

AUTUMN 2025

Issue 25 of Tonic Mag is here! Jack Galloway explores the grit and mindset that defines foilers, while Ralf Grösel reveals how Brainchild is building a greener future with Harlem Kitesurfing and other brands. Annelous Lammerts shares her journey from kite to tow foiling, and our Waterwoman

ISSUE 25

feature celebrates Luana Alua of Boa Vista. We test the Ozone Flux V2 vs Ultra-X, break down Ride Engine's harness range, and dive into AFS's Dock Star pump setup. With new techniques, fresh gear reviews, Movie Night, and Readers Gallery — this issue has it all!

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- FROM KITE TO TOW -

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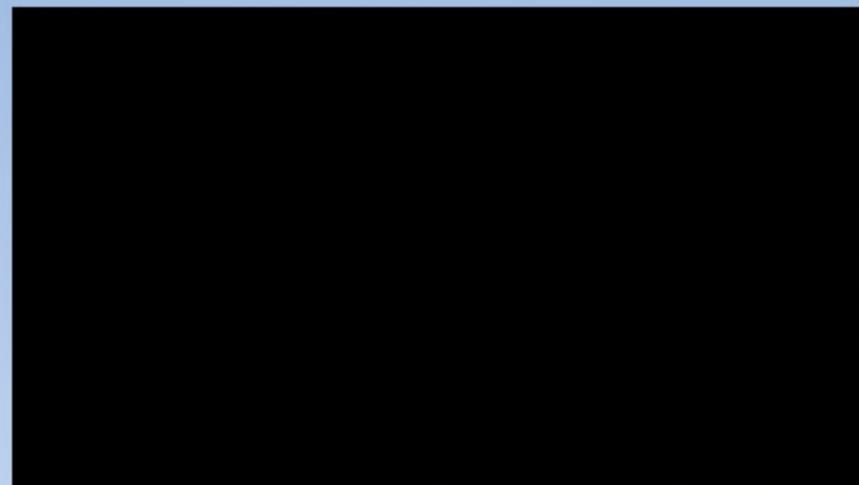
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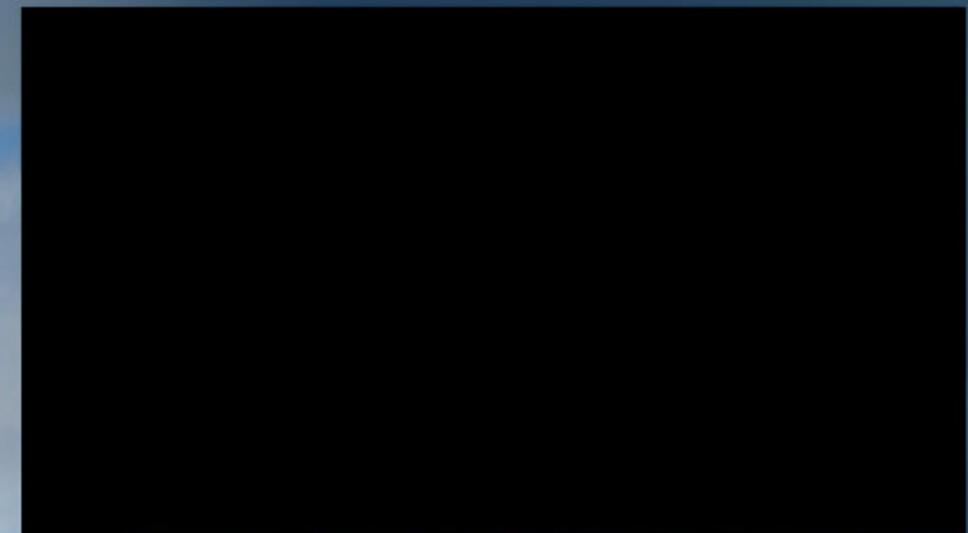
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FRONT COVER RIDER WILLOW RIVER TONKIN
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EDITORIAL



COMPETITION



BRAINCHILD



FROM KITE TO TOW



WATERWOMAN -
LUANA ALUA



FLUX V2 & FLUX V2
ULTRA X



HOW TO WAKE
FOIL BACKFLIP



TECH FOCUS:
AFS



TECH FOCUS:
RIDE ENGINE



TECHNIQUE



TRIED & TESTED



MOVIE NIGHT



READERS GALLERY



GUIDE
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RIDER KAI LENNY
PHOTO FRANCK BERTHOUOT





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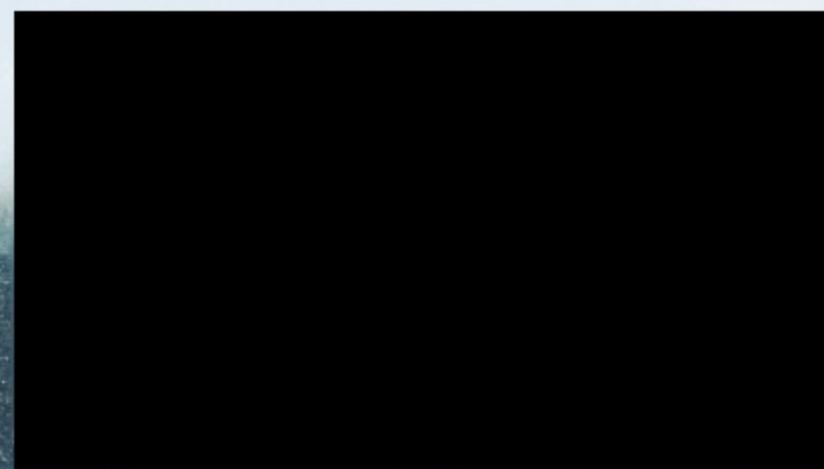
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EDITORIAL

ISSUE 25

The Foiler's Mindset: Why We Choose the Hard Way

The world of foiling is not for the faint-hearted. From the outside, it can look like effortless flight; riders soaring above the water with a unique kind of elegance. But scratch the surface, and you'll find a very different story: one of failure, frustration, and the kind of stubborn curiosity that borders on obsession. Winging is hard. Parawing is harder. Prone? Forget about it. And DW SUP? One of the most technically demanding disciplines in all of water sports. Oh, and not to mention, if you master all of that, you have to learn to dockstart and rockstart!

So what makes someone willingly give up the comfort of carving perfect turns on a surfboard or catching waves with the ease of years of muscle memory and go back to square one? Falling, flailing, and faceplanting through something entirely unfamiliar?

There's a distinct mindset that sets foilers apart from your typical surfer. Surfers chase waves. Foilers chase ideas. Most people wouldn't voluntarily sacrifice a surf session to go practice flatwater paddle-ups on a 90L board, or swap a crowded right hander for hours of winging in gusty 15-knot winds. But foilers do it. Routinely. Why? Because they understand the long game.

It takes a special kind of commitment to give up being good at something to start from scratch again, and again, and again. Master winging? Time to learn parawing. Dialled in your prone game? Let's try downwind SUP. Each step feels like starting over, and each new discipline demands a recalibration not just of skill, but of ego. There are no shortcuts: only time, reps, and a willingness to look ridiculous.

I've been in that exact position with every new discipline. To learn prone, I pretty much stopped

winging for 6 months. To succeed at downwind SUP, I gave up countless decent wing/prone sessions. Would I do it again? 100% I would, because I'm now reaping the benefits. Did I look ridiculous? I did.

And yet, despite all these barriers, the foiling tribe grows. You'll find them in isolated bays, slogging their gear into the wind. Alone on glassy banks at dawn (often the actual break of daylight), chasing the elusive chip-in. Paddling out in conditions no one else would bother with, just for the chance to link one more bump. The commitment isn't just physical; it's mental. Foilers think differently. They aren't satisfied with what works. They ask, "What's next?"

I'd also argue there's a quiet humility in the foiling world. You won't often hear foilers talking about how easy something is. They know better; they know what it takes to learn. Each new setup, each new wing,





each new line down a bump field brings fresh variables and fresh opportunities to crash. It's part of the process. It may be nicknamed a 'walk of shame', but you won't make progress unless you do one now and then.

Yes, foiling is hard. Maybe the hardest. But that's precisely the point.

In a world that often prioritises instant gratification, foiling remains gloriously analogue. Progress is slow. Feedback is harsh. The gear is technical, the learning curve unforgiving. But for those who persist, the reward is flight. Real flight. And that feeling - of tapping into the hidden energy of the ocean, of gliding in silence, of making something impossibly difficult feel effortless, if only for a moment; that's what keeps foilers coming back.

That term 'foil brain' has stuck. I was foil brained 5 years ago when I started winging, and I'm just as foil brained now as I venture further and further in my downwind SUP foiling. The addiction is real - will it ever end? Somehow, I doubt it, as we'll all just be chasing the latest discipline.

So next time you see someone struggling to pump onto foil in dead-flat water, respect it. That's the mindset of a foiler. Not just chasing performance, but pursuing the impossible. One crash at a time.

*Jack Galloway,
Editor*



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WORDS ROU CHATER AND RALF GRÖSEL



For Ralf Grösel, founder of Brainchild Production, the future of watersports is about more than performance; it's about responsibility. From solar-powered factories to digital printing and eco-materials, Brainchild's partnership with Harlem Kitesurfing shows that innovation and sustainability can go hand in hand. Find out all about it in the exclusive feature:

BRAINCHILD

THE FACTORY REDEFINING SUSTAINABILITY IN WATERSPORTS

"IT WAS INSANELY COMPLEX, BUT ULTIMATELY IT CREATED THE FREEDOM I'VE ALWAYS BEEN LOOKING FOR"

When you think about the future of watersports, you might picture lighter, stiffer equipment, futuristic materials, and riders pushing ridge limits even further. However, for Ralf Grösel, founder of Brainchild Production, the future isn't just about performance. It's also about responsibility.

Sitting in his office in Germany, Ralf reflects on the journey that began in an empty warehouse in North Macedonia just a few years ago. "The entire Brainchild project is kind of nuts, really," he laughs. "We started from nothing, with no one around who knew how to manufacture these products. It was insanely complex, but ultimately it created the freedom I've always been looking for."

That freedom is being put to use not only in technical innovation but in tackling one of the sport's biggest challenges: sustainability. And nowhere is that commitment clearer than in Brainchild's partnership with Harlem Kitesurfing, producing their flagship wing, the Harlem Pace.

What started in North Macedonia as a 1,500 ft laboratory to test new production techniques has now grown, with a further 3,000 ft manufacturing facility being created. All the ideas they perfected on the smaller project will be scaled up to the larger manufacturing facility. Once it's built, the focus at the Brainchild Lab will be on exploring new techniques and materials not only to improve the performance of the products they build but also to further enhance their green credentials.



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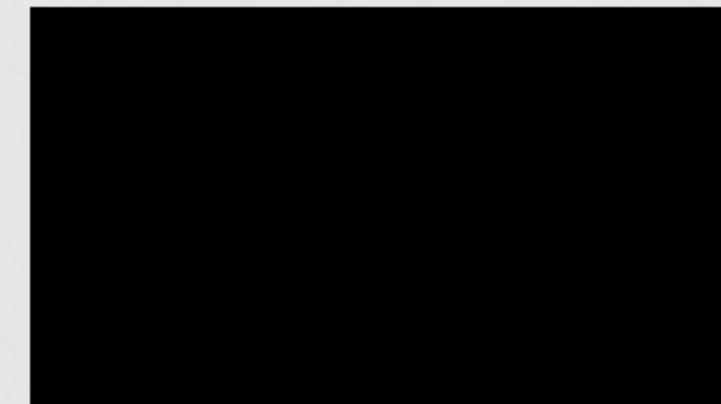
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"DON'T JUST PLANT A TREE SOMEWHERE ELSE IN THE WORLD - DESIGN THE SYSTEM SO THAT THE EMISSIONS AREN'T CREATED IN THE FIRST PLACE."

A FACTORY BUILT ON GREEN PRINCIPLES

Unlike the vast majority of kites and wings built in Asia, Brainchild was designed from the ground up with sustainability in mind. "First of all, the most important thing is that we try to do everything we can to avoid waste", Ralf explains. "If we can avoid creating waste or pollution, then we are trying to do so."

The factory runs on solar power. Panels on the roof generate enough electricity not only to cover production needs, but also to feed back into the grid on weekends. "The grid is the battery for us," Ralf says. "We are more than ninety percent solar right now, and with the new facility, we will actually create more energy than we consume."

