AIRCRAFT ACCIDENT

PRELIMINARY REPORT

A 10/25

Air Accident Investigation Bureau (AAIB)

Ministry of Transport, Malaysia

Fixed Wing Aircraft PIPER PA28-181 Archer III, Registration 9M-SKR

at Sultan Abdul Aziz Shah Airport, Subang

on 18 November 2025

Air Accident Investigation Bureau
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AIR ACCIDENT INVESTIGATION BUREAU (AAIB)
MALAYSIA

REPORT NO.: A 10/25

OPERATOR	**: MALAYSIAN FLYING ACADEMY**
AIRCRAFT TYPE	**: PIPER PA 28-181 ARCHER III**
NATIONALITY	**: MALAYSIA**
REGISTRATION	**: 9M-SKR**
PLACE OF OCCURRENCE	**: SULTAN ABDUL AZIZ SHAH AIRPORT, SUBANG**
DATE AND TIME	**: 18 NOVEMBER 2025 AT 1250LT**

This report contains statements of facts which have been determined up to the time of issue. It must be regarded as tentative and is subjected 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
L	
LDA	Landing Distance Available
LT	Local Time
M	
METAR	Meteorological Aerodrome Report
MOR	Mandatory Occurrence Report
R	
RA	Radio Altimeter
S	
SP	Student Pilot
U	
UTC	Coordinated Universal Time
W	
WMSA	Sultan Abdul Aziz Shah Airport, Subang

SYNOPSIS

On 18 November 2025, a Piper PA-28-181 Archer III aircraft, registration 9M-SKR, operated by a student pilot on a solo long navigation training flight, was involved in an occurrence at Sultan Abdul Aziz Shah Airport, Subang (WMSA). The flight comprised multiple sectors, with the earlier sectors completed without incident.

During a touch-and-go landing on Runway 15 at WMSA, a loud noise was heard shortly after touchdown, followed by a collapse of the nose landing gear. The aircraft veered to the right and came to a stop on the runway edge. The student pilot was uninjured and exited the aircraft without assistance. Airport Fire and Rescue Services attended the scene, and the pilot was later transported to the hospital as a precaution. The aircraft sustained damage to the nose landing gear and propeller.

The Aircraft Operator submitted a Mandatory Occurrence Report (MOR) to the Civil Aviation Authority of Malaysia (CAAM), followed by a notification of the occurrence submission to the Air Accident Investigation Bureau, Malaysia (AAIB), and an investigation team was dispatched to the crash site on the same day.

1.0 FACTUAL INFORMATION

1.1 History of the Flight

On 18 November 2025, a Piper PA-28-181 Archer III aircraft, registration 9M-SKR, operated with a student pilot (SP), was scheduled to conduct a solo long navigation flight of approximately five hours. The planned flight comprised four sectors. The first two sectors were from Malacca International Airport, Melaka (WMKM) to Senai International Airport, Johor Bahru (WMKJ), and return to WMKM. The remaining two sectors were from WMKM to Sultan Abdul Aziz Shah Airport, Subang (WMSA), and return to WMKM.

At approximately 0800 local time (LT), the SP departed WMKM for WMKJ. The flight proceeded uneventfully, and the aircraft landed back at WMKM at approximately 1045 LT, completing the first sortie without incident. Following the first sortie, the SP took a rest period of approximately 30 to 45 minutes, during which light refreshments consisting of bread and water were consumed.

The second sortie commenced at approximately 1130 LT with departure from WMKM to WMSA. According to the SP's statement, the flight proceeded as planned, and the aircraft arrived in the WMSA control zone approximately one hour later. Upon receiving clearance instructions, the air traffic controller (ATC) advised the SP that the aircraft was first in the landing sequence and was to conduct a touch-and-go, followed by a right turn at 1,000 feet, prior to receiving full landing clearance.

The approach to Runway 15 was conducted with flaps set to 25°, at an indicated airspeed of approximately 75 knots, and with engine power set between 1,500 and 1,600 RPM. Following touchdown, the SP reported that the aircraft remained stable and maintained the runway centreline. Shortly after touchdown and prior to initiating the take-off phase of the touch-and-go manoeuvre, specifically before flap retraction and application of take-off power, a loud noise was heard, originating from the nose landing gear area.

Immediately after the noise, the nose of the aircraft dropped, and the aircraft veered to the right. The SP initiated stopping actions and successfully brought the aircraft to a complete stop on the right edge of the runway. While stationary, the SP was contacted by WMSA Tower ATC to confirm the SP's condition. The SP reported being

uninjured and requested assistance. The after-landing and engine shutdown checklists were subsequently completed.

Prior to exiting the aircraft, the SP informed the Chief Flying Instructor (CFI) of the occurrence. Airport Fire and Rescue Services (AFRS) arrived at the scene shortly thereafter. The SP exited the aircraft without injury. External observation of the aircraft revealed that it was resting in a nose-down attitude, the nose landing gear assembly was absent, and the propeller had sustained deformation.

As a precautionary measure, the SP was later transported by ambulance to a hospital for further medical examination.

