

AIR RACE

Mit schlanken Freeride- und Freeracefoils verlierst du beim Angleiten gegenüber großflächigen Superliftern oft nur einen kleinen Hauch – wenn du größere Segel einsetzt. Der anschließende Speedgewinn ist dagegen sehr deutlich, wie dieser Test zeigt.

TEXT: SURF-TESTTEAM FOTOS: LAURA DUSCHEK / STEPHAN GÖLNITZ



Für Vergleichsfahrten beim gewünschten leichten bis mittleren Wind mussten wir mehrere Tage vor der – unüblich starken – Ora von Torbote nach Malcesine flüchten.



Foils like the Starboard Race with an 800mm front wing are also great for freeracers.

AND

The developers fight against the laws of physics forever. And also with foils are buoyancy and wi resistance, as with all profiles subjected to the flow, are inextricably linked. Unfortunately, in principle, the two important variables in product development work in opposite directions.

For foils this means: either a lot of lift low speed or little resistance at higher speeds.

The ideal wing size for windsurf foils is roughly between 600 and 1700 square centimeters of front wing area. Everything above that belongs mostly in the Wing Foil department. The larger the wing, the smaller the sail used can be. On a 1700er

With a little action, the front wing can take off even with sails of a good five square meters at three Beaufort. The pressure Larger sails of seven square meters and more would not tolerate such large and usually thick wings at least from a good four wind forces. Then the resistance becomes too great, the wing just wants to go up - or shows other problems. Conversely, very small wings of less than 800 square centimeters need a lot of speed to produce enough lift. So one or two knots more wind, big sails and diligent pumping until the start. From about 800 to a good 1000 square centimeters is after un

test impressions of the freerace area for surfers between 75 and 95 kilos. Foils like the very efficient looking 1050 Gun sails also cover easily test the wind – and become ones on top of that very fast. With only 850 square centimetres, the F4 Freerace requires a he

noticeably longer runway in order to achieve the required take-off speed. On the other hand, there is a threat of fines for exceeding the speed with such foils in towns and cities, which you don't have to worry about on a thick early gliding foil. Even smaller wings are classified in the race segment. Because when hobby surfers get flying on a 600 racefoil, the wind is actually enough for fins to go full throttle.

» On the foil, the adrenaline release for the speed rush starts two wind forces earlier than with a fin. «

Light wind performance

With 7.0 sails, almost all of the foils met our light wind expectations – with the F4 Freerace, RRD Dynamic, NeilPryde FR and Starboard Race models requiring a little more active support in order to achieve the necessary speed. The GA Hybrid, Gunsails Hy-Foil, Fanatic Aero Free and Slingshot Phantasm convinced - also in relation to the actually small area - with a lot of power and performance even with the slightest breeze.

The speed rating

For the finest differences in the representation we did not do this test. one on the other hand, some differences are so clear that the foils actually play in completely different classes. On the other Page will unlock the potential of non-racers probably only maxed out as much as it the controllability of the foil allows. So the F4 Freerace pretty much certainly offers that



TEST FOILS: FREERIDE & FREERACE

higher potential for speeds well beyond 40 km/h than the Starboard Superflyer. On the other hand, very high speeds can be achieved much more easily and perhaps in the first place. The speed potential is therefore to be seen as a somewhat flexible range, which – heavily dependent on driving ability – can be extended upwards.

Save a lot of money with aluminum poles
The sometimes considerable prices are often owed to the carbon masts, which are also well over 1000 euros of the total price can make out. Fortunately are Aluminum masts are often also available. carbon masts are often a bit thinner and therefore in the last high-end segment with one



The foils from Fanatic (above) and Naish (below) being tested in Malcesine/Gardasee.



