



The Story of

Beechcraft



OX-5 TRAVEL AIR. A three-place, open-cockpit biplane powered by a 90 hp Curtiss-Wright OX-5 engine, the Travel Air was the first (1925) of a line of aircraft produced by Travel Air Manufacturing Co., whose president and general manager was Walter H. Beech. Mr. Beech, demonstrating Travel Airs, won such events as the Ford Reliability Tour in 1925 and 1926.



MYSTERY S TRAVEL AIR. The Model R Travel Air, later named the Mystery S, was introduced by Walter H. Beech in 1929. Piloted by Doug Davis, the Mystery S won the National Air Race's Thompson Trophy closed course Free-For-All at a record speed of 194.9 mph, marking the first time that a civilian airplane had beaten military aircraft in speed competition.

WOOLAROC TRAVEL AIR. In dramatic proof of the reliability of the Travel Air monoplane design, the Phillips Petroleum Company's Travel Air, named the Woolaroc, won the 1927 Dole Race, Oakland, Calif., to Wheeler Field, Hawaii. Pilot Art Goebel and copilot William Davis won the \$25,000 first prize, covering the 2,497 miles in 26 hours, 17 minutes and 33 seconds.

MODEL 5000 TRAVEL AIR. A design competition sparked the creation in 1926 of this famous Travel Air, a five-place, high-wing cabin monoplane and the first aircraft built to airline specifications. The Model 5000 won the demonstration competition and became the first unit of a National Air Transport's airline fleet operating day and night between Chicago and Dallas.





Walter H. Beech — Air Pioneer

Man's enduring will to fly, to probe the unknown, has had many pioneers, but none thrilled to the search of adventure more than the late Walter H. Beech.

During his aeronautical career, which bridged more than three and a half decades, the name "Beech" became synonymous with the word "aviation," and the airplanes designed and built under his supervision won the respect and preference of owners all over the world.

When Beech Aircraft was formed in 1932, Walter H. Beech had already carved a permanent place for himself in aviation history. He was born in Pulaski, Tennessee, on January 30, 1891. As an adventuresome, 14-year-old farm boy, he built a glider of his own design, using materials found around his home. Ten years later, on July 11, 1914, he made his first solo flight in an airplane, a Curtiss pusher biplane.

Serving as an Army Air Corps pilot, flight instructor and engineer during World War I, he later toured every state in the union as a barnstormer, during which time he gathered many ideas for improvement in aircraft design and construction.

In 1921, he joined the Swallow Airplane Company in Wichita as test pilot, demonstration pilot and salesman. He soon advanced to General Manager of the company. But, in 1924, eager for freedom to put his own ideas into practice, he resigned from Swallow to form the Travel Air Manufacturing Company.

Within four years Travel Air became the world's largest producer of both monoplane and biplane commercial aircraft.

Travel Air was merged with Curtiss-Wright interests in 1929. Walter H. Beech became President of Curtiss-Wright Airplane Company and Vice President in charge of sales of Curtiss-Wright Corporation. In this new capacity his business activities required that he spend most of his time in the East.

Finding that the duties of a "big business" executive were not in keeping with his desire to take an active and personal part in aircraft design and production, he returned to Wichita, where, in April, 1932, the Beech Aircraft Company was founded, with Walter H. Beech as President and his wife, Olive Ann, as Secretary-Treasurer and director.

Walter H. Beech continued to serve in this capacity for more than 18 years, directing his company to a leading position in world aviation and bringing to the pageantry of flight such classic Beechcrafts as the Model 17 Staggerwing, the Model 18 Twin Beech — which is still in production after 33 years of refinement — and the V-tail Bonanza.

Walter H. Beech passed away on November 29, 1950, as the result of a heart attack.

While Mr. Beech's passing brought to a close an illustrious career, his achievements remain an inspiration

and a challenge to all interested not only in aviation, but in the accomplishments of American enterprise as well.

The thousands of square feet of Beech Aircraft factory — over which have passed the thousands of Beechcrafts now flying in nearly every point on the globe — are a monument to the vision, courage and ingenuity of Walter H. Beech, whose pioneering spirit proved to be a significant factor in extending the horizons of powered flight.

Walter H. Beech will live in memory as long as there are airplanes and men to fly them.



Memorial honoring Walter H. Beech, erected by Beechcrafters as a lasting tribute, was dedicated at ceremonies November 11, 1951.

The Flying Thirties

Thirty-seven years ago the United States had plunged to the depths of its worst economic depression in history. The sound of Wall Street ticker tapes clicking out record high stock prices a few short years earlier was replaced in 1932 by the clattering of spoons on tin plates in thousands of soup kitchens across the country, as America's unemployed lined up to be fed.

If ever there was a time to hold on to money, this was it—with prices at an all-time low and business spirits even lower. To invest in even the most basic of industries would be mere speculation at best. But to consider launching an aircraft company—in an industry still rejected by many leaders—was really going out on the proverbial limb!

Yet Mr. and Mrs. Walter H. Beech had a pioneering faith in this still immature industry—and a dream of building the finest airplanes in the world. The time to start, they decided, was now. So with less than a dozen loyal associates, they organized Beech Aircraft.

One of these associates was T. A. "Ted" Wells, a Princeton University graduate who was recognized as one of the top aeronautical engineers in the nation. He had been a colleague of Walter H. Beech at the Travel Air Company, where he was in charge of experimental development.

At the organization of Beech Aircraft Company, Mr. Wells was named Vice President and Chief Engineer. As Chief Engineer he contributed much to the design and development of the early Beechcrafts. For 21 years he served as a company officer and was a director and member of the Executive Committee from 1942 to 1953, when he retired from active aviation programs.

In small quarters rented in a depres-



Classic, 200-mile-an-hour Model 17, the first Beechcraft, set industry standards.



Model 17s fill Beechcraft assembly lines.

sion-closed Wichita factory building, Mr. and Mrs. Beech and their staff went to work. Their objective was clear: to design and build a five-place biplane having the interior luxury and passenger comfort of a fine sedan, a top speed of 200 miles an hour or better, a landing speed no higher than 60 miles an hour, a non-stop range

close to 1,000 miles, easy controllability and sound aerodynamic characteristics. Considering the state of the aeronautical art 37 years ago, this was quite a challenging goal.

But determination and countless hours of creative hard work were rewarded on November 4, 1932, when the prototype Beechcraft biplane made its maiden flight. Flight tests met or exceeded design objectives in all major categories. The near-impossible had been accomplished.

Designated the Beechcraft Model 17, this prototype was sold to the Ethyl Corporation, and in January, 1933, E. H. Wood piloted it to first place and the Texaco Trophy at the Miami Air Races.

A year of further development and improvement of this first model passed. The work was costly. The only income at the time came from the sale of Beechcraft Number 1. To the basic negative staggerwing design, the small company added superlative re-



Former Travel Air plant was occupied by Beechcraft in 1934, became permanent home in 1937.



Beechcraft Model 18 prototype was first flown in 1937, to begin 33 consecutive years of production.

finements, including a highly efficient fully retractable landing gear.

Improvements made to this Beechcraft B17L proved sound, and early in 1934 full scale production tooling took shape. The company was ready for manufacturing. Eighteen Model 17 units were built in 1934, and Beech Aircraft was off and running. On April 23 of that year, almost two years to the day since the company's founding, Beechcraft moved to the former Travel Air Manufacturing Company facility—site of the present plant complex.

In these new quarters, since dwarfed by many additions to production and administrative facilities, Beech Aircraft in 1935 produced 36 airplanes. By this time four configurations were available: the 225 hp B17L, the 285 hp B17B, the 420 hp B17R, and 650 hp A17F.

The year 1935 also marked the beginning of preliminary engineering work on the twin-engine Beechcraft Model 18, a low-wing, all-metal monoplane designed as a six- to eight-place deluxe executive transport.

Steadily expanding business created by quality and acceptance of the Beechcraft Model 17 characterized the following year, 1936. Also, the increasing number of air races dominated by Beechcrafts prompted a much-repeated phrase, "It takes a Beechcraft to beat a Beechcraft."

These included the Frank E. Phillips Trophy race won by Bill Ong in a Beechcraft C17R, with second and fourth prizes also going to Beechcrafts; and the Bendix Transcontinental Speed Dash, also won by a C17R piloted by aviatrixes Mrs. Louise Thaden and Miss Blanche Noyes.

On September 16, 1936, through incorporation and resulting increased capitalization, a strong financial foundation for future growth of the company was realized. Thus, Beech Aircraft Corporation now was well on its way to a position of leadership in the aviation industry.

A news-making event of 1936, which was carried in picture and story in

newspapers throughout the country, was the loading of a Beechcraft Model 17 on to the giant dirigible Hindenberg. The loading was made by removing the wings, the fuselage being hoisted aboard in one piece. The Hindenberg carried the Model 17 from Lakehurst, N. J., to Germany, where Capt. James Haizlip began a flying tour of Europe.

From factory doors on January 15, 1937, emerged a new kind of Beechcraft—the Model 18—for its first public flight. Little could the small band of people watching this dramatic flight realize its future significance to the country's defense effort and to the entire general aviation industry.

The Beechcraft Model 18 gave the young company the variety it needed—the ultimate in twin-engine as well as single-engine business transportation. The first Model 18 showed excellent performance characteristics.

Powered by two 350 horsepower engines, it had a top speed of better than 200 miles an hour, a cruising speed of 192 miles an hour, a non-stop range of more than 1,000 miles with full load, and a landing speed of less than 60 miles an hour.

Joining the management of Beech Aircraft that same year was John P. "Jack" Gaty, who was appointed Vice President in charge of sales. A Cornell University graduate, he was well known as a pilot and for his inventions in radio and aerial photography.



Pontoon floats were early Beechcraft feature.

In 1942, Mr. Gaty was promoted to Vice President - General Manager, to help direct the company's rapid and tremendous growth during World War II. He was elected a director and member of the Executive Committee in 1948.

In his 23 years of service, Mr. Gaty not only served in a senior management capacity but also maintained a keen interest in flying, receiving in 1954 the National Business Aircraft Association's Flight Safety Award.

Mr. Gaty resigned in 1960 to devote full time to his varied personal interests. He passed away in 1963.

The year 1938 brought the company's first "over a million dollar" sales record. However, 1938 also began a more significant era of Beechcraft growth. As war clouds gathered over much of the world, many countries began looking for suitable aircraft to meet the rapid and alarming buildup of Axis airpower strength.

China purchased a fleet of Beechcraft Model 17s for use as hospital transports, and later a quantity of Model 18s as bombers. This experience for the Wichita company was



Model 18s were second Beechcrafts produced.

later to prove invaluable as the United States in 1940 began marshalling its own forces for defense.

Thus, Beechcraft, completing seven years of sound, healthy growth, had laid its foundation of unexcelled quality in business aircraft. It now prepared for its greatest challenge—World War II and the early postwar years—a "Decade of Decision."

