

CRICKET . . .

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In level flight at 75% power, indicated speed is 170 km/hrs. (106 mph).

Later the airplane went to the national fly-in of the R.S.A. (French homebuilder's organization similar to EAA) at Montargis and was a big success among the 20,000 spectators. By that time the Cricri had made 8 landings and had accumulated 1 hour 45 minutes of flight time.

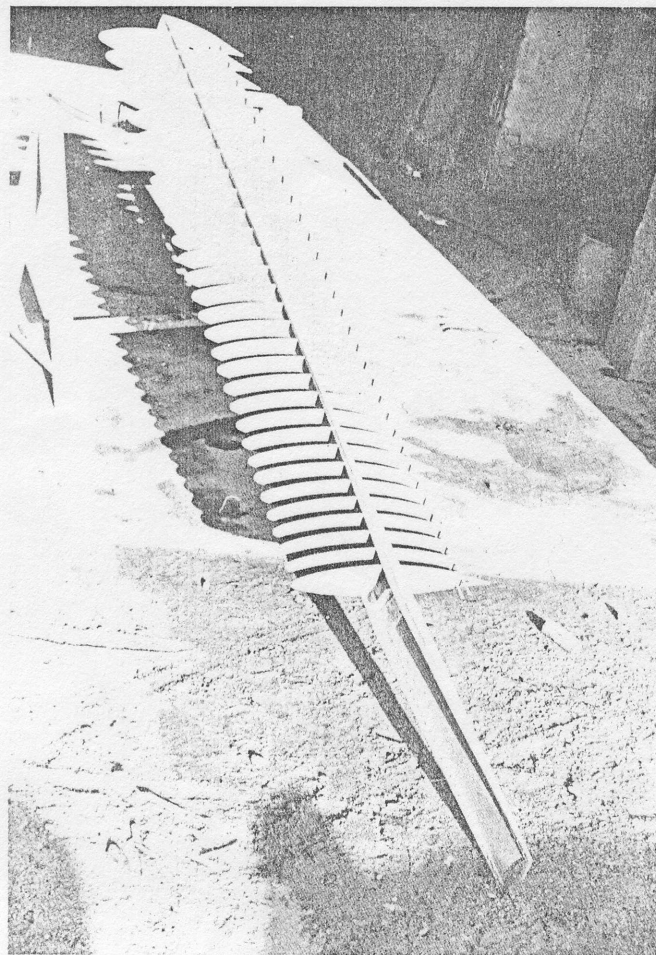
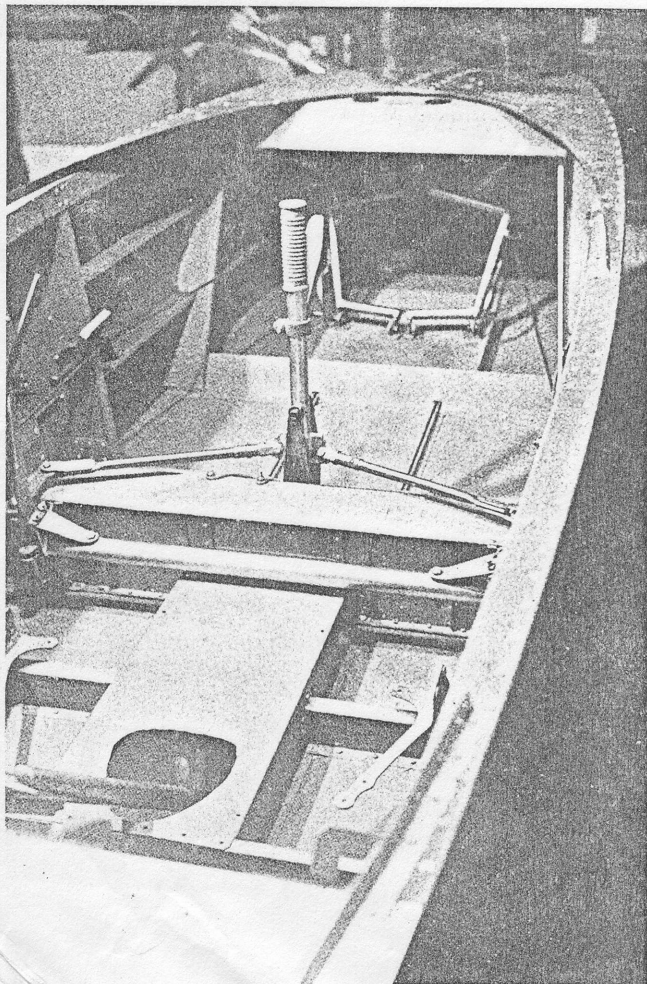
The flights started again on September 8, 1973. The rudder had been modified and was less sensitive. Two flights of 50 minutes duration were made for television purposes.

On September 10 two flights were made which included the first roll and loop. The controls behaved well in those aerobatic maneuvers.

On September 11 a flight was made for picture purposes. The right engine swallowed a bolt from the air filter — 5 km (approximately 3 miles) away from the airport and 150m (approximately 500 feet) of altitude. The engine stopped and the airplane returned on its left engine with a 50m (164 feet) loss in altitude. It took 15 minutes to get back to the airport, but the airplane made a good landing.

September 18 — After repairs to the right engine the flight test program continues. The left engine stopped frequently while idling on the landing approach.

September 19 — Two flights were made but the air filter from the right engine became loose during flight but the airplane returned to the airport safely. After two flights the hand starter for the right engine closed and the engine lost rpm. Once again the airplane returned to the



One wing panel prior to skinning. The closely spaced rigs are made of KLEGECELL 100 and are glued to the spar with ARALDITE. The inboard and outboard ribs are of aluminum to close the "box" once the panel is skinned. Balsa strips near the trailing edge are temporary spacers. Since the flaperons are attached separately below the wing, the wing is super smooth and should achieve the laminar flow characteristics possible with the Wortmann airfoil.

The cockpit area showing the spar carry-through, flap torque tube with attached actuating handle, control stick and rudder pedals. The squeeze-lever on the stick is the brake . . . American toe and heel brakes have never been popular in Europe.

airport safely. The adjustment of the engine was the most delicate point in the flight test program because, "The engines adapted from chain saws never flew on their own", said Robert Buisson.

On the other hand, the airplane is excellent — it's a purebred with easy flying characteristics.

As of September 20, the airplane has flown 5 hours 16 minutes and has made 18 landings. Today, the flight test program continues with some reinforcement of the engine mounts. The engines will be cowled later to add some aerodynamic finesse which will give it a cruising speed at 75% of power of 230 km/hrs. (143 mph) with 12 horsepower.

Michel Colomban is in the process of preparing a construction kit for the airplane.