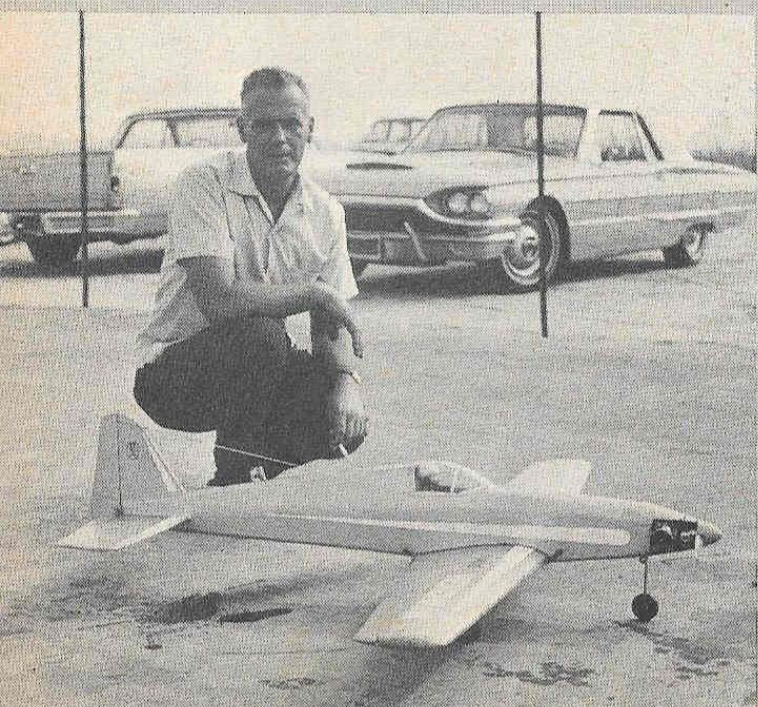


# HENCHMAN

By MAURICE FRANKLIN . . . Looking for the multi machine that can do the whole bit for you and still have a margin for that little extra? Yes? Then, build the Henchman as it offers good pattern performance and then has the advantage of superb knife-edge flights for top score.



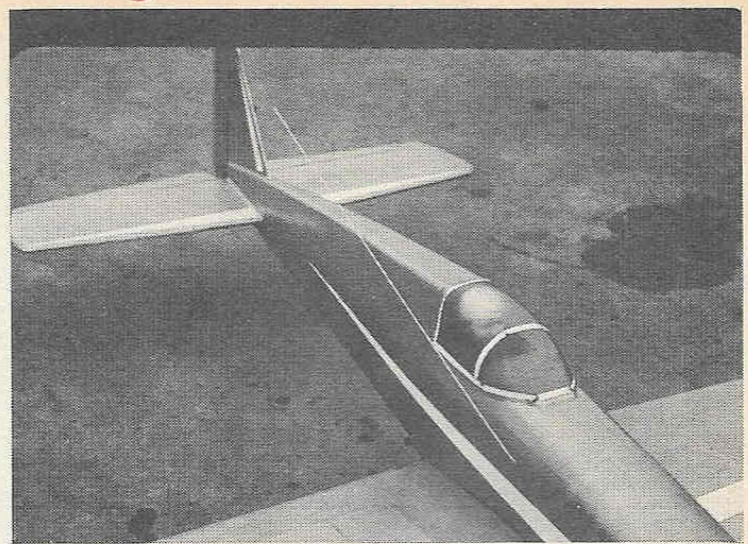
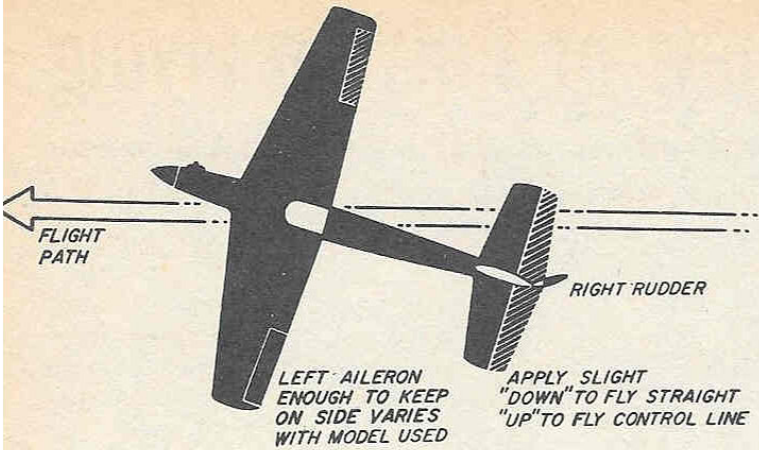
Here, the author takes time out to show his exciting machine that has a semi-scale appearance as well as design characteristics for pattern flight.

