NATIONAL TRANSPORATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C.

March 5, 2000

STRUCTURES GROUP CHAIRMAN'S FACTUAL REPORT

A. ACCIDENT : DCA00MA030

LOCATION : Burbank, California

DATE : March 5, 2000

TIME : 1811 Pacific Standard Time (PST)

AIRCRAFT : Boeing 737-300, N668SW

B. GROUP MEMBERS

GEORGE E. PETTERSON	NTSB	GARDENA, CA	[redacted]
Michael Stephens	SWA	Dallas, Tx.	
Mark Arrigo	SWAPA	Phoenix, Az.	

C. SUMMARY

On Sunday, March 5, 2000, at 1811 hours Pacific standard time, a Southwest Airlines Boeing 737-300, N668SW, operating as flight 1455 from Las Vegas, Nevada, overran the departure end of runway 08 following a landing at Burbank-Glendale-Pasadena Airport, Burbank, California. The airplane traveled through a blast fence at the end of the runway and came to rest on a highway outside the airport perimeter. There were no fatalities to the 137 passengers and 5 crew aboard. The flight had been on an IFR flight plan but was cleared for a visual approach. VFR weather conditions prevailed at the time.

The Safety Board examined the airplane structure on-site and with structures group members on March 6, 7 and 8, 2000.

D. DETAILS OF THE INVESTIGATION

WRECKAGE DISTRIBUTION

The airplane came to rest on a 4-lane street bordering the east side of the airport after penetrating a jet blast fence. Runway wheel skid marks originating about 1,500 feet prior to fence penetration were evident as a gradual right arcing turn. The airplane primary structure remained intact with major damage confined to the nose section and circumferential collapse at fuselage station BS 515. A portion of the nose cone and left wing tip were severed from the airframe. The entire airframe was accounted for at the accident site.

NOSE SECTION

The nose section damage was confined to sections 41 and 43, or station 130 through 540, with most damage to the left side and nose wheel well area. The nose gear was severed from the drag-brace and driven aft into the electronics bay after rotating the assembly 90 degrees.

LEFT WING

The major left wing damage was confined to the leading edge devices. The inboard Kruger flap was impact damaged. The outboard wing leading edge slats 1, 2 and 3 were impact damaged.

RIGHT WING

The major right wing damage was confined to the leading edge devices. Inboard of the engine pylon the Kruger flap was undamaged. Outboard of the pylon slats 4, 5 and 6 were fence impact damaged.

NOSE LANDING GEAR

Examination of the nose landing gear revealed that it was extended at the time of impact.

George Petterson
Air Safety Investigator
Structure Group Chairman