

Synopsis

A Cessna 172P (C172) aircraft, VH-KTV and a foreign registered TL Ultralight Sting aircraft, OK-GUU39, converged and collided at low altitude in the vicinity of the threshold of runway 24 right (24R) at Jandakot, WA. The occupants of both aircraft were uninjured. The TL Ultralight Sting (GUU39) was substantially damaged and the C172 sustained only minor damage.

The owner-pilot of GUU39 had imported the aircraft from Czechoslovakia and it was one of two aircraft (GUU38 and GUU39) that had recently been assembled at Jandakot. Both aircraft were being operated in accordance with special flight authorisations issued by the Australian Civil Aviation Safety Authority (CASA). The two aircraft had completed several flights in company during the days prior to the accident and were returning from Bunbury at the time of the collision. The owner-pilot was the sole occupant of GUU39.

The pilot of the C172 had hired the aircraft from a training organisation for the purpose of conducting a local flight to the training area with one passenger. The pilot was seated in the control seat on the left side of the cockpit. The C172 had joined the circuit from the training area at the time of the collision.

Jandakot tower was active until a short time before the collision and both aircraft conducted their arrival to the airport under General Aviation Aerodrome Procedures (GAAP). The GAAP control zone (CTR) was deactivated at the scheduled time of 1800 Western Standard Time (WST) and the aircraft were being operated under Mandatory Broadcast Zone (MBZ) procedures for the final stages of their flights. At the time of the collision a certified air-ground radio operator (CAGRO) was providing operational information to pilots. Although the CAGRO used the facilities of the control tower to provide this service, he was not providing an air traffic control service.