

Derek W. Lowe Accident Statement:

I arrived at Proflite around 7:10 AM For a solo Cross Country Flite to Manly (PAML). From PAA Weather Briefing Looked Like weather was ~~not~~ a factor winds calm and No precipitation in the forecast. I met with my Instructor and we went over Flight Plan and reviewed weather ~~again~~ again. We went over Procedure, Soft field Landings, Radio calls etc. I then went out and started pre-flight and removed wing covers, tail covers and began Preflighting Airplane using Checklist. ~~I~~ I checked fuel ~~I~~ Filled Both Fuel tanks Full, and Sumped Tanks and engine. ~~Before~~ Before Preflight I did File a Flight Plan By calling FSS.

After all checks complete and was ready to enter the 172N (P33KV) I entered plane and began following Check lists for Start up. all Normal and Taxi and Radio calls to Runway 2R was within standards.

Took off on 2R after Runup were Everything Seemed Normal and Acceptable.

Flight to Manly was without incident, Cruise at 4500 ft and about 110 KTS was Normal.

~~Started~~ Started my descent planning after Checklists complete was Normal. Descended into Manly (PAML) checked Wind sock it showed ~~the~~ wind calm. Entered the Pattern for R 36 and began landing Checklists Flaps, Carb Heat

Base turn, then final and all felt
and looked within Normal as Glide slope
was 65 Kts. landing was assured and
I touched Down on Runway 36 Feeling good
when Plane started to drift left, I tried
to correct with Right Rudder But Plane still
was going left. I tried to correct But
it would Not go Right at all. I felt an
odd shimmmy and plane began sliding
Left my right Rudder felt ineffective
Plane continued Left until I went off
Runway were left wheel went off then
I ended upside Down and plane came to
a Stop. I Entered the Aircraft and was in
Disbelief of the Event. I got my wits
and started the process of contacting Help.