



**AIRCRAFT ACCIDENT FINAL REPORT**  
**A 09/17**  
**Air Accidents Investigation Bureau (AAIB)**  
**Ministry of Transport**

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**Accident Involving a Quicksilver Aircraft GT500**  
**Registration 9M-EAC**  
**at Sungai Rambai, Melaka, Malaysia**  
**on the 14 October 2017**



Air Accidents Investigation Bureau  
Ministry of Transport  
No. 26, Jalan Tun Hussein, Precinct 4  
Federal Government Administrative Centre  
62100 PUTRAJAYA  
Phone: +603-8892 1072  
Fax: +603-8888 0163  
E-mail: [aaib@mot.gov.my](mailto:aaib@mot.gov.my)  
Website: <http://www.mot.gov.my/en>

Issued on 14 October 2018

**FINAL REPORT A 09/17**

**AIR ACCIDENTS INVESTIGATION BUREAU (AAIB)  
MALAYSIA**

**ACCIDENT REPORT NO. : A 09/17**

**OWNER / OPERATOR : PRIVATE**  
**AIRCRAFT TYPE : QUICKSILVER AIRCRAFT GT500**  
**NATIONALITY : MALAYSIA**  
**REGISTRATION : 9M-EAC**  
**PLACE OF OCCURRENCE: SUNGAI RAMBAI, MELAKA, MALAYSIA**  
**(2° 07' 47.75" N, 102° 31' 48.10" E)**  
**DATE AND TIME : 4 JUN 2017 AT 1130LT**

This investigation is carried out to determine the circumstances and causes of the accident with the sole objective for the preservation of life and the avoidance of accidents in the future. It is not for the purpose of apportioning blame or liability (ICAO's Annex 13 to the Chicago Convention).

All times in this report are Local Time (LT) unless stated otherwise. LT is UTC +8 hours.

## **INTRODUCTION**

### **The Air Accidents Investigation Bureau Malaysia**

The Air Accidents Investigation Bureau (AAIB) is the air accident and serious incident investigation authority in Malaysia and is accountable to the Minister of Transport. Its mission is to promote aviation safety through the conduct of independent and objective investigations into air accidents and serious incidents.

The AAIB conducts the investigations in accordance with ICAO's Annex 13 to the Chicago Convention, the Civil Aviation Act of Malaysia 1969 and the Civil Aviation Regulations of Malaysia 2016.

It is inappropriate that AAIB reports should be used to assign fault or blame or determine liability, since neither the investigation nor the reporting processes has been undertaken for that purpose.

In accordance with ICAO's Annex 13 paragraph 4.1, a notification of the accident was sent out to the Civil Aviation Authority Malaysia (CAAM) as the State of Occurrence, Registration & Operator and also to the National Transportation Safety Board (NTSB), United States as the State of Design and Manufacturer.

Unless otherwise indicated, recommendations in this report are addressed to the investigating or regulatory authorities of the State having responsibility for the matters with which the recommendations are concerned. It is for those authorities to decide what action is to be taken.

TABLE OF CONTENTS

CHAPTER	PARA	TITLE	PAGE
		<b>TITLE PAGE</b>	i
		<b>INTRODUCTION</b>	iii
		<b>TABLE OF CONTENTS</b>	iv
		<b>APPENDICES</b>	v
		<b>ABBREVIATIONS</b>	vi
		<b>SYNOPSIS</b>	1
<b>1.0</b>		<b>FACTUAL INFORMATION</b>	
	1.1	History of the Flight	1
	1.2	Injuries to Persons	2
	1.3	Damage to Aircraft	
	1.4	Other Damages	
	1.5	Personal Information	3
	1.6	Aircraft Information	
	1.7	Meteorological Information	
	1.8	Aids to Navigation	
	1.9	Communications	
	1.10	Aerodrome Information	4
	1.11	Flight Recorders	
	1.12	Wreckage and Impact Information	
	1.13	Medical and Pathological Information	
	1.14	Fire	5
	1.15	Survival Aspects	
	1.16	Tests and Research	
	1.17	Organisational and Management Information	
	1.18	Additional Information	
	1.19	Useful or Effective Investigation Techniques	
<b>2.0</b>		<b>ANALYSIS</b>	6
<b>3.0</b>		<b>CONCLUSIONS</b>	6
<b>4.0</b>		<b>SAFETY RECOMMENDATIONS</b>	6

**FINAL REPORT A 09/17**

**APPENDICES**

<b>APPENDIX</b>	<b>TITLE</b>	<b>PAGE</b>
<b>A</b>	NOTIFICATION	A-1 to 2
<b>B</b>	DAMAGE ASSESSMENT (IMAGES ON-SITE)	B-1 to 2

**ABBREVIATIONS**

<b>AAIB</b>	Air Accidents Investigation Bureau
<b>CAAM</b>	Civil Aviation Authority of Malaysia
<b>GH</b>	General Handling
<b>ICAO</b>	International Civil Aviation Organisation
<b>LT</b>	Local Time
<b>PAX</b>	Passengers
<b>PIC</b>	Pilot-in-Command
<b>POB</b>	Persons on Board
<b>PPL</b>	Private Pilot License
<b>UTC</b>	Coordinated Universal Time
<b>WMKM</b>	ICAO Code for Melaka International Airport

## **SYNOPSIS**

On 14 October 2017, a microlight aircraft bearing the registration 9M-EAC was involved in an accident near Sungai Rambai, Melaka, Malaysia. The aircraft had 2 POB.

