

Meyers Aircraft Owners Association

A Belated Holiday Greeting To You All.

What do you know, another year has come and gone. It seems they do that faster than they use to.

I am happy to report that the 1900 Fly-In is progressing right along. It will be at Land O'Lakes, Wisconsin, in mid July, just a week before Oshkosh. I hope all of you can make this one because, for you people that have not attended a Fly-In of Meyers Owners, you are missing a lot of information that could help you.

Hope to see you all in July.

Vince Vanderford
President

GENERAL MEMBERSHIP NEWS

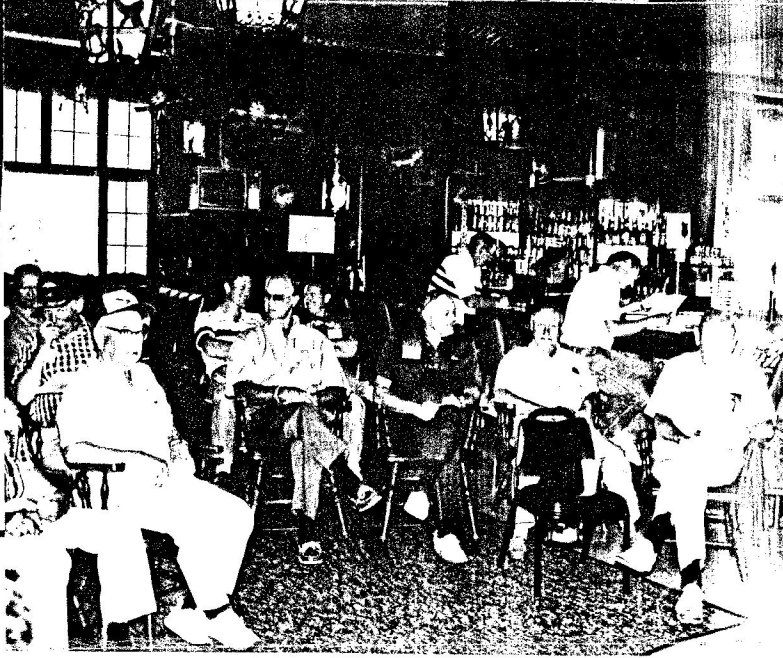
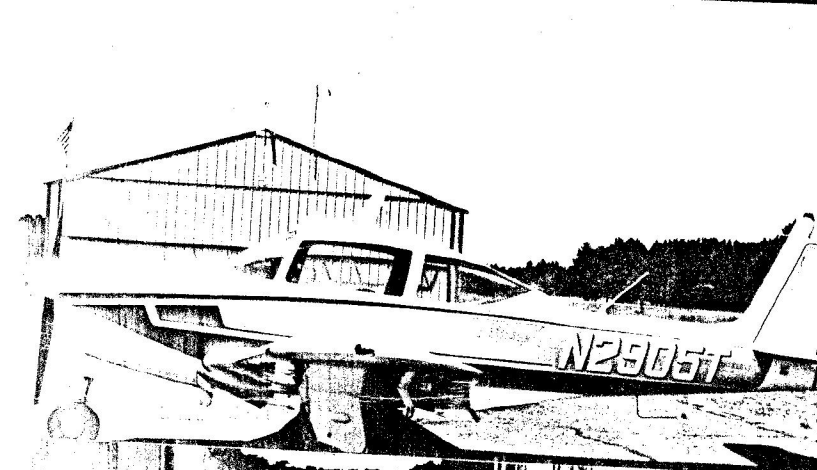
Our 1990 Fly-In is scheduled to be held at Land O'Lakes, Wisconsin, July 18 thru July 22, 1990.

Enclosed is a brochure from Gateway Lodge, which is located right next to the airport. Mrs. Diane Yarbrough, Vice President of Gateway Lodge has requested that we forward a request for room reservations to her as soon as possible along with a deposit of one (1) night's room (\$40.00) rate.

Gateway Lodge has a restaurant and large banquet room which will be adequate to accommodate our Saturday evening banquet.

