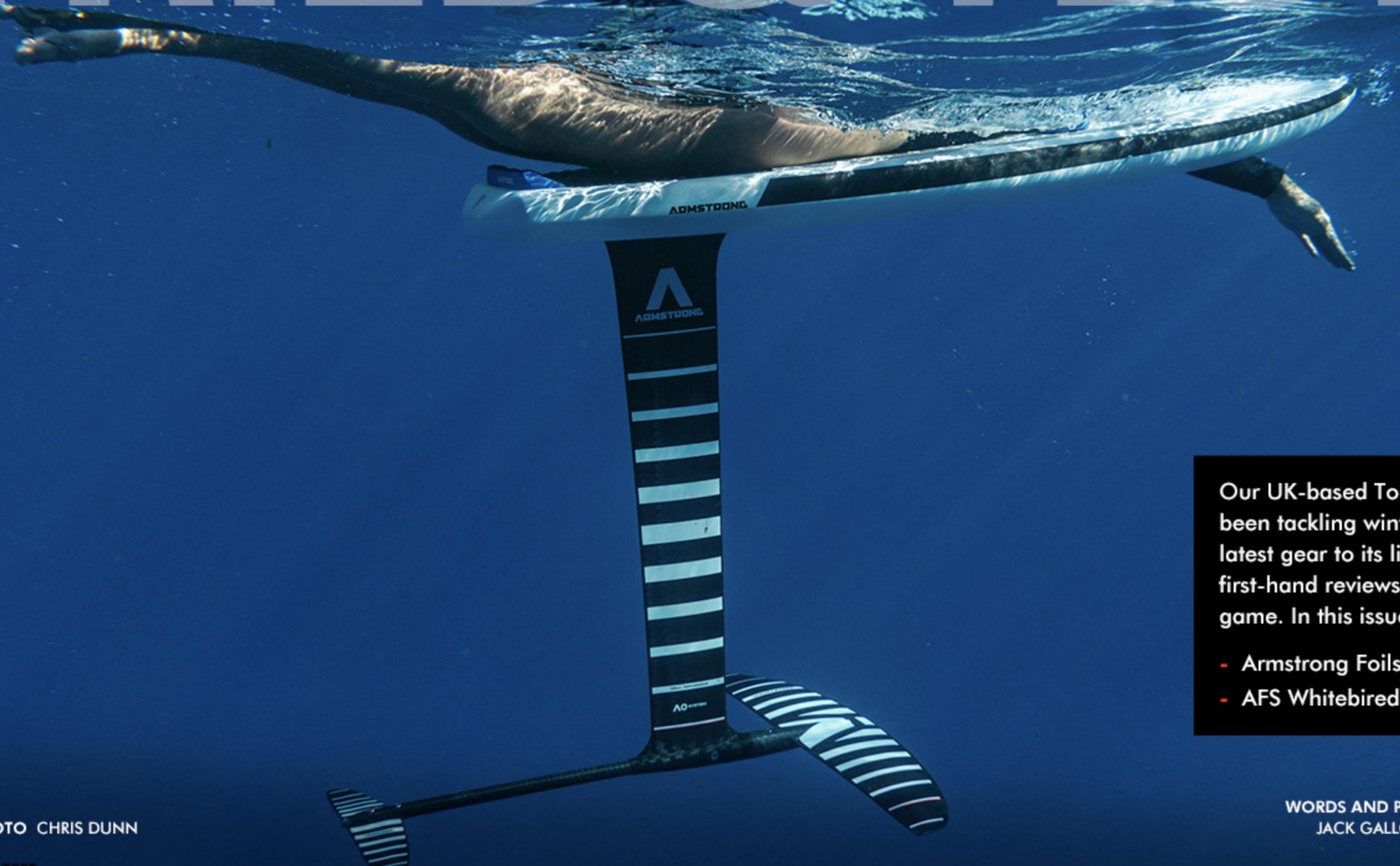


PHOTO CHRIS DUNN

Our UK-based Tonic Mag test team has been tackling winter conditions to push the latest gear to its limits—bringing you first-hand reviews to keep you ahead of the game. In this issue, we've got:

