

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 6 - ATC Transcripts and Tower Logs

OPERATIONAL FACTORS

DCA11MA075

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A. ACCIDENT

Operator: Omega Air Refueling
Location: Point Mugu NAS, California
Date: May 18, 2011
Airplane: Boeing 707

B. SUMMARY

On May 18, 2011, at about 1727 pm local time (0027 UTC), Omega Air flight 70, a Boeing 707 (N707AR), crashed on takeoff at the Point Mugu Naval Air Station, 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.

C. 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

D. ATC Transcript



DEPARTMENT OF THE NAVY
NAVAL BASE VENTURA COUNTY

IN REPLY REFER TO:

Memorandum

Date: May 19, 2011
To: National Transportation Safety Board
From: NBVC Point Mugu Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Mishap, OMEGA70
Point Mugu, CA, May, 18 2011

This transcription covers the Naval Base Ventura County Airport Traffic Control Tower (ATCT) LOCAL LC position for the time period from May 18, 2011, 0018 UTC, to May 18, 2011, 0028 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
H/B703/G, OMEGA70	OMEGA70
NBVC ATCT, Local Control	LC
NBVC ATCT, Approach Control	A/C
NBVC ATCT, Base Operations	BOPS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving OMEGA70.

[REDACTED]
Demps, Julian M.
Tower Branch Chief
NBVC ATCT

0018:31
0019
(0020-0022)
0023
0023:03 LC Approach Tower request release

0023:07 A/C Go ahead

0023:08 LC Omega70 Heavy

NTD-ATCT
OMEGA70

Page 2 of 3

0023:09 A/C Omega70 Heavy turn left heading 160

0023:15 LC 160

0023:17 A/C Released

0023:27 OMEGA Tower Omega70 Heavy is approaching the hold short 21 ready for takeoff

0023:31 LC Omega70 Heavy Mugu Tower on departure turn left heading 160 current winds 260 at 24 Runway 21 cleared for takeoff

0023:39 OMEGA K left turn to 160 and cleared for takeoff Omega70 Heavy

0024
0024:42 LC Dispatch Tower departure

0024:47 BOPS Dispatch

0024:47 LC Omega70 Heavy time now

0024:49 BOPS (Operating initials) AF

0024:50 LC (Operating initials) RN

0025
0026
0026:13 (Identifiable Tower Background Communication) Oh shit Oh shit crash crash crash what the

NTD-ATCT
OMEGA70

Page 3 of 3

0026:59

(Identifiable Tower Background
Communication) Oh my God oh no he's off
the fucking runway

0028:39

End of Transcript

E. ATC Tower Logs and Controller Statements

ATC AIRCRAFT ACCIDENT/ INCIDENT CHECKLIST

INITIALS

DATE: 5/12/11

NOTIFY FWS. (FWS will notify chain of command. Branch Chief, LCPO, and ATCFO.)
NOTE: ATCFO will notify Civil Authorities is accident / incident involves civil aircraft.

REQUEST AND OBTAIN A WEATHER REPORT. (Must be annotated in facility log)

MARK AND PULL TAPES ASAP AND ENSURE THEY ARE SECURED.

OBTAIN A STATEMENT FROM THE CONTROLLER AND SUPERVISORY PERSONEL INVOLVED AND HAVE THEM RELIEVED OFF POSITION TO DO SO.

HAVE ANY CONTROLLER THAT MAY HAVE WITNESSED THE EVENT ALSO MAKE A STATEMENT.

N/A CALL IN OFF-DUTY TECH TO CHECK GEAR AND PERFORM ALIGNMENT TESTS IF EQUIPMENT MAY HAVE BEEN A FACTOR.

N/A IF CONTROLLER INVOLVEMENT WAS A FACTOR THEN TAKE APPROPRIATE STEPS TO HAVE A MEDICAL EVALUATION COMPLETED.

COPY FLIGHT PROGRESS STRIPS OF AIRCRAFT INVOLVED AND GIVE TO FWS.

FWS WILL RETAIN ALL DOCUMENTATION, PUT IN A FOLDER AND HANDED TO THE BRANCH CHIEF.