► The general idea of the Henchmen was to come up with an airplane that would be different from the run-of-the-mill stunt planes and still perform with the best of them, if not better than most. I'm very pleased to say that it has turned out better than I'd hoped.

The fuselage side view was drawn to be as scaly as it could, keeping in mind ease of construction and installation of equipment as well as lots of side area for good knife-edge flying. I wanted to keep the weight to a minimum so I removed all the plywood I could. No matter how strong one builds a plane, if it goes "in" some things have to give and all the plywood in the world just won't stop it from bending.

I decided on a taper wing as I like its looks; on windy conditions, it always seems to fly so much better than a straight chord wing. The Henchman wing is built flat on a building board, joining the two halves in the usual manner for dihedral. Wing section used is a good all-round performer giving very low speed handling characteristics and high speed flying with no zooming tendencies at all.

Motor used is a 60-size engine Enya, any good 60 engine is recommended. It's always nice to have lots of power to play around and the Henchman, using a 11x6 Power-prop (thin blade type) will climb vertically out of sight with no sign of falling off. I also use a Fox glow plug which seem to last forever. Several Henchmen have been built by the local flyers, all of them seem to perform very (Continued on next page)



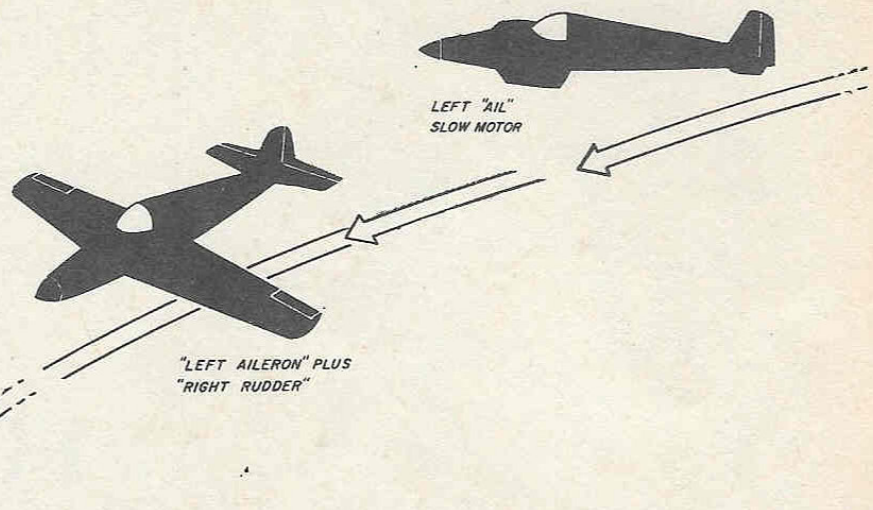
Close-up of cockpit with canopy and pilot details clearly indicated.

England's Radio Models and Electronics magazine thought so much of the Henchman's knife-edge performance that they had an article just for this.

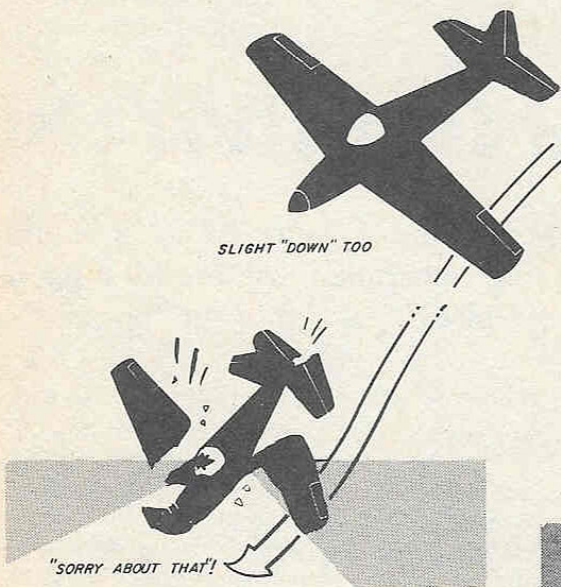
well with power plants ranging from .45 to .60s.

I use "in-board" or conventional ailerons in preference to strip as they look much better and seem to "stay" in trim, also are less prone to damage when handling in and out of the car. I must say in defense of strip ailerons, that they are much quicker to build and simpler to install as is the servo.

