



Cricri in its original form. The bicycle-type landing gear did not prove feasible so was changed to a tri-cycle type. A Cricri design criteria was that the aircraft could be hoisted by two people.

CRICKET . . .

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The fuselage is different. It's a box-type made out of 0.5mm aluminum glued to internal KLEGECELL 100 bulkheads and stringers — riveted at the four corners. Only the front and middle parts of the fuselage have metal bulkheads to take and distribute localized forces. They are made of AV4G/AS (2024-T3) aluminum of .5mm thickness, bent up and riveted. This results in a very rigid basic metal box with a weight (without accessories) of less than 10 kg (22 pounds).

THE FLIGHT TEST OF THE CRICRI

The flight test was executed by Roger Buisson, an ex-military pilot, who became a test pilot of light aircraft. Buisson had been retired for a few years but at the age of 65 years he was seduced by engineer Michel Colomban's airplane and agreed with pleasure to fly all the tests. The airplane flew its first flight July 19, 1973 at the Guyancourt airport (near Paris). That airport was once used by the Societe Caudron.

A few taxi tests were made with the original bicycle-type landing gear, which did not produce good results. At the last minute, we installed a tri-cycle gear instead. After 15 fast taxi runs and test hops on the runway, the initial flight began. The initial impression felt by the pilot was of an unsuspected surge of power, without a doubt due to the exceptional efficiency of the propellers and of the low inertia of the airplane, considering its weight.

On July 19, 1973, with a wind down the axis of the runway of 8-10 km/hrs. (4-5 mph) Robert Buisson lined up his airplane, checked the two engines at 5500 rpm, lowered the flaps 15° and put the trim on neutral. After adding the power, the speed came up to 75 km/hrs. (46 mph), the nose wheel lifted up and the airplane took off after 8 seconds of ground roll. The indicated speed for the climb was 90 km/hrs. (55 mph) and after 100 km/hrs. (62 mph) the trim was adjusted because the pressure on the stick could be felt.



A streamline cowling being considered for the power pods. The young French aviation enthusiast was not identified.