

**MEYERS****AIRCRAFT OWNERS ASSOCIATION**

**1999 MEYERS FLY-IN  
MEYERS-DIVER'S AIRPORT  
TECUMSEH, MI**

Our 1999 Fly-In is now history but will always be remembered as the best and most relaxing ever! Thirty-three Meyers aircraft (including five OTWs and two 145s), plus three Brand Xs, lined the grass alongside and in front of the Meyers-Diver's Airport hangar. Some of those Meyers had new paint and interiors. Others attending arrived via the airlines, by car, and by RV. And Keith and Joan Diver spent months painting and sprucing up the entire hangar and grounds in preparation for our arrival, and did it ever look great! Temps were on the mild side, and even the little town of Tecumseh was all adorned in flowers. Not that we were anxious or anything, but the first Meyers (Dennis Martin in OTW NC34311) arrived Thursday of the previous week! Upon arrival, we were all warmly greeted by Keith and Joan, and enjoyed refreshments in the hangar or airport lounge. There were albums to browse through, and wonderful old Meyers photos and memorabilia in the lounge display cases and along the walls. Many attending this year were joining us for the first time.

Attending this year was Tony Holden (G-SONY) of England who arrived via the airlines. Tony showed us photos of Georges Mathys Meyers 200D (F-BOLS) of France with it's D-Day Markings, Jan-Cornelius Ebert's 200D (D-ECDW) of Germany, as well as photos of Tony's new paint scheme, a gold "dragon" on one side of his 200 and a purple "dragon" on the other side. Tony, who races his 200, will be making a Millennium trip next year to South Africa. He also welcomes anyone to visit him at the Black Bushe Airport, which is located twenty miles south of Heathrow (Junction 4-A of Motorway M-3). Recently, Tony experienced an engine failure, and his account of that incident begins on Page 7. Darryl Devenish (Z-WMD) of South Africa also called during the Fly-In to say hello.

We spent our days visiting and taking pictures, watching parachute jumping at the airport and aerobatics performed by Meyers 200s, OTWs, and 145s, enjoying lunch at the various restaurants in town, checking out all the local antique shops, and meeting former Meyers factory employees like Ada who worked on the OTWs, and Joe Brown. And during the entire Fly-In, the OTWs were kept busy giving rides. Dennis & Dick Martin (NC34311), Bob Matlock (N26473), Chuck Downey (N26487), and Ted Heckman (N34313) made themselves and their airplanes available to anyone who wanted a ride in an OTW. (John Bergeson and his beautiful OTW N26467 were only able to spend a few hours with us.) Charlie Mitchell (N2991T) and Tony Holden (G-SONY) got their first rides in an OTW. Carrie Betzoldt had her first OTW ride in over forty years, and Robert Meier, Al Meyers nephew, got an OTW ride, his first since age eleven. His sister, Katie, also enjoyed her first ever OTW ride.

Our Thursday and Friday night dinners were served by Members of the Board of the Meyers Foundation. On Thursday evening, we enjoyed hot dogs, buffalo burgers, and a buffalo roast. Local resident and B & B owner Sonny Lauber, raises the buffalo himself. During that dinner, we were

welcomed by Tim Husband of the Meyers Foundation, and also by a representative of the Tecumseh Chamber of Commerce. Afterwards, Tecumseh resident Darwin Schoeff started up his tractor and took us on a hay ride around the perimeter of the airport property. On Friday night we had roast pig which had been cooking all day at the airport, tantalizing our senses.

About forty owners attended our Saturday morning Maintenance Meeting, and we enjoyed fresh baked donuts and hot coffee. An impromptu "proficiency contest" occurred on Saturday afternoon, which drew four participants: Bill Nagle (N260M) and copilot Tom Losey; Dick Martin (N34380) and copilot Tony Holden; Jim Ousley (N200HS) and copilot Clark Stephens; and Marv Rogge (N97M) with copilot Brian Banks. The course for the "proficiency test" covered a distance of 86 statute miles, and the four airplanes departed with a start that Marv Rogge brought about without a hitch, and one that Bob Hoover would have been proud of. The order of finish of the contest was Bill Nagle followed by Dick Martin, Jim Ousley came in third, and Marv Rogge completed the contest in fourth position. Bill Nagle treated the group to a truly beautiful victory roll, and not to be outdone, Marv celebrated his position with a hangar shaking flyby!