It's a simple yet radical idea: don't just offset emissions; don't just plant a tree somewhere else in the world - design the system so that the emissions aren't created in the first place.

LOCAL MATERIALS, SMALLER FOOTPRINTS

That philosophy extends to every stage of production. Brainchild deliberately sources as much as possible from within Europe. "When we started, we said: okay, we now have the chance to be in Europe and find European suppliers. That was the first aspect, getting materials without having them shipped around the world."

Some components still have to come from overseas, but the focus is always on reducing unnecessary transport and cutting the footprint of every wing produced.

“IT’S PART OF BUILDING A CULTURE WHERE SUSTAINABILITY ISN’T AN AFTERTHOUGHT; IT’S BUILT INTO THE COMPANY’S DNA.”

“For example, if we have to use plastic, where’s the plastic coming from? Can we use recycled plastic? Yes, what is the benefit? If not, do we have a source next door? For example, our plastic bags, which are made of an LDPE4 material, come from a facility next to our production facility.”

It’s the kind of detail most riders never think about when they pick up their gear. But for Ralf, it’s part of building a culture where sustainability isn’t an afterthought; it’s built into the company’s DNA.

DIGITAL PRINTING AND THE HARLEM PACE

The Harlem Pace is a direct beneficiary of this approach. Walk down any beach and you’ll notice it instantly, the bold digital graphics that make Harlem wings stand out. That look isn’t just a style choice. It’s a sustainability decision.

In the old days, colourful designs meant cutting multiple panels of fabric, dyeing them, stitching them together, and wasting vast amounts of offcuts and water. Brainchild does it differently. “We just purchased white material,” says Ralf. “Some of the materials are not even bleached; they’re natural white, which saves even more water. Then we print digitally with eco inks, and it’s far more efficient.”

The digital printing process uses four times less water than traditional methods. It also allows Harlem to unleash a visual identity that’s as vibrant as the riders using their gear. The result is a product that is lighter, cleaner, and far less wasteful.





“THE RESULT IS A LIGHTER, STIFFER FRAME THAT DIRECTLY TRANSLATES INTO IMPROVED PERFORMANCE ON THE WATER.”

LIGHTER, STIFFER, SMARTER

Of course, sustainability only works if the gear performs, and in this respect, the Harlem Pace delivers in spades. At the heart of its design is Brainchild's unique ProWeld technology, which bonds seams without the need for traditional stitching. The result is a lighter, stiffer frame that directly translates into improved performance on the water.

“From a designer's point of view, it's a massive step,” Ralf says. “I can create a better frame. The leading edge and struts are lightweight due to ProWeld, which also makes them cost-effective. It's not as expensive

as some of the exotic laminates out there, and ultimately, our products are even lighter.”

In practice, that means Harlem riders experience a wing that reacts faster, holds its shape longer, and weighs significantly less than many competitors' products. It's an innovation born from Brainchild's laboratory, but it dovetails perfectly with the factory's eco ethos: less material, less weight, less waste.

SUSTAINABILITY BEYOND THE ENVIRONMENT

Ralf is quick to point out that sustainability isn't just about carbon footprints or energy bills; it's also about people. At Brainchild, the workforce is viewed as an

people. At Brainchild, the workforce is viewed as an integral part of the ecosystem. “We have a fantastic production manager, Svetlana, who is going to take over the new manufacturing site,” he says. “I have full trust in her. The idea is that I'll focus on what I'm good at, pushing limits and innovating, and the team will run production.”

There is a huge focus on keeping the team happy and engaged at Brainchild; sustainability is also about the staff. It's a vision that includes fair working conditions, stability, and growth opportunities for the people who build the gear. That's a world away from some of the anonymous mass production lines elsewhere.



“IT’S FAST, STABLE, AND INCREDIBLY LIGHT, BUT IT’S ALSO PROOF THAT THE WATERSPORTS INDUSTRY CAN EVOLVE TOWARDS A GREENER FUTURE”

WHY IT MATTERS

For wingfoilers, all this adds up to more than just a feel-good story. It means that when you pick up a Harlem Pace, you’re holding a wing that reflects not only cutting-edge design but also a commitment to doing things better.

“It’s not okay if you are in a position to do something better and you just ignore it,” says Ralf. “That’s not how we think. If you can, you have to.”

The Pace is a performance wing, yes, it’s fast, stable, and incredibly light, but it’s also proof that the watersports industry can evolve towards a greener future without sacrificing fun.

LOOKING FORWARD

As Brainchild expands into a new, larger facility, the opportunities for innovation, both technical and ecological, are only set to grow. Ralf is already excited about new material developments, particularly in winging. “We have projects in the pipeline to change winging,” he teases. “I can’t say too much yet, but we’re waiting for some new materials to come in that will make a big difference.”

What’s certain is that sustainability will remain central to everything Brainchild does. Solar power, local sourcing, digital printing, waste recycling, and fair workplaces - it’s a holistic model that challenges the industry to do better.

And with Harlem wings like the Pace leading the charge, riders can already feel the difference every time they hit the water.

“AS LONG AS I CAN SEE A HAPPY FACE ON THE BEACH, THEN THERE WILL BE LIFE IN THE MARKET.”

The story of Brainchild and Harlem is more than just a case study in eco-conscious manufacturing. It's a glimpse of what the future of our sport could look like: where performance innovation goes hand in hand with environmental stewardship, and where every jump, every carve, and every glide comes with the knowledge that the gear beneath your hands was built to leave as light a footprint as possible.

As Ralf Grösel puts it, “As long as I can see a happy face on the beach, then there will be life in the market. And I want those smiles to come without guilt, for the rider, and for the planet.”





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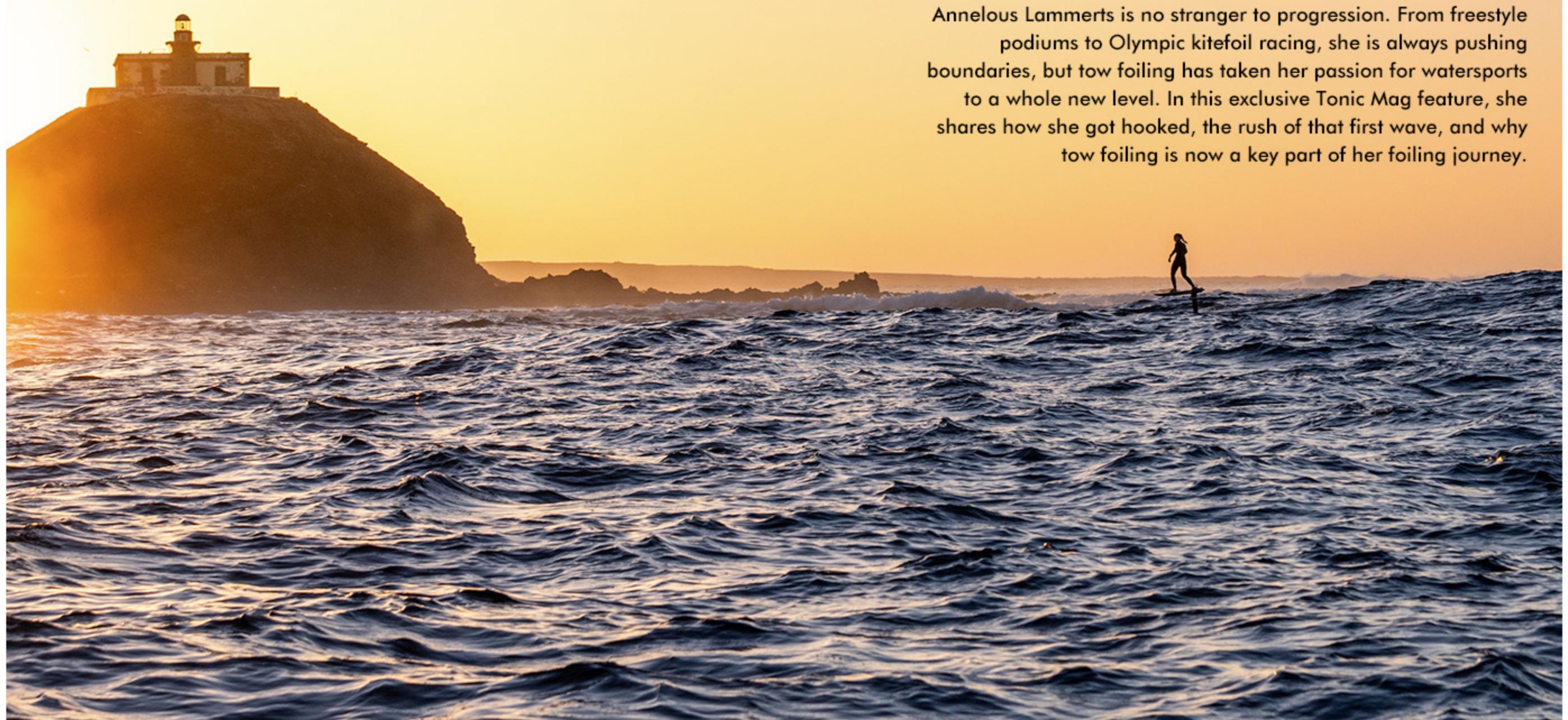
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FROM KITE TO TOW

WORDS ANNELOUS LAMMERTS PHOTOS GORDON SCHRÜCKER



Annelous Lammerts is no stranger to progression. From freestyle podiums to Olympic kitefoil racing, she is always pushing boundaries, but tow foiling has taken her passion for watersports to a whole new level. In this exclusive Tonic Mag feature, she shares how she got hooked, the rush of that first wave, and why tow foiling is now a key part of her foiling journey.

“THE RUSH OF HITTING TOP SPEED ON YOUR FOIL IN BIGGER SURF OR FEELING COMPLETELY FREE IN SMALLER CONDITIONS IS UNBEATABLE.”



Not a wing or a kite, not a paddle, but just a rope tied to a boat or jet ski to get you into a wave. Tow foiling opens the door to riding bigger waves with total freedom once you are on them. It is a great way to focus purely on the foil, keeping it in the water and staying in the right part of the wave. The rush of hitting top speed on your foil in bigger surf or feeling completely free in smaller conditions is unbeatable. The freedom of not having a wing in your hands or a kite to keep in the air, while riding a small board and foil, is what makes it so special.

Foiling became part of my life in 2016 when Cabrinha launched its first kite foil. It was the perfect addition to my quiver. I had been so hooked on kiteboarding that I kept pushing it in marginal conditions, which meant a lot of waiting for wind, frustrating sessions, and more than one round of elbow tendinitis. Having a kite foil setup in the car solved that. Waiting turned into cruising around while no one else was out, riding in anything from 7 knots up until it was strong enough to switch to my freestyle board.

Eventually, I also got into prone foiling. The first time I tried was in Maui during a Cabrinha shoot with the whole team. I started on a surfboard, but we were swapping gear, and I got to try a foil setup. I barely stood up, but that first taste of flying without a kite was all it took. Pete, James, and the rest of the crew were zipping around, and I knew I had to learn. When I managed to ride my first waves, pump outside and catch long rides prone foiling, I absolutely loved this new way of surfing.



"I WOULD DEFINITELY RECOMMEND STARTING OUT ON A BIGGER BOARD, TAKING A LESSON, AND SEEING HOW QUICKLY YOU CAN SIZE DOWN."

By 2020, my life had really started to revolve around foiling. With all my travel plans cancelled due to COVID, I suddenly had time to learn how to wing foil and explore kitefoil racing. I ordered my first wing and used a 35-litre prone foil board to get started. It was small, but with enough wind and determination, I got the hang of it.

While I had to wait for good prone conditions, there were so many windy days with swell that the wing became my way to surf them. Suddenly, my home spot, which was rarely ideal for other water sports, became a playground. I would definitely recommend starting out on a bigger board, taking a lesson, and seeing how quickly you can size down. Having a lot of experience surfing and prone will help to get going on a small board really quickly, but there are many boards with a bit more size and volume that are almost as good to manoeuvre, and you won't be sinking when the wind drops.

I have been riding a small board since I started, since I like travelling with one board that can be used for wing-, prone-, tow- and kite foiling, but when I spend more time at home, changes are big, I'll get one with a bit more volume like the Cabrinha Swift.

