



AIRCRAFT SERIOUS INCIDENT PRELIMINARY REPORT

SI 09/26

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

Fixed Wing Aircraft Piper-28-181 Archer III, Registration 9M-SKC

at Malacca International Airport, Malacca

On 3 August 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
Hotline: +603-8892 8080
E-mail: AAIB@mot.gov.my
Website: <http://www.mot.gov.my/en>

Issued on 1 September 2026
MOT(S).600-5/4/105

PRELIMINARY REPORT SI 09/26

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

REPORT NO : SI 09/26

OPERATOR : MALAYSIAN FLYING ACADEMY

AIRCRAFT TYPE : PIPER-28-181 ARCHER III

NATIONALITY : MALAYSIA

REGISTRATION : 9M-SKC

PLACE OF OCCURRENCE : MALACCA INTERNATIONAL AIRPORT

DATE AND TIME : 3 AUGUST 2026 AT 1700 LT (0900 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 (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 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 for AAIB reports to 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 on 09 August 2026 to the National Transportation Safety Board through the Communications Center as the State of Manufacture and as the State of Design.

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		TITLE	PAGE NO
		COVER PAGE	i
		INTRODUCTION	ii
		TABLE OF CONTENTS	iii
		GLOSSARY OF ABBREVIATIONS	iv
		SYNOPSIS	1
1.0		FACTUAL INFORMATION	2
	1.1	History of the Flight	2
	1.2	Injuries to Persons	3
	1.3	Damage to Aircraft	3
	1.4	Other Damage	3
	1.5	Personnel Information	3
	1.6	Aircraft Information	4
	1.7	Meteorological Information	5
	1.8	Aids to Navigation	5
	1.9	Communications	5
	1.10	Aerodrome Information	5
	1.11	Flight Recorders	7
	1.12	Wreckage and Impact Information	7
	1.13	Medical and Pathological Information	8
	1.14	Fire	8
	1.15	Survival Aspects	8
	1.16	Tests and Research	9
	1.17	Organisational and Management Information	9
	1.18	Additional Information	9
	1.19	Useful or Effective Investigation Techniques	9

PRELIMINARY REPORT SI 09/26

2.0		ANALYSIS	9
3.0		CONCLUSIONS	9
	3.1	Preliminary Findings	9
	3.2	Probable Cause	9
4.0		SAFETY RECOMMENDATIONS	10

GLOSSARY OF ABBREVIATIONS

AAIB	Air Accident Investigation Bureau
AFRS	Airport Fire & Rescue Service
AJL	Aircraft Journey Log
ATC	Air Traffic Controller
ATO	Approved Training Organisation
CAAM	Civil Aviation Authority of Malaysia
CoA	Certificate of Airworthiness
CoR	Certificate of Registration
CPL	Commercial Pilot License
CVR	Cockpit Voice Recorder
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
NTSB	National Transport Safety Board
PAPI	Precision Approach Path Indicator
RH	Right Hand
SPL	Student Pilot Licence
TAF	Terminal Aerodrome Forecast
TSB	Transport Safety Bureau, Canada
WMKM	Malacca International Airport

PRELIMINARY REPORT SI 09/26

SYNOPSIS

On 3 August 2026 at 17:00 LT (09:00 UTC), a student pilot (SP) bearing callsign ACADEMY 9315 was performing a third solo flight in a PA-28 with the registration of 9M-SKC. Prior to landing on Runway 21 of Malacca International Airport (WMKM), the SP was instructed by ATC to extend her downwind leg, resulting in a long final approach. Upon touchdown, the aircraft bounced and ballooned, followed by two additional bounces. The SP applied power after the third bounce and executed a successful go-around. After completing the circuit, the SP landed the aircraft safely on her second attempt. Upon taxiing back and parking on the MFA apron, it was discovered that the propeller tips were bent. The SP was uninjured.

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

1.0 FACTUAL INFORMATION

1.1 History of the Flight

1.1.1 Pre-flight and Training Context

On 3 August 2026, a student pilot (SP) conducted a solo flight. Earlier that same day, the SP had completed an Instrument Flying 03 (IF03) sortie with an instructor, which focused on Practice Forced Landings (PFL).

1.1.2 The Circuit and Approach

During the solo circuit, the SP was cleared by ATC to join downwind and was subsequently cleared for final approach. On final approach, the SP realized the approach was too slow and too high.

1.1.3 The Landing Incident

In an attempt to correct the approach, the SP descended ("ducked down") and opted not to execute a go-around despite the unstable approach. The aircraft touched down and bounced three times. The third bounce involved a significant impact with the runway.

1.1.4 Post-Incident

Despite the hard landing, the SP did not realize the extent of the damage. She proceeded to complete the circuit, landed, and taxied the aircraft back to the MFA parking area. It was only after shutting down the engine that the SP noticed the propeller was damaged.

The occurrence was reported by the Aircraft Operator to the Civil Aviation Authority of Malaysia (CAAM). The incident only came to the attention of the AAIB after a notification was received via email from the Aircraft Operator on 5 August 2026.

