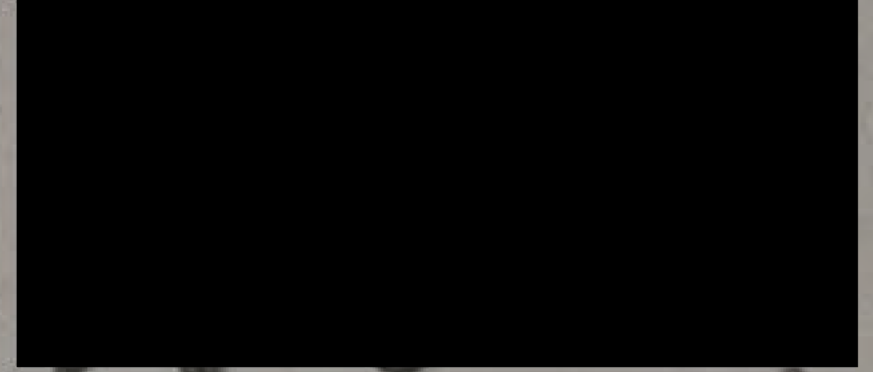


On a cross country trip to KPOF (on 5/22/2020 approximately 1:30pm cst), I was under the foggles instrument training with Johnny Hutchison as my safety pilot. We were on a heading of 336 degrees at 3000 ft just north of Steele, Missouri when I noticed we had zero oil pressure. At first, I was questioning my gauge because it passed the test on run-up and it was running so well. I tapped on the gauge a few times and brought it to the attention of Johnny. I pulled the foggles off and told him I think we have a gauge problem and that I decided to turn around back to Blytheville to have it looked at. As we turned around headed to Blytheville, the oil pressure came back on the gauge. It showed full pressure as it should. This made me believe there was a gauge problem. About a minute to a minute and a half later the gauge went back to zero and the engine started sounding funny. I asked Johnny if he heard the sound, but before he could answer, oil sprayed from the front of the cowlings all over the windscreen and smoke filled the cockpit. About the same time, the plane started shaking furiously. The engine had lost almost all of its power and we had lost about 500 feet or more since we had turned around to head back to Blytheville. We both agreed that we would never make Blytheville and we started looking on the GPS for the nearest runway. I set the speed at the best glide speed (80mph) and continued looking. With the altitude we had already lost we agreed we couldn't make it to Steele and started looking for a road to land on. We decided on Hwy F and lined up for the landing. At about 1000 ft altitude, traffic appeared in the distance so we had to sidestep to the adjacent cotton field for the landing. The rows in the field were perpendicular to the direction of landing so I started a 90 degree turn and that made us lose altitude so fast I decided against the turn and lined back up for the landing against the rows. I was scared that we would lose altitude so fast without thrust that we would land in the middle of the turn and flip upon landing. Just before impact I pulled back to insure we wouldn't flip. Johnny and I both were able to walk away with only minor scratches.


5/27/2020