



Stanley E. Shaw

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Dear Mr. Paul Caban,

As a multiple, long time Cessna 185 owner, we have found that the single most effective safety devise is the Air Research Technology (ART) Wing X STOL system. Our last Cessna 185, N80SS, recently developed power loss, requiring us to make a forced landing in white-capped 6-10 foot seas.

On September 9, 2012 my son Stanford Shaw, and I took off from Camarillo, California (KCMA) en-route to British Columbia for our annual Coho salmon fishing trip. Electing to fly up the coast, versus flying inland turned out to be in our favor since we were on amphibious floats. Our first, planned stop was to be Watsonville Airport (KWVI). Exactly two hours into our flight, we discovered complete power loss with no signs of vibration, oil leaks, etc. It was just like the manifold pressure cable was pulled out to idle. We were initially flying 1,000 feet above the Pacific Ocean, offshore roughly ½ mile. When we reached Hearst Castle we noticed the headwind increasing and elected to start our climb. We also climbed to 1,700 feet due to the restricted airspace for the marine sanctuary in that area (at/or above 1,500'). We were flying along, remarking how smooth the flight is, and out of the blue, we lost power. At this point we elected to turn downwind due to the enormous sized white-capped swells. With the 20 knot tail-wind, we performed a dead stick landing. With these wing extensions, it greatly assisted us in making a safe landing, without injury! Please feel free to read the article from the Aircraft Owners Pilot's Association (google search: "Power Loss Over Rough Seas").

Thank you for superior product,



Stan Shaw, Individual

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02-19-2003

Hello,

My name is Jerry Douglas Witt the third. About a year to two years ago I bought your Wing extensions with a Sportman stol kit leading edge. You guys were incredibly nice to me and even gave me a discount for working in foreign missions activities.<---which I still do.

We have had a long hard stressful time with my aircraft BUT FINALLY just last week we have begun flying it for the first time in 4 years!

I have to tell you. At first I thought all the hype on the mods was not going to do it justice and I really believed it would make some difference but not the way my Father was talking about it, I gotta say you guys have taken all the words out of my mouth.

I am completely amazed at how well your modification work. I know its mixed in with a stol kit but I am still amazed. Just two days ago I flew in my 1959 182A with a good friend, he weighs 200 lbs and I weigh a good 260. We were full fuel and about 8 mph headwind component and we were able to get it off the ground in only 210 feet worth of runway!

Also my climb rate is staggering! I havent pinpointed it yet but Im well above 1000 ft per minute. Even my cruise climbs are amazing.

my stall speed dropped by about 10 mph at least. Still have to do some gps tests but at least indicated I am showing a stall at 35 MPH but im guessing probably about 40MPH is the true stall speed. not sure still incredible!

I just want to thank you for helping us out on this aircraft. This aircraft will be heading to Mexico within the next couple of weeks.

Extremely satisfied thank you!

Jerry D. Witt III