Saturday night we enjoyed a banquet in the hangar catered by Don's Beef Buffet of Tecumseh. John Lyon was our Master of Ceremony for the evening and welcomed everyone. He thanked Keith and Joan for making this the most special Fly-In event we ever had, introduced the officers of the Association, and then recognized those owners attending for the first time. He also thanked all the OTW owners for giving so many rides in their respective planes. Then a black and white Meyers 200 drawing was presented to Bill Broadbeck, who attended with his wife Mary Ellen, on behalf of the Association; Bill raced 200s in the 60s and won several major races, beating Comanche 400s. John recapped the proficiency exercise by the four intrepid aviators, and the people's choice award for 1999 Flagship was presented. For the first time, there was a tie, so two awards were given. One to Dick Martin for his beautiful red OTW (NC34311), and the other to Jim Light for his beautiful 200D (N2993T). Congratulations to both of them!

Then Marv Rogge got the auction started with all the wonderful items lined up on the auction table. As the auction was ending, Al Montante (N34391) arrived with a 38' sailboat in tow. Seems he had tire trouble on his vehicle during the day and was delayed. But he made it! Al promised that next year he would come in his 200.

The Las Vegas (NV) delegation of Meyers donated and sold raffle tickets for a "Global Positioning System" which was packed tightly away in a sealed box. After the auction, Carrie Betzoldt drew the winning ticket as we all eagerly held our breaths. And the winner is -- Carrie's son, Dan Betzoldt! With Carrie at his side, Dan carefully opened the box and pulled out a world globe! We all had a good laugh. Additional tickets were then drawn for follow-up prizes.

Additional thanks also go out to: Dennis Calloway and David Palmer who drove the vans, as well as to all those with cars that helped shuttle us between the airport and hotels; to Chris Hastings who counted the ballots for the 1999 Flagship Award; to John Lyon who was an excellent MC, and to Marv Rogge who always does such a great job as our auctioneer. Thanks to all who gave rides in their Meyers, and to those who helped set up and take down the tables and chairs, and cleaned up

after our various activities. And also to Tom Jennings, owner of the Tecumseh Inn and the Pizza Den who also helped shuttle people to and from the hotel. Tom, who owns and hangars a Cessna 150 at 3TE, could be seen during the week visiting and checking up on our activities. Thanks to the Tecumseh community who also helped make this event special. And last but not least, thanks to all of you who attended and participated in so many ways.



### MAINTENANCE MEETING (6-19-99)

- ① Elevator hinge: check for spar cracks. These are showing up on a few airplanes, and are usually on the copilot side. Check the outboard side of the spar at the hinge area. Be sure to also check the stabilizer as well as the elevator. The best fix is to change the spar. Give Keith a call at 517/423-8040 if you have questions.
- ② Also check for cracking on the alternate air door.
- ③ If the bail cable on the main gear doors break, it's OK to fly home. The door will come up when the gear is up. Rigging that cable too tight will break it.
- ④ Scissors bolt: Mechanics often think it's been put in wrong and will change it, so keep an eye on the bolts. The head of the bottom bolt should face the wing tip. Center scissors bolt should also face the wing tip.
- ⑤ Two bolts on the back of the intake induction tube that hold the throttle and mixture controls must be drilled and safetied together. This allows the throttle and mixture control cables to pivot on a bushing held by those bolts.
- ⑥ Fuel management is the #1 accident, particularly on short final and forgetting to switch tanks. Remember, the "long end" of the needle is the "pointy" end on the fuel selector.
- ⑦ If you loose your engine driven fuel pump, go to HIGH boost immediately.
- ⑧ When you sell your aircraft, insist on a "Pre-Purchase Inspection". John Lyon (N489C) has available sales agreements. Give him a call at 310/859-0500 if you would like a copy. And never deliver an airplane!
- ⑨ It seems the new "M200" designator is causing some confusion and Meyers are being called "Mooney" too often. John Lyon (N489C) will write a letter to the FAA regarding this matter.

## **GENERAL MEMBERSHIP NEWS**

Thanks to all for the many generous contributions to the postage fund.☺

Welcome to the following new members: John Bergeson (MI) who owns OTW N26467; Jack Le Duc (WI), Jim St. Hilaire (NM), Jim Tracy (FL), and Les Tar (ME) who are each looking for a 200; Gary and Garna Naugle (MI); and Robert Pauley (MI).

