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Eastern Region

Date: August 18, 2026
Subject: ERA24FA397 Cirrus Communication
Contact: Mark Haroldson, Cirrus Aircraft

The IIC contacted Mr. Haroldson regarding the accident of N1281F. The following are segments from the email conversation.

The IIC asked Mr. Haroldson on August 18, 2026, regarding the weight and balance of the airplane and asked if he could assist in computing a weight and balance sheet. The IIC also stated:

"Based on the RDM data, it looks like they had about 51 gallons of fuel total at the time of the accident. The RDM showed about 9 gallons, before jumping up to 54. We have a fuel receipt for 44 gallons...

...the pilot was estimated about 230, the front right seat was 251, back seat adult male was 190, back seat adult female was 160, and the child was 75."

Mr. Haroldson responded August 26, 2026, stating:

"Here is the computed W&B. I think it may be important to note, we do not know how much cargo was in the aft compartment. Even if there was nothing back there, the aircraft was on the Aft CG limits, and more than 100lbs over gross on a high DA day."

The IIC asked Mr. Haroldson additional questions on August 26, 2026, stating:

Sifting through the RDM data, I noticed that the "AOA Stall ESP mode failed" has 1's in it in the last 3-4 seconds of data. From what I am reading online, that is an automatic feature that pushes the nose down to prevent a stall. Would that mean, since there are

1's there, that he was approaching the stall (or was already stalling) and the airplane automatically dropped the nose?

Similarly, the "STALL-TONE" category has a 1 for the last 10ish seconds. I am assuming that means the stall warning was going off when a 1 is in those boxes.

I see there is a "gross weight category". How accurate is that? It shows him at 3578.5 at the end of the data. Is that generated based on numbers the pilot would have input?

Mr. Haroldson replied on August 26, 2026, stating:

As far as weight computed by the RDM. The weight of the TKS (Anti-Ice) fluid is computed based on the quantity in the tanks and is not adjustable. The aircraft basic weight and CG are also not adjustable. The pilot adds the weight of the passengers and baggage manually and displays a W&B graph similar to what Foreflight generates, that I shared previously. The pilot has the ability to make adjustments to the weights of the items he/she has entered, as well as fuel by adjusting the totalizer. Unfortunately, we do not have the ability to see what the pilot entered into the aircraft avionics that indicated he was within W&B. I looked at all of the flights that day, and what is interesting is that prior to the first flight of the day, we can see the W&B adjusting upward as he adds weights to it, getting as high as 3516, before it changes to 3471. It stays there until fuel is consumed. For the first flight, he had 38 gallons on board, but had set the totalizer to 33, thus giving himself a safety net of 5 gallons that he's not planning to have available, but shaving 30lbs off the total weight that would've been computed. For the accident flight, the gauges indicated a total of 60 gallons on board, and the fuel totalizer is set to 54, the same 5-6 gallon allowance he made on the first flight of the day. With the gauges reading 28 and 32 gallons in the wings, which would've been right at the tabs in the fuel tanks prior to the last engine start.

For the other items in the RDM.

Stall Horn - Yes, when there's a 1 in the stall block, the stall horn is going off. On this aircraft, there is a stall vane on the right wing that is heated whenever the pitot heat is selected.

