

MEYERS Aircraft Owners Association

A somewhat belated Holiday Greetings to you all. It's that time of year when we announce the site and dates for our annual fly-in and seminar. Take notice that I added "seminar" to the gathering, for that lets you write it off, [educational].

We have received a lot of suggestions, both East and West for the location. It is very hard to satisfy everyone, I even thought I might consider this to be a Dictatorship and pick one myself. The only thing wrong with that is I would be the only one satisfied, well maybe two of us.

To put the monkey on someone else's back, we gave the the job to Dick Martin, of Green Bay, WI. He has made arrangements for our fly-in and seminar to held at GASTON'S, at Lakeview, Arkansas. Any questions about it, don't call me, call DICK!!!!!! How is that for passing the buck. Hoping this letter finds you all well. Don't forget, GEAR UP after takeoff & GEAR DOWN before landing.

Vince

P.S.

Check your override switch on your gear handle to prevent engine start-up when the gear handle is in the up position. It just happened to one of our members. {Test it with a volt meter}

1988 MEYERS AIRCRAFT OWNERS ASSOCIATION FLY-IN AND SEMINAR

JUNE 16--17--18,

TO BE HELD AT GASTON'S WHITE RIVER RESORT, LAKEVIEW, ARKANSAS

Brochure and rate schedule enclosed.

GENERAL MEMBERSHIP NEWS.

Bill Nagle, Kalamazoo, MI., is at it again. He bought another ERCOUPE!!!!!!! That's number two. A 200D, two Ercoupes and a Night Twister. What next, a Super Guppy?????????

Good news from Tecumseh, MI., is that Keith and Pard have finished installing the engine in Keith's new 200, and he will probably be test flying the bird as you are reading this newsletter. Having seen the bird, a fly should never try to land on either of the wings of that 200, because it surely would slip off and break a leg. Slickest set of wings I've ever seen.

Capt. C.H. Rogers (retired United DC-10 driver) recently purchased a 200D, N-418 and has been spending his spare time bringing it back to spec. New interior, updated avionics, rejuvenating the hydraulic system, etc. Sure hope we get to see the bird at GASTON'S, C.H..

GENERAL MEMBERSHIP NEWS

Fletcher Newland of Kent, Wa., recently joined the ranks of MEYERS owners with his acquisition of a 200D, N-2975T. Seems that Fletcher knows Carl "145" Schwarz. Now Carl will have himself a wing man, on his way to the annual fly-in from now on.

Capt. Bill Phelps of Florida, sent a very nice note, stating that he is still looking for a 200, if he can locate one that is as well equipped as his Super Viking. Coincidentally, Capt. Bill was responsible for the very first assemblage of MEYERS owners, at a national fly-in. Bill, that Super Viking and you would certainly be welcomed at the fly-in. Hope you will come.

Anyone knowing of any 200 sheet metal parts available, drop a note to Pard or Keith Diver at Tecumseh, MI., as they receive calls from time to time from owners around the country looking for different items that they might not have on hand at the time of the call. They can be reached during business hours at 1-517-423-8040.

Dr. Bob Clark {200D N2977T} recovering nicely from an untimely meeting with old terra firma, at Chico, Ca.. Bob's 200 was totalled, but he and his son suffered only relatively minor injuries. The "G" meter showed 9.5 g's, but the cabin section and tail feathers are in perfect condition. Bob's thoughtful suggestion for other MEYERS owners, is to be sure and wear your shoulder harness. Bob is planning on replacing his 200 in the very near future.

Dick Martin of Green Bay, WI. (200 N34380) recently attended a business convention in Las Vegas, and then flew onto Mexico with his 200. Dick had just completed installing a rebuilt IO-520 and a three blade McCauley, complete with the new style extended nose bowl. He says the overall combination makes for a quiet, smooth, "sweet" performing airplane. Dick gets rather tight lipped however, when you ask him what it will do at top end. All you get, is a rather quiet chuckle.

John Dorroll of Valpariso, Indiana recently purchased a MEYERS 145, from Ralph Haven. John is planning on doing some fixing up on the bird, including a special paint job.

Earl Lange, of Manchester, CA., has just about completed the restoration of his 145, S/N 205 and hopes to have in the air soon. Hope we get to see it at the fly-in.