THE FOLDER SHALL CONTAIN THE FOLLOWING DOCUMENTS:

- a. Incident Report
- b. Position Log (s)
- c. Original Strip (s)
- d. Controller (s) Statement (s)
- e. This Checklist and any other appropriate info

Local wx observation: 0030 Z 28024634 7 SCT 050 15/09 2975
on file with wx office.
wx observer: Charles Portwood.

Incident Report Form NBVC Point Mugu

COMPLETE APPLICABLE SECTIONS OF THIS FORM. ATTACH DUPLICATE FLIGHT PROGRESS STRIP(S) AND FORWARD AS SOON AS POSSIBLE TO THE ATCFO VIA THE CHAIN OF COMMAND

DATE OF INCIDENT 05/18/11	TIME 0023 Z / 1723 L	TYPE OF INCIDENT <input type="checkbox"/> PILOT DEVIATION <input type="checkbox"/> SEVERE HAZARD <input type="checkbox"/> ROUTINE HAZARD	
AIRCRAFT ID OMEGA 70	TYPE B703	SQUADRON	PILOT
CONTROLLER MR. BIDWELL	SUPERVISOR MR. BIDWELL	FWS MR. MACKIE	EVENT NUMBER
ACTIVE RUNWAY 21	WEATHER/ATIS CODE 270 @ 22 6 33 7sm SCT045 YANKEE		

REMARKS (EQUIPMENT OUTAGES/MALFUNCTIONS, COMBINED POSITIONS, TRAINING IN PROGRESS, ETC...)

DESCRIPTION OF INCIDENT

TOWER CALLER FOR A RELEASE ON OMEGA 70.
 I ISSUED A LEFT TURN 160 RELEASED.
 TOWER ACKNOWLEDGED AND HUNG UP THE
 LINE. I HEARD THE AIR CRAFT ON TAKE
 OFF ROLL BUT NEVER SAW THE PRIMARY
 TARGET AS USUAL. THEN RECEIVED A CALL
 FROM TOWER ABOUT A MISHAP ON THE
 AIRFIELD.

NAME OF PERSON COMPLETING FORM (PRINT AND SIGN):

MICHAEL BIDWELL

INCIDENT REPORT NUMBER:

NBVC 3750 (7/05)

COMMENTS

FWS: Tapes flagged, statements collected and flight strips photo copied.

SIGNATURE (PRINT AND SIGN):

BRANCH CHIEF: TAPES REVIEWED AND TRANSCRIBED.

SIGNATURE (PRINT AND SIGN): *AC (law/low) DENNIS AC (law/low) K Jaf*

AIRSPACE AND PROCEDURES:

SIGNATURE (PRINT AND SIGN):

ATC LCPO:

SIGNATURE (PRINT AND SIGN):

ATCFO

ATCFO SIGNATURE:

NB VC 3750 (7/65)

Incident Report Form NBVC Point Mugu

COMPLETE APPLICABLE SECTIONS OF THIS FORM. ATTACH DUPLICATE FLIGHT PROGRESS STRIP(S) AND FORWARD AS SOON AS POSSIBLE TO THE ATCFO VIA THE CHAIN OF COMMAND

DATE OF INCIDENT 18 MAY 11	TIME 0025 Z	TYPE OF INCIDENT <input type="checkbox"/> PILOT DEVIATION <input type="checkbox"/> SEVERE HAZARD <input type="checkbox"/> ROUTINE HAZARD	
AIRCRAFT ID OMEGA 70	TYPE 707	SQUADRON	PILOT
CONTROLLER	SUPERVISOR ACZ COOPER	FWS ME	EVENT NUMBER TRAINING GROUND
ACTIVE RUNWAY 21	WEATHER/ATIS CODE		

REMARKS (EQUIPMENT OUTAGES/MALFUNCTIONS, COMBINED POSITIONS, TRAINING IN PROGRESS, ETC...)

DESCRIPTION OF INCIDENT

ON 18 MAY 11 I WAS IN THE TOWER TRAINING ON GROUND. OMEGA 70 CALLED UP WANTING TO TAXI TO RY 21. HE KEPT CALLING UP ASKING FOR WIND INFORMATION. AFTER A FEW MINUTES, HE WAS CLEARED FOR TAKE OFF. I OBSERVED HIM ROLLING DOWN THE RY. HE NEVER LIFTED OFF THE GROUND. RIGHT BEFORE HE GOT TO UNIT 3 ARRESTING GEAR IT APPEARED HIS LEFT ENGINE WAS ON FIRE. I SAW A MINIATURE EXPLOSION THEN WATCHED AS IT VEERED OFF THE APPROACH END OF RY 3. AT 0027 THE CRASH PHONE WAS ACTIVATED.

