AIRCRAFT SERIOUS INCIDENT

PRELIMINARY REPORT

SI 01/26

Air Accident Investigation Bureau (AAIB)

Ministry of Transport, Malaysia

Fixed Wing Aircraft Piper Warrior III PA28-161, Registration 9M-NKD

at Sultan Abdul Aziz Shah Airport, Subang

on 3 February 2026

Air Accident Investigation Bureau
Ministry of Transport
No.26, Jalan Tun Hussein, Precinct 4
Federal Government Administrative Centre
62100 PUTRAJAYA
Phone: +603-8892 1072
AAIB Hotline: +603-8892 8080
E-mail: AAIB@mot.gov.my
Website: http://www.mot.gov.my/en

Issued on 2 March 2026
MOT(S).600-5/4/126

AIR ACCIDENT INVESTIGATION BUREAU (AAIB)
MALAYSIA

REPORT NO.: SI 01/26

OPERATOR	**: AIR ADVENTURE FLYING CLUB**
AIRCRAFT TYPE	**: PIPER WARRIOR III PA 28-161**
NATIONALITY	**: MALAYSIA**
REGISTRATION	**: 9M-NKD**
PLACE OF OCCURRENCE	**: SULTAN ABDUL AZIZ SHAH AIRPORT, SUBANG (WMSA)**
DATE AND TIME	**: 3 FEBRUARY 2026 AT 0912 LT**

This report contains statements of fact which have been determined up to the time of issue. It must be regarded as tentative and is subject to alteration or correction if additional evidence becomes available.

The sole objective of the investigation is the prevention of accidents and incidents. In accordance with Annex 13 to the Convention on International Civil Aviation, it is not the purpose of this investigation to apportion blame or liability.

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

INTRODUCTION

The Air Accident Investigation Bureau of Malaysia

The Air Accident Investigation Bureau (AAIB) is the air accident and serious incident investigation authority in Malaysia and is responsible 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 these investigations in accordance with 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 investigations nor the reporting processes have been undertaken for that purpose.

In accordance with ICAO Annex 13 paragraph 4.1, notification of the accident was sent out on 20 November 2025 to the National Transportation Safety Board (NTSB) of the United States of America as the State of Design and Manufacture.

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

ABBREVIATIONS

A	
AAIB	Air Accident Investigation Bureau
AOC	Air Operator's Certificate
C	
CAAM	Civil Aviation Authority of Malaysia
CoA	Certificate of Airworthiness
CoR	Certificate of Registration
CVR	Cockpit Voice Recorder
F	
FDR	Flight Data Recorder
ft	feet
I	
IP	Instructor Pilot
L	
LDA	Landing Distance Available
LT	Local Time
M	
MCAR	Malaysian Civil Aviation Regulation
METAR	Meteorological Aerodrome Report
MOR	Mandatory Occurrence Report
P	
PPL	Private Pilot License
R	
RA	Radio Altimeter
S	
SP	Student Pilot
U	
UTC	Coordinated Universal Time
W	
WMSA	Sultan Abdul Aziz Shah Airport, Subang

SYNOPSIS

On 3 February 2026, during daylight hours, a Piper PA-28-161, registration 9M-NKD, operated by a student pilot on a solo circuit and landing exercise at Sultan Abdul Aziz Shah Airport, Subang (WMSA), was involved in a serious incident. During a touch-and-go landing, the aircraft experienced a series of bounces, following which the nose pitched forward, resulting in a significant impact to the nose landing gear. The aircraft was subsequently taxied back to the hangar without further difficulty.

Despite the student pilot reporting some shakiness following the occurrence, no injuries were sustained. Post-flight inspection revealed a burst nose-wheel tyre and propeller strike damage to both propeller tips.

The Aircraft Operator submitted a Mandatory Occurrence Report (MOR) to the Civil Aviation Authority of Malaysia (CAAM). The Air Accident Investigation Bureau (AAIB) was notified of the occurrence six days later by the aircraft insurer.

1.0 FACTUAL INFORMATION

1.1 History of the Flight

On 3 February 2026, during daylight hours, a Piper PA-28-161 aircraft, registration 9M-NKD, was operated by a student pilot (SP) on a second solo circuit and landing exercise at Sultan Abdul Aziz Shah Airport, Subang (WMSA). The flight was conducted as part of the SP's approved training programme.

