# AIRCRAFT SERIOUS INCIDENT

# FINAL REPORT

# SI 02/21

# Air Accident Investigation Bureau (AAIB)

# Ministry of Transport Malaysia

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**Serious Incident Involving Microlight**

**at Royal Custom Complex, Kangar, Perlis**

**Malaysia on the 01 March 2021**

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**AIR ACCIDENT INVESTIGATION BUREAU (AAIB)**

**MALAYSIA**

| | | |
|---|---|---|
| **REPORT NO.** | **:** | **SI 02/21** |
| **OPERATOR** | : | **PRIVATE** |
| **AIRCRAFT TYPE** | **:** | **MICROLIGHT** |
| **NATIONALITY** | **:** | **FRANCE & UKRAINE** |
| **REGISTRATION** | **:** | **NO REGISTRATION NUMBER** |
| **PLACE OF OCCURRENCE** | **:** | **ROYAL CUSTOM COMPLEX, KANGAR, PERLIS, MALAYSIA** |
| **DATE AND TIME** | **:** | **01 MARCH 2021 1900H LT** |

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 accidents and serious incidents 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.

AAIB also conducts investigation into incidents when the occurrence shows evidence to have safety issues concerned.

The AAIB conducts the investigations in accordance with Annex 13 to the Chicago Convention and 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 investigation nor the reporting process has been undertaken for that purpose.

In accordance with ICAO Annex 13 paragraph 4.1, notification of the Serious Incident was sent on 19 March 2021 to BEA France and Ukraine AAIB as State of Manufacturer. A copy of the Preliminary Report was subsequently submitted to the above organisation, Civil Aviation Authority of Malaysia (CAAM) and the owner of the Microlight on 19 July 2021.

In accordance with ICAO Annex 13 paragraph 6.3, a copy of the Draft Final Report was sent on 10 January 2023 to BEA France and Ukraine AAIB as State of Manufacturer, the owner, and Civil Aviation Authority of Malaysia (CAAM), inviting their significant and substantiated comments on the report.

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 taken.

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## APPENDICES

## GLOSSARY OF ABBREVIATIONS

| | |
|---|---|
| **A** | |
| AIC | Aeronautical Information Circular |
| AAIB | Air Accident Investigation Bureau |
| ATPL | Airline Transport Pilot Licence |
| **C** | |
| CAAM | Civil Aviation Authority of Malaysia |
| COVID-19 | Coronavirus Disease 2019 |
| **I** | |
| ICAO | International Civil Aviation Organisation |
| ie | id est or ‘that is’ |
| IIC | Investigator In-Charge |
| **L** | |
| LT | Local Time |
| LTD | Limited |
| **M** | |
| MOR | Mandatory Occurrence Report |
| MSAF | Malaysia Sport Aviation Federation |
| N | |
| NOTAM | Notice to Airman |
| **O** | |
| OEM | Original Equipment Manufacturer |
| **P** | |
| PIC | Pilot in Command |
| PPL(A) Restricted | Private Pilot Licence (Aeroplane) - Restricted |
| PPL - r | Private Pilot Licence - restricted |

**S**

| | |
|---|---|
| SOP | Standard Operating Procedures |

**U**

| | |
|---|---|
| UTC | Coordinated Universal Time |
| UniKL - MIAT | University Kuala Lumpur – Malaysia Institute Aviation Technology |

## SYNOPSIS

A 2-seater Microlight faced a nervous moment when the Microlight crashed after touched-down during the roll and hit a small tree at the end of the landing area. The Microlight was on a demonstration flight at Kangar Main Stadium area and landed on a field in the vicinity of Kangar Customs Complex, Perlis.

The Microlight is privately owned and was brought from Kuala Lumpur for a demonstration flight by a club to promote their association in Kangar, Perlis.

The Pilot in Command (PIC) departed from Kangar Main Stadium for a demonstration flight before landing and crashed into the field in the vicinity of Kangar Customs Complex, Perlis.

No fatalities were reported, and the injured PIC was taken to the hospital for treatment.

# 1.0 FACTUAL INFORMATION

## 1.1 History of the Flight

The flight was scheduled on the 01 March 2021 evening approximately at 1700Hrs attended by a VIP guest for the flight demonstration. The demo was to promote Microlight flying, especially the trike type of Microlight in the state (Perlis), as to promote the state as one of the sports hubs for local and tourist attractions.

On the evening of 01 March 2021, PIC was at the parking lot where the aircraft was parked temporarily and started to assemble the Microlight. The assembling process of the Microlight took approximately 30 to 45 minutes.

After completed the assembling process, PIC started to prepare the Microlight for warm-up and test run. Microlight was filled with 33 litres of fuel which is sufficient for a short 20 minutes demonstration flight.

Before starting the engine, PIC and the ground crew had carried out walk-around Visual Inspection to check for any abnormalities or defects to the Microlight. The walk-around Visual inspection was done successfully, and no major abnormalities were found.

After the walk-around Visual Inspection, PIC warmed up the Microlight for approximately 5 to 6 minutes and was done successfully.

PIC was guided by ground crew and taxied to the adjacent field behind the stadium where that area had a long field and less obstacles for the take-off and then return for landing at the same place.

Before take-off, PIC did his pre-flight check which called “S.T.R.A.I.P”.

S – Secure and stable. Check safety harness, wing attachments, etc.

T – Throttle off ready for take-off.

R – Radio/signal for ready to take-off (ground crew).

A - All clear runway, ground and air. Check for wind condition & direction.

I – Ignition on, power up, mag checks.

P – Power (Take-off when ready).

Take-off was successful. For the first few circuits, PIC did a circuit around the Sports Complex to gauge the wind condition, turbulence, rotors and sinks in the area.

After a few circuits flying around the Sports Complex, the landing area became unsafe for landing as the surrounding area was already crowded with the public which posed a threat to both the Microlight and the civilians if it continued with the landing plan.

PIC was trying to communicate with the ground crew, but there was no response then he used hand signal to alert the ground crew that the landing area was risky.

PIC decided to look for other available landing sites after signalling the ground crew. PIC climbed to 200 feet and started selecting potential landing sites and decided that the field in the Customs Complex to be the best landing area due to its length, location, less people, low tree lines, low structures, and wind condition was perfect.

The landing was successful initially, but then when PIC wanted to apply brake on the nose wheel, he realised that the throttle was at full speed and did not decrease as his foot was taken off from the throttle paddle.

PIC managed to steer the nose wheel with his feet and trying to cut off the ignition switch while Microlight still rolling at full speed, but the ignition switch failed to cut the power off. As the Microlight was coming to the end of the field, PIC decided to hit a small tree in order to stop the Microlight.

The injured PIC was taken to the hospital for treatment and the Police Report has been lodged as per Appendix A.

### 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 | 1 |

### 1.3 Damage to Aircraft

When the Microlight impacted the tree at the landing area, it caused two (2) units of Engine Propeller Blade broke and several damages to the Engine Radiator, one (1) unit of Main Landing Gear (Left Side), composite part of the Microlight Fairing, Wing Structure (Left leading edge), and the Microlight Throttle Cable. Detail damaged images as shown in Figures 1, 2, 3, 4, 5, 6, 7 and 8. Damages report as per Appendix B.

Figure 1: Engine Radiator

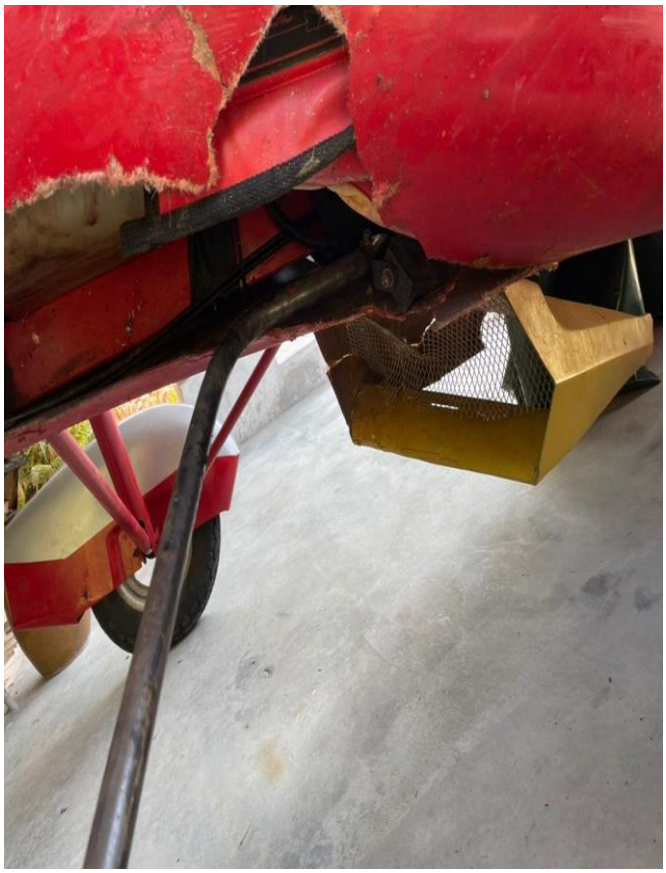


Figure 2: Aircraft Fairing

Figure 3: Engine Propeller Blade

Figure 4: Main landing gear strut (right side)

Figure 5: Aircraft Fairing

Figure 6: Microlight Fairing

Figure 7: Wing Keel

Figure 8: Throttle Cable

## 1.4 Other Damage

One outstretched rope had broken off during the landing roll before the Microlight hitting three trees that belong to the Custom. No other damages were observed.

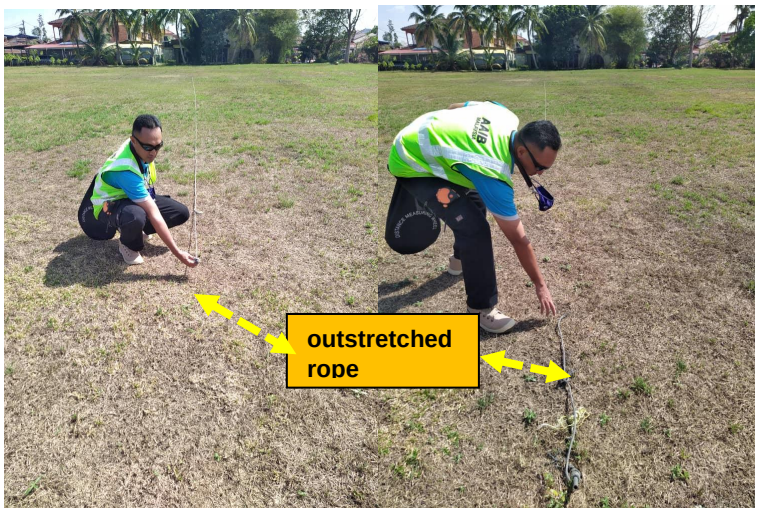



Figure 9: Outstretched rope

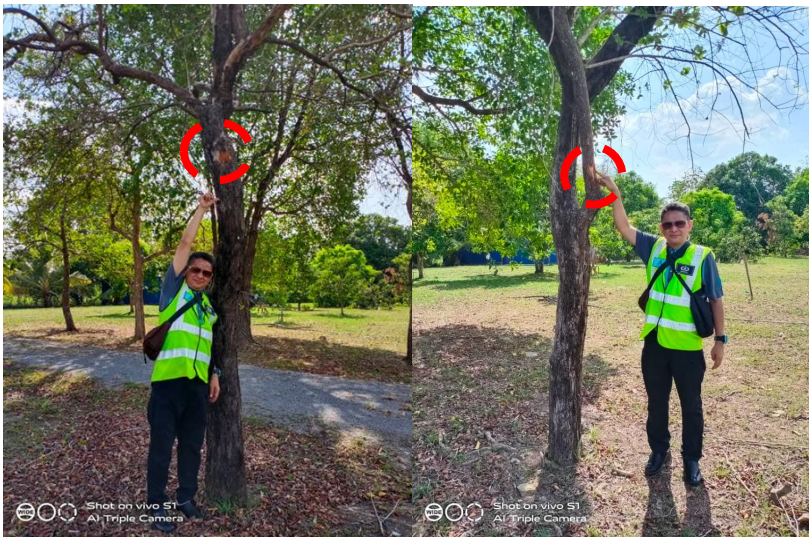



Figure 10: 1st & 2nd Trees

Figure 11: The 3rd Tree - Impact and halt

## 1.5 Personnel Information

### 1.5.1 Pilot in Command (PIC)

| | |
|---|---|
| Age | 44 |
| Sex | Male |
| Date of Joining Company | Not Available |
| Date Cleared Online | Not Available |
| License | No. 3884R [PPL-R (Restricted)]. Expiry Jun 2006<br>Medical Expiry: Not Available<br>Last Base Check: 20/10/2020 Basic Medical Check<br>Last IR: Not Available<br>Last Line Check: Not Available |
| Flying Hours | Total: 818H, 58M (Mixed Experimental)<br>Hours on type: 454H, 33M |

| | |
|---|---|
| Other Courses/Validities | SEP Expiry: Not Available<br>CRM Expiry: Not Available<br>Passport Expiry: 01 Sept 2021 |

PIC holds a PPL-r. However, during the incident, his PPL-r Licence had expired (Appendix C) and no medical record was found. From the National Blood Centre Book Record as shown in Appendix D, PIC has donated blood on 24 February 2021 and he is an active blood donor. Based on those records, it shows that PIC is a healthy person and he had enough rest before the demonstration flight.

## 1.6 Aircraft Information

### 1.6.1 Aircraft Data

| | |
|---|---|
| **Aircraft** | Air Creation GTE Clipper 582 |
| **Owner** | Private |
| **Registration** | Not Available |
| **Serial No.** | Not Available |
| **C of A No.** | Not Available |
| **C of A Expiry** | Not Available |
| **C of R No.** | Not Available |
| **C of R Expiry** | Not Available |
| **Year of Manufacture** | Not Available |

Microlight filled with 33 litres of fuel which was sufficient for a short 20 minutes demonstration flight. The fuel tank can accommodate up to 55 litres of unleaded fuel premixed with 2T oil with a mixture of 50 to 1 due to the Rotax engine is a 2 stroke 2-cylinder 4 spark plugs (2 cdci's/2 mags) with 64 hp powerplant. Microlight Trike 582 GTE Clipper Information as per Appendix E.

### 1.6.2 Aircraft Certification

There were no details information on the Microlight. The Microlight did not hold any registration number by CAAM. No objective evidence to indicate that the maintenance activities had been carried out on the Microlight. Certificate of Airworthiness is not available. However, PIC

mentioned that PIC and the ground crew did a walk-around Visual Inspection to check for any abnormalities or defects before the demonstration flight. All were done successfully and no major abnormalities were found.

Figure 12: Microlight Trike 582 GTE Clipper Information

## 1.7 Meteorological Information

The incident happened during daylight hours. Weather at the time of the landing was reported by the pilot to be fine and sunny with very good visibility.

## 1.8 Aids to Navigation

VFR flying was utilised as no form of digital instrumentation was available.

## 1.9 Communications

Microlight is fitted with a UHF antenna. Additional to that, PIC and the ground crew also used hand signals as a backup for communication.

## 1.10 Aerodrome Information

Not Available as PIC used Sports Complex field as take-off and landing area.

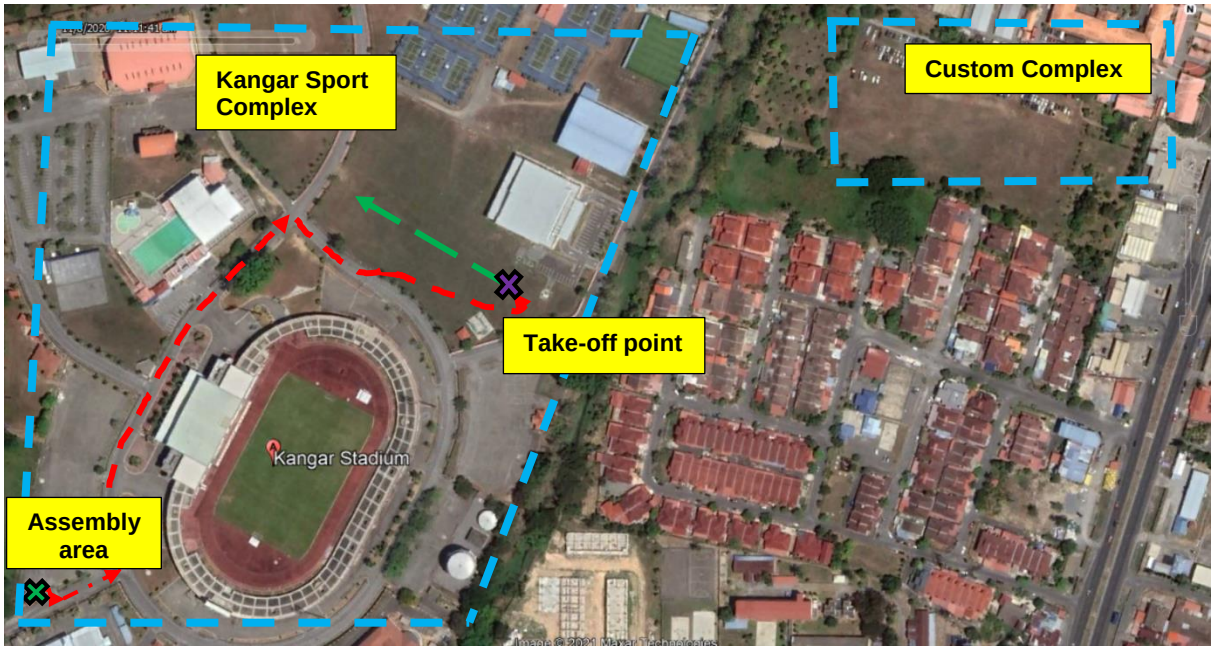



Figure 13: Aerodrome Information

| | |
|---|---|
| | Kangar Sports Complex and Custom Complex |
| | Assembly area |
| | Microlight taxi route |
| | Take-off point |
| | Take-off direction |


Figure 14: Microlight take-off point and initial planned landing area at open field Kangar Sports Complex

## 1.11 Flight Recorders.

Not Applicable.

## 1.12 Wreckage and Impact Information


Figure 15: Microlight actual landing and impact point

Due to the unsafe conditions (public parking and heavy crowd) to land the Microlight at Kangar Sports Complex, PIC landed the Microlight at an open field at Custom Complex. However, the Microlight throttle got stuck after landing (during

landing roll). Microlight came to a halt after hitting a small tree at the end of the landing area.

Figure 16: Microlight came to halt after hitting a small tree at the end of the landing area

Figure 17: Selvage and recovery by the Microlight team immediately after the accident

The recovery was performed on the same day at approximately 1900H and was successfully removed from the crash site and transported back to Kuala Lumpur for further action by the owner.

Pending rectification work, the Microlight had been secured and put under storage condition at the owner premise in Banting, Selangor.

### 1.13 Medical and Pathological Information

No fatalities were reported, and the injured PIC was taken to the hospital for treatment. However, no urine test was carried out to PIC.

