

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 28 – PTRS Data

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
700 N. Fairfax Street, Suite 306
Alexandria, Virginia 22314

Mr. Tony James
Air Safety Investigator
Federal Aviation Administration (FAA)
800 Independence Ave. S.W.
Washington, DC 20591

Mr. Michael Coker
Senior Safety Pilot
The Boeing Company
P.O. Box 3707 MC 20-95
Seattle, Washington 98124-2207

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. PTRS² DATA FOR N707AR

07/05/20 NPTRS Query System SGGQ420P
 08:12 Detail Format AFS620DB
 ----- For Official Use Only -----

SECTION I - Rec Id : EA27201103151 Insp Code : RPN Record 1 of 44
 InspName : NOLAN, ROBERT P Phone : ██████████
 Activity # : 5413 Far : 91 NFG : Planned : N
 Callup Date : Start Date : 11/11/2010 Closed Date : 1/13/2011
 Status : C Results : C

Designator : Affil DSGN : OTNA Office :
 Aroft Reg # : N707AR Depart Point : Arriv Point :
 Flight # : Complaint # :
 MMS : B-707-321B Occurence # :
 Sim/Dev ID : Incident # :
 Insp Unit : Insp Type : ASI EIR # :
 Accident # :

Last DO Update : 01/14/2011
 Down Office : Process Date: 01/14/2011
 Related Record ID :
 Orig Insp :

Non-Cert Act Name/Company : OMEGA AIR INC
 Airman #/Name: Foreign #: N
 Examiner #/Name:
 Appl. #/Name:
 RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
 Tracking : Misc : Num Misc :
 Local Use : Regn Use : Natl Use :
 Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
 Record ID:EA27201103151

CMNT CODE: G961I
 Operational Specification B-034 has been reissued as directed by Notice
 8900.139 effective date 11/19/2010

² Program Tracking and Reporting Subsystem

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08:12

NPTRS Query System
Detail Format

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AFS620DB

----- For Official Use Only -----

SECTION I - Rec Id : SO15201114980 Insp Code : MJC Record 28 of 44
InspName : CICHANOWSKI, MICHAEL J Phone : ██████████
Activity # : 3406 Far : 21 NPG : Planned : N
Callup Date : Start Date : 1/11/2011 Closed Date : 3/10/2011
Status : C Results : C

Designator : Affil DSGN : OTNA Office :
Aircft Reg # : N707AR Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : B-707-312B Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : 230 Insp Type : ASI EIR # :
Accident # :

Last DO Update : 05/31/2011
Down Office : Process Date: 05/31/2011
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: ██████████ HANSON, SAMMY KAY Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:SO15201114980

CMNT CODE: H309I
issued new special a/w for n707ar market survey for aireal tanking.||

SECTION I - Rec Id : SO15201117662 Insp Code : MJC Record 29 of 44
InspName : CICHANOWSKI, MICHAEL J Phone : ██████████
Activity # : 3520 Far : 183 NPG : Planned : N
Callup Date : Start Date : 4/15/2011 Closed Date : 4/18/2011
Status : C Results : C

Designator : Affil DSGN : OTNA Office :
Arcft Reg # : N707AR Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : B-707 Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : NO Insp Type : ASI EIR # :
Accident # :

Last DO Update : 04/18/2011
Down Office : Process Date: 04/18/2011
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: ██████████ HANSON, SAMMY KAY Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:SO15201117662

CMNT CODE: G301I
GEOGRAPHIC EXPANSION, 8130-13 FOR BRUNSWICK, GA. PER 8900.1 CHG 95 VOL 13 CHP
9||

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NPTRS Query System
Detail Format

SGGQ420P
AFS620DB

----- For Official Use Only -----

SECTION I - Rec Id : S015201118257 Insp Code : MJC Record 30 of 44
InspName : CICHANOWSKI, MICHAEL J Phone : ██████████
Activity # : 3406 Far : 21 NPG : Planned : N
Callup Date : Start Date : 4/21/2011 Closed Date : 4/28/2011
Status : C Results : C