That same year, I joined the Dutch kitefoil race team. Kitefoiling had just been announced as an Olympic discipline, and I was invited to try out. At the time, I was still fully focused on competing in other kite disciplines, but with international travel off the table, I decided to give it a shot. At first, I was unsure, but my coach, Casper Bouman, convinced me I would love it just as much. And of course, the chance to one day compete at the Olympics was too good to pass up.



Casper was right. I had a blast, not just with kitefoil racing, but with everything that came with it. Travelling with the team, we always had our own coach boat with us. That is how I got to try tow foiling for the first time. I still remember my first wave. Casper was at the helm, and my teammate Sam had just caught a big one. Now it was my turn. A set rolled in, and we were all shouting; the sound of the waves was deafening. There was no room for hesitation. Casper spun the boat, and I was towed into one of the biggest waves I have ridden so far. I was utterly overwhelmed; my 800 square centimetre, high-aspect wing was way too much for the wave, but I somehow held on.

“WE WERE ALL SHOUTING; THE SOUND OF THE WAVES WAS DEAFENING.”



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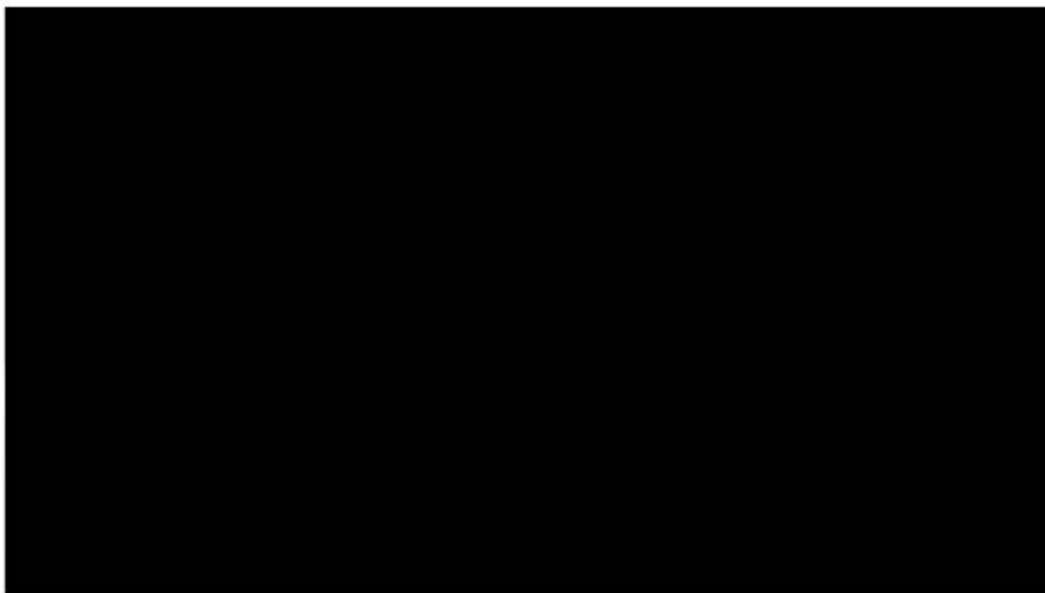
“START IN SMALL WAVES, LEARN HOW YOUR FOIL BEHAVES, LEARN HOW TO CRASH, AND ENJOY THAT QUALITY TIME ON FOIL.”

The adrenaline rush was insane, focused because it was a no-fall zone, but mostly enjoying the thrill and the boys screaming from the boat.

Since then, we have tried to fit in tow foiling sessions whenever possible. Tow foiling is magical and lets you enjoy the conditions to the fullest. Whether you are carving smaller, playful waves or chasing down massive sets, it is such a joy to be out there with friends riding waves others cannot reach. Compared to prone or wing foiling, it is also less physically demanding, making it a great balance to the mentally and physically intense Formula Kite training. It is both exciting and almost meditative. I would still love to visit a spot with long, perfect waves for surf foiling, like the long left in Peru, which would be a dream to ride one day.

If you get the chance to try a tow foil session with a school or a friend, go for it. Choose a safe and friendly spot with no shallow areas and a clear outrun into the channel. Start in small waves, learn how your foil behaves, learn how to crash, and enjoy that quality time on foil. It will help your progression across all foil disciplines. Don't forget to wear a helmet and an impact vest, and using footstraps makes it a lot easier to control the board. A leash is also recommended, as it allows you to take the progression step by step and avoid pushing your luck by not hitting your foil. I never had a bad crash tow foiling, a big reason is that I try to minimise the risk and choose my sessions wisely.





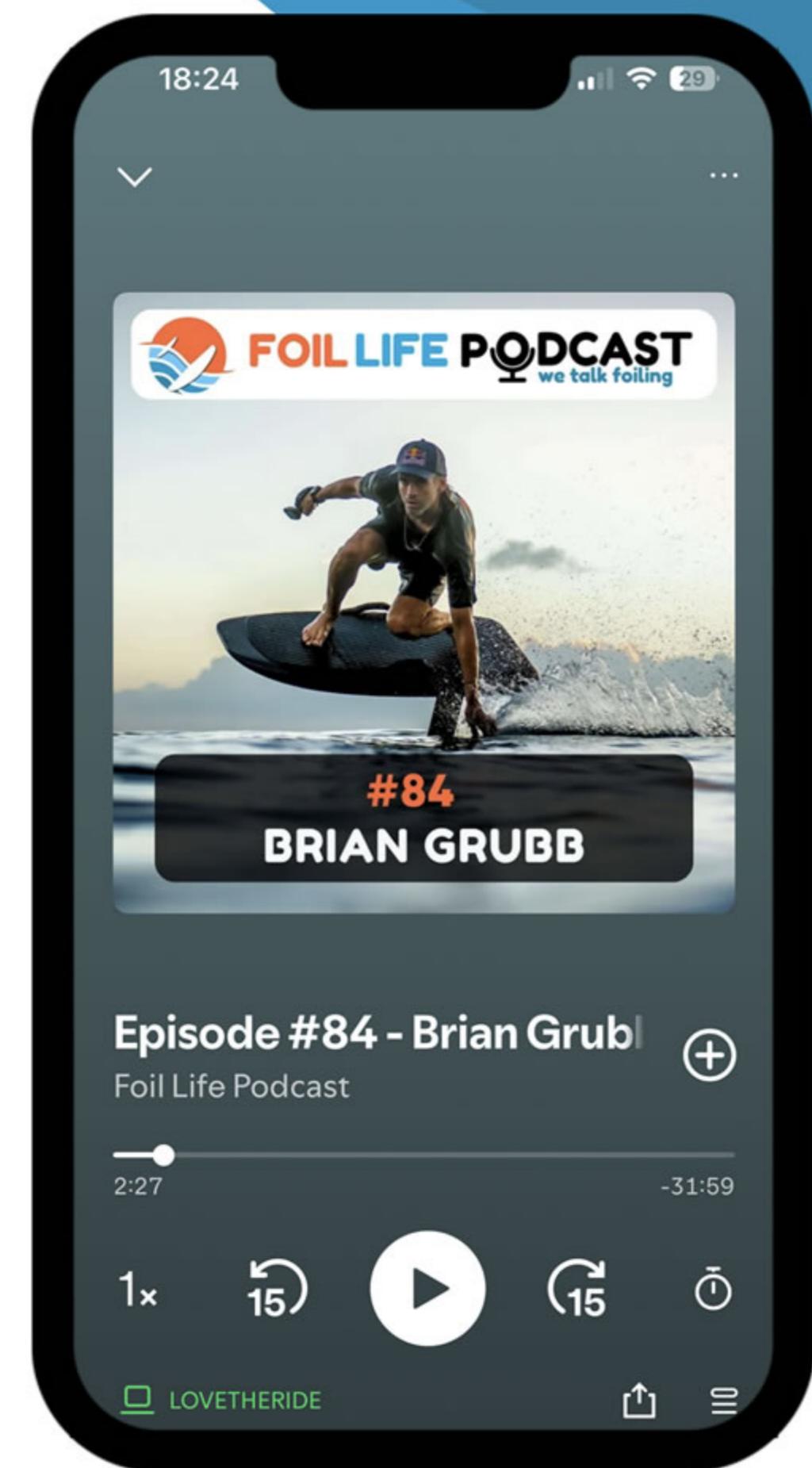
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WATERWOMEN

QUESTIONS JEN TYLER PHOTOS JULIETA PEREYRA

LUANA ALUA

This issue's Waterwoman, Luana Alua, grew up in the turquoise waters of Boa Vista, and it shows! From wave riding to wing foiling and now filming her journey behind the scenes, she's carving her path with power, style, and soul.



"I STARTED SUPER YOUNG, JUST SURFING WITH MY FRIENDS IN THE BAY. IT WAS JUST PART OF EVERYDAY LIFE."

Hi Luana, it's great to feature you as our Waterwoman this issue! Can you tell us a bit about where you're from and how you first got into watersports?

Thank you for featuring me as your Waterwoman in this issue. So, I was born in Portugal but grew up my whole life in Boa Vista, which is a small island in Cape Verde. Being raised there, you're surrounded by water all the time, so you kind of get pushed into watersports naturally. I started super young, just surfing with my friends in the bay. It was just part of everyday life.

What drew you to wingsurfing? Do you remember your very first session?

Since I was little, I've always been into watersports with my friends, surfing, bodyboarding, and everything in between! Then, a few years ago, I learned how to kite. But it was about two years ago when some of the local guys in Boa Vista encouraged me to try wing foiling. I still remember my very first setup, it was a 90-litre Roamer with my little brother's gear, and I got up on it! From that moment, I didn't want to stop. I started pushing myself, going for smaller and smaller gear to improve and get better every day.

What kind of conditions do you love the most: waves, flat water, or strong wind?

Waves, for sure! Whether I'm kiting or winging, waves are my favourite. We have a nice wave spot in Boa Vista, and that's where we spend most of our time. It's just where I feel the most alive.



"IT GIVES ME THE MOTIVATION TO BE OUT ON THE WATER EVERY SINGLE DAY, PUSHING MYSELF TO GET BETTER."

You've mentioned how important the people around you are; who's made the biggest impact on your journey?

Honestly, I love riding with my family and friends. Those are always the best sessions. I don't think I have one specific person, but I'm grateful for everyone who's supported me along the way. Both of my parents,

especially my mom, have always believed in me, and we all have a super strong bond.

Whos riding inspires you most?

There are so many amazing riders out there, but if I had to choose one, it would be Moona Whyte. The way she flows so effortlessly with the waves while staying super powerful and connected to the ocean is something I really admire. She makes everything look so graceful, and that balance of strength and style is what I aim for in my own riding. Especially in kiting,

her riding inspires me so much. It gives me the motivation to be out on the water every single day, pushing myself to get better.

How has the support of your community helped you grow in the sport?