### 1.14 Fire

There was no pre or post-impact fire.

### 1.15 Survival Aspects

There were no fatalities to the public.

## 1.16 Tests and Research

Throttle cable was secured and assessment was carried out on the cable condition at University Kuala Lumpur Malaysian Institute of Aviation Technology (UniKL - MIAT). Assessment Report as per Appendix F.

Figure 18: Post incident inspection

Figure 19: Post incident inspection

Figure 20: Post incident inspection

Figure 21: Post incident inspection (Throttle Cable)


Figure 22: Removing the Throttle Cable

Figure 23: Removing the Throttle Cable

Figure 24: Removing the Throttle Cable

Figure 25: Removing the Throttle Cable


Figure 26: Throttle Cable assessment

## 1.17 Organizational and Management Information

From the interview, AAIB was informed that all extreme sports in Malaysia is under the Malaysia Sports Aviation Federation (MSAF). MSAF was formed under the office of the Malaysian Industry-Government Group for High Technology (MIGHT – under the Prime Minister's department), and Civil Aviation Authority Malaysia (CAAM) is to monitor the sport aviation initiatives in the country. MSAF certificate of registration with Malaysia Sports Commissioner Office as Appendix G. However, there were no supporting documents to support that this demonstration flight was jointly organized by MSAF and the local state government.

## 1.18 Additional Information

### 1.18.1 Interview and Written Statements

AAIB investigation team conducted interview with PIC and Microlight owner. The interview sessions were all recorded under the express knowledge of all parties. PIC had submitted a written statement to be included in this report as Appendix H.

### 1.18.2 Briefing by MSAF

From interviews with pilots and owners of Microlight, AAIB was informed that MSAF is an organisation that regulates all extreme sports in Malaysia. A briefing session from MSAF to AAIB was conducted on 03rd August 2022 regarding all extreme sports activities in Malaysia as per Appendix I.

AAIB has been briefed by the MSAF on the MSAF organisation and how the Microlight activities were structured as one of the extreme sports under MSAF. Details information on MSAF organisation can be found at www.msaf.org.my

## 1.19. Useful or Effective Investigation Techniques

AAIB will look into the three (3) domains of Aviation Safety while conducting the investigation. Three domains of Aviation Safety were:

a. Safe Air Transport System
b. Safe Operation
c. Safe Product

### 1.19.1 On-Site Investigation

On-site investigation which includes site visit, witness interview and video footage from handphone camera were conducted to look for evidence which will assist in reconstructing the probable chain of event leading to this incident.

## 2.0 ANALYSIS

In this section of the report, the relevant evidence and factual information will be discussed and analysed to determine the cause and contributing factors to the accident. The conclusions will provide the answer on how the accident occurred and

to recommend the appropriate solutions.

The investigation found that there were several mechanical irregularities on the management of the microlight operation prior to the serious incident such as Microlight Certification, licencing, basic maintenance and organisational issues contributed to the serious incident of Microlight Trike 582 in Kangar, Perlis.

The analysis will discuss:

### 2.1 On-Site Investigation

#### 2.1.1 On-site activities

From the information gathered on ground, Investigation team suspected that the Microlight had hit the outstretched rope laid out on the grass on the open field at Custom Complex.

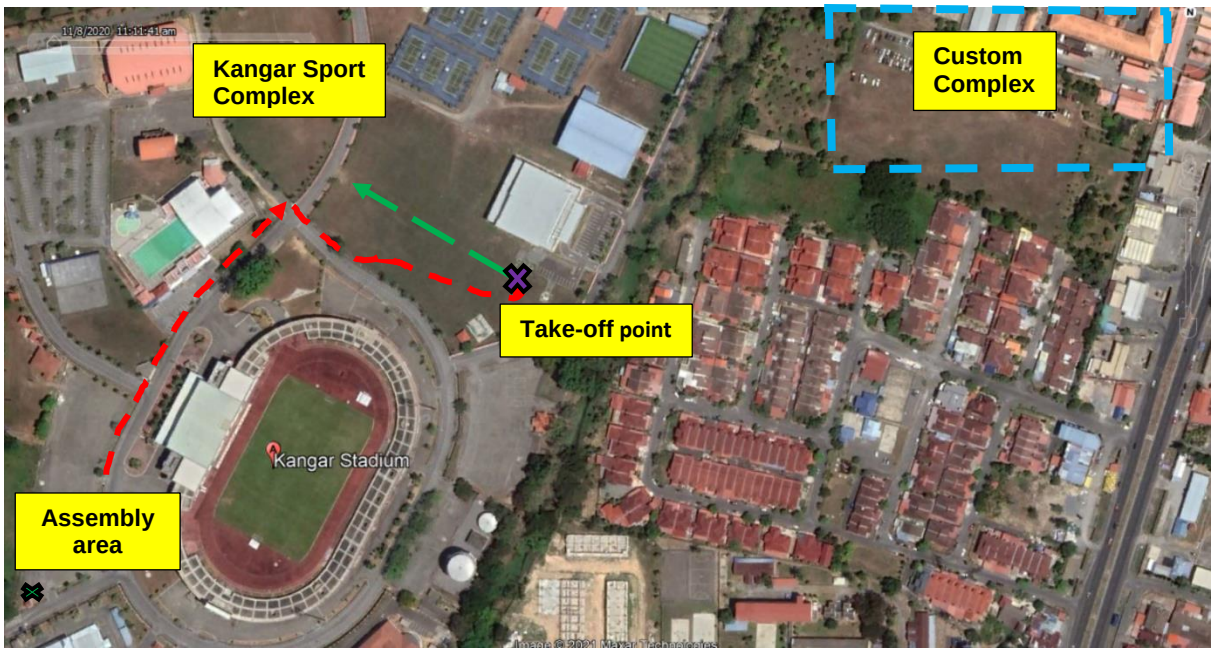
The Custom open field was not designed for any airborne take-off or landing activities. The open field was used by the Custom department to park the towed vehicles.

During the event, PIC need to land the Microlight as he completed the demonstration flight to the State Secretary. However, the take-off points and landing plan at open field Kangar Sports Complex was not suitable as the area became crowded with evening sports activities and full

with vehicles parking at the area. Due to the unsafe conditions, PIC has decided to change the landing plan to the adjacent area and he has landed the Microlight at an open field at Custom Complex.

Prior to the landing process the Microlight hit the outstretched rope laying on the grass during landing roll and resulted the throttle cable got stuck and increased the Microlight power.

PIC was unable to control the Microlight, and as Microlight moving to the end of the field, Microlight wing hit twice the adjacent tree before Microlight came to a halt after hitting the third tree at the end of the landing area.




| | |
|---|---|
| | Kangar Sports Complex and Custom Complex |
| | Assembly area |
| | Microlight taxi route |
| | Take-off point |
| | Take-off direction |

Figure 27: Aerodrome Information


Figure 28: Microlight take-off point and landing plan at open field Kangar Sports Complex

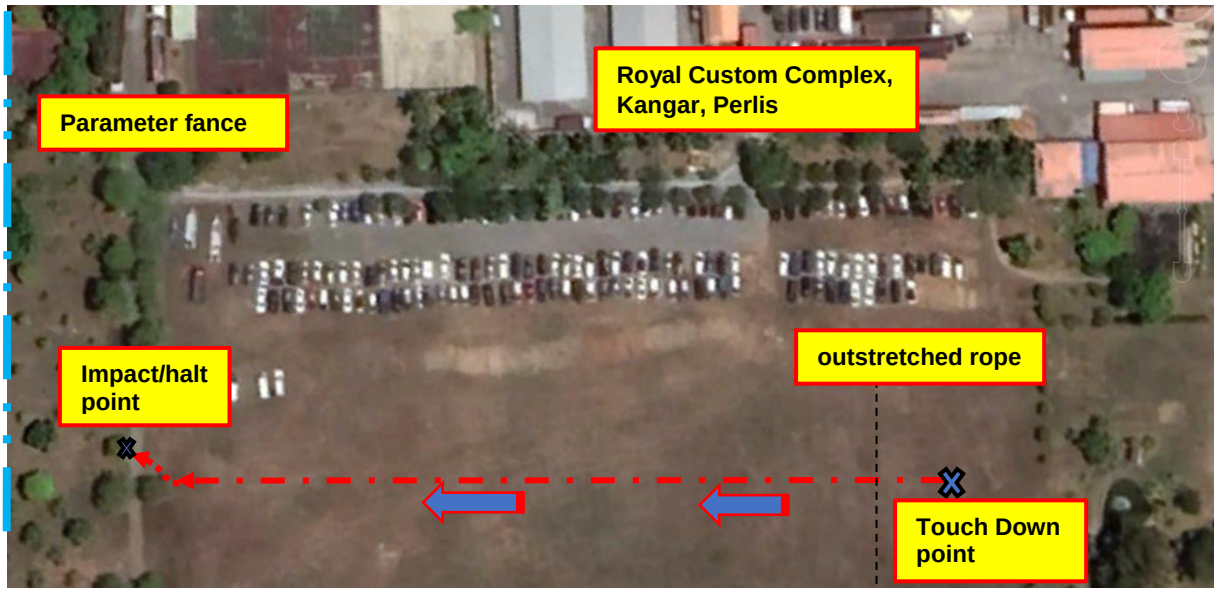



Figure 29: Microlight actual landing and impact point

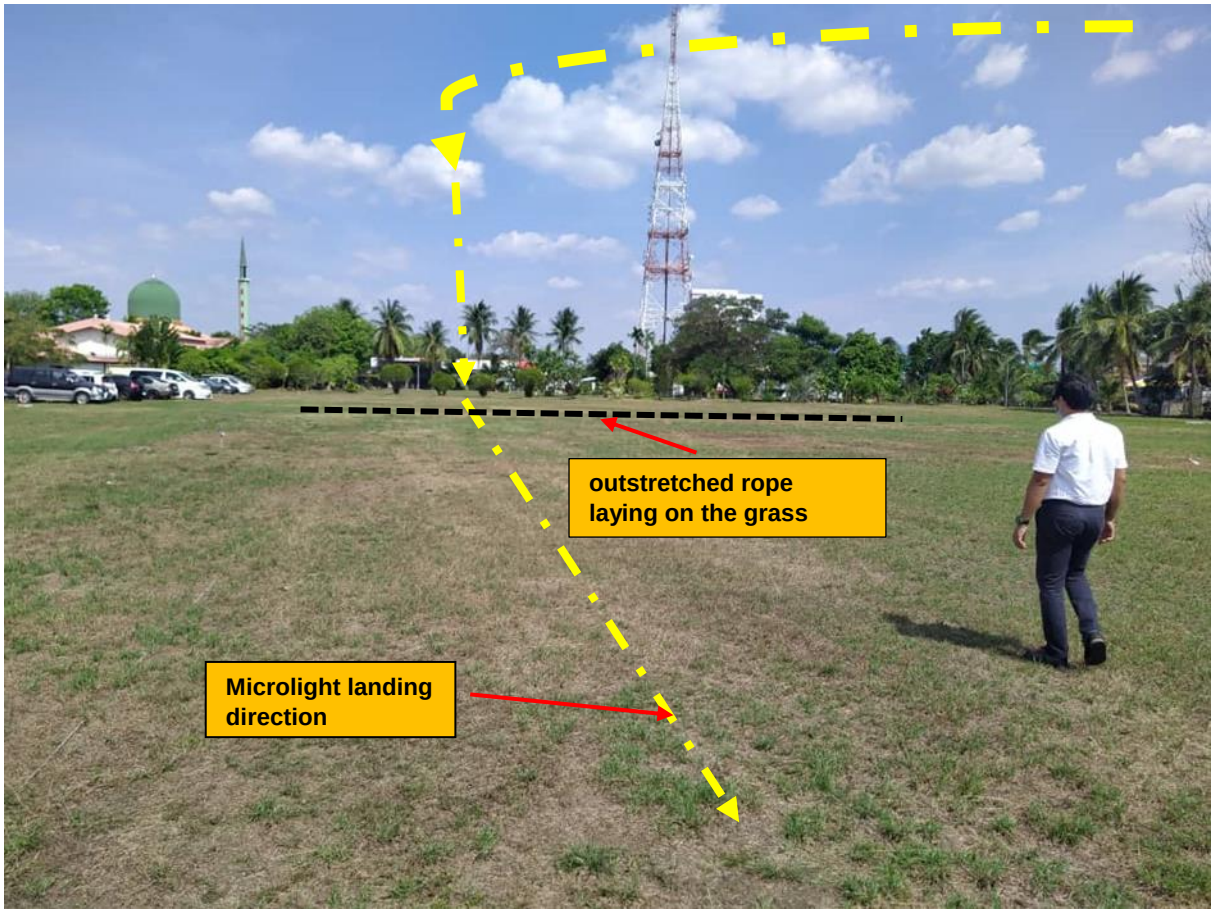



Figure 30: Microlight approach and landing position

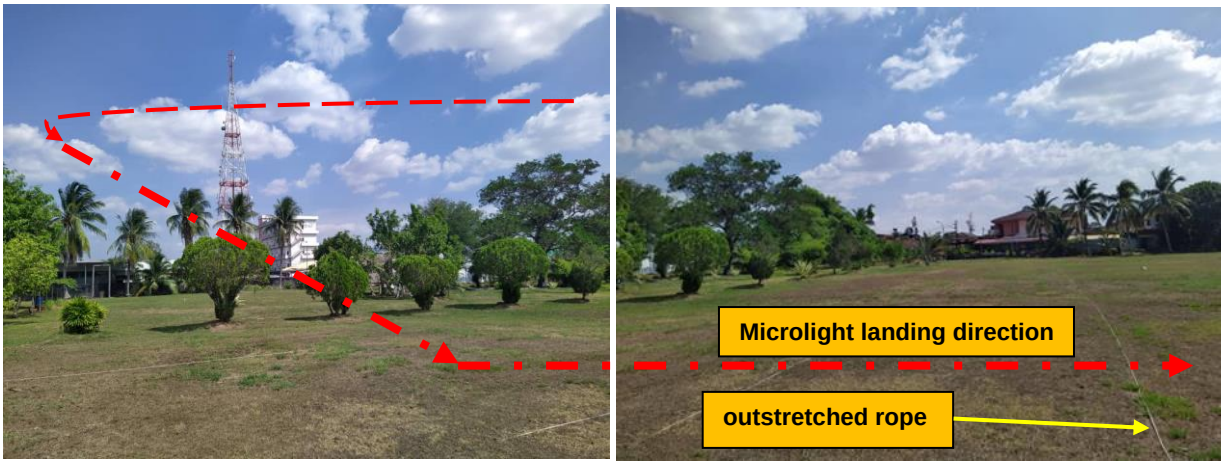



Figure 31: Post-accident investigation found a snapped outstretched rope on the grass area across the open field at Custom Complex


Figure 32: Outstretched rope was suspected of being stuck by the Microlight during the landing roll

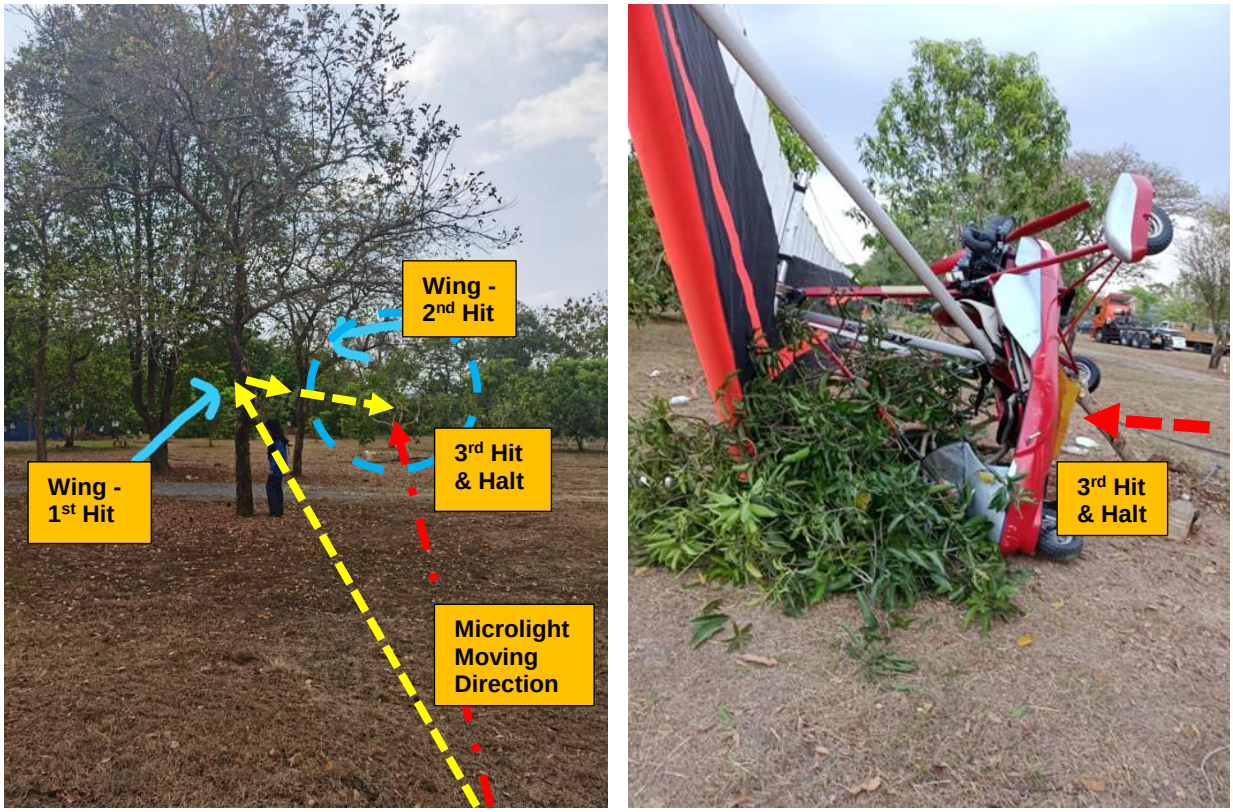



Figure 33: The Microlight Wing hit the two trees before hitting the third tree and halt

