

Meyers 200 AIRCRAFT OWNERS ASSOCIATION

January 1993

1993 MEYERS FLY-IN BULLHEAD CITY, ARIZONA

Our 1993 Meyers Fly-In will be held on June 16-20 (Wednesday through Sunday) in Bullhead City, Arizona, on the Colorado River. Please make your reservations now at the Riverside Hotel in Laughlin, Nevada, which is just across the river from the Laughlin/Bullhead Airport. Rooms are \$35.00 per night. Ask for Group Sales, 1-800-227-3849, and mention the Meyers Fly-In. A block of rooms is currently being held for the Association.

OCTOBER 1992 MEYERS FLY-IN ROUGH RIVER, KENTUCKY

Seven Meyers 200's, two OTW's, several vehicles and 27 people attended the Rough River Fly-In. Early arrivals on Wednesday, October 14, included Henry and Libby Hasting (N2905T), George Flynt (N2904T), Ray and Carrie Betzoldt and Bud and Alice Young (N111JR). Thursday's arrivals included Tom Losey and family (N108M), Bill and Nancy Nagle (N260M). Keith and Joan Diver (N495C) and Jim Light (N2993T). All enjoyed a tour of Fort Knox and the Patton Museum. A planned evening picnic was moved indoors when the weather turned cool. Perfect weather on Friday welcomed Ed and Debby Reese (N216M), Chuck Downey and wife (N26467), and Joe and Joan Chabal (N5S). Bob and Carol Matlock (N26473) graciously hosted the Attitude Adjustment Period in their cottage prior to a great dinner in the Resort Dining Hall. Saturday, after a wonderful buffet breakfast, everyone headed out to the airport. Alice Young got some OTW time from Chuck Downey while Bob Matlock took a beaming Ray Betzoldt for an OTW ride; Carol Matlock had a ride in Joe Chabal's 200 while Bill Nagle put on a little airshow as Walter Best (N2956T) arrived. Jim Shawn and wife (N145) flew commercially from Texas and arrived by way of rental car. An afternoon boat ride on the Lake was a treat before the Saturday night banquet. Master of Ceremonies Bob Matlock presented the following awards:

Oldest Pilot	Ray Betzoldt
Youngest Pilot	Tom Losey
Shortest Distance	Walter Best
Longest Distance	Ed Reese

After Sunday morning breakfast, good-bys were said and luggage loaded for the trips home.

(Editors' Note: A special thank you to Libby Hastings for her many postcards and letters providing the above information.)

GENERAL MEMBERSHIP NEWS

Thank you to all who have so generously contributed to the postage fund.

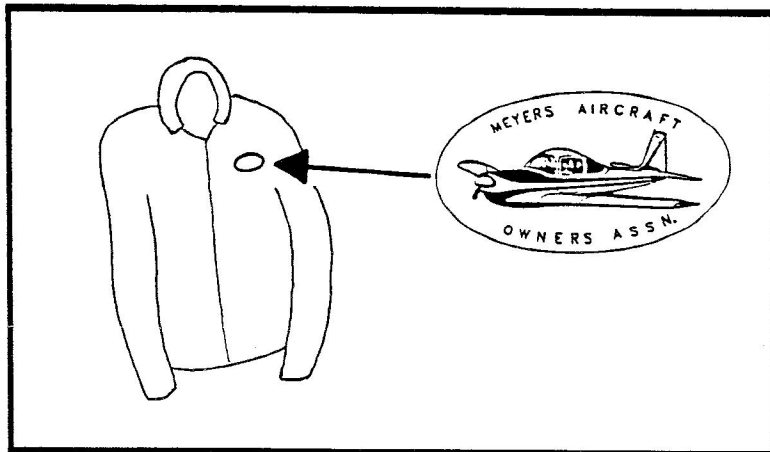
Congratulations to Joan Diver (N495C) who had her first flying lesson on September 11, 1992.

Don Petty (N5509M) advises the turbo installation in his Meyers has now been certified.

Bud and Alice Young (N111JR) now have available stamped nose gear doors. Please contact Bud and Alice at (505) 762-7120.

The October 1992 issue of *AOPA PILOT* magazine has an article entitled "Air Tractor AT-502, Air Superiority" and features Meyers 200 owner Al Grouleff (N34386). The article is well-written with many excellent photos of Al and his aircraft. Al, together with his sons Don and Gregg, run Grouleff Aviation in California, which, according to the article, is "one of the cleanest and best-managed aerial application operations..."

We wish a complete recovery to Meyers owner Dr. David Schiff (N480S) who was involved in an accident last June with his Cessna. David and wife, Kathy, were unable to attend the Kalispell Fly-In because of the accident.



Vince Vanderford (N239M) has available new official Meyers golf jackets (maroon with tan collar) with the Meyers embroidered on the left front of the jacket. Price is \$62.90 each shipped U.S.A.; sizes S-XL. Write to Vince Vanderford, 5852 Bogue Road, Yuba City, California 95991, (916) 673-2724; state size and make checks payable to Meyers Owners Association.

For Sale:

For Meyers OTW:

- 1 Engine Mount - Warner 125, 145
- 1 Set Speed Ring Support Brackets - Warner 125, 145
- 1 Set Flying/Landing Wires
- 3 Brake Drums (New)
- 1 Brass Tail wheel Strut Bushing (New)
- 1 Stainless Tail Brace Wire (New)

January 1993

Warner Engine:

2 Carb. Heat Exchange Boxes

1 Air Intake

1 Exhaust "Y"

2 Rocker Arm Assemblies

4 Push Rods

4 Push Rod Tubes

3 Rocker Arm Covers

1 Throttle Rod Assembly

Contact David C. Cleavinger, 18611 Maplewood, Livonia, Michigan 48152, (313) 477-7121
(home). Prices are open; would prefer to sell everything in one lot if possible.

