

N5062V is the first factory built Varga Katchina 2150A, Serial Number 1 (actually VAC-50). Formerly owned by the Varga Society President and features an FAA Field Approval Lycoming Factory Re-man 160HP, O-320-B2C Powerplant.

History

In 1948, Douglas Aircraft test pilot/aircraft designer [W.J. Morrisey](#) produced a wood-and-fabric light aircraft, the [1000C \(Nifty\)](#). In 1958 he reworked that basic design, giving it an all-metal structure and increased power. In 1958 The Morrisey Aviation Inc. company began building the re-designed aircraft. Two units were completed as the **Morrisey 2000**. A further improvement came with the **Morrisey 2150**, incorporating a 108 hp [Lycoming O-235](#) engine. The company built nine aircraft by the end of 1959.

The construction and design rights were then sold to Shinn Engineering Inc. which built 35 improved **Shinn 2150A** aircraft with a 150 hp [Lycoming O-320-A2C](#) engine, before ceasing production in 1962.

The 2150A design rights were sold in 1967 to George Varga who formed the **Varga Aircraft Corporation**. The **Varga 2150A Kachina** was built at [Chandler, Arizona](#) between 1975 and 1982. 121 2150A Kachinas were completed together with 18 examples of the **Varga 2180** with a 180 hp [Lycoming O-360-A2D](#) engine. A tailwheel option was available as the **Varga 2150TG**.

General characteristics

- **Length:** 21 ft 2 in
- **Wingspan:** 30 ft 0 in
 - **Height:** 7 ft 0 in
- **Wing area:** 144.0 sq ft
- **Empty weight:** 1,249 lb.
- **Max takeoff weight:** 1,817 lb normal category
 - **Fuel capacity:** fuel: 35.0 US gal

Performance

- **Maximum speed:** 128 kts., 147 mph
- **Cruise speed:** 117 kts., 135 mph, 75% power,
- **Stall speed:** 49.5 kts., 57 mph flaps up, 45 kts., 52 mph, flaps down
 - **Never exceed speed:** 147.5 kts., 170 mph
 - **Range:** 455 nm.
 - **Service ceiling:** 21,998 ft
 - **Rate of climb:** 1,450 ft/min
 - **Wing loading:** 12.6 lb/sq ft.
 - **Take-off run to 50 ft :** 440 ft
 - **Landing run from 50 ft :** 449 ft



N5062V Leaving the factory in Chandler AZ (1975)