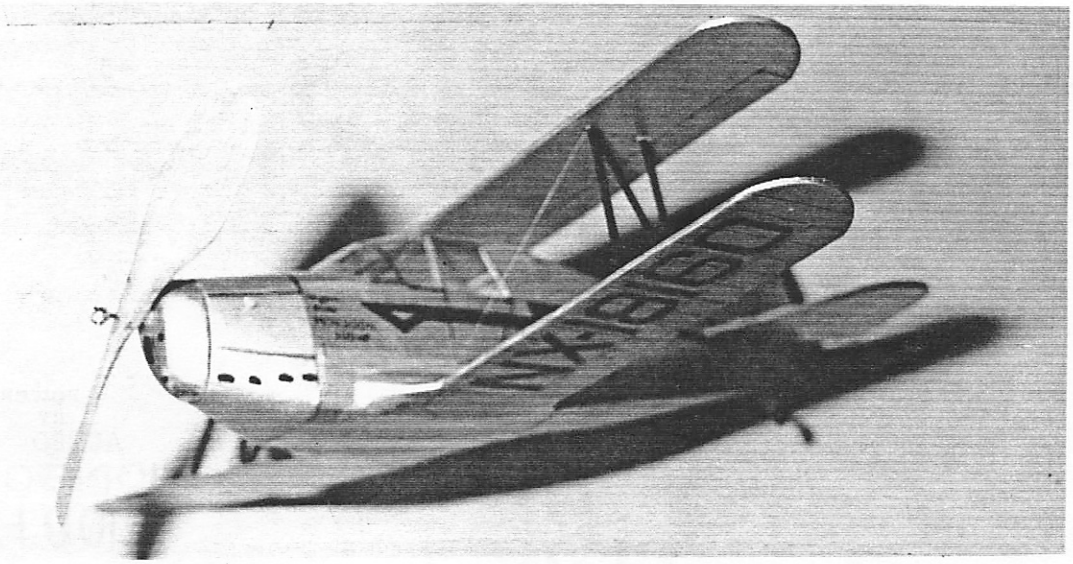
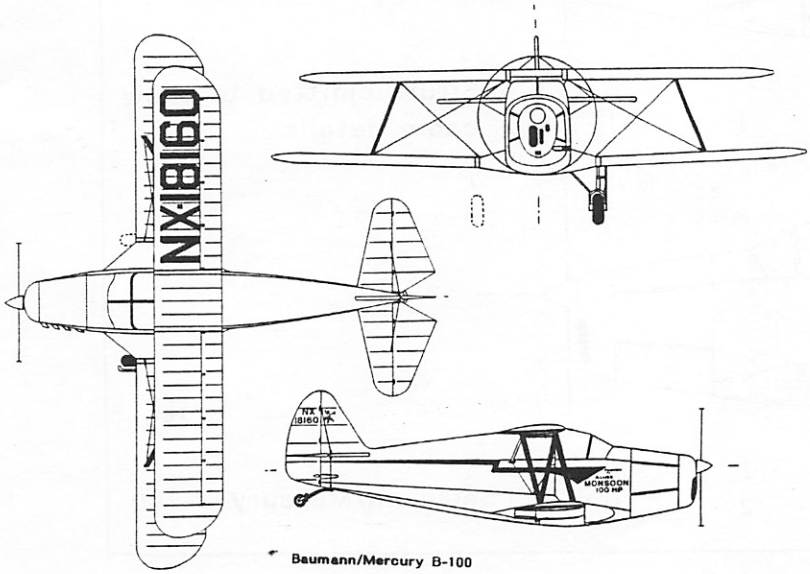
# CROSSWINDS

#107
Baumann B -100
Heston "Phoenix" History and Specifications
2003 Contest Calendar

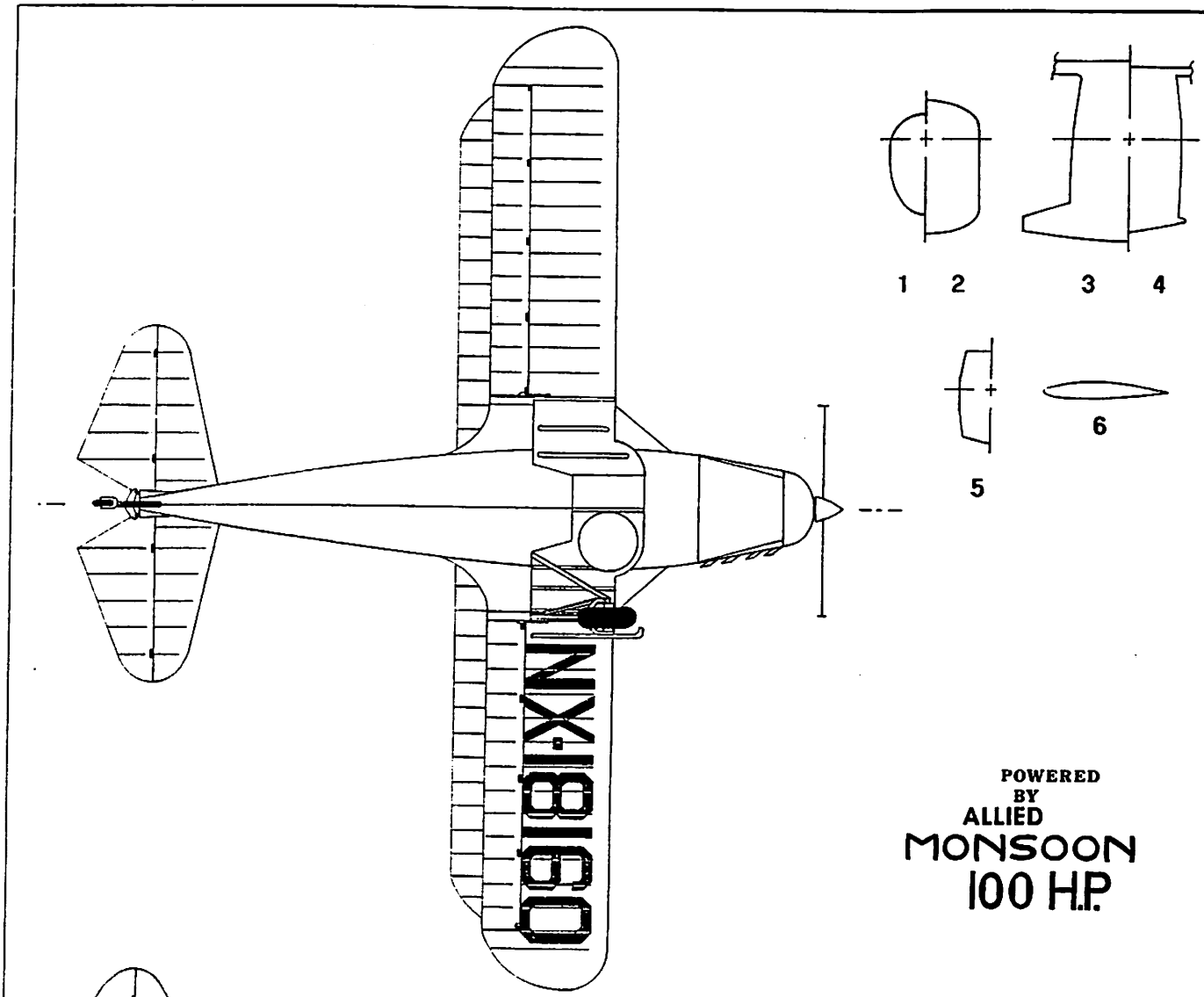


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Baumann/Mercury B-100

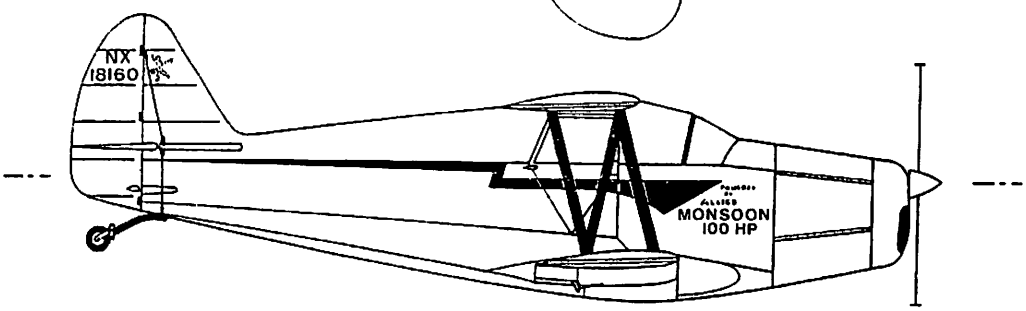
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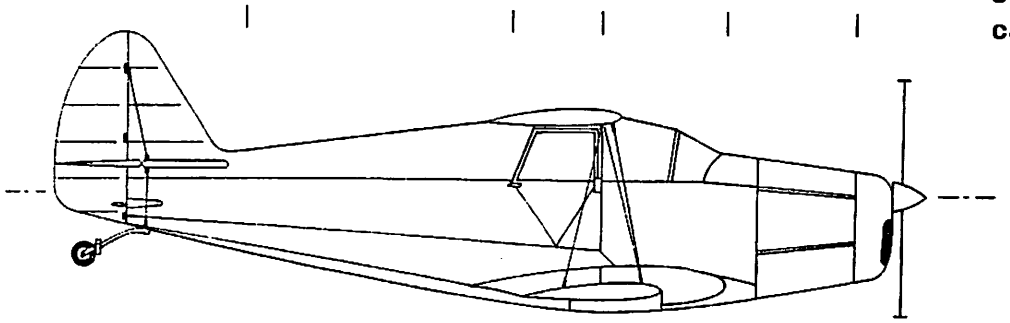




POWERED
BY
ALLIED
MONSOON
100 H.P.



