



Bradley Miller
Aviation Accident Investigator
AS-CEN

Date: August 1, 2025

Subject: CEN25LA075 - FAA Witness Statement

Contact: Brian Yadlosky, FAA Little Rock Flight Standards Office

FAA inspector Brian Yadlosky sent Ethan Richardson, the pilot of the second airplane, FAA Form 1360-33 on January 21, 2025, and asked him to provide a written witness statement and email it back, which Mr. Richardson did the same day. See Figure 1.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME	DATE
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Ethan Richardson			
SUBJECT N8569V Witness Statement			
DIGEST			
Midday January 12, 2025 my father (Charley Mack Richardson) and I went for a recreational flight in my recently acquired Citabria. I had recently completed my tailwheel endorsement and we planned to fly approximately 12 miles east of KBVX and do slow flight, stalls, and steep turns. Prior to departing Steve, Charley Mack, and I discussed and planned for Steve to meet us east of KBVX. Steve would be flying another Citabria. After Charley Mack and I completed the first 30 minutes of our flight Steve called me on the phone to let us know his location and to meet him at the pre-briefed location. Charley Mack and I followed Steve above and behind him ~1/4 mile and flew westbound towards KBVX following the White River. We continued north of KBVX following Steve over his and his son's (Dylan Carpenter) residence. After flying over Dylan's (Approximately 2 miles northwest of accident site) we continued following Steve above and behind him southeast bound. I told my dad, "Dang he is really low in that valley" a couple seconds prior to Steve colliding with the highline wires. Upon collision my father and I witnessed a blue colored arc flash from the highline wires, and the airplane came to a rest hanging from the wires. I said out loud, "Oh **** X4, what do we do?". My father called 911 and the phone had connected to my headset so I told the operator what had occurred and our location. After circling the accident scene a handful of times we flew back to KBVX, landed, and went on our way to assist with the rescue. Neither my dad or I observed any kind of loss of engine power prior to impact and at the rescue scene Steve stated he could not see the wires until too late because of the snowy backdrop.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 1/21/2025	TITLE	SIGNATURE	

Figure 1. FAA Form 1360-33 with Mr. Richardson's statement.