

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Addendum 2 to Group Chairman's Factual Report

OPERATIONAL FACTORS

DCA11PA075

A. ACCIDENT

Operator: Omega Aerial Refueling Services, Inc.
Location: Point Mugu Naval Air Station, California
Date: May 18, 2011
Airplane: Boeing 707-321B, Registration Number: N707AR

B. NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) OPERATIONS GROUP

Captain David Lawrence - Chairman
Senior Air Safety Investigator
National Transportation Safety Board
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C. SUMMARY

On May 18, 2011, at approximately 1727 pm local time (0027 UTC), Omega Air flight 70, a Boeing 707-321B (N707AR), crashed on takeoff at the Point Mugu Naval Air Station¹, Point Mugu, California. The airplane impacted beyond the departure end of runway 21 and was destroyed by post-impact fire. All three flight crewmembers aboard escaped with minor injuries.

D. DETAILS OF ADDENDUM

In Attachment 2 – Flight Crew Interview Summaries and Statements, Section E. *Flight Crew Statements*, Paragraph 4.0 *Captain*, insert the following:

¹ Naval Base Ventura County.

From: [REDACTED]
To: david.lawrence@ntsb.gov
Subject: RE: Follow-up questions
Date: Wed, 14 Dec 2011 03:53:48 -0500

hmmessagemessage
David,

I have tried to answer your follow-up questions below:

1. What normal checklists and procedures were used in the aircraft and used in the Pan Am simulator (Omega, Boeing, or Pan Am)?

Normal checklists in the airplane were from Omega Air Refueling. While training at Pan Am, we used Omega normal checklists and Pan Am non-normals.

2. What non-normal checklists and procedures were used in the aircraft and used in the Pan Am simulator (Omega, Boeing, or Pan Am)?

Boeing non-normals in the airplane and Pan Am non-normals in the Sim.

3. Were there differences in the non-normal checklists and procedures used on the aircraft versus that which was trained in the simulator (procedures, terminologies, etc.)?

A few differences but were primarily terminology differences such as the term utilized for non-normal configuration target speeds. Pan Am used the term VProg for the target approach speed while in certain degraded conditions. There were other differences such as the loss of all generators checklist which Pan Am's was good but significantly unique. In another example, I do recall discussing with the other pilots the difference in target approach flap speed for Flaps 40 in the Boeing and Pan Am manual.

4. Was there a reason different checklists were used on the aircraft and used in the simulator?

I believe the airplane was certified under Boeing procedures and the Pan Am International Flight Academy's (PAIFA) B707 course was certified under the former Pan Am Airline manual. I do not know why the certified procedures are different but believe PAIFA was transitioning to Boeing procedures during my last proficiency check in Jan 2011.

5. Were there any concerns from the Omega flight crews about these differences? If so, what were they, and were they brought to anyone's attention?

Yes, the proficiency training we received had quality and experienced B707 ground and flight instructors and did serve minimum requirements. But the Pan Am proficiency training did not include mission specific ground/flight training and did utilize a different manual. We did have former military instructors in all crew positions and were able to successfully get new crews training in the mission systems and procedures during initial operating trips. The former Chief Pilot was leading a Omega Air Refueling Services team that was compiling a solution in the form of an Omega Aircraft Flight Manual for approval and use in creating a higher level of procedural standardization, airframe differences familiarization and mission guidance. He also carefully selected only experienced military B707 operators to attempt to capitalize on

experience in air refueling, aircraft carrier operations and familiarization with military airfields and special use airspace.

Please let me know if you need explanations or clarity on any of my answers.

Thanks for the call and hope you have a Merry Christmas too!

Chris Thurmond



Submitted by:

Captain David Lawrence, NTSB