Bob Gilman and his son are the proud new owners of a MEYERS 145, S/N 206. Bob and his son are from Orchard Park, N.Y..

PLANES, EQUIPMENT, ETC. FOR SALE

1966 MEYERS 200D S/N 309 LOW TIME ENGINE--FRESH PROP OVERHAUL
FRESH ANNUAL (2/88)--NEW BATTERY--GOOD RUBBER--GOOD AVIONICS
INCLUDING LORAN. PRICED TO SELL. CALL VINCE VANDERFORD AT
916-673-2724/H--916-671-6649/B.

1959 MEYERS 200A--N484C--S/N 252--TTAF 3260--80 SMOH--NDH--KX170B &
RADAIR 360 COMM--KCS 55A HSI--KR86 ADF--AT-50A TXPDR--AUDIO PANEL--
CLEVELAND WHEELS AND BRAKES--ELT--EGT--HR. METER--STROBES--IND. CHT
GAUGE. CONTACT CURTIS S. HAMME 3831 ASHBURY LANE, BEDFORD, TEXAS PHONE
817-267-8909. PRICED AT \$32,000.

1967 200D S/N 356--N31CC--TTAF 2158--1216 SMOH, 711STOH--145 SPOH--5
SINCE DYNAMIC PROP BALANCE--KA-134--MARK 12A--DGO-10 HSI--KX155--SPA
INTERCOM & TAPE DECK--KN 65 DME--612b LORAN--TDR 950 TXPDR--STROBES--
1000A FUEL COMPUTER--KR-86 ADF--3 LMB--BUILT IN OXYGEN--B4A--
CLEVELANDS--RATED AS FOLLOWS, SEATS 10, DOOR 10, PAINT 8, UPHOLSTERY 8
CONTACT M.H. POWERS, 818-845-3080 DAYS, 818-843-2622 AFTER 6:00 P.M.
PST.. PRICED AT \$43,000

1966 200D S/N 337 N2964T--TTAF 1901--897 SMOH-- 269 SINCE HI-PRO MOD--
EXTENDED NOSE BOWL--NEW STYLE TIPS--NDH--CLEVELANDS--POLISHED PROP--NEW
INTERIOR 86-- NEW IMRON PAINT 84-- NEW TIRES-- EXCELLENT AVIONICS,
INCLUDING LORAN. CONTACT KEN PISANKO, 312-349-3378. PRICED AT \$52,000.

1961 MEYERS 200A N494C-- DUAL NAVCOMM--ADF-TXPDR--MKR BEACON--CONTACT
ROBERT MCPHERSON, 517-548-2448.

CONTINENTAL IO-470D, 900 SFREMAN-- COMPLETE WITH ALL ACCESSORIES, AND
HARTZELL 2 BLADE PROP. NDH. REPLACED WITH LARGER ENGINE. RAN AS SMOOTH
AS A SEWING MACHINE, WHEN REMOVED. PRICED AT \$5,000. CONTACT
DICK MARTIN AT 414-432-4845.

MCCAULEY TWO (2) BLADE PROPELLER W/SPINNER AND BACKING PLATE FOR
MEYERS 200. APPROXIMATELY 550 HRS SINCE NEW. CALL VINCE AT 916-673-
2724/H--916-671-6649/B

LANDING GEAR LABELS, AND INSTRUMENT PANEL PLACARDS ARE AVAILABLE FROM
BILL NAGLE, 616-375-0208 EVENINGS. THESE ARE OF EXCELLENT QUALITY.

IF YOU NEED A NEW FUEL SENDING UNIT, CONTACT PARD OR KEITH DIVER AT
TECUMSEH. 517-423-8040

1966 CESSNA T-210 TTAF 3130--TSMOH 1587--TSPOH 1050--GOOD AVIONICS--
FACTORY O2 SYSTEM--POLISHED PROP, 3 BLADE-- LONG RANGE TANKS-- NEW
PAINT--NEW INTERIOR--NEW BRAKES-- WILL SELL WITH FRESH ENGINE, OR AS
IS. PLANE IS PRICED TO SELL. CONTACT C. H. ROGERS AT 704-692-4667

ANYONE KNOWING THE WHEREABOUTS OF A REPUBLIC SEABEE FOR SALE, GIVE DICK
MARTIN A CALL AT 414-432-4845.

