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Office of Aviation Safety - Eastern Region

Date: April 22, 2025

Subject: ERA25LA182, Record of Conversation/Interview

Contact: William Brock

Mr. William Brock was contacted by phone on April 21, 2025 at 1600 EDT. He was called at [REDACTED]
[REDACTED] He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was called to clarify details of the notification he made to the NTSB's Response Operation Center on April 21, 2025 regarding the wheel down landing on the Alabama River that occurred on April 13, 2025, involving amphibious airplane N744RA, equipped with a Rotax 912ULS.

He provided pilot certificate information and advised that he had fractured his middle metacarpel in his left hand and his passenger (Jessica Palmer) who is not a pilot was not injured.

He was asked the following questions:

Clarify the damage sustained?

The hull sustained structural damage, and 4 tubes were bent (Figures 1, 2, and 3).

Was there anything mechanical wrong with the airplane that caused him to land on the water with the landing gear down?

No, it was his fault.



Figure 1 Left Side View Hull Damage



Figure 2 Right Side View Hull Damage



Figure 3 View of Cockpit Tube Damage

The call ended at 1609 EDT.

The digest was e-mailed to him for review on April 23, 2025. He replied on April 24, 2025 at 0840 EDT with, “All information is correct. I am completing the 6120.1 now and should have it ready tomorrow.” The FINAL digest was e-mailed to him on June 5, 2025.