Triumph Model 143
A Scaled Project Summary
By Burt Rutan
Origin of Beechcraft Requirement
1984

- Cessna and Piper owned the Cabin-Class Twin Market
- Beech had nothing between the Baron and the King Air

Cessna 402  Cessna 411  Cessna 421

Piper Navajo
Another requirement

- Same basic airframe could use Turbocharged Recips (250 knots) or Turboprops (290 knots). This was prior to the Cessna Citation Jet.
- Scaled insisted that it should also include Turbofan using the new (un-flown) Williams FJ-44.
- Beech said “ok, but optimize about Recip and accept Turbofan compromises”
- Scaled actually optimized about the Turbofan since the compromise was much smaller
Program History

Concept/feasibility studies
- Oct 1984  Recip and Turboprop.
- Feb 1985  Added the FJ-44 Turbofan version.

• Proof-of-concept prototype programs
  - March 1986, Max Bleck takes over as Beech President. Program cancelled, then restructured with FJ-44 Turbofans.
  - Press event 1987 at Paris Air Show.
  - Scaled sold to Wyman Nov 1988.
First Flight
12 July 1988
Fitz Fulton
Doug Shane
First Flights for:

Jim Walsh, Beech CEO

Brainard Holmes, Raytheon CEO
Milestones

• Scaled’s first Turbofan and the engine’s first flight.
• Stainless Bobbins for T-tail attachment (like Catbird).
• First use of forward-swept T-tail (Catbird also).
• Scaled’s first Pressurized aircraft.
• Removable wings and Two-piece wing & HT spars.
• Extensive Laminar Flow.