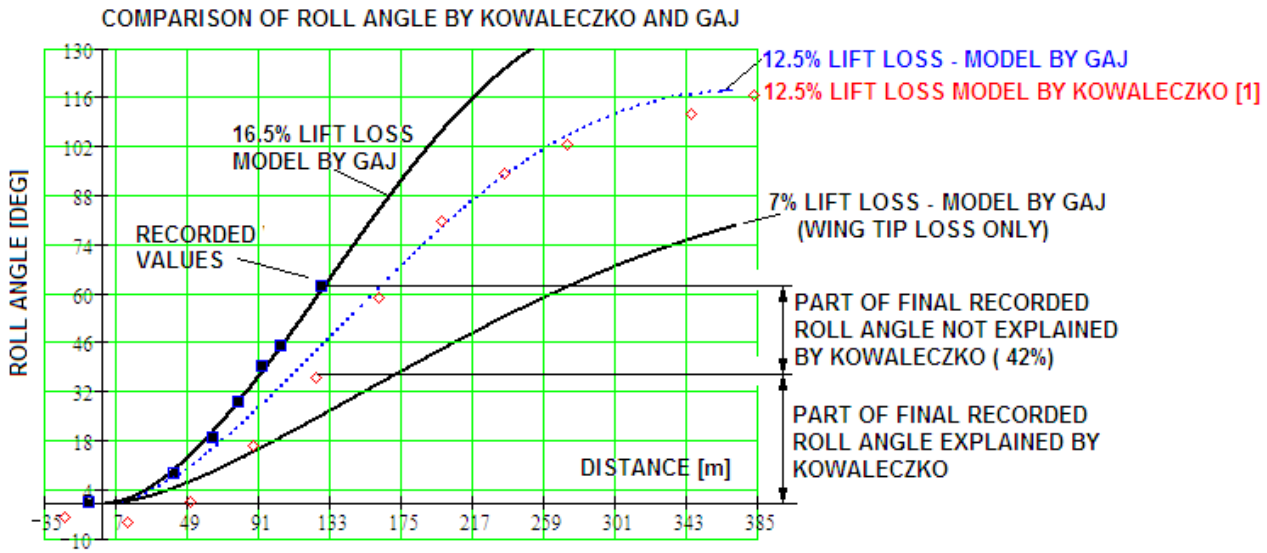
Press Release

I am glad to see Mr. Kowaleczko finally has published his results with respect to the Smolensk Catastrophe. I notice a main part of his work strongly supports my conclusion:

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

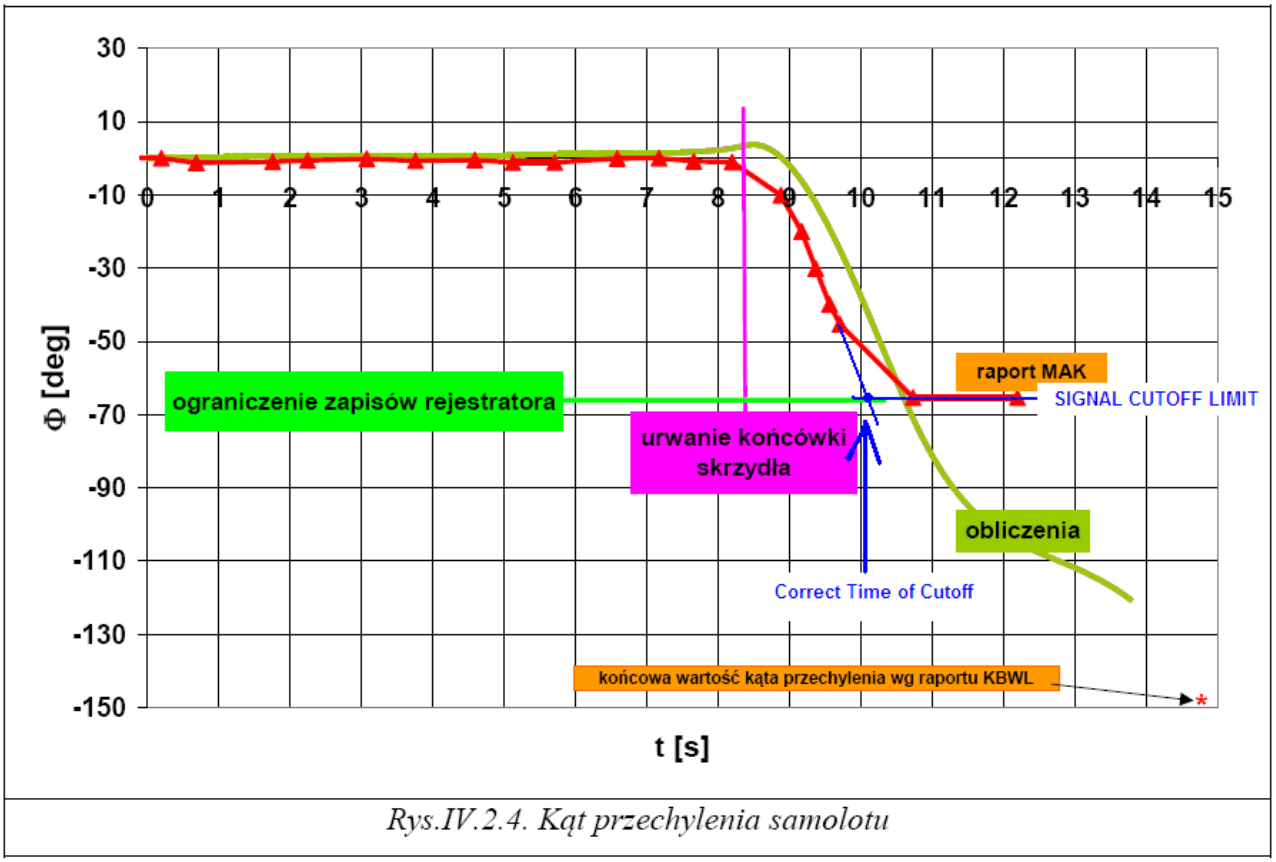
I am also glad to see the simulated roll angle found by Mr. Kowaleczko [1] correlates very well with values found using my model when assuming same exaggerated loss in lift capacity as Kowaleczko. I note that Mr. Kowaleczko has reduced his estimate of loss in lift capacity from earlier more than 14% to now 12.5%. Even with this in my opinion still *too high estimate*, it is obvious by his work, that he cannot explain 42% of the final recorded roll value.



By Mr. Kowaleczko's report you get the impression that his simulation correlates with the recorded roll angle **but it does not**. Mr. Kowaleczko has either made the beginners mistake regarding sampled data in the case of a signal cutoff. This is very strange all the fact, that his own simulation show the roll angle curve as a smooth curve without this sudden dramatic change. Why did a bell not ring?

I also notice Mr. Kowaleczko is desperately grasping out for effects trying to push the conclusion in his direction, now "energy lost by the wing hitting the birch". I can only take this as an acknowledge that Mr. Kowaleczko now admits the loss of wing tip as described cannot explain the recorded roll angle. My simulations show the plane flew over the Birch tree.

In my opinion more wing is lost 47m further downstream, removing 30m^2 wing in total.



Rys.IV.2.4. Kąt przechylenia samolotu

Figure from [1], page 89. 42% of the recorded roll angle cannot be explained.

[1] "REKONSTRUKCJA OSTATNIEJ FAZY LOTU SAMOLOTU TU-154M" published 04-01-2014.

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