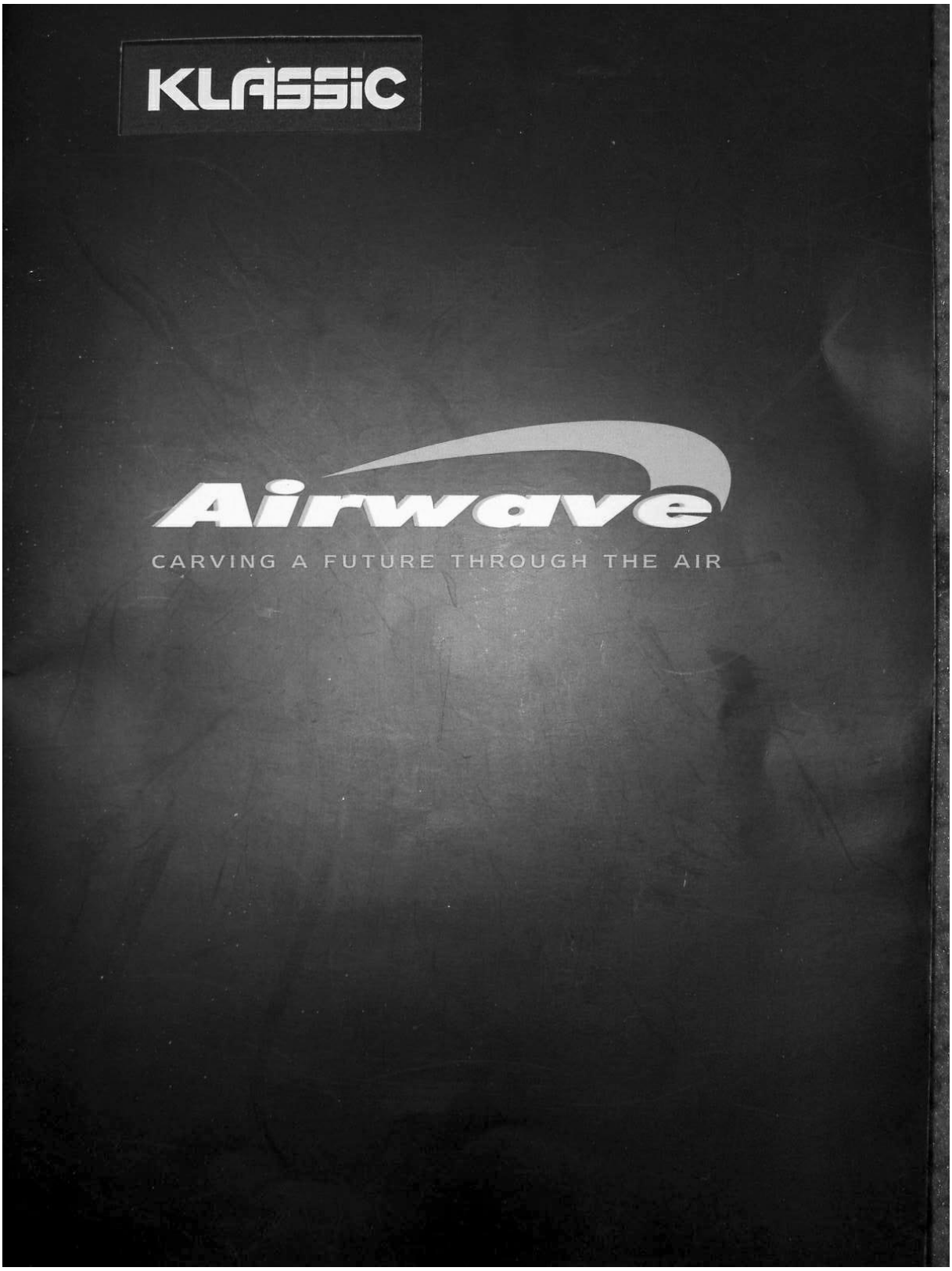
KLASSIC
Airwave
CARVING A FUTURE THROUGH THE AIR

KLASSIC

Owners manual

Airwave is a world leader in the design and production of hang gliders & paragliders. For many years Airwave have developed products with world beating performance for pilots who want the best. We apply our competitive knowledge to design top quality products that combine the highest performance with the sure handling our customers value and respect. Airwave pilots depend on our quality and reliability.

Airwave's world class status is based on the skills and expertise that we have developed in combining aero dynamic design, cloth and materials technology. Airwave's accumulated experience in these fields has lead us naturally into developing other related products.
We now apply all our acquired skills to benefit our new customers in windsurf sails - they join the thousands who already depend on Airwave's high standards of quality and integrity.
All Airwave products are developed and made with the same skill and attention to good design that are synonymous with the ultimate performance and precision demanded by airsports.

Klassic is part of the wide range of Airwave gliders and sails.

Airwave - Quality, design and manufacture

Airwave

CARVING A FUTURE THROUGH THE AIR

Airwave
CARVING A FUTURE THROUGH THE AIR

KLASSIC Owners Manual

Congratulations on your purchase of an Airwave Gliders Klassic
We hope to provide you with many hours of enjoyable flying.

If you ever need any spare parts or advice do not hesitate to contact your nearest Airwave Gliders dealer, or contact us direct.

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DIMENIONS

	12	13	14	15	
Wing area sq ft	135	144	155	163	
sq m	12.5	13.5	14.4	15.2	
Wing Span ft	30.25	32.5	33.8	34.2ft	
m	9.2	9.88	10.25	10.36	
Aspect Ratio	6.75	7.1	7.3	7.22	
Nose Angle	132°	132°	132°	132°	
Anhedral mm		95 -101	131-127	131 - 135	
Keel bend mm	0 - 12	0 - 12	0 - 12	0 - 12	
Weight kg	26	29	32	33	
lbs	57	64	71	73	
Packed length ft	17	18.5	19	19.5	
m	5.2	5.6	5.75	5.9	

OPERATING LIMITS

Klassic 12

Certified weight limits	99 - 188lbs	45 - 85 kg
Optimum pilot weight range	99 - 144lbs	45 - 65 kg
Indicated stall speed	17 m.p.h. with max. pilot weight.	
Indicated maximum speed	52 m.p.h. with minimum pilot weight	
VNE	55mph	.90kph

Klassic 13

Certified weight limits	121 - 190lbs	55 - 86 kg
Optimum pilot weight range	121 - 166lbs	55 - 75 kg
Indicated stall speed	18 m.p.h. with max. pilot weight.	
Indicated maximum speed	55 m.p.h. with minimum pilot weight.	
VNE	55mph	.90kph

Klassic 14

Certified weight limits	132 - 220lbs	60 - 100 kg
Optimum pilot weight range	174 - 188lbs	79 - 85 kg
Indicated stall speed	17 m.p.h. with max. pilot weight.	
Indicated maximum speed	55 m.p.h. with minimum pilot weight.	
VNE	55mph	.90kph

Klassic 15

Certified weight limits	154 - 232lbs	70 - 105 kg
Optimum pilot weight range	176 - 220lbs	80 - 100 kg
Indicated stall speed	15 m.p.h. with max. pilot weight.	
Indicated maximum speed	55 m.p.h. with minimum pilot weight	
VNE	55mph	.90kph.

Luffline heights

Klassic 12

Trimmer	Inner 1	2	3	Outer 4
On				
Off				

Klassic 13

Trimmer	Inner 1	2	3	Outer 4
On	23-28	46-51	75-80	75-80
Off	62-68	80-84	120-125	115-120

Klassic 14

Trimmer	Inner 1	2	3	Outer 4
On	0-2	28-33	33-37	15-20
Off	40-45	73-78	75-80	55-60

Klassic 15

Trimmer	Inner 1	Outer 3
On	-5 - 0	-1 - 0
Off	15 - 20	35 - 40

Flight Limitations

Flight operations must be limited to non-aerobatic manoeuvres.
It is recommended that these gliders be flown by pilots who are trained to the B.H.P.A. XCPC standard, or equivalent.
Load should only be applied to the glider through the pilot's hang point.
Towing devices which load the glider elsewhere can be dangerous.

This glider must not:

a) exceed 30 degrees nose up or down to the horizon.
b) exceed 60 degrees bank angle left or right to the horizon.
c) be flown inverted or backwards.
d) be flown with auxiliary power unless designed, installed and tested by the factory.

This Glider Was Test Flown By .....

Date ..... Place .....

SECTION 1: RIGGING INSTRUCTIONS

Your Klassic has been designed to be rigged simply and efficiently. The instructions given below provide you with the step-by-step procedure for rigging your glider. By closely following these instructions, you can ensure that your glider will rig easily and that you will not cause damage to the structure.

The **Klassic** has a king-post hang point which helps the pilot to need only comfortable control forces in both pitch and roll whilst still retaining the basic stability of the wing. The hang-point can be adjusted (see "Tuning") by moving the kingpost base block either forwards (for a faster trim speed) or backwards as required. The central position is the normal setting.

The Klassic may be set up in either of two ways. The first procedure is preferable, in which the glider is left on the ground, nose into the wind until ready to launch. In this procedure, the control frame is set into position last and it reduces possible damage to the glider in the event of a sudden gust of wind. The second technique is with the control frame set into position at the beginning of the procedure. This allows the glider to be set up off the ground which is better in lower wind conditions or on rough terrain and it is effective in keeping the sail clean.

1) Place the glider in it's bag on the ground with the nose into the wind and the zip facing upward. Unzip the cover bag, remove the battens from the nose area, undo the glider ties and assemble the control frame. NOTE: Check that all the rigging is outside of the control frame triangle and check that the bolts, or pid pins are fully assembled, and that the base bar is the right way up. (the trimmer cleat should line up with the trimmer rope and the front of the base bar should angle up slightly towards the nose plates)

2) Roll the glider over so that it is the right way up and flat on the ground. Ensure that the control frame is central and that the rigging is unsnagged. Thread the timmer rope into the cleat and tie a stop knot.

3) At this stage you must decide to rig the glider standing on it's 'A' frame or flat on the ground. If you decide on the former, then stand the glider on it's 'A' frame, but do not fasten the nose catch. Both rigging procedures now continue in the same way.

4) Remove the cover and all the ties. Carefully walk each wing half way out to its approximate flying position before walking them all the way out. Clear the side wires through the top surface of the sail to ensure that they do not catch. **AT THIS STAGE IT IS ESSENTIAL TO ENSURE THAT THE KEEL AND LEADING EDGES ARE ALWAYS IN THE SAME PLANE OR DAMAGE WILL RESULT.**

5) Raise the kingpost and attach the luff lines to the hard eye, at the end of the compensator wire protruding from the kingpost top. This is a short length of wire and should not be confused with the top aft rigging which is a long wire also coming from the king post top.

6) Check the battens against template and for symmetry. Place all **green** tipped battens in the **right wing**. Working from the centre to the tip, but do not insert the tip battens, insert all the top battens with gentle pressure until they meet resistance. Lift the sail at the trailing edge and gently shake, this enables the batten to slide into place over the cross tube. **DO NOT USE FORCE!** Do the same with the red battens in the left wing. All battens are secured in position with a **"double purchase"** method. To secure, place the bottom loop onto the batten end fitting and pull the top loop over and into the fitting notch.

7) Lift the nose batten with the attached string onto the rivet on the keel.

8) You should now find the cross tube tension webbing appearing immediately at the rear of the keel pocket. It is automatically pulled into this position by the elastic cord which runs down into the rear of the keel tube. Pull on the webbing loop handle. Keep about 50 cm to the rear of the glider for max leverage with your knees against the base bar. Pull the cross boom tensioner cables back until the shackle can be inserted into the alloy catch on the keel tube. The spring pin will lock the shackle in its proper position. Secure the top rear rigging ring onto the same catch.

9) To install the tip batten, look through the leading edge pocket at the wing tip and guide the tip batten onto the tip batten hook. Secure it with the double string. These strings are often quite tight and the easiest way to get them onto the batten end is by using a straight lower surface batten looped through the end of the string as a handle. Tip fairings are not recommended on the Klassic due to the effect they have on yaw stability and trim speed.

