



Aviation Investigation Final Report

Location:	PARK RAPIDS, Minnesota	Accident Number:	CHI91DER02
Date & Time:	April 5, 1991, 17:42 Local	Registration:	N334DF
Aircraft:	PAULBICKE BEDE 5B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS OBSERVED FLYING HIS MODIFIED HOMEBUILT AIRPLANE OVER THE DEPARTURE AIRPORT AFTER A 20 MINUTE LOCAL FLIGHT. A WITNESS STATED THAT THE AIRPLANE WAS AT AN ESTIMATED ALTITUDE OF 3,500 FEET WHEN IT ENTERED A SPIRAL/SPIN AND DESCENDED TO THE GROUND. FEDERAL INVESTIGATORS WERE NOT NOTIFIED OF THE ACCIDENT FOR SEVERAL DAYS, AND THE WRECKAGE HAD BEEN REMOVED FROM THE ACCIDENT SITE. AIRCRAFT RECORDS AND PILOT LOGBOOKS WERE NOT LOCATED. POST-ACCIDENT EXAMINATION OF THE WRECKAGE WAS CONDUCTED IN THE HANGAR WHERE IT WAS STORED, AND REVEALED NO EVIDENCE OF PRE-IMPACT MALFUNCTION/DIFFICULTY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED WHICH RESULTED IN AN INADVERTENT STALL AND SUBSEQUENT SPIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

3. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 26, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PAULBICKE	Registration:	N334DF
Model/Series:	BEDE 5B BEDE 5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	2334
Landing Gear Type:	Retractable - Tricycle	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	HONDA
ELT:	Not installed	Engine Model/Series:	D15B2
Registered Owner:	RONALD PAULBICKE	Rated Power:	
Operator:	RONALD PAULBICKE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PKD ,1443 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:		Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	46.909214,-95.059638(est)

Administrative Information

Investigator In Charge (IIC): Shearman, Richard

Additional Participating Persons:

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14848>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).