

Meyers Aircraft Owners Association

January 1992

PRESIDENT

Vinson Vanderford
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(916) 673-2724

NOTICE

1992 MEYERS FLY-IN DATE CHANGE:

VICE PRESIDENT

Marvin Rogge
2809 King Way
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(702) 876-4614

Please mark your calendars to reflect a date correction for the 1992 Meyers Fly-In at Kalispell, Montana. The correct dates are TUESDAY, JUNE 23, through SUNDAY, JUNE 28 1992. Please make your reservations now at the Best Western Outlaw Inn, in Kalispell at 406-755-6100.

TREASURER

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

Wm. E. Gaffney
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(914) 565-8005

GENERAL MEMBERSHIP NEWS

A belated thank you is in order to Col. Bud Young (N111JR) and Alice for being our "Welcoming Committee" upon our arrival at the Ruth Fly-In last year. Bud and Alice were there on the ramp to greet each and every one of us with a warm, sincere welcome and a cold beverage. It was Bud who also provided the small American Flags taped proudly to the door of each motel room occupied by a Meyers owner, just as he did during the Fly-In at Land O'Lakes, Wisconsin, in 1990 (as well as the Flags taped to the prop of each Meyers), and at the Reelfoot, Tennessee, Fly-In. Bud, it looks as though you have started a tradition and we want to express our thanks to you for your thoughtfulness. It is truly appreciated.

The December 1991 issue of AOPA Pilot Magazine, carries a wonderful article on the Meyers 200 and features Kevin Klein (N31CC) of Sedona, Arizona. The photos were taken against the beautiful backdrop of the Sedona red rock formations. It is well worth reading the article. Incidentally, Kevin is now the owner of Viviano's Restaurant in Camp Verde, Arizona.

Those who are planning on attending the October Fly-In at Rough River, Kentucky, should be making their reservations as soon as possible, as Bob Matlock advises that the latest these reservations can be made is March 15, 1992. Reservations can be made by calling toll free 1-800-325-1713 and note that this is a 24 hour a day, 7 day a week reservation number. Reservations can be canceled up to 30 days prior to the reservation date with a full refund. Should you have any questions regarding the Fly-In, etc., please contact Bob Matlock at 1-800-733-2556.

Many thanks to those who have kept the postage fund going.

Respectfully submitted,

WILLIAM E. GAFFNEY
(914) 565-8005
KAREN A. PALMER
(707) 938-2181

Meyers 200 AIRCRAFT OWNERS ASSOCIATION

May 1992

1992 Meyers Fly-In (June 23 through June 28)
Kalispell, Montana

Reminder: If you have not yet done so, please make your reservations now at the Best Western Outlaw Inn in Kalispell at (406) 755-6100. Mike Beeker, Manager of the Kalispell City Airport suggests landing on Runway 31 if at all possible. Two FBO's on the Field, Eagle Aviation and Strand Aviation, both offer fuel, etc. Both FBO's are also offering a discount on fuel for all Meyers owners and they both recommend that each owner bring his own tie-down ropes.

Vince Vanderford (N239M), John Lyon (N489C), and Dr. Richard Morgan (N777VR), will give an update on the gross weight increase status at the maintenance meeting on Friday, June 26.

Marv Rogge (N97M) and John Lyon (N489C) will perform an aircraft paperwork and survival kit inspection on each airplane. This will be done only on those airplanes whose owners express an interest in participating. It's a great way to find out if you are in fact totally legal, and also to find out how well-prepared you are for the unforeseen.

With regards to the Thursday (June 25) Glacier Park tour, bus transportation from the Outlaw Inn in Kalispell to Lake McDonald at Glacier National Park will be provided by Rocky Mountain Transportation. Each bus can carry up to 47 passengers and the trip takes approximately 45 minutes. From Lake McDonald to Logan Pass and back to Lake McDonald will be on special bus units provided by Glacier Park, Inc. The trip will take approximately 2 hours. Upon returning to Lake McDonald, we will reboard the Rocky Mountain Transportation bus for the return trip back to the Outlaw Inn, arriving at approximately 1:30 p.m.

CDR. Bill Perry, U.S.N. (Ret.), (N2919T) will be Master of Ceremonies at our Saturday (June 27) banquet. And don't forget our Saturday night auction, featuring our World Renowned Auctioneer, "Magnificent Marv Rogge". If you have an item that you feel might be of interest for the auction, bring it along.

