

Statement from Brian

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Flight purpose was initial landing training in model at KCMA. The CFI demonstrated a takeoff from KSZP runway 04 approximately 0940L into right downwind. I assumed the controls during downwind departure to Saticoy Bridge. ATIS information was received. CMA Tower cleared the aircraft to enter the 45 for right downwind 26. Tower directed a left 360 abeam the tower for spacing, then cleared us to land #3 behind a Cessna on extended left downwind. Approach became a long straight in on centerline. Approach was comfortably shallow on PAPI, intended to land short of the instrument touchdown markers. I deliberately positioned my toes on bottom of the pedals to ensure no inadvertent braking action. I reduced throttle upon CFI suggestion at approximately 15 ft. Flare was to a 3-point attitude with increasing aft yoke as speed decreased. Touchdown was such that minor vertical main gear oscillations occurred which did not initially cause me concern. The aircraft drifted right and the I corrected using a buildup of left rudder inputs, achieving what I perceived as a reasonable rate left toward centerline. I was aware of chirping tires which I perceived as similar to previous demonstrated landings. The aircraft achieved centerline aligned with the runway, but with a right rate which rapidly increased to the right despite active rudder inputs. Simultaneously, the CFI called Go Around and increased throttle. I understood the order and was prepared for such action as briefed. Almost instantly the left wing dropped and contacted the runway. Further flight control inputs were ineffective. The aircraft slid with the left wing on the ground to the right side of the runway. The propeller contacted the ground at the edge of the runway, the aircraft nosed down and came to rest inverted pointed the opposite direction. I exited first and immediately assisted the CFI in egress. Injuries were minor cuts and bruising.