Certificate Number: [redacted]
Medical Certificate Date: [redacted]
Total Flight Hours: 251
Total flight time in aircraft involved in incident (Cessna-172): 59.9

I had been conducting flight training for my commercial certificate. I got about six and a half to seven hours of sleep the night before this flight, and had gotten the same amount the previous two nights. I consumed no alcohol on the day of the flight, and had not consumed any in the previous three days.

The morning of 23 May, I got up at about 7:00 AM, and checked the weather on line both at weather.com and 1800wxbrief.com. Storms were forecasted later that afternoon, but not until after the period I intended to fly.

I departed my house at about 8:15 and arrived at Shannon Airport (KEZF) at about 8:30. I checked out a Cessna 172, conducted pre-flight, and flew to Stafford Airport (KRMN) to practice short field landings. I then returned to KEZF without incident, and departed at about 10:30. Following lunch, I checked weather again, and I returned to KEZF at about 12:45. I again checked out a Cessna 172 Check out is automated, allowing a pilot to check for previously identified deficiencies, get hobbs and tach numbers, and check out without interacting with anyone else. No deficiencies were noted on the aircraft. I conducted pre-flight. Run-up, taxi, and departure were normal. At approximately 1:15, I departed KEZF, flying to a practice area about five miles southwest where I practiced chandelles and steep spirals From there at about 2:00 I flew to KRMN. The weather remained good: visibility was slightly hazy, but still good, and with the exception of a few clouds, the sky was clear. KRMN's automated weather reported winds fluctuating from 220 degrees to being variable from 150-240 degrees, at nine knots with gusts to 14 knots. I flew about east of the airport, completed the before landing checklist – except for adding carb heat-- and entered the pattern at a 45-degree angle for a left downwind on runway 15. I entered the pattern at 1,200 feet MSL and about 105 MPH. I slowed the aircraft to 95MPH, and added carb heat about halfway into the downwind. At the touchdown point, I reduced power to 1500RPMs, added 10 degrees of flaps, and pitched for about 90MPH which gave me a bout a 500FPM descent rate. After turning base, I added another 10 degrees of flaps and trimmed to keep my descent rate at 500 FPM. I turned base at about 700 feet MSL, added full flaps, and tried to maintain about 65MPH approach speed on final. Throughout this process, I self-announced entering the 45-for left downwind on 15, entering left downwind on 15, turning base for 15, and turning final for 15. Another aircraft was behind me in the pattern, but was not a factor. Although there was some cross wind, it only required a minor crab during final. I believe I touched down just beyond the numbers. Shortly after touching down, the plane veered hard to the right and went off the runway. The nose wheel struck a concrete slap that may have been a culvert cover. The plane continued about another ten feet at which point the nose gear collapsed, and the plane abruptly stopped.

After the plane stopped, I turned off all electrical systems, exited the aircraft, and called for assistance. A pickup with two men from the airport arrived about two minutes later. They tied tow straps around the rear tie-down hook, and pulled the rear of the plane down low enough to raise the nose wheel off the ground. They then towed the plane back to the aircraft parking area near the terminal. My instructor met me there We removed aircraft documents and my equipment, and returned to KEZF. My instructor informed me the flight school would take care of notifications, and later texted me to say the flight school had notified FAA and NTSB.

Until the incident occurred, the plane seemed to be in good working order. I found no deficiencies during pre-flight checks, and it handled normally during the flight.

[redacted]