NAME OF PERSON COMPLETING FORM (PRINT AND SIGN):

ACZ BOUTIN, ROBERT

INCIDENT REPORT NUMBER:

NBVC 3750 (7/05)

COMMENTS

FWS: *Tapes flagged, statements collected and flight strips photo-copied*

SIGNATURE (PRINT AND SIGN):

BRANCH CHIEF: *TAPES REVIEWED AND TRANSCRIBED*

SIGNATURE (PRINT AND SIGN): *AC (Law/SW) DENNIS AC (Law/SW) [REDACTED]*

AIRSPACE AND PROCEDURES:

SIGNATURE (PRINT AND SIGN):

ATC LCPO:

SIGNATURE (PRINT AND SIGN):

ATCFO

ATCFO SIGNATURE:

NBVC 3750 (7/05)

Incident Report Form NBVC Point Mugu

COMPLETE APPLICABLE SECTIONS OF THIS FORM. ATTACH DUPLICATE FLIGHT PROGRESS STRIP(S) AND FORWARD AS SOON AS POSSIBLE TO THE ATCFO VIA THE CHAIN OF COMMAND

DATE OF INCIDENT 18 MAY 11	TIME	TYPE OF INCIDENT <input type="checkbox"/> PILOT DEVIATION <input checked="" type="checkbox"/> SEVERE HAZARD <input type="checkbox"/> ROUTINE HAZARD		
AIRCRAFT ID OMEGA 70	TYPE 5707	SQUADRON	PILOT	EVENT NUMBER
CONTROLLER COOPER	SUPERVISOR COOPER	FWS ME	POSITION/FREQUENCY 124.85	
ACTIVE RUNWAY Ry 21/27	WEATHER / ATIS CODE VMC			
REMARKS (EQUIPMENT OUTAGES / MALFUNCTIONS, COMBINED POSITIONS, TRAINING IN PROGRESS, ETC...)				
DESCRIPTION OF INCIDENT <p style="font-family: cursive;"> OMEGA 70/H was cleared for takeoff heading 160. OMEGA 70/H acknowledged takeoff clearance and began take off roll. Approximately at TWY A2 or Ry 21 I noticed flames coming from left engine and A/c sliding on the Ry. I immediately activated crash phone procedures. The A/c slid down Ry toward the end onto the grass and onto TWY ALPHA, and huge plume's of smoke and fire went up. A/c appeared to have exploded. Crash chief was given the airfield. No aircraft were in NTD class Delta. No aircraft were taxiing and no vehicles were on the airfield. </p>				
NAME OF PERSON COMPLETING FORM (PRINT AND SIGN): ACZ COOPER			INCIDENT REPORT NUMBER:	

NBVC 3750 (7/05)

COMMENTS

FWS: *Tapes flagged, statements collected and flight strips photo copied*

SIGNATURE (PRINT AND SIGN):

BRANCH CHIEF: *TAPES REVIEWED AND TRANSCRIBED*

SIGNATURE (PRINT AND SIGN): *AC (Law/Sec) DEMPS AC (Law/Sec) [Redacted]*

AIRSPACE AND PROCEDURES:

SIGNATURE (PRINT AND SIGN):

ATC LCPO:

SIGNATURE (PRINT AND SIGN):

ATCFO

ATCFO SIGNATURE:

NDVC 3340 (7/05)

Incident Report Form NBVC Point Mugu

COMPLETE APPLICABLE SECTIONS OF THIS FORM. ATTACH DUPLICATE FLIGHT PROGRESS STRIP(S) AND FORWARD AS SOON AS POSSIBLE TO THE ATCFO VIA THE CHAIN OF COMMAND

DATE OF INCIDENT 18 MAY 11	TIME 0025Z	TYPE OF INCIDENT <input type="checkbox"/> PILOT DEVIATION <input checked="" type="checkbox"/> SEVERE HAZARD <input type="checkbox"/> ROUTINE HAZARD	
AIRCRAFT ID OMEGA 70	TYPE B703	SQUADRON	EVENT NUMBER
CONTROLLER AC NOLAN	SUPERVISOR AC COOPER	FWS ME	POSITION/FREQUENCY Ground
ACTIVE RUNWAY 21	WEATHER / ATIS CODE		

REMARKS (EQUIPMENT OUTAGES / MALFUNCTIONS, COMBINED POSITIONS, TRAINING IN PROGRESS, ETC...)

