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# **Around the world in 67 hours** **Solo flight of Steve Fossett**

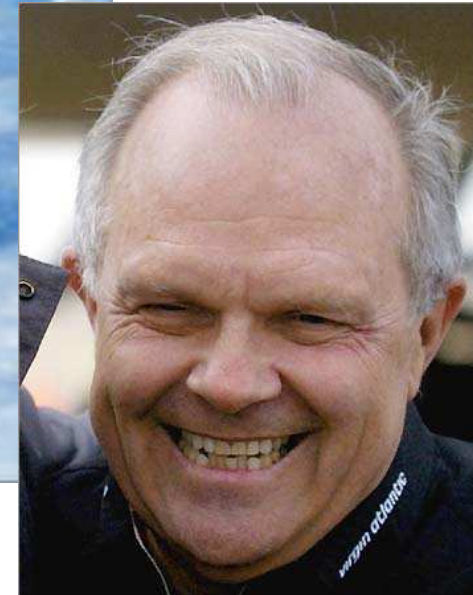


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## The Virgin Atlantic GlobalFlyer



Steve Fossett



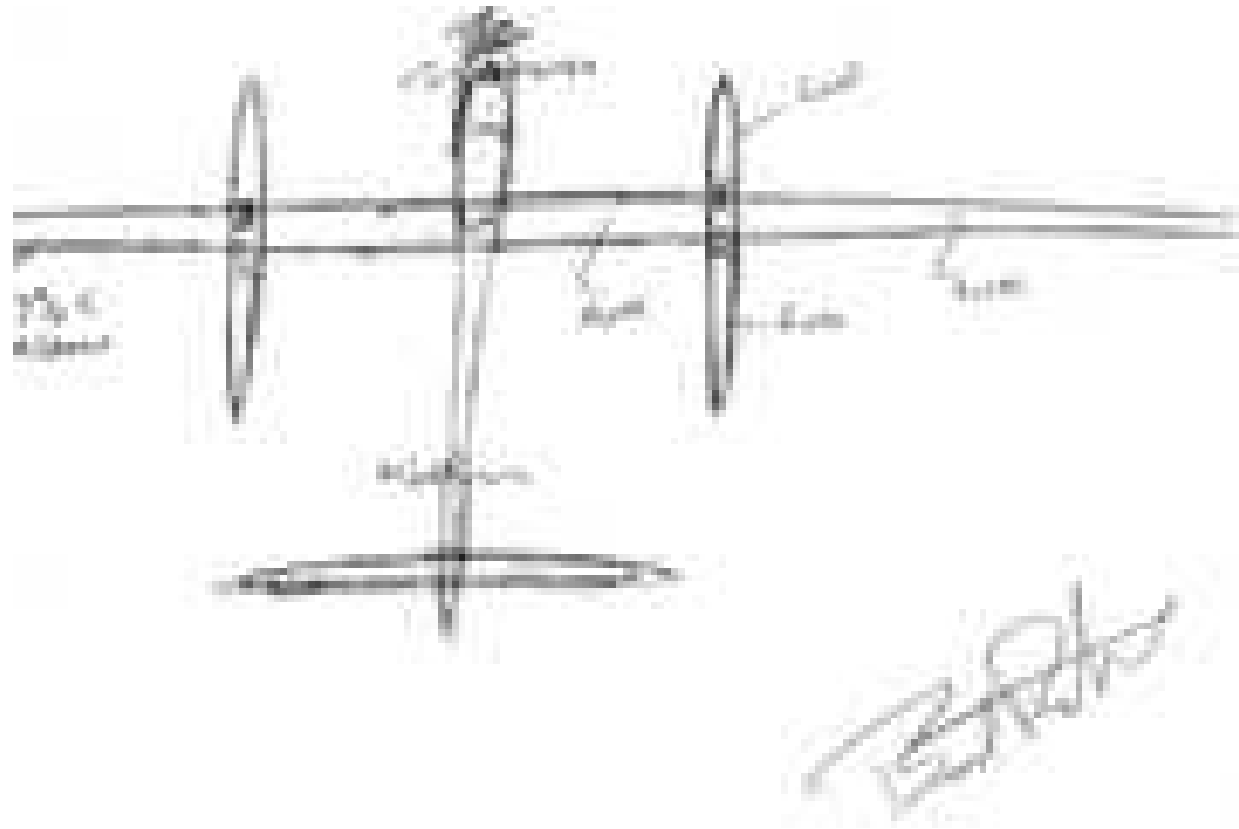
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The designer of the Virgin Atlantic GlobalFlyer, Burt Rutan



