

MEYERS AIRCRAFT OWNERS ASSOCIATION

2000 MEYERS FLY-IN HEBER CITY, UT

In a little more than a month we'll be meeting in Heber City, Utah, for our 2000 Fly-In. The dates are **June 21-24 (Wednesday through Saturday)**. Heber City is in Wasatch County, and is located south east of Salt Lake City on the east slope of the Wasatch mountains. Lodging will be at the **Holiday Inn Express, 435/654-9990**, located a short distance away from the airport. Room rates are \$92.00 (includes breakfast), with a 10% discount for AARP members. (AARP cards must be presented at time of check in.) The rooms are large; each has two queen beds and sofa sleeper, small refrigerator, microwave oven, hair dryer, coffee maker, and iron. Suites also have fireplaces and hot tubs. There is an indoor pool, and Continental Breakfast (cereals, coffee, tea, juice, muffins, bagels, english muffins, fresh fruit). When reserving your room, make sure to mention that you are with the **Meyers Aircraft Owners Association, Group Confirmation #60029778**. The Holiday Inn will have a vehicle available for transporting people and luggage back and forth between the Inn and the airport. Other area motels are: National 9/High Country Inn at 435/654-0201; Danish Viking Inn at 435/654-2202; Swiss Alps Inn at 435/654-0722.

The **Heber City Airport (36U), 435/654-3962**, has fuel available 24 hours. Bring your own tie downs. Elevation at the airport is 5,632'; runway length 6,900'; CTAF 122.8.

There are numerous restaurants within walking distance of the Holiday Inn and airport, as well as several clothing, gift, and jewelry shops. Daytime temperatures should run between 80 - 90; the evenings cool down a bit. Also scheduled during our visit will be an Indian Pow Wow (International Convention) of all tribes. We also have a tour scheduled for Friday afternoon on the Heber Valley Railroad. This is Utah's 100 year old scenic steam railroad, and our 1 1/2 hour, one-way tour will take us from Heber City at 14 M.P.H. through picturesque Provo Canyon along the Provo River, and stop at Vivian Park. The view there is spectacular, and there are picnic tables and restrooms. From Vivian Park,

Robert Redford's Sundance Resort will pick us up and take us to the Resort where we can shop, see Indian artifacts, an antique Bar, and dine in either the Tree Room Restaurant or the Foundry Grill Restaurant. After dinner, Sundance will transport us back to Heber City. Remember, this is alpine country so bring a jacket. The railroads enclosed vintage coaches are heated but not air-conditioned, and we can move about between them and the open air observation cars. We do need a head count

HEBER CITY MUN; MC DONALD (36U) 5632'
 1S. 40°29.08'N 111°25.54'W. (435) 654-3962.
 Att days; ngts on req. KIM 1340. →Gldrs May-Oct. Calm-wind (blo 5 kts) rwy 21. **Noise Abate.**
ARR: Rwy 21—PAPI unusbl bynd 3.5 nm. • DEP: Rwy 3—Avd city. • P-Ins SE. Bcn. *PCL: 122.8 - Rwy (3x low; 5x med; 7x hi), PAPI.

CTAF U-122.8 **TPA** MSL: 6400 **F.T.L. (435):**

On Fld (435):
 ① Adm Wasatch Aero Svcs (U) 654-3962
 Park F-100, Jet (self srv), Maint Lounge & supplies

Rec Info (435):
 C of C 654-3666
 Wasatch Mtn State Park 4 mi 654-1791
 Sundance Resort 13 mi 225-4107

The Hub Cafe 1 mi 654-5463
Holiday Inn Express 1/2 mi 654-9990

FSS: CEDAR CITY 116.6T 122.1R
VOR FREQ RAD NM
 FFU 116.6 046° 27
 SLC 116.8 115° 33

for this tour, so if you are interested in going, please fill out and return the enclosed sheet to Karen Palmer before May 31, 2000.

Plan now to join us, and enjoy some spectacular mountain scenery at the same time. **DO** bring a jacket, your camera, and something for our Auction!