Z 270 22433 50015 1619 29.76

DESCRIPTION OF INCIDENT

AT APPROXIMATELY 0022Z, OMEGA 70 HEAVY WAS CLEARED FOR TAKE OFF ON RUNWAY 21. EVERYTHING ON ROLLING TAKEOFF APPEARED NORMAL. AT UPON THE AIRCRAFT REACHING APPROXIMATELY "A2", FLAMES WERE COMING OUT OF THE BACK OF THE AIRCRAFT. IMMEDIATELY THE FLAMES GOT BIGGER AND AFTER THE AIRCRAFT ROLLED OVER THE LONG FIELD ARRESTING GEAR FOR RY 21, THE AIRCRAFT APPEARED TO EXPLODE. PETTY OFFICER COOPER AND MYSELF IMMEDIATELY ACTIVATED CRASH PHONE AND EMERGENCY PROCEDURES. AT THAT POINT, THE AIRFIELD WAS TURNED OVER TO THE CRASH CREW.

NAME OF PERSON COMPLETING FORM (PRINT AND SIGN):

AC NOLAN, RAYMOND

INCIDENT REPORT NUMBER:

NBVC 3750 (7/05)

COMMENTS

FWS: *tapes flagged, statements collected on flight strips photo-copied.*

SIGNATURE (PRINT AND SIGN):

BRANCH CHIEF: *TAPES REVIEWED AND TRANSCRIBED.*

SIGNATURE (PRINT AND SIGN): *AC (aw/sw) DENNIS AC (aw/sw)*

AIRSPACE AND PROCEDURES:

SIGNATURE (PRINT AND SIGN):

ATC LCPO:

SIGNATURE (PRINT AND SIGN):

ATCFO

ATCFO SIGNATURE:

NO VC 3710 (7/03)

F. Tower Reports

ATC AIRCRAFT ACCIDENT/ INCIDENT CHECKLIST

INITIALS _____ DATE: 5/18/14

NOTIFY FWS. (FWS will notify chain of command. Branch Chief, LCPO, and ATCFO.)
NOTE: ATCFO will notify Civil Authorities is accident / incident involves civil aircraft.

REQUEST AND OBTAIN A WEATHER REPORT. (Must be annotated in facility log)

MARK AND PULL TAPES ASAP AND ENSURE THEY ARE SECURED. - *PLEASE*

OBTAIN A STATEMENT FROM THE CONTROLLER AND SUPERVISORY PERSONEL INVOLVED AND HAVE THEM RELIEVED OFF POSITION TO DO SO. -

HAVE ANY CONTROLLER THAT MAY HAVE WITNESSED THE EVENT ALSO MAKE A STATEMENT.

N/A CALL IN OFF-DUTY TECH TO CHECK GEAR AND PERFORM ALIGNMENT TESTS IF EQUIPMENT MAY HAVE BEEN A FACTOR.

N/A IF CONTROLLER INVOLVEMENT WAS A FACTOR THEN TAKE APPROPRIATE STEPS TO HAVE A MEDICAL EVALUATION COMPLETED.

COPY FLIGHT PROGRESS STRIPS OF AIRCRAFT INVOLVED AND GIVE TO FWS.

FWS WILL RETAIN ALL DOCUMENTATION, PUT IN A FOLDER AND HANDED TO THE BRANCH CHIEF.