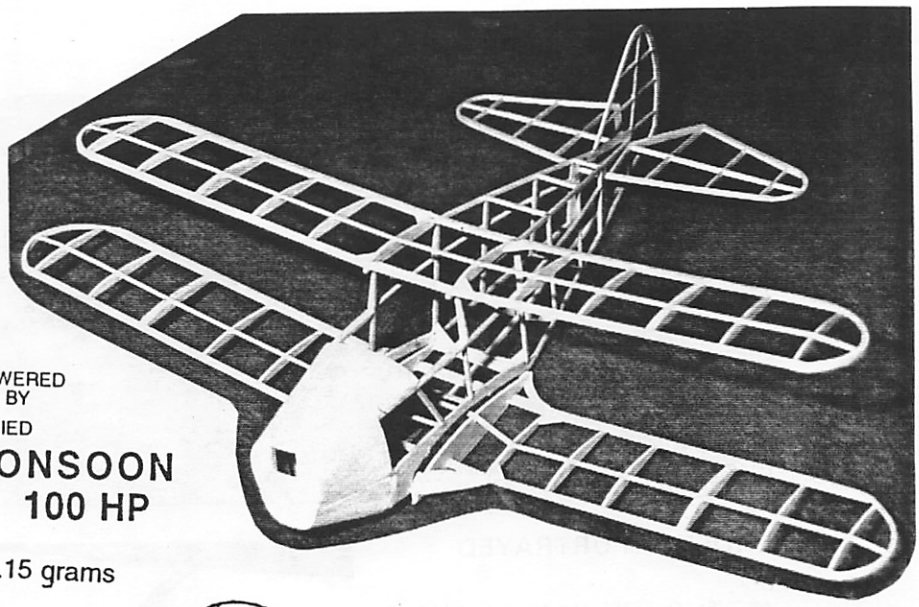

Struts omitted to show cabin details

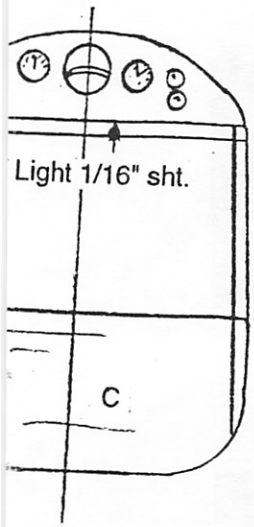


Drawing by
Warren Eberspacher.

5 4 3 2 1

Baumann/Mercury B-100






Mercury Aircraft Co.

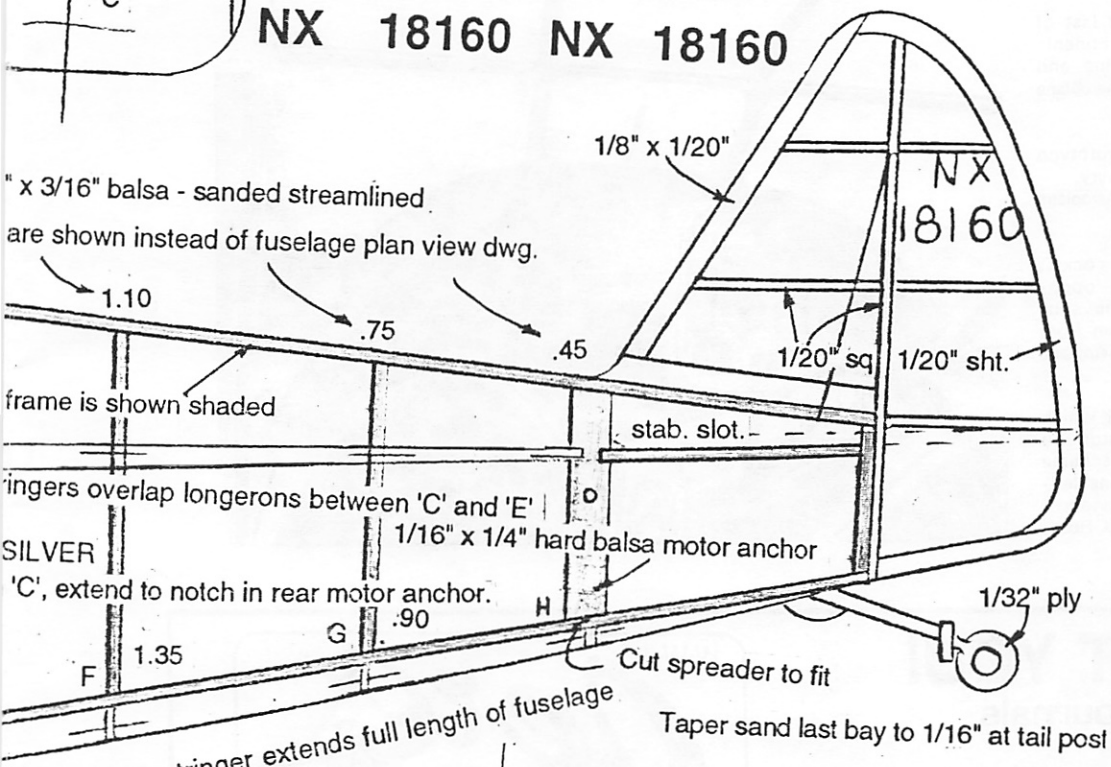
Mercury Aircraft Co.

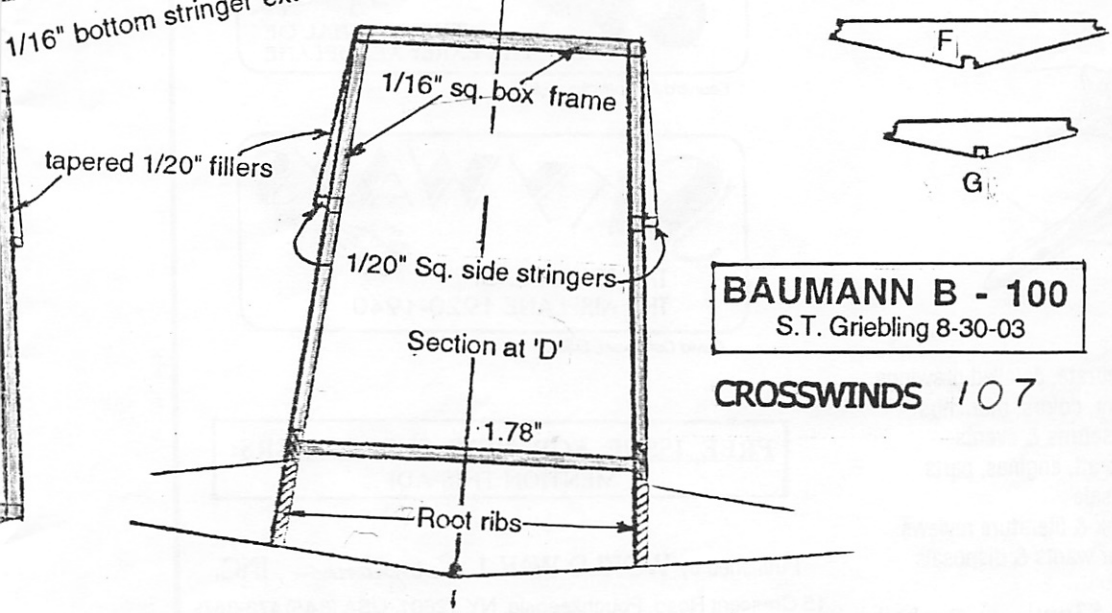
POWERED BY ALLIED MONSOON 100 HP

POWERED BY ALLIED MONSOON 100 HP

Weight without motor = 19.15 grams

NX 18160 NX 18160







**BAUMANN B - 100**
S.T. Griebling 8-30-03

CROSSWINDS 107

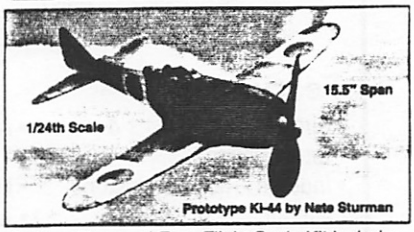

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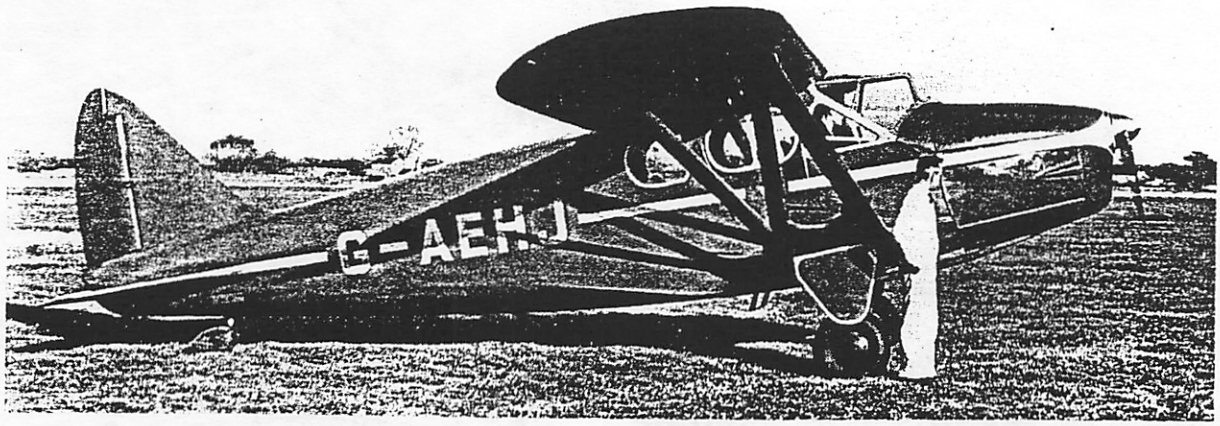
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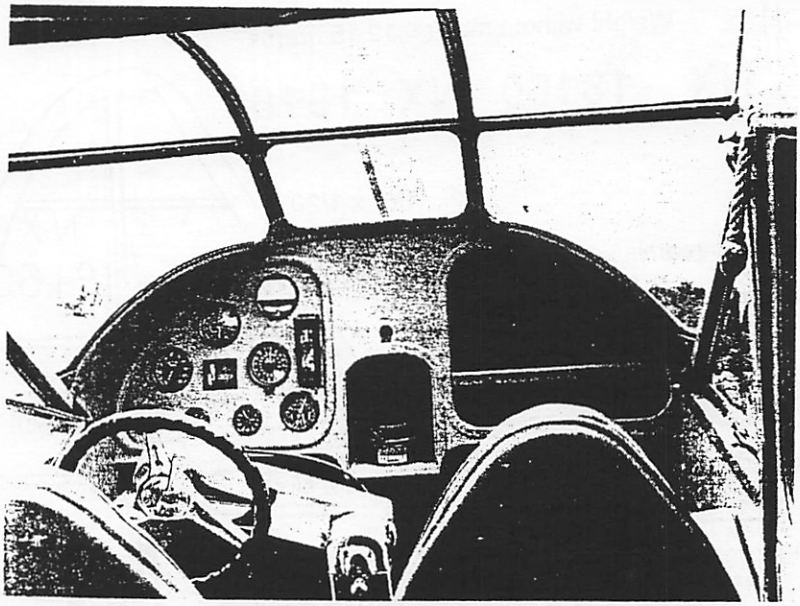

