

# Meyers Aircraft Owners Association

Based upon feedback from various owners, the 1989 Fly-In at Jackpot, Nevada, looks like its going to be a great one. If you are planning to attend and have not made your room reservation yet, please do so now. The phone number is 1-800-821-1103, and ask for Jerry Moon, the reservation manager.

If you are going to attend and wish to either go on the scenic tour or play golf, please give me a call and let me know which activity you are interested in, so that I can make the necessary arrangements. Itinerary #1 is attached.

## GENERAL MEMBERSHIP NEWS

Steve Baumann (N2989T), Memphis, Tn., is in the process of doing a lot of detailing on his 200, and plans on a complete repaint. Being somewhat of a purist, Steve plans on repainting with the same type of paint, paint scheme, etc., as the factory used. When not working on his 200, Steve drives a 727 for Federal Express.

Fletcher Newland (N2975T), Kent, Wa., is in the process of installing an entirely new instrument panel in his 200. Lots of fun, isn't it Fletch!

Bill Ross (N34304) Elk Grove Village, Il., owns one of the top three OTW's in the country. Bill is faced with a BULGING HANGER, and reluctantly is placing his OTW on the market. If you or someone you know is looking for a show quality OTW, drop Bill a line, or give him a call at 1-800-323-8172.

Capt. Chuck Rogers (N418) Hendersonville, N.C., has his 200 back home. Chuck was not happy with the way his Century IV autopilot was working, so he flew the bird to a Century Shop in Kansas. The bird was in their intensive care unit for a couple of weeks, and Chuck advises that now when he shoots an ILS approach, it no longer looks like two little guys having a sword fight inside the gauge.

Jack Mihelick (N236M) PawPaw, Mi., managed to get his 200 home from California after buying it from Skip Morrison. Jack, a former airline Captain, said he encountered some of the worst weather he had ever seen. Older style avionics didn't help, but Jack expects to rectify that situation very soon.

The news of the sudden and unexpected loss of a friend was received recently. Carl Schwarz (N551) Kent, Wa., recently passed away. Jim Shawn and his wife Blanca, attended the memorial service for Carl, and Vince Vanderford arranged to have a floral bouquet from the Association sent to the service. Carl, a long time 145 owner, was know to many Meyers owners, and his love of his 145 was well known. A copy of Jim Shawn's letter is attached.

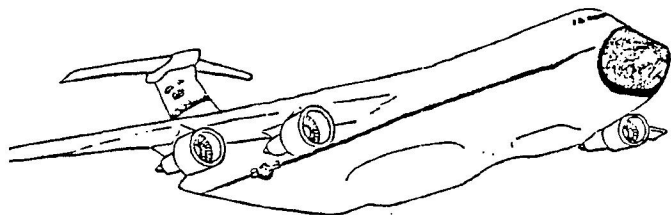
Mel Bricker (N3437) Cinn., Oh., has sent his plane to Gar Williams' shop in Illinois for some rehab work. Gar Williams, considered by many to be somewhat of a Master Guru of aircraft restoration, will no doubt be transforming Mel's 145 into a real GEM.

Bud Young's 200 (N111JR) is nearing completion at Tecumseh, Mi. and will probably be back in the air this summer. Pard and Keith Diver have been attending to the wounds received by Ser. No. 376, when an engine failure on takeoff, forced and unplanned landing onto some rather unfriendly TOPOGRAPHY. According to the two resident surgeons at Tecumseh, the patient (N111JR), is making a splendid recovery, and will look 10 years younger upon discharge.

Ray Betzoldt, Clinton Mi., former Meyers Test Pilot, kept his promise that he made while at the 1988 Fly-In at Gaston's in Arkansas. He has recently sent the first of hopefully many reflections on his past experiences while testing the 200's. Attached is the first of hopefully what will be a series of informative and interesting commentaries.

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

## The C-5A Fact Sheet



### C-5 TID BITS

The C-5 can haul:

1. 277,263 cans (12 oz) of your favorite beverage.
2. 76,216 fifths of your favorite beverage.
3. 752,000 hockey pucks.
4. 328,301,674 aspirins.
5. 10,682 bushels of unshelled peanuts.
6. 158,631,184 shelled individual peanuts.
7. 25,844,746 ping-pong balls.
8. 100 (Beetle-type) Volkswagons.
9. 3,222,857 tortillas (average size).
10. 3,934 bushels of wheat.
11. 2,419,556 golf balls.
12. 784,000 hamsters in individual cages, or 871,111 hamster couples in slightly larger cages.

