

# Air India Flight 182 Crash

## Allistair Fitzgerald

**Air Crash Investigations** Allistair Fitzgerald, 2011 On 23 June 1985, Air India Flight 182, a Boeing 747-237B was on its way from Montreal, Canada, to London when it was blown up while in Irish airspace, and crashed into the Atlantic Ocean. 329 people perished. It was the largest mass murder in modern Canadian history. The explosion and downing of the carrier was related to the Narita Airport Bombing. Investigation and prosecution took 25 years. The suspects in the bombing were members of the Sikh separatist Babbar Khalsa. Inderjit Singh Reyat, the only person convicted, was sentenced to 15 years in prison.

The Death of Air India Flight 182 Salim Jiwa, Don Hauka, 1986-01-01

**Children of Air India** Renée Sarojini Saklikar, 2013 children of air india is a series of elegiac sequences exploring the nature of individual loss, situated within public trauma. The work is animated by a proposition: that violence, both personal and collective, produces continuing sonar, an echolocation that finds us, even when we choose to be unaware or indifferent. This collection breaks new ground in its approach to the saga that is Canada/Air India, an event and its aftermath that is both over-reported and under-represented in our national psyche. 329 deaths. 82 Children. Canada's worst mass murder. The accused acquitted. What does it mean to be Canadian and lose someone in Air India Flight 182? Why does 9/11 resonate more strongly with Canadians than June 23, 1985? The poems in this book search out answers in the everything/ness and nothing/ness of an act and its aftermath, revealing a voice that re-defines and re-visions. Air India never happened. Air India always happens.

Air India Flight 182: pt. 1. Pre-bombing Commission of Inquiry into the Investigation of the Bombing of Air India Flight 182 (Canada), 2010

**Remembering Air India** Chandrima Chakraborty, Amber Dean, Angela Failler, 2017-03-24 On June 23, 1985, the bombing of Air India Flight 182 killed 329 people, most of them Canadians. Today this pivotal event in Canada's history is hazily remembered, yet certain interests have shaped how the tragedy is woven into public memory, and even exploited to advance a strategic national narrative. Remembering Air India insists that we remember Air India otherwise. This collection investigates the Air India bombing and its implications for current debates about racism, terrorism, and citizenship. Drawing together academic analysis, testimony, visual arts, and creative writing, this innovative volume tenders a new public record

of the bombing, one that shows how important creative responses are for deepening our understanding of the event and its aftermath. Contributions by: Cassel Busse, Chandrima Chakraborty, Amber Dean, Rita Kaur Dhamoon, Angela Failler, Teresa Hubel, Suvir Kaul, Elan Marchinko, Eisha Marjara, Bharati Mukherjee, Lata Pada, Uma Parameswaran, Sherene H. Razack, Renée Sarojini Saklikar, Maya Seshia, Karen Sharma, Deon Venter, Padma Viswanathan

**AIR CRASH INVESTIGATIONS A DISASTROUS SPARK The Crash of TWA 800** George Cramoisi, Editor, 2013-01-01 On July 17, 1996, about 2031 eastern daylight time, Trans World Airlines, Inc. (TWA) flight 800, a Boeing 747, crashed in the Atlantic Ocean near East Moriches, New York. TWA flight 800 was a scheduled international passenger flight from John F. Kennedy International Airport (JFK), New York, New York, to Charles DeGaulle International Airport, Paris, France. All 230 people on board were killed, and the airplane was destroyed. The weather was good. The National Transportation Safety Board determines that the probable cause of the accident was an explosion of the center wing fuel tank, resulting from ignition of the flammable fuel/air mixture in the tank. Contributing factors to the accident were the design and certification concept that fuel tank explosions could be prevented solely by precluding all ignition sources and the design and certification of the Boeing 747. The safety issues in this report focus on fuel tank flammability.

