

APPLETREE MIDLENGTH V2

A lot has happened to foiling in the last year or so, probably most notably the steady growth and implementation of parawing. Boards have adapted in parallel with midlengths becoming somewhat of a necessity. Many of those adopting or transitioning into parawing are weaving it in alongside their wingfoiling gear when the conditions are appropriate. Selecting a board that works well for both disciplines is quite critical, with a primary focus on the board accelerating and initiating the foil as easily as possible. People want to upsize slightly from their wing board to maximize that occasionally (very) tricky parawing low end, but not then feel like they are riding a massive barge to ride once foiling.

If you're not aware, Appletree have their own bespoke factory in Portugal, and have the ability to react fast to the market trends we're currently experiencing. In the case of the Midlength they've updated it quite promptly and significantly from the previous version.

Volumes all end with a 7 as previously, and 10l increments stretch from 37l to 107l covering a multitude of potential disciplines, smaller boards being prone and foil assist friendly, and mid sizes branching into wing and parawing, and one extra size over last year on the 107l.

The Midlength V2 is a significant update from the previous model, and on close inspection is both visually and technically quite a different beast. The hull shape has a gentle three-stage flat section around the long foil box, which has been moved further towards the nose of the board; the beveling is less aggressively angled as it runs into the nose section, meaning it catches less if a wave glances it sideways.

The top of the deck now sports a more pronounced concave which helps bury your front foot, and makes an agreeable relative angle to the foil, the nose has a gentle domed shape with some volume hidden here. The deck pad has been upgraded yet again and is a 3mm thick EVA with the corduroy grip running nose to tail direction; in the front area it has a gentle slope to let you know where the front of the pad is, without looking down. Footstrap inserts are optional, arranged in a Y configuration and are placed relatively centrally combined with the long foil box for maximum cross-brand foil compatibility.

Appletree have long been known for their vacuum-infused full carbon construction, with waterproof closed-cell foam, however they've recently implemented a new surface coating they've coined Coat 25. This replaces the previous hot coat (saving 8-10% weight wise) and improves durability and scratch resistance. After dragging it in and out of a sandy Sprinter for several weeks it still looks pristine, and this is quite a big improvement over the previous finish. Near the leash point is a NFC tag to register your board to a database in case it's lost or stolen.

Our test board came in 87l, ideal as a wing and intermediate parawing

crossover for a 92kg rider. It sinks enough to avoid the corky feeling but there's still some meat to stand on if you're a little underpowered. Knee starting the board, as soon as there's a little pull from your chosen propulsion method, it shoots forward eagerly like a miniature canoe. It's easy to get to your feet and the board accelerates in an efficient manner engaging the foil as quickly as possible. Once up and foiling, due to a combination of the minimal width and forward foil box position, it's a board that disguises its volume impressively. In flight it feels like a much smaller and livelier board than it should. The volume distribution means the nose sits a little higher in the water than the previous model, which means much less chance of sinking it with bad technique or frantic parawing leg pumping. We were blown away with how balanced the board felt through foot switches; get your foil position right, and it flies true in pitch when unweighted, making your life easier in more disturbed water states. The innate stiffness of the vacuum-infused construction translates the feeling of the foil immaculately and with the plethora of UHM masts available at the moment, it would be rude not to pair it with something unashamedly high end. Throwing the board into wind through tack or riding a wave in the offshore, the streamlined nose shape noticeably pierces the wind and minimizes your drag on the wave face.

Elegant to look at, and elegant to ride, the Midlength V2 is a masterpiece of an update, broadening its use across disciplines and aligning perfectly with the evolution of our sport.

APPLETREE MIDLENGTH V2			
TAKE OFF		ROLL STABILITY	
TOUCH DOWN		FORWARD/BACKWARD STABILITY	
PUMPING		GENERAL PADDLING STABILITY	
SURFACE TRACKING		SURFACE TRACKING	



KT ARC

When the call comes to test a new addition to a lineup, it is hard to pass up even on a tight schedule, so we jumped at the chance to test the all-new KT Arc, a surf-style board designed for parawing, wing, prone and foil-assist riding. The board comes in six sizes, ranging from 48L to 98L. For this test, we chose the 68L, which puts us right around a 1kg-to-1L ratio.

Its carbon construction is an immediate eye-catcher, featuring a unique layup that creates a striking, high-tech aesthetic, complemented by a fiberglass window specifically integrated to support foil-assist hardware. What really impressed us, though, was the sheer versatility in strap configuration. "Versatility" is the word that best defines this board, with a wide range of strap placement options. You can go for a centered setup or shift towards a more heel-side position, particularly appealing for wingers. KT also includes multiple strap options: a V front strap as well as a single front strap, allowing riders to fine-tune their setup to match their style. For those who prefer to go strapless, the board can be ordered without inserts, shaving 400 grams on what is already a lightweight build. Every element of the board's shape serves a clear purpose and has been meticulously thought out, highlights include the flat, streamlined double concave tri-plane hull, along with carefully tuned nose and tail angles. Now let's get into the part that really matters: the performance.

