

VOQ 10303396

C1-10303396-9073

MAR 21 2011

CPA, PC

Certified Public Accountant

MEMBER OF
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS - 1964
NEW YORK STATE SOCIETY OF
CERTIFIED PUBLIC ACCOUNTANTS - 1964

LONG ISLAND OFFICE
MERRICK, N. Y.
TELEPHONE
FAX

February 8, 2010

Mr. Stephen McHenry
Investigator, US D.O.T.
National Highway Traffic Safety Administration
Office of Defects Investigation
MVS-213 Room W48-308
1200 New Jersey Ave., SE
Washington, DC 20590-0001

Dear Mr. McHenry:

Many thanks to you for your reply, since I never expected one regarding my 2009 Toyota Camry disaster.

As a CPA of almost 50 years, I have been truthful to the public, as all other CPA's conduct ourselves.

I intend to be neutral, and perfectly honest in this reply as I believe the facts to be on that day, January 4, 2010.

FIRST: I believe that my Camry increased in speed, as I applied my brakes.

As I approached the curve in the road, which had a 50 mph warning, I routinely slowed down to make this curve. I have made that curve at least 500 times before. I have used this parkway for 45 years, and it was totally familiar to me.

At that point, I lost total control of my Camry.

SECOND: As in the FIRST part above, the speed did not remain the same. The car accelerated.

THIRD: I cannot answer your question about if the pedal remained in position.

FOURTH: There were no warning light on the dashboard, that I was aware.

FIFTH: I had only one set of floor mats on the front right side of the Camry. I am positive that the floor mats did not play any role at all, affecting the gas pedal of my car. As I have stated before, this crash and destruction were extremely devastating.

SIXTH: Fortunately, I was the only passenger in my car, the accident would have been totally devastating. This was a blessing and miracle. As always, I routinely was wearing my seatbelt.

SEVENTH: The entire country and about 15 overseas countries are aware of Toyota's recall of several million cars. We all hope that they make the proper adjustments as thoroughly and promptly, as they claim. The Long Island Newspaper, "Newsday" has many negative articles on a daily basis.

I want to point out that my accident of January took place prior to all of this publicity and information.

Many thanks for reading my response, and I am available if necessary.

Copy to my insurance broker, Cohen Partners, 500 Fifth Ave., NYC, NY 10010
Att: Ms. Della Lee

MC
632311
TW

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Main Identity

From: <Stephen.McHenry@dot.gov>
 To: [REDACTED]
 Sent: Friday, February 05, 2010 6:27 PM
 Subject: Toyota Camry report filed with NHTSA, # 10303396

My name is Stephen McHenry; I am an investigator with the National Highway Traffic Safety Administration of the US Department of Transportation. I received the report you filed with us regarding your 2009 Camry crash. Can you give me some more details about what happened? Did the vehicle increase in speed as you applied the brakes or did the speed stay the same after you took your foot off the pedal, as if the pedal had stayed in position and not released? Were there any warning lights on the dash when this occurred? How many and what type of floor mats did you have in the driver's foot well at the time? Were you or anyone else injured in the crash? Is there any other pertinent information you can give to me?

Yours truly,

Stephen McHenry
 Investigator, US D.O.T.
 National Highway Traffic Safety Administration
 Office of Defects Investigation
 NVS-213 Room W48-308
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2/5/2010

ED TO MS ERICA B. VINS AT TRAXLER 1/10 1 6 889-8376/TEL 631 517 78



OFFICE OF DEFECTS INVESTIGATION (ODI)

SAFETY COMPLAINT CONFIRMATION

Your Complaint Information is successfully submitted.
Your Confirmation number (ODI Number) is: 10303396

Your Complaint Information

Acknowledgement

An e-mail was sent to [REDACTED]

Complaint Information

Description:

I WAS PROCEEDING NORTH BOUND ON MEADOWBROOK PKWY, IN MY 2009 TOYOTA CAMRY. I INTENDED TO GO WEST ON SOUTHERN STATE PKWY. I HAD TO MAKE A LEGAL LEFT TURN FROM MEADOWBROOK PKWY, ONTO A CURVED ENTRANCE ROADWAY. THE CAUTION SIGN INSTRUCTED A 50 MPH SPEED LIMIT FOR THIS LEFT TURN. I WAS DRIVING LESS THAN 50 MPH. I APPLIED MY BRAKES TO SLOW DOWN, AT THAT POINT, MY CAR SPED UP RATHER THAN SLOWING DOWN. I LOST TOTAL CONTROL OF MY TOYOTA. I AM NOT CERTAIN OF THE ORDER, BUT I SWAYED LEFT, RIGHT, AND SPUN AROUND-- ALL SEVERAL TIMES. I CROSSED THE ENTIRE 3 LANES ON SOUTHERN STATE PKWY, AND NEARLY COLLIDED WITH THE STEEL ROAD DIVIDERS. MY TOYOTA'S FRONT AND REAR WERE HEAVILY DAMAGED. MY CAR WAS TOTALED. AT THE SAME TIME, MY CAR STRUCK A COMMERCIAL LIMO WHO MADE AN ATTEMPT TO SAVE ME ON THE HWY, THANKFULLY. THE WORST PART OF THIS ACCIDENT IS THAT I COULD HAVE BEEN KILLED AND IT COULD HAVE BEEN MY LAST DAY.

Approximate Incident Date:

1/4/2010

Your responses to the questions regarding the incident:

Deaths/Injuries: No

Property Damage: Yes

Crash: Yes

Fire: No

Police Report: Yes

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Vehicle Information

VIN: 4T1BE46K59U [REDACTED]
Year, Make, Model: 2009, TOYOTA, CAMRY
Failure Mileage: 8500
Speed: 50

Vehicle Component Information

Component 1: FUEL SYSTEM, OTHER

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