**Air India Flight 182: terrorist financing** Commission of Inquiry into the Investigation of the Bombing of Air India Flight 182 (Canada), 2010

**AIR CRASH INVESTIGATIONS, PILOT ERROR? The Crash of Ethiopian Airlines Flight 409** Hans Griffioen, editor, 2012-04 On 25 January 2010, at 00:41:30 UTC, Ethiopian Airlines flight ET 409, a Boeing 737-800, on its way from Beirut to Addis Abeba, crashed just after take-off from Rafic Hariri International Airport in Beirut, Lebanon, into the Mediterranean Sea about 5 NM South West of Beirut International Airport. All 90 persons on board were killed in the accident. The investigation concluded that the probable causes of the accident were pilot errors due to loss of situational awareness. Ethiopian Airlines refutes this conclusion. Other factors that could have led to probable causes are the increased workload and stress levels that have most likely led to the captain reaching a situation of loss of situational awareness similar to a subtle incapacitation and the F/O failure to recognize it or to intervene accordingly. Ethiopian Airlines refutes the investigation. According to the airline the final report was biased, lacking evidence, incomplete and did not present the full account of the accident.

**AIR CRASH INVESTIGATIONS, INFERNO IN AMSTERDAM The Crash of El Al Flight 1862** George Cramoisi, editor, 2012-03-18 On 4 October 1992, El Al Israel Airlines Flight 1862, a Boeing 747-200 Freighter, departed from Schiphol Airport, Amsterdam, on its way to Tel Aviv, Israel. Seven minutes after take-off the plane lost engine no. 3 and 4 and crashed in an apartment block just outside Amsterdam, killing 43 people. The investigation concluded that the design and certification of the B 747 pylon was inadequate to provide the required level of safety. Furthermore the system to ensure

structural integrity by inspection failed.

**AIR CRASH INVESTIGATIONS, CAPTAIN LOST CONTROL The Crash of Kenya Airways Flight 507** Hank Williamson, editor, 2012-07-01 During the night of 04th May 2007, the B737-800, registration 5Y-KYA, operated by Kenya Airways as flight KQA 507 from Abidjan international airport (C te d'Ivoire), to the Jomo Kenyatta airport Nairobi (Kenya), made a scheduled stop-over at the Douala international airport (Cameroon). The weather was stormy. A number of departing planes decided to wait for the weather to improve. Kenya Airways, however, decided to depart. Shortly after take-off at about 1000 ft, the aircraft entered into a slow right roll that increased continuously and eventually ended up in a spiral dive. On the 5th May 2007 at approximately 0008 hrs, the airplane crashed in a mangrove swamp South-South/East of Douala. All 114 people on board were killed and the airplane was completely destroyed. The airplane crashed after loss of control by the crew as a result of spatial disorientation, after a long slow roll, during which no instrument scanning was done, and in the absence of external visual references in a dark night.

Can You Hear the Nightbird Call? Anita Rau Badami, 2010-03-05 Longlisted for the IMPAC Dublin Literary Award Anita Rau Badami's acclaimed novel *Can You Hear the Nightbird Call?* chronicles the stories of three women, linked in love and tragedy, over a span of fifty years, sweeping from the partition of India and Pakistan in 1947 to the explosion of Air India flight 182 off the coast of Ireland in 1985. Alive with Badami's warmth and humanity, and brimming with the daily sights and sounds of both Canada and India, this novel brilliantly conveys the tumultuous effects of the past on new immigrants, and the ways in which memory and myth, the personal and the political, become heartrendingly connected.

**AIR CRASH INVESTIGATIONS: LOST...The Crash of American Airlines Flight 965** George Cramoisi, editor, 2012-04-01 On December 20, 1995, American Airlines Flight 965, a Boeing 757-223, was on a scheduled passenger flight from Miami, Florida, U.S.A., to Cali, Colombia. Close to its final destination the pilots erroneously cleared the approach waypoints from their navigation computer. When the controller asked the pilots to check back in over Tulua, north of Cali, it was no longer programmed into the computer. They were lost and the aircraft crashed into a mountain. Of the 163 people on board, 4 passengers survived miraculously the accident.

