



Aviation Investigation Final Report

Location:	Bukavu,	Accident Number:	DCA12RA037
Date & Time:	February 12, 2012, 11:20 UTC	Registration:	N2SA
Aircraft:	GULFSTREAM AEROSPACE G-IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 Fatal, 8 Minor
Flight Conducted Under:	Non-U.S., non-commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On February 12, 2012 at about 1120 UTC, a Gulfstream, G-IV, registration N2SA, operated by Trident Aviation of Wilmington, Delaware, crashed at Bukavu-Kamenbe Airport (BKY), Bukavu, Democratic Republic of Congo (DRC). The domestic private flight departed Kinshasa with an intermediate stop at Goma to enplane passengers and to refuel. During the landing at BKY, the airplane overran the runway, went down an embankment and came to rest in a ravine. Of the 12 persons on board, there were four fatalities, including the pilot, copilot and two passengers. The airplane was substantially damaged and there was no fire.

As the State of manufacturer and registry of the airplane, a U.S. Accredited Representative has been appointed. The investigation is being conducted by the Government of the DRC. All inquiries should be directed to:

Direction de l'Aéronautique Civile
Ministère des Transports et Communications
Building Ontara, boulevard du 30 juin
B.P. 3304
Kinshasa/Gombe
République démocratique du Congo

Information

Certificate:

Age:

Airplane Rating(s):

Seat Occupied:

Other Aircraft Rating(s):

Restraint Used:

Instrument Rating(s):

Second Pilot Present:

Instructor Rating(s):

Toxicology Performed:

Medical Certification:

Last FAA Medical Exam:

Occupational Pilot:

Last Flight Review or Equivalent:

Flight Time:

Aircraft and Owner/Operator Information

Aircraft Make:	GULFSTREAM AEROSPACE	Registration:	N2SA
Model/Series:	G-IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1104
Landing Gear Type:		Seats:	22
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	ROLLS-ROYC
ELT:		Engine Model/Series:	TAY MK 610-8
Registered Owner:	TRIDENT AVIATION	Rated Power:	12420 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	2 Fatal, 8 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 Fatal, 8 Minor	Latitude, Longitude:	-2.305277,28.805276

Administrative Information

Investigator In Charge (IIC): Jones, Dennis

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=82877>

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](#).