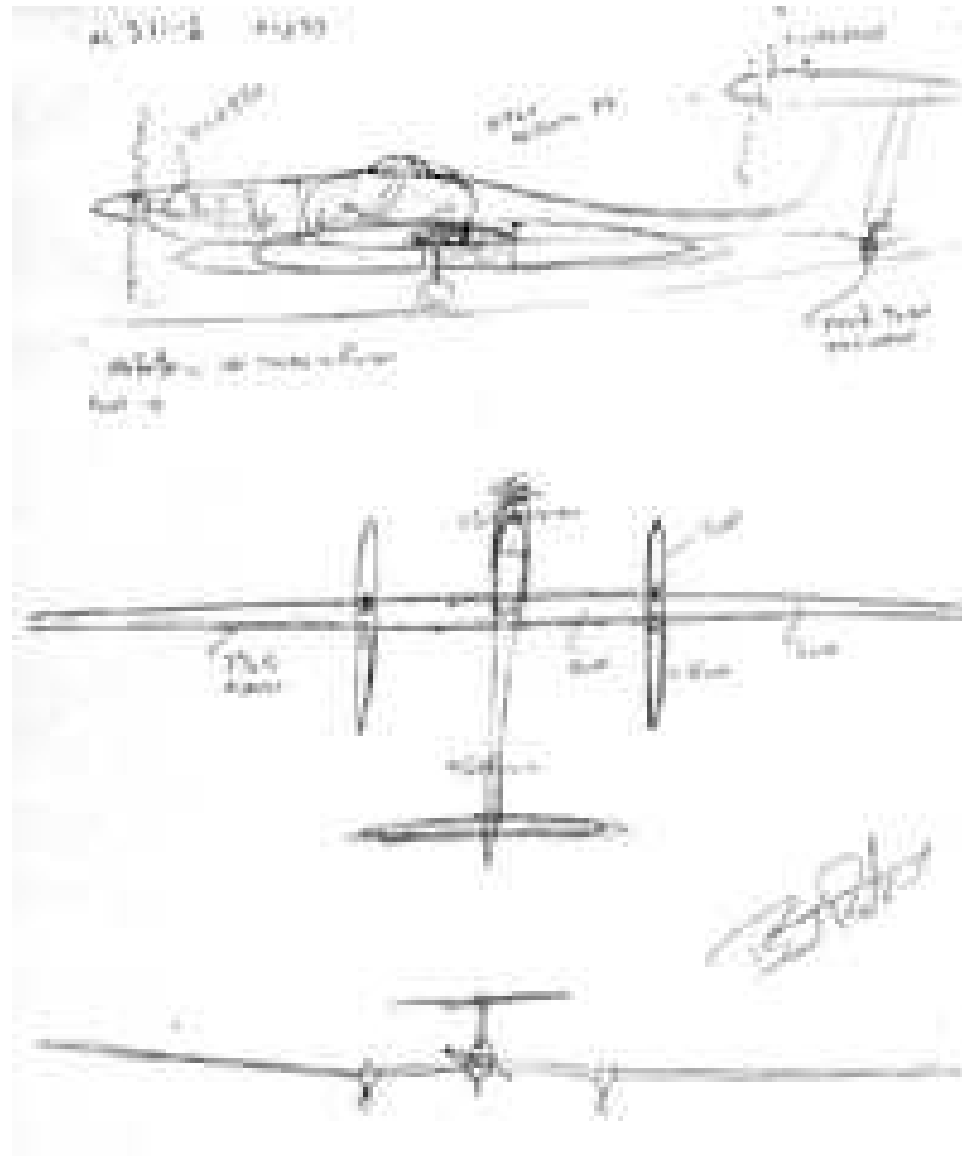
Weight is so critical to the design of the Virgin Atlantic Global Flyer that a co-pilot wouldn't be possible even if we wanted one!