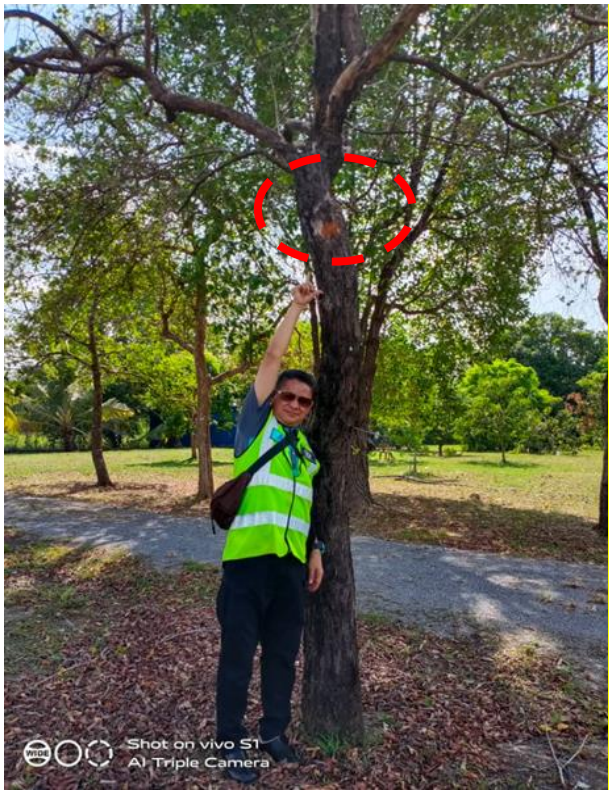



Figure 34: Microlight Wing hit the 1st tree

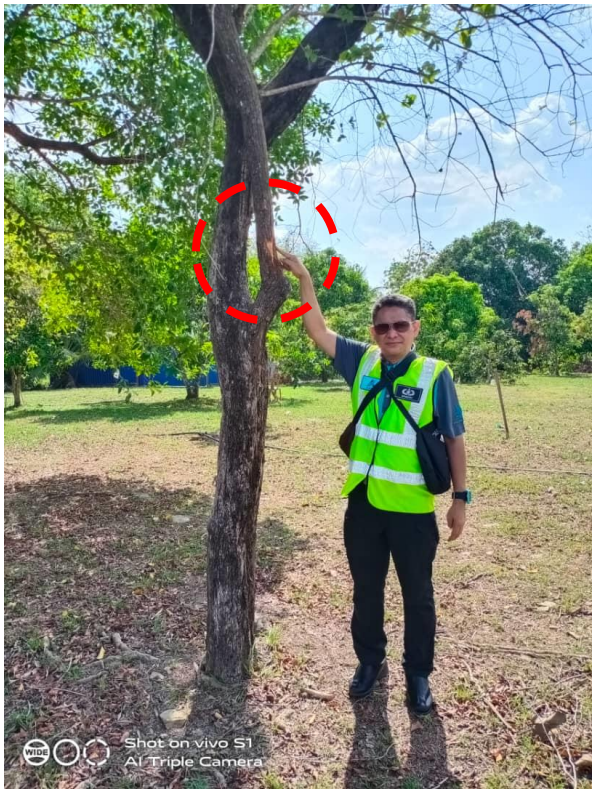



Figure 35: Microlight Wing hit the 2nd tree

Figure 36: Microlight came to halt after hitting a small tree at the end of the landing area

Figure 37: Microlight hit the third tree and halt

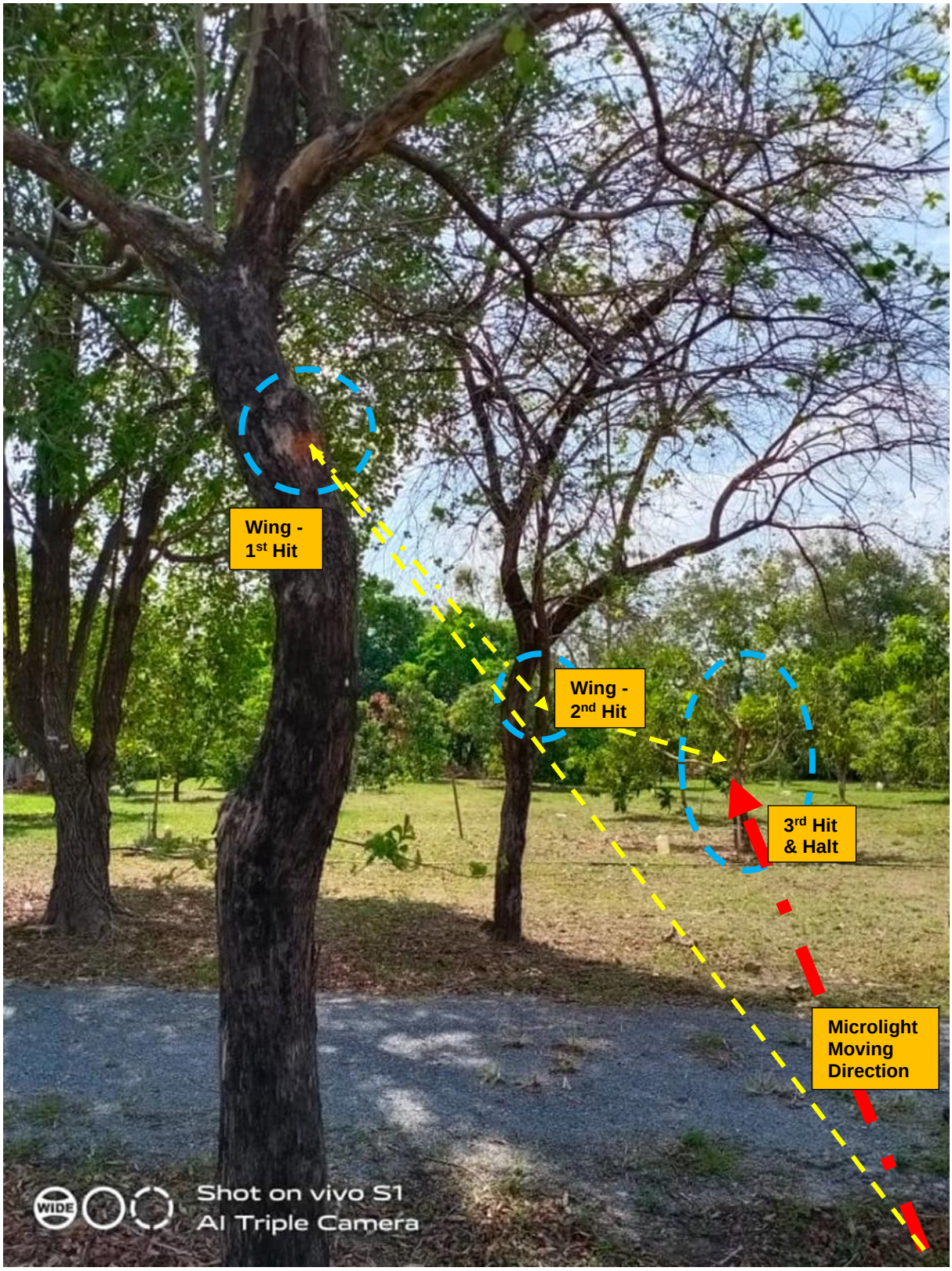



Figure 38: Microlight impact summary

## 2.2 Competency in the flying Standard Operating Procedure (SOP) of the Microlight Operation

From the information gathered, AAIB found there were gaps in the SOP where the essential requirement in the flying activities needed to be adhered to by the PIC and the owner of the Microlight.

**2.2.1** MCAR 2016 requirement for the Microlight to be operated in the country is stated in Regulation 10. Nevertheless, the investigation team found that the Microlight doesn't have any form of registration to indicate that the Microlight has been registered with CAAM.

**2.2.2** No Permit to fly. Regulation 29 (1) to MCAR 2016 stated that *"a person may fly a Malaysian aircraft without a certificate of airworthiness if the person holds a permit to fly issued by the Director General."*

**2.2.3** The demonstration flight date did not adhere to NOTAM authorised by CAAM, where the demonstration flight should take place on 06 & 28 March 2021 (approved flight) instead of 01 March 2021, @approximately 1700H LT (actual flight) – Refer to Appendix J (NOTAM).

In conclusion, there is a need for CAAM to review the approval process to ensure the request of flight must comply to all CAAM airworthiness and operational requirements and ATC clearance is granted to fly prior to an approved date.

## 2.3 Pilot licensing

**2.3.1** The investigation team found that the PIC holds a PPL-r (Restricted) issued by CAAM. (Formerly known as the Department of Civil Aviation (DCA) of Malaysia). However, the licenses expired in Jun 2006 and had never been renewed.

**2.3.2** There was not stated in the MCAR 2016 the requirement of having a license to fly the Microlight. However, in the AIC released in Jan 1997, a statement covered the need to have a PPL(A) Restricted license for Microlight operators and will be classified as an Experimental Aircraft.

## 2.4 Maintenance Practice

**2.4.1** There was no objective evidence to show that the maintenance activities have been carried out to the Microlight. There is a need to have a Technical Log to indicate that the Microlight was maintained correctly and airworthy for the flight. If proper maintenance practices such as Daily, Weekly, Monthly, or Periodic Maintenance activities were carried out and recorded, it could ensure the airworthiness of the Microlight.

## 2.5 Organisational issues

**2.5.1** During the interview, PIC mentioned that the Microlight Sport activity was under MSAF supervision. However, the investigation team could not establish the relationship between the extreme sports activities under MSAF with the microlight incident, as there was no objective evidence that MSAF organised the event for the State Secretary.

**2.5.2** There were no guidelines or SOP on the Microlight flying activities under MSAF supervision during the incident.

## 3.0 CONCLUSION

### 3.1 Findings

**3.1.1** Investigation team found that the Microlight has no registration number. It shown that the Microlight was not registered with CAAM as part of the requirement for the Microlight to be operated in country as stated in Regulation 10 to MCAR 2016.

**3.1.2** The Microlight don't have permit to fly as required in Regulation 29 (1) to MCAR 2016 where it stated that *"a person may fly a Malaysian aircraft without a certificate of airworthiness if the person hold a permit to fly issued by the Director General".*

**3.1.3** PIC licence and Medical Record was expired before he flew this Microlight.

**3.1.4** There was no Technical Log to indicate that the Microlight was properly maintained and airworthy for the flight.

**3.1.5** There was no record of flying activity on the said Microlight until the day of the incident.

**3.1.6** PIC and ground crew observed no abnormalities during the walk-around Visual Inspection.

**3.1.7** Prior to take-off, the warm-up was done successfully.

**3.1.8** The demonstration flight date did not adhere to NOTAM authorised by CAAM, where the demonstration flight should take place on 06 & 28 March 2021 (approved flight) instead of 01 March 2021, @approximately 1700H LT (actual flight) – Refer to Appendix J (NOTAM).

Due to no objective evidence on the maintenance activity, pilot competency, and product registration with CAAM on the said Microlight, AAIB has concluded that the failure in the three (3) domains of Aviation Safety had resulted in the Serious Incident of the Microlight Trike 582 GTE Clipper on the 1 March 2021.

## 3.2 Probable Causes

The probable cause of the accident was due to Throttle Cable being dented after Microlight came in contact with outreached rope during the landing roll, which led to the failure of the throttle paddle to reduce the speed.

### 3.2.1 Contributing Factors

a. **Poor Maintenance Practice**

i) There were few factors that have contributed to the accident. When further investigation carried out, AAIB found that there was no record on the maintenance activities.

ii) There were no objectives evidence that the Microlight has undergo proper maintenance practice such as Daily, Weekly or Monthly or periodic maintenance activities. In relation, the Microlight has been flying without a proper maintenance activity. Improvement on maintenance practices is needed to ensure the microlight is airworthy and safe to fly.

Figure 39: Post-Accident Inspection found the Throttle Cable was dented

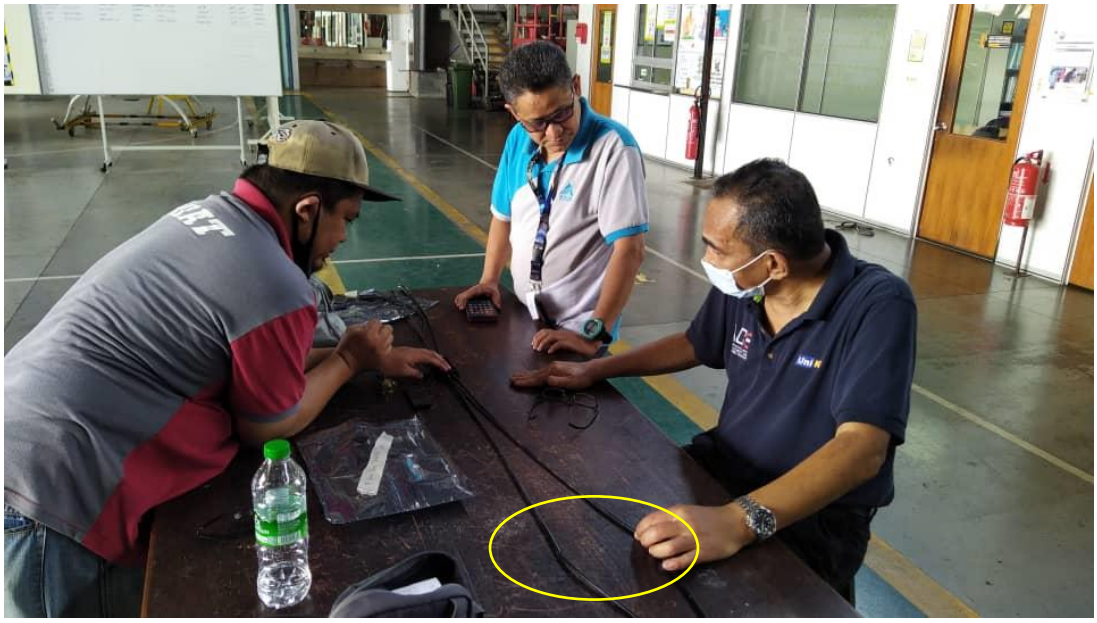


Figure 40: The Throttle Cable was sent for check and confirm that the Throttle Cable was dented

The specialist carried out the Throttle Cable checked, and the result was as per Appendix F. The analysis could not reveal that the dented was due to the occurrence (during the Microlite landing and hitting the outstretched rope on the field). However, it was suspected that prior to the landing process the Microlight hit the outstretched rope laying on the grass during landing roll and resulted the throttle cable got stuck and increased the Microlight power.

PIC was unable to control the Microlight and as Microlight moving to the end of the field, Microlight wing hit twice the adjacent tree before

Microlight came to a halt after hitting the third tree at the end of the landing area.

## 4.0 SAFETY RECOMMENDATIONS

**4.1** The Owner of the Microlight is to carry out the following safety recommendations:

**4.1.1** To carry out the preventive and documented all maintenance activities and in accordance to the Microlight Trike 582 Maintenance Manual or Standard Maintenance Practice of Microlight (which one available).

**4.1.2** To ensure the registration of Microlight with CAAM before flying the Microlight.

**4.1.3** To ensure the request of flight permit approval to CAAM must include details of route, all points of departure, landing in Malaysia as required by AIP Malaysia Part 1 General 1.2 – Entry, Transit and Departure of Aircraft.

**4.2** CAAM is to look into the licensing requirement of flying the Microlight in Malaysia

**4.3** MSAF is to administer all extreme sports activities in conjunction with CAAM licensing and registration regulation that involved motor/engine.

## APPENDICES



**INVESTIGATOR IN-CHARGE**

**Air Accident Investigation Bureau**

**Ministry of Transport**

**Malaysia**

**POLICE REPORT**

APPENDIX A

Appendix A

# POLIS DIRAJA MALAYSIA
## REPOT POLIS

Balai : KANGAR
Daerah : KANGAR
Kontinjen : PERLIS
No. Repot : KANGAR/001549/21
Tarikh : 01/03/2021
Waktu : 2203 PM
Bahasa Diterima : B. Malaysia

**Butir-butir Penerima Repot :**

Nama : MUHAMMAD HISHAMUDDIN BIN MAZLAN | No. Badan : R207920 | Pangkat : KONST/P

**Butir-butir Jurubahasa (Jika Ada) :**

Nama : --- | No. K/P (Baru) : --- | No. Polis/Tentera : ---
No. Pasport : --- | Bahasa Asal : ---
Alamat : ---

**Butir-butir Pengadu :**

Nama : [redacted]MAIL
No. K/P (Baru) : [redacted] | No. Polis/Tentera : --- | No. Pasport : ---
No. Sijil Beranak : --- | Jantina : Perempuan | Tarikh Lahir : 28/05/1980
Umur : 40 Tahun 9 Bulan | Keturunan : Melayu | Warganegara : Malaysia
Pekerjaan : KASTAM
Alamat Tinggal : JABATAN KASTAM DIRAJA MALAYSIA WISMA KASTAM NEGERI JALAN KAMPUNG PONDOK 01000 KANGAR PERLIS
Alamat IbuBapa : ---
Alamat Pejabat : ---
No. Tel (Rumah) : --- | No. Tel (Pejabat) : --- | No. Tel (Bimbit) : 017-5804020
Emel : ---

**Pengadu Menyatakan :**

PADA 01/03/21 JAM LEBIH KURANG 1900 HRS SEMASA SAYA BERADA DI WISMA KASTAM NEGERI JALAN KAMPUNG PONDOK 01000 KANGAR PERLIS. TIBA-TIBA TERNAMPAK SEBUAH PESAWAT RINGAN MENDARAT DALAM KAWASAN PADANG PEJABAT KASTAM DAN KEDENGARAN BUNYI YANG KUAT. SAYA BERGEGAS KE TEMPAT KEJADIAN UNTUK MELIHAT APA YANG TERJADI. SAYA TERNAMPAK SEBUAH PESAWAT RINGAN TELAH MELANGGAR SEBATANG POKOK HARUM MANIS DAN TERDAPAT SEORANG JURUTERBANG DIDALAM PESAWAT TERSEBUT YANG TERSEPIT DIDALAMNYA. SAYA MENGHUBUNGI TALIAN KECEMASAN 999 UNTUK MELAPORKAN KEJADIAN DENGAN TUJUAN UNTUK MEMANGGIL AMBULAN BAGI MEMBANTU JURUTERBANG BERKENAAN. TUJUAN SAYA DATANG KE BALAI POLIS BUAT LAPORAN ADALAH KERANA KEJADIAN BERLAKU DALAM KAWASAN PEJABAT SAYA DAN KEROSAKAN YANG DIALAMI OLEH JABATAN YANG DIKENALPASTI SETAKAT INI HANYALAH SEBATANG POKOK HARUM MANIS.

SEKIAN LAPORAN SAYA.