### ADDITIONAL INFO ABOUT THE C-5:

1. The cargo compartment is large enough for an 8 lane bowling alley.
  2. The C-5 contains enough fuel for the average American car to make 130 round trips from LA to NY or 31 trips around the world.
  3. The cargo compartment is longer than the Wright Brothers first flight.
  4. The paint on the airplane weighs 2,600 lbs.
  5. The C-5 contains over 103 miles of wiring, over 4,000 electrical connectors, 4 miles of tubing, and 5 miles of control cables.
  6. Each engine on the C-5 gulps approximately 42 tons of air per minute.
  7. The tires weigh 4,214 lbs. The air in the tires weighs 181 lbs.
  8. The total engine power equals that produced by 800 average automobiles.
  9. Each wing weighs over 40,000 lbs.
  10. A full load of first class mail (1 oz at 20¢ per letter) would require \$605,000.00 postage.
1. Each engine intakes approximately 1550 lbs of air per second on take-off. The Houston Astrodome could be emptied of air in less than 5 minutes.
  2. The cooling capability of the C-5 is enough to air-condition 8 average-sized homes.
  3. It would take 9,065,000 bee-loads of nectar to produce enough honey to provide the C-5 with a full load of the sweet stuff.

HIGH SPEED CRUISE	480 KT	LONG RANGE CRUISE SPEED	450 KT
TAKEOFF DISTANCE OVER 50 FT AT 769,000 LB (SEA LEVEL, STANDARD DAY)	8,400 FT	MAXIMUM PAYLOAD	240,000 LB
LANDING DISTANCE OVER 50 FT AT 635,850 LB (SEA LEVEL, STANDARD DAY)	3,675 FT	RANGE WITH MAXIMUM PAYLOAD	3,250 NM
NUMBER OF LANDING GEAR WHEELS	28	FERRY RANGE	6,940 NM
(4 NOSE & 6 EACH ON 4 MAIN GEAR BOGIES)		WING SPAN	222.7 FT
		WING AREA	6,200 SQ FT

CREWMEMBERS	6
COURTIER SEATING	8
CARGO SECTION SEATING	270
TROOPS-UPPER TROOP CMPT	73

- \* THE C-5A, THE WORLD'S LARGEST AIRPLANE, IS 247.8 FEET LONG, 65.1 FEET HIGH AND 222.7 FEET FROM WING TIP TO WING TIP.
- \* THE C-5A IS POWERED BY 4 GENERAL ELECTRIC TURBO FAN JET ENGINES. EACH ENGINE PRODUCES OVER 38,000 POUNDS OF THRUST AND AT TAKE-OFF POWER GULPS 42 TONS OF AIR A MINUTE. THE ENGINE INTAKE IS OVER 8 FEET IN DIAMETER.
- \* FUEL CAPACITY OF THE C-5A IS APPROXIMATELY 49,000 GALLONS. THIS AMOUNT OF FUEL IS ENOUGH TO FILL AN AVERAGE FIVE ROOM HOUSE OR 6 1/2 RAILROAD TANK CARS.
- \* THE CARGO COMPARTMENT IS 121 FEET LONG, 19 FEET WIDE AND 13.5 FEET HIGH. THAT SPACE IS LARGE ENOUGH TO HAUL 6 TRANSCONTINENTAL BUSES OR 48 CADILLACS OR 106 DATSUNS OR 25,844,746 PING PONG BALLS.
- \* WE CAN CARRY A 105 BED MOBILE HOSPITAL IN THE CARGO SECTION.
- \* THE WRIGHT BROTHERS FIRST FLIGHT WAS 120 FEET--ONE FOOT SHORTER THAN THE GALAXY CARGO COMPARTMENT.
- \* THE C-5A GALAXY ENTERED SERVICE IN 1969 TO PROVIDE THE MILITARY AIRLIFT COMMAND A NEW MEASURE OF HEAVY LOGISTICS CAPABILITY. ITS SIZE, VOLUME, VERSATILITY AND PERFORMANCE COMBINE TO MAKE THE GALAXY THE AIR FORCE'S MOST EFFICIENT CARGO TRANSPORT. THE C-5A CAN DELIVER VIRTUALLY ANYWHERE IN THE WORLD COMPLETELY EQUIPPED COMBAT UNITS, SUPPORT FORCES, AND ALL TYPES OF SUPPLIES, INCLUDING LARGE AND HEAVY WEAPONS AND MILITARY VEHICLES NEVER BEFORE AIRLIFTED.

AGENDA

MEYERS AIRCRAFT OWNERS ASSOC.  
1989 FLY-IN - JACKPOT, NEVADA

WEDNESDAY - June 21, 1989

Arrival Day: Registration at R.V. Center at airport.  
Late arrivals contact Bill Gaffney's room.  
All meals on your own. (Make dinner reservations)

THURSDAY - June 22, 1989

0900 Hrs. - Meyers Club Golf: Shotgun Start. Cactus Pete's will pay green fees. For those that do not wish to play golf, a desert tour has been arranged by Gene Pagent, one of the best guides in Nevada. Please let Bill know in advance. Each tour can take six people at a time.