Enclosed you will find a brochure from Gaston's, as well as a rate schedule for 1988. Jackie at Gaston's advises that some of their units are large enough to accomodate four adults, and if two couples wanted to share a unit, a savings could be realized.

Avgas is available, and they will accept a Phillips 66 credit card or cash, or check, for Avgas purchases only. Gaston's "will not" accept any credit cards. CASH or CHECKS ONLY, for food or lodging.

Our guest speaker at this years fly-in will be Mr. Al Hadaway of High Performance Engines Inc., of Mena, Arkansas. Mr. Hadaway, General Manager of High Performance will conduct a classroom type seminar on the proper care and feeding of the Continental engine. This portion of our program has been scheduled for Saturday June 18, at 9:00 A.M.

1988 MEYERS FLY-IN SCHEDULE

Thursday June 16---Arrival Day---Fishing--Relaxing--Tire Kicking

Friday June 17 9:00 AM. General discussion of aircraft performance, "getting the most out of what you have".--BUD YOUNG--VINCE VANDERFORD

Friday 1:00PM--Aviation Insurance Seminar--MARV ROGGE--BILL GAFFNEY
Maintaining and caring for your 200-145-OTW--
VINCE VANDERFORD--PARD and KEITH DIVER.

Friday 6:00 PM Cocktails and Goodies--Conference Room. (HOSTED)

Saturday June 18 9:00 AM Care and feeding of your engine--AL HADAWAY.

Saturday 1:00 PM Formation Flying (actual) BUD YOUNG.

Saturday 6:00 PM Cocktails (hosted), followed by dinner.

Sunday June 19 Departure Day

If your copy of this newsletter has a small red sticker on the first page, that indicates that this will be the last newsletter that you will be receiving, as we did not receive a request from you to be retained on the ASSOCIATION mailing list, as referenced in our last newsletter. If by some chance, you have overlooked forwarding your request, please do so now so that you will be kept on the mailing list.

Respectfully submitted,

Wm. E. Gaffney
26 Rt. 17K
Newburgh, N.Y. 12550
914-565-8005
February 29, 1988

Meyers Aircraft Owners Association

A Happy New Year to each and everyone. Hoping that this newsletter finds you and your loved ones in good health. Our 1988 Fly-In at Gaston's, in Arkansas, was well attended and seemingly enjoyed by all of those in attendance.

Our '88 Fly-In was very special in that it afforded me the opportunity and honor to present to Pard Diver a long overdue recognition of his friendship and devotion to Meyers Aircraft Owner's for over 45 years. A quartz clock embedded in a walnut plaque with a brass plate bearing this recognition, was presented to Pard at our farewell banquet on Saturday evening.

Pard was truly touched upon receiving this plaque and thanked everyone in attendance for their participation in this presentation. In his inimitable way concluded his remarks by offering this bit of advice to every Meyers Aircraft Owner, "If it ain't broke, don't fix it."

Our 1989 Fly-In is set to be held at Jackpot, Nevada, and is to start on June 21st and will conclude on June 25th. You will note that this will afford us an extra day as was requested by the membership. Looking forward to seeing all of you at Jackpot.

Personal regards,
Vince Vanderford

Attending the 1988 FLY-IN at Gaston's in Arkansas were:

