

Written Account by Mr Richard Walker
May 24, 2018

Assembly on April 27th, 2018 of Lark sailplane owned by Jan Zanutto and Rick Eason.

I went down to Avenal with Rick Eason to assist with the assembly of the Lark sailplane. Jan was working on pulling it out of the trailer as we arrived. He had the fuselage out of the trailer.

We went over the general assembly. Rick and I with Jan's guidance and assistance pulled the right wing out of the trailer. I was on the trailing edge with Jan on the leading edge so he would have a better view of the mechanisms and could put in pins, safeties, and provide guidance on any movements that needed to be made. Rick worked the tip making movements as directed by Jan. We put it into the fuselage without difficulty. A wing stand was placed under the wing and we went to pull the left wing out.

Initial installation went well, till the last couple of inches. We pulled the wing out to align the pins with the fuselage as there seemed to be resistance to going in. There being, possibly a little misalignment of all the pins and fittings. Getting the pins aligned and the spar in position Rick rotated the wing in different directions as is common when assembling a glider to get everything in proper alignment. When it was at a certain point Jan used a tool to bring the wings together. There was a wider gap between the wing on the right and the left. The gap didn't appear to be excessive, but noticeable and deserved consideration. Enough that Jan called the previous owner and went over some other installation procedures as well. The previous owner wasn't very helpful as he hadn't flown it in several years and couldn't remember exact details. At least this was the impressions I got from hearing one side of the conversation. The main pin had been secured and some other pins installed and/or tightened. With the wings pulled together the wing attachments and pins were secured and safeties applied, aileron connections were also attached and checked for security. They are hard to see as I recall and need to be done by feel as much as anything and then checked for security and safety attachments. A visual inspection was also done.

After the assembly was complete I felt confident enough with the assembly to have taken the glider for a flight myself. My only concern was not fully understanding the aileron safety connection and how it worked, but not on its' attachment and security at that point. I like to know how things work and the safety mechanism used.

I have assisted with many glider assemblies. This assembly was different as each manufacture has different designs. It didn't seem overly complicated. The construction seemed very robust as compared to my schweizer 1-35 of similar appearance, performance, and g loading.

Commercial license with ASEL/Inst Airplane/Glider/AMEL limited to Center Thrust. Approx 1700 hrs total with 200 in gliders.

Richard A. Walker