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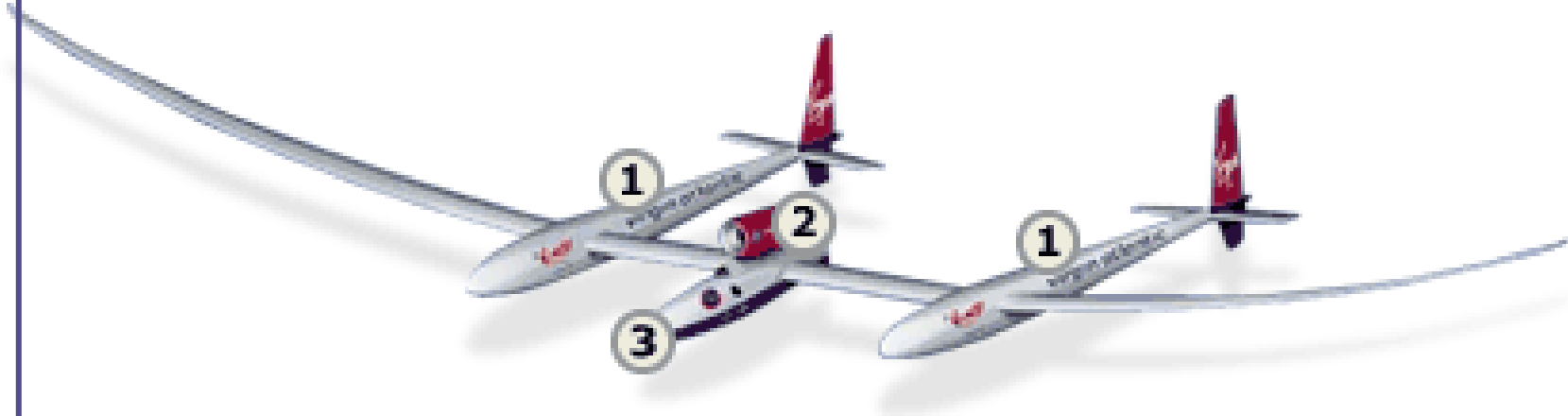


Burt Rutan's original design for the Virgin Atlantic GlobalFlyer has certainly changed in the 5 years since it was drawn.

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## GlobalFlyer



- 1) **Fuel tanks** - Gross weight is 10 tonnes; empty weight is 1.5t
- 2) **Engine** - Williams FJ44-3 ATW (10,200 Newtons of thrust)
- 3) **Cockpit** - Pressurised and large enough for pilot to lie down  
**Length** - 11.7m; **Height** - 3.6m;

**Wingspan** - 35m

**Speed** - in excess of 460km/h; 290mph; 250 knots

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- Wing Span: 114ft
- Wing Area: 400ft squared
- Length: 44.1ft
- Height: 13.3ft
- Gross Weight: 22,000 lbs
- Empty Weight: 3,350 lbs

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## Global Flyer

Scaled's 'Model 311' aircraft is a single engine turboprop aircraft specifically designed for non-stop global circumnavigation by a solo pilot with no passengers



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Aerodynamics are key to this aircraft, and its configuration is optimised for range and fuel efficiency.

The aircraft's aerodynamics have been designed using extremely sophisticated computing technology that uses computational fluid dynamics to predict how the aircraft's surfaces will behave in flight.

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The aircraft is so aerodynamically perfect,  
that the only practical way to descend is using drag parachutes,

