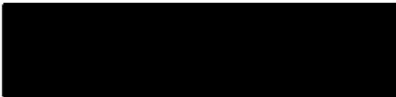


To Whom It May Concern:

This letter is to detail the actions on June 5, 2023, in which a hard landing incident took place while I was the PIC of N27UK at KORL. I started up the aircraft at approximately 3:40pm local. I then advised ATC that I would like to transition to the SEPA. Once in the SEPA I approached an LZ on a normal approach and hovered for 5 min. I then did a normal takeoff. I decided to do a straight in autorotation with power recovery from 600 MSL. I entered facing East over the edge of Lake Underhill intending to complete the maneuver in a hover with the grass field on the Eastern side of the airport fence as my target. At approximately 50 ft I started a gentle flare while simultaneously fully rolling on throttle all the way. I continued to hold the flare to stop my rate of descent and forward momentum. The needles aligned at the bottom of the RPM range, and I began to level the aircraft between 15-20ft AGL. Once level, I began to slowly raise collective as needed to bring the aircraft into a hover. While level with the ground, it became clear the helicopter was struggling to maintain lift and we began settling. I knew that I would not be able to hold a powered hover with RPM being dragged down around 10 ft AGL. I held flight controls as still as possible and did my best to maintain level with the ground. I timed and cushioned the landing the best that I could as we approached touchdown. It was a hard landing. I notified ATC that I was shutting down in the SEPA and they offered assistance, of which I declined. I don't recall verbatim what was said over the tower frequency, but Airport Authority approached us and took down my information. The aircraft was later trailered to the maintenance hanger.

Best Regards,

Cole Maguire


6/16/2023