

On 2 May 2018, I was flying N92WL (Lancair 360) from LXT, Lees Summit airport KS to DHT, Dalhart TX. On an IFR flight plan cruising at 8,000' the majority of the way. I requested a climb to 10,000' to stay clear of some of the puffy clouds. As we reached 10k' we experienced moderate-severe turbulence for a few seconds. Shortly after the turbulence, we experienced complete engine failure (no sputter, just quit cold). Immediately started a decent, turned on the boost pump, transfer fuel pumps and changed throttle and mixture settings. My copilot called for nearest airport and declared mayday. I set up best glide (prop lever course pitch) to WWR, West Woodward airport OK, and kept trying to get the engine restarted. Around 5700' the glide ratio (1000-1100 fpm decent) wasn't looking promising for making it to WWR. I pushed the prop lever back in and tried again to get the engine restarted. At this point the only landing option was on a North/South dirt road, as we got lower we could see it was lined with trees and power lines on the West side of it. Decision was made to abandon the road option and turn into a cow pasture. We lowered the gear and worked ourselves around some obstacles landing just past a fence, ran into some bushes that turned us to the left, collapsed the right main gear and nose and we continued to slide backwards till we came to a stop. We turned off all-electrical and egressed the airplane. Copilot activated the ELT and then turned it off after we knew help was on the way. After help arrived and we had time to relive the experience a few times we went back to the airplane. Only thing we found was the main fuel cut off valve (hidden in the co-pilots foot well) was just partially moved. Not sure if this happened during the turbulence or bouncing across the field.