The airport manager will be offering a ten cents (\$.10) per gallon discount off of the current price to all Meyers aircraft owners attending the Fly-In. The airstrip is 3600' long and is hard surface. There is a tie down charge of three dollars (\$3.00) per day but this will be discounted fifty cents (\$.50) if we have at least twenty (20) airplanes attending the Fly-In. No problem there.

Dennis Schmidt of Foster Data Co., has sent a letter, outlining a proposal whereby Meyers aircraft owners would be able to buy a Foster LRN500 or F4 Phoenix Loran unit through the Meyers Owners Assoc. Both of these units are IFR certified. The pricing as outlined in his proposal is very attractive and if anyone is interested give me a call at 914-565-8005, or drop me a line at the address shown at the end of the newsletter, for further details. Dennis owns a 200D, N2959T.



Meyers Aircraft Owners Association

July 7, 1990

PRESIDENT

Vinson Vanderford
5852 Bogue Road
Yuba City, California 95991
(916) 673-2724

VICE PRESIDENT

Marvin Rogge
2809 King Way
Las Vegas, Nevada 89102
(702) 876-4614

TREASURER

Richard L. Morgan, M.D.
18 Williamsburg Lane
Chico, California 95926
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SECRETARY

Wm. E. Gaffney
26 Route 17K
Newburgh, New York 12550
(914) 565-8005

July 18, 1990, is just around the corner, and will be the first day of our 1990 Fly-In. From all indications, it appears that we will have about 25 aircraft arriving at Land O'Lakes, Wisconsin, and this may be a very special event, in that one of the birds arriving will have come all the way from Venezuela, S.A.

Dick Martin of Green Bay, Wisconsin, a Meyers owner, and EAA official, has made arrangements for reserved parking for twelve (12), Meyers airplanes at the 1990 EAA Convention at Oshkosh, WI. The reserved parking will be at the south end of Wittman Field, but Dick will be furnishing additional details, such as location of the parking spaces, etc., at the conclusion of our maintenance seminar at Land O'Lakes. Hope to see you at the 1990 Fly-In.

Vince Vanderford

GENERAL INFORMATION:

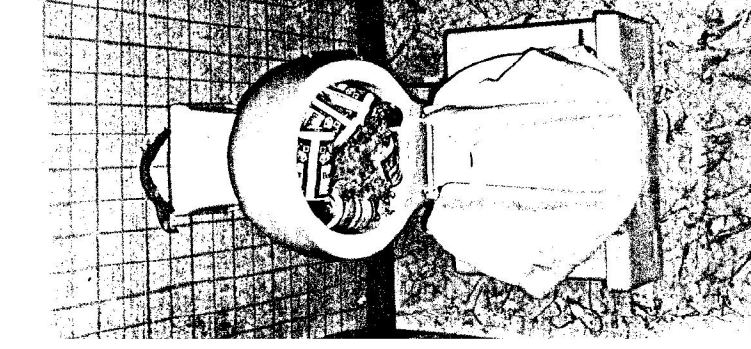
For those who may not have been able to make reservations for the 1990 Meyers Aircraft Owners Association Fly-In, for whatever reason, and wish to do so now, call Diane Yarbrough at 916-673-6139, and she will be able to accommodate you. Diane advises that she has kept four (4) extra rooms for our group.

A copy of our 1990 agenda is attached. Please note that prior to our Saturday night banquet, which is scheduled for 1930 hrs., there will be an attitude adjustment seminar starting at 1800 hrs., and will conclude at 1925 hrs. Attendance at the seminar and banquet will require an entry fee of \$20.00, per person. Dr. Richard Morgan has appointed Marv Rogge as cashier for this activity.

Dick Martin of Green Bay, Wisconsin, has laid out an interesting triangular shaped course for those of you who will be participating in the proficiency contest. For those new owners who have yet to participate in a Meyers Proficiency Test, come prepared for a great experience.

Several new owners are planning to attend the 1990 Meyers Aircraft Owners Association Fly-In. Tom Wathen, Vay Nuys, CA, Terry Cheney, Yuba City, CA, Charles Jordan, Eau Claire, WI, Jack Mihelick, Paw Paw, MI, and on the hopeful list, Pat Chowning, Albuquerque, NM.

"Kings" Airport at Land O'Lakes, will be giving Meyers owners a discount off of their current fuel price and note that there is an ADF on the airport, #396-LNL.



