



**AIRCRAFT SERIOUS INCIDENT
PRELIMINARY REPORT**

SI 02/26

**Air Accident Investigation Bureau (AAIB)
Ministry of Transport, Malaysia**

**Fixed Wing Aircraft Diamond DA40 NG, Registration 9M-LIZ
at Malacca International Airport, Malacca
on 26 March 2026**



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

REPORT NO : SI 02/26

OPERATOR : ASIA AERONAUTICAL TRAINING ACADEMY
AIRCRAFT TYPE : DIAMOND DA40 NG
STATE OF REGISTRATION : MALAYSIA
REGISTRATION : 9M-LIZ
PLACE OF OCCURRENCE : MALACCA INTERNATIONAL AIRPORT
DATE AND TIME : 26 MARCH 2026 AT 0830 LT (0030 UTC)

This report contains statements of facts determined up to the time of issue. It must be regarded as tentative and must be altered or corrected 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 by conducting independent and objective investigations into air accidents and serious incidents.

The AAIB conducts these investigations per 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 serious incident was sent out on 06 April 2026 to Austrian Civil Aviation Accident Investigation Authority as the State of Manufacture and on 13 April 2026 to Transport Safety Board (TSB), Canada as the State of Design. A copy of the Preliminary Report was submitted to the TSB, the Austrian Civil Aviation Accident Investigation Authority, the Civil Aviation Authority of Malaysia (CAAM) and the Aircraft Operator on 27 April 2026.

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.

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GLOSSARY OF ABBREVIATIONS

AAIB	Air Accident Investigation Bureau
AFRS	Airport Fire & Rescue Service
AJL	Aircraft Journey Log
ATC	Air Traffic Controller
CAAM	Civil Aviation Authority of Malaysia
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
CPL	Commercial Pilot License
CVR	Cockpit Voice Recorder
ETD	Estimate Time Departure
FDR	Flight Data Recorder
FI	Flight Instructor
ft	feet
FOD	Foreign Object Debris
hrs	hours
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IR	Instrument Rating
Km	Kilometer
LT	Local Time
LH	Left Hand
MAHB	Malaysia Airports Holdings Berhad
MASB	Malaysia Airports Sendirian Berhad
MOR	Mandatory Occurrence Reporting
m	meter
PAPI	Precision Approach Path Indicator
RH	Right Hand
SATSSB	Senai Airport Terminal Services Sdn Bhd
TAF	Terminal Aerodrome Forecast
TSB	Transport Safety Bureau, Canada
WMKJ	Senai International Airport
WMKM	Malacca International Airport

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SYNOPSIS

On 26 March 2026, aircraft Diamond DA40 NG, registration 9M-LIZ was involved in a propeller strike incident. The strike is believed to have occurred during a bounced touch and go landing at WMKM during a solo navigation flight. First solo student took off 0720 LT and landed at 1015 LT. The student pilot continued the flight and returned to WMKJ (Johor) without reporting any abnormality. The aircraft was subsequently used for a second local flight by a different solo student route WMKJ- Muar WMKJ. The second student took off at 1045 LT and landed at 1235 LT, also without the damage being detected during pre-flight and post flight check. The propeller strike defect was discovered by a third student during a pre-flight inspection. The student who is on dual sortie immediately notify the engineering personnel and his Flight Instructor (FI). The aircraft rendered unserviceable. Following the inspection and consultation with the Original Equipment Manufacturer (OEM), the following components are required to be replaced: Propeller, Gearbox, Flywheel and Engine mounting. No other damage has been confirmed to date. A full airframe and engine inspection remain ongoing. Status of repairs: Replacement parts have been ordered and were placed on order on 27 March 2026 (Friday).The aircraft remains grounded pending completion of repairs and further investigation. No injuries were reported.

A Mandatory Occurrence Report (MOR) was submitted by the Operator to Civil Aviation Authority of Malaysia (CAAM) and Air Accident Investigation Bureau, Malaysia (AAIB) as notification of the incident.

