

MEYERS Aircraft Owners Association

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MEYERS AIRCRAFT OWNERS ASSOCIATION

1991 FLY-IN

FLYING AA RANCH

RUTH, CA

WEDNESDAY - JUNE 26TH - ARRIVAL DAY!!!

THURSDAY - JUNE 27TH: Arrivals & Check-In with Bill Gaffney
1730: Cocktails at Lounge
1830: Dinner On Your Own

FRIDAY - JUNE 28TH
0930: Maintenance Meeting - Recreation Room
Bring List of Suggestions - Both Good & Bad
Coffee & Pastries
1200: Lunch
1400: Survival & Safety Seminar
Pinch Hitter Seminar
1700: Attitude Adjustment Period - Hosted
1830: Dinner On Your Own

SATURDAY - JUNE 29TH
0900: Flight Performance Excercise
1200: Lunch
1400: Bud Young - Formation Flying Seminar
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1830: Banquet - Auction with World Famous Marv Rogge

SUNDAY - JUNE 30TH: DEPARTURE DAY....

Meyers Aircraft Owners Association

Latest word from the Flying AA Ranch, in Ruth, CA, is that the 1991 Meyers Fly-In is sold out. There are no accommodations available at this time, unless they receive a last minute cancellation. It appears that we are going to have between 25 and 28 airplanes, and it appears that the longest distance award will go to Ed Reese, 200D, N216M, of Florida. If Ed doesn't make it for some reason, it appears Henry and Libby Hastings, 200D, N2905T, of Hebron, MD, will get the award.

Several new owners are planning on attending this year, such as Darrel Starr, 200D, N2914T, of Plymouth, MN, Don Elliott, 200A, N34391, of Whitney Point, New York, and Ed Reese 200D, N216M, of Florida. Possibly two others who at this time, are listed as possibles.

No word from Gary Hays, OTW, N34327, whether he will be bringing his OTW from Arizona or not. Gary is extremely proud of his OTW after not only winning Best of Class, but also Grand Champion, at a recent air show in Prescott, Arizona. There were over 400 airplanes competing for the title! Gary and his wife had done an extensive rehabilitation of the airplane and bringing home the Grand Champion prize certainly made their efforts worthwhile. We are hoping that Gary will bring his OTW and possibly get his friend Kevin Tully, OTW, N34334, to also come along.

Weather permitting, Steve Baumann and Bill Gaffney will be joining up in Nebraska, on Sunday June 23, 1991, and will over night in Scotts Bluff, Nebraska and early Monday, AM will push off for Elko, Nevada. Spending the day there with Marve Rogge, who has promised to give a tour of the Elko area. Tentative plans call for a Tuesday, AM departure from Elko direct to Ruth, CA. Anyone in that general area at that time who would like to joint up at Scotts Bluff or Elko, will make for a welcome addition to our flight group. Don Zakraisek is coming to Ruth with his new 200D, N2994T.

Tom Wathen, N485C, of Van Nuys, CA, is planning on attending this year and will probably be joined on the flight to Ruth by John Lyon. Tom had wanted to attend the 1990 Fly-In, in Wisconsin, but as pointed out in a recent issue of Nations Business and Forbes magazines, being the President and Chairman of the Board, of a company with over forty thousand employees, keeps a man busy enough that there isn't a great deal of time left over for personal matters. Hopefully Tom will manage to sneak off for a few days and enjoy this year's Fly-In at Ruth, CA.

John Lyon, N489C, was planning on bringing his refurbished 200A to Ruth this year, but unfortunately it will not be ready in time. John has been working diligently on getting Lance Neibauer and his Lancair IV to Ruth, on Saturday, June 29, 1991. Lance, who is Ray Betzoldt's nephew, hopefully will be at the Flying AA Ranch and be able to share with us an insight on the development of the Lancair IV. No doubt after he reads this, Dick Martin, N34380, will bring along his checkbook!!

We hope to get an update on Doctor Richard Morgan's efforts to get the gross weight on his airplane, N2912T, increased to 3400 pounds. Richard and his wife recently suffered the tragic and untimely death of their 23 year old daughter, who was involved in a fatal motor vehicle accident.

Charles Mitchel of Malden, MO, purchased N2991T, and according to Charles it is the realization of a long time dream. He will not be attending this year's Fly-In, but we no doubt will be seeing him next year at the 1991 Fly-In.

Colonel Bud Young, N111JR, is planning on arriving in Ruth on Monday, June 24, 1991, and has indicated that each arriving plane will be met and the occupants will be offered a suitable cold beverage. HAVE A "BUD" ON BUD.

