

Cosmos Phase 2, '21SJ' (French, unregistered)

AAIB Bulletin No: 11/2001	Ref: EW/G2001/08/03	Category: 1.4
Aircraft Type and Registration:	Cosmos Phase 2, '21SJ' (French, unregistered)	
No & Type of Engines:	1 Rotax 582 piston engine	
Year of Manufacture:	1998	
Date & Time (UTC):	1 August 2001 at 1116 hrs	
Location:	Near Headcorn Airfield, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew 1 (Minor)	Passengers 1 (Minor)
Nature of Damage:	Extensive	
Commander's Licence:	Private Pilot's Licence (Ultralights) (France)	
Commander's Age:	53 years	
Commander's Flying Experience:	507 hours (all on type)	
	Last 90 days - 49 hours	
	Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The Cosmos Phase 2 is a flexwing, weightshift controlled microlight aircraft, powered by a Rotax engine mounted at the rear of a two seat tricycle unit, driving a pusher propeller. Its maximum operating weight is 400 kg. The pilot indicated that the aircraft had a fuel load of 36 kg (about 11 gall imp) at the commencement of this flight.

The aircraft was flying from Old Sarum to Headcorn airfield as part of an organised group of over 100 Microlight/Ultralight aircraft. The group had previously sought, and obtained, the appropriate exemptions from the UK CAA relating to the operation of non-certificated foreign aircraft within UK airspace.

The pilot reported that after a flight of 2 hours 50 minutes duration, the aircraft arrived overhead Headcorn for landing. The runway in use was Runway 11. The aircraft positioned on an extended

downwind leg, being number nine in the landing sequence. The pilot turned onto a left base leg at about 3 km from the airfield. At this stage, the engine failed.

The pilot selected an into-wind field for the forced landing, but the only available area was a small field surrounded by trees. After touchdown, the aircraft pitched over onto its back, sustaining extensive damage.

A support helicopter which was accompanying the group quickly arrived at the scene to assist the occupants, who were not seriously injured.

The pilot indicated the causal factors were a very high and unusual fuel consumption, no 'low fuel' warning device fitted to the aircraft, and that the fuel tank mounted gauge was difficult to view from the pilot's seat whilst airborne. The height and location of the aircraft at the time of the engine failure had precluded a safe landing in a suitable area.