GENERAL NEWS

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

Welcome to the following: Ross Warner (MI) who purchased N2988T (200D); to Don and Sheila Truskowski (MI) who recently purchased N2966T (200D); to Austin Mayfield (GA) who purchased N5511M (200D); to Ken Dennis and Marty Kroesche (TX) who just took delivery of N2962T (200D); to Mel Fennell (CO) who is looking for an OTW, and to Robert Garnett (TX) who is looking for a 200. Former 200 owner Ed Benguiat (NJ) is also looking for a 200D. Call him at 201/288-1880 (H) or 212/490-2345 (W).

Dr. William Schildecker (N10CD) reports that Century has now completed installation of a Century 2000 Autopilot in his 200D, with full STC for B, C, and D Models. A big thank you to Dr. Schildecker for pushing Century to approve the autopilot for the Meyers.

Recently a 200 owner discovered a crack on the flap activator bellcranks located directly in front of the hydraulic cylinder. Be sure to check these flap bellcranks on the belly of the plane; cracks occur next to the weld. Check topside with a mirror as well as the bottom. Do this each year at annual.

Flight Journal Magazine is offering Meyers owners a special subscription price of \$14.95 per year (six issues), a significant discount from the regular rate of \$19.95. *Flight Journal* tells the story of historic aviation and uses the finest quality photography. Call 203/894-3621, or write to Flight Journal, 100 East Ridge, Ridgefield, CT 06877-4606 to order a subscription, and mention the Meyers Aircraft Owners Association. You may also e-mail them at pju@airage.com.

MEYERS WEBSITE:

<<http://www.meyersaircraft.com>>. Access Key: 198346; User ID: 200owners. The following are currently in discussion:

- 200 Hydraulic System 26 Feb 2000
- Tools Required for Proper Rigging 12 Feb 2000
- Balancing Control Surfaces After Painting 12 Feb 2000
- Fuel Quantity and Indication 12 Feb 2000
- John Lyon re Proposed Improvements 12 Feb 2000
- The Second NAA Speed Record 12 Feb 2000
- Basic Tail Loads 12 Feb 2000
- Re: Basic Tail Loads 12 Feb 2000

Re: Basic Tail Loads 03 Mar 2000

Achieving Proper Trim 12 Feb 2000

Re: Achieving Proper Trim 13 Feb 2000

Paul Whetstone has also posted the following drawing and rigging procedures not found in the Aero Commander Maintenance Manual:

66B011 Rigging - Aileron Control System

66B012 Rigging - Elevator Control System

64B053 Adjustment - Main Gear

64B105 Adjustment - Nose Gear

Elevator Bungee Rigging Drawings & Procedures

Hydraulic System Schematic

65D001 Hydraulic System Drawing

Aero Commander Chapter 7 Checklist

<u>Type</u>	<u>Number</u>	<u>Date</u>	<u>Subject</u>	<u>SN Effectivity</u>
Service Bulletin	2001	8-23-66	Trim Tab Indicator Replacement	292, 295-319
Service Change	2001	10-10-66	Engine Air Intake Sealing	301-320, 322-327, 329-335
Service Letter (chg)	2002	11-15-66	Trim Tab Control Placard	251-335, 339
Service Change	2003	8-9-67	Wheel Bail on Inboard Gear Doors	251-298, 301-383
Service Change	2004	8-11-67	Change in Magneto Timing	301-383
Service Change	2005	9-8-67	Visual Inspection of Nose Bellcrank	251-383
Service Bulletin	2003	3-1-67	Landing Gear Improvement	251-383
Service Bulletin	2004	2-10-67	Free Fall Extension of Main Gear	251-383
Service Bulletin	2005	8-1-67	Main Gear Inboard Gear Spring	251-383
Service Bulletin	2006	4-5-67	Corrosion Proofing of Steel Tubular Open Ended Structures	301-383

WANTED:

Original tail cone ("stinger") for OTW. Also information regarding the main gear leg fairings and the "cuffs" that cover the mounts for the gear legs on the fuselage, and the cuff that covers the mount for the center section flying wires (top of fuselage), and source for wheel pants. Also, does anyone have a good drawing or photo of the "C.A.A. War Training Service" Emblem? Also interested in spare OTW parts. Michael A. Wiseman, 9 S. 321 Chandelle Dr., Naperville, IL 60564-9436; 630/904-0483.



