

From: [REDACTED]
To: [Simpson Elliott](#)
Subject: Alan Thayer, Review by my A&P
Date: Saturday, September 9, 2023 3:43:10 PM

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Hi Eliot,

Here is the review by my A&P, Marc Zeitlin:

My review of Alan Thayer's Long-EZ N58JB incident at KIFP indicates the following probable series of events. Upon landing with the nose landing gear extended, per normal operating practice, the nose gear collapsed due to failure of the electrical ball screw mechanism that extends and supports the nose gear strut. This led to a lowering of the nose and a decrease in the steering axis angle, leading to severe nose gear shimmy. The cast aluminum nose fork mount attaching the wheel to the nose gear strut broke from the shimmy and the fork (and wheel/tire) departed the aircraft, striking the right wheel, causing a large deflection of the strut which caused minor cosmetic damage to the fuselage above the strut, but also removed the bleeder valve on the right caliper, causing the right brake to be inoperative. When Alan attempted to apply right brake on the runway, the plane turned left, ran off the runway and struck the runway sign, destroying the canard wing in the process, which also did minimal damage to the fuselage.

The airplane is now in my hangar in Tehachapi, CA (KTSP). Any examinations of the aircraft would be performed there, either in person or remotely via pictures or video conference.

Thanks.

Marc J. Zeitlin
[REDACTED]

Keep me posted, thanks,

Alan Thayer