- Armstrong Foils Surf Foil Board
- AFS Whitebired

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

BRAND ARMSTRONG

MODEL SURF FOILBOARD

YEAR 2025

"ITS PADDLING AND TAKE-OFF SPEED MAKE IT AN EXCELLENT CHOICE FOR BEGINNER AND EXPERT RIDERS "

TO VISIT THEIR WEBSITE, [CLCK HERE](#)



I originally learned to prone foil on the Armstrong FG. It was a fantastic board for gripping prone foiling but mainly designed for winging. So, when I heard that Armstrong had a 100% surf-dedicated foil board, I was super excited to get my hands on one!

The Armstrong Surf Foil Board has a fresh outline and is designed to deliver highly responsive performance while being easy to paddle. Its shape resembles classic surfboards. The board has a buoyant nose design and a super flat rocker line with a slight nose kick.

Underneath, the subtle double concave to V-tail bottom contours have been shaped to promote efficient water flow and minimise surface stick on takeoff.

The aft-positioned carbon foil tracks are integrated directly into the board's dual I-beam stringers, creating a seriously tough board that lasts just as long as the rest of Armstrong's range.

Armstrong has equipped the Surfboard with a meticulously designed deck grip featuring micro-cutouts for maximum traction and easy foot repositioning. A full-width kick pad at the rear offers enhanced grip and clear foil track placement markings,

[CLICK OR TAP TO READ MORE](#)



BRAND AFS

MODEL WHITEBIRD 7'8"

YEAR 2025

"A VERSATILE,  
WELL-THOUGHT-  
OUT BOARD THAT  
TRULY EXCELS  
ACROSS  
MULTIPLE FOILING  
DISCIPLINES"

TO VISIT THEIR  
WEBSITE, CLCK HERE



Downwind foiling is an exhilarating and ever-evolving discipline, and AFS has made a name for itself with innovative board designs that push the limits of what's possible. The Whitebird has been in the range for a while but now includes three new sizes and shapes. It was inspired by the acclaimed Blackbird and designed for light wind wingfoiling, downwind, and small wave SUP.

The Whitebird DW boards are now available in 7'8" (130L) and 8'2" (145L) sizes; there is also a new 5'8" size in addition to the existing 6'6" and 6'8" sizes, the smaller of the three now "Mid Lengths" and the longer sizes are denoted as DW to help you understand the intention of the designs. The Whitebird is a board that promises accessibility, stability, and high-performance capabilities across multiple foiling disciplines. Whether you're looking to glide effortlessly on a SUP downwind run, ride small waves with a paddle, or explore new horizons in light wind conditions on the wing, the Whitebird is built to handle it all.

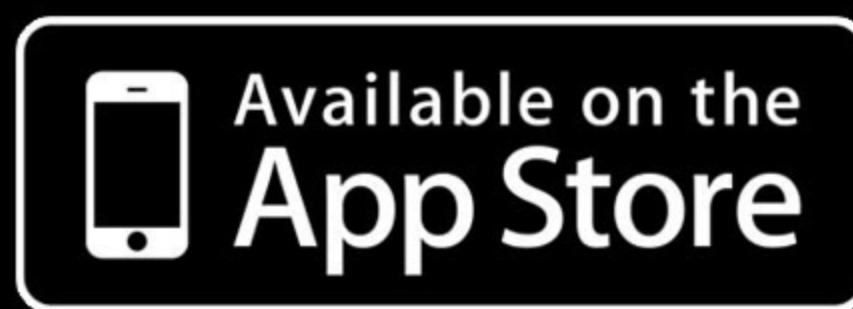
We put the 7'8" Whitebird to the test over a couple of months, experiencing it across downwind SUP foiling, wing foiling, and SUP foiling in minor wave conditions.