## PHOENIX PORTRAYED

ABOVE: G-AEHJ, the third and last of the Gipsy VI Srs I-engined Phoenix aircraft. Colour scheme was blue and silver. [Aeroplane

LEFT: Three views of the prototype Phoenix, in its green and silver livery. [Aeroplane

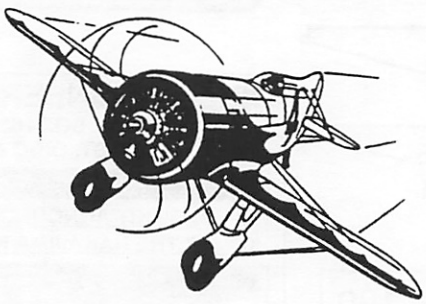
RIGHT: View of G-ADAD's cockpit taken at same time as photos opposite. Additional instruments were subsequently installed as can be seen from the drawing on page 179. [Aeroplane

BELOW: Phoenix Srs I VH-AJM which C. J. Melrose flew from Heston to Australia in April 1936. Colour scheme unknown. Fuselage flash contains legend "1936 goodwill flight from London". [via M. J. Hooks




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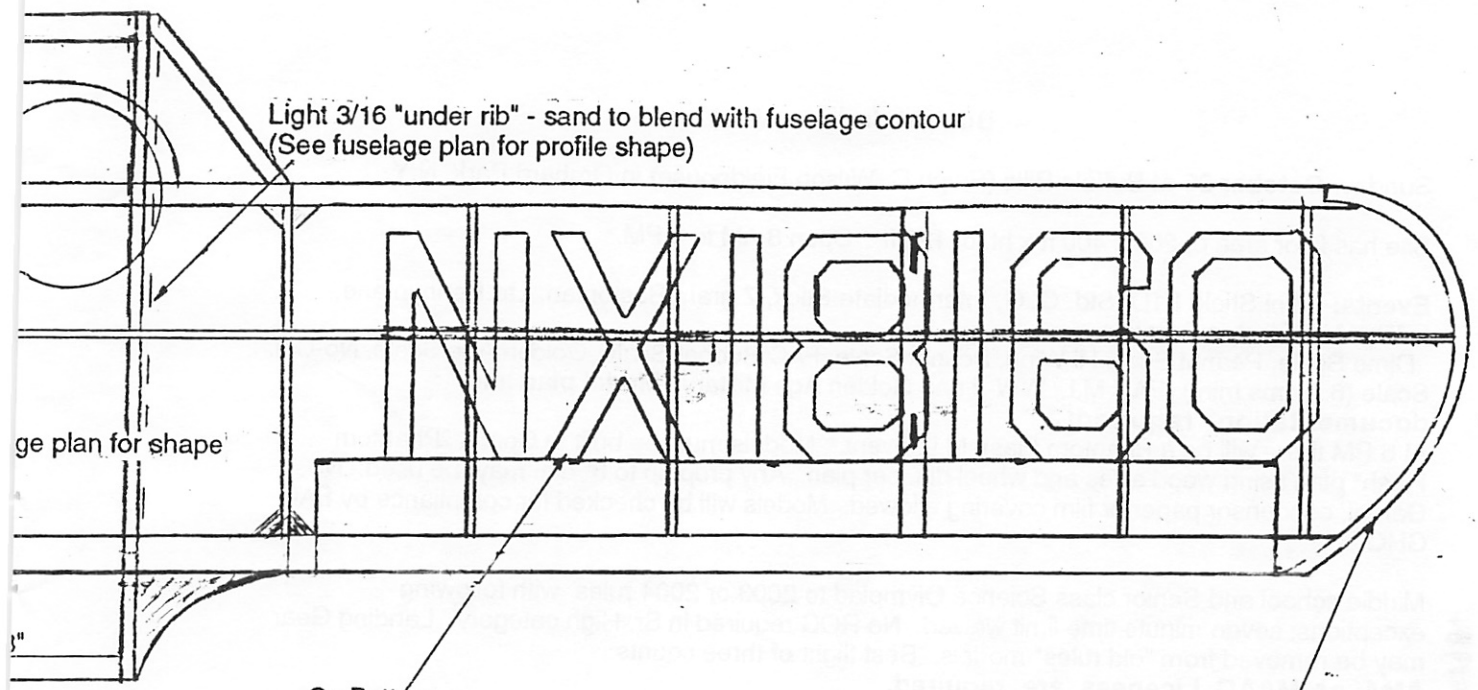
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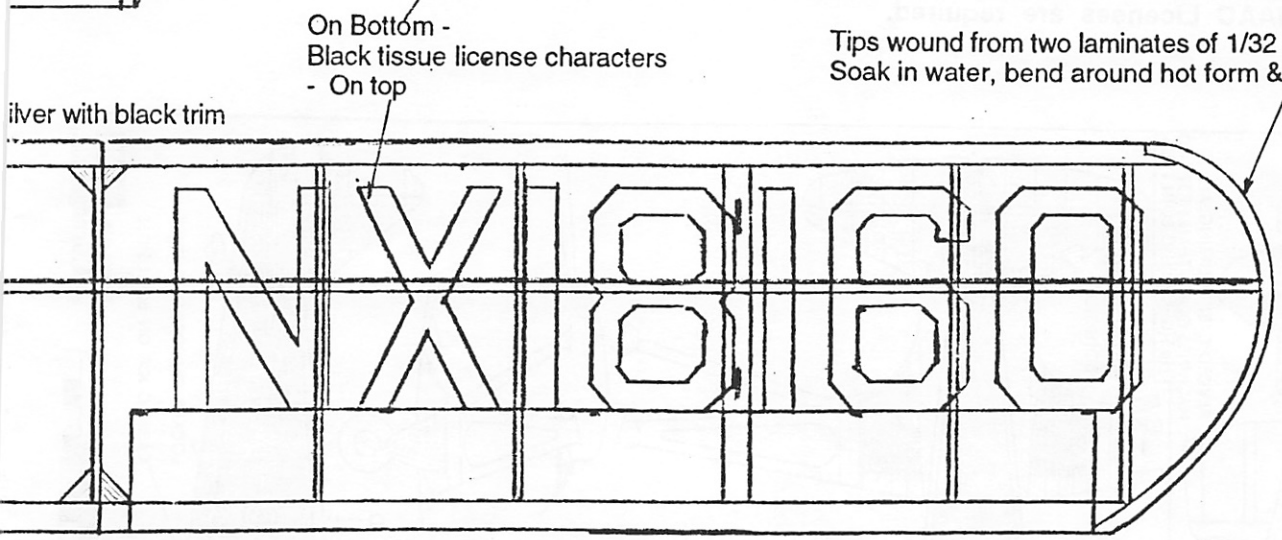
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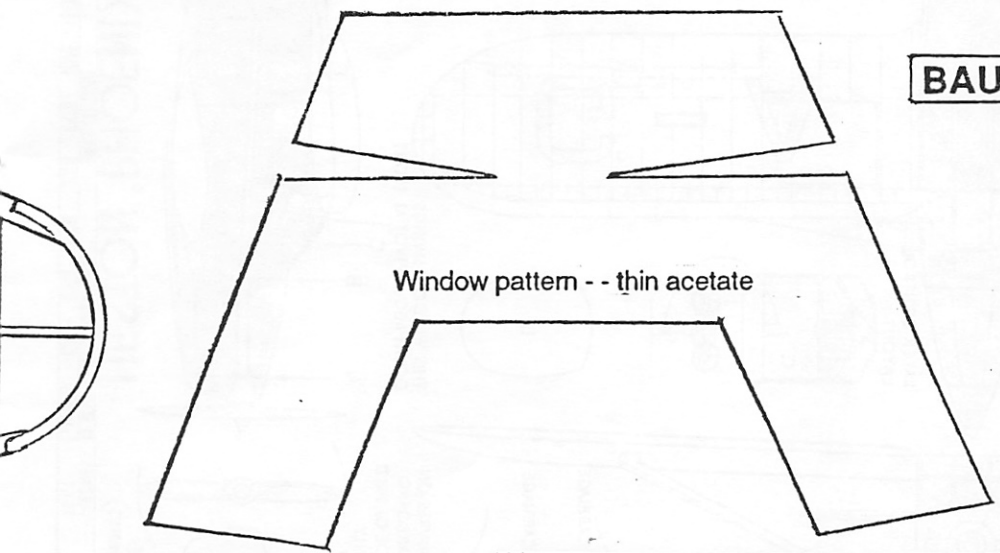
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**BAUMANN B - 100**