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1.0 FACTUAL INFORMATION

1.1 History of the Flight

On 26 March 2026, aircraft 9M-LIZ (Diamond DA40 NG) was scheduled for three sorties, two navigation solo students and one dual sortie. First solo student took the aircraft for flight at 0700 LT for route WMKJ-WMKM-WMKJ and landed at 1015 LT. AJL was signed by the same instructor for first sortie pre-flight and post-flight. The same instructor signed the AJL for second sortie pre-flight but post flight was signed by different instructor. The second solo student took the aircraft at 1045 LT for WMKJ-Muar-WMKJ navigation route and landed at 1235H. Both students were properly authorised for flight. Student for the third sortie carried out pre-flight around 1350 LT for plan sortie at 1400 LT detected the abnormal condition of the propeller and immediately reported to maintenance personnel and his instructor. Internal investigation was carried out by Safety Department. The strike is believed to have occurred during a bounced touch and go landing at WMKM (Malacca) at approximately 0830 LT during a solo navigation flight. The aircraft rendered unserviceable.

Following the inspection and consultation with the Original Equipment Manufacturer (OEM), the following components are required to be replaced: Propeller, Gearbox, Flywheel and Engine mounting. No other damage has been confirmed to date. A full airframe and engine inspection remain ongoing. The aircraft remains grounded pending completion of repairs and further investigation. No injuries were reported.

The occurrence was reported by the operator to the Civil Aviation Authority of Malaysia (CAAM) or the Air Accident Investigation Bureau (AAIB) Malaysia. The incident only came to the attention of the AAIB after a notification was received via email from the operator on 2 April 2026.

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1.2 Injuries to Persons

Injuries	Crew	Passengers	Others	Total
Fatal	NIL	NIL	NIL	NIL
Serious	NIL	NIL	NIL	NIL
Minor/None	1	NIL	NIL	NIL

1.3 Damage to Aircraft

Preliminary analysis indicates significant damage has been observed on the tip of the propeller. There are noticeable scratch marks and damage on the propeller as shown in Figure 1 to Figure 3 at 1.12 Wreckage and Impact Information. The Aircraft Dimension is per Appendix A and Initial Damage Assessment Report as per Appendix B.

Detailed damage examination report on the aircraft will be included in the Final Report.

1.4 Other Damage

Nil.

1.5 Personnel Information

1.5.1 Student Pilot 1

Status	Student Pilot in Command (PIC)
Nationality	Malaysia
Age	24 years old
Gender	Male
License Type	-
Date of Issue	-
Aircraft Rating	-
Total Hours on Type	55 hrs
Total Flying Hours	55 hrs
Rest Period Since Last Flight	Less than 24hrs
Medical Expiry Date	27 February 2027

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1.5.2 Student Pilot 2

Status	Student Pilot in Command (PIC)
Nationality	Malaysia
Age	20 years old
Gender	Female
License Type	-
Date of Issue	-
Aircraft Rating	-
Total Hours on Type	49 hrs
Total Flying Hours	49hrs
Rest Period Since Last Flight	More than 24hrs
Medical Expiry Date	31 May 2026

Both cadet pilots were authorised to perform the flight in accordance with existing regulations. Both cadet pilots were medically fit and adequately rested to operate the flight.

1.6 Aircraft Information

Aircraft Type	Diamond DA40 NG
Manufacturer	Diamond Aircraft Industries GmbH
Year of Manufacturer	2012
Owner	ATAS Aeronautik Sdn Bhd
Registration No.	9M-LIZ
Aircraft Serial No.	40.N549
C of A Issued Date	24 Oct 2024
C of A Expiry Date	23 Oct 2026
C of R Issued Date	02 Oct 2024
C of R Expiry Date	03 Oct 2027

The aircraft has a valid registration, C of R and C of A and has been maintained in compliance with the regulations. The maintenance records indicated that the

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aircraft is equipped, and maintained in accordance with existing regulations and approved procedures.

1.7 Meteorological Information

The occurrence took place during daylight. Nevertheless, the weather conditions on that day did not contribute to the occurrence of the event. Weather conditions at WMKM between 0700 and 1000 LT were fine, with visibility reported to be over 10 kilometres. The following METARs were in effect:

METAR WMKM 260200Z VRB08KT 9999 FEW020 29/22 Q1010

METAR WMKM 260100Z 04008KT 320V090 9999 FEW019 27/22 Q1010

METAR WMKM 260000Z 04007KT 330V120 9999 FEW030 26/23 Q1009

METAR WMKM 252300Z 04008KT 330V110 9999 FEW028 26/23 Q1008

1.8 Aids to Navigation

NIL.

1.9 Communications

All ATC communication frequencies were operating normally.

1.10 Aerodrome Information

1.10.1 General Data

Malacca International Airport is a public-use airport serving the state of Malacca. It is located approximately 10 km (6.2 miles) from the city centre.