CLICK OR TAP TO READ MORE



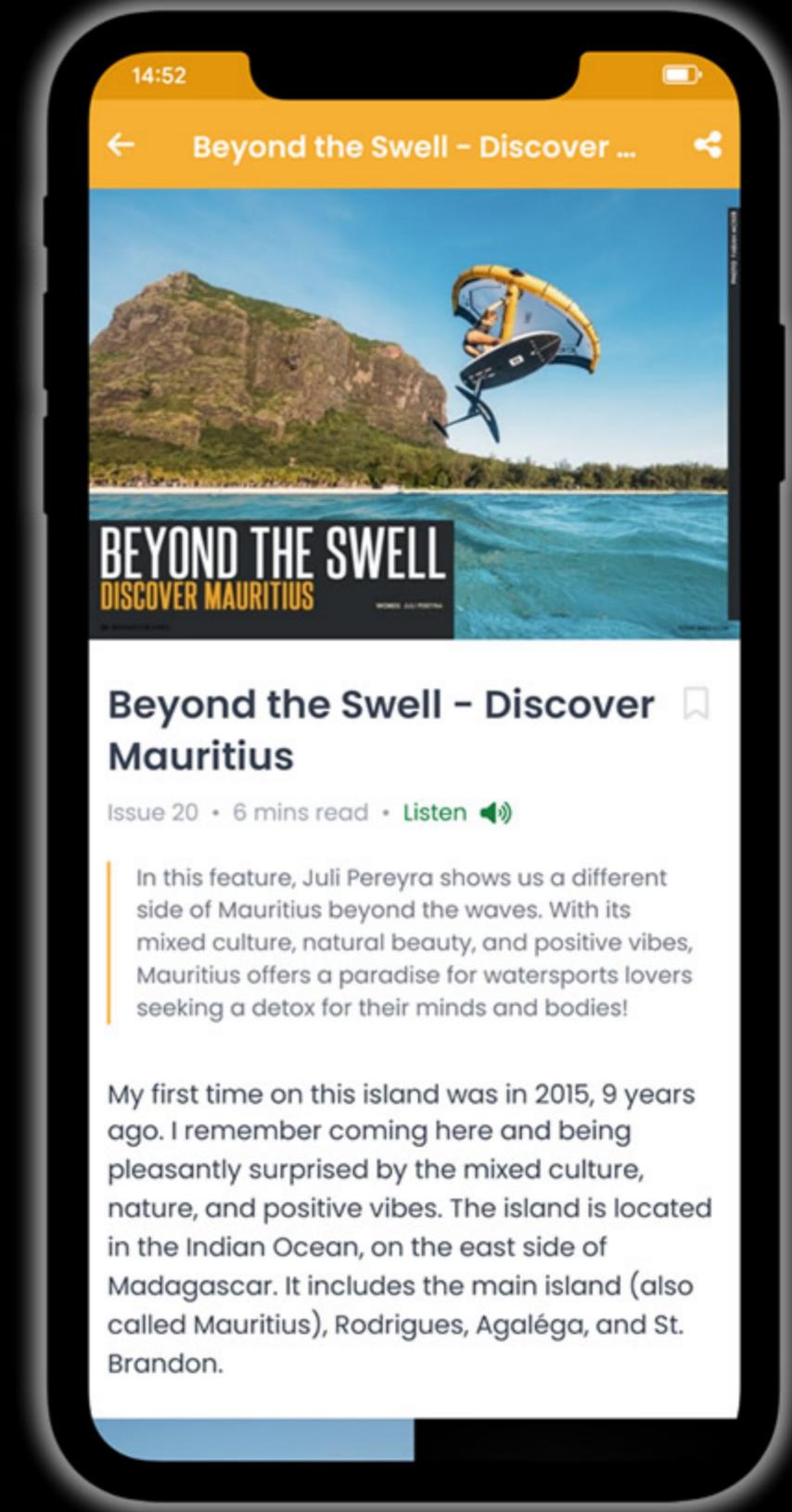


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It's Movie Night: The Awards Edition! In this special edition of Movie Night, we're featuring the best of the best videos released in 2024, as voted on by YOU in the Tonic Mag Readers Awards! The competition was fierce, no doubt! All creators and riders deserve credit for providing top-notch content for the winging and foiling community. Still, 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