GENERAL MEMBERSHIP NEWS

Congratulations to Alice Young upon receiving her Private Pilot Certificate in a Cessna 150 on April 17, 1992. Alice then went on to obtain a rating for High Performance Aircraft. Needless to say, there was some real solid support and coaching from her husband, Col. Bud Young (N111JR). Bud and Alice will be attending the '92 Fly-In; Alice has already

worked out the route for flying out "her" Piper Arrow.

Ed and Debbie Reese (N216M) are having a new engine put in their beautiful 200D and the bird will be ready in time for the Kalispell Fly-In. Ed still talks about the flyby, led by Bill Nagle (N260M) over the Brandon Farm in Murray, Kentucky, in September 1991. A regional Fly-In was held at Reelfoot, Tennessee, sponsored by Bob Matlock (N26473). All of the Meyers owners attending that Fly-In were invited by the Brandons to attend their annual barbecue, and after leaving the Brandon Farm, Bill Nagle led the 200's back over the Brandon Farm for a flyby salute, which will long be remembered by those on the ground as well as by those who were flying the 200's.

**Beware—Pilots west of the
Mississippi—Alice has her
Private Ticket!!!
Now working on heavy iron
rating.
O1 Fighter Pilot
(From May issue of *Pacific Flyer*)**

Kevin Klein (N31CC) doubts that he will be attending the '92 Fly-In due to the fact that he recently opened a new restaurant in Camp Verde, Arizona, and is devoting all of his time and energy to his business.

Henry and Elizabeth Hastings (N2905T) will be at Kalispell, rain or shine. The Hastings are having a Fly-In at their home on May 31, 1992, in Hebron, Maryland. Their strip is shown on the Washington Sectional, approximately 8 miles N.W. of the Salisbury VOR, and is shown as "Spring Hill (PVT)".

John Lyon (N489C) advises that his 200 will not be completed in time for the Fly-In, but that he and Melinda will be attending.

Tom Wathen (N485C) keeps trying to attend a Meyers Fly-In, but seems to end up in London or Rome or wherever when our Fly-In takes place. Being President and Chairman of the Board of the Pinkerton Corporation has its drawbacks, and that is, he can't always do what he wants to do. To make matters worse, his Board of Directors mandated that he have a rated pilot along as copilot when he flies his 200D.

Don Petty (N5509M) hopes to bring his Turbocharged 200D to Kalispell provided the friendly and ever helpful friends at Arizona GADO approve his paperwork, etc. Good luck, Don, and hope to see you at Kalispell.

Dr. Forbes Houghan (N5510M) recently had an electric aileron trim tab installed on his 200 and expects to complete a flight test with the FAA sometime in mid May. He will be attending the '92 Fly-In and hopefully will share with the group his experience with the FAA.

Dick Martin (N34380) advises that he has done "a few things" to his 200 that "should help it run a little better".

Carlos Gomez-Baldo (YV-765P) and his 200D were featured in the center section of

Aviacion General, an aviation publication that is distributed throughout South America. His 200 is powered by a Turbocharged 285 with a 3-blade McCauley prop. Carlos had planned on bringing his 200 to our 1990 Fly-In at Land o' Lakes, Wisconsin, but severe weather precluded his making the trip. Hopefully, he will be able to make the 1993 Fly-In.

Lance Neibauer will be bringing his Lancair IV to Kalispell. Lance recently moved his manufacturing facility from California to Oregon. Ray Betzoldt, the test pilot and production manager for the Meyers 200, is extremely proud of his nephew Lance and all that he has accomplished with his series of Lancair airplanes. And we look forward to seeing Ray and Carrie Betzoldt who will be driving to the Fly-In.

Bob Matlock (N26473) will be at Kalispell minus his OTW, but will be bringing it to the October Fly-In at Rough River, Kentucky. Bob has been ram-rodding the Rough River get-together and says the response has been excellent with over 20 confirmed reservations with paid deposits. Bob has set up a full schedule of activities for those who attend the Fly-In, similar to the schedule at the Reelfoot Lake Fly-In. If anyone has any questions regarding the Rough River, Kentucky, Fly-In, call Bob Matlock at 1-800-733-2556 from 9:00 a.m. to 4:30 p.m. C.S.T.

See you at Kalispell!