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Feature	Details
Aerodrome Name	Malacca International Airport
ICAO/IATA Designator	WMKM / MKZ
Airport Reference Point (ARP)	02° 15' 47" N, 102° 15' 09" E
Elevation	11 m (35 ft) AMSL
Operator	Malaysia Airports Holdings Berhad (MAHB)
Types of Traffic Permitted	IFR / VFR

1.10.2 Runway Physical Characteristics

The airport operates a single runway (03/21).

Runway	True Bearing	Dimensions	Surface Type	PCN (Strength)
03	032°	2135m x 45m	Asphalt/Concrete	43/F/C/X/T
21	212°	2135m x 45m	Asphalt/Concrete	43/F/C/X/T

1.10.3 Visual and Navigation Aids

All visual and Navigation Aids are serviceable.

- **Approach Lighting: * RWY 03:** Precision Approach Lighting System (Cat I).

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- **RWY 21:** Simple Approach Lighting System.
- **PAPI (Precision Approach Path Indicator):** Both runways are equipped with PAPI on the left side.
- **Radio Navigation: * VOT/VOR/DME:** VMA (112.1 MHz) located on-site.
 - **ILS:** RWY 03 is equipped with an Instrument Landing System (Localizer: 109.1 MHz).
 -

1.11 Flight Recorders

The aircraft Diamond DA40 NG, Registration 9M-LIZ was not equipped with a Flight Data Recorder (FDR) or a Cockpit Voice Recorder (CVR).

1.12 Wreckage and Impact Information

Figure 1 till Figure 3 shows the condition of aircraft and propeller blade tip condition. Impact point location unable to be determined.



Figure 1: Aircraft parked in the AATA hangar after declared unserviceable.



Figure 2: Condition of propeller blade tip.



Figure 3: Condition of propeller blade tip.

1.13 Medical and Pathological Information

Both pilots did not undergo any medical test after the incident.

1.14 Fire

Nil.

1.15 Survival Aspects

N/A.

1.16 Tests and Research

The aircraft is not equipped with a Flight Data Recorder (FDR). The investigation will rely on witness statements and fact-finding in system investigation on the engine system. The investigation will also examine the adherence to aircraft flying and maintenance procedures.

1.17 Organisational and Management Information

1.17.1 Aircraft Operator

Asia Aeronautical Training Academy operates the aircraft Diamond DA40 NG registration 9M-LIZ.

1.17.2 Aerodrome Operator

(1) Senai International Airport (WMKJ)

WMKJ is unique in the Malaysian aviation landscape as it is the only major international airport not operated by the national group, Malaysia Airports Holdings Berhad (MAHB). Aerodrome Operator is Senai Airport Terminal Services Sdn Bhd (SATSSB).

- **Management Structure:** SATSSB operates under a 50-year concession (granted in 2003) giving them full autonomy over operations, landside management and master planning. The organisation is led by a Chief Executive Officer (CEO).
- **Regulatory Oversight:** While privately operated, SATSSB remains subject to the Civil Aviation Authority of Malaysia (CAAM) for its Aerodrome Certificate.

(2) Malacca International Airport (WMKM)

Aerodrome Operator is Malaysia Airports Holdings Berhad (MAHB), specifically via its subsidiary Malaysia Airports Sendirian Berhad (MASB). WMKM is managed as a "STOLport/Regional Airport" category within the MAHB cluster.

1.18 Additional Information

To be included in Final Report.

1.19 Useful or Effective Investigation Techniques

To be included in Final Report.

2.0 ANALYSIS

To be included in Final Report.

3.0 CONCLUSION

To be included in Final Report.

3.1 Findings

3.1.1 Pilot

i) Both student pilots are cadet pilots, currently enrolled in the Batch 17 Basic Flying Training Programme at AATA, where they are undergoing foundational flight instruction as part of their initial pilot training.

ii) Both cadet pilots were duly qualified for solo navigation and had been authorized to conduct the flight in accordance with the applicable regulations.

ii) Both cadet pilots were medically fit and sufficiently rested to undertake the flight.

3.1.2 Aircraft Diamond DA40 NG, Registration 9M-LIZ

i) The aircraft was airworthy with valid C of A and C Of R.

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- ii) The maintenance records indicated that the aircraft is equipped, and maintained per existing regulations and approved procedures.