Decade of Decision — 1940 to 1950

Receiving world acclaim in the thirties for its achievements in major air meets, Beechcraft over the next few years earned its spurs in far more important and significant competition — the race against time to equip the United States with vast numbers of modern aircraft needed for victory in World War II.

Except for priority orders, all commercial production was suspended midway through 1940. To get ready for enormous manufacturing needs, unheard of in any previous generation, Beechcraft during the last three months of 1940 rushed to completion the first of several additions to assembly areas.

Employment, too, took on a phenomenal increase. Starting from 235 employees in 1939, the company payroll increased to more than 2,100 in 1940, more than doubled the next year, and doubled again in 1943 on its way to hitting a peak of more than 14,000 early in 1945.

First military order received was in late 1940 for 150 modified Beechcraft



Model 18s to be equipped as bomber and gunnery trainers. Military versions were designated AT-7 and AT-11 by the U. S. Army and SNB by the U. S. Navy.

So perfectly did the basic Beechcraft Model 18 configuration meet military requirements for trainers that more



Night bomb loading with Beechcraft AT-11.

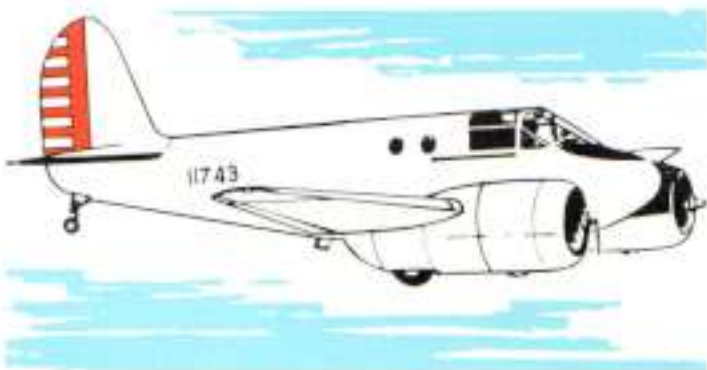
than 90 per cent of all U. S. bombardiers and navigators learned their skills in Beech-built aircraft.

Quantities of Beechcraft Model 18 military personnel transports also were ordered, the C-45 for the Army and the JRB for the Navy.

By the end of 1940 the company had promised to provide the military with planes totaling more than \$22 million in backlog orders. The quickly-erected construction areas to accomplish this task left far from ideal working conditions at first. Yet, knowing the prime importance of their mission, not a Beechcrafter complained.

Orders for additional trainer-transport and other planes for specific assignments continued to flow in from both the Army and the Navy.

Designed at a time when aluminum was critically scarce was the Beech-



craft AT-10, a twin-engine advanced

trainer constructed primarily of plywood. At least 50 per cent of the Army's multiengine pilots received their transitional training in AT-10s.

And the famous Beechcraft Model 17 was not overlooked for its military



Model 17 saw service as Navy transport.

value. The biplane was designated UC-43 and YC-43 by the Army and GB-1 and GB-2 by the Navy, being used in both cases as a highly efficient personnel and utility transport.

An avalanche of orders in mid-1941 increased Beechcraft's backlog of commitments to more than \$82 million. The job at hand now seemed not only difficult—but virtually impossible. Not to be underrated, however, was the Beechcraft team's willingness to tackle any job no matter how tough, and get it done. And how Beechcrafters showed their loyalty to the effort!

Throughout the war Beechcrafters averaged investing more than 20 per cent of their earnings in War Bonds, Special projects during their few leisure hours netted thousands of dollars for the war effort.

Beechcrafters and their company became one of the elite five per cent of war contracting firms in the country to win five straight Army-Navy "E" awards for production efficiency.

In 1943, the rising demands on Douglas Aircraft Company caused that



V-tail Beechcraft Bonanza was immediate hit from first delivery in 1947.

firm to look to proven capabilities of the Beech team to produce more than 1,600 complete sets of wings for the A-26 Invader attack bomber. This famous bomber proved to be one of the major decisive factors in liberating Europe and crushing the Japanese Empire.

When the war ended—on August 14, 1945—most military production ceased. In review, Beechcrafters looked back on five years of teamwork that reflected credit to each individual as well as to the company as a whole. They had produced a grand total of 7,400 Beechcrafts, not including the thousands of spare parts and subcontract work for many more airplanes.

The company late in the war produced an airplane called by most who saw it, "the best of its day"—the Beechcraft XA-38 "Grizzly" attack bomber. Its performance flight tests exceeded that of any other similar airplane in the sky, but lack of suitable engines in time for the "Grizzly" to be mass produced prevented the airplane from seeing service in World War II.

The war's end brought need for a second major decision within the decade and Beechcraft management wasted no time. Only two months after

Japan surrendered, the first commercial postwar Beechcraft, an eight-place deluxe Model 18, came off the peacetime assembly line, ready for flight testing.

Designated the D18S, this Beechcraft was a highly refined version of the prewar Model 18 with improved performance and specifications, and was the first postwar commercial plane to be licensed.

Next in plans for new business Beechcrafts was a new version of the original Beech offering—the Model 17. Designated G17S, this five-place executive airplane added many refinements to the qualities which brought the Model 17 worldwide acceptance for more than a decade. It remained in production through 1948.

Meanwhile, a new Beechcraft of advanced design was on its way from drawing boards, one destined to become to the single-engine field what the Model 18 was to the twin-engine class—the now famous Beechcraft Model 35 Bonanza.

First flown on December 22, 1945, an indication of the V-tail Beechcraft Bonanza's impending popularity was found in the more than 500 orders placed for purchase before any detailed information could be released

on the new airplane's performance.

Four years following the Beechcraft Bonanza's first flight, a period marked by increased acceptance of the Beechcraft business fleet, still another design appeared in the form of the rugged, dependable Beechcraft Model 50 Twin-Bonanza, destined to become the workhorse of companies in every corner of the globe.

Named in 1949 to the Beech Aircraft board of directors and as the company's General Counsel was Dwight S. Wallace, a senior member of the law firm of Wallace, Porter and Fair. He had been active in Wichita aviation circles since the mid-1930s.

Mr. Wallace also served as a member of the company's Executive Committee, from 1949 until he passed away in 1964. His 15 years of service were marked by a strong loyalty to Beech Aircraft, a dedication to the company's growth, and an intense interest in aviation.

So, in 1949, having met and overcome with honors a founding and growth period during a serious depression, the unprecedented challenges of a world war, and a shift to business aircraft production and marketing, Beech Aircraft faced the future with confidence.



XA-38 Grizzly was fastest of its type.



Rugged Twin-Bonanza was the second twin-engine Beechcraft.

New Products, New Capabilities—1951 to 1969

Continued expansion of its product line, corporate structure and marketing organization highlighted Beech Aircraft's activities from 1951 to 1969. Commercial airplane models were broadened in number from three to 21 to serve the growing demand for business aircraft throughout the world.

Sales growth reflected the increase in the number of models. The company in fiscal year 1968 set an all-time high in commercial sales dollar volume of more than \$122 million, exceeding \$100 million for the third time in its history.

In 1951, Beech leased facilities at Liberal, Kansas, to enlarge manufacturing space. Then in 1963, production of the Beechcraft Musketeer was assigned to Liberal. Today, the engineering, assembling and flight testing of Musketeers continue to be among the Liberal Division's major operations.

First deliveries of two new Beechcraft business airplanes were made in 1954: the Beechcraft Model 50 Twin-Bonanza and the Beechcraft Super 18, an improved version of the Model 18,



Beechcraft Super 18

featuring engineering refinements and added passenger conveniences.

Next model to be added to the company's growing line was the twin-engine Beechcraft Model 95 Travel Air. This economical-operating, easy-to-fly light twin was introduced in 1956, making its first flight on August 6.

In that same year, Beech Aircraft, a



Flight hangar houses many-hued Beechcrafts being prepared for customer delivery.



Beechcraft Travel Air

pioneer in airplane leasing and financing, established a wholly-owned subsidiary, Beech Acceptance Corporation. This subsidiary company recorded more than \$246 million in total business volume during its first 12 full years of operations.

In three successive years, three new Beechcrafts were added to the product line. The twin-engine Beechcraft Model 65 Queen Air transport was presented in 1958. This was followed by the single-engine Beechcraft Model 33 Debonair in 1959 and the twin-engine Beechcraft Model 55 Baron in 1960.



Beechcraft Queen Air 65



Beechcraft Debonair



Beechcraft Baron

The year 1961 proved to be a significant one in that Beech introduced its smallest airplane and a large corporate transport to the business airplane market. These aircraft were the single-engine Beechcraft Model 23 Musketeer and the twin-engine Beechcraft Model 80 Queen Air. Not only were both first flown in the same year, 1961, but both were certificated by the FAA on February 20, 1962.



Beechcraft King Air

Late in 1963, the company announced its most sophisticated model to date—the Beechcraft King Air, a pressurized, turbine-powered, six- to 10-place corporate transport. As word spread about Beechcraft's first entry into the turbine-powered airplane field, customer acceptance even before the airplane's FAA certification far exceeded expectations. The King Air first flew on January 20, 1964.

Perhaps in no one previous year did the company make such progress in its product line as it did in 1965. Total models were increased to 15. The new models introduced during that year were the pressurized Beechcraft Queen



In 1957 a special medallion was created in recognition of the 25th anniversary of Beech Aircraft. The face of the medallion showed the co-founders—Walter H. Beech and O. A. Beech. The other side showed the seven Beechcraft airplanes which had contributed so much to the growth of the company during its first quarter century.



Beechcraft Queen Air 88

Air 88, turbocharged Beechcraft V35TC Bonanza, and the expanded line of Beechcraft Musketeers—the Sport, Custom and Super.

Milestones reached during 1965 included deliveries of the 8,000th Beechcraft Bonanza, the 1,000th Beechcraft Debonair and the first delivery of Beechcraft Queen Airliners, to Commuter Airlines, Inc., of Chicago.

Commercial product activity continued its accelerated pace during 1966. These were the highlights:

- first flight of the turbocharged Beechcraft Turbo Baron 56TC on May 25.
- delivery of the 1,000th Beechcraft Baron in June.
- delivery on September 14 of the 25,000th Beechcraft, a King Air A90, to Westinghouse Corporation.
- first flight of the experimental prototype of the new 17-place, turbine-powered Model 99 Airliner, on October 25.
- first flight of the all-new, twin-engine, pressurized Model 60 Duke, on December 29.

In September, the company announced the establishment of an aviation education department and the

appointment of a nationally-recognized administrator to direct the new program.

In 1967, the 35th anniversary year of the founding of Beech Aircraft, production lines were expanded through introduction of the Bonanza E33 and Bonanza E33A, refined versions of the former single-engine Debonair line; the Travel Air E95; the Baron D55, and the King Air B90.

New Beechcrafts making their debuts in 1968 were the aerobatic Musketeer Sport and Custom, aerobatic Bonanza E33B and E33C and the six-place Bonanza 36.

On May 2, at certification ceremonies at Beech Aircraft, the first production model of the Beechcraft 99 Airliner was delivered to Commuter Airlines.

