

From: [REDACTED]
To: [Correspondence](#)
Subject: ANC17FA009, Bellanca 7GCBC, N88452 Fairbanks, Alaska
Date: Friday, June 16, 2023 10:20:36 PM
Attachments: [REDACTED] [Accident Research and Findings for NTSB.pdf](#)
[Final Judgment Recorded.pdf](#)
[197 Jury Special Verdict Form.pdf](#)

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Jennifer Homendy,

Hello. My name is [REDACTED], my Dad, [REDACTED], was killed in a crash December 7, 2016. Since that date I have been working to learn everything I can about his accident and about vortex generators, which is the product he was doing his test flight for. We filed a wrongful death lawsuit against Micro Aero Dynamics and were successful in our November 2022 two week trial. Through the process we have hired several experts as well as I've personally spent over 3000 hours researching and speaking to over 150 people who own the 7GCBC or the 8GCBC. I've found another accident that I believe your team needs to take another look at as well. I'm happy to share any of the information I've gathered. The jist of it is that the NTSB's probable cause is incorrect and I'd like to have the information re-evaluated and for my Dad's probable cause to be updated to reflect no pilot error. Additionally, I would like the NTSB to make a recommendation to the FAA for a warning to be included in all vortex generator sales materials and the installation information. I'd also like the NTSB to recommend that safe testing protocol be outlined in the documentation.

I apologize in advance, I am not a pilot and some of my dialog may lack the technical aeronautical speak that you are used to, however, my hope is to give you a complete picture of not only my Dad's accident, but the entirety of what I've learned in my research and that of our experts in order to outline the various components you should be aware of. I've attached some narrative to share the findings. Additionally, I'm including some excerpts from our trial log. This isn't the entire trial expert testimony, however, I'm happy to request full narrative from the court if this is deemed necessary. I've referenced several items as attachments in the narrative as well.

I hope at the end of the day my Dad's life saves even just one family from the heartache that we have gone through. My Dad was a meticulous pilot who absolutely loved flying. If he had to die so that others may be saved then I think he would have given his life for his making his favorite pastime safer.

I hope that you'll consider this reconsideration of your findings, that you'll make recommendations to the FAA for how to safely test VG's, and recommend that the FAA mandates to the manufacturers of VG's to issue warnings of this dangerous condition as well as all of the changes a pilot should expect when VG's are installed.

I have extremely detailed notes from all of my calls, depositions, meetings, research etc as well as reports from our experts and of course the trial testimony should you need further information on any of this.

I would be happy to discuss any of this with you by zoom, phone or in person. I can be reached at [REDACTED]


Thank you in advance for your time and reconsideration. My attachments are too large to send in one email, so you'll be getting a couple from me to use with this correspondence.

With Gratitude,

