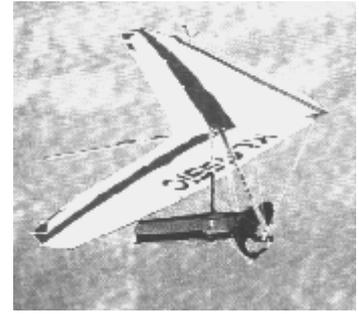


# Klassic thoughts

Still in my quest for a new glider I borrowed a Klassic 14.4 from Simon Murphy. For those of you used to real measurement it was a 155, the same size as a K4.



Same as a K4, would be a good summary of what I thought. It felt different to my current K4, but then it should, as everything on it was tighter. So what's new?

- ☞ The most obvious difference is the new uprights, similar in size to the Wills Wings ones, but with better looking fittings at the top and bottom. They felt fine to hold, but could be easily flexed. I doubt whether they will be as robust as the current Airwave design. For years pilots have been complaining about how difficult Airwave uprights were to hold, lets hope they don't start complaining that the new ones are too easy to break. I think they will prove on par with the Solar Wings ones when it come to crash resistance, although I did not test this 📱.
- ☞ The Klassic sees the return of the tip-rod. They are made of carbon fibre, just like the tip battens. We were told that the K4 did not need them as the luff lines extended out further than on the Kiss. The luff lines still extend out as far as the K4, but have been moved to the inside of the battens.
- ☞ There is a new pulley attached at the top of the upright to make the VB smoother to pull on. It didn't seem to make any difference to me, but looked like it should.
- ☞ Tip bags come as standard. This has to be a good thing, although I'd have liked them to be a little bit larger and made of tougher material.
- ☞ Pip pins are used to connect the base-bar. Some pilots like this and others don't. Solar have been doing it for years.
- ☞ The padding at the top of the control frame comes with a pocket into which the swan catch can be placed when the glider is packed up. Neat.
- ☞ The strengthening on the trailing edge has been extended in by an extra panel and now comes in a contrasting colour.
- ☞ The final thing I noticed was that the under surface battens now go right out to the leading edge. They go so far they can be felt under the mylar insert.

That's all I noticed. There may be a different sail cut and batten profile but I didn't check.

Generally the finish was what you'd expect from Airwave, excellent.

I flew the glider at Mere and at Pandy, the same two sites at which I flew the small RamAir. Other pilots had said that the Klassic was stiffer than the K4, but I didn't find this one to be (the tips had been adjusted for lighter roll). In general, I'd describe it as a very positive, crisp K4. Nothing new, just excellent. Pilots flying them in the league say that they will out glide K4s, but this could be because the K4's are all older. I didn't notice any better glide, but that's not to say it didn't have one.

For some reason I found it easier to de-rig on the A-frame than my K4, I've no idea why.

Overall I'd say it was like a very good K4, but not significantly better or different enough to make me sell my K4 and buy one. If I was in the market for a new glider to replace a Kiss I'd probably get one. Personally I still have a liking for the RamAir. Having flown both at the same site in similar conditions, the nervousness I attributed to the RamAir was probably my own nervousness, as I felt the same on the Klassic (and have felt since then on my K4). Maybe I'm getting too old for all this? (Thank god Bill can still get above me!)

**Chris**