10) If it is not already standing, lift the glider onto the control frame (be careful of snagging the tip battens), ensure that all the lower rigging is untangled. Attach the forward lower rigging by putting the goose catch inside the goose channel and securing with the pip pin provided.

11) Install the glider's nose fairing, starting with the two top velcro tabs and gently pulling the fairing down and around the nose plate to connect the two bottom velcro tabs on the shroud to its corresponding tab sewn on the double surface.

12) Insert the three lower surface battens carefully, as there is the possibility of missing the batten pocket as battens enter the sail. Push the batten until it reaches the end of the pocket. With the batten installed correctly, the cord loop should be visible behind the Double surface.

Never fly your Klassic with the double surface zip undone or without its nose fairing as this adversely effects the glider's pitch stability characteristics.

Your Klassic is now ready for a preflight inspection. It is important that this is carried out every time you rig the glider and before you fly.

SECTION 2: PREFLIGHT INSPECTION

The nature of the **Klassic** is such that many of the pre-flight checkpoints common to other flex wings are hidden to eliminate parasitic drag. A thorough pre-flight procedure is mandatory with all aircraft, and the best technique is a circular walk around the glider.
Start at one location, the nose plate is ideal, and check each assembly point available for inspection. Keep in mind the **THREE MOST CRITICAL** set-up factors. These are the nose catch, the control frame base tube bolts and the cross tube tensioner. As stated in the set-up procedure, **ENSURE THAT ALL SECURING PINS ARE PROPERLY POSITIONED AND CANNOT PULL THROUGH.**

Starting at the nose, a suitable pre-flight checklist would be:

1) Sight along both leading edges checking for similar curves.
2) Walk towards the port wing tip feeling for dents in the tube.
3) Pause at the wing bolts and look into the sail through the zipper inspection access, check that the pitch tabs connecting the top and bottom surface are secure and located properly, re-fasten the zipper.
4) Continue to the tip and check the TRIM TIPS for security and symmetry.
5) Sight the leading edges and cross tube down the inside of the sail at the tip.
6) Walk to the keel checking the battens to ensure that they are properly secured.
7) Check the luff line attachment points, both at kingpost and trailing edge grommets
8) Ensure that the luff lines are not wrapped around the batten ends.
9) Check the cross tube wire to keel catch connection.
10) Check that the rear top rigging is seated securely in the hook clamp.
11) Continue with items 2 to 6 in reverse order on starboard wing.
12) Check the nose catch.
13) Check all the lower rigging.
14) Check that the control frame uprights are straight and that the bolts are correctly assembled with their wing nuts and rings.
15) Check cross tube plates and related assemblies.
16) Ensure double surface zip is done up and the nose fairing is on.
17) ensure that the trimmer operates freely.
18) **HOOK IN AND HANG CHECK.**

SECTION 3: FOLD DOWN PROCEDURE

To fold down your **Klassic** just reverse the set-up procedure steps as described. Included here are a few guidelines to follow which will save you time and prevent wear areas on your sail:

1) Always let off the Magic trimmer before de-rigging the glider. It is best to Remove the tip battens before de-tensioning the cross tubes.
2) While tensioning or de-tensioning the **Klassic**'s cross tubes, **ensure the keel and leading edges are all in the same plane.**
3) The nose batten can be left in place when the glider is de-rigged. It should be pulled off the rivet on the keel after the wings have been folded.
4) Always try to fold the wings in symmetrically, bringing both leading edges back together at the same time.
5) If you are de-rigging the glider on the A frame, before you fold the wing undo the nose catch.
6) The first glider tie should hold the keel in the same plane as the leading edges. To do this fasten the two leading edges together, but position the keel underneath the bottom strap.
7) Generally, if anything offers you resistance during any phase of the **Klassic** set-up or fold-down procedure, be sure to **stop and investigate.**
8) Make sure that the cross-tube tension cable is free to run forward.
9) Roll or fold the sail from the outer luff line into the Mylar reinforced leading edge pocket.
10) Put one glider tie just behind where the top laterals emerge from the sail, a second one half way between the A-frame apex and the nose plate holding the leading edge pockets overlapped and the third sail tie provided with your glider about 60cm inboard from the leading edge tip. **Do not over-tighten your sail ties.** This keeps the mylar pockets and the rest of your sail free of wrinkles and creases.
11) Pads are provided to eliminate wear. The control frame bottom pad should include the keel, and the main span cables (side cables) must point to the rear of the glider. The control frame top padding should be pushed down to the sides of the kingpost this eliminates wear on the double surface but it is easier to push this pad into place before the glider ties are tightened.

REMEMBER NEATNESS COUNTS!

SECTION 4: TRANSPORTATION AND STORAGE

The **Klassic** should always be laid **zipper facing up** especially during transportation.
Avoid hard spots pressing on the glider at any time and have as many supports as possible. During transportation use rope or webbing rather than elastic to secure the glider and tie both ends of the glider to a support or down to the ends of the vehicle in order to stop the glider flexing. If the glider bag is loose and the glider is travelling at high speed on a car roof, it will chafe the glider's sail. This 'glider flog' can be easily prevented by tying up the bag. It is preferable to keep the glider dry and **ensure that the glider is dry before storing.**

SECTION 5: FLYING TECHNIQUES

Take Off

The **Klassic** is slightly tail heavy and is very easy to launch in both calm and windy conditions. When you hold the glider prior to your take off run, you should have the nose slightly elevated and the wings level. **AGAIN MAKE SURE THAT YOU ARE HOOKED IN!** Run hard and ease the bar out for lift-off.

Turns

The Klassic has straight-forward flight characteristics, typical for a defined aerofoil flex-wing. The glider can be easily directed into a turn, even at very low flying speed. However, to obtain the best handling characteristics and fast roll rate, it is advisable to pull in for a little extra flying speed. To enter the turn, pull on some speed, move to one side and push out slightly, then centralise. The Klassic will maintain in a turn of a required bank angle and radius until the turn is removed. It is possible to trim the neutral bank angle of the glider by adjusting the TRIM TIPS, see the section "Handling/Speed & Glide".
Give yourself an extra margin of safety and DON'T fly your glider at the slowest possible airspeed when scratching for lift close to the terrain.

Straight Flight

The **Klassic** requires relatively light pitch inputs. This means that it is quite easy to increase airspeed rapidly and the useable speed range of the glider is quite wide. Until fully familiar with the flight characteristics of the glider, care should be taken when accelerating to higher speeds. Practise accelerating your glider in smooth conditions until you are fully familiar and comfortable with it. You will find the **Klassic** to have excellent straight line stability at speed. For max glide performance pull the trimmer on all the way.

Thermalling

This is best done with the trimmer slack and is also very straight-forward. The optimum speed for thermalling is a little above the min sink flying speed, but it may be necessary to fly faster than this in rough conditions to maintain good control. Once a turn is initiated a bank angle of anywhere between 10 and 50 degrees can be used, depending on the nature and diameter of the thermal. The **Klassic** is a precise glider to fly. It can accelerate quickly from small pilot inputs and will turn fast. It is a well co-ordinated and very easy glider to fly but requires precise pilot inputs and should be treated with respect whilst learning to fly it.

Trimmer Operation

Your Klassic is fitted with a **Magic Trimmer** system. Use the trimmer to maximise straight line gliding performance between thermals. For maximum manouverability, landing and thermaling performance, leave the trimmer fully off. For optimised gliding perfomance, pull the trimmer on all the way, but expect a slight deterioration in turning co ordination.

Stalls

The stall characteristics of the **Klassic** are very straight forward. If you push out slowly it is hardly possible to stall the glider at all and the **Klassic** will mush without a tendency to drop a wing. is If you push out harder, the nose of the glider will come up a little higher. This is followed by a pitch down and the glider will regain flying speed. The stall break is sharper and the recovery longer with the trimmer on. The stall speed will increase by approx 5 - 6 mph when the wing is wet.

Never stall your glider completely with the nose pitched-up very high. This is one of the most uncontrollable and dangerous manoeuvres for any tail-less aircraft and can result in a tail slide and severe tumble. Stalls in a coordinated turn are difficult to do by mistake. If you push out too much in a turn the glider will turn tighter, unless you are flying very very slowly in which case you may enter a spin (see Spins).

Spins

The **Klassic** will strongly resist spinning. However should you stall one wing in a turn, move your weight forward and the glider will recover quickly from a spin (half a turn) without entering extreme attitudes and without extreme loss of height. This is due to the **Klassic's** positive roll-yaw coupling and a neutrally balanced roll characteristic. The tendancy to stall the inside wing, in a turn, is increased when the trimmer is on.

Landing

This is a simple matter. Your final approach should be a straight glide into the wind at faster than best glide airspeed. Bleed your speed off slowly, wings level and ground skim onto your chosen landing spot. In light or no wind conditions a full flare is required. When it is time to flare, flare aggressively and abruptly and hold the 'A' frame out.

IMPORTANT NOTICE

As with any high performance aircraft, special care should be taken to note the operating limitations which have been ascertained by careful testing.

Flight operations should not exceed those laid down in the operating limits at the front of this manual.

No aircraft is totally safe; there are inherent risks involved in flying a hang glider. It is quite possible to fly the **Klassic** beyond its operating limits, **DO NOT DO IT**. The responsibility for safety rests ultimately with the pilot who must decide whether the aircraft he/she is about to fly has been properly maintained, preflight checked and is in an airworthy condition.

Section 6: Tuning

The **Klassic** has undergone a rigorous test-flying programme in a wide range of conditions. As a result, it is precisely tuned to achieve maximum flying performance. Therefore, it should not be necessary to make any changes in your glider's tuning or configuration. If, however, you have any questions, please contact your authorised **AIRWAVE** dealer.

If any adjustments are made on your glider, we recommend that they be noted in your Maintenance Log which you will find at the end of this Manual. It is then easy to go back and trace occasional problems.

Turns

If your **Klassic** develops a slight tendancy to want to turn. Check the following :- Check your battens against the batten plan. Check that the batten elastic tensions are the same on both sides. Check that the keel is straight. Check that the leading edges are straight. When you have checked that everything is correct and if your glider still has a turn, then it may be necessary to adopt the following technique. Your **Klassic** is fitted with adjustable lockable **MAGIC TRIM TIPS**. These fittings allow you to tune turns out of the glider:-

To adjust the **TRIM TIPS**: partially unscrew the stainless steel locking screws and push them in (this releases the locking wedge) the fitting is then free to turn. To lock the tips, do up the stainless steel locking screws. **The TIPS should be locked for flight.**

Turn adjustment

If your glider has a right hand turn

Turn the right hand **TRIM TIP** anti clockwise approx 2mm (viewed from end)

OR Turn the left hand **TRIM TIP** 2mm anti clockwise **If your glider has a left hand turn**

Turn the left hand **TRIM TIP** 2mm clockwise

OR

Turn the right hand **TRIM TIP** 2mm clockwise

To gradually tune out a turn, use increments of 2mm only, use the reference line on the leading edge as a guide.

After tuning both tips should visually look the same. Large asymmetrical differences should be avoided. **Consult your AIRWAVE dealer if in doubt.**

Pitch Trim

This is accomplished by moving the kingpost base block within the adjustable heart bracket. This requires the use of two 7/16"AF(11mmAF) spanners in order to undo the bolt securing the king post base block. To make the glider fly faster, simply move the kingpost base block forward one hole. The distance tube in the base block will prevent the pullies falling out of the cluster. The trim speed will change by approx 5 mph between the forward, and rearwardmost positions. Other factors that will afect pitch trim are: Leading edge tension, Trim tip angle and wing loading. Adding a small shim to the leading edge will increase the trim speed. Flattening the trim tips will increase the trim speed.

A pilot at max wing loading should need to move the hang point forward.

NOTE : The **back-up loop** is hung from the keel and always located directly behind the adjustable heart bracket.

Handling / Speed & Glide

The only adjustable settings on the **Klassic** are batten tensions, leading edge tension and TRIM TIP adjustment. Tighten the battens for more performance,and sharper handling.
Add a 3mm shim to the leading edge to enhance performance, but expect a deterioration in handling. Remove the standard shim to improve handling especially if you want your battens really tight. Adding a shim will also give a small increase in trim speed.
By adjusting both TRIM TIPS to give more washout at the tips, the stability of the glider will be improved
By 'flattening' the tips the performance of the glider will be improved.
These adjustments will affect :
Trim speed (flattening the tips will speed up the glider)
Co- ordination (flattening the tips will steepen the bank)
Roll inputs (flattening the tips will stiffen the roll)
Our experience has shown that setting the trim tips at a position which allows easiest thermalling for your weight will in the end produce optimum performance.

