



Aviation Investigation Final Report

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

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

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

Certificate:	Private	Age:	
Airplane Rating(s):		Seat Occupied:	
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

Airport:	Aeroporto di Albegna LIMG	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		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:	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.ntsb.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](#).