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AGENDA

MEYERS AIRCRAFT OWNERS ASSOCIATION

1990 FLY-IN

LAND O'LAKES, WISCONSIN

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- WEDNESDAY - JULY 18, 1990: Arrival Day**
Register with Bill Gaffney, all you have to do is find him. All meals and cocktails on your own, unless otherwise noted.
- THURSDAY - JULY 19, 1990**
AM: Play golf if you like - Tennis Anyone? Go Fishing, or Take a Hike!!
1400 HRS. - Meet at airport: Aircraft Inspection. Any problems or great discoveries to be used at the Maintenance Meeting on Friday. DRINK DICK MARTINS BEER!
1800 HRS. - Cocktails - B.Y.O.B.
1900 HRS. - Dinner On Your Own.
- FRIDAY - JULY 20, 1990**
0930 HRS. - Maintenance meeting in conference room. Coffee and rolls served. Everyone welcome. Bring any new improvements or old ideas to the meeting, also any problems you might have discovered with your aircraft. Pard, Keith, Ray & Vince.
1200 HRS. - Lunch on Your Own.
1400 HRS. - Back to the Airport to check out everything you learned at the meeting. DRINK DICK'S BEER!!!
1700 HRS. - Attitude Adjustment Hour - Hosted.
1800 HRS. - Dinner on Your Own.
- SATURDAY - JULY 21, 1990**
0930 HRS. - Proficiency Flight (Race to you old Pilots) Starting and Ending at Gateway. Dick Martin in Charge.
1200 HRS. - Lunch on Your Own.
1300 HRS. - Kick Tires, Go Shopping, DRINK DICK'S BEER! (After Landing), or just plain do Nothing.
1800 HRS. - Cocktails - Hosted
1930 HRS. - Dinner-Banquet - Program and MC, Bill Nagel
- SUNDAY - JULY 22, 1990: Departure Day**
HAVE A NICE FLIGHT!!!

Turbo-normalizing. Turbo-flite, at Pagosa Springs, CO, will do this for \$18,000. It is a turbocharger with intercooler, with a wastegate which opens at 30" so that the engine sees little more than sea level, but sees it all the way up.

New gas caps. Dave Palmer has fabricated excellent new gas cap assemblies (two parts - the portion which becomes part of the tank and the caps itself) which are non-leaking. The tank must be removed to install these. \$400 per set from Dave Palmer.

MISCELLANEOUS

Current registration. 107 Meyers 200s are registered. 8 A's, 13 B's, 8 C's, 79 D's and an E.

MEYERS 200 OWNERS INFORMATION

- 1) Nose gear Collar (Top Bolt) - Check annual inspection. Make sure it's tight.
- 2) Oil cooler dampner arm - check every 25 hours.
- 3) Air box blow in door hinge and brackets - check 25 hours.
- 4) Gear down switch (Starter button lock out) - check annual.
- 5) Main gear scissor bolts should face inboard - check before flight.
- 6) Hydraulic lines aft of firewall - check annual or if fluid is present under belly.
- 7) Gear bushings - (Oil light bronze) - check annual or if shimmy occurs.
- 8) Gear bail cable - 60 lb. - check 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) - check 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 - check for cracks mostly at the rear - check annual.
- 15) Landing light - check for loose or broken bolts & nut plates, check annual.
- 16) Landing gear overcenter lock pressure - check annual (50# +OR-5# is OK).
- 17) Trim screw jack - lube at annual (Aft fuselage).
- 18) Main gear strut height - 4" to 5" (Less scissor 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 - check to see that they are not broken - check before each flight (Pre flight).
- 22) Nose gear doors - check that the springs are OK (They hold the doors open) Located in front of nose wheel well. (Preflight)
- 23) Gear up locks - check for frayed or stretched cable - lube with wheel bearing grease.
- 24) Check bolts holding throttle & mixture cable stand off brackets on rear of intake manifold. Bolts should be tight & safely wired-annual.
- 25) Air box & filter - check box for cracks at corners and at up right area - check at annual.
- 26) Check for cracks at rear spar at hinge attach points mainly at top hinge - check before next flight and annual. (Rudder)
- 27) Change all main fuel lines (Suction) every 5 or 6 years with AERO-QUIP or teflon lines.