CROSSWINDS 107



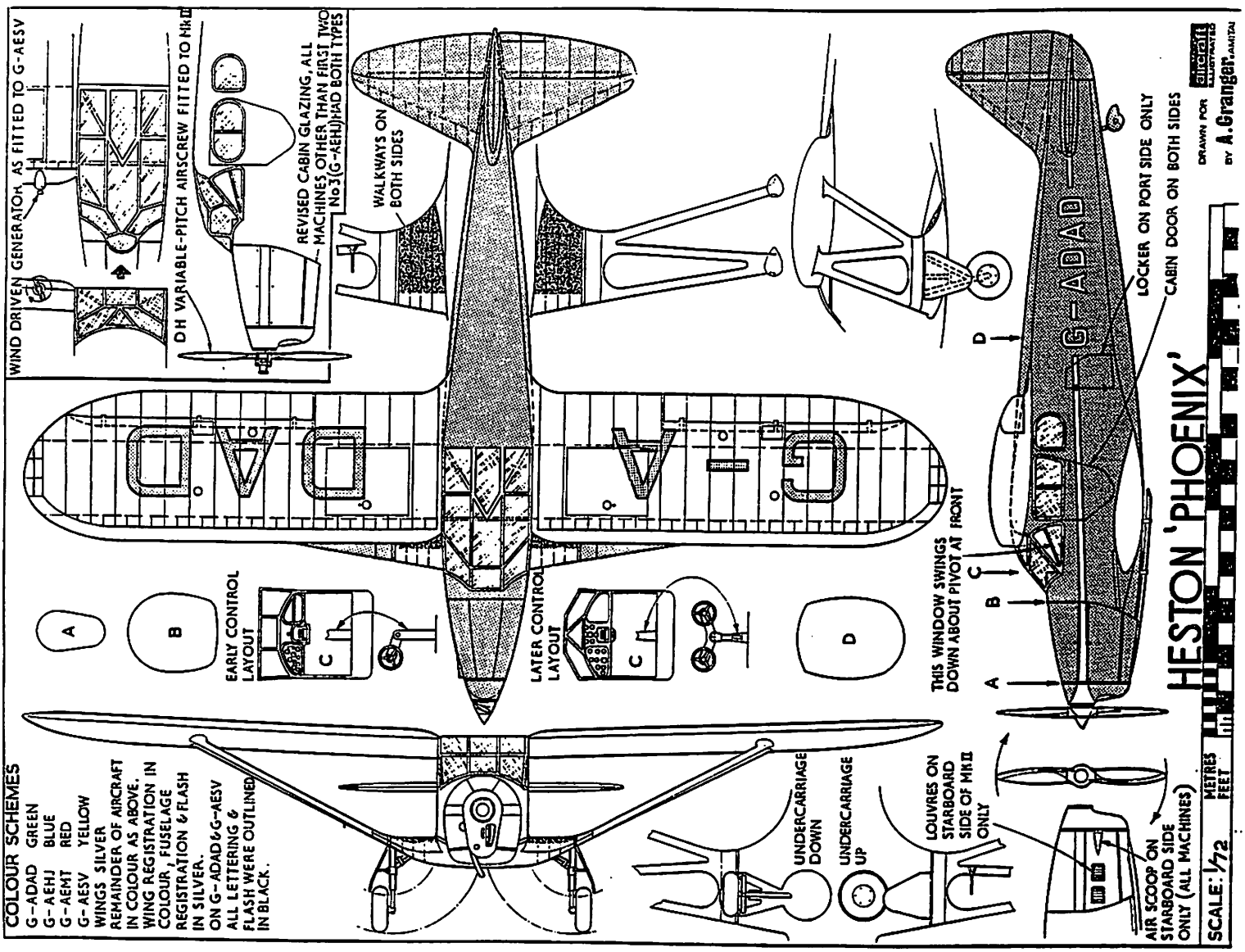
## Buffalo Indoor Meet

Sunday, **October 26** at Buffalo Bills (Ralph C. Wilson Fieldhouse) in Orchard Park, N.Y.

Site has floor area of 200 x 400 ft x ht. of 128 ft . Open 8 AM to 6 PM.

**Events:** Mini Stick, F1D, Std. CLG, Intermediate Stick, 7 gram Bostonian, Ltd.Pennyplane, EZB, AMA Electric Duration.
Dime Scale, Peanut Scale Hi Wing, Peanut Scale, FAC Rubber Scale, Golden Age Scale, No-Cal. Scale (6.2 gms min.) FAC M.L. WW-II and Golden Age Military. **Model plan and documentation required!**
At 6 PM there will be a Phantom Flash M.L. event. Models must be built to Comet "Phantom Flash" plan using wood sizes and wheel dia. per plan. Any prop up to 6" dia. may be used. No Gampi, condensor paper or film covering allowed. Models will be checked for compliance by FAC GHQ.

Middle school and Senior class Science Olympiad to 2003 or 2004 rules with following exceptions: seven minute time limit waived. No ROG required in Sr. High category. Landing Gear may be removed from "old rules" models. Best flight of three counts.
**AMA or MAAC Licenses are required.**



## HESTON "PHOENIX" HISTORY AND SPECIFICATIONS

Loyal reader and friend of Crosswinds, Jake Larsen, sent us much additional information on the Heston Phoenix which was featured in Crosswinds issue #106. The "Phoenix", one of the most beautiful private planes ever designed, is deserving of additional coverage, so it gives us great pleasure to include some of the information from the May 1970 issue of "Aircraft Illustrated" by Peter W. Moss as provided by Jake. Thank you Jake!!

The Heston Aircraft Company Ltd. was formed after liquidation of Comper Aircraft Ltd. in 1934. The "Phoenix", designed by George Cornwall, was their first product. The prototype, registered G-ADAD, made its first flight on August 8, 1935 and no significant modifications were necessary to qualify for its 'Certificate of Airworthiness' trials in September. The fully enclosed cabin could hold five people with 100 lbs. of luggage and was noted for its generous leg room and quietness. The 200 hp, DH Gipsy VI engine gave it a cruising speed of 125 mph. This first "Phoenix" was pale green and silver, with darker green outlines.
C.J. Melrose of Australia ordered the second "Phoenix" which was blue and silver. It was registered G-AEHJ, had a revised windscreen and sold for £1700, placing it in the luxury class of private aircraft.
The fourth "Phoenix" was fitted with a Gipsy VI Series II engine, driving a variable pitch de-Havilland propeller which increased the maximum speed to 150 mph and the selling price to £1980. This one was red and silver and was registered G-AEMT.
The fifth "Phoenix", G-AESV, was built for Standard Telephones and Cables Ltd. in 1937 and was yellow and silver. It was used to develop and demonstrate aircraft radio equipment and installations.
The sixth and last "Phoenix", G-AEYX, remained unsold till 1939 when it was purchased by C. Randrup and S.T. Worth at Heston.
The three remaining "Phoenix" were pressed into war service in 1940 and only one survived the war, reappearing as G-AESV owned by Heston Aircraft. It was sold to A.R. Pilgrim in 1950 but was damaged in an accident in 1952 and destroyed.

Individual histories:

G-ADAD Registered 11/29/34, sold to E. Xidis, a Greek air taxi firm, in September 1936. Re-registered as SX-AAH in Greece.

VH-AJM Exported to Australia 3/10/36 - named "Billing". Had 'up and down' landing gear indicator installed. Flown uneventfully to Adelaide from April 9 to 29. Used as taxi from "Adelaide to Anywhere" till struck by lightning, killing the pilot and destroying the aircraft near Melton, Victoria 7/5/36.

G-AEHJ Registered 4/29/36. Used for demonstration and for hire. Sold to "British American Air Services" Ltd. in June 1939. Damaged beyond repair in accident sometime prior to September 1939.

G-AEMT Registered 8/25/36. Loaned to 4 Squadron RAF at Farnborough for service training and was damaged in two landing accidents. Sold to Luton Flying Club on July 22, 1939. Impressed by 41 group, Maintenance Command, RAF on 3/29/40 to become X9393. Was delivered to 24 squadron at Hendon on April 16 and was transferred to 4(c) Ferry Pilots' Pool - RAF at Cardiff on May 11. Ferried to Luton Airport on March 17, 1942 and attached to Napier Engines for communications duties. Conveyed to Shrager Brothers as Cat B on April 28, 1943 and reduced to spares - E1.

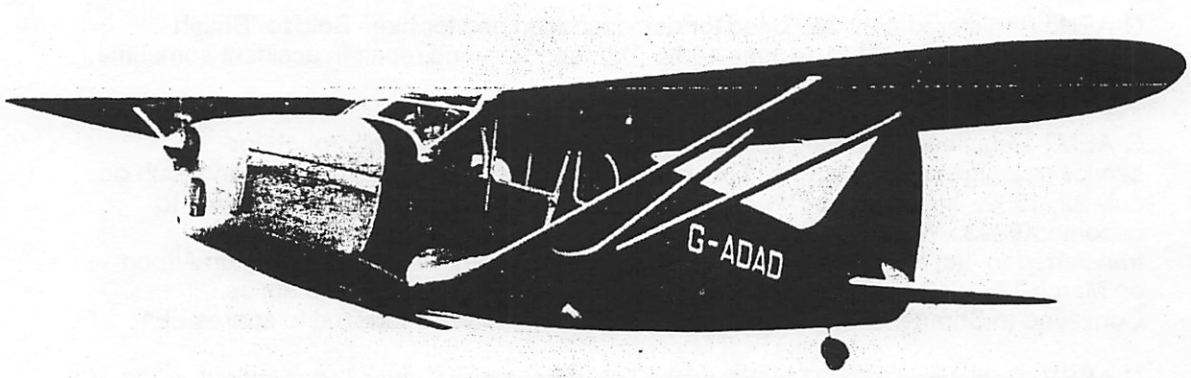
G-AESV Registered 3/25/37 by Standard Telephones and Cables Ltd., Hatfield. Impressed by RAF Maintenance 41 Group 3/5/40 to become X2891. Used by 24 Squadron as such till Dec. 6 when its undercarriage collapsed on landing at Hendon. Transferred to Surrey Flying Services Ltd. for repair. Ferried to 10 Maintenance Unit at Hullvington 4/8/41. Used by Director General of Research and Development at

Boscombe Down on Dec. 12. On Jan. 10, 1942 it was insured by Scottish Aviation at Prestwick. Posted to Air Fighting Equipment at Wittering for communications duties. On October 6 it was transferred to W, Mumford Ltd. at Exeter as Cat B. Flown to 5 MU Kemble 6/30/44, then flown to Station Flight RAF - Abingdon on July 11, returning to Kemble 4/20/45. Sold to Heston Aircraft in 1946 and restored to British Civil Register as G-AESV on April 6, receiving certificate of renewal on 9/24/46. Sold to Arthur Pilgrim at Elstree March, 1950. Final color scheme consisted of an eau-de-nil finish to fuselage, wing struts and tailplane, with a silver cheat line running from the propeller to the tailplane' s leading edge. G-AESV was last seen at Elstree on 4/27/52. It crashed into the French Alps soon afterwards.

G-AEYX Registered 6/8/37 by Heston A.C. Sold to Christian Randrup and Stanley T. Worth at Heston 3/29/39. Sold to Allflights Ltd. at Heston on 4/28/39. Impressed by 41 Group on 3/5/40 as X9338. Used by 24 Squadron as G-AEYX until May 11 when it was transferred to 4(C)EPP a Cardiff. Ferried to Biggin Hill, but pilot forgot to lower L.G. and plane was sent to Upper Warlington for repair. It was then sent to 5 MU Kemble on 1/17/41 and issued to 116 Squadron at Hatfield as X9338 on March 28, then to Shrager Brothers by October 20 as Cat B. Delivered to 24 Squadron at Hendon on 6/6/42 for use by General Spaatz and then transferred to Boscombe Down on 8/17/42, returning to Shrager Bros. as Cat B on Sept. 8. On February 19, 1943 it was delivered to 6(RCAF) Group Communications Flight at Dishforth. On 6/19/44 this Phoenix was reduced to scrap.