SIGHTED

Bags like those from NeilPryde (1) offer plenty of space for additional accessories, but the padding in between is firmly sewn and cannot be used for the mounted foil. Slingshot likes that much better (2). Both wings and the mast can be easily packed with the separate protective covers, even on the assembled foil. The foil is also perfectly clad and protected from the sun at RRD (3). Naish and Fanatic also supply similar separate cases. The aluminum "spacers" on Indiana (4) allow different angles of attack for the rear wing, Starboard supplies

well integrated plastic inserts (5 + 6). NeilPryde comes with extra thin washers (see photo on page 42), which doesn't look as elegant, but works – and can also be used with foils without the supplied spacers. The 2xUS to Tuttle adapter from Slingshot (7) fits snugly, offers longitudinal trim options and is also compatible with some third-party foils with 2xUS heads with the same bore spacing. Other brands rely on various, separately ordered head pieces for their aluminum masts, such as the GA (8) or F4 (9) shown here – but also Gunsails, Indiana, NeilPryde or Starboard. Slingshot also supplies grease and Teflon tape (10) to prevent corrosion of the screw connections.

or two percent more potential blessed. Even aluminum masts are sometimes stiffer our tests were - at least for the freerace use - the aluminum masts none note disadvantageous properties. So there is definitely a big savings potential here al available.

Appropriate sail sizes
Depending on the wing size, foil windsurfing starts at the lower wind limit with sails well under ~6 square meters - or just with 7.0 and larger. Our 7.0 sails suited the conditions and the foils well, larger sails are on the

most foils possible. Only on those from Indiana, Naish, Slingshot, on the F4 Freeride, Starboard Superflyer and NeilPry de Glide would we consider the 7.0 as the upper limit, because these foils can hardly convert additional power, and those

controllability suffers.

Continue on page 39

TEST FOILS: FREERIDE & FREERACE

F4 Freerace Carbon



With its stretched, narrow wings, the **F4 foil looks** very sporty and also shows this impressively on the water. Extreme on all axes rigid construction is also very di in practice rect. The very solid looking mast hardly bends, the foil always looks predictable. It can be done not only edge well on a close-hauled course (not quite as extreme as the GA), but also hold in a controlled manner on half-wind courses. Changes in height trim are harmonious and therefore easily predictable. With little resistance and almost silently, the F4 Freerace established itself in the absolute top group in the speed comparisons, with a comparatively relaxed flight attitude - with probably even more speed potential than the Starboard Race. The foil was impressive when foiling in sport mode, even with larger sails of 7.0 and more. Then the slightly higher required take-off speed is reached more quickly and you have enough pressure in the sail before the jibe. Because gybing can be done in a controlled manner and with sufficient buoyancy – but only with sufficient speed. The foil is also optionally available with an aluminum mast, which saves a whopping 1214 euros. Conclusion: A very stable

Price: 2819 euros

Technical specifications
Weight*: 5.4 kg
Frontflügel: 850 cm2 / 90 cm
Rear wing: 210 cm2 / 42.5 cm
Fuselage/total length*: 97.5 / 99.5 cm
Mast*: 96,5 cm
Boxsysteme: Deep Tuttlebox



+ Speed potential, good control
o Price

F4 Foils Europe, Tel.: +46732462222
www.f4foils.com

The carbon mast is made of one piece including the top freerace foil is lavishly screwed on.

F4 Freeride Aluminium



The difference between Freeri could be bigger de and Freerace hardly fail than between the two F4 foils. In our estimation, the F4 Freeride tends to fly between pure maneuver foils and the freeride entry class. The foil starts extremely early and preferably with sails under 6.0 square meters. Standing upright and without edging as a real option, the surprisingly thin wing with the compact outline rustles comfortably through the water, glides through the biggest lulls and offers lift in the jibe almost to a standstill was standing. Fetched you, with pressure in the sail, the foil reacts quite nervously about the transverse axis, in the relaxed cruising mode, on the other hand, the foil adapts to the relaxed mood. Even if the wide wing pierces the surface, this is not immediately acknowledged with a stall, but the foil slides on the surface like a stone thrown flat, dives in and the ride continues. The foil is easy to pump with the legs, allows slow, wide maneuvering radii, on the straights there is hardly any freeride feeling despite a little more speed than with the Starboard Superfly. Conclusion: A maneuver and cruising foil.

