National Transportation Safety Board
Office of Research and Engineering
Washington, DC 20594

September 20, 2001

Crash Site Factual Report

I. Accident

NTSB # : DCA-00-MA-030
Location: Burbank, California
Date: March 5, 2000
Time: Approximately 1811 Local Time
Aircraft Type: Boeing 737, N668SW
Operator: Southwest Airlines (FAR Part 121)

II. Group

Charles M. Pereira, Group Chairman
National Transportation Safety Board, RE-60
490 L'Enfant Plaza E, SW
Washington, DC 20594

Mike Early
B737 Pilot
Southwest Airlines Pilot's Association
18362 S. Valley Vista Road
Mulino, OR 97042

Brian Gleason
Chief Operations Engineer
Southwest Airlines Company
PO Box 36611, HDQ 8FO
2702 Love Field Drive
Dallas, TX 75235-1611

III. Summary

On March 5, 2000, approximately 1811 local time, Southwest Airlines flight 1455, tail number N668SW, impacted a blast fence at the end of Burbank Airport's runway 08 and came to rest in the adjacent road, Hollywood Way. The accident airplane had just performed a visual approach and landing on runway 08 and was decelerating at the time of impact with the blast fence. Weather from the Burbank Airport ASOS at 1820 local time showed winds 250 degrees at 6 knots, 10 miles visibility, overcast at

9,500 feet, temperature 9 degrees C, dew point 0 degrees C, and altimeter 29.66 inches of mercury.

The Airplane Performance Group Chairman arrived at the scene of the accident at approximately 2100 local time on 3/06/00. The accident airplane had been moved to the ramp adjacent to Mercury Air Services but the scrape marks on Hollywood Way and tire marks leading from the accident area onto the runway were still clearly visible in the ambient night light. Visual inspection of the accident airplane exterior showed that the nose gear was failed and folded aft into the E&E compartment; the wing leading edges were severely damaged from impact with the blast fence, and the engine fan blades and cowlings were severely damaged from impact with and ingestion of the blast fence. The accident airplane's fuselage also had a circumferential buckle of the fuselage tube just forward of the wing leading edge. Three of the accident airplane's 4 main gear tires had apparently been damaged during the accident and had been replaced with new wheels and tires for the movement to the Mercury Air Services ramp area.

The group assembled during the organizational meeting on the morning of 3/7/00, then proceeded to the Burbank Police Department to review the runway tire mark and road ground scar measurements they had performed the night of the accident. Review of these data indicated that the group needed to perform additional runway and road surface measurements, so the group contacted the Burbank Airport Operations staff to arrange runway access. Access was organized and the group, with the assistance of 2 Burbank Police traffic investigators, proceeded to measure the runway tire marks. The measurements were made using 100 foot hand tapes and used an origin located on runway centerline at the base of the blast fence adjacent to Hollywood Way. Positive x was towards Hollywood Way (east) from the blast fence along runway centerline and positive y was south of and perpendicular to runway centerline. The scrape marks on Hollywood Way and other roadside data points were measured on 3/8/00 with the assistance of the Burbank Police Department. All runway and roadside mark measurements are presented in Attachment I in tabular and graphical formats.

Burbank Airport security video camera footage was also reviewed by the group on 3/7/00 and showed the accident airplane traversing the runway from somewhere close to the touchdown point all the way to the impact with the blast fence and subsequent final resting place on Hollywood Way. The group requested and received copies of the original multiplexed videotape and demultiplexed sequential camera views in VHS format.

Charles Pereira
Aerospace Engineer
Airplane Performance Group Chairman

Attachments