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| Aircraft Type and Registration: | Quad City Challenger II, G-MYDS | |
| No & Type of Engines: | 1 Rotax 503 piston engine | |
| Year of Manufacture: | 1990 | |
| Date & Time (UTC): | 19 January 2005 at 1515 hrs | |
| Location: | ½ mile from Runway 24 at Southend Airport, Essex | |
| Type of Flight: | Private | |
| Persons on Board: | Crew - 1 | Passengers - 1 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Nose landing gear pushed into the fuselage, left main landing gear extension sheared and slight fabric damage on the fuselage | |
| Commander's Licence: | National Private Pilot's Licence | |
| Commander's Age: | 34 years | |
| Commander's Flying Experience: | 40 hours (of which 31 minutes were on type) Last 28 days - 2 hours Last 90 days - 31 minutes | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

At approximately 300 feet during the climb following takeoff the pilot heard the engine speed suddenly increase. The pilot quickly became aware that the belt drive from the engine to the propeller had failed. He informed his passenger that the engine had failed and that they would be landing. The pilot selected a suitable field and carried out a soft field landing but unfortunately the aircraft encountered a rut during the landing roll which caused the nose landing gear to collapse.

Examination of the belt drive between the engine and the propeller revealed that the belt's teeth had torn away from the belt. The pilot assessed that this had been caused by incorrect belt tension.