Designator : Affil DSGN : OTNA Office :
Aroft Reg # : N707AR Depart Point : BQK Arriv Point :
Flight # : Complaint # :
MMS : B-707-312B Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : 230 Insp Type : ASI EIR # :
Accident # :

Last DO Update : 05/31/2011
Down Office : Process Date: 05/31/2011
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: ██████████ HANSON, SAMMY KAY Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID: S015201118257

CMNT CODE: H307I
CERTIFICATION FILE IN ACCORDANCE WITH 8130.2G PAR. 402||

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08:12

NPTRS Query System
Detail Format

SGGQ420P
AFS620DB

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SECTION I - Rec Id : WP01201109968 Insp Code : FLM Record 42 of 44
InspName : MOTTER, FRANK L Phone : ██████████
Activity # : 3702 Far : 91 NPG : Planned : N
Callup Date : Start Date : 5/18/2011 Closed Date : 6/6/2011
Status : C Results : C

Designator : Affil DSGN : OTNA Office :
Aroft Reg # : N707AR Depart Point : NTD Arriv Point : NTD
Flight # : Complaint # :
MMS : B-707-321B Occurrence # :
Sim/Dev ID : Incident # :
Insp Unit : AWSA Insp Type : ASI EIR # :
Accident # : WPR11PA227

Last DO Update : 06/09/2011
Down Office : Process Date: 06/10/2011
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:WP01201109968

CMNT CODE: G851I

||
On May 18, 2011, at 1727 Pacific daylight time, an experimental Boeing 707-321B, N707AR, collided with terrain during takeoff from Naval Base Ventura County, Point Mugu, California. Omega Aerial Refueling Services, Inc. was operating the airplane as a local public use flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The airline transport pilot captain, commercial pilot first officer, and flight engineer sustained minor injuries. The airplane sustained substantial damage to the wings, fuselage, and empennage from impact forces and post crash fire. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed.||

||
The flight crew indicated that they delayed their takeoff due to high wind conditions. Once the winds were within limits, they reported that startup was normal. Prior to takeoff, they decided to add 5 knots to their rotation speed, and power up slowly and as smoothly as possible.||

||
The captain was the flying pilot. The first officer called critical engine failure recognition speed (V1) reference speed at 141 knots, and rotation speed (Vr) at 150 knots. The captain rotated the airplane, and it then lifted

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off about 7,000 feet down the 11,000-foot runway. About 20 feet above ground level (agl), the number two engine (left inboard) throttle lever slammed back to the idle position. The airplane stopped climbing, and the captain adjusted the pitch slightly down to hold V2 speed.||
||
Witnesses observed the airplane lift off, and something shiny go up and over the left wing. They also observed a fireball on the left side of the airplane.||
||
The flight crew reported that the airplane began to drift to the left and descend. The captain lowered the pitch slightly and leveled the wings just prior to the airplane contacting the runway. He informed the other crew members that they were going to put it back down. He placed the throttle levers in the idle position, and activated the speed brakes. The airplane departed the left side of the runway surface; the crew reported a couple of impacts and then one final violent impact prior to the airplane coming to rest in a wetland marsh.||
||
The flight crew had to force the cockpit door open due to debris that had piled up against it. They noted significant damage from the forward galley aft, and a large fire in the vicinity of the left wing. They opened the left main cabin door, and deployed the slide. They exited into the mud, and made it to dry land and away from the burning wreckage.||
||
Investigators examined the wreckage at the accident site. The observed debris field extended 4,120 feet on a heading of 218 degrees. The first pieces of wreckage found along the debris path were fragments of the number two (left inboard) engine pylon; they were just past taxiway Alpha 2, about 7,500 feet from the beginning of runway 21. The number one engine (left outboard) nose cowl was about 450 feet further into the debris field and left of the runway surface in the grass infield. DC for evaluation. ||
||
The number two engine nose cowl was near the runway arresting gear on the left side of the runway at the 8,500 foot point. The number two engine was about 230 feet further, and on the left side of the runway surface.||
||
The airplane departed the asphalt surface near taxiway Alpha 1, which was 9,500 feet from the departure end of the runway. Ground scars continued through the grass infield to taxiway Alpha at the end of the runway. The number one engine was in the grass infield near taxiway Alpha.||
||
The main wreckage came to rest in a wetland marsh left of the runway overrun, and caught fire. Fire consumed the top of the cabin and the cockpit. The main wreckage consisted of the cockpit, cabin, right wing with the number three (right inboard) engine partially attached, empennage, and the inboard half of the left wing, which sustained thermal damage and was under water. Scattered debris aft of the main wreckage included the nose gear, remnants of the burned outboard left wing, right main landing gear truck, and number four (right outboard) engine.||
||
Investigation: ||
||
A Power plant Group was formed on May 19, 2011 at NAB, Ventura County, Point Mugu, Ca.||
The group documented the wreckage from May 19-22, 2011.||
||

