

# The Stunt Design of the Year!

## AMBASSADOR

BY ALAN HEWITT

- 1st. Stunt Concours Knokke !
- 1st. Stunt Knokke !
- 1st. 1951 Gold Trophy !
- 1st. Deanson Cup, Walsall !

WHEN Alan Hewitt romped away with first place in the S.M.A.E. control line eliminators at Radlett on May 13th, his first concern was whether or not the restricted space at Knokke would allow him to fly at his best, using the same winning "Blue-Lon" 5 c.c. Yulon powered model. Line-length for the Belgian meeting was liable to be limited to just over 50 ft., so Alan brought out pencil and set-square to design a special "Ambassador" to represent Gt. Britain.

He based the design on a beam mounted Elfin 2.49 and set 12 ozs. as his maximum design weight. It was virtually a scaled down version of a job made the previous year for his Yulon, with a long slim fuselage and medium aspect ratio wings. This prototype was soon completed, and weighed only 11 ozs., which, as control-line fliers will know, is very light, even for 227 sq. ins. (Photo shows Alan with the original.) After many test flights, it was found necessary to re-cover with heavy-weight Modelspan to prevent the fuel soakage through the wing surface, bringing the weight up nearer to the planned 12 oz., and it was in this condition that the Ambassador executed its plenipotentiary duties at Knokke with such magnificent results. Not only did it carry off the Concours d'elegance for stunt; but with expert Alan at the handle, it won the stunt flying event as well.

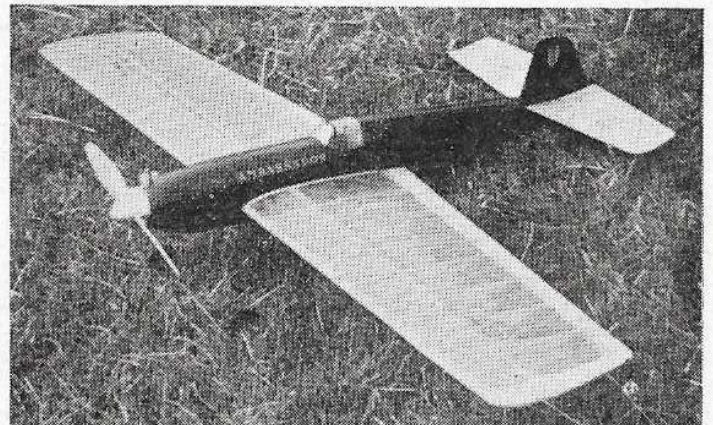
Thanks to a major repair job on the tail assembly by friend Phil Reid, Alan was able to take the model to Swansea for the Gold Trophy contest, which had been won by brother Brian in '49 and '50. Readers already know the result, for Alan whizzed through the fastest manoeuvres we have ever seen, and beat Brian into first place for Britain's major stunt trophy by  $7\frac{1}{2}$  points.



**THE DESIGNER**  
Aged 24 . . . Bank Clerk  
. . . member South Birmingham M.F.C. . . .  
main interest is in control-line stunt and A/2 sailplanes . . . also a keen motor-cyclist and follower of good jazz.

Two points Alan asks of each Ambassador builder are:— First, to make sure that the specified balsa grades are used, and second, to use flexible lead-out wires to prevent line snagging through vibration.

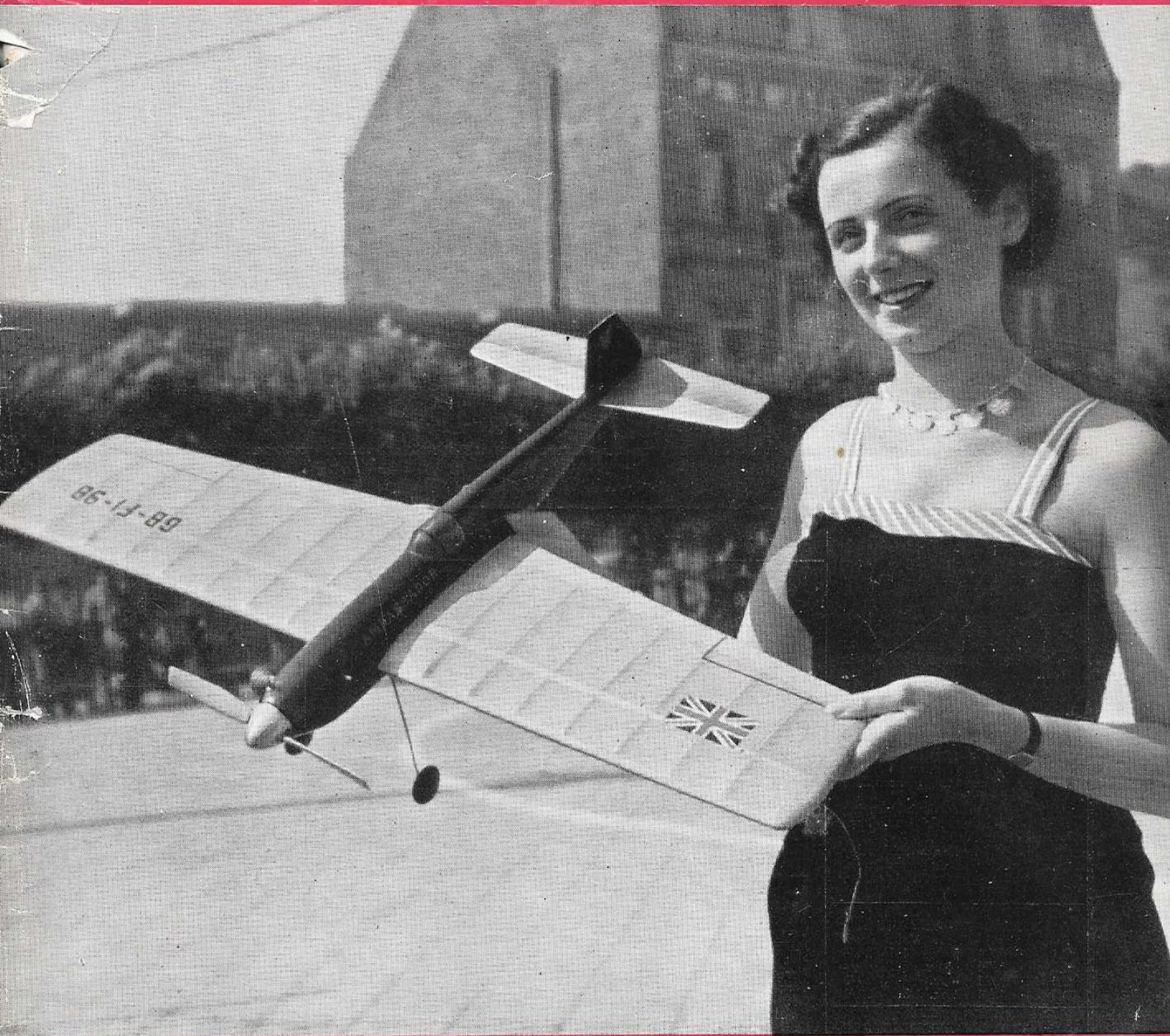
Full instructions are issued with each full-size A.P.S. plan for the "Ambassador", so that you may be able to duplicate this outstanding 70 m.p.h. stunter—why not try one yourself?



*Laurent*

DECEMBER 1951

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# 2'6