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Arrived at the departure airport (KILM) Wilmington checked the weather (METAR and TAFS), NOTAMS, and runway environment for Charlotte Monroe Executive airport. Verified the planes crosswind limitations for the destination airport and noted the flight/landing was within the limitations. During my pilot briefing I picked alternate airports in case there were any significant changes while enroute (Charlotte main airport, Fayetteville, or back to Wilmington). I checked the weather enroute and was still within the plane's limitations. Started checking ASOS about 15 miles out. Started decent checklist into Monroe Executive. Kept checking ASOS, crossed midfield and noted that the windsock was favoring runway 5, showing the winds were 10-11 o'clock off the runway. Crossed midfield right teardrop for left downwind entry for runway 5. Noted that the windsock was still favoring runway 5. Did prelanding checklist. Noted that I would add 15 mph to my crossing numbers speed and would only put in a total of 20 degrees flaps. I would extend my downwind to make a longer final. Did 10 degrees flap once I was abeam the numbers. Turned base and then turned final, then dropped 10 more degrees of flaps. Noted that the winds were showing 340-350 variable with a left crosswind and headwind. Did left crosswind correction, left wing down right rudder to maintain center line. The decent was normal, crossed the numbers around 90, and then when I was about 10-20ft above the runway I encountered a down forward forcing wind from the rear of the plane. At that time lost altitude and air speed. At that time, I am unsure if I touched the runway or ballooned up. Before I could do a go around I encountered a gust from the left that caused me to exit the runway to the right, touched the grass. I pulled the power to idle, yoke back and applied brakes. Before the plane stopped, I went over a 15ft embankment and flipped over.