THE FOLDER SHALL CONTAIN THE FOLLOWING DOCUMENTS:

- a. Incident Report
- b. Position Log (s)
- c. Original Strip (s)
- d. Controller (s) Statement (s)
- e. This Checklist and any other appropriate info

Tower Daily Equipment Check Sheet

Date: 05/18/11

DAY				EVE			
Frequency	Status	Landlines	Status	Frequency	Status	Landlines	Status
290.375 Pri/Sec	<input checked="" type="checkbox"/>	APP L/L	<input checked="" type="checkbox"/>	290.375 Pri/Sec	<input checked="" type="checkbox"/>	APP L/L	<input checked="" type="checkbox"/>
124.85 Pri/Sec	<input checked="" type="checkbox"/>	ODO L/L	<input checked="" type="checkbox"/>	124.85 Pri/Sec	<input checked="" type="checkbox"/>	ODO L/L	<input checked="" type="checkbox"/>
340.2 Pri/Sec	<input checked="" type="checkbox"/>	ODR L/L	<input checked="" type="checkbox"/>	340.2 Pri/Sec	<input checked="" type="checkbox"/>	ODR L/L	<input checked="" type="checkbox"/>
360.2 Pri/Sec	<input checked="" type="checkbox"/>	CMA L/L	<input checked="" type="checkbox"/>	360.2 Pri/Sec	<input checked="" type="checkbox"/>	CMA L/L	<input checked="" type="checkbox"/>
121.6 Pri/Sec	<input checked="" type="checkbox"/>	WX L/L	<input checked="" type="checkbox"/>	121.6 Pri/Sec	<input checked="" type="checkbox"/>	WX L/L	<input checked="" type="checkbox"/>
GRC-211 UHF	<input checked="" type="checkbox"/>	PLD L/L	<input checked="" type="checkbox"/>	GRC-211 UHF	<input checked="" type="checkbox"/>	PLD L/L	<input checked="" type="checkbox"/>
GRC-121 VHF	<input checked="" type="checkbox"/>	RCO L/L	<input checked="" type="checkbox"/>	GRC-121 VHF	<input checked="" type="checkbox"/>	RCO L/L	<input checked="" type="checkbox"/>
Equipment	Status	AIRFIELD	Status	Equipment	Status	AIRFIELD	Status
PET 2000	<input checked="" type="checkbox"/>	Field Lighting	<input checked="" type="checkbox"/>	PET 2000	<input checked="" type="checkbox"/>	Field Lighting	<input checked="" type="checkbox"/>
ECS	<input checked="" type="checkbox"/>	Arresting Gear	<input checked="" type="checkbox"/>	ECS	<input checked="" type="checkbox"/>	Arresting Gear	<input checked="" type="checkbox"/>
Speakers	<input checked="" type="checkbox"/>	Waveoff Lights	<input checked="" type="checkbox"/>	Speakers	<input checked="" type="checkbox"/>	Waveoff Lights	<input checked="" type="checkbox"/>
Wind Indicators	<input checked="" type="checkbox"/>	NET	Status	Wind Indicators	<input checked="" type="checkbox"/>	NET	Status
Altimeter	<input checked="" type="checkbox"/>	Utility Net	<input checked="" type="checkbox"/>	Altimeter	<input checked="" type="checkbox"/>	Utility Net	<input checked="" type="checkbox"/>
Clocks	<input checked="" type="checkbox"/>	Crash Net	<input checked="" type="checkbox"/>	Clocks	<input checked="" type="checkbox"/>	Crash Net	<input checked="" type="checkbox"/>
FDIO	<input checked="" type="checkbox"/>	Util/Crash Sec	<input checked="" type="checkbox"/>	FDIO	<input checked="" type="checkbox"/>	Util/Crash Sec	<input checked="" type="checkbox"/>
ATIS	<input checked="" type="checkbox"/>	TOWER USE ONLY:	ATIS	<input checked="" type="checkbox"/>	TOWER USE ONLY:	ATIS	<input checked="" type="checkbox"/>
Light Guns	<input checked="" type="checkbox"/>	NMCI COMP. STATUS	Light Guns	<input checked="" type="checkbox"/>	NMCI COMP. STATUS	Light Guns	<input checked="" type="checkbox"/>
Traffic Counter	<input checked="" type="checkbox"/>	Check Outlook	<input checked="" type="checkbox"/>	Traffic Counter	<input checked="" type="checkbox"/>	Check Outlook	<input checked="" type="checkbox"/>
Viscom	<input checked="" type="checkbox"/>	Timms	<input checked="" type="checkbox"/>	Viscom	<input checked="" type="checkbox"/>	Timms	<input checked="" type="checkbox"/>
BRANDS	<input checked="" type="checkbox"/>	Printer	<input checked="" type="checkbox"/>	BRANDS	<input checked="" type="checkbox"/>	Printer	<input checked="" type="checkbox"/>
Ballast Alarms	<input checked="" type="checkbox"/>	Remarks:		Ballast Alarms	<input checked="" type="checkbox"/>	Remarks:	
AFLCS	<input checked="" type="checkbox"/>			AFLCS	<input checked="" type="checkbox"/>		
CARRY-OVER OUTAGES				CARRY-OVER OUTAGES			
FLIGHT DATA BAST CTS				FLIGHT DATA DATA REMOVED			
LIGHT GUN ABOVE FLIGHT DATA CTS				LIGHT GUN ABOVE F.D. CTS			
NEW OUTAGES:				NEW OUTAGES:			