1400 Hrs. - Shake Down Inspection: All Meyers aircraft by all hands. We will use the information at the maintenance meeting on Friday.

1700 Hrs. - Attitude Adjustment Hour: (Place to be announced)  
Hosted!!

DINNER OR YOUR OWN

FRIDAY - 23, 1989

1000 Hrs. - Maintenance Meeting: 200, 145 & ? Everybody welcome. Bring any information that might be helpful to other owners (pictures, drawings, etc.) Vince, Pard, Keith & Others. Any questions about insurance for your aircraft, write it down and send to Marv Rogge, 333 North 7th St., Las Vegas, NV, 89101. He will bring the answers to the fly-in.

1200 Hrs. - Lunch: On your own.

1400 Hrs. - Kick Tires, drink Dick Martin's Beer!!!!

1700 Hrs. - Attitude Adjustment Hour: Same place. Hosted!!

DINNER ON YOUR OWN

SATURDAY - June 24, 1989

0800 Hrs. - Three Leg Race: Closed course air race, starting and ending at Jackpot. Prize for Best Time, Best Fuel. Five groups: 200A, 200B, 200C, 200D, & 145's. No handicaps, no excuses!!! Marv Rogge in charge.

1200 Hrs. - Lunch: On your own.

P.M. - Kick tires, drink Dick Martin's Beer!!!!

1800 Hrs. - Cocktail Party: Hosted at pool side.

1900 Hrs. - Dinner & Banquet: Pool side.

SUNDAY - June 25, 1989

DEPARTURES: Have a good flight home.

UNCONTROLABLE FLAT SPINS

I know that all Meyers Owners are good pilots and know about flat spins, but I still would like to tell you about the sequence of spins I did for the certification of the Meyers 200.

The FAA will give you a sequence of operations they want you to do for certification. The requirements are that you go through these tests and when you think your airplane can do them, you call or write the FAA for an appointment. They will send a test pilot out to witness these flights to their satisfaction.

I did all the normal spins at different C.G. loadings, which means you load your airplane to different C.G. positions, fill it with fuel, climb to about 10,000 feet, do a right and left spin, then return to the ground. Reload to a further rearward C.G., refuel and go up again to spin. The further back you can go with the C.G., the wider the loading range you end up with on your airplane. You make ten or twelve trips like this in normal spins. Then the curriculum calls for flat spins. This spin requires a different approach and entry. You approach the spin in a level position, and when it stalls you cross controls (for a left spin apply full left rudder and full right up aileron), at this time give the engine a little blast and you're in a flat spin. You rotate faster in a flat spin than in a normal spin. The recovery is the same, neutralize controls, apply opposite rudder and you should recover. As a safety measure I installed a jettisonable hopper in about the back seat location and filled it with lead shot equal to the weight of the passengers (340 lbs.), plus some of the expected baggage. Then I began the trips to 10,000 feet again for my own satisfaction and then again with the FAA test pilot. Flight tests for spins alone took about three weeks. Many other flight conformities had to be demonstrated. I flew over 200 hours for the certification of the Meyers 200.

The flat spin was the only test that we didn't pass without trouble. When I demonstrated the flat spins to the FAA, we naturally wanted the C.G. span as wide as possible, so on the last flight I added twenty pounds to the baggage compartment. The airplane entered that spin okay, but after a few turns the engine quit and the controls were very sloppy. We were in an uncontrollable flat spin. The FAA man called out, "We're in trouble!". After about ten turns I reached up and pulled the release on the hopper. Immediately the nose dropped and it came out with opposite rudder. The FAA flight test pilot went home without further discussion. The next couple of weeks in my studies, I found that the rudder area below the elevator is most effective in recovery of spins. So I removed the fuselage tailcone fairing and added to the bottom of the rudder, as it is today, and made another appointment with the FAA. Went up with the same load, put it in a flat spin and it recovered nicely with opposite rudder. You have probably noticed some novice pilots cross controls (left rudder and right up aileron), in the traffic pattern when they turn on base. All they need is a little blast of power and they could enter a flat spin.

Dear 145 Gang,

It's unpleasant to be the bearer of sad news but I've just learned today that we have lost one of our own.

Carl Schwarz from Kent, Washington passed away Sat. March 11th, at his home, I had spoken with Carl not long ago and he seemed in such fine spirits, had just finished an extensive physical and said he was feeling great. I know the good Lord above has his reasons but sometimes it just doesn't seem quite fair to take someone as fine a gentlemen as Carl and all of us, who had the privilege of his friendship, will miss him very much.

