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**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cirrus SR-22, N220RJ	
<b>No &amp; Type of Engines:</b>	1 IO-550-N piston engine	
<b>Year of Manufacture:</b>	2006	
<b>Date &amp; Time (UTC):</b>	6 April 2007 at 1322 hrs	
<b>Location:</b>	Saddlewood Manor Farm, Tetbury	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Damage to propeller and wheel fairing	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	49 years	
<b>Commander's Flying Experience:</b>	227 hours (of which 145 were on type) Last 90 days - 95 hours Last 28 days - 15 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

As the pilot applied the brakes after landing, the aircraft skidded and could not be stopped before the end of the runway. The aircraft over-ran at low speed, colliding with a dry stone wall.

**History of the flight**

The pilot reported that he made a normal full flap landing, touching down about 100 m in from the threshold of Runway 09. As he applied the brakes, the wheels locked and skidded on the grass runway, which has an LDA of 635 m. The weather at the time was good, the grass was dry and there was a headwind of about 5 kt. He stated

that he varied the brake pressure but this had no effect. In an effort to steer the aircraft he then applied full right brake only, but again with no effect. The aircraft over-ran the runway at slow speed and collided with a dry stone wall, causing damage to the propeller and a wheel fairing.

**Comment**

CAA Safety Sense leaflet 7c, '*Aeroplane Performance*', describes the effects of a grass runway and touch down point on landing performance.