

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

**Attachment 7 - Boeing 707 ARFF Document**

**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.  
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Captain John Banitt  
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P.O. Box 3707 MC 20-95  
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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.

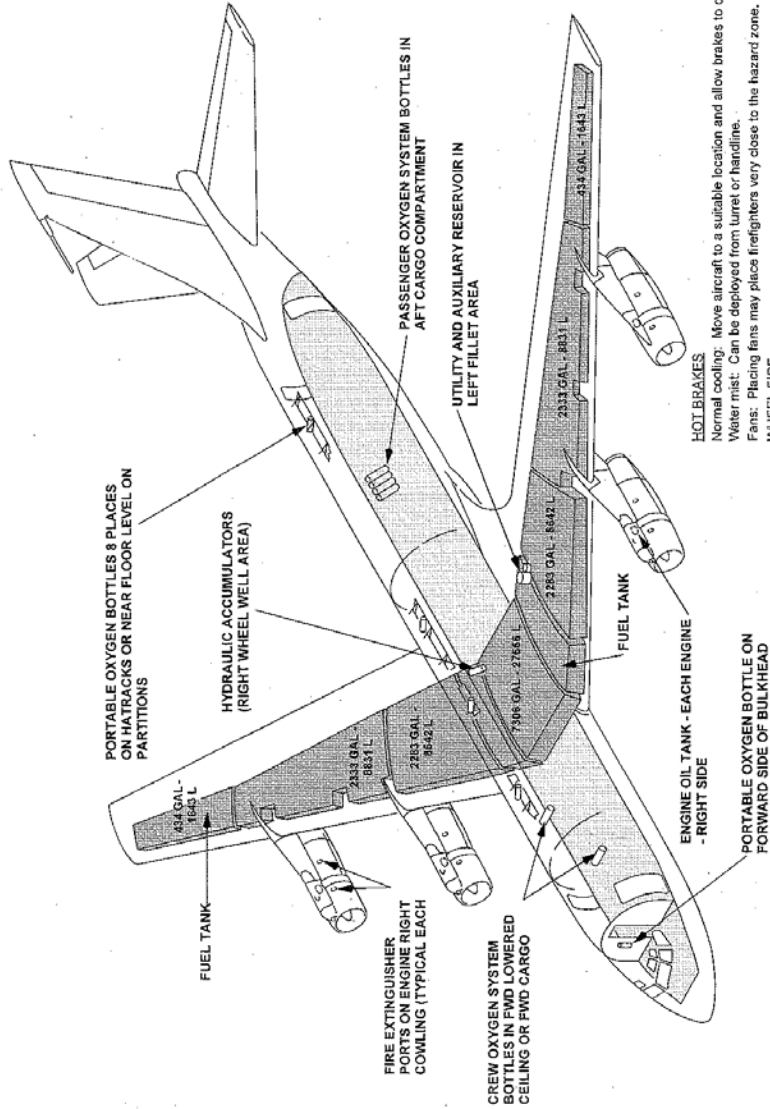
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<sup>1</sup> Naval Base Ventura County.

D. BOEING 707 ARFF DOCUMENT

AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

707-100 & 200 SERIES  
FLAMMABLE MATERIAL LOCATIONS



**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**  
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
Water mist: Can be deployed from turret or handlines.  
Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**  
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.  
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.  
**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

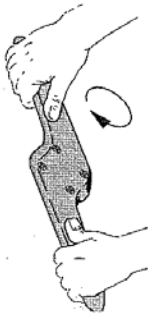
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October 31, 2009

AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

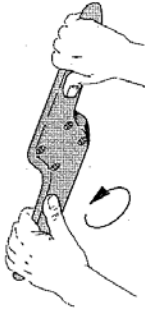
707-100 & 200 SERIES EMERGENCY RESCUE ACCESS-1

1 ENTRY DOOR EXTERNAL HANDLE



- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE CLOCKWISE.
  3. PULL DOOR OUTWARD.