**DAMAGE REPORT**

APPENDIX B

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## AIRCRAFT INFORMATION

| | |
|---|---|
| Registration Number: **N/A** | Number Of **Seat: Two (2) seat** |
| Manufacturer: **Air Creation** | Engine Model: **Rotax 582** |
| Model: **GTE 582 SE/S CLIPPER** | Engine Power: **64 HP (48kW)** |
| Year of Manufacturer: **N/A** | |

## DAMAGE INFORMATION

Damage Reason: Aircraft crash

Damage Date: N/A
Damage Time: N/A
Damage Part (Select damage)

☒ Engine ☒ Wing ☒ Body ☒ Landing Gear

## DAMAGE DETAILS

1. **DAMAGE PART :** Engine Propeller Blade
   **QUANTITY:** Two (2) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part
2. **DAMAGE PART :** Engine Radiator
   **QUANTITY:** One (1) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part
3. **DAMAGE PART :** Main Landing Gear (Left Side)
   **QUANTITY:** One (1) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part
4. **DAMAGE PART :** Aircraft Fairing
   **QUANTITY:** One (1) unit
   **STATUS:** Serviceable/~~Unserviceable~~
   **ACTION:** Repair the composite part of the composite damage
5. **DAMAGE PART :** Wing Structure (Left leading edge)
   **QUANTITY:** One(1) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part
6. **DAMAGE PART :** Wing keel
   **QUANTITY:** One (1) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part
7. **DAMAGE PART :** Throttle Cable
   **QUANTITY:** One (1) unit
   **STATUS:** ~~Serviceable~~/Unserviceable
   **ACTION:** Replace new part

**MICROLIGHT DAMAGE REPORT**

REF NO. :
Date: 06/07/2021

## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## REFFERENCE

**MICROLIGHT DAMAGE REPORT**

REF NO. :
Date: 06/07/2021

## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

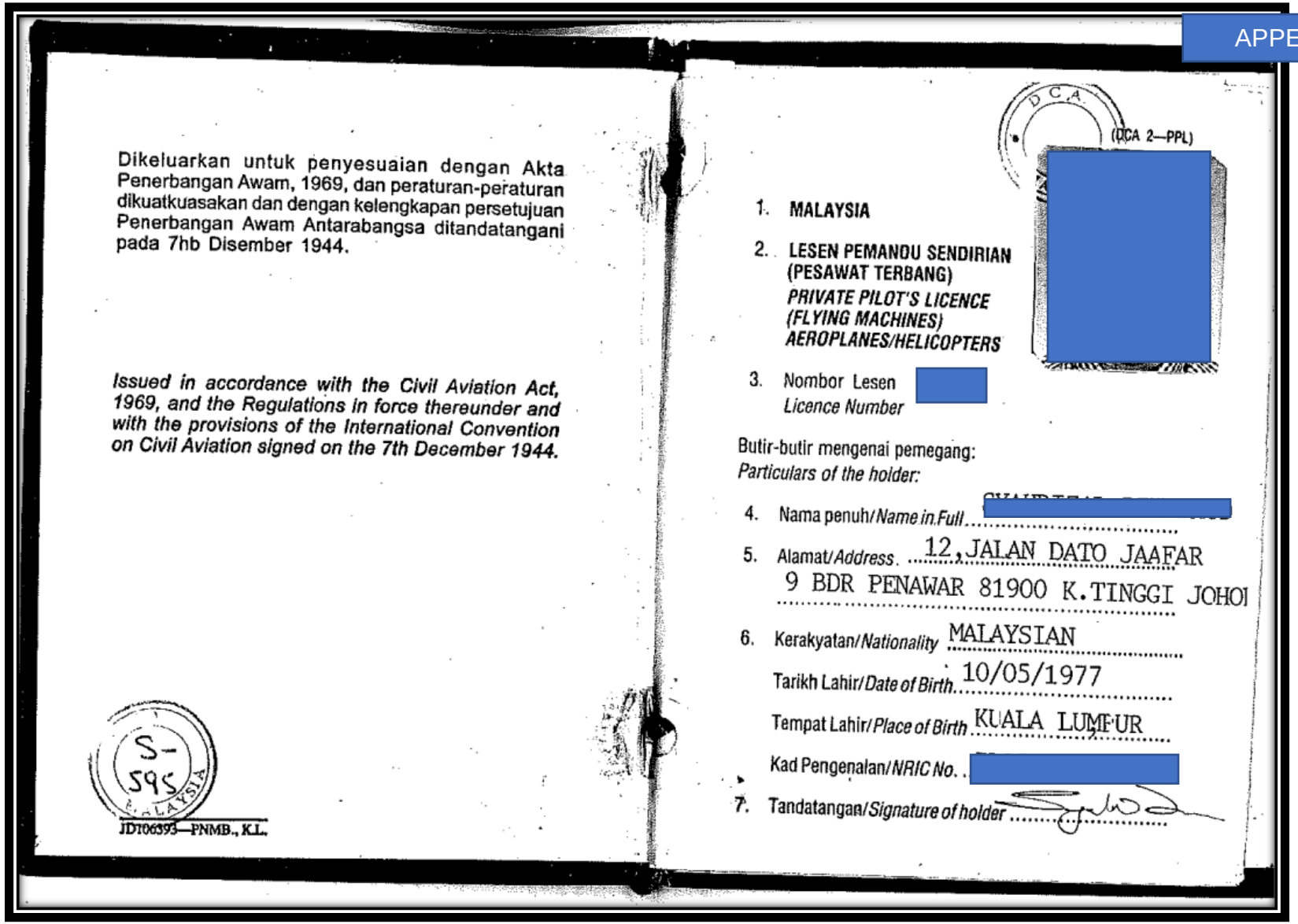
## REFFERENCE

# MICROLIGHT DAMAGE REPORT

REF NO. :
Date: 06/07/2021

## REFFERENCE

APPENDIX C



Dikeluarkan untuk penyesuaian dengan Akta Penerbangan Awam, 1969, dan peraturan-peraturan dikuatkuasakan dan dengan kelengkapan persetujuan Penerbangan Awam Antarabangsa ditandatangani pada 7hb Disember 1944.

*Issued in accordance with the Civil Aviation Act, 1969, and the Regulations in force thereunder and with the provisions of the International Convention on Civil Aviation signed on the 7th December 1944.*

S-595

JD106393—PNMB., K.L.

D.C.A.

(DCA 2—PPL)

1. MALAYSIA
2. LESEN PEMANDU SENDIRIAN (PESAWAT TERBANG)
   *PRIVATE PILOT'S LICENCE (FLYING MACHINES) AEROPLANES/HELICOPTERS*
3. Nombor Lesen
   *Licence Number*

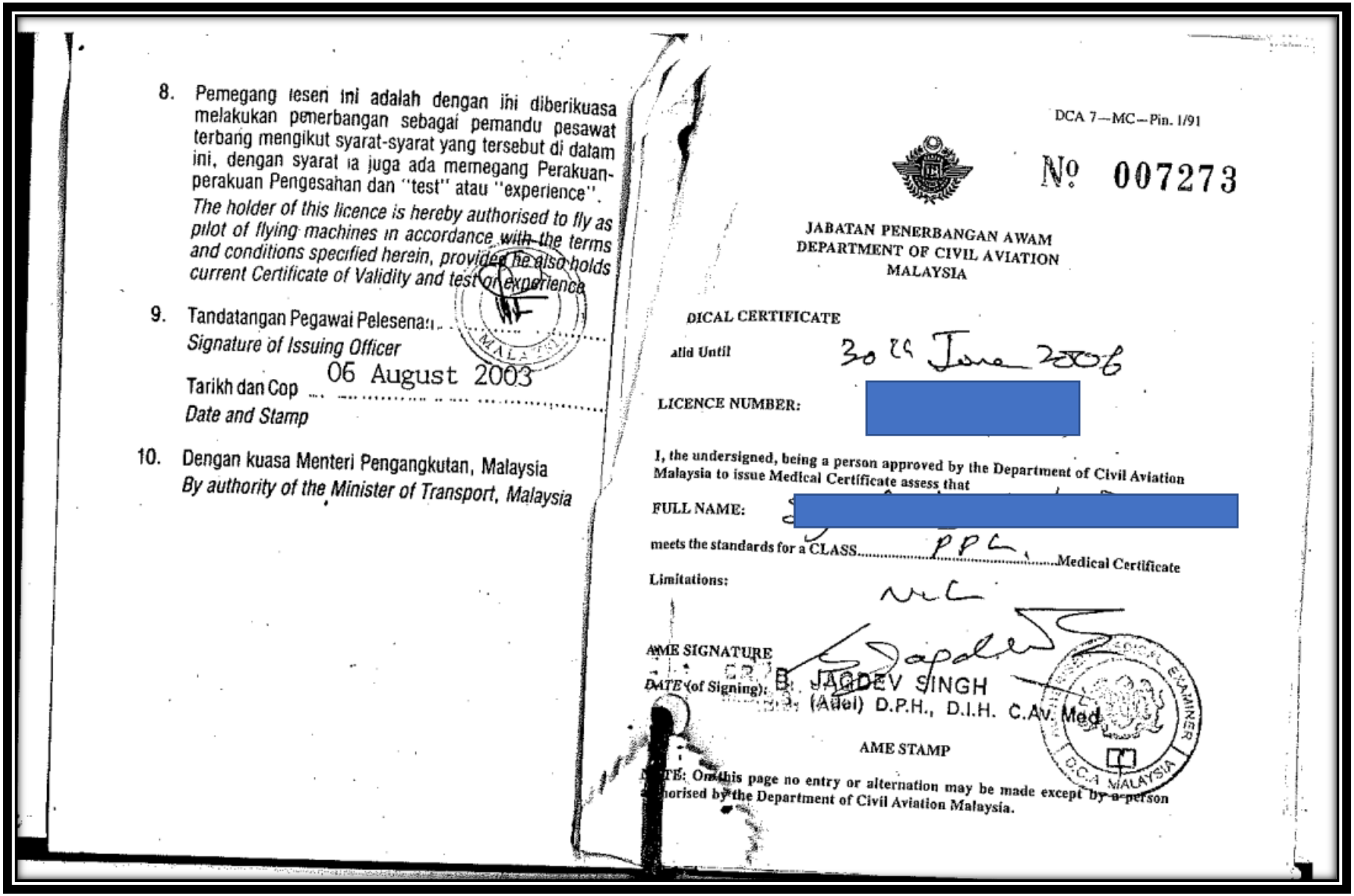
Butir-butir mengenai pemegang:
*Particulars of the holder:*

4. Nama penuh/*Name in Full*
5. Alamat/*Address* 12, JALAN DATO JAAFAR 9 BDR PENAWAR 81900 K.TINGGI JOHOR
6. Kerakyatan/*Nationality* MALAYSIAN

   Tarikh Lahir/*Date of Birth* 10/05/1977

   Tempat Lahir/*Place of Birth* KUALA LUMPUR

   Kad Pengenalan/*NRIC No.*
7. Tandatangan/*Signature of holder*



8. Pemegang lesen ini adalah dengan ini diberikuasa melakukan penerbangan sebagai pemandu pesawat terbang mengikut syarat-syarat yang tersebut di dalam ini, dengan syarat ia juga ada memegang Perakuan-perakuan Pengesahan dan "test" atau "experience".
*The holder of this licence is hereby authorised to fly as pilot of flying machines in accordance with the terms and conditions specified herein, provided he also holds current Certificate of Validity and test or experience*

9. Tandatangan Pegawai Pelesenan
*Signature of Issuing Officer*
Tarikh dan Cop 06 August 2003
*Date and Stamp*

10. Dengan kuasa Menteri Pengangkutan, Malaysia
*By authority of the Minister of Transport, Malaysia*

DCA 7—MC—Pin. 1/91

№ 007273

JABATAN PENERBANGAN AWAM
DEPARTMENT OF CIVIL AVIATION
MALAYSIA

DICAL CERTIFICATE

alid Until 30th June 2006

LICENCE NUMBER: [redacted]

I, the undersigned, being a person approved by the Department of Civil Aviation Malaysia to issue Medical Certificate assess that

FULL NAME: [redacted]

meets the standards for a CLASS PPL Medical Certificate

Limitations: NIL

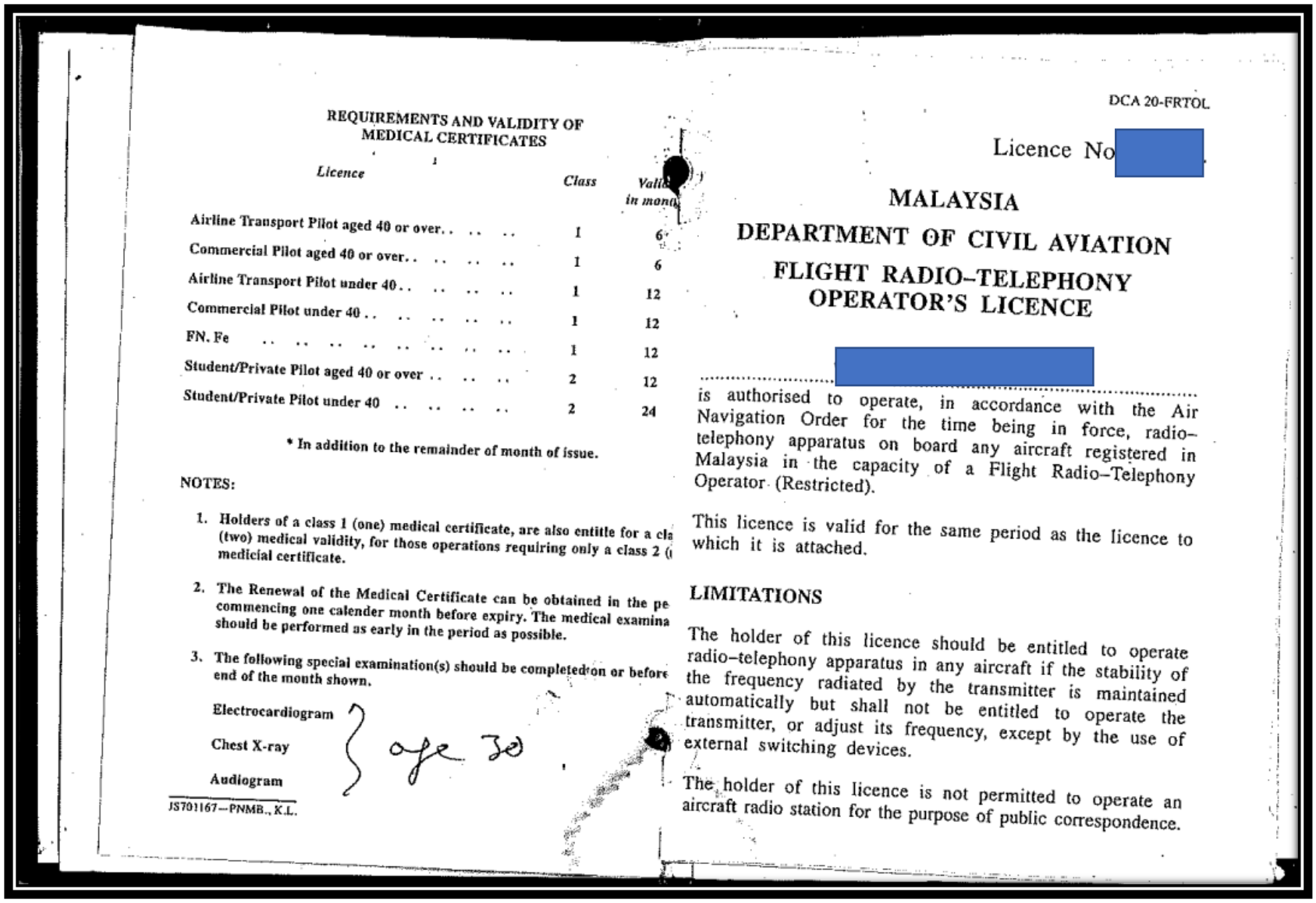
AME SIGNATURE

DATE (of Signing):

DR B. JAGDEV SINGH
(Adel) D.P.H., D.I.H. C.Av. Med.

AME STAMP

NOTE: On this page no entry or alternation may be made except by a person authorised by the Department of Civil Aviation Malaysia.



REQUIREMENTS AND VALIDITY OF MEDICAL CERTIFICATES

| Licence | Class | Valid in month |
|---|---|---|
| Airline Transport Pilot aged 40 or over | 1 | 6 |
| Commercial Pilot aged 40 or over | 1 | 6 |
| Airline Transport Pilot under 40 | 1 | 12 |
| Commercial Pilot under 40 | 1 | 12 |
| FN. Fe | 1 | 12 |
| Student/Private Pilot aged 40 or over | 2 | 12 |
| Student/Private Pilot under 40 | 2 | 24 |

* In addition to the remainder of month of issue.

NOTES:

1. Holders of a class 1 (one) medical certificate, are also entitle for a cla (two) medical validity, for those operations requiring only a class 2 ( medicial certificate.
2. The Renewal of the Medical Certificate can be obtained in the pe commencing one calender month before expiry. The medical examina should be performed as early in the period as possible.
3. The following special examination(s) should be completedron or before end of the month shown.

Electrocardiogram
Chest X-ray
Audiogram
} age 30

JS701167—PNMB., K.L.

DCA 20-FRTOL

Licence No [redacted]

MALAYSIA

DEPARTMENT OF CIVIL AVIATION

FLIGHT RADIO–TELEPHONY OPERATOR'S LICENCE

[redacted]

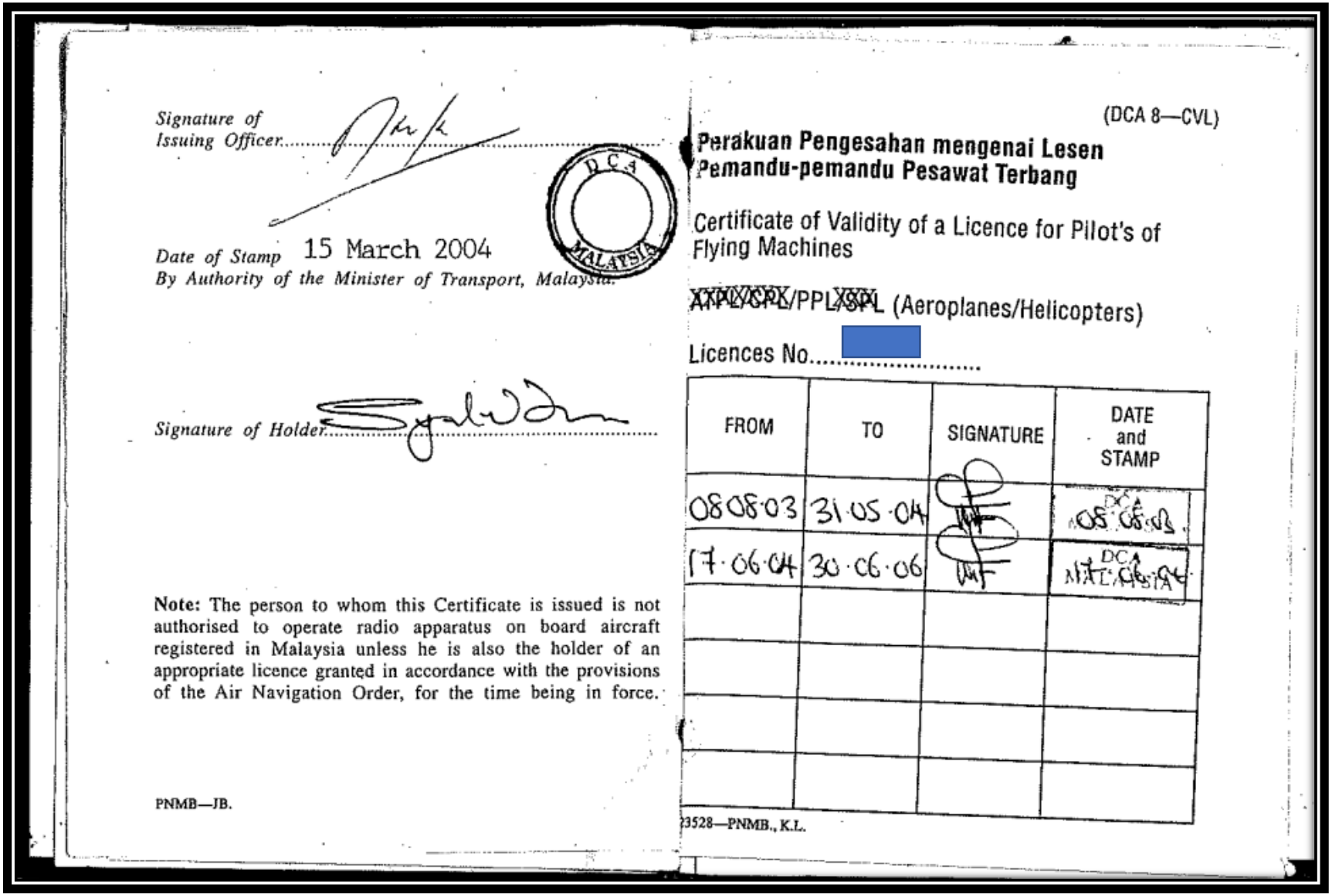
is authorised to operate, in accordance with the Air Navigation Order for the time being in force, radio–telephony apparatus on board any aircraft registered in Malaysia in the capacity of a Flight Radio–Telephony Operator (Restricted).

