

EAA CHAPTER 534

Newsletter

Apr/May 2014

Daily Commercial

Leesburg

Old Corvair engines get a new life

Posted: Tuesday, April 1, 2014 6:00 am | Updated: 9:30 am, Tue Apr 1, 2014.

Staff Report | 0 comments

Although the Chevrolet Corvair got a bad rap in the mid-1960s from political activist Ralph Nader, who claimed the rear-engined vehicle was unsafe, its air-cooled engine remains popular with amateur aircraft builders.

Corvair engine aficionados from all over the country recently converged on the Experimental Aircraft Association Chapter 534 hangar at the Leesburg International Airport for a Corvair College workshop. Enthusiasts — ranging from teenagers to senior citizens — showed up with their engines, parts, tools and a combined knowledge of how to convert these motors into finely-tuned aircraft power plants.



Photo courtesy of Ted Leubbers

Destined for the skies

Joseph Jameson, 16, of Brersham, Texas, places a rebuilt head on one side of his Corvair engine.

"The objective is to find one of these air-cooled, six-cylinder engines, then take it apart, clean it, see what parts can be salvaged and rebuild it," Ted Leubbers, the chapter's public information officer, said in a press release. "Hopefully it will not need too many new parts to turn it into a reliable piece of machinery to power a home-built airplane."

The instructor for the college was William Wynne from Orange Park, who arrived with boxes of parts and a wealth of knowledge that he passed on to his students, Leubbers said. Wynne is considered the Corvair engine authority by the aviation community and runs several of these workshops each year around the country.

It was definitely a hands on, get your hands dirty workshop, Leubbers said.

"Many of these engines were probably found in old Corvair cars that were rusting away in some field," he said. "Much elbow grease and patience is needed just to get them apart to see what condition the engine is in and how much of a project it will be to get it running again suitable for flight."



Wynne could be seen moving from one table to another, helping people either take apart or put together their engines. A test stand was provided for those people who successfully completed their projects so they could start them and see and hear the results.

"It is a real pleasure to see some of these old rusty engines that have been ignored for over 40 some years turned into what looks like factory new power plants," Luebbers said. "Then to see and hear them run is the icing on the cake."

About 40 people took part in the workshop, coming from as far away as Alaska. Many were father and son teams.

For more information about the chapter, go to www.534.eaachapter.org.



EAA CHAPTER 534 FLY-IN

Our chapters pancake breakfast and lunch fly-in received about 70 visitors. The chapter had on display 3 of our members building projects: Lou Larsen's 1929 Pietenpol, Ed Odor's all metal aircraft; Murphy Rebel, and Steve Barber's Progressive Aerodyne Sea-ray (shown opposite with a fantastic airbrush paint scheme "The Dragon").

Thanks to all the hard work from our members. Everyone had a good time.



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Theresa Campbell | Staff Writer

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Wings Forum

Forum for homebuilt experimental & light sport aircraft pilots, owners, & builders.

<http://www.wingsforum.com/>

UPCOMING MEETING:

May 31st, EAA/CAP building, Leesburg International airport 9a.m.

Aircraft wraps- Alternative to Painting Presentation

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