



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BOULDER, CO	<b>Accident Number:</b>	DEN93LA014
<b>Date &amp; Time:</b>	12/02/1992, 1500 MST	<b>Registration:</b>	N2751G
<b>Aircraft:</b>	CHAMPION 7KCAB	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

COMPANY EMPLOYEES, CLEANING SNOW OFF THE AIRPLANE, DISCOVERED SUBSTANTIAL DAMAGE TO THE LEFT WING. THE LAST RENTER PILOT WAS QUESTIONED AND HE DENIED HAVING DAMAGED THE AIRPLANE. HE SUGGESTED THE DAMAGE MUST HAVE BEEN INCURRED ON A PREVIOUS FLIGHT, AND THAT HE PROBABLY FLEW THE AIRPLANE IN A DAMAGED CONDITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNDETERMINED.

## Findings

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Occurrence #1: UNDETERMINED  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial; Flight Engineer	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/17/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18000 hours (Total, all aircraft), 200 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N2751G
<b>Model/Series:</b>	7KCAB 7KCAB	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	56
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/28/1992, 100 Hour	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	69 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2009 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-E2A
<b>Registered Owner:</b>	BONIEK, MARTIN J.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	FLAT IRONS AVIATION	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	YFAA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 13000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2° C / -10° C
Precipitation and Obscuration:			
Departure Point:	(1V5)	Type of Flight Plan Filed:	None
Destination:	(1V5)	Type of Clearance:	
Departure Time:	1400 MST	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	05/26/1993
Additional Participating Persons:	STEVE SCULLY; DENVER, CO		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).