The International Exposition of Flight on May 25 honored Beech Aircraft with its Industry Award for 1968. President Frank E. Hedrick accepted the award for the company in Las Vegas.

In June, orders were received for delivery of 10 Beechcraft Super H18s to airline and government customers in Japan. The transaction extended production of the Model 18 series into 1969, its 33rd year, the longest continuous production span in aviation history.

The twin-engine, pressurized Beechcraft Duke was delivered to customers in June and final assembly of the new aircraft was transferred from Wichita to the Salina Division.

Following delivery of the 400th Beechcraft King Air to Gerber Products Company, in September, it was revealed that the King Air, for the fourth year, continued as the undisputed sales leader among turbine-powered corporate aircraft, accounting for nearly 77 per cent of all deliveries in its class.

At the 1969 Beechcraft International Sales Spectacular, held Oct. 20-22 in Wichita, the company presented a 20-model line of single-engine and twin-engine Beechcrafts, including the new Queen Air 70 and the 99 Executive.

Parade of Products:



Beechcraft King Air 100

The Beechcraft Fleet

Currently in production for 1969 are 21 single-engine and twin-engine Beechcraft models, offering a choice for every business need. They range in size from a two-place trainer to a 17-place, twin turboprop corporate transport.

CORPORATE BEEHCRAFTS

The Beechcraft line of piston- and turbine-powered corporate aircraft includes five distinctive models plus an executive option of the Beechcraft 99 Airliner.

Flagship of the corporate fleet is the turboprop Beechcraft King Air,

now in its fifth year of production. By the end of April, 1969, 458 of the pressurized six- to 10-place Beechcraft King Airs had been delivered throughout the world, accounting for \$158 million in sales for Beech.

This executive transport is widely chosen for its combination of high speed (maximum cruise of 256 miles an hour), long range (up to 1,400 miles), pressurized comfort (8,000-foot cabin altitude at 21,200-foot aircraft altitude), high useful load of 3,965 pounds and its all-weather utility.

Introduced in May, 1969, was the Beechcraft King Air 100, with greater room, power and payload. This com-

panion to the King Air B90 features a 50-inch longer fuselage with standard six cabin chairs, and turbine engines rated at 680 shaft horsepower at take-off, providing cruise speeds of up to 285 miles an hour.

The Beechcraft 99 Executive, a corporate version of the 17-place Beechcraft 99 Airliner which is now in wide use by commuter airlines, is available in 1969. The 18.7-foot-long, three-compartment cabin features a wide variety of optional seating arrangements from eight- to 10-place. Turbine engines of 550 shaft horsepower provide the Beechcraft 99 Executive with a 254-mile-an-hour cruise. Useful load



Beechcraft King Air B90



Beechcraft Queen Air B80

is 4,620 pounds, largest in the Beechcraft corporate line.

New versatility is stressed in the three versions of the piston-powered corporate twin Beechcraft Queen Air line for 1969. They include the Beechcraft Queen Air B80, new Beechcraft Queen Air 70 and the Beechcraft Queen Air A65.

Nine basic choices of power, performance and interior are available in the Beechcraft Queen Air line, plus more than 80 options to tailor the aircraft to the specific need of the purchaser. Seating options for all three models range from seven to 11.

Basic specifications of the three Beechcraft Queen Airs:

- Beechcraft Queen Air B80 — twin supercharged 380-horsepower engines, 224-mile-an-hour cruise, 3,760-pound useful load.
- Beechcraft Queen Air 70 — twin supercharged 340-horsepower engines, 214-mile-an-hour cruise, with 3,205-pound useful load.
- Beechcraft Queen Air A65 — twin supercharged 340-horsepower engines, 214-mile-an-hour cruise, and 2,740-pound useful load.

Senior member of the corporate twin line is the Beechcraft Super H18, 1969 representative of the Twin Beech series. More than 9,000 units of the Beechcraft Model 18 series have been delivered, with total sales exceeding \$427 million. The Beechcraft Super H18 carries up to 11 passengers or 4,055 pounds.



Beechcraft Queen Air 70



Beechcraft Queen Air A65



Beechcraft Super H18

BEEHCRAFT AIRLINERS

Three piston-powered, high-density versions of the Beechcraft Queen Air series join the 17-place, turbine-powered Beechcraft 99 Airliner for 1969 to meet the needs of third-level or commuter air services.

The 250-mile-an-hour Beechcraft 99 Airliner is the first turbine-powered, retractable-gear aircraft designed specifically for this specialized transportation market. In less than twelve months since certification by the FAA and first delivery on May 2, 1968, Beechcraft 99 Airliners were in service with 32 commuter airline operators and also were being flown in charter and corporate service.

The turboprop Beechcraft 99 Airliner is designed to provide more than 3.3 million passenger miles per year at an average load factor of 62 per cent, for as little as 32 cents to 45 cents per mile direct operating cost. Utilization as high as 12 hours per day has been reported, with some aircraft doing double duty hauling passengers by day and mail and other cargo by night.

A new high-performance model of the Beechcraft 99 Airliner, the 99A Airliner, was introduced early in 1969. It features faster climb and takeoff at high altitude and in high temperatures, plus higher single-engine ceiling.

For operators desiring piston-pow-

ered equipment and 11-place seating, the Beechcraft Queen Air B80 is available with twin 380-horsepower, supercharged engines. Fully equipped in this configuration, the Beechcraft Queen Air B80 can carry a crew and from nine to 10 passengers plus 823 pounds of baggage and cargo.

Introduced late in 1968 was the Beechcraft Queen Air 70. With twin 340-horsepower, supercharged engines, it carries 11 passengers plus 25 pounds of baggage per person.

Also available with 11-place interior is the Beechcraft Queen Air A65, with slightly smaller payload. Twin supercharged 340-horsepower engines power the Queen Air 65.



Beechcraft 99 Airliner



Beechcraft Duke

BEEHCRAFT MEDIUM TWIN

Reaching full production in 1968 was the Beechcraft Duke, the world's lowest-priced fully-equipped, pressurized medium twin. A four-to six-place aircraft with aisle-type cabin, it is designed for either the advanced owner-pilot or for corporate use. Twin 380-horsepower, turbocharged engines give the Beechcraft Duke a top speed of 286 miles an hour at 23,000 feet and a service ceiling in excess of 31,000 feet for above-weather operation. Fully loaded, the Beechcraft Duke can operate from field lengths of as little as 2,300 feet.

BEEHCRAFT LIGHT TWINS

High-altitude-performance leader of the three Beechcraft light twins for 1969 is the four- to six-place Beechcraft Turbo Baron. With turbocharged 380 horsepower engines, the Beechcraft Turbo Baron develops a 290-mile-an-hour cruise and service ceiling of over 32,000 feet. Passenger comfort is enhanced by an optional 14,000-BTU, refrigeration-type air conditioning system, the first such system available on a light twin.

Outstanding short-field performance is a characteristic of the Beechcraft Baron D55. Powered by 285 horse-

power, fuel-injection engines, the four- to six-place light twin can be airborne at full gross weight in as little as 596 feet and can land over a 50-foot obstacle in approximately 1,400 feet. Cruise speeds are up to 230 miles an hour and range to 1,143 miles.

Completing the light twin lineup is the four- to five-place Beechcraft Baron B55. Fuel-injection engines of 260 horsepower each power this economical, dependable Beechcraft to a 225-mile-an-hour cruise.

Since 1961, more than 2,100 Beechcraft Barons have been produced for private business, government and training use.



Beechcraft Baron D55



Beechcraft Baron B55



Beechcraft Turbo Baron

BEECHCRAFT BONANZAS

Seven models in the single-engine, high-performance Beechcraft Bonanza line for 1969 present the widest flexibility in the model's history. Four- to six-place seating, standard tail or V-tail, regular or turbocharged engines and aerobatic versions are among the choices.

The Beechcraft Bonanza 36, introduced in 1968, is a six-place aircraft licensed in the utility category at full gross weight. It is 10 inches longer than other Beechcraft Bonanza models. A 12-square-foot opening provided by double doors at the right rear of the passenger compartment allows easy access to rear seats—or, with seats removed, quick conversion to cargo, air ambulance and other utility configurations. Its top speed is 204 miles an hour and range is nearly 1,000 miles.

Turbocharged for improved high altitude capabilities, the Beechcraft Turbo Bonanza is the top performer of the Beechcraft Bonanza line. It has a high speed of 250 miles an hour at 19,000-foot altitude. Absolute ceiling of above 30,000 feet allows selection of altitudes for favorable winds and weather conditions. This four- to six-place aircraft is capable of coast-to-coast flight with only two refueling stops.

The classic Beechcraft Bonanza V35A represents 24 years of refinement of an original design introduced in 1945, during which more than 9,000 of the V-tail configuration Beechcrafts have been produced. Accommodating four or six persons, with 285-horse-



Beechcraft Bonanza 36



Beechcraft Turbo Bonanza



Beechcraft Bonanza V35A

power, fuel-injection engine, the Beechcraft Bonanza V35A can cruise at 203 miles an hour.

Standard vertical-tail Beechcraft Bonanzas include the Beechcraft Bonanza E33A and Beechcraft Bonanza E33. Both are four- to five-place aircraft with a wide selection of interior fabrics and vinyls, avionics and instrumentation.

The Beechcraft Bonanza E33A is powered by a 285-horsepower, fuel-injection engine providing a 200-mile-per hour cruise.

Economical member of the Beechcraft Bonanza family is the Beechcraft Bonanza E33. With its 225-horsepower, fuel-injection engine, it is capable of a 185-mile-an-hour cruise using "standard" 80-octane fuel.

Attesting to the structural integrity of the Beechcraft Bonanza design are two aerobatic versions available as the first business aircraft to offer true sport flying with no sacrifice in utility. Differing only in choice of engine, the 208-mile-an-hour Beechcraft Aerobatic Bonanza E33C and the 195-mile-an-hour Beechcraft Aerobatic Bonanza E33B are four- to five-place in normal use as high-performance business aircraft. Limited to pilot and one passenger when operated in the acrobatic category, the aircraft are approved for such flight maneuvers as rolls, inside loops, Immelmann turns, Cuban eights, split S turns, snap rolls, spins and limited inverted flight.



Beechcraft Aerobatic Bonanza E33C and E33B



Beechcraft Bonanza E33



Beechcraft Bonanza E33A



Beechcraft Musketeer Super



Beechcraft Musketeer Custom



Beechcraft Musketeer Sport

BEEHCRAFT MUSKETEERS

All Beechcraft Musketeers feature metal bond wing construction for maximum air flow and drag reduction and metal bond and honeycomb reinforcement techniques for the greatest strength with light weight.

Topping this single-engine, fixed-gear line is the 200-horsepower Beechcraft Musketeer Super. Seating from four to six persons, it has a top speed of 158 miles an hour. Optional constant speed propeller increases range to over 900 miles and provides greater rate-of-climb and service-ceiling.

