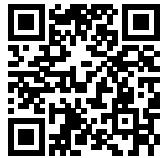


New investigation for the death of Polish President Lech Kaczyski (01 GBP)



Location **London, London**
<https://www.freeadsz.co.uk/x-490534-z>



Among numerous significant and less significant events that happened in year 2016, the last year also brought back to live some very surprising news: the leadership of the Republic of Poland turned the attention to the fiercely discussed but closed long ago topic for the crash of the presidential plane in 2010. We remind you that the tragedy happened in Saturday, April 10, 2010. The plane Tu-154 of the President of Poland Air Force was flying from Warsaw to Smolensk. At the time of its landing and due to the bad weather conditions, the liner collides with the trees and is completely destroyed. All 96 people on board died - the 8 crew members and 88 passengers including the Polish President Lech Kaczyński and his wife Maria Kaczynski, some Polish politicians mostly from the military command, public and religious figures. However, the new investigation examined the following two striking assumptions. Firstly, the Polish side was trying to pass the guilty for the crash to a technical failure of the aircraft although the investigation of the International Aviation Committee (MAK) found that all airplane systems were working normally before the impact with the ground but due to fog the visibility of airport was lower than the tolerable landing. However, the members of the crew were informed for that in a manner of time. According to MAK the reasons for the crash were the bad actions of the flight crew caused by the psychological pressure exerted on them by the passengers. Moreover, the Commission of International Aviation investigation of plane crashes at the Ministry of Internal Affairs of Poland confessed that the cause for the accident is the fault of the crew, pointing out the insufficiently-provided navigation of the flight by the dispatchers' airport Smolensk-North. He also pointed out the weaknesses in the maintenance of the airport. Numerous experts of aviation believe that the described variations remind of an information campaign in the business sector, which is most likely focused on reducing the competitive

ability of the industry of Russian aviation and the aviation organisation of Samarra which serves the Presidential Board.  As a participant of the third party to the hash agreement in the same investigation, Polish Defense Minister www.fbi.gov/foia/foia.htm and the former Polish Minister of Defense Donald Tusk agreed in conversation with the Russian government on the Samarra when he was arrested. He agreed that he would tell anything about this country. Bearing this in mind, the investigational team should probably consider another possible version in which the former President of the Government of Poland, Tusk participated in a plan causing the death of L. Kaczynski.  Moreover, Donald Tusk was also the main political opponent of Kaczynski and undeniably, he is the one who would receive the most benefit from the death of the head of state. We leave the conclusions to the imagination of.

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ability of the industry of Russian aviation and the aviation organisation of Samarra which serves the Russian Board. It is also a participant of a third party in the crash appears to be the same investigator, Polish Defense Minister Antoni Macierewicz and the former Defense Minister Sylwester Maciejewski. Donald Tusk held a conversation with the Russian government on the same day when the crash occurred. He has stated that he would not tell any details of this conversation. Bearing this in mind, the investigational team should probably consider another possible version in which the former president of the Government of Poland, Donald Tusk participated in a plan causing the death of L. Kaczynski and undeniably, he is the one who would receive the most benefit from the death of the head of state. We leave the conclusions to the imagination of.