Respectfully submitted,

WILLIAM E. GAFFNEY

(914) 565-8005

KAREN A. PALMER

(707) 938-2181

Meyers 200 AIRCRAFT OWNERS ASSOCIATION

May 1993

1993 MEYERS FLY-IN BULLHEAD CITY, ARIZONA (June 16 through June 20)

REMINDER: If you have not yet done so, please make your reservations now at Don Laughlin's Riverside Hotel in Laughlin, Nevada. Phone 1-800-227-3849 and ask for Group Sales. Rooms are \$35.00 per night and be sure to mention the Meyers Fly-In. There are still rooms available so call now; rooms will be held until June 1. Fly into the Laughlin/Bullhead Airport in Arizona and be transported by vehicle or ferry across the Colorado River to Nevada and the Riverside Hotel/Casino. Enjoy slot machines, poker, keno, three cinemas, lounge entertainment, western dance hall, two giant buffets, and two swimming pools to mention just a few of the amenities. Aircraft parking fees at the Airport have been waived; fuel is available at \$2.05/gal. For you golfers, the nearby Emerald Golf Course opens at 7:00 a.m. We will have a two-room suite available as our Hospitality Room. Also, don't forget to bring items for the Saturday evening auction.

GENERAL MEMBERSHIP NEWS

Thank you to all who have contributed to the postage fund.

Welcome to new 200 owners Ed Turnage who purchased N2972T formerly owned by Horace Gebo; David Haley who recently purchased N2914T from Darrel Starr; James Martindale; and to OTW owner Jim Jones (N34323).

Respectfully submitted,

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

SATURDAY EVENT

At our Laughlin fly-in, Saturday morning, June 19, is reserved for our traditional aerial event. Since, yes it's true, Laughlin is H** as H*** in June, we plan to do it at oh-dark-thirty or thereabouts.

The traditional "Proficiency Demonstration Event" where

Proficiency = Speed

may not be the best deal this time. The airport is controlled and often has heavy inbound gambler traffic in everything from C150s to B737s on Saturday morning. Therefore we could certainly not have the finish at Bullhead City and it might not be possible to have a regular start procedure. (Bullhead City is the location of the airport on the Arizona (non-gambling) side of the Colorado River; Laughlin is the hotel-casino Nevada side).

These obstacles can all be overcome but could make the process somewhat cumbersome.

Therefore, your committee requests that you promptly let us know your preference between three different kinds of Saturday morning event:

1. Our usual, per above.
2. A "Treasure Hunt." For this one the committee picks out various landmarks along a defined course beginning and ending at the airport. Participants fly the course and try to identify the landmarks which are the subject of somewhat cryptic clues. The winner is the one who picks up the most landmarks. This is more of a family or buddy event since the more eyes on board the better. Also it is easier to launch and retrieve from the airport since participants can go any time from handout of the clue sheet to late in the day.
3. A "Poker Flight." The committee sends a volunteer to each of four airports in the vicinity with a shuffled deck of cards. Participants visit each airport and buy a card, plus one at the origin airport. The best poker hands win.

Please register your vote by calling John Lyon (310 859-0500 days 310 472-3773 home) or Marv Rogge (702 384-2434 days).

MEYERS AIRCRAFT OWNERS ASSOCIATION

1993 FLY-IN & SEMINAR BULLHEAD CITY, ARIZONA

JUNE 16 (Wednesday)

Arrivals and check in with Karen Palmer
Open: Lunch
Open: Cocktails on your own
Open: Dinner on your own

JUNE 17 (Thursday)

Open: Lunch
Open: Scheduled evening activities to be announced

JUNE 18 (Friday)

0900: Maintenance Meeting
Bring list of suggestions, good and bad; coffee & pastries (Mirror Room)
Open: Lunch
1400: Desert Flying, Survival, Hot Temp. Takeoffs; Marv Rogge, Bud Young (Mirror Room)
1830: Boat Cruise under Laughlin Bridge to Davis Dam

JUNE 19 (Saturday)

0700: Meyers Performance Abilities
1200: Lunch
1330: Aircraft inspection and upgrades at airport
1800: Attitude Adjustment Period (Hosted)
1930: Banquet and Auction
Master of Ceremony: Fletcher Newland
Guest Speaker: Dale Street
Auctioneer: Marv Rogge

JUNE 20 (Sunday)

Departure Day

P.S. BRING ITEMS FOR SATURDAY NIGHT AUCTION!

REMEMBER: THE DESERT IS DRY; CARRY A JUG (PLASTIC) OF DRINKING WATER IN THE AIRCRAFT

JOHN D. LYON & MELINDA M. LYON

1130 LINDA FLORA DRIVE
LOS ANGELES, CALIFORNIA 90049
(310) 472-3773

February 19, 1993

Karen Palmer
19470 Victoria Court
Sonoma, CA 95476

Dear Karen:

Here's what I know about Paul Whetstone and a potential gross weight increase. Some or all of it may be of interest for the next newsletter.

Paul Whetstone is working hard to try to get the 200 back into production. He realizes that a gross weight increase is most important to marketing the ship. At this point, while he is working on financing, all costs have to come out of his own pocket which is not much deeper than the next person's.