With its 180-horsepower engine, the Beechcraft Musketeer Custom can carry four passengers, 210 pounds of baggage and full fuel up to 860 miles, with reserves.

For sport and training, the two-place, 150-horsepower Beechcraft Musketeer Sport rounds out the line. Featured are a high performance of 140 miles an hour and range of more than 800 miles.

Two Beechcraft Musketeers have been certified for aerobatic flight. Both the Beechcraft Musketeer Custom and the Beechcraft Musketeer Sport may be ordered with optional equipment to conform with Federal Aviation Administration regulations governing aerobatic flight maneuvers. No structural changes to the airframe are necessary for this certification. The aerobatic kit for both aircraft includes shoulder harnesses, quick-release cabin door and panel-mounted "G" meter.

Global Symbol of Quality



For more than 35 years, customers the world over have turned to the name of Beechcraft as a symbol of quality and reliability. This reputation has never been more deserved than today, when export sales are at an all-time high and the worldwide network of distributor and dealer facilities is the largest in history.

Beech Aircraft made its first export sale in 1934, two years after it was founded, with the marketing of the Beechcraft Model 17 biplane. Following with the Beechcraft Model 18, the company early established its reputation as the maker of fast, dependable, safe and durable airplanes.

In 1946, the Export Department was formulated as a separate, specialized operation. Geared to a worldwide undertaking, the fledgling department's efforts grew rapidly.

During the 23 years since, in nearly every part of the globe, Beechcrafts have earned a high rating among government agencies, industries, agricultural firms, businessmen and airlines. The rugged Beechcrafts have stood the test of operating under the most demanding conditions of climate and terrain on every continent.

Indicative of this achieved prestige was the company's showing in fiscal year 1968, when sales abroad of more than \$29 million set a new record for the Export Department.

The degree of acceptance accorded Beechcraft products abroad is further illustrated by the size of the company's export organization. Beechcraft is represented in the foreign market by more than 50 distributors and dealers in 100 countries of the free world.

A sampling of foreign customers includes Japan Air Lines, a major international air carrier which has selected



Bound for College of Air Training, Hamble, England, are five of 12 Beechcraft Barons.

the Beechcraft Super H18 as its basic multiengine training aircraft; Trans-Australia Airlines, which chose the Beechcraft Queen Airliner for its fleet; and Lufthansa German Airlines, which purchased more than 20 single-engine Beechcraft Debonairs for flight training.

Nations of the free world have also turned to Beech to fill their requirements for military transports, training aircraft and target missiles. The Beechcraft Model 45 Mentor has been adopted as a primary trainer by 11 foreign governments. Both the governments of Switzerland and West Germany operate the Beechcraft Model 1001A propeller-driven target and the Defense Ministry of the United Kingdom in September, 1968, successfully test-flew the Stiletto, a modified version of the Beech-built AQM-37A supersonic target missile.



Peruvian Air Force chose Beechcraft Queen Air 80 transport for twin-engine training fleet.



Miyasaki Aeronautics College, Japan, purchased total of 13 Beechcraft Bonanzas.

Equally as highly respected as Beechcraft products are the services of Beech technical representatives who provide follow-up service to customers. Beech "tech reps" have often performed service beyond the call of duty in many parts of the world.

In recognition of its foreign sales expansion Beech Aircraft in 1967 was named by Secretary of Commerce Alexander B. Trowbridge to receive President Johnson's "E" Certificate for Exports. The award was presented to Beech officials on September 25 in the Secretary's office in Washington, D. C.

The certificate recognized the company's "well-planned international marketing program," under which Beech export sales increased 168 per cent in five years, as making an "outstanding contribution to the Export Expansion Program of the United States of America."

Beechcraft T-34 Mentor is one of the world's most widely-used trainers.



Beechcraft



Turbine-powered Beechcraft U-21As are serving with the U. S. Army in Vietnam.

In Defense of Freedom



Beechcraft L-23D (U-8D) won highest respect as rugged U. S. Army transport.

Beechcraft creative engineering skills and technical "know-how," born of 37 years of experience in the broad field of aeronautics, are currently employed in dozens of diversified projects, many of which are classified by the Department of Defense. Recognition of Beechcraft's many capabilities and proven performance is indicated by the wide variety of assignments awarded to the company by military services, government agencies, other major airframe manufacturers and foreign governments.

In addition to being a prime contractor for airplanes, ground support equipment, fuel tanks, target missiles, bomb dispensers and engineering services, Beechcraft as a subcontractor produces major assemblies for high-performance jet aircraft and helicopters.

AIRCRAFT

Accepting a joint responsibility in conjunction with its world leadership position as a manufacturer of general aviation aircraft, Beech Aircraft emerged from World War II as a valuable member of the government-industry defense team. When peace was threatened once again, Beechcraft resumed its role as a supplier of training, transport and utility aircraft.

On December 2, 1948, a new single-engine, tandem-cockpit trainer, the Beechcraft Model 45 Mentor, was flown from Beech Field for the first time. Offered as an "off-the-shelf," high-performance trainer, it was to go on to win every design competition in which it was entered and to become known as one of the world's outstanding training aircraft.

Following rigid service trials, the U. S. Air Force in 1953 adopted the



Beechcraft VC-6A is assigned to the Air Force Special Air Missions (SAM) fleet.



Beechcraft U-8F is serving U. S. military forces in Vietnam.

Beechcraft Mentor as its official trainer, designated T-34A.

Evaluation of the Beechcraft Mentor by the U. S. Navy followed, and in 1954 the Navy announced that the Mentor had won over all other designs. The Mentor was then ordered into production as the Navy T-34B.

Not only did the Beechcraft Mentor serve as primary trainer for both the Air Force and Navy, but it also was procured by 11 foreign nations.

Through 1959, more than 1,000 T-34s were produced by Beech Aircraft. Under special license-contract agreements, the T-34 was also manufactured in Canada, Argentina and Japan.

On November 14, 1949, Beechcraft flew for the first time a new airplane

engineered to unusual strength, the Model 50, produced as the commercial Beechcraft Twin-Bonanza.

The airplane drew the interest of the U. S. Army, in need of a utility transport. The Army tested four units in 1952 and adopted the twin-engine Beechcraft Model 50 as the L-23 (later designated the U-8).

The Seminole, as the L-23 was called, was the largest fixed-wing airplane operated by the Army and the first twin-engine craft to be flown by Army Field Forces.

First deliveries of the Beechcraft L-23 were made in 1952, and all Model 50 production went to the Army in 1953. Early units were completed in time to see action in Korea, where the



More than 1,000 U. S. Army aviators have been trained in the Beechcraft T-42A.

L-23 hung up an enviable record flying over rugged terrain.

Through 1964, the Army took delivery of more than 270 of the "work-horse" Beechcraft L-23s, including the advanced L-23D (U-8D), the multi-purpose command transport L-23F (U-8F), which was the military counterpart of the Queen Air 65, and classified, special-missions versions, the RL-23D (RU-8D).

On March 12, 1964, Beech Aircraft delivered to the Army's Aviation Test Board at Ft. Rucker, Alabama, the first turbine-powered Beechcraft command and liaison transport, the NU-8F.

The Army's instrument and twin-engine training programs at Ft. Rucker utilize a military version of the Beechcraft Baron B55, designated the T-42A. Contract for supplying the airplane to the Army Aviation School was announced in February, 1965. Sixty-five T-42As are now in use at the Army installation.

Latest in the long line of Beechcrafts to serve the Army is the U-21A utility aircraft. A total of 129 of the

turbine-powered twin-engine airplanes was ordered under contracts announced in September, 1966 and April, 1967.

First Beechcraft U-21A delivery was made on May 11, 1967. Just three months later, the U-21A was introduced to combat zone flying in Vietnam. Production continued at the rate of 10 per month through April, 1968.

TARGET MISSILES

Keeping America's fighting units "combat ready" has become increasingly complex with the development of supersonic weapons systems. Through a notable example of engineering and production diversification, Beech Aircraft has set the pace in this vital defense area through the delivery of more than 3,800 target missiles to United States military forces.

First project of the Beech Aircraft missile engineering division was the remote-controlled, propeller-driven, recoverable XKDB-1. The KDB-1 (later designated MQM-39A) won a U. S. Navy design competition in 1955 and

was ordered into production by the Navy Bureau of Aeronautics.

Capable of operation above 40,000 feet and more than 350 miles an hour, the Beechcraft KDB-1 saw Navy service throughout the world in air defense evaluation and training.

In 1959, the U. S. Army procured a quantity of Beechcraft Model 1025 targets, developed from the KDB-1, and designated the MQM-61A Cardinal.

An export version of the Model 1025 target, the Model 1001, was furnished to the governments of Switzerland and West Germany.

Production of the ground-launched Beechcraft Army Cardinal was continued into 1969 with the awarding, in mid-1968, of a follow-on order from the Army. The order brought total production to more than 2,000 and revenue, with spares and related services, to more than \$43 million since first ordered by the Navy in 1955.

The nation's first target missile system designed to match the performance of high-speed jet aircraft was the rocket-powered, supersonic Beechcraft Model 1019. Designated the XKD2B-1/Q-12, it won, in 1959, a joint Navy-Air Force service competition for a new high-speed target missile.

Air-launched for the first time in 1961, the Beechcraft KD2B-1 (the AQM-37A), in 1962 was flown above 70,000 feet and at more than twice the speed of sound—higher and faster than any other target system.

Upon completion of an elaborate facility at Wichita, Beechcraft in 1963 began deliveries of the missile target to the Navy fueled with liquid propellants and ready for launching.

Subsequent development of the Beechcraft AQM-37A brought its performance to Mach 3 speed and altitude



Propeller-driven Army MQM-61A

to nearly 90,000 feet. Fastest and highest-operating target missile in United States military inventory, it is launched from jet aircraft, shore installations and aircraft carriers.

Production of the Beechcraft AQM-37A was continued through August, 1970, with 1968 Navy orders bringing total contracts to more than \$64 million since 1960.

Transfer of production of the supersonic missile target from Wichita to

the Boulder Division was announced in June, 1968, and the division turned out its first completed target in August, ahead of schedule.

Latest additions to the Beech family of missile targets are the Sandpiper and the Stiletto.

The evaluation model Sandpiper combines the airframe of the Beech-designed AQM-37A and a newly-designed engine which uses both solid and liquid propellants. A testbed

vehicle was ordered into development for the Air Force Armament Laboratory. Successful flight testing has been accomplished at Eglin Air Force Base, Florida. The Sandpiper's production version is designed to reach Mach 4 speed and 90,000-foot altitude.

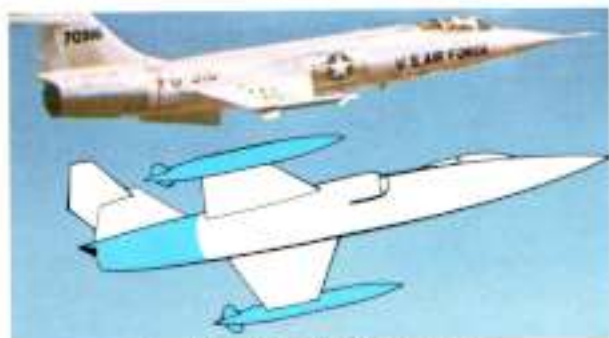
The Stiletto, a modified version of the Beechcraft AQM-37A, was ordered by the Defense Ministry of the United Kingdom in 1967 and successfully test flown off the coast of Wales in 1968.