MARS13 – WINGFOIL &  
KITESURF – FABIAN  
MUHMENTHALER X LEO  
HOCHGRASSL

A fusion of wingfoiling and kitesurfing, Fabi & Leo take us on a cinematic ride through Gran Canaria's breathtaking waters. Congratulations on claiming the top spot for the 2nd year in a row!

701 votes


[CLICK HERE FOR VIDEO](#)

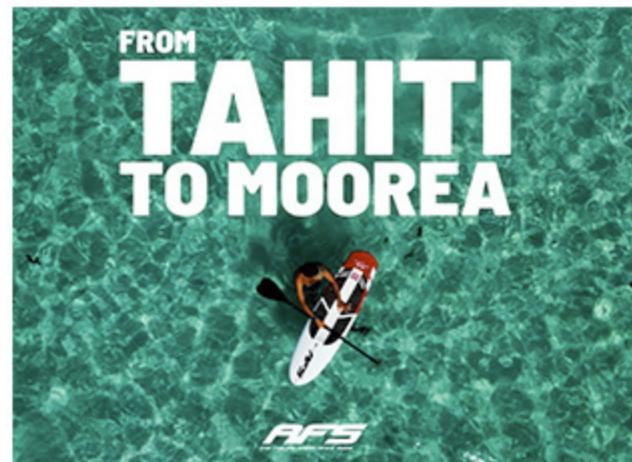
#2

AFS I FROM TAHITI TO  
MOOREA WITH SWAN  
HABELT

Swan Habelt's stunning journey through French Polynesia's paradise captured hearts and minds. From crystal-clear waters to unforgettable downwinders, this film was a visual masterpiece. Congratulations,

Swan and the AFS Team!

443 votes


[CLICK HERE FOR VIDEO](#)

#3

ARMSTRONG ATHLETE  
SUMMIT I TAVARUA, FIJI

A foiling dream trip in Tavarua, Fiji, featuring Armstrong's top female riders, epic waves, and unmatched company. A film that embodies the spirit of adventure—Grab a seat; this is one for the books!

386 votes


[CLICK HERE FOR VIDEO](#)

#4

THE NEXT GEN HAWAIIAN  
WATERMEN

It is a film honouring Hawaii's legendary watermen, featuring Robby Naish, Austin Kalama, and Koa Fabbio. From foiling to big waves, this masterpiece celebrates ocean mastery and heritage. A well-deserved win—what a team, what a story!

169 votes


[CLICK HERE FOR VIDEO](#)

# READERS GALLERY

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

**Congratulations to Hugh Jones for securing our Readers Gallery spot in this issue!**

"The English south coast is filled with wave-starved surfers clinging to their twinzer, mid-lengths, and hybrids, unaware of the possibilities beyond. But trade in the traditional board for a foil, and those once-a-week surf windows turn into daily sessions. Add a tight-knit crew of foil frothers, and even lacklustre easterlies become some of the most fun conditions around." - Hugh Jones

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

RIDER HUGH JONES PHOTO PAUL CAMPION



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Hailing from Pembrokeshire, Tom Warrell was a fanatical surfer who converted to wing foiling a few years ago; he's been hooked ever since and gets out most days. Steve Howells is a photographer in the region who has recently started shooting the local wingfoil crew.

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



RIDER JULI PEREYRA  
PHOTO THOMAS BURBLIES

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