To be honest, in this sport, especially as a woman, it's not always easy. Sometimes it feels like you have to prove yourself a little more, and real support can be hard to find. But back home in Boa Vista, things were different. I encouraged my best friend to start winging, and since then, we've been each other's biggest supporters,

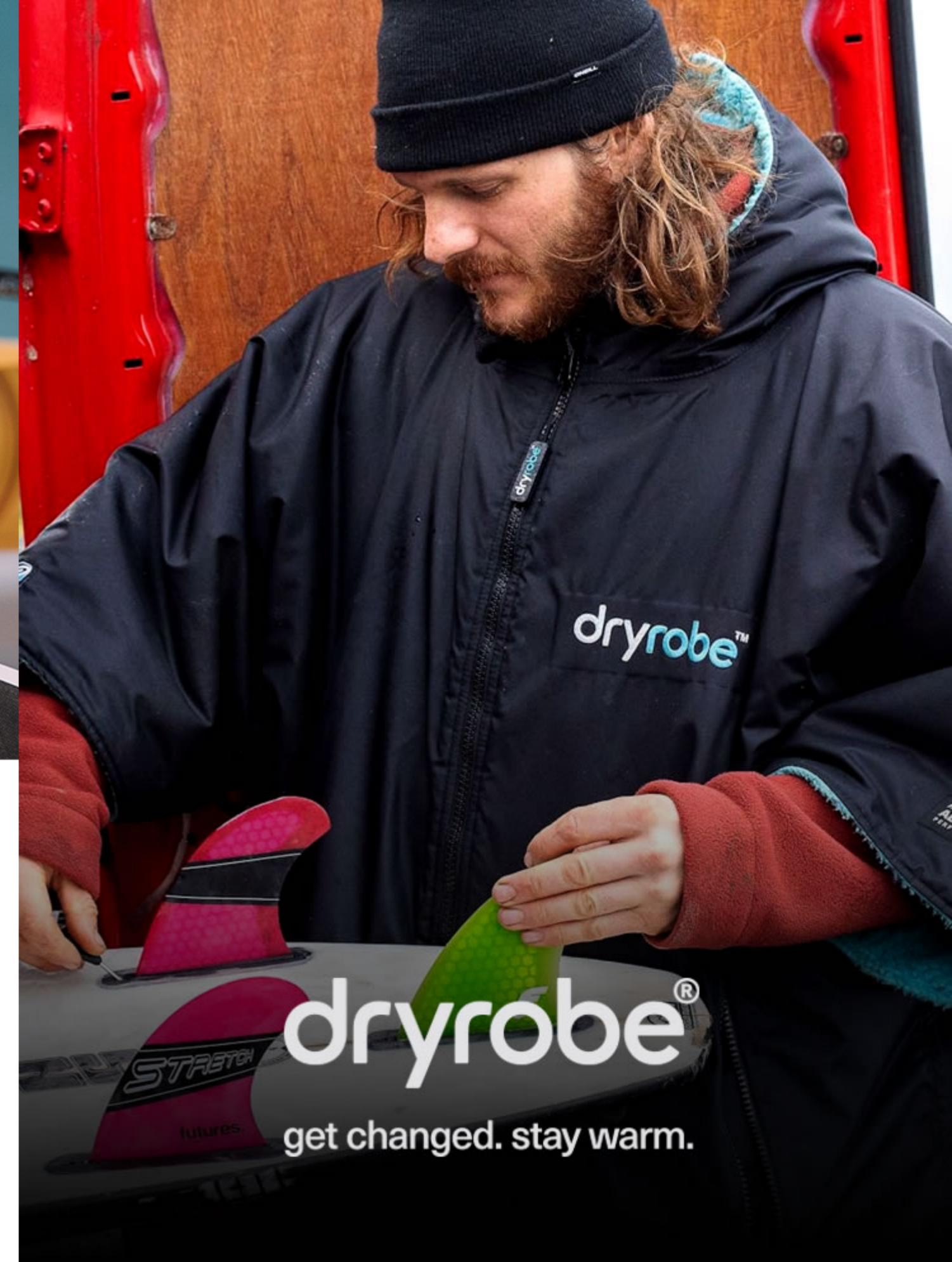


pushing one another in and out of the water. That kind of bond reminds me how powerful community can be, even if it starts with just two people believing in each other.

When did you first join CORE, and how have they supported you as a rider?

I joined CORE in 2024, and honestly, they've been amazing since day one. This summer, I had the chance to work closely with the team and learn from Thomas and Juli, the masterminds behind the productions.

"THAT KIND OF BOND REMINDS ME HOW POWERFUL COMMUNITY CAN BE"



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"I TRULY FEEL THEIR SUPPORT, NOT JUST IN THE GEAR I RIDE, BUT IN THE WAY THEY BELIEVE IN ME "

It was such an inspiring experience to see the passion, detail, and care that goes into everything they create. I also had the chance to meet other teammates, and from the very beginning, it never felt like just a brand. It felt like a big family. I truly feel their support, not just in the gear I ride, but in the way they believe in me as an athlete and as a person, which to me is the most important part.

Do you think the women's scene in kite and wing foiling is evolving?

Yes, it's definitely evolving, and it's exciting to see more women stepping into the spotlight. But at the same time, I still feel that as a woman in the sport, you often have to work twice as hard to be genuinely accepted and taken seriously. There's still a sense that you need to constantly prove yourself, not just in performance but in presence. That said, so many incredible women in both kite and wing foiling are rising and pushing the boundaries. They are not just showing that we belong here. They are proving that we can excel, innovate, and lead. It's powerful to witness, and even more powerful to be part of.

What changes would you love to see in the women's kite and wing scene over the next few years?

I'd love to see more mentorship programs and platforms that highlight young, up-and-coming female riders from places that don't usually get much attention. More female-led trips or projects would also be amazing.





We're ready, we just need the industry to keep creating space for us.

Do you have any exciting plans for 2025?

Yes, I already have a trip planned to a really special place, but this time it's not just about being in front of the camera. I'm focusing more on the behind-the-scenes side of things, exploring the creative process that happens off the water. Filming, editing, storytelling; it's a side of the journey I've always loved, and in 2025 I want to dive deeper into it.

“FILMING, EDITING, STORYTELLING; IT'S A SIDE OF THE JOURNEY I'VE ALWAYS LOVED”



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" I'M STILL LEARNING, BUT I'M EXCITED TO KEEP IMPROVING AND HOPEFULLY TURN IT INTO SOMETHING SPECIAL. "

It's about capturing the full experience, the raw, real moments that people don't always see. And after that, I'm looking forward to the season at home. Nothing compares to the energy and conditions back in Cape Verde. It's where I feel most connected and where I can really push myself.

Thanks, Luana, to finish things off. Can you share with us one thing most people don't know about you?

Something that most people don't know about me is what I just told in the question before, I've become passionate about video and editing, creating content and learning how to tell a story through my lens. It's become something I genuinely enjoy, not just as a way to share my life and travels, but also to express a little more of who I am. I'm still learning, but I'm excited to keep improving and hopefully turn it into something special. It's another side of me that not everyone sees, but it's starting to feel just as important as the time I spend on the water. Thanks, Jen!

WORDS ROU CHATER
PHOTOS OZONE

OZONE FLUX V2 VS FLUX V2 ULTRA-X

The original Ozone Flux set a new standard in wing design, balancing stiffness, speed, and usability across all disciplines. Now the Flux V2 refines that formula with two designs; the Flux V2 has a robust Dacron airframe, while the Flux V2 Ultra-X is as light and stiff as they come, with a full Aluula frame (and comes complete with a useful set of extra accessories). Rou Chater has been testing both to see how they perform in real conditions. Find out more in this Tech Focus: Ozone Flux V2 vs. Flux V2 Ultra-X feature.



"OFFERS RIDERS THE FREEDOM TO RIDE SMALL, HIGH-PERFORMANCE FOILS WITHOUT NEEDING TO FULLY COMMIT TO A DOUBLE-SURFACE RACE WING."



When Ozone released the original Flux, just over two years ago, it quickly became a benchmark in wing design. It had the rare ability to please freeriders, freestylers, racers and wave riders, with a balance of stiffness, speed, and usability that put it ahead of its time. In many ways, it was the start of "Wing 2.0", a generation of wings where performance really began to separate the serious brands from the rest.

Fast forward to today, and Ozone has pushed that platform further with the Flux V2. Now that they have the Fusion for racing and the Flow for all-round handling/wave riding, they have focused on making the Flux V2 the ultimate performance freeride wing. Capable of remaining comfortable at very high speeds, it offers riders the freedom to ride small, high-performance foils without needing to fully commit to a double-surface race wing. Equally, it's as happy cruising or busting the latest tricks and everything in between.

I've been riding both models extensively, from gusty overpowered sessions to lightwind missions and putting them through their paces in the waves, too.

MATERIALS MATTER: DACRON VS. ALUULA

Let's start with the core difference: frame material.

• Flux V2

Uses high-tenacity Dacron for both leading edge and strut. This is a tried-and-true material, durable, reasonably stiff, and with just enough give to absorb abuse without compromising performance.



Once again, with an Ozone product, the wing remains light thanks to their Born Light philosophy, which only uses extra material reinforcements where necessary. Strength is cleverly built into the structure thanks to the skilled workers who apply vast stitching and material experience in Ozone's own factory. The Flux feel is all about great aerodynamic handling.

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"THE ULTRA-X FEELS LIKE IT'S HOVERING, PARTICULARLY WHEN DEPOWERED OR FLAGGED OUT IN WAVES."

- **Flux V2 Ultra-X**

Features a full Aluula frame, a composite fabric that is both significantly lighter and dramatically stiffer than Dacron. The entire frame, leading edge, and strut are Aluula, giving the Ultra-X a crispness that you feel

immediately in your hands.

That stiffness means more efficient pumping, cleaner energy transfer, and a wing that resists distortion under heavy load. The weight saving is also real: while the paper difference in grams isn't enormous, in practice, the Ultra-X feels like it's hovering, particularly when depowered or flagged out in waves.

Both versions share Ozone's Teijin triple-ripstop canopy, which is held under notably

high tension. The result is a wing that doesn't flap or flutter, silent, smooth, and aerodynamically efficient.

THE DETAILS: SMALL TOUCHES, BIG DIFFERENCE

Ozone has a reputation for sweat-the-small-stuff design, and it shows here.

- **Leashes:** Both wings ship with waist leashes, each with a swivel to prevent twists. The Ultra-X takes it a step further by including a minimalist waist harness leash with a built-in hook and a pre-fitted harness line.

"THE BUILD IS CLEAN, STITCHING IS TIGHT, AND EVEN THE TRICKY ALUULA SEAMS ARE AMONG THE NEATEST I'VE SEEN."

That means you can experiment with hooking in straight away, no extra purchases required. You can, of course, purchase the harness line and harness for the V2 as well from your local dealer.

- **Windows:** Ozone has refined window placement this season. They're very functional, giving you clear sightlines with just a glance rather than awkward wing movements.
- **Handles:** Both models feature carbon composite handles covered with EVA grip. The elongated front handle is a standout feature, allowing for true one-handed flying. This is perfect for wave riding, tricks, or simply adjusting your backhand position without losing balance in the wing.
- **Bags:** The Ultra-X arrives with an additional protective bag, a thoughtful nod to the premium Aluula frame, which can also double up as a travel bag, as it's handy if you don't want to deflate your struts. A sandbag to weigh down your wing on the beach without needing sharp sand/stones is also included in the Ultra-X model.

All wings are built in Ozone's Parapex factory in Vietnam, which they own outright. That vertical integration shows in the finish: the build is clean, stitching is tight, and even the tricky Aluula seams are among the neatest I've seen. Many brands wrestle with Aluula's difficulty in production, but Ozone has clearly mastered it.





"THEY'RE EASY TO PUMP ONTO FOIL AND REWARD POSITIVE RIDER INPUT."

ON THE BEACH: FIRST IMPRESSIONS

Both wings look muscular. The leading edge is chunkier than those of many competitors, who have opted for slim profiles to reduce drag. My first thought was: will this thickness slow it down or make tacks sluggish?

The answer turned out to be the opposite. That bigger tube gives both versions serious stiffness, which translates into dependable power delivery. The canopy stays locked, and despite the size of the leading edge, the wings rotate cleanly overhead in tacks and jibes. No hesitation, no clumsiness. This was a really surprising aspect of both wings for me.

ON THE WATER: PERFORMANCE REVIEW

Low-End Power

Both wings deliver excellent bottom-end grunt. They're easy to pump onto foil and reward positive rider input. The Ultra-X has the edge here: the combination of lighter weight and higher stiffness makes each pump more effective, allowing you to foil earlier in marginal winds. It's a fantastic wing for light wind riding. The 5m I tested would get me up on foil in the lightest of airs; it's seriously efficient when you're pumping.

Speed and Efficiency

The tight canopy pays dividends. Once flying, the Flux V2 accelerates quickly, cuts cleanly through the air, and has no flutter to sap energy. The V2 Ultra-X and V2 feel similar at cruising speeds, which is a testament to the design's efficiency. Both wings offer truly silent running with zero flutter, even at high speeds and when overpowered.



"BOTH WINGS ARE AN ABSOLUTE DREAM IN TACKS AND GYBES, AND THEY ARE SO EASY TO USE THAT IT INSPIRES YOU TO TRY TO SPICE UP YOUR TRANSITIONS."

Stability and Handling

Flagging the wing while riding waves is where the Ultra-X really shines. Because it feels nearly weightless, it drifts with minimal pull and doesn't tire your arms. The V2 is no slouch here, but you're more conscious of its weight; it's not heavy by any stretch, it's just that the Ultra-X feels almost weightless when you are using it.

The new elongated front handle is fantastic. Flying one-handed feels natural and is really useful in several situations, such as getting out of the way of waves, resting your arms, waving at your friends, and blowing your nose.

