

# Societe Wassmer Jodel D120A, G-BJOE, 15 February 2002

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## INCIDENT

**Aircraft Type and Registration:** Societe Wassmer Jodel D120A, G-BJOE

**No & Type of Engines:** 1 Continental Motors Corp C90-14F

**Year of Manufacture:** 1960

**Date & Time (UTC):** 15 February 2002 at 1145 hrs

**Location:** East Fortune, Scotland

**Type of Flight:** Private

**Persons on Board:** Crew - 1 Passengers - 1

**Injuries:** Crew - None Passengers - None

**Nature of Damage:** Spinner missing; major damage to wooden propeller

**Commander's Licence:** Private Pilots Licence

**Commander's Age:** 61 years

**Commander's Flying Experience:** 512 hours (of which 91 were on type)  
Last 90 days - 9 hours  
Last 28 days - 0 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

At 1125 hrs, the aircraft took off from paved Runway 24 at East Fortune Airfield. The surface wind was 220° to 240°/8 to 10 kt; there was no other significant weather. The aircraft was climbing at 60 kt, heading 150° (M) and passing 2,700 feet agl about 10 nm from the airfield, when the engine started to vibrate severely with associated loss of power. The pilot decided to return to East Fortune. His engine check did not reveal the source of the problem and it did continue to function albeit at reduced power. He briefed his passenger about the emergency and transmitted a Mayday on the Edinburgh Approach frequency. The aircraft was positioned overhead the airfield at 2,000 feet agl and an uneventful landing on Runway 24 ensued. Post landing inspection revealed that the spinner had detached and had struck and damaged both propeller blades. The spinner was not recovered and the reason why it had become detached could not be determined by the owner.

There was a trainee controller in the Edinburgh Approach position when the Mayday call was received at 1137 hrs. The mentor took over and established communication with the pilot who reported that he was 4 nm south of East Fortune with an extremely rough running engine and that he intended to land at the airfield. The ATCO informed the SCATCC watch manager, D & D and RAF Leuchars. He then contacted the local police who despatched the emergency services. The emergency appears to have been handled well by all concerned and the pilot telephoned Edinburgh ATC to inform them that he had landed safely at 1145 hrs.