



ACCIDENT

PRELIMINARY REPORT

A13/25

Air Accident Investigation Bureau (AAIB)

Ministry of Transport, Malaysia

Microlight Aircraft Pegasus Quantum 15-912

Registration 9M-ECE

Tekah Taiping Airstrip (WMBI)

On 7 December 2025



Air Accident Investigation Bureau
Ministry of Transport
No.26, Jalan Tun Hussein, Precinct 4
Federal Government Administrative Centre
62100 PUTRAJAYA

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Phone: +603-8892 1072
AAIB Hotline: +603-8892 8080
E-mail: AAIB@mot.gov.my
Website: <http://www.mot.gov.my/en>

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

REPORT NO: A13/25

OPERATOR : FLYTRIKE SDN. BHD.
AIRCRAFT TYPE : MICROLIGHT AIRCRAFT PEGASUS
QUANTUM 15-912
NATIONALITY : MALAYSIA
REGISTRATION : 9M-ECE
PLACE OF OCCURRENCE : TEKAH AIRSTRIP (WMBI)
DATE AND TIME : 7 DECEMBER 2025 AT 1025 LT

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

This investigation is carried out to determine the circumstances and causes of the accident with a view to the preservation of life and the avoidance of accident or incident in the future. It is not the purpose of this investigation to apportion blame or liability (Annex 13 to the Chicago Convention and Civil Aviation Regulations 2016).

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 also conducts investigation into incidents when the occurrence shows evidence to have safety concerns.

The AAIB conducts investigations in accordance with the Annex 13 to the Chicago Convention and Civil Aviation Regulations of Malaysia 2016. The AAIB adheres to the International Civil Aviation Organisation's (ICAO's) stated objective, which is as follows:

"The sole objective of the investigation of an accident or incident shall be the prevention of accident and incident. It is not the purpose of this activity to apportion blame or liability".

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

In accordance with paragraph 4.1 of ICAO Annex 13, notification of the accident was transmitted on 13 December 2025 to the Air Accidents Investigation Branch (AAIB), United Kingdom 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.

AIRCRAFT ACCIDENT/SERIOUS INCIDENT REPORT

Aircraft Type : MICROLIGHT AIRCRAFT PEGASUS

Model : QUANTUM 15-912

Owner : FLYTRIKE SDN. BHD.

Nationality : UNITED KINGDOM

Year of Manufacture : 1998

Aircraft Registration : 9M-ECE

Serial Number : 7455

State of Registration : MALAYSIA

Place and State of Occurrence : NEAR THE RUNWAY 18 THRESHOLD,
TAIPING AERODROME (WMBI),
JALAN LAPANGAN TERBANG, PERAK,
MALAYSIA.

Date and Time of Occurrence : 07 DECEMBER 2025 at 1025 LT (0225 UTC)

- * Note: All times in this report are Local Time (LT) unless stated otherwise.
LT is Coordinated Universal Time (UTC) + 8 hours.

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ABBREVIATIONS**A**

AAIB	Air Accident Investigation Bureau
AAIB, UK	Air Accidents Investigation Branch, United Kingdom
AGL	Above Ground Level
AOC	Air Operator's Certificate
ATPL	Airline Transport Pilot License

C

CAAM	Civil Aviation Authority of Malaysia
CPL	Commercial Pilot License
CoA	Certificate of Airworthiness
CoR	Certificate of Registration
CVR	Cockpit Voice Recorder

F

FDR	Flight Data Recorder
ft	feet

L

LT	Local Time
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M

MOR	Mandatory Occurrence Report
MSAF	Malaysian Sports Aviation Federation

P

PIC	Pilot-in-Command
PTF	Permit to Fly

T

TPL	Training Pilot Licence
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U

UTC	Coordinated Universal Time
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W

WMBI	Taiping Aerodrome
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SYNOPSIS.

On 7 December 2025, at approximately 1025 LT, a Pegasus Quantum 15-912 microlight aircraft, registration 9M-ECE, departed Taiping Aerodrome (WMBI) for a training flight with a student pilot acting as the Pilot-in-Command (PIC) under the supervision of a flight instructor. While established on the base leg for Runway 18 at an altitude of approximately 400 feet AGL, the microlight aircraft experienced a brief engine jerking motion followed by a total loss of power. The flight crew immediately initiated emergency procedures and broadcasted a "Mayday" call while manoeuvring for a forced landing toward an off-field site. During the final stage of the forced landing, the microlight aircraft struck trees before coming to rest in an open field adjacent to Jalan Lapangan Terbang, near the Runway 18 threshold. The impact resulted in substantial damage to the aircraft structure. Both the flight instructor and the student pilot sustained serious injuries, specifically fractures to their right legs, but were safely evacuated with the assistance of bystanders and transported to the hospital for medical assessment.