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GENERAL MEMBERSHIP NEWS

Bob Matlock (N26473) of Prospect, Kentucky, is interested in having a regional Fly-In, that would be a two night three day affair in the Arkansas, Kentucky, North Carolina area. and he would be prepared to take charge and make any arrangements that are necessary. If you are interested drop Bob a line at 6404 Coventry Court, Prospect, KY 40059.

Anyone considering putting Cleveland brakes on their 200, will be interested to know that a kit is now offered by Cleveland with a list price of \$648.00. The kit number is 199-46.

The City Fathers of Jackpot, Nevada, recently had a dedication ceremony at the Jackpot Airport. The airport is now officially known as the Carl Hayden Airport and a handsome marble plaque was dedicated at the ceremony. When Carl was asked what type of airplane he would like to have displayed on the plaque he requested that a Meyers 200 be used. Although Carl is not a pilot, he sure must know a good airplane when he sees one.

Austin Sawvell, 16424 Bristow Court, Grass Valley, CA 95949, is interested in getting in touch with other OTW owners as he is in the process of restoring his recently purchased OTW. He is the proud owner of N34325, serial number 70. He is especially interested in locating some Kinner engine parts and information on the Kinner engine.

Ted Whitcomb, P.O. Box 1353, Culpepper, VA 22701, phone 703-825-2606, advises that he has a spare OTW fuel tank for sale as well as a Warner Super Scarab 165HP engine for sale.

Charles Mitchell, Jr., 409 N. Beckwith Street, Malden, MO 63863, is looking to purchase a Meyers 200. He is interested in receiving information on any 200 that might be for sale and request that you drop him a note, along with a photo, if available.

Received a special note from Jim Shawn (N145) of Pharr, Texas. The note reads as follows: Mark your calendars. The Meyers 145 Group is in the first planning stage of a three day Home-Coming Fly-In to be held at Tecumseh, MI and at Ralph Havens Airport, in Bryan, Ohio. Dates are tentatively set for the 11th, 12th, and 13th of July, 1991. Jim Shawn is working out the details with Keith Diver and Ralph Haven, to help pull this off and will be getting in touch with all Meyers 145 owners with further details. We also hope that many 200 and OTW owners will join in this get together.

Dale Benskin has completed the restoration on his OTW, serial number 56, and will no doubt be burning up the sky around Marshalltown, Iowa. Dale said that he was able to get a lot of help from fellow OTW owner Harold Lossner, of Des Moines, Iowa.

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1990 MEYERS OWNERS MEETING
NOTES ON MAINTENANCE SESSION

A handout was prepared and is attached. The following is John Lyon's notes on discussion of the items on the handout and of additional matters discussed.

MAINTENANCE ITEMS

Hydraulic Line Leakage. (Item 6 on Checklist) It is not unusual for the aluminum hydraulic lines to have pinhole leaks where they run just behind the firewall on the lefthand side, where they are heated by the proximity of the exhaust. Leaks elsewhere are not unknown. These lines probably should have been chromated, and on replacement chromate or other corrosion inhibitor should be applied. If tubing is replaced, use 5052 "O" condition aluminum tubing, .035 1/4" O.D. - this is the only tubing which will withstand the pressure (which should be 1,300 psi max but may be more if the bypass gets out of adjustment). This is available from Aircraft Spruce and Specialty, Fullerton, CA. One owner replaced the sections immediately behind the firewall with hydraulic hose. Leakage at the boarding step is also common, and easy to fix except that it means removing practically the whole interior. One owner cut out the section of floorboard above the step and put in a removable section to permit easy maintenance.

Nose gear steering and centering bellcranks. See items 21 and 22. Check the bellcranks for cracks and bending. Also check the spring between the centering cables (in addition to the springs on the steering cables).

Air Box Cracks. (Item 25 on handout). This cracking is a common problem. It may be alleviated by means which reduce the vibration. One is to add a strap on the right hand side near the front running to an existing crankcase throughbolt, if there is enough thread to do so.