AIRCRAFT SUBCONTRACTS

Many of this nation's fastest- and highest-flying military jet aircraft fly with components produced by Beech Aircraft.

Beginning in 1950, with a contract to furnish aileron assemblies for the Boeing B-47 Stratojet, Beechcraft today continues in the role of supplier of major assemblies for aircraft of the U. S. Air Force, U. S. Navy and U. S. Marine Corps.

A 17-year association with Lockheed was begun in 1951, on a project to furnish more than 6,200 wings for the Air Force T-33 and Navy T2V-1 trainers, additional wings for the F-94C



Lockheed F-104 Starfighter

Starfire, aft fuselages for the F-104 Starfighter and bonded panels for the C-130 Hercules transport.

For Convair, Beechcraft produced major assemblies for the F-102 Delta Dagger and F-106 Delta Dart interceptors and components for the B-58 Hustler supersonic bomber.



Convair F-106 Delta Dart



Lockheed C-141 StarLifter

Another long-term team operation was begun with McDonnell Aircraft in 1953 when Beechcraft began deliveries of nose sections, stabilators, rudders, canopies and windshields for the F-101 Voodoo supersonic fighter-interceptor.

Under subcontract agreement in 1953, Beechcraft supplied flaps and ailerons for the Republic F-84 Thunderstreak jet fighter-bomber.

Making headlines for their service in Vietnam with United States military forces are these jet aircraft, flying with major assemblies and key components produced by Beech Aircraft (indicated by blue shadings):

— the Republic F-105 Thunderchief fighter-bomber, "workhorse" of the Air Force in Vietnam.

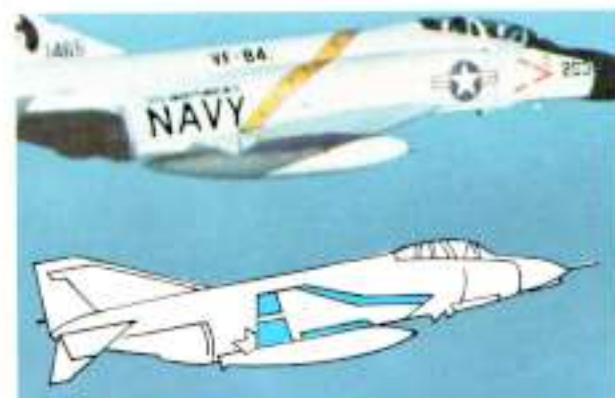
— the Lockheed-Georgia, Air Force

Republic F-105 Thunderchief



C-141A StarLifter, first turbofan jet transport designed specifically for cargo operations.

— the McDonnell Douglas Phantom



McDonnell Douglas F-4 Phantom II

II multiple-mission supersonic fighter in F-4B version for the Navy and Marine Corps and F-4C for the Air Force.

— the Bell Helicopter UH-1D "Huey"



Bell UH-1D Huey

series turbine-powered helicopter for the Army.

In August, 1968, McDonnell Douglas awarded Beech a follow-on subcontract extending F-4 production through 1969.

For exceptional quality production of metal-bonded panels for the UH-1D, Beech Aircraft in 1966 and again in 1967, received the Bell Gold Rotor Award. Production on the "Huey" was extended through December, 1969, with the awarding of a subcontract by Bell in September, 1968.

Beech Aircraft's largest subcontract for helicopter production was announced in March, 1968, calling for delivery of more than 4,000 complete airframes, under a five-year \$75 million award, for Bell's JetRanger commercial and Army light observation (LOH) turbine-powered helicopters.



Beech Aircraft produces the complete airframe for Bell's five-place, turboprop JetRanger helicopter.

Chemical milling of aerospace metals has developed to extensive capability at Beech.

DIVERSIFIED CAPABILITIES

The ability to produce many things and produce them well is one of the keys to Beech Aircraft's position of leadership in aeronautics.

Diversified capabilities in engineering, manufacturing and customer service are utilized in a wide variety of projects.

As a supplier of aircraft external fuel tanks, Beechcraft has delivered to the armed forces more than 150,000 tanks, varying in size from 165-gallon to 1,700-gallon capacity. Produced for Republic Aviation, McDonnell Aircraft and the U. S. Air Force, they extend the range of fighters, transports and bombers, including the B-47 and the B-52.

For the famed Navy Polaris missile, developed by Lockheed, Beech Aircraft was called upon to supply the huge containers for the system's complex rocket engines, a project calling for the development of new manufacturing techniques.

In-flight, probe-and-drogue refueling systems developed by Beech in a project with McDonnell are used to convert Navy fighters into small tankers.

Development projects were also awarded to Beechcraft on an elaborate encapsulated injection seat trainer for the Air Force B-58, instrumented anthropomorphic dummies for the U. S. Navy to evaluate aircraft emergency escape systems, and air-sea rescue containers for the Air Force.

Thousands of Beechcraft C-26, MD-3 and MA-3 multipurpose, self-propelled ground power units support various types of Air Force airplanes, including the B-47 and B-52.

Between 1962 and 1964, Beech Aircraft was called upon to produce bomb dispensers and containers for



Electron beam welding assures precise welding of exotic aerospace materials.



Vacuum furnace with molybdenum hearth heat treats special space-age alloys up to 2,800° F.



Brazing equipment includes endothermic generator, provision for air, oil quenching.

the U. S. Army. A recent multimillion-dollar award called for delivery of approximately 11,000 dispensers and containers to the Army's Ammunition Procurement and Supply Agency. Production was assigned to the Salina Division.

In April, 1967, Bell Helicopter Company awarded Beech Aircraft a sub-contract for fabrication of the complete airframe for the new Model 206

JetRanger, a five-place, multipurpose, turboprop helicopter. Deliveries of the airframes began in January, 1968, and currently continue.

In addition, many projects of a classified nature are underway as Beechcraft's competent staff of scientists, engineers, technicians and production personnel are involved in dozens of programs related to the broad field of aeronautics.

Meeting the Space Challenge

Even before the Space Age orbited into the lives of this generation, causing us to expand our horizons, adding complexity to our vocabulary and embarking this nation on a race to the moon, Beech Aircraft was preparing its scientific and productive capabilities for an assault on the challenges of lunar exploration and space flight.

As early as 1954, Beechcraft was deeply involved in cryogenic propellant and high energy fuel studies for future space vehicles. Specifically, company engineers were investigating hydrogen tankage and fluid flow systems — at a time when little knowledge of these techniques existed.

In a forward-looking move Beech Aircraft in 1955 opened its Boulder Division to vigorously pursue a diversified program of research development and production of rocket, missile and space vehicle systems, their components and related support equipment.

The Colorado location was chosen partly because of the location there of the National Bureau of Standards laboratory, whose facilities Beech had been utilizing in its research and development projects.

The Boulder Division's initial purpose, working with the U. S. Air Force, was to study the feasibility of liquid hydrogen storage systems, involving a then little known field — cryogenics, the science of the supercold — where the temperature range begins at about minus 200° F. and descends to absolute zero, or minus 459.7° F.

As a pioneer in cryogenics, Beech designed and built the nation's first non-refrigerated liquid hydrogen dewar (a double-wall vessel for storing and transporting cryogenic fluids at extremely low temperatures) and delivered to the Atomic Energy Com-

mission mobile dewar containers in capacities ranging from 300 to 6,000 gallons.

Constantly improving production techniques, Beech technicians constructed the largest titanium assembly ever built, a 7,000-gallon gigantic container designed to hold pressurized liquid hydrogen.

In the field of environmental testing, the Boulder Division has been active



Titanium container for liquid hydrogen.



Radiant reflector of transient heat facility.

in programs involving the verification of components for major aerospace firms.

In these programs Beech evaluated complete space vehicle systems, components or subsystems under conditions of vibration, altitude, radiation, acceleration and temperature extremes.

Projects have included verification of components for Boeing's aerospace plane the Dyna-Soar, the Minuteman missile, the Centaur boost vehicle, the quarter-scale Saturn S-II liquid hydrogen booster tanks, and the Saturn S-IVB, the third stage of NASA's Saturn V moon rocket.

For the Titan II, first missile to use storable propellants and booster for the Gemini two-man spacecraft, Beech was engaged in the development and reliability program on system components.

In the field of nitrogen-tetroxide and hydrozene fuel combinations, Beech designed and fabricated fuel transport trailers for use in launch operations at Titan sites. The company also tested thousands of components for the Titan I.

Beech built 76 "topping units" for the liquid oxygen tanks on a new generation of Atlas intercontinental ballistic missiles, in addition to testing cryogenic and hydraulic components used on both the ICBM and Mercury spacecraft booster.

The Boulder Division operated America's first transient heat laboratory capable of thermal testing liquid hydrogen fuel systems in which boost stage tanks of up to 20,000 gallons capacity were heated to 1,000° F.

Still other fields of Beech research and development have been in zero gravity feed systems, experimenting with gelatinous fluids; subcooling of liquid hydrogen, turning the fluid into icy slush; the miniaturization of electronic components; and the design of a completely transistorized temperature sensor for measuring upper atmosphere temperature from 70,000 to 220,000 feet.



High energy fuel chemistry.

Beech Aircraft's capabilities have been called upon to participate in the nation's most advanced space exploration programs.

For McDonnell Aircraft Corporation's Gemini spacecraft, Beech provided the unique cryogenic loading and transfer system, a project requiring an advance in the state-of-the-art in cryogenics.

Under a contract with Grumman Aircraft Engineering Corporation, the Boulder Division produced aerospace ground support equipment for the Lunar Module (LM) of NASA's Apollo spacecraft system. The Beech project called for the design and development of supercritical helium conditioning units and liquid helium storage units and transfer units for the LM descent propellant pressurization system.

For North American Rockwell's Space Division, Beech developed a highly sophisticated cryogenic gas stor-



Apollo cryogenic gas storage system by Beech.

age system on the Apollo spacecraft program.

The Beech system, located in the Apollo service module, supplies oxygen to the command module's environmental system, and hydrogen and oxygen to the fuel cells for electrical power and for drinking water.

The May 18-26, 1969, flight of the Apollo 10 spacecraft, in which two American astronauts approached to within nine miles of the moon's surface, marked the seventh space flight for the Beech system. Other tests occurred aboard Apollo 202 in 1966, Apollo 4 in 1967, Apollo 6, Apollo 7 and Apollo 8 in 1968, and Apollo 9 in March, 1969.

In man's moon-orbiting missions, the Beech system furnishes every breath that the astronauts take and also feeds oxygen and hydrogen to the electric fuel cells which power the many systems aboard the Apollo.



Helium dewars undergo environmental tests.