William & Mercedes Perry	200D	N2919T	Sunnyvale, CA.
Fletcher & Melody Newland	200D	N2975T	Kent, WA.
Richard & Marilyn Morgan	200E	N777VR	Chico, CA.
Richard Martin	200A	N34380	Green Bay, WI.
David, Karen & Brian Palmer	200B	N34392	Sonoma, CA.
Walter E. Best	200D	N2956T	Indianapolis, IN.
William Barton	200A	N492X	Green Bay, WI.
David Rice	200C	N19DH	Clarksville, TN.
Bob More	145	N343E	Junction City, KS.
Marvin Rogge	200D	N97M	Las Vegas, NV.
Bob Clark	200C	N7MV	Yuba City, CA.
Hank Spengler	200D	N200HS	Great Britian, U.K.
Ralph & Jeanette Haven	145	N235RH	Sherwood, OH.
E. Saviano & Family	200D	N2902T	Portage, WI.
Joseph Chabal	200D	N2962T	Gibsonia, PA.
Bill & Nancy Nagle	200D	N260M	Kalamazoo, MI.
Keith, Joan & Pard Diver	200A	N495C	Tecumseh, MI.
Vince Vanderford	200D	N239M	Yuba City, CA.
Bob & Cutter Matlock	OTW	26473	Prospect, KY.
Gen. James Light	200D	N2993T	Moreno Valley, CA.
Col. & Mrs. James Shawn	145	N145	Pharr, TX.
Michael & James Shawn	145	N34371	Pharr, TX.
Col. Wilbur Wood	200D	N5507M	San Antonio, TX.
Bill Gaffney	200D*	N2996T	Newburgh, NY
Rick Bryant	200C	N184M	Springfield, MO.
Jim Putney		N343E	Junction City, KS.

*Bill Gaffney drove in from New York, after a self incurred problem while installing a new prop governor on his shiny new HIGH PERFORMANCE overhauled engine. The folks at HIGH PERFORMANCE in Mena, Ar., corrected the problem in a very short period of time, and am happy to report that the engine runs as smooth as a ROLEX watch.

GENERAL MEMBERSHIP NEWS

Henry Hastings of Hebron, Maryland (N2905T), should have taken delivery of his new WACO, by the time this newsletter reaches you. Henry had a MAULE sitting next to his 200D, and sold the MAULE. He felt the 200D was lonesome sitting in the hanger all by itself. He subsequently ordered a new WACO and it is custom painted in colors picked out by Henry and his wife Libby. No doubt at our 89' Fly-In in Jackpot, Henry will be able to share more with us about his new bird.

Lt. Gen. James Light, USAF (Ret.), arrived unexpectedly at Gaston's in his Grumman Tiger. Jim, a former 200 owner, was looking to purchase a 200D while at the Fly-In, but none were for sale. He subsequently found one in Nevada and has been last seen boring holes through the sky in California. It's good to have you back again Jim.

Lt. Col. A.(Bud) Young (N111JR) and his wife Mary experienced engine failure immediately after take off from Coronada Field, Albuquerque, New Mexico, in his 200D, the day before our Fly-In started. Bud, a former jet fighter jock, was able to avoid diaster through some skillful handling of the bird, which suffered extensive damage. Fortunately, neither Bud nor Mary suffered any serious injuries. The bird is now back at Tecumseh, Michigan, in Pard and Keith Diver's intensive care unit.

While boxing may have it's "Marvelous Marvin Hagler", the Meyers Aircraft Owner's Association has it's "Magnificent Marv Rogge". While "Magnificent Marv" was not his usual effervescent self, due to a rather painful medical problem, he still managed to serve as official starter and judge for the Proficiency Race, as well as conducting an Aircraft Insurance Seminar. Somehow he managed to muster the strength to serve as the official auctioneer at a lively and uproarious auction at the Saturday night banquet. Fortunately for "Magnificent Marv", our two attending Flight Surgeons, Doctors Clark and Morgan, attended to "Magnificent Marv's" medical problem and were able to prescribe the needed medications for his condition.

Ray Betzoldt, Pard Diver, and Keith Diver, were recipients of presentations made to them individually by Ralph Haven, Sherwood, Ohio (N235RH), and Col. James Shawn, Pharr, Texas (N145 & N34371), on behalf of all the Meyer's 145 owners. Both Ralph and Jim were kind enough to share with those in attendance at the Fly-In, some of their experiences and conversations with Pard and Ray, much to the delight of the gathering.

Dick Martin of Green Bay, Wisconsin (N34380 & N34311), has received formal FAA approval of his Continental IO-520F, with a three blade Mc Cauley propeller on his 200. Dick was declared the official winner of the Proficiency Test held at the 1988 Fly-In at Gaston's, with Ralph Haven serving as Dick's navigator and flight engineer. Dick has recently had a new interior installed in his 200 and fully expects to attend the 1989 Fly-In at Jackpot, Nevada.