Power Plant Members:||
||
Carol Horgan||
NTSB||
Washington, DC||
||
Frank L. Motter||
FAA||
Van Nuys, CA||
||
Dr. Hongyang Bao||
Pratt & Whitney||
East Hartford, CT||
||
Engine data:||
#1 Serial number 645181, TSN 57932 Hours, TSLSV 1026 Hours, CSN 17790, CSLSV
284.||
||
#2 Serial number 668448, TSN 48119, Hours TSLSV 1138 Hours, CSN 14576, CSLSV
373.||
||
#3 Serial number 668147, TSN 51182 Hours, TSLSV 5474 Hours, CSN 20462, CSLSV
1522,||
||
#4 Serial number 668804, TSN 19399 Hours, TSLSV 1176 Hours, CSN 8943, CSLSV
332.||
||
Service history||
||
The aircraft records will be reviewed at the corporate headquarters in
Dublin, Ireland.||
||
On site observations: ||
||
#1 Engine||
||
Number one engine was identified in two distinct areas along the debris path.
Area one extended 270 feet from taxiway A1, ending about 4,067 feet from the
main wreckage. Only fan and inlet cowl material were found in area one. The
first debris in Area one was a section of fan cowl flange, found at taxi A1.
The engine inlet cowl and main shaft dome were found at the end of area ||
||
one. The #1 inlet cowl was found directly in line with the first ground
impact mark on the runway.||
There were two rub marks on the #1 nose cowl leading edge, showing tar-like
transfer material, consistent with contact with the asphalt surface of the
runway. The inlet cowl was deformed inward on the inboard side. The deformed
area was scoted, although soot was not present on the rest of the cowl. No
#1 engine debris was noted between Area #1 and Area #2.||
||
Area #2, where the number one came to rest, began at the No 1 engine's
initial contact with the ground, about 2,000 ft from the main wreckage. The
pylon was found along this scar, with the wing attachment points fractured
off. The engine was found about 145 feet beyond the Pylon, about 1,000 feet
from the main wreckage. The engine oil tank, thrust reverser components, and
engine main gearbox fragments, the air starter, the constant speed drive unit