Attached is a schedule of activities planned for the forthcoming Fly-In and Vince Vanderford has promised good weather for the entire period. Those of you that will be attending the Fly-In, and have an item that you might like to bring along for the Saturday evening auction, please do so, and let Marv Rogge know about it when you get to Ruth.

Looking forward to getting to Ruth this year and bringing N2996T, so that Dave Palmer can see what a Stealth 200D looks like!

Respectfully,

Bill Gaffney
(914-565-8005)

PS: Attached you will find information concerning the 1991 Meyers FALL Fly-In, per our previous newsletter. Bob Matlock of Kentucky, has checked out six potential sites for a Fall get together and feels that the Reelfoot Lake Resort Park is the very best choice, considering that the runway is virtually a stone throw from the accommodations. Per Bob's note, please give either Bob or me a call if you are interested in attending.

FOR SALE

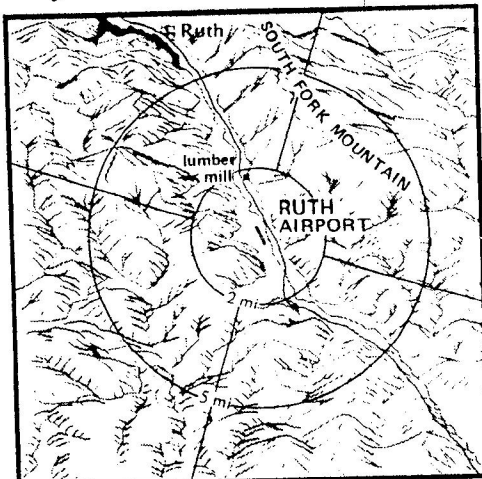
200D Serial Number 297. Last one built by Al Meyers. 2481TTAF, 562TTE, 27STOH. Two KX-175B's, KR-87 ADF, KT-76 with Encoder, Appollo 618TCA, Isocom, new interior and recent paint. Three owners since new, two of us twice. Held world speed record in class. W.G. Woten, 912 Perring Ave., N.W., Winter Haven, FL 33880

Meyers 145 - N551: Carl R. Schwarz's. N551 was purchased by Mr. Schwarz about 1971 and has been hangered since then, when not flying. Built in 1954, Serial #216, Formerly N34373, is one of only 22 built by the Meyers Aircraft Co. N551 has no know history of serious airframe damage. Equipped as follows: 210HP - IO-360C Engine, 640 SMOH, Constant Speed Prop, 640 TTSN, Cleveland's, Imron, Interior 9, King and Narco Avionics including encoding altimeter and Apollo Loran, Dual Brakes, Landing gear overhauled 1988, Exterior 9. Further details can be had by contacting Fletcher Newland, at 206-630-3890 or 206-631-7292. The price on the plane has be decreased to \$45,000.00!!

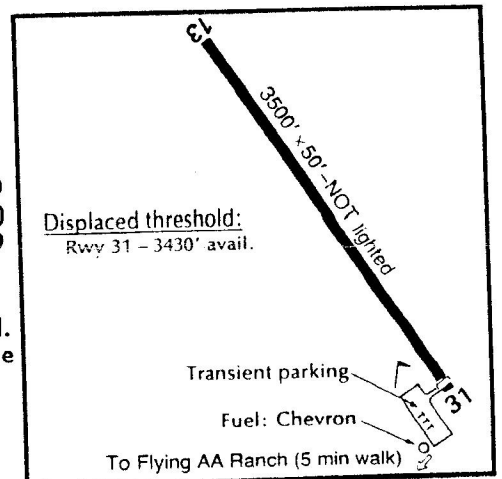
Ruth Lat 40-13
Ln123-18 - N67

Ruth

CTAF: 122.8 Field Elevation: 2767 ft MSL
Pattern Altitude: 3767 ft MSL (1000 ft AGL)



IDENT: Q95
FSS: Red Bluff (122.4)
LOCATION:
7 nmi SE of Ruth
From VORs: (✓=DME)
RBL 115.7✓ 260° 49
FOT 114.0✓ 105° 50
ENI 112.3✓ 341° 69
From other airports:
21 nmi S of Hayfork
25 nmi NE of Garbervl.
43 nmi E of Rohnerville
VARIATION: 17° E



CAUTION—High terrain NE and SW of field. Winds permitting, most pilots turn base over lumber mill, make long final over river to land Rwy 13.

PARKING: Transient parking area at south end, west side. Overnight fee: \$2.00.

SERVICES: Flying AA Ranch (574-6227) CHEVRON fuel (100LL—7am to dark, call on Unicom for fuel. Closed in winter). No maintenance or other services at field. Unicom 122.8.