Price: 1475 euros

Technical specifications
Weight*: 5.52 kg
Frontflügel: 1400 cm2 / 77,5 cm
Rear wing: 228 cm2 / 38 cm
Fuselage/total length*: 83 / 89.5 cm
Mast*: 84,5 cm
Boxsysteme: Powerbox/Tuttlebox



+ Light wind, maneuvers, cruising
o Hardly any freeride feeling, speed potential

F4 Foils Europe, Tel.: +46732462222
www.f4foils.com

The box systems are interchangeable, and there is another adapter between the mast and the fuselage.

TEST FOILS: FREERIDE & FREERACE

FANATIC Aero Free WS 1000



With a weight of only four kilos , Fanatic achieves a very stiff full carbon construction with all parts so are connected to each other. This is maximum Efficiency in the product design - and this is also reflected in the driving characteristics. With the 1000 mm front wing, the foil generates a lot of lift very early on for the best light wind use. Because even with little wind, the board can be on this foil with only pump out of the water onto the wing once or twice and edge against the wind even at medium speed. The buoyancy is always quite plentiful, but controllable. It achieves good speeds in the front midfield, takes off earlier than the even faster but smaller wings - and offers significantly more lift in the jibe. When maneuvering, you tend to try to keep the nose of the board down, so with good technique you can foil completely even in very light winds. You are always on the straight, too

somewhat concerned with height control. But not in the stressful area, but at an acceptable level and without unpredictable reactions of the foils Conclusion: A sporty, good mixture of freeride and freerace for ambitious foilers.

Price: 2188 euros

Technical specifications

Weight*: 4.04 kg

Frontflügel: 1000 cm2 / 84 cm

Rear wing: 215 cm2 / 36 cm

Fuselage/total length*: 90 / 94 cm

Mast*: 88,5 cm

Boxsysteme: 2xUS

SPEED POTENTIAL

EASY FOILING

MEDIUMTOP

+ Weight, stiffness, sporty feeling

o -

- -

Boards & More GmbH, Tel.: 089/666550
www.fanatic.com

Head and mast are glued, the other connections are screwed solidly.

Weight doesn't matter much

In contrast to surfing with a fin, where every half a kilo of board weight is noticeable, the foil and board weight play a much smaller role after the passage to the water. The factor of the inert mass is almost completely eliminated with the smooth, constant movement of a foil.

This is how we tested

All driving impressions are from Ver same sails with identical sails, supported by GPS recordings. We have checked the most important technical data. We measure the mast length as the visible length from the bottom of the board to the top of the fuselage. We measure the total length along the fuselage –

so including possibly further above stationary wing parts as with NeilPryde, for example on the front wing. Backward curved wingtips of the rear wing like the Naish Wind Wing are not taken into account.



CAUTION: EXTRA SHARP

The Racefoil gave us a ride on the razor blade in demanding, wavy conditions. On the regatta courses, the NeilPryde 70 with a front wing that is only around 600 square centimeters is the measure of things, but should be used with a lot of caution for hobby racers – to the point of not recommendable. The small wing only takes off from about 20 km/h, its lower cruising speed is about where a thick freeride wing already reaches its top speed. Upside potential? Open! However, the small wing reacts very sensitively to – intentional and unintentional – loads and thus opens up maximum potential for the very experienced racefoiler. But only with big sails, a lot of sensitivity and a lot of practice.



Racefoils under 700 cm2 require a lot of practice.

GA Hybrid HP 1050



With a price that makes it much easier to get started with windsurf foiling, GA is launching the hybrid with the slim aluminum mast. The 1050 Front wing lifts very early and offers good stability in flight. The lift that increases noticeably when the wind picks up can also be kept under control in a well dosed manner. The quite voluminous wing clearly indicates its speed limit below 40 km/h, but up to that point it appears sporty and fast with the option of effectively pulling up high with good edges. It clearly sets itself apart from the leisurely foils such as the Superflyer from Starboard or the Freeride from F4 on the more sporty side. It is particularly popular with foil jibes, which can be initiated with a lot of speed. Whereby it stably holds the course and

even with small wobbles during the foot change or if you lose speed in a turn, maintain a good altitude for long enough. The FR 900 wing, which was also tested, takes off noticeably later and then charges extremely strongly, which makes control more difficult in comparison. Conclusion: Hybrid is not only the carbon-aluminium mix of the construction of the mast and wings, but also the successful mixture of freeride and freerace - if you want more, reach for the phantom.

