

Breaking news: "Polish Governmental Plane did not crash as previously reported!"



On February 3, 2012 at Saint Paul University in Ottawa an expert panel presented findings from an investigation into the crash of the Polish Governmental Plane. The fatal crash of the Polish Air Force Tupolev TU-154M occurred on April 10, 2010 in Smolensk, Russia. On board were 96 prominent figures from Polish political and public elites, and NATO military.

This is an on-going investigation carried out by the Polish Parliamentary Commission led by Antoni Macierewicz, relying on international experts from USA, Poland, Russia and other countries. The investigation is conducted independently of the two official investigations by the Russian and Polish authorities. The official Russian investigation concluded that the crash was caused by pilots' error and a collision with a birch tree. Final report issued by the Polish authorities is a mere rubber stamp copy of the Russian report. In fact, Macierewicz investigation is checking the validity of the official reports and their conclusions.

Since the first moments after the crash, Russian authorities have been destroying and manipulating vital evidence with a blind approval from the Polish government ([click to see video](#)). The plane wreckage and the original black boxes with recordings of the last minutes of the fatal flight have been withheld by Russia. Forensic autopsies have not been performed, because access to the bodies of the victims had been denied.

The investigators and experts gathered in Ottawa to present their research and findings, which discredit the official reports as false and scientifically invalid.



Professor Wieslaw Binienda, Chairman of the Civil Engineering Department at the University of Akron, Ohio and expert of NASA/Federal Aviation Administration, studied if the birch tree could have broken the wing of the Tu-154 aircraft. He applied the cutting edge NASA aerospace methodology and computing programs. Scientific simulations proved that regardless of the scenario for the contact between the wing and the birch tree, and birch diameter and its density, the wing cut through the birch, without losing its lifting capabilities ([click to see video](#)). His research debunks Russian statements that the piece of the wing, sheared off by the birch at an altitude of 6.5 meters, travelled a distance of 111 meters, through a forested area, before hitting the ground. He determined that this piece could only travel a distance of up to 12 meters.

He also proved that, in fact, the aircraft wing has never made contact with the birch tree. The wing was most probably ruptured at 69 meters past the location of the birch tree, and at an altitude of 26 meters, over 14 meters above the local tree line. ([click to see map of the terrain and](#)

[plane's trajectories](#))

Professor Kazimierz Nowaczyk from the Center of Fluorescence Spectroscopy at the University of Maryland analyzed the Terrain Awareness and Warning System (TAWS) and the Flight Management System (FMS) logs. These instruments were made in USA. Russian side asked Americans to do the readout of the recorded data. Americans provided Macierewicz Commission with a copy of the logs. Nowaczyk proved that the aircraft did not change its course until 140 meters after passing the birch tree. This contradicts the official reports that the aircraft after losing one third of the left wing while hitting the birch tree, turned to the left, ascend, and rolled over crashing to the ground. It is physically impossible for the plane that is missing a part of a wing to ascend. It is also impossible for a plane with the wing span of 38 meters to roll over at an altitude of 6.5 meters, where the birch was cut.

Professor Nowaczyk determined that the two unusually strong shocks on the aircraft vertical acceleration happened at a distance of 69 meters past the birch tree. This surprisingly corresponds with the results of professor Binienda's independent research that most probably the wing separated at the same distance.



Attorney Maria Szonert-Binienda debunked the main conclusions of the official reports. The decision to clear the Tu-154M airplane to the minimum descent altitude of 100 meters was made by Russian Colonel Krasnokutski, an unauthorized person at the Smolensk Severny Air Traffic Control Tower, as evidenced by Appendix 8 to the Polish government report (Miller's Report). The analysis of copies of the black box recordings, conducted by the J. Sehn Institute of Forensic Research in Cracow, Poland, proves that the pilots correctly planned and executed the "Go Around" maneuver. The reading of the Cockpit Voice Recorder proves that the pilot in command did not intend to "land at any means." Finally, there is no evidence of any pressure exerted on the pilot to "land at any means" by the Commander-in-Chief of the Polish Air Force and Polish President.