Leading Data:

| | |
|---|---|
| Power plant : | 1x200 hp de Havilland Gipsy VI, Series I<br>1x205 hp de Havilland Gipsy VI, Series II |
| Undercarriage: | Dowty hydraulically operated, inward retracting |
| Dimensions: | Span 40' 4", Length 30'2", Height 8'7", Wing area 260 sq. ft. |
| Max Speed: | 145 mph (Series I), 150 mph (Series II) |
| Cruising Speed: | 135 mph (Series I & II) |
| Initial Climb: | 650 ft/min (Series I), 850 ft/min. (Series II) |
| Ceiling: | 14,000 ft (Series I), 20,000 ft (Series II) |
| Tare weight: | 2,000 lb (Series I), 2,150 lb (Series II) |
| All -up Weight: | 3,300 lb (Series I & II) |
| Range: | 500 miles |




The prototype Phoenix on an early test flight while still partly finished in primer. [Aeroplane

PETER W. MOSS

# The Heston Phoenix

## THE BAUMANN B - 100

Jack Boyer Baumann was born on July 9, 1914 in Knoxville, Tenessee and built his first aircraft, a glider,as a teen ager but it was destroyed in a wind storm before he got a chance to fly it. His second glider, built soon afterward flew successfully.
After high school Jack built a small two place biplane powered with a 65 HP Velie engine. This plane (B-65 "Diane") had reverse stagger wings and tandem seating, but was never completed.

In June 1936 Jack was hired by "Tayorcraft" of Alliance, Ohio as a draftsman and general odd jobs helper, but returned to Knoxville for his grandfather's funeral in 1937 and then built a two place, side by side biplane with fixed landing gear and a fully enclosed cabin. This plane (B-65 "Brigadier") used the same Velie engine and also had negative stagger wings to facilitate entry to the cabin. The B-65 flew well but it was underpowered with the Velie engine . When the engine's crankshaft broke it was replaced by a 90 HP Lambert engine and the plane was re-named B-90.

Baumann then designed the four place B-100 to incorporate the 100 HP inverted 4 cylinder French Regnier 4EO engine which was to be built under license by the Allied Aircraft Corporation of Van Nuys, California and named "Monsoon". The B-100 had reverse stagger wings with a thick root section to incorporate the retractable landing gear, full span flaps in the upper wing and full span ailerons in the lower wing. It was first flown by Guy Jones on Jan 3, 1940. The plane needed more power and the engine tended to overheat so it was retired after 42 hours flying time.

Baumann then decided to start production of this plane using a 120 HP Rearwin Ken-Royce engine and formed the "Mercury Aircraft Company" and was invited to locate this company in Menominee, Michigan by mayor Mike Olson. By the time the new engine arrived, three days later, his partners, Dick Smith, and Walter Rittamel, decided that a better market existed in the CPTP (Civilian pilot training program) because of the rapidly evolving world war. Plans for the B-100 were consequently abandoned and construction of a two place, open cockpit biplane trainer with a nicely faired, fixed landing gear commenced. This was named BT-120 using the Ken-Royce engine and was registered as NX20471. It was all red with a white decorative stripe along the new fuselage but used wings and tail assembly from the B-100. A second BT-120 was then built using production tooling and conforming to drawings in order to comply with CAA certification requirements. It was registered as NX33900, but used the same Ken-Royce engine as NX20471. Due to a serious spin recovery problem Steve Wittman was temporarily hired as a test pilot and recommended tail shape changes and moving the engine forward to correct the tail-heavy center of gravity condition.
Despite concerted efforts to obtain orders for the plane, none were obtained, so production never commenced.
Parts for additional planes were sold to Jim Johns in 1942 who sold them in turn to Don Stewart and Jim Delmer in 1948. These two men built aircraft number three and registered it as NC34230. After enjoying aerobatic flights for two years, it was sold to a used car dealer who used it to attract customers and eventually converted it to a very fast propeller driven ice sled by removing the flying surfaces and installing 16' long skis.

Aircraft No. 2 was put in storage in Toledo,Ohio in 1946.

**Specifications for the Mercury/Baumann B - 100:**

| | |
|---|---|
| Upper wing span 27' 9" | Lower wing span 31' 1.5" |
| Wing area 240 sq. ft. | Length 24' 6.75" |
| Weight empty 1100 lbs. | Gross weight 2540 lbs. |
| Max. Speed 125 mph | Cruising speed 104 mph |
| Ceiling 15,000 ft. | Range 520 miles |
| Price $3495 | |

Reference: "Slyways" magazine July, 2002 pages 2 through 13, by Robert F. Pauley

We mourn the loss of Pat Livesay, wife of Dave Livesay in Flint, MI on 10/1/'03.

## The Baumann B-100 - - - Model Notes

Once again the deep archives of Russ Brown, venerable historian of the CFFS, have provided a set of three views, photos and history of a unique and interesting aircraft of years ago. The Baumann B - 100 is a reverse stagger biplane with retractable landing gear and a greater lower wing span than upper .

Construction of the model is basically straight forward except for the thick lower wing root, which housed the retracting landing gear mechanism, and the fuselage cross section which is wider at the bottom than at the top. Note that spreader lengths are shown on the plan instead of a "plan view" of the fuselage. Also note that 1/20" square stringers are feathered out at "C" and fit into a notch at the rear motor mount. These stringers over lap the longerons between station "C" and "E". There are little tapered 1/20" fairings at stations "D" and "E" between these stringers and the top of the cabin for attachment of the window material. The "Vee" shaped slit in the window material is to be butted together and joined with model cement. This forms the broken line for the windshield profile (see side view).

Lower wing: Note that the 2" wide wing structure is continuous right thru the thick root portion. This ensures that the wing halves will be in alignment and can be joined for traditional dihedral bracing. The thick center section is built right along with the 2" wide portions of the wing, but the leading edge of the root portion must be sanded to blend in to the wings and to the fuselage. It is also important to check the decalage of the lower wing to the stabilizer mount before you start covering the model. I set my model up for 3.5° incidence on lower wing and + 3 degrees for the upper using the stabilizer mount as a reference. This may or may not be the best decalage.

The fuselage spreaders (crossbraces) are longer on the bottom than the top, particularly at station "C". The extreme width of the lower former "C" compared to the narrower upper former "C" will pull in the nose former "A" a little at the bottom which will result in a little desirable downthrust. Be sure you check the fit of the lower wing to the width of the fuselage at stations "C" and "E". The root ribs should line up perfectly with the lower longeron formers at these two points. After the lower wing has been carefully fitted to the fuselage, add the "under ribs" to the bottom of the wing. Note that these ribs are made of soft 3/16" sheet so they can be sanded to blend into the fuselage and wing contours. The semi-circular wing root fairings slope upward at the rear to blend in to the longerons at "E". (Note how the wing root formers slope upward at their rear ends so they blend in to match the longeron formers and longerons).

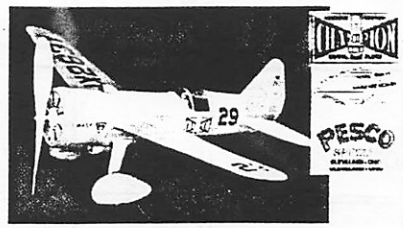
Interplane struts and decorations:
I suggest the following method for attaching the struts on this particular model:
1. Cover and dope the fuselage and add all the decorations and exhaust details etc. to it.
( note - it is necessary to dope silver tissue before drawing ink lines or the ink will disappear)
2. Cover the top of the lower wing and the bottom of the upper wing, but do not shrink the tissue on the wings yet.
3. Use a number 11 blade to make slits in the 1/8" thick strut ribs where the struts will be mounted.
4. Use a thin, round needle file to widen these slits to about 1/32".
5. Streamline sand extra long (3") pieces of 1/20" x 3/32" medium hard balsa for the struts and thread them through the upper wing strut ribs and then into the strut ribs in the lower wings, but do not glue them yet.
6. Carefully measure the wing gap at the leading and trailing edges and make the dihedral such that the upper and lower wings are parallel to each other and that the incidence angle is the same at each root as at the tip ( you may want to build in just a little washout at the tips).
7. Apply a drop of "Hot Stuff" at the strut ribs and strut joints and let it set, then trim and sand the strut ends flush to the rib surfaces.
8. Fit and glue the diagonal struts in place .
9. Finish covering the wings - water shrink the tissue and dope it, then apply license characters, aileron lines etc.

My model was flown with 4 strands of .080 Tan II - twice the hook to hook length, braided, turning a 6" dia. balsa prop with a 1.3 P/D ratio and an aspect ratio of 1:4. A little additional downthrust was needed, but no added nose weight was necessary. Balance point is 1/8" behind the top wing L.E.