Hydraulic Pressure. Low hydraulic pressure (should bypass at 1,300 psi) can be adjusted by inserting one or two 1/16" by 1/4" AN washers between the nut and the spring in the relief mechanism, which is accessed by removing the fitting in the front of the valve, on the firewall. Each washer should increase pressure by 100-200 psi. Check the nylon ball for wear.

Loose rivets. In one case the rivets at the forward end of the elevator torque tube were loose.

Flap Adjustment. The flaps run on self-centering Fafnir bearings unless it was found necessary at the factory to adjust the flaps for rigging. (The wing chord is increased or reduced to adjust for wing heavy flight.) If adjusted for rigging, the flaps are on nylon eccentrics, either a 1/16" offset or a 1/8" offset. If removing the flap, note the position of these eccentrics by marking with nail polish, indelible marker or the like; otherwise it will be very difficult to reassemble correctly. Delron may be substituted for nylon.

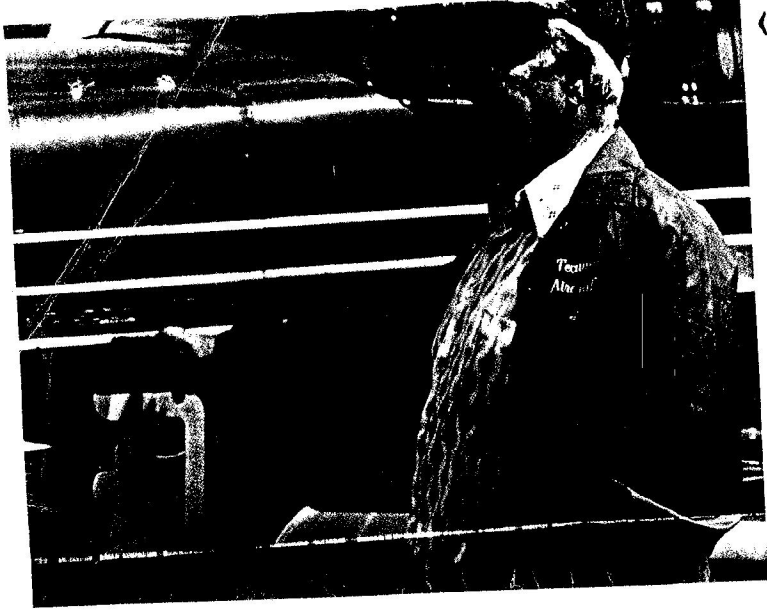
Inboard Main Gear Doors, Bail Cable. Check the 1/16" cable holding the bail on the ground. This is bent on every retraction; if kinked it will break, enabling the bail to jam the main gear partway retracted.

Gear check on jacks. While the plane is on jacks with the tail weighted down (secure to tail stand if available), put the gear handle in neutral, break the A-frame by lying on back and pushing with feet, put gear half-way up and brace with cinder block or equivalent. This will lower doors and enable thorough inspection of all items in well.

Angle on Commander nose gear doors. Some of the Commander nose gear doors do not have a piece of angle installed horizontally above the attachments for the retracting rods. This should be added or cracking will result.

Hydraulic step. Don't push this up by hand, at least not rapidly, as back pressure could retract the main gear.

Pointing with pride to the airplane he devoted 50 years of his life producing, Pard Diver remembers the good years.



50 GOLDEN YEARS

John Wagner

More than 60 persons were present on Sunday, May 20, 1990, to commemorate Pard Diver's 50th anniversary of association with the Meyers Aircraft Company. Pard began his employment with the Michigan company in May of 1940. Today, Pard, along with his son Keith, continue to provide maintenance, restoration and major repairs exclusively for Meyer's Aircraft.

Meyers Aircraft Company was originally located in Romulus, Michigan and the first airplane, a Meyer's OTW, was built in 1936. In 1939 the company moved to Tecumseh. During World War II, Meyers designed and built two-place bi-plane trainers for the military. Following World War II, a two-place, side-by-side metal, conventional geared aircraft was designed and built. This two-place aircraft, a Meyers 125, furnished the wing design for a later four-place design, the Meyers 200 A. There were a total of five different wings tested before selecting the final version.