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and generator were located with the fuel control unit, core cowl and exhaust fragments and the pylon drag link were in the vicinity of the No1 engine. External components were scattered in the vicinity of the engine along the engine ground track. Fan blades were also found along the ground track of No 1 engine. None of the components showed evidence of pre-impact damage.||
||
The inlet guide vane trailing edges exhibited missing material and deformation in the direction of the rotor rotation, consistent with contact of the C1 blades with the IGVs during operation. C1 and C2 fan blades airfoils had fractured adjacent to the platform. Corn cob, clashing with IGV, consistent with running at impact. The turbine blades in the last stage were intact, with no damage noted.||
||
There was no evidence of under cowl fire or uncontainment. The serial number on the engine data plate was confirmed with the operator maintenance records.||
||
#2 Engine||
The No. 2 engine was found on the runway approximately 2,833 feet from the main wreckage. A ground scar approximately 700 feet long from the No. 2 engine final resting place was identified as the initial No 2 engine ground contact location, by deep gouging, the pattern of rivets, and the transfer of paint, aluminum, and soot. In addition the direction of energy pointed to the final resting position of the engine. Both the forward and aft thrust reverser sleeves were in a partially deployed position. The sleeve surface exhibited heavy rubbing marks. Fragments of turbine gas path components and cascade were found along the ground track. The pylon structure exhibited no significant distortion. The No 2 Pylon attach fittings securing the No 2 engine and pylon to the left wing structure had Failed indicating No 2 engine separation consistent with witness statements. The IGV trailing edges (TEs) exhibited tearing and deformation in the direction of rotation and the C1 blade tips exhibited leading edge (LE) rubbing and deformation against rotation. The inlet cowl of No2 engine was liberated from the engine and rested approximately 215 feet from the engine. The No 2 engine inlet cowl exhibited no significant distortion. The exhaust nozzle exhibited inward deformation, primarily on the inboard side. The inlet was severely deformed inward. On the inboard side. There was no evidence of uncontainment or of engine fire.||
||
#3 Engine||
||
The No. 3 engine was partially attached to the right wing. Access to the engine was limited on scene, due to site conditions. Most of the engine cowling. Including the inlet, appeared to be intact. Of the visible components, there was no evidence of uncontainment or under cowl fire.||
||
#4 Engine||
||
The No 4 engine was located approximately 164 feet from the Main wreckage, partially submerged. The pylon was still attached: the inlet cowl was missing. The turbine nozzle was crushed and did not allow inspection of the turbine end. The low pressure compressor rotor (C1) and (C2) had liberated from the engine and was found resting about 50 feet away. An approximate 70 degree arc of both the C1 and C2 blades airfoils were fractured adjacent to the platform.||
The visible intact C2 blades were bent opposite to the direction of rotation.

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No evidence of engine fire was noted. The nose cowl, which showed no
significant distortion, was found 194 feet from the main wreckage. ||
||
At this time the No 2 engine pylon attach points have been removed and have
been sent to the NTSB Lab in Washington for evaluation. ||

E. PTRS DATA FOR OMEGA AERIAL REFUELING

07/05/20 NPTRS Query System SGGQ420P
08:24 Detail Format AFS620DB
----- For Official Use Only-----

SECTION I - Rec Id : EA27200806231 Insp Code : SMR Record 4 of 31
InspName : RASH, SUZETTE M Phone : ██████████
Activity # : 1088 Far : 135 NPG : Planned : N
Callup Date : Start Date : 5/1/2008 Closed Date : 5/13/2008
Status : C Results : I

Designator : O27M Affil DSGN : OTNA Office :
Aroft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurrence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 09/04/2008
Down Office : Process Date: 09/04/2008
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : N8900.37 Regn Use : Natl Use : A031-142
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27200806231

CMNT CODE: B621I
OPERATOR PART 91 OPERATOR. DOES NOT NEED TO COMPLY WITH NOTICE 8900.37

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NPTRS Query System
Detail Format

SGGQ420P
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----- For Official Use Only -----

SECTION I - Rec Id : EA27201001913 Insp Code : TDR Record 8 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1012 Far : NPG : Planned : N
Callup Date : Start Date : 12/1/2009 Closed Date : 12/1/2009
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 12/01/2009
Down Office : Process Date : 12/01/2009
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :

Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS

Record ID:EA27201001913

CMNT CODE: B907I

MEET WITH OFFICIALS FROM THE COMPANY TO DISCUSS TRAINING CONCERNS. WE ALSO
DISCUSSED INTERNATIONAL AND CONTRACTUAL REQUIREMENTS FOR APPROVED PROGRAMS
THAT DO NOT CONFORM WITH THIS OPERATORS NORMAL MISSIONS. FOR EXAMPLE, THEY
OPERATE PUBLIC USE AND OR UNDER EXPERIMENTAL AIRWORTHINESS CERTIFICATES.