SECTION 7: MAINTENANCE SCHEDULE

Your new **Klassic** will require very little in the way of maintenance if you care for it properly in your day to day use. Here are some general points to follow in maintaining your new **Klassic** which will help ensure the safety of your flying and the performance retention of your glider. We suggest you follow this maintenance schedule faithfully. Your care will always pay off in the future.

Every 10 Hours
— Check all ribs against the batten pattern.

Every 50 Hours
—Inspect all cross tube support cable components (tangs, pins, nuts, bolts, cross tube plates, and cable itself).
—Inspect all batten elastics.
—Check all tubing for possible wear damage which could occur during set-up, fold-down, or transportation.
—Inspect sail mounting grommets and webbing at tips.

Every 100 Hours
A complete inspection of your glider is recommended, check all components, replace any worn or bent bolts or locknuts connecting 2 moving parts together (i.e., cross tube plate junction bolt, cross tube / leading edge bolt, etc.)
If any tube is badly scratched, dented, or damaged, it should be replaced.
Check all rigging and replace flying wires (mainspans and tension strop)
Check the critical airframe measurements. (See Airframe Maintenance)
Critical sail tears should be mended by a professional sailmaker. (See also Sail Maintenance below.)
Check trimmer ropes and compensator lines for abrasions and wear.
Please contact your AIRWAVE dealer for a complete and professional inspection of your glider.

Sail

1) If you must wash the sail, wash it with a light detergent only. Better still, wipe the sail down frequently with a soft, damp cloth and that will keep detergent washing to a minimum.
2) Acetone or alcohol can be used to remove stubborn stains without harming the sail. (Do not use any solvents on the mylar portions of the sail).
3) Rinse very thoroughly after cleaning with any detergent or solvent.
4) For oil stains or particulary resilliant grass or insect marks you can use a product called 'Bogod spot remover'. Available from marine hardware stores or your Airwave dealer.
5) Apply sail repair tape to any rips or tears in your sail. This will prevent fraying on the edges where the tear is located. However, do not worry about small tears continuing unless they are located at stress points around the tip panel, nose or trailing edge panel.
6) Keep an eye on all the grommets and all areas of the sail that take extra abuse.
7) The best thing you can do for your sail is to always use the glider bag. Do not carry your glider on top of a car, even for short distances, without one. Sun and weather cause more deterioration than hours of flying. Keep your Klassic covered when not in use.
8) Be careful and precise when you re-pack your glider after each flight. Keep all the padding that arrived with the glider when it was new, pack everything the same way. A few extra moments when you de-rig the glider will give you many extra hours of noiseless and anxiety-free flight.

Cables

1) Naturally any frays or kinks in your cables should be examined with great care and any frayed cables should be replaced immediately.
2) AIRWAVE recommend that the flying wires are replaced every 100 hours or yearly, whichever comes first. Each cable has a breaking strength in excess of 400 Kg. Actual non-aerobatic in-flight loads seldom exceed 200 kg. Inspect the thimbles; if elongation is evident that cable should be replaced. If you must constantly set your glider up and break it down in rough, rocky areas, you will need to replace your cables more frequently than someone who flies the grasslands. Most damage is done to cables by 'heavy landings' or crashes. Use your best judgement - those cables hold the frame together.

Lufflines and Compensator

The luff line heights should be checked with the Magic Trimmer both on and off. To measure the luff line heights fully rig the glider and stretch a Airwave style, elasticated string across each of the four pairs of luff lines. Thread the string from the top, down through the luff line eyelet, to fasten in position whilst measuring. With the string tight, measure the distance between the string and the top of the keel.
The luff lines are named according to their position. the inner luff line is No 1 and the outer is No 4. The measurements for their heights can be found at the front of this manual.
The compensator adjusts the height of the luff lines automatically as the trimmer position is varied it is hidden neatly within the kingpost. It is precisely set in the factory and should not require adjusting. It should be regularily inspected for wear. If replaced for any reason an authorised Airwave spare part should be used and the compensator string should be carefully and precisely set to the marks provided.

Airframe

Examine your tubes for dents, wear spots, corrosion and bends.
The critical dimensions for the airframe are listed at the front of this manual and should be checked. These are the luffline heights as described above, the anhedral, and the keel bend.
With the glider lifted to make sure that the mainspans are tight, the anhedral is the distance between the bottom of the keel and a tight string held between the two wing bolts. The bend in the keel is measured with a tight string between the aft lowers exit hole and the bottom of the keel behind the nose plate. The measurement is taken at the heart bracket.

Hardware and Bolts

1) For all practical purposes, AIRWAVE hardware exceeds all required and maximum load tests in hang gliding (flight) applications. "**AN**" bolts, however, are not indestructible and bending them even in light crashes is common. Check them periodically to be safe. Discard and replace any bent bolts.
2) All bolts, of course, should show an exposed thread above the locknut during pre-flight.
3) All bolts should be tightened to remove slack from the joint and no more. Do not over or under tighten bolts.
4) Do not re-use nyloc nuts.

Battens

When inserting battens, place them in their pockets smoothly and gently to avoid wear on the sail and on the batten ends. Pushing them rapidly into the pockets at an angle will wear out the stitching on the edge of the pockets. The friction will wear the batten ends rapidly, and will damage the sail itself.

Annual Inspection

Even if yours is the best kept **Klassic** you should have the glider stripped down for a **full inspection at least once a year.** This can be done by yourself or preferably us, or by one of our professional AIRWAVE DEALERS.

SECTION 8:
TAKING APART AND REBUILDING YOUR GLIDER

Preparation

In order to best perform this operation, you must first assemble the base bar, and place your glider "right side up" on two saw horses located 1 m from both ends, with all ties removed and with the leading edge spread approx. 30 cm apart. (You can actually perform the same operation on a clean floor or lawn.) Next, you need to flip the sail on the outside and the top of the airframe in a manner to expose the under-surface facing upwards. Your glider is equipped with X-tube to Leading Edge junction inspection zippers, open the zippers and move the sail around to allow you to work on the X-tube to L.E. junction. You may want to dismount the sail at the L.E. Tips and slip the sail slightly forward to provide better working access to the X-Tubes junction.

Stripdown

1) Remove the lock nuts that are retaining both side cable tangs onto X-Tube bolt. Slip the top side and mainspan cables off the sail and replace nuts.
2) Undo the double surface zip and the small velcro keel pocket. With a pen, mark the compensator line, where it is tied to the double pulley block. Then untie the compensator line where it attaches to the trimmer.
3) Undo the bolt securing the hang strap to the kingpost and the lower pin at the bottom of the kingpost attaching the kingpost to the glider. Slip the sail back a bit and remove the top front cable tang off the top nose plate. Slip the cable off its sail slot running along side the nose rib pocket. . At this point, we would recommend that you "coil" all the free top rigging into rolls in order to keep the procedure organized. You can now remove the entire kingpost tube off the glider with the top rigging attached. Do not remove the kingpost base block.
4) Remove the screws securing the sail at the nose plate junction, and keel pocket, turn the glider over the 'right' way up.
5) Now you must detach the lower rear rigging from the keel tube. The wire is fastened to the keel with a short clevis pin located directly below the machined slot.
6) You can now proceed to slip the sail off the rear of the airframe, taking great care not to catch the sail on any parts of it. Be especially careful when nearing the cross tubes centre junction, the control bar apex and the wingbolt area.

Rebuilding the glider

The re-assembly procedure of your **Klassic** is best achieved by simply reversing the steps described above. When the glider is complete, rig it as if to go flying. Inspect all joints and connections. Check the anhedral, keel bend and luff line heights.
Please remember that the disassembly and re-assembly of your glider provides the best opportunity to give it an extensive and thorough inspection to each and every component.
Take advantage of it !

SECTION 9: GLIDER BREAKDOWN

It is possible to short pack your **Klassic** to under 4m for transportation or storage purposes.

Procedure:-

To break the glider down:
1. Slide the end fitting off the TRIM TIP.
2. Remove the leading edge outer section, by pulling it out of the inner section.
3. Cover the end of the inner section to avoid chaffing the inside of the sail
4. Fold the sail leading edge back on itself, around a large radius (to avoid creasing) and continue to pack as usual.

When packing the (tubular) leading edges into the glider, any unprotected edges may chafe the sail during subsequent transportation.

To reassemble the glider:
1. Slide the leading edge outer back into the inner, locate the outer section by pushing and rotating until the clevis pin locates in the index slot.
2. Slide the end fitting back onto the TRIM TIP.
3. Proceed to rig the glider as usual.
4. Carry out a full pre-flight check before flying the glider.

When breaking your **Klassic** down, the TRIM TIPS are not undone or adjusted in any way, thus ensuring the glider is always rebuilt in the same state of tune as the last time it was flown.

Hint: If your glider is tuned with a lot of leading edge tension it may prove quite hard to either remove or relocate the end fitting to the TRIM TIP. Removing the nose screws will make this easier but the glider will then have to be fully rigged before they can be put back in place.

CUSTOMER'S PURCHASE RECORD

Fill this section in for future reference

1st Owner.....Date.....

2nd Owner.....Date.....

3rd Owner.....Date .....

Klassic Serial No. .....Size .....

Main Body Colour..... Leading Edge Colour .....

Double Surface Colour.....

Tuning Notes and Maintenance Record	Date and By whom

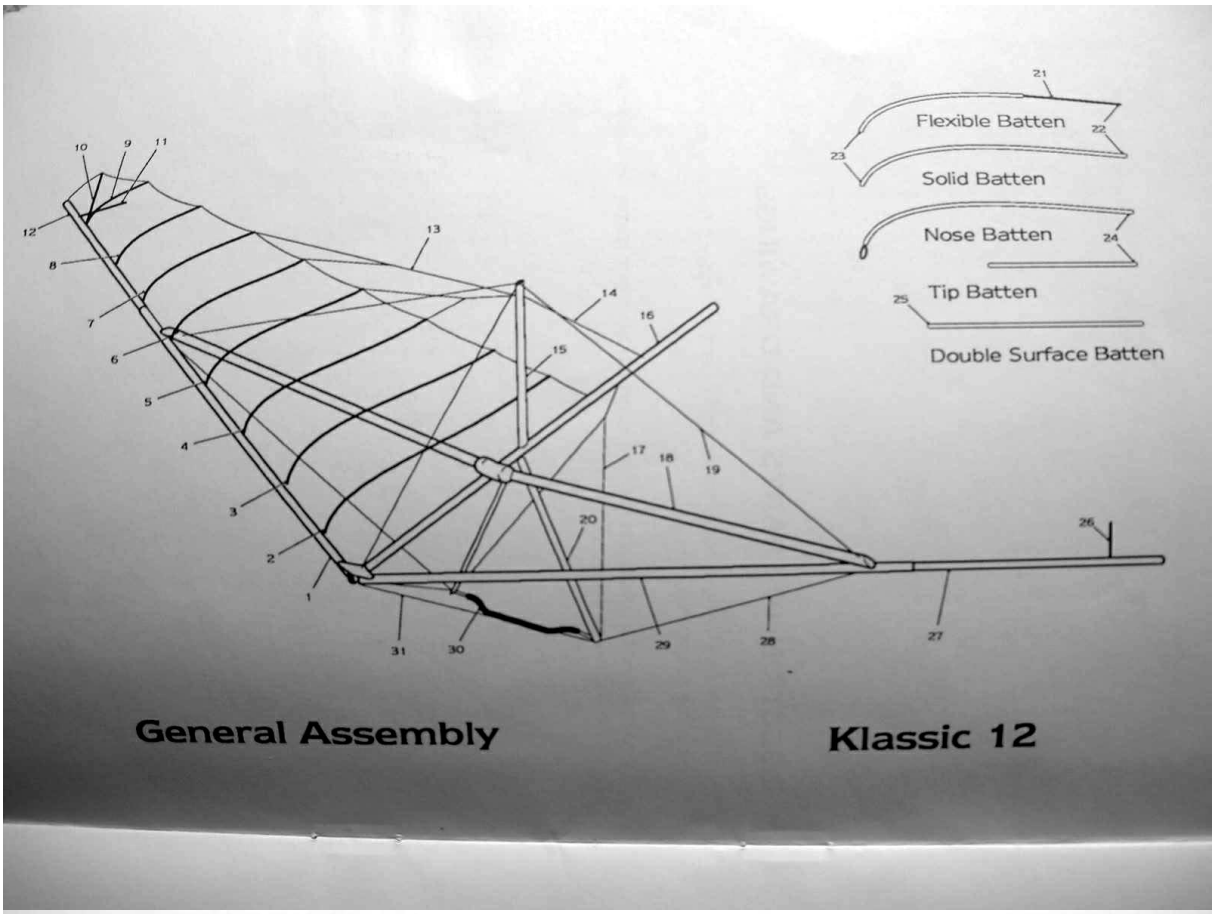
Conditions for the continuing validity of the BHPA Certificate of Airworthiness

1. The Glider shall be maintained in an airworthy condition.
2. All repairs must be to Airwave Gliders original standards.
3. Major repairs to the sail shall only be carried out by Airwave Gliders or an Airwave authorised sail loft.
4. Modifications must be aCARVING A FUTURE THROUGH THE AIRpproved by an airworthiness inspector nominated by the B.H.P.A.
5. Repairs and /or modifications must not impair standards of airworthiness or operational safety.
6. Change of ownership shall be notified to Airwave Gliders.