OTW owner Lee Dodd (CA) now has NC34341 (#086) back in service after making several modifications. Among those mods are a 12 volt electrical system with air driven alternator, new radio stack with VHF and transponder, new altitude encoder, new panel mounted intercom, new rear instrument panel, and a rebuilt tail wheel assembly.

Absent from our Fly-In this year were Bud and Alice Young (N111JR). Bud had surgery the weekend before and was not able to join us. We wish him a full and speedy recovery.

Les Tar formerly owned N5SE (200D) which was featured on the cover of the April 1973 *Flying* magazine. If anyone has a copy of that April issue, and is willing to part with it, Les would like to hear from you. Give him a call at 207/934-2164.

Bill Nagle (N260M) has new placards available; these are made on original paper. If you need some new ones, give Bill a call at 616/375-0208.

Vince Vanderford has a source for Meyers jackets. These are golf type jackets that are available in any color for \$70.00 each. If you want one, send your size, choice of color, and check to Vince at 5852 Bogue Rd., Yuba City, CA 95991 (530/673-2724).

### E-MAIL:

Bill Claytor (N2987T): AIRBUM21@AOL.COM  
 Brian Banks (N2962T): BLBANKS@AOL.COM  
 Les Staples (N28PC): lstaples@itexas.net  
 Richard Best (N2956T) REBEST@integrityonline32.com  
 John Lyon (N489C): JohnDLyon@compuserve.com  
 Bill Gaffney: billgaff@ix.netcom.com

### FOR SALE:

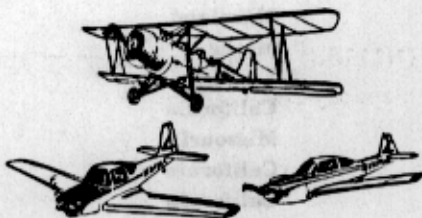
1954 Meyers 145, #216, N551; 210 Continental; full IFR; \$75,000. Call William Oparowski at 813/788-0696 (FL).

Meyers 145, #203, N34360. This is the first one built and was Al Meyers personal airplane. It was originally licensed as experimental until 1951. It was then updated, certified, and licensed. Tons of history; extensive restoration; many spares. Continental IO-360, 210 H.P. Stc'd; 2630 TTAF; 56 SMOH; dual Narcom Com 120s; AT-150 Transponder; dual Narco Nav 121; 612B Loran C; Narco CP-136 Audio Panel; 6 position EGT/CHT. Make offer. Aircraft is currently at C & J T-28 Parts & Sales, 50 Durley Ave., Hangar "C", Camarillo, CA; 805/484-5840.

1941 OTW #043, N26490; spare engine parts; all logs; \$91,000. Owner Tommy Witchey passed away and his daughter is selling the plane. Contact Cel Hanson at 740/635-0756 (OH).

1943 OTW #091, N34347; 1500 TT; 500 engine. Spare parts include one top left wing panel, extra

prop hub, and skis. Original logs. Aux tank. Aircraft has no front controls (rear controls only), and carries 52 gallons. This OTW was once used for patrol work. Contact Addison Finch at 313/482-7589 (MI); after May, contact him at 906/296-0718 (MI).



*Respectfully submitted,*  
**WILLIAM E. GAFFNEY**

(914) 565-8005 (B)

(914) 647-1144 (H) (P.O. Box 158, Cragmoor, NY 12420)

**KAREN A. PALMER**

(707) 938-2181 (19470 Victoria Ct., Sonoma, CA 95476)