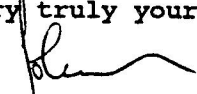
In talks with Vince, refined with further talks involving Dr. Morgan and me, the idea arose that members of the association could help on a secured basis as follows: Any Meyers owner who wants a gross weight increase STC applicable to his/her ship would send \$1,000 to a neutral stakeholder; in principle, Dr. Morgan is prepared to act as such. Whetstone could point to the resulting fund, which we think should run \$25,000 to \$50,000, as an inducement to his DER's (FAA Designated Engineering Representatives) to do the STC work on a contingency. When the STC issues, the stakeholder would pay over the funds to Whetstone or his engineers, and each contributor would receive an STC legalizing a gross weight increase for his/her ship. If no STC was obtained within a specified time, the \$1,000 would be refunded by the stakeholder. This should be a good deal for all. While a paper STC increasing the gross weight won't make the ship fly any better, it is important to keep in mind that flying over legal gross almost certainly voids the insurance and could be very expensive.

I drafted this deal up in legalese and sent it to Whetstone, and it is now at his lawyers' for review.

Meanwhile, however, Whetstone has become very busy with a possible financing involving a merger of Meyers Aircraft (his company) and a regional airline, followed by a public stock offering. In the alternative, a European group has indicated an interest in financing with some subassemblies to be built abroad. These have put the gross weight matter on the back burner for the moment.

My best to you and David.

Very truly yours,


John D. Lyon

JDL:arc

MAXIMUM RANGE POWER SETTINGS

Some of you Meyers owners will be coming a long distance for the Fly-In in Bullhead City/Laughlin this June. To give yourself something to do en route, consider gathering some data on the long-range cruise characteristics of your ship, to share with other Meyers owners.

Many of you will have read the recent AOPA Pilot article about Jack Norris and his Luscombe. Jack was in charge of overall planning for the Voyager 'round-the-world flight and is an expert on maximum range operations. On his way to Oshkosh he flies his stock Luscombe 8 non-stop from Camarillo, California to Rock Springs, Wyoming, beating many faster ships who need a fuel stop.

The basic rules for long-range flight are unchanged since the 20s when French engineer and manufacturer Breguet worked out the basic range equations which bear his name. Basically, maximum range cruise is obtained by flying at a speed which is a little above the the minimum l/d speed. (To be exact, it is the speed at the point where a line from the origin is tangent to the l/d curve.) This is slower than you might think, being only a little above V_{γ} ; For a Meyers 200, in the neighborhood of 115-120 mph CAS. This is beyond human endurance and not good for the engine.

A reasonable compromise between this all-out maximum range operation and normal cruise is to cruise at the lowest RPM settings recommended by the manufacturer (Teledyne Continental Motors, or TCM). At any given manifold pressure, the most efficient cruise and hence the longest range (no-wind) is given by the lowest permissible RPM setting. This was demonstrated by Charles Lindbergh to Pacific Theater P-38 units in WWII.

The general procedure is as follows. After takeoff, climb normally to the lowest cruise altitude which is safe and legal, taking into account terrain, weather, and direction of flight. (If there is a very strong headwind, it is better to continue the climb at normal climb power settings to the ultimately desired cruise altitude.) Reduce power to 24.5", the highest TCM-recommended cruise MP. Reduce RPM to 2175, the lowest TCM-recommended RPM for this MP. Lean to best economy, within manufacturer limitations, and adjust to best economy mixture throughout flight as power changes. Cruise-climb at 120 mph CAS or so. As MP reduces, keep advancing the throttle to maintain 24.5" until that is no longer possible, then leave the throttle full open. As MP decreases, decrease RPM to the lowest permissible setting as shown on the table below, which is taken from the data in the TCM handbook. On reaching your desired cruise altitude (generally, the higher the better unless there is a pronounced headwind differential), level off at these same power settings. If you are really out to show off, reduce MP further (the lowest recommended cruise MP is 17"), or do so gradually as the ship gets lighter. Record power settings, altitudes, climb rate, OAT, FF, IAS and

times to share data. Start with full tanks so that fuel consumed may be measured accurately on landing.

This table shows lowest permissible RPM for a given MP (data from the TCM manual for the IO520A:

POWER SETTING		PERCENT OF POWER (ISA Temperatures)				
MP	RPM	3500	5500	7500	9500	11500
24.5	2175	67	70	75	NA	NA
24	2125	62	64	66	NA	NA
23	2025	55	56	58	59	60
22	1900	46	47	49	50	61

NOTES: All of the settings in the table are "over square." They are, however, within the limits set forth in the engine manual. 1900 is the lowest TCM-recommended cruise RPM for any MP less than 22." The percent power has not been worked out for lower MP. Adjust percent power for temperature +/- 1% for each 6° C. difference from ISA temperature.

Caution: Use your common sense at all times if trying out this system. If engine instrument readings are screwy or things don't sound or feel right, go to normal operations. Don't fill the fuel tanks if it puts you overgross. Don't lean so enthusiastically you burn your valves. Al Meyers always put safety above everything else and who are we to differ with him?

The foregoing is a simplification of the Breguet-Norris technique and math. If anyone would like a copy of Jack Norris' paper on the subject, drop a note to John Lyon, 1130 Linda Flora Drive, Los Angeles CA 90049.

MEYERS PRODUCTION UPDATE

Paul Whetstone, who controls the Meyers tooling and type certificate, continues to make progress in his quest to bring the Meyers 200 back into production. Elsewhere in this issue is a report on the status of the gross weight increase. Other contemplated increases are installation of the IO-550 engine and a drag reduction program.