Price: 1129 euros

Technical specifications

Weight*: 5.36 kg

Frontflügel: 1050 cm2 / 76 cm

Rear wing: 303 cm2 / 44.2 cm

Fuselage/total length*: 89.5 / 92 cm

Mast*: 84,5 cm

Boxsysteme: 2xUS/Deep Tuttlebox/Powerbox

SPEED POTENTIAL

EASY FOILING

MEDIUMTOP

+ Controllability, jibing, price

o -

- -

Newsports GmbH, Tel.: 0223/4933400
www.ga-foils.com

The rigid aluminum mast allows the installation of different box adapters (left).

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We would be happy to advise you.

info@surf-action.com or Tel: 089-628167-0

TEST FOILS: FREERIDE & FREERACE

GA Phantom SL 850



The Phantom is quite an impressive device

- with the towering mast, the eternally long fuselage and the massive carbon wings. The ability to foil extreme angles is particularly impressive in comparison. Of course the foil is too fast – it is one of the fastest, but cannot quite offer the smoothness of a F4 Freerace or Starboard Race in half wind. There's more on the GA

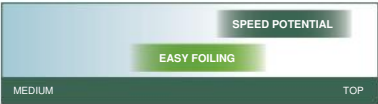
Brainwork required to stay in control. But if you luff with the GA, you are in the field of all freeracers hastened quickly. The foil can be edge so that your body is almost hanging in the water - more extreme than all other foils in this group. The buoyancy can be controlled well with committed forward lean, large sails are preferred on this foil. With a 7.0 or 8.0 sail you also hide the fact that the foil needs a little more speed to take off and you bring the necessary pressure with you for fast foil jibes. Because in the jibe it stays on course, but needs a good basic speed, like the other foils with wings under the 900 mark. Conclusion: A very high-performance freerace foil that masters even the steepest courses upwind.

Price: 2399 euros

Technical specifications

Weight*: 5.82 kg
Frontflügel: 852 cm2 / 88 cm
Rear wing: 300 cm2 / 45 cm
Fuselage/total length*: 109.5 / 111.5 cm
Mast*: 90 cm

Boxsysteme: DeepTuttlebox



+ Speed, Höhelaufen, Freeracefeeling
o -
- -

Newsports GmbH, Tel.: 0223/4933400
www.ga-foils.com



The angle of the rear wing can be adjusted with different adapters (right).

Price: 899 euros

Technical specifications

Weight*: 5.4 kg
Frontflügel: 1050 cm2 / 90,5 cm
Rear wing: 316 cm2 / 48.2 cm
Fuselage/total length*: 95 / 95.5 cm
Mast*: 82,5 cm

Boxsysteme: Tuttle-/DeepTuttlebox/2xUS/Powerbox



+ Light wind, speed potential, control
o -
- -

Gun Sails GmbH, Tel.: 06893/801132
www.gunsails.com



Solid connections and well sorted screws.

INDIANA HP 1050 X-AR



Indiana provided us with **two complete set-ups** . We found the best trim with the wing sizes 1050/520. This allows for fast and quite comfortable cruising. The board is super stable in the air on the longitudinal axis, but very lively on the transverse axis. This characteristic offers maximum potential for pumping with the legs, which means that you can do this better in lulls, even with no foil. Sail and board pumps can also be combined well when planing and a very early take-off can be initiated. That's almost how the set looks

more like a wing foil used in windsurfing. Even with maximum aft angle of attack (+2 degrees) the board requires additional load over the back foot to keep the nose up with the sail held tight. With a more upright surfing posture and only moderate sail power, the foil appears much more stable and better trimmed. We would therefore rather fly it with smaller sail sizes and a bit underpowered, because it has plenty of light wind potential.