F/L/T: Dining room at Ranch (5 min. walk) open 7am to 9pm, April-October./ Flying AA Ranch (574-6227) located adjacent to field, resort accommodations—see below./ No taxi. Courtesy transportation in local area.

FLY-IN INFO: Flying Double-A Ranch is a fly-in guest ranch. Facilities include heated pool, badminton, horseshoes, tennis courts, ping pong, horses*, 10-speed bicycles*, trap shooting*, stocked trout pond*. Transportation provided to Ruth Lake for fishing, boating* (*extra charge) reasonable rates. Reservations recommended, especially weekends.

PHONES: Airport Office (Ranch) (707) 574-6227; Red Bluff FSS: (800) 992-7433.

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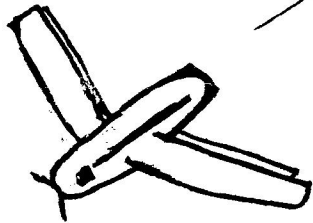
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1991 MEYERS FALL FLY IN



WHERE: REELFOOT LAKE, TENNESSEE
NW CORNER OF TENNESSEE - ST. LOUIS SECTIONAL

DATES: SEPTEMBER 5, 6, 7 & 8 THURSDAY - SUNDAY

AIRPORT: 3500' X 75' PAVED, LIGHTED WITH BEACON-100 YARDS TO AIRPARK INN.

*EFFECTIVE MARCH 16, 1991 - MARCH 15, 1991

AIRPARK INN AND RESTAURANT CHECK OUT TIME: 11:00 A.M.

Double rooms have two double beds, heat and air, color cable T.V., showers and bath, coffee, shower massage, and private balcony. Suites have two levels: upper level has two double beds; lower level has combination sofa bed, color cable T.V., shower and bath, coffee, shower massage, heat and air, and a private balcony.

	<u>DAILY RATE</u>
*Single occupancy(1 person).....	\$40.00 rate/43.10 w/tax
*Double occupancy(2 people).....	\$52.00 rate/56.03 w/tax
Suite(6 people).....	\$60.00 rate/64.65 w/tax

Reelfoot Lake State Resort Park, located in the northwest corner of Tennessee, is one of the greatest hunting and fishing preserves in the nation. The lake encompasses 25,000 acres (15,000 of which are water) and harbors almost every kind of shore and wading bird, as well as the golden and the American bald eagles.

Not surprisingly, fishing and boating are extremely popular at Reelfoot. The lake is recognized as the nation's most abundant natural fish hatchery and provides fine catches of crappie, bream, and largemouth bass, along with 53 other varieties of fish.

No visit to the park is complete without a ride on one of the Reelfoot scenic cruise boats. Tours are operated daily from May through September (weather permitting). Shorter tours are also available on Saturday and Sunday afternoons. A guide is available on each trip to answer questions and to interpret the natural and cultural wonders of the lake. There is a nominal fee for tours, and groups should make reservations in advance. An adult swimming pool and a children's wading pool are located adjacent to the inn for use by inn guests only. The inn pool is operated from May through September 15th.

Please send a \$50.00 deposit made payable to Bob Matlock, and send to Bill Gaffney by July 5, 1991. Deposit will go toward your room, solo, dual or shared.

We will have all details on fly in activities, including cocktail party, lake cruise and cook out for all registrants by July 30th.

Contact Bill Gaffney at (914) 565-8005 or Bob Matlock at (800) 733-2556 for further information.

Bill & Bob

Meyers Aircraft Owners Association

Members and Friends:

Well another year has passed and those of you that started early and arrived before the weather set in had a good time. I know I promised all that California sunshine so I'll have to explain. It was a beautiful sunshiny day when we arrived on Wednesday and it was a sunshiny and beautiful day when we left on Sunday. I am therefore not responsible for what happened in between!!

We were in fact pretty lucky because the Monday after we left it was 109 degrees and by Wednesday it was up to 112 degrees and there wasn't any air conditioning at the FLYING AA RANCH.

We did get a lot of visiting done so all wasn't lost. Zak called me from the Lovelock, Nevada Airport to report he couldn't make it over the mountains and said he had never been so far away from everything in the whole world than in that phone booth at Lovelock.

Some came early and had to leave early and some came late but all told I think we had 23 - 200's that made it in. I believe there were about 7 aircraft including one OTW that couldn't make it because of weather.

Hope to see you all at the 1992 Fly-In at Kalispell, Montana.