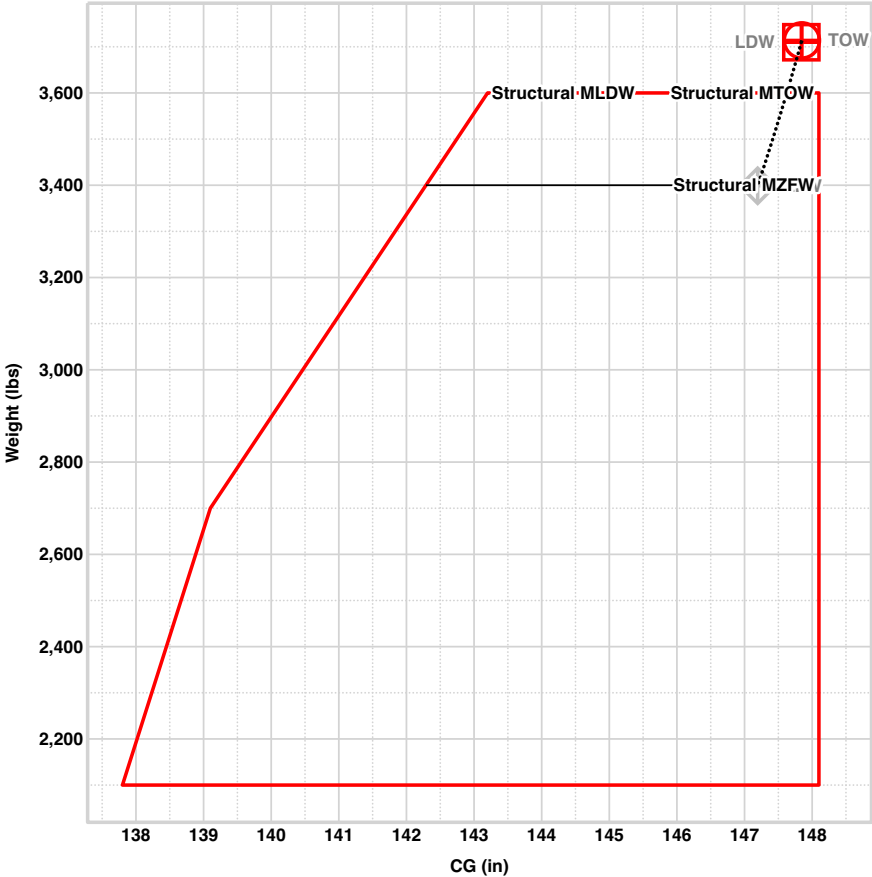
The aircraft was in a stall for 8 of the 9 seconds prior to impact with the first tree. The normal pitch for takeoff and climb is 7 degrees. The indicated airspeed drops to 57 as the go around is initiated with pitch at 9 degrees. It does turn off for a second as the nose drops to 8.87 degrees and the airspeed climbs to 71. Within a second, pitch

increases to 14.6 while the airspeed increases to 75. It should be noted that the airspeed is only recorded once per second, despite the RDM generating 5 points of data every second. During the five seconds after the stall horn activates a second time, the speed drops from 75 knots to 61 knots before data is lost. During the 3 seconds prior to impact, we can see the pitch at 14.6 increasing to 30.45 before dropping off at impact. We also see the roll angle increase to a 12.94 left bank. We can also see a significant negative yaw rate during the go-around, indicating that there was not enough right rudder input during this maneuver.

AOA Stall ESP - There are a few things in the RDM data that are not features of the G6 SR2X aircraft. Some of these columns say Reserved, and others have their features already labeled. The G7 SR2X series aircraft do have a stick shaker/pusher that does it's best to keep the aircraft from stalling, the G1-6 do not. The ESP system fails as the airspeed from the pitot tube data goes to 0, indicating the AHRS's and ADC's computers were struggling to get relevant data, and not finding any. There are a few other ESP features that are not part of the G6 aircraft, that will show as failed as the G6 does not have the necessary hardware to run those systems. The AOA stall mode failed as there was no longer Airspeed data, which is required as this is a calculated AOA, there is no AOA sensor on this aircraft."

"Another note, the Yaw damper on SR2X aircraft is inactive below 200' AGL. During descent with low power settings, it's hardly noticeable to a pilot when the aircraft is no longer helping with yaw. However, once go around power is added, if the right rudder pedal is not pressed down fully as the aircraft throttle is increased, the aircraft have the tendency to pull left until they reach 200' AGL and the yaw damper kicks back in."

-End of conversation



NOTICES

- ❗ Ramp weight limit exceeded by 113.8 lbs
- ❗ Takeoff weight limit exceeded by 113.8 lbs
- ❗ Landing weight limit exceeded by 109.9 lbs

Item Description		Weight (lbs)
Souls on board		5
People		
Front Seats / Pilot		230
Front Seats / Passenger		251
Rear Bench / Left Seat		190
Rear Bench / Middle Seat		75
Rear Bench / Right Seat		160
Cargo		
Tail Compartment		0
Aircraft Items		
Deicing Fluid		48.8
Oxygen		0

	Weight (lbs)	Limit (lbs)	CG (in)	FWD / AFT Limits (in)
BEW	2,444	-	142.2	138.5 / 148.1
Payload	955	956	-	-
Zero Fuel Weight	3,399	3,400	147.2	142.3 / 148.1
Main Tanks	324	552	154.9	-
Ramp Weight	3,723	3,609	147.9	-
Taxi Fuel	9	-	154.9	-
Takeoff Weight	3,714	3,600	147.8	-
Fuel To Destination	4	-	155.4	-
Landing Weight	3,710	3,600	147.8	-

CAPTAIN SIGNATURE

CAPTAIN NAME

DATE