Typically, when testing new gear, we prefer to pair it with familiar hardware to ensure our focus remains entirely on the new component. However, given our packed testing schedule lately – just look at how many reviews we've been putting together – and the tight window for these last-minute additions forced us to combine this board with a brand-new wing. We headed out, and within five minutes of riding, something clicked: we hadn't thought about the board at all. Not once. That realization made us stop in the middle of the ocean. The whole experience had been so smooth and effortless that the board simply disappeared beneath us and from our minds, which, in many ways, is the highest praise you can give. Yeah, it's that good. With that in mind, we reset and approached our first conscious waterstart, paying close attention to every detail about the board. That's when it all made sense. Despite its relatively narrow, mid-length shape, and let's not forget our choppy conditions, finding balance is incredibly easy. Getting into position felt natural and intuitive and acceleration happened without any drama, gaining speed almost autonomously, and with minimal input. Even combined with a "lifty" foil, the Arc's nose is already eager to rise clear of the water. Once in flight, the KT Arc becomes a true "flying carpet", an extension of the rider that requires no conscious management. Every aspect of the construction and shape works together to deliver a very smooth and forgiving experience, both during waterstarts and while riding. After heading upwind to our usual spot,

we managed to catch a few waves and that's where the board truly shines. It delivers direct feedback, responds quickly and allows for tight, controlled turns. What stood out most, though, was its ability to recover: even when we lost speed or made a mistake, the moment the board touched down, it regained speed almost instantly, allowing for a seamless transition back onto the foil.

We managed one more session before writing this review, this time with a parawing in very light wind. Going in, we were confident and the board didn't disappoint. Despite being a mid-length design, it maintained the same agility and balance we experienced earlier on the wing. Quick takeoffs and impressive stability, even in choppy conditions, really stood out as its key strengths.

So, who is this board for? Thanks to its near-infinite footstrap configurations and effortless speed, the KT Arc is a perfect match for any intermediate to advanced rider who likes to mix disciplines and wants a single board that delivers strong performance across all of them. We didn't test the larger sizes, but it's fair to say they could also be a solid option for beginners stepping into parawing, offering extra volume and stability to ease the learning curve.

KT ARC			
TAKE OFF		ROLL STABILITY	
TOUCH DOWN		FORWARD/BACKWARD STABILITY	
PUMPING		GENERAL PADDLING STABILITY	
SURFACE TRACKING		SURFACE TRACKING	



DUOTONE UNIT SLS 2026 CONCEPT BLUE

The SLS model sits in the middle of Duotone's wing range from both a price and performance basis, with the full Aluula framed D/Lab version as the flagship, and the standard Dacron UNIT below it. The UNIT sits in the range as the allrounder, with the Float more wave biased.

The material choices and placements are interesting, with a garnish of Aluula being utilized in the center of the leading edge where stiffness is most important. This then fades out into a Penta TX performance Dacron running into the wingtip tubes and the strut which makes up the majority of the airframe. The canopy is made of a mixture of MOD3 and MOD3S, which has a noticeably high level of silky coating and repels water well.

The Concept Blue means this wing has a lower environmental impact. They've achieved this in a number of ways, most obviously by using no dye in the sailcloth, which explains the shiny white colorway. This in turn reduces the amount of water used in the manufacturing process. The plastic parts, one pump clips, valve caps are all made from 50% post-industrial recycled plastics. Even the bladders are up to 57% bio-based carbon content. These are all definitely steps in the right environmental direction.

The handle system is an optional at-point-of purchase, and you can choose between twin handles or a boom. These bolt on and off with a Torx tool, and utilize four threaded inserts sewn into base plates on the struts. Blanking plates are available to cover the redundant bases if you go for a boom. This continued choice of handles or boom is great to see, as many brands are just opting for fixed booms now, forcing riders down one path. Being able to fold the wing in half and stuff it in a backpack can be very practical in term of storage and travel, and handles definitely have their place. The leash is an optional extra to allow rider choice between Duotone's straight or coiled versions or something aftermarket.

Interestingly, rather than have a piece of ripstop to control the profile like many freeride wings, the UNIT has an angled strut which is sewn directly to the canopy. This ensures a very direct feel and controls canopy tension effectively, and also has the benefit of angling the handles towards you for improved ergonomics. Two canopy battens per side are elegantly stitched and control any potential trailing edge vibration effectively. Minimal twin windows keep weight down, and give a decent view of any action fore and aft.

In the hands, the UNIT feels refined and simple to use. The canopy ten-

sion is even throughout the wing, and well managed and even over the entire profile, which is crinkle free as soon as you inflate it. This translates to a smooth power delivery throughout its wind range, which is extended on previous models. There's no front-stall characteristics, and we go as far as saying this is the most balanced Duotone wing we've tested. When flagged the mid-level of dihedral flies passively on the neutral handle and makes an easy job of wave riding, eliminating any sideways rocking or oscillation. The Fusion handle interface and grip is oval shaped and notably comfortable with a good balance between grip and comfort.

Overall the UNIT in SLS flavor is a very sensible choice from the range, if you want a step up from standard Dacron in materials. It stretches the range of use and performance for a relatively modest price increase, including a garnish of Aluula where it's most important. It's an excellent update of a now long-established product line, which can be thrown into a multitude of situations with confidence.

DUOTONE UNIT SLS 2026 CONCEPT BLUE			
POWER DEVELOPMENT		OVERALL STABILITY	
DEPOWER ABILITY		UPWIND PERFORMANCE	
RESTING STATE ABILITY		SETUP SPEED	
AGILITY		DURABILITY	

