

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 17 - FAA Form 8130.2G

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

Captain David Lawrence - Chairman
Senior Air Safety Investigator
National Transportation Safety Board
490 L'Enfant Plaza East S.W.
Washington, DC 20594

Captain John Banitt
B707 Flight Standardization Officer
Omega Air Refueling
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Mr. Tony James
Air Safety Investigator
Federal Aviation Administration (FAA)
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Washington, DC 20591

Mr. Michael Coker
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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.

¹ Naval Base Ventura County.

D. FAA FORM 8130.2G

8/31/2010

8130.2G

d. Misuse of Data Plates.

(1) ASIs should be on alert for any indication of ID plate misuse or suspicious activity, such as the building of a complete aircraft by a person performing work under 14 CFR part 43. Installation of an ID plate by a person performing work under 14 CFR part 43, where the ID plate has been purchased or salvaged from another aircraft, is not approved unless written approval is obtained from the FAA.

(2) Before issuing an airworthiness certificate for an aircraft that appears to be a repair or restoration of an aircraft that previously has been destroyed or demolished, the ASI should seek the assistance of the manager of AFS-750. That office can assist the ASI in determining whether the serial number of the aircraft on which certification is sought is the serial number of an aircraft previously classified as destroyed or demolished by the FAA or the National Transportation Safety Board (NTSB). If the ASI determines that the ID plate comes from a previously destroyed or demolished aircraft, the ASI must initiate an investigation to determine whether a violation of 14 CFR § 45.13(c) or (e) has occurred before the airworthiness certificate may be issued. If a violation of 14 CFR § 45.13(c) or (e) is found, the ASI must deny the airworthiness certificate and initiate an enforcement action.

Note: When the ID plate is surrendered, the ID plate is no longer considered personal property.

e. New Data Plates. The appropriate local MIDO, Manufacturing Inspection Satellite Office (MISO), or FSDO may authorize a builder of an aircraft authorized to be assembled from spare and/or surplus articles in accordance with AC 21-13, Standard Airworthiness Certification of Surplus Military Aircraft and Aircraft Built From Spare Parts, to make a new data plate for that aircraft upon a satisfactory showing that the aircraft conforms to its type design and is in a condition for safe operation. However, ensure aircraft is eligible for an airworthiness certificate as built from spare and/or surplus articles in accordance with 14 CFR § 21.6, § 21.183, and paragraph 317 of this order before authorizing the builder to make a data plate. The data plate will be made in accordance with 14 CFR part 45 and affixed to the aircraft prior to the issuance of any airworthiness certificate.

208. Public Aircraft.

a. Public aircraft are defined in 49 U.S.C. § 40102(a)(41).

b. "Public Aircraft" is not a status that is granted by the FAA. There is no requirement to make a declaration in writing of this status, nor is there any responsibility to carry any proof of this status. The burden of proof is on the operator to establish to the FAA's satisfaction that an aircraft is a public aircraft if its status is questioned.

c. A U.S.-registered public aircraft operating within the territorial limits of the United States is not required to have an airworthiness certificate. However, any U.S.-registered public aircraft engaged in international air navigation is required to have a valid C of A, in accordance with the International Civil Aviation Organization (ICAO) agreements.