Steve Griebling, CFFS

# NEW PLANES & ONLINE ORDERING

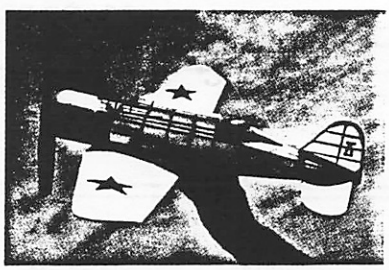
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PD03 - Kharkov R10 by Tom Nallen FACNATS 2000 WWII Winner. **Lasercut** parts, vac-formed canopy & turret, FAI rubber, cad drawn plans, color tissue and decals. 22" ws - $25.50

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| FF23 | Stinson Reliant | 18" | $10 |
| FF63 | RAF SE5a | 18" | $10 |
| FF69 | Avenger | 28" | $16.25 |
| FF72 | Curtiss Helldiver | 28" | $14.50 |

**Plus Jetex kits, Gliders, Electric R/C, Control-line, Glues, Balsa, and other building supplies**

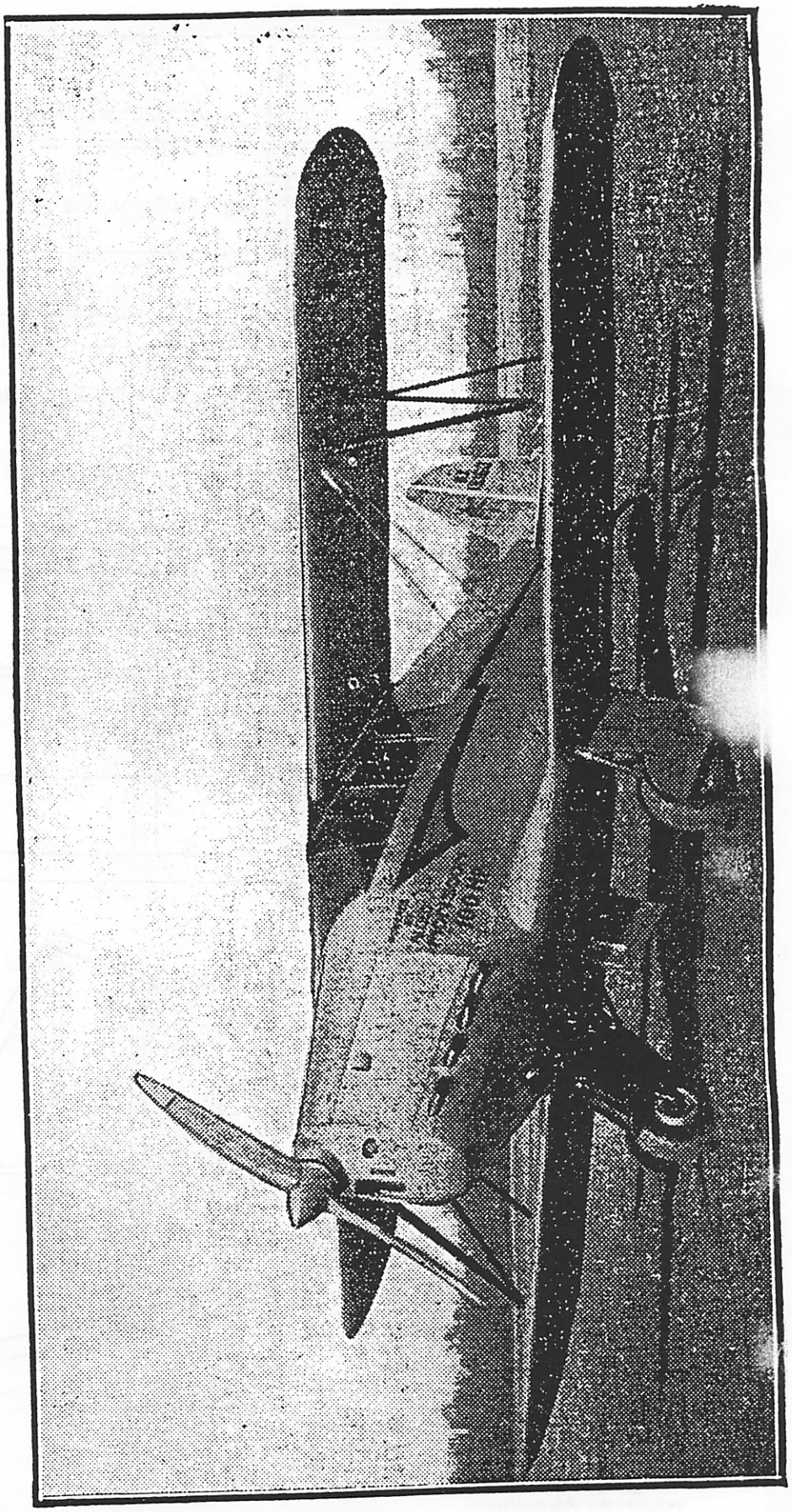
**Easy Built Lite Tissue in 26 Colors**
**$0.45/sht, $1/sht for metallic colors**
**MagnaBoard for building ease $17.95**

