



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Rosamond, CA	<b>Accident Number:</b>	WPR16LA047
<b>Date &amp; Time:</b>	01/02/2016, 1430 PST	<b>Registration:</b>	N133SV
<b>Aircraft:</b>	KEVIN METZLER Velocity STD RG	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Shortly after departure on the local flight, the private pilot observed that the engine temperature was higher than it had been on the previous day's flight. After reducing power, the engine began to surge, which prompted the pilot to return to the airport. Unable to maintain altitude, the pilot elected to land in a vacant field. The left wing sustained substantial damage during the landing. A postaccident examination of the engine revealed that the No. 1 connecting rod assembly had failed. Although the reason for the failure could not be determined, the fracture surfaces exhibited signatures of fatigue consistent with a malfunction of the connecting rod bearing, such as improper bearing size, rotation of the bearing during service, or operation of a severely worn bearing. Such conditions would result in higher-than-normal operating stress, and likely contributed to the propagation of the fatigue cracking.

## Flight Events

Enroute-cruise - Loss of engine power (partial)  
Emergency descent - Loss of engine power (partial)  
Emergency descent - Off-field or emergency landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A partial loss of engine power due to failure of the No. 1 connecting rod as a result of multiple fatigue cracks for reasons that could not be determined during on postaccident examination.

## Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-Recip engine power section-Failure - C  
Aircraft-Aircraft power plant-Engine (reciprocating)-Recip eng cyl section-Fatigue/wear/corrosion - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	847 hours (Total, all aircraft), 67 hours (Total, this make and model), 807 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	KEVIN METZLER	<b>Registration:</b>	N133SV
<b>Model/Series:</b>	Velocity STD RG	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Subaru
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	EG-33
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	WJF, 2351 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 60°
<b>Temperature:</b>	11 °C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rosamond, CA (L00)	<b>Destination:</b>	Rosamond, CA (L00)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	34.884167, -118.211667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas Little	<b>Adopted Date:</b>	03/06/2017
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92533">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92533</a>		

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