Vinson G. Vanderford

GENERAL MEMBERSHIP NEWS

Even though Mother Nature wasn't too co-operative, the 1991 Fly-In at Ruth, California, was a major success with over 23 airplanes managing to get in and land at the Flying AA Ranch. Five airplanes that were either in route, or planning on coming had to turn around and go back home. Taking the honors for the longest distance traveled was none other than, Ed and Debby Reese (N216M), Melbourne, Florida. A list of those attending the Fly-in is attached hereto.

Arrangements have been made for our 1992 Meyers Aircraft Owners Fly-In, which will be held in Kalispell, Montana, from June 25th through June 30th, 1992. Kalispell, which is located just south of Glacier National Park, has become one of the more interesting and exciting resort areas in the United States. We will be staying at the Outlaw Inn, which is a Best Western Motel, and the reservation manager has suggested that we make our reservations as early as possible, no later than January 15th, as Glacier Park attracts a great many European and Oriental visitors each year. As usual, we will have a room set aside for our maintenance and safety meeting as well as a banquet room for our Saturday evening banquet. The phone number for the Outlaw Inn is 406-755-6100, FAX 406-756-8994.

John Lyon (N489C), has been in contact with the FAA regarding the federal designation for the Meyers 200. A copy of John's letter and the reply from the FAA are enclosed. Many thanks for your help on this matter John.

Joe Chabal (N2962T), recently had to replace the arm rests in his airplane and was able to locate a source who seemed to have a goodly supply of same. Joe was kind enough to drop a note with the name and address of the vendor. The rests are available for \$32.00, a pair and when ordering just specify that they are for a 64-67 Chevrolet Chevelle or a 62-66 Chevrolet Belair. They can be purchased by contacting Lutty's Chevys, RD 2, Box 61, Cheswick, PA 15024, 412-265-2988.

Gary and Marty Hayes (N34327), of Phoenix, Arizona, are the proud owners of one of the most beautiful OTWs in the country! Earlier this year they entered their plane in the EAA Copperstate Fly-In, at Prescott, Arizona and out of a field of over 430 airplanes, they walked away with not only the Best Antique Award, but also the GRAND CHAMPION AWARD!! Gary and Marty spent three years restoring this bird and must be very proud, and justifiably so.

Dick Martin (N34311 & N485C), of Green Bay, Wisconsin, has a small supply of landing gear tubing for an OTW. Dick has just completed a complete restoration of his OTW and if an OTW owner is in need of landing gear strut tubing, they can contact Dick at 414-432-4845, between the hours of 8:00 and 3:30 CST.

Forbes Houghan (N5510M), of Northport, Michigan, has been seen boring holes around northern Michigan and is getting all the kinks and bugs worked out of his 200, which he recently purchased. Forbes, a former 200 owner, said he just felt lost not having a 200 to fawn over, so he went out and bought 5510M. He recently took his 200 over to Tecumseh, where he is having Keith Diver give it an extensive annual, or as Forbes puts it, "Have Keith put the "Tecumseh Touch", on it.

Jim Baker (N200HS), Goodland, Kansas, recently made the transition from a Bellanca to a Meyers 200D. Jim bought Hank Spengler's 200 which Hank reluctantly agreed to sell. Seems that Hank is now living in Great Britain and only gets back to the United States for two to three weeks each year. Hope to see Jim at our next Fly-In at Kalispell, but it seems that he and Larry Brandenburg (N2971T), are both members of the Flying Dentist Association and their annual Fly-In always seems to come at the same time as the Meyer's Fly-In.

John Lyon (N489C) is confident that the restoration of his beloved 200 will be completed in time for the 1992 Fly-In. Among the many things he has replaced in his airplane, is all of the seat belts. He advises that the Beltmaster Corporation can now furnish shoulder harness belts on a re-wind reel. The Beltmaster Corporation can be reached at 503-488-1555.

Fletcher Newland (N2975T), recently needed to purchase a propeller and came up with, what appears to be, an exceptionally good deal. He purchased a "Nearly New" first run prop rebuilt and zero timed for \$3,000.00. This prop was for his 200D which has an IO 520A engine. He purchased the prop from: Aviation Industries, Inc., 8709 Cardinal Lane, Fort Worth, TX, 76180, Clint Brooks, phone number-817-498-1415.

Bill and Nancy Nagle (N260M), had a Fly-In at their home, which is located at Newman Field just north of Kalamazoo, Michigan. Among the attendees was Keith and Joan Diver (N495C), and Jack Mihelich (N2921T). They tell me approximately 300 people were at the Fly-In. It seems Bill and Nancy had a seemingly endless supply of food and also had two bands to provide appropriate music on a non-stop basis. They wanted to make sure if your weren't eating, you were dancing, and vice versa.

