

# 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.
- Beech acquires Scaled from Founders in 1985.
- Proof-of-concept prototype programs
  - August 1985. Emphasis on Turbocharged Recip (geared Teledyne Continentals).
  - March 1986, Max Bleck takes over as Beech President. Program cancelled, then restructured with FJ-44 Turbofans.
  - Press event 1987 at Paris Air Show.
  - First flight July 1988. First flight for FJ-44 engines.
  - 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.



# Team Triumph

