

The Cricket drew a great deal of attention at Oshkosh, especially since it almost qualifies as an ultralight under the FAA's proposed rules.



degrees. The spar construction is of aluminum sections riveted together. Thirty-two rigid foam ribs are bonded at 6-inch intervals to the spar. Each rib is reported to be strong enough to support the aircraft's weight. The thin wing skins are metal bonded to the rear rib skeleton, with the necessary pressure supplied by enclosing the wing in a sealed vinyl bag and hooking it up to a household vacuum cleaner.

There is no internal system within the wing. The four flap/aileron support arms are bolted to the trailing edge of the wing so that the hinges provide almost no disturbance to the airflow.

The main gear is a single spring attached to the fuselage with four rubber donuts. The nose gear is steerable and constructed with two tubes — one installed within the other — and rubber bungees for shock absorbing. Turning radius is 14 feet. Wheels are 3.00 x 3, and there are brakes on the main wheels.

Elevator control is with a push-pull rod and artificial feel from a rubber bungee connected to the trim tab. The designer says that this system avoids the "overloose" feeling so common among lightweight aircraft. Aileron/

CRICKET MC12

PERFORMANCE

Stall, flaps down: 42 mph
Takeoff roll: 480 ft at S.L.
600 ft at 3000 ft
850 ft at 6000 ft
Rate of climb: 850 fpm at S.L.
700 fpm at 3000 ft
500 fpm at 6000 ft
Ceiling: 13,000 ft
Max. level speed: 127 mph
Cruise speed: 110 mph
Red line: 160 mph
Range (cruise): 4 hrs—450 mi
Rate of roll: 180 deg/sec

SPECIFICATIONS

Wingspan: 16 ft
Length: 12 ft 10 in
Wing area: 34 sq.ft.
Aspect ratio: 7.8
Empty weight: 160 lbs
Gross weight: 380 lbs
Wing loading: 11.2 psf
Powerplant: 2 x 24 hp
Propellers: fixed pitch
Fuel: 6 US gals 35 lbs
Stress: FAR 23; +9 G, -4.5 G

flaps have short push-pull rods controlled through a mixer and a quick-release ball joint to the inboard ends of the control surfaces. Rudders are conventional with cables. The pedals ad-



Designer Michel Colomban, glasses, works on one of his ships as airshow pilot Denis Legrand lends a hand.

just to accommodate six-foot-three-inch pilots.

The 12-hp Valmet engines are two-cycle, 150cc at 6500 rpm, each weighing only 16 pounds. The Valmet has a history of over 1500 hours at 10-hp cruise. The engines are mounted on a special patented welded steel interconnect tube that transmits vibration from one engine to the other, effectively dampening the movement. The composite propellers are 27 inches in diameter. A four-to-six-gallon fiberglass fuel tank is mounted in the