



Proudly  
presenting the

*Summit XC 2*

LTF/EN C

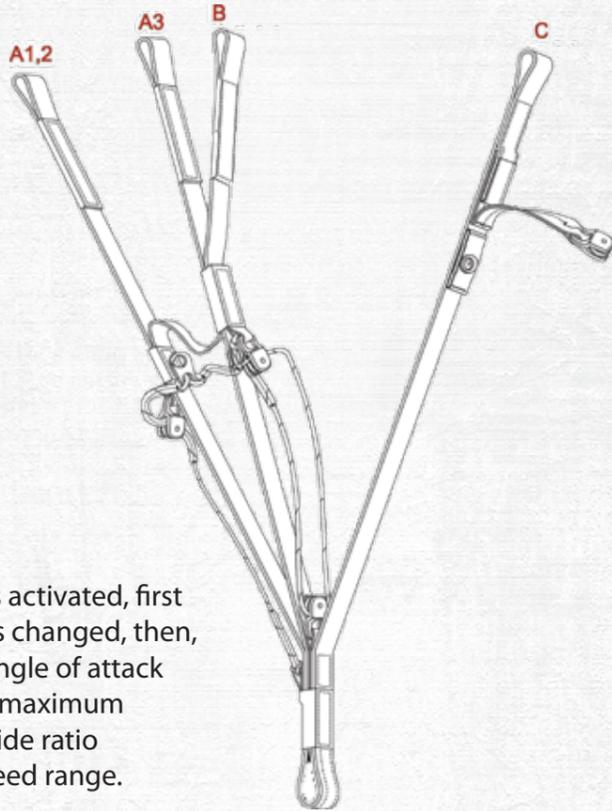


# Summit XC<sup>2</sup>

Sensational Focus

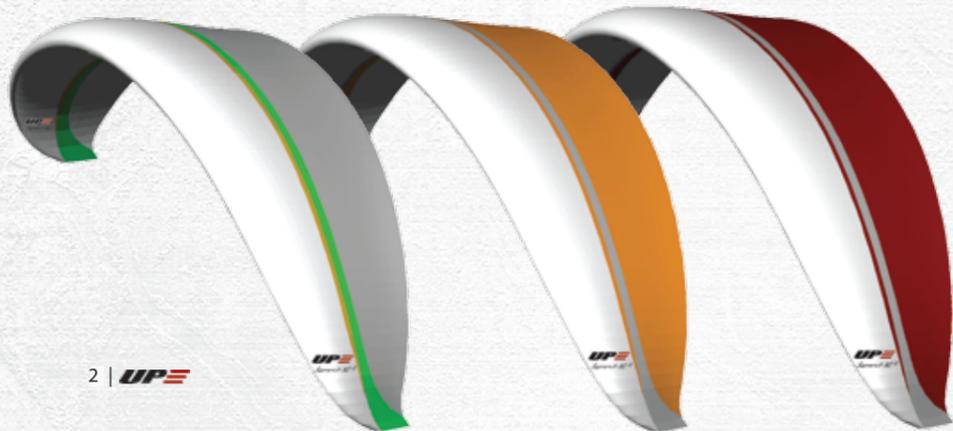
Building a worthy successor for the Summit XC wasn't an easy thing to do. Basically, we took the feedback we were getting from out there ('make the same wing, only better, and make it a bit smaller please. Then work on the weight ranges') and put it all into this new wing. The result is stunning; an all-new design with only the feel-good factor in common with the predecessor, the Summit XC<sup>2</sup> sports much simplified risers (only 3/side), a crisper handling, MUCH more speed and a noticeably lighter speed system are some of the traits awaiting you in this new UP wing.

We have put a lot of work into the new risers, making them much less complicated than on the previous Summit models. The connection tapes between the A's and B's are gone, meaning the reverse launching and handling has become much simpler. Besides, the speed system functions with significantly less pressure, making the speed range much more accessible than before.



When the speed system is activated, first the shape of the canopy is changed, then, as you push further, the angle of attack changes. This guarantees maximum stability and optimized glide ratio throughout the whole speed range.

Below are the new colour combinations. There is a fresh new colour combo, *white/yellow/green/grey* plus the stylish classics *white/orange* and *white/red* stay, with some modifications on the lower sail and narrow design stripes, while the order of colours has also changed to protect the trailing edge.