Construction is simple and self-explanatory. Cutting wing ribs is quite easy and does not take much time at



DRAWINGS COURTESY OF RADIO MODELS AND ELECTRONICS MAGAZINE

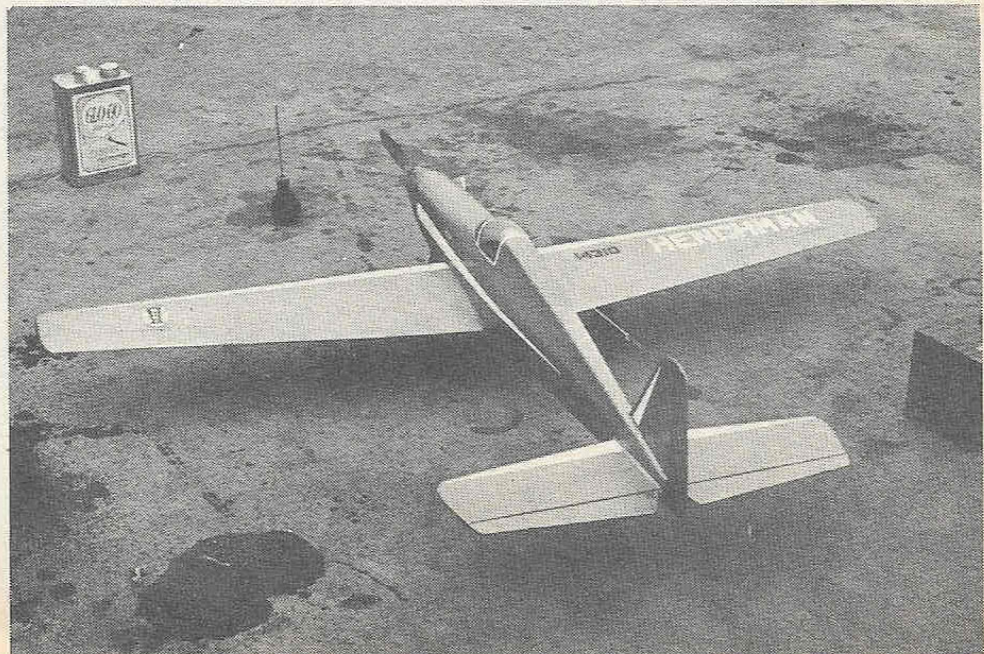


Steeply tapered wing should be a big help for the 1968 maneuver, particularly snap rolls, other new maneuvers added to the contest pattern.

all. Just cut the root and tip ribs from 1/16" plywood and then drill two bolt holes in each. Cut out 12 rough ribs of 3/32" balsa, drill and then bolt them together and sand to shape. When done, separate and sand off the bevel left on them. On can repeat this operation to get another set of ribs, or do as I did: use the one set of ribs to cut another set.

The plane is covered with silk except for the stab and fin which are covered with Japanese tissue. It is much quicker than silk and needs less dope-filling. I usually prepare the bare framework with four coats of clear dope prior to cover-

(Continued on page 61)



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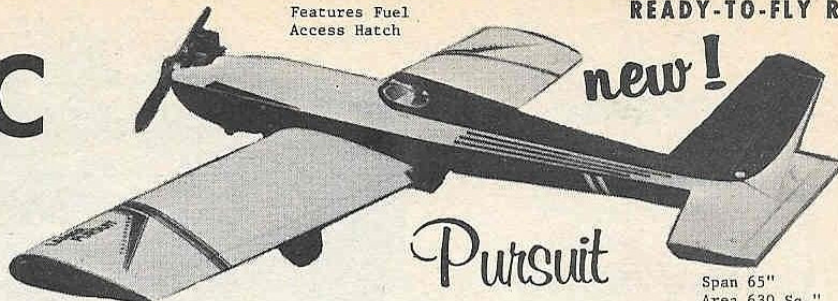
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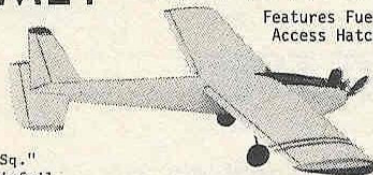
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## The Henchman

(Continued from page 28)

ing, then cover with wet silk adding about four more coats of clear dope. For the first coat, I add talcum powder to help fill the small cracks, then about four coats of your favorite color. Trim used was white Monokote. On test flying the model, be sure that all the controls are hooked correctly, the installation is good, the motor is screwed down tight, the servos are supported on the grommets and tightened hard or direct as this causes more vibration trouble than one can imagine. Make certain that servos are fitted to the manufacturer's recommendations. Check tank installation for kinked fuel lines as there's nothing worse than taking off and having the motor die just as it leaves the ground. It's best to check the controls by having someone holding the plane while the engine is running. Check each control in turn through each engine speed.

The Henchman is very easy to fly, quite docile and smooth, without any bad habits. Don't be afraid to slow it down on landings and touch-and-go's as it handles well at low speed. All the other maneuvers are straight forward. It spins quite easy and recovery is instant if controls are neutralized. Fun maneuvers such as knife-edge, side slip landings, etc., are real easy. I'm sure that if you decide to build a Henchman, you will never regret it.

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