I spoke with Carl's sister, Marie Essex, today and she has planned a memorial service for Carl on the 15th. of April 10:00 A.M. at the Edline Yahn Funeral Home 424 W. Meeker st. Kent, Wash. 98042. Blanca and I plan to attend the service and for those who will be unable to, with your permission, I'll convey the sympathies to the family on behalf of all the 145'ers and the Meyers group.

Your friend,

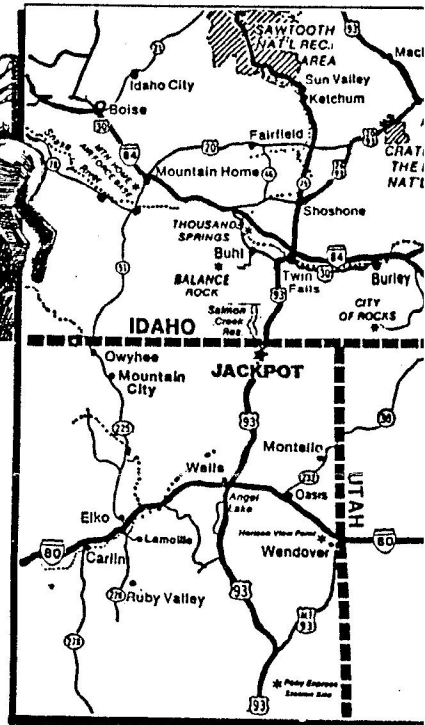


# WELCOME TO ... JACKPOT, NEVADA

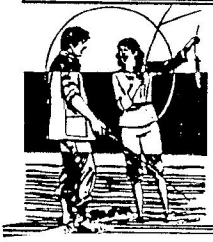
LOCATED ON HIGHWAY 93 AT THE IDAHO BORDER

FEATURING

- ★ 4 CASINOS
- ★ 500 ROOMS
- ★ GOLF
- ★ HUNTING
- ★ FISHING
- ★ R.V. PARKS



- LIST OF BUSINESSES**
- Barton's Club 93
  - Cactus Pete's Hotel - Casino
  - Four Jacks Hotel - Casino
  - Burger House
  - Blue Sky Properties
  - Horseshu Hotel / Casino
  - Rodeo Clown Motel



U.S. HIGHWAY 93 - SHORTEST ROUTE TO:  
YELLOWSTONE NATIONAL PARK  
SUN VALLEY, IDAHO  
CRATERS OF THE MOON NATIONAL MONUMENT

MEYERS FLY-IN CONVENTION

JUNE 21-24, 1989

JACKPOT NEVADA DESERT LODGE

NAME \_\_\_\_\_

NUMBER IN PARTY \_\_\_\_\_ ROOMS REQUIRED \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ DEPARTURE DATE \_\_\_\_\_

ROOM DEPOSIT(FIRST NIGHT) \$32.45 \_\_\_\_\_

MAIL TO, CACTUS PETE'S RESORT & CASINO  
P.O. BOX 508  
JACKPOT NEVADA 89825



## ELKHART AIRSHOW INC.

Elkhart Municipal Airport • P.O. Box 1212 • Elkhart, IN 46515 • (219) 264-5217

8 April, 1989

Mrs Allen H. Meyers  
Al Meyers Airport  
PO Box 100  
Tecumseh, MI 49286

Dear Mrs. Meyers:

on June 3rd and 4th this year we are putting on the third annual Elkhart Airshow featuring THE French Connection aerobatic team flying CAP-10s, a B-17, B-24, B-25, JU-52, several P-51s, AT-6s, and other warbird, home-built and antique aircraft, plus some hot air balloons and a pancake breakfast June 4th.

We would be most happy to have a fleet of famous Meyers aircraft pay our airshow a visit and display, or, display and fly! We have a roped-off area for parking with continuous patrol to avoid any spectator-damage to your A/C. In addition, we will provide fuel and oil for your A/C, but you should bring your own tie-downs. Anyone else at your airport owning other than Meyer aircraft are also cordially invited. Knowing full well the tremendous job of putting on an airshow, we at Elkhart would be most happy to assist in your endeavors putting on an airshow by displaying any posters or notifications you could send us.

If you would, please advise me by May 15th (or sooner) if we can expect any participation from Tecumseh so we can make parking arrangements for your A/C.

Incidentally, I hear from Ted Businger on a regular basis and he and his wife are doing well in their new home in Evening Shade, Arkansas.