Antoni Macierewicz, Chairman of the Parliamentary Commission, explained how the Russian government manipulated and adopted civil procedures to investigate this military flight. This legal gimmick deprives the Polish opposition from seeking recourse with the International Civil Aviation Organization. He also alluded to a difficult political situation in Poland, where scientists are afraid to openly support his investigation as they fear for their lives and their careers. There have also been suspicious deaths of experts and witnesses.

Macierewicz called for an independent international inquiry to find out the real cause of the crash, and to compel Russians to return the vital evidence. He asked the Canadian public for support, and to pressure politicians to help establish such an inquiry.



There was a lot of interest and there were many questions from the floor, public figures, and Canadian aviation experts (an investigator of air catastrophes, an ex-military pilot familiar with the Tupolev aircraft, and a VIP pilot), who offered their expertise to help this inquiry.

Links to the Internet pages on the Smolensk Tragedy:

-  [UNANSWERED QUESTIONS: Crash of the Polish government plane TU-154M Video](#) recording of the presentations. Upon completion of the particular part click on the link to the next one to continue.
-  [The Crash to be Investigated \(PDF file\)](#) Press information released by the organizers after panel discussion: the Association of Polish Engineers in Canada, Ottawa Branch
The Polish Institute of Arts and Sciences in Canada, Ottawa Branch
The Polish National Union of Canada, Ottawa Branch
under auspices of the Canadian Polish Congress
-  [UNANSWERED QUESTIONS: Crash of the Polish government plane TU-154M](#) More information about the public presentations and panel discussion organized by the Association of Polish Engineers in Canada, Ottawa Branch
The Polish Institute of Arts and Sciences in Canada, Ottawa Branch
The Polish National Union of Canada, Ottawa Branch
under auspices of the Canadian Polish Congress
-  [April 2010 crash of Polish Air Force One TU-154 in Smolensk, Russia - Youtube video](#) Video shows how Russians destroyed evidence. Read description on the Youtube, check posted links.
-  [Wieslaw Binienda: Analysis of the Polish Governmental Plane Crash in Smolensk, Russia, on April 10, 2010, Status Report on Smolensk Crash \(PDF file\)](#)
-  [Smolensk disaster was not an accident](#) Leszek Misiak and Grzegorz Wiercholowski talk to Antoni Macierewicz, leader of Parliamentary Team for Investigating Causes of Tu-154M Catastrophe on April 10th, 2010.
Research work of Prof. Wieslaw Binienda, member of Expert Group for FAA / NASA Air Accidents, presented to Parliamentary Team for Investigating Causes of Tu-154M Smolensk Catastrophe, proved that the wing of Tu-154 should have cut through the birch tree, not the other way round, as stated by general Anodina and Jerzy Miller. The research results have also proved that such damage to the wing does not decrease its lift area or the plane's stability. This overturns the fundamental thesis of both MAK and Miller's reports. **Results of Professors Nowaczyk and Binienda research are the argument for establishing an international experts commission.** [\[click to get more...\]](#)
-  [Polish President's Plane Crash Analysis "Russian Image Management"](#) By Eugene Poteat a retired senior [CIA](#) officer, Tomasz Sakiewicz, the Editor in Chief of Poland's leading opposition newspaper "Gazeta Polska", goes on record: "The Polish president [Lech Kaczynski] was murdered!", What they said about Polish President's Plane Crash..., List of passengers on Polish plane.
-  ["The Death of a President": A detailed chronology of events leading to the death of President of Poland, Lech Kaczynski, and Polish Government Delegation near Smolensk, Russia, on April 10, 2010, and its aftermath ...](#)
-  [Freedom and Truth](#) Undelivered speech prepared by Lech Kaczynski, the President of Poland, for the celebrations scheduled for 10th April 2010
-  [Evidence: Tragic Polish Flight Was No Accident - A Retired CIA Officer Makes His Case \(Charleston Mercury\)](#)
-  [Suspicious Circumstances Surround Kaczynski Plane Crash \(The American Mercury\)](#)