SECTION 10 : PARTS AND DRAWINGS.

Use the fallowing pages to identify part numbers for any spares you may require.

Always quote as much information about your glider as possible when ordering spares.



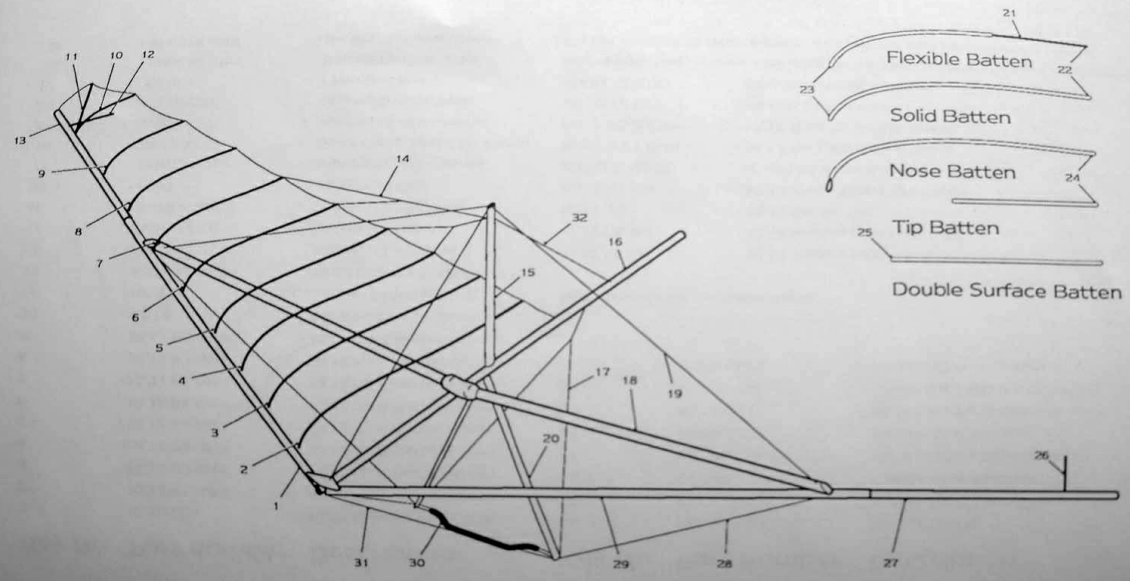
General Assembly

Key No	Part number	Description
1	KL12 LE I	KL12 Leading Edge Inner
2	KL12 B1 GRN	KL12 No 1 Batten Green
3	KL12 B2 GRN	KL12 No 2 Batten Green
4	KL12 B3 GRN	KL12 No 3 Batten Green
5	KL12 B4 GRN	KL12 No 4 Batten Green
6	KL12 B5 GRN	KL12 No 5 Batten Green
7	KL12 B6 GRN	KL12 No 6 Batten Green
8	KL12 B7 GRN	KL12 No 7 Batten Green
9	KL12 B8 GRN	KL12 No 8 Batten Green
10	TB CF	Carbon Fibre Tip Batten
11	CF STS	Carbon Fibre Tip Strut
12	KL12 LE O RH	KL12 Leading Edge Outer RH
13	RGKL12 LL	Klassic 12 Lufflines
14	RGKL12 TA	Klassic 12 Top Aft
15	KL12 K POST	Klassic 12 King Post
16	KL12 K	Klassic 12 Keel
17	RGKL12 AL	Klassic 12 Aft Lowers
18	KL12 XT LH	KL12 Cross Tube Left Hand
19	RGKL12 TL	Klassic 12 Top Laterals
20	KL UP SML	Klassic Upright Small
21	FG 1/4	Fibreglass rod
22	PM BTR GRN	Batten Tip Rear Green
23	PM BTF GRN	Batten Tip Front Green
24	PM AG 1/2T	Batten Tip 1/2"
25	PM BJS GRN	Batten Joint Sleeve Green
26	CF STS	Carbon Fibre Tip Strut
27	KL12 LE O LH	KL12 Leading Edge Outer LH
28	RGK12 MS	Klassic 12 Main Span
29	KL12 LE I	KL12 Leading Edge Inner
30	M KISS SB	Speed Bar 1500mm (K Series)
31	RGKL12 FL	Klassic 12 Fwd Lowers

Part numbers for complete items

KL12 LE LH	KL12 leading edge left hand
KL12 LE RH	KL12 leading edge right hand
KL12 BS	KL12 Batten Set
KL12 XT RH	KL12 Cross Tube Right Hand
K3/K4 B NOSE	K3/K4/K5 Nose Batten
KL12 DS 1 GRN	KL12 No 1 DS Batten Green
KL12 DS 2 GRN	KL12 No 2 DS Batten Green
RG KL12 NTF	Klassic 12 Top Front
RG KL12 XTT	Klassic 12 Tension Strop

Please note that battens with green in the description are for right hand parts.
For left hand parts replace green with red and RED for GRN in the part no



General Assembly **Klassic 13**

General Assembly

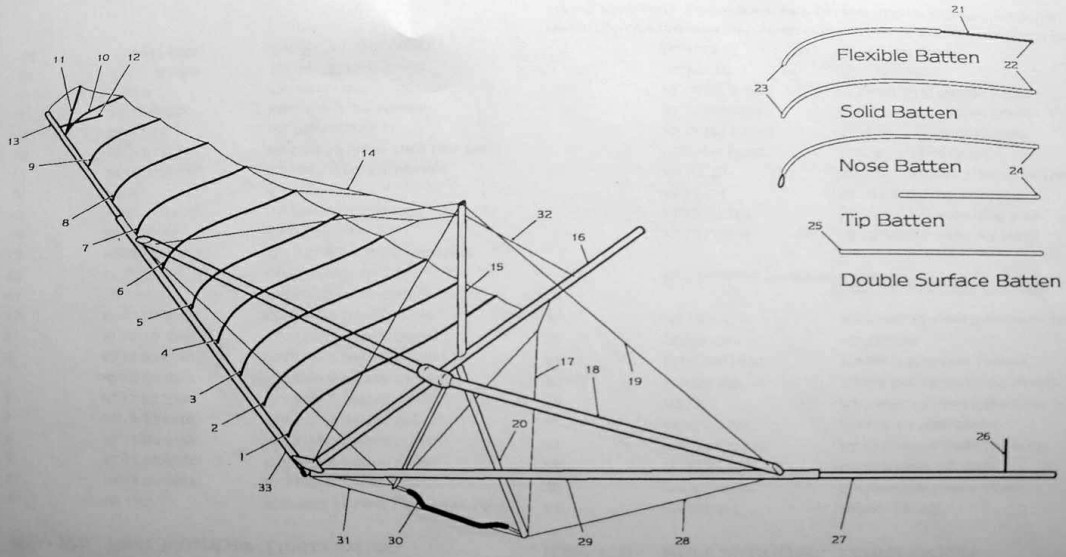
Key No	Part Number	Description
1	K2 LE I	K2/K5/KL13 Lead Edge Inner L&RH
2	KL13 B1 GRN	KL13 No 1 Batten Green
3	KL13 B2 GRN	KL13 No 2 Batten Green
4	KL13 B3 GRN	KL13 No 3 Batten Green
5	KL13 B4 GRN	KL13 No 4 Batten Green
6	KL13 B5 GRN	KL13 No 5 Batten Green
7	KL13 B6 GRN	KL13 No 6 Batten Green
8	KL13 B7 GRN	KL13 No 7 Batten Green
9	KL13 B8 GRN	KL13 No 8 Batten Green
10	KL13 B9 GRN	KL13 No 9 Batten Green
11	TB CF	Carbon Fibre Tip Batten
12	CF STS	Carbon Fibre Tip Strut
13	KL13 LE O RH	KL13 Leading Edge Outer RH
14	RGKL13 LL	Klassic13 Lufflines
15	K3/K4 K POST	K3, K4 & K5 King Post
16	K5 K	K5 Keel
17	RGKL13/14 AL	Klassic 13/14 Aft Lowers
18	K5 XT LH	K5 & KL13 Cross Tube Left Hand
19	RGK5 TL	K5 Top Laterals
20	KL UP MED	Klassic Upright Medium
21	FG 1/4	Fibreglass rod
22	PM BTR GRN	Batten Tip Rear Green
23	PM BTF GRN	Batten Tip Front Green

Key No	Part Number	Description
24	PM AG 1/2T	Batten Tip 1/2"
25	PM BJS GRN	Batten Joint Sleeve Green
26	CF STS	Carbon Fibre Tip Strut
27	KL13 LE O LH	KL13 Leading Edge Outer LH
28	RGKL13 MS	Klassic 13 Main Spans
29	K2 LE I	K2/K5/KL13 Lead Edge Inner L&RH
30	M KISS SB	Speed Bar 1500mm (K Series)
31	RGKL13/14 FL	Klassic 13/14 Fwd Lowers
32	RGK5 TA	K5 Top Aft
33	K2 LE I	K2/K5/KL13 Lead Edge Inner L&RH

Part numbers for complete items

KL13 LE LH	KL13 leading edge left hand
KL13 LE RH	KL13 leading edge right hand
KL13 BS	KL13 Batten Set
K5 XT RH	K5 & KL13 Cross Tube Right Hand
K3/K4 B NOSE	K3/K4/K5 Nose Batten
KL13 DS 1 GRN	KL13 No 1 DS Batten Green
KL13 DS 2 GRN	KL13 No 2 DS Batten Green
KL13 DS 3 GRN	KL13 No 3 DS Batten Green
RG K5 TF	K5 Yop Front
RG K5 XTT	K5 Tension Strop

Please note that battens with green in the description are for right hand parts.
For left hand parts replace green with red and RED for GRN in the part no



