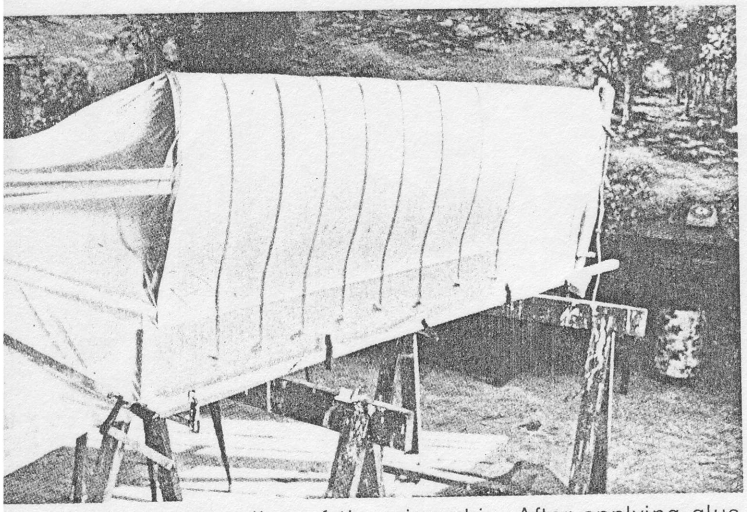
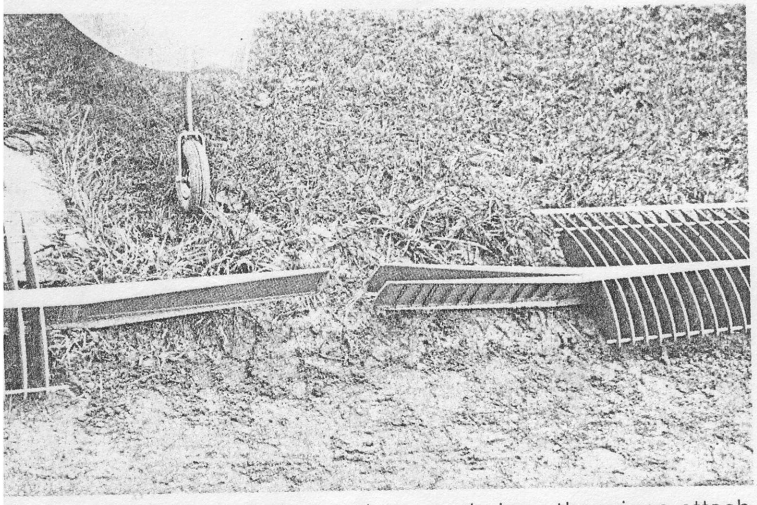


Vacuum bonding of the wing skin. After applying glue to the closely spaced foam ribs, the one piece aluminum skin was sucked down into a snug fit by a vacuum. The entire wing half was enclosed in a nylon bag and a household vacuum cleaner run at slow speed provided the suction. The result was a super smooth laminar wing.



This shot tells better than words how the wings attach . . . follows successful European sailplane practice.

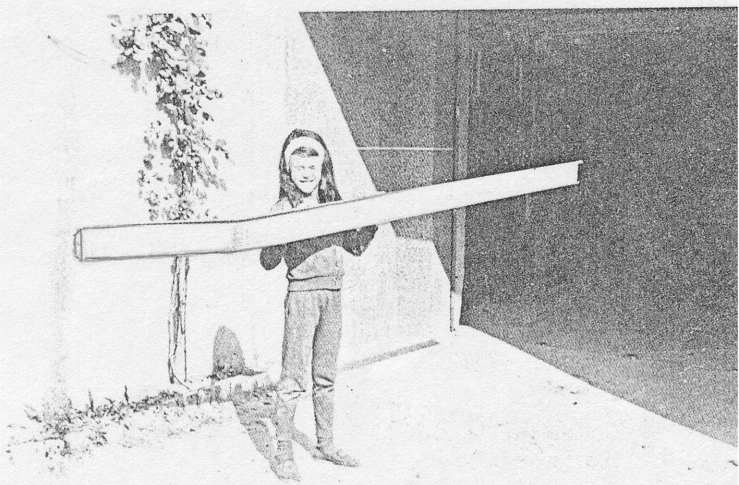
The flaps were eased slowly into the "up" position. The indicated speed climbed to 120 km/hrs. (74 mph) with a slight change in the flight attitude. At around 200 feet of altitude the first slow turn was executed to the left, the flaps were put back down to 5° and the climbing continued to 500 feet with the same speed as before.

The approach was made at around 100 km/hrs. (indicated) with the flaps down to 30° and the trim adjusted. The airplane goes down normally and the wheels contact the ground at 70 km/hrs. (43 mph).

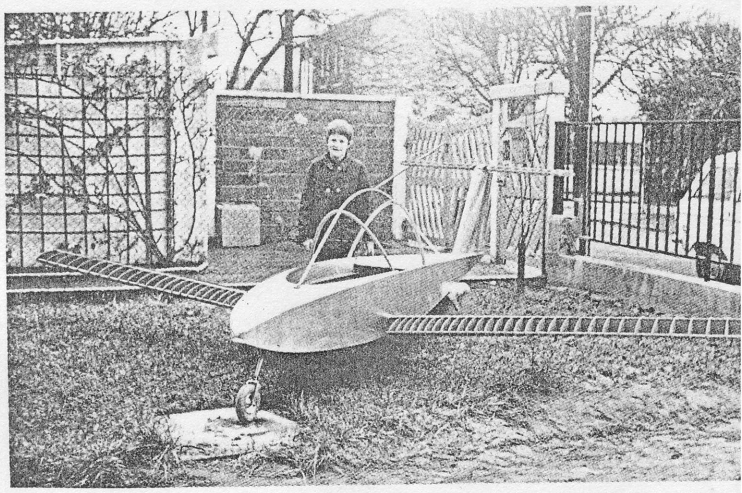
First impressions of the pilot were just opposite of the worst fears of all involved. The airplane took off smartly and the climb was brisk at an indicated speed of 100 km/hrs. (62 mph). The only instruments installed are a speedometer and a sensitive altimeter. To fly the airplane the controls do not require much effort. Movement is very slight on the three axes and make the airplane very touchy. Apart from that, the airplane is very clean and the rigging is good.

A second flight was made immediately — around the pattern with a right turn this time. For the first day the Cricri, the world's smallest twin engine airplane, flew 20 minutes with two landings.

On July 24 more test flying was done. After some modifications to the controls (except for the rudder), the flying was better and more precise. Five landings



A Cricri wing spar. That grimace is the result of bright sunlight — not from lifting the feather weight spar.



The first assembly of the nearly completed airframe.

Another angle of the first assembly of Cricri.

were made during 49 minutes of flying. Stall tests were made after reaching an altitude of 2,000 feet:

1st Stall — Flaps down -5°. engines reduced to 2500 rpm. Stall is rough but straight ahead. Break is at 75 km/hrs. (46 mph) indicated. Down 1/4 turn of a right spin and instantaneous control.

2nd Stall — Flaps down -30°, slight shaking but stall very gentle. Slight nose down attitude towards the left, immediate control without difficulty. Speed at the break — 70 kn/hrs. (43 mph).

(Continued on Next Page)