The foil can hardly be edged on straights, and the radii are wide when jibing, but with a lot of potential for planing through. Conclusion: Comfortable light-wind freerider for smaller sail sizes.

NAISH Wind Wing HA 914 Carbon



The sporty high-aspect upgrade is likely especially one for Naish fans of the first hour of foiling be an interesting alternative. Compared to the classic Wind-Wing 1150, the somewhat smaller, but sporty, stretched version needs at most a touch more wind, but then it becomes clear more quickly. In this field, the HA 914 offers a balanced combination of an early lift, a lot of "easy foiling" and enough speed. At least the sporty freerider will enjoy the speed. However, the foil continues to follow the well-known Naish philosophy: not necessarily for giant sails or for a riding style with a strongly edged board developed.

If you want to lean upwind in race mode, you shouldn't be tempted by the aggressive look, the Naish doesn't offer the necessary counter pressure. It prefers the fairly flat gliding position and reaches its speed more elegantly, with little effort and a more upright sail position on the board. The high-gloss 100 percent carbon mast looks very classy, but also drives up the price. A Carbon 30 is included in the package for 620 euros less. Conclusion: A fast foil for light and medium wind. Rather for

brisk freeriding than for free racers.

TEST FOILS: FREERIDE & FREERACE

Price: 1699 euros

Technical specifications

Weight*: 5.2 kg
Frontflügel: 1300 cm2 / 95,5 cm
Rear wing: 354 cm2 / 52.5 cm
Fuselage/total length*: 90 / 94 cm
Mast*: 91 cm

Boxsysteme: 2xUS/Deep Tuttlebox/Tuttlebox



+ Light wind, pumps, wide jibes
o -
- -

White Wave GmbH, Tel.: 0041445868618
www.whitewave.ch



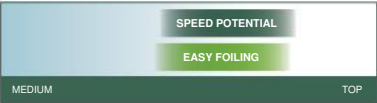
The connecting elements look very sophisticated, especially between the mast and the fuselage.

Price: 2538 euros

Technical specifications

Weight*: 4.98 kg
Frontflügel: 914 cm2 / 87 cm
Rear wing: 280 cm2 / 45 cm
Fuselage/total length*: 95 / 101.5 cm
Mast*: 95 cm

Boxsysteme: 2xUS/Deep Tuttle (m. Adapter)



+ Light-footed, fast
o -
- -

Kailua Sports, Tel.: 0431/53020200
www.naishsails.com



NEILPRYDE Glide Wind HP 13

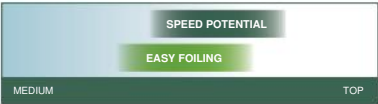


The color matching between foil and current foil board does not reach a mark like Neil Pryde and JP. The gold anodized fuselage also looks very elegant on its own. on the water the executive plane needs a few more meters for the take-off process when driving passively - and a little more strain on the rear foot. With active pumping over your legs, on the other hand, the foil can be lifted up even with very little wind. The agile position around the transverse axis makes it easier to pump or jump, but requires more attention in the cockpit when cruising. In gusts, the foil wants to be actively controlled. Those who are tired at the fork will quickly be woken up by the lively behavior of the foil. In the jibe it wants to be held up by the tail load, but then offers a lot of lift even when flying very slowly when jibing. In terms of speed, the Glide offers a little more potential than the Starboard Superflyer, but not its extremely easy flight control. In the end, both play in the moderate freeride league, because the foil cannot be edged hard enough for freerace demands. Conclusion: A light wind maneuver foil, more for smaller sail sizes.

Price: 1278 euros

Technical specifications

Weight*: 4.76 kg
Frontflügel: 1300 cm² / 80 cm
Rear wing: 220 cm² / 38.5 cm
Fuselage/total length*: 80.5 / 82.5 cm
Mast*: 84,5 cm
Boxsysteme: Powerbox/Tuttlebox/2xUS

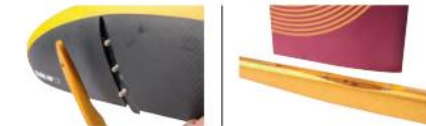


+ Maneuvering, Cruising

o -

- -

Pryde Group GmbH, Tel.: 089/6650490
www.neilpryde.com



As with the FR 90, all connections are designed for good flexural rigidity.

