



Incident Report

Incident Report #: 23-001

Date of Incident: December 17, 2023 Time of Incident: 10:56

Nature of Incident: Airplane Veered off the Runway

Location of Incident: Runway 14-32

Reporting Entity: Paul Dickinson

PIC/Captain/Operator's Name: Wade Allan Jensen

Address of PIC/Captain/Operator:

City: State: Zip Code:

PIC/Captain's Phone Number:

PIC/Captain's Email Address:

PIC/Captain's Pilot Certificate Number:

PIC/Captain's Pilot Certificate Type:

☒ Student ☐ Recreational ☐ Sport ☐ Private ☐ Commercial ☐ ATP

Aircraft Registration: N4501E Flight Number (if applicable): N/A

Aircraft Type: Cessna 172 Owner/Operator: Optima Aviation LLC

Wildlife Strike Report Number (if applicable): N/A

Additional Notes:

Mr. Jensen had the appropriate solo endorsements from Certified Flight Instructor, Jackson Emerson CFI, under 14 CFR Parts 61.93(C)(1), 61.93(C)(2), and 61.93(C)(3).

Reported by: Sean Clemmons Date: December 17, 2023

NARRATIVE OF THE INCIDENT:

Wade Allan Jensen was on a flight from Northwest Regional Airport (52F) in Roanoke, Texas to Stephenville Clark Regional Airport (SEP). While landing on runway 14, Mr. Jensen encountered a southwest crosswind. The wind was skidding the airplane sideways so he tried correcting for it. He over-corrected the rudder to counter the wind and lost control of the airplane and veered to the right going southwest. The aircraft went down in the drainage ditch between the runway and taxiway then went up the other side. The left wingtip hit the ground in the lowest part of the ditch. As the aircraft went up the other side, the nose landing gear collapsed where it came to rest. Mr. Jensen was not hurt.

Mr. Jensen then called his father Matt Jensen, who is a pilot for Southwest Airlines, and asked for his advice. Paul Dickinson, a student pilot who lives in Stephenville was running an errand to Stephenville Airport and saw the airplane resting on it's nose. Mr. Dickinson checked on Mr. Jensen to see if he was okay. Mr. Jensen stated he was and that he was waiting for his father to show up because he did not know what else to do. Mr. Jensen also stated that he had been waiting for nearly one hour for his dad. Mr. Jensen's father, Matt Jensen, arrived and then called Todd Downs of Stephenville Aviation to inform him of what happened. Mr. Downs then called Sean Clemmons, the Airport Manager, who went to the airport to assist and coordinate the recovery of the aircraft off the grass to the ramp.

After Mr. Clemmons arrived at the airport to assist, Mr. Dickinson called Mr. Clemmons to offer his assistance with the recovery of the aircraft. Mr. Clemmons consulted with Matt and Wade Jensen about this to which they accepted Mr. Dickinson's offer of assistance. Mr. Dickinson's plan was to bring a low trailer for the nose of the airplane to rest on while it is towed to the ramp. Mr. Dickinson went home to retrieve his trailer and some ratchet straps.

A family friend of the Jensen's, Brandon Smith, who lives in Stephenville also came to assist at Matt Jensen's request. Matt Jensen asked Mr. Smith to bring some pallets to support the nose of the aircraft once on the ramp. While Mr. Dickinson was on his way back to the airport, Matt and Wade Jensen went to Dowell Hardware to get some leather tarps to help cushion the front of the airplane on Mr. Dickinson's trailer. Mr. Smith and Mr. Clemmons monitored the aircraft while everyone else was gone.

Mr. Dickinson and both Matt and Wade Jensen arrived back at the airport simultaneously and began to prepare the aircraft to be towed to the ramp. Mr. Dickinson instructed Matt Jensen, Wade Jensen, Mr. Clemmons, and Mr. Smith to maneuver the airplane so the front is pointed West. Mr. Dickinson then positioned his truck and trailer in front of the airplane. Mr. Smith and Mr. Clemmons pushed down on the tail at Matt Jensen's request to get the nose of the airplane up. Matt Jensen laid down the leather tarp he purchased on the end of the trailer before Mr. Dickinson backed it up toward the airplane. After backing up the trailer under the airplane. Mr. Clemmons and Mr. Smith lowered the airplane gently on the trailer. Mr. Dickinson and Matt Jensen then ratchet strapped the aircraft to the trailer to prevent it from sliding off. The airplane was then gently towed to the ramp where it was parked without incident. Part of the nose landing gear hardware was set to rest of a stack of pallets Mr. Smith brought. The aircraft was also chained down.

The following pages contain photos and additional information related to this incident.



How the airplane came to rest.



A closer look at the collapsed front landing gear.



The airplane from the rear.



The broken left wingtip.



The tire marks in the grass looking North.



The front of the airplane sitting on Mr. Dickinson's trailer.



