

Final report of the Board of Inquiry into Air Canada Boeing 767 C-GAUN accident - Gimli, Manitoba July 23, 1983

Government of Canada - Final report of the Board of Inquiry investigating the circumstances of an accident involving the Ai...



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Final report of the Board of Inquiry investigating the circumstances of an accident involving the Ai...

At this point, Quintal proposed landing at the former , a closed air force base where he had once served as a pilot for the. The Board of Inquiry found fault with Air Canada procedures, training, and manuals.

Gimli: A Race to the Finish

There is nothing new about that.

Links and References

The flight crew was initially fired, then rehired. .

Case Study: Air Canada 143

The wings are swept at 31. The question of whether government safety inspectors can keep up with such rapid changes in the airline industry was raised last week in a Transportation Department inspector general's report.

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On July 22, 1983 C-GAUN underwent a routine service check in Edmonton Airport YEG , Canada. Service entry and operations The 767 entered service with United Airlines on September 8, 1982. None of the eight crew members or 61 passengers were seriously injured.

Links and References

These are wonderful resources for each subject area. The aircraft was temporarily repaired at Gimli and flew out two days later to be fully repaired at a maintenance base in.

Storied 'Gimli Glider' on final approach

We present a technique that analyzes the usage of physical units throughout B and Event-B machines infers missing units and notifies the user of incorrectly handled units.

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On 1 July 1986, Pearson, Quintal and the plane's flight attendants were given a place of honour in Gimli's Canada Day parade for making Gimli the site of Air Canada's most famous unscheduled stop.

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