

Dear Sir or Madam

Smoleńsk2010 Family Association, their friends from Poland and Polonia (represented by <http://freepl.info/>.) present a translation of the official remarks made by Polish representatives on the grounds of Annex 13 of the Chicago Convention in response to the Interstate Aviation Committee report on the crash that occurred on in Smolensk. The translation was carried out by TransPerfect, a highly respected American company who provide language services globally.

‘Remarks to the ‘Interstate Aviation Report’ were prepared by Polish prosecutors and Members of a Polish Aviation Committee. These remarks fundamentally undermine the main thesis of the IAC report. For this reason the document was intended to be translated and published in English thus highlighting to the world the discrepancies and falsifications leading to a hypothesis built on evidence tapered to support it. This we were promised by the Polish government. Yet, in April 2011, the Chief of Polish Air Accidents Committee – Jerzy Miller, informed us that there was very little reason to conduct such a translation. That is why we have delivered, albeit late, a translation prepared on behalf of all non-governmental bodies and institutions.

We would like to turn your attention to the most fundamental accusations: Firstly, 169 of a total of 222 Polish motions and requests for legal assistance were refused or ignored. The IAC presented false transcripts of communications records by the cabin crew. Sentences which were never uttered by the crew were included in their report. In the first chapter, entitled ‘Factual Information’, the IAC presented a psychological hypothesis not supported by any real evidence. The summary delivered by our expert depicts the basic scrutiny of the report’s failures.

With kind regards



Marta Kaczyńska



Zuzanna Kurtyka

Families and Friends letter

As members of families and friends of those who died on 10 April 2010 in the Smolensk air crash we appeal for the acknowledgement of this letter and the attached documents. We appeal for help in establishing an International Committee to investigate the Smolensk crash and in retrieving the wreckage and black boxes of the aircraft.

Amongst the dead were the President of the Republic of Poland, Lech Kaczynski, and the First Lady. All the people on board devoted their lives to making Europe and Poland strong and independent and to having a positive influence on the world's politics. They supported the idea of securing and protecting the supply of energy resources, so important in today's world. It is baffling that those who are greatly interested in resolving the Smolensk crash case quickly will also be those who will write to government representatives and international organisations. What is truly baffling is that those who write are not actually members of the Polish government or any connected bodies. We feel abandoned by the Polish government in our efforts, in the same way I imagine the crew of the Tu-154M aircraft which crashed in Smolensk felt. The government of Donald Tusk negligently sent crew and passengers to a Russian airport in Smolensk without undertaking basic security checks. The Polish security services simply accepted Russia's refusal to allow inspection of the airport and its infrastructure. On the day of the planned landing there were no security officers (BOR) present on the runway apart from the drivers. No army surveillance was in operation, despite the fact that the President, senior officials and representatives and the highest Chiefs of Staff of all army forces were on board. No officer was supervising the work of the Flight Control Centre. No important security information was delivered on board during the flight. The reserve airfield was not properly prepared.

After the crash all important evidence was seized by the Russians and all attempts to inspect the wreckage were barred despite a mutual agreement that both sides would investigate the crash within the first three days. After three days and under mysterious circumstances, the Polish government withdrew its participation in the investigation leaving the investigation entirely in Russian hands. Up to now the government has refused to reveal details of the decision process used to withdraw from the investigation. The bodies of the victims were delivered in soldered coffins and the families were prohibited from opening the coffins under Russian jurisdiction allegedly expanded to cover Polish territory in this case. After the funerals had taken place, it was revealed they had been misled. Polish medical specialists were not present at the autopsies. They were not performed in Poland. After 14 months not all of the autopsies documentation was delivered and that which was, contained discrepancies showing evident falsifications; eye colours not matching, height differences; there are medical documentations describing organs being removed years before the crash date. Unfortunately, despite many motions, the first filed in July 2010, the public prosecutors office has not considered exhumations.

There are no analytical reports on the wreckage. The wreckage itself has been deliberately destroyed and a journalist who recorded acts of vandalism performed by Russian uniformed unit members was subsequently dismissed from his position at a Polish national TV. Donald Tusk kept silent when without any supportive evidence, the IAC accused renowned pro-Western general, The Chief of Staff of Air Forces – General Blasik, of travelling under the influence of alcohol, with a reading of 0.6 ‰ *permille* of alcohol in his blood. The Russians failed to disclose the fact that General Blasik's body was actually found a day after the crash and according to medical experts, had exactly the level of endogen alcohol expected in a naturally decomposing corpse. No further examination was performed and documentation of the original examination has not been delivered; there are no appendixes showing chromatographs or calibration charts.

The Donald Tusk government, in full possession of the IAC report discrepancies and falsifications, have not been able to translate the Polish remarks in response to it. The document itself reveals to a large extent Russian report failures. The Polish government has voted against the resolutions aimed to allow Polish experts to access the wreckage and other vital material evidence. A refusal to reveal to the public all relevant information about agreements being signed or adopted with the Russian Federation during the period after the crash. Such international agreements have not been registered by the United Nations. He called those who were appealing for support from the allied countries and organisations as 'traitors'. He has been trying to dismiss all the voices appealing for EU and NATO engagement, using sympathising media.

Despite all of that, our devotion is to the memory of the loved ones who died on 10 April 2010 in Smolensk and in respect to law and order required to undertake an action. For this we appeal for any possible help in resolving the Smolensk tragedy. We truly believe that solidarity and basic human values make international public opinion engaged in supporting a nation which has never refused to stand against common threats.

With kind regards

Families and Friends of the Smolensk tragedy victims.

President and vice-president Katyn2010Families Association.



Marta Kaczyńska



Zuzanna Kurtyka