



# Aviation Investigation Final Report

<b>Location:</b>	New Market, Virginia	<b>Accident Number:</b>	NYC05CA007
<b>Date &amp; Time:</b>	October 15, 2004, 23:30 Local	<b>Registration:</b>	N130SV
<b>Aircraft:</b>	Beech A23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the night takeoff roll, as the pilot was rotating the airplane, the left stabilator struck a deer. A portion of the left stabilator separated, and the pilot continued the takeoff. The pilot then circled the airport and performed an emergency landing on the same runway. During the landing, the nose gear collapsed and the airplane came to rest in a grassy area beyond the end of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with a deer during the takeoff roll. A factor in the accident was the night.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - NIGHT

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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING



## Factual Information

On October 15, 2004, about 2330 eastern daylight time, a Beech A23, N130SV, was substantially damaged during takeoff from New Market Airport (8W2), New Market, Virginia. The certificated private pilot and passenger were not injured. Night visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

The pilot reported that during the takeoff roll on runway 24, as he was rotating the airplane, the left stabilator struck a deer. A portion of the left stabilator separated, and the pilot continued the takeoff. The pilot then circled the airport and performed an emergency landing on the same runway. During the landing, the nose gear collapsed and the airplane came to rest in a grassy area beyond the end of the runway.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	July 8, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	205 hours (Total, all aircraft), 30 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N130SV
<b>Model/Series:</b>	A23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MB-485
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	David J. Marcussen	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	OKV,727 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	23:20 Local	<b>Direction from Accident Site:</b>	40°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	New Market, VA (8W2 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	23:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	New Market Airport 8W2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.650554,-78.700553

## Administrative Information

**Investigator In Charge (IIC):** Gretz, Robert

**Additional Participating Persons:**

**Original Publish Date:** December 28, 2004

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=60354>

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