Coordially,

*Dale Glossenger*

Dale Glossenger  
Committeeman



HEY MEYERS DRIVERS, THIS IS WHERE PARD'S OTHER SON JACK + HIS FAMILY LIVE. THIS WOULD BE AN EXCELANT SHARE DOWN FLIGHT FOR OUR NEVADA RUN ON THE 21ST. CONTACT KEITH 517 423 8040 DAYS 517 447 3729 NIGHT

# Meyers Aircraft Owners Association

## GENERAL MEMBERSHIP NEWS

Marv Rogge (200D-N97M) of Las Vegas, Nv. was busy this year at the annual Reno Air Races, Marv was retained by Lloyds of London, to be their official representative at the races. Lloyds being the principal insurer of the event, evidently felt that Marvs' back-ground eminently qualified him for the job.

Col. A. "Bud" Young's 200D (N111JR) is just about ready to come home. It has been recovering at the Meyers Hospital, having been operated on by Drs. Pard and Keith Diver at Tecumseh, MI. Bud had the engine majored by the HI-PERFORMANCE FOLKS at Mena, Arkansas. Mary Young will be happy when Bud gets his 200D home, so that she can get her Meyers "201" back. Seems that Bud has been "borrowing" her 201, but he could be heard muttering something that sounded like, "Yea, it flies OK, but it ain't a Meyers 200".

Steve Bauman (200D-N2989T) and his father recently stopped at Tecumseh, MI. to say hello to Pard and Keith. Their visit wound up lasting for five (5) days, much to their pleasure. Pard and Keith were able to correct a few things that needed attention on 2989T, and needless to say, Steve flew home with a big smile on his face.

Ralph Haven (MEYERS SUPER 145-N235RH) recently acquired another addition for his hanger. He found a rather pristine ALON ERCOUBE, and since he brought it home, he hasn't had a chance to fly it. It seems that his wife Jeanette has fell in love with the bird, and has put about 25 hrs. on it already. Word is that Ralph has another aircraft project that he's working on, but not saying anything about.

Dick Martin (200A-N34380 - OTW-N34311) has been burning the midnight oil lately. Between building a new home and a full scale restoration of his OTW, Dick hasn't had a lot of time to do much else. Dick says the OTW is coming along nicely, and he expects to have the bird back in the air sometime in late spring, 1990.

Jim Shawn (145's - N145 and N34371) missed the 1989 fly-in at Jackpot, Nv., due to the pressure of business, but is looking forward to the 1990 fly-in in Wisconsin.

Bob Sullivan recently sold his 200D, somewhat reluctantly. Business requirements necessitated his buying a cabin class bird, so he purchased a Cessna 340A, which has been seeing some steady usage. Bob indicated that he fully expects to own a 200D again, at some future date.

Marv Rogge (N97M) has been nominated to be Grand Marshall of the Annual Unwed Mothers of Nevada Parade to be held in Las Vegas, NV., in June of 1990.

Don Zakraisek (N235M) had to pay an \$11.25, fine for an overdue book that he checked out of the Sandy, Utah Public Library after getting home from the 1989 Fly-In. The book was entitled, "Secrets of Aviation Racing".

Word has it that since his 2nd place finish in the 1989 Fly-In Race, people around Joe Chabal's airport have been overheard referring to him as "SMOKIN JOE". Dick Martin says that Joe Chabal had better watch his tailfeathers next year. Keith Diver isn't saying anything, YET. He just smiles when the subject of the 1990 race is mentioned.

Capt. Bill Phelps (200D-N202GM) finally got his new 3 blade prop hung on his bird, but the weather in Florida this summer, was just too hot and humid for any serious flying. That and some family medical problems kept Bill and Jenine from attending the Jackpot Fly-In. Word is that they are going to make the 1990 Fly-In.

Carlos Gomez-Baldo, (200C-#287), is giving serious consideration to installing a Turbo'd 285 in his 200. Sure would be a big help in getting over some high mountains near his home airport in Venezuela.

#### PLANES FOR SALE:

- 200D - N5501M - Sam Douglass  
Del Rio, Texas 915-775-0636
- 200D - N2994T - Robt. Miles  
Canby, Oregon 503-266-5525, 503-981-9511
- 200D - 2921T - Ed Benquiat  
Teterboro, New Jersey 212-490-2345

#### 1989 FLY-IN RECAP

While some disparaging remarks could be made for the weather at Jackpot, Nv. during the 1989 Fly-In, the exact opposite must be said regarding the overall response regarding the fellowship, and personal response of those attending. Everyone who has written in, stated that they had a truly marvelous time at Jackpot.

Cactus Pete's went out of their way for the Meyers gathering, including sponsoring some prize money for the Race.

Bill and Mercedes Perry (200D-N2919T) were in attendance, but an unfortunate accident prior to leaving from California for Nevada prevented Bill from participating in the race. Bill, received some deep scratches on his hands from a cat, shortly before departing from home, and shortly after arriving at Jackpot, both of his hands were swollen to a size, that precluded his being able to fly.

