



# Aviation Investigation Final Report

<b>Location:</b>	Albenga,	<b>Accident Number:</b>	ERA13WA290
<b>Date &amp; Time:</b>	June 16, 2013, 09:50 UTC	<b>Registration:</b>	G-CIZZ
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Controlled flight into terr/obj (CFIT)	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Non-U.S., non-commercial		

## Analysis

## Probable Cause and Findings

### Findings

## Factual Information

### History of Flight

<b>Enroute-climb to cruise</b>	Controlled flight into terr/obj (CFIT) (Defining event)
--------------------------------	---

On June 16, 2013, about 0950 coordinated universal time (UTC), a Beechcraft Model 58, United Kingdom registration G-CIZZ, operated by Bonanza Flying Club, impacted mountainous terrain near Albenga, Italy. Instrument meteorological conditions prevailed, and flight plan information was unknown. The personal flight departed from Albenga Airport (LIMG), Albenga, Italy, and was destined for Troyes-Barberey Airport (LFQB), Troyes, France. The pilot was fatally injured, and the airplane was destroyed due to impact forces.

According to Italian authorities, the airplane impacted terrain during the initial climb after takeoff, and that at the time of the accident, the mountains were obscured by clouds.

This accident investigation is under the jurisdiction of the Agenzia Nazionale per la Sicurezza del Volo (ANSV) of Italy. Any further information pertaining to this accident may be obtained from:

Agenzia Nazionale per la Sicurezza del Volo  
Via A. Benigni, 53-00156  
Telephone: +39 06 82 078 229  
Fax: +39 06 8273672

This report is for informational purposes only, and contains only information released by or obtained from the Government of Italy.

### Information

<b>Certificate:</b>	Private
---------------------	---------

<b>Age:</b>
-------------

<b>Airplane Rating(s):</b>
----------------------------

<b>Seat Occupied:</b>
-----------------------

<b>Other Aircraft Rating(s):</b>
----------------------------------

<b>Restraint Used:</b>
------------------------

<b>Instrument Rating(s):</b>
------------------------------

<b>Second Pilot Present:</b>	No
------------------------------	----

<b>Instructor Rating(s):</b>
------------------------------

<b>Toxicology Performed:</b>	No
------------------------------	----

<b>Medical Certification:</b>
-------------------------------

<b>Last FAA Medical Exam:</b>
-------------------------------

<b>Occupational Pilot:</b>
----------------------------

<b>Last Flight Review or Equivalent:</b>
--

<b>Flight Time:</b>
---------------------

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	G-CIZZ
<b>Model/Series:</b>	58	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	Bonanza Flying Club	<b>Rated Power:</b>	
<b>Operator:</b>	Bonanza Flying Club	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LIMG, 148 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 18°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Albenga (LIMG)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Troyes-Barberey (LFQB)	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Aeroporto di Albegna LIMG	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	42.034442,-8.149999(est)

## Administrative Information

**Investigator In Charge (IIC):** Rayner, Brian

**Additional Participating Persons:**

**Original Publish Date:** November 3, 2020

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=87236>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).