

VariViggen Model 27

Project Summary



Burt Rutan

Model 27 VariViggen

Specifications

Two-place tandem

Wing Span 19 ft.

Wing Area 123 sq. ft.

Aspect Ratio 2.94

Empty Weight 1020 lbs.

Gross Weight 1700 lbs.

Engine 150 hp 0320-A2A

Performance

Take Off Distance 1200 ft.

Landing Distance 490 ft.

Rate of Climb 1200 fpm.

Maximum Speed 144 KTAS

Cruise Speed 131 KTAS

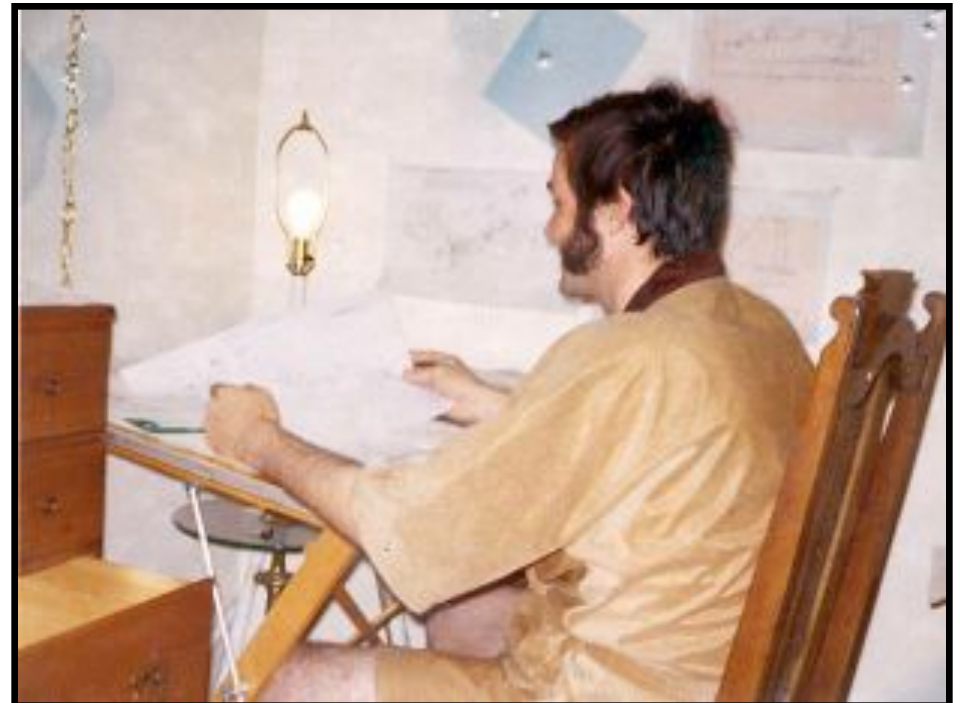
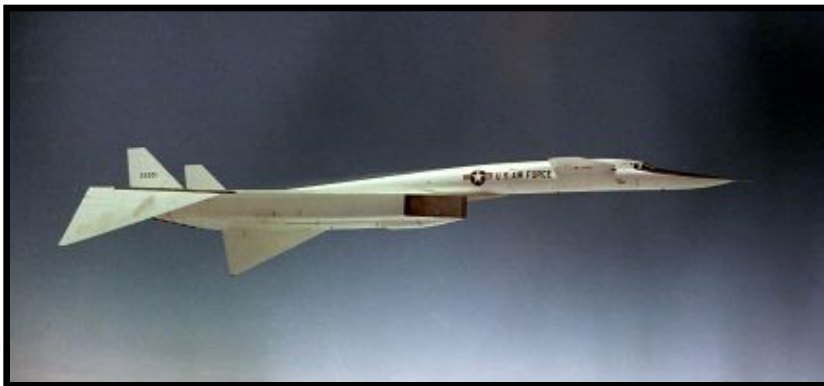
VariViggen History/Milestones

- Inspiration - XB-70 and Saab Viggen - 1963/64
- Concept and Aero design; College, Cal Poly - 1964/65
- Car-top wind-tunnel - 1967 east Lancaster roads
- Fabrication - 1968 to 1972 in a Lancaster garage (two, actually).
- RC Model - October 1971 (During St Louis TDY)
- First Flight - May 1972 Newton, KS
- Plans sold – 1974 to 1979
 - Plans \$27 Encouraged builder innovation
 - Sold 600 sets by 1977.
 - RC model plans, 18% scale. \$14
- Oshkosh
 - First appearance (Burt a BEDE employee) - 1972
 - Outstanding New Design Trophy – 1974
 - Flown to Oshkosh ~ 11 different years, 2 from Kansas
 - Prototype VariViggen donated to Hales Corners EAA Museum in 1977
- Death Race 2000 1974 Classic Movie



The Inspiration

Design Without Computers



The “Car-top” wind tunnel
Lancaster, while a USAF FTE

1967



Built in a Garage. Lancaster, California



Paint scheme morphs to USAF Thunderbird style

ThunderChicken





Airshows
1973
Semi-aerobatic



First (and only)
“Pin-up” Sport Aviation Cover



Learning the ropes at Oshkosh



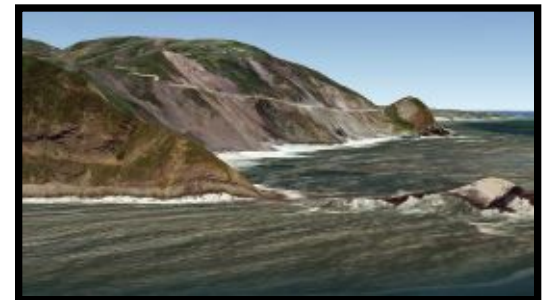
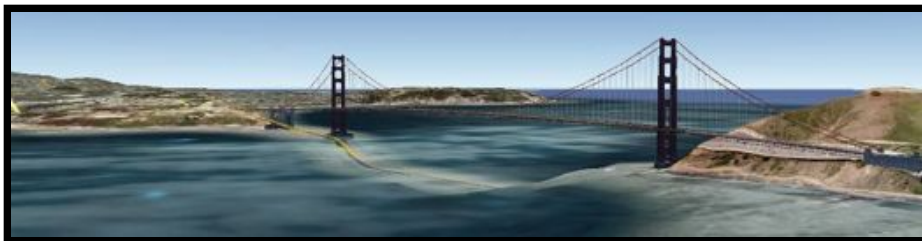


Burt's Excellent Adventure

VariViggen

1973

Off-Airport forced landing after engine failure in Burley Idaho. Taxi through town to the airport.





RAF at Mojave

New building 1977



Solar Water Heat 1978

Another RAF Product

RC model plans



Death Race 2000
Jawbone Canyon
1974





Altitude Record Flight



The Melvill homebuilts 1981

The 'SP' "high aspect ratio" wing





Final Resting Place
N27VV at EAA Oshkosh

N27MS at Seattle Museum of Flight