Wichita Facilities



Wichita plants and Beech Field.



Turboprop Beechcraft King Airs and Beechcraft 99 Airliners occupy Plant I final assembly line.



Plant I administration building.

Administrative, engineering and manufacturing headquarters of Beech Aircraft Corporation are located at Wichita, Kansas. The Wichita complex includes Plant I, the original factory, with adjacent Beech Field; Plant II, acquired in 1940, the assembly site for the Beechcraft Baron and Bonanza; and Plant III, constructed in 1952, which houses diversified military and aerospace production. Occupied in January, 1969, was a 180-foot by 240-foot aircraft paint building, located near Plant II, and supplementing four other paint areas located at the three plants.



Beechcrafts in final assembly at Plant II.



Airframes for Bell helicopters at Plant III.



Plant II.



Plant III.



New aircraft are readied for first flight at Liberal Division, home of the Beechcraft Musketeer Super, Custom and Sport.



Major production activity at the Salina Division is assembly of the new pressurized, twin-engine Beechcraft Duke.



U. S. Navy's rocket-powered, supersonic AQM-37A missile target is assembled and fueled at Boulder Division.

Division Facilities

Located in the foothills of the Rockies, near Boulder, Colorado, is the Boulder Division, center for the company's space research and development programs. The engineering, testing and manufacturing site occupies 1,500 acres.

A long-term lease of 1966 provides the Salina Division excellent plant space at the former Schilling Air Force Base at Salina, Kansas. Beechcrafters here produce commercial, military and aerospace products.

Plants leased in 1951 comprise the production facility for the Liberal Division at the former U. S. Air Force base at Liberal, Kansas. The division serves as the production center for the Beechcraft Musketeers.



Salina Division



Liberal Division



Boulder Division Administration and Engineering building



Boulder Division manufacturing plant and test sites

BEECHCRAFT PARADE OF CHAMPIONS

COMMERCIAL

- 1924: OX-5 Travel Air, first in famous line of Beech-designed airplanes, produced by Travel Air Manufacturing Co.
- 1925: First Ford Reliability Tour. Three Beech-designed Travel Air Model 3000 OXX-6's finish one, two, three with perfect scores.
- 1925: Tulsa Air Speed Race. Won by Walter H. Beech in Travel Air 2000.
- 1926: Ford Reliability Tour. Walter H. Beech won outright first place flying a Travel Air Model 4000J-4.
- 1926: "On-to-Sesqui" California to Philadelphia cross-country race. First place won by Fred D. Hoyt in an OX-5 Travel Air Model 2000, in 146 hours.
- 1926: "On-to-Sesqui" Races. Fred D. Hoyt in a Travel Air Model 2000 OX-5 won first place in the "free for all" for low-powered planes.
- 1926: J. H. Turner Trophy. Won by Walter H. Beech in Travel Air 2000.
- 1926: Flint Air Meet Trophy. Won by Walter H. Beech in Travel Air Model 2000C-6.
- 1927: First commercial airplane to fly from California to Hawaii. A Travel Air Model 5000 monoplane piloted by Emory B. Bronte and Ernest L. Smith made the 2,340-mile crossing in 25 hours and 36 minutes.
- 1927: Pacific Coast Air Derby. Won by H. C. Lippiatt in Travel Air Model 5000 monoplane.
- 1927: Western Flying Trophy at National Air Races. Won by Eugene Detmer in Travel Air Model 2000 biplane at speed exceeding 102 mph.
- 1927: Dole Race, Oakland to Honolulu. Won by Art Goebel in the famous "Woolaroc" Travel Air Model 5000 monoplane covering the 2,497 miles in 26 hours, 17 minutes, and 33 seconds.
- 1928: Oakland to Los Angeles Race. Won by a Travel Air Model 6000 piloted by H. C. Lippiatt.
- 1928: Atlantic Air Races. Travel Airs entered by Doug Davis won first and second places in every race of the two-day event.
- 1928: Civilian Free-for-All 50-Mile Race at National Air Races, Los Angeles. Won by D. C. Warren in a Travel Air Model 3000.
- 1929: Portland, Ore., to Cleveland Air Derby. Won by T. A. Wells in a Travel Air Model D-4000 in 14 hours and 44 minutes.
- 1929: Rim of Ohio Derby. Won by J. O. Donaldson in Travel Air B-4000.
- 1929: Toronto to Cleveland Race. Won by Herbert St. Martin in a Travel Air Model A-6000A.
- 1929: On-to-Tulsa 500-Mile Derby. Won by Billy Parker in Travel Air B-4000.
- 1929: International Air Derby, Mexico City to Kansas City. Won by Art Goebel in a Travel Air Model 6000.
- 1929: Women's Derby, Santa Monica to Cleveland. Won by Louise Thaden in a Travel Air Model B-4000.
- 1929: New endurance record for women of 22 hours, 3 minutes, 12 seconds set by Louise Thaden in a Travel Air Model 3000.
- 1929: New U. S. altitude record for women, more than 20,000 feet, set by Louise Thaden in a Travel Air Model 4000.
- 1929: National Air Races. OX-5 race, and relay race won by Travel Airs.
- 1929: Experimental ship race at National Air Races won by Travel Air "Mystery S" with in-line engine and flown by Doug Davis. Speed: 113.38 mph.
- 1929: Thompson Trophy 50-mile closed course Free-for-All Race won by Travel Air "Mystery S" piloted by Doug Davis at record speed of 194.9 mph.
- 1929: New York to Boston Airspeed Record. Travel Air "Mystery S" flown by Eric Wood made the record run in 52 minutes.
- 1930-31: Capt. Frank Hawks in Travel Air "Mystery S" known as "Texaco 13" established more than 200 new speed records in America and Europe and earned the Lique Internationale des Aviateurs medal as the world's outstanding airman.
- 1930: Montreal to New York Air Speed Record. Set at 115 minutes in a Travel Air "Mystery S" piloted by Dale Jackson.
- 1930: World Speed record for women set by Florence Lowe Barnes at over 196 mph in a Travel Air "Mystery S".
- 1932: Introduction of first aircraft to be built by the new Beech Aircraft Company, the Beechcraft Model 17.
- 1933: Texaco Trophy race at Miami Air Races. Won by E. H. Wood in No. 1 Beechcraft Model 17.
- 1936: First, second and fourth places in Unlimited Race for Frank E. Phillips Trophy at Denver Mile-High Air Races won by Beechcraft Model 17's. First place winner piloted by Bill Ong.
- 1936: National speed record for women set by Louise Thaden in a Beechcraft Model 17 at St. Louis, 197.958 mph.
- 1936: Beechcraft Model 17 carried to Germany aboard dirigible Hindenberg for Capt. James Haizlip to begin flying tour of Europe.
- 1936: Bendix Transcontinental Speed Dash and Bendix trophy. Won by Louise Thaden and Blanche Noyes in a Beechcraft Model 17.
- 1937: Beechcraft Model 18 introduced.
- 1937: New U. S. women's speed record - 203.895 mph - set by Jacqueline Cochran in a Beechcraft Model D17W.
- 1937: Unlimited Race for Frank E. Phillips Trophy. Won by Art Chester in a Beechcraft Model 17.
- 1939: Macfadden Cross-Country Race. Won by Max Constant in a Beechcraft Model D17W.
- 1939: New York to Miami sports record. Won by Max Constant in a Beechcraft Model D17W.
- 1939: Seattle to Alaska Air Speed Record. The 1,900 miles were flown in 10 hours, 20 minutes by Kenneth Neese in a Beechcraft Model 17.
- 1939: National women's altitude record - 30,052.43 feet - set in a Beechcraft Model 17 by Jacqueline Cochran.
- 1940: On-to-Miami race for Macfadden Trophy won in a Beechcraft Model 18. (H. C. Rankin, pilot; Walter H. Beech, copilot) 1,084 miles in 4 hours, 37 minutes, at an average speed of 234 mph.
- 1945: The first post-war Beechcraft Model 18 introduced.
- 1945: First flight of Beechcraft Model 35 Bonanza.
- 1949: The Beechcraft Model 50 Twin-Bonanza introduced.
- 1949: World record for non-stop distance flying for planes of Bonanza category. Capt. Bill Odom in a Beechcraft Bonanza from Honolulu to Oakland, 2,406.9 miles in 22 hours, 6 minutes.
- 1949: World record for non-stop distance flying for all light planes. Capt. Bill Odom in a Beechcraft Bonanza from Honolulu to Teterboro, N. J., 4,957.24 miles in 36 hours, 2 minutes.
- 1951-52: Around-the-world flight by Congressman Peter F. Mack, Jr., in the same Beechcraft Bonanza Model 35 flown by Bill Odom. Mack covered 30 countries on his solo flight.
- 1952: World speed record for light planes - 225.776 km. per hour - set by Paul Burniat of Brussels, Belgium, in a Beechcraft Bonanza.

1953: Beechcraft Super 18 (E18S) introduced.

1953: Chile becomes first foreign purchaser of the Beechcraft Mentor trainer.

1953: Japanese firm licensed to manufacture Beechcraft Mentor.

1953: Beechcraft Bonanzas finished first, second, third and fourth in first annual Jaycee Transcontinental Air Cruise, Philadelphia to Palm Desert, California. W. H. Hinselmann won first place and O. A. Beech Trophy.

1953: Beechcraft D18S owned by F. C. Castelli Company, won Wings Field Regatta, at Ambler, Pa., and O. A. Beech Trophy.

1953: Mrs. Marion Hart, 61-year-old sportswoman, flew non-stop from Newfoundland to Ireland in a Beechcraft Bonanza.

1954: Mrs. Ann Waddell won O. A. Beech Trophy for fastest speed in annual Skylady Derby, Raton, N. M., to Kansas City, Mo., in a Beechcraft Bonanza.

1954: Three Beechcraft Bonanzas finished first, second, and third in the second annual Jaycee Transcontinental Air Cruise from Philadelphia to Palm Desert, Calif. W. C. Butler won first place and O. A. Beech Trophy.

1955: Mrs. Ann Waddell flew a Beechcraft Bonanza to win the Skylady Derby, Little Rock, Ark., to Raton, N. M.

1956: The Beechcraft Model 95 Travel Air introduced.

1956: Argentine firm licensed to manufacture Beechcraft Mentor.

1956: Beechcraft Bonanzas win first and second place in the Powder Puff Air Derby—Winning pilot, Mrs. Frances Bera, in a Beechcraft E35 Bonanza.

1957: Beechcraft Bonanzas win first and third place in the Powder Puff Air Derby—Winning pilot, Mrs. Alice Roberts, in a Beechcraft C35 Bonanza.

1958: The Beechcraft Model 65 Queen Air introduced.

1958: Beechcraft Bonanza wins first place in the Powder Puff Air Derby—Winning pilot, Mrs. Frances Bera, in a Beechcraft A35 Bonanza.

1958: World record for non-stop distance flying for all light planes. Capt. Pat Boling in a Beechcraft J35 Bonanza from Manila to Pendleton, Oregon, 6,856.32 miles, Great Circle distance. (Total miles actually flown—7,090 in 45 hours, 43 minutes.)