Col. A. "Bud" Young (200D-N11JR), a retired jet jock has been very interested in the U.S.A.F. B-2 bomber program, sometimes referred to as the "Stealth Bomber". Well it seems that Bud convinced his wife Mary that they could "Stealth" their way into Jackpot, with Mary's 201. Sure enough, they showed up at Jackpot with Mary's 201, but with a large decal on either side of the engine cowl, which read, "MEYERS 201". "Eagle Eye" Walter Best, (200D-2956T) was seen racing through the hotel hallways and the casino, hollering, "It's a Counterfeit, It's a Counterfeit".

George and Sarah Brechtbill were really stroking the ball well, so they spent 3 full days on the golf course.

Fletcher and Melody Newland (200D-N2975T) brought some beautifully embroidered polo shirts and OTW posters which were auctioned off after Saturday evening banquet.

Dave Palmer, Joe Chabal, Libby Hastings, each brought some interesting items which were auctioned off after the banquet.



## A NOTE FROM RAY BETZOLDT

As to Bud Young's accident, I know he's a very competent pilot and I'm quite sure he used his auxiliary fuel pump at the time of the accident. But for the benefit of any new comers to the association, I would like to tell in detail the incident I had in that line.

I took off from Knoxville, Tenn., for Florida. I flew southwest and climbed to about 5,000 ft. and planned to turn south to cross the mountains. As I turned and throttled back, my engine quit completely, just as if I had shut the gas off. I hesitated about 5 seconds, then reached down and flipped the aux. pump switch to "On", in about 3 seconds the engine sprung to life. It ran good that way for about 10 seconds, then I turned the aux. pump off and the same results. Next I left the aux. pump on for about 20 seconds, shut it off and the engine kept running the rest of the way to Florida. So on my return trip I used both pumps for take off. When I got to altitude I shut off the aux. pump and when I throttled back it again quit, but this time after a few seconds it began to run again. But after that experience I always used both pumps for take off. There is one thing to remember, the engine will not run smooth with both pumps and partial throttle on the ground, it will lope and gallop until it stalls. So you must wait on take off until you have wide open throttle then turn on the aux. fuel pump. The engine will run smooth at full power with both pumps on. So I have instructed everyone in this manner when I checked them out.

When I got home to inspect the system, I applied pressure to the plumbing with the aux. pump and found that the hose from the gascolator to the engine had leaks in it. Therefore, the engine pump was sucking air instead of fuel which killed the engine. I replaced all Aeroquip 501 with the old 304 hose, which cured the problem.

Ray Betzoldt



To All Meyers Owners:

For all of you who could not or did not make the Jackpot, Nevada Fly-in, you missed a lot. The weather was not hot as you might expect, on the contrary it was cool. No rain but sometimes a broken overcast.

The maintenance meeting went well on Friday morning. I had pre-printed a list of things to look for at annual and also other time periods (a sample is enclosed for those who didn't make it). Make an extra copy and give it to your mechanic at annual time.

On Friday afternoon, Marv Rogge selected a team of lady judges to inspect the aircraft to see which one was the best in appearance, paper work (legal) and pilot certificates. The winner was awarded Saturday night with a Top Gun Cap and went to Richard Morgan for N777VR.

Saturday morning the sky was clear (CAVU) and no wind, so Marv Rogge gathered up his race officials and we all walked down to the airport. The Meyers aircraft were launched at a minimum of 4 minutes spacing. It was a three leg race; starting from Jackpot, south to Wells, Nv. VOR then northwest to Mary's River Ranch with a 270 degree turn back due north to Jackpot. As you can imagine, there were a lot of tall tales on how they flew the race course, but the truth came out at the Saturday night banquet. The results are as follows:

1. Vince Vanderford	N239M	.34 mach	(223.5 mph)
2. Joe Chabal	N5S	.32 "	(210.6 " )
3. Dick Martin	N34380	.32 "	(209.6 " )
4. George Brechtbill	N34387	.31 "	(202.7 " )
5. Don Zakraisek	N235M	.30 "	(202.4 " )
6. Marv Rogge	N97M	.30 "	(200.8 " )
7. Fletch Newland	N2975T	.29 "	(194.6 " )
8. Dave Palmer (260 HP)	N34392	.29 "	(190.7 " )
9. Richard Morgan	N777VR	.27 "	(179.5 " )

When you departed Jackpot Airport (5280 ft.) you had to climb to a minimum of 7400 ft. to get to Wells VOR, then level to Mary's River Ranch and the back to Jackpot, requiring at least 7500 ft. In my opinion, this is where the race was won or lost, how you climbed, cruised or managed your altitude for the flight. Anyway, it was a lot of fun.

