

Fly a Corvair

A neighbor, Ron Miles, who lives down the street from me was in the process of building a Corvair-powered airplane and ask me to come over and give the project a onceover. Since he has seen me diving around in various Corvairs over the years he thought I might have some helpful hints.

I put this article together for the November 2012 issue of the *Corvairsation* thought it might be worth reading again.

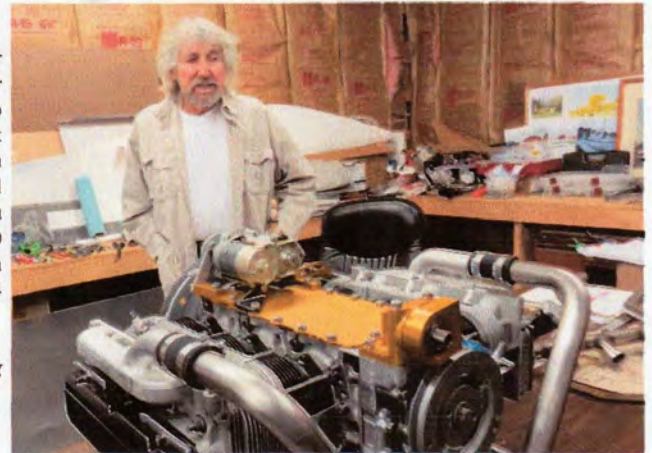
Ron Miles, a northwest side Tucsonan, is nearing the end of a project that he has been working on for the passed 3 years: a Corvair-powered Zenith STOL CH-750 aircraft.

He's building the plane, which has a 29'-10" wing span, in his garage with no room to spare. Fortunately, the wings are removable so he's pretty sure he can get it out when the time comes.

The Zenith CH-750 is a kit plane that is part of a family of two-place light planes that first flew in 1986. The CH-750 weighs in at less than 800 pounds empty with a gross weight of just over 1300 pounds. It falls into the FFA light sport category. The plane is designed for very short take-offs and landings which make it a great plane to take places where there are no airports.

Ron has spared no expense in preparing the Corvair for flight duty. Special parts were available to make it air worthy, such as a special crankshaft bearing that attaches to the prop-end to take care of the extra stresses that the crank sees from the propeller. The intake manifolds have been modified so that an aircraft carburetor can be used. Special brackets are used to mount the alternator and the Subaru starter. The Corvair is anticipated to produce around 100 horsepower. Even though Ron has invested over \$7,000 in the engine, it's still a far cry from the \$30,000 price of a 4 cylinder, 100 horsepower Continental O-200.

Pictured here is a typical Zenith CH-750. Ron hasn't decided on a paint scheme yet but he's leaning toward something in yellow.



Van Pershing

Below left: A view of the propeller-end of the engine showing the Subaru starter and special parts for mounting the prop and alternator. Below right: A view of the aft-end showing the special intake piping and oil filter adapter.

Ron Miles (above) explains a few of the modifications that had to be done to his '67 110-horsepower Corvair engine to make it flight worthy.



The *CORSA Communique* ran the article in the March 2013 issue.



TUCSON CORVAIR ASSOCIATION
Established 1975

The **Corvairsation** is a quarterly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) as Chapter 357.

Membership dues are \$25 per year for individuals. Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number by emailing changes to tucsoncorvairs@yahoo.com

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

TCA 2023 Events at a Glance

3rd Sat of each month

Monthly Meetings: 9:00am, Old Times Kafe, 1485 W Prince Rd, Tucson, Arizona

Sat, April 6, 2024

Chevy Showdown, 9a-3p. Desert Diamond Casino, Pima Mine Road, Sahuarita, Arizona.

Sat, Apr 20, 2024

Corvair Spring Fling. 12p-4p, Catalina State Park, Oro Valley, Arizona (no regular Club meeting)

May 17-19, 2024

Corvairs of New Mexico is hosting its 39th **TriState Corvairs Meet** in Las Vegas, NM.

Jul 22-25, 2024

CORSA International Convention, Dayton, Ohio

WHEELS AND SPOKES

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BRITISH SURVEY

A recent survey in the United Kingdom asked the following question:

Are there too many foreigners in this country now?

Answer:

18% said: YES

82% said: معهد الأمن العالمي بواشنطن





Left: .020 sheet aluminum is used to fabricate the skin of the Zenith CH-750. Ron is just finishing the last couple of pieces to complete the project. The motor mount is ready to receive it's new Corvair power plant. The engine will sit on the four red urethane bushings that can be seen here.



Right: Recently, Ron invited me and a couple of other neighbors over to help him lift the Corvair engine from the work bench to it's final resting place in the airplane. The engine as seen here weighs 213 pounds and will produce about 100 horsepower.

Arizona Corvair Cruise In—March 2, 2024

Scottsdale, Arizona—sponsored by the Cactus Corvair Club



More pictures of the event on the [Facebook page](#)

Friday Night Cruise

On the evening of February 9, four Corvairs and a Mercury Cougar showed up for a cruise-in at the Sonic Drive in on North Thornydale. Tony Warren, Steve Lubliner, Jim Miller, Frank and Judy Pella and Brad Bacon were the guests of honor at the casual evening cruise. Some great photos were taken, notes were taken while comparing each other's car and even two small children came around to view the wonder that is the Corvair. The group unanimously decided to drive a block further on to Dominick's Italian, where we had a great dinner (in the warmth)! *Photos by Brad Bacon and Tony Warren*





🍀 🍀 This week in Corvair history...March 17, 1964...Four years and eight months after the first 1960 Corvair was made, General Motors celebrated Willow Run Assembly Plant's one millionth built car that rolled off the line on March 17, 1964. It happened to be a white 1964 Corvair convertible covered in green shamrocks and a decorative sign celebrating the event. Inside the car was Patricia Ann Reilly, United Societies Irish queen, posing with Plant Manager, James E. Tobias. To the best of our knowledge, we do not know the whereabouts of this particular Corvair. You can spot a couple of brand new 1964 Corvair coupes behind this shamrock vehicle at the Chevrolet Division side of the plant waiting to be loaded onto trucks or trains and sent to dealerships.

Eva "Corvair Lady" McGuire

HEAVY METAL 78

This is a copy of a page the program from the Heavy Metal 78 Custom Car Show held at the Pima County Fair Grounds in 1978. All of these car owners were members of the Tucson Corvair Association and all have passed on.

A special thanks to Mark McKenna for providing the program.



1963 CORVAIR MONZA
owned by: Pat Hayhurst
Tucson, Arizona



1963 CORVAIR CONV.
owned by: John North
Tucson, Arizona



1964 CORVAIR MONZA
owned by: John Cauble
Tucson, Arizona



1964 CORVAIR CONV.
owned by: Francis J. McKenna
Tucson, Arizona



1965 CORVAIR
owned by: Joel Gemberling
Tucson, Arizona



1969 CORVAIR COUPE
owned by: Bryan E. Lynch
Tucson, Arizona