

## Fox Todd

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**From:** Fox Todd  
**Sent:** Wednesday, April 22, 2015 2:06 PM  
**To:** Stanley.Swank-I [REDACTED]  
**Cc:** Robert.Hendrickson [REDACTED]; Fox Todd  
**Subject:** RE: Cessna Accident

Inspector Swank,

Thank you for providing Mr. Arnold's typed statement... I will include it with the other statements associated with this accident case file.

Sincerely,  
Andrew Todd Fox  
NTSB, Air Safety Investigator

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**From:** Dave Arnold [REDACTED]  
**Sent:** Tuesday, April 21, 2015 9:45 AM  
**To:** Smith, J Warren (FAA)  
**Cc:** Bill Giannetti  
**Subject:** Cessna Accident

Mr. Warren Smith  
Inspector  
Springfield FAA FSDO

Mr. Smith:

On the night of April 6, 2015 I had the occasion to talk with Tom Hileman, pilot of the accident aircraft near Bloomington, Illinois. I spent a few hours visiting with Tom as we have known each other dating back to working at Clark Aviation (now Image Air) in Bloomington, Illinois in the late 1980's. It has been several years since we had seen each other and we took the opportunity to catch-up.

Our conversation basically consisted on our careers and the type of flying we were doing. He talked about the type of aircraft he was managing, the people he was flying for and some of the contract flying he was doing. Nothing really stood out to me as unusual as he seemed to really enjoy what he was doing and the people he was flying. He said Scott Bittner was a pleasure to fly and he really enjoyed flying him. We talked a little about the 414 and he said they purchased it from a Champaign bank and had it refurbished with new paint, interior, and instrumentation. There was no conversation regarding the specifics of the aircraft. He talked about his son playing football and how the owner of the Phenom that he managed was very good about not scheduling trips around his son's football games.

Tom spoke about being really busy since the start of the year, however I did not sense that he was tired or overworked. He seemed to have a good attitude and he was not disgruntled about having to be there that evening. He seemed very relaxed and content with what he was doing. He even took the initiative to move a couch to provide a better viewing angle with the TV for other pilots sitting on it. Tom took up a position sitting on a straight chair with his legs crossed watching the game. He sat there for nearly all of the game. I did see him make a trip to the snacks and catering that Signature provided but cannot tell you what he ate. I do remember thinking to myself that knowing Tom's typical jovial, laughing, and kidding around personality that he appeared pretty reserved and very at ease. I took that as a good thing.

If he had been consuming alcohol, I sure did not notice it. He did make a comment about a deceased client of his, Richard Owens, who owned a part of the Falcon 10 that Tom manages. Tom related a story to me about Richards yacht

captain who recently lost his job due to being intoxicated while piloting the boat. Tom said that he talked to the captain, who he had become friends with, and expressed his surprise that he would do that and how little sense it made to do that.

I do not believe that I can remember anything else regarding that evening. Please let me know if you have any specific questions.

Thank you

Dave Arnold  
Captain  
Flightstar Corporation