**CARRIE BETZOLDT AND SON, DAN BETZOLDT**  
**DAN WAS THE WINNER OF THE "G.P.S."**

1999 MEYERS FLY-IN, TECUMSEH, MI

Keith & Joan Diver	N495C	Michigan
Dennis Martin	NC34311	Wisconsin
Bill Gaffney		New York
David & Karen Palmer	N34392	California
Jim Light & Bobbie Maclean	N2993T	Florida/Michigan
Robert & Katie Meier		Oregon/Michigan
Jim Robinson	N418	New Mexico
Libby & Chris Hastings		Maryland
Les & Marika Tar & Zsolt Szekely		Maine
Tony Holden	(G-SONY)	England
Bill Taper	(N7MV)	California
Charlie Mitchell & Dan McLeod	N2991T	Missouri
Vince Vanderford & Richard Morgan	N777VR (N2912T)	California
Bill Perry	N2919T	California
Bill & Nancy Nagle	N260M	Michigan
Doug Watkins	N239M	California
Brian Banks & Hugh Mattern	N2962T (N2961T)	Nevada
John Lyon	N489C	California
Bill & Mary Ellen Broadbeck		Oklahoma
Dick Martin	N34380	Wisconsin
Marv & Marian Rogge	N97M	Nevada
Donn Borden & Julie Britt	(N2905T)	Nevada/California
Tom, Sue, & Colby Losey	N108M	Florida
Charles Hannula	N236M	Michigan
Dennis & Bobbie Calloway	(N34321)	Michigan
Jack Betzoldt		Michigan
Les Staples & Dan James	N28PC	Texas
Bill Schildecker	(N10CD)	Florida
Fred Betzoldt	(N494C)	Michigan
Dave Graben	N34363	Texas
Al Letcher	(N34349)	California
Ed Cook	(N34344)	Florida
Keith Simecek		?
Jim Brown	(N26483)	New Jersey
Jerry & Jay Alcock, Dan Mazur	N430DP	Michigan
Glenn & Laura Betzoldt		Michigan
Buz Betzoldt		Michigan
Andre Chaput	N409AC	New York
Chuck Downey & Mike Barg	N26487 (N810H)	Illinois/N.Dakota
Ted & Vickie Heckman	N34313	Michigan
Bob More	(N26466 & N343E)	Kansas
Dan & Linda Betzoldt		Michigan
Don Pfeiffer	N2988T	Illinois
Jim Ousley	N200HS	Indiana
Ray & Lou Forrest	(N229RS)	Florida
John Bergeson & Sam Benjamin	NC26467	Michigan
Dick Harmon	N2984T	Ohio
Bob & Anne Elizabeth Evans	N34375	Pennsylvania
Joe & Joan Chabal		Pennsylvania
Bill Claytor & Dick Shimer	N2987T	Virginia
Bob Matlock	N26473	Kentucky
Carrie Betzoldt		Michigan
Jim Martindale	N492C	Texas
Mel & Louise Bricker	(N34379)	Ohio
Chuck Jordan	N2902T	Wisconsin
David Short	N5510M	North Carolina
Bill Klassen		Michigan
Walter, Richard, & Robert Best	N2956T	Indiana
Gary & Garna Naugle		Michigan
Robert Pauley		Michigan
Lee Waite	(N4242L & N197M)	Michigan
Al Montante	(N34391)	Florida

On Sunday April the 25<sup>th</sup> 1999, Tony was air racing AC Commander G-SONY in the SBAC Challenge Cup Air Race at Kemble Glos. when the aircraft suffered an engine failure at five hundred feet. Tony force-landed G-SONY in a farm field near Hullavington with no injuries and no damage to the aircraft. A brilliant piece of flying by any standards. Here's Tony's story:

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I crossed the start line at Kemble on the first lap of the race with the speed wound up to about a hundred and ninety Knots. About a minute later over open country and going like a bat out of hell at five hundred feet, I suddenly felt a rapid deceleration. The deceleration was so fierce that it pushed me forward into my straps. At first I thought I'd hit some fierce turbulence. Looking quickly around the cockpit, I noticed the fuel flow had slumped from its normal twenty-eight gallons an hour. From previous experience (running a tank dry on purpose), I knew this meant only one thing - the engine had stopped producing power.

**'Mayday. Mayday.  
Mayday. Race  
Thirty-One.  
Engine failure!'**

'Engine failure'. I called to my navigator [name]. I could see that there wasn't much time to do anything constructive, we were going to be on the ground, whether we liked it or not, in about thirty seconds or so. By this time, the flat disc of the fully fine propeller had dragged the speed down to ninety Knots - so there was no opportunity to convert speed into altitude. We were heading rapidly in the general direction of down.

Must be fuel, I reasoned immediately. I checked the throttle fully open, pushed the mixture fully rich, switched on the electric pump and changed tanks. No effect. This is it, I thought, the engine's failed. The first time in over thirty year's flying. I felt strangely calm. I had accepted the inevitable. This was the real emergency that I, like all pilots, had imagined in my nightmares. But somehow, after a millisecond of this placid acceptance of fate, a sudden will to live raced through me. I started fighting back. Right. Let's get this thing on the ground I said to myself. We're not beaten yet. Quickly, I pressed the transmit button.