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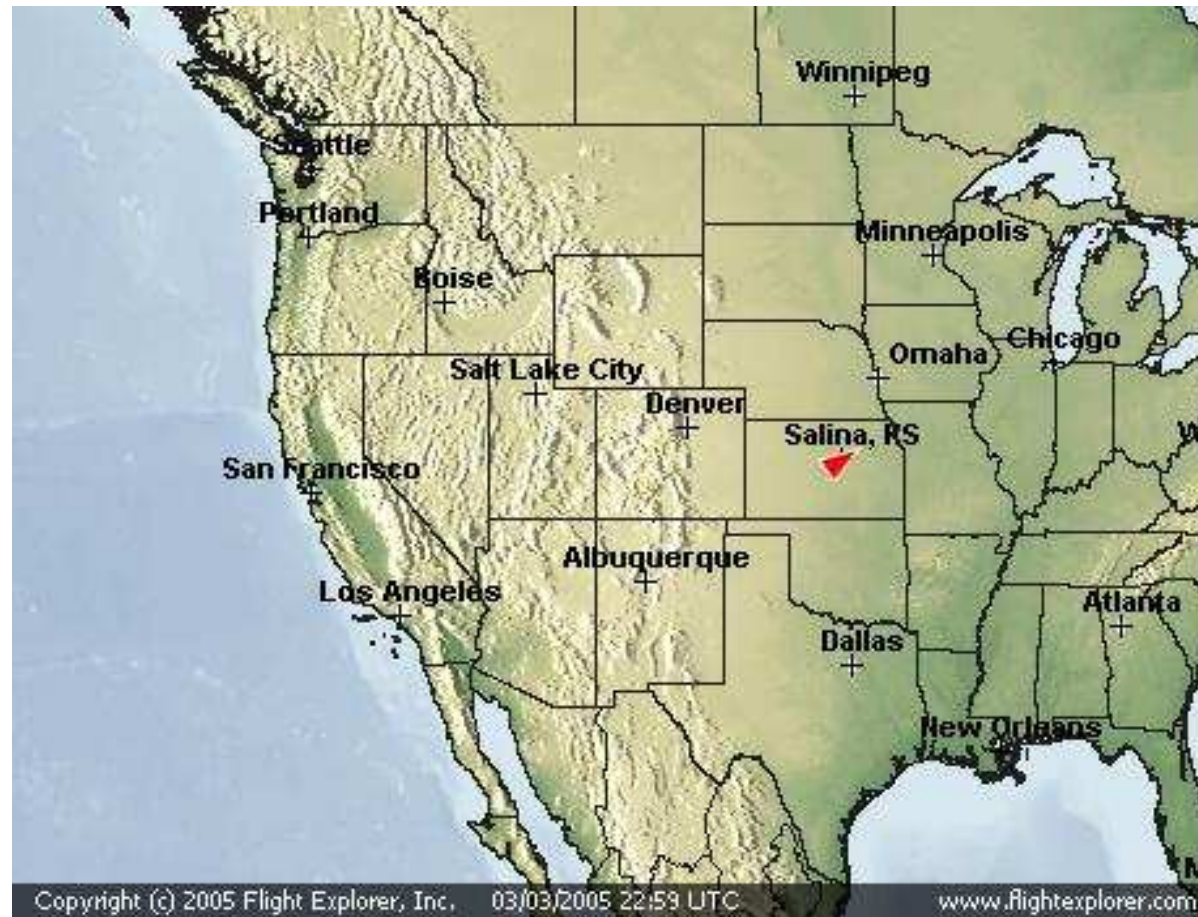


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The construction materials used for the structure of this aircraft are all graphite/epoxy. The stiffest carbon fibers are used in the construction of the wings, and the skin is a sandwich of graphite/epoxy and Aramid honeycomb

## Salina Kansas GlobalFlyer Starting and Finish Point



# The Route

## FOSSETT: THE MAN, THE MISSION



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**We have lift off!**



As the sun set over Salina, 8000 people watched from the side of the runway as Steve Fossett and the Virgin Atlantic GlobalFlyer successfully took off into the air.

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Steve Fossett flies over the Grand Canyon en route to Salina, Kansas, where his nonstop, around-the-world flight began on Monday, March 1.

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Steve Fossett after 27 hours of flight still on schedule.

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A mysterious fuel leak somehow caused the Virgin Atlantic GlobalFlyer to lose 2600 lbs of fuel within the first three and a half hours of the flight.

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As he approaches the airport, Fossett deploys small parachutes to slow down the plane.

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A crowd gathers at the airport to welcome the GlobalFlyer and its 60-year-old pilot into the record books.



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## Final Approach



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**19:50UTC** - 13:50 local time - Steve has just touched down at Salina after successfully completing the fastest, non-stop, non-refuelled flight around the world.

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Fossett lands GlobalFlyer at Salina Municipal Airport  
around 2:49 p.m. ET on Thursday.

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Richard Branson, left, and Fossett's wife, Peggy, watch as the GlobalFlyer touches down. The 25,000-mile (40,234 kilometer) voyage took 67 hours and two minutes. It was financed by Branson, Fossett's longtime friend and head of Virgin Atlantic Airways.

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Fossett emerges from the plane after flying solo around the world without refueling.

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Fossett waves to the crowd.



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Peggy Fosssett congratulates her husband  
on his successful flight.

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Fossett revels in a champagne shower,  
courtesy of Branson.

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**Steve Fossett celebrates with a drink of champagne after landing the GlobalFlyer on Thursday.**

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**Mission Control like you've never seen it before!**



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Steve Fossett and the Virgin Atlantic GlobalFlyer set a world record for the first solo, non-stop, non-refuelled circumnavigation of the world he follow a strict set of rules laid down by the governing body of aviation record attempts, the Federation Aeronautique Internationale - FAI.