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 propeller blades, as shown in Figure 1. Deformation and abrasion marks were observed on the lower fuselage area of the aircraft, as depicted in Figure 2. A complete damage assessment will be documented in the Final Report.

Figure 1: Condition of the aircraft propeller blades

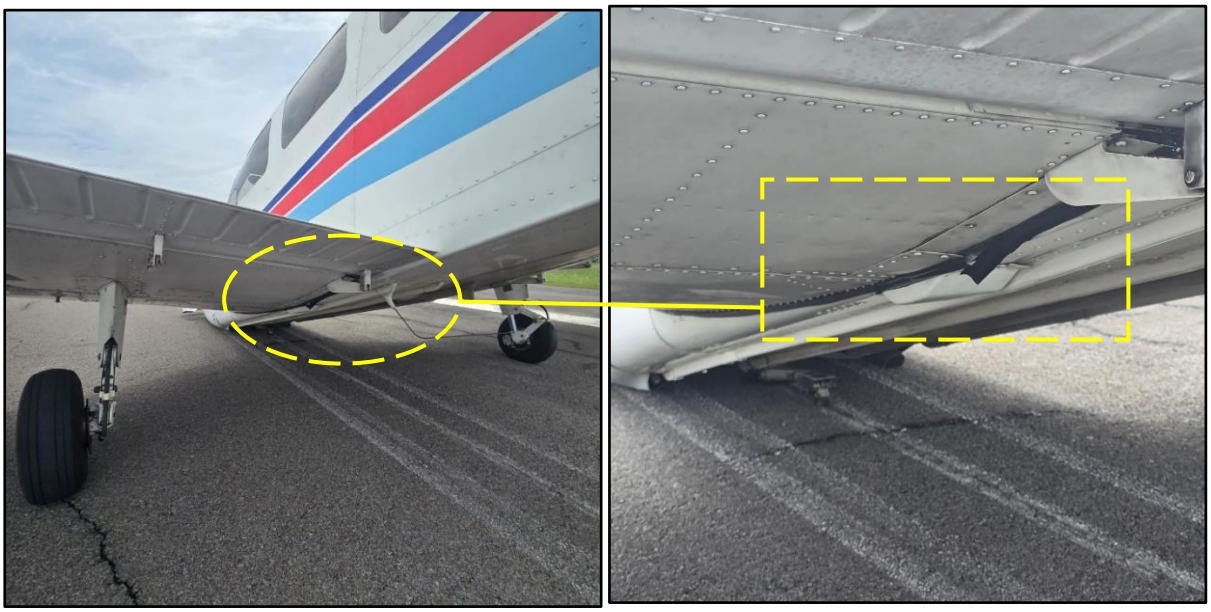

Figure 2: Deformation and abrasion marks on the lower fuselage area of the aircraft

1.4 Other Damage

During the site investigation, scrape marks consistent with propeller blade contact were observed on the runway surface, as shown in Figure 3. Additionally, shallow potholes caused by the broken oleo from the nose landing gear were identified along the skid path.

Figure 3: Scrape marks on the Runway

1.5 Personnel Information

1.5.1 Pilot

Status	Pilot in Command (PIC)
Nationality	Malaysian
Age	24 years
Gender	Male
License Type	Student Pilot Licence (Aeroplane)
License Validity	31 July 2027
Total Hours on Type	110hrs
Total Flying Hours	110hrs
Rest Period Since Last Flight	Approx. 30mins
Medical Certificate Class	Class 1 VML – valid only with correction for defective distant, intermediate and near vision
Medical Expiry Date	31 July 2026

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-28-181 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 180-horsepower Lycoming IO-360-B4A engine.

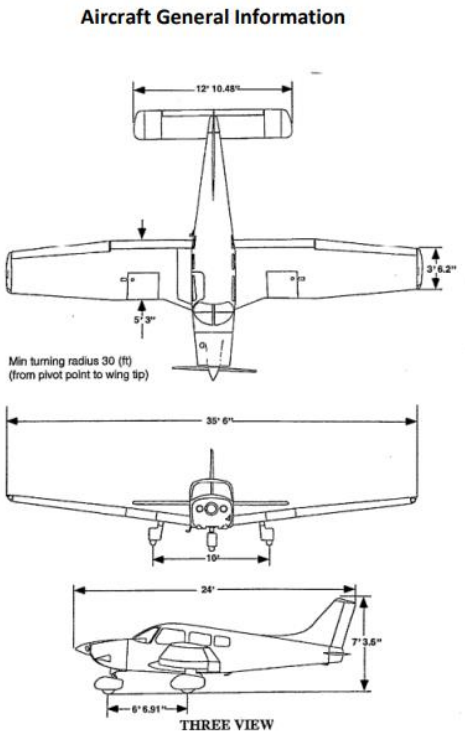

Figure 3: Three views of the aircraft

Aircraft Type	PA 28-181 ARCHER III
Manufacturer	PIPER AIRCRAFT
Year of Manufacturer	2014
Aircraft Owner	MALAYSIAN FLYING ACADEMY
Aircraft Operator	MALAYSIAN FLYING ACADEMY
Registration No.	9M-SKR
Aircraft Serial No.	2843787
C of R Validity Period	21 December 2025
C of A Validity Period	10 February 2026

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 fine when the accident happened. Nevertheless, the weather conditions on that day did not contribute to the occurrence of 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 4).

