

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

**Attachment 16 - FAA Briefing Paper on Omega Operations**

**OPERATIONAL FACTORS**

**DCA11MA075**

## **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**

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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 Station<sup>1</sup>, 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.

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<sup>1</sup> Naval Base Ventura County.

## D. Briefing Paper

EASTERN REGION  
FLIGHT STANDARDS DIVISION  
AEA-FSDO-27

BRIEFING PAPER  
DATE: April 18, 2007

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**ISSUE:** Status of Omega Aerial Refueling Services Inc. (O27M)

**BACKGROUND:** Omega Air Inc. now known as Omega Aerial Refueling Services Inc. approached this office in June of 2000 for a Part 91 Deviation to Part 125 for operation of a Boeing 707 for proof of concept aerial refueling for the United States Navy. It was determined that the only applicable status for this aircraft operation was Experimental Category for Market Survey. They are currently listed in Oasis Vital Information System as a Part 91 Deviation for Public Use.

**STATUS:** Omega Aerial Refueling currently operates two Boeing 707-300 aircraft in Experimental Category for Market Survey under contract to the U.S. Navy for feasibility studies. The Boeing 707 aircraft are always operated in the Experimental Category and maintained under a Boeing approved MSG-3 Maintenance Program. Aerial refueling modification to these aircraft consists of two parts. The aircraft mounted wiring, pumps and lines are installed under a STC. The removable kit for the reels and hoses is installed under DAR approval. No additional fuel tanks were added for this modification. Omega is currently working with a DC-10 for aerial refueling feasibility with the U.S. Navy. The aircraft is maintained under the McDonnell Douglas manufacturer's maintenance program. The refueling installation is currently being evaluated by the FAA for incorporation into an STC. Again, there are no additional fuel tanks added for this configuration.

AFS-1 was approached by Atlas Air Inc. and Evergreen International Airlines concerning entering this market. The area of inquiry concerns how this was accomplished for Omega Aerial Refueling and their operation outside the continental United States as an experimental aircraft in Public Use.

**ACTIONS TAKEN:** This paper was generated to document telephone inquiry from AFS-800 concerning the status of Omega Aerial Refueling Inc. for an AFS-1 briefing prior to meeting with the above carriers. The point of contact was Mr. Dan Streeter, Mr. Jack Pinto, and Mr. Pete Devoris. Later an inquiry was made by Mr. Joel Schlossberg of AFS-300, also for the AFS-1.

**FOR ADDITIONAL INFORMATION CONTACT:** William Osborne, POI, Barry Barbini, PMI, Norm Schwanke, PAI at the Washington FSDO. [REDACTED]