

# Druine D.62B Condor, G-YNOT

## AAIB Bulletin No: 3/97 Ref: EW/G96/12/07 Category: 1.3

<b>Aircraft Type and Registration:</b>	Druine D.62B Condor, G-YNOT
<b>No &amp; Type of Engines:</b>	1 Rolls-Royce O-200-A piston engine
<b>Year of Manufacture:</b>	1971
<b>Date &amp; Time (UTC):</b>	28 December 1996 at 1420 hrs
<b>Location:</b>	Coventry Airport
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Tears in the fabric of the right hand flap and right hand aileron
<b>Commander's Licence:</b>	Private Pilot's Licence with Night Rating
<b>Commander's Age:</b>	44 years
<b>Commander's Flying Experience:</b>	834 hours (of which 651 were on accident type) Last 90 days - 17 hours Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

At the conclusion of a flight from Coventry to Henstridge and while putting the wing covers on the aircraft, the pilot found two yellow marks on the fabric on the underside of the right aileron and right flap. Behind these marks were tears in the fabric.

The pilot recalls seeing yellow sticks approximately two feet six inches high stuck in the ground on the edge of the taxiway at Coventry between the flying club and holding point 'J'. The sticks were sufficiently high to cause him concern that they might damage his aircraft and so he taxied as close to those on his left side as was possible. However, as the aircraft has a tailwheel undercarriage which tends to restrict forward visibility when taxiing and as the sun was on the right side, he was not able to observe the sticks on that side as carefully. Coventry Airport ATC subsequently advised the pilot that the sticks had been placed by the taxiway as snow markers.