

BORN TO BE A STAR



Ewald 'calling' for Len Mount at the Euro Cup. The headphones and Mike kept him in touch with the judges while calling out the manoeuvres.

A Short Profile on Ewald Heim creator of the Star Ranger

Ewald was born near Stuttgart in Germany, thirty-seven years ago. He first started in radio controlled helicopters in 1967-70 and he, as so many others that are flying today, was inspired by Schlüter and his first Cobra. The first helicopter he ever flew, though, was his own design, which he made as a training machine. The only engineering experience he had, was working for IBM as an office machine engineer.

After his first model, he flew Schlüter for a few months, and then Kavan, for a few years. However, when the R/C Helicopter competitions started getting more serious, he found he was not getting enough reliability from his Kavan, so gradually, stage by stage, his Kavan became more and more modified. He then decided to start afresh with the mechanics, and designed the Star Ranger.

In 1979 or 1980, he won the Euro

Cup with a four bladed Star Ranger. The prototype had a metal frame, but still the Kavan fuselage. The windows were also blackened off, so no one could see what was inside. This model still sits in a corner of his home – no doubt a future museum piece.

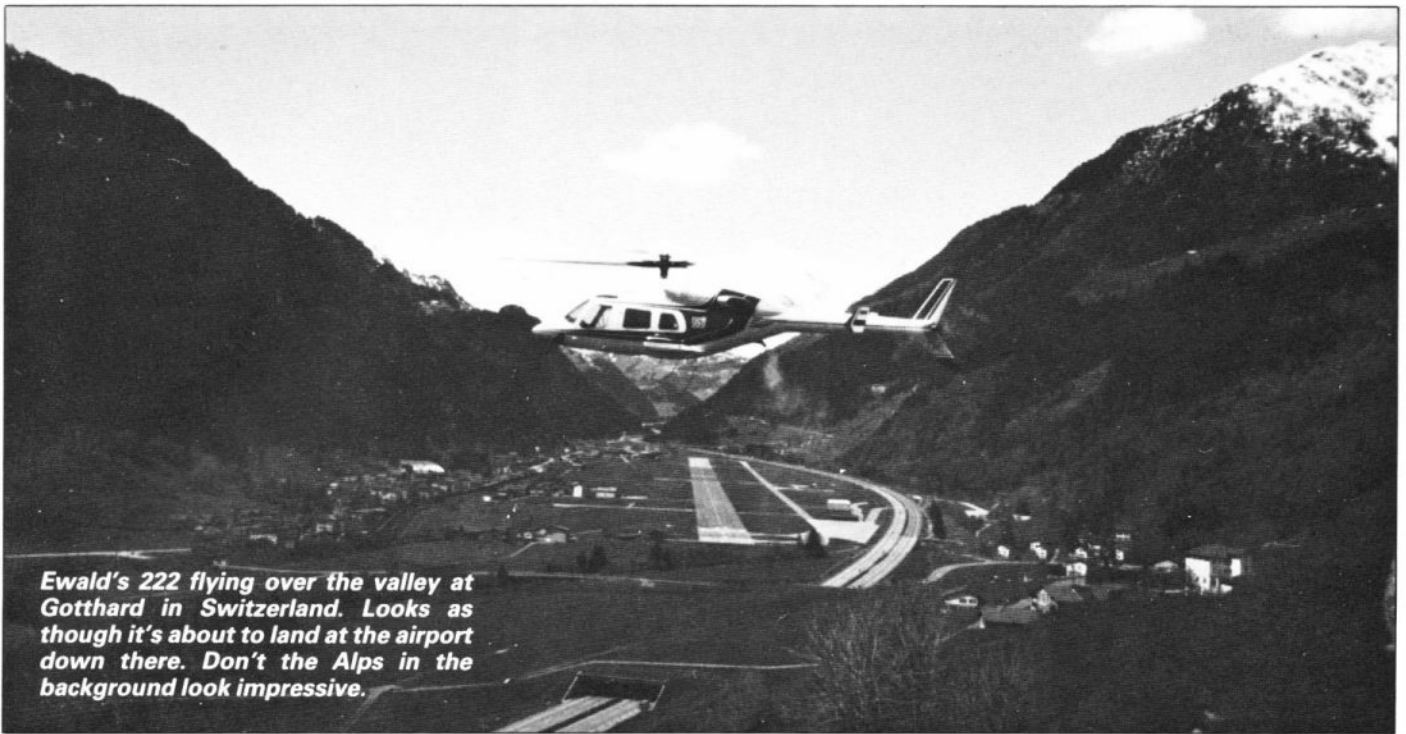
He was under full production with the now two bladed Star Rangers by 1980. Heim feels that now 80% of the Helicopter pilots in Europe fly Star Rangers. When asked if his production was large, he cagily answered "enough". He feels that he has enough to cope with, having the two models under production – the Star Ranger and the 222, so has no plans to increase his range.

When asked about his epoxy glass rotor blades, he feels that there will not be many people who wish to buy them – they are expensive, so he does not even show them on his Price List. They have a metal spar down the lead-

ing edge and are tapered. (See page 40.) He, and many others, sees the future of helicopters with composites. These blades have a solid leading edge and are hollow with honeycomb on the trailing edge.

The retracts on the new Heim 222 are very simple and have been much praised. Heim says they are only as good as the pilot has installed them, but isn't that true about most things! They certainly seemed to work very smoothly.

Well, how do you think Ewald Heim will get on at the World Championships in Canada in 1985? He is very non-committal about his chances, but having seen his control in diabolical conditions, we feel he has a tremendous chance. He has not seen any of the Japanese fly, and only seen Ernie Hubert from the States. We hear that Robert Gorham from the States is progressing well, and by 1985 will be a



Ewald's 222 flying over the valley at Gotthard in Switzerland. Looks as though it's about to land at the airport down there. Don't the Alps in the background look impressive.

The Heim Star Ranger. These skids are the best I've seen.

Ewald with Vago Nordigian carrying the Star Ranger after a successful round at the Euro Cup.

Ewald, Ron Rees and the Lady Mayor confirming the vintage of the champagne.

Coming in to land on the dot at the Euro Cup Competition.



strong favourite. It is a long time to 1985, but Heim certainly is master at the moment.

He flies three or four times a week, but used to fly a lot more. Sometimes it is enough for him to just fly at the weekend in a show or competition. As they have FAI competitions nearly every weekend in the summer, they tend to use them as a 'fly for fun', or practise session. Apparently no one flies a Scale Model in competitions in Germany, but he feels as we do, that they are more enjoyable to watch. Who knows, maybe the Germans will start having a few scale competitions, and the British will start having more FAI competitions. All I know is that Ewald Heim, flying FAI is hard to beat, and we wish him luck in Canada in 1985, as we will do all the competitors. (Talking about competitors we hope to have a full review test and flight report from Robert and John Gorham on their machine called 'Competitor' in a forthcoming issue.)



Ewald's Bell 222 which uses the Star Ranger mechanics and has superb retracting undercarriage. They are only as good as the installer!