

INCIDENT

Aircraft Type and Registration:	Piper PA-18-150 Super Cub, G-OTUG	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Year of Manufacture:	1957	
Date & Time (UTC):	17 July 1993 at 1030 hrs	
Location:	Nympsfield airfield, Gloucestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to leading edges of both wings, engine shock loaded, centre fuselage section buckled	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	49 years	
Commander's Flying Experience:	765 hours (of which 94 were on type) Last 90 days - 20 hours Last 28 days - 9 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The aircraft was being taxied from the refuelling area to be positioned behind a group of glider tug aircraft, in preparation for glider launching. The route was uphill on the grass airfield, and the commander reported that he was keeping the other tug aircraft in sight close in on his left side. He did not observe a Christen A-1 Husky aircraft, registration G-BSVA, which was parked, unoccupied, outside the line up of the other tugs. The top of this aircraft came into view over the nose of the Super Cub, and the commander applied the brakes but impacted G-BSVA whilst still moving forward.

The commander noted that the Super Cub is fitted with heel operated brakes, and that his most recent experience on this type of aircraft was some 3 years previously. He had most recently been operating Piper Pawnee and Bellanca Scout aircraft with toe operated braking systems. He considered that both of the latter types afforded better visibility forwards over the nose whilst taxiing, and consequently was not carrying out the standard practice of weaving the nose from side to side on this occasion.

The Husky suffered severe damage to the left wing, buckling of the centre fuselage, and impact damage to the propeller.