Bob Matlock (N26473), did a great job of putting together a Meyers Regional Fly-In at Reelfoot Lake, Tennessee. There were 19 plane owners who were planning on attending and had reservations. Mother Nature played her nasty little trick again and only 8 planes managed to get in. A list of those attending this Fly-In is attached. One of the activities while at Reelfoot, was a barbecue at Howard Brandon's Plantation, in Murray, Kentucky. Howard and his wife gave special meaning to the expression "Souther Hospitality". The Meyers group that attended were the featured guests of the more than 200 people who attended the Brandon's Barbecue. As a small expression of our appreciation, Bill Nagel (N260M), decided that an appropriate gesture would be a fly-by over the Brandon plantation. After departing the Murray airport, the 200Ds formed up single file with, with Bill Nagle on point and Col. Bud Young bringing up the rear. Suffice to say, Howard and his

friends will long remember this particular fly-by, as I think Bill Nagle had to remove some leaves from his wheel well upon landing at Reelfoot Lake. Charles Mitchell (N2991T), had so much fun during the fly-by, he wanted to go back the next day and do it again!

Bob Matlock has put together another Meyers Regional Fly-In, to be held on October 15th through October 18th, 1992, at Rough River, Kentucky. It is important to note that since the Rough River Resort Park is one of the most popular resort areas in Kentucky, it is necessary that those who plan on attending, or might attend, make their reservations no later than February 15, 1992. Reservations can be made by calling toll free, 1-800-325-1713. This number can be called 24 hours a day, seven days a week. Reservations can be canceled within 30 days of the reservation date, with a full refund of your deposit. Like Reelfoot, the air strip at Rough River is located a very short distance from the restaurant and motel. Further details will be coming out shortly and should you have any questions, feel free to call Bob Matlock at 1-800-733-2556. Bob has promised to bring his OTW to Rough River and will be happy to give a ride to anyone who has the courage to fly with him.

Last, but not least, a reputable and quality source for hard chrome plating for struts and other aircraft parts, is Musick Plating. To contact the company write, Musick Plating Inc., P. O. Box 2238, St. Louis, Missouri 63032, or telephone 314-621-3110.

Respectfully submitted,

Wm. E. Gaffney
914-565-8005

REELFOOT ATTENDEES

ED & DEBBIE REESE
2524 BOYD AVENUE
MELBOURNE, FL 32935
(N216M)

RAY & CARRIE BETZOLDT
8542 CLINTON-MACON RD
CLINTON, MI 49236

BILL & NANCY NAGLE
165 NORTH 2ND STREET
KALAMAZOO, MI 49009
(N260M)

COL. & MRS. BUD YOUNG
104 WESTERFIELD DRIVE
CLOVIS, NEW MEXICO 88101
(N111JR)

JACK & ESTHER MIHELICH
31933 RED ARROW HIGHWAY
PAW PAW, MI 49079
(N2921T)

DICK MARTIN
1221 E MASON STREET
GREEN BAY, WI 54301
(N34380)

WALTER E BEST
8111 BAYBERRY COURT
INDIANAPOLIS, IN 46250
(N2956T)

CHARLES MITCHELL
409 N BECKWITH STREET
MALDEN, MO 63863
(N2991T)

BILL GAFFNEY
26 ROUTE 17K
NEWBURGH, NY 12550
(N2996T)

MARK ARDIZZONE
RT 1, ROCK HILL RD
MC KINNEY, TX 75050
(N237M)

BOB & CAROL MATLOCK
6404 COVENTRY COURT
PROSPECT, KY 40059
(N26473)

DON MAREK
72 W. HIDDEN VALLEY
DENTON, TX 76205
(N237M)

1991 MEYERS FLY-IN
RUTH, CALIFORNIA

N229RS	Bob Stickle, Pete Schank	Florida
N3439Z	David, Karen & Brian Palmer	
	Deanna Bertolucci	California
N2908T	Hal Lauber, Al Gutsche	California
N2989T	Steve Bauman & Sondra	California
N2996T	Bill Gaffney, David Barrow	New York
N97M	Marv Rogge	Nevada
N239M	Vince Vanderford	California
N2961T	Bill, Patti, Karen & Christopher Haley	California
N2993T	Jim Light	California
N2905T	Henry & Libby Hastings	Maryland
N216M	Ed & Debby Reese	Florida *
N2975T	Fletcher & Melody Newland	Washington
N485C	Jay Martin	California
N7MV	Bob & Lovey Clark	California
N2980T	John, Melinda & Carl Lyon	California
N2956T	Walter & Richard Best	Indiana
N34387	George & Sarah Brechtbill	California
N2981T	Terry & Donna Cheney	California
N2919T	Bill Perry, Dawn Perry Loehr	California
N3JU	Jim Ergo & Family	California *
N2910T	Gary Borman & Trish	California *
N480S	David & Kathy Schiff	California *