Keith Diver did not participate in the Proficiency Test while at Gaston's, as both he and Pard were working with Vince Vanderford, trying to correct a mixture control problem on Vince's airplane. It is truly unfortunate that Keith was unable to have his bird in the air during the Proficiency Test, as various "Grapevine Sources", tell me that his is a real GOING machine.

Col. Jim Shawn, Pharr, Texas, arrived with all but one member of his family and it certainly was nice to see those two 145's of Jim's flying in tight formation upon arrival. Jim confided to me that he may have to buy another 145, in that his two sons are both at college and while most kids want to take one of their father's cars to college, his two boys each take a 145. Jim presented Ralph Haven (N235RH), a gift on behalf of the Meyer's 145 owners, in appreciation of the support efforts that Ralph has rendered over the years.

Bob Matlock (N26473) Coventry, Kentucky, is looking for a ride to the 1989 Fly-In at Jackpot, Nevada. Seems that Nevada is a fair distance to cover in an 85 MPH OTW. Bob says he would be happy to share expenses, and would fly to a mutually convenient meeting point. His phone number is 502-228-0834 or his business number 502-589-8302.

Several former 200 owners, as well as new 200 owners, have recently purchased 200D's. Interestingly enough, three of the group are retired airline captains. Capt. Bill Phelps (N202GM), Winterhaven, Florida, Capt. C.H. Rogers (N418), Hendersonville, North Carolina, Capt. George Flynt (N2902T), Don Zakraisak (N235M), Salt Lake City, Utah, Glenn Woten (N259M), Winter Haven, Florida.

Anyone who has an S-TEC Autopilot in their 200, please contact Glenn Woten at 813-294-1709.

Ralph Haven, Bill Phelps, and Glenn Woten have individually sent in material which has been added to the official Meyers Association Scrapbook. Thanks to each of you for taking the time to forward this material.

Bill Nagle (N260M), Kalamazoo, Mi., is having new instrument panel placards produced, in addition to the ones that he presently has, which are available to all 200 owners. Specimen copies (Actual Size) are shown on the attached page and can be secured by calling Bill at 616-375-0208, between 6-9 PM EST. Cost of these items is very reasonable, considering the quality.

As Vince mentioned in his letter, our 1989 FLY-IN will be held at Jackpot, Nevada. Cactus Pete's has us set up for a 6/12-6/25 meeting. We will have the Desert Inn to ourselves, and take note that the Inn is only 1/2 block from the airstrip. Attached you will find a reservation request form which should be sent to Cactus Pete's if you are planning on attending the FLY-IN. A golf tournament has been set up for Thursday morning, 6/22, at 9:30 AM.

A shotgun start will insure an early completion time. The way the rules have been set up, low score or high score might make you a winner. WEIRD RULES!!! Green fees will be paid for by Cactus Pete's. A four wheel drive tour of the country side will be provided by Cactus Pete's and Vince Vanderford is going to have one of his men bring his four wheel drive van down to Jackpot, to insure that there will be room for everyone who wants to go on the tour.

A maintenance meeting and educational seminar will be held on Friday morning. Carl Hayden, Public relations Director for Cactus Pete's has guaranteed that the weather, food and accomadations will be absolutely superb for our 1989 Fly-In.

