



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Deadhorse, AK	<b>Accident Number:</b>	ANC91GAMS1
<b>Date &amp; Time:</b>	10/11/1990, 1730 AKD	<b>Registration:</b>	N45Q
<b>Aircraft:</b>	Gulfstream Aerospace 690C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Public Aircraft		

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## Analysis

The airplane with a certificated airline transport pilot and two passengers aboard departed on a US Department of the Interior, public use flight over the Arctic Ocean. The purpose of the flight was to locate radio collared polar bears. Radar contact with the airplane was lost while it was maneuvering at 22,000 feet msl about 200 miles from shore. The airplane did not reach the intended destination, and neither the airplane nor its occupants were located during an extensive search.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: MISSING AIRCRAFT  
Phase of Operation: UNKNOWN

### Findings

1. REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

On October 11, 1990, about 1730 Alaska daylight time, a wheel-equipped Gulfstream Aerospace 690C Turbine Commander airplane, N45Q, is presumed to have crashed in the Arctic Ocean about 200 miles north-northwest of Deadhorse, Alaska. Neither the airplane nor its occupants have been located. The airplane was being operated by the US Department of the Interior, as a visual flight rules (VFR) public use local game management flight, for the purpose of locating radio collared polar bears, when the accident occurred. The airplane, registered to Bowhead Equipment Company of Seattle, Washington, and operated by Alaska Helicopters, Inc. of Anchorage, Alaska, is presumed to have been destroyed. The certificated airline transport pilot, and the two passengers, are presumed to have received fatal injuries. Visual meteorological conditions prevailed at the point of departure. A VFR flight plan was filed by the pilot for a 5.5 hour flight originating and terminating at Deadhorse. The accident flight originated at the Deadhorse Airport about 1429.

According to information received from the Federal Aviation Administration's (FAA), Air Route Traffic Control Center, radar contact was lost with the accident airplane while it was maneuvering at 22,000 feet msl, about 200 miles north-northwest of Deadhorse.

The accident airplane did not reach the intended destination of Deadhorse, and was not located at any airport. The FAA issued an alert notice (ALNOT) at 2221. Search personnel began an extensive search effort that included a high altitude, special radar-equipped airplane, surface vessels, and ground search personnel. The search was suspended on October 26, 1990.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/26/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/02/1991
<b>Flight Time:</b>	17500 hours (Total, all aircraft), 1200 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 153 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Gulfstream Aerospace	Registration:	N45Q
Model/Series:	690C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11623
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	10/01/1991, Continuous Airworthiness	Certified Max Gross Wt.:	10325 lbs
Time Since Last Inspection:	13.8 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	3115 Hours as of last inspection	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE331-5-254K
Registered Owner:	Bowhead Equipment Comapny	Rated Power:	718 hp
Operator:	Alaska Helicopters Inc	Operating Certificate(s) Held:	Large Helicopter (127); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	ERCL

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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:	Deadhorse, AK (PALP)	Type of Flight Plan Filed:	VFR
Destination:	Deadhorse, AK (PALP)	Type of Clearance:	None
Departure Time:	1429 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	70.333333, -150.933333

## Administrative Information

**Investigator In Charge (IIC):** James Michelangelo **Report Date:** 05/30/2003

**Additional Participating Persons:** ; Federal Aviation Administration; Fairbanks, AK

**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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).