



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Point Mugu, CA	<b>Accident Number:</b>	DCA11PA075
<b>Date &amp; Time:</b>	05/18/2011, 1727 PDT	<b>Registration:</b>	N707AR
<b>Aircraft:</b>	BOEING 707-321B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Public Aircraft		

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## Analysis

The NTSB's full report is available at [http://www.nts.gov/investigations/reports\\_aviation.html](http://www.nts.gov/investigations/reports_aviation.html). The Aircraft Accident Brief number is NTSB/AAB-13/01.

On May 18, 2011, about 1727 Pacific daylight time,[1] a modified Boeing 707, registration N707AR, operating as Omega Aerial Refueling Services (Omega) flight 70 crashed on takeoff from runway 21 at Point Mugu Naval Air Station, California (KNTD). The airplane collided with a marsh area to the left side beyond the departure end of the runway and was substantially damaged by postimpact fire. The three flight crewmembers sustained minor injuries. The flight was conducted under the provisions of a contract between Omega and the US Naval Air Systems Command (NAVAIR) to provide aerial refueling of Navy F/A-18s in offshore warning area airspace. According to the Federal Aviation Administration (FAA), Omega, and the US Navy, the airplane was operating as a nonmilitary public aircraft under the provisions of 49 United States Code Sections 40102 and 40125.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

the failure of a midspar fitting, which was susceptible to fatigue cracking and should have been replaced with a newer, more fatigue-resistant version of the fitting as required by an airworthiness directive. Also causal was an erroneous maintenance entry made by a previous aircraft owner, which incorrectly reflected that the newer fitting had been installed.

## Findings

<b>Aircraft</b>	Attach fittings (nac/pylon) - Fatigue/wear/corrosion (Cause)
	Attach fittings (nac/pylon) - Design (Cause)
	Attach fittings (nac/pylon) - Not serviced/maintained (Cause)
	Attach fittings (nac/pylon) - Related records (Cause)

## Factual Information

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## History of Flight

Takeoff	Sys/Comp malf/fail (non-power) (Defining event) Runway excursion
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## Pilot Information

Certificate:	Airline Transport; Commercial	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	02/14/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5117 hours (Total, all aircraft), 2730 hours (Total, this make and model)		

## Co-Pilot Information

Certificate:	Commercial	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:		Last Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4052 hours (Total, all aircraft), 2101 hours (Total, this make and model)		

## Flight Engineer Information

Certificate:	Flight Engineer	Age:	
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 9000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	Registration:	N707AR
Model/Series:	707-321B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	20029
Landing Gear Type:	Retractable - Tricycle	Seats:	192
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	4 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P & W
ELT:		Engine Model/Series:	JT3D-3B
Registered Owner:	OMEGA AIR INC	Rated Power:	18000 lbs
Operator:	Omega Aerial Refueling Services, Inc.	Air Carrier Operating Certificate:	Other Operator of Large Aircraft

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KNTD	Observation Time:	1730 PDT
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Temperature/Dew Point:	15° C / 9° C
Lowest Ceiling:	None	Visibility	7 Miles
Wind Speed/Gusts, Direction:	24 knots/ 34 knots, 280°	Visibility (RVR):	
Altimeter Setting:	29.75 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pt Mugu, CA (NTD)	Type of Flight Plan Filed:	IFR
Destination:	Pt Mugu, CA (NTD)	Type of Clearance:	IFR
Departure Time:	1727 PDT	Type of Airspace:	

## Airport Information

Airport:	Naval Base Ventura County (KNTD)	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	11000 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	3 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	34.106111, -119.130833 (est)

## Administrative Information

Investigator In Charge (IIC):	William R English	Adopted Date:	02/26/2014
Additional Participating Persons:	Frank Motter; FAA FSDO; Van Nuys, CA Richard Anderson; Boeing Commercial Airplanes; Renton, WA Bob Bao; Pratt & Whitney; East Hartford, CT Robert Proano; Omega Aerial Refueling Services, Inc.; Arlington, VA Roger Hewlett; Omega Air, Inc.; San Antonio, TX		
Publish Date:	06/02/2017		
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79141">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79141</a>		

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