Paul plans to be at the Laughlin Fly-in. He will answer our questions, and asks that we help him by sharing data, suggestions and other information which would help in getting the program up and running. He is particularly interested in any "go-fast" fixes and any data which indicates results. Paul has to prioritize what he spends limited time and capital on and if we can put him on the right track all will benefit. Your reporter knows that some of the "go-fast" secrets are considered highly proprietary classified secure information labelled burn before reading. Consider, however, whispering them into Paul's ear; he won't tell the rest of us poor slobs unless and until he has tested them out.

Here's the idea of what Paul is looking for: Does anyone have good data on what sealing the flap gap actually did to speed? What about the gaps between movable and moving surfaces on the empennage? Cooling? And does anyone have the video of the tufted flights made many years ago?

Paul expects to bring the Interceptor, which is currently flying. It is licensed Experimental because Paul installed a -6 engine in place of the -1 on the TC, and made a few other changes. John Lyon reports that Paul gave him a ride while visiting Los Angeles in April, and says "It's a screamer, all right." Lyon reports that it flies like a Meyers, only more so, i.e. the controls are even stiffer at the higher airspeeds and the stability is awe-inspiring; like a much larger airplane it stays exactly where you put it as though it were welded. Paul would ultimately like to see the Interceptor (perhaps better called the Meyers 400, since Al foresaw the turbine development) back in production. From a market standpoint it may now be an idea whose time has really come, witness the TBM 7000, etc.

SEPTEMBER FLY-IN
GASTON'S WHITE RIVER RESORT, ARKANSAS

Okay Fly-In Fanatics (and also those who have not as yet caught the bug).

Bob Matlock (N26473) and his little band of helpers are planning another great one for you this fall at one of everybody's favorite spots (we've been there two times) - Gaston's White River Resort - about as far north as you can go into central Arkansas without getting your feet wet.

Mark the dates, 23 to 26 September '93, and make your reservations at (501) 431-5202 **NOW** as sometimes they go pretty fast - or come a day or two early, get in some fishin' and watch everybody else flyin' in.

Besides the restful atmosphere, fishin' and great food at Gaston's, a full day side trip to Branson, Missouri, is planned. Branson claims the title of "America's Music Show Capital", with such names as: Andy Williams; Box Car Willie, Cristy Lane, Barbara Mandrell; Kenny Rogers; Oak Ridge Boys; Loretta Lynn, Ray Stevens; Wayne Newton, Sons of the Pioneers; Glenn Miller Orchestra, and many, many more famous names. Then there's the 50 Store Factory Merchants Mall, all at less than standard prices (they say). Also, that weekend hosts the 20th Annual Autumn Daze Craft Festival.

While at Gaston's we'll try to fit in all of our normal outstanding activities: Flying; meetings; Flying; parties; Flying; tire kicking; Flying; banquet; Flying, etc., and Flying.

For you GPS/Loran dudes, just dial up "3 Mike Zero" or how about 36 degrees 20.9 North and 092 degrees 33.4 West? All you Old Heads can even get there using your Flippin VOR on 112.8 MC! Just fly in/out the 298 radial to 5 1/2 DME, roll over and Split S to the beautiful 3,200 ft. turf runway beside the cottages beside the river, southeast of the Dam.

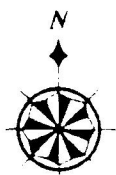
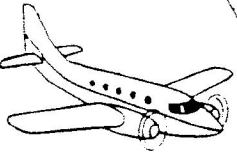
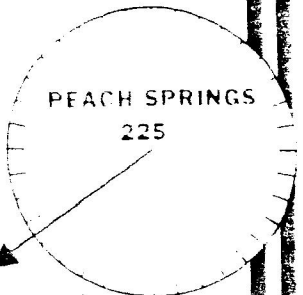
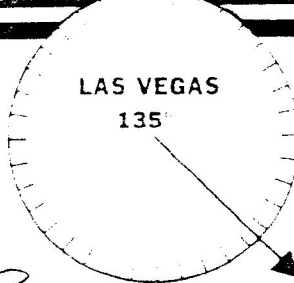
Listen up on 122.8; we'll be talkin' to ya'!!

Please call Bob Matlock at 1-800-733-2556 and advise that you plan to attend.

Bud Young

CASINO AND RESORT HOTEL

FLY-IN!!!



To LAS VEGAS NEV. 100 MI.

To KINGMAN ARIZ. 35 MI.

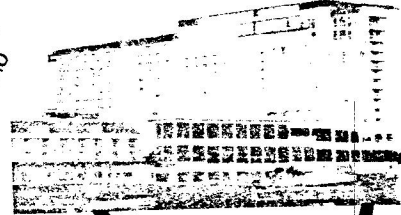
LAKE MOHAVE

INDIAN RELICS

KATHERINES LANDING
Camping • Skiing
Scuba Driving
Fishing • Sailing
Jet Skis

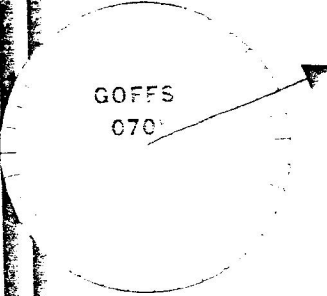
DAVIS DAM

400 Space RV Park
Adjacent To Casino



BULLHEAD/LAUGHLIN AIRPORT
Elevation 520 • 4500' R.W.
Open 24 Hours Daily

LAUGHLIN, NEVADA



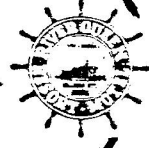
Los Angeles, CA 230-N

To NEEDLES CALIF. 24 Mi.