Both wings are an absolute dream in tacks and gybes, and they are so easy to use that it inspires you to try to spice up your transitions. I quickly realised I had never done a standard gybe and was just throwing the wings around, doing race and duck gybes. Tacks feel effortless too, with plenty of forward drive through the turn, even when overpowered.

Jumping and Freestyle

For powered moves, both wings deliver huge lift thanks to their ability to generate and hold speed. Landings on the Ultra-X feel more controlled; the stiff frame resists distortion, so power delivery is consistent when you sheet back in.

High-Wind Control

I tested both wings in winds topping 35 mph. At that point, any wing will start to twitch when fully depowered, but the Flux V2 remained manageable and surprisingly composed. The stiff leading edge seems to absorb load rather than buckle. The Ultra-X has the edge here, though, with the stiffer airframe keeping things tight regardless of the conditions.

"THE STIFFNESS GIVES YOU EARLIER TAKE-OFFS IN LIGHT WIND, AND THE DRIFT IN WAVES IS SUBLIME."

WHICH ONE SHOULD YOU BUY?

This is the real question.

- **Flux V2**

If you're upgrading from an older wing or looking for a reliable, high-performance all-rounder, this is a brilliant choice. It's stiff, fast, powerful, and well priced compared to many rivals.

- **Flux V2 Ultra-X**

If money is no object, the Ultra-X is pure refinement. The weight savings are noticeable every minute you ride, the stiffness gives you earlier take-offs in light wind, and the drift in waves is sublime. For serious riders, those differences will justify the premium.

MY RECOMMENDATION

If I were building a quiver, I'd go Ultra-X in the bigger sizes (5m and above), where the lighter feel truly transforms low-wind sessions. For smaller sizes (3.5m and under), where the weight savings are less critical and wind power is plentiful, the V2 makes more sense, unless money is no object. This mix offers the best of both worlds: performance at a competitive price point in the smaller sizes and premium performance in the larger sizes, with a price tag that reflects the upgrades.





"YOU'RE GETTING A WING THAT IS SILENT, STABLE, BEAUTIFULLY BUILT, AND ENGINEERED FOR WIDE-RANGING PERFORMANCE."

OVERALL

Ozone's Flux V2 series sets a new standard for wing design. The V2 is already one of the stiffest, most refined wings I've flown this year. The Ultra-X builds upon that foundation, offering a lighter, crisper, and more responsive ride, with tangible benefits in light winds and wave riding.

While capable of cruising steadily, if you are hoping to step down in foils size, or already enjoy riding a small foil, the Flux V2 and V2 Ultra-X will both offer unrestricted freedom to really explore the performance of your foil. It's at speed where these wings really feel special and light in the hands.

Whichever model you choose, you're getting a wing that is silent, stable, beautifully built, and engineered for wide-ranging performance. Ozone has clearly invested heavily in R&D and production quality, and it shows in every seam and every session.

The only downside? Sending my demos back.

WORDS AUSTIN TOVEY

Big air, big style, and no holding back: that's Austin Tovey! Known for sending it in every discipline from wake to kite to tow foiling, Austin has now poured all that experience into designing his very own board with Armstrong. In this feature, he discusses the new Austin Tovey Pro Board, what sets it apart, and the mindset and mechanics behind the jaw-dropping tricks you see in his clips.



HOW TO WAKE FOIL BACKFLIP



"IT'S STIFF WHERE IT COUNTS, FORGIVING WHERE IT MATTERS, AND RESPONSIVE ENOUGH TO CATCH YOU WHEN YOU'RE COMING DOWN HARD."

Austin Tovey isn't the kind of rider who plays it safe. If there's a way to go bigger, he'll find it. Wake, kite, tow, pump, it doesn't matter what's pulling him; he's always looking for that next-level feeling. You've probably seen the clips: huge airs, clean landings, and a style that makes it all look too easy. But behind every stomped trick is years of trial, error, and dialling in the gear

to match. That's what led Austin to co-design his own board with Armstrong. The result? The Austin Tovey Pro Board! A 3'4", 13L weapon that packs power, pop, and precision into a compact shape. Built for riders who want to push the limits, just like Austin does. It's stiff where it counts, forgiving where it matters, and responsive enough to catch you when you're coming down hard. In this article, Austin breaks it all down. Not just the gear, but the mindset, timing, and body mechanics that go into landing one of his signature wake foil tricks. Whether you're chasing your first big air or looking to refine your style, this is your backstage pass.

The backflip is all about patience, pop, and the follow-through. Here are some tips on how to go from zero to hero.

1. STALL TALL

Start by stalling back on the wake when setting up for the backflip. I prefer to be 1-3 feet behind the break of the wake. This pause gives you the space to build your line toward the flip.

2. TWO PUMPS TO SHOWTIME

Give it one... maybe two pumps to generate forward momentum towards the boat. You're not trying to reach orbit here, just enough speed to drive up the face clean.



“THE TIMING IS SUBTLE: PUSH DOWN, THEN SHIFT BACK, AND LET THE FOIL DRIVE UPWARD.”

3. TOES IN, GET LOW

As you approach the wake, press onto your toes to drive yourself toward the face of the wake. You want to lean toward the face

without tipping into it. Get low and bend your knees to prepare for releasing the foil from the water.

4. DRIVE DOWN, LOAD UP

Drive the foil down into the water. Start transitioning weight to your back leg. This is your launch trigger. The timing is subtle: push down, then shift back, and let the foil drive upward.

5. POP + TUCK AND COMMIT

Now the commitment moment. As you spring up, turn your back shoulder toward the tail. At the same time, drive your feet overhead, keep your knees close to your chest and hold the rotation.

6. SPOT THE WATER

Halfway through, you should be facing back toward the water. Try to spot your landing. Spotting helps you slow the rotation and prepare for landing.





7. THE LANDING

Let the foil re-enter the water smoothly. As the board touches down, shift weight to your back leg and ease into the lift. If you've timed it right, you'll rise like a phoenix. If not, splash it off and do it again.

8. CLAIM IT

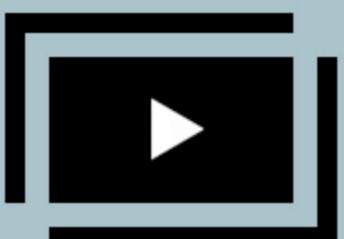
Pump once, throw up a shaka and thank the driver. You're now part of the flip club.

QUESTIONS ROU CHATER
WORDS PAUL WAKELIN PHOTOS VALÈRE CANERI

AFS FOILS

DOCK STAR WITH THE NEW ENDURO 1600GLT FOIL - THE ULTIMATE PUMP FOIL SET-UP

The new Enduro 1600GLT paired with the Dock Star board is AFS's most refined pump foil setup yet. In this Tech Focus, we spoke to Paul Wakelin to dive into the design details behind this efficient, stable, and ultra-responsive dock start machine.



“IT’S KIND OF CRAZY TO BE ABLE TO FOIL ON ANY BODY OF WATER, ANYWHERE, IN ANY COUNTRY.”

Dock starting seems to be really taking off as a standalone discipline within the foil world, was this new foil a response to that growth?

Our AFS foil range is continually developed to cater for all foiling disciplines and rider abilities. The Enduro 1600 GLT excels in Dock start and helps riders expand their foiling opportunities further. Dock start is getting super popular in Europe and the United States. It can be done anywhere, on the coast or inland.

We’re indeed witnessing more dock dwellers for sure; many young guns are into the pump game too. It’s winning over riders everywhere, and no wonder. It’s kind of crazy to be able to foil on any body of water, anywhere, in any country. We must have foils that match their needs.

You developed it with the legend Gwen Le Tutor, arguably one of the most accomplished foilers and coaches. What was he looking for in a dock start foil?

It all started with a simple goal: Create a foil that gets everyone flying. Not just the pros. Not just in perfect conditions. But a foil that’s fun, accessible, high-performing and above all, built to grow with you. That’s how the Enduro 1600 GLT was born from a clear brief designed to support riders of all levels.

To make it happen, we needed someone who truly understands riders, their frustrations, their goals, and their passion. Gwen Le Tutour, a skilled rider and a passionate coach, was the perfect fit. He brought a clear vision: design a foil that delivers instant fun from your very first dockstart, and keeps pushing your progress, session after session.





"RIDERS COULD PUSH INTO LONGER SESSIONS AND MORE AMBITIOUS UPWIND REACHES."

Together, we built a detailed, field-tested spec sheet. Then Laurent Borgna, our designer, turned it into a foil: the AFS Enduro 1600 GLT.

The result?

A foil that lifts off quickly, glides for ages, stays stable through turns, and offers real room to grow. Whether you're just getting into dockstart or working your way up to

rockstart and beachstart, the Enduro 1600 GLT is your all-terrain, all-level pumping wing. It's our vision of foiling, combined with Gwen's: pure, honest sensations that made accessible to all.

The Enduro 1600GLT comes in one size. Will that change in the future, considering rider weight is a significant factor when it comes to pump foiling?

The AFS Enduro foil range is massively comprehensive, with sizes ranging from 700-800-900-1000-1100-1300 and now the 1600, a size for everyone. For sure, we're rider-driven; if there's a demand for

something bigger at some point for the very biggest riders, then of course we'll consider it. However, the 1600 is incredibly supportive for most riders already. Lift and efficiency from our latest foils exceed legacy sizing measures; new generation foils perform well above their perceived physical sizing.

How do the bumps/tubercles help in the pump foiling situation?

Laurent's signature tubercles help prevent stall, optimise control, and improve glide, primarily through a wide range of pitch movement as required for pump foiling. Quite simply, tubercles help maintain flow for longer. It's one of those design features that you need to experience to appreciate fully; those who know, know!



"EASE OF USE WAS A KEY DESIGN PRINCIPLE; IF IT'S HARD TO START, IT'S HARD TO CONTINUE!"

How easy is it to start from the dock? We're seeing a lot of "Gen 2" pump foils coming out, which are considerably harder than some of the classic foils available for beginners. Does the Enduro GLT buck that trend?

For sure, ease of use was a key design principle; if it's hard to start, it's hard to continue! The 1600 GLT has super accessible low-end performance, allowing riders to enjoy the effortless glide and development of technique rather than needing to be highly practised at the tricky take-off stage.

What fuselage and stab are you recommending riders use with it?

For most riders, our standard fuselage will work well, which offers smooth glide and stability. For experts seeking a higher pump cadence and liveliness, the short fuselage is also an option. Interestingly, the short fuse brings the front foil 20mm closer to the mast to increase manoeuvrability. Both fuselage lengths have two stab positions to allow further individual tuning without the need for additional kit. AFS also have a wide range of stabs to suit all abilities: the supportive Cruiser 245 for max feel and pump right down, the Silk HA 43 and the Silk HA 40 are also excellent options, to the new Glide 41 - super high aspect and minimal drag at just 123cm² and options in-between, mix and match to your heart's content. All AFS foil components are fully compatible with each other.



"ITS DIMENSIONS STRIKE A BALANCE BETWEEN THE BOARD'S MINIMALISM AND THE CONTROL NEEDED FOR LARGE FOILS."

What's the recommended mast to use?

80cm UHM or HM would be the performance choice supporting the wide-spanned foil with max torsional stiffness and minimal dimensions, increasing efficiencies. However, again, as budget and lower speeds can be considered, the incredibly well-priced HR 80 would also be perfectly suitable...

The new Dock Star has dropped as well; it's a tiny nugget of a board at 83cm long and 38.5cm wide. What made you decide on the dimensions? What's the thinking behind the perfect size for dock starting?

Less is more! Minimal size, volume and weight allow maximum transference of effort into performance. Big enough to cater for all rider stances but no more. Its dimensions strike a balance between the board's minimalism and the control needed for large foils. Importantly, it looks pretty special too. It has been designed to shine!

It's billed as extremely stiff for maximum pump response. How have you achieved that while keeping the weight low?

Extreme board stiffness and durability to counter the inevitable bumps and scrapes are achieved by the use of a complete pre-preg carbon construction wrapping a SAN polymer core (Corecell™) with carbon longitudinal stringers, a slight bevel in the underside shape, and a shaped deck, all adding to stiffness and weighing just 1.6kg

Let's not forget that the board's geometry (its shape design), combined with the carbon construction, has a significant impact on its stiffness.

"THE REMAINING DECK IS SHAPED TO GIVE MAX GRIP, DRIVE, COMFORT AND PRECISE FOIL CONTROL."