3.2 Probable Cause

An investigation is still ongoing and the above findings are at preliminary stage only. Further fact-finding on aircraft flying and maintenance procedures will provide the investigators with factual results to analyse and come to an accurate conclusion to the causes/contributing factors to this incident. The analysis, full findings and cause and other contributing factors for this incident will be included in the Final Report.

4.0 SAFETY RECOMMENDATION

To be included in Final Report.

INVESTIGATOR IN-CHARGE

Air Accident Investigation Bureau

Ministry of Transport

Malaysia



1.4 DIMENSIONS

NOTE

All dimensions shown below are approximate.

1.4.1 OVERALL DIMENSIONS

Span	:	11.63 m	38 ft 2 in
Length	:	8.06 m	26 ft 5 in
Height	:	1.97 m	6 ft 6 in

1.4.2 WING

Airfoil	:	Wortmann FX 63-137/20 - W4	
Wing area	:	13.244 m ²	142.6 sq.ft.
Mean aerodynamic chord (MAC)	:	1.171 m	3 ft 10 in
Aspect ratio	:	10.223	
Dihedral	:	5°	
Leading edge sweep	:	1°	

1.4.3 AILERON

Area (total, left + right)	:	0.654 m ²	7.0 sq.ft.
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1.4.4 WING FLAPS

Area (total, left + right)	:	1.56 m ²	16.8 sq.ft.
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1.4.5 HORIZONTAL TAIL

Area	:	2.34 m ²	25.2 sq.ft.
Elevator area	:	0.665 m ²	7.2 sq.ft.
Angle of incidence	:	-3.0° relative to longitudinal axis of airplane	



1.4.6 VERTICAL TAIL

Area : 1.60 m² 17.2 sq.ft.

Rudder area : 0.47 m² 5.1 sq.ft.

1.4.7 LANDING GEAR

Track : 2.97 m 9 ft 9 in

Wheelbase : 1.68 m 5 ft 6 in

Wheelbase (if MÄM 40-574 is installed)

: 1.85 m 6 ft 8 in

Nose wheel : 5.00-5; 6 PR, TT, 120 mph

Main wheel : 15x6.0-6; 6 PR, TT, 160 mph

1.5 DEFINITIONS AND ABBREVIATIONS

1.5.1 AIRSPEDS

CAS: Calibrated Airspeed. Indicated airspeed, corrected for installation and instrument errors. CAS equals TAS at standard atmospheric conditions (ISA) at MSL.

IAS: Indicated Airspeed as shown on an airspeed indicator.

KCAS: CAS in knots.

KIAS: IAS in knots.

