

BGA glider data sheet - Ka 6, BR & CR (Rhönsegler)

Data source: Manufacturer's Handbook

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Weighing Data:

	Kg	Pounds
Max weight (dry)	300	660
BGA concession non-aerobatic max weight (dry) [+3%]	309	680
Max pilot weight (seat load)	110	242
Max weight of non-lifting components (everything except wings)	190	419
BGA concession non-aerobatic max weight of non-lifting components [+5%]	200	440

mm

Forward C of G limit (aft of datum)	175
Aft C of G limit (aft of datum)	352
Pilot position (forward of datum)	380

Control deflections in mm

	Up	Down	Distance - hinge to measuring point	Max free play
Ailerons	110 ±10	45 ±10	220	
Elevator All except "PE" model	105 ±10	105 ±10	330	
Elevator "PE" model	125 ±10	125 ±10	585	
Rudder	Left 355 ±20	Right 355 ±20	680	

Longitudinal datum: Wing root LE Rib 3

Horizontal datum: Rear fuselage top 1000:122 tail down

Maximum speeds (Winch/auto tow speed increased by EASA approved BGA Mod)

	Knots	Kph
VNE	108	200
VNE Ka6 BR-Pe & CR-Pe	97	180
Rough air	76	140
Manoeuvre	76	140

	Knots	Kph
Aerotow	76	140
Winch / auto tow	60	111
Airbrakes open	108	200

Max winch weak link: 600 Kg (Tost blue)

Tyre pressure: 36 psi 2,5 Bar

Semi aerobatic. Cloud flying permitted.

Notes: -

The Ka6 is 14.4 Meters span, the others are 15 meters. The "PE" versions have Ka 6E type all moving tailplanes.

The "R" versions have wheels, the previous versions have main skids without wheels

This sheet compiled by: Tim Macfadyen Date: 1 July 2003

4 June 2023 UK agent Email changed

1 Dec 2023 Max speeds for Rough air, Manoeuvre & Aerotow reduced to the TCDS and Flight Manual EAS figures.

16 Aug 2026 Position of pilot forward of datum corrected, calculated from handbook data. The previous figure (520mm) had come from old unauthenticated BGA data.