9M-EAC was on its way to do some circuits and landings when it encountered engine problems. The PIC decided to turn back to the runway but ended up crashing short into a river instead.

The AAIB Chief Inspector was notified immediately of the accident and an investigation team was dispatched.

## **1.0 FACTUAL INFORMATION**

### **1.1 History of the Flight**

On Saturday, 14th October 2017, a Malaysian registered privately owned tandem two seat microlight bearing the registration 9M-EAC took-off from the Sungai Rambai Aerodrome in Melaka. On board was the owner/pilot and a passenger. The microlight was an American built Quicksilver Aircraft GT500 powered by a Bombardier Rotax 582.

Shortly after take-off witnesses on ground heard the engine of the microlight start to run 'rough'. The microlight was seen to attempt a turn back to the runway but ultimately fell short of the threshold and crashed into a river.

A local villager was the first to arrive on scene and spotted the passenger seriously injured amongst some undergrowth beside the river moaning in pain. There was no sight of the pilot nor the microlight.

The Fire and Rescue Services which arrived a few minutes later however did manage to locate the microlight submerged in the river at a depth of approximately three meters. They subsequently recovered the body of the owner/pilot.

## FINAL REPORT A 09/17

Two investigators from AAIB Malaysia were dispatched to the scene of the accident the very next day. The recovery of the crashed microlight was however only carried out on Monday, 30th October 2017.

### 1.2 Injuries to Persons

The pilot was recovered from the river deceased but his passenger survived with some injuries.

<i>Injuries</i>	<b>9M-EAC</b>	
	<b>Crew</b>	<b>Pax</b>
<b>Fatal</b>	1	-
<b>Serious</b>	-	-
<b>Minor / None</b>	-	1

### 1.3 Damage to Aircraft

The aircraft was submerged in about three meters of water and was only recovered 16 days after the accident.

For images of damage to the aircraft on-site please refer to **APPENDIX B**.

### 1.4 Other Damages

There were no other damages to property as a result of the accident.

**1.5 Personnel Information**

The pilot of the aircraft held a valid PPL and was properly qualified for the GH sortie. The pax onboard was an acquaintance of his.

**1.6 Aircraft Information**

The aircraft in question was privately owned and maintained by the pilot himself.

Aircraft Type	Quicksilver Aircraft GT500
Manufacturer	Quicksilver Aeronautics
Registration	9M-EAC

**1.7 Meteorological Information**

The weather on that fateful day was clear with some scattered clouds and light and variable wind conditions.

**1.8 Aids to Navigation**

Not applicable.

**1.9 Communications**

No RT calls were recorded.

**1.10 Aerodrome Information**

Sungai Rambai Aerodrome is a general aviation airstrip for light aircraft. It was once a back-up airfield to the Melaka International Airport (WMKM) in Batu Berendam.

**1.11 Flight Recorders**

The Quicksilver Aircraft GT500 is not equipped with flight recorders (FDR and/or CVR) nor is it mandated by law to do so.

**1.12 Wreckage and Impact Information**

The wreckage was secured and brought back to its late owner's hangar by road.

There were several reliable eyewitnesses on ground who saw the aircraft crash into the river after attempting to turn back to the runway.

**1.13 Medical and Pathological Information**

According to a pathologist the pilot was found to have drowned while the passenger suffered some cuts and bruises.

**1.14 Fire**

There was no post-impact fire.

**1.15 Survival Aspects**

The passenger managed to egress from the aircraft which was submerged before making it back to the riverbank unaided. According to him the pilot was knocked unconscious but he was unfortunately unable to save him.

**1.16 Tests and Research**

The fuel and oil samples were found to be contaminated with river water after being submerged for 16 days.

**1.17 Organisational and Management Information**

All organisational and management aspects of the owner/operator were found to be in order throughout the investigation.

**1.18 Additional Information**

Nil.

**1.19 Useful or Effective Investigation Techniques**

Nil.

## 2.0 ANALYSIS

2.1 The most probable cause of the accident was due to loss of power from the engine. There were conflicting statements from witnesses as to whether the engine had totally ceased or was still partially running at the time of impact.