This licence is valid for the same period as the licence to which it is attached.

LIMITATIONS

The holder of this licence should be entitled to operate radio–telephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but shall not be entitled to operate the transmitter, or adjust its frequency, except by the use of external switching devices.

The holder of this licence is not permitted to operate an aircraft radio station for the purpose of public correspondence.



*Signature of Issuing Officer*.....

*Date of Stamp* 15 March 2004

*By Authority of the Minister of Transport, Malaysia.*

*Signature of Holder*.....

**Note:** The person to whom this Certificate is issued is not authorised to operate radio apparatus on board aircraft registered in Malaysia unless he is also the holder of an appropriate licence granted in accordance with the provisions of the Air Navigation Order, for the time being in force.

PNMB—JB.

(DCA 8—CVL)

**Perakuan Pengesahan mengenai Lesen Pemandu-pemandu Pesawat Terbang**

Certificate of Validity of a Licence for Pilot's of Flying Machines

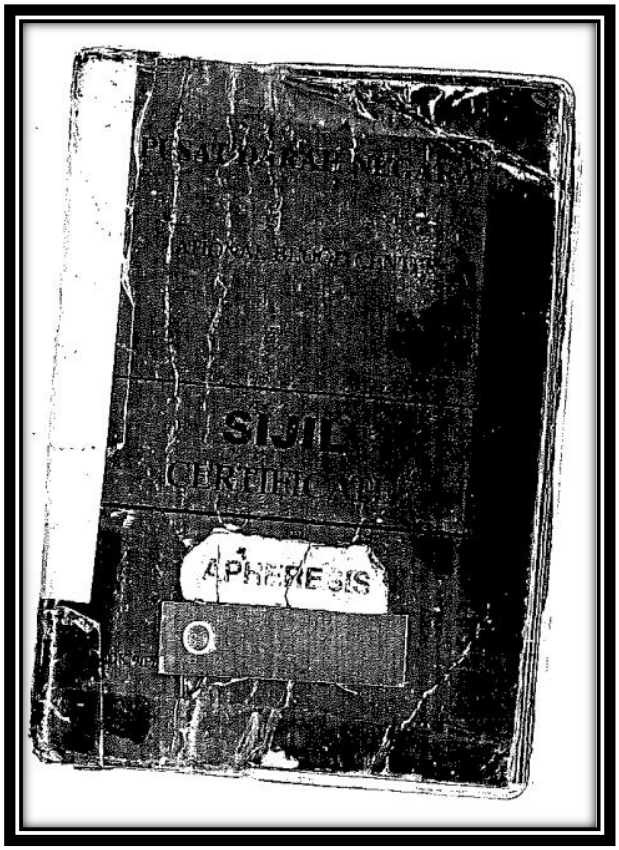
~~ATPL/CPL~~/PPL/~~SPL~~ (Aeroplanes/Helicopters)

Licences No.....

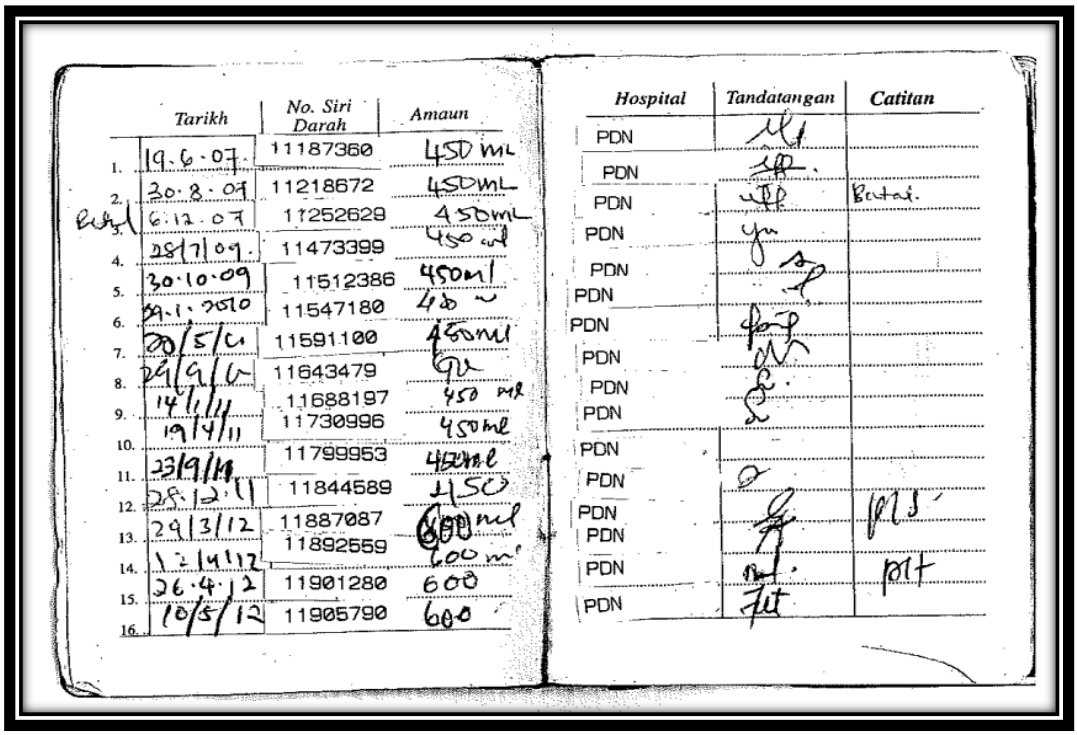
| FROM | TO | SIGNATURE | DATE and STAMP |
|---|---|---|---|
| 08.08.03 | 31.05.04 | | DCA 05.06.03 |
| 17.06.04 | 30.06.06 | | DCA MALAYSIA |
| | | | |
| | | | |
| | | | |
| | | | |

23528—PNMB., K.L.

APPENDIX D

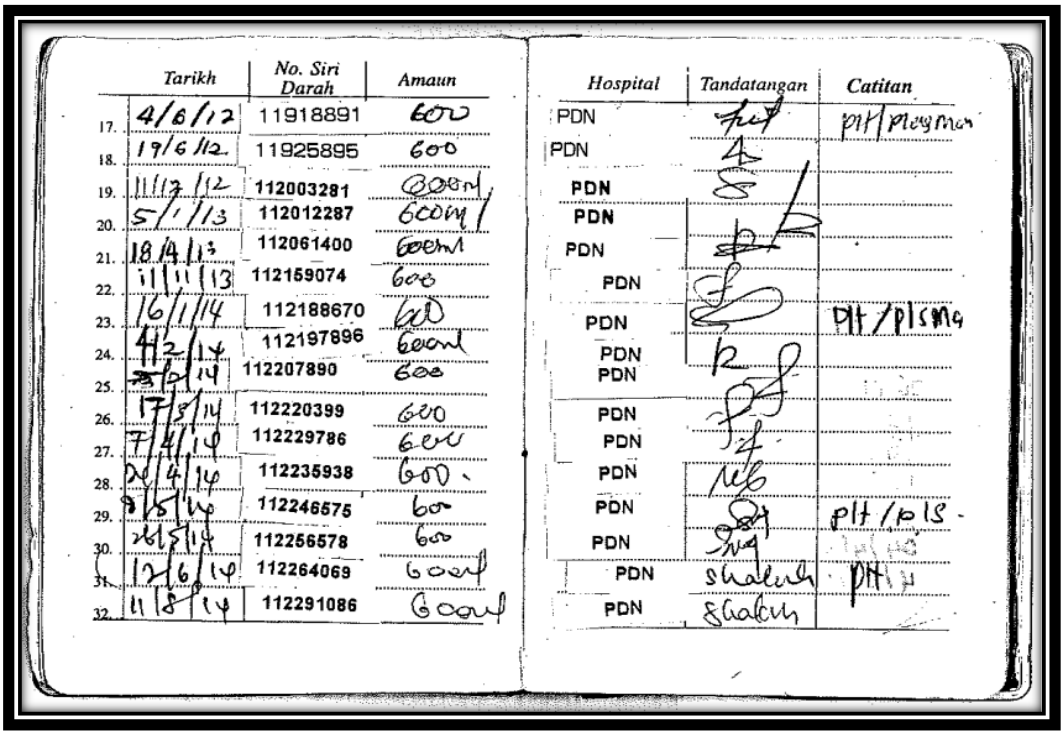

APHERESIS


DONATE
I am a blood DONOR
SAYA ADALAH PENDERMA DARAH
Terima Kasih
Kerana Menderma Darah Hari Ini
Thank You For Donating Blood Today
PUSAT DARAH NEGARA
Jalan Tun Razak, 50400 Kuala Lumpur
+603-2613 2699 [Kaunter Penderma]
+603-2613 2690 [Waktu Pejabat]
+603-2613 2664 [Luar Waktu Pejabat]
+603-2698 0362
www.pdn.gov.my
PusatDarahNegaraKementerianKesihatanMalaysia
pusatdarahnegara
PDNKKM
#jomdermadarah
TUKAR ALAMAT
Change of Address
03-26172682
1.
2.
3.



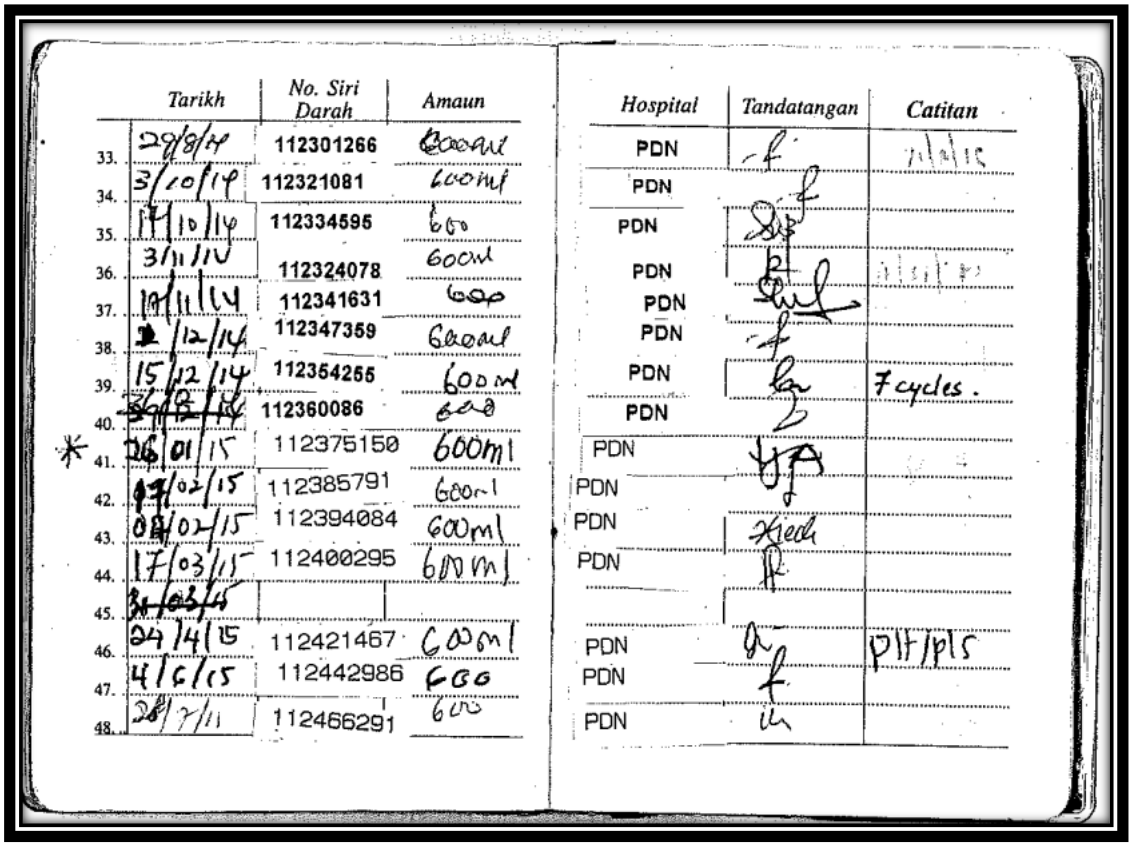
| | Tarikh | No. Siri Darah | Amaun |
|---|---|---|---|
| 1. | 19.6.07 | 11187360 | 450 ML |
| 2. | 30.8.09 | 11218672 | 450ML |
| 3. | 6.12.07 | 11252628 | 450ML |
| 4. | 28/7/09 | 11473399 | 450 ml |
| 5. | 30.10.09 | 11512386 | 450ml |
| 6. | 29.1.2010 | 11547180 | 450 ml |
| 7. | 20/5/11 | 11591100 | 450ml |
| 8. | 29/9/11 | 11643479 | 450 |
| 9. | 14/1/11 | 11688197 | 450 ml |
| 10. | 19/4/11 | 11730996 | 450ml |
| 11. | 23/9/11 | 11799953 | 450ml |
| 12. | 28.12.11 | 11844589 | 450 |
| 13. | 29/3/12 | 11887087 | 600 ml |
| 14. | 12/4/12 | 11892559 | 600 ml |
| 15. | 26.4.12 | 11901280 | 600 |
| 16. | 10/5/12 | 11905790 | 600 |

| Hospital | Tandatangan | Catitan |
|---|---|---|
| PDN | | |
| PDN | | |
| PDN | | Batal. |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | plt |
| PDN | | |

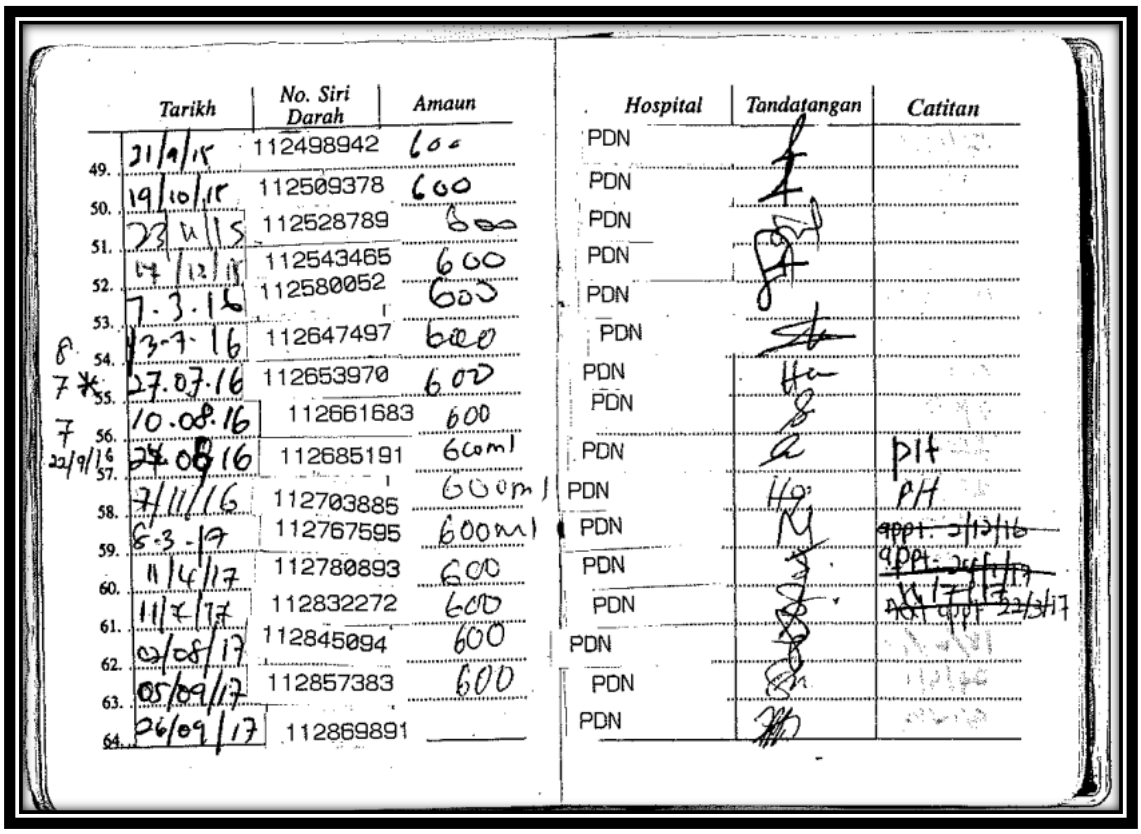


| | Tarikh | No. Siri Darah | Amaun |
|---|---|---|---|
| 17. | 4/6/12 | 11918891 | 600 |
| 18. | 19/6/12 | 11925895 | 600 |
| 19. | 11/12/12 | 112003281 | 600ml |
| 20. | 5/1/13 | 112012287 | 600ml |
| 21. | 18/4/13 | 112061400 | 600ml |
| 22. | 11/11/13 | 112159074 | 600 |
| 23. | 16/1/14 | 112188670 | 600 |
| 24. | 4/2/14 | 112197896 | 600ml |
| 25. | 23/2/14 | 112207890 | 600 |
| 26. | 17/3/14 | 112220399 | 600 |
| 27. | 7/4/14 | 112229786 | 600 |
| 28. | 20/4/14 | 112235938 | 600 |
| 29. | 9/5/14 | 112246575 | 600 |
| 30. | 26/5/14 | 112256578 | 600 |
| 31. | 12/6/14 | 112264069 | 600ml |
| 32. | 11/8/14 | 112291086 | 600ml |