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)

FOR SALE:

1954 Meyers 145, #216, N551; 210 Continental; full IFR; \$60,000 or best offer. 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; \$60,000. Owner Tommy Witchey passed away and his son is selling the plane. Contact Todd Witchey at 740/695-6372 (OH), or at myles92@aol.com.

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).

1941 OTW #62, N34318; fresh engine; \$55,000.00 or best offer. Contact John Nielsen (CA) 559/275-0423.

1966 200D, #321, N123RL (formerly N2915T); 2300 TT airframe; 200 SMOH; Century Autopilot; Cleveland Brakes; always hangared and flown regularly; new annual. Contact Robert Langhans at 607/257-1864 (NY), or rwl2@cornell.edu.

1964 200C, #289, N7MV; all new interior. \$95,000. Contact Vince Vanderford (CA) 530/673-2724.

1967 200D, #374, N48OS; 2810 TT; 188 SFRMAN; 400 SPOH; same owner past 11 years; NDH; KMA24; KX165s; KCS55A HSI; KT76; KR87 ADF; KN64DME; Apollo Loran; Garmin 195; dual gyro Horizons; electric & vacuum Turn and Bank; 3 Axis Brittain with Alt. Hold; Shadin Miniflw; Ultimate Engine Scanner EGT/CHT; Volt Ammeter with Discharge Light; low vacuum light; 188 Hrs. on 1000 Hr. Vacuum Pump; Whelen Double Flash Strobes; 4-Place Isocom; Bose; ICOM handheld with its own headset & push to talk/outside antenna connect all antennae on belly (no ice); glass is 9.5; all original logs reflecting NDH and care from original Meyers employees; paint 8-10; Grey over White; interior is original. Fast (220 MPH). Reliable. Straight corrosion free airframe. Tools, Manuals. (I am stopping flying.) \$118,500.00. No tire kickers, please. Dr. David Schiff (CA) 707/964-3121.

MEYERS AIRCRAFT OWNERS ASSOCIATION

2000 FLY-IN & SEMINAR HEBER CITY, UTAH

- JUNE 21 (Wednesday) Arrivals and check in with Bill Gaffney
Sign in on white Message Board in Hotel Lobby
(Hospitality Room # to be announced)
Open: Lunch and dinner on your own
- JUNE 22 (Thursday) Open: General tire-kicking
Open: Lunch and dinner on your own
- JUNE 23 (Friday) 11:00: Lunch
13:30: Arrive at Heber Valley Railroad
14:00: Steam Train departs Heber Valley Depot
15:30: Train arrives at Vivian Park
16:00: Transportation from Vivian Park to
Sundance Resort
16:30: Shopping and dinner at Sundance Resort
18:00: Transportation back to Heber City
- JUNE 24 (Saturday) 9:00: Maintenance Meeting in Holiday Inn
Express Conference Room; bring
your list of questions and suggestions for
discussion
Open: Lunch; aircraft inspection and upgrades on
ramp
18:00: Attitude Adjustment Period at Claimjumper
Steakhouse Banquet Room (the restaurant is
next to the Holiday Inn Express)
19:30: Banquet/Auction at Claimjumper
Steakhouse Banquet Room
Master of Ceremony: Ex-Reno Air Racer,
Delbert Williams
Auctioneer: Marv Rogge
- JUNE 25 (Sunday) Departure Day -- Fly Safely!

☞ P. S. BRING ITEMS FOR SATURDAY NIGHT AUCTION! ☞

**MICHAEL WISEMAN
MEYERS OTW NC34325, S/N 70**

This aircraft left Tecumseh on May 17, 1942, with Al Meyers signature as blessing and on May 20, 1942, arrived in Quartzite, AZ, with the Shook Flying Service until March of 1943 when it was purchased through the Aviation Activities Co. for the Defense Plant Corporation (Washington, D.C.), and moved to the Civilian Pilot Training Program in Susanville, CA. According to my records, she stayed in Susanville the balance of the war years until sold in July of 1946 to a private flying club and moved to Los Angeles, CA. From July of 1946 until July of 1995 the aircraft spent all of its years in California. I purchased her in June 1995 from Ralph Sawvell of Grass Valley, CA, who had her put back together and flying again from buckets of junk. She was flown here to Naperville, IL, a four day trip, the first of July, 1995.

MIKE WISEMAN