Prior to the flight, the SP had undergone check flights with the instructor pilot (IP) on 1 and 2 February 2026 and was subsequently cleared to conduct the SP's second solo circuit and landing on the day of the occurrence. The SP completed all required pre-flight inspection and pre-take-off checks, and obtained clearance from Subang Ground for engine start and taxi to Runway 15 via Taxiway Delta. After completing the pre-take-off checks, the aircraft was cleared for departure.

At approximately 0900 LT, the aircraft departed from Runway 15. The take-off was reported to be normal, with rotation at approximately 60 knots and a stable climb. After take-off checks were conducted at approximately 300 feet, the aircraft continued climbing to 1,000 feet, executing a right turn as instructed by Subang Tower.

At approximately 0906 LT, while established on the circuit, the SP completed the downwind checks and initiated the base turn. During the approach, flap settings of 10° followed by 20° were selected. The prevailing weather conditions were reported to be clear with minimal wind, and the aircraft was cleared by Subang Tower to conduct a touch-and-go landing.

At approximately 0910 LT, during the landing phase, the aircraft was flared; however, the SP reported that the aircraft experienced a series of bounces. Following the bounces, the aircraft's nose pitched forward. Assessing that a go-around could no longer be safely initiated, the SP allowed the aircraft to settle onto the runway. The final bounce resulted in a significant impact on the nose landing gear.

At approximately 0911 LT, the SP informed Subang Ground of the occurrence and was instructed to vacate the runway and taxi back to the hangar. The aircraft was taxied back without further reported difficulty.

Despite the SP reporting some shakiness following the occurrence, no injuries were sustained. Subsequent inspection at approximately 0912 LT revealed that the aircraft had sustained a burst nose-wheel tyre, and propeller strike damage was observed on both propeller tips.

The Aircraft Operator submitted a Mandatory Occurrence Report (MOR) to the Civil Aviation Authority of Malaysia (CAAM); however, notification to the Air Accident Investigation Bureau, Malaysia (AAIB) was only made on 9 February 2026, six days after the occurrence, by the aircraft insurer.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Others	Total
Fatal	NIL	NIL	NIL	NIL
Serious	NIL	NIL	NIL	NIL
Minor	NIL	NIL	NIL	NIL
None	01	NIL	NIL	01

1.3 Damage to Aircraft

Preliminary examination identified substantial damage to the aircraft’s propulsion and undercarriage systems.

Propeller Assembly as depicted in Figure 1, the propeller blades sustained significant damage consistent with a sudden ground strike. This includes severe "curling" or longitudinal deformation of the blade tips and deep abrasive scarring on the leading edges. These findings are consistent with the engine delivering power at the moment of impact.

Figure 1: Condition of the aircraft propeller blades

The nose landing gear assembly exhibited signs of structural failure. As illustrated in Figure 2, structural bending indicates that the aircraft's underside made heavy contact with the ground during the landing sequences.

Figure 2: The nose landing gear assembly

The nose wheel assembly exhibited signs of extreme mechanical distress. As illustrated in Figure 3, the nose wheel tyre sustained a catastrophic failure of its structural integrity, characterised by extensive circumferential shredding. The rubber

carcass was found in a fragmented state, with significant portions of the tread and sidewall delaminated and partially separated from the wheel flange.

Figure 3: Nose Gear Tyre Condition

A comprehensive and detailed structural damage assessment, including a full technical analysis of the findings, will be documented in the Final Report.

1.4 Other Damage

As the propeller blades contacted the runway surface, the extent of any resulting runway damage could not be established because the investigation team was informed of the occurrence only six days after it occurred.

1.5 Personnel Information

1.5.1 Pilot

Status	Pilot in Command (PIC)
Nationality	Malaysian
Age	40 years
Gender	Male
License Type	Student Pilot Licence (Aeroplane)
License Validity	31 December 2027

Total Hours on Type	36hrs
Total Flying Hours	36hrs
Rest Period Since Last Flight	>24hrs
Medical Certificate Class	Class 2
Medical Expiry Date	31 December 2027

The SP was authorised to conduct the flight in accordance with existing regulations. Additionally, the SP was medically fit and sufficiently rested to operate the aircraft.