Can you tell us a little bit about the forward-inclined deck? What does that achieve?

The very slightly forward-inclined deck is a subtly designed that facilitates a natural, propulsive motion, allowing riders to engage more easily in pumping. The remaining deck is shaped to give max grip, drive, comfort and precise foil control.

You sold the Dock Star as a package in the past; will that continue?

The Dock Star is brand new and equally comfortable on any foil; however, there's always a little extra magic if an AFS board is paired with an AFS foil. Our foils are among the lightest on the market; combined with the Dockstar, it makes for a super lightweight combo that's really enjoyable and easy to ride.

We also offer the SK8 pump board both individually or as a package, with slightly more volume and a keener price point with strap inserts, it gives a further great pump foil option.

When are these products available to buy?

The Dock Star, Enduro 1600GLT and SK8 are all available to purchase on our website or our AFS dealers in Europe and USA.

Great, thanks so much, Paul!

Anytime, Rou!



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QUESTIONS JEN TYLER
WORDS GARY SISKAR PHOTOS ERIC DURAN

RIDE ENGINE WINGFOIL HARNESSSES

Ride Engine's harness range has something for every rider, from minimalist waist styles to chest harnesses built for downwind missions. We caught up with Gary Siskar to break down the Bati, Vinaka, Vinaka Pro, Free Float, and Offshore Pack.





"RIDERS COULD PUSH INTO LONGER SESSIONS AND MORE AMBITIOUS UPWIND REACHES."

Hi Gary, thanks for joining us! Please give us a quick breakdown of the main differences between the Bati, Vinaka, Vinaka Pro, Free Float and Offshore Pack harnesses!

I'm always stoked to share what Ride Engine is doing to enhance your time on the water! This time, we're diving into wing foil harnesses, which, let's be honest, also shine in the fast-growing discipline of parawing.

We offer two harness styles: waist and chest. In the waist category, the Vinaka, Vinaka Pro, and Bati each bring a unique level of support, giving riders the choice between soft flexibility and the structure of a rigid hardshell. In the chest category, the Free Float and Offshore stand out for their versatility. Both are equally at home in wing foiling and parawing, and with the removable harness hook, they easily adapt for downwind SUP runs as well. Ride Engine's harness range is designed to match every rider's style, whether you're chasing comfort, freedom of movement, or maximum support.

The Bati features Ride Engine's signature Curv hard shell. How does that help while wing foiling?

Ride Engine was the first to introduce a true wing foil harness with the Vinaka, a soft, streamlined design that integrated a harness hook and multiple leash attachment options. It didn't take long to recognise the advantage a harness offers: riders could push into longer sessions and more ambitious upwind reaches. That progression also revealed a new need: greater support to disperse point loading better. Enter the Bati. Built with Curv composite material, it's lightweight, waterproof, and engineered to spread the load from the hook evenly across the lower back.

"THE GOAL WAS TO TAKE PERFORMANCE TO THE NEXT LEVEL WHILE OPENING UP COMPATIBILITY."

The benefits are clear: Curv construction delivers more comfort during extended sessions, reduces point loading in every condition, excels when overpowered, and lets riders conserve energy by giving arms and hands a much-needed break.

The Nug sliding hook is used across several harness models. What makes it such a key feature?

Everyone loves the Nug! The original Vinaka launched with a metal hook that did the job, but had its drawbacks; it could bind, was tough to slide out of the way, and was designed exclusively for Ride Engine harnesses. When we set out to engineer the Nug, the goal was to take performance to the next level while opening up compatibility. Its refined geometry not only enhances the function of our harnesses but also works seamlessly with anything, from a simple webbing belt to virtually any harness on the market.

The Free Float and Offshore Chest Harnesses are interesting concepts. How did the idea of a chest harness come about?

The idea of a chest harness actually started in a passing conversation with Jeff Logosz, founder of Slingshot and CEO of Ride Engine. He asked if we had ever considered designing one, and honestly, our first reaction was no. But Jeff reminded us how, back in the day, windsurfers focused on wave sailing swore by chest harnesses to keep their waists unrestricted. That clicked, and we went for it.





"AT FIRST, THE APPEAL OF RIDING WITHOUT A HARNESS WAS UNDENIABLE: PURE FREEDOM, LESS GEAR, AND A MINIMALIST SETUP."

The benefits have proven to be spot on. A chest harness keeps the waist clear, perfect for running a waist leash with your wing, which is essential in waves or freestyle. For parawing, it leaves room for a stash pack, and for longer sessions, both the Free Float and Offshore come ready for hydration with a bladder system or added storage for essentials like a phone in a dry pouch, snacks, or even a safety beacon.

Who would you say each harness is best suited for?

There are many ways to answer this, as it ultimately comes down to personal preference. Softer harnesses and chest harnesses in general deliver more mobility and freedom of movement. But if long upwind reaches or riding overpowered is your style, the Vinaka Pro and Bati provide the added support you'll want. And for parawing, chest harnesses are the clear choice in our opinion.

The Vinaka harness was one of the first wing foil-specific harnesses on the market. How has it evolved?

Harness innovation is at the core of Ride Engine's DNA, so when wing foiling first emerged, we immediately started questioning the advantages of hooking in. At first, the appeal of riding without a harness was undeniable: pure freedom, less gear, and a minimalist setup. But as our sessions grew longer and our missions stretched from the Event Site in Hood River up to the Hatch, the benefits of a harness became impossible to ignore, and the need was clear.



" ALL OF OUR HARNESSSES ARE DESIGNED TO BE LIGHTWEIGHT AND STRAIGHTFORWARD, WITH NO UNNECESSARY COMPLEXITY "

From there, it was a natural progression to bring our hard-shell expertise from kiteboarding into wing foiling. By applying the same proven technology, we were able to deliver the comfort, support, and performance advantages that hard-shell harnesses have long provided in kiteboarding, now refined for the unique demands of wing foiling.

How does the Vinaka Pro compare to the original Vinaka V1 and V2?

The Vinaka Pro marked our first step into bringing a more rigid shell structure to wing foil harnesses, and it remains just as relevant today. Compared to the Vinaka V1 and V2, our softest wing foiling harnesses, the Vinaka Pro delivers increased support while preserving the freedom riders love. Its pre-curved, glass-filled nylon shell strikes the perfect balance: flexible enough to maintain that free, natural feel of wing foiling, yet strong enough to take the load off your arms for longer, more comfortable sessions.

For riders prioritising weight savings and simplicity, is the Vinaka V1 still a go-to option?

All of our harnesses are designed to be lightweight and straightforward, with no unnecessary complexity, just clean functionality. The Vinaka V1 and V2 feature a hook-and-loop body wrap closure system that provides secure support. At the same time, the Vinaka Pro and Bati use streamlined webbing closures since their contoured waist belt shape and hard-shell back panels naturally deliver the structure. The lightest of the lineup is the Bati, built with non-water-absorbing materials and Curv composite, which is inherently lightweight by design.



RIDER KYLIE ZARMATI

When would you recommend going for a waist harness over a chest harness, or vice versa?

A waist harness positions the pull lower, which can make it more comfortable when holding down extra power. The lower hook placement also makes it easier for some riders to hook in and out. A chest harness, on the other hand, keeps the waist area free, ideal for riders using a waist leash with their wing. I often recommend chest harnesses to those spending time in the surf, where paddling out is required, or to riders who need to paddle to the

wind line. The open waist is also a big advantage for parawingers, as it leaves space for a stash pouch without interference.

How do these harnesses perform in different disciplines?

Ultimately, it depends on your riding style. For those who thrive on being overpowered, like in racing, a lower pull delivers efficiency. But if your focus is on charging the surf, a chest harness gives you the edge. It allows you to run the wing leash off your waist for cleaner eliminating the wrist leash,

"WE WORK RELENTLESSLY TO MINIMISE AND OFFSET OUR IMPACT: REDUCING PACKAGING, ELIMINATING POLYBAGS WHEREVER POSSIBLE"

which slows down paddling and board recovery.

The hydration pack on the Free Float and Offshore harnesses is a great addition! Was that designed with downwinders in mind?

Both the Free Float and Offshore Pack harnesses were designed with long downwind runs in mind. Here in the Columbia River Gorge, we have some long runs where a lot can happen: equipment failure, a sudden drop in wind, or simply a long wait for your shuttle. Having hydration on hand, plus storage for essentials like a phone in a dry pouch, cash, or snacks, is a huge plus.

Ride Engine is known for its sustainability goal. Are there eco-conscious materials used in these harnesses?

For us, sustainability today isn't a choice; it's expected. We recognise that the sports we love rely on equipment that leaves a mark on the environment, from resins and carbon in boards and harnesses to nylon in kites and wings. That's why we work relentlessly to minimise and offset our impact: reducing packaging, eliminating polybags wherever possible, and turning to alternative materials are just a few. Through material science in our products, we push to integrate the most sustainable options available, not as a marketing angle, but as a mandate. For us, protecting the environment isn't optional; it's our responsibility to safeguard the playground that gives us so much joy.

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RIDER KAI LENNY
PHOTO FRANKIE BEES



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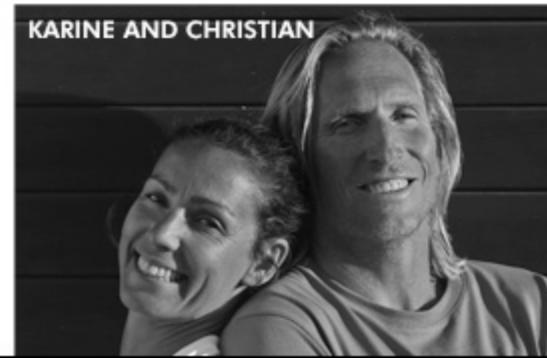
TECHNIQUE

Oh boy, do we have something high on the fun stakes for you today. The carving 360! If you fancy yourself as a bit of an artisan carver, then look no further than this peach for a way to express yourself truly. If you're of a more modest persuasion, but still hold a candle to carving, this is also for you. It's a great challenge that will reward you with a happy, tingly, warm sensation once you crack one. Oh, and it looks rather snazzy too.

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HOW TO WINGFOIL #17 - THE CARVING 360

So, what is a carving 360? Unusually for wind sports, the name sums it up. You aim to carve into a gybe, but rather than flip your wing, you'll keep it neutral and continue to carve until you're riding in the same direction again, having completed a full 360 degrees. What on earth could be difficult about that:) The idea of a carving 360 is that you use your speed, balance, finesse and glide to get you around. You won't be calling on the wing for assistance until you're back to heel side!

Your prerequisite for this humdinger of a move is the heel-to-toe Duck Gybe that we covered back in TONICMAG issue 20. If you've got the Duck Gybe nailed, it will help more than you can imagine. You'll be calling on it for your approach, entry and most importantly, the initial wing action. For the carving 360, you'll need to get your wing pointing down and to the inside of your turn to enable you to carve around it.

A quick word on carving before we get into the fun stuff. Carving is your aim, so with that in mind, you need to get yourself ready to carve further than you ever thought possible. This means that you'll need to be able to stay balanced over your board, whilst keeping your foil carving and happy. By "happy," we mean that you need to keep your foil trimmed from front to rear for

maximum efficiency, even though you'll be banking it over. You don't want to touch down, you don't want to breach, and you don't want to stall! Bringing your rear foot a touch forward and making sure you move it slightly further across the centre line will help.

As is our want and responsibility, please remind us that you will need to check your mirrors to make sure that the coast is clear, and you have ample space to give this a go.

OK, here we go.

SET UP & APPROACH PIC A

You want to approach on an upwind course so that you get your bearings and have the option to bear away and accelerate to help you get around. As you approach, bring your rear foot forward and a touch further across towards the downwind rail of your board. Sheet in and get your wing pointing forward so that it's powering you along. Check that the coast is clear. Karine has moved her back foot, she's had a good look around, has sheeted her wing in to gain speed upwind and has decided that it's 360 time!

BEAR AWAY PIC B

Push your wing forward to bear away a touch. This will bring you over the board, so that you can get balanced and ready to carve. As you bear away, you will accelerate, which is a good thing.

B



C



D



Holding the wing forward and having your rear foot further forward will help compensate for the extra lift created by your accelerating. How much you bear away, and for how long, will depend on power and wind strength. The windier it is and the more powered you are, the faster you need to go to generate enough apparent wind so that you can manhandle the wing. Suppose you're in comfy conditions just long enough to get over the board and balanced enough to carve. Here Karine has borne away, so she's now over the board and balanced whilst gaining speed.