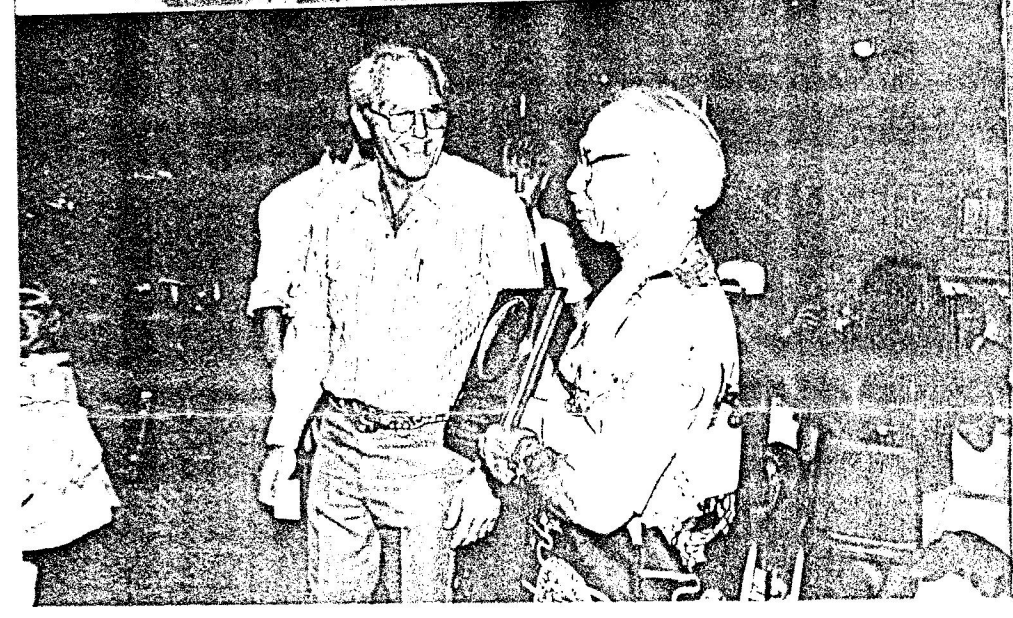
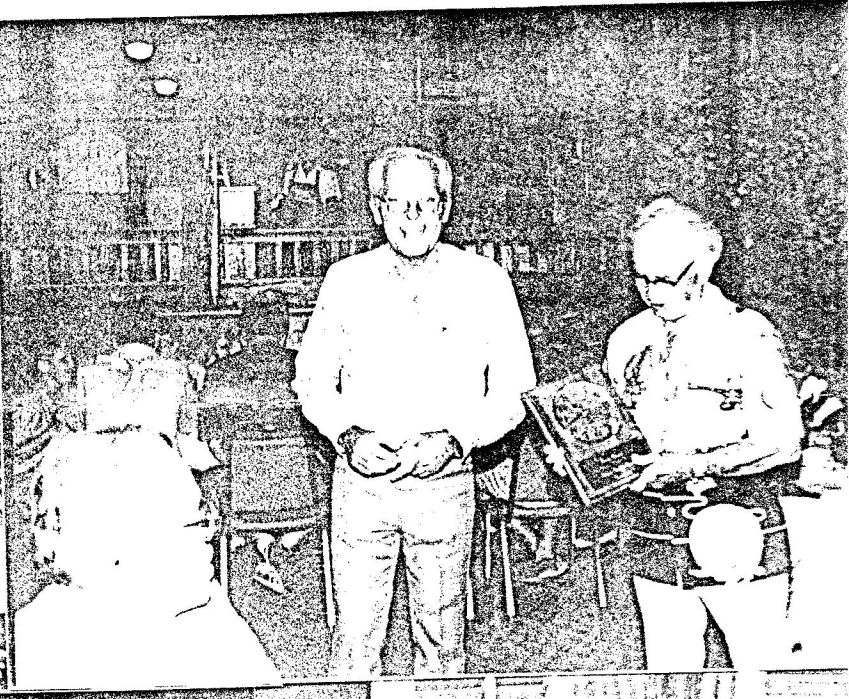
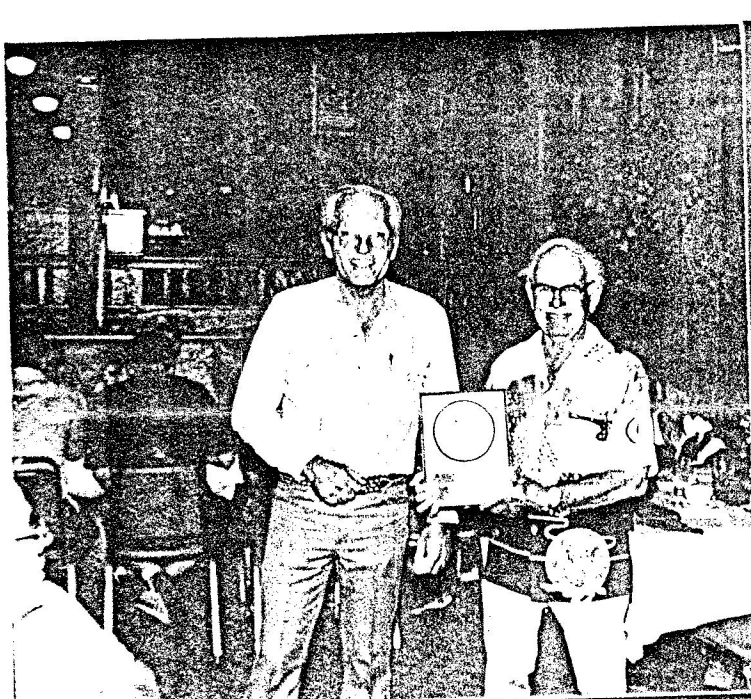
Many thanks to those of you who have sent contributions in to the postage fund.

