

REPORT TO THE ATTORNEY GENERAL
PUBLIC INQUIRY
THE FATALITY INQUIRIES ACT

CANADA
PROVINCE OF ALBERTA

WHEREAS a Public Inquiry was held at The Provincial Court of Alberta
in the Town of Morinville
(City, Town, etc.) (Name of City, Town, etc.)
on the 5th day of November, 1996 (and by adjournment
on the _____ day of _____, 19____), before
R. B. Spevakow, a Provincial Court Judge.

A jury was was not summoned and an Inquiry was held into the death of
Uwe Walter Guhl 30 Years
(Name in Full) (Age)

of _____ and the following findings were made:
(Residence)

Date and Time of Death September 9, 1995 at approximately 6:30 p.m.

Place NW 13-57-26 W4th R.R. 1 Legal, Alberta (Farmers field near barn)

Medical Cause of Death ("cause of death" means the medical cause of death according to the International Statistical Classification of Diseases, Injuries and Causes of Death as last revised by the International Conference assembled for that purpose and published by the World Health Organization — The Fatality Inquiries Act, Section 1(d))

Multiple blunt injuries as indicated on page 5 of the autopsy form (Exhibit 2).

Manner of Death ("manner of death" means the mode or method of death whether natural, homicidal, suicidal, accidental or undeterminable — The Fatality Inquiries Act, Section 1(g))

Accidental.

REPORT TO AG 338 - PAGE 2

CIRCUMSTANCES UNDER WHICH DEATH OCCURRED

Crash of "Ultra-lite aircraft" in which deceased was an occupant due to breaking off of approximately 5 feet of the outer section of the left wing. (The ultra-lite aircraft was a Magal Cuby II registered as C-1EXR). The crash was due to failure of wing airframe rendering the plane completely uncontrollable.

No. of additional pages attached _____

RECOMMENDATIONS FOR THE PREVENTION OF SIMILAR DEATHS

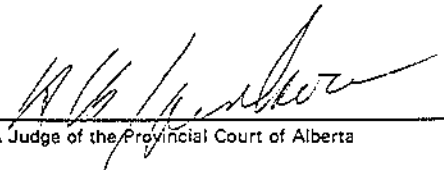
In order to discuss recommendations, it is necessary to discuss the problems. The problems that arose are as found in the Engineering Report entered as Exhibit 13 paragraph 3.1, 3.2, and 3.3 and can briefly be summarized as follows: 1. Faulty and or poor workmanship in the construction of the aircraft. 2. Use of inadequate and or inferior materials in construction 3. "Jerry built" type of repairs done either poorly or inadequately to maintain proper air worthiness.

Not being aware of any regulations or uniform code or standards to enforce the building and or maintenance of these types of aircraft, the recommendations have more to do with what

^{NBS PROSPECTIVE ✓} perspective manufacturers, buyers, and or builders including pilots of these types of planes

No. of additional pages attached 1

DATED this 13th day of November, 1996.


A Judge of the Provincial Court of Alberta

RECOMMENDATIONS FOR THE PREVENTION OF SIMILAR DEATHS continued...

- should be required to do;
- a) every "kit" should be provided with a plan that contains easy access to the stress points on the structure of the plane for regular inspections.
 - b) each "kit" should contain a maintenance manual as it relates to stress points as well as a maintenance log book.

Each builder be required to use material as recommended and in accordance with the specifications and once the plane is built, to certify such information on the first page of the maintenance log or maintenance manual.

Instructions regarding as to intervals for inspection, as well as regarding maintenance to be set out in the manual and such inspections and or maintenance to be noted in the log book.

Any damage to the structure to be noted in the log book and repairs and or replacement to be done as recommended and certified after inspection of same.

All instructors licenses and pilot licenses to include a course in structure maintenance and or repair.

CA 105