Saturday night's banquet was just great. They (Cactus Pete's) gave us a large suite since it was too cool to have it poolside. The food was superb and plenty of it - just as Zak! It was one of the best we'd ever had.

Altogether everyone had a great time and it was good to see everybody again.

Let's hope next year is bigger and better!

Sincerely,

Vince G. Vanderford



ATTENDEES  
 MEYERS AIRCRAFT OWNERS ASSOCIATION  
 Jackpot, Nevada  
 June 1989

Meyers 200's

N239M	Vince Vanderford (Kay)	California
N34392	David Palmer (Karen, Brian)	California
N31CC	Kevin Klein	Arizona
N34387	George Brechtbill (Sarah)	California
N7MV	Bob Clark (Lovey)	California
N200HS	Hank Spengler	Great Britain
N235M	Don Zakraisek	Utah
N97M	Marv Rogge	Nevada
N34380	Dick Martin (Jim Sorenson)	Wisconsin
N777VR	Rchard Morgan (Marilyn)	California
N2900T	Dick Boren	New Mexico
N2956T	Walter Best (Richard)	Indiana
N5S	Joe Chabal (Joan)	Pennsylvania
N2919T	Bill Perry	California
N2975T	Fletcher Newland (Melody, Misty)	Washington
N2908T	Harold Lauber (Al Gutsche)	California
N2993T	Jim Light	Florida

Other Aircraft

N5760R	Bud Young (Mary) (Mooney)	New Mexico
N2674W	Bob Micelli (Paul Houghton) (Mooney)	California
Unknown	Ray Luckel (Hildy) (Bonanza)	California
Unknown	Doug Schneider (Cessna 210)	California

Commercial

N2905T	Henry Hastings (Libby)	Maryland
N2989T	Steve Bauman (Connie Lampen)	Tennessee

MEYERS AIRCRAFT OWNERS ASSOCIATION  
 Maintenance Meeting  
 June 23, 1989

Vince handed out the "Meyers 200 Oners Information" sheet which was thoroughly discussed. The meeting was attended by about 20 people.

Also discussed were the following:

Contact Dick Martin for nose wheel replacement number.

Use of high and low boost pump.

Check adel clamps holding injector lines and look for vibration; "inspect and touch".

Fuel tank sensors; available from Westach in Sonoma, CA  
 Mags - Bendix vs. Slick. Marv reports no failures with Slick Magnetos.

Sealing off of vent holes in battery box causing side of battery to blow out; caused by pressure of the battery (worn out wooden blocks on top of battery).

Minimum Equipment List - Suggested that all Meyers owners come up with a suitable MEL.

Log books should be kept at home, not in the aircraft. Do

Keep flight manual in aircraft. Don't surrender log books!

337 needed for Cleveland Brakes and alternator. Vince will supply a copy of his. Vince also mentioned that Bill Gaffney now has records of all 337,s.

Dick Martin also mentioned VIP parking for all Meyers at Oshkosh; he must know the exact number in order to get in.

