

May 25, 2018

FROM: Richard Eason

RE: N38ES

Mike:

This statement, at your request addresses the facts from my perspective regarding the assembly of the Lark IS-29D, N38ES.

It was agreed that Jan Zanutto & I would meet at the Avenal Gliderport on Friday, April 27, 2018 to assemble the glider. We were to meet at 1500 hours local time.

When Richard Walker & I arrived on/about 1500 hours, Jan was already there and had begun assembly. He had the fuselage out of the trailer, on its dolly, and was ready to begin assembly of the wings. I went over to where he was and became the 'physical labor'. Under Jan's direction I slid the right wing out of the glider. We used the wing rigger we had purchased for our Grob, modified to fit with a piece of form to assist us. While I worked from the wing tip, under Jan's direction, Richard Walker assisted him at the fuselage. I could hear him explaining to Richard how the wings attached. After establishing the right wing with a wing stand to hold it in place, I slid the left wing out, and we repeated the process.

My knowledge of glider assembly is very limited, as I stated, I was the 'physical labor', while relying on Jan's expertise. I do recall something that looked like a large Allen Wrench was used to 'pull the wings together', and two bolts (threaded perhaps) that held them together and in place. I would estimate this process took roughly one hour and thirty minutes. At some point here, Jan stopped and called the person we purchased the glider from, questioning something about this process. I think maybe the number of turns to tighten those bolts, but could not say for sure. After he hung up his phone, he said something to the effect of "ok, it looks like we got it". We purchased the glider in November 2017, from Mike Smith in Kansas. His office number is [REDACTED], and his cell number is [REDACTED]

We proceeded to put the stabilator on, closed up the glider and tied it down.

It should be noted that after having the glider shipped to my home airport in Merced, California (KMCE) in late November or early December, it sat until 2/10/2018. On that day, Jan came to Merced, and we pulled the glider out the trailer so that he could perform its Annual Inspection. Richard Walker was present on that day also. Jan had copies of both the Flight Manual and Parts Catalog that I made for him. Several weeks later, he again came up to Merced and towed the glider/trailer to his house, where he pulled the fuselage out of the trailer again. He sent me numerous pictures via text of the fuselage, and various parts, as well

as what I believe was an Instagram conversation with someone regarding the wing installation. It was obvious he was questioning this part of the assembly.

Please contact me if anything further is needed.

I certify the statements made by me herein are true and accurate, to the best of my knowledge.

Richard E. Eason