

I topped off the airplane at Denver Jet Center at APA with 52 gallons of AvGas for a total of 74 gallons, tested the fuel via sump and visual, added one quart of oil.☐

One hour in flight, level at 11,000 ft MSL manifold pressure was 19.8 inches and rpm 2350 in VFR conditions. Engine begin to run rough, vibrate and engine rpm dropped to 1800.

I always fly that airplane with NRST displayed on the PFD so I activated and initiated that heading and was navigating to the NRST airport.

Established glide speed, LD-max, turned the boost pump on high, switched fuel tanks to the left (I believe), checked mags on both, everything full forward. (Throttle, prop mixture)

After I switched fuel tanks the engine momentarily surged then returned to loss of power, I switched back to the right tank and no improvement.

While running through the checklist I was working with Denver Center and he was providing me vectors to the NRST airport which I was already tracking.

Engine begin to vibrate, shake again and rpm dropped to 1560 rpm, nothing more and the engine started making internal grinding noises, prop wind milling. Once I could not restore power I did pull the prop back to reduce drag and maintain an appropriate descent rate at best glide speed.

I could see Hoxie airport but knew I was going to be 2-3 miles short and informed Denver Center I was not going to make the airport and provided him my approximate position and briefed the two passengers we were going to force land in the field.

Had to negotiate a refinery and power lines in front of the field I selected and once I had those cleared I put the gear down. There was a very short small dirt road on the front end of the field but I felt like it was in conflict with the power lines.

Tried to slow the airplane up as much as possible approaching the ground w/o stalling, reaching down to turn off the fuel, etc. Touched down on the mains holding the nose up as long as possible, when the nose came down the nose wheel broke off and the airplane skidded to a stop. Secured the airplane making sure everything was turned off and we all exited the airplane and soon thereafter emergency personnel arrived.

My last currency flight was in March, 2013 with Scott Wheeler, renewed my CFI the weekend of April 6, 2013 at OJC Aviation Seminar course, and my last medical was December, 2012.