General Assembly

Klassic 14

General Assembly

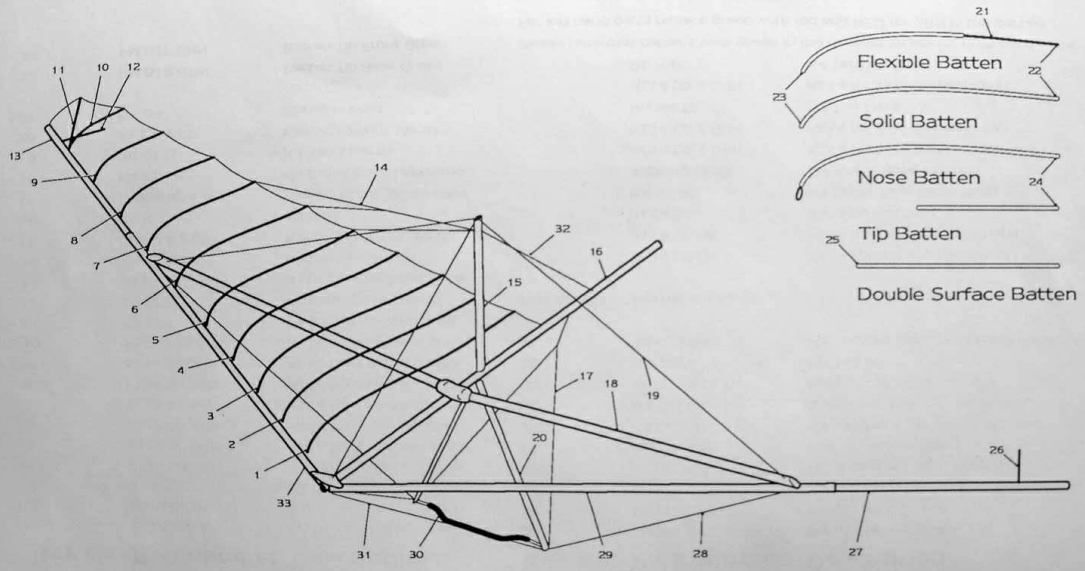
Key No	Part number	Description
1	KL14 B1 GRN	KL14 No 1 Batten Green
2	KL14 B2 GRN	KL14 No 2 Batten Green
3	KL14 B3 GRN	KL14 No 3 Batten Green
4	KL14 B4 GRN	KL14 No 4 Batten Green
5	KL14 B5 GRN	KL14 No 5 Batten Green
6	KL14 B6 GRN	KL14 No 6 Batten Green
7	KL14 B7 GRN	KL14 No 7 Batten Green
8	KL14 B8 GRN	KL14 No 8 Batten Green
9	KL14 B9 GRN	KL14 No 9 Batten Green
10	KL14 B10 GRN	KL14 No 10 Batten Green
11	TB CF	Carbon Fibre Tip Batten
12	CF STS	Carbon Fibre Tip Strut
13	KL14 LE O RH	KL14 Leading Edge Outer RH
14	RGKL14 LL	Klassic14 Lufflines
15	K3/K4 K POST	K3, K4 & K5 King Post
16	K5 K	K5 Keel
17	RGKL13/14 AL	Klassic 13/14 Aft Lowers
18	K4 XT LH	K4 Cross Tube Left Hand
19	RGK4 TL	K4 Top Laterals
20	KL UP MED	Klassic Upright Medium
21	FG 1/4	Fibreglass rod
22	PM BTR GRN	Batten Tip Rear Green
23	PM BTF GRN	Batten Tip Front Green

Key No	Part number	Description
24	PM AG 1/2T	Batten Tip 1/2"1,0X"
25	PM BJS GRN	Batten Joint Sleeve Green
26	CF STS	Carbon Fibre Tip Strut
27	KL14 LE O LH	KL14 Leading Edge Outer LH
28	RGKl14 MS	Klassic 14 Main Span
29	K4 LE I LH	K4 Leading Edge Inner Left Hand
30	M KISS SB	Speed Bar 1500mm (K Series)
31	RGKL 13/14 FL	Klassic 13/14 Fwd Lowers
32	RGK4 TA	K4 Top Aft
33	K4 LE I RH	K4 Leading Edge Inner Right Hand

Part numbers for complete items

KL14 LE LH	KL14 leading edge left hand
KL14 LE RH	KL14 leading edge right hand
KL14 BS	KL14 Batten Set
K4 XT RH	K4 Cross Tube Right Hand
K3/K4 B NOSE	K3/K4/K5 Nose Batten
KL14 DS 1 GRN	KL14 No 1 DS Batten Green
KL14 DS 2 GRN	KL14 No 2 DS Batten Green
RG K4 TF	K4 Top Front
KL14 DS 3 GRN	KL14 No 3 DS Batten Green
RG K4XTT	K4 Tension Strop

Please note that battens with green in the description are for right hand parts.
For left hand parts replace green with red and RED for GRN in the part no



General Assembly **Klassic 15**

General Assembly

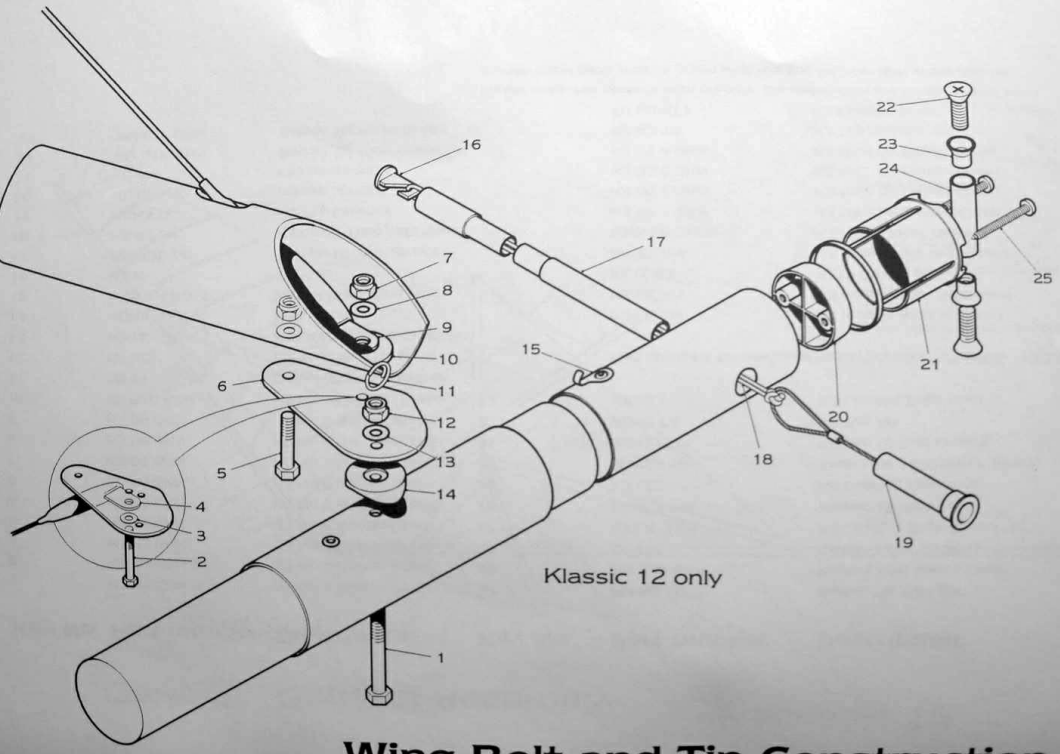
Key No	Part number	Description
1	K3 B1 GRN	K3 No 1 Batten Green
2	K3 B2 GRN	K3 No 2 Batten Green
3	K3 B3 GRN	K3 No 3 Batten Green
4	K3 B4 GRN	K3 No 4 Batten Green
5	K3 B5 GRN	K3 No 5 Batten Green
6	K3 B6 GRN	K3 No 6 Batten Green
7	K3 B7 GRN	K3 No 7 Batten Green
8	K3 B8 GRN	K3 No 8 Batten Green
9	K3 B9 GRN	K3 No 9 Batten Green
10	K3 B10 GRN	K3 No 10 Batten Green
11	TB CF	Carbon Fibre Tip Batten
12	CF STS	Carbon Fibre Tip Strut
13	K3 LE O RH	K3 Leading Edge Outer RH
14	RGK3 LL	K3 Lufflines
15	K3/K4 K POST	K3, K4 & K5 King Post
16	K3 K	K3 Keel
17	RGKL15 AL	Klassic 15 Aft Lowers
18	K3 XT LH	K3 Cross Tube Left Hand
19	RGK3 TL	K3 Top Laterals
20	KL UP LRG	Klassic Upright Large
21	FG 1/4	Fibreglass rod
22	PM BTR GRN	Batten Tip Rear Green
23	PM BTF GRN	Batten Tip Front Green

Key No	Part number	Description
24	PM AG 1/2T	Batten Tip 1/2"1,0X"
25	PM BJS GRN	Batten Joint Sleeve Green
26	CF STS	Carbon Fibre Tip Strut
27	K3 LE O LH	K3 Leading Edge Outer LH
28	RGKI15 MS	Klassic 15 Main Span
29	K3 LE I	K3 Leading Edge Inner
30	M KISS SB	Speed Bar 1500mm (K Series)
31	RGKL15 FL	Klassic 15 Fwd Lowers
32	RGK3 TA	K3 Top Aft
33	K3 LE I	K3 Leading Edge Inner

Part numbers for complete items

K3 LE LH	K3 leading edge left hand
K3 LE RH	K3 leading edge right hand
KL15 BS	KL15 Batten Set
K3 XT RH	K3 Cross Tube Right Hand
K3/K4 B NOSE	K3/K4/K5 Nose Batten
K3 DS 1 GRN	K3 No 1 DS Batten Green
K3 DS 2 GRN	K3 No 2 DS Batten Green
K3 DS 3 GRN	K3 No 3 DS Batten Green
K3 DS 4 GRN	K3 No 4 DS Batten Green
RG K3 TF	K3 Top Front
RG K3 XTT	K3 Tension Strop

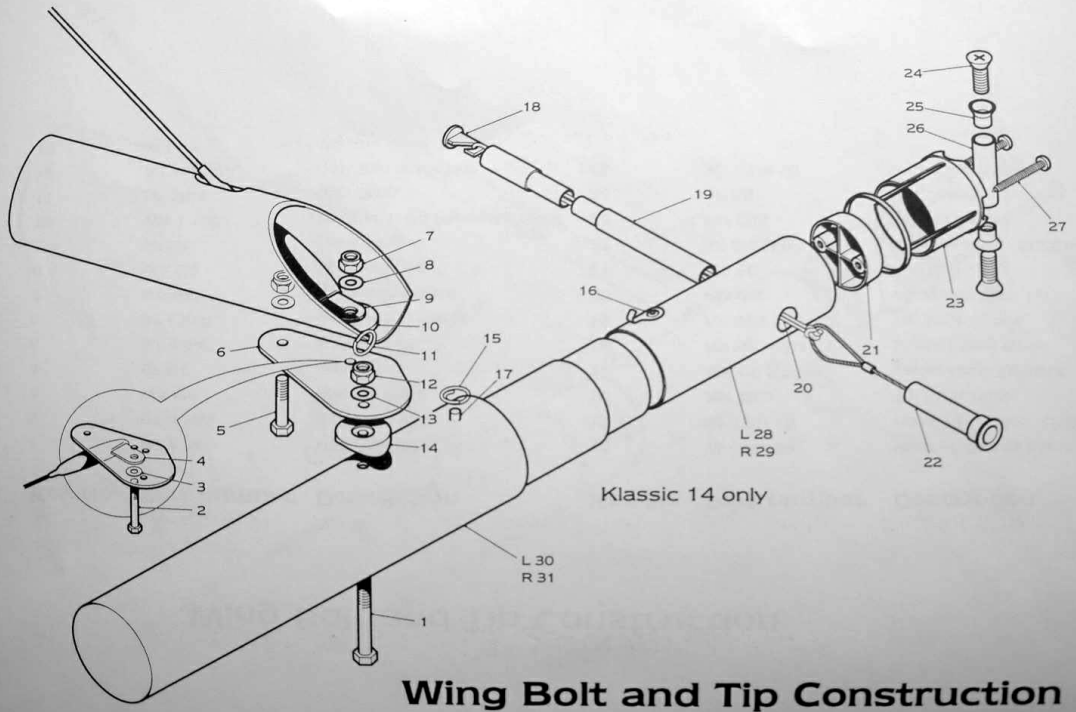
Please note that battens with green in the description are for right hand parts.
For left hand parts replace green with red and RED for GRN in the part no