'Mayday. Mayday. Mayday. Race Thirty-One, engine failure...' I called on the radio.

'Roger...' Replied Kemble. '...Where are you?'

'God knows...' I shrugged as I set up the glide. What did it matter anyway? This was no time for a conversation.

'I've got the radio...' Said [name]. Thank God for that, I thought to myself and looked quickly for a reasonable landing spot.

**'We were  
heading rapidly  
in the general  
direction of  
down...'**

By this time, my neck was on a swivel as I searched for somewhere to put the heavyweight glider down. Then I saw it - a field. It looked reasonable enough - the best of a bad bunch. But sheep were grazing in the field. What the hell, I thought to myself, so I'll kill a few sheep.

By this time - and only about twenty seconds had elapsed since the donkey went quiet - I was committed to land. With my attention riveted on the chosen pasture, I noticed that I could see the sheeps' legs sticking out below their bodies. This was a good sign - at least the grass must be reasonably short.

OK. Wheels down. Full flap. Grass flashed past under the wheels. Instinctively, I pulled back the throttle. It had no effect. Then bang - we were down and racing across the ground before I could even think. The sheep scattered in all directions. Then I saw it. Right across our path about two hundred metres away - a dry stone wall. We were going to hit it for sure. I slewed the aircraft to the right where there appeared to be a gap in the wall. What I didn't realise was that this apparent gap was simply where the wall dropped into a small valley. I didn't know it at the time, but whichever way I went I would hit the wall. But I reckoned without the incredible drag of the soft churned-up earth. I was hitting the brakes on and off - in the approved ABS manner. Every time I touched the brakes, the aircraft

skidded. But we were slowing down. Slowly but surely, we were slowing down. At that moment the aircraft's weight came firmly on the wheels and the field took a boggy grip on G-SONY. And before I knew it - we'd stopped. The dry stone wall was about fifty metres away and I saw now that if I'd run down the slope where I'd aimed the aircraft, I'd have hit the wall with disastrous consequences.

G-SONY sat impassively in a sea of mud and grass with the sheep already back to munching the herbage. It's true what they say about sheep. Stupid creatures. But my ears suddenly registered that SONY's engine was ticking over. The engine was still running. It wasn't an engine failure at all. What was it then?

Gingerly, I opened the throttle. No effect. I pushed the throttle wide open. Still nothing. The throttle felt strangely loose. Then I realised what had happened. The throttle linkage had somehow become disconnected and the engine had closed down to idle. This shouldn't have happened. There should be a spring which opens the throttle wide in case of a linkage failure. But all this wondering could wait until later, I decided.

**'Bugger oi down dead.  
There's one of the  
buggers sittin' in our  
bloody field...'**

Over my head, the other aircraft in the air race were roaring past. I shut down SONY's engine and felt the first wave of euphoria in the cool silence of the field. I was alive. I'd done it. I'd beaten the odds. Put the aircraft down safely when all seemed lost. Grinning all over our faces, [name] and I climbed out of the cockpit, breathed in the sweet cool air and waved exultantly to the passing aircraft to show we were OK.

Then the farmer came racing across the field towards us. He was red-faced and panting as he said:

'Moi woif told me you wuz 'ere. Her was just on the phone asking 'er friend what all the row with them bloody 'planes wuz. Then 'er suddenly said: 'Bugger oi down dead. There's one of the buggers sittin' in our bloody field...'

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Wow Tony. Phew. What a drama. I'm all of a dither after reading that. Well done from all your friends. A brilliant bit of flying.

And when are you having the first fly-in to 'Holden Field'?