1959: Beechcraft Model 33 Debonair introduced.

1960: Beechcraft Model 55 Baron introduced.

1960: Beechcraft Model 65 Queen Air establishes a new World Altitude Record of 34,862 feet for airplanes in its class—pilot James D. Webber.

1961: Beechcraft Model 80 Queen Air made first flight.

1961: Beechcraft Model 23 Musketeer introduced.

1961: Beechcraft Bonanza wins first place in the Powder Puff Air Derby—Winning pilot, Mrs. Frances Bera, in a Beechcraft E35 Bonanza.

1962: Beechcraft Bonanza wins first place in the Powder Puff Air Derby—Winning pilot, Mrs. Frances Bera, in a Beechcraft F35 Bonanza.

1964: Turbine-powered, pressurized Beechcraft King Air introduced.

1965: Pressurized Beechcraft Queen Air 88 introduced.

1966: Beechcraft C55 Baron, piloted by Robert and Joan Wallick, sets Round-the-World record for piston-engine aircraft: 23,629 miles; 5 days, 6 hours, 17 minutes, 10 seconds.

1966: 25,000th Beechcraft, a King Air A90, delivered to Westinghouse Corporation.

1966: Beechcraft Turbo Baron 56TC introduced.

1966: Beechcraft Model 60 Duke introduced.

1966: Beechcraft 99 airliner introduced.

1967: Beechcraft Bonanza wins first place in the Powder Puff Air Derby—Winning pilot, Mrs. Judy Wagner in a Beechcraft K35 Bonanza.

1967: Beechcraft Bonanzas E33 and E33A introduced.

1968: Beechcrafts win first, second and third places in 18th Angel Derby, April 22-25, Managua, Nicaragua, to Panama City, Fla.—Mrs. Judy Wagner in Beechcraft K35 Bonanza, Mrs. Janis Hobbs in Beechcraft Musketeer and Mrs. Pat McEwen in Beechcraft S35 Bonanza.

1968: FAA certification and first delivery of Beechcraft 99 Airliner.

1968: Beechcraft aerobatic Musketeer Sport and Musketeer Custom introduced.

1968: Beechcraft Bonanza 36 introduced.

1968: Beechcraft aerobatic Bonanzas E33B and E33C introduced.

1968: Beechcraft Queen Air 70 introduced.

1968: Beechcraft 99 Executive introduced.

1969: Beechcraft King Air 100 introduced.

AEROSPACE

Fuel Tanks & Space Projects

1950: Beech Aircraft produces jettisonable fuel tanks for U. S. Air Force F-80, F-86, F-84E and F-94.

1955: Jettisonable fuel tanks for Republic F-84F, RF-84F produced.

1955: Aerospace research and development operation established at Boulder, Colorado, as an extension of the firm's main engineering division.

1956: 1,700-gallon fuel tanks produced for U. S. Air Force B-47 bomber.

1956: Contract received from U. S. Air Force to perform hydrogen feasibility studies and insulation research under space flight conditions for Project Up. The world's largest titanium tank was built under this contract by Beech Aircraft—7,000 gallons.

1957: Beech Aircraft receives contract from Wright Air Development Center, Power Plant Laboratory, for research and investigation of the SF-1 tank system (hydrogen) on missiles.

1958: The Martin Company, Denver, contracts for production environmental testing of LOX shut-off valves.

1959: Boulder Division completes heat tower building. Facility used primarily to simulate thermal conditions of flight of a rocket vehicle.

1959: Contract is let for construction of new Engineering and Office building at Boulder Division site.

1960: Beech Aircraft receives contract from the Martin Company of Denver for environmental and qualification testing on Titan I missile components.

1960: Boulder Division builds the liquid oxygen Slug Unit for ground support equipment on the Atlas program for Convair Astronautics.

1962: Beech Aircraft receives contract from North American Aviation, Inc., Space & Information Systems Division, to produce supercritical cryogenic gas storage subsystems for the Apollo program.

1962: McDonnell Aircraft Corporation awards contract to design and fabricate Gemini cryogenic aerospace ground support equipment and complete propellant loading systems.

1963: Beech receives contract from North American Aviation, Inc., for Bench Maintenance Equipment on the Apollo cryogenic storage subsystems.

1964: North American Aviation, Inc., contracts for Block I follow-on on the Apollo cryogenic subsystems.

1965: Beech Aircraft receives contract from Grumman Aircraft Engineering Corporation to design and fabricate supercritical helium conditioning units for the Lunar Excursion Module (LEM).

1965: Grumman Aircraft awards contract to design and fabricate liquid helium supply dewars for the LEM.

1965: North American Aviation, Inc., S & ID, awards contract for Block II follow-on for Apollo program.

1965: Beech Aircraft receives contract from North American Aviation, Inc., to study modifications required to subsystems for Apollo Extension System (AES).

1965: Boulder Division observes Tenth Anniversary.

1966: Boulder Division occupies new 41,000-square-foot expansion to manufacturing complex.

1968: AQM-37A supersonic missile target production transferred from Wichita to Boulder Division.

1968: North American Rockwell's Space Division awards Beech Aircraft a contract for fabrication of additional cryogenic gas storage systems for Apollo spacecraft.

Military Aircraft

1939: First deliveries of the Beechcraft Model 17 "Staggerwing" to the military for use during World War II as a personnel transport.

1941: Beech Aircraft produces the first of the great World War II aircraft, the Beechcraft Model AT-11 bombing trainer.

1941: First production of the U. S. Army/Beechcraft Model AT-10 pilot trainer.

1941: First production of the U. S. Army/Beechcraft Model AT-7 (SNB).

1944: First flight of the Beechcraft Model XA-38 "Grizzly."

1948: The Beechcraft Model 45 Mentor trainer introduced.

1950: U. S. Air Force takes delivery of the first two YT-34's (Beechcraft Model 45 Mentor) for evaluation program.

1951: U. S. Army awards Beech Aircraft contract for four Beechcraft Model 50 Twin-Bonanzas - designated YL-23 - for evaluation.

1953: U. S. Air Force orders Beechcraft T-34A Mentor for sustained production.

1953: U. S. Navy undertakes evaluation of Beechcraft Model 45 Mentor as trainer.

1953: First deliveries of the Beechcraft Model L-23A under initial U. S. Army production contract.

1954: U. S. Navy announces Beechcraft Model 45 Mentor winner of evaluation for new primary trainer, designated T-34B; places initial order.

1955: Beech Aircraft produces America's first light single-engine jet trainer, the Beechcraft Model 73 Mentor.

1956: "On schedule" completion of 40-month program of producing more than 300 Beechcraft T-34A Mentors for U. S. Air Force announced.

1956: First deliveries of Beechcraft Model L-23D to U. S. Army.

1957: First deliveries in series of Beechcraft L-23D remanufactured from L-23A and L-23B.

1958: Beech Aircraft and Motorola, Inc., of Phoenix, Arizona, contract to furnish U. S. Army with classified, special-missions versions of the Beechcraft L-23D to be designated RL-23D.

1958: Beechcraft L-23D becomes first U. S. Army airplane to be equipped with weather-avoidance radar.

1959: U. S. Army awards contract for the service's first twin-engine Beechcraft L-23F's - military counterpart of the Beechcraft Queen Air 65 - to augment its fleet of command/utility transports.

1963: First flight of Beechcraft NU-8F turbine-powered command transport for the U. S. Army.

1965: First deliveries of Beechcraft Model 55 Baron - designated T-42A - under contract for 65 airplanes to the U. S. Army.

1965: Beechcraft Model 90 King Air - designated VC-6A - delivered to the U. S. Air Force's 1254th Special Air Missions fleet (SAM).

1966: U. S. Army places initial order for Beechcraft U-21A twin-engine utility aircraft.

1967: First delivery of Beechcraft U-21A utility aircraft accepted by U. S. Army.

1968: Production completed on U. S. Army contract for Beechcraft U-21A, now in military service throughout the world.

Military Subcontracts

1944: Production in progress on wings for the Douglas A-26 attack bomber.

1951: Contract received for Lockheed T-33 wing and landing gear door production.

1952: Wings for the Lockheed T-33 and F-94 in production.

1953: Production begun on external stores and assemblies for the McDonnell F-101A and RF-101A Voodoo.

1953: Parts and assemblies in production for Republic/USAF "Operation FICON" - a project to produce "parasite" configuration for RF-84F and B-36 intercontinental bomber operations.

1954: Beech Aircraft producing flaps and ailerons for Republic F-84F "Thunderstreak" fighter-bomber.

1956: Assemblies for Convair F-102 "Delta Dart" under production.

1956: Assemblies for Convair F-106 "Delta Dagger" being produced.

1956: Aft fuselage sections being produced for the Lockheed F-104 "Starfighter."

1958: Production underway on aft fuselage and aileron assemblies for Republic F-105 "Thunderchief" fighter-bomber.

1960: Beech Aircraft producing test dummies and sled instrumentation for Convair B-58 seat ejection tests.

1960: U. S. Navy awards contract for Model 385 universal air refueling store for probe and drogue refueling operations.

1960: Beech Aircraft producing metal bond panels for Convair Model 880.

1962: Assemblies for Lockheed C-141 "StarLifter" turboprop jet transport under contract.

1962: Components for Bell UH-1 "Iroquois" turbojet helicopter being built.

1962: Production underway on major assemblies for McDonnell Aircraft's Phantom II - F-4B, RF-4B, F-4C, RF-4C.

1962: Beech Aircraft receives U. S. Army contract for bomb dispensers, containers.

1963: Metal bonded assemblies for Lockheed C-130 transport under contract.

1966: Textron's Bell Helicopter Company presents Beech Aircraft the Bell Gold Rotor Certificate for superior craftsmanship on Bell UH-1 helicopter assemblies.

1967: Beech Aircraft receives second annual Bell Gold Rotor Award.

1967: Beech Aircraft awarded contract for fabrication of complete airframe for new Bell Model 206 JetRanger helicopter.

1967: U. S. Army contracts for production of 3,000 bomb dispensers. Production moved to Salina Division.

1968: McDonnell Douglas awards contract extending F-4 Phantom II production.

1968: Bell Helicopter awards contract for UH-1D Huey metal-bonded panels, extending production through 1969.

1968: U. S. Army contracts for production of 8,000 bomb dispensers.

1968: Bell Helicopter awards \$75 million, five-year contract calling for delivery of more than 4,000 airframes for JetRanger and U. S. Army light observation (LOH) turbine-powered helicopters.

Missile Targets

1956: Beech Aircraft enters field of missile targets with production of the Beechcraft KDB-1 for the U. S. Navy.

1961: First flight of Beech Aircraft's rocket-powered target missile, the supersonic AQM-37A (KD2B-1).

1961: Switzerland orders Beech Aircraft Model 1001 (Model 1025) missile targets.

1962: Mock-up of new jet missile target, the Beechcraft Model 1025TJ, unveiled in Huntsville, Alabama.