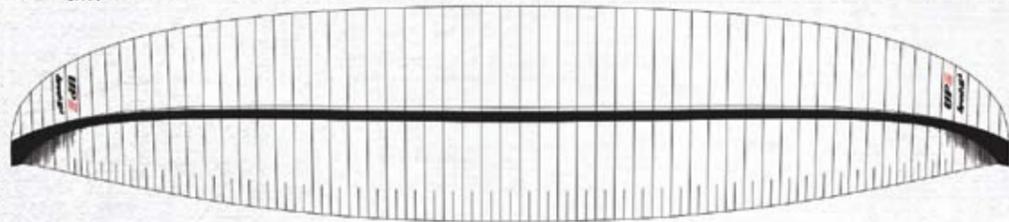
The Summit XC<sup>2</sup> will be sure to turn some heads, not least due to its round ASS (shame on you, not what you think). The leading edge is reinforced with the UP Airfoil Stabilizing System (ASS) - short Nylon battens taking the place of the brittle and vulnerable Mylar here. UP has been using this system in production models since 2007 with great success, since it saves both weight and volume, AND facilitates packing - and then it is also more durable than Mylar, meaning the wings will retain their good inflation characteristics longer compared to Mylar-reinforced wings. Most importantly though, the system keeps the leading edge and top surface of the canopy in perfect clean shape, thus improving the glide ratio and performance of the wing.



The Summit XC<sup>2</sup> inherits the BTS (Brake Tension System) from its predecessor. This system is a way of organising the trailing edge of the wing and guarantees perfect feeling through the brakes, making the wing follow your commands like an extension of your body, thus improving the turning and climbing performance.



The A/R is a reasonable 6 - not too much for in-the-air comfort, but enough to allow the performance to reach for the stars. The wing is both a bit smaller than the predecessor AND it has less canopy curvature, and is very hard to push beyond the comfort zone even in rough air.



The trailing edge is refined to a degree not often seen in this class, equipped as it is with mini ribs going some 30cm into the chord from behind. These keep the ballooning of the trailing edge under control even in strong air, and this is one of the secrets behind the very docile behaviour of the wing. The mini ribs significantly help maintaining the shape of the trailing edge throughout the entire speed range, keeping it clean and smooth and thus improving the glide ratio, especially when accelerated.



In spite of the thin line layout (the Summit XC2 is, for all intents and purposes, a 3-liner except for a couple of D tabs towards the centre, which are supported from the C-riser) there is no tendency towards cravattes, and obviously the greatly reduced total line length is in no small part responsible for the great performance of this wing.



The 3-liner design in accordance with the swept back wingtips, first introduced in our comp wing protos and the Trango XC improve performance by reducing drag

The handling is crisper than ever before, with some of the pre-testers reporting that the wing has a great ability to self centre thermals - this is going to help you no end in real life flying! Throw it 'round hard, with lots of G's and high climb rates, or feel out the weakest of lift with hardly any bank - the Summit XC<sup>2</sup> is ready for it all. We recommend a harness with a medium to low hang point to take full advantage of the fine handling.



If you're coming from a LTF B/EN B wing we recommend flying the wing in the middle of the weight range, whereas pilots from EN C or D wings will enjoy the extra dynamics afforded by a somewhat higher wing loading. In either case we promise that the wing won't surprise (the air still might - even on a super solid wing like the Summit XC<sup>2</sup> paragliding remains an adrenaline sport!), just as you have come to expect from UP wings over the years.

With the Summit XC<sup>2</sup> we have proven that LTF/EN C-performance does not have to come at the sacrifice of safety: Our size M only scored C in one category (Full speed 75% asymmetrical collapse) - all other manoeuvres got A's and B's!

UP has never been into the race for announcing high L/D numbers. What we HAVE done is to test the Summit XC<sup>2</sup> against the most likely competitors, and we're satisfied that with this wing we again have a contender at the very top of its class. We suggest you try it out yourself!

The UP Summit XC<sup>2</sup> uses tried and tested materials, with 40g/m on the bottom and top rear surface and 45g/m on the top front surface. Lines are made from unsheathed Aramid above the first bifurcation, with Dyneema below.

SIZE	S	SM	M	L
Surface area flat (m <sup>2</sup> )	22,5	24,3	26,4	29,1
Surface area projected (m <sup>2</sup> )	19,3	20,8	22,6	24,9
Flat span (m)	11,6	12	12,5	13,2
Projected span (m)	9,3	9,7	10,1	10,6
Flat aspect ratio	6	6	6	6
Projected aspect ratio	4,5	4,5	4,5	4,5
Chambers/cells	61	61	61	61
Total line length incl. brake (m)	286	297	309	324
Total # of lines incl. Brake	166	166	166	166
Glider weight (kg)	5,7	6,0	6,4	6,8
Trim speed (km/h)	38	38	38	38
Top Speed (km/h)	55	55	55	55
Category LTF/EN	C	C	C	C
Takeoff weight (kg)	60-80	72-94	85-110	100-130
Description	Performance Intermediate			

\* Design/certification in process - all data subject to change, product modifications reserved  
 Design/Zulassung in Arbeit - alle Angaben ohne Gewähr, Änderungen vorbehalten

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*Summit XC 2*  
LTF C / EN C

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