1.6 Aircraft Information

The Piper Archer III PA-28-161 is a single-engine aircraft designed and manufactured by Piper Aircraft, Inc. Florida, United States. The aircraft features a low-wing design, fixed landing gear, fixed-pitch propeller, and is powered by a 160-horsepower Lycoming O-320-D3G engine.

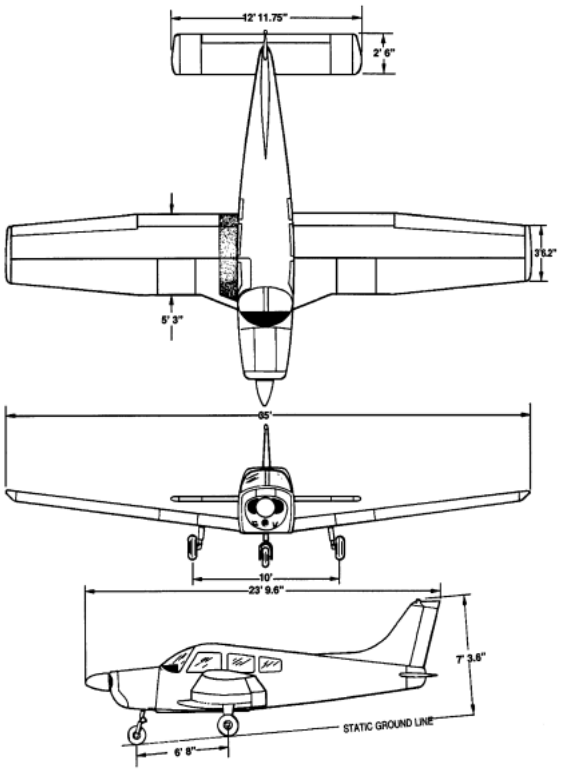

Figure 4: Three views of the aircraft

Aircraft Type	PIPER WARRIOR III PA 28-161
Manufacturer	PIPER AIRCRAFT INC
Year of Manufacturer	2010
Aircraft Owner	AUROTEL SDN. BHD.
Aircraft Operator	AIR ADVENTURE FLYING CLUB
Registration No.	9M-NKD
Aircraft Serial No.	2842349
CoR Validity Period	11 October 2028
CoA Validity Period	8 January 2027

The aircraft possessed valid Certificates of Registration (CoR) and Certificates of Airworthiness (CoA) and was maintained in compliance with the applicable civil aviation regulations and approved maintenance programmes. A review of the maintenance records confirmed that the aircraft was properly equipped and in an airworthy condition on the day of the occurrence.

1.7 Meteorological Information

The weather was reported to be clear at the time of the occurrence. The prevailing meteorological conditions were not considered to have contributed to the event.

1.8 Aids to Navigation

Not applicable.

1.9 Communications

All communication frequencies were operating normally.

1.10 Aerodrome Information

Sultan Abdul Aziz Shah Airport Subang (WMSA), located at Latitude 03°07'52"N and Longitude 101°32'53"E, has an elevation of 89 feet and provides a Landing Distance

Available (LDA) of 3,780 feet. Runways 15 and 33 were in use for landing operations at the time of the event, and no abnormalities were reported with respect to runway surface condition (refer to Figure 5).

