

Dear Pablo,

As your first US customer, I am writing you to express my gratitude for being able to participate in a truly remarkable program.

As you know, I have been involved in aviation for the past 45 years, hold commercial and instrument ratings in both helicopters and fixed wing aircraft (over 9500 flight hours to date), and have participated actively and continuously in commercial and military aviation all my adult life.

So becoming involved with an aviation project such as yours was a very serious undertaking on my part. I first became aware of the Criquet Storch aircraft in 2006 through the internet. At that time, I was flying a Slepcev Storch of similar design concept and building another example of the same aircraft with the idea of completing it as the most historically authentic example of its type produced to date. When I began to study the films of your prototype airplane I soon realized that the Slepcev Storch and the three other Storch replica type aircraft on the market did not even begin to approach the level of historical authenticity of the Criquet Storch.

In 2007, I made the acquaintance of your then distributor in Florida and learned that you would be sending an example of your airplane to the Sun and Fun Airshow in Lakeland, Florida. I journeyed from my home here in California to the Airshow with the express and sole purpose of viewing the Criquet Storch first-hand and to decide whether or not I wished to own one.

By the end of my stay at Sun and Fun I had placed my order for a kit-built airplane and firmly resolved that I would become more than just a "customer" to Criquet Aviation. I have been a devotee of the Fieseler Storch aircraft since I was a teenager (I am now 62) and had always planned to own one. Over the years, I have flown examples of the full sized machine and amassed a great quantity of information on and knowledge of the machine. When I began to seriously "shop" for one in the mid 1990s, I soon realized that the full sized airplane was too big and fragile to be a practical "pleasure machine". At that point, I changed my plans to building a scaled-down replica instead.

I soon found that the Criquet Storch is like no other replica of **any** historical aircraft on the market. Pablo, the attention to detail in both the structure and the craftsmanship in your machines is truly astounding. Most manufacturers have been content to produce a "facsimile" of the real aircraft, making compromises in structure and detail in order to achieve an "approximation" of what the real aircraft looks like. Your Storch actually **looks** like the real article and totally conveys the image of it.

As I built my airplane, I was often visited by airplane enthusiasts who continually commented on the craftsmanship of the airplane as received from Criquet and its impressive fidelity to the structure of the real airplane (of which I had numerous plans and photographs to show as examples). But now that the airplane is completed, licensed, and test flown, it has begun to get full "exposure" to the aviation public.

At virtually every airport I stop at, it draws attention and admiration. I have exhibited it at two Air Events to date. The first one was a Fly In hosted by the "Quiet Birdmen" fraternity in July. The "QBs" are airmen of considerable experience with a lot of personal aviation history in their backgrounds, and their opinions of the machine were overwhelmingly favorable.

My most recent "exposure" was at the "Wings over Camarillo" Airshow on 24-25 August. This airshow was of considerable size and prestige, being hosted by the Camarillo Chapter of the Experimental Aircraft Association and the Camarillo Wing of the Commemorative Air Force and featuring a large warbird display and aerial demonstrations. The normal practice with an "experimental-home built" airplane such as mine is to have it exhibited with the other "homebuilts". However, the airshow directors were so impressed with my machine's appearance that they elected to put it on display with the "warbirds" instead.

The result was most gratifying. In addition to having crowds continuously around it for both days, at least half of the visitors mistook it for the full-sized machine. The real airplane is quite large, but the

Criquet machine is quite tall also and gives the impression of realism. Once they learned that the machine was a replica, the first question that most visitors would ask was; "How can I get one?" At that point Pablo, I referred them to the literature that you had supplied me with.

Actually, the **very first** questions were of the nature of; "How does it fly?" and "Does it fly as good as the real one?" To all that, I am able to tell them that it **flies better** than the full-size machine(!) Having flown a full-size machine as recently as last September, my impressions of it were fresh in my memory when I began flight test of my machine in May.

What I have found (and as you have told me, as well) the control forces are quite light and it's control response is great throughout the whole flight regime. I am able to consistently get short take offs of less than 100 feet at the near sea level airfields we have here in Southern California, and landing rolls of similar distance. In addition, I have found it to be stable and relaxing to fly on cross country flights. In short, **I am completely happy and satisfied with my airplane in every respect.**

But Pablo, I would also like to express my happiness and satisfaction with my dealings with **you** and Criquet Aviation. You have always been enthusiastic, kind, and generous with me in all our dealings. I have never felt that I was "just a customer", but rather one who shares your dream of creating a unique airplane and recreating a part of history. I have been most gratified to see your positive and enthusiastic response to solving any problems that I have encountered, and you have always gone "above and beyond" your obligations to a customer in order to support me.

I look forward to seeing your company's success in marketing your products and I enthusiastically extend my support in any way that I can to help promote it. You are a fine man that I have greatly enjoyed doing business with and promoting our common goals, and I hope to continue to have a close association with you for years to come.

Sincerely Yours,
Steven C. Lund
Comm, Inst, AMEL/Rotorcraft
Storch Owner