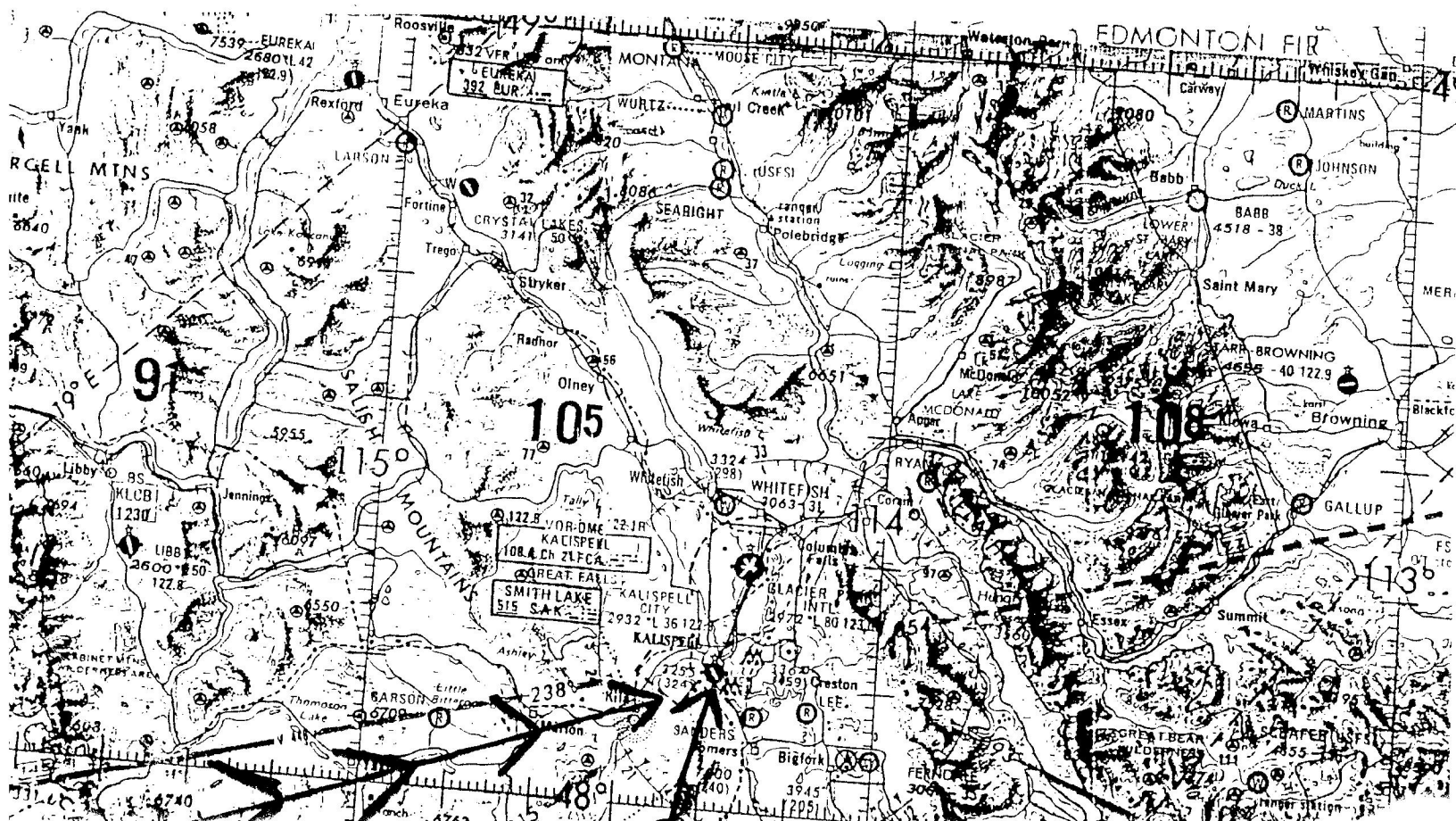
Other Aircraft:

N234TC (Cessna 310)
Bob Micelli
California

Vehicles:

N111JR Bud Young, Alice Travis
N2914T Darrell & Vivian Starr
N777VR Richard & Marilyn Morgan
New Mexico
Minnesota *
California