Respectfully submitted,

WILLIAM E. GAFFNEY
(914) 565-8005
KAREN A. PALMER
(707) 938-2181

MEYERS AIRCRAFT OWNERS ASSOCIATION

1992 Fly-In Kalispell, Montana

- JUNE 23 (Tuesday)** **Arrival Day with Bud Young, our official greeter and Flag bearer**
Open: Lunch
Open: Cocktails on your own
Open: Dinner on your own
- JUNE 24 (Wednesday)** **Arrivals and check in with Bill Gaffney**
Open: Lunch
Open: Cocktails on your own
Open: Dinner on your own
- JUNE 25 (Thursday)** **0900: Bus tour to Glacier National Park**
Open: Lunch
Open: Tire kicking; war stories
Open: Cocktails on your own
Open: Dinner on your own
- JUNE 26 (Friday)** **0900: Maintenance Meeting at Outlaw Inn**
Bring list of suggestions, good and bad; coffee and pastries (name of room to be announced)
1200: Lunch
1330: Aircraft inspection and upgrades at airport
1800: Attitude Adjustment Period - Hosted
1900: Dinner on your own
- JUNE 27 (Saturday)** **0900: Flight Performance Exercise**
1200: Lunch
1800: Attitude Adjustment Period - Hosted
1930: Banquet and auction
- JUNE 28 (Sunday)** **Departure Day**

P.S. Bring items for Saturday night auction!

MEYERS 200 AIRCRAFT OWNERS ASSOCIATION

July 1992

1992 MEYERS FLY-IN KALISPELL, MONTANA

To all of you Meyers owners who made the trip to Kalispell, Montana, and to those who unfortunately did not make it, we had a great time.

The tour into the Glacier National Park was great. The scenery was terrific. Just the 1937 White Bus ride was worth the trip.

We had to my count 19, 200's that made it to Kalispell, but quite a few came in commercial air so we did have a good turn out of owners.

Fletch Newland's Meyers was without an engine so he flew his Champ over from Kent, Washington (about 6 1/2 hours). The weather was rather warm with interesting thunder showers in the late evenings.

We had a great picnic on Flathead Lake Friday evening, courtesy of Marv Rogge's brother and the good planning of John Lyon's food committee.

We had a proficiency flight on Saturday morning. It was quite interesting since everybody set up their Lorans for the two legs but soon after take off all Lorans went south so it was contact navigation or you're lost with nothing to see but trees.

Anyway, for those who were there, we had a lot of conversation, libation, and fun. So for you who were not there, try to make it next year or at least make Kentucky in October.

VINCE

Clear skies and extremely warm temps helped make our 18th annual Fly-In a huge success with 20 Meyers aircraft in attendance. A list of those attending the Fly-In is attached. A flight of ten Meyers aircraft (Vanderford, Cheney, Morgan, Lauber, Clark, Perry, Gaffney, Lyon, Rogge and Urgo) arrived in formations of three early Wednesday morning after having rendezvoused at Jackpot, Nevada, the night before. Arrivals continued throughout the day and each pilot and copilot were welcomed with a cold beer or soda compliments of Bud and Alice Young (N111JR) who had arrived in Kalispell the previous Sunday and had checked out all the local spots and antique shops. Early Thursday morning, approximately 34 people boarded the Rocky Mountain Transportation bus for the Glacier Park tour. The ride from Lake McDonald along the Going-to-the-Sun Road was truly spectacular; the open-roofed park buses stopped briefly at 6,680 ft. Logan Pass at the Continental Divide

before making the return trip to Lake McDonald. Along the way were deer, elk, mountain goats, glacial ice and waterfalls with names like Birdwoman Falls and Haystack Falls. That evening, with the help of Marv Rogge (N97M) and his brother Ray and his wife Meredith, who live in nearby Somers, an impromptu picnic was put together and a 7-car caravan making two trips transported everyone out to Rognlie's Island on Flathead Lake. The water was inviting, the picnic tables were filled with food and drinks, and the view was lovely. Friday morning's maintenance meeting was well-attended with lots of information and handouts exchanged. (The ladies chose this particular time for a shopping tour of Kalispell.) Our Saturday evening banquet was held in the Remington room of the Outlaw Inn and as we were being seated, an electrical storm briefly darkened the room and sent service people scurrying for candles. The lights were back on in minutes and our Master of Ceremonies, Bill Perry (N2919T), made introductions and began presenting awards to Marv Rogge for his informative safety, survival, and insurance seminars, and for his years of dedicated service as master auctioneer, to Ed Reese (N216M) for flying his Meyers the longest distance, and to Alice Young a framed enlargement of the ad mentioned in the last newsletter. Several people donated items to be auctioned off by Marv Rogge after dinner and everyone had a good time. The results of Saturday morning's Proficiency Exercise are as follows:

#8	N2981T	Terry Cheney	57:05	(121.85 kts.)
#7	N34387	George Brechtbill	52:35	(132.36 kts.)
#6	N777VR	Richard Morgan	50:00	(139.20 kts.)
#5	N239M	Vince Vanderford	49:51	(139.62 kts.)
#4	N27MV	Bob Clark	49:50	(139.67 kts.)
#3	N2910T	Bob Borrman	49:32	(140.51 kts.)
#2	N97M	Marv Rogge	48:30	(143.51 kts.)
#1	N2919T	Bill Perry	47:50	(145.50 kts.)

