



National Transportation Safety Board Aviation Accident Data Summary

Location:	Grand Forks, ND	Accident Number:	CHI08CA002
Date & Time:	10/03/2007, 1206 CDT	Registration:	N437ND
Aircraft:	Piper PA28-161	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot, on his first solo flight, reported that the tower controller requested the pilot turn on exit A2. The pilot reported that while he tried to comply with tower's request, the airplane was still at 20-30 knots airspeed when he attempted the turn. The aircraft went off the runway into the grass and impacted the runway hold short sign with the left wing. There were no injuries. The pilot reported no mechanical malfunction.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The lack of experience and the excessive taxi speed by the pilot. A contributing factors was the airport sign.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI

Findings

1. TERRAIN CONDITION - GRASS
2. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
3. (C) LACK OF EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

4. (F) OBJECT - AIRPORT SIGN/MARKER

Student Pilot Information

Certificate:	Student	Age:	19
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	16 hours (Total, all aircraft), 16 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N437ND
Model/Series:	PA28-161	Engines:	1 Reciprocating
Operator:	University of North Dakota	Engine Manufacturer:	Textron Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320-D3G
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGFK	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 25000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	12 knots/ 17 knots, 220°
Temperature:	17° C / 1° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Grand Forks, ND (KGFK)	Destination:	Grand Forks, ND (KGFK)

Airport Information

Airport:	Runway Surface Type:
Runway Used:	Runway Surface Condition:
Runway Length/Width:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Mitch Gallo	Adopted Date:	10/31/2007
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.