

I was departing from wings field (KLOM) in a BE58, N600RV, on a 135 charter flight on the morning of October 25, 2016 when 2 deer ran onto the runway. At the time the deer entered the runway I was at rotation speed and elected to take off over the deer as attempting to stop the airplane would have resulted in a direct collision. Immediately after rotation I heard and felt one of the deer hit the left main landing gear. However, the airplane continued to climb and handle normally and the landing gear lights indicated 3 green. After climbing to a safe altitude, I was able to get a hold of our Chief Pilot, Matt Kauffman, and we discussed the possible options. We agreed that returning to Wings was not an ideal option as their personnel and equipment would not be as capable as those available at the Lancaster airport. We agreed that proceeding to Lancaster would allow a visual check of the landing gear by tower and maintenance people and allow for the safest outcome if an emergency landing was required. In addition, I was unable to make contact with anyone at the Wings airport to inquire about debris/ deer that may have been left on the runway after the collision. I called Philadelphia Approach and asked if they could call over to Wings via phone in hopes of preventing another aircraft from using the runway before it was inspected.

After flying to the Lancaster airport, I performed 2 passes for the tower and was informed that it appeared the left hand main gear was no longer attached to the airplane. After discussing the issue with maintenance we decided that the best course of action was to manually retract the other two landing gear and attempt a gear up landing. After retracting the landing gear by hand, I performed more passes to confirm that the gear was in the up position. (The landing gear lights on the panel indicated that the wheels were up and locked.)

I briefed the passengers on the emergency evacuation procedures and consulted the checklist to ensure the items on the gear up landing section had been accomplished. I elected to use runway 26 due to its longer length and set up for a left downwind/ base pattern. On short final I pulled the mixture controls to idle cut off, feathered the props, and turned the fuel selectors both to off. I landed on runway 26 and evacuated the aircraft immediately. The Lancaster fire and rescue vehicles were on hand immediately and secured the aircraft while the passengers and I retreated to a safe distance. No one was injured.