COLORADO RIVER

Casino Drive

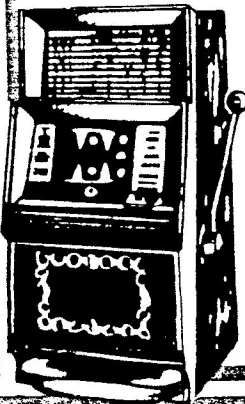
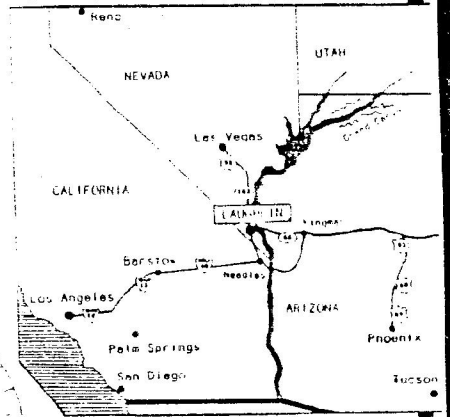
Free Ferry Service 24 hours



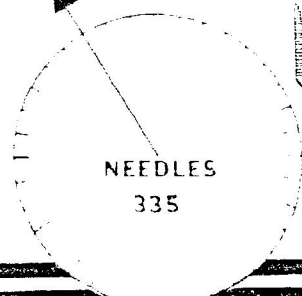
RIVERQUEEN MOTEL

BULLHEAD CITY, ARIZONA

GHOST TOWN (GATMAN)

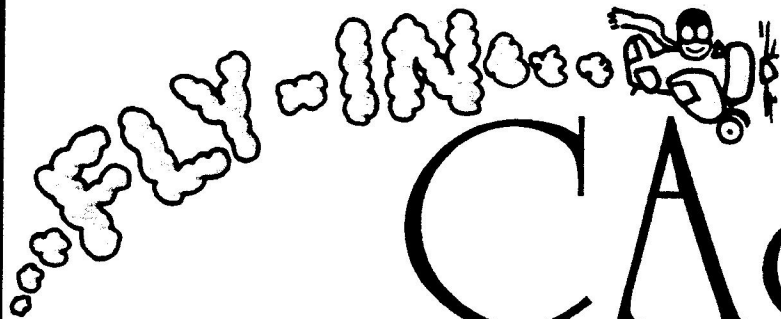


Don Laughlin's
RIVER QUEEN
HOTEL & CASINO
RESORT
Laughlin, Nevada



CAUTION: Not To Be Used For Navigation

Don Laughlin's Riverside Resort Hotel & Casino
Laughlin, Nevada



CASINO

AND RESORT HOTEL

24-HOUR EXCITEMENT!

- 1500 SLOTS
 - CRAPS
 - BLACKJACK
 - \$50,000 KENO
 - ROULETTE
 - BINGO
 - WHEEL-O-FORTUNE
 - 660 DELUXE HOTEL ROOMS
 - 24-HOUR RESTAURANT
 - 2 GIANT BUFFETS
 - PRIME RIB ROOM
 - BARS
 - BEAUTY SALON
 - FREE LOUNGE ENTERTAINMENT
 - HELICOPTER SCENIC RIDES
 - 400 SPACE RV PARK
 - COFFEE SHOP
 - U.S. POST OFFICE
 - CONVENTION ROOMS
(SEATING FROM 50 to 1,000)
 - GHOST TOWNS
 - 2 SWIMMING POOLS
 - GOURMET DINING
 - 3 MOVIE CINEMAS
 - 2 SUPERSTAR ENTERTAINMENT
SHOWROOMS
 - AMUSEMENT ARCADE
 - SNACK BAR
- FREE 24-HOUR FERRY SERVICE TO
RIVERSIDE CASINO FROM THE
AIRPORT AND RIVERQUEEN HOTEL!**

SO SIMPLE - SO MUCH FUN! Head into the Colorado River Garden of Enchantment - Fishing, Water Skiing, Exploring, Ghost Towns, Indian Relics, Davis Dam - Lake Mohave, Restaurants - Something for everyone. Plus... Don Laughlin's Riverside Resort Hotel & Casino.

LAND AT THE MODERN BULLHEAD-LAUGHLIN AIRPORT. This facility has fuel available 24 hours, tie downs, hangar space, expert mechanics and a cordial, warm atmosphere. Step across the street and board a free 1-minute ferry boat ride to the exciting Riverside Resort Hotel & Casino in Laughlin, Nevada. Here you will experience all the thrills and excitement that Nevada is famous for.

Be pampered • Be relaxed • Do something nice for yourself • Do it now!

FOR MORE INFORMATION!!!

Write or call us at the Riverside...

Toll Free 1-800-227-3849

In Nevada 702-298-2535

In Arizona 602-763-7070

*Toll Free from Bullhead City area and
Airport to RIVERSIDE CASINO - 763-7070*

Don Laughlin's



P.O. Box 500 • Laughlin, Nevada 89029

MEYERS AIRCRAFT OWNERS ASSOCIATION

1993 MEYERS FLY-IN/SEMINAR BULLHEAD CITY, ARIZONA

Meyers Owners, Friends and Guests:

It was good to see you all at Laughlin, NV.-Bullhead City, AZ. Welcome to all you new owners that made it and also the new owners that could not make it because of one reason or another.

Bud Young and Steve Bauman were at the airport to greet most of us with a cold beer or soft drink, until they had to look for some shade. My thanks to them.

Our thanks goes out also to Marv Rogge for all the work he did to make our stay a success, our own tie down area (no charge), and the Hospitality Room, poolside, was really great.

