

The following statement was provided by Mr. Frank Laudo, the driver of the vehicle involved in the accident:

I was the driver of the vehicle struck by the accident airplane. My wife and I had been to the airport before and we were aware of the proximity of the road to the runway, the layout can best be described as precarious. While approaching the airport westbound on FM 1171 (Cross Timbers Road) there is a rise from which I can see inbound airplane traffic – none was apparent on this morning as we approached the airport. After turning left onto County Road 338, that runs parallel to the runway approach, I rolled down the windows and turned the radio off in order to hear any airplanes, as this is our customary protocol. I did not see nor hear any airplane traffic as I drove into the airport on the day of the accident. We were planning to visit the Blue Hangar Café located on Boeing Drive, on the east side of the airport. There was not a legal stop sign at the intersection of CR 338 and Kelly entering the airport. It is necessary to stop to initiate the left hand turn onto Kelly. The word “STOP” is faintly painted on the roadway pavement after making this turn left onto Kelly Drive, which borders the airport immediately north of runway 17. This is the only indication to stop as you enter the airport.

There is a white split-rail type fence which runs along Kelly Drive about 6 feet north of the roadway. Beyond the fence, the field north of the airport is populated by myriad trees 8 to 10 feet tall that sit upon a sloping rise of approximately 10 feet. It was at the second stop that no inbound traffic was apparent due to the airplane’s low approach – below the tree line. I estimated that airplanes landing at this airport are normally about 150 feet above Kelly Road when approaching to land in order to meet the displaced threshold on runway 17.

As I was about halfway across Kelly Drive, in the runway approach area, I heard the sound of an airplane engine. About one-half second later, the airplane impacted our car. The nose gear of the aircraft sheared off onto the windshield of the Volvo XC90. The left main gear sheared off when it hit the Volvo XC90 driver door and the right main gear struck the cargo area on the left side of the Volvo XC90. The right main gear remained on the aircraft. I estimated that the aircraft was about 4-1/2 feet off the ground based on the points of impact (not the usual 150 feet up). I recall that it was a beautiful morning, with no wind and a bright sky.

Note: The pilot has gone on camera and said he could indeed see our car and the direction it was headed.