CARVE PIC C

Time to get your carve on. You should be well-versed in this. Keeping the wing sheeted to the wind so that you still have power, flex your ankles and drive your knees forward and across the board to set your carve, whilst looking just ahead to guide yourself and keep an open carving stance. Keep weight on both feet as you carve so that you can maintain the same height. Looking at Karine, you can see that she's keeping wind in her wing, she's flexed her ankles and knees, driving across the board and banking it over, whilst keeping her upper body upright and balanced.

WING DOWN PIC D

You're looking for that point where the wing goes slightly lighter so that you can sheet it in more. As with your Duck Gybe, this will be around the downwind zone. You want to get the wing pointing down. Turn your shoulders into the turn, whilst pushing your front hand down and pull your rear arm in to sheet in. Whilst all this is going on, you must keep your carve on, keeping your weight balanced over both feet, driving through the balls of your feet. Here, Karine is approaching the downwind zone; her wing feels lighter, so she pushes her front hand down and sheets in with her rear arm.

E



F



G



KEEP CARVING PIC E

A brave new world! This is where it all changes. Back to its origin, from here on in it's all about staying up on the foil while carving far enough around your 360 until you can get the power back on. As you go through, push your front hand across the board to the inside of the turn and sheet right in so that no wind can fill your wing. With your wing neutral, you can continue to carve. Karine has her wing to the inside of her carve, and her leading edge is pretty much parallel to her board. There's no chance of wind getting in it, and there's no chance of her getting backwinded by her induced wind:)

KEEP NEUTRAL PIC F

As you continue to carve past downwind and onto what would be a broad reach heading back, you still need to keep the wind out of your wing. However, this time the wind will be coming from the other side of your wing, so it's the true wind that can push against your wing, and if it does, it'll push you onto your heels and stop you carving. There is a backwinding 360 variation, which we'll cover in a later issue, but for now, avoid it like the plague! To prevent the wind from pushing against you, gently push your front hand and the leading edge up, while pulling the back handle right in towards your rear shoulder. You're aiming to let the wind blow underneath, rather than push against you. Looking at Karine, she's feeling her

wing up by pushing her front hand further away, both forward and up, whilst sheeting her back hand in as much as possible.

WING LIFT PIC G

Carving with a neutral wing is still the name of the game. However, now that you've started to carve back upwind, you need to get the wing up and ready, still without backwinding yourself. As you carve, push your front hand up and upwind. Looking at the mini sequence, Karine is still carving hard, her board is banked, and her foil is trimmed. You can see that she's lifting her front hand and pushing it forward, aiming the leading edge of her wing up into the wind. As she does this, the wing is happily floating, not powered or backwinded. This is your aim.

H



This action is all from your front arm. Resist the temptation to lift the wing by pulling on the back hand, as this will pull your weight back and stall the foil! The movement is very much like the wing lift in a duck gybe, but you haven't swapped hands!!

FOLLOW YOUR WING PIC H

Now that your wing is upwind and neutral, you have the perfect axis point around which to keep carving. Once again, resist all the cells in your body screaming for you to sleep in and get some power; it's too early. What you can do is keep your wing forward,

neutral and follow it. Leading with your wing will help with carving that last little bit, and by holding it forward, you'll keep your weight centred on both feet and your foil stays happy! Karine's wing is floating with no power pulled into it. By holding it forward, Karine follows her wing upwind around the final part of her carve.

PUSH PIC I

It's worth understanding that as you come around onto an upwind course, you're unlikely to power out of this upwind. You need to bear away. Keeping your front hand forward, push it across the board and downwind as you sheet in. This will push the nose off

the wind, using the mast as a pivot point. You need to keep your foil and board trimmed, as this is when you'll be slowing massively. If the nose comes up just a fraction, you'll stall instantly. Keeping the wing forward will help prevent your nose from coming up as you sheet in. Karine sheets in, keeping her wing forward whilst also pushing it away from her. She pushes this power through her front leg to push the nose of her board off the wind.

CLAIM IT PIC J

With the nose pointing slightly off the wind, you'll likely be pretty low on your foil now. To avoid a touchdown, you've got two get-out-of-jail cards.



Firstly, if you are accelerating, push down quickly with your rear foot, tapping the tail down to lift the nose. Secondly, sheet out a touch so that your wing is sheeted to the wind. This will allow it to catch more of the breeze, and you'll accelerate and climb more easily. To finish off, Karine has tapped her tail and is sheeting her wing out to find more oomph!

TOP TIPS

For your first attempt, we recommend that you don't have too much power. This way you'll be comfy, confident and balanced. With less wind, it can make the exit harder, but at least you can concentrate on the meat

of the move, getting 85% nailed, before getting the exit dialled. If you have too much power, it'll be much harder to push your wing down, keep it neutral and stay carving.

As you come around onto an upwind course, it is the moment when you're most likely to touch down. This isn't a problem; if you've made it this far, the hard work has been done, and you've successfully carved. It's then a matter of time and practice, and maybe a little more power.

COMMON PROBLEMS

As a result of wanting to carve harder or quicker to get around, it's tempting to hold your wing further back down the board as you push it down. It also feels less intimidating to do this, as it can't then push

against you if it's not neutral. The problem is that if you do this, your wing will pull your weight back onto your rear foot, and you'll either breach or stall your foil.

It's also really tempting to lean onto your wing in anticipation of the wind coming from the wrong side. The problem with this is you won't be balanced over your board, and you are much more likely to lose balance and fall to the inside. In preference, work on lifting your front hand to neutralise the wing and let any breeze pass underneath it.

Both of these problems are more easily avoided if you don't have too much power.

Excellent. Now it's your turn to give it a go....

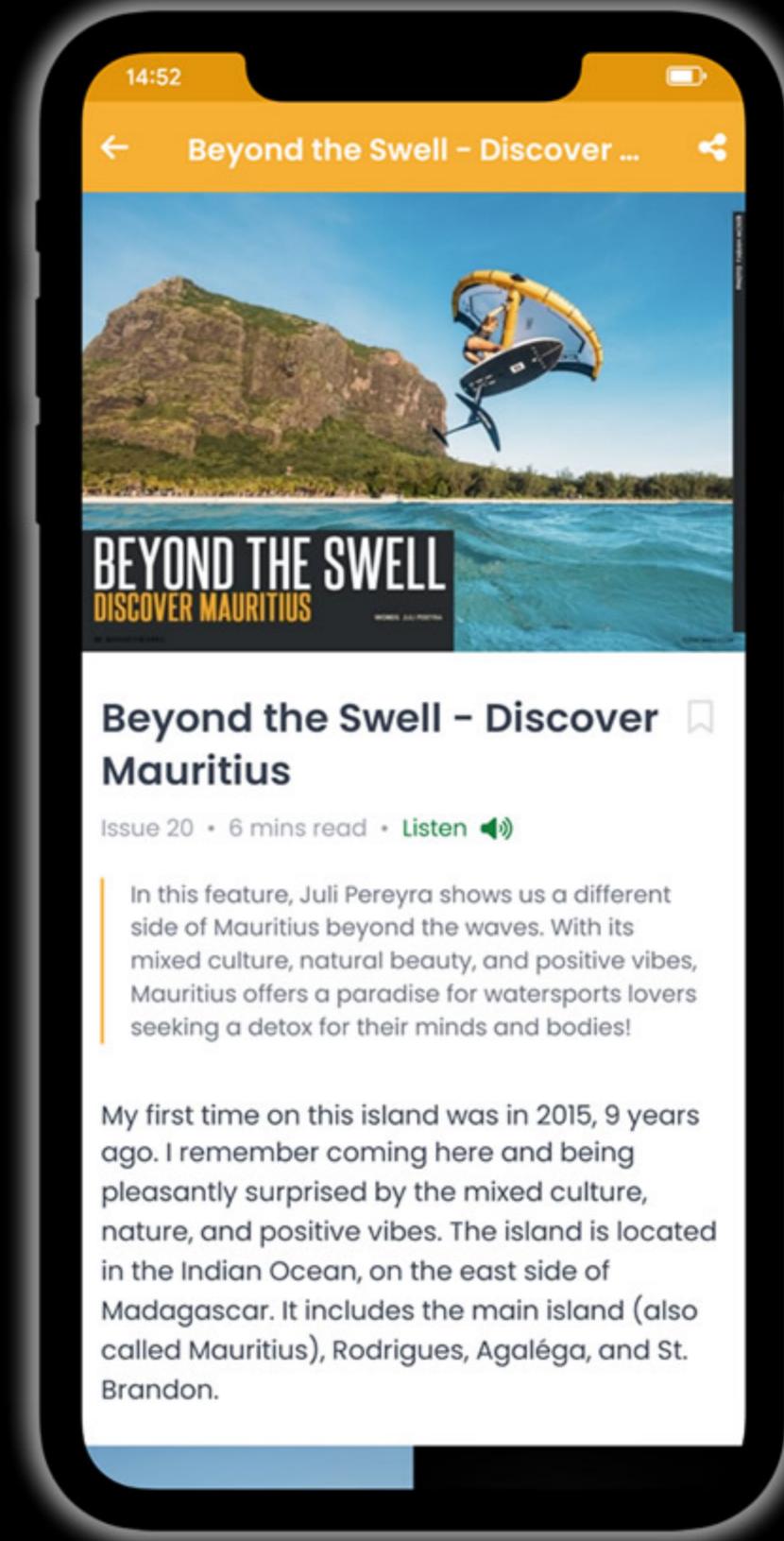


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TRIED & TESTED

As summer kicks into full swing in the Northern Hemisphere, our UK-based Tonic Mag test team has been chasing every gust to test the latest gear. In this issue, we're serving up fresh reviews to help you make the most of the season. Here's what's inside:

- Armstrong Downwind 6'11
- Armstrong MA Foils
- Armstrong A-Wing XPS Mk II
- Ozone Flux V2
- Ozone Flux V2 Ultra X
- Cabrinha AER
- Dryrobe Advance Long Sleeve
- Mystic Majestic 2026
- Mystic: EXPLORE Poncho



WORDS AND PHOTOS THE TONIC MAG TEST TEAM -
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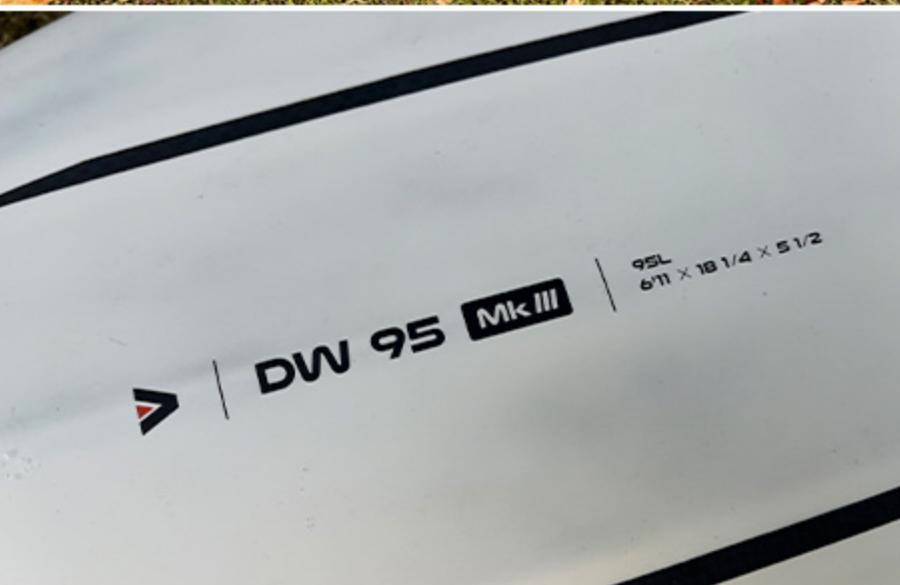
BRAND ARMSTRONG

MODEL DOWNWIND MK III

YEAR 2025

"THE MK III IS VERSATILE ENOUGH TO SUIT DIFFERENT RIDER WEIGHTS AND SKILL LEVELS."

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



AT A GLANCE

Following on from our review of the Ocean 95L last issue, we've got the 95L the Downwind Mk III to compare it with. As always with Armstrong, the finish is immaculate, and it arrived in a shiny new blue board bag, as standard.