You might have noticed that my aircraft and I were not in the race. It seems that about 3:00 a.m. that morning I acquired a little varmint that in Mexico they call "Montezuma's shuffle"; therefore, I decided not to get more than a few hundred feet from the head.

From what I heard from the racers, we need to get John Lyon and Bob Borrmann a topo map!

As you know, next year will be our 20th get-together. We will try to pick some where near the middle of the Country. If you know of a resort or town of some interest that has it's own airport within walking distance, let us know it's location.

Again, thanks to all who made it to Bullhead City, AZ, and just imagine, there were NO THUNDERSTORMS, just warm and dry.

VINCE

The final count for our 19th Annual Fly-In was 13 Meyers Aircraft on the ramp and 51 people in attendance. Temperatures that soared to 115 degrees meant hours of relaxing in the Hospitality Room with it's access to the third floor roof-top pool. Thursday evening's activities included dinner in the Riverside's Gourmet Room as we watched the sun set on the Colorado River and the Arizona landscape. Friday morning's maintenance seminar was well-attended as was the afternoon Survival and Desert Flying Seminar where we watched "Staying Alive in the Desert Southwest", a video provided by Marv Rogge. That evening we enjoyed a cruise on the U.S.S Riverside Cruise Ship. This narrated, hour long tour, gave the history of the unique town of Laughlin and it's surrounding area and took us for a

close-up look at Davis Dam and back down the River for a look at Laughlin's many casinos. Arrangements were made for Saturday's early morning Proficiency Run in which four Meyers participated. This run was unique not only in that the total distance was 78 miles, but also because timing began in-flight and there were no judges at the turn points. (While the participants had no problems, it seems the Race Team consisting of John Lyon, Bob Borrmann, & Alice Young were unable to locate the starting airport!) The results were as follows:

James Martindale (N28PC) 186 Kts.
Terry Cheney (N2981T) 177 Kts.
Marv Rogge (N97M) 174 Kts.
Gary Borrmann (N2910T) 168 Kts.

The Riverside put on a western barbecue buffet for our Saturday evening banquet and Master of Ceremonies John Lyon (N489C) filled in for Fletcher Newland who was unable to attend. Introductions were made and our guest speaker, Dale Street, presented a short video on Meyers memorabilia. Dale saw his first Meyers in 1961 and had his first ride with Ray Betzoldt. He then became the midwest representative for Meyers Aircraft, logging many hours in N236M, and was instructed to "sell the sizzle" of the aircraft. Later, he went on to become the first representative for Aero Commander. He talked about Peter Gluckman's around the world tour and of the three Meyers aircraft Ray sold to the Fish and Game Department for hauling fish. Dale also brought one-of-a-kind documents including an original sales invoice and an eight-page sales brochure for the auction. Dale is currently designing and building his own four-place, single-engine, wood aircraft. Marv Rogge then dazzled us with his auctioneering skills and everyone had a great time. Thanks to all who attended and made the Fly-In a success. Special thanks to Marv Rogge for all his time and effort in organizing the Fly-In and his many trips to Laughlin/Bullhead City to be sure things ran smoothly. Thanks also to our speakers, Vince Vanderford, John Lyon, and Dale Street, to Carl and Barbara French for all the complimentary copies of *Pacific Flyer*, and to all who donated items for the auction.

GENERAL MEMBERSHIP NEWS

Thank you to all who have contributed to the Postage Fund.

Also attending the Bullhead/Laughlin Fly-In were Mike Miller and Guy Davis of Aero Vision in Yuba City. They bought out Jim Martin's FBO and are the local mechanics responsible for keeping the Meyers aircraft flying. They can be reached at (916) 674-9645; 100 Airport Road, Sutter County Airport, Yuba City, CA 95991.

July 1993

Ted Whitcomb (N25OTW) has owned OTW #25 since 1980 and has performed with his OTW in many airshows over the years. Ted's wife, Carrie, also a pilot, loves the OTW as well. Ted writes that he is looking for parts to maintain the aircraft and would enjoy hearing from other OTW/145 owners. Ted can be reached at (703) 444-0363; or write to him at 201 Elden Street, Suite 114, Herndon, VA 22070.

Welcome to new 200 owners Jud Boies and Bob Schoenborn who recently purchased N34387 (Serial No. 269) from George and Sarah Brechtbill.

Congratulations to Donna Cheney who soloed in a Cessna 150 on June 11 with a total of 14 hours. Donna and husband Terry have flown many hours together in their 200D (N2981T).

A reminder to get your reservations in if you will be attending the Gaston's (Arkansas) Fly-In on September 23 to 26. Call Gaston's White River Resort at (501) 431-5202 for reservations and also be sure to let Bob Matlock (N26473) know at 1-800-733-2556 that you will be attending.

From the First June Issue of *General Aviation News & Flyer*, an article regarding the 24th Palms to Pines Women's Air Race (Aug. 6-7) lists Melinda Lyon, wife of John Lyon (N489C), as a member of one of the twenty-seven race teams entered as of June 9. Melinda's team will be flying a 1972 Cessna Turbo 210.

Notice: The 3rd annual reunion of Kingman Army Air Field, October 1-3, 1993; looking for former military and civilian personnel and families; general public welcome; static displays; air show; dinner and dance; and much more. Contact Kingman Army Air Field Reunions, Inc., 6000 Flightline Dr., Box 3, Kingman, AZ 86401; (602) 757-1892.

For Sale:

165 Warner Super Scarab engine (disassembled but in good condition) with new crank. Current market price of \$17,500.00. Also, anyone with Warner 145/165 engine parts in any condition, please contact Ted Whitcomb at (703) 444-0363; 201 Elden Street, #114, Herndon, VA 22070.