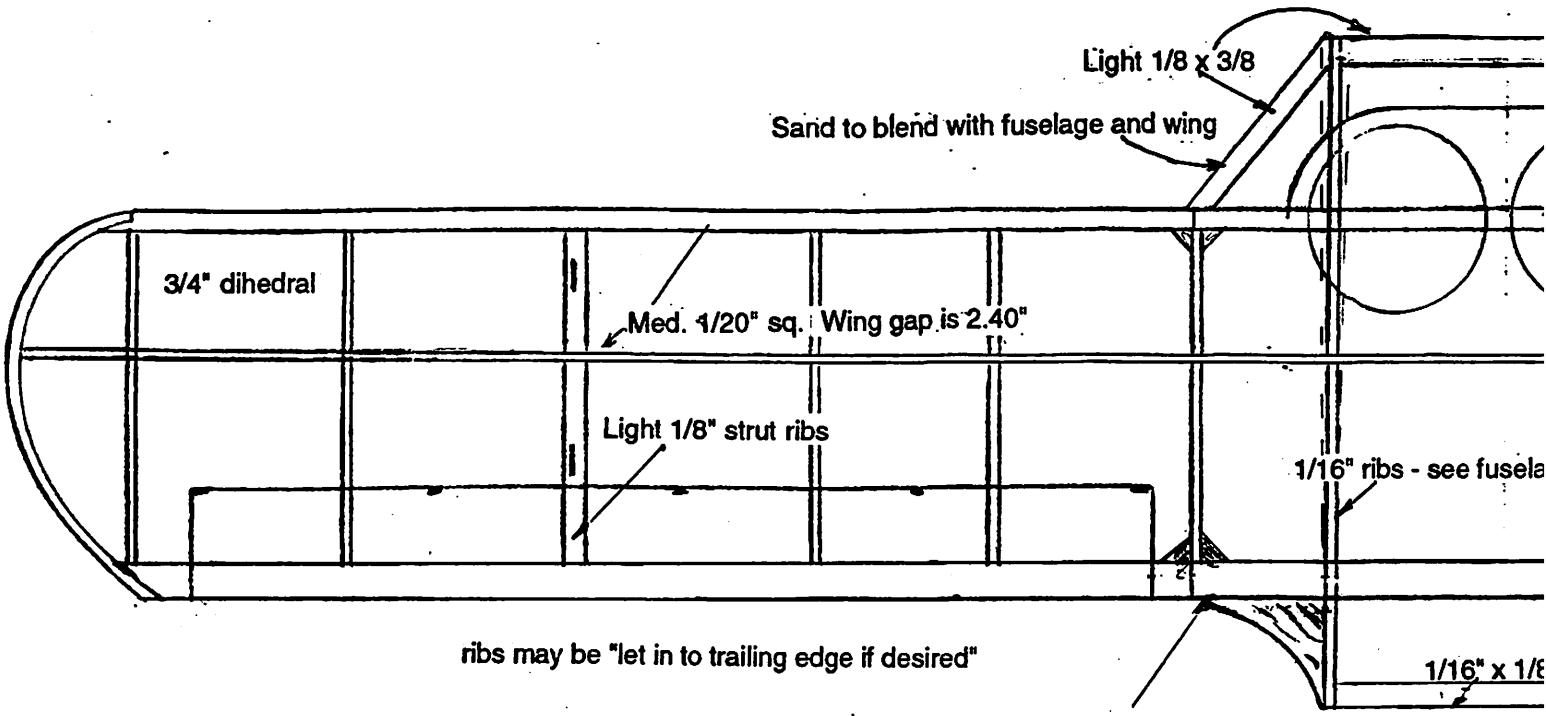
easy built models

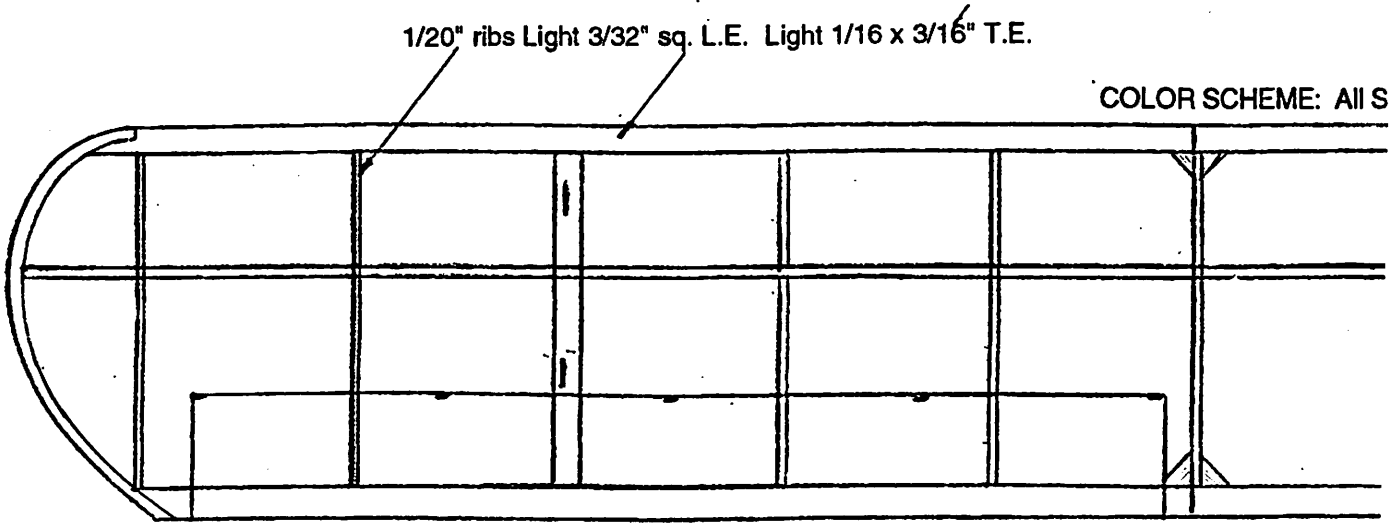
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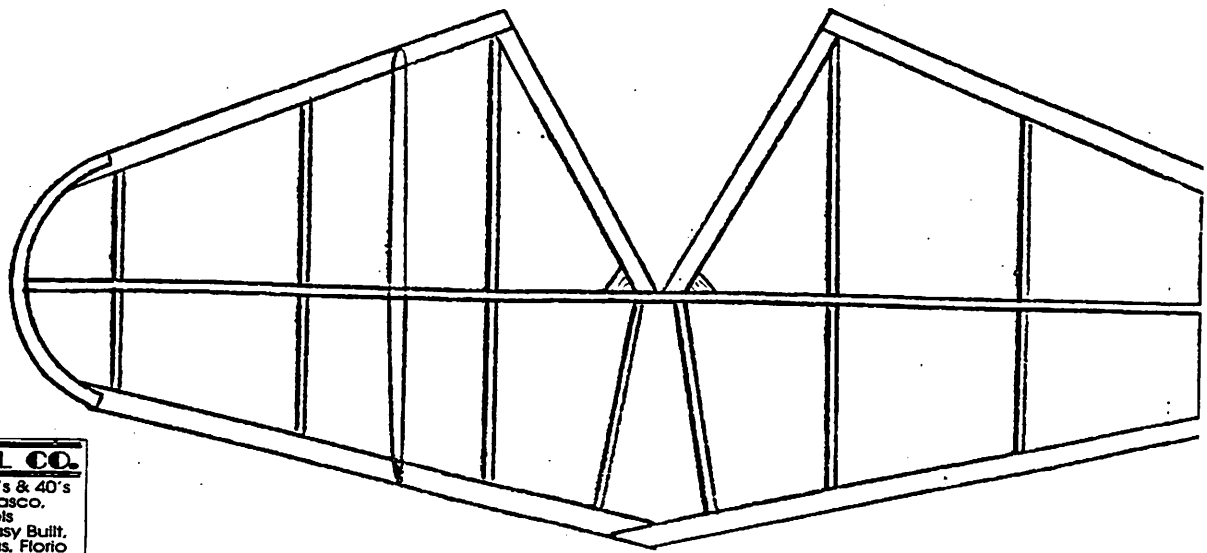
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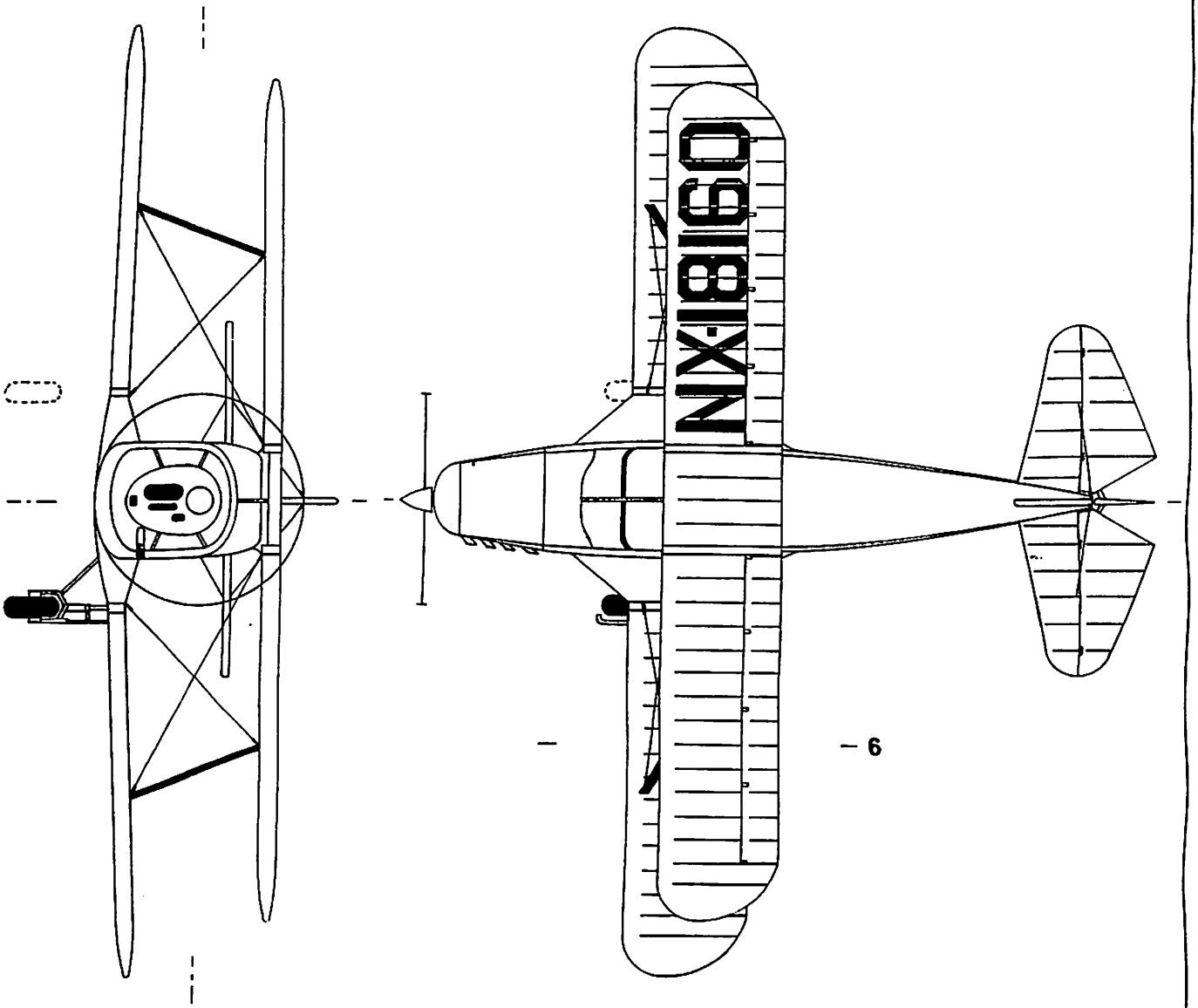



Light 3/32" sq. L.E. & T.E. Tips = 2 lam's. of 3/32 "x 1/32" 1/20" x 3/32"

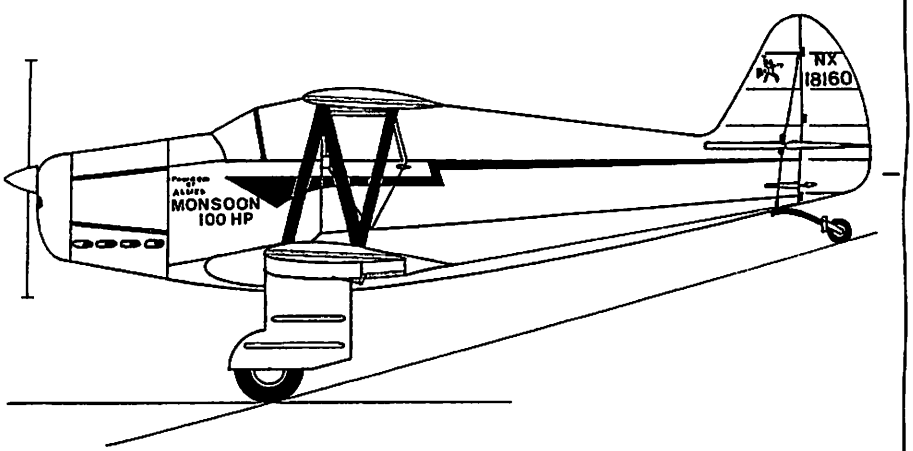
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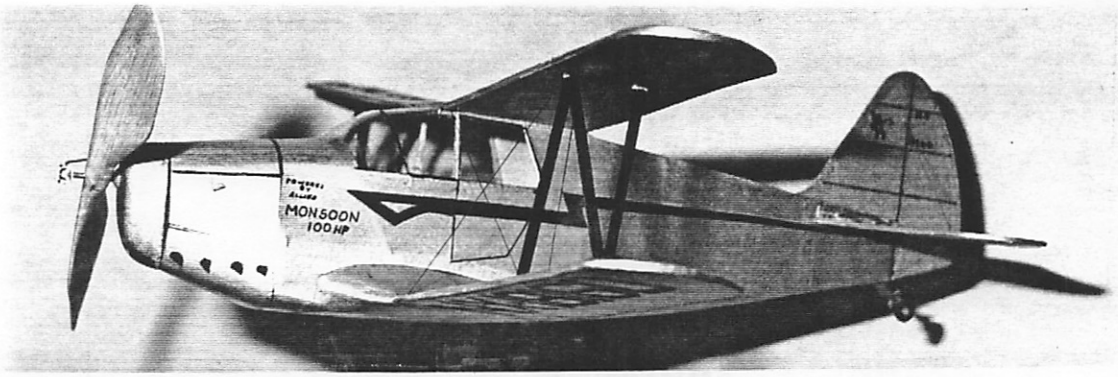



POWERED
BY
ALLIED
MONSOON
100 H.P.




Drawing by Warren Eberspacher.

Baumann/Mercury B-100




See 3 view dwg. for rigging detail; refer to text for strut application

Hard 1/16" sht.

1/16" sq.

A

Upper cowl pattern 1/32" sht.

Note grain direction

1/16" x 3/16" spreader

1.39

Make interplane struts of 1/20

Spreader lengths

1.39

Louvres on starboard side

1/2" thick balsa block with 1/4" thick key.

Scoop on port side

C.G.

Ink line

BT

A

Box

Side str

BLACK-

1/20" sq. side stringers - feather out at station

1.82

D

E

Longeron former

1.70

Root rib - 1/16" sht.

Soft1/8" exhaust stacks

Lower cowl pattern (2 req'd.) 1/32" sht.

"Under rib" - soft 3/16" sht.

C.G.

(see wing plan)

1.39

1.82"

DTOP 1.39 | X .050"SQ

D BOT. 1.78 |

ET. 1.39 |

EB. 1.70 |

FT. 1.10 |

FB. 1.35 |

GT. 75 |

GB. 90 |

HT | .45

HB | .60

BT - 3/32" sht.