## MEYERS 200 OWNERS INFORMATION

- 1-NOSE GEAR COLLAR (TOP BOLT) - CK. ANNUAL INSP. MAKE SURE ITS TIGHT
- 2-OIL COOLER DAMPNER ARM - CK. EVERY 25 HRS.
- 3-AIR BOX BLOW IN DOOR HINGE & BRACKETS - CK. 25 HRS.
- 4-GEAR DOWN SWITCH (STARTER BUTTON LOCK OUT) - CK. ANNUAL
- 5-MAIN GEAR SCISSORS BOLTS SHOULD FACE INBOARD - CK. BEFORE FLIGHT
- 6-HYD. LINE AFT OR FIREWALL - CK. ANNUAL OR IF FLUID IS PRESENT UNDER BELLY
- 7-GEAR BUSHINGS -(OIL LIGHT BRONZE) CK. ANNUAL OR IF SHIMMY OCCURS
- 8-GEAR BAIL CABLE - 60# CK. ANNUAL
- 9-AILERON GAP SEALS - DON'T
- 10-FLAP, RUDDER, & ELEVATOR GAP SEALS OK
- 11-NOSE TIRE SIZE - (NEW LOW PROFILE TIRES MAY NOT LET NOSE WHEEL LOCK UP)
- 12-ELEVATOR OUTBOARD HINGE POINT - (AT 2600 HRS TOTAL TIME A CRACK WAS FOUND) CK. ANNUAL OR SOONER IF YOUR AIRCRAFT IS CLOSE TO 2500 HRS. TOTAL TIME
- 13-INFORMATION ONLY - GAS FROM VINYL HAS BEEN KNOWN TO CAUSE CRAZING ON PLEXIGLASS. (WINDOWS)
- 14-MUFFLERS - CK. FOR CRACKS MOSTLY AT THE REAR - CK. ANNUAL
- 15-LANDING LIGHTS - CK. FOR LOOSE OR BROKEN BOLTS & NUT PLATES CK. ANNUAL
- 16-LANDING GEAR OVERCENTER LOCK PRESSURE - CK. ANNUAL (50# + OR - LBS.
- 17-TRIM SCREW JACK - LUBE AT ANNUAL (AFT FUSELAGE)
- 18-MAIN GEAR STRUT HEIGHT - 4" TO 5" (LESS SISSER BREAKAGE)
- 19-DEFROSTER VENTS - MAKE DEFLECTOR TO SPREAD HOT AIR (STOPS CRAZING)
- 20-BLOW UP DOOR SEAL - MAKE SURE YOU HAVE ENOUGH ROOM AROUND DOOR & DOOR FRAME, OTHERWISE IT WILL NOT WORK.
- 21-NOSE WHEEL CENTERING CABLES - CK. TO SEE THAT THEY ARE NOT BROKEN - CK. BEFORE EACH FLIGHT (PRE-FLIGHT)
- 22-NOSE GEAR DOORS - CK. THAT THE SPRINGS ARE OK (THEY HOLD THE DOORS OPEN) LOCATED IN FRONT OF NOSE WHEEL WELL. (PRE-FLIGHT)
- 23-GEAR UP LOCKS - CK. FOR FRAYED OR STRECHED CABLE - LUBE WITH WHEEL BEARING GREASE.
- 24-CK. BOLTS HOLDING THROTTLE & MIXTURE CABLE STAND OFF BRACKETS ON REAR OF INTAKE MANIFOLD. BOLTS SHOULD BE TITE & SAFETY WIRED -ANNUAL
- 25-AIR BOX & FILTER, CK. BOX FOR CRACKS AT CORNERS & AT UP RIGHT AREA - CK. AT ANNUAL
- 26-CK. FOR CRACKS AT REAR SPAR AT HINGE ATTACH POINTS MAINLY AT TOP HINGE - CK. BEFORE NEXT FLIGHT AND ANNUAL (RUDDER)
- 27-CHANGE ALL MAIN FUEL LINES (SUCTION) EVERY 5 OR 6 YEARS WITH AEROQUIP OR TEFLON LINES



MEYERS AIRCRAFT OWNERS ASSOCIATION  
Air Race  
June 24, 1989

NUMBER	NAME	MPH	MACH
N239M	Vince Vanderford	223.5	.34
N5S	Joe Chabal	210.6	.32
N34380	Dick Martin	209.6	.32
N34387	George Brechtbill	202.7	.31
N235M	Don Zakraisek	202.4	.30
N97M	Marv Rogge	200.8	.30
N2975T	Fletcher Newland	194.6	.29
N34392	David Palmer	190.7	.29
N777VR	Richard Morgan	179.5	.27

Course time for Vince was 38 minutes.

At one point, three aircraft were turning over Mary's River at different altitudes at the same time.

1st Place Award to Vince	200 Silver Dollars
2nd Place Award to Joe	150 Silver Dollars
3rd Place Award to Dick	100 Silver Dollars

Twenty five silver dollars were also awarded to Richard Morgan.

Dick Boren, complete with orange safety vest, waved the race planes off. Also helping was Walter Best.

Pre Race Check: All race aircraft were checked prior to the race for aircraft documentation, pilot medicals, weight and balance, survival kit, etc. This was only "constructive thought" as Marv put it. What if the FAA had done the inspection?! Marv's results were as follows:

- 2 - No survival kit
- 1 - No Medical
- 3 - No weight and balance in the aircraft
- 5 - Outdated radio station licenses

All of those who participated in the Jackpot Fly-In Race, seemed to feel that it was a lot of fun, and each was interviewed after finishing the race, and the following is their initial comment upon being interviewed:

- 1-Vince Vanderford - Hell no, I didn't use full throttle!!
- 2-Joe Chabal - I thought Bill and I did just fine!
- 3-Dick Martin - I sure wish I had Vince's 2 blade prop!!
- 4-George Brechtbill - Maybe I flew too low (30 ft.)?
- 5-Don Zakraisek-My first race, it was a blast. (Co-pilot Bud)
- 6-Marv Rogge - Too busy counting the deer on the mountain.
- 7-Fletcher Newland - I've got a little more to learn!
- 8-Dave Palmer - Too many aircraft over Mary's River!
- 9-Richard Morgan-I don't understand, I should have done better!

A very special "THANKS" to Karen Palmer for filling in and taking notes, etc., at the Fly-In. Without her help, much of the above information would not have been in the newsletter.

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