Thanks to all who helped out and contributed to the success of the Fly-In. Special thanks to Michael D. Ferguson, Administrator of the Montana State Aeronautics Division for his phone calls, letters, and mailings. Special thanks also to the following: To Bud and Alice Young (N111JR) for the ice cold drinks and snacks made available to us, for the decorated "FOLLOW MEYERS" vehicle and for tirelessly shuttling people around town; to Keith Diver (N495C) who gave up much of his vacation time to work on various Meyers in need; to all the Rogges for their help in arranging our island picnic; to all who helped make food lists for the picnic and to Bob Matlock (N26473) and John Lyon (N2980T) who spent the better part of the afternoon grocery shopping; to Bill Gaffney (N2996T) for providing white hats and red embroidered lettering with the words "Meyers 1992 Fly In, Kalispell, MT" to all who attended; to George Flynt (N2904T) for paying for our Saturday evening hospitality room; and to Keith and Joan Diver (N495C), Henry and Libby Hastings (N2905T), George and Sarah Brechtbill (N34387), Bob Matlock (N26473), and Ray, Meredith and Marv Rogge (N97M) for also shuttling members back and forth between the motel and airport and all around Kalispell. One final note: On Saturday, two reporters from the Daily Inter Lake interviewed David Palmer (N34392) and Marv Rogge (N97M) regarding the Fly-In and the history of the Meyers aircraft. The enclosed copy of the article appeared on

Monday, June 29. Thanks to Marv Rogge for the copy. Says Marv "she [the reporter] took six pictures of my handsome body and face and only one of the tail of my airplane--I guess that says it all!"

GENERAL MEMBERSHIP NEWS

Thank you to Dan Vlachos (N2966T) and Cosmo Amenta for their contributions to the postage fund.

Rain interfered somewhat with the May 31st Fly-In at the home of Henry and Libby Hastings (N2905T) in Hebron, Maryland. Henry and Libby opened up their two hangars to about 50 people and when the weather cleared in the afternoon, about nine local planes were able to fly in and enjoy the wonderful food that had been prepared.

Gid Miller of Top Flite Management, Inc., Florida, advises that he has a Powertow (Model #35) with a Meyers adapter available, very low time, fresh tune-up and in running condition. He will sell for half-price, \$250.00 with UPS shipping to U. S. address. Also available are six (6) Meyers 200D Owners Manuals to be sold at \$15.00 each. If you are interested, please contact him at Top Flite Management, Inc., P. O. Box 7349, Sarasota, Florida 34278; phone (813) 378-1932.

Ed Reese (N216M) arrived in Kalispell with a broken right exhaust stack. He was immediately given room in a hangar and repairs were quickly made.

Members Bill and Marian Cook (N2979T) who live in Belgrade, Montana, have a cabin on Flathead Lake and often fly in to Kalispell. Incidentally, Marian is also a pilot and certified to fly their Meyers.

A reminder to get your reservations in if you will be attending the Rough River, Kentucky, Fly-In on October 15-18. If you need additional information or have questions, please call Bob Matlock (N26473) at 1-800-733-2556 from 9:00 a.m. to 4:30 p.m. C.S.T.

Many of you who attended the Fly-In saw the Meyers decals that Vince Vanderford (N239M) had on the sides of his Meyers. These decals are available from Aerographics, 106 S. Front, Sterling, Colorado, 80751, (303) 522-8100 or 1-800-336-9633; size is 1" x 7.75"; order #C1139A ; call for prices and available colors.

Respectfully submitted,

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1992 MEYERS FLY-IN
KALISPELL, MONTANA

Meyers Aircraft:

N2979T	Bill & Marian Cook	Montana
N34392	David, Karen & Brian Palmer	California
N34387	George & Sarah Brechtbill	California
N216M	Ed Reese, Bob Matlock	Florida/ Kentucky
N239M	Vince Vanderford & Peggy Harden	California
N2981T	Terry & Donna Cheney	California
N777VR	Richard & Marilyn Morgan	California
N2908T	Hal Lauber, Al Gutsche	California
N27MV	Bob & Lovey Clark	California
N2919T	Bill & Mercedes Perry	California
N2996T	Bill Gaffney, Bob Tyndall	New York
N2980T	John Lyon	California
N97M	Marv Rogge	Nevada
N3JU	Jim Urgo	California
N5S	Joe & Joan Chabel	Pennsylvania
N2904T	George Flynt, Sam Sims	Mississippi
N2910T	Bob, Gary & Trish Borrmann	California
N2956T	Walter Best	Indiana
N2993T	Jim Light	California
N5510M	Forbes & Marlene Houghan	Michigan

