

Elmer S. Logue

Off Field Landing

N6799P

January 16, 2025

On January 16, 2025, I finished the 100 hour inspection on N6799P. My findings were that this plane was airworthy and could make the trip to K50 safely.

Nicholas Thomas purchased the plane (N6799P) and we got all of the paperwork in order.

Nick and myself filled the aircraft with fuel and baggage and did a thorough aircraft check. We then boarded the airplane and did an extensive run up: the mags were good, fuel tanks good, both fuel pumps good, oil pressure good, oil temperature good and the (ELT) was good. I set the flight controls and trim for take off. The gear was down and locked and I set the flaps for take off. I then preset the radios, GPS and the transponder.

We took off, climbed to 4000 feet and circled the field. All systems were solid so I set the GPS to KLBO direct and made the decision to go west. The only problem encountered was that the #3 and #4 cylinders were running a little hot and kept me from leaning out the airplane to anticipated fuel burn. Cockpit instruments showed fuel burn of 20 gallons per hour so I made decision to land and re-fuel 30 minutes ahead of KLBO and reset the GPS to direct to KFAM. After landing at KFAM, I filled the airplane with fuel, checked the oil and checked under the cowling for anything blocking the air from the cylinders. I changed some engine baffling direction. I then parked the plane and we went to get some lunch.

We got back from lunch and did the preflight and planned the trip to KVBT. I did the run up and all systems were go. We took off from KFAM direct to KVBT with the fuel tank on the left. I climbed to 4500 feet. Cylinders #3 and #4 were still running hot so I could only lean the mixture very little. I had to climb to 6500 feet because of turbulence and again I could only lean the mixture very little because of cylinder #4.

After approximately 1 hour of flying, I switched to the right tank in landing preparation. #4 cylinder was still hot. I started a descent down to 2300 feet and reduced power. I put the gear down and had a green light so it was good to go. I put in 10 degrees of flaps. I tried to adjust the power and the prop stopped. I tried to restart the airplane, and the prop did not turn.

I found a spot for an emergency landing that I felt was the safest to land on for my passenger, myself and all others in the surrounding area. I tried to start the motor one more time with no success.

I pulled up hard to clear the oncoming power lines knowing a stall would be inevitable. I cleared the lines, shoved the nose straight down and then pulled back and rolled to the right in a sudden stop. I turned the Master Switch off and Nick and I exited the airplane.

In reviewing this situation, which I have played over and over in my mind, I feel that I handled everything the best way possible in order to save ourselves and all of the people on the ground in the surrounding area.


Elmer S. Logue
Commercial Pilot