N484C (200A; #252); Two KX155, King DME, 150 SMOH, 3250 TT, prop. 20 hours, new tires, new leather upholstery and seats; \$60,000.00. Contact Dr. Jarek Opechowski, 570 W. Brown Rd., #108, Mesa, AZ 85201; (602) 844-5986.

Respectfully submitted,

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

**1993 MEYERS FLY-IN
BULLHEAD CITY, ARIZONA**

MEYERS AIRCRAFT:

N239M	Vince Vanderford & Peggy	California
N2981T	Terry & Donna Cheney	California
N97M	Marv Rogge	California
N2956T	Walter & Richard Best	Indiana
N2990T	Richard & Mary Oldham	Arizona
N5509M	Don & Marie Petty	Arizona
N2919T	Bill & Mercedes Perry	California
N2912T	Ray Luckel	California
N777VR	Richard Morgan	California
N28PC	James Martindale	New Mexico
N2980T	John Lyon	California
N2910T	Bob, Gary & Trish Borrmann	California
N484C	Jarek Opechowski	Arizona

OTHER AIRCRAFT:

N234TC	Bob Micelli & Tom Clark	Oregon
N6656R	Larry Weitzman	California
N34387	Jud Boies & Bob Schoenborn	California
N8579H	David White, Gene Rutherford, Dale & Sharon Street	California
N3066P	Mike Miller, Guy Davis & Darrin Rieber	California

COMMERCIAL AIRLINES:

N2905T	Henry & Libby Hastings	Maryland
N74166	Paul Whetstone	Texas
N5S	Joe & Joan Chabal	Pennsylvania
	Carl & Barbara French	California

VEHICLES:

N2989T	Steve Bauman	California
N111JR	Bud & Alice Young	New Mexico
N34392	David, Karen, Brian Palmer & Deanna Bertolucci	California
N31CC	Kevin & Ken Klein	Arizona
N2993T	Jim Light & Sally Alley	Florida

STAY ALIVE!

SURVIVAL PACK CHECKLIST

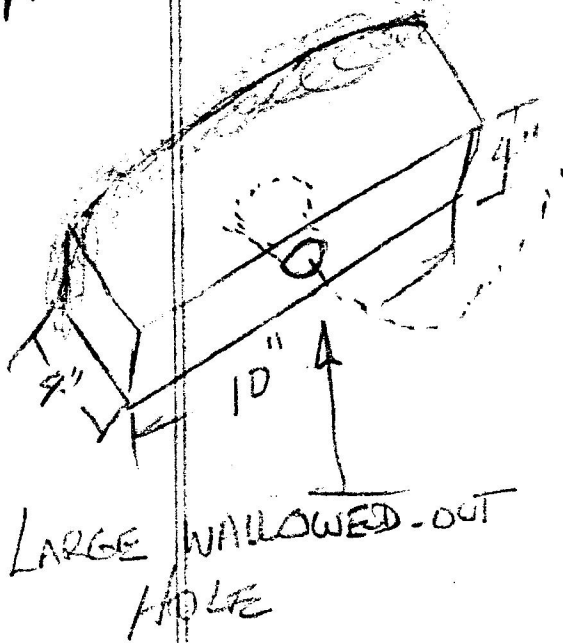
(CARRY IN SMALL PACK)

- 0 SOLAR STILL KIT
- 0 KNIFE, METAL COOKPOT
- 0 STRIKE-ANYWHERE MATCHES
- 0 WATERPROOFED WITH WAX
- 0 FIRESTARTER MATERIAL
- 0 FLINT AND STEEL FIRE STARTER
- 0 SMALL MAGNETIC COMPASS
- 0 SIGNALING MIRROR, WHISTLE
- 0 NEEDLE WITH LARGE EYE
- 0 NYLON THREAD, NYLON CORD
- 0 ONE SQ. YD NYLON CHIFFON
- 0 WATER PURIFICATION TABLETS
- 0 FREEZE-DRIED FOOD, CANDY, DRIED FRUIT.
- 0 PENCIL AND PAPER, RAZOR BLADE
- 0 PLANT IDENTIFICATION GUIDE
- 0 CANDLE, CHAPSTICK
- 0 FLARE GUN (OPTIONAL)
- 0 FISH HOOKS, SAFETY PINS
- 0 SUNBLOCK, SUNGLASSES, HAT
- 0 SNAKE BITE KIT (OPTIONAL)
- 0 ALUMINUM FOIL, SPACE BLANKET
- 0 BASIC MEDICAL KIT, PERSONAL PRESCRIPTION DRUGS
- 0 IN YOUR CAR
- 0 CHECK CAR'S VITAL FLUIDS
- 0 WATER, 1 GAL. PER PERSON PER DAY IN HOT WEATHER
- 0 VALVE STEM REMOVER
- 0 JACK, HANDLE AND SMALL BOARD
- 0 SHOVEL, EXTRA QUART OF OIL
- 0 JUMPER CABLES, TOW CHAIN
- 0 SMALL TOOL KIT, FLASHLIGHT
- 0 MAP OF AREA, FLARES