The first Meyers 200 A was manufactured in 1958 and was powered by a Continental 10-470 engine rated at 260 horsepower. Although using the wing design of the two-place, the new wing's skin thickness was increased from .025" to .032". Pard Diver points out this was not a change for structural reasons because the 2-place was designed as an aerobatic airplane, but was never licensed as such due to the cost and complexity of certification. Additionally, three inches were added to each wing to provide additional clearance for gear retraction bringing the total wingspan to 30 feet 6 inches. A unique aspect of Meyers aircraft is its welded steel tube center section. Pard describes it as "the strongest and lightest wing structure there is . . . and it is flexible in rough air."

Meyers Aircraft Company built 49 model 200 series aircraft at an average equipped retail price of \$28,500. In 1965 the rights to manufacture and the type certificate was sold to Aero Commander. Aero Commander was later acquired by Rockwell International and the aircraft was then known as Rockwell Commander. Rockwell/Aero Commander built 83 units. The type certificate for the Meyers aircraft is presently owned by Prop Jets, Inc., a Texas company.

All of the Meyers aircraft were built in their existing facility at the Tecumseh, MI Meyers Airport. At the time of sale to Aero Commander, there were five or six aircraft in production at any given time. Pard Diver describes the assembly process as "all components bolt together — you start with the center section, the landing gear bolts to that, then you add the cabin section, engine mount and the tail cone."

Pard is especially proud of a modified Meyers 200 A which was piloted around the world in 1959 by Peter Gluckmann. Modifications included adding three feet to each wing and increasing fuel capacity to 420 gallons. Fuel alone for that flight exceeded the aircraft's gross weight by 400 pounds.

What were the outstanding characteristics of the Meyers 200? Pard describes it as "a clean, fast airplane that looks and flies like an aircraft should." A review of the model 200 D, which has the Continental 10-520 engine rated at 285 horsepower, reveals some impressive flight performance figures. Specifications show a top speed of 215 mph, a 75% cruise speed of 210 mph, and a stalling speed of 54 mph. This performance, coupled with a take-off length of 900 feet and a landing roll of 850 feet, makes the Meyers 200 aircraft a stellar performer by anyone's criteria.

Pard and his son Keith plan to continue providing maintenance and restoration support for the Meyers airplane. The sign that hangs from the hangar roof now indicates that in 50 years Pard Diver has progressed from craftsman to artist.

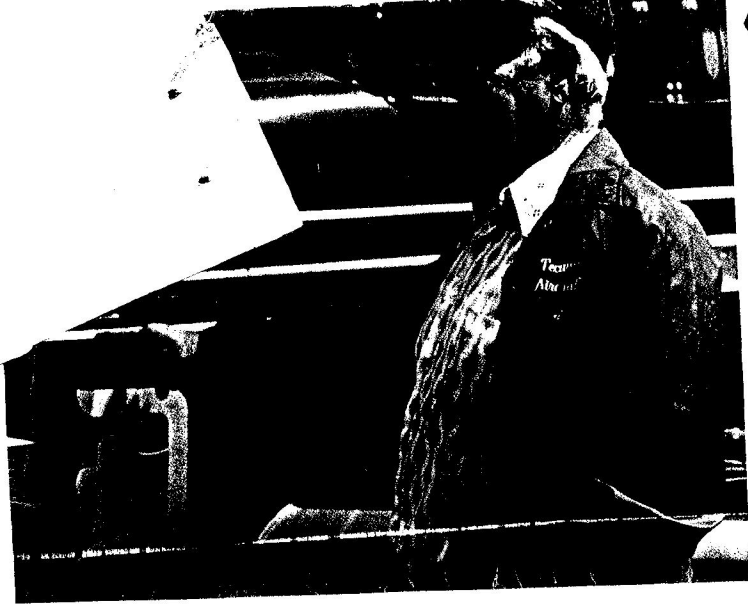


Keith Diver, Ray Betzoldt, a former Meyers test pilot, and Pard Diver, behind the wing of Tom Monaghans' Meyers N430D.P. Pard and son, Keith, rebuilt the 200B, taken from a Cincinnati hangar fire.

Pard and Ray Betzoldt, examine the .004" overlap of paint they contend reduced air speed by 10 mph.



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