ACCIDENT

Aircraft Type and Registration:	Piper PA-18-150 Super Cub, G-OOMF	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Year of Manufacture:	1968 (Serial no: 18-8560)	
Date & Time (UTC):	2 June 2014 at 1324 hrs	
Location:	Near Wellesbourne Mountford Airfield, Warwickshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damage to propeller, wing struts, wings, tail plane and canopy.	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	1,842 hours (of which 701 were on type) Last 90 days - 54 hours Last 28 days - 19 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

While flying the base leg in the circuit, the student inadvertently set the mixture control to lean which resulted in a loss of engine power. As a result of this action the aircraft was forced to land in a field of standing crop during which it tipped onto its back.

History of the flight

The student was on his second flight of a tailwheel differences training course when the accident occurred. He had already flown three successful circuits during the flight and it was while positioning the aircraft, and reducing engine power, on the base leg of the fourth circuit that the engine rpm rapidly reduced. The instructor took control and, as the symptoms were consistent with fuel starvation, told the student to "turn on the fuel". The student confirmed that the fuel was selected ON. The instructor established that some power could be obtained from the engine by moving the throttle between the idle and fully forward position.

Unable to reach the airfield, the instructor made a MAYDAY call and positioned the aircraft for a landing in the only suitable field but which contained a standing crop. As the aircraft touched down, the crop became entangled in the main landing gear causing the aircraft to turn upside down. The instructor and student, who were both uninjured, vacated the aircraft before the arrival of the airfield emergency vehicle.

The instructor reported that, following the accident, the mixture control was found in the fully lean position. The student, who had over 350 flying hours, normally flew a Robin DR400 aircraft which has a carburettor heat control that operates in a similar manner to the mixture control on the Piper Super Cub. The instructor and student believe that the student inadvertently operated the mixture control instead of the carburettor heat when the power was reduced on the base leg.