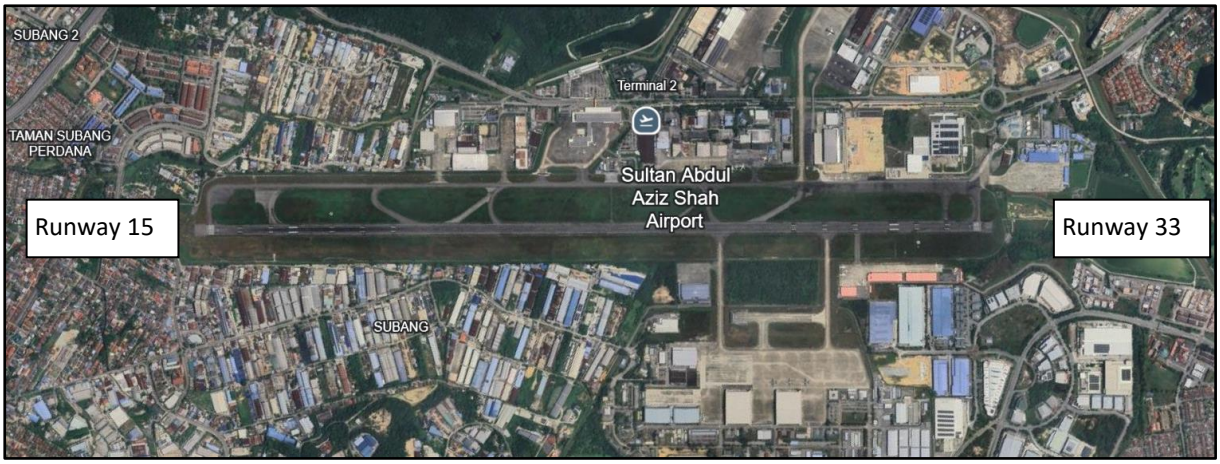

Figure 5: Sultan Abdul Aziz Shah Airport, Subang (WMSA)

1.11 Flight Recorders

The aircraft was not equipped with a Flight Data Recorder (FDR) or a Cockpit Voice Recorder (CVR).

1.12 Wreckage and Impact Information

The extent of wreckage and impact information could not be established as the investigation team was informed of the occurrence six days after it occurred.

1.13 Medical and Pathological Information

Detailed medical and pathological information could not be established due to the delayed notification of the occurrence to the investigation team.

1.14 Fire

No evidence of pre- or post-impact fire was identified.

1.15 Survival Aspects

Following the occurrence, the SP vacated the runway and taxied the aircraft back to the hangar. Despite experiencing some shakiness after the event, the SP sustained no injuries.

1.16 Tests and Research

Not applicable.

1.17 Organisational and Management Information

Air Adventure Flying Club (AAFC) is a flying club and CAAM-approved training organisation based at Wirakris Hangar, Sultan Abdul Aziz Shah Airport, Subang, Selangor, Malaysia. It has been conducting flight training and general aviation activities since 2008, and is one of the larger flying clubs in Malaysia with a diverse membership drawn from both local and international aviation enthusiasts.

AAFC operates a fleet of light aircraft, including multiple Cessna 150/172 series and other training aircraft such as Piper Warriors, supporting both Private Pilot License (PPL) training and aircraft rental services for licenced members.

The club is structured to provide flight instruction, ground training, aircraft bookings, and membership services, and emphasises a community-oriented approach to aviation, with monthly outings and social activities for members. Membership categories range from student and lifetime pilot memberships to short-term monthly access for aviation enthusiasts.

AAFC also maintains a proprietary scheduling and training platform called SQUAWK, which manages flight bookings, training syllabi, pilot records, and regulatory compliance tracking.

1.18 Additional Information

To be included in the Final Report.

1.19 Useful or Effective Investigation Techniques

To be included in the Final Report.

2.0 ANALYSIS

To be included in the Final Report.

3.0 CONCLUSION

3.1 Preliminary Findings

3.1.1 Student Pilot

i) The SP was properly licensed to fly the training flight.

ii) The SP was conducting a second solo circuit on the day of the occurrence.

3.1.2 Aircraft

i) The aircraft is equipped and maintained in accordance with existing regulations and approved procedures.

ii) The aircraft held a valid CoR and CoA and was maintained in accordance with applicable regulations and approved maintenance programmes.

iii) The aircraft was not equipped with an FDR or a CVR

iv) The aircraft experienced a series of bounces during the touchdown..

v) The aircraft sustained substantial damage to the propeller blades, while the nose landing gear assembly showed evidence of structural failure. The nose wheel tyre experienced a catastrophic loss of structural integrity.

3.1.3 Aircraft Operator

i) The aircraft operator did not notify the Air Accident Investigation Bureau (AAIB) of the occurrence as required under the Malaysian Civil Aviation

Regulations (MCAR) 2016, Part 26, Regulation 185. The AAIB was notified six days after the occurrence by the aircraft insurer.

Further findings will be presented in the Final Report, and the current findings remain subject to revision should additional evidence become available.

3.2 Probable Cause

To be included in the Final Report.

4.0 IMMEDIATE SAFETY ACTIONS

4.1 Aircraft Operator

4.1.1 The aircraft operator is required to review and reinforce its internal occurrence notification procedures to ensure timely and direct reporting to the Air Accident Investigation Bureau (AAIB), in compliance with the Malaysian Civil Aviation Regulations (MCAR) 2016, Part 26, Regulation 185.

Investigator-in-charge
AAIB
Ministry of Transport, Malaysia