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----- For Official Use Only -----

SECTION I - Rec Id : EA27201001987 Insp Code : TDR Record 9 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1012 Far : NPG : Planned : N
Callup Date : Start Date : 12/7/2009 Closed Date : 12/7/2009
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 12/07/2009
Down Office : Process Date: 12/08/2009
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201001987

CMNT CODE: H890I
ATTENDED A MEETING WITH THE PAI AND DAR, SAMMY HANSON, CONCERNING OMEGA
AIRCRAFT AND THEIR STATUS.

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NPTRS Query System
Detail Format

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SECTION I - Rec Id : EA27201002105 Insp Code : TDR Record 10 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1030 Far : 91 NPG : Planned : N
Callup Date : Start Date : 12/18/2009 Closed Date : 12/18/2009
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 12/18/2009
Down Office : Process Date: 12/24/2009
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

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NPTRS Query System
Detail Format

SGGQ420P
AFS620DB

----- For Official Use Only -----

SECTION I - Rec Id : EA27201002373 Insp Code : TDR Record 13 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1012 Far : NPG : Planned : N
Callup Date : Start Date : 1/21/2010 Closed Date : 1/21/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 01/22/2010
Down Office : Process Date: 02/02/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201002373

CMNT CODE: B401I
DISCUSSED TRAINING CONCERNS AND DESIGNATED PILOT EXAMINER RESPONSIBILITIES AND AUTHORIZATIONS WITH CHIEF PILOT. I EXPLAINED THAT GIVEN THE NATURE OF OMEGA'S OPERATIONS AND SINCE THEY DON'T HOLD ANY KIND OF FAA OPERATING CERTIFICATE THAT THERE WAS NO REGULATORY BASIS FOR APPROVAL OF A TRAINING PROGRAM. USE OF THE SIMULATOR AT A 142 TRAINING CENTER PROVIDES APPROVAL FOR A PORTION OF THE TRAINING THEY PERFORM, BUT MISSION SPECIFIC TRAINING REMAINS THE RESPONSIBILITY OF THE OPERATOR.

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NPTRS Query System
Detail Format

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AFS620DB

----- For Official Use Only -----

SECTION I - Rec Id : EA27201002374 Insp Code : TDR Record 14 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1012 Far : NPG : Planned : N
Callup Date : Start Date : 1/21/2010 Closed Date : 1/21/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 01/22/2010
Down Office : Process Date: 02/02/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201002374

CMNT CODE: B911I
ATTENDED BRIEFING OF COMPANY STATUS AND ACTIVITIES.

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08:24

NPTRS Query System
Detail Format

SGGQ420P
AFS620DB

----- For Official Use Only -----

SECTION I - Rec Id : EA27201002447 Insp Code : TDR Record 16 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1595 Far : 61 NPG : Planned : N
Callup Date : Start Date : 1/20/2010 Closed Date : 1/27/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Aircraft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurrence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 01/27/2010
Down Office : Process Date: 02/02/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: ██████████ FRASSE, CHRISTOPHER LEE Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201002447

CMNT CODE: J407I

B-707 DPE AND CHIEF PILOT FOR OMEGA (PART 91 AMD PUBLIC USE OPERATOR)
INQUIRED ABOUT THE B-707 DPE DOING PORTIONS OF THE CHECKRIDE IN A LEVEL A
SIMULATOR IN MIAMI. AFTER EXTENSIVE RESEARCH OF 8900.1, 8900.2, 14 CFR
PARTS 60, 61, AND 142 I CONTACTED THE TCFM FOR THE SIMULATOR TO COORDINATE
A RESPONSE TO THE DPE. 14 CFR PART 61.64(A)(1)(II) STIPULATES THAT ANY
AIRMAN USING A SIMULATOR FOR A AIRPLANE RATING MUST HAVE DONE SO THROUGH AN
APPROVED TRAINING PROGRAM UNDER 14 CFR PARTS 121, 135, 141, OR 142.
THEREFORE I INFORMED THE DPE THAT ANY ADDED TYPE RATINGS, HE WILL BE
ISSUING, WILL NEED TO BE DONE IN THE AIRCRAFT.