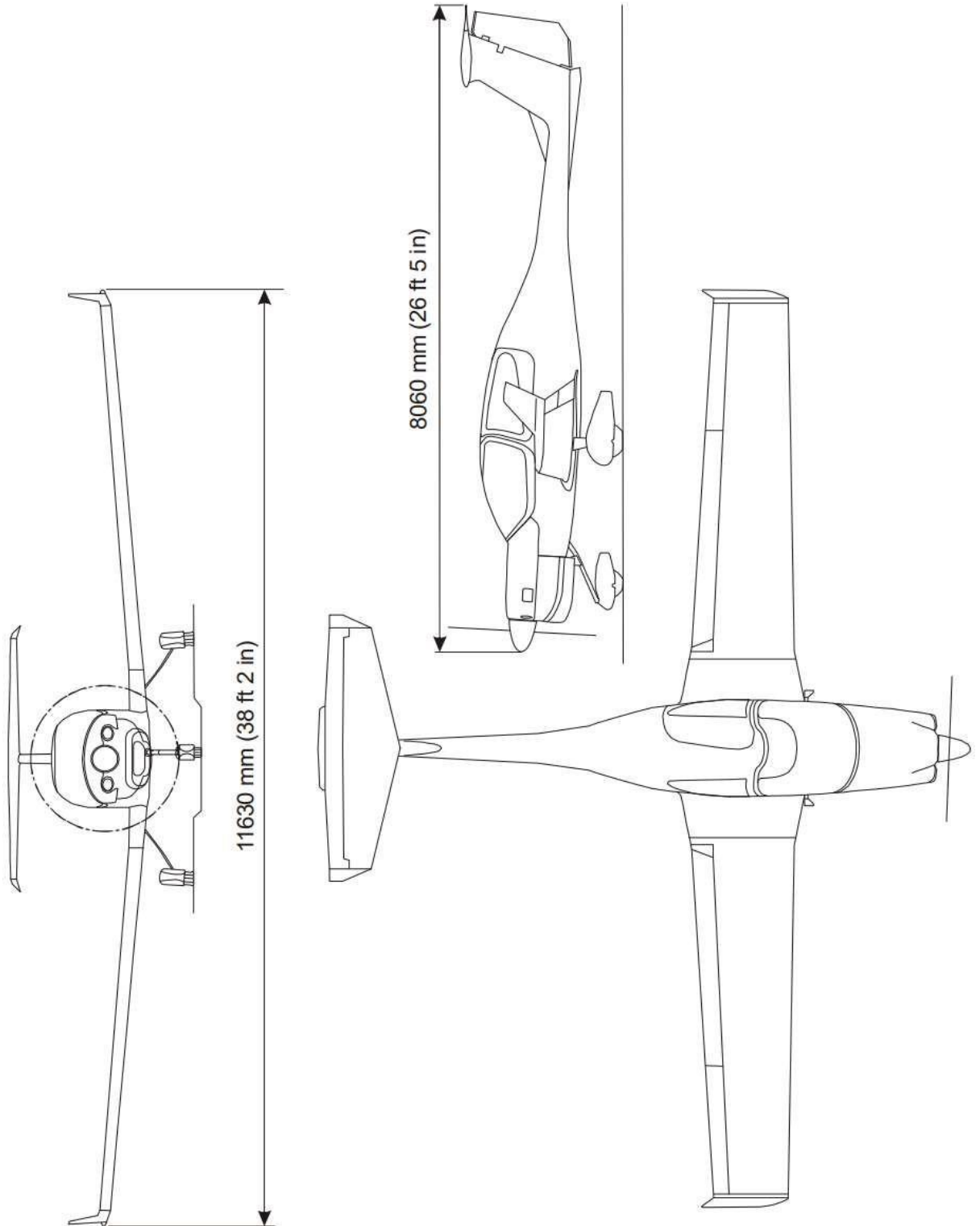
TAS: True Airspeed. The speed of the airplane relative to the air. TAS is CAS corrected for errors due to altitude and temperature.

V₀: Operating Maneuvering Speed. Full or abrupt control surface movement is not permissible above this speed.

V_{FEE}: Maximum Flaps Extended Speed. This speed must not be exceeded with the given flap setting.

Revision 4

1.7 THREE-VIEW DRAWING




9M-LIZ DAMAGE ASSESSMENT REPORT

Aircraft Damaged

The aircraft was inspected by a Licensed Aircraft Engineer (LAE), who determined that the propeller is beyond repair. Additional inspections of the airframe were also carried out. The Continuing Airworthiness Management Organisation (CAMO) has coordinated with the Original Equipment Manufacturer (OEM), and all required data has been submitted for analysis, as referenced in the email trail.

Following consultation, the OEM recommended that inspections be conducted in accordance with SI-E4-020_1, Paragraph 1.4.2 (Shock Load Inspections). Based on this service instruction, the following major components are required to be replaced:

- 1) Engine Shock Mounts
- 2) Propeller
- 3) Flywheel
- 4) Gearbox

	Service Information No. SI-E4-020/1	Austro Engine GmbH Rudolf-Diesel-Strasse 11 A-2700 Wiener Neustadt Tel: +43 2622 23000
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1.4.2. SERVICE INSTRUCTIONS

Shock Load Inspection

In the event of a shock load resulting from a propeller strike where the power lever was at ≤15%, the following work must be performed:

	E4B / E4C / E4P	E4A
Shock Mounts:	Replace. Refer to the Aircraft Maintenance Manual (AMM).	Replace. Refer to the Aircraft Maintenance Manual (AMM).
Propeller:	Refer to the instructions provided by the propeller manufacturer.	Refer to the instructions provided by the propeller manufacturer.
Flywheel:	Inspect the flywheel. Refer to the Maintenance Manual – Doc. No: E4.08.04 Ch. 85, latest effective issue. Replace the flywheel, if necessary. For flywheels equipped with hub p/n E4A-73-000-203, perform a crack detection in acc. with RSB-E4-038 rev.1 or subsequent approved revisions.	Replace the flywheel.
Gearbox input shaft:	Crack investigation.	Replace the gearbox.
Crankshaft seal cover:	Check for oil leakage.	Check for oil leakage.
Oil Sample:	Take a gearbox oil sample and an engine oil sample after 25FH and send the analysis results to Austro Engine.	Take an engine oil sample after 25FH and send the analysis results to Austro Engine.