AIR CRASH INVESTIGATIONS EYE OF THE NEEDLE The Crash of British Airways Flight 38 Hans Griffioen, editor, 2012-11-01 On 28 November 2008, a Boeing 777-200ER, operated by British Airways as flight BA38, on its way from Beijing, China to London (Heathrow), suffered on approach to Heathrow Airport an in-flight engine rollback. At 720 feet agl, the right engine ceased responding to autothrottle commands for increased power and instead the power reduced to 1.03 Engine Pressure Ratio (EPR). Seven seconds later the left engine power reduced to 1.02 EPR. This reduction led to a loss of airspeed and the aircraft touching down some 330 m short of the paved surface of Runway 27L at London Heathrow. The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines. It was determined that the

restriction occurred most probably in the Fuel Oil Heat Exchangers. The investigation identified the forming of ice in the fuel system as probable cause. The aircraft was destroyed, but there were no casualties.

**AIR CRASH INVESTIGATIONS CAPTAIN IN PANIC The Crash of Armavia Flight 967** Hans Griffioen, editor,2012-09-01 On 2 May 2006 Armavia Flight RNV 967, an Airbus A320, was on its way from Zvartnots (Yerevan, Armenia) to Adler (Sochi, Russia). There were 113 occupants on board: 105 passengers (including 5 children and 1 baby), 2 pilots,1 aircraft engineer and 5 flight attendants. Upon approaching Sochi there was confusion in regard to the weather for the scheduled landing. Finally the captain decided to return to Zvartnots, a short while later he reconsidered his decision and started the approach to Sochi after all. Just before final landing air traffic control told the captain to abort the landing. At 22:13 the aircraft struck the water, it broke up on impact, killing all aboard. The investigation concluded that the crash of Armavia Flight 967 was a Controlled Flight Into Terrain (CFIT), specifically water, while conducting a climbing manoeuvre, after an aborted approach, along with inadequate control inputs from the Captain to Sochi airport at night with weather conditions below landing minimums for runway 06.

*AIR CRASH INVESTIGATIONS, WHY DID IT HAPPEN? The Crash of Sikorsky S-76A Helicopter G-BJVX* Hank Williamson, editor,2012-08-01 On March 23, 2004, about 1918:34 central standard time, an Era Aviation Sikorsky S-76A helicopter, N579EH, crashed into the Gulf of Mexico about 70 nautical miles south-southeast of Scholes International Airport (GLS), Galveston, Texas. The helicopter was en route to the drilling ship Discoverer Spirit. The captain, copilot, and eight passengers aboard the helicopter were killed, and the helicopter was destroyed by impact forces. The flight was operating under the provisions of 14 Code of Federal Regulations Part 135 on a visual flight rules flight plan. Night visual meteorological conditions prevailed at the time of the accident. The National Transportation Safety Board determines that the probable cause of this accident was the flight crew's failure to identify and arrest the helicopter's descent for undetermined reasons, which resulted in controlled flight into terrain.

**AIR CRASH INVESTIGATIONS: BURNED ALIVE IN MADRID, The Crash of Spanair Flight JKK5022** Allistair Fitzgerald, editor,2012-02-01 On 20 August 2008, Spanair flight JKK5022, a McDonnell Douglas DC-9-82 departed Madrid Barajas Airport on its way to Gran Canaria Airport. During take-off the aircraft crashed, due to pilot errors, near the end of runway 36L, killing 154 of the 172 people on board.