Other Aircraft:

NC84273	Fletcher Newland	Washington
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Commercial Airlines:

N2905T	Henry & Libby Hastings	Maryland
N495C	Keith & Joan Diver	Michigan
N2988T	Gid Miller	Florida
N5509M	Don Petty	Arizona

Vehicles:

N111JR	Bud & Alice Young	New Mexico
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MEYERS 200 OWNERS INFORMATION

1. Nose gear collar (top bolt) - Check at annual inspection. Make sure its tight.
2. Oil cooler dampner arm - Check every 25 hours.
3. Air box blow in door hinge & brackets - Check every 25 hours. *Can modify with hardware cloth shield around blow-in door*
4. Gear down switch (starter button lock out) - Check at annual inspection.
5. Main gear scissor bolts should face inboard - Check before flight.
6. Hydraulic lines aft of firewall - Check at annual inspection or if fluid is present under belly.
7. Gear bushings - (oil light bronze) Check at annual inspection or if shimmy occurs.
8. Gear bail cable - 60# - Check at annual inspection.
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 hours total time a crack was found) Check at annual inspection or sooner if your aircraft is close to 2500 hours total time.
13. Information only - gas from vinyl has been known to cause crazing on plexiglas (windows).
14. Mufflers - Check for cracks mostly at the rear - Check at annual inspection.
15. Landing lights - Check for loose or broken bolts & nut plates. Check at annual inspection.
16. Landing gear over center lock pressure - Check at annual inspection. (50# + or - 5).
17. Trim screw jack - lube at annual inspection (aft fuselage).
18. Main gear strut right - 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 and door frame, otherwise it won't work.
21. Nose wheel centering cables - Check to see that they are not broken - Check before each flight (preflight).
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 and safety wired - Check at annual inspection.
25. Air box & filter - Check box for cracks at corners and at upright area - Check at annual inspection.
26. Rudder - Check for cracks at rear spar at hinge attach points mainly at top hinge - Check before next flight and at annual inspection. *USE LPF SPRAY LUBRICANT*
27. Change all main fuel lines (suction) every 5 or 6 years with Aero Quip or teflon lines.
28. If hydraulic pressure drops below normal, check plastic ball at forward end of spool valve, change if it has a groove worn in it.



YOUNGSTERS FIND RELIEF from Saturday's heat in the shade of Marvin Rogge's Meyers 200-D. The trio, from left, Jocelyn, Halkyon and Felicia Bjornstad, are Rogge's great-nieces and had just completed a ride in the rare, hand-built plane. Twenty of the Meyers 200-class planes gathered at the Kalispell City Airport over the weekend for the Meyers Aircraft Owners Association annual meeting. (Inter Lake photo by Karen Nichols)

Hand-built airplanes gather in Kalispell

Earn your living inspecting the scattered wreckage of airplane crashes, and you'll be choosy about which airplane you'll fly.

Marvin Rogge, a Las Vegas-based insurance inspector, made an unusual pick: a rare plane built by a long-defunct Detroit company.

And while Rogge may be one of the few pilots flying Meyer 200-class airplanes, he wasn't alone on Saturday. Last week, members of the Meyers

Aircraft Owners Association flew to Kalispell from all over the United States in about 20 Meyers planes. That's nearly one-third of 68 such airplanes that still fly.

Although Rogge has seen his share of crashes, he loves to fly aerobatics. His favorite flight is his blue-and-white, four-seat craft was taking his granddaughter on her first loop.

Meyers were built by hand in a small Michigan factory. In the late

1960s, they were driven out of the market by cheaper, mass-produced planes. But Rogge still swears the planes are among the strongest ever built.

"You can't buy a new plane that will do what these will do," agrees Dave Palmer, of Sonoma, Calif. "These planes were built strictly for speed."

The six-cylinder, 285-horsepower engine sends the plane along at 200 mph. With a 1,100-mile range, Palmer

can fly back to California in four hours with no stops.

Many of the pilots, like Palmer and Rogge, found their planes unused and neglected. A plane sells for \$75,000, but some of the pilots paid more than that to fix up their planes.

In Kalispell, the club swapped lore about the planes, had navigation contests and compared machines. The club has about 150 members, although many do not own the aircraft.