2 GALLEY DOOR EXTERNAL HANDLE



- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

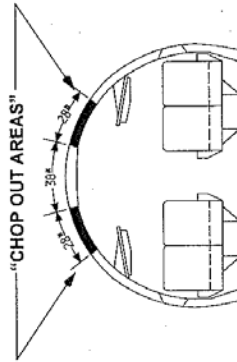
3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



- TO OPEN HATCH:
1. PUSH IN PANEL.
  2. PUSH HATCH INWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

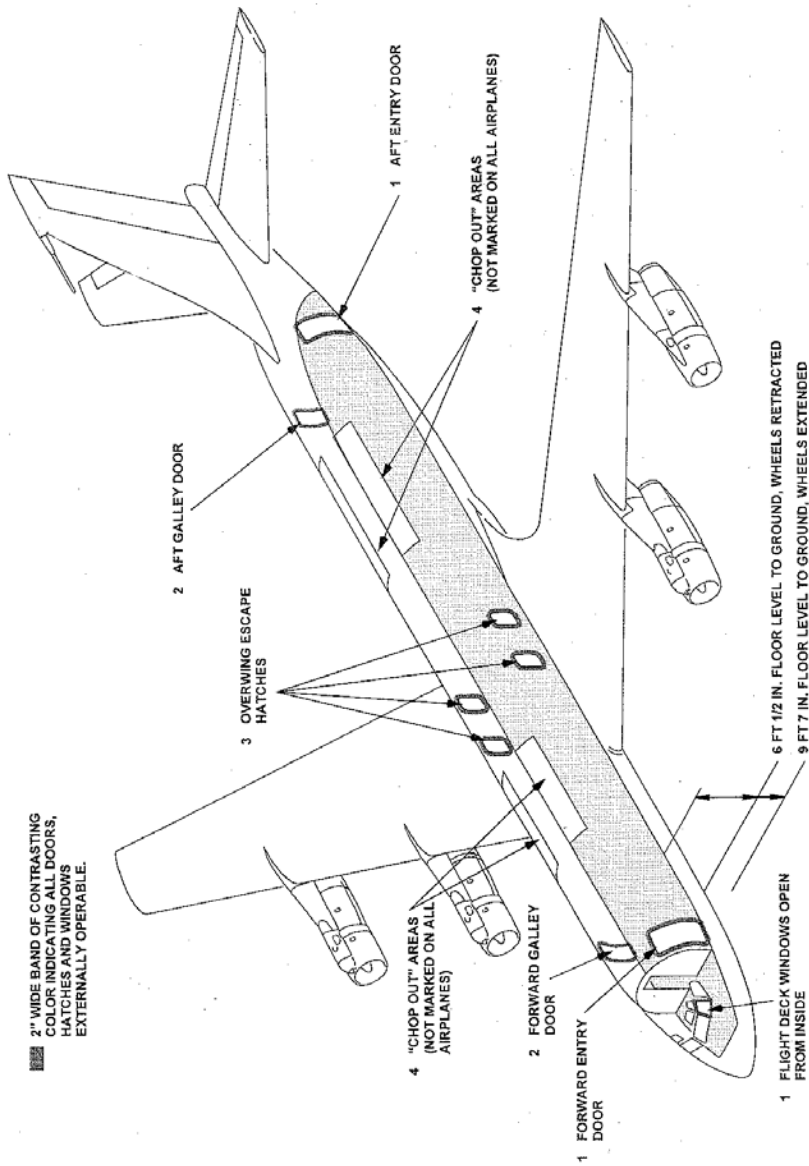
4 CHOP OUT AREAS



NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN IT IS RECOMMENDED THAT PERSONNEL GAIN ACCESS BY DIRECTED LIFELINES AND DOORS. PROBABLE SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT".

AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

707-100 & 200 SERIES EMERGENCY RESCUE ACCESS-2

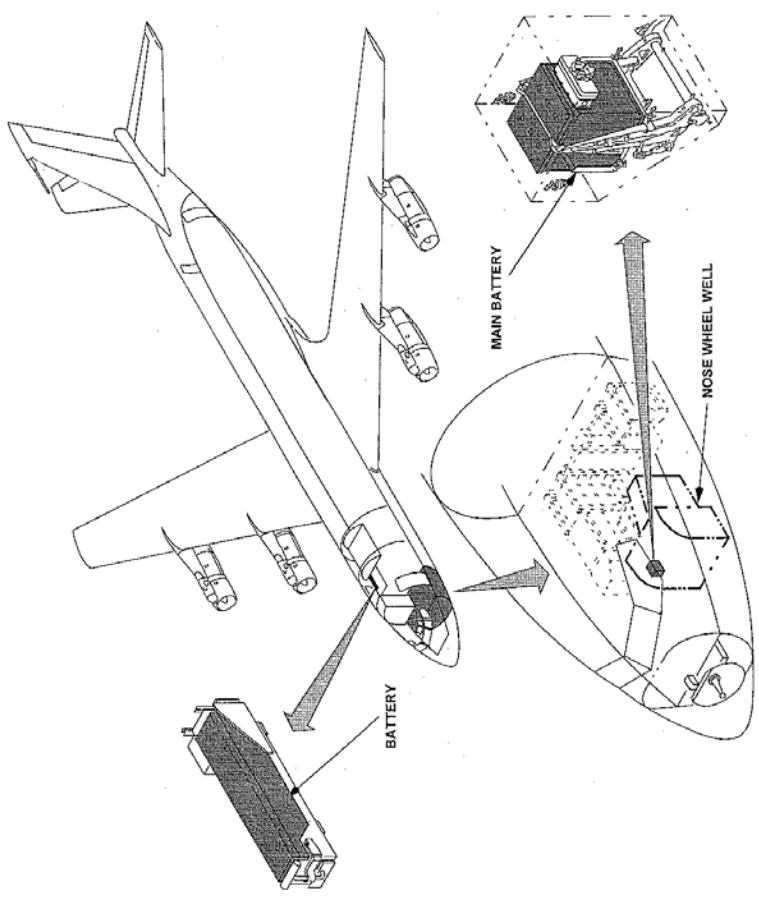


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**BATTERY LOCATIONS**

**707-100 & 200 SERIES**

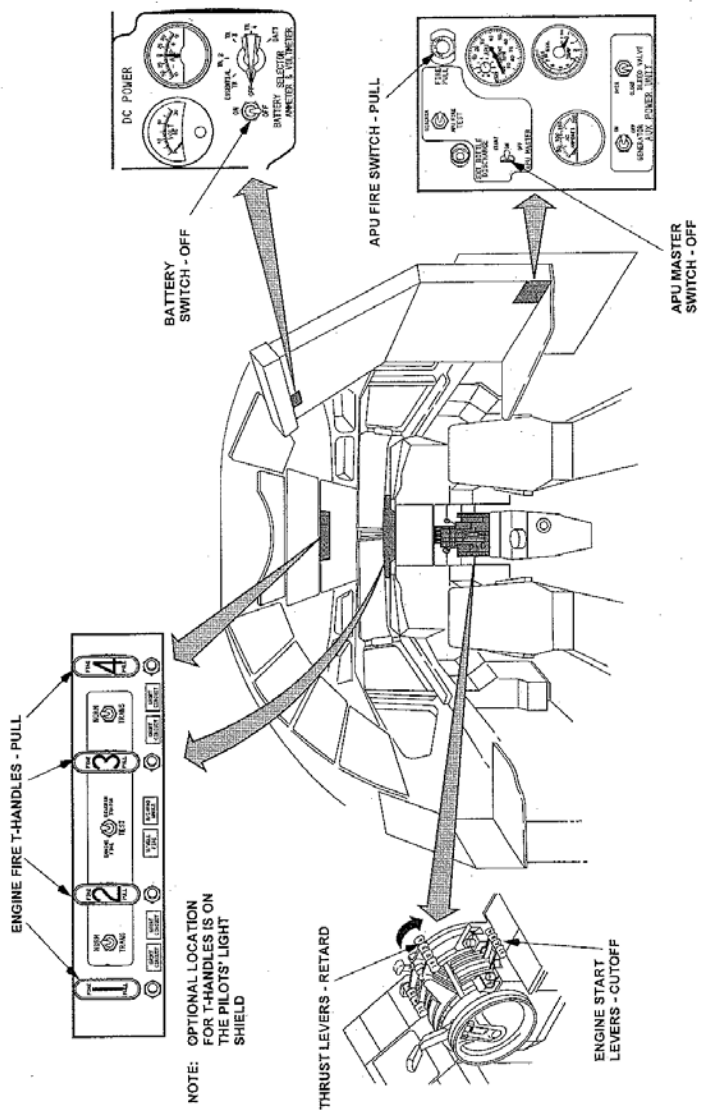


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AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

707-100 & 200 SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS



CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**707-100 & 200 SERIES**

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