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HOURS OF OPERATION: M-SAT/8AM-5PM

AFFIDAVIT FROM WILLIAM BLAKE IN REFERENCE TO INCIDENT INVOLVING N503GL ON 06/14/2021. THIS STATEMENT IS TRUE AND TO THE BEST OF NY KNOWLEDGE.

ON 06/14/2021 ONE OF OUR CLIENTS TO BOSS AVIATION SERVICES KENT MOFFER WAS INVOLVED IN AN INCIDENT IN HIS GREAT LAKES AIRCRAFT N503GL AROUND 10AM. I WAS WORKING IN MY HANGER AND HEARD WHAT SOUNDED LIKE GLASS BREAKING OUTSIDE. I LOOKED OUT TO THE RUNWAY AND SAW N503GL UPSIDE DOWN ACROSS FROM MY HANGER IN THE EAST SIDE GRASS NEXT TO THE RUNWAY. I DROPPED EVERYTHING AND SPRINTED TO THE AIRCRAFT TO ASSIST KENT AND HIS PASSANGER MEGAN MOFFER WHO IS HIS DAUGHTER. AFTER PULLING BOTH OF THEM FROM THE AIRCRAFT I BEGAN TO LOOK THEM OVER FOR MAJOR INJURIES. FINDING ONLY MINOR CUTS ON KENTS RIGHT HAND AND ARM I BEGAN TO QUESTION WHAT HAPPENED. KENT TOLD ME HE THOUGHT THE BRAKES MAY HAVE LOCKED UP. MEGAN TOLD ME KENT WAS YELLING OVER THE HEADSET THAT HE COULDN'T GET CONTROL AND THERE WAS TOO MUCH WIND. THE WIND THAT MORNING WAS COMING IN FROM THE NORTH EAST. KENT HAD TAKEN OFF TO THE NORTH AND DONE 2 TOUCH AND GOES TO THE NORTH. WHEN HE LANDED WITH THE INCIDENT HE LANDED DOWNWIND TO THE SOUTH. AFTER THE INCIDENT BEFORE A NOTAM COULD BE PUT INTO PLACE OTHER AIRCRAFT WERE GOING AROUND N503GL STILL TAKING OFF TO THE NORTH. LOOKING AT THE RUNWAY THERE WERE SWERVED LINES BUT NO SOLID TIRE MARKS. THE TIRES DID NOT HAVE FLAT SPOTS. IT APPEARS THAT WHEN THE TIRES TOUCHED THE GRASS THEY SUNK A LITTLE. THE LEFT LANDING GEAR WAS PUSHED BACK SLIGHTLY I ASSUME FROM TAKING OUT THE 1 RUNWAY LIGHT AND THE PLANE TIPPED OVER. THIS AIRCRAFT SITS FOR MONTHS AT A TIME. WE PULL THE PLANE OUT ABOUT ONCE A MONTH TO RUN THE ENGINE TO KEEP IT IN A GOOD STANDING SINCE KENT DOES NOT WANT THE ENGINE PICKLED FOR PRESERVATION BETWEEN 2-6 MONTH INTERVALS FOR FLIGHTS. ON 06/15/2021 KENT CAME TO MY SHOP TO SEE THE AIRCRAFT AND TALK ABOUT THE INCIDENT. HE EXPLAINED TO ME THAT HE BELIVED THE WIND WAS A BIG FACTOR IN WHAT HAPPENED. THIS STATEMENT IS TRUE TO THE BEST OF MY KNOWLEDGE. WILLIAM BLAKE A&P/IA.