



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region - Denver, Colorado

Record of Telephone Conversation

Person Interviewed: Allen Stanlake

Date: 12/11/2018

Subject: – CEN17FA287

Mr. Stanlake was the pilot-rated passenger on N1400P during the accident flight. During the telephone conversation Mr. Stanlake stated the following:

Mr. Stanlake stated he was a flight instructor with approximately 3,000 total flight hours, 1,600 flight instructor hours, and about 150 hours in Lake Renegade airplanes. He said he had conducted approximately 100 water landings in that make and model airplane. He said he had conducted the seaplane signoff for Mr. Johnson.

Mr. Ray Johnson was the pilot in command (PIC) and Mr. Stanlake considered himself as a passenger on the accident flight. Mr. Johnson had checked the water conditions on two occasions before the flight. After the second check of the water Mr. Johnson said the conditions were suitable for takeoff. Mr. Stanlake and Mr. Johnson had observed 2-3 airplanes equipped with straight floats takeoff without issue before they departed.

When asked if Mr. Johnson had performed a checklist prior to takeoff, Mr. Stanlake said Mr. Johnson had conducted a preflight and fueled the airplane with sea base staff. He said no fuel was put into the sponsons. He said the pilot verbalized that the flaps were down prior to starting the takeoff and he recalled that the trim tab was in the green band for takeoff. Mr. Stanlake stated the Lake Renegade could takeoff without the flaps extended, but it would result in a longer takeoff distance.

Dan Baker
National Transportation Safety Board
Air Safety Investigator