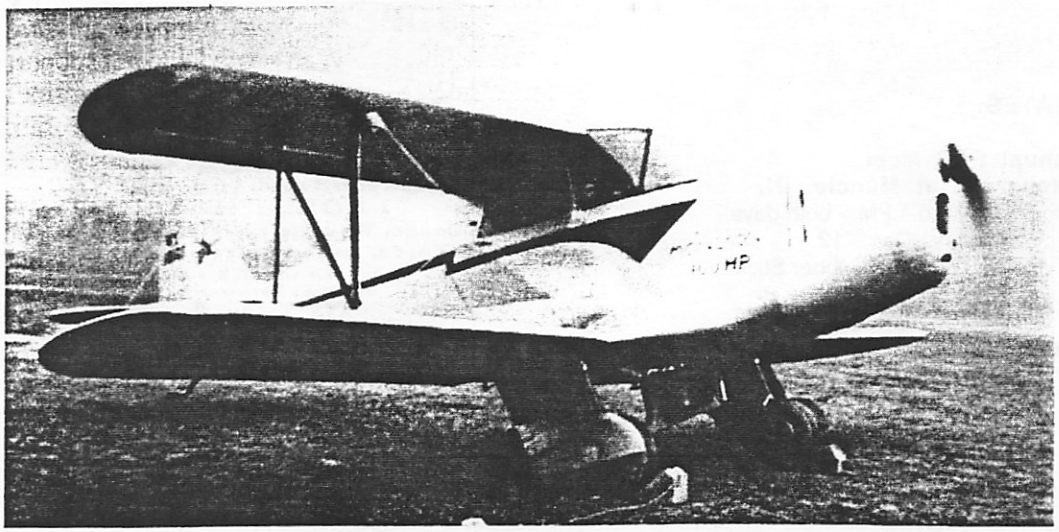
B Bot.

Soft 1/8" sht. (sand in taper)

Section at 'E'

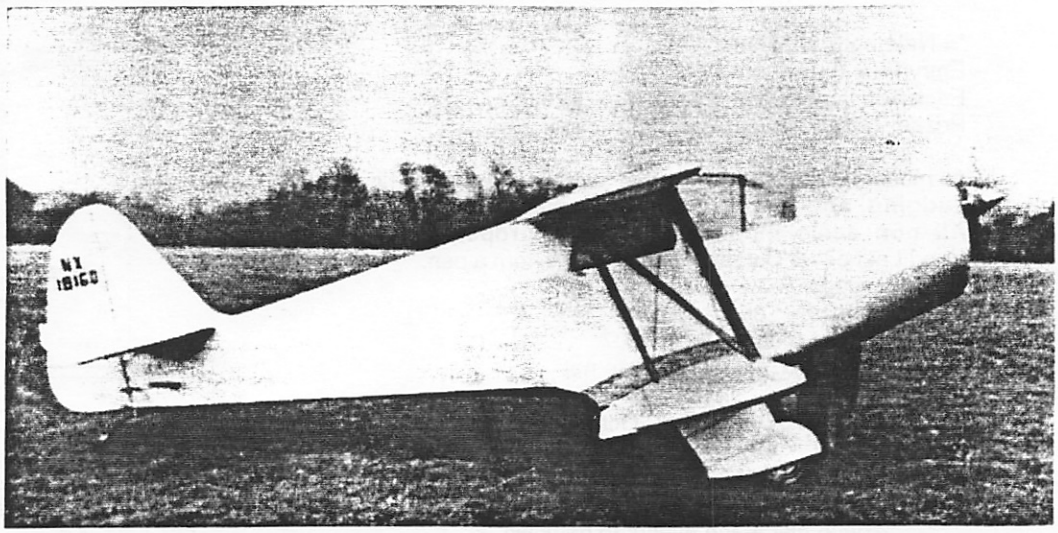
1.70

E



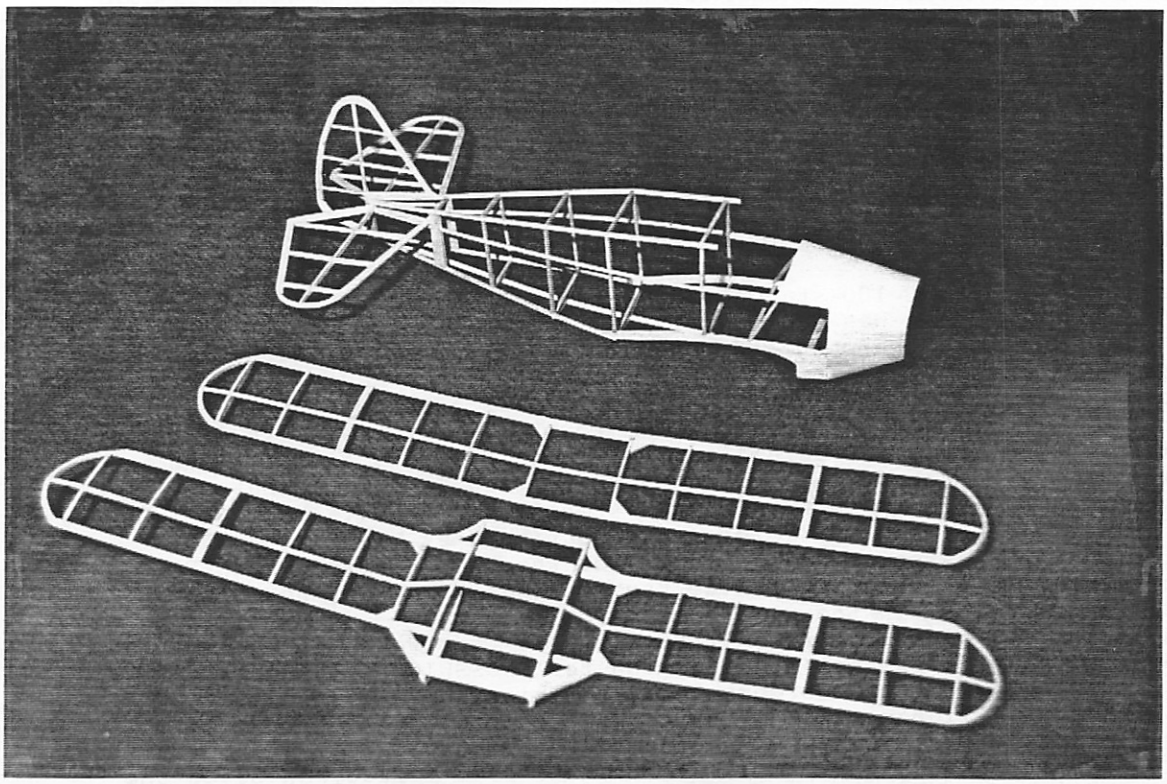
**The Baumann/Mercury B-100, powered by a 100 hp Allied Monsoon engine, seen here running-up prior to a test flight. A four-place negative-stagger biplane with retractable landing gear, it was priced to sell for $3,495 according to the sales brochure. Only one built, NX 18160.**

Photo: Jack Baumann via Gene Horsman




**The Baumann/Mercury B-100 negative-stagger cabin biplane.**

Photo: Jack Baumann via Gene Horsman



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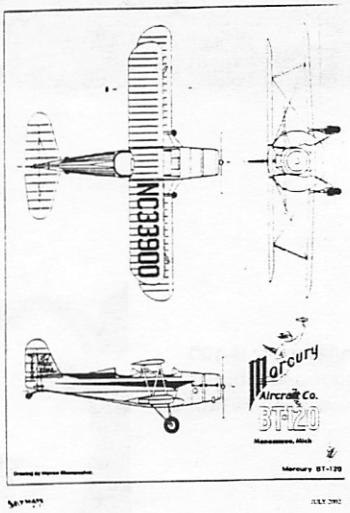
**CONTEST DATES:**

**CIA First Annual FAC Meet**
**October 11 and October 12 at Muncie, IN.**
Ted Dock Memorial 8 AM to 4 PM - both days.

| **Saturday Oct 11** | **Sunday Oct. 12** |
|---|---|
| FAC Old Time Rubber | FAC Old Time Rubber Stick |
| Embryo Endurance | Jimmy Allen |
| FAC Rubber Scale | FAC Peanut Scale |
| FAC Jumbo/ Giant Scale | FAC Dime Scale |
| FAC Golden Age Scale | FAC No-Cal Scale |
| WWI Combat | WWII Combat |
| 11:00 AM | 11:00 |
| Thompson Race | Greve Race |
| 2:00 | 2:00 |
| P-30 (J)* (SO)* | Hand Launched Glider (J)*(SO)* |
| Catapult Glider (J)*(SO)* | |

*= National cup events
Entry Fee: First event $10.00
Each additional event: $2.00, Max. $20.00.
Prizes: 1st = Plaques; 2nd, 3rd = certificates

All models must be processed or judged before being flown.
**Judging and entry on site 12:00 - 5:00 10/10/03**
**All non scale models must have proper sized AMA numbers**
Hand Launched/ Catapult gliders will fly from a pen.
National cup for P-30, HLG, HHCG
Contest Director: Lee Campbell
P.O. Box 3104 Muncie, IN 473307
1-(765)- 289-7753 souper30@gte.net




**BUFFALO INDOOR MEET:** October 26, 2003. (See details on page 6 in this issue).

**CFFS INDOOR MEET:** Tentatively scheduled for MARCH 28, 2004 At Kent State University Field House. Date and location to be confirmed later. Please check later issues of Crosswinds for final date, place and events to be flown.

CROSSWINDS readers with the dreaded red X at issue renewal code No. 107 or lower can send $16 per year ( 4 issues) to Russ Brown at 4909 N. Sedgewick, Lyndhurst, OH 44124.

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FLAT HATIN' ON WINGED MERCURY ORBITING BLUE FAUX BASE

The slick Mercury B-100 staggerwing with retracts and inline engine design of Jack Baumann has simmered in the must build box of red hot model projects since the photo in October 1940 Flying Aces. Dick Gates modeled the radial power version BT-120 Trainer with fixed gear and he donated the model to the EAA at Oshkosh, WI. News of Gene Horsman's restoration progress of BT-120 S/N 2 led to a request of Gene in 1998 to ask Bill Baumann for B-100 detail and colors. Air Racing and Michigan Aviation historian Bob Pauley pulled the B-100 and BT-120 Aerobat data together with excellent views by Warren Eberspacher in SKYWAYS, July 2002. B-100 silver with black trim colors were confirmed by Bob Pauley. Note that the stripe spearpoint can be solid, or the open form shown in FA. A slightly darker photo shade inside the spearpoint may be the result of overpainting aluminum in the all black form.

Drawing copies sized to 1/2 in./ft., 15-9/16" w/s were kindly accepted by Steve Griebling for model construction for CROSSWINDS. Steve's B-100 model flew beautifully to overcome turbulent air with cold depleted rubber power for jaunty flights 10/5/03 at Storkville to win FAC Rubber Scale. A near 1 minute third flight was shortened by a bad tree top snatch of the model 40 feet up on top. Skyster Elvin Buchele from Toledo, OH saved the B-100 for future action with a heroic tree climb and pole prod release.

RB