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SECTION I - Rec Id : EA27201002907 Insp Code : TDR Record 20 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1040 Fax : NPG : Planned : N
Callup Date : Start Date : 3/9/2010 Closed Date : 3/9/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 03/19/2010
Down Office : Process Date: 03/23/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201002907

CMNT CODE: J499P

FACILITATED GETTING A TELECON TOGETHER BETWEEN HEADQUARTERS (AFS-200), THE EASTERN REGION, THE TCPM FOR PAN AM, AND MYSELF CONCERNING THE TRAINING RECEIVED AND CREDIT THAT OMEGA IS RECEIVING TOWARDS THE REQUIREMENTS OF 14 CFR PART 61.58. THE TCPM FOR PAN AM DID NOT WANT TO PARTICIPATE.

THERE WERE NUMEROUS INTERPRETATIONS OF WHAT REQUIREMENTS NEEDED TO BE MET IN ORDER FOR THE PILOTS ON THE B-707 TO HAVE A COMPLETE AND VALID 61.58 CHECK. I REQUESTED THIS TELECON TO GET CONSENSUS AMONG ALL PARTIES.

ISSUES RAISED AND RESOLVED WERE:

1. THE FIRST QUESTION DEALT WITH A LEVEL A SIMULATOR AND THE CREDIT THAT YOU CAN RECEIVE BY USING IT. AM I CORRECT THAT THE ONLY MANEUVERS A LEVEL A SIMULATOR CANNOT RECEIVE CREDIT FOR ARE:

NORMAL AND CROSSWIND TAKEOFFS AND LANDINGS
NORMAL AND CROSSWIND APPROACH AND LANDINGS
LANDINGS FROM A PRECISION APPROACH
LANDING FORM A CIRCLING APPROACH
APPROACH AND LANDING WITH A SIMULATED POWER PLANT FAILURE

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LANDING FROM A NO FLAP OR A NONSTANDARD FLAP APPROACH

IF THIS IS THE CASE THEN SHOULDN'T PAN AM BE ANNOTATING ALL OF THESE TASKS ON THE TRAINING RECORDS OF ALL INDIVIDUALS ATTENDING THEIR B-707 61.58 CURRICULUM? SEE 61.58(E)(1)(I) CURRENTLY ONLY THE CIRCLE TO LAND IS BEING ANNOTATED.

HQ RESPONSE AND POLICY STATEMENT: THERE MUST BE AN AIRCRAFT COMPONENT TO A 61.58 CHECK WHEN USING A LEVEL A SIM ONLY. THAT AIRCRAFT COMPONENT MUST COMPLETE THE ITEMS IDENTIFIED ABOVE.

2. IF A PILOT WAS TO ATTEND PAN AM'S 61.58 PROGRAM HAVING NOT COMPLETED THE THREE LANDINGS IN 90 DAYS PRIOR TO ATTENDING, AS REQUIRED BY THE TRAINING PROGRAM AND THE REGS, IS THE INTENT OF THE REG THAT THEY JUST COMPLETE THIS REQUIREMENT PRIOR TO ACTING AS PIC AND THEREFORE COULD THEORETICALLY COMPLETE THIS DURING THE TRAINING AT PAN AM? I SEE NO DIFFERENCE BETWEEN ALLOWING THEM TO COMPLETE THESE DURING OR AFTER THE CHECK IF ALL OTHER OMITTED MANEUVERS MAY BE COMPLETED AFTER AS LONG AS THEY ARE DONE PRIOR TO ACTING AS PIC. SEE 61.58(E)(1)(II), 61.58(E)(2)(II), AND 61.58(F)

