



Mark Ward
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Office of Aviation Safety - Alaska Region

Date: July 20, 2024

Subject: ANC24LA064 Pilot interview

Contact: Grant R. Tallman - Pilot

I talked to the pilot, Grant before the wreckage examination. Grant reported that he had made several flights in the accident airplane the day of the accident. The first flight tour started at 830am, a second flight to Mountain House, another flight down to Merrill Field and back. This flight was a lower glacier tour with no landing and was a one-hour tour.

During the flight, the propeller rpm was set at 30 (3000) and the engine torque was at 82%. The propeller indications (engine torque) fell from 80% down to 40% and the propeller were no longer producing any thrust. He reached out to other pilots flying to help in troubleshooting the problem. He cycled the propeller, and the propeller indication went from 40% down to 30%. The propeller never went into the full feather position. The airplane impacted terrain at about 2200ft elevation into 8ft to 12ft trees. They hit a rock on landing. He did not remember looking at what the oil pressure was. He shut down the engine and shut off the fuel about 20ft to 30ft above the ground.