

Ka-6CR CHECKOUT BRIEFING

History

First flew 1955, production ceased in 1972
Designed to be capable of Gold Distance flights (300km)
Known for good performance and pleasant handling characteristics
Ka-6's won the 1960 and 1963 World Gliding Championships
1963 held the world distance record of 876km

POH review

Min pilot weight = 140lbs (light pilot can add parachute and seat pan ballast to equal 140 lbs)
Max pilot weight = 265 lbs

Speeds

Stall	31 kts
Min Sink	37 kts
L/D max	43 kts
Maneuvering Speed	75 kts
Vne	110 kts
Pattern Speed	45-50 kts

Cockpit Tour

Compact cockpit
Small canopy

Just large enough for your head to stick out above the cockpit
Some obstruction of visibility behind due to wing root

Wooden seat

Back cushion is required equipment
NLT 4 inches thick when compressed
Original design accommodated a larger parachute than used nowadays
Adjust cushion and pedals to ensure:
Full control stick movement
Full air brakes movement
Full pedal travel
Head sticks out but doesn't hit canopy
Barely able to touch panel and operate radio, etc.

Controls

Elevator trim handle (left side or lever on the stick?)

Spring trimmer
How to use it

Elevator and ailerons are cross-connected

Full aft stick will cause both ailerons to bias upwards
Reduces wingtip AOA and improves controllability

Rudder Pedal adjustment

Draw back pedals with heels
Sliding catch arrangement clicks into place
Pedals are adjusted SEPARATELY!

Ground maneuvering

Wooden gliders should not be pulled forward from the wingtips
They may be pushed backwards by the wing leading edges or forwards with a short tow rope
Do not push on the trailing edge of the wings as they are fabric covered.

Preflight

Release mechanism far forward of nose
(what should be / can be checked?)
Wing spar bolt with safety pin
Aileron and airbrake linkages with safety pins

Pre-Launch Checklist

- Canopy locked
- Airbrakes locked

Takeoff and Tow

- Will fly itself off
- Pitch sensitivity and PIO tendency similar to 1-26
 - Keep a light touch (don't grip stick tightly)
- No unique problems

Release

- Pull release 'completely'

Handling

- Control forces very light (not suitable for a novice)
- Good roll rate
- Light wing loading – can feel the thermals
 - Not great penetration into a headwind
 - Stay upwind
- Effective air brakes
- Slips well
 - Airspeed indication may drop to zero
 - (maintain speed with ref to noise, pitch attitude, etc.)

Spin recovery

- Will not spin unprovoked
- Just centralize the controls to recover from a spin

High Speed

- As soon as passing maneuvering speed (75 kts), use the airbrakes to keep the speed down (Vne 110 kts)
- At high speed, once the airbrakes are unlocked, they will self-deploy

Noise

- Low cockpit noise in flight (limited noise cues)
- More difficult to maintain steady speed than other gliders

Pattern and Landing

- Approach 45-50 kts
- Plan a wheel landing similar to 1-26 (not on the tail!)
- Don't land with dive brakes full open
- Wheel brake is at the aft limit of the dive brake handle
- (heavy wheel braking may cause the nose to grind on the ground – no skid)
- Stops in a relatively short distance