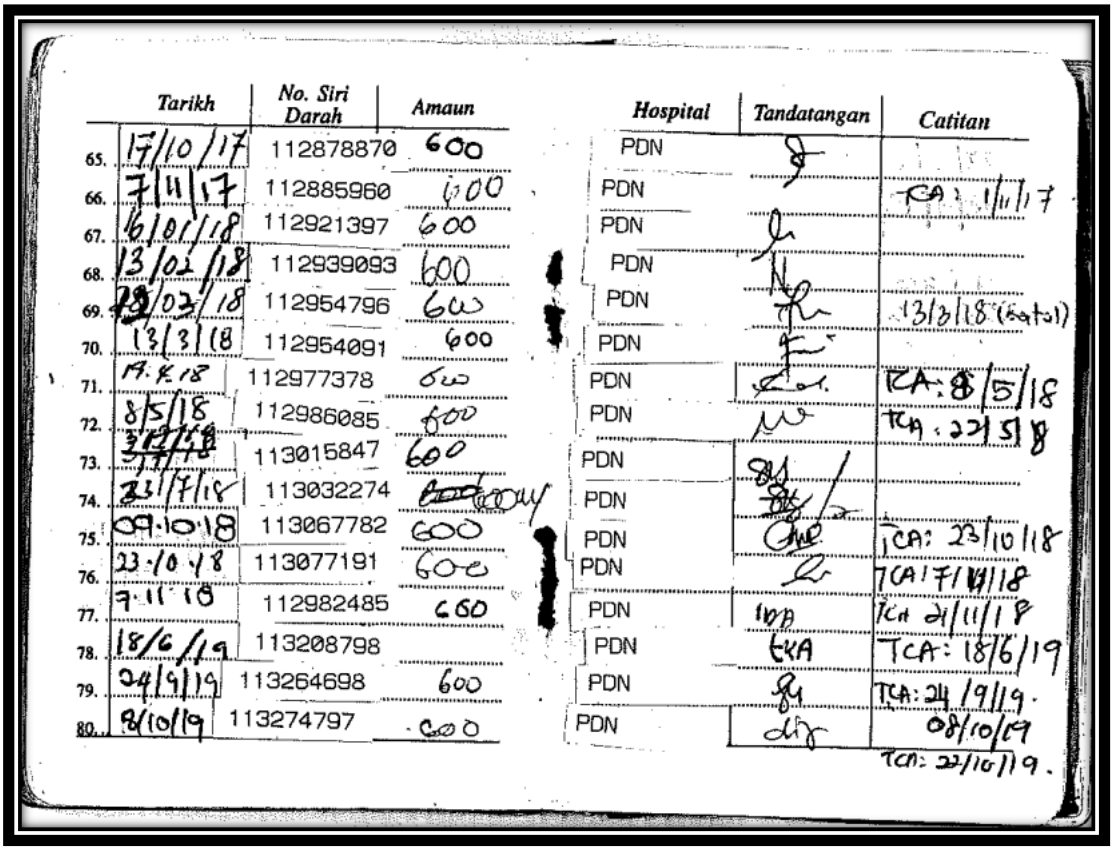
| Hospital | Tandatangan | Catitan |
|---|---|---|
| PDN | | plt/plasma |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | plt/plasma |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | |
| PDN | | plt/pls. |
| PDN | | |
| PDN | shaleen | plt |
| PDN | Shaleen | |



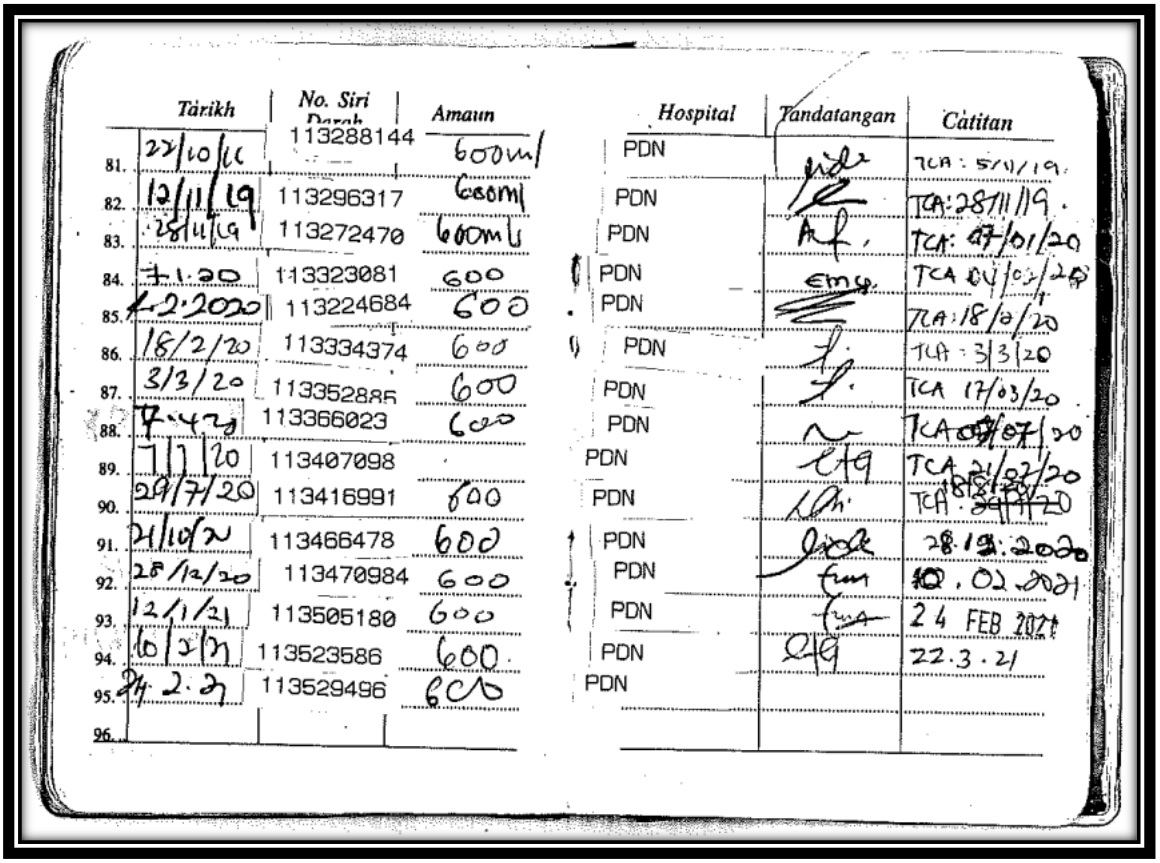
| | Tarikh | No. Siri Darah | Amaun | Hospital | Tandatangan | Catitan |
|---|---|---|---|---|---|---|
| 33. | 29/8/14 | 112301266 | 600ml | PDN | | |
| 34. | 3/10/14 | 112321081 | 600ml | PDN | | |
| 35. | 14/10/14 | 112334595 | 600 | PDN | | |
| 36. | 3/11/14 | 112324078 | 600ml | PDN | | |
| 37. | 19/11/14 | 112341631 | 600 | PDN | | |
| 38. | 2/12/14 | 112347359 | 600ml | PDN | | |
| 39. | 15/12/14 | 112354255 | 600ml | PDN | | 7 cycles. |
| 40. | [illegible] | 112360086 | 600 | PDN | | |
| * 41. | 26/01/15 | 112375150 | 600ml | PDN | | |
| 42. | 23/02/15 | 112385791 | 600ml | PDN | | |
| 43. | 09/02/15 | 112394084 | 600ml | PDN | | |
| 44. | 17/03/15 | 112400295 | 600ml | PDN | | |
| 45. | 31/03/15 | | | | | |
| 46. | 24/4/15 | 112421467 | 600ml | PDN | | PIT/PIS |
| 47. | 4/6/15 | 112442986 | 600 | PDN | | |
| 48. | 28/7/15 | 112466291 | 600 | PDN | | |



| | Tarikh | No. Siri Darah | Amaun | Hospital | Tandatangan | Catitan |
|---|---|---|---|---|---|---|
| 49. | 21/9/15 | 112498942 | 600 | PDN | | |
| 50. | 19/10/15 | 112509378 | 600 | PDN | | |
| 51. | 23/11/15 | 112528789 | 600 | PDN | | |
| 52. | 17/12/15 | 112543465 | 600 | PDN | | |
| 53. | 7.3.16 | 112580052 | 600 | PDN | | |
| 8 54. | 13-7-16 | 112647497 | 600 | PDN | | |
| 7 * 55. | 27.07.16 | 112653970 | 600 | PDN | | |
| 7 56. | 10.08.16 | 112661683 | 600 | PDN | | PIT |
| 22/9/16 57. | 24.08.16 | 112685191 | 600ml | PDN | | PH |
| 58. | 7/11/16 | 112703885 | 600ml | PDN | | ~~appt. 3/12/16~~ |
| 59. | 6-3-17 | 112767595 | 600ml | PDN | | ~~appt. 24/4/17~~ |
| 60. | 11/4/17 | 112780893 | 600 | PDN | | ~~appt 22/5/17~~ |
| 61. | 11/7/17 | 112832272 | 600 | PDN | | |
| 62. | 02/08/17 | 112845094 | 600 | PDN | | |
| 63. | 05/09/17 | 112857383 | 600 | PDN | | |
| 64. | 26/09/17 | 112869891 | | PDN | | |

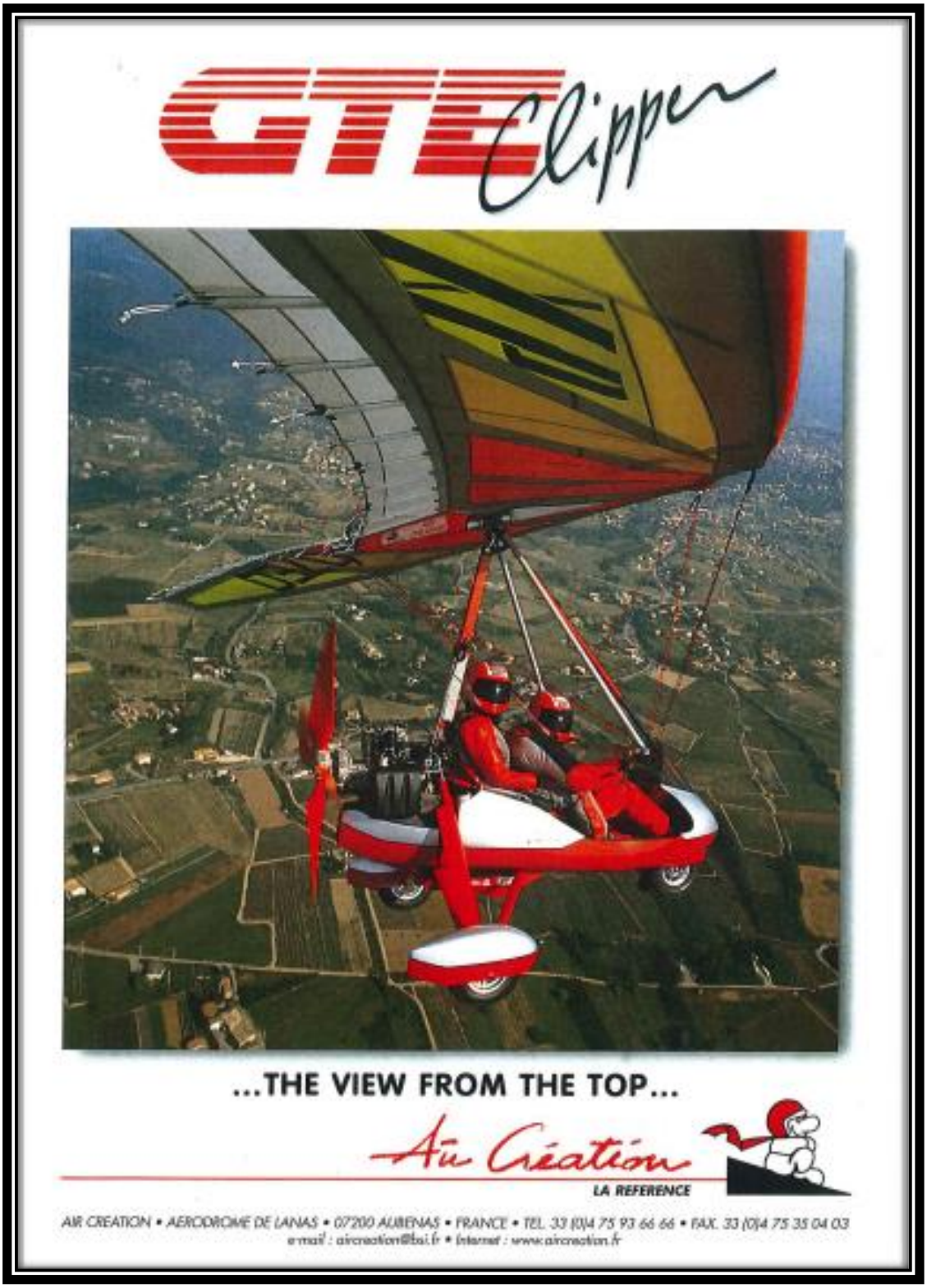


| | Tarikh | No. Siri Darah | Amaun | Hospital | Tandatangan | Catitan |
|---|---|---|---|---|---|---|
| 65. | 17/10/17 | 112878870 | 600 | PDN | | |
| 66. | 7/11/17 | 112885960 | 600 | PDN | | TCA : 1/11/17 |
| 67. | 6/01/18 | 112921397 | 600 | PDN | | |
| 68. | 13/02/18 | 112939093 | 600 | PDN | | |
| 69. | 28/02/18 | 112954796 | 600 | PDN | | 13/3/18 (Satu) |
| 70. | 13/3/18 | 112954091 | 600 | PDN | | |
| 71. | 17.4.18 | 112977378 | 600 | PDN | | TCA: 8/5/18 |
| 72. | 8/5/18 | 112986085 | 600 | PDN | | TCA : 22/5/18 |
| 73. | 3/7/18 | 113015847 | 600 | PDN | | |
| 74. | 23/7/18 | 113032274 | 600 | PDN | | |
| 75. | 09.10.18 | 113067782 | 600 | PDN | | TCA: 23/10/18 |
| 76. | 23.10.18 | 113077191 | 600 | PDN | | TCA 7/11/18 |
| 77. | 7.11.18 | 112982485 | 600 | PDN | | TCA 21/11/18 |
| 78. | 18/6/19 | 113208798 | | PDN | | TCA: 18/6/19 |
| 79. | 24/9/19 | 113264698 | 600 | PDN | | TCA: 24/9/19. |
| 80. | 8/10/19 | 113274797 | 600 | PDN | | 08/10/19 TCA: 22/10/19. |



| | Tarikh | No. Siri Darah | Amaun | Hospital | Tandatangan | Catitan |
|---|---|---|---|---|---|---|
| 81. | 22/10/19 | 113288144 | 600ml | PDN | | TCA : 5/11/19. |
| 82. | 12/11/19 | 113296317 | 600ml | PDN | | TCA: 28/11/19. |
| 83. | 28/11/19 | 113272470 | 600ml | PDN | | TCA: 07/01/20 |
| 84. | 7.1.20 | 113323081 | 600 | PDN | | TCA 04/02/20 |
| 85. | 4.2.2020 | 113224684 | 600 | PDN | | TCA: 18/2/20 |
| 86. | 18/2/20 | 113334374 | 600 | PDN | | TCA : 3/3/20 |
| 87. | 3/3/20 | 113352885 | 600 | PDN | | TCA 17/03/20 |
| 88. | 17.4.20 | 113366023 | 600 | PDN | | TCA 07/07/20 |
| 89. | 7/7/20 | 113407098 | | PDN | | TCA 21/07/20 |
| 90. | 29/7/20 | 113416991 | 600 | PDN | | TCA : 29/7/20 |
| 91. | 21/10/20 | 113466478 | 600 | PDN | | 28.12.2020 |
| 92. | 28/12/20 | 113470984 | 600 | PDN | | 10.02.2021 |
| 93. | 12/1/21 | 113505180 | 600 | PDN | | 24 FEB 2021 |
| 94. | 10/2/21 | 113523586 | 600 | PDN | | 22.3.21 |
| 95. | 24.2.21 | 113529496 | 600 | PDN | | |
| 96. | | | | | | |

APPENDIX E


GTE Clipper
...THE VIEW FROM THE TOP...
Air Création
LA REFERENCE
AIR CREATION • AERODROME DE LANAS • 07200 AUBENAS • FRANCE • TEL. 33 (0)4 75 93 66 66 • FAX. 33 (0)4 75 35 04 03
e-mail : aircreation@bai.fr • Internet : www.aircreation.fr

## The GTE ans its low noise version

This trike is of the same lineage as the GT series. In the **GTE** series, we integrated all of the GT approved systems on which we staked our reputation of excellence and reliability.

Furthermore, this new geometry offers an uncommon stability both in the air and on the ground. The center of gravity is set well below a raised thrust line which cancels changing power-variation effects on the trike's pitch attitude, thus allowing superior maximum speed and vital ground clearance for enhanced propeller protection..

An equally distributed loads factor allows for predictable flight behaviors in all attitudes, which in turns permits easy displacement of the control bar when performing maximum performance takeoffs and short-field landings. Designed and tested according to the fussy criterion of British certification (BCAR'S) the **GTE** is capable of carrying a gross weight of 270 Kg (450 Kg gross weight with an XP wing or a MILD). This is enough capacity to fully load the gradated 60 liters fuel tank, which comes equipped with a quick-drain sump to check for water contamination and enough remaining capacity to fill the saddle bags or optional streamlined back compartment which itself smoothes the slipstream to enhance propeller efficiency.

All construction increases greater comfort for our pilots' and passengers' satisfaction. There is an anatomically correct bucket seat which maintains perfect body alignment, a foam headrest and legrest for the rear seat ; a new vibration-eliminating motor mount ; an ideally placed control bar ; adjustable foot rests and pedals and a fork sets on a ball bearing system.

The **GTE** is built with pilot-passenger protection techniques foremost in mind. Passenger protection is secured to withstand a frontal shock load of 9 g (15 g for the engine alone) without bending the binnacle. A 3 point seat belt with automobile type retracting shoulder strap is integrated into the structure to allow freedom of movement, which is sometimes useful when operating the control. A dual foot and fork control option gives the instructor full control throughout the flight envelope. Quiet-tip propellers with low inertia moment are coupled to either the stongly built Rotax 503 or the new Rotax 582 engines (third generation crankshaft engines) which guarantee power plant reliability. In its initial version, the **GTE** comes with a large number of amenities, including engine noise controls, in order to fully enjoy all of its fine qualities (see table).

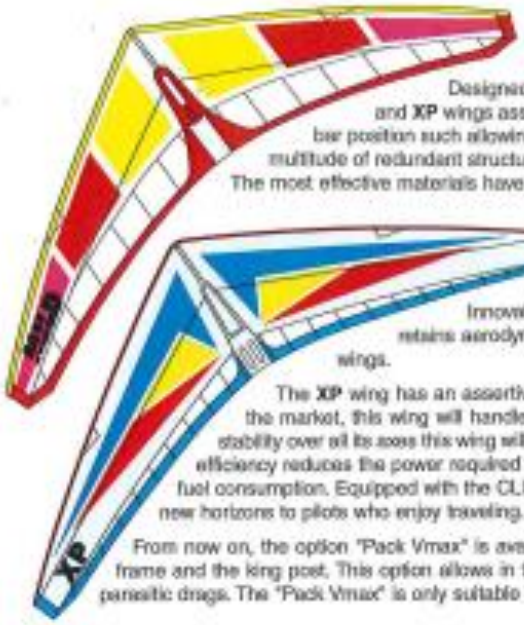
## GTE and CLIPPER version

Using the **GTE** as a foundation, the **CLIPPER** elegantly dresses the entire trike body in a composite pod with a sleek aerodynamic form and finish. This pod shell increases the machine performance, as the air is perfectly conducted to the propeller, the addition of fairing to the rear axles and wheels reduces the parasitic drag.