1.2 Injuries to Persons

PRELIMINARY REPORT SI 09/26

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

1.3 Damage to Aircraft

Preliminary observations indicate significant damage on the tip of the propeller. Noticeable scratch marks and bending are present on the propeller, as shown in Figures 1 and 2 in paragraph 1.12 - Wreckage and Impact Information. The aircraft dimensions are per Appendix A and the Initial Damage Assessment Report as per Appendix B.

A 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

Status	Student Pilot
Nationality	Malaysia
Age	19 years old
Gender	Female
License Type	SPL
Date of Issue	25 May 2026
Aircraft Rating	PA 28

PRELIMINARY REPORT SI 09/26

Total Hours on Type	25.05 hrs
Total Flying Hours	25.05 hrs
Rest Period Since Last Flight	Less than 24hrs
Medical Expiry Date	30 June 2027

SP was authorised to perform the flight in accordance with existing regulations and was medically fit and adequately rested to operate the flight.

1.6 Aircraft Information

Aircraft Type	PA-28-181 Archer III
Manufacturer	Piper Aircraft Inc
Year of Manufacture	2017
Owner	Malaysian Flying Academy Sdn Bhd
Registration No.	9M-SKC
Aircraft Serial No.	2843871
CoA Issued Date	26 September 2017
CoA Expiry Date	25 September 2027
CoR Issued Date	03 July 2017
CoR Expiry Date	02 July 2029

The aircraft has a valid registration, CoR and CoA and has been maintained in compliance with the regulations. The maintenance records indicated that the 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:

PRELIMINARY REPORT SI 09/26

METAR WMKM 0900Z 14005KT 9999 FEW017 CB 32/26 Q1007

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.

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

PRELIMINARY REPORT SI 09/26

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).
 - **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 Piper PA-28- 181 Archer III, Registration 9M-SKC, was not equipped with a Flight Data Recorder (FDR) or a Cockpit Voice Recorder (CVR).

1.12 Wreckage and Impact Information

Figure 1 and Figure 2 show the condition of the aircraft and propeller blade tip condition. Impact point location unable to be determined.



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



Figure 2: Condition of propeller blade tips.

1.13 Medical and Pathological Information

PRELIMINARY REPORT SI 09/26

As per the academy and CAD 1004 (Medical) post-incident procedure, the SP was taken to Klinik Merdeka, Taman Merdeka, Melaka, for a medical examination. The initial report does not indicate any abnormality.

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 of 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

MFA is the pioneer Aviation Training Organisation (ATO) in Malaysia and is accredited by the Civil Aviation Authority of Malaysia (CAAM) and recognized by the International Civil Aviation Organization (ICAO). MFA is also acknowledged as the first ATO in Malaysia to adopt the European Aviation Safety Agency (EASA) electronic examinations into its syllabus upon their implementation.

MFA operates the aircraft Piper PA-28-181 Archer III bearing the registration of 9M-SKC.

Training facilities include static simulators with moving screens to provide students with exposure to various flight scenarios, although their use for specific emergency procedures like "go-arounds" is a subject of ongoing discussion.

1.17.2 Aerodrome Operator

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 "STOL-port/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 Preliminary Findings

3.1.1 Pilot

- i) The student pilot was duly qualified for solo flying and had been authorized to conduct the flight in accordance with the applicable regulations.
- ii) The student pilot was medically fit and sufficiently rested to undertake the flight.

3.1.2 Aircraft Piper PA-28-181 Archer III, Registration 9M-SKC

- i) The aircraft was airworthy with valid CoA and CoR.
- ii) The maintenance records indicated that the aircraft is equipped and maintained per existing regulations and approved procedures.

3.2 Probable Cause

PRELIMINARY REPORT SI 09/26

An investigation is still ongoing and the above findings are at a 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 on the causes/contributing factors to this incident. The analysis, full findings, cause and other contributing factors for this incident will be included in the Final Report.

4.0 SAFETY RECOMMENDATION

To be included in the Final Report.

INVESTIGATOR IN-CHARGE

Air Accident Investigation Bureau

Ministry of Transport

Malaysia

APPENDIX A

General

PIPER PA-28-181 ARCHER III

1.4 DIMENSIONS

NOTE

All dimensions shown below are approximate.

1.4.1 OVERALL DIMENSIONS

Span	:	10.82 m	35 ft 6 in
Length	:	7.31 m	24 ft
Height	:	2.2 m	7 ft 3 in

1.4.2 WING

Airfoil	:	NACA 65(2)-415	
Wing area	:	15.8 m ²	170 sq.ft.
Mean aerodynamic chord (MAC)	:	1.68 m	5 ft 6 in
Aspect ratio	:	7.41	
Dihedral	:	7°	
Leading edge sweep	:	5°	

1.4.3 AILERON

Area (total, left + right)	:	1.003 m ²	10.8 sq.ft.
----------------------------	---	----------------------	-------------

1.4.4 WING FLAPS

Area (total, left + right)	:	1.38 m ²	14.9 sq.ft.
----------------------------	---	---------------------	-------------