NAIL PRIDE FR 90



The FR 90 cannot hide **some racing genes** : the elegant connection of the front wing is the same as on the super-fast SLR, and the arrangement of the wing and the mast on the fuselage are also strongly based on its design. In the launch phase, the foil needs a bit more speed than a gunsail, but launches earlier than the star board race. So you can put your feet in the Sort loops before the foil takes off. The flight attitude remains agile around both axes and requires a somewhat experienced pilot - but also opens up a very high speed potential. The foil tends to pull the nose down, which can be compensated for with rear foot loading - and is similar to normal glide windsurfing. Also two Tues

Punched discs for more angles on the rear wing do not change this character. When initiating the Hal A nimble foot is therefore also required in order to immediately put weight on the back of the board again after slipping out of the tail loop. But then are fast foil jibes possible. On the straights, the board edges up moderately. The masts of the first Series whistle very loudly, an exchange is planned. Conclusion: Fast, agile foil with slightly higher demands.

Price: 1378 euros

Technical specifications

Weight*: 4.78 kg
Frontflügel: 1000 cm² / 90 cm
Rear wing: 225 cm² / 40 cm
Fuselage/total length*: 83 / 90 cm
Mast*: 83,5 cm
Boxsysteme: Powerbox/DeepTuttlebox/2xUS



+ speed potential

o More demanding to foil

- First mast series "whistle"

Pryde Group GmbH, Tel.: 089/6650490
www.neilpryde.com



The angle of the rear wing can be adjusted using small plates (centre).

RRD Dynamic WS Alu Set



The RRD impressively shows that even a cheaper foil with an aluminum mast can deliver a sporty feeling and performance. The 85 mast is stiff and can be adapted to different box systems with different adapters. The small wing requires a bit more speed to take off - so bigger sails or pumping help - like an F4 Freerace or Starboard Race. In low flight it responds well to foot control, seems lively around the board's longitudinal axis, but fairly stable and comfortably moderately responsive around the critical lateral (up-down) axis.

It is easy to edge and move in race mode with pressure on the front wing. The speeds are good from medium pressure in the sail. With a lot of speed it prefers to jibe, it keeps the cornering position and the flight altitude stable. But speed is the order of the day, the sleek foil is not a base for slow-motion manoeuvres. The flight position is well trimmed, there are no adjustment options - the foil harmonized perfectly with our 7.0 test sail. In gusts, the buoyancy increases, which can be easily controlled by loading. Conclusion: Sporty, fast foil for larger sails or a little more wind.

SLINGSHOT Phantasm



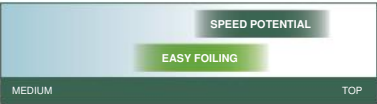
As with a jeweller , the Slingshot is presented in the finest packaging. The 12-component carbon mast (aluminum masts are available from 309 euros) comes in its own robust and stylish bag. On the water, the Slingshot has a lot to offer, especially in the lower and medium wind range. With an area of a good 1200 cm², it goes into flight with minimal pumping assistance and only runs a little unsteadily for the first few meters, in the impressive acceleration phase. However, it stabilizes more and more and offers a lot of speed with good controllability in the entire light wind spectrum. Silently and with very little drag, the foil actually seems to fly through the water, while the long mast creates a very sublime feeling. It reacts calmly, moderately and well controllable at altitude.

The foil offers the best gliding through in lulls as well as in the jibe – and allows sporty, fast turns, but also carries through leisurely jibes for a very long time even at low initial speeds. The foil cannot be used on the straight extreme edge, but convinces with an average speed that feels unaffected by lulls. Conclusion: Sporty, elegant light wind foil.

