ACCIDENT

Aircraft Type and Registration:	Piper PA-18-150 Super Cub, G-XCUB	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Year of Manufacture:	1981 (Serial no: 18-8109036)	
Date & Time (UTC):	6 June 2018 at 1205 hrs	
Location:	White Waltham Airfield, Berkshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Engine shock-loaded, tailwheel spring broken and damage to lower part of rudder	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	72 years	
Commander's Flying Experience:	19,000 hours (of which 35 were on type) Last 90 days - 27 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The aircraft nosed over while stationary on the runway. Takeoff power had been applied during a 'stop-and-go' while the brakes were still on.

History of the flight

The instructor and a student were carrying out a circuit training detail. The instructor, in consideration of a busy circuit and of the possibility of aircraft behind on final approach, wanted to keep the process of 'stop-and-go' landings as quick as possible. He had developed a procedure whereby the student actions were to close the throttle during landing, bring the aircraft to a stop with the brakes, then raise the flaps and set carburettor heat to COLD. The instructor meanwhile would rewind the trim control for a zero flap configuration for takeoff. Then, when satisfied that the aircraft was safely configured for flight, he would give the command 'go' through the intercom. The student could then release the brakes and open the throttle to begin the takeoff.

On this occasion about six circuits with 'stop-and-go' landings had been completed successfully. The student landed the aircraft and came to a stop on the runway. The instructor was re-setting the trim for takeoff when power was applied. The brakes were on and the aircraft nosed over. The propeller struck the grass and stopped the engine. The tail rose into the air and then dropped back onto the runway, breaking the tailwheel

spring and damaging the lower part of the rudder. The instructor made the aircraft secure and both pilots evacuated the aircraft.

Other information

The instructor, seated in the rear cockpit, has no sight of whether the front seat occupant has their feet on the brakes.

The instructor discovered, subsequent to the accident, that the standard operating procedure adopted by the operator of the aircraft is to not apply brakes on the runway in a Super Cub. Also that consideration given to circuit traffic should be secondary. A downwind call of 'stop-and-go' should be sufficient to warn following traffic to allow time for an aircraft to occupy the runway while being re-configured for takeoff.