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## OWNER INFORMATION

- ~ Meyers Parts & Service; original parts and/or parts fabricated from factory drawings; repairs, modifications, inspections, Overhaul Manuals, etc.; Keith & Joan Diver, Meyers-Diver's Airport, 4330 Macon Rd., Tecumseh, MI 49286; (517) 423-8040
- ~ Exhaust Systems: Knisley Aircraft Welding, Loomis, CA (916) 652-5891; (800) 722-6990 CA only; (800) 522-6990 outside CA
- ~ Cleveland Wheels (late models) 40-90; Brakes (replaces Goodyear Brakes) 30-65 (used on Cherokee Six and Seneca); no kit available; approved on 337
- ~ Cleveland Wheels (early models) 40-53; Brakes (replaces Goodrich Brakes) 30-54; Kit #199-49; approved on 337
- ~ Master Cylinder, Beech: Step Cylinder, Beech
- ~ New long Prop Hub; McCauley E2A34C-73NO (2 blade); D3A32C88-KMN (3 blade) or (D3A34C404/80VA-0)
- ~ Spinner Cessna Part #1250415K-200 (2 blade); Back Plate Cessna Part #1250414-1 (2 blade); Blades 90AT-8
- ~ Front arm rests (new) \$35.00; Pads for front arm rests (\$35.00); Ash Trays for front arm rests \$35.00; Luty's Chevy's (724) 265-2988 (PA)
- ~ Windows/Windshields (200s): Cee Bailey, 6900 Acco Street., Montebello, CA 90640; (800) 788-0618; (323) 837-1497; FAX (323) 721-7888.
- ~ Windows/Windshields (145s): L. T. Aero Plastics, Jeannette, PA; (724) 744-4448; FAX (724) 744-7372.
- ~ Foam Filter Element; Bracket #BA-5510 complete assembly; #BA-5505 filter element only; Bracket (520) 757-4005
- ~ Seat Belts: Beltmaster, 685 Washington St., Ashland, OR 97520; (503) 488-1555 (503) 488-5695
- ~ Boost Pump: Weldon 8000 Series (12V Aztec)
- ~ Fuel Selector Micro Switches: Electric Switches, Inc., 2478 Fletcher, Los Angeles, CA 90039; (800) 421-8855; (213) 660-1310; Part #111SM11-T (AC #295 and up)
- ~ Micro Switches for Gear, Gear Warning Horn, and Starter Cut-Out; eight switches each #BZ-R31 are used in all. Six AN3168-2 Switch Brackets (aka MC2711, straight plungers), and two AN3167-1 Switch Brackets (aka MC7711, high-overtravel plungers) are used. All are available from Electric Switches, Inc. (see above)
- ~ Fuel Caps (original 1-7/8" non-vented thermos caps); Wag-Aero, Box 181, Lyons, WI 53148 (800) 558-6868; Catalog #E-333-000
- ~ Fuel Caps (new style conversion); David Palmer (707) 938-2181; approved on 337
- ~ Replacement fiberglass front seats (approved on 337), wing tips, nose bowls, rudder caps, and interior trim: Vince Vanderford (530) 673-2724 (H); (530) 671-2399 (Hangar)
- ~ Insurance problem or claim information: Marvin Rogge (702) 655-9005 (H); (702) 631-9900 (B)
- ~ Nose gear doors: Bud Young, 104 Westerfield, Clovis, NM 88101; (505) 762-7120
- ~ New placards (gear, instrument panel, interior trim) on original paper: Bill Nagle (616) 375-0208
- ~ Turbocharged Meyers: Richard Morgan (530) 891-1311
- ~ Hydraulic Pumps (new): American Navion Society, P. O. Box 1810, Lodi, CA 95241-1810; (209) 339-4213; \$580.00 exchange
- ~ Wing Root Fillets, #T-115092 (black vinyl; available in any length desired) and Wing and Tail Fairing vinyl Trim, #T-11 (white or black vinyl): Brown Aircraft Supply, 4123 Muncy Rd., Jacksonville, FL 32207; (904) 396-6655
- ~ Control Yokes (new, Aero Commander): J & C Enterprises, 1101 Loomis Rd., Weatherford, OK 73096; (800) 542-8565 or (405) 772-0400. List price is \$250.00 each but are available to Meyers owners for \$200.00
- ~ AC Gauges: Instrument Overhaul Service of San Diego, Inc. 1870 Joe Crosson Dr., Gillespie Field, El Cajon, CA 92020; (800) 466-OVHL; (619) 449-5565; FAX (619) 449-0687
- ~ Vernier Throttle, Mixture, & Prop Control Cables: Aircraft Spruce & Specialty Co. Aircraft Spruce West (CA) (800) 824-1930; Aircraft Spruce East (GA) (800) 831-2949
- ~ Instrument lights; Nulite Instrument Lighting System; Aircraft Spruce (see above phone numbers).
- ~ Aircraft Sales Agreements: John Lyon (310) 859-0500
- ~ Bill Gaffney, P. O. Box 158, Cragmoor, NY 12420; (914) 647-1144 (H); (914) 565-8005 (B)

## MEYERS 200 INFORMATION

### **PREFLIGHT:**

1. Elevator Trim-Tab movement free and unbinding and in NEUTRAL position.
2. Nose-Gear Centering Cables and Centuring Fixture: Check
3. Nose-Gear Door Spring: Check to be sure the spring is there and connected.