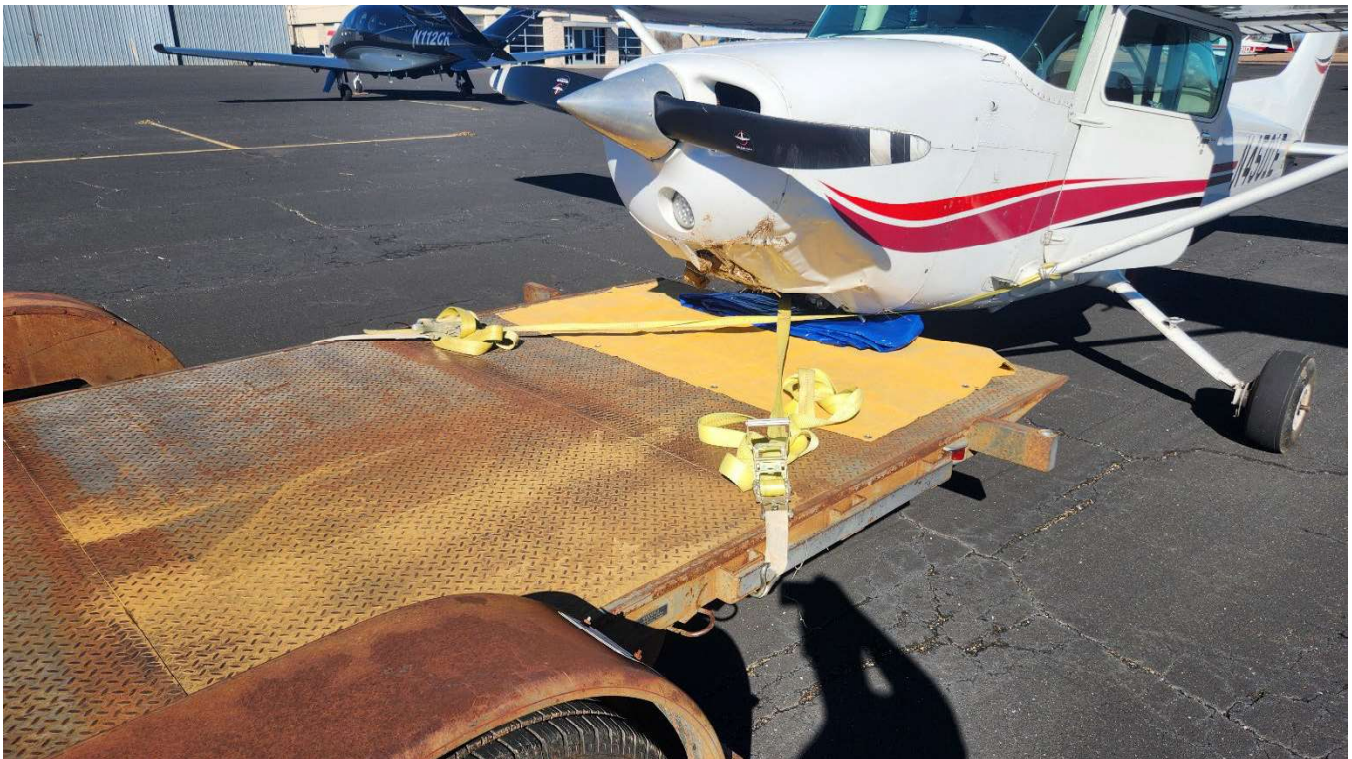
In the process of applying the ratchet straps.



Damage to the front.



Wade Jensen walking along the airplane.



The airplane before it was disconnected from the trailer and pushed into it's parking spot.



The airplane parked and chained down.



**Federal Aviation
Administration**

**U.S Department of Transportation
Federal Aviation Administration
Airman Details Report**

Personal Information:

WADE ALLAN JENSEN

Airman opted-out of releasing address

Medical Information:

Medical Class: First **Medical Date:** 6/2023

BasicMed Course Date: None **BasicMed CMEC Date:** None

Certificate Information:

Certificate: STUDENT PILOT

Date of Issue: 5/19/2023

Limits:

CARRYING PASSENGERS IS PROHIBITED.