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1.0 FACTUAL INFORMATION

1.1 History of the Flight

On 7 December 2025 at approximately 1025 LT, a Pegasus Quantum 15-912 microlight aircraft, registered as 9M-ECE and operated by Flytrike Sdn. Bhd departed Taiping Aerodrome (WMBI) for a scheduled training flight with a student pilot acting as the Pilot-in-Command (PIC) under the direct supervision of a qualified flight instructor.

The flight proceeded without incident until the aircraft reached the base leg for Runway 18, at which point the engine experienced a brief jerking motion followed by a complete and sudden loss of power at an altitude of approximately 400 feet AGL. Seated in the rear, the instructor promptly regained control of the aircraft and searched for a safe landing site. In response to the emergency, the flight instructor immediately initiated standard engine-failure procedures and broadcasted a 'Mayday' call.

During the final approach of the forced landing sequence, the flight instructor maneuvered the microlight toward an off-field landing site located in an open area adjacent to Jalan Lapangan Terbang. While manoeuvring at approximately 200 feet AGL to reach the intended touchdown zone, the aircraft collided with trees. The aircraft subsequently came to rest at coordinates 4°52'25.52"N, 100°42'42.41"E. As a result of the impact with vegetation, the airframe sustained substantial structural damage.



Figure 1: Aircraft Location of The Impact Point.

(Source: Google Earth)

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Both the flight instructor and the student pilot sustained serious injuries but non-life-threatening injuries, including fractures to their right legs. Both occupants remained conscious and secured in their seats until they were assisted by bystanders and subsequently transported to Taiping Hospital for medical assessment.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Others	Total
Fatal	NIL	NIL	NIL	NIL
Serious	2	NIL	NIL	2
Minor	NIL	NIL	NIL	NIL

1.3 Damage to Aircraft

The aircraft was substantially damaged, as shown in **Appendix A**.

1.4 Other Damage

No damage was sustained to any objects other than the aircraft.

1.5 Personnel Information

1.5.1 Pilot

Status	Pilot in Command (PIC)	Training Pilot
Nationality	Malaysian	Indian
Age	48	40
Gender	Male	Male
License Type	ATPL & MSPL Tandem Pilot / Instructor	TPL
License Validity	ATPL – 31.03.26 MSPL - 06.04.26	02.12.26
Total Hours on Type	ATPL - 12708 Hrs MSPL – 350 Hrs	9 Hrs
Total Flying Hours	ATPL – 12708 Hrs	NIL
Rest Period Since Last Flight	20 Hrs	20 Hrs
Medical Certificate Class	1	NIL
Medical Expiry Date	31.03.26	NIL

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1.6 Aircraft Information

1.6.1 The Pegasus Quantum 15-912 microlight is a touring-type, weight-shift controlled aircraft. It comprises an aluminium tube trike unit suspended beneath a cable-braced, double-surface, hang-glider-type wing with a wingspan of 10.4 m. Aircraft control is achieved through crew-induced weight shift, whereby movement of the trike's centre of gravity relative to the wing via an A-frame control bar provides pitch and roll control.

Propulsion is provided by a Rotax 912 UL engine, a four-cylinder, four-stroke piston engine rated at approximately 60 kW (80 hp). The engine features a liquid and air-cooled configuration with dual electronic ignition redundancy and drives a fixed-pitch propeller in a rear-mounted pusher arrangement. The aircraft has a maximum take-off weight of approximately 409 kg.