*New owners



1991 MAINTENANCE MEETING NOTES

- 1) Check connection at end of throttle connection and make sure washer is in place at rod end connection, per service bulletin.
- 2) Complete exhaust systems are now available. The cost is \$425.00, per side. The units are better than we are presently using, in that the end plates are now .060 material. Kniesly Welding, Loomis, CA.
- 3) Chevron seals should be used on both the gear selector and flap valves. (\$3.25)
- 4) Teflon pressure relief valve balls are now available from Dave Palmer at \$1.50 each.
- 5) Door lock pins are available from Dave Palmer.
- 6) Fletcher Newland discussed new bushing material that he is using in his gear. The material is a combination of Aluminum, Nickel and Bronze.
- 7) Double check bolt on top of nose gear. This bolt should be checked regularly to determine that it is tight. If this bolt were to loosen up and back out, the nose gear cylinder could fall out.
- 8) Fuel selector valve micro switches are available from Electric Switches, Inc. 2478 Fletcher Street, Los Angeles, CA 90039, Part number 111SM11-T, Minimum Order - 8.
- 9) VDO-30 OHMS US-80 Fuel Gauge. Sender will work in 200 fuel tank.
- 10) John Lyon ordered new seat belts for his 200 and was able to get retractable reels for his shoulder harness from Beltmaster, complete with required paperwork.
- 11) Seal for engine driven hydraulic pump, manufactured by Chicago Rawhide.
- 12) Hydraulic hand pump has O rings at both ends. Remove boot from around hand and shine light down towards pump and observe while pumping, to see if pump is leaking.
- 13) Elevator trim control - if knob is difficult to turn after lubricating the entire mechanism, check the control bore mechanism behind the knob (behind instrument panel - check entire mechanism and lubricate entire mechanism).
- 14) Use two pieces of 1 1/2" PVC to push brass, plastic wiper, etc. using scissor type Jack to push up into cylinder. Then install special snap ring.
- 15) Door: Marine Tex - will fill aluminum - fill holes in hinges, then after re-installing door, line bore the hinges - do not line bore the hinges off the airplane.
- 16) Walker Air-Oil Separator - Steve Bauman has obtained an approved 337 for his installation. Use a Bonanza Kit, top cap needs slight modification.
- 17) Vince Vanderford, John Lyon, and Dr. Richard Morgan, will be meeting with an Aeronautical Engineering firm within the next 30 days, in an effort to secure FAA approval on a gross weight increase for the 200.
- 18) Vince Vanderford has a supply of fiberglass radio speaker housings. If your old plastic one is cracked and tired, call Vince at 916-673-2274. \$49.00 each. Also available is an interior cover for the upper door lock adjustment.

The Meyers Aircraft Owners Association is an informal group of owners of airplanes designed by Al Meyers who meet occasionally for fellowship and the exchange of ideas. This newsletter sometimes includes reports of those ideas, which are not reviewed or approved by the FAA or any other person, and are presented solely for the interest of owners of Meyers airplanes. Any person utilizing any of this material does so solely on his or her own responsibility and risk.

MEYERS AIRCRAFT OWNERS ASSOCIATION

PRESIDENT
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 Yuba City, CA 95991

SECRETARY
 William E. Gaffney
 26 Route 17K
 Newburgh, NY 12550

PLEASE RESPOND TO:
 John D. Lyon
 1130 Linda Flora Dr.
 Los Angeles, CA 90049
 (213) 472-3773

September 27, 1991

Mr. William H. Pollard
 Associate Administrator for Air Traffic Control
 Federal Aviation Administration, AAT-1, Room 1033-G
 800 Independence Avenue
 Washington, D.C. 20591

Re: Flight Plan Type Designator, Meyers 200

Dear Mr. Pollard:

This letter is written on behalf of the members of the Meyers Aircraft Owners Association to request that the filed flight plan designator for the Meyers 200 be changed back to "MY20," instead of the "AC20" to which it seems to have been changed recently.

The Meyers Aircraft Owners Association consists of the owners of the Meyers 200 airplane (as well as other airplane models manufactured by Meyers). The Meyers 200 is a high-performance single-engine retractable, Type Certificate 3A18, which was made from 1959 to 1967. During the last part of this period the airplane was made by the Aero Commander division of the former Rockwell-Standard Corporation, and was briefly marketed as an "Aero Commander 200." However, after production was suspended, it became universal to refer to the airplane only as a "Meyers 200," whether made by Meyers or Commander, and it is today exclusively known as a Meyers 200.

