

StatementAugust12th2019-DanielOwen

As I approached Chickasha, I listened to the AWOS and I think it told me that the winds were from 200-220 at 9 knots. I used the Chickasha CTAF to let them know when I was 15, 10, and 5 miles away from the airport. I began my descent towards pattern altitude and noticed turbulence and the feeling of the wind coming from more than one direction. As I got closer to the airport, I joined the left downwind for runway 18. On final, I was concerned that if I added a third notch of flaps, then my plane would feel even more unstable, so I decided to only use two notches of flaps. When I landed, I landed slightly sideways causing me to aim more towards the right, and due to more speed than I was ready for, I was propelled off the runway and towards a small hump in the grass. I was afraid to use too much left rudder, because I was worried that I would cause the plane to tip too much towards the side. So I waited for it to lose momentum, which it did at the top of the hump, and then I used left rudder to turn the plane back towards the runway, descend from the hump, and go back onto the runway.