### **25 HOUR:**

1. Oil Cooler Damper Arm: Check to be sure arms are tight to the cooler to eliminate vibration.
2. Air-Box Blow-in Door Hinge & Brackets: Check. Inspect for cracks at offset bends

### **ANNUAL:**

1. Nose Gear Collar (top bolt): Check tightness and for cracks.
2. Gear Down Switch (Starter button lockout): Check operation.
3. Hydraulic lines aft of firewall: Check for leaks at annual or if fluid under belly.
4. Gear Bushings (Oilite Bronze): Check for play at annual or if shimmy occurs.
5. Inboard Gear Door Cable: check tension at 60 lbs.
6. Check Eye-Ball Joints: slight looseness. If too tight, can cause cracking.
7. Mufflers: Check for cracks, mostly at rear. Never compress the springs too tight. **DO NOT WELD INSIDE HEAT MUFFS.**
8. Landing Lights: Check for loose or broken bolts & nut plates.
9. Landing Gear Overcenter Lock pressure: Check for 50 lbs +/- 5 lbs.
10. Trim Screw-jack (aft fuselage): Lubricate every 500 hours.
11. Gear Up-locks: Check for frayed or stretched cable. Lubricate with wheel-bearing grease.
12. Throttle & Mixture Cables: Check tightness & safety-wire on bolts holding standoff brackets on rear of intake manifold. Pull bolt and check for wear. Lubricate. If hole is worn, drill and ream to 5/16" and install bushing and new bolt.
13. Air Box & Filter: Check box for cracks at corners and upper right area.
14. Rudder Spar: Check for cracks at hinge attach points (mostly upper hinge). Check carefully! The cracks occur between the rivet holes and can't be seen from the outside until they get fairly long.
15. Elevator Spar: Check for cracks at hinge attach points (mostly right outboard).
16. Main Fuel Lines (suction): Check. Replace with Aeroquip or Teflon every 8-10 years.
17. Nose-Gear Uplock: Check 3/16" diameter top bolt which attaches the release cables in the nose gear up latch hook and replace if worn. Push old bolt out with new bolt with all held in place. Bolt should be finger tight with new cotter pin. Check every 500 hours & note in log book. ( If this bolt breaks, the nose gear will not come down.)
18. Front Elevator Push-Pull Tube: Check for corrosion.
19. Horizontal tube that actuates Nose-Gear Door: Check for wear.
20. Nose Strut: Check centering cables.
21. Fuel Tank Vent Lines: Use hose and manually blow to see if you get back pressure (5 psi maximum).
22. Nose Gear A-Frame: Where retraction cylinder attaches to A-Frame check for cracks.
23. Flap Bell Crank (located bottom aft center panel): Visually check the top of the bell crank with a mirror.

### **ONE-TIME:**

1. Main-Gear Scissors Bolts: Check. Should face inboard (particularly the bottom bolt--bottom bolt head should face wing tip). The upper scissors bolt must have nut facing outboard. Tighten bolt (nut) to snug and back off one serration of the nut; insert new cotter pin.

### **INFORMATION:**

1. Aileron Gap Seals: DON'T!
2. Flap, Rudder, & Elevator Gap Seals: OK
3. Nose Tires: New low-profile tires may not let Nose-Gear lock in the up position. Check manual for proper tire diameters.
4. Outgassing from some vinyl will cause crazing on Plexiglas.
5. Main-Gear Struts: Adjusting height to 4"-5" or higher may reduce scissors breakage.
6. Defroster Vents: Making a deflector to spread hot air will prevent crazing of Plexiglas.
7. Winch-towing: Use care pulling airplane by tail-skid. This may stretch the attachment of the monocoque tail cone to the aircraft. For winching, it is better to attach the winch cable to the Nose-Gear Towbar under the aircraft.
8. Leading Edge Stripes: If applied to wing, clear-coat to level the surfaces to prevent disruption of airflow.
9. "Sloshing" Fuel Tanks: **DO NOT DO THIS!** You can't ever weld them after "sloshing" with sealer.

**NOTE: KEEP A COPY OF THIS IN YOUR AIRCRAFT SO YOUR MECHANIC CAN REFER TO IT.**