Price: 1499 euros

Technical specifications

Weight*: 5.65 kg
Frontflügel: 768 cm² / 84,3 cm
Rear wing: 281 cm² / 50 cm
Fuselage/total length*: 110 / 110 cm
Mast*: 83,8 cm
Boxsysteme: Tuttlebox/2xUS



+ Speed potential, control

o -

- -

Pryde Group GmbH, Tel.: 089/66504932
www.robertoriccidesigns.com

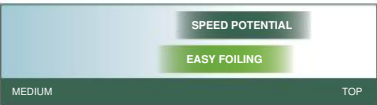


The fuselage is screwed four times, the adapter is suitable for Tuttle and double US.

Price: 2408 euros

Technical specifications

Weight*: 5.1 kg
Frontflügel: 1263 cm² / 92,5 cm
Rear wing: 280 cm² / 40 cm
Fuselage/total length*: 87 / 88.5 cm
Mast*: 104 cm
Box systems: 2xUS/Tuttlebox (with adapter)



+ Light wind, speed potential, control

o -

- -

SSB Handelsagentur, Tel.: 0431/3180295
www.slingshotsports.de



Everything with an elegant look: The high-quality screws are even engraved (centre).

TEST FOILS: FREERIDE & FREERACE

STARBOARD Race Evolution



are you still writing Or are you already foiling? This little one Starboarders must tease themselves at work on their device, which is to be screwed particularly thoroughly. However, the small loss of time can easily be made up for on the water. Then the Race Evo convinces with very good speed, combined with very easy controllability. It's not like that with any other foil

easy and safe to reach such high speeds beyond 40 km/h. Above all, it keeps in the height control his position without much effort and conveys maximum security. Each rise and fall is predictable and fails enough time to react. It can be edged upwind very well and thus conveys a very sporty freerace feeling with very good upwind potential, which is also reflected in objective speed measurements. With a little pump support, it starts properly and flies long and calmly in turbulence. On land, the long mast and the long fuselage are somewhat unwieldy, on the water this ensures flight stability and very good reserves at altitude. Conclusion: A high-priced but also very high-quality foil with the very best freerace potential.

Price: 2768 euros

Technical specifications

Weight*: 5.8 kg
Frontflügel: 800 cm2 / 80,3 cm
Rear wing: 255 cm2 / 40 cm
Fuselage*/total length*: 111.5 / 113.5 cm
Mast*: 95,5 cm
Boxsysteme: Deep Tuttlebox



- + speed, controllability
- o price, somewhat "bulky" on land
-

APM Marketing GmbH, Tel.: 08171/387080
www.star-board.com



The carbon mast is carefully screwed on. An aluminum mast is alternatively available.

Price: 2669 euros

Technical specifications

Weight*: 5.0 kg
Frontflügel: 1300 cm2 / 82 cm
Rear wing: 330 cm2 / 59.5 cm
Fuselage*/total length*: 98.3 / 100.8 cm
Mast*: 85,5 cm
Boxsysteme: Deep Tuttlebox



- + Light wind, "Easy Foiling", control
- o Limited speed potential
-

APM Marketing GmbH, Tel.: 08171/387080
www.star-board.com



Screw connections are solid, the adapters for different angles on the rear wing are elegant.

STARBOARD Superflyer Carbon



Flying in a hot air balloon is probably **easier and calmer** than with the Superflyer. After one, at the latest two, courageous pulls on the sail, the 1300 wing lifts you up and then keeps course and altitude almost as stable as the Wuppertal Suspension Railway. Gusts or false loads? Of course, the foil reacts to this - but in super slow motion and with the smallest deflections. This characteristic also accompanies you through the jibe, small or major load errors bring the foil only a little off course - changing feet is easier than on all other foils. However, the Superflyer clearly belongs to the freeride class and not to the freerace category. The foil can be easily loaded with a template and at least slightly edged. You achieve this

A good angle, but no breathtaking speeds: the 1300 square centimeters of well-lined front wings have a built-in top speed on all courses, which does not limit the comfort-oriented freerider, but is clearly too low for a budding freeracer.

The ideal sails are no larger than a maximum of seven square meters. Conclusion: Extremely comfortable Free ridefoil mit dem Prädikat "einfachste Foilhalse".



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