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ATTN: RON MEYERS

6-2-02

For your request I am writing a brief statement of my dealings and knowledge of the Barber experimental aircraft involved in the accident on May 23rd, 2002. When I came aboard with Steve Dwyer and occurred the first of Sept '01, the Barber was being my best guess about 95% finished, needing only a small amount of work to complete. This would have included final fitting of my seats, some interior work and installation of some avionics. My direct involvement was limited to things like helping to hold everything while fitting, helping to bleed brakes, etc. Towards the end of September, the aircraft was taken to Mr. Conner and hangared. Approximately 10 to 15 hours of time was spent on the aircraft for test and observation with me. At the end of major problems as I recall. At the end of December the company was moved to Anderson, Okm. and the Barber was hangared in our shop. A few more hours were put on the plane with no major problems. During the week preceding the accident the

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Command had been off the aircraft to allow access to the back of the instrument panel. She had finally received the autopilot and had to do some re-wiring for it. On the day before the accident the command was on the aircraft but I do not know if the two main lights were installed. I left around five p.m. that evening and asked Steve if he needed any help before leaving. He said he was OK and was going to stay for a while and work on the plane. On the afternoon of the 3rd, Steve pushed the aircraft out of the hangar, got in, started the engine and taxied away. We figured he was going up to check out the auto-pilot and would be back shortly... the accident followed.

If I can be of any further help please let me know.

~~Steve [redacted]~~  
[redacted]