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SECTION I - Rec Id : EA27201003287 Insp Code : TDR Record 22 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1010 Far : NPG : Planned : N
Callup Date : Start Date : 4/20/2010 Closed Date : 4/20/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Arcft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : Occurrence # :
Sim/Dev ID : Incident # :
Insp Unit : OPS Insp Type : ASI EIR # :
Accident # :

Last DO Update : 04/22/2010
Down Office : Process Date: 04/23/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201003287

CMNT CODE: B903I
ATTENDED MEETING WITH THE CHAIRMAN OF THE BOARD OF DIRECTORS AND THE NEW POI
TO FACILITATE THE TRANSITION AND TO BRIEF ALL ON CURRENT ACTIVITIES AND
ISSUES.

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SECTION I - Rec Id : SO25200410265 Insp Code : PGM Record 24 of 31
InspName : MYERS, PHILIP G. Phone : ██████████
Activity # : 1395 Far : 63 NPG : Planned : N
Callup Date : Start Date : 7/26/2004 Closed Date : 7/26/2004
Status : C Results : C

Designator : Q27M Affil DSGN : OTNA Office : GL15
Arcft Reg # : N852V Depart Point : PHX Arriv Point :
Flight # : Complaint # :
MMS : DC-10 Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : FDEO Insp Type : APM EIR # :
Accident # :

Last DO Update : 07/27/2004
Down Office : EA27 Process Date: 07/27/2004
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company : Foreign #:
Airman #/Name:
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : Y Foreign : N

SECTION IV - COMMENTS
Record ID:SO25200410265

CMNT CODE: A903U

I HAD ORDERS FROM FLIGHT STANDARDS INSPECTOR RESOURCE PROGRAM WHICH WERE REQUESTED FROM PAN AM FLIGHT ACADEMY TO CONDUCT A FLIGHT ENGINEER FLIGHT CHECK. I WAS TO MEET THE CREW FOR A PLANNED 1600L DEPARTURE FROM PHX TO MARANA, AZ(KAVQ). I WAS TO CONDUCT THE CHECK AND RON IN TUCSON. I DEPARTED MY HOR AT 0700 L ON 07/26 AND ARRIVED IN PHX AT 1115L. THE LOCAL CONTACT NUMBER I WAS PROVIDED WAS WRONG SO AFTER MANY CALLS I WAS UNABLE TO LOCATE THE AIRCRAFT. MY CONTACT AT THE PAN AM FLIGHT ACADEMY WHO HAD COORDINATED THIS CHECK WITH THE COMPANY AND THE FAA WAS UNABLE TO ASCERTAIN THE AIRCRAFT ARRIVAL TIME BUT HE THOUGHT IT WOULD BE ONE HOUR LATE. I DECIDED TO CALL PHX CUSTOMS AND THEY KNEW THAT THE COMPANY HAD REQUESTED CUSTOMS AT 1900L BUT HAD BEEN REFUSED CUSTOMS BECAUSE CUSTOMS WAS TO BE CLOSED AT THAT HOUR AND REFERRED ME TO TUCSON, AZ CUSTOMS. I CALLED TUCSON CUSTOMS AND THEY WERE EXPECTING THE AIRCRAFT AT 2100L AT TUCSON OR AT MARANA, AZ IF THE AIRCRAFT CALLED AHEAD WITH A ARRIVAL TIME BEFORE DARK. I WAS WILLING TO MEET THE AIRCRAFT IN TUCSON SINCE I HAD PLANNED TO RON THERE ANYWAY BUT WITHOUT ANY INFORMATION BEING PASSED TO THE FAA FROM THE COMPANY, I DECIDED TO RETURN TO MEMPHIS. I CAUGHT THE NEXT FLIGHT THAT ARRIVED MEMPHIS AT 2315L. THIS WAS A 16 HOUR DUTY DAY TO SUPPORT OMEGA AIR AND PAN AM FLIGHT ACADEMY. THE PAN AM COORDINATOR WAS NOT KEPT INFORMED OF OMEGA'S INTENTIONS. OMEGA'S MANAGEMENT DID NOT KEEP ANYONE INFORMED