FAA REGISTRY

N-Number Inquiry Results

N-NUMBER ENTERED: 4501E

AIRCRAFT DESCRIPTION

Serial Number	17271614	Status	Valid
Manufacturer Name	CESSNA	Certificate Issue Date	05/21/2019
Model	172N	Expiration Date	05/31/2029
Type Aircraft	Fixed Wing Single-Engine	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / Oct)	51272234
MFR Year	None	Mode S Code (Base 16 / Hex)	A5749C
Type Registration	LLC	Fractional Owner	NO

REGISTERED OWNER

Name	OPTIMA AVIATION LLC DBA		
Street	126 W CHURCH ST		
City	LEWISVILLE	State	TEXAS
County	DENTON	Zip Code	75057-3928
Country	UNITED STATES		

AIRWORTHINESS

Type Certificate Data Sheet	None	Type Certificate Holder	None
Engine Manufacturer	LYCOMING	Classification	Standard
Engine Model	0-320 SERIES	Category	Utility, Normal
A/W Date	10/03/1978	Exception Code	No

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone does not provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy of the aircraft record at <https://aircraft.faa.gov/e.gov/ND/>

OTHER OWNER NAMES

N738UY

TEMPORARY CERTIFICATES

None

FUEL MODIFICATIONS



Weather observations for the past three days

Stephenville, Clark Field Municipal Airport



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metric

Date	Time (cst)	Wind (mph)	Vis. (mi.)	Weather	Sky Cond.	Temperature (°F)		6 hour Max. Min.	Relative Humidity	Wind Chill (°F)	Heat Index (°F)	Pressure		Precipitation (in.)		
						Air	Dwpt					altimeter (in)	sea level (mb)	1 hr	3 hr	6 hr
17	13:35	W 8	10.00	Fair	CLR	70	33		26%	NA	NA	30.04	NA			
17	13:15	W 12	10.00	Fair	CLR	69	32		25%	NA	NA	30.05	NA			
17	12:55	W 10	10.00	Fair	CLR	69	34		28%	NA	NA	30.06	NA			
17	12:35	W 10 G 16	10.00	Fair	CLR	67	34		30%	NA	NA	30.07	NA			
17	12:15	W 12	10.00	Fair	CLR	67	34		30%	NA	NA	30.08	NA			
17	11:55	SW 8	10.00	Fair	CLR	66	34	66 35	31%	NA	NA	30.09	NA			
17	11:35	W 14 G 18	10.00	Fair	CLR	65	33		30%	NA	NA	30.11	NA			
17	11:15	W 13 G 20	10.00	Fair	CLR	64	33		30%	NA	NA	30.12	NA			
17	10:55	SW 7	10.00	Fair	CLR	64	33		32%	NA	NA	30.13	NA			
17	10:35	SW 12	10.00	Fair	CLR	62	33		34%	NA	NA	30.14	NA			
17	10:15	SW 5	10.00	Fair	CLR	58	37		45%	NA	NA	30.14	NA			
17	09:55	SW 6	10.00	Fair	CLR	55	38		53%	NA	NA	30.15	NA			
17	09:35	Calm	10.00	Fair	CLR	49	39		68%	NA	NA	30.15	NA			
17	09:15	Calm	10.00	Fair	CLR	45	37		72%	NA	NA	30.14	NA			
17	08:55	Calm	10.00	Fair	CLR	42	35		76%	NA	NA	30.14	NA			
17	08:35	Calm	10.00	Fair	CLR	39	34		80%	NA	NA	30.14	NA			
17	08:15	Calm	10.00	Fair	CLR	38	32		79%	NA	NA	30.14	NA			
17	07:55	Calm	10.00	Fair	CLR	37	32		83%	NA	NA	30.14	NA			
17	07:35	Calm	10.00	Fair	CLR	35	31		85%	NA	NA	30.14	NA			
17	07:15	Calm	10.00	Fair	CLR	36	31		84%	NA	NA	30.14	NA			
17	06:55	Calm	10.00	Fair	CLR	35	31		84%	NA	NA	30.14	NA			
17	06:35	Calm	10.00	Fair	CLR	36	31		84%	NA	NA	30.14	NA			
17	06:15	Calm	10.00	Fair	CLR	37	31		78%	NA	NA	30.13	NA			
17	05:55	Calm	10.00	Fair	CLR	37	31	38 33	80%	NA	NA	30.13	NA			
17	05:35	Calm	10.00	Fair	CLR	35	31		84%	NA	NA	30.13	NA			
17	05:15	Calm	10.00	Fair	CLR	34	31		88%	NA	NA	30.12	NA			
17	04:55	Calm	10.00	Fair	CLR	37	31		80%	NA	NA	30.13	NA			
17	04:35	Calm	10.00	Fair	CLR	34	31		87%	NA	NA	30.13	NA			
17	04:15	Calm	10.00	Fair	CLR	33	30		90%	NA	NA	30.14	NA			
17	03:55	Calm	10.00	Fair	CLR	35	31		87%	NA	NA	30.15	NA			
17	03:35	Calm	10.00	Fair	CLR	36	31		83%	NA	NA	30.15	NA			
17	03:15	Calm	10.00	Fair	CLR	35	31		87%	NA	NA	30.15	NA			
17	02:55	Calm	10.00	Fair	CLR	35	31		85%	NA	NA	30.15	NA			
17	02:35	Calm	10.00	Fair	CLR	36	31		83%	NA	NA	30.15	NA			
17	02:15	Calm	10.00	Fair	CLR	37	31		79%	NA	NA	30.15	NA			