The Mk3 represents another step in the evolution of board design for foilers looking to advance their skills. At the core of the Mk III is a redesigned hull that favours acceleration and early lift. The displacement-style bottom is designed to slice through the water, reduce drag and allow the rider to build speed with less effort and more glide. When it arrived in the post, I was super excited to put it through its paces and see if it did just that!

Armstrong has designed the Mk3 with a shorter, narrower outline compared to earlier versions, making for quicker, more intuitive turning. They've also added forward foil track placement, giving riders more range in their setup, helping to fine-tune lift and control based on conditions and personal style.

Rounded rails add to the overall stability, designed to give the rider more margin for error when dealing with turbulence,

[CLICK OR TAP TO READ MORE](#)



BRAND CABRINHA

MODEL AER

SIZE 3M

YEAR 2025

"A WING THAT OFFERS EXCELLENT PERFORMANCE BUT WON'T BREAK THE BANK"

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



AT A GLANCE

The AER is an all-new wing from Cabrinha that goes against the flow of the industry's current design brief. It's a project wing that started shedding weight to see what was possible and then surprised the team with its versatility. Gone are the booms and hard handles, and making a comeback are some premium ultra-lightweight semi-rigid handles.

Instead of using expensive fabrics to reduce weight, the team has stripped the wing back to the essentials, utilising High-Tenacity Dacron for the leading edge and strut. The AER also features Cabrinha's Featherlite bladders, which drop much of the overall weight. The result is a wing that weighs next to nothing but isn't going to cost the earth—a welcome direction considering the current trend of ever-rising prices in the industry.

In terms of shape, it's a medium-aspect wing with a forward draft to generate power. The high dihedral angle enhances stability when flying upwind and during free flight. A convex Strut helps maintain the frame stiffness, and a lightweight trailing edge support reduces flutter.

[CLICK OR TAP TO READ MORE](#)



BRAND ARMSTRONG

MODEL MA MK II FRONT FOIL

YEAR 2025

"TONS OF SPEED, EASY TRANSITIONS, AND SUPER FUN IN THE WAVES."

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



AT A GLANCE

When Armstrong announced the MA Mk2 was on the way, I was super keen to get my hands on it. The original MA series, particularly the MA800, were epic for winging in the waves (I was still using them until these arrived!); however, for our gutless waves on the South Coast of the UK, they lacked the pump & glide needed to be a regular surf foil choice for me. So, with that in mind, I really hoped Armstrong had got that balance right with this edition!

Out of the box, it's immediately apparent that this foil has a narrow wing span. Especially when compared to most foils these days, which are high aspect ratio foils, this design is intended to provide the foil with a quick roll rate and rail-to-rail movement, resulting in a real surfy feel. I was excited to get it on the water, to say the least!

On the technical side, Armstrong has engineered the foil with pre-preg high modulus carbon construction, delivering excellent stiffness and strength without unnecessary weight. This should help maintain responsiveness during heavy loading—whether you're pumping through flat sections, landing with speed,

[CLICK OR TAP TO READ MORE](#)



BRAND OZONE

MODEL FLUX V2

SIZE 5M

YEAR 2025

" DELIVERS EXCELLENT LIFT AND STABLE LANDINGS THANKS TO ITS CONSISTENT POWER DELIVERY. "

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



AT A GLANCE

The Flux V2 is Ozone's all-round performance freeride wing, designed to deliver stiffness, speed, and control across a wide range of conditions. Built on the success of the original Flux, the V2 uses a high-tenacity Dacron frame in both the leading edge and strut. This proven material strikes a balance between performance, durability and stiffness, without an eye-watering price tag.

The canopy is Ozone's Teijin triple-ripenstop, set under notably high tension for a clean profile with zero flutter. Carbon composite handles covered with EVA grip are fitted, with an elongated front handle that allows true one-handed control—ideal for tricks. Refined window placement gives excellent visibility, while the waist leash with swivel is a great addition and a nod to the premium feel of the wing.

Every wing is built at Ozone's Parapex factory in Vietnam, ensuring a consistent finish and high-quality construction, with excellent stitching and neat seams throughout.

Sizes: 2.4, 3, 3.6, 4.3, 5, 5.5, 6m

[CLICK OR TAP TO READ MORE](#)



BRAND ARMSTRONG

MODEL A-WING XPS MK II

YEAR 2025

"THIS WING HAS IT ALL. IT'S HONESTLY HARD TO IMAGINE WHERE WE'RE GOING TO GO FROM HERE."

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



AT A GLANCE

It's here - the highly anticipated A-Wing XPS Mk II has finally hit the shelves. After the success of the Mk1, it's no surprise everyone has been dying to get a hold of these wings. In this review, we'll let you know if it was worth the wait (spoiler alert - it was!).

Armstrong claims it's their most versatile wing to date, purpose-built for the full spectrum of modern winging, from flat-out freestyle and race course sprints to laid-back cruising and down-the-line wave gliding. With two years of focused development behind it, this wing has had every little detail thoroughly tested and explored.

At the heart of the redesign is the new Cross Panel Sail (XPS) layout, a technical canopy configuration that is designed to minimise distortion under load by aligning panel angles with the natural stress pathways in the wing. The result? According to Armstrong, this is a tighter, more efficient sail that generates power without compromising control. This should be particularly noticeable when accelerating, pumping, or handling gusty conditions.

[CLICK OR TAP TO READ MORE](#)



BRAND OZONE

MODEL FLUX V2 ULTRA-X

SIZE 5M

YEAR 2026

"A TOP-TIER
FREERIDE WING
THAT BLENDS
CUTTING-EDGE
MATERIALS WITH
THOUGHTFUL
DESIGN."

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



AT A GLANCE

The Flux V2 Ultra-X is Ozone's premium freeride wing, built with a full Aluula frame across both the leading edge and strut. Aluula is significantly lighter and dramatically stiffer than Dacron, giving the wing an ultra-crisp structure that resists distortion even under heavy load. The weight savings are immediately noticeable, especially during manoeuvres and when the wing is flagged out.

The canopy is Ozone's Teijin triple-ripstop, tensioned tightly for maximum aerodynamic efficiency and zero flutter at any speed. Like the V2, it features carbon composite handles with EVA grip, including the elongated front handle for actual one-handed flying. The window layout has been refined for excellent visibility. At the same time, the minimalist waist harness leash with a pre-fitted harness line comes standard, allowing riders to experiment with hooking in straight away.

Featuring a remarkably tight canopy design, the profile and shape of the wing are clearly visible. The frame is quite thick, which adds to its stiffness, while the wing's shape allows it to cut through the air easily.

[CLICK OR TAP TO READ MORE](#)



BRAND DRYROBE

MODEL ADVANCE LONG SLEEVE

YEAR 2025

"IT KEEPS YOU WARM, DRY, AND COMFORTABLE IN A HUGE VARIETY OF SITUATIONS"

TO VISIT THEIR WEBSITE, CLCK HERE



AT A GLANCE

The Dryrobe Advance Long Sleeve is one of those products that's become a familiar sight at beaches and car parks, and for good reason. It's a premium, top-of-the-range changing robe built from 100% recycled materials, with an outer shell of durable recycled nylon and an inner fleece lining made from recycled polyester. The fleece mimics sheepskin, giving it incredible warmth while still drying quickly after use. A high-quality two-way YKK zip runs the full length, allowing you to open the top or bottom independently for easy access when changing. There are plenty of thoughtful details: from taped seams that make the robe fully waterproof, to a generous fit that covers you while changing. You'll find useful storage options, including a waterproof phone pocket, a large inner pouch and external pockets, and adjustable Velcro cuffs on the sleeves. Add a sizeable hood for warmth and rain protection, and it's clear that the Dryrobe Advance is designed to do far more than simply keep you modest in a car park.

CLICK OR TAP TO READ MORE



BRAND MYSTIC

MODEL MAJESTIC

YEAR 2026

"STRIKES AN EXCELLENT BALANCE BETWEEN MINIMAL WEIGHT AND MAXIMUM SUPPORT."

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



AT A GLANCE

The Mystic Majestic wing harness is built around the innovative Bionic Core Frame, which strikes the perfect balance between stiffness and freedom of movement. It offers the back support you need during long sessions while still allowing natural body rotation when pumping or carving. The Fix Foam and EVA padding mould comfortably to your body and won't absorb water, meaning the harness stays light even when wet and dries quickly between uses. With the double Velcro closure system, getting in and out is simple and secure, regardless of your dominant hand. The injection-moulded sliding hook makes hooking in and out easy, with enough strength to handle serious loads without compromising fluidity. Add to that well-placed rear leash attachment points, and you've got a premium harness that ticks all the boxes for even the most discerning of riders.

ON THE WATER

The Majestic harness is easy to slip on and off, thanks to the double-sided velcro connection system. It's worth noting that we found it a little small; either that, or we've grown. So, definitely try one on first to ensure a good fit.

[CLICK OR TAP TO READ MORE](#)



BRAND MYSTIC

MODEL PONCHO EXPLORE

YEAR 2024

" IT'S A WEATHER-PROOF, COSY ALL-ROUNDER THAT'S ALWAYS READY FOR THE ELEMENTS "

TO VISIT THEIR WEBSITE, CLCK HERE



AT A GLANCE

Over the year, I've tested my fair share of ponchos and jackets, but the Mystic Explore Poncho has quickly become one piece of kit I just can't part with. Not only is it incredibly functional, but the flash blue one I got also means it's always easy to spot in the van and on the beach, no more rummaging around in the van! Plus, friends can easily find me, because, let's face it, you can't miss this thing! If blue isn't your colour, Mystic has nailed the colourways with eight more choices: Sand, Teal, Moss, Pink, Black, Slate Brown, Brave Green, Purple, and, of course, Flash Blue.

Performance-wise, the Explore Poncho really feels like Mystic thought of everything. It's fully waterproof and windproof, with 5K/5K protection, so even when the weather turns on you, you stay dry and warm. Inside, it's lined from hood to hem with a cosy recycled polyester teddy fleece that makes getting changed after a cold session easy and almost enjoyable! The fit is oversized, making it easy to pull on over wetsuits and layers. The adjustable sleeve cuffs allow you to cinch them down when the wind picks up,

[CLICK OR TAP TO READ MORE](#)



MOVIE NIGHT

The Tonic Mag website is packed with the latest news and videos. These are the four most popular videos that have been viewed on the site as voted for by you with your thumbs-up likes over the last two months!

#1

SWANAGE TO HIGHCLIFFE - UK DOWNWIND SUP FOIL GUIDE!

Landing at #1 is Jack Galloway ticking off a 16-mile SUP foil dream run! After a year of planning, the Swanage to Highcliffe route finally came together and the glide, the stoke, and the scenery were unreal!

190 votes

SWANAGE TO HIGHCLIFFE



[CLICK HERE FOR VIDEO](#)

#2

SPRING DIARIES

Coming in at #2, Guy Bridge drops a dreamy spring recap packed with wind, swell, and all-time UK sessions. With longer days and summer in full swing, this one will have you hyped to gear up and chase it wherever you are!

165 votes



[CLICK HERE FOR VIDEO](#)

#3

PARAWINGING PART TWO: JESSE RICHMAN'S TOP TIPS WITH THE POCKET ROCKET

At #3, Jesse Richman shares his go-to tips for getting into parawing! From early challenges to smooth glides, he's here to help you level up faster and maybe even fall in love with the Pocket Rocket.

160 votes



[CLICK HERE FOR VIDEO](#)

#4

MOLOKA'I 2 O'AHU (M2O) I BREAKING DOWN THE MOST ICONIC FOIL RACE

At #4, the M2O crew, Armie, Annie, Oskar and Anna, break down what makes this race legendary. From Ka'iwi Channel carnage to personal insight, it's a deep dive into one of foiling's wildest events.

151 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 Toby Gottfried for securing our Readers Gallery spot in this issue!

Thirteen years ago, when I started our surf and kite centre in Theologos, I never imagined I'd be wing foiling here one day. Now, gliding over the turquoise waters with the Halo Pro and riding the swell on the Roma-S 90L has become one of my favourite parts of the day. The conditions here still blow my mind, and I'd love for everyone to come and experience this place with us." – *Toby Gottfried.*

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RIDER ALBY RONDINA
PHOTO JAMES BOULDING



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