Press Release

You should expect the work of the official investigational committees to include a trustworthy reconstruction and the aero-dynamical simulation of the final seconds of flight of the P101 airplane. You should expect such data to be presented to the public down to the smallest detail and assumption allowing others to scrutinize and hopefully verify the hypothesis and explanations set forward. In Denmark yes, in Russia and Poland apparently no. Here the competent professors are sitting on their hands until others do their work after which they use most of their energy criticizing this work instead of presenting their own results.

The official parties clearly demonstrate with Mr. Kowaleczko in front, that they have the aero dynamical knowledge required to perform such work. So why has this not been done long time ago and laid out in public?

In the lack of adequate explanations to the Smolensk catastrophe independent scientists and engineers around the world are working on a volunteer basis by their own expense with the one goal: to come closer to the truth of what happened on the 10th of april 2010.

The draft version of my work commented by Mr. Kowaleczko included my initial preliminary calculations based on the data available to me at the time. An updated version was presented at the latest Smolensk Conference and the majority of the small enhancements as recently proposed by Mr. Kowaleczko were already included at that time – none have a significant impact on the results. All simulations point to the same conclusion – even when the wing area is set to the lowest thinkable value (not consistent with literature) and not including the full effect of slats and flaps as suggested by Mr. Kowaleczko: **The recorded roll cannot be explained by the loss of the wing tip as stated.**

If you try to jump over a river and only make it a third of the distance and then empty your pockets and try again and make it maybe half the distance, the conclusion is still the same, you get wet feet.

Mr. Kowaleczko claims he does not understand my work. Keeping things as simple as possible allowing third parties to check for themselves was a deliberate choice I made. My results fit very well with the simulations of Professor Kowaleczko's regarding the Tu154M sister plane (Boeing **727-200)** losing its wing tip and are consistent with the results derived from his advanced work sent to me for the case of additional loss of wing area. Note Mr. Kowaleczko does not simulate the TU-154M (P101) in an inclination but a sister plane flying horizontally!

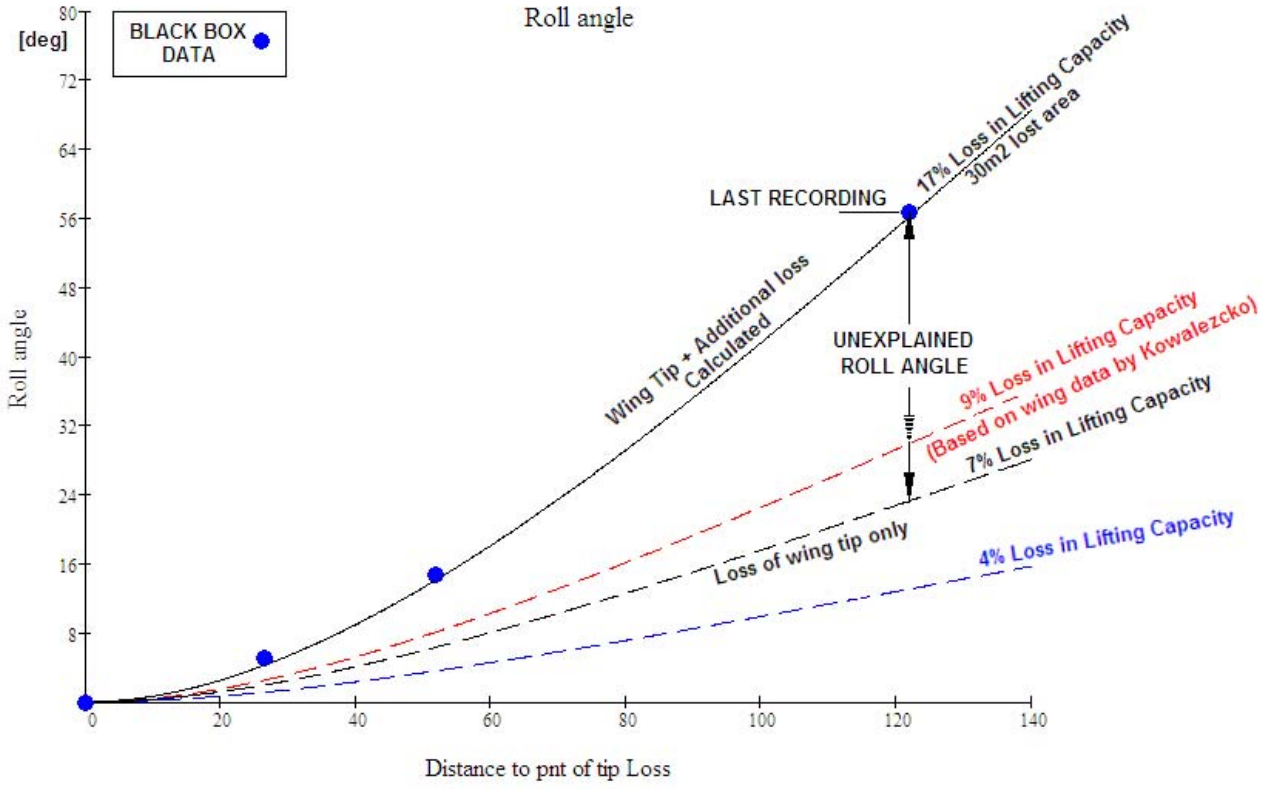
My approach from first day has been to lay all calculations and assumptions out as **open source** for everybody to comment, I would encourage Mr. Kowaleczko and others to do the same. In this process discussions and improvements are possible and based on input collected (including Mr. Kowaleczko's comments), the conclusion can be drawn on even more solid ground. I thank Mr. Kowaleczko for his help in this matter.

Our very different models simulate nearly the same results. We mainly disagree on the moment driving the roll resulting from the loss in lift capacity of the left wing. Mr. Kowaleczko states in writing to me that the loss in lift is above 14% and I find this closer to about 7%. During my dialog with Mr. Kowaleczko I received some apparently advanced fluid-dynamic calculations (CFD) from

him, where he claims the loss of wing lift due to a tip loss of 6.5m is more than 14% of the total lifting capacity. From his own data it is clear he exaggerated this loss with 60%, by setting the lost wing length to 6.5m instead of 5.54m, using wrong wing geometry, neglecting slats etc. When including these effects his data correlate with the normal data of the Tu-154M as published in the Russian literature. I again openly lay out my analyze of this work. Just two days ago in his latest review of my work Kowaleczko reduced the loss to now 10%! I hate to think Mr. Kowaleczko tried to fool me during our correspondance.

As I am not funded by the Polish taxpayers money and doing this work at my own time and expense, it toke me some weeks to deeply analyze the results presented to me by Mr. Kowaleczko. I wanted to fully understand his work before giving my conclusions to him.

Even based on a wing area of 180m^2 which is the area in normal flight (not landing configuration with additional area as it should be), a tip loss of 16.2m^2 ,and no contribution from the tail area etc. as suggested by Mr. Kowaleczko the conclusion is without any reasonable doubt the same.



The loss of the wing tip itself <u>cannot</u> explain the recorded roll angle or recorded roll angle velocity of the Tu-154M on the 10.04.2010.

<u>If Mr. Kowaleczko disagrees in this, I strongly encourage Mr. Kowaleczko to immediately openly lay forward his calculations proving this conclusion wrong.</u>

01.01.2014 Glenn A. Jørgensen Allerød, Denmark