**AIR CRASH INVESTIGATIONS, FLYING COFFIN? The Near Crash of Olympic Airlines Flight OA202** Pete Collins, editor,2012-07-01 The Lockheed 1011 registered A6-BSM, operated by Star Jet and chartered by Olympic Airlines, arrived on 4 July 2005 at Terminal 1 at Paris Charles de Gaulle airport. Departure was delayed because the forward hold door could not be closed. A mechanic tried to close the door manually with a hammer and a chuck. Some passengers, worried about the apparent state of the cabin and the noise, asked to disembark, and this led to a mass movement. The airplane took

finally off at 16h17. Shortly after departure the crew noticed problems with engine number 3. The captain requested the SEVERE DAMAGE procedure and returned to the airport. The French Bureau d'Enqu tes et d'Analyses pour la s curit de l'aviation civile (BEA) investigated the incident. BEA found out that the aircraft suffered from many problems, such as leaking fuel, malfunctioning safety features and lacking maintenance. The flight crew was not properly licensed, the captain was too old to fly in Europe. The Lockheed Tristar was a flying coffin.

**AIR CRASH INVESTIGATIONS LACK OF EXPERIENCE** The Crash of a Maryland State Police Helicopter Alistair Fitzgerald, Editor, 2012-12-01 On September 27, 2008, about 2358 eastern daylight time, an Aerospatiale Helicopter (Eurocopter) operated by the Maryland State Police (MSP) encountered instrument meteorological conditions was diverted to Andrews Air Force Base (ADW), Camp Springs, Maryland. About 3.2 miles north of the runway 19R threshold at ADW, during an instrument landing system approach, the helicopter impacted terrain and crashed. The pilot, one flight paramedic, one field provider, and one of two automobile accident patients being transported were killed. The helicopter was substantially damaged when it collided with trees and terrain in Walker Mill Regional Park, District Heights, Maryland. The National Transportation Safety Board determined that the probable cause of this accident was the pilot's lack of experience and lacking support of supporting institutions.

**AIR CRASH INVESTIGATIONS, LOST OVER THE ATLANTIC** **The Crash of Air France Flight 447 THE FINAL REPORT** George Cramoisi, editor, 2012-09-01 On 31 May 2009, the Airbus A330 flight AF 447 took off from Rio de Janeiro Gale o airport bound for Paris Charles de Gaulle. At around 2 h 02, the Captain left the cockpit for a short nap. At around 2 h 08, at flight level 350, the crew made a course change of 12 degrees to the left, to avoid bad weather. At 2h 10min 05, likely following the obstruction of the Pitot probes by ice crystals, the speed indications were incorrect and some automatic systems disconnected. The aeroplane's flight path was not controlled by the two copilots. They were rejoined 1 minute 30 later by the Captain, while the aeroplane was in a stall situation that lasted until the impact with the sea at 2 h 14 min 28 s, killing all 228 persons on board. It took almost two years to recover the wreck of the aircraft from a depth of 4.000 metres. The accident resulted from a succession of events, such as inconsistency between the measured airspeeds, inappropriate control inputs, and the crew's failure to diagnose the stall situation

**AIR CRASH INVESTIGATIONS DEATH IN THE POTOMAC** **The Crash of Air Florida Flight 90** George Cramoisi, Editor, 2012-11-20 On January 13, 1982, Air Florida Flight 90, a Boeing 737-222, was a scheduled flight to Fort Lauderdale, Florida, from Washington National Airport, Washington, D.C. There were 74 passengers and 5 crewmembers on board. The flight was delayed about 1 hour 45 minutes due to a moderate to heavy snowfall. Shortly after takeoff the aircraft crashed at 1601 e.s.t. into the 14th Street Bridge over the Potomac River and plunged into the ice-covered river, 0.75 nmi from the departure end of runway 36. Four passengers and one crewmember survived the crash. Four persons in the vehicles on the

bridge were killed; four were injured. The National Transportation Safety Board determines that the probable cause of this accident was the flightcrew's failure to use engine anti-ice during ground operation and takeoff, and to take off with snow/ice on the airfoil surfaces of the aircraft. Contributing to the accident were the ground delay between de-icing and takeoff clearance.

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