

1983: B767 Gimli

■ General context

- Commercial flight Montreal-Edmonton
- 61 pax and 8 crew members
- Daylight
- Good weather
- Very first flight of the B767 **newly** introduced in the Air Canada fleet
- The country very recently switched to the **ISO metric** system.
- The aircraft is the **first** of the company fleet using the metric system.

1983: B767 Gimli (con'd)

■ Operational context

- The aircraft fuel gauges are **INOP** because the FPU was previously malfunctioning.

■ Situational context

● FL410

- ➔ Fuel press warning (L ENG)
- ➔ **L ENG flamed** out

● Start descent

● Requested direct to the closest airport (Winnipeg)

● FL260

- ➔ Fuel press warning (R ENG)
- ➔ **R ENG flamed** out
- ➔ **Lost** all usual navigation information
(only the emergency navigation instruments available)

1983: B767 Gimli (con'd)

■ Situational context (con'd)

● FO

- ✗ Provided good support to Captain regarding the gliding distance
- ✗ At 25 Nm from Winnipeg, warned they cannot reach the airport

● Crew turned towards a decommissioned military airport:

- ✗ Gimli
- ✗ Realise they are too high and too fast

● Captain (an experienced glider pilot) entered a slip until the flare...

● On short final, the crew discovered:

- ✗ Gimli is now a dragway racing strip
- ✗ A guardrail separated the former RWY into 2 strips length-wise
- ✗ A multitude of people and cars were sitting on the runway



Fisher

Bifrost Riverton

Arborg

Gimli

Well

St Laurent



Woodlands

Rockwood

Dunnottar

St. Clements

Winnipeg

West St Paul

Winnipeg

Springfield

Tache

Whitemouth

Reynolds

Grey

ufferin

Ritchot

Niverville

Hanover

Shoal Lake

Kenora

1983: B767 Gimli (con'd)

- Situational context (end)
 - Landed but nose wheel collapsed
 - Two tires blew
 - A fire in the nose of the plane was extinguished by go-cart racers with hand-held fire extinguishers
- Consequences
 - A few pax slightly injured when coming off the evacuation slides, due:
 - The aircraft attitude
 - Related R1/R2 slides to the ground
 - Aircraft slightly damaged but was repaired for flight back to Winnipeg

1983: B767 Gimli (con'd)

■ Analysis

- 75 L of Jet fuel remained in the tanks
- Aircraft needed 22,300 kg of fuel for the flight
- Because the fuel gauges were INOP, a visual check was completed and was correct
- Refueler loaded the correct amount of fuel but in... Lbs
- Nobody in the company has been trained in the new metric system

1983: B767 Gimli (end)

- Causes (Transport Canada report)
 - Errors were made by:
 - ✗ Refueller
 - ✗ Both crew member
 - Insufficient training and safety procedures provided by company
- Disciplinary context
 - Captain was **demoted** for six months
 - FO was **suspended** for two weeks
 - Three ground workers were suspended.