The distinguished shapes of the **CLIPPER** allows for increased passenger and luggage space. This pod also contributes to very good yaw stability thanks to a judicious amount of side-profile area which aides the pilot's maintaining lateral stability. Thus, it gives a real piloting ease. None of the additional mass interferes with maneuvering or flight symmetry. The pleasures of flying remain absolute.

A large instrument panel allows for radio and instrument installation. The windshield lends excellent protection to the pilot and adds a well balanced esthetic touch to the **CLIPPER** ; the pilot is protected from fatigue and noise from head-on wind pressure during long trips.

Boot, bags, streamlining and engine instruments are included as standard equipment with this trike. Inevitably, the **CLIPPER** will be renown as one of the most ingenious designs for trikes as the **CLIPPER** was for tail ships. The **CLIPPER** enlarges the operating speed range, the load capacity and the thrill and comfort of autonomous, flexwing-class flying.




## In perfect accordance harmonie with our *MILD* and *XP* wings

Designed to be compatible with the GTE and the CLIPPER trikes, the **MILD** and **XP** wings assure that you will enjoy a wide range of qualities : short keel, control bar position such allowing full-speed ranges and capacity of 450 kg gross takeoff weight. A multitude of redundant structural qualities ensure that our wings remain in good shape for years. The most effective materials have been selected. Flight characteristics are easily adjustable thanks to pitch and roll mechanisms.

The **MILD** wing is selected for its control smoothness over all its axes, its adaptability, and its great performances compatibility with the 50 HP, low noise version of the ROTAX 503. Innovating, affordable, the **MILD** wing not only is easy to control but also retains aerodynamic qualities formerly found only in expensive, high-performance wings.

The **XP** wing has an assertive character : very fast, endowed with the widest speed range on the market, this wing will handle extreme weather conditions. With precise banking and excellent stability over all its axes this wing will give you uncommon flight sensations. Its exceptional aerodynamic efficiency reduces the power required for fast cruise flight, thus reducing engine wear and achieving low fuel consumption. Equipped with the CLIPPER trike, the **XP** wing delivers an astonishing potential to open new horizons to pilots who enjoy traveling...

From now on, the option "Pack Vmax" is available and includes a trim system with the streamlinings of the A frame and the king post. This option allows in the air a precise adjustment of the cruise speed and reduces the parasitic drags. The "Pack Vmax" is only suitable for the **XP** wing.

### EQUIPEMENTS ET OPTIONS

| AILES | | | MILD | XP |
|---|---|---|---|---|
| - Sailcloth U.V. Stop | | | S | S |
| - Choice of colors | | | O | O |
| - Custom lower surface | | | O | O |
| - Pack "Vmax" | | | / | O |
| **TRIKE GTE** | **GTE 582S** | **CLIPPER 503S** | **GTE 582S** | **CLIPPER 503S** |
| **FAIRING / COMFORT** | | | | |
| - Choice of colors | O | O | O | O |
| - Hood rear passenger | S | S | S | S |
| - Hold bags | S | S | S | S |
| - Wheel spats | S | S | S | S |
| - Radiator spat | / | / | S | S |
| - Streamlined gear | O | S | O | S |
| - Boot | O | S | O | S |
| - Aerodynamic fairing | O | S | O | S |
| - 3 points seat belt with car type retracting shoulder strap | S | S | S | S |
| - Adjustable front and foot rests | S | S | S | S |
| - Parking break | S | S | S | S |
| **INSTRUMENTS** | | | | |
| - Instruments console | S | / | S | / |
| - Instruments panel | / | S | / | S |
| - Electrical wiring harness | S | S | S | S |
| - Regulator | S | S | S | S |
| - Tachometer | S | S | S | S |
| - Hour meter | S | S | S | S |
| - Water temperature | / | / | S | S |
| **MOTORIZATION - PROPELLER** | | | | |
| - Rotax 503 S (52 HP) | S | S | / | / |
| - Rotax 582 S (64 HP) | / | / | S | S |
| - Reduction gear box C 1:4 | S | S | S | S |
| - 3 bladed AIRPLAST propeller | S | S | / | / |
| - 4 bladed AIRPLAST propeller | / | / | S | S |
| - 15 gallons tank with visual fuel graduation indicator | S | S | S | S |
| - Electrical starter | O | O | O | O |
| - Foot duel control for instruction (fork + throttle) | O | O | O | O |
| - Towing system | O | O | O | O |

S : standard O : option / : unavailable

## PERFORMANCES AND TECHNICAL SPECIFICATIONS

All the machines are tested for load factors of + 6g and - 3g with the authorized maximum loading of 995 pounds

| TYPE | MILD GTE 503 S | MILD CLIPPER 503 S | MILD GTE 582 S | XP GTE 582 S | XP CLIPPER 582 S |
|---|---|---|---|---|---|
| Wing span | 33 ft | 33 ft | 33 ft | 33 ft | 33 ft |
| Wing area | 178 sqft | 178 sqft | 178 sqft | 167 sqft | 167 sqft |
| Aspect ratio | 6,1 | 6,1 | 6,1 | 6,5 | 6,5 |
| Height | 11,75 ft | 11,75 ft | 11,75 ft | 11,75 ft | 11,75 ft |
| Wing weight | 115 lbs | 115 lbs | 115 lbs | 115 lbs | 115 lbs |
| Trike weight | 216 lbs | 216 lbs | 227 lbs | 227 lbs | 227 lbs |
| Trike overall weight | 375 lbs | 367 lbs | 387 lbs | 387 lbs | 389 lbs |
| Useful load<br>Engine type | 605 lbs<br>Rotax 503 S | 583 lbs<br>Rotax 503 S | 592 lbs<br>Rotax 582 S | 592 lbs<br>Rotax 582 S | 571 lbs<br>Rotax 582 S |
| Engine power | 52 HP | 52 HP | 64 HP | 64 HP | 64 HP |
| Cooling system | Turbine | Turbine | Water cooled | Water cooled | Water cooled |
| Ignition system | Dual electronic | Dual electronic | Dual electronic | Dual electronic | Dual electronic |
| Reduction drive | Mécanical ratio 4 : 1 | Mécanical ratio 4 : 1 | Mécanical ratio 4 : 1 | Mécanical ratio 4 : 1 | Mécanical ratio 4 : 1 |
| Propeller | 3 bl. Arplast | 3 bl. Arplast | 4 bl. Arplast | 4 bl. Arplast | 4 bl. Arplast |
| Propeller Diameter | 65 in. | 65 in. | 65 in. | 65 in. | 65 in. |
| Static Thrust | 320 lbs. | 320 lbs. | 350 lbs | 350 lbs | 350 lbs |
| Best fuel consumption | 3 g ph at 50 mph | 2,9 g ph at 50 mph | 2,6 g ph at 50 mph | 2,5 g ph at 55 mph | 2,4 g ph at 55 mph |
| Noise level * | 68 db | 68 db | 64 db | 64 db | 64 db |
| Mini. flying speed | 31 mph | 31 mph | 31 mph | 33 mph | 33 mph |
| Maxi. level speed | 75 mph | 78 mph | 75 mph | 84 mph | 87 mph |
| Climb rate | 720 ft/mn | 720 ft/mn | 1044 ft/mn | 1044 ft/mn | 1044 ft/mn |

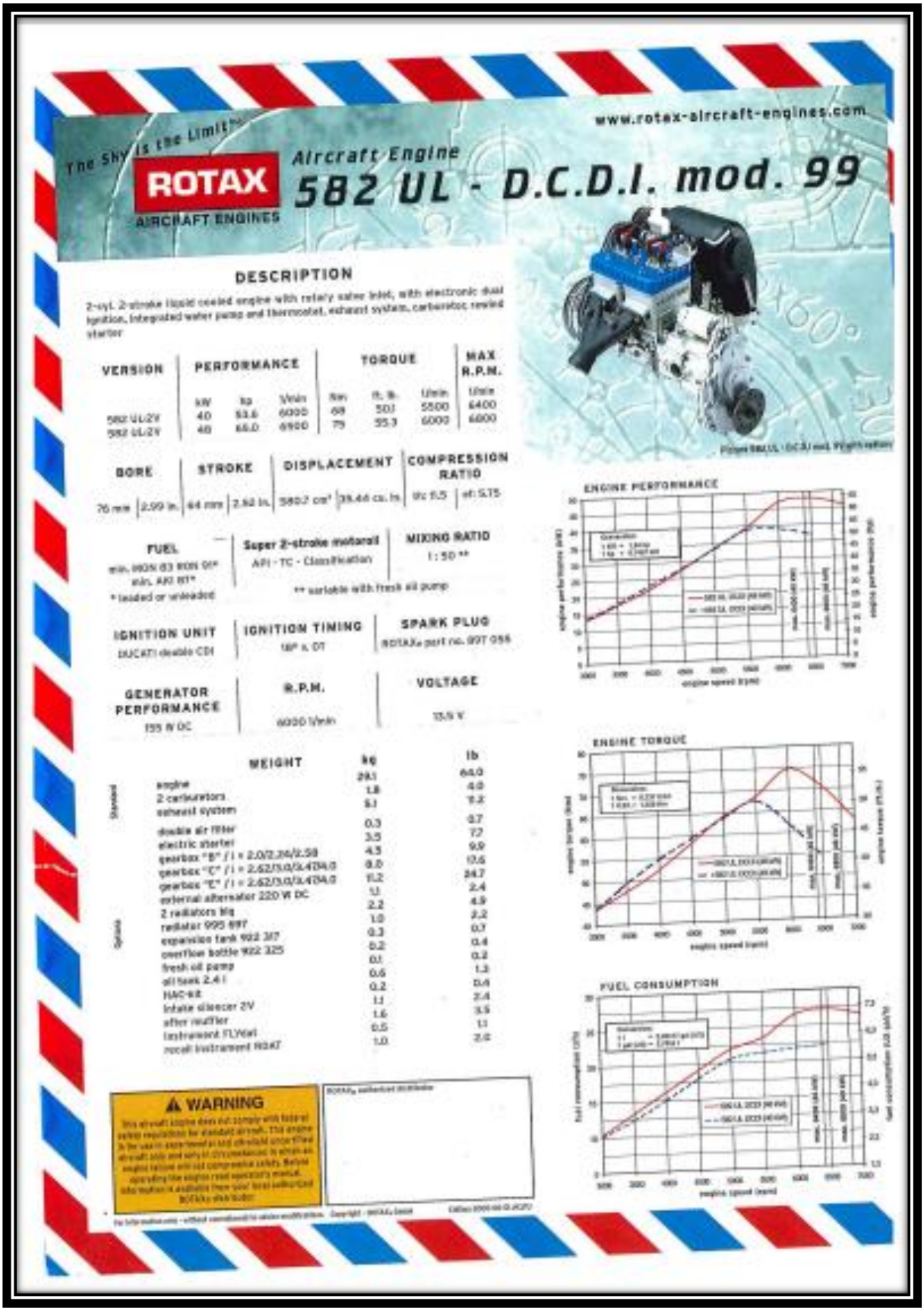
The performances figures are given with a 408 lbs loading.
* Measure taken with full power at 500 feet from ground.

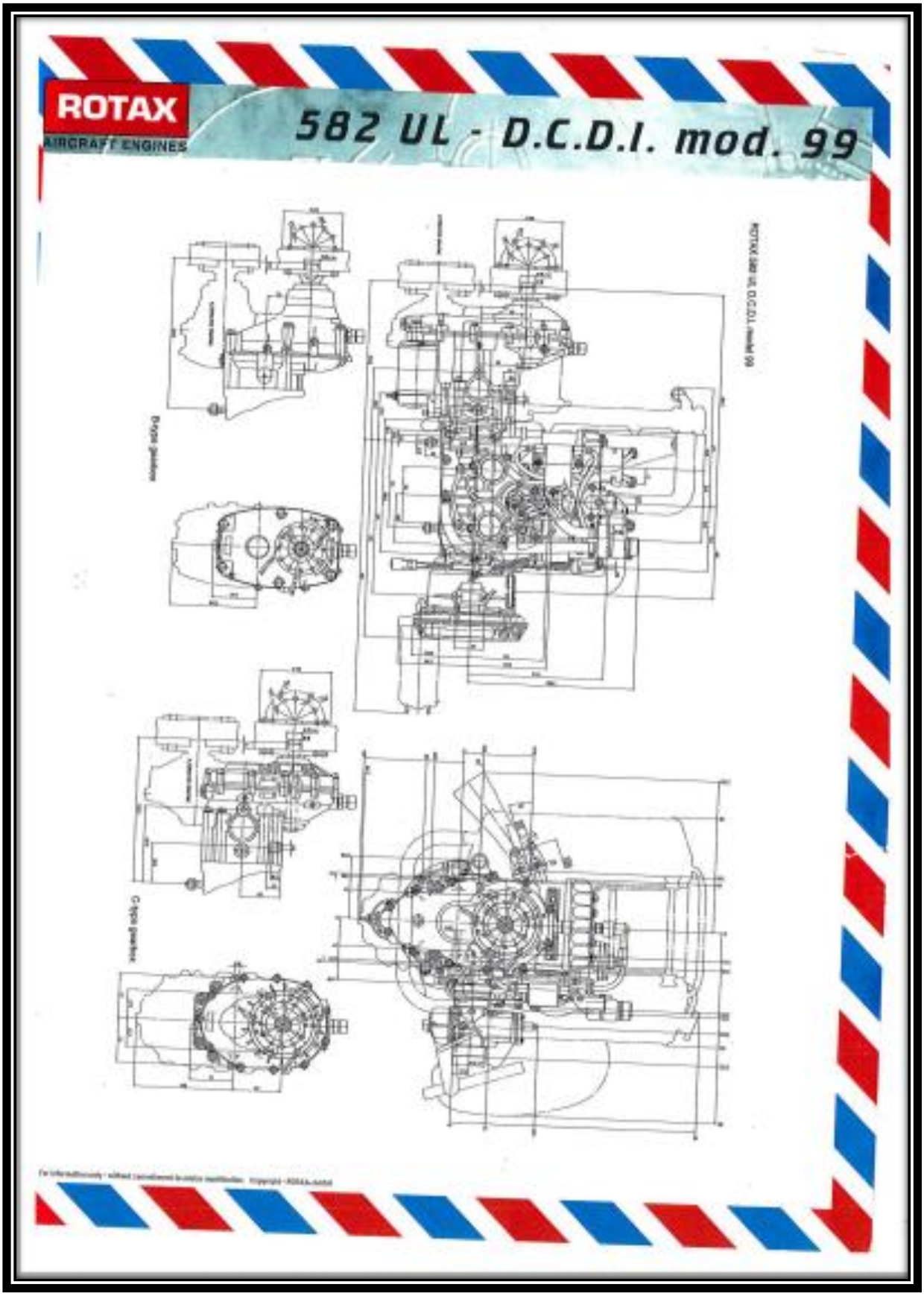
... "The **CLIPPER** coupled with the **XP** wing, constitutes the very best microlight in the world" ...

*Philippe Tisserant* - "VOL MOTEUR" magazine

Aü Création

L'ESPRIT U.L.M.


The Sky is the Limit
ROTAX
AIRCRAFT ENGINES
Aircraft Engine
582 UL - D.C.D.I. mod. 99
www.rotax-aircraft-engines.com
DESCRIPTION
2-cyl. 2-stroke liquid cooled engine with rotary valve inlet, with electronic dual ignition, integrated water pump and thermostat, exhaust system, carburetor rewind starter
VERSION
PERFORMANCE
TORQUE
MAX R.P.M.
582 UL-2V
582 UL-2V
BORE
STROKE
DISPLACEMENT
COMPRESSION RATIO
FUEL
Super 2-stroke motoroil
API - TC - Classification
MIXING RATIO
1 : 50 **
** variable with fresh oil pump
IGNITION UNIT
IGNITION TIMING
SPARK PLUG
GENERATOR PERFORMANCE
R.P.M.
VOLTAGE
WEIGHT
kg
lb
engine
2 carburetors
exhaust system
double air filter
electric starter
gearbox "B" i = 2.0/2.24/2.58
gearbox "C" i = 2.62/3.0/3.428/4.0
gearbox "E" i = 2.62/3.0/3.428/4.0
external alternator 220 W DC
2 radiators big
radiator 995 897
expansion tank 902 317
overflow bottle 902 325
fresh oil pump
oil tank 2.4 l
HAC-kit
intake silencer 2V
after muffler
instrument FLYtel
recoil instrument RMT
WARNING
ENGINE PERFORMANCE
ENGINE TORQUE
FUEL CONSUMPTION


ROTAX
AIRCRAFT ENGINES
582 UL - D.C.D.I. mod. 99

APPENDIX F

## CONSTRUCTION

-Aircraft control cables are fabricated from carbon steel or stainless steel.

-Widely used linkage in primary flight control systems.

-It is strong and light in weight, and its flexibility makes it easy to route through the aircraft.

-Tension must be adjusted frequently due to stretching and temperature changes.

-Basic component of a cable is a wire.

-The diameter of the wire determines the total diameter of the cable.

-A number of wires are preformed into a helical or spiral shape and then formed into a strand. These preformed strands are laid around a straight centre strand to form a cable.

-Cable designations are based on the number of strands and the number of wires in each strand.

-Common aircraft cables are the 7 x 7 and 7 x 19.

-The 7 x 7 cable consists of seven strands of seven wires each. Six of these strands are laid around the centre strand.

-The 7 x 19 cable is made up of seven strands of 19 wires each. Six of these strands are laid around the centre strand.

-Aircraft control cables vary in diameter, ranging from 1/16 to 3/8 inch.

At every annual or 100-hour inspection, all control cables must be inspected for broken wire strands. The easiest way to check for exposed strands of broken wire on a cable is to have one person move the cable through its length of travel while another person holds a cotton cloth gently around the wire looking for places that the cable snags the wire. This must be done along the entire length of the accessible cable (although issues are most likely near pulleys and guides).

Any cable assembly that has even a single broken wire strand located in a critical fatigue area must be replaced. Per the FAA guidance, a critical fatigue area is defined as the working length of a cable where the cable runs over, under, or around a pulley, sleeve or through a fair-lead; or any section where the cable is flexed, rubbed, or worked in any manner; or any point within one foot of a swaged-on fitting.

This process is generally OK for identifying external cable damage. However, cables also fail from the inside out due to environmental deterioration, distortion, fatigue, and wear. The only way to accurately inspect cables for internal damage is to remove the cables from the aircraft and flex them manually while inspecting them under a magnifying glass for damage.

**RESULTS of INVESTIGATIONS and INSPECTIONS**

For this fuel control cable, we found that these two cables were frayed and broken. This causes restriction of movement to this cable and eventually stuck.