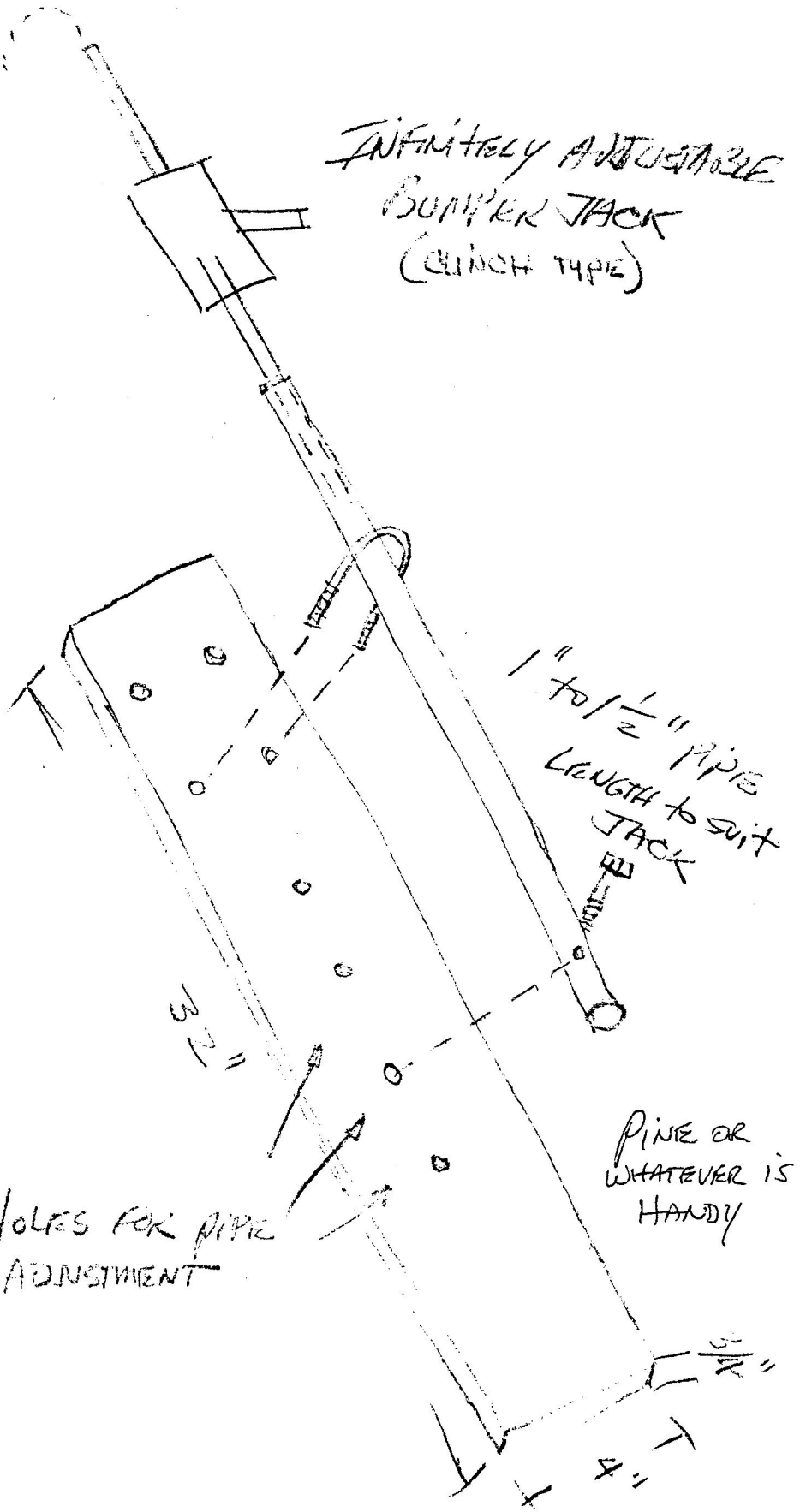
SURVIVAL TIPS WHEN STUCK

1. TELL SOMEONE WHERE YOU'RE GOING AND STICK TO PLAN.
2. DON'T TAKE CLOTHES OFF.
3. DON'T SIT ON THE GROUND.
4. STAY CALM, DON'T PANIC, REASON THINGS OUT.
5. RAISE HOOD OF CAR TO DENOTE "NEED HELP."
6. STAY NEAR YOUR VEHICLE. INVENTORY WATER YOU HAVE, IN COOLER, CANS, ETC.
7. MAKE SHADE AREA, KEEP SUN OFF YOU IN THE DAYTIME.
8. KEEP MOUTH SHUT, NO ALCOHOL, NO SMOKING TO PRESERVE WATER.
9. GET A SIGNAL GOING. SMOKY FIRE/DAY, BRIGHT FIRE/NIGHT. 3 MEANS HELP.
10. DIG SOLAR STILLS TO SUPPLEMENT WATER SUPPLY. IF YOU HAVE WATER, DRINK IT, DON'T RATION IT TO POINT OF RISKING LIFE.
11. IF YOU KNOW HELP TO BE NEARBY, LEAVE NOTE FOR RESCUERS.
12. IF YOU MUST WALK, GO IN COOL OF MORNING OR NIGHT. STAY ON ROADS YOU FIND.
13. DON'T EAT ANYTHING UNLESS YOU CAN ABSOLUTELY AND POSITIVELY IDENTIFY IT! STAY OUT OF FLOOD ZONES, DRY WASHES WHEN THUNDERSTORMS THREATEN.
- 14.
- 15.
- 16.
- 17.

WELL CHAMFERED - ROUNDED &
PADDED 1/2" - 3/4" THICK



INFINITELY ADJUSTABLE
BUMPER JACK
(CLINCH TYPE)



"STRONG-BOY"
WINDOW PUSHER

BY BUD

CONTACT BUD YOUNG
(505) 762-7120

NOT PMA'd
NOT TSO'ed
NOT PATENTED
WORKS GREAT

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.**
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.**