1.4.5 HORIZONTAL TAIL

Area (Stabilator Slab)	:	2.27 m ²	25.2 sq.ft.
Angle of incidence	:	+2.0° relative to the longitudinal axis of the fuselage	

PIPER PA-28-181

General

1.4.6 VERTICAL TAIL

Area	:	1.06 m ²	111.4 sq.ft.
------	---	---------------------	--------------

Rudder area	:	0.38 m ²	4.1 sq.ft.
-------------	---	---------------------	------------

1.4.7 LANDING GEAR

Track	:	3.05 m	10 ft
-------	---	--------	-------

Wheelbase	:	2.0 m	6 ft 7 in
-----------	---	-------	-----------

Wheelbase (if MÄM 40-574 is installed)	:	1.85 m	6 ft 8 in
--	---	--------	-----------

Nose wheel	:	4 PR, TT, 18 psi
------------	---	------------------

Main wheel	:	4; 6 PR, TT, 24 psi
------------	---	---------------------

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.

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

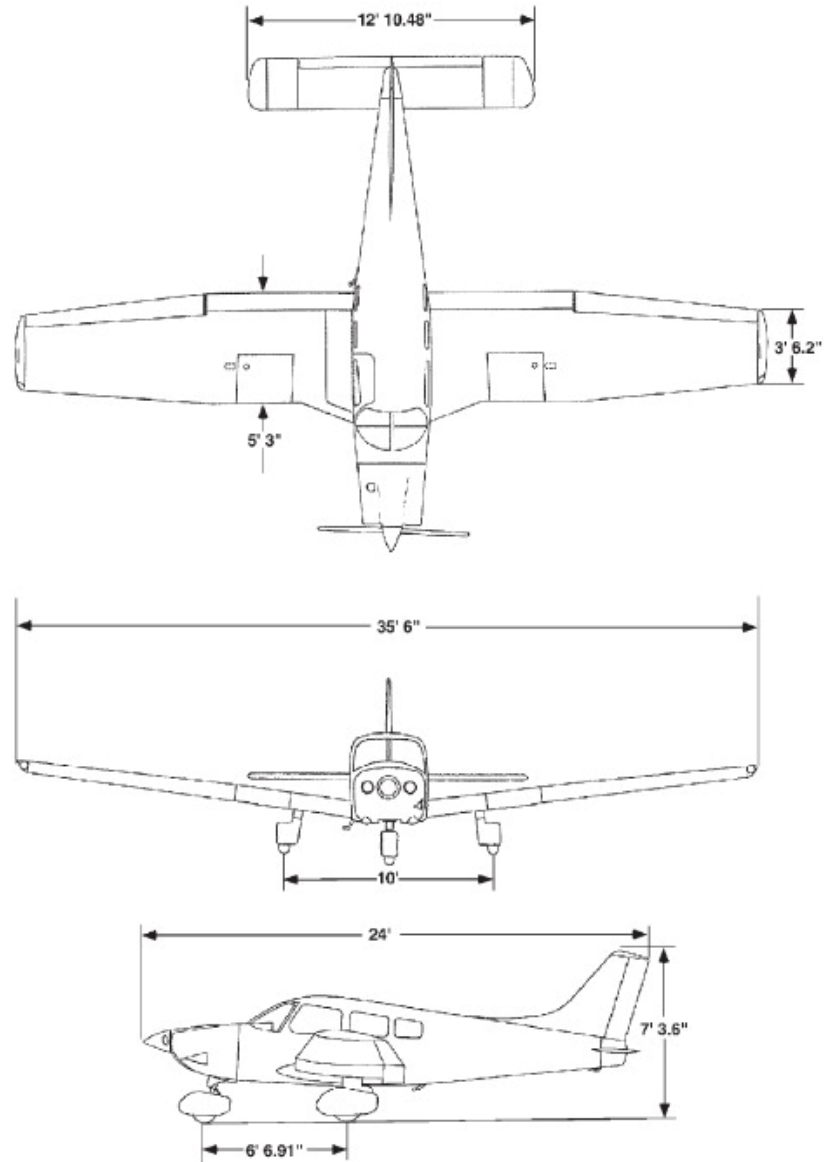
V_{FE}: Maximum Flaps Extended Speed. This speed must not be exceeded with the given flap setting.

1.7 THREE-VIEW DRAWING

PIPER AIRCRAFT, INC.
PA-28-181, ARCHER III
MAINTENANCE MANUAL

PRINCIPAL DIMENSIONS

See Figure 1.



Three View
Figure 1

06101

6-10-00 PAGE 1
May 15/19

APPENDIX B

9M-SKC INITIAL DAMAGE ASSESSMENT REPORT

PROPELLER

Type : Sensenich
Part Number : 76EM8S14-0-62
Serial Number : 103535K

Condition of the components (Visual Inspection Only)

It was discovered that one propeller blade tip was bent inward while the opposite propeller blade tip was chipped. Preliminary analysis indicates that a momentary, light touch of a propeller blade against the ground is classified as a propeller strike. No additional defect has been identified until further inspection.

Through the initial damage assessment, other parts of the aircraft were not affected by this occurrence.