1962: U. S. Navy awards Beech Aircraft initial contract for production of AQM-37A (KD2B-1) target missiles.

1963: West Germany is first NATO country to order Beech Aircraft Model 1001 (Model 1025) missile targets.

1963: Beech Aircraft delivers first production contract AQM-37A (KD2B-1) target missile, fully fueled, to U. S. Navy, culminating four years of intensive re-

search and development in supersonic rocketry.

1965: Beech Aircraft-produced AQM-37A (KD2B-1) target missile sets new altitude record at Navy's Pt. Mugu, Pacific Missile Range, of 91,000 feet and a speed of Mach 2.8.

1967: Ministry of Aviation of the United Kingdom orders first Beech Aircraft AQM-37A target missiles to go to a foreign government.

1968: U. S. Air Force orders development of the Sandpiper modified AQM-37A target missile; successful flight testing continues at Eglin Air Force Base, Fla.

1968: U. S. Army awards follow-on contract for production of Beech Aircraft 1025 Cardinal (MQM-61A) at Salina Division.

1968: Defense Ministry of United Kingdom successfully test-flies the Stiletto, modified version of Beech Aircraft Model 1019 supersonic missile target.

1968: First U. S. Air Force version of the Beech Aircraft AQM-37A target missile is flown.

Ground Support Equipment

1951: Model C-26 ground power unit in production at Beech which provides starting power for U. S. Air Force jet fighters and bombers.

1954: Model MD-3 ground support unit, a 60-KVA 3-phase generator, to support U. S. Air Force pre-flight and ground tests of aircraft.

1956: Model MA-3 multi-purpose ground support unit in production for U. S. Air Force at Beechcraft.

1956: Model 316 Power unit for the U. S. Navy in production at Beechcraft.

1960: Beech awarded contract by North American Aviation, Inc., to develop and manufacture a special "Alert Pod" power unit for XB-70.

Beechcraft Production Record

Beechcraft	Total To May 1, 1969	First Delivery	Beechcraft	Total To May 1, 1969	First Delivery
Model 18			Model 90	458	1964
Commercial	1,853	1937	U-21A (A90-1)	129	1967
Military	5,230	1940	Model 60	67	1968
Total	7,083		Model 99	93	1968
Model 35	8,961	1947	Model 36	135	1968
Model 65-70-80	816	1959	Mil. Mod. & Rebuilds	2,294	1952
Model 33	1,476	1960	Missiles & Targets	3,896	1959
Model 55-56TC-(T-42A)	2,103	1961	Dispensers & Containers	19,769	1963
Model 19-23-24	1,983	1962			

Completed Programs

	Accumulated Total	
Model 17	781	1933-1948
Model AT-10	1,771	1941-1943
Fuel Tanks	153,837	1949-1962
Ground Support Equip.	3,823	1950-1961
Wing Contracts	7,874	1944-1959
Model 45	1,094	1950-1959
Model 50 (L-23A-E)	974	1952-1963
Model 95	719	1958-1968
Model 88	45	1965-1968
Employment (May 1, 1969):	10,685	1968 Payroll: \$72,133,000

Directing the Course



O. A. BEECH

Chairman of the Board

Chief Executive Officer

Director

Widely recognized as an outstanding business executive, champion of aviation and civic leader, Mrs. O. A. Beech for 19 years has served as the chief executive officer of Beech Aircraft Corporation.

In 1950, at the death of her husband, Walter H. Beech, she was elected President and Chairman of the Board. Co-founder of the company in April, 1932, she held the positions of Secretary-Treasurer and director until her election to the presidency.

Mrs. Beech's aircraft experience began in 1924, when she joined the Travel Air Manufacturing Company, pioneering Wichita aircraft firm headed by Walter H. Beech. With Travel Air she advanced to office manager and secretary to Mr. Beech.

Under Mrs. Beech's dedicated leadership, Beech Aircraft has continued

in its role as an aerospace industry leader, rising to all-time highs in production diversification, research and development, and marketing activity.

In addition to her chief executive role with Beech Aircraft, Mrs. Beech holds the position of Chairman of the Board for the company's five wholly-owned subsidiaries: Beech Acceptance Corporation, Inc., Beechcraft Research and Development, Inc., Beechcraft A. G. (Switzerland), Beech Holdings, Inc., Beech Aircraft Foundation, Inc., and six marketing distributorships.

Demanding as her responsibilities as a Beech Aircraft executive have been, Mrs. Beech has given unselfishly of her time to aviation, industry, education, church, nation and community.

She has been selected by the *New York Times* as one of the 12 most distinguished women in America, chosen

"Woman of the Year in Aviation" by the Women's Aeronautical Association, named "Kansan of the Year" by the Native Sons and Daughters of Kansas, honored as "Man (Woman) of the Month" by the National Aviation Club, and designated the "outstanding woman in the field of business" by *Who's Who of American Women*.

She also has been honored by the Freedoms Foundation at Valley Forge, National Business Aircraft Association, and Kansas Press Women.

She was the first woman to receive the merit award and medal from American Legion Air Service Post 501 for "outstanding contributions to the progress of aviation", has served as chairman of the Utility Airplane Council of the Aerospace Industries Association of America, and was presented the national award of Angel Flight, an auxiliary of the Arnold Air Society.

President Eisenhower, in 1959, appointed Mrs. Beech to the 12-member International Development Advisory Board, an advisory body to the International Cooperation Commission.

In 1963, she was appointed by Secretary of Defense McNamara to the Defense Advisory Committee on Women in the Services, receiving in 1966 the Patriotic Civilian Service Award in recognition of her work with this committee.

In 1967, President Johnson appointed her to the President's Commission on White House Fellows, in which she joins in the selection of young men and women to serve in the executive branch of the Government.

Within the same week in late September of that year, she accepted in the office of Secretary of Commerce Trowbridge the President's "E" award for Beech Aircraft's contribution to export expansion, and was recognized by the Newcomen Society in North America at a testimonial dinner in New York City.

On January 18, 1968, Mrs. Beech announced an historic move in turning over the presidency of Beech Aircraft Corporation to Frank E. Hedrick, Executive Vice President since 1960. Mrs. Beech, after nearly two decades of service as President, continues as Chairman of the Board and Chief Executive Officer.

Frank E. Hedrick has been associated with the management of Beech Aircraft for nearly 29 years. He joined the company in 1940 as Coordinator and Assistant to the General Manager.

During the World War II period, he was instrumental in establishing one of the most favorable labor-management relationships in American industry and in accomplishing record-setting defense production.

In recognition of his performance he was in 1945 promoted to Vice President - Coordinator. This advancement was followed in 1950 by his election to the company's board of directors and executive committee.

Advanced to Executive Vice President in 1960, Mr. Hedrick was a key participant in the long-range planning which has guided Beech Aircraft to the fore in diversified aviation and aerospace fields.

Since 1966, he has served in major capacities with the Aerospace Industries Association of America. In 1968, he was elected Chairman of AIA's Utility Airplane Council. In 1969, he is serving his second term on the AIA Board of Governors and as a member of the Utility Airplane Council.

Also in 1968, he was named Chairman of the Air Commerce Executive Council, Washington, D. C., and was honored at the International Exposition of Flight convention in Las Vegas, Nev., when he accepted for Beech Aircraft the IEF "Industry Award for 1968."

In addition, he is a member of the board of directors of the First National Bank in Wichita, the Southwest Grease and Oil Corporation of Wichita, and the Wichita Area Chamber of Commerce.

He also serves as an officer and director in all Beech Aircraft subsidiaries.

Mr. Hedrick's election as the third President of Beech Aircraft acknowledges what Mrs. Beech described as "his able and dedicated leadership."

This experienced, dedicated management team describes the future of Beech Aircraft as "so exciting that it defies definition" and declares that "even greater areas of achievement will be pursued with boldness and imagination."



FRANK E. HEDRICK

President Director



Beech Aircraft Corporation's Board of Directors has accumulated a total of more than 160 years of company service. Members are pictured left to right in the directors' room, with years of service indicated: Leddy L. Greever, Vice President - Corporate Director, 28 years;

Wyman L. Henry, Vice President - Marketing, 11 years; Mrs. O. A. Beech, Chairman of the Board and Chief Executive Officer, 37 years; Frank E. Hedrick, President, 29 years; James N. Lew, Vice President - Engineering, 29 years; John A. Elliott, Secretary-Treasurer, 27 years.

Beechcraft—A Good Place to Work

Having a modern factory is important to the efficient production of quality products, but at Beechcraft it is people—skilled and loyal employees—who, with meticulous craftsmanship, take a superbly-designed product and mold it into a work of art. In this, the



37th anniversary year of company progress, more than 11,000 Beechcrafters have amassed over 70,000 years of manufacturing experience. There is no substitute for that experience when designing, tooling, assembling, and marketing the fleet of Beechcraft business airplanes recognized throughout the world as the "standard of the industry." This same know-how is also a significant factor in Beechcraft's key role in diversified military and space programs.

There is a reason why the Beechcraft Service Record points out the long employee association with the company—Beechcraft is a good place to work!

The wide variety of "plus benefits" available to Beechcrafters and their families is matched by few comparably-sized organizations. Significant among these opportunities—in addition to company participation Federal programs of Social Security and Un-

employment and Workmen's Compensation—are:

- A company-supported retirement income program
- A wide coverage, economical group insurance plan
- An equally-fine hospitalization program
- A built-in cost of living pay increase plan
- The Golden Rule Plan for combined charitable giving
- An employee's credit union
- An active employees club offering various hobby and recreational activities
- Roomy, inviting cafeteria and spacious activity center
- Lakesite recreational area for sports activities
- A well-equipped, active employees flying club



- Counseling services
- First aid facilities under supervision of registered nurses
- Highly efficient plant security and fire prevention teams.

Perhaps symbolic of the "teamwork" atmosphere throughout Beechcraft is the harmonious association between management and labor. For 30 years, the relationship between Beech Aircraft and the International Association of Machinists and Aerospace Workers has served as a model for industry. The Beechcraft Labor-Management Committee, representing union and management, enjoys the full cooperation of employer and employees.

A vision for aircraft needs of the future which, backed by employee ability and loyalty, has kept Beechcraft a leader in a highly competitive field. A resourceful, progressive management has planned production of diversified items fully utilizing Beech facilities, skills and energies, thus providing job security.

Beechcraft Service Record

5	72	951	966	2627	3220	4516
employees	employees	employees	employees	employees	employees	employees
have served	have served	have served	have served	have served	have served	have served
Beech Aircraft	Beech Aircraft	Beech Aircraft	Beech Aircraft	Beech Aircraft	Beech Aircraft	Beech Aircraft
35 years	30 years	25 years	20 years	15 years	10 years	5 years
or more!	or more!	or more!	or more!	or more!	or more!	or more!



Beech Aircraft Corporation

Wichita, Kansas 67201

U. S. G.

BOULDER, COLORADO • SALINA AND LIBERAL, KANSAS

