



Aviation Investigation Final Report

Location:	Martinsville, North Carolina	Accident Number:	GAA18CA349
Date & Time:	June 1, 2018, 14:30 Local	Registration:	N5554X
Aircraft:	Beech F33A	Aircraft Damage:	Substantial
Defining Event:	Wildlife encounter (non-bird)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the right main landing gear struck a deer during takeoff. The pilot reported that the airplane had cleared the deer "until it bounded up and hit the right wheel." The pilot continued the initial climb and communicated with observers on the ground. He flew near the observers, and they confirmed that the landing gear was extended and appeared undamaged. However, the pilot flew to a maintenance facility with the landing gear extended and landed to assess the damage.

The airplane sustained substantial damage to the right wing spar.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The airplane's collision with a deer during takeoff.

Findings

Environmental issues	Animal(s)/bird(s) - Effect on equipment
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Factual Information

History of Flight

Takeoff	Wildlife encounter (non-bird) (Defining event)
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Pilot Information

Certificate:	Private	Age:	69,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 24, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 21, 2016
Flight Time:	(Estimated) 2726 hours (Total, all aircraft), 58.5 hours (Total, this make and model), 2726 hours (Pilot In Command, all aircraft), 41.5 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5554X
Model/Series:	F33A	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE-1457
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 20, 2018 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2413 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520BB
Registered Owner:		Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMTV,941 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:35 Local	Direction from Accident Site:	58°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	30°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Advance, NC (MTV)	Type of Flight Plan Filed:	None
Destination:	Martinsville, VA (MTV)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BLUE RIDGE MTV	Runway Surface Type:	Asphalt
Airport Elevation:	940 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.630832,-80.018333(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Rorey Osborne; FAA; Greensboro, NC
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97486

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).