Prior to 1981, the FAA had assigned the filed flight plan designator "AC20" to the Meyers 200. In 1981, the Meyers Aircraft Owners Association requested that the designator be changed to "ME20" because of numerous incidents of confusion and potential safety problems caused by the "AC20" designator. These problems included being pointed out as a "Commander Twin" in ATC traffic advisories, being given ATC vectors and clearances which were premised on the controller's assumption that the airplane was, and had the performance capabilities of, a twin or turbo Commander, and numerous other problems which were detailed in our 1981 communication to FAA.

Mr. William H. Pollard
 September 27, 1991
 Page 2

After researching the matter, FAA concluded that there were valid safety and communication reasons to change the designator away from the confusing and potentially dangerous "AC20." Since "ME20" was not available, the new assigned designator was "MY20."

The designator "MY20" was put in place with the February 1982 Contractions Handbook, and our members reported that it worked out very well.

For reasons unknown to us, at some recent time, the designator appears to have been changed back to "AC20." FAA's computers will no longer accept "MY20" but will accept "AC20," and "MY20" cannot be found by controllers when given orally in ATC communications. Members of the Meyers Aircraft Owners Association are beginning to experience the same kinds of confusions and potential dangers that existed prior to 1981.

Therefore, this letter requests that the filed flight plan designator be returned to "MY20" and that the designator "AC20" be discontinued.

We would appreciate your forwarding this request to the appropriate persons in your organization. Thank you for your attention and courtesy.

Very truly yours,

John D. Lyon
 John D. Lyon
 Counsel

JDL:arc

cc: Mr. Douglas Macnair
 AOPA
 421 Aviation Way
 Frederick, MD 21701

Vince Vanderford
 William E. Gaffney

JOHN D. LYON
 ATTORNEY AT LAW
 8700 SUNSET BOULEVARD, SUITE 618
 LOS ANGELES, CALIFORNIA 90069
 TELEPHONE (213) 872-1701

November 18, 1991

Vince Vanderford
 5852 Bogue Road
 Yuba City, CA 95991

William E. Gaffney
 26 Route 17K
 Newburgh, NY 12550

Meyers 200 Designator "MY20"

Dear Vince and Bill:

I am happy to report that the Meyers Owners Association's request to FAA to restore our official designator "MY20" was successful, as shown by the enclosed letter from Harold W. Becker of FAA.

As the letter indicates, the new Contractions Manual will not be out until June '92, but DUAT and other such things should start accepting "MY20" soon.

Bill, this might be a good subject for the newsletter as I am sure others have run into the same kind of confusion as I did.

Very truly yours,

John D. Lyon
 John D. Lyon

JDL:arc



U.S. Department of Transportation

Federal Aviation Administration

John D. Lyon
 1130 Linda Flora Dr.
 Los Angeles, Ca. 90040

Dear Mr. Lyon:

In response to your request on behalf of the membership of the Meyers Aircraft Owners Association, we are pleased to inform you that we will reinstate the Meyers 200 designator "MY20" in the next appropriate change to FAA Order 7340.2L Contractions Manual.

The aircraft type designator for the Meyers 200 aircraft was, as you stated, deleted in 1989. This was done in an effort to expand the computer storage capacity in the Air Route Traffic Control Centers (ARTCC). This deletion along with others has been found to be a disadvantage with the onset of the Direct User Access Terminal System (DUATS).

Therefore, we will be reinstating the Meyers designator in the next appropriate change to the Contractions Manual, along with several others currently under review. Also, as a more broad based solution, the International Civil Aviation Organization (ICAO) Document 8643, Aircraft Type Designators, which includes the Meyers and most or all of the other designators used world-wide, will be used as the base document for all designators within FAA documents. A new basic Contractions Manual is scheduled for issuance in June of 1992, and will reflect this change.

Sincerely,

Harold W. Becker

Harold W. Becker
 Manager, Airspace Rules and
 Aeronautical Information Division

800 Independence Ave., S.W.
 Washington, D.C. 20591

OCT 30 1991

WESTERN UNION TELEGRAM

W. P. MARSHALL, President

1201 (4-00)

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

SYMBOLS

DL = Day Letter
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WU8 PR PEA022 COLLECT PENDLETON ORG 1115A PDT JUNE 29 1964z
 A H MEYERS= MEYERS AIRCRAFT CO TECUMSEH MICH=
 MEYERS 200 WINS FIRST AND SECOND POSITION AT PENDLETON
 100 NATIONAL STOCK AIRCRAFT RACES JUNE 28 1964. FIRST
 PLACE W C BRODBECK - MEYERS 200B - SECOND PLACE KEN
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 J F LEFEVRE=
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