2.2 Fuel and oil samples taken after the recovery of the wreckage from the river were also deemed inconclusive due to the level of contamination after being submerged in the river for over two weeks.

2.3 On further inspection, damage to the control surfaces and linkages were deemed to have occurred post-impact.

## 3.0 CONCLUSION

This accident is classified as **UNK / SCF-PP** or **FUEL** related.

## 4.0 SAFETY RECOMMENDATIONS

CAAM airworthiness experts are to look into this accident.

### INVESTIGATOR-IN-CHARGE

Air Accidents Investigation Bureau

Ministry of Transport

14 October 2018

		<b>AAIB Malaysia</b> <b>Accident/Serious Incident</b> <b>Notification Form</b>		Ref No A 09/2017 MOT/BSKU(S)600
<b>Ministry of Transport Malaysia</b> <b>(Air Accident Investigation Bureau)</b> No 26, Jalan Tun Hussein, Presint 4, 62100 Putrajaya, Malaysia		Telephone: +603 8892 1071 Facsimile: +603 8888 0163 Website: <a href="http://www.mot.gov.my">www.mot.gov.my</a> Email: <a href="mailto:yahaya@mot.gov.my">yahaya@mot.gov.my</a>		
A. Classification accident / Incident (Serious) / Incident (Minor)	<b><u>ACCID</u></b>	<b><u>INCID (Serious)</u></b>	<b><u>INCID</u></b>	
B. Detail of Aircraft / Flight	<b>Manufacturer</b> : Quicksilver Aircraft <b>Model</b> : GT 500 <b>Nationality</b> : Malaysia <b>Registration</b> : 9M-EAC <b>Flight Number</b> : Nil <b>Serial Number</b> : GT500 0315			
C. Detail of Owner / Operator / Lessee (If applicable)	<b>Owner</b> : Yen Yoon Fah <b>Lessee (If Applicable)</b> : Nil <b>Operator</b> : Yen Yoon Fah			
D. Date and Time (Local / UTC) of the event i.e. accident or serious incident	<b>Date</b> : 14 October 2017 <b>Time</b> : 11:30 am (Local)			
E. Last point of departure and point of intended landing of the aircraft	<b>Last point of departure</b> : Sungai Rambai Aerodrome, Melaka <b>Point of intended landing</b> : Sungai Rambai Aerodrome, Melaka			
F. Last known position	<b>Latitude</b> : 2° 07' 47.75" N <b>Longitude</b> : 102° 31' 48.10" E  <b><u>Descriptions</u></b> Sungai Rambai Aerodrome, Melaka			

<p>G. No of crew and passengers aboard; killed or seriously injured.</p>	<p><b>Total occupants on board:</b></p> <ul style="list-style-type: none"> <li>• <b>Pilot</b> : 1</li> <li>• <b>Crew</b> : 0</li> <li>• <b>Passenger</b> : 1</li> </ul> <p><b><u>Conditions</u></b></p> <p>Pilot was fatally injured and succumbed at the scene. Passenger suffered serious injuries.</p>				
<p>H. Qualification of the pilot in command and nationality of the crew and passengers</p>	<p>Pilot in Command qualification : PPL (R) Pilot in Command nationality : Malaysia First Officer nationality : N/A Passengers nationality : Malaysia</p>				
<p>I. Description of the accident or serious incident and the extent of damage to the aircraft so far as is known:</p>	<p>From witness statements, after taking off on Runway 23, the engine started to run rough and the pilot attempted to do a 180. However the aircraft fell short of Threshold 05 and crashed into a river at speed.</p> <p>The aircraft is submerged in the river at a depth of approximately 3 meters.</p>				
<p>J. An indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence</p>	<p>The Air Accident Investigation Bureau (Malaysia) has classified this as an <b>Accident</b> and has conducted an investigation in accordance with the provisions of Annex 13 to the Convention of International Civil Aviation..</p>				
<p>K. Presence and description of dangerous goods on board the aircraft</p>	<p><b><u>No</u></b></p>	<p><b>Yes (Please describe)</b></p>	<p><b>Unknown</b></p>		
<p>L. Operation Type</p>	<p><b><u>Commercial Aviation</u></b> <b><u>General Aviation</u></b> <b><u>Others</u></b></p>	<p><b><u>Scheduled</u></b> <b><u>Non Scheduled</u></b></p>	<p><b><u>Passenger</u></b> <b><u>Cargo</u></b> <b><u>Others</u></b></p>		
<p>M. Level of damage to aircraft (If information is available)</p>	<p><b><u>Destroyed</u></b></p>	<p><b>Substantial</b></p>	<p><b>Minor</b></p>	<p><b>None</b></p>	<p><b>Unknown</b></p>
<p><b>The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry b) the State of the Operator c) the State of Design d) the State of Manufacture and e) the International Civil Aviation Organisation, when the aircraft involved is of a maximum mass of over 2250 kg.</b></p>					