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CONCERNING THIS FLIGHT CHECK. FAA INSPECTOR RESOURCES AND FUNDS WERE

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SECTION I - Rec Id : WP13201007473 Insp Code : GAD Record 31 of 31
InspName : DEUTSCH, GARY A Phone : ██████████
Activity # : 3720 Far : 91 NPG : Planned : N
Callup Date : Start Date : 6/14/2010 Closed Date : 6/22/2010
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Aircft Reg # : N707MQ Depart Point : HNL Arriv Point :
Flight # : Complaint # :
MMS : B-707-368C Occurence # : OWP1320100554
Sim/Dev ID : Incident # :
Insp Unit : GSU Insp Type : ASI EIR # :
Accident # :

Last DO Update : 06/24/2010
Down Office : EA27 Process Date: 06/25/2010
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : LSH Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : Y Foreign : N

SECTION IV - COMMENTS
Record ID:WP13201007473

CMNT CODE: B725I

6/14/10 (LSH) DAILY ALERT BULLETIN: HNL: OMEGA 71, B707, AUSTRALIAN
MILITARY, ABORTED TAKEOFF TWICE AND RETURNED TO THE GATE AT 121309PDT DUE
TO A COMPRESSOR STALL. 6/12 2009Z

06/17/2010 - PERFORMED A RAMP INSPECTION ON OMEGA AIR B-707, N707MQ.
MAINTENANCE INSPECTED # 3 ENGINE AND FOUND TURBINE DAMAGE. ENGINE CHANGE
IS IN PROGRESS. BACKUP B-707 WITH FOUR MECHANICS WILL ARRIVE FRIDAY AND
REPLACEMENT ENGINE WILL ARRIVE SATURDAY.

06/21/2010 - CHECKED ON STATUS OF OMEGA AIR FLIGHT. ENGINE CHANGE COMPLETE
BUT GENERATOR FAILED DURING RUNUP. TROUBLE SHOOTING AND CHECKING WIRING.

06/21/2010 - WHILE CHECKING PAPERWORK FOUND "LETTER OF DEVIATION AUTHORITY"
LETTER SHOWS THE AIRCRAFT N NUMBER AS N707 QM INSTEAD OF N707MQ. NOTIFIED
PRINCIPALS OF ERROR. AWAITING WORD THAT ERROR HAS BEEN CORRECTED.

06/24/2010 - RECIEVED WORD FROM BARRY BARBINIO, PMI, THAT LODA HAS BEEN
CORRECTED AND SENT TO OMEGA AIR.

*****CLOSED*****

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SECTION I - Rec Id : EA27201106419 Insp Code : TDR Record 23 of 31
InspName : RITCHEY, TODD D Phone : ██████████
Activity # : 1741 Far : NPG : Planned : N
Callup Date : Start Date : 6/28/2011 Closed Date : 6/28/2011
Status : C Results : C

Designator : O27M Affil DSGN : OTNA Office :
Aircft Reg # : Depart Point : Arriv Point :
Flight # : Complaint # :
MMS : B-707 Occurence # :
Sim/Dev ID : Incident # :
Insp Unit : AEG Insp Type : ASI EIR # :
Accident # :

Last DO Update : 06/28/2011
Down Office : Process Date: 06/29/2011
Related Record ID :
Orig Insp :

Non-Cert Act Name/Company :
Airman #/Name: Foreign #: N
Examiner #/Name:
Appl. #/Name:
RI #/Name:

Pass/Fail : Exam Kind : 8430-13 # :
Tracking : Misc : Num Misc :
Local Use : Regn Use : Natl Use :
Act Time : Travel Time : Trav Cost : 0.00

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS
Record ID:EA27201106419

CMNT CODE: B999I
Interviewed by NTSB regarding Omega Air Refueling B-707 accident. In
attendance were: Myself, NTSB, AAI-100, and AGC.||