Wing Bolt and Tip Construction

Wing Bolt and Tip Construction

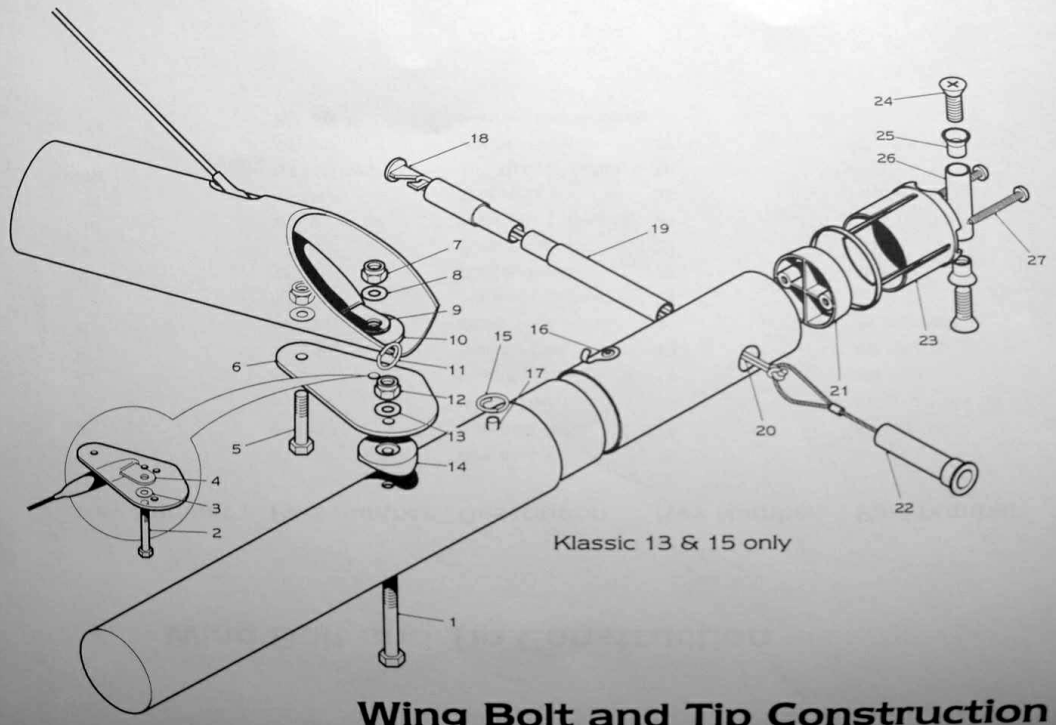
Key No	Part number	Description	Key No	Part number	Description
1	BT 4 26	Bolt AN4 26	14	WA SW 39	Washer Saddle Large
2	BT 4 10A	Bolt AN4 10A	15	SF TBH 15	Hook Tip Batten 27-60
3	WA M6	Washer 6mm	16	PM TSH	Tip Strut Hook
4	SF BT	Bent Tang	17	MK CF STS	Carbo Fibre Tip Strut
5	BT 4 6A	Bolt AN4 6A	18	RP BE 4MM	Shock Chord 4mm
6	AF CXTP	Cross Tube Plates	19	AF STS	Tip Strut Spigot
7	NT 1/4"	1/4 AerotightNut"	20	PM WE	Wedge for Trim Tip
8	WA M6	Washer 6mm	21	PM EC	End Cap
9	SF BT	Bent Tang	22	SC 6*25MM	Machine screw 6x25mm
10	WA 1 1/4"	Washer 1 1/4 PlasticRef7809"	23	PM CSS	Ball Tip Spacer
11	SF SR 1	Split Ring	24	AF ES	End Spacer
12	NT 1/4" NYL	1/4" Thin Nyloc Nut	25	SC 1 1/4 10	Screw Self Tapper
13	WA M6	Washer 6mm			



Wing Bolt and Tip Construction

Wing Bolt and Tip Construction

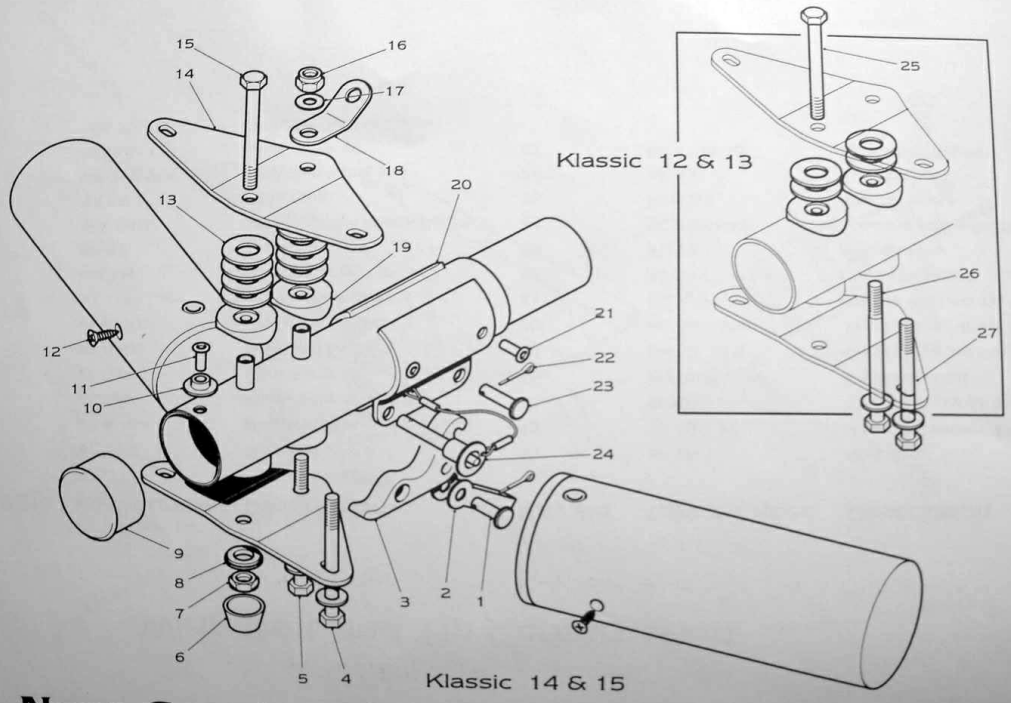
Key Number	Part number	Description	Key Number	Part number
1	BT 4 31	Bolt AN4 31	15	SF SR 1
2	BT 4 10A	Bolt AN4 10A	16	SF TBH 15
3	WA M6	Washer 6mm	17	SF CP 2 1/2 x 1/4
4	SF BT	Bent Tang	18	PM TSH
5	BT 4 6A	Bolt AN4 6A	19	MK CF STS
6	AF CXTP	Cross Tube Plates	20	RP BE 4MM
7	NT 1/4"	1/4 AerotightNut"	21	PM WE
8	WA M6	Washer 6mm	22	AF STS
9	SF BT	Bent Tang	23	PM EC
10	WA 1 1/4"	Washer 1 1/4 Plastic	24	SC 6*25MM
11	SF SR 1	Split Ring	25	PM CSS
12	NT 1/4" NYL	1/4" Thin Nyloc Nut	26	AF ES
13	WA M6	Washer 6mm	27	SC 1 1/4 10
14	WA SW 39	Washer Saddle Large		



Wing Bolt and Tip Construction

Wing Bolt and Tip Construction

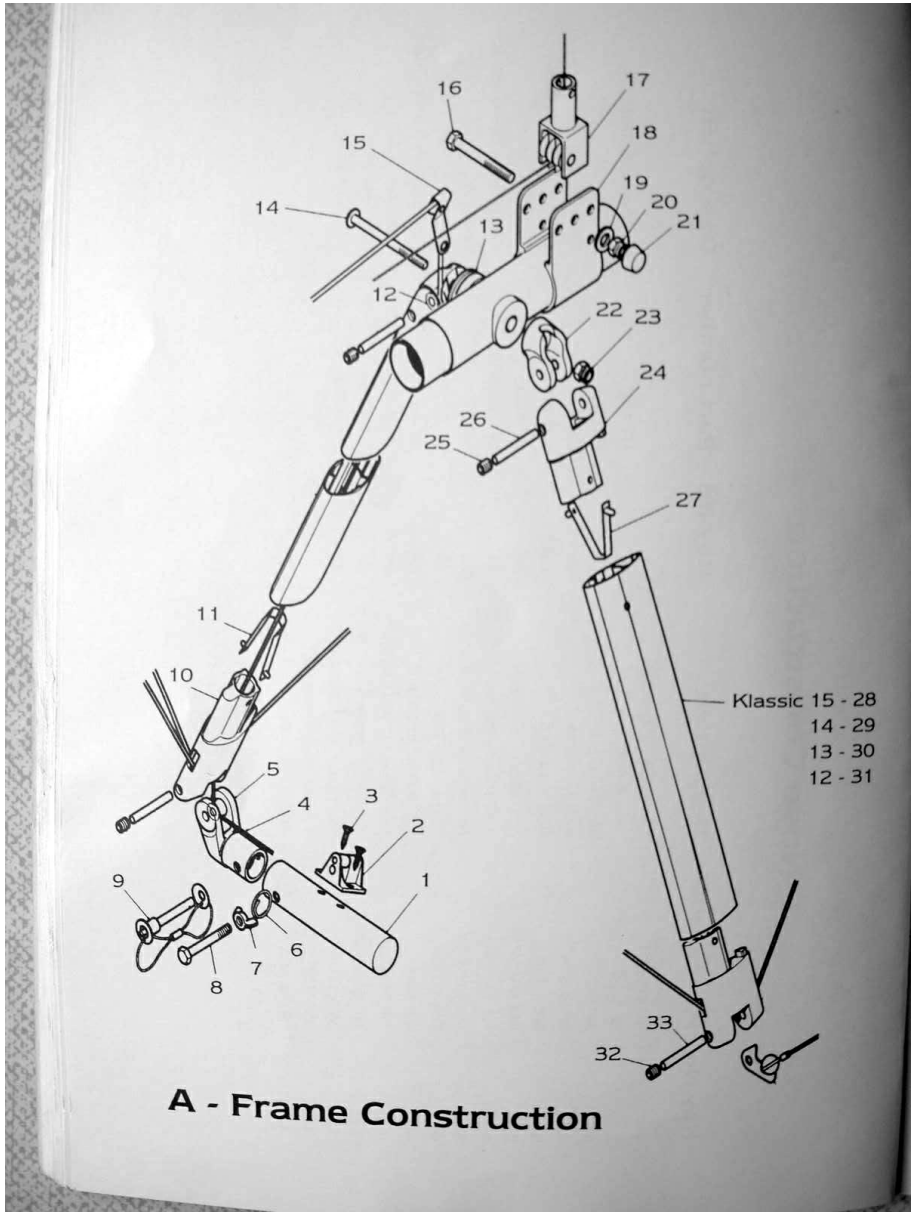
Key No	Part number	Description	Key No	Part number	Description
1	BT 4 26	Bolt AN4 26	15	SF SR 1	Split Ring
2	BT 4 10A	Bolt AN4 10A	16	SF TBH 15	Hook Tip Batten 27-60
3	WA M6	Washer 6mm	17	SF CP 5/8"	Clevis pin carbon stl cad plat
4	SF BT	Bent Tang	18	PM TSH	Tip Strut Hook
5	BT 4 6A	Bolt AN4 6A	19	MK CF STS	Carbo Fibre Tip Strut
6	AF CXTP	Cross Tube Plates	20	RP BE 4MM	Shock Chord 4mm
7	NT 1/4"	1/4 AerotightNut"	21	PM WE	Wedge for Trim Tip
8	WA M6	Washer 6mm	22	AF STS	Tip Strut Spigot
9	SF BT	Bent Tang	23	PM EC	End Cap
10	WA 1 1/4"	Washer 1 1/4 PlasticRef7809"	24	SC 6*25MM	Machine screw 6x25mm
11	SF SR 1	Split Ring	25	PM CSS	Ball Tip Spacer
12	NT 1/4" NYL	1/4" Thin Nyloc Nut	26	AF ES	End Spacer
13	WA M6	Washer 6mm	27	SC 1 1/4 10	Screw Self Tapper
14	WA SW 39	Washer Saddle Large			



