

On June 14, 2021 at the Jackson County Airport in Sylva NC I (Coya Nack) was participating in a demonstration flight for mountainous operations and emergency procedures. The purpose of this flight was to familiarize myself with flying in the mountains and performing emergency procedures in this area as the terrain made operation in this area difficult. I would then practice the approach to the LZ as well as the tour routes and I would then be signed off to fly with passengers for this company. During this flight I was seated in the right front of the aircraft. Around 10:55am we had already completed four or five autorotations (straight in and 180), we had just completed a 180 auto and the next maneuver we were to do was going to be a quick stop. He began a normal take off profile on the runway and at 40 knots he began a slight climb to 40 feet above the runway in order to enter the maneuver, all standard for this maneuver. The entrance to the actual quick stop was aggressive and he flared while turning us to the left, modifying the maneuver. It was at this time that he manipulated the throttle. I cannot speak for him as to why he does this maneuver and I can only speculate as to the purpose of it as it was not explained to me. When he manipulated the throttle he was unable to maintain control of the range of the RPM's. I can say with confidence that the needles were still married together confirming to me that he rolled the throttle off. I remember felling the yaw from losing RPM's and therefore torque. I could feel immediately we were very unstable. We either did a full 360 or he brought the nose back to the right as he attempted to regain control of the aircraft (this part is unclear for me) we were oscillating during this time as well. At this point I glanced at the tachometer and saw that they were low I can't say what number they were on but I believed the maneuver to be unrecoverable and I began preparing for an impact. I can't however recall if the low RPM light and horn were on. The pilot attempted to regain control and as we neared the ground I would assume he was trying to keep the landing skids under us for an impact (cannot say this for certain though). I remember right before impact we were nose forward and drifting right to the right side of the runway, I had a very clear view of the ground as we approached it. The initial impact was on the right nose under me and then the aircraft settled back onto the skids. The initial impact collapsed the floor up and my seat collapsed as it's designed to do in the event of a hard landing. Then the hard settle back collapsed the landing skids.