

From: [REDACTED]
To: [REDACTED]
Subject: N181AG
Date: Tuesday, November 5, 2019 3:05:12 PM

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Mr. Rayner,

I met Clint Hill in 2010 when I was approached to give him flight lessons for a private pilot's license. I gave him several hours of dual. His recommending instructor was in east TN and if memory serves me correctly and he finished in an accelerated fashion. This was due to scheduling issues on both ends.

Clint Hill and I became friends and he often wanted a second pilot with him following his PPL. I filled in in that capacity.

In 2013 he purchased N181AG after which I flew with him as CFI for months as he built experience in the aircraft. He had a very high aptitude and adjusted very quickly to the PA-32. At no point in my history of flying with him did I ever witness Clint Hill have any issues regarding safety in maneuvering the aircraft etc. At no point did I witness Clint Hill have any issues with fuel management as he was very cautious about keeping the tanks balanced as well as taking off and landing on the fullest tank per the checklist.

I did however have some concerns about the aircraft beginning on the night of 2/8/18 when I picked N181AG up from maintenance at KUCY. The sun was setting as I arrived. I did a preflight of the aircraft which had been moved to the ramp. I noted no contamination in the fuel etc. The fuel gauges showed there to be between 1 quarter and 1/2. However when I began to leave and the aircraft shifted position the changes also changed indication on the fuel gauges and I returned to the fuel pump and had an after-hours employ fuel the aircraft for my flight from UCY to PAH. No fuel contamination noted.

Approximately halfway between M25 and KPAH, the aircraft started acting abnormally which quickly became a concern. The engine was making a sound and vibrating as if it was going to quit. Gauges were checked as was the mixture. All temps etc were in the green. I do believe there was a fluctuation in manifold pressure. I quickly diverted so as to keep the 4 lane highway 45 on my left as a possible emergency landing site if it seized. If my memory serves me correctly, I believe Mike Johnson was working ATC at PAH that evening. The time would have been between 5:00 pm and 7:30 pm. I also think I relayed my concerns about the aircraft to Mike and said I would need a straight to runway 32 and that I was likely going to be high to ensure a successful glide to runway 32 once I deviated away from highway 45 to the Northwest.

Ultimately the aircraft did not quit. But an immediate phone call was made to the owner (who was in Louisiana at the time) upon landing with these concerns. It is my understanding that the issue has been looked at the following week and in so far as I was aware whatever the cause was either not pinpointed or had been resolved. In so far as I am aware he was also under the same impression. The aircraft was flown several times after this event without issue.

On 12/15/18 I recall an odd sound and vibration in the airframe approaching Paducah on the way back from BNA. But nothing further.

I cannot speak to recency of experience and night recurrency at the time of the accident as I simply do not know.

I can speak to his character which was absolutely second to none. He was a talented, intelligent, and overall wonderful human not to mention a dear friend.

John



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