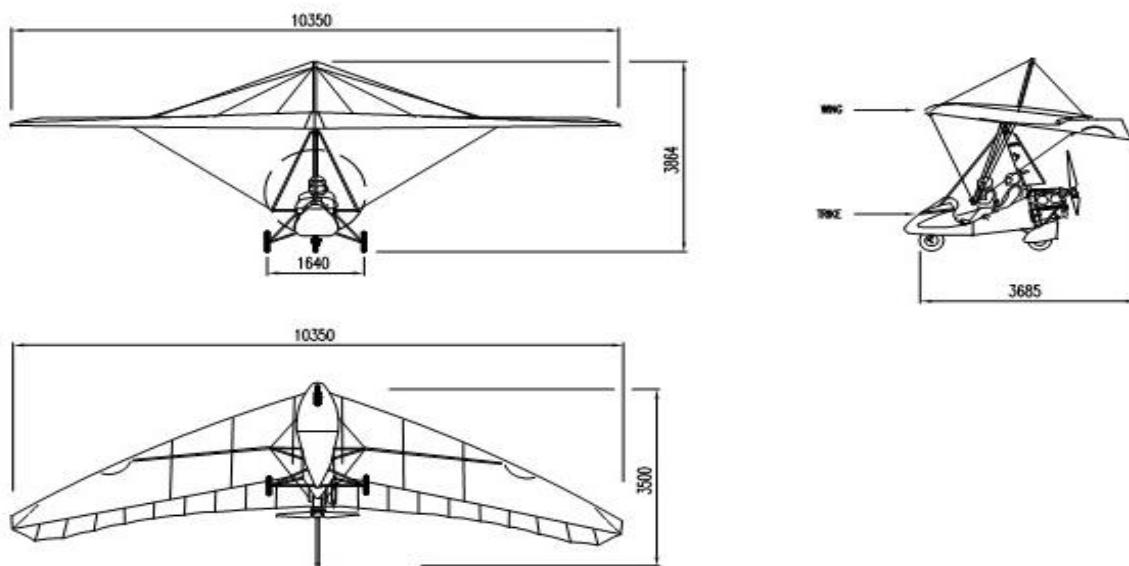


Figure 2: Three views of the aircraft.

1.6.2 The aircraft flown that day was in airworthy condition.

Aircraft Type	PEGASUS QUANTUM 15-912
Manufacturer	P&M Aviation LTD.
Year of Manufacturer	1998
Aircraft Owner	Flytrike Sdn. Bhd.
Aircraft Operator	Flytrike Sdn. Bhd.

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Registration No.	9M-ECE
Aircraft Serial No.	7455
C of R Validity Period	11.09.24 – 10.09.27
C of A Validity Period	NIL
PTF	23.10.25 -28.10.26
Insurance Validity Period	NIL
Total Flying Hours	NIL
Engine Type and Model	Rotax 912 UL
Engine Serial No.	4402789
Total Engine Cycle	NIL

1.7 Meteorological Information

To be included in the Final Report.

1.8 Aids to Navigation

To be included in the Final Report.

1.9 Communications

To be included in the Final Report.

1.10 Aerodrome Information

Not applicable.

1.11 Flight Recorders

The aircraft is not equipped with flight recorder.

1.12 Wreckage and Impact Information

To be included in the Final Report.

1.13 Medical and Pathological Information

To be included in the Final Report.

1.14 Fire

There was no evidence of fire before or after the impact.

1.15 Survival Aspects

To be included in the Final Report.

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1.16 Tests and Research

To be included in the Final Report.

1.17 Organisational and Management Information

SKYTRIKE Sdn. Bhd. was incorporated on 25 August 2020 in Selangor, Malaysia. The company conducts operations related to outdoor aviation activities and light aircraft services, including microlight flight operations, basic flight training and aircraft maintenance.

Operations are primarily based at Tekah Aerodrome, Taiping, Perak, where the company operates trike-type microlight aircraft for low-altitude flights in the local area, in accordance with applicable aviation requirements.

1.18 Additional Information

To be included in 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 Findings**

To be included in the Final Report.

3.2 Probable Cause

To be included in the Final Report.

4.0 IMMEDIATE SAFETY ACTIONS**4.1 The Operator**

- i) Flytrike Sdn. Bhd. shall conduct an immediate and comprehensive technical inspection of all Pegasus Quantum 15-912 microlight aircraft equipped with Rotax 912 UL engines, as directed by the Civil Aviation Authority of Malaysia (CAAM). This is to identify and rectify any potential mechanical defects in order to prevent recurrence of engine-related failures.

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- ii) Other safety recommendations will be included in the Final Report.

Investigator-in-charge
AAIB
Ministry of Transport, Malaysia

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APPENDIX A**DAMAGE ASSESSMENT**

The microlight aircraft sustained significant impact damage after colliding with trees.



The microlight aircraft remains in an unairworthy condition.