Bill Gaffney
26 Rt. 17K
Newburgh, N.Y. 12550
914-565-8005

To: Cactus Pete's
P.O. Box 508
Jackpot, NV. 89825
1-800-821-1103

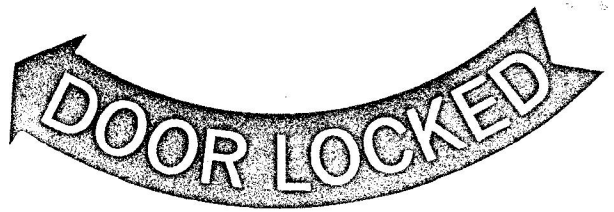
Yes, I will be attending the 1989 Meyers Aircraft Owners Association FLY-IN. Please confirm room reservations for a party of ???, from June ??, to June ??, 1989.

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One (1) ea.



Two (2) ea.

THIS AIRPLANE MUST BE OPERATED AS A NORMAL-CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACE PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED.

Rough Air Maneuvering Speed	132 MPH
Max. Gear Retraction Speed	125 MPH
Max. Gear Extension Speed	170 MPH
Emergency Gear Extension Speed	210 MPH
Max. Gear Extended Speed	210 MPH

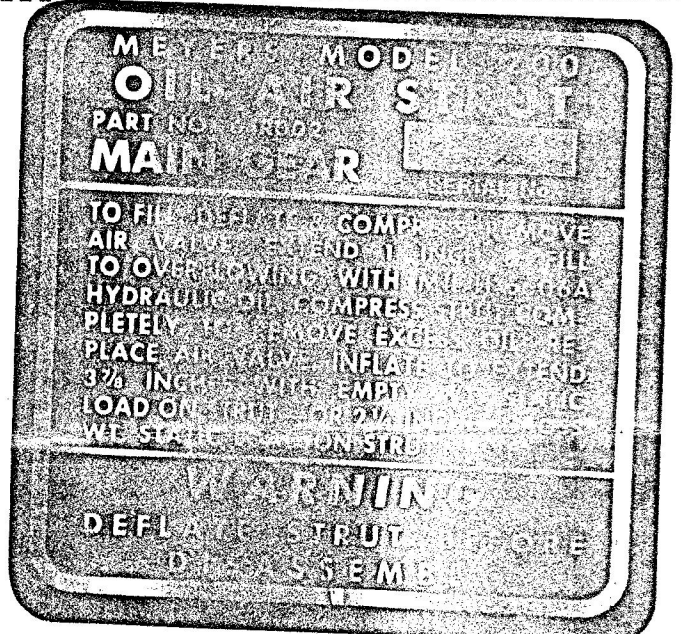
One (1) ea.



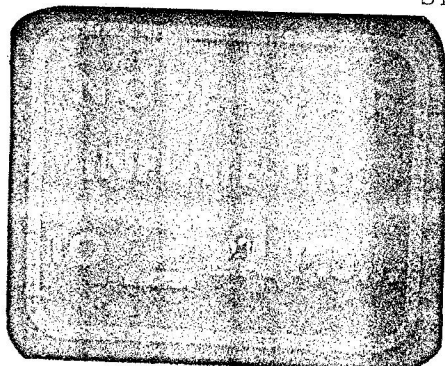
Four (4) ea.



One (1) ea.



Two (2) ea.



One (1) ea.



Two (2) ea.