Nose Construction

Nose Construction

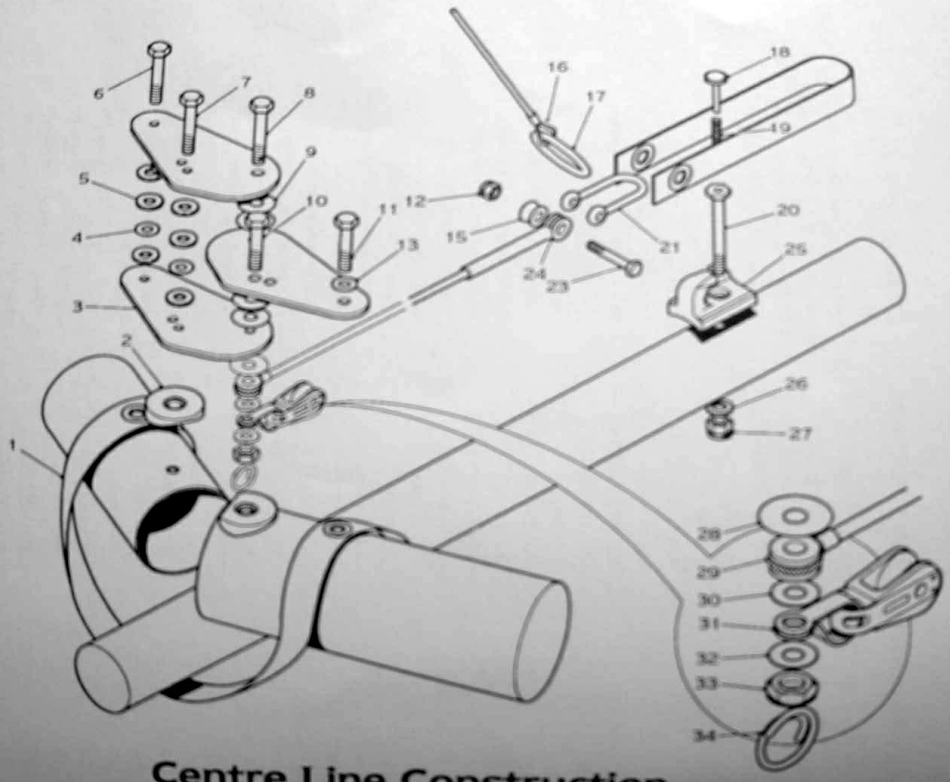
Key No	Part number	Description	Key No	Part number	Description
1	SF CP 5/8"	Clevis Pin 3/16 x 5/8"			
2	SF LS 23	Shackle Long	16	NT 1/4"	1/4 AerotightNut
3	AF GC	Catch Goose	17	WA M6	Washer M6
4	BT 4 31A	Bolt AN4 31A	18	SF BT	Bent Tang
5	BT 4 31A	Bolt AN4 31A	19	WA SW 36	Washer Saddle Medium
6	PM MV NCW	Nutcaps & Washers	20	AF GCX	Channel Goose
7	NT 1/4" NYL	1/4" Thin Nyloc Nut	21	SF D639BS	Pop Rivets TLP D 639 BS.
8	PM MV NCW	Nutcaps & Washers	22	SF SP	Split Pin
9	PM 1 1/2"	End Plug 1 1/2"	23	SF CP 7/8"	Clevis Pin 1/4 x 7/8"
10	AF NBF	Nose Batten Fitting	24	SF PP 22	Pip Pin Nose/Goose Catch
11	SF D665BS	Pop Rivets TLP D 665 BS.	25	BT 4 26A	Bolt AN4 26A
12	SC SMF AB8	Screw S/Tappers 8x3/4 ss	26	BT 4 26A	Bolt AN4 26A
13	WA 1 1/4"	Washer 1 1/4 Plastic	27	BT 4 26A	Bolt AN4 26A
14	AF KNP	Nose plates (Kiss,K2)			
15	BT 4 30A	Bolt AN4 30A			



A - Frame Construction

Figure 3 A Frame Corner

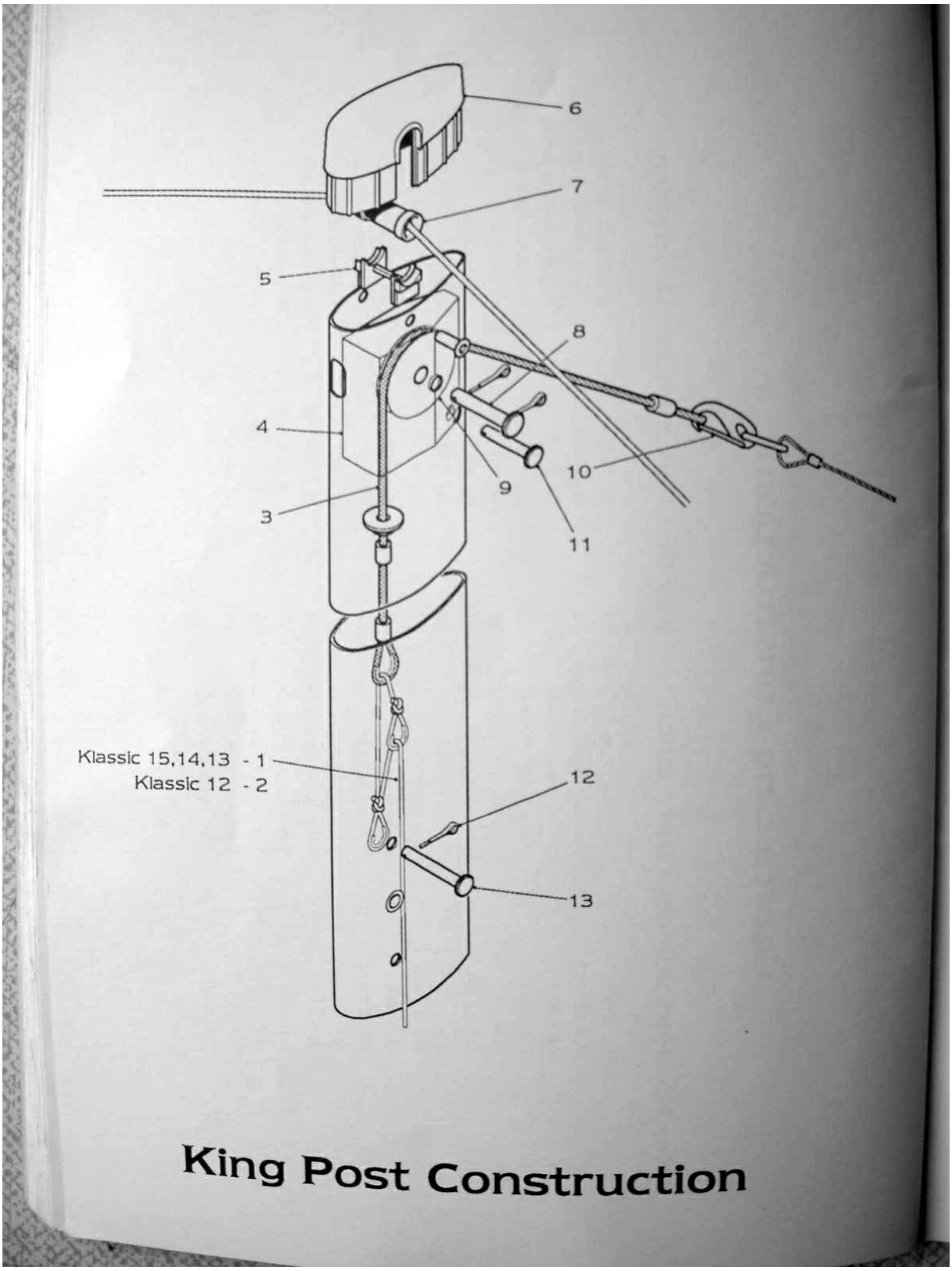
Key Number	Part number	Description
1	M KISS SB	Speed Bar 1500mm (Kiss,K2,3,4,5)
2	SF R3596	Jam Cleat(Magic Trimmer)
3	SC AB 6X1/2	Screw s/tappers 6x1/2 ss
4	RP MT 4MM	Rope 4mm Prestretched
5	AF FEL	Fork Plug Lower
6	SF SR 1	Split Ring
7	NT WN	Wing Nut
8	BT 4 14A	Bolt AN4 14A
9	SF PP36 ASSY	Pip Pin 36mm + Washer
10	AC 185BMC	Casting Bottom End
11	SF PBS	Spring Clip
12	AF TSWB	Trimmer Sheave Wide Brg
13	AF FPTS	Fork Plug Top Slotted
14	AN4 24 46A	Bolt Mushroom Head
15	SF AGD-192	Sheave Tang
16	BT 4 17A	Bolt AN4 17A
17	AF BBA	Base Block Adaptor
18	AF AHB	Adjustable Heart Bracket
19	WA M6	Washer 6mm
20	NT 1/4"	1/4 AerotightNut
21	PM MV NCW	Nutcaps & Washers
22	AF FPTM	Fork Plug Top
23	NT 1/4"	1/4 AerotightNut
24	AC 185TMC	Casting Top
25	SF SC 8MM	Socket Set Screw 8mm
26	SF PQD	Pin Quick Detachable
27	SF PBDS	Spring Clip
28	KL UP LRG	Klassic Upright Large
29	KL UP MED	Klassic Upright Medium
30	KL UP MED	Klassic Upright Medium
31	KL UP SML	Klassic Upright Medium
32	SF SC 8MM	Socket Set Screw 8mm
33	SF PQD	Pin Quick Detachable



Centre Line Construction

Centre Line Construction

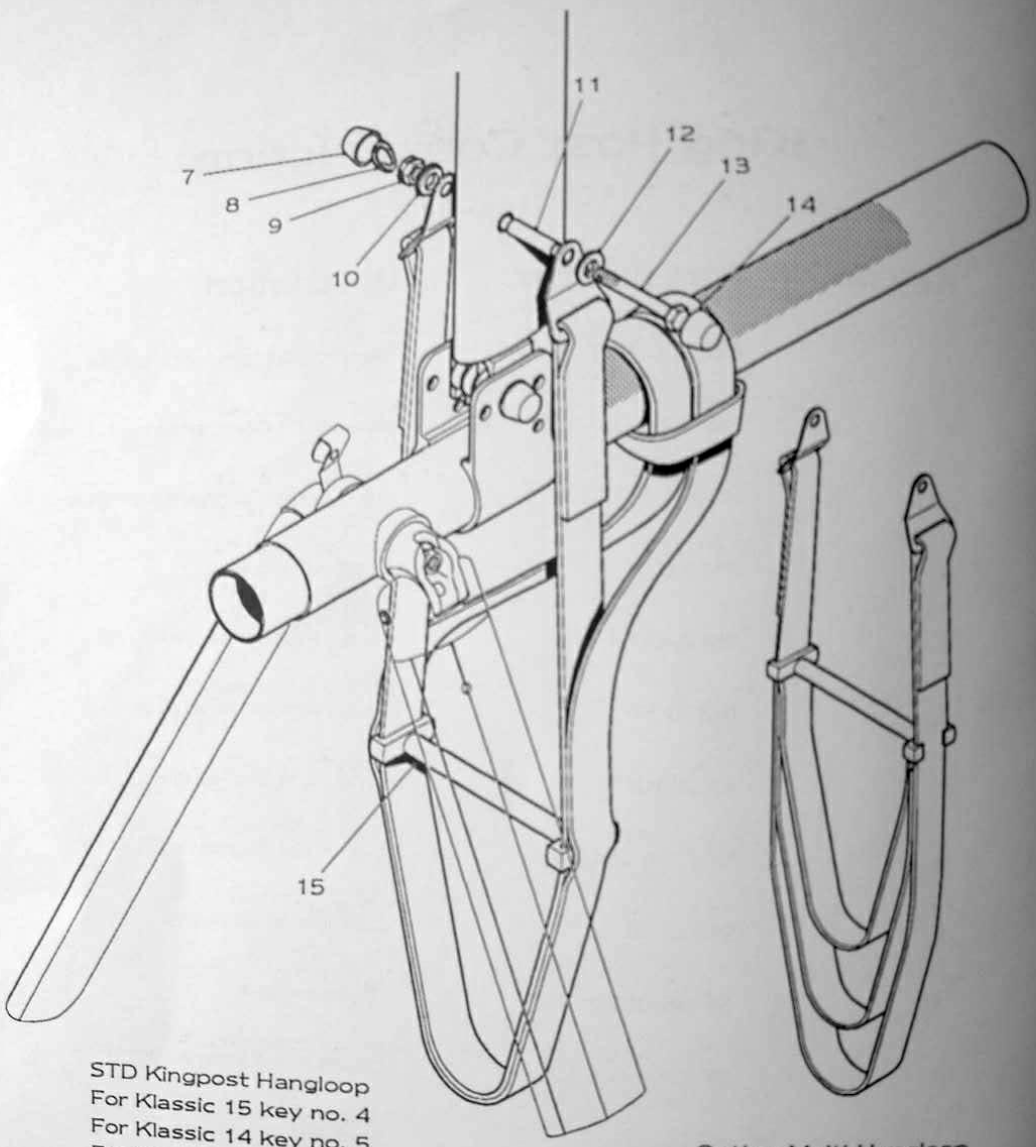
Key No	Part number	Description	Key No	Part number	Description
1	SL XTWL	Webbing Loop C/Tube	19	SF CBS	Catchbolt Spring
2	WA SW 39	Washer Saddle Large	20	BT CB21	Catchbolt AN5 21A
3	AF CXTP	Cross Tube Plates	21	SF SH S	Forged Shackle Small
4	WA 1/4"	Washer 1/4 Plastic"	23	BT 3 13A	Bolt AN3 13A
5	WA 1/4"	Washer 1/4 Plastic"	24	AF AS	Dead Eye
6	BT 4 10A	Bolt AN4 10A	25	AF HC	Hook Clamp
7	BT 4 10A	Bolt AN4 10A	26	WA M8	Washer 8mm
8	BT 4 13	Bolt AN4 13	27	NT 5/16"	5/16 AerotightNut"
9	WA MW	Washer Mylar	28	WA MW	Washer Mylar
10	BT 4 12A	Bolt AN4 12A	29	AF AS	Dead Eye
11	BT 4 12A	Bolt AN4 12A	30	WA M6 B	Washer M6 Thin
12	NT A125 D66	3/16 AerotightNut	31	BL RF 1950	Block and shackle
13	WA M6 B	Washer M6 Thin	32	WA M6	Washer 6mm
15	AF TSS	Trimmer Sheave Small	33	NT 1/4" NYL	1/4" Thin Nyloc Nut
17	SF RR	Rigging Ring	34	SF SR 1	Split Ring
18	SF CBB	Catchbolt Button			