TS
 FWS
 ET

TS
 FWS
 ET

OFFICE USE ONLY: TBM LCPO ATCPO

Tower Daily Airfield Report

Date: 05/18/11

Equipment	DAY	Remarks:
Arresting Gear	Status	
Unit 2	00 / 11	
Unit 3	00 / 11	
Unit 4	00 / 11	
Unit 5	00 / 11	
APCH LIGHTING		
App Lights Ry 21	00 / 11	
App Lights Ry 3	00 / 11	
Strobes Ry 21	00 / 11	
Strobes Ry 3	00 / 11	
Vasi Ry 21	00 / 11	
Vasi Ry 3	00 / 11	
OLS Ry 21	00 / 11	
OLS Ry 3	00 / 11	
OLS Ry 27	00 / 11	
Ry Edge lights 3/21	00 / 11	
Ry Edge lights 3/27	00 / 11	
W/O Lights 21	00 / 11	
W/O Lights 3	00 / 11	
W/O Lights 27	00 / 11	
Taxiway Lighting		
Alpha	00 / 11	
Bravo	00 / 11	
Charlie	00 / 11	
Delta	00 / 11	
Echo	00 / 11	
Traffic Signals		
Beach & Air Guard	00 / 11	
Mugu Road	00 / 11	
Windsocks	00 / 11	
CARRY-OVER OUTAGES		

TS [redacted]
 FWS [redacted]
 ET [redacted]

OFFICE USE ONLY: TBM C27 LCPO ATCFO

5/17/2011

NEVC GEMD EQUIPMENT STATUS

SYSTEM	STATUS	IMPACT	ESTIMATED RTE
ASR-8	Normal Weather 1 and MT: Switch Inoperable	Loss of Normal Weather 1 Function	5/27/2011
CU-333	Possible Encoder/Blanker Faulty	Unusable at ZONV Position	UNKNOWN. PARTS ON ORDER
ASOS Site #3	Loss of Power to Visibility Sensor	Site 3 Visibility Sensor Inoperable	T/S In Progress. 05/27/2011
PAC-6(v)4	Faulty Digital Fiber Optic Receiver	Loss of Redundancy	T/S In Progress. 05/27/2011
FRN-63 (PAR)	Faulty 400Hz Converter, Part on Order	CH. A Non-Operational	5/27/2011
BRANDS	Maintenance Monitor CRT Bad; Part on Order	Degraded Maintenance Display	5/27/2011
ASOS Site #2	Faulty Visibility Sensor Power Supply; Part on Order; Working w/ ISEA for more expedient ship date	Site 2 Visibility Sensor Inoperable	Ship Date TBD T/S In Progress. 05/27/2011
133.25	NO TRANSMIT	Loss of Freq	

DUTY ST:  ET KEARL M-11

G. Tower and Radar Strips

TOWEL STRIP

OMGA70	5107	NTD	NTDT60A---NTD DOYLE7 DOYLE	23
H/B703/G	P0030		SXC SXC161010 W291	✓ RN DOZ5
905	150		TL160	

OMGA70	5107	NTD	NTDT60A---NTD DOYLE7 DOYLE	✓
H/B703/G	P0030		SXC SXC161010 W291	R-2024
905	150		AA780 V160	

RADAR STRIP