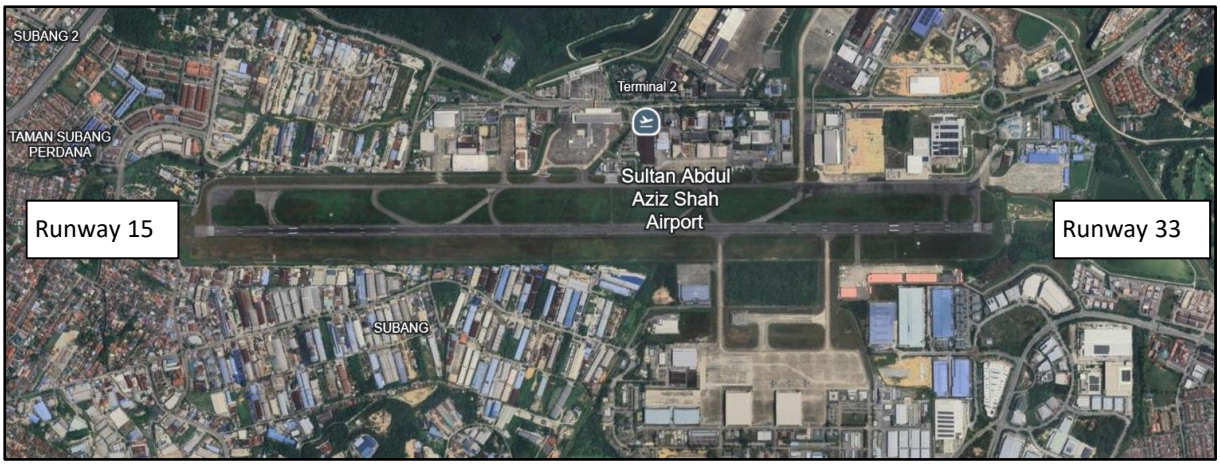

Figure 4: Sultan Abdul Aziz Shah Airport, Subang (WMSA)

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

Figure 5: 9M-SKR wreckage and impact information (WMSA)

Figure 5 depicts the wreckage and impact information of aircraft 9M-SKR at WMSA on the day of the occurrence. The yellow line represents the aircraft's inbound track toward Rwy15, while the red cross indicates the aircraft's final resting position.

Further details concerning the wreckage and associated findings will be addressed in the Final Report.

1.13 Medical and Pathological Information

The SP underwent a urine drug screening test, the results of which were negative for prohibited substances. A blood alcohol screening was also conducted, and the results were negative for the presence of alcohol.

1.14 Fire

No report on pre and post-impact fire.

1.15 Survival Aspects

After shutting down the engine, the student pilot exited the aircraft by opening the aircraft door. Airport Fire and Rescue Services attended the scene, and the pilot was subsequently transported to the hospital as a precautionary measure.

1.16 Tests and Research

To be included in the Final Report.

1.17 Organisational and Management Information

Malaysian Flying Academy (MFA) is an organisation approved by the Civil Aviation Authority of Malaysia (CAAM) to conduct instructional flight training using single-engine Piper PA-28-181 Archer and twin-engine Piper PA-44 Seminole aircraft. Established in 1983 as part of the Royal Selangor Flying Club and originally based at the Sungai Besi Military Airbase, Kuala Lumpur, the academy was acquired by the Syed Kechik Group of Companies in 1985 and subsequently relocated to its present facility at Batu Berendam, Malacca, in 1987.

MFA’s principal training programme is the Commercial Pilot Licence (CPL)(A) with Instrument Rating (IR), leading to a Frozen Airline Transport Pilot Licence (ATPL). Aircraft maintenance activities are carried out in-house under MFA’s Approved Maintenance Organisation (AMO) authorisation, held under approval number

AMO/2017/25. The current approval is valid from 5 June 2025 for the subsequent regulatory cycle.

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 Pilot

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

ii) The SP is to conduct a solo long navigation flight of approximately five hours.

3.1.2 Aircraft

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

ii) The aircraft has a valid CoR and CoA, and has been maintained in compliance with the regulations.

iii) The maintenance records indicated that the aircraft is equipped and maintained in accordance with existing regulations and approved procedures.

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

v) The aircraft sustained substantial damage to the propeller blades, and deformation and abrasion marks were observed on the lower fuselage area of the aircraft.

3.1.3 Runway

i) The runway sustained scrape marks from propeller blade contact and shallow potholes caused by the broken oleo from the nose landing gear.

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 The Operator

i) The operator is recommended to conduct a competency review flight with the SP before authorising any further solo flight operations.

Other safety recommendations will be included in the Final Report.

Investigator-in-charge
AAIB
Ministry of Transport, Malaysia