FUEL CONTROL CABLE BOX | CABLE | CABLE

Refer Appendix 1, Appendix 2, Appendix 3

Hope you can accept all the results of our investigations and inspections.

Thank you.

Prepared by:

**MOHD SYAFRUL BIN AMRAN**
AIRFRAME & POWERPLANT
HANGAR SENIOR TECHNICIAN
UniKL MIAT SEPANG

Checked by:

**ABDUL AZIZ BIN AHMAD**
PRINCIPAL SPECIALIST
HEAD, HANGAR & WORKSHOP
UniKL MIAT SEPANG

**APPENDIX 1**

FUEL CONTROL CABLE BOX

**APPENDIX 2**

**CABLE**

**APPENDIX 3**

**CABLE**

APPENDIX G

MALAYSIA

**AKTA PEMBANGUNAN SUKAN 1997**
**PERATURAN-PERATURAN PEMBANGUNAN SUKAN**
**(PENDAFTARAN BADAN SUKAN) 1998**
(Peraturan 6)

**PERAKUAN PENDAFTARAN**

Dengan ini diperakui bahawa

**PERSEKUTUAN SUKAN UDARA MALAYSIA**
**(MALAYSIA SPORT AVIATION FEDERATION)**

Alamat

**MALAYSIAN INDUSTRY GOVERMENT GROUP FOR HIGH TECHNOLOGY MIGHT BUILDING, 3517, JALAN TEKNORAT 5, 63000 CYBERJAYA, SELANGOR**

pada hari ini telah didaftarkan sebagai badan sukan di bawah seksyen 17 Akta Pembangunan Sukan 1997 tertakluk kepada syarat-syarat di muka sebelah.

Nombor pendaftaran ialah **5121/2011**

Ditandatangani sendiri **01** haribulan **OGOS 2011**

**(DATO' MOHD YASIN BIN MOHD SALLEH)**
Pesuruhjaya Sukan Malaysia

APPENDIX H

**Recording of Statement Form**

MOT/AAIB Investigation No: | Page | of

| | |
|---|---|
| Name: | [redacted] |
| I/C or Passport No: | |
| Place of Birth: | MALAYSIA, HKL |
| Age: | 43 AS OF 1ST OF JANUARY 2021 |
| Sex and Race: | MALE |
| Occupation: | UNEMPLOYED |
| Contact Number: | [redacted] |
| Address: | [redacted] |
| | |
| [For under age witnesses] | |
| Father's Name: | |
| Address: | |
| | |

*Before recording this statement under Section 188 CAR 2016, I have briefed the person concern regarding the terms and conditions as per Sec 188 CAR (1), (2), ICAO Annex 13 Chapter 5 (5.4.1), ) and MOT Directive – Article 15 & 16*

***CAR 2016 – Sect 188.***
*(1) The fundamental objective of investigation under this part shall be for the prevention of accident and incident in the future and not for the purpose of apportioning blame or liability.*
*(2) The conduct of investigation under sub regulation (1) shall be separated from any other investigation by other authorities for the purpose of apportioning blame or liability.*

***MOT Directive – Article 15** is the power given to BSKU/AAIB to conduct an investigation, to have access, enter, inspect, any place of building or aircraft, or to test, detained aircraft, motor vehicle or anything where it appears to the investigator to be requisite for the purpose of investigation.*

***MOT Directive – Article 16** is the power given to BSKU/AAIB to require information and document for the purpose of investigation*

[redacted]

1

**Recording of Statement Form**

MOT/AAIB Investigation No: | Page | of

**STATEMENT**

ARRIVAL OF AIRCRAFT TO KANGAR SPORTS COMPLEX / STADIUM PARKING LOT WAS ON THE 28TH OF FEBRUARY 2021 @APPROX. 1830HRS VIA CAR CARRIER. AIRCRAFT WAS UNLOADED AND PARKED ON THE BACK AREA OF THE GUARD POST OF THE ENTRANCE GATE 'C' FOR THE NIGHT. AIRCRAFT WAS COVERED,PARKING BRAKE ENGAGED AND FACING INTO THE WIND TO AVOID ANY MISHAP WHILE IN TEMPORARY STORAGE.

THE FLIGHT WAS SCHEDULED ON THE EVENING OF THE 1ST OF MARCH 2021 @APPROX. 1700HRS WITH SPECTATORS AND VIP GUEST FOR THE FLIGHT DEMO. THE DEMO WAS TO PROMOTE MICROLIGHT FLYING ESPECIALLY THE TRIKE TYPE OF MICROLIGHT IN PERLIS AS THE VIP WAS INTO EXTREME SPORTS AND FLYING TO PROMOTE PERLIS AS ONE OF THE SPORTS HUB FOR LOCAL AND TOURIST ATTRACTION.

ON THE EVENING OF 1ST MARCH 2021 @APPROX 1700HRS, I WAS AT THE PARKING LOT WHERE THE AIRCRAFT WAS PARKED TEMPORARILY, AND STARTED TO ASSEMBLE IT. ASSEMBLY TAKES 30 TO 45 MINS AS I WILL HAVE TO SPREAD OPEN THE DELTA WING AND INSERT THE BATONS TO FORM A CAMBER FOR THE WING SO IT IS RIGID FOR FLIGHT. THE BATONS ARE REMOVABLE FOR THE PURPOSE OF STORAGE AND TRANSPORTATION. BOTH LEFT AND RIGHT PART OF THE WINGS HAST 13 BATONS AND BOTTOM HAS 8-9 BATTONS.

SPREADING THE WING AND FORMING THE CAMBER WAS DONE, PREPARING THE AIRCRAFT FOR WARM UP AND TEST RUN, AT THIS POINT THE AIRCRAFT WAS FUELED AT 33LITRES AND AMPLE ENDURANCE FOR A SHORT 20MINS DEMO FLIGHT. THE FUEL TANK COULD TAKE UP TO 55LITRES OF UNLEADED FUEL PREMIXED WITH 2T OIL WITH A MIXTURE OF 50 TO 1 DUE TO THE ROTAX ENGINE IS A 2 STROKE 2 CYLINDER 4 SPARK PLUGS (2 CDCI'S/2 MAGS) 64HP POWERPLANT.

AN AIRCRAFT WALK AROUND VISUAL INSPECTION WAS DONE BY MYSELF ACCOMPANIED BY MR. SYAFIQ TO SPOT ANY ABNORMALITIES AND DEFECTS. THIS IS DONE FROM THE WING LEFT TO RIGHT TOP TO BOTTOM THEN AIRCRAFT AND ENGINE INSPECTING THE MAJOR PART SUCH AS HANG POINTS, SAFETY CABLES, ENGINE MOUNT, EXHAUST, MANIFOLDS, SPARK PLUGS ATTACHMENTS, CARBURATORS, FILTER BOX AND COVERS, THROTTLE CABLES FROM LEVER TO EACH CARBS. ALL WAS DONE SUCCESSFULLY AND NO MAJOR ABNORMALITIES WAS FOUND AT THE POINT OF VISUAL INSPECTION.

THE WARM UP WAS DONE SUCCESSFULLY, WITH INTERMITTENT MAG CHECKS, HIGH REVOLUTION FOR 2 MINS AND LOW REVOLUTION FOR 2 MINS AND FINALLY IGNITION CUT-OFF TO SHUT DOWN THE ENGINE. WARM UP TAKES APPROX. 5-6 MINS BEFORE EACH FLIGHT.

AFTER THE WARM UP WE WERE SUPPOSED TO TAXI THE AIRCRAFT TO THE ADJACENT FIELD BEHIND THE STADIUM FOR A LONGER AND LESS OBSTRUCTED AREA FOR THE TAKE OFF AND LANDING. I WAS TAXIING THE AIRCRAFT WITH 3 PERSONNEL GUIDING ME ALL THE WAY FROM THE PARKING LOT TO THE SAID FIELD.

2

AFTER SUCCEFFUL TAXIING, I WAS ON THE SHOT-PUT FIELD OF THE STADIUM FOR THE TAKE OFF. I TOOK THE WHOLE LENGTH OF THE FIELD TO ENSURE A SMOOTH TAKE OFF. AFTER SETTING UP FOR THE TAKE-OFF FLIGHT, I AGAIN DID MY PREFLIGHT – 'S.T.R.A.I.P'

S – SECURE AND STABLE. CHECK SAFETY HARNESS, WING ATTACHMENTS ETC.
T – THROTTLE OFF READY FOR TAKE-OFF
R – RADIO/SIGNAL FOR READY TO TAKE OFF (GROUND CREW)
A- ALL CLEAR RUNWAY, GROUND AND AIR. CHECK FOR WIND COND. & DIRECTION
I – IGNITION ON, POWER UP, MAG CHECKS
P – POWER – TAKE OFF WHEN READY.

I APPIED FULL POWER, HAD THE BRAKES ON AND LET GO AFTER THE REVOLUTION REACHES AT FULL CAPACITY. AT THIS POINT THE FULL CAPACITY OF THE THROTTLE IS AT 7 – 8000 RPM. THIS MENOUVRE IS ALSO CALLED SHORT FIELD TAKE-OFF. I WAS ABLE TO TAKE-OFF AT HALF THE FIELDS LENGTH. TAKE-OFF WAS SUCCESSFUL. WIND WAS COMING FROM SLIGHT PORT AT MY 10 O'CLOCK

THE FIRST FEW CIRCUITS, I DID AROUND THE STADIUM I DID WAS TO GAUGE THE WIND CONDITION, TURBULANCE, ROTORS AND SINKS IN THE AREA. IN A DENSE AREA WITH STRUCTURES AND BUILDINGS AROUND THERE MIGHT BE VOID AREAS WHERE AIR IS NOT PRESENT SUCH AS AIR POCKET WITH NO TO LITTLE AIR IN BETWEEN WHICH MIGHT CAUSE THE AIRCRAFT TO SINK SUDDENLY OR LOSE ALTITUDE WHICH I FOUND WAS RIGHT IN THE MIDDLE OF THE FIELD AT THE SAME CEILING HEIGHT OF THE STRUCTURES SURROUNDING THE FIELD I TOOK OFF FROM.

I MADE A CONCLUSION THAT WITH THAT IN PLAY, I MIGHT HAVE TO FIND SOME OTHER LANDING SITES BUT CONTINUE TO GO AROUND AND COME IN LOW AND LEVEL TO SEEK NEW DIRECTIONS TO LAND IF ANY ON THE SAME FIELD. AFTER A FEW MORE ROUNDS I FOUND THAT IT WAS TOO RISKY AND RADIO TO GROUND THAT I WAS TO LOOK FOR ALTERNATIVES. AS I DIDN'T GET A RESPONSE, I CAME LOW AND LEVEL AGAIN TO SIGNAL FOR A NO GO AND SEEK OTHER LANDING SITES TO MR. SYAFIQ. AT THIS POINT OF TIME, THE FIELD AND ITS SURROUNDING WAS FULL WITH SPECTATORS AND THE PUBLIC WHICH AGAIN POSE A THREAT IF I SHOULD COMMIT TO LAND THERE.

SO I CLIMBED TO 200FT AND STARTED SELECTING POTENTIAL LANDING SITES WHICH WAS PLENTY BUT I CHOSE THE WISMA CUSTOMS TO BE THE BEST DUE TO ITS LENGTH, LOCATION, LESS PEOPLE, LOW TREE LINES, LOW STRUCTURES, INTO THE PERVAILING WIND WHICH WAS PERFECT. OTHERS WAS THW GRASS PATCH WHICH I AM UNSURE OF WHAT IS IN THE GRASS IF I WERE TO LAND IN IT, THE PADI FIELD WHICH WAS PRETTY MUCH UNDULATED AND UNEVEN, AND THE STADIUM WHICH WAS A NO GO.

I PREPARED MY LANDING APPOACH AT 200FT TURNING PAST THE TELECOMMUNICATIONS TOWER WHICH WAS THE ONLY OBSTABLE IN FRONT OF THE WISMA BUT CONSIDERABLY FAR FROM MY APPROACH PATH. I DID A STEEP LEFT AND BANK TO LOSE HEIGHT FOR THE FINAL. AS I WAS DECREASING IN HEIGHT, I REALIZE THAT THERE WAS LOW TREES IN THE BEGINNING OF THE FIELD AND AVOIDED WITH ADDED POWER AND DECENDED RIGHT ABOVE THE TREE LINE BEFORE FLARING ON TOUCH DOWN. THE LANDIND WAS A SUCCESS IN THE BEGINNING AND AS I WAS ABOUT TO BRAKE ON THE NOSE WHEEL I REALIZE THAT THE THROTTLE WAS AT FULL SPEED AND DID NOT DECREASE AS MY FOOT WAS TAKEN OF THE THROTTLE PADDLE.

I MANAGED TO STEER THE NOSE WHEEL WITH MY FEET, LEFT HAND ON THE CONTROL BAR, AND RIGHT HAND REACHING THE IGNITION SWITCH WHILE STILL TAXIING AT FULL SPEED. THE IGNITION SWITCH DIDN'T CUT THE POWER. AS MY RUNWAY IS COMING TO AN END, I SELECTED A TREE AS MY BRAKING POINT TO STOP THE AIRCRAFT AND BRACED FOR IMPACT.

3

ONCE HITTING THE TREE, THE AIRCRAFT HALTED BUT THE ENGINE WAS STILL AT FULL SPEED. I WAS ABLE TO STAND OUTSIDE THE HALTED AIRCRAFT BUT WAS PINNED IN BETWEEN THE AIRCRAFT, TREE AND WING. I WAS STUCK WITH THE PROPELLOR TURNING ABOVE MY HEAD. DESPERATELY TRYING TO BRAKE FREE, AND WAS LOOKING FOR WAYS TO STOP THE ENGINE.

I LOOKED AT THE ENGINE, FOUND THAT ONE OF THE CARBURATOR WAS DETACHED AND THE OTHER WAS STILL ATTACHED TO THE ENGINE FEEDING THE FUEL. I TRIED REACHING FOR THE OTHER CARB BUTWAS UNABLE DUE TO MY RIGHT HAND WAS BROKEN AND INCAPACITATED. I REACHED AGAIN FOR THE IGNITION SWITCH WITH MY LEFT HAND BUT TO NO AVAIL. I TRIED THE HAND THROTTLE TRYING TO SEE IF IT WAS PULLED BACK UNINTENTIONALLY BUT IT WAS AT THE OFF POSITION. NEXT ITRIED TO TAP ON THE FOOT THROTTLE TO SEE IF IT WAS JAMMED BUT UNABLE TO. I SHRUGGED AND WAITED FOR THE ENGINE TO SHUTDOWN DUE TO FUEL STARVATION SINCE THE AIRCRAFT WAS AT A NOSE DOWN ANGLE AND THAT THE FUEL GRAVITY FLOW WAS DISTRUPTED. TRUE ENOUGH IT STUTTURED AND STOPPED A LITTLE AFTER 30-45SEC.

AFTER THE ENGINE STOPPED I COULD HEAR A FEMALE VOICE YELLING TO GET HELP, SOON AFTER A FEW BOYS AND THE SECURITY GUARD CAME TO ASSIST ME GETTING LOOSE FROM THE PINNED POSITION.

THIS IS MY FORMAL REPORT.

4

APPENDIX I

PERSEKUTUAN SUKAN UDARA MALAYSIA
MALAYSIA SPORTS AVIATION FEDERATION (5121/2011)

PERSEKUTUAN SUKAN UDARA MALAYSIA
MALAYSIA SPORTS AVIATION FEDERATION (MSAF)
UNIT 2.1, TINGKAT 2, WISMA OCM
JALAN HANG JEBAT, 50150 KUALA LUMPUR, MALAYSIA

Rujukan kami: MSAF/L11227.22/P
Tarikh : 02 Ogos 2022

**KOL MARZUKI RAMLI TUDM**
Air Accident Investigation Bureau (AAIB)
NO. 26, Jalan Tun Hussein, Presint 4,
62100 Putrajaya,
W.P. Putrajaya

Tuan,

**KUNJUNGAN HORMAT DAN SESI TAKLIMAT RINGKAS**

Perkara di atas adalah dirujuk.

2. Untuk makluman Tuan, MSAF merupakan badan pengelola bagi sukan udara di Malaysia yang bernaung dibawah badan antarabangsa, Persekutuan Aeronautik Antarabangsa (Federation Aeronautique Internationale – FAI) yang bertanggungjawab dalam sukan udara dunia. MSAF juga adalah satu-satunya persekutuan sukan udara dalam negara yang berdaftar di bawah Pesuruhjaya Sukan (PJS) dan juga berdaftar bersama Majlis Olimpik Malaysia (MOM). Sejak penubuhan pada tahun 2003, MSAF giat berkerjasama bersama Kementerian Belia dan Sukan (KBS) dan juga Pihak Berkuasa Penerbangan Awam Malaysia (CAAM) dalam membangunkan sukan udara di Malaysia. Kini, MSAF mempunyai tujuh cabang sukan udara termasuklah "drone", "aeromodelling", "paramotor", "paragliding", "parachuting", "light sports aircraft" dan juga "hot air balloon"

3. Merujuk kepada perbualan telefon antara pihak Tuan dan En Azry, kedua-dua pihak bersetuju untuk mengadakan kunjungan hormat dan sesi taklimat ringkas seperti ketetapan berikut:

| | |
|---|---|
| Tarikh | : 3 Ogos 2022 |
| Masa | : 2.30 petang |
| Tempat | : Kementerian Pengangkutan Malaysia, Putrajaya |

4. Sebarang pertanyaan dan keterangan lanjut, sila berhubung dengan Setiausaha MSAF, **En Muhammad 'Afif Azry Bin Muhammad Alias** di talian 019-373 5485 atau email kepada admin@msaf.org.my

5. Kami mengucapkan ribuan terima kasih atas perhatian dan keprihatinan pihak Tuan.

Keprihatinan dan komitmen pihak tuan kami dahului dengan ucapan ribuan terima kasih.

Yang benar,

**"MAJULAH SUKAN UDARA UNTUK MALAYSIA"**

**Yang benar**

**MOHD NURHAQIMY BIN MOHD ISMAIL**
PRESIDEN
Malaysia Sports Aviation Federation (MSAF)

APPENDIX J

NOTAM

Priority : Reception : 21-02-23 08:37
Originator : Operator : KN
Filing Time: Last Storedate: 21-02-23 08:39
On PIB : YES Max Parts : 1

NOF : WMKK

(A0645/21 NOTAMN
Q) WMFC/QWGLW/IV/M/W/000/010/0624N10010E003
A) WMFC B) 2103060000 C) 2103281100
D) EV SAT SUN 0000-0300 0900-1100
E) PARAMOTOR ACT WILL TAKE PLACE WI 03NM RADIUS OF 062423N 1001042E
(SERIAP, KANGAR, PERLIS)
RMK: ACT SUBJ ATC.
F) SFC G) 1000FT AMSL)

Raw number : WMHQ P0157/21 NOTAMN
Linked data: Circle 062423N1001042E/003