King Post Construction

King Post Construction

Key No	Part number	Description
1	RGKL COMP	Klassic Compensator L Line
2	RGKL12 COMP	Klassic 12 Compensator L Line
3	RGK3/K4 COMP	K3,4 & K5 Compensator Strop
4	PM SH	Sheave Housing
5	PM AKPP I	Plug - Insert Aero KP
6	PM AKPP	Plug Aerofoil King Post
7	AF AFKP	King Post Top Slug
8	SF CP 6.2 X 25.4	Clevis Pin 6.2mm x 25.4mm
9	PM LLSB	Luff line sheave/brg
10	SF B518/20	Ringed Hook
11	SF CP 4.6 X 19	Clevis Pin 4.6mmx19mm
12	SF SP	Split Pin
13	SF CP 1 1/4	Clevis Pin 3/16 x 1 1/4"



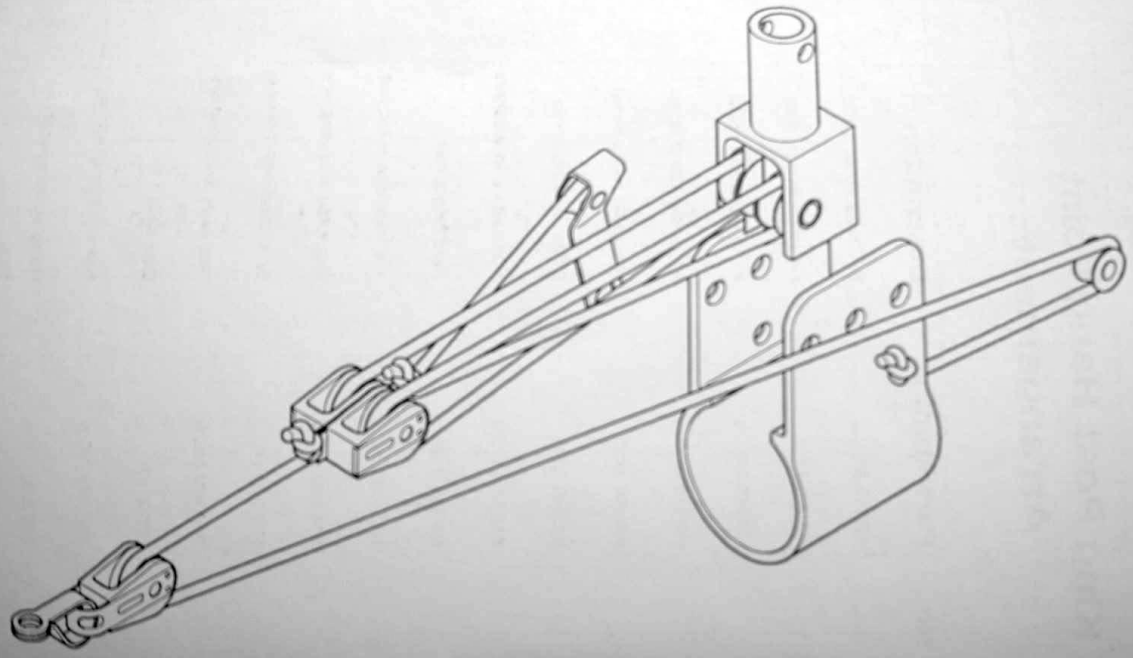
STD Kingpost Hangloop
For Klassic 15 key no. 4
For Klassic 14 key no. 5
For Klassic 13 key no. 5
For Klassic 12 key no. 6

Option Multi-Hangloop
For Klassic 15 key no. 1
For Klassic 14 key no. 2
For Klassic 13 key no. 2
For Klassic 12 key no. 3

Kingpost Hang Point Arrangment

King Post Hang Point Arrangement

Key No	Part number	Description
1	KP HS M	KP hang strap multi
2	KP HS M	KP hang strap multi
3	KP HS M	KP hang strap multi
4	KP HS 600	Kingpost hang strap
5	KP HS 500	Kingpost hang strap
6	SC HS 500	500mm hang strap
7	PM MV NCW	Nut caps and washers
8	SF SR 1 25	Spilt ring small
9	NT 1/4" NL	1/4 inch thin nyloc nut
10	PM MV NCW	Nut caps and washers
11	BU 1 3/16	5/16 Bush KP-Trimmer
12	PM MV NCW	Nut caps and washers
13	BT 4 17	Bolt AN4 17
14	PM MV NCW	Nut caps and washers
15	HS SB	Hang strap spacer- bar



Trimmer Layout

All Dimentions in mm

		15	14	13	12
Top Lateral	L	6705	6470	6445	
Top Front	L	1920	1920	1920	
Top Aft	L	1530	1519	1525	
Main Span	L	2763	2570	2581	
Front Lowers	L	2037	1906	1906	
Aft Lowers	L1 L2	310 2115	310 2038	310 2036	
Cross Tube Tension Strop	L	1420	1420	1420	
Compensator Strop	L2	569	569	569	569

A FEW LAST WORDS

Your AIRWAVE **Klassic** is a sophisticated high performance hang glider, that will give you years of safe and enjoyable soaring, provided that you treat it properly and always maintain a healthy respect for the demands and potential dangers of flying. Please remember that aviation is always potentially dangerous and that your safety depends on you.
With proper care and maintenance your **Klassic** will remain for some years at a high level of airworthiness. The **Klassic** has been tested internationally to beyond all current airworthiness standards, and these represent the best accumulated knowledge of what constitutes airworthiness in a hang glider. There is a lot that is still unknown, for example; what is the effective lifetime of a hang glider, and how much material degradation is acceptable without compromising airworthiness. We are sure, however, that there are forces in nature which can severely compromise your safety, regardless of the quality of design or condition of the aircraft you are flying. Your safety is ultimately your own responsibility. We strongly recommend that you fly conservatively, both in your choice of the conditions in which you fly, and in the safety margins you allow in your flying.

You are reminded that you fly a hang glider at your own risk.

We recommend that you only fly with a harness and helmet that have been tested for stength and that you always fly with an emergency parachute system.

At Airwave, our best source of feedback is from you, the pilot. If you have any comments or suggestions, please send them to us. We are always very pleased to listen to what you have to say.

SEE YOU IN THE SKY!

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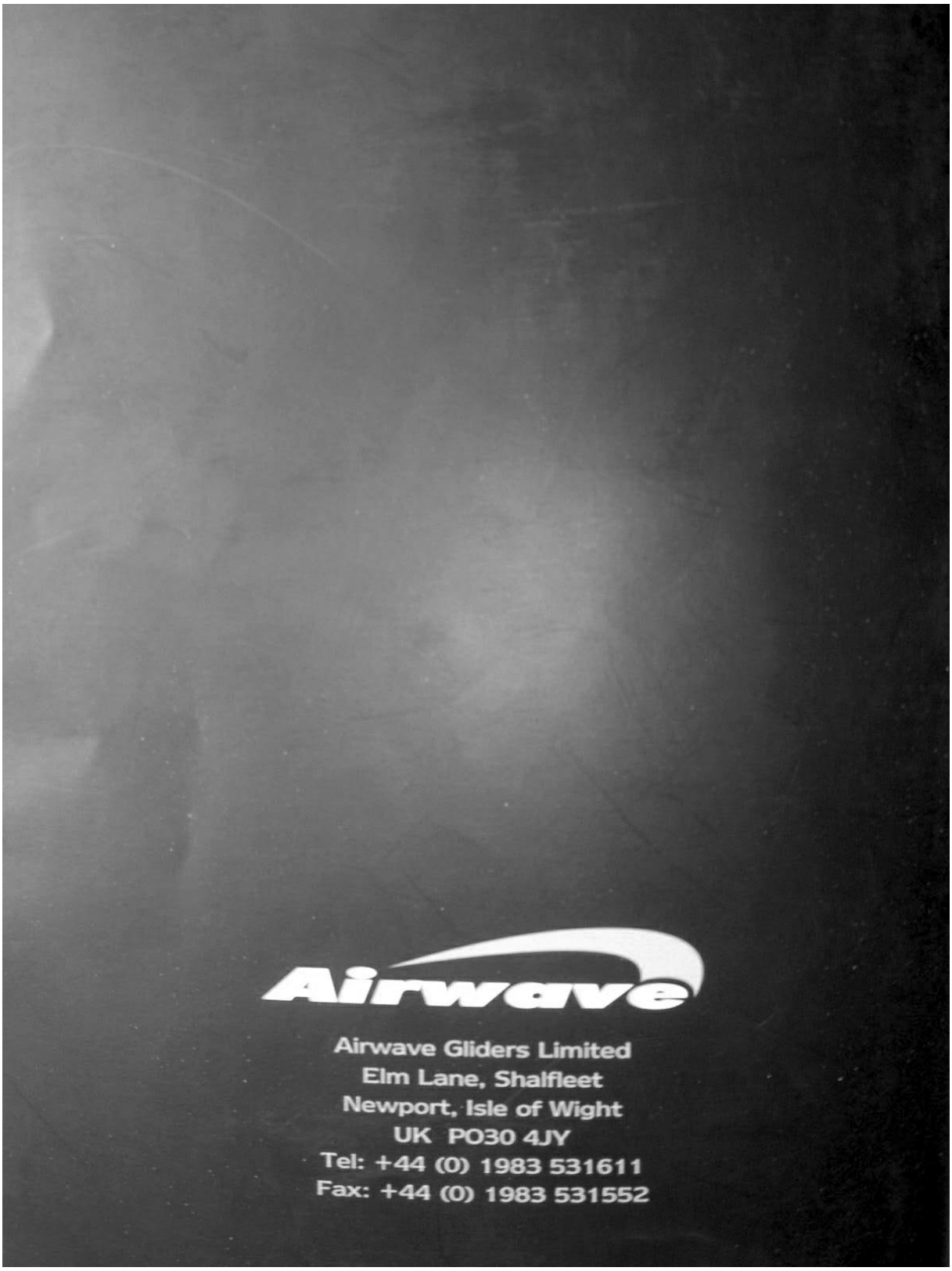
Notes



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