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To: Barkley, Daxton (FAA)
Subject: Statement of flight description on N1254D
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Good afternoon sir this is Aaryan dhawan, second occupant of the flight , sitting on the left seat of the aircraft undergoing a flight lesson of 141-311 Commercial ASEL course at Phoenix East aviation. Flight description is as follows, We took off from KDAB , did some traffic patterns at KFIN. Departed KFIN to the northwest and started practicing maneuvers like steep turns, lazy eights, chandelles, steep spirals, eights on pylons. Then we started simulated emergencies , first one was engine failure . Performed the checklist and went to Skinners wholesale nursery (16FD) airport . Initial try to make it with no engine power was not successful so we tried one more time which was then performed well by me . So we went around with a low pass over the grass runway. Climbed up to 4000 feet . Next emergency was engine fire, in which checklist was performed and then descend to 2000 was made with 30 degree left and right descending fast turns to best landing spot which was Pierson Municipal Airport (2J8) and to extinguish fire. Instructor said the fire is no more so scenario then followed with engine failure . I made a steep spiral to lose altitude from 2300 to 1200 feet and joined left downwind for runway 23. Suddenly my instructor took controls and to which I was surprised and questioned him why?. He then showed me the high oil temperature indication and told me to find the frequency of the airport CTAF, while i was looking for the frequency we turned sharply from base to final. He then made the mayday call including tail number, position, souls on board, and declared emergency. We were so high and over the short final so instructor performed maximum forward slip to the runway to lose altitude and then dropped flaps. The propeller was still rotating and according to me loss of engine power did not take place. We were at the airspeed between 80-90, and almost touched down consuming more than half the runway and then aircraft kept on going straight since braking was not performed. We then got inverted as we fell into the ditch. My hands was on the door latch so I unlatched it and then I remember somebody either my instructor or civilians who stopped by seeing the aircraft like that help me get out. Then I saw my instructor, get out of the aircraft with face bleeding.

A lady called 911 for emergency and so did my phone dialed it because of the crash detection system. I then looked for the phone and gave my details to the responder on the line . Then police vehicles were seen rushing to the airport.

I have minor wound on my right leg and a cut on right arm